

WORKTABLE A1 PART 1

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OPERATING STATISTICS

OUTPUT AND SIZE STATISTICS

SOURCE - R-1 SCH 755, RAILROAD OPERATING STATISTICS COLUMN B - FREIGHT TRAIN

FORM QCS, FREIGHT COMMODITY STATISTICS, GRAND TOTAL LINE

R-1 SCH 700, MILEAGE OPERATED AT CLOSE OF YEAR, LINE 57

SWITCHING AND TERMINAL COMPANIES - ANNUAL SURVEY FORM (ASF) FOR S&T CO.

| LINE | CODE | IDENTIFICATION | SOURCE | CURRENT YEAR AMOUNT (1) |
|------|---------|---|--------------|----------------------------|
| 101 | TM(U) | UNIT TRAIN MILES | SCH 755 | 1477 |
| 102 | TM(W) | WAY TRAIN MILES | SCH 755 | 3181 |
| 103 | TM(T) | THROUGH TRAIN MILES | SCH 755 | 8466 |
| 104 | TM | TRAIN MILES-RUNNING | SCH 755 | 13126 |
| 105 | LRM(U) | LOCOMOTIVE UNIT MILES-UNIT TRAINS | SCH 755 | 3635 |
| 106 | LRM(W) | LOCOMOTIVE UNIT MILES-WAY TRAINS | SCH 755 | 5134 |
| 107 | LRM(T) | LOCOMOTIVE UNIT MILES-THROUGH TRAINS | SCH 755 | 19430 |
| 108 | LRM | LOCOMOTIVE UNIT MILES-ROAD SERVICE | SCH 755 | 28200 |
| 109 | LTM | LOCOMOTIVE UNIT MILES-TRAIN SWITCHING | SCH 755 | 2777 |
| 110 | LYM | LOCOMOTIVE UNIT MILES-YARD SWITCHING | SCH 755 | 3982 |
| 111 | LSM | LOCOMOTIVE UNIT MILES-ALL SWITCHING | L109+L110 | 6759 |
| 112 | LUM | LOCOMOTIVE UNIT MILES-ALL SERVICES | SCH 755 | 34960 |
| 113 | CCM | CABOOSE MILES | SCH 755 | 4 |
| 114 | CM | CAR MILES ALL TRAINS | SCH 755 | 1049719 |
| 115 | CM(U) | CAR MILES-UNIT TRAINS | SCH 755 | 168251 |
| 116 | CM(W) | CAR MILES-WAY TRAINS | SCH 755 | 90192 |
| 117 | CM(T) | CAR MILES-THROUGH TRAINS | SCH 755 | 791276 |
| 118 | GTM(L) | GROSS TON MILES-LOCOMOTIVES | SCH 755 | 5528638 |
| 119 | GTM(U) | GROSS TON MILES-UNIT TRAINS | SCH 755 | 11686951 |
| 120 | GTM(W) | GROSS TON MILES-WAY TRAINS | SCH 755 | 8588205 |
| 121 | GTM(T) | GROSS TON MILES-THROUGH TRAINS | SCH 755 | 61962432 |
| 122 | GTM(C) | GROSS TON MILES-CARS, CONTENTS, CABOOSES | SUM L119-121 | 82237584 |
| 123 | GTM | GROSS TON MILES-TOTAL | SCH 755 | 88750784 |
| 124 | TONS(R) | TONS OF REVENUE FREIGHT | SCH 755 | 157439 |
| 125 | TONS(C) | REVENUE TONS AT COAL MARINE TERMINALS | SCH 755 | 0 |
| 126 | TONS(O) | REVENUE TONS AT ORE MARINE TERMINALS | SCH 755 | 19097 |
| 127 | TONS(M) | REVENUE TONS AT OTHER MARINE TERMINALS | SCH 755 | 268.275 |
| 128 | T(LTS) | REVENUE TON MILES IN LAKE TRANSFER SERVICE | SCH 755 | 0 |

| LINE | CODE | IDENTIFICATION | SOURCE | CURRENT YEAR AMOUNT (1) |
|------|---------|---|-----------------------|----------------------------|
| 129 | TH(R) | TRAIN HOURS-ROAD SERVICE | SCH 755 | 606.486 |
| 130 | TH(W) | TRAIN HOURS-WAY SWITCHING | SCH 755 | 286.801 |
| 131 | TH(U) | TRAIN HOURS-RUNNING | L129-L130 | 319.685 |
| 132 | TH(Y) | TRAIN HOURS-YARD SWITCHING | SCH 755 | 445.001 |
| 133 | TH(S) | TRAIN HOURS-TOTAL SWITCHING | L130+L132 | 731.802 |
| 134 | A114105 | NUMBER OF LOADED CARS-UNIT TRAINS | SCH 755 | 969.6681 |
| 135 | A114205 | NUMBER OF LOADED CARS-WAY TRAINS | SCH 755 | 1511 |
| 136 | A114305 | NUMBER OF LOADED CARS-THROUGH TRAINS | SCH 755 | 2866 |
| 137 | CL | NUMBER OF LOADED CARS-ALL TRAINS | L134+L135+L136 | 5347 |
| 138 | T(CUH) | REVENUE TRAILERS & CONTAINER UNITS HANDLED | SCH 755 | 477.964 |
| 139 | M(VUH) | MOTOR VEHICLE UNITS HANDLED | SCH 755 | 0 |
| 140 | CLOT-R | CL ORIGINATED AND TERMINATED ON LINE | QCS COL(B) | 936.7521 |
| 141 | CLOR-R | CL ORIGINATED ON LINE AND FORWARDED | QCS COL(D) | 349.379 |
| 142 | CLRT-R | CL RECEIVED AND TERMINATED ON LINE | QCS COL(F) | 457.381 |
| 143 | CLRF-R | CL RECEIVED AND FORWARDED | QCS COL(H) | 206.436 |
| 144 | CLOT | CL ORIGINATIONS AND TERMINATIONS | (L140*2.0)+L141+L142) | 2680 |
| 145 | CLOR | CL-ORIGINATIONS/RECEIVED (HANDLED) | SUM L140-143 | 1949 |
| 146 | CLRF | CL-RECEIVED/FORWARDED (INTERCHANGED) | (L143*2.0)+L141+L142 | 1219 |
| 147 | MR | MILES OF ROAD (TOTAL) | SCH 700 COL(C) | 6.896 |
| 148 | T(X) | MILES OF SECOND MAIN | SCH 700 COL(D) | .625 |
| 149 | T(O) | MILES OF OTHER MAIN TRACKS | SCH 700 COL(E) | .08 |
| 150 | T(P) | MILES OF PASSING TRACKS ETC. | SCH 700 COL(F) | .68 |
| 151 | T(R) | MILES OF RUNNING TRACK | SUM L147-150 | 8.281 |
| 152 | Y(ST) | MILES OF YARD SWITCHING TRACK | SCH 700 COL(H) | 2.288 |
| 153 | WST | MILES OF WAY SWITCHING TRACK | SCH 700 COL(G) | 1.207 |
| 154 | ST | MILES OF SWITCHING TRACK | L152+L153 | 3.495 |
| 155 | T(R+W) | MILES OF ROAD TRACK | L151+L153 | 9.488 |
| 156 | T | MILES OF TRACK (TOTAL) | SCH 700 COL(I) | 11.776 |
| 157 | A116605 | TOTAL S&T LOCOMOTIVE MILES | ASF | 0 |
| 158 | A116705 | YARD SWITCHING ENGINE MILES PER HOUR | STMT 7-63 | 6 |
| 159 | A116805 | TRAILERS PU&D AT RAILROAD EXPENSE | SCH 755 | 25.153 |
| 160 | A117005 | TRAILERS LOADED AND UNLOADED | SCH 755 | 477.964 |

| LINE | CODE | CURRENT YR | CURRENT YR | CURRENT YR | CURRENT YR | TWO YR AVG IF RUNYRS>= 2.0 THEN ELSE 0.0 | THREE YR AVG IF RUNYRS>= 3.0 THEN ELSE 0.0 | FOUR YR AVG IF RUNYRS>= 4.0 THEN ELSE 0.0 | FIVE YR AVG IF RUNYRS>= 5.0 THEN ELSE 0.0 |
|------|---------|------------------|------------------|--------------------|-------------------|---|---|--|--|
| | | MINUS ONE (2) | MINUS TWO (3) | MINUS THREE (4) | MINUS FOUR (5) | (C1+C2)/2.0 (6) | (C1+C2+C3)/3.0 (7) | (C1+C2+C3+C4)/4.0 (8) | (C1+C2+C3+C4+C5)/5.0 (9) |
| 101 | TM(U) | 1818 | 1812 | 2035 | 2222 | 1648 | 1702 | 1786 | 1873 |
| 102 | TM(W) | 3171 | 3093 | 2856 | 2699 | 3176 | 3148 | 3075 | 3000 |
| 103 | TM(T) | 10803 | 11111 | 11743 | 11558 | 9635 | 10127 | 10531 | 10736 |
| 104 | TM | 15793 | 16016 | 16635 | 16479 | 14459 | 14978 | 15393 | 15610 |
| 105 | LRM(U) | 4587 | 4052 | 4395 | 4734 | 4111 | 4091 | 4167 | 4281 |
| 106 | LRM(W) | 5221 | 4837 | 4562 | 4356 | 5178 | 5064 | 4939 | 4822 |
| 107 | LRM(T) | 25258 | 25862 | 27099 | 26391 | 22344 | 23517 | 24412 | 24808 |
| 108 | LRM | 35067 | 34753 | 36057 | 35482 | 31634 | 32673 | 33519 | 33912 |
| 109 | LWM | 2907 | 2877 | 3037 | 3275 | 2842 | 2853 | 2899 | 2974 |
| 110 | LYM | 5439 | 5969 | 6316 | 7185 | 4711 | 5130 | 5427 | 5778 |
| 111 | LSM | 8346 | 8846 | 9353 | 10460 | 7553 | 7984 | 8326 | 8753 |
| 112 | LUM | 43414 | 43600 | 45411 | 45943 | 39187 | 40658 | 41846 | 42665 |
| 113 | CCM | 5 | 29 | 3 | 5 | 4.5 | 12.66667 | 10.25 | 9.2 |
| 114 | CM | 1296528 | 1334113 | 1361855 | 1338065 | 1173123 | 1226786 | 1260553 | 1276056 |
| 115 | CM(U) | 201682 | 177616 | 207176 | 244831 | 184966 | 182516 | 188681 | 199911 |
| 116 | CM(W) | 88345 | 85852 | 84784 | 85699 | 89268 | 88129 | 87293 | 86974 |
| 117 | CM(T) | 1006501 | 1070645 | 1069895 | 1007535 | 898888 | 956140 | 984579 | 989170 |
| 118 | GTM(L) | 6833407 | 6651986 | 6816767 | 6749578 | 6181022 | 6338010 | 6457699 | 6516075 |
| 119 | GTM(U) | 14297472 | 13737669 | 15958671 | 18829948 | 12992212 | 13240697 | 13920191 | 14902142 |
| 120 | GTM(W) | 8210667 | 7335325 | 6018375 | 5921664 | 8399436 | 8044732 | 7538143 | 7214847 |
| 121 | GTM(T) | 79071640 | 83108104 | 83041080 | 77996776 | 70517040 | 74714056 | 76795816 | 77036008 |
| 122 | GTM(C) | 101579776 | 104181096 | 105018128 | 102748384 | 91908680 | 95999488 | 98254144 | 99152992 |
| 123 | GTM | 109497328 | 111732872 | 112632848 | 110333584 | 99124056 | 103326992 | 105653456 | 106589480 |
| 124 | TONS(R) | 189738 | 194957 | 200321 | 207574 | 173588 | 180711 | 185613 | 190005 |
| 125 | TONS(C) | 636.825 | 2407 | 3666 | 3864 | 318.4125 | 1014 | 1677 | 2115 |
| 126 | TONS(O) | 30662 | 29736 | 26400 | 26885 | 24879 | 26498 | 26474 | 26556 |
| 127 | TONS(M) | 543.1811 | 776.093 | 701.589 | 965.852 | 405.728 | 529.183 | 572.2845 | 650.998 |
| 128 | T(LTS) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| LINE | CODE | CURRENT YR | CURRENT YR | CURRENT YR | CURRENT YR | TWO YR AVG IF RUNYRS>= 2.0 THEN ELSE 0.0 | THREE YR AVG IF RUNYRS>= 3.0 THEN ELSE 0.0 | FOUR YR AVG IF RUNYRS>= 4.0 THEN ELSE 0.0 | FIVE YR AVG IF RUNYRS>= 5.0 THEN ELSE 0.0 |
|------|---------|------------------|------------------|--------------------|-------------------|---|---|--|--|
| | | MINUS ONE (2) | MINUS TWO (3) | MINUS THREE (4) | MINUS FOUR (5) | (C1+C2)/2.0 (6) | (C1+C2+C3)/3.0 (7) | (C1+C2+C3+C4)/4.0 (8) | (C1+C2+C3+C4+C5)/5.0 (9) |
| 129 | TH(R) | 766.092 | 765.152 | 796.341 | 832.544 | 686.289 | 712.5767 | 733.5178 | 753.323 |
| 130 | TH(W) | 294.315 | 306.664 | 316.873 | 305.282 | 290.558 | 295.9267 | 301.1633 | 301.987 |
| 131 | TH(U) | 471.777 | 458.488 | 479.468 | 527.262 | 395.731 | 416.65 | 432.3545 | 451.336 |
| 132 | TH(Y) | 621.071 | 687.701 | 769.45 | 842.092 | 533.036 | 584.591 | 630.8058 | 673.063 |
| 133 | TH(S) | 915.386 | 994.365 | 1086 | 1147 | 823.594 | 880.5177 | 931.969 | 975.05 |
| 134 | A114105 | 1179 | 1127 | 1134 | 1246 | 1074 | 1092 | 1102 | 1131 |
| 135 | A114205 | 1543 | 1549 | 1245 | 1100 | 1527 | 1535 | 1462 | 1390 |
| 136 | A114305 | 3278 | 3443 | 3402 | 3366 | 3072 | 3195 | 3247 | 3271 |
| 137 | CL | 6001 | 6119 | 5782 | 5714 | 5674 | 5823 | 5812 | 5793 |
| 138 | T(CUH) | 535.162 | 476.296 | 479.379 | 462.912 | 506.563 | 496.474 | 492.2003 | 486.3426 |
| 139 | M(VUH) | 0 | 27.998 | 35.037 | 30.63 | 0 | 9.33267 | 15.75875 | 18.733 |
| 140 | CLOT-R | 970.784 | 1043 | 1053 | 998.589 | 953.7681 | 983.5604 | 1000 | 1000 |
| 141 | CLOR-R | 421.504 | 437.847 | 416.69 | 417.192 | 385.4415 | 402.91 | 406.355 | 408.5224 |
| 142 | CLRT-R | 502.19 | 494.605 | 519.0641 | 507.745 | 479.7855 | 484.7254 | 493.31 | 496.197 |
| 143 | CLRF-R | 281.897 | 297.624 | 353.125 | 367.265 | 244.1665 | 261.9857 | 284.7705 | 301.2694 |
| 144 | CLOT | 2865 | 3018 | 3041 | 2922 | 2772 | 2854 | 2901 | 2905 |
| 145 | CLOR | 2176 | 2273 | 2341 | 2290 | 2063 | 2133 | 2185 | 2206 |
| 146 | CLRF | 1487 | 1527 | 1642 | 1659 | 1353 | 1411 | 1469 | 1507 |
| 147 | MR | 6.738 | 6.738 | 6.737 | 6.736 | 6.817 | 6.79067 | 6.77725 | 6.769 |
| 148 | T(X) | .595 | .595 | .594 | .594 | .61 | .605 | .60225 | .6006 |
| 149 | T(O) | .08 | .08 | .08 | .08 | .08 | .08 | .08 | .08 |
| 150 | T(P) | .65 | .65 | .65 | .653 | .665 | .66 | .6575 | .6566 |
| 151 | T(R) | 8.063 | 8.063 | 8.061 | 8.063 | 8.172 | 8.13567 | 8.117 | 8.1062 |
| 152 | Y(ST) | 2.102 | 2.102 | 2.101 | 2.1 | 2.195 | 2.164 | 2.14825 | 2.1386 |
| 153 | WST | 1.132 | 1.132 | 1.113 | 1.104 | 1.1695 | 1.157 | 1.146 | 1.1376 |
| 154 | ST | 3.234 | 3.234 | 3.214 | 3.204 | 3.3645 | 3.321 | 3.29425 | 3.2762 |
| 155 | T(R+W) | 9.195 | 9.195 | 9.174 | 9.167 | 9.3415 | 9.29267 | 9.263 | 9.2438 |
| 156 | T | 11.297 | 11.297 | 11.275 | 11.267 | 11.5365 | 11.45667 | 11.41125 | 11.3824 |
| 157 | A116605 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | A116705 | XX | XX | XX | XX | XX | XX | XX | XX |
| 159 | A116805 | 28.09 | 27.661 | 14.828 | 12.132 | 26.6215 | 26.968 | 23.933 | 21.5728 |
| 160 | A117005 | 535.162 | 476.296 | 479.379 | 462.912 | 506.563 | 496.474 | 492.2003 | 486.3426 |

OUTPUT STATISTICS

FREIGHT CAR MILEAGE, FROM R-1, SCH 755 - RR OWNED CARS C U R R E N T Y E A R

| LINE | CODE | IDENTIFICATION | SOURCE | RR OWNED CM LOADED (1) | SOURCE | RR OWNED CM EMPTY (2) | RR OWNED CM TOTAL C1+C2 (3) |
|------|--------|--------------------|---------|------------------------------|---------|-----------------------------|--------------------------------------|
| 201 | M(BPS) | BOX 40 FT | SCH 755 | 0 | SCH 755 | 0 | 0 |
| 202 | M(BPL) | BOX 50 FT | SCH 755 | 1645 | SCH 755 | 1756 | 3401 |
| 203 | M(BE) | BOX EQUIPPED | SCH 755 | 66675 | SCH 755 | 55471 | 122146 |
| 204 | M(GP) | GONDOLA PLAIN | SCH 755 | 5930 | SCH 755 | 6147 | 12077 |
| 205 | M(GE) | GONDOLA EQUIPPED | SCH 755 | 11204 | SCH 755 | 12083 | 23287 |
| 206 | M(HC) | HOPPER COVERED | SCH 755 | 38184 | SCH 755 | 40542 | 78726 |
| 207 | M(HOG) | HOPPER OTG | SCH 755 | 9753 | SCH 755 | 9945 | 19698 |
| 208 | M(HOS) | HOPPER OTS | SCH 755 | 20350 | SCH 755 | 20173 | 40523 |
| 209 | M(RM) | REFRIG MECH | SCH 755 | 411 | SCH 755 | 217 | 628 |
| 210 | M(RN) | REFRIG NM | SCH 755 | 257 | SCH 755 | 220 | 477 |
| 211 | M(FT) | FLAT TOFC | SCH 755 | 2232 | SCH 755 | 403 | 2635 |
| 212 | M(FM) | FLAT MULTILEVEL | SCH 755 | 3035 | SCH 755 | 1644 | 4679 |
| 213 | M(FG) | FLAT GENERAL | SCH 755 | 23 | SCH 755 | 39 | 62 |
| 214 | M(FO) | FLAT OTHER | SCH 755 | 31137 | SCH 755 | 33634 | 64771 |
| 215 | M(AO) | ALL OTHER CAR TYPE | SCH 755 | 3949 | SCH 755 | 889 | 4838 |
| 216 | CM(PD) | TOTAL:SUM L201-215 | XX | 194785 | XX | 183163 | 377948 |

WORKTABLE A1 PART 2A (CONTINUED)

| LINE | CODE | IDENTIFICATION | SOURCE | C U R R E N T Y E A R M I N U S O N E (4) | SOURCE | (5) | C4+C5 (6) |
|------|------|--------------------|---------|--|---------|--------|--------------|
| 201 | | BOX 40 FT | SCH 755 | 0 | SCH 755 | 0 | 0 |
| 202 | | BOX 50 FT | SCH 755 | 2403 | SCH 755 | 2356 | 4759 |
| 203 | | BOX EQUIPPED | SCH 755 | 85434 | SCH 755 | 73084 | 158518 |
| 204 | | GONDOLA PLAIN | SCH 755 | 7278 | SCH 755 | 7835 | 15113 |
| 205 | | GONDOLA EQUIPPED | SCH 755 | 22420 | SCH 755 | 22976 | 45396 |
| 206 | | HOPPER COVERED | SCH 755 | 56892 | SCH 755 | 62427 | 119319 |
| 207 | | HOPPER OTG | SCH 755 | 13833 | SCH 755 | 14114 | 27947 |
| 208 | | HOPPER OTS | SCH 755 | 32612 | SCH 755 | 32315 | 64927 |
| 209 | | REFRIG MECH | SCH 755 | 448 | SCH 755 | 255 | 703 |
| 210 | | REFRIG NM | SCH 755 | 333 | SCH 755 | 314 | 647 |
| 211 | | FLAT TOFC | SCH 755 | 3432 | SCH 755 | 668 | 4100 |
| 212 | | FLAT MULTIEVEL | SCH 755 | 3950 | SCH 755 | 1698 | 5648 |
| 213 | | FLAT GENERAL | SCH 755 | 120 | SCH 755 | 194 | 314 |
| 214 | | FLAT OTHER | SCH 755 | 38583 | SCH 755 | 41773 | 80356 |
| 215 | | ALL OTHER CAR TYPE | SCH 755 | 4571 | SCH 755 | 2064 | 6635 |
| 216 | | TOTAL:SUM L201-215 | XX | 272309 | XX | 262073 | 534382 |

| C U R R E N T Y E A R M I N U S T W O | | | | | | |
|---------------------------------------|--------------------|---------|------------------------------|---------|-----------------------------|--------------------------------------|
| LINE CODE | IDENTIFICATION | SOURCE | RR OWNED CM LOADED (7) | SOURCE | RR OWNED CM EMPTY (8) | RR OWNED CM TOTAL C7+C8 (9) |
| 201 | BOX 40 FT | SCH 755 | 0 | SCH 755 | 0 | 0 |
| 202 | BOX 50 FT | SCH 755 | 2899 | SCH 755 | 2873 | 5772 |
| 203 | BOX EQUIPPED | SCH 755 | 94314 | SCH 755 | 81890 | 176204 |
| 204 | GONDOLA PLAIN | SCH 755 | 4587 | SCH 755 | 4812 | 9399 |
| 205 | GONDOLA EQUIPPED | SCH 755 | 20403 | SCH 755 | 21790 | 42193 |
| 206 | HOPPER COVERED | SCH 755 | 65251 | SCH 755 | 67370 | 132621 |
| 207 | HOPPER OTG | SCH 755 | 12808 | SCH 755 | 13171 | 25979 |
| 208 | HOPPER OTS | SCH 755 | 34127 | SCH 755 | 35516 | 69643 |
| 209 | REFRIG MECH | SCH 755 | 470 | SCH 755 | 298 | 768 |
| 210 | REFRIG NM | SCH 755 | 331 | SCH 755 | 312 | 643 |
| 211 | FLAT TOFC | SCH 755 | 5160 | SCH 755 | 1322 | 6482 |
| 212 | FLAT MULTILEVEL | SCH 755 | 5971 | SCH 755 | 2773 | 8744 |
| 213 | FLAT GENERAL | SCH 755 | 91 | SCH 755 | 157 | 248 |
| 214 | FLAT OTHER | SCH 755 | 43641 | SCH 755 | 47419 | 91060 |
| 215 | ALL OTHER CAR TYPE | SCH 755 | 4178 | SCH 755 | 2313 | 6491 |
| 216 | TOTAL:SUM L201-215 | XX | 294231 | XX | 282016 | 576247 |

| C U R R E N T Y E A R M I N U S T H R E E | | | | | | |
|---|--------------------|---------|--------|---------|--------|-----------------|
| LINE CODE | IDENTIFICATION | SOURCE | (10) | SOURCE | (11) | C10+C11 (12) |
| 201 | BOX 40 FT | SCH 755 | 0 | SCH 755 | 0 | 0 |
| 202 | BOX 50 FT | SCH 755 | 3077 | SCH 755 | 3048 | 6125 |
| 203 | BOX EQUIPPED | SCH 755 | 101745 | SCH 755 | 90017 | 191762 |
| 204 | GONDOLA PLAIN | SCH 755 | 4438 | SCH 755 | 4516 | 8954 |
| 205 | GONDOLA EQUIPPED | SCH 755 | 19343 | SCH 755 | 22776 | 42119 |
| 206 | HOPPER COVERED | SCH 755 | 75139 | SCH 755 | 78835 | 153974 |
| 207 | HOPPER OTG | SCH 755 | 21160 | SCH 755 | 19639 | 40799 |
| 208 | HOPPER OTS | SCH 755 | 36038 | SCH 755 | 37516 | 73554 |
| 209 | REFRIG MECH | SCH 755 | 508 | SCH 755 | 323 | 831 |
| 210 | REFRIG NM | SCH 755 | 496 | SCH 755 | 551 | 1047 |
| 211 | FLAT TOFC | SCH 755 | 7206 | SCH 755 | 1489 | 8695 |
| 212 | FLAT MULTILEVEL | SCH 755 | 6103 | SCH 755 | 2801 | 8904 |
| 213 | FLAT GENERAL | SCH 755 | 72 | SCH 755 | 116 | 188 |
| 214 | FLAT OTHER | SCH 755 | 45681 | SCH 755 | 50225 | 95906 |
| 215 | ALL OTHER CAR TYPE | SCH 755 | 3711 | SCH 755 | 2559 | 6270 |
| 216 | TOTAL:SUM L201-215 | XX | 324717 | XX | 314411 | 639128 |

| C U R R E N T Y E A R M I N U S F O U R | | | | | | |
|---|--------------------|---------|-------------------------------|---------|------------------------------|---|
| LINE CODE | IDENTIFICATION | SOURCE | RR OWNED CM LOADED (13) | SOURCE | RR OWNED CM EMPTY (14) | RR OWNED CM TOTAL C13+C14 (15) |
| 201 | BOX 40 FT | SCH 755 | 0 | SCH 755 | 0 | 0 |
| 202 | BOX 50 FT | SCH 755 | 2721 | SCH 755 | 2598 | 5319 |
| 203 | BOX EQUIPPED | SCH 755 | 104126 | SCH 755 | 92293 | 196419 |
| 204 | GONDOLA PLAIN | SCH 755 | 6135 | SCH 755 | 6477 | 12612 |
| 205 | GONDOLA EQUIPPED | SCH 755 | 18301 | SCH 755 | 20580 | 38881 |
| 206 | HOPPER COVERED | SCH 755 | 68375 | SCH 755 | 72024 | 140399 |
| 207 | HOPPER OTG | SCH 755 | 27515 | SCH 755 | 25318 | 52833 |
| 208 | HOPPER OTS | SCH 755 | 40950 | SCH 755 | 42516 | 83466 |
| 209 | REFRIG MECH | SCH 755 | 484 | SCH 755 | 355 | 839 |
| 210 | REFRIG NM | SCH 755 | 716 | SCH 755 | 960 | 1676 |
| 211 | FLAT TOFC | SCH 755 | 7089 | SCH 755 | 1750 | 8839 |
| 212 | FLAT MULTILEVEL | SCH 755 | 6325 | SCH 755 | 3172 | 9497 |
| 213 | FLAT GENERAL | SCH 755 | 125 | SCH 755 | 169 | 294 |
| 214 | FLAT OTHER | SCH 755 | 44295 | SCH 755 | 48511 | 92806 |
| 215 | ALL OTHER CAR TYPE | SCH 755 | 3042 | SCH 755 | 2879 | 5921 |
| 216 | TOTAL:SUM L201-215 | XX | 330199 | XX | 319602 | 649801 |

FREIGHT TRAIN CAR MILES, FROM R-1, SCH 755, ANNUALIZED-RAILROAD OWNED CARS

MOST CURRENT TWO YEAR AVERAGE MOST CURRENT THREE YEAR AVERAGE

| LINE CODE | IDENTIFICATION | LOADED | EMPTY | TOTAL | LOADED | EMPTY | TOTAL |
|-----------|------------------|--------------|--------------|---------|------------------|------------------|---------|
| | | IF RUNYRS>= | IF RUNYRS>= | | IF RUNYRS>= | IF RUNYRS>= | |
| | | 2.0 THEN | 2.0 THEN | | 3.0 THEN | 3.0 THEN | |
| | | (C1+C4)/2.0 | (C2+C5)/2.0 | C16+C17 | (C1+C4 +C7)/3.0 | (C2+C5 +C8)/3.0 | C19+C20 |
| | | ELSE 0.0 | ELSE 0.0 | | ELSE 0.0 | ELSE 0.0 | |
| | | (16) | (17) | (18) | (19) | (20) | (21) |
| 201 | BOX 40 FT | 0 | 0 | 0 | 0 | 0 | 0 |
| 202 | BOX 50 FT | 2024 | 2056 | 4080 | 2315 | 2328 | 4644 |
| 203 | BOX EQUIP | 76054 | 64277 | 140332 | 82141 | 70148 | 152289 |
| 204 | GONDOLA PLAIN | 6604 | 6991 | 13595 | 5931 | 6264 | 12196 |
| 205 | GONDOLA EQUIPPED | 16812 | 17529 | 34341 | 18009 | 18949 | 36958 |
| 206 | HOPPER COVERED | 47538 | 51484 | 99022 | 53442 | 56779 | 110222 |
| 207 | HOPPER OTG | 11793 | 12029 | 23822 | 12131 | 12410 | 24541 |
| 208 | HOPPER OTS | 26481 | 26244 | 52725 | 29029 | 29334 | 58364 |
| 209 | REFER MECH | 429.5 | 236 | 665.5 | 443 | 256.6667 | 699.67 |
| 210 | REFER NON MECH | 295 | 267 | 562 | 307 | 282 | 589 |
| 211 | FLAT TOFC | 2832 | 535.5 | 3367 | 3608 | 797.6667 | 4405 |
| 212 | FLAT MULTILEVEL | 3492 | 1671 | 5163 | 4318 | 2038 | 6357 |
| 213 | FLAT GENERAL | 71.5 | 116.5 | 188 | 78 | 130 | 208 |
| 214 | FLAT OTHER | 34860 | 37703 | 72563 | 37787 | 40942 | 78729 |
| 215 | ALL OTHER | 4260 | 1476 | 5736 | 4232 | 1755 | 5988 |
| 216 | TOTAL | 233547 | 222618 | 456165 | 253775 | 242417 | 496192 |

WORKTABLE A1 PART 2A (CONTINUED)

MOST CURRENT FOUR YEAR AVERAGE

MOST CURRENT FIVE YEAR AVERAGE

| LINE CODE | IDENTIFICATION | LOADED | EMPTY | TOTAL | LOADED | EMPTY | TOTAL |
|-----------|------------------|-------------|-------------|---------|---------------|---------------|---------|
| | | IF RUNYRS>= | IF RUNYRS>= | | IF RUNYRS>= | IF RUNYRS>= | |
| | | 4.0 THEN | 4.0 THEN | | 5.0 THEN | 5.0 THEN | |
| | | (C1+C4 +C7 | (C2+C5 +C8 | C22+C23 | (C1+C4 +C7 | (C2+C5 +C8 | C25+C26 |
| | | +C10)/4.0 | +C11)/4.0 | | +C10+C13)/5.0 | +C11+C14)/5.0 | |
| | | ELSE 0.0 | ELSE 0.0 | | ELSE 0.0 | ELSE 0.0 | |
| | | (22) | (23) | (24) | (25) | (26) | (27) |
| 201 | BOX 40 FT | 0 | 0 | 0 | 0 | 0 | 0 |
| 202 | BOX 50 FT | 2506 | 2508 | 5014 | 2549 | 2526 | 5075 |
| 203 | BOX EQUIP | 87042 | 75115 | 162157 | 90458 | 78551 | 169009 |
| 204 | GONDOLA PLAIN | 5558 | 5827 | 11385 | 5673 | 5957 | 11631 |
| 205 | GONDOLA EQUIPPED | 18342 | 19906 | 38248 | 18334 | 20041 | 38375 |
| 206 | HOPPER COVERED | 58866 | 62293 | 121160 | 60768 | 64239 | 125007 |
| 207 | HOPPER OTG | 14388 | 14217 | 28605 | 17013 | 16437 | 33451 |
| 208 | HOPPER OTS | 30781 | 31380 | 62161 | 32815 | 33607 | 66422 |
| 209 | REFER MECH | 459.25 | 273.25 | 732.5 | 464.2 | 289.6 | 753.8 |
| 210 | REFER NON MECH | 354.25 | 349.25 | 703.5 | 426.6 | 471.4 | 898 |
| 211 | FLAT TOFC | 4507 | 970.5 | 5478 | 5023 | 1126 | 6150 |
| 212 | FLAT MULTILEVEL | 4764 | 2229 | 6993 | 5076 | 2417 | 7494 |
| 213 | FLAT GENERAL | 76.5 | 126.5 | 203 | 86.2 | 135 | 221.2 |
| 214 | FLAT OTHER | 39760 | 43262 | 83023 | 40667 | 44312 | 84979 |
| 215 | ALL OTHER | 4102 | 1956 | 6058 | 3890 | 2140 | 6031 |
| 216 | TOTAL | 271510 | 260415 | 531926 | 283248 | 272253 | 555501 |

FREIGHT CAR MILEAGE, FROM R-1, SCH 755 - PRIVATE LINE CARS

| C U R R E N T Y E A R | | | | | | |
|-----------------------|----------|--------------------|----------------|--------------------------------|----------------|--|
| LINE | CODE | IDENTIFICATION | SOURCE | PRIVATE LN CM LOADED (1) | SOURCE | PRIVATE LN CM EMPTY (2) |
| | | | | | | PRIVATE LN CM TOTAL C1+C2 (3) |
| 217 | M(BPS-P) | BOX 40 FT | SCH 755 | 0 | SCH 755 | 0 |
| 218 | M(BPL-P) | BOX 50 FT | SCH 755 | 505 | SCH 755 | 399 |
| 219 | M(BE-P) | BOX EQUIPPED | SCH 755 | 1908 | SCH 755 | 1336 |
| 220 | M(GP-P) | GONDOLA PLAIN | SCH 755 | 21013 | SCH 755 | 21644 |
| 221 | M(GE-P) | GONDOLA EQUIPPED | SCH 755 | 2503 | SCH 755 | 2605 |
| 222 | M(HC-P) | HOPPER COVERED | SCH 755 | 100861 | SCH 755 | 107795 |
| 223 | M(HOG-P) | HOPPER OTG | SCH 755 | 9680 | SCH 755 | 9609 |
| 224 | M(HOS-P) | HOPPER OTS | SCH 755 | 22777 | SCH 755 | 23113 |
| 225 | M(RM-P) | REFRIG MECH | SCH 755 | 72 | SCH 755 | 62 |
| 226 | M(RN-P) | REFRIG NM | SCH 755 | 53 | SCH 755 | 48 |
| 227 | M(FT-P) | FLAT TOFC | SCH 755 | 25733 | SCH 755 | 3398 |
| 228 | M(FM-P) | FLAT MULTILEVEL | SCH 755 | 25747 | SCH 755 | 10327 |
| 229 | M(FG-P) | FLAT GENERAL | SCH 755 | 3 | SCH 755 | 36 |
| 230 | M(FO-P) | FLAT OTHER | SCH 755 | 3132 | SCH 755 | 2814 |
| 231 | | TANK <22,000 GAL | SCH 755 | 43547 | SCH 755 | 46144 |
| 232 | | TANK >=22,000 GAL | SCH 755 | 76049 | SCH 755 | 80428 |
| 233 | | ALL OTHER CAR TYPE | SCH 755 | 19805 | SCH 755 | 2854 |
| 234 | M(AO-P) | ALL OTHER AND TANK | L231+L232+L233 | 139401 | L231+L232+L233 | 129426 |
| 235 | CM(PL) | TOTAL:SUM L217-233 | XX | 353388 | XX | 312612 |

WORKTABLE A1 PART 2B (CONTINUED)

| C U R R E N T Y E A R M I N U S O N E | | | | | | |
|---------------------------------------|------|--------------------|----------------|--------|----------------|--------------|
| LINE | CODE | IDENTIFICATION | SOURCE | (4) | SOURCE | (5) |
| | | | | | | C4+C5 (6) |
| 217 | | BOX 40 FT | SCH 755 | 0 | SCH 755 | 0 |
| 218 | | BOX 50 FT | SCH 755 | 1356 | SCH 755 | 477 |
| 219 | | BOX EQUIPPED | SCH 755 | 3143 | SCH 755 | 2656 |
| 220 | | GONDOLA PLAIN | SCH 755 | 24955 | SCH 755 | 25555 |
| 221 | | GONDOLA EQUIPPED | SCH 755 | 3116 | SCH 755 | 3144 |
| 222 | | HOPPER COVERED | SCH 755 | 123702 | SCH 755 | 136257 |
| 223 | | HOPPER OTG | SCH 755 | 9346 | SCH 755 | 9997 |
| 224 | | HOPPER OTS | SCH 755 | 14110 | SCH 755 | 14845 |
| 225 | | REFRIG MECH | SCH 755 | 115 | SCH 755 | 109 |
| 226 | | REFRIG NM | SCH 755 | 43 | SCH 755 | 39 |
| 227 | | FLAT TOFC | SCH 755 | 25123 | SCH 755 | 3620 |
| 228 | | FLAT MULTILEVEL | SCH 755 | 34147 | SCH 755 | 12004 |
| 229 | | FLAT GENERAL | SCH 755 | 50 | SCH 755 | 91 |
| 230 | | FLAT OTHER | SCH 755 | 6382 | SCH 755 | 5707 |
| 231 | | TANK <22,000 GAL | SCH 755 | 51479 | SCH 755 | 56726 |
| 232 | | TANK >=22,000 GAL | SCH 755 | 80104 | SCH 755 | 85642 |
| 233 | | ALL OTHER CAR TYPE | SCH 755 | 18306 | SCH 755 | 2768 |
| 234 | | ALL OTHER AND TANK | L231+L232+L233 | 149889 | L231+L232+L233 | 145136 |
| 235 | | TOTAL:SUM L217-233 | XX | 395477 | XX | 359637 |

C U R R E N T Y E A R M I N U S T W O

| LINE CODE | IDENTIFICATION | SOURCE | PRIVATE LN CM | | SOURCE | PRIVATE LN CM | | TOTAL C7+C8 (9) |
|-----------|--------------------|----------------|---------------|--|----------------|---------------|--|-----------------------|
| | | | LOADED (7) | | | EMPTY (8) | | |
| 217 | BOX 40 FT | SCH 755 | 0 | | SCH 755 | 0 | | 0 |
| 218 | BOX 50 FT | SCH 755 | 1446 | | SCH 755 | 677 | | 2123 |
| 219 | BOX EQUIPPED | SCH 755 | 3559 | | SCH 755 | 2809 | | 6368 |
| 220 | GONDOLA PLAIN | SCH 755 | 19033 | | SCH 755 | 19224 | | 38257 |
| 221 | GONDOLA EQUIPPED | SCH 755 | 2825 | | SCH 755 | 2891 | | 5716 |
| 222 | HOPPER COVERED | SCH 755 | 130914 | | SCH 755 | 134575 | | 265489 |
| 223 | HOPPER OTG | SCH 755 | 11551 | | SCH 755 | 10680 | | 22231 |
| 224 | HOPPER OTS | SCH 755 | 13559 | | SCH 755 | 14361 | | 27920 |
| 225 | REFRIG MECH | SCH 755 | 84 | | SCH 755 | 89 | | 173 |
| 226 | REFRIG NM | SCH 755 | 51 | | SCH 755 | 54 | | 105 |
| 227 | FLAT TOFC | SCH 755 | 16682 | | SCH 755 | 3628 | | 20310 |
| 228 | FLAT MULTILEVEL | SCH 755 | 49793 | | SCH 755 | 20522 | | 70315 |
| 229 | FLAT GENERAL | SCH 755 | 21 | | SCH 755 | 62 | | 83 |
| 230 | FLAT OTHER | SCH 755 | 10579 | | SCH 755 | 8597 | | 19176 |
| 231 | TANK <22,000 GAL | SCH 755 | 53574 | | SCH 755 | 55902 | | 109476 |
| 232 | TANK >=22,000 GAL | SCH 755 | 70533 | | SCH 755 | 74448 | | 144981 |
| 233 | ALL OTHER CAR TYPE | SCH 755 | 16130 | | SCH 755 | 2836 | | 18966 |
| 234 | ALL OTHER AND TANK | L231+L232+L233 | 140237 | | L231+L232+L233 | 133186 | | 273423 |
| 235 | TOTAL:SUM L217-233 | XX | 400334 | | XX | 351355 | | 751689 |

C U R R E N T Y E A R M I N U S T H R E E

| LINE CODE | IDENTIFICATION | SOURCE | PRIVATE LN CM | | SOURCE | PRIVATE LN CM | | TOTAL C10+C11 (12) |
|-----------|--------------------|----------------|---------------|--|----------------|---------------|--|--------------------------|
| | | | (10) | | | (11) | | |
| 217 | BOX 40 FT | SCH 755 | 0 | | SCH 755 | 0 | | 0 |
| 218 | BOX 50 FT | SCH 755 | 2568 | | SCH 755 | 1383 | | 3951 |
| 219 | BOX EQUIPPED | SCH 755 | 3221 | | SCH 755 | 2365 | | 5586 |
| 220 | GONDOLA PLAIN | SCH 755 | 16669 | | SCH 755 | 17023 | | 33692 |
| 221 | GONDOLA EQUIPPED | SCH 755 | 3487 | | SCH 755 | 3517 | | 7004 |
| 222 | HOPPER COVERED | SCH 755 | 125581 | | SCH 755 | 131704 | | 257285 |
| 223 | HOPPER OTG | SCH 755 | 11690 | | SCH 755 | 12535 | | 24225 |
| 224 | HOPPER OTS | SCH 755 | 18047 | | SCH 755 | 18858 | | 36905 |
| 225 | REFRIG MECH | SCH 755 | 14 | | SCH 755 | 16 | | 30 |
| 226 | REFRIG NM | SCH 755 | 61 | | SCH 755 | 55 | | 116 |
| 227 | FLAT TOFC | SCH 755 | 16435 | | SCH 755 | 2448 | | 18883 |
| 228 | FLAT MULTILEVEL | SCH 755 | 49647 | | SCH 755 | 21182 | | 70829 |
| 229 | FLAT GENERAL | SCH 755 | 10 | | SCH 751 | 41 | | 51 |
| 230 | FLAT OTHER | SCH 755 | 10703 | | SCH 755 | 7847 | | 18550 |
| 231 | TANK <22,000 GAL | SCH 755 | 51957 | | SCH 755 | 53986 | | 105943 |
| 232 | TANK >=22,000 GAL | SCH 755 | 57754 | | SCH 755 | 62764 | | 120518 |
| 233 | ALL OTHER CAR TYPE | SCH 755 | 11026 | | SCH 755 | 2262 | | 13288 |
| 234 | ALL OTHER AND TANK | L231+L232+L233 | 120737 | | L231+L232+L233 | 119012 | | 239749 |
| 235 | TOTAL:SUM L217-233 | XX | 378870 | | XX | 337986 | | 716856 |

| C U R R E N T Y E A R M I N U S F O U R | | | | | | |
|---|--------------------|----------------|---------------------------------|----------------|--------------------------------|---|
| LINE CODE | IDENTIFICATION | SOURCE | PRIVATE LN CM LOADED (13) | SOURCE | PRIVATE LN CM EMPTY (14) | PRIVATE LN CM TOTAL C13+C14 (15) |
| 217 | BOX 40 FT | SCH 755 | 0 | SCH 755 | 0 | 0 |
| 218 | BOX 50 FT | SCH 755 | 2476 | SCH 755 | 1121 | 3597 |
| 219 | BOX EQUIPPED | SCH 755 | 2708 | SCH 755 | 2660 | 5368 |
| 220 | GONDOLA PLAIN | SCH 755 | 6497 | SCH 755 | 4334 | 10831 |
| 221 | GONDOLA EQUIPPED | SCH 755 | 628 | SCH 755 | 454 | 1082 |
| 222 | HOPPER COVERED | SCH 755 | 26650 | SCH 755 | 21297 | 47947 |
| 223 | HOPPER OTG | SCH 755 | 1580 | SCH 755 | 1547 | 3127 |
| 224 | HOPPER OTS | SCH 755 | 3321 | SCH 755 | 3197 | 6518 |
| 225 | REFRIG MECH | SCH 755 | 0 | SCH 755 | 0 | 0 |
| 226 | REFRIG NM | SCH 755 | 4 | SCH 755 | 10 | 14 |
| 227 | FLAT TOFC | SCH 755 | 18716 | SCH 755 | 2950 | 21666 |
| 228 | FLAT MULTILEVEL | SCH 755 | 50810 | SCH 755 | 22747 | 73557 |
| 229 | FLAT GENERAL | SCH 755 | 7 | SCH 755 | 25 | 32 |
| 230 | FLAT OTHER | SCH 755 | 9882 | SCH 755 | 7509 | 17391 |
| 231 | TANK <22,000 GAL | SCH 755 | 11067 | SCH 755 | 7774 | 18841 |
| 232 | TANK >=22,000 GAL | SCH 755 | 9791 | SCH 755 | 8624 | 18415 |
| 233 | ALL OTHER CAR TYPE | SCH 755 | 3647 | SCH 755 | 129 | 3776 |
| 234 | ALL OTHER AND TANK | L231+L232+L233 | 24505 | L231+L232+L233 | 16527 | 41032 |
| 235 | TOTAL:SUM L217-233 | XX | 147784 | XX | 84378 | 232162 |

FREIGHT TRAIN CAR MILES, FROM R-1, SCH 755, ANNUALIZED - PRIVATE LINE CARS

| | | MOST CURRENT TWO YEAR AVERAGE | | | MOST CURRENT THREE YEAR AVERAGE | | |
|-----------|--------------------|-------------------------------|--------------|---------|---------------------------------|------------------|----------|
| LINE CODE | IDENTIFICATION | LOADED | EMPTY | TOTAL | LOADED | EMPTY | TOTAL |
| | | IF RUNYRS>= | IF RUNYRS>= | | IF RUNYRS>= | IF RUNYRS>= | |
| | | 2.0 THEN | 2.0 THEN | | 3.0 THEN | 3.0 THEN | |
| | | (C1+C4)/2.0 | (C2+C5)/2.0 | C16+C17 | (C1+C4 +C7)/3.0 | (C2+C5 +C8)/3.0 | C19+C20 |
| | | ELSE 0.0 | ELSE 0.0 | | ELSE 0.0 | ELSE 0.0 | |
| | | (16) | (17) | (18) | (19) | (20) | (21) |
| 217 | BOX 40 FT | 0 | 0 | 0 | 0 | 0 | 0 |
| 218 | BOX 50 FT | 930.5 | 438 | 1368 | 1102 | 517.6667 | 1620 |
| 219 | BOX EQUIPPED | 2525 | 1996 | 4521 | 2870 | 2267 | 5137 |
| 220 | GONDOLA PLAIN | 22984 | 23599 | 46583 | 21667 | 22141 | 43808 |
| 221 | GONDOLA EQUIPPED | 2809 | 2874 | 5684 | 2814 | 2880 | 5694 |
| 222 | HOPPER COVERED | 112281 | 122026 | 234307 | 118492 | 126209 | 244701 |
| 223 | HOPPER OTG | 9513 | 9803 | 19316 | 10192 | 10095 | 20287 |
| 224 | HOPPER OTS | 18443 | 18979 | 37422 | 16815 | 17439 | 34255 |
| 225 | REFER MECH | 93.5 | 85.5 | 179 | 90.33334 | 86.66667 | 177 |
| 226 | REFER NON MECH | 48 | 43.5 | 91.5 | 49 | 47 | 96 |
| 227 | FLAT TOFC | 25428 | 3509 | 28937 | 22512 | 3548 | 26061 |
| 228 | FLAT MULTILEVEL | 29947 | 11165 | 41112 | 36562 | 14284 | 50846 |
| 229 | FLAT GENERAL | 26.5 | 63.5 | 90 | 24.66667 | 63 | 87.66667 |
| 230 | FLAT OTHER | 4757 | 4260 | 9017 | 6697 | 5706 | 12403 |
| 231 | TANK <22,000 GAL | 47513 | 51435 | 98948 | 49533 | 52924 | 102457 |
| 232 | TANK >=22,000 GAL | 78076 | 83035 | 161111 | 75562 | 80172 | 155734 |
| 233 | ALL OTHER CARS | 19055 | 2811 | 21866 | 18080 | 2819 | 20899 |
| 234 | ALL OTHER AND TANK | 144645 | 137281 | 281926 | 143175 | 135916 | 279091 |
| 235 | TOTAL:SUM L217-233 | 374432 | 336124 | 710557 | 383066 | 341201 | 724267 |

| | | MOST CURRENT FOUR YEAR AVERAGE | | | MOST CURRENT FIVE YEAR AVERAGE | | |
|-----------|---------------------|--------------------------------|-------------|---------|--------------------------------|---------------|----------|
| LINE CODE | IDENTIFICATION | LOADED | EMPTY | TOTAL | LOADED | EMPTY | TOTAL |
| | | IF RUNYRS>= | IF RUNYRS>= | | IF RUNYRS>= | IF RUNYRS>= | |
| | | 4.0 THEN | 4.0 THEN | | 5.0 THEN | 5.0 THEN | |
| | | (C1+C4 +C7 | (C2+C5 +C8 | | (C1+C4 +C7 | (C2+C5 +C8 | |
| | | +C10)/4.0 | +C11)/4.0 | C22+C23 | +C10+C13)/5.0 | +C11+C14)/5.0 | C25+C26 |
| | | ELSE 0.0 | ELSE 0.0 | | ELSE 0.0 | ELSE 0.0 | |
| | | (22) | (23) | (24) | (25) | (26) | (27) |
| 217 | BOX 40 FT | 0 | 0 | 0 | 0 | 0 | 0 |
| 218 | BOX 50 FT | 1468 | 734 | 2202 | 1670 | 811.4 | 2481 |
| 219 | BOX EQUIPPED | 2957 | 2291 | 5249 | 2907 | 2365 | 5273 |
| 220 | GONDOLA PLAIN | 20417 | 20861 | 41279 | 17633 | 17556 | 35189 |
| 221 | GONDOLA EQUIPPED | 2982 | 3039 | 6022 | 2511 | 2522 | 5034 |
| 222 | HOPPER COVERED | 120264 | 127582 | 247847 | 101541 | 106325 | 207867 |
| 223 | HOPPER OTG | 10566 | 10705 | 21272 | 8769 | 8873 | 17643 |
| 224 | HOPPER OTS | 17123 | 17794 | 34917 | 14362 | 14874 | 29237 |
| 225 | REFER MECH | 71.25 | 69 | 140.25 | 57 | 55.2 | 112.2 |
| 226 | REFER NON MECH | 52 | 49 | 101 | 42.4 | 41.2 | 83.60001 |
| 227 | FLAT TOFC | 20993 | 3273 | 24266 | 20537 | 3208 | 23746 |
| 228 | FLAT MULTILEVEL | 39833 | 16008 | 55842 | 42028 | 17356 | 59385 |
| 229 | FLAT GENERAL | 21 | 57.5 | 78.5 | 18.2 | 51 | 69.2 |
| 230 | FLAT OTHER | 7699 | 6241 | 13940 | 8135 | 6494 | 14630 |
| 231 | TANK <22,000 GAL | 50139 | 53189 | 103328 | 42324 | 44106 | 86431 |
| 232 | TANK >=22,000 GAL | 71110 | 75820 | 146930 | 58846 | 62381 | 121227 |
| 233 | ALL OTHER CARS | 16316 | 2680 | 18996 | 13782 | 2169 | 15952 |
| 234 | ALL OTHER AND TANK | 137566 | 131690 | 269256 | 114953 | 108657 | 223611 |
| 235 | TOTAL: SUM L217-233 | 382017 | 340397 | 722414 | 335170 | 289193 | 624364 |

FREIGHT TRAIN CAR MILES, FROM R-1, SCH 755, ANNUALIZED - RAILROAD OWNED AND PRIVATE LINE CARS

M O S T C U R R E N T Y E A R

| LINE | CODE | IDENTIFICATION | SOURCE | TOTAL CM | SOURCE | TOTAL CM | TOTAL CM |
|------|----------|---------------------|---------------|---------------|---------------|--------------|--------------------------------|
| | | | | LOADED (1) | | EMPTY (2) | LOADED & EMPTY C1+C2 (3) |
| 236 | M(BPS-T) | BOX 40 FT | L201C1+L217C1 | 0 | L201C2+L217C2 | 0 | 0 |
| 237 | M(BPL-T) | BOX 50 FT | L202C1+L218C1 | 2150 | L202C2+L218C2 | 2155 | 4305 |
| 238 | M(BE-T) | BOX EQUIPPED | L203C1+L219C1 | 68583 | L203C2+L219C2 | 56807 | 125390 |
| 239 | M(GP-T) | GONDOLA PLAIN | L204C1+L220C1 | 26943 | L204C2+L220C2 | 27791 | 54734 |
| 240 | M(GE-T) | GONDOLA EQUIPPED | L205C1+L221C1 | 13707 | L205C2+L221C2 | 14688 | 28395 |
| 241 | M(HC-T) | HOPPER COVERED | L206C1+L222C1 | 139045 | L206C2+L222C2 | 148337 | 287382 |
| 242 | M(HOG-T) | HOPPER OTG | L207C1+L223C1 | 19433 | L207C2+L223C2 | 19554 | 38987 |
| 243 | M(HOS-T) | HOPPER OTS | L208C1+L224C1 | 43127 | L208C2+L224C2 | 43286 | 86413 |
| 244 | M(RM-T) | REFRIG MECH | L209C1+L225C1 | 483 | L209C2+L225C2 | 279 | 762 |
| 245 | M(RN-T) | REFRIG NM | L210C1+L226C1 | 310 | L210C2+L226C2 | 268 | 578 |
| 246 | M(FT-T) | FLAT TOFC | L211C1+L227C1 | 27965 | L211C2+L227C2 | 3801 | 31766 |
| 247 | M(FM-T) | FLAT MULTILEVEL | L212C1+L228C1 | 28782 | L212C2+L228C2 | 11971 | 40753 |
| 248 | M(FG-T) | FLAT GENERAL | L213C1+L229C1 | 26 | L213C2+L229C2 | 75 | 101 |
| 249 | M(FO-T) | FLAT OTHER | L214C1+L230C1 | 34269 | L214C2+L230C2 | 36448 | 70717 |
| 250 | | TANK <22,000 GAL | L231C1 | 43547 | L231C2 | 46144 | 89691 |
| 251 | | TANK >=22,000 GAL | L232C1 | 76049 | L232C2 | 80428 | 156477 |
| 252 | | ALL OTHER CAR TYPE | L215C1+L233C1 | 23754 | L215C2+L233C2 | 3743 | 27497 |
| 253 | M(AO-T) | ALL OTHER PLUS TANK | L215C1+L234C1 | 143350 | L215C2+L234C2 | 130315 | 273665 |
| 254 | CM(L-E) | TOTAL | L216C1+L235C1 | 548173 | L216C2+L235C2 | 495775 | 1043948 |

WORKTABLE A1 PART 2C (CONTINUED)

C U R R E N T Y E A R M I N U S O N E

| LINE | CODE | IDENTIFICATION | SOURCE | TOTAL CM | SOURCE | TOTAL CM | TOTAL CM |
|------|------|---------------------|----------------|---------------|----------------|--------------|--------------------------------|
| | | | | LOADED (4) | | EMPTY (5) | LOADED & EMPTY C4+C5 (6) |
| 236 | | BOX 40 FT | L201C4 +L217C4 | 0 | L201C5 +L217C5 | 0 | 0 |
| 237 | | BOX 50 FT | L202C4 +L218C4 | 3759 | L202C5 +L218C5 | 2833 | 6592 |
| 238 | | BOX EQUIPPED | L203C4 +L219C4 | 88577 | L203C5 +L219C5 | 75740 | 164317 |
| 239 | | GONDOLA PLAIN | L204C4 +L220C4 | 32233 | L204C5 +L220C5 | 33390 | 65623 |
| 240 | | GONDOLA EQUIPPED | L205C4 +L221C4 | 25536 | L205C5 +L221C5 | 26120 | 51656 |
| 241 | | HOPPER COVERED | L206C4 +L222C4 | 180594 | L206C5 +L222C5 | 198684 | 379278 |
| 242 | | HOPPER OTG | L207C4 +L223C4 | 23179 | L207C5 +L223C5 | 24111 | 47290 |
| 243 | | HOPPER OTS | L208C4 +L224C4 | 46722 | L208C5 +L224C5 | 47160 | 93882 |
| 244 | | REFRIG MECH | L209C4 +L225C4 | 563 | L209C5 +L225C5 | 364 | 927 |
| 245 | | REFRIG NM | L210C4 +L226C4 | 376 | L210C5 +L226C5 | 353 | 729 |
| 246 | | FLAT TOFC | L211C4 +L227C4 | 28555 | L211C5 +L227C5 | 4288 | 32843 |
| 247 | | FLAT MULTILEVEL | L212C4 +L228C4 | 38097 | L212C5 +L228C5 | 13702 | 51799 |
| 248 | | FLAT GENERAL | L213C4 +L229C4 | 170 | L213C5 +L229C5 | 285 | 455 |
| 249 | | FLAT OTHER | L214C4 +L230C4 | 44965 | L214C5 +L230C5 | 47480 | 92445 |
| 250 | | TANK <22,000 GAL | L231C4 | 51479 | L231C5 | 56726 | 108205 |
| 251 | | TANK >=22,000 GAL | L232C4 | 80104 | L232C5 | 85642 | 165746 |
| 252 | | ALL OTHER CAR TYPE | L215C4 +L233C4 | 22877 | L215C5 +L233C5 | 4832 | 27709 |
| 253 | | ALL OTHER PLUS TANK | L215C4 +L234C4 | 154460 | L215C5 +L234C5 | 147200 | 301660 |
| 254 | | TOTAL | L216C4 +L235C4 | 667786 | L216C5 +L235C5 | 621710 | 1289496 |

C U R R E N T Y E A R M I N U S T W O

| LINE CODE | IDENTIFICATION | SOURCE | TOTAL CM | | SOURCE | TOTAL CM | |
|-----------|---------------------|----------------|---------------|----------------|--------|--------------|--------------------------------|
| | | | LOADED (7) | | | EMPTY (8) | LOADED & EMPTY C7+C8 (9) |
| 236 | BOX 40 FT | L201C7 +L217C7 | 0 | L201C8 +L217C8 | | 0 | 0 |
| 237 | BOX 50 FT | L202C7 +L218C7 | 4345 | L202C8 +L218C8 | | 3550 | 7895 |
| 238 | BOX EQUIPPED | L203C7 +L219C7 | 97873 | L203C8 +L219C8 | | 84699 | 182572 |
| 239 | GONDOLA PLAIN | L204C7 +L220C7 | 23620 | L204C8 +L220C8 | | 24036 | 47656 |
| 240 | GONDOLA EQUIPPED | L205C7 +L221C7 | 23228 | L205C8 +L221C8 | | 24681 | 47909 |
| 241 | HOPPER COVERED | L206C7 +L222C7 | 196165 | L206C8 +L222C8 | | 201945 | 398110 |
| 242 | HOPPER OTG | L207C7 +L223C7 | 24359 | L207C8 +L223C8 | | 23851 | 48210 |
| 243 | HOPPER OTS | L208C7 +L224C7 | 47686 | L208C8 +L224C8 | | 49877 | 97563 |
| 244 | REFRIG MECH | L209C7 +L225C7 | 554 | L209C8 +L225C8 | | 387 | 941 |
| 245 | REFRIG NM | L210C7 +L226C7 | 382 | L210C8 +L226C8 | | 366 | 748 |
| 246 | FLAT TOFC | L211C7 +L227C7 | 21842 | L211C8 +L227C8 | | 4950 | 26792 |
| 247 | FLAT MULTILEVEL | L212C7 +L228C7 | 55764 | L212C8 +L228C8 | | 23295 | 79059 |
| 248 | FLAT GENERAL | L213C7 +L229C7 | 112 | L213C8 +L229C8 | | 219 | 331 |
| 249 | FLAT OTHER | L214C7 +L230C7 | 54220 | L214C8 +L230C8 | | 56016 | 110236 |
| 250 | TANK <22,000 GAL | L231C7 | 53574 | L231C8 | | 55902 | 109476 |
| 251 | TANK >=22,000 GAL | L232C7 | 70533 | L232C8 | | 74448 | 144981 |
| 252 | ALL OTHER CAR TYPE | L215C7 +L233C7 | 20308 | L215C8 +L233C8 | | 5149 | 25457 |
| 253 | ALL OTHER PLUS TANK | L215C7 +L234C7 | 144415 | L215C8 +L234C8 | | 135499 | 279914 |
| 254 | TOTAL | L216C7 +L235C7 | 694565 | L216C8 +L235C8 | | 633371 | 1327936 |

C U R R E N T Y E A R M I N U S T H R E E

| LINE CODE | IDENTIFICATION | SOURCE | TOTAL CM | | SOURCE | TOTAL CM | |
|-----------|---------------------|-----------------|----------------|-----------------|--------|---------------|-----------------------------------|
| | | | LOADED (10) | | | EMPTY (11) | LOADED & EMPTY C10+C11 (12) |
| 236 | BOX 40 FT | L201C10+L217C10 | 0 | L201C11+L217C11 | | 0 | 0 |
| 237 | BOX 50 FT | L202C10+L218C10 | 5645 | L202C11+L218C11 | | 4431 | 10076 |
| 238 | BOX EQUIPPED | L203C10+L219C10 | 104966 | L203C11+L219C11 | | 92382 | 197348 |
| 239 | GONDOLA PLAIN | L204C10+L220C10 | 21107 | L204C11+L220C11 | | 21539 | 42646 |
| 240 | GONDOLA EQUIPPED | L205C10+L221C10 | 22830 | L205C11+L221C11 | | 26293 | 49123 |
| 241 | HOPPER COVERED | L206C10+L222C10 | 200720 | L206C11+L222C11 | | 210539 | 411259 |
| 242 | HOPPER OTG | L207C10+L223C10 | 32850 | L207C11+L223C11 | | 32174 | 65024 |
| 243 | HOPPER OTS | L208C10+L224C10 | 54085 | L208C11+L224C11 | | 56374 | 110459 |
| 244 | REFRIG MECH | L209C10+L225C10 | 522 | L209C11+L225C11 | | 339 | 861 |
| 245 | REFRIG NM | L210C10+L226C10 | 557 | L210C11+L226C11 | | 606 | 1163 |
| 246 | FLAT TOFC | L211C10+L227C10 | 23641 | L211C11+L227C11 | | 3937 | 27578 |
| 247 | FLAT MULTILEVEL | L212C10+L228C10 | 55750 | L212C11+L228C11 | | 23983 | 79733 |
| 248 | FLAT GENERAL | L213C10+L229C10 | 82 | L213C11+L229C11 | | 157 | 239 |
| 249 | FLAT OTHER | L214C10+L230C10 | 56384 | L214C11+L230C11 | | 58072 | 114456 |
| 250 | TANK <22,000 GAL | L231C10 | 51957 | L231C11 | | 53986 | 105943 |
| 251 | TANK >=22,000 GAL | L232C10 | 57754 | L232C11 | | 62764 | 120518 |
| 252 | ALL OTHER CAR TYPE | L215C10+L233C10 | 14737 | L215C11+L233C11 | | 4821 | 19558 |
| 253 | ALL OTHER PLUS TANK | L215C10+L234C10 | 124448 | L215C11+L234C11 | | 121571 | 246019 |
| 254 | TOTAL | L216C10+L235C10 | 703587 | L216C11+L235C11 | | 652397 | 1355984 |

C U R R E N T Y E A R M I N U S F O U R

| LINE CODE | IDENTIFICATION | SOURCE | TOTAL CM | | TOTAL CM | |
|-----------|---------------------|-----------------|----------------|-----------------|---------------|-----------------------------------|
| | | | LOADED (13) | SOURCE | EMPTY (14) | LOADED & EMPTY C13+C14 (15) |
| 236 | BOX 40 FT | L201C13+L217C13 | 0 | L201C14+L217C14 | 0 | 0 |
| 237 | BOX 50 FT | L202C13+L218C13 | 5197 | L202C14+L218C14 | 3719 | 8916 |
| 238 | BOX EQUIPPED | L203C13+L219C13 | 106834 | L203C14+L219C14 | 94953 | 201787 |
| 239 | GONDOLA PLAIN | L204C13+L220C13 | 12632 | L204C14+L220C14 | 10811 | 23443 |
| 240 | GONDOLA EQUIPPED | L205C13+L221C13 | 18929 | L205C14+L221C14 | 21034 | 39963 |
| 241 | HOPPER COVERED | L206C13+L222C13 | 95025 | L206C14+L222C14 | 93321 | 188346 |
| 242 | HOPPER OTG | L207C13+L223C13 | 29095 | L207C14+L223C14 | 26865 | 55960 |
| 243 | HOPPER OTS | L208C13+L224C13 | 44271 | L208C14+L224C14 | 45713 | 89984 |
| 244 | REFRIG MECH | L209C13+L225C13 | 484 | L209C14+L225C14 | 355 | 839 |
| 245 | REFRIG NM | L210C13+L226C13 | 720 | L210C14+L226C14 | 970 | 1690 |
| 246 | FLAT TOFC | L211C13+L227C13 | 25805 | L211C14+L227C14 | 4700 | 30505 |
| 247 | FLAT MULTILEVEL | L212C13+L228C13 | 57135 | L212C14+L228C14 | 25919 | 83054 |
| 248 | FLAT GENERAL | L213C13+L229C13 | 132 | L213C14+L229C14 | 194 | 326 |
| 249 | FLAT OTHER | L214C13+L230C13 | 54177 | L214C14+L230C14 | 56020 | 110197 |
| 250 | TANK <22,000 GAL | L231C13 | 11067 | L231C14 | 7774 | 18841 |
| 251 | TANK >=22,000 GAL | L232C13 | 9791 | L232C14 | 8624 | 18415 |
| 252 | ALL OTHER CAR TYPE | L215C13+L233C13 | 6689 | L215C14+L233C14 | 3008 | 9697 |
| 253 | ALL OTHER PLUS TANK | L215C13+L234C13 | 27547 | L215C14+L234C14 | 19406 | 46953 |
| 254 | TOTAL | L216C13+L235C13 | 477983 | L216C14+L235C14 | 403980 | 881963 |

| LINE CODE | IDENTIFICATION | MOST CURRENT TWO YEAR AVERAGE | | | MOST CURRENT THREE YEAR AVERAGE | | |
|-----------|---------------------|-------------------------------|--------------|---------|---------------------------------|------------------|---------|
| | | LOADED | EMPTY | TOTAL | LOADED | EMPTY | TOTAL |
| | | IF RUNYRS>= | IF RUNYRS>= | | IF RUNYRS>= | IF RUNYRS>= | |
| | | 2.0 THEN | 2.0 THEN | | 3.0 THEN | 3.0 THEN | |
| | | (C1+C4)/2.0 | (C2+C5)/2.0 | C16+C17 | (C1+C4 +C7)/3.0 | (C2+C5 +C8)/3.0 | C19+C20 |
| | | ELSE 0.0 | ELSE 0.0 | | ELSE 0.0 | ELSE 0.0 | |
| | | (16) | (17) | (18) | (19) | (20) | (21) |
| 236 | BOX 40 FT | 0 | 0 | 0 | 0 | 0 | 0 |
| 237 | BOX 50 FT | 2954 | 2494 | 5448 | 3418 | 2846 | 6264 |
| 238 | BOX EQUIPPED | 78580 | 66273 | 144853 | 85011 | 72415 | 157426 |
| 239 | GONDOLA PLAIN | 29588 | 30590 | 60178 | 27598 | 28405 | 56004 |
| 240 | GONDOLA EQUIPPED | 19621 | 20404 | 40025 | 20823 | 21829 | 42653 |
| 241 | HOPPER COVERED | 159819 | 173510 | 333330 | 171934 | 182988 | 354923 |
| 242 | HOPPER OTG | 21306 | 21832 | 43138 | 22323 | 22505 | 44829 |
| 243 | HOPPER OTS | 44924 | 45223 | 90147 | 45845 | 46774 | 92619 |
| 244 | REFER MECH | 523 | 321.5 | 844.5 | 533.3333 | 343.3334 | 876.67 |
| 245 | REFER NONMECH | 343 | 310.5 | 653.5 | 356 | 329 | 685 |
| 246 | FLAT TOFC | 28260 | 4044 | 32304 | 26120 | 4346 | 30467 |
| 247 | FLAT MULTI | 33439 | 12836 | 46276 | 40881 | 16322 | 57203 |
| 248 | FLAT GENERAL | 98 | 180 | 278 | 102.6667 | 193 | 295.67 |
| 249 | FLAT OTHER | 39617 | 41964 | 81581 | 44484 | 46648 | 91132 |
| 250 | TANK <22,000 GAL | 47513 | 51435 | 98948 | 49533 | 52924 | 102457 |
| 251 | TANK >=22,000 GAL | 78076 | 83035 | 161111 | 75562 | 80172 | 155734 |
| 252 | ALL OTHER CAR TYPES | 23315 | 4287 | 27603 | 22313 | 4574 | 26887 |
| 253 | ALL OTHER PLUS TANK | 148905 | 138757 | 287662 | 147408 | 137671 | 285079 |
| 254 | TOTAL | 607979 | 558742 | 1166722 | 636841 | 583618 | 1220460 |

| | | MOST CURRENT FOUR YEAR AVERAGE | | | MOST CURRENT FIVE YEAR AVERAGE | | |
|-----------|---------------------|--------------------------------|-------------|---------|--------------------------------|---------------|---------|
| LINE CODE | IDENTIFICATION | LOADED | EMPTY | TOTAL | LOADED | EMPTY | TOTAL |
| | | IF RUNYRS>= | IF RUNYRS>= | | IF RUNYRS>= | IF RUNYRS>= | |
| | | 4.0 THEN | 4.0 THEN | | 5.0 THEN | 5.0 THEN | |
| | | (C1+C4 +C7 | (C2+C5 +C8 | | (C1+C4 +C7 | (C2+C5 +C8 | |
| | | +C10)/4.0 | +C11)/4.0 | C22+C23 | +C10+C13)/5.0 | +C11+C14)/5.0 | C25+C26 |
| | | ELSE 0.0 | ELSE 0.0 | | ELSE 0.0 | ELSE 0.0 | |
| | | (22) | (23) | (24) | (25) | (26) | (27) |
| 236 | BOX 40 FT | 0 | 0 | 0 | 0 | 0 | 0 |
| 237 | BOX 50 FT | 3974 | 3242 | 7217 | 4219 | 3337 | 7556 |
| 238 | BOX EQUIPPED | 89999 | 77407 | 167406 | 93366 | 80916 | 174282 |
| 239 | GONDOLA PLAIN | 25975 | 26689 | 52664 | 23307 | 23513 | 46820 |
| 240 | GONDOLA EQUIPPED | 21325 | 22945 | 44270 | 20846 | 22563 | 43409 |
| 241 | HOPPER COVERED | 179131 | 189876 | 369007 | 162309 | 170565 | 332875 |
| 242 | HOPPER OTG | 24955 | 24922 | 49877 | 25783 | 25311 | 51094 |
| 243 | HOPPER OTS | 47905 | 49174 | 97079 | 47178 | 48482 | 95660 |
| 244 | REFER MECH | 530.5 | 342.25 | 872.75 | 521.2 | 344.8 | 866 |
| 245 | REFER NONMECH | 406.25 | 398.25 | 804.5 | 469 | 512.6 | 981.6 |
| 246 | FLAT TOFC | 25500 | 4244 | 29744 | 25561 | 4335 | 29896 |
| 247 | FLAT MULTI | 44598 | 18237 | 62836 | 47105 | 19774 | 66879 |
| 248 | FLAT GENERAL | 97.5 | 184 | 281.5 | 104.4 | 186 | 290.4 |
| 249 | FLAT OTHER | 47459 | 49504 | 96963 | 48803 | 50807 | 99610 |
| 250 | TANK <22,000 GAL | 50139 | 53189 | 103328 | 42324 | 44106 | 86431 |
| 251 | TANK >=22,000 GAL | 71110 | 75820 | 146930 | 58846 | 62381 | 121227 |
| 252 | ALL OTHER CAR TYPES | 20419 | 4636 | 25055 | 17673 | 4310 | 21983 |
| 253 | ALL OTHER PLUS TANK | 141668 | 133646 | 275314 | 118844 | 110798 | 229642 |
| 254 | TOTAL | 653527 | 600813 | 1254341 | 618418 | 561446 | 1179865 |

OPERATING STATISTICS

ORIGINATIONS AND TERMINATIONS BY CAR TYPE - RAILROAD OWNED

C U R R E N T Y E A R

| LINE CODE | CAR TYPE IDENTIFICATION | CS-54-1 LINE NO'S BASED ON 1987 REPORT * | LOADED CARS ORIGINATED CS54-1,CA1 (1) | LOADED CARS TERMINATED CS54-1,CB1 (2) | TOTAL C1+C2 (3) |
|-----------|---|--|--|--|-----------------------|
| 301 | PLAIN BOX 40 FT | CS54-L1 | 0 | 0 | 0 |
| 302 | PLAIN BOX CAR-50-60 FT | CS54-1,L2+L3 | .205 | .731 | XX |
| 303 | PLAIN BOX CAR-60 FT AND OVER | CS54-1,L4 | .097 | .669 | XX |
| 304 | PLAIN BOX CARS-50 FT AND OVER | L302+L303 | .302 | 1.4 | 1.702 |
| 305 | EQUIPPED BOX CARS | CS54-1,L6+L11 | 63.912 | 66.984 | 130.9 |
| 306 | PLAIN GONDOLA UNDER 61 FT | CS54-1,L15+L17 | 6.665 | 15.109 | XX |
| 307 | PLAIN GONDOLA 61 FT & OVER | CS54-1,L16 | .936 | .273 | XX |
| 308 | PLAIN GONDOLA CARS | L306+L307 | 7.601 | 15.382 | 22.983 |
| 309 | EQUIPPED GONDOLA CARS | CS54-1,L18 | 13.629 | 12.736 | 26.365 |
| 310 | COVERED HOPPER UNDER 4000 CU | CS54-1,L8 | 6.813 | 1.699 | XX |
| 311 | COVERED HOPPER 4000 CU + OVER | CS54-1,L9 | 32.883 | 40.699 | XX |
| 312 | COVERED HOPPER CARS | L310+L311 | 39.696 | 42.39801 | 82.094 |
| 313 | OPEN TOP HOPPER CARS GS | CS54-1,L20 | 71.194 | 65.405 | 136.6 |
| 314 | OPEN TOP HOPPER CARS SS | CS54-1,L21 | 379.682 | 380.479 | 760.16 |
| 315 | REFER CARS-NON MECH | CS54-1,L12 | .173 | .049 | .222 |
| 316 | REFRIGERATED CARS MECH | CS54-1,L13 | 1.114 | .651 | 1.765 |
| 317 | FLAT-TOFC/COFC | CS54-1,L25 | 103.916 | 113.385 | 217.3 |
| 318 | FLAT-MULTILEVEL | CS54-1,L24 | 6.447 | 7.591 | 14.038 |
| 319 | FLAT-GEN SERV | CS54-1,L23 | .049 | .025 | .074 |
| 320 | FLAT-OTHER | CS54-1,L26 | 22.397 | 29.984 | 52.381 |
| 321 | TANK CAR | CS54-1,L28 | .002 | .002 | XX |
| 322 | ALL OTHER CARS | CS54-1,L29 | 13.036 | 15.19 | XX |
| 323 | ALL OTHER INCLUDING TANK | L321+L322 | 13.038 | 15.192 | 28.23 |
| 324 | TOTAL:L301+L304+L305+L308+L309 +(SUM L312-322) | | 723.15 | 751.6611 | 1474 |

* LINE NUMBERS IN THIS WORKTABLE ARE BASED ON 1987 CS-54-1 REPORT. LINES REPORTED SEPARATELY IN PRIOR YEARS HAVE BEEN COMBINED AND DISPLAYED UNDER THE 1987 LINE NUMBER FORMAT.

| C U R R E N T Y E A R M I N U S O N E | | | | C U R R E N T Y E A R M I N U S T W O | | | |
|---------------------------------------|----------------|--------------|--------------|---------------------------------------|----------------|---------------|-----------|
| CS-54-1 | | | | CS-54-1 | | | |
| LINE | NO'S | ORIGINATIONS | TERMINATIONS | TOT O & T | LINE | NO'S | TOT O & T |
| CODE | BASED ON 1987 | RR OWNED | RR OWNED | RR OWNED | CODE | BASED ON 1987 | RR OWNED |
| | REPORT * | (4) | (5) | C4+C5 | | REPORT * | C7+C8 |
| | | | | (6) | | | (9) |
| 301 | CS54-L1 | 0 | 0 | 0 | CS54-L1 | 0 | 0 |
| 302 | CS54-1,L2+L3 | .562 | 1.591 | XX | CS54-1,L2+L3 | 1.117 | 1.914 |
| 303 | CS54-1,L4 | .162 | .69 | XX | CS54-1,L4 | .127 | .935 |
| 304 | L302+L303 | .724 | 2.281 | 3.005 | L302+L303 | 1.244 | 2.849 |
| 305 | CS54-1,L6+L11 | 85.13601 | 89.877 | 175.013 | CS54-1,L6+L11 | 102.257 | 100.876 |
| 306 | CS54-1,L15+L17 | 13.471 | 9.742 | XX | CS54-1,L15+L17 | 1.127 | 3.582 |
| 307 | CS54-1,L16 | 1.105 | .252 | XX | CS54-1,L16 | .134 | .073 |
| 308 | L306+L307 | 14.576 | 9.994 | 24.57 | L306+L307 | 1.261 | 3.655 |
| 309 | CS54-1,L18 | 22.079 | 22.846 | 44.92501 | CS54-1,L18 | 22.515 | 24.137 |
| 310 | CS54-1,L8 | 9.769 | 4.745 | XX | CS54-1,L8 | 12.009 | 6.454 |
| 311 | CS54-1,L9 | 52.277 | 61.704 | XX | CS54-1,L9 | 67.02 | 66.164 |
| 312 | L310+L311 | 62.046 | 66.449 | 128.495 | L310+L311 | 79.029 | 72.61801 |
| 313 | CS54-1,L20 | 92.699 | 66.181 | 158.88 | CS54-1,L20 | 94.75701 | 75.672 |
| 314 | CS54-1,L21 | 357.83 | 367.323 | 725.153 | CS54-1,L21 | 370.911 | 377.507 |
| 315 | CS54-1,L12 | .398 | .135 | .533 | CS54-1,L12 | .282 | .088 |
| 316 | CS54-1,L13 | 1.097 | .745 | 1.842 | CS54-1,L13 | 1.271 | .718 |
| 317 | CS54-1,L25 | 114.959 | 126.038 | 240.997 | CS54-1,L25 | 112.598 | 113.604 |
| 318 | CS54-1,L24 | 8.265 | 10.251 | 18.516 | CS54-1,L24 | 11.369 | 15.357 |
| 319 | CS54-1,L23 | .026 | .023 | .049 | CS54-1,L23 | .04 | .038 |
| 320 | CS54-1,L26 | 29.775 | 39.146 | 68.921 | CS54-1,L26 | 25.095 | 37.455 |
| 321 | CS54-1,L28 | .002 | .002 | XX | CS54-1,L28 | .004 | .001 |
| 322 | CS54-1,L29 | 22.643 | 22.935 | XX | CS54-1,L29 | 21.505 | 21.905 |
| 323 | L321+L322 | 22.645 | 22.937 | 45.582 | L321+L322 | 21.509 | 21.906 |
| 324 | TOTAL | 812.255 | 824.226 | 1636 | TOTAL | 844.1381 | 846.4802 |

* LINE NUMBERS IN THIS WORKTABLE ARE BASED ON 1987 CS-54-1 REPORT. LINES REPORTED SEPARATELY
IN PRIOR YEARS HAVE BEEN COMBINED AND DISPLAYED UNDER THE 1987 LINE NUMBER FORMAT.

| C U R R E N T Y E A R M I N U S T H R E E C U R R E N T Y E A R M I N U S F O U R | | | | | | | | |
|---|----------------|---------------|--------------|--------------|----------|----------------|------|---------------|
| CS-54-1 | | | | TOT O & T | CS-54-1 | | | |
| LINE | CODE | BASED ON 1987 | ORIGINATIONS | TERMINATIONS | RR OWNED | LINE | CODE | BASED ON 1987 |
| | | REPORT * | RR OWNED | RR OWNED | C10+C11 | | | REPORT * |
| | | | (10) | (11) | (12) | | | |
| | | | | | | | | |
| | | | | | | | | |
| 301 | CS54-1,L1 | | 0 | 0 | 0 | CS54-1,L1 | | 0 |
| 302 | CS54-1,L2+L3 | | 1.22 | 2.012 | XX | CS54-1,L2+L3 | | 1.465 |
| 303 | CS54-1,L4 | | .12 | 1.325 | XX | CS54-1,L4 | | .083 |
| 304 | L302+L303 | | 1.34 | 3.337 | 4.677 | L302+L303 | | 1.548 |
| 305 | CS54-1,L6+L11 | | 115.915 | 112.463 | 228.378 | CS54-1,L6+L11 | | 127.985 |
| 306 | CS54-1,L15+L17 | | 1.535 | 4.61 | XX | CS54-1,L15+L17 | | 2.202 |
| 307 | CS54-1,L16 | | .171 | .074 | XX | CS54-1,L16 | | .129 |
| 308 | L306+L307 | | 1.706 | 4.684 | 6.39 | L306+L307 | | 2.331 |
| 309 | CS54-1,L18 | | 22.185 | 26.326 | 48.511 | CS54-1,L18 | | 19.196 |
| 310 | CS54-1,L8 | | 13.339 | 6.245 | XX | CS54-1,L8 | | 14.819 |
| 311 | CS54-1,L9 | | 76.909 | 77.42601 | XX | CS54-1,L9 | | 83.03501 |
| 312 | L310+L311 | | 90.248 | 83.67101 | 173.919 | L310+L311 | | 97.85401 |
| 313 | CS54-1,L20 | | 107.757 | 114.183 | 221.94 | CS54-1,L20 | | 145.695 |
| 314 | CS54-1,L21 | | 385.825 | 381.594 | 767.419 | CS54-1,L21 | | 348.094 |
| 315 | CS54-1,L12 | | .352 | .537 | .889 | CS54-1,L12 | | 1.083 |
| 316 | CS54-1,L13 | | 1.148 | .7 | 1.848 | CS54-1,L13 | | .842 |
| 317 | CS54-1,L25 | | 109.462 | 106.475 | 215.937 | CS54-1,L25 | | 106.708 |
| 318 | CS54-1,L24 | | 11.668 | 15.385 | 27.053 | CS54-1,L24 | | 11.955 |
| 319 | CS54-1,L23 | | .017 | .025 | .042 | CS54-1,L23 | | .017 |
| 320 | CS54-1,L26 | | 27.205 | 43.443 | 70.64801 | CS54-1,L26 | | 27.554 |
| 321 | CS54-1,L28 | | .004 | .004 | XX | CS54-1,L28 | | .002 |
| 322 | CS54-1,L29 | | 15.681 | 15.849 | XX | CS54-1,L29 | | 6.662 |
| 323 | L321+L322 | | 15.685 | 15.853 | 31.538 | L321+L322 | | 6.664 |
| 324 | TOTAL | | 890.5131 | 908.6761 | 1799 | TOTAL | | 897.5261 |
| | | | | | | | | 882.5782 |
| | | | | | | | | 1780 |

* LINE NUMBERS IN THIS WORKTABLE ARE BASED ON 1987 CS-54-1 REPORT. LINES REPORTED SE
IN PRIOR YEARS HAVE BEEN COMBINED AND DISPLAYED UNDER THE 1987 LINE NUMBER FORMAT.

| LINE CODE | TWO YR AVERAGE | THREE YR AVG | FOUR YR AVG | FIVE YR AVG |
|-----------|---------------------------------|-------------------------------------|---|---|
| | IF RUNYRS>= | IF RUNYRS>= | IF RUNYRS>= | IF RUNYRS>= |
| | 2.0 THEN | 3.0 THEN | 4.0 THEN | 5.0 THEN |
| | (C3+C6)/2.0 ELSE 0.0 (16) | (C3+C6+C9)/3.0 ELSE 0.0 (17) | (C3+C6+C9 +C12)/4.0 ELSE 0.0 (18) | (C3+C6+C9 +C12+C15)/5.0 ELSE 0.0 (19) |
| 301 | 0 | 0 | 0 | 0 |
| 302 | XX | XX | XX | XX |
| 303 | XX | XX | XX | XX |
| 304 | 2.3535 | 2.93333 | 3.36925 | 3.6138 |
| 305 | 152.9545 | 169.6807 | 184.355 | 195.5434 |
| 306 | XX | XX | XX | XX |
| 307 | XX | XX | XX | XX |
| 308 | 23.7765 | 17.48967 | 14.71475 | 13.5842 |
| 309 | 35.645 | 39.314 | 41.61325 | 42.9398 |
| 310 | XX | XX | XX | XX |
| 311 | XX | XX | XX | XX |
| 312 | 105.2945 | 120.7453 | 134.0388 | 144.5602 |
| 313 | 147.7395 | 155.3027 | 171.962 | 193.8772 |
| 314 | 742.657 | 744.5774 | 750.2877 | 737.5232 |
| 315 | .3775 | .375 | .5035 | .7468 |
| 316 | 1.8035 | 1.86533 | 1.861 | 1.8248 |
| 317 | 229.149 | 228.1667 | 225.1093 | 221.5686 |
| 318 | 16.277 | 19.76 | 21.58325 | 22.9648 |
| 319 | .0615 | .067 | .06075 | .0606 |
| 320 | 60.651 | 61.284 | 63.625 | 65.01181 |
| 321 | XX | XX | XX | XX |
| 322 | XX | XX | XX | XX |
| 323 | 36.906 | 39.07567 | 37.19125 | 32.4214 |
| 324 | 1555 | 1600 | 1650 | 1676 |

ORIGINATIONS AND TERMINATIONS BY CAR TYPE - RAILROAD OWNED PLUS PRIVATE LINE

C U R R E N T Y E A R

| LINE CODE | CAR TYPE IDENTIFICATION | CS-54-1 LINE NO'S BASED ON 1987 REPORT * | LOADED CARS ORIGINATED CS54-1,CA3 (1) | LOADED CARS TERMINATED CS54-1,CB3 (2) | TOTAL C1+C2 (3) |
|-----------|---|--|--|--|-----------------------|
| 341 | PLAIN BOX CAR-40' | CS54-1,L1 | 0 | 0 | 0 |
| 342 | PLAIN BOX CAR-50-60 FT | CS54-1,L2+L3 | .511 | 1.531 | XX |
| 343 | PLAIN BOX CAR-60 FT AND OVER | CS54-1,L4 | .097 | .669 | XX |
| 344 | PLAIN BOX CARS-50 FT AND OVER | L342+L343 | .608 | 2.2 | 2.808 |
| 345 | EQUIPPED BOX CARS | CS54-1,L6+L11 | 65.068 | 69.488 | 134.556 |
| 346 | PLAIN GONDOLA UNDER 61 FT | CS54-1,L15+L17 | 73.59101 | 135.815 | XX |
| 347 | PLAIN GONDOLA 61 FT & OVER | CS54-1,L16 | .98 | 2.589 | XX |
| 348 | PLAIN GONDOLA CARS | L346+L347 | 74.57101 | 138.404 | 212.975 |
| 349 | EQUIPPED GONDOLA CARS | CS54-1,L18 | 16.672 | 20.004 | 36.676 |
| 350 | COVERED HOPPER UNDER 4000 CU | CS54-1,L8 | 23.878 | 11.785 | XX |
| 351 | COVERED HOPPER 4000 CU & OVER | CS54-1,L9 | 192.882 | 201.877 | XX |
| 352 | COVERED HOPPER CARS | L350+L351 | 216.76 | 213.662 | 430.422 |
| 353 | OPEN TOP HOPPER CARS GS | CS54-1,L20 | 109.205 | 103.347 | 212.552 |
| 354 | OPEN TOP HOPPER CARS SS | CS54-1,L21 | 436.835 | 436.682 | 873.517 |
| 355 | REFER CARS-NON-MECH | CS54-1,L12 | .218 | .071 | .289 |
| 356 | REFRIGERATED CARS MECH | CS54-1,L13 | 1.272 | .684 | 1.956 |
| 357 | FLAT-TOFC/COFC | CS54-1,L25 | 103.916 | 113.385 | 217.301 |
| 358 | FLAT-MULTILEVEL | CS54-1,L24 | 57.429 | 65.922 | 123.351 |
| 359 | FLAT-GENERAL SERV | CS54-1,L23 | .05 | .026 | .076 |
| 360 | FLAT-OTHER | CS54-1,L26 | 26.006 | 39.402 | 65.40801 |
| 361 | TANK CAR | CS54-1,L28 | 182.155 | 196.693 | XX |
| 362 | ALL OTHER CARS | CS54-1,L29 | 13.339 | 15.5 | XX |
| 363 | OTHER INCLUDING TANK | L361+L362 | 195.494 | 212.193 | 407.687 |
| 364 | TOTAL:L341+L344+L345+L348+L349 +(SUM L352-362) | | 1304 | 1415 | 2719 |

* LINE NUMBERS IN THIS WORKTABLE ARE BASED ON 1987 CS-54-1 REPORT. LINES REPORTED SEPARATELY
IN PRIOR YEARS HAVE BEEN COMBINED AND DISPLAYED UNDER THE 1987 LINE NUMBER FORMAT.

| C U R R E N T Y E A R M I N U S O N E | | | | C U R R E N T Y E A R M I N U S T W O | | | | |
|---------------------------------------|----------------|--|--|--|----------------|--|--|---|
| CS-54-1 | | | | CS-54-1 | | | | |
| LINE NO'S | | | | LINE NO'S | | | | |
| BASED ON 1987 | | | | BASED ON 1987 | | | | |
| LINE CODE | REPORT * | ORIGINATIONS RR OWNED & PRIVATE (4) | TERMINATIONS RR OWNED & PRIVATE (5) | TOT O & T RR OWNED & PRIVATE C4+C5 (6) | REPORT * | ORIGINATIONS RR OWNED & PRIVATE (7) | TERMINATIONS RR OWNED & PRIVATE (8) | TOT O & T RR OWNED & PRIVATE C7 +C8 (9) |
| 341 | CS54-L1 | 0 | 0 | 0 | CS54-L1 | 0 | 0 | 0 |
| 342 | CS54-1,L2+L3 | 1.683 | 3.085 | XX | CS54-1,L2+L3 | 2.485 | 3.821 | XX |
| 343 | CS54-1,L4 | .162 | .69 | XX | CS54-1,L4 | .127 | .935 | XX |
| 344 | L342+L343 | 1.845 | 3.775 | 5.62 | L342+L343 | 2.612 | 4.756 | 7.368 |
| 345 | CS54-1,L6+L11 | 86.44101 | 93.31401 | 179.755 | CS54-1,L6+L11 | 103.983 | 104.662 | 208.645 |
| 346 | CS54-1,L15+L17 | 71.936 | 108.792 | XX | CS54-1,L15+L17 | 67.18901 | 99.881 | XX |
| 347 | CS54-1,L16 | 1.147 | 3.219 | XX | CS54-1,L16 | .198 | 2.595 | XX |
| 348 | L346+L347 | 73.083 | 112.011 | 185.094 | L346+L347 | 67.387 | 102.476 | 169.863 |
| 349 | CS54-1,L18 | 25.796 | 30.934 | 56.73 | CS54-1,L18 | 25.669 | 30.33 | 55.999 |
| 350 | CS54-1,L8 | 30.152 | 19.023 | XX | CS54-1,L8 | 28.039 | 19.999 | XX |
| 351 | CS54-1,L9 | 222.356 | 239.102 | XX | CS54-1,L9 | 265.523 | 268.05 | XX |
| 352 | L350+L351 | 252.508 | 258.125 | 510.633 | L350+L351 | 293.562 | 288.049 | 581.611 |
| 353 | CS54-1,L20 | 145.389 | 106.533 | 251.922 | CS54-1,L20 | 151.171 | 112.254 | 263.425 |
| 354 | CS54-1,L21 | 401.987 | 397.609 | 799.596 | CS54-1,L21 | 413.992 | 406.207 | 820.199 |
| 355 | CS54-1,L12 | .474 | .17 | .644 | CS54-1,L12 | .474 | .224 | .698 |
| 356 | CS54-1,L13 | 1.4 | .832 | 2.232 | CS54-1,L13 | 1.588 | .729 | 2.317 |
| 357 | CS54-1,L25 | 114.959 | 126.038 | 240.997 | CS54-1,L25 | 112.598 | 113.604 | 226.202 |
| 358 | CS54-1,L24 | 77.4 | 94.781 | 172.181 | CS54-1,L24 | 106.813 | 141.338 | 248.151 |
| 359 | CS54-1,L23 | .029 | .085 | .114 | CS54-1,L23 | .044 | .041 | .085 |
| 360 | CS54-1,L26 | 35.916 | 51.704 | 87.62 | CS54-1,L26 | 33.105 | 56.316 | 89.42101 |
| 361 | CS54-1,L28 | 171.144 | 196.185 | XX | CS54-1,L28 | 164.641 | 175.495 | XX |
| 362 | CS54-1,L29 | 23.047 | 23.335 | XX | CS54-1,L29 | 22.594 | 23.135 | XX |
| 363 | L361+L362 | 194.191 | 219.52 | 413.711 | L361+L362 | 187.235 | 198.63 | 385.865 |
| 364 | TOTAL | 1411 | 1495 | 2906 | TOTAL | 1500 | 1559 | 3059 |

* LINE NUMBERS IN THIS WORKTABLE ARE BASED ON 1987 CS-54-1 REPORT. LINES REPORTED SEPARATELY
IN PRIOR YEARS HAVE BEEN COMBINED AND DISPLAYED UNDER THE 1987 LINE NUMBER FORMAT.

| C U R R E N T Y E A R M I N U S T H R E E C U R R E N T Y E A R M I N U S F O U R | | | | | | | | |
|---|----------------|--------------|----------|-----------|-------------------------|--------------|--------------|----------|
| CS-54-1 | | | | TOT O & T | CS-54-1 | | | |
| LINE NO'S | ORIGINATIONS | TERMINATIONS | RR OWNED | RR OWNED | LINE NO'S | ORIGINATIONS | TERMINATIONS | RR OWNED |
| LINE CODE BASED ON 1987 | RR OWNED | RR OWNED | C10+C11 | C10+C11 | LINE CODE BASED ON 1987 | RR OWNED | RR OWNED | C13+C14 |
| REPORT * | (10) | (11) | (12) | (12) | REPORT * | (13) | (14) | (15) |
| 341 | CS54-1,L1 | 0 | 0 | 0 | CS54-1,L1 | 0 | 0 | 0 |
| 342 | CS54-1,L2+L3 | 3.886 | 5.898 | XX | CS54-1,L2+L3 | 3.886 | 6.184 | XX |
| 343 | CS54-1,L4 | .083 | 1.325 | XX | CS54-1,L4 | .083 | .485 | XX |
| 344 | L342+L343 | 3.969 | 7.223 | 11.192 | L342+L343 | 3.969 | 6.669 | 10.638 |
| 345 | CS54-1,L6+L11 | 117.633 | 116.728 | 234.361 | CS54-1,L6+L11 | 129.168 | 116.767 | 245.935 |
| 346 | CS54-1,L15+L17 | 54.454 | 91.13801 | XX | CS54-1,L15+L17 | 56.048 | 89.17601 | XX |
| 347 | CS54-1,L16 | .302 | .2 | XX | CS54-1,L16 | .268 | .16 | XX |
| 348 | L346+L347 | 54.756 | 91.338 | 146.094 | L346+L347 | 56.316 | 89.33601 | 145.652 |
| 349 | CS54-1,L18 | 27.238 | 36.672 | 63.91001 | CS54-1,L18 | 23.572 | 38.353 | 61.92501 |
| 350 | CS54-1,L8 | 27.387 | 19.241 | XX | CS54-1,L8 | 24.625 | 16.532 | XX |
| 351 | CS54-1,L9 | 274.195 | 278.184 | XX | CS54-1,L9 | 246.414 | 247.181 | XX |
| 352 | L350+L351 | 301.582 | 297.425 | 599.007 | L350+L351 | 271.039 | 263.713 | 534.752 |
| 353 | CS54-1,L20 | 151.725 | 154.704 | 306.429 | CS54-1,L20 | 195.258 | 183.515 | 378.773 |
| 354 | CS54-1,L21 | 425.95 | 407.958 | 833.908 | CS54-1,L21 | 379.444 | 362.985 | 742.429 |
| 355 | CS54-1,L12 | .451 | .564 | 1.015 | CS54-1,L12 | 1.154 | .674 | 1.828 |
| 356 | CS54-1,L13 | 1.195 | .702 | 1.897 | CS54-1,L13 | .852 | .841 | 1.693 |
| 357 | CS54-1,L25 | 109.462 | 106.475 | 215.937 | CS54-1,L25 | 106.708 | 100.698 | 207.406 |
| 358 | CS54-1,L24 | 104.777 | 137.042 | 241.819 | CS54-1,L24 | 105.084 | 147.701 | 252.785 |
| 359 | CS54-1,L23 | .02 | .034 | .054 | CS54-1,L23 | .018 | .049 | .067 |
| 360 | CS54-1,L26 | 33.684 | 61.75 | 95.434 | CS54-1,L26 | 34.978 | 61.614 | 96.592 |
| 361 | CS54-1,L28 | 146.672 | 155.671 | XX | CS54-1,L28 | 136.205 | 143.768 | XX |
| 362 | CS54-1,L29 | 16.759 | 17.003 | XX | CS54-1,L29 | 7.011 | 7.297 | XX |
| 363 | L361+L362 | 163.431 | 172.674 | 336.105 | L361+L362 | 143.216 | 151.065 | 294.281 |
| 364 | TOTAL | 1495 | 1591 | 3087 | TOTAL | 1450 | 1523 | 2974 |

* LINE NUMBERS IN THIS WORKTABLE ARE BASED ON 1987 CS-54-1 REPORT. LINES REPORTED SEP
IN PRIOR YEARS HAVE BEEN COMBINED AND DISPLAYED UNDER THE 1987 LINE NUMBER FORMAT.

| LINE CODE | TWO YR AVERAGE | THREE YR AVG | FOUR YR AVG | FIVE YR AVG |
|-----------|---------------------------------|-------------------------------------|---|---|
| | IF RUNYRS>= | IF RUNYRS>= | IF RUNYRS>= | IF RUNYRS>= |
| | 2.0 THEN | 3.0 THEN | 4.0 THEN | 5.0 THEN |
| | (C3+C6)/2.0 ELSE 0.0 (16) | (C3+C6+C9)/3.0 ELSE 0.0 (17) | (C3+C6+C9 +C12)/4.0 ELSE 0.0 (18) | (C3+C6+C9 +C12+C15)/5.0 ELSE 0.0 (19) |
| 341 | 0 | 0 | 0 | 0 |
| 342 | XX | XX | XX | XX |
| 343 | XX | XX | XX | XX |
| 344 | 4.214 | 5.26533 | 6.747 | 7.5252 |
| 345 | 157.1555 | 174.3187 | 189.3293 | 200.6504 |
| 346 | XX | XX | XX | XX |
| 347 | XX | XX | XX | XX |
| 348 | 199.0345 | 189.3107 | 178.5065 | 171.9356 |
| 349 | 46.70301 | 49.80167 | 53.32875 | 55.048 |
| 350 | XX | XX | XX | XX |
| 351 | XX | XX | XX | XX |
| 352 | 470.5275 | 507.5554 | 530.4182 | 531.285 |
| 353 | 232.237 | 242.633 | 258.582 | 282.6202 |
| 354 | 836.5565 | 831.104 | 831.805 | 813.9298 |
| 355 | .4665 | .54367 | .6615 | .8948 |
| 356 | 2.094 | 2.16833 | 2.1005 | 2.019 |
| 357 | 229.149 | 228.1667 | 225.1093 | 221.5686 |
| 358 | 147.766 | 181.2277 | 196.3755 | 207.6574 |
| 359 | .095 | .09167 | .08225 | .0792 |
| 360 | 76.514 | 80.81634 | 84.47075 | 86.895 |
| 361 | XX | XX | XX | XX |
| 362 | XX | XX | XX | XX |
| 363 | 410.699 | 402.421 | 385.842 | 367.5298 |
| 364 | 2813 | 2895 | 2943 | 2949 |

OPERATING STATISTICS

TONS HANDLED BY COMMODITY CLASSIFICATION NATIONAL STATISTICS

SOURCE - FORM QCS, FREIGHT COMMODITY STATISTICS

LOSS AND DAMAGE EXPENSE BY COMMODITY CLASSIFICATION NATIONAL STATISTICS

SOURCE - AAR CIRCULAR NO. FCDP-95

| LINE | STCC CODE | IDENTIFICATION | TONS (1) | LOSS & DAMAGE EXPENSE (2) | LOSS & DAMAGE PER TON (C2 / C1) (3) |
|------|--------------|---|-------------|---------------------------------|--|
| 401 | 01 | FARM PRODUCTS | .120E+09 | 6125454 | .05097 |
| 402 | 0113 | GRAIN | 94297896 | 3321371 | .03522 |
| 403 | 01195 | POTATOES OTHER THAN SWEET | 473555 | 960664 | 2.02862 |
| 404 | 012 | FRESH FRUITS | 645667 | 55574 | .08607 |
| 405 | 013 | FRESH VEGETABLES | 2429234 | 471527 | .19411 |
| 406 | --- | ALL OTHER FARM PRODUCTS: L401-(SUM L402-405) | 22334528 | 1316318 | .05894 |
| 407 | 10 | METALLIC ORES | 9894623 | 693618 | .0701 |
| 408 | 11 | COAL | .769E+09 | 3336728 | .0043408 |
| 409 | 14 | NONMETALLIC MINERALS | .100E+09 | 1125245 | .01124 |
| 410 | 20 | FOOD AND KINDRED PRODUCTS | 90282264 | 9327873 | .10332 |
| 411 | 2011 | FRESH MEATS | 26146 | 0 | 0 |
| 412 | 202 | DAIRY PRODUCTS | 800404 | 371564 | .46422 |
| 413 | 203 | CANNED FRUITS/VEG | 5692117 | 2662340 | .46772 |
| 414 | 204 | GRAIN MILL PRODUCTS | 30448564 | 2002496 | .06577 |
| 415 | 2041 | FLOUR | 8195773 | 377564 | .04607 |
| 416 | 2042 | PREPARED FEEDS | 5327199 | 34097 | .00640055 |
| 417 | 2043 | CEREALS | 285331 | 36109 | .12655 |
| 418 | 2044 | RICE | 2318679 | 1138091 | .49084 |
| 419 | 2045 | PREPARED FLOUR | 76577 | 19463 | .25416 |
| 420 | 2046 | CORN PRODUCTS | 14035994 | 370992 | .02643 |
| 421 | 2062 | REFINED SUGAR | 3785452 | 383958 | .10143 |
| 422 | 20821 | BEER | 2371282 | 496564 | .20941 |
| 423 | 2084 | WINES | 2055331 | 908868 | .4422 |
| 424 | 20851 | WHISKEY | 579699 | 101110 | .17442 |
| 425 | 209 | MISC FOOD PREPARATIONS | 27851040 | 1317041 | .04729 |
| 426 | --- | ALL OTHER FOOD PROD.: L410-((SUM L411-414)+(SUM L421-425)) | 16672228 | 1083932 | .06501 |
| 427 | 21 | TOBACCO PRODUCTS | 670 | 0 | 0 |
| 428 | 24 | LUMBER AND WOOD EX FURNITURE | 19363806 | 1071154 | .05532 |
| 429 | 2421 | LUMBER/DIMENSION STOCK | 7536405 | 321385 | .04264 |
| 430 | 2432 | PLYWOOD OR VENEER | 1875094 | 238652 | .12727 |
| 431 | --- | ALL OTHER LUMBER AND WOOD PRODUCTS: L428-L429-L430 | 9952307 | 511117 | .05136 |
| 432 | 25 | FURNITURE AND FIXTURES | 665194 | 1148410 | 1.72643 |
| 433 | 26 | PULP, PAPER AND ALLIED PRODUCTS | 24853976 | 7449240 | .29972 |
| 434 | 26211 | NEWSPRINT | 667119 | 268391 | .40231 |
| 435 | 26213 | PRINTING PAPER | 2636347 | 2078504 | .7884 |
| 436 | 263 | FIBREBD/PAPERBD/PULPBD | 13644917 | 4302913 | .31535 |
| 437 | 264 | COV PAPER/PAPERBOARD | 792974 | 34580 | .04361 |
| 438 | 26471 | SANITARY TISSUES | 250653 | 17047 | .06801 |
| 439 | --- | ALL OTHER PULP, PAPER & ALLIED PRODUCTS:L433-(SUM L434-437) | 7112618 | 764852 | .10753 |

| LINE | STCC CODE | IDENTIFICATION | TONS (1) | LOSS & DAMAGE EXPENSE (2) | LOSS & DAMAGE PER TON (C2 / C1) (3) |
|------|--------------|--|-------------|---------------------------------|--|
| 440 | 28 | CHEMICALS | .146E+09 | 6266462 | .04297 |
| 441 | 281 | INDUSTRIAL CHEMICALS | 83598568 | 698427 | .00835453 |
| 442 | 2812 | POTASSIUM OR SODIUM | 23450860 | 337625 | .0144 |
| 443 | 282 | SYN FIBRES/RESINS/RUBBER | 39318240 | 4170835 | .10608 |
| 444 | 289 | MISC CHEM PROD | 6670593 | 440561 | .06605 |
| 445 | --- | ALL OTHER CHEMICALS: L440-(L441+L443+L444) | 16259463 | 956639 | .05884 |
| 446 | 29 | PETROLEUM OR COAL PRODUCTS | 35631352 | 596146 | .01673 |
| 447 | 30 | RUBBER AND MISC PLASTICS | 1516678 | 35685 | .02353 |
| 448 | 301 | RUBBER TIRES/INNER TUBES | 613138 | 268 | .0004371 |
| 449 | --- | ALL OTHER RUBBER: L447-L448 | 903540 | 35417 | .0392 |
| 450 | 32 | STONE, CLAY AND GLASS PRODUCTS | 33550518 | 748959 | .02232 |
| 451 | 321 | FLAT GLASS | 44550 | 220 | .00493827 |
| 452 | 3295 | NONMETALLIC EARTH/MIN | 11852265 | 404402 | .03412 |
| 453 | --- | ALL OTHER STONE, CLAY & GLASS PROD.: L450-(L451+L452) | 21653704 | 344337 | .0159 |
| 454 | 33 | PRIMARY METAL PRODUCTS | 28300108 | 2987330 | .10556 |
| 455 | 3312 | PRIMARY IRON/STEEL PROD | 24321348 | 2363853 | .09719 |
| 456 | 3352 | ALUMINUM BASIC SHAPES | 479220 | 479114 | .99978 |
| 457 | --- | ALL OTHER PRIMARY METAL PROD: L454-L455-L456 | 3499540 | 144363 | .04125 |
| 458 | 34 | FABRICATED METAL PRODUCTS | 770876 | 439651 | .57033 |
| 459 | 344 | FAB STRUC METAL PROD | 129635 | 71909 | .5547 |
| 460 | --- | ALL OTHER FAB METAL PRODUCTS: L458-L459 | 641241 | 367742 | .57348 |
| 461 | 35 | MACHINERY EXCEPT ELECTRICAL | 848743 | 670221 | .78966 |
| 462 | 351 | ENGINES/TURBINES | 286428 | 187964 | .65623 |
| 463 | 352 | FARM MACHINERY | 100294 | 299336 | 2.98459 |
| 464 | 353 | CONST MIN/MAT HAND MACH | 159350 | 38861 | .24387 |
| 465 | --- | ALL OTHER MACHINERY EXCEPT ELECTRICAL: L461-(SUM L462-464) | 302671 | 144060 | .47596 |
| 466 | 36 | ELECTRICAL MACHINERY | 1383090 | 908015 | .65651 |
| 467 | 361 | ELEC TRANS/DIST EQUIP | 95518 | 49902 | .52244 |
| 468 | 363 | HOUSEHOLD APPLIANCES | 1031925 | 286676 | .27781 |
| 469 | 365 | RADIO OR TV SETS | 74707 | 200879 | 2.68889 |
| 470 | --- | ALL OTHER ELECTRICAL MACHINERY: L466-(SUM L467-469) | 180940 | 370558 | 2.04796 |
| 471 | 37 | TRANSPORTATION EQUIPMENT | 17580446 | 21816606 | 1.24096 |
| 472 | 37111 | MOTOR PASSENGER CARS | 6474073 | 11681024 | 1.80428 |
| 473 | 37112 | MOTOR TRUCKS | 4751488 | 6667518 | 1.40325 |
| 474 | 3714 | MOTOR VEHICLE PARTS | 4016249 | 3314824 | .82535 |
| 475 | --- | ALL OTHER TRANSPORTATION EQUIP: L471-(SUM L472-474) | 2338636 | 153240 | .06553 |
| 476 | 44 | FREIGHT FORWARDER TRAFFIC | 2979516 | 178799 | .06001 |
| 477 | 45 | SHIPPER ASSOCIATION TRAFFIC | 18996 | 0 | 0 |
| 478 | 46 | MISC MIXED SHPTS | 99719552 | 7659999 | .07682 |
| 479 | 461 | MISC MIXED SHPTS NEC INC TOFC | 99353752 | 7341096 | .07389 |
| 480 | --- | ALL OTHER MIXED SHPTS: L478-L479 | 365800 | 318903 | .8718 |
| 481 | 48 | HAZARDOUS MATERIALS | 45897092 | 1901841 | .04144 |
| 482 | XX | ALL OTHERS | 1031120 | 407417 | .39512 |

WORKTABLE A1 PART 5A
 OPERATING STATISTICS
 OPERATING DATA BY CAR TYPE

PAGE- 28

| LINE | CAR TYPE | 1983 CIRCUITY FACTORS | | | TARE WEIGHT | |
|------|---------------------|-----------------------|------------------|----------------|------------------|------|
| | | LOCAL (1) | INTERLINE (2) | AVERAGE (3) | AAR UMLER (4) | FILE |
| 501 | BOX 40 FOOT | 1.14 | 1.193 | 1.182 | | 25.3 |
| 502 | BOX 50 FOOT | 1.122 | 1.187 | 1.176 | | 34.2 |
| 503 | BOX EQUIPPED | 1.134 | 1.184 | 1.176 | | 36.1 |
| 504 | GONDOLA-PLAIN | 1.093 | 1.151 | 1.134 | | 25.6 |
| 505 | GONDOLA EQUIPPED | 1.11 | 1.122 | 1.119 | | 33.3 |
| 506 | COVERED HOPPER | 1.126 | 1.164 | 1.148 | | 31.4 |
| 507 | HOPPER OTG | 1.076 | 1.137 | 1.106 | | 29.6 |
| 508 | HOPPER OTS | 1.202 | 1.156 | 1.183 | | 26.8 |
| 509 | REFRIG-MECH | 1.079 | 1.078 | 1.078 | | 46.6 |
| 510 | REFRIG-NON MECH | 1.118 | 1.159 | 1.153 | | 43.3 |
| 511 | FLAT TOFC | 1.069 | 1.107 | 1.085 | | 59.5 |
| 512 | FLAT-MULTILEVEL | 1.061 | 1.166 | 1.152 | | 54.4 |
| 513 | FLAT-GENERAL | 1.086 | 1.177 | 1.153 | | 32.9 |
| 514 | FLAT-OTHER | 1.088 | 1.17 | 1.155 | | 34.7 |
| 515 | ALL OTHER CAR TYPES | 1.146 | 1.19 | 1.179 | | 36.6 |
| 516 | TOTAL OR AVERAGE* | 1.097 | 1.157 | 1.135 | | 34.3 |

*LINE 516, COLUMN 5, WAS DERIVED BY MULTIPLYING THE CARLOADS FOR RAILROAD-OWNED CARS FOR EACH CAR TYPE FROM WT A1, L301 - L323 BY THE CORRESPONDING SWITCHING SPOTTED AND PULLED RATIO FROM A1 L501 - L515, C5. THIS RESULT WAS DIVIDED BY THE SUM OF RAILROAD-OWNED CARS FROM A1 L324 C3.

WORKTABLE A1 PART 5A (CONTINUED)

E Q U A T E D S W I T C H I N G F A C T O R S
 SOURCE - STATEMENT 7-63 OR REVISED

| LINE | SWITCHING | | O & T INDUSTRY | INTERCHANGE | INTRATERMINAL | INTERTERMINAL | INTRATRRAIN | RATIO | |
|------|----------------------------------|------------------------|-------------------|-------------|---------------|---------------|-------------|------------------------------|----------------------------|
| | SPOTTED & PULLED RATIO (5) | PULLED RATIO (6) | | | | | | INTRATERMINAL TO O&T (10) | INTRATRRAIN TO O&T (11) |
| 501 | 1.8 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 502 | 1.8 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 503 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 504 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 505 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 506 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 507 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 508 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 509 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 510 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 511 | 1 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 512 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 513 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 514 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 515 | 2 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |
| 516 | 1.9 | 1 | | .55 | 1.5 | 1.2 | .25 | | .03266 |

| | | AVERAGE CAR DAYS IN SWITCHING | | | | AVERAGE DAYS LOADING OR UNLOADING | | | |
|------|---------------------|-------------------------------|-------------------------|----------------------|----------------------|-----------------------------------|--------------|----------------------|----------------------|
| LINE | CAR TYPE | O & T (1) | INTER- CHANGE (2) | INTRATERMINAL (3) | INTERTERMINAL (4) | I & I (5) | O & T (6) | INTRATERMINAL (7) | INTERTERMINAL (8) |
| 521 | BOX 40 FOOT | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 522 | BOX 50 FOOT | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 523 | BOX EQUIPPED | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 524 | GONDOLA-PLAIN | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 525 | GONDOLA-EQUIPPED | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 526 | COVERED HOPPER | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 527 | HOPPER OTG | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 528 | HOPPER OTS | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 529 | REFRIG-MECH | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 530 | REFRIG-NONMECH | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 531 | FLAT-TOFC | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 532 | FLAT-MULTILEVEL | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 533 | FLAT-GENERAL | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 534 | FLAT-OTHER | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 535 | ALL OTHER CAR TYPES | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |
| 536 | TOTAL OR AVERAGE | 1 | .5 | 2 | 1.5 | .5 | 2 | 4 | 2 |

WORKTABLE A1 PART 5B (CONTINUED)

AVERAGE MILES PER CLASS OF SWITCHING SERVICE
SOURCE - STATEMENT 7-63 OR REVISED

| LINE | O & T (9) | INTERCHANGE (10) | INTRATERMINAL (11) | INTERTERMINAL (12) | I & I (13) | RATIO OF INTERTERMINAL TO O & T (14) |
|------|--------------|---------------------|-----------------------|-----------------------|---------------|--|
| 521 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 522 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 523 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 524 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 525 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 526 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 527 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 528 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 529 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 530 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 531 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 532 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 533 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 534 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 535 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |
| 536 | 4 | 2.75 | 6 | 5.25 | 1 | .0467 |

C U R R E N T Y E A R
SOURCE - QCS AND WAY BILL STUDY

| LINE | CARLOADS O & T ON LINE (1) | CARLOADS ORIG & FORWARDED ON LINE (2) | CARLOADS RECD & TERMINATED ON LINE (3) | CARLOADS RECD. & FORWARDED (4) | ORIG. & TERM. CLOT *2.0+C2+C3 (5) | INTERCHANGED CLOR C4*2.0+C2+C3 (6) | HANDLED CLOF C1 +C2+C3+C4 (7) | RATIO OF CLOR TO CLOT* C6/C5 (8) | IF C8 =0. THEN L556C8 ELSE C8 (9) |
|------|-------------------------------------|--|---|--------------------------------------|--|---|--|---|--|
| 541 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .45504 |
| 542 | .281 | 1.223 | 1.738 | 2.849 | 3.523 | 8.659 | 6.091 | 2.45785 | 2.45785 |
| 543 | 29.414 | 61.63 | 41.21 | 67.339 | 161.668 | 237.518 | 199.593 | 1.46917 | 1.46917 |
| 544 | 21.358 | 6.883 | 56.67 | 4.562 | 106.269 | 72.677 | 89.473 | .6839 | .6839 |
| 545 | 8.15 | 6.708 | 10.062 | 3.922 | 33.07 | 24.614 | 28.842 | .7443 | .7443 |
| 546 | 133.956 | 64.21601 | 74.919 | 33.174 | 407.047 | 205.483 | 306.265 | .50481 | .50481 |
| 547 | 57.048 | 14.779 | 22.274 | 2.766 | 151.149 | 42.585 | 96.86701 | .28174 | .28174 |
| 548 | 401.96 | 18.692 | 25.247 | 20.128 | 847.8591 | 84.195 | 466.027 | .0993 | .0993 |
| 549 | 0 | .594 | .64 | .041 | 1.234 | 1.316 | 1.275 | 1.06645 | 1.06645 |
| 550 | 0 | .035 | .229 | .145 | .264 | .554 | .409 | 2.09849 | 2.09849 |
| 551 | 112.504 | 73.544 | 98.24501 | 2.312 | 396.797 | 176.413 | 286.605 | .44459 | .44459 |
| 552 | 51.334 | 9.119 | 19.759 | .186 | 131.546 | 29.25 | 80.39801 | .22236 | .22236 |
| 553 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .45504 |
| 554 | 21.733 | 30.955 | 17.38 | 32.287 | 91.801 | 112.909 | 102.355 | 1.22993 | 1.22993 |
| 555 | 98.921 | 61.037 | 89.006 | 36.725 | 347.885 | 223.493 | 285.689 | .64243 | .64243 |
| 556 | 936.752 | 349.379 | 457.381 | 206.436 | 2680 | 1219 | 1949 | .45504 | .45504 |

*IF NOT AVAILABLE FILL IN L556 AND INSERT L556C9 INTO LINES 541C9 TO 555C9

WORKTABLE A1 PART 6 (CONTINUED)

C U R R E N T Y E A R M I N U S O N E
SOURCE - QCS AND WAY BILL STUDY

| LINE | CARLOADS O & T ON LINE (10) | CARLOADS ORIG & FORWARDED ON LINE (11) | CARLOADS RECD & TERMINATED ON LINE (12) | CARLOADS RECD. & FORWARDED (13) | ORIG. & TERM. CLOT C10*2.0 +C11+C12 (14) | INTERCHANGED CLOR C13*2.0 +C11+C12 (15) | HANDLED CLOF C10+C11 +C12+C13 (16) | RATIO OF CLOR TO CLOT* C15/C14 (17) | IF C17=0. THEN L556C17 ELSE C17 (18) |
|------|--------------------------------------|---|--|---------------------------------------|--|---|--|--|---|
| 541 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .51915 |
| 542 | .874 | 2.023 | 3.666 | 4.877 | 7.437 | 15.443 | 11.44 | 2.07651 | 2.07651 |
| 543 | 39.802 | 74.1 | 51.625 | 83.413 | 205.329 | 292.551 | 248.94 | 1.42479 | 1.42479 |
| 544 | 33.589 | 12.055 | 42.937 | 7.639 | 122.17 | 70.27001 | 96.22001 | .57518 | .57518 |
| 545 | 13.688 | 14.921 | 15.719 | 16.463 | 58.016 | 63.566 | 60.791 | 1.09566 | 1.09566 |
| 546 | 150.957 | 78.906 | 85.52301 | 39.888 | 466.343 | 244.205 | 355.274 | .52366 | .52366 |
| 547 | 67.664 | 26.892 | 17.627 | 4.877 | 179.847 | 54.27301 | 117.06 | .30177 | .30177 |
| 548 | 342.298 | 11.128 | 19.234 | 20.776 | 714.958 | 71.914 | 393.436 | .10058 | .10058 |
| 549 | 0 | .506 | .502 | 0 | 1.008 | 1.008 | 1.008 | 1 | 1 |
| 550 | 0 | .084 | .251 | .536 | .335 | 1.407 | .871 | 4.2 | 4.2 |
| 551 | 129.503 | 73.552 | 108.272 | 7.583 | 440.83 | 196.99 | 318.91 | .44686 | .44686 |
| 552 | 64.945 | 17.914 | 33.496 | 0 | 181.3 | 51.41 | 116.355 | .28356 | .28356 |
| 553 | 0 | .084 | .1 | .169 | .184 | .522 | .353 | 2.83696 | 2.83696 |
| 554 | 25.823 | 40.97 | 23.201 | 45.019 | 115.817 | 154.209 | 135.013 | 1.33149 | 1.33149 |
| 555 | 101.641 | 68.284 | 100.036 | 50.601 | 371.602 | 269.522 | 320.562 | .7253 | .7253 |
| 556 | 970.784 | 421.504 | 502.19 | 281.897 | 2865 | 1487 | 2176 | .51915 | .51915 |

*IF NOT AVAILABLE FILL IN L556 AND INSERT L556C18 INTO LINES 541C18 TO 555C18

C U R R E N T Y E A R M I N U S T W O
SOURCE - QCS AND WAY BILL STUDY

| LINE | CARLOADS O & T ON LINE | CARLOADS ON LINE & FORWARDED | ORIG & TERMINATED ON LINE | RECD FORWARDED | CARLOADS RECD. & FORWARDED | ORIG. & TERM. CLOT C19*2.0 +C20+C21 | INTERCHANGED CLOR C22*2.0 C20+C21 | HANDLED CLOF C19+C20 +C21+C22 | RATIO OF CLOR TO CLOT* C24/C23 | IF C26=0. THEN L556C26 ELSE C26 |
|------|------------------------------|------------------------------------|---------------------------------|-------------------|----------------------------------|--|--|--|--------------------------------------|---------------------------------------|
| | (19) | (20) | (21) | (22) | (22) | (23) | (24) | (25) | (26) | (27) |
| 541 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .50607 |
| 542 | 1.043 | 1.839 | 4.056 | 4.048 | 7.981 | 13.991 | 10.986 | 1.75304 | 1.75304 | 1.75304 |
| 543 | 48.402 | 89.715 | 56.929 | 92.74 | 243.448 | 332.124 | 287.786 | 1.36425 | 1.36425 | 1.36425 |
| 544 | 38.283 | 2.627 | 40.953 | 4.524 | 120.146 | 52.628 | 86.38701 | .43803 | .43803 | .43803 |
| 545 | 13.039 | 13.267 | 15.333 | 13.899 | 54.678 | 56.39801 | 55.538 | 1.03146 | 1.03146 | 1.03146 |
| 546 | 194.442 | 78.85601 | 86.11101 | 40.804 | 553.851 | 246.575 | 400.213 | .4452 | .4452 | .4452 |
| 547 | 72.603 | 28.548 | 24.829 | 1.369 | 198.583 | 56.115 | 127.349 | .28258 | .28258 | .28258 |
| 548 | 350.601 | 8.407 | 15.679 | 22.471 | 725.288 | 69.028 | 397.158 | .09517 | .09517 | .09517 |
| 549 | 0 | .832 | .594 | 0 | 1.426 | 1.426 | 1.426 | 1 | 1 | 1 |
| 550 | .104 | .044 | .346 | .357 | .598 | 1.104 | .851 | 1.84615 | 1.84615 | 1.84615 |
| 551 | 125.177 | 50.659 | 79.78 | 8.095 | 380.793 | 146.629 | 263.711 | .38506 | .38506 | .38506 |
| 552 | 87.41601 | 29.73 | 50.054 | 1.875 | 254.616 | 83.534 | 169.075 | .32808 | .32808 | .32808 |
| 553 | 0 | .088 | .099 | .179 | .187 | .545 | .366 | 2.91444 | 2.91444 | 2.91444 |
| 554 | 23.158 | 57.84 | 27.104 | 58.959 | 131.26 | 202.862 | 167.061 | 1.5455 | 1.5455 | 1.5455 |
| 555 | 88.876 | 75.353 | 92.68901 | 48.334 | 345.794 | 264.71 | 305.252 | .76551 | .76551 | .76551 |
| 556 | 1043 | 437.847 | 494.605 | 297.624 | 3018 | 1527 | 2273 | .50607 | .50607 | .50607 |

*IF NOT AVAILABLE FILL IN L556 AND INSERT L556C27 INTO LINES 541C27 TO 555C27

C U R R E N T Y E A R M I N U S T H R E E
SOURCE - QCS AND WAY BILL STUDY

| LINE | CARLOADS O & T ON LINE | CARLOADS ON LINE & FORWARDED | ORIG & TERMINATED ON LINE | RECD FORWARDED | CARLOADS RECD. & FORWARDED | ORIG. & TERM. CLOT C28*2.0 +C29+C30 | INTERCHANGED CLOR C31*2.0 +C29+C30 | HANDLED CLOF C28+C29 +C30+C31 | RATIO OF CLOR TO CLOT* C33/C32 | IF C35=0. THEN L556C35 ELSE C35 |
|------|------------------------------|------------------------------------|---------------------------------|-------------------|----------------------------------|--|---|--|--------------------------------------|---------------------------------------|
| | (28) | (29) | (30) | (31) | (31) | (32) | (33) | (34) | (35) | (36) |
| 541 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .53981 |
| 542 | 2.013 | 1.497 | 4.782 | 2.106 | 10.305 | 10.491 | 10.398 | 1.01805 | 1.01805 | 1.01805 |
| 543 | 60.057 | 100.693 | 61.704 | 74.36901 | 282.511 | 311.135 | 296.823 | 1.10132 | 1.10132 | 1.10132 |
| 544 | 30.41 | 1.61 | 43.448 | 12.886 | 105.878 | 70.83 | 88.35401 | .66898 | .66898 | .66898 |
| 545 | 16.056 | 9.903 | 20.536 | 6.106 | 62.551 | 42.651 | 52.601 | .68186 | .68186 | .68186 |
| 546 | 213.86 | 75.281 | 80.232 | 76.951 | 583.2331 | 309.415 | 446.324 | .53052 | .53052 | .53052 |
| 547 | 75.13 | 14.871 | 41.267 | 17.992 | 206.398 | 92.12201 | 149.26 | .44633 | .44633 | .44633 |
| 548 | 311.36 | 9.369 | 14.135 | 20.869 | 646.224 | 65.242 | 355.733 | .10096 | .10096 | .10096 |
| 549 | 0 | .412 | .69 | 0 | 1.102 | 1.102 | 1.102 | 1 | 1 | 1 |
| 550 | .28 | .206 | .619 | .13 | 1.385 | 1.085 | 1.235 | .78339 | .78339 | .78339 |
| 551 | 132.409 | 50.057 | 85.306 | 22.087 | 400.181 | 179.537 | 289.859 | .44864 | .44864 | .44864 |
| 552 | 111.343 | 26.984 | 48.556 | .783 | 298.226 | 77.10601 | 187.666 | .25855 | .25855 | .25855 |
| 553 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .53981 |
| 554 | 31.152 | 56.305 | 31.723 | 67.85501 | 150.332 | 223.738 | 187.035 | 1.48829 | 1.48829 | 1.48829 |
| 555 | 68.959 | 69.503 | 86.06501 | 50.99 | 293.486 | 257.548 | 275.517 | .87755 | .87755 | .87755 |
| 556 | 1053 | 416.69 | 519.0641 | 353.125 | 3041 | 1642 | 2341 | .53981 | .53981 | .53981 |

*IF NOT AVAILABLE FILL IN L556 AND INSERT L556C36 INTO LINES 541C36 TO 555C36

C U R R E N T Y E A R M I N U S F O U R
S O U R C E - Q C S A N D W A Y B I L L S T U D Y

| LINE | O & T ON LINE | CARLOADS & FORWARDED ON LINE | ORIG & TERMINATED ON LINE | RECD & FORWARDED | CARLOADS RECD. & FORWARDED | ORIG. & TERM. CLOT C37*2.0 +C38+C39 | INTERCHANGED CLOR C40*2.0 +C38+C39 | HANDLED CLOF C37+C38 +C39+C40 | RATIO OF CLOR TO CLOT* C42/C41 | IF C44=0. THEN L556C44 ELSE C44 |
|------|------------------|------------------------------------|---------------------------------|---------------------|----------------------------------|--|---|--|--------------------------------------|---------------------------------------|
| | (37) | (38) | (39) | (40) | (41) | (42) | (43) | (44) | (45) | |
| 541 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .5679 |
| 542 | 1.909 | 1.499 | 4.678 | 2.191 | 9.995 | 10.559 | 10.277 | 1.05643 | 1.05643 | |
| 543 | 56.952 | 100.814 | 60.359 | 77.347 | 275.077 | 315.867 | 295.472 | 1.14829 | 1.14829 | |
| 544 | 28.837 | 1.612 | 42.501 | 13.402 | 101.787 | 70.917 | 86.352 | .69672 | .69672 | |
| 545 | 15.226 | 9.915 | 20.088 | 6.351 | 60.455 | 42.705 | 51.58 | .70639 | .70639 | |
| 546 | 202.804 | 75.371 | 78.483 | 80.033 | 559.4621 | 313.92 | 436.691 | .56111 | .56111 | |
| 547 | 71.246 | 14.889 | 40.367 | 18.712 | 197.748 | 92.68001 | 145.214 | .46868 | .46868 | |
| 548 | 295.263 | 9.381 | 13.827 | 21.705 | 613.734 | 66.618 | 340.176 | .10855 | .10855 | |
| 549 | 0 | .412 | .675 | 0 | 1.087 | 1.087 | 1.087 | 1 | 1 | |
| 550 | .265 | .206 | .605 | .136 | 1.341 | 1.083 | 1.212 | .80761 | .80761 | |
| 551 | 125.564 | 50.117 | 83.446 | 22.971 | 384.691 | 179.505 | 282.098 | .46662 | .46662 | |
| 552 | 105.587 | 27.016 | 47.497 | .814 | 285.687 | 76.141 | 180.914 | .26652 | .26652 | |
| 553 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .5679 |
| 554 | 29.541 | 56.373 | 31.031 | 70.572 | 146.486 | 228.548 | 187.517 | 1.5602 | 1.5602 | |
| 555 | 65.394 | 69.586 | 84.18901 | 53.032 | 284.563 | 259.839 | 272.201 | .91312 | .91312 | |
| 556 | 998.589 | 417.192 | 507.745 | 367.265 | 2922 | 1659 | 2290 | .5679 | .5679 | |

*IF NOT AVAILABLE FILL IN L556 AND INSERT L556C45 INTO LINES 541C45 TO 555C45

T W O - Y E A R A V E R A G E
SOURCE - QCS AND WAY BILL STUDY

| LINE | CARLOADS ORIG. & TERM. ON LINE IF RUNYRS>= 2.0 THEN (L541C1 :556 +L541C10 :556) /2.0 ELSE 0.0 (46) | CARLOADS ORIG. ON LINE & FORWARDED IF RUNYRS>= 2.0 THEN (L541C2 :556 +L541C11:556) /2.0 ELSE 0.0 (47) | CARLOADS RECD. & TERM. ON LINE IF RUNYRS>= 2.0 THEN (L541C3 :556 +L541C12:556) /2.0 ELSE 0.0 (48) | CARLOADS RECEIVED & FORWARDED IF RUNYRS>= 2.0 THEN (L541C4 :556 +L541C13:556) /2.0 ELSE 0.0 (49) | CARLOADS ORIG. & TERM. CLOT IF RUNYRS>= 2.0 THEN (L541C5 :556 +L541C14:556) /2.0 ELSE 0.0 (50) | CARLOADS INTERCHANGED CLOR IF RUNYRS>= 2.0 THEN (L541C6 :556 +L541C15:556) /2.0 ELSE 0.0 (51) | CARLOADS HANDLED CLOF IF RUNYRS>= 2.0 THEN (L541C7 :556 +L541C16:556) /2.0 ELSE 0.0 (52) | RATIO OF CLOR TO CLOT* TWO YRS C51/C50 (53) | IF C53=0. THEN L556C53 ELSE C53 (54) |
|------|--|---|---|--|--|---|--|--|---|
| 541 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .48816 |
| 542 | .5775 | 1.623 | 2.702 | 3.863 | 5.48 | 12.051 | 8.7655 | 2.19909 | 2.19909 |
| 543 | 34.608 | 67.865 | 46.4175 | 75.376 | 183.4985 | 265.0345 | 224.2665 | 1.44434 | 1.44434 |
| 544 | 27.4735 | 9.469 | 49.8035 | 6.1005 | 114.2195 | 71.4735 | 92.8465 | .62576 | .62576 |
| 545 | 10.919 | 10.8145 | 12.8905 | 10.1925 | 45.543 | 44.09 | 44.8165 | .9681 | .9681 |
| 546 | 142.4565 | 71.56101 | 80.221 | 36.531 | 436.695 | 224.844 | 330.7695 | .51488 | .51488 |
| 547 | 62.35601 | 20.8355 | 19.9505 | 3.8215 | 165.498 | 48.429 | 106.9635 | .29263 | .29263 |
| 548 | 372.129 | 14.91 | 22.2405 | 20.452 | 781.4085 | 78.05451 | 429.7315 | .09989 | .09989 |
| 549 | 0 | .55 | .571 | .0205 | 1.121 | 1.162 | 1.1415 | 1.03657 | 1.03657 |
| 550 | 0 | .0595 | .24 | .3405 | .2995 | .9805 | .64 | 3.27379 | 3.27379 |
| 551 | 121.0035 | 73.54801 | 103.2585 | 4.9475 | 418.8135 | 186.7015 | 302.7575 | .44579 | .44579 |
| 552 | 58.1395 | 13.5165 | 26.6275 | .093 | 156.423 | 40.33 | 98.3765 | .25783 | .25783 |
| 553 | 0 | .042 | .05 | .0845 | .092 | .261 | .1765 | 2.83696 | 2.83696 |
| 554 | 23.778 | 35.9625 | 20.2905 | 38.653 | 103.809 | 133.559 | 118.684 | 1.28658 | 1.28658 |
| 555 | 100.281 | 64.6605 | 94.521 | 43.663 | 359.7435 | 246.5075 | 303.1255 | .68523 | .68523 |
| 556 | 953.7681 | 385.4415 | 479.7855 | 244.1665 | 2772 | 1353 | 2063 | .48816 | .48816 |

*IF NOT AVAILABLE FILL L556 AND INSERT L556C54 INTO LINES 541C54 TO 555C54

T H R E E - Y E A R A V E R A G E
SOURCE - QCS AND WAY BILL STUDY

| LINE | CARLOADS ORIG. & TERM. ON LINE IF RUNYRS>= 3.0 THEN (L541C1 :556 +L541C10 :556 +L541C19 :556) /3.0 ELSE 0.0 (55) | CARLOADS ORIG. ON LINE & FORWARDED IF RUNYRS>= 3.0 THEN (L541C2 :556 +L541C11:556 +L541C20:556) /3.0 ELSE 0.0 (56) | CARLOADS RECD. & TERM. ON LINE IF RUNYRS>= 3.0 THEN (L541C3 :556 +L541C12:556 +L541C21:556) /3.0 ELSE 0.0 (57) | CARLOADS RECEIVED & FORWARDED IF RUNYRS>= 3.0 THEN (L541C4 :556 +L541C13:556 +L541C22:556) /3.0 ELSE 0.0 (58) | CARLOADS ORIG. & TERM. CLOT IF RUNYRS>= 3.0 THEN (L541C5 :556 +L541C14:556 +L541C23:556) /3.0 ELSE 0.0 (59) | CARLOADS INTERCHANGED CLOR IF RUNYRS>= 3.0 THEN (L541C6 :556 +L541C15:556 +L541C24:556) /3.0 ELSE 0.0 (60) | CARLOADS HANDLED CLOF IF RUNYRS>= 3.0 THEN (L541C7 :556 +L541C16:556 +L541C25:556) /3.0 ELSE 0.0 (61) | RATIO OF CLOR TO CLOT* THREE YR C60/C59 (62) | IF C62=0. THEN L556C62 ELSE C62 (63) |
|------|---|---|---|--|--|---|--|---|---|
| 541 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .49448 |
| 542 | .73267 | 1.695 | 3.15333 | 3.92467 | 6.31367 | 12.69767 | 9.50567 | 2.01114 | 2.01114 |
| 543 | 39.206 | 75.14833 | 49.92134 | 81.164 | 203.4817 | 287.3977 | 245.4397 | 1.4124 | 1.4124 |
| 544 | 31.07667 | 7.18833 | 46.85334 | 5.575 | 116.195 | 65.19167 | 90.69334 | .56105 | .56105 |
| 545 | 11.62567 | 11.632 | 13.70467 | 11.428 | 48.588 | 48.19267 | 48.39034 | .99186 | .99186 |
| 546 | 159.785 | 73.99267 | 82.18434 | 37.95533 | 475.747 | 232.0877 | 353.9173 | .48784 | .48784 |
| 547 | 65.77167 | 23.40634 | 21.57667 | 3.004 | 176.5263 | 50.991 | 113.7587 | .28886 | .28886 |
| 548 | 364.953 | 12.74233 | 20.05333 | 21.125 | 762.7017 | 75.04567 | 418.8737 | .09839 | .09839 |
| 549 | 0 | .644 | .57867 | .01367 | 1.22267 | 1.25 | 1.23633 | 1.02236 | 1.02236 |
| 550 | .03467 | .05433 | .27533 | .346 | .399 | 1.02167 | .71033 | 2.56057 | 2.56057 |
| 551 | 122.3947 | 65.91834 | 95.43234 | 5.99667 | 406.14 | 173.344 | 289.742 | .42681 | .42681 |
| 552 | 67.89833 | 18.921 | 34.43633 | .687 | 189.154 | 54.73133 | 121.9427 | .28935 | .28935 |
| 553 | 0 | .05733 | .06633 | .116 | .12367 | .35567 | .23967 | 2.87601 | 2.87601 |
| 554 | 23.57133 | 43.255 | 22.56167 | 45.42167 | 112.9593 | 156.66 | 134.8097 | 1.38687 | 1.38687 |
| 555 | 96.47934 | 68.22467 | 93.91034 | 45.22 | 355.0937 | 252.575 | 303.8344 | .71129 | .71129 |
| 556 | 983.5604 | 402.91 | 484.7254 | 261.9857 | 2854 | 1411 | 2133 | .49448 | .49448 |

*IF NOT AVAILABLE FILL IN L576 AND INSERT L556C63 INTO LINES 541C63 TO 555C63

F O U R - Y E A R A V E R A G E
SOURCE - QCS AND WAY BILL STUDY

| LINE | CARLOADS ORIG. & TERM. ON LINE IF RUNYRS>= 4.0 THEN (L541C1 :556 +L541C10 :556 +L541C19 :556 +L541C28 :556) /4.0 ELSE 0.0 (64) | CARLOADS ORIG. ON LINE & FORWARDED IF RUNYRS>= 4.0 THEN (L541C2 :556 +L541C11:556 +L541C20:556 +L541C29:556) /4.0 ELSE 0.0 (65) | CARLOADS RECD. & TERM. ON LINE IF RUNYRS>= 4.0 THEN (L541C3 :556 +L541C12:556 +L541C21:556 +L541C30:556) /4.0 ELSE 0.0 (66) | CARLOADS RECEIVED & FORWARDED IF RUNYRS>= 4.0 THEN (L541C4 :556 +L541C13:556 +L541C22:556 +L541C31:556) /4.0 ELSE 0.0 (67) | CARLOADS ORIG. & TERM. CLOT IF RUNYRS>= 4.0 THEN (L541C5 :556 +L541C14:556 +L541C23:556 +L541C32:556) /4.0 ELSE 0.0 (68) | CARLOADS INTERCHANGED CLOR IF RUNYRS>= 4.0 THEN (L541C6 :556 +L541C15:556 +L541C24:556 +L541C33:556) /4.0 ELSE 0.0 (69) | CARLOADS HANDLED CLOF IF RUNYRS>= 4.0 THEN (L541C7 :556 +L541C16:556 +L541C25:556 +L541C34:556) /4.0 ELSE 0.0 (70) | RATIO OF CLOR TO CLOT* FOUR YRS C69/C68 (71) | IF C71=0. THEN L556C71 ELSE C71 (72) |
|------|--|---|---|--|--|---|--|---|---|
| 541 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .50636 |
| 542 | 1.05275 | 1.6455 | 3.5605 | 3.47 | 7.3115 | 12.146 | 9.72875 | 1.66122 | 1.66122 |
| 543 | 44.41875 | 81.5345 | 52.867 | 79.46525 | 223.239 | 293.332 | 258.2855 | 1.31398 | 1.31398 |
| 544 | 30.91 | 5.79375 | 46.002 | 7.40275 | 113.6158 | 66.60125 | 90.10851 | .5862 | .5862 |
| 545 | 12.73325 | 11.19975 | 15.4125 | 10.0975 | 52.07875 | 46.80725 | 49.443 | .89878 | .89878 |
| 546 | 173.3037 | 74.31475 | 81.69625 | 47.70425 | 502.6186 | 251.4195 | 377.019 | .50022 | .50022 |
| 547 | 68.11125 | 21.2725 | 26.49925 | 6.751 | 183.9943 | 61.27375 | 122.634 | .33302 | .33302 |
| 548 | 351.5548 | 11.899 | 18.57375 | 21.061 | 733.5823 | 72.59475 | 403.0885 | .09896 | .09896 |
| 549 | 0 | .586 | .6065 | .01025 | 1.1925 | 1.213 | 1.20275 | 1.01719 | 1.01719 |
| 550 | .096 | .09225 | .36125 | .292 | .6455 | 1.0375 | .8415 | 1.60728 | 1.60728 |
| 551 | 124.8983 | 61.953 | 92.90075 | 10.01925 | 404.6503 | 174.8922 | 289.7713 | .43221 | .43221 |
| 552 | 78.7595 | 20.93675 | 37.96625 | .711 | 216.422 | 60.325 | 138.3735 | .27874 | .27874 |
| 553 | 0 | .043 | .04975 | .087 | .09275 | .26675 | .17975 | 2.87601 | 2.87601 |
| 554 | 25.4665 | 46.5175 | 24.852 | 51.03 | 122.3025 | 173.4295 | 147.866 | 1.41804 | 1.41804 |
| 555 | 89.59926 | 68.54425 | 91.94901 | 46.6625 | 339.6918 | 253.8183 | 296.755 | .7472 | .7472 |
| 556 | 1000 | 406.355 | 493.31 | 284.7705 | 2901 | 1469 | 2185 | .50636 | .50636 |

*IF NOT AVAILABLE FILL IN L556 AND INSERT L556C72 INTO LINES 541C72 TO 555C72

F I V E - Y E A R A V E R A G E
SOURCE - QCS AND WAY BILL STUDY

| LINE | CARLOADS ORIG. & TERM. ON LINE IF RUNYRS>= 5.0 THEN (L541C1 :556 +L541C10 :556 +L541C19 :556 +L541C28 :556 +L541C37 :556) /5.0 ELSE 0.0 (73) | CARLOADS ORIG. ON LINE & FORWARDED IF RUNYRS>= 5.0 THEN (L541C2 :556 +L541C11:556 +L541C20:556 +L541C29:556 +L541C38:556) /5.0 ELSE 0.0 (74) | CARLOADS RECD. & TERM. ON LINE IF RUNYRS>= 5.0 THEN (L541C3 :556 +L541C12:556 +L541C21:556 +L541C30:556 +L541C39:556) /5.0 ELSE 0.0 (75) | CARLOADS RECEIVED & FORWARDED IF RUNYRS>= 5.0 THEN (L541C4 :556 +L541C13:556 +L541C22:556 +L541C31:556 +L541C40:556) /5.0 ELSE 0.0 (76) | CARLOADS ORIG. & TERM. CLOT IF RUNYRS>= 5.0 THEN (L541C5 :556 +L541C14:556 +L541C23:556 +L541C32:556 +L541C41:556) /5.0 ELSE 0.0 (77) | CARLOADS INTERCHANGED CLOR IF RUNYRS>= 5.0 THEN (L541C6 :556 +L541C15:556 +L541C24:556 +L541C33:556 +L541C42:556) /5.0 ELSE 0.0 (78) | CARLOADS HANDLED CLOF IF RUNYRS>= 5.0 THEN (L541C7 :556 +L541C16:556 +L541C25:556 +L541C34:556 +L541C43:556) /5.0 ELSE 0.0 (79) | RATIO OF CLOR TO CLOT* FIVE YR C78/C77 (80) | IF C80=0. THEN L556C80 ELSE C80 (81) |
|------|---|---|---|--|--|---|--|--|---|
| 541 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | .51874 |
| 542 | 1.224 | 1.6162 | 3.784 | 3.2142 | 7.8482 | 11.8286 | 9.8384 | 1.50717 | 1.50717 |
| 543 | 46.9254 | 85.3904 | 54.3654 | 79.04161 | 233.6066 | 297.839 | 265.7228 | 1.27496 | 1.27496 |
| 544 | 30.4954 | 4.9574 | 45.3018 | 8.6026 | 111.25 | 67.4644 | 89.35721 | .60642 | .60642 |
| 545 | 13.2318 | 10.9428 | 16.3476 | 9.3482 | 53.754 | 45.9868 | 49.8704 | .8555 | .8555 |
| 546 | 179.2038 | 74.526 | 81.05361 | 54.17 | 513.9873 | 263.9196 | 388.9534 | .51348 | .51348 |
| 547 | 68.7382 | 19.9958 | 29.2728 | 9.1432 | 186.745 | 67.555 | 127.15 | .36175 | .36175 |
| 548 | 340.2964 | 11.3954 | 17.6244 | 21.1898 | 709.6126 | 71.3994 | 390.506 | .10062 | .10062 |
| 549 | 0 | .5512 | .6202 | .0082 | 1.1714 | 1.1878 | 1.1796 | 1.014 | 1.014 |
| 550 | .1298 | .115 | .41 | .2608 | .7846 | 1.0466 | .9156 | 1.33393 | 1.33393 |
| 551 | 125.0314 | 59.5858 | 91.00981 | 12.6096 | 400.6584 | 175.8148 | 288.2366 | .43881 | .43881 |
| 552 | 84.125 | 22.1526 | 39.8724 | .7316 | 230.275 | 63.4882 | 146.8816 | .27571 | .27571 |
| 553 | 0 | .0344 | .0398 | .0696 | .0742 | .2134 | .1438 | 2.87601 | 2.87601 |
| 554 | 26.2814 | 48.4886 | 26.0878 | 54.9384 | 127.1392 | 184.4532 | 155.7962 | 1.4508 | 1.4508 |
| 555 | 84.75821 | 68.7526 | 90.39701 | 47.9364 | 328.666 | 255.0224 | 291.8442 | .77593 | .77593 |
| 556 | 1000 | 408.5224 | 496.197 | 301.2694 | 2905 | 1507 | 2206 | .51874 | .51874 |

*IF NOT AVAILABLE FILL IN L556 AND INSERT L556C81 INTO LINES 541C81 TO 555C81

SOURCE - STATEMENT 7-63 OR REVISED *

| LINE | AVERAGE MILES BETWEEN I & I SWITCHES (1) | DISTANCE PORTION OF FC REPAIR COST (2) | TIME PORTION OF FC REPAIR COST (3) | DISTANCE PORTION OF FC DEPR COST (4) | TIME PORTION OF FC DEPR COST (5) |
|------|---|---|---|---|---|
| 561 | 200 | .5 | .5 | .4 | .6 |
| 562 | 200 | .5 | .5 | .4 | .6 |
| 563 | 200 | .5 | .5 | .4 | .6 |
| 564 | 200 | .5 | .5 | .4 | .6 |
| 565 | 200 | .5 | .5 | .4 | .6 |
| 566 | 200 | .5 | .5 | .4 | .6 |
| 567 | 200 | .5 | .5 | .4 | .6 |
| 568 | 200 | .5 | .5 | .4 | .6 |
| 569 | 200 | .5 | .5 | .4 | .6 |
| 570 | 200 | .5 | .5 | .4 | .6 |
| 571 | 200 | .5 | .5 | .4 | .6 |
| 572 | 200 | .5 | .5 | .4 | .6 |
| 573 | 200 | .5 | .5 | .4 | .6 |
| 574 | 200 | .5 | .5 | .4 | .6 |
| 575 | 200 | .5 | .5 | .4 | .6 |
| 576 | 200 | .5 | .5 | .4 | .6 |

WORKTABLE A1 PART 8

OPERATING STATISTICS

| LINE | CODE | IDENTIFICATION | SOURCE | AMOUNT (1) |
|------|-------|---|-------------|---------------|
| 580 | A1801 | RATIO - TOTAL/REVENUE TRAILER MILES (BY REGION) | STMT 1S4-69 | 1.33 |
| 581 | A1802 | AVERAGE NO. TRAILERS/CONTAINERS PER CAR (BY REGION) | STMT 1S4-69 | 5.1559 |
| 582 | A1803 | LINEHAUL MILES PER TRAILER DAY (BY REGION) | STMT 1S4-69 | 343 |
| 583 | A1804 | TRAILER DAYS PER O&T EVENT (BY REGION) | STMT 1S4-69 | 7.23 |
| 584 | A1805 | AVERAGE TARE WEIGHT TRAILER - REFRIG. | UMLER FILE | 7.1 |
| 585 | A1806 | AVERAGE TARE WEIGHT TRAILER - NON REFER. | UMLER FILE | 4.9 |
| 586 | A1586 | PORTION OF TIME S&T CO'S. SERVE LH CARRIERS | STMT 7-63 | .75 |
| 587 | A1587 | WEIGHTING FACTOR SWITCHING VS LINE HAUL | STMT 7-63 | 2.6 |
| 588 | A1588 | URBAN PORTION OF TOTAL LAND VALUE | STMT 7-63 | .847 |
| 589 | A1589 | RURAL PORTION OF TOTAL LAND VALUE | STMT 7-63 | .153 |
| 590 | A1590 | RUNNING PORTION OF URBAN LAND VALUE | STMT 7-63 | .18 |
| 591 | A1591 | SWITCHING PORTION OF URBAN LAND VALUE | STMT 7-63 | .82 |
| 592 | A1594 | TRAILER DAYS - REFRIG. TRAILERS - 1969 | STMT 1S4-69 | 1830 |
| 593 | A1595 | TRAILER DAYS - OTHER TRAILERS - 1969 | STMT 1S4-69 | 13442 |
| 594 | A1596 | TOFC/COFC LOADED CAR MILES - 1969 | STMT 1S4-69 | 757797 |
| 595 | A1597 | WEIGHTING FACTOR TRAIN SWITCHING (WAGES) | STMT 7-63 | 16.25 |

CALCULATION OF TRAILER/CONTAINER DAYS AND COUNT OF TRAILER/CONTAINER UNITS GIVEN PICKUP AND DELIVERY SERVICE

| LINE CODE | IDENTIFICATION | SOURCE OF C1,C2,C3,C4,C5 | CURRENT YEAR V1:='1' (1) | CURRENT TWO-YRS V1:=' 6' (2) | CURRENT THREE-YRS V1:=' 7' (3) | CURRENT FOUR YRS V1:=' 8' (4) | CURRENT FIVE-YRS V1:=' 9' (5) |
|-----------|--|------------------------------------|-----------------------------------|---------------------------------------|---|--|--|
| 901 | TRAILER DAY UPDATING FACTOR (CURRENT) | (A1L211C1+A1L227C1) /A1L594C1 | .0369 | XX | XX | XX | XX |
| 902 | TRAILER DAY UPDATING FACTOR 2-YR. | (A1L211C16+A1L227C16) /A1L594C1 | XX | .03729 | XX | XX | XX |
| 903 | TRAILER DAY UPDATING FACTOR 3-YR. | (A1L211C19+A1L227C19) /A1L594C1 | XX | XX | .03447 | XX | XX |
| 904 | TRAILER DAY UPDATING FACTOR 4-YR. | (A1L211C22+A1L227C22) /A1L594C1 | XX | XX | XX | .03365 | XX |
| 905 | TRAILER DAY UPDATING FACTOR 5-YR. | (A1L211C25+A1L227C25) /A1L594C1 | XX | XX | XX | XX | .03373 |
| 906 | REEFER TRAILER DAYS (CURRENT) | A1L592C1*L901C1 | 67.56109 | XX | XX | XX | XX |
| 907 | REEFER TRAILER DAYS (2-YR.) | A1L592C1*L902C2 | XX | 68.27379 | XX | XX | XX |
| 908 | REEFER TRAILER DAYS (3-YR.) | A1L592C1*L903C3 | XX | XX | 63.10534 | XX | XX |
| 909 | REEFER TRAILER DAYS (4-YR.) | A1L592C1*L904C4 | XX | XX | XX | 61.60767 | XX |
| 910 | REEFER TRAILER DAYS (5-YR.) | A1L592C1*L905C5 | XX | XX | XX | XX | 61.75469 |
| 911 | RTD REEFER TRAILER DAYS | SUM L906-910 | 67.56109 | 68.27379 | 63.10534 | 61.60767 | 61.75469 |
| 912 | OTHER TRAILER DAYS (CURRENT) | A1L593C1*L901C1 | 496.0598 | XX | XX | XX | XX |
| 913 | OTHER TRAILER DAYS (2-YR.) | A1L593C1*L902C2 | XX | 501.2927 | XX | XX | XX |
| 914 | OTHER TRAILER DAYS (3-YR.) | A1L593C1*L903C3 | XX | XX | 463.3439 | XX | XX |
| 915 | OTHER TRAILER DAYS (4-YR.) | A1L593C1*L904C4 | XX | XX | XX | 452.3474 | XX |
| 916 | OTHER TRAILER DAYS (5-YR.) | A1L593C1*L905C5 | XX | XX | XX | XX | 453.4269 |
| 917 | NRTD OTHER TRAILER DAYS | SUM L912-916 | 496.0598 | 501.2927 | 463.3439 | 452.3474 | 453.4269 |
| 918 | TCU GIVEN P&D SERVICE | A1L159C(V1) | 25.153 | 26.6215 | 26.968 | 23.933 | 21.5728 |

OPERATING EXPENSES WAY AND STRUCTURES, FROM FORM R-1, SCHEDULE 410
C U R R E N T Y E A R

| | | ANLZN PD IF C1<= RUNYRS THEN C1 ELSE RUNYRS | | | | | | | | | | TOTAL FREIGHT C2+C4 +C6+C8 | TOTAL ACCOUNT |
|------|------|--|----------------------------|-----------------------|-----------------------------------|-----------------------|------------------------|-----------------------|----------------|-----------------------|-----|-------------------------------------|------------------|
| LINE | CODE | IDENTIFICATION | SALARIES & WAGES (1) | PRICE INDEX (2) | MATERIALS & SUPPLIES (3) | PRICE INDEX (4) | PURCH. SERV. (5) | PRICE INDEX (6) | GENERAL (7) | PRICE INDEX (8) | (9) | (10) | (11) |
| 101 | 001 | ADMIN TRACK | 5 | 1241 | 1 | 268 | 1 | 1204 | 1 | 898 | 1 | 3611 | 3611 |
| 102 | 002 | ADMIN B&B | 5 | 1139 | 1 | 81 | 1 | 312 | 1 | 433 | 1 | 1965 | 1965 |
| 103 | 003 | ADMIN SIGNAL | 5 | 2362 | 1 | 20 | 1 | 126 | 1 | 210 | 1 | 2718 | 2718 |
| 104 | 004 | ADMIN COMMUNICATIONS | 5 | 87 | 1 | -133 | 1 | 4808 | 1 | 72 | 1 | 4834 | 4834 |
| 105 | 005 | ADMIN OTHER | 5 | 5465 | 1 | -2586 | 1 | 621 | 1 | 813 | 1 | 4313 | 4313 |
| 106 | 006 | ROADWAY-RUNNING | 5 | 25224 | 1 | 892 | 1 | 2304 | 1 | 2391 | 1 | 30811 | 30811 |
| 107 | 007 | ROADWAY-SWITCHING | 5 | 3289 | 1 | 65 | 1 | 5922 | 1 | 29 | 1 | 9305 | 9305 |
| 108 | 008 | TUNNELS-R | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 009 | TUNNELS-SW | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 010 | BRIDGES-R | 5 | 4119 | 1 | 103 | 1 | 470 | 1 | 176 | 1 | 4868 | 4868 |
| 111 | 011 | BRIDGES-SW | 5 | 54 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 55 | 55 |
| 112 | 012 | TIES-R | 5 | 37 | 1 | 70 | 1 | 1 | 1 | 106 | 1 | 214 | 214 |
| 113 | 013 | TIES-SW | 5 | -87 | 1 | 8 | 1 | 0 | 0 | -122 | 1 | -201 | -201 |
| 114 | 014 | RAILS & OTM-R | 5 | 665 | 1 | 659 | 1 | 114 | 1 | 5 | 1 | 1443 | 1443 |
| 115 | 015 | RAILS & OTM-SW | 5 | 190 | 1 | 34 | 1 | 54 | 1 | 0 | 0 | 278 | 278 |
| 116 | 018 | BALLAST-R | 5 | 0 | 0 | 37 | 1 | 2 | 1 | 0 | 0 | 39 | 39 |
| 117 | 019 | BALLAST-SW | 5 | 0 | 0 | 31 | 1 | 0 | 0 | 0 | 0 | 31 | 31 |
| 118 | 022 | ROAD PROPERTY DAMAGED-R | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 023 | ROAD PROPERTY DAMAGED-SW | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 120 | 024 | ROAD PROPERTY-DAMAGED-O | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 121 | 025 | SIGNALS-R | 5 | 16138 | 1 | 1384 | 1 | 192 | 1 | 641 | 1 | 18355 | 18355 |
| 122 | 026 | SIGNALS-SW | 5 | 637 | 1 | 172 | 1 | 5 | 1 | 0 | 0 | 814 | 814 |
| 123 | 027 | COMMUNICATION SYSTEMS | 5 | 4855 | 1 | 1275 | 1 | 191 | 1 | 33 | 1 | 6354 | 6354 |
| 124 | 028 | ELECTRIC POWER SYSTEMS | 5 | 29 | 1 | 8 | 1 | 575 | 1 | 0 | 0 | 612 | 612 |
| 125 | 029 | GRADE XINGS-R | 5 | 330 | 1 | 47 | 1 | 18 | 1 | 0 | 0 | 395 | 395 |
| 126 | 030 | GRADE XINGS-SW | 5 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 3 |
| 127 | 031 | STATION & OFFICES | 5 | 288 | 1 | 766 | 1 | 1056 | 1 | 9 | 1 | 2119 | 2119 |
| 128 | 032 | SHOP BUILDING-LOCO | 5 | 435 | 1 | 17 | 1 | 13 | 1 | 0 | 0 | 465 | 465 |
| 129 | 033 | SHOP BUILDING-F.C. | 5 | 18 | 1 | 14 | 1 | 0 | 0 | -1 | 1 | 31 | 31 |
| 130 | 034 | SHOP BUILDING-O.E. | 5 | 181 | 1 | 66 | 1 | 204 | 1 | 0 | 0 | 451 | 451 |

| C U R R E N T Y E A R | | | | | | | | | | | | | |
|-----------------------|------|------------------------------|--|---------------------|----------------|----------------------------|----------------|-----------------|----------------|----------------|----------------|-------------------------------------|--------------------------|
| | | | ANLZN PD IF C1<= RUNYRS THEN C1 ELSE RUNYRS | SALARIES & WAGES | PRICE INDEX | MATERIALS & SUPPLIES | PRICE INDEX | PURCH. SERV. | PRICE INDEX | GENERAL (8) | PRICE INDEX | TOTAL FREIGHT C2+C4 +C6+C8 | TOTAL ACCOUNT (11) |
| LINE | CODE | IDENTIFICATION | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) |
| 131 | 101 | LOCOMOTIVE SERVICING | 5 | 56 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 56 |
| 132 | 102 | MISCELLANEOUS BUILDINGS | 5 | 457 | 1 | 16 | 1 | 102 | 1 | 10 | 1 | 585 | 585 |
| 133 | 103 | COAL TERMINALS | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 134 | 104 | ORE TERMINALS | 5 | 5721 | 1 | 643 | 1 | 2133 | 1 | 135 | 1 | 8632 | 8632 |
| 135 | 105 | OTHER MARINE TERMINALS | 5 | 91 | 1 | 12 | 1 | 41 | 1 | 7 | 1 | 151 | 151 |
| 136 | 106 | TOFC/COFC TERMINALS | 5 | 288 | 1 | 0 | 0 | 192 | 1 | 0 | 0 | 480 | 480 |
| 137 | 107 | MOTOR VEHICLE TERMINALS | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 108 | OTHER SPECIAL SERVICES | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 109 | ROADWAY MACHINES | 5 | 151 | 1 | 7670 | 1 | 10908 | 1 | 1708 | 1 | 20437 | 20437 |
| 140 | 110 | SMALL TOOLS & SUPPLIES | 5 | 68 | 1 | 5059 | 1 | 4822 | 1 | 3 | 1 | 9952 | 9952 |
| 141 | 111 | SNOW REMOVAL | 1 | 2223 | 1 | 9 | 1 | 569 | 1 | 0 | 0 | 2801 | 2801 |
| 142 | 112 | W&S FRINGES-R | 5 | XX | XX | XX | XX | XX | XX | 23345 | 1 | 23345 | 23345 |
| 143 | 113 | W&S FRINGES-SW | 5 | XX | XX | XX | XX | XX | XX | 2204 | 1 | 2204 | 2204 |
| 144 | 114 | W&S FRINGES-OTHER | 5 | XX | XX | XX | XX | XX | XX | 18535 | 1 | 18535 | 18535 |
| 145 | 115 | W&S CASUALTIES-R | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 146 | 116 | W&S CASUALTIES-SW | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 147 | 117 | W&S CASUALTIES-OTHER | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 148 | 118 | W&S LEASE RENTALS-DR-R | 1 | XX | XX | XX | XX | 1352 | 1 | XX | XX | 1352 | 1352 |
| 149 | 119 | W&S LEASE RENTALS-DR-SW | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 150 | 120 | W&S LEASE RENTALS-DR-OTHER | 1 | XX | XX | XX | XX | 3444 | 1 | XX | XX | 3444 | 3444 |
| 151 | 121 | W&S LEASE RENTALS-(CR)-R | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 152 | 122 | W&S LEASE RENTALS-(CR)-SW | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 153 | 123 | W&S LEASE RENTALS-(CR)-OTHER | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 154 | 124 | W&S-JT FAC RENT-DR-R | 1 | XX | XX | XX | XX | 1571 | 1 | XX | XX | 1571 | 1571 |
| 155 | 125 | W&S-JT FAC RENT-DR-SW | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 156 | 126 | W&S-JT FAC RENT-DR-OTHER | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 157 | 127 | W&S-JT FAC RENT-(CR)-R | 1 | XX | XX | XX | XX | 858 | 1 | XX | XX | 858 | 858 |
| 158 | 128 | W&S-JT FAC RENT-(CR)-SW | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 159 | 129 | W&S-JT FAC RENT-(CR)-OTHER | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 160 | 130 | W&S-OTHER RENTS-DR-R | 1 | XX | XX | XX | XX | 81 | 1 | XX | XX | 81 | 81 |
| 161 | 131 | W&S-OTHER RENTS-DR-SW | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 162 | 132 | W&S-OTHER RENTS-DR-OTHER | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 163 | 133 | W&S-OTHER RENTS-(CR)-R | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 164 | 134 | W&S-OTHER RENTS-(CR)-SW | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 165 | 135 | W&S-OTHER RENTS-(CR)-OTHER | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |

| C U R R E N T Y E A R | | | | | | | | | | | | | |
|-----------------------|------|--------------------------------|---------------------------|----------|-------|----------------|-------|--------|-------|--------|--------|------------------|------------------|
| LINE | CODE | IDENTIFICATION | ANLZN PD | SALARIES | PRICE | MATERIALS & | PRICE | PURCH. | PRICE | PRICE | PRICE | TOTAL FREIGHT | TOTAL ACCOUNT |
| | | | IF C1<= | | | | | | | | | | |
| | | | THEN C1 ELSE RUNYRS | | | | | | | | | | |
| | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) |
| 166 | 136 | W&S DEPRECIATION-R | 1 | XX | XX | XX | XX | XX | XX | 127820 | 1 | 127820 | 127820 |
| 167 | 137 | W&S DEPRECIATION-SW | 1 | XX | XX | XX | XX | XX | XX | 23423 | 1 | 23423 | 23423 |
| 168 | 138 | W&S DEPRECIATION-OTHER | 1 | XX | XX | XX | XX | XX | XX | 14634 | 1 | 14634 | 14634 |
| 169 | 139 | W&S JOINT FACILITY-DR-R | 1 | XX | XX | XX | XX | 8394 | 1 | XX | XX | 8394 | 8394 |
| 170 | 140 | W&S JOINT FACILITY-DR-SW | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 171 | 141 | W&S JOINT FACILITY-DR-OTHER | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 172 | 142 | W&S JOINT FACILITY (CR)-R | 1 | XX | XX | XX | XX | 13629 | 1 | XX | XX | 13629 | 13629 |
| 173 | 143 | W&S JOINT FACILITY (CR)-SW | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 174 | 144 | W&S JOINT FACILITY (CR)-OTHER | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 175 | 145 | W&S DISMANTLING-R | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 176 | 146 | W&S DISMANTLING-SW | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 177 | 147 | W&S DISMANTLING-OTHER | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 178 | 148 | W&S OTHER-R | 1 | | 124 | 1 | 189 | 1 | 3338 | 1 | 77 | 1 | 3728 |
| 179 | 149 | W&S OTHER-SW | 1 | | 13 | 1 | 27 | 1 | 432 | 1 | 11 | 1 | 483 |
| 180 | 150 | W&S OTHER-OTHER | 1 | | 1997 | 1 | -120 | 1 | 6645 | 1 | 74 | 1 | 8596 |
| 181 | 151 | TOTAL W&S: (SUM L101-180)-2.*(| | | | | | | | | | | |
| | | (SUM L151-153)+(SUM L157-159)+ | | | | | | | | | | | |
| | | (SUM L163-165)+(SUM L172-174)) | XX | | 77887 | XX | 16804 | XX | 47730 | XX | 217679 | XX | 360100 |
| 182 | | S&T W&S EXCL DEPR. - ASF | 5 | | 0 | 0 | 0 | 0 | XX | XX | 0 | 0 | 0 |
| 183 | | S&T ROAD PROPERTY DEPR. - ASF | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 184 | | TOTAL W&S EXP S&T CO.S:L182+ | | | | | | | | | | | |
| | | L183 | XX | | 0 | XX | 0 | XX | 0 | XX | 0 | XX | 0 |

| | | | C U R R E N T Y E A R M I N U S O N E | | | | | | | |
|------|------|--------------------------|---------------------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE | CODE | IDENTIFICATION | SALARIES & WAGES (12) | PRICE INDEX (13) | MATERIALS & SUPPLIES (14) | PRICE INDEX (15) | PURCHASED SERVICES (16) | PRICE INDEX (17) | GENERAL (18) | PRICE INDEX (19) |
| 101 | 001 | ADMIN TRACK | 432 | 1.0877 | 103 | 1.0646 | 255 | .86089 | 614 | 1.0847 |
| 102 | 002 | ADMIN B&B | 2127 | 1.0877 | 302 | 1.0646 | 239 | .86089 | 1208 | 1.0847 |
| 103 | 003 | ADMIN SIGNAL | 1881 | 1.0877 | 171 | 1.0646 | 203 | .86089 | 280 | 1.0847 |
| 104 | 004 | ADMIN COMMUNICATIONS | -199 | 1.0877 | -166 | 1.0646 | 791 | .86089 | 36 | 1.0847 |
| 105 | 005 | ADMIN OTHER | 3530 | 1.0877 | -3777 | 1.0646 | 654 | .86089 | 1172 | 1.0847 |
| 106 | 006 | ROADWAY-RUNNING | 20315 | 1.0877 | 312 | 1.0646 | 1312 | .86089 | 452 | 1.0847 |
| 107 | 007 | ROADWAY-SWITCHING | 3828 | 1.0877 | 37 | 1.0646 | 2816 | .86089 | 26 | 1.0847 |
| 108 | 008 | TUNNELS-R | 1 | 1.0877 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 009 | TUNNELS-SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 010 | BRIDGES-R | 3617 | 1.0877 | 45 | 1.0646 | 589 | .86089 | 208 | 1.0847 |
| 111 | 011 | BRIDGES-SW | 47 | 1.0877 | 2 | 1.0646 | 7 | .86089 | 0 | 0 |
| 112 | 012 | TIES-R | 108 | 1.0877 | 32 | 1.0646 | 1 | .86089 | 187 | 1.0847 |
| 113 | 013 | TIES-SW | -161 | 1.0877 | 0 | 0 | 0 | 0 | -227 | 1.0847 |
| 114 | 014 | RAILS & OTM-R | 1064 | 1.0877 | 234 | 1.0646 | 206 | .86089 | 0 | 0 |
| 115 | 015 | RAILS & OTM-SW | 2 | 1.0877 | 5 | 1.0646 | 0 | 0 | -8 | 1.0847 |
| 116 | 018 | BALLAST-R | 261 | 1.0877 | 179 | 1.0646 | 1386 | .86089 | 53 | 1.0847 |
| 117 | 019 | BALLAST-SW | 0 | 0 | 15 | 1.0646 | 0 | 0 | 0 | 0 |
| 118 | 022 | ROAD PROPERTY DAMAGED-R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 023 | ROAD PROPERTY DAMAGED-SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 120 | 024 | ROAD PROPERTY-DAMAGED-O | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 121 | 025 | SIGNALS-R | 16032 | 1.0877 | 1631 | 1.0646 | 336 | .86089 | 632 | 1.0847 |
| 122 | 026 | SIGNALS-SW | 595 | 1.0877 | 134 | 1.0646 | 1 | .86089 | 0 | 0 |
| 123 | 027 | COMMUNICATION SYSTEMS | 4406 | 1.0877 | -232 | 1.0646 | 535 | .86089 | 2247 | 1.0847 |
| 124 | 028 | ELECTRIC POWER SYSTEMS | 33 | 1.0877 | 15 | 1.0646 | 436 | .86089 | 0 | 0 |
| 125 | 029 | GRADE KINGS-R | 309 | 1.0877 | 55 | 1.0646 | 21 | .86089 | 0 | 0 |
| 126 | 030 | GRADE KINGS-SW | 3 | 1.0877 | 2 | 1.0646 | 3 | .86089 | 0 | 0 |
| 127 | 031 | STATION & OFFICES | 350 | 1.0877 | 840 | 1.0646 | 1579 | .86089 | 6 | 1.0847 |
| 128 | 032 | SHOP BUILDING-LOCO | 939 | 1.0877 | 65 | 1.0646 | 0 | 0 | 0 | 0 |
| 129 | 033 | SHOP BUILDING-F.C. | 30 | 1.0877 | 9 | 1.0646 | 9 | .86089 | -14 | 1.0847 |
| 130 | 034 | SHOP BUILDING-O.E. | 189 | 1.0877 | 61 | 1.0646 | 113 | .86089 | 0 | 0 |

| C U R R E N T Y E A R M I N U S O N E | | | | | | | | | | |
|---------------------------------------|------|------------------------------|----------|--------|------------|-------|-----------|--------|---------|--------|
| | | | SALARIES | PRICE | MATERIALS | PRICE | PURCHASED | PRICE | | |
| LINE | CODE | IDENTIFICATION | & WAGES | INDEX | & SUPPLIES | INDEX | SERVICES | INDEX | GENERAL | PRICE |
| | | | (12) | (13) | (14) | (15) | (16) | (17) | (18) | INDEX |
| | | | | | | | | | | |
| 131 | 101 | LOCOMOTIVE SERVICING | 41 | 1.0877 | | 0 | 0 | 0 | 0 | 0 |
| 132 | 102 | MISCELLANEOUS BUILDINGS | 418 | 1.0877 | | 58 | 1.0646 | -53 | .86089 | 15 |
| 133 | 103 | COAL TERMINALS | 447 | 1.0877 | | 280 | 1.0646 | 708 | .86089 | 21 |
| 134 | 104 | ORE TERMINALS | 4917 | 1.0877 | | 827 | 1.0646 | 3077 | .86089 | 200 |
| 135 | 105 | OTHER MARINE TERMINALS | 82 | 1.0877 | | 51 | 1.0646 | 130 | .86089 | 4 |
| 136 | 106 | TOFC/COFC TERMINALS | 251 | 1.0877 | | 1 | 1.0646 | 227 | .86089 | 0 |
| 137 | 107 | MOTOR VEHICLE TERMINALS | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 138 | 108 | OTHER SPECIAL SERVICES | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| 139 | 109 | ROADWAY MACHINES | 983 | 1.0877 | | 14749 | 1.0646 | 11545 | .86089 | 1643 |
| 140 | 110 | SMALL TOOLS & SUPPLIES | 3 | 1.0877 | | 5206 | 1.0646 | 4502 | .86089 | 113 |
| 141 | 111 | SNOW REMOVAL | 3287 | 1.0877 | | 18 | 1.0646 | 849 | .86089 | 2 |
| 142 | 112 | W&S FRINGES-R | XX | XX | XX | XX | XX | XX | 14821 | 1.0847 |
| 143 | 113 | W&S FRINGES-SW | 0 | 0 | | 0 | 0 | 0 | 0 | 1632 |
| 144 | 114 | W&S FRINGES-OTHER | XX | XX | XX | XX | XX | XX | 12102 | 1.0847 |
| 145 | 115 | WYS CASUALTIES-R | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 146 | 116 | W&S CASUALTIES-SW | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 147 | 117 | W&S CASUALTIES-OTHER | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 148 | 118 | W&S LEASE RENTALS-DR-R | XX | XX | XX | XX | 1396 | .86089 | XX | XX |
| 149 | 119 | W&S LEASE RENTALS-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 150 | 120 | W&S LEASE RENTALS-DR-OTHER | XX | XX | XX | XX | 5402 | .86089 | XX | XX |
| 151 | 121 | W&S LEASE RENTALS-(CR)-R | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 152 | 122 | W&S LEASE RENTALS-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 153 | 123 | W&S LEASE RENTALS-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 154 | 124 | W&S-JT FAC RENT-DR-R | XX | XX | XX | XX | 2469 | .86089 | XX | XX |
| 155 | 125 | W&S-JT FAC RENT-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 156 | 126 | W&S-JT FAC RENT-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 157 | 127 | W&S-JT FAC RENT-(CR)-R | XX | XX | XX | XX | 1314 | .86089 | XX | XX |
| 158 | 128 | W&S-JT FAC RENT-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 159 | 129 | W&S-JT FAC RENT-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 160 | 130 | W&S-OTHER RENTS-DR-R | XX | XX | XX | XX | 47 | .86089 | XX | XX |
| 161 | 131 | W&S-OTHER RENTS-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 162 | 132 | W&S-OTHER RENTS-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 163 | 133 | W&S-OTHER RENTS-(CR)-R | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 164 | 134 | W&S-OTHER RENTS-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 165 | 135 | W&S-OTHER RENTS-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |

| C U R R E N T Y E A R M I N U S O N E | | | | | | | | | |
|---------------------------------------|--------------------------------|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE CODE | IDENTIFICATION | SALARIES & WAGES (12) | PRICE INDEX (13) | MATERIALS & SUPPLIES (14) | PRICE INDEX (15) | PURCHASED SERVICES (16) | PRICE INDEX (17) | GENERAL (18) | PRICE INDEX (19) |
| 166 136 | W&S DEPRECIATION-R | XX | XX | XX | XX | XX | XX | 126086 | 1.0847 |
| 167 137 | W&S DEPRECIATION-SW | XX | XX | XX | XX | XX | XX | 18137 | 1.0847 |
| 168 138 | W&S DEPRECIATION-OTHER | XX | XX | XX | XX | XX | XX | 11140 | 1.0847 |
| 169 139 | W&S JOINT FACILITY-DR-R | XX | XX | XX | XX | 6713 | .86089 | XX | XX |
| 170 140 | W&S JOINT FACILITY-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 171 141 | W&S JOINT FACILITY-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 172 142 | W&S JOINT FACILITY-(CR)-R | XX | XX | XX | XX | 11373 | .86089 | XX | XX |
| 173 143 | W&S JOINT FACILITY-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 174 144 | W&S JOINT FACILITY-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 175 145 | W&S DISMANTLING-R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 176 146 | W&S DISMANTLING-SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 177 147 | W&S DISMANTLING-OTHER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 178 148 | W&S OTHER-R | 16 | 1.0877 | 220 | 1.0646 | 3322 | .86089 | 116 | 1.0847 |
| 179 149 | W&S OTHER-SW | 1 | 1.0877 | 32 | 1.0646 | 435 | .86089 | 16 | 1.0847 |
| 180 150 | W&S OTHER-OTHER | 1790 | 1.0877 | 1439 | 1.0646 | 6215 | .86089 | 281 | 1.0847 |
| 181 151 | TOTAL W&S:(SUM L101-180)-2.*(| | | | | | | | |
| | (SUM L151-153)+(SUM L157-159)+ | | | | | | | | |
| | (SUM L163-165)+(SUM L172-174)) | 71975 | XX | 22955 | XX | 45789 | XX | 193201 | XX |
| 182 | S&T W&S EXCL DEPR. - ASF | 0 | 0 | 0 | 0 | XX | XX | 0 | 0 |
| 183 | S&T ROAD PROPERTY DEPR. - ASF | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 184 | TOTAL W&S EXP S&T CO.S:L182+ | XX | | | | | | | |
| | L183 | 0 | XX | 0 | XX | 0 | XX | 0 | XX |

| | | | C U R R E N T Y E A R M I N U S T W O | | | | | | | |
|------|------|--------------------------|---------------------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE | CODE | IDENTIFICATION | SALARIES & WAGES (20) | PRICE INDEX (21) | MATERIALS & SUPPLIES (22) | PRICE INDEX (23) | PURCHASED SERVICES (24) | PRICE INDEX (25) | GENERAL (26) | PRICE INDEX (27) |
| 101 | 001 | ADMIN TRACK | 2364 | 1.1098 | 534 | 1.1788 | 432 | 1.0284 | 1729 | 1.1188 |
| 102 | 002 | ADMIN B&B | 2558 | 1.1098 | 93 | 1.1788 | 148 | 1.0284 | 805 | 1.1188 |
| 103 | 003 | ADMIN SIGNAL | 2458 | 1.1098 | 1211 | 1.1788 | 1189 | 1.0284 | 507 | 1.1188 |
| 104 | 004 | ADMIN COMMUNICATIONS | 653 | 1.1098 | 218 | 1.1788 | 1326 | 1.0284 | 118 | 1.1188 |
| 105 | 005 | ADMIN OTHER | 5516 | 1.1098 | 487 | 1.1788 | 649 | 1.0284 | 446 | 1.1188 |
| 106 | 006 | ROADWAY-RUNNING | 18757 | 1.1098 | 47 | 1.1788 | 2535 | 1.0284 | 545 | 1.1188 |
| 107 | 007 | ROADWAY-SWITCHING | 3433 | 1.1098 | 15 | 1.1788 | 1665 | 1.0284 | 5 | 1.1188 |
| 108 | 008 | TUNNELS-R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 009 | TUNNELS-SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 010 | BRIDGES-R | 3312 | 1.1098 | 77 | 1.1788 | 408 | 1.0284 | 108 | 1.1188 |
| 111 | 011 | BRIDGES-SW | 29 | 1.1098 | 2 | 1.1788 | 7 | 1.0284 | 0 | 0 |
| 112 | 012 | TIES-R | 80 | 1.1098 | 23 | 1.1788 | 24 | 1.0284 | -132 | 1.1188 |
| 113 | 013 | TIES-SW | -128 | 1.1098 | 8 | 1.1788 | 2 | 1.0284 | -137 | 1.1188 |
| 114 | 014 | RAILS & OTM-R | 932 | 1.1098 | 66 | 1.1788 | 150 | 1.0284 | 19 | 1.1188 |
| 115 | 015 | RAILS & OTM-SW | 4 | 1.1098 | 30 | 1.1788 | 7 | 1.0284 | 0 | 0 |
| 116 | 018 | BALLAST-R | 0 | 0 | 14 | 1.1788 | 8 | 1.0284 | 0 | 0 |
| 117 | 019 | BALLAST-SW | 0 | 0 | 10 | 1.1788 | 1 | 1.0284 | 0 | 0 |
| 118 | 022 | ROAD PROPERTY DAMAGED-R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 023 | ROAD PROPERTY DAMAGED-SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 120 | 024 | ROAD PROPERTY-DAMAGED-O | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 121 | 025 | SIGNALS-R | 14617 | 1.1098 | 1384 | 1.1788 | 268 | 1.0284 | 376 | 1.1188 |
| 122 | 026 | SIGNALS-SW | 437 | 1.1098 | 198 | 1.1788 | 22 | 1.0284 | 0 | 0 |
| 123 | 027 | COMMUNICATION SYSTEMS | 4331 | 1.1098 | 1498 | 1.1788 | 455 | 1.0284 | 91 | 1.1188 |
| 124 | 028 | ELECTRIC POWER SYSTEMS | 8 | 1.1098 | 4 | 1.1788 | 224 | 1.0284 | 0 | 0 |
| 125 | 029 | GRADE KINGS-R | 315 | 1.1098 | 39 | 1.1788 | 55 | 1.0284 | 3 | 1.1188 |
| 126 | 030 | GRADE KINGS-SW | 4 | 1.1098 | 0 | 0 | 0 | 0 | 0 | 0 |
| 127 | 031 | STATION & OFFICES | 284 | 1.1098 | 954 | 1.1788 | 1573 | 1.0284 | -9 | 1.1188 |
| 128 | 032 | SHOP BUILDING-LOCO | 451 | 1.1098 | 34 | 1.1788 | 0 | 0 | 0 | 0 |
| 129 | 033 | SHOP BUILDING-F.C. | 23 | 1.1098 | 40 | 1.1788 | 22 | 1.0284 | 0 | 0 |
| 130 | 034 | SHOP BUILDING-O.E. | 154 | 1.1098 | 78 | 1.1788 | 391 | 1.0284 | 0 | 0 |

| C U R R E N T Y E A R M I N U S T W O | | | | | | | | | |
|---------------------------------------|------------------------------|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE CODE | IDENTIFICATION | SALARIES & WAGES (20) | PRICE INDEX (21) | MATERIALS & SUPPLIES (22) | PRICE INDEX (23) | PURCHASED SERVICES (24) | PRICE INDEX (25) | GENERAL (26) | PRICE INDEX (27) |
| 131 101 | LOCOMOTIVE SERVICING | 43 | 1.1098 | 0 | 0 | 1 | 1.0284 | 0 | 0 |
| 132 102 | MISCELLANEOUS BUILDING | 403 | 1.1098 | 22 | 1.1788 | 117 | 1.0284 | 17 | 1.1188 |
| 133 103 | COAL TERMINALS | 579 | 1.1098 | 356 | 1.1788 | 432 | 1.0284 | 3 | 1.1188 |
| 134 104 | ORE TERMINALS | 5221 | 1.1098 | 1505 | 1.1788 | 3080 | 1.0284 | -245 | 1.1188 |
| 135 105 | OTHER MARINE TERMINALS | 187 | 1.1098 | 115 | 1.1788 | 140 | 1.0284 | 1 | 1.1188 |
| 136 106 | TOFC/COFC TERMINALS | 208 | 1.1098 | 10 | 1.1788 | 381 | 1.0284 | 0 | 0 |
| 137 107 | MOTOR VEHICLE TERMINALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 108 | OTHER SPECIAL SERVICES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 109 | ROADWAY MACHINES | 1920 | 1.1098 | 14059 | 1.1788 | 13561 | 1.0284 | 720 | 1.1188 |
| 140 110 | SMALL TOOLS & SUPPLIES | 2 | 1.1098 | 9095 | 1.1788 | 3359 | 1.0284 | 150 | 1.1188 |
| 141 111 | SNOW REMOVAL | 2143 | 1.1098 | 13 | 1.1788 | 493 | 1.0284 | 0 | 0 |
| 142 112 | W&S FRINGES-R | XX | XX | XX | XX | XX | XX | 17440 | 1.1188 |
| 143 113 | WYS FRINGES-SW | XX | XX | XX | XX | XX | XX | 1728 | 1.1188 |
| 144 114 | W&S FRINGES-OTHER | XX | XX | XX | XX | XX | XX | 11724 | 1.1188 |
| 145 115 | W&S CASUALTIES-R | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 146 116 | W&S CASUALTIES-SW | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 147 117 | W&S CASUALTIES-OTHER | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 148 118 | W&S LEASE RENTALS-DR-R | XX | XX | XX | XX | 1678 | 1.0284 | XX | XX |
| 149 119 | W&S LEASE RENTALS-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 150 120 | W&S LEASE RENTALS-DR-OTHER | XX | XX | XX | XX | 10757 | 1.0284 | XX | XX |
| 151 121 | W&S LEASE RENTALS-(CR)-R | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 152 122 | W&S LEASE RENTALS-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 153 123 | W&S LEASE RENTALS-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 154 124 | W&S-JT FAC RENT-DR-R | XX | XX | XX | XX | 1165 | 1.0284 | XX | XX |
| 155 125 | W&S-JT FAC RENT-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 156 126 | W&S-JT FAC RENT-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 157 127 | W&S-JT FAC RENT-(CR)-R | XX | XX | XX | XX | 5466 | 1.0284 | XX | XX |
| 158 128 | W&S-JT FAC RENT-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 159 129 | W&S-JT FAC RENT-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 160 130 | W&S-OTHER RENTS-DR-R | XX | XX | XX | XX | 43 | 1.0284 | XX | XX |
| 161 131 | W&S-OTHER RENTS-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 162 132 | W&S-OTHER RENTS-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 163 133 | W&S-OTHER RENTS-(CR)-R | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 164 134 | W&S-OTHER RENTS-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 165 135 | W&S-OTHER RENTS-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |

| C U R R E N T Y E A R M I N U S T W O | | | | | | | | | |
|---------------------------------------|--------------------------------|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE CODE | IDENTIFICATION | SALARIES & WAGES (20) | PRICE INDEX (21) | MATERIALS & SUPPLIES (22) | PRICE INDEX (23) | PURCHASED SERVICES (24) | PRICE INDEX (25) | GENERAL (26) | PRICE INDEX (27) |
| 166 136 | W&S DEPRECIATION-R | XX | XX | XX | XX | XX | XX | 127568 | 1.1188 |
| 167 137 | W&S DEPRECIATION-SW | XX | XX | XX | XX | XX | XX | 16225 | 1.1188 |
| 168 138 | W&S DEPRECIATION-OTHER | XX | XX | XX | XX | XX | XX | 13535 | 1.1188 |
| 169 139 | W&S JOINT FACILITY-DR-R | XX | XX | XX | XX | 8459 | 1.0284 | XX | XX |
| 170 140 | W&S JOINT FACILITY-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 171 141 | W&S JOINT FACILITY-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 172 142 | W&S JOINT FACILITY-(CR)-R | XX | XX | XX | XX | 3568 | 1.0284 | XX | XX |
| 173 143 | W&S JOINT FACILITY-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 174 144 | W&S JOINT FACILITY-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 175 145 | W&S DISMANTLING-R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 176 146 | W&S DISMANTLING-SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 177 147 | W&S DISMANTLING-OTHER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 178 148 | W&S OTHER-R | 37 | 1.1098 | 297 | 1.1788 | 3671 | 1.0284 | 154 | 1.1188 |
| 179 149 | W&S OTHER-SW | 2 | 1.1098 | 55 | 1.1788 | 530 | 1.0284 | 26 | 1.1188 |
| 180 150 | W&S OTHER-OTHER | 1636 | 1.1098 | 1897 | 1.1788 | 5342 | 1.0284 | 127 | 1.1188 |
| 181 151 | TOTAL W&S: (SUM L101-180)-2.*(| | | | | | | | |
| | (SUM L151-153)+(SUM L157-159)+ | | | | | | | | |
| | (SUM L163-165)+(SUM L172-174)) | 72973 | XX | 34488 | XX | 55736 | XX | 193647 | XX |
| 182 | S&T W&S EXCL DEPR. - ASF | 0 | 0 | 0 | 0 | XX | XX | 0 | 0 |
| 183 | S&T ROAD PROPERTY DEPR. - ASF | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 184 | TOTAL W&S EXP S&T CO.S:L182+ | XX | | | | | | | |
| | L183 | 0 | XX | 0 | XX | 0 | XX | 0 | XX |

| C U R R E N T Y E A R M I N U S T H R E E | | | | | | | | | |
|---|--------------------------|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE CODE | IDENTIFICATION | SALARIES & WAGES (28) | PRICE INDEX (29) | MATERIALS & SUPPLIES (30) | PRICE INDEX (31) | PURCHASED SERVICES (32) | PRICE INDEX (33) | GENERAL (34) | PRICE INDEX (35) |
| 101 001 | ADMIN TRACK | 1830 | 1.1467 | 398 | 1.3131 | 1068 | 1.0806 | 1023 | 1.1669 |
| 102 002 | ADMIN B&B | 1538 | 1.1467 | 130 | 1.3131 | 195 | 1.0806 | 594 | 1.1669 |
| 103 003 | ADMIN SIGNAL | 1950 | 1.1467 | 1162 | 1.3131 | 1962 | 1.0806 | 428 | 1.1669 |
| 104 004 | ADMIN COMMUNICATIONS | 405 | 1.1467 | 177 | 1.3131 | 1654 | 1.0806 | 86 | 1.1669 |
| 105 005 | ADMIN OTHER | 8160 | 1.1467 | 916 | 1.3131 | 839 | 1.0806 | -206 | 1.1669 |
| 106 006 | ROADWAY-RUNNING | 19992 | 1.1467 | 330 | 1.3131 | 1475 | 1.0806 | 303 | 1.1669 |
| 107 007 | ROADWAY-SWITCHING | 3863 | 1.1467 | 26 | 1.3131 | 1905 | 1.0806 | 0 | 0 |
| 108 008 | TUNNELS-R | 2 | 1.1467 | 0 | 0 | 1 | 1.0806 | 0 | 0 |
| 109 009 | TUNNELS-SW | 1 | 1.1467 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 010 | BRIDGES-R | 2982 | 1.1467 | 171 | 1.3131 | 451 | 1.0806 | 128 | 1.1669 |
| 111 011 | BRIDGES-SW | 92 | 1.1467 | 12 | 1.3131 | 10 | 1.0806 | 0 | 0 |
| 112 012 | TIES-R | 7 | 1.1467 | 79 | 1.3131 | 0 | 0 | -89 | 1.1669 |
| 113 013 | TIES-SW | -124 | 1.1467 | 0 | 0 | 0 | 0 | -55 | 1.1669 |
| 114 014 | RAILS & OTM-R | 933 | 1.1467 | -82 | 1.3131 | 2000 | 1.0806 | 0 | 0 |
| 115 015 | RAILS & OTM-SW | 27 | 1.1467 | 18 | 1.3131 | 14 | 1.0806 | 0 | 0 |
| 116 018 | BALLAST-R | 0 | 0 | 24 | 1.3131 | 4 | 1.0806 | 0 | 0 |
| 117 019 | BALLAST-SW | 0 | 0 | 29 | 1.3131 | 3 | 1.0806 | 0 | 0 |
| 118 022 | ROAD PROPERTY DAMAGED-R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 023 | ROAD PROPERTY DAMAGED-SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 120 024 | ROAD PROPERTY-DAMAGED-O | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 121 025 | SIGNALS-R | 14453 | 1.1467 | 1660 | 1.3131 | 414 | 1.0806 | 402 | 1.1669 |
| 122 026 | SIGNALS-SW | 443 | 1.1467 | 176 | 1.3131 | 2 | 1.0806 | 0 | 0 |
| 123 027 | COMMUNICATION SYSTEMS | 4269 | 1.1467 | 1417 | 1.3131 | 815 | 1.0806 | 57 | 1.1669 |
| 124 028 | ELECTRIC POWER SYSTEMS | 8 | 1.1467 | -6 | 1.3131 | 230 | 1.0806 | 0 | 0 |
| 125 029 | GRADE KINGS-R | 354 | 1.1467 | 30 | 1.3131 | 45 | 1.0806 | 0 | 0 |
| 126 030 | GRADE KINGS-SW | 7 | 1.1467 | 2 | 1.3131 | 0 | 0 | 0 | 0 |
| 127 031 | STATION & OFFICES | 299 | 1.1467 | 765 | 1.3131 | 1647 | 1.0806 | -8 | 1.1669 |
| 128 032 | SHOP BUILDING-LOCO | 332 | 1.1467 | 5 | 1.3131 | 5 | 1.0806 | 3 | 1.1669 |
| 129 033 | SHOP BUILDING-F.C. | 27 | 1.1467 | 22 | 1.3131 | 125 | 1.0806 | 0 | 0 |
| 130 034 | SHOP BUILDING-O.E. | 240 | 1.1467 | 66 | 1.3131 | 519 | 1.0806 | 0 | 0 |

| C U R R E N T Y E A R M I N U S T H R E E | | | | | | | | | |
|---|----------------------------------|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE CODE | IDENTIFICATION | SALARIES & WAGES (28) | PRICE INDEX (29) | MATERIALS & SUPPLIES (30) | PRICE INDEX (31) | PURCHASED SERVICES (32) | PRICE INDEX (33) | GENERAL (34) | PRICE INDEX (35) |
| 131 | 101 LOCOMOTIVE SERVICING | 40 | 1.1467 | 0 | 0 | 1 | 1.0806 | 0 | 0 |
| 132 | 102 MISCELLANEOUS BUILDING | 471 | 1.1467 | 21 | 1.3131 | 73 | 1.0806 | 10 | 1.1669 |
| 133 | 103 COAL TERMINALS | 857 | 1.1467 | 523 | 1.3131 | 248 | 1.0806 | 26 | 1.1669 |
| 134 | 104 ORE TERMINALS | 3884 | 1.1467 | 1152 | 1.3131 | 1728 | 1.0806 | 35 | 1.1669 |
| 135 | 105 OTHER MARINE TERMINALS | 169 | 1.1467 | 100 | 1.3131 | 48 | 1.0806 | 5 | 1.1669 |
| 136 | 106 TOFC/COFC TERMINALS | 168 | 1.1467 | 3 | 1.3131 | 168 | 1.0806 | 0 | 0 |
| 137 | 107 MOTOR VEHICLE TERMINALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 108 OTHER SPECIAL SERVICES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 109 ROADWAY MACHINES | 1139 | 1.1467 | 13111 | 1.3131 | 13874 | 1.0806 | 138 | 1.1669 |
| 140 | 110 SMALL TOOLS & SUPPLIES | 6 | 1.1467 | 10723 | 1.3131 | 3008 | 1.0806 | 123 | 1.1669 |
| 141 | 111 SNOW REMOVAL | 1042 | 1.1467 | 21 | 1.3131 | 290 | 1.0806 | 0 | 0 |
| 142 | 112 W&S FRINGES-R | XX | XX | XX | XX | XX | XX | 16818 | 1.1669 |
| 143 | 113 W&S FRINGES-SW | XX | XX | XX | XX | XX | XX | 1764 | 1.1669 |
| 144 | 114 W&S FRINGES-OTHER | XX | XX | XX | XX | XX | XX | 11044 | 1.1669 |
| 145 | 115 W&S CASUALTIES-R | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 146 | 116 W&S CASUALTIES-SW | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 147 | 117 W&S CASUALTIES-OTHER | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 148 | 118 W&S LEASE RENTALS-DR-R | XX | XX | XX | XX | 1350 | 1.0806 | XX | XX |
| 149 | 119 W&S LEASE RENTALS-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 150 | 120 W&S LEASE RENTALS-DR-OTHER | XX | XX | XX | XX | 9185 | 1.0806 | XX | XX |
| 151 | 121 W&S LEASE RENTALS-(CR)-R | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 152 | 122 W&S LEASE RENTALS-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 153 | 123 W&S LEASE RENTALS-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 154 | 124 W&S-JT FAC RENT-DR-R | XX | XX | XX | XX | 13785 | 1.0806 | XX | XX |
| 155 | 125 W&S-JT FAC RENT-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 156 | 126 W&S-JT FAC RENT-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 157 | 127 W&S-JT FAC RENT-(CR)-R | XX | XX | XX | XX | 6485 | 1.0806 | XX | XX |
| 158 | 128 W&S-JT FAC RENT-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 159 | 129 W&S-JT FAC RENT-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 160 | 130 W&S-OTHER RENTS-DR-R | XX | XX | XX | XX | 169 | 1.0806 | XX | XX |
| 161 | 131 W&S-OTHER RENTS-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 162 | 132 W&S-OTHER RENTS-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 163 | 133 W&S-OTHER RENTS-(CR)-R | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 164 | 134 W&S-OTHER RENTS-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 165 | 135 W&S-OTHER RENTS-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |

| C U R R E N T Y E A R M I N U S T H R E E | | | | | | | | | |
|---|--------------------------------|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE CODE | IDENTIFICATION | SALARIES & WAGES (28) | PRICE INDEX (29) | MATERIALS & SUPPLIES (30) | PRICE INDEX (31) | PURCHASED SERVICES (32) | PRICE INDEX (33) | GENERAL (34) | PRICE INDEX (35) |
| 166 136 | W&S DEPRECIATION-R | XX | XX | XX | XX | XX | XX | 121897 | 1.1669 |
| 167 137 | W&S DEPRECIATION-SW | XX | XX | XX | XX | XX | XX | 17029 | 1.1669 |
| 168 138 | W&S DEPRECIATION-OTHER | XX | XX | XX | XX | XX | XX | 17381 | 1.1669 |
| 169 139 | W&S JOINT FACILITY-DR-R | XX | XX | XX | XX | 5763 | 1.0806 | XX | XX |
| 170 140 | W&S JOINT FACILITY-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 171 141 | W&S JOINT FACILITY-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 172 142 | W&S JOINT FACILITY-(CR)-R | XX | XX | XX | XX | 8017 | 1.0806 | XX | XX |
| 173 143 | W&S JOINT FACILITY-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 174 144 | W&S JOINT FACILITY-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 175 145 | W&S DISMANTLING-R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 176 146 | W&S DISMANTLING-SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 177 147 | W&S DISMANTLING-OTHER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 178 148 | W&S OTHER-R | 51 | 1.1467 | 340 | 1.3131 | 4334 | 1.0806 | 188 | 1.1669 |
| 179 149 | W&S OTHER-SW | 1 | 1.1467 | 66 | 1.3131 | 613 | 1.0806 | 33 | 1.1669 |
| 180 150 | W&S OTHER-OTHER | 1760 | 1.1467 | 1366 | 1.3131 | 6088 | 1.0806 | 250 | 1.1669 |
| 181 151 | TOTAL W&S: (SUM L101-180)-2.*(| | | | | | | | |
| | (SUM L151-153)+(SUM L157-159)+ | | | | | | | | |
| | (SUM L163-165)+(SUMML176-174)) | 71678 | XX | 34953 | XX | 61606 | XX | 189407 | XX |
| 182 | S&T W&S EXCL DEPR. - ASF | 0 | 0 | 0 | 0 | XX | XX | 0 | 0 |
| 183 | S&T ROAD PROPERTY DEPR. - ASF | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 184 | TOTAL W&S EXP S&T CO.S:L182+ | XX | | | | | | | |
| | L183 | 0 | XX | 0 | XX | 0 | XX | 0 | XX |

C U R R E N T Y E A R M I N U S F O U R

| ANNUALIZED | | | | | | | | | | | |
|------------|-----|--------------------------|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|--------------------------|------------------------|----------------------------|
| LINE CODE | | IDENTIFICATION | SALARIES & WAGES (36) | PRICE INDEX (37) | MATERIALS & SUPPLIES (38) | PRICE INDEX (39) | PURCHASED SERVICES (40) | PRICE INDEX (41) | GENERAL INDEX (42) | PRICE INDEX (43) | FREIGHT EXPENSE (44) |
| 101 | 001 | ADMIN TRACK | 1947 | 1.165 | 801 | 1.4653 | 1801 | 1.1347 | 1476 | 1.1984 | 4586 |
| 102 | 002 | ADMIN B&B | 2155 | 1.165 | 61 | 1.4653 | 341 | 1.1347 | 891 | 1.1984 | 3402 |
| 103 | 003 | ADMIN SIGNAL | 1841 | 1.165 | 880 | 1.4653 | 1669 | 1.1347 | 374 | 1.1984 | 4705 |
| 104 | 004 | ADMIN COMMUNICATIONS | 117 | 1.165 | 191 | 1.4653 | 1533 | 1.1347 | 62 | 1.1984 | 2490 |
| 105 | 005 | ADMIN OTHER | 7201 | 1.165 | 369 | 1.4653 | 602 | 1.1347 | 437 | 1.1984 | 7038 |
| 106 | 006 | ROADWAY-RUNNING | 18623 | 1.165 | 638 | 1.4653 | 5302 | 1.1347 | 933 | 1.1984 | 26803 |
| 107 | 007 | ROADWAY-SWITCHING | 3804 | 1.165 | 18 | 1.4653 | 2960 | 1.1347 | 278 | 1.1984 | 7235 |
| 108 | 008 | TUNNELS-R | 1 | 1.165 | 0 | 0 | 0 | 0 | 0 | 0 | 1.12534 |
| 109 | 009 | TUNNELS-SW | 3 | 1.165 | 0 | 0 | 0 | 0 | 0 | 0 | .92835 |
| 110 | 010 | BRIDGES-R | 3224 | 1.165 | 197 | 1.4653 | 547 | 1.1347 | 75 | 1.1984 | 4585 |
| 111 | 011 | BRIDGES-SW | 44 | 1.165 | 2 | 1.4653 | 13 | 1.1347 | 0 | 0 | 71.40364 |
| 112 | 012 | TIES-R | 1470 | 1.165 | 70 | 1.4653 | 12 | 1.1347 | 1301 | 1.1984 | 791.5863 |
| 113 | 013 | TIES-SW | 119 | 1.165 | 3 | 1.4653 | 0 | 0 | 118 | 1.1984 | -165.6191 |
| 114 | 014 | RAILS & OTM-R | 1109 | 1.165 | 376 | 1.4653 | 1565 | 1.1347 | 0 | 0 | 2211 |
| 115 | 015 | RAILS & OTM-SW | 44 | 1.165 | 51 | 1.4653 | 4 | 1.1347 | 0 | 0 | 104.8151 |
| 116 | 018 | BALLAST-R | 0 | 0 | 65 | 1.4653 | 2 | 1.1347 | 0 | 0 | 384.4418 |
| 117 | 019 | BALLAST-SW | 0 | 0 | 8 | 1.4653 | 0 | 0 | 0 | 0 | 22.56596 |
| 118 | 022 | ROAD PROPERTY DAMAGED-R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 023 | ROAD PROPERTY DAMAGED-SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 120 | 024 | ROAD PROPERTY DAMAGED-O | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 121 | 025 | SIGNALS-R | 13193 | 1.165 | 2081 | 1.4653 | 900 | 1.1347 | 233 | 1.1984 | 19288 |
| 122 | 026 | SIGNALS-SW | 305 | 1.165 | 260 | 1.4653 | 4 | 1.1347 | 0 | 0 | 765.5573 |
| 123 | 027 | COMMUNICATION SYSTEMS | 4196 | 1.165 | 1406 | 1.4653 | 1049 | 1.1347 | 56 | 1.1984 | 7369 |
| 124 | 028 | ELECTRIC POWER SYSTEMS | 2 | 1.165 | 95 | 1.4653 | 204 | 1.1347 | 0 | 0 | 381.2018 |
| 125 | 029 | GRADE XINGS-R | 327 | 1.165 | 104 | 1.4653 | 76 | 1.1347 | 2 | 1.1984 | 475.8263 |
| 126 | 030 | GRADE XINGS-SW | 20 | 1.165 | 1 | 1.4653 | 1 | 1.1347 | 0 | 0 | 10.39349 |
| 127 | 031 | STATION & OFFICES | 363 | 1.165 | 524 | 1.4653 | 2478 | 1.1347 | 4 | 1.1984 | 2986 |
| 128 | 032 | SHOP BUILDING-LOCO | 410 | 1.165 | 6 | 1.4653 | 170 | 1.1347 | 0 | 0 | 634.3305 |
| 129 | 033 | SHOP BUILDING-F.C. | 33 | 1.165 | 29 | 1.4653 | 38 | 1.1347 | 0 | 0 | 96.01156 |
| 130 | 034 | SHOP BUILDING-O.E. | 215 | 1.165 | 42 | 1.4653 | 419 | 1.1347 | 6 | 1.1984 | 640.2216 |

C U R R E N T Y E A R M I N U S F O U R

| | | | | | | | | | | | ANNUALIZED | |
|-----------|-----|------------------------------|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|----------------------------|--|
| LINE CODE | | IDENTIFICATION | SALARIES & WAGES (36) | PRICE INDEX (37) | MATERIALS & SUPPLIES (38) | PRICE INDEX (39) | PURCHASED SERVICES (40) | PRICE INDEX (41) | GENERAL (42) | PRICE INDEX (43) | FREIGHT EXPENSE (44) | |
| | | | | | | | | | | | | |
| 131 | 101 | LOCOMOTIVE SERVICING | 33 | 1.165 | 0 | 0 | 4 | 1.1347 | 0 | 0 | 47.85545 | |
| 132 | 102 | MISCELLANEOUS BUILDINGS | 424 | 1.165 | 47 | 1.4653 | 83 | 1.1347 | 17 | 1.1984 | 604.0343 | |
| 133 | 103 | COAL TERMINALS | 1797 | 1.165 | 763 | 1.4653 | 255 | 1.1347 | 87 | 1.1984 | 1699 | |
| 134 | 104 | ORE TERMINALS | 7335 | 1.165 | 1445 | 1.4653 | 1249 | 1.1347 | 486 | 1.1984 | 9745 | |
| 135 | 105 | OTHER MARINE TERMINALS | 195 | 1.165 | 59 | 1.4653 | -32 | 1.1347 | 7 | 1.1984 | 313.4887 | |
| 136 | 106 | TOFC/COFC TERMINALS | 323 | 1.165 | 31 | 1.4653 | 224 | 1.1347 | -1 | 1.1984 | 527.3543 | |
| 137 | 107 | MOTOR VEHICLE TERMINALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 138 | 108 | OTHER SPECIAL SERVICES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 139 | 109 | ROADWAY MACHINES | 555 | 1.165 | 9323 | 1.4653 | 12886 | 1.1347 | 802 | 1.1984 | 29189 | |
| 140 | 110 | SMALL TOOLS & SUPPLIES | 13 | 1.165 | 11079 | 1.4653 | 2557 | 1.1347 | 166 | 1.1984 | 14134 | |
| 141 | 111 | SNOW REMOVAL | 1864 | 1.165 | 59 | 1.4653 | 470 | 1.1347 | 0 | 0 | 2801 | |
| 142 | 112 | W&S FRINGES-R | XX | XX | XX | XX | XX | XX | 16810 | 1.1984 | 19740 | |
| 143 | 113 | W&S FRINGES-SW | XX | XX | XX | XX | XX | XX | 1806 | 1.1984 | 2026 | |
| 144 | 114 | W&S FRINGES-OTHER | XX | XX | XX | XX | XX | XX | 12247 | 1.1984 | 14468 | |
| 145 | 115 | W&S CASUALTIES-R | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | |
| 146 | 116 | W&S CASUALTIES-SW | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | |
| 147 | 117 | W&S CASUALTIES-OTHER | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | |
| 148 | 118 | W&S LEASE RENTALS-DR-R | XX | XX | XX | XX | 1351 | 1.1347 | XX | XX | 1352 | |
| 149 | 119 | W&S LEASE RENTALS-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 150 | 120 | W&S LEASE RENTALS-DR-OTHER | XX | XX | XX | XX | 7988 | 1.1347 | XX | XX | 3444 | |
| 151 | 121 | W&S LEASE RENTALS-(CR)-R | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 152 | 122 | W&S LEASE RENTALS-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 153 | 123 | W&S LEASE RENTALS-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 154 | 124 | W&S-JT FAC RENT-DR-R | XX | XX | XX | XX | 13434 | 1.1347 | XX | XX | 1571 | |
| 155 | 125 | W&S-JT FAC RENT-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 156 | 126 | W&S-JT FAC RENT-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 157 | 127 | W&S-JT FAC RENT-(CR)-R | XX | XX | XX | XX | 6685 | 1.1347 | XX | XX | 858 | |
| 158 | 128 | W&S-JT FAC RENT-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 159 | 129 | W&S-JT FAC RENT-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 160 | 130 | W&S-OTHER RENTS-DR-R | XX | XX | XX | XX | 170 | 1.1347 | XX | XX | 81 | |
| 161 | 131 | W&S-OTHER RENTS-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 162 | 132 | W&S-OTHER RENTS-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 163 | 133 | W&S-OTHER RENTS-(CR)-R | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 164 | 134 | W&S-OTHER RENTS-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |
| 165 | 135 | W&S-OTHER RENTS-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | |

| C U R R E N T Y E A R M I N U S F O U R | | | | | | | | | | | |
|---|------|--------------------------------|----------|-------|------------|--------|-----------|--------|------------|--------|-----------------|
| LINE | CODE | IDENTIFICATION | SALARIES | PRICE | MATERIALS | PRICE | PURCHASED | PRICE | ANNUALIZED | | FREIGHT EXPENSE |
| | | | & WAGES | INDEX | & SUPPLIES | INDEX | SERVICES | INDEX | GENERAL | PRICE | |
| | | | (36) | (37) | (38) | (39) | (40) | (41) | (42) | (43) | (44) |
| 166 | 136 | W&S DEPRECIATION-R | XX | XX | XX | XX | XX | XX | 119544 | 1.1984 | 127820 |
| 167 | 137 | W&S DEPRECIATION-SW | XX | XX | XX | XX | XX | XX | 18379 | 1.1984 | 23423 |
| 168 | 138 | W&S DEPRECIATION-OTHER | XX | XX | XX | XX | XX | XX | 14882 | 1.1984 | 14634 |
| 169 | 139 | W&S JOINT FACILITY-DR-R | XX | XX | XX | XX | 6634 | 1.1347 | XX | XX | 8394 |
| 170 | 140 | W&S JOINT FACILITY-DR-SW | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 171 | 141 | W&S JOINT FACILITY-DR-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 172 | 142 | W&S JOINT FACILITY-(CR)-R | XX | XX | XX | XX | 10224 | 1.1347 | XX | XX | 13629 |
| 173 | 143 | W&S JOINT FACILITY-(CR)-SW | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 174 | 144 | W&S JOINT FACILITY-(CR)-OTHER | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 175 | 145 | W&S DISMANTLING-R | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 176 | 146 | W&S DISMANTLING-SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 177 | 147 | W&S DISMANTLING-OTHER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 178 | 148 | W&S OTHER-R | -343 | 1.165 | 561 | 1.4653 | 3532 | 1.1347 | 233 | 1.1984 | 3728 |
| 179 | 149 | W&S OTHER-SW | -24 | 1.165 | 91 | 1.4653 | 498 | 1.1347 | 40 | 1.1984 | 483 |
| 180 | 150 | W&S OTHER-OTHER | 1953 | 1.165 | 932 | 1.4653 | 4962 | 1.1347 | -880 | 1.1984 | 8596 |
| 181 | 151 | TOTAL W&S: (SUM L101-180)-2.*(| | | | | | | | | |
| | | (SUM L151-153)+(SUM L157-159)+ | | | | | | | | | |
| | | (SUM L163-165)+(SUM L172-174)) | 74891 | XX | 32668 | XX | 61046 | XX | 190871 | XX | 371254 |
| 182 | | S&T W&S EXCL DERP. - ASF | 0 | 0 | 0 | 0 | XX | XX | 0 | 0 | 0 |
| 183 | | S&T ROAD PROPERTY DEPR. - ASF | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 |
| 184 | | TOTAL W&S EXP S&T CO.S:L182+ | XX | | | | | | | | |
| | | L183 | 0 | XX | 0 | XX | 0 | XX | 0 | XX | 0 |

| C U R R E N T Y E A R | | | | | | | | | | | | | |
|-----------------------|------|--|----|-------|----|-------|----|-------|----|-------|----|-------|-------|
| | | ANLZN PD IF C1<= RUNYRS | | | | | | | | | | | |
| | | MATERIALS & PRICE PURCH. PRICE PRICE TOTAL TOTAL THEN C1 SALARIES PRICE & PRICE PRICE FREIGHT ACCOUNT ELSE C2+C4 RUNYRS & WAGES INDEX SUPPLIES INDEX SERV. INDEX GENERAL INDEX +C6+C8 (1) (2) (3) (4) (5) (6) (7) (8) (9) (10) (11) | | | | | | | | | | | |
| LINE | CODE | IDENTIFICATION | | | | | | | | | | | |
| 201 | 201 | LOCO ADMINISTRATION | 3 | 5156 | 1 | 795 | 1 | 3906 | 1 | 410 | 1 | 10267 | 10267 |
| 202 | 202 | LOCO REPAIR | 3 | 13290 | 1 | 20683 | 1 | 4573 | 1 | 471 | 1 | 39017 | 39017 |
| 203 | 203 | LOCO MACHINERY REPAIR | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 204 | 204 | LOCO EQUIPMENT DAMAGED | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 205 | 205 | LOCO FRINGES | 3 | XX | XX | XX | XX | XX | XX | 7539 | 1 | 7539 | 7539 |
| 206 | 206 | LOCO CASUALTIES | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 207 | 207 | LOCO LEASE RENTAL-DR | 1 | XX | XX | XX | XX | 7449 | 1 | XX | XX | 7449 | 7449 |
| 208 | 208 | LOCO LEASE RENTAL-(CR) | 1 | XX | XX | XX | XX | 1983 | 1 | XX | XX | 1983 | 1983 |
| 209 | 209 | LOCO JT FAC RENT-DR | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 210 | 210 | LOCO JT FAC RENT-(CR) | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 211 | 211 | LOCO OTHER RENTS-DR | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 212 | 212 | LOCO OTHER RENTS-(CR) | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 213 | 213 | LOCO DEPRECIATION | 1 | XX | XX | XX | XX | XX | XX | 12276 | 1 | 12276 | 12276 |
| 214 | 214 | LOCO JT FACILITY-DR | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 215 | 215 | LOCO JT FACILITY-(CR) | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 216 | 216 | LOCO REPAIRS BILLED (CR) | 3 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 217 | 217 | LOCO DISMANTLING | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 218 | 218 | LOCO OTHER | 1 | 3 | 1 | -46 | 1 | 49 | 1 | -222 | 1 | -216 | -216 |
| 219 | 219 | TOTAL LOCOMOTIVE:(SUM L201-218)-2.*(L208+L210+L212+L215+L216) | XX | 18449 | XX | 21432 | XX | 13994 | XX | 20474 | XX | 74349 | 74349 |
| 220 | 220 | FC ADMINISTRATION | 3 | 5629 | 1 | 227 | 1 | -10 | 1 | -184 | 1 | 5662 | 5662 |
| 221 | 221 | FC REPAIR | 3 | 12059 | 1 | 18472 | 1 | 12664 | 1 | -587 | 1 | 42608 | 42608 |
| 222 | 222 | FC MACHINERY REPAIR | 3 | 63 | 1 | 15 | 1 | 9 | 1 | 0 | 0 | 87 | 87 |
| 223 | 223 | FC EQUIPMENT DAMAGED | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 224 | 224 | FC FRINGES | 3 | XX | XX | XX | XX | XX | XX | 7783 | 1 | 7783 | 7783 |
| 225 | 225 | FC CASUALTIES | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |

| C U R R E N T Y E A R | | | | | | | | | | | | | |
|-----------------------|------|--|----------|---------|-----------|----------|--------|-------|-------|---------|-------|--------|---------|
| | | ANLZN PD IF C1<= | | | | | | | | | | | |
| | | RUNYRS | | | | | | | | | | | |
| | | THEN C1 | SALARIES | PRICE | MATERIALS | PRICE | PURCH. | PRICE | | PRICE | TOTAL | TOTAL | |
| | | ELSE | | | | | | | | | | | |
| LINE | CODE | IDENTIFICATION | RUNYRS | & WAGES | INDEX | SUPPLIES | INDEX | SERV. | INDEX | GENERAL | INDEX | +C6+C8 | ACCOUNT |
| | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) |
| 226 | 226 | FC LEASE RENTALS-DR | 1 | XX | XX | XX | XX | 51150 | 1 | XX | XX | 51150 | 51150 |
| 227 | 227 | FC LEASE RENTALS-(CR) | 1 | XX | XX | XX | XX | 5429 | 1 | XX | XX | 5429 | 5429 |
| 228 | 228 | FC JT FAC RENT-DR | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 229 | 229 | FC JT FAC RENT-(CR) | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 230 | 230 | FC OTHER RENTS-DR | 1 | XX | XX | XX | XX | 75536 | 1 | XX | XX | 75536 | 75536 |
| 231 | 231 | FC OTHER RENTS-(CR) | 1 | XX | XX | XX | XX | 62409 | 1 | XX | XX | 62409 | 62409 |
| 232 | 232 | FC DEPRECIATION | 1 | XX | XX | XX | XX | XX | XX | 18085 | 1 | 18085 | 18085 |
| 233 | 233 | FC JT FACILITY-DR | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 234 | 234 | FC JT FACILITY-(CR) | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 235 | 235 | FC REPAIRS BILLED (CR) | 3 | XX | XX | XX | XX | 17161 | 1 | XX | XX | 17161 | 17161 |
| 236 | 236 | FC DISMANTLING | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 237 | 237 | FC OTHER | 1 | | 0 | 0 | 92 | 1 | 11 | 1 | 37 | 1 | 140 |
| 238 | 238 | TOT FREIGHT CAR:(SUM L220-237)-2.*(L227+L229+L231+L234+L235) | XX | | 17751 | XX | 18806 | XX | 54361 | XX | 25134 | XX | 116052 |
| 239 | 301 | OE ADMINISTRATION | 3 | | 2196 | 1 | -63 | 1 | 290 | 1 | -376 | 1 | 2047 |
| 240 | 302 | TRUCKS, TRAILERS, CONTAINERS | 3 | | 0 | 0 | 0 | 0 | 1728 | 1 | -34 | 1 | 1694 |
| 241 | 303 | FLOATING EQUIPMENT | 3 | | 896 | 1 | 495 | 1 | 402 | 1 | 0 | 0 | 1793 |
| 242 | 304 | PASSENGER EQUIPMENT | 3 | | 174 | 1 | 0 | 0 | 63 | 1 | 0 | 0 | 237 |
| 243 | 305 | COMPUTERS & DP EQUIP. | 3 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 244 | 306 | OE MACHINERY REPAIR | 3 | | 0 | 0 | 36 | 1 | 1 | 1 | 0 | 0 | 37 |
| 245 | 307 | WORK & NR EQUIP. | 3 | | 1261 | 1 | 1639 | 1 | -771 | 1 | 724 | 1 | 2853 |
| 246 | 308 | OE EQUIPMENT DAMAGED | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 247 | 309 | OE FRINGES | 3 | XX | XX | XX | XX | XX | XX | 3944 | 1 | 3944 | 3944 |
| 248 | 310 | OE CASUALTIES | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 249 | 311 | OE LEASE RENTALS-DR | 1 | XX | XX | XX | XX | 196 | 1 | XX | XX | 196 | 196 |
| 250 | 312 | OE LEASE RENTALS-(CR) | 1 | XX | XX | XX | XX | 42 | 1 | XX | XX | 42 | 42 |
| 251 | 313 | OE JT FAC RENTS-DR | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 252 | 314 | OE JT FAC RENTS-(CR) | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 253 | 315 | OE OTHER RENTS-DR | 1 | XX | XX | XX | XX | 6198 | 1 | XX | XX | 6198 | 6198 |
| 254 | 316 | OE OTHER RENTS-(CR) | 1 | XX | XX | XX | XX | 2963 | 1 | XX | XX | 2963 | 2963 |
| 255 | 317 | OE DEPRECIATION | 1 | XX | XX | XX | XX | XX | XX | 6488 | 1 | 6488 | 6488 |
| 256 | 318 | OE JT FACILITY-DR | 1 | XX | XX | XX | XX | 13 | 1 | XX | XX | 13 | 13 |
| 257 | 319 | OE JT FACILITY-(CR) | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 258 | 320 | OE REPAIRS BILLED-(CR) | 3 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 259 | 321 | OE DISMANTLING | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 260 | 322 | OE OTHER | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 261 | 323 | TOT OTHER EQUIP:(SUM L239-260)-2.*(L250+L252+L254+L257+L258) | XX | | 4527 | XX | 2107 | XX | 5115 | XX | 10746 | XX | 22495 |
| 262 | 324 | TOTAL EQUIP: L219+L238+L261 | XX | | 40727 | XX | 42345 | XX | 73470 | XX | 56354 | XX | 212896 |

| C U R R E N T Y E A R M I N U S O N E | | | | | | | | | | | |
|---------------------------------------|-----|---|---------------------|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE CODE | | IDENTIFICATION | | SALARIES & WAGES (12) | PRICE INDEX (13) | MATERIALS & SUPPLIES (14) | PRICE INDEX (15) | PURCHASED SERVICES (16) | PRICE INDEX (17) | GENERAL (18) | PRICE INDEX (19) |
| 201 | 201 | LOCO | ADMINISTRATION | 3834 | 1.0877 | 915 | 1.0646 | 4862 | .86089 | -250 | 1.0847 |
| 202 | 202 | LOCO | REPAIR | 15412 | 1.0877 | 31659 | 1.0646 | 7643 | .86089 | 444 | 1.0847 |
| 203 | 203 | LOCO | MACHINERY REPAIR | 0 | 0 | 1 | 1.0646 | 0 | 0 | 0 | 0 |
| 204 | 204 | LOCO | EQUIPMENT DAMAGED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 205 | 205 | LOCO | FRINGES | XX | XX | XX | XX | XX | XX | 5017 | 1.0847 |
| 206 | 206 | LOCO | CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 207 | 207 | LOCO | LEASE RENTAL-DR | XX | XX | XX | XX | 6772 | .86089 | XX | XX |
| 208 | 208 | LOCO | LEASE RENTAL-(CR) | XX | XX | XX | XX | 38 | .86089 | XX | XX |
| 209 | 209 | LOCO | JT FAC RENT-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 210 | 210 | LOCO | JT FAC RENT-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 211 | 211 | LOCO | OTHER RENTS-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 212 | 212 | LOCO | OTHER RENTS-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 213 | 213 | LOCO | DEPRECIATION | XX | XX | XX | XX | XX | XX | 11486 | 1.0847 |
| 214 | 214 | LOCO | JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 215 | 215 | LOCO | JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 216 | 216 | LOCO | REPAIRS BILLED (CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 217 | 217 | LOCO | DISMANTLING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 218 | 218 | LOCO | OTHER | 0 | 0 | 74 | 1.0646 | 50 | .86089 | -170 | 1.0847 |
| 219 | 219 | TOTAL LOCOMOTIVE:(SUM L201-218)-2.*(L208+L210+L212+L215+L216) | | 19246 | XX | 32649 | XX | 19289 | XX | 16527 | XX |
| 220 | 220 | FC | ADMINISTRATION | 4723 | 1.0877 | 597 | 1.0646 | -91 | .86089 | 395 | 1.0847 |
| 221 | 221 | FC | REPAIR | 12902 | 1.0877 | 22475 | 1.0646 | 17058 | .86089 | -313 | 1.0847 |
| 222 | 222 | FC | MACHINERY REPAIR | 44 | 1.0877 | 8 | 1.0646 | 82 | .86089 | 0 | 0 |
| 223 | 223 | FC | EQUIPMENT DAMAGED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 224 | 224 | FC | FRINGES | XX | XX | XX | XX | XX | XX | 4737 | 1.0847 |
| 225 | 225 | FC | CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 |

| C U R R E N T Y E A R M I N U S O N E | | | | | | | | | | | |
|---------------------------------------|-----|--|---------------------|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|--------------------------|------------------------|
| LINE CODE | | | IDENTIFICATION | SALARIES & WAGES (12) | PRICE INDEX (13) | MATERIALS & SUPPLIES (14) | PRICE INDEX (15) | PURCHASED SERVICES (16) | PRICE INDEX (17) | PRICE GENERAL (18) | PRICE INDEX (19) |
| 226 | 226 | FC | LEASE RENTALS-DR | XX | XX | XX | XX | 48592 | .86089 | XX | XX |
| 227 | 227 | FC | LEASE RENTALS-(CR) | XX | XX | XX | XX | 2917 | .86089 | XX | XX |
| 228 | 228 | FC | JT FAC RENT-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 229 | 229 | FC | JT FAC RENT-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 230 | 230 | FC | OTHER RENTS-DR | XX | XX | XX | XX | 97129 | .86089 | XX | XX |
| 231 | 231 | FC | OTHER RENTS-(CR) | XX | XX | XX | XX | 85238 | .86089 | XX | XX |
| 232 | 232 | FC | DEPRECIATION | XX | XX | XX | XX | XX | XX | 19162 | 1.0847 |
| 233 | 233 | FC | JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 234 | 234 | FC | JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 235 | 235 | FC | REPAIRS BILLED (CR) | XX | XX | XX | XX | 16433 | .86089 | XX | XX |
| 236 | 236 | FC | DISMANTLING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 237 | 237 | FC | OTHER | 0 | 0 | -34 | 1.0646 | 87 | .86089 | 14 | 1.0847 |
| 238 | 238 | TOT FREIGHT CAR:(SUM L220-237)-2.*(L227+L229+L231+L234+L235) | | 17669 | XX | 23046 | XX | 58269 | XX | 23995 | XX |
| 239 | 301 | OE | ADMINISTRATION | 1927 | 1.0877 | -7 | 1.0646 | -263 | .86089 | 34 | 1.0847 |
| 240 | 302 | TRUCKS, TRAILERS, CONTAINERS | | 0 | 0 | 0 | 0 | 2558 | .86089 | -141 | 1.0847 |
| 241 | 303 | FLOATING EQUIPMENT | | 1348 | 1.0877 | 830 | 1.0646 | 477 | .86089 | 16 | 1.0847 |
| 242 | 304 | PASSENGER EQUIPMENT | | 147 | 1.0877 | 12 | 1.0646 | 86 | .86089 | 0 | 0 |
| 243 | 305 | COMPUTERS & DP EQUIP. | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 244 | 306 | OE | MACHINERY REPAIR | 0 | 0 | 92 | 1.0646 | 9 | .86089 | 0 | 0 |
| 245 | 307 | WORK & NR EQUIP. | | 2210 | 1.0877 | 2127 | 1.0646 | 1113 | .86089 | 493 | 1.0847 |
| 246 | 308 | OE | EQUIPMENT DAMAGED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 247 | 309 | OE | FRINGES | XX | XX | | XX | XX | XX | 3149 | 1.0847 |
| 248 | 310 | OE | CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 249 | 311 | OE | LEASE RENTALS-DR | XX | XX | XX | XX | 6 | .86089 | XX | XX |
| 250 | 312 | OE | LEASE RENTALS-(CR) | XX | XX | XX | XX | 158 | .86089 | XX | XX |
| 251 | 313 | OE | JT FAC RENTS-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 252 | 314 | OE | JT FAC RENTS-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 253 | 315 | OE | OTHER RENTS-DR | XX | XX | XX | XX | 10925 | .86089 | XX | XX |
| 254 | 316 | OE | OTHER RENTS-(CR) | XX | XX | XX | XX | 4395 | .86089 | XX | XX |
| 255 | 317 | OE | DEPRECIATION | XX | XX | XX | XX | XX | XX | 6105 | 1.0847 |
| 256 | 318 | OE | JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 257 | 319 | OE | JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 258 | 320 | OE | REPAIRS BILLED-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 259 | 321 | OE | DISMANTLING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 260 | 322 | OE | OTHER | 0 | 0 | -37 | 1.0646 | 0 | 0 | 0 | 0 |
| 261 | 323 | TOT OTHER EQUIP:(SUM L239-260)-2.*(L250+L252+L254+L257+L258) | | 5632 | XX | 3017 | XX | 10358 | XX | 9656 | XX |
| 262 | 324 | TOTAL EQUIP: L219+L238+L261 | | 42547 | XX | 58712 | XX | 87916 | XX | 50178 | XX |

| C U R R E N T Y E A R M I N U S T W O | | | | | | | | | |
|---------------------------------------|------|--|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-------------------------------------|
| LINE | CODE | IDENTIFICATION | SALARIES & WAGES (20) | PRICE INDEX (21) | MATERIALS & SUPPLIES (22) | PRICE INDEX (23) | PURCHASED SERVICES (24) | PRICE INDEX (25) | PRICE GENERAL INDEX (26) (27) |
| 201 | 201 | LOCO ADMINISTRATION | 2586 | 1.1098 | 1185 | 1.1788 | 4240 | 1.0284 | -753 1.1188 |
| 202 | 202 | LOCO REPAIR | 15879 | 1.1098 | 24586 | 1.1788 | 6063 | 1.0284 | 21 1.1188 |
| 203 | 203 | LOCO MACHINERY REPAIR | 11 | 1.1098 | 10 | 1.1788 | 0 | 0 | 0 0 |
| 204 | 204 | LOCO EQUIPMENT DAMAGED | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 205 | 205 | LOCO FRINGES | XX | XX | XX | XX | XX | XX | 6249 1.1188 |
| 206 | 206 | LOCO CASUALTIES | XX | XX | XX | XX | XX | XX | 0 0 |
| 207 | 207 | LOCO LEASE RENTAL-DR | XX | XX | XX | XX | 17299 | 1.0284 | XX XX |
| 208 | 208 | LOCO LEASE RENTAL-(CR) | XX | XX | XX | XX | 10521 | 1.0284 | XX XX |
| 209 | 209 | LOCO JT FAC RENT-DR | XX | XX | XX | XX | 0 | 0 | XX XX |
| 210 | 210 | LOCO JT FAC RENT-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 211 | 211 | LOCO OTHER RENTS-DR | XX | XX | XX | XX | 0 | 0 | XX XX |
| 212 | 212 | LOCO OTHER RENTS-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 213 | 213 | LOCO DEPRECIATION | XX | XX | XX | XX | XX | XX | 9701 1.1188 |
| 214 | 214 | LOCO JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX XX |
| 215 | 215 | LOCO JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 216 | 216 | LOCO REPAIRS BILLED-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 217 | 217 | LOCO DISMANTLING | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 218 | 218 | LOCO OTHER | 0 | 0 | 219 | 1.1788 | 53 | 1.0284 | 349 1.1188 |
| 219 | 219 | TOTAL LOCOMOTIVE: (SUM L201- 218)-2.*(L208+L210+L212+L215 +L216) | 18476 | XX | 26000 | XX | 17134 | XX | 15567 XX |
| 220 | 220 | FC ADMINISTRATION | 3905 | 1.1098 | 694 | 1.1788 | 275 | 1.0284 | 328 1.1188 |
| 221 | 221 | FC REPAIR | 13405 | 1.1098 | 20302 | 1.1788 | 16362 | 1.0284 | 70 1.1188 |
| 222 | 222 | FC MACHINERY REPAIR | 59 | 1.1098 | 15 | 1.1788 | 168 | 1.0284 | 0 0 |
| 223 | 223 | FC EQUIPMENT DAMAGED | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 224 | 224 | FC FRINGES | XX | XX | XX | XX | XX | XX | 6780 1.1188 |
| 225 | 225 | FC CASUALTIES | XX | XX | XX | XX | XX | XX | 0 0 |

| C U R R E N T Y E A R M I N U S T W O | | | | | | | | | | | |
|---------------------------------------|-----|--|---------------------|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------------------------|------------------------|
| LINE CODE | | | IDENTIFICATION | SALARIES & WAGES (20) | PRICE INDEX (21) | MATERIALS & SUPPLIES (22) | PRICE INDEX (23) | PURCHASED SERVICES (24) | PRICE INDEX (25) | PRICE GENERAL INDEX (26) | PRICE INDEX (27) |
| 226 | 226 | FC | LEASE RENTALS-DR | XX | XX | XX | XX | 49407 | 1.0284 | XX | XX |
| 227 | 227 | FC | LEASE RENTALS-(CR) | XX | XX | XX | XX | 4788 | 1.0284 | XX | XX |
| 228 | 228 | FC | JT FAC RENT-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 229 | 229 | FC | JT FAC RENT-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 230 | 230 | FC | OTHER RENTS-DR | XX | XX | XX | XX | 94360 | 1.0284 | XX | XX |
| 231 | 231 | FC | OTHER RENTS-(CR) | XX | XX | XX | XX | 98114 | 1.0284 | XX | XX |
| 232 | 232 | FC | DEPRECIATION | XX | XX | XX | XX | XX | XX | 23106 | 1.1188 |
| 233 | 233 | FC | JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 234 | 234 | FC | JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 235 | 235 | FC | REPAIRS BILLED (CR) | XX | XX | XX | XX | 17915 | 1.0284 | XX | XX |
| 236 | 236 | FC | DISMANTLING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 237 | 237 | FC | OTHER | 0 | 0 | 147 | 1.1788 | 3 | 1.0284 | 43 | 1.1188 |
| 238 | 238 | TOT FREIGHT CAR:(SUM L220-237)-2.*(L227+L229+L231+L234+L235) | | 17369 | XX | 21158 | XX | 39758 | XX | 30327 | XX |
| 239 | 301 | OE | ADMINISTRATION | 2834 | 1.1098 | 857 | 1.1788 | 9 | 1.0284 | 186 | 1.1188 |
| 240 | 302 | TRUCKS, TRAILERS, CONTAINERS | | 0 | 0 | 0 | 0 | 2142 | 1.0284 | -81 | 1.1188 |
| 241 | 303 | FLOATING EQUIPMENT | | 1488 | 1.1098 | 1015 | 1.1788 | 290 | 1.0284 | 1 | 1.1188 |
| 242 | 304 | PASSENGER EQUIPMENT | | 157 | 1.1098 | 5 | 1.1788 | 87 | 1.0284 | 0 | 0 |
| 243 | 305 | COMPUTERS & DP EQUIP. | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 244 | 306 | OE | MACHINERY REPAIR | 1 | 1.1098 | 1 | 1.1788 | 0 | 0 | 0 | 0 |
| 245 | 307 | WORK & NR EQUIP. | | 3912 | 1.1098 | 3046 | 1.1788 | 3893 | 1.0284 | 142 | 1.1188 |
| 246 | 308 | OE | EQUIPMENT DAMAGED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 247 | 309 | OE | FRINGES | XX | XX | | XX | XX | XX | 4021 | 1.1188 |
| 248 | 310 | OE | CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 249 | 311 | OE | LEASE RENTALS-DR | XX | XX | XX | XX | 9 | 1.0284 | XX | XX |
| 250 | 312 | OE | LEASE RENTALS-(CR) | XX | XX | XX | XX | 70 | 1.0284 | XX | XX |
| 251 | 313 | OE | JT FAC RENTS-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 252 | 314 | OE | JT FAC RENTS-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 253 | 315 | OE | OTHER RENTS-DR | XX | XX | XX | XX | 3160 | 1.0284 | XX | XX |
| 254 | 316 | OE | OTHER RENTS-(CR) | XX | XX | XX | XX | 938 | 1.0284 | XX | XX |
| 255 | 317 | OE | DEPRECIATION | XX | XX | XX | XX | XX | XX | 3363 | 1.1188 |
| 256 | 318 | OE | JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 257 | 319 | OE | JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 258 | 320 | OE | REPAIRS BILLED-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 259 | 321 | OE | DISMANTLING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 260 | 322 | OE | OTHER | 0 | 0 | -6 | 1.1788 | 0 | 0 | -84 | 1.1188 |
| 261 | 323 | TOT OTHER EQUIP:(SUM L239-260)-2.*(L250+L252+L254+L257+L258) | | 8392 | XX | 4918 | XX | 8582 | XX | 7548 | XX |
| 262 | 324 | TOTAL EQUIP: L219+L238+L261 | | 44237 | XX | 52076 | XX | 65474 | XX | 53442 | XX |

| C U R R E N T Y E A R M I N U S T H R E E | | | | | | | | | |
|---|------|--|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-------------------------------------|
| LINE | CODE | IDENTIFICATION | SALARIES & WAGES (28) | PRICE INDEX (29) | MATERIALS & SUPPLIES (30) | PRICE INDEX (31) | PURCHASED SERVICES (32) | PRICE INDEX (33) | PRICE GENERAL INDEX (34) (35) |
| 201 | 201 | LOCO ADMINISTRATION | 2620 | 1.1467 | 918 | 1.3131 | 3567 | 1.0806 | -581 1.1669 |
| 202 | 202 | LOCO REPAIR | 17123 | 1.1467 | 25949 | 1.3131 | 6681 | 1.0806 | 240 1.1669 |
| 203 | 203 | LOCO MACHINERY REPAIR | 0 | 0 | 33 | 1.3131 | 0 | 0 | 0 0 |
| 204 | 204 | LOCO EQUIPMENT DAMAGED | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 205 | 205 | LOCO FRINGES | XX | XX | XX | XX | XX | XX | 6452 1.1669 |
| 206 | 206 | LOCO CASUALTIES | XX | XX | XX | XX | XX | XX | 0 0 |
| 207 | 207 | LOCO LEASE RENTAL-DR | XX | XX | XX | XX | 13195 | 1.0806 | XX XX |
| 208 | 208 | LOCO LEASE RENTAL-(CR) | XX | XX | XX | XX | 5482 | 1.0806 | XX XX |
| 209 | 209 | LOCO JT FAC RENT-DR | XX | XX | XX | XX | 0 | 0 | XX XX |
| 210 | 210 | LOCO JT FAC RENT-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 211 | 211 | LOCO OTHER RENTS-DR | XX | XX | XX | XX | 0 | 0 | XX XX |
| 212 | 212 | LOCO OTHER RENTS-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 213 | 213 | LOCO DEPRECIATION | XX | XX | XX | XX | XX | XX | 9389 1.1669 |
| 214 | 214 | LOCO JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX XX |
| 215 | 215 | LOCO JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 216 | 216 | LOCO REPAIRS BILLED(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 217 | 217 | LOCO DISMANTLING | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 218 | 218 | LOCO OTHER | 0 | 0 | 249 | 1.3131 | 93 | 1.0806 | 143 1.1669 |
| 219 | 219 | TOTAL LOCOMOTIVE: (SUM L201- 218)-2.*(L208+L210+L212+L215 +L216) | 19743 | XX | 27149 | XX | 18054 | XX | 15643 XX |
| 220 | 220 | FC ADMINISTRATION | 3403 | 1.1467 | 1559 | 1.3131 | 419 | 1.0806 | 260 1.1669 |
| 221 | 221 | FC REPAIR | 13374 | 1.1467 | 16960 | 1.3131 | 18129 | 1.0806 | 63 1.1669 |
| 222 | 222 | FC MACHINERY REPAIR | 122 | 1.1467 | 12 | 1.3131 | 66 | 1.0806 | 0 0 |
| 223 | 223 | FC EQUIPMENT DAMAGED | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 224 | 224 | FC FRINGES | XX | XX | XX | XX | XX | XX | 5275 1.1669 |
| 225 | 225 | FC CASUALTIES | XX | XX | XX | XX | XX | XX | 0 0 |

| C U R R E N T Y E A R M I N U S T H R E E | | | | | | | | | |
|---|------|--|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-------------------------------------|
| LINE | CODE | IDENTIFICATION | SALARIES & WAGES (28) | PRICE INDEX (29) | MATERIALS & SUPPLIES (30) | PRICE INDEX (31) | PURCHASED SERVICES (32) | PRICE INDEX (33) | PRICE GENERAL INDEX (34) (35) |
| 226 | 226 | FC LEASE RENTALS-DR | XX | XX | XX | XX | 59024 | 1.0806 | XX XX |
| 227 | 227 | FC LEASE RENTALS-(CR) | XX | XX | XX | XX | 5358 | 1.0806 | XX XX |
| 228 | 228 | FC JT FAC RENT-DR | XX | XX | XX | XX | 0 | 0 | XX XX |
| 229 | 229 | FC JT FAC RENT-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 230 | 230 | FC OTHER RENTS-DR | XX | XX | XX | XX | 95698 | 1.0806 | XX XX |
| 231 | 231 | FC OTHER RENTS-(CR) | XX | XX | XX | XX | 113994 | 1.0806 | XX XX |
| 232 | 232 | FC DEPRECIATION | XX | XX | XX | XX | XX | XX | 16691 1.1669 |
| 233 | 233 | FC JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX XX |
| 234 | 234 | FC JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 235 | 235 | FC REPAIRS BILLED (CR) | XX | XX | XX | XX | 16505 | 1.0806 | XX XX |
| 236 | 236 | FC DISMANTLING | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 237 | 237 | FC OTHER | 0 | 0 | 110 | 1.3131 | 26 | 1.0806 | 63 1.1669 |
| 238 | 238 | TOT FREIGHT CAR:(SUM L220- 237)-2.*(L227+L229+L231+L234 +L235) | 16899 | XX | 18641 | XX | 37505 | XX | 22352 XX |
| 239 | 301 | OE ADMINISTRATION | 3139 | 1.1467 | 287 | 1.3131 | 433 | 1.0806 | 76 1.1669 |
| 240 | 302 | TRUCKS, TRAILERS, CONTAINERS | 0 | 0 | 0 | 0 | 2490 | 1.0806 | -133 1.1669 |
| 241 | 303 | FLOATING EQUIPMENT | 1551 | 1.1467 | 1367 | 1.3131 | 381 | 1.0806 | 0 0 |
| 242 | 304 | PASSENGER EQUIPMENT | 146 | 1.1467 | 8 | 1.3131 | 97 | 1.0806 | 0 0 |
| 243 | 305 | COMPUTERS & DP EQUIP. | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 244 | 306 | OE MACHINERY REPAIR | 28 | 1.1467 | 14 | 1.3131 | 0 | 0 | 0 0 |
| 245 | 307 | WORK & NR EQUIP. | 4785 | 1.1467 | 4070 | 1.3131 | 3637 | 1.0806 | 491 1.1669 |
| 246 | 308 | OE EQUIPMENT DAMAGED | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 247 | 309 | OE FRINGES | XX | XX | XX | XX | XX | XX | 3892 1.1669 |
| 248 | 310 | OE CASUALTIES | XX | XX | XX | XX | XX | XX | 0 0 |
| 249 | 311 | OE LEASE RENTALS-DR | XX | XX | XX | XX | 129 | 1.0806 | XX XX |
| 250 | 312 | OE LEASE RENTALS-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 251 | 313 | OE JT FAC RENTS-DR | XX | XX | XX | XX | 0 | 0 | XX XX |
| 252 | 314 | OE JT FAC RENTS-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 253 | 315 | OE OTHER RENTS-DR | XX | XX | XX | XX | 4739 | 1.0806 | XX XX |
| 254 | 316 | OE OTHER RENTS-(CR) | XX | XX | XX | XX | 4364 | 1.0806 | XX XX |
| 255 | 317 | OE DEPRECIATION | XX | XX | XX | XX | XX | XX | 3058 1.1669 |
| 256 | 318 | OE JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX XX |
| 257 | 319 | OE JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 258 | 320 | OE REPAIRS BILLED-(CR) | XX | XX | XX | XX | 0 | 0 | XX XX |
| 259 | 321 | OE DISMANTLING | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 260 | 322 | OE OTHER | 0 | 0 | 0 | 0 | 0 | 0 | -1 1.1669 |
| 261 | 323 | TOT OTHER EQUIP:(SUM L239- 260)-2.*(L250+L252+L254+L257 +L258) | 9649 | XX | 5746 | XX | 7542 | XX | 7383 XX |
| 262 | 324 | TOTAL EQUIP: L219+L239+L261 | 46291 | XX | 51536 | XX | 63101 | XX | 45378 XX |

C U R R E N T Y E A R M I N U S F O U R

[illegible]

C U R R E N T Y E A R M I N U S F O U R

| LINE CODE | | IDENTIFICATION | SALARIES & WAGES (36) | PRICE INDEX (37) | MATERIALS & SUPPLIES (38) | PRICE INDEX (39) | PURCHASED SERVICES (40) | PRICE INDEX (41) | GENERAL (42) | PRICE INDEX (43) | ANNUALIZED FREIGHT EXPENSE (44) |
|-----------|-----|--|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|---------------------------------------|
| 226 | 226 | FC LEASE RENTALS-DR | XX | XX | XX | XX | 61907 | 1.1347 | XX | XX | 51150 |
| 227 | 227 | FC LEASE RENTALS-(CR) | XX | XX | XX | XX | 5306 | 1.1347 | XX | XX | 5429 |
| 228 | 228 | FC JT FAC RENT-DR | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 229 | 229 | FC JT FAC RENT-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 230 | 230 | FC OTHER RENTS-DR | XX | XX | XX | XX | 105152 | 1.1347 | XX | XX | 75536 |
| 231 | 231 | FC OTHER RENTS-(CR) | XX | XX | XX | XX | 120772 | 1.1347 | XX | XX | 62409 |
| 232 | 232 | FC DEPRECIATION | XX | XX | XX | XX | XX | XX | 16063 | 1.1984 | 18085 |
| 233 | 233 | FC JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 234 | 234 | FC JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 235 | 235 | FC REPAIRS BILLED (CR) | XX | XX | XX | XX | 16962 | 1.1347 | XX | XX | 16577 |
| 236 | 236 | FC DISMANTLING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 237 | 237 | FC OTHER | 5 | 1.165 | -743 | 1.4653 | 102 | 1.1347 | -177 | 1.1984 | 140 |
| 238 | 238 | TOT FREIGHT CAR:(SUM L220- 237)-2.*(L227+L229+L231+L234 +L235) | 18589 | XX | 17728 | XX | 45035 | XX | 23171 | XX | 123558 |
| 239 | 301 | OE ADMINISTRATION | 2521 | 1.165 | -139 | 1.4653 | 12 | 1.1347 | 99 | 1.1984 | 2772 |
| 240 | 302 | TRUCKS, TRAILERS, CONTAINERS | 0 | 0 | 0 | 0 | 3612 | 1.1347 | -176 | 1.1984 | 1951 |
| 241 | 303 | FLOATING EQUIPMENT | 1113 | 1.165 | 667 | 1.4653 | 93 | 1.1347 | 7 | 1.1984 | 2572 |
| 242 | 304 | PASSENGER EQUIPMENT | 116 | 1.165 | 91 | 1.4653 | 104 | 1.1347 | 0 | 0 | 251.1026 |
| 243 | 305 | COMPUTERS & DP EQUIP. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 244 | 306 | OE MACHINERY REPAIR | 1 | 1.165 | 199 | 1.4653 | 2 | 1.1347 | 0 | 0 | 48.32598 |
| 245 | 307 | WORK & NR EQUIP. | 4981 | 1.165 | 5398 | 1.4653 | 2724 | 1.1347 | 404 | 1.1984 | 7036 |
| 246 | 308 | OE EQUIPMENT DAMAGED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 247 | 309 | OE FRINGES | XX | XX | XX | XX | XX | XX | 3616 | 1.1984 | 3952 |
| 248 | 310 | OE CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 |
| 249 | 311 | OE LEASE RENTALS-DR | XX | XX | XX | XX | 125 | 1.1347 | XX | XX | 196 |
| 250 | 312 | OE LEASE RENTALS-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX | 42 |
| 251 | 313 | OE JT FAC RENTS-DR | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 252 | 314 | OE JT FAC RENTS-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 253 | 315 | OE OTHER RENTS-DR | XX | XX | XX | XX | 3544 | 1.1347 | XX | XX | 6198 |
| 254 | 316 | OE OTHER RENTS-(CR) | XX | XX | XX | XX | 1115 | 1.1347 | XX | XX | 2963 |
| 255 | 317 | OE DEPRECIATION | XX | XX | XX | XX | XX | XX | 2944 | 1.1984 | 6488 |
| 256 | 318 | OE JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX | XX | 13 |
| 257 | 319 | OE JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 258 | 320 | OE REPAIRS BILLED (CR) | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 259 | 321 | OE DISMANTLING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 260 | 322 | OE OTHER | 0 | 0 | 54 | 1.4653 | 1 | 1.1347 | 71 | 1.1984 | 0 |
| 261 | 323 | TOT OTHER EQUIP:(SUM L239- 260)-2.*(L250+L252+L254+L257 +L258) | 8732 | XX | 6270 | XX | 9102 | XX | 6965 | XX | 28475 |
| 262 | 324 | TOT EQUIP: L219+L238+L261 | 47919 | XX | 50045 | XX | 73509 | XX | 46141 | XX | 235065 |

OPERATING EXPENSES

TRANSPORTATION EXPENSE, FROM SCHEDULE 410

C U R R E N T Y E A R

| LINE CODE | | IDENTIFICATION | ANLZN PD IF C1<= RUNYRS THEN C1 ELSE RUNYRS (1) | SALARIES & WAGES (2) | PRICE INDEX (3) | MATERIALS & SUPPLIES (4) | PRICE INDEX (5) | PURCH. SERV. (6) | PRICE INDEX (7) | PRICE GENERAL (8) | PRICE INDEX (9) | TOTAL FREIGHT C2+C4 +C6+C8 (10) | TOTAL ACCOUNT (11) |
|-----------|-----|---|---|----------------------------|-----------------------|-----------------------------------|-----------------------|------------------------|-----------------------|-------------------------|-----------------------|---|--------------------------|
| 301 | 401 | TRAIN ADMINISTRATION | 1 | 7562 | 1 | 226 | 1 | 242 | 1 | 207 | 1 | 8237 | 8237 |
| 302 | 402 | ENGINE CREWS | 1 | 62744 | 1 | 1 | 1 | 1879 | 1 | 3 | 1 | 64627 | 64627 |
| 303 | 403 | TRAIN CREWS | 1 | 60855 | 1 | 1 | 1 | 1895 | 1 | 3 | 1 | 62754 | 62754 |
| 304 | 404 | DISPATCHING TRAINS | 1 | 10342 | 1 | 0 | 0 | 63 | 1 | 285 | 1 | 10690 | 10690 |
| 305 | 405 | OPERATING SIGNALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 306 | 406 | OPERATING DRAWBRIDGES | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 307 | 407 | HIGHWAY CROSSINGS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 308 | 408 | TRAIN INSPECTION | 1 | 10529 | 1 | 971 | 1 | 2287 | 1 | -38 | 1 | 13749 | 13749 |
| 309 | 409 | TRAIN LOCO FUEL | 1 | 3 | 1 | 116216 | 1 | 382 | 1 | 52 | 1 | 116653 | 116653 |
| 310 | 410 | TRAIN ELECTRIC POWER | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 311 | 411 | SERVICING TRAIN LOCOS | 1 | 6505 | 1 | 1832 | 1 | 49 | 1 | 12 | 1 | 8398 | 8398 |
| 312 | 412 | FREIGHT L&D-TRAIN | 1 | XX | XX | XX | XX | XX | XX | 3600 | 1 | 3600 | 3600 |
| 313 | 413 | CLEARING WRECKS | 1 | 312 | 1 | 41 | 1 | 5769 | 1 | 1522 | 1 | 7644 | 7644 |
| 314 | 414 | TRAIN FRINGES | 1 | XX | XX | XX | XX | XX | XX | 80432 | 1 | 80432 | 80432 |
| 315 | 415 | TRAIN CASUALTIES | 1 | XX | XX | XX | XX | XX | XX | 9419 | 1 | 9419 | 9419 |
| 316 | 416 | TRAIN JT FACILITY-DR | 1 | XX | XX | XX | XX | 4678 | 1 | XX | XX | 4678 | 4678 |
| 317 | 417 | TRAIN JT FACILITY-(CR) | 1 | XX | XX | XX | XX | 3528 | 1 | XX | XX | 3528 | 3528 |
| 318 | 418 | TRAIN OTHER | 1 | 4 | 1 | 144 | 1 | 585 | 1 | 1 | 1 | 734 | 734 |
| 319 | 419 | TOTAL TRAIN:(SUM L301-318)- 2.*(L317) | XX | 158856 | XX | 119432 | XX | 14301 | XX | 95498 | XX | 388087 | 388087 |
| 320 | 420 | YARD ADMINISTRATION | 1 | 434 | 1 | 489 | 1 | 162 | 1 | 319 | 1 | 1404 | 1404 |
| 321 | 421 | SWITCH CREWS | 1 | 54528 | 1 | 0 | 0 | 269 | 1 | 0 | 0 | 54797 | 54797 |
| 322 | 422 | CONTROLLING OPERATIONS | 1 | 11097 | 1 | 0 | 0 | 53 | 1 | 58 | 1 | 11208 | 11208 |
| 323 | 423 | YARD AND TERMINAL CLERICAL | 1 | 10906 | 1 | 32 | 1 | 81 | 1 | 64 | 1 | 11083 | 11083 |
| 324 | 424 | OPERATING SWITCHES ETC. | 1 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 |
| 325 | 425 | YARD LOCO FUEL | 1 | 0 | 0 | 14716 | 1 | 48 | 1 | 7 | 1 | 14771 | 14771 |
| 326 | 426 | YARD ELECTRIC POWER | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 327 | 427 | SERVICING YARD LOCOS | 1 | 985 | 1 | 226 | 1 | 6 | 1 | 1 | 1 | 1218 | 1218 |
| 328 | 428 | FREIGHT L&D-YARD | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 329 | 429 | CLEARING WRECKS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 330 | 430 | YARD FRINGES | 1 | XX | XX | XX | XX | XX | XX | 37804 | 1 | 37804 | 37804 |
| 331 | 431 | YARD OTHER CASUALTIES | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 332 | 432 | YARD JT FACILITY-DR | 1 | XX | XX | XX | XX | 1601 | 1 | XX | XX | 1601 | 1601 |
| 333 | 433 | YARD JT FACILITY-(CR) | 1 | XX | XX | XX | XX | 3667 | 1 | XX | XX | 3667 | 3667 |
| 334 | 434 | YARD OTHER | 1 | 0 | 0 | 263 | 1 | 244 | 1 | 0 | 0 | 507 | 507 |
| 335 | 435 | TOT YARD OPER: (SUM L320-334)- 2.*(L333) | XX | 77959 | XX | 15726 | XX | -1203 | XX | 38253 | XX | 130735 | 130735 |

| C U R R E N T Y E A R | | | | | | | | | | | | | |
|-----------------------|------|--|----------|----------|-------|-----------|-------|--------|-------|---------|-------|---------|---------|
| LINE | CODE | IDENTIFICATION | ANLZN PD | SALARIES | PRICE | MATERIALS | PRICE | PURCH. | PRICE | PRICE | PRICE | TOTAL | TOTAL |
| | | | IF C1<= | | | | | | | | | | |
| | | | RUNYRS | THEN C1 | ELSE | SUPPLIES | INDEX | SERV. | INDEX | GENERAL | INDEX | FREIGHT | ACCOUNT |
| | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) |
| 336 | 501 | CLEANING CAR INTERIORS | 1 | 1949 | 1 | 1 | 1 | 39 | 1 | XX | XX | 1989 | 1989 |
| 337 | 502 | ADJUSTING & TRANSFERRING LOADS | 1 | 277 | 1 | 32 | 1 | 1141 | 1 | XX | XX | 1450 | 1450 |
| 338 | 503 | CAR LOAD DEVICES & GRAINDOORS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | XX | XX | 0 | 0 |
| 339 | 504 | FREIGHT L&D-OTHER | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 340 | 505 | T & YC FRINGES | 1 | XX | XX | XX | XX | XX | XX | 754 | 1 | 754 | 754 |
| 341 | 506 | T & YC TOTAL: SUM L336-340 | XX | 2226 | XX | 33 | XX | 1180 | XX | 754 | XX | 4193 | 4193 |
| 342 | 507 | SPECIAL SERVICES ADMIN | 1 | 2243 | 1 | 118 | 1 | 1871 | 1 | 274 | 1 | 4506 | 4506 |
| 343 | 508 | PICKUP & DELIVERY & MARINE LH | 1 | 9523 | 1 | 423 | 1 | 9036 | 1 | 104 | 1 | 19086 | 19086 |
| 344 | 509 | LDG & UNLDG & LOCO MAR. | 1 | 2715 | 1 | 71 | 1 | 567 | 1 | 34 | 1 | 3387 | 3387 |
| 345 | 510 | PROTECTIVE SERVICE | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 346 | 511 | FREIGHT L&D-SPEC. SERVICES | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 347 | 512 | FRINGE BENEFITS | 1 | XX | XX | XX | XX | XX | XX | 5280 | 1 | 5280 | 5280 |
| 348 | 513 | CASUALTIES & INSURANCE | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 349 | 514 | JT FACILITIES-DR | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 350 | 515 | JT FACILITIES-(CR) | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 351 | 516 | OTHER | 1 | -1 | 1 | 107 | 1 | 1126 | 1 | -324 | 1 | 908 | 908 |
| 352 | 517 | TOT SPEC SERV:(SUM L342 -351) | XX | 14480 | XX | 719 | XX | 12600 | XX | 5368 | XX | 33167 | 33167 |
| 353 | 518 | AS ADMINISTRATION | 1 | 33549 | 1 | 656 | 1 | 2053 | 1 | 2116 | 1 | 38374 | 38374 |
| 354 | 519 | CLERICAL EMPLOYEES | 1 | 3500 | 1 | -321 | 1 | 4 | 1 | 14 | 1 | 3197 | 3197 |
| 355 | 520 | COMMUNICATIONS | 1 | 0 | 0 | 0 | 0 | 1269 | 1 | 0 | 0 | 1269 | 1269 |
| 356 | 521 | L&D CLAIMS PROCESSING | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 357 | 522 | AS FRINGES | 1 | XX | XX | XX | XX | XX | XX | 18069 | 1 | 18069 | 18069 |
| 358 | 523 | AS CASUALTIES | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 359 | 524 | AS JT FACILITY-DR | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 360 | 525 | AS JT FACILITY-(CR) | 1 | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 361 | 526 | AS OTHER | 1 | 162 | 1 | 4202 | 1 | 18601 | 1 | -714 | 1 | 22251 | 22251 |
| 362 | 527 | TOT ADMIN SUPPORT:(SUM L353-361)-2.*L360 | XX | 37211 | XX | 4537 | XX | 21927 | XX | 19485 | XX | 83160 | 83160 |
| 363 | 528 | TOTAL TRANSPORTATION: L319 +L335+L341+L352 +L362 | XX | 290732 | XX | 140447 | XX | 48805 | XX | 159358 | XX | 639342 | 639342 |
| 364 | | S&T TOTAL CARRIER OPER EXP | | | | | | | | | | | |
| | | EXCLD W&S & DEPR - ASF | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 365 | | S&T EQUIP DEPR - ASF | 1 | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 366 | | TOTAL TRANSP. S&T COMPANIES : SUM L364-365 | XX | 0 | XX | 0 | XX | 0 | XX | 0 | XX | 0 | 0 |

| C U R R E N T Y E A R M I N U S O N E | | | | | | | | | | |
|---------------------------------------|-----|---|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|--------------------------|------------------------|
| LINE CODE | | IDENTIFICATION | SALARIES & WAGES (12) | PRICE INDEX (13) | MATERIALS & SUPPLIES (14) | PRICE INDEX (15) | PURCHASED SERVICES (16) | PRICE INDEX (17) | PRICE GENERAL (18) | PRICE INDEX (19) |
| 301 | 401 | TRAIN ADMINISTRATION | 3519 | 1.0877 | 353 | 1.0646 | 90 | .86089 | 463 | 1.0847 |
| 302 | 402 | ENGINE CREWS | 67948 | 1.0877 | 34 | 1.0646 | 2178 | .86089 | 7 | 1.0847 |
| 303 | 403 | TRAIN CREWS | 66156 | 1.0877 | 32 | 1.0646 | 2200 | .86089 | 8 | 1.0847 |
| 304 | 404 | DISPATCHING TRAINS | 10386 | 1.0877 | 2 | 1.0646 | 51 | .86089 | 358 | 1.0847 |
| 305 | 405 | OPERATING SIGNALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 306 | 406 | OPERATING DRAWBRIDGES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 307 | 407 | HIGHWAY CROSSINGS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 308 | 408 | TRAIN INSPECTION | 13295 | 1.0877 | 998 | 1.0646 | 3594 | .86089 | 204 | 1.0847 |
| 309 | 409 | TRAIN LOCO FUEL | 3 | 1.0877 | 268185 | .54295 | 293 | .86089 | 1 | 1.0847 |
| 310 | 410 | TRAIN ELECTRIC POWER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 311 | 411 | SERVICING TRAIN LOCOS | 5860 | 1.0877 | 734 | 1.0646 | 44 | .86089 | -146 | 1.0847 |
| 312 | 412 | FREIGHT L&D-TRAIN | XX | XX | XX | XX | XX | XX | 3030 | 1.0847 |
| 313 | 413 | CLEARING WRECKS | 202 | 1.0877 | -4 | 1.0646 | 5027 | .86089 | -405 | 1.0847 |
| 314 | 414 | TRAIN FRINGES | XX | XX | XX | XX | XX | XX | 63092 | 1.0847 |
| 315 | 415 | TRAIN CASUALTIES | XX | XX | XX | XX | XX | XX | 4735 | 1.0847 |
| 316 | 416 | TRAIN JT FACILITY-DR | XX | XX | XX | XX | 7301 | .86089 | XX | XX |
| 317 | 417 | TRAIN JT FACILITY-(CR) | XX | XX | XX | XX | 1756 | .86089 | XX | XX |
| 318 | 418 | TRAIN OTHER | -76 | 1.0877 | 214 | 1.0646 | 1351 | .86089 | 5 | 1.0847 |
| 319 | 419 | TOTAL TRAIN:(SUM L301-318)- 2.*(L317) | 167293 | XX | 270548 | XX | 20373 | XX | 71352 | XX |
| 320 | 420 | YARD ADMINISTRATION | 301 | 1.0877 | 558 | 1.0646 | 112 | .86089 | 261 | 1.0847 |
| 321 | 421 | SWITCH CREWS | 72400 | 1.0877 | 30 | 1.0646 | 363 | .86089 | 0 | 0 |
| 322 | 422 | CONTROLLING OPERATIONS | 11148 | 1.0877 | 2 | 1.0646 | 53 | .86089 | 51 | 1.0847 |
| 323 | 423 | YARD AND TERMINAL CLERICAL | 11149 | 1.0877 | 33 | 1.0646 | 85 | .86089 | 295 | 1.0847 |
| 324 | 424 | OPERATING SWITCHES ETC. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 325 | 425 | YARD LOCO FUEL | 0 | 0 | 37374 | .54295 | 42 | .86089 | 0 | 0 |
| 326 | 426 | YARD ELECTRIC POWER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 327 | 427 | SERVICING YARD LOCOS | 918 | 1.0877 | 91 | 1.0646 | 6 | .86089 | -18 | 1.0847 |
| 328 | 428 | FREIGHT L&D-YARD | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 329 | 429 | CLEARING WRECKS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 330 | 430 | YARD FRINGES | XX | XX | XX | XX | XX | XX | 33203 | 1.0847 |
| 331 | 431 | YARD OTHER CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 332 | 432 | YARD JT FACILITY-DR | XX | XX | XX | XX | 1699 | .86089 | XX | XX |
| 333 | 433 | YARD JT FACILITY-(CR) | XX | XX | XX | XX | 4615 | .86089 | XX | XX |
| 334 | 434 | YARD OTHER | 0 | 0 | 482 | 1.0646 | 362 | .86089 | 6 | 1.0847 |
| 335 | 435 | TOT YARD OPER: (SUM L320-334)- 2.*(L333) | 95916 | XX | 38570 | XX | -1893 | XX | 33798 | XX |

| C U R R E N T Y E A R M I N U S O N E | | | | | | | | | |
|---------------------------------------|--|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE CODE | IDENTIFICATION | SALARIES & WAGES (12) | PRICE INDEX (13) | MATERIALS & SUPPLIES (14) | PRICE INDEX (15) | PURCHASED SERVICES (16) | PRICE INDEX (17) | GENERAL (18) | PRICE INDEX (19) |
| 336 501 | CLEANING CAR INTERIORS | 3385 | 1.0877 | 0 | 0 | 188 | .86089 | XX | XX |
| 337 502 | ADJUSTING & TRANSFERRING LOADS | 269 | 1.0877 | 50 | 1.0646 | 622 | .86089 | XX | XX |
| 338 503 | CAR LOAD DEVICES & GRAINDOORS | 0 | 0 | 0 | 0 | 0 | 0 | XX | XX |
| 339 504 | FREIGHT L&D-OTHER | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 340 505 | T & YC FRINGES | XX | XX | XX | XX | XX | XX | 1050 | 1.0847 |
| 341 506 | T & YC TOTAL: SUM L336-340 | 3654 | XX | 50 | XX | 810 | XX | 1050 | XX |
| 342 507 | SPECIAL SERVICES ADMIN | 1995 | 1.0877 | 3 | 1.0646 | 1382 | .86089 | 284 | 1.0847 |
| 343 508 | PICKUP & DELIVERY & MARINE LH | 10968 | 1.0877 | 1709 | 1.0646 | 8249 | .86089 | 691 | 1.0847 |
| 344 509 | LDG & UNLDG & LOCO MAR. | 2617 | 1.0877 | 76 | 1.0646 | 1021 | .86089 | 54 | 1.0847 |
| 345 510 | PROTECTIVE SERVICE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 346 511 | FREIGHT L&D-SPEC. SERVICES | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 347 512 | FRINGE BENEFITS | XX | XX | XX | XX | XX | XX | 4409 | 1.0847 |
| 348 513 | CASUALTIES & INSURANCE | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 349 514 | JT FACILITIES-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 350 515 | JT FACILITIES-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 351 516 | OTHER | 4 | 1.0877 | 115 | 1.0646 | 1706 | .86089 | 12 | 1.0847 |
| 352 517 | TOT SPEC SERV:(SUM L342 -351) -2.*(L350) | 15584 | XX | 1903 | XX | 12358 | XX | 5450 | XX |
| 353 518 | AS ADMINISTRATION | 30980 | 1.0877 | 729 | 1.0646 | 984 | .86089 | 3041 | 1.0847 |
| 354 519 | CLERICAL EMPLOYEES | 3615 | 1.0877 | -225 | 1.0646 | 5 | .86089 | 18 | 1.0847 |
| 355 520 | COMMUNICATIONS | 0 | 0 | 0 | 0 | 1189 | .86089 | 0 | 0 |
| 356 521 | L&D CLAIMS PROCESSING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 357 522 | AS FRINGES | XX | XX | XX | XX | XX | XX | 14281 | 1.0847 |
| 358 523 | AS CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 359 524 | AS JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 360 525 | AS JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 361 526 | AS OTHER | 442 | 1.0877 | 3990 | 1.0646 | 26125 | .86089 | -2398 | 1.0847 |
| 362 527 | TOT ADMIN SUPPORT:(SUM L353- 361)-2.*L360 | 35037 | XX | 4494 | XX | 28303 | XX | 14942 | XX |
| 363 528 | TOTAL TRANSPORTATION: L319 +L335+L341+L352 +L362 | 317484 | XX | 315565 | XX | 59951 | XX | 126592 | XX |
| 364 | S&T TOTAL CARRIER OPER EXP EXCLD W&S & DEPR - ASF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 365 | S&T EQUIP DEPR - ASF | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 366 | TOTAL TRANSP. S&T COMPANIES :SUM L364-365 | 0 | XX | 0 | XX | 0 | XX | 0 | XX |

| C U R R E N T Y E A R M I N U S T W O | | | | | | | | |
|---------------------------------------|---|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-------------------------------------|
| LINE CODE | IDENTIFICATION | SALARIES & WAGES (20) | PRICE INDEX (21) | MATERIALS & SUPPLIES (22) | PRICE INDEX (23) | PURCHASED SERVICES (24) | PRICE INDEX (25) | PRICE GENERAL INDEX (26) (27) |
| 301 401 | TRAIN ADMINISTRATION | 3558 | 1.1098 | 256 | 1.1788 | 516 | 1.0284 | 981 1.1188 |
| 302 402 | ENGINE CREWS | 64578 | 1.1098 | 16 | 1.1788 | 1839 | 1.0284 | 10 1.1188 |
| 303 403 | TRAIN CREWS | 62157 | 1.1098 | 17 | 1.1788 | 1783 | 1.0284 | 10 1.1188 |
| 304 404 | DISPATCHING TRAINS | 9517 | 1.1098 | 1 | 1.1788 | 46 | 1.0284 | 75 1.1188 |
| 305 405 | OPERATING SIGNALS | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 306 406 | OPERATING DRAWBRIDGES | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 307 407 | HIGHWAY CROSSINGS | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 308 408 | TRAIN INSPECTION | 15384 | 1.1098 | 798 | 1.1788 | 3345 | 1.0284 | 123 1.1188 |
| 309 409 | TRAIN LOCO FUEL | 3 | 1.1098 | 204856 | .82388 | 229 | 1.0284 | -93 1.1188 |
| 310 410 | TRAIN ELECTRIC POWER | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 311 411 | SERVICING TRAIN LOCOS | 6216 | 1.1098 | 2951 | 1.1788 | 63 | 1.0284 | 10 1.1188 |
| 312 412 | FREIGHT L&D-TRAIN | XX | XX | XX | XX | XX | XX | 2258 1.1188 |
| 313 413 | CLEARING WRECKS | 218 | 1.1098 | 422 | 1.1788 | 2554 | 1.0284 | 1282 1.1188 |
| 314 414 | TRAIN FRINGES | XX | XX | XX | XX | XX | XX | 67587 1.1188 |
| 315 415 | TRAIN CASUALTIES | XX | XX | XX | XX | XX | XX | 4504 1.1188 |
| 316 416 | TRAIN JT FACILITY-DR | XX | XX | XX | XX | 2426 | 1.0284 | XX XX |
| 317 417 | TRAIN JT FACILITY-(CR) | XX | XX | XX | XX | 1508 | 1.0284 | XX XX |
| 318 418 | TRAIN OTHER | 14 | 1.1098 | -10241 | 1.1788 | 2010 | 1.0284 | 4 1.1188 |
| 319 419 | TOTAL TRAIN: (SUM L301-318)- 2.*(L317) | 161645 | XX | 199076 | XX | 13303 | XX | 76751 XX |
| 320 420 | YARD ADMINISTRATION | 276 | 1.1098 | 518 | 1.1788 | 145 | 1.0284 | 126 1.1188 |
| 321 421 | SWITCH CREWS | 77915 | 1.1098 | 9 | 1.1788 | 61 | 1.0284 | 2 1.1188 |
| 322 422 | CONTROLLING OPERATIONS | 9396 | 1.1098 | 1 | 1.1788 | 79 | 1.0284 | 46 1.1188 |
| 323 423 | YARD AND TERMINAL CLERICAL | 10767 | 1.1098 | 55 | 1.1788 | 667 | 1.0284 | 217 1.1188 |
| 324 424 | OPERATING SWITCHES ETC. | 0 | 0 | 1 | 1.1788 | 0 | 0 | 0 0 |
| 325 425 | YARD LOCO FUEL | 1 | 1.1098 | 29626 | .82388 | 33 | 1.0284 | -13 1.1188 |
| 326 426 | YARD ELECTRIC POWER | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 327 427 | SERVICING YARD LOCOS | 1554 | 1.1098 | 738 | 1.1788 | 16 | 1.0284 | 2 1.1188 |
| 328 428 | FREIGHT L&D-YARD | XX | XX | XX | XX | XX | XX | 0 0 |
| 329 429 | CLEARING WRECKS | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 330 430 | YARD FRINGES | XX | XX | XX | XX | XX | XX | 41546 1.1188 |
| 331 431 | YARD OTHER CASUALTIES | XX | XX | XX | XX | XX | XX | 0 0 |
| 332 432 | YARD JT FACILITY-DR | XX | XX | XX | XX | 79 | 1.0284 | XX XX |
| 333 433 | YARD JT FACILITY-(CR) | XX | XX | XX | XX | 3573 | 1.0284 | XX XX |
| 334 434 | YARD OTHER | 29 | 1.1098 | 446 | 1.1788 | 368 | 1.0284 | 2 1.1188 |
| 335 435 | TOT YARD OPER: (SUM L320-334)- 2.*(L333) | 99938 | XX | 31394 | XX | -2125 | XX | 41928 XX |

| C U R R E N T Y E A R M I N U S T W O | | | | | | | | | |
|---------------------------------------|---|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE CODE | IDENTIFICATION | SALARIES & WAGES (20) | PRICE INDEX (21) | MATERIALS & SUPPLIES (22) | PRICE INDEX (23) | PURCHASED SERVICES (24) | PRICE INDEX (25) | GENERAL (26) | PRICE INDEX (27) |
| 336 501 | CLEAINING CAR INTERIORS | 3574 | 1.1098 | -15 | 1.1788 | 214 | 1.0284 | XX | XX |
| 337 502 | ADJUSTING & TRANSFERRING LOADS | 325 | 1.1098 | 22 | 1.1788 | 145 | 1.0284 | XX | XX |
| 338 503 | CAR LOAD DEVICES & GRAINDOORS | 0 | 0 | 0 | 0 | 0 | 0 | XX | XX |
| 339 504 | FREIGHT L&D-OTHER | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 340 505 | T & YC FRINGES | XX | XX | XX | XX | XX | XX | 1519 | 1.1188 |
| 341 506 | T & YC TOTAL: SUM L336-340 | 3899 | XX | 7 | XX | 359 | XX | 1519 | XX |
| 342 507 | SPECIAL SERVICES ADMIN | 1828 | 1.1098 | 46 | 1.1788 | 1528 | 1.0284 | 159 | 1.1188 |
| 343 508 | PICKUP & DELIVERY & MARINE LH | 9166 | 1.1098 | 1487 | 1.1788 | 12654 | 1.0284 | 253 | 1.1188 |
| 344 509 | LDG & UNLDG & LOCO MAR. | 1768 | 1.1098 | 84 | 1.1788 | 577 | 1.0284 | 40 | 1.1188 |
| 345 510 | PROTECTIVE SERVICE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 346 511 | FREIGHT L&D-SPEC. SERVICES | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 347 512 | FRINGE BENEFITS | XX | XX | XX | XX | XX | XX | 3813 | 1.1188 |
| 348 513 | CASUALTIES & INSURANCE | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 349 514 | JT FACILITIES-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 350 515 | JT FACILITIES-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 351 516 | OTHER | 18 | 1.1098 | 85 | 1.1788 | 1713 | 1.0284 | 0 | 0 |
| 352 517 | TOT SPEC SERV:(SUM L342 -351) -2.*(L350) | 12780 | XX | 1702 | XX | 16472 | XX | 4265 | XX |
| 353 518 | AS ADMINISTRATION | 21023 | 1.1098 | 627 | 1.1788 | 1139 | 1.0284 | 2277 | 1.1188 |
| 354 519 | CLERICAL EMPLOYEES | 3383 | 1.1098 | 1 | 1.1788 | -10 | 1.0284 | 67 | 1.1188 |
| 355 520 | COMMUNICATIONS | 0 | 0 | 6 | 1.1788 | 1360 | 1.0284 | 0 | 0 |
| 356 521 | L&D CLAIMS PROCESSING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 357 522 | AS FRINGES | XX | XX | XX | XX | XX | XX | 15196 | 1.1188 |
| 358 523 | AS CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 359 524 | AS JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 360 525 | AS JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 361 526 | AS OTHER | -492 | 1.1098 | 421 | 1.1788 | 21432 | 1.0284 | -292 | 1.1188 |
| 362 527 | TOT ADMIN SUPPORT:(SUM L353- 361)-2.*L360 | 23914 | XX | 1055 | XX | 23921 | XX | 17248 | XX |
| 363 528 | TOTAL TRANSPORTATION: L319 +L335+L341+L352 +L362 | 302176 | XX | 233234 | XX | 51930 | XX | 141711 | XX |
| 364 | S&T TOTAL CARRIER OPER EXP EXCLD W&S & DEP - ASF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 365 | S&T EQUIP DEPR - ASF | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 366 | TOTAL TRANSP. S&T COMPANIES : SUM L364-365 | 0 | XX | 0 | XX | 0 | XX | 0 | XX |

| | | | C U R R E N T Y E A R M I N U S T H R E E | | | | | | | |
|-----------|-----|---|---|--------|------------|--------|-----------|--------|---------|--------|
| | | | SALARIES | PRICE | MATERIALS | PRICE | PURCHASED | PRICE | | |
| LINE CODE | | | & WAGES | INDEX | & SUPPLIES | INDEX | SERVICES | INDEX | GENERAL | PRICE |
| | | | (28) | (29) | (30) | (31) | (32) | (33) | (34) | (35) |
| 301 | 401 | TRAIN ADMINISTRATION | 4329 | 1.1467 | 240 | 1.3131 | 244 | 1.0806 | 655 | 1.1669 |
| 302 | 402 | ENGINE CREWS | 57546 | 1.1467 | 19 | 1.3131 | 1428 | 1.0806 | 9 | 1.1669 |
| 303 | 403 | TRAIN CREWS | 59139 | 1.1467 | 19 | 1.3131 | 1756 | 1.0806 | 10 | 1.1669 |
| 304 | 404 | DISPATCHING TRAINS | 9308 | 1.1467 | 0 | 0 | 34 | 1.0806 | 42 | 1.1669 |
| 305 | 405 | OPERATING SIGNALS | 0 | 0 | 0 | 0 | -5 | 1.0806 | 0 | 0 |
| 306 | 406 | OPERATING DRAWBRIDGES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 307 | 407 | HIGHWAY CROSSINGS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 308 | 408 | TRAIN INSPECTION | 14850 | 1.1467 | 762 | 1.3131 | 3380 | 1.0806 | -121 | 1.1669 |
| 309 | 409 | TRAIN LOCO FUEL | 0 | 0 | 164938 | .86995 | 212 | 1.0806 | 2387 | 1.1669 |
| 310 | 410 | TRAIN ELECTRIC POWER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 311 | 411 | SERVICING TRAIN LOCOS | 5971 | 1.1467 | 2878 | 1.3131 | 95 | 1.0806 | -11 | 1.1669 |
| 312 | 412 | FREIGHT L&D-TRAIN | XX | XX | XX | XX | XX | XX | 2520 | 1.1669 |
| 313 | 413 | CLEARING WRECKS | 222 | 1.1467 | 124 | 1.3131 | 4679 | 1.0806 | 846 | 1.1669 |
| 314 | 414 | TRAIN FRINGES | XX | XX | XX | XX | XX | XX | 57705 | 1.1669 |
| 315 | 415 | TRAIN CASUALTIES | XX | XX | XX | XX | XX | XX | 2848 | 1.1669 |
| 316 | 416 | TRAIN JT FACILITY-DR | XX | XX | XX | XX | 1070 | 1.0806 | XX | XX |
| 317 | 417 | TRAIN JT FACILITY-(CR) | XX | XX | XX | XX | 3979 | 1.0806 | XX | XX |
| 318 | 418 | TRAIN OTHER | 3 | 1.1467 | -10942 | 1.3131 | 521 | 1.0806 | 17 | 1.1669 |
| 319 | 419 | TOTAL TRAIN:(SUM L301-318)- 2.*(L317) | 151368 | XX | 158038 | XX | 9435 | XX | 66907 | XX |
| 320 | 420 | YARD ADMINISTRATION | 279 | 1.1467 | 428 | 1.3131 | 227 | 1.0806 | 57 | 1.1669 |
| 321 | 421 | SWITCH CREWS | 84022 | 1.1467 | 3 | 1.3131 | -1293 | 1.0806 | 0 | 0 |
| 322 | 422 | CONTROLLING OPERATIONS | 8783 | 1.1467 | 0 | 0 | 79 | 1.0806 | 34 | 1.1669 |
| 323 | 423 | YARD AND TERMINAL CLERICAL | 11138 | 1.1467 | 48 | 1.3131 | 611 | 1.0806 | 250 | 1.1669 |
| 324 | 424 | OPERATING SWITCHES ETC. | 0 | 0 | 0 | 0 | 11 | 1.0806 | 0 | 0 |
| 325 | 425 | YARD LOCO FUEL | 0 | 0 | 26872 | .86995 | 35 | 1.0806 | 389 | 1.1669 |
| 326 | 426 | YARD ELECTRIC POWER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 327 | 427 | SERVICING YARD LOCOS | 1492 | 1.1467 | 719 | 1.3131 | 24 | 1.0806 | -3 | 1.1669 |
| 328 | 428 | FREIGHT L&D-YARD | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 329 | 429 | CLEARING WRECKS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 330 | 430 | YARD FRINGES | XX | XX | XX | XX | XX | XX | 39836 | 1.1669 |
| 331 | 431 | YARD OTHER CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 332 | 432 | YARD JT FACILITY-DR | XX | XX | XX | XX | 278 | 1.0806 | XX | XX |
| 333 | 433 | YARD JT FACILITY-(CR) | XX | XX | XX | XX | 196 | 1.0806 | XX | XX |
| 334 | 434 | YARD OTHER | 104 | 1.1467 | 564 | 1.3131 | 429 | 1.0806 | 2 | 1.1669 |
| 335 | 435 | TOT YARD OPER: (SUM L320-334)- 2.*(L333) | 105818 | XX | 28634 | XX | 205 | XX | 40565 | XX |

| C U R R E N T Y E A R M I N U S T H R E E | | | | | | | | | |
|---|--|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE CODE | IDENTIFICATION | SALARIES & WAGES (28) | PRICE INDEX (29) | MATERIALS & SUPPLIES (30) | PRICE INDEX (31) | PURCHASED SERVICES (32) | PRICE INDEX (33) | GENERAL (34) | PRICE INDEX (35) |
| 336 501 | CLEAINING CAR INTERIORS | 3933 | 1.1467 | -2 | 1.3131 | 254 | 1.0806 | XX | XX |
| 337 502 | ADJUSTING & TRANSFERRING LOADS | 236 | 1.1467 | 68 | 1.3131 | -99 | 1.0806 | XX | XX |
| 338 503 | CAR LOAD DEVICES & GRAINDOORS | 0 | 0 | 0 | 0 | 0 | 0 | XX | XX |
| 339 504 | FREIGHT L&D-OTHER | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 340 505 | T & YC FRINGES | XX | XX | XX | XX | XX | XX | 1061 | 1.1669 |
| 341 506 | T & YC TOTAL: SUM L336-340 | 4169 | XX | 66 | XX | 155 | XX | 1061 | XX |
| 342 507 | SPECIAL SERVICES ADMIN | 1780 | 1.1467 | 25 | 1.3131 | 1273 | 1.0806 | 257 | 1.1669 |
| 343 508 | PICKUP & DELIVERY & MARINE LH | 11208 | 1.1467 | 1286 | 1.3131 | 9787 | 1.0806 | -28 | 1.1669 |
| 344 509 | LDG & UNLDG & LOCO MAR. | 1612 | 1.1467 | 115 | 1.3131 | 580 | 1.0806 | 29 | 1.1669 |
| 345 510 | PROTECTIVE SERVICE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 346 511 | FREIGHT L&D-SPEC. SERVICES | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 347 512 | FRINGE BENEFITS | XX | XX | XX | XX | XX | XX | 3752 | 1.1669 |
| 348 513 | CASUALTIES & INSURANCE | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 349 514 | JT FACILITIES-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 350 515 | JT FACILITIES-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 351 516 | OTHER | 47 | 1.1467 | 158 | 1.3131 | 1193 | 1.0806 | 2 | 1.1669 |
| 352 517 | TOT SPEC SERV:(SUM L342 -351) -2.*(L350) | 14647 | XX | 1584 | XX | 12833 | XX | 4012 | XX |
| 353 518 | AS ADMINISTRATION | 20016 | 1.1467 | 547 | 1.3131 | 1591 | 1.0806 | 2250 | 1.1669 |
| 354 519 | CLERICAL EMPLOYEES | 3254 | 1.1467 | 0 | 0 | 4 | 1.0806 | 24 | 1.1669 |
| 355 520 | COMMUNICATIONS | 0 | 0 | 13 | 1.3131 | 1821 | 1.0806 | 9 | 1.1669 |
| 356 521 | L&D CLAIMS PROCESSING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 357 522 | AS FRINGES | XX | XX | XX | XX | XX | XX | 12265 | 1.1669 |
| 358 523 | AS CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 359 524 | AS JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 360 525 | AS JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX |
| 361 526 | AS OTHER | 676 | 1.1467 | -288 | 1.3131 | 18318 | 1.0806 | -2861 | 1.1669 |
| 362 527 | TOT ADMIN SUPPORT:(SUM L353- 361)-2.*L360 | 23946 | XX | 272 | XX | 21734 | XX | 11687 | XX |
| 363 528 | TOTAL TRANSPORTATION: L319 +L335+L341+L352 +L362 | 299948 | XX | 188594 | XX | 44362 | XX | 124232 | XX |
| 364 | S&T TOTAL CARRIER OPER EXP EXCLD W&S & DEPR - ASF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 365 | S&T EQUIP DEPR - ASF | XX | XX | XX | XX | XX | XX | 0 | 0 |
| 366 | TOTAL TRANSP. S&T COMPANIES : SUM L364-365 | 0 | XX | 0 | XX | 0 | XX | 0 | XX |

C U R R E N T Y E A R M I N U S F O U R

| LINE CODE | | IDENTIFICATION | SALARIES & WAGES (36) | PRICE INDEX (37) | MATERIALS & SUPPLIES (38) | PRICE INDEX (39) | PURCHASED SERVICES (40) | PRICE INDEX (41) | GENERAL (42) | PRICE INDEX (43) | ANNUALIZED FREIGHT EXPENSE (44) |
|-----------|-----|---|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|---------------------------------------|
| 301 | 401 | TRAIN ADMINISTRATION | 5440 | 1.165 | 173 | 1.4653 | 339 | 1.1347 | 480 | 1.1984 | 8237 |
| 302 | 402 | ENGINE CREWS | 55901 | 1.165 | 8 | 1.4653 | 1835 | 1.1347 | 7 | 1.1984 | 64627 |
| 303 | 403 | TRAIN CREWS | 53585 | 1.165 | 8 | 1.4653 | 1766 | 1.1347 | 6 | 1.1984 | 62754 |
| 304 | 404 | DISPATCHING TRAINS | 9789 | 1.165 | 1 | 1.4653 | 42 | 1.1347 | 143 | 1.1984 | 10690 |
| 305 | 405 | OPERATING SIGNALS | 0 | 0 | 0 | 0 | -21 | 1.1347 | 0 | 0 | 0 |
| 306 | 406 | OPERATING DRAWBRIDGES | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 307 | 407 | HIGHWAY CROSSINGS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 308 | 408 | TRAIN INSPECTION | 17025 | 1.165 | 405 | 1.4653 | 1667 | 1.1347 | 92 | 1.1984 | 13749 |
| 309 | 409 | TRAIN LOCO FUEL | 0 | 0 | 120039 | .96509 | 145 | 1.1347 | 2669 | 1.1984 | 116653 |
| 310 | 410 | TRAIN ELECTRIC POWER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 311 | 411 | SERVICING TRAIN LOCOS | 6745 | 1.165 | 1937 | 1.4653 | 209 | 1.1347 | -95 | 1.1984 | 8398 |
| 312 | 412 | FREIGHT L&D-TRAIN | XX | XX | XX | XX | XX | XX | 2574 | 1.1984 | 3600 |
| 313 | 413 | CLEARING WRECKS | 783 | 1.165 | 534 | 1.4653 | 4597 | 1.1347 | 549 | 1.1984 | 7644 |
| 314 | 414 | TRAIN FRINGES | XX | XX | XX | XX | XX | XX | 57545 | 1.1984 | 80432 |
| 315 | 415 | TRAIN CASUALTIES | XX | XX | XX | XX | XX | XX | 15316 | 1.1984 | 9419 |
| 316 | 416 | TRAIN JT FACILITY-DR | XX | XX | XX | XX | 878 | 1.1347 | XX | XX | 4678 |
| 317 | 417 | TRAIN JT FACILITY-(CR) | XX | XX | XX | XX | 5423 | 1.1347 | XX | XX | 3528 |
| 318 | 418 | TRAIN OTHER | 6 | 1.165 | -10511 | 1.4653 | 13 | 1.1347 | 25 | 1.1984 | 734 |
| 319 | 419 | TOTAL TRAIN:(SUM L301-318)- 2.*(L317) | 149274 | XX | 112594 | XX | 6047 | XX | 79311 | XX | 388087 |
| 320 | 420 | YARD ADMINISTRATION | 421 | 1.165 | 422 | 1.4653 | 252 | 1.1347 | 54 | 1.1984 | 1404 |
| 321 | 421 | SWITCH CREWS | 85078 | 1.165 | 14 | 1.4653 | -126 | 1.1347 | 1 | 1.1984 | 54797 |
| 322 | 422 | CONTROLLING OPERATIONS | 8784 | 1.165 | 1 | 1.4653 | 490 | 1.1347 | 43 | 1.1984 | 11208 |
| 323 | 423 | YARD AND TERMINAL CLERICAL | 12729 | 1.165 | 76 | 1.4653 | 630 | 1.1347 | 143 | 1.1984 | 11083 |
| 324 | 424 | OPERATING SWITCHES ETC. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 325 | 425 | YARD LOCO FUEL | 0 | 0 | 21137 | .96509 | 25 | 1.1347 | 470 | 1.1984 | 14771 |
| 326 | 426 | YARD ELECTRIC POWER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 327 | 427 | SERVICING YARD LOCOS | 1678 | 1.165 | 484 | 1.4653 | 52 | 1.1347 | -24 | 1.1984 | 1218 |
| 328 | 428 | FREIGHT L&D-YARD | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 |
| 329 | 429 | CLEARING WRECKS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 330 | 430 | YARD FRINGES | XX | XX | XX | XX | XX | XX | 40997 | 1.1984 | 37804 |
| 331 | 431 | YARD OTHER CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 |
| 332 | 432 | YARD JT FACILITY-DR | XX | XX | XX | XX | 41 | 1.1347 | XX | XX | 1601 |
| 333 | 433 | YARD JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX | 3667 |
| 334 | 434 | YARD OTHER | 104 | 1.165 | 504 | 1.4653 | 753 | 1.1347 | 63 | 1.1984 | 507 |
| 335 | 435 | TOT YARD OPER: (SUM L320-334)- 2.*(L333) | 108794 | XX | 22638 | XX | 2117 | XX | 41747 | XX | 130735 |

C U R R E N T Y E A R M I N U S F O U R

| LINE CODE | | IDENTIFICATION | SALARIES & WAGES (36) | PRICE INDEX (37) | MATERIALS & SUPPLIES (38) | PRICE INDEX (39) | PURCHASED SERVICES (40) | PRICE INDEX (41) | GENERAL (42) | PRICE INDEX (43) | ANNUALIZED FREIGHT EXPENSE (44) |
|-----------|-----|--|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|---------------------------------------|
| 336 | 501 | CLEANING CAR INTERIORS | 2791 | 1.165 | 3 | 1.4653 | 201 | 1.1347 | XX | XX | 1989 |
| 337 | 502 | ADJUSTING & TRANSFERRING LOADS | 16 | 1.165 | 24 | 1.4653 | -245 | 1.1347 | XX | XX | 1450 |
| 338 | 503 | CAR LOAD DEVICES & GRAINDOORS | 0 | 0 | 0 | 0 | 0 | 0 | XX | XX | 0 |
| 339 | 504 | FREIGHT L&D-OTHER | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 |
| 340 | 505 | T & YC FRINGES | XX | XX | XX | XX | XX | XX | 1025 | 1.1984 | 754 |
| 341 | 506 | T & YC TOTAL: SUM L336-340 | 2807 | XX | 27 | XX | -44 | XX | 1025 | XX | 4193 |
| 342 | 507 | SPECIAL SERVICES ADMIN | 1881 | 1.165 | 40 | 1.4653 | 721 | 1.1347 | 324 | 1.1984 | 4506 |
| 343 | 508 | PICKUP & DELIVERY & MARINE LH | 11028 | 1.165 | 1276 | 1.4653 | 8157 | 1.1347 | 782 | 1.1984 | 19086 |
| 344 | 509 | LDG & UNLDG & LOCO MAR. | 1917 | 1.165 | 24 | 1.4653 | 416 | 1.1347 | 41 | 1.1984 | 3387 |
| 345 | 510 | PROTECTIVE SERVICE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 346 | 511 | FREIGHT L&D-SPEC. SERVICES | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 |
| 347 | 512 | FRINGE BENEFITS | XX | XX | XX | XX | XX | XX | 4763 | 1.1984 | 5280 |
| 348 | 513 | CASUALTIES & INSURANCE | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 |
| 349 | 514 | JT FACILITIES-DR | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 350 | 515 | JT FACILITIES-(CR) | XX | XX | XX | XX | 0 | 0 | XX | XX | 0 |
| 351 | 516 | OTHER | 50 | 1.165 | 171 | 1.4653 | 1449 | 1.1347 | 4 | 1.1984 | 908 |
| 352 | 517 | TOT SPEC SERV:(SUM L342 -351) -2.*(L350) | 14876 | XX | 1511 | XX | 10743 | XX | 5914 | XX | 33167 |
| 353 | 518 | AS ADMINISTRATION | 22011 | 1.165 | 727 | 1.4653 | 1417 | 1.1347 | 1413 | 1.1984 | 38374 |
| 354 | 519 | CLERICAL EMPLOYEES | 3550 | 1.165 | 4 | 1.4653 | 21 | 1.1347 | 30 | 1.1984 | 3197 |
| 355 | 520 | COMMUNICATIONS | 7 | 1.165 | 16 | 1.4653 | 1817 | 1.1347 | 4 | 1.1984 | 1269 |
| 356 | 521 | L&D CLAIMS PROCESSING | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 357 | 522 | AS FRINGES | XX | XX | XX | XX | XX | XX | 12691 | 1.1984 | 18069 |
| 358 | 523 | AS CASUALTIES | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 |
| 359 | 524 | AS JT FACILITY-DR | XX | XX | XX | XX | 0 | 0 | 0 | XX | 0 |
| 360 | 525 | AS JT FACILITY-(CR) | XX | XX | XX | XX | 0 | 0 | 0 | XX | 0 |
| 361 | 526 | AS OTHER | 40 | 1.165 | 888 | 1.4653 | 17608 | 1.1347 | -523 | 1.1984 | 22251 |
| 362 | 527 | TOT ADMIN SUPPORT:(SUM L353- 361)-2.*L360 | 25608 | XX | 1635 | XX | 20863 | XX | 13615 | XX | 83160 |
| 363 | 528 | TOTAL TRANSPORTATION: L319 +L335+L341+L352 +L362 | 301359 | XX | 138405 | XX | 39726 | XX | 141612 | XX | 639342 |
| 364 | | S&T TOTAL CARRIER OPER EXP EXCLD W&S & DEPR - ASF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 365 | | S&T EQUIP DEPR - ASF | XX | XX | XX | XX | XX | XX | 0 | 0 | 0 |
| 366 | | TOTAL TRANSP. S&T COMPANIES : SUM L364-365 | 0 | XX | 0 | XX | 0 | XX | 0 | XX | 0 |

OPERATING EXPENSES

GENERAL AND ADMINISTRATIVE, FROM FORM R-1, SCHEDULE 410

REVENUE ACCOUNTS, FROM FORM R-1, SCHEDULE 210

C U R R E N T Y E A R

| ANLZN PD | | | | | | | | | | | | | |
|---|-------|--------------------------------|--------|---------|-------|----------|-------|--------|-------|---------|-------|---------------------|---------------------|
| IF C1<= | | | | | | | | | | | | | |
| RUNYRS | | | | | | | | | | | | | |
| MATERIALS | | | | | | | | | | | | | |
| THEN C1 | | | | | | | | | | | | | |
| SALARIES PRICE & PRICE PURCH. PRICE PRICE PRICE | | | | | | | | | | | | | |
| ELSE | | | | | | | | | | | | | |
| LINE | CODE | IDENTIFICATION | RUNYRS | & WAGES | INDEX | SUPPLIES | INDEX | SERV. | INDEX | GENERAL | INDEX | TOTAL FREIGHT C2+C4 | TOTAL ACCOUNT C2+C4 |
| | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) |
| 401 | 601 | GENERAL OFFICERS | 1 | 9702 | 1 | -52 | 1 | 8770 | 1 | 7083 | 1 | 25503 | 25503 |
| 402 | 602 | ACCOUNTING & FINANCE | 1 | 1518 | 1 | -6 | 1 | 98 | 1 | 2029 | 1 | 3639 | 3639 |
| 403 | 603 | MANAGEMENT SERVICES | 1 | 3069 | 1 | 279 | 1 | 22874 | 1 | 527 | 1 | 26749 | 26749 |
| 404 | 604 | MARKETING | 1 | 7151 | 1 | 124 | 1 | 762 | 1 | 1330 | 1 | 9367 | 9367 |
| 405 | 605 | SALES | 1 | 2014 | 1 | 9 | 1 | 47 | 1 | 426 | 1 | 2496 | 2496 |
| 406 | 606 | INDUSTRIAL DEVELOPMENT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 407 | 607 | PERSONNEL | 1 | 2501 | 1 | 15 | 1 | 81 | 1 | 294 | 1 | 2891 | 2891 |
| 408 | 608 | LEGAL AND SECRETARIAL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 409 | 609 | PUBLIC RELATIONS | 1 | 164 | 1 | 15 | 1 | 1145 | 1 | 274 | 1 | 1598 | 1598 |
| 410 | 610 | RESEARCH AND DEVELOPMENT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 411 | 611 | FRINGES | 1 | XX | XX | XX | XX | XX | XX | 5901 | 1 | 5901 | 5901 |
| 412 | 612 | OTHER CASUALTIES | 1 | XX | XX | XX | XX | XX | XX | -4583 | 1 | -4583 | -4583 |
| 413 | 613 | WRITEDOWN OF UNCOLLECTIBLES | 1 | XX | XX | XX | XX | XX | XX | 119 | 1 | 119 | 119 |
| 414 | 614 | PROPERTY TAXES | 1 | XX | XX | XX | XX | XX | XX | 46022 | 1 | 46022 | 46022 |
| 415 | 615 | OTHER TAXES | 1 | XX | XX | XX | XX | XX | XX | 2450 | 1 | 2450 | 2450 |
| 416 | 616 | G&A JT FACILITY-DR | 1 | XX | XX | XX | XX | 1425 | 1 | XX | XX | 1425 | 1425 |
| 417 | 617 | G&A JT FACILITY-(CR) | 1 | XX | XX | XX | XX | 1253 | 1 | XX | XX | 1253 | 1253 |
| 418 | 618 | G&A OTHER | 1 | 27582 | 1 | 492 | 1 | 60884 | 1 | 33860 | 1 | 122818 | 122818 |
| 419 | 619 | TOT GEN & ADMIN:(SUM L401-418) | | | | | | | | | | | |
| | | -2.*(L417) | XX | 53701 | XX | 876 | XX | 94833 | XX | 95732 | XX | 245142 | 245142 |
| 420 | 620 | TOTAL OPERATING EXPENSE: L181 | | | | | | | | | | | |
| | | +L262+L363+L419 | XX | 463047 | XX | 200472 | XX | 264838 | XX | 529123 | XX | 1457480 | 1457480 |
| 421 | 11000 | INCIDENTAL REVENUE | 1.0 | XX | XX | XX | XX | XX | XX | 42858 | 1 | 42858 | 42858 |
| 422 | 51000 | MISC. RENT INCOME | 1.0 | XX | XX | XX | XX | XX | XX | 6457 | 1 | 6457 | 6457 |

| | | | C U R R E N T Y E A R M I N U S O N E | | | | | | | |
|------|-------|--|---------------------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-----------------|------------------------|
| LINE | CODE | IDENTIFICATION | SALARIES & WAGES (12) | PRICE INDEX (13) | MATERIALS & SUPPLIES (14) | PRICE INDEX (15) | PURCHASED SERVICES (16) | PRICE INDEX (17) | GENERAL (18) | PRICE INDEX (19) |
| 401 | 601 | GENERAL OFFICE | 9319 | 1.0877 | 886 | 1.0646 | 9524 | .86089 | 3284 | 1.0847 |
| 402 | 602 | ACCOUNTING & FINANCE | 1712 | 1.0877 | 0 | 0 | 510 | .86089 | 3552 | 1.0847 |
| 403 | 603 | MANAGEMENT SERVICES | 2531 | 1.0877 | 17 | 1.0646 | 24669 | .86089 | 1092 | 1.0847 |
| 404 | 604 | MARKETING | 6972 | 1.0877 | 164 | 1.0646 | 1254 | .86089 | 2082 | 1.0847 |
| 405 | 605 | SALES | 1863 | 1.0877 | 17 | 1.0646 | 16 | .86089 | 470 | 1.0847 |
| 406 | 606 | INDUSTRIAL DEVELOPMENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 407 | 607 | PERSONNEL | 2069 | 1.0877 | 21 | 1.0646 | 105 | .86089 | 447 | 1.0847 |
| 408 | 608 | LEGAL AND SECRETARIAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 409 | 609 | PUBLIC RELATIONS | 161 | 1.0877 | 21 | 1.0646 | 948 | .86089 | 279 | 1.0847 |
| 410 | 610 | RESEARCH AND DEVELOPMENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 411 | 611 | FRINGES | XX | XX | XX | XX | XX | XX | 7353 | 1.0847 |
| 412 | 612 | OTHER CASUALTIES | XX | XX | XX | XX | XX | XX | 32982 | 1.0847 |
| 413 | 613 | WRITEDOWN OF UNCOLLECTIBLES | XX | XX | XX | XX | XX | XX | 28 | 1.0847 |
| 414 | 614 | PROPERTY TAXES | XX | XX | XX | XX | XX | XX | 39616 | 1.0847 |
| 415 | 615 | OTHER TAXES | XX | XX | XX | XX | XX | XX | 2321 | 1.0847 |
| 416 | 616 | G&A JT FACILITY-DR | XX | XX | XX | XX | 2038 | .86089 | XX | XX |
| 417 | 617 | G&A JT FACILITY-(CR) | XX | XX | XX | XX | 1247 | .86089 | XX | XX |
| 418 | 618 | G&A OTHER | 6286 | 1.0877 | 56 | 1.0646 | 74823 | .86089 | 11860 | 1.0847 |
| 419 | 619 | TOT GEN & ADMIN: (SUM L401-418) -2.*(L417) | 30913 | XX | 1182 | XX | 112640 | XX | 105366 | XX |
| 420 | 620 | TOTAL OPERATING EXPENSE: L181 +L262+L363+L419 | 462919 | XX | 398414 | XX | 306296 | XX | 475337 | XX |
| 421 | 11000 | INCIDENTAL REVENUE | XX | XX | XX | XX | XX | XX | 68210 | 1 |
| 422 | 51000 | MISC. RENT INCOME | XX | XX | XX | XX | XX | XX | 4463 | 1 |

| C U R R E N T Y E A R M I N U S T W O | | | | | | | | | |
|---------------------------------------|-------|--|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-------------------------------------|
| LINE | CODE | IDENTIFICATION | SALARIES & WAGES (20) | PRICE INDEX (21) | MATERIALS & SUPPLIES (22) | PRICE INDEX (23) | PURCHASED SERVICES (24) | PRICE INDEX (25) | PRICE GENERAL INDEX (26) (27) |
| 401 | 601 | GENERAL OFFICERS | 6553 | 1.1098 | 261 | 1.1788 | 5106 | 1.0284 | 3124 1.1188 |
| 402 | 602 | ACCOUNTING & FINANCE | 2135 | 1.1098 | 0 | 0 | 176 | 1.0284 | 3385 1.1188 |
| 403 | 603 | MANAGEMENT SERVICES | 2096 | 1.1098 | 597 | 1.1788 | 24405 | 1.0284 | 867 1.1188 |
| 404 | 604 | MARKETING | 6167 | 1.1098 | 201 | 1.1788 | 1990 | 1.0284 | 1780 1.1188 |
| 405 | 605 | SALES | 1695 | 1.1098 | 26 | 1.1788 | 89 | 1.0284 | 440 1.1188 |
| 406 | 606 | INDUSTRIAL DEVELOPMENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 407 | 607 | PERSONNEL | 1713 | 1.1098 | 12 | 1.1788 | 163 | 1.0284 | 371 1.1188 |
| 408 | 608 | LEGAL AND SECRETARIAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 409 | 609 | PUBLIC RELATIONS | 153 | 1.1098 | 18 | 1.1788 | 1127 | 1.0284 | 301 1.1188 |
| 410 | 610 | RESEARCH AND DEVELOPMENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 411 | 611 | FRINGES | XX | XX | XX | XX | XX | XX | 6917 1.1188 |
| 412 | 612 | OTHER CASUALTIES | XX | XX | XX | XX | XX | XX | -20159 1.1188 |
| 413 | 613 | WRITEDOWN OF UNCOLLECTIBLES | XX | XX | XX | XX | XX | XX | 19 1.1188 |
| 414 | 614 | PROPERTY TAXES | XX | XX | XX | XX | XX | XX | 35328 1.1188 |
| 415 | 615 | OTHER TAXES | XX | XX | XX | XX | XX | XX | 6903 1.1188 |
| 416 | 616 | G&A JT FACILITY-DR | XX | XX | XX | XX | 4945 | 1.0284 | XX XX |
| 417 | 617 | G&A JT FACILITY-(CR) | XX | XX | XX | XX | 1437 | 1.0284 | XX XX |
| 418 | 618 | G&A OTHER | -36585 | 1.1098 | -2453 | 1.1788 | 56990 | 1.0284 | 13107 1.1188 |
| 419 | 619 | TOT GEN & ADMIN: (SUM L401-418) -2.*(L417) | -16073 | XX | -1338 | XX | 93554 | XX | 52383 XX |
| 420 | 620 | TOTAL OPERATING EXPENSE: L181 +L262+L363+L419 | 403313 | XX | 318460 | XX | 266694 | XX | 441183 XX |
| 421 | 11000 | INCIDENTAL REVENUE | XX | XX | XX | XX | XX | XX | 50797 1 |
| 422 | 51000 | MISC. RENT INCOME | XX | XX | XX | XX | XX | XX | 5317 1 |

| C U R R E N T Y E A R M I N U S T H R E E | | | | | | | | | |
|---|-------|--|-----------------------------|------------------------|---------------------------------|------------------------|-------------------------------|------------------------|-------------------------------------|
| LINE | CODE | IDENTIFICATION | SALARIES & WAGES (28) | PRICE INDEX (29) | MATERIALS & SUPPLIES (30) | PRICE INDEX (31) | PURCHASED SERVICES (32) | PRICE INDEX (33) | PRICE GENERAL INDEX (34) (35) |
| 401 | 601 | GENERAL OFFICERS | 7039 | 1.1467 | -579 | 1.3131 | 5433 | 1.0806 | 1373 1.1669 |
| 402 | 602 | ACCOUNTING & FINANCE | 2409 | 1.1467 | 2 | 1.3131 | 348 | 1.0806 | 1490 1.1669 |
| 403 | 603 | MANAGEMENT SERVICES | 2450 | 1.1467 | -507 | 1.3131 | 21220 | 1.0806 | 786 1.1669 |
| 404 | 604 | MARKETING | 6210 | 1.1467 | 218 | 1.3131 | 1954 | 1.0806 | 1682 1.1669 |
| 405 | 605 | SALES | 1620 | 1.1467 | 36 | 1.3131 | 74 | 1.0806 | 401 1.1669 |
| 406 | 606 | INDUSTRIAL DEVELOPMENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 407 | 607 | PERSONNEL | 1896 | 1.1467 | 28 | 1.3131 | 36 | 1.0806 | 405 1.1669 |
| 408 | 608 | LEGAL AND SECRETARIAL | 62 | 1.1467 | 1 | 1.3131 | 19 | 1.0806 | 20 1.1669 |
| 409 | 609 | PUBLIC RELATIONS | 270 | 1.1467 | 24 | 1.3131 | 1093 | 1.0806 | 280 1.1669 |
| 410 | 610 | RESEARCH AND DEVELOPMENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 0 |
| 411 | 611 | FRINGES | XX | XX | XX | XX | XX | XX | 6046 1.1669 |
| 412 | 612 | OTHER CASUALTIES | XX | XX | XX | XX | XX | XX | 19769 1.1669 |
| 413 | 613 | WRITEDOWN OF UNCOLLECTIBLES | XX | XX | XX | XX | XX | XX | 59 1.1669 |
| 414 | 614 | PROPERTY TAXES | XX | XX | XX | XX | XX | XX | 32166 1.1669 |
| 415 | 615 | OTHER TAXES | XX | XX | XX | XX | XX | XX | 5500 1.1669 |
| 416 | 616 | G&A JT FACILITY-DR | XX | XX | XX | XX | 3228 | 1.0806 | XX XX |
| 417 | 617 | G&A JT FACILITY-(CR) | XX | XX | XX | XX | 3841 | 1.0806 | XX XX |
| 418 | 618 | G&A OTHER | -18156 | 1.1467 | -3051 | 1.3131 | 59125 | 1.0806 | 3036 1.1669 |
| 419 | 619 | TOT GEN & ADMIN: (SUM L401-418) -2.*(L417) | 3800 | XX | -3828 | XX | 88689 | XX | 73013 XX |
| 420 | 620 | TOTAL OPERATING EXPENSE: L181 +L262+L363+L419 | 421717 | XX | 271255 | XX | 257758 | XX | 432030 XX |
| 421 | 11000 | INCIDENTAL REVENUE | XX | XX | XX | XX | XX | XX | 47809 1 |
| 422 | 51000 | MISC. RENT INCOME | XX | XX | XX | XX | XX | XX | 5602 1 |

| C U R R E N T Y E A R M I N U S F O U R | | | | | | | | | | | |
|---|-------|--|----------|-------|------------|--------|-----------|--------|---------|--------|-----------------|
| LINE | CODE | IDENTIFICATION | SALARIES | PRICE | MATERIALS | PRICE | PURCHASED | PRICE | GENERAL | PRICE | ANNUALIZED |
| | | | & WAGES | INDEX | & SUPPLIES | INDEX | SERVICES | INDEX | INDEX | INDEX | FREIGHT EXPENSE |
| | | | (36) | (37) | (38) | (39) | (40) | (41) | (42) | (43) | (44) |
| 401 | 601 | GENERAL OFFICERS | 6843 | 1.165 | -833 | 1.4653 | 4522 | 1.1347 | 1119 | 1.1984 | 25503 |
| 402 | 602 | ACCOUNTING & FINANCE | 2699 | 1.165 | 14 | 1.4653 | 224 | 1.1347 | 651 | 1.1984 | 3639 |
| 403 | 603 | MANAGEMENT SERVICES | 3029 | 1.165 | 305 | 1.4653 | 16759 | 1.1347 | 1003 | 1.1984 | 26749 |
| 404 | 604 | MARKETING | 6555 | 1.165 | 150 | 1.4653 | 1196 | 1.1347 | 1382 | 1.1984 | 9367 |
| 405 | 605 | SALES | 1638 | 1.165 | 24 | 1.4653 | 214 | 1.1347 | 351 | 1.1984 | 2496 |
| 406 | 606 | INDUSTRIAL DEVELOPMENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 407 | 607 | PERSONNEL | 2023 | 1.165 | 6 | 1.4653 | 262 | 1.1347 | 340 | 1.1984 | 2891 |
| 408 | 608 | LEGAL AND SECRETARIAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 409 | 609 | PUBLIC RELATIONS | 378 | 1.165 | 13 | 1.4653 | 1095 | 1.1347 | 366 | 1.1984 | 1598 |
| 410 | 610 | RESEARCH AND DEVELOPMENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 411 | 611 | FRINGES | XX | XX | XX | XX | XX | XX | 8268 | 1.1984 | 5901 |
| 412 | 612 | OTHER CASUALTIES | XX | XX | XX | XX | XX | XX | 80086 | 1.1984 | -4583 |
| 413 | 613 | WRITEDOWN OF UNCOLLECTIBLES | XX | XX | XX | XX | XX | XX | 5 | 1.1984 | 119 |
| 414 | 614 | PROPERTY TAXES | XX | XX | XX | XX | XX | XX | 26501 | 1.1984 | 46022 |
| 415 | 615 | OTHER TAXES | XX | XX | XX | XX | XX | XX | 6055 | 1.1984 | 2450 |
| 416 | 616 | G&A JT FACILITY-DR | XX | XX | XX | XX | 3764 | 1.1347 | XX | XX | 1425 |
| 417 | 617 | G&A JT FACILITY-(CR) | XX | XX | XX | XX | 4327 | 1.1347 | XX | XX | 1253 |
| 418 | 618 | G&A OTHER | 1041 | 1.165 | -3873 | 1.4653 | 56324 | 1.1347 | -2319 | 1.1984 | 122818 |
| 419 | 619 | TOT GEN & ADMIN:(SUM L401-418) -2.*(L417) | 24206 | XX | -4194 | XX | 80033 | XX | 123808 | XX | 245142 |
| 420 | 620 | TOTAL OPERATING EXPENSE: L181 +L262+L363+L419 | 448375 | XX | 216924 | XX | 254314 | XX | 502432 | XX | 1490803 |
| 421 | 11000 | INCIDENTAL REVENUE | XX | XX | XX | XX | XX | XX | 52878 | 1 | 42858 |
| 422 | 51000 | MISC. RENT INCOME | XX | XX | XX | XX | XX | XX | 4153 | 1 | 6457 |

OPERATING EXPENSES - SUBSCHEDULE DETAIL SPECIALIZED SERVICES, FROM R-1, SCHEDULE 417

| LINE CODE | IDENTIFICATION | ANLZN PD IF C1<= | | | | | | |
|-----------|-------------------------------------|---------------------|---------|-------|------------|--------|------------|--------|
| | | RUNYRS | CURRENT | PRICE | CURRENT YR | PRICE | CURRENT YR | |
| | | THEN C1 | YEAR | INDEX | MINUS ONE | INDEX | MINUS TWO | PRICE |
| | | ELSE | EXPENSE | INDEX | EXPENSE | INDEX | EXPENSE | INDEX |
| | | RUNYRS | | | | | | |
| | | (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| 101 | TOFC ADMINISTRATION | 1 | 4408 | 1 | 3590 | .91971 | 3528 | 1.0428 |
| 102 | TOFC PICKUP & DELIVERY | 1 | 3018 | 1 | 5615 | .91971 | 1554 | 1.0428 |
| 103 | TOFC LOADING & UNLOADING | 1 | 3387 | 1 | 3768 | .91971 | 2431 | 1.0428 |
| 104 | TOFC PROTECTIVE SERVICE | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | TOFC FRINGES | 1 | 4210 | 1 | 2666 | .91971 | 2162 | 1.0428 |
| 106 | TOFC OTHER CASUALTIES | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | TOFC JOINT FACILITY-DR | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 108 | TOFC JOINT FACILITY-(CR) | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | TOFC OTHER | 1 | 908 | 1 | 1837 | .91971 | 1816 | 1.0428 |
| 110 | TOTAL TOFC: (SUM L101-107)-L108 | | | | | | | |
| | +L109 | XX | 15931 | XX | 17476 | XX | 11491 | XX |
| 111 | FLOATING ADMINISTRATION | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 112 | FLOATING-LINE HAUL | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | FLOATING-LOCAL MARINE | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | FLOATING-PROTECTIVE | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | FLOATING FRINGES | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | FLOATING OTHER CASUALTIES | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 117 | FLOATING JOINT FACILITY-DR | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 118 | FLOATING JOINT FACILITY-(CR) | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | FLOATING OTHER | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 120 | TOTAL FLOATING: (SUM L111-117)-L118 | | | | | | | |
| | +L119 | XX | 0 | XX | 0 | XX | 0 | XX |
| 121 | COAL MARINE ADMINISTRATION | 1 | 0 | 0 | 3 | .91971 | -15 | 1.0428 |
| 122 | COAL PU & D | 1 | 0 | 0 | 2327 | .91971 | 1521 | 1.0428 |
| 123 | COAL L & UL | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 124 | COAL PROTECTIVE | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 125 | COAL FRINGES | 1 | 0 | 0 | 896 | .91971 | 382 | 1.0428 |
| 126 | COAL OTHER CASUALTIES | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 127 | COAL JT FACILITY-DR | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 128 | COAL JT FACILITY-(CR) | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 129 | COAL OTHER | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 130 | COAL TOTAL: (SUM L121-127)-L128 | | | | | | | |
| | +L129 | XX | 0 | XX | 3226 | XX | 1888 | XX |

| LINE CODE | | IDENTIFICATION | | ANLZN PD IF CL<= RUNYRS | THEN C1 ELSE RUNYRS | CURRENT YEAR EXPENSE | PRICE INDEX | CURRENT YR MINUS ONE EXPENSE | PRICE INDEX | CURRENT YR MINUS TWO EXPENSE | PRICE INDEX |
|-----------|-------|--------------------------------|----|-------------------------------|---------------------------|----------------------------|----------------|------------------------------------|----------------|------------------------------------|----------------|
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| 131 | ORE | MARINE ADMINISTRATION | | | 1 | 98 | 1 | 70 | .91971 | 53 | 1.0428 |
| 132 | ORE | PU & D | | | 1 | 6173 | 1 | 6485 | .91971 | 7018 | 1.0428 |
| 133 | ORE | L & UL | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 134 | ORE | PROTECTIVE | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 135 | ORE | FRINGES | | | 1 | 1018 | 1 | 683 | .91971 | 1146 | 1.0428 |
| 136 | ORE | OTHER CASUALTIES | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | ORE | JT FACILITY-DR | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | ORE | JT FACILITY-(CR) | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | ORE | OTHER | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | ORE | TOTAL:(SUM L131-137)-L138+L139 | XX | | | 7289 | XX | 7238 | XX | 8217 | XX |
| 141 | OMT | ADMINISTRATION | | | 1 | 0 | 0 | 1 | .91971 | -5 | 1.0428 |
| 142 | OMT | PU & D | | | 1 | 184 | 1 | 426 | .91971 | 492 | 1.0428 |
| 143 | OMT | L & UL | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | OMT | PROTECTIVE | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 145 | OMT | FRINGES | | | 1 | 52 | 1 | 164 | .91971 | 123 | 1.0428 |
| 146 | OMT | OTHER CASUALTIES | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | OMT | JT FACILITIES-DR | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | OMT | JT FACILITIES-(CR) | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | OMT | OTHER | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | TOTAL | OMT:(SUM L141-147)-L148+L149 | XX | | | 236 | XX | 591 | XX | 610 | XX |
| 151 | MVT | ADMINISTRATION | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 152 | MVT | PU & D | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | MVT | L & UL | | | 1 | 0 | 0 | 0 | 0 | 38 | 1.0428 |
| 154 | MVT | PROTECTIVE | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | MVT | FRINGES | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | MVT | OTHER CASUALTIES | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | MVT | JT FACILITIES-DR | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | MVT | JT FACILITIES-(CR) | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | MVT | OTHER | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | TOTAL | MVT:(SUM L151-157)-L158+L159 | XX | | | 0 | XX | 0 | XX | 38 | XX |

| | | ANLZN PD IF C1<= RUNYRS | | | | | | | |
|-----------|------------------------------------|-------------------------------|---------|-------|------------|--------|------------|--------|---|
| LINE CODE | IDENTIFICATION | THEN C1 | CURRENT | PRICE | CURRENT YR | PRICE | CURRENT YR | PRICE | |
| | | ELSE | YEAR | INDEX | MINUS ONE | INDEX | MINUS TWO | INDEX | |
| | | RUNYRS | EXPENSE | (3) | EXPENSE | (5) | EXPENSE | (7) | |
| | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | |
| 161 | RC ADMINISTRATION | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 162 | RC PROTECTIVE | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | RC FRINGES | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 164 | RC OTHER CASUALTIES | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 165 | RC JT FACILITIES-DR | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 166 | RC JT FACILITIES-(CR) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 167 | RC OTHER | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 168 | TOTAL RC:(SUM L161-165)-L166+L167 | XX | 0 | XX | 0 | XX | 0 | XX | |
| 169 | OSS ADMINISTRATION | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 170 | OSS PU & D | 1 | 9711 | 1 | 6764 | .91971 | 12975 | 1.0428 | |
| 171 | OSS L & UL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 172 | OSS PROTECTIVE | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 173 | OSS FRINGES | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 174 | OSS OTHER CASUALTIES | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 175 | OSS JT FACILITIES-DR | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 176 | OSS JT FACILITIES-(CR) | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 177 | OSS OTHER | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 178 | TOTAL OSS:(SUM L169-175)-L176+L177 | XX | 9711 | XX | 6764 | XX | 12975 | XX | |

| LINE CODE | IDENTIFICATION | CURRENT YR MINUS THREE | | CURRENT YR MINUS FOUR | | ANNUALIZED EXPENSE (12) |
|-----------|--|---------------------------|--------------------|--------------------------|---------------------|----------------------------|
| | | EXPENSE (8) | PRICE INDEX (9) | EXPENSE (10) | PRICE INDEX (11) | |
| 101 | TOFC ADMINISTRATION | 2971 | 1.0947 | 2764 | 1.1445 | 4408 |
| 102 | TOFC PICKUP & DELIVERY | 1651 | 1.0947 | 783 | 1.1445 | 3018 |
| 103 | TOFC LOADING & UNLOADING | 2289 | 1.0947 | 2357 | 1.1445 | 3387 |
| 104 | TOFC PROTECTIVE SERVICE | 0 | 0 | 0 | 0 | 0 |
| 105 | TOFC FRINGES | 1878 | 1.0947 | 2180 | 1.1445 | 4210 |
| 106 | TOFC OTHER CASUALTIES | 0 | 0 | 0 | 0 | 0 |
| 107 | TOFC JOINT FACILITY-DR | 0 | 0 | 0 | 0 | 0 |
| 108 | TOFC JOINT FACILITY-(CR) | 0 | 0 | 0 | 0 | 0 |
| 109 | TOFC OTHER | 1400 | 1.0947 | 1674 | 1.1445 | 908 |
| 110 | TOTAL TOFC: (SUM L101-107)- L108+L109 | 10189 | XX | 9758 | XX | 15931 |
| 111 | FLOATING ADMINISTRATION | 0 | 0 | 0 | 0 | 0 |
| 112 | FLOATING LINE HAUL | 0 | 0 | 0 | 0 | 0 |
| 113 | FLOATING LOCAL MARINE | 0 | 0 | 0 | 0 | 0 |
| 114 | FLOATING PROTECTIVE | 0 | 0 | 0 | 0 | 0 |
| 115 | FLOATING FRINGES | 0 | 0 | 0 | 0 | 0 |
| 116 | FLOATING OTHER CASUALTIES | 0 | 0 | 0 | 0 | 0 |
| 117 | FLOATING JOINT FACILITY-DR | 0 | 0 | 0 | 0 | 0 |
| 118 | FLOATING JOINT FACILITY-(CR) | 0 | 0 | 0 | 0 | 0 |
| 119 | FLOATING OTHER | 0 | 0 | 0 | 0 | 0 |
| 120 | TOTAL FLOATING: (SUM L111-117)- L118+L119 | 0 | XX | 0 | XX | 0 |
| 121 | COAL ADMINISTRATION | 2 | 1.0947 | 107 | 1.1445 | 0 |
| 122 | COAL PU&D | 2521 | 1.0947 | 3515 | 1.1445 | 0 |
| 123 | COAL L&UL | 0 | 0 | 0 | 0 | 0 |
| 124 | COAL PROTECTIVE | 0 | 0 | 0 | 0 | 0 |
| 125 | COAL FRINGES | 404 | 1.0947 | 798 | 1.1445 | 0 |
| 126 | COAL OTHER CASUALTIES | 0 | 0 | 0 | 0 | 0 |
| 127 | COAL JT FACILITY-DR | 0 | 0 | 0 | 0 | 0 |
| 128 | COAL JT FACILITY-(CR) | 0 | 0 | 0 | 0 | 0 |
| 129 | COAL OTHER | 0 | 0 | 0 | 0 | 0 |
| 130 | COAL TOTAL: (SUM L121-127)- L128+L129 | 2927 | XX | 4420 | XX | 0 |

| LINE CODE | IDENTIFICATION | CURRENT YR | | CURRENT YR | | ANNUALIZED EXPENSE |
|-----------|---|-------------------------------|-----------------------|-------------------------------|------------------------|--------------------|
| | | MINUS THREE EXPENSE (8) | PRICE INDEX (9) | MINUS FOUR EXPENSE (10) | PRICE INDEX (11) | |
| 131 | ORE ADMINISTRATION | 362 | 1.0947 | 87 | 1.1445 | 98 |
| 132 | ORE PU&D | 7920 | 1.0947 | 6538 | 1.1445 | 6173 |
| 133 | ORE L&UL | 0 | 0 | 0 | 0 | 0 |
| 134 | ORE PROTECTIVE | 0 | 0 | 0 | 0 | 0 |
| 135 | ORE FRINGES | 1393 | 1.0947 | 1724 | 1.1445 | 1018 |
| 136 | ORE OTHER CASUALTIES | 0 | 0 | 0 | 0 | 0 |
| 137 | ORE JT FACILITY-DR | 0 | 0 | 0 | 0 | 0 |
| 138 | ORE JT FACILITY-(CR) | 0 | 0 | 0 | 0 | 0 |
| 139 | ORE OTHER | 0 | 0 | 0 | 0 | 0 |
| 140 | ORE TOTAL:(SUM L131-137)- L138+L139 | 9675 | XX | 8349 | XX | 7289 |
| 141 | OMT ADMINISTRATION | 0 | 0 | 8 | 1.1445 | 0 |
| 142 | OMT PU&D | 483 | 1.0947 | 270 | 1.1445 | 184 |
| 143 | OMT L&UL | 0 | 0 | 0 | 0 | 0 |
| 144 | OMT PROTECTIVE | 0 | 0 | 0 | 0 | 0 |
| 145 | OMT FRINGES | 77 | 1.0947 | 61 | 1.1445 | 52 |
| 146 | OMT OTHER CASUALTIES | 0 | 0 | 0 | 0 | 0 |
| 147 | OMT JT FACILITIES-DR | 0 | 0 | 0 | 0 | 0 |
| 148 | OMT JT FACILITIES-(CR) | 0 | 0 | 0 | 0 | 0 |
| 149 | OMT OTHER | 0 | 0 | 0 | 0 | 0 |
| 150 | TOTAL OMT:(SUM L141-147)- L148+L149 | 560 | XX | 339 | XX | 236 |
| 151 | MVT ADMINISTRATION | 0 | 0 | 0 | 0 | 0 |
| 152 | MVT PU & D | 0 | 0 | 0 | 0 | 0 |
| 153 | MVT L & UL | 47 | 1.0947 | 41 | 1.1445 | 0 |
| 154 | MVT PROTECTIVE | 0 | 0 | 0 | 0 | 0 |
| 155 | MVT FRINGES | 0 | 0 | 0 | 0 | 0 |
| 156 | MVT OTHER CASUALTIES | 0 | 0 | 0 | 0 | 0 |
| 157 | MVT JT FACILITIES-DR | 0 | 0 | 0 | 0 | 0 |
| 158 | MVT JT FACILITIES-(CR) | 0 | 0 | 0 | 0 | 0 |
| 159 | MVT OTHER | 0 | 0 | 0 | 0 | 0 |
| 160 | TOTAL MVT: (SUM L151-157)- L158+L159 | 47 | XX | 41 | XX | 0 |

| LINE CODE | IDENTIFICATION | CURRENT YR MINUS THREE EXPENSE (8) | PRICE INDEX (9) | CURRENT YR MINUS FOUR EXPENSE (10) | PRICE INDEX (11) | ANNUALIZED EXPENSE (12) |
|-----------|---|---|-----------------------|---|------------------------|----------------------------|
| | | | | | | |
| 161 | RC ADMINISTRATION | 0 | 0 | 0 | 0 | 0 |
| 162 | RC PROTECTIVE | 0 | 0 | 0 | 0 | 0 |
| 163 | RC FRINGES | 0 | 0 | 0 | 0 | 0 |
| 164 | RC OTHER CASUALTIES | 0 | 0 | 0 | 0 | 0 |
| 165 | RC JT FACILITIES-DR | 0 | 0 | 0 | 0 | 0 |
| 166 | RC JT FACILITIES-DR | 0 | 0 | 0 | 0 | 0 |
| 167 | RC OTHER | 0 | 0 | 0 | 0 | 0 |
| 168 | TOTAL RC: (SUM L161-165)- L166+L167 | 0 | XX | 0 | XX | 0 |
| 169 | OSS ADMINISTRATION | 0 | 0 | 0 | 0 | 0 |
| 170 | OSS PU&D | 9678 | 1.0947 | 10137 | 1.1445 | 9711 |
| 171 | OSS L&UL | 0 | 0 | 0 | 0 | 0 |
| 172 | OSS PROTECTIVE | 0 | 0 | 0 | 0 | 0 |
| 173 | OSS FRINGES | 0 | 0 | 0 | 0 | 0 |
| 174 | OSS OTHER CASUALTIES | 0 | 0 | 0 | 0 | 0 |
| 175 | OSS JT FACILITIES-DR | 0 | 0 | 0 | 0 | 0 |
| 176 | OSS JT FACILITIES-(CR) | 0 | 0 | 0 | 0 | 0 |
| 177 | OSS OTHER | 0 | 0 | 0 | 0 | 0 |
| 178 | TOTAL OSS: (SUM L169-175)- L176+L177 | 9678 | XX | 10137 | XX | 9711 |

OPERATING EXPENSES - SUBSCHEDULE DETAIL INTERCHANGE RENTS, FROM R-1, SCHEDULE 414
C U R R E N T Y E A R

| LINE CODE | IDENTIFICATION | ANLZN PD IF C1<= RUNYRS THEN C1 ELSE RUNYRS (1) | PRICE INDEX (2) | RECEIVABLE | | PAYABLE | | | |
|-----------|-------------------------------------|---|-----------------------|------------|------------------------|----------------------|---------|------------------------|----------------------|
| | | | | PRIVATE | P.D. MILEAGE (3) | P.D. BASIC (4) | PRIVATE | P.D. MILEAGE (5) | P.D. BASIC (6) |
| 201 | BOX 40 FOOT | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 5 |
| 202 | BOX 50 FOOT | 1 | 1 | 0 | 0 | 0 | 708 | 182 | 455 |
| 203 | BOX EQUIPPED | 1 | 1 | 0 | 4364 | 14026 | 1728 | 5972 | 17927 |
| 204 | GONDOLA PLAIN | 1 | 1 | 0 | 74 | 242 | 200 | 241 | 807 |
| 205 | GONDOLAR EQUIPPED | 1 | 1 | 0 | 2729 | 8900 | 0 | 2040 | 5067 |
| 206 | HOPPER COVERED | 1 | 1 | 0 | 4525 | 9657 | 0 | 2489 | 5990 |
| 207 | HOPPER OT GEN | 1 | 1 | 0 | 292 | 1350 | 0 | 259 | 1937 |
| 208 | HOPPER OT SPEC | 1 | 1 | 0 | 23 | 130 | 0 | 210 | 557 |
| 209 | REFRIG MECH | 1 | 1 | 0 | 0 | 0 | 0 | 80 | 411 |
| 210 | REFRIG NON MECH | 1 | 1 | 0 | 1 | 8 | 0 | 34 | 96 |
| 211 | FLAT TOFC | 1 | 1 | 0 | 0 | 0 | 6828 | 89 | 234 |
| 212 | FLAT MULTILEVEL | 1 | 1 | 0 | 503 | 1342 | 15418 | 91 | -7681 |
| 213 | FLAT GENERAL | 1 | 1 | 0 | 0 | 0 | 34 | 20 | 1 |
| 214 | FLAT ALL OTHER | 1 | 1 | 0 | 2815 | 7468 | 3138 | 1467 | 5752 |
| 215 | TANK < 22,000 GAL | 1 | 1 | 0 | 37 | 58 | 2474 | -3 | 1 |
| 216 | TANK >= 22,000 GAL | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 |
| 217 | AUTO RACKS | 1 | 1 | 0 | 0 | 3825 | 0 | 0 | 0 |
| 218 | ALL OTHER CARS | 1 | 1 | 0 | 39 | 96 | 0 | 36 | 237 |
| 219 | TOTAL FREIGHT CARS: SUM L201-218 | XX | XX | 0 | 15365 | 47044 | 30529 | 13212 | 31795 |
| 220 | REFRIG TRAILERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 221 | OTHER TRAILERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 222 | REFRIG CONTAINERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 223 | OTHER CONTAINERS | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 224 | TOTAL OE: SUM L220-223 | XX | XX | 0 | 0 | 0 | 0 | 0 | 6 |

Lines 215 and 216 (Tank Cars), Columns 4,5,7, and 8 (Railroad Owned)
have been included with Line 218 (All Other Cars)

| | | C U R R E N T Y E A R M I N U S O N E | | | | | | |
|-----------|------------------------|---------------------------------------|-----------------|-------|-----------------|-------|-------|-------|
| | | R E C E I V A B L E | | | P A Y A B L E | | | |
| LINE CODE | IDENTIFICATION | PRICE | P.D. | P.D. | P.D. | P.D. | P.D. | |
| | | INDEX | PRIVATE MILEAGE | BASIC | PRIVATE MILEAGE | BASIC | BASIC | |
| | | (9) | (10) | (11) | (12) | (13) | (14) | (15) |
| 201 | BOX 40 FOOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 202 | BOX 50 FOOT | .86089 | 0 | 6 | 23 | 810 | 286 | 906 |
| 203 | BOX EQUIPPED | .86089 | 0 | 6151 | 20805 | 1558 | 7310 | 23647 |
| 204 | GONDOLA PLAIN | .86089 | 0 | 179 | 511 | 264 | 260 | 653 |
| 205 | GONDOLA EQUIPPED | .86089 | 0 | 3806 | 9042 | 0 | 2100 | 5987 |
| 206 | HOPPER COVERED | .86089 | 0 | 5347 | 14098 | 0 | 3978 | 10966 |
| 207 | HOPPER OT GEN | .86089 | 0 | 489 | 1729 | 0 | 226 | 1578 |
| 208 | HOPPER OT SPEC | .86089 | 0 | 52 | 234 | 0 | 228 | 578 |
| 209 | REFRIG MECH | .86089 | 0 | 0 | 0 | 0 | 90 | 508 |
| 210 | REFRIG NON MECH | .86089 | 0 | 2 | 11 | 0 | 41 | 157 |
| 211 | FLAT TOFC | .86089 | 0 | 0 | 0 | 6710 | 162 | 638 |
| 212 | FLAT MULTILEVEL | .86089 | 0 | 880 | 2130 | 21229 | 140 | -8823 |
| 213 | FLAT GENERAL | .86089 | 0 | 0 | 0 | 9 | 8 | 14 |
| 214 | FLAT ALL OTHER | .86089 | 0 | 3860 | 11381 | 3016 | 2095 | 6804 |
| 215 | TANK <22,000 GAL | .86089 | 0 | 32 | 53 | 2706 | -5 | 1 |
| 216 | TANK >=22,000 GAL | .86089 | 0 | 0 | 0 | 5 | 0 | 0 |
| 217 | AUTO RACKS | .86089 | 0 | 0 | 4271 | 0 | 0 | 0 |
| 218 | ALL OTHER CARS | .86089 | 0 | 48 | 183 | 50 | 37 | 198 |
| 219 | TOTAL FREIGHT CARS: | | | | | | | |
| | SUM L201-218 | XX | 0 | 20820 | 64418 | 36357 | 16961 | 43811 |
| 220 | REFRIG TRAILERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 221 | OTHER TRAILERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 222 | REFRIG CONTAINERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 223 | OTHER CONTAINERS | .86089 | 0 | 0 | 0 | 0 | 0 | 51 |
| 224 | TOTAL OE: SUM L220-223 | XX | 0 | 0 | 0 | 0 | 0 | 51 |

Lines 215 and 216 (Tank Cars), Columns 11,12,14, and 15 (Railroad Owned)
have been included with Line 218 (All Other Cars)

| | | C U R R E N T Y E A R M I N U S T W O | | | | | | |
|-----------|------------------------|---------------------------------------|-----------------|-------|-----------------|-------|-------|-------|
| | | R E C E I V A B L E | | | P A Y A B L E | | | |
| LINE CODE | IDENTIFICATION | PRICE | P.D. | P.D. | P.D. | P.D. | P.D. | |
| | | INDEX | PRIVATE MILEAGE | BASIC | PRIVATE MILEAGE | BASIC | BASIC | |
| | | (16) | (17) | (18) | (19) | (20) | (21) | (22) |
| 201 | BOX 40 FOOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 202 | BOX 50 FOOT | 1.0284 | 0 | 11 | 42 | 933 | 351 | 966 |
| 203 | BOX EQUIPPED | 1.0284 | 0 | 8527 | 27114 | 1649 | 7642 | 21603 |
| 204 | GONDOLA PLAIN | 1.0284 | 0 | 150 | 449 | 392 | 42 | 285 |
| 205 | GONDOLA EQUIPPED | 1.0284 | 0 | 3292 | 8280 | 0 | 1891 | 5381 |
| 206 | HOPPER COVERED | 1.0284 | 0 | 6096 | 16429 | 624 | 4320 | 10538 |
| 207 | HOPPER OT GEN | 1.0284 | 0 | 653 | 1663 | 0 | 188 | 1480 |
| 208 | HOPPER OT SPEC | 1.0284 | 0 | 78 | 381 | 0 | 159 | 346 |
| 209 | REFRIG MECH | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 210 | REFRIG NON MECH | 1.0284 | 0 | 4 | 28 | 0 | 131 | 616 |
| 211 | FLAT TOFC | 1.0284 | 0 | 0 | 0 | 4865 | 190 | 664 |
| 212 | FLAT MULTILEVEL | 1.0284 | 0 | 1057 | 2037 | 18824 | 199 | -7663 |
| 213 | FLAT GENERAL | 1.0284 | 0 | 0 | 0 | 7 | 8 | 18 |
| 214 | FLAT ALL OTHER | 1.0284 | 0 | 4342 | 12710 | 4430 | 2456 | 6816 |
| 215 | TANK <22,000 GAL | 1.0284 | 0 | 34 | 52 | 3273 | 0 | 0 |
| 216 | TANK >=22,000 GAL | 1.0284 | 0 | 0 | 0 | 0 | 0 | -1 |
| 217 | AUTO RACKS | 1.0284 | 0 | 0 | 4364 | 0 | 0 | 0 |
| 218 | ALL OTHER CARS | 1.0284 | 0 | 51 | 356 | 544 | 43 | 149 |
| 219 | TOTAL FREIGHT CARS: | | | | | | | |
| | SUM L201-218 | XX | 0 | 24261 | 73853 | 35541 | 17620 | 41199 |
| 220 | REFRIG TRAILERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 221 | OTHER TRAILERS | 1.0284 | 0 | 0 | 0 | 0 | 0 | 86 |
| 222 | REFRIG CONTAINERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 223 | OTHER CONTAINERS | 1.0284 | 0 | 0 | 0 | 0 | 0 | 207 |
| 224 | TOTAL OE: SUM L220-223 | XX | 0 | 0 | 0 | 0 | 0 | 293 |

Lines 215 and 216 (Tank Cars), Columns 18,19,21, and 22 (Railroad Owned)
have been included with Line 218 (All Other Cars)

| C U R R E N T Y E A R M I N U S T H R E E | | | | | | | | |
|---|-------------------------|---------------------|-------------------------|---------------|-------------------------|---------------|-------|-------|
| | | R E C E I V A B L E | | | P A Y A B L E | | | |
| LINE CODE | PRICE IDENTIFICATION | P.D. INDEX | P.D. PRIVATE MILEAGE | P.D. BASIC | P.D. PRIVATE MILEAGE | P.D. BASIC | | |
| | | (23) | (24) | (25) | (26) | (27) | (28) | (29) |
| 201 | BOX 40 FOOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 202 | BOX 50 FOOT | 1.0806 | 0 | 19 | 58 | 1406 | 347 | 998 |
| 203 | BOX EQUIPPED | 1.0806 | 0 | 11253 | 34526 | 1433 | 7998 | 22081 |
| 204 | GONDOLA PLAIN | 1.0806 | 0 | 174 | 518 | 242 | 165 | 222 |
| 205 | GONDOLA EQUIPPED | 1.0806 | 0 | 3524 | 8578 | 0 | 2042 | 5584 |
| 206 | HOPPER COVERED | 1.0806 | 0 | 6057 | 17296 | 2616 | 4229 | 10158 |
| 207 | HOPPER OT GEN | 1.0806 | 0 | 1802 | 2872 | 0 | 175 | 1096 |
| 208 | HOPPER OT SPEC | 1.0806 | 0 | 185 | 571 | 0 | 166 | 368 |
| 209 | REFRIG MECH | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 210 | REFRIG NON MECH | 1.0806 | 0 | 65 | 177 | 0 | 153 | 689 |
| 211 | FLAT TOFC | 1.0806 | 0 | 1 | 15 | 3445 | 274 | 1060 |
| 212 | FLAT MULTILEVEL | 1.0806 | 0 | 1158 | 2092 | 16979 | 190 | -7368 |
| 213 | FLAT GENERAL | 1.0806 | 0 | 0 | 0 | 5 | 10 | 16 |
| 214 | FLAT ALL OTHER | 1.0806 | 0 | 4708 | 13466 | 3920 | 2633 | 6921 |
| 215 | TANK <22,000 GAL | 1.0806 | 0 | 30 | 58 | 3903 | 0 | 0 |
| 216 | TANK >=22,000 GAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 217 | AUTO RACKS | 1.0806 | 0 | 0 | 4458 | 0 | 0 | 0 |
| 218 | ALL OTHER CARS | 1.0806 | 0 | 53 | 368 | 1376 | 29 | 137 |
| 219 | TOTAL FREIGHT CARS: | | | | | | | |
| | SUM L201-218 | XX | 0 | 28999 | 84995 | 35325 | 18411 | 41962 |
| 220 | REFRIG TRAILERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 221 | OTHER TRAILERS | 1.0806 | 0 | 0 | 5 | 0 | 0 | 882 |
| 222 | REFRIG CONTAINERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 223 | OTHER CONTAINERS | 1.0806 | 0 | 0 | 0 | 0 | 0 | 474 |
| 224 | TOTAL OE: SUM L220-223 | XX | 0 | 0 | 5 | 0 | 0 | 1356 |

Lines 215 and 216 (Tank Cars), Columns 25,26,28, and 29 (Railroad Owned)
have been included with Line 218 (All Other Cars)

| | | C U R R E N T Y E A R M I N U S F O U R | | | | | | |
|-----------|------------------------|---|-----------------|-------|-----------------|-------|-------|-------|
| | | R E C E I V A B L E | | | P A Y A B L E | | | |
| LINE CODE | IDENTIFICATION | PRICE | P.D. | P.D. | P.D. | P.D. | P.D. | |
| | | INDEX | PRIVATE MILEAGE | BASIC | PRIVATE MILEAGE | BASIC | BASIC | |
| | | (30) | (31) | (32) | (33) | (34) | (35) | (36) |
| 201 | BOX 40 FOOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 202 | BOX 50 FOOT | 1.1347 | 0 | 25 | 90 | 1107 | 294 | 920 |
| 203 | BOX EQUIPPED | 1.1347 | 0 | 13006 | 38262 | 1429 | 8622 | 27151 |
| 204 | GONDOLA PLAIN | 1.1347 | 0 | 348 | 641 | 224 | 143 | 316 |
| 205 | GONDOLA EQUIPPED | 1.1347 | 0 | 2864 | 8048 | 0 | 2103 | 6053 |
| 206 | HOPPER COVERED | 1.1347 | 0 | 5963 | 19601 | 4293 | 4634 | 11474 |
| 207 | HOPPER OT GEN | 1.1347 | 0 | 1718 | 2942 | 0 | 401 | 1177 |
| 208 | HOPPER OT SPEC | 1.1347 | 0 | 211 | 1004 | 0 | 167 | 368 |
| 209 | REFRIG MECH | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 210 | REFRIG NON MECH | 1.1347 | 0 | 194 | 596 | 0 | 143 | 569 |
| 211 | FLAT TOFC | 1.1347 | 0 | 225 | 604 | 1891 | 262 | 1262 |
| 212 | FLAT MULTILEVEL | 1.1347 | 0 | 1149 | 2116 | 19344 | 346 | -9630 |
| 213 | FLAT GENERAL | 1.1347 | 0 | 0 | 0 | 25 | 41 | 39 |
| 214 | FLAT ALL OTHER | 1.1347 | 0 | 3876 | 11748 | 3098 | 2656 | 8390 |
| 215 | TANK <22,000 GAL | 1.1347 | 0 | 29 | 75 | 4048 | 0 | 0 |
| 216 | TANK >=22,000 GAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 217 | AUTO RACKS | 1.1347 | 0 | 0 | 5006 | 0 | 0 | 0 |
| 218 | ALL OTHER CARS | 1.1347 | 0 | 100 | 435 | 1686 | 24 | 82 |
| 219 | TOTAL FREIGHT CARS: | | | | | | | |
| | SUM L201-218 | XX | 0 | 29679 | 91093 | 37145 | 19836 | 48171 |
| 220 | REFRIG TRAILERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 221 | OTHER TRAILERS | 1.1347 | 0 | 0 | 0 | 0 | 0 | 2025 |
| 222 | REFRIG CONTAINERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 223 | OTHER CONTAINERS | 1.1347 | 0 | 0 | 0 | 0 | 0 | 709 |
| 224 | TOTAL OE: SUM L220-223 | XX | 0 | 0 | 0 | 0 | 0 | 2734 |

Lines 215 and 216 (Tank Cars), Columns 32,33,35, and 36 (Railroad Owned)
have been included with Line 218 (All Other Cars)

| A N N U A L I Z E D | | | | | | | | | |
|---------------------|-------------------------------------|----------------|-----------------|-------------------------|-----------------------|-------------------------|-------------------------|-----------------------|------------|
| LINE | CODE | IDENTIFICATION | RECEIVABLE | | | PAYABLE | | | TOTAL |
| | | | PRIVATE (37) | P.D. MILEAGE (38) | P.D. BASIC (39) | P.D. PRIVATE (40) | P.D. MILEAGE (41) | P.D. BASIC (42) | RENTS |
| | | | | | | | | | +(C40-C37) |
| | | | | | | | | | +(C41-C38) |
| | | | | | | | | | +(C42-C39) |
| | | | | | | | | | (43) |
| 201 | BOX 40 FOOT | 0 | 0 | 0 | 0 | 2 | 5 | 7 | |
| 202 | BOX 50 FOOT | 0 | 0 | 0 | 708 | 182 | 455 | 1345 | |
| 203 | BOX EQUIPPED | 0 | 4364 | 14026 | 1728 | 5972 | 17927 | 7237 | |
| 204 | GONDOLA PLAIN | 0 | 74 | 242 | 200 | 241 | 807 | 932 | |
| 205 | GONDOLA EQUIPPED | 0 | 2729 | 8900 | 0 | 2040 | 5067 | -4522 | |
| 206 | HOPPER COVERED | 0 | 4525 | 9657 | 0 | 2489 | 5990 | -5703 | |
| 207 | HOPPER OT GEN | 0 | 292 | 1350 | 0 | 259 | 1937 | 554 | |
| 208 | HOPPER OT SPEC | 0 | 23 | 130 | 0 | 210 | 557 | 614 | |
| 209 | REFRIG MECH | 0 | 0 | 0 | 0 | 80 | 411 | 491 | |
| 210 | REFRIG NON MECH | 0 | 1 | 8 | 0 | 34 | 96 | 121 | |
| 211 | FLAT TOFC | 0 | 0 | 0 | 6828 | 89 | 234 | 7151 | |
| 212 | FLAT MULTILEVEL | 0 | 503 | 1342 | 15418 | 91 | -7681 | 5983 | |
| 213 | FLAT GENERAL | 0 | 0 | 0 | 34 | 20 | 1 | 55 | |
| 214 | FLAT ALL OTHER | 0 | 2815 | 7468 | 3138 | 1467 | 5752 | 74 | |
| 215 | TANK <22,000 GAL | 0 | 37 | 58 | 2474 | -3 | 1 | 2474 | |
| 216 | TANK >=22,000 GAL | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 217 | AUTO RACKS | 0 | 0 | 3825 | 0 | 0 | 0 | -3825 | |
| 218 | ALL OTHER CARS | 0 | 39 | 96 | 0 | 36 | 237 | 138 | |
| 219 | TOTAL FREIGHT CARS: SUM L201-218 | 0 | 15365 | 47044 | 30529 | 13212 | 31795 | 13127 | |
| 220 | REFRIG TRAILERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 221 | OTHER TRAILERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 222 | REFRIG CONTAINERS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 223 | OTHER CONTAINERS | 0 | 0 | 0 | 0 | 0 | 6 | 6 | |
| 224 | TOTAL OE: SUM L220-223 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | |

Lines 215 and 216 (Tank Cars), Columns 38,39,41, and 42 (Railroad Owned)
have been included with Line 218 (All Other Cars)
Column 43 (Total Rents) for Lines 215 and 216 (Tank Cars),
consists of Columns 37 and 40 (only Private Cars)

OPERATING EXPENSES

EQUIPMENT REPAIR, FROM R-1, SCHEDULE 415

| | | ANLZN PD | | | | | | |
|-----------|---|----------|---------|-------|------------|--------|------------|--------|
| | | IF C1<= | | | | | | |
| LINE CODE | IDENTIFICATION | RUNYRS | CURRENT | PRICE | CURRENT YR | PRICE | CURRENT YR | |
| | | THEN C1 | YEAR | INDEX | MINUS ONE | INDEX | MINUS TWO | PRICE |
| | | ELSE | EXPENSE | | EXPENSE | | EXPENSE | INDEX |
| | | RUNYRS | | | | | | |
| | | (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| 301 | DIESEL LOCOMOTIVES-YARD | 3 | 3441 | 1 | 4870 | .98998 | 3901 | 1.1083 |
| 302 | DIESEL LOCOMOTIVES-ROAD | 3 | 35576 | 1 | 50288 | .98998 | 42648 | 1.1083 |
| 303 | OTHER LOCOMOTIVES-YARD | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 304 | OTHER LOCOMOTIVES-ROAD | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 305 | ROAD LOCOMOTIVES: L302+L304 | XX | 35576 | XX | 50288 | XX | 42648 | XX |
| 306 | YARD LOCOMOTIVES: L301+L303 | XX | 3441 | XX | 4870 | XX | 3901 | XX |
| 307 | TOTAL LOCOMOTIVES: L305+L306 | XX | 39017 | XX | 55158 | XX | 46549 | XX |
| 308 | BOX 40 FT | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 309 | BOX 50 FT | 3 | 0 | 0 | 10 | 1.1007 | 13 | 1.1614 |
| 310 | BOX EQUIPPED | 3 | 7588 | 1 | 11593 | 1.1007 | 10642 | 1.1614 |
| 311 | GONDOLA PLAIN | 3 | 116 | 1 | 239 | 1.1007 | 126 | 1.1614 |
| 312 | GONDOLA EQUIPPED | 3 | 1860 | 1 | 3691 | 1.1007 | 2657 | 1.1614 |
| 313 | HOPPER COVERED | 3 | 5619 | 1 | 6694 | 1.1007 | 6387 | 1.1614 |
| 314 | HOPPER OT GEN | 3 | 1424 | 1 | 2520 | 1.1007 | 1841 | 1.1614 |
| 315 | HOPPER OT SPECIAL | 3 | 3632 | 1 | 3458 | 1.1007 | 3311 | 1.1614 |
| 316 | REFRIG MECHANICAL | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 317 | REFRIG NON MECHANICAL | 3 | 2 | 1 | 5 | 1.1007 | 4 | 1.1614 |
| 318 | FLAT TOFC/COFC | 3 | 0 | 0 | 174 | 1.1007 | 204 | 1.1614 |
| 319 | FLAT MULTILEVEL | 3 | 659 | 1 | 1092 | 1.1007 | 728 | 1.1614 |
| 320 | FLAT GENERAL SERVICE | 3 | 10 | 1 | 11 | 1.1007 | 19 | 1.1614 |
| 321 | FLAT ALL OTHER | 3 | 3737 | 1 | 5227 | 1.1007 | 5492 | 1.1614 |
| 322 | ALL OTHER FC | 3 | 800 | 1 | 975 | 1.1007 | 800 | 1.1614 |
| 323 | CABOOSES | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 324 | AUTO RACKS | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 325 | MISCELLANEOUS ACCESSORIES | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 326 | TOTAL FREIGHT CARS: (SUM L308-325) | XX | 25447 | XX | 35689 | XX | 32224 | XX |
| 327 | REFRIGERATED TRAILERS | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 328 | OTHER TRAILERS | 3 | 657 | 1 | 1844 | .87843 | 412 | 1.042 |
| 329 | REFRIGERATED CONTAINERS | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 330 | OTHER CONTAINERS | 3 | 0 | 0 | 0 | 0 | 552 | 1.042 |
| 331 | BOGIES | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 332 | CHASIS | 3 | 346 | 1 | 445 | .87843 | 1035 | 1.042 |
| 333 | OTHER HIGHWAY EQUIP | 3 | 691 | 1 | 128 | .87843 | 62 | 1.042 |
| 334 | MARINE-LINE HAUL | 3 | 1793 | 1 | 2671 | .87843 | 2794 | 1.042 |
| 335 | LOCAL MARINE | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 336 | PASSENGER & OTHER (FREIGHT PORTION) | 3 | 237 | 1 | 245 | .87843 | 249 | 1.042 |
| 337 | COMPUTER & EDP | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 338 | SHOP MACHINERY-LOCOMOTIVE | 3 | 0 | 0 | 1 | .98998 | 21 | 1.1083 |
| 339 | SHOP MACHINERY-FC | 3 | 87 | 1 | 134 | 1.1007 | 242 | 1.1614 |
| 340 | SHOP MACHINERY-OE | 3 | 37 | 1 | 101 | .87843 | 2 | 1.042 |
| 341 | WORK & NR EQUIP | 3 | 2853 | 1 | 5943 | .87843 | 10993 | 1.042 |
| 342 | TOTAL OTHER EQUIPMENT EXCLUDING SHOP MACH: (SUM L327-337)+L341 | XX | 6577 | XX | 11276 | XX | 16097 | XX |
| 343 | TOTAL EXCL. MACH: L307+L326+L342 | XX | 71041 | XX | 102123 | XX | 94870 | XX |
| 344 | TOTAL BOGIES & CHASIS: L331+L332 | XX | 346 | XX | 445 | XX | 1035 | XX |

| LINE CODE | IDENTIFICATION | CURRENT YR MINUS THREE EXPENSE (8) | PRICE INDEX (9) | CURRENT YR MINUS FOUR EXPENSE (10) | PRICE INDEX (11) | ANNUALIZED EXPENSE (12) |
|-----------|---|---|-----------------------|---|------------------------|----------------------------|
| | | | | | | |
| 301 | DIESEL LOCOMOTIVES-YARD | 5000 | 1.1963 | 4945 | 1.2894 | 4195 |
| 302 | DIESEL LOCOMOTIVES-ROAD | 44993 | 1.1963 | 44510 | 1.2894 | 44209 |
| 303 | OTHER LOCOMOTIVES-YARD | 0 | 0 | 0 | 0 | 0 |
| 304 | OTHER LOCOMOTIVES-ROAD | 0 | 0 | 0 | 0 | 0 |
| 305 | ROAD LOCOMOTIVES: L302+L304 | 44993 | XX | 44510 | XX | 44209 |
| 306 | YARD LOCOMOTIVES: L301+L303 | 5000 | XX | 4945 | XX | 4195 |
| 307 | TOTAL LOCOMOTIVES: L305+L306 | 49993 | XX | 49455 | XX | 48404 |
| 308 | BOX-40 FT | 0 | 0 | 0 | 0 | 0 |
| 309 | BOX-50 FT | 15 | 1.261 | 37 | 1.3551 | 8.70155 |
| 310 | BOX-EQUIPPED | 11877 | 1.261 | 13647 | 1.3551 | 10902 |
| 311 | GONDOLA-PLAIN | 86 | 1.261 | 57 | 1.3551 | 175.1313 |
| 312 | GONDOLA-EQUIPPED | 2706 | 1.261 | 3082 | 1.3551 | 3002 |
| 313 | HOPPER COVERED | 6702 | 1.261 | 7999 | 1.3551 | 6801 |
| 314 | HOPPER-O.T. GEN. | 1511 | 1.261 | 1328 | 1.3551 | 2111 |
| 315 | HOPPER-O.T. SPECIAL | 3089 | 1.261 | 2097 | 1.3551 | 3761 |
| 316 | REFRIG-MECHANICAL | 0 | 0 | 0 | 0 | 0 |
| 317 | REFRIG-NON MECHANICAL | 37 | 1.261 | 134 | 1.3551 | 4.04962 |
| 318 | FLAT-TOFC/COFC | 227 | 1.261 | 248 | 1.3551 | 142.8127 |
| 319 | FLAT-MULTILEVEL | 624 | 1.261 | 600 | 1.3551 | 902.1388 |
| 320 | FLAT-GENERAL SERVICE | 24 | 1.261 | 428 | 1.3551 | 14.72453 |
| 321 | FLAT-ALL OTHER | 4516 | 1.261 | 4243 | 1.3551 | 5289 |
| 322 | ALL OTHER FC | 607 | 1.261 | 604 | 1.3551 | 934.0858 |
| 323 | CABOOSES | 0 | 0 | 0 | 0 | 0 |
| 324 | AUTO RACKS | 0 | 0 | 0 | 0 | 0 |
| 325 | MISCELLANEOUS ACCESSORIES | 0 | 0 | 0 | 0 | 0 |
| 326 | TOTAL FREIGHT CARS | 32021 | XX | 34504 | XX | 34051 |
| 327 | REFRIGERATED TRAILERS | 0 | 0 | 0 | 0 | 0 |
| 328 | OTHER TRAILERS | 983 | 1.1018 | 1433 | 1.162 | 902.0375 |
| 329 | REFRIGERATED CONTAINERS | 0 | 0 | 0 | 0 | 0 |
| 330 | OTHER CONTAINERS | 12 | 1.1018 | 18 | 1.162 | 191.7206 |
| 331 | BOGIES | 0 | 0 | 0 | 0 | 0 |
| 332 | CHASIS | 1204 | 1.1018 | 1755 | 1.162 | 605.11 |
| 333 | OTHER HIGHWAY EQUIP. | 158 | 1.1018 | 230 | 1.162 | 289.3469 |
| 334 | MARINE-LINE HAUL | 3299 | 1.1018 | 1880 | 1.162 | 2350 |
| 335 | LOCAL MARINE | 0 | 0 | 0 | 0 | 0 |
| 336 | PASSENGER & OTHER (FREIGHT PORTION) | 251 | 1.1018 | 311 | 1.162 | 237.2211 |
| 337 | COMPUTER & EDP | 0 | 0 | 0 | 0 | 0 |
| 338 | SHOP MACHINERY-LOCOMOTIVES | 33 | 1.1963 | 19 | 1.2894 | 8.0883 |
| 339 | SHOP MACHINERY-F.C. | 200 | 1.261 | 551 | 1.3551 | 171.8479 |
| 340 | SHOP MACHINERY-O.E. | 42 | 1.1018 | 202 | 1.162 | 42.60179 |
| 341 | WORK & NR EQUIP | 12983 | 1.1018 | 13507 | 1.162 | 6509 |
| 342 | TOTAL OTHER EQUIPMENT EXCLUDING SHOP MACH: (SUM L327-337)+L341 | 18890 | XX | 19134 | XX | 11084 |
| 343 | TOTAL EXCLUDING MACH: L307+L326+L342 | 100904 | XX | 103093 | XX | 93540 |
| 344 | TOTAL BOGIES & CHASIS: L331+L332 | 1204 | XX | 1755 | XX | 605.11 |

OPERATING EXPENSES - SUBSCHEDULE DETAIL
EQUIPMENT DEPRECIATION OWNED AND LEASED, FROM R-1, SCHEDULE 415

| | | ANLZN PD | | | | | | |
|-----------|-------------------------------------|----------|---------|-------|------------|--------|------------|--------|
| | | IF C1<= | | | | | | |
| | | RUNYRS | CURRENT | PRICE | CURRENT YR | PRICE | CURRENT YR | |
| LINE CODE | IDENTIFICATION | THEN C1 | YEAR | INDEX | MINUS ONE | INDEX | MINUS TWO | PRICE |
| | | ELSE | EXPENSE | | EXPENSE | | EXPENSE | INDEX |
| | | RUNYRS | | | | | | |
| | | (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| 401 | DIESEL LOCOMOTIVES-YARD | 1 | 664 | 1 | 663 | 1.0847 | 651 | 1.1188 |
| 402 | DIESEL LOCOMOTIVES-ROAD | 1 | 11612 | 1 | 10823 | 1.0847 | 9050 | 1.1188 |
| 403 | OTHER LOCOMOTIVES-YARD | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 404 | OTHER LOCOMOTIVES-ROAD | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 405 | ROAD LOCOMOTIVES: L402+L404 | XX | 11612 | XX | 10823 | XX | 9050 | XX |
| 406 | YARD LOCOMOTIVES: L401+L403 | XX | 664 | XX | 663 | XX | 651 | XX |
| 407 | TOTAL LOCOMOTIVES: L405+L406 | XX | 12276 | XX | 11486 | XX | 9701 | XX |
| 408 | BOX-40 FT | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 409 | BOX-50 FT | 1 | 20 | 1 | 1032 | 1.0847 | -169 | 1.1188 |
| 410 | BOX-EQUIPPED | 1 | 6654 | 1 | 4638 | 1.0847 | 7428 | 1.1188 |
| 411 | GONDOLA-PLAIN | 1 | 175 | 1 | 85 | 1.0847 | -76 | 1.1188 |
| 412 | GONDOLA-EQUIPPED | 1 | 2595 | 1 | 3262 | 1.0847 | 3616 | 1.1188 |
| 413 | HOPPER COVERED | 1 | 2921 | 1 | 2206 | 1.0847 | 2810 | 1.1188 |
| 414 | HOPPER-OT GEN | 1 | 3150 | 1 | 2880 | 1.0847 | 3653 | 1.1188 |
| 415 | HOPPER-OT SPECIAL | 1 | 108 | 1 | 678 | 1.0847 | 876 | 1.1188 |
| 416 | REFRIG-MECHANICAL | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 417 | REFRIG-NON MECHANICAL | 1 | 30 | 1 | 187 | 1.0847 | 315 | 1.1188 |
| 418 | FLAT-TOFC/COFC | 1 | -5 | 1 | 0 | 0 | -14 | 1.1188 |
| 419 | FLAT-MULTILEVEL | 1 | 750 | 1 | 2010 | 1.0847 | 2307 | 1.1188 |
| 420 | FLAT-GENERAL SERVICE | 1 | 667 | 1 | 0 | 0 | -43 | 1.1188 |
| 421 | FLAT-ALL OTHER | 1 | 50 | 1 | 1094 | 1.0847 | 1216 | 1.1188 |
| 422 | ALL OTHER FC | 1 | 51 | 1 | 108 | 1.0847 | 122 | 1.1188 |
| 423 | CABOOSES | 1 | 7 | 1 | 4 | 1.0847 | 30 | 1.1188 |
| 424 | AUTO RACKS | 1 | 931 | 1 | 987 | 1.0847 | 1044 | 1.1188 |
| 425 | MISCELLANEOUS ACCESSORIES | 1 | -19 | 1 | -9 | 1.0847 | -9 | 1.1188 |
| 426 | TOTAL FREIGHT CARS: SUM L408-425 | XX | 18085 | XX | 19162 | XX | 23106 | XX |
| 427 | REFRIGERATED TRAILERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 428 | OTHER TRAILERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 429 | REFRIGERATED CONTAINERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 430 | OTHER CONTAINERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 431 | BOGIES | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 432 | CHASIS | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 433 | OTHER HIGHWAY EQUIP | 1 | 498 | 1 | 745 | 1.0847 | 655 | 1.1188 |
| 434 | MARINE-LINE HAUL | 1 | 17 | 1 | 17 | 1.0847 | 17 | 1.1188 |
| 435 | LOCAL MARINE | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 436 | PASSENGER & OTHER (FREIGHT PORTION) | 1 | 25 | 1 | 13 | 1.0847 | 13 | 1.1188 |
| 437 | COMPUTER & EDP | 1 | 3749 | 1 | 2734 | 1.0847 | 1294 | 1.1188 |
| 438 | SHOP MACHINERY-LOCOMOTIVE | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 439 | SHOP MACHINERY-FC | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 440 | SHOP MACHINERY-OE | 1 | 467 | 1 | 461 | 1.0847 | 450 | 1.1188 |
| 441 | WORK & NR EQUIP | 1 | 1732 | 1 | 2135 | 1.0847 | 934 | 1.1188 |
| 442 | TOTAL OTHER EQUIPMENT EXCLUDING | | | | | | | |
| | SHOP MACH: (SUM L427-437)+L441 | XX | 6021 | XX | 5644 | XX | 2913 | XX |
| 443 | TOTAL EXCLUDING MACH:L407+L426+L442 | XX | 36382 | XX | 36292 | XX | 35720 | XX |
| 444 | TOTAL BOGIES & CHASIS: L431+L432 | XX | 0 | XX | 0 | XX | 0 | XX |

| LINE CODE | IDENTIFICATION | CURRENT YR | | CURRENT YR | | ANNUALIZED EXPENSE (12) |
|-----------|---|----------------|--------------|-----------------|---------------|----------------------------|
| | | MINUS THREE | PRICE | MINUS FOUR | PRICE | |
| | | EXPENSE (8) | INDEX (9) | EXPENSE (10) | INDEX (11) | |
| 401 | DIESEL LOCOMOTIVES-YARD | 386 | 1.1669 | 304 | 1.1984 | 664 |
| 402 | DIESEL LOCOMOTIVES-ROAD | 9003 | 1.1669 | 8681 | 1.1984 | 11612 |
| 403 | OTHER LOCOMOTIVES-YARD | 0 | 0 | 0 | 0 | 0 |
| 404 | OTHER LOCOMOTIVES-ROAD | 0 | 0 | 0 | 0 | 0 |
| 405 | ROAD LOCOMOTIVES: L402+L404 | 9003 | XX | 8681 | XX | 11612 |
| 406 | YARD LOCOMOTIVES: L401+L403 | 386 | XX | 304 | XX | 664 |
| 407 | TOTAL LOCOMOTIVES: L405+L406 | 9389 | XX | 8985 | XX | 12276 |
| 408 | BOX-40 FT | 0 | 0 | 0 | 0 | 0 |
| 409 | BOX-50 FT | -116 | 1.1669 | 103 | 1.1984 | 20 |
| 410 | BOX-EQUIPPED | 4940 | 1.1669 | 5180 | 1.1984 | 6654 |
| 411 | GONDOLA-PLAIN | 302 | 1.1669 | 267 | 1.1984 | 175 |
| 412 | GONDOLA-EQUIPPED | 1623 | 1.1669 | 1482 | 1.1984 | 2595 |
| 413 | HOPPER COVERED | 1814 | 1.1669 | 1347 | 1.1984 | 2921 |
| 414 | HOPPER-OT GEN | 1768 | 1.1669 | 1558 | 1.1984 | 3150 |
| 415 | HOPPER-OT SPECIAL | 767 | 1.1669 | 706 | 1.1984 | 108 |
| 416 | REFRIG-MECHANICAL | 0 | 0 | 0 | 0 | 0 |
| 417 | REFRIG-NON MECHANICAL | 178 | 1.1669 | 175 | 1.1984 | 30 |
| 418 | FLAT-TOFC/COFC | -14 | 1.1669 | -13 | 1.1984 | -5 |
| 419 | FLAT-MULTILEVEL | 1662 | 1.1669 | 1632 | 1.1984 | 750 |
| 420 | FLAT-GENERAL SERVICE | 23 | 1.1669 | 9 | 1.1984 | 667 |
| 421 | FLAT-ALL OTHER | 689 | 1.1669 | 478 | 1.1984 | 50 |
| 422 | ALL OTHER FC | 181 | 1.1669 | 256 | 1.1984 | 51 |
| 423 | CABOOSSES | -7 | 1.1669 | 0 | 0 | 7 |
| 424 | AUTORACKS | 2902 | 1.1669 | 2904 | 1.1984 | 931 |
| 425 | MISCELLANEOUS ACCESSORIES | -21 | 1.1669 | -21 | 1.1984 | -19 |
| 426 | TOTAL FREIGHT CARS: SUM L408-425 | 16691 | XX | 16063 | XX | 18085 |
| 427 | REFRIGERATED TRAILERS | 0 | 0 | 0 | 0 | 0 |
| 428 | OTHER TRAILERS | 0 | 0 | 0 | 0 | 0 |
| 429 | REFRIGERATED CONTAINERS | 0 | 0 | 0 | 0 | 0 |
| 430 | OTHER CONTAINERS | 0 | 0 | 0 | 0 | 0 |
| 431 | BOGIES | 0 | 0 | 0 | 0 | 0 |
| 432 | CHASIS | 175 | 1.1669 | 178 | 1.1984 | 0 |
| 433 | OTHER HIGHWAY EQUIP | 72 | 1.1669 | 53 | 1.1984 | 498 |
| 434 | MARINE-LINE HAUL | 17 | 1.1669 | 855 | 1.1984 | 17 |
| 435 | LOCAL MARINE | 0 | 0 | 0 | 0 | 0 |
| 436 | PASSENGER & OTHER (FREIGHT PORTION) | 13 | 1.1669 | 13 | 1.1984 | 25 |
| 437 | COMPUTER & EDP | 584 | 1.1669 | -219 | 1.1984 | 3749 |
| 438 | SHOP MACHINERY-LOCOMOTIVE | 0 | 0 | 0 | 0 | 0 |
| 439 | SHOP MACHINERY-FC | 0 | 0 | 0 | 0 | 0 |
| 440 | SHOP MACHINERY-OE | 622 | 1.1669 | 599 | 1.1984 | 467 |
| 441 | WORK & NR EQUIP | 1575 | 1.1669 | 1465 | 1.1984 | 1732 |
| 442 | TOTAL OTHER EQUIPMENT EXCLUDING SHOP MACH: (SUM L427-437)+L441 | 2436 | XX | 2345 | XX | 6021 |
| 443 | TOTAL EXCLUDING MACH: L407+L426+L442 | 28516 | XX | 27393 | XX | 36382 |
| 444 | TOTAL BOGIES & CHASIS: L431+L432 | 175 | XX | 178 | XX | 0 |

OPERATING EXPENSES - SUBSCHEDULE DETAIL

EQUIPMENT INVESTMENT, AND ACCUMULATED DEPRECIATION FROM R-1, SCHEDULE 415

| LINE CODE | IDENTIFICATION | INVESTMENT | LEASE | TOTAL | AD | AD LEASE | TOTAL |
|-----------|-------------------------------------|------------|-------------|------------|-------|-------------|---------|
| | | OWNED | CAPITALIZED | INVESTMENT | OWNED | CAPITALIZED | AD |
| | | (1) | (2) | C1 + C2 | (4) | (5) | C4 + C5 |
| | | (1) | (2) | (3) | (4) | (5) | (6) |
| 501 | DIESEL LOCOMOTIVES-YARD | 14050 | 0 | 14050 | 5870 | 0 | 5870 |
| 502 | DIESEL LOCOMOTIVES-ROAD | 317610 | 68131 | 385741 | 71841 | 9610 | 81451 |
| 503 | OTHER LOCOMOTIVES-YARD | 0 | 0 | 0 | 0 | 0 | 0 |
| 504 | OTHER LOCOMOTIVES-ROAD | 0 | 0 | 0 | 0 | 0 | 0 |
| 505 | ROAD LOCOMOTIVES:L502 +L504 | 317610 | 68131 | 385741 | 71841 | 9610 | 81451 |
| 506 | YARD LOCOMOTIVES:L501 +L503 | 14050 | 0 | 14050 | 5870 | 0 | 5870 |
| 507 | TOTAL LOCOMOTIVES:L505 +L506 | 331660 | 68131 | 399791 | 77711 | 9610 | 87321 |
| 508 | BOX-40 FT | 0 | 0 | 0 | 3612 | 0 | 3612 |
| 509 | BOX-50 FT | 813 | 0 | 813 | -825 | 0 | -825 |
| 510 | BOX-EQUIPPED | 191475 | 55526 | 247001 | 6480 | 6657 | 13137 |
| 511 | GONDOLA-PLAIN | 9044 | 0 | 9044 | 1496 | 0 | 1496 |
| 512 | GONDOLA-EQUIPPED | 69078 | 24528 | 93606 | 5386 | 2624 | 8010 |
| 513 | HOPPER COVERED | 133466 | 8463 | 141929 | 9352 | 592 | 9944 |
| 514 | HOPPER-OT GEN | 110194 | 1020 | 111214 | -7655 | 62 | -7593 |
| 515 | HOPPER-OT SPECIAL | 6219 | 0 | 6219 | 134 | 0 | 134 |
| 516 | REFRIG-MECHANICAL | 0 | 0 | 0 | 1 | 0 | 1 |
| 517 | REFRIG-NON MECHANICAL | 2586 | 0 | 2586 | -197 | 0 | -197 |
| 518 | FLAT-TOFC/COFC | 0 | 0 | 0 | 74 | 0 | 74 |
| 519 | FLAT-MULTILEVEL | 17445 | 0 | 17445 | 14944 | 0 | 14944 |
| 520 | FLAT-GENERAL SERVICE | 21252 | 0 | 21252 | 526 | 0 | 526 |
| 521 | FLAT-ALL OTHER | 5128 | 0 | 5128 | 1576 | 0 | 1576 |
| 522 | ALL OTHER FC | 2861 | 0 | 2861 | 1109 | 0 | 1109 |
| 523 | CABOOSSES | 1114 | 0 | 1114 | 738 | 0 | 738 |
| 524 | AUTO RACKS | 35592 | 3224 | 38816 | 18797 | 2139 | 20936 |
| 525 | MISCELLANEOUS ACCESSORIES | 0 | 0 | 0 | 27 | 0 | 27 |
| 526 | TOTAL FREIGHT CARS:SUM L508 -525 | 606267 | 92761 | 699028 | 55575 | 12074 | 67649 |
| 527 | REFRIGERATED TRAILERS | 0 | 0 | 0 | 0 | 0 | 0 |
| 528 | OTHER TRAILERS | 0 | 0 | 0 | 0 | 0 | 0 |
| 529 | REFRIGERATED CONTAINERS | 0 | 0 | 0 | 0 | 0 | 0 |
| 530 | OTHER CONTAINERS | 761 | 0 | 761 | 0 | 0 | 0 |
| 531 | BOGIES | 0 | 0 | 0 | 0 | 0 | 0 |
| 532 | CHASIS | 126 | 0 | 126 | 313 | 0 | 313 |
| 533 | OTHER HIGHWAY EQUIP | 3477 | 0 | 3477 | 3344 | 0 | 3344 |
| 534 | MARINE-LINE HAUL | 1202 | 0 | 1202 | 932 | 0 | 932 |
| 535 | LOCAL MARINE | 0 | 0 | 0 | 0 | 0 | 0 |
| 536 | PASSENGER & OTHER (FREIGHT PORTION) | 723 | 0 | 723 | 95 | 0 | 95 |
| 537 | COMPUTER & EDP | 30195 | 0 | 30195 | 9061 | 0 | 9061 |
| 538 | SHOP MACHINERY-LOCOMOTIVE | 0 | 0 | 0 | 0 | 0 | 0 |
| 539 | SHOP MACHINERY-FC | 0 | 0 | 0 | 0 | 0 | 0 |
| 540 | SHOP MACHINERY-OE | 29095 | 0 | 29095 | 11534 | 0 | 11534 |
| 541 | WORK & NR EQUIP | 27067 | 0 | 27067 | 15715 | 0 | 15715 |
| 542 | TOTAL OTHER EQUIPMENT EXCLUDING | | | | | | |
| | SHOP MACH:(SUM L527 -537)+L541 | 63551 | 0 | 63551 | 29460 | 0 | 29460 |
| 543 | TOTAL BOGIES & CHASIS:L531 +L532 | 126 | 0 | 126 | 313 | 0 | 313 |

OPERATING EXPENSES - SUBSCHEDULE DETAIL
EQUIPMENT LEASES/RENTALS, FROM R-1, SCHEDULE 415

| | | ANLZN PD | | | | | | | |
|-----------|-------------------------------------|----------|---------|------------|-----------|------------|-----------|--------|---|
| | | IF C1<= | | | | | | | |
| | | RUNYRS | | | | | | | |
| | | THEN C1 | CURRENT | CURRENT YR | | CURRENT YR | | | |
| | | ELSE | YEAR | PRICE | MINUS ONE | PRICE | MINUS TWO | PRICE | |
| LINE CODE | IDENTIFICATION | RUNYRS | EXPENSE | INDEX | EXPENSE | INDEX | EXPENSE | INDEX | |
| | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | |
| 601 | DIESEL LOCOMOTIVES-YARD | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 602 | DIESEL LOCOMOTIVES-ROAD | 1 | 5466 | 1 | 6734 | .86089 | 6778 | 1.0284 | |
| 603 | OTHER LOCOMOTIVES-YARD | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 604 | OTHER LOCOMOTIVES-ROAD | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 605 | ROAD LOCOMOTIVES: L602+L604 | XX | 5466 | XX | 6734 | XX | 6778 | XX | |
| 606 | YARD LOCOMOTIVES: L601+L603 | XX | 0 | XX | 0 | XX | 0 | XX | |
| 607 | TOTAL LOCOMOTIVES: L605+L606 | XX | 5466 | XX | 6734 | XX | 6778 | XX | |
| 608 | BOX-40 FT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 609 | BOX-50 FT | 1 | 4104 | 1 | 6018 | .86089 | 5526 | 1.0284 | |
| 610 | BOX-EQUIPPED | 1 | 12859 | 1 | 14771 | .86089 | 13806 | 1.0284 | |
| 611 | GONDOLA-PLAIN | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 612 | GONDOLA-EQUIPPED | 1 | 2546 | 1 | 1541 | .86089 | 837 | 1.0284 | |
| 613 | HOPPER COVERED | 1 | 14012 | 1 | 12628 | .86089 | 12306 | 1.0284 | |
| 614 | HOPPER-OT GEN | 1 | 621 | 1 | 698 | .86089 | 1316 | 1.0284 | |
| 615 | HOPPER-OT SPECIAL | 1 | 645 | 1 | 726 | .86089 | 1369 | 1.0284 | |
| 616 | REFRIG-MECHANICAL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 617 | REFRIG-NON MECHANICAL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 618 | FLAT-TOFC/COFC | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 619 | FLAT-MULTILEVEL | 1 | 0 | 0 | 0 | 0 | 240 | 1.0284 | |
| 620 | FLAT-GENERAL SERVICE | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 621 | FLAT-ALL OTHER | 1 | 10293 | 1 | 8749 | .86089 | 8722 | 1.0284 | |
| 622 | ALL OTHER FC | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 623 | CABOOSSES | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 624 | AUTO RACKS | 1 | 641 | 1 | 544 | .86089 | 497 | 1.0284 | |
| 625 | MISCELLANEOUS ACCESSORIES | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 626 | TOTAL FREIGHT CARS: SUM L608-625 | XX | 45721 | XX | 45675 | XX | 44619 | XX | |
| 627 | REFRIGERATED TRAILERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 628 | OTHER TRAILERS | 1 | 419 | 1 | 552 | .86089 | 465 | 1.0284 | |
| 629 | REFRIGERATED CONTAINERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 630 | OTHER CONTAINERS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 631 | BOGIES | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 632 | CHASIS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 633 | OTHER HIGHWAY EQUIP | 1 | 2437 | 1 | 3142 | .86089 | 947 | 1.0284 | |
| 634 | MARINE-LINE HAUL | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 635 | LOCAL MARINE | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 636 | PASSENGER & OTHER (FREIGHT PORTION) | 1 | 372 | 1 | 2472 | .86089 | 329 | 1.0284 | |
| 637 | COMPUTER & EDP | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 638 | SHOP MACHINERY-LOCOMOTIVE | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 639 | SHOP MACHINERY-FC | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 640 | SHOP MACHINERY-OE | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 641 | WORK & NR EQUIP | 1 | 155 | 1 | 161 | .86089 | 127 | 1.0284 | |
| 642 | TOTAL OTHER EQUIPMENT EXCLUDING | | | | | | | | |
| | SHOP MACH: (SUM L627-637)+L641 | XX | 3383 | XX | 6327 | XX | 1868 | XX | |
| 643 | TOTAL BOGIES & CHASIS: L631+L632 | XX | 0 | XX | 0 | XX | 0 | XX | |

| LINE CODE | IDENTIFICATION | CURRENT YR MINUS THREE EXPENSE (8) | PRICE INDEX (9) | CURRENT YR MINUS FOUR EXPENSE (10) | PRICE INDEX (11) | ANNUALIZED EXPENSE (12) |
|-----------|---|---|-----------------------|---|------------------------|----------------------------|
| | | | | | | |
| 601 | DIESEL LOCOMOTIVES-YARD | 0 | 0 | 0 | 0 | 0 |
| 602 | DIESEL LOCOMOTIVES-ROAD | 7713 | 1.0806 | 8880 | 1.1347 | 5466 |
| 603 | OTHER LOCOMOTIVES-YARD | 0 | 0 | 0 | 0 | 0 |
| 604 | OTHER LOCOMOTIVES-ROAD | 0 | 0 | 0 | 0 | 0 |
| 605 | ROAD LOCOMOTIVES: L602+L604 | 7713 | XX | 8880 | XX | 5466 |
| 606 | YARD LOCOMOTIVES: L601+L603 | 0 | XX | 0 | XX | 0 |
| 607 | TOTAL LOCOMOTIVES: L605+L606 | 7713 | XX | 8880 | XX | 5466 |
| 608 | BOX-40 FT | 0 | 0 | 0 | 0 | 0 |
| 609 | BOX-50 FT | 3401 | 1.0806 | 3385 | 1.1347 | 4104 |
| 610 | BOX-EQUIPPED | 17272 | 1.0806 | 18540 | 1.1347 | 12859 |
| 611 | GONDOLA-PLAIN | 331 | 1.0806 | 490 | 1.1347 | 0 |
| 612 | GONDOLA-EQUIPPED | 880 | 1.0806 | 2634 | 1.1347 | 2546 |
| 613 | HOPPER COVERED | 14476 | 1.0806 | 14010 | 1.1347 | 14012 |
| 614 | HOPPER-OT GEN | 2759 | 1.0806 | 2740 | 1.1347 | 621 |
| 615 | HOPPER-OT SPECIAL | 2873 | 1.0806 | 3581 | 1.1347 | 645 |
| 616 | REFRIG-MECHANICAL | 0 | 0 | 0 | 0 | 0 |
| 617 | REFRIG-NON MECHANICAL | 0 | 0 | 0 | 0 | 0 |
| 618 | FLAT-TOFC/COFC | 0 | 0 | 0 | 0 | 0 |
| 619 | FLAT-MULTILEVEL | 346 | 1.0806 | 379 | 1.1347 | 0 |
| 620 | FLAT-GENERAL SERVICE | 0 | 0 | 0 | 0 | 0 |
| 621 | FLAT-ALL OTHER | 10837 | 1.0806 | 10364 | 1.1347 | 10293 |
| 622 | ALL OTHER FC | 0 | 0 | 0 | 0 | 0 |
| 623 | CABOOSSES | 0 | 0 | 0 | 0 | 0 |
| 624 | AUTO RACKS | 491 | 1.0806 | 478 | 1.1347 | 641 |
| 625 | MISCELLANEOUS ACCESSORIES | 0 | 0 | 0 | 0 | 0 |
| 626 | TOTAL FREIGHT CARS: SUM L608-625 | 53666 | XX | 56601 | XX | 45721 |
| 627 | REFRIGERATED TRAILERS | 0 | 0 | 0 | 0 | 0 |
| 628 | OTHER TRAILERS | 369 | 1.0806 | 295 | 1.1347 | 419 |
| 629 | REFRIGERATED CONTAINERS | 0 | 0 | 0 | 0 | 0 |
| 630 | OTHER CONTAINERS | 0 | 0 | 0 | 0 | 0 |
| 631 | BOGIES | 0 | 0 | 0 | 0 | 0 |
| 632 | CHASIS | 0 | 0 | 0 | 0 | 0 |
| 633 | OTHER HIGHWAY EQUIP | -1391 | 1.0806 | -986 | 1.1347 | 2437 |
| 634 | MARINE-LINE HAUL | 0 | 0 | 0 | 0 | 0 |
| 635 | LOCAL MARINE | 0 | 0 | 0 | 0 | 0 |
| 636 | PASSENGER & OTHER (FREIGHT PORTION) | 34 | 1.0806 | 339 | 1.1347 | 372 |
| 637 | COMPUTER & EDP | 0 | 0 | 0 | 0 | 0 |
| 638 | SHOP MACHINERY-LOCOMOTIVE | 0 | 0 | 0 | 0 | 0 |
| 639 | SHOP MACHINERY-FC | 0 | 0 | 0 | 0 | 0 |
| 640 | SHOP MACHINERY-OE | 0 | 0 | 0 | 0 | 0 |
| 641 | WORK & NR EQUIP | 141 | 1.0806 | 172 | 1.1347 | 155 |
| 642 | TOTAL OTHER EQUIPMENT EXCLUDING SHOP MACH: (SUM L627-637)+L641 | -847 | XX | -180 | XX | 3383 |
| 643 | TOTAL BOGIES & CHASIS: L631+L632 | 0 | XX | 0 | XX | 0 |

OPERATING EXPENSES - SUBSCHEDULE DETAIL

WAY AND STRUCTURES DEPRECIATION, FROM R-1, SCHEDULE 412

| | | ANLZN PD | | IF C1<= | | RUNYRS | | | | | |
|-----------|-----------------------------|----------|---------|---------|---------|------------|---------|------------|---------|-------|---------|
| | | THEN C1 | | CURRENT | | CURRENT YR | | CURRENT YR | | | |
| | | ELSE | | YEAR | | MINUS ONE | | MINUS TWO | | | |
| LINE CODE | IDENTIFICATION | RUNYRS | EXPENSE | PRICE | EXPENSE | PRICE | EXPENSE | PRICE | EXPENSE | PRICE | EXPENSE |
| | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | | | |
| 701 | GRADING | 1 | 15724 | 1 | 15088 | 1.0847 | 14917 | 1.1188 | | | |
| 702 | OTHER ROW | 1 | 0 | 0 | 0 | 0 | -9 | 1.1188 | | | |
| 703 | TUNNELS & SUBWAYS | 1 | 2707 | 1 | 209 | 1.0847 | 3147 | 1.1188 | | | |
| 704 | BRIDGES & TRESTLES | 1 | 21479 | 1 | 20281 | 1.0847 | 19757 | 1.1188 | | | |
| 705 | ELEVATED STRUCTURES | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 706 | TIES | 1 | 23796 | 1 | 24954 | 1.0847 | 23056 | 1.1188 | | | |
| 707 | RAILS & OTM | 1 | 59398 | 1 | 53870 | 1.0847 | 55341 | 1.1188 | | | |
| 708 | BALLAST | 1 | 18513 | 1 | 18400 | 1.0847 | 19564 | 1.1188 | | | |
| 709 | FENCES | 1 | 11 | 1 | 11 | 1.0847 | 11 | 1.1188 | | | |
| 710 | STATION & OFFICE BUILDINGS | 1 | 2257 | 1 | 2059 | 1.0847 | 1976 | 1.1188 | | | |
| 711 | ROADWAY BUILDINGS | 1 | 544 | 1 | 488 | 1.0847 | 357 | 1.1188 | | | |
| 712 | WATER STATIONS | 1 | 61 | 1 | 61 | 1.0847 | 61 | 1.1188 | | | |
| 713 | FUEL STATIONS | 1 | 1336 | 1 | 1295 | 1.0847 | 1224 | 1.1188 | | | |
| 714 | SHOPS & ENGINEHOUSES | 1 | 1670 | 1 | 1354 | 1.0847 | 1130 | 1.1188 | | | |
| 715 | STORAGE WAREHOUSES | 1 | 212 | 1 | 218 | 1.0847 | 221 | 1.1188 | | | |
| 716 | WHARVES & DOCKS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 717 | COAL & ORE WHARVES | 1 | 2764 | 1 | 2665 | 1.0847 | 2547 | 1.1188 | | | |
| 718 | TOFC/COFC TERMINALS | 1 | 1767 | 1 | 1687 | 1.0847 | 1505 | 1.1188 | | | |
| 719 | COMMUNICATIONS SYSTEMS | 1 | 2237 | 1 | 2259 | 1.0847 | 2420 | 1.1188 | | | |
| 720 | SIGNALS & INTERLOCKERS | 1 | 7674 | 1 | 6778 | 1.0847 | 6367 | 1.1188 | | | |
| 721 | POWER PLANTS | 1 | 3 | 1 | 2 | 1.0847 | 2 | 1.1188 | | | |
| 722 | POWER TRANSMISSION SYSTEMS | 1 | 11 | 1 | 11 | 1.0847 | 11 | 1.1188 | | | |
| 723 | MISCELLANEOUS STRUCTURES | 1 | 100 | 1 | 100 | 1.0847 | 100 | 1.1188 | | | |
| 724 | ROADWAY MACHINES | 1 | 1888 | 1 | 2213 | 1.0847 | 2434 | 1.1188 | | | |
| 725 | PUBLIC IMPROVEMENTS | 1 | 1721 | 1 | 1356 | 1.0847 | 1184 | 1.1188 | | | |
| 726 | P.P. MACHINES | 1 | 4 | 1 | 4 | 1.0847 | 5 | 1.1188 | | | |
| 727 | OTHER LEASE/RENTALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| 728 | TOTAL WAY & STRUCTURES: SUM | | | | | | | | | | |
| | L701-727 | XX | 165877 | XX | 155363 | XX | 157328 | XX | | | |

| LINE CODE | IDENTIFICATION | CURRENT YR MINUS THREE | | CURRENT YR MINUS FOUR | | ANNUALIZED EXPENSE (12) |
|-----------|--------------------------------------|---------------------------|--------------------|--------------------------|---------------------|----------------------------|
| | | EXPENSE (8) | PRICE INDEX (9) | EXPENSE (10) | PRICE INDEX (11) | |
| 701 | GRADING | 11733 | 1.1669 | 11744 | 1.1984 | 15724 |
| 702 | OTHER ROW | 19 | 1.1669 | 19 | 1.1984 | 0 |
| 703 | TUNNELS & SUBWAYS | 3133 | 1.1669 | 2874 | 1.1984 | 2707 |
| 704 | BRIDGES & TRESTLES | 19518 | 1.1669 | 20616 | 1.1984 | 21479 |
| 705 | ELEVATED STRUCTURES | 0 | 0 | 0 | 0 | 0 |
| 706 | TIES | 27305 | 1.1669 | 26125 | 1.1984 | 23796 |
| 707 | RAILS & OTM | 50967 | 1.1669 | 50748 | 1.1984 | 59398 |
| 708 | BALLAST | 19466 | 1.1669 | 19448 | 1.1984 | 18513 |
| 709 | FENCES | 29 | 1.1669 | 18 | 1.1984 | 11 |
| 710 | STATION & OFFICE BUILDINGS | 2054 | 1.1669 | 2043 | 1.1984 | 2257 |
| 711 | ROADWAY BUILDINGS | 379 | 1.1669 | 408 | 1.1984 | 544 |
| 712 | WATER STATIONS | 83 | 1.1669 | 83 | 1.1984 | 61 |
| 713 | FUEL STATIONS | 1045 | 1.1669 | 1015 | 1.1984 | 1336 |
| 714 | SHOPS & ENGINEHOUSES | 1096 | 1.1669 | 1153 | 1.1984 | 1670 |
| 715 | STORAGE WAREHOUSES | 633 | 1.1669 | 634 | 1.1984 | 212 |
| 716 | WHARVES & DOCKS | 1348 | 1.1669 | 0 | 0 | 0 |
| 717 | COAL & ORE WHARVES | 4254 | 1.1669 | 3895 | 1.1984 | 2764 |
| 718 | TOFC/COFC TERMINALS | 1815 | 1.1669 | 1354 | 1.1984 | 1767 |
| 719 | COMMUNICATIONS SYSTEMS | 2245 | 1.1669 | 2563 | 1.1984 | 2237 |
| 720 | SIGNALS & INTERLOCKERS | 5249 | 1.1669 | 4825 | 1.1984 | 7674 |
| 721 | POWER PLANTS | 3 | 1.1669 | 3 | 1.1984 | 3 |
| 722 | POWER TRANSMISSION SYSTEMS | 14 | 1.1669 | 14 | 1.1984 | 11 |
| 723 | MISCELLANEOUS STRUCTURES | 102 | 1.1669 | 95 | 1.1984 | 100 |
| 724 | ROADWAY MACHINES | 2886 | 1.1669 | 2406 | 1.1984 | 1888 |
| 725 | PUBLIC IMPROVEMENTS | 920 | 1.1669 | 711 | 1.1984 | 1721 |
| 726 | P.P. MACHINES | 11 | 1.1669 | 11 | 1.1984 | 4 |
| 727 | OTHER LEASE/RENTALS | 0 | 0 | 0 | 0 | 0 |
| 728 | TOTAL WAY & STRUCTURES: SUM L701-727 | 156307 | XX | 152805 | XX | 165877 |

OPERATING EXPENSES - SUBSCHEDULE DETAIL

WAY AND STRUCTURES LEASE RENTALS, FROM R-1, SCHEDULE 412

| | | ANLZN PD | | | | | | |
|-----------|-----------------------------|----------|---------|-------|------------|--------|------------|--------|
| | | IF C1<= | | | | | | |
| | | RUNYRS | | | | | | |
| LINE CODE | IDENTIFICATION | THEN C1 | CURRENT | PRICE | CURRENT YR | PRICE | CURRENT YR | |
| | | ELSE | YEAR | INDEX | MINUS ONE | INDEX | MINUS TWO | PRICE |
| | | RUNYRS | EXPENSE | INDEX | EXPENSE | INDEX | EXPENSE | INDEX |
| | | (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| 801 | LAND | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 802 | GRADING | 1 | 766 | 1 | 1092 | .86089 | 2010 | 1.0284 |
| 803 | OTHER ROW | 1 | 0 | 0 | 0 | 0 | 1 | 1.0284 |
| 804 | TUNNELS & SUBWAYS | 1 | 91 | 1 | 139 | .86089 | 283 | 1.0284 |
| 805 | BRIDGES & TRETTLES | 1 | 957 | 1 | 1361 | .86089 | 2472 | 1.0284 |
| 806 | ELEVATED STRUCTURES | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 807 | TIES | 1 | 557 | 1 | 799 | .86089 | 1425 | 1.0284 |
| 808 | RAILS & OTM | 1 | 1471 | 1 | 2022 | .86089 | 3700 | 1.0284 |
| 809 | BALLAST | 1 | 406 | 1 | 596 | .86089 | 1085 | 1.0284 |
| 810 | FENCES | 1 | 1 | 1 | 2 | .86089 | 3 | 1.0284 |
| 811 | STATION & OFFICE BUILDINGS | 1 | 67 | 1 | 93 | .86089 | 167 | 1.0284 |
| 812 | ROADWAY BUILDINGS | 1 | 16 | 1 | 21 | .86089 | 36 | 1.0284 |
| 813 | WATER STATIONS | 1 | 1 | 1 | 2 | .86089 | 3 | 1.0284 |
| 814 | FUEL STATIONS | 1 | 23 | 1 | 33 | .86089 | 59 | 1.0284 |
| 815 | SHOPS & ENGINEHOUSES | 1 | 53 | 1 | 70 | .86089 | 117 | 1.0284 |
| 816 | STORAGE WAREHOUSES | 1 | 4 | 1 | 6 | .86089 | 12 | 1.0284 |
| 817 | WHARVES & DOCKS | 1 | 1 | 1 | 1 | .86089 | 2 | 1.0284 |
| 818 | COAL & ORE WHARVES | 1 | 80 | 1 | 114 | .86089 | 197 | 1.0284 |
| 819 | TOFC/COFC TERMINALS | 1 | 41 | 1 | 61 | .86089 | 103 | 1.0284 |
| 820 | COMMUNICATIONS SYSTEMS | 1 | 47 | 1 | 71 | .86089 | 132 | 1.0284 |
| 821 | SIGNALS & INTERLOCKERS | 1 | 170 | 1 | 225 | .86089 | 389 | 1.0284 |
| 822 | POWER PLANTS | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 823 | POWER TRANSMISSION SYSTEMS | 1 | 1 | 1 | 2 | .86089 | 3 | 1.0284 |
| 824 | MISCELLANEOUS STRUCTURES | 1 | 5 | 1 | 7 | .86089 | 14 | 1.0284 |
| 825 | ROADWAY MACHINES | 1 | 42 | 1 | 59 | .86089 | 153 | 1.0284 |
| 826 | PUBLIC IMPROVEMENTS | 1 | 60 | 1 | 68 | .86089 | 111 | 1.0284 |
| 827 | P.P. MACHINES | 1 | 17 | 1 | 1 | .86089 | 1 | 1.0284 |
| 828 | OTHER LEASE/RENTALS | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| 829 | TOTAL WAY & STRUCTURES: SUM | | | | | | | |
| | L801-828 | XX | 4877 | XX | 6845 | XX | 12478 | XX |

| LINE CODE | IDENTIFICATION | CURRENT YR MINUS THREE | | CURRENT YR MINUS FOUR | | ANNUALIZED EXPENSE (12) |
|-----------|--------------------------------------|---------------------------|--------------------|--------------------------|---------------------|----------------------------|
| | | EXPENSE (8) | PRICE INDEX (9) | EXPENSE (10) | PRICE INDEX (11) | |
| 801 | LAND | 0 | 0 | 0 | 0 | 0 |
| 802 | GRADING | 1728 | 1.0806 | 1569 | 1.1347 | 766 |
| 803 | OTHER ROW | 0 | 0 | 0 | 0 | 0 |
| 804 | TUNNELS & SUBWAYS | 248 | 1.0806 | 227 | 1.1347 | 91 |
| 805 | BRIDGES & TRESTLES | 2102 | 1.0806 | 1865 | 1.1347 | 957 |
| 806 | ELEVATED STRUCTURES | 0 | 0 | 0 | 0 | 0 |
| 807 | TIES | 1234 | 1.0806 | 1083 | 1.1347 | 557 |
| 808 | RAILS & OTM | 3245 | 1.0806 | 2878 | 1.1347 | 1471 |
| 809 | BALLAST | 949 | 1.0806 | 837 | 1.1347 | 406 |
| 810 | FENCES | 3 | 1.0806 | 2 | 1.1347 | 1 |
| 811 | STATION & OFFICE BUILDINGS | 143 | 1.0806 | 141 | 1.1347 | 67 |
| 812 | ROADWAY BUILDINGS | 28 | 1.0806 | 24 | 1.1347 | 16 |
| 813 | WATER STATIONS | 3 | 1.0806 | 3 | 1.1347 | 1 |
| 814 | FUEL STATIONS | 48 | 1.0806 | 39 | 1.1347 | 23 |
| 815 | SHOPS & ENGINEHOUSES | 72 | 1.0806 | 63 | 1.1347 | 53 |
| 816 | STORAGE WAREHOUSES | 11 | 1.0806 | 10 | 1.1347 | 4 |
| 817 | WHARVES & DOCKS | 1 | 1.0806 | 0 | 0 | 1 |
| 818 | COAL & ORE WHARVES | 162 | 1.0806 | 142 | 1.1347 | 80 |
| 819 | TOFC/COFC TERMINALS | 77 | 1.0806 | 69 | 1.1347 | 41 |
| 820 | COMMUNICATIONS SYSTEMS | 115 | 1.0806 | 104 | 1.1347 | 47 |
| 821 | SIGNALS & INTERLOCKERS | 316 | 1.0806 | 269 | 1.1347 | 170 |
| 822 | POWER PLANTS | 0 | 0 | 0 | 0 | 0 |
| 823 | POWER TRANSMISSION SYSTEMS | 3 | 1.0806 | 3 | 1.1347 | 1 |
| 824 | MISCELLANEOUS STRUCTURES | 12 | 1.0806 | 11 | 1.1347 | 5 |
| 825 | ROADWAY MACHINES | 117 | 1.0806 | 101 | 1.1347 | 42 |
| 826 | PUBLIC IMPROVEMENTS | 86 | 1.0806 | 68 | 1.1347 | 60 |
| 827 | P.P. MACHINES | 1 | 1.0806 | 1 | 1.1347 | 17 |
| 828 | OTHER LEASE/RENTALS | 0 | 0 | 0 | 0 | 0 |
| 829 | TOTAL WAY & STRUCTURES: SUM L801-828 | 10704 | XX | 9509 | XX | 4877 |

WORKTABLE A4 PART 1

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INVESTMENT COSTS

PROPERTY AND ACCUMULATED DEPRECIATION BY PROPERTY ACCOUNT

COLUMN SOURCES:

COL 1 - R-1 SCH 352B COL (B)

COL 2 - R-1 SCH 335 COL (G)

COL 3 - R-1 SCH 342 COL (G)

| LINE CODE | IDENTIFICATION | RESPONDENT INVESTMENT (1) | AD RESPONDENT INVESTMENT (2) | AD LEASE IMPROVEMENTS (3) | TOTAL AD C2+C3 (4) |
|-----------|------------------------------|---------------------------------|------------------------------------|---------------------------------|--------------------------|
| 101 | LAND | 1457781 | XX | XX | 0 |
| 102 | GRADING | 1278510 | 173749 | 0 | 173749 |
| 103 | OTHER RIGHT-OF-WAY | 263 | 189 | 0 | 189 |
| 104 | TUNNELS & SUBWAYS | 152568 | 40123 | 0 | 40123 |
| 105 | BRIDGES, TRESTLES & CULVERTS | 1597171 | 206705 | 0 | 206705 |
| 106 | ELEVATED STRUCTURES | 0 | 0 | 0 | 0 |
| 107 | TIES | 929437 | 87175 | 0 | 87175 |
| 108 | RAILS & OTHER TRACK MATERIAL | 2454403 | 476129 | 0 | 476129 |
| 109 | BALLAST | 678033 | 171351 | 0 | 171351 |
| 110 | FENCES, SNOW SHEDS & SIGNS | 1946 | 772 | 0 | 772 |
| 111 | STATIONS & OFFICES | 111207 | 24269 | 0 | 24269 |
| 112 | ROADWAY BUILDINGS | 25798 | 2833 | 0 | 2833 |
| 113 | WATER STATIONS | 1913 | 888 | 0 | 888 |
| 114 | FUEL STATIONS | 37504 | 9748 | 0 | 9748 |
| 115 | SHOPS & ENGINEHOUSES | 88313 | 27002 | 0 | 27002 |
| 116 | STORAGE WAREHOUSES | 7050 | 3033 | 0 | 3033 |
| 117 | WHARVES & DOCKS | 858 | 858 | 0 | 858 |
| 118 | COAL & ORE WHARVES | 133985 | 22307 | 0 | 22307 |
| 119 | TOFC/COFC TERMINALS | 69125 | 16833 | 0 | 16833 |
| 120 | COMMUNICATION SYSTEMS | 77626 | 31755 | 0 | 31755 |
| 121 | SIGNALS & INTERLOCKERS | 283569 | 68758 | 0 | 68758 |
| 122 | POWER PLANTS | 145 | 98 | 0 | 98 |
| 123 | POWER-TRANSMISSION | 1855 | 1162 | 0 | 1162 |
| 124 | MISCELLANEOUS STRUCTURES | 8247 | 943 | 0 | 943 |
| 125 | ROADWAY MACHINES | 69788 | 27076 | 0 | 27076 |
| 126 | PUBLIC IMPROVEMENTS-CONST. | 99259 | 13016 | 0 | 13016 |
| 127 | SHOP MACHINERY | 29095 | 11534 | 0 | 11534 |
| 128 | POWER PLANT MACHINERY | 787 | 499 | 0 | 499 |
| 129 | LEASED PROP CAPITALIZED RENT | 0 | XX | XX | 0 |
| 130 | OTHER (SPECIFY/EXPLAIN) | 0 | XX | XX | 0 |
| 131 | ALL OTHER ROAD ACCOUNTS | XX | 0 | 0 | 0 |
| 132 | TOTAL-ROAD: (SUM L101-131) | 9596236 | 1418805 | 0 | 1418805 |

WORKTABLE A4 PART 1 (CONTINUED)

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INVESTMENT COSTS

PROPERTY AND ACCUMULATED DEPRECIATION BY PROPERTY ACCOUNT

| LINE CODE | IDENTIFICATION | RESPONDENT INVESTMENT (1) | AD RESPONDENT INVESTMENT (2) | AD LEASE IMPROVEMENTS (3) | TOTAL AD C2+C3 (4) |
|-----------|--------------------------------|---------------------------------|------------------------------------|---------------------------------|--------------------------|
| 133 | LOCOMOTIVES | 399791 | 87321 | 0 | 87321 |
| 134 | FREIGHT-TRAIN CARS | 699028 | 67649 | 0 | 67649 |
| 135 | PASSENGER-TRAIN CARS | 723 | 95 | 0 | 95 |
| 136 | HIGHWAY REVENUE | 4364 | 3657 | 0 | 3657 |
| 137 | FLOATING EQUIPMENT | 1202 | 932 | 0 | 932 |
| 138 | WORK EQUIPMENT | 17975 | 6623 | 0 | 6623 |
| 139 | MISCELLANEOUS EQUIPMENT | 9092 | 9092 | 0 | 9092 |
| 140 | COMPUTER SYS. & W. PROC. EQUIP | 30195 | 9061 | 0 | 9061 |
| 141 | TOTAL-EQUIP: (SUM L133-140) | 1162370 | 184430 | 0 | 184430 |
| 142 | INTEREST DURING CONSTRUCTION | 2113 | XX | XX | 0 |
| 143 | OTHER ELEMENTS OF INVESTMENT* | 0 | XX | XX | 0 |
| 144 | CONSTRUCTION WORK IN PROCESS* | 0 | XX | XX | 0 |
| 145 | TOTAL: | | | | |
| | L132+L141+L142+L143+L144 | 10760719 | 1603235 | 0 | 1603235 |

*INCLUDE ACCOUNTS 80 AND 90 ONLY IF JUSTIFIED WITH EXPLANATION UNDER EX PARTE 338 GUIDEL

WORKTABLE A4 PART 2

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INVESTMENT COSTS

SWITCHING AND TERMINAL COMPANY PROPERTY AND ACCUMULATED DEPRECIATION

COLUMN SOURCES:

FROM S&T ANNUAL SURVEY FORM (ASF)

| LINE CODE | | IDENTIFICATION | RESPONDENT INVESTMENT (1) | AD OWNED & LEASED (2) |
|-----------|--|--------------------------------|---------------------------------|-----------------------------|
| 170 | | ROAD PROPERTY INCL ENGINEERING | 0 | 0 |
| 171 | | COMPANY EQUIPMENT | 0 | 0 |
| 172 | | INTEREST DURING CONSTRUCTION | 0 | XX |
| 173 | | OTHER EXPENDITURES-GENERAL | 0 | XX |
| 174 | | OTHER ELEMENTS OF INVESTMENT | 0 | XX |
| 175 | | CONSTRUCTION WORK IN PROGRESS | 0 | XX |
| 176 | | TOTAL GENERAL: (SUM L172-175) | 0 | 0 |
| 177 | | GRAND TOTAL: (SUM L170-175) | 0 | 0 |
| 178 | | S&T WORKING CAPITAL | 0 | XX |

WORKTABLE A4 PART 3

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INVESTMENT COSTS

WORKING CAPITAL, COST OF CAPITAL AND ACCUMULATED DEFERRED TAX CREDITS

SOURCES:

WORKING CAPITAL - R-1 SCH 245

ACCUMULATED DEFERRED TAX CREDITS - R-1 SCH 200

EMBEDDED COST OF CAPTIAL - R-1 SCH 510

CURRENT COST OF CAPTIAL - USER

| LINE | CODE | IDENTIFICATION | SOURCE | AMOUNT (1) | USED THIS RUN (2) |
|------|------|----------------------------------|----------------|---------------|----------------------|
| 201 | | WORKING CAPITAL | SCH 245 | XX | 41582 |
| 202 | | ACCUMULATED DEFERRED TAX CREDITS | SCH 200 | 2825863 | 2825863 |
| 203 | | EMBEDDED COST OF CAPITAL - ROAD | SCH 510 | 0 | .1515 |
| 204 | | EMBEDDED COST OF CAPTIAL - EQUIP | SCH 510 | .0643 | .1515 |
| 205 | | CURRENT COST OF CAPITAL | STB CALCULATED | .1515 | .1515 |

SWITCHING AND TERMINAL COMPANY CALCULATIONS

| LINE | IDENTIFICATION | SOURCE OF C1 | AMOUNT (1) |
|---------------------------|--|--------------------------|---------------|
| +-----+-----+-----+-----+ | | | |
| | SWITCHING HOURS (LINES 101 - 106) | | |
| 101 | PERCENT OF TIME S&T COS. SWITCH FOR LH CARRIERS | A1L586C1 | .75 |
| 102 | S&T SWITCHING HOURS-CURRENT YEAR | (A1L157C1/A1L158C1)*L101 | 0 |
| 103 | S&T SWITCHING HOURS-TWO YEAR AVERAGE | (A1L157C6/A1L158C1)*L101 | 0 |
| 104 | S&T SWITCHING HOURS-THREE YEAR AVERAGE | (A1L157C7/A1L158C1)*L101 | 0 |
| 105 | S&T SWITCHING HOURS-FOUR YEAR AVERAGE | (A1L157C8/A1L158C1)*L101 | 0 |
| 106 | S&T SWITCHING HOURS-FIVE YEAR AVERAGE | (A1L157C9/A1L158C1)*L101 | 0 |
| XXX | ALLOC OF OPER EXP TO L-H CARRIERS (LINES 107-110) | | |
| 107 | S&T WAY AND STRUCTURES EXCL. DEPR | A2L182C44*L101 | 0 |
| 108 | S&T ROAD PROPERTY DEPRECIATION | A2L183C44*L101 | 0 |
| 109 | S&T TOTAL CARRIER OPERATING EXPENSES EXCL. W&S AND DEPRECIATION | A2L364C44*L101 | 0 |
| 110 | S&T EQUIPMENT DEPRECIATION | A2L365C44*L101 | 0 |
| XXX | ALLOCATION OF WORKING CAP & GEN EXP TO ROAD PROP | | |
| 110 | S&T EQUIPMENT DEPRECIATION | A2L365C44*L101 | 0 |
| XXX | AND EQUIPEMNT INVESTMENT (LINES 111-119) | | |
| 111 | ROAD PROPERTY INVESTMENT | A4L170C1 | 0 |
| 112 | EQUIPMENT INVESTMENT | A4L171C1 | 0 |
| 113 | TOTAL | L111+L112 | 0 |
| 114 | ROAD PROPERTY PERCENT | L111/L113 | 0 |
| 115 | WORKING CAPITAL PLUS GENERAL PROPERTY | A4L176C1+A4L178C1 | 0 |
| 116 | WORKING CAPITAL AND GENERAL-ROAD | L115*L114 | 0 |
| 117 | WORKING CAPITAL AND GENERAL-EQUIPMENT | L115-L116 | 0 |
| 118 | GROSS INVESTMENT-ROAD PROPERTY | L111+L116 | 0 |
| 119 | GROSS INVESTMENT-EQUIPMENT | L112+L117 | 0 |
| XXX | ADJ INVEST BASE FOR L-H CARRIERS (LINES 120-128) | | |
| 120 | S&T ROAD PROPERTY GROSS INVESTMENT | L118 | 0 |
| 121 | S&T EQUIPMENT GROSS INVESTMENT | L119 | 0 |
| 122 | S&T ROAD PROPERTY ACCUMULATED DEPR. | A4L170C2 | 0 |
| 123 | S&T EQUIPMENT ACCUMULATED DEPR. | A4L171C2 | 0 |
| 124 | S&T ROAD PROPERTY ADJUSTED BASE | (L120-L122)*L101 | 0 |
| 125 | S&T EQUIPMENT ADJUSTED BASE | (L121-L123)*L101 | 0 |
| +-----+-----+-----+-----+ | | | |

SUBSCHEDULE RECONCILIATION

RECONCILIATION OF EQUIPMENT REPAIRS BETWEEN SCHEDULES 410 AND 415

*DIFFERENCE BETWEEN SCH 415 REPAIRS AND SCH 410 REPAIRS (NET OF TOTAL REPAIRS BILLED
IS ASSUMED TO BE DAMAGES BILLED TO OTHERS.

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | AMOUNT (1) |
|------|--------|-----------------------------------|---------------------------------------|---------------|
| 101 | 202 | LOCOMOTIVE REPAIR | A2L202C44 | 49802 |
| 102 | 203 | LOCOMOTIVE MACHINERY REPAIR | A2L203C44 | 8.35336 |
| 103 | 216 | LOCO BILLED TO OTHER (CR) | A2L216C44 | 0 |
| 104 | | LOCOMOTIVE REPAIR | A3L307C12 | 48404 |
| 105 | 809037 | SHOP MACHINERY-LOCO | A3L338C12 | 8.0883 |
| 106 | | LOCO AND MACHINERY DAMAGES BILLED | (L104+L105)-(L101+L102-L103) | -1398 |
| 107 | 221 | FREIGHT CAR REPAIR | A2L221C44 | 50209 |
| 108 | 222 | MACHINERY REPAIR | A2L222C44 | 156.6347 |
| 109 | 235 | FC BILLED TO OTHERS (CR) | A2L235C44 | 16577 |
| 110 | | FREIGHT CAR REPAIR | A3L326C12 | 34051 |
| 111 | 809038 | SHOP MACHINERY-FC | A3L339C12 | 171.8479 |
| 112 | | FC AND MACHINERY DAMAGES BILLED | (L110+L111)-(L107+L108-L109) | 434.5922 |
| 113 | 302 | TRUCKS, TRAILERS, CONTAINERS | A2L240C44 | 1951 |
| 114 | 303 | FLOATING EQUIPMENT | A2L241C44 | 2572 |
| 115 | 304 | PASSENGER EQUIPMENT | A2L242C44 | 251.1026 |
| 116 | 305 | COMPUTERS AND DP EQUIPMENT | A2L243C44 | 0 |
| 117 | 306 | MACHINERY | A2L244C44 | 48.32598 |
| 118 | 307 | WORK AND NR EQUIPMENT | A2L245C44 | 7036 |
| 119 | 320 | OE BILLED TO OTHERS (CR) | A2L258C44 | 0 |
| 120 | | OE REPAIR | A3L342C12 | 11084 |
| 121 | 809039 | SHOP MACHINERY-OE | A3L340C12 | 42.60179 |
| 122 | | OE & MACHINERY DAMAGES BILLED | (L120+L121)-((SUM L113-118) -L119) | -732.6922 |

SUBSCHEDULE RECONCILIATION

RECONCILIATION OF EQUIPMENT DEPRECIATION BETWEEN SCHEDULE 410 AND 415

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | DEPR. EXPENSE (1) | SOURCE OF C2 | ADJUSTED DEPR. EXPENSE (2) |
|------|---------|---------------------------------------|--------------|----------------------|--------------|-------------------------------|
| 201 | 213 | LOCO AND SHOP MACHINERY DEPR. | A2L213C44 | 12276 | XX | XX |
| 202 | 8091053 | LOCO DEPRECIATION | A3L407C12 | 12276 | XX | XX |
| 203 | 809137 | SHOP MACH-LOCO | A3L438C12 | 0 | XX | XX |
| 204 | | TOTAL LOCO DEPR | L202+L203 | 12276 | XX | XX |
| 205 | | ADJUSTMENT FACTOR | L201/L204 | 1 | XX | XX |
| 206 | 809105 | ROAD LOCOMOTIVES | A3L405C12 | 11612 | C1*L205C1 | 11612 |
| 207 | 8091051 | YARD LOCOMOTIVES | A3L406C12 | 664 | C1*L205C1 | 664 |
| 208 | | TOTAL LOCOMOTIVES | L206+L207 | 12276 | L206+L207 | 12276 |
| 209 | 809137 | SHOP MACH-LOCO | A3L438C12 | 0 | C1*L205C1 | 0 |
| 210 | 232 | FC AND SHOP MACHINERY DEPRECIATION | A2L232C44 | 18085 | XX | XX |
| 211 | | FC DEPRECIATION | A3L426C12 | 18085 | XX | XX |
| 212 | 809138 | SHOP MACH-FC | A3L439C12 | 0 | XX | XX |
| 213 | | TOTAL FC DEPR | L211+L212 | 18085 | XX | XX |
| 214 | | ADJUSTMENT FACTOR | L210/L213 | 1 | XX | XX |
| 215 | 809106 | BOX 40 FT | A3L408C12 | 0 | C1*L214C1 | 0 |
| 216 | | BOX 50 FT | A3L409C12 | 20 | C1*L214C1 | 20 |
| 217 | 809107 | BOX EQUIPPED | A3L410C12 | 6654 | C1*L214C1 | 6654 |
| 218 | 809108 | GONDOLA PLAIN | A3L411C12 | 175 | C1*L214C1 | 175 |
| 219 | 809109 | GONDOLA EQ | A3L412C12 | 2595 | C1*L214C1 | 2595 |
| 220 | 809110 | HOPPER-COVERED | A3L413C12 | 2921 | C1*L214C1 | 2921 |
| 221 | 809111 | HOPPER-OTG | A3L414C12 | 3150 | C1*L214C1 | 3150 |
| 222 | 809112 | HOPPER-OTS | A3L415C12 | 108 | C1*L214C1 | 108 |
| 223 | 809114 | REFRIG-MECH | A3L416C12 | 0 | C1*L214C1 | 0 |
| 224 | 809115 | REFRIG-NM | A3L417C12 | 30 | C1*L214C1 | 30 |
| 225 | 809116 | FLAT-TOFC/COFC | A3L418C12 | -5 | C1*L214C1 | -5 |
| 226 | 809117 | FLAT-MULTILEVEL | A3L419C12 | 750 | C1*L214C1 | 750 |
| 227 | 809118 | FLAT-GENERAL | A3L420C12 | 667 | C1*L214C1 | 667 |
| 228 | 809119 | FLAT-OTHER | A3L421C12 | 50 | C1*L214C1 | 50 |
| 229 | 809120 | ALL OTHER FC | A3L422C12 | 51 | C1*L214C1 | 51 |
| 230 | 809122 | CABOOSES | A3L423C12 | 7 | C1*L214C1 | 7 |
| 231 | 809121 | AUTO RACKS | A3L424C12 | 931 | C1*L214C1 | 931 |
| 232 | 809123 | MISCELLANEOUS ACCESS | A3L425C12 | -19 | C1*L214C1 | -19 |
| 233 | | TOTAL FREIGHT CAR | SUM L215-232 | 18085 | SUM L215-232 | 18085 |
| 234 | 809138 | SHOP MACHINERY-FC | A3L439C12 | 0 | C1*L214C1 | 0 |

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | DEPR. EXPENSE (1) | SOURCE OF C2 | ADJUSTED DEPR. EXPENSE (2) |
|------|---------|-------------------------------|--------------|---|--------------|-------------------------------|
| 235 | 317 | OE AND MACHINERY DEPRECIATION | A2L255C44 | 6488 | XX | XX |
| 236 | 809141 | OE DEPRECIATION | A3L442C12 | 6021 | XX | XX |
| 237 | 809138 | SHOP MACH-OE | A3L440C12 | 467 | XX | XX |
| 238 | | TOTAL OE DEPR | L236+L237 | 6488 | XX | XX |
| 239 | | ADJUSTMENT FACTOR | L235/L238 | 1 | XX | XX |
| 240 | 809126 | REFR. TRAILERS | A3L427C12 | 0 | C1*L239C1 | 0 |
| 241 | 809127 | OTHER TRAILERS | A3L428C12 | 0 | C1*L239C1 | 0 |
| 242 | 809128 | REFR. CONTAINERS | A3L429C12 | 0 | C1*L239C1 | 0 |
| 243 | 809129 | OTHER CONTAINERS | A3L430C12 | 0 | C1*L239C1 | 0 |
| 244 | 809130 | BOGIES | A3L431C12 | 0 | C1*L239C1 | 0 |
| 245 | 809131 | CHASIS | A3L432C12 | 0 | C1*L239C1 | 0 |
| 246 | 809132 | OTHER HIGHWAY | A3L433C12 | 498 | C1*L239C1 | 498 |
| 247 | 809133 | MARINE-LINE HAUL | A3L434C12 | 17 | C1*L239C1 | 17 |
| 248 | 809134 | LOCAL MARINE | A3L435C12 | 0 | C1*L239C1 | 0 |
| 249 | | TOTAL MARINE | L247+L248 | 17 | C1*L239C1 | 17 |
| 250 | 809135 | PASSENGER & OTHER (FREIGHT) | A3L436C12 | 25 | C1*L239C1 | 25 |
| 251 | 809136 | COMPUTER & EDP | A3L437C12 | 3749 | C1*L239C1 | 3749 |
| 252 | 809139 | SHOP MACHINERY-OE | A3L440C12 | 467 | C1*L239C1 | 467 |
| 253 | 809140 | WORK & NON REV EQUIP | A3L441C12 | 1732 | C1*L239C1 | 1732 |
| 254 | 8091401 | SUBTOTAL HIGHWAY REV | SUM L240-246 | 498 | SUM L240-246 | 498 |
| 255 | 8091402 | BOGIES & CHASIS | L244+L245 | 0 | L244+L245 | 0 |
| 256 | 8091403 | TOTAL DEPREC | | L208+L209 +L233+L234 +(SUM L240-248) +(SUM L250-253) | | |
| | | | XX | XX | | 36849 |

SUBSCHEDULE RECONCILIATION

RECONCILIATION OF EQUIPMENT INVESTMENT BETWEEN SCHEDULE 352B AND 415

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | INVESTMENT (1) | SOURCE OF C2 | ADJUSTED INVEST. EXPENSE (2) |
|------|------|-------------------------------------|--------------|-------------------|--------------|---------------------------------|
| 301 | | LOCO INVESTMENT - 352B | A4L133C1 | 399791 | XX | XX |
| 302 | | TOTAL LOCO INVESTMENT - 415 | A3L507C3 | 399791 | XX | XX |
| 303 | | ADJUSTMENT FACTOR | L301/L302 | 1 | XX | XX |
| 304 | | ROAD LOCOMOTIVES INVESTMENT | A3L505C3 | 385741 | C1*L303C1 | 385741 |
| 305 | | YARD LOCOMOTIVES INVESTMENT | A3L506C3 | 14050 | C1*L303C1 | 14050 |
| 306 | | TOTAL LOCOMOTIVES - ADJUSTED | XX | XX | L304+L305 | 399791 |
| 307 | | FRIIGHT-TRAIN CAR INVESTMENT - 352B | A4L134C1 | 699028 | XX | XX |
| 308 | | TOTAL FREIGHT-TRAIN CAR INV. 415 | A3L526C3 | 699028 | XX | XX |
| 309 | | ADJUSTMENT FACTOR | L307/L308 | 1 | XX | XX |
| 310 | | BOX 40 FT | A3L508C3 | 0 | C1*L309C1 | 0 |
| 311 | | BOX 50 FT | A3L509C3 | 813 | C1*L309C1 | 813 |
| 312 | | BOX EQUIPPED | A3L510C3 | 247001 | C1*L309C1 | 247001 |
| 313 | | GONDOLA PLAIN | A3L511C3 | 9044 | C1*L309C1 | 9044 |
| 314 | | GONDOLA EQ | A3L512C3 | 93606 | C1*L309C1 | 93606 |
| 315 | | HOPPER-COVERED | A3L513C3 | 141929 | C1*L309C1 | 141929 |
| 316 | | HOPPER-OTG | A3L514C3 | 111214 | C1*L309C1 | 111214 |
| 317 | | HOPPER-OTS | A3L515C3 | 6219 | C1*L309C1 | 6219 |
| 318 | | REFRIG-MECH | A3L516C3 | 0 | C1*L309C1 | 0 |
| 319 | | REFRIG-NM | A3L517C3 | 2586 | C1*L309C1 | 2586 |
| 320 | | FLAT-TOFC/COFC | A3L518C3 | 0 | C1*L309C1 | 0 |
| 321 | | FLAT-MULTILEVEL | A3L519C3 | 17445 | C1*L309C1 | 17445 |
| 322 | | FLAT-GENERAL | A3L520C3 | 21252 | C1*L309C1 | 21252 |
| 323 | | FLAT-OTHER | A3L521C3 | 5128 | C1*L309C1 | 5128 |
| 324 | | ALL OTHER FC | A3L522C3 | 2861 | C1*L309C1 | 2861 |
| 325 | | CABOOSES | A3L523C3 | 1114 | C1*L309C1 | 1114 |
| 326 | | AUTO RACKS | A3L524C3 | 38816 | C1*L309C1 | 38816 |
| 327 | | MISCELLANEOUS ACCESS | A3L525C3 | 0 | C1*L309C1 | 0 |
| 328 | | TOTAL FREIGHT CAR - ADJUSTED | XX | XX | SUM L310-327 | 699028 |
| 329 | | HIGHWAY REV EQUIP INVEST - 352B | A4L136C1 | 4364 | XX | XX |
| 330 | | REFR. TRAILERS | A3L527C3 | 0 | XX | XX |
| 331 | | OTHER TRAILERS | A3L528C3 | 0 | XX | XX |
| 332 | | REFR. CONTAINERS | A3L529C3 | 0 | XX | XX |
| 333 | | OTHER CONTAINERS | A3L530C3 | 761 | XX | XX |
| 334 | | BOGIES | A3L531C3 | 0 | XX | XX |
| 335 | | CHASIS | A3L532C3 | 126 | XX | XX |
| 336 | | OTHER HIGHWAY | A3L533C3 | 3477 | XX | XX |
| 337 | | TOTAL HIGHWAY EQUIP INVEST - 415 | SUM L330-336 | 4364 | XX | XX |
| 338 | | ADJUSTMENT FACTOR | L329/L337 | 1 | XX | XX |
| 339 | | REFR. TRAILERS | L330C1 | 0 | C1*L338C1 | 0 |
| 340 | | OTHER TRAILERS | L331C1 | 0 | C1*L338C1 | 0 |
| 341 | | REFR. CONTAINERS | L332C1 | 0 | C1*L338C1 | 0 |
| 342 | | OTHER CONTAINERS | L333C1 | 761 | C1*L338C1 | 761 |
| 343 | | BOGIES | L334C1 | 0 | C1*L338C1 | 0 |
| 344 | | CHASIS | L335C1 | 126 | C1*L338C1 | 126 |
| 345 | | OTHER HIGHWAY | L336C1 | 3477 | C1*L338C1 | 3477 |
| 346 | | TOT HIGHWAY EQUIP INVEST ADJUSTED | XX | XX | SUM L339-345 | 4364 |

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | INVEST. EXPENSE (1) | SOURCE OF C2 | ADJUSTED INVEST. EXPENSE (2) |
|------|------|------------------------------------|---------------|------------------------|--------------|---------------------------------|
| 347 | | FLOATING EQUIP INVEST - 352B | A4L137C1 | 1202 | XX | XX |
| 348 | | MARINE-LINE HAUL | A3L534C3 | 1202 | XX | XX |
| 349 | | LOCAL MARINE | A3L535C3 | 0 | XX | XX |
| 350 | | TOTAL MARINE - 415 | L348+L349 | 1202 | XX | XX |
| 351 | | ADJUSTMENT FACTOR | L347/L350 | 1 | XX | XX |
| 352 | | MARINE-LINE HAUL | L348C1 | 1202 | C1*L351C1 | 1202 |
| 353 | | LOCAL MARINE | L349C1 | 0 | C1*L351C1 | 0 |
| 354 | | TOTAL MARINE - ADJUSTED | XX | XX | L352+L353 | 1202 |
| 355 | | SHOP MACHINERY INVESTMENT - 352B | A4L127C1 | 29095 | XX | XX |
| 356 | | MACHINERY - LOCOMOTIVES | A3L538C3 | 0 | XX | XX |
| 357 | | MACHINERY - FREIGHT CARS | A3L539C3 | 0 | XX | XX |
| 358 | | MACHINERY - OTHER EQUIPMENT | A3L540C3 | 29095 | XX | XX |
| 359 | | TOT SHOP MACHINERY INVEST - 415 | SUM L356-358 | 29095 | XX | XX |
| 360 | | ADJUSTMENT FACTOR | L355/L359 | 1 | XX | XX |
| 361 | | MACHINERY - LOCOMOTIVES | L356C1 | 0 | C1*L360C1 | 0 |
| 362 | | MACHINERY - FREIGHT CARS | L357C1 | 0 | C1*L360C1 | 0 |
| 363 | | MACHINERY - OTHER EQUIPMENT | L358C1 | 29095 | C1*L360C1 | 29095 |
| 364 | | TOT SHOP MACHINERY ADJUSTED | XX | XX | SUM L361-363 | 29095 |
| 365 | | COMPUTER & WP INVEST - 352B | A4L140C1 | 30195 | XX | XX |
| 366 | | COMPUTER & WP INVEST - 415 | A3L537C3 | 30195 | XX | XX |
| 367 | | ADJUSTMENT FACTOR | L365/L366 | 1 | XX | XX |
| 368 | | COMPUTER & WP INVEST | L366C1 | 30195 | C1*L367C1 | 30195 |
| 369 | | PASSENGER-TRAIN CARS INVEST - 352B | A4L135C1 | 723 | XX | XX |
| 370 | | PASSENGER & OTHER (FREIGHT) - 415 | A3L536C3 | 723 | XX | XX |
| 371 | | ADJUSTMENT FACTOR | L369/L370 | 1 | XX | XX |
| 372 | | PASSENGER & OTHER (FREIGHT) | L370C1 | 723 | C1*L371C1 | 723 |
| 373 | | WORK EQUIPMENT - 352B | A4L138C1 | 17975 | XX | XX |
| 374 | | MISCELLANEOUS EQUIPMENT - 352B | A4L139C1 | 9092 | XX | XX |
| 375 | | TOT WORK & MIS. EQUIPMENT - 352B | L373C1+L374C1 | 27067 | XX | XX |
| 376 | | WORK & NON REV EQUIP - 415 | A3L541C3 | 27067 | XX | XX |
| 377 | | ADJUSTMENT FACTOR | L375/L376 | 1 | XX | XX |
| 378 | | WORK & NON REV EQUIP | L376C1 | 27067 | C1*L377C1 | 27067 |

SUBSCHEDULE RECONCILIATION

RECONCILIATION OF EQUIPMENT ACCUMULATED DEPRECIATION BETWEEN 335 AND 415

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | ACC DEP (1) | SOURCE OF C2 | ADJUSTED ACC DEP EXPENSE (2) |
|------|------|-------------------------------------|--------------|----------------|--------------|---------------------------------|
| 401 | | LOCO ACC DEPRECIATION - 335 | A4L133C4 | 87321 | XX | XX |
| 402 | | TOTAL LOCO ACC DEPRECIATION 415 | A3L507C6 | 87321 | XX | XX |
| 403 | | ADJUSTMENT FACTOR | L401/L402 | 1 | XX | XX |
| 404 | | ROAD LOCOMOTIVES ACC DEPRECIATION | A3L505C6 | 81451 | C1*L403C1 | 81451 |
| 405 | | YARD LOCOMOTIVES ACC DEPRECOATION | A3L506C6 | 5870 | C1*L403C1 | 5870 |
| 406 | | TOTAL LOCOMOTIVES ACC DEP ADJUSTED | XX | XX | L404+L405 | 87321 |
| 407 | | FRIIGHT-TRAIN CAR ACC DEP - 335 | A4L134C4 | 67649 | XX | XX |
| 408 | | TOT FREIGHT-TRAIN CAR ACC DEP - 415 | A3L526C6 | 67649 | XX | XX |
| 409 | | ADJUSTMENT FACTOR | L407/L408 | 1 | XX | XX |
| 410 | | BOX 40 FT | A3L508C6 | 3612 | C1*L409C1 | 3612 |
| 411 | | BOX 50 FT | A3L509C6 | -825 | C1*L409C1 | -825 |
| 412 | | BOX EQUIPPED | A3L510C6 | 13137 | C1*L409C1 | 13137 |
| 413 | | GONDOLA PLAIN | A3L511C6 | 1496 | C1*L409C1 | 1496 |
| 414 | | GONDOLA EQ | A3L512C6 | 8010 | C1*L409C1 | 8010 |
| 415 | | HOPPER-COVERED | A3L513C6 | 9944 | C1*L409C1 | 9944 |
| 416 | | HOPPER-OTG | A3L514C6 | -7593 | C1*L409C1 | -7593 |
| 417 | | HOPPER-OTS | A3L515C6 | 134 | C1*L409C1 | 134 |
| 418 | | REFRIG-MECH | A3L516C6 | 1 | C1*L409C1 | 1 |
| 419 | | REFRIG-NM | A3L517C6 | -197 | C1*L409C1 | -197 |
| 420 | | FLAT-TOFC/COFC | A3L518C6 | 74 | C1*L409C1 | 74 |
| 421 | | FLAT-MULTILEVEL | A3L519C6 | 14944 | C1*L409C1 | 14944 |
| 422 | | FLAT-GENERAL | A3L520C6 | 526 | C1*L409C1 | 526 |
| 423 | | FLAT-OTHER | A3L521C6 | 1576 | C1*L409C1 | 1576 |
| 424 | | ALL OTHER FC | A3L522C6 | 1109 | C1*L409C1 | 1109 |
| 425 | | CABOOSES | A3L523C6 | 738 | C1*L409C1 | 738 |
| 426 | | AUTO RACKS | A3L524C6 | 20936 | C1*L409C1 | 20936 |
| 427 | | MISCELLANEOUS ACCESS | A3L525C6 | 27 | C1*L409C1 | 27 |
| 428 | | TOTAL FREIGHT CAR - ADJUSTED | XX | XX | SUM L410-427 | 67649 |
| 429 | | HIGHWAY REV EQUIP ACC DEP - 335 | A4L136C4 | 3657 | XX | XX |
| 430 | | REFR. TRAILERS | A3L527C6 | 0 | XX | XX |
| 431 | | OTHER TRAILERS | A3L528C6 | 0 | XX | XX |
| 432 | | REFR. CONTAINERS | A3L529C6 | 0 | XX | XX |
| 433 | | OTHER CONTAINERS | A3L530C6 | 0 | XX | XX |
| 434 | | BOGIES | A3L531C6 | 0 | XX | XX |
| 435 | | CHASIS | A3L532C6 | 313 | XX | XX |
| 436 | | OTHER HIGHWAY | A3L533C6 | 3344 | XX | XX |
| 437 | | TOT HIGHWAY EQUIP ACC DEP - 415 | SUM L430-436 | 3657 | XX | XX |
| 438 | | ADJUSTMENT FACTOR | L429/L437 | 1 | XX | XX |
| 439 | | REFR. TRAILERS | L430C1 | 0 | C1*L438C1 | 0 |
| 440 | | OTHER TRAILERS | L431C1 | 0 | C1*L438C1 | 0 |
| 441 | | REFR. CONTAINERS | L432C1 | 0 | C1*L438C1 | 0 |
| 442 | | OTHER CONTAINERS | L433C1 | 0 | C1*L438C1 | 0 |
| 443 | | BOGIES | L434C1 | 0 | C1*L438C1 | 0 |
| 444 | | CHASIS | L435C1 | 313 | C1*L438C1 | 313 |
| 445 | | OTHER HIGHWAY | L436C1 | 3344 | C1*L438C1 | 3344 |
| 446 | | TOT HIGHWAY EQUIP ACC DEP ADJUST | XX | XX | SUM L439-445 | 3657 |

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | ACC DEP (1) | SOURCE OF C2 | ADJUSTED | INVEST EXPENSE (2) |
|------|------|------------------------------------|---------------|----------------|--------------|----------|-----------------------|
| 447 | | FLOATING EQUIP ACC DEP - 335 | A4L137C4 | 932 | XX | | XX |
| 448 | | MARINE-LINE HAUL | A3L534C6 | 932 | XX | | XX |
| 449 | | LOCAL MARINE | A3L535C6 | 0 | XX | | XX |
| 450 | | TOTAL MARINE ACC DEP - 415 | L448+L449 | 932 | XX | | XX |
| 451 | | ADJUSTMENT FACTOR | L447/L450 | 1 | XX | | XX |
| 452 | | MARINE-LINE HAUL | L448C1 | 932 | C1*L451C1 | | 932 |
| 453 | | LOCAL MARINE | L449C1 | 0 | C1*L451C1 | | 0 |
| 454 | | TOTAL MARINE - ADJUSTED | XX | XX | L452+L453 | | 932 |
| 455 | | SHOP MACHINERY ACC DEP - 335 | A4L127C4 | 11534 | XX | | XX |
| 456 | | MACHINERY - LOCOMOTIVES | A3L538C6 | 0 | XX | | XX |
| 457 | | MACHINERY - FREIGHT CARS | A3L539C6 | 0 | XX | | XX |
| 458 | | MACHINERY - OTHER EQUIPMENT | A3L540C6 | 11534 | XX | | XX |
| 459 | | TOT SHOP MACHINERY ACC DEP - 415 | SUM L456-458 | 11534 | XX | | XX |
| 460 | | ADJUSTMENT FACTOR | L455/L459 | 1 | XX | | XX |
| 461 | | MACHINERY - LOCOMOTIVES | L456C1 | 0 | C1*L460C1 | | 0 |
| 462 | | MACHINERY - FREIGHT CARS | L457C1 | 0 | C1*L460C1 | | 0 |
| 463 | | MACHINERY - OTHER EQUIPMENT | L458C1 | 11534 | C1*L460C1 | | 11534 |
| 464 | | TOT SHOP MACHINERY ADJUSTED | XX | XX | SUM L461-463 | | 11534 |
| 465 | | COMPUTER & WP ACC DEP - 335 | A4L140C4 | 9061 | XX | | XX |
| 466 | | COMPUTER & WP ACC DEP - 415 | A3L537C6 | 9061 | XX | | XX |
| 467 | | ADJUSTMENT FACTOR | L465/L466 | 1 | XX | | XX |
| 468 | | COMPUTER & WP INVEST | L466C1 | 9061 | C1*L467C1 | | 9061 |
| 469 | | PASSENGER-TRAIN CARS ACC DEP - 335 | A4L135C4 | 95 | XX | | XX |
| 470 | | PASSENGER & OTHER (FREIGHT) - 415 | A3L536C6 | 95 | XX | | XX |
| 471 | | ADJUSTMENT FACTOR | L469/L470 | 1 | XX | | XX |
| 472 | | PASSENGER & OTHER (FREIGHT) | L470C1 | 95 | C1*L471C1 | | 95 |
| 473 | | WORK EQUIPMENT ACC DEP - 335 | A4L138C4 | 6623 | XX | | XX |
| 474 | | MISCELLANEOUS EQUIPMENT - 335 | A4L139C4 | 9092 | XX | | XX |
| 475 | | TOT WORK & MIS. EQUIPMENT - 335 | L473C1+L474C1 | 15715 | XX | | XX |
| 476 | | WORK & NON REV EQUIP - 415 | A3L541C6 | 15715 | XX | | XX |
| 477 | | ADJUSTMENT FACTOR | L475/L476 | 1 | XX | | XX |
| 478 | | WORK & NON REV EQUIP | L476C1 | 15715 | C1*L477C1 | | 15715 |

SUBSCHEDULE RECONCILIATION

RECONCILIATION OF EQUIPMENT LEASE BETWEEN SCHEDULES 410, 414, AND 415

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | RENT EXPENSE (1) | SOURCE OF C2 | ADJUSTED RENT EXPENSE (2) |
|------|---------|--------------------------|-----------------------------|---------------------|--------------|------------------------------|
| 501 | 207 | LOCO LEASE RENTALS-DR | A2L207C44 | 7449 | XX | XX |
| 502 | 208 | LOCO LEASE RENTALS-(CR) | A2L208C44 | 1983 | XX | XX |
| 503 | 211 | LOCO OTHER RENTS-DR | A2L211C44 | 0 | XX | XX |
| 504 | 212 | LOCO OTHER RENTS-(CR) | A2L212C44 | 0 | XX | XX |
| 505 | | TOTAL FUNCTIONS | (L501+L503)- (L502+L504) | 5466 | XX | XX |
| 506 | 8093052 | LOCO TOTAL LEASE RENTALS | A3L607C12 | 5466 | XX | XX |
| 507 | 809337 | SHOP MACH-LOCO | A3L638C12 | 0 | XX | XX |
| 508 | | TOTAL LOCO | L506+L507 | 5466 | XX | XX |
| 509 | | ADJUSTMENT FACTOR | L505/L508 | 1 | XX | XX |
| 510 | 809305 | ROAD LOCOMOTIVES | A3L605C12 | 5466 | C1*L509C1 | 5466 |
| 511 | 8093051 | YARD LOCOMOTIVES | A3L606C12 | 0 | C1*L509C1 | 0 |
| 512 | 809337 | SHOP MACH-LOCO | A3L638C12 | 0 | C1*L509C1 | 0 |
| 513 | 226 | FC LEASE RENTALS-DR | A2L226C44 | 51150 | XX | XX |
| 514 | 227 | FC LEASE RENTALS-(CR) | A2L227C44 | 5429 | XX | XX |
| 515 | | TOTAL FUNCTIONS | L513-L514 | 45721 | XX | XX |
| 516 | 809324 | FC LEASE RENTALS | A3L626C12 | 45721 | XX | XX |
| 517 | 809338 | FC SHOP MACH | A3L639C12 | 0 | XX | XX |
| 518 | | TOTAL FC LR | L516+L517 | 45721 | XX | XX |
| 519 | | ADJUSTMENT FACTOR | L515/L518 | 1 | XX | XX |
| 520 | 809306 | BOX 40 FT | A3L608C12 | 0 | C1*L519C1 | 0 |
| 521 | 809307 | BOX 50 FT | A3L609C12 | 4104 | C1*L519C1 | 4104 |
| 522 | 809308 | BOX EQUIPPED | A3L610C12 | 12859 | C1*L519C1 | 12859 |
| 523 | 809309 | GONDOLA-PLAIN | A3L611C12 | 0 | C1*L519C1 | 0 |
| 524 | 809310 | GONDOLA-EQ | A3L612C12 | 2546 | C1*L519C1 | 2546 |
| 525 | 809311 | HOPPER-COVERED | A3L613C12 | 14012 | C1*L519C1 | 14012 |
| 526 | 809312 | HOPPER-OTG | A3L614C12 | 621 | C1*L519C1 | 621 |
| 527 | 809313 | HOPPER-OTS | A3L615C12 | 645 | C1*L519C1 | 645 |

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | RENT EXPENSE (1) | SOURCE OF C2 | ADJUSTED RENT EXPENSE (2) |
|------|---------|--------------------------------|---------------|---------------------|--------------|------------------------------|
| 528 | 809314 | REFR-MECH | A3L616C12 | 0 | C1*L519C1 | 0 |
| 529 | 809315 | REFR-NM | A3L617C12 | 0 | C1*L519C1 | 0 |
| 530 | 809316 | FLAT-TOFC | A3L618C12 | 0 | C1*L519C1 | 0 |
| 531 | 809317 | FLAT-MULTILEVEL | A3L619C12 | 0 | C1*L519C1 | 0 |
| 532 | 809318 | FLAT-GENERAL | A3L620C12 | 0 | C1*L519C1 | 0 |
| 533 | 809319 | FLAT-OTHER | A3L621C12 | 10293 | C1*L519C1 | 10293 |
| 534 | 809320 | ALL OTHER | A3L622C12 | 0 | C1*L519C1 | 0 |
| 535 | 809322 | CABOOSSES | A3L623C12 | 0 | C1*L519C1 | 0 |
| 536 | 809321 | AUTO RACKS | A3L624C12 | 641 | C1*L519C1 | 641 |
| 537 | 809323 | MISCELLANEOUS ACCESS | A3L625C12 | 0 | C1*L519C1 | 0 |
| 538 | 809338 | SHOP MACH-FC | A3L639C12 | 0 | C1*L519C1 | 0 |
| 539 | 311 | OE LEASE RENTALS-DR | A2L249C44 | 196 | XX | XX |
| 540 | 312 | OE LEASE RENTALS-(CR) | A2L250C44 | 42 | XX | XX |
| 541 | 315 | OE OTHER RENTS-DR | A2L253C44 | 6198 | XX | XX |
| 542 | 316 | OE OTHER RENTS-(CR) | A2L254C44 | 2963 | XX | XX |
| 543 | | TOTAL | (L539+L541) - | | | |
| | | | (L540+L542) | 3389 | XX | XX |
| 544 | | OE LEASE RENTALS | A3L642C12 | 3383 | XX | XX |
| 545 | 809339 | OE SHOP MACH | A3L640C12 | 0 | XX | XX |
| 546 | | OE INTCH RENTS-NET | A3L224C43 | 6 | XX | XX |
| 547 | | TOTAL OE RENTS | SUM L544-546 | 3389 | XX | XX |
| 548 | | ADJUSTMENT FACTOR | L543/L547 | 1 | XX | XX |
| 549 | 809326 | REFRIGERATED TRAILERS | A3L627C12 | 0 | C1*L548C1 | 0 |
| 550 | 809327 | OTHER TRAILERS | A3L628C12 | 419 | C1*L548C1 | 419 |
| 551 | 809328 | REFR CONTAINERS | A3L629C12 | 0 | C1*L548C1 | 0 |
| 552 | 809329 | OTHER CONTAINERS | A3L630C12 | 0 | C1*L548C1 | 0 |
| 553 | 809330 | BOGIES | A3L631C12 | 0 | C1*L548C1 | 0 |
| 554 | 809331 | CHASIS | A3L632C12 | 0 | C1*L548C1 | 0 |
| 555 | 809332 | OTHER HIGHWAY | A3L633C12 | 2437 | C1*L548C1 | 2437 |
| 556 | 809333 | MARINE LINE HAUL | A3L634C12 | 0 | C1*L548C1 | 0 |
| 557 | 809334 | LOCAL MARINE | A3L635C12 | 0 | C1*L548C1 | 0 |
| 558 | 809335 | PASSENGER & OTHER (F. PORTION) | A3L636C12 | 372 | C1*L548C1 | 372 |
| 559 | 809336 | COMPUTER & EDP | A3L637C12 | 0 | C1*L548C1 | 0 |
| 560 | 809339 | SHOP MACHINERY OE | A3L640C12 | 0 | C1*L548C1 | 0 |
| 561 | 809340 | WORK & NON REV EQUIP | A3L641C12 | 155 | C1*L548C1 | 155 |
| 562 | | REFR TR-PRIVATE RECV | A3L220C37 | 0 | C1*L548C1 | 0 |
| 563 | | REFR TR-MILEAGE RECV | A3L220C38 | 0 | C1*L548C1 | 0 |
| 564 | | REFR TR-TIME-RECV | A3L220C39 | 0 | C1*L548C1 | 0 |
| 565 | 809331A | BOGIES & CHASSIS | L553C1+L554C1 | 0 | C1*L548C1 | 0 |

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | RENT EXPENSE (1) | SOURCE OF C2 | ADJUSTED RENT EXPENSE (2) |
|------|------|----------------------------|--------------|---------------------|----------------|------------------------------|
| 566 | | REFR TR-PRIVATE-PAY'B | A3L220C40 | | 0 C1*L548C1 | 0 |
| 567 | | REFR TR-MILEAGE-PAY'B | A3L220C41 | | 0 C1*L548C1 | 0 |
| 568 | | REFR TR-TIME-PAY'B | A3L220C42 | | 0 C1*L548C1 | 0 |
| 569 | | OTHER TR-PRIVATE-REC'V | A3L221C37 | | 0 C1*L548C1 | 0 |
| 570 | | OTHER TR-MILEAGE-REC'V | A3L221C38 | | 0 C1*L548C1 | 0 |
| 571 | | OTHER TR-TIME-REC'V | A3L221C39 | | 0 C1*L548C1 | 0 |
| 572 | | OTHER TR-PRIVATE-PAY'B | A3L221C40 | | 0 C1*L548C1 | 0 |
| 573 | | OTHER TR-MILEAGE-PAY'B | A3L221C41 | | 0 C1*L548C1 | 0 |
| 574 | | OTHER TR-TIME-PAY'B | A3L221C42 | | 0 C1*L548C1 | 0 |
| 575 | | REFR CONT-PRIVATE-REC'V | A3L222C37 | | 0 C1*L548C1 | 0 |
| 576 | | REFR CONT-MILEAGE-REC'V | A3L222C38 | | 0 C1*L548C1 | 0 |
| 577 | | REFR CONT-TIME-REC'V | A3L222C39 | | 0 C1*L548C1 | 0 |
| 578 | | REFR CONT-PRIVATE-PAY'B | A3L222C40 | | 0 C1*L548C1 | 0 |
| 579 | | REFR CONT-MILEAGE-PAY'B | A3L222C41 | | 0 C1*L548C1 | 0 |
| 580 | | REFR CONT-TIME-PAY'B | A3L222C42 | | 0 C1*L548C1 | 0 |
| 581 | | OTHER CONT-PRIVATE REC'V | A3L223C37 | | 0 C1*L548C1 | 0 |
| 582 | | OTHER CONT-MILEAGE REC'V | A3L223C38 | | 0 C1*L548C1 | 0 |
| 583 | | OTHER CONT-TIME-REC'V | A3L223C39 | | 0 C1*L548C1 | 0 |
| 584 | | OTHER CONT-PRIVATE-PAY'B | A3L223C40 | | 0 C1*L548C1 | 0 |
| 585 | | OTHER CONT-MILEAGE-PAY'B | A3L223C41 | | 0 C1*L548C1 | 0 |
| 586 | | OTHER CONT-TIME-PAY'B | A3L223C42 | | 6 C1*L548C1 | 6 |
| 587 | | REFR TR NET PD MILEAGE | XX | XX | L567-L563 | 0 |
| 588 | | REFR TR NET PD BASIC | XX | XX | L568-L564 | 0 |
| 589 | | OTHER TR NET PD MILEAGE | XX | XX | L573-L570 | 0 |
| 590 | | OTHER TR NET PD BASIC | XX | XX | L574-L571 | 0 |
| 591 | | REFR CON NET PD MILEAGE | XX | XX | L579-L576 | 0 |
| 592 | | REFR CON NET PD BASIC | XX | XX | L580-L577 | 0 |
| 593 | | OTHER CON NET PD MILEAGE | XX | XX | L585-L582 | 0 |
| 594 | | OTHER CON NET PD BASIC | XX | XX | L586-L583 | 6 |
| 595 | | REFR TR & CON NET PRIVATE | | | L566+L578-L562 | |
| | | | XX | XX | -L575 | 0 |
| 596 | | OTHER TR & CON NET PRIVATE | | | L572+L584-L569 | |
| | | | XX | XX | -L581 | 0 |

SUBSCHEDULE RECONCILIATION

RECONCILIATION OF INTERCHANGE RENTS BETWEEN SCHEDULES 410 AND 414

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | AMOUNT (1) | SOURCE OF C2 | ADJUSTED AMOUNT (2) |
|------|------|-----------------------|------------------|---------------|--------------|------------------------|
| 601 | 230 | FC OTHER RENTS-DR | A2L230C44 | 75536 | XX | XX |
| 602 | 231 | FC OTHER RENTS-(CR) | A2L231C44 | 62409 | XX | XX |
| 603 | | NET INTERCHANGE RENTS | A3L219C43 | 13127 | XX | XX |
| 604 | | ADJUSTMENT FACTOR | (L601-L602)/L603 | 1 | XX | XX |
| 605 | | BOX 40 FT - PRIVATE-R | A3L201C37 | 0 C1*L604C1 | | 0 |
| 606 | | P.D. MILEAGE-R | A3L201C38 | 0 C1*L604C1 | | 0 |
| 607 | | P.D. BASIC-R | A3L201C39 | 0 C1*L604C1 | | 0 |
| 608 | | PRIVATE-P | A3L201C40 | 0 C1*L604C1 | | 0 |
| 609 | | P.D. MILEAGE-P | A3L201C41 | 2 C1*L604C1 | | 2 |
| 610 | | P.D. BASIC-P | A3L201C42 | 5 C1*L604C1 | | 5 |
| 611 | | NET P.D. MILEAGE | XX | XX L609-L606 | | 2 |
| 612 | | NET P.D. BASIC | XX | XX L610-L607 | | 5 |
| 613 | 9706 | NET PRIVATE | XX | XX L608-L605 | | 0 |
| 614 | | BOX 50 FT - PRIVATE-R | A3L202C37 | 0 C1*L604C1 | | 0 |
| 615 | | P.D. MILEAGE-R | A3L202C38 | 0 C1*L604C1 | | 0 |
| 616 | | P.D. BASIC-R | A3L202C39 | 0 C1*L604C1 | | 0 |
| 617 | | PRIVATE-P | A3L202C40 | 708 C1*L604C1 | | 708 |
| 618 | | P.D. MILEAGE-P | A3L202C41 | 182 C1*L604C1 | | 182 |
| 619 | | P.D. BASIC-P | A3L202C42 | 455 C1*L604C1 | | 455 |
| 620 | | NET P.D. MILEAGE | XX | XX L618-L615 | | 182 |
| 621 | | NET P.D. BASIC | XX | XX L619-L616 | | 455 |
| 622 | 9707 | NET PRIVATE | XX | XX L617-L614 | | 708 |

| LINE CODE | IDENTIFICATION | SOURCE OF C1 | AMOUNT (1) | SOURCE OF C2 | ADJUSTED AMOUNT (2) |
|-----------|----------------------------|--------------|---------------|--------------|------------------------|
| 623 | BOX EQUIPPED - PRIVATE-R | A3L203C37 | 0 | C1*L604C1 | 0 |
| 624 | P.D. MILEAGE-R | A3L203C38 | 4364 | C1*L604C1 | 4364 |
| 625 | P.D. BASIC-R | A3L203C39 | 14026 | C1*L604C1 | 14026 |
| 626 | PRIVATE-P | A3L203C40 | 1728 | C1*L604C1 | 1728 |
| 627 | P.D. MILEAGE-P | A3L203C41 | 5972 | C1*L604C1 | 5972 |
| 628 | P.D. BASIC-P | A3L203C42 | 17927 | C1*L604C1 | 17927 |
| 629 | NET P.D. MILEAGE | XX | XX | L627-L624 | 1608 |
| 630 | NET P.D. BASIC | XX | XX | L628-L625 | 3901 |
| 631 | 9708 NET PRIVATE | XX | XX | L626-L623 | 1728 |
| 632 | GONDOLA-PLAIN-PRIVATE-R | A3L204C37 | 0 | C1*L604C1 | 0 |
| 633 | P.D. MILEAGE-R | A3L204C38 | 74 | C1*L604C1 | 74 |
| 634 | P.D. BASIC-R | A3L204C39 | 242 | C1*L604C1 | 242 |
| 635 | PRIVATE-P | A3L204C40 | 200 | C1*L604C1 | 200 |
| 636 | P.D. MILEAGE-P | A3L204C41 | 241 | C1*L604C1 | 241 |
| 637 | P.D. BASIC-P | A3L204C42 | 807 | C1*L604C1 | 807 |
| 638 | NET P.D. MILEAGE | XX | XX | L636-L633 | 167 |
| 639 | NET P.D. BASIC | XX | XX | L637-L634 | 565 |
| 640 | 9709 NET PRIVATE | XX | XX | L635-L632 | 200 |
| 641 | GONDOLA-EQUIPPED-PRIVATE-R | A3L205C37 | 0 | C1*L604C1 | 0 |
| 642 | P.D. MILEAGE-R | A3L205C38 | 2729 | C1*L604C1 | 2729 |
| 643 | P.D. BASIC-R | A3L205C39 | 8900 | C1*L604C1 | 8900 |
| 644 | PRIVATE-P | A3L205C40 | 0 | C1*L604C1 | 0 |
| 645 | P.D. MILEAGE-P | A3L205C41 | 2040 | C1*L604C1 | 2040 |
| 646 | P.D. BASIC-P | A3L205C42 | 5067 | C1*L604C1 | 5067 |
| 647 | NET P.D. MILEAGE | XX | XX | L645-L642 | -689 |
| 648 | NET P.D. BASIC | XX | XX | L646-L643 | -3833 |
| 649 | 9710 NET PRIVATE | XX | XX | L644-L641 | 0 |
| 650 | HOPPER-COVERED-PRIVATE-R | A3L206C37 | 0 | C1*L604C1 | 0 |
| 651 | P.D. MILEAGE-R | A3L206C38 | 4525 | C1*L604C1 | 4525 |
| 652 | P.D. BASIC-R | A3L206C39 | 9657 | C1*L604C1 | 9657 |
| 653 | PRIVATE -P | A3L206C40 | 0 | C1*L604C1 | 0 |
| 654 | P.D. MILEAGE-P | A3L206C41 | 2489 | C1*L604C1 | 2489 |
| 655 | P.D. BASIC-P | A3L206C42 | 5990 | C1*L604C1 | 5990 |
| 656 | NET P.D. MILEAGE | XX | XX | L654-L651 | -2036 |
| 657 | NET P.D. BASIC | XX | XX | L655-L652 | -3667 |
| 658 | 9711 NET PRIVATE | XX | XX | L653-L650 | 0 |

| LINE CODE | IDENTIFICATION | SOURCE OF C1 | AMOUNT (1) | SOURCE OF C2 | ADJUSTED AMOUNT (2) |
|-----------|-----------------------|--------------|---------------|--------------|------------------------|
| 659 | HOPPER-OTG PRIVATE-R | A3L207C37 | 0 | C1*L604C1 | 0 |
| 660 | P.D. MILEAGE-R | A3L207C38 | 292 | C1*L604C1 | 292 |
| 661 | P.D. BASIC-R | A3L207C39 | 1350 | C1*L604C1 | 1350 |
| 662 | PRIVATE-P | A3L207C40 | 0 | C1*L604C1 | 0 |
| 663 | P.D. MILEAGE-P | A3L207C41 | 259 | C1*L604C1 | 259 |
| 664 | P.D. BASIC-P | A3L207C42 | 1937 | C1*L604C1 | 1937 |
| 665 | NET P.D. MILEAGE | XX | XX | L663-L660 | -33 |
| 666 | NET P.D. BASIC | XX | XX | L664-L661 | 587 |
| 667 | 9712 NET PRIVATE | XX | XX | L662-L659 | 0 |
| 668 | HOPPER OTS PRIVATE-R | A3L208C37 | 0 | C1*L604C1 | 0 |
| 669 | P.D. MILEAGE-R | A3L208C38 | 23 | C1*L604C1 | 23 |
| 670 | P.D. BASIC-R | A3L208C39 | 130 | C1*L604C1 | 130 |
| 671 | PRIVATE-P | A3L208C40 | 0 | C1*L604C1 | 0 |
| 672 | P.D. MILEAGE-P | A3L208C41 | 210 | C1*L604C1 | 210 |
| 673 | P.D. BASIC-P | A3L208C42 | 557 | C1*L604C1 | 557 |
| 674 | NET P.D. MILEAGE | XX | XX | L672-L669 | 187 |
| 675 | NET P.D. BASIC | XX | XX | L673-L670 | 427 |
| 676 | 9713 NET PRIVATE | XX | XX | L671-L668 | 0 |
| 677 | REFR-MECH - PRIVATE-R | A3L209C37 | 0 | C1*L604C1 | 0 |
| 678 | P.D. MILEAGE-R | A3L209C38 | 0 | C1*L604C1 | 0 |
| 679 | P.D. BASIC-R | A3L209C39 | 0 | C1*L604C1 | 0 |
| 680 | PRIVATE-P | A3L209C40 | 0 | C1*L604C1 | 0 |
| 681 | P.D. MILEAGE-P | A3L209C41 | 80 | C1*L604C1 | 80 |
| 682 | P.D. BASIC-P | A3L209C42 | 411 | C1*L604C1 | 411 |
| 683 | NET P.D. MILEAGE | XX | XX | L681-L678 | 80 |
| 684 | NET P.D. BASIC | XX | XX | L682-L679 | 411 |
| 685 | 9714 NET PRIVATE | XX | XX | L680-L677 | 0 |
| 686 | REFR-NM PRIVATE-R | A3L210C37 | 0 | C1*L604C1 | 0 |
| 687 | P.D. MILEAGE-R | A3L210C38 | 1 | C1*L604C1 | 1 |
| 688 | P.D. BASIC-R | A3L210C39 | 8 | C1*L604C1 | 8 |
| 689 | PRIVATE-P | A3L210C40 | 0 | C1*L604C1 | 0 |
| 690 | P.D. MILEAGE-P | A3L210C41 | 34 | C1*L604C1 | 34 |
| 691 | P.D. BASIC-P | A3L210C42 | 96 | C1*L604C1 | 96 |
| 692 | NET P.D. MILEAGE | XX | XX | L690-L687 | 33 |
| 693 | NET P.D. BASIC | XX | XX | L691-L688 | 88 |
| 694 | 9715 NET PRIVATE | XX | XX | L689-L686 | 0 |

| LINE CODE | IDENTIFICATION | SOURCE OF C1 | AMOUNT (1) | SOURCE OF C2 | ADJUSTED AMOUNT (2) |
|-----------|---------------------------|--------------|---------------|--------------|------------------------|
| 695 | FLAT-TOFC-PRIVATE-R | A3L211C37 | 0 | C1*L604C1 | 0 |
| 696 | P.D. MILEAGE-R | A3L211C38 | 0 | C1*L604C1 | 0 |
| 697 | P.D. BASIC-R | A3L211C39 | 0 | C1*L604C1 | 0 |
| 698 | PRIVATE-P | A3L211C40 | 6828 | C1*L604C1 | 6828 |
| 699 | P.D. MILEAGE-P | A3L211C41 | 89 | C1*L604C1 | 89 |
| 700 | P.D. BASIC-P | A3L211C42 | 234 | C1*L604C1 | 234 |
| 701 | NET P.D. MILEAGE | XX | XX | L699-L696 | 89 |
| 702 | NET P.D. BASIC | XX | XX | L700-L697 | 234 |
| 703 | 9716 NET PRIVATE | XX | XX | L698-L695 | 6828 |
| 704 | FLAT MULTILEVEL PRIVATE-R | A3L212C37 | 0 | C1*L604C1 | 0 |
| 705 | P.D. MILEAGE-R | A3L212C38 | 503 | C1*L604C1 | 503 |
| 706 | P.D. BASIC-R | A3L212C39 | 1342 | C1*L604C1 | 1342 |
| 707 | PRIVATE-P | A3L212C40 | 15418 | C1*L604C1 | 15418 |
| 708 | P.D. MILEAGE-P | A3L212C41 | 91 | C1*L604C1 | 91 |
| 709 | P.D. BASIC-P | A3L212C42 | -7681 | C1*L604C1 | -7681 |
| 710 | NET P.D. MILEAGE | XX | XX | L708-L705 | -412 |
| 711 | NET P.D. BASIC | XX | XX | L709-L706 | -9023 |
| 712 | 9717 NET PRIVATE | XX | XX | L707-L704 | 15418 |
| 713 | FLAT GENERAL PRIVATE-R | A3L213C37 | 0 | C1*L604C1 | 0 |
| 714 | P.D. MILEAGE-R | A3L213C38 | 0 | C1*L604C1 | 0 |
| 715 | P.D. BASIC-R | A3L213C39 | 0 | C1*L604C1 | 0 |
| 716 | PRIVATE-P | A3L213C40 | 34 | C1*L604C1 | 34 |
| 717 | P.D. MILEAGE-P | A3L213C41 | 20 | C1*L604C1 | 20 |
| 718 | P.D. BASIC-P | A3L213C42 | 1 | C1*L604C1 | 1 |
| 719 | NET P.D. MILEAGE | XX | XX | L717-L714 | 20 |
| 720 | NET P.D. BASIC | XX | XX | L718-L715 | 1 |
| 721 | 9718 NET PRIVATE | XX | XX | L716-L713 | 34 |
| 722 | FLAT OTHER - PRIVATE-R | A3L214C37 | 0 | C1*L604C1 | 0 |
| 723 | P.D. MILEAGE-R | A3L214C38 | 2815 | C1*L604C1 | 2815 |
| 724 | P.D. BASIC-R | A3L214C39 | 7468 | C1*L604C1 | 7468 |
| 725 | PRIVATE-P | A3L214C40 | 3138 | C1*L604C1 | 3138 |
| 726 | P.D. MILEAGE-P | A3L214C41 | 1467 | C1*L604C1 | 1467 |
| 727 | P.D. BASIC-P | A3L214C42 | 5752 | C1*L604C1 | 5752 |
| 728 | NET P.D. MILEAGE | XX | XX | L726-L723 | -1348 |
| 729 | NET P.D. BASIC | XX | XX | L727-L724 | -1716 |
| 730 | 9719 NET PRIVATE | XX | XX | L725-L722 | 3138 |

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | AMOUNT (1) | SOURCE OF C2 | ADJUSTED AMOUNT (2) |
|------|------|--------------------------|--------------|---------------|--------------|------------------------|
| 731 | | ALL OTHER FC-PRIVATE-R | A3L218C37 | 0 | C1*L604C1 | 0 |
| 732 | | P.D. MILEAGE-R | A3L218C38 | 39 | C1*L604C1 | 39 |
| 733 | | P.D. BASIC-R | A3L218C39 | 96 | C1*L604C1 | 96 |
| 734 | | PRIVATE-P | A3L218C40 | 0 | C1*L604C1 | 0 |
| 735 | | P.D. MILEAGE-P | A3L218C41 | 36 | C1*L604C1 | 36 |
| 736 | | P.D. BASIC-P | A3L218C42 | 237 | C1*L604C1 | 237 |
| 737 | | NET P.D. MILEAGE | XX | XX | L735-L732 | -3 |
| 738 | | NET P.D. BASIC | XX | XX | L736-L733 | 141 |
| 739 | 9720 | NET PRIVATE | XX | XX | L734-L731 | 0 |
| 740 | | TANK <22,000G. PRIVATE-R | A3L215C37 | 0 | C1*L604C1 | 0 |
| 741 | | PRIVATE-P | A3L215C40 | 2474 | C1*L604C1 | 2474 |
| 742 | | NET | XX | XX | L741-L740 | 2474 |
| 743 | | TANK >=22,000G PRIVATE-R | A3L216C37 | 0 | C1*L604C1 | 0 |
| 744 | | PRIVATE-P | A3L216C40 | 1 | C1*L604C1 | 1 |
| 745 | | NET | XX | XX | L744-L743 | 1 |
| 746 | | AUTO RACKS-PRIVATE-R | A3L217C37 | 0 | C1*L604C1 | 0 |
| 747 | | P.D. MILEAGE-R | A3L217C38 | 0 | C1*L604C1 | 0 |
| 748 | | P.D. BASIC-R | A3L217C39 | 3825 | C1*L604C1 | 3825 |
| 749 | | PRIVATE-P | A3L217C40 | 0 | C1*L604C1 | 0 |
| 750 | | P.D. MILEAGE-P | A3L217C41 | 0 | C1*L604C1 | 0 |
| 751 | | P.D. BASIC-P | A3L217C42 | 0 | C1*L604C1 | 0 |
| 752 | | NET P.D. MILEAGE | XX | XX | L750-L747 | 0 |
| 753 | | NET P.D. BASIC | XX | XX | L751-L748 | -3825 |
| 754 | 9721 | NET PRIVATE | XX | XX | L749-L746 | 0 |

*NOTE: PART 7 WAS OMITTED IN NUMBERING SCHEME TO KEEP LINE NUMBERS CONSISTENT WITH PART NUMBERS.

SUBSCHEDULE RECONCILIATION

RECONCILIATION OF WAY AND STRUCTURES LEASE RENTAL EXPENSE BETWEEN SCHEDULES 410 AND 412

| LINE | CODE | IDENTIFICATION | SOURCE | RENTAL EXPENSE (1) | SOURCE | ADJUSTED RENTAL EXPENSE (2) |
|------|---------|------------------------------|---|--------------------------|----------------|-----------------------------------|
| 801 | 118 | W&S LEASE RENTALS-DR-R | A2L148C44 | 1352 | XX | XX |
| 802 | 119 | W&S LEASE RENTALS-DR-SW | A2L149C44 | 0 | XX | XX |
| 803 | 120 | W&S LEASE RENTALS-DR-OTHER | A2L150C44 | 3444 | XX | XX |
| 804 | 121 | W&S LEASE RENTALS-(CR)-R | A2L151C44 | 0 | XX | XX |
| 805 | 122 | W&S LEASE RENTALS-(CR)-SW | A2L152C44 | 0 | XX | XX |
| 806 | 123 | W&S LEASE RENTALS-(CR)-OTHER | A2L153C44 | 0 | XX | XX |
| 807 | 130 | W&S OTHER RENTS-DR-R | A2L160C44 | 81 | XX | XX |
| 808 | 131 | W&S OTHER RENTS-DR-SW | A2L161C44 | 0 | XX | XX |
| 809 | 132 | W&S OTHER RENTS-DR-OTHER | A2L162C44 | 0 | XX | XX |
| 810 | 133 | W&S OTHER RENTS-(CR)-R | A2L163C44 | 0 | XX | XX |
| 811 | 134 | W&S OTHER RENTS-(CR)-SW | A2L164C44 | 0 | XX | XX |
| 812 | 135 | W&S OTHER RENTS-(CR)-OTHER | A2L165C44 | 0 | XX | XX |
| 813 | | TOTAL | (SUM L801-803)+ (SUM L807-809)- (SUM L804-806)- (SUM L810-812) | 4877 | XX | XX |
| 814 | | W&S LEASE RENTALS-TOTAL | A3L829C12 | 4877 | XX | XX |
| 815 | | ADJUSTMENT FACTOR | L813/L814 | 1 | XX | XX |
| 816 | 909302 | LAND | A3L801C12 | 0 | C1*L815C1 | 0 |
| 817 | 909303 | GRADING | A3L802C12 | 766 | C1*L815C1 | 766 |
| 818 | 909304 | OTHER ROW | A3L803C12 | 0 | C1*L815C1 | 0 |
| 819 | 909305 | TUNNELS AND SUBWAYS | A3L804C12 | 91 | C1*L815C1 | 91 |
| 820 | 909306 | BRIDGES AND TRESTLES | A3L805C12 | 957 | C1*L815C1 | 957 |
| 821 | 909307 | ELEVATED STRUCTURES | A3L806C12 | 0 | C1*L815C1 | 0 |
| 822 | 909308 | TIES | A3L807C12 | 557 | C1*L815C1 | 557 |
| 823 | 909309 | RAILS & OTM | A3L808C12 | 1471 | C1*L815C1 | 1471 |
| 824 | 909311 | BALLAST | A3L809C12 | 406 | C1*L815C1 | 406 |
| 825 | 909313 | FENCES | A3L810C12 | 1 | C1*L815C1 | 1 |
| 826 | 909316 | STATIONS AND OFFICES | A3L811C12 | 67 | C1*L815C1 | 67 |
| 827 | 909317 | ROADWAY BUILDINGS | A3L812C12 | 16 | C1*L815C1 | 16 |
| 828 | 909318 | WATER STATIONS | A3L813C12 | 1 | C1*L815C1 | 1 |
| 829 | 909319 | FUEL STATIONS | A3L814C12 | 23 | C1*L815C1 | 23 |
| 830 | 909320 | SHOPS & ENGINEHOUSES | A3L815C12 | 53 | C1*L815C1 | 53 |
| 831 | 909322 | STORAGE WAREHOUSES | A3L816C12 | 4 | C1*L815C1 | 4 |
| 832 | 909323 | WHARVES AND DOCKS | A3L817C12 | 1 | C1*L815C1 | 1 |
| 833 | 909324 | COAL AND ORE WHARVES | A3L818C12 | 80 | C1*L815C1 | 80 |
| 834 | 909325 | TOFC/COFC TERMINALS | A3L819C12 | 41 | C1*L815C1 | 41 |
| 835 | 909326 | COMMUNICATIONS SYSTEMS | A3L820C12 | 47 | C1*L815C1 | 47 |
| 836 | 909327 | SIGNALS AND INTERLOCKERS | A3L821C12 | 170 | C1*L815C1 | 170 |
| 837 | 909329 | POWER PLANTS | A3L822C12 | 0 | C1*L815C1 | 0 |
| 838 | 909331 | POWER TRANSMISSION SYSTEMS | A3L823C12 | 1 | C1*L815C1 | 1 |
| 839 | 909335 | MISCELLANEOUS STRUCTURES | A3L824C12 | 5 | C1*L815C1 | 5 |
| 840 | 909337 | ROADWAY MACHINES | A3L825C12 | 42 | C1*L815C1 | 42 |
| 841 | 909339 | PUBLIC IMPROVEMENTS | A3L826C12 | 60 | C1*L815C1 | 60 |
| 842 | 909345 | POWER PLANT MACHINERY | A3L827C12 | 17 | C1*L815C1 | 17 |
| 843 | 9093801 | OTHER LEASE RENTALS | A3L828C12 | 0 | C1*L815C1 | 0 |
| 844 | 9093802 | LOCO SERVICING | XX | XX | L828+L829 | 24 |
| 845 | 9093803 | POWER GROUP | XX | XX | L837+L838+L842 | 18 |

SUBSCHEDULE RECONCILIATION

RECONCILIATION OF WAY AND STRUCTURES DEPRECIATION BETWEEN SCHEDULES 410 AND 412

| LINE | CODE | IDENTIFICATION | SOURCE | EXPENSE (1) | SOURCE | ADJUSTED EXPENSE (2) |
|------|---------|--------------------------|----------------|----------------|----------------|-------------------------|
| 901 | 136 | W&S DEPRECIATION-R | A2L166C44 | 127820 | XX | XX |
| 902 | 137 | W&S DEPRECIATION-SW | A2L167C44 | 23423 | XX | XX |
| 903 | 138 | W&S DEPRECIATION-OTHER | A2L168C44 | 14634 | XX | XX |
| 904 | | TOTAL DEPR | SUM L901-903 | 165877 | XX | XX |
| 905 | | W&S DEPRECIATION | A3L728C12 | 165877 | XX | XX |
| 906 | | ADJUSTMENT FACTOR | L904/L905 | 1 | XX | XX |
| 907 | 909103 | GRADING | A3L701C12 | 15724 | C1*L906C1 | 15724 |
| 908 | 909104 | OTHER ROW | A3L702C12 | 0 | C1*L906C1 | 0 |
| 909 | 909105 | TUNNELS & SUBWAYS | A3L703C12 | 2707 | C1*L906C1 | 2707 |
| 910 | 909106 | BRIDGES & TRESTLES | A3L704C12 | 21479 | C1*L906C1 | 21479 |
| 911 | 909107 | ELEVATED STRUCTURES | A3L705C12 | 0 | C1*L906C1 | 0 |
| 912 | 909108 | TIES | A3L706C12 | 23796 | C1*L906C1 | 23796 |
| 913 | 909109 | RAIL & OTM | A3L707C12 | 59398 | C1*L906C1 | 59398 |
| 914 | 909111 | BALAST | A3L708C12 | 18513 | C1*L906C1 | 18513 |
| 915 | 909113 | FENCES & SNOWSHEDS | A3L709C12 | 11 | C1*L906C1 | 11 |
| 916 | 909116 | STATIONS & OFFICES | A3L710C12 | 2257 | C1*L906C1 | 2257 |
| 917 | 909117 | ROADWAY BUILDINGS | A3L711C12 | 544 | C1*L906C1 | 544 |
| 918 | 909118 | WATER STATIONS | A3L712C12 | 61 | C1*L906C1 | 61 |
| 919 | 909119 | FUEL STATIONS | A3L713C12 | 1336 | C1*L906C1 | 1336 |
| 920 | 909120 | SHOPS & ENGINEHOUSES | A3L714C12 | 1670 | C1*L906C1 | 1670 |
| 921 | 909122 | STORAGE WAREHOUSES | A3L715C12 | 212 | C1*L906C1 | 212 |
| 922 | 909123 | WHARVES & DOCKS | A3L716C12 | 0 | C1*L906C1 | 0 |
| 923 | 909124 | COAL & ORE WHARVES | A3L717C12 | 2764 | C1*L906C1 | 2764 |
| 924 | 909125 | TOFC/COFC TERMINALS | A3L718C12 | 1767 | C1*L906C1 | 1767 |
| 925 | 909126 | COMMUNICATIONS | A3L719C12 | 2237 | C1*L906C1 | 2237 |
| 926 | 909127 | SIGNALS & INTERLOCKERS | A3L720C12 | 7674 | C1*L906C1 | 7674 |
| 927 | 909129 | POWER PLANTS | A3L721C12 | 3 | C1*L906C1 | 3 |
| 928 | 909131 | POWER TRANSMISSION | A3L722C12 | 11 | C1*L906C1 | 11 |
| 929 | 909135 | MISCELLANEOUS STRUCTURES | A3L723C12 | 100 | C1*L906C1 | 100 |
| 930 | 909137 | ROADWAY MACHINES | A3L724C12 | 1888 | C1*L906C1 | 1888 |
| 931 | 909139 | PUBLIC IMPROVEMENTS | A3L725C12 | 1721 | C1*L906C1 | 1721 |
| 932 | 909145 | POWER PLANT MACHIN | A3L726C12 | 4 | C1*L906C1 | 4 |
| 933 | 9091801 | OTHER LEASE/RENTALS | A3L727C12 | 0 | C1*L906C1 | 0 |
| 934 | 9091802 | SERVICING | L918+L919 | 1397 | L918+L919 | 1397 |
| 935 | 9091803 | POWER GROUP | L927+L928+L932 | 18 | L927+L928+L932 | 18 |

WORKTABLE B3 PART 1

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VARIOUS ALLOCATION PROCEDURES

DISTRIBUTION OF LOCOMOTIVE UNIT MILES

C U R R E N T Y E A R

| LINE CODE | IDENTIFICATION | SOURCE | AMOUNT (1) |
|-----------|--------------------------------|-----------|---------------|
| 101 | LOCOMOTIVE UNIT MILES-RUNNING | A1L108C1 | 28200 |
| 102 | LOCOMOTIVE UNIT MILES-TRAIN SW | A1L109C1 | 2777 |
| 103 | LOCOMOTIVE UNIT MILES-ROAD | L101+L102 | 30977 |
| 104 | LOCOMOTIVE UNIT MILES-YARD SW | A1L110C1 | 3982 |
| 105 | LOCOMOTIVE UNIT MILES-TOTAL | A1L112C1 | 34960 |
| 106 | LOCOMOTIVE UNIT MILES-TOTAL SW | L102+L104 | 6759 |
| 107 | TRAIN SW PORTION OF TOTAL SW | L102/L106 | .41083 |
| 108 | YARD SW PORTION OF TOTAL SW | L104/L106 | .58917 |
| 109 | TRAIN SW PORTION OF ROAD | L102/L103 | .08965 |
| 110 | RUNNING PORTION OF ROAD | L101/L103 | .91035 |
| 111 | RUNNING PORTION OF TOTAL | L101/L105 | .80664 |
| 112 | TRAIN SW PORTION OF TOTAL | L102/L105 | .07944 |
| 113 | YARD SW PORTION OF TOTAL | L104/L105 | .11392 |
| 114 | ROAD PORTION OF TOTAL | L103/L105 | .88608 |
| 115 | TOTAL SW PORTION OF TOTAL | L106/L105 | .19336 |

WORKTABLE B3 PART 1A

T W O - Y E A R A V E R A G E

| LINE CODE | IDENTIFICATION | SOURCE | AMOUNT (1) |
|-----------|--------------------------------|-----------|---------------|
| 116 | LOCOMOTIVE UNIT MILES-RUNNING | A1L108C6 | 31634 |
| 117 | LOCOMOTIVE UNIT MILES-TRAIN SW | A1L109C6 | 2842 |
| 118 | LOCOMOTIVE UNIT MILES-ROAD | L116+L117 | 34476 |
| 119 | LOCOMOTIVE UNIT MILES-YARD SW | A1L110C6 | 4711 |
| 120 | LOCOMOTIVE UNIT MILES-TOTAL | A1L112C6 | 39187 |
| 121 | LOCOMOTIVE UNIT MILES-TOTAL SW | L117+L119 | 7553 |
| 122 | TRAIN SW PORTION OF TOTAL SW | L117/L121 | .37627 |
| 123 | YARD SW PORTION OF TOTAL SW | L119/L121 | .62373 |
| 124 | TRAIN SW PORTION OF ROAD | L117/L118 | .08244 |
| 125 | RUNNING PORTION OF ROAD | L116/L118 | .91756 |
| 126 | RUNNING PORTION OF TOTAL | L116/L120 | .80725 |
| 127 | TRAIN SW PORTION OF TOTAL | L117/L120 | .07253 |
| 128 | YARD SW PORTION OF TOTAL | L119/L120 | .12022 |
| 129 | ROAD PORTION OF TOTAL | L118/L120 | .87978 |
| 130 | TOTAL SW PORTION OF TOTAL | L121/L120 | .19275 |

T H R E E - Y E A R A V E R A G E

| LINE CODE | IDENTIFICATION | SOURCE | AMOUNT (1) |
|-----------|--------------------------------|-----------|---------------|
| 131 | LOCOMOTIVE UNIT MILES-RUNNING | A1L108C7 | 32673 |
| 132 | LOCOMOTIVE UNIT MILES-TRAIN SW | A1L109C7 | 2853 |
| 133 | LOCOMOTIVE UNIT MILES-ROAD | L131+L132 | 35527 |
| 134 | LOCOMOTIVE UNIT MILES-YARD SW | A1L110C7 | 5130 |
| 135 | LOCOMOTIVE UNIT MILES-TOTAL | A1L112C7 | 40658 |
| 136 | LOCOMOTIVE UNIT MILES-TOTAL SW | L132+L134 | 7984 |
| 137 | TRAIN SW PORTION OF TOTAL SW | L132/L136 | .35743 |
| 138 | YARD SW PORTION OF TOTAL SW | L134/L136 | .64257 |
| 139 | TRAIN SW PORTION OF ROAD | L132/L133 | .08033 |
| 140 | RUNNING PORTION OF ROAD | L131/L133 | .91967 |
| 141 | RUNNING PORTION OF TOTAL | L131/L135 | .80362 |
| 142 | TRAIN SW PORTION OF TOTAL | L132/L135 | .07019 |
| 143 | YARD SW PORTION OF TOTAL | L134/L135 | .12619 |
| 144 | ROAD PORTION OF TOTAL | L133/L135 | .87381 |
| 145 | TOTAL SW PORTION OF TOTAL | L136/L135 | .19638 |

WORKTABLE B3 PART 1C

F O U R - Y E A R A V E R A G E

| LINE CODE | IDENTIFICATION | SOURCE | AMOUNT (1) |
|-----------|--------------------------------|-----------|---------------|
| 146 | LOCOMOTIVE UNIT MILES-RUNNING | A1L108C8 | 33519 |
| 147 | LOCOMOTIVE UNIT MILES-TRAIN SW | A1L109C8 | 2899 |
| 148 | LOCOMOTIVE UNIT MILES-ROAD | L146+L147 | 36419 |
| 149 | LOCOMOTIVE UNIT MILES-YARD SW | A1L110C8 | 5427 |
| 150 | LOCOMOTIVE UNIT MILES-TOTAL | A1L112C8 | 41846 |
| 151 | LOCOMOTIVE UNIT MILES-TOTAL | L147+L149 | 8326 |
| 152 | TRAIN SW PORTION OF TOTAL SW | L147/L151 | .34824 |
| 153 | YARD SW PORTION OF TOTAL SW | L149/L151 | .65176 |
| 154 | TRAIN SW PORTION OF ROAD | L147/L148 | .07962 |
| 155 | RUNNING PORTION OF ROAD | L146/L148 | .92038 |
| 156 | RUNNING PORTION OF TOTAL | L146/L150 | .80101 |
| 157 | TRAIN SW PORTION OF TOTAL | L147/L150 | .0693 |
| 158 | YARD SW PORTION OF TOTAL | L149/L150 | .12969 |
| 159 | ROAD PORTION OF TOTAL | L148/L150 | .87031 |
| 160 | TOTAL SW PORTION OF TOTAL | L151/L150 | .19899 |

F I V E - Y E A R A V E R A G E

| LINE | CODE | IDENTIFICATION | SOURCE | AMOUNT (1) |
|------|------|--------------------------------|-----------|---------------|
| 161 | | LOCOMOTIVE UNIT MILES-RUNNING | A1L108C9 | 33912 |
| 162 | | LOCOMOTIVE UNIT MILES-TRAIN SW | A1L109C9 | 2974 |
| 163 | | LOCOMOTIVE UNIT MILES-ROAD | L161+L162 | 36887 |
| 164 | | LOCOMOTIVE UNIT MILES-YARD SW | A1L110C9 | 5778 |
| 165 | | LOCOMOTIVE UNIT MILES-TOTAL | A1L112C9 | 42665 |
| 166 | | LOCOMOTIVE UNIT MILES-TOTAL SW | L162+L164 | 8753 |
| 167 | | TRAIN SW PORTION OF TOTAL SW | L162/L166 | 0 |
| 168 | | YARD SW PORTION OF TOTAL SW | L164/L166 | .66015 |
| 169 | | TRAIN SW PORTION OF ROAD | L162/L163 | .08065 |
| 170 | | RUNNING PORTION OF ROAD | L161/L163 | .91935 |
| 171 | | RUNNING PORTION OF TOTAL | L161/L165 | .79483 |
| 172 | | TRAIN SW PORTION OF TOTAL | L162/L165 | .06972 |
| 173 | | YARD SW PORTION OF TOTAL | L164/L165 | .13544 |
| 174 | | ROAD PORTION OF TOTAL | L163/L165 | .86456 |
| 175 | | TOTAL SW PORTION OF TOTAL | L166/L165 | .20517 |

VARIOUS ALLOCATION PROCEDURES

RUNNING-SWITCHING AND OTHER ALLOCATIONS OF SELECTED TRACK ACCOUNTS

| LINE CODE | IDENTIFICATION | SOURCE OF C1 | RUNNING EXPENSE (1) | SOURCE OF C2 | SWITCHING EXPENSE (2) | TOTAL EXPENSE C1+C2 (3) | ALLOC. A C1/C3 (4) |
|-----------|------------------------------|--------------|---------------------------|--------------|-----------------------------|-------------------------------|--------------------------|
| 201 | ROADWAY | A2L106C44 | 26803 | A2L107C44 | 7235 | 34039 | .78743 |
| 202 | TUNNELS | A2L108C44 | 1.12534 | A2L109C44 | .92835 | 2.05369 | .54796 |
| 203 | BRIDGES | A2L110C44 | 4585 | A2L111C44 | 71.40364 | 4656 | .98467 |
| 204 | TIES | A2L112C44 | 791.5863 | A2L113C44 | -165.6191 | 625.9672 | 1.26458 |
| 205 | RAILS & OTM | A2L114C44 | 2211 | A2L115C44 | 104.8151 | 2316 | .95475 |
| 206 | BALLAST | A2L116C44 | 384.4418 | A2L117C44 | 22.56596 | 407.0078 | .94456 |
| 207 | SIGNALS | A2L121C44 | 19288 | A2L122C44 | 765.5573 | 20054 | .96183 |
| 208 | GRADE CROSSINGS | A2L125C44 | 475.8263 | A2L126C44 | 10.39349 | 486.2198 | .97862 |
| 209 | TOTAL TRACK GROUP | SUM L201-208 | 54541 | SUM L201-208 | 8045 | 62587 | .87145 |
| 210 | % VALUE LAND - URBAN | A1L588C1 | .847 | XX | XX | XX | XX |
| 211 | % VALUE LAND - RURAL | A1L589C1 | .153 | XX | XX | XX | XX |
| 212 | % URBAN LAND - R | A1L590C1 | .18 | XX | XX | XX | XX |
| 213 | % URBAN LAND - SW | A1L591C1 | .82 | XX | XX | XX | XX |
| 214 | % VALUE-URBAN - R | L210*L212 | .15246 | XX | XX | XX | XX |
| 215 | % VALUE-URBAN - SW | L210*L213 | .69454 | XX | XX | XX | XX |
| 216 | % VALUE - R | L211+L214 | .30546 | XX | XX | XX | XX |
| 217 | % VALUE - SW | L215 | .69454 | XX | XX | XX | XX |
| 218 | COAL & ORE MAINT | A2L133C44 | 1699 | A2L134C44 | 9745 | 11444 | .14853 |
| 219 | ELECTRIC POWER P&P | A2L310C44 | 0 | A2L326C44 | 0 | 0 | 0 |
| 220 | LOCOMOTIVE FUEL | A2L309C44 | 116653 | A2L325C44 | 14771 | 131424 | .88761 |
| 221 | MARINE OPERATIONS | A3L112C12 | 0 | A3L113C12 | 0 | 0 | 0 |
| 222 | LOCOMOTIVE DEPR | A3L405C12 | 11612 | A3L406C12 | 664 | 12276 | .94591 |
| 223 | LOCOMOTIVE SERVICING | A2L311C44 | 8398 | A2L327C44 | 1218 | 9616 | .87334 |
| 224 | FLOATING DEPR | A3L434C12 | 17 | A3L435C12 | 0 | 17 | 1 |
| 225 | REEFER TC/NON REEFER REPAIRS | A3L327C12 | | A3L328C12 | | | |
| | | +A3L329C12 | 0 | +A3L330C12 | 1093 | 1093 | 0 |

VARIOUS ALLOCATION PROCEDURES

ALLOCATION OF TYPES OF EQUIPMENT - REPAIR BASIS

| LINE CODE | IDENTIFICATION | SOURCE | EXPENSE (1) | PORTION OF TOTAL | PORTION OF TOTAL LOCO | PORTION OF TOTAL FC | PORTION OF TOTAL OE |
|-----------|-------------------------|-----------|----------------|------------------------|-----------------------------|---------------------------|---------------------------|
| | | | | C1/L301C1 (2) | C1/L302C1 (3) | C1/L303C1 (4) | C1/L304C1 (5) |
| 301 | TOTAL EQUIPMENT REPAIR | A3L343C12 | 93540 | XX | XX | XX | XX |
| 302 | TOTAL LOCOMOTIVE REPAIR | A3L307C12 | 48404 | .51747 | XX | XX | XX |
| 303 | TOTAL FC REPAIR | A3L326C12 | 34051 | .36402 | XX | XX | XX |
| 304 | TOTAL OE REPAIR | A3L342C12 | 11084 | .1185 | XX | XX | XX |
| 305 | ROAD LOCOMOTIVE REPAIR | A3L305C12 | 44209 | .47262 | .91333 | XX | XX |
| 306 | YARD LOCOMOTIVE REPAIR | A3L306C12 | 4195 | .04485 | .08667 | XX | XX |
| 307 | BOX-40 FT | A3L308C12 | 0 | 0 | XX | 0 | XX |
| 308 | BOX-50 FT | A3L309C12 | 8.70155 | .00009302 | XX | .00025554 | XX |
| 309 | BOX-EQUIPPED | A3L310C12 | 10902 | .11655 | XX | .32018 | XX |
| 310 | GONDOLA-PLAIN | A3L311C12 | 175.1313 | .00187225 | XX | .0051432 | XX |
| 311 | GONDOLA-EQUIPPED | A3L312C12 | 3002 | .0321 | XX | .08818 | XX |
| 312 | HOPPER-COVERED | A3L313C12 | 6801 | .07271 | XX | .19975 | XX |
| 313 | HOPPER-OPEN TOP GEN | A3L314C12 | 2111 | .02258 | XX | .06202 | XX |
| 314 | HOPPER-OPEN TOP SPEC | A3L315C12 | 3761 | .04021 | XX | .11046 | XX |
| 315 | REFRIGERATOR-MECH | A3L316C12 | 0 | 0 | XX | 0 | XX |
| 316 | REFRIGERATOR-NON MECH | A3L317C12 | 4.04962 | .00004329 | XX | .00011893 | XX |
| 317 | FLAT - TOFC/COFC | A3L318C12 | 142.8127 | .00152675 | XX | .00419408 | XX |
| 318 | FLAT - MULTI-LEVEL | A3L319C12 | 902.1388 | .00964436 | XX | .02649 | XX |
| 319 | FLAT - GENERAL | A3L320C12 | 14.72453 | .00015741 | XX | .00043243 | XX |
| 320 | FLAT - OTHER | A3L321C12 | 5289 | .05655 | XX | .15534 | XX |
| 321 | ALL OTHER F.C. | A3L322C12 | 934.0858 | .00998589 | XX | .02743 | XX |
| 322 | CABOOSES | A3L323C12 | 0 | 0 | XX | 0 | XX |
| 323 | AUTO RACKS | A3L324C12 | 0 | 0 | XX | 0 | XX |
| 324 | MISCELLANEOUS ACCESS | A3L325C12 | 0 | 0 | XX | 0 | XX |
| 325 | REFRIGERATED TRAILERS | A3L327C12 | 0 | 0 | XX | XX | 0 |
| 326 | OTHER TRAILERS | A3L328C12 | 902.0375 | .00964328 | XX | XX | .08138 |
| 327 | REFRIGERATED CONTAINERS | A3L329C12 | 0 | 0 | XX | XX | 0 |
| 328 | OTHER CONTAINERS | A3L330C12 | 191.7206 | .0020496 | XX | XX | .0173 |
| 329 | BOGIES | A3L331C12 | 0 | 0 | XX | XX | 0 |
| 330 | CHASIS | A3L332C12 | 605.11 | .00646896 | XX | XX | .05459 |
| 331 | OTHER HIGHWAY EQUIP | A3L333C12 | 289.3469 | .00309328 | XX | XX | .0261 |
| 332 | MARINE LINE HAUL | A3L334C12 | 2350 | .02512 | XX | XX | .21202 |
| 333 | LOCAL MARINE | A3L335C12 | 0 | 0 | XX | XX | 0 |
| 334 | PASSENGER EQUIP. | A3L336C12 | 237.2211 | .00253602 | XX | XX | .0214 |
| 335 | COMPUTERS & DP EQUIP. | A3L337C12 | 0 | 0 | XX | XX | 0 |
| 336 | WORK & NR EQUIP. | A3L341C12 | 6509 | .06959 | XX | XX | .58722 |
| 337 | BOGIES/CHASIS | L329+L330 | 605.11 | .00646896 | XX | XX | .05459 |

VARIOUS ALLOCATION PROCEDURES

ALLOCATION OF TYPES OF EQUIPMENT - DEPRECIATION BASIS

| LINE CODE | IDENTIFICATION | SOURCE | EXPENSE (1) | PORTION OF LOCO | PORTION OF FC | PORTION OF HWAY | PORTION OF MARINE |
|-----------|--------------------------------|-----------|----------------|--------------------|------------------|--------------------|----------------------|
| | | | | C1/L401C1 (2) | C1/L404C1 (3) | C1/L423C1 (4) | C1/L432C1 (5) |
| 401 | TOTAL LOCOMOTIVE DEPRECIATION | B2L208C2 | 12276 | XX | XX | XX | XX |
| 402 | ROAD LOCOMOTIVE | B2L206C2 | 11612 | .94591 | XX | XX | XX |
| 403 | YARD LOCOMOTIVE | B2L207C2 | 664 | .05409 | XX | XX | XX |
| 404 | TOTAL FREIGHT CAR DEPRECIATION | B2L233C2 | 18085 | XX | XX | XX | XX |
| 405 | BOX - 40 FT. | B2L215C2 | 0 | XX | 0 | XX | XX |
| 406 | BOX - 50 FT. | B2L216C2 | 20 | XX | .00110589 | XX | XX |
| 407 | BOX - EQUIPPED | B2L217C2 | 6654 | XX | .36793 | XX | XX |
| 408 | GONDOLA - PLAIN | B2L218C2 | 175 | XX | .00967653 | XX | XX |
| 409 | GONDOLA - EQUIPPED | B2L219C2 | 2595 | XX | .14349 | XX | XX |
| 410 | HOPPER - COVERED | B2L220C2 | 2921 | XX | .16152 | XX | XX |
| 411 | HOPPER - OPEN TOP GEN | B2L221C2 | 3150 | XX | .17418 | XX | XX |
| 412 | HOPPER - OPEN TOP SPEC | B2L222C2 | 108 | XX | .0059718 | XX | XX |
| 413 | REFRIGERATOR - MECH | B2L223C2 | 0 | XX | 0 | XX | XX |
| 414 | REFRIGERATOR - NON-MECH | B2L224C2 | 30 | XX | .00165883 | XX | XX |
| 415 | FLAT - TOFC/COFC | B2L225C2 | -5 | XX | -.0002765 | XX | XX |
| 416 | FLAT - MULTI-LEVEL | B2L226C2 | 750 | XX | .04147 | XX | XX |
| 417 | FLAT - GENERAL | B2L227C2 | 667 | XX | .03688 | XX | XX |
| 418 | FLAT - OTHER | B2L228C2 | 50 | XX | .00276472 | XX | XX |
| 419 | ALL OTHER F.C. | B2L229C2 | 51 | XX | .00282002 | XX | XX |
| 420 | CABOOSES | B2L230C2 | 7 | XX | .00038706 | XX | XX |
| 421 | AUTO RACKS | B2L231C2 | 931 | XX | .05148 | XX | XX |
| 422 | MISCELLANEOUS ACCESS | B2L232C2 | -19 | XX | -.0010506 | XX | XX |
| 423 | TOTAL HIGHWAY REVENUE | B2L254C2 | 498 | XX | XX | XX | XX |
| 424 | REFRIGERATED TRAILERS | B2L240C2 | 0 | XX | XX | 0 | XX |
| 425 | OTHER TRAILERS | B2L241C2 | 0 | XX | XX | 0 | XX |
| 426 | REFRIGERATED CONTAINERS | B2L242C2 | 0 | XX | XX | 0 | XX |
| 427 | OTHER CONTAINERS | B2L243C2 | 0 | XX | XX | 0 | XX |
| 428 | BOGIES | B2L244C2 | 0 | XX | XX | 0 | XX |
| 429 | CHASIS | B2L245C2 | 0 | XX | XX | 0 | XX |
| 430 | OTHER HIGHWAY EQUIP | B2L246C2 | 498 | XX | XX | 1 | XX |
| 431 | BOGIES-CHASIS | L428+L429 | 0 | XX | XX | 0 | XX |
| 432 | TOTAL MARINE | B2L249C2 | 17 | XX | XX | XX | XX |
| 433 | MARINE LINE HAUL | B2L247C2 | 17 | XX | XX | XX | 1 |
| 434 | LOCAL MARINE | B2L248C2 | 0 | XX | XX | XX | 0 |

VARIOUS ALLOCATION PROCEDURES

ALLOCATION OF BRIDGE AND BUILDING AND MAINTENANCE OF WAY & STRUCTURES - OTHER GROUPS

| LINE CODE | IDENTIFICATION | SOURCE OF C1 | FREIGHT EXPENSE (1) |
|-----------|---|--------------|---------------------------|
| 501 | TRACK GROUP RUNNING | L209C1 | 54541 |
| 502 | TRACK GROUP SWITCHING | L209C2 | 8045 |
| 503 010 | BRIDGES - R | A2L110C44 | 4585 |
| 504 011 | BRIDGES - SW | A2L111C44 | 71.40364 |
| 505 027 | COMMUNICATION | A2L123C44 | 7369 |
| 506 028 | ELECTRIC POWER | A2L124C44 | 381.2018 |
| 507 031 | STATIONS & OFFICE BLDGS | A2L127C44 | 2986 |
| 508 032 | LOCO SHOPS | A2L128C44 | 634.3305 |
| 509 033 | F.C. SHOPS | A2L129C44 | 96.01156 |
| 510 034 | O.E. SHOPS | A2L130C44 | 640.2216 |
| 511 101 | LOCO SERVICING | A2L131C44 | 47.85545 |
| 512 102 | MISC. BUILDINGS | A2L132C44 | 604.0343 |
| 513 103 | COAL TERMINALS | A2L133C44 | 1699 |
| 514 104 | ORE TERMINALS | A2L134C44 | 9745 |
| 515 105 | OTHER MARINE | A2L135C44 | 313.4887 |
| 516 106 | TOFC TERMINALS | A2L136C44 | 527.3543 |
| 517 107 | MV TERMINALS | A2L137C44 | 0 |
| 518 108 | OSS TERMINALS | A2L138C44 | 0 |
| 519 | TOTAL B&B: L503+L504+(SUM L507-510)+L512 | XX | 9617 |
| 520 | DISTRIBUTION B&B: L519/L519C1 | XX | 1.0 |
| 521 | TOTAL OTHER GROUP: SUM L505-518 | XX | 25045 |
| 522 | DISTRIBUTION OTHER GROUP: L521/L521C1 | XX | 1.0 |
| 523 | TOTAL M OF W&S DIRECT: L501+L502+(SUM L505-518) | XX | 87632 |
| 524 | DISTRIBUTION M OF W&S DIRECT: L523/L523C1 | XX | 1.0 |

| A S S I G N E D E X P E N S E | | | | | | | | | | | | | | |
|-------------------------------|------|---------|----------------|----------|----------------|----------------|--------|--------|-----------------|---------------|------|------|---------------------|---------------|
| LINE | CODE | RUNNING | SWITCH- ING | LOCO | FREIGHT CAR | OTHER EQUIP | COAL | ORE | OTHER MARINE | TOFC/ COFC | MVT | OSST | TRANSP- ORTATION | GENERAL OH |
| | | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) |
| 501 | | 54541 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 502 | | XX | 8045 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 503 | 010 | 4585 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 504 | 011 | XX | 71.40364 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 505 | 027 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | 7369 |
| 506 | 028 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | 381.202 | XX |
| 507 | 031 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | 2986 |
| 508 | 032 | XX | XX | 634.331 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 509 | 033 | XX | XX | XX | 96.01156 | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 510 | 034 | XX | XX | XX | XX | 640.222 | XX | XX | XX | XX | XX | XX | XX | XX |
| 511 | 101 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | 47.85545 | XX |
| 512 | 102 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | 604.03 |
| 513 | 103 | XX | XX | XX | XX | XX | 1699 | XX | XX | XX | XX | XX | XX | XX |
| 514 | 104 | XX | XX | XX | XX | XX | XX | 9745 | XX | XX | XX | XX | XX | XX |
| 515 | 105 | XX | XX | XX | XX | XX | XX | XX | 313.489 | XX | XX | XX | XX | XX |
| 516 | 106 | XX | XX | XX | XX | XX | XX | XX | XX | 527.354 | XX | XX | XX | XX |
| 517 | 107 | XX | XX | XX | XX | XX | XX | XX | XX | XX | 0 | XX | XX | XX |
| 518 | 108 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | 0 | XX | XX |
| 519 | | 4585 | 71.40364 | 634.331 | 96.01156 | 640.222 | XX | XX | XX | XX | XX | XX | XX | 3590 |
| 520 | | .47674 | .0074243 | .06596 | .009983 | .06657 | XX | XX | XX | XX | XX | XX | XX | .37333 |
| 521 | | XX | XX | 634.331 | 96.01156 | 640.222 | 1699 | 9745 | 313.489 | 527.354 | 0 | 0 | 429.057 | 10960 |
| 522 | | XX | XX | .02533 | .0038335 | .02556 | .06787 | .38909 | .01252 | .02106 | 0 | 0 | .01713 | .43761 |
| 523 | | 54541 | 8045 | 634.331 | 96.01156 | 640.222 | 1699 | 9745 | 313.489 | 527.354 | 0 | 0 | 429.057 | 10960 |
| 524 | | .62239 | .09181 | .0072385 | .0010956 | .0073057 | .0194 | .1112 | .0035773 | .0060178 | 0 | 0 | .0048961 | .12507 |

| LINE CODE | | | IDENTIFICATION | SOURCE OF C1 | FREIGHT EXPENSE (1) | SOURCE OF C2 | TOTAL EXPENSE (2) | FREIGHT PORTION C1/C2 (3) |
|-----------|-----|-------------------|----------------|----------------|---------------------------|----------------|-------------------------|---------------------------------|
| 601 | 006 | ROADWAY - R | | A2L106C10 | 30811 | A2L106C11 | 30811 | 1 |
| 602 | 007 | ROADWAY - SW | | A2L107C10 | 9305 | A2L107C11 | 9305 | 1 |
| 603 | 008 | TUNNELS - R | | A2L108C10 | 0 | A2L108C11 | 0 | 0 |
| 604 | 009 | TUNNELS - SW | | A2L109C10 | 0 | A2L109C11 | 0 | 0 |
| 605 | 010 | BRIDGES - R | | A2L110C10 | 4868 | A2L110C11 | 4868 | 1 |
| 606 | 011 | BRIDGES - SW | | A2L111C10 | 55 | A2L111C11 | 55 | 1 |
| 607 | 012 | TIES - R | | A2L112C10 | 214 | A2L112C11 | 214 | 1 |
| 608 | 013 | TIES - SW | | A2L113C10 | -201 | A2L113C11 | -201 | 1 |
| 609 | 014 | RAILS - R | | A2L114C10 | 1443 | A2L114C11 | 1443 | 1 |
| 610 | 015 | RAILS - SW | | A2L115C10 | 278 | A2L115C11 | 278 | 1 |
| 611 | 018 | BALLAST - R | | A2L116C10 | 39 | A2L116C11 | 39 | 1 |
| 612 | 019 | BALLAST - SW | | A2L117C10 | 31 | A2L117C11 | 31 | 1 |
| 613 | 022 | DAMAGED - R | | A2L118C10 | 0 | A2L118C11 | 0 | 0 |
| 614 | 023 | DAMAGED - SW | | A2L119C10 | 0 | A2L119C11 | 0 | 0 |
| 615 | 025 | SIGNALS - R | | A2L121C10 | 18355 | A2L121C11 | 18355 | 1 |
| 616 | 026 | SIGNALS - SW | | A2L122C10 | 814 | A2L122C11 | 814 | 1 |
| 617 | 029 | GRADE XINGS - R | | A2L125C10 | 395 | A2L125C11 | 395 | 1 |
| 618 | 030 | GRADE XINGS - SW | | A2L126C10 | 3 | A2L126C11 | 3 | 1 |
| 619 | | TRACK GROUP - R | | L601+L603+L605 | | L601+L603+L605 | | |
| | | | | +L607+L609 | | +L607+L609 | | |
| | | | | +L611+L613 | | +L611+L613 | | |
| | | | | +L615+L617 | 56125 | +L615+L617 | 56125 | 1 |
| 620 | | TRACK GROUP - SW | | L602+L604+L606 | | L602+L604+L606 | | |
| | | | | +L608+L610 | | +L608+L610 | | |
| | | | | +L612+L614 | | +L612+L614 | | |
| | | | | +L616+L618 | 10285 | +L616+L618 | 10285 | 1 |
| 621 | 027 | COMMUNICATIONS | | A2L123C10 | 6354 | A2L123C11 | 6354 | 1 |
| 622 | 028 | ELECTRIC POWER | | A2L124C10 | 612 | A2L124C11 | 612 | 1 |
| 623 | 031 | STATIONS | | A2L127C10 | 2119 | A2L127C11 | 2119 | 1 |
| 624 | 032 | LOCO SHOP REPAIR | | A2L128C10 | 465 | A2L128C11 | 465 | 1 |
| 625 | 101 | LOCO SERVICING | | A2L131C10 | 56 | A2L131C11 | 56 | 1 |
| 626 | 102 | MISCELLANEOUS | | A2L132C10 | 585 | A2L132C11 | 585 | 1 |
| 627 | 109 | ROADWAY MACHINES | | A2L139C10 | 20437 | A2L139C11 | 20437 | 1 |
| 628 | 110 | SMALL TOOLS | | A2L140C10 | 9952 | A2L140C11 | 9952 | 1 |
| 629 | 151 | TOTAL W&S | | A2L181C10 | 360100 | A2L181C11 | 360100 | 1 |
| 630 | 202 | LOCO REPAIR | | A2L202C10 | | A2L202C11 | | |
| | | | | -A2L216C10 | 39017 | -A2L216C11 | 39017 | 1 |
| 631 | 304 | PASSENGER | | A2L242C10 | 237 | A2L242C11 | 237 | 1 |
| 632 | 305 | COMPUTER & DP | | A2L243C10 | 0 | A2L243C11 | 0 | 0 |
| 633 | 307 | WORK & NR EQUIP | | A2L245C10 | 2853 | A2L245C11 | 2853 | 1 |
| 634 | 620 | OPERATING EXPENSE | | A2L420C10 | 1457480 | A2L420C11 | 1457480 | 1 |

VARIOUS ALLOCATION PROCEDURES
TYPE OF TRAIN FACTORS

| LINE CODE | IDENTIFICATION | SOURCE OF C1 | FIRST YEAR AMOUNT (1) |
|-----------|---------------------------------------|-------------------|-----------------------------|
| 701 | LOCOMOTIVE UNIT MILES-TOTAL | A1L108C1 | 28200 |
| 702 | LUM-UNIT TRAINS | A1L105C1 | 3635 |
| 703 | LUM-WAY TRAINS | A1L106C1 | 5134 |
| 704 | LUM-THROUGH TRAINS | A1L107C1 | 19430 |
| 705 | LUM-UNIT TR PORTION OF TOTAL | L702/L701 | .12892 |
| 706 | LUM-WAY TR PORTION OF TOTAL | L703/L701 | .18209 |
| 707 | LUM-THROUGH TRAIN PORTION OF TOTAL | L704/L701 | .68899 |
| 708 | TRAIN MILES-TOTAL | A1L104C1 | 13126 |
| 709 | TM-UNIT TRAINS | A1L101C1 | 1477 |
| 710 | TM-WAY TRAINS | A1L102C1 | 3181 |
| 711 | TM-THROUGH TRAINS | A1L103C1 | 8466 |
| 712 | TM-UNIT PORTION OF TOTAL | L709/L708 | .11255 |
| 713 | TM-WAY PORTION OF TOTAL | L710/L708 | .2424 |
| 714 | TM-THROUGH PORTION OF TOTAL | L711/L708 | .64505 |
| 715 | AVERAGE LOCO UNITS/TRAIN-TOTAL | L701/L708 | 2.14846 |
| 716 | ALUU AVERAGE LOCO UNITS/TRAIN-UNIT | L702/L709 | 2.4609 |
| 717 | ALUW AVERAGE LOCO UNITS/TRAIN-WAY | L703/L710 | 1.61388 |
| 718 | ALUT AVERAGE LOCO UNITS/TRAIN-THROUGH | L704/L711 | 2.29482 |
| 719 | CM-TOTAL | A1L114C1 | 1049719 |
| 720 | CM-UNIT TRAINS | A1L115C1 | 168251 |
| 721 | CM-WAY TRAINS | A1L116C1 | 90192 |
| 722 | CM-THROUGH TRAINS | A1L117C1 | 791276 |
| 723 | AVERAGE CARS PER TRAIN-TOTAL | L719/L708 | 79.97228 |
| 724 | AVERAGE CARS PER TRAIN-UNIT | L720/L709 | 113.8838 |
| 725 | AVERAGE CARS PER TRAIN-WAY | L721/L710 | 28.3467 |
| 726 | AVERAGE CARS PER TRAIN-THROUGH | L722/L711 | 93.45524 |
| 727 | TRAIN HOURS-RUNNING | A1L131C1 | 319.685 |
| 728 | AVERAGE TRAIN SPEED | L708/L727 | 41.05928 |
| 729 | _1/AVERAGE TRAIN SPEED | 1.0/L728 | .02436 |
| 730 | GTM-TOTAL | A1L122C1 | 82237584 |
| 731 | GTM-UNIT TRAINS | A1L119C1 | 11686951 |
| 732 | GTM-WAY TRAINS | A1L120C1 | 8588205 |
| 733 | GTM-THROUGH TRAINS | A1L121C1 | 61962432 |
| 734 | AVERAGE GROSS TONS/TRAIN-ALL | L730/L708 | 6265 |
| 735 | AGTU AVERAGE GROSS TONS/TRAIN-UNIT | L731/L709 | 7910 |
| 736 | AGTW AVERAGE GROSS TONS/TRAIN-WAY | L732/L710 | 2699 |
| 737 | AGTT AVERAGE GROSS TONS/TRAIN-THROUGH | L733/L711 | 7318 |
| 738 | ESTIMATED TRAIN SWITCHING MILES | A1L130C1*A1L158C1 | 1720 |
| 739 | TOTAL TRAIN MILES-RUNNING PLUS SWITCH | L708+L738 | 14846 |
| 740 | PERCENT TRAIN MILES-RUNNING | L708/L739 | .8841 |
| 741 | PERCENT TRAIN MILES-SWITCHING | L738/L739 | .1159 |
| 742 | WEIGHTED TRAIN SWITCHING MILES | A1L130C1*A1L595C1 | 4660 |
| 743 | TOTAL TRAIN MILES FOR WAGES | L708+L742 | 17786 |
| 744 | PERCENT TRAIN MILES-WAGES-RUNNING | L708/L743 | .73798 |
| 745 | PERCENT TRAIN MILES-WAGES-SWITCHING | L742/L743 | .26202 |
| 746 | NUMBER OF LOADED CARS-WAY TRAINS | A1L135C1 | 1511 |
| 747 | AMCW AVERAGE MILES PER CAR-WAY TRAINS | L721/A1L144C1 | 33.65041 |

| LINE | CODE | SOURCE | TWO-YR AVERAGE (2) | SOURCE | THREE-YR AVERAGE (3) | SOURCE | FOUR-YR AVERAGE (4) | SOURCE | FIVE-YR AVERAGE (5) |
|------|---------------|--------|--------------------------|---------------|----------------------------|---------------|---------------------------|---------------|---------------------------|
| 701 | A1L108C6 | | 31634 | A1L108C7 | 32673 | A1L108C8 | 33519 | A1L108C9 | 33912 |
| 702 | A1L105C6 | | 4111 | A1L105C7 | 4091 | A1L105C8 | 4167 | A1L105C9 | 4281 |
| 703 | A1L106C6 | | 5178 | A1L106C7 | 5064 | A1L106C8 | 4939 | A1L106C9 | 4822 |
| 704 | A1L107C6 | | 22344 | A1L107C7 | 23517 | A1L107C8 | 24412 | A1L107C9 | 24808 |
| 705 | L702/L701 | | .12997 | L702/L701 | .12524 | L702/L701 | .12434 | L702/L701 | .12624 |
| 706 | L703/L701 | | .16369 | L703/L701 | .15501 | L703/L701 | .14735 | L703/L701 | .14221 |
| 707 | L704/L701 | | .70633 | L704/L701 | .71976 | L704/L701 | .72831 | L704/L701 | .73155 |
| 708 | A1L104C6 | | 14459 | A1L104C7 | 14978 | A1L104C8 | 15393 | A1L104C9 | 15610 |
| 709 | A1L101C6 | | 1648 | A1L101C7 | 1702 | A1L101C8 | 1786 | A1L101C9 | 1873 |
| 710 | A1L102C6 | | 3176 | A1L102C7 | 3148 | A1L102C8 | 3075 | A1L102C9 | 3000 |
| 711 | A1L103C6 | | 9635 | A1L103C7 | 10127 | A1L103C8 | 10531 | A1L103C9 | 10736 |
| 712 | L709/L708 | | .11398 | L709/L708 | .11368 | L709/L708 | .11603 | L709/L708 | .12 |
| 713 | L710/L708 | | .21969 | L710/L708 | .21022 | L710/L708 | .19981 | L710/L708 | .19221 |
| 714 | L711/L708 | | .66633 | L711/L708 | .67609 | L711/L708 | .68416 | L711/L708 | .68779 |
| 715 | L701/L708 | | 2.1877 | L701/L708 | 2.18132 | L701/L708 | 2.17758 | L701/L708 | 2.17242 |
| 716 | L702/L709 | | 2.49466 | L702/L709 | 2.40302 | L702/L709 | 2.33352 | L702/L709 | 2.28542 |
| 717 | L703/L710 | | 1.63005 | L703/L710 | 1.60839 | L703/L710 | 1.60587 | L703/L710 | 1.60729 |
| 718 | L704/L711 | | 2.31905 | L704/L711 | 2.32219 | L704/L711 | 2.31811 | L704/L711 | 2.31064 |
| 719 | A1L114C6 | | 1173123 | A1L114C7 | 1226786 | A1L114C8 | 1260553 | A1L114C9 | 1276056 |
| 720 | A1L115C6 | | 184966 | A1L115C7 | 182516 | A1L115C8 | 188681 | A1L115C9 | 199911 |
| 721 | A1L116C6 | | 89268 | A1L116C7 | 88129 | A1L116C8 | 87293 | A1L116C9 | 86974 |
| 722 | A1L117C6 | | 898888 | A1L117C7 | 956140 | A1L117C8 | 984579 | A1L117C9 | 989170 |
| 723 | L719/L708 | | 81.12906 | L719/L708 | 81.90116 | L719/L708 | 81.89102 | L719/L708 | 81.74394 |
| 724 | L720/L709 | | 112.2263 | L720/L709 | 107.1832 | L720/L709 | 105.6426 | L720/L709 | 106.7182 |
| 725 | L721/L710 | | 28.1008 | L721/L710 | 27.98729 | L721/L710 | 28.38118 | L721/L710 | 28.98655 |
| 726 | L722/L711 | | 93.29326 | L722/L711 | 94.41401 | L722/L711 | 93.49088 | L722/L711 | 92.13041 |
| 727 | A1L131C6 | | 395.731 | A1L131C7 | 416.65 | A1L131C8 | 432.3545 | A1L131C9 | 451.336 |
| 728 | L708/L727 | | 36.53989 | L708/L727 | 35.95072 | L708/L727 | 35.60288 | L708/L727 | 34.58711 |
| 729 | 1.0/L728 | | .02737 | 1.0/L728 | .02782 | 1.0/L728 | .02809 | 1.0/L728 | .02891 |
| 730 | A1L122C6 | | 91908680 | A1L122C7 | 95999488 | A1L122C8 | 98254144 | A1L122C9 | 99152992 |
| 731 | A1L119C6 | | 12992212 | A1L119C7 | 13240697 | A1L119C8 | 13920191 | A1L119C9 | 14902142 |
| 732 | A1L120C6 | | 8399436 | A1L120C7 | 8044732 | A1L120C8 | 7538143 | A1L120C9 | 7214847 |
| 733 | A1L121C6 | | 70517040 | A1L121C7 | 74714056 | A1L121C8 | 76795816 | A1L121C9 | 77036008 |
| 734 | L730/L708 | | 6356 | L730/L708 | 6408 | L730/L708 | 6383 | L730/L708 | 6351 |
| 735 | L731/L709 | | 7882 | L731/L709 | 7775 | L731/L709 | 7793 | L731/L709 | 7955 |
| 736 | L732/L710 | | 2644 | L732/L710 | 2554 | L732/L710 | 2450 | L732/L710 | 2404 |
| 737 | L733/L711 | | 7318 | L733/L711 | 7377 | L733/L711 | 7292 | L733/L711 | 7175 |
| 738 | A1L130C6 * | | | A1L130C7 * | | A1L130C8 * | | A1L130C9 * | |
| | A1L158C1 | | 1743 | A1L158C1 | 1775 | A1L158C1 | 1806 | A1L158C1 | 1811 |
| 739 | L708+L738 | | 16203 | L708+L738 | 16754 | L708+L738 | 17200 | L708+L738 | 17422 |
| 740 | L708/L739 | | .89241 | L708/L739 | .89402 | L708/L739 | .89494 | L708/L739 | .896 |
| 741 | L738/L739 | | .10759 | L738/L739 | .10598 | L738/L739 | .10506 | L738/L739 | .104 |
| 742 | A1L130C6 * | | | A1L130C7 * | | A1L130C8 * | | A1L130C9 * | |
| | A1L595C1 | | 4721 | A1L595C1 | 4808 | A1L595C1 | 4893 | A1L595C1 | 4907 |
| 743 | L708+L742 | | 19181 | L708+L742 | 19787 | L708+L742 | 20286 | L708+L742 | 20517 |
| 744 | L708/L743 | | .75385 | L708/L743 | .75698 | L708/L743 | .75877 | L708/L743 | .76083 |
| 745 | L742/L743 | | .24615 | L742/L743 | .24302 | L742/L743 | .24123 | L742/L743 | .23917 |
| 746 | A1L135C6 | | 1527 | A1L135C7 | 1535 | A1L135C8 | 1462 | A1L135C9 | 1390 |
| 747 | L721/A1L144C6 | | 32.19478 | L721/A1L144C7 | 30.87117 | L721/A1L144C8 | 30.08535 | L721/A1L144C9 | 29.93297 |

C U R R E N T Y E A R

| LINE CODE | IDENTIFICATION | SOURCE OF C1 | EMPTY CM (1) | SOURCE OF C2 | LOADED CM (2) | RATIO IF C1/C2=0. THEN 0. ELSE 1.0+(C1/C2) (3) |
|-----------|--------------------|--------------|-----------------|--------------|------------------|--|
| | RAILROAD OWNED | | | | | |
| 801 | BOX 40 FOOT | AlL201C2 | 0 | AlL201C1 | 0 | 0 |
| 802 | BOX 50 FOOT | AlL202C2 | 1756 | AlL202C1 | 1645 | 2.06748 |
| 803 | BOX EQUIPPED | AlL203C2 | 55471 | AlL203C1 | 66675 | 1.83196 |
| 804 | GONDOLA PLAIN | AlL204C2 | 6147 | AlL204C1 | 5930 | 2.03659 |
| 805 | GONDOLA EQUIPPED | AlL205C2 | 12083 | AlL205C1 | 11204 | 2.07845 |
| 806 | HOPPER COVERED | AlL206C2 | 40542 | AlL206C1 | 38184 | 2.06175 |
| 807 | HOPPER OTG | AlL207C2 | 9945 | AlL207C1 | 9753 | 2.01969 |
| 808 | HOPPER OTS | AlL208C2 | 20173 | AlL208C1 | 20350 | 1.9913 |
| 809 | REFRIG MECH | AlL209C2 | 217 | AlL209C1 | 411 | 1.52798 |
| 810 | REFRIG NM | AlL210C2 | 220 | AlL210C1 | 257 | 1.85603 |
| 811 | FLAT TOFC | AlL211C2 | 403 | AlL211C1 | 2232 | 1.18056 |
| 812 | FLAT MULTILEVEL | AlL212C2 | 1644 | AlL212C1 | 3035 | 1.54168 |
| 813 | FLAT GENERAL | AlL213C2 | 39 | AlL213C1 | 23 | 2.69565 |
| 814 | FLAT OTHER | AlL214C2 | 33634 | AlL214C1 | 31137 | 2.08019 |
| 815 | ALL OTHER FC | AlL215C2 | 889 | AlL215C1 | 3949 | 1.22512 |
| 816 | TOTAL FC | AlL216C2 | 183163 | AlL216C1 | 194785 | 1.94033 |
| XXX | PRIVATELY OWNED | XX | | XX | | XX |
| 817 | BOX 40 FOOT | AlL217C2 | 0 | AlL217C1 | 0 | 0 |
| 818 | BOX 50 FOOT | AlL218C2 | 399 | AlL218C1 | 505 | 1.7901 |
| 819 | BOX EQUIPPED | AlL219C2 | 1336 | AlL219C1 | 1908 | 1.70021 |
| 820 | GONDOLA PLAIN | AlL220C2 | 21644 | AlL220C1 | 21013 | 2.03003 |
| 821 | GONDOLA EQUIPPED | AlL221C2 | 2605 | AlL221C1 | 2503 | 2.04075 |
| 822 | HOPPER COVERED | AlL222C2 | 107795 | AlL222C1 | 100861 | 2.06875 |
| 823 | HOPPER OTG | AlL223C2 | 9609 | AlL223C1 | 9680 | 1.99267 |
| 824 | HOPPER OTS | AlL224C2 | 23113 | AlL224C1 | 22777 | 2.01475 |
| 825 | REFRIG MECH | AlL225C2 | 62 | AlL225C1 | 72 | 1.86111 |
| 826 | REFRIG NM | AlL226C2 | 48 | AlL226C1 | 53 | 1.90566 |
| 827 | FLAT TOFC | AlL227C2 | 3398 | AlL227C1 | 25733 | 1.13205 |
| 828 | FLAT MULTILEVEL | AlL228C2 | 10327 | AlL228C1 | 25747 | 1.4011 |
| 829 | FLAT GENERAL | AlL229C2 | 36 | AlL229C1 | 3 | 13 |
| 830 | FLAT OTHER | AlL230C2 | 2814 | AlL230C1 | 3132 | 1.89847 |
| 831 | TANK <22,000 GAL | AlL231C2 | 46144 | AlL231C1 | 43547 | 2.05964 |
| 832 | TANK >=22,000 GAL | AlL232C2 | 80428 | AlL232C1 | 76049 | 2.05758 |
| 833 | ALL OTHER FC | AlL233C2 | 2854 | AlL233C1 | 19805 | 1.14411 |
| 834 | TOTAL FREIGHT CARS | AlL235C2 | 312612 | AlL235C1 | 353388 | 1.88461 |

C U R R E N T Y E A R

| LINE CODE | IDENTIFICATION | SOURCE OF C1 | EMPTY CM (1) | SOURCE OF C2 | LOADED CM (2) | RATIO IF C1/C2=0. THEN 0. ELSE 1.0+(C1/C2) (3) |
|-----------|---------------------|--------------|-----------------|--------------|------------------|--|
| 835 | ALL FREIGHT CARS | | | | | |
| 836 | BOX 40 FOOT | A1L236C2 | 0 | A1L236C1 | 0 | 0 |
| 837 | BOX 50 FOOT | A1L237C2 | 2155 | A1L237C1 | 2150 | 2.00233 |
| 838 | BOX EQUIPPED | A1L238C2 | 56807 | A1L238C1 | 68583 | 1.8283 |
| 839 | GONDOLA PLAIN | A1L239C2 | 27791 | A1L239C1 | 26943 | 2.03147 |
| 840 | GONDOLA EQ | A1L240C2 | 14688 | A1L240C1 | 13707 | 2.07157 |
| 841 | HOPPER-COVERED | A1L241C2 | 148337 | A1L241C1 | 139045 | 2.06683 |
| 842 | HOPPER-OT-GEN | A1L242C2 | 19554 | A1L242C1 | 19433 | 2.00623 |
| 843 | HOPPER-OT-SPEC | A1L243C2 | 43286 | A1L243C1 | 43127 | 2.00369 |
| 844 | REFRIG-MECH | A1L244C2 | 279 | A1L244C1 | 483 | 1.57764 |
| 845 | REFRIG-NON MECH | A1L245C2 | 268 | A1L245C1 | 310 | 1.86452 |
| 846 | FLAT-TOFC | A1L246C2 | 3801 | A1L246C1 | 27965 | 1.13592 |
| 847 | FLAT-MULTILEVEL | A1L247C2 | 11971 | A1L247C1 | 28782 | 1.41592 |
| 848 | FLAT-GENERAL | A1L248C2 | 75 | A1L248C1 | 26 | 3.88462 |
| 849 | FLAT-OTHER | A1L249C2 | 36448 | A1L249C1 | 34269 | 2.06359 |
| 850 | TANK <22,000 GAL | A1L250C2 | 46144 | A1L250C1 | 43547 | 2.05964 |
| 851 | TANK >=22,000 GAL | A1L251C2 | 80428 | A1L251C1 | 76049 | 2.05758 |
| 852 | ALL OTHER TYPES | A1L252C2 | 3743 | A1L252C1 | 23754 | 1.15757 |
| 853 | ALL OTHER PLUS TANK | A1L253C2 | 130315 | A1L253C1 | 143350 | 1.90907 |
| 854 | TOTAL FREIGHT CARS | A1L254C2 | 495775 | A1L254C1 | 548173 | 1.90441 |

C U R R E N T Y E A R M I N U S O N E

| LINE CODE | IDENTIFICATION | SOURCE OF C4 | EMPTY CM (4) | SOURCE OF C5 | LOADED CM (5) | RATIO IF C4/C5=0. THEN 0. ELSE 1.0+(C4/C5) (6) |
|-----------|--------------------|--------------|-----------------|--------------|------------------|--|
| | RAILROAD OWNED | | | | | |
| 801 | BOX 40 FOOT | A1L201C5 | 0 | A1L201C4 | 0 | 0 |
| 802 | BOX 50 FOOT | A1L202C5 | 2356 | A1L202C4 | 2403 | 1.98044 |
| 803 | BOX EQUIPPED | A1L203C5 | 73084 | A1L203C4 | 85434 | 1.85544 |
| 804 | GONDOLA PLAIN | A1L204C5 | 7835 | A1L204C4 | 7278 | 2.07653 |
| 805 | GONDOLA EQUIPPED | A1L205C5 | 22976 | A1L205C4 | 22420 | 2.0248 |
| 806 | HOPPER COVERED | A1L206C5 | 62427 | A1L206C4 | 56892 | 2.09729 |
| 807 | HOPPER OTG | A1L207C5 | 14114 | A1L207C4 | 13833 | 2.02031 |
| 808 | HOPPER OTS | A1L208C5 | 32315 | A1L208C4 | 32612 | 1.99089 |
| 809 | REFRIG MECH | A1L209C5 | 255 | A1L209C4 | 448 | 1.5692 |
| 810 | REFRIG NM | A1L210C5 | 314 | A1L210C4 | 333 | 1.94294 |
| 811 | FLAT TOFC | A1L211C5 | 668 | A1L211C4 | 3432 | 1.19464 |
| 812 | FLAT MULTILEVEL | A1L212C5 | 1698 | A1L212C4 | 3950 | 1.42987 |
| 813 | FLAT GENERAL | A1L213C5 | 194 | A1L213C4 | 120 | 2.61667 |
| 814 | FLAT OTHER | A1L214C5 | 41773 | A1L214C4 | 38583 | 2.08268 |
| 815 | ALL OTHER FC | A1L215C5 | 2064 | A1L215C4 | 4571 | 1.45154 |
| 816 | TOTAL FC | A1L216C5 | 262073 | A1L216C4 | 272309 | 1.96241 |
| XXX | PRIVATELY OWNED | XX | | XX | | XX |
| 817 | BOX 40 FOOT | A1L217C5 | 0 | A1L217C4 | 0 | 0 |
| 818 | BOX 50 FOOT | A1L218C5 | 477 | A1L218C4 | 1356 | 1.35177 |
| 819 | BOX EQUIPPED | A1L219C5 | 2656 | A1L219C4 | 3143 | 1.84505 |
| 820 | GONDOLA PLAIN | A1L220C5 | 25555 | A1L220C4 | 24955 | 2.02404 |
| 821 | GONDOLA EQUIPPED | A1L221C5 | 3144 | A1L221C4 | 3116 | 2.00899 |
| 822 | HOPPER COVERED | A1L222C5 | 136257 | A1L222C4 | 123702 | 2.10149 |
| 823 | HOPPER OTG | A1L223C5 | 9997 | A1L223C4 | 9346 | 2.06966 |
| 824 | HOPPER OTS | A1L224C5 | 14845 | A1L224C4 | 14110 | 2.05209 |
| 825 | REFRIG MECH | A1L225C5 | 109 | A1L225C4 | 115 | 1.94783 |
| 826 | REFRIG NM | A1L226C5 | 39 | A1L226C4 | 43 | 1.90698 |
| 827 | FLAT TOFC | A1L227C5 | 3620 | A1L227C4 | 25123 | 1.14409 |
| 828 | FLAT MULTILEVEL | A1L228C5 | 12004 | A1L228C4 | 34147 | 1.35154 |
| 829 | FLAT GENERAL | A1L229C5 | 91 | A1L229C4 | 50 | 2.82 |
| 830 | FLAT OTHER | A1L230C5 | 5707 | A1L230C4 | 6382 | 1.89423 |
| 831 | TANK <22,000 GAL | A1L231C5 | 56726 | A1L231C4 | 51479 | 2.10193 |
| 832 | TANK >=22,000 GAL | A1L232C5 | 85642 | A1L232C4 | 80104 | 2.06914 |
| 833 | ALL OTHER FC | A1L233C5 | 2768 | A1L233C4 | 18306 | 1.15121 |
| 834 | TOTAL FREIGHT CARS | A1L235C5 | 359637 | A1L235C4 | 395477 | 1.90938 |

| | | | | | | RATIO IF C4/C5=0. THEN 0. ELSE 1.0+(C4/C5) | |
|------------------|---------------------|--------------|-----------------|--------------|------------------|---|--|
| LINE CODE | IDENTIFICATION | SOURCE OF C4 | EMPTY CM (4) | SOURCE OF C5 | LOADED CM (5) | (6) | |
| ALL FREIGHT CARS | | | | | | | |
| 835 | BOX 40 FOOT | A1L236C5 | 0 | A1L236C4 | 0 | 0 | |
| 836 | BOX 50 FOOT | A1L237C5 | 2833 | A1L237C4 | 3759 | 1.75366 | |
| 837 | BOX EQUIPPED | A1L238C5 | 75740 | A1L238C4 | 88577 | 1.85508 | |
| 838 | GONDOLA PLAIN | A1L239C5 | 33390 | A1L239C4 | 32233 | 2.03589 | |
| 839 | GONDOLA EQUIPPED | A1L240C5 | 26120 | A1L240C4 | 25536 | 2.02287 | |
| 840 | HOPPER-COVERED | A1L241C5 | 198684 | A1L241C4 | 180594 | 2.10017 | |
| 841 | HOPPER-OT-GEN | A1L242C5 | 24111 | A1L242C4 | 23179 | 2.04021 | |
| 842 | HOPPER-OT-SPEC | A1L243C5 | 47160 | A1L243C4 | 46722 | 2.00937 | |
| 843 | REFRIG-MECH | A1L244C5 | 364 | A1L244C4 | 563 | 1.64654 | |
| 844 | REFRIG-NON MECH | A1L245C5 | 353 | A1L245C4 | 376 | 1.93883 | |
| 845 | FLAT-TOFC | A1L246C5 | 4288 | A1L246C4 | 28555 | 1.15017 | |
| 846 | FLAT-MULTILEVEL | A1L247C5 | 13702 | A1L247C4 | 38097 | 1.35966 | |
| 847 | FLAT-GENERAL | A1L248C5 | 285 | A1L248C4 | 170 | 2.67647 | |
| 848 | FLAT-OTHER | A1L249C5 | 47480 | A1L249C4 | 44965 | 2.05593 | |
| 849 | TANK <22,000 GAL | A1L250C5 | 56726 | A1L250C4 | 51479 | 2.10193 | |
| 850 | TANK >=22,000 GAL | A1L251C5 | 85642 | A1L251C4 | 80104 | 2.06914 | |
| 851 | ALL OTHER TYPES | A1L252C5 | 4832 | A1L252C4 | 22877 | 1.21122 | |
| 852 | ALL OTHER PLUS TANK | A1L253C5 | 147200 | A1L253C4 | 154460 | 1.953 | |
| 853 | TOTAL FREIGHT CARS | A1L254C5 | 621710 | A1L254C4 | 667786 | 1.931 | |

RATIOS OF EMPTY TO LOADED CAR MILES - RAILROAD OWNED AND PRIVATE LINE CURRENT YEAR AVERAGES

RATIOS OF EMPTY TO LOADED CAR MILES - RAILROAD OWNED AND PRIVATE LINE CURRENT YEAR AVERAGES

| MOST | CURRENT | TWO - YEAR | AVERAGE |
|------|---------|------------|---------|
|------|---------|------------|---------|

| | | | | | | RATIO | |
|-----------|--------------------|--------------|----------|--------------|-----------|---------------|---------|
| | | | | | | IF C7 /C8 =0. | |
| | | | | | | THEN 0. ELSE | |
| LINE CODE | IDENTIFICATION | SOURCE OF C7 | EMPTY CM | SOURCE OF C8 | LOADED CM | 1.0+(C7 /C8) | |
| | | | (7) | | (8) | (9) | |
| | RAILROAD OWNED | | | | | | |
| 801 | BOX 40 FOOT | A1L201C17 | 0 | A1L201C16 | 0 | | 0 |
| 802 | BOX 50 FOOT | A1L202C17 | 2056 | A1L202C16 | 2024 | | 2.01581 |
| 803 | BOX EQUIPPED | A1L203C17 | 64277 | A1L203C16 | 76054 | | 1.84515 |
| 804 | GONDOLA PLAIN | A1L204C17 | 6991 | A1L204C16 | 6604 | | 2.0586 |
| 805 | GONDOLA EQUIPPED | A1L205C17 | 17529 | A1L205C16 | 16812 | | 2.04268 |
| 806 | HOPPER COVERED | A1L206C17 | 51484 | A1L206C16 | 47538 | | 2.08302 |
| 807 | HOPPER OTG | A1L207C17 | 12029 | A1L207C16 | 11793 | | 2.02005 |
| 808 | HOPPER OTS | A1L208C17 | 26244 | A1L208C16 | 26481 | | 1.99105 |
| 809 | REFRIG MECH | A1L209C17 | 236 | A1L209C16 | 429.5 | | 1.54948 |
| 810 | REFRIG NM | A1L210C17 | 267 | A1L210C16 | 295 | | 1.90508 |
| 811 | FLAT TOFC | A1L211C17 | 535.5 | A1L211C16 | 2832 | | 1.18909 |
| 812 | FLAT MULTILEVEL | A1L212C17 | 1671 | A1L212C16 | 3492 | | 1.47845 |
| 813 | FLAT GENERAL | A1L213C17 | 116.5 | A1L213C16 | 71.5 | | 2.62937 |
| 814 | FLAT OTHER | A1L214C17 | 37703 | A1L214C16 | 34860 | | 2.08157 |
| 815 | ALL OTHER FC | A1L215C17 | 1476 | A1L215C16 | 4260 | | 1.3466 |
| 816 | TOTAL FC | A1L216C17 | 222618 | A1L216C16 | 233547 | | 1.9532 |
| XXX | PRIVATELY OWNED | XX | | XX | | XX | |
| 817 | BOX 40 FOOT | A1L217C17 | 0 | A1L217C16 | 0 | | 0 |
| 818 | BOX 50 FOOT | A1L218C17 | 438 | A1L218C16 | 930.5 | | 1.47071 |
| 819 | BOX EQUIPPED | A1L219C17 | 1996 | A1L219C16 | 2525 | | 1.79034 |
| 820 | GONDOLA PLAIN | A1L220C17 | 23599 | A1L220C16 | 22984 | | 2.02678 |
| 821 | GONDOLA EQUIPPED | A1L221C17 | 2874 | A1L221C16 | 2809 | | 2.02314 |
| 822 | HOPPER COVERED | A1L222C17 | 122026 | A1L222C16 | 112281 | | 2.08679 |
| 823 | HOPPER OTG | A1L223C17 | 9803 | A1L223C16 | 9513 | | 2.03048 |
| 824 | HOPPER OTS | A1L224C17 | 18979 | A1L224C16 | 18443 | | 2.02903 |
| 825 | REFRIG MECH | A1L225C17 | 85.5 | A1L225C16 | 93.5 | | 1.91444 |
| 826 | REFRIG NM | A1L226C17 | 43.5 | A1L226C16 | 48 | | 1.90625 |
| 827 | FLAT TOFC | A1L227C17 | 3509 | A1L227C16 | 25428 | | 1.138 |
| 828 | FLAT MULTILEVEL | A1L228C17 | 11165 | A1L228C16 | 29947 | | 1.37284 |
| 829 | FLAT GENERAL | A1L229C17 | 63.5 | A1L229C16 | 26.5 | | 3.39623 |
| 830 | FLAT OTHER | A1L230C17 | 4260 | A1L230C16 | 4757 | | 1.89563 |
| 831 | TANK <22,000 GAL | A1L231C17 | 51435 | A1L231C16 | 47513 | | 2.08255 |
| 832 | TANK >=22,000 GAL | A1L232C17 | 83035 | A1L232C16 | 78076 | | 2.06351 |
| 833 | ALL OTHER FC | A1L233C17 | 2811 | A1L233C16 | 19055 | | 1.14752 |
| 834 | TOTAL FREIGHT CARS | A1L235C17 | 336124 | A1L235C16 | 374432 | | 1.89769 |

| | | MOST | CURRENT | TWO - YEAR | AVERAGE | | |
|-----------|----------------------|--------------|----------|--------------|-----------|---------------|---------|
| | | | | | | RATIO | |
| | | | | | | IF C7 /C8 =0. | |
| | | | | | | THEN 0. ELSE | |
| LINE CODE | IDENTIFICATION | SOURCE OF C7 | EMPTY CM | SOURCE OF C8 | LOADED CM | 1.0+(C7 /C8) | |
| | | | (7) | | (8) | (9) | |
| | | | | | | | |
| | ALL FREIGHT CARS | | | | | | |
| 835 | BOX 40 FOOT | A1L236C17 | 0 | A1L236C16 | 0 | | 0 |
| 836 | BOX 50 FOOT | A1L237C17 | 2494 | A1L237C16 | 2954 | | 1.84414 |
| 837 | BOX EQUIPPED | A1L238C17 | 66273 | A1L238C16 | 78580 | | 1.84339 |
| 838 | GONDOLA PLAIN | A1L239C17 | 30590 | A1L239C16 | 29588 | | 2.03388 |
| 839 | GONDOLA EQUIPPED | A1L240C17 | 20404 | A1L240C16 | 19621 | | 2.03988 |
| 840 | HOPPER COVERED | A1L241C17 | 173510 | A1L241C16 | 159819 | | 2.08567 |
| 841 | HOPPER-OT-GEN | A1L242C17 | 21832 | A1L242C16 | 21306 | | 2.02471 |
| 842 | HOPPER-OT-SPEC | A1L243C17 | 45223 | A1L243C16 | 44924 | | 2.00664 |
| 843 | REFRIG - MECH | A1L244C17 | 321.5 | A1L244C16 | 523 | | 1.61472 |
| 844 | REFRIG - NON MECH | A1L245C17 | 310.5 | A1L245C16 | 343 | | 1.90525 |
| 845 | FLAT - TOFC | A1L246C17 | 4044 | A1L246C16 | 28260 | | 1.14312 |
| 846 | FLAT - MULTILEVEL | A1L247C17 | 12836 | A1L247C16 | 33439 | | 1.38387 |
| 847 | FLAT - GENERAL | A1L248C17 | 180 | A1L248C16 | 98 | | 2.83673 |
| 848 | FLAT - OTHER | A1L249C17 | 41964 | A1L249C16 | 39617 | | 2.05924 |
| 849 | TANK <22,000 GAL | A1L250C17 | 51435 | A1L250C16 | 47513 | | 2.08255 |
| 850 | TANK >=22,000 GAL | A1L251C17 | 83035 | A1L251C16 | 78076 | | 2.06351 |
| 851 | ALL OTHER TYPES | A1L252C17 | 4287 | A1L252C16 | 23315 | | 1.18389 |
| 852 | ALL OTHER PLUS TANKS | A1L253C17 | 138757 | A1L253C16 | 148905 | | 1.93185 |
| 853 | TOTAL FREIGHT CARS | A1L254C17 | 558742 | A1L254C16 | 607979 | | 1.91902 |

C U R R E N T Y E A R M I N U S T W O

| LINE CODE | IDENTIFICATION | SOURCE OF C10 | EMPTY CM (10) | SOURCE OF C11 | LOADED CM (11) | RATIO IF C10/C11=0 THEN 0. ELSE 1.0+(C10/C11 (12) |
|-----------|--------------------|---------------|------------------|---------------|-------------------|---|
| | RAILROAD OWNED | | | | | |
| 801 | BOX 40 FOOT | A1L201C8 | 0 | A1L201C7 | 0 | 0 |
| 802 | BOX 50 FOOT | A1L202C8 | 2873 | A1L202C7 | 2899 | 1.99103 |
| 803 | BOX EQUIPPED | A1L203C8 | 81890 | A1L203C7 | 94314 | 1.86827 |
| 804 | GONDOLA PLAIN | A1L204C8 | 4812 | A1L204C7 | 4587 | 2.04905 |
| 805 | GONDOLA EQUIPPED | A1L205C8 | 21790 | A1L205C7 | 20403 | 2.06798 |
| 806 | HOPPER COVERED | A1L206C8 | 67370 | A1L206C7 | 65251 | 2.03247 |
| 807 | HOPPER OTG | A1L207C8 | 13171 | A1L207C7 | 12808 | 2.02834 |
| 808 | HOPPER OTS | A1L208C8 | 35516 | A1L208C7 | 34127 | 2.0407 |
| 809 | REFRIG MECH | A1L209C8 | 298 | A1L209C7 | 470 | 1.63404 |
| 810 | REFRIG NM | A1L210C8 | 312 | A1L210C7 | 331 | 1.9426 |
| 811 | FLAT TOFC | A1L211C8 | 1322 | A1L211C7 | 5160 | 1.2562 |
| 812 | FLAT MULTILEVEL | A1L212C8 | 2773 | A1L212C7 | 5971 | 1.46441 |
| 813 | FLAT GENERAL | A1L213C8 | 157 | A1L213C7 | 91 | 2.72527 |
| 814 | FLAT OTHER | A1L214C8 | 47419 | A1L214C7 | 43641 | 2.08657 |
| 815 | ALL OTHER FC | A1L215C8 | 2313 | A1L215C7 | 4178 | 1.55361 |
| 816 | TOTAL FC | A1L216C8 | 282016 | A1L216C7 | 294231 | 1.95849 |
| XXX | PRIVATELY OWNED | XX | | XX | | XX |
| 817 | BOX 40 FOOT | A1L217C8 | 0 | A1L217C7 | 0 | 0 |
| 818 | BOX 50 FOOT | A1L218C8 | 677 | A1L218C7 | 1446 | 1.46819 |
| 819 | BOX EQUIPPED | A1L219C8 | 2809 | A1L219C7 | 3559 | 1.78927 |
| 820 | GONDOLA PLAIN | A1L220C8 | 19224 | A1L220C7 | 19033 | 2.01004 |
| 821 | GONDOLA EQUIPPED | A1L221C8 | 2891 | A1L221C7 | 2825 | 2.02336 |
| 822 | HOPPER COVERED | A1L222C8 | 134575 | A1L222C7 | 130914 | 2.02796 |
| 823 | HOPPER OTG | A1L223C8 | 10680 | A1L223C7 | 11551 | 1.9246 |
| 824 | HOPPER OTS | A1L224C8 | 14361 | A1L224C7 | 13559 | 2.05915 |
| 825 | REFRIG MECH | A1L225C8 | 89 | A1L225C7 | 84 | 2.05952 |
| 826 | REFRIG NM | A1L226C8 | 54 | A1L226C7 | 51 | 2.05882 |
| 827 | FLAT TOFC | A1L227C8 | 3628 | A1L227C7 | 16682 | 1.21748 |
| 828 | FLAT MULTILEVEL | A1L228C8 | 20522 | A1L228C7 | 49793 | 1.41215 |
| 829 | FLAT GENERAL | A1L229C8 | 62 | A1L229C7 | 21 | 3.95238 |
| 830 | FLAT OTHER | A1L230C8 | 8597 | A1L230C7 | 10579 | 1.81265 |
| 831 | TANK <22,000 GAL | A1L231C8 | 55902 | A1L231C7 | 53574 | 2.04345 |
| 832 | TANK >=22,000 GAL | A1L232C8 | 74448 | A1L232C7 | 70533 | 2.05551 |
| 833 | ALL OTHER FC | A1L233C8 | 2836 | A1L233C7 | 16130 | 1.17582 |
| 834 | TOTAL FREIGHT CARS | A1L235C8 | 351355 | A1L235C7 | 400334 | 1.87765 |

| LINE CODE | IDENTIFICATION | SOURCE OF C10 | EMPTY CM (10) | SOURCE OF C11 | LOADED CM (11) | RATIO IF C10/C11=0 THEN 0. ELSE 1.0+(C10/C11) (12) |
|-----------|---------------------|---------------|------------------|---------------|-------------------|--|
| | ALL FREIGHT CARS | | | | | |
| 835 | BOX 40 FOOT | A1L236C8 | 0 | A1L236C7 | 0 | 0 |
| 836 | BOX 50 FOOT | A1L237C8 | 3550 | A1L237C7 | 4345 | 1.81703 |
| 837 | BOX EQUIPPED | A1L238C8 | 84699 | A1L238C7 | 97873 | 1.8654 |
| 838 | GONDOLA PLAIN | A1L239C8 | 24036 | A1L239C7 | 23620 | 2.01761 |
| 839 | CONDOLA-EQUIPPED | A1L240C8 | 24681 | A1L240C7 | 23228 | 2.06255 |
| 840 | HOPPER-COVERED | A1L241C8 | 201945 | A1L241C7 | 196165 | 2.02947 |
| 841 | HOPPER-OT-GEN | A1L242C8 | 23851 | A1L242C7 | 24359 | 1.97915 |
| 842 | HOPPER-OT-SPEC | A1L243C8 | 49877 | A1L243C7 | 47686 | 2.04595 |
| 843 | REFRIG-MECH | A1L244C8 | 387 | A1L244C7 | 554 | 1.69856 |
| 844 | REFRIG-NON MECH | A1L245C8 | 366 | A1L245C7 | 382 | 1.95812 |
| 845 | FLAT-TOFC | A1L246C8 | 4950 | A1L246C7 | 21842 | 1.22663 |
| 846 | FLAT-MULTILEVEL | A1L247C8 | 23295 | A1L247C7 | 55764 | 1.41774 |
| 847 | FLAT-GENERAL | A1L248C8 | 219 | A1L248C7 | 112 | 2.95536 |
| 848 | FLAT-OTHER | A1L249C8 | 56016 | A1L249C7 | 54220 | 2.03312 |
| 849 | TANK <22,000 GAL | A1L250C8 | 55902 | A1L250C7 | 53574 | 2.04345 |
| 850 | TANK >=22,000 GAL | A1L251C8 | 74448 | A1L251C7 | 70533 | 2.05551 |
| 851 | ALL OTHER TYPES | A1L252C8 | 5149 | A1L252C7 | 20308 | 1.25355 |
| 852 | ALL OTHER PLUS TANK | A1L253C8 | 135499 | A1L253C7 | 144415 | 1.93826 |
| 853 | TOTAL FREIGHT CARS | A1L254C8 | 633371 | A1L254C7 | 694565 | 1.9119 |

| | | MOST CURRENT | | THREE - YEAR | | AVERAGE | |
|----------------|--------------------|------------------------|----------|-------------------------|----------|---------|---------------|
| | | | | | | | RATIO |
| | | | | | | | IF C13/C14=0. |
| | | | | | | | THEN 0. ELSE |
| LINE CODE | IDENTIFICATION | SOURCE OF C13 EMPTY CM | | SOURCE OF C14 LOADED CM | | | 1.0+(C13/C14) |
| | | (13) | | (14) | | | (15) |
| RAILROAD OWNED | | | | | | | |
| 801 | BOX 40 FOOT | AlL201C20 | 0 | AlL201C19 | 0 | | 0 |
| 802 | BOX 50 FOOT | AlL202C20 | 2328 | AlL202C19 | 2315 | | 2.00547 |
| 803 | BOX EQUIPPED | AlL203C20 | 70148 | AlL203C19 | 82141 | | 1.854 |
| 804 | GONDOLA PLAIN | AlL204C20 | 6264 | AlL204C19 | 5931 | | 2.05614 |
| 805 | GONDOLA EQUIPPED | AlL205C20 | 18949 | AlL205C19 | 18009 | | 2.05223 |
| 806 | HOPPER COVERED | AlL206C20 | 56779 | AlL206C19 | 53442 | | 2.06245 |
| 807 | HOPPER OTG | AlL207C20 | 12410 | AlL207C19 | 12131 | | 2.02297 |
| 808 | HOPPER OTS | AlL208C20 | 29334 | AlL208C19 | 29029 | | 2.01051 |
| 809 | REFRIG MECH | AlL209C20 | 256.667 | AlL209C19 | 443 | | 1.57938 |
| 810 | REFRIG NM | AlL210C20 | 282 | AlL210C19 | 307 | | 1.91857 |
| 811 | FLAT TOFC | AlL211C20 | 797.667 | AlL211C19 | 3608 | | 1.22108 |
| 812 | FLAT MULTILEVEL | AlL212C20 | 2038 | AlL212C19 | 4318 | | 1.47198 |
| 813 | FLAT GENERAL | AlL213C20 | 130 | AlL213C19 | 78 | | 2.66667 |
| 814 | FLAT OTHER | AlL214C20 | 40942 | AlL214C19 | 37787 | | 2.08349 |
| 815 | ALL OTHER FC | AlL215C20 | 1755 | AlL215C19 | 4232 | | 1.41471 |
| 816 | TOTAL FC | AlL216C20 | 242417 | AlL216C19 | 253775 | | 1.95525 |
| XXX | PRIVATELY OWNED | XX | | XX | | XX | |
| 817 | BOX 40 FOOT | AlL217C20 | 0 | AlL217C19 | 0 | | 0 |
| 818 | BOX 50 FOOT | AlL218C20 | 517.667 | AlL218C19 | 1102 | | 1.46961 |
| 819 | BOX EQUIPPED | AlL219C20 | 2267 | AlL219C19 | 2870 | | 1.7899 |
| 820 | GONDOLA PLAIN | AlL220C20 | 22141 | AlL220C19 | 21667 | | 2.02188 |
| 821 | GONDOLA EQUIPPED | AlL221C20 | 2880 | AlL221C19 | 2814 | | 2.02321 |
| 822 | HOPPER COVERED | AlL222C20 | 126209 | AlL222C19 | 118492 | | 2.06512 |
| 823 | HOPPER OTG | AlL223C20 | 10095 | AlL223C19 | 10192 | | 1.99048 |
| 824 | HOPPER OTS | AlL224C20 | 17439 | AlL224C19 | 16815 | | 2.03713 |
| 825 | REFRIG MECH | AlL225C20 | 86.66667 | AlL225C19 | 90.33334 | | 1.95941 |
| 826 | REFRIG NM | AlL226C20 | 47 | AlL226C19 | 49 | | 1.95918 |
| 827 | FLAT TOFC | AlL227C20 | 3548 | AlL227C19 | 22512 | | 1.15763 |
| 828 | FLAT MULTILEVEL | AlL228C20 | 14284 | AlL228C19 | 36562 | | 1.39068 |
| 829 | FLAT GENERAL | AlL229C20 | 63 | AlL229C19 | 24.66667 | | 3.55405 |
| 830 | FLAT OTHER | AlL230C20 | 5706 | AlL230C19 | 6697 | | 1.85194 |
| 831 | TANK <22,000 GAL | AlL231C20 | 52924 | AlL231C19 | 49533 | | 2.06845 |
| 832 | TANK >=22,000 GAL | AlL232C20 | 80172 | AlL232C19 | 75562 | | 2.06102 |
| 833 | ALL OTHER FC | AlL233C20 | 2819 | AlL233C19 | 18080 | | 1.15593 |
| 834 | TOTAL FREIGHT CARS | AlL235C20 | 341201 | AlL235C19 | 383066 | | 1.89071 |

| LINE CODE | | IDENTIFICATION | SOURCE OF C13 EMPTY CM (13) | SOURCE OF C14 LOADED CM (14) | RATIO IF C13/C14=0. THEN 0. ELSE 1.0+(C13/C14) (15) |
|------------------|----------------------|----------------|--------------------------------|---------------------------------|---|
| ALL FREIGHT CARS | | | | | |
| 835 | BOX 40 FOOT | A1L236C20 | 0 | A1L236C19 | 0 |
| 836 | BOX 50 FOOT | A1L237C20 | 2846 | A1L237C19 | 1.83265 |
| 837 | BOX EQUIPPED | A1L238C20 | 72415 | A1L238C19 | 1.85183 |
| 838 | GONDOLA PLAIN | A1L239C20 | 28405 | A1L239C19 | 2.02924 |
| 839 | GONDOLA - EQUIPPED | A1L240C20 | 21829 | A1L240C19 | 2.04831 |
| 840 | HOPPER - COVERED | A1L241C20 | 182988 | A1L241C19 | 2.06429 |
| 841 | HOPPER - OT - GEN | A1L242C20 | 22505 | A1L242C19 | 2.00814 |
| 842 | HOPPER - OT - SPEC | A1L243C20 | 46774 | A1L243C19 | 2.02027 |
| 843 | REFRIG - MECH | A1L244C20 | 343.333 | A1L244C19 | 1.64375 |
| 844 | REFRIG - NON MECH | A1L245C20 | 329 | A1L245C19 | 1.92416 |
| 845 | FLAT - TOFC | A1L246C20 | 4346 | A1L246C19 | 1.16639 |
| 846 | FLAT - MULTILEVEL | A1L247C20 | 16322 | A1L247C19 | 1.39927 |
| 847 | FLAT - GENERAL | A1L248C20 | 193 | A1L248C19 | 2.87987 |
| 848 | FLAT - OTHER | A1L249C20 | 46648 | A1L249C19 | 2.04863 |
| 849 | TANK <22,000 GAL | A1L250C20 | 52924 | A1L250C19 | 2.06845 |
| 850 | TANK >=22,000 GAL | A1L251C20 | 80172 | A1L251C19 | 2.06102 |
| 851 | ALL OTHER TYPES | A1L252C20 | 4574 | A1L252C19 | 1.20502 |
| 852 | ALL OTHER PLUS TANKS | A1L253C20 | 137671 | A1L253C19 | 1.93395 |
| 853 | TOTAL FREIGHT CARS | A1L254C20 | 583618 | A1L254C19 | 1.91643 |

| LINE CODE | IDENTIFICATION | SOURCE OF C16 EMPTY CM (16) | SOURCE OF C17 LOADED CM (17) | RATIO IF C16/C17=0 THEN 0. ELSE 1.0+(C16/C17) (18) |
|-----------|--------------------|--------------------------------|---------------------------------|--|
| | RAILROAD OWNED | | | |
| 801 | BOX 40 FOOT | A1L201C11 | 0 | 0 |
| 802 | BOX 50 FOOT | A1L202C11 | 3048 | 1.99058 |
| 803 | BOX EQUIPPED | A1L203C11 | 90017 | 1.88473 |
| 804 | GONDOLA PLAIN | A1L204C11 | 4516 | 2.01758 |
| 805 | GONDOLA EQUIPPED | A1L205C11 | 22776 | 2.17748 |
| 806 | HOPPER COVERED | A1L206C11 | 78835 | 2.04919 |
| 807 | HOPPER OTG | A1L207C11 | 19639 | 1.92812 |
| 808 | HOPPER OTS | A1L208C11 | 37516 | 2.04101 |
| 809 | REFRIG MECH | A1L209C11 | 323 | 1.63583 |
| 810 | REFRIG NM | A1L210C11 | 551 | 2.11089 |
| 811 | FLAT TOFC | A1L211C11 | 1489 | 1.20663 |
| 812 | FLAT MULTILEVEL | A1L212C11 | 2801 | 1.45895 |
| 813 | FLAT GENERAL | A1L213C11 | 116 | 2.61111 |
| 814 | FLAT OTHER | A1L214C11 | 50225 | 2.09947 |
| 815 | ALL OTHER FC | A1L215C11 | 2559 | 1.68957 |
| 816 | TOTAL FC | A1L216C11 | 314411 | 1.96826 |
| XXX | PRIVATELY OWNED | XX | XX | XX |
| 817 | BOX 40 FOOT | A1L217C11 | 0 | 0 |
| 818 | Box 50 FOOT | A1L218C11 | 1383 | 1.53855 |
| 819 | BOX EQUIPPED | A1L219C11 | 2365 | 1.73424 |
| 820 | GONDOLA PLAIN | A1L220C11 | 17023 | 2.02124 |
| 821 | GONDOLA EQUIPPED | A1L221C11 | 3517 | 2.0086 |
| 822 | HOPPER COVERED | A1L222C11 | 131704 | 2.04876 |
| 823 | HOPPER OTG | A1L223C11 | 12535 | 2.07228 |
| 824 | HOPPER OTS | A1L224C11 | 18858 | 2.04494 |
| 825 | REFRIG MECH | A1L225C11 | 16 | 2.14286 |
| 826 | REFRIG NM | A1L226C11 | 55 | 1.90164 |
| 827 | FLAT TOFC | A1L227C11 | 2448 | 1.14895 |
| 828 | FLAT MULTILEVEL | A1L228C11 | 21182 | 1.42665 |
| 829 | FLAT GENERAL | A1L229C11 | 41 | 5.1 |
| 830 | FLAT OTHER | A1L230C11 | 7847 | 1.73316 |
| 831 | TANK <22,000 GAL | A1L231C11 | 53986 | 2.03905 |
| 832 | TANK >=22,000 GAL | A1L232C11 | 62764 | 2.08675 |
| 833 | ALL OTHER FC | A1L233C11 | 2262 | 1.20515 |
| 834 | TOTAL FREIGHT CARS | A1L235C11 | 337986 | 1.89209 |

| LINE CODE | IDENTIFICATION | SOURCE OF C16 EMPTY CM (16) | SOURCE OF C17 LOADED CM (17) | RATIO IF C16/C17=0 THEN 0. ELSE 1.0+(C16/C17 (18) |
|-----------|---------------------|--------------------------------|---------------------------------|---|
| 835 | ALL FREIGHT CARS | | | |
| 836 | BOX 40 FOOT | A1L236C11 | 0 | 0 |
| 837 | BOX 50 FOOT | A1L237C11 | 4431 | 1.78494 |
| 838 | BOX EQUIPPED | A1L238C11 | 92382 | 1.88011 |
| 839 | GONDOLA PLAIN | A1L239C11 | 21539 | 2.02047 |
| 840 | GONDOLA-EQUIPPED | A1L240C11 | 26293 | 2.15169 |
| 841 | HOPPER-COVERED | A1L241C11 | 210539 | 2.04892 |
| 842 | HOPPER-OT-GEN | A1L242C11 | 32174 | 1.97942 |
| 843 | HOPPER-OT-SPEC | A1L243C11 | 56374 | 2.04232 |
| 844 | REFRIG-MECH | A1L244C11 | 339 | 1.64943 |
| 845 | REFRIG-NON MECH | A1L245C11 | 606 | 2.08797 |
| 846 | FLAT-TOFC | A1L246C11 | 3937 | 1.16653 |
| 847 | FLAT-MULTILEVEL | A1L247C11 | 23983 | 1.43019 |
| 848 | FLAT-GENERAL | A1L248C11 | 157 | 2.91463 |
| 849 | FLAT-OTHER | A1L249C11 | 58072 | 2.02994 |
| 850 | TANK <22,000 GAL | A1L250C11 | 53986 | 2.03905 |
| 851 | TANK >=22,000 GAL | A1L251C11 | 62764 | 2.08675 |
| 852 | ALL OTHER TYPES | A1L252C11 | 4821 | 1.32714 |
| 853 | ALL OTHER PLUS TANK | A1L253C11 | 121571 | 1.97688 |
| 854 | TOTAL FREIGHT CARS | A1L254C11 | 652397 | 1.92724 |

| LINE CODE | | IDENTIFICATION | SOURCE OF C19 | EMPTY CM (19) | SOURCE OF C20 | LOADED CM (20) | RATIO IF C19/C20=0. THEN 0. ELSE 1.0+(C19/C20) (21) |
|----------------|--|--------------------|---------------|---------------|---------------|----------------|---|
| RAILROAD OWNED | | | | | | | |
| 801 | | BOX 40 FOOT | A1L201C23 | 0 | A1L201C22 | 0 | 0 |
| 802 | | BOX 50 FOOT | A1L202C23 | 2508 | A1L202C22 | 2506 | 2.0009 |
| 803 | | BOX EQUIPPED | A1L203C23 | 75115 | A1L203C22 | 87042 | 1.86298 |
| 804 | | GONDOLA PLAIN | A1L204C23 | 5827 | A1L204C22 | 5558 | 2.04844 |
| 805 | | GONDOLA EQUIPPED | A1L205C23 | 19906 | A1L205C22 | 18342 | 2.08525 |
| 806 | | HOPPER COVERED | A1L206C23 | 62293 | A1L206C22 | 58866 | 2.05822 |
| 807 | | HOPPER OTG | A1L207C23 | 14217 | A1L207C22 | 14388 | 1.9881 |
| 808 | | HOPPER OTS | A1L208C23 | 31380 | A1L208C22 | 30781 | 2.01944 |
| 809 | | REFRIG MECH | A1L209C23 | 273.25 | A1L209C22 | 459.25 | 1.59499 |
| 810 | | REFRIG NM | A1L210C23 | 349.25 | A1L210C22 | 354.25 | 1.98589 |
| 811 | | FLAT TOFC | A1L211C23 | 970.5 | A1L211C22 | 4507 | 1.21531 |
| 812 | | FLAT MULTILEVEL | A1L212C23 | 2229 | A1L212C22 | 4764 | 1.46781 |
| 813 | | FLAT GENERAL | A1L213C23 | 126.5 | A1L213C22 | 76.5 | 2.65359 |
| 814 | | FLAT OTHER | A1L214C23 | 43262 | A1L214C22 | 39760 | 2.08808 |
| 815 | | ALL OTHER FC | A1L215C23 | 1956 | A1L215C22 | 4102 | 1.47687 |
| 816 | | TOTAL FC | A1L216C23 | 260415 | A1L216C22 | 271510 | 1.95914 |
| XXX | | PRIVATELY OWNED | XX | | XX | | XX |
| 817 | | BOX 40 FOOT | A1L217C23 | 0 | A1L217C22 | 0 | 0 |
| 818 | | BOX 50 FOOT | A1L218C23 | 734 | A1L218C22 | 1468 | 1.49974 |
| 819 | | BOX EQUIPPED | A1L219C23 | 2291 | A1L219C22 | 2957 | 1.77474 |
| 820 | | GONDOLA PLAIN | A1L220C23 | 20861 | A1L220C22 | 20417 | 2.02175 |
| 821 | | GONDOLA EQUIPPED | A1L221C23 | 3039 | A1L221C22 | 2982 | 2.01894 |
| 822 | | HOPPER COVERED | A1L222C23 | 127582 | A1L222C22 | 120264 | 2.06085 |
| 823 | | HOPPER OTG | A1L223C23 | 10705 | A1L223C22 | 10566 | 2.01311 |
| 824 | | HOPPER OTS | A1L224C23 | 17794 | A1L224C22 | 17123 | 2.03919 |
| 825 | | REFRIG MECH | A1L225C23 | 69 | A1L225C22 | 71.25 | 1.96842 |
| 826 | | REFRIG NM | A1L226C23 | 49 | A1L226C22 | 52 | 1.94231 |
| 827 | | FLAT TOFC | A1L227C23 | 3273 | A1L227C22 | 20993 | 1.15593 |
| 828 | | FLAT MULTILEVEL | A1L228C23 | 16008 | A1L228C22 | 39833 | 1.40189 |
| 829 | | FLAT GENERAL | A1L229C23 | 57.5 | A1L229C22 | 21 | 3.7381 |
| 830 | | FLAT OTHER | A1L230C23 | 6241 | A1L230C22 | 7699 | 1.81066 |
| 831 | | TANK <22,000 GAL | A1L231C23 | 53189 | A1L231C22 | 50139 | 2.06084 |
| 832 | | TANK >=22,000 GAL | A1L232C23 | 75820 | A1L232C22 | 71110 | 2.06624 |
| 833 | | ALL OTHER FC | A1L233C23 | 2680 | A1L233C22 | 16316 | 1.16425 |
| 834 | | TOTAL FREIGHT CARS | A1L235C23 | 340397 | A1L235C22 | 382017 | 1.89105 |

| | | MOST | CURRENT | FOUR - YEAR | AVERAGE | |
|-----------|----------------------|---------------|----------|---------------|-----------|---------------|
| | | | | | | RATIO |
| | | | | | | IF C19/C20=0. |
| | | | | | | THEN 0. ELSE |
| LINE CODE | IDENTIFICATION | SOURCE OF C19 | EMPTY CM | SOURCE OF C20 | LOADED CM | 1.0+(C19/C20) |
| | | | (19) | | (20) | (21) |
| | | | | | | |
| | ALL FREIGHT CARS | | | | | |
| 835 | BOX 40 FOOT | A1L236C23 | 0 | A1L236C22 | 0 | 0 |
| 836 | BOX 50 FOOT | A1L237C23 | 3242 | A1L237C22 | 3974 | 1.81571 |
| 837 | BOX EQUIPPED | A1L238C23 | 77407 | A1L238C22 | 89999 | 1.86008 |
| 838 | GONDOLA PLAIN | A1L239C23 | 26689 | A1L239C22 | 25975 | 2.02746 |
| 839 | GONDOLA - EQ | A1L240C23 | 22945 | A1L240C22 | 21325 | 2.07598 |
| 840 | HOPPER - COVERED | A1L241C23 | 189876 | A1L241C22 | 179131 | 2.05999 |
| 841 | HOPPER - OT - GEN | A1L242C23 | 24922 | A1L242C22 | 24955 | 1.99869 |
| 842 | HOPPER - OT - SPEC | A1L243C23 | 49174 | A1L243C22 | 47905 | 2.0265 |
| 843 | REFRIG - MECH | A1L244C23 | 342.25 | A1L244C22 | 530.5 | 1.64515 |
| 844 | REFRIG - NON MECH | A1L245C23 | 398.25 | A1L245C22 | 406.25 | 1.98031 |
| 845 | FLAT - TOFC | A1L246C23 | 4244 | A1L246C22 | 25500 | 1.16643 |
| 846 | FLAT - MULTILEVEL | A1L247C23 | 18237 | A1L247C22 | 44598 | 1.40893 |
| 847 | FLAT - GENERAL | A1L248C23 | 184 | A1L248C22 | 97.5 | 2.88718 |
| 848 | FLAT - OTHER | A1L249C23 | 49504 | A1L249C22 | 47459 | 2.04308 |
| 849 | TANK <22,000 GAL | A1L250C23 | 53189 | A1L250C22 | 50139 | 2.06084 |
| 850 | TANK >=22,000 GAL | A1L251C23 | 75820 | A1L251C22 | 71110 | 2.06624 |
| 851 | ALL OTHER TYPES | A1L252C23 | 4636 | A1L252C22 | 20419 | 1.22706 |
| 852 | ALL OTHER PLUS TANKS | A1L253C23 | 133646 | A1L253C22 | 141668 | 1.94337 |
| 853 | TOTAL FREIGHT CARS | A1L254C23 | 600813 | A1L254C22 | 653527 | 1.91934 |

| LINE CODE | IDENTIFICATION | SOURCE OF C22 EMPTY CM (22) | SOURCE OF C23 LOADED CM (23) | RATIO IF C22/C23=0 THEN 0. ELSE 1.0+(C22/C23) (24) |
|-----------|--------------------|--------------------------------|---------------------------------|--|
| | RAILROAD OWNED | | | |
| 801 | BOX 40 FOOT | AlL201C14 | 0 | 0 |
| 802 | BOX 50 FOOT | AlL202C14 | 2598 | 1.9548 |
| 803 | BOX EQUIPPED | AlL203C14 | 92293 | 1.88636 |
| 804 | GONDOLA PLAIN | AlL204C14 | 6477 | 2.05575 |
| 805 | GONDOLA EQUIPPED | AlL205C14 | 20580 | 2.12453 |
| 806 | HOPPER COVERED | AlL206C14 | 72024 | 2.05337 |
| 807 | HOPPER OTG | AlL207C14 | 25318 | 1.92015 |
| 808 | HOPPER OTS | AlL208C14 | 42516 | 2.03824 |
| 809 | REFRIG MECH | AlL209C14 | 355 | 1.73347 |
| 810 | REFRIG NM | AlL210C14 | 960 | 2.34078 |
| 811 | FLAT TOFC | AlL211C14 | 1750 | 1.24686 |
| 812 | FLAT MULTILEVEL | AlL212C14 | 3172 | 1.5015 |
| 813 | FLAT GENERAL | AlL213C14 | 169 | 2.352 |
| 814 | FLAT OTHER | AlL214C14 | 48511 | 2.09518 |
| 815 | ALL OTHER FC | AlL215C14 | 2879 | 1.94642 |
| 816 | TOTAL FC | AlL216C14 | 319602 | 1.96791 |
| XXX | PRIVATELY OWNED | XX | XX | XX |
| 817 | BOX 40 FOOT | AlL217C14 | 0 | 0 |
| 818 | BOX 50 FOOT | AlL218C14 | 1121 | 1.45275 |
| 819 | BOX EQUIPPED | AlL219C14 | 2660 | 1.98227 |
| 820 | GONDOLA PLAIN | AlL220C14 | 4334 | 1.66708 |
| 821 | GONDOLA EQUIPPED | AlL221C14 | 454 | 1.72293 |
| 822 | HOPPER COVERED | AlL222C14 | 21297 | 1.79914 |
| 823 | HOPPER OTG | AlL223C14 | 1547 | 1.97911 |
| 824 | HOPPER OTS | AlL224C14 | 3197 | 1.96266 |
| 825 | REFRIG MECH | AlL225C14 | 0 | 0 |
| 826 | REFRIG NM | AlL226C14 | 10 | 3.5 |
| 827 | FLAT TOFC | AlL227C14 | 2950 | 1.15762 |
| 828 | FLAT MULTILEVEL | AlL228C14 | 22747 | 1.44769 |
| 829 | FLAT GENERAL | AlL229C14 | 25 | 4.57143 |
| 830 | FLAT OTHER | AlL230C14 | 7509 | 1.75987 |
| 831 | TANK <22,000 GAL | AlL231C14 | 7774 | 1.70245 |
| 832 | TANK >=22,000 GAL | AlL232C14 | 8624 | 1.88081 |
| 833 | ALL OTHER FC | AlL233C14 | 129 | 1.03537 |
| 834 | TOTAL FREIGHT CARS | AlL235C14 | 84378 | 1.57095 |

| LINE CODE | IDENTIFICATION | SOURCE OF C22 EMPTY CM (22) | SOURCE OF C23 LOADED CM (23) | RATIO IF C22/C23=0 THEN 0. ELSE 1.0+(C22/C23) (24) |
|-----------|---------------------|--------------------------------|---------------------------------|--|
| | ALL FREIGHT CARS | | | |
| 835 | BOX 40 FOOT | A1L236C14 | 0 | 0 |
| 836 | BOX 50 FOOT | A1L237C14 | 3719 | 1.71561 |
| 837 | BOX EQUIPPED | A1L238C14 | 94953 | 1.88879 |
| 838 | GONDOLA PLAIN | A1L239C14 | 10811 | 1.85584 |
| 839 | GONDOLA-EQUIPPED | A1L240C14 | 21034 | 2.11121 |
| 840 | HOPPER-COVERED | A1L241C14 | 93321 | 1.98207 |
| 841 | HOPPER-OT-GEN | A1L242C14 | 26865 | 1.92335 |
| 842 | HOPPER-OT-SPEC | A1L243C14 | 45713 | 2.03257 |
| 843 | REFRIG-MECH | A1L244C14 | 355 | 1.73347 |
| 844 | REFRIG-NON MECH | A1L245C14 | 970 | 2.34722 |
| 845 | FLAT-TOFC | A1L246C14 | 4700 | 1.18214 |
| 846 | FLAT-MULTILEVEL | A1L247C14 | 25919 | 1.45364 |
| 847 | FLAT-GENERAL | A1L248C14 | 194 | 2.4697 |
| 848 | FLAT-OTHER | A1L249C14 | 56020 | 2.03402 |
| 849 | TANK <22,000 GAL | A1L250C14 | 7774 | 1.70245 |
| 850 | TANK >=22,000 GAL | A1L251C14 | 8624 | 1.88081 |
| 851 | ALL OTHER TYPES | A1L252C14 | 3008 | 1.44969 |
| 852 | ALL OTHER PLUS TANK | A1L253C14 | 19406 | 1.70447 |
| 853 | TOTAL FREIGHT CARS | A1L254C14 | 403980 | 1.84518 |

| | | MOST | CURRENT | FIVE - YEAR | | AVERAGE | | |
|----------------|--------------------|---------------|------------------|---------------|-------------------|---|--|--|
| LINE CODE | IDENTIFICATION | SOURCE OF C25 | EMPTY CM (25) | SOURCE OF C26 | LOADED CM (26) | RATIO IF C25/C26=0. THEN 0. ELSE 1.0+(C25/C26) (27) | | |
| RAILROAD OWNED | | | | | | | | |
| 801 | BOX 40 FOOT | A1L201C26 | 0 | A1L201C25 | 0 | 0 | | |
| 802 | BOX 50 FOOT | A1L202C26 | 2526 | A1L202C25 | 2549 | 1.99106 | | |
| 803 | BOX EQUIPPED | A1L203C26 | 78551 | A1L203C25 | 90458 | 1.86836 | | |
| 804 | GONDOLA PLAIN | A1L204C26 | 5957 | A1L204C25 | 5673 | 2.05002 | | |
| 805 | GONDOLA EQUIPPED | A1L205C26 | 20041 | A1L205C25 | 18334 | 2.09309 | | |
| 806 | HOPPER COVERED | A1L206C26 | 64239 | A1L206C25 | 60768 | 2.05713 | | |
| 807 | HOPPER OTG | A1L207C26 | 16437 | A1L207C25 | 17013 | 1.96612 | | |
| 808 | HOPPER OTS | A1L208C26 | 33607 | A1L208C25 | 32815 | 2.02413 | | |
| 809 | REFRIG MECH | A1L209C26 | 289.6 | A1L209C25 | 464.2 | 1.62387 | | |
| 810 | REFRIG NM | A1L210C26 | 471.4 | A1L210C25 | 426.6 | 2.10502 | | |
| 811 | FLAT TOFC | A1L211C26 | 1126 | A1L211C25 | 5023 | 1.22421 | | |
| 812 | FLAT MULTILEVEL | A1L212C26 | 2417 | A1L212C25 | 5076 | 1.47621 | | |
| 813 | FLAT GENERAL | A1L213C26 | 135 | A1L213C25 | 86.2 | 2.56613 | | |
| 814 | FLAT OTHER | A1L214C26 | 44312 | A1L214C25 | 40667 | 2.08963 | | |
| 815 | ALL OTHER FC | A1L215C26 | 2140 | A1L215C25 | 3890 | 1.55031 | | |
| 816 | TOTAL FC | A1L216C26 | 272253 | A1L216C25 | 283248 | 1.96118 | | |
| XXX | PRIVATELY OWNED | XX | | XX | | XX | | |
| 817 | BOX 40 FOOT | A1L217C26 | 0 | A1L217C25 | 0 | 0 | | |
| 818 | BOX 50 FOOT | A1L218C26 | 811.4 | A1L218C25 | 1670 | 1.48581 | | |
| 819 | BOX EQUIPPED | A1L219C26 | 2365 | A1L219C25 | 2907 | 1.8134 | | |
| 820 | GONDOLA PLAIN | A1L220C26 | 17556 | A1L220C25 | 17633 | 1.99561 | | |
| 821 | GONDOLA EQUIPPED | A1L221C26 | 2522 | A1L221C25 | 2511 | 2.00414 | | |
| 822 | HOPPER COVERED | A1L222C26 | 106325 | A1L222C25 | 101541 | 2.04711 | | |
| 823 | HOPPER OTG | A1L223C26 | 8873 | A1L223C25 | 8769 | 2.01188 | | |
| 824 | HOPPER OTS | A1L224C26 | 14874 | A1L224C25 | 14362 | 2.03565 | | |
| 825 | REFRIG MECH | A1L225C26 | 55.2 | A1L225C25 | 57 | 1.96842 | | |
| 826 | REFRIG NM | A1L226C26 | 41.2 | A1L226C25 | 42.4 | 1.9717 | | |
| 827 | FLAT TOFC | A1L227C26 | 3208 | A1L227C25 | 20537 | 1.15624 | | |
| 828 | FLAT MULTILEVEL | A1L228C26 | 17356 | A1L228C25 | 42028 | 1.41296 | | |
| 829 | FLAT GENERAL | A1L229C26 | 51 | A1L229C25 | 18.2 | 3.8022 | | |
| 830 | FLAT OTHER | A1L230C26 | 6494 | A1L230C25 | 8135 | 1.79832 | | |
| 831 | TANK < 22,090 GAL | A1L231C26 | 44106 | A1L231C25 | 42324 | 2.04209 | | |
| 832 | TANK >=22,000 GAL | A1L232C26 | 62381 | A1L232C25 | 58846 | 2.06007 | | |
| 833 | ALL OTHER FC | A1L233C26 | 2169 | A1L233C25 | 13782 | 1.15743 | | |
| 834 | TOTAL FREIGHT CARS | A1L235C26 | 289193 | A1L235C25 | 335170 | 1.86283 | | |

| LINE CODE | | IDENTIFICATION | SOURCE OF C25 | EMPTY CM (25) | SOURCE OF C26 | LOADED CM (26) | RATIO IF C25/C26=0. THEN 0. ELSE 1.0+(C25/C26) (27) |
|------------------|----------------------|----------------|---------------|---------------|---------------|----------------|--|
| ALL FREIGHT CARS | | | | | | | |
| 835 | BOX 40 FOOT | A1L236C26 | 0 | A1L236C25 | 0 | 0 | |
| 836 | BOX 50 FOOT | A1L237C26 | 3337 | A1L237C25 | 4219 | 1.79105 | |
| 837 | BOX EQUIPPED | A1L238C26 | 80916 | A1L238C25 | 93366 | 1.86665 | |
| 838 | GONDOLA PLAIN | A1L239C26 | 23513 | A1L239C25 | 23307 | 2.00886 | |
| 839 | GONDOLA - EQ | A1L240C26 | 22563 | A1L240C25 | 20846 | 2.08238 | |
| 840 | HOPPER - COVERED | A1L241C26 | 170565 | A1L241C25 | 162309 | 2.05086 | |
| 841 | HOPPER - OT - GEN | A1L242C26 | 25311 | A1L242C25 | 25783 | 1.98169 | |
| 842 | HOPPER - OT - SPEC | A1L243C26 | 48482 | A1L243C25 | 47178 | 2.02764 | |
| 843 | REFRIG - MECH | A1L244C26 | 344.8 | A1L244C25 | 521.2 | 1.66155 | |
| 844 | REFRIG - NON MECH | A1L245C26 | 512.6 | A1L245C25 | 469 | 2.09296 | |
| 845 | FLAT - TOFC | A1L246C26 | 4335 | A1L246C25 | 25561 | 1.1696 | |
| 846 | FLAT - MULTILEVEL | A1L247C26 | 19774 | A1L247C25 | 47105 | 1.41978 | |
| 847 | FLAT - GENERAL | A1L248C26 | 186 | A1L248C25 | 104.4 | 2.78161 | |
| 848 | FLAT - OTHER | A1L249C26 | 50807 | A1L249C25 | 48803 | 2.04107 | |
| 849 | TANK <22,000 GAL | A1L250C26 | 44106 | A1L250C25 | 42324 | 2.04209 | |
| 850 | TANK >=22,000 GAL | A1L251C26 | 62381 | A1L251C25 | 58846 | 2.06007 | |
| 851 | ALL OTHER TYPES | A1L252C26 | 4310 | A1L252C25 | 17673 | 1.24391 | |
| 852 | ALL OTHER PLUS TANKS | A1L253C26 | 110798 | A1L253C25 | 118844 | 1.9323 | |
| 853 | TOTAL FREIGHT CARS | A1L254C26 | 561446 | A1L254C25 | 618418 | 1.90787 | |

PROPERTY INVESTMENT ACCOUNT ADJUSTMENTS

ALLOCATION OF WORKING CAPITAL TO AND REMOVEAL OF ACCUMULATED DEFERRED TAX CREDITS FROM PROPERTY ACCOUNTS

CALCULATION OF NET INVESTMENT BASE BY PROPERTY ACCOUNT

| LINE | IDENTIFICATION | SOURCE C1 | GROSS INVESTMENT (1) | SOURCE C2 | ACCUMULATED DEPRECIATION (1A) | UNADJUSTED NET INVESTMENT * C1-C1A (1B) |
|------|--------------------------|----------------|-------------------------|----------------|----------------------------------|---|
| 101 | WORKING CAPITAL | A4L201C2 | 41582 | XX | XX | XX |
| 102 | ACC DEFERRED TAX CREDITS | A4L202C2 | 2825863 | XX | XX | XX |
| 301 | LAND | A4L101C1 | 1457781 | XX | XX | 1457781 |
| 302 | GRADING | A4L102C1 | 1278510 | A4L102C4 | 173749 | 1104761 |
| 303 | OTHER ROW | A4L103C1 | 263 | A4L103C4 | 189 | 74 |
| 304 | TUNNELS | A4L104C1 | 152568 | A4L104C4 | 40123 | 112445 |
| 305 | BRIDGES | A4L105C1 | 1597171 | A4L105C4 | 206705 | 1390466 |
| 306 | ELEVATED | A4L106C1 | 0 | A4L106C4 | 0 | 0 |
| 307 | TIES | A4L107C1 | 929437 | A4L107C4 | 87175 | 842262 |
| 308 | RAILS & OTM | A4L108C1 | 2454403 | A4L108C4 | 476129 | 1978274 |
| 309 | BALLAST | A4L109C1 | 678033 | A4L109C4 | 171351 | 506682 |
| 310 | FENCES | A4L110C1 | 1946 | A4L110C4 | 772 | 1174 |
| 311 | STATIONS | A4L111C1 | 111207 | A4L111C4 | 24269 | 86938 |
| 312 | ROADWAY BUILDINGS | A4L112C1 | 25798 | A4L112C4 | 2833 | 22965 |
| 313 | WATER STATIONS | A4L113C1 | 1913 | A4L113C4 | 888 | XX |
| 314 | FUEL STATIONS | A4L114C1 | 37504 | A4L114C4 | 9748 | XX |
| 315 | LOCO SERVICING | L313+314 | 39417 | L313+314 | 10636 | 28781 |
| 316 | SHOPS & ENGINEHOUSES | A4L115C1 | 88313 | A4L115C4 | 27002 | 61311 |
| 317 | STORAGE WAREHOUSES | A4L116C1 | 7050 | A4L116C4 | 3033 | 4017 |
| 318 | WHARVES & DOCKS | A4L117C1 | 858 | A4L117C4 | 858 | 0 |
| 319 | COAL & ORE WHARVES | A4L118C1 | 133985 | A4L118C4 | 22307 | 111678 |
| 320 | TOFC/COFC TERMINALS | A4L119C1 | 69125 | A4L119C4 | 16833 | 52292 |
| 321 | COMMUNICATIONS | A4L120C1 | 77626 | A4L120C4 | 31755 | 45871 |
| 322 | SIGNALS | A4L121C1 | 283569 | A4L121C4 | 68758 | 214811 |
| 323 | POWER PLANTS | A4L122C1 | 145 | A4L122C4 | 98 | XX |
| 324 | POWER TRANSMISSION | A4L123C1 | 1855 | A4L123C4 | 1162 | XX |
| 325 | MISCL STRUCTURES | A4L124C1 | 8247 | A4L124C4 | 943 | 7304 |
| 326 | ROADWAY MACHINES | A4L125C1 | 69788 | A4L125C4 | 27076 | 42712 |
| 327 | PUBLIC IMPROVEMENTS | A4L126C1 | 99259 | A4L126C4 | 13016 | 86243 |
| 328 | MACHINERY - LOCO | B2L361C2 | 0 | B2L461C2 | 0 | 0 |
| 329 | MACHINERY - FC | B2L362C2 | 0 | B2L462C2 | 0 | 0 |
| 330 | MACHINERY - OE | B2L363C2 | 29095 | B2L463C2 | 11534 | 17561 |
| 331 | POWER PLANT MACH | A4L128C1 | 787 | A4L128C4 | 499 | XX |
| 332 | POWER GROUP | L323+L324+L331 | 2787 | L323+L324+L331 | 1759 | 1028 |
| 333 | LEASED PROP CAP | A4L129C1 | 0 | XX | XX | XX |
| 334 | OTHER-SPECIFY | A4L130C1 | 0 | XX | XX | XX |
| 335 | OTHER ROAD PROP | XX | XX | A4L131C4 | 0 | XX |
| 336 | ALL OTHER ROAD | SUM L333-335 | 0 | SUM L333-335 | 0 | 0 |
| 337 | INTEREST | A4L142C1 | 2113 | XX | XX | 2113 |
| 338 | OTHER-ELEMENTS | A4L143C1 | 0 | A4L143C4 | 0 | 0 |
| 339 | CONSTRUCTION | A4L144C1 | 0 | XX | XX | 0 |

* IF C1B IS NEGATIVE C1B WILL BE SET TO ZERO FOR CALCULATION OF WORKING CAPITAL AND DEFERRED TAX CREDITS DISTRIBUTION.

EQUIPMENT INVESTMENT ACCOUNTS ADJUSTMENTS

ALLOCATION OF WORKING CAPITAL TO AND REMOVAL OF ACCUMULATED DEFERRED TAX CREDITS FROM INVESTMENT BASE AND
CALCULATION OF NET INVESTMENT BASE BY EQUIPMENT ACCOUNT

| LINE | IDENTIFICATION | SOURCE C1 | GROSS INVESTMENT (1) | SOURCE C2 | ACCUMULATED DEPRECIATION (1A) | UNADJUSTED NET INVESTMENT * C1-C1A (1B) |
|------|---|-----------|----------------------------|-----------|-------------------------------------|--|
| 340 | ROAD LOCOMOTIVES | B2L304C2 | 385741 | B2L404C2 | 81451 | 304290 |
| 341 | YARD LOCOMOTIVES | B2L305C2 | 14050 | B2L405C2 | 5870 | 8180 |
| 342 | BOX 40 FT | B2L310C2 | 0 | B2L410C2 | 3612 | 0 |
| 343 | BOX 50 FT | B2L311C2 | 813 | B2L411C2 | -825 | 1638 |
| 344 | BOX EQUIPPED | B2L312C2 | 247001 | B2L412C2 | 13137 | 233864 |
| 345 | GONDOLA PLAIN | B2L313C2 | 9044 | B2L413C2 | 1496 | 7548 |
| 346 | GONDOLA EQ | B2L314C2 | 93606 | B2L414C2 | 8010 | 85596 |
| 347 | HOPPER-COVERED | B2L315C2 | 141929 | B2L415C2 | 9944 | 131985 |
| 348 | HOPPER-OTG | B2L316C2 | 111214 | B2L416C2 | -7593 | 118807 |
| 349 | HOPPER-OTS | B2L317C2 | 6219 | B2L417C2 | 134 | 6085 |
| 350 | REFRIG-MECH | B2L318C2 | 0 | B2L118C2 | 1 | 0 |
| 351 | REFRIG-NON-MECH | B2L319C2 | 2586 | B2L119C2 | -197 | 2783 |
| 352 | FLAT-TOFC/COFC | B2L320C2 | 0 | B2L120C2 | 74 | 0 |
| 353 | FLAT-MULTILEVEL | B2L321C2 | 17445 | B2L121C2 | 14944 | 2501 |
| 354 | FLAT-GENERAL | B2L322C2 | 21252 | B2L122C2 | 526 | 20726 |
| 355 | FLAT-OTHER | B2L323C2 | 5128 | B2L123C2 | 1576 | 3552 |
| 356 | ALL OF FC | B2L324C2 | 2861 | B2L124C2 | 1109 | 1752 |
| 357 | CABOOSSES | B2L325C2 | 1114 | B2L125C2 | 738 | 376 |
| 358 | AUTO RACKS | B2L326C2 | 38816 | B2L126C2 | 20936 | 17880 |
| 359 | MISCELLANEOUS ACCESS | B2L327C2 | 0 | B2L127C2 | 27 | 0 |
| 360 | REFRIG TRAILERS | B2L339C2 | 0 | B2L439C2 | 0 | 0 |
| 361 | OTHER TRAILERS | B2L340C2 | 0 | B2L440C2 | 0 | 0 |
| 362 | REFRIG CONTAINERS | B2L341C2 | 0 | B2L441C2 | 0 | 0 |
| 363 | OTHER CONTAINERS | B2L342C2 | 761 | B2L442C2 | 0 | 761 |
| 364 | BOGIES | B2L343C2 | 0 | B2L443C2 | 0 | 0 |
| 365 | CHASIS | B2L344C2 | 126 | B2L444C2 | 313 | 0 |
| 366 | OTHER HIGHWAY | B2L345C2 | 3477 | B2L445C2 | 3344 | 133 |
| 367 | MARINE-LINE HAUL | B2L352C2 | 1202 | B2L452C2 | 932 | 270 |
| 368 | LOCAL MERINE | B2L353C2 | 0 | B2L453C2 | 0 | 0 |
| 369 | COMPUTER & WP INVEST | B2L368C2 | 30195 | B2L468C2 | 9061 | 21134 |
| 370 | PASSENGER & OTHER (FREIGHT) | B2L372C2 | 723 | B2L472C2 | 95 | 628 |
| 371 | WORK & NON-REV EQUIP | B2L378C2 | 27067 | B2L478C2 | 15715 | 11352 |
| 372 | TOTAL: SUM L301-371 -(313+314 +323+324+331+333+334+335) | XX | 10760719 | XX | 1603235 | 9161385 |
| 373 | CALCULATION OF DEPRECIABLE INVEST BASE FOR DEF TAX ADJ TOTAL: SUM L301-371 -(301+313 +314+323+324+331+333+334+335 +337+339) | XX | 9300825 | XX | 1603235 | 7701491 |

* IF C1B IS NEGATIVE C1B WILL BE SET TO ZERO FOR CALCULATION OF WORKING CAPITAL AND DEFERRED TAX CREDITS DISTRIBUTION.

PROPERTY INVESTMENT ACCOUNTS ADJUSTMENTS

ALLOCATION OF WORKING CAPITAL TO AND REMOVAL OF ACCUMULATED DEFERRED TAX CREDITS FROM INVESTMENT BASE A

CALCULATION OF NET INVESTMENT BASE BY PROPERTY ACCOUNT

| LINE | IDENTIFICATION | PERCENT OF UNADJ NET INV C1B/L372C1B (1C) | PERCENT OF DEP NET INV C1B/L373C1B (1D) | ALLOCATED WORKING CAPITAL L101C1*C1C (1E) | REDUCTION FOR DEF TAX L102C1*C1D (1F) | ADJUSTED NET INVESTMENT C1-C1A+C1E-C1F (3) |
|------|--------------------------|--|--|--|--|---|
| 101 | WORKING CAPITAL | XX | XX | XX | XX | XX |
| 102 | ACC DEFERRED TAX CREDITS | XX | XX | XX | XX | XX |
| 301 | LAND | .15912 | XX | 6616 | XX | 1464397 |
| 302 | GRADING | .12059 | .14345 | 5014 | 405363 | 704411 |
| 303 | ROW | .00000808 | .00000961 | .33587 | 27.15239 | 47.18349 |
| 304 | TUNNELS | .01227 | .0146 | 510.3692 | 41258 | 71696 |
| 305 | BRIDGES | .15177 | .18055 | 6311 | 510195 | 886581 |
| 306 | ELEVATED | 0 | 0 | 0 | 0 | 0 |
| 307 | TIES | .09194 | .10936 | 3822 | 309046 | 537038 |
| 308 | RAILS & OTM | .21594 | .25687 | 8979 | 725876 | 1261376 |
| 309 | BALLAST | .05531 | .06579 | 2299 | 185913 | 323067 |
| 310 | FENCES | .00012815 | .00015244 | 5.32859 | 430.769 | 748.5597 |
| 311 | STATIONS | .00948961 | .01129 | 394.5971 | 31899 | 55432 |
| 312 | ROADWAY BUILDINGS | .00250672 | .00298189 | 104.2343 | 8426 | 14642 |
| 313 | WATER STATIONS | XX | XX | XX | XX | XX |
| 314 | FUEL STATIONS | XX | XX | XX | XX | XX |
| 315 | LOCO SERVICING | .00314156 | .00373707 | 130.6322 | 10560 | 18351 |
| 316 | SHOPS & ENGINE HOUSES | .00669233 | .00796093 | 278.2804 | 22496 | 39092 |
| 317 | STORAGE WAREHOUSES | .00043847 | .00052159 | 18.23249 | 1473 | 2561 |
| 318 | WHARVES & DOCKS | 0 | 0 | 0 | 0 | 0 |
| 319 | COAL & ORE | .01219 | .0145 | 506.8879 | 40977 | 71207 |
| 320 | TOFC/COFC | .00570787 | .00678985 | 237.3447 | 19187 | 33342 |
| 321 | COMMUNICATIONS | .00500699 | .00595612 | 208.2008 | 16831 | 29248 |
| 322 | SIGNALS | .02345 | .02789 | 974.9914 | 78819 | 136966 |
| 323 | POWER PLANTS | XX | XX | XX | XX | XX |
| 324 | POWER TRANSM | XX | XX | XX | XX | XX |
| 325 | MISCL. STRUCTURES | .00079726 | .00094839 | 33.15164 | 2680 | 4657 |
| 326 | ROADWAY MACH | .00466218 | .00554594 | 193.8626 | 15672 | 27233 |
| 327 | PUBLIC IMPROV | .00941375 | .0112 | 391.4426 | 31644 | 54989 |
| 328 | MACHINERY - LOCO | 0 | 0 | 0 | 0 | 0 |
| 329 | MACHINERY - FC | 0 | 0 | 0 | 0 | 0 |
| 330 | MACHINERY - OE | .00191685 | .00228021 | 79.70645 | 6443 | 11197 |
| 331 | P.P. MACHINERY | XX | XX | XX | XX | XX |
| 332 | POWER GROUP | .00011221 | .00013348 | 4.66592 | 377.198 | 655.4679 |
| 333 | LEASED PROP CAP | XX | XX | XX | XX | XX |
| 334 | OTHER SPECIFY | XX | XX | XX | XX | XX |
| 335 | OTHER ROAD PROP | XX | XX | XX | XX | XX |
| 336 | ALL OTHER ROAD | 0 | 0 | 0 | 0 | 0 |
| 337 | INTEREST | .00023064 | XX | 9.59055 | XX | 2122 |
| 338 | OTHER-ELEMENTS | 0 | 0 | 0 | 0 | 0 |
| 339 | CONSTRUCTION | 0 | XX | 0 | XX | 0 |

EQUIPMENT INVESTMENT ACCOUNTS ADJUSTMENTS

ALLOCATION OF WORKING CAPITAL TO AND REMOVEAL OF ACCUMULATED DEFERRED TAX CREDITS FROM INVESTMENT BASE A

CALCULATION OF NET INVESTMENT BASE BY EQUIPMENT ACCOUNT

| LINE | IDENTIFICATION | PERCENT OF UNADJ NET INV C1B/L372C1B (1C) | PERCENT OF DEP NET INV C1B/L373C1B (1D) | ALLOCATED WORKING CAPITAL L101C1*C1C (1E) | REDUCTION FOR DEF TAX L102C1*C1D (1F) | ADJUSTED NET INVESTMENT C1-C1A+C1E-C1F (3) |
|------|---|--|--|--|--|---|
| 340 | ROAD LOCOMOTIVES | .03321 | .03951 | 1381 | 111651 | 194019 |
| 341 | YARD LOCOMOTIVES | .00089288 | .00106213 | 37.12766 | 3001 | 5215 |
| 342 | BOX 40 FT | 0 | 0 | 0 | 0 | -3612 |
| 343 | BOX 50 FT | .00017879 | .00021269 | 7.43461 | 601.0218 | 1044 |
| 344 | BOX EQUIPPED | .02553 | .03037 | 1061 | 85810 | 149115 |
| 345 | GONDOLA PLAIN | .00082389 | .00098007 | 34.25911 | 2769 | 4812 |
| 346 | GONDOLA EQ | .00934313 | .01111 | 388.506 | 31407 | 54577 |
| 347 | HOPPER-COVERED | .01441 | .01714 | 599.0579 | 48428 | 84155 |
| 348 | HOPPER-OTG | .01297 | .01543 | 539.2452 | 43593 | 75753 |
| 349 | HOPPER-OTS | .0006642 | .00079011 | 27.6188 | 2232 | 3879 |
| 350 | REFRIG-MECH | 0 | 0 | 0 | 0 | -1 |
| 351 | REFRIG-NON-MECH | .00030378 | .00036136 | 12.63157 | 1021 | 1774 |
| 352 | FLAT-TOFC/COFC | 0 | 0 | 0 | 0 | -74 |
| 353 | FLAT-MULTILEVEL | .00027299 | .00032474 | 11.35162 | 917.6774 | 1594 |
| 354 | FLAT-GENERAL | .00226232 | .00269117 | 94.07187 | 7604 | 13215 |
| 355 | FLAT-OTHER | .00038771 | .00046121 | 16.12194 | 1303 | 2264 |
| 356 | ALL OTHER FC | .00019124 | .00022749 | 7.95204 | 642.8511 | 1117 |
| 357 | CABOOSSES | .00004104 | .00004882 | 1.7066 | 137.9635 | 239.7431 |
| 358 | AUTO RACKS | .00195167 | .00232163 | 81.15434 | 6560 | 11400 |
| 359 | MISCELLANEOUS ACCESS | 0 | 0 | 0 | 0 | -27 |
| 360 | REFRIG TRAILERS | 0 | 0 | 0 | 0 | 0 |
| 361 | OTHER TRAILERS | 0 | 0 | 0 | 0 | 0 |
| 362 | REFRIG CONTAINERS | 0 | 0 | 0 | 0 | 0 |
| 363 | OTHER CONTAINERS | .00008307 | .00009881 | 3.45405 | 279.2293 | 485.2248 |
| 364 | BOGIES | 0 | 0 | 0 | 0 | 0 |
| 365 | CHASIS | 0 | 0 | 0 | 0 | -187 |
| 366 | OTHER HIGHWAY | .00001452 | .00001727 | .60366 | 48.80091 | 84.80276 |
| 367 | MARINE-LINE HAUL | .00002947 | .00003506 | 1.22549 | 99.06952 | 172.156 |
| 368 | LOCAL MARINE | 0 | 0 | 0 | 0 | 0 |
| 369 | COMPUTER & WP INVEST | .00230686 | .00274414 | 95.92371 | 7754 | 13475 |
| 370 | PASSENGER & OTHER (FREIGHT) | .00006855 | .00008154 | 2.85039 | 230.4284 | 400.422 |
| 371 | WORK & NON-REV EQUIP | .00123911 | .001474 | 51.52484 | 4165 | 7238 |
| 372 | TOTAL: SUM L301-371 -(313+314 +323+324+331+333+334+335) | 1.0 | XX | 41582 | XX | 5837532 |
| 373 | CALCULATION OF DEPRECIABLE INVEST BASE FOR DEF TAX ADJ TOTAL: SUM L301-371 -(301+313 +314+323+324+331+333+334+335 +337+339) | XX | 1.0 | XX | 2825863 | XX |

PROPERTY ACCOUNT ADJUSTMENTS
 ALLOCATIONS TO TYPES OF EQUIPMENT

| LINE CODE | IDENTIFICATION | SOURCE | INVESTMENT | ALLOC EXP | ALLOC EXP | ALLOC EXP | SOURCE | ALLOC % |
|-----------|---------------------------------|----------|----------------------------|----------------------------|----------------------------|----------------------------|----------|------------------|
| | | | OR ALLOC PERCENT (1) | SHOPS L401C1 *C1 (2) | SHOP D L405C1*C1 (3) | SHOP L L406C1*C1 (4) | | LOC,FC,OE (5) |
| 401 | SHOPS & ENGINE HOUSE INVESTMENT | L316C3 | 39092 | XX | XX | XX | XX | XX |
| 402 | LOCO SHOP MACH INVESTMENT | L328C3 | 0 | XX | XX | XX | XX | XX |
| 403 | FC SHOP MACH INVESMENT | L329C3 | 0 | XX | XX | XX | XX | XX |
| 404 | OE SHOP MACH INVESTMENT | L330C3 | 11197 | XX | XX | XX | XX | XX |
| 405 | SHOP & ENGINE HOUSE DEPR. | B2L920C2 | 1670 | XX | XX | XX | XX | XX |
| 406 | SHOP & ENGINE HOUSE LEASES | B2L830C2 | 53 | XX | XX | XX | XX | XX |
| 407 | FC SHOP MACH DEPR | B2L234C2 | 0 | XX | XX | XX | XX | XX |
| 408 | FC SHOP MACH LEASES | B2L538C2 | 0 | XX | XX | XX | XX | XX |
| 409 | OE SHOP MACH DEPR | B2L252C2 | 467 | XX | XX | XX | XX | XX |
| 410 | OE SHOP MACH LEASES | B2L560C2 | 0 | XX | XX | XX | XX | XX |
| 411 | ROAD LOCOMOTIVE | B3L305C2 | .47262 | 18476 | 789.2799 | 25.049 | B3L305C3 | .91333 |
| 412 | YARD LOCOMOTIVE | B3L306C2 | .04485 | 1753 | 74.899 | 2.37703 | B3L306C3 | .08667 |
| 413 | BOX 40 FT | B3L307C2 | 0 | 0 | 0 | 0 | B3L405C3 | 0 |
| 414 | BOX 50 FT | B3L308C2 | .00009302 | 3.63658 | .15535 | .00493029 | B3L406C3 | .00110589 |
| 415 | BOX EQUIPPED | B3L309C2 | .11655 | 4556 | 194.6446 | 6.17734 | B3L407C3 | .36793 |
| 416 | GONDOLA PLAIN | B3L310C2 | .00187225 | 73.19149 | 3.12666 | .09923 | B3L408C3 | .00967653 |
| 417 | GONDOLA EQ | B3L311C2 | .0321 | 1254 | 53.6094 | 1.70138 | B3L409C3 | .14349 |
| 418 | HOPPER COVERED | B3L312C2 | .07271 | 2842 | 121.4294 | 3.85375 | B3L410C3 | .16152 |
| 419 | HOPPER OTG | B3L313C2 | .02258 | 882.6249 | 37.70474 | 1.19662 | B3L411C3 | .17418 |
| 420 | HOPPER OTS | B3L314C2 | .04021 | 1571 | 67.14861 | 2.13106 | B3L412C3 | .0059718 |
| 421 | REFR MECH | B3L315C2 | 0 | 0 | 0 | 0 | B3L413C3 | 0 |
| 422 | REFR NM | B3L316C2 | .00004329 | 1.69243 | .0723 | .00229451 | B3L414C3 | .00165883 |
| 423 | FLAT TOFC/COFC | B3L317C2 | .00152675 | 59.68477 | 2.54967 | .08092 | B3L415C3 | -.0002765 |
| 424 | FLAT MULTI LEVEL | B3L318C2 | .00964436 | 377.0249 | 16.10608 | .51115 | B3L416C3 | .04147 |
| 425 | FLAT GENERAL | B3L319C2 | .00015741 | 6.15373 | .26288 | .00834291 | B3L417C3 | .03688 |
| 426 | FLAT OTHER | B3L320C2 | .05655 | 2210 | 94.43461 | 2.99703 | B3L418C3 | .00276472 |
| 427 | ALL OTHER CAR TYPE | B3L321C2 | .00998589 | 390.3764 | 16.67644 | .52925 | B3L419C3 | .00282002 |
| 428 | CABOOSES | B3L322C2 | 0 | 0 | 0 | 0 | B3L420C3 | .00038706 |
| 429 | AUTO RACKS | B3L323C2 | 0 | 0 | 0 | 0 | B3L421C3 | .05148 |
| 430 | MISCELLANEOUS ACCESS | B3L324C2 | 0 | 0 | 0 | 0 | B3L422C3 | -.0010506 |
| 431 | REEFER TRAILERS | B3L325C2 | 0 | 0 | 0 | 0 | B3L325C5 | 0 |
| 432 | OTHER TRAILERS | B3L326C2 | .00964328 | 376.9826 | 16.10427 | .51109 | B3L326C5 | .08138 |
| 433 | REEFER CONTAINERS | B3L327C2 | 0 | 0 | 0 | 0 | B3L327C5 | 0 |
| 434 | OTHER CONTAINERS | B3L328C2 | .0020496 | 80.12455 | 3.42283 | .10863 | B3L328C5 | .0173 |
| 435 | BOGIES/CHASIS | B3L337C2 | .00646896 | 252.8897 | 10.80316 | .34285 | B3L337C5 | .05459 |
| 436 | OTHER HIGHWAY | B3L331C2 | .00309328 | 120.9248 | 5.16577 | .16394 | B3L331C5 | .0261 |
| 437 | MARINE LINE HAUL | B3L332C2 | .02512 | 982.193 | 41.95817 | 1.33161 | B3L332C5 | .21202 |
| 438 | LOCAL MARINE | B3L333C2 | 0 | 0 | 0 | 0 | B3L333C5 | 0 |
| 439 | PASSENGER | B3L334C2 | .00253602 | 99.14027 | 4.23516 | .13441 | B3L334C5 | .0214 |
| 440 | COMPUTER & WP EQUIPMENT | B3L335C2 | 0 | 0 | 0 | 0 | B3L335C5 | 0 |
| 441 | WORK & NR | B3L336C2 | .06959 | 2720 | 116.2112 | 3.68814 | B3L336C5 | .58722 |

| LINE CODE | ALLOC EXP FC-SHOP M L403C1 *C5 (6) | ALLOC EXP FC-D L407C1*C5 (7) | ALLOC EXP FC-L L408C1*C5 (8) | ALLOC EXP LOC SHOP M L402C1 *C5 (9) | ALLOC EXP OE-D L409C1*C5 (10) | ALLOC EXP OE-L L410C1*C5 (11) | ALLOC EXP OE SHOP M 401DC1*C5 (12) | TOTAL ALLOC EXP SHOP & M C2+C6 +C9 +C12 (13) |
|-----------|---|---------------------------------------|---------------------------------------|--|--|--|---|---|
| 401 | XX | XX | XX | XX | XX | XX | XX | XX |
| 402 | XX | XX | XX | XX | XX | XX | XX | XX |
| 403 | XX | XX | XX | XX | XX | XX | XX | XX |
| 404 | XX | XX | XX | XX | XX | XX | XX | XX |
| 405 | XX | XX | XX | XX | XX | XX | XX | XX |
| 406 | XX | XX | XX | XX | XX | XX | XX | XX |
| 407 | XX | XX | XX | XX | XX | XX | XX | XX |
| 408 | XX | XX | XX | XX | XX | XX | XX | XX |
| 409 | XX | XX | XX | XX | XX | XX | XX | XX |
| 410 | XX | XX | XX | XX | XX | XX | XX | XX |
| 411 | XX | XX | XX | 0 | XX | XX | XX | 18476 |
| 412 | XX | XX | XX | 0 | XX | XX | XX | 1753 |
| 413 | 0 | 0 | 0 | XX | XX | XX | XX | 0 |
| 414 | 0 | 0 | 0 | XX | XX | XX | XX | 3.63658 |
| 415 | 0 | 0 | 0 | XX | XX | XX | XX | 4556 |
| 416 | 0 | 0 | 0 | XX | XX | XX | XX | 73.19149 |
| 417 | 0 | 0 | 0 | XX | XX | XX | XX | 1254 |
| 418 | 0 | 0 | 0 | XX | XX | XX | XX | 2842 |
| 419 | 0 | 0 | 0 | XX | XX | XX | XX | 882.6249 |
| 420 | 0 | 0 | 0 | XX | XX | XX | XX | 1571 |
| 421 | 0 | 0 | 0 | XX | XX | XX | XX | 0 |
| 422 | 0 | 0 | 0 | XX | XX | XX | XX | 1.69243 |
| 423 | 0 | 0 | 0 | XX | XX | XX | XX | 59.68477 |
| 424 | 0 | 0 | 0 | XX | XX | XX | XX | 377.0249 |
| 425 | 0 | 0 | 0 | XX | XX | XX | XX | 6.15373 |
| 426 | 0 | 0 | 0 | XX | XX | XX | XX | 2210 |
| 427 | 0 | 0 | 0 | XX | XX | XX | XX | 390.3764 |
| 428 | 0 | 0 | 0 | XX | XX | XX | XX | 0 |
| 429 | 0 | 0 | 0 | XX | XX | XX | XX | 0 |
| 430 | 0 | 0 | 0 | XX | XX | XX | XX | 0 |
| 431 | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 432 | XX | XX | XX | XX | 38.00239 | 0 | 911.1745 | 1288 |
| 433 | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 434 | XX | XX | XX | XX | 8.0771 | 0 | 193.6626 | 273.7872 |
| 435 | XX | XX | XX | XX | 25.49298 | 0 | 611.2393 | 864.129 |
| 436 | XX | XX | XX | XX | 12.19004 | 0 | 292.2778 | 413.2026 |
| 437 | XX | XX | XX | XX | 99.01167 | 0 | 2373 | 3356 |
| 438 | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 439 | XX | XX | XX | XX | 9.99401 | 0 | 239.624 | 338.7643 |
| 440 | XX | XX | XX | XX | 0 | 0 | 0 | 0 |
| 441 | XX | XX | XX | XX | 274.2319 | 0 | 6575 | 9295 |

PROPERTY ACCOUNT ADJUSTMENTS

OTHER PROPERTY ACCOUNT ALLOCATIONS

ALLOCATION OF W&S INVESTMENT (LINES 502 TO 527) AND DEPRECIATION AND LEASE RENTALS (LINES 528 TO 575)
BETWEEN RUNNING AND SWITCHING

| LINE | CODE | IDENTIFICATION | SOURCE | EXPENSE (1) | SOURCE | PERCENTAGE (2) | ALLOC A RUNNING C1*C2 (3) | ALLOC B SWITCHING C1-C3 (4) |
|------|--------|-------------------------|----------|----------------|----------|-------------------|------------------------------------|--------------------------------------|
| 501 | | LAND | L301C3 | 1464397 | B3L216C1 | .30546 | 447314 | 1017082 |
| 502 | | GRADING | L302C3 | 704411 | B3L209C4 | .87145 | 613858 | 90553 |
| 503 | | OTHER ROW | L303C3 | 47.18349 | B3L209C4 | .87145 | 41.11796 | 6.06553 |
| 504 | | TUNNELS | L304C3 | 71696 | B3L202C4 | .54796 | 39286 | 32409 |
| 505 | | BRIDGES | L305C3 | 886581 | B3L203C4 | .98467 | 872986 | 13595 |
| 506 | | ELEVATED | L306C3 | 0 | B3L203C4 | .98467 | 0 | 0 |
| 507 | | TIES | L307C3 | 537038 | B3L204C4 | 1.26458 | 679128 | -142090 |
| 508 | | RAILS & OTM | L308C3 | 1261376 | B3L205C4 | .95475 | 1204293 | 57083 |
| 509 | | BALLAST | L309C3 | 323067 | B3L206C4 | .94456 | 305155 | 17912 |
| 510 | | FENCES | L310C3 | 748.5597 | B3L209C4 | .87145 | 652.331 | 96.2287 |
| 511 | | ROADWAY BUILDINGS | L312C3 | 14642 | B3L209C4 | .87145 | 12760 | 1882 |
| 512 | | LOCO SERVICING | L315C3 | 18351 | B3L220C4 | .88761 | 16288 | 2062 |
| 513 | | WORK EQ PORTION | L441C13 | 9295 | B3L209C4 | .87145 | 8100 | 1194 |
| 514 | | BOGIES & CHASIS PORTION | L435C13 | 864.129 | B3L225C4 | 0 | 0 | 864.129 |
| 515 | | COAL & ORE | L319C3 | 71207 | B3L218C4 | .14853 | 10576 | 60631 |
| 516 | | SIGNALS | L322C3 | 136966 | B3L207C4 | .96183 | 131737 | 5228 |
| 517 | | POWER GROUP | L332C3 | 655.4679 | B3L219C4 | 0 | 0 | 655.4679 |
| 518 | | ROADWAY MACH | L326C3 | 27233 | B3L209C4 | .87145 | 23732 | 3500 |
| 519 | | PUB IMPROVEMENT | L327C3 | 54989 | B3L208C4 | .97862 | 53814 | 1175 |
| 520 | | LOCOMOTIVES - RUNNING | L340C3 | 194019 | 1.0 | 1 | 194019 | XX |
| 521 | | LOCOMOTIVES - SWITCHING | L341C3 | 5215 | 0.0 | 0 | XX | 5215 |
| 522 | | MARINE LINE HAUL | L367C3 | 172.156 | 1.0 | 1 | 172.156 | XX |
| 523 | | LOCAL MARINE | L368C3 | 0 | 0.0 | 0 | XX | 0 |
| 524 | | WORK EQUIP | L371C3 | 7238 | B3L209C4 | .87145 | 6307 | 930.4844 |
| 525 | 909302 | LAND LEASES | B2L816C2 | 0 | B3L216C1 | .30546 | 0 | 0 |
| 526 | 909103 | GRADING DEPR | B2L907C2 | 15724 | B3L209C4 | .87145 | 13702 | 2021 |
| 527 | 909303 | GRADING LEASES | B2L817C2 | 766 | B3L209C4 | .87145 | 667.5293 | 98.47071 |

| LINE | CODE | IDENTIFICATION | SOURCE | EXPENSE (1) | SOURCE | PERCENTAGE (2) | ALLOC A RUNNING C1*C2 (3) | ALLOC B SWITCHING C1-C3 (4) |
|------|---------|-------------------|----------|----------------|----------|-------------------|------------------------------------|--------------------------------------|
| 528 | 909104 | OTHER ROW DEPR | B2L908C2 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 529 | 909304 | OTHER ROW LEASES | B2L818C2 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 530 | 909205 | TUNNELS DEPR | B2L909C2 | 2707 | B3L202C4 | .54796 | 1483 | 1223 |
| 531 | 909305 | TUNNELS LEASES | B2L819C2 | 91 | B3L202C4 | .54796 | 49.86437 | 41.13563 |
| 532 | 909106 | BRIDGES DEPR | B2L910C2 | 21479 | B3L203C4 | .98467 | 21149 | 329.3633 |
| 533 | 909108 | TIES | B2L912C2 | 23796 | B3L204C4 | 1.26458 | 30091 | -6295 |
| 534 | 909109 | RAILS & OTM | B2L913C2 | 59398 | B3L205C4 | .95475 | 56709 | 2688 |
| 535 | 909111 | BALLAST | B2L914C2 | 18513 | B3L206C4 | .94456 | 17486 | 1026 |
| 536 | 909306 | BRIDGES LEASES | B2L820C2 | 957 | B3L203C4 | .98467 | 942.3252 | 14.67481 |
| 537 | 909107 | ELEV DEPR | B2L911C2 | 0 | B3L203C4 | .98467 | 0 | 0 |
| 538 | 909307 | ELEV LEASES | B2L821C2 | 0 | B3L203C4 | .98467 | 0 | 0 |
| 539 | 909308 | TIES LEASES | B2L822C2 | 557 | B3L204C4 | 1.26458 | 704.3717 | -147.3716 |
| 540 | 909309 | RAILS LEASES | B2L823C2 | 1471 | B3L205C4 | .95475 | 1404 | 66.56946 |
| 541 | 909311 | BALLAST LEASES | B2L824C2 | 406 | B3L206C4 | .94456 | 383.4899 | 22.5101 |
| 542 | 909113 | FENCES DEPR | B2L915C2 | 11 | B3L209C4 | .87145 | 9.58593 | 1.41407 |
| 543 | 909313 | FENCES LEASES | B2L825C2 | 1 | B3L209C4 | .87145 | .87145 | .12855 |
| 544 | 909117 | R'WAY DEPR | B2L917C2 | 544 | B3L209C4 | .87145 | 474.0678 | 69.93219 |
| 545 | 909317 | R'WAY LEASES | B2L827C2 | 16 | B3L209C4 | .87145 | 13.94317 | 2.05683 |
| 546 | 9091802 | FUEL DEPR | B2L934C2 | 1397 | B3L220C4 | .88761 | 1239 | 157.0116 |
| 547 | 9093802 | FUEL LEASES | B2L844C2 | 24 | B3L220C4 | .88761 | 21.30259 | 2.69741 |
| 548 | 909120 | WORK EQ DEPR | B5L441C3 | 116.2112 | B3L209C4 | .87145 | 101.2721 | 14.93916 |
| 549 | 909320 | WORK EQ LEASES | B5L441C4 | 3.68814 | B3L209C4 | .87145 | 3.21402 | .47412 |
| 550 | 909124 | COAL & ORE DEPR | B2L923C2 | 2764 | B3L218C4 | .14853 | 410.5272 | 2353 |
| 551 | 909324 | COAL & ORE LEASES | B2L833C2 | 80 | B3L218C4 | .14853 | 11.88212 | 68.11788 |
| 552 | 909127 | SIGNALS DEPR | B2L926C2 | 7674 | B3L207C4 | .96183 | 7381 | 292.9522 |
| 553 | 909327 | SIGNALS LEASES | B2L836C2 | 170 | B3L207C4 | .96183 | 163.5103 | 6.48969 |

| LINE | CODE | IDENTIFICATION | SOURCE | EXPENSE (1) | SOURCE | PERCENTAGE (2) | ALLOC A RUNNING C1*C2 (3) | ALLOC B SWITCHING C1-C3 (4) |
|------|---------|---------------------|-----------|----------------|----------|-------------------|------------------------------------|--------------------------------------|
| 554 | 909137 | R'WAY MACH DEPR | B2L930C2 | 1888 | B3L209C4 | .87145 | 1645 | 242.7059 |
| 555 | 909337 | R'WAY MACH LEASES | B2L840C2 | 42 | B3L209C4 | .87145 | 36.60082 | 5.39918 |
| 556 | 909139 | PUB IMPR DEPR | B2L931C2 | 1721 | B3L208C4 | .97862 | 1684 | 36.78833 |
| 557 | 909339 | PUB IMPR LEASES | B2L841C2 | 60 | B3L208C4 | .97862 | 58.71743 | 1.28257 |
| 558 | 9091803 | POWER GROUP DEPR | B2L935C2 | 18 | B3L219C4 | 0 | 0 | 18 |
| 559 | 9093803 | POWER GROUP LEASES | B2L845C2 | 18 | B3L219C4 | 0 | 0 | 18 |
| 560 | 809140 | WORK EQ DEPR | B2L253C2 | 1732 | B3L209C4 | .87145 | 1509 | 222.6517 |
| 561 | 809340 | WORK EQ LEASES | B2L561C2 | 155 | B3L209C4 | .87145 | 135.0745 | 19.92554 |
| 562 | 809137 | LOCO MACH DEPR | B2L209C2 | 0 | B3L402C2 | .94591 | 0 | 0 |
| 563 | 809337 | LOCO MACH LEASES | B2L512C2 | 0 | B3L402C2 | .94591 | 0 | 0 |
| 564 | 809139 | OE MACH WORK DEPR | B5L441C10 | 274.2319 | B3L209C4 | .87145 | 238.9788 | 35.25301 |
| 565 | 809339 | OE MACH WORK LEASES | B5L441C11 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 566 | 909120 | B/C PORTION DEPR | B5L435C3 | 10.80316 | B3L225C4 | 0 | 0 | 10.80316 |
| 567 | 909320 | B/C PORTION LR | B5L435C4 | .34285 | B3L225C4 | 0 | 0 | .34285 |
| 568 | 8091402 | B/C DEPR | B2L255C2 | 0 | B3L225C4 | 0 | 0 | 0 |
| 569 | 8093311 | B/C LR | B2L565C2 | 0 | B3L225C4 | 0 | 0 | 0 |
| 570 | 809139 | OE MACH B/C/OH DEPR | B5L435C10 | 25.49298 | B3L225C4 | 0 | 0 | 25.49298 |
| 571 | 809339 | OE MACH B/C/OH LR | B5L435C11 | 0 | B3L225C4 | 0 | 0 | 0 |

PROPERTY ACCOUNT ADJUSTMENTS
WAY AND STRUCTURES INVESTMENT

| LINE | CODE | IDENTIFICATION | SOURCE | BASE TIMES | | SOURCE | FREIGHT PORTION | FREIGHT EXPENSE C2*C3 | PASSENGER EXPENSE C2-C4 |
|------|---------|--------------------------------------|----------|---------------------------|---------------------------------------|----------|--------------------|-----------------------------|-------------------------------|
| | | | | INVESTMENT BASE (1) | COST OF CAPITAL C1*A4L203C2 (2) | | | | |
| 601 | 909802 | RUNNING PORTION - LAND | B5L501C3 | 447314 | 67768 | B3L634C3 | 1 | 67768 | 0 |
| 602 | 909802 | SW PORTION - LAND | B5L501C4 | 1017082 | 154088 | B3L634C3 | 1 | 154088 | 0 |
| 603 | 909803 | RUNNING PORTION - GRADING | B5L502C3 | 613858 | 92999 | B3L619C3 | 1 | 92999 | 0 |
| 604 | 909803 | SW PORTION - GRADING | B5L502C4 | 90553 | 13718 | B3L620C3 | 1 | 13718 | 0 |
| 605 | 909804 | RUNNING PORTION - OTHER RIGHT OF WAY | B5L503C3 | 41.11796 | 6.22937 | B3L619C3 | 1 | 6.22937 | 0 |
| 606 | 909804 | SW PORTION - OTHER RIGHT OF WAY | B5L503C4 | 6.06553 | .91893 | B3L620C3 | 1 | .91893 | 0 |
| 607 | 909805 | RUNNING PORTION - TUNNELS | B5L504C3 | 39286 | 5951 | B3L603C3 | 0 | 0 | 5951 |
| 608 | 909805 | SW PORTION - TUNNELS | B5L504C4 | 32409 | 4910 | B3L604C3 | 0 | 0 | 4910 |
| 609 | 909806 | RUNNING PORTION - BRIDGES | B5L505C3 | 872986 | 132257 | B3L605C3 | 1 | 132257 | 0 |
| 610 | 909806 | SW PORTION - BRIDGES | B5L505C4 | 13595 | 2059 | B3L606C3 | 1 | 2059 | 0 |
| 611 | 909807 | RUNNING PORTION - ELEVATED STR. | B5L506C3 | 0 | 0 | B3L605C3 | 1 | 0 | 0 |
| 612 | 909807 | SW PORTION - ELEVATED STR. | B5L506C4 | 0 | 0 | B3L606C3 | 1 | 0 | 0 |
| 613 | 909808 | RUNNING PORTION - TIES | B5L507C3 | 679128 | 102888 | B3L607C3 | 1 | 102888 | 0 |
| 614 | 909808 | SW PORTION - TIES | B5L507C4 | -142090 | -21526 | B3L608C3 | 1 | -21526 | 0 |
| 615 | 909809 | RUNNING PORTION - RAILS & OTM | B5L508C3 | 1204293 | 182450 | B3L609C3 | 1 | 182450 | 0 |
| 616 | 909809 | SW PORTION - RAILS & OTM | B5L508C4 | 57083 | 8648 | B3L610C3 | 1 | 8648 | 0 |
| 617 | 909811 | RUNNING PORTION - BALLAST | B5L509C3 | 305155 | 46231 | B3L611C3 | 1 | 46231 | 0 |
| 618 | 909811 | SW PORTION - BALLAST | B5L509C4 | 17912 | 2713 | B3L612C3 | 1 | 2713 | 0 |
| 619 | 909813 | RUNNING PORTION - FENCES | B5L510C3 | 652.331 | 98.82815 | B3L619C3 | 1 | 98.82815 | 0 |
| 620 | 909813 | SW PORTION - FENCES | B5L510C4 | 96.2287 | 14.57865 | B3L620C3 | 1 | 14.57865 | 0 |
| 621 | 909816 | STATIONS & OFFICES | B5L311C3 | 55432 | 8398 | B3L623C3 | 1 | 8398 | 0 |
| 622 | 909817 | RUNNING PORTION - ROADWAY BUILDINGS | B5L511C3 | 12760 | 1933 | B3L619C3 | 1 | 1933 | 0 |
| 623 | 909817 | SW PORTION - ROADWAY BUILDINGS | B5L511C4 | 1882 | 285.1777 | B3L620C3 | 1 | 285.1777 | 0 |
| 624 | 9098802 | WATER & FUEL ROAD PORTION | B5L512C3 | 16288 | 2467 | B3L625C3 | 1 | 2467 | 0 |
| 625 | 9098802 | WATER & FUEL YARD PORTION | B5L512C4 | 2062 | 312.4728 | B3L625C3 | 1 | 312.4728 | 0 |

| LINE | CODE | IDENTIFICATION | SOURCE | BASE TIMES | | SOURCE | FREIGHT PORTION | FREIGHT EXPENSE C2*C3 | PASSENGER EXPENSE C2-C4 |
|------|--------|--------------------------|------------|---------------------------|---------------------------------------|----------|--------------------|-----------------------------|-------------------------------|
| | | | | INVESTMENT BASE (1) | COST OF CAPITAL C1*A4L203C2 (2) | | | | |
| 626 | 909820 | ROAD LOCO PORTION | B5L411C13 | 18476 | 2799 | B3L625C3 | 1 | 2799 | 0 |
| 627 | 909820 | YARD LOCO PORTION | B5L412C13 | 1753 | 265.625 | B3L625C3 | 1 | 265.625 | 0 |
| 628 | 909820 | BOX 40' PORTION | B5L413C13 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 629 | 909820 | BOX 50' PORTION | B5L414C13 | 3.63658 | .55094 | 1.0 | 1 | .55094 | 0 |
| 630 | 909820 | BOX EQ PORTION | B5L415C13 | 4556 | 690.2957 | 1.0 | 1 | 690.2957 | 0 |
| 631 | 909820 | GON PLAIN PORTION | B5L416C13 | 73.19149 | 11.08851 | 1.0 | 1 | 11.08851 | 0 |
| 632 | 909820 | GON EQ PORTION | B5L417C13 | 1254 | 190.1226 | 1.0 | 1 | 190.1226 | 0 |
| 633 | 909820 | HOP COV PORTION | B5L418C13 | 2842 | 430.6423 | 1.0 | 1 | 430.6423 | 0 |
| 634 | 909820 | HOP OTG PORTION | B5L419C13 | 882.6249 | 133.7177 | 1.0 | 1 | 133.7177 | 0 |
| 635 | 909820 | HOP OTS PORTION | B5L420C13 | 1571 | 238.1387 | 1.0 | 1 | 238.1387 | 0 |
| 636 | 909820 | REFRIG MECH PORTION | B5L421C13 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 637 | 909820 | REFRIG NON-MECH PORTION | B5L422C13 | 1.69243 | .2564 | 1.0 | 1 | .2564 | 0 |
| 638 | 909820 | FLAT TOFC PORTION | B5L423C13 | 59.68477 | 9.04224 | 1.0 | 1 | 9.04224 | 0 |
| 639 | 909820 | FLAT MULTI PORTION | B5L424C13 | 377.0249 | 57.11928 | 1.0 | 1 | 57.11928 | 0 |
| 640 | 909820 | FLAT GEN PORTION | B5L425C13 | 6.15373 | .93229 | 1.0 | 1 | .93229 | 0 |
| 641 | 909820 | FLAT OTHER PORTION | B5L426C13 | 2210 | 334.9068 | 1.0 | 1 | 334.9068 | 0 |
| 642 | 909820 | ALL OTHER FC PORTION | B5L427C13 | 390.3764 | 59.14202 | 1.0 | 1 | 59.14202 | 0 |
| 643 | 909820 | CABOOSE PORTION | B5L428C13 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 644 | 909820 | AUTO RACKS | B5L429C13 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 645 | 909820 | MISC. ACCESS | B5L430C13 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 646 | 909820 | REFR. TRAILERS | B5L431C13 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 647 | 909820 | OTHER TR/CONT. PORTION | B5L432C13 | 1288 | 195.1558 | 1.0 | 1 | 195.1558 | 0 |
| 648 | 909820 | REFER. CONTAINER PORTION | B5L433C13 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 649 | 909820 | OTHER CONTAINER PORTION | B5L434C13 | 273.7872 | 41.47876 | 1.0 | 1 | 41.47876 | 0 |
| 650 | 909820 | B/C RTCU PORTION | B5L514C3 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 651 | 909820 | B/C TCU PORTION | B5L514C4 | 864.129 | 130.9155 | 1.0 | 1 | 130.9155 | 0 |
| 652 | 909820 | OTHER HIGHWAYS | B5L436C13 | 413.2026 | 62.60019 | 1.0 | 1 | 62.60019 | 0 |
| 653 | 909820 | MARINE LINE HAUL | B5L437C13 | 3356 | 508.4602 | 1.0 | 1 | 508.4602 | 0 |
| 654 | 909820 | LOCAL MARINE | B5L438C13 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 655 | 909820 | PASSENGER FREIGHT | B5L439C13 | 338.7643 | 51.32279 | B3L631C3 | 1 | 51.32279 | 0 |
| 656 | 909820 | COMPUTER & WP EQUIPMENT | B5L440C13 | 0 | 0 | B3L632C3 | 0 | 0 | 0 |
| 657 | 909820 | WORK EQUIP NR RUN | B5L513C3 | 8100 | 1227 | B3L633C3 | 1 | 1227 | 0 |
| 658 | 909820 | WORK EQUIP NR SW | B5L513C4 | 1194 | 181.0367 | B3L633C3 | 1 | 181.0367 | 0 |
| 659 | 909820 | REFER TRAILER/CONTAINER | B5L431C13 | | | | | | |
| | | | +B5L433C13 | XX | XX | 1.0 | 1 | XX | XX |
| 660 | 909820 | OTHER TRAILER/CONTAINER | B5L432C13 | | | | | | |
| | | | +B5L434C13 | XX | XX | 1.0 | 1 | XX | XX |

| LINE | CODE | IDENTIFICATION | SOURCE | BASE TIMES | | SOURCE | FREIGHT | | PASSENGER |
|------|---------|--------------------------------------|----------|------------|-----------------|----------|---------|----------|-----------|
| | | | | INVESTMENT | COST OF CAPITAL | | FREIGHT | EXPENSE | |
| | | | | BASE | C1*A4L204C2 | | PORTION | C2*C3 | C2-C4 |
| | | | | (1) | (2) | | (3) | (4) | (5) |
| 661 | 909822 | STORAGE WAREHOUSES | B5L317C3 | 2561 | 388.0367 | 1.0 | 1 | 388.0367 | 0 |
| 662 | 909823 | WHARVES & DOCKS | B5L318C3 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 663 | 909824 | COAL PORTION | B5L515C3 | 10576 | 1602 | 1.0 | 1 | 1602 | 0 |
| 664 | 909824 | ORE PORTION | B5L515C4 | 60631 | 9185 | 1.0 | 1 | 9185 | 0 |
| 665 | 909825 | TOFC/COFC | B5L320C3 | 33342 | 5051 | 1.0 | 1 | 5051 | 0 |
| 666 | 909826 | COMMUNICATIONS | B5L321C3 | 29248 | 4431 | B3L621C3 | 1 | 4431 | 0 |
| 667 | 909827 | RUNNING PORTION | B5L516C3 | 131737 | 19958 | B3L615C3 | 1 | 19958 | 0 |
| 668 | 909829 | SW PORTION | B5L516C4 | 5228 | 792.1414 | B3L616C3 | 1 | 792.1414 | 0 |
| 669 | 9098803 | POWER ROAD | B5L517C3 | 0 | 0 | B3L622C3 | 1 | 0 | 0 |
| 670 | 9098803 | POWER YARD | B5L517C4 | 655.4679 | 99.3034 | B3L622C3 | 1 | 99.3034 | 0 |
| 671 | 909835 | MISCELLANEOUS | B5L325C3 | 4657 | 705.5564 | B3L626C3 | 1 | 705.5564 | 0 |
| 672 | 909837 | RUNNING PORTION | B5L518C3 | 23732 | 3595 | B3L627C3 | 1 | 3595 | 0 |
| 673 | 909837 | SW PORTION | B5L518C4 | 3500 | 530.3947 | B3L627C3 | 1 | 530.3947 | 0 |
| 674 | 909839 | RUNNING PORTION | B5L519C3 | 53814 | 8152 | B3L619C3 | 1 | 8152 | 0 |
| 675 | 909839 | SW PORTION | B5L519C4 | 1175 | 178.0835 | B3L620C3 | 1 | 178.0835 | 0 |
| 676 | | OTHER ROAD | B5L336C3 | 0 | 0 | B3L629C3 | 1 | 0 | 0 |
| 677 | 909876 | INTEREST | B5L337C3 | 2122 | 321.5725 | B3L634C3 | 1 | 321.5725 | 0 |
| 678 | 909890 | CONSTRUCTION | B5L339C3 | 0 | 0 | B3L634C3 | 1 | 0 | 0 |
| 679 | | TOTAL WAY & STRUCTURES: SUM L601-678 | XX | 5751066 | 871286 | XX | XX | 860424 | 10862 |
| 680 | | S&T WAY & STRUCTURES ROI | B1L124C1 | 0 | 0 | 1.0 | 1 | 0 | 0 |

PROPERTY ACCOUNT ADJUSTMENTS
EQUIPMENT INVESTMENT

| LINE | CODE | IDENTIFICATION | SOURCE | BASE TIMES | | SOURCE | FREIGHT PORTION | FREIGHT EXPENSE C2*C3 | PASSENGER EXPENSE C2-C4 |
|------|---------|---------------------------------|----------|---------------------------|---------------------------------------|----------|--------------------|-----------------------------|-------------------------------|
| | | | | INVESTMENT BASE (1) | COST OF CAPITAL C1*A4L204C2 (2) | | | | |
| 701 | 809805 | ROAD LOCOMOTIVE | B5L520C3 | 194019 | 29393 | B3L601C3 | 1 | 29393 | 0 |
| 702 | 8098051 | YARD LOCOMOTIVE | B5L521C4 | 5215 | 790.1768 | B3L602C3 | 1 | 790.1768 | 0 |
| 703 | 809806 | BOX-PLAIN 40 FOOT | B5L342C3 | -3612 | -547.218 | 1.0 | 1 | -547.218 | 0 |
| 704 | 809807 | BOX-PLAIN 50 FOOT AND LONGER | B5L343C3 | 1044 | 158.2286 | 1.0 | 1 | 158.2286 | 0 |
| 705 | 809808 | BOX-EQUIPPED | B5L344C3 | 149115 | 22590 | 1.0 | 1 | 22590 | 0 |
| 706 | 809809 | GONDOLA-PLAIN | B5L345C3 | 4812 | 729.1265 | 1.0 | 1 | 729.1265 | 0 |
| 707 | 809810 | GONDOLA-EQUIPPED | B5L346C3 | 54577 | 8268 | 1.0 | 1 | 8268 | 0 |
| 708 | 809811 | HOPPER-COVERED | B5L347C3 | 84155 | 12749 | 1.0 | 1 | 12749 | 0 |
| 709 | 809812 | HOPPER-OPEN TOP GENARAL SERVICE | B5L348C3 | 75753 | 11476 | 1.0 | 1 | 11476 | 0 |
| 710 | 809813 | HOPPER-OPEN TOP SPECIAL SERVICE | B5L349C3 | 3879 | 587.8027 | 1.0 | 1 | 587.8027 | 0 |
| 711 | 809814 | REFRIGERATOR-MACHANICAL | B5L350C3 | -1 | -.1515 | 1.0 | 1 | -.1515 | 0 |
| 712 | 809815 | REFRIGERATOR-NONMECHANICAL | B5L351C3 | 1774 | 268.834 | 1.0 | 1 | 268.834 | 0 |
| 713 | 809816 | FLAT TOFC/COFC | B5L352C3 | -74 | -11.211 | 1.0 | 1 | -11.211 | 0 |
| 714 | 809817 | FLAT MULTI-LEVEL | B5L353C3 | 1594 | 241.5932 | 1.0 | 1 | 241.5932 | 0 |
| 715 | 809818 | FLAT-GENERAL SERVICE | B5L354C3 | 13215 | 2002 | 1.0 | 1 | 2002 | 0 |
| 716 | 809819 | FLAT-OTHER | B5L355C3 | 2264 | 343.1183 | 1.0 | 1 | 343.1183 | 0 |
| 717 | 809820 | ALL OTHER FREIGHT CARS | B5L356C3 | 1117 | 169.2408 | 1.0 | 1 | 169.2408 | 0 |
| 718 | 809822 | CABOOSE | B5L357C3 | 239.7431 | 36.32108 | 1.0 | 1 | 36.32108 | 0 |
| 719 | 809821 | AUTO RACKS | B5L358C3 | 11400 | 1727 | 1.0 | 1 | 1727 | 0 |
| 720 | 809823 | MISCELLANEOUS ACCESSORIES | B5L359C3 | -27 | -4.0905 | 1.0 | 1 | -4.0905 | 0 |
| 721 | 809826 | REFRIGERATED TRAILERS | B5L360C3 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 722 | 809827 | OTHER TRAILERS | B5L361C3 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 723 | 809828 | REFRIGERATED CONTAINERS | B5L362C3 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 724 | 809829 | OTHER CONTAINERS | B5L363C3 | 485.2248 | 73.51155 | 1.0 | 1 | 73.51155 | 0 |
| 725 | 809830 | BOGIES/CHASSES RTCU PORTION | * | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 726 | 809830 | BOGIES/CAHSSES OTCU PORTION | * | -187 | -28.3305 | 1.0 | 1 | -28.3305 | 0 |
| 727 | 809832 | OTHER HIGHWAY EQUIPMENT | B5L366C3 | 84.80276 | 12.84762 | 1.0 | 1 | 12.84762 | 0 |
| 728 | 809833 | MARINE LINE-HAUL | B5L522C3 | 172.156 | 26.08163 | 1.0 | 1 | 26.08163 | 0 |
| 729 | 809834 | LOCAL MARINE | B5L523C4 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 730 | | PASSENGER AND OTHER REV EQUIP | B5L370C3 | 400.422 | 60.66394 | B3L631C3 | 1 | 60.66394 | 0 |
| 731 | 809835 | COMPUTER AND WP EQUIPMENT | B5L369C3 | 13475 | 2041 | B3L632C3 | 0 | 0 | 2041 |
| 732 | 909857 | WORK RUNNING PORTION | B5L524C3 | 6307 | 955.6193 | B3L633C3 | 1 | 955.6193 | 0 |
| 733 | 909857 | WORK SWITCHING PORTION | B5L524C4 | 930.4844 | 140.9684 | B3L633C3 | 1 | 140.9684 | 0 |
| 734 | | TOTAL EQUIPMENT:(SUM L701-733) | XX | XX | XX | XX | XX | 92211 | 2041 |
| 735 | | S&T EQUIPMENT | B1L125C1 | 0 | 0 | 1.0 | 1 | 0 | 0 |

Bogie/Chasses Investment has been apportioned between Refrigerated and Other (Lines 725 and 726)
base on the Ratio of RTCU and OTCU (Lines 723 and 724)

WORKTABLE B6 PART 1

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ENGINE SWITCHING MINUTES

INPUT DATA BY CAR TYPES AND CLASS OF SWITCHING, AVERAGE CAR MILES BETWEEN INTERCHANGING
ONE, TWO, THREE, FOUR, AND FIVE-YEAR PERIODS

| LINE | IDENTIFICATION | SOURCE OF C1 | AMOUNT (1) |
|------|---|-----------------------|---------------|
| 101 | WAY SWITCHING HOURS (CURRENT YEAR) | A1L130C1 | 286.801 |
| 102 | WAY SWITCHING HOURS (2 YEAR) | A1L130C6 | 290.558 |
| 103 | WAY SWITCHING HOURS (3 YEAR) | A1L130C7 | 295.9267 |
| 104 | WAY SWITCHING HOURS (4 YEAR) | A1L130C8 | 301.1633 |
| 105 | WAY SWITCHING HOURS (5 YEAR) | A1L130C9 | 301.987 |
| 106 | YARD SWITCHING HOURS (CURRENT YEAR) | A1L132C1 | 445.001 |
| 107 | YARD SWITCHING HOURS (2 YEAR) | A1L132C6 | 533.036 |
| 108 | YARD SWITCHING HOURS (3 YEAR) | A1L132C7 | 584.591 |
| 109 | YARD SWITCHING HOURS (4 YEAR) | A1L132C8 | 630.8058 |
| 110 | YARD SWITCHING HOURS (5 YEAR) | A1L132C9 | 673.063 |
| 111 | TOTAL S&T COMPANY S.W. HOURS FOR L.H. CARRIERS | B1L102C1 | 0 |
| 112 | TOTAL S&T COMPANY S.W. HOURS FOR L.H. CARRIERS (2 YR) | B1L103C1 | 0 |
| 113 | TOTAL S&T COMPANY S.W. HOURS FOR L.H. CARRIERS (3 YR) | B1L104C1 | 0 |
| 114 | TOTAL S&T COMPANY S.W. HOURS FOR L.H. CARRIERS (4 YR) | B1L105C1 | 0 |
| 115 | TOTAL S&T COMPANY S.W. HOURS FOR L.H. CARRIERS (5 YR) | B1L106C1 | 0 |
| 116 | TOTAL SWITCHING MINUTES (CURRENT YEAR) | (L101+L106+L111)*60.0 | 43908 |
| 117 | TOTAL SWITCHING MINUTES (2 YEAR) | (L102+L107+L112)*60.0 | 49415 |
| 118 | TOTAL SWITCHING MINUTES (3 YEAR) | (L103+L108+L113)*60.0 | 52831 |
| 119 | TOTAL SWITCHING MINUTES (4 YEAR) | (L104+L109+L114)*60.0 | 55918 |
| 120 | TOTAL SWITCHING MINUTES (5 YEAR) | (L105+L110+L115)*60.0 | 58503 |

CURRENT YEAR O&T INDUSTRY SWITCHING

| CAR TYPE | | SOURCE OF | LOADED | SOURCE OF | EMPTY/LOADED | TOTAL LOADED | DISTRIBUTION |
|----------|------------------------------------|-----------|--------------------|-----------|----------------------------------|------------------------------|---------------------------|
| LINE | IDENTIFICATION | C1 | CARS O&T (1) | C2 | SPOTTED & PULLED RATIO (2) | & EMPTY CARS C1*C2 (3) | OF C3 C3/L216C3 (4) |
| 201 | BOX CAR 40 FOOT | A1L341C3 | 0 | A1L501C5 | 1.8 | 0 | 0 |
| 202 | BOX CAR 50 FOOT | A1L344C3 | 2.808 | A1L502C5 | 1.8 | 5.0544 | .00096804 |
| 203 | BOX CAR EQUIPPED | A1L345C3 | 134.556 | A1L503C5 | 2 | 269.112 | .05154 |
| 204 | GONDOLA PLAIN | A1L348C3 | 212.975 | A1L504C5 | 2 | 425.95 | .08158 |
| 205 | GONDOLA EQUIPPED | A1L349C3 | 36.676 | A1L505C5 | 2 | 73.35201 | .01405 |
| 206 | COVERED Hopper | A1L352C3 | 430.422 | A1L506C5 | 2 | 860.844 | .16487 |
| 207 | HOPPER OT | A1L353C3 | 212.552 | A1L507C5 | 2 | 425.104 | .08142 |
| 208 | HOPPER S/S | A1L354C3 | 873.517 | A1L508C5 | 2 | 1747 | .3346 |
| 209 | REFR MECHANICAL | A1L356C3 | 1.956 | A1L509C5 | 2 | 3.912 | .00074924 |
| 210 | REFR NON MECHANICAL | A1L355C3 | .289 | A1L510C5 | 2 | .578 | .0001107 |
| 211 | FLAT TOFC/COFC | A1L357C3 | 217.301 | A1L511C5 | 1 | 217.301 | .04162 |
| 212 | FLAT MULTILEVEL | A1L358C3 | 123.351 | A1L512C5 | 2 | 246.702 | .04725 |
| 213 | FLAT GENERAL | A1L359C3 | .076 | A1L513C5 | 2 | .152 | .00002911 |
| 214 | FLAT OTHER | A1L360C3 | 65.40801 | A1L514C5 | 2 | 130.816 | .02505 |
| 215 | ALL OTHER CAR TYPES INCLUDING TANK | A1L363C3 | 407.687 | A1L515C5 | 2 | 815.374 | .15616 |
| 216 | TOTAL ALL CARS: SUM L201 -215 | XX | 2719 | XX | XX | 5221 | 1 |
| 217 | DISTRIBUTION: L216 /L216C28 | XX | XX | XX | XX | .6265 | XX |
| 218 | SEM DISTRIBUTION: L116C1*L217 | XX | XX | XX | XX | 27508 | XX |

WORKTABLE B6 PART 2A (CONTINUED)

CURRENT YEAR INTERCHANGE

[illegible]

CURRENT YEAR INTRATERMINAL SWITCHING

| LINE | SOURCE OF C12 | RATIO INTRATERMINAL TO O&T (12) | LOADED & EMPTY CARS INTRATERM C3*C12 (13) | SOURCE OF C14 | INTRATERMINAL EQUATED SW FACTOR (14) | EQUATED LOADED/ EMPTY CARS GIVEN INTRATERMINAL SW C13*C14 (15) | DISTRIBUTION OF C15 C15/L216C15 (16) |
|------|------------------|--|---|------------------|---|--|---|
| 201 | ALL501C11 | .03266 | 0 | ALL501C8 | 1.5 | 0 | 0 |
| 202 | ALL502C11 | .03266 | .16507 | ALL502C8 | 1.5 | .24761 | .00096804 |
| 203 | ALL503C11 | .03266 | 8.78893 | ALL503C8 | 1.5 | 13.18339 | .05154 |
| 204 | ALL504C11 | .03266 | 13.9111 | ALL504C8 | 1.5 | 20.86665 | .08158 |
| 205 | ALL505C11 | .03266 | 2.3956 | ALL505C8 | 1.5 | 3.5934 | .01405 |
| 206 | ALL506C11 | .03266 | 28.11431 | ALL506C8 | 1.5 | 42.17146 | .16487 |
| 207 | ALL507C11 | .03266 | 13.88347 | ALL507C8 | 1.5 | 20.82521 | .08142 |
| 208 | ALL508C11 | .03266 | 57.05639 | ALL508C8 | 1.5 | 85.58458 | .3346 |
| 209 | ALL509C11 | .03266 | .12776 | ALL509C8 | 1.5 | .19164 | .00074924 |
| 210 | ALL510C11 | .03266 | .01888 | ALL510C8 | 1.5 | .02832 | .0001107 |
| 211 | ALL511C11 | .03266 | 7.09683 | ALL511C8 | 1.5 | 10.64525 | .04162 |
| 212 | ALL512C11 | .03266 | 8.05704 | ALL512C8 | 1.5 | 12.08556 | .04725 |
| 213 | ALL513C11 | .03266 | .00496417 | ALL513C8 | 1.5 | .00744625 | .00002911 |
| 214 | ALL514C11 | .03266 | 4.27232 | ALL514C8 | 1.5 | 6.40848 | .02505 |
| 215 | ALL515C11 | .03266 | 26.6293 | ALL515C8 | 1.5 | 39.94395 | .15616 |
| 216 | XX | XX | 170.522 | XX | XX | 255.783 | 1 |
| 217 | XX | XX | XX | XX | XX | .03069 | XX |
| 218 | XX | XX | XX | XX | XX | 1347 | XX |

WORKTABLE B6 PART 2A (CONTINUED)

CURRENT YEAR INTERTERMINAL SWITCHING

| LINE | SOURCE OF C17 | RATIO INTERTERMINAL TO O&T (17) | LOADED & EMPTY CARS INTERTERM C3*C17 (18) | SOURCE OF C19 | INTERTERMINAL EQUATED SW FACTOR (19) | EQUATED LOADED/ EMPTY CARS GIVEN INTERTERMINAL SW C18*C19 (20) | DISTRIBUTION OF C15 C20/L216C20 (21) |
|------|------------------|--|---|------------------|---|--|---|
| 201 | ALL521C14 | .0467 | 0 | ALL501C9 | 1.2 | 0 | 0 |
| 202 | ALL522C14 | .0467 | .23606 | ALL502C9 | 1.2 | .28327 | .00096804 |
| 203 | ALL523C14 | .0467 | 12.56861 | ALL503C9 | 1.2 | 15.08233 | .05154 |
| 204 | ALL524C14 | .0467 | 19.89357 | ALL504C9 | 1.2 | 23.87229 | .08158 |
| 205 | ALL525C14 | .0467 | 3.42583 | ALL505C9 | 1.2 | 4.111 | .01405 |
| 206 | ALL526C14 | .0467 | 40.20486 | ALL506C9 | 1.2 | 48.24584 | .16487 |
| 207 | ALL527C14 | .0467 | 19.85406 | ALL507C9 | 1.2 | 23.82487 | .08142 |
| 208 | ALL528C14 | .0467 | 81.59348 | ALL508C9 | 1.2 | 97.91218 | .3346 |
| 209 | ALL529C14 | .0467 | .18271 | ALL509C9 | 1.2 | .21925 | .00074924 |
| 210 | ALL530C14 | .0467 | .02699 | ALL510C9 | 1.2 | .03239 | .0001107 |
| 211 | ALL531C14 | .0467 | 10.14883 | ALL511C9 | 1.2 | 12.17859 | .04162 |
| 212 | ALL532C14 | .0467 | 11.52197 | ALL512C9 | 1.2 | 13.82637 | .04725 |
| 213 | ALL533C14 | .0467 | .00709901 | ALL513C9 | 1.2 | .00851881 | .00002911 |
| 214 | ALL534C14 | .0467 | 6.10963 | ALL514C9 | 1.2 | 7.33156 | .02505 |
| 215 | ALL535C14 | .0467 | 38.08123 | ALL515C9 | 1.2 | 45.69748 | .15616 |
| 216 | XX | XX | 243.8549 | XX | XX | 292.6259 | 1 |
| 217 | XX | XX | XX | XX | XX | .03511 | XX |
| 218 | XX | XX | XX | XX | XX | 1541 | XX |

[illegible]

CURRENT YEAR DISTRIBUTION OF SWITCH ENGINE MINUTES BY CAR TYPE

| O & T | | INTERCHANGE | | INTRATERMINAL | | INTERTERMINAL | | I & I | | TOTAL SEM | SEM PER | INTER- | INTRA- | INTER- | I & I | |
|-------|----------|-------------|----------|---------------|----------|---------------|----------|-------|----------|-----------|----------|---------|---------|---------|---------|---------|
| LINE | L218C3 | *C4 | L218C10 | *C11 | L218C15 | *C16 | L218C20 | *C21 | L218C26 | *C27 | +C32+C33 | C29/C3 | C30/C8 | C31/C13 | C32/C18 | C33/C24 |
| | (29) | | (30) | | (31) | | (32) | | (33) | | (34) | (35) | (36) | (37) | (38) | (39) |
| 201 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 202 | 26.62919 | | 40.04405 | | 1.30452 | | 1.49243 | | 28.3512 | | 97.82139 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 203 | 1417 | | 1047 | | 69.45693 | | 79.46149 | | 825.7741 | | 3439 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 204 | 2244 | | 857.3957 | | 109.9363 | | 125.7715 | | 360.4588 | | 3697 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 205 | 386.4563 | | 163.8628 | | 18.93191 | | 21.65886 | | 186.9994 | | 777.9093 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 206 | 4535 | | 1301 | | 222.181 | | 254.1839 | | 1892 | | 8205 | 5.26852 | 2.89768 | 7.90278 | 6.32222 | 1.31713 |
| 207 | 2239 | | 348.1349 | | 109.718 | | 125.5217 | | 256.7546 | | 3079 | 5.26852 | 2.89768 | 7.90278 | 6.32222 | 1.31713 |
| 208 | 9204 | | 503.6338 | | 450.9038 | | 515.8519 | | 569.0854 | | 11243 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 209 | 20.61044 | | 9.53605 | | 1.00967 | | 1.15511 | | 5.01826 | | 37.32953 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 210 | 3.0452 | | 3.27658 | | .14918 | | .17067 | | 3.8065 | | 10.44813 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 211 | 1144 | | 317.9967 | | 56.08468 | | 64.1631 | | 209.1996 | | 1792 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 212 | 1299 | | 112.5332 | | 63.67298 | | 72.84443 | | 268.3848 | | 1817 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 213 | .80081 | | .38928 | | .03923 | | .04488 | | .66515 | | 1.93936 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 214 | 689.2063 | | 481.0448 | | 33.76318 | | 38.62643 | | 465.7171 | | 1708 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 215 | 4295 | | 1448 | | 210.4454 | | 240.7579 | | 1802 | | 7998 | 5.26852 | 2.89768 | 7.90277 | 6.32222 | 1.31713 |
| 216 | 27508 | | 6635 | | 1347 | | 1541 | | 6875 | | XX | XX | XX | XX | XX | XX |
| 217 | XX | | XX | | XX | | XX | | XX | | XX | XX | XX | XX | XX | XX |
| 218 | XX | | XX | | XX | | XX | | XX | | XX | XX | XX | XX | XX | XX |

MOST CURRENT TWO YEARS - O & T INDUSTRY SWITCHING

| LINE | CAR TYPE IDENTIFICATION | SOURCE OF C1 | LOADED CARS O&T (1) | SOURCE OF C2 | EMPTY/LOADED SPOTTED & PULLED RATIO (2) | TOTAL LOADED & EMPTY CARS C1*C2 (3) | DISTRIBUTION OF C3 C3/L236C3 (4) |
|------|------------------------------------|-----------------|------------------------------|-----------------|--|--|---|
| 221 | BOX CAR 40 FOOT | AlL341C16 | 0 | AlL501C5 | 1.8 | 0 | 0 |
| 222 | BOX CAR 50 FOOT | AlL344C16 | 4.214 | AlL502C5 | 1.8 | 7.5852 | .0014056 |
| 223 | BOX CAR EQUIPPED | AlL345C16 | 157.156 | AlL503C5 | 2 | 314.311 | .05824 |
| 224 | GONDOLA PLAIN | AlL348C16 | 199.035 | AlL504C5 | 2 | 398.069 | .07377 |
| 225 | GONDOLA EQUIPPED | AlL349C16 | 46.70301 | AlL505C5 | 2 | 93.40601 | .01731 |
| 226 | COVERED HOPPER | AlL352C16 | 470.528 | AlL506C5 | 2 | 941.055 | .17438 |
| 227 | HOPPER OT | AlL353C16 | 232.237 | AlL507C5 | 2 | 464.474 | .08607 |
| 228 | HOPPER S/S | AlL354C16 | 836.557 | AlL508C5 | 2 | 1673 | .31004 |
| 229 | REFR MECHANICAL | AlL356C16 | 2.094 | AlL509C5 | 2 | 4.188 | .00077607 |
| 230 | REFR NON MECHANICAL | AlL355C16 | .4665 | AlL510C5 | 2 | .933 | .00017289 |
| 231 | FLAT TOFC/COFC | AlL357C16 | 229.149 | AlL511C5 | 1 | 229.149 | .04246 |
| 232 | FLAT MULTILEVEL | AlL358C16 | 147.766 | AlL512C5 | 2 | 295.532 | .05476 |
| 233 | FLAT GENERAL | AlL359C16 | .095 | AlL513C5 | 2 | .19 | .00003521 |
| 234 | FLAT OTHER | AlL360C16 | 76.514 | AlL514C5 | 2 | 153.028 | .02836 |
| 235 | ALL OTHER CAR TYPES INCLUDING TANK | AlL363C16 | 410.699 | AlL515C5 | 2 | 821.398 | .15221 |
| 236 | TOTAL ALL CARS: SUM L221 -235 | XX | 2813 | XX | XX | 5396 | 1 |
| 237 | DISTRIBUTION: L236 /L236C28 | XX | XX | XX | XX | .6129 | XX |
| 238 | SEM DISTRIBUTION: L117C1 *L237 | XX | XX | XX | XX | 30286 | XX |

WORKTABLE B6 PART 2B (CONTINUED)

MOST CURRENT TWO YEARS - INTERCHANGE

| | | RATIO CARS | LOADED CARS | | | LOADED | | EQUATED | | | |
|------|-----------|------------|-------------|-----------|--------------|--------------|-----------|----------|------------|--------------|----------|
| | SOURCE OF | INTERCH | GIVEN | SOURCE OF | RATIO | & EMPTY CARS | SOURCE OF | INTERCH | CARS GIVEN | DISTRIBUTION | |
| LINE | C5 | TO 0&T | INTERCH SW | C7 | LOADED/EMPTY | CM | C6 *C7 | C9 | EQUATING | INTERCH SW | OF C10 |
| | | (5) | (6) | | (7) | | (8) | | (9) | (10) | (11) |
| 221 | A1L541C54 | .48816 | 0 | B3L835C9 | | 0 | 0 | A1L501C7 | .55 | 0 | |
| 222 | A1L542C54 | 2.19909 | 9.26695 | B3L836C9 | 1.84414 | | 17.08953 | A1L502C7 | .55 | 9.39924 | .0067959 |
| 223 | A1L543C54 | 1.44434 | 226.9862 | B3L837C9 | 1.84339 | | 418.4239 | A1L503C7 | .55 | 230.1331 | .1663 |
| 224 | A1L544C54 | .62576 | 124.547 | B3L838C9 | 2.03388 | | 253.3138 | A1L504C7 | .55 | 139.3226 | .1007 |
| 225 | A1L545C54 | .9681 | 45.213 | B3L839C9 | 2.03988 | | 92.22908 | A1L505C7 | .55 | 50.72599 | .03661 |
| 226 | A1L546C54 | .51488 | 242.2636 | B3L840C9 | 2.08567 | | 505.2808 | A1L506C7 | .55 | 277.9044 | .2009 |
| 227 | A1L547C54 | .29263 | 67.95857 | B3L841C9 | 2.02471 | | 137.5965 | A1L507C7 | .55 | 75.67807 | .0547 |
| 228 | A1L548C54 | .09989 | 83.56322 | B3L842C9 | 2.00664 | | 167.6817 | A1L508C7 | .55 | 92.22493 | .0666 |
| 229 | A1L549C54 | 1.03657 | 2.17059 | B3L843C9 | 1.61472 | | 3.5049 | A1L509C7 | .55 | 1.92769 | .0013937 |
| 230 | A1L550C54 | 3.27379 | 1.52722 | B3L844C9 | 1.90525 | | 2.90974 | A1L510C7 | .55 | 1.60036 | .001157 |
| 231 | A1L551C54 | .44579 | 102.1516 | B3L845C9 | 1.14312 | | 116.7713 | A1L511C7 | .55 | 64.2242 | .0464 |
| 232 | A1L552C54 | .25783 | 38.09799 | B3L846C9 | 1.38387 | | 52.72276 | A1L512C7 | .55 | 28.99752 | .0209 |
| 233 | A1L553C54 | 2.83696 | .26951 | B3L847C9 | 2.83673 | | .76453 | A1L513C7 | .55 | .42049 | .0003040 |
| 234 | A1L554C54 | 1.28658 | 98.44169 | B3L848C9 | 2.05924 | | 202.7153 | A1L514C7 | .55 | 111.4934 | .0806 |
| 235 | A1L555C54 | .68523 | 281.4239 | B3L852C9 | 1.93185 | | 543.6695 | A1L515C7 | .55 | 299.0182 | .216 |
| 236 | XX | XX | XX | XX | XX | | 2514 | XX | XX | 1383 | |
| 237 | XX | XX | XX | XX | XX | | XX | XX | XX | .15708 | XX |
| 238 | XX | XX | XX | XX | XX | | XX | XX | XX | 7762 | XX |

WORKTABLE B6 PART 2B (CONTINUED)

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MOST CURRENT TWO YEARS - INTRATERMINAL SWITCHING

| LINE | SOURCE OF C12 | RATIO INTRATERMINAL TO O&T (12) | LOADED & EMPTY CARS INTRATERM C3*C12 (13) | SOURCE OF C14 | INTRATERMINAL EQUATED SW FACTOR (14) | EQUATED LOADED/ EMPTY CARS GIVEN INTRATERMINAL SW C13*C14 (15) | DISTRIBUTION OF C15 C15/L236C15 (16) |
|------|------------------|--|---|------------------|---|--|---|
| 221 | ALL501C11 | .03266 | 0 | ALL501C8 | 1.5 | 0 | 0 |
| 222 | ALL502C11 | .03266 | .24773 | ALL502C8 | 1.5 | .37159 | .0014056 |
| 223 | ALL503C11 | .03266 | 10.26508 | ALL503C8 | 1.5 | 15.39763 | .05824 |
| 224 | ALL504C11 | .03266 | 13.00054 | ALL504C8 | 1.5 | 19.50081 | .07377 |
| 225 | ALL505C11 | .03266 | 3.05055 | ALL505C8 | 1.5 | 4.57582 | .01731 |
| 226 | ALL506C11 | .03266 | 30.73392 | ALL506C8 | 1.5 | 46.10088 | .17438 |
| 227 | ALL507C11 | .03266 | 15.16926 | ALL507C8 | 1.5 | 22.75389 | .08607 |
| 228 | ALL508C11 | .03266 | 54.6422 | ALL508C8 | 1.5 | 81.96331 | .31004 |
| 229 | ALL509C11 | .03266 | .13678 | ALL509C8 | 1.5 | .20516 | .00077607 |
| 230 | ALL510C11 | .03266 | .03047 | ALL510C8 | 1.5 | .04571 | .00017289 |
| 231 | ALL511C11 | .03266 | 7.48378 | ALL511C8 | 1.5 | 11.22567 | .04246 |
| 232 | ALL512C11 | .03266 | 9.65178 | ALL512C8 | 1.5 | 14.47767 | .05476 |
| 233 | ALL513C11 | .03266 | .00620521 | ALL513C8 | 1.5 | .00930782 | .00003521 |
| 234 | ALL514C11 | .03266 | 4.99774 | ALL514C8 | 1.5 | 7.49661 | .02836 |
| 235 | ALL515C11 | .03266 | 26.82604 | ALL515C8 | 1.5 | 40.23906 | .15221 |
| 236 | XX | XX | 176.2421 | XX | XX | 264.3631 | 1 |
| 237 | XX | XX | XX | XX | XX | .03003 | XX |
| 238 | XX | XX | XX | XX | XX | 1483 | XX |

WORKTABLE B6 PART 2B (CONTINUED)

MOST CURRENT TWO YEARS - INTERTERMINAL SWITCHING

| LINE | SOURCE OF C17 | RATIO INTERTERMINAL TO O&T (17) | LOADED & EMPTY CARS INTERTERM C3*C17 (18) | SOURCE OF C19 | INTERTERMINAL EQUATED SW FACTOR (19) | EQUATED LOADED/ EMPTY CARS GIVEN INTERTERMINAL SW C18*C19 (20) | DISTRIBUTION OF C15 C20/L236C20 (21) |
|------|------------------|--|---|------------------|---|--|---|
| 221 | ALL521C14 | .0467 | 0 | ALL501C9 | 1.2 | 0 | 0 |
| 222 | ALL522C14 | .0467 | .35426 | ALL502C9 | 1.2 | .42511 | .0014056 |
| 223 | ALL523C14 | .0467 | 14.67958 | ALL503C9 | 1.2 | 17.6155 | .05824 |
| 224 | ALL524C14 | .0467 | 18.59142 | ALL504C9 | 1.2 | 22.3097 | .07377 |
| 225 | ALL525C14 | .0467 | 4.36243 | ALL505C9 | 1.2 | 5.23492 | .01731 |
| 226 | ALL526C14 | .0467 | 43.95104 | ALL506C9 | 1.2 | 52.74125 | .17438 |
| 227 | ALL527C14 | .0467 | 21.6928 | ALL507C9 | 1.2 | 26.03136 | .08607 |
| 228 | ALL528C14 | .0467 | 78.14108 | ALL508C9 | 1.2 | 93.7693 | .31004 |
| 229 | ALL529C14 | .0467 | .1956 | ALL509C9 | 1.2 | .23472 | .00077607 |
| 230 | ALL530C14 | .0467 | .04357 | ALL510C9 | 1.2 | .05229 | .00017289 |
| 231 | ALL531C14 | .0467 | 10.70218 | ALL511C9 | 1.2 | 12.84261 | .04246 |
| 232 | ALL532C14 | .0467 | 13.80253 | ALL512C9 | 1.2 | 16.56303 | .05476 |
| 233 | ALL533C14 | .0467 | .00887376 | ALL513C9 | 1.2 | .01065 | .00003521 |
| 234 | ALL534C14 | .0467 | 7.14702 | ALL514C9 | 1.2 | 8.57642 | .02836 |
| 235 | ALL535C14 | .0467 | 38.36258 | ALL515C9 | 1.2 | 46.03509 | .15221 |
| 236 | XX | XX | 252.035 | XX | XX | 302.442 | 1 |
| 237 | XX | XX | XX | XX | XX | .03435 | XX |
| 238 | XX | XX | XX | XX | XX | 1697 | XX |

[illegible]

MOST CURRENT TWO YEARS - DISTRIBUTION OF SWITCH ENGINE MINUTES BY CAR TYPE CALCULATION OF SEM BY CAR TYPE AND CLASS

| O & T | | INTERCHANGE | | INTRATERMINAL | | INTERTERMINAL | | I & I | | TOTAL SEM | SEM PER | INTER- | INTRA- | INTER- | I & I | |
|-------|----------|-------------|----------|---------------|----------|---------------|----------|-------|----------|-----------|----------|---------|---------|---------|---------|---------|
| LINE | L238C3 | *C4 | L238C10 | *C11 | L238C15 | *C16 | L238C20 | *C21 | L238C26 | *C27 | +C32+C33 | C29/C3 | C30/C8 | C31/C13 | C32/C18 | C33/C24 |
| | (29) | | (30) | | (31) | | (32) | | (33) | | (34) | (35) | (36) | (37) | (38) | (39) |
| 221 | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 222 | 42.57125 | | 52.75239 | | 2.0855 | | 2.3859 | | 38.22402 | | 138.0191 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 223 | 1764 | | 1291 | | 86.41779 | | 98.86541 | | 1016 | | 4257 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 224 | 2234 | | 781.9356 | | 109.4465 | | 125.2112 | | 422.1831 | | 3672 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 225 | 524.2329 | | 284.6951 | | 25.68138 | | 29.38053 | | 280.7994 | | 1144 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 226 | 5281 | | 1559 | | 258.737 | | 296.0055 | | 2338 | | 9734 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 227 | 2606 | | 424.7364 | | 127.7041 | | 146.0987 | | 302.6387 | | 3607 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 228 | 9390 | | 517.6042 | | 460.0117 | | 526.2718 | | 632.431 | | 11526 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 229 | 23.50478 | | 10.819 | | 1.15146 | | 1.31732 | | 5.9246 | | 42.71717 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 230 | 5.23638 | | 8.98185 | | .25652 | | .29347 | | 4.58464 | | 19.35287 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 231 | 1286 | | 360.4525 | | 63.00304 | | 72.078 | | 226.6327 | | 2008 | 5.61241 | 3.08683 | 8.41861 | 6.73489 | 1.4031 |
| 232 | 1658 | | 162.746 | | 81.25462 | | 92.95854 | | 324.6499 | | 2320 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 233 | 1.06636 | | 2.35997 | | .05224 | | .05976 | | 1.95031 | | 5.48865 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 234 | 858.856 | | 625.7467 | | 42.07406 | | 48.13442 | | 572.3326 | | 2147 | 5.61241 | 3.08683 | 8.41861 | 6.73489 | 1.4031 |
| 235 | 4610 | | 1678 | | 225.8381 | | 258.3678 | | 2018 | | 8790 | 5.61241 | 3.08683 | 8.41862 | 6.73489 | 1.4031 |
| 236 | 30286 | | 7762 | | 1483 | | 1697 | | 8185 | | XX | XX | XX | XX | XX | XX |
| 237 | XX | | XX | | XX | | XX | | XX | | XX | XX | XX | XX | XX | XX |
| 238 | XX | | XX | | XX | | XX | | XX | | XX | XX | XX | XX | XX | XX |

| LINE | CAR TYPE IDENTIFICATION | SOURCE OF C1 | LOADED CARS O&T (1) | SOURCE OF C2 | EMPTY/LOADED SPOTTED & PULLED RATIO (2) | TOTAL LOADED & EMPTY CARS C1*C2 (3) | DISTRIBUTION OF C3 C3/L256C3 (4) |
|------|-------------------------------|--------------|---------------------|--------------|---|-------------------------------------|----------------------------------|
| 241 | BOX CAR 40 FOOT | ALL341C17 | 0 | ALL501C5 | 1.8 | 0 | 0 |
| 242 | BOX CAR 50 FOOT | ALL344C17 | 5.26533 | ALL502C5 | 1.8 | 9.4776 | .00170411 |
| 243 | BOX CAR EQUIPPED | ALL345C17 | 174.319 | ALL503C5 | 2 | 348.6373 | .06269 |
| 244 | GONDOLA PLAIN | ALL348C17 | 189.311 | ALL504C5 | 2 | 378.6214 | .06808 |
| 245 | GONDOLA EQUIPPED | ALL349C17 | 49.80167 | ALL505C5 | 2 | 99.60334 | .01791 |
| 246 | COVERED HOPPER | ALL352C17 | 507.555 | ALL506C5 | 2 | 1015 | .18252 |
| 247 | HOPPER OT | ALL353C17 | 242.633 | ALL507C5 | 2 | 485.266 | .08725 |
| 248 | HOPPER S/S | ALL354C17 | 831.104 | ALL508C5 | 2 | 1662 | .29887 |
| 249 | REFR MECHANICAL | ALL356C17 | 2.16833 | ALL509C5 | 2 | 4.33667 | .00077975 |
| 250 | REFR NON MECHANICAL | ALL355C17 | .54367 | ALL510C5 | 2 | 1.08733 | .00019551 |
| 251 | FLAT TOFC/COFC | ALL357C17 | 228.167 | ALL511C5 | 1 | 228.1667 | .04103 |
| 252 | FLAT MULTILEVEL | ALL358C17 | 181.228 | ALL512C5 | 2 | 362.4553 | .06517 |
| 253 | FLAT GENERAL | ALL359C17 | .09167 | ALL513C5 | 2 | .18333 | .00003296 |
| 254 | FLAT OTHER | ALL360C17 | 80.81634 | ALL514C5 | 2 | 161.6327 | .02906 |
| 255 | ALL OTHER CAR TYPES | ALL363C17 | 402.421 | ALL515C5 | 2 | 804.842 | .14471 |
| 256 | TOTAL ALL CARS: SUM L241 -255 | XX | 2895 | XX | XX | 5561 | 1 |
| 257 | DISTRIBUTION: L256 /L256C28 | XX | XX | XX | XX | .61158 | XX |
| 258 | SEM DISTRIBUTION: L118C1*L257 | XX | XX | XX | XX | 32310 | XX |

MOST CURRENT THREE YEARS - INTERCHANGE

[illegible]

MOST CURRENT THREE YEARS - INTRATERMINAL SWITCHING

| LINE | SOURCE OF C12 | RATIO INTRATERMINAL TO O&T (12) | LOADED & EMPTY CARS INTRATERM C3*C12 (13) | SOURCE OF C14 | INTRATERMINAL EQUATED SW FACTOR (14) | EQUATED LOADED/ EMPTY CARS GIVEN INTRATERMINAL SW C13*C14 (15) | DISTRIBUTION OF C15 C15/L256C15 (16) |
|------|------------------|--|---|------------------|---|--|---|
| 241 | ALL501C11 | .03266 | 0 | ALL501C8 | 1.5 | 0 | 0 |
| 242 | ALL502C11 | .03266 | .30953 | ALL502C8 | 1.5 | .46429 | .00170411 |
| 243 | ALL503C11 | .03266 | 11.38615 | ALL503C8 | 1.5 | 17.07922 | .06269 |
| 244 | ALL504C11 | .03266 | 12.3654 | ALL504C8 | 1.5 | 18.54809 | .06808 |
| 245 | ALL505C11 | .03266 | 3.25295 | ALL505C8 | 1.5 | 4.87942 | .01791 |
| 246 | ALL506C11 | .03266 | 33.1525 | ALL506C8 | 1.5 | 49.72875 | .18252 |
| 247 | ALL507C11 | .03266 | 15.8483 | ALL507C8 | 1.5 | 23.77245 | .08725 |
| 248 | ALL508C11 | .03266 | 54.28606 | ALL508C8 | 1.5 | 81.42908 | .29887 |
| 249 | ALL509C11 | .03266 | .14163 | ALL509C8 | 1.5 | .21245 | .00077975 |
| 250 | ALL510C11 | .03266 | .03551 | ALL510C8 | 1.5 | .05327 | .00019551 |
| 251 | ALL511C11 | .03266 | 7.4517 | ALL511C8 | 1.5 | 11.17754 | .04103 |
| 252 | ALL512C11 | .03266 | 11.83743 | ALL512C8 | 1.5 | 17.75614 | .06517 |
| 253 | ALL513C11 | .03266 | .00598748 | ALL513C8 | 1.5 | .00898123 | .00003296 |
| 254 | ALL514C11 | .03266 | 5.27876 | ALL514C8 | 1.5 | 7.91814 | .02906 |
| 255 | ALL515C11 | .03266 | 26.28534 | ALL515C8 | 1.5 | 39.428 | .14471 |
| 256 | XX | XX | 181.6372 | XX | XX | 272.4559 | 1 |
| 257 | XX | XX | XX | XX | XX | .02996 | XX |
| 258 | XX | XX | XX | XX | XX | 1582 | XX |

WORKTABLE B6 PART 2C (CONTINUED)

MOST CURRENT THREE YEARS - INTERTERMINAL SWITCHING

| LINE | SOURCE OF C17 | RATIO INTERTERMINAL TO O&T (17) | LOADED & EMPTY CARS INTERTERM C3*C17 (18) | SOURCE OF C19 | INTERTERMINAL EQUATED SW FACTOR (19) | EQUATED LOADED/ EMPTY CARS GIVEN INTERTERMINAL SW C18*C19 (20) | DISTRIBUTION OF C15 C20/L256C20 (21) |
|------|------------------|--|---|------------------|---|--|---|
| 241 | ALL521C14 | .0467 | 0 | ALL501C9 | 1.2 | 0 | 0 |
| 242 | ALL522C14 | .0467 | .44264 | ALL502C9 | 1.2 | .53117 | .00170411 |
| 243 | ALL523C14 | .0467 | 16.28276 | ALL503C9 | 1.2 | 19.53931 | .06269 |
| 244 | ALL524C14 | .0467 | 17.68313 | ALL504C9 | 1.2 | 21.21976 | .06808 |
| 245 | ALL525C14 | .0467 | 4.65187 | ALL505C9 | 1.2 | 5.58225 | .01791 |
| 246 | ALL526C14 | .0467 | 47.40973 | ALL506C9 | 1.2 | 56.89168 | .18252 |
| 247 | ALL527C14 | .0467 | 22.66387 | ALL507C9 | 1.2 | 27.19664 | .08725 |
| 248 | ALL528C14 | .0467 | 77.63177 | ALL508C9 | 1.2 | 93.15813 | .29887 |
| 249 | ALL529C14 | .0467 | .20254 | ALL509C9 | 1.2 | .24305 | .00077975 |
| 250 | ALL530C14 | .0467 | .05078 | ALL510C9 | 1.2 | .06094 | .00019551 |
| 251 | ALL531C14 | .0467 | 10.6563 | ALL511C9 | 1.2 | 12.78756 | .04103 |
| 252 | ALL532C14 | .0467 | 16.92811 | ALL512C9 | 1.2 | 20.31374 | .06517 |
| 253 | ALL533C14 | .0467 | .0085624 | ALL513C9 | 1.2 | .01027 | .00003296 |
| 254 | ALL534C14 | .0467 | 7.54889 | ALL514C9 | 1.2 | 9.05867 | .02906 |
| 255 | ALL535C14 | .0467 | 37.58934 | ALL515C9 | 1.2 | 45.10721 | .14471 |
| 256 | XX | XX | 259.7503 | XX | XX | 311.7004 | 1 |
| 257 | XX | XX | XX | XX | XX | .03428 | XX |
| 258 | XX | XX | XX | XX | XX | 1810 | XX |

| LINE | SOURCE OF C22 | LOADED | SOURCE OF C23 | AVERAGE | NUMBER | SOURCE OF C25 | EQUATED CARS | DISTRIBUTION | TOTAL | | | | |
|------|---------------|-----------|---------------|---------------|--------------|---------------|--------------|--------------|-----------|----------|-------|--------|-----|
| | | & EMPTY | | LINEHAULMILES | I&I SWITCHES | | | | | EQUATING | GIVEN | OF C26 | L/E |
| | | CAR MILES | | BETWEEN | & EMPTY | | | | | | | | |
| | | (22) | | I&I SWITCHES | C22/C23 | | FACTOR | (26) | (27) | (28) | | | |
| 241 | A1L236C21 | 0 | A1L561C1 | 200 | 0 | A1L501C10 | .25 | 0 | 0 | 0 | | | |
| 242 | A1L237C21 | 6264 | A1L562C1 | 200 | 31.32 | A1L502C10 | .25 | 7.83 | .00513249 | 28.97666 | | | |
| 243 | A1L238C21 | 157426 | A1L563C1 | 200 | 787.1317 | A1L503C10 | .25 | 196.7829 | .12899 | 832.8037 | | | |
| 244 | A1L239C21 | 56004 | A1L564C1 | 200 | 280.0217 | A1L504C10 | .25 | 70.00542 | .04589 | 606.9376 | | | |
| 245 | A1L240C21 | 42653 | A1L565C1 | 200 | 213.2667 | A1L505C10 | .25 | 53.31667 | .03495 | 219.0303 | | | |
| 246 | A1L241C21 | 354923 | A1L566C1 | 200 | 1774 | A1L506C10 | .25 | 443.6542 | .29081 | 1846 | | | |
| 247 | A1L242C21 | 44829 | A1L567C1 | 200 | 224.145 | A1L507C10 | .25 | 56.03625 | .03673 | 669.6801 | | | |
| 248 | A1L243C21 | 92619 | A1L568C1 | 200 | 463.0967 | A1L508C10 | .25 | 115.7742 | .07589 | 2043 | | | |
| 249 | A1L244C21 | 876.6667 | A1L569C1 | 200 | 4.38333 | A1L509C10 | .25 | 1.09583 | .00071831 | 7.89213 | | | |
| 250 | A1L245C21 | 685 | A1L570C1 | 200 | 3.425 | A1L510C10 | .25 | .85625 | .00056126 | 3.53103 | | | |
| 251 | A1L246C21 | 30467 | A1L571C1 | 200 | 152.335 | A1L511C10 | .25 | 38.08375 | .02496 | 352.6887 | | | |
| 252 | A1L247C21 | 57203 | A1L572C1 | 200 | 286.0184 | A1L512C10 | .25 | 71.50459 | .04687 | 512.386 | | | |
| 253 | A1L248C21 | 295.6667 | A1L573C1 | 200 | 1.47833 | A1L513C10 | .25 | .36958 | .00024226 | .98975 | | | |
| 254 | A1L249C21 | 91132 | A1L574C1 | 200 | 455.6634 | A1L514C10 | .25 | 113.9158 | .07467 | 418.8132 | | | |
| 255 | A1L253C21 | 285079 | A1L575C1 | 200 | 1425 | A1L515C10 | .25 | 356.3496 | .23358 | 1550 | | | |
| 256 | XX | XX | XX | XX | 6102 | XX | XX | 1525 | 1 | 9093 | | | |
| 257 | XX | XX | XX | XX | XX | XX | XX | .16776 | XX | XX | | | |
| 258 | XX | XX | XX | XX | XX | XX | XX | 8862 | XX | XX | | | |

MOST CURRENT THREE YEARS-DISTRIBUTION OF SWITCH ENGINE MINUTES BY CAR TYPES CALCULATION OF SEM BY CAR TYPE AND CLASS

[illegible]

| LINE | CAR TYPE IDENTIFICATION | SOURCE OF C1 | LOADED CARS O&T (1) | SOURCE OF C2 | EMPTY/LOADED SPOTTED & PULLED RATIO (2) | TOTAL LOADED & EMPTY CARS C1*C2 (3) | DISTRIBUTION OF C3 C3/L276C3 (4) |
|------|------------------------------------|--------------|---------------------|--------------|---|-------------------------------------|----------------------------------|
| 261 | BOX CAR 40 FOOT | ALL341C18 | 0 | ALL501C5 | 1.8 | 0 | 0 |
| 262 | BOX CAR 50 FOOT | ALL344C18 | 6.747 | ALL502C5 | 1.8 | 12.1446 | .00214559 |
| 263 | BOX CAR EQUIPPED | ALL345C18 | 189.329 | ALL503C5 | 2 | 378.6585 | .0669 |
| 264 | GONDOLA PLAIN | ALL348C18 | 178.507 | ALL504C5 | 2 | 357.013 | .06307 |
| 265 | GONDOLA EQUIPPED | ALL349C18 | 53.32875 | ALL505C5 | 2 | 106.6575 | .01884 |
| 266 | COVERED HOPPER | ALL352C18 | 530.418 | ALL506C5 | 2 | 1060 | .18742 |
| 267 | HOPPER OT | ALL353C18 | 258.582 | ALL507C5 | 2 | 517.164 | .09137 |
| 268 | HOPPER S/S | ALL354C18 | 831.805 | ALL508C5 | 2 | 1663 | .29391 |
| 269 | REFR MECHANICAL | ALL356C18 | 2.1005 | ALL509C5 | 2 | 4.201 | .00074219 |
| 270 | REFR NON MECHANICAL | ALL355C18 | .6615 | ALL510C5 | 2 | 1.323 | .00023373 |
| 271 | FLAT TOFC/COFC | ALL357C18 | 225.109 | ALL511C5 | 1 | 225.1093 | .03977 |
| 272 | FLAT MULTILEVEL | ALL358C18 | 196.376 | ALL512C5 | 2 | 392.751 | .06939 |
| 273 | FLAT GENERAL | ALL359C18 | .08225 | ALL513C5 | 2 | .1645 | .00002906 |
| 274 | FLAT OTHER | ALL360C18 | 84.47075 | ALL514C5 | 2 | 168.9415 | .02985 |
| 275 | ALL OTHER CAR TYPES INCLUDING TANK | ALL363C18 | 385.842 | ALL515C5 | 2 | 771.684 | .13633 |
| 276 | TOTAL ALL CARS: SUM L261 -275 | XX | 2943 | XX | XX | 5660 | 1 |
| 277 | DISTRIBUTION: L276 /L276C28 | XX | XX | XX | XX | .60877 | XX |
| 278 | SEM DISTRIBUTION: L119C1 *L277 | XX | XX | XX | XX | 34041 | XX |

MOST CURRENT FOUR YEARS - INTERCHANGE

| CARS | | | | | | | | | | |
|-------------|-----------|---------|-------------|----------|-----------|--------------|--------------|-----------|----------|--------------|
| LOADED CARS | | | LOADED CARS | | | EQUATED | | EQUATED | | DISTRIBUTION |
| SOURCE OF | INTERCH | CARS | GIVEN | SW | SOURCE OF | RATIO | & EMPTY CARS | SOURCE OF | INTERCH | CARS GIVEN |
| LINE | C5 | TO 0&T | INTERCH | C1*C5 | C7 | LOADED/EMPTY | C6 *C7 | C9 | EQUATING | INTERCH SW |
| | | (5) | | (6) | | (7) | (8) | | (9) | (10) |
| | | | | | | | | | | (11) |
| 261 | AlL541C72 | .50636 | | 0 | B3L835C21 | 0 | 0 | AlL501C7 | .55 | 0 |
| 262 | AlL542C72 | 1.66122 | | 11.20824 | B3L836C21 | 1.81571 | 20.35094 | AlL502C7 | .55 | 11.19301 |
| 263 | AlL543C72 | 1.31398 | | 248.7752 | B3L837C21 | 1.86008 | 462.7418 | AlL503C7 | .55 | 254.508 |
| 264 | AlL544C72 | .5862 | | 104.64 | B3L838C21 | 2.02746 | 212.1533 | AlL504C7 | .55 | 116.6843 |
| 265 | AlL545C72 | .89878 | | 47.93073 | B3L839C21 | 2.07598 | 99.50314 | AlL505C7 | .55 | 54.72673 |
| 266 | AlL546C72 | .50022 | | 265.3254 | B3L840C21 | 2.05999 | 546.5665 | AlL506C7 | .55 | 300.6116 |
| 267 | AlL547C72 | .33302 | | 86.11296 | B3L841C21 | 1.99869 | 172.1129 | AlL507C7 | .55 | 94.6621 |
| 268 | AlL548C72 | .09896 | | 82.3148 | B3L842C21 | 2.0265 | 166.8106 | AlL508C7 | .55 | 91.74581 |
| 269 | AlL549C72 | 1.01719 | | 2.13661 | B3L843C21 | 1.64515 | 3.51503 | AlL509C7 | .55 | 1.93327 |
| 270 | AlL550C72 | 1.60728 | | 1.06322 | B3L844C21 | 1.98031 | 2.1055 | AlL510C7 | .55 | 1.15802 |
| 271 | AlL551C72 | .43221 | | 97.29355 | B3L845C21 | 1.16643 | 113.4858 | AlL511C7 | .55 | 62.41717 |
| 272 | AlL552C72 | .27874 | | 54.73729 | B3L846C21 | 1.40893 | 77.12124 | AlL512C7 | .55 | 42.41669 |
| 273 | AlL553C72 | 2.87601 | | .23655 | B3L847C21 | 2.88718 | .68297 | AlL513C7 | .55 | .37563 |
| 274 | AlL554C72 | 1.41804 | | 119.7827 | B3L848C21 | 2.04308 | 244.7254 | AlL514C7 | .55 | 134.599 |
| 275 | AlL555C72 | .7472 | | 288.3018 | B3L852C21 | 1.94337 | 560.2785 | AlL515C7 | .55 | 308.1532 |
| 276 | XX | XX | | XX | XX | XX | 2682 | XX | XX | 1475 |
| 277 | XX | XX | | XX | XX | XX | XX | XX | XX | .15866 |
| 278 | XX | XX | | XX | XX | XX | XX | XX | XX | 8871 |

MOST CURRENT FOUR YEARS - INTRATERMINAL SWITCHING

| LINE | SOURCE OF C12 | RATIO INTRATERMINAL TO O&T (12) | LOADED & EMPTY CARS INTRATERM C3*C12 (13) | SOURCE OF C14 | INTRATERMINAL EQUATED SW FACTOR (14) | EQUATED LOADED/ EMPTY CARS GIVEN INTRATERMINAL SW C13*C14 (15) | DISTRIBUTION OF C15 C15/L276C15 (16) |
|------|------------------|--|---|------------------|---|--|---|
| 261 | ALL501C11 | .03266 | 0 | ALL501C8 | 1.5 | 0 | 0 |
| 262 | ALL502C11 | .03266 | .39663 | ALL502C8 | 1.5 | .59495 | .00214559 |
| 263 | ALL503C11 | .03266 | 12.36661 | ALL503C8 | 1.5 | 18.54991 | .0669 |
| 264 | ALL504C11 | .03266 | 11.65969 | ALL504C8 | 1.5 | 17.48953 | .06307 |
| 265 | ALL505C11 | .03266 | 3.48333 | ALL505C8 | 1.5 | 5.22499 | .01884 |
| 266 | ALL506C11 | .03266 | 34.64586 | ALL506C8 | 1.5 | 51.96879 | .18742 |
| 267 | ALL507C11 | .03266 | 16.89006 | ALL507C8 | 1.5 | 25.33509 | .09137 |
| 268 | ALL508C11 | .03266 | 54.33184 | ALL508C8 | 1.5 | 81.49776 | .29391 |
| 269 | ALL509C11 | .03266 | .1372 | ALL509C8 | 1.5 | .2058 | .00074219 |
| 270 | ALL510C11 | .03266 | .04321 | ALL510C8 | 1.5 | .06481 | .00023373 |
| 271 | ALL511C11 | .03266 | 7.35184 | ALL511C8 | 1.5 | 11.02777 | .03977 |
| 272 | ALL512C11 | .03266 | 12.82686 | ALL512C8 | 1.5 | 19.24028 | .06939 |
| 273 | ALL513C11 | .03266 | .00537241 | ALL513C8 | 1.5 | .00805861 | .00002906 |
| 274 | ALL514C11 | .03266 | 5.51746 | ALL514C8 | 1.5 | 8.27619 | .02985 |
| 275 | ALL515C11 | .03266 | 25.20243 | ALL515C8 | 1.5 | 37.80364 | .13633 |
| 276 | XX | XX | 184.8584 | XX | XX | 277.2876 | 1 |
| 277 | XX | XX | XX | XX | XX | .02982 | XX |
| 278 | XX | XX | XX | XX | XX | 1667 | XX |

WORKTABLE B6 PART 2D (CONTINUED)

MOST CURRENT FOUR YEARS - INTERTERMINAL SWITCHING

| LINE | SOURCE OF C17 | RATIO INTERTERMINAL TO O&T (17) | LOADED & EMPTY CARS INTERTERM C3*C17 (18) | SOURCE OF C19 | INTERTERMINAL EQUATED SW FACTOR (19) | EQUATED LOADED/ EMPTY CARS GIVEN INTERTERMINAL SW C18*C19 (20) | DISTRIBUTION OF C15 C20/L276C20 (21) |
|------|------------------|--|---|------------------|---|--|---|
| 261 | ALL521C14 | .0467 | 0 | ALL501C9 | 1.2 | 0 | 0 |
| 262 | ALL522C14 | .0467 | .5672 | ALL502C9 | 1.2 | .68064 | .00214559 |
| 263 | ALL523C14 | .0467 | 17.68487 | ALL503C9 | 1.2 | 21.22184 | .0669 |
| 264 | ALL524C14 | .0467 | 16.67394 | ALL504C9 | 1.2 | 20.00872 | .06307 |
| 265 | ALL525C14 | .0467 | 4.98133 | ALL505C9 | 1.2 | 5.9776 | .01884 |
| 266 | ALL526C14 | .0467 | 49.54531 | ALL506C9 | 1.2 | 59.45437 | .18742 |
| 267 | ALL527C14 | .0467 | 24.15363 | ALL507C9 | 1.2 | 28.98436 | .09137 |
| 268 | ALL528C14 | .0467 | 77.69725 | ALL508C9 | 1.2 | 93.2367 | .29391 |
| 269 | ALL529C14 | .0467 | .1962 | ALL509C9 | 1.2 | .23544 | .00074219 |
| 270 | ALL530C14 | .0467 | .06179 | ALL510C9 | 1.2 | .07415 | .00023373 |
| 271 | ALL531C14 | .0467 | 10.5135 | ALL511C9 | 1.2 | 12.6162 | .03977 |
| 272 | ALL532C14 | .0467 | 18.34304 | ALL512C9 | 1.2 | 22.01166 | .06939 |
| 273 | ALL533C14 | .0467 | .00768281 | ALL513C9 | 1.2 | .00921937 | .00002906 |
| 274 | ALL534C14 | .0467 | 7.89024 | ALL514C9 | 1.2 | 9.46829 | .02985 |
| 275 | ALL535C14 | .0467 | 36.04073 | ALL515C9 | 1.2 | 43.24888 | .13633 |
| 276 | XX | XX | 264.3567 | XX | XX | 317.2281 | 1 |
| 277 | XX | XX | XX | XX | XX | .03412 | XX |
| 278 | XX | XX | XX | XX | XX | 1907 | XX |

| LINE | SOURCE OF C22 | LOADED | SOURCE OF C23 | AVERAGE | NUMBER | SOURCE OF C25 | EQUATING I&I SW FACTOR (25) | EQUATED CARS | DISTRIBUTION OF C26 C26/L277C26 (27) | TOTAL |
|------|---------------|----------------|---------------|---------------------------|-----------------------------|---------------|-----------------------------|----------------------------|--------------------------------------|--------------------------|
| | | & EMPTY | | LINEHAULMILES | I&I SWITCHES | | | GIVEN | | L/E |
| | | CAR MILES (22) | | BETWEEN I&I SWITCHES (23) | LOADED & EMPTY C22/C23 (24) | | | I&I SWITCHING C24*C25 (26) | | C3+C10+C15 +C20+C26 (28) |
| 261 | A1L236C24 | 0 | A1L561C1 | 200 | 0 | A1L501C10 | .25 | 0 | | 0 |
| 262 | A1L237C24 | 7217 | A1L562C1 | 200 | 36.085 | A1L502C10 | .25 | 9.02125 | .00575362 | 33.63445 |
| 263 | A1L238C24 | 167406 | A1L563C1 | 200 | 837.0338 | A1L503C10 | .25 | 209.2584 | .13346 | 882.1968 |
| 264 | A1L239C24 | 52664 | A1L564C1 | 200 | 263.3238 | A1L504C10 | .25 | 65.83094 | .04199 | 577.0265 |
| 265 | A1L240C24 | 44270 | A1L565C1 | 200 | 221.3538 | A1L505C10 | .25 | 55.33844 | .03529 | 227.9253 |
| 266 | A1L241C24 | 369007 | A1L566C1 | 200 | 1845 | A1L506C10 | .25 | 461.2591 | .29418 | 1934 |
| 267 | A1L242C24 | 49877 | A1L567C1 | 200 | 249.3888 | A1L507C10 | .25 | 62.34719 | .03976 | 728.4928 |
| 268 | A1L243C24 | 97079 | A1L568C1 | 200 | 485.3963 | A1L508C10 | .25 | 121.3491 | .07739 | 2051 |
| 269 | A1L244C24 | 872.75 | A1L569C1 | 200 | 4.36375 | A1L509C10 | .25 | 1.09094 | .00069578 | 7.66645 |
| 270 | A1L245C24 | 804.5 | A1L570C1 | 200 | 4.0225 | A1L510C10 | .25 | 1.00563 | .00064137 | 3.62561 |
| 271 | A1L246C24 | 29744 | A1L571C1 | 200 | 148.7238 | A1L511C10 | .25 | 37.18094 | .02371 | 348.3513 |
| 272 | A1L247C24 | 62836 | A1L572C1 | 200 | 314.18 | A1L512C10 | .25 | 78.545 | .05009 | 554.9646 |
| 273 | A1L248C24 | 281.5 | A1L573C1 | 200 | 1.4075 | A1L513C10 | .25 | .35188 | .00022442 | .90929 |
| 274 | A1L249C24 | 96963 | A1L574C1 | 200 | 484.8175 | A1L514C10 | .25 | 121.2044 | .0773 | 442.4894 |
| 275 | A1L253C24 | 275314 | A1L575C1 | 200 | 1376 | A1L515C10 | .25 | 344.1431 | .21949 | 1505 |
| 276 | XX | XX | XX | XX | 6271 | XX | XX | 1567 | 1 | 9297 |
| 277 | XX | XX | XX | XX | XX | XX | XX | .16863 | XX | XX |
| 278 | XX | XX | XX | XX | XX | XX | XX | 9429 | XX | XX |

MOST CURRENT FOUR YEARS - DISIRIBUTION OF SWITCH ENGINE MINUTES BY CAR TYPE CALCULATION OF SEM BY CAR TYPE AND CLASS

| O & T | | INTERCHANGE | | INTRATERMINAL | | INTERTERMINAL | | I & I | | TOTAL SEM | SEM PER | INTER- | INTRA- | INTER- | | |
|-------|----------|-------------|----------|---------------|----------|---------------|----------|-------|----------|-----------|-------------|---------|---------|---------|---------|---------|
| LINE | L278C3 | *C4 | L278C10 | *C11 | L278C15 | *C16 | L278C20 | *C21 | L278C26 | *C27 | C29+C30+C31 | CAR O&T | C30/C8 | C31/C13 | C32/C18 | I & I |
| | (29) | | (30) | | (31) | | (32) | | (33) | | (34) | (35) | (36) | (37) | (38) | (39) |
| 261 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 |
| 262 | 73.03849 | | 67.31558 | | 3.57805 | | 4.09343 | | 54.25444 | | 202.28 | 6.01407 | 3.30774 | 9.02111 | 7.21688 | 1.50352 |
| 263 | 2277 | | 1530 | | 111.5605 | | 127.6297 | | 1258 | | 5305 | 6.01407 | 3.30774 | 9.02111 | 7.21688 | 1.50352 |
| 264 | 2147 | | 701.7478 | | 105.1833 | | 120.3339 | | 395.912 | | 3470 | 6.01407 | 3.30774 | 9.02111 | 7.21688 | 1.50352 |
| 265 | 641.4458 | | 329.1304 | | 31.42347 | | 35.9497 | | 332.8093 | | 1370 | 6.01407 | 3.30774 | 9.02111 | 7.21688 | 1.50352 |
| 266 | 6379 | | 1807 | | 312.544 | | 357.5628 | | 2774 | | 11631 | 6.01407 | 3.30774 | 9.02111 | 7.21688 | 1.50352 |
| 267 | 3110 | | 569.3046 | | 152.367 | | 174.314 | | 374.9604 | | 4381 | 6.01407 | 3.30774 | 9.02111 | 7.21688 | 1.50352 |
| 268 | 10005 | | 551.7658 | | 490.1333 | | 560.7321 | | 729.8019 | | 12337 | 6.01407 | 3.30774 | 9.02111 | 7.21689 | 1.50352 |
| 269 | 25.26511 | | 11.62681 | | 1.2377 | | 1.41598 | | 6.56098 | | 46.10658 | 6.01407 | 3.30774 | 9.02111 | 7.21689 | 1.50352 |
| 270 | 7.95662 | | 6.96443 | | .38978 | | .44593 | | 6.0479 | | 21.80466 | 6.01407 | 3.30774 | 9.02111 | 7.21689 | 1.50352 |
| 271 | 1353 | | 375.3813 | | 66.32176 | | 75.87475 | | 223.6088 | | 2095 | 6.01407 | 3.30774 | 9.02111 | 7.21689 | 1.50352 |
| 272 | 2362 | | 255.097 | | 115.7124 | | 132.3796 | | 472.3752 | | 3337 | 6.01407 | 3.30774 | 9.02111 | 7.21689 | 1.50352 |
| 273 | .98931 | | 2.25908 | | .04847 | | .05545 | | 2.1162 | | 5.46851 | 6.01407 | 3.30774 | 9.02111 | 7.21688 | 1.50352 |
| 274 | 1016 | | 809.4879 | | 49.7736 | | 56.94299 | | 728.9318 | | 2661 | 6.01407 | 3.30774 | 9.02111 | 7.21689 | 1.50352 |
| 275 | 4640 | | 1853 | | 227.3538 | | 260.1018 | | 2069 | | 9051 | 6.01407 | 3.30774 | 9.02111 | 7.21688 | 1.50352 |
| 276 | 34041 | | 8871 | | 1667 | | 1907 | | 9429 | | XX | XX | XX | XX | XX | XX |
| 277 | XX | | XX | | XX | | XX | | XX | | XX | XX | XX | XX | XX | XX |
| 278 | XX | | XX | | XX | | XX | | XX | | XX | XX | XX | XX | XX | XX |

| CAR TYPE | | SOURCE OF | LOADED | SOURCE OF | EMPTY/LOADED | TOTAL LOADED | DISTRIBUTION |
|----------|-------------------------------|-----------|--------------------|-----------|----------------------------------|------------------------------|---------------------------|
| LINE | IDENTIFICATION | C1 | CARS O&T (1) | C2 | SPOTTED & PULLED RATIO (2) | & EMPTY CARS C1*C2 (3) | OF C3 C3/L296C3 (4) |
| 281 | BOX CAR 40 FOOT | ALL341C19 | 0 | ALL501C5 | | 0 | 0 |
| 282 | BOX CAR 50 FOOT | ALL344C19 | 7.5252 | ALL502C5 | | 13.54536 | .00238634 |
| 283 | BOX CAR EQUIPPED | ALL345C19 | 200.65 | ALL503C5 | | 401.3008 | .0707 |
| 284 | GONDOLA PLAIN | ALL348C19 | 171.936 | ALL504C5 | | 343.8712 | .06058 |
| 285 | GONDOLA EQUIPPED | ALL349C19 | 55.048 | ALL505C5 | | 110.096 | .0194 |
| 286 | COVERED HOPPER | ALL352C19 | 531.285 | ALL506C5 | | 1062 | .1872 |
| 287 | HOPPER OT | ALL353C19 | 282.62 | ALL507C5 | | 565.2404 | .09958 |
| 288 | HOPPER S/S | ALL354C19 | 813.93 | ALL508C5 | | 1627 | .28679 |
| 289 | REFR MECHANICAL | ALL356C19 | 2.019 | ALL509C5 | | 4.038 | .00071139 |
| 290 | REFR NON MECHANICAL | ALL355C19 | .8948 | ALL510C5 | | 1.7896 | .00031528 |
| 291 | FLAT TOFC/COFC | ALL357C19 | 221.569 | ALL511C5 | | 221.5686 | .03903 |
| 292 | FLAT MULTILEVEL | ALL358C19 | 207.657 | ALL512C5 | | 415.3148 | .07317 |
| 293 | FLAT GENERAL | ALL359C19 | .0792 | ALL513C5 | | .1584 | .00002791 |
| 294 | FLAT OTHER | ALL360C19 | 86.895 | ALL514C5 | | 173.79 | .03062 |
| 295 | ALL OTHER CAR TYPES | ALL363C19 | 367.53 | ALL515C5 | | 735.0597 | .1295 |
| 296 | TOTAL ALL CARS: SUM L281 -295 | XX | 2949 | XX | XX | 5676 | 1 |
| 297 | DISTRIBUTION: L296 /L296C28 | XX | XX | XX | XX | .61324 | XX |
| 298 | SEM DISTRIBUTION: L120C1*L297 | XX | XX | XX | XX | 35876 | XX |

MOST CURRENT FIVE YEARS - INTERCHANGE

[illegible]

MOST CURRENT FIVE YEARS - INTRATERMINAL SWITCHING

| LINE | SOURCE OF C12 | RATIO INTRATERMINAL TO O&T (12) | LOADED & EMPTY CARS INTRATERM C3*C12 (13) | SOURCE OF C14 | INTRATERMINAL EQUATED SW FACTOR (14) | EQUATED LOADED/ EMPTY CARS GIVEN INTRATERMINAL SW C13*C14 (15) | DISTRIBUTION OF C15 C15/L296C15 (16) |
|------|------------------|--|---|------------------|---|--|---|
| 281 | ALL501C11 | .03266 | 0 | ALL501C8 | 1.5 | 0 | 0 |
| 282 | ALL502C11 | .03266 | .44238 | ALL502C8 | 1.5 | .66357 | .00238634 |
| 283 | ALL503C11 | .03266 | 13.10608 | ALL503C8 | 1.5 | 19.65913 | .0707 |
| 284 | ALL504C11 | .03266 | 11.23049 | ALL504C8 | 1.5 | 16.84574 | .06058 |
| 285 | ALL505C11 | .03266 | 3.59563 | ALL505C8 | 1.5 | 5.39344 | .0194 |
| 286 | ALL506C11 | .03266 | 34.70247 | ALL506C8 | 1.5 | 52.05371 | .1872 |
| 287 | ALL507C11 | .03266 | 18.46019 | ALL507C8 | 1.5 | 27.69028 | .09958 |
| 288 | ALL508C11 | .03266 | 53.16427 | ALL508C8 | 1.5 | 79.7464 | .28679 |
| 289 | ALL509C11 | .03266 | .13188 | ALL509C8 | 1.5 | .19782 | .00071139 |
| 290 | ALL510C11 | .03266 | .05845 | ALL510C8 | 1.5 | .08767 | .00031528 |
| 291 | ALL511C11 | .03266 | 7.23621 | ALL511C8 | 1.5 | 10.85431 | .03903 |
| 292 | ALL512C11 | .03266 | 13.56377 | ALL512C8 | 1.5 | 20.34565 | .07317 |
| 293 | ALL513C11 | .03266 | .00517319 | ALL513C8 | 1.5 | .00775978 | .00002791 |
| 294 | ALL514C11 | .03266 | 5.67581 | ALL514C8 | 1.5 | 8.51371 | .03062 |
| 295 | ALL515C11 | .03266 | 24.00631 | ALL515C8 | 1.5 | 36.00947 | .1295 |
| 296 | XX | XX | 185.3791 | XX | XX | 278.0687 | 1 |
| 297 | XX | XX | XX | XX | XX | .03004 | XX |
| 298 | XX | XX | XX | XX | XX | 1757 | XX |

WORKTABLE B6 PART 2E (CONTINUED)

MOST CURRENT FIVE YEARS - INTERTERMINAL SWITCHING

| LINE | SOURCE OF C17 | RATIO INTERTERMINAL TO O&T (17) | LOADED & EMPTY CARS INTERTERM C3*C17 (18) | SOURCE OF C19 | INTERTERMINAL EQUATED SW FACTOR (19) | EQUATED LOADED/ EMPTY CARS GIVEN INTERTERMINAL SW C18*C19 (20) | DISTRIBUTION OF C15 C20/L296C20 (21) |
|------|------------------|--|---|------------------|---|--|---|
| 281 | ALL521C14 | .0467 | 0 | ALL501C9 | 1.2 | 0 | 0 |
| 282 | ALL522C14 | .0467 | .63262 | ALL502C9 | 1.2 | .75915 | .00238634 |
| 283 | ALL523C14 | .0467 | 18.74235 | ALL503C9 | 1.2 | 22.49083 | .0707 |
| 284 | ALL524C14 | .0467 | 16.06016 | ALL504C9 | 1.2 | 19.27219 | .06058 |
| 285 | ALL525C14 | .0467 | 5.14192 | ALL505C9 | 1.2 | 6.17031 | .0194 |
| 286 | ALL526C14 | .0467 | 49.62627 | ALL506C9 | 1.2 | 59.55153 | .1872 |
| 287 | ALL527C14 | .0467 | 26.39899 | ALL507C9 | 1.2 | 31.67879 | .09958 |
| 288 | ALL528C14 | .0467 | 76.02756 | ALL508C9 | 1.2 | 91.23308 | .28679 |
| 289 | ALL529C14 | .0467 | .18859 | ALL509C9 | 1.2 | .22631 | .00071139 |
| 290 | ALL530C14 | .0467 | .08358 | ALL510C9 | 1.2 | .1003 | .00031528 |
| 291 | ALL531C14 | .0467 | 10.34814 | ALL511C9 | 1.2 | 12.41777 | .03903 |
| 292 | ALL532C14 | .0467 | 19.39686 | ALL512C9 | 1.2 | 23.27624 | .07317 |
| 293 | ALL533C14 | .0467 | .00739791 | ALL513C9 | 1.2 | .0088775 | .00002791 |
| 294 | ALL534C14 | .0467 | 8.11669 | ALL514C9 | 1.2 | 9.74003 | .03062 |
| 295 | ALL535C14 | .0467 | 34.33023 | ALL515C9 | 1.2 | 41.19628 | .1295 |
| 296 | XX | XX | 265.1014 | XX | XX | 318.1217 | 1 |
| 297 | XX | XX | XX | XX | XX | .03437 | XX |
| 298 | XX | XX | XX | XX | XX | 2010 | XX |

| LINE | SOURCE OF C22 | LOADED | SOURCE OF C23 | AVERAGE | NUMBER | SOURCE OF C25 | I&I SW | EQUATED CARS | DISTRIBUTION OF C26 C26/L296C26 (27) | TOTAL |
|------|---------------|-------------------|---------------|------------------------------|----------------------------------|---------------|-------------------|----------------------------------|--|--------------------------------|
| | | AND EMPT | | LINEHAULMILES | I&I SWITCHES | | EQUATING | GIVEN | | L/E |
| | | CAR MILES (22) | | BETWEEN I&I SWITCHES (23) | LOADED & EMPT C22/C23 (24) | | SW FACTOR (25) | I&I SWITCHING C24*C25 (26) | | C3+C10+C15 +C20+C26 (28) |
| 281 | A1L236C27 | 0 | A1L561C1 | 200 | 0 | A1L501C10 | .25 | 0 | 0 | 0 |
| 282 | A1L237C27 | 7556 | A1L562C1 | 200 | 37.784 | A1L502C10 | .25 | 9.446 | .0064048 | 35.58661 |
| 283 | A1L238C27 | 174282 | A1L563C1 | 200 | 871.4141 | A1L503C10 | .25 | 217.8535 | .14771 | 923.9451 |
| 284 | A1L239C27 | 46820 | A1L564C1 | 200 | 234.102 | A1L504C10 | .25 | 58.5255 | .03968 | 553.7145 |
| 285 | A1L240C27 | 43409 | A1L565C1 | 200 | 217.046 | A1L505C10 | .25 | 54.2615 | .03679 | 229.8581 |
| 286 | A1L241C27 | 332875 | A1L566C1 | 200 | 1664 | A1L506C10 | .25 | 416.0938 | .28213 | 1897 |
| 287 | A1L242C27 | 51094 | A1L567C1 | 200 | 255.471 | A1L507C10 | .25 | 63.86775 | .04331 | 799.9091 |
| 288 | A1L243C27 | 95660 | A1L568C1 | 200 | 478.3011 | A1L508C10 | .25 | 119.5753 | .08108 | 2009 |
| 289 | A1L244C27 | 866 | A1L569C1 | 200 | 4.33 | A1L509C10 | .25 | 1.0825 | .00073398 | 7.41553 |
| 290 | A1L245C27 | 981.6 | A1L570C1 | 200 | 4.908 | A1L510C10 | .25 | 1.227 | .00083196 | 4.57856 |
| 291 | A1L246C27 | 29896 | A1L571C1 | 200 | 149.484 | A1L511C10 | .25 | 37.371 | .02534 | 344.7561 |
| 292 | A1L247C27 | 66879 | A1L572C1 | 200 | 334.398 | A1L512C10 | .25 | 83.59951 | .05668 | 587.2434 |
| 293 | A1L248C27 | 290.4 | A1L573C1 | 200 | 1.452 | A1L513C10 | .25 | .363 | .00024613 | .88651 |
| 294 | A1L249C27 | 99610 | A1L574C1 | 200 | 498.0511 | A1L514C10 | .25 | 124.5128 | .08443 | 458.0777 |
| 295 | A1L253C27 | 229642 | A1L575C1 | 200 | 1148 | A1L515C10 | .25 | 287.0528 | .19463 | 1402 |
| 296 | XX | XX | XX | XX | 5899 | XX | XX | 1474 | 1 | 9256 |
| 297 | XX | XX | XX | XX | XX | XX | XX | .15934 | XX | XX |
| 298 | XX | XX | XX | XX | XX | XX | XX | 9321 | XX | XX |

MOST CURRENT FIVE YEARS - DISTRIBUTION OF SWITCH ENGINE MINUTES BY CAR TYPE CALCULATION OF SEM BY CAR TYPE AND CLASS

| O & T | | INTERCHANGE | | INTRATERMINAL | | INTERTERMINAL | | I & I | | TOTAL SEM | | SEM PER | | INTER- | | INTRA- | | INTER- | | I & I | |
|-------|----------|-------------|----------|---------------|----------|---------------|----------|-------|----------|-----------|----------|---------|---------|--------|---------|---------|---------|---------|---------|-------|--|
| LINE | L298C3 | *C4 | L298C10 | *C11 | L298C15 | *C16 | L298C20 | *C21 | L298C26 | *C27 | +C32+C33 | C29/C3 | CAR O&T | CHANGE | C30/C8 | C31/C13 | C32/C18 | C33/C24 | | | |
| | (29) | | (30) | | (31) | | (32) | | (33) | | (34) | | (35) | | (36) | (37) | (38) | (39) | | | |
| 281 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | | 0 | |
| 282 | 85.61325 | | 70.61586 | | 4.19406 | | 4.79818 | | 59.70331 | | 224.9247 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 283 | 2536 | | 1660 | | 124.2552 | | 142.1529 | | 1376 | | 5839 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 284 | 2173 | | 728.119 | | 106.4732 | | 121.8096 | | 369.9096 | | 3499 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 285 | 695.8602 | | 340.9072 | | 34.08915 | | 38.99935 | | 342.959 | | 1452 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 286 | 6715 | | 1944 | | 329.0047 | | 376.3946 | | 2629 | | 11996 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 287 | 3572 | | 704.3032 | | 175.016 | | 200.2253 | | 403.6752 | | 5055 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 288 | 10288 | | 577.249 | | 504.0359 | | 576.6373 | | 755.7738 | | 12702 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 289 | 25.52212 | | 11.825 | | 1.25029 | | 1.43038 | | 6.84193 | | 46.86972 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 290 | 11.31114 | | 8.68427 | | .55412 | | .63393 | | 7.75524 | | 28.93869 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 291 | 1400 | | 395.3113 | | 68.60453 | | 78.48633 | | 236.2029 | | 2179 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 292 | 2624 | | 282.5712 | | 128.5944 | | 147.1171 | | 528.3895 | | 3711 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 293 | 1.00116 | | 2.20255 | | .04905 | | .05611 | | 2.29434 | | 5.6032 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 294 | 1098 | | 894.4826 | | 53.81079 | | 61.56169 | | 786.9811 | | 2895 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 295 | 4645 | | 1915 | | 227.5973 | | 260.3805 | | 1814 | | 8863 | 6.32049 | 3.47627 | | 9.48073 | | 7.58458 | | 1.58012 | | |
| 296 | 35876 | | 9536 | | 1757 | | 2010 | | 9321 | | XX | XX | XX | | XX | | XX | | XX | | |
| 297 | XX | | XX | | XX | | XX | | XX | | XX | XX | XX | | XX | | XX | | XX | | |
| 298 | XX | | XX | | XX | | XX | | XX | | XX | XX | XX | | XX | | XX | | XX | | |

ENGINE SWITCHING MINUTES

CALCULATION OF AVERAGE MILES BETWEEN INTERCHANGE SWITCHING

| LINE | | IDENTIFICATION | SOURCE | LOADED & EMPTY CAR MILES (1) | SOURCE | CARS INTERCHANGED TWO ROADS (2) | MILES PER CAR INTERCHANGED TWO ROADS C1/C2 (3) |
|------|-------------------------------|----------------|---------|------------------------------------|----------|--|--|
| 301 | BOX CAR 40 FOOT | A1L236C3 | 0 | B6L201C8 | 0 | 0 | |
| 302 | BOX CAR 50 FOOT | A1L237C3 | 4305 | B6L202C8 | 13.81933 | 311.5202 | |
| 303 | BOX CAR EQUIPPED | A1L238C3 | 125390 | B6L203C8 | 361.4281 | 346.9293 | |
| 304 | GONDOLA PLAIN | A1L239C3 | 54734 | B6L204C8 | 295.89 | 184.9809 | |
| 305 | GONDOLA EQUIPPED | A1L240C3 | 28395 | B6L205C8 | 56.54959 | 502.1257 | |
| 306 | COVERED HOPPER | A1L241C3 | 287382 | B6L206C8 | 449.0865 | 639.9257 | |
| 307 | HOPPER OT | A1L242C3 | 38987 | B6L207C8 | 120.1425 | 324.5064 | |
| 308 | HOPPER S/S | A1L243C3 | 86413 | B6L208C8 | 173.8056 | 497.1819 | |
| 309 | REFER MECHANICAL | A1L244C3 | 762 | B6L209C8 | 3.29092 | 231.5462 | |
| 310 | REFER NON MECH | A1L245C3 | 578 | B6L210C8 | 1.13076 | 511.1613 | |
| 311 | FLAT TOFC/COFC | A1L246C3 | 31766 | B6L211C8 | 109.7417 | 289.4616 | |
| 312 | FLAT MULTILEVEL | A1L247C3 | 40753 | B6L212C8 | 38.83556 | 1049 | |
| 313 | FLAT GENERAL | A1L248C3 | 101 | B6L213C8 | .13434 | 751.8108 | |
| 314 | FLAT OTHER | A1L249C3 | 70717 | B6L214C8 | 166.0101 | 425.9802 | |
| 315 | ALL OTHER CARS INCLUDING TANK | A1L253C3 | 273665 | B6L215C8 | 500.0077 | 547.3216 | |
| 316 | ALL CARS | A1L254C3 | 1043948 | B6L216C8 | 2289 | 455.8978 | |

RAILROAD OWNED CAR DAYS AND CAR MILES IN RUNNING AND SWITCHING SERVICE
 TRAIN STATISTICS - RAILROAD OWNED CARS

| LINE | IDENTIFICATION | SOURCE OF C1 | OPERATING DATA (1) |
|------|---|--------------|-----------------------|
| 101 | TOTAL TRAIN MILES - RUNNING (CURRENT YEAR) | A1L104C1 | 13126 |
| 102 | TOTAL TRAIN MILES - RUNNING (MOST CURRENT 2 YRS) | A1L104C6 | 14459 |
| 103 | TOTAL TRAIN MILES - RUNNING (MOST CURRENT 3 YRS) | A1L104C7 | 14978 |
| 104 | TOTAL TRAIN MILES - RUNNING (MOST CURRENT 4 YRS) | A1L104C8 | 15393 |
| 105 | TOTAL TRAIN MILES - RUNNING (MOST CURRENT 5 YRS) | A1L104C9 | 15610 |
| 106 | TOTAL TRAIN HOURS - ROAD SERVICE (CURRENT YEAR) | A1L129C1 | 606.486 |
| 107 | TOTAL TRAIN HOURS - ROAD SERVICE (MOST CURRENT 2 YRS) | A1L129C6 | 686.289 |
| 108 | TOTAL TRAIN HOURS - ROAD SERVICE (MOST CURRENT 3 YRS) | A1L129C7 | 712.5767 |
| 109 | TOTAL TRAIN HOURS - ROAD SERVICE (MOST CURRENT 4 YRS) | A1L129C8 | 733.5178 |
| 110 | TOTAL TRAIN HOURS - ROAD SERVICE (MOST CURRENT 5 YRS) | A1L129C9 | 753.323 |
| 111 | TOTAL TRAIN HOURS - TRAIN SW (CURRENT YEAR) | A1L130C1 | 286.801 |
| 112 | TOTAL TRAIN HOURS - TRAIN SW (MOST CURRENT 2 YRS) | A1L130C6 | 290.558 |
| 113 | TOTAL TRAIN HOURS - TRAIN SW (MOST CURRENT 3 YRS) | A1L130C7 | 295.9267 |
| 114 | TOTAL TRAIN HOURS - TRAIN SW (MOST CURRENT 4 YRS) | A1L130C8 | 301.1633 |
| 115 | TOTAL TRAIN HOURS - TRAIN SW (MOST CURRENT 5 YRS) | A1L130C9 | 301.987 |
| 116 | TOTAL TRAIN HOURS - RUNNING (CURRENT YEAR) | L106-L111 | 319.685 |
| 117 | TOTAL TRAIN HOURS - RUNNING (MOST CURRENT 2 YRS) | L107-L112 | 395.731 |
| 118 | TOTAL TRAIN HOURS - RUNNING (MOST CURRENT 3 YRS) | L108-L113 | 416.65 |
| 119 | TOTAL TRAIN HOURS - RUNNING (MOST CURRENT 4 YRS) | L109-L114 | 432.3545 |
| 120 | TOTAL TRAIN HOURS - RUNNING (MOST CURRENT 5 YRS) | L110-L115 | 451.336 |
| 121 | SW/LINE HAUL WEIGHTING FACTOR | A1L587C1 | 2.6 |

RAILROAD OWNED CAR DAYS AND CAR MILES IN RUNNING AND SWITCHING SERVICE
CALCULATION OF CAR DAYS RUNNING BY CAR TYPE AND CAR MILES PER CAR DAY (PER DIEM ONLY)
C U R R E N T Y E A R

| LINE | IDENTIFICATION | SOURCE | MILES LOADED & EMPTY (1) | C1/L101C1 (2) | PER DIEM CAR MILES PER TRAIN MI | | CAR HOURS RUNNING | | TOTAL | CM (R) | |
|------------------|---------------------|----------|-----------------------------------|------------------|--|------------------|-------------------------|----------------|----------------------------------|-------------------------------|--|
| | | | | | C2 (3) | C3*L116C1 (4) | C4 (5) | C5/24.0 (6) | CAR DAYS RUNNING C6 (7) | PER CD (R) C1/C7 (8) | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| CAR DAYS RUNNING | | | | | | | | | | | |
| 201 | BOX 40 FOOT | A1L201C3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 202 | BOX 50 FOOT | A1L202C3 | 3401 | .2591 | .2591 | 0 | 82.83147 | 3.45131 | 3.45131 | 985.423 | |
| 203 | BOX EQUIPPED | A1L203C3 | 122146 | 9.30563 | 9.30563 | 0 | 2974 | 123.953 | 123.9529 | 985.423 | |
| 204 | GONDOLA PLAIN | A1L204C3 | 12077 | .92008 | .92008 | 0 | 294.1357 | 12.25565 | 12.25565 | 985.423 | |
| 205 | GONDOLA EQUIPPED | A1L205C3 | 23287 | 1.77411 | 1.77411 | 0 | 567.1557 | 23.63149 | 23.63149 | 985.423 | |
| 206 | COVERED HOPPER | A1L206C3 | 78726 | 5.9977 | 5.9977 | 0 | 1917 | 79.89059 | 79.89059 | 985.423 | |
| 207 | HOPPER OTG | A1L207C3 | 19698 | 1.50068 | 1.50068 | 0 | 479.7454 | 19.98939 | 19.98939 | 985.423 | |
| 208 | HOPPER OTS | A1L208C3 | 40523 | 3.08722 | 3.08722 | 0 | 986.939 | 41.12246 | 41.12246 | 985.423 | |
| 209 | REFRIG MECH | A1L209C3 | 628 | .04784 | .04784 | 0 | 15.29496 | .63729 | .63729 | 985.423 | |
| 210 | REFRIG NM | A1L210C3 | 477 | .03634 | .03634 | 0 | 11.61735 | .48406 | .48406 | 985.423 | |
| 211 | FLAT TOFC | A1L211C3 | 2635 | .20075 | .20075 | 0 | 64.17551 | 2.67398 | 2.67398 | 985.423 | |
| 212 | FLAT MULTILEVEL | A1L212C3 | 4679 | .35647 | .35647 | 0 | 113.9572 | 4.74822 | 4.74822 | 985.423 | |
| 213 | FLAT GENERAL | A1L213C3 | 62 | .00472344 | .00472344 | 0 | 1.51001 | .06292 | .06292 | 985.423 | |
| 214 | FLAT OTHER | A1L214C3 | 64771 | 4.93454 | 4.93454 | 0 | 1577 | 65.72916 | 65.72916 | 985.423 | |
| 215 | ALL OTHER CAR TYPES | A1L215C3 | 4838 | .36858 | .36858 | 0 | 117.8296 | 4.90957 | 4.90957 | 985.423 | |
| 216 | TOTAL | A1L216C3 | 377948 | 28.79377 | 28.79377 | 0 | 9204 | 383.539 | 383.539 | 985.423 | |

WORKTABLE B7 PART 2 (CONTINUED)

T W O - Y E A R A V E R A G E

| LINE | IDENTIFICATION | SOURCE | MILES LOADED & EMPTY (9) | C9 /L102C1 (10) | PER DIEM CAR MILES PER TRAIN MI | | CAR HOURS RUNNING | | C13/24.0 (14) | TOTAL | CM (R) |
|------|---------------------|-----------|-----------------------------------|--------------------|--|--------------------|-------------------------|------------------------------------|------------------|----------------------------------|--------|
| | | | | | C10 (11) | C11*L117C1 (12) | C12 (13) | CAR DAYS RUNNING C14 (15) | | CD (R) PER C9 /C15 (16) | |
| | | | | | CAR DAYS RUNNING | | | | | | |
| 201 | BOX 40 FOOT | ALL201C18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 202 | BOX 50 FOOT | ALL202C18 | 4080 | .28216 | .28216 | 111.6588 | 111.6588 | 4.65245 | 4.65245 | 876.957 | |
| 203 | BOX EQUIPPED | ALL203C18 | 140332 | 9.70486 | 9.70486 | 3840 | 3840 | 160.021 | 160.0215 | 876.957 | |
| 204 | GONDOLA PLAIN | ALL204C18 | 13595 | .94018 | .94018 | 372.0592 | 372.0592 | 15.50247 | 15.50247 | 876.957 | |
| 205 | GONDOLA EQUIPPED | ALL205C18 | 34341 | 2.37494 | 2.37494 | 939.836 | 939.836 | 39.15983 | 39.15983 | 876.957 | |
| 206 | COVERED HOPPER | ALL206C18 | 99022 | 6.84805 | 6.84805 | 2709 | 2709 | 112.916 | 112.916 | 876.957 | |
| 207 | HOPPER OTG | ALL207C18 | 23822 | 1.64748 | 1.64748 | 651.9588 | 651.9588 | 27.16495 | 27.16495 | 876.957 | |
| 208 | HOPPER OTS | ALL208C18 | 52725 | 3.64627 | 3.64627 | 1442 | 1442 | 60.12265 | 60.12265 | 876.957 | |
| 209 | REFRIG MECH | ALL209C18 | 665.5 | .04602 | .04602 | 18.21297 | 18.21297 | .75887 | .75887 | 876.957 | |
| 210 | REFRIG NM | ALL210C18 | 562 | .03887 | .03887 | 15.38045 | 15.38045 | .64085 | .64085 | 876.957 | |
| 211 | FLAT TOFC | ALL211C18 | 3367 | .23288 | .23288 | 92.15957 | 92.15957 | 3.83998 | 3.83998 | 876.957 | |
| 212 | FLAT MULTILEVEL | ALL212C18 | 5163 | .35709 | .35709 | 141.3113 | 141.3113 | 5.88797 | 5.88797 | 876.957 | |
| 213 | FLAT GENERAL | ALL213C18 | 188 | .013 | .013 | 5.14506 | 5.14506 | .21438 | .21438 | 876.957 | |
| 214 | FLAT OTHER | ALL214C18 | 72563 | 5.01823 | 5.01823 | 1985 | 1985 | 82.74462 | 82.74462 | 876.957 | |
| 215 | ALL OTHER CAR TYPES | ALL215C18 | 5736 | .39672 | .39672 | 156.9928 | 156.9928 | 6.54137 | 6.54137 | 876.957 | |
| 216 | TOTAL | ALL216C18 | 456165 | 31.54675 | 31.54675 | 12484 | 12484 | 520.168 | 520.1679 | 876.957 | |

| T H R E E - Y E A R A V E R A G E | | | | | | | | | | |
|-------------------------------------|---------------------|-----------|------------------------------------|--------------------|--|--------------------|--|------------------|---|--|
| LINE | IDENTIFICATION | SOURCE | MILES LOADED & EMPTY (17) | C17/L103C1 (18) | PER DIEM CAR MILES PER TRAIN MI | | CAR HOURS RUNNING C20 (21) | C21/24.0 (22) | TOTAL CAR DAYS RUNNING C22 (23) | CM (R) PER CD (R) C17/C23 (24) |
| | | | | | C18 (19) | C19*L118C1 (20) | | | | |
| | | | | | CAR DAYS RUNNING | | | | | |
| 201 | BOX 40 FOOT | A1L201C21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 202 | BOX 50 FOOT | A1L202C21 | 4644 | .31004 | .31004 | 129.1768 | 129.1768 | 0 | 5.38237 | 862.817 |
| 203 | BOX EQUIPPED | A1L203C21 | 152289 | 10.16695 | 10.16695 | 4236 | 4236 | 0 | 176.5024 | 862.817 |
| 204 | GONDOLA PLAIN | A1L204C21 | 12196 | .81424 | .81424 | 339.2514 | 339.2514 | 0 | 14.13548 | 862.817 |
| 205 | GONDOLA EQUIPPED | A1L205C21 | 36958 | 2.46739 | 2.46739 | 1028 | 1028 | 0 | 42.83487 | 862.817 |
| 206 | COVERED HOPPER | A1L206C21 | 110222 | 7.3585 | 7.3585 | 3065 | 3065 | 0 | 127.7466 | 862.817 |
| 207 | HOPPER OTG | A1L207C21 | 24541 | 1.6384 | 1.6384 | 682.6381 | 682.6381 | 0 | 28.44325 | 862.817 |
| 208 | HOPPER OTS | A1L208C21 | 58364 | 3.89644 | 3.89644 | 1623 | 1623 | 0 | 67.64391 | 862.817 |
| 209 | REFRIG MECH | A1L209C21 | 699.6667 | .04671 | .04671 | 19.46182 | 19.46182 | 0 | .81091 | 862.817 |
| 210 | REFRIG NM | A1L210C21 | 589 | .03932 | .03932 | 16.38354 | 16.38354 | 0 | .68265 | 862.817 |
| 211 | FLAT TOFC | A1L211C21 | 4405 | .29413 | .29413 | 122.5474 | 122.5474 | 0 | 5.10614 | 862.817 |
| 212 | FLAT MULTILEVEL | A1L212C21 | 6357 | .4244 | .4244 | 176.8254 | 176.8254 | 0 | 7.36772 | 862.817 |
| 213 | FLAT GENERAL | A1L213C21 | 208 | .01389 | .01389 | 5.7857 | 5.7857 | 0 | .24107 | 862.817 |
| 214 | FLAT OTHER | A1L214C21 | 78729 | 5.25601 | 5.25601 | 2189 | 2189 | 0 | 91.24643 | 862.817 |
| 215 | ALL OTHER CAR TYPES | A1L215C21 | 5988 | .39976 | .39976 | 166.5613 | 166.5613 | 0 | 6.94006 | 862.817 |
| 216 | TOTAL | A1L216C21 | 496192 | 33.12616 | 33.12616 | 13802 | 13802 | 0 | 575.0839 | 862.817 |

| FOUR - YEAR AVERAGE | | | | | | | | | | |
|---------------------|---------------------|-----------|------------------------------------|--------------------|--|--------------------|--|------------------|------------------------------------|---------------------------|
| LINE | IDENTIFICATION | SOURCE | MILES LOADED & EMPTY (25) | C25/L104C1 (26) | PER DIEM CAR MILES PER TRAIN MI | | CAR HOURS RUNNING C28 (29) | C29/24.0 (30) | TOTAL | CM (R) |
| | | | | | C26 (27) | C27*L119C1 (28) | | | CAR DAYS RUNNING C30 (31) | CD (R) C25/C31 (32) |
| CAR DAYS RUNNING | | | | | | | | | | |
| 201 | BOX 40 FOOT | AIL201C24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 202 | BOX 50 FOOT | AIL202C24 | 5014 | .32575 | .32575 | 140.8383 | 140.8383 | 5.86826 | 5.86826 | 854.469 |
| 203 | BOX EQUIPPED | AIL203C24 | 162157 | 10.53445 | 10.53445 | 4554 | 4554 | 189.776 | 189.7757 | 854.469 |
| 204 | GONDOLA PLAIN | AIL204C24 | 11385 | .73967 | .73967 | 319.7986 | 319.7986 | 13.32494 | 13.32494 | 854.469 |
| 205 | GONDOLA EQUIPPED | AIL205C24 | 38248 | 2.4848 | 2.4848 | 1074 | 1074 | 44.76317 | 44.76317 | 854.469 |
| 206 | COVERED HOPPER | AIL206C24 | 121160 | 7.87108 | 7.87108 | 3403 | 3403 | 141.796 | 141.7956 | 854.469 |
| 207 | HOPPER OTG | AIL207C24 | 28605 | 1.85835 | 1.85835 | 803.4674 | 803.4674 | 33.47781 | 33.47781 | 854.469 |
| 208 | HOPPER OTS | AIL208C24 | 62161 | 4.0383 | 4.0383 | 1745 | 1745 | 72.74898 | 72.74898 | 854.469 |
| 209 | REFRIG MECH | AIL209C24 | 732.5 | .04759 | .04759 | 20.57418 | 20.57418 | .85726 | .85726 | 854.469 |
| 210 | REFRIG NM | AIL210C24 | 703.5 | .0457 | .0457 | 19.75964 | 19.75964 | .82332 | .82332 | 854.469 |
| 211 | FLAT TOFC | AIL211C24 | 5478 | .35587 | .35587 | 153.864 | 153.864 | 6.411 | 6.411 | 854.469 |
| 212 | FLAT MULTILEVEL | AIL212C24 | 6993 | .45434 | .45434 | 196.4378 | 196.4378 | 8.18491 | 8.18491 | 854.469 |
| 213 | FLAT GENERAL | AIL213C24 | 203 | .01319 | .01319 | 5.70179 | 5.70179 | .23757 | .23757 | 854.469 |
| 214 | FLAT OTHER | AIL214C24 | 83023 | 5.39355 | 5.39355 | 2331 | 2331 | 97.16356 | 97.16356 | 854.469 |
| 215 | ALL OTHER CAR TYPES | AIL215C24 | 6058 | .39359 | .39359 | 170.1688 | 170.1688 | 7.09037 | 7.09037 | 854.469 |
| 216 | TOTAL | AIL216C24 | 531926 | 34.55623 | 34.55623 | 14940 | 14940 | 622.523 | 622.5225 | 854.469 |

| F I V E - Y E A R A V E R A G E | | | | | | | | | | |
|-----------------------------------|---------------------|-----------|------------------------------------|--------------------|--|--------------------|-------------------------|------------------|------------------------------------|---------------------------|
| LINE | IDENTIFICATION | SOURCE | MILES LOADED & EMPTY (33) | C33/L105C1 (34) | PER DIEM CAR MILES PER TRAIN MI | | CAR HOURS RUNNING | | TOTAL | CM (R) |
| | | | | | C34 (35) | C35*L120C1 (36) | C36 (37) | C37/24.0 (38) | CAR DAYS RUNNING C38 (39) | CD (R) C33/C39 (40) |
| | | | | | | | | | | |
| CAR DAYS RUNNING | | | | | | | | | | |
| 201 | BOX 40 FOOT | A1L201C27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 202 | BOX 50 FOOT | A1L202C27 | 5075 | .32512 | .32512 | 146.7368 | 146.7368 | 6.11403 | 6.11403 | 830.091 |
| 203 | BOX EQUIPPED | A1L203C27 | 169009 | 10.82674 | 10.82674 | 4886 | 4886 | 203.604 | 203.6041 | 830.09 |
| 204 | GONDOLA PLAIN | A1L204C27 | 11631 | .74508 | .74508 | 336.2814 | 336.2814 | 14.01173 | 14.01173 | 830.091 |
| 205 | GONDOLA EQUIPPED | A1L205C27 | 38375 | 2.45831 | 2.45831 | 1109 | 1109 | 46.23014 | 46.23014 | 830.091 |
| 206 | COVERED HOPPER | A1L206C27 | 125007 | 8.00798 | 8.00798 | 3614 | 3614 | 150.595 | 150.5954 | 830.091 |
| 207 | HOPPER OTG | A1L207C27 | 33451 | 2.14288 | 2.14288 | 967.1583 | 967.1583 | 40.29826 | 40.29826 | 830.091 |
| 208 | HOPPER OTS | A1L208C27 | 66422 | 4.25502 | 4.25502 | 1920 | 1920 | 80.0185 | 80.0185 | 830.09 |
| 209 | REFRIG MECH | A1L209C27 | 753.8001 | .04829 | .04829 | 21.79425 | 21.79425 | .90809 | .90809 | 830.09 |
| 210 | REFRIG NM | A1L210C27 | 898 | .05753 | .05753 | 25.96344 | 25.96344 | 1.08181 | 1.08181 | 830.091 |
| 211 | FLAT TOFC | A1L211C27 | 6150 | .39398 | .39398 | 177.8177 | 177.8177 | 7.40907 | 7.40907 | 830.091 |
| 212 | FLAT MULTILEVEL | A1L212C27 | 7494 | .48009 | .48009 | 216.6819 | 216.6819 | 9.02841 | 9.02841 | 830.091 |
| 213 | FLAT GENERAL | A1L213C27 | 221.2 | .01417 | .01417 | 6.39545 | 6.39545 | .26648 | .26648 | 830.091 |
| 214 | FLAT OTHER | A1L214C27 | 84979 | 5.44379 | 5.44379 | 2456 | 2456 | 102.374 | 102.3741 | 830.09 |
| 215 | ALL OTHER CAR TYPES | A1L215C27 | 6031 | .38634 | .38634 | 174.3714 | 174.3714 | 7.26547 | 7.26547 | 830.091 |
| 216 | TOTAL | A1L216C27 | 555501 | 35.58532 | 35.58532 | 16060 | 16060 | 669.206 | 669.2056 | 830.091 |

RAILROAD OWNED CAR DAYS AND CAR MILES IN RUNNING AND SWITCHING SERVICE
 CALCULATION OF YARD CAR DAYS, CAR MILES, ORIGIN AND TERMINATION SWITCHING SERVICE BY CAR TYPE (PER DIEM CARS ONLY)
 C U R R E N T Y E A R

| LINE | IDENTIFICATION | SOURCE | PER DIEM CARS O & T (1) | SOURCE | EMPTY-LOADED SPOTTED & PULLED RATIO (2) | EMPTY-LOADED CARS O & T C1 *C2 (3) | SOURCE | CAR DAYS PER O & T SWITCH (4) |
|------|---------------------|----------|----------------------------------|----------|--|--|----------|---|
| 301 | BOX 40 FOOT | AlL301C3 | 0 | AlL501C5 | 1.8 | 0 | AlL521C1 | 1 |
| 302 | BOX 50 FOOT | AlL304C3 | 1.702 | AlL502C5 | 1.8 | 3.0636 | AlL522C1 | 1 |
| 303 | BOX EQUIPPED | AlL305C3 | 130.896 | AlL503C5 | 2 | 261.792 | AlL523C1 | 1 |
| 304 | GONDOLA PLAIN | AlL308C3 | 22.983 | AlL504C5 | 2 | 45.966 | AlL524C1 | 1 |
| 305 | GONDOLA EQUIPPED | AlL309C3 | 26.365 | AlL505C5 | 2 | 52.73 | AlL525C1 | 1 |
| 306 | COVERED HOPPER | AlL312C3 | 82.094 | AlL506C5 | 2 | 164.188 | AlL526C1 | 1 |
| 307 | HOPPER OTG | AlL313C3 | 136.599 | AlL507C5 | 2 | 273.198 | AlL527C1 | 1 |
| 308 | HOPPER OTS | AlL314C3 | 760.161 | AlL508C5 | 2 | 1520 | AlL528C1 | 1 |
| 309 | REFRIG MECH | AlL316C3 | 1.765 | AlL509C5 | 2 | 3.53 | AlL529C1 | 1 |
| 310 | REFRIG NON MECH | AlL315C3 | .222 | AlL510C5 | 2 | .444 | AlL530C1 | 1 |
| 311 | FLAT TOFC | AlL317C3 | 217.301 | AlL511C5 | 1 | 217.301 | AlL531C1 | 1 |
| 312 | FLAT MULTILEVEL | AlL318C3 | 14.038 | AlL512C5 | 2 | 28.076 | AlL532C1 | 1 |
| 313 | FLAT GENERAL | AlL319C3 | .074 | AlL513C5 | 2 | .148 | AlL533C1 | 1 |
| 314 | FLAT OTHER | AlL320C3 | 52.381 | AlL514C5 | 2 | 104.762 | AlL534C1 | 1 |
| 315 | ALL OTHER CAR TYPES | AlL323C3 | 28.23 | AlL515C5 | 2 | 56.46 | AlL535C1 | 1 |
| 316 | TOTAL | AlL324C3 | 1474 | AlL516C5 | 1.9 | 2802 | AlL536C1 | 1 |

WORKTABLE B7 PART 3 (CONTINUED)

| LINE | TOTAL CAR DAYS O & T SW C3 *C4 (5) | SOURCE | CAR DAYS PER LOADING OR UNLOADING (6) | TOTAL CAR DAYS LOADING & UNLOADING C1 *C6 (7) | SOURCE | CAR MILES PER O & T CARS SWITCHED (8) | TOTAL O & T SWITCH MILES UNWEIGHTED C3 *C8 (9) | WEIGHTED O & T CAR MILES C9 *L121C1 (10) |
|------|--|----------|---|---|----------|---|--|--|
| 301 | 0 | AlL521C6 | 2 | 0 | AlL521C9 | 4 | 0 | 0 |
| 302 | 3.0636 | AlL521C6 | 2 | 3.404 | AlL522C9 | 4 | 12.2544 | 31.86144 |
| 303 | 261.792 | AlL523C6 | 2 | 261.792 | AlL523C9 | 4 | 1047 | 2722 |
| 304 | 45.966 | AlL524C6 | 2 | 45.966 | AlL524C9 | 4 | 183.864 | 478.0464 |
| 305 | 52.73 | AlL525C6 | 2 | 52.73 | AlL525C9 | 4 | 210.92 | 548.392 |
| 306 | 164.188 | AlL526C6 | 2 | 164.188 | AlL526C9 | 4 | 656.752 | 1707 |
| 307 | 273.198 | AlL527C6 | 2 | 273.198 | AlL527C9 | 4 | 1092 | 2841 |
| 308 | 1520 | AlL528C6 | 2 | 1520 | AlL528C9 | 4 | 6081 | 15811 |
| 309 | 3.53 | AlL529C6 | 2 | 3.53 | AlL529C9 | 4 | 14.12 | 36.712 |
| 310 | .444 | AlL530C6 | 2 | .444 | AlL530C9 | 4 | 1.776 | 4.6176 |
| 311 | 217.301 | AlL531C6 | 2 | 434.602 | AlL531C9 | 4 | 869.204 | 2259 |
| 312 | 28.076 | AlL532C6 | 2 | 28.076 | AlL532C9 | 4 | 112.304 | 291.9904 |
| 313 | .148 | AlL533C6 | 2 | .148 | AlL533C9 | 4 | .592 | 1.5392 |
| 314 | 104.762 | AlL534C6 | 2 | 104.762 | AlL534C9 | 4 | 419.048 | 1089 |
| 315 | 56.46 | AlL535C6 | 2 | 56.46 | AlL535C9 | 4 | 225.84 | 587.184 |
| 316 | 2802 | AlL536C6 | 2 | 2949 | AlL536C9 | 4 | 11208 | 29142 |

| M O S T C U R R E N T T W O Y E A R S | | | | | | | | |
|---------------------------------------|---------------------|-----------|-----------------------------------|----------|---|--|----------|--|
| LINE | IDENTIFICATION | SOURCE | PER DIEM CARS O & T (11) | SOURCE | EMPTY-LOADED SPOTTED & PULLED RATIO (12) | EMPTY-LOADED CARS O & T C11*C12 (13) | SOURCE | CAR DAYS PER O & T SWITCH (14) |
| 301 | BOX 40 FOOT | A1L301C16 | 0 | A1L501C5 | 1.8 | 0 | A1L521C1 | 1 |
| 302 | BOX 50 FOOT | A1L304C16 | 2.3535 | A1L502C5 | 1.8 | 4.2363 | A1L522C1 | 1 |
| 303 | BOX EQUIPPED | A1L305C16 | 152.9545 | A1L503C5 | 2 | 305.909 | A1L523C1 | 1 |
| 304 | GONDOLA PLAIN | A1L308C16 | 23.7765 | A1L504C5 | 2 | 47.553 | A1L524C1 | 1 |
| 305 | GONDOLA EQUIPPED | A1L309C16 | 35.645 | A1L505C5 | 2 | 71.29 | A1L525C1 | 1 |
| 306 | COVERED HOPPER | A1L312C16 | 105.2945 | A1L506C5 | 2 | 210.589 | A1L526C1 | 1 |
| 307 | HOPPER OTG | A1L313C16 | 147.7395 | A1L507C5 | 2 | 295.479 | A1L527C1 | 1 |
| 308 | HOPPER OTS | A1L314C16 | 742.657 | A1L508C5 | 2 | 1485 | A1L528C1 | 1 |
| 309 | REFRIG MECH | A1L316C16 | 1.8035 | A1L509C5 | 2 | 3.607 | A1L529C1 | 1 |
| 310 | REFRIG NON MECH | A1L315C16 | .3775 | A1L510C5 | 2 | .755 | A1L530C1 | 1 |
| 311 | FLAT TOFC | A1L317C16 | 229.149 | A1L511C5 | 1 | 229.149 | A1L531C1 | 1 |
| 312 | FLAT MULTILEVEL | A1L318C16 | 16.277 | A1L512C5 | 2 | 32.554 | A1L532C1 | 1 |
| 313 | FLAT GENERAL | A1L319C16 | .0615 | A1L513C5 | 2 | .123 | A1L533C1 | 1 |
| 314 | FLAT OTHER | A1L320C16 | 60.651 | A1L514C5 | 2 | 121.302 | A1L534C1 | 1 |
| 315 | ALL OTHER CAR TYPES | A1L323C16 | 36.906 | A1L515C5 | 2 | 73.812 | A1L535C1 | 1 |
| 316 | TOTAL | A1L324C16 | 1555 | A1L516C5 | 1.9 | 2955 | A1L536C1 | 1 |

| LINE | TOTAL CAR DAYS O & T SW C13*C14 (15) | SOURCE | CAR DAYS PER LOADING OR UNLOADING (16) | TOTAL CAR DAYS LOADING & UNLOADING C11*C16 (17) | SOURCE | CAR MILES TOTAL O & T PER O & T SWITCH CARS C13*C18 (18) | TOTAL O & T SWITCH MILES UNWEIGHTED C13*C18 (19) | WEIGHTED O & T CAR MILES C19*L121C1 (20) |
|------|--|----------|--|---|----------|---|--|--|
| 301 | 0 | A1L521C6 | 2 | 0 | A1L521C9 | 4 | 0 | 0 |
| 302 | 4.2363 | A1L522C6 | 2 | 4.707 | A1L522C9 | 4 | 16.9452 | 44.05752 |
| 303 | 305.909 | A1L523C6 | 2 | 305.909 | A1L523C9 | 4 | 1223 | 3181 |
| 304 | 47.553 | A1L524C6 | 2 | 47.553 | A1L524C9 | 4 | 190.212 | 494.5512 |
| 305 | 71.29 | A1L525C6 | 2 | 71.29 | A1L525C9 | 4 | 285.16 | 741.416 |
| 306 | 210.589 | A1L526C6 | 2 | 210.589 | A1L526C9 | 4 | 842.356 | 2190 |
| 307 | 295.479 | A1L527C6 | 2 | 295.479 | A1L527C9 | 4 | 1181 | 3072 |
| 308 | 1485 | A1L528C6 | 2 | 1485 | A1L528C9 | 4 | 5941 | 15447 |
| 309 | 3.607 | A1L529C6 | 2 | 3.607 | A1L529C9 | 4 | 14.428 | 37.5128 |
| 310 | .755 | A1L530C6 | 2 | .755 | A1L530C9 | 4 | 3.02 | 7.852 |
| 311 | 229.149 | A1L531C6 | 2 | 458.298 | A1L531C9 | 4 | 916.5961 | 2383 |
| 312 | 32.554 | A1L532C6 | 2 | 32.554 | A1L532C9 | 4 | 130.216 | 338.5616 |
| 313 | .123 | A1L533C6 | 2 | .123 | A1L533C9 | 4 | .492 | 1.2792 |
| 314 | 121.302 | A1L534C6 | 2 | 121.302 | A1L534C9 | 4 | 485.208 | 1261 |
| 315 | 73.812 | A1L535C6 | 2 | 73.812 | A1L535C9 | 4 | 295.248 | 767.6447 |
| 316 | 2955 | A1L536C6 | 2 | 3111 | A1L536C9 | 4 | 11822 | 30739 |

| M O S T C U R R E N T T H R E E Y E A R S | | | | | | | | |
|---|---------------------|-----------|-----------------------------------|----------|---|--|----------|--|
| LINE | IDENTIFICATION | SOURCE | PER DIEM CARS O & T (21) | SOURCE | EMPTY-LOADED SPOTTED & PULLED RATIO (22) | EMPTY-LOADED CARS O & T C21*C22 (23) | SOURCE | CAR DAYS PER O & T SWITCH (24) |
| 301 | BOX 40 FOOT | A1L301C17 | 0 | A1L501C5 | 1.8 | 0 | A1L521C1 | 1 |
| 302 | BOX 50 FOOT | A1L304C17 | 2.93333 | A1L502C5 | 1.8 | 5.28 | A1L522C1 | 1 |
| 303 | BOX EQUIPPED | A1L305C17 | 169.6807 | A1L503C5 | 2 | 339.3613 | A1L523C1 | 1 |
| 304 | GONDOLA PLAIN | A1L308C17 | 17.48967 | A1L504C5 | 2 | 34.97933 | A1L524C1 | 1 |
| 305 | GONDOLA EQUIPPED | A1L309C17 | 39.314 | A1L505C5 | 2 | 78.62801 | A1L525C1 | 1 |
| 306 | COVERED HOPPER | A1L312C17 | 120.7453 | A1L506C5 | 2 | 241.4907 | A1L526C1 | 1 |
| 307 | HOPPER OTG | A1L313C17 | 155.3027 | A1L507C5 | 2 | 310.6054 | A1L527C1 | 1 |
| 308 | HOPPER OTS | A1L314C17 | 744.5774 | A1L508C5 | 2 | 1489 | A1L528C1 | 1 |
| 309 | REFRIG MECH | A1L316C17 | 1.86533 | A1L509C5 | 2 | 3.73067 | A1L529C1 | 1 |
| 310 | REFRIG NON MECH | A1L315C17 | .375 | A1L510C5 | 2 | .75 | A1L530C1 | 1 |
| 311 | FLAT TOFC | A1L317C17 | 228.1667 | A1L511C5 | 1 | 228.1667 | A1L531C1 | 1 |
| 312 | FLAT MULTILEVEL | A1L318C17 | 19.76 | A1L512C5 | 2 | 39.52 | A1L532C1 | 1 |
| 313 | FLAT GENERAL | A1L319C17 | .067 | A1L513C5 | 2 | .134 | A1L533C1 | 1 |
| 314 | FLAT OTHER | A1L320C17 | 61.284 | A1L514C5 | 2 | 122.568 | A1L534C1 | 1 |
| 315 | ALL OTHER CAR TYPES | A1L323C17 | 39.07567 | A1L515C5 | 2 | 78.15134 | A1L535C1 | 1 |
| 316 | TOTAL | A1L324C17 | 1600 | A1L516C5 | 1.9 | 3041 | A1L536C1 | 1 |

| LINE | TOTAL CAR DAYS O & T SW C23*C24 (25) | SOURCE | CAR DAYS PER LOADING OR UNLOADING (26) | TOTAL CAR DAYS LOADING & UNLOADING C21*C26 (27) | SOURCE | CAR MILES TOTAL O & T PER O & T SWITCH CARS C23*C28 (28) | TOTAL O & T SWITCH MILES UNWEIGHTED (29) | WEIGHTED O & T CAR MILES C29*L121C1 (30) |
|------|--|----------|--|---|----------|---|---|--|
| 301 | 0 | A1L521C6 | 2 | 0 | A1L521C9 | 4 | 0 | 0 |
| 302 | 5.28 | A1L522C6 | 2 | 5.86667 | A1L522C9 | 4 | 21.12 | 54.912 |
| 303 | 339.361 | A1L523C6 | 2 | 339.3613 | A1L523C9 | 4 | 1357 | 3529 |
| 304 | 34.97933 | A1L524C6 | 2 | 34.97933 | A1L524C9 | 4 | 139.9173 | 363.785 |
| 305 | 78.62801 | A1L525C6 | 2 | 78.62801 | A1L525C9 | 4 | 314.512 | 817.7313 |
| 306 | 241.491 | A1L526C6 | 2 | 241.4907 | A1L526C9 | 4 | 965.9627 | 2511 |
| 307 | 310.605 | A1L527C6 | 2 | 310.6054 | A1L527C9 | 4 | 1242 | 3230 |
| 308 | 1489 | A1L528C6 | 2 | 1489 | A1L528C9 | 4 | 5956 | 15487 |
| 309 | 3.73067 | A1L529C6 | 2 | 3.73067 | A1L529C9 | 4 | 14.92267 | 38.79893 |
| 310 | .75 | A1L530C6 | 2 | .75 | A1L530C9 | 4 | 3 | 7.8 |
| 311 | 228.167 | A1L531C6 | 2 | 456.3334 | A1L531C9 | 4 | 912.6667 | 2372 |
| 312 | 39.52 | A1L532C6 | 2 | 39.52 | A1L532C9 | 4 | 158.08 | 411.008 |
| 313 | .134 | A1L533C6 | 2 | .134 | A1L533C9 | 4 | .536 | 1.3936 |
| 314 | 122.568 | A1L534C6 | 2 | 122.568 | A1L534C9 | 4 | 490.272 | 1274 |
| 315 | 78.15134 | A1L535C6 | 2 | 78.15134 | A1L535C9 | 4 | 312.6054 | 812.7739 |
| 316 | 3041 | A1L536C6 | 2 | 3201 | A1L536C9 | 4 | 12164 | 31628 |

M O S T C U R R E N T F O U R Y E A R S

| LINE | IDENTIFICATION | SOURCE | PER DIEM | SOURCE | EMPTY-LOADED | EMPTY-LOADED | SOURCE | CAR DAYS |
|------|---------------------|-----------|-----------------------|----------|-----------------------------------|----------------------------------|----------|--------------------------------|
| | | | CARS O & T (31) | | SPOTTED & PULLED RATIO (32) | CARS O & T C31*C32 (33) | | PER O & T SWITCH (34) |
| 301 | BOX 40 FOOT | A1L301C18 | 0 | A1L501C5 | 1.8 | 0 | A1L521C1 | 1 |
| 302 | BOX 50 FOOT | A1L304C18 | 3.36925 | A1L502C5 | 1.8 | 6.06465 | A1L522C1 | 1 |
| 303 | BOX EQUIPPED | A1L305C18 | 184.355 | A1L503C5 | 2 | 368.71 | A1L523C1 | 1 |
| 304 | GONDOLA PLAIN | A1L308C18 | 14.71475 | A1L504C5 | 2 | 29.4295 | A1L524C1 | 1 |
| 305 | GONDOLA EQUIPPED | A1L309C18 | 41.61325 | A1L505C5 | 2 | 83.2265 | A1L525C1 | 1 |
| 306 | COVERED HOPPER | A1L312C18 | 134.0388 | A1L506C5 | 2 | 268.0775 | A1L526C1 | 1 |
| 307 | HOPPER OTG | A1L313C18 | 171.962 | A1L507C5 | 2 | 343.924 | A1L527C1 | 1 |
| 308 | HOPPER OTS | A1L314C18 | 750.2877 | A1L508C5 | 2 | 1500 | A1L528C1 | 1 |
| 309 | REFER MECH | A1L316C18 | 1.861 | A1L509C5 | 2 | 3.722 | A1L529C1 | 1 |
| 310 | REFER NON MECH | A1L315C18 | .5035 | A1L510C5 | 2 | 1.007 | A1L530C1 | 1 |
| 311 | FLAT TOFC | A1L317C18 | 225.1093 | A1L511C5 | 1 | 225.1093 | A1L531C1 | 1 |
| 312 | FLAT MULTILEVEL | A1L318C18 | 21.58325 | A1L512C5 | 2 | 43.16651 | A1L532C1 | 1 |
| 313 | FLAT GENERAL | A1L319C18 | .06075 | A1L513C5 | 2 | .1215 | A1L533C1 | 1 |
| 314 | FLAT OTHER | A1L320C18 | 63.625 | A1L514C5 | 2 | 127.25 | A1L534C1 | 1 |
| 315 | ALL OTHER CAR TYPES | A1L323C18 | 37.19125 | A1L515C5 | 2 | 74.3825 | A1L535C1 | 1 |
| 316 | TOTAL | A1L324C18 | 1650 | A1L516C5 | 1.9 | 3135 | A1L536C1 | 1 |

WORKTABLE B7 PART 3 (CONTINUED)

| LINE | TOTAL CAR DAYS O & T SW C33*C34 (35) | SOURCE | CAR DAYS PER LOADING OR UNLOADING (36) | TOTAL CAR DAYS LOADING & UNLOADING C31*C36 (37) | SOURCE | CAR MILES TOTAL O & T PER O & T SWITCHED CARS (38) | TOTAL O & T SWITCH MILES UNWEIGHTED C33*C38 (39) | WEIGHTED O & T CAR MILES C39*L121C1 (40) |
|------|--|----------|--|---|----------|--|--|--|
| 301 | 0 | A1L521C6 | 2 | 0 | A1L521C9 | 4 | 0 | 0 |
| 302 | 6.06465 | A1L521C6 | 2 | 6.7385 | A1L522C9 | 4 | 24.2586 | 63.07236 |
| 303 | 368.71 | A1L523C6 | 2 | 368.71 | A1L523C9 | 4 | 1474 | 3834 |
| 304 | 29.4295 | A1L524C6 | 2 | 29.4295 | A1L524C9 | 4 | 117.718 | 306.0668 |
| 305 | 83.2265 | A1L525C6 | 2 | 83.2265 | A1L525C9 | 4 | 332.906 | 865.5557 |
| 306 | 268.078 | A1L526C6 | 2 | 268.0775 | A1L526C9 | 4 | 1072 | 2788 |
| 307 | 343.924 | A1L527C6 | 2 | 343.924 | A1L527C9 | 4 | 1375 | 3576 |
| 308 | 1500 | A1L528C6 | 2 | 1500 | A1L528C9 | 4 | 6002 | 15605 |
| 309 | 3.722 | A1L529C6 | 2 | 3.722 | A1L529C9 | 4 | 14.888 | 38.7088 |
| 310 | 1.007 | A1L530C6 | 2 | 1.007 | A1L530C9 | 4 | 4.028 | 10.4728 |
| 311 | 225.109 | A1L531C6 | 2 | 450.2185 | A1L531C9 | 4 | 900.4371 | 2341 |
| 312 | 43.16651 | A1L532C6 | 2 | 43.16651 | A1L532C9 | 4 | 172.666 | 448.9316 |
| 313 | .1215 | A1L533C6 | 2 | .1215 | A1L533C9 | 4 | .486 | 1.2636 |
| 314 | 127.25 | A1L534C6 | 2 | 127.25 | A1L534C9 | 4 | 509 | 1323 |
| 315 | 74.3825 | A1L535C6 | 2 | 74.3825 | A1L535C9 | 4 | 297.53 | 773.578 |
| 316 | 3135 | A1L536C6 | 2 | 3300 | A1L536C9 | 4 | 12542 | 32609 |

| M O S T C U R R E N T F I V E Y E A R S | | | | | | | | |
|---|---------------------|-----------|-----------------------------------|----------|---|--|----------|--|
| LINE | IDENTIFICATION | SOURCE | PER DIEM CARS O & T (41) | SOURCE | EMPTY-LOADED SPOTTED & PULLED RATIO (42) | EMPTY-LOADED CARS O & T C41*C42 (43) | SOURCE | CAR DAYS PER O & T SWITCH (44) |
| 301 | BOX 40 FOOT | A1L301C19 | 0 | A1L501C5 | 1.8 | 0 | A1L521C1 | 1 |
| 302 | BOX 50 FOOT | A1L304C19 | 3.6138 | A1L502C5 | 1.8 | 6.50484 | A1L522C1 | 1 |
| 303 | BOX EQUIPPED | A1L305C19 | 195.5434 | A1L503C5 | 2 | 391.0868 | A1L523C1 | 1 |
| 304 | GONDOLA PLAIN | A1L308C19 | 13.5842 | A1L504C5 | 2 | 27.1684 | A1L524C1 | 1 |
| 305 | GONDOLA EQUIPPED | A1L309C19 | 42.9398 | A1L505C5 | 2 | 85.87961 | A1L525C1 | 1 |
| 306 | COVERED HOPPER | A1L312C19 | 144.5602 | A1L506C5 | 2 | 289.1204 | A1L526C1 | 1 |
| 307 | HOPPER OTG | A1L313C19 | 193.8772 | A1L507C5 | 2 | 387.7544 | A1L527C1 | 1 |
| 308 | HOPPER OTS | A1L314C19 | 737.5232 | A1L508C5 | 2 | 1475 | A1L528C1 | 1 |
| 309 | REFRIG MECH | A1L316C19 | 1.8248 | A1L509C5 | 2 | 3.6496 | A1L529C1 | 1 |
| 310 | REFRIG NON MECH | A1L315C19 | .7468 | A1L510C5 | 2 | 1.4936 | A1L530C1 | 1 |
| 311 | FLAT TOFC | A1L317C19 | 221.5686 | A1L511C5 | 1 | 221.5686 | A1L531C1 | 1 |
| 312 | FLAT MULTILEVEL | A1L318C19 | 22.9648 | A1L512C5 | 2 | 45.9296 | A1L532C1 | 1 |
| 313 | FLAT GENERAL | A1L319C19 | .0606 | A1L513C5 | 2 | .1212 | A1L533C1 | 1 |
| 314 | FLAT OTHER | A1L320C19 | 65.01181 | A1L514C5 | 2 | 130.0236 | A1L534C1 | 1 |
| 315 | ALL OTHER CAR TYPES | A1L323C19 | 32.4214 | A1L515C5 | 2 | 64.8428 | A1L535C1 | 1 |
| 316 | TOTAL | A1L324C19 | 1676 | A1L516C5 | 1.9 | 3184 | A1L536C1 | 1 |

| LINE | TOTAL CAR DAYS O & T SW C43*C44 (45) | SOURCE | CAR DAYS PER LOADING OR UNLOADING (46) | TOTAL CAR DAYS LOADING & UNLOADING C41*C46 (47) | SOURCE | CAR MILES TOTAL O & T PER O & T SWITCH CARS C43*C48 (48) | WEIGHTED O & T CAR MILES C49*L121C1 (50) |
|------|--|----------|--|---|----------|---|--|
| 301 | 0 | A1L521C6 | 2 | 0 | A1L521C9 | 4 | 0 |
| 302 | 6.50484 | A1L522C6 | 2 | 7.2276 | A1L522C9 | 4 | 26.01936 |
| 303 | 391.087 | A1L523C6 | 2 | 391.0868 | A1L523C9 | 4 | 1564 |
| 304 | 27.1684 | A1L524C6 | 2 | 27.1684 | A1L524C9 | 4 | 108.6736 |
| 305 | 85.87961 | A1L525C6 | 2 | 85.87961 | A1L525C9 | 4 | 343.5184 |
| 306 | 289.12 | A1L526C6 | 2 | 289.1204 | A1L526C9 | 4 | 1156 |
| 307 | 387.754 | A1L527C6 | 2 | 387.7544 | A1L527C9 | 4 | 1551 |
| 308 | 1475 | A1L528C6 | 2 | 1475 | A1L528C9 | 4 | 5900 |
| 309 | 3.6496 | A1L529C6 | 2 | 3.6496 | A1L529C9 | 4 | 14.5984 |
| 310 | 1.4936 | A1L530C6 | 2 | 1.4936 | A1L530C9 | 4 | 5.9744 |
| 311 | 221.569 | A1L531C6 | 2 | 443.1372 | A1L531C9 | 4 | 886.2745 |
| 312 | 45.9296 | A1L532C6 | 2 | 45.9296 | A1L532C9 | 4 | 183.7184 |
| 313 | .1212 | A1L533C6 | 2 | .1212 | A1L533C9 | 4 | .4848 |
| 314 | 130.024 | A1L534C6 | 2 | 130.0236 | A1L534C9 | 4 | 520.0944 |
| 315 | 64.8428 | A1L535C6 | 2 | 64.8428 | A1L535C9 | 4 | 259.3712 |
| 316 | 3184 | A1L536C6 | 2 | 3352 | A1L536C9 | 4 | 12739 |

RAILROAD OWNED CAR DAYS AND CAR MILES IN RUNNING AND SWITCHING SERVICE

CALCULATION OF CAR DAYS, CAR MILES FOR INTERCHANGE SWITCHING SERVICE BY CAR TYPE (PER DIEM CARS ONLY)

C U R R E N T Y E A R

| LINE | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM | SOURCE | RATIO OF | CARLOADS | SOURCE | EMPTY-LOADED |
|------|----------------------------|----------|--------------|----------|-----------------|---------------|----------|--------------|
| | | | CARS | | INTERCHANGE | INTERCHANGED | | LINEHAUL |
| | | | O & T (1) | | TO O & T (2) | C1 *C2 (3) | | RATIO (4) |
| 401 | BOX 40 FOOT | AlL301C3 | 0 | AlL541C9 | .45504 | 0 | B3L801C3 | 0 |
| 402 | BOX 50 FOOT | AlL304C3 | 1.702 | AlL542C9 | 2.45785 | 4.18326 | B3L802C3 | 2.06748 |
| 403 | BOX EQUIPPED | AlL305C3 | 130.896 | AlL543C9 | 1.46917 | 192.3086 | B3L803C3 | 1.83196 |
| 404 | GONDOLA PLAIN | AlL308C3 | 22.983 | AlL544C9 | .6839 | 15.71799 | B3L804C3 | 2.03659 |
| 405 | GONDOLA EQUIPPED | AlL309C3 | 26.365 | AlL545C9 | .7443 | 19.62347 | B3L805C3 | 2.07845 |
| 406 | COVERED HOPPER | AlL312C3 | 82.094 | AlL546C9 | .50481 | 41.4422 | B3L806C3 | 2.06175 |
| 407 | HOPPER OTG | AlL313C3 | 136.599 | AlL547C9 | .28174 | 38.48566 | B3L807C3 | 2.01969 |
| 408 | HOPPER OTS | AlL314C3 | 760.161 | AlL548C9 | .0993 | 75.48632 | B3L808C3 | 1.9913 |
| 409 | REFER MECH | AlL316C3 | 1.765 | AlL549C9 | 1.06645 | 1.88229 | B3L809C3 | 1.52798 |
| 410 | REFER NON MECH | AlL315C3 | .222 | AlL550C9 | 2.09849 | .46586 | B3L810C3 | 1.85603 |
| 411 | FLAT TOFC | AlL317C3 | 217.301 | AlL551C9 | .44459 | 96.61041 | B3L811C3 | 1.18056 |
| 412 | FLAT MULTILEVEL | AlL318C3 | 14.038 | AlL552C9 | .22236 | 3.12143 | B3L812C3 | 1.54168 |
| 413 | FLAT GENERAL | AlL319C3 | .074 | AlL553C9 | .45504 | .03367 | B3L813C3 | 2.69565 |
| 414 | FLAT OTHER | AlL320C3 | 52.381 | AlL554C9 | 1.22993 | 64.42507 | B3L814C3 | 2.08019 |
| 415 | ALL OTHER CAR TYPES | AlL323C3 | 28.23 | AlL555C9 | .64243 | 18.1359 | B3L815C3 | 1.22512 |
| 416 | TOTAL | AlL324C3 | 1474 | AlL556C9 | .45504 | 671.1006 | B3L816C3 | 1.94033 |

WORKTABLE B7 PART 4 (CONTINUED)

| EMPTY-LOADED CARS | | | CAR DAYS PER INTERCHANGE | TOTAL CAR DAYS INTERCHANGED | CAR MILES PER INTERCHANGE | TOTAL UNWEIGHTED INTERCHANGE CAR MILES | TOTAL WEIGHTED INTERCHANGE CAR MILES | |
|-------------------|----------|----------|--------------------------|-----------------------------|---------------------------|--|--------------------------------------|------------|
| LINE | C3 *C4 | SOURCE | SWITCH | C5 *C6 | SOURCE | SWITCH | C5 *C8 | C9 *L121C1 |
| | (5) | | (6) | (7) | | (8) | (9) | (10) |
| 401 | 0 | AlL521C2 | .5 | 0 | AlL521C10 | 2.75 | 0 | 0 |
| 402 | 8.64879 | AlL522C2 | .5 | 4.3244 | AlL522C10 | 2.75 | 23.78418 | 61.83886 |
| 403 | 352.302 | AlL523C2 | .5 | 176.151 | AlL523C10 | 2.75 | 968.8304 | 2518 |
| 404 | 32.01117 | AlL524C2 | .5 | 16.00558 | AlL524C10 | 2.75 | 88.03071 | 228.8798 |
| 405 | 40.78648 | AlL525C2 | .5 | 20.39324 | AlL525C10 | 2.75 | 112.1628 | 291.6233 |
| 406 | 85.44361 | AlL526C2 | .5 | 42.7218 | AlL526C10 | 2.75 | 234.9699 | 610.9218 |
| 407 | 77.72895 | AlL527C2 | .5 | 38.86448 | AlL527C10 | 2.75 | 213.7546 | 555.762 |
| 408 | 150.3161 | AlL528C2 | .5 | 75.15805 | AlL528C10 | 2.75 | 413.3692 | 1074 |
| 409 | 2.8761 | AlL529C2 | .5 | 1.43805 | AlL529C10 | 2.75 | 7.90926 | 20.56408 |
| 410 | .86466 | AlL530C2 | .5 | .43233 | AlL530C10 | 2.75 | 2.37781 | 6.1823 |
| 411 | 114.054 | AlL531C2 | .5 | 57.02698 | AlL531C10 | 2.75 | 313.6484 | 815.4858 |
| 412 | 4.81225 | AlL532C2 | .5 | 2.40612 | AlL532C10 | 2.75 | 13.23368 | 34.40756 |
| 413 | .09077 | AlL533C2 | .5 | .04539 | AlL533C10 | 2.75 | .24962 | .64901 |
| 414 | 134.0167 | AlL534C2 | .5 | 67.00833 | AlL534C10 | 2.75 | 368.5458 | 958.219 |
| 415 | 22.21866 | AlL535C2 | .5 | 11.10933 | AlL535C10 | 2.75 | 61.10132 | 158.8634 |
| 416 | 1302 | AlL536C2 | .5 | 651.0797 | AlL536C10 | 2.75 | 3580 | 9310 |

| M O S T C U R R E N T T W O Y E A R S | | | | | | | | |
|---------------------------------------|----------------------------|-----------|-----------------------------------|-----------|---|---|----------|---|
| LINE | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (11) | SOURCE | RATIO OF INTERCHANGE TO O & T (12) | CARLOADS INTERCHANGED C11*C12 (13) | SOURCE | EMPTY-LOADED LINEHAUL RATIO (14) |
| 401 | BOX 40 FOOT | A1L301C16 | 0 | A1L541C54 | .48816 | 0 | B3L801C9 | 0 |
| 402 | BOX 50 FOOT | A1L304C16 | 2.3535 | A1L542C54 | 2.19909 | 5.17555 | B3L802C9 | 2.01581 |
| 403 | BOX EQUIPPED | A1L305C16 | 152.9545 | A1L543C54 | 1.44434 | 220.9185 | B3L803C9 | 1.84515 |
| 404 | GONDOLA PLAIN | A1L308C16 | 23.7765 | A1L544C54 | .62576 | 14.87828 | B3L804C9 | 2.0586 |
| 405 | GONDOLA EQUIPPED | A1L309C16 | 35.645 | A1L545C54 | .9681 | 34.50779 | B3L805C9 | 2.04268 |
| 406 | COVERED HOPPER | A1L312C16 | 105.2945 | A1L546C54 | .51488 | 54.21366 | B3L806C9 | 2.08302 |
| 407 | HOPPER OTG | A1L313C16 | 147.7395 | A1L547C54 | .29263 | 43.23241 | B3L807C9 | 2.02005 |
| 408 | HOPPER OTS | A1L314C16 | 742.657 | A1L548C54 | .09989 | 74.18364 | B3L808C9 | 1.99105 |
| 409 | REFER MECH | A1L316C16 | 1.8035 | A1L549C54 | 1.03657 | 1.86946 | B3L809C9 | 1.54948 |
| 410 | REFER NON MECH | A1L315C16 | .3775 | A1L550C54 | 3.27379 | 1.23586 | B3L810C9 | 1.90508 |
| 411 | FLAT TOFC | A1L317C16 | 229.149 | A1L551C54 | .44579 | 102.1516 | B3L811C9 | 1.18909 |
| 412 | FLAT MULTILEVEL | A1L318C16 | 16.277 | A1L552C54 | .25783 | 4.19664 | B3L812C9 | 1.47845 |
| 413 | FLAT GENERAL | A1L319C16 | .0615 | A1L553C54 | 2.83696 | .17447 | B3L813C9 | 2.62937 |
| 414 | FLAT OTHER | A1L320C16 | 60.651 | A1L554C54 | 1.28658 | 78.0326 | B3L814C9 | 2.08157 |
| 415 | ALL OTHER CAR TYPES | A1L323C16 | 36.906 | A1L555C54 | .68523 | 25.28915 | B3L815C9 | 1.3466 |
| 416 | TOTAL | A1L324C16 | 1555 | A1L556C54 | .48816 | 759.4087 | B3L816C9 | 1.9532 |

| LINE | EMPTY-LOADED CARS INTERCHANGED C13*C14 (15) | SOURCE | CAR DAYS PER INTERCHANGE SWITCH (16) | TOTAL CAR DAYS INTERCHANGED C15*C16 (17) | SOURCE | CAR MILES PER INTERCHANGE SWITCH (18) | TOTAL UNWEIGHTED INTERCHANGE CAR MILES C15*C18 (19) | TOTAL WEIGHTED INTERCHANGE CAR MILES C19*L121C1 (20) |
|------|---|----------|--|--|-----------|---|--|---|
| 401 | 0 | A1L521C2 | .5 | 0 | A1L521C10 | 2.75 | 0 | 0 |
| 402 | 10.43293 | A1L522C2 | .5 | 5.21647 | A1L522C10 | 2.75 | 28.69056 | 74.59546 |
| 403 | 407.6279 | A1L523C2 | .5 | 203.814 | A1L523C10 | 2.75 | 1120 | 2914 |
| 404 | 30.62844 | A1L524C2 | .5 | 15.31422 | A1L524C10 | 2.75 | 84.22822 | 218.9933 |
| 405 | 70.48829 | A1L525C2 | .5 | 35.24415 | A1L525C10 | 2.75 | 193.8428 | 503.9913 |
| 406 | 112.928 | A1L526C2 | .5 | 56.46401 | A1L526C10 | 2.75 | 310.552 | 807.4353 |
| 407 | 87.33181 | A1L527C2 | .5 | 43.66591 | A1L527C10 | 2.75 | 240.1625 | 624.4224 |
| 408 | 147.7034 | A1L528C2 | .5 | 73.85168 | A1L528C10 | 2.75 | 406.1842 | 1056 |
| 409 | 2.89669 | A1L529C2 | .5 | 1.44834 | A1L529C10 | 2.75 | 7.96589 | 20.71131 |
| 410 | 2.35441 | A1L530C2 | .5 | 1.17721 | A1L530C10 | 2.75 | 6.47463 | 16.83403 |
| 411 | 121.4673 | A1L531C2 | .5 | 60.73366 | A1L531C10 | 2.75 | 334.0351 | 868.4913 |
| 412 | 6.20454 | A1L532C2 | .5 | 3.10227 | A1L532C10 | 2.75 | 17.06249 | 44.36248 |
| 413 | .45875 | A1L533C2 | .5 | .22938 | A1L533C10 | 2.75 | 1.26157 | 3.28009 |
| 414 | 162.4302 | A1L534C2 | .5 | 81.21512 | A1L534C10 | 2.75 | 446.6832 | 1161 |
| 415 | 34.05427 | A1L535C2 | .5 | 17.02714 | A1L535C10 | 2.75 | 93.64925 | 243.488 |
| 416 | 1483 | A1L536C2 | .5 | 741.6401 | A1L536C10 | 2.75 | 4079 | 10605 |

M O S T C U R R E N T T H R E E Y E A R S

| LINE | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (21) | SOURCE | RATIO OF INTERCHANGE TO O & T (22) | CARLOADS INTERCHANGED C21*C22 (23) | SOURCE | EMPTY-LOADED LINEHAUL RATIO (24) |
|------|----------------------------|-----------|-----------------------------------|-----------|---|---|-----------|---|
| 401 | BOX 40 FOOT | A1L301C17 | 0 | A1L541C63 | .49448 | 0 | B3L801C15 | 0 |
| 402 | BOX 50 FOOT | A1L304C17 | 2.93333 | A1L542C63 | 2.01114 | 5.89934 | B3L802C15 | 2.00547 |
| 403 | BOX EQUIPPED | A1L305C17 | 169.6807 | A1L543C63 | 1.4124 | 239.6571 | B3L803C15 | 1.854 |
| 404 | GONDOLA PLAIN | A1L308C17 | 17.48967 | A1L544C63 | .56105 | 9.81265 | B3L804C15 | 2.05614 |
| 405 | GONDOLA EQUIPPED | A1L309C17 | 39.314 | A1L545C63 | .99186 | 38.99413 | B3L805C15 | 2.05223 |
| 406 | COVERED HOPPER | A1L312C17 | 120.7453 | A1L546C63 | .48784 | 58.90422 | B3L806C15 | 2.06245 |
| 407 | HOPPER OTG | A1L313C17 | 155.3027 | A1L547C63 | .28886 | 44.86038 | B3L807C15 | 2.02297 |
| 408 | HOPPER OTS | A1L314C17 | 744.5774 | A1L548C63 | .09839 | 73.26234 | B3L808C15 | 2.01051 |
| 409 | REFER MECH | A1L316C17 | 1.86533 | A1L549C63 | 1.02236 | 1.90703 | B3L809C15 | 1.57938 |
| 410 | REFER NON MECH | A1L315C17 | .375 | A1L550C63 | 2.56057 | .96021 | B3L810C15 | 1.91857 |
| 411 | FLAT TOFC | A1L317C17 | 228.1667 | A1L551C63 | .42681 | 97.38347 | B3L811C15 | 1.22108 |
| 412 | FLAT MULTILEVEL | A1L318C17 | 19.76 | A1L552C63 | .28935 | 5.71752 | B3L812C15 | 1.47198 |
| 413 | FLAT GENERAL | A1L319C17 | .067 | A1L553C63 | 2.87601 | .19269 | B3L813C15 | 2.66667 |
| 414 | FLAT OTHER | A1L320C17 | 61.284 | A1L554C63 | 1.38687 | 84.99299 | B3L814C15 | 2.08349 |
| 415 | ALL OTHER CAR TYPES | A1L323C17 | 39.07567 | A1L555C63 | .71129 | 27.79418 | B3L815C15 | 1.41471 |
| 416 | TOTAL | A1L324C17 | 1600 | A1L556C63 | .49448 | 791.4755 | B3L816C15 | 1.95525 |

| LINE | EMPTY-LOADED CARS INTERCHANGED C23*C24 (25) | SOURCE | CAR DAYS PER INTERCHANGE SWITCH (26) | TOTAL CAR DAYS INTERCHANGED C25*C26 (27) | SOURCE | CAR MILES PER INTERCHANGE SWITCH (28) | TOTAL UNWEIGHTED INTERCHANGE CAR MILES C25*C28 (29) | TOTAL WEIGHTED INTERCHANGE CAR MILES C29*L121C1 (30) |
|------|---|----------|--|--|-----------|---|--|---|
| 401 | 0 | A1L521C2 | .5 | 0 | A1L521C10 | 2.75 | 0 | 0 |
| 402 | 11.83096 | A1L522C2 | .5 | 5.91548 | A1L522C10 | 2.75 | 32.53513 | 84.59135 |
| 403 | 444.324 | A1L523C2 | .5 | 222.162 | A1L523C10 | 2.75 | 1221 | 3176 |
| 404 | 20.17617 | A1L524C2 | .5 | 10.08809 | A1L524C10 | 2.75 | 55.48447 | 144.2596 |
| 405 | 80.02504 | A1L525C2 | .5 | 40.01252 | A1L525C10 | 2.75 | 220.0689 | 572.179 |
| 406 | 121.4868 | A1L526C2 | .5 | 60.74342 | A1L526C10 | 2.75 | 334.0888 | 868.6309 |
| 407 | 90.75126 | A1L527C2 | .5 | 45.37563 | A1L527C10 | 2.75 | 249.566 | 648.8715 |
| 408 | 147.2944 | A1L528C2 | .5 | 73.6472 | A1L528C10 | 2.75 | 405.0596 | 1053 |
| 409 | 3.01194 | A1L529C2 | .5 | 1.50597 | A1L529C10 | 2.75 | 8.28283 | 21.53535 |
| 410 | 1.84223 | A1L530C2 | .5 | .92112 | A1L530C10 | 2.75 | 5.06614 | 13.17197 |
| 411 | 118.9133 | A1L531C2 | .5 | 59.45664 | A1L531C10 | 2.75 | 327.0115 | 850.2298 |
| 412 | 8.41608 | A1L532C2 | .5 | 4.20804 | A1L532C10 | 2.75 | 23.14423 | 60.17498 |
| 413 | .51385 | A1L533C2 | .5 | .25692 | A1L533C10 | 2.75 | 1.41308 | 3.67401 |
| 414 | 177.0824 | A1L534C2 | .5 | 88.54121 | A1L534C10 | 2.75 | 486.9766 | 1266 |
| 415 | 39.32073 | A1L535C2 | .5 | 19.66036 | A1L535C10 | 2.75 | 108.132 | 281.1432 |
| 416 | 1547 | A1L536C2 | .5 | 773.7643 | A1L536C10 | 2.75 | 4255 | 11064 |

| M O S T C U R R E N T F O U R Y E A R S | | | | | | | | |
|---|----------------------------|-----------|-----------------------------------|-----------|---|---|-----------|---|
| LINE | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (31) | SOURCE | RATIO OF INTERCHANGE TO O & T (32) | CARLOADS INTERCHANGED C31*C32 (33) | SOURCE | EMPTY-LOADED LINEHAUL RATIO (34) |
| 401 | BOX 40 FOOT | A1L301C18 | 0 | A1L541C72 | .50636 | 0 | B3L801C21 | 0 |
| 402 | BOX 50 FOOT | A1L304C18 | 3.36925 | A1L542C72 | 1.66122 | 5.59706 | B3L802C21 | 2.0009 |
| 403 | BOX EQUIPPED | A1L305C18 | 184.355 | A1L543C72 | 1.31398 | 242.2391 | B3L803C21 | 1.86298 |
| 404 | GONDOLA PLAIN | A1L308C18 | 14.71475 | A1L544C72 | .5862 | 8.62575 | B3L804C21 | 2.04844 |
| 405 | GONDOLA EQUIPPED | A1L309C18 | 41.61325 | A1L545C72 | .89878 | 37.40109 | B3L805C21 | 2.08525 |
| 406 | COVERED HOPPER | A1L312C18 | 134.0388 | A1L546C72 | .50022 | 67.04878 | B3L806C21 | 2.05822 |
| 407 | HOPPER OTG | A1L313C18 | 171.962 | A1L547C72 | .33302 | 57.26678 | B3L807C21 | 1.9881 |
| 408 | HOPPER OTS | A1L314C18 | 750.2877 | A1L548C72 | .09896 | 74.24791 | B3L808C21 | 2.01944 |
| 409 | REFER MECH | A1L316C18 | 1.861 | A1L549C72 | 1.01719 | 1.89299 | B3L809C21 | 1.59499 |
| 410 | REFER NON MECH | A1L315C18 | .5035 | A1L550C72 | 1.60728 | .80927 | B3L810C21 | 1.98589 |
| 411 | FLAT TOFC | A1L317C18 | 225.1093 | A1L551C72 | .43221 | 97.29355 | B3L811C21 | 1.21531 |
| 412 | FLAT MULTILEVEL | A1L318C18 | 21.58325 | A1L552C72 | .27874 | 6.01607 | B3L812C21 | 1.46781 |
| 413 | FLAT GENERAL | A1L319C18 | .06075 | A1L553C72 | 2.87601 | .17472 | B3L813C21 | 2.65359 |
| 414 | FLAT OTHER | A1L320C18 | 63.625 | A1L554C72 | 1.41804 | 90.22262 | B3L814C21 | 2.08808 |
| 415 | ALL OTHER CAR TYPES | A1L323C18 | 37.19125 | A1L555C72 | .7472 | 27.78937 | B3L815C21 | 1.47687 |
| 416 | TOTAL | A1L324C18 | 1650 | A1L556C72 | .50636 | 835.6287 | B3L816C21 | 1.95914 |

| LINE | EMPTY-LOADED CARS INTERCHANGED C33*C34 (35) | SOURCE | CAR DAYS PER INTERCHANGE SWITCH (36) | TOTAL CAR DAYS INTERCHANGED C35*C36 (37) | SOURCE | CAR MILES PER INTERCHANGE SWITCH (38) | TOTAL UNWEIGHTED INTERCHANGE CAR MILES C35*C38 (39) | TOTAL WEIGHTED INTERCHANGE CAR MILES C39*L121C1 (40) |
|------|---|----------|--|--|-----------|---|--|---|
| 401 | 0 | A1L521C2 | .5 | 0 | A1L521C10 | 2.75 | 0 | 0 |
| 402 | 11.19915 | A1L522C2 | .5 | 5.59957 | A1L522C10 | 2.75 | 30.79766 | 80.07391 |
| 403 | 451.2866 | A1L523C2 | .5 | 225.6433 | A1L523C10 | 2.75 | 1241 | 3226 |
| 404 | 17.66934 | A1L524C2 | .5 | 8.83467 | A1L524C10 | 2.75 | 48.59068 | 126.3358 |
| 405 | 77.99073 | A1L525C2 | .5 | 38.99536 | A1L525C10 | 2.75 | 214.4745 | 557.6337 |
| 406 | 138.0009 | A1L526C2 | .5 | 69.00045 | A1L526C10 | 2.75 | 379.5025 | 986.7065 |
| 407 | 113.852 | A1L527C2 | .5 | 56.92599 | A1L527C10 | 2.75 | 313.0929 | 814.0415 |
| 408 | 149.9388 | A1L528C2 | .5 | 74.96942 | A1L528C10 | 2.75 | 412.3318 | 1072 |
| 409 | 3.01931 | A1L529C2 | .5 | 1.50965 | A1L529C10 | 2.75 | 8.30309 | 21.58804 |
| 410 | 1.60711 | A1L530C2 | .5 | .80355 | A1L530C10 | 2.75 | 4.41955 | 11.49084 |
| 411 | 118.2416 | A1L531C2 | .5 | 59.12081 | A1L531C10 | 2.75 | 325.1644 | 845.4275 |
| 412 | 8.83045 | A1L532C2 | .5 | 4.41522 | A1L532C10 | 2.75 | 24.28374 | 63.13771 |
| 413 | .46363 | A1L533C2 | .5 | .23181 | A1L533C10 | 2.75 | 1.27498 | 3.31495 |
| 414 | 188.3924 | A1L534C2 | .5 | 94.19619 | A1L534C10 | 2.75 | 518.0791 | 1347 |
| 415 | 41.04135 | A1L535C2 | .5 | 20.52067 | A1L535C10 | 2.75 | 112.8637 | 293.4456 |
| 416 | 1637 | A1L536C2 | .5 | 818.5556 | A1L536C10 | 2.75 | 4502 | 11705 |

M O S T C U R R E N T F I V E Y E A R S

| CAR TYPE | | SOURCE | PER DIEM | SOURCE | RATIO OF | CARLOADS | SOURCE | EMPTY-LOADED |
|----------|---------------------|-----------|---------------|-----------|------------------|-----------------|-----------|---------------|
| LINE | IDENTIFICATION | | CARS | | INTERCHANGE | INTERCHANGED | | LINEHAUL |
| | | | O & T (41) | | TO O & T (42) | C41*C42 (43) | | RATIO (44) |
| 401 | BOX 40 FOOT | A1L301C19 | 0 | A1L541C81 | .51874 | 0 | B3L801C27 | 0 |
| 402 | BOX 50 FOOT | A1L304C19 | 3.6138 | A1L542C81 | 1.50717 | 5.44662 | B3L802C27 | 1.99106 |
| 403 | BOX EQUIPPED | A1L305C19 | 195.5434 | A1L543C81 | 1.27496 | 249.31 | B3L803C27 | 1.86836 |
| 404 | GONDOLA PLAIN | A1L308C19 | 13.5842 | A1L544C81 | .60642 | 8.23775 | B3L804C27 | 2.05002 |
| 405 | GONDOLA EQUIPPED | A1L309C19 | 42.9398 | A1L545C81 | .8555 | 36.7352 | B3L805C27 | 2.09309 |
| 406 | COVERED HOPPER | A1L312C19 | 144.5602 | A1L546C81 | .51348 | 74.22805 | B3L806C27 | 2.05713 |
| 407 | HOPPER OTG | A1L313C19 | 193.8772 | A1L547C81 | .36175 | 70.13508 | B3L807C27 | 1.96612 |
| 408 | HOPPER OTS | A1L314C19 | 737.5232 | A1L548C81 | .10062 | 74.20769 | B3L808C27 | 2.02413 |
| 409 | REFER MECH | A1L316C19 | 1.8248 | A1L549C81 | 1.014 | 1.85035 | B3L809C27 | 1.62387 |
| 410 | REFER NON MECH | A1L315C19 | .7468 | A1L550C81 | 1.33393 | .99618 | B3L810C27 | 2.10502 |
| 411 | FLAT TOFC | A1L317C19 | 221.5686 | A1L551C81 | .43881 | 97.22757 | B3L811C27 | 1.22421 |
| 412 | FLAT MULTILEVEL | A1L318C19 | 22.9648 | A1L552C81 | .27571 | 6.33153 | B3L812C27 | 1.47621 |
| 413 | FLAT GENERAL | A1L319C19 | .0606 | A1L553C81 | 2.87601 | .17429 | B3L813C27 | 2.56613 |
| 414 | FLAT OTHER | A1L320C19 | 65.01181 | A1L554C81 | 1.4508 | 94.31894 | B3L814C27 | 2.08963 |
| 415 | ALL OTHER CAR TYPES | A1L323C19 | 32.4214 | A1L555C81 | .77593 | 25.1568 | B3L815C27 | 1.55031 |
| 416 | TOTAL | A1L324C19 | 1676 | A1L556C81 | .51874 | 869.5256 | B3L816C27 | 1.96118 |

| EMPTY-LOADED CARS | | CAR DAYS PER INTERCHANGE | TOTAL CAR DAYS INTERCHANGED | CAR MILES PER INTERCHANGE | TOTAL UNWEIGHTED INTERCHANGE CAR MILES | TOTAL WEIGHTED INTERCHANGE CAR MILES | | |
|----------------------|-----------------|--------------------------------|-----------------------------------|---------------------------------|---|---|----------|----------|
| LINE | C43*C44 (45) | SOURCE | C45*C46 (47) | SOURCE | C45*C48 (49) | C49*L121C1 (50) | | |
| 401 | 0 | A1L521C2 | .5 | 0 | A1L521C10 | 2.75 | 0 | 0 |
| 402 | 10.84453 | A1L522C2 | .5 | 5.42227 | A1L522C10 | 2.75 | 29.82246 | 77.53839 |
| 403 | 465.8013 | A1L523C2 | .5 | 232.9007 | A1L523C10 | 2.75 | 1280 | 3330 |
| 404 | 16.88757 | A1L524C2 | .5 | 8.44378 | A1L524C10 | 2.75 | 46.44081 | 120.7461 |
| 405 | 76.89023 | A1L525C2 | .5 | 38.44512 | A1L525C10 | 2.75 | 211.4481 | 549.7651 |
| 406 | 152.6964 | A1L526C2 | .5 | 76.3482 | A1L526C10 | 2.75 | 419.9151 | 1091 |
| 407 | 137.8941 | A1L527C2 | .5 | 68.94705 | A1L527C10 | 2.75 | 379.2088 | 985.9427 |
| 408 | 150.2059 | A1L528C2 | .5 | 75.10297 | A1L528C10 | 2.75 | 413.0663 | 1073 |
| 409 | 3.00472 | A1L529C2 | .5 | 1.50236 | A1L529C10 | 2.75 | 8.26299 | 21.48377 |
| 410 | 2.09697 | A1L530C2 | .5 | 1.04849 | A1L530C10 | 2.75 | 5.76667 | 14.99334 |
| 411 | 119.0272 | A1L531C2 | .5 | 59.51361 | A1L531C10 | 2.75 | 327.3249 | 851.0447 |
| 412 | 9.34664 | A1L532C2 | .5 | 4.67332 | A1L532C10 | 2.75 | 25.70327 | 66.8285 |
| 413 | .44724 | A1L533C2 | .5 | .22362 | A1L533C10 | 2.75 | 1.22991 | 3.19777 |
| 414 | 197.0917 | A1L534C2 | .5 | 98.54583 | A1L534C10 | 2.75 | 542.0021 | 1409 |
| 415 | 39.00073 | A1L535C2 | .5 | 19.50036 | A1L535C10 | 2.75 | 107.252 | 278.8552 |
| 416 | 1705 | A1L536C2 | .5 | 852.6489 | A1L536C10 | 2.75 | 4689 | 12192 |

RAILROAD OWNED CAR DAYS AND CAR MILES IN RUNNING AND SWITCHING SERVICE
 CALCULATION OF CAR DAYS, CAR MILES FOR INTRATERMINAL SWITCHING SERVICE BY CAR TYPE (PER DIEM CARS ONLY)
 M O S T C U R R E N T Y E A R

| LINE | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (1) | SOURCE | RATIO OF INTRATERMINAL TO O & T (2) | LOADED CARS GIVEN INTRATERMINAL SWITCH C1 *C2 (3) | SOURCE | EMPTY-LOADED SPOTTED & PULLED RATIO (4) |
|------|----------------------------|----------|----------------------------------|-----------|--|--|----------|---|
| 501 | BOX 40 FOOT | A1L301C3 | 0 | A1L501C11 | .03266 | 0 | A1L501C5 | 1.8 |
| 502 | BOX 50 FOOT | A1L304C3 | 1.702 | A1L502C11 | .03266 | .05559 | A1L502C5 | 1.8 |
| 503 | BOX EQUIPPED | A1L305C3 | 130.896 | A1L503C11 | .03266 | 4.27493 | A1L503C5 | 2 |
| 504 | GONDOLA PLAIN | A1L308C3 | 22.983 | A1L504C11 | .03266 | .7506 | A1L504C5 | 2 |
| 505 | GONDOLA EQUIPPED | A1L309C3 | 26.365 | A1L505C11 | .03266 | .86105 | A1L505C5 | 2 |
| 506 | COVERED HOPPER | A1L312C3 | 82.094 | A1L506C11 | .03266 | 2.68111 | A1L506C5 | 2 |
| 507 | HOPPER OTG | A1L313C3 | 136.599 | A1L507C11 | .03266 | 4.46119 | A1L507C5 | 2 |
| 508 | HOPPER OTS | A1L314C3 | 760.161 | A1L508C11 | .03266 | 24.8261 | A1L508C5 | 2 |
| 509 | REFER MECH | A1L316C3 | 1.765 | A1L509C11 | .03266 | .05764 | A1L509C5 | 2 |
| 510 | REFER NON MECH | A1L315C3 | .222 | A1L510C11 | .03266 | .0072503 | A1L510C5 | 2 |
| 511 | FLAT TOFC | A1L317C3 | 217.301 | A1L511C11 | .03266 | 7.09683 | A1L511C5 | 1 |
| 512 | FLAT MULTILEVEL | A1L318C3 | 14.038 | A1L512C11 | .03266 | .45847 | A1L512C5 | 2 |
| 513 | FLAT GENERAL | A1L319C3 | .074 | A1L513C11 | .03266 | .00241677 | A1L513C5 | 2 |
| 514 | FLAT OTHER | A1L320C3 | 52.381 | A1L514C11 | .03266 | 1.71071 | A1L514C5 | 2 |
| 515 | ALL OTHER CAR TYPES | A1L323C3 | 28.23 | A1L515C11 | .03266 | .92196 | A1L515C5 | 2 |
| 516 | TOTAL | A1L324C3 | 1474 | A1L516C11 | .03266 | 48.16586 | A1L516C5 | 1.9 |

WORKTABLE B7 PART 5 (CONTINUED)

| LINE | EMPTY & LOADED CARS INTRA- TERMINAL C3 *C4 (5) | SOURCE | CAR DAYS PER INTRA- TERMINAL SWITCH (6) | TOTAL CAR DAYS INTRA- TERMINAL SWITCHING C5 *C6 (7) | SOURCE | CAR DAYS PER INTRA- TERMINAL LOADING & UNLOADING (8) | TOTAL CAR DAYS LOADING & UNLOADING C3 *C8 (9) | SOURCE | CAR MILES PER INTRA- TERMINAL SWITCH (10) | TOTAL UNWEIGHTED INTRA- TERMINAL CAR MILES C5 *C10 (11) | TOTAL WEIGHTED INTRA- TERMINAL CAR MILES C11*L121C1 (12) |
|------|--|----------|--|---|----------|--|--|-----------|--|---|--|
| 501 | 0 | A1L521C3 | 2 | 0 | A1L521C7 | 4 | 0 | A1L521C11 | 6 | 0 | 0 |
| 502 | .10005 | A1L522C3 | 2 | .20011 | A1L522C7 | 4 | .22234 | A1L522C11 | 6 | .60032 | 1.56084 |
| 503 | 8.54987 | A1L523C3 | 2 | 17.09973 | A1L523C7 | 4 | 17.09973 | A1L523C11 | 6 | 51.29919 | 133.3779 |
| 504 | 1.5012 | A1L524C3 | 2 | 3.00241 | A1L524C7 | 4 | 3.00241 | A1L524C11 | 6 | 9.00722 | 23.41878 |
| 505 | 1.72211 | A1L525C3 | 2 | 3.44422 | A1L525C7 | 4 | 3.44422 | A1L525C11 | 6 | 10.33266 | 26.8649 |
| 506 | 5.36222 | A1L526C3 | 2 | 10.72443 | A1L526C7 | 4 | 10.72443 | A1L526C11 | 6 | 32.1733 | 83.65058 |
| 507 | 8.92237 | A1L527C3 | 2 | 17.84475 | A1L527C7 | 4 | 17.84475 | A1L527C11 | 6 | 53.53424 | 139.189 |
| 508 | 49.6522 | A1L528C3 | 2 | 99.3044 | A1L528C7 | 4 | 99.3044 | A1L528C11 | 6 | 297.9132 | 774.5744 |
| 509 | .11529 | A1L529C3 | 2 | .23057 | A1L529C7 | 4 | .23057 | A1L529C11 | 6 | .69172 | 1.79847 |
| 510 | .0145 | A1L530C3 | 2 | .029 | A1L530C7 | 4 | .029 | A1L530C11 | 6 | .087 | .22621 |
| 511 | 7.09683 | A1L531C3 | 2 | 14.19367 | A1L531C7 | 4 | 28.38734 | A1L531C11 | 6 | 42.581 | 110.7106 |
| 512 | .91693 | A1L532C3 | 2 | 1.83387 | A1L532C7 | 4 | 1.83387 | A1L532C11 | 6 | 5.50161 | 14.30417 |
| 513 | .00483353 | A1L533C3 | 2 | .00966707 | A1L533C7 | 4 | .00966707 | A1L533C11 | 6 | .029 | .0754 |
| 514 | 3.42142 | A1L534C3 | 2 | 6.84284 | A1L534C7 | 4 | 6.84284 | A1L534C11 | 6 | 20.52853 | 53.37418 |
| 515 | 1.84393 | A1L535C3 | 2 | 3.68785 | A1L535C7 | 4 | 3.68785 | A1L535C11 | 6 | 11.06356 | 28.76526 |
| 516 | 91.51513 | A1L536C3 | 2 | 183.0302 | A1L536C7 | 4 | 192.6634 | A1L536C11 | 6 | 549.0907 | 1427 |

M O S T C U R R E N T T W O Y E A R S

| CAR TYPE | | PER DIEM CARS | | RATIO OF INTRATERMINAL | | LOADED CARS GIVEN INTRATERMINAL SWITCH | | EMPTY-LOADED SPOTTED & PULLED RATIO | |
|----------|---------------------|---------------|------------|------------------------|---------------|--|----------|-------------------------------------|--|
| LINE | IDENTIFICATION | SOURCE | O & T (13) | SOURCE | TO O & T (14) | C13*C14 (15) | SOURCE | RATIO (16) | |
| 501 | BOX 40 FOOT | A1L301C16 | 0 | A1L501C11 | .03266 | 0 | A1L501C5 | 1.8 | |
| 502 | BOX 50 FOOT | A1L304C16 | 2.3535 | A1L502C11 | .03266 | .07686 | A1L502C5 | 1.8 | |
| 503 | BOX EQUIPPED | A1L305C16 | 152.9545 | A1L503C11 | .03266 | 4.99534 | A1L503C5 | 2 | |
| 504 | GONDOLA PLAIN | A1L308C16 | 23.7765 | A1L504C11 | .03266 | .77652 | A1L504C5 | 2 | |
| 505 | GONDOLA EQUIPPED | A1L309C16 | 35.645 | A1L505C11 | .03266 | 1.16413 | A1L505C5 | 2 | |
| 506 | COVERED HOPPER | A1L312C16 | 105.2945 | A1L506C11 | .03266 | 3.43881 | A1L506C5 | 2 | |
| 507 | HOPPER OTG | A1L313C16 | 147.7395 | A1L507C11 | .03266 | 4.82502 | A1L507C5 | 2 | |
| 508 | HOPPER OTS | A1L314C16 | 742.657 | A1L508C11 | .03266 | 24.25444 | A1L508C5 | 2 | |
| 509 | REFER MECH | A1L316C16 | 1.8035 | A1L509C11 | .03266 | .0589 | A1L509C5 | 2 | |
| 510 | REFER NON MECH | A1L315C16 | .3775 | A1L510C11 | .03266 | .01233 | A1L510C5 | 2 | |
| 511 | FLAT TOFC | A1L317C16 | 229.149 | A1L511C11 | .03266 | 7.48378 | A1L511C5 | 1 | |
| 512 | FLAT MULTILEVEL | A1L318C16 | 16.277 | A1L512C11 | .03266 | .53159 | A1L512C5 | 2 | |
| 513 | FLAT GENERAL | A1L319C16 | .0615 | A1L513C11 | .03266 | .00200853 | A1L513C5 | 2 | |
| 514 | FLAT OTHER | A1L320C16 | 60.651 | A1L514C11 | .03266 | 1.9808 | A1L514C5 | 2 | |
| 515 | ALL OTHER CAR TYPES | A1L323C16 | 36.906 | A1L515C11 | .03266 | 1.20531 | A1L515C5 | 2 | |
| 516 | TOTAL | A1L324C16 | 1555 | A1L516C11 | .03266 | 50.80585 | A1L516C5 | 1.9 | |

WORKTABLE B7 PART 5 (CONTINUED)

| LINE | EMPTY & LOADED CARS INTRA- TERMINAL C15*C16 (17) | SOURCE | CAR DAYS PER INTRA- TERMINAL SWITCH (18) | TOTAL CAR DAYS INTRA- TERMINAL SWITCHING C17*C18 (19) | SOURCE | CAR DAYS PER INTRA- TERMINAL LOADING & UNLOADING (20) | TOTAL CAR DAYS LOADING & UNLOADING C15*C20 (21) | SOURCE | CAR MILES PER INTRA- TERMINAL SWITCH (22) | TOTAL UNWEIGHTED INTRA- TERMINAL CAR MILES C17*C22 (23) | TOTAL WEIGHTED INTRA- TERMINAL CAR MILES C23*L121C1 (24) |
|------|--|----------|---|---|----------|---|--|-----------|--|---|--|
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| 501 | 0 | A1L521C3 | 2 | 0 | A1L521C7 | 4 | 0 | A1L521C11 | 6 | 0 | 0 |
| 502 | .13835 | A1L522C3 | 2 | .27671 | A1L522C7 | 4 | .30745 | A1L522C11 | 6 | .83012 | 2.15831 |
| 503 | 9.99068 | A1L523C3 | 2 | 19.98137 | A1L523C7 | 4 | 19.98137 | A1L523C11 | 6 | 59.9441 | 155.8547 |
| 504 | 1.55303 | A1L524C3 | 2 | 3.10607 | A1L524C7 | 4 | 3.10607 | A1L524C11 | 6 | 9.3182 | 24.22732 |
| 505 | 2.32826 | A1L525C3 | 2 | 4.65652 | A1L525C7 | 4 | 4.65652 | A1L525C11 | 6 | 13.96956 | 36.32086 |
| 506 | 6.87763 | A1L526C3 | 2 | 13.75525 | A1L526C7 | 4 | 13.75525 | A1L526C11 | 6 | 41.26576 | 107.291 |
| 507 | 9.65005 | A1L527C3 | 2 | 19.3001 | A1L527C7 | 4 | 19.3001 | A1L527C11 | 6 | 57.9003 | 150.5408 |
| 508 | 48.50888 | A1L528C3 | 2 | 97.01775 | A1L528C7 | 4 | 97.01775 | A1L528C11 | 6 | 291.0532 | 756.7384 |
| 509 | .1178 | A1L529C3 | 2 | .2356 | A1L529C7 | 4 | .2356 | A1L529C11 | 6 | .70681 | 1.8377 |
| 510 | .02466 | A1L530C3 | 2 | .04932 | A1L530C7 | 4 | .04932 | A1L530C11 | 6 | .14795 | .38466 |
| 511 | 7.48378 | A1L531C3 | 2 | 14.96756 | A1L531C7 | 4 | 29.93511 | A1L531C11 | 6 | 44.90267 | 116.7469 |
| 512 | 1.06318 | A1L532C3 | 2 | 2.12636 | A1L532C7 | 4 | 2.12636 | A1L532C11 | 6 | 6.37909 | 16.58563 |
| 513 | .00401706 | A1L533C3 | 2 | .00803412 | A1L533C7 | 4 | .00803412 | A1L533C11 | 6 | .0241 | .06267 |
| 514 | 3.9616 | A1L534C3 | 2 | 7.9232 | A1L534C7 | 4 | 7.9232 | A1L534C11 | 6 | 23.76961 | 61.80099 |
| 515 | 2.41063 | A1L535C3 | 2 | 4.82125 | A1L535C7 | 4 | 4.82125 | A1L535C11 | 6 | 14.46376 | 37.60577 |
| 516 | 96.5311 | A1L536C3 | 2 | 193.0622 | A1L536C7 | 4 | 203.2234 | A1L536C11 | 6 | 579.1866 | 1505 |

M O S T C U R R E N T T H R E E Y E A R S

| LINE | | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (25) | SOURCE | RATIO OF INTRATERMINAL TO O & T (26) | LOADED CARS GIVEN INTRATERMINAL SWITCH C25*C26 (27) | | SOURCE | EMPTY-LOADED SPOTTED & PULLED RATIO (28) |
|------|---------------------|-------------------------|-----------|--------------------------|-----------|--------------------------------------|---|----------|--------|--|
| 501 | BOX 40 FOOT | | AlL301C17 | 0 | AlL501C11 | .03266 | 0 | AlL501C5 | | 1.8 |
| 502 | BOX 50 FOOT | | AlL304C17 | 2.93333 | AlL502C11 | .03266 | .0958 | AlL502C5 | | 1.8 |
| 503 | BOX EQUIPPED | | AlL305C17 | 169.6807 | AlL503C11 | .03266 | 5.5416 | AlL503C5 | | 2 |
| 504 | GONDOLA PLAIN | | AlL308C17 | 17.48967 | AlL504C11 | .03266 | .5712 | AlL504C5 | | 2 |
| 505 | GONDOLA EQUIPPED | | AlL309C17 | 39.314 | AlL505C11 | .03266 | 1.28396 | AlL505C5 | | 2 |
| 506 | COVERED HOPPER | | AlL312C17 | 120.7453 | AlL506C11 | .03266 | 3.94342 | AlL506C5 | | 2 |
| 507 | HOPPER OTG | | AlL313C17 | 155.3027 | AlL507C11 | .03266 | 5.07203 | AlL507C5 | | 2 |
| 508 | HOPPER OTS | | AlL314C17 | 744.5774 | AlL508C11 | .03266 | 24.31715 | AlL508C5 | | 2 |
| 509 | REFER MECH | | AlL316C17 | 1.86533 | AlL509C11 | .03266 | .06092 | AlL509C5 | | 2 |
| 510 | REFER NON MECH | | AlL315C17 | .375 | AlL510C11 | .03266 | .01225 | AlL510C5 | | 2 |
| 511 | FLAT TOFC | | AlL317C17 | 228.1667 | AlL511C11 | .03266 | 7.4517 | AlL511C5 | | 1 |
| 512 | FLAT MULTILEVEL | | AlL318C17 | 19.76 | AlL512C11 | .03266 | .64534 | AlL512C5 | | 2 |
| 513 | FLAT GENERAL | | AlL319C17 | .067 | AlL513C11 | .03266 | .00218815 | AlL513C5 | | 2 |
| 514 | FLAT OTHER | | AlL320C17 | 61.284 | AlL514C11 | .03266 | 2.00147 | AlL514C5 | | 2 |
| 515 | ALL OTHER CAR TYPES | | AlL323C17 | 39.07567 | AlL515C11 | .03266 | 1.27617 | AlL515C5 | | 2 |
| 516 | TOTAL | | AlL324C17 | 1600 | AlL516C11 | .03266 | 52.2752 | AlL516C5 | | 1.9 |

WORKTABLE B7 PART 5 (CONTINUED)

| LINE | EMPTY & LOADED CARS INTRA- TERMINAL C27*C28 (29) | SOURCE | CAR DAYS PER INTRA- TERMINAL SWITCH (30) | TOTAL CAR DAYS INTRA- TERMINAL SWITCHING C29*C30 (31) | SOURCE | CAR DAYS PER INTRA- TERMINAL LOADING & UNLOADING (32) | TOTAL CAR DAYS LOADING & UNLOADING C27*C32 (33) | SOURCE | CAR MILES PER INTRA- TERMINAL SWITCH (34) | TOTAL UNWEIGHTED INTRA- TERMINAL CAR MILES C29*C34 (35) | TOTAL WEIGHTED INTRA- TERMINAL CAR MILES C35*L121C1 (36) |
|------|--|----------|---|---|----------|---|--|-----------|--|---|--|
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| 501 | 0 | AlL521C3 | 2 | 0 | AlL521C7 | 4 | 0 | AlL521C11 | 6 | 0 | 0 |
| 502 | .17244 | AlL522C3 | 2 | .34488 | AlL522C7 | 4 | .3832 | AlL522C11 | 6 | 1.03464 | 2.69006 |
| 503 | 11.0832 | AlL523C3 | 2 | 22.16641 | AlL523C7 | 4 | 22.16641 | AlL523C11 | 6 | 66.49922 | 172.898 |
| 504 | 1.14239 | AlL524C3 | 2 | 2.28478 | AlL524C7 | 4 | 2.28478 | AlL524C11 | 6 | 6.85434 | 17.82128 |
| 505 | 2.56791 | AlL525C3 | 2 | 5.13582 | AlL525C7 | 4 | 5.13582 | AlL525C11 | 6 | 15.40747 | 40.05943 |
| 506 | 7.88684 | AlL526C3 | 2 | 15.77369 | AlL526C7 | 4 | 15.77369 | AlL526C11 | 6 | 47.32106 | 123.0348 |
| 507 | 10.14406 | AlL527C3 | 2 | 20.28812 | AlL527C7 | 4 | 20.28812 | AlL527C11 | 6 | 60.86436 | 158.2473 |
| 508 | 48.63431 | AlL528C3 | 2 | 97.26861 | AlL528C7 | 4 | 97.26861 | AlL528C11 | 6 | 291.8058 | 758.6951 |
| 509 | .12184 | AlL529C3 | 2 | .24368 | AlL529C7 | 4 | .24368 | AlL529C11 | 6 | .73104 | 1.9007 |
| 510 | .02449 | AlL530C3 | 2 | .04899 | AlL530C7 | 4 | .04899 | AlL530C11 | 6 | .14697 | .38211 |
| 511 | 7.4517 | AlL531C3 | 2 | 14.90339 | AlL531C7 | 4 | 29.80678 | AlL531C11 | 6 | 44.71018 | 116.2465 |
| 512 | 1.29068 | AlL532C3 | 2 | 2.58137 | AlL532C7 | 4 | 2.58137 | AlL532C11 | 6 | 7.7441 | 20.13467 |
| 513 | .00437631 | AlL533C3 | 2 | .00875261 | AlL533C7 | 4 | .00875261 | AlL533C11 | 6 | .02626 | .06827 |
| 514 | 4.00295 | AlL534C3 | 2 | 8.0059 | AlL534C7 | 4 | 8.0059 | AlL534C11 | 6 | 24.01769 | 62.446 |
| 515 | 2.55234 | AlL535C3 | 2 | 5.10469 | AlL535C7 | 4 | 5.10469 | AlL535C11 | 6 | 15.31407 | 39.81658 |
| 516 | 99.32287 | AlL536C3 | 2 | 198.6457 | AlL536C7 | 4 | 209.1008 | AlL536C11 | 6 | 595.9372 | 1549 |

M O S T C U R R E N T F O U R Y E A R S

| LINE | | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (37) | SOURCE | RATIO OF INTRATERMINAL TO O & T (38) | LOADED CARS GIVEN INTRATERMINAL SWITCH C37*C38 (39) | | SOURCE | EMPTY-LOADED SPOTTED & PULLED RATIO (40) |
|------|---------------------|-------------------------|-----------|--------------------------|-----------|--------------------------------------|---|----------|--------|--|
| 501 | BOX 40 FOOT | | AlL301C18 | 0 | AlL501C11 | .03266 | 0 | AlL501C5 | | 1.8 |
| 502 | BOX 50 FOOT | | AlL304C18 | 3.36925 | AlL502C11 | .03266 | .11004 | AlL502C5 | | 1.8 |
| 503 | BOX EQUIPPED | | AlL305C18 | 184.355 | AlL503C11 | .03266 | 6.02085 | AlL503C5 | | 2 |
| 504 | GONDOLA PLAIN | | AlL308C18 | 14.71475 | AlL504C11 | .03266 | .48057 | AlL504C5 | | 2 |
| 505 | GONDOLA EQUIPPED | | AlL309C18 | 41.61325 | AlL505C11 | .03266 | 1.35905 | AlL505C5 | | 2 |
| 506 | COVERED HOPPER | | AlL312C18 | 134.0388 | AlL506C11 | .03266 | 4.37757 | AlL506C5 | | 2 |
| 507 | HOPPER OTG | | AlL313C18 | 171.962 | AlL507C11 | .03266 | 5.61611 | AlL507C5 | | 2 |
| 508 | HOPPER OTS | | AlL314C18 | 750.2877 | AlL508C11 | .03266 | 24.50365 | AlL508C5 | | 2 |
| 509 | REFER MECH | | AlL316C18 | 1.861 | AlL509C11 | .03266 | .06078 | AlL509C5 | | 2 |
| 510 | REFER NON MECH | | AlL315C18 | .5035 | AlL510C11 | .03266 | .01644 | AlL510C5 | | 2 |
| 511 | FLAT TOFC | | AlL317C18 | 225.1093 | AlL511C11 | .03266 | 7.35184 | AlL511C5 | | 1 |
| 512 | FLAT MULTILEVEL | | AlL318C18 | 21.58325 | AlL512C11 | .03266 | .70489 | AlL512C5 | | 2 |
| 513 | FLAT GENERAL | | AlL319C18 | .06075 | AlL513C11 | .03266 | .00198403 | AlL513C5 | | 2 |
| 514 | FLAT OTHER | | AlL320C18 | 63.625 | AlL514C11 | .03266 | 2.07793 | AlL514C5 | | 2 |
| 515 | ALL OTHER CAR TYPES | | AlL323C18 | 37.19125 | AlL515C11 | .03266 | 1.21463 | AlL515C5 | | 2 |
| 516 | TOTAL | | AlL324C18 | 1650 | AlL516C11 | .03266 | 53.89633 | AlL516C5 | | 1.9 |

WORKTABLE B7 PART 5 (CONTINUED)

| LINE | EMPTY & LOADED CARS INTRA- TERMINAL C39*C40 (41) | SOURCE | CAR DAYS PER INTRA- TERMINAL SWITCH (42) | TOTAL CAR DAYS INTRA- TERMINAL SWITCHING C41*C42 (43) | SOURCE | CAR DAYS PER INTRA- TERMINAL LOADING & UNLOADING (44) | TOTAL CAR DAYS LOADING & UNLOADING C39*C44 (45) | SOURCE | CAR MILES PER INTRA- TERMINAL SWITCH (46) | TOTAL UNWEIGHTED INTRA- TERMINAL CAR MILES C41*C46 (47) | TOTAL WEIGHTED INTRA- TERMINAL CAR MILES C47*L121C1 (48) |
|------|--|----------|---|---|----------|---|--|-----------|--|---|--|
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| 501 | 0 | AlL521C3 | 2 | 0 | AlL521C7 | 4 | 0 | AlL521C11 | 6 | 0 | 0 |
| 502 | .19807 | AlL522C3 | 2 | .39613 | AlL522C7 | 4 | .44015 | AlL522C11 | 6 | 1.18839 | 3.08982 |
| 503 | 12.0417 | AlL523C3 | 2 | 24.0834 | AlL523C7 | 4 | 24.0834 | AlL523C11 | 6 | 72.2502 | 187.8505 |
| 504 | .96114 | AlL524C3 | 2 | 1.92228 | AlL524C7 | 4 | 1.92228 | AlL524C11 | 6 | 5.76683 | 14.99375 |
| 505 | 2.71809 | AlL525C3 | 2 | 5.43619 | AlL525C7 | 4 | 5.43619 | AlL525C11 | 6 | 16.30857 | 42.40227 |
| 506 | 8.75514 | AlL526C3 | 2 | 17.51029 | AlL526C7 | 4 | 17.51029 | AlL526C11 | 6 | 52.53087 | 136.5803 |
| 507 | 11.23222 | AlL527C3 | 2 | 22.46443 | AlL527C7 | 4 | 22.46443 | AlL527C11 | 6 | 67.39329 | 175.2225 |
| 508 | 49.0073 | AlL528C3 | 2 | 98.0146 | AlL528C7 | 4 | 98.0146 | AlL528C11 | 6 | 294.0438 | 764.5139 |
| 509 | .12156 | AlL529C3 | 2 | .24311 | AlL529C7 | 4 | .24311 | AlL529C11 | 6 | .72934 | 1.89629 |
| 510 | .03289 | AlL530C3 | 2 | .06578 | AlL530C7 | 4 | .06578 | AlL530C11 | 6 | .19733 | .51305 |
| 511 | 7.35184 | AlL531C3 | 2 | 14.70369 | AlL531C7 | 4 | 29.40737 | AlL531C11 | 6 | 44.11106 | 114.6888 |
| 512 | 1.40977 | AlL532C3 | 2 | 2.81955 | AlL532C7 | 4 | 2.81955 | AlL532C11 | 6 | 8.45865 | 21.99249 |
| 513 | .00396807 | AlL533C3 | 2 | .00793614 | AlL533C7 | 4 | .00793614 | AlL533C11 | 6 | .02381 | .0619 |
| 514 | 4.15586 | AlL534C3 | 2 | 8.31172 | AlL534C7 | 4 | 8.31172 | AlL534C11 | 6 | 24.93515 | 64.83139 |
| 515 | 2.42926 | AlL535C3 | 2 | 4.85852 | AlL535C7 | 4 | 4.85852 | AlL535C11 | 6 | 14.57555 | 37.89642 |
| 516 | 102.403 | AlL536C3 | 2 | 204.8061 | AlL536C7 | 4 | 215.5853 | AlL536C11 | 6 | 614.4182 | 1597 |

M O S T C U R R E N T F I V E Y E A R S

| LINE | | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (49) | SOURCE | RATIO OF INTRATERMINAL TO O & T (50) | LOADED CARS GIVEN INTRATERMINAL SWITCH C49*C50 (51) | | SOURCE | EMPTY-LOADED SPOTTED & PULLED RATIO (52) |
|------|---------------------|-------------------------|-----------|--------------------------|-----------|--------------------------------------|---|----------|--------|--|
| 501 | BOX 40 FOOT | | AlL301C19 | 0 | AlL501C11 | .03266 | 0 | AlL501C5 | | 1.8 |
| 502 | BOX 50 FOOT | | AlL304C19 | 3.6138 | AlL502C11 | .03266 | .11802 | AlL502C5 | | 1.8 |
| 503 | BOX EQUIPPED | | AlL305C19 | 195.5434 | AlL503C11 | .03266 | 6.38625 | AlL503C5 | | 2 |
| 504 | GONDOLA PLAIN | | AlL308C19 | 13.5842 | AlL504C11 | .03266 | .44365 | AlL504C5 | | 2 |
| 505 | GONDOLA EQUIPPED | | AlL309C19 | 42.9398 | AlL505C11 | .03266 | 1.40237 | AlL505C5 | | 2 |
| 506 | COVERED HOPPER | | AlL312C19 | 144.5602 | AlL506C11 | .03266 | 4.72119 | AlL506C5 | | 2 |
| 507 | HOPPER OTG | | AlL313C19 | 193.8772 | AlL507C11 | .03266 | 6.33184 | AlL507C5 | | 2 |
| 508 | HOPPER OTS | | AlL314C19 | 737.5232 | AlL508C11 | .03266 | 24.08677 | AlL508C5 | | 2 |
| 509 | REFER MECH | | AlL316C19 | 1.8248 | AlL509C11 | .03266 | .0596 | AlL509C5 | | 2 |
| 510 | REFER NON MECH | | AlL315C19 | .7468 | AlL510C11 | .03266 | .02439 | AlL510C5 | | 2 |
| 511 | FLAT TOFC | | AlL317C19 | 221.5686 | AlL511C11 | .03266 | 7.23621 | AlL511C5 | | 1 |
| 512 | FLAT MULTILEVEL | | AlL318C19 | 22.9648 | AlL512C11 | .03266 | .75001 | AlL512C5 | | 2 |
| 513 | FLAT GENERAL | | AlL319C19 | .0606 | AlL513C11 | .03266 | .00197914 | AlL513C5 | | 2 |
| 514 | FLAT OTHER | | AlL320C19 | 65.01181 | AlL514C11 | .03266 | 2.12322 | AlL514C5 | | 2 |
| 515 | ALL OTHER CAR TYPES | | AlL323C19 | 32.4214 | AlL515C11 | .03266 | 1.05885 | AlL515C5 | | 2 |
| 516 | TOTAL | | AlL324C19 | 1676 | AlL516C11 | .03266 | 54.74435 | AlL516C5 | | 1.9 |

WORKTABLE B7 PART 5 (CONTINUED)

| LINE | EMPTY & LOADED CARS INTRA- TERMINAL C51*C52 (53) | | SOURCE | CAR DAYS PER INTRA- TERMINAL SWITCH (54) | | SOURCE | TOTAL CAR DAYS INTRA- TERMINAL SWITCHING C53*C54 (55) | | SOURCE | CAR DAYS PER INTRA- TERMINAL LOADING & UNLOADING C51*C56 (56) | | SOURCE | TOTAL CAR DAYS LOADING & UNLOADING C51*C56 (57) | | SOURCE | CAR MILES PER INTRA- TERMINAL SWITCH (58) | | SOURCE | TOTAL CAR MILES UNWEIGHTED INTRA- TERMINAL C53*C58 (59) | | SOURCE | TOTAL CAR MILES WEIGHTED INTRA- TERMINAL C59*L121C1 (60) | |
|------|--|----------|--------|---|----------|--------|---|-----------|--------|--|-----------|--------|--|-----------|--------|--|-----------|--------|---|-----------|--------|--|-----------|
| | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |
| 501 | 0 | AlL521C3 | 2 | 0 | AlL521C7 | 4 | 0 | AlL521C11 | 6 | 0 | AlL521C11 | 6 | 0 | AlL521C11 | 6 | 0 | AlL521C11 | 6 | 0 | AlL521C11 | 6 | 0 | AlL521C11 |
| 502 | .21244 | AlL522C3 | 2 | .42488 | AlL522C7 | 4 | .47209 | AlL522C11 | 6 | 1.27465 | AlL522C11 | 6 | 1.27465 | AlL522C11 | 6 | 1.27465 | AlL522C11 | 6 | 1.27465 | AlL522C11 | 6 | 3.31409 | AlL522C11 |
| 503 | 12.7725 | AlL523C3 | 2 | 25.54501 | AlL523C7 | 4 | 25.54501 | AlL523C11 | 6 | 76.63503 | AlL523C11 | 6 | 76.63503 | AlL523C11 | 6 | 76.63503 | AlL523C11 | 6 | 76.63503 | AlL523C11 | 6 | 199.2511 | AlL523C11 |
| 504 | .88729 | AlL524C3 | 2 | 1.77459 | AlL524C7 | 4 | 1.77459 | AlL524C11 | 6 | 5.32376 | AlL524C11 | 6 | 5.32376 | AlL524C11 | 6 | 5.32376 | AlL524C11 | 6 | 5.32376 | AlL524C11 | 6 | 13.84177 | AlL524C11 |
| 505 | 2.80474 | AlL525C3 | 2 | 5.60948 | AlL525C7 | 4 | 5.60948 | AlL525C11 | 6 | 16.82845 | AlL525C11 | 6 | 16.82845 | AlL525C11 | 6 | 16.82845 | AlL525C11 | 6 | 16.82845 | AlL525C11 | 6 | 43.75398 | AlL525C11 |
| 506 | 9.44238 | AlL526C3 | 2 | 18.88477 | AlL526C7 | 4 | 18.88477 | AlL526C11 | 6 | 56.65431 | AlL526C11 | 6 | 56.65431 | AlL526C11 | 6 | 56.65431 | AlL526C11 | 6 | 56.65431 | AlL526C11 | 6 | 147.3012 | AlL526C11 |
| 507 | 12.66367 | AlL527C3 | 2 | 25.32735 | AlL527C7 | 4 | 25.32735 | AlL527C11 | 6 | 75.98204 | AlL527C11 | 6 | 75.98204 | AlL527C11 | 6 | 75.98204 | AlL527C11 | 6 | 75.98204 | AlL527C11 | 6 | 197.5533 | AlL527C11 |
| 508 | 48.17354 | AlL528C3 | 2 | 96.34709 | AlL528C7 | 4 | 96.34709 | AlL528C11 | 6 | 289.0413 | AlL528C11 | 6 | 289.0413 | AlL528C11 | 6 | 289.0413 | AlL528C11 | 6 | 289.0413 | AlL528C11 | 6 | 751.5073 | AlL528C11 |
| 509 | .11919 | AlL529C3 | 2 | .23838 | AlL529C7 | 4 | .23838 | AlL529C11 | 6 | .71515 | AlL529C11 | 6 | .71515 | AlL529C11 | 6 | .71515 | AlL529C11 | 6 | .71515 | AlL529C11 | 6 | 1.8594 | AlL529C11 |
| 510 | .04878 | AlL530C3 | 2 | .09756 | AlL530C7 | 4 | .09756 | AlL530C11 | 6 | .29268 | AlL530C11 | 6 | .29268 | AlL530C11 | 6 | .29268 | AlL530C11 | 6 | .29268 | AlL530C11 | 6 | .76096 | AlL530C11 |
| 511 | 7.23621 | AlL531C3 | 2 | 14.47242 | AlL531C7 | 4 | 28.94484 | AlL531C11 | 6 | 43.41726 | AlL531C11 | 6 | 43.41726 | AlL531C11 | 6 | 43.41726 | AlL531C11 | 6 | 43.41726 | AlL531C11 | 6 | 112.8849 | AlL531C11 |
| 512 | 1.50001 | AlL532C3 | 2 | 3.00003 | AlL532C7 | 4 | 3.00003 | AlL532C11 | 6 | 9.00009 | AlL532C11 | 6 | 9.00009 | AlL532C11 | 6 | 9.00009 | AlL532C11 | 6 | 9.00009 | AlL532C11 | 6 | 23.40023 | AlL532C11 |
| 513 | .00395827 | AlL533C3 | 2 | .00791654 | AlL533C7 | 4 | .00791654 | AlL533C11 | 6 | .02375 | AlL533C11 | 6 | .02375 | AlL533C11 | 6 | .02375 | AlL533C11 | 6 | .02375 | AlL533C11 | 6 | .06175 | AlL533C11 |
| 514 | 4.24644 | AlL534C3 | 2 | 8.49288 | AlL534C7 | 4 | 8.49288 | AlL534C11 | 6 | 25.47865 | AlL534C11 | 6 | 25.47865 | AlL534C11 | 6 | 25.47865 | AlL534C11 | 6 | 25.47865 | AlL534C11 | 6 | 66.24449 | AlL534C11 |
| 515 | 2.1177 | AlL535C3 | 2 | 4.2354 | AlL535C7 | 4 | 4.2354 | AlL535C11 | 6 | 12.70621 | AlL535C11 | 6 | 12.70621 | AlL535C11 | 6 | 12.70621 | AlL535C11 | 6 | 12.70621 | AlL535C11 | 6 | 33.03614 | AlL535C11 |
| 516 | 104.0143 | AlL536C3 | 2 | 208.0285 | AlL536C7 | 4 | 218.9774 | AlL536C11 | 6 | 624.0856 | AlL536C11 | 6 | 624.0856 | AlL536C11 | 6 | 624.0856 | AlL536C11 | 6 | 624.0856 | AlL536C11 | 6 | 1622 | AlL536C11 |

RAILROAD OWNED CAR DAYS AND CAR MILES IN RUNNING AND SWITCHING SERVICE
 CALCULATION OF CAR DAYS, CAR MILES FOR INTERTERMINAL SWITCHING SERVICE BY CAR TYPE (PER DIEM CARS ONLY)
 C U R R E N T Y E A R

| LINE | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (1) | SOURCE | RATIO OF INTER- TERMINAL TO O & T (2) | LOADED CARS GIVEN INTER- TERMINAL SW C1 *C2 (3) | SOURCE | EMPTY LOADED SPOTTED & PULLED RATIO (4) |
|------|----------------------------|----------|----------------------------------|-----------|--|--|----------|--|
| 601 | BOX 40 FOOT | ALL301C3 | 0 | ALL521C14 | .0467 | 0 | ALL501C5 | 1.8 |
| 602 | BOX 50 FOOT | ALL304C3 | 1.702 | ALL522C14 | .0467 | .07949 | ALL502C5 | 1.8 |
| 603 | BOX EQUIPPED | ALL305C3 | 130.896 | ALL523C14 | .0467 | 6.11337 | ALL503C5 | 2 |
| 604 | GONDOLA PLAIN | ALL308C3 | 22.983 | ALL524C14 | .0467 | 1.0734 | ALL504C5 | 2 |
| 605 | GONDOLA EQUIPPED | ALL309C3 | 26.365 | ALL525C14 | .0467 | 1.23135 | ALL505C5 | 2 |
| 606 | COVERED HOPPER | ALL312C3 | 82.094 | ALL526C14 | .0467 | 3.83412 | ALL506C5 | 2 |
| 607 | HOPPER OTG | ALL313C3 | 136.599 | ALL527C14 | .0467 | 6.37972 | ALL507C5 | 2 |
| 608 | HOPPER OTS | ALL314C3 | 760.161 | ALL528C14 | .0467 | 35.50256 | ALL508C5 | 2 |
| 609 | REFER MECH | ALL316C3 | 1.765 | ALL529C14 | .0467 | .08243 | ALL509C5 | 2 |
| 610 | REFER NON MECH | ALL315C3 | .222 | ALL530C14 | .0467 | .01037 | ALL510C5 | 2 |
| 611 | FLAT TOFC | ALL317C3 | 217.301 | ALL531C14 | .0467 | 10.14883 | ALL511C5 | 1 |
| 612 | FLAT MULTILEVEL | ALL318C3 | 14.038 | ALL532C14 | .0467 | .65563 | ALL512C5 | 2 |
| 613 | FLAT GENERAL | ALL319C3 | .074 | ALL533C14 | .0467 | .0034561 | ALL513C5 | 2 |
| 614 | FLAT OTHER | ALL320C3 | 52.381 | ALL534C14 | .0467 | 2.4464 | ALL514C5 | 2 |
| 615 | ALL OTHER CAR TYPES | ALL323C3 | 28.23 | ALL535C14 | .0467 | 1.31845 | ALL515C5 | 2 |
| 616 | TOTAL | ALL324C3 | 1474 | ALL536C14 | .0467 | 68.87958 | ALL516C5 | 1.9 |

WORKTABLE B7 PART 6 (CONTINUED)

| LINE | EMPTY & LOADED CARS INTER- TERMINAL C3 *C4 (5) | SOURCE | CAR DAYS PER INTER- TERMINAL SWITCH (6) | TOTAL CAR DAYS INTER- TERMINAL SWITCHING C5 *C6 (7) | SOURCE | CAR DAYS PER INTER- TERMINAL LOADING & UNLOADING (8) | TOTAL CAR DAYS LOADING & UNLOADING C3 *C8 (9) | SOURCE | CAR MILES PER INTER- TERMINAL SWITCH (10) | TOTAL UNWEIGHTED INTER- TERMINAL CAR MILES C5 *C10 (11) | TOTAL WEIGHTED INTER- TERMINAL CAR MILES C11*L121C1 (12) |
|------|--|----------|--|---|----------|--|--|-----------|--|---|--|
| 601 | 0 | ALL521C4 | 1.5 | 0 | ALL521C8 | 2 | 0 | ALL521C12 | 5.25 | 0 | 0 |
| 602 | .14308 | ALL522C4 | 1.5 | .21462 | ALL522C8 | 2 | .15898 | ALL522C12 | 5.25 | .75118 | 1.95307 |
| 603 | 12.22673 | ALL523C4 | 1.5 | 18.3401 | ALL523C8 | 2 | 12.22673 | ALL523C12 | 5.25 | 64.19035 | 166.8949 |
| 604 | 2.1468 | ALL524C4 | 1.5 | 3.22019 | ALL524C8 | 2 | 2.1468 | ALL524C12 | 5.25 | 11.27068 | 29.30377 |
| 605 | 2.4627 | ALL525C4 | 1.5 | 3.69405 | ALL525C8 | 2 | 2.4627 | ALL525C12 | 5.25 | 12.92919 | 33.61588 |
| 606 | 7.66824 | ALL526C4 | 1.5 | 11.50236 | ALL526C8 | 2 | 7.66824 | ALL526C12 | 5.25 | 40.25824 | 104.6714 |
| 607 | 12.75944 | ALL527C4 | 1.5 | 19.13916 | ALL527C8 | 2 | 12.75944 | ALL527C12 | 5.25 | 66.98706 | 174.1664 |
| 608 | 71.00512 | ALL528C4 | 1.5 | 106.5077 | ALL528C8 | 2 | 71.00512 | ALL528C12 | 5.25 | 372.7769 | 969.2199 |
| 609 | .16487 | ALL529C4 | 1.5 | .2473 | ALL529C8 | 2 | .16487 | ALL529C12 | 5.25 | .86554 | 2.25041 |
| 610 | .02074 | ALL530C4 | 1.5 | .0311 | ALL530C8 | 2 | .02074 | ALL530C12 | 5.25 | .10887 | .28305 |
| 611 | 10.14883 | ALL531C4 | 1.5 | 15.22324 | ALL531C8 | 2 | 20.29765 | ALL531C12 | 5.25 | 53.28134 | 138.5315 |
| 612 | 1.31126 | ALL532C4 | 1.5 | 1.96689 | ALL532C8 | 2 | 1.31126 | ALL532C12 | 5.25 | 6.88412 | 17.89872 |
| 613 | .00691219 | ALL533C4 | 1.5 | .01037 | ALL533C8 | 2 | .00691219 | ALL533C12 | 5.25 | .03629 | .09435 |
| 614 | 4.8928 | ALL534C4 | 1.5 | 7.33921 | ALL534C8 | 2 | 4.8928 | ALL534C12 | 5.25 | 25.68722 | 66.78678 |
| 615 | 2.63691 | ALL535C4 | 1.5 | 3.95536 | ALL535C8 | 2 | 2.63691 | ALL535C12 | 5.25 | 13.84377 | 35.99379 |
| 616 | 130.8712 | ALL536C4 | 1.5 | 196.3068 | ALL536C8 | 2 | 137.7592 | ALL536C12 | 5.25 | 687.0738 | 1786 |

M O S T C U R R E N T T W O Y E A R S

| LINE | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (13) | SOURCE | RATIO OF INTER- TERMINAL TO O & T (14) | LOADED CARS GIVEN INTER- TERMINAL SW C13*C14 (15) | SOURCE | EMPTY LOADED SPOTTED & PULLED RATIO (16) |
|------|----------------------------|-----------|-----------------------------------|-----------|---|--|----------|---|
| 601 | BOX 40 FOOT | AlL301C16 | 0 | AlL521C14 | .0467 | 0 | AlL501C5 | 1.8 |
| 602 | BOX 50 FOOT | AlL304C16 | 2.3535 | AlL522C14 | .0467 | .10992 | AlL502C5 | 1.8 |
| 603 | BOX EQUIPPED | AlL305C16 | 152.9545 | AlL523C14 | .0467 | 7.14359 | AlL503C5 | 2 |
| 604 | GONDOLA PLAIN | AlL308C16 | 23.7765 | AlL524C14 | .0467 | 1.11046 | AlL504C5 | 2 |
| 605 | GONDOLA EQUIPPED | AlL309C16 | 35.645 | AlL525C14 | .0467 | 1.66476 | AlL505C5 | 2 |
| 606 | COVERED HOPPER | AlL312C16 | 105.2945 | AlL526C14 | .0467 | 4.91767 | AlL506C5 | 2 |
| 607 | HOPPER OTG | AlL313C16 | 147.7395 | AlL527C14 | .0467 | 6.90003 | AlL507C5 | 2 |
| 608 | HOPPER OTS | AlL314C16 | 742.657 | AlL528C14 | .0467 | 34.68506 | AlL508C5 | 2 |
| 609 | REFER MECH | AlL316C16 | 1.8035 | AlL529C14 | .0467 | .08423 | AlL509C5 | 2 |
| 610 | REFER NON MECH | AlL315C16 | .3775 | AlL530C14 | .0467 | .01763 | AlL510C5 | 2 |
| 611 | FLAT TOFC | AlL317C16 | 229.149 | AlL531C14 | .0467 | 10.70218 | AlL511C5 | 1 |
| 612 | FLAT MULTILEVEL | AlL318C16 | 16.277 | AlL532C14 | .0467 | .7602 | AlL512C5 | 2 |
| 613 | FLAT GENERAL | AlL319C16 | .0615 | AlL533C14 | .0467 | .0028723 | AlL513C5 | 2 |
| 614 | FLAT OTHER | AlL320C16 | 60.651 | AlL534C14 | .0467 | 2.83264 | AlL514C5 | 2 |
| 615 | ALL OTHER CAR TYPES | AlL323C16 | 36.906 | AlL535C14 | .0467 | 1.72366 | AlL515C5 | 2 |
| 616 | TOTAL | AlL324C16 | 1555 | AlL536C14 | .0467 | 72.65489 | AlL516C5 | 1.9 |

WORKTABLE B7 PART 6 (CONTINUED)

| LINE | EMPTY & LOADED CARS INTER- TERMINAL C15*C16 (17) | SOURCE | CAR DAYS PER INTER- TERMINAL SWITCH (18) | TOTAL CAR DAYS INTER- TERMINAL SWITCHING C17*C18 (19) | SOURCE | CAR DAYS PER INTER- TERMINAL LOADING & UNLOADING (20) | TOTAL CAR DAYS LOADING & UNLOADING C15*C20 (21) | SOURCE | CAR MILES PER INTER- TERMINAL SWITCH (22) | TOTAL UNWEIGHTED INTER- TERMINAL CAR MILES C17*C22 (23) | TOTAL WEIGHTED INTER- TERMINAL CAR MILES C23*L121C1 (24) |
|------|--|----------|---|---|----------|---|--|-----------|--|---|--|
| 601 | 0 | AlL521C4 | 1.5 | 0 | AlL521C8 | 2 | 0 | AlL521C12 | 5.25 | 0 | 0 |
| 602 | .19785 | AlL522C4 | 1.5 | .29678 | AlL522C8 | 2 | .21984 | AlL522C12 | 5.25 | 1.03872 | 2.70068 |
| 603 | 14.28717 | AlL523C4 | 1.5 | 21.43076 | AlL523C8 | 2 | 14.28717 | AlL523C12 | 5.25 | 75.00767 | 195.0199 |
| 604 | 2.22092 | AlL524C4 | 1.5 | 3.33137 | AlL524C8 | 2 | 2.22092 | AlL524C12 | 5.25 | 11.65981 | 30.3155 |
| 605 | 3.32953 | AlL525C4 | 1.5 | 4.99429 | AlL525C8 | 2 | 3.32953 | AlL525C12 | 5.25 | 17.48002 | 45.44807 |
| 606 | 9.83535 | AlL526C4 | 1.5 | 14.75302 | AlL526C8 | 2 | 9.83535 | AlL526C12 | 5.25 | 51.63558 | 134.2525 |
| 607 | 13.80005 | AlL527C4 | 1.5 | 20.70008 | AlL527C8 | 2 | 13.80005 | AlL527C12 | 5.25 | 72.45027 | 188.3707 |
| 608 | 69.37011 | AlL528C4 | 1.5 | 104.0552 | AlL528C8 | 2 | 69.37011 | AlL528C12 | 5.25 | 364.1931 | 946.902 |
| 609 | .16846 | AlL529C4 | 1.5 | .25269 | AlL529C8 | 2 | .16846 | AlL529C12 | 5.25 | .88442 | 2.2995 |
| 610 | .03526 | AlL530C4 | 1.5 | .05289 | AlL530C8 | 2 | .03526 | AlL530C12 | 5.25 | .18512 | .48132 |
| 611 | 10.70218 | AlL531C4 | 1.5 | 16.05326 | AlL531C8 | 2 | 21.40435 | AlL531C12 | 5.25 | 56.18642 | 146.0847 |
| 612 | 1.5204 | AlL532C4 | 1.5 | 2.2806 | AlL532C8 | 2 | 1.5204 | AlL532C12 | 5.25 | 7.98211 | 20.75349 |
| 613 | .00574459 | AlL533C4 | 1.5 | .00861689 | AlL533C8 | 2 | .00574459 | AlL533C12 | 5.25 | .03016 | .07841 |
| 614 | 5.66529 | AlL534C4 | 1.5 | 8.49793 | AlL534C8 | 2 | 5.66529 | AlL534C12 | 5.25 | 29.74276 | 77.33119 |
| 615 | 3.44732 | AlL535C4 | 1.5 | 5.17097 | AlL535C8 | 2 | 3.44732 | AlL535C12 | 5.25 | 18.09841 | 47.05586 |
| 616 | 138.0443 | AlL536C4 | 1.5 | 207.0664 | AlL536C8 | 2 | 145.3098 | AlL536C12 | 5.25 | 724.7326 | 1884 |

M O S T C U R R E N T T H R E E Y E A R S

| LINE | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (25) | SOURCE | RATIO OF INTER- TERMINAL TO O & T (26) | LOADED CARS GIVEN INTER- TERMINAL SW C25*C26 (27) | SOURCE | EMPTY LOADED SPOTTED & PULLED RATIO (28) |
|------|----------------------------|-----------|-----------------------------------|-----------|---|--|----------|---|
| 601 | BOX 40 FOOT | AlL301C17 | 0 | AlL521C14 | .0467 | 0 | AlL501C5 | 1.8 |
| 602 | BOX 50 FOOT | AlL304C17 | 2.93333 | AlL522C14 | .0467 | .137 | AlL502C5 | 1.8 |
| 603 | BOX EQUIPPED | AlL305C17 | 169.6807 | AlL523C14 | .0467 | 7.92477 | AlL503C5 | 2 |
| 604 | GONDOLA PLAIN | AlL308C17 | 17.48967 | AlL524C14 | .0467 | .81684 | AlL504C5 | 2 |
| 605 | GONDOLA EQUIPPED | AlL309C17 | 39.314 | AlL525C14 | .0467 | 1.83612 | AlL505C5 | 2 |
| 606 | COVERED HOPPER | AlL312C17 | 120.7453 | AlL526C14 | .0467 | 5.63929 | AlL506C5 | 2 |
| 607 | HOPPER OTG | AlL313C17 | 155.3027 | AlL527C14 | .0467 | 7.25326 | AlL507C5 | 2 |
| 608 | HOPPER OTS | AlL314C17 | 744.5774 | AlL528C14 | .0467 | 34.77474 | AlL508C5 | 2 |
| 609 | REFER MECH | AlL316C17 | 1.86533 | AlL529C14 | .0467 | .08712 | AlL509C5 | 2 |
| 610 | REFER NON MECH | AlL315C17 | .375 | AlL530C14 | .0467 | .01751 | AlL510C5 | 2 |
| 611 | FLAT TOFC | AlL317C17 | 228.1667 | AlL531C14 | .0467 | 10.6563 | AlL511C5 | 1 |
| 612 | FLAT MULTILEVEL | AlL318C17 | 19.76 | AlL532C14 | .0467 | .92287 | AlL512C5 | 2 |
| 613 | FLAT GENERAL | AlL319C17 | .067 | AlL533C14 | .0467 | .00312917 | AlL513C5 | 2 |
| 614 | FLAT OTHER | AlL320C17 | 61.284 | AlL534C14 | .0467 | 2.86221 | AlL514C5 | 2 |
| 615 | ALL OTHER CAR TYPES | AlL323C17 | 39.07567 | AlL535C14 | .0467 | 1.82499 | AlL515C5 | 2 |
| 616 | TOTAL | AlL324C17 | 1600 | AlL536C14 | .0467 | 74.75614 | AlL516C5 | 1.9 |

WORKTABLE B7 PART 6 (CONTINUED)

| LINE | EMPTY & LOADED CARS INTER- TERMINAL C27*C28 (29) | SOURCE | CAR DAYS PER INTER- TERMINAL SWITCH (30) | TOTAL CAR DAYS INTER- TERMINAL SWITCHING C29*C30 (31) | SOURCE | CAR DAYS PER INTER- TERMINAL LOADING & UNLOADING (32) | TOTAL CAR DAYS LOADING & UNLOADING C27*C32 (33) | SOURCE | CAR MILES PER INTER- TERMINAL SWITCH (34) | TOTAL UNWEIGHTED INTER- TERMINAL CAR MILES C29*C34 (35) | TOTAL WEIGHTED INTER- TERMINAL CAR MILES C35*L121C1 (36) |
|------|--|----------|---|---|----------|---|--|-----------|--|---|--|
| 601 | 0 | AlL521C4 | 1.5 | 0 | AlL521C8 | 2 | 0 | AlL521C12 | 5.25 | 0 | 0 |
| 602 | .2466 | AlL522C4 | 1.5 | .3699 | AlL522C8 | 2 | .274 | AlL522C12 | 5.25 | 1.29463 | 3.36605 |
| 603 | 15.84953 | AlL523C4 | 1.5 | 23.7743 | AlL523C8 | 2 | 15.84953 | AlL523C12 | 5.25 | 83.21005 | 216.3461 |
| 604 | 1.63367 | AlL524C4 | 1.5 | 2.45051 | AlL524C8 | 2 | 1.63367 | AlL524C12 | 5.25 | 8.57679 | 22.29966 |
| 605 | 3.67224 | AlL525C4 | 1.5 | 5.50836 | AlL525C8 | 2 | 3.67224 | AlL525C12 | 5.25 | 19.27927 | 50.12611 |
| 606 | 11.27858 | AlL526C4 | 1.5 | 16.91787 | AlL526C8 | 2 | 11.27858 | AlL526C12 | 5.25 | 59.21255 | 153.9526 |
| 607 | 14.50651 | AlL527C4 | 1.5 | 21.75977 | AlL527C8 | 2 | 14.50651 | AlL527C12 | 5.25 | 76.1592 | 198.0139 |
| 608 | 69.54949 | AlL528C4 | 1.5 | 104.3242 | AlL528C8 | 2 | 69.54949 | AlL528C12 | 5.25 | 365.1348 | 949.3505 |
| 609 | .17424 | AlL529C4 | 1.5 | .26136 | AlL529C8 | 2 | .17424 | AlL529C12 | 5.25 | .91474 | 2.37834 |
| 610 | .03503 | AlL530C4 | 1.5 | .05254 | AlL530C8 | 2 | .03503 | AlL530C12 | 5.25 | .1839 | .47813 |
| 611 | 10.6563 | AlL531C4 | 1.5 | 15.98445 | AlL531C8 | 2 | 21.31259 | AlL531C12 | 5.25 | 55.94556 | 145.4584 |
| 612 | 1.84574 | AlL532C4 | 1.5 | 2.76861 | AlL532C8 | 2 | 1.84574 | AlL532C12 | 5.25 | 9.69015 | 25.19438 |
| 613 | .00625834 | AlL533C4 | 1.5 | .0093875 | AlL533C8 | 2 | .00625834 | AlL533C12 | 5.25 | .03286 | .08543 |
| 614 | 5.72442 | AlL534C4 | 1.5 | 8.58662 | AlL534C8 | 2 | 5.72442 | AlL534C12 | 5.25 | 30.05319 | 78.13828 |
| 615 | 3.64998 | AlL535C4 | 1.5 | 5.47497 | AlL535C8 | 2 | 3.64998 | AlL535C12 | 5.25 | 19.1624 | 49.82223 |
| 616 | 142.0367 | AlL536C4 | 1.5 | 213.055 | AlL536C8 | 2 | 149.5123 | AlL536C12 | 5.25 | 745.6925 | 1938 |

M O S T C U R R E N T F O U R Y E A R S

| LINE | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (37) | SOURCE | RATIO OF INTER- TERMINAL TO O & T (38) | LOADED CARS GIVEN INTER- TERMINAL SW C37*C38 (39) | SOURCE | EMPTY LOADED SPOTTED & PULLED RATIO (40) |
|------|----------------------------|-----------|-----------------------------------|-----------|---|--|----------|---|
| 601 | BOX 40 FOOT | AlL301C18 | 0 | AlL521C14 | .0467 | 0 | AlL501C5 | 1.8 |
| 602 | BOX 50 FOOT | AlL304C18 | 3.36925 | AlL522C14 | .0467 | .15736 | AlL502C5 | 1.8 |
| 603 | BOX EQUIPPED | AlL305C18 | 184.355 | AlL523C14 | .0467 | 8.61012 | AlL503C5 | 2 |
| 604 | GONDOLA PLAIN | AlL308C18 | 14.71475 | AlL524C14 | .0467 | .68724 | AlL504C5 | 2 |
| 605 | GONDOLA EQUIPPED | AlL309C18 | 41.61325 | AlL525C14 | .0467 | 1.94351 | AlL505C5 | 2 |
| 606 | COVERED HOPPER | AlL312C18 | 134.0388 | AlL526C14 | .0467 | 6.26015 | AlL506C5 | 2 |
| 607 | HOPPER OTG | AlL313C18 | 171.962 | AlL527C14 | .0467 | 8.03131 | AlL507C5 | 2 |
| 608 | HOPPER OTS | AlL314C18 | 750.2877 | AlL528C14 | .0467 | 35.04144 | AlL508C5 | 2 |
| 609 | REFER MECH | AlL316C18 | 1.861 | AlL529C14 | .0467 | .08692 | AlL509C5 | 2 |
| 610 | REFER NON MECH | AlL315C18 | .5035 | AlL530C14 | .0467 | .02352 | AlL510C5 | 2 |
| 611 | FLAT FLATFC | AlL317C18 | 225.1093 | AlL531C14 | .0467 | 10.5135 | AlL511C5 | 1 |
| 612 | FLAT MULTILEVEL | AlL318C18 | 21.58325 | AlL532C14 | .0467 | 1.00802 | AlL512C5 | 2 |
| 613 | FLAT GENERAL | AlL319C18 | .06075 | AlL533C14 | .0467 | .00283727 | AlL513C5 | 2 |
| 614 | FLAT OTHER | AlL320C18 | 63.625 | AlL534C14 | .0467 | 2.97154 | AlL514C5 | 2 |
| 615 | ALL OTHER CAR TYPES | AlL323C18 | 37.19125 | AlL535C14 | .0467 | 1.73698 | AlL515C5 | 2 |
| 616 | TOTAL | AlL324C18 | 1650 | AlL536C14 | .0467 | 77.07443 | AlL516C5 | 1.9 |

WORKTABLE B7 PART 6 (CONTINUED)

| LINE | EMPTY & LOADED CARS INTER- TERMINAL C39*C40 (41) | SOURCE | CAR DAYS PER INTER- TERMINAL SWITCH (42) | TOTAL CAR DAYS INTER- TERMINAL SWITCHING C41*C42 (43) | SOURCE | CAR DAYS PER INTER- TERMINAL LOADING & UNLOADING (44) | TOTAL CAR DAYS LOADING & UNLOADING C39*C44 (45) | SOURCE | CAR MILES PER INTER- TERMINAL SWITCH (46) | TOTAL UNWEIGHTED INTER- TERMINAL CAR MILES C41*C46 (47) | TOTAL WEIGHTED INTER- TERMINAL CAR MILES C47*L121C1 (48) |
|------|--|----------|---|---|----------|---|--|-----------|--|---|--|
| 601 | 0 | AlL521C4 | 1.5 | 0 | AlL521C8 | 2 | 0 | AlL521C12 | 5.25 | 0 | 0 |
| 602 | .28324 | AlL522C4 | 1.5 | .42487 | AlL522C8 | 2 | .31471 | AlL522C12 | 5.25 | 1.48703 | 3.86627 |
| 603 | 17.22023 | AlL523C4 | 1.5 | 25.83035 | AlL523C8 | 2 | 17.22023 | AlL523C12 | 5.25 | 90.40622 | 235.0562 |
| 604 | 1.37448 | AlL524C4 | 1.5 | 2.06171 | AlL524C8 | 2 | 1.37448 | AlL524C12 | 5.25 | 7.216 | 18.76159 |
| 605 | 3.88701 | AlL525C4 | 1.5 | 5.83052 | AlL525C8 | 2 | 3.88701 | AlL525C12 | 5.25 | 20.40681 | 53.05769 |
| 606 | 12.52029 | AlL526C4 | 1.5 | 18.78044 | AlL526C8 | 2 | 12.52029 | AlL526C12 | 5.25 | 65.73154 | 170.902 |
| 607 | 16.06263 | AlL527C4 | 1.5 | 24.09394 | AlL527C8 | 2 | 16.06263 | AlL527C12 | 5.25 | 84.3288 | 219.2549 |
| 608 | 70.08288 | AlL528C4 | 1.5 | 105.1243 | AlL528C8 | 2 | 70.08288 | AlL528C12 | 5.25 | 367.9351 | 956.6313 |
| 609 | .17383 | AlL529C4 | 1.5 | .26075 | AlL529C8 | 2 | .17383 | AlL529C12 | 5.25 | .91262 | 2.37281 |
| 610 | .04703 | AlL530C4 | 1.5 | .07055 | AlL530C8 | 2 | .04703 | AlL530C12 | 5.25 | .24691 | .64197 |
| 611 | 10.5135 | AlL531C4 | 1.5 | 15.77025 | AlL531C8 | 2 | 21.02701 | AlL531C12 | 5.25 | 55.19589 | 143.5093 |
| 612 | 2.01605 | AlL532C4 | 1.5 | 3.02407 | AlL532C8 | 2 | 2.01605 | AlL532C12 | 5.25 | 10.58425 | 27.51906 |
| 613 | .00567454 | AlL533C4 | 1.5 | .0085118 | AlL533C8 | 2 | .00567454 | AlL533C12 | 5.25 | .02979 | .07746 |
| 614 | 5.94308 | AlL534C4 | 1.5 | 8.91463 | AlL534C8 | 2 | 5.94308 | AlL534C12 | 5.25 | 31.20119 | 81.1231 |
| 615 | 3.47396 | AlL535C4 | 1.5 | 5.21094 | AlL535C8 | 2 | 3.47396 | AlL535C12 | 5.25 | 18.23829 | 47.41956 |
| 616 | 146.4414 | AlL536C4 | 1.5 | 219.6622 | AlL536C8 | 2 | 154.1489 | AlL536C12 | 5.25 | 768.8175 | 1998 |

M O S T C U R R E N T F I V E Y E A R S

| LINE | CAR TYPE IDENTIFICATION | SOURCE | PER DIEM CARS O & T (49) | SOURCE | RATIO OF INTER- TERMINAL TO O & T (50) | LOADED CARS GIVEN INTER- TERMINAL SW C49*C50 (51) | SOURCE | EMPTY LOADED SPOTTED & PULLED RATIO (52) |
|------|----------------------------|-----------|-----------------------------------|-----------|---|--|----------|---|
| 601 | BOX 40 FOOT | AlL301C19 | 0 | AlL521C14 | .0467 | 0 | AlL501C5 | 1.8 |
| 602 | BOX 50 FOOT | AlL304C19 | 3.6138 | AlL522C14 | .0467 | .16878 | AlL502C5 | 1.8 |
| 603 | BOX EQUIPPED | AlL305C19 | 195.5434 | AlL523C14 | .0467 | 9.13266 | AlL503C5 | 2 |
| 604 | GONDOLA PLAIN | AlL308C19 | 13.5842 | AlL524C14 | .0467 | .63444 | AlL504C5 | 2 |
| 605 | GONDOLA EQUIPPED | AlL309C19 | 42.9398 | AlL525C14 | .0467 | 2.00546 | AlL505C5 | 2 |
| 606 | COVERED HOPPER | AlL312C19 | 144.5602 | AlL526C14 | .0467 | 6.75154 | AlL506C5 | 2 |
| 607 | HOPPER OTG | AlL313C19 | 193.8772 | AlL527C14 | .0467 | 9.05484 | AlL507C5 | 2 |
| 608 | HOPPER OTS | AlL314C19 | 737.5232 | AlL528C14 | .0467 | 34.44529 | AlL508C5 | 2 |
| 609 | REFER MECH | AlL316C19 | 1.8248 | AlL529C14 | .0467 | .08523 | AlL509C5 | 2 |
| 610 | REFER NON MECH | AlL315C19 | .7468 | AlL530C14 | .0467 | .03488 | AlL510C5 | 2 |
| 611 | FLAT FLAT | AlL317C19 | 221.5686 | AlL531C14 | .0467 | 10.34814 | AlL511C5 | 1 |
| 612 | FLAT MULTILEVEL | AlL318C19 | 22.9648 | AlL532C14 | .0467 | 1.07255 | AlL512C5 | 2 |
| 613 | FLAT GENERAL | AlL319C19 | .0606 | AlL533C14 | .0467 | .00283026 | AlL513C5 | 2 |
| 614 | FLAT OTHER | AlL320C19 | 65.01181 | AlL534C14 | .0467 | 3.03631 | AlL514C5 | 2 |
| 615 | ALL OTHER CAR TYPES | AlL323C19 | 32.4214 | AlL535C14 | .0467 | 1.51421 | AlL515C5 | 2 |
| 616 | TOTAL | AlL324C19 | 1676 | AlL536C14 | .0467 | 78.28715 | AlL516C5 | 1.9 |

WORKTABLE B7 PART 6 (CONTINUED)

| LINE | EMPTY & LOADED CARS INTER- TERMINAL C51*C52 (53) | SOURCE | CAR DAYS PER INTER- TERMINAL SWITCH (54) | TOTAL CAR DAYS INTER- TERMINAL SWITCHING C53*C54 (55) | SOURCE | CAR DAYS PER INTER- TERMINAL LOADING & UNLOADING (56) | TOTAL CAR DAYS LOADING & UNLOADING C51*C56 (57) | SOURCE | CAR MILES PER INTER- TERMINAL SWITCH (58) | TOTAL UNWEIGHTED INTER- TERMINAL CAR MILES C53*C58 (59) | TOTAL WEIGHTED INTER- TERMINAL CAR MILES C59*L121C1 (60) |
|------|--|----------|---|---|----------|---|--|-----------|--|---|--|
| 601 | 0 | AlL521C4 | 1.5 | 0 | AlL521C8 | 2 | 0 | AlL521C12 | 5.25 | 0 | 0 |
| 602 | .3038 | AlL522C4 | 1.5 | .4557 | AlL522C8 | 2 | .33756 | AlL522C12 | 5.25 | 1.59496 | 4.1469 |
| 603 | 18.26532 | AlL523C4 | 1.5 | 27.39798 | AlL523C8 | 2 | 18.26532 | AlL523C12 | 5.25 | 95.89293 | 249.3216 |
| 604 | 1.26887 | AlL524C4 | 1.5 | 1.90331 | AlL524C8 | 2 | 1.26887 | AlL524C12 | 5.25 | 6.66158 | 17.32011 |
| 605 | 4.01092 | AlL525C4 | 1.5 | 6.01638 | AlL525C8 | 2 | 4.01092 | AlL525C12 | 5.25 | 21.05734 | 54.74907 |
| 606 | 13.50308 | AlL526C4 | 1.5 | 20.25462 | AlL526C8 | 2 | 13.50308 | AlL526C12 | 5.25 | 70.89117 | 184.317 |
| 607 | 18.10968 | AlL527C4 | 1.5 | 27.16453 | AlL527C8 | 2 | 18.10968 | AlL527C12 | 5.25 | 95.07585 | 247.1972 |
| 608 | 68.89057 | AlL528C4 | 1.5 | 103.3359 | AlL528C8 | 2 | 68.89057 | AlL528C12 | 5.25 | 361.6755 | 940.3563 |
| 609 | .17045 | AlL529C4 | 1.5 | .25568 | AlL529C8 | 2 | .17045 | AlL529C12 | 5.25 | .89487 | 2.32666 |
| 610 | .06976 | AlL530C4 | 1.5 | .10464 | AlL530C8 | 2 | .06976 | AlL530C12 | 5.25 | .36622 | .95218 |
| 611 | 10.34814 | AlL531C4 | 1.5 | 15.52221 | AlL531C8 | 2 | 20.69628 | AlL531C12 | 5.25 | 54.32774 | 141.2521 |
| 612 | 2.1451 | AlL532C4 | 1.5 | 3.21764 | AlL532C8 | 2 | 2.1451 | AlL532C12 | 5.25 | 11.26175 | 29.28056 |
| 613 | .00566053 | AlL533C4 | 1.5 | .00849079 | AlL533C8 | 2 | .00566053 | AlL533C12 | 5.25 | .02972 | .07727 |
| 614 | 6.07262 | AlL534C4 | 1.5 | 9.10893 | AlL534C8 | 2 | 6.07262 | AlL534C12 | 5.25 | 31.88127 | 82.8913 |
| 615 | 3.02842 | AlL535C4 | 1.5 | 4.54263 | AlL535C8 | 2 | 3.02842 | AlL535C12 | 5.25 | 15.8992 | 41.33791 |
| 616 | 148.7456 | AlL536C4 | 1.5 | 223.1184 | AlL536C8 | 2 | 156.5743 | AlL536C12 | 5.25 | 780.9143 | 2030 |

RAILROAD OWNED CAR DAYS AND CAR MILES IN RUNNING AND SWITCHING SERVICE

CALCULATION OF CAR DAYS, CAR MILES, AND SEM FOR INTERTRAIN AND INTRATRAIN (I & I) SWITCHING BY CAR

C U R R E N T Y E A R

| LINE | CAR TYPE IDENTIFICATION | SOURCE | LOADED & EMPTY RR OWNED CAR MILES (1) | SOURCE | AVERAGE MILES BETWEEN I & I SW (2) | NUMBER OF I & I SW LOADED & EMPTY C1 /C2 (3) |
|------|----------------------------|----------|--|----------|--|--|
| 701 | BOX 40 FOOT | A1L201C3 | 0 | A1L561C1 | 200 | 0 |
| 702 | BOX 50 FOOT | A1L202C3 | 3401 | A1L562C1 | 200 | 17.005 |
| 703 | BOX EQUIPPED | A1L203C3 | 122146 | A1L563C1 | 200 | 610.73 |
| 704 | GONDOLA PLAIN | A1L204C3 | 12077 | A1L564C1 | 200 | 60.385 |
| 705 | GONDOLA EQUIPPED | A1L205C3 | 23287 | A1L565C1 | 200 | 116.435 |
| 706 | COVERED HOPPER | A1L206C3 | 78726 | A1L566C1 | 200 | 393.63 |
| 707 | HOPPER OTG | A1L207C3 | 19698 | A1L567C1 | 200 | 98.49 |
| 708 | HOPPER OTS | A1L208C3 | 40523 | A1L568C1 | 200 | 202.615 |
| 709 | REFRIG MECH | A1L209C3 | 628 | A1L569C1 | 200 | 3.14 |
| 710 | REFRIG NM | A1L210C3 | 477 | A1L570C1 | 200 | 2.385 |
| 711 | FLAT TOFC | A1L211C3 | 2635 | A1L571C1 | 200 | 13.175 |
| 712 | FLAT MULTILEVEL | A1L212C3 | 4679 | A1L572C1 | 200 | 23.395 |
| 713 | FLAT GENERAL | A1L213C3 | 62 | A1L573C1 | 200 | .31 |
| 714 | FLAT OTHER | A1L214C3 | 64771 | A1L574C1 | 200 | 323.855 |
| 715 | ALL OTHER CAR TYPES | A1L215C3 | 4838 | A1L575C1 | 200 | 24.19 |
| 716 | ALL CARS | A1L216C3 | 377948 | A1L576C1 | 200 | 1889 |

WORKTABLE B7 PART 7 (CONTINUED)

| LINE | SOURCE | CAR DAYS PER I & I SWITCH (4) | TOTAL CAR DAYS I & I SWITCHING C3 *C4 (5) | SOURCE | CAR MILES PER I & I SWITCH (6) | TOTAL UNWEIGHTED I & I CAR MILES C3 *C6 (7) | TOTAL WEIGHTED I & I CAR MILES C7 *L121C1 (8) |
|------|----------|--|---|-----------|---|---|---|
| 701 | A1L521C5 | .5 | 0 | A1L521C13 | 1 | 0 | 0 |
| 702 | A1L522C5 | .5 | 8.5025 | A1L522C13 | 1 | 17.005 | 44.213 |
| 703 | A1L523C5 | .5 | 305.365 | A1L523C13 | 1 | 610.73 | 1587 |
| 704 | A1L524C5 | .5 | 30.1925 | A1L524C13 | 1 | 60.385 | 157.001 |
| 705 | A1L525C5 | .5 | 58.2175 | A1L525C13 | 1 | 116.435 | 302.731 |
| 706 | A1L526C5 | .5 | 196.815 | A1L526C13 | 1 | 393.63 | 1023 |
| 707 | A1L527C5 | .5 | 49.245 | A1L527C13 | 1 | 98.49 | 256.074 |
| 708 | A1L528C5 | .5 | 101.3075 | A1L528C13 | 1 | 202.615 | 526.799 |
| 709 | A1L529C5 | .5 | 1.57 | A1L529C13 | 1 | 3.14 | 8.164 |
| 710 | A1L530C5 | .5 | 1.1925 | A1L530C13 | 1 | 2.385 | 6.201 |
| 711 | A1L531C5 | .5 | 6.5875 | A1L531C13 | 1 | 13.175 | 34.255 |
| 712 | A1L532C5 | .5 | 11.6975 | A1L532C13 | 1 | 23.395 | 60.827 |
| 713 | A1L533C5 | .5 | .155 | A1L533C13 | 1 | .31 | .806 |
| 714 | A1L534C5 | .5 | 161.9275 | A1L534C13 | 1 | 323.855 | 842.0231 |
| 715 | A1L535C5 | .5 | 12.095 | A1L535C13 | 1 | 24.19 | 62.894 |
| 716 | A1L536C5 | .5 | 944.87 | A1L536C13 | 1 | 1889 | 4913 |

M O S T C U R R E N T T W O Y E A R A V E R A G E

| LINE | CAR TYPE IDENTIFICATION | SOURCE | LOADED & EMPTY | | AVERAGE MILES BETWEEN I & I SW (10) | NUMBER OF I & I SW LOADED & EMPTY C9 /C10 (11) |
|------|----------------------------|-----------|------------------------------|----------|---|--|
| | | | RR OWNED CAR MILES (9) | SOURCE | | |
| 701 | BOX 40 FOOT | A1L201C18 | 0 | A1L561C1 | 200 | 0 |
| 702 | BOX 50 FOOT | A1L202C18 | 4080 | A1L562C1 | 200 | 20.4 |
| 703 | BOX EQUIPPED | A1L203C18 | 140332 | A1L563C1 | 200 | 701.66 |
| 704 | GONDOLA PLAIN | A1L204C18 | 13595 | A1L564C1 | 200 | 67.975 |
| 705 | GONDOLA EQUIPPED | A1L205C18 | 34341 | A1L565C1 | 200 | 171.7075 |
| 706 | COVERED HOPPER | A1L206C18 | 99022 | A1L566C1 | 200 | 495.1125 |
| 707 | HOPPER OTG | A1L207C18 | 23822 | A1L567C1 | 200 | 119.1125 |
| 708 | HOPPER OTS | A1L208C18 | 52725 | A1L568C1 | 200 | 263.625 |
| 709 | REFRIG MECH | A1L209C18 | 665.5 | A1L569C1 | 200 | 3.3275 |
| 710 | REFRIG NM | A1L210C18 | 562 | A1L570C1 | 200 | 2.81 |
| 711 | FLAT TOFC | A1L211C18 | 3367 | A1L571C1 | 200 | 16.8375 |
| 712 | FLAT MULTILEVEL | A1L212C18 | 5163 | A1L572C1 | 200 | 25.8175 |
| 713 | FLAT GENERAL | A1L213C18 | 188 | A1L573C1 | 200 | .94 |
| 714 | FLAT OTHER | A1L214C18 | 72563 | A1L574C1 | 200 | 362.8175 |
| 715 | ALL OTHER CAR TYPES | A1L215C18 | 5736 | A1L575C1 | 200 | 28.6825 |
| 716 | ALL CARS | A1L216C18 | 456165 | A1L576C1 | 200 | 2280 |

| LINE | SOURCE | CAR DAYS | | SOURCE | CAR MILES | | TOTAL UNWEIGHTED C11*C14 (15) | TOTAL WEIGHTED C15*L121C1 (16) |
|------|----------|-----------------------------|---|-----------|-----------------------------|--|--|---|
| | | PER I & I SWITCH (12) | TOTAL CAR DAYS I & I SWITCHING C11*C12 (13) | | PER I & I SWITCH (14) | TOTAL UNWEIGHTED C11*C14 (15) | | |
| 701 | A1L521C5 | .5 | 0 | A1L521C13 | 1 | 0 | 0 | 0 |
| 702 | A1L522C5 | .5 | 10.2 | A1L522C13 | 1 | 20.4 | 53.04 | |
| 703 | A1L523C5 | .5 | 350.83 | A1L523C13 | 1 | 701.66 | 1824 | |
| 704 | A1L524C5 | .5 | 33.9875 | A1L524C13 | 1 | 67.975 | 176.735 | |
| 705 | A1L525C5 | .5 | 85.85376 | A1L525C13 | 1 | 171.7075 | 446.4395 | |
| 706 | A1L526C5 | .5 | 247.5563 | A1L526C13 | 1 | 495.1125 | 1287 | |
| 707 | A1L527C5 | .5 | 59.55625 | A1L527C13 | 1 | 119.1125 | 309.6925 | |
| 708 | A1L528C5 | .5 | 131.8125 | A1L528C13 | 1 | 263.625 | 685.425 | |
| 709 | A1L529C5 | .5 | 1.66375 | A1L529C13 | 1 | 3.3275 | 8.6515 | |
| 710 | A1L530C5 | .5 | 1.405 | A1L530C13 | 1 | 2.81 | 7.306 | |
| 711 | A1L531C5 | .5 | 8.41875 | A1L531C13 | 1 | 16.8375 | 43.7775 | |
| 712 | A1L532C5 | .5 | 12.90875 | A1L532C13 | 1 | 25.8175 | 67.1255 | |
| 713 | A1L533C5 | .5 | .47 | A1L533C13 | 1 | .94 | 2.444 | |
| 714 | A1L534C5 | .5 | 181.4088 | A1L534C13 | 1 | 362.8175 | 943.3256 | |
| 715 | A1L535C5 | .5 | 14.34125 | A1L535C13 | 1 | 28.6825 | 74.5745 | |
| 716 | A1L536C5 | .5 | 1140 | A1L536C13 | 1 | 2280 | 5930 | |

M O S T C U R R E N T T H R E E Y E A R A V E R A G E

| LINE | CAR TYPE IDENTIFICATION | SOURCE | LOADED & EMPTY RR OWNED | | AVERAGE MILES BETWEEN I & I SW (18) | NUMBER OF I & I SW LOADED & EMPTY C17/C18 (19) |
|------|----------------------------|-----------|----------------------------|----------|---|--|
| | | | CAR MILES (17) | SOURCE | | |
| 701 | BOX 40 FOOT | A1L201C21 | 0 | A1L561C1 | 200 | 0 |
| 702 | BOX 50 FOOT | A1L202C21 | 4644 | A1L562C1 | 200 | 23.22 |
| 703 | BOX EQUIPPED | A1L203C21 | 152289 | A1L563C1 | 200 | 761.4467 |
| 704 | GONDOLA PLAIN | A1L204C21 | 12196 | A1L564C1 | 200 | 60.98167 |
| 705 | GONDOLA EQUIPPED | A1L205C21 | 36958 | A1L565C1 | 200 | 184.7933 |
| 706 | COVERED HOPPER | A1L206C21 | 110222 | A1L566C1 | 200 | 551.11 |
| 707 | HOPPER OTG | A1L207C21 | 24541 | A1L567C1 | 200 | 122.7067 |
| 708 | HOPPER OTS | A1L208C21 | 58364 | A1L568C1 | 200 | 291.8217 |
| 709 | REFRIG MECH | A1L209C21 | 699.6667 | A1L569C1 | 200 | 3.49833 |
| 710 | REFRIG NM | A1L210C21 | 589 | A1L570C1 | 200 | 2.945 |
| 711 | FLAT TOFC | A1L211C21 | 4405 | A1L571C1 | 200 | 22.02833 |
| 712 | FLAT MULTILEVEL | A1L212C21 | 6357 | A1L572C1 | 200 | 31.785 |
| 713 | FLAT GENERAL | A1L213C21 | 208 | A1L573C1 | 200 | 1.04 |
| 714 | FLAT OTHER | A1L214C21 | 78729 | A1L574C1 | 200 | 393.645 |
| 715 | ALL OTHER CAR TYPES | A1L215C21 | 5988 | A1L575C1 | 200 | 29.94 |
| 716 | ALL CARS | A1L216C21 | 496192 | A1L576C1 | 200 | 2480 |

| LINE | SOURCE | CAR DAYS | | SOURCE | CAR MILES | | TOTAL UNWEIGHTED C19*C22 (23) | TOTAL WEIGHTED C23*L121C1 (24) |
|------|----------|-----------------------------|---|-----------|-----------------------------|--|--|---|
| | | PER I & I SWITCH (20) | TOTAL CAR DAYS I & I SWITCHING C19*C20 (21) | | PER I & I SWITCH (22) | TOTAL UNWEIGHTED C19*C22 (23) | | |
| 701 | A1L521C5 | .5 | 0 | A1L521C13 | 1 | 0 | 0 | 0 |
| 702 | A1L522C5 | .5 | 11.61 | A1L522C13 | 1 | 23.22 | 60.372 | |
| 703 | A1L523C5 | .5 | 380.7234 | A1L523C13 | 1 | 761.4467 | 1979 | |
| 704 | A1L524C5 | .5 | 30.49083 | A1L524C13 | 1 | 60.98167 | 158.5523 | |
| 705 | A1L525C5 | .5 | 92.39666 | A1L525C13 | 1 | 184.7933 | 480.4626 | |
| 706 | A1L526C5 | .5 | 275.555 | A1L526C13 | 1 | 551.11 | 1432 | |
| 707 | A1L527C5 | .5 | 61.35333 | A1L527C13 | 1 | 122.7067 | 319.0373 | |
| 708 | A1L528C5 | .5 | 145.9108 | A1L528C13 | 1 | 291.8217 | 758.7363 | |
| 709 | A1L529C5 | .5 | 1.74917 | A1L529C13 | 1 | 3.49833 | 9.09567 | |
| 710 | A1L530C5 | .5 | 1.4725 | A1L530C13 | 1 | 2.945 | 7.657 | |
| 711 | A1L531C5 | .5 | 11.01417 | A1L531C13 | 1 | 22.02833 | 57.27366 | |
| 712 | A1L532C5 | .5 | 15.8925 | A1L532C13 | 1 | 31.785 | 82.641 | |
| 713 | A1L533C5 | .5 | .52 | A1L533C13 | 1 | 1.04 | 2.704 | |
| 714 | A1L534C5 | .5 | 196.8225 | A1L534C13 | 1 | 393.645 | 1023 | |
| 715 | A1L535C5 | .5 | 14.97 | A1L535C13 | 1 | 29.94 | 77.844 | |
| 716 | A1L536C5 | .5 | 1240 | A1L536C13 | 1 | 2480 | 6450 | |

| M O S T C U R R E N T F O U R Y E A R A V E R A G E | | | | | | |
|---|----------------------------|-----------|---|----------|---|--|
| LINE | CAR TYPE IDENTIFICATION | SOURCE | LOADED & EMPTY RR OWNED CAR MILES (25) | SOURCE | AVERAGE MILES BETWEEN I & I SW (26) | NUMBER OF I & I SW LOADED & EMPTY C25/C26 (27) |
| 701 | BOX 40 FOOT | A1L201C24 | 0 | A1L561C1 | 200 | 0 |
| 702 | BOX 50 FOOT | A1L202C24 | 5014 | A1L562C1 | 200 | 25.07125 |
| 703 | BOX EQUIPPED | A1L203C24 | 162157 | A1L563C1 | 200 | 810.7875 |
| 704 | GONDOLA PLAIN | A1L204C24 | 11385 | A1L564C1 | 200 | 56.92875 |
| 705 | GONDOLA EQUIPPED | A1L205C24 | 38248 | A1L565C1 | 200 | 191.2438 |
| 706 | COVERED HOPPER | A1L206C24 | 121160 | A1L566C1 | 200 | 605.8 |
| 707 | HOPPER OTG | A1L207C24 | 28605 | A1L567C1 | 200 | 143.0288 |
| 708 | HOPPER OTS | A1L208C24 | 62161 | A1L568C1 | 200 | 310.8088 |
| 709 | REFRIG MECH | A1L209C24 | 732.5 | A1L569C1 | 200 | 3.6625 |
| 710 | REFRIG NM | A1L210C24 | 703.5 | A1L570C1 | 200 | 3.5175 |
| 711 | FLAT TOFC | A1L211C24 | 5478 | A1L571C1 | 200 | 27.39 |
| 712 | FLAT MULTILEVEL | A1L212C24 | 6993 | A1L572C1 | 200 | 34.96875 |
| 713 | FLAT GENERAL | A1L213C24 | 203 | A1L573C1 | 200 | 1.015 |
| 714 | FLAT OTHER | A1L214C24 | 83023 | A1L574C1 | 200 | 415.1163 |
| 715 | ALL OTHER CAR TYPES | A1L215C24 | 6058 | A1L575C1 | 200 | 30.2925 |
| 716 | ALL CARS | A1L216C24 | 531926 | A1L576C1 | 200 | 2659 |

| LINE | SOURCE | CAR DAYS PER I & I SWITCH (28) | TOTAL CAR DAYS I & I SWITCHING C27*C28 (29) | SOURCE | CAR MILES PER I & I SWITCH (30) | TOTAL UNWEIGHTED I & I CAR MILES C27*C30 (31) | TOTAL WEIGHTED I & I CAR MILES C31*L121C1 (32) |
|------|----------|---|---|-----------|--|---|--|
| 701 | A1L521C5 | .5 | 0 | A1L521C13 | 1 | 0 | 0 |
| 702 | A1L522C5 | .5 | 12.53563 | A1L522C13 | 1 | 25.07125 | 65.18525 |
| 703 | A1L523C5 | .5 | 405.3938 | A1L523C13 | 1 | 810.7875 | 2108 |
| 704 | A1L524C5 | .5 | 28.46438 | A1L524C13 | 1 | 56.92875 | 148.0147 |
| 705 | A1L525C5 | .5 | 95.62188 | A1L525C13 | 1 | 191.2438 | 497.2337 |
| 706 | A1L526C5 | .5 | 302.9 | A1L526C13 | 1 | 605.8 | 1575 |
| 707 | A1L527C5 | .5 | 71.51438 | A1L527C13 | 1 | 143.0288 | 371.8747 |
| 708 | A1L528C5 | .5 | 155.4044 | A1L528C13 | 1 | 310.8088 | 808.1027 |
| 709 | A1L529C5 | .5 | 1.83125 | A1L529C13 | 1 | 3.6625 | 9.5225 |
| 710 | A1L530C5 | .5 | 1.75875 | A1L530C13 | 1 | 3.5175 | 9.1455 |
| 711 | A1L531C5 | .5 | 13.695 | A1L531C13 | 1 | 27.39 | 71.214 |
| 712 | A1L532C5 | .5 | 17.48438 | A1L532C13 | 1 | 34.96875 | 90.91875 |
| 713 | A1L533C5 | .5 | .5075 | A1L533C13 | 1 | 1.015 | 2.639 |
| 714 | A1L534C5 | .5 | 207.5581 | A1L534C13 | 1 | 415.1163 | 1079 |
| 715 | A1L535C5 | .5 | 15.14625 | A1L535C13 | 1 | 30.2925 | 78.7605 |
| 716 | A1L536C5 | .5 | 1329 | A1L536C13 | 1 | 2659 | 6915 |

| M O S T C U R R E N T F I V E Y E A R A V E R A G E | | | | | | |
|---|----------------------------|-----------|---|----------|---|--|
| LINE | CAR TYPE IDENTIFICATION | SOURCE | LOADED & EMPTY RR OWNED CAR MILES (33) | SOURCE | AVERAGE MILES BETWEEN I & I SW (34) | NUMBER OF I & I SW LOADED & EMPTY C33/C34 (35) |
| 701 | BOX 40 FOOT | A1L201C27 | 0 | A1L561C1 | 200 | 0 |
| 702 | BOX 50 FOOT | A1L202C27 | 5075 | A1L562C1 | 200 | 25.376 |
| 703 | BOX EQUIPPED | A1L203C27 | 169009 | A1L563C1 | 200 | 845.0491 |
| 704 | GONDOLA PLAIN | A1L204C27 | 11631 | A1L564C1 | 200 | 58.155 |
| 705 | GONDOLA EQUIPPED | A1L205C27 | 38375 | A1L565C1 | 200 | 191.876 |
| 706 | COVERED HOPPER | A1L206C27 | 125007 | A1L566C1 | 200 | 625.039 |
| 707 | HOPPER OTG | A1L207C27 | 33451 | A1L567C1 | 200 | 167.256 |
| 708 | HOPPER OTS | A1L208C27 | 66422 | A1L568C1 | 200 | 332.113 |
| 709 | REFRIG MECH | A1L209C27 | 753.8001 | A1L569C1 | 200 | 3.769 |
| 710 | REFRIG NM | A1L210C27 | 898 | A1L570C1 | 200 | 4.49 |
| 711 | FLAT TOFC | A1L211C27 | 6150 | A1L571C1 | 200 | 30.751 |
| 712 | FLAT MULTILEVEL | A1L212C27 | 7494 | A1L572C1 | 200 | 37.472 |
| 713 | FLAT GENERAL | A1L213C27 | 221.2 | A1L573C1 | 200 | 1.106 |
| 714 | FLAT OTHER | A1L214C27 | 84979 | A1L574C1 | 200 | 424.899 |
| 715 | ALL OTHER CAR TYPES | A1L215C27 | 6031 | A1L575C1 | 200 | 30.155 |
| 716 | ALL CARS | A1L216C27 | 555501 | A1L576C1 | 200 | 2777 |

WORKTABLE B7 PART 7 (CONTINUED))

| LINE | SOURCE | CAR DAYS PER I & I SWITCH (36) | TOTAL CAR DAYS I & I SWITCHING C35*C36 (37) | SOURCE | CAR MILES PER I & I SWITCH (38) | TOTAL UNWEIGHTED I & I CAR MILES C35*C38 (39) | TOTAL WEIGHTED I & I CAR MILES C39*L121C1 (40) |
|------|----------|---|---|-----------|--|---|--|
| 701 | A1L521C5 | .5 | 0 | A1L521C13 | 1 | 0 | 0 |
| 702 | A1L522C5 | .5 | 12.688 | A1L522C13 | 1 | 25.376 | 65.9776 |
| 703 | A1L523C5 | .5 | 422.5245 | A1L523C13 | 1 | 845.0491 | 2197 |
| 704 | A1L524C5 | .5 | 29.0775 | A1L524C13 | 1 | 58.155 | 151.203 |
| 705 | A1L525C5 | .5 | 95.938 | A1L525C13 | 1 | 191.876 | 498.8776 |
| 706 | A1L526C5 | .5 | 312.5195 | A1L526C13 | 1 | 625.039 | 1625 |
| 707 | A1L527C5 | .5 | 83.62801 | A1L527C13 | 1 | 167.256 | 434.8656 |
| 708 | A1L528C5 | .5 | 166.0565 | A1L528C13 | 1 | 332.113 | 863.4938 |
| 709 | A1L529C5 | .5 | 1.8845 | A1L529C13 | 1 | 3.769 | 9.7994 |
| 710 | A1L530C5 | .5 | 2.245 | A1L530C13 | 1 | 4.49 | 11.674 |
| 711 | A1L531C5 | .5 | 15.3755 | A1L531C13 | 1 | 30.751 | 79.9526 |
| 712 | A1L532C5 | .5 | 18.736 | A1L532C13 | 1 | 37.472 | 97.42721 |
| 713 | A1L533C5 | .5 | .553 | A1L533C13 | 1 | 1.106 | 2.8756 |
| 714 | A1L534C5 | .5 | 212.4495 | A1L534C13 | 1 | 424.899 | 1104 |
| 715 | A1L535C5 | .5 | 15.0775 | A1L535C13 | 1 | 30.155 | 78.403 |
| 716 | A1L536C5 | .5 | 1388 | A1L536C13 | 1 | 2777 | 7221 |

RAILROAD OWNED CAR DAYS AND CAR MILES IN RUNNING AND SWITCHING SERVICE
 CALCULATION OF TOTAL CAR DAYS AND CAR MILES RUNNING AND YARD, AND RATIOS
 OF CAR DAYS, CAR MILES RUNNING AND YARD

C U R R E N T Y E A R

| | | TOTAL CAR DAYS YARD SERVICE | | | |
|------|----------------------------|--------------------------------|----------|----------|-----------|
| | | L301C5 :316 | | | |
| | | +L301C7 :316 | | | |
| | | +L401C7 :416 | | | |
| | | +L501C7 :516 | | | |
| | | +L501C9 :516 | | | |
| | | +L601C7 :616 | | | |
| | | +L601C9 :616 | | | |
| | | +L701C5 :716 | | | |
| LINE | CAR TYPE IDENTIFICATION | (1) | (2) | (3) | (4) |
| 801 | BOX 40 FOOT | 0 | 0 | 0 | 0 |
| 802 | BOX 50 FOOT | 20.09055 | 3.45131 | 23.54186 | .1466 |
| 803 | BOX EQUIPPED | 1069 | 123.9529 | 1193 | .10383 |
| 804 | GONDOLA PLAIN | 149.5019 | 12.25565 | 161.7576 | .07577 |
| 805 | GONDOLA EQUIPPED | 197.1159 | 23.63149 | 220.7474 | .10705 |
| 806 | COVERED HOPPER | 608.5323 | 79.89059 | 688.4228 | .11605 |
| 807 | HOPPER OTG | 702.0936 | 19.98939 | 722.083 | .02768 |
| 808 | HOPPER OTS | 3593 | 41.12246 | 3634 | .01131 |
| 809 | REFER MECH | 10.94136 | .63729 | 11.57865 | .05504 |
| 810 | REFER NON MECH | 2.62267 | .48406 | 3.10673 | .15581 |
| 811 | FLAT TOFC | 793.6194 | 2.67398 | 796.2934 | .00335803 |
| 812 | FLAT MULTILEVEL | 77.20153 | 4.74822 | 81.94974 | .05794 |
| 813 | FLAT GENERAL | .533 | .06292 | .59592 | .10558 |
| 814 | FLAT OTHER | 464.3775 | 65.72916 | 530.1067 | .12399 |
| 815 | ALL OTHER CARS | 150.0923 | 4.90957 | 155.0019 | .03167 |
| 816 | ALL CARS | 8057 | 383.539 | 8441 | .04544 |

| +-----+-----+-----+-----+-----+ | | | | | |
|---------------------------------|-------------------------------------|-----------------------------------|------------|-----------------|-----------|
| | TOTAL UNWEIGHTED CAR MILES, YARD | TOTAL WEIGHTED CAR MILES, YARD | | | |
| | L301C9 :316 | L301C10 :316 | | | RUNNING |
| | +L401C9 :416 | +L401C10 :416 | RUNNING | | LINEHAUL |
| | +L501C11 :516 | +L501C12 :516 | LINEHAUL | | PORTION |
| | +L601C11 :616 | +L601C12 :616 | CAR MILES | TOTAL CAR MILES | CAR MILES |
| LINE | +L701C7 :716 | +L701C8 :716 | L201C1:216 | C6 +C7 | C7 /C8 |
| | (5) | (6) | (7) | (8) | (9) |
| +-----+-----+-----+-----+-----+ | | | | | |
| 801 | 0 | 0 | 0 | 0 | 0 |
| 802 | 54.39508 | 141.4272 | 3401 | 3542 | .96008 |
| 803 | 2742 | 7129 | 122146 | 129275 | .94485 |
| 804 | 352.5577 | 916.6498 | 12077 | 12993 | .92945 |
| 805 | 462.7797 | 1203 | 23287 | 24490 | .95087 |
| 806 | 1357 | 3530 | 78726 | 82256 | .95708 |
| 807 | 1525 | 3966 | 19698 | 23664 | .83239 |
| 808 | 7367 | 19156 | 40523 | 59679 | .67901 |
| 809 | 26.72652 | 69.48896 | 628 | 697.489 | .90037 |
| 810 | 6.73468 | 17.51016 | 477 | 494.5102 | .96459 |
| 811 | 1291 | 3358 | 2635 | 5993 | .43961 |
| 812 | 161.3184 | 419.4278 | 4679 | 5098 | .91773 |
| 813 | 1.21691 | 3.16397 | 62 | 65.16397 | .95145 |
| 814 | 1157 | 3009 | 64771 | 67780 | .95559 |
| 815 | 336.0387 | 873.7004 | 4838 | 5711 | .84703 |
| 816 | 17915 | 46580 | 377948 | 424528 | .89028 |
| +-----+-----+-----+-----+-----+ | | | | | |

M O S T C U R R E N T T W O Y E A R S

| | | TOTAL CAR DAYS YARD SERVICE | | | |
|------|----------------------------|--------------------------------|-------------|------------------------------|---|
| | | L301C15 :316 | | | |
| | | +L301C17 :316 | | | |
| | | +L401C17 :416 | | | |
| | | +L501C19 :516 | | | |
| | | +L501C21 :516 | | RUNNING | |
| | | +L601C19 :616 | | LINEHAUL | |
| | | +L601C21 :616 | | CAR DAYS | |
| LINE | CAR TYPE IDENTIFICATION | +L701C13 :716 | L201C15:216 | TOTAL CAR DAYS C10+C11 | RUNNING LINEHAUL PORTION C11/C12 |
| | | (10) | (11) | (12) | (13) |
| 801 | BOX 40 FOOT | 0 | 0 | 0 | 0 |
| 802 | BOX 50 FOOT | 25.46054 | 4.65245 | 30.11299 | .1545 |
| 803 | BOX EQUIPPED | 1242 | 160.0215 | 1402 | .11412 |
| 804 | GONDOLA PLAIN | 156.1722 | 15.50247 | 171.6746 | .0903 |
| 805 | GONDOLA EQUIPPED | 281.3148 | 39.15983 | 320.4746 | .12219 |
| 806 | COVERED HOPPER | 777.2971 | 112.916 | 890.2132 | .12684 |
| 807 | HOPPER OTG | 767.2805 | 27.16495 | 794.4455 | .03419 |
| 808 | HOPPER OTS | 3543 | 60.12265 | 3603 | .01668 |
| 809 | REFER MECH | 11.21845 | .75887 | 11.97733 | .06336 |
| 810 | REFER NON MECH | 4.27899 | .64085 | 4.91984 | .13026 |
| 811 | FLAT TOFC | 838.9598 | 3.83998 | 842.7997 | .00455622 |
| 812 | FLAT MULTILEVEL | 89.17277 | 5.88797 | 95.06073 | .06194 |
| 813 | FLAT GENERAL | .97581 | .21438 | 1.19018 | .18012 |
| 814 | FLAT OTHER | 535.2375 | 82.74462 | 617.9821 | .13389 |
| 815 | ALL OTHER CARS | 197.2532 | 6.54137 | 203.7945 | .0321 |
| 816 | ALL CARS | 8697 | 520.1679 | 9217 | .05643 |

| +-----+-----+-----+-----+-----+-----+ | | | | | |
|---------------------------------------|-------------------------------------|-----------------------------------|-------------|-----------------|-----------|
| | TOTAL UNWEIGHTED CAR MILES, YARD | TOTAL WEIGHTED CAR MILES, YARD | | | |
| | L301C19 :316 | L301C20 :316 | | | RUNNING |
| | +L401C19 :416 | +L401C20 :416 | RUNNING | | LINEHAUL |
| | +L501C23 :516 | +L501C24 :516 | LINEHAUL | | PORTION |
| | +L601C23 :616 | +L601C24 :616 | CAR MILES | TOTAL CAR MILES | CAR MILES |
| LINE | +L701C15 :716 | +L701C16 :716 | L201C9 :216 | C15+C16 | C16/C17 |
| | (14) | (15) | (16) | (17) | (18) |
| +-----+-----+-----+-----+-----+-----+ | | | | | |
| 801 | 0 | 0 | 0 | 0 | 0 |
| 802 | 67.9046 | 176.552 | 4080 | 4256 | .95852 |
| 803 | 3181 | 8271 | 140332 | 148603 | .94434 |
| 804 | 363.3933 | 944.8224 | 13595 | 14539 | .93502 |
| 805 | 682.1599 | 1773 | 34341 | 36115 | .95089 |
| 806 | 1740 | 4526 | 99022 | 103548 | .95629 |
| 807 | 1671 | 4346 | 23822 | 28168 | .84571 |
| 808 | 7266 | 18892 | 52725 | 71617 | .7362 |
| 809 | 27.31262 | 71.0128 | 665.5 | 736.5128 | .90358 |
| 810 | 12.6377 | 32.85801 | 562 | 594.8581 | .94476 |
| 811 | 1368 | 3558 | 3367 | 6925 | .48623 |
| 812 | 187.4572 | 487.3887 | 5163 | 5650 | .91375 |
| 813 | 2.74783 | 7.14437 | 188 | 195.1444 | .96339 |
| 814 | 1348 | 3505 | 72563 | 76068 | .95392 |
| 815 | 450.1419 | 1170 | 5736 | 6906 | .83055 |
| 816 | 19486 | 50665 | 456165 | 506830 | .90003 |
| +-----+-----+-----+-----+-----+-----+ | | | | | |

| M O S T C U R R E N T T H R E E Y E A R S | | | | | |
|---|----------------------------|----------------|-------------|----------|-----------|
| LINE | CAR TYPE IDENTIFICATION | TOTAL CAR DAYS | | | |
| | | YARD SERVICE | | | |
| | | L301C25 :316 | | | |
| | | +L301C27 :316 | | | |
| | | +L401C27 :416 | | | |
| | | +L501C31 :516 | | | |
| | | +L501C33 :516 | RUNNING | | RUNNING |
| | | +L601C31 :616 | LINEHAUL | TOTAL | LINEHAUL |
| | | +L601C33 :616 | CAR DAYS | CAR DAYS | PORTION |
| | | +L701C21 :716 | L201C23:216 | C19+C20 | C20/C21 |
| | | (19) | (20) | (21) | (22) |
| 801 | BOX 40 FOOT | 0 | 0 | 0 | 0 |
| 802 | BOX 50 FOOT | 30.04412 | 5.38237 | 35.42648 | .15193 |
| 803 | BOX EQUIPPED | 1365 | 176.5024 | 1542 | .11446 |
| 804 | GONDOLA PLAIN | 119.1914 | 14.13548 | 133.3268 | .10602 |
| 805 | GONDOLA EQUIPPED | 309.1174 | 42.83487 | 351.9523 | .12171 |
| 806 | COVERED HOPPER | 879.0235 | 127.7466 | 1006 | .12689 |
| 807 | HOPPER OTG | 804.7823 | 28.44325 | 833.2255 | .03414 |
| 808 | HOPPER OTS | 3566 | 67.64391 | 3633 | .01861 |
| 809 | REFER MECH | 11.63942 | .81091 | 12.45033 | .06513 |
| 810 | REFER NON MECH | 4.07916 | .68265 | 4.76181 | .14336 |
| 811 | FLAT TOFC | 836.9781 | 5.10614 | 842.0842 | .00606369 |
| 812 | FLAT MULTILEVEL | 108.9176 | 7.36772 | 116.2854 | .06336 |
| 813 | FLAT GENERAL | 1.07807 | .24107 | 1.31915 | .18275 |
| 814 | FLAT OTHER | 560.8226 | 91.24643 | 652.069 | .13993 |
| 815 | ALL OTHER CARS | 210.2674 | 6.94006 | 217.2074 | .03195 |
| 816 | ALL CARS | 9027 | 575.0839 | 9602 | .05989 |

| +-----+-----+-----+-----+-----+ | | | | | |
|---------------------------------|-------------------------------------|-----------------------------------|-------------|-----------------|-----------|
| | TOTAL UNWEIGHTED CAR MILES, YARD | TOTAL WEIGHTED CAR MILES, YARD | | | |
| | L301C29 :316 | L301C30 :316 | | | RUNNING |
| | +L401C29 :416 | +L401C30 :416 | RUNNING | | LINEHAUL |
| | +L501C35 :516 | +L501C36 :516 | LINEHAUL | | PORTION |
| | +L601C35 :616 | +L601C36 :616 | CAR MILES | TOTAL CAR MILES | CAR MILES |
| LINE | +L701C23 :716 | +L701C24 :716 | L201C17:216 | C24+C25 | C25/C26 |
| | (23) | (24) | (25) | (26) | (27) |
| +-----+-----+-----+-----+-----+ | | | | | |
| 801 | 0 | 0 | 0 | 0 | 0 |
| 802 | 79.20441 | 205.9314 | 4644 | 4849 | .95754 |
| 803 | 3490 | 9075 | 152289 | 161364 | .94376 |
| 804 | 271.8146 | 706.7179 | 12196 | 12903 | .94523 |
| 805 | 754.061 | 1960 | 36958 | 38919 | .94962 |
| 806 | 1957 | 5090 | 110222 | 115312 | .95586 |
| 807 | 1751 | 4554 | 24541 | 29095 | .84347 |
| 808 | 7310 | 19007 | 58364 | 77371 | .75434 |
| 809 | 28.34961 | 73.70899 | 699.6667 | 773.3756 | .90469 |
| 810 | 11.342 | 29.48921 | 589 | 618.4892 | .95232 |
| 811 | 1362 | 3542 | 4405 | 7947 | .55432 |
| 812 | 230.4435 | 599.153 | 6357 | 6956 | .91387 |
| 813 | 3.04819 | 7.9253 | 208 | 215.9253 | .9633 |
| 814 | 1424 | 3704 | 78729 | 82433 | .95506 |
| 815 | 485.1538 | 1261 | 5988 | 7249 | .826 |
| 816 | 20243 | 52632 | 496192 | 548824 | .9041 |
| +-----+-----+-----+-----+-----+ | | | | | |

M O S T C U R R E N T F O U R Y E A R S

| | | TOTAL CAR DAYS YARD SERVICE | | | |
|------|----------------------------|--------------------------------|---------------------|-----------------|-----------------|
| | | L301C35 :316 | | | |
| | | +L301C37 :316 | | | |
| | | +L401C37 :416 | | | |
| | | +L501C43 :516 | | | |
| | | +L501C45 :516 | RUNNING | | RUNNING |
| | | +L601C43 :616 | LINEHAUL | TOTAL | LINEHAUL |
| | | +L601C45 :616 | CAR DAYS | CAR DAYS | PORTION |
| LINE | CAR TYPE IDENTIFICATION | +L701C29 :716 (28) | L201C31:216 (29) | C28+C29 (30) | C29/C30 (31) |
| 801 | BOX 40 FOOT | 0 | 0 | 0 | 0 |
| 802 | BOX 50 FOOT | 32.51421 | 5.86826 | 38.38247 | .15289 |
| 803 | BOX EQUIPPED | 1459 | 189.7757 | 1649 | .11505 |
| 804 | GONDOLA PLAIN | 103.4388 | 13.32494 | 116.7637 | .11412 |
| 805 | GONDOLA EQUIPPED | 321.6602 | 44.76317 | 366.4234 | .12216 |
| 806 | COVERED HOPPER | 974.3769 | 141.7956 | 1116 | .12704 |
| 807 | HOPPER OTG | 901.3738 | 33.47781 | 934.8516 | .03581 |
| 808 | HOPPER OTS | 3602 | 72.74898 | 3675 | .01979 |
| 809 | REFER MECH | 11.70571 | .85726 | 12.56297 | .06824 |
| 810 | REFER NON MECH | 4.82543 | .82332 | 5.64875 | .14575 |
| 811 | FLAT TOFC | 829.0518 | 6.411 | 835.4629 | .00767359 |
| 812 | FLAT MULTILEVEL | 118.9118 | 8.18491 | 127.0967 | .0644 |
| 813 | FLAT GENERAL | 1.01237 | .23757 | 1.24995 | .19007 |
| 814 | FLAT OTHER | 587.7354 | 97.16356 | 684.899 | .14187 |
| 815 | ALL OTHER CARS | 202.8339 | 7.09037 | 209.9242 | .03378 |
| 816 | ALL CARS | 9378 | 622.5225 | 10001 | .06224 |

| +-----+-----+-----+-----+-----+ | | | | | |
|---------------------------------|-------------------------------------|-----------------------------------|-------------|-----------------|-----------|
| | TOTAL UNWEIGHTED CAR MILES, YARD | TOTAL WEIGHTED CAR MILES, YARD | | | |
| | L301C39 :316 | L301C40 :316 | | | RUNNING |
| | +L401C39 :416 | +L401C40 :416 | RUNNING | | LINEHAUL |
| | +L501C47 :516 | +L501C48 :516 | LINEHAUL | | PORTION |
| | +L601C47 :616 | +L601C48 :616 | CAR MILES | TOTAL CAR MILES | CAR MILES |
| LINE | +L701C31 :716 | +L701C32 :716 | L201C25:216 | C33+C34 | C34/C35 |
| | (32) | (33) | (34) | (35) | (36) |
| +-----+-----+-----+-----+-----+ | | | | | |
| 801 | 0 | 0 | 0 | 0 | 0 |
| 802 | 82.80294 | 215.2876 | 5014 | 5229 | .95883 |
| 803 | 3689 | 9592 | 162157 | 171749 | .94415 |
| 804 | 236.2203 | 614.1726 | 11385 | 11999 | .94882 |
| 805 | 775.3396 | 2015 | 38248 | 40264 | .94993 |
| 806 | 2175 | 5657 | 121160 | 126817 | .95539 |
| 807 | 1983 | 5157 | 28605 | 33762 | .84725 |
| 808 | 7387 | 19207 | 62161 | 81369 | .76395 |
| 809 | 28.49556 | 74.08844 | 732.5 | 806.5885 | .90815 |
| 810 | 12.40929 | 32.26415 | 703.5 | 735.7642 | .95615 |
| 811 | 1352 | 3515 | 5478 | 8993 | .60907 |
| 812 | 250.9614 | 652.4997 | 6993 | 7646 | .91466 |
| 813 | 2.82958 | 7.35691 | 203 | 210.3569 | .96503 |
| 814 | 1498 | 3895 | 83023 | 86918 | .95518 |
| 815 | 473.5001 | 1231 | 6058 | 7289 | .83112 |
| 816 | 21087 | 54826 | 531926 | 586752 | .90656 |
| +-----+-----+-----+-----+-----+ | | | | | |

M O S T C U R R E N T F I V E Y E A R S

| LINE | CAR TYPE IDENTIFICATION | TOTAL CAR DAYS YARD SERVICE | | | |
|------|----------------------------|---|--|--------------------------------------|---|
| | | L301C45 :316 +L301C47 :316 +L401C47 :416 +L501C55 :516 +L501C57 :516 +L601C55 :616 +L601C57 :616 +L701C37 :716 (37) | RUNNING LINEHAUL CAR DAYS L201C39:216 (38) | TOTAL CAR DAYS C37+C38 (39) | RUNNING LINEHAUL PORTION C38/C39 (40) |
| 801 | BOX 40 FOOT | 0 | 0 | 0 | 0 |
| 802 | BOX 50 FOOT | 33.53294 | 6.11403 | 39.64698 | .15421 |
| 803 | BOX EQUIPPED | 1534 | 203.6041 | 1737 | .11715 |
| 804 | GONDOLA PLAIN | 98.57944 | 14.01173 | 112.5912 | .12445 |
| 805 | GONDOLA EQUIPPED | 327.3886 | 46.23014 | 373.6187 | .12374 |
| 806 | COVERED HOPPER | 1038 | 150.5954 | 1189 | .12663 |
| 807 | HOPPER OTG | 1024 | 40.29826 | 1064 | .03786 |
| 808 | HOPPER OTS | 3556 | 80.0185 | 3636 | .02201 |
| 809 | REFER MECH | 11.58896 | .90809 | 12.49705 | .07266 |
| 810 | REFER NON MECH | 6.6502 | 1.08181 | 7.73201 | .13991 |
| 811 | FLAT TOFC | 819.2307 | 7.40907 | 826.6397 | .00896288 |
| 812 | FLAT MULTILEVEL | 126.6313 | 9.02841 | 135.6598 | .06655 |
| 813 | FLAT GENERAL | 1.049 | .26648 | 1.31548 | .20257 |
| 814 | FLAT OTHER | 603.2099 | 102.3741 | 705.5841 | .14509 |
| 815 | ALL OTHER CARS | 180.3053 | 7.26547 | 187.5708 | .03873 |
| 816 | ALL CARS | 9585 | 669.2056 | 10254 | .06526 |

| +-----+-----+-----+-----+-----+ | | | | | |
|---------------------------------|------------------|-----------------|-------------|-----------------|-----------|
| | TOTAL UNWEIGHTED | TOTAL WEIGHTED | | | |
| | CAR MILES, YARD | CAR MILES, YARD | | | |
| | L301C49 :316 | L301C50 :316 | | | RUNNING |
| | +L401C49 :416 | +L401C50 :416 | RUNNING | | LINEHAUL |
| | +L501C59 :516 | +L501C60 :516 | LINEHAUL | | PORTION |
| | +L601C59 :616 | +L601C60 :616 | CAR MILES | TOTAL CAR MILES | CAR MILES |
| LINE | +L701C39 :716 | +L701C40 :716 | L201C33:216 | C42+C43 | C43/C44 |
| | (41) | (42) | (43) | (44) | (45) |
| +-----+-----+-----+-----+-----+ | | | | | |
| 801 | 0 | 0 | 0 | 0 | 0 |
| 802 | 84.08744 | 218.6273 | 5075 | 5293 | .9587 |
| 803 | 3862 | 10043 | 169009 | 179053 | .94391 |
| 804 | 225.2548 | 585.6624 | 11631 | 12216 | .95206 |
| 805 | 784.7283 | 2040 | 38375 | 40415 | .94952 |
| 806 | 2328 | 6055 | 125007 | 131063 | .9538 |
| 807 | 2268 | 5898 | 33451 | 39349 | .85011 |
| 808 | 7296 | 18969 | 66422 | 85392 | .77785 |
| 809 | 28.24041 | 73.42507 | 753.8001 | 827.2251 | .91124 |
| 810 | 16.88997 | 43.91392 | 898 | 941.914 | .95338 |
| 811 | 1342 | 3489 | 6150 | 9639 | .63801 |
| 812 | 267.1555 | 694.6043 | 7494 | 8189 | .91518 |
| 813 | 2.87418 | 7.47286 | 221.2 | 228.6729 | .96732 |
| 814 | 1544 | 4015 | 84979 | 88995 | .95488 |
| 815 | 425.3836 | 1105 | 6031 | 7136 | .84503 |
| 816 | 21611 | 56189 | 555501 | 611691 | .90814 |
| +-----+-----+-----+-----+-----+ | | | | | |

WORKTABLE B8 PART 1

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MISCELLANEOUS FACTORS

| LINE | CODE | IDENTIFICATION | SOURCE | AMOUNT (1) |
|------|------|------------------------------|----------------|---------------|
| 101 | 501 | CLEANING CAR INTERIORS | A2L336C44 | 1989 |
| 102 | 502 | ADJ & TRANSFERRING LOADS | A2L337C44 | 1450 |
| 103 | 503 | CL DEVICES/GRAIN DOORS | A2L338C44 | 0 |
| 104 | | SUBTOTAL (501-503) | L101+L102+L103 | 3439 |
| 105 | | PORTION 501 | L101/L104 | .57837 |
| 106 | | PORTION 502 | L102/L104 | .42163 |
| 107 | | PORTION 503 | L103/L104 | 0 |
| 108 | 519 | EMPLOYEES/CLERICAL FUNCTIONS | A2L354C44 | 3197 |
| 109 | 520 | COMMUNICATION SYSTEMS | A2L355C44 | 1269 |
| 110 | 521 | L&D CLAIMS PROCESSING | A2L356C44 | 0 |
| 111 | | SUBTOTAL (519-521) | L108+L109+L110 | 4466 |
| 112 | | PORTION 519 | L108/L111 | .71585 |
| 113 | | PORTION 520 | L109/L111 | .28415 |
| 114 | | PORTION 521 | L110/L111 | 0 |
| 115 | | TOFC PU&D | A3L102C12 | 3018 |
| 116 | | TOFC L&UL | A3L103C12 | 3387 |
| 117 | | TOFC PROTECTIVE | A3L104C12 | 0 |
| 118 | | SUBTOTAL TOFC | L115+L116+L117 | 6405 |
| 119 | | PORTION TOFC PU&D | L115/L118 | .47119 |
| 120 | | PORTION TOFC L&UL | L116/L118 | .52881 |
| 121 | | PORTION TOFC PROTECTIVE | L117/L118 | 0 |

OPERATING ACCOUNT ADJUSTMENTS

DISTRIBUTION OF BRIDGE & BUILDING, MAINTENANCE OF WAY & STRUCTURES - OTHER,
TRAIN AND YARD COMMON AND ADMINISTRATIVE SUPPORT OVERHEADS

| LINE | CODE | IDENTIFICATION | SOURCE | FREIGHT EXPENSE (1) | RUNNING SOURCE | ALLOC PERCENTAGE (2) | EXPENSE C1*C2 (3) |
|------|------|-----------------------------|-----------|---------------------------|-------------------|----------------------------|-------------------------|
| 101 | 002 | M OF W&S-ADMIN-B&B | A2L102C44 | 3402 | B3L520C2 | .47674 | 1621 |
| 102 | 005 | M OF W&S-ADMIN-OTHER | A2L105C44 | 7038 | B3L524C2 | .62239 | 4380 |
| 103 | 024 | ROAD DAMAGED-OTHER | A2L120C44 | 0 | B3L522C2 | XX | XX |
| 104 | 114 | FRINGES-OTHER | A2L144C44 | 14468 | B3L522C2 | XX | XX |
| 105 | 117 | CASUALTIES-OTHER | A2L147C44 | 0 | B3L522C2 | XX | XX |
| 106 | 126 | JT FACILITY-RENT-DR-OTHER | A2L156C44 | 0 | B3L522C2 | XX | XX |
| 107 | 129 | JT FACILITY-RENT-(CR)-OTHER | A2L159C44 | 0 | B3L522C2 | XX | XX |
| 108 | 141 | JT FACILITY-DR-OTHER | A2L171C44 | 0 | B3L522C2 | XX | XX |
| 109 | 144 | JT FACILITY-(CR)-OTHER | A2L174C44 | 0 | B3L522C2 | XX | XX |
| 110 | 147 | DISMANTLING-OTHER | A2L177C44 | 0 | B3L522C2 | XX | XX |
| 111 | 150 | OTHER | A2L180C44 | 8596 | B3L524C2 | .62239 | 5350 |
| 112 | 110 | SMALL TOOLS | A2L140C44 | 14134 | B3L524C2 | .62239 | 8797 |
| 113 | 307 | WORK & NONREV EQUIP REPAIR | A2L245C44 | 7036 | B3L524C2 | .62239 | 4379 |
| XXX | | ACCT 501 | XX | XX | XX | XX | XX |
| 114 | 505 | T & YC FRINGES | A2L340C44 | 754 | B8L105C1 | .57837 | 436.0879 |
| XXX | | ACCT 519 | XX | XX | XX | XX | XX |
| 115 | 518 | AS ADMINISTRATION | A2L353C44 | 38374 | B8L112C1 | .71585 | 27470 |
| 116 | 522 | AS FRINGES | A2L357C44 | 18069 | B8L112C1 | .71585 | 12934 |
| 117 | 523 | AS CASUALTIES | A2L358C44 | 0 | B8L112C1 | .71585 | 0 |
| 118 | 524 | AS JT FACILITY-DR | A2L359C44 | 0 | B8L112C1 | .71585 | 0 |
| 119 | 525 | AS JT FACILITY-(CR) | A2L360C44 | 0 | B8L112C1 | .71585 | 0 |
| 120 | 526 | AS-OTHER | A2L361C44 | 22251 | B8L112C1 | .71585 | 15928 |
| XXX | | PICKUP & DELIVERY | XX | XX | XX | XX | XX |
| 121 | 507B | TOFC ADMIN | A3L101C12 | 4408 | B8L119C1 | .47119 | 2077 |
| 122 | 512B | TOFC FRINGES | A3L105C12 | 4210 | B8L119C1 | .47119 | 1983 |
| 123 | 513B | TOFC CASUALTIES | A3L106C12 | 0 | B8L119C1 | .47119 | 0 |
| 124 | 514B | TOFC JT FACILITY-DR | A3L107C12 | 0 | B8L119C1 | .47119 | 0 |
| 125 | 515B | TOFC JT FACILITY-(CR) | A3L108C12 | 0 | B8L119C1 | .47119 | 0 |
| 126 | 516B | TOFC-OTHER | A3L109C12 | 908 | B8L119C1 | .47119 | 427.8445 |

| LINE | CODE | SWITCHING SOURCE | ALLOC | EXPENSE | LOCO SOURCE | ALLOC | EXPENSE | FREIGHT CAR SOURCE | ALLOC | EXPENSE | OTHER EQUIP SOURCE | ALLOC | EXPENSE |
|------|------|---------------------|----------|--------------|----------------|----------|--------------|--------------------------|----------|--------------|--------------------------|-----------|----------------|
| | | | % (4) | C1*C4 (5) | | % (6) | C1*C6 (7) | | % (8) | C1*C8 (9) | | % (10) | C1*C10 (11) |
| 101 | 002 | B3L520C3 | .00742 | 25.25776 | B3L520C4 | .06596 | 224.3831 | B3L520C5 | .00998 | 33.96237 | B3L520C6 | .06657 | 226.467 |
| 102 | 005 | B3L524C3 | .09181 | 646.184 | B3L524C4 | .00724 | 50.94571 | B3L524C5 | .0011 | 7.71109 | B3L524C6 | .00731 | 51.41885 |
| 103 | 024 | B3L522C3 | XX | XX | B3L522C4 | .02533 | 0 | B3L522C5 | .00383 | 0 | B3L522C6 | .02556 | 0 |
| 104 | 114 | B3L522C3 | XX | XX | B3L522C4 | .02533 | 366.4396 | B3L522C5 | .00383 | 55.46389 | B3L522C6 | .02556 | 369.8428 |
| 105 | 117 | B3L522C3 | XX | XX | B3L522C4 | .02533 | 0 | B3L522C5 | .00383 | 0 | B3L522C6 | .02556 | 0 |
| 106 | 126 | B3L522C3 | XX | XX | B3L522C4 | .02533 | 0 | B3L522C5 | .00383 | 0 | B3L522C6 | .02556 | 0 |
| 107 | 129 | B3L522C3 | XX | XX | B3L522C4 | .02533 | 0 | B3L522C5 | .00383 | 0 | B3L522C6 | .02556 | 0 |
| 108 | 141 | B3L522C3 | XX | XX | B3L522C4 | .02533 | 0 | B3L522C5 | .00383 | 0 | B3L522C6 | .02556 | 0 |
| 109 | 144 | B3L522C3 | XX | XX | B3L522C4 | .02533 | 0 | B3L522C5 | .00383 | 0 | B3L522C6 | .02556 | 0 |
| 110 | 147 | B3L522C3 | XX | XX | B3L522C4 | .02533 | 0 | B3L522C5 | .00383 | 0 | B3L522C6 | .02556 | 0 |
| 111 | 150 | B3L524C3 | .09181 | 789.2124 | B3L524C4 | .00724 | 62.2222 | B3L524C5 | .0011 | 9.41788 | B3L524C6 | .00731 | 62.80006 |
| 112 | 110 | B3L524C3 | .09181 | 1297 | B3L524C4 | .00724 | 102.3118 | B3L524C5 | .0011 | 15.4858 | B3L524C6 | .00731 | 103.262 |
| 113 | 307 | B3L524C3 | .09181 | 646.0076 | B3L524C4 | .00724 | 50.9318 | B3L524C5 | .0011 | 7.70898 | B3L524C6 | .00731 | 51.40481 |
| XXX | | ACCT 502 | XX | XX | ACCT 503 | XX | XX | XX | XX | XX | XX | XX | XX |
| 114 | 505 | B8L106C1 | .42163 | 317.9122 | B8L107C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| XXX | | ACCT 520 | XX | XX | ACCT 521 | XX | XX | XX | XX | XX | XX | XX | XX |
| 115 | 518 | B8L113C1 | .28415 | 10903 | B8L114C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 116 | 522 | B8L113C1 | .28415 | 5134 | B8L114C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 117 | 523 | B8L113C1 | .28415 | 0 | B8L114C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 118 | 524 | B8L113C1 | .28415 | 0 | B8L114C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 119 | 525 | B8L113C1 | .28415 | 0 | B8L114C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 120 | 526 | B8L113C1 | .28415 | 6322 | B8L114C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| XXX | | L&UL | XX | XX | PROTEC | XX | XX | XX | XX | XX | XX | XX | XX |
| 121 | 507B | B8L120C1 | .52881 | 2330 | B8L121C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 122 | 512B | B8L120C1 | .52881 | 2226 | B8L121C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 123 | 513B | B8L120C1 | .52881 | 0 | B8L121C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 124 | 514B | B8L120C1 | .52881 | 0 | B8L121C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 125 | 515B | B8L120C1 | .52881 | 0 | B8L121C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 126 | 516B | B8L120C1 | .52881 | 480.1555 | B8L121C1 | 0 | 0 | XX | XX | XX | XX | XX | XX |

[illegible]

[illegible]

OPERATING ACCOUNT ADJUSTMENTS

DISTRIBUTION OF FREIGHT CAR OVERHEADS

| LINE | CODE | IDENTIFICATION | SOURCE | FREIGHT EXPENSE (1) | BOX 40 FT SOURCE | ALLOC PERCENTAGE (2) | EXPENSE C1*C2 (3) |
|------|------|------------------------|-----------|---------------------------|---------------------|----------------------------|-------------------------|
| 201 | 002 | FC PORTION | L101C9 | 33.96237 | B3L307C4 | 0 | 0 |
| 202 | 005 | FC PORTION | L102C9 | 7.71109 | B3L307C4 | 0 | 0 |
| 203 | 024 | FC PORTION | L103C9 | 0 | B3L307C4 | 0 | 0 |
| 204 | 033 | FC SHOP REPAIR | A2L129C44 | 96.01156 | B3L307C4 | 0 | 0 |
| 205 | 114 | FC PORTION | L104C9 | 55.46389 | B3L307C4 | 0 | 0 |
| 206 | 117 | FC PORTION | L105C9 | 0 | B3L307C4 | 0 | 0 |
| 207 | 126 | FC PORTION | L106C9 | 0 | B3L307C4 | 0 | 0 |
| 208 | 129 | FC PORTION-(CR) | L107C9 | 0 | B3L307C4 | 0 | 0 |
| 209 | 141 | FC PORTION | L108C9 | 0 | B3L307C4 | 0 | 0 |
| 210 | 144 | FC PORTION-(CR) | L109C9 | 0 | B3L307C4 | 0 | 0 |
| 211 | 147 | FC PORTION | L110C9 | 0 | B3L307C4 | 0 | 0 |
| 212 | 150 | W&S OTHER FC | L111C9 | 9.41788 | B3L307C4 | 0 | 0 |
| 213 | 110 | SMALL TOOLS | L112C9 | 15.4858 | B3L307C4 | 0 | 0 |
| 214 | 307 | WORK & NR EQUIP REPAIR | L113C9 | 7.70898 | B3L307C4 | 0 | 0 |
| 215 | 220 | FC ADMINISTRATION | A2L220C44 | 5862 | B3L307C4 | 0 | 0 |
| 216 | 222 | FC MACHINERY | A2L222C44 | 156.6347 | B3L307C4 | 0 | 0 |
| 217 | 223 | FC EQUIP DAMAGED | A2L223C44 | 0 | B3L307C4 | 0 | 0 |
| 218 | 224 | FC FRINGES | A2L224C44 | 6835 | B3L307C4 | 0 | 0 |
| 219 | 225 | FC CASUALTIES | A2L225C44 | 0 | B3L307C4 | 0 | 0 |
| 220 | 228 | FC JT FAC RENT-DR | A2L228C44 | 0 | B3L307C4 | 0 | 0 |
| 221 | 229 | FC JT FAC RENT-(CR) | A2L229C44 | 0 | B3L307C4 | 0 | 0 |
| 222 | 233 | FC JT FACILITY-DR | A2L233C44 | 0 | B3L307C4 | 0 | 0 |
| 223 | 234 | FC JT FACILITY-(CR) | A2L234C44 | 0 | B3L307C4 | 0 | 0 |
| 224 | 236 | FC DISMANTLING | A2L236C44 | 0 | B3L307C4 | 0 | 0 |
| 225 | 237 | FC OTHER | A2L237C44 | 140 | B3L307C4 | 0 | 0 |
| 226 | 235 | FC DAMAGES BILLED | B2L112C1 | 434.5922 | B3L307C4 | 0 | 0 |

| LINE | CODE | BOX 50 FT SOURCE | ALLOC % | EXPENSE C1*C4 | BOX EQUIPPED SOURCE | ALLOC % | EXPENSE C1*C6 | GONDOLA PLAIN SOURCE | ALLOC % | EXPENSE C1*C8 | GONDOLA EQUIPPED SOURCE | ALLOC % | EXPENSE C1*C10 |
|------|------|---------------------|------------|------------------|---------------------------|------------|------------------|----------------------------|------------|------------------|-------------------------------|------------|-------------------|
| | | | (4) | (5) | | (6) | (7) | | (8) | (9) | | (10) | (11) |
| 201 | 002 | B3L308C4 | .00026 | .00867889 | B3L309C4 | .32018 | 10.8741 | B3L310C4 | .00514 | .17468 | B3L311C4 | .08818 | 2.99497 |
| 202 | 005 | B3L308C4 | .00026 | .00197052 | B3L309C4 | .32018 | 2.46894 | B3L310C4 | .00514 | .03966 | B3L311C4 | .08818 | .68 |
| 203 | 024 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 204 | 033 | B3L308C4 | .00026 | .02454 | B3L309C4 | .32018 | 30.74106 | B3L310C4 | .00514 | .49381 | B3L311C4 | .08818 | 8.46677 |
| 205 | 114 | B3L308C4 | .00026 | .01417 | B3L309C4 | .32018 | 17.75847 | B3L310C4 | .00514 | .28526 | B3L311C4 | .08818 | 4.89108 |
| 206 | 117 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 207 | 126 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 208 | 129 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 209 | 141 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 210 | 144 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 211 | 147 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 212 | 150 | B3L308C4 | .00026 | .00240669 | B3L309C4 | .32018 | 3.01543 | B3L310C4 | .00514 | .04844 | B3L311C4 | .08818 | .83051 |
| 213 | 110 | B3L308C4 | .00026 | .00395731 | B3L309C4 | .32018 | 4.95826 | B3L310C4 | .00514 | .07965 | B3L311C4 | .08818 | 1.36561 |
| 214 | 307 | B3L308C4 | .00026 | .00196999 | B3L309C4 | .32018 | 2.46827 | B3L310C4 | .00514 | .03965 | B3L311C4 | .08818 | .67982 |
| 215 | 220 | B3L308C4 | .00026 | 1.49804 | B3L309C4 | .32018 | 1876 | B3L310C4 | .00514 | 30.15019 | B3L311C4 | .08818 | 516.9526 |
| 216 | 222 | B3L308C4 | .00026 | .04003 | B3L309C4 | .32018 | 50.15142 | B3L310C4 | .00514 | .8056 | B3L311C4 | .08818 | 13.81281 |
| 217 | 223 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 218 | 224 | B3L308C4 | .00026 | 1.74675 | B3L309C4 | .32018 | 2188 | B3L310C4 | .00514 | 35.15585 | B3L311C4 | .08818 | 602.7791 |
| 219 | 225 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 220 | 228 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 221 | 229 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 222 | 233 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 223 | 234 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 224 | 236 | B3L308C4 | .00026 | 0 | B3L309C4 | .32018 | 0 | B3L310C4 | .00514 | 0 | B3L311C4 | .08818 | 0 |
| 225 | 237 | B3L308C4 | .00026 | .03578 | B3L309C4 | .32018 | 44.82532 | B3L310C4 | .00514 | .72005 | B3L311C4 | .08818 | 12.34588 |
| 226 | 235 | B3L308C4 | .00026 | .11106 | B3L309C4 | .32018 | 139.1481 | B3L310C4 | .00514 | 2.23519 | B3L311C4 | .08818 | 38.32446 |

| LINE | CODE | HOPPER COVERED SOURCE | ALLOC % (12) | EXPENSE C1*C12 (13) | HOPPER OTG SOURCE | ALLOC % (14) | EXPENSE C1*C14 (15) | HOPPER OTS SOURCE | ALLOC % (16) | EXPENSE C1*C16 (17) | REEFER MECH SOURCE | ALLOC % (18) | EXPENSE C1*C18 (19) |
|------|------|-----------------------------|--------------------|---------------------------|-------------------------|--------------------|---------------------------|-------------------------|--------------------|---------------------------|--------------------------|--------------------|---------------------------|
| 201 | 002 | B3L312C4 | .19975 | 6.78383 | B3L313C4 | .06202 | 2.10643 | B3L314C4 | .11046 | 3.75135 | B3L315C4 | 0 | 0 |
| 202 | 005 | B3L312C4 | .19975 | 1.54025 | B3L313C4 | .06202 | .47826 | B3L314C4 | .11046 | .85174 | B3L315C4 | 0 | 0 |
| 203 | 024 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 204 | 033 | B3L312C4 | .19975 | 19.17787 | B3L313C4 | .06202 | 5.95487 | B3L314C4 | .11046 | 10.60507 | B3L315C4 | 0 | 0 |
| 205 | 114 | B3L312C4 | .19975 | 11.07866 | B3L313C4 | .06202 | 3.44001 | B3L314C4 | .11046 | 6.12633 | B3L315C4 | 0 | 0 |
| 206 | 117 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 207 | 126 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 208 | 129 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 209 | 141 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 210 | 144 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 211 | 147 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 212 | 150 | B3L312C4 | .19975 | 1.88118 | B3L313C4 | .06202 | .58412 | B3L314C4 | .11046 | 1.04026 | B3L315C4 | 0 | 0 |
| 213 | 110 | B3L312C4 | .19975 | 3.09322 | B3L313C4 | .06202 | .96047 | B3L314C4 | .11046 | 1.7105 | B3L315C4 | 0 | 0 |
| 214 | 307 | B3L312C4 | .19975 | 1.53983 | B3L313C4 | .06202 | .47813 | B3L314C4 | .11046 | .8515 | B3L315C4 | 0 | 0 |
| 215 | 220 | B3L312C4 | .19975 | 1170 | B3L313C4 | .06202 | 363.5848 | B3L314C4 | .11046 | 647.5104 | B3L315C4 | 0 | 0 |
| 216 | 222 | B3L312C4 | .19975 | 31.28706 | B3L313C4 | .06202 | 9.71487 | B3L314C4 | .11046 | 17.30127 | B3L315C4 | 0 | 0 |
| 217 | 223 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 218 | 224 | B3L312C4 | .19975 | 1365 | B3L313C4 | .06202 | 423.9486 | B3L314C4 | .11046 | 755.0127 | B3L315C4 | 0 | 0 |
| 219 | 225 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 220 | 228 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 221 | 229 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 222 | 233 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 223 | 234 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 224 | 236 | B3L312C4 | .19975 | 0 | B3L313C4 | .06202 | 0 | B3L314C4 | .11046 | 0 | B3L315C4 | 0 | 0 |
| 225 | 237 | B3L312C4 | .19975 | 27.96436 | B3L313C4 | .06202 | 8.68315 | B3L314C4 | .11046 | 15.46387 | B3L315C4 | 0 | 0 |
| 226 | 235 | B3L312C4 | .19975 | 86.80781 | B3L313C4 | .06202 | 26.95448 | B3L314C4 | .11046 | 48.00341 | B3L315C4 | 0 | 0 |

| LINE CODE | | REEFER NON MECH SOURCE | ALLOC % (20) | EXPENSE C1*C20 (21) | FLAT TOFC SOURCE | ALLOC % (22) | EXPENSE C1*C22 (23) | FLAT MULTILEVEL SOURCE | ALLOC % (24) | EXPENSE C1*C24 (25) | FLAT GENERAL SOURCE | ALLOC % (26) | EXPENSE C1*C26 (27) |
|-----------|-----|------------------------------|--------------------|---------------------------|---------------------|--------------------|---------------------------|------------------------------|--------------------|---------------------------|---------------------------|--------------------|---------------------------|
| 201 | 002 | B3L316C4 | .00012 | .00403908 | B3L317C4 | .00419 | .14244 | B3L318C4 | .02649 | .89979 | B3L319C4 | .00043 | .01469 |
| 202 | 005 | B3L316C4 | .00012 | .00091706 | B3L317C4 | .00419 | .03234 | B3L318C4 | .02649 | .2043 | B3L319C4 | .00043 | .00333447 |
| 203 | 024 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 204 | 033 | B3L316C4 | .00012 | .01142 | B3L317C4 | .00419 | .40268 | B3L318C4 | .02649 | 2.5437 | B3L319C4 | .00043 | .04152 |
| 205 | 114 | B3L316C4 | .00012 | .00659621 | B3L317C4 | .00419 | .23262 | B3L318C4 | .02649 | 1.46944 | B3L319C4 | .00043 | .02398 |
| 206 | 117 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 207 | 126 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 208 | 129 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 209 | 141 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 210 | 144 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 211 | 147 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 212 | 150 | B3L316C4 | .00012 | .00112005 | B3L317C4 | .00419 | .0395 | B3L318C4 | .02649 | .24951 | B3L319C4 | .00043 | .00407253 |
| 213 | 110 | B3L316C4 | .00012 | .0018417 | B3L317C4 | .00419 | .06495 | B3L318C4 | .02649 | .41028 | B3L319C4 | .00043 | .00669645 |
| 214 | 307 | B3L316C4 | .00012 | .00091681 | B3L317C4 | .00419 | .03233 | B3L318C4 | .02649 | .20424 | B3L319C4 | .00043 | .00333356 |
| 215 | 220 | B3L316C4 | .00012 | .69717 | B3L317C4 | .00419 | 24.58629 | B3L318C4 | .02649 | 155.3101 | B3L319C4 | .00043 | 2.53494 |
| 216 | 222 | B3L316C4 | .00012 | .01863 | B3L317C4 | .00419 | .65694 | B3L318C4 | .02649 | 4.14984 | B3L319C4 | .00043 | .06773 |
| 217 | 223 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 218 | 224 | B3L316C4 | .00012 | .81292 | B3L317C4 | .00419 | 28.66821 | B3L318C4 | .02649 | 181.0953 | B3L319C4 | .00043 | 2.9558 |
| 219 | 225 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 220 | 228 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 221 | 229 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 222 | 233 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 223 | 234 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 224 | 236 | B3L316C4 | .00012 | 0 | B3L317C4 | .00419 | 0 | B3L318C4 | .02649 | 0 | B3L319C4 | .00043 | 0 |
| 225 | 237 | B3L316C4 | .00012 | .01665 | B3L317C4 | .00419 | .58717 | B3L318C4 | .02649 | 3.70912 | B3L319C4 | .00043 | .06054 |
| 226 | 235 | B3L316C4 | .00012 | .05169 | B3L317C4 | .00419 | 1.82271 | B3L318C4 | .02649 | 11.51397 | B3L319C4 | .00043 | .18793 |

| LINE | CODE | FLAT | ALLOC | EXPENSE | ALL OTHER | ALLOC | EXPENSE | CABOOSE | ALLOC | EXPENSE |
|------|------|-----------------|-----------|----------------|-------------------|-----------|----------------|----------|-----------|----------------|
| | | OTHER SOURCE | % (28) | C1*C28 (29) | FRT CAR SOURCE | % (30) | C1*C30 (31) | SOURCE | % (32) | C1*C32 (33) |
| 201 | 002 | B3L320C4 | .15534 | 5.27573 | B3L321C4 | .02743 | .93165 | B3L322C4 | 0 | 0 |
| 202 | 005 | B3L320C4 | .15534 | 1.19784 | B3L321C4 | .02743 | .21153 | B3L322C4 | 0 | 0 |
| 203 | 024 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 204 | 033 | B3L320C4 | .15534 | 14.91447 | B3L321C4 | .02743 | 2.63378 | B3L322C4 | 0 | 0 |
| 205 | 114 | B3L320C4 | .15534 | 8.61578 | B3L321C4 | .02743 | 1.52148 | B3L322C4 | 0 | 0 |
| 206 | 117 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 207 | 126 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 208 | 129 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 209 | 141 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 210 | 144 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 211 | 147 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 212 | 150 | B3L320C4 | .15534 | 1.46298 | B3L321C4 | .02743 | .25835 | B3L322C4 | 0 | 0 |
| 213 | 110 | B3L320C4 | .15534 | 2.40557 | B3L321C4 | .02743 | .42481 | B3L322C4 | 0 | 0 |
| 214 | 307 | B3L320C4 | .15534 | 1.19752 | B3L321C4 | .02743 | .21147 | B3L322C4 | 0 | 0 |
| 215 | 220 | B3L320C4 | .15534 | 910.6279 | B3L321C4 | .02743 | 160.81 | B3L322C4 | 0 | 0 |
| 216 | 222 | B3L320C4 | .15534 | 24.33169 | B3L321C4 | .02743 | 4.29679 | B3L322C4 | 0 | 0 |
| 217 | 223 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 218 | 224 | B3L320C4 | .15534 | 1061 | B3L321C4 | .02743 | 187.5083 | B3L322C4 | 0 | 0 |
| 219 | 225 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 220 | 228 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 221 | 229 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 222 | 233 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 223 | 234 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 224 | 236 | B3L320C4 | .15534 | 0 | B3L321C4 | .02743 | 0 | B3L322C4 | 0 | 0 |
| 225 | 237 | B3L320C4 | .15534 | 21.74765 | B3L321C4 | .02743 | 3.84047 | B3L322C4 | 0 | 0 |
| 226 | 235 | B3L320C4 | .15534 | 67.50971 | B3L321C4 | .02743 | 11.9217 | B3L322C4 | 0 | 0 |

| LINE | CODE | IDENTIFICATION | AUTO RACKS | ALLOC | EXPENSE | MISC. | ALLOC | EXPENSE |
|------|------|------------------------|------------|-----------|----------------|---------------------|-----------|----------------|
| | | | SOURCE | % (34) | C1*C34 (35) | ACCESSORY SOURCE | % (36) | C1*C36 (37) |
| 201 | 002 | FC PORTION | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 202 | 005 | FC PORTION | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 203 | 024 | FC PORTION | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 204 | 033 | FC SHOP REPAIR | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 205 | 114 | FC PORTION | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 206 | 117 | FC PORTION | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 207 | 126 | FC PORTION | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 208 | 129 | FC PORTION | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 209 | 141 | FC PORTION | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 210 | 144 | FC PORTION | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 211 | 147 | FC PORTION | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 212 | 150 | W&S OTHER FC | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 213 | 110 | SMALL TOOLS | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 214 | 307 | WORK & NR EQUIP REPAIR | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 215 | 220 | FC ADMINISTRATION | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 216 | 222 | FC MACHINERY | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 217 | 223 | FC EQUIP DAMAGED | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 218 | 224 | FC FRINGES | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 219 | 225 | FC CASUALTIES | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 220 | 228 | FC JT FAC. RENT-DR | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 221 | 229 | FC JT FAC. RENT-(CR) | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 222 | 233 | FC JT FACILITY-DR | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 223 | 234 | FC JT FACILITY-(CR) | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 224 | 236 | FC DISMANTLING | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 225 | 237 | FC OTHER | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |
| 226 | 235 | FC DAMAGES BILLED | B3L323C4 | 0 | 0 | B3L324C4 | 0 | 0 |

OPERATING ACCOUNT ADJUSTMENTS

DISTRIBUTION OF OTHER EQUIPMENT OVERHEADS

| LINE | CODE | IDENTIFICATION | SOURCE | FREIGHT | REEFER | ALLOC | EXPENSE |
|------|------|------------------------|-----------|-----------|----------|------------|---------|
| | | | | EXPENSE | TRAILER | | |
| | | | | (1) | SOURCE | PERCENTAGE | C1*C2 |
| | | | | | | (2) | (3) |
| 301 | 002 | OE PORTION | L101C11 | 226.467 | B3L325C5 | 0 | 0 |
| 302 | 005 | OE PORTION | L102C11 | 51.41885 | B3L325C5 | 0 | 0 |
| 303 | 024 | OE PORTION | L103C11 | 0 | B3L325C5 | 0 | 0 |
| 304 | 034 | OE SHOP REPAIR | A2L130C44 | 640.2216 | B3L325C5 | 0 | 0 |
| 305 | 114 | OE PORTION | L104C11 | 369.8428 | B3L325C5 | 0 | 0 |
| 306 | 117 | OE PORTION | L105C11 | 0 | B3L325C5 | 0 | 0 |
| 307 | 126 | OE PORTION | L106C11 | 0 | B3L325C5 | 0 | 0 |
| 308 | 129 | OE PORTION-(CR) | L107C11 | 0 | B3L325C5 | 0 | 0 |
| 309 | 141 | OE PORTION | L108C11 | 0 | B3L325C5 | 0 | 0 |
| 310 | 144 | OE PORTION-(CR) | L109C11 | 0 | B3L325C5 | 0 | 0 |
| 311 | 147 | OE PORTION | L110C11 | 0 | B3L325C5 | 0 | 0 |
| 312 | 150 | W&S OTHER OE | L111C11 | 62.80006 | B3L325C5 | 0 | 0 |
| 313 | 110 | SMALL TOOLS | L112C11 | 103.262 | B3L325C5 | 0 | 0 |
| 314 | 307 | WORK & NR EQUIP REPAIR | L113C11 | 51.40481 | B3L325C5 | 0 | 0 |
| 315 | 301 | OE ADMINISTRATION | A2L239C44 | 2772 | B3L325C5 | 0 | 0 |
| 316 | 306 | OE MACHINERY REPAIR | A2L244C44 | 48.32598 | B3L325C5 | 0 | 0 |
| 317 | 308 | OE EQUIP DAMAGED | A2L246C44 | 0 | B3L325C5 | 0 | 0 |
| 318 | 309 | OE FRINGES | A2L247C44 | 3952 | B3L325C5 | 0 | 0 |
| 319 | 310 | OE CASUALTIES | A2L248C44 | 0 | B3L325C5 | 0 | 0 |
| 320 | 313 | OE JT FAC RENT-DR | A2L251C44 | 0 | B3L325C5 | 0 | 0 |
| 321 | 314 | OE JT FAC RENT-(CR) | A2L252C44 | 0 | B3L325C5 | 0 | 0 |
| 322 | 318 | OE JT FACILITY-DR | A2L256C44 | 13 | B3L325C5 | 0 | 0 |
| 323 | 319 | OE JT FACILITY-(CR) | A2L257C44 | 0 | B3L325C5 | 0 | 0 |
| 324 | 321 | OE DISMANTLING | A2L259C44 | 0 | B3L325C5 | 0 | 0 |
| 325 | 322 | OE OTHER | A2L260C44 | 0 | B3L325C5 | 0 | 0 |
| 326 | 320 | OE DAMAGES BILLED-(CR) | B2L122C1 | -732.6922 | B3L325C5 | 0 | 0 |

| LINE | CODE | OTHER TRAILERS SOURCE | ALLOC % (4) | EXPENSE C1*C4 (5) | REEFER CONTAINER SOURCE | ALLOC % (6) | EXPENSE C1*C6 (7) | OTHER CONTAINER SOURCE | ALLOC % (8) | EXPENSE C1*C8 (9) | BOGIES SOURCE | ALLOC % (10) | EXPENSE C1*C10 (11) |
|------|------|-----------------------------|-------------------|-------------------------|-------------------------------|-------------------|-------------------------|------------------------------|-------------------|-------------------------|------------------|--------------------|---------------------------|
| 301 | 002 | B3L326C5 | .08138 | 18.42888 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 3.91691 | B3L329C5 | 0 | 0 |
| 302 | 005 | B3L326C5 | .08138 | 4.18424 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | .88933 | B3L329C5 | 0 | 0 |
| 303 | 024 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 304 | 034 | B3L326C5 | .08138 | 52.09839 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 11.07309 | B3L329C5 | 0 | 0 |
| 305 | 114 | B3L326C5 | .08138 | 30.09616 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 6.39669 | B3L329C5 | 0 | 0 |
| 306 | 117 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 307 | 126 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 308 | 129 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 309 | 141 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 310 | 144 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 311 | 147 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 312 | 150 | B3L326C5 | .08138 | 5.11039 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 1.08617 | B3L329C5 | 0 | 0 |
| 313 | 110 | B3L326C5 | .08138 | 8.403 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 1.78599 | B3L329C5 | 0 | 0 |
| 314 | 307 | B3L326C5 | .08138 | 4.1831 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | .88908 | B3L329C5 | 0 | 0 |
| 315 | 301 | B3L326C5 | .08138 | 225.6466 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 47.95934 | B3L329C5 | 0 | 0 |
| 316 | 306 | B3L326C5 | .08138 | 3.93255 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | .83583 | B3L329C5 | 0 | 0 |
| 317 | 308 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 318 | 309 | B3L326C5 | .08138 | 321.6537 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 68.36486 | B3L329C5 | 0 | 0 |
| 319 | 310 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 320 | 313 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 321 | 314 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 322 | 318 | B3L326C5 | .08138 | 1.05788 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | .22484 | B3L329C5 | 0 | 0 |
| 323 | 319 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 324 | 321 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 325 | 322 | B3L326C5 | .08138 | 0 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | 0 | B3L329C5 | 0 | 0 |
| 326 | 320 | B3L326C5 | .08138 | -59.62324 | B3L327C5 | 0 | 0 | B3L328C5 | .0173 | -12.67243 | B3L329C5 | 0 | 0 |

| LINE CODE | | CHASIS SOURCE | ALLOC % (12) | EXPENSE C1*C12 (13) | BOGIES & CHASIS SOURCE | ALLOC % (14) | EXPENSE C1*C14 (15) | HIGHWAY EQUIP SOURCE | ALLOC % (16) | EXPENSE C1*C16 (17) | MARINE LH SOURCE | ALLOC % (18) | EXPENSE C1*C18 (19) |
|-----------|-----|------------------|--------------------|---------------------------|------------------------------|--------------------|---------------------------|----------------------------|--------------------|---------------------------|------------------------|--------------------|---------------------------|
| 301 | 002 | B3L330C5 | .05459 | 12.36256 | B3L337C5 | .05459 | 12.36256 | B3L331C5 | .0261 | 5.91144 | B3L332C5 | .21202 | 48.01472 |
| 302 | 005 | B3L330C5 | .05459 | 2.80689 | B3L337C5 | .05459 | 2.80689 | B3L331C5 | .0261 | 1.34218 | B3L332C5 | .21202 | 10.90164 |
| 303 | 024 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 304 | 034 | B3L330C5 | .05459 | 34.94895 | B3L337C5 | .05459 | 34.94895 | B3L331C5 | .0261 | 16.71162 | B3L332C5 | .21202 | 135.7375 |
| 305 | 114 | B3L330C5 | .05459 | 20.18928 | B3L337C5 | .05459 | 20.18928 | B3L331C5 | .0261 | 9.65396 | B3L332C5 | .21202 | 78.41274 |
| 306 | 117 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 307 | 126 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 308 | 129 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 309 | 141 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 310 | 144 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 311 | 147 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 312 | 150 | B3L330C5 | .05459 | 3.42818 | B3L337C5 | .05459 | 3.42818 | B3L331C5 | .0261 | 1.63926 | B3L332C5 | .21202 | 13.31464 |
| 313 | 110 | B3L330C5 | .05459 | 5.63695 | B3L337C5 | .05459 | 5.63695 | B3L331C5 | .0261 | 2.69543 | B3L332C5 | .21202 | 21.89323 |
| 314 | 307 | B3L330C5 | .05459 | 2.80613 | B3L337C5 | .05459 | 2.80613 | B3L331C5 | .0261 | 1.34181 | B3L332C5 | .21202 | 10.89866 |
| 315 | 301 | B3L330C5 | .05459 | 151.3696 | B3L337C5 | .05459 | 151.3696 | B3L331C5 | .0261 | 72.38076 | B3L332C5 | .21202 | 587.9013 |
| 316 | 306 | B3L330C5 | .05459 | 2.63806 | B3L337C5 | .05459 | 2.63806 | B3L331C5 | .0261 | 1.26145 | B3L332C5 | .21202 | 10.2459 |
| 317 | 308 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 318 | 309 | B3L330C5 | .05459 | 215.7736 | B3L337C5 | .05459 | 215.7736 | B3L331C5 | .0261 | 103.177 | B3L332C5 | .21202 | 838.0387 |
| 319 | 310 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 320 | 313 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 321 | 314 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 322 | 318 | B3L330C5 | .05459 | .70965 | B3L337C5 | .05459 | .70965 | B3L331C5 | .0261 | .33934 | B3L332C5 | .21202 | 2.75621 |
| 323 | 319 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 324 | 321 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 325 | 322 | B3L330C5 | .05459 | 0 | B3L337C5 | .05459 | 0 | B3L331C5 | .0261 | 0 | B3L332C5 | .21202 | 0 |
| 326 | 320 | B3L330C5 | .05459 | -39.9968 | B3L337C5 | .05459 | -39.9968 | B3L331C5 | .0261 | -19.12537 | B3L332C5 | .21202 | -155.343 |

| LINE | CODE | LOCAL MARINE SOURCE | ALLOC % (20) | EXPENSE C1*C20 (21) | PASSENGER SOURCE | ALLOC % (22) | EXPENSE C1*C22 (23) | COMPUTER SOURCE | ALLOC % (24) | EXPENSE C1*C24 (25) | WORK EQUIP SOURCE | ALLOC % (26) | EXPENSE C1*C26 (27) |
|------|------|---------------------------|--------------------|---------------------------|---------------------|--------------------|---------------------------|--------------------|--------------------|---------------------------|-------------------------|--------------------|---------------------------|
| 301 | 002 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 4.84649 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 132.986 |
| 302 | 005 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 1.10039 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 30.19419 |
| 303 | 024 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 304 | 034 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 13.70103 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 375.951 |
| 305 | 114 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 7.9148 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 217.1791 |
| 306 | 117 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 307 | 126 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 308 | 129 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 309 | 141 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 310 | 144 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 311 | 147 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 312 | 151 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 1.34395 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 36.87746 |
| 313 | 110 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 2.20985 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 60.63752 |
| 314 | 307 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 1.10009 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 30.18594 |
| 315 | 301 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 59.34139 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 1628 |
| 316 | 306 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 1.0342 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 28.37799 |
| 317 | 308 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 318 | 309 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 84.58968 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 2321 |
| 319 | 310 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 320 | 313 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 321 | 314 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 322 | 318 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | .27821 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 7.63386 |
| 323 | 319 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 324 | 321 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 325 | 322 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | 0 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | 0 |
| 326 | 320 | B3L333C5 | 0 | 0 | B3L334C5 | .0214 | -15.67994 | B3L335C5 | 0 | 0 | B3L336C5 | .58722 | -430.252 |

OPERATING ACCOUNT ADJUSTMENTS
DISTRIBUTION OF OTHER OVERHEAD ACCOUNTS

| LINE | CODE | IDENTIFICATION | SOURCE | EXPENSE (1) | SOURCE | ALLOCATION PERCENTAGE (2) | ALLOCATION A C1*C2 (3) | ALLOCATION B C1-C3 (4) |
|------|------|-----------------------------|-----------|----------------|----------|---------------------------------|------------------------------|------------------------------|
| 401 | 001 | M OF W&S ADMIN-TRACK | A2L101C44 | 4586 | B3L209C4 | .87145 | 3996 | 589.5603 |
| 402 | 003 | M OF W&S ADMIN-SIGNAL | A2L103C44 | 4705 | B3L207C4 | .96183 | 4525 | 179.6309 |
| 403 | 028 | ELECTRIC POWER | A2L124C44 | 381.2018 | B3L219C4 | 0 | 0 | 381.2018 |
| 404 | 032 | LOCO SHOP REPAIR | A2L128C44 | 634.3305 | B3L305C3 | .91333 | 579.3527 | 54.97785 |
| 405 | 101 | LOCO SERVICING | A2L131C44 | 47.85545 | B3L220C4 | .88761 | 42.47689 | 5.37857 |
| 406 | 109 | ROADWAY MACHINES | A2L139C44 | 29189 | B3L209C4 | .87145 | 25437 | 3752 |
| 407 | 111 | SNOW REMOVAL | A2L141C44 | 2801 | B3L209C4 | .87145 | 2440 | 360.0737 |
| 408 | 201 | LOCO ADMIN | A2L201C44 | 9036 | B3L305C3 | .91333 | 8253 | 783.2344 |
| 409 | 203 | LOCO MACH. REPAIR | A2L203C44 | 8.35336 | B3L305C3 | .91333 | 7.62937 | .72399 |
| 410 | 204 | LOCO EQ. DAMAGED | A2L204C44 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 411 | 205 | LOCO FRINGES | A2L205C44 | 6657 | B3L305C3 | .91333 | 6080 | 576.9917 |
| 412 | 206 | LOCO CASUALTIES | A2L206C44 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 413 | 209 | LOCO JT. FAC. RENT-DR | A2L209C44 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 414 | 210 | LOCO JT. FAC. RENT-(CR) | A2L210C44 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 415 | 214 | LOCO JT. FACILITY-DR | A2L214C44 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 416 | 215 | LOCO JT. FACILITY-(CR) | A2L215C44 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 417 | 217 | LOCO DISMANTLING | A2L217C44 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 418 | 218 | LOCO OTHER | A2L218C44 | -216 | B3L305C3 | .91333 | -197.2791 | -18.72087 |
| 419 | 216 | LOCO DAMAGES BILLED | B2L106C1 | -1398 | B3L305C3 | .91333 | -1277 | -121.1968 |
| 420 | 507C | FLOATING-ADMIN | A3L111C12 | 0 | B3L221C4 | 0 | 0 | 0 |
| 421 | 510C | FLOATING-PROTEC | A3L114C12 | 0 | B3L221C4 | 0 | 0 | 0 |
| 422 | 512C | FLOATING-FRINGES | A3L115C12 | 0 | B3L221C4 | 0 | 0 | 0 |
| 423 | 513C | FLOATING-CASUALTIES | A3L116C12 | 0 | B3L221C4 | 0 | 0 | 0 |
| 424 | 514C | FLOATING-JT. FAC-DR | A3L117C12 | 0 | B3L221C4 | 0 | 0 | 0 |
| 425 | 515C | FLOATING-JT. FAC-(CR) | A3L118C12 | 0 | B3L221C4 | 0 | 0 | 0 |
| 426 | 516C | FLOATING-OTHER | A3L119C12 | 0 | B3L221C4 | 0 | 0 | 0 |
| 427 | 002 | OE/WORK PORTION | L301C27 | 132.986 | B3L209C4 | .87145 | 115.8904 | 17.09559 |
| 428 | 005 | OE/WORK PORTION | L302C27 | 30.19419 | B3L209C4 | .87145 | 26.31267 | 3.88152 |
| 429 | 024 | OE/WORK PORTION | L303C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 430 | 034 | OE/WORK PORTION | L304C27 | 375.951 | B3L209C4 | .87145 | 327.6218 | 48.3292 |
| 431 | 114 | OE/WORK PORTION | L305C27 | 217.1791 | B3L209C4 | .87145 | 189.2604 | 27.91878 |
| 432 | 117 | OE/WORK PORTION | L306C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 433 | 126 | OE/WORK PORTION | L307C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 434 | 129 | OE/WORK PORTION-(CR) | L308C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 435 | 141 | OE/WORK PORTION | L309C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 436 | 144 | OE/WORK PORTION-(CR) | L310C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 437 | 147 | OE/WORK PORTION | L311C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 438 | 150 | W&S OTHER-OE/WORK | L312C27 | 36.87746 | B3L209C4 | .87145 | 32.1368 | 4.74067 |
| 439 | 110 | SMALL TOOLS | L313C27 | 60.63752 | B3L209C4 | .87145 | 52.84246 | 7.79506 |
| 440 | 307 | WORK & NON REV EQUIP REPAIR | L314C27 | 30.18594 | B3L209C4 | .87145 | 26.30548 | 3.88046 |

| LINE | CODE | IDENTIFICATION | SOURCE | EXPENSE (1) | SOURCE | ALLOCATION PERCENTAGE (2) | ALLOCATION A C1*C2 (3) | ALLOCATION B C1-C3 (4) |
|------|------|--------------------------------------|------------|----------------|----------|---------------------------------|------------------------------|------------------------------|
| 441 | 301 | WORK PORTION | L315C27 | 1628 | B3L209C4 | .87145 | 1418 | 209.3217 |
| 442 | 306 | WORK PORTION | L316C27 | 28.37799 | B3L209C4 | .87145 | 24.72995 | 3.64804 |
| 443 | 308 | WORK PORTION | L317C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 444 | 309 | WORK PORTION | L318C27 | 2321 | B3L209C4 | .87145 | 2022 | 298.3828 |
| 445 | 310 | WORK PORTION | L319C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 446 | 313 | WORK PORTION | L320C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 447 | 314 | WORK PORTION-(CR) | L321C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 448 | 318 | WORK PORTION | L322C27 | 7.63386 | B3L209C4 | .87145 | 6.65252 | .98135 |
| 449 | 319 | WORK PORTION-(CR) | L323C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 450 | 321 | WORK PORTION | L324C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 451 | 322 | OE OTHER-WORK | L325C27 | 0 | B3L209C4 | .87145 | 0 | 0 |
| 452 | 320 | OE DAMAGES BILLED-WORK-(CR) | L326C27 | -430.2516 | B3L209C4 | .87145 | -374.942 | -55.30963 |
| 453 | 002 | LOCO PORTION | L101C7 | 224.3831 | B3L305C3 | .91333 | 204.9357 | 19.44743 |
| 454 | 005 | LOCO PORTION | L102C7 | 50.94571 | B3L305C3 | .91333 | 46.53021 | 4.4155 |
| 455 | 024 | LOCO PORTION | L103C7 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 456 | 114 | LOCO PORTION | L104C7 | 366.4396 | B3L305C3 | .91333 | 334.68 | 31.75958 |
| 457 | 117 | LOCO PORTION | L105C7 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 458 | 126 | LOCO PORTION | L106C7 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 459 | 129 | LOCO PORTION-(CR) | L107C7 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 460 | 141 | LOCO PORTION | L108C7 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 461 | 144 | LOCO PORTION-(CR) | L109C7 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 462 | 147 | LOCO PORTION | L110C7 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 463 | 150 | W&S OTHER | L111C7 | 62.2222 | B3L305C3 | .91333 | 56.82936 | 5.39284 |
| 464 | 110 | SMALL TOOLS | L112C7 | 102.3118 | B3L305C3 | .91333 | 93.44437 | 8.86743 |
| 465 | 307 | WORK NR EQUIP REPAIR | L113C7 | 50.9318 | B3L305C3 | .91333 | 46.51751 | 4.4143 |
| 466 | | BOGIES REPAIR | A3L331C12 | 0 | B3L225C4 | 0 | 0 | 0 |
| 467 | | CHASIS REPAIR | A3L332C12 | 605.11 | B3L225C4 | 0 | 0 | 605.11 |
| 468 | | OTHER HIGHWAY REPAIR | A3L333C12 | 289.3469 | B3L225C4 | 0 | 0 | 289.3469 |
| 469 | | BOGIES & CHASIS | A3L331C12 | | B3L225C4 | | | |
| | | | +A3L332C12 | 605.11 | | 0 | 0 | 605.11 |
| 470 | 002 | M OF W&S-ADMIN BY B/TR | XX | 0 | XX | XX | XX | XX |
| 471 | 005 | M OF W&S-ADMIN-OTHER/TRANSP | L102C25 | 34.45936 | B3L305C3 | .91333 | 31.47275 | 2.98662 |
| 472 | 024 | ROAD DAMAGED-OTHER/TR | L103C25 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 473 | 114 | FRINGES-OTHER/TRANSP | L104C25 | 247.8575 | B3L305C3 | .91333 | 226.3755 | 21.48198 |
| 474 | 117 | CASUALTIES-OTHER/TRANSP | L105C25 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 475 | 126 | JT FACILITIES RENT-DR-OTHER/TR | L106C25 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 476 | 129 | JT FACILITIES RENT-(CR)-OTHER/TRANSP | L107C25 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 477 | 141 | JT FACILITIES-DR-OTHER/TRANSP | L108C25 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 478 | 144 | JT FACILITIES-(CR) | L109C25 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 479 | 147 | DISMANTLING-OTHER TRANSP. | L110C25 | 0 | B3L305C3 | .91333 | 0 | 0 |
| 480 | 150 | OTHER /TRANSP | L111C25 | 42.08671 | B3L305C3 | .91333 | 38.43902 | 3.64769 |
| 481 | 110 | SMALL TOOLS/TRANSP | L112C25 | 69.20307 | B3L305C3 | .91333 | 63.20519 | 5.99788 |
| 482 | 307 | WORK AND NR EQUIP RP/TRANSP | L113C25 | 34.44996 | B3L305C3 | .91333 | 31.46415 | 2.9858 |

OPERATING ACCOUNT ADJUSTMENTS

SEPARATION OF BOGIES AND CHASIS BETWEEN REEFER TRAILER CONTAINER UNITS AND
OTHER TRAILER CONTAINER UNITS (RTCU/OTCU)

| LINE | CODE | IDENTIFICATION | SOURCE | EXPENSE (1) | SOURCE | ALLOC % (2) | BOGIES/CHASIS RTCU PORTION | BOGIES/CHASIS OTCU PORTION |
|------|------|---------------------------|---------|----------------|----------|----------------|-------------------------------|-------------------------------|
| | | | | | | | C1*C2 (3) | C1-C3 (4) |
| 501 | 002 | OE PORTION | L301C15 | 12.36256 | B3L225C4 | 0 | 0 | 12.36256 |
| 502 | 005 | OE PORTION | L302C15 | 2.80689 | B3L225C4 | 0 | 0 | 2.80689 |
| 503 | 024 | OE PORTION | L303C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 504 | 034 | OE SHOP REPAIR | L304C15 | 34.94895 | B3L225C4 | 0 | 0 | 34.94895 |
| 505 | 114 | OE PORTION | L305C15 | 20.18928 | B3L225C4 | 0 | 0 | 20.18928 |
| 506 | 117 | OE PORTION | L306C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 507 | 126 | OE PORTION | L307C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 508 | 129 | OE PORTION-(CR) | L308C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 509 | 141 | OE PORTION | L309C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 510 | 144 | OE PORTION-(CR) | L310C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 511 | 147 | OE PORTION | L311C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 512 | 150 | W&S OTHER OE | L312C15 | 3.42818 | B3L225C4 | 0 | 0 | 3.42818 |
| 513 | 110 | SMALL TOOLS | L313C15 | 5.63695 | B3L225C4 | 0 | 0 | 5.63695 |
| 514 | 307 | WORKING EQ. REPAIR | L314C15 | 2.80613 | B3L225C4 | 0 | 0 | 2.80613 |
| 515 | 301 | OE ADMINISTRATION | L315C15 | 151.37 | B3L225C4 | 0 | 0 | 151.3696 |
| 516 | 306 | OE MACH REPAIR | L316C15 | 2.63806 | B3L225C4 | 0 | 0 | 2.63806 |
| 517 | 308 | OE EQUIP DAMAGE | L317C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 518 | 309 | OE FRINGES | L318C15 | 215.774 | B3L225C4 | 0 | 0 | 215.7736 |
| 519 | 310 | OE CASUALTIES | L319C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 520 | 313 | OE JT. FAC. RENT-DR | L320C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 521 | 314 | OE JT. FACILITY RENT-(CR) | L321C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 522 | 318 | OE JT. FACILITY-DR | L322C15 | .70965 | B3L225C4 | 0 | 0 | .70965 |
| 523 | 319 | OE JT. FACILITY-(CR) | L323C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 524 | 321 | OE DISMANTLING | L324C15 | 0 | B3L225C4 | 0 | 0 | 0 |
| 525 | 322 | OE OTHER | L326C15 | -39.9968 | B3L225C4 | 0 | 0 | -39.9968 |
| 526 | 320 | OE DAMAGES BILLED | L325C15 | 0 | B3L225C4 | 0 | 0 | 0 |

REGRESSION NUMBER: 1 RUNNING TRACK MAINTENANCE

EQUATION:

RMAINT = (3446.6 * TR) + (0.0004328 * GTMC)

PERCENT VARIABLE AND DISTRIBUTIONS
FOR DATA ANNUALIZED OVER

| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
|--|-------|-------|-------|-------|-------|
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 55.5 | 58.5 | 59.7 | 60.3 | 60.6 |
| DISTRIBUTED TO: | | | | | |
| GTMC Gross Ton Miles - Cars, Contents, Caboos | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN RMAINT

| | | | |
|-----|-----------------------------|-----|-------------------------------------|
| 006 | ROADWAY-RUNNING - TOT FRGHT | 010 | BRIDGES-R - TOT FRGHT |
| 012 | TIES-R - TOT FRGHT | 014 | RAILS & OTM-R - TOT FRGHT |
| 018 | BALLAST-R - TOT FRGHT | 022 | ROAD PROPERTY DAMAGED-R - TOT FRGHT |
| 025 | SIGNALS-R - TOT FRGHT | 029 | GRADE XINGS-R - TOT FRGHT |

REGRESSION NUMBER: 2 TRACK MAINT OVERHEAD & OTHER EQ MAINT & OVERHEAD

EQUATION:

MAINTOH = (7036.2 * TR) + (0.0004811 * GTMC)

PERCENT VARIABLE AND DISTRIBUTIONS
FOR DATA ANNUALIZED OVER

| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
|--|-------|-------|-------|-------|-------|
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 40.4 | 43.5 | 44.7 | 45.3 | 45.5 |
| DISTRIBUTED TO: | | | | | |
| GTMC Gross Ton Miles - Cars, Contents, Caboos | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN MAINTOH

| | | | |
|-----|---------------------------------------|-----|--|
| 001 | ADMIN TRACK - TOT FRGHT | 002 | ADMIN B&B - TOT FRGHT |
| 003 | ADMIN SIGNAL - TOT FRGHT | 004 | ADMIN COMMUNICATIONS - TOT FRGHT |
| 005 | ADMIN OTHER - TOT FRGHT | 024 | ROAD PROPERTY-DAMAGED-O - TOT FRGHT |
| 028 | ELECTRIC POWER SYSTEMS - TOT FRGHT | 034 | SHOP REPAIR-O.E. - TOT FRGHT |
| 102 | MISCELLANEOUS BUILDINGS - TOT FRGHT | 109 | ROADWAY MACHINES - TOT FRGHT |
| 110 | SMALL TOOLS & SUPPLIES - TOT FRGHT | 111 | SNOW REMOVAL - TOT FRGHT |
| 112 | W&S FRINGES-R - TOT FRGHT | 114 | W&S FRINGES-OTHER - TOT FRGHT |
| 115 | W&S CASUALTIES-R - TOT FRGHT | 117 | W&S CASUALTIES-OTHER - TOT FRGHT |
| 124 | W&S-JT FAC RENT-DR-R - TOT FRGHT | 126 | W&S-JT FAC RENT-DR-OTHER - TOT FRGHT |
| 127 | W&S-JT FAC RENT-(CR)-R - TOT FRGHT | 129 | W&S-JT FAC RENT-(CR)-OTHER - TOT FRGHT |
| 139 | W&S JOINT FACILITY-DR-R - TOT FRGHT | 141 | W&S JOINT FACILITY-DR-OTHER - TOT FRGHT |
| 142 | W&S JOINT FACILITY (CR)-R - TOT FRGHT | 144 | W&S JOINT FACILITY (CR)-OTHER- TOT FRGHT |
| 145 | W&S DISMANTLING-R - TOT FRGHT | 147 | W&S DISMANTLING-OTHER - TOT FRGHT |
| 301 | OE ADMINISTRATION - TOT FRGHT | 307 | WORK & NR EQUIP. - TOT FRGHT |
| 308 | OE EQUIPMENT DAMAGED - TOT FRGHT | 309 | OE FRINGES - TOT FRGHT |
| 310 | OE CASUALTIES - TOT FRGHT | 313 | OE JT FAC RENTS-DR - TOT FRGHT |
| 314 | OE JT FAC RENTS-(CR) - TOT FRGHT | 318 | OE JT FACILITY-DR - TOT FRGHT |
| 319 | OE JT FACILITY-(CR) - TOT FRGHT | 321 | OE DISMANTLING - TOT FRGHT |

REGRESSION NUMBER: 3 RUNNING CREW WAGES

EQUATION:

RUNWAGE = (4895.9 * TR) + (6.7920 * TMC)

PERCENT VARIABLE AND DISTRIBUTIONS
FOR DATA ANNUALIZED OVER

| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
|-------------------------------------|-------|-------|-------|-------|-------|
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 68.7 | 71.1 | 71.9 | 72.5 | 72.8 |
| DISTRIBUTED TO: | | | | | |
| TMC Running Train Miles | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN RUNWAGE

| | | | |
|-----|--------------------------|-----|-------------------------|
| 402 | ENGINE CREWS - TOT FRGHT | 403 | TRAIN CREWS - TOT FRGHT |
|-----|--------------------------|-----|-------------------------|

REGRESSION NUMBER: 4 TRANSPORTATION OVERHEAD EXPENSE

EQUATION:

TRANSOH = (2082.7 * TR) + (2.4038 * TM)

PERCENT VARIABLE AND DISTRIBUTIONS
FOR DATA ANNUALIZED OVER

| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
|-------------------------------------|-------|-------|-------|-------|-------|
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 64.7 | 67.1 | 68.0 | 68.6 | 69.0 |
| DISTRIBUTED TO: | | | | | |
| TM Running Train Miles | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN TRANSOH

| | | | |
|-----|------------------------------------|-----|----------------------------------|
| 401 | TRAIN ADMINISTRATION - TOT FRGHT | 414 | TRAIN FRINGES - TOT FRGHT |
| 415 | TRAIN CASUALTIES - TOT FRGHT | 416 | TRAIN JT FACILITY-DR - TOT FRGHT |
| 417 | TRAIN JT FACILITY-(CR) - TOT FRGHT | 418 | TRAIN OTHER - TOT FRGHT |

REGRESSION NUMBER: 5 TRANSPORTATION FUEL EXPENSE

EQUATION:

RUNFUEL = (662.0 * TR) + (1.3747 * LRM)

PERCENT VARIABLE AND DISTRIBUTIONS
FOR DATA ANNUALIZED OVER

| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
|---|-------|-------|-------|-------|-------|
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 87.6 | 88.9 | 89.3 | 89.6 | 89.7 |
| DISTRIBUTED TO: | | | | | |
| LRM Road Service Locomotive Unit Miles | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN RUNFUEL

| | | | |
|-----|-----------------------------|-----|----------------------------------|
| 409 | TRAIN LOCO FUEL - TOT FRGHT | 410 | TRAIN ELECTRIC POWER - TOT FRGHT |
|-----|-----------------------------|-----|----------------------------------|

REGRESSION NUMBER: 6 ROAD LOCO SERVICE, REPAIRS, & OVERHEAD

EQUATION:

RLOCREP = (4348.5 * TR) + (1.1052 * LRM)

PERCENT VARIABLE AND DISTRIBUTIONS
FOR DATA ANNUALIZED OVER

| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
|--|-------|-------|-------|-------|-------|
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 46.4 | 49.6 | 50.5 | 51.2 | 51.5 |
| DISTRIBUTED TO: | | | | | |
| LRM Road Service Locomotive Unit Miles | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN RLOCREP

| | | | |
|--------|------------------------------------|--------|---------------------------------|
| 411 | SERVICING TRAIN LOCOS - TOT FRGHT | 809002 | DIESEL LOCOMOTIVES-ROAD |
| 809004 | OTHER LOCOMOTIVES-ROAD | 032 | SHOP REPAIR-LOCO - TOT FRGHT |
| 101 | LOCOMOTIVE SERVICING - TOT FRGHT | 201 | LOCO ADMINISTRATION - TOT FRGHT |
| 204 | LOCO EQUIPMENT DAMAGED - TOT FRGHT | 205 | LOCO FRINGES - TOT FRGHT |
| 206 | LOCO CASUALTIES - TOT FRGHT | 209 | LOCO JT FAC RENT-DR - TOT FRGHT |
| 210 | LOCO JT FAC RENT-(CR) - TOT FRGHT | 214 | LOCO JT FACILITY-DR - TOT FRGHT |
| 215 | LOCO JT FACILITY-(CR) - TOT FRGHT | 217 | LOCO DISMANTLING - TOT FRGHT |

REGRESSION NUMBER: 7 ROAD TRAIN INSPECTION

EQUATION:

TRNINSP = (1452.0 * TR) + (0.5834 * TM)

PERCENT VARIABLE AND DISTRIBUTIONS
FOR DATA ANNUALIZED OVER

| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
|-------------------------------------|-------|-------|-------|-------|-------|
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 38.9 | 41.6 | 42.5 | 43.2 | 43.6 |
| DISTRIBUTED TO: | | | | | |
| TM Running Train Miles | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN TRNINSP

408 TRAIN INSPECTION - TOT FRGHT

REGRESSION NUMBER: 8 WRECK CLEARING EXPENSES

EQUATION:

CLWRCK = (522.1 * TR) + (0.2139 * TM)

PERCENT VARIABLE AND DISTRIBUTIONS
FOR DATA ANNUALIZED OVER

| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
|-------------------------------------|-------|-------|-------|-------|-------|
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 39.4 | 42.0 | 43.0 | 43.7 | 44.1 |
| DISTRIBUTED TO: | | | | | |
| TM Running Train Miles | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN CLWRCK

413 CLEARING WRECKS - TOT FRGHT

REGRESSION NUMBER: 9 SWITCHING MAINT & OVERHEAD

EQUATION:

SWMAINT = (196.2 * ST) + (4.7 * THS)

PERCENT VARIABLE AND DISTRIBUTIONS
FOR DATA ANNUALIZED OVER

| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
|-------------------------------------|-------|-------|-------|-------|-------|
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 83.4 | 85.4 | 86.4 | 87.1 | 87.7 |
| DISTRIBUTED TO: | | | | | |
| THS Total Switching Train Hours | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN SWMAINT

| | | | |
|-----|--------------------------------------|-----|--|
| 007 | ROADWAY-SWITCHING - TOT FRGHT | 011 | BRIDGES-SW - TOT FRGHT |
| 013 | TIES-SW - TOT FRGHT | 015 | RAILS-SW - TOT FRGHT |
| 019 | BALLAST-SW - TOT FRGHT | 023 | ROAD PROPERTY DAMAGED-SW - TOT FRGHT |
| 026 | SIGNALS-SW - TOT FRGHT | 030 | GRADE XINGS-SW - TOT FRGHT |
| 113 | W&S FRINGES-SW - TOT FRGHT | 116 | W&S CASUALTIES-SW - TOT FRGHT |
| 125 | W&S-JT FAC RENT-DR-SW - TOT FRGHT | 128 | W&S-JT FAC RENT-(CR)-SW - TOT FRGHT |
| 140 | W&S JOINT FACILITY-DR-SW - TOT FRGHT | 143 | W&S JOINT FACILITY (CR)-SW - TOT FRGHT |
| 146 | W&S DISMANTLING-SW - TOT FRGHT | | |

REGRESSION NUMBER: 10 YARD OPERATIONS

EQUATION:
YARDOP = (10634.3 * YST) + (54.6 * THY)

| | | PERCENT VARIABLE AND DISTRIBUTIONS FOR DATA ANNUALIZED OVER | | | | |
|-------------------------------------|----------------------------|--|-------|-------|-------|-------|
| | | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
| | | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | | 50.0 | 55.5 | 58.1 | 60.1 | 61.8 |
| DISTRIBUTED TO: | | | | | | |
| THY | Yard Switching Train Hours | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN YARDOP

| | | | |
|-----|--|-----|-------------------------------------|
| 420 | YARD ADMINISTRATION - TOT FRGHT | 422 | CONTROLLING OPERATIONS - TOT FRGHT |
| 423 | YARD AND TERMINAL CLERICAL - TOT FRGHT | 424 | OPERATING SWITCHES ETC. - TOT FRGHT |
| 425 | YARD LOCO FUEL - TOT FRGHT | 426 | YARD ELECTRIC POWER - TOT FRGHT |
| 427 | SERVICING YARD LOCOS - TOT FRGHT | 429 | CLEARING WRECKS - TOT FRGHT |
| 430 | YARD FRINGES - TOT FRGHT | 431 | YARD OTHER CASUALTIES - TOT FRGHT |
| 432 | YARD JT FACILITY-DR - TOT FRGHT | 433 | YARD JT FACILITY-(CR) - TOT FRGHT |
| 434 | YARD OTHER - TOT FRGHT | | |

REGRESSION NUMBER: 11 SWITCHING CREW WAGES

EQUATION:
SWWAGE = (4019.8 * YST) + (79.5 * THY)

| | | PERCENT VARIABLE AND DISTRIBUTIONS | | | | |
|-------------------------------------|----------------------------|------------------------------------|-------|-------|-------|-------|
| | | FOR DATA ANNNUALIZED OVER | | | | |
| | | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
| | | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | | 79.4 | 82.8 | 84.2 | 85.3 | 86.2 |
| DISTRIBUTED TO: | | | | | | |
| THY | Yard Switching Train Hours | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN SWWAGE

421 SWITCH CREWS - TOT FRGHT

REGRESSION NUMBER: 12 YARD LOCOMOTIVE REPAIRS

EQUATION:
YLOCREP = (586.5058 * YST) + (7.4542 * THY)

| | | PERCENT VARIABLE AND DISTRIBUTIONS FOR DATA ANNNUALIZED OVER | | | | |
|--|----------------------------|---|-------|-------|-------|-------|
| | | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
| | | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION DISTRIBUTED TO: | | 71.2 | 75.5 | 77.4 | 78.9 | 80.0 |
| THY | Yard Switching Train Hours | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN YLOCREP

| | | | |
|--------|-------------------------|--------|------------------------|
| 809001 | DIESEL LOCOMOTIVES-YARD | 809003 | OTHER LOCOMOTIVES-YARD |
|--------|-------------------------|--------|------------------------|

REGRESSION NUMBER: 13 CARLOAD-RELATED EXPENSES

EQUATION:
 CAREXP = (97.2531 * TR) + (4.0232 * CLOR)

| PERCENT VARIABLE AND DISTRIBUTIONS FOR DATA ANNUALIZED OVER | | | | | |
|--|-------|-------|-------|-------|-------|
| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 90.7 | 91.3 | 91.6 | 91.8 | 91.8 |
| DISTRIBUTED TO: | | | | | |
| CLOR Carloads Originated/Received (Handled) | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN CAREXP

| | | | |
|-----|--|-----|--|
| 501 | CLEANING CAR INTERIORS - TOT FRGHT | 502 | ADJUSTING & TRANSFERRING LOAD- TOT FRGHT |
| 503 | CAR LOAD DEVICES & GRAINDOORS- TOT FRGHT | 505 | T & YC FRINGES - TOT FRGHT |

REGRESSION NUMBER: 14 GENERAL & ADMINISTRATIVE EXPENSES

EQUATION:

GENADM = (4940.9 * TR) + (.0012912 * GTMC)

PERCENT VARIABLE AND DISTRIBUTIONS
FOR DATA ANNUALIZED OVER

| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
|--|-------|-------|-------|-------|-------|
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 72.2 | 74.6 | 75.5 | 76.0 | 76.2 |
| DISTRIBUTED TO: | | | | | |
| GTMC Gross Ton Miles - Cars, Contents, Caboos | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN GENADM

| | | | |
|-----|--------------------------------------|-----|---|
| 027 | COMMUNICATION SYSTEMS - TOT FRGHT | 031 | STATION & OFFICES - TOT FRGHT |
| 304 | PASSENGER EQUIPMENT - TOT FRGHT | 305 | COMPUTERS & DP EQUIP. - TOT FRGHT |
| 518 | AS ADMINISTRATION - TOT FRGHT | 519 | CLERICAL EMPLOYEES - TOT FRGHT |
| 520 | COMMUNICATIONS - TOT FRGHT | 521 | L&D CLAIMS PROCESSING - TOT FRGHT |
| 522 | AS FRINGES - TOT FRGHT | 523 | AS CASUALTIES - TOT FRGHT |
| 524 | AS JT FACILITY-DR - TOT FRGHT | 525 | AS JT FACILITY-(CR) - TOT FRGHT |
| 526 | AS OTHER - TOT FRGHT | 601 | GENERAL OFFICE - TOT FRGHT |
| 602 | ACCOUNTING & FINANCE - TOT FRGHT | 603 | MANAGEMENT SERVICES - TOT FRGHT |
| 604 | MARKETING - TOT FRGHT | 605 | SALES - TOT FRGHT |
| 606 | INDUSTRIAL DEVELOPMENT - TOT FRGHT | 607 | PERSONNEL - TOT FRGHT |
| 608 | LEGAL AND SECRETARIAL - TOT FRGHT | 609 | PUBLIC RELATIONS - TOT FRGHT |
| 610 | RESEARCH AND DEVELOPMENT - TOT FRGHT | 611 | FRINGES - TOT FRGHT |
| 612 | OTHER CASUALTIES - TOT FRGHT | 613 | WRITEDOWN OF UNCOLLECTIBLES - TOT FRGHT |
| 616 | G&A JT FACILITY-DR - TOT FRGHT | 617 | G&A JT FACILITY-(CR) - TOT FRGHT |
| 618 | G&A OTHER - TOT FRGHT | | |

REGRESSION NUMBER: 16 FREIGHT CAR REPAIR OVERHEAD EXPENSES

EQUATION:

CAROH = (2048.9 * TR) + (0.01159 * CMPD)

PERCENT VARIABLE AND DISTRIBUTIONS
FOR DATA ANNUALIZED OVER

| | 1 YR | 2 YR | 3 YR | 4 YR | 5 YR |
|---|-------|-------|-------|-------|-------|
| | ---- | ---- | ---- | ---- | ---- |
| PERCENT VARIABLE FOR TOTAL EQUATION | 20.5 | 24.0 | 25.7 | 27.0 | 27.9 |
| DISTRIBUTED TO: | | | | | |
| CMPD Freight Car Miles Railroad Owned Loaded | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |

DEPENDENT VARIABLES USED IN CAROH

| | | | |
|-----|----------------------------------|-----|-------------------------------|
| 033 | SHOP REPAIR-F.C. - TOT FRGHT | 220 | FC ADMINISTRATION - TOT FRGHT |
| 223 | FC EQUIPMENT DAMAGED - TOT FRGHT | 224 | FC FRINGES - TOT FRGHT |
| 225 | FC CASUALTIES - TOT FRGHT | 228 | FC JT FAC RENT-DR - TOT FRGHT |
| 229 | FC JT FAC RENT-(CR) - TOT FRGHT | 233 | FC JT FACILITY-DR - TOT FRGHT |
| 234 | FC JT FACILITY-(CR) - TOT FRGHT | 236 | FC DISMANTLING - TOT FRGHT |

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|------|--|-------------------------------------|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 101 | 006 | ROADWAY - R | 1 | A2L106C44 | 26803 | A2L106C44 | | 0 | |
| 102 | 008 | TUNNELS & SUBWAYS - R | 0 | A2L108C44 | 0 | A2L108C44 | | 1.12534 | |
| 103 | 010 | BRIDGES & TRESTLES - R | 1 | A2L110C44 | 4585 | A2L110C44 | | 0 | |
| 104 | 012 | TIES - R | 1 | A2L112C44 | 791.5863 | A2L112C44 | | 0 | |
| 105 | 014 | RAILS & OTM - R | 1 | A2L114C44 | 2211 | A2L114C44 | | 0 | |
| 106 | 018 | BALLAST - R | 1 | A2L116C44 | 384.4418 | A2L116C44 | | 0 | |
| 107 | 022 | ROAD DAMAGED - R | 1 | A2L118C44 | 0 | A2L118C44 | | 0 | |
| 108 | 025 | SIGNALS & INTERLOCKERS - R | 1 | A2L121C44 | 19288 | A2L121C44 | | 0 | |
| 109 | 029 | GRADE XINGS - R | 1 | A2L125C44 | 475.8263 | A2L125C44 | | 0 | |
| 110 | | SUBTOTAL REGRESSION DERIVED:SUM L101-109 | XX | XX | 54540 | XX | XX | | |
| 111 | | SUBTOTAL NONREGRESSION:SUM L101-109 | XX | XX | XX | XX | | 1.12534 | |
| 112 | | SUBTOTAL TRACK-REGRESSED & NONREGRESSED :SUM L101-107 | XX | XX | 34776 | XX | | 1.12534 | |
| 113 | | TOTAL: L110+L111 | XX | XX | 54540 | XX | | 1.12534 | |
| 114 | 001 | M OF W&S ADMIN - TRACK | 2 | A2L101C44 | 0 | B9L401C3 | | 3996 | |
| 115 | 002 | RUNNING PORTION | 2 | A2L102C44 | 0 | B9L101C3 | | 1621 | |
| 116 | 002 | OE/WORK/RUNNING PORTION | 2 | A2L102C44 | 0 | B9L427C3 | | 115.8904 | |
| 117 | 003 | M OF W&S ADMIN - SIGNAL | 2 | A2L103C44 | 0 | B9L402C3 | | 4525 | |
| 118 | 005 | RUNNING PORTION | 2 | A2L105C44 | 0 | B9L102C3 | | 4380 | |
| 119 | 005 | OE/WORK/RUNNING PORTION | 2 | A2L105C44 | 0 | B9L428C3 | | 26.31267 | |
| 120 | 024 | OE/WORK/RUNNING PORTION | 2 | A2L120C44 | 0 | B9L429C3 | | 0 | |
| 121 | 034 | OE/WORK/RUNNING PORTION | 2 | A2L130C44 | 0 | B9L430C3 | | 327.6218 | |
| 122 | 109 | ROADWAY MACHINES | 2 | A2L139C44 | 0 | B9L406C3 | | 25437 | |
| 123 | 110 | SMALL TOOLS & SUPPLIES - M OF W | 2 | A2L140C44 | 0 | B9L112C3 | | 8797 | |
| 124 | 111 | SNOW REMOVAL | 2 | A2L141C44 | 0 | B9L407C3 | | 2440 | |
| 125 | 112 | FRINGES - R | 2 | A2L142C44 | 19740 | A2L142C44 | | 0 | |
| 126 | 114 | OE/WORK/RUNNING PORTION | 2 | A2L144C44 | 0 | B9L431C3 | | 189.2604 | |
| 127 | 115 | CASUALTIES - R | 2 | A2L145C44 | 0 | A2L145C44 | | 0 | |
| 128 | 117 | OE/WORK/RUNNING PORTION | 2 | A2L147C44 | 0 | B9L432C3 | | 0 | |
| 129 | 124 | JT. FACILITY RENTS - DR - R | 2 | A2L154C44 | 1571 | A2L154C44 | | 0 | |
| 130 | 126 | OE/WORK/RUNNING PORTION | 2 | A2L156C44 | 0 | B9L433C3 | | 0 | |
| 131 | 127 | JT. FACILITY RENTS - (CR) - R | 2 | A2L157C44 | 858 | A2L157C44 | | 0 | |
| 132 | 129 | OE/WORK/RUNNING PORTION-(CR) | 2 | A2L159C44 | 0 | B9L434C3 | | 0 | |

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|------|---|-------------------------------------|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 133 | 139 | JOINT FACILITY-DR-R | 2 | A2L169C44 | 8394 | A2L169C44 | | 0 | |
| 134 | 141 | OE/WORK/RUNNING PORTION | 2 | A2L171C44 | 0 | B9L435C3 | | 0 | |
| 135 | 142 | JOINT FACILITY-CR-R | 2 | A2L172C44 | 13629 | A2L172C44 | | 0 | |
| 136 | 144 | OE/WORK/RUNNING PORTION-(CR) | 2 | A2L174C44 | 0 | B9L436C3 | | 0 | |
| 137 | 145 | DISMANTLING-R | 2 | A2L175C44 | 0 | A2L175C44 | | 0 | |
| 138 | 147 | OE/WORK/RUNNING PORTION | 2 | A2L177C44 | 0 | B9L437C3 | | 0 | |
| 139 | 148 | M OF W&S OTHER-RUNNING | 0 | A2L178C44 | 0 | A2L178C44 | | 3728 | |
| 140 | 150 | M OF W&S OTHER -R | 0 | A2L180C44 | 0 | B9L111C3 | | 5350 | |
| 141 | 150 | M OF W&S OTHER OE/W/R | 0 | A2L180C44 | 0 | B9L438C3 | | 32.1368 | |
| 142 | 110 | SMALL TOOLS - OTHER | 2 | A2L140C44 | 0 | B9L439C3 | | 52.84246 | |
| 143 | 307 | WORK & NON REV | 2 | A2L245C44 | 0 | B9L440C3 | | 26.30548 | |
| 144 | 307 | WORK EQUIPMENT REPAIR | 2 | A2L245C44 | 0 | B9L113C3 | | 4379 | |
| 145 | 301 | WORK/RUNNING PORTION | 2 | A2L239C44 | 0 | B9L441C3 | | 1418 | |
| 146 | 306 | WORK/RUNNING PORTION | 0 | A2L244C44 | 0 | B9L442C3 | | 24.72995 | |
| 147 | 308 | WORK/RUNNING PORTION | 2 | A2L246C44 | 0 | B9L443C3 | | 0 | |
| 148 | 309 | WORK/RUNNING PORTION | 2 | A2L247C44 | 0 | B9L444C3 | | 2022 | |
| 149 | 310 | WORK/RUNNING PORTION | 2 | A2L248C44 | 0 | B9L445C3 | | 0 | |
| 150 | 313 | WORK/RUNNING PORTION | 2 | A2L251C44 | 0 | B9L446C3 | | 0 | |
| 151 | 314 | WORK/RUNNING PORTION-(CR) | 2 | A2L252C44 | 0 | B9L447C3 | | 0 | |
| 152 | 318 | WORK/RUNNING PORTION | 2 | A2L256C44 | 0 | B9L448C3 | | 6.65252 | |
| 153 | 319 | WORK/RUNNING PORTION-(CR) | 2 | A2L257C44 | 0 | B9L449C3 | | 0 | |
| 154 | 321 | WORK/RUNNING PORTION | 2 | A2L259C44 | 0 | B9L450C3 | | 0 | |
| 155 | 322 | OE OTHER-WORK/RUNNING | 0 | A2L260C44 | 0 | B9L451C3 | | 0 | |
| 156 | 320 | OE DAMAGES BILLED/RUNNING-(CR) | 0 | A2L258C44 | 0 | B9L452C3 | | -374.942 | |
| 157 | | SUBTOTAL OPERATING ACCTS :(SUM L113-130) +L133+L134+(SUM L137-150)+L152+L154+L155 -(L131+L132+L135+L136+L151+L153+L156) | XX | XX | 69758 | XX | | 69277 | |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (4) | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | ASSIGN'T % GTM(C) IF C2 NOT= BLANK THEN GETC1 ('GTM(C) ') ELSE C6 (6) | VARIABLE EXPENSE ASSIGNED TO GTM(C) C5*C6 (7) | SOURCE | ANNUAL- IZATION PERIOD (8) | GTM(C) CASES_OF C8 1: A1L122C1 2: A1L122C6 3: A1L122C7 4: A1L122C8 5: A1L122C9 (9) | UNIT COST C7 /C9 (10) | EXPENSE RATIO GTM/ VARIABLE C7 /C5 (11) |
|------|------|--|--|--|---|----------|-------------------------------------|---|--------------------------------|--|
| | | | | | | | | | | |
| 101 | 006 | .60567 | 16234 | 1 | 16234 | A2L106C1 | 5 | 99152992 | .00016373 | 1 |
| 102 | 008 | 0 | 0 | 1 | 0 | A2L108C1 | 5 | 99152992 | 0 | 0 |
| 103 | 010 | .60567 | 2777 | 1 | 2777 | A2L110C1 | 5 | 99152992 | .00002801 | 1 |
| 104 | 012 | .60567 | 479.4438 | 1 | 479.4438 | A2L112C1 | 5 | 99152992 | .00000484 | 1 |
| 105 | 014 | .60567 | 1339 | 1 | 1339 | A2L114C1 | 5 | 99152992 | .00001351 | 1 |
| 106 | 018 | .60567 | 232.8467 | 1 | 232.8467 | A2L116C1 | 5 | 99152992 | .00000235 | 1 |
| 107 | 022 | .55497 | 0 | 1 | 0 | A2L118C1 | 1 | 82237584 | 0 | 0 |
| 108 | 025 | .60567 | 11682 | 1 | 11682 | A2L121C1 | 5 | 99152992 | .00011782 | 1 |
| 109 | 029 | .60567 | 288.196 | 1 | 288.196 | A2L125C1 | 5 | 99152992 | .00000291 | 1 |
| 110 | | .60566 | 33033 | 1 | 33033 | XX | XX | XX | .00033316 | 1 |
| 111 | | XX | 0 | XX | 0 | XX | XX | XX | 0 | XX |
| 112 | | .60566 | 21063 | 1 | 21063 | XX | XX | XX | .00021243 | 1 |
| 113 | | .60566 | 33033 | 1 | 33033 | XX | XX | XX | .00033316 | 1 |
| 114 | 001 | .45544 | 1820 | 1 | 1820 | A2L101C1 | 5 | 99152992 | .00001836 | 1 |
| 115 | 002 | .45544 | 738.6768 | 1 | 738.6768 | A2L102C1 | 5 | 99152992 | .00000745 | 1 |
| 116 | 002 | .45544 | 52.78113 | 1 | 52.78113 | A2L102C1 | 5 | 99152992 | .00000053 | 1 |
| 117 | 003 | .45544 | 2061 | 1 | 2061 | A2L103C1 | 5 | 99152992 | .00002079 | 1 |
| 118 | 005 | .45544 | 1995 | 1 | 1995 | A2L105C1 | 5 | 99152992 | .00002012 | 1 |
| 119 | 005 | .45544 | 11.98385 | 1 | 11.98385 | A2L105C1 | 5 | 99152992 | .00000012 | 1 |
| 120 | 024 | .40442 | 0 | 1 | 0 | A2L120C1 | 1 | 82237584 | 0 | 0 |
| 121 | 034 | .45544 | 149.2121 | 1 | 149.2121 | A2L130C1 | 5 | 99152992 | .00000015 | 1 |
| 122 | 109 | .45544 | 11585 | 1 | 11585 | A2L139C1 | 5 | 99152992 | .00011684 | 1 |
| 123 | 110 | .45544 | 4006 | 1 | 4006 | A2L140C1 | 5 | 99152992 | .00004041 | 1 |
| 124 | 111 | .40442 | 987.1489 | 1 | 987.1489 | A2L141C1 | 1 | 82237584 | .0000012 | 1 |
| 125 | 112 | .45544 | 8990 | 1 | 8990 | A2L142C1 | 5 | 99152992 | .00009067 | 1 |
| 126 | 114 | .45544 | 86.19676 | 1 | 86.19676 | A2L144C1 | 5 | 99152992 | .00000087 | 1 |
| 127 | 115 | .40442 | 0 | 1 | 0 | A2L145C1 | 1 | 82237584 | 0 | 0 |
| 128 | 117 | .40442 | 0 | 1 | 0 | A2L147C1 | 1 | 82237584 | 0 | 0 |
| 129 | 124 | .40442 | 635.3371 | 1 | 635.3371 | A2L154C1 | 1 | 82237584 | .00000773 | 1 |
| 130 | 126 | .40442 | 0 | 1 | 0 | A2L156C1 | 1 | 82237584 | 0 | 0 |
| 131 | 127 | .40442 | 346.9887 | 1 | 346.9887 | A2L157C1 | 1 | 82237584 | .00000422 | 1 |
| 132 | 129 | .40442 | 0 | 1 | 0 | A2L159C1 | 1 | 82237584 | 0 | 0 |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (4) | VARIABLE EXPENSE IF C2 NOT= BLANK THEN GETC1 ('GTM(C) ') ELSE C6 (6) | ASSIGN'T % GTM(C) (7) | VARIABLE EXPENSE TO GTM(C) C5*C6 (7) | SOURCE | ANNUAL- IZATION PERIOD (8) | GTM(C) CASES_OF C8 1: A1L122C1 2: A1L122C6 3: A1L122C7 4: A1L122C8 5: A1L122C9 (9) | UNIT COST C7 /C9 (10) | EXPENSE RATIO GTM/ VARIABLE C7 /C5 (11) |
|------|------|--|---|-----------------------------|---|----------|-------------------------------------|---|--------------------------------|--|
| | | | | | | | | | | |
| 133 | 139 | .40442 | 3394 | 1 | 3394 | A2L169C1 | 1 | 82237584 | .00004128 | 1 |
| 134 | 141 | .40442 | 0 | 1 | 0 | A2L171C1 | 1 | 82237584 | 0 | 0 |
| 135 | 142 | .40442 | 5511 | 1 | 5511 | A2L172C1 | 1 | 82237584 | .00006702 | 1 |
| 136 | 144 | .40442 | 0 | 1 | 0 | A2L174C1 | 1 | 82237584 | 0 | 0 |
| 137 | 145 | .40442 | 0 | 1 | 0 | A2L175C1 | 1 | 82237584 | 0 | 0 |
| 138 | 147 | .40442 | 0 | 1 | 0 | A2L177C1 | 1 | 82237584 | 0 | 0 |
| 139 | 148 | .60566 | 2257 | 1 | 2257 | A2L178C1 | 1 | 82237584 | .00002746 | 1 |
| 140 | 150 | .60566 | 3240 | 1 | 3240 | A2L180C1 | 1 | 82237584 | .0000394 | 1 |
| 141 | 150 | .60566 | 19.46404 | 1 | 19.46404 | A2L180C1 | 1 | 82237584 | .00000024 | 1 |
| 142 | 110 | .45544 | 24.06658 | 1 | 24.06658 | A2L140C1 | 5 | 99152992 | .00000024 | 1 |
| 143 | 307 | .44654 | 11.74643 | 1 | 11.74643 | A2L245C1 | 3 | 95999488 | .00000012 | 1 |
| 144 | 307 | .44654 | 1955 | 1 | 1955 | A2L245C1 | 3 | 95999488 | .00002037 | 1 |
| 145 | 301 | .44654 | 633.632 | 1 | 633.632 | A2L239C1 | 3 | 95999488 | .00000066 | 1 |
| 146 | 306 | .44654 | 11.0429 | 1 | 11.0429 | A2L244C1 | 3 | 95999488 | .00000012 | 1 |
| 147 | 308 | .40442 | 0 | 1 | 0 | A2L246C1 | 1 | 82237584 | 0 | 0 |
| 148 | 309 | .44654 | 903.2269 | 1 | 903.2269 | A2L247C1 | 3 | 95999488 | .00000941 | 1 |
| 149 | 310 | .40442 | 0 | 1 | 0 | A2L248C1 | 1 | 82237584 | 0 | 0 |
| 150 | 313 | .40442 | 0 | 1 | 0 | A2L251C1 | 1 | 82237584 | 0 | 0 |
| 151 | 314 | .40442 | 0 | 1 | 0 | A2L252C1 | 1 | 82237584 | 0 | 0 |
| 152 | 318 | .40442 | 2.69038 | 1 | 2.69038 | A2L256C1 | 1 | 82237584 | .00000003 | 1 |
| 153 | 319 | .40442 | 0 | 1 | 0 | A2L257C1 | 1 | 82237584 | 0 | 0 |
| 154 | 321 | .40442 | 0 | 1 | 0 | A2L259C1 | 1 | 82237584 | 0 | 0 |
| 155 | 322 | .44654 | 0 | 1 | 0 | A2L260C1 | 1 | 82237584 | 0 | 0 |
| 156 | 320 | .44654 | -167.4263 | 1 | -167.4263 | A2L258C1 | 3 | 95999488 | -.00000174 | 1 |
| 157 | | XX | 72916 | XX | 72916 | XX | XX | XX | .00074632 | XX |

[illegible]

| LINE | CODE | ASSIGN'T % | VARIABLE | CASES_OF C8 | EXPENSE | IF C2 NOT= | EXPENSE | IF C2 NOT= | VARIABLE | CASES_OF C8 | EXPENSE |
|------|------|------------|----------|-------------|---------|------------|---------|-------------|----------|-------------|----------|
| | | CM | EXPENSE | 1: A1L114C1 | RATIO | BLANK THEN | CM/ | BLANK THEN | TM | 1: A1L104C1 | EXPENSE |
| | | GETC1 | TO | 2: A1L114C6 | CM/ | GETC1 | TO | 3: A1L104C7 | UNIT | 2: A1L104C6 | RATIO |
| | | ('CM') | CM | 3: A1L114C7 | COST | GETC1 | TM | 4: A1L104C8 | COST | 3: A1L104C7 | TM/ |
| | | ELSE C12 | C5*C12 | 4: A1L114C8 | C13/C14 | ELSE C17 | C5*C17 | 5: A1L104C9 | C18/C19 | 4: A1L104C8 | VARIABLE |
| | | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | (20) | (21) |
| 133 | 139 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 134 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 135 | 142 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 137 | 145 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 140 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 141 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 142 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 143 | 307 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 144 | 307 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 145 | 301 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 146 | 306 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 147 | 308 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 148 | 309 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 149 | 310 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 313 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 314 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 152 | 318 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 319 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 321 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 322 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | | XX | 0 | XX | 0 | XX | XX | 0 | XX | 0 | XX |

| | | | WT-C0 REGRES- SION | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK |
|------|--------|---------------------------|--------------------------|---|--|
| LINE | CODE | IDENTIFICATION | (1) | (2) | (3) |
| 201 | 909302 | LAND - LR - R | 0 B2L816C2 | 0 B5L525C3 | 0 |
| 202 | 909103 | GRADING - DEPR - R | 0 B2L907C2 | 0 B5L526C3 | 13702 |
| 203 | 909303 | GRADING - LR - R | 0 B2L817C2 | 0 B5L527C3 | 667.5293 |
| 204 | 909104 | OTHER ROW - DEPR - R | 0 B2L908C2 | 0 B5L528C3 | 0 |
| 205 | 909304 | OTHER ROW - LR - R | 0 B2L818C2 | 0 B5L529C3 | 0 |
| 206 | 909105 | TUNNELS - DEPR - R | 0 B2L909C2 | 0 B5L530C3 | 1483 |
| 207 | 909305 | TUNNELS - LR - R | 0 B2L819C2 | 0 B5L531C3 | 49.86437 |
| 208 | 909106 | BRIDGES - DEPR - R | 0 B2L910C2 | 0 B5L532C3 | 21149 |
| 209 | 909306 | BRIDGES - LR - R | 0 B2L820C2 | 0 B5L536C3 | 942.3252 |
| 210 | 909107 | ELEVATED - DEPR - R | 0 B2L911C2 | 0 B5L537C3 | 0 |
| 211 | 909307 | ELEVATED - LR - R | 0 B2L821C2 | 0 B5L538C3 | 0 |
| 212 | 909308 | TIES - LR - R | 0 B2L822C2 | 0 B5L539C3 | 704.3717 |
| 213 | 909108 | TIES - DEPR - R | 0 B2L912C2 | 0 B5L533C3 | 30091 |
| 214 | 909309 | RAILS - LR - R | 0 B2L823C2 | 0 B5L540C3 | 1404 |
| 215 | 909109 | RAILS - DEPR - R | 0 B2L913C2 | 0 B5L534C3 | 56709 |
| 216 | 909311 | BALLAST - LR - R | 0 B2L824C2 | 0 B5L541C3 | 383.4899 |
| 217 | 909111 | BALLAST - DEPR - R | 0 B2L914C2 | 0 B5L535C3 | 17486 |
| 218 | 909113 | FENCES - DEPR - R | 0 B2L915C2 | 0 B5L542C3 | 9.58593 |
| 219 | 909313 | FENCES - LR - R | 0 B2L825C2 | 0 B5L543C3 | .87145 |
| 220 | 909117 | RWAY BUILDINGS - DEPR - R | 0 B2L917C2 | 0 B5L544C3 | 474.0678 |
| 221 | 909317 | RWAY BUILDINGS - LR - R | 0 B2L827C2 | 0 B5L545C3 | 13.94317 |
| 222 | 909120 | S&E - DEPR - WORK/R | 0 B2L920C2 | 0 B5L548C3 | 101.2721 |
| 223 | 909320 | S&E - LR - WORK/R | 0 B2L830C2 | 0 B5L549C3 | 3.21402 |
| 224 | 909127 | SIGNALS - DEPR - R | 0 B2L926C2 | 0 B5L552C3 | 7381 |
| 225 | 909327 | SIGNALS - LR - R | 0 B2L836C2 | 0 B5L553C3 | 163.5103 |

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|--|-------------------------------------|------------|--|------------|--------|---|
| | | | | | | | | |
| 226 | 909137 | RWAY MACHINES - DEPR - R | | 0 B2L930C2 | | 0 B5L554C3 | | 1645 |
| 227 | 909337 | RWAY MACHINES - LR - R | | 0 B2L840C2 | | 0 B5L555C3 | | 36.60082 |
| 228 | 909139 | PUB IMPROVEMENTS - DEPR - R | | 0 B2L931C2 | | 0 B5L556C3 | | 1684 |
| 229 | 909339 | PUB IMPROVEMENTS - LR - R | | 0 B2L841C2 | | 0 B5L557C3 | | 58.71743 |
| 230 | 809140 | WORK EQUIP - DEPR - R | | 0 B2L253C2 | | 0 B5L560C3 | | 1509 |
| 231 | 809340 | WORK EQUIP - LR - R | | 0 B2L561C2 | | 0 B5L561C3 | | 135.0745 |
| 232 | 809139 | OE SHOP MACH WORK - DEPR - R | | 0 B2L252C2 | | 0 B5L564C3 | | 238.9788 |
| 233 | 809339 | OE SHOP MACH WORK - LR - R | | 0 B2L560C2 | | 0 B5L565C3 | | 0 |
| 234 | | SUBTOTAL DL EXPENSE - R: SUM L201-233 | XX | XX | | 0 XX | | 158231 |
| 235 | 909802 | LAND - ROI - R | | 0 B5L601C4 | | 0 B5L601C4 | | 67768 |
| 236 | 909803 | GRADING - ROI - R | | 0 B5L603C4 | | 0 B5L603C4 | | 92999 |
| 237 | 909804 | OTHER ROW - ROI - R | | 0 B5L605C4 | | 0 B5L605C4 | | 6.22937 |
| 238 | 909805 | TUNNELS - ROI - R | | 0 B5L607C4 | | 0 B5L607C4 | | 0 |
| 239 | 909806 | BRIDGES - ROI - R | | 0 B5L609C4 | | 0 B5L609C4 | | 132257 |
| 240 | 909807 | ELEVATED - ROI - R | | 0 B5L611C4 | | 0 B5L611C4 | | 0 |
| 241 | 909808 | TIES - ROI - R | | 0 B5L613C4 | | 0 B5L613C4 | | 102888 |
| 242 | 909809 | RAILS & OTM -ROI -R | | 0 B5L615C4 | | 0 B5L615C4 | | 182450 |
| 243 | 909811 | BALLAST - ROI - R | | 0 B5L617C4 | | 0 B5L617C4 | | 46231 |
| 244 | 909813 | FENCES - ROI - R | | 0 B5L619C4 | | 0 B5L619C4 | | 98.82815 |
| 245 | 909817 | RWAY BUILDINGS - ROI - R | | 0 B5L622C4 | | 0 B5L622C4 | | 1933 |
| 246 | 909820 | S&E/SM - ROI - WORK/R | | 0 B5L657C4 | | 0 B5L657C4 | | 1227 |
| 247 | 909827 | SIGNALS - ROI - R | | 0 B5L667C4 | | 0 B5L667C4 | | 19958 |
| 248 | 909837 | RWAY MACHINES - ROI - R | | 0 B5L672C4 | | 0 B5L672C4 | | 3595 |
| 249 | 909839 | PUB IMPROVEMENTS - ROI - R | | 0 B5L674C4 | | 0 B5L674C4 | | 8152 |
| 250 | 909857 | WORK EQUIP - ROI - R | | 0 B5L732C4 | | 0 B5L732C4 | | 955.6193 |
| 251 | | SUBTOTAL ROI - EXPENSE - R: SUM L235-250 | XX | XX | | 0 XX | | 660522 |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (4) | VARIABLE EXPENSE IF C2 NOT= BLANK THEN GETC1 ('GTM(C) ') ELSE C6 (6) | ASSIGN'T % GTM(C) GTM(C) C5*C6 (7) | SOURCE | ANNUAL- IZATION PERIOD (8) | GTM(C) CASES_OF C8 1: A1L122C1 2: A1L122C6 3: A1L122C7 4: A1L122C8 5: A1L122C9 (9) | UNIT COST C7 /C9 (10) | EXPENSE RATIO GTM/ VARIABLE C7 /C5 |
|------|--------|--|---|--|-------------------|-------------------------------------|---|--------------------------------|--|
| | | | | | | | | | |
| 201 | 909302 | 1 | 0 | 1 | 0 A3L801C1 | 1 | 82237584 | 0 | XX |
| 202 | 909103 | .5 | 6851 | 1 | 6851 A3L701C1 | 1 | 82237584 | .00008331 | XX |
| 203 | 909303 | 1 | 667.5293 | 1 | 667.5293 A3L802C1 | 1 | 82237584 | .00000812 | XX |
| 204 | 909104 | .5 | 0 | 1 | 0 A3L702C1 | 1 | 82237584 | 0 | XX |
| 205 | 909304 | 1 | 0 | 1 | 0 A3L803C1 | 1 | 82237584 | 0 | XX |
| 206 | 909105 | .5 | 741.664 | 1 | 741.664 A3L703C1 | 1 | 82237584 | .00000902 | XX |
| 207 | 909305 | 1 | 49.86437 | 1 | 49.86437 A3L804C1 | 1 | 82237584 | .00000061 | XX |
| 208 | 909106 | .5 | 10574 | 1 | 10574 A3L704C1 | 1 | 82237584 | .00012859 | XX |
| 209 | 909306 | 1 | 942.3252 | 1 | 942.3252 A3L805C1 | 1 | 82237584 | .00001146 | XX |
| 210 | 909107 | .5 | 0 | 1 | 0 A3L705C1 | 1 | 82237584 | 0 | XX |
| 211 | 909307 | 1 | 0 | 1 | 0 A3L806C1 | 1 | 82237584 | 0 | XX |
| 212 | 909308 | 1 | 704.3717 | 1 | 704.3717 A3L807C1 | 1 | 82237584 | .00000857 | XX |
| 213 | 909108 | .5 | 15045 | 1 | 15045 A3L706C1 | 1 | 82237584 | .00018296 | XX |
| 214 | 909309 | 1 | 1404 | 1 | 1404 A3L808C1 | 1 | 82237584 | .00001708 | XX |
| 215 | 909109 | .5 | 28354 | 1 | 28354 A3L707C1 | 1 | 82237584 | .00034479 | XX |
| 216 | 909311 | 1 | 383.4899 | 1 | 383.4899 A3L809C1 | 1 | 82237584 | .00000466 | XX |
| 217 | 909111 | .5 | 8743 | 1 | 8743 A3L708C1 | 1 | 82237584 | .00010632 | XX |
| 218 | 909113 | .5 | 4.79297 | 1 | 4.79297 A3L709C1 | 1 | 82237584 | .00000006 | XX |
| 219 | 909313 | 1 | .87145 | 1 | .87145 A3L810C1 | 1 | 82237584 | .00000001 | XX |
| 220 | 909117 | .5 | 237.0339 | 1 | 237.0339 A3L711C1 | 1 | 82237584 | .00000288 | XX |
| 221 | 909317 | 1 | 13.94317 | 1 | 13.94317 A3L812C1 | 1 | 82237584 | .00000017 | XX |
| 222 | 909120 | .5 | 50.63603 | 1 | 50.63603 A3L714C1 | 1 | 82237584 | .00000062 | XX |
| 223 | 909320 | 1 | 3.21402 | 1 | 3.21402 A3L815C1 | 1 | 82237584 | .00000004 | XX |
| 224 | 909127 | .5 | 3690 | 1 | 3690 A3L720C1 | 1 | 82237584 | .00004488 | XX |
| 225 | 909327 | 1 | 163.5103 | 1 | 163.5103 A3L821C1 | 1 | 82237584 | .00000199 | XX |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (4) | VARIABLE EXPENSE IF C2 NOT= BLANK THEN GETC1 ('GTM(C) ') ELSE C6 (6) | ASSIGN'T % GTM(C) GTM(C) C5*C6 (7) | VARIABLE EXPENSE ASSIGNED TO GTM(C) C5*C6 (7) | SOURCE | ANNUAL- IZATION PERIOD (8) | GTM(C) CASES_OF C8 1: A1L122C1 2: A1L122C6 3: A1L122C7 4: A1L122C8 5: A1L122C9 (9) | UNIT COST C7 /C9 (10) | EXPENSE RATIO GTM/ VARIABLE C7 /C5 |
|------|--------|--|---|--|---|----------|-------------------------------------|---|--------------------------------|--|
| | | | | | | | | | | |
| 226 | 909137 | .5 | 822.6471 | 1 | 822.6471 | A3L724C1 | 1 | 82237584 | .00001 | XX |
| 227 | 909337 | 1 | 36.60082 | 1 | 36.60082 | A3L825C1 | 1 | 82237584 | .00000045 | XX |
| 228 | 909139 | .5 | 842.1059 | 1 | 842.1059 | A3L725C1 | 1 | 82237584 | .00001024 | XX |
| 229 | 909339 | 1 | 58.71743 | 1 | 58.71743 | A3L826C1 | 1 | 82237584 | .00000071 | XX |
| 230 | 809140 | 1 | 1509 | 1 | 1509 | A3L441C1 | 1 | 82237584 | .00001835 | XX |
| 231 | 809340 | 1 | 135.0745 | 1 | 135.0745 | A3L641C1 | 1 | 82237584 | .00000164 | XX |
| 232 | 809139 | .5 | 119.4894 | 1 | 119.4894 | A3L440C1 | 1 | 82237584 | .00000145 | XX |
| 233 | 809339 | 1 | 0 | 1 | 0 | A3L640C1 | 1 | 82237584 | 0 | XX |
| 234 | | XX | 82152 | XX | 82152 | XX | XX | XX | .00099897 | XX |
| 235 | 909802 | .5 | 33884 | 1 | 33884 | 1.0 | 1 | 82237584 | .00041203 | XX |
| 236 | 909803 | .5 | 46499 | 1 | 46499 | 1.0 | 1 | 82237584 | .00056543 | XX |
| 237 | 909804 | .5 | 3.11469 | 1 | 3.11469 | 1.0 | 1 | 82237584 | .00000004 | XX |
| 238 | 909805 | .5 | 0 | 1 | 0 | 1.0 | 1 | 82237584 | 0 | XX |
| 239 | 909806 | .5 | 66128 | 1 | 66128 | 1.0 | 1 | 82237584 | .00080412 | XX |
| 240 | 909807 | .5 | 0 | 1 | 0 | 1.0 | 1 | 82237584 | 0 | XX |
| 241 | 909808 | .5 | 51444 | 1 | 51444 | 1.0 | 1 | 82237584 | .00062555 | XX |
| 242 | 909809 | .5 | 91225 | 1 | 91225 | 1.0 | 1 | 82237584 | .00110929 | XX |
| 243 | 909811 | .5 | 23115 | 1 | 23115 | 1.0 | 1 | 82237584 | .00028108 | XX |
| 244 | 909813 | .5 | 49.41407 | 1 | 49.41407 | 1.0 | 1 | 82237584 | .00000006 | XX |
| 245 | 909817 | .5 | 966.6049 | 1 | 966.6049 | 1.0 | 1 | 82237584 | .00001175 | XX |
| 246 | 909820 | .5 | 613.6208 | 1 | 613.6208 | 1.0 | 1 | 82237584 | .00000746 | XX |
| 247 | 909827 | .5 | 9979 | 1 | 9979 | 1.0 | 1 | 82237584 | .00012135 | XX |
| 248 | 909837 | .5 | 1797 | 1 | 1797 | 1.0 | 1 | 82237584 | .00002186 | XX |
| 249 | 909839 | .5 | 4076 | 1 | 4076 | 1.0 | 1 | 82237584 | .00004957 | XX |
| 250 | 909857 | 1 | 955.6193 | 1 | 955.6193 | 1.0 | 1 | 82237584 | .00001162 | XX |
| 251 | | XX | 330739 | XX | 330739 | XX | XX | XX | .00402175 | XX |

| | | CM | | | | TM | | | | | |
|------|--------|------------|----------|-------------|---------|----------|------------|----------|-------------|---------|----------|
| | | ASSIGN'T % | VARIABLE | CASES_OF C8 | | EXPENSE | IF C2 NOT= | VARIABLE | CASES_OF C8 | | EXPENSE |
| | | CM | EXPENSE | 1: A1L114C1 | | RATIO | BLANK THEN | EXPENSE | 1: A1L104C1 | | RATIO |
| | | IF C2 NOT= | ASSIGNED | 2: A1L114C6 | | CM/ | GETC1 | ASSIGNED | 2: A1L104C6 | | TM/ |
| | | GETC1 | I TO | 3: A1L114C7 | UNIT | VARIABLE | ('CM') | I TO | 3: A1L104C7 | UNIT | VARIABLE |
| | | ('CM') | CM | 4: A1L114C8 | COST | C12/C5 | ELSE C15 | TM | 4: A1L104C8 | COST | C18/C5 |
| LINE | CODE | ELSE C11 | C5*C11 | 5: A1L114C9 | C12/C13 | | | C5*C15 | 5: A1L104C9 | C16/C17 | |
| | | (11) | (12) | (13) | (14) | | (15) | (16) | (17) | (18) | |
| 201 | 909302 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 202 | 909103 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 203 | 909303 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 204 | 909104 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 205 | 909304 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 206 | 909105 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 207 | 909305 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 208 | 909106 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 209 | 909306 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 210 | 909107 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 211 | 909307 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 212 | 909308 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 213 | 909108 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 214 | 909309 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 215 | 909109 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 216 | 909311 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 217 | 909111 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 218 | 909113 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 219 | 909313 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 220 | 909117 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 221 | 909317 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 222 | 909120 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 223 | 909320 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 224 | 909127 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 225 | 909327 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |

| LINE | CODE | ASSIGN'T % | VARIABLE | CASES_OF C8 | EXPENSE | IF C2 NOT= | EXPENSE | IF C2 NOT= | VARIABLE | CASES_OF C8 | EXPENSE |
|------|--------|------------|----------|-------------|----------|------------|---------|------------|----------|-------------|----------|
| | | CM | EXPENSE | 1: A1L114C1 | RATIO | BLANK THEN | CM/ | BLANK THEN | TO | 2: A1L104C1 | RATIO |
| | | GETC1 | ASSIGNED | 2: A1L114C6 | CM/ | GETC1 | GETC1 | GETC1 | TO | 3: A1L104C6 | TM/ |
| | | ('CM') | CM | 3: A1L114C7 | VARIABLE | ('TM') | TM | TM | TM | 4: A1L104C7 | VARIABLE |
| | | ELSE C11 | C5*C11 | 4: A1L114C8 | C12/C13 | ELSE C15 | C5*C15 | C5*C15 | C5*C15 | 5: A1L104C8 | C16/C17 |
| | | (11) | (12) | 5: A1L114C9 | (14) | (15) | (16) | (16) | (16) | (17) | (18) |
| | | | | (13) | | | | | | | |
| 226 | 909137 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 227 | 909337 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 228 | 909139 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 229 | 909339 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 230 | 809140 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 231 | 809340 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 232 | 809139 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 233 | 809339 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 234 | | XX | 0 | XX | 0 | XX | XX | 0 | XX | 0 | XX |
| 235 | 909802 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 236 | 909803 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 237 | 909804 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 238 | 909805 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 239 | 909806 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 240 | 909807 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 241 | 909808 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 242 | 909809 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 243 | 909811 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 244 | 909813 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 245 | 909817 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 246 | 909820 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 247 | 909827 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 248 | 909837 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 249 | 909839 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 250 | 909857 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX |
| 251 | | XX | 0 | XX | 0 | XX | XX | 0 | XX | 0 | XX |

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|------|---|---------------------------------|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 101 | 007 | ROADWAY - SW | 9 | A2L107C44 | 7235 | A2L107C44 | | 0 | |
| 102 | 009 | TUNNELS & SUBWAYS - SW | 0 | A2L109C44 | 0 | A2L109C44 | | .92835 | |
| 103 | 011 | BRIDGES & TRESTLES - SW | 9 | A2L111C44 | 71.40364 | A2L111C44 | | 0 | |
| 104 | 013 | TIES - SW | 9 | A2L113C44 | -165.6191 | A2L113C44 | | 0 | |
| 105 | 015 | RAILS & OTM - SW | 9 | A2L115C44 | 104.8151 | A2L115C44 | | 0 | |
| 106 | 019 | BALLAST - SW | 9 | A2L117C44 | 22.56596 | A2L117C44 | | 0 | |
| 107 | 023 | ROAD DAMAGED - SW | 9 | A2L119C44 | 0 | A2L119C44 | | 0 | |
| 108 | 026 | SIGNALS & INTERLOCKERS - SW | 9 | A2L122C44 | 765.5573 | A2L122C44 | | 0 | |
| 109 | 030 | GRADE CROSSINGS - SW | 9 | A2L126C44 | 10.39349 | A2L126C44 | | 0 | |
| 110 | | SUBTOTAL REGRESSION DERIVED:SUM L101-109 | XX | XX | 8044 | XX | | XX | |
| 111 | | SUBTOTAL - NONREGRESSION:SUM L101-109 | XX | XX | XX | XX | | .92835 | |
| 112 | | SUBTOTAL TRACK REGRESSED & NONREGRESSED : SUM L101-107 | XX | XX | 7268 | XX | | .92835 | |
| 113 | | TOTAL : L110+L111 | XX | XX | 8044 | XX | | .92835 | |
| 114 | 001 | M OF W&S ADMIN - TRACK | 2 | A2L101C44 | 0 | B9L401C4 | | 589.5603 | |
| 115 | 002 | SWITCHING PORTION | 2 | A2L102C44 | 0 | B9L101C5 | | 25.25776 | |
| 116 | 002 | OE/WORK/SWITCHING PORTION | 2 | A2L102C44 | 0 | B9L427C4 | | 17.09559 | |
| 117 | 003 | M OF W&S ADMIN - SIGNAL | 2 | A2L103C44 | 0 | B9L402C4 | | 179.6309 | |
| 118 | 005 | SWITCHING PORTION | 2 | A2L105C44 | 0 | B9L102C5 | | 646.184 | |
| 119 | 005 | OE/WORK/SWITCHING PORTION | 2 | A2L105C44 | 0 | B9L428C4 | | 3.88152 | |
| 120 | 024 | OE/WORK/SWITCHING PORTION | 2 | A2L120C44 | 0 | B9L429C4 | | 0 | |
| 121 | 034 | OE/WORK/SWITCHING PORTION | 2 | A2L130C44 | 0 | B9L430C4 | | 48.3292 | |
| 122 | 109 | ROADWAY MACHINES | 2 | A2L139C44 | 0 | B9L406C4 | | 3752 | |
| 123 | 110 | SMALL TOOLS & SUPPLIES - M OF W | 2 | A2L140C44 | 0 | B9L112C5 | | 1297 | |
| 124 | 111 | SNOW REMOVAL | 2 | A2L141C44 | 0 | B9L407C4 | | 360.0737 | |
| 125 | 113 | FRINGES - SW | 9 | A2L143C44 | 2026 | A2L143C44 | | 0 | |
| 126 | 114 | OE/WORK/SWITCHING PORTION | 2 | A2L144C44 | 0 | B9L431C4 | | 27.91878 | |
| 127 | 116 | CASUALTIES & INSURANCE - SW | 9 | A2L146C44 | 0 | A2L146C44 | | 0 | |
| 128 | 117 | OE/WORK/SWITCHING PORTION | 2 | A2L147C44 | 0 | B9L432C4 | | 0 | |
| 129 | 125 | JT. FACILITY RENTS - DR - SW | 9 | A2L155C44 | 0 | A2L155C44 | | 0 | |
| 130 | 126 | OE/WORK/SWITCHING PORTION | 2 | A2L156C44 | 0 | B9L433C4 | | 0 | |
| 131 | 128 | JT. FACILITY RENTS - (CR) - SW | 9 | A2L158C44 | 0 | A2L158C44 | | 0 | |
| 132 | 129 | OE/WORK/SWITCHING PORTION-(CR) | 2 | A2L159C44 | 0 | B9L434C4 | | 0 | |

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|------|--|-------------------------------------|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 133 | 140 | JT FACILITY - DR - SW | 9 | A2L170C44 | 0 | A2L170C44 | | 0 | |
| 134 | 141 | OE/WORK/SWITCHING PORTION | 2 | A2L171C44 | 0 | B9L435C4 | | 0 | |
| 135 | 143 | JT FACILITY - (CR) - SW | 9 | A2L173C44 | 0 | A2L173C44 | | 0 | |
| 136 | 144 | OE/WORK/SWITCHING PORTION-(CR) | 2 | A2L174C44 | 0 | B9L436C4 | | 0 | |
| 137 | 146 | DISMANTLING - SW | 9 | A2L176C44 | 0 | A2L176C44 | | 0 | |
| 138 | 147 | OE/WORK/SWITCHING PORTION | 2 | A2L177C44 | 0 | B9L437C4 | | 0 | |
| 139 | 149 | M OF W&S-OTHER SW-OTHER SW | 0 | A2L179C44 | 0 | A2L179C44 | | 483 | |
| 140 | 150 | M OF W&S - OTHER - SW | 0 | A2L180C44 | 0 | B9L111C5 | | 789.2124 | |
| 141 | 150 | M OF W&S - OTHER - OE/W/S | 0 | A2L180C44 | 0 | B9L438C4 | | 4.74067 | |
| 142 | 110 | SMALL TOOLS - OTHER | 2 | A2L140C44 | 0 | B9L439C4 | | 7.79506 | |
| 143 | 307 | WORK & NON REV | 2 | A2L245C44 | 0 | B9L440C4 | | 3.88046 | |
| 144 | 307 | WORK EQUIPMENT REPAIR | 2 | A2L245C44 | 0 | B9L113C5 | | 646.0076 | |
| 145 | 301 | WORK/SWITCHING PORTION | 2 | A2L239C44 | 0 | B9L441C4 | | 209.3217 | |
| 146 | 306 | WORK/SWITCHING PORTION | 0 | A2L244C44 | 0 | B9L442C4 | | 3.64804 | |
| 147 | 308 | WORK/SWITCHING PORTION | 2 | A2L246C44 | 0 | B9L443C4 | | 0 | |
| 148 | 309 | WORK/SWITCHING PORTION | 2 | A2L247C44 | 0 | B9L444C4 | | 298.3828 | |
| 149 | 310 | WORK/SWITCHING PORTION | 2 | A2L248C44 | 0 | B9L445C4 | | 0 | |
| 150 | 313 | WORK/SWITCHING PORTION | 2 | A2L251C44 | 0 | B9L446C4 | | 0 | |
| 151 | 314 | WORK/SWITCHING PORTION-(CR) | 2 | A2L252C44 | 0 | B9L447C4 | | 0 | |
| 152 | 318 | WORK/SWITCHING PORTION | 2 | A2L256C44 | 0 | B9L448C4 | | .98135 | |
| 153 | 319 | WORK/SWITCHING PORTION-(CR) | 2 | A2L257C44 | 0 | B9L449C4 | | 0 | |
| 154 | 321 | WORK/SWITCHING PORTION | 2 | A2L259C44 | 0 | B9L450C4 | | 0 | |
| 155 | 322 | OE - OTHER - WORK/SWITCHING | 0 | A2L260C44 | 0 | B9L451C4 | | 0 | |
| 156 | 320 | OE - DAMAGES BILLED/SWITCHING-(CR) | 0 | A2L258C44 | 0 | B9L452C4 | | -55.30963 | |
| 157 | | TOTAL : (SUM L113-130)+L133+L134+(SUM L137- L150)+L152+L154+L155-(L131+L132+L135+L136 +L151+L153+L156) | XX | XX | 10070 | XX | | 9451 | |
| 158 | | SWITCH & TERMINAL W&S EXPENSE | 0 | B1L107C1 | 0 | B1L107C1 | | 0 | |
| 159 | | TOTAL OPERATING EXPENSES: L157 +L158 | 152 | XX | 10070 | XX | | 9451 | |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (4) | ASSIGN'T % TH(S) IF C2 NOT= BLANK THEN GETC1 ('TH(S) ') ELSE C6 (6) | VARIABLE EXPENSE ASSIGNED TO TH(S) C5*C6 (7) | SOURCE | ANNUAL- IZATION PERIOD (8) | SEM CASES_OF C8 1: B6L116C1 2: B6L117C1 3: B6L118C1 4: B6L119C1 5: B6L120C1 (9) | UNIT COST C7 /C9 (10) | EXPENSE RATIO SEM/ VARIABLE C7 /C5 (11) |
|------|------|--|--|--|--------------------|-------------------------------------|--|--------------------------------|--|
| | | | | | | | | | |
| 101 | 007 | .87699 | 6345 | 1 | 6345 A2L107C1 | 5 | 58503 | .10847 | 1 |
| 102 | 009 | 0 | 0 | 1 | 0 A2L109C1 | 5 | 58503 | 0 | 0 |
| 103 | 011 | .87699 | 62.6203 | 1 | 62.6203 A2L111C1 | 5 | 58503 | .00107038 | 1 |
| 104 | 013 | .87699 | -145.2463 | 1 | -145.2463 A2L113C1 | 5 | 58503 | -.00248272 | 1 |
| 105 | 015 | .87699 | 91.92178 | 1 | 91.92178 A2L115C1 | 5 | 58503 | .00157123 | 1 |
| 106 | 019 | .87699 | 19.79013 | 1 | 19.79013 A2L117C1 | 5 | 58503 | .00033828 | 1 |
| 107 | 023 | .83377 | 0 | 1 | 0 A2L119C1 | 1 | 43908 | 0 | 0 |
| 108 | 026 | .87699 | 671.3863 | 1 | 671.3863 A2L122C1 | 5 | 58503 | .01148 | 1 |
| 109 | 030 | .87699 | 9.11499 | 1 | 9.11499 A2L126C1 | 5 | 58503 | .0001558 | 1 |
| 110 | | .87689 | 7055 | 1 | 7055 XX | XX | XX | .1206 | 1 |
| 111 | | XX | 0 | XX | 0 XX | XX | XX | 0 | XX |
| 112 | | .87688 | 6374 | 1 | 6374 XX | XX | XX | .10896 | 1 |
| 113 | | .87689 | 7055 | 1 | 7055 XX | XX | XX | .1206 | 1 |
| 114 | 001 | .45544 | 268.5094 | 1 | 268.5094 A2L101C1 | 5 | 58503 | .00458967 | 1 |
| 115 | 002 | .45544 | 11.5034 | 1 | 11.5034 A2L102C1 | 5 | 58503 | .00019663 | 1 |
| 116 | 002 | .45544 | 7.78602 | 1 | 7.78602 A2L102C1 | 5 | 58503 | .00013309 | 1 |
| 117 | 003 | .45544 | 81.81111 | 1 | 81.81111 A2L103C1 | 5 | 58503 | .00139841 | 1 |
| 118 | 005 | .45544 | 294.2981 | 1 | 294.2981 A2L105C1 | 5 | 58503 | .00503048 | 1 |
| 119 | 005 | .45544 | 1.7678 | 1 | 1.7678 A2L105C1 | 5 | 58503 | .00003022 | 1 |
| 120 | 024 | .40442 | 0 | 1 | 0 A2L120C1 | 1 | 43908 | 0 | 0 |
| 121 | 034 | .45544 | 22.01106 | 1 | 22.01106 A2L130C1 | 5 | 58503 | .00037624 | 1 |
| 122 | 109 | .45544 | 1709 | 1 | 1709 A2L139C1 | 5 | 58503 | .02921 | 1 |
| 123 | 110 | .45544 | 591.0247 | 1 | 591.0247 A2L140C1 | 5 | 58503 | .0101 | 1 |
| 124 | 111 | .40442 | 145.6195 | 1 | 145.6195 A2L141C1 | 1 | 43908 | .00331646 | 1 |
| 125 | 113 | .87699 | 1776 | 1 | 1776 A2L143C1 | 5 | 58503 | .03037 | 1 |
| 126 | 114 | .45544 | 12.71533 | 1 | 12.71533 A2L144C1 | 5 | 58503 | .00021734 | 1 |
| 127 | 116 | .83377 | 0 | 1 | 0 A2L146C1 | 1 | 43908 | 0 | 0 |
| 128 | 117 | .40442 | 0 | 1 | 0 A2L147C1 | 1 | 43908 | 0 | 0 |
| 129 | 125 | .83377 | 0 | 1 | 0 A2L155C1 | 1 | 43908 | 0 | 0 |
| 130 | 126 | .40442 | 0 | 1 | 0 A2L156C1 | 1 | 43908 | 0 | 0 |
| 131 | 128 | .83377 | 0 | 1 | 0 A2L158C1 | 1 | 43908 | 0 | 0 |
| 132 | 129 | .40442 | 0 | 1 | 0 A2L159C1 | 1 | 43908 | 0 | 0 |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (4) | ASSIGN'T % TH(S) IF C2 NOT= BLANK THEN GETC1 ('TH(S) ') ELSE C6 (6) | VARIABLE EXPENSE ASSIGNED TO TH(S) C5*C6 (7) | SOURCE | ANNUAL- IZATION PERIOD (8) | SEM CASES_OF C8 1: B6L116C1 2: B6L117C1 3: B6L118C1 4: B6L119C1 5: B6L120C1 (9) | UNIT COST C7 /C9 (10) | EXPENSE RATIO SEM/ VARIABLE C7 /C5 (11) |
|------|------|--|--|--|--------------------|-------------------------------------|--|--------------------------------|--|
| | | | | | | | | | |
| 133 | 140 | .83377 | 0 | 1 | 0 A2L170C1 | 1 | 43908 | 0 | 0 |
| 134 | 141 | .40442 | 0 | 1 | 0 A2L171C1 | 1 | 43908 | 0 | 0 |
| 135 | 143 | .83377 | 0 | 1 | 0 A2L173C1 | 1 | 43908 | 0 | 0 |
| 136 | 144 | .40442 | 0 | 1 | 0 A2L174C1 | 1 | 43908 | 0 | 0 |
| 137 | 146 | .83377 | 0 | 1 | 0 A2L176C1 | 1 | 43908 | 0 | 0 |
| 138 | 147 | .40442 | 0 | 1 | 0 A2L177C1 | 1 | 43908 | 0 | 0 |
| 139 | 149 | .87689 | 423.5374 | 1 | 423.5374 A2L179C1 | 1 | 43908 | .00964599 | 1 |
| 140 | 150 | .87689 | 692.0517 | 1 | 692.0517 A2L180C1 | 1 | 43908 | .01576 | 1 |
| 141 | 150 | .87689 | 4.15704 | 1 | 4.15704 A2L180C1 | 1 | 43908 | .00009468 | 1 |
| 142 | 110 | .45544 | 3.55018 | 1 | 3.55018 A2L140C1 | 5 | 58503 | .00006068 | 1 |
| 143 | 307 | .44654 | 1.73278 | 1 | 1.73278 A2L245C1 | 3 | 52831 | .0000328 | 1 |
| 144 | 307 | .44654 | 288.4678 | 1 | 288.4678 A2L245C1 | 3 | 52831 | .00546019 | 1 |
| 145 | 301 | .44654 | 93.47035 | 1 | 93.47035 A2L239C1 | 3 | 52831 | .00176923 | 1 |
| 146 | 306 | .44654 | 1.62899 | 1 | 1.62899 A2L244C1 | 3 | 52831 | .00003083 | 1 |
| 147 | 308 | .40442 | 0 | 1 | 0 A2L246C1 | 1 | 43908 | 0 | 0 |
| 148 | 309 | .44654 | 133.2397 | 1 | 133.2397 A2L247C1 | 3 | 52831 | .00252199 | 1 |
| 149 | 310 | .40442 | 0 | 1 | 0 A2L248C1 | 1 | 43908 | 0 | 0 |
| 150 | 313 | .40442 | 0 | 1 | 0 A2L251C1 | 1 | 43908 | 0 | 0 |
| 151 | 314 | .40442 | 0 | 1 | 0 A2L252C1 | 1 | 43908 | 0 | 0 |
| 152 | 318 | .40442 | .39687 | 1 | .39687 A2L256C1 | 1 | 43908 | .00000904 | 1 |
| 153 | 319 | .40442 | 0 | 1 | 0 A2L257C1 | 1 | 43908 | 0 | 0 |
| 154 | 321 | .40442 | 0 | 1 | 0 A2L259C1 | 1 | 43908 | 0 | 0 |
| 155 | 322 | .44654 | 0 | 1 | 0 A2L260C1 | 1 | 43908 | 0 | 0 |
| 156 | 320 | .44654 | -24.69793 | 1 | -24.69793 A2L258C1 | 3 | 52831 | -.00046749 | 1 |
| 157 | | .69895 | 13644 | 1 | 13644 XX | XX | XX | .24142 | XX |
| 158 | | .69895 | 0 | 1 | 0 A2L115C1 | 5 | 58503 | 0 | XX |
| 159 | | XX | 13644 | XX | 13644 XX | XX | XX | .24142 | XX |

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK |
|------|--------|----------------------------|--------------------------|----------|---|----------|--|
| | | | (1) | | (2) | | (3) |
| 201 | 909302 | LAND - LR - SW | 0 | B2L816C2 | 0 | B5L525C4 | 0 |
| 202 | 909103 | GRADING - DEPR - SW | 0 | B2L907C2 | 0 | B5L526C4 | 2021 |
| 203 | 909303 | GRADING - LR - SW | 0 | B2L817C2 | 0 | B5L527C4 | 98.47071 |
| 204 | 909104 | OTHER ROW - DEPR - SW | 0 | B2L908C2 | 0 | B5L528C4 | 0 |
| 205 | 909304 | OTHER ROW - LR - SW | 0 | B2L818C2 | 0 | B5L529C4 | 0 |
| 206 | 909105 | TUNNELS - DEPR - SW | 0 | B2L909C2 | 0 | B5L530C4 | 1223 |
| 207 | 909305 | TUNNELS - LR - SW | 0 | B2L819C2 | 0 | B5L531C4 | 41.13563 |
| 208 | 909106 | BRIDGES - DEPR - SW | 0 | B2L910C2 | 0 | B5L532C4 | 329.3633 |
| 209 | 909306 | BRIDGES - LR - SW | 0 | B2L820C2 | 0 | B5L536C4 | 14.67481 |
| 210 | 909107 | ELEVATED - DEPR - SW | 0 | B2L911C2 | 0 | B5L537C4 | 0 |
| 211 | 909307 | ELEVATED - LR - SW | 0 | B2L821C2 | 0 | B5L538C4 | 0 |
| 212 | 909308 | TIES - LR - SW | 0 | B2L822C2 | 0 | B5L539C4 | -147.372 |
| 213 | 909108 | TIES - DEPR - SW | 0 | B2L912C2 | 0 | B5L533C4 | -6295 |
| 214 | 909309 | RAILS & OTM - LR - SW | 0 | B2L823C2 | 0 | B5L540C4 | 66.56946 |
| 215 | 909109 | RAILS & OTM - DEPR - SW | 0 | B2L913C2 | 0 | B5L534C4 | 2688 |
| 216 | 909311 | BALLAST - LR - SW | 0 | B2L824C2 | 0 | B5L541C4 | 22.5101 |
| 217 | 909111 | BALLAST - DEPR - SW | 0 | B2L914C2 | 0 | B5L535C4 | 1026 |
| 218 | 909113 | FENCES - DEPR - SW | 0 | B2L915C2 | 0 | B5L542C4 | 1.41407 |
| 219 | 909313 | FENCES - LR - SW | 0 | B2L825C2 | 0 | B5L543C4 | .12855 |
| 220 | 909117 | RWAY BUILDINGS - DEPR - SW | 0 | B2L917C2 | 0 | B5L544C4 | 69.93219 |
| 221 | 909317 | RWAY BUILDINGS - LR - SW | 0 | B2L827C2 | 0 | B5L545C4 | 2.05683 |
| 222 | 909120 | S&E - DEPR - WORK/SW | 0 | B2L920C2 | 0 | B5L548C4 | 14.93916 |
| 223 | 909320 | S&E - LR - WORK/SW | 0 | B2L830C2 | 0 | B5L549C4 | .47412 |
| 224 | 909127 | SIGNALS - DEPR - SW | 0 | B2L926C2 | 0 | B5L552C4 | 292.9522 |
| 225 | 909327 | SIGNALS - LR - SW | 0 | B2L836C2 | 0 | B5L553C4 | 6.48969 |

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|--|-------------------------------------|------------|--|------------|--------|---|
| | | | | | | | | |
| 226 | 909137 | RWAY MACHINES - DEPR - SW | | 0 B2L930C2 | | 0 B5L554C4 | | 242.7059 |
| 227 | 909337 | RWAY MACHINES - LR - SW | | 0 B2L840C2 | | 0 B5L555C4 | | 5.39918 |
| 228 | 909139 | PUB IMPROVEMENTS - DEPR - SW | | 0 B2L931C2 | | 0 B5L556C4 | | 36.78833 |
| 229 | 909339 | PUB IMPROVEMENTS - LR - SW | | 0 B2L841C2 | | 0 B5L557C4 | | 1.28257 |
| 230 | 809140 | WORK EQUIP - DEPR - SW | | 0 B2L253C2 | | 0 B5L560C4 | | 222.6517 |
| 231 | 809340 | WORK EQUIP - LR - SW | | 0 B2L561C2 | | 0 B5L561C4 | | 19.92554 |
| 232 | 809139 | OE SHOP MACH - DEPR - SW | | 0 B2L252C2 | | 0 B5L564C4 | | 35.25301 |
| 233 | 809339 | OE SHOP MACH - LR - SW | | 0 B2L560C2 | | 0 B5L565C4 | | 0 |
| 234 | | TOTAL DEPR:L202+L204+L206+L208+L210+L213 +L215+L217 | | | | | | |
| | | +L218+L220+L222+L224+L226+L228+L230+L232 | XX | XX | | 0 XX | | 1909 |
| 235 | | SWITCH & TERMINAL RD PROP. DEPR. | | 0 B1L108C1 | | 0 B1L108C1 | | 0 |
| 236 | | SUBTOTAL DL EXP SW: (SUM L201-233)+L235 | XX | XX | | 0 XX | | 2041 |
| 237 | 909802 | LAND - ROI - SW | | 0 B5L602C4 | | 0 B5L602C4 | | 154088 |
| 238 | 909803 | GRADING - ROI - SW | | 0 B5L604C4 | | 0 B5L604C4 | | 13718 |
| 239 | 909804 | OTHER ROW - ROI - SW | | 0 B5L606C4 | | 0 B5L606C4 | | .91893 |
| 240 | 909805 | TUNNELS - ROI - SW | | 0 B5L608C4 | | 0 B5L608C4 | | 0 |
| 241 | 909806 | BRIDGES - ROI - SW | | 0 B5L610C4 | | 0 B5L610C4 | | 2059 |
| 242 | 909807 | ELEVATED - ROI - SW | | 0 B5L612C4 | | 0 B5L612C4 | | 0 |
| 243 | 909808 | TIES - ROI - SW | | 0 B5L614C4 | | 0 B5L614C4 | | -21526 |
| 244 | 909809 | RAILS & OTM - ROI - SW | | 0 B5L616C4 | | 0 B5L616C4 | | 8648 |
| 245 | 909811 | BALLAST - ROI - SW | | 0 B5L618C4 | | 0 B5L618C4 | | 2713 |
| 246 | 909813 | FENCES - ROI - SW | | 0 B5L620C4 | | 0 B5L620C4 | | 14.57865 |
| 247 | 909817 | RWAY BUILDINGS - ROI - SW | | 0 B5L623C4 | | 0 B5L623C4 | | 285.1777 |
| 248 | 909820 | S&E/SM - ROI - WORK/SW | | 0 B5L658C4 | | 0 B5L658C4 | | 181.0367 |
| 249 | 909827 | SIGNALS - ROI - SW | | 0 B5L668C4 | | 0 B5L668C4 | | 792.1414 |
| 250 | 909837 | RWAY MACHINES - ROI - SW | | 0 B5L673C4 | | 0 B5L673C4 | | 530.3947 |
| 251 | 909839 | PUB IMPROVEMENTS - ROI - SW | | 0 B5L675C4 | | 0 B5L675C4 | | 178.0835 |
| 252 | 909857 | WORK EQUIP - ROI - SW | | 0 B5L733C4 | | 0 B5L733C4 | | 140.9684 |
| 253 | | TOTAL : SUM L237-252 | XX | XX | | 0 XX | | 161824 |
| 254 | | S&T ROAD PROPERTY ROI | | 0 B5L680C4 | | 0 B5L680C4 | | 0 |
| 255 | | SUBTOTAL ROI - EXPENSE: L253 +L254 | XX | XX | | 0 XX | | 161824 |

| LINE | CODE | VARIABLE | | | ASSIGN'T % | | SEM | | | EXPENSE | |
|------------|-----------|---------------------------|---------------|------------------------------|-------------|-------------|--------------|------------------|------------|---------|--|
| | | VARIABILITY PERCENTAGE | EXPENSE | TH(S) | VARIABLE | CASES_OF C8 | UNIT COST | SEM/ VARIABLE | | | |
| | | | REGR C2*C4 | IF C2 NOT= | EXPENSE | 1: B6L116C1 | | | | | |
| | | | NO REGR C3*C4 | BLANK THEN | ASSIGNED | 2: B6L117C1 | | | | | |
| | | | IF C2=BLANK | GETC1 | TO | 3: B6L118C1 | | | | | |
| THEN C3*C4 | ('TH(S)') | TH(S) | 4: B6L119C1 | | | | | | | | |
| ELSE C2*C4 | ELSE C6 | C5*C6 | SOURCE | ANNUAL- IZATION PERIOD | 5: B6L120C1 | C7 /C9 | C7 /C5 | | | | |
| | | (4) | (5) | (6) | (7) | (8) | (9) | (10) | | | |
| 201 | 909302 | 1 | 0 | 1 | 0 | A3L801C1 | 1 | 43908 | 0 | XX | |
| 202 | 909103 | .5 | 1010 | 1 | 1010 | A3L701C1 | 1 | 43908 | .02302 | XX | |
| 203 | 909303 | 1 | 98.47071 | 1 | 98.47071 | A3L802C1 | 1 | 43908 | .00224265 | XX | |
| 204 | 909104 | .5 | 0 | 1 | 0 | A3L702C1 | 1 | 43908 | 0 | XX | |
| 205 | 909304 | 1 | 0 | 1 | 0 | A3L803C1 | 1 | 43908 | 0 | XX | |
| 206 | 909105 | .5 | 611.836 | 1 | 611.836 | A3L703C1 | 1 | 43908 | .01393 | XX | |
| 207 | 909305 | 1 | 41.13563 | 1 | 41.13563 | A3L804C1 | 1 | 43908 | .00093686 | XX | |
| 208 | 909106 | .5 | 164.6816 | 1 | 164.6816 | A3L704C1 | 1 | 43908 | .0037506 | XX | |
| 209 | 909306 | 1 | 14.67481 | 1 | 14.67481 | A3L805C1 | 1 | 43908 | .00033422 | XX | |
| 210 | 909107 | .5 | 0 | 1 | 0 | A3L705C1 | 1 | 43908 | 0 | XX | |
| 211 | 909307 | 1 | 0 | 1 | 0 | A3L806C1 | 1 | 43908 | 0 | XX | |
| 212 | 909308 | 1 | -147.3716 | 1 | -147.3716 | A3L807C1 | 1 | 43908 | -.00335636 | XX | |
| 213 | 909108 | .5 | -3147 | 1 | -3147 | A3L706C1 | 1 | 43908 | -.07169 | XX | |
| 214 | 909309 | 1 | 66.56946 | 1 | 66.56946 | A3L808C1 | 1 | 43908 | .00151611 | XX | |
| 215 | 909109 | .5 | 1344 | 1 | 1344 | A3L707C1 | 1 | 43908 | .03061 | XX | |
| 216 | 909311 | 1 | 22.5101 | 1 | 22.5101 | A3L809C1 | 1 | 43908 | .00051266 | XX | |
| 217 | 909111 | .5 | 513.2139 | 1 | 513.2139 | A3L708C1 | 1 | 43908 | .01169 | XX | |
| 218 | 909113 | .5 | .70704 | 1 | .70704 | A3L709C1 | 1 | 43908 | .0000161 | XX | |
| 219 | 909313 | 1 | .12855 | 1 | .12855 | A3L810C1 | 1 | 43908 | .00000293 | XX | |
| 220 | 909117 | .5 | 34.9661 | 1 | 34.9661 | A3L711C1 | 1 | 43908 | .00079635 | XX | |
| 221 | 909317 | 1 | 2.05683 | 1 | 2.05683 | A3L812C1 | 1 | 43908 | .00004684 | XX | |
| 222 | 909120 | .5 | 7.46958 | 1 | 7.46958 | A3L714C1 | 1 | 43908 | .00017012 | XX | |
| 223 | 909320 | 1 | .47412 | 1 | .47412 | A3L815C1 | 1 | 43908 | .0000108 | XX | |
| 224 | 909127 | .5 | 146.4761 | 1 | 146.4761 | A3L720C1 | 1 | 43908 | .00333597 | XX | |
| 225 | 909327 | 1 | 6.48969 | 1 | 6.48969 | A3L821C1 | 1 | 43908 | .0001478 | XX | |

| LINE | CODE | VARIABLE | | ASSIGN'T % | | VARIABLE | | SEM | | EXPENSE | |
|------------|------------|---------------|-------------|------------|-------------|----------|-------------|-------------|-----------|---------|--|
| | | EXPENSE | | TH(S) | | EXPENSE | | CASES_OF C8 | | RATIO | |
| | | REGR C2*C4 | | IF C2 NOT= | | EXPENSE | | 1: B6L116C1 | | | |
| | | NO REGR C3*C4 | | BLANK THEN | | ASSIGNED | | 2: B6L117C1 | | | |
| | | VARIABILITY | IF C2=BLANK | GETC1 | TO | ANNUAL- | 3: B6L118C1 | UNIT | SEM/ | | |
| PERCENTAGE | THEN C3*C4 | ('TH(S)') | TH(S) | IZATION | 4: B6L119C1 | COST | VARIABLE | | | | |
| | | ELSE C2*C4 | ELSE C6 | C5*C6 | SOURCE | PERIOD | 5: B6L120C1 | C7/C9 | C7/C5 | | |
| | | (4) | (5) | (6) | (7) | | (8) | (9) | (10) | | |
| 226 | 909137 | .5 | 121.353 | 1 | 121.353 | A3L724C1 | 1 | 43908 | .00276379 | XX | |
| 227 | 909337 | 1 | 5.39918 | 1 | 5.39918 | A3L825C1 | 1 | 43908 | .00012297 | XX | |
| 228 | 909139 | .5 | 18.39417 | 1 | 18.39417 | A3L725C1 | 1 | 43908 | .00041892 | XX | |
| 229 | 909339 | 1 | 1.28257 | 1 | 1.28257 | A3L826C1 | 1 | 43908 | .00002921 | XX | |
| 230 | 809140 | 1 | 222.6517 | 1 | 222.6517 | A3L441C1 | 1 | 43908 | .00507086 | XX | |
| 231 | 809340 | 1 | 19.92554 | 1 | 19.92554 | A3L641C1 | 1 | 43908 | .0004538 | XX | |
| 232 | 809139 | .5 | 17.6265 | 1 | 17.6265 | A3L440C1 | 1 | 43908 | .00040144 | XX | |
| 233 | 809339 | 1 | 0 | 1 | 0 | A3L640C1 | 1 | 43908 | 0 | XX | |
| 234 | | .5583 | 1066 | 1 | 1066 | XX | XX | XX | .02428 | XX | |
| 235 | | .5583 | 0 | 1 | 0 | 1.0 | 1 | 43908 | 0 | XX | |
| 236 | | XX | 1197 | XX | 1197 | XX | XX | XX | .02728 | XX | |
| 237 | 909802 | .5 | 77044 | 1 | 77044 | 1.0 | 1 | 43908 | 1.75466 | XX | |
| 238 | 909803 | .5 | 6859 | 1 | 6859 | 1.0 | 1 | 43908 | .15622 | XX | |
| 239 | 909804 | .5 | .45946 | 1 | .45946 | 1.0 | 1 | 43908 | .00001046 | XX | |
| 240 | 909805 | .5 | 0 | 1 | 0 | 1.0 | 1 | 43908 | 0 | XX | |
| 241 | 909806 | .5 | 1029 | 1 | 1029 | 1.0 | 1 | 43908 | .02345 | XX | |
| 242 | 909807 | .5 | 0 | 1 | 0 | 1.0 | 1 | 43908 | 0 | XX | |
| 243 | 909808 | .5 | -10763 | 1 | -10763 | 1.0 | 1 | 43908 | -.24513 | XX | |
| 244 | 909809 | .5 | 4324 | 1 | 4324 | 1.0 | 1 | 43908 | .09848 | XX | |
| 245 | 909811 | .5 | 1356 | 1 | 1356 | 1.0 | 1 | 43908 | .0309 | XX | |
| 246 | 909813 | .5 | 7.28932 | 1 | 7.28932 | 1.0 | 1 | 43908 | .00016601 | XX | |
| 247 | 909817 | .5 | 142.5889 | 1 | 142.5889 | 1.0 | 1 | 43908 | .00324744 | XX | |
| 248 | 909820 | .5 | 90.51837 | 1 | 90.51837 | 1.0 | 1 | 43908 | .00206154 | XX | |
| 249 | 909827 | .5 | 396.0707 | 1 | 396.0707 | 1.0 | 1 | 43908 | .00902044 | XX | |
| 250 | 909837 | .5 | 265.1974 | 1 | 265.1974 | 1.0 | 1 | 43908 | .00603983 | XX | |
| 251 | 909839 | .5 | 89.04176 | 1 | 89.04176 | 1.0 | 1 | 43908 | .00202791 | XX | |
| 252 | 909857 | 1 | 140.9684 | 1 | 140.9684 | 1.0 | 1 | 43908 | .00321053 | XX | |
| 253 | | .50044 | 80982 | 1 | 80982 | XX | XX | XX | 1.84437 | XX | |
| 254 | | .50044 | 0 | 1 | 0 | 1.0 | 1 | 43908 | 0 | XX | |
| 255 | | XX | 80982 | XX | 80982 | XX | XX | XX | 1.84437 | XX | |

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|--------------------------------|---------------------------------|-----------|--|-----------|---|
| | | | | | | | |
| 101 | 809002 | DIESEL ROAD LOCOMOTIVE REPAIRS | 6 | A3L302C12 | 0 | A3L302C12 | 44209 |
| 102 | 809004 | OTHER ROAD LOCOMOTIVE REPAIRS | 6 | A3L304C12 | 0 | A3L304C12 | 0 |
| 103 | 809022 | CABOOSE REPAIRS | 0 | A3L323C12 | 0 | A3L323C12 | 0 |
| 104 | 002 | LOCO/ROAD PORTION | 2 | A2L102C44 | 0 | B9L453C3 | 204.9357 |
| 105 | 002 | FC/CABOOSE PORTION | 2 | A2L102C44 | 0 | B9L201C33 | 0 |
| 106 | 005 | LOCO/ROAD PORTION | 2 | A2L105C44 | 0 | B9L454C3 | 46.53021 |
| 107 | 005 | FC/CABOOSE PORTION | 2 | A2L105C44 | 0 | B9L202C33 | 0 |
| 108 | 024 | LOCO/ROAD PORTION | 2 | A2L120C44 | 0 | B9L455C3 | 0 |
| 109 | 024 | FC/CABOOSE PORTION | 2 | A2L120C44 | 0 | B9L203C33 | 0 |
| 110 | 028 | ROAD PORTION | 2 | A2L124C44 | 0 | B9L403C3 | 0 |
| 111 | 032 | LOCO SHOP REPAIR | 6 | A2L128C44 | 0 | B9L404C3 | 579.3527 |
| 112 | 033 | CABOOSE PORTION | 16 | A2L129C44 | 0 | B9L204C33 | 0 |
| 113 | 101 | LOCO SERVICING FACILITY | 6 | A2L131C44 | 0 | B9L405C3 | 42.47689 |
| 114 | 114 | LOCO/ROAD PORTION | 2 | A2L144C44 | 0 | B9L456C3 | 334.68 |
| 115 | 114 | FC/CABOOSE PORTION | 2 | A2L144C44 | 0 | B9L205C33 | 0 |
| 116 | 117 | LOCO/ROAD PORTION | 2 | A2L147C44 | 0 | B9L457C3 | 0 |
| 117 | 117 | FC/CABOOSE PORTION | 2 | A2L147C44 | 0 | B9L206C33 | 0 |
| 118 | 126 | LOCO/ROAD PORTION | 2 | A2L156C44 | 0 | B9L458C3 | 0 |
| 119 | 126 | FC/CABOOSE PORTION | 2 | A2L156C44 | 0 | B9L207C33 | 0 |
| 120 | 129 | LOCO/ROAD PORTION-(CR) | 2 | A2L159C44 | 0 | B9L459C3 | 0 |
| 121 | 129 | FC/CABOOSE PORTION-(CR) | 2 | A2L159C44 | 0 | B9L208C33 | 0 |
| 122 | 141 | LOCO/ROAD PORTION | 2 | A2L171C44 | 0 | B9L460C3 | 0 |
| 123 | 141 | FC/CABOOSE PORTION | 2 | A2L171C44 | 0 | B9L209C33 | 0 |
| 124 | 144 | LOCO/ROAD PORTION-(CR) | 2 | A2L174C44 | 0 | B9L461C3 | 0 |
| 125 | 144 | FC/CABOOSE PORTION-(CR) | 2 | A2L174C44 | 0 | B9L210C33 | 0 |
| 126 | 147 | LOCO/ROAD PORTION | 2 | A2L177C44 | 0 | B9L462C3 | 0 |
| 127 | 147 | FC/CABOOSE PORTION | 2 | A2L177C44 | 0 | B9L211C33 | 0 |
| 128 | 150 | M OF W&S OTHER L/R | 0 | A2L180C44 | 0 | B9L463C3 | 56.82936 |
| 129 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L464C3 | 93.44437 |
| 130 | 307 | WORK & NR EQUIP REPAIR | 2 | A2L245C44 | 0 | B9L465C3 | 46.51751 |
| 131 | 150 | M OF W&S OTHER FC/C | 0 | A2L180C44 | 0 | B9L212C33 | 0 |
| 132 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C33 | 0 |
| 133 | 307 | WORK & NR EQUIP REPAIR FC/C | 2 | A2L245C44 | 0 | B9L214C33 | 0 |
| 134 | 201 | LOCO ADMINISTRATION | 6 | A2L201C44 | 0 | B9L408C3 | 8253 |
| 135 | 203 | LOCO MACH REPAIR | 0 | A2L203C44 | 0 | B9L409C3 | 7.62937 |
| 136 | 204 | LOCO EQUIP DAMAGED | 6 | A2L204C44 | 0 | B9L410C3 | 0 |
| 137 | 205 | LOCO FRINGES | 6 | A2L205C44 | 0 | B9L411C3 | 6080 |
| 138 | 206 | LOCO OTHER CASUALTIES | 6 | A2L206C44 | 0 | B9L412C3 | 0 |
| 139 | 209 | ROAD PORTION | 6 | A2L209C44 | 0 | B9L413C3 | 0 |
| 140 | 210 | ROAD PORTION-(CR) | 6 | A2L210C44 | 0 | B9L414C3 | 0 |
| 141 | 214 | ROAD PORTION | 6 | A2L214C44 | 0 | B9L415C3 | 0 |
| 142 | 215 | ROAD PORTION-(CR) | 6 | A2L215C44 | 0 | B9L416C3 | 0 |
| 143 | 217 | ROAD PORTION | 6 | A2L217C44 | 0 | B9L417C3 | 0 |
| 144 | 218 | LOCO OTHER ROAD | 0 | A2L218C44 | 0 | B9L418C3 | -197.279 |
| 145 | 216 | LOCO DAMAGES BILLED-(CR) | 0 | A2L216C44 | 0 | B9L419C3 | -1277 |
| 146 | 220 | CABOOSE PORTION | 16 | A2L220C44 | 0 | B9L215C33 | 0 |
| 147 | 222 | CABOOSE PORTION | 0 | A2L222C44 | 0 | B9L216C33 | 0 |
| 148 | 223 | CABOOSE PORTION | 16 | A2L223C44 | 0 | B9L217C33 | 0 |

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|------|---|---------------------------------|-----------|--|-----------|---|
| | | | | | | | |
| 149 | 224 | CABOOSE PORTION | 16 | A2L224C44 | 0 | B9L218C33 | 0 |
| 150 | 225 | CABOOSE PORTION | 16 | A2L225C44 | 0 | B9L219C33 | 0 |
| 151 | 228 | CABOOSE PORTION | 16 | A2L228C44 | 0 | B9L220C33 | 0 |
| 152 | 229 | CABOOSE PORTION-(CR) | 16 | A2L229C44 | 0 | B9L221C33 | 0 |
| 153 | 233 | CABOOSE PORTION | 16 | A2L233C44 | 0 | B9L222C33 | 0 |
| 154 | 234 | CABOOSE PORTION-(CR) | 16 | A2L234C44 | 0 | B9L223C33 | 0 |
| 155 | 236 | CABOOSE PORTION | 16 | A2L236C44 | 0 | B9L224C33 | 0 |
| 156 | 237 | FC OTHER CAB | 0 | A2L237C44 | 0 | B9L225C33 | 0 |
| 157 | 235 | DAMAGE BILLED CABOOSE PORTION-(CR) | 0 | A2L235C44 | 0 | B9L226C33 | 0 |
| 158 | 413 | CLEARING WRECKS | 8 | A2L313C44 | 7644 | A2L313C44 | 0 |
| 159 | 404 | DISPATCHING TRAINS | 0 | A2L304C44 | 0 | A2L304C44 | 10690 |
| 160 | 405 | OPERATING SIGNALS | 0 | A2L305C44 | 0 | A2L305C44 | 0 |
| 161 | 406 | OPERATING DRAWBRIDGES | 0 | A2L306C44 | 0 | A2L306C44 | 0 |
| 162 | 407 | HIGHWAY CROSSINGS | 0 | A2L307C44 | 0 | A2L307C44 | 0 |
| 163 | 408 | TRAIN INSPECTION | 7 | A2L308C44 | 0 | A2L308C44 | 13749 |
| 164 | 409 | LOCOMOTIVE FUEL | 5 | A2L309C44 | 0 | A2L309C44 | 116653 |
| 165 | 410 | TRAIN ELECTRIC POWER | 5 | A2L310C44 | 0 | A2L310C44 | 0 |
| 166 | 411 | LOCOMOTIVE SERVICING | 6 | A2L311C44 | 0 | A2L311C44 | 8398 |
| 167 | 402 | ENGINE CREWS | 3 | A2L302C44 | 0 | A2L302C44 | 64627 |
| 168 | 403 | TRAIN CREWS | 3 | A2L303C44 | 0 | A2L303C44 | 62754 |
| 169 | | SUBTOTAL REGRESSION DERIVED :SUM L158-163 | XX | XX | 7644 | XX | XX |
| 170 | | SUBTOTAL REGRESSION DERIVED :SUM L164-168 | XX | XX | 0 | XX | XX |
| 171 | | SUBTOTAL NONREGRESSED :SUM L158-168 | XX | XX | XX | XX | 276871 |
| 172 | | TOTAL : L169+L170+L171 | XX | XX | 7644 | XX | 276871 |
| 173 | 401 | TRAIN ADMINISTRATION | 4 | A2L301C44 | 0 | A2L301C44 | 8237 |
| 174 | 414 | TRAIN FRINGES | 4 | A2L314C44 | 0 | A2L314C44 | 80432 |
| 175 | 415 | TRAIN OTHER CASUALTIES | 4 | A2L315C44 | 0 | A2L315C44 | 9419 |
| 176 | 416 | TRAIN JT FACILITY - DR | 4 | A2L316C44 | 0 | A2L316C44 | 4678 |
| 177 | 417 | TRAIN JT FACILITY - (CR) | 4 | A2L317C44 | 0 | A2L317C44 | 3528 |
| 178 | 418 | TRAIN OTHER | 4 | A2L318C44 | 0 | A2L318C44 | 734 |
| 179 | 005 | M OF W&S ADMIN TRANS POWER | 2 | A2L105C44 | 0 | B9L471C3 | 31.47275 |
| 180 | 024 | ROAD DAMAGE OTHER/TRANS/POWER | 2 | A2L120C44 | 0 | B9L472C3 | 0 |
| 181 | 114 | FRINGES OTHER/TRANS/POWER | 2 | A2L144C44 | 0 | B9L473C3 | 226.3755 |
| 182 | 117 | CASUALTIES OTHER/TRANS/ELEC POWER | 2 | A2L147C44 | 0 | B9L474C3 | 0 |
| 183 | 126 | JT FAC RENT DR O/TRANS/ELEC POWER | 2 | A2L156C44 | 0 | B9L475C3 | 0 |
| 184 | 129 | JT FAC RENT (CR) - O/TRANS ELEC POWER | 2 | A2L159C44 | 0 | B9L476C3 | 0 |
| 185 | 141 | JT FAC - DR - O/TRANS/ELEC POWER | 2 | A2L171C44 | 0 | B9L477C3 | 0 |
| 186 | 144 | JT FAC - (CR) O/TRANS/ELEC POWER | 2 | A2L174C44 | 0 | B9L478C3 | 0 |
| 187 | 147 | DISMANTLING - OT/TRANS/ELEC POWER | 2 | A2L177C44 | 0 | B9L479C3 | 0 |
| 188 | 150 | OTHER TRANS/ELEC POWER | 0 | A2L180C44 | 0 | B9L480C3 | 38.43902 |
| 189 | 110 | SMALL TOOLS/ELEC POWER | 2 | A2L140C44 | 0 | B9L481C3 | 63.20519 |
| 190 | 307 | WORK EQUIP AND NR EQ REP/TRANS/EP | 2 | A2L245C44 | 0 | B9L482C3 | 31.46415 |
| 191 | | SUBTOTAL OPER. EXPENSES :(SUM L101-119)+L122+L123 +(SUM L126-139)+L141+L143+L144+(SUM L146-151)+L153+L155 +L156+(SUM L158-168)+(SUM L173-176)+(SUM L178-183)+L185 +(SUM L187-190)-(L120+L121+L124+L125 +L140+L142+L145 +L152+L154+L157 +L177+L184+L186) | XX | XX | 7644 | XX | 438269 |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (4) | VARIABLE EXPENSE IF C2 NOT= BLANK THEN GETC1 ('GTM(C) ') ELSE C6 (5) | ASSIGN'T % GTM(C) GTM(C) (6) | VARIABLE EXPENSE ASSIGNED TO GTM(C) C5*C6 (7) | SOURCE | ANNUAL- IZATION PERIOD (8) | GTM(C) CASES_OF C8 1: A1L122C1 2: A1L122C6 3: A1L122C7 4: A1L122C8 5: A1L122C9 (9) | UNIT COST C7 /C9 (10) | EXPENSE RATIO GTM(C) VARIABLE C7 /C5 (11) |
|------|--------|--|---|---------------------------------------|---|----------|-------------------------------------|---|--------------------------------|--|
| | | | | | | | | | | |
| 101 | 809002 | .50513 | 22331 | .41385 | 9241 | A3L302C1 | 3 | 95999488 | .00009627 | .41385 |
| 102 | 809004 | .50513 | 0 | .41385 | 0 | A3L304C1 | 3 | 95999488 | 0 | 0 |
| 103 | 809022 | .86 | 0 | 0 | 0 | A3L323C1 | 3 | 0 | 0 | 0 |
| 104 | 002 | .45544 | 93.33593 | .41371 | 38.61387 | A2L102C1 | 5 | 99152992 | .00000039 | .41371 |
| 105 | 002 | .45544 | 0 | 0 | 0 | A2L102C1 | 5 | 0 | 0 | 0 |
| 106 | 005 | .45544 | 21.19173 | .41371 | 8.7672 | A2L105C1 | 5 | 99152992 | .00000009 | .41371 |
| 107 | 005 | .45544 | 0 | 0 | 0 | A2L105C1 | 5 | 0 | 0 | 0 |
| 108 | 024 | .40442 | 0 | .40966 | 0 | A2L120C1 | 1 | 82237584 | 0 | 0 |
| 109 | 024 | .40442 | 0 | 0 | 0 | A2L120C1 | 1 | 0 | 0 | 0 |
| 110 | 028 | .45544 | 0 | .41371 | 0 | A2L124C1 | 5 | 99152992 | 0 | 0 |
| 111 | 032 | .51533 | 298.5586 | .41371 | 123.5162 | A2L128C1 | 5 | 99152992 | .00000125 | .41371 |
| 112 | 033 | .27935 | 0 | 0 | 0 | A2L129C1 | 5 | 0 | 0 | 0 |
| 113 | 101 | .51533 | 21.88967 | .41371 | 9.05594 | A2L131C1 | 5 | 99152992 | .00000009 | .41371 |
| 114 | 114 | .45544 | 152.4267 | .41371 | 63.06024 | A2L144C1 | 5 | 99152992 | .00000064 | .41371 |
| 115 | 114 | .45544 | 0 | 0 | 0 | A2L144C1 | 5 | 0 | 0 | 0 |
| 116 | 117 | .40442 | 0 | .40966 | 0 | A2L147C1 | 1 | 82237584 | 0 | 0 |
| 117 | 117 | .40442 | 0 | 0 | 0 | A2L147C1 | 1 | 0 | 0 | 0 |
| 118 | 126 | .40442 | 0 | .40966 | 0 | A2L156C1 | 1 | 82237584 | 0 | 0 |
| 119 | 126 | .40442 | 0 | 0 | 0 | A2L156C1 | 1 | 0 | 0 | 0 |
| 120 | 129 | .40442 | 0 | .40966 | 0 | A2L159C1 | 1 | 82237584 | 0 | 0 |
| 121 | 129 | .40442 | 0 | 0 | 0 | A2L159C1 | 1 | 0 | 0 | 0 |
| 122 | 141 | .40442 | 0 | .40966 | 0 | A2L171C1 | 1 | 82237584 | 0 | 0 |
| 123 | 141 | .40442 | 0 | 0 | 0 | A2L171C1 | 1 | 0 | 0 | 0 |
| 124 | 144 | .40442 | 0 | .40966 | 0 | A2L174C1 | 1 | 82237584 | 0 | 0 |
| 125 | 144 | .40442 | 0 | 0 | 0 | A2L174C1 | 1 | 0 | 0 | 0 |
| 126 | 147 | .40442 | 0 | .40966 | 0 | A2L177C1 | 1 | 82237584 | 0 | 0 |
| 127 | 147 | .40442 | 0 | 0 | 0 | A2L177C1 | 1 | 0 | 0 | 0 |
| 128 | 150 | .50513 | 28.70605 | .40966 | 11.75965 | A2L180C1 | 1 | 82237584 | .00000014 | .40966 |
| 129 | 110 | .45544 | 42.55832 | .41371 | 17.60674 | A2L140C1 | 5 | 99152992 | .00000018 | .41371 |
| 130 | 307 | .44654 | 20.7719 | .41385 | 8.59648 | A2L245C1 | 3 | 95999488 | .00000009 | .41385 |
| 131 | 150 | .86 | 0 | 0 | 0 | A2L180C1 | 1 | 0 | 0 | 0 |
| 132 | 110 | .45544 | 0 | 0 | 0 | A2L140C1 | 5 | 0 | 0 | 0 |
| 133 | 307 | .44654 | 0 | 0 | 0 | A2L245C1 | 3 | 0 | 0 | 0 |
| 134 | 201 | .50513 | 4169 | .41385 | 1725 | A2L201C1 | 3 | 95999488 | .00001797 | .41385 |
| 135 | 203 | .50513 | 3.8538 | .41385 | 1.5949 | A2L203C1 | 3 | 95999488 | .00000002 | .41385 |
| 136 | 204 | .46396 | 0 | .40966 | 0 | A2L204C1 | 1 | 82237584 | 0 | 0 |
| 137 | 205 | .50513 | 3071 | .41385 | 1271 | A2L205C1 | 3 | 95999488 | .00001324 | .41385 |
| 138 | 206 | .46396 | 0 | .40966 | 0 | A2L206C1 | 1 | 82237584 | 0 | 0 |
| 139 | 209 | .46396 | 0 | .40966 | 0 | A2L209C1 | 1 | 82237584 | 0 | 0 |
| 140 | 210 | .46396 | 0 | .40966 | 0 | A2L210C1 | 1 | 82237584 | 0 | 0 |
| 141 | 214 | .46396 | 0 | .40966 | 0 | A2L214C1 | 1 | 82237584 | 0 | 0 |
| 142 | 215 | .46396 | 0 | .40966 | 0 | A2L215C1 | 1 | 82237584 | 0 | 0 |
| 143 | 217 | .46396 | 0 | .40966 | 0 | A2L217C1 | 1 | 82237584 | 0 | 0 |
| 144 | 218 | .50513 | -99.65104 | .40966 | -40.8228 | A2L218C1 | 1 | 82237584 | -.00000005 | .40966 |
| 145 | 216 | .50513 | -645.1292 | .41385 | -266.9876 | A2L216C1 | 3 | 95999488 | -.00000278 | .41385 |
| 146 | 220 | .25651 | 0 | 0 | 0 | A2L220C1 | 3 | 0 | 0 | 0 |
| 147 | 222 | .86 | 0 | 0 | 0 | A2L222C1 | 3 | 0 | 0 | 0 |
| 148 | 223 | .2052 | 0 | 0 | 0 | A2L223C1 | 1 | 0 | 0 | 0 |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (4) | VARIABLE EXPENSE IF C2 NOT= BLANK THEN GETC1 ('GTM(C) ') ELSE C6 (6) | ASSIGN'T % GTM(C) GTM(C) C5*C6 (7) | VARIABLE EXPENSE TO GTM(C) C5*C6 SOURCE | ANNUAL- IZATION PERIOD (8) | GTM(C) CASES_OF C8 1: A1L122C1 2: A1L122C6 3: A1L122C7 4: A1L122C8 5: A1L122C9 (9) | UNIT COST C7 /C9 (10) | EXPENSE RATIO GTM(C) VARIABLE C7 /C5 (11) |
|------|--------|--|---|--|--|-------------------------------------|---|--------------------------------|--|
| | | | | | | | | | |
| 149 | 224 | .25651 | 0 | 0 | 0 A2L224C1 | 3 | 0 | 0 | 0 |
| 150 | 225 | .2052 | 0 | 0 | 0 A2L225C1 | 1 | 0 | 0 | 0 |
| 151 | 228 | .2052 | 0 | 0 | 0 A2L228C1 | 1 | 0 | 0 | 0 |
| 152 | 229 | .2052 | 0 | 0 | 0 A2L229C1 | 1 | 0 | 0 | 0 |
| 153 | 233 | .2052 | 0 | 0 | 0 A2L233C1 | 1 | 0 | 0 | 0 |
| 154 | 234 | .2052 | 0 | 0 | 0 A2L234C1 | 1 | 0 | 0 | 0 |
| 155 | 236 | .2052 | 0 | 0 | 0 A2L236C1 | 1 | 0 | 0 | 0 |
| 156 | 237 | .86 | 0 | 0 | 0 A2L237C1 | 1 | 0 | 0 | 0 |
| 157 | 235 | .86 | 0 | 0 | 0 A2L235C1 | 3 | 0 | 0 | 0 |
| 158 | 413 | .39372 | 3009 | 0 | 0 A2L313C1 | 1 | 0 | 0 | 0 |
| 159 | 404 | 0 | 0 | 0 | 0 A2L304C1 | 1 | 0 | 0 | 0 |
| 160 | 405 | 0 | 0 | 0 | 0 A2L305C1 | 1 | 0 | 0 | 0 |
| 161 | 406 | 0 | 0 | 0 | 0 A2L306C1 | 1 | 0 | 0 | 0 |
| 162 | 407 | 0 | 0 | 0 | 0 A2L307C1 | 1 | 0 | 0 | 0 |
| 163 | 408 | .38908 | 5349 | 0 | 0 A2L308C1 | 1 | 0 | 0 | 0 |
| 164 | 409 | .87611 | 102200 | .40966 | 41867 A2L309C1 | 1 | 82237584 | .0005091 | .40966 |
| 165 | 410 | .87611 | 0 | .40966 | 0 A2L310C1 | 1 | 82237584 | 0 | 0 |
| 166 | 411 | .46396 | 3896 | .40966 | 1596 A2L311C1 | 1 | 82237584 | .00001941 | .40966 |
| 167 | 402 | .6874 | 44424 | 0 | 0 A2L302C1 | 1 | 0 | 0 | 0 |
| 168 | 403 | .6874 | 43136 | 0 | 0 A2L303C1 | 1 | 0 | 0 | 0 |
| 169 | | 0 | 3009 | 0 | 0 XX | XX | XX | 0 | 0 |
| 170 | | 0 | 0 | 0 | 0 XX | XX | XX | 0 | 0 |
| 171 | XX | | 199008 | XX | 43463 XX | XX | XX | .00052851 | XX |
| 172 | .71004 | | 202017 | .21515 | 43463 XX | XX | XX | .00052851 | .21515 |
| 173 | 401 | .64658 | 5325 | .21515 | 1145 A2L301C1 | 1 | 82237584 | .00001393 | .21515 |
| 174 | 414 | .64658 | 52005 | .21515 | 11188 A2L314C1 | 1 | 82237584 | .00013605 | .21515 |
| 175 | 415 | .64658 | 6090 | .21515 | 1310 A2L315C1 | 1 | 82237584 | .00001593 | .21515 |
| 176 | 416 | .64658 | 3024 | .21515 | 650.7516 A2L316C1 | 1 | 82237584 | .00000791 | .21515 |
| 177 | 417 | .64658 | 2281 | .21515 | 490.7763 A2L317C1 | 1 | 82237584 | .00000597 | .21515 |
| 178 | 418 | .64658 | 474.5864 | .21515 | 102.106 A2L318C1 | 1 | 82237584 | .00000124 | .21515 |
| 179 | 005 | .45544 | 14.33395 | .41371 | 5.93008 A2L105C1 | 5 | 99152992 | .00000006 | .41371 |
| 180 | 024 | .40442 | 0 | .40966 | 0 A2L120C1 | 1 | 82237584 | 0 | 0 |
| 181 | 114 | .45544 | 103.1005 | .41371 | 42.65356 A2L144C1 | 5 | 99152992 | .00000043 | .41371 |
| 182 | 117 | .40442 | 0 | .40966 | 0 A2L147C1 | 1 | 82237584 | 0 | 0 |
| 183 | 126 | .40442 | 0 | .40966 | 0 A2L156C1 | 1 | 82237584 | 0 | 0 |
| 184 | 129 | .40442 | 0 | .40966 | 0 A2L159C1 | 1 | 82237584 | 0 | 0 |
| 185 | 141 | .40442 | 0 | .40966 | 0 A2L171C1 | 1 | 82237584 | 0 | 0 |
| 186 | 144 | .40442 | 0 | .40966 | 0 A2L174C1 | 1 | 82237584 | 0 | 0 |
| 187 | 147 | .40442 | 0 | .40966 | 0 A2L177C1 | 1 | 82237584 | 0 | 0 |
| 188 | 150 | .87611 | 33.67686 | .40966 | 13.79598 A2L180C1 | 1 | 82237584 | .00000017 | .40966 |
| 189 | 110 | .45544 | 28.78618 | .41371 | 11.90909 A2L140C1 | 5 | 99152992 | .00000012 | .41371 |
| 190 | 307 | .44654 | 14.04998 | .41385 | 5.8146 A2L245C1 | 3 | 95999488 | .00000006 | .41385 |
| 191 | XX | | 297651 | XX | 70197 XX | XX | XX | .0008311 | XX |

| +-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | | | |
|---|--------|------------|----------|-------------|---------|------------|----------|-------------|---------|------------|----------|--|--|
| | | ASSGN'T % | | | | ASSGN'T % | | | | LRM | | | |
| | | CM | VARIABLE | CASES_OF C8 | | LRM | VARIABLE | CASES_OF C8 | | | | | |
| | | IF C2 NOT= | EXPENSE | 1: ALL114C1 | | IF C2 NOT= | EXPENSE | 1: ALL108C1 | | | EXPENSE | | |
| | | BLANK THEN | ASSIGNED | 2: ALL114C6 | | BLANK THEN | ASSIGNED | 2: ALL108C6 | | | RATIO | | |
| | | GETC1 | TO | 3: ALL114C7 | UNIT | GETC1 | TO | 3: ALL108C7 | UNIT | | LRM/ | | |
| | | ('CM') | CM | 4: ALL114C8 | COST | ('LRM') | LRM | 4: ALL108C8 | COST | | VARIABLE | | |
| LINE | CODE | ELSE C12 | C5*C12 | 5: ALL114C9 | C13/C14 | ELSE C17 | C5*C17 | 5: ALL108C9 | C18/C19 | | C18/C5 | | |
| | | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | (20) | (21) | | |
| +-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+ | | | | | | | | | | | | | |
| 101 | 809002 | 0 | 0 | 0 | 0 | 0 | .50582 | 11295 | 32673 | .34571 | .50582 | | |
| 102 | 809004 | 0 | 0 | 0 | 0 | 0 | .50582 | 0 | 32673 | 0 | 0 | | |
| 103 | 809022 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 104 | 002 | 0 | 0 | 0 | 0 | 0 | .50564 | 47.19474 | 33912 | .00139167 | .50564 | | |
| 105 | 002 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 106 | 005 | 0 | 0 | 0 | 0 | 0 | .50564 | 10.71547 | 33912 | .00031598 | .50564 | | |
| 107 | 005 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 108 | 024 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 109 | 024 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 110 | 028 | 0 | 0 | 0 | 0 | 0 | .50564 | 0 | 33912 | 0 | 0 | | |
| 111 | 032 | 0 | 0 | 0 | 0 | 0 | .50564 | 150.9643 | 33912 | .00445161 | .50564 | | |
| 112 | 033 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 113 | 101 | 0 | 0 | 0 | 0 | 0 | .50564 | 11.06838 | 33912 | .00032638 | .50564 | | |
| 114 | 114 | 0 | 0 | 0 | 0 | 0 | .50564 | 77.07363 | 33912 | .00227273 | .50564 | | |
| 115 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 116 | 117 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 117 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 118 | 126 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 119 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 120 | 129 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 121 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 122 | 141 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 123 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 124 | 144 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 125 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 126 | 147 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 127 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 128 | 150 | 0 | 0 | 0 | 0 | 0 | .50069 | 14.37291 | 28200 | .00050966 | .50069 | | |
| 129 | 110 | 0 | 0 | 0 | 0 | 0 | .50564 | 21.51935 | 33912 | .00063456 | .50564 | | |
| 130 | 307 | 0 | 0 | 0 | 0 | 0 | .50582 | 10.50681 | 32673 | .00032157 | .50582 | | |
| 131 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 132 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 133 | 307 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 134 | 201 | 0 | 0 | 0 | 0 | 0 | .50582 | 2108 | 32673 | .06454 | .50582 | | |
| 135 | 203 | 0 | 0 | 0 | 0 | 0 | .50582 | 1.94932 | 32673 | .00005966 | .50582 | | |
| 136 | 204 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 137 | 205 | 0 | 0 | 0 | 0 | 0 | .50582 | 1553 | 32673 | .04755 | .50582 | | |
| 138 | 206 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 139 | 209 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 140 | 210 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 141 | 214 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 142 | 215 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 143 | 217 | 0 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 | 0 | | |
| 144 | 218 | 0 | 0 | 0 | 0 | 0 | .50069 | -49.89453 | 28200 | -.00176927 | .50069 | | |
| 145 | 216 | 0 | 0 | 0 | 0 | 0 | .50582 | -326.3182 | 32673 | -.00998717 | .50582 | | |
| 146 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 147 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 148 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

| LINE | CODE | ASSIGN'T % | VARIABLE | CASES_OF C8 | EXPENSE | ASSIGN'T % | VARIABLE | CASES_OF C8 | EXPENSE |
|------|------|---|---|---|--|---|---|--|---|
| | | CM IF C2 NOT= BLANK THEN GETC1 ('CM') ELSE C12 (12) | EXPENSE ASSIGNED TO CM C5*C12 (13) | CM 1: A1L114C1 2: A1L114C6 3: A1L114C7 4: A1L114C8 5: A1L114C9 (14) | CM/ RATIO VARIABLE C13/C5 (16) | LRM IF C2 NOT= BLANK THEN GETC1 ('LRM') ELSE C17 (17) | LRM EXPENSE ASSIGNED TO LRM C5*C17 (18) | LRM 1: A1L108C1 2: A1L108C6 3: A1L108C7 4: A1L108C8 5: A1L108C9 (19) | LRM/ RATIO VARIABLE C18/C5 (21) |
| 149 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 152 | 229 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 237 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 413 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 404 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 405 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 406 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 162 | 407 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | 408 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 164 | 409 | 0 | 0 | 0 | 0 | .50069 | 51171 | 28200 | 1.81454 .50069 |
| 165 | 410 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 |
| 166 | 411 | 0 | 0 | 0 | 0 | .50069 | 1950 | 28200 | .06918 .50069 |
| 167 | 402 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 168 | 403 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 169 | | 0 | 0 | XX | 0 | 0 | 0 | XX | 0 |
| 170 | | 0 | 0 | XX | 0 | 0 | 0 | XX | 0 |
| 171 | | XX | 0 | XX | 0 | XX | 53122 | XX | 1.88372 XX |
| 172 | | 0 | 0 | XX | 0 | .26296 | 53122 | XX | 1.88372 .26296 |
| 173 | 401 | 0 | 0 | 0 | 0 | .26296 | 1400 | 28200 | .04966 .26296 |
| 174 | 414 | 0 | 0 | 0 | 0 | .26296 | 13675 | 28200 | .48492 .26296 |
| 175 | 415 | 0 | 0 | 0 | 0 | .26296 | 1601 | 28200 | .05679 .26296 |
| 176 | 416 | 0 | 0 | 0 | 0 | .26296 | 795.3631 | 28200 | .0282 .26296 |
| 177 | 417 | 0 | 0 | 0 | 0 | .26296 | 599.8377 | 28200 | .02127 .26296 |
| 178 | 418 | 0 | 0 | 0 | 0 | .26296 | 124.7962 | 28200 | .00442529 .26296 |
| 179 | 005 | 0 | 0 | 0 | 0 | .50564 | 7.24788 | 33912 | .00021372 .50564 |
| 180 | 024 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 |
| 181 | 114 | 0 | 0 | 0 | 0 | .50564 | 52.13213 | 33912 | .00153726 .50564 |
| 182 | 117 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 |
| 183 | 126 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 |
| 184 | 129 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 |
| 185 | 141 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 |
| 186 | 144 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 |
| 187 | 147 | 0 | 0 | 0 | 0 | .50069 | 0 | 28200 | 0 |
| 188 | 150 | 0 | 0 | 0 | 0 | .50069 | 16.86175 | 28200 | .00059792 .50069 |
| 189 | 110 | 0 | 0 | 0 | 0 | .50564 | 14.55556 | 33912 | .00042921 .50564 |
| 190 | 307 | 0 | 0 | 0 | 0 | .50582 | 7.10674 | 32673 | .00021751 .50582 |
| 191 | | XX | 0 | XX | 0 | XX | 85797 | XX | 2.96574 XX |

| | | ASSIGN'T % | | | | ASSIGN'T % | | | | SEPARATION | | | |
|------|--------|------------|----------|-------------|---------|------------|------------|----------|------------|-------------|---------|----------|---------|
| | | TM | VARIABLE | CASES_OF C8 | | EXPENSE | IF C2 NOT= | TM | VARIABLE | CASES_OF C8 | | WAGE EXP | EXPENSE |
| | | IF C2 NOT= | EXPENSE | 1: A1L104C1 | | RATIO | BLANK THEN | EXPENSE | IF C2 NOT= | 1:A1L104C1 | | EXP | RATIO |
| | | BLANK THEN | ASSIGNED | 2: A1L104C6 | | | | ASSIGNED | BLANK THEN | 2:A1L104C6 | | | |
| | | GETC1 | TO | 3: A1L104C7 | UNIT | TM/ | GETC1 | TO | 3:A1L104C7 | | UNIT | TM/ | |
| | | ('TM') | TM | 4: A1L104C8 | COST | VARIABLE | ('TM') | TM | 4:A1L104C8 | | COST | VARIABLE | |
| LINE | CODE | ELSE C22 | C5*C22 | 5: A1L104C9 | C23/C24 | C23/C5 | ELSE C27 | C5*C27 | 5:A1L104C9 | | C28/C29 | C28/C5 | |
| | | (22) | (23) | (24) | (25) | (26) | (27) | (28) | (29) | | (30) | (31) | |
| 101 | 809002 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 102 | 809004 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 103 | 809022 | 1 | | 14978 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 104 | 002 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 105 | 002 | 1 | | 15610 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 106 | 005 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 107 | 005 | 1 | | 15610 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 108 | 024 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 109 | 024 | 1 | | 13126 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 110 | 028 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 111 | 032 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 112 | 033 | 1 | | 15610 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 113 | 101 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 114 | 114 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 115 | 114 | 1 | | 15610 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 116 | 117 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 117 | 117 | 1 | | 13126 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 118 | 126 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 119 | 126 | 1 | | 13126 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 120 | 129 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 121 | 129 | 1 | | 13126 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 122 | 141 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 123 | 141 | 1 | | 13126 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 124 | 144 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 125 | 144 | 1 | | 13126 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 126 | 147 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 127 | 147 | 1 | | 13126 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 128 | 150 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 129 | 110 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 130 | 307 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 131 | 150 | 1 | | 13126 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 132 | 110 | 1 | | 15610 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 133 | 307 | 1 | | 14978 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 134 | 201 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 135 | 203 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 136 | 204 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 137 | 205 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 138 | 206 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 139 | 209 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 140 | 210 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 141 | 214 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 142 | 215 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 143 | 217 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 144 | 218 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 145 | 216 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 146 | 220 | 1 | | 14978 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 147 | 222 | 1 | | 14978 | | 0 | 0 | 0 | 0 | 0 | | 0 | |
| 148 | 223 | 1 | | 13126 | | 0 | 0 | 0 | 0 | 0 | | 0 | |

| LINE | CODE | ASSIGN'T % | VARIABLE | TM | UNIT | COST | EXPENSE | IF C2 NOT= | VARIABLE | TM | SEPARATION | UNIT | COST | C28/C29 | C28/C5 |
|------|--------|---|---|--|-----------|--------|---|---|---|---|--|------|------|---------|--------|
| | | TM IF C2 NOT= BLANK THEN GETC1 ('TM') ELSE C22 (22) | EXPENSE ASSIGNED TO TM C5*C22 (23) | CASES_OF C8 1: A1L104C1 2: A1L104C6 3: A1L104C7 4: A1L104C8 5: A1L104C9 (24) | | | RATIO TM/ VARIABLE C23/C24 (25) | BLANK THEN GETC1 ('TM') ELSE C27 (26) | EXPENSE ASSIGNED TO TM C5*C27 (27) | CASES_OF C8 1:A1L104C1 2:A1L104C6 3:A1L104C7 4:A1L104C8 5:A1L104C9 (28) | OF CREW WAGE EXP C28/C29 (29) | | | | |
| 149 | 224 | 1 | 0 | 14978 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 225 | 1 | 0 | 13126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 228 | 1 | 0 | 13126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 152 | 229 | 1 | 0 | 13126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 233 | 1 | 0 | 13126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 234 | 1 | 0 | 13126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 236 | 1 | 0 | 13126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 237 | 1 | 0 | 13126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 235 | 1 | 0 | 14978 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 413 | 1 | 3009 | 13126 | .22928 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 404 | .8841 | 0 | 13126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 160 | 405 | .8841 | 0 | 13126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 161 | 406 | .8841 | 0 | 13126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 162 | 407 | .8841 | 0 | 13126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 163 | 408 | .8841 | 4729 | 13126 | .36031 | .8841 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 164 | 409 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 165 | 410 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 166 | 411 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 167 | 402 | 0 | 0 | 0 | 0 | 0 | .73798 | 32784 | 13126 | 2.49764 | .73798 | 0 | 0 | 0 | 0 |
| 168 | 403 | 0 | 0 | 0 | 0 | 0 | .73798 | 31834 | 13126 | 2.42526 | .73798 | 0 | 0 | 0 | 0 |
| 169 | 0 | 0 | 3009 | XX | .22928 | 1 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 |
| 170 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 |
| 171 | XX | 4729 | XX | .36031 | XX | XX | 64618 | XX | XX | 4.9229 | XX | 0 | 0 | 0 | 0 |
| 172 | .03831 | 7738 | XX | .58959 | .03831 | .31986 | 64618 | XX | XX | 4.9229 | .31986 | 0 | 0 | 0 | 0 |
| 173 | 401 | .03831 | 204.0246 | 13126 | .01554 | .03831 | .31986 | 1703 | 13126 | .12978 | .31986 | 0 | 0 | 0 | 0 |
| 174 | 414 | .03831 | 1992 | 13126 | .15178 | .03831 | .31986 | 16634 | 13126 | 1.2673 | .31986 | 0 | 0 | 0 | 0 |
| 175 | 415 | .03831 | 233.3019 | 13126 | .01777 | .03831 | .31986 | 1948 | 13126 | .14841 | .31986 | 0 | 0 | 0 | 0 |
| 176 | 416 | .03831 | 115.8707 | 13126 | .00882755 | .03831 | .31986 | 967.4856 | 13126 | .07371 | .31986 | 0 | 0 | 0 | 0 |
| 177 | 417 | .03831 | 87.38605 | 13126 | .00665746 | .03831 | .31986 | 729.6471 | 13126 | .05559 | .31986 | 0 | 0 | 0 | 0 |
| 178 | 418 | .03831 | 18.18066 | 13126 | .00138508 | .03831 | .31986 | 151.803 | 13126 | .01157 | .31986 | 0 | 0 | 0 | 0 |
| 179 | 005 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 180 | 024 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 181 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 182 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 183 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 184 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 185 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 186 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 187 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 188 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 189 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 190 | 307 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 191 | XX | 10215 | XX | .77824 | XX | XX | 85293 | XX | XX | 6.49808 | XX | 0 | 0 | 0 | 0 |

| | | ASSIGN'T % | | | | CLOR | | | | ASSIGN'T % | | | | SEM | | | |
|------|--------|------------|----------|-------------|---------|----------|----------|------------|-------------|-------------|--|------------|--------|----------|--|--|--|
| | | CLOR | VARIABLE | CASES_OF C8 | | | | TH(W) | VARIABLE | CASES_OF C8 | | | | EXPENSE | | | |
| | | IF C2 NOT= | EXPENSE | 1: A1L145C1 | | EXPENSE | | IF C2 NOT= | EXPENSE | 1: B6L116C1 | | | | EXPENSE | | | |
| | | BLANK THEN | ASSIGNED | 2: A1L145C6 | | RATIO | | BLANK THEN | ASSIGNED | 2: B6L117C1 | | | | RATIO | | | |
| | | GETC1 | TO | 3: A1L145C7 | | CLOR/ | | GETC1 | TO | 3: B6L118C1 | | UNIT | | TH(W)/ | | | |
| | | ('CLOR') | CLOR | 4: A1L145C8 | | VARIABLE | | ('TH(W)') | TH(W) | 4: B6L119C1 | | COST | | VARIABLE | | | |
| LINE | CODE | ELSE C32 | C5*C32 | 5: A1L145C9 | C33/C34 | C33/C5 | ELSE C37 | C5*C37 | 5: B6L120C1 | C38/C39 | | | C38/C5 | | | | |
| | | (32) | (33) | (34) | (35) | (36) | (37) | (38) | (39) | (40) | | | (41) | | | | |
| 101 | 809002 | 0 | | 0 | | 0 | 0 | .08033 | 1793 | 52831 | | .03396 | .08033 | | | | |
| 102 | 809004 | 0 | | 0 | | 0 | 0 | .08033 | 0 | 52831 | | 0 | 0 | | | | |
| 103 | 809022 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 104 | 002 | 0 | | 0 | | 0 | 0 | .08065 | 7.52731 | 58503 | | .00012867 | .08065 | | | | |
| 105 | 002 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 106 | 005 | 0 | | 0 | | 0 | 0 | .08065 | 1.70906 | 58503 | | .00002921 | .08065 | | | | |
| 107 | 005 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 108 | 024 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 109 | 024 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 110 | 028 | 0 | | 0 | | 0 | 0 | .08065 | 0 | 58503 | | 0 | 0 | | | | |
| 111 | 032 | 0 | | 0 | | 0 | 0 | .08065 | 24.07802 | 58503 | | .00041157 | .08065 | | | | |
| 112 | 033 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 113 | 101 | 0 | | 0 | | 0 | 0 | .08065 | 1.76535 | 58503 | | .00003018 | .08065 | | | | |
| 114 | 114 | 0 | | 0 | | 0 | 0 | .08065 | 12.29284 | 58503 | | .00021012 | .08065 | | | | |
| 115 | 114 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 116 | 117 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 117 | 117 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 118 | 126 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 119 | 126 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 120 | 129 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 121 | 129 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 122 | 141 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 123 | 141 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 124 | 144 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 125 | 144 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 126 | 147 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 127 | 147 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 128 | 150 | 0 | | 0 | | 0 | 0 | .08965 | 2.5735 | 43908 | | .00005861 | .08965 | | | | |
| 129 | 110 | 0 | | 0 | | 0 | 0 | .08065 | 3.43222 | 58503 | | .00005867 | .08065 | | | | |
| 130 | 307 | 0 | | 0 | | 0 | 0 | .08033 | 1.66861 | 52831 | | .00003158 | .08033 | | | | |
| 131 | 150 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 132 | 110 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 133 | 307 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 134 | 201 | 0 | | 0 | | 0 | 0 | .08033 | 334.9089 | 52831 | | .00633924 | .08033 | | | | |
| 135 | 203 | 0 | | 0 | | 0 | 0 | .08033 | .30958 | 52831 | | .00000586 | .08033 | | | | |
| 136 | 204 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 137 | 205 | 0 | | 0 | | 0 | 0 | .08033 | 246.72 | 52831 | | .00466998 | .08033 | | | | |
| 138 | 206 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 139 | 209 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 140 | 210 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 141 | 214 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 142 | 215 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 143 | 217 | 0 | | 0 | | 0 | 0 | .08965 | 0 | 43908 | | 0 | 0 | | | | |
| 144 | 218 | 0 | | 0 | | 0 | 0 | .08965 | -8.93372 | 43908 | | -.00020346 | .08965 | | | | |
| 145 | 216 | 0 | | 0 | | 0 | 0 | .08033 | -51.82337 | 52831 | | -.00098093 | .08033 | | | | |
| 146 | 220 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 147 | 222 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 148 | 223 | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |

| LINE | CODE | ASSIGN'T % | VARIABLE | CASES_OF C8 | EXPENSE | TH(W) | EXPENSE | CASES_OF C8 | EXPENSE | TH(W) | EXPENSE | TH(W) | EXPENSE |
|------|------|------------|----------|-------------|----------|------------|----------|-------------|----------|-----------|----------|---------|----------|
| | | IF C2 NOT= | EXPENSE | 1: A1L145C1 | EXPENSE | IF C2 NOT= | EXPENSE | 1: B6L116C1 | EXPENSE | TH(W) | EXPENSE | TH(W) | EXPENSE |
| | | BLANK THEN | ASSIGNED | 2: A1L145C6 | RATIO | BLANK THEN | ASSIGNED | 2: B6L117C1 | RATIO | TH(W) | ASSIGNED | TH(W) | RATIO |
| | | GETC1 | TO | 3: A1L145C7 | CLOR/ | GETC1 | TO | 3: B6L118C1 | TH(W)/ | GETC1 | TO | GETC1 | TH(W)/ |
| | | ('CLOR') | CLOR | 4: A1L145C8 | VARIABLE | ('TH(W)') | TH(W) | 4: B6L119C1 | VARIABLE | TH(W) | TH(W) | TH(W) | VARIABLE |
| | | ELSE C32 | C5*C32 | 5: A1L145C9 | C33/C34 | ELSE C37 | C5*C37 | 5: B6L120C1 | C38/C39 | ELSE C37 | C5*C37 | C38/C39 | C38/C5 |
| | | (32) | (33) | (34) | (35) | (36) | (37) | (38) | (39) | (40) | (41) | (40) | (41) |
| 149 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 150 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 151 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 152 | 229 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 153 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 154 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 155 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 156 | 237 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 157 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 158 | 413 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 159 | 404 | 0 | 0 | 0 | 0 | 0 | .1159 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 160 | 405 | 0 | 0 | 0 | 0 | 0 | .1159 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 161 | 406 | 0 | 0 | 0 | 0 | 0 | .1159 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 162 | 407 | 0 | 0 | 0 | 0 | 0 | .1159 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 163 | 408 | 0 | 0 | 0 | 0 | 0 | .1159 | 620.0196 | 43908 | .01412 | .1159 | .1159 | .1159 |
| 164 | 409 | 0 | 0 | 0 | 0 | 0 | .08965 | 9162 | 43908 | .20867 | .08965 | .08965 | .08965 |
| 165 | 410 | 0 | 0 | 0 | 0 | 0 | .08965 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 166 | 411 | 0 | 0 | 0 | 0 | 0 | .08965 | 349.3045 | 43908 | .00795535 | .08965 | .08965 | .08965 |
| 167 | 402 | 0 | 0 | 0 | 0 | 0 | .26202 | 11640 | 43908 | .26511 | .26202 | .26202 | .26202 |
| 168 | 403 | 0 | 0 | 0 | 0 | 0 | .26202 | 11302 | 43908 | .25742 | .26202 | .26202 | .26202 |
| 169 | | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 |
| 170 | | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 |
| 171 | | XX | 0 | XX | 0 | XX | 33074 | XX | .75328 | XX | XX | XX | XX |
| 172 | | 0 | 0 | XX | 0 | 0 | .16372 | 33074 | XX | .75328 | .16372 | .16372 | .16372 |
| 173 | 401 | 0 | 0 | 0 | 0 | 0 | .16372 | 871.9614 | 43908 | .01986 | .16372 | .16372 | .16372 |
| 174 | 414 | 0 | 0 | 0 | 0 | 0 | .16372 | 8514 | 43908 | .19392 | .16372 | .16372 | .16372 |
| 175 | 415 | 0 | 0 | 0 | 0 | 0 | .16372 | 997.0869 | 43908 | .02271 | .16372 | .16372 | .16372 |
| 176 | 416 | 0 | 0 | 0 | 0 | 0 | .16372 | 495.2089 | 43908 | .01128 | .16372 | .16372 | .16372 |
| 177 | 417 | 0 | 0 | 0 | 0 | 0 | .16372 | 373.4709 | 43908 | .00850574 | .16372 | .16372 | .16372 |
| 178 | 418 | 0 | 0 | 0 | 0 | 0 | .16372 | 77.70058 | 43908 | .00176962 | .16372 | .16372 | .16372 |
| 179 | 005 | 0 | 0 | 0 | 0 | 0 | .08065 | 1.156 | 58503 | .00001976 | .08065 | .08065 | .08065 |
| 180 | 024 | 0 | 0 | 0 | 0 | 0 | .08965 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 181 | 114 | 0 | 0 | 0 | 0 | 0 | .08065 | 8.3148 | 58503 | .00014213 | .08065 | .08065 | .08065 |
| 182 | 117 | 0 | 0 | 0 | 0 | 0 | .08965 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 183 | 126 | 0 | 0 | 0 | 0 | 0 | .08965 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 184 | 129 | 0 | 0 | 0 | 0 | 0 | .08965 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 185 | 141 | 0 | 0 | 0 | 0 | 0 | .08965 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 186 | 144 | 0 | 0 | 0 | 0 | 0 | .08965 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 187 | 147 | 0 | 0 | 0 | 0 | 0 | .08965 | 0 | 43908 | 0 | 0 | 0 | 0 |
| 188 | 150 | 0 | 0 | 0 | 0 | 0 | .08965 | 3.01913 | 43908 | .00006876 | .08965 | .08965 | .08965 |
| 189 | 110 | 0 | 0 | 0 | 0 | 0 | .08065 | 2.32154 | 58503 | .00003968 | .08065 | .08065 | .08065 |
| 190 | 307 | 0 | 0 | 0 | 0 | 0 | .08033 | 1.12864 | 52831 | .00002136 | .08033 | .08033 | .08033 |
| 191 | | XX | 0 | XX | 0 | XX | 46147 | XX | 1.0413 | XX | XX | XX | XX |

| | | | WT-C0 REGRES- SION | | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK | | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK | |
|------|---------|--------------------------------------|--------------------------|----------|---|----------|--|--|
| LINE | CODE | IDENTIFICATION | (1) | SOURCE | (2) | SOURCE | (3) | |
| 201 | 9091802 | LOCO SERVICING - DEPR - ROAD | 0 | B2L934C2 | 0 | B5L546C3 | 1239 | |
| 202 | 9093802 | LOCO SERVICING - LR - ROAD | 0 | B2L844C2 | 0 | B5L547C3 | 21.30259 | |
| 203 | 909120 | S&E (ROAD LOCO PORTION) - DEPR | 0 | B2L920C2 | 0 | B5L411C3 | 789.2799 | |
| 204 | 909320 | S&E (ROAD LOCO PORTION) - LR | 0 | B2L830C2 | 0 | B5L411C4 | 25.049 | |
| 205 | 909120 | S&E (CABOOSE PORTION) - DEPR | 0 | B2L920C2 | 0 | B5L428C3 | 0 | |
| 206 | 909320 | S&E (CABOOSE PORTION) - LR | 0 | B2L830C2 | 0 | B5L428C4 | 0 | |
| 207 | 9091803 | POWER GROUP - DEPR - ROAD | 0 | B2L935C2 | 0 | B5L558C3 | 0 | |
| 208 | 9093803 | POWER GROUP - LR - ROAD | 0 | B2L845C2 | 0 | B5L559C3 | 0 | |
| 209 | 809105 | ROAD LOCOMOTIVES - DEPR | 0 | B2L206C2 | 0 | B2L206C2 | 11612 | |
| 210 | 809305 | ROAD LOCOMOTIVES - LR | 0 | B2L510C2 | 0 | B2L510C2 | 5466 | |
| 211 | 809122 | CABOOSES - DEPR | 0 | B2L230C2 | 0 | B2L230C2 | 7 | |
| 212 | 809322 | CABOOSES - LR | 0 | B2L535C2 | 0 | B2L535C2 | 0 | |
| 213 | 809137 | LOCO SHOP MACH - DEPR - ROAD | 0 | B2L209C2 | 0 | B5L562C3 | 0 | |
| 214 | 809337 | LOCO SHOP MACH - LR - ROAD | 0 | B2L512C2 | 0 | B5L563C3 | 0 | |
| 215 | 809138 | FC SHOP MACH - DEPR - CAB | 0 | B2L234C2 | 0 | B5L428C7 | 0 | |
| 216 | 809338 | FC SHOP MACH - LR - CAB | 0 | B2L538C2 | 0 | B5L428C8 | 0 | |
| 217 | | SUBTOTAL - DL EXPENSE: SUM L201-216 | XX | XX | 0 | XX | 19160 | |
| 218 | 9098802 | LOCO SERVICING - ROI - ROAD | 0 | B5L624C4 | 0 | B5L624C4 | 2467 | |
| 219 | 909820 | S&E/SM - ROI - LOCO/ROAD | 0 | B5L626C4 | 0 | B5L626C4 | 2799 | |
| 220 | 909820 | S&E/SM - ROI - FC/CABOOSE | 0 | B5L643C4 | 0 | B5L643C4 | 0 | |
| 221 | 9098803 | POWER GROUP - ROI - ROAD | 0 | B5L669C4 | 0 | B5L669C4 | 0 | |
| 222 | 809805 | LOCOMOTIVES - ROI - ROAD | 0 | B5L701C4 | 0 | B5L701C4 | 29393 | |
| 223 | 809822 | FREIGHT CAR - ROI - CABOOSE | 0 | B5L718C4 | 0 | B5L718C4 | 36.32108 | |
| 224 | | SUBTOTAL - ROI EXPENSE: SUM L218-223 | XX | XX | 0 | XX | 34697 | |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (4) | VARIABLE EXPENSE IF C2 NOT= BLANK THEN GETC1 ('GTM(C) ') ELSE C6 (6) | VARIABLE EXPENSE TO GTM(C) C5*C6 (7) | SOURCE | ANNUAL- IZATION PERIOD (8) | GTM(C) CASES_OF C8 1: A1L122C1 2: A1L122C6 3: A1L122C7 4: A1L122C8 5: A1L122C9 (9) | UNIT COST C7 /C9 (10) | EXPENSE RATIO GTM(C) VARIABLE C7 /C5 |
|------|---------|--|---|---|-------------------|-------------------------------------|---|--------------------------------|--|
| | | | | | | | | | |
| 201 | 9091802 | .5 | 619.9942 | .40966 | 253.9853 A3L713C1 | 1 | 82237584 | .00000309 | XX |
| 202 | 9093802 | 1 | 21.30259 | .40966 | 8.72677 A3L814C1 | 1 | 82237584 | .00000011 | XX |
| 203 | 909120 | .5 | 394.6399 | .40966 | 161.6672 A3L714C1 | 1 | 82237584 | .00000197 | XX |
| 204 | 909320 | 1 | 25.049 | .40966 | 10.26151 A3L815C1 | 1 | 82237584 | .00000012 | XX |
| 205 | 909120 | .5 | 0 | 0 | 0 A3L714C1 | 1 | 0 | 0 | XX |
| 206 | 909320 | 1 | 0 | 0 | 0 A3L815C1 | 1 | 0 | 0 | XX |
| 207 | 9091803 | .5 | 0 | .40966 | 0 A3L722C1 | 1 | 82237584 | 0 | XX |
| 208 | 9093803 | 1 | 0 | .40966 | 0 A3L823C1 | 1 | 82237584 | 0 | XX |
| 209 | 809105 | 1 | 11612 | .40966 | 4756 A3L402C1 | 1 | 82237584 | .00005784 | XX |
| 210 | 809305 | 1 | 5466 | .40966 | 2239 A3L602C1 | 1 | 82237584 | .00002723 | XX |
| 211 | 809122 | 1 | 7 | 0 | 0 A3L423C1 | 1 | 0 | 0 | XX |
| 212 | 809322 | 1 | 0 | 0 | 0 A3L623C1 | 1 | 0 | 0 | XX |
| 213 | 809137 | .5 | 0 | .40966 | 0 A3L438C1 | 1 | 82237584 | 0 | XX |
| 214 | 809337 | 1 | 0 | .40966 | 0 A3L638C1 | 1 | 82237584 | 0 | XX |
| 215 | 809138 | .5 | 0 | 0 | 0 A3L439C1 | 1 | 0 | 0 | XX |
| 216 | 809338 | 1 | 0 | 0 | 0 A3L639C1 | 1 | 0 | 0 | XX |
| 217 | XX | XX | 18145 | XX | 7430 XX | XX | XX | .00009036 | XX |
| 218 | 9098802 | .5 | 1233 | .40966 | 505.4626 1.0 | 1 | 82237584 | .00000615 | XX |
| 219 | 909820 | .5 | 1399 | .40966 | 573.3434 1.0 | 1 | 82237584 | .00000697 | XX |
| 220 | 909820 | .5 | 0 | 0 | 0 1.0 | 1 | 0 | 0 | XX |
| 221 | 9098803 | .5 | 0 | .40966 | 0 1.0 | 1 | 82237584 | 0 | XX |
| 222 | 809805 | 1 | 29393 | .40966 | 12041 1.0 | 1 | 82237584 | .00014642 | XX |
| 223 | 809822 | 1 | 36.32108 | 0 | 0 1.0 | 1 | 0 | 0 | XX |
| 224 | XX | XX | 32063 | XX | 13120 XX | XX | XX | .00015954 | XX |

| | | ASSIGN'T % | | | CM | | | ASSIGN'T % | | | LRM | | |
|------|---------|------------|----------|-------------|---------|----------|----------|------------|------------|-------------|-------------|----------|----------|
| | | CM | VARIABLE | CASES_OF C8 | | | EXPENSE | LRM | IF C2 NOT= | VARIABLE | CASES_OF C8 | | |
| | | IF C2 NOT= | EXPENSE | 1: A1L114C1 | | | EXPENSE | IF C2 NOT= | EXPENSE | 1: A1L108C1 | | | EXPENSE |
| | | BLANK THEN | ASSIGNED | 2: A1L114C6 | | | RATIO | BLANK THEN | ASSIGNED | 2: A1L108C6 | | | RATIO |
| | | GETC1 | TO | 3: A1L114C7 | UNIT | CM/ | CM/ | GETC1 | TO | 3: A1L108C7 | UNIT | LRM/ | LRM/ |
| | | ('CM') | CM | 4: A1L114C8 | COST | VARIABLE | VARIABLE | ('LRM') | LRM | 4: A1L108C8 | COST | VARIABLE | VARIABLE |
| LINE | CODE | ELSE C11 | C5*C11 | 5: A1L114C9 | C12/C13 | C12/C5 | C12/C5 | ELSE C15 | C5*C15 | 5: A1L108C9 | C16/C17 | C16/C5 | C16/C5 |
| | | (11) | (12) | (13) | (14) | (15) | (15) | (16) | (16) | (17) | (18) | (18) | (18) |
| 201 | 9091802 | 0 | 0 | 0 | 0 | XX | .50069 | 310.4265 | 28200 | .01101 | XX | XX | XX |
| 202 | 9093802 | 0 | 0 | 0 | 0 | XX | .50069 | 10.66605 | 28200 | .00037822 | XX | XX | XX |
| 203 | 909120 | 0 | 0 | 0 | 0 | XX | .50069 | 197.5933 | 28200 | .00700668 | XX | XX | XX |
| 204 | 909320 | 0 | 0 | 0 | 0 | XX | .50069 | 12.54185 | 28200 | .00044474 | XX | XX | XX |
| 205 | 909120 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX | XX | XX |
| 206 | 909320 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX | XX | XX |
| 207 | 9091803 | 0 | 0 | 0 | 0 | XX | .50069 | 0 | 28200 | 0 | XX | XX | XX |
| 208 | 9093803 | 0 | 0 | 0 | 0 | XX | .50069 | 0 | 28200 | 0 | XX | XX | XX |
| 209 | 809105 | 0 | 0 | 0 | 0 | XX | .50069 | 5814 | 28200 | .20617 | XX | XX | XX |
| 210 | 809305 | 0 | 0 | 0 | 0 | XX | .50069 | 2736 | 28200 | .09705 | XX | XX | XX |
| 211 | 809122 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX | XX | XX |
| 212 | 809322 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX | XX | XX |
| 213 | 809137 | 0 | 0 | 0 | 0 | XX | .50069 | 0 | 28200 | 0 | XX | XX | XX |
| 214 | 809337 | 0 | 0 | 0 | 0 | XX | .50069 | 0 | 28200 | 0 | XX | XX | XX |
| 215 | 809138 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX | XX | XX |
| 216 | 809338 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX | XX | XX |
| 217 | | XX | 0 | XX | 0 | XX | XX | 9082 | XX | .32205 | XX | XX | XX |
| 218 | 9098802 | 0 | 0 | 0 | 0 | XX | .50069 | 617.7876 | 28200 | .02191 | XX | XX | XX |
| 219 | 909820 | 0 | 0 | 0 | 0 | XX | .50069 | 700.7531 | 28200 | .02485 | XX | XX | XX |
| 220 | 909820 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX | XX | XX |
| 221 | 9098803 | 0 | 0 | 0 | 0 | XX | .50069 | 0 | 28200 | 0 | XX | XX | XX |
| 222 | 809805 | 0 | 0 | 0 | 0 | XX | .50069 | 14717 | 28200 | .52188 | XX | XX | XX |
| 223 | 809822 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | XX | XX | XX |
| 224 | | XX | 0 | XX | 0 | XX | XX | 16035 | XX | .56863 | XX | XX | XX |

| LINE | CODE | ASSIGN'T % | VARIABLE | TM | EXPENSE | ASSIGN'T % | VARIABLE | TM(C) | EXPENSE | ASSIGN'T % | VARIABLE | TM(C) | EXPENSE |
|------|---------|------------|----------|-------------|-----------|------------|----------|-------------|---------|------------|----------|-------------|---------|
| | | IF C2 NOT= | EXPENSE | CASES_OF C8 | | IF C2 NOT= | EXPENSE | CASES_OF C8 | | IF C2 NOT= | EXPENSE | CASES_OF C8 | |
| | | BLANK THEN | ASSIGNED | 2: A1L104C6 | | BLANK THEN | ASSIGNED | 2: A1L109C6 | | BLANK THEN | ASSIGNED | 2: A1L109C6 | |
| | | GETC1 | TO | 3: A1L104C7 | UNIT | GETC1 | TO | 3: A1L109C7 | UNIT | GETC1 | TO | 3: A1L109C7 | |
| | | ('TM') | TM | 4: A1L104C8 | COST | ('TM(C)') | TM(C) | 4: A1L109C8 | COST | ('TM(C)') | TM(C) | 4: A1L109C8 | |
| | | ELSE C19 | C5*C19 | 5: A1L104C9 | C20/C21 | ELSE C23 | C5*C23 | 5: A1L109C9 | C24/C25 | ELSE C23 | C5*C23 | 5: A1L109C9 | |
| | | (19) | (20) | (21) | (22) | (23) | (24) | (25) | (26) | | | | |
| 201 | 9091802 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 202 | 9093802 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 203 | 909120 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 204 | 909320 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 205 | 909120 | 1 | 0 | 13126 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 206 | 909320 | 1 | 0 | 13126 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 207 | 9091803 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 208 | 9093803 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 209 | 809105 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 210 | 809305 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 211 | 809122 | 1 | 7 | 13126 | .00053329 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 212 | 809322 | 1 | 0 | 13126 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 213 | 809137 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 214 | 809337 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 215 | 809138 | 1 | 0 | 13126 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 216 | 809338 | 1 | 0 | 13126 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 217 | | XX | 7 | XX | .00053329 | XX | XX | 0 | XX | 0 | XX | 0 | XX |
| 218 | 9098802 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 219 | 909820 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 220 | 909820 | 1 | 0 | 13126 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 221 | 9098803 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 222 | 809805 | 0 | 0 | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 223 | 809822 | 1 | 36.32108 | 13126 | .0027671 | XX | 0 | 0 | 0 | 0 | 0 | 0 | XX |
| 224 | | XX | 36.32108 | XX | .0027671 | XX | XX | 0 | XX | 0 | XX | 0 | XX |

| | | ASSIGN'T % | | | | CLOR | | | | ASSIGN'T % | | | | SEM | | | |
|------|---------|------------|----------|-------------|---------|----------|------------|-------------|--|------------|------------|-------------|-----------|----------|------------|-------------|--|
| | | CLOR | VARIABLE | CASES_OF C8 | | TH(W) | VARIABLE | CASES_OF C8 | | TH(W) | VARIABLE | CASES_OF C8 | | TH(W) | VARIABLE | CASES_OF C8 | |
| | | IF C2 NOT= | EXPENSE | 1: A1L145C1 | | EXPENSE | IF C2 NOT= | EXPENSE | | EXPENSE | IF C2 NOT= | EXPENSE | | EXPENSE | IF C2 NOT= | EXPENSE | |
| | | BLANK THEN | ASSIGNED | 2: A1L145C6 | | RATIO | BLANK THEN | ASSIGNED | | RATIO | BLANK THEN | ASSIGNED | | RATIO | BLANK THEN | ASSIGNED | |
| | | GETC1 | TO | 3: A1L145C7 | UNIT | CLOR/ | GETC1 | TO | | CLOR/ | GETC1 | TO | UNIT | TH(W) / | | | |
| | | ('CLOR') | CLOR | 4: A1L145C8 | COST | VARIABLE | ('TH(W)') | TH(W) | | VARIABLE | ('TH(W)') | TH(W) | COST | VARIABLE | | | |
| LINE | CODE | ELSE C27 | C5*C27 | 5: A1L145C9 | C28/C29 | C28/C5 | ELSE C31 | C5*C31 | | ELSE C31 | C5*C31 | 5: B6L120C1 | C32/C33 | C32/C5 | | | |
| | | (27) | (28) | (29) | (30) | | (31) | (32) | | | (32) | (33) | (34) | | | | |
| 201 | 9091802 | 0 | | 0 | 0 | XX | .08965 | 55.58249 | | | | 43908 | .00126588 | XX | | | |
| 202 | 9093802 | 0 | | 0 | 0 | XX | .08965 | 1.90978 | | | | 43908 | .00004349 | XX | | | |
| 203 | 909120 | 0 | | 0 | 0 | XX | .08965 | 35.37947 | | | | 43908 | .00080576 | XX | | | |
| 204 | 909320 | 0 | | 0 | 0 | XX | .08965 | 2.24564 | | | | 43908 | .00005114 | XX | | | |
| 205 | 909120 | 0 | | 0 | 0 | XX | 0 | 0 | | | | 0 | 0 | XX | | | |
| 206 | 909320 | 0 | | 0 | 0 | XX | 0 | 0 | | | | 0 | 0 | XX | | | |
| 207 | 9091803 | 0 | | 0 | 0 | XX | .08965 | 0 | | | | 43908 | 0 | XX | | | |
| 208 | 9093803 | 0 | | 0 | 0 | XX | .08965 | 0 | | | | 43908 | 0 | XX | | | |
| 209 | 809105 | 0 | | 0 | 0 | XX | .08965 | 1041 | | | | 43908 | .02371 | XX | | | |
| 210 | 809305 | 0 | | 0 | 0 | XX | .08965 | 490.0269 | | | | 43908 | .01116 | XX | | | |
| 211 | 809122 | 0 | | 0 | 0 | XX | 0 | 0 | | | | 0 | 0 | XX | | | |
| 212 | 809322 | 0 | | 0 | 0 | XX | 0 | 0 | | | | 0 | 0 | XX | | | |
| 213 | 809137 | 0 | | 0 | 0 | XX | .08965 | 0 | | | | 43908 | 0 | XX | | | |
| 214 | 809337 | 0 | | 0 | 0 | XX | .08965 | 0 | | | | 43908 | 0 | XX | | | |
| 215 | 809138 | 0 | | 0 | 0 | XX | 0 | 0 | | | | 0 | 0 | XX | | | |
| 216 | 809338 | 0 | | 0 | 0 | XX | 0 | 0 | | | | 0 | 0 | XX | | | |
| 217 | | XX | | 0 | XX | 0 | XX | XX | | | 1626 | XX | .03704 | XX | | | |
| 218 | 9098802 | 0 | | 0 | 0 | XX | .08965 | 110.6161 | | | | 43908 | .00251926 | XX | | | |
| 219 | 909820 | 0 | | 0 | 0 | XX | .08965 | 125.4713 | | | | 43908 | .00285759 | XX | | | |
| 220 | 909820 | 0 | | 0 | 0 | XX | 0 | 0 | | | | 0 | 0 | XX | | | |
| 221 | 9098803 | 0 | | 0 | 0 | XX | .08965 | 0 | | | | 43908 | 0 | XX | | | |
| 222 | 809805 | 0 | | 0 | 0 | XX | .08965 | 2635 | | | | 43908 | .06002 | XX | | | |
| 223 | 809822 | 0 | | 0 | 0 | XX | 0 | 0 | | | | 0 | 0 | XX | | | |
| 224 | | XX | | 0 | XX | 0 | XX | XX | | | 2871 | XX | .06539 | XX | | | |

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|--------------------------------|---------------------------------|-----------|--|-----------|--------|---|
| | | | | | | | | |
| 101 | 809001 | DIESEL YARD LOCOMOTIVE REPAIRS | 12 | A3L301C12 | 4195 | A3L301C12 | | 0 |
| 102 | 809003 | OTHER YARD LOCOMOTIVE REPAIRS | 12 | A3L303C12 | 0 | A3L303C12 | | 0 |
| 103 | 002 | LOCO/YARD PORTION | 2 | A2L102C44 | 0 | B9L453C4 | | 19.44743 |
| 104 | 005 | LOCO/YARD PORTION | 2 | A2L105C44 | 0 | B9L454C4 | | 4.4155 |
| 105 | 024 | LOCO/YARD PORTION | 2 | A2L120C44 | 0 | B9L455C4 | | 0 |
| 106 | 028 | YARD PORTION | 2 | A2L124C44 | 0 | B9L403C4 | | 381.2018 |
| 107 | 032 | LOCO SHOP REPAIR | 6 | A2L128C44 | 0 | B9L404C4 | | 54.97785 |
| 108 | 101 | LOCO SERVICING FACILITY | 6 | A2L131C44 | 0 | B9L405C4 | | 5.37857 |
| 109 | 114 | LOCO/YARD PORTION | 2 | A2L144C44 | 0 | B9L456C4 | | 31.75958 |
| 110 | 117 | LOCO/YARD PORTION | 2 | A2L147C44 | 0 | B9L457C4 | | 0 |
| 111 | 126 | LOCO/YARD PORTION | 2 | A2L156C44 | 0 | B9L458C4 | | 0 |
| 112 | 129 | LOCO/YARD PORTION-(CR) | 2 | A2L159C44 | 0 | B9L459C4 | | 0 |
| 113 | 141 | LOCO/YARD PORTION | 2 | A2L171C44 | 0 | B9L460C4 | | 0 |
| 114 | 144 | LOCO/YARD PORTION-(CR) | 2 | A2L174C44 | 0 | B9L461C4 | | 0 |
| 115 | 147 | LOCO/YARD PORTION | 2 | A2L177C44 | 0 | B9L462C4 | | 0 |
| 116 | 150 | M OF W&S OTHER L/R | 0 | A2L180C44 | 0 | B9L463C4 | | 5.39284 |
| 117 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L464C4 | | 8.86743 |
| 118 | 307 | WORK & NR EQUIP REPAIRS | 2 | A2L245C44 | 0 | B9L465C4 | | 4.4143 |
| 119 | 201 | LOCO ADMINISTRATION | 6 | A2L201C44 | 0 | B9L408C4 | | 783.2344 |
| 120 | 203 | LOCO MACH REPAIR | 0 | A2L203C44 | 0 | B9L409C4 | | .72399 |
| 121 | 204 | LOCO EQUIP DAMAGED | 6 | A2L204C44 | 0 | B9L410C4 | | 0 |
| 122 | 205 | LOCO FRINGES | 6 | A2L205C44 | 0 | B9L411C4 | | 576.9917 |
| 123 | 206 | LOCO OTHER CASUALTIES | 6 | A2L206C44 | 0 | B9L412C4 | | 0 |
| 124 | 209 | YARD PORTION | 6 | A2L209C44 | 0 | B9L413C4 | | 0 |
| 125 | 210 | YARD PORTION-(CR) | 6 | A2L210C44 | 0 | B9L414C4 | | 0 |
| 126 | 214 | YARD PORTION | 6 | A2L214C44 | 0 | B9L415C4 | | 0 |
| 127 | 215 | YARD PORTION-(CR) | 6 | A2L215C44 | 0 | B9L416C4 | | 0 |
| 128 | 217 | YARD PORTION | 6 | A2L217C44 | 0 | B9L417C4 | | 0 |
| 129 | 218 | LOCO OTHER YARD | 0 | A2L218C44 | 0 | B9L418C4 | | -18.72087 |
| 130 | 216 | LOCO DAMAGES BILLED-(CR) | 0 | A2L216C44 | 0 | B9L419C4 | | -121.197 |
| 131 | 421 | SWITCH CREWS | 11 | A2L321C44 | 54797 | A2L321C44 | | 0 |
| 132 | 422 | CONTROLLING OPERATIONS | 10 | A2L322C44 | 11208 | A2L322C44 | | 0 |
| 133 | 423 | YARD & TERMINAL CLERICAL | 10 | A2L323C44 | 11083 | A2L323C44 | | 0 |
| 134 | 424 | SWITCHES, SIGNALS, ETC. | 10 | A2L324C44 | 9 | A2L324C44 | | 0 |
| 135 | 425 | LOCOMOTIVE FUEL | 10 | A2L325C44 | 14771 | A2L325C44 | | 0 |
| 136 | 426 | YARD ELECTRIC POWER | 10 | A2L326C44 | 0 | A2L326C44 | | 0 |
| 137 | 427 | LOCOMOTIVE SERVICING | 10 | A2L327C44 | 1218 | A2L327C44 | | 0 |
| 138 | 429 | CLEARING WRECKS | 10 | A2L329C44 | 0 | A2L329C44 | | 0 |

| | | | WT-C0 REGRES- SION | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK |
|-----|-----|---|--------------------------|-----------|---|-----------|--|
| | | | (1) | | (2) | | (3) |
| 139 | 420 | YARD ADMINISTRATION | 10 | A2L320C44 | 1404 | A2L320C44 | 0 |
| 140 | 430 | YARD FRINGES | 10 | A2L330C44 | 37804 | A2L330C44 | 0 |
| 141 | 431 | YARD CASUALTIES | 10 | A2L331C44 | 0 | A2L331C44 | 0 |
| 142 | 432 | YARD JT. FACILITIES-DR | 10 | A2L332C44 | 1601 | A2L332C44 | 0 |
| 143 | 433 | YARD JT. FACILITIES-(CR) | 10 | A2L333C44 | 3667 | A2L333C44 | 0 |
| 144 | 434 | YARD OTHER | 10 | A2L334C44 | 507 | A2L334C44 | 0 |
| 145 | 005 | M OF W&S ADMIN - OTHER/TRANSP./ELEC POWER | 2 | A2L105C44 | 0 | B9L471C4 | 2.98662 |
| 146 | 024 | ROAD DAMAGE - OTHER/TRANSP./ELEC POWER | 2 | A2L120C44 | 0 | B9L472C4 | 0 |
| 147 | 114 | FRINGES - OTHER/TRANSP./ELEC POWER | 2 | A2L144C44 | 0 | B9L473C4 | 21.48198 |
| 148 | 117 | CASUALTIES - OTHER/TRANSP./ELEC POWER | 2 | A2L147C44 | 0 | B9L474C4 | 0 |
| 149 | 126 | JT FAC RENT - DR - OT/TRANSP./ELEC POWER | 2 | A2L156C44 | 0 | B9L475C4 | 0 |
| 150 | 129 | JT. FAC RENT (CR)-OTHER/TRANSP./ELEC POWER | 2 | A2L159C44 | 0 | B9L476C4 | 0 |
| 151 | 141 | JT. FAC - (DR) - OTHER/TRANSP./ELEC POWER | 2 | A2L171C44 | 0 | B9L477C4 | 0 |
| 152 | 144 | JT. FAC - (CR) OTHER/TRANSP./ELEC POWER | 2 | A2L174C44 | 0 | B9L478C4 | 0 |
| 153 | 147 | DISMANTLING - OTHER/TRANSP./ELEC POWER | 2 | A2L177C44 | 0 | B9L479C4 | 0 |
| 154 | 150 | OTHER TRANSP./ELEC POWER | 0 | A2L180C44 | 0 | B9L480C4 | 3.64769 |
| 155 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L481C4 | 5.99788 |
| 156 | 307 | WORK EQUIP & NR EQ REP/TRANSP. | 2 | A2L245C44 | 0 | B9L482C4 | 2.9858 |
| 157 | | SUBTOTAL : (SUM L101-111)+L113+(SUM L115-124)+L126+L128+L129+(SUM L131-142)+(SUM L144-149)+L151+(SUM L153-156)-(L112+L114+L125+L127+L130 +L143+L150+L152) | XX | XX | 134930 | XX | 2016 |
| 158 | | S&T CO. OPR EXP | 0 | B1L109C1 | 0 | B1L109C1 | 0 |
| 159 | | TOTAL OPR EXP: L157 +L158 | XX | XX | 134930 | XX | 2016 |

| LINE | CODE | VARIABILITY PERCENTAGE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2 = BLANK THEN C3*C4 ELSE C2*C4 | VARIABLE EXPENSE ASSIGNED TO TH(S) C5*C6 | SOURCE | ANNUALI- ZATION PERIOD | SEM CASES_OF C8 1: B6L116C1 2: B6L117C1 3: B6L118C1 4: B6L119C1 5: B6L120C1 | UNIT COST C7 /C9 | EXPENSE RATIO SEM- VARIABLE C7 /C5 |
|------|--------|---------------------------|---|---|--------------------|------------------------------|---|------------------------|--|
| | | | | | | | | | |
| | | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) |
| 101 | 809001 | .77444 | 3248 | 1 | 3248 A3L301C1 | 3 | 52831 | .0615 | 1 |
| 102 | 809003 | .77444 | 0 | 1 | 0 A3L303C1 | 3 | 52831 | 0 | 0 |
| 103 | 002 | .45544 | 8.85714 | 1 | 8.85714 A2L102C1 | 5 | 58503 | .0001514 | 1 |
| 104 | 005 | .45544 | 2.011 | 1 | 2.011 A2L105C1 | 5 | 58503 | .00003437 | 1 |
| 105 | 024 | .40442 | 0 | 1 | 0 A2L120C1 | 1 | 43908 | 0 | 0 |
| 106 | 028 | .45544 | 173.6146 | 1 | 173.6146 A2L124C1 | 5 | 58503 | .00296762 | 1 |
| 107 | 032 | .51533 | 28.33181 | 1 | 28.33181 A2L128C1 | 5 | 58503 | .00048428 | 1 |
| 108 | 101 | .51533 | 2.77174 | 1 | 2.77174 A2L131C1 | 5 | 58503 | .00004738 | 1 |
| 109 | 114 | .45544 | 14.46459 | 1 | 14.46459 A2L144C1 | 5 | 58503 | .00024725 | 1 |
| 110 | 117 | .40442 | 0 | 1 | 0 A2L147C1 | 1 | 43908 | 0 | 0 |
| 111 | 126 | .40442 | 0 | 1 | 0 A2L156C1 | 1 | 43908 | 0 | 0 |
| 112 | 129 | .40442 | 0 | 1 | 0 A2L159C1 | 1 | 43908 | 0 | 0 |
| 113 | 141 | .40442 | 0 | 1 | 0 A2L171C1 | 1 | 43908 | 0 | 0 |
| 114 | 144 | .40442 | 0 | 1 | 0 A2L174C1 | 1 | 43908 | 0 | 0 |
| 115 | 147 | .40442 | 0 | 1 | 0 A2L177C1 | 1 | 43908 | 0 | 0 |
| 116 | 150 | .77444 | 4.17643 | 1 | 4.17643 A2L180C1 | 1 | 43908 | .00009512 | 1 |
| 117 | 110 | .45544 | 4.03858 | 1 | 4.03858 A2L140C1 | 5 | 58503 | .00006903 | 1 |
| 118 | 307 | .44654 | 1.97116 | 1 | 1.97116 A2L245C1 | 3 | 52831 | .00003731 | 1 |
| 119 | 201 | .50513 | 395.6329 | 1 | 395.6329 A2L201C1 | 3 | 52831 | .00748864 | 1 |
| 120 | 203 | .77444 | .56069 | 1 | .56069 A2L203C1 | 3 | 52831 | .00001061 | 1 |
| 121 | 204 | .46396 | 0 | 1 | 0 A2L204C1 | 1 | 43908 | 0 | 0 |
| 122 | 205 | .50513 | 291.4542 | 1 | 291.4542 A2L205C1 | 3 | 52831 | .00551672 | 1 |
| 123 | 206 | .46396 | 0 | 1 | 0 A2L206C1 | 1 | 43908 | 0 | 0 |
| 124 | 209 | .46396 | 0 | 1 | 0 A2L209C1 | 1 | 43908 | 0 | 0 |
| 125 | 210 | .46396 | 0 | 1 | 0 A2L210C1 | 1 | 43908 | 0 | 0 |
| 126 | 214 | .46396 | 0 | 1 | 0 A2L214C1 | 1 | 43908 | 0 | 0 |
| 127 | 215 | .46396 | 0 | 1 | 0 A2L215C1 | 1 | 43908 | 0 | 0 |
| 128 | 217 | .46396 | 0 | 1 | 0 A2L217C1 | 1 | 43908 | 0 | 0 |
| 129 | 218 | .77444 | -14.49818 | 1 | -14.49818 A2L218C1 | 1 | 43908 | -.00033019 | 1 |
| 130 | 216 | .77444 | -93.85953 | 1 | -93.85953 A2L216C1 | 3 | 52831 | -.0017766 | 1 |
| 131 | 421 | .79367 | 43490 | 1 | 43490 A2L321C1 | 1 | 43908 | .99049 | 1 |
| 132 | 422 | .49965 | 5600 | 1 | 5600 A2L322C1 | 1 | 43908 | .12754 | 1 |
| 133 | 423 | .49965 | 5537 | 1 | 5537 A2L323C1 | 1 | 43908 | .12612 | 1 |
| 134 | 424 | .49965 | 4.49683 | 1 | 4.49683 A2L324C1 | 1 | 43908 | .00010241 | 1 |
| 135 | 425 | .49965 | 7380 | 1 | 7380 A2L325C1 | 1 | 43908 | .16809 | 1 |
| 136 | 426 | .49965 | 0 | 1 | 0 A2L326C1 | 1 | 43908 | 0 | 0 |
| 137 | 427 | .49965 | 608.5714 | 1 | 608.5714 A2L327C1 | 1 | 43908 | .01386 | 1 |
| 138 | 429 | .49965 | 0 | 1 | 0 A2L329C1 | 1 | 43908 | 0 | 0 |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2 = BLANK THEN C3*C4 ELSE C2*C4 (4) | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2 = BLANK THEN C3*C4 ELSE C2*C4 (5) | ASSIGN'T % IF C2 NOT= BLANK THEN GETC1 ('TH(S)') +GETC1 ('TH(Y)') +GETC1 ('LTM') ELSE C6 (6) | VARIABLE EXPENSE ASSIGNED TO TH(S) C5*C6 (7) | SOURCE | ANNUALI- ZATION PERIOD (8) | SEM CASES_OF C8 1: B6L116C1 2: B6L117C1 3: B6L118C1 4: B6L119C1 5: B6L120C1 (9) | UNIT COST C7 /C9 (10) | EXPENSE RATIO SEM- VARIABLE C7 /C5 (11) |
|------|------|--|--|--|--|----------|-------------------------------------|--|--------------------------------|--|
| | | | | | | | | | | |
| 139 | 420 | .49965 | 701.5059 | 1 | 701.5059 | A2L320C1 | 1 | 43908 | .01598 | 1 |
| 140 | 430 | .49965 | 18888 | 1 | 18888 | A2L330C1 | 1 | 43908 | .43019 | 1 |
| 141 | 431 | .49965 | 0 | 1 | 0 | A2L331C1 | 1 | 43908 | 0 | 0 |
| 142 | 432 | .49965 | 799.9366 | 1 | 799.9366 | A2L332C1 | 1 | 43908 | .01822 | 1 |
| 143 | 433 | .49965 | 1832 | 1 | 1832 | A2L333C1 | 1 | 43908 | .04173 | 1 |
| 144 | 434 | .49965 | 253.3216 | 1 | 253.3216 | A2L334C1 | 1 | 43908 | .00576936 | 1 |
| 145 | 005 | .45544 | 1.36022 | 1 | 1.36022 | A2L105C1 | 5 | 58503 | .00002325 | 1 |
| 146 | 024 | .40442 | 0 | 1 | 0 | A2L120C1 | 1 | 43908 | 0 | 0 |
| 147 | 114 | .45544 | 9.78376 | 1 | 9.78376 | A2L144C1 | 5 | 58503 | .00016724 | 1 |
| 148 | 117 | .40442 | 0 | 1 | 0 | A2L147C1 | 1 | 43908 | 0 | 0 |
| 149 | 126 | .40442 | 0 | 1 | 0 | A2L156C1 | 1 | 43908 | 0 | 0 |
| 150 | 129 | .40442 | 0 | 1 | 0 | A2L159C1 | 1 | 43908 | 0 | 0 |
| 151 | 141 | .40442 | 0 | 1 | 0 | A2L171C1 | 1 | 43908 | 0 | 0 |
| 152 | 144 | .40442 | 0 | 1 | 0 | A2L174C1 | 1 | 43908 | 0 | 0 |
| 153 | 147 | .40442 | 0 | 1 | 0 | A2L177C1 | 1 | 43908 | 0 | 0 |
| 154 | 150 | .49965 | 1.82256 | 1 | 1.82256 | A2L180C1 | 1 | 43908 | .00004151 | 1 |
| 155 | 110 | .45544 | 2.73168 | 1 | 2.73168 | A2L140C1 | 5 | 58503 | .00004669 | 1 |
| 156 | 307 | .44654 | 1.33328 | 1 | 1.33328 | A2L245C1 | 3 | 52831 | .00002524 | 1 |
| 157 | | .62584 | 85706 | 1 | 85706 | XX | XX | XX | 1.93502 | 1 |
| 158 | | .62584 | 0 | 1 | 0 | A2L321C1 | 1 | 43908 | 0 | XX |
| 159 | | XX | 85706 | XX | 85706 | XX | XX | XX | 1.93502 | XX |

| | | WT-CO REGRES- SION | | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|---------|--|-------|--|--------|---|----------|
| LINE | CODE | IDENTIFICATION | (1) | SOURCE | SOURCE | | |
| 201 | 9091802 | LOCO SERVICING - DEPR - YARD | 0 | B2L934C2 | 0 | B5L546C4 | 157.0116 |
| 202 | 9093802 | LOCO SERVICING - LR - YARD | 0 | B2L844C2 | 0 | B5L547C4 | 2.69741 |
| 203 | 909120 | S&E - DEPR - LOCO/YARD | 0 | B2L920C2 | 0 | B5L412C3 | 74.899 |
| 204 | 909320 | S&E - LR - LOCO/YARD | 0 | B2L830C2 | 0 | B5L412C4 | 2.37703 |
| 205 | 9091803 | POWER GROUP - DEPR - YARD | 0 | B2L935C2 | 0 | B5L558C4 | 18 |
| 206 | 9093803 | POWER GROUP - LR - YARD | 0 | B2L845C2 | 0 | B5L559C4 | 18 |
| 207 | 8091051 | YARD LOCOMOTIVES - DEPR | 0 | B2L207C2 | 0 | B2L207C2 | 664 |
| 208 | 8093051 | YARD LOCOMOTIVES - LR | 0 | B2L511C2 | 0 | B2L511C2 | 0 |
| 209 | 809137 | LOCO SHOP MACH - DEPR - YARD | 0 | B2L209C2 | 0 | B5L562C4 | 0 |
| 210 | 809337 | LOCO SHOP MACH - LR - YARD | 0 | B2L512C2 | 0 | B5L563C4 | 0 |
| 211 | | SUBTOTAL DEPR : L201+L203+L205+L207+L209 | XX | XX | 0 | XX | 913.9106 |
| 212 | | S&T CO. DEPR. | 0 | B1L110C1 | 0 | B1L110C1 | 0 |
| 213 | | SUBTOTAL-DL EXPENSE: (SUM L201-210) | XX | XX | 0 | XX | 936.9851 |
| 214 | 9098802 | LOCO SERVICING - ROI - YARD | 0 | B5L625C4 | 0 | B5L625C4 | 312.4728 |
| 215 | 909820 | S&E/SM - ROI - LOCO/YARD | 0 | B5L627C4 | 0 | B5L627C4 | 265.625 |
| 216 | 9098803 | POWER GROUP - ROI - YARD | 0 | B5L670C4 | 0 | B5L670C4 | 99.3034 |
| 217 | 8098051 | LOCOMOTIVES - ROI - YARD | 0 | B5L702C4 | 0 | B5L702C4 | 790.1768 |
| 218 | | SUBTOTAL : SUM L214-217 | XX | XX | 0 | XX | 1467 |
| 219 | | S&T CO. - ROI | 0 | B5L735C4 | 0 | B5L735C4 | 0 |
| 220 | | SUBTOTAL - ROI EXPENSE: L218 +L219 | XX | XX | 0 | XX | 1467 |

| LINE | CODE | VARIABILITY PERCENTAGE (4) | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2 = BLANK THEN C3*C4 ELSE C2*C4 (5) | ASSIGN'T % IF C2 NOT= BLANK THEN GETC1 ('TH(S)') +GETC1 ('TH(Y)') ELSE C6 (6) | VARIABLE EXPENSE ASSIGNED TO TH(S) C5*C6 (7) | SOURCE | ANNUALI- ZATION PERIOD (8) | SEM CASES_OF C8 1: B6L116C1 2: B6L117C1 3: B6L118C1 4: B6L119C1 5: B6L120C1 (9) | UNIT COST C7 /C9 (10) | EXPENSE RATIO SEM- VARIABLE C7 /C5 |
|------|---------|----------------------------------|--|---|--|----------|-------------------------------------|--|--------------------------------|--|
| | | | | | | | | | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| 201 | 9091802 | .5 | 78.5058 | 1 | 78.5058 | A3L713C1 | 1 | 43908 | .00178796 | XX |
| 202 | 9093802 | 1 | 2.69741 | 1 | 2.69741 | A3L814C1 | 1 | 43908 | .00006143 | XX |
| 203 | 909120 | .5 | 37.4495 | 1 | 37.4495 | A3L714C1 | 1 | 43908 | .00085291 | XX |
| 204 | 909320 | 1 | 2.37703 | 1 | 2.37703 | A3L815C1 | 1 | 43908 | .00005414 | XX |
| 205 | 9091803 | .5 | 9 | 1 | 9 | A3L722C1 | 1 | 43908 | .00020497 | XX |
| 206 | 9093803 | 1 | 18 | 1 | 18 | A3L823C1 | 1 | 43908 | .00040995 | XX |
| 207 | 8091051 | 1 | 664 | 1 | 664 | A3L401C1 | 1 | 43908 | .01512 | XX |
| 208 | 8093051 | 1 | 0 | 1 | 0 | A3L601C1 | 1 | 43908 | 0 | XX |
| 209 | 809137 | .5 | 0 | 1 | 0 | A3L438C1 | 1 | 43908 | 0 | XX |
| 210 | 809337 | 1 | 0 | 1 | 0 | A3L638C1 | 1 | 43908 | 0 | XX |
| 211 | | .86327 | 788.9553 | 1 | 788.9553 | XX | XX | XX | .01797 | XX |
| 212 | | .86327 | 0 | 1 | 0 | 1.0 | 1 | 43908 | 0 | XX |
| 213 | | XX | 812.0297 | XX | 812.0297 | XX | XX | XX | .01849 | XX |
| 214 | 9098802 | .5 | 156.2364 | 1 | 156.2364 | 1.0 | 1 | 43908 | .00355826 | XX |
| 215 | 909820 | .5 | 132.8125 | 1 | 132.8125 | 1.0 | 1 | 43908 | .00302478 | XX |
| 216 | 9098803 | .5 | 49.6517 | 1 | 49.6517 | 1.0 | 1 | 43908 | .00113081 | XX |
| 217 | 8098051 | 1 | 790.1768 | 1 | 790.1768 | 1.0 | 1 | 43908 | .018 | XX |
| 218 | | .76921 | 1128 | 1 | 1128 | XX | XX | XX | .02571 | XX |
| 219 | | .76921 | 0 | 1 | 0 | 1.0 | 1 | 43908 | 0 | XX |
| 220 | | XX | 1128 | XX | 1128 | XX | XX | XX | .02571 | XX |

| | | | WT-C0 REGRES- SION | | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|------|---|--------------------------|--------|--|--------|---|--|
| LINE | CODE | IDENTIFICATION | (1) | SOURCE | (2) | SOURCE | (3) | |
| 101 | 501 | CLEANING CAR INTERIORS | 13 A2L336C44 | | 1989 A2L336C44 | | 0 | |
| 102 | 505 | PORTION 501 | 13 A2L340C44 | | 0 B9L114C3 | | 436.0879 | |
| 103 | 502 | ADJUSTING AND TRANSFERING LOADS | 13 A2L337C44 | | 1450 A2L337C44 | | 0 | |
| 104 | 505 | PORTION 502 | 13 A2L340C44 | | 0 B9L114C5 | | 317.9122 | |
| 105 | 503 | CAR LOADING DEVICES/GRAIN DOORS | 13 A2L338C44 | | 0 A2L338C44 | | 0 | |
| 106 | 505 | PORTION 503 | 13 A2L340C44 | | 0 B9L114C7 | | 0 | |
| 107 | 519 | CLERICAL AND ACCOUNTING EMPLOYEES | 14 A2L354C44 | | 0 A2L354C44 | | 3197 | |
| 108 | 518 | PORTION 519 | 14 A2L353C44 | | 0 B9L115C3 | | 27470 | |
| 109 | 522 | PORTION 519 | 14 A2L357C44 | | 0 B9L116C3 | | 12934 | |
| 110 | 523 | PORTION 519 | 14 A2L358C44 | | 0 B9L117C3 | | 0 | |
| 111 | 524 | PORTION 519 | 14 A2L359C44 | | 0 B9L118C3 | | 0 | |
| 112 | 525 | PORTION 519-(CR) | 14 A2L360C44 | | 0 B9L119C3 | | 0 | |
| 113 | 526 | PORTION 519 | 14 A2L361C44 | | 0 B9L120C3 | | 15928 | |
| 114 | 521 | LOSS & DAMAGE CLAIMS PROCESSING | 14 A2L356C44 | | 0 A2L356C44 | | 0 | |
| 115 | 518 | PORTION 521 | 14 A2L353C44 | | 0 B9L115C7 | | 0 | |
| 116 | 522 | PORTION 521 | 14 A2L357C44 | | 0 B9L116C7 | | 0 | |
| 117 | 523 | PORTION 521 | 14 A2L358C44 | | 0 B9L117C7 | | 0 | |
| 118 | 524 | PORTION 521 | 14 A2L359C44 | | 0 B9L118C7 | | 0 | |
| 119 | 525 | PORTION 521-(CR) | 14 A2L360C44 | | 0 B9L119C7 | | 0 | |
| 120 | 526 | PORTION 521 | 14 A2L361C44 | | 0 B9L120C7 | | 0 | |
| 121 | | SUBTOTAL CARLOAD: SUM L101-106 | XX | XX | 3439 | XX | 754 | |
| 122 | | SUBTOTAL CLERICAL & CLAIMS: (SUM L107-111)+(SUM L113-118)+L120 -(L112+L119) | XX | XX | 0 | XX | 59530 | |

| LINE | CODE | VARIABLE | | ASSIGN'T % | VARIABLE | | CM | | UNIT COST C7 /C9 (10) |
|------|------|---------------------------------------|--|---|---|----------|-------------------------------------|---|--------------------------------|
| | | VARIABILITY PERCENTAGE # (4) | EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | IF C2 NOT= BLANK THEN GETC1 ('CM') ELSE C6 (6) | EXPENSE ASSIGNED TO CM C5*C6 (7) | SOURCE | ANNUALI- ZATION PERIOD (8) | CASES_OF C8 1: A1L114C1 2: A1L114C6 3: A1L114C7 4: A1L114C8 5: A1L114C9 (9) | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 101 | 501 | .9069 | 1803 | 0 | 0 | A2L336C1 | 1 | 0 | 0 |
| 102 | 505 | .9069 | 395.488 | 0 | 0 | A2L340C1 | 1 | 0 | 0 |
| 103 | 502 | .9069 | 1315 | 0 | 0 | A2L337C1 | 1 | 0 | 0 |
| 104 | 505 | .9069 | 288.3145 | 0 | 0 | A2L340C1 | 1 | 0 | 0 |
| 105 | 503 | .9069 | 0 | 0 | 0 | A2L338C1 | 1 | 0 | 0 |
| 106 | 505 | .9069 | 0 | 0 | 0 | A2L340C1 | 1 | 0 | 0 |
| 107 | 519 | .72185 | 2307 | 0 | 0 | A2L354C1 | 1 | 0 | 0 |
| 108 | 518 | .72185 | 19829 | 0 | 0 | A2L353C1 | 1 | 0 | 0 |
| 109 | 527 | .72185 | 9336 | 0 | 0 | A2L357C1 | 1 | 0 | 0 |
| 110 | 523 | .72185 | 0 | 0 | 0 | A2L358C1 | 1 | 0 | 0 |
| 111 | 524 | .72185 | 0 | 0 | 0 | A2L359C1 | 1 | 0 | 0 |
| 112 | 525 | .72185 | 0 | 0 | 0 | A2L360C1 | 1 | 0 | 0 |
| 113 | 526 | .72185 | 11498 | 0 | 0 | A2L361C1 | 1 | 0 | 0 |
| 114 | 521 | .72185 | 0 | 0 | 0 | A2L356C1 | 1 | 0 | 0 |
| 115 | 518 | .72185 | 0 | 0 | 0 | A2L353C1 | 1 | 0 | 0 |
| 116 | 522 | .72185 | 0 | 0 | 0 | A2L357C1 | 1 | 0 | 0 |
| 117 | 523 | .72185 | 0 | 0 | 0 | A2L358C1 | 1 | 0 | 0 |
| 118 | 524 | .72185 | 0 | 0 | 0 | A2L359C1 | 1 | 0 | 0 |
| 119 | 525 | .72185 | 0 | 0 | 0 | A2L360C1 | 1 | 0 | 0 |
| 120 | 526 | .72185 | 0 | 0 | 0 | A2L361C1 | 1 | 0 | 0 |
| 121 | | XX | 3802 | XX | 0 | XX | XX | XX | 0 |
| 122 | | XX | 42972 | XX | 0 | XX | XX | XX | 0 |

| LINE | CODE | ASSIGN'T % | VARIABLE | CLOT | UNIT COST C12/C13 | ASSIGN'T % | VARIABLE | CLOR | UNIT COST C16/C17 |
|------|------|---|---|--|-------------------------|---|---|--|-------------------------|
| | | IF C2 NOT= BLANK THEN GETC1 ('CLOT') ELSE C11 (11) | EXPENSE ASSIGNED TO CLOT C5*C11 (12) | CASES_OF C8 1: A1L144C1 2: A1L144C6 3: A1L144C7 4: A1L144C8 5: A1L144C9 (13) | | IF C2 NOT= BLANK THEN GETC1 ('CLOR') ELSE C15 (15) | EXPENSE ASSIGNED TO CLOR C5*C15 (16) | CASES_OF C8 1: A1L145C1 2: A1L145C6 3: A1L145C7 4: A1L145C8 5: A1L145C9 (17) | |
| 101 | 501 | 0 | 0 | 0 | 0 | 1 | 1803 | 1949 | .92506 |
| 102 | 505 | 0 | 0 | 0 | 0 | 1 | 395.488 | 1949 | .20282 |
| 103 | 502 | 0 | 0 | 0 | 0 | 1 | 1315 | 1949 | .67438 |
| 104 | 505 | 0 | 0 | 0 | 0 | 1 | 288.3145 | 1949 | .14786 |
| 105 | 503 | 0 | 0 | 0 | 0 | 1 | 0 | 1949 | 0 |
| 106 | 505 | 0 | 0 | 0 | 0 | 1 | 0 | 1949 | 0 |
| 107 | 519 | 1 | 2307 | 2680 | .86102 | 0 | 0 | 0 | 0 |
| 108 | 518 | 1 | 19829 | 2680 | 7.39831 | 0 | 0 | 0 | 0 |
| 109 | 522 | 1 | 9336 | 2680 | 3.48361 | 0 | 0 | 0 | 0 |
| 110 | 523 | 1 | 0 | 2680 | 0 | 0 | 0 | 0 | 0 |
| 111 | 524 | 1 | 0 | 2680 | 0 | 0 | 0 | 0 | 0 |
| 112 | 525 | 1 | 0 | 2680 | 0 | 0 | 0 | 0 | 0 |
| 113 | 526 | 1 | 11498 | 2680 | 4.28988 | 0 | 0 | 0 | 0 |
| 114 | 521 | 1 | 0 | 2680 | 0 | 0 | 0 | 0 | 0 |
| 115 | 518 | 1 | 0 | 2680 | 0 | 0 | 0 | 0 | 0 |
| 116 | 522 | 1 | 0 | 2680 | 0 | 0 | 0 | 0 | 0 |
| 117 | 523 | 1 | 0 | 2680 | 0 | 0 | 0 | 0 | 0 |
| 118 | 524 | 1 | 0 | 2680 | 0 | 0 | 0 | 0 | 0 |
| 119 | 525 | 1 | 0 | 2680 | 0 | 0 | 0 | 0 | 0 |
| 120 | 526 | 1 | 0 | 2680 | 0 | 0 | 0 | 0 | 0 |
| 121 | | XX | 0 | XX | 0 | XX | 3802 | XX | 1.95012 |
| 122 | | XX | 42972 | XX | 16.03281 | XX | 0 | XX | 0 |

FREIGHT CAR OWNERSHIP AND MAINTENANCE

CALCULATION OF WEIGHTED AVERAGE CAR REPAIR - REGRESSED

| LINE | CODE | IDENTIFICATION | WT-C0 | VARIABILITY | SOURCE | AP* | SOURCE | CAR MILES | SOURCE | CAR MILES |
|------|--------|------------------------|--------|-------------|----------|-----|----------|-----------|-----------|-----------|
| | | | REGRES | PERCENTAGE | | | | RUNNING | | RUNNING |
| | | | SION | | | | | ONE YEAR | | TWO YEARS |
| | | | (1) | (2) | | (3) | | (4) | | (5) |
| 1 | 809006 | REPAIR-BOX CAR 40 FT | 0 | 0 | A3L308C1 | 3 | B7L801C7 | 0 | B7L801C16 | 0 |
| 2 | 809007 | REPAIR-BOX CAR 50 FT | 0 | 0 | A3L309C1 | 3 | B7L802C7 | 3401 | B7L802C16 | 4080 |
| 3 | 809008 | REPAIR-BOX CAR EQUIP | 0 | 0 | A3L310C1 | 3 | B7L803C7 | 122146 | B7L803C16 | 140332 |
| 4 | 809009 | REPAIR-GONDOLA GEN | 0 | 0 | A3L311C1 | 3 | B7L804C7 | 12077 | B7L804C16 | 13595 |
| 5 | 809010 | REPAIR-GONDOLA EQUIP | 0 | 0 | A3L312C1 | 3 | B7L805C7 | 23287 | B7L805C16 | 34341 |
| 6 | 809011 | REPAIR-COVERED HOPPER | 0 | 0 | A3L313C1 | 3 | B7L806C7 | 78726 | B7L806C16 | 99022 |
| 7 | 809012 | REPAIR-O/T HOPPER GS | 0 | 0 | A3L314C1 | 3 | B7L807C7 | 19698 | B7L807C16 | 23822 |
| 8 | 809013 | REPAIR-O/T HOPPER SS | 0 | 0 | A3L315C1 | 3 | B7L808C7 | 40523 | B7L808C16 | 52725 |
| 9 | 809014 | REPAIR-MECH REEFER | 0 | 0 | A3L316C1 | 3 | B7L809C7 | 628 | B7L809C16 | 665.5 |
| 10 | 809015 | REPAIR-NONMECH REEFER | 0 | 0 | A3L317C1 | 3 | B7L810C7 | 477 | B7L810C16 | 562 |
| 11 | 809016 | REPAIR-FLAT TOFC | 0 | 0 | A3L318C1 | 3 | B7L811C7 | 2635 | B7L811C16 | 3367 |
| 12 | 809017 | REPAIR-FLAT MULTILEVEL | 0 | 0 | A3L319C1 | 3 | B7L812C7 | 4679 | B7L812C16 | 5163 |
| 13 | 809018 | REPAIR-FLAT GENERAL | 0 | 0 | A3L320C1 | 3 | B7L813C7 | 62 | B7L813C16 | 188 |
| 14 | 809019 | REPAIR-FLAT OTHER | 0 | 0 | A3L321C1 | 3 | B7L814C7 | 64771 | B7L814C16 | 72563 |
| 15 | 809020 | REPAIR-ALL OTHER TYPES | 0 | 0 | A3L322C1 | 3 | B7L815C7 | 4838 | B7L815C16 | 5736 |
| 16 | 809021 | REPAIR-AUTORACKS | 0 | 0 | A3L324C1 | 3 | B7L812C7 | 4679 | B7L812C16 | 5163 |
| 17 | 809023 | REPAIR-MISC ACCESS. | 0 | 0 | A3L325C1 | 3 | B7L816C7 | 377948 | B7L816C16 | 456165 |
| 18 | | SUBTOTAL FRT CAR RPR: | | | | | | | | |
| | | SUM L1-17 | XX | XX | XX | XX | XX | XX | XX | XX |
| 19 | | WEIGHTED AVG REPAIR | | | | | | | | |
| | | IF L18C9>=9.0 THEN | | | | | | | | |
| | | L18C11/L18C10 ELSE 0.0 | XX | XX | XX | XX | XX | XX | XX | XX |

*ABBREVIATION OF ANNUALIZATION PERIOD

[illegible]

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|--|---------------------------------|-----------|--|-----------|---|
| | | | | | | | |
| 101 | 809006 | FREIGHT CAR REPAIRS | 0 | A3L308C12 | 0 | A3L308C12 | 0 |
| 102 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C3 | 0 |
| 103 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C3 | 0 |
| 104 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C3 | 0 |
| 105 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C3 | 0 |
| 106 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C3 | 0 |
| 107 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C3 | 0 |
| 108 | 126 | JT FACILITY RENT-OTHER (DR) | 2 | A2L156C44 | 0 | B9L207C3 | 0 |
| 109 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C3 | 0 |
| 110 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C3 | 0 |
| 111 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C3 | 0 |
| 112 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C3 | 0 |
| 113 | 150 | OTHER EXPENSE | 0 | A2L180C44 | 0 | B9L212C3 | 0 |
| 114 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C3 | 0 |
| 115 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C3 | 0 |
| 116 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C3 | 0 |
| 117 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C3 | 0 |
| 118 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C3 | 0 |
| 119 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C3 | 0 |
| 120 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C3 | 0 |
| 121 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C3 | 0 |
| 122 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C3 | 0 |
| 123 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C3 | 0 |
| 124 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C3 | 0 |
| 125 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C3 | 0 |
| 126 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C3 | 0 |
| 127 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C3 | 0 |
| 128 | | TOTAL OPERATING EXP : (SUM L101-127) -2.*(L109+L111+L122+L124+L127) | XX | XX | 0 | XX | 0 |
| 129 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L413C3 | 0 |
| 130 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L413C4 | 0 |
| 131 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L413C7 | 0 |
| 132 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L413C8 | 0 |
| 133 | 809106 | FREIGHT CAR-DEPR | 0 | B2L215C2 | 0 | B2L215C2 | 0 |
| 134 | 809306 | FREIGHT CAR-LEASE/RENT | 0 | B2L520C2 | 0 | B2L520C2 | 0 |
| 135 | 9406 | NET PER DIEM RENT-MILEAGE | 0 | B2L611C2 | 0 | B2L611C2 | 2 |
| 136 | 9506 | NET PER DIEM RENT-TIME | 0 | B2L612C2 | 0 | B2L612C2 | 5 |
| 137 | | TOTAL DEPR, L/R EXPENSE :SUM L129-136 | XX | XX | 0 | XX | 7 |
| 138 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L628C4 | 0 | B5L628C4 | 0 |
| 139 | 809806 | FREIGHT CAR-ROI | 0 | B5L703C4 | 0 | B5L703C4 | -547.218 |
| 140 | | TOTAL ROI : L138+L139 | XX | XX | 0 | XX | -547.218 |
| 141 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) : L128+L137+L140 | XX | XX | 0 | XX | -540.218 |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 VARIABILITY PERCENTAGE (4) | IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | SOURCE | PERCENT ASSIGNED TO CAR MILES (6) | VARIABLE EXPENSE ASSIGNED TO CAR MILES C5*C6 (7) | VARIABLE EXPENSE ASSIGNED TO CAR DAYS C5-C7 (8) | SOURCE | AP* (9) | RUNNING PORTION OF CM EXPENSE CASES_OF C9 1: C7 *B7L801C9 YARD 2: C7 *B7L801C18 PORTION 3: C7 *B7L801C27 OF CM 4: C7 *B7L801C36 EXPENSE 5: C7 *B7L801C45 C7 -C10 (10) (11) | |
|------|--------|--|--|----------|---|--|---|----------|------------|--|--------|
| | | | | | | | | | | | |
| 101 | 809006 | .86 | 0 | A1L561C2 | .5 | 0 | 0 | A3L308C1 | 3 | 0 | 0 |
| 102 | 002 | .45544 | 0 | A1L561C2 | .5 | 0 | 0 | A2L102C1 | 5 | 0 | 0 |
| 103 | 005 | .45544 | 0 | A1L561C2 | .5 | 0 | 0 | A2L105C1 | 5 | 0 | 0 |
| 104 | 024 | .40442 | 0 | A1L561C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 105 | 033 | .27935 | 0 | A1L561C2 | .5 | 0 | 0 | A2L129C1 | 5 | 0 | 0 |
| 106 | 114 | .45544 | 0 | A1L561C2 | .5 | 0 | 0 | A2L144C1 | 5 | 0 | 0 |
| 107 | 117 | .40442 | 0 | A1L561C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 108 | 126 | .40442 | 0 | A1L561C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 109 | 129 | .40442 | 0 | A1L561C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 110 | 141 | .40442 | 0 | A1L561C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 111 | 144 | .40442 | 0 | A1L561C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 112 | 147 | .40442 | 0 | A1L561C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 113 | 150 | .86 | 0 | A1L561C2 | .5 | 0 | 0 | A2L180C1 | 1 | 0 | 0 |
| 114 | 110 | .45544 | 0 | A1L561C2 | .5 | 0 | 0 | A2L140C1 | 5 | 0 | 0 |
| 115 | 307 | .44654 | 0 | A1L561C2 | .5 | 0 | 0 | A2L245C1 | 3 | 0 | 0 |
| 116 | 220 | .25651 | 0 | A1L561C2 | .5 | 0 | 0 | A2L220C1 | 3 | 0 | 0 |
| 117 | 222 | .86 | 0 | A1L561C2 | .5 | 0 | 0 | A2L222C1 | 3 | 0 | 0 |
| 118 | 223 | .2052 | 0 | A1L561C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 119 | 224 | .25651 | 0 | A1L561C2 | .5 | 0 | 0 | A2L224C1 | 3 | 0 | 0 |
| 120 | 225 | .2052 | 0 | A1L561C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 121 | 228 | .2052 | 0 | A1L561C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 122 | 229 | .2052 | 0 | A1L561C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 123 | 233 | .2052 | 0 | A1L561C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 124 | 234 | .2052 | 0 | A1L561C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 125 | 236 | .2052 | 0 | A1L561C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 126 | 237 | .86 | 0 | A1L561C2 | .5 | 0 | 0 | A2L237C1 | 1 | 0 | 0 |
| 127 | 235 | .86 | 0 | A1L561C2 | .5 | 0 | 0 | A2L235C1 | 3 | 0 | 0 |
| 128 | XX | XX | 0 | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 129 | 909120 | .5 | 0 | A1L561C2 | .5 | 0 | 0 | A3L714C1 | 1 | 0 | 0 |
| 130 | 909320 | 1 | 0 | A1L561C2 | .5 | 0 | 0 | A3L815C1 | 1 | 0 | 0 |
| 131 | 809138 | .5 | 0 | A1L561C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 132 | 809338 | 1 | 0 | A1L561C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 133 | 809106 | 1 | 0 | A1L561C4 | .4 | 0 | 0 | A3L408C1 | 1 | 0 | 0 |
| 134 | 809306 | 1 | 0 | XX | XX | 0 | 0 | A3L608C1 | 1 | 0 | 0 |
| 135 | 9406 | 1 | 2 | 1.0 | 1 | 2 | 0 | A3L201C1 | 1 | 0 | 2 |
| 136 | 9506 | 1 | 5 | XX | XX | 0 | 5 | A3L201C1 | 1 | 0 | 0 |
| 137 | XX | XX | 7 | XX | XX | 2 | 5 | XX | XX | 0 | 2 |
| 138 | 909820 | .5 | 0 | A1L561C2 | .5 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 139 | 809806 | 1 | -547.218 | A1L561C4 | .4 | -218.887 | -328.33 | 1.0 | 1 | 0 | -218.9 |
| 140 | XX | XX | -547.218 | XX | XX | -218.887 | -328.33 | XX | XX | 0 | -218.9 |
| 141 | XX | XX | -540.218 | XX | XX | -216.887 | -323.33 | XX | XX | 0 | -216.9 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES RUNNING | | | EXPENSE | | | CAR MILES YARD | | | EXPENSE | | | RUNNING PORTION OF CD EXPENSE | | |
|------|--------|----------------------|---------|----------|--------------|-----------|----------|-------------------|---------|-------|------------------|---------|-------|----------------------------------|------|-------|
| | | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO |
| | | 1: B7L801C7 | COST | CM (LH) | 1: B7L801C5 | COST | CM-YARD | 1: C8 *B7L801C4 | YARD | | 2: C8 *B7L801C13 | PORTION | | | | |
| | | 2: B7L801C16 | PER | TO TOTAL | 2: B7L801C14 | PER | TO TOTAL | 2: C8 *B7L801C13 | PORTION | | 3: C8 *B7L801C22 | OF CD | | | | |
| | | 3: B7L801C25 | CM (LH) | VARIABLE | 3: B7L801C23 | CM - YARD | VARIABLE | 3: C8 *B7L801C22 | OF CD | | 4: C8 *B7L801C31 | EXPENSE | | | | |
| | | 4: B7L801C34 | C10/C12 | COST | 4: B7L801C32 | C11/C15 | COST | 4: C8 *B7L801C31 | EXPENSE | | 5: C8 *B7L801C40 | C8 -C18 | | | | |
| | | 5: B7L801C43 | (12) | (14) | 5: B7L801C41 | (16) | (17) | 5: C8 *B7L801C40 | C8 -C18 | | (18) | (19) | | | | |
| 101 | 809006 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 102 | 002 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 103 | 005 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 104 | 024 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 105 | 033 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 106 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 107 | 117 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 108 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 144 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 112 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 113 | 150 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 114 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 115 | 307 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 116 | 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 117 | 222 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 118 | 223 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 119 | 224 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 120 | 225 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 121 | 228 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 122 | 229 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 123 | 233 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 124 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 125 | 236 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 126 | 237 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 127 | 235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 128 | | XX | 0 | 0 | XX | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 129 | 909120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 130 | 909320 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 131 | 809138 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 132 | 809338 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 133 | 809106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 134 | 809306 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 135 | 9406 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 136 | 9506 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 |
| 137 | | XX | 0 | 0 | XX | 0 | .28571 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 138 | 909820 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 139 | 809806 | 0 | 0 | 0 | 0 | 0 | .4 | 0 | 0 | 0 | 0 | 0 | 0 | -328.3 | 0 | 0 |
| 140 | | XX | 0 | 0 | XX | 0 | .4 | 0 | 0 | 0 | 0 | 0 | 0 | -328.3 | 0 | 0 |
| 141 | | XX | 0 | 0 | XX | 0 | .40148 | 0 | 0 | 0 | 0 | 0 | 0 | -323.3 | 0 | 0 |

| LINE | CODE | CAR DAYS RUNNING | | | CAR DAYS YARDS | | |
|------|--------|---------------------|---------|------------------|-------------------|---------|------------------|
| | | CASES_OF C9 | UNIT | EXPENSE RATIO | CASES_OF C9 | UNIT | EXPENSE RATIO |
| | | 1: B7L801C2 | COST | CD (LH) | 1: B7L801C1 | COST | CD-YARD |
| | | 2: B7L801C11 | PER | TO TOTAL | 2: B7L801C10 | PER | TO TOTAL |
| | | 3: B7L801C20 | CD (LH) | VARIABLE | 3: B7L801C19 | CD-YARD | VARIABLE |
| | | 4: B7L801C29 | C18/C20 | COST | 4: B7L801C28 | C19/C23 | COST |
| | | 5: B7L801C38 | (20) | C18/C5 | 5: B7L801C37 | (24) | C19/C5 |
| | | | (21) | (22) | (23) | (25) | (25) |
| 101 | 809006 | 0 | | 0 | 0 | 0 | 0 |
| 102 | 002 | 0 | | 0 | 0 | 0 | 0 |
| 103 | 005 | 0 | | 0 | 0 | 0 | 0 |
| 104 | 024 | 0 | | 0 | 0 | 0 | 0 |
| 105 | 033 | 0 | | 0 | 0 | 0 | 0 |
| 106 | 114 | 0 | | 0 | 0 | 0 | 0 |
| 107 | 117 | 0 | | 0 | 0 | 0 | 0 |
| 108 | 126 | 0 | | 0 | 0 | 0 | 0 |
| 109 | 129 | 0 | | 0 | 0 | 0 | 0 |
| 110 | 141 | 0 | | 0 | 0 | 0 | 0 |
| 111 | 144 | 0 | | 0 | 0 | 0 | 0 |
| 112 | 147 | 0 | | 0 | 0 | 0 | 0 |
| 113 | 150 | 0 | | 0 | 0 | 0 | 0 |
| 114 | 110 | 0 | | 0 | 0 | 0 | 0 |
| 115 | 307 | 0 | | 0 | 0 | 0 | 0 |
| 116 | 220 | 0 | | 0 | 0 | 0 | 0 |
| 117 | 222 | 0 | | 0 | 0 | 0 | 0 |
| 118 | 223 | 0 | | 0 | 0 | 0 | 0 |
| 119 | 224 | 0 | | 0 | 0 | 0 | 0 |
| 120 | 225 | 0 | | 0 | 0 | 0 | 0 |
| 121 | 228 | 0 | | 0 | 0 | 0 | 0 |
| 122 | 229 | 0 | | 0 | 0 | 0 | 0 |
| 123 | 233 | 0 | | 0 | 0 | 0 | 0 |
| 124 | 234 | 0 | | 0 | 0 | 0 | 0 |
| 125 | 236 | 0 | | 0 | 0 | 0 | 0 |
| 126 | 237 | 0 | | 0 | 0 | 0 | 0 |
| 127 | 235 | 0 | | 0 | 0 | 0 | 0 |
| 128 | | XX | | 0 | XX | | 0 |
| 129 | 909120 | 0 | | 0 | 0 | | 0 |
| 130 | 909320 | 0 | | 0 | 0 | | 0 |
| 131 | 809138 | 0 | | 0 | 0 | | 0 |
| 132 | 809338 | 0 | | 0 | 0 | | 0 |
| 133 | 809106 | 0 | | 0 | 0 | | 0 |
| 134 | 809306 | 0 | | 0 | 0 | | 0 |
| 135 | 9406 | 0 | | 0 | 0 | | 0 |
| 136 | 9506 | 0 | | 0 | 0 | | 1 |
| 137 | | XX | | 0 | XX | | .71429 |
| 138 | 909820 | 0 | | 0 | 0 | | 0 |
| 139 | 809806 | 0 | | 0 | 0 | | .6 |
| 140 | | XX | | 0 | XX | | .6 |
| 141 | | XX | | 0 | XX | | .59852 |

| | | | WT-C0 REGRES- SION REF | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK | | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK |
|------|--------|--|---------------------------------|---|-----|--|
| LINE | CODE | IDENTIFICATION | (1) | SOURCE | (2) | (3) |
| 201 | 809007 | FREIGHT CAR REPAIRS | 0 | A3L309C12 | 0 | A3L309C12 8.70155 |
| 202 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C5 .00867889 |
| 203 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C5 .00197052 |
| 204 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C5 0 |
| 205 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C5 .02454 |
| 206 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C5 .01417 |
| 207 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C5 0 |
| 208 | 126 | JT FACILITY RENT-OTHER(DR) | 2 | A2L156C44 | 0 | B9L207C5 0 |
| 209 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C5 0 |
| 210 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C5 0 |
| 211 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C5 0 |
| 212 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C5 0 |
| 213 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C5 .00240669 |
| 214 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C5 .00395731 |
| 215 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C5 .00196999 |
| 216 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C5 1.49804 |
| 217 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C5 .04003 |
| 218 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C5 0 |
| 219 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C5 1.74675 |
| 220 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C5 0 |
| 221 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C5 0 |
| 222 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C5 0 |
| 223 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C5 0 |
| 224 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C5 0 |
| 225 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C5 0 |
| 226 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C5 .03578 |
| 227 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C5 .11106 |
| 228 | | TOTAL OPERATING EXP : (SUM L201-227) -2.*(L209+L211+L222+L224+L227) | XX | XX | 0 | XX 11.96877 |
| 229 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L414C3 .15535 |
| 230 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L414C4 .00493029 |
| 231 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L414C7 0 |
| 232 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L414C8 0 |
| 233 | 809107 | FREIGHT CAR-DEPR | 0 | B2L216C2 | 0 | B2L216C2 20 |
| 234 | 809307 | FREIGHT CAR-LEASE/RENT | 0 | B2L521C2 | 0 | B2L521C2 4104 |
| 235 | 9407 | NET PER DIEM RENT-MILEAGE | 0 | B2L620C2 | 0 | B2L620C2 182 |
| 236 | 9507 | NET PER DIEM RENT-TIME | 0 | B2L621C2 | 0 | B2L621C2 455 |
| 237 | | TOTAL DEPR, L/R EXPENSE :SUM L229-236 | XX | XX | 0 | XX 4761 |
| 238 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L629C4 | 0 | B5L629C4 .55094 |
| 239 | 809807 | FREIGHT CAR-ROI | 0 | B5L704C4 | 0 | B5L704C4 158.2286 |
| 240 | | TOTAL ROI : L238+L239 | XX | XX | 0 | XX 158.7795 |
| 241 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L228+L237+L240 | XX | XX | 0 | XX 4931 |

| LINE | CODE | VARIABLE EXPENSE | | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE TO CAR MILES C5*C6 | VARIABLE EXPENSE TO CAR DAYS C5-C7 | SOURCE | RUNNING PORTION OF CM EXPENSE CASES_OF C9 | | |
|------|--------|------------------------|------------------------|----------|-------------------------------|-------------------------------------|------------------------------------|----------|---|----------------------------|---------|
| | | VARIABILITY PERCENTAGE | REGR C2*C4 | | | | | | 1: C7 *B7L802C9 | YARD PORTION OF CM EXPENSE | C7 -C10 |
| | | | NO REGR C3*C4 | | | | | | 2: C7 *B7L802C18 | | |
| | | | IF C2=BLANK THEN C3*C4 | | | | | | 3: C7 *B7L802C27 | | |
| | | (4) | ELSE C2*C4 | | (6) | (7) | (8) | AP* (9) | 5: C7 *B7L802C45 | | (11) |
| | | | (5) | | | | | | (10) | | |
| 201 | 809007 | .86 | 7.48333 | A1L562C2 | .5 | 3.74167 | 3.74167 | A3L309C1 | 3 | 3.58279 | .15887 |
| 202 | 002 | .45544 | .00395271 | A1L562C2 | .5 | .00197636 | .0019764 | A2L102C1 | 5 | .00189474 | .000082 |
| 203 | 005 | .45544 | .00089746 | A1L562C2 | .5 | .00044873 | .0004487 | A2L105C1 | 5 | .0004302 | .000019 |
| 204 | 024 | .40442 | 0 | A1L562C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 205 | 033 | .27935 | .00685398 | A1L562C2 | .5 | .00342699 | .003427 | A2L129C1 | 5 | .00328546 | .000142 |
| 206 | 114 | .45544 | .00645517 | A1L562C2 | .5 | .00322759 | .0032276 | A2L144C1 | 5 | .00309429 | .000133 |
| 207 | 117 | .40442 | 0 | A1L562C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 208 | 126 | .40442 | 0 | A1L562C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 209 | 129 | .40442 | 0 | A1L562C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 210 | 141 | .40442 | 0 | A1L562C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 211 | 144 | .40442 | 0 | A1L562C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 212 | 147 | .40442 | 0 | A1L562C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 213 | 150 | .86 | .00206975 | A1L562C2 | .5 | .00103487 | .0010349 | A2L180C1 | 1 | .00099356 | .000041 |
| 214 | 110 | .45544 | .00180232 | A1L562C2 | .5 | .00090116 | .0009012 | A2L140C1 | 5 | .00086394 | .000037 |
| 215 | 307 | .44654 | .00087968 | A1L562C2 | .5 | .00043984 | .0004398 | A2L245C1 | 3 | .00042116 | .000019 |
| 216 | 220 | .25651 | .38426 | A1L562C2 | .5 | .19213 | .19213 | A2L220C1 | 3 | .18397 | .008158 |
| 217 | 222 | .86 | .03442 | A1L562C2 | .5 | .01721 | .01721 | A2L222C1 | 3 | .01648 | .000731 |
| 218 | 223 | .2052 | 0 | A1L562C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 219 | 224 | .25651 | .44805 | A1L562C2 | .5 | .22403 | .22403 | A2L224C1 | 3 | .21451 | .009512 |
| 220 | 225 | .2052 | 0 | A1L562C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 221 | 228 | .2052 | 0 | A1L562C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 222 | 229 | .2052 | 0 | A1L562C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 223 | 233 | .2052 | 0 | A1L562C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 224 | 234 | .2052 | 0 | A1L562C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 225 | 236 | .2052 | 0 | A1L562C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 226 | 237 | .86 | .03077 | A1L562C2 | .5 | .01538 | .01538 | A2L237C1 | 1 | .01477 | .000614 |
| 227 | 235 | .86 | .09551 | A1L562C2 | .5 | .04775 | .04775 | A2L235C1 | 3 | .04573 | .002028 |
| 228 | | XX | 8.30823 | XX | XX | 4.15411 | 4.15411 | XX | XX | 3.97778 | .17633 |
| 229 | 909120 | .5 | .07768 | A1L562C2 | .5 | .03884 | .03884 | A3L714C1 | 1 | .03729 | .001551 |
| 230 | 909320 | 1 | .00493029 | A1L562C2 | .5 | .00246514 | .0024651 | A3L815C1 | 1 | .00236673 | .000098 |
| 231 | 809138 | .5 | 0 | A1L562C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 232 | 809338 | 1 | 0 | A1L562C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 233 | 809107 | 1 | 20 | A1L562C4 | .4 | 8 | 12 | A3L409C1 | 1 | 7.68061 | .31939 |
| 234 | 809307 | 1 | 4104 | XX | XX | 0 | 4104 | A3L609C1 | 1 | 0 | 0 |
| 235 | 9407 | 1 | 182 | 1.0 | 1 | 182 | 0 | A3L202C1 | 1 | 174.7339 | 7.26614 |
| 236 | 9507 | 1 | 455 | XX | XX | 0 | 455 | A3L202C1 | 1 | 0 | 0 |
| 237 | | XX | 4761 | XX | XX | 190.0413 | 4571 | XX | XX | 182.4541 | 7.58718 |
| 238 | 909820 | .5 | .27547 | A1L562C2 | .5 | .13774 | .13774 | 1.0 | 1 | .13224 | .005499 |
| 239 | 809807 | 1 | 158.2286 | A1L562C4 | .4 | 63.29142 | 94.93713 | 1.0 | 1 | 60.76459 | 2.52684 |
| 240 | | XX | 158.504 | XX | XX | 63.42916 | 95.07486 | XX | XX | 60.89682 | 2.53234 |
| 241 | | XX | 4927 | XX | XX | 257.6246 | 4670 | XX | XX | 247.3287 | 10.2959 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES | | | CAR MILES | | | RUNNING PORTION | | |
|------|--------|--------------|-----------|----------|--------------|-----------|----------|------------------|---------|--|
| | | RUNNING | | | YARD | | | OF CD EXPENSE | | |
| | | CASES_OF C9 | | | CASES_OF C9 | | | CASES_OF C9 | | |
| | | 1: B7L802C7 | UNIT | EXPENSE | 1: B7L802C5 | UNIT | EXPENSE | 1: C8 *B7L802C4 | YARD | |
| | | 2: B7L802C16 | COST | RATIO | 2: B7L802C14 | COST | RATIO | 2: C8 *B7L802C13 | PORTION | |
| | | 3: B7L802C25 | PER | CM (LH) | 3: B7L802C23 | PER | CM-YARD | 3: C8 *B7L802C22 | OF CD | |
| | | 4: B7L802C34 | CM (LH) | TO TOTAL | 4: B7L802C32 | CM - YARD | TO TOTAL | 4: C8 *B7L802C31 | EXPENSE | |
| | | 5: B7L802C43 | C10/C12 | VARIABLE | 5: B7L802C41 | C11/C15 | VARIABLE | 5: C8 *B7L802C40 | C8 -C18 | |
| | | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | |
| 201 | 809007 | 4644 | .00077149 | .47877 | 79.20441 | .00200587 | .02123 | .56847 | 3.17319 | |
| 202 | 002 | 5075 | .00000037 | .47935 | 84.08744 | .00000097 | .02065 | .00030478 | .001672 | |
| 203 | 005 | 5075 | .00000008 | .47935 | 84.08744 | .00000022 | .02065 | .0000692 | .00038 | |
| 204 | 024 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 205 | 033 | 5075 | .00000065 | .47935 | 84.08744 | .00000168 | .02065 | .00052848 | .002899 | |
| 206 | 114 | 5075 | .00000061 | .47935 | 84.08744 | .00000159 | .02065 | .00049773 | .00273 | |
| 207 | 117 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 208 | 126 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 209 | 129 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 210 | 141 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 211 | 144 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 212 | 147 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 213 | 150 | 3401 | .00000029 | .48004 | 54.39508 | .00000076 | .01996 | .00015172 | .000883 | |
| 214 | 110 | 5075 | .00000017 | .47935 | 84.08744 | .00000044 | .02065 | .00013897 | .000762 | |
| 215 | 307 | 4644 | .00000009 | .47877 | 79.20441 | .00000024 | .02123 | .00006682 | .000373 | |
| 216 | 220 | 4644 | .00003961 | .47877 | 79.20441 | .000103 | .02123 | .02919 | .16294 | |
| 217 | 222 | 4644 | .00000355 | .47877 | 79.20441 | .00000923 | .02123 | .00261498 | .0146 | |
| 218 | 223 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 219 | 224 | 4644 | .00004619 | .47877 | 79.20441 | .0001201 | .02123 | .03404 | .18999 | |
| 220 | 225 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 221 | 228 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 222 | 229 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 223 | 233 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 224 | 234 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 225 | 236 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 226 | 237 | 3401 | .00000434 | .48004 | 54.39508 | .00001129 | .01996 | .00225531 | .01313 | |
| 227 | 235 | 4644 | .00000985 | .47877 | 79.20441 | .0000256 | .02123 | .00725541 | .0405 | |
| 228 | XX | XX | .00085761 | .47878 | XX | .00222978 | .02122 | .63107 | 3.52304 | |
| 229 | 909120 | 3401 | .00001096 | .48004 | 54.39508 | .00002851 | .01996 | .00569372 | .03314 | |
| 230 | 909320 | 3401 | .00000007 | .48004 | 54.39508 | .00000181 | .01996 | .0003614 | .002104 | |
| 231 | 809138 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 232 | 809338 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 0 | 0 | |
| 233 | 809107 | 3401 | .00225834 | .38403 | 54.39508 | .00587169 | .01597 | 1.75924 | 10.2408 | |
| 234 | 809307 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 601.6594 | 3502 | |
| 235 | 9407 | 3401 | .05138 | .96008 | 54.39508 | .13358 | .03992 | 0 | 0 | |
| 236 | 9507 | 3401 | 0 | 0 | 54.39508 | 0 | 0 | 66.70444 | 388.3 | |
| 237 | XX | XX | .05365 | .03832 | XX | .13948 | .0015936 | 670.1292 | 3900 | |
| 238 | 909820 | 3401 | .00003888 | .48004 | 54.39508 | .00010109 | .01996 | .02019 | .11754 | |
| 239 | 809807 | 3401 | .01787 | .38403 | 54.39508 | .04645 | .01597 | 13.91808 | 81.019 | |
| 240 | XX | XX | .01791 | .3842 | XX | .04655 | .01598 | 13.93828 | 81.1366 | |
| 241 | XX | XX | .07241 | .05019 | XX | .18827 | .0020893 | 684.6985 | 3985 | |

| LINE | CODE | CAR DAYS RUNNING | | | CAR DAYS YARDS | | |
|------|--------|---------------------|-----------|------------------|-------------------|-----------|------------------|
| | | CASES_OF C9 | UNIT | EXPENSE RATIO | CASES_OF C9 | UNIT | EXPENSE RATIO |
| | | 1: B7L802C2 | CD (LH) | CD (LH) | 1: B7L802C1 | CD-YARD | CD-YARD |
| | | 2: B7L802C11 | COST | TO TOTAL | 2: B7L802C10 | COST | TO TOTAL |
| | | 3: B7L802C20 | PER | VARIABLE | 3: B7L802C19 | PER | VARIABLE |
| | | 4: B7L802C29 | CD (LH) | COST | 4: B7L802C28 | CD-YARD | COST |
| | | 5: B7L802C38 | C18/C20 | C18/C5 | 5: B7L802C37 | C19/C23 | C19/C5 |
| | | (20) | (21) | (22) | (23) | (24) | (25) |
| 201 | 809007 | 5.38237 | .10562 | .07597 | 30.04412 | .10562 | .42403 |
| 202 | 002 | 6.11403 | .00004985 | .07711 | 33.53294 | .00004985 | .42289 |
| 203 | 005 | 6.11403 | .00001132 | .07711 | 33.53294 | .00001132 | .42289 |
| 204 | 024 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 205 | 033 | 6.11403 | .00008644 | .07711 | 33.53294 | .00008644 | .42289 |
| 206 | 114 | 6.11403 | .00008141 | .07711 | 33.53294 | .00008141 | .42289 |
| 207 | 117 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 208 | 126 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 209 | 129 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 210 | 141 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 211 | 144 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 212 | 147 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 213 | 150 | 3.45131 | .00004396 | .0733 | 20.09055 | .00004396 | .4267 |
| 214 | 110 | 6.11403 | .00002273 | .07711 | 33.53294 | .00002273 | .42289 |
| 215 | 307 | 5.38237 | .00001242 | .07597 | 30.04412 | .00001242 | .42403 |
| 216 | 220 | 5.38237 | .00542328 | .07597 | 30.04412 | .00542328 | .42403 |
| 217 | 222 | 5.38237 | .00048584 | .07597 | 30.04412 | .00048584 | .42403 |
| 218 | 223 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 219 | 224 | 5.38237 | .00632367 | .07597 | 30.04412 | .00632367 | .42403 |
| 220 | 225 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 221 | 228 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 222 | 229 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 223 | 233 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 224 | 234 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 225 | 236 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 226 | 237 | 3.45131 | .00065346 | .0733 | 20.09055 | .00065346 | .4267 |
| 227 | 235 | 5.38237 | .001348 | .07597 | 30.04412 | .001348 | .42403 |
| 228 | XX | .11746 | .07596 | XX | .11746 | .42404 | |
| 229 | 909120 | 3.45131 | .00164973 | .0733 | 20.09055 | .00164973 | .4267 |
| 230 | 909320 | 3.45131 | .00010471 | .0733 | 20.09055 | .00010471 | .4267 |
| 231 | 809138 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 232 | 809338 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 233 | 809107 | 3.45131 | .50973 | .08796 | 20.09055 | .50973 | .51204 |
| 234 | 809307 | 3.45131 | 174.3278 | .1466 | 20.09055 | 174.3278 | .8534 |
| 235 | 9407 | 3.45131 | 0 | 0 | 20.09055 | 0 | 0 |
| 236 | 9507 | 3.45131 | 19.32727 | .1466 | 20.09055 | 19.32727 | .8534 |
| 237 | XX | 194.1665 | .14075 | XX | 194.1665 | .81933 | |
| 238 | 909820 | 3.45131 | .00585066 | .0733 | 20.09055 | .00585066 | .4267 |
| 239 | 809807 | 3.45131 | 4.03269 | .08796 | 20.09055 | 4.03269 | .51204 |
| 240 | XX | 4.03855 | .08794 | XX | 4.03855 | .51189 | |
| 241 | XX | 198.3225 | .13894 | XX | 198.3225 | .80878 | |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
BOX CAR EQUIPPED

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|--|---------------------------------|-----------|--|-----------|---|
| | | | | | | | |
| 301 | 809008 | FREIGHT CAR REPAIRS | 0 | A3L310C12 | 0 | A3L310C12 | 10902 |
| 302 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C7 | 10.8741 |
| 303 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C7 | 2.46894 |
| 304 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C7 | 0 |
| 305 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C7 | 30.74106 |
| 306 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C7 | 17.75847 |
| 307 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C7 | 0 |
| 308 | 126 | JT FACILITY RENT-OTHER (DR) | 2 | A2L156C44 | 0 | B9L207C7 | 0 |
| 309 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C7 | 0 |
| 310 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C7 | 0 |
| 311 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C7 | 0 |
| 312 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C7 | 0 |
| 313 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C7 | 3.01543 |
| 314 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C7 | 4.95826 |
| 315 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C7 | 2.46827 |
| 316 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C7 | 1876 |
| 317 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C7 | 50.15142 |
| 318 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C7 | 0 |
| 319 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C7 | 2188 |
| 320 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C7 | 0 |
| 321 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C7 | 0 |
| 322 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C7 | 0 |
| 323 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C7 | 0 |
| 324 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C7 | 0 |
| 325 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C7 | 0 |
| 326 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C7 | 44.82532 |
| 327 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C7 | 139.1481 |
| 328 | | TOTAL OPERATING EXPENSE : (SUM L301-327) -2.*(L309+L311+L322+L324+L327) | XX | XX | 0 | XX | 14996 |
| 329 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L415C3 | 194.6446 |
| 330 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L415C4 | 6.17734 |
| 331 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L415C7 | 0 |
| 332 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L415C8 | 0 |
| 333 | 809108 | FREIGHT CAR-DEPR | 0 | B2L217C2 | 0 | B2L217C2 | 6654 |
| 334 | 809308 | FREIGHT CAR-LEASE/RENT | 0 | B2L522C2 | 0 | B2L522C2 | 12859 |
| 335 | 9408 | NET PER DIEM RENT-MILEAGE | 0 | B2L629C2 | 0 | B2L629C2 | 1608 |
| 336 | 9508 | NET PER DIEM RENT-TIME | 0 | B2L630C2 | 0 | B2L630C2 | 3901 |
| 337 | | TOTAL DEPR, L/R EXPENSE :SUM L329-336 | XX | XX | 0 | XX | 25222 |
| 338 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L630C4 | 0 | B5L630C4 | 690.2957 |
| 339 | 809808 | FREIGHT CAR-ROI | 0 | B5L705C4 | 0 | B5L705C4 | 22590 |
| 340 | | TOTAL ROI : L338+L339 | XX | XX | 0 | XX | 23281 |
| 341 | | GRAND TOTAL VARIABLE EXPENSE (EXC G/O) :L328+L337+L340 | XX | XX | 0 | XX | 63500 |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 VARIABILITY PERCENTAGE (4) | IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | SOURCE | PERCENT ASSIGNED TO CAR MILES (6) | VARIABLE EXPENSE ASSIGNED TO CAR MILES C5*C6 (7) | VARIABLE EXPENSE ASSIGNED TO CAR DAYS C5-C7 (8) | SOURCE | AP* (9) | RUNNING PORTION OF CM EXPENSE CASES_OF C9 1: C7 *B7L803C9 YARD 2: C7 *B7L803C18 PORTION 3: C7 *B7L803C27 OF CM 4: C7 *B7L803C36 EXPENSE 5: C7 *B7L803C45 C7 -C10 (10) (11) | |
|------|--------|--|--|----------|---|--|---|----------|------------|--|---------|
| | | | | | | | | | | | |
| 301 | 809008 | .86 | 9376 | A1L563C2 | .5 | 4688 | 4688 | A3L310C1 | 3 | 4424 | 263.66 |
| 302 | 002 | .45544 | 4.9525 | A1L563C2 | .5 | 2.47625 | 2.47625 | A2L102C1 | 5 | 2.33735 | .1389 |
| 303 | 005 | .45544 | 1.12446 | A1L563C2 | .5 | .56223 | .56223 | A2L105C1 | 5 | .53069 | .03154 |
| 304 | 024 | .40442 | 0 | A1L563C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 305 | 033 | .27935 | 8.5876 | A1L563C2 | .5 | 4.2938 | 4.2938 | A2L129C1 | 5 | 4.05295 | .24085 |
| 306 | 114 | .45544 | 8.08792 | A1L563C2 | .5 | 4.04396 | 4.04396 | A2L144C1 | 5 | 3.81713 | .22683 |
| 307 | 117 | .40442 | 0 | A1L563C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 308 | 126 | .40442 | 0 | A1L563C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 309 | 129 | .40442 | 0 | A1L563C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 310 | 141 | .40442 | 0 | A1L563C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 311 | 144 | .40442 | 0 | A1L563C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 312 | 147 | .40442 | 0 | A1L563C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 313 | 150 | .86 | 2.59327 | A1L563C2 | .5 | 1.29663 | 1.29663 | A2L180C1 | 1 | 1.22512 | .07151 |
| 314 | 110 | .45544 | 2.25819 | A1L563C2 | .5 | 1.12909 | 1.12909 | A2L140C1 | 5 | 1.06576 | .06333 |
| 315 | 307 | .44654 | 1.10218 | A1L563C2 | .5 | .55109 | .55109 | A2L245C1 | 3 | .5201 | .03099 |
| 316 | 220 | .25651 | 481.4477 | A1L563C2 | .5 | 240.7239 | 240.724 | A2L220C1 | 3 | 227.1854 | 13.5385 |
| 317 | 222 | .86 | 43.13022 | A1L563C2 | .5 | 21.56511 | 21.56511 | A2L222C1 | 3 | 20.35227 | 1.21284 |
| 318 | 223 | .2052 | 0 | A1L563C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 319 | 224 | .25651 | 561.3796 | A1L563C2 | .5 | 280.6898 | 280.69 | A2L224C1 | 3 | 264.9036 | 15.7862 |
| 320 | 225 | .2052 | 0 | A1L563C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 321 | 228 | .2052 | 0 | A1L563C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 322 | 229 | .2052 | 0 | A1L563C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 323 | 233 | .2052 | 0 | A1L563C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 324 | 234 | .2052 | 0 | A1L563C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 325 | 236 | .2052 | 0 | A1L563C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 326 | 237 | .86 | 38.54978 | A1L563C2 | .5 | 19.27489 | 19.27489 | A2L237C1 | 1 | 18.21185 | 1.06304 |
| 327 | 235 | .86 | 119.6674 | A1L563C2 | .5 | 59.83368 | 59.83368 | A2L235C1 | 3 | 56.46858 | 3.3651 |
| 328 | | XX | 10409 | XX | XX | 5204 | 5204 | XX | XX | 4912 | 292.7 |
| 329 | 909120 | .5 | 97.32228 | A1L563C2 | .5 | 48.66114 | 48.66114 | A3L714C1 | 1 | 45.9774 | 2.68374 |
| 330 | 909320 | 1 | 6.17734 | A1L563C2 | .5 | 3.08867 | 3.08867 | A3L815C1 | 1 | 2.91833 | .17035 |
| 331 | 809138 | .5 | 0 | A1L563C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 332 | 809338 | 1 | 0 | A1L563C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 333 | 809108 | 1 | 6654 | A1L563C4 | .4 | 2661 | 3992 | A3L410C1 | 1 | 2514 | 146.79 |
| 334 | 809308 | 1 | 12859 | XX | XX | 0 | 12859 | A3L610C1 | 1 | 0 | 0 |
| 335 | 9408 | 1 | 1608 | 1.0 | 1 | 1608 | 0 | A3L203C1 | 1 | 1519 | 88.6837 |
| 336 | 9508 | 1 | 3901 | XX | XX | 0 | 3901 | A3L203C1 | 1 | 0 | 0 |
| 337 | | XX | 25125 | XX | XX | 4321 | 20804 | XX | XX | 4083 | 238.33 |
| 338 | 909820 | .5 | 345.1478 | A1L563C2 | .5 | 172.5739 | 172.574 | 1.0 | 1 | 163.0562 | 9.51773 |
| 339 | 809808 | 1 | 22590 | A1L563C4 | .4 | 9036 | 13554 | 1.0 | 1 | 8538 | 498.37 |
| 340 | | XX | 22936 | XX | XX | 9208 | 13727 | XX | XX | 8701 | 507.89 |
| 341 | | XX | 58471 | XX | XX | 18735 | 39736 | XX | XX | 17696 | 1038 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES RUNNING | | | EXPENSE | | | CAR MILES YARD | | | EXPENSE | | | RUNNING PORTION OF CD EXPENSE | | |
|------|--------|----------------------|-----------|--|----------|--|----|-------------------|-----------|--|----------|--|--|----------------------------------|---------|--|
| | | CASES_OF C9 | | | RATIO | | | CASES_OF C9 | | | RATIO | | | CASES_OF C9 | | |
| | | 1: B7L803C7 | UNIT | | CM (LH) | | | 1: B7L803C5 | UNIT | | CM-YARD | | | 1: C8 *B7L803C4 | YARD | |
| | | 2: B7L803C16 | COST | | TO TOTAL | | | 2: B7L803C14 | COST | | TO TOTAL | | | 2: C8 *B7L803C13 | PORTION | |
| | | 3: B7L803C25 | PER | | VARIABLE | | | 3: B7L803C23 | PER | | VARIABLE | | | 3: C8 *B7L803C22 | OF CD | |
| | | 4: B7L803C34 | CM (LH) | | COST | | | 4: B7L803C32 | CM - YARD | | COST | | | 4: C8 *B7L803C31 | EXPENSE | |
| | | 5: B7L803C43 | C10/C12 | | C10/C5 | | | 5: B7L803C41 | C11/C15 | | C11/C5 | | | 5: C8 *B7L803C40 | C8 -C18 | |
| | | (12) | (13) | | (14) | | | (15) | (16) | | (17) | | | (18) | (19) | |
| 301 | 809008 | 152289 | .02905 | | .47188 | | | 3490 | .07554 | | .02812 | | | 536.5889 | 4151 | |
| 302 | 002 | 169009 | .00001383 | | .47195 | | | 3862 | .00003596 | | .02805 | | | .2901 | 2.18615 | |
| 303 | 005 | 169009 | .00000314 | | .47195 | | | 3862 | .00000816 | | .02805 | | | .06587 | .49636 | |
| 304 | 024 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 305 | 033 | 169009 | .00002398 | | .47195 | | | 3862 | .00006235 | | .02805 | | | .50303 | 3.79078 | |
| 306 | 114 | 169009 | .00002259 | | .47195 | | | 3862 | .00005872 | | .02805 | | | .47376 | 3.57021 | |
| 307 | 117 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 308 | 126 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 309 | 129 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 310 | 141 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 311 | 144 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 312 | 147 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 313 | 150 | 122146 | .00001003 | | .47242 | | | 2742 | .00002608 | | .02758 | | | .13463 | 1.162 | |
| 314 | 110 | 169009 | .00000631 | | .47195 | | | 3862 | .0000164 | | .02805 | | | .13228 | .99682 | |
| 315 | 307 | 152289 | .00000342 | | .47188 | | | 3490 | .00000888 | | .02812 | | | .06308 | .48801 | |
| 316 | 220 | 152289 | .0014918 | | .47188 | | | 3490 | .00387868 | | .02812 | | | 27.55285 | 213.17 | |
| 317 | 222 | 152289 | .00013364 | | .47188 | | | 3490 | .00034747 | | .02812 | | | 2.46831 | 19.0968 | |
| 318 | 223 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 319 | 224 | 152289 | .00173948 | | .47188 | | | 3490 | .00452264 | | .02812 | | | 32.12729 | 248.56 | |
| 320 | 225 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 321 | 228 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 322 | 229 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 323 | 233 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 324 | 234 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 325 | 236 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 326 | 237 | 122146 | .0001491 | | .47242 | | | 2742 | .00038766 | | .02758 | | | 2.00129 | 17.2736 | |
| 327 | 235 | 152289 | .0003708 | | .47188 | | | 3490 | .00096408 | | .02812 | | | 6.84846 | 52.9852 | |
| 328 | XX | .03228 | .47188 | | | | XX | .08393 | .02812 | | | | | 595.5529 | 4609 | |
| 329 | 909120 | 122146 | .00037641 | | .47242 | | | 2742 | .00097867 | | .02758 | | | 5.05243 | 43.6087 | |
| 330 | 909320 | 122146 | .00002389 | | .47242 | | | 2742 | .00006212 | | .02758 | | | .32069 | 2.76798 | |
| 331 | 809138 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 332 | 809338 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 0 | 0 | |
| 333 | 809108 | 122146 | .02059 | | .37794 | | | 2742 | .05353 | | .02206 | | | 414.5264 | 3577 | |
| 334 | 809308 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 1335 | 11523 | |
| 335 | 9408 | 122146 | .01244 | | .94485 | | | 2742 | .03234 | | .05515 | | | 0 | 0 | |
| 336 | 9508 | 122146 | 0 | | 0 | | | 2742 | 0 | | 0 | | | 405.0365 | 3495 | |
| 337 | XX | .03343 | .16251 | | | | XX | .08691 | .0094856 | | | | | 2160 | 18644 | |
| 338 | 909820 | 122146 | .00133493 | | .47242 | | | 2742 | .00347082 | | .02758 | | | 17.91816 | 154.66 | |
| 339 | 809808 | 122146 | .0699 | | .37794 | | | 2742 | .18174 | | .02206 | | | 1407 | 12147 | |
| 340 | XX | .07123 | .37936 | | | | XX | .18521 | .02214 | | | | | 1425 | 12301 | |
| 341 | XX | .13694 | .30265 | | | | XX | .35605 | .01777 | | | | | 4180 | 35555 | |

| LINE | CODE | CAR DAYS RUNNING | | | CAR DAYS YARDS | | |
|------|--------|---------------------|-----------|------------------|-------------------|-----------|------------------|
| | | CASES_OF C9 | UNIT | EXPENSE RATIO | CASES_OF C9 | UNIT | EXPENSE RATIO |
| | | 1: B7L803C2 | CD (LH) | CD (LH) | 1: B7L803C1 | CD-YARD | CD-YARD |
| | | 2: B7L803C11 | COST | TO TOTAL | 2: B7L803C10 | COST | TO TOTAL |
| | | 3: B7L803C20 | PER | VARIABLE | 3: B7L803C19 | PER | VARIABLE |
| | | 4: B7L803C29 | CD (LH) | COST | 4: B7L803C28 | CD-YARD | COST |
| | | 5: B7L803C38 | C18/C20 | C18/C5 | 5: B7L803C37 | C19/C23 | C19/C5 |
| | | (20) | (21) | (22) | (23) | (24) | (25) |
| 301 | 809008 | 176.5024 | 3.04012 | .05723 | 1365 | 3.04012 | .44277 |
| 302 | 002 | 203.6041 | .00142481 | .05858 | 1534 | .00142481 | .44142 |
| 303 | 005 | 203.6041 | .0003235 | .05858 | 1534 | .0003235 | .44142 |
| 304 | 024 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 305 | 033 | 203.6041 | .0024706 | .05858 | 1534 | .0024706 | .44142 |
| 306 | 114 | 203.6041 | .00232685 | .05858 | 1534 | .00232685 | .44142 |
| 307 | 117 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 308 | 126 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 309 | 129 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 310 | 141 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 311 | 144 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 312 | 147 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 313 | 150 | 123.9529 | .00108612 | .05191 | 1069 | .00108612 | .44809 |
| 314 | 110 | 203.6041 | .00064967 | .05858 | 1534 | .00064967 | .44142 |
| 315 | 307 | 176.5024 | .00035737 | .05723 | 1365 | .00035737 | .44277 |
| 316 | 220 | 176.5024 | .1561 | .05723 | 1365 | .1561 | .44277 |
| 317 | 222 | 176.5024 | .01398 | .05723 | 1365 | .01398 | .44277 |
| 318 | 223 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 319 | 224 | 176.5024 | .18202 | .05723 | 1365 | .18202 | .44277 |
| 320 | 225 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 321 | 228 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 322 | 229 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 323 | 233 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 324 | 234 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 325 | 236 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 326 | 237 | 123.9529 | .01615 | .05191 | 1069 | .01615 | .44809 |
| 327 | 235 | 176.5024 | .0388 | .05723 | 1365 | .0388 | .44277 |
| 328 | XX | 3.37822 | .05721 | .05721 | XX | 3.37822 | .44279 |
| 329 | 909120 | 123.9529 | .04076 | .05191 | 1069 | .04076 | .44809 |
| 330 | 909320 | 123.9529 | .00258722 | .05191 | 1069 | .00258722 | .44809 |
| 331 | 809138 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 332 | 809338 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 333 | 809108 | 123.9529 | 3.34423 | .0623 | 1069 | 3.34423 | .5377 |
| 334 | 809308 | 123.9529 | 10.77131 | .10383 | 1069 | 10.77131 | .89617 |
| 335 | 9408 | 123.9529 | 0 | 0 | 1069 | 0 | 0 |
| 336 | 9508 | 123.9529 | 3.26766 | .10383 | 1069 | 3.26766 | .89617 |
| 337 | XX | 17.42655 | .08597 | .08597 | XX | 17.42655 | .74204 |
| 338 | 909820 | 123.9529 | .14456 | .05191 | 1069 | .14456 | .44809 |
| 339 | 809808 | 123.9529 | 11.35395 | .0623 | 1069 | 11.35395 | .5377 |
| 340 | XX | 11.49851 | .06214 | .06214 | XX | 11.49851 | .53635 |
| 341 | XX | 32.30328 | .0715 | .0715 | XX | 32.30328 | .60808 |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
GONDOLA PLAIN

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|--|---------------------------------|-----------|--|-----------|---|
| | | | | | | | |
| 401 | 809009 | FREIGHT CAR REPAIRS | 0 | A3L311C12 | 0 | A3L311C12 | 175.1313 |
| 402 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C9 | .17468 |
| 403 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C9 | .03966 |
| 404 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C9 | 0 |
| 405 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C9 | .49381 |
| 406 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C9 | .28526 |
| 407 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C9 | 0 |
| 408 | 126 | JT FACILITY RENT-OTHER (DR) | 2 | A2L156C44 | 0 | B9L207C9 | 0 |
| 409 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C9 | 0 |
| 410 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C9 | 0 |
| 411 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C9 | 0 |
| 412 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C9 | 0 |
| 413 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C9 | .04844 |
| 414 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C9 | .07965 |
| 415 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C9 | .03965 |
| 416 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C9 | 30.15019 |
| 417 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C9 | .8056 |
| 418 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C9 | 0 |
| 419 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C9 | 35.15585 |
| 420 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C9 | 0 |
| 421 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C9 | 0 |
| 422 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C9 | 0 |
| 423 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C9 | 0 |
| 424 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C9 | 0 |
| 425 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C9 | 0 |
| 426 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C9 | .72005 |
| 427 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C9 | 2.23519 |
| 428 | | TOTAL OPERATING EXPENSE : (SUM L401-427) -2.*(L409+L411+L422+L424+L427) | XX | XX | 0 | XX | 240.889 |
| 429 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L416C3 | 3.12666 |
| 430 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L416C4 | .09923 |
| 431 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L416C7 | 0 |
| 432 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L416C8 | 0 |
| 433 | 809109 | FREIGHT CAR-DEPR | 0 | B2L218C2 | 0 | B2L218C2 | 175 |
| 434 | 809309 | FREIGHT CAR-LEASE/RENT | 0 | B2L523C2 | 0 | B2L523C2 | 0 |
| 435 | 9409 | NET PER DIEM RENT-MILEAGE | 0 | B2L638C2 | 0 | B2L638C2 | 167 |
| 436 | 9509 | NET PER DIEM RENT-TIME | 0 | B2L639C2 | 0 | B2L639C2 | 565 |
| 437 | | TOTAL DEPR, L/R EXPENSE : SUM L429-436 | XX | XX | 0 | XX | 910.2259 |
| 438 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L631C4 | 0 | B5L631C4 | 11.08851 |
| 439 | 809809 | FREIGHT CAR-ROI | 0 | B5L706C4 | 0 | B5L706C4 | 729.1265 |
| 440 | | TOTAL ROI : L438+L439 | XX | XX | 0 | XX | 740.215 |
| 441 | | GR TOTAL VARIABLE EXPENSE (EXCL G/O) :L428+L437+L440 | XX | XX | 0 | XX | 1891 |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK C3*C4 ELSE C2*C4 (4) | SOURCE | PERCENT ASSIGNED TO CAR MILES (6) | VARIABLE EXPENSE ASSIGNED TO CAR MILES C5*C6 (7) | VARIABLE EXPENSE ASSIGNED TO CAR DAYS C5-C7 (8) | SOURCE | AP* (9) | RUNNING PORTION OF CM EXPENSE CASES_OF C9 1: C7 *B7L804C9 YARD 2: C7 *B7L804C18 PORTION 3: C7 *B7L804C27 OF CM 4: C7 *B7L804C36 EXPENSE 5: C7 *B7L804C45 C7 -C10 (10) (11) | |
|------|--------|---|----------|---|--|---|----------|------------|--|-------------------|
| | | | | | | | | | | |
| 401 | 809009 | .86 | 150.613 | A1L564C2 | .5 | 75.30648 | 75.30648 | A3L311C1 | 3 | 71.18183 4.12464 |
| 402 | 002 | .45544 | .07955 | A1L564C2 | .5 | .03978 | .03978 | A2L102C1 | 5 | .03787 .001907 |
| 403 | 005 | .45544 | .01806 | A1L564C2 | .5 | .0090313 | .0090313 | A2L105C1 | 5 | .00859834 .000433 |
| 404 | 024 | .40442 | 0 | A1L564C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 0 |
| 405 | 033 | .27935 | .13795 | A1L564C2 | .5 | .06897 | .06897 | A2L129C1 | 5 | .06567 .003307 |
| 406 | 114 | .45544 | .12992 | A1L564C2 | .5 | .06496 | .06496 | A2L144C1 | 5 | .06185 .003114 |
| 407 | 117 | .40442 | 0 | A1L564C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 0 |
| 408 | 126 | .40442 | 0 | A1L564C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 0 |
| 409 | 129 | .40442 | 0 | A1L564C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 0 |
| 410 | 141 | .40442 | 0 | A1L564C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 0 |
| 411 | 144 | .40442 | 0 | A1L564C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 0 |
| 412 | 147 | .40442 | 0 | A1L564C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 0 |
| 413 | 150 | .86 | .04166 | A1L564C2 | .5 | .02083 | .02083 | A2L180C1 | 1 | .01936 .001469 |
| 414 | 110 | .45544 | .03627 | A1L564C2 | .5 | .01814 | .01814 | A2L140C1 | 5 | .01727 .000869 |
| 415 | 307 | .44654 | .0177 | A1L564C2 | .5 | .00885238 | .0088524 | A2L245C1 | 3 | .00836752 .000485 |
| 416 | 220 | .25651 | 7.7337 | A1L564C2 | .5 | 3.86685 | 3.86685 | A2L220C1 | 3 | 3.65506 .21179 |
| 417 | 222 | .86 | .69282 | A1L564C2 | .5 | .34641 | .34641 | A2L222C1 | 3 | .32744 .01897 |
| 418 | 223 | .2052 | 0 | A1L564C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 0 |
| 419 | 224 | .25651 | 9.01768 | A1L564C2 | .5 | 4.50884 | 4.50884 | A2L224C1 | 3 | 4.26188 .24696 |
| 420 | 225 | .2052 | 0 | A1L564C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 0 |
| 421 | 228 | .2052 | 0 | A1L564C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 0 |
| 422 | 229 | .2052 | 0 | A1L564C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 0 |
| 423 | 233 | .2052 | 0 | A1L564C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 0 |
| 424 | 234 | .2052 | 0 | A1L564C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 0 |
| 425 | 236 | .2052 | 0 | A1L564C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 0 |
| 426 | 237 | .86 | .61924 | A1L564C2 | .5 | .30962 | .30962 | A2L237C1 | 1 | .28778 .02184 |
| 427 | 235 | .86 | 1.92227 | A1L564C2 | .5 | .96113 | .96113 | A2L235C1 | 3 | .90849 .05264 |
| 428 | XX | 167.2153 | XX | XX | 83.60763 | 83.60763 | XX | XX | 79.02448 | 4.58315 |
| 429 | 909120 | .5 | 1.56333 | A1L564C2 | .5 | .78166 | .78166 | A3L714C1 | 1 | .72652 .05514 |
| 430 | 909320 | 1 | .09923 | A1L564C2 | .5 | .04961 | .04961 | A3L815C1 | 1 | .04611 .0035 |
| 431 | 809138 | .5 | 0 | A1L564C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 0 |
| 432 | 809338 | 1 | 0 | A1L564C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 0 |
| 433 | 809109 | 1 | 175 | A1L564C4 | .4 | 70 | 105 | A3L411C1 | 1 | 65.06179 4.93822 |
| 434 | 809309 | 1 | 0 | XX | XX | 0 | 0 | A3L611C1 | 1 | 0 0 |
| 435 | 9409 | 1 | 167 | 1.0 | 1 | 167 | 0 | A3L204C1 | 1 | 155.2188 11.7812 |
| 436 | 9509 | 1 | 565 | XX | XX | 0 | 565 | A3L204C1 | 1 | 0 0 |
| 437 | XX | 908.6626 | XX | XX | 237.8313 | 670.831 | XX | XX | 221.0533 | 16.778 |
| 438 | 909820 | .5 | 5.54426 | A1L564C2 | .5 | 2.77213 | 2.77213 | 1.0 | 1 | 2.57657 .19556 |
| 439 | 809809 | 1 | 729.1265 | A1L564C4 | .4 | 291.6506 | 437.476 | 1.0 | 1 | 271.0758 20.5748 |
| 440 | XX | 734.6707 | XX | XX | 294.4227 | 440.248 | XX | XX | 273.6524 | 20.7703 |
| 441 | XX | 1810 | XX | XX | 615.8617 | 1194 | XX | XX | 573.7301 | 42.1315 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES RUNNING | | | EXPENSE | | | CAR MILES YARD | | | EXPENSE | | | RUNNING PORTION OF CD EXPENSE | | |
|------|--------|----------------------|-----------|--|----------|--|--|-------------------|-----------|--|----------|--|--|----------------------------------|---------|--|
| | | CASES_OF C9 | | | RATIO | | | CASES_OF C9 | | | RATIO | | | CASES_OF C9 | | |
| | | 1: B7L804C7 | UNIT | | CM (LH) | | | 1: B7L804C5 | UNIT | | CM-YARD | | | 1: C8 *B7L804C4 | YARD | |
| | | 2: B7L804C16 | COST | | TO TOTAL | | | 2: B7L804C14 | COST | | TO TOTAL | | | 2: C8 *B7L804C13 | PORTION | |
| | | 3: B7L804C25 | PER | | VARIABLE | | | 3: B7L804C23 | PER | | VARIABLE | | | 3: C8 *B7L804C22 | OF CD | |
| | | 4: B7L804C34 | CM (LH) | | COST | | | 4: B7L804C32 | CM - YARD | | COST | | | 4: C8 *B7L804C31 | EXPENSE | |
| | | 5: B7L804C43 | C10/C12 | | C10/C5 | | | 5: B7L804C41 | C11/C15 | | C11/C5 | | | 5: C8 *B7L804C40 | C8 -C18 | |
| | | (12) | (13) | | (14) | | | (15) | (16) | | (17) | | | (18) | (19) | |
| 401 | 809009 | 12196 | .00583633 | | .47261 | | | 271.8146 | .01517 | | .02739 | | | 7.98409 | 67.3224 | |
| 402 | 002 | 11631 | .00000326 | | .47603 | | | 225.2548 | .00000847 | | .02397 | | | .00495017 | .03483 | |
| 403 | 005 | 11631 | .00000074 | | .47603 | | | 225.2548 | .00000192 | | .02397 | | | .00112393 | .007907 | |
| 404 | 024 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 405 | 033 | 11631 | .00000565 | | .47603 | | | 225.2548 | .00001468 | | .02397 | | | .00858356 | .06039 | |
| 406 | 114 | 11631 | .00000532 | | .47603 | | | 225.2548 | .00001383 | | .02397 | | | .00808411 | .05688 | |
| 407 | 117 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 408 | 126 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 409 | 129 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 410 | 141 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 411 | 144 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 412 | 147 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 413 | 150 | 12077 | .00000016 | | .46473 | | | 352.5577 | .00000417 | | .03527 | | | .00157807 | .01925 | |
| 414 | 110 | 11631 | .00000148 | | .47603 | | | 225.2548 | .00000386 | | .02397 | | | .00225713 | .01588 | |
| 415 | 307 | 12196 | .00000069 | | .47261 | | | 271.8146 | .00000178 | | .02739 | | | .00093854 | .007914 | |
| 416 | 220 | 12196 | .00029968 | | .47261 | | | 271.8146 | .00077918 | | .02739 | | | .40997 | 3.45688 | |
| 417 | 222 | 12196 | .00002685 | | .47261 | | | 271.8146 | .0000698 | | .02739 | | | .03673 | .30968 | |
| 418 | 223 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 419 | 224 | 12196 | .00034944 | | .47261 | | | 271.8146 | .00090854 | | .02739 | | | .47803 | 4.03081 | |
| 420 | 225 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 421 | 228 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 422 | 229 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 423 | 233 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 424 | 234 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 425 | 236 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 426 | 237 | 12077 | .00002383 | | .46473 | | | 352.5577 | .00006195 | | .03527 | | | .02346 | .28616 | |
| 427 | 235 | 12196 | .00007449 | | .47261 | | | 271.8146 | .00019367 | | .02739 | | | .1019 | .85923 | |
| 428 | | XX | .00648037 | | .47259 | | | XX | .01685 | | .02741 | | | 8.85789 | 74.7497 | |
| 429 | 909120 | 12077 | .00006016 | | .46473 | | | 352.5577 | .00015641 | | .03527 | | | .05922 | .72244 | |
| 430 | 909320 | 12077 | .00000382 | | .46473 | | | 352.5577 | .00000993 | | .03527 | | | .00375908 | .04586 | |
| 431 | 809138 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 432 | 809338 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 433 | 809109 | 12077 | .00538725 | | .37178 | | | 352.5577 | .01401 | | .02822 | | | 7.95539 | 97.0446 | |
| 434 | 809309 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 0 | 0 | |
| 435 | 9409 | 12077 | .01285 | | .92945 | | | 352.5577 | .03342 | | .07055 | | | 0 | 0 | |
| 436 | 9509 | 12077 | 0 | | 0 | | | 352.5577 | 0 | | 0 | | | 42.80755 | 522.19 | |
| 437 | | XX | .0183 | | .24327 | | | XX | .04759 | | .01846 | | | 50.82592 | 620.01 | |
| 438 | 909820 | 12077 | .00021334 | | .46473 | | | 352.5577 | .0005547 | | .03527 | | | .21003 | 2.5621 | |
| 439 | 809809 | 12077 | .02245 | | .37178 | | | 352.5577 | .05836 | | .02822 | | | 33.14561 | 404.33 | |
| 440 | | XX | .02266 | | .37248 | | | XX | .05891 | | .02827 | | | 33.35565 | 406.89 | |
| 441 | | XX | .04744 | | .31688 | | | XX | .12335 | | .02327 | | | 93.03946 | 1101 | |

| LINE | CODE | CAR DAYS RUNNING | | | CAR DAYS YARDS | | |
|------|--------|---------------------|------------------|--------------|-------------------|-----------|----------|
| | | CASES_OF C9 | EXPENSE RATIO | CASES_OF C9 | EXPENSE RATIO | | |
| | | 1: B7L804C2 | UNIT | 1: B7L804C1 | UNIT | CD-YARD | CD-YARD |
| | | 2: B7L804C11 | COST | 2: B7L804C10 | COST | TO TOTAL | TO TOTAL |
| | | 3: B7L804C20 | PER | 3: B7L804C19 | PER | VARIABLE | VARIABLE |
| | | 4: B7L804C29 | CD (LH) | 4: B7L804C28 | CD-YARD | COST | COST |
| | | 5: B7L804C38 | C18/C20 | 5: B7L804C37 | C19/C23 | C19/C5 | C19/C5 |
| | | (20) | (21) | (22) | (23) | (24) | (25) |
| 401 | 809009 | 14.13548 | .56483 | .05301 | 119.1914 | .56483 | .44699 |
| 402 | 002 | 14.01173 | .00035329 | .06222 | 98.57944 | .00035329 | .43778 |
| 403 | 005 | 14.01173 | .00008021 | .06222 | 98.57944 | .00008021 | .43778 |
| 404 | 024 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 405 | 033 | 14.01173 | .0006126 | .06222 | 98.57944 | .0006126 | .43778 |
| 406 | 114 | 14.01173 | .00057695 | .06222 | 98.57944 | .00057695 | .43778 |
| 407 | 117 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 408 | 126 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 409 | 129 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 410 | 141 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 411 | 144 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 412 | 147 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 413 | 150 | 12.25565 | .00012876 | .03788 | 149.5019 | .00012876 | .46212 |
| 414 | 110 | 14.01173 | .00016109 | .06222 | 98.57944 | .00016109 | .43778 |
| 415 | 307 | 14.13548 | .0000664 | .05301 | 119.1914 | .0000664 | .44699 |
| 416 | 220 | 14.13548 | .029 | .05301 | 119.1914 | .029 | .44699 |
| 417 | 222 | 14.13548 | .0025982 | .05301 | 119.1914 | .0025982 | .44699 |
| 418 | 223 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 419 | 224 | 14.13548 | .03382 | .05301 | 119.1914 | .03382 | .44699 |
| 420 | 225 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 421 | 228 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 422 | 229 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 423 | 233 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 424 | 234 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 425 | 236 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 426 | 237 | 12.25565 | .0019141 | .03788 | 149.5019 | .0019141 | .46212 |
| 427 | 235 | 14.13548 | .00720886 | .05301 | 119.1914 | .00720886 | .44699 |
| 428 | XX | .62693 | .05297 | XX | .62693 | .44703 | |
| 429 | 909120 | 12.25565 | .00483232 | .03788 | 149.5019 | .00483232 | .46212 |
| 430 | 909320 | 12.25565 | .00030672 | .03788 | 149.5019 | .00030672 | .46212 |
| 431 | 809138 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 432 | 809339 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 433 | 809109 | 12.25565 | .64912 | .04546 | 149.5019 | .64912 | .55454 |
| 434 | 809309 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 435 | 9409 | 12.25565 | 0 | 0 | 149.5019 | 0 | 0 |
| 436 | 9509 | 12.25565 | 3.49288 | .07577 | 149.5019 | 3.49288 | .92423 |
| 437 | XX | 4.14714 | .05593 | XX | 4.14714 | .68233 | |
| 438 | 909820 | 12.25565 | .01714 | .03788 | 149.5019 | .01714 | .46212 |
| 439 | 809809 | 12.25565 | 2.70452 | .04546 | 149.5019 | 2.70452 | .55454 |
| 440 | XX | 2.72165 | .0454 | XX | 2.72165 | .55384 | |
| 441 | XX | 7.49572 | .05139 | XX | 7.49572 | .60846 | |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
GONDOLA EQUIPPED

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|--|---------------------------------|-----------|--|-----------|---|
| | | | | | | | |
| 501 | 809010 | FREIGHT CAR REPAIRS | 0 | A3L312C12 | 0 | A3L312C12 | 3002 |
| 502 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C11 | 2.99497 |
| 503 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C11 | .68 |
| 504 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C11 | 0 |
| 505 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C11 | 8.46677 |
| 506 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C11 | 4.89108 |
| 507 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C11 | 0 |
| 508 | 126 | JT FACILITY RENT-OTHER (DR) | 2 | A2L156C44 | 0 | B9L207C11 | 0 |
| 509 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C11 | 0 |
| 510 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C11 | 0 |
| 511 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C11 | 0 |
| 512 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C11 | 0 |
| 513 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C11 | .83051 |
| 514 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C11 | 1.36561 |
| 515 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C11 | .67982 |
| 516 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C11 | 516.9526 |
| 517 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C11 | 13.81281 |
| 518 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C11 | 0 |
| 519 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C11 | 602.7791 |
| 520 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C11 | 0 |
| 521 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C11 | 0 |
| 522 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C11 | 0 |
| 523 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C11 | 0 |
| 524 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C11 | 0 |
| 525 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C11 | 0 |
| 526 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C11 | 12.34588 |
| 527 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C11 | 38.32446 |
| 528 | | TOTAL OPERATING EXPENSE : (SUM L501-527) -2.*(L509+L511+L522+L524+L527) | XX | XX | 0 | XX | 4130 |
| 529 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L417C3 | 53.6094 |
| 530 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L417C4 | 1.70138 |
| 531 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L417C7 | 0 |
| 532 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L417C8 | 0 |
| 533 | 809110 | FREIGHT CAR-DEPR | 0 | B2L219C2 | 0 | B2L219C2 | 2595 |
| 534 | 809310 | FREIGHT CAR-LEASE/RENT | 0 | B2L524C2 | 0 | B2L524C2 | 2546 |
| 535 | 9410 | NET PER DIEM RENT-MILEAGE | 0 | B2L647C2 | 0 | B2L647C2 | -689 |
| 536 | 9510 | NET PER DIEM RENT-TIME | 0 | B2L648C2 | 0 | B2L648C2 | -3833 |
| 537 | | TOTAL DEPR, L/R EXPENSE : SUM L529-536 | XX | XX | 0 | XX | 674.3106 |
| 538 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L632C4 | 0 | B5L632C4 | 190.1226 |
| 539 | 809810 | FREIGHT CAR-ROI | 0 | B5L707C4 | 0 | B5L707C4 | 8268 |
| 540 | | TOTAL ROI : L538+L539 | XX | XX | 0 | XX | 8458 |
| 541 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L528+L537+L540 | XX | XX | 0 | XX | 13263 |

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 VARIABILITY PERCENTAGE (4) | IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | SOURCE | PERCENT ASSIGNED TO CAR MILES (6) | VARIABLE EXPENSE ASSIGNED TO CAR MILES C5*C6 (7) | VARIABLE EXPENSE ASSIGNED TO CAR DAYS C5-C7 (8) | SOURCE | AP* (9) | RUNNING PORTION OF CM EXPENSE CASES_OF C9 1: C7 *B7L805C9 YARD 2: C7 *B7L805C18 PORTION 3: C7 *B7L805C27 OF CM 4: C7 *B7L805C36 EXPENSE 5: C7 *B7L805C45 C7 -C10 (10) (11) | |
|------|--------|--|--|----------|---|--|---|----------|------------|--|---------|
| | | | | | | | | | | | |
| 501 | 809010 | .86 | 2582 | A1L565C2 | .5 | 1291 | 1291 | A3L312C1 | 3 | 1226 | 65.0442 |
| 502 | 002 | .45544 | 1.36403 | A1L565C2 | .5 | .68201 | .68201 | A2L102C1 | 5 | .64758 | .03443 |
| 503 | 005 | .45544 | .3097 | A1L565C2 | .5 | .15485 | .15485 | A2L105C1 | 5 | .14703 | .007817 |
| 504 | 024 | .40442 | 0 | A1L565C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 505 | 033 | .27935 | 2.36522 | A1L565C2 | .5 | 1.18261 | 1.18261 | A2L129C1 | 5 | 1.12291 | .0597 |
| 506 | 114 | .45544 | 2.22759 | A1L565C2 | .5 | 1.1138 | 1.1138 | A2L144C1 | 5 | 1.05757 | .05623 |
| 507 | 117 | .40442 | 0 | A1L565C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 508 | 126 | .40442 | 0 | A1L565C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 509 | 129 | .40442 | 0 | A1L565C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 510 | 141 | .40442 | 0 | A1L565C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 511 | 144 | .40442 | 0 | A1L565C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 512 | 147 | .40442 | 0 | A1L565C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 513 | 150 | .86 | .71424 | A1L565C2 | .5 | .35712 | .35712 | A2L180C1 | 1 | .33958 | .01755 |
| 514 | 110 | .45544 | .62196 | A1L565C2 | .5 | .31098 | .31098 | A2L140C1 | 5 | .29528 | .0157 |
| 515 | 307 | .44654 | .30356 | A1L565C2 | .5 | .15178 | .15178 | A2L245C1 | 3 | .14414 | .007646 |
| 516 | 220 | .25651 | 132.6013 | A1L565C2 | .5 | 66.30067 | 66.30067 | A2L220C1 | 3 | 62.96077 | 3.3399 |
| 517 | 222 | .86 | 11.87902 | A1L565C2 | .5 | 5.93951 | 5.93951 | A2L222C1 | 3 | 5.6403 | .2992 |
| 518 | 223 | .2052 | 0 | A1L565C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 519 | 224 | .25651 | 154.6163 | A1L565C2 | .5 | 77.30817 | 77.30817 | A2L224C1 | 3 | 73.41377 | 3.8944 |
| 520 | 225 | .2052 | 0 | A1L565C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 521 | 228 | .2052 | 0 | A1L565C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 522 | 229 | .2052 | 0 | A1L565C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 523 | 233 | .2052 | 0 | A1L565C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 524 | 234 | .2052 | 0 | A1L565C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 525 | 236 | .2052 | 0 | A1L565C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 526 | 237 | .86 | 10.61746 | A1L565C2 | .5 | 5.30873 | 5.30873 | A2L237C1 | 1 | 5.04791 | .26082 |
| 527 | 235 | .86 | 32.95904 | A1L565C2 | .5 | 16.47952 | 16.47952 | A2L235C1 | 3 | 15.64936 | .83016 |
| 528 | XX | XX | 2867 | XX | XX | 1433 | 1433 | XX | XX | 1361 | 72.2074 |
| 529 | 909120 | .5 | 26.8047 | A1L565C2 | .5 | 13.40235 | 13.40235 | A3L714C1 | 1 | 12.74388 | .65847 |
| 530 | 909320 | 1 | 1.70138 | A1L565C2 | .5 | .85069 | .85069 | A3L815C1 | 1 | .80889 | .0418 |
| 531 | 809138 | .5 | 0 | A1L565C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 532 | 809338 | 1 | 0 | A1L565C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 533 | 809110 | 1 | 2595 | A1L565C4 | .4 | 1038 | 1557 | A3L412C1 | 1 | 987.0022 | 50.9979 |
| 534 | 809310 | 1 | 2546 | XX | XX | 0 | 2546 | A3L612C1 | 1 | 0 | 0 |
| 535 | 9410 | 1 | -689 | 1.0 | 1 | -689 | 0 | A3L205C1 | 1 | -655.1488 | -33.851 |
| 536 | 9510 | 1 | -3833 | XX | XX | 0 | -3833 | A3L205C1 | 1 | 0 | 0 |
| 537 | XX | XX | 647.5059 | XX | XX | 363.2531 | 284.253 | XX | XX | 345.4061 | 17.8469 |
| 538 | 909820 | .5 | 95.06131 | A1L565C2 | .5 | 47.53066 | 47.53066 | 1.0 | 1 | 45.19543 | 2.33522 |
| 539 | 809810 | 1 | 8268 | A1L565C4 | .4 | 3307 | 4961 | 1.0 | 1 | 3144 | 162.49 |
| 540 | XX | XX | 8363 | XX | XX | 3354 | 5008 | XX | XX | 3190 | 164.83 |
| 541 | XX | XX | 11878 | XX | XX | 5151 | 6726 | XX | XX | 4896 | 254.88 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES RUNNING | | | EXPENSE | | | CAR MILES YARD | | | EXPENSE | | | RUNNING PORTION OF CD EXPENSE | | |
|------|--------|----------------------|-----------|--|----------|--|--|-------------------|-----------|--|----------|--|--|----------------------------------|---------|--|
| | | CASES_OF C9 | | | RATIO | | | CASES_OF C9 | | | RATIO | | | CASES_OF C9 | | |
| | | 1: B7L805C7 | UNIT | | CM (LH) | | | 1: B7L805C5 | UNIT | | CM-YARD | | | 1: C8 *B7L805C4 | YARD | |
| | | 2: B7L805C16 | COST | | TO TOTAL | | | 2: B7L805C14 | COST | | TO TOTAL | | | 2: C8 *B7L805C13 | PORTION | |
| | | 3: B7L805C25 | PER | | VARIABLE | | | 3: B7L805C23 | PER | | VARIABLE | | | 3: C8 *B7L805C22 | OF CD | |
| | | 4: B7L805C34 | CM (LH) | | COST | | | 4: B7L805C32 | CM - YARD | | COST | | | 4: C8 *B7L805C31 | EXPENSE | |
| | | 5: B7L805C43 | C10/C12 | | C10/C5 | | | 5: B7L805C41 | C11/C15 | | C11/C5 | | | 5: C8 *B7L805C40 | C8 -C18 | |
| | | (12) | (13) | | (14) | | | (15) | (16) | | (17) | | | (18) | (19) | |
| 501 | 809010 | 36958 | .03318 | | .47481 | | | 754.061 | .08626 | | .02519 | | | 157.1472 | 1134 | |
| 502 | 002 | 38375 | .00001688 | | .47476 | | | 784.7283 | .00004388 | | .02524 | | | .08439 | .59762 | |
| 503 | 005 | 38375 | .00000383 | | .47476 | | | 784.7283 | .00000996 | | .02524 | | | .01916 | .13569 | |
| 504 | 024 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 505 | 033 | 38375 | .00002926 | | .47476 | | | 784.7283 | .00007608 | | .02524 | | | .14633 | 1.03628 | |
| 506 | 114 | 38375 | .00002756 | | .47476 | | | 784.7283 | .00007165 | | .02524 | | | .13782 | .97598 | |
| 507 | 117 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 508 | 126 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 509 | 129 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 510 | 141 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 511 | 144 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 512 | 147 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 513 | 150 | 23287 | .00001458 | | .47543 | | | 462.7797 | .00003791 | | .02457 | | | .03823 | .31889 | |
| 514 | 110 | 38375 | .00000769 | | .47476 | | | 784.7283 | .00002001 | | .02524 | | | .03848 | .2725 | |
| 515 | 307 | 36958 | .0000039 | | .47481 | | | 754.061 | .00001014 | | .02519 | | | .01847 | .13331 | |
| 516 | 220 | 36958 | .00170355 | | .47481 | | | 754.061 | .00442921 | | .02519 | | | 8.06922 | 58.2315 | |
| 517 | 222 | 36958 | .00015261 | | .47481 | | | 754.061 | .00039679 | | .02519 | | | .72288 | 5.21663 | |
| 518 | 223 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 519 | 224 | 36958 | .00198638 | | .47481 | | | 754.061 | .00516457 | | .02519 | | | 9.4089 | 67.8993 | |
| 520 | 225 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 521 | 228 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 522 | 229 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 523 | 233 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 524 | 234 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 525 | 236 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 526 | 237 | 23287 | .00021677 | | .47543 | | | 462.7797 | .0005636 | | .02457 | | | .56831 | 4.74042 | |
| 527 | 235 | 36958 | .00042343 | | .47481 | | | 754.061 | .00110091 | | .02519 | | | 2.00566 | 14.4739 | |
| 528 | XX | .03692 | .47481 | | XX | | | .09598 | .02519 | | .02519 | | | 174.3937 | 1259 | |
| 529 | 909120 | 23287 | .00054725 | | .47543 | | | 462.7797 | .00142286 | | .02457 | | | 1.43475 | 11.9676 | |
| 530 | 909320 | 23287 | .00003474 | | .47543 | | | 462.7797 | .00009031 | | .02457 | | | .09107 | .75962 | |
| 531 | 809138 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 532 | 809338 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 0 | 0 | |
| 533 | 809110 | 23287 | .04238 | | .38035 | | | 462.7797 | .1102 | | .01965 | | | 166.6802 | 1390 | |
| 534 | 809310 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | 272.5548 | 2273 | |
| 535 | 9410 | 23287 | -.02813 | | .95087 | | | 462.7797 | -.07315 | | .04913 | | | 0 | 0 | |
| 536 | 9510 | 23287 | 0 | | 0 | | | 462.7797 | 0 | | 0 | | | -410.3309 | -3422 | |
| 537 | XX | .01483 | .53344 | | XX | | | .03856 | .02756 | | .02756 | | | 30.4299 | 253.82 | |
| 538 | 909820 | 23287 | .0019408 | | .47543 | | | 462.7797 | .00504608 | | .02457 | | | 5.08826 | 42.4424 | |
| 539 | 809810 | 23287 | .13505 | | .38035 | | | 462.7797 | .35113 | | .01965 | | | 531.0936 | 4429 | |
| 540 | XX | .13699 | .38143 | | XX | | | .35617 | .01971 | | .01971 | | | 536.1818 | 4472 | |
| 541 | XX | .18874 | .41226 | | XX | | | .49072 | .02146 | | .02146 | | | 741.0055 | 5985 | |

| LINE | CODE | CAR DAYS RUNNING | | | EXPENSE | | | CAR DAYS YARDS | | | EXPENSE | | |
|------|--------|---------------------|-----------|--|----------|--|--|-------------------|-----------|--|----------|--|--|
| | | CASES_OF C9 | | | RATIO | | | CASES_OF C9 | | | RATIO | | |
| | | 1: B7L805C2 | UNIT | | CD (LH) | | | 1: B7L805C1 | UNIT | | CD-YARD | | |
| | | 2: B7L805C11 | COST | | TO TOTAL | | | 2: B7L805C10 | COST | | TO TOTAL | | |
| | | 3: B7L805C20 | PER | | VARIABLE | | | 3: B7L805C19 | PER | | VARIABLE | | |
| | | 4: B7L805C29 | CD (LH) | | COST | | | 4: B7L805C28 | CD-YARD | | COST | | |
| | | 5: B7L805C38 | C18/C20 | | C18/C5 | | | 5: B7L805C37 | C19/C23 | | C19/C5 | | |
| | | (20) | (21) | | (22) | | | (23) | (24) | | (25) | | |
| 501 | 809010 | 42.83487 | 3.66867 | | .06085 | | | 309.1174 | 3.66867 | | .43915 | | |
| 502 | 002 | 46.23014 | .00182543 | | .06187 | | | 327.3886 | .00182543 | | .43813 | | |
| 503 | 005 | 46.23014 | .00041446 | | .06187 | | | 327.3886 | .00041446 | | .43813 | | |
| 504 | 024 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 505 | 033 | 46.23014 | .00316528 | | .06187 | | | 327.3886 | .00316528 | | .43813 | | |
| 506 | 114 | 46.23014 | .0029811 | | .06187 | | | 327.3886 | .0029811 | | .43813 | | |
| 507 | 117 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 508 | 126 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 509 | 129 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 510 | 141 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 511 | 144 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 512 | 147 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 513 | 150 | 23.63149 | .00161778 | | .05353 | | | 197.1159 | .00161778 | | .44647 | | |
| 514 | 110 | 46.23014 | .00083234 | | .06187 | | | 327.3886 | .00083234 | | .43813 | | |
| 515 | 307 | 42.83487 | .00043126 | | .06085 | | | 309.1174 | .00043126 | | .43915 | | |
| 516 | 220 | 42.83487 | .18838 | | .06085 | | | 309.1174 | .18838 | | .43915 | | |
| 517 | 222 | 42.83487 | .01688 | | .06085 | | | 309.1174 | .01688 | | .43915 | | |
| 518 | 223 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 519 | 224 | 42.83487 | .21966 | | .06085 | | | 309.1174 | .21966 | | .43915 | | |
| 520 | 225 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 521 | 228 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 522 | 229 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 523 | 233 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 524 | 234 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 525 | 236 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 526 | 237 | 23.63149 | .02405 | | .05353 | | | 197.1159 | .02405 | | .44647 | | |
| 527 | 235 | 42.83487 | .04682 | | .06085 | | | 309.1174 | .04682 | | .43915 | | |
| 528 | XX | XX | 4.08208 | | .06083 | | | XX | 4.08208 | | .43917 | | |
| 529 | 909120 | 23.63149 | .06071 | | .05353 | | | 197.1159 | .06071 | | .44647 | | |
| 530 | 909320 | 23.63149 | .00385367 | | .05353 | | | 197.1159 | .00385367 | | .44647 | | |
| 531 | 809138 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 532 | 809338 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 533 | 809110 | 23.63149 | 7.05331 | | .06423 | | | 197.1159 | 7.05331 | | .53577 | | |
| 534 | 809310 | 23.63149 | 11.53355 | | .10705 | | | 197.1159 | 11.53355 | | .89295 | | |
| 535 | 9410 | 23.63149 | 0 | | 0 | | | 197.1159 | 0 | | 0 | | |
| 536 | 9510 | 23.63149 | -17.36374 | | .10705 | | | 197.1159 | -17.36374 | | .89295 | | |
| 537 | XX | XX | 1.28769 | | .047 | | | XX | 1.28769 | | .392 | | |
| 538 | 909820 | 23.63149 | .21532 | | .05353 | | | 197.1159 | .21532 | | .44647 | | |
| 539 | 809810 | 23.63149 | 22.47398 | | .06423 | | | 197.1159 | 22.47398 | | .53577 | | |
| 540 | XX | XX | 22.6893 | | .06411 | | | XX | 22.6893 | | .53475 | | |
| 541 | XX | XX | 28.05906 | | .06238 | | | XX | 28.05906 | | .5039 | | |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
COVERED HOPPER

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|--|---------------------------------|-----------|--|-----------|---|
| | | | | | | | |
| 601 | 809011 | FREIGHT CAR REPAIRS | 0 | A3L313C12 | 0 | A3L313C12 | 6801 |
| 602 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C13 | 6.78383 |
| 603 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C13 | 1.54025 |
| 604 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C13 | 0 |
| 605 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C13 | 19.17787 |
| 606 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C13 | 11.07866 |
| 607 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C13 | 0 |
| 608 | 126 | JT FACILITY RENT-OTHER (DR) | 2 | A2L156C44 | 0 | B9L207C13 | 0 |
| 609 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C13 | 0 |
| 610 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C13 | 0 |
| 611 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C13 | 0 |
| 612 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C13 | 0 |
| 613 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C13 | 1.88118 |
| 614 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C13 | 3.09322 |
| 615 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C13 | 1.53983 |
| 616 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C13 | 1170 |
| 617 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C13 | 31.28706 |
| 618 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C13 | 0 |
| 619 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C13 | 1365 |
| 620 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C13 | 0 |
| 621 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C13 | 0 |
| 622 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C13 | 0 |
| 623 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C13 | 0 |
| 624 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C13 | 0 |
| 625 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C13 | 0 |
| 626 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C13 | 27.96436 |
| 627 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C13 | 86.80781 |
| 628 | | TOTAL OPERATING EXPENSE : (SUM L601-627) -2.*(L609+L611+L622+L624+L627) | XX | XX | 0 | XX | 9355 |
| 629 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L418C3 | 121.4294 |
| 630 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L418C4 | 3.85375 |
| 631 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L418C7 | 0 |
| 632 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L418C8 | 0 |
| 633 | 809111 | FREIGHT CAR-DEPR | 0 | B2L220C2 | 0 | B2L220C2 | 2921 |
| 634 | 809311 | FREIGHT CAR-LEASE/RENT | 0 | B2L525C2 | 0 | B2L525C2 | 14012 |
| 635 | 9411 | NET PER DIEM RENT-MILEAGE | 0 | B2L656C2 | 0 | B2L656C2 | -2036 |
| 636 | 9511 | NET PER DIEM RENT-TIME | 0 | B2L657C2 | 0 | B2L657C2 | -3667 |
| 637 | | TOTAL DEPR, L/R EXPENSE : SUM L629-636 | XX | XX | 0 | XX | 11355 |
| 638 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L633C4 | 0 | B5L633C4 | 430.6423 |
| 639 | 809811 | FREIGHT CAR-ROI | 0 | B5L708C4 | 0 | B5L708C4 | 12749 |
| 640 | | TOTAL ROI : L638+L639 | XX | XX | 0 | XX | 13180 |
| 641 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L628+L637+L640 | XX | XX | 0 | XX | 33890 |

| LINE | CODE | VARIABLE EXPENSE | | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE TO CAR MILES C5*C6 | VARIABLE EXPENSE TO CAR DAYS C5-C7 | SOURCE | RUNNING PORTION OF CM EXPENSE CASES_OF C9 | | |
|------|--------|------------------------|------------------------|----------|-------------------------------|-------------------------------------|------------------------------------|----------|---|----------------------------|---------|
| | | VARIABILITY PERCENTAGE | REGR C2*C4 | | | | | | 1: C7 *B7L806C9 | YARD PORTION OF CM EXPENSE | C7 -C10 |
| | | | NO REGR C3*C4 | | | | | | 2: C7 *B7L806C18 | | |
| | | | IF C2=BLANK THEN C3*C4 | | | | | | 3: C7 *B7L806C27 | | |
| | | (4) | ELSE C2*C4 | | (6) | (7) | (8) | | 4: C7 *B7L806C36 | | |
| | | | (5) | | | | | AP* (9) | 5: C7 *B7L806C45 | (10) | (11) |
| 601 | 809011 | .86 | 5849 | A1L566C2 | .5 | 2924 | 2924 | A3L313C1 | 3 | 2795 | 129.1 |
| 602 | 002 | .45544 | 3.08963 | A1L566C2 | .5 | 1.54481 | 1.54481 | A2L102C1 | 5 | 1.47344 | .07137 |
| 603 | 005 | .45544 | .70149 | A1L566C2 | .5 | .35075 | .35075 | A2L105C1 | 5 | .33454 | .01621 |
| 604 | 024 | .40442 | 0 | A1L566C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 605 | 033 | .27935 | 5.35739 | A1L566C2 | .5 | 2.6787 | 2.6787 | A2L129C1 | 5 | 2.55494 | .12376 |
| 606 | 114 | .45544 | 5.04567 | A1L566C2 | .5 | 2.52283 | 2.52283 | A2L144C1 | 5 | 2.40627 | .11656 |
| 607 | 117 | .40442 | 0 | A1L566C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 608 | 126 | .40442 | 0 | A1L566C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 609 | 129 | .40442 | 0 | A1L566C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 610 | 141 | .40442 | 0 | A1L566C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 611 | 144 | .40442 | 0 | A1L566C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 612 | 147 | .40442 | 0 | A1L566C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 613 | 150 | .86 | 1.61781 | A1L566C2 | .5 | .80891 | .80891 | A2L180C1 | 1 | .77419 | .03472 |
| 614 | 110 | .45544 | 1.40878 | A1L566C2 | .5 | .70439 | .70439 | A2L140C1 | 5 | .67184 | .03254 |
| 615 | 307 | .44654 | .6876 | A1L566C2 | .5 | .3438 | .3438 | A2L245C1 | 3 | .32862 | .01518 |
| 616 | 220 | .25651 | 300.3521 | A1L566C2 | .5 | 150.176 | 150.176 | A2L220C1 | 3 | 143.5471 | 6.62895 |
| 617 | 222 | .86 | 26.90687 | A1L566C2 | .5 | 13.45344 | 13.45344 | A2L222C1 | 3 | 12.85959 | .59385 |
| 618 | 223 | .2052 | 0 | A1L566C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 619 | 224 | .25651 | 350.2177 | A1L566C2 | .5 | 175.1088 | 175.109 | A2L224C1 | 3 | 167.3793 | 7.72951 |
| 620 | 225 | .2052 | 0 | A1L566C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 621 | 228 | .2052 | 0 | A1L566C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 622 | 229 | .2052 | 0 | A1L566C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 623 | 233 | .2052 | 0 | A1L566C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 624 | 234 | .2052 | 0 | A1L566C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 625 | 236 | .2052 | 0 | A1L566C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 626 | 237 | .86 | 24.04935 | A1L566C2 | .5 | 12.02468 | 12.02468 | A2L237C1 | 1 | 11.50861 | .51607 |
| 627 | 235 | .86 | 74.65471 | A1L566C2 | .5 | 37.32736 | 37.32736 | A2L235C1 | 3 | 35.67968 | 1.64767 |
| 628 | XX | | 6494 | XX | XX | 3247 | 3247 | XX | XX | 3103 | 143.33 |
| 629 | 909120 | .5 | 60.71469 | A1L566C2 | .5 | 30.35734 | 30.35734 | A3L714C1 | 1 | 29.05448 | 1.30286 |
| 630 | 909320 | 1 | 3.85375 | A1L566C2 | .5 | 1.92687 | 1.92687 | A3L815C1 | 1 | 1.84418 | .0827 |
| 631 | 809138 | .5 | 0 | A1L566C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 632 | 809338 | 1 | 0 | A1L566C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 633 | 809111 | 1 | 2921 | A1L566C4 | .4 | 1168 | 1752 | A3L413C1 | 1 | 1118 | 50.1449 |
| 634 | 809311 | 1 | 14012 | XX | XX | 0 | 14012 | A3L613C1 | 1 | 0 | 0 |
| 635 | 9411 | 1 | -2036 | 1.0 | 1 | -2036 | 0 | A3L206C1 | 1 | -1948 | -87.38 |
| 636 | 9511 | 1 | -3667 | XX | XX | 0 | -3667 | A3L206C1 | 1 | 0 | 0 |
| 637 | XX | | 11294 | XX | XX | -835.316 | 12129 | XX | XX | -799.4661 | -35.85 |
| 638 | 909820 | .5 | 215.3211 | A1L566C2 | .5 | 107.6606 | 107.661 | 1.0 | 1 | 103.04 | 4.62053 |
| 639 | 809811 | 1 | 12749 | A1L566C4 | .4 | 5099 | 7649 | 1.0 | 1 | 4880 | 218.87 |
| 640 | XX | | 12964 | XX | XX | 5207 | 7757 | XX | XX | 4983 | 223.49 |
| 641 | XX | | 30753 | XX | XX | 7619 | 23134 | XX | XX | 7288 | 330.97 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES | | | CAR MILES | | | RUNNING PORTION | | |
|------|--------|--------------|-----------|----------|--------------|-----------|----------|------------------|---------|--|
| | | RUNNING | | | YARD | | | OF CD EXPENSE | | |
| | | CASES_OF C9 | | | CASES_OF C9 | | | CASES_OF C9 | | |
| | | 1: B7L806C7 | UNIT | EXPENSE | 1: B7L806C5 | UNIT | EXPENSE | 1: C8 *B7L806C4 | YARD | |
| | | 2: B7L806C16 | COST | RATIO | 2: B7L806C14 | COST | RATIO | 2: C8 *B7L806C13 | PORTION | |
| | | 3: B7L806C25 | PER | CM (LH) | 3: B7L806C23 | PER | CM-YARD | 3: C8 *B7L806C22 | OF CD | |
| | | 4: B7L806C34 | CM (LH) | TO TOTAL | 4: B7L806C32 | CM - YARD | TO TOTAL | 4: C8 *B7L806C31 | EXPENSE | |
| | | 5: B7L806C43 | C10/C12 | VARIABLE | 5: B7L806C41 | C11/C15 | VARIABLE | 5: C8 *B7L806C40 | C8 -C18 | |
| | | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | |
| 601 | 809011 | 110222 | .02536 | .47793 | 1957 | .06594 | .02207 | 371.1033 | 2553 | |
| 602 | 002 | 125007 | .00001179 | .4769 | 2328 | .00003065 | .0231 | .19562 | 1.34919 | |
| 603 | 005 | 125007 | .00000268 | .4769 | 2328 | .00000696 | .0231 | .04442 | .30633 | |
| 604 | 024 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 605 | 033 | 125007 | .00002044 | .4769 | 2328 | .00005314 | .0231 | .33921 | 2.33949 | |
| 606 | 114 | 125007 | .00001925 | .4769 | 2328 | .00005005 | .0231 | .31947 | 2.20336 | |
| 607 | 117 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 608 | 126 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 609 | 129 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 610 | 141 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 611 | 144 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 612 | 147 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 613 | 150 | 78726 | .00000983 | .47854 | 1357 | .00002557 | .02146 | .09387 | .71503 | |
| 614 | 110 | 125007 | .00000537 | .4769 | 2328 | .00001397 | .0231 | .0892 | .61519 | |
| 615 | 307 | 110222 | .00000298 | .47793 | 1957 | .00000775 | .02207 | .04362 | .30017 | |
| 616 | 220 | 110222 | .00130235 | .47793 | 1957 | .0033861 | .02207 | 19.05547 | 131.12 | |
| 617 | 222 | 110222 | .00011667 | .47793 | 1957 | .00030334 | .02207 | 1.70707 | 11.7464 | |
| 618 | 223 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 619 | 224 | 110222 | .00151857 | .47793 | 1957 | .00394827 | .02207 | 22.21914 | 152.89 | |
| 620 | 225 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 621 | 228 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 622 | 229 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 623 | 233 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 624 | 234 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 625 | 236 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 626 | 237 | 78726 | .00014619 | .47854 | 1357 | .00038008 | .02146 | 1.39545 | 10.6292 | |
| 627 | 235 | 110222 | .00032371 | .47793 | 1957 | .00084164 | .02207 | 4.73638 | 32.591 | |
| 628 | XX | .0282 | .47793 | | XX | .07331 | .02207 | 411.8694 | 2835 | |
| 629 | 909120 | 78726 | .00036906 | .47854 | 1357 | .00095955 | .02146 | 3.52293 | 26.8344 | |
| 630 | 909320 | 78726 | .00002343 | .47854 | 1357 | .00006091 | .02146 | .22361 | 1.70326 | |
| 631 | 809138 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 632 | 809338 | 78726 | 0 | 0 | 1357 | 0 | 0 | 0 | 0 | |
| 633 | 809111 | 78726 | .0142 | .38283 | 1357 | .03693 | .01717 | 203.387 | 1549 | |
| 634 | 809311 | 78726 | 0 | 0 | 1357 | 0 | 0 | 1626 | 12385 | |
| 635 | 9411 | 78726 | -.02475 | .95708 | 1357 | -.06435 | .04292 | 0 | 0 | |
| 636 | 9511 | 78726 | 0 | 0 | 1357 | 0 | 0 | -425.5507 | -3241 | |
| 637 | XX | -.01016 | -.07078 | | XX | -.0264 | -.003174 | 1407 | 10722 | |
| 638 | 909820 | 78726 | .00130884 | .47854 | 1357 | .00340299 | .02146 | 12.49387 | 95.1667 | |
| 639 | 809811 | 78726 | .062 | .38283 | 1357 | .1612 | .01717 | 887.7428 | 6761 | |
| 640 | XX | .06331 | .38442 | | XX | .1646 | .01724 | 900.2367 | 6857 | |
| 641 | XX | .08135 | .23699 | | XX | .21151 | .01076 | 2719 | 20414 | |

| LINE | CODE | CAR DAYS RUNNING | | | EXPENSE | | | CAR DAYS YARDS | | | EXPENSE | | |
|------|--------|---------------------|-----------|---------|----------|----------|----------|-------------------|-----------|---------|----------|----------|----------|
| | | CASES_OF C9 | | | RATIO | | | CASES_OF C9 | | | RATIO | | |
| | | 1: B7L806C2 | UNIT | CD (LH) | CD (LH) | TO TOTAL | TO TOTAL | 1: B7L806C1 | UNIT | CD-YARD | CD-YARD | TO TOTAL | TO TOTAL |
| | | 2: B7L806C11 | COST | PER | VARIABLE | VARIABLE | VARIABLE | 2: B7L806C10 | COST | PER | VARIABLE | VARIABLE | VARIABLE |
| | | 3: B7L806C20 | CD (LH) | COST | C18/C5 | C18/C5 | C18/C5 | 3: B7L806C19 | CD-YARD | COST | C19/C5 | C19/C5 | C19/C5 |
| | | 5: B7L806C38 | C18/C20 | C18/C5 | C18/C5 | C18/C5 | C18/C5 | 5: B7L806C37 | C19/C23 | C19/C5 | C19/C5 | C19/C5 | C19/C5 |
| | | (20) | (21) | (22) | (22) | (22) | (22) | (23) | (24) | (25) | (25) | (25) | (25) |
| 601 | 809011 | 127.7466 | 2.90499 | .06344 | | | | 879.0235 | 2.905 | .43656 | | | |
| 602 | 002 | 150.5954 | .001299 | .06332 | | | | 1038 | .001299 | .43668 | | | |
| 603 | 005 | 150.5954 | .00029494 | .06332 | | | | 1038 | .00029494 | .43668 | | | |
| 604 | 024 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 605 | 033 | 150.5954 | .00225246 | .06332 | | | | 1038 | .00225246 | .43668 | | | |
| 606 | 114 | 150.5954 | .0021214 | .06332 | | | | 1038 | .0021214 | .43668 | | | |
| 607 | 117 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 608 | 126 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 609 | 129 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 610 | 141 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 611 | 144 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 612 | 147 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 613 | 150 | 79.89059 | .00117501 | .05802 | | | | 608.5323 | .00117501 | .44198 | | | |
| 614 | 110 | 150.5954 | .00059231 | .06332 | | | | 1038 | .00059231 | .43668 | | | |
| 615 | 307 | 127.7466 | .00034149 | .06344 | | | | 879.0235 | .00034149 | .43656 | | | |
| 616 | 220 | 127.7466 | .14917 | .06344 | | | | 879.0235 | .14917 | .43656 | | | |
| 617 | 222 | 127.7466 | .01336 | .06344 | | | | 879.0235 | .01336 | .43656 | | | |
| 618 | 223 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 619 | 224 | 127.7466 | .17393 | .06344 | | | | 879.0235 | .17393 | .43656 | | | |
| 620 | 225 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 621 | 228 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 622 | 229 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 623 | 233 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 624 | 234 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 625 | 236 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 626 | 237 | 79.89059 | .01747 | .05802 | | | | 608.5323 | .01747 | .44198 | | | |
| 627 | 235 | 127.7466 | .03708 | .06344 | | | | 879.0235 | .03708 | .43656 | | | |
| 628 | XX | 3.22992 | .06342 | XX | | | | XX | 3.22992 | .43658 | | | |
| 629 | 909120 | 79.89059 | .0441 | .05802 | | | | 608.5323 | .0441 | .44198 | | | |
| 630 | 909320 | 79.89059 | .00279897 | .05802 | | | | 608.5323 | .00279897 | .44198 | | | |
| 631 | 809138 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 632 | 809338 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 633 | 809111 | 79.89059 | 2.54582 | .06963 | | | | 608.5323 | 2.54582 | .53037 | | | |
| 634 | 809311 | 79.89059 | 20.35377 | .11605 | | | | 608.5323 | 20.35377 | .88395 | | | |
| 635 | 9411 | 79.89059 | 0 | 0 | | | | 608.5323 | 0 | 0 | | | |
| 636 | 9511 | 79.89059 | -5.32667 | .11605 | | | | 608.5323 | -5.32667 | .88395 | | | |
| 637 | XX | 17.61982 | .12463 | XX | | | | XX | 17.61982 | .94933 | | | |
| 638 | 909820 | 79.89059 | .15639 | .05802 | | | | 608.5323 | .15639 | .44198 | | | |
| 639 | 809811 | 79.89059 | 11.11198 | .06963 | | | | 608.5323 | 11.11198 | .53037 | | | |
| 640 | XX | 11.26837 | .06944 | XX | | | | XX | 11.26837 | .5289 | | | |
| 641 | XX | 32.11811 | .08844 | XX | | | | XX | 32.11811 | .66381 | | | |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
O/T HOPPER GS

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION REF (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|--|--|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 701 | 809012 | FREIGHT CAR REPAIRS | 0 | A3L314C12 | 0 | A3L314C12 | | 2111 | |
| 702 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C15 | | 2.10643 | |
| 703 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C15 | | .47826 | |
| 704 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C15 | | 0 | |
| 705 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C15 | | 5.95487 | |
| 706 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C15 | | 3.44001 | |
| 707 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C15 | | 0 | |
| 708 | 126 | JT FACILITY RENT-OTHER(DR) | 2 | A2L156C44 | 0 | B9L207C15 | | 0 | |
| 709 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C15 | | 0 | |
| 710 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C15 | | 0 | |
| 711 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C15 | | 0 | |
| 712 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C15 | | 0 | |
| 713 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C15 | | .58412 | |
| 714 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C15 | | .96047 | |
| 715 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C15 | | .47813 | |
| 716 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C15 | | 363.5848 | |
| 717 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C15 | | 9.71487 | |
| 718 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C15 | | 0 | |
| 719 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C15 | | 423.9486 | |
| 720 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C15 | | 0 | |
| 721 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C15 | | 0 | |
| 722 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C15 | | 0 | |
| 723 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C15 | | 0 | |
| 724 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C15 | | 0 | |
| 725 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C15 | | 0 | |
| 726 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C15 | | 8.68315 | |
| 727 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C15 | | 26.95448 | |
| 728 | | TOTAL OPERATING EXPENSE : (SUM L701-727) | | | | | | | |
| | | -2.*(L709+L711+L722+L724+L727) | XX | XX | 0 | XX | | 2904 | |
| 729 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L419C3 | | 37.70474 | |
| 730 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L419C4 | | 1.19662 | |
| 731 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L419C7 | | 0 | |
| 732 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L419C8 | | 0 | |
| 733 | 809112 | FREIGHT CAR-DEPR | 0 | B2L221C2 | 0 | B2L221C2 | | 3150 | |
| 734 | 809312 | FREIGHT CAR-LEASE/RENT | 0 | B2L526C2 | 0 | B2L526C2 | | 621 | |
| 735 | 9412 | NET PER DIEM RENT-MILEAGE | 0 | B2L665C2 | 0 | B2L665C2 | | -33 | |
| 736 | 9512 | NET PER DIEM RENT-TIME | 0 | B2L666C2 | 0 | B2L666C2 | | 587 | |
| 737 | | TOTAL DEPR, L/R EXPENSE | | | | | | | |
| | | : SUM L729-736 | XX | XX | 0 | XX | | 4363 | |
| 738 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L634C4 | 0 | B5L634C4 | | 133.7177 | |
| 739 | 809812 | FREIGHT CAR-ROI | 0 | B5L709C4 | 0 | B5L709C4 | | 11476 | |
| 740 | | TOTAL ROI : L738+L739 | XX | XX | 0 | XX | | 11610 | |
| 741 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) | | | | | | | |
| | | :L728+L737+L740 | XX | XX | 0 | XX | | 18879 | |

| LINE | CODE | VARIABLE EXPENSE | | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE TO CAR MILES C5*C6 | VARIABLE EXPENSE TO CAR DAYS C5-C7 | SOURCE | RUNNING PORTION OF CM EXPENSE CASES_OF C9 | | |
|------|--------|------------------------|------------------------|----------|-------------------------------|-------------------------------------|------------------------------------|----------|---|----------------------------|---------|
| | | VARIABILITY PERCENTAGE | REGR C2*C4 | | | | | | 1: C7 *B7L807C9 | YARD PORTION OF CM EXPENSE | C7 -C10 |
| | | | NO REGR C3*C4 | | | | | | 2: C7 *B7L807C18 | | |
| | | | IF C2=BLANK THEN C3*C4 | | | | | | 3: C7 *B7L807C27 | | |
| | | (4) | ELSE C2*C4 | | (6) | (7) | (8) | | 4: C7 *B7L807C36 | | |
| | | | (5) | | | | | AP* (9) | 5: C7 *B7L807C45 | | (11) |
| | | | | | | | | | (10) | | |
| 701 | 809012 | .86 | 1816 | A1L567C2 | .5 | 908.1298 | 908.13 | A3L314C1 | 3 | 765.9771 | 142.15 |
| 702 | 002 | .45544 | .95935 | A1L567C2 | .5 | .47968 | .47968 | A2L102C1 | 5 | .40778 | .0719 |
| 703 | 005 | .45544 | .21782 | A1L567C2 | .5 | .10891 | .10891 | A2L105C1 | 5 | .09258 | .01632 |
| 704 | 024 | .40442 | 0 | A1L567C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 705 | 033 | .27935 | 1.66351 | A1L567C2 | .5 | .83176 | .83176 | A2L129C1 | 5 | .70708 | .12467 |
| 706 | 114 | .45544 | 1.56672 | A1L567C2 | .5 | .78336 | .78336 | A2L144C1 | 5 | .66594 | .11742 |
| 707 | 117 | .40442 | 0 | A1L567C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 708 | 126 | .40442 | 0 | A1L567C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 709 | 129 | .40442 | 0 | A1L567C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 710 | 141 | .40442 | 0 | A1L567C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 711 | 144 | .40442 | 0 | A1L567C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 712 | 147 | .40442 | 0 | A1L567C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 713 | 150 | .86 | .50234 | A1L567C2 | .5 | .25117 | .25117 | A2L180C1 | 1 | .20907 | .0421 |
| 714 | 110 | .45544 | .43744 | A1L567C2 | .5 | .21872 | .21872 | A2L140C1 | 5 | .18593 | .03278 |
| 715 | 307 | .44654 | .2135 | A1L567C2 | .5 | .10675 | .10675 | A2L245C1 | 3 | .09004 | .01671 |
| 716 | 220 | .25651 | 93.2616 | A1L567C2 | .5 | 46.6308 | 46.6308 | A2L220C1 | 3 | 39.33152 | 7.29928 |
| 717 | 222 | .86 | 8.35479 | A1L567C2 | .5 | 4.17739 | 4.17739 | A2L222C1 | 3 | 3.52349 | .6539 |
| 718 | 223 | .2052 | 0 | A1L567C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 719 | 224 | .25651 | 108.7453 | A1L567C2 | .5 | 54.37263 | 54.37263 | A2L224C1 | 3 | 45.86149 | 8.51114 |
| 720 | 225 | .2052 | 0 | A1L567C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 721 | 228 | .2052 | 0 | A1L567C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 722 | 229 | .2052 | 0 | A1L567C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 723 | 233 | .2052 | 0 | A1L567C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 724 | 234 | .2052 | 0 | A1L567C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 725 | 236 | .2052 | 0 | A1L567C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 726 | 237 | .86 | 7.46751 | A1L567C2 | .5 | 3.73375 | 3.73375 | A2L237C1 | 1 | 3.10793 | .62582 |
| 727 | 235 | .86 | 23.18086 | A1L567C2 | .5 | 11.59043 | 11.59043 | A2L235C1 | 3 | 9.77614 | 1.81429 |
| 728 | | XX | 2016 | XX | XX | 1008 | 1008 | XX | XX | 850.3838 | 157.85 |
| 729 | 909120 | .5 | 18.85237 | A1L567C2 | .5 | 9.42618 | 9.42618 | A3L714C1 | 1 | 7.84624 | 1.57994 |
| 730 | 909320 | 1 | 1.19662 | A1L567C2 | .5 | .59831 | .59831 | A3L815C1 | 1 | .49802 | .10028 |
| 731 | 809138 | .5 | 0 | A1L567C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 732 | 809338 | 1 | 0 | A1L567C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 733 | 809112 | 1 | 3150 | A1L567C4 | .4 | 1260 | 1890 | A3L414C1 | 1 | 1048 | 211.19 |
| 734 | 809312 | 1 | 621 | XX | XX | 0 | 621 | A3L614C1 | 1 | 0 | 0 |
| 735 | 9412 | 1 | -33 | 1.0 | 1 | -33 | 0 | A3L207C1 | 1 | -27.4688 | -5.5312 |
| 736 | 9512 | 1 | 587 | XX | XX | 0 | 587 | A3L207C1 | 1 | 0 | 0 |
| 737 | | XX | 4345 | XX | XX | 1237 | 3108 | XX | XX | 1029 | 207.34 |
| 738 | 909820 | .5 | 66.85884 | A1L567C2 | .5 | 33.42942 | 33.42942 | 1.0 | 1 | 27.82624 | 5.60318 |
| 739 | 809812 | 1 | 11476 | A1L567C4 | .4 | 4590 | 6885 | 1.0 | 1 | 3821 | 769.45 |
| 740 | | XX | 11543 | XX | XX | 4624 | 6919 | XX | XX | 3849 | 775.05 |
| 741 | | XX | 17904 | XX | XX | 6869 | 11035 | XX | XX | 5729 | 1140 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES RUNNING | | | EXPENSE | | | CAR MILES YARD | | | EXPENSE | | | RUNNING PORTION OF CD EXPENSE | | |
|------|--------|----------------------|-----------|--|----------|--|--|-------------------|------------|--|----------|--|--|----------------------------------|---------|--|
| | | CASES_OF C9 | | | RATIO | | | CASES_OF C9 | | | RATIO | | | CASES_OF C9 | | |
| | | 1: B7L807C7 | UNIT | | CM (LH) | | | 1: B7L807C5 | UNIT | | CM-YARD | | | 1: C8 *B7L807C4 | YARD | |
| | | 2: B7L807C16 | COST | | TO TOTAL | | | 2: B7L807C14 | COST | | TO TOTAL | | | 2: C8 *B7L807C13 | PORTION | |
| | | 3: B7L807C25 | PER | | VARIABLE | | | 3: B7L807C23 | PER | | VARIABLE | | | 3: C8 *B7L807C22 | OF CD | |
| | | 4: B7L807C34 | CM (LH) | | COST | | | 4: B7L807C32 | CM - YARD | | COST | | | 4: C8 *B7L807C31 | EXPENSE | |
| | | 5: B7L807C43 | C10/C12 | | C10/C5 | | | 5: B7L807C41 | C11/C15 | | C11/C5 | | | 5: C8 *B7L807C40 | C8 -C18 | |
| | | (12) | (13) | | (14) | | | (15) | (16) | | (17) | | | (18) | (19) | |
| 701 | 809012 | 24541 | .03121 | | .42173 | | | 1751 | .08115 | | .07827 | | | 31.00021 | 877.13 | |
| 702 | 002 | 33451 | .00001219 | | .42505 | | | 2268 | .00003169 | | .07495 | | | .01816 | .46151 | |
| 703 | 005 | 33451 | .00000277 | | .42505 | | | 2268 | .0000072 | | .07495 | | | .00412367 | .10479 | |
| 704 | 024 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 705 | 033 | 33451 | .00002114 | | .42505 | | | 2268 | .00005496 | | .07495 | | | .03149 | .80026 | |
| 706 | 114 | 33451 | .00001991 | | .42505 | | | 2268 | .00005176 | | .07495 | | | .02966 | .7537 | |
| 707 | 117 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 708 | 126 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 709 | 129 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 710 | 141 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 711 | 144 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 712 | 147 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 713 | 150 | 19698 | .00001061 | | .41619 | | | 1525 | .0000276 | | .08381 | | | .00695318 | .24422 | |
| 714 | 110 | 33451 | .00000556 | | .42505 | | | 2268 | .00001445 | | .07495 | | | .00828136 | .21044 | |
| 715 | 307 | 24541 | .00000367 | | .42173 | | | 1751 | .00000954 | | .07827 | | | .00364412 | .10311 | |
| 716 | 220 | 24541 | .00160266 | | .42173 | | | 1751 | .00416693 | | .07827 | | | 1.5918 | 45.039 | |
| 717 | 222 | 24541 | .00014357 | | .42173 | | | 1751 | .00037329 | | .07827 | | | .1426 | 4.03479 | |
| 718 | 223 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 719 | 224 | 24541 | .00186875 | | .42173 | | | 1751 | .00485874 | | .07827 | | | 1.85608 | 52.5165 | |
| 720 | 225 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 721 | 228 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 722 | 229 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 723 | 233 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 724 | 234 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 725 | 236 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 726 | 237 | 19698 | .00015778 | | .41619 | | | 1525 | .00041023 | | .08381 | | | .10336 | 3.63039 | |
| 727 | 235 | 24541 | .00039835 | | .42173 | | | 1751 | .00103572 | | .07827 | | | .39565 | 11.1948 | |
| 728 | XX | .03466 | .42172 | | XX | | | .09012 | .07828 | | | | | 34.40072 | 973.83 | |
| 729 | 909120 | 19698 | .00039833 | | .41619 | | | 1525 | .00103565 | | .08381 | | | .26094 | 9.16524 | |
| 730 | 909320 | 19698 | .00002528 | | .41619 | | | 1525 | .00006574 | | .08381 | | | .01656 | .58175 | |
| 731 | 809138 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 732 | 809338 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 0 | 0 | |
| 733 | 809112 | 19698 | .05324 | | .33296 | | | 1525 | .13844 | | .06704 | | | 52.3208 | 1837 | |
| 734 | 809312 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 17.19112 | 603.81 | |
| 735 | 9412 | 19698 | -.0013945 | | .83239 | | | 1525 | -.00362569 | | .16761 | | | 0 | 0 | |
| 736 | 9512 | 19698 | 0 | | 0 | | | 1525 | 0 | | 0 | | | 16.2499 | 570.75 | |
| 737 | XX | .05227 | .23698 | | XX | | | .13591 | .04772 | | | | | 86.03933 | 3021 | |
| 738 | 909820 | 19698 | .00141264 | | .41619 | | | 1525 | .00367287 | | .08381 | | | .92543 | 32.504 | |
| 739 | 809812 | 19698 | .19399 | | .33296 | | | 1525 | .50437 | | .06704 | | | 190.6236 | 6695 | |
| 740 | XX | .1954 | .33344 | | XX | | | .50804 | .06714 | | | | | 191.5491 | 6727 | |
| 741 | XX | .28234 | .31997 | | XX | | | .73408 | .06368 | | | | | 311.9891 | 10723 | |

| LINE | CODE | CAR DAYS | | | CAR DAYS | | |
|------|--------|--------------|-----------|----------|--------------|-----------|----------|
| | | RUNNING | | | YARDS | | |
| | | CASES_OF C9 | | EXPENSE | CASES_OF C9 | | EXPENSE |
| | | 1: B7L807C2 | UNIT | RATIO | 1: B7L807C1 | UNIT | RATIO |
| | | 2: B7L807C11 | COST | CD (LH) | 2: B7L807C10 | COST | CD-YARD |
| | | 3: B7L807C20 | PER | TO TOTAL | 3: B7L807C19 | PER | TO TOTAL |
| | | 4: B7L807C29 | CD (LH) | VARIABLE | 4: B7L807C28 | CD-YARD | VARIABLE |
| | | 5: B7L807C38 | C18/C20 | COST | 5: B7L807C37 | C19/C23 | COST |
| | | (20) | (21) | (22) | (23) | (24) | (25) |
| 701 | 809012 | 28.44325 | 1.0899 | .01707 | 804.7823 | 1.0899 | .48293 |
| 702 | 002 | 40.29826 | .00045069 | .01893 | 1024 | .00045069 | .48107 |
| 703 | 005 | 40.29826 | .00010233 | .01893 | 1024 | .00010233 | .48107 |
| 704 | 024 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 705 | 033 | 40.29826 | .0007815 | .01893 | 1024 | .0007815 | .48107 |
| 706 | 114 | 40.29826 | .00073602 | .01893 | 1024 | .00073602 | .48107 |
| 707 | 117 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 708 | 126 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 709 | 129 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 710 | 141 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 711 | 144 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 712 | 147 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 713 | 150 | 19.98939 | .00034784 | .01384 | 702.0936 | .00034784 | .48616 |
| 714 | 110 | 40.29826 | .0002055 | .01893 | 1024 | .0002055 | .48107 |
| 715 | 307 | 28.44325 | .00012812 | .01707 | 804.7823 | .00012812 | .48293 |
| 716 | 220 | 28.44325 | .05596 | .01707 | 804.7823 | .05596 | .48293 |
| 717 | 222 | 28.44325 | .00501352 | .01707 | 804.7823 | .00501352 | .48293 |
| 718 | 223 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 719 | 224 | 28.44325 | .06526 | .01707 | 804.7823 | .06526 | .48293 |
| 720 | 225 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 721 | 228 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 722 | 229 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 723 | 233 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 724 | 234 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 725 | 236 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 726 | 237 | 19.98939 | .00517081 | .01384 | 702.0936 | .00517081 | .48616 |
| 727 | 235 | 28.44325 | .01391 | .01707 | 804.7823 | .01391 | .48293 |
| 728 | XX | XX | 1.21014 | .01706 | XX | 1.21014 | .48294 |
| 729 | 909120 | 19.98939 | .01305 | .01384 | 702.0936 | .01305 | .48616 |
| 730 | 909320 | 19.98939 | .00082859 | .01384 | 702.0936 | .00082859 | .48616 |
| 731 | 809138 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 732 | 809338 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 733 | 809112 | 19.98939 | 2.61743 | .01661 | 702.0936 | 2.61743 | .58339 |
| 734 | 809312 | 19.98939 | .86001 | .02768 | 702.0936 | .86001 | .97232 |
| 735 | 9412 | 19.98939 | 0 | 0 | 702.0936 | 0 | 0 |
| 736 | 9512 | 19.98939 | .81293 | .02768 | 702.0936 | .81293 | .97232 |
| 737 | XX | XX | 4.30425 | .0198 | XX | 4.30425 | .6955 |
| 738 | 909820 | 19.98939 | .0463 | .01384 | 702.0936 | .0463 | .48616 |
| 739 | 809812 | 19.98939 | 9.53624 | .01661 | 702.0936 | 9.53624 | .58339 |
| 740 | XX | XX | 9.58254 | .01659 | XX | 9.58254 | .58283 |
| 741 | XX | XX | 15.09693 | .01742 | XX | 15.09693 | .59892 |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
O/T HOPPER SS

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|--|---------------------------------|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 801 | 809013 | FREIGHT CAR REPAIRS | 0 | A3L315C12 | 0 | A3L315C12 | | 3761 | |
| 802 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C17 | | 3.75135 | |
| 803 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C17 | | .85174 | |
| 804 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C17 | | 0 | |
| 805 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C17 | | 10.60507 | |
| 806 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C17 | | 6.12633 | |
| 807 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C17 | | 0 | |
| 808 | 126 | JT FACILITY RENT-OTHER (DR) | 2 | A2L156C44 | 0 | B9L207C17 | | 0 | |
| 809 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C17 | | 0 | |
| 810 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C17 | | 0 | |
| 811 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C17 | | 0 | |
| 812 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C17 | | 0 | |
| 813 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C17 | | 1.04026 | |
| 814 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C17 | | 1.7105 | |
| 815 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C17 | | .8515 | |
| 816 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C17 | | 647.5104 | |
| 817 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C17 | | 17.30127 | |
| 818 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C17 | | 0 | |
| 819 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C17 | | 755.0127 | |
| 820 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C17 | | 0 | |
| 821 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C17 | | 0 | |
| 822 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C17 | | 0 | |
| 823 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C17 | | 0 | |
| 824 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C17 | | 0 | |
| 825 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C17 | | 0 | |
| 826 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C17 | | 15.46387 | |
| 827 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C17 | | 48.00341 | |
| 828 | | TOTAL OPERATING EXPENSE : (SUM L801-827) | | | | | | | |
| | | -2.*(L809+L811+L822+L824+L827) | XX | XX | 0 | XX | | 5173 | |
| 829 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L420C3 | | 67.14861 | |
| 830 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L420C4 | | 2.13106 | |
| 831 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L420C7 | | 0 | |
| 832 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L420C8 | | 0 | |
| 833 | 809113 | FREIGHT CAR-DEPR | 0 | B2L222C2 | 0 | B2L222C2 | | 108 | |
| 834 | 809313 | FREIGHT CAR-LEASE/RENT | 0 | B2L527C2 | 0 | B2L527C2 | | 645 | |
| 835 | 9413 | NET PER DIEM RENT-MILEAGE | 0 | B2L674C2 | 0 | B2L674C2 | | 187 | |
| 836 | 9513 | NET PER DIEM RENT-TIME | 0 | B2L675C2 | 0 | B2L675C2 | | 427 | |
| 837 | | TOTAL DEPR, L/R EXPENSE : SUM L829-836 | XX | XX | 0 | XX | | 1436 | |
| 838 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L635C4 | 0 | B5L635C4 | | 238.1387 | |
| 839 | 809813 | FREIGHT CAR-ROI | 0 | B5L710C4 | 0 | B5L710C4 | | 587.8027 | |
| 840 | | TOTAL ROI : L838+L839 | XX | XX | 0 | XX | | 825.9413 | |
| 841 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L828+L837+L840 | XX | XX | 0 | XX | | 7435 | |

| LINE | CODE | VARIABLE EXPENSE | | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE TO CAR MILES C5*C6 | VARIABLE EXPENSE TO CAR DAYS C5-C7 | SOURCE | RUNNING PORTION OF CM EXPENSE CASES_OF C9 | | |
|------|--------|------------------------|------------------------|----------|-------------------------------|-------------------------------------|------------------------------------|----------|---|----------------------------|---------|
| | | VARIABILITY PERCENTAGE | REGR C2*C4 | | | | | | 1: C7 *B7L808C9 | YARD PORTION OF CM EXPENSE | C7 -C10 |
| | | | NO REGR C3*C4 | | | | | | 2: C7 *B7L808C18 | | |
| | | | IF C2=BLANK THEN C3*C4 | | | | | | 3: C7 *B7L808C27 | | |
| | | (4) | ELSE C2*C4 | | (6) | (7) | (8) | | 4: C7 *B7L808C36 | | |
| | | | (5) | | | | | AP* (9) | 5: C7 *B7L808C45 | (10) | (11) |
| 801 | 809013 | .86 | 3234 | A1L568C2 | .5 | 1617 | 1617 | A3L315C1 | 3 | 1219 | 397.31 |
| 802 | 002 | .45544 | 1.70852 | A1L568C2 | .5 | .85426 | .85426 | A2L102C1 | 5 | .66449 | .18977 |
| 803 | 005 | .45544 | .38792 | A1L568C2 | .5 | .19396 | .19396 | A2L105C1 | 5 | .15087 | .04309 |
| 804 | 024 | .40442 | 0 | A1L568C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 805 | 033 | .27935 | 2.96256 | A1L568C2 | .5 | 1.48128 | 1.48128 | A2L129C1 | 5 | 1.15221 | .32906 |
| 806 | 114 | .45544 | 2.79018 | A1L568C2 | .5 | 1.39509 | 1.39509 | A2L144C1 | 5 | 1.08517 | .30992 |
| 807 | 117 | .40442 | 0 | A1L568C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 808 | 126 | .40442 | 0 | A1L568C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 809 | 129 | .40442 | 0 | A1L568C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 810 | 141 | .40442 | 0 | A1L568C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 811 | 144 | .40442 | 0 | A1L568C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 812 | 147 | .40442 | 0 | A1L568C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 813 | 150 | .86 | .89463 | A1L568C2 | .5 | .44731 | .44731 | A2L180C1 | 1 | .30373 | .14358 |
| 814 | 110 | .45544 | .77903 | A1L568C2 | .5 | .38952 | .38952 | A2L140C1 | 5 | .30299 | .08653 |
| 815 | 307 | .44654 | .38023 | A1L568C2 | .5 | .19012 | .19012 | A2L245C1 | 3 | .14341 | .0467 |
| 816 | 220 | .25651 | 166.0902 | A1L568C2 | .5 | 83.04508 | 83.04508 | A2L220C1 | 3 | 62.64416 | 20.4009 |
| 817 | 222 | .86 | 14.87909 | A1L568C2 | .5 | 7.43955 | 7.43955 | A2L222C1 | 3 | 5.61194 | 1.82761 |
| 818 | 223 | .2052 | 0 | A1L568C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 819 | 224 | .25651 | 193.6651 | A1L568C2 | .5 | 96.83256 | 96.83256 | A2L224C1 | 3 | 73.04459 | 23.788 |
| 820 | 225 | .2052 | 0 | A1L568C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 821 | 228 | .2052 | 0 | A1L568C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 822 | 229 | .2052 | 0 | A1L568C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 823 | 233 | .2052 | 0 | A1L568C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 824 | 234 | .2052 | 0 | A1L568C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 825 | 236 | .2052 | 0 | A1L568C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 826 | 237 | .86 | 13.29893 | A1L568C2 | .5 | 6.64946 | 6.64946 | A2L237C1 | 1 | 4.51504 | 2.13442 |
| 827 | 235 | .86 | 41.28293 | A1L568C2 | .5 | 20.64146 | 20.64146 | A2L235C1 | 3 | 15.57066 | 5.0708 |
| 828 | | XX | 3591 | XX | XX | 1795 | 1795 | XX | XX | 1354 | 441.53 |
| 829 | 909120 | .5 | 33.5743 | A1L568C2 | .5 | 16.78715 | 16.78715 | A3L714C1 | 1 | 11.39861 | 5.38854 |
| 830 | 909320 | 1 | 2.13106 | A1L568C2 | .5 | 1.06553 | 1.06553 | A3L815C1 | 1 | .7235 | .34203 |
| 831 | 809138 | .5 | 0 | A1L568C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 832 | 809338 | 1 | 0 | A1L568C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 833 | 809113 | 1 | 108 | A1L568C4 | .4 | 43.2 | 64.80001 | A3L415C1 | 1 | 29.33315 | 13.8669 |
| 834 | 809313 | 1 | 645 | XX | XX | 0 | 645 | A3L615C1 | 1 | 0 | 0 |
| 835 | 9413 | 1 | 187 | 1.0 | 1 | 187 | 0 | A3L208C1 | 1 | 126.9745 | 60.0255 |
| 836 | 9513 | 1 | 427 | XX | XX | 0 | 427 | A3L208C1 | 1 | 0 | 0 |
| 837 | | XX | 1402 | XX | XX | 248.0527 | 1154 | XX | XX | 168.4298 | 79.6229 |
| 838 | 909820 | .5 | 119.0693 | A1L568C2 | .5 | 59.53466 | 59.53466 | 1.0 | 1 | 40.42452 | 19.1101 |
| 839 | 809813 | 1 | 587.8027 | A1L568C4 | .4 | 235.1211 | 352.682 | 1.0 | 1 | 159.6491 | 75.472 |
| 840 | | XX | 706.872 | XX | XX | 294.6557 | 412.216 | XX | XX | 200.0736 | 94.5821 |
| 841 | | XX | 5700 | XX | XX | 2338 | 3362 | XX | XX | 1722 | 615.74 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES | | | CAR MILES | | | RUNNING PORTION | | |
|------|--------|--------------|-----------|----------|--------------|-----------|----------|------------------|---------|--|
| | | RUNNING | | | YARD | | | OF CD EXPENSE | | |
| | | CASES_OF C9 | | | CASES_OF C9 | | | CASES_OF C9 | | |
| | | 1: B7L808C7 | UNIT | EXPENSE | 1: B7L808C5 | UNIT | EXPENSE | 1: C8 *B7L808C4 | YARD | |
| | | 2: B7L808C16 | COST | RATIO | 2: B7L808C14 | COST | RATIO | 2: C8 *B7L808C13 | PORTION | |
| | | 3: B7L808C25 | PER | CM (LH) | 3: B7L808C23 | PER | CM-YARD | 3: C8 *B7L808C22 | OF CD | |
| | | 4: B7L808C34 | CM (LH) | TO TOTAL | 4: B7L808C32 | CM - YARD | TO TOTAL | 4: C8 *B7L808C31 | EXPENSE | |
| | | 5: B7L808C43 | C10/C12 | VARIABLE | 5: B7L808C41 | C11/C15 | VARIABLE | 5: C8 *B7L808C40 | C8 -C18 | |
| | | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | |
| 801 | 809013 | 58364 | .0209 | .37717 | 7310 | .05435 | .12283 | 30.10524 | 1587 | |
| 802 | 002 | 66422 | .00001 | .38893 | 7296 | .00002601 | .11107 | .0188 | .83546 | |
| 803 | 005 | 66422 | .00000227 | .38893 | 7296 | .00000591 | .11107 | .00426826 | .18969 | |
| 804 | 024 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 805 | 033 | 66422 | .00001735 | .38893 | 7296 | .0000451 | .11107 | .0326 | 1.44868 | |
| 806 | 114 | 66422 | .00001634 | .38893 | 7296 | .00004248 | .11107 | .0307 | 1.36439 | |
| 807 | 117 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 808 | 126 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 809 | 129 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 810 | 141 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 811 | 144 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 812 | 147 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 813 | 150 | 40523 | .0000075 | .3395 | 7367 | .00001949 | .1605 | .00506132 | .44225 | |
| 814 | 110 | 66422 | .00000456 | .38893 | 7296 | .00001186 | .11107 | .00857173 | .38094 | |
| 815 | 307 | 58364 | .00000246 | .37717 | 7310 | .00000639 | .12283 | .00353891 | .18658 | |
| 816 | 220 | 58364 | .00107333 | .37717 | 7310 | .00279066 | .12283 | 1.54585 | 81.4992 | |
| 817 | 222 | 58364 | .00009615 | .37717 | 7310 | .000025 | .12283 | .13848 | 7.30106 | |
| 818 | 223 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 819 | 224 | 58364 | .00125153 | .37717 | 7310 | .00325397 | .12283 | 1.8025 | 95.0301 | |
| 820 | 225 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 821 | 228 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 822 | 229 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 823 | 233 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 824 | 234 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 825 | 236 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 826 | 237 | 40523 | .00011142 | .3395 | 7367 | .00028969 | .1605 | .07524 | 6.57423 | |
| 827 | 235 | 58364 | .00026678 | .37717 | 7310 | .00069364 | .12283 | .38423 | 20.2572 | |
| 828 | XX | .02323 | .37705 | XX | .0604 | .12295 | | 33.38661 | 1762 | |
| 829 | 909120 | 40523 | .00028129 | .3395 | 7367 | .00073135 | .1605 | .18995 | 16.5972 | |
| 830 | 909320 | 40523 | .00001785 | .3395 | 7367 | .00004642 | .1605 | .01206 | 1.05348 | |
| 831 | 809138 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 832 | 809338 | 40523 | 0 | 0 | 7367 | 0 | 0 | 0 | 0 | |
| 833 | 809113 | 40523 | .00072386 | .2716 | 7367 | .00188205 | .1284 | .73321 | 64.0668 | |
| 834 | 809313 | 40523 | 0 | 0 | 7367 | 0 | 0 | 7.29813 | 637.7 | |
| 835 | 9413 | 40523 | .00313339 | .67901 | 7367 | .00814682 | .32099 | 0 | 0 | |
| 836 | 9513 | 40523 | 0 | 0 | 7367 | 0 | 0 | 4.83147 | 422.17 | |
| 837 | XX | .0041564 | .12007 | XX | .01081 | .05676 | | 13.06481 | 1141 | |
| 838 | 909820 | 40523 | .00099757 | .3395 | 7367 | .00259368 | .1605 | .67363 | 58.861 | |
| 839 | 809813 | 40523 | .00393972 | .2716 | 7367 | .01024 | .1284 | 3.99057 | 348.69 | |
| 840 | XX | .00493729 | .28304 | XX | .01284 | .1338 | | 4.6642 | 407.55 | |
| 841 | XX | .03232 | .30216 | XX | .08404 | .10801 | | 51.11562 | 3311 | |

| LINE | CODE | CAR DAYS RUNNING | | | CAR DAYS YARDS | | |
|------|--------|---------------------|-----------|------------------|-------------------|-----------|------------------|
| | | CASES_OF C9 | UNIT | EXPENSE RATIO | CASES_OF C9 | UNIT | EXPENSE RATIO |
| | | 1: B7L808C2 | CD (LH) | CD (LH) | 1: B7L808C1 | CD-YARD | CD-YARD |
| | | 2: B7L808C11 | COST | TO TOTAL | 2: B7L808C10 | COST | TO TOTAL |
| | | 3: B7L808C20 | PER | VARIABLE | 3: B7L808C19 | PER | VARIABLE |
| | | 4: B7L808C29 | CD (LH) | COST | 4: B7L808C28 | CD-YARD | COST |
| | | 5: B7L808C38 | C18/C20 | C18/C5 | 5: B7L808C37 | C19/C23 | C19/C5 |
| | | (20) | (21) | (22) | (23) | (24) | (25) |
| 801 | 809013 | 67.64391 | .44505 | .0093073 | 3566 | .44505 | .49069 |
| 802 | 002 | 80.0185 | .00023493 | .011 | 3556 | .00023493 | .489 |
| 803 | 005 | 80.0185 | .00005334 | .011 | 3556 | .00005334 | .489 |
| 804 | 024 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 805 | 033 | 80.0185 | .00040737 | .011 | 3556 | .00040737 | .489 |
| 806 | 114 | 80.0185 | .00038367 | .011 | 3556 | .00038367 | .489 |
| 807 | 117 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 808 | 126 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 809 | 129 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 810 | 141 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 811 | 144 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 812 | 147 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 813 | 150 | 41.12246 | .00012308 | .0056575 | 3593 | .00012308 | .49434 |
| 814 | 110 | 80.0185 | .00010712 | .011 | 3556 | .00010712 | .489 |
| 815 | 307 | 67.64391 | .00005232 | .0093073 | 3566 | .00005232 | .49069 |
| 816 | 220 | 67.64391 | .02285 | .0093073 | 3566 | .02285 | .49069 |
| 817 | 222 | 67.64391 | .00204725 | .0093073 | 3566 | .00204725 | .49069 |
| 818 | 223 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 819 | 224 | 67.64391 | .02665 | .0093073 | 3566 | .02665 | .49069 |
| 820 | 225 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 821 | 228 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 822 | 229 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 823 | 233 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 824 | 234 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 825 | 236 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 826 | 237 | 41.12246 | .00182961 | .0056575 | 3593 | .00182961 | .49434 |
| 827 | 235 | 67.64391 | .00568022 | .0093073 | 3566 | .00568022 | .49069 |
| 828 | XX | XX | .49411 | .0092969 | XX | .49411 | .4907 |
| 829 | 909120 | 41.12246 | .00461902 | .0056575 | 3593 | .00461902 | .49434 |
| 830 | 909320 | 41.12246 | .00029318 | .0056575 | 3593 | .00029318 | .49434 |
| 831 | 809138 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 832 | 809338 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 833 | 809113 | 41.12246 | .01783 | .006789 | 3593 | .01783 | .59321 |
| 834 | 809313 | 41.12246 | .17747 | .01131 | 3593 | .17747 | .98869 |
| 835 | 9413 | 41.12246 | 0 | 0 | 3593 | 0 | 0 |
| 836 | 9513 | 41.12246 | .11749 | .01131 | 3593 | .11749 | .98869 |
| 837 | XX | XX | .31771 | .009314 | XX | .31771 | .81385 |
| 838 | 909820 | 41.12246 | .01638 | .0056575 | 3593 | .01638 | .49434 |
| 839 | 809813 | 41.12246 | .09704 | .006789 | 3593 | .09704 | .59321 |
| 840 | XX | XX | .11342 | .0065984 | XX | .11342 | .57656 |
| 841 | XX | XX | .92524 | .0089665 | XX | .92524 | .58086 |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
REEFER CAR-MECHANICAL

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|--|---------------------------------|-----------|--|-----------|---|
| | | | | | | | |
| 901 | 809014 | FREIGHT CAR REPAIRS | 0 | A3L316C12 | 0 | A3L316C12 | 0 |
| 902 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C19 | 0 |
| 903 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C19 | 0 |
| 904 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C19 | 0 |
| 905 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C19 | 0 |
| 906 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C19 | 0 |
| 907 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C19 | 0 |
| 908 | 126 | JT FACILITY RENT-OTHER (DR) | 2 | A2L156C44 | 0 | B9L207C19 | 0 |
| 909 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C19 | 0 |
| 910 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C19 | 0 |
| 911 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C19 | 0 |
| 912 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C19 | 0 |
| 913 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C19 | 0 |
| 914 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C19 | 0 |
| 915 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C19 | 0 |
| 916 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C19 | 0 |
| 917 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C19 | 0 |
| 918 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C19 | 0 |
| 919 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C19 | 0 |
| 920 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C19 | 0 |
| 921 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C19 | 0 |
| 922 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C19 | 0 |
| 923 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C19 | 0 |
| 924 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C19 | 0 |
| 925 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C19 | 0 |
| 926 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C19 | 0 |
| 927 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C19 | 0 |
| 928 | | TOTAL OPERATING EXPENSE : (SUM L901-927) -2.*(L909+L911+L922+L924+L927) | XX | XX | 0 | XX | 0 |
| 929 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L421C3 | 0 |
| 930 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L421C4 | 0 |
| 931 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L421C7 | 0 |
| 932 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L421C8 | 0 |
| 933 | 809114 | FREIGHT CAR-DEPR | 0 | B2L223C2 | 0 | B2L223C2 | 0 |
| 934 | 809314 | FREIGHT CAR-LEASE/RENT | 0 | B2L528C2 | 0 | B2L528C2 | 0 |
| 935 | 9414 | NET PER DIEM RENT-MILEAGE | 0 | B2L683C2 | 0 | B2L683C2 | 80 |
| 936 | 9514 | NET PER DIEM RENT-TIME | 0 | B2L684C2 | 0 | B2L684C2 | 411 |
| 937 | | TOTAL DEPR, L/R EXPENSE : SUM L929-936 | XX | XX | 0 | XX | 491 |
| 938 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L636C4 | 0 | B5L636C4 | 0 |
| 939 | 809814 | FREIGHT CAR-ROI | 0 | B5L711C4 | 0 | B5L711C4 | -.1515 |
| 940 | | TOTAL ROI : L938+L939 | XX | XX | 0 | XX | -.1515 |
| 941 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L928+L937+L940 | XX | XX | 0 | XX | 490.8485 |

| | | | | | | | | | | RUNNING PORTION | | |
|------|--------|---------------------------|---|----------|--|---|--|----------|-----|-----------------|------------|---------|
| | | | | | | | | | | OF CM EXPENSE | | |
| | | | | | | | | | | CASES_OF C9 | | |
| | | | | | | | | | | 1: C7 | *B7L809C9 | YARD |
| | | | | | | | | | | 2: C7 | *B7L809C18 | PORTION |
| | | | | | | | | | | 3: C7 | *B7L809C27 | OF CM |
| | | | | | | | | | | 4: C7 | *B7L809C36 | EXPENSE |
| | | | | | | | | | | 5: C7 | *B7L809C45 | C7 -C10 |
| LINE | CODE | VARIABILITY PERCENTAGE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE ASSIGNED TO CAR MILES C5*C6 | VARIABLE EXPENSE ASSIGNED TO CAR DAYS C5-C7 | SOURCE | AP* | (9) | (10) | (11) |
| | | (4) | (5) | | (6) | (7) | (8) | | | | | |
| 901 | 809014 | .86 | 0 | A1L569C2 | .5 | 0 | 0 | A3L316C1 | 3 | | 0 | 0 |
| 902 | 002 | .45544 | 0 | A1L569C2 | .5 | 0 | 0 | A2L102C1 | 5 | | 0 | 0 |
| 903 | 005 | .45544 | 0 | A1L569C2 | .5 | 0 | 0 | A2L105C1 | 5 | | 0 | 0 |
| 904 | 024 | .40442 | 0 | A1L569C2 | .5 | 0 | 0 | A2L120C1 | 1 | | 0 | 0 |
| 905 | 033 | .27935 | 0 | A1L569C2 | .5 | 0 | 0 | A2L129C1 | 5 | | 0 | 0 |
| 906 | 114 | .45544 | 0 | A1L569C2 | .5 | 0 | 0 | A2L144C1 | 5 | | 0 | 0 |
| 907 | 117 | .40442 | 0 | A1L569C2 | .5 | 0 | 0 | A2L147C1 | 1 | | 0 | 0 |
| 908 | 126 | .40442 | 0 | A1L569C2 | .5 | 0 | 0 | A2L156C1 | 1 | | 0 | 0 |
| 909 | 129 | .40442 | 0 | A1L569C2 | .5 | 0 | 0 | A2L159C1 | 1 | | 0 | 0 |
| 910 | 141 | .40442 | 0 | A1L569C2 | .5 | 0 | 0 | A2L171C1 | 1 | | 0 | 0 |
| 911 | 144 | .40442 | 0 | A1L569C2 | .5 | 0 | 0 | A2L174C1 | 1 | | 0 | 0 |
| 912 | 147 | .40442 | 0 | A1L569C2 | .5 | 0 | 0 | A2L177C1 | 1 | | 0 | 0 |
| 913 | 150 | .86 | 0 | A1L569C2 | .5 | 0 | 0 | A2L180C1 | 1 | | 0 | 0 |
| 914 | 110 | .45544 | 0 | A1L569C2 | .5 | 0 | 0 | A2L140C1 | 5 | | 0 | 0 |
| 915 | 307 | .44654 | 0 | A1L569C2 | .5 | 0 | 0 | A2L245C1 | 3 | | 0 | 0 |
| 916 | 220 | .25651 | 0 | A1L569C2 | .5 | 0 | 0 | A2L220C1 | 3 | | 0 | 0 |
| 917 | 222 | .86 | 0 | A1L569C2 | .5 | 0 | 0 | A2L222C1 | 3 | | 0 | 0 |
| 918 | 223 | .2052 | 0 | A1L569C2 | .5 | 0 | 0 | A2L223C1 | 1 | | 0 | 0 |
| 919 | 224 | .25651 | 0 | A1L569C2 | .5 | 0 | 0 | A2L224C1 | 3 | | 0 | 0 |
| 920 | 225 | .2052 | 0 | A1L569C2 | .5 | 0 | 0 | A2L225C1 | 1 | | 0 | 0 |
| 921 | 228 | .2052 | 0 | A1L569C2 | .5 | 0 | 0 | A2L228C1 | 1 | | 0 | 0 |
| 922 | 229 | .2052 | 0 | A1L569C2 | .5 | 0 | 0 | A2L229C1 | 1 | | 0 | 0 |
| 923 | 233 | .2052 | 0 | A1L569C2 | .5 | 0 | 0 | A2L233C1 | 1 | | 0 | 0 |
| 924 | 234 | .2052 | 0 | A1L569C2 | .5 | 0 | 0 | A2L234C1 | 1 | | 0 | 0 |
| 925 | 236 | .2052 | 0 | A1L569C2 | .5 | 0 | 0 | A2L236C1 | 1 | | 0 | 0 |
| 926 | 237 | .86 | 0 | A1L569C2 | .5 | 0 | 0 | A2L237C1 | 1 | | 0 | 0 |
| 927 | 235 | .86 | 0 | A1L569C2 | .5 | 0 | 0 | A2L235C1 | 3 | | 0 | 0 |
| 928 | XX | | 0 | XX | XX | 0 | 0 | XX | XX | | 0 | 0 |
| 929 | 909120 | .5 | 0 | A1L569C2 | .5 | 0 | 0 | A3L714C1 | 1 | | 0 | 0 |
| 930 | 909320 | 1 | 0 | A1L569C2 | .5 | 0 | 0 | A3L815C1 | 1 | | 0 | 0 |
| 931 | 809138 | .5 | 0 | A1L569C2 | .5 | 0 | 0 | A3L439C1 | 1 | | 0 | 0 |
| 932 | 809338 | 1 | 0 | A1L569C2 | .5 | 0 | 0 | A3L639C1 | 1 | | 0 | 0 |
| 933 | 809114 | 1 | 0 | A1L569C4 | .4 | 0 | 0 | A3L416C1 | 1 | | 0 | 0 |
| 934 | 909314 | 1 | 0 | XX | XX | 0 | 0 | A3L616C1 | 1 | | 0 | 0 |
| 935 | 9414 | 1 | 80 | 1.0 | 1 | 80 | 0 | A3L209C1 | 1 | 72.02982 | 7.97018 | |
| 936 | 9514 | 1 | 411 | XX | XX | 0 | 411 | A3L209C1 | 1 | | 0 | 0 |
| 937 | XX | | 491 | XX | XX | 80 | 411 | XX | XX | 72.02982 | 7.97018 | |
| 938 | 909820 | .5 | 0 | A1L569C2 | .5 | 0 | 0 | 1.0 | 1 | | 0 | 0 |
| 939 | 809814 | 1 | -.1515 | A1L569C4 | .4 | -.0606 | -.0909 | 1.0 | 1 | -.05456 | -.00604 | |
| 940 | XX | | -.1515 | XX | XX | -.0606 | -.0909 | XX | XX | -.05456 | -.00604 | |
| 941 | XX | | 490.8485 | XX | XX | 79.9394 | 410.909 | XX | XX | 71.97525 | 7.96415 | |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES RUNNING | | | EXPENSE | | | CAR MILES YARD | | | EXPENSE | | | RUNNING PORTION OF CD EXPENSE | | |
|------|--------|----------------------|------------|----------|--------------|-----------|----------|-------------------|---------|-------|------------------|---------|-------|----------------------------------|------|-------|
| | | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO |
| | | 1: B7L809C7 | COST | CM (LH) | 1: B7L809C5 | COST | CM-YARD | 1: C8 *B7L809C4 | YARD | | 2: C8 *B7L809C13 | PORTION | | | | |
| | | 2: B7L809C16 | PER | TO TOTAL | 2: B7L809C14 | PER | TO TOTAL | 2: C8 *B7L809C13 | PORTION | | 3: C8 *B7L809C22 | OF CD | | | | |
| | | 3: B7L809C25 | CM (LH) | VARIABLE | 3: B7L809C23 | CM - YARD | VARIABLE | 3: C8 *B7L809C22 | OF CD | | 4: C8 *B7L809C31 | EXPENSE | | | | |
| | | 4: B7L809C34 | C10/C12 | COST | 4: B7L809C32 | C11/C15 | COST | 4: C8 *B7L809C31 | EXPENSE | | 5: C8 *B7L809C40 | C8 -C18 | | | | |
| | | 5: B7L809C43 | (12) | (14) | 5: B7L809C41 | (16) | (17) | 5: C8 *B7L809C40 | C8 -C18 | | (18) | (19) | | | | |
| 901 | 809014 | 699.6667 | 0 | 0 | 28.34961 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 902 | 002 | 753.8001 | 0 | 0 | 28.24041 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 903 | 005 | 753.8001 | 0 | 0 | 28.24041 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 904 | 024 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 905 | 033 | 753.8001 | 0 | 0 | 28.24041 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 906 | 114 | 753.8001 | 0 | 0 | 28.24041 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 907 | 117 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 908 | 126 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 909 | 129 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 910 | 141 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 911 | 144 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 912 | 147 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 913 | 150 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 914 | 110 | 753.8001 | 0 | 0 | 28.24041 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 915 | 307 | 699.6667 | 0 | 0 | 28.34961 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 916 | 220 | 699.6667 | 0 | 0 | 28.34961 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 917 | 222 | 699.6667 | 0 | 0 | 28.34961 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 918 | 223 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 919 | 224 | 699.6667 | 0 | 0 | 28.34961 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 920 | 225 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 921 | 228 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 922 | 229 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 923 | 233 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 924 | 234 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 925 | 236 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 926 | 237 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 927 | 235 | 699.6667 | 0 | 0 | 28.34961 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 928 | XX | XX | 0 | 0 | XX | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 929 | 909120 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 930 | 909320 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 931 | 809138 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 932 | 809338 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 933 | 809114 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 934 | 809314 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 935 | 9414 | 628 | .1147 | .90037 | 26.72652 | .29821 | .09963 | 0 | 0 | | 0 | 0 | | | | |
| 936 | 9514 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 22.62149 | 388.38 | | 22.62149 | 388.38 | | | | |
| 937 | XX | XX | .1147 | .1467 | XX | .29821 | .01623 | 22.62149 | 388.38 | | 22.62149 | 388.38 | | | | |
| 938 | 909820 | 628 | 0 | 0 | 26.72652 | 0 | 0 | 0 | 0 | | 0 | 0 | | | | |
| 939 | 809814 | 628 | -.00008688 | .36015 | 26.72652 | -.0002259 | .03985 | -.00500315 | -.0859 | | -.00500315 | -.0859 | | | | |
| 940 | XX | XX | -.00008688 | .36015 | XX | -.0002259 | .03985 | -.00500315 | -.0859 | | -.00500315 | -.0859 | | | | |
| 941 | XX | XX | .11461 | .14663 | XX | .29799 | .01623 | 22.61649 | 388.29 | | 22.61649 | 388.29 | | | | |

| LINE | CODE | CAR DAYS RUNNING | | | CAR DAYS YARDS | | |
|------|--------|---------------------|------------|------------------|-------------------|------------|------------------|
| | | CASES_OF C9 | UNIT | EXPENSE RATIO | CASES_OF C9 | UNIT | EXPENSE RATIO |
| | | 1: B7L809C2 | COST | CD (LH) | 1: B7L809C1 | COST | CD-YARD |
| | | 2: B7L809C11 | PER | TO TOTAL | 2: B7L809C10 | PER | TO TOTAL |
| | | 3: B7L809C20 | CD (LH) | VARIABLE | 3: B7L809C19 | CD-YARD | VARIABLE |
| | | 4: B7L809C29 | C18/C20 | COST | 4: B7L809C28 | C19/C23 | COST |
| | | 5: B7L809C38 | (20) | (22) | 5: B7L809C37 | (24) | (25) |
| | | | (21) | | | | |
| 901 | 809014 | .81091 | 0 | 0 | 11.63942 | 0 | 0 |
| 902 | 002 | .90809 | 0 | 0 | 11.58896 | 0 | 0 |
| 903 | 005 | .90809 | 0 | 0 | 11.58896 | 0 | 0 |
| 904 | 024 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 905 | 033 | .90809 | 0 | 0 | 11.58896 | 0 | 0 |
| 906 | 114 | .90809 | 0 | 0 | 11.58896 | 0 | 0 |
| 907 | 117 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 908 | 126 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 909 | 129 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 910 | 141 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 911 | 144 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 912 | 147 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 913 | 150 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 914 | 110 | .90809 | 0 | 0 | 11.58896 | 0 | 0 |
| 915 | 307 | .81091 | 0 | 0 | 11.63942 | 0 | 0 |
| 916 | 220 | .81091 | 0 | 0 | 11.63942 | 0 | 0 |
| 917 | 222 | .81091 | 0 | 0 | 11.63942 | 0 | 0 |
| 918 | 223 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 919 | 224 | .81091 | 0 | 0 | 11.63942 | 0 | 0 |
| 920 | 225 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 921 | 228 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 922 | 229 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 923 | 233 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 924 | 234 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 925 | 236 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 926 | 237 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 927 | 235 | .81091 | 0 | 0 | 11.63942 | 0 | 0 |
| 928 | XX | XX | 0 | 0 | XX | 0 | 0 |
| 929 | 909120 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 930 | 909320 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 931 | 809138 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 932 | 809338 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 933 | 809114 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 934 | 809314 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 935 | 9414 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 936 | 9514 | .63729 | 35.49638 | .05504 | 10.94136 | 35.49638 | .94496 |
| 937 | XX | XX | 35.49638 | .04607 | XX | 35.49638 | .79099 |
| 938 | 909820 | .63729 | 0 | 0 | 10.94136 | 0 | 0 |
| 939 | 809814 | .63729 | -.00785066 | .03302 | 10.94136 | -.00785066 | .56698 |
| 940 | XX | XX | -.00785066 | .03302 | XX | -.00785066 | .56698 |
| 941 | XX | XX | 35.48853 | .04608 | XX | 35.48853 | .79106 |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
REEFER CAR - NON MECHANICAL

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|---|---------------------------------|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 1001 | 809015 | FREIGHT CAR REPAIRS | 0 | A3L317C12 | 0 | A3L317C12 | | 4.04962 | |
| 1002 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C21 | | .00403908 | |
| 1003 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C21 | | .00091706 | |
| 1004 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C21 | | 0 | |
| 1005 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C21 | | .01142 | |
| 1006 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C21 | | .00659621 | |
| 1007 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C21 | | 0 | |
| 1008 | 126 | JT FACILITY RENT-OTHER(DR) | 2 | A2L156C44 | 0 | B9L207C21 | | 0 | |
| 1009 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C21 | | 0 | |
| 1010 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C21 | | 0 | |
| 1011 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C21 | | 0 | |
| 1012 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C21 | | 0 | |
| 1013 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C21 | | .00112005 | |
| 1014 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C21 | | .0018417 | |
| 1015 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C21 | | .00091681 | |
| 1016 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C21 | | .69717 | |
| 1017 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C21 | | .01863 | |
| 1018 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C21 | | 0 | |
| 1019 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C21 | | .81292 | |
| 1020 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C21 | | 0 | |
| 1021 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C21 | | 0 | |
| 1022 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C21 | | 0 | |
| 1023 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C21 | | 0 | |
| 1024 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C21 | | 0 | |
| 1025 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C21 | | 0 | |
| 1026 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C21 | | .01665 | |
| 1027 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C21 | | .05169 | |
| 1028 | | TOTAL OPERATING EXP : (SUM L1001-1027) -2.*(L1009+L1011+L1022+L1024+L1027) | XX | XX | 0 | XX | | 5.57016 | |
| 1029 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L422C3 | | .0723 | |
| 1030 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L422C4 | | .00229451 | |
| 1031 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L422C7 | | 0 | |
| 1032 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L422C8 | | 0 | |
| 1033 | 809115 | FREIGHT CAR-DEPR | 0 | B2L224C2 | 0 | B2L224C2 | | 30 | |
| 1034 | 809315 | FREIGHT CAR-LEASE/RENT | 0 | B2L529C2 | 0 | B2L529C2 | | 0 | |
| 1035 | 9415 | NET PER DIEM RENT-MILEAGE | 0 | B2L692C2 | 0 | B2L692C2 | | 33 | |
| 1036 | 9515 | NET PER DIEM RENT-TIME | 0 | B2L693C2 | 0 | B2L693C2 | | 88 | |
| 1037 | | TOTAL DEPR, L/R EXPENSE : SUM L1029-1036 | XX | XX | 0 | XX | | 151.0746 | |
| 1038 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L637C4 | 0 | B5L637C4 | | .2564 | |
| 1039 | 809815 | FREIGHT CAR-ROI | 0 | B5L712C4 | 0 | B5L712C4 | | 268.834 | |
| 1040 | | TOTAL ROI : L1038+L1039 | XX | XX | 0 | XX | | 269.0904 | |
| 1041 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L1028+L1037+L1040 | XX | XX | 0 | XX | | 425.7352 | |

| LINE | CODE | VARIABLE EXPENSE | | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE TO CAR MILES C5*C6 | VARIABLE EXPENSE TO CAR DAYS C5-C7 | SOURCE | RUNNING PORTION OF CM EXPENSE CASES_OF C9 | | |
|------|--------|------------------------|------------------------|----------|-------------------------------|-------------------------------------|------------------------------------|----------|---|-----------|---------|
| | | VARIABILITY PERCENTAGE | REGR C2*C4 | | | | | | 1: C7 *B7L810C9 | YARD | |
| | | | NO REGR C3*C4 | | | | | | 2: C7 *B7L810C18 | PORTION | |
| | | | IF C2=BLANK THEN C3*C4 | | | | | | 3: C7 *B7L810C27 | OF CM | |
| | | (4) | ELSE C2*C4 | | (6) | (7) | (8) | | 4: C7 *B7L810C36 | EXPENSE | |
| | | | (5) | | | | | AP* | 5: C7 *B7L810C45 | C7 -C10 | (11) |
| | | | | | | | | (9) | (10) | | |
| 1001 | 809015 | .86 | 3.48268 | A1L570C2 | .5 | 1.74134 | 1.74134 | A3L317C1 | 3 | 1.65831 | .08303 |
| 1002 | 002 | .45544 | .00183956 | A1L570C2 | .5 | .00091978 | .0009198 | A2L102C1 | 5 | .0008769 | .000043 |
| 1003 | 005 | .45544 | .00041767 | A1L570C2 | .5 | .00020883 | .0002088 | A2L105C1 | 5 | .0001991 | .000001 |
| 1004 | 024 | .40442 | 0 | A1L570C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 1005 | 033 | .27935 | .00318978 | A1L570C2 | .5 | .00159489 | .0015949 | A2L129C1 | 5 | .00152053 | .000074 |
| 1006 | 114 | .45544 | .00300418 | A1L570C2 | .5 | .00150209 | .0015021 | A2L144C1 | 5 | .00143206 | .000007 |
| 1007 | 117 | .40442 | 0 | A1L570C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 1008 | 126 | .40442 | 0 | A1L570C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 1009 | 129 | .40442 | 0 | A1L570C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 1010 | 141 | .40442 | 0 | A1L570C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 1011 | 144 | .40442 | 0 | A1L570C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 1012 | 147 | .40442 | 0 | A1L570C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 1013 | 150 | .86 | .00096324 | A1L570C2 | .5 | .00048162 | .0004816 | A2L180C1 | 1 | .00046457 | .000017 |
| 1014 | 110 | .45544 | .00083878 | A1L570C2 | .5 | .00041939 | .0004194 | A2L140C1 | 5 | .00039984 | .000002 |
| 1015 | 307 | .44654 | .00040939 | A1L570C2 | .5 | .0002047 | .0002047 | A2L245C1 | 3 | .00019494 | .000001 |
| 1016 | 220 | .25651 | .17883 | A1L570C2 | .5 | .08941 | .08941 | A2L220C1 | 3 | .08515 | .004263 |
| 1017 | 222 | .86 | .01602 | A1L570C2 | .5 | .00801015 | .0080102 | A2L222C1 | 3 | .00762823 | .000382 |
| 1018 | 223 | .2052 | 0 | A1L570C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 1019 | 224 | .25651 | .20852 | A1L570C2 | .5 | .10426 | .10426 | A2L224C1 | 3 | .09929 | .004971 |
| 1020 | 225 | .2052 | 0 | A1L570C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 1021 | 228 | .2052 | 0 | A1L570C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 1022 | 229 | .2052 | 0 | A1L570C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 1023 | 233 | .2052 | 0 | A1L570C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 1024 | 234 | .2052 | 0 | A1L570C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 1025 | 236 | .2052 | 0 | A1L570C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 1026 | 237 | .86 | .01432 | A1L570C2 | .5 | .00715947 | .0071595 | A2L237C1 | 1 | .00690596 | .000254 |
| 1027 | 235 | .86 | .04445 | A1L570C2 | .5 | .02222 | .02222 | A2L235C1 | 3 | .02116 | .00106 |
| 1028 | XX | 3.86658 | XX | XX | XX | 1.93329 | 1.93329 | XX | XX | 1.84121 | .09208 |
| 1029 | 909120 | .5 | .03615 | A1L570C2 | .5 | .01807 | .01807 | A3L714C1 | 1 | .01743 | .00064 |
| 1030 | 909320 | 1 | .00229451 | A1L570C2 | .5 | .00114726 | .0011473 | A3L815C1 | 1 | .00110663 | .000041 |
| 1031 | 809138 | .5 | 0 | A1L570C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 1032 | 809338 | 1 | 0 | A1L570C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 1033 | 809115 | 1 | 30 | A1L570C4 | .4 | 12 | 18 | A3L417C1 | 1 | 11.57509 | .42491 |
| 1034 | 809315 | 1 | 0 | XX | XX | 0 | 0 | A3L617C1 | 1 | 0 | 0 |
| 1035 | 9415 | 1 | 33 | 1.0 | 1 | 33 | 0 | A3L210C1 | 1 | 31.8315 | 1.1685 |
| 1036 | 9515 | 1 | 88 | XX | XX | 0 | 88 | A3L210C1 | 1 | 0 | 0 |
| 1037 | XX | 151.0385 | XX | XX | XX | 45.01922 | 106.019 | XX | XX | 43.42514 | 1.59409 |
| 1038 | 909820 | .5 | .1282 | A1L570C2 | .5 | .0641 | .0641 | 1.0 | 1 | .06183 | .00227 |
| 1039 | 809815 | 1 | 268.834 | A1L570C4 | .4 | 107.5336 | 161.3 | 1.0 | 1 | 103.7259 | 3.80767 |
| 1040 | XX | 268.9622 | XX | XX | XX | 107.5977 | 161.364 | XX | XX | 103.7878 | 3.80994 |
| 1041 | XX | 423.8672 | XX | XX | XX | 154.5502 | 269.317 | XX | XX | 149.0541 | 5.49611 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES RUNNING | | | CAR MILES YARD | | | RUNNING PORTION OF CD EXPENSE | | |
|------|--------|----------------------|-----------|------------------|-------------------|-----------|------------------|----------------------------------|---------|---------|
| | | CASES_OF C9 | UNIT | EXPENSE RATIO | CASES_OF C9 | UNIT | EXPENSE RATIO | CASES_OF C9 | YARD | PORTION |
| | | 1: B7L810C7 | COST | CM (LH) | 1: B7L810C5 | COST | CM-YARD | 1: C8 *B7L810C4 | | |
| | | 2: B7L810C16 | PER | TO TOTAL | 2: B7L810C14 | PER | TO TOTAL | 2: C8 *B7L810C13 | | |
| | | 3: B7L810C25 | CM (LH) | VARIABLE | 3: B7L810C23 | CM - YARD | VARIABLE | 3: C8 *B7L810C22 | OF CD | |
| | | 4: B7L810C34 | C10/C12 | COST | 4: B7L810C32 | C11/C15 | COST | 4: C8 *B7L810C31 | EXPENSE | |
| | | 5: B7L810C43 | (12) | (13) | 5: B7L810C41 | (16) | (17) | 5: C8 *B7L810C40 | C8 -C18 | |
| | | | | (14) | | | | (18) | (19) | |
| 1001 | 809015 | 589 | .00281547 | .47616 | 11.342 | .00732023 | .02384 | .24964 | 1.4917 | |
| 1002 | 002 | 898 | .00000098 | .47669 | 16.88997 | .00000254 | .02331 | .00012869 | .000791 | |
| 1003 | 005 | 898 | .00000022 | .47669 | 16.88997 | .00000058 | .02331 | .00002922 | .00018 | |
| 1004 | 024 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1005 | 033 | 898 | .00000169 | .47669 | 16.88997 | .00000044 | .02331 | .00022315 | .001372 | |
| 1006 | 114 | 898 | .00000159 | .47669 | 16.88997 | .00000415 | .02331 | .00021016 | .001292 | |
| 1007 | 117 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1008 | 126 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1009 | 129 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1010 | 141 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1011 | 144 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1012 | 147 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1013 | 150 | 477 | .00000097 | .4823 | 6.73468 | .00000253 | .0177 | .00007504 | .000407 | |
| 1014 | 110 | 898 | .00000045 | .47669 | 16.88997 | .00000116 | .02331 | .00005868 | .000361 | |
| 1015 | 307 | 589 | .00000033 | .47616 | 11.342 | .00000086 | .02384 | .00002935 | .000175 | |
| 1016 | 220 | 589 | .00014457 | .47616 | 11.342 | .00037588 | .02384 | .01282 | .0766 | |
| 1017 | 222 | 589 | .00001295 | .47616 | 11.342 | .00003367 | .02384 | .00114833 | .006862 | |
| 1018 | 223 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1019 | 224 | 589 | .00016857 | .47616 | 11.342 | .00043829 | .02384 | .01495 | .08931 | |
| 1020 | 225 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1021 | 228 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1022 | 229 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1023 | 233 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1024 | 234 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1025 | 236 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1026 | 237 | 477 | .00001448 | .4823 | 6.73468 | .00003764 | .0177 | .00111551 | .006044 | |
| 1027 | 235 | 589 | .00003593 | .47616 | 11.342 | .00009343 | .02384 | .0031861 | .01904 | |
| 1028 | XX | .00312634 | .47619 | XX | .0081285 | .02381 | | .27723 | 1.65606 | |
| 1029 | 909120 | 477 | .00003655 | .4823 | 6.73468 | .00009503 | .0177 | .0028162 | .01526 | |
| 1030 | 909320 | 477 | .00000232 | .4823 | 6.73468 | .00000603 | .0177 | .00017875 | .000969 | |
| 1031 | 809138 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1032 | 809338 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1033 | 809115 | 477 | .02427 | .38584 | 6.73468 | .06309 | .01416 | 2.80456 | 15.1954 | |
| 1034 | 809315 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 0 | 0 | |
| 1035 | 9415 | 477 | .06673 | .96459 | 6.73468 | .17351 | .03541 | 0 | 0 | |
| 1036 | 9515 | 477 | 0 | 0 | 6.73468 | 0 | 0 | 13.71119 | 74.2888 | |
| 1037 | XX | .09104 | .28751 | XX | .2367 | .01055 | | 16.51875 | 89.5005 | |
| 1038 | 909820 | 477 | .00012963 | .4823 | 6.73468 | .00033702 | .0177 | .00998749 | .05411 | |
| 1039 | 809815 | 477 | .21745 | .38584 | 6.73468 | .56538 | .01416 | 25.13205 | 136.17 | |
| 1040 | XX | .21758 | .38588 | XX | .56572 | .01417 | | 25.14204 | 136.22 | |
| 1041 | XX | .31175 | .35165 | XX | .81055 | .01297 | | 41.93801 | 227.38 | |

| LINE | CODE | CAR DAYS RUNNING | | | CAR DAYS YARDS | | |
|------|--------|---------------------|-----------|------------------|-------------------|-----------|------------------|
| | | CASES_OF C9 | UNIT | EXPENSE RATIO | CASES_OF C9 | UNIT | EXPENSE RATIO |
| | | 1: B7L810C2 | CD (LH) | CD (LH) | 1: B7L810C1 | CD-YARD | CD-YARD |
| | | 2: B7L810C11 | COST | TO TOTAL | 2: B7L810C10 | COST | TO TOTAL |
| | | 3: B7L810C20 | PER | VARIABLE | 3: B7L810C19 | PER | VARIABLE |
| | | 4: B7L810C29 | CD (LH) | COST | 4: B7L810C28 | CD-YARD | COST |
| | | 5: B7L810C38 | C18/C20 | C18/C5 | 5: B7L810C37 | C19/C23 | C19/C5 |
| | | (20) | (21) | (22) | (23) | (24) | (25) |
| 1001 | 809015 | .68265 | .36569 | .07168 | 4.07916 | .36569 | .42832 |
| 1002 | 002 | 1.08181 | .00011896 | .06996 | 6.6502 | .00011896 | .43004 |
| 1003 | 005 | 1.08181 | .00002701 | .06996 | 6.6502 | .00002701 | .43004 |
| 1004 | 024 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1005 | 033 | 1.08181 | .00020627 | .06996 | 6.6502 | .00020627 | .43004 |
| 1006 | 114 | 1.08181 | .00019427 | .06996 | 6.6502 | .00019427 | .43004 |
| 1007 | 117 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1008 | 126 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1009 | 129 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1010 | 141 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1011 | 144 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1012 | 147 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1013 | 150 | .48406 | .00015503 | .0779 | 2.62267 | .00015503 | .4221 |
| 1014 | 110 | 1.08181 | .00005424 | .06996 | 6.6502 | .00005424 | .43004 |
| 1015 | 307 | .68265 | .00004299 | .07168 | 4.07916 | .00004299 | .42832 |
| 1016 | 220 | .68265 | .01878 | .07168 | 4.07916 | .01878 | .42832 |
| 1017 | 222 | .68265 | .00168216 | .07168 | 4.07916 | .00168216 | .42832 |
| 1018 | 223 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1019 | 224 | .68265 | .02189 | .07168 | 4.07916 | .02189 | .42832 |
| 1020 | 225 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1021 | 228 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1022 | 229 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1023 | 233 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1024 | 234 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1025 | 236 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1026 | 237 | .48406 | .0023045 | .0779 | 2.62267 | .0023045 | .4221 |
| 1027 | 235 | .68265 | .00466727 | .07168 | 4.07916 | .00466727 | .42832 |
| 1028 | XX | .40648 | .0717 | .0717 | XX | .40648 | .4283 |
| 1029 | 909120 | .48406 | .00581792 | .0779 | 2.62267 | .00581792 | .4221 |
| 1030 | 909320 | .48406 | .00036928 | .0779 | 2.62267 | .00036928 | .4221 |
| 1031 | 809138 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1032 | 809338 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1033 | 809115 | .48406 | 5.79388 | .09349 | 2.62267 | 5.79388 | .50651 |
| 1034 | 809315 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1035 | 9415 | .48406 | 0 | 0 | 2.62267 | 0 | 0 |
| 1036 | 9515 | .48406 | 28.32561 | .15581 | 2.62267 | 28.32562 | .84419 |
| 1037 | XX | 34.12568 | .10937 | .10937 | XX | 34.12568 | .59257 |
| 1038 | 909820 | .48406 | .02063 | .0779 | 2.62267 | .02063 | .4221 |
| 1039 | 809815 | .48406 | 51.91969 | .09349 | 2.62267 | 51.91969 | .50651 |
| 1040 | XX | 51.94032 | .09348 | .09348 | XX | 51.94032 | .50647 |
| 1041 | XX | 86.47248 | .09894 | .09894 | XX | 86.47248 | .53644 |

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|---|---------------------------------|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 1101 | 809016 | FREIGHT CAR REPAIRS | 0 | A3L318C12 | 0 | A3L318C12 | | 142.8127 | |
| 1102 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C23 | | .14244 | |
| 1103 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C23 | | .03234 | |
| 1104 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C23 | | 0 | |
| 1105 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C23 | | .40268 | |
| 1106 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C23 | | .23262 | |
| 1107 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C23 | | 0 | |
| 1108 | 126 | JT FACILITY RENT-OTHER(DR) | 2 | A2L156C44 | 0 | B9L207C23 | | 0 | |
| 1109 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C23 | | 0 | |
| 1110 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C23 | | 0 | |
| 1111 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C23 | | 0 | |
| 1112 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C23 | | 0 | |
| 1113 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C23 | | .0395 | |
| 1114 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C23 | | .06495 | |
| 1115 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C23 | | .03233 | |
| 1116 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C23 | | 24.58629 | |
| 1117 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C23 | | .65694 | |
| 1118 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C23 | | 0 | |
| 1119 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C23 | | 28.66821 | |
| 1120 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C23 | | 0 | |
| 1121 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C23 | | 0 | |
| 1122 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C23 | | 0 | |
| 1123 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C23 | | 0 | |
| 1124 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C23 | | 0 | |
| 1125 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C23 | | 0 | |
| 1126 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C23 | | .58717 | |
| 1127 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C23 | | 1.82271 | |
| 1128 | | TOTAL OPERATING EXP : (SUM L1101-1127) -2.*(L1109+L1111+L1122+L1124+L1127) | XX | XX | 0 | XX | | 196.4354 | |
| 1129 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L423C3 | | 2.54967 | |
| 1130 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L423C4 | | .08092 | |
| 1131 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L423C7 | | 0 | |
| 1132 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L423C8 | | 0 | |
| 1133 | 809116 | FREIGHT CAR-DEPR | 0 | B2L225C2 | 0 | B2L225C2 | | -5 | |
| 1134 | 809316 | FREIGHT CAR-LEASE/RENT | 0 | B2L530C2 | 0 | B2L530C2 | | 0 | |
| 1135 | 9416 | NET PER DIEM RENT-MILEAGE | 0 | B2L701C2 | 0 | B2L701C2 | | 89 | |
| 1136 | 9516 | NET PER DIEM RENT-TIME | 0 | B2L702C2 | 0 | B2L702C2 | | 234 | |
| 1137 | | TOTAL DEPR, L/R EXPENSE : SUM L1129-1136 | XX | XX | 0 | XX | | 320.6306 | |
| 1138 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L638C4 | 0 | B5L638C4 | | 9.04224 | |
| 1139 | 809816 | FREIGHT CAR-ROI | 0 | B5L713C4 | 0 | B5L713C4 | | -11.211 | |
| 1140 | | TOTAL ROI : L1138+L1139 | XX | XX | 0 | XX | | -2.16876 | |
| 1141 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L1128+L1137+L1140 | XX | XX | 0 | XX | | 514.8973 | |

| LINE | CODE | VARIABLE EXPENSE | | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE TO CAR MILES C5*C6 (7) | VARIABLE EXPENSE TO CAR DAYS C5-C7 (8) | SOURCE | AP* (9) | RUNNING PORTION OF CM EXPENSE CASES_OF C9 | | |
|------|--------|----------------------------|---------------------------------------|----------|-------------------------------|---|--|----------|---------|---|---|--|
| | | VARIABILITY PERCENTAGE (4) | REGR C2*C4 | | | | | | | 1: C7 *B7L811C9 | YARD PORTION OF CM EXPENSE C7 -C10 (11) | |
| | | | NO REGR C3*C4 | | | | | | | 2: C7 *B7L811C18 | | |
| | | | IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | | | | | | | 3: C7 *B7L811C27 | | |
| | | | | | | | | | | 4: C7 *B7L811C36 | | |
| | | | | | | | | | | 5: C7 *B7L811C45 | | |
| | | | | | | | | | | | | |
| 1101 | 809016 | .86 | 122.8189 | A1L571C2 | .5 | 61.40946 | 61.40946 | A3L318C1 | 3 | 34.04078 | 27.3687 | |
| 1102 | 002 | .45544 | .06487 | A1L571C2 | .5 | .03244 | .03244 | A2L102C1 | 5 | .02069 | .01174 | |
| 1103 | 005 | .45544 | .01473 | A1L571C2 | .5 | .00736467 | .0073647 | A2L105C1 | 5 | .00469874 | .002666 | |
| 1104 | 024 | .40442 | 0 | A1L571C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 | |
| 1105 | 033 | .27935 | .11249 | A1L571C2 | .5 | .05624 | .05624 | A2L129C1 | 5 | .03588 | .02036 | |
| 1106 | 114 | .45544 | .10594 | A1L571C2 | .5 | .05297 | .05297 | A2L144C1 | 5 | .0338 | .01918 | |
| 1107 | 117 | .40442 | 0 | A1L571C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 | |
| 1108 | 126 | .40442 | 0 | A1L571C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 | |
| 1109 | 129 | .40442 | 0 | A1L571C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 | |
| 1110 | 141 | .40442 | 0 | A1L571C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 | |
| 1111 | 144 | .40442 | 0 | A1L571C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 | |
| 1112 | 147 | .40442 | 0 | A1L571C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 | |
| 1113 | 150 | .86 | .03397 | A1L571C2 | .5 | .01698 | .01698 | A2L180C1 | 1 | .00746669 | .009518 | |
| 1114 | 110 | .45544 | .02958 | A1L571C2 | .5 | .01479 | .01479 | A2L140C1 | 5 | .00943625 | .005354 | |
| 1115 | 307 | .44654 | .01444 | A1L571C2 | .5 | .00721877 | .0072188 | A2L245C1 | 3 | .00400154 | .003217 | |
| 1116 | 220 | .25651 | 6.30653 | A1L571C2 | .5 | 3.15326 | 3.15326 | A2L220C1 | 3 | 1.74793 | 1.40533 | |
| 1117 | 222 | .86 | .56497 | A1L571C2 | .5 | .28248 | .28248 | A2L222C1 | 3 | .15659 | .1259 | |
| 1118 | 223 | .2052 | 0 | A1L571C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 | |
| 1119 | 224 | .25651 | 7.35356 | A1L571C2 | .5 | 3.67678 | 3.67678 | A2L224C1 | 3 | 2.03813 | 1.63865 | |
| 1120 | 225 | .2052 | 0 | A1L571C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 | |
| 1121 | 228 | .2052 | 0 | A1L571C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 | |
| 1122 | 229 | .2052 | 0 | A1L571C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 | |
| 1123 | 233 | .2052 | 0 | A1L571C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 | |
| 1124 | 234 | .2052 | 0 | A1L571C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 | |
| 1125 | 236 | .2052 | 0 | A1L571C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 | |
| 1126 | 237 | .86 | .50497 | A1L571C2 | .5 | .25248 | .25248 | A2L237C1 | 1 | .11099 | .14149 | |
| 1127 | 235 | .86 | 1.56753 | A1L571C2 | .5 | .78377 | .78377 | A2L235C1 | 3 | .43446 | .34931 | |
| 1128 | XX | | 136.3574 | XX | XX | 68.17872 | 68.17872 | XX | XX | 37.77595 | 30.4028 | |
| 1129 | 909120 | .5 | 1.27483 | A1L571C2 | .5 | .63742 | .63742 | A3L714C1 | 1 | .28022 | .3572 | |
| 1130 | 909320 | 1 | .08092 | A1L571C2 | .5 | .04046 | .04046 | A3L815C1 | 1 | .01779 | .02267 | |
| 1131 | 809138 | .5 | 0 | A1L571C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 | |
| 1132 | 809338 | 1 | 0 | A1L571C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 | |
| 1133 | 809116 | 1 | -5 | A1L571C4 | .4 | -2 | -3 | A3L418C1 | 1 | -.87923 | -1.1208 | |
| 1134 | 809316 | 1 | 0 | XX | XX | 0 | 0 | A3L618C1 | 1 | 0 | 0 | |
| 1135 | 9416 | 1 | 89 | 1.0 | 1 | 89 | 0 | A3L211C1 | 1 | 39.12553 | 49.8745 | |
| 1136 | 9516 | 1 | 234 | XX | XX | 0 | 234 | A3L211C1 | 1 | 0 | 0 | |
| 1137 | XX | | 319.3558 | XX | XX | 87.67788 | 231.678 | XX | XX | 38.54431 | 49.1336 | |
| 1138 | 909820 | .5 | 4.52112 | A1L571C2 | .5 | 2.26056 | 2.26056 | 1.0 | 1 | .99377 | 1.26679 | |
| 1139 | 809816 | 1 | -11.211 | A1L571C4 | .4 | -4.4844 | -6.7266 | 1.0 | 1 | -1.9714 | -2.513 | |
| 1140 | XX | | -6.68988 | XX | XX | -2.22384 | -4.46604 | XX | XX | -.97763 | -1.2462 | |
| 1141 | XX | | 449.0233 | XX | XX | 153.6328 | 295.391 | XX | XX | 75.34262 | 78.2901 | |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| | | CAR MILES | | | CAR MILES | | | RUNNING PORTION | | |
|------|--------|--------------|------------|----------|--------------|------------|----------|------------------|---------|--|
| | | RUNNING | | | YARD | | | OF CD EXPENSE | | |
| | | CASES_OF C9 | | EXPENSE | CASES_OF C9 | | EXPENSE | CASES_OF C9 | | |
| | | 1: B7L811C7 | UNIT | RATIO | 1: B7L811C5 | UNIT | RATIO | 1: C8 *B7L811C4 | YARD | |
| | | 2: B7L811C16 | COST | TO TOTAL | 2: B7L811C14 | COST | TO TOTAL | 2: C8 *B7L811C13 | PORTION | |
| | | 3: B7L811C25 | PER | VARIABLE | 3: B7L811C23 | PER | VARIABLE | 3: C8 *B7L811C22 | OF CD | |
| | | 4: B7L811C34 | CM (LH) | COST | 4: B7L811C32 | CM - YARD | COST | 4: C8 *B7L811C31 | EXPENSE | |
| LINE | CODE | 5: B7L811C43 | C10/C12 | C10/C5 | 5: B7L811C41 | C11/C15 | C11/C5 | 5: C8 *B7L811C40 | C8 -C18 | |
| | | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | |
| 1101 | 809016 | 4405 | .00772659 | .27716 | 1362 | .02009 | .22284 | .37237 | 61.0371 | |
| 1102 | 002 | 6150 | .00000336 | .31901 | 1342 | .00000875 | .18099 | .00029073 | .03215 | |
| 1103 | 005 | 6150 | .00000076 | .31901 | 1342 | .00000199 | .18099 | .00006601 | .007299 | |
| 1104 | 024 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1105 | 033 | 6150 | .00000583 | .31901 | 1342 | .00001517 | .18099 | .00050412 | .05574 | |
| 1106 | 114 | 6150 | .0000055 | .31901 | 1342 | .00001429 | .18099 | .00047478 | .0525 | |
| 1107 | 117 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1108 | 126 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1109 | 129 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1110 | 141 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1111 | 144 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1112 | 147 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1113 | 150 | 2635 | .00000283 | .21981 | 1291 | .00000737 | .28019 | .00005704 | .01693 | |
| 1114 | 110 | 6150 | .00000153 | .31901 | 1342 | .00000399 | .18099 | .00013256 | .01466 | |
| 1115 | 307 | 4405 | .00000091 | .27716 | 1362 | .00000236 | .22284 | .00004377 | .007175 | |
| 1116 | 220 | 4405 | .00039675 | .27716 | 1362 | .00103154 | .22284 | .01912 | 3.13414 | |
| 1117 | 222 | 4405 | .00003554 | .27716 | 1362 | .00009241 | .22284 | .00171289 | .28077 | |
| 1118 | 223 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1119 | 224 | 4405 | .00046262 | .27716 | 1362 | .0012028 | .22284 | .02229 | 3.65449 | |
| 1120 | 225 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1121 | 228 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1122 | 229 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1123 | 233 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1124 | 234 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1125 | 236 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1126 | 237 | 2635 | .00004212 | .21981 | 1291 | .00010952 | .28019 | .00084785 | .25164 | |
| 1127 | 235 | 4405 | .00009861 | .27716 | 1362 | .0002564 | .22284 | .00475252 | .77901 | |
| 1128 | XX | XX | .00858574 | .27704 | XX | .02232 | .22296 | .41316 | 67.7656 | |
| 1129 | 909120 | 2635 | .00010634 | .21981 | 1291 | .00027649 | .28019 | .00214047 | .63528 | |
| 1130 | 909320 | 2635 | .00000675 | .21981 | 1291 | .00001755 | .28019 | .00013586 | .04032 | |
| 1131 | 809138 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1132 | 809338 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1133 | 809116 | 2635 | -.00033367 | .17585 | 1291 | -.00086755 | .22415 | -.01007 | -2.9899 | |
| 1134 | 809316 | 2635 | 0 | 0 | 1291 | 0 | 0 | 0 | 0 | |
| 1135 | 9416 | 2635 | .01485 | .43961 | 1291 | .03861 | .56039 | 0 | 0 | |
| 1136 | 9516 | 2635 | 0 | 0 | 1291 | 0 | 0 | .78578 | 233.21 | |
| 1137 | XX | XX | .01463 | .12069 | XX | .03803 | .15385 | .77798 | 230.9 | |
| 1138 | 909820 | 2635 | .00037714 | .21981 | 1291 | .00098057 | .28019 | .00759104 | 2.25297 | |
| 1139 | 809816 | 2635 | -.00074816 | .17585 | 1291 | -.00194521 | .22415 | -.02259 | -6.704 | |
| 1140 | XX | XX | -.00037102 | .14614 | XX | -.00096464 | .18628 | -.015 | -4.451 | |
| 1141 | XX | XX | .02284 | .16779 | XX | .05939 | .17436 | 1.17615 | 294.21 | |

| LINE | CODE | CAR DAYS RUNNING | | | EXPENSE | | | CAR DAYS YARDS | | | EXPENSE | | |
|------|--------|---------------------|------------|----------|----------|--|--|-------------------|------------|--------|----------|--|--|
| | | CASES_OF C9 | | | RATIO | | | CASES_OF C9 | | | RATIO | | |
| | | 1: B7L811C2 | UNIT | | CD (LH) | | | 1: B7L811C1 | UNIT | | CD-YARD | | |
| | | 2: B7L811C11 | COST | | TO TOTAL | | | 2: B7L811C10 | COST | | TO TOTAL | | |
| | | 3: B7L811C20 | PER | | VARIABLE | | | 3: B7L811C19 | PER | | VARIABLE | | |
| | | 4: B7L811C29 | CD (LH) | | COST | | | 4: B7L811C28 | CD-YARD | | COST | | |
| | | 5: B7L811C38 | C18/C20 | | C18/C5 | | | 5: B7L811C37 | C19/C23 | | C19/C5 | | |
| | | (20) | (21) | | (22) | | | (23) | (24) | | (25) | | |
| 1101 | 809016 | 5.10614 | .07293 | .0030318 | | | | 836.9781 | .07293 | .49697 | | | |
| 1102 | 002 | 7.40907 | .00003924 | .0044814 | | | | 819.2307 | .00003924 | .49552 | | | |
| 1103 | 005 | 7.40907 | .00000891 | .0044814 | | | | 819.2307 | .00000891 | .49552 | | | |
| 1104 | 024 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1105 | 033 | 7.40907 | .00006804 | .0044814 | | | | 819.2307 | .00006804 | .49552 | | | |
| 1106 | 114 | 7.40907 | .00006408 | .0044814 | | | | 819.2307 | .00006408 | .49552 | | | |
| 1107 | 117 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1108 | 126 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1109 | 129 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1110 | 141 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1111 | 144 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1112 | 147 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1113 | 150 | 2.67398 | .00002133 | .001679 | | | | 793.6194 | .00002133 | .49832 | | | |
| 1114 | 110 | 7.40907 | .00001789 | .0044814 | | | | 819.2307 | .00001789 | .49552 | | | |
| 1115 | 307 | 5.10614 | .00000857 | .0030318 | | | | 836.9781 | .00000857 | .49697 | | | |
| 1116 | 220 | 5.10614 | .00374459 | .0030318 | | | | 836.9781 | .00374459 | .49697 | | | |
| 1117 | 222 | 5.10614 | .00033546 | .0030318 | | | | 836.9781 | .00033546 | .49697 | | | |
| 1118 | 223 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1119 | 224 | 5.10614 | .00436629 | .0030318 | | | | 836.9781 | .00436629 | .49697 | | | |
| 1120 | 225 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1121 | 228 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1122 | 229 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1123 | 233 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1124 | 234 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1125 | 236 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1126 | 237 | 2.67398 | .00031707 | .001679 | | | | 793.6194 | .00031707 | .49832 | | | |
| 1127 | 235 | 5.10614 | .00093075 | .0030318 | | | | 836.9781 | .00093075 | .49697 | | | |
| 1128 | | XX | .08099 | .00303 | | | | XX | .08099 | .49697 | | | |
| 1129 | 909120 | 2.67398 | .00080048 | .001679 | | | | 793.6194 | .00080048 | .49832 | | | |
| 1130 | 909320 | 2.67398 | .00005081 | .001679 | | | | 793.6194 | .00005081 | .49832 | | | |
| 1131 | 809138 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1132 | 809338 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1133 | 809116 | 2.67398 | -.00376746 | .0020148 | | | | 793.6194 | -.00376746 | .59799 | | | |
| 1134 | 809316 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1135 | 9416 | 2.67398 | 0 | 0 | | | | 793.6194 | 0 | 0 | | | |
| 1136 | 9516 | 2.67398 | .29386 | .003358 | | | | 793.6194 | .29386 | .99664 | | | |
| 1137 | | XX | .29095 | .0024361 | | | | XX | .29095 | .72302 | | | |
| 1138 | 909820 | 2.67398 | .00283885 | .001679 | | | | 793.6194 | .00283885 | .49832 | | | |
| 1139 | 809816 | 2.67398 | -.00844739 | .0020148 | | | | 793.6194 | -.00844739 | .59799 | | | |
| 1140 | | XX | -.00560854 | .0022418 | | | | XX | -.00560854 | .66534 | | | |
| 1141 | | XX | .36632 | .0026193 | | | | XX | .36632 | .65523 | | | |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
FLAT MULTILEVEL

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|---|---------------------------------|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 1201 | 809017 | FREIGHT CAR REPAIRS | 0 | A3L319C12 | 0 | A3L319C12 | | 902.1388 | |
| 1202 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C25 | | .89979 | |
| 1203 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C25 | | .2043 | |
| 1204 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C25 | | 0 | |
| 1205 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C25 | | 2.5437 | |
| 1206 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C25 | | 1.46944 | |
| 1207 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C25 | | 0 | |
| 1208 | 126 | JT FACILITY RENT-OTHER(DR) | 2 | A2L156C44 | 0 | B9L207C25 | | 0 | |
| 1209 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C25 | | 0 | |
| 1210 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C25 | | 0 | |
| 1211 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C25 | | 0 | |
| 1212 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C25 | | 0 | |
| 1213 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C25 | | .24951 | |
| 1214 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C25 | | .41028 | |
| 1215 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C25 | | .20424 | |
| 1216 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C25 | | 155.3101 | |
| 1217 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C25 | | 4.14984 | |
| 1218 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C25 | | 0 | |
| 1219 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C25 | | 181.0953 | |
| 1220 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C25 | | 0 | |
| 1221 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C25 | | 0 | |
| 1222 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C25 | | 0 | |
| 1223 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C25 | | 0 | |
| 1224 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C25 | | 0 | |
| 1225 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C25 | | 0 | |
| 1226 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C25 | | 3.70912 | |
| 1227 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C25 | | 11.51397 | |
| 1228 | | TOTAL OPERATING EXP : (SUM L1201-1227) -2.*(L1209+L1211+L1222+L1224+L1227) | XX | XX | 0 | XX | | 1240 | |
| 1229 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L424C3 | | 16.10608 | |
| 1230 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L424C4 | | .51115 | |
| 1231 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L424C7 | | 0 | |
| 1232 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L424C8 | | 0 | |
| 1233 | 809117 | FREIGHT CAR-DEPR | 0 | B2L226C2 | 0 | B2L226C2 | | 750 | |
| 1234 | 809317 | FREIGHT CAR-LEASE/RENT | 0 | B2L531C2 | 0 | B2L531C2 | | 0 | |
| 1235 | 9417 | NET PER DIEM RENT-MILEAGE | 0 | B2L710C2 | 0 | B2L710C2 | | -412 | |
| 1236 | 9517 | NET PER DIEM RENT-TIME | 0 | B2L711C2 | 0 | B2L711C2 | | -9023 | |
| 1237 | | TOTAL DEPR, L/R EXPENSE : SUM L1229-1236 | XX | XX | 0 | XX | | -8668 | |
| 1238 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L639C4 | 0 | B5L639C4 | | 57.11928 | |
| 1239 | 809817 | FREIGHT CAR-ROI | 0 | B5L714C4 | 0 | B5L714C4 | | 241.5932 | |
| 1240 | | TOTAL ROI : L1238+L1239 | XX | XX | 0 | XX | | 298.7124 | |
| 1241 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L1228+L1237+L1240 | XX | XX | 0 | XX | | -7128 | |

| LINE | CODE | VARIABLE EXPENSE | | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE ASSIGNED TO CAR MILES C5*C6 | VARIABLE EXPENSE ASSIGNED TO CAR DAYS C5-C7 | SOURCE | RUNNING PORTION OF CM EXPENSE CASES_OF C9 | | |
|------|--------|------------------------|------------------------|----------|-------------------------------|--|---|----------|---|----------------------------|---------|
| | | VARIABILITY PERCENTAGE | REGR C2*C4 | | | | | | 1: C7 *B7L812C9 | YARD PORTION OF CM EXPENSE | C7 -C10 |
| | | | NO REGR C3*C4 | | | | | | 2: C7 *B7L812C18 | | |
| | | | IF C2=BLANK THEN C3*C4 | | | | | | 3: C7 *B7L812C27 | | |
| | | (4) | ELSE C2*C4 | | (6) | (7) | (8) | | 4: C7 *B7L812C36 | | (11) |
| | | | (5) | | | | | AP* (9) | 5: C7 *B7L812C45 | | (10) |
| 1201 | 809017 | .86 | 775.8394 | A1L572C2 | .5 | 387.9197 | 387.92 | A3L319C1 | 3 | 354.5071 | 33.4126 |
| 1202 | 002 | .45544 | .4098 | A1L572C2 | .5 | .2049 | .2049 | A2L102C1 | 5 | .18752 | .01738 |
| 1203 | 005 | .45544 | .09304 | A1L572C2 | .5 | .04652 | .04652 | A2L105C1 | 5 | .04258 | .003946 |
| 1204 | 024 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 1205 | 033 | .27935 | .71059 | A1L572C2 | .5 | .3553 | .3553 | A2L129C1 | 5 | .32516 | .03014 |
| 1206 | 114 | .45544 | .66924 | A1L572C2 | .5 | .33462 | .33462 | A2L144C1 | 5 | .30624 | .02838 |
| 1207 | 117 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 1208 | 126 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 1209 | 129 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 1210 | 141 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 1211 | 144 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 1212 | 147 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 1213 | 150 | .86 | .21458 | A1L572C2 | .5 | .10729 | .10729 | A2L180C1 | 1 | .09846 | .008826 |
| 1214 | 110 | .45544 | .18686 | A1L572C2 | .5 | .09343 | .09343 | A2L140C1 | 5 | .0855 | .007925 |
| 1215 | 307 | .44654 | .0912 | A1L572C2 | .5 | .0456 | .0456 | A2L245C1 | 3 | .04167 | .003928 |
| 1216 | 220 | .25651 | 39.83793 | A1L572C2 | .5 | 19.91897 | 19.91897 | A2L220C1 | 3 | 18.20329 | 1.71568 |
| 1217 | 222 | .86 | 3.56886 | A1L572C2 | .5 | 1.78443 | 1.78443 | A2L222C1 | 3 | 1.63073 | .1537 |
| 1218 | 223 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 1219 | 224 | .25651 | 46.45198 | A1L572C2 | .5 | 23.22599 | 23.22599 | A2L224C1 | 3 | 21.22547 | 2.00052 |
| 1220 | 225 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 1221 | 228 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 1222 | 229 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 1223 | 233 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 1224 | 234 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 1225 | 236 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 1226 | 237 | .86 | 3.18984 | A1L572C2 | .5 | 1.59492 | 1.59492 | A2L237C1 | 1 | 1.46371 | .13121 |
| 1227 | 235 | .86 | 9.90201 | A1L572C2 | .5 | 4.95101 | 4.95101 | A2L235C1 | 3 | 4.52456 | .42644 |
| 1228 | XX | | 861.3613 | XX | XX | 430.6806 | 430.681 | XX | XX | 393.5929 | 37.0878 |
| 1229 | 909120 | .5 | 8.05304 | A1L572C2 | .5 | 4.02652 | 4.02652 | A3L714C1 | 1 | 3.69527 | .33125 |
| 1230 | 909320 | 1 | .51115 | A1L572C2 | .5 | .25558 | .25558 | A3L815C1 | 1 | .23455 | .02103 |
| 1231 | 809138 | .5 | 0 | A1L572C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 1232 | 809338 | 1 | 0 | A1L572C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 1233 | 809117 | 1 | 750 | A1L572C4 | .4 | 300 | 450 | A3L419C1 | 1 | 275.3202 | 24.6798 |
| 1234 | 809317 | 1 | 0 | XX | XX | 0 | 0 | A3L619C1 | 1 | 0 | 0 |
| 1235 | 9417 | 1 | -412 | 1.0 | 1 | -412 | 0 | A3L212C1 | 1 | -378.1064 | -33.894 |
| 1236 | 9517 | 1 | -9023 | XX | XX | 0 | -9023 | A3L212C1 | 1 | 0 | 0 |
| 1237 | XX | | -8676 | XX | XX | -107.718 | -8568 | XX | XX | -98.85642 | -8.8615 |
| 1238 | 909820 | .5 | 28.55964 | A1L572C2 | .5 | 14.27982 | 14.27982 | 1.0 | 1 | 13.10508 | 1.17474 |
| 1239 | 809817 | 1 | 241.5932 | A1L572C4 | .4 | 96.63727 | 144.956 | 1.0 | 1 | 88.6873 | 7.94997 |
| 1240 | XX | | 270.1528 | XX | XX | 110.9171 | 159.236 | XX | XX | 101.7924 | 9.12471 |
| 1241 | XX | | -7544 | XX | XX | 433.8798 | -7978 | XX | XX | 396.5288 | 37.351 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES RUNNING | | | EXPENSE | | | CAR MILES YARD | | | EXPENSE | | | RUNNING PORTION OF CD EXPENSE | | |
|------|--------|----------------------|-----------|----------|--------------|-----------|----------|-------------------|---------|-------|------------------|---------|-------|----------------------------------|------|-------|
| | | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO |
| | | 1: B7L812C7 | COST | CM (LH) | 1: B7L812C5 | COST | CM-YARD | 1: C8 *B7L812C4 | YARD | | 2: C8 *B7L812C13 | PORTION | | | | |
| | | 2: B7L812C16 | PER | TO TOTAL | 2: B7L812C14 | PER | TO TOTAL | 2: C8 *B7L812C13 | OF CD | | 3: C8 *B7L812C22 | EXPENSE | | | | |
| | | 3: B7L812C25 | CM (LH) | VARIABLE | 3: B7L812C23 | CM - YARD | VARIABLE | 3: C8 *B7L812C31 | EXPENSE | | 4: C8 *B7L812C40 | C8 -C18 | | | | |
| | | 4: B7L812C34 | C10/C12 | COST | 4: B7L812C32 | C11/C15 | COST | 4: C8 *B7L812C40 | C8 -C18 | | | | | | | |
| | | 5: B7L812C43 | (12) | (14) | 5: B7L812C41 | (16) | (17) | 5: C8 *B7L812C40 | (19) | | | | | | | |
| | | | (13) | (14) | | (15) | (16) | | | | | | | | | |
| 1201 | 809017 | 6357 | .05577 | .45693 | 230.4435 | .14499 | .04307 | 24.5782 | 363.34 | | | | | | | |
| 1202 | 002 | 7494 | .00002502 | .45759 | 267.1555 | .00006506 | .04241 | .01364 | .19126 | | | | | | | |
| 1203 | 005 | 7494 | .00000568 | .45759 | 267.1555 | .00001477 | .04241 | .00309614 | .04343 | | | | | | | |
| 1204 | 024 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1205 | 033 | 7494 | .00004339 | .45759 | 267.1555 | .00011281 | .04241 | .02365 | .33165 | | | | | | | |
| 1206 | 114 | 7494 | .00004086 | .45759 | 267.1555 | .00010624 | .04241 | .02227 | .31235 | | | | | | | |
| 1207 | 117 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1208 | 126 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1209 | 129 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1210 | 141 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1211 | 144 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1212 | 147 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1213 | 150 | 4679 | .00002104 | .45887 | 161.3184 | .00005471 | .04113 | .00621652 | .10107 | | | | | | | |
| 1214 | 110 | 7494 | .00001141 | .45759 | 267.1555 | .00002966 | .04241 | .00621782 | .08721 | | | | | | | |
| 1215 | 307 | 6357 | .00000656 | .45693 | 230.4435 | .00001704 | .04307 | .0028892 | .04271 | | | | | | | |
| 1216 | 220 | 6357 | .0028635 | .45693 | 230.4435 | .0074451 | .04307 | 1.26205 | 18.6569 | | | | | | | |
| 1217 | 222 | 6357 | .00025653 | .45693 | 230.4435 | .00066697 | .04307 | .11306 | 1.67137 | | | | | | | |
| 1218 | 223 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1219 | 224 | 6357 | .00333891 | .45693 | 230.4435 | .00868117 | .04307 | 1.47158 | 21.7544 | | | | | | | |
| 1220 | 225 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1221 | 228 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1222 | 229 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1223 | 233 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1224 | 234 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1225 | 236 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1226 | 237 | 4679 | .00031283 | .45887 | 161.3184 | .00081335 | .04113 | .09241 | 1.50251 | | | | | | | |
| 1227 | 235 | 6357 | .00071174 | .45693 | 230.4435 | .00185053 | .04307 | .31369 | 4.63731 | | | | | | | |
| 1228 | XX | .06198 | .45694 | XX | .16115 | .04306 | | 27.28157 | 403.4 | | | | | | | |
| 1229 | 909120 | 4679 | .00078976 | .45887 | 161.3184 | .00205337 | .04113 | .2333 | 3.79322 | | | | | | | |
| 1230 | 909320 | 4679 | .00005013 | .45887 | 161.3184 | .00013033 | .04113 | .01481 | .24077 | | | | | | | |
| 1231 | 809138 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1232 | 809338 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1233 | 809117 | 4679 | .05884 | .36709 | 161.3184 | .15299 | .03291 | 26.07327 | 423.93 | | | | | | | |
| 1234 | 809317 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1235 | 9417 | 4679 | -.08081 | .91773 | 161.3184 | -.2101 | .08227 | 0 | 0 | | | | | | | |
| 1236 | 9517 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | -522.798 | -8500 | | | | | | | |
| 1237 | XX | -.02113 | .01139 | XX | -.05493 | .0010213 | | -496.4766 | -8072 | | | | | | | |
| 1238 | 909820 | 4679 | .00280083 | .45887 | 161.3184 | .00728215 | .04113 | .82738 | 13.4524 | | | | | | | |
| 1239 | 809817 | 4679 | .01895 | .36709 | 161.3184 | .04928 | .03291 | 8.39883 | 136.56 | | | | | | | |
| 1240 | XX | .02176 | .3768 | XX | .05656 | .03378 | | 9.22621 | 150.01 | | | | | | | |
| 1241 | XX | .06261 | -.05256 | XX | .16278 | -.00495 | | -459.9688 | -7518 | | | | | | | |

| LINE | CODE | CAR DAYS RUNNING | | | CAR DAYS YARDS | | |
|------|--------|---------------------|-----------|------------------|-------------------|-----------|------------------|
| | | CASES_OF C9 | UNIT | EXPENSE RATIO | CASES_OF C9 | UNIT | EXPENSE RATIO |
| | | 1: B7L812C2 | CD (LH) | CD (LH) | 1: B7L812C1 | CD-YARD | CD-YARD |
| | | 2: B7L812C11 | COST | TO TOTAL | 2: B7L812C10 | COST | TO TOTAL |
| | | 3: B7L812C20 | PER | VARIABLE | 3: B7L812C19 | PER | VARIABLE |
| | | 4: B7L812C29 | CD (LH) | COST | 4: B7L812C28 | CD-YARD | COST |
| | | 5: B7L812C38 | C18/C20 | C18/C5 | 5: B7L812C37 | C19/C23 | C19/C5 |
| | | (20) | (21) | (22) | (23) | (24) | (25) |
| 1201 | 809017 | 7.36772 | 3.33593 | .03168 | 108.9176 | 3.33593 | .46832 |
| 1202 | 002 | 9.02841 | .0015104 | .03328 | 126.6313 | .0015104 | .46672 |
| 1203 | 005 | 9.02841 | .00034293 | .03328 | 126.6313 | .00034293 | .46672 |
| 1204 | 024 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1205 | 033 | 9.02841 | .00261902 | .03328 | 126.6313 | .00261902 | .46672 |
| 1206 | 114 | 9.02841 | .00246663 | .03328 | 126.6313 | .00246663 | .46672 |
| 1207 | 117 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1208 | 126 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1209 | 129 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1210 | 141 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1211 | 144 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1212 | 147 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1213 | 150 | 4.74822 | .00130923 | .02897 | 77.20153 | .00130923 | .47103 |
| 1214 | 110 | 9.02841 | .00068869 | .03328 | 126.6313 | .0006887 | .46672 |
| 1215 | 307 | 7.36772 | .00039214 | .03168 | 108.9176 | .00039214 | .46832 |
| 1216 | 220 | 7.36772 | .17129 | .03168 | 108.9176 | .17129 | .46832 |
| 1217 | 222 | 7.36772 | .01535 | .03168 | 108.9176 | .01535 | .46832 |
| 1218 | 223 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1219 | 224 | 7.36772 | .19973 | .03168 | 108.9176 | .19973 | .46832 |
| 1220 | 225 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1221 | 228 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1222 | 229 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1223 | 233 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1224 | 234 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1225 | 236 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1226 | 237 | 4.74822 | .01946 | .02897 | 77.20153 | .01946 | .47103 |
| 1227 | 235 | 7.36772 | .04258 | .03168 | 108.9176 | .04258 | .46832 |
| 1228 | XX | 3.70852 | .03167 | XX | 3.70852 | .46833 | |
| 1229 | 909120 | 4.74822 | .04913 | .02897 | 77.20153 | .04913 | .47103 |
| 1230 | 909320 | 4.74822 | .00311869 | .02897 | 77.20153 | .00311869 | .47103 |
| 1231 | 809138 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1232 | 809338 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1233 | 809117 | 4.74822 | 5.49117 | .03476 | 77.20153 | 5.49117 | .56524 |
| 1234 | 809317 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1235 | 9417 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1236 | 9517 | 4.74822 | -110.1041 | .05794 | 77.20153 | -110.1041 | .94206 |
| 1237 | XX | -104.5607 | .05722 | XX | -104.5606 | .93036 | |
| 1238 | 909820 | 4.74822 | .17425 | .02897 | 77.20153 | .17425 | .47103 |
| 1239 | 809817 | 4.74822 | 1.76884 | .03476 | 77.20153 | 1.76884 | .56524 |
| 1240 | XX | 1.94309 | .03415 | XX | 1.94309 | .55528 | |
| 1241 | XX | -98.90905 | .06096 | XX | -98.90905 | .99654 | |

WORKTABLE D6 PART 13
FREIGHT CAR OWNERSHIP AND MAINTENANCE
FLAT GENERAL

PAGE-349

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|---|---------------------------------|-------------|--|-------------|--------|---|
| | | | | | | | | |
| 1301 | 809018 | FREIGHT CAR REPAIRS | | 0 A3L320C12 | | 0 A3L320C12 | | 14.72453 |
| 1302 | 002 | ADMINIST B & B | | 2 A2L102C44 | | 0 B9L201C27 | | .01469 |
| 1303 | 005 | ADMINIST OTHER | | 2 A2L105C44 | | 0 B9L202C27 | | .00333447 |
| 1304 | 024 | ROAD PROP DAMAGED OTHER | | 2 A2L120C44 | | 0 B9L203C27 | | 0 |
| 1305 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | | 0 B9L204C27 | | .04152 |
| 1306 | 114 | FRINGES OTHER | | 2 A2L144C44 | | 0 B9L205C27 | | .02398 |
| 1307 | 117 | CASUALTIES & INS-OTHER | | 2 A2L147C44 | | 0 B9L206C27 | | 0 |
| 1308 | 126 | JT FACILITY RENT-OTHER(DR) | | 2 A2L156C44 | | 0 B9L207C27 | | 0 |
| 1309 | 129 | JT FACILITY RENT-OTHER (CR) | | 2 A2L159C44 | | 0 B9L208C27 | | 0 |
| 1310 | 141 | JT FACILITY-OTHER (DR) | | 2 A2L171C44 | | 0 B9L209C27 | | 0 |
| 1311 | 144 | JT FACILITY-OTHER (CR) | | 2 A2L174C44 | | 0 B9L210C27 | | 0 |
| 1312 | 147 | DISMANT RET ROAD-OTHER | | 2 A2L177C44 | | 0 B9L211C27 | | 0 |
| 1313 | 150 | OTHER EXP | | 0 A2L180C44 | | 0 B9L212C27 | | .00407253 |
| 1314 | 110 | SMALL TOOLS | | 2 A2L140C44 | | 0 B9L213C27 | | .00669645 |
| 1315 | 307 | WORK & NR EQUIP | | 2 A2L245C44 | | 0 B9L214C27 | | .00333356 |
| 1316 | 220 | FC ADMINIST | 16 | A2L220C44 | | 0 B9L215C27 | | 2.53494 |
| 1317 | 222 | FC MACHINERY REPAIR | | 0 A2L222C44 | | 0 B9L216C27 | | .06773 |
| 1318 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | | 0 B9L217C27 | | 0 |
| 1319 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | | 0 B9L218C27 | | 2.9558 |
| 1320 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | | 0 B9L219C27 | | 0 |
| 1321 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | | 0 B9L220C27 | | 0 |
| 1322 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | | 0 B9L221C27 | | 0 |
| 1323 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | | 0 B9L222C27 | | 0 |
| 1324 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | | 0 B9L223C27 | | 0 |
| 1325 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | | 0 B9L224C27 | | 0 |
| 1326 | 237 | FC OTHER EXP | | 0 A2L237C44 | | 0 B9L225C27 | | .06054 |
| 1327 | 235 | FC DAMAGES BILLED (CR) | | 0 A2L235C44 | | 0 B9L226C27 | | .18793 |
| 1328 | | TOTAL OPERATING EXP : (SUM L1301-1327) -2.*(L1309+L1311+L1322+L1324+L1327) | XX | XX | | 0 XX | | 20.25324 |
| 1329 | 909120 | SH & ENG DEPR-FC | | 0 B2L920C2 | | 0 B5L425C3 | | .26288 |
| 1330 | 909320 | SH & ENG LEASE/RENT-FC | | 0 B2L830C2 | | 0 B5L425C4 | | .00834291 |
| 1331 | 809138 | SHOP MACH DEPR-FC | | 0 B2L234C2 | | 0 B5L425C7 | | 0 |
| 1332 | 809338 | SHOP MACH LEASE/RENT | | 0 B2L538C2 | | 0 B5L425C8 | | 0 |
| 1333 | 809118 | FREIGHT CAR-DEPR | | 0 B2L227C2 | | 0 B2L227C2 | | 667 |
| 1334 | 809318 | FREIGHT CAR-LEASE/RENT | | 0 B2L532C2 | | 0 B2L532C2 | | 0 |
| 1335 | 9418 | NET PER DIEM RENT-MILEAGE | | 0 B2L719C2 | | 0 B2L719C2 | | 20 |
| 1336 | 9518 | NET PER DIEM RENT-TIME | | 0 B2L720C2 | | 0 B2L720C2 | | 1 |
| 1337 | | TOTAL DEPR, L/R EXPENSE : SUM L1329-1336 | XX | XX | | 0 XX | | 688.2713 |
| 1338 | 909820 | SHOP & ENG/SHOP MACH ROI | | 0 B5L640C4 | | 0 B5L640C4 | | .93229 |
| 1339 | 809818 | FREIGHT CAR-ROI | | 0 B5L715C4 | | 0 B5L715C4 | | 2002 |
| 1340 | | TOTAL ROI : L1338+L1339 | XX | XX | | 0 XX | | 2003 |
| 1341 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L1328+L1337+L1340 | XX | XX | | 0 XX | | 2711 |

| LINE | CODE | VARIABLE EXPENSE | | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE TO CAR MILES C5*C6 | VARIABLE EXPENSE TO CAR DAYS C5-C7 | SOURCE | RUNNING PORTION OF CM EXPENSE CASES_OF C9 | | |
|------|--------|------------------------|------------------------|----------|-------------------------------|-------------------------------------|------------------------------------|----------|---|-----------|---------|
| | | VARIABILITY PERCENTAGE | REGR C2*C4 | | | | | | 1: C7 *B7L813C9 | YARD | |
| | | | NO REGR C3*C4 | | | | | | 2: C7 *B7L813C18 | PORTION | |
| | | | IF C2=BLANK THEN C3*C4 | | | | | | 3: C7 *B7L813C27 | OF CM | |
| | | (4) | ELSE C2*C4 | | (6) | (7) | (8) | | 4: C7 *B7L813C36 | EXPENSE | |
| | | | (5) | | | | | AP* | 5: C7 *B7L813C45 | C7 -C10 | |
| | | | | | | | | (9) | (10) | (11) | |
| 1301 | 809018 | .86 | 12.6631 | A1L573C2 | .5 | 6.33155 | 6.33155 | A3L320C1 | 3 | 6.09916 | .23239 |
| 1302 | 002 | .45544 | .00668868 | A1L573C2 | .5 | .00334434 | .0033443 | A2L102C1 | 5 | .00323505 | .000109 |
| 1303 | 005 | .45544 | .00151865 | A1L573C2 | .5 | .00075933 | .0007593 | A2L105C1 | 5 | .00073451 | .000025 |
| 1304 | 024 | .40442 | 0 | A1L573C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 1305 | 033 | .27935 | .0116 | A1L573C2 | .5 | .00579906 | .0057991 | A2L129C1 | 5 | .00560955 | .00019 |
| 1306 | 114 | .45544 | .01092 | A1L573C2 | .5 | .00546164 | .0054616 | A2L144C1 | 5 | .00528315 | .000178 |
| 1307 | 117 | .40442 | 0 | A1L573C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 1308 | 126 | .40442 | 0 | A1L573C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 1309 | 129 | .40442 | 0 | A1L573C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 1310 | 141 | .40442 | 0 | A1L573C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 1311 | 144 | .40442 | 0 | A1L573C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 1312 | 147 | .40442 | 0 | A1L573C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 1313 | 150 | .86 | .00350238 | A1L573C2 | .5 | .00175119 | .0017512 | A2L180C1 | 1 | .00166616 | .000085 |
| 1314 | 110 | .45544 | .00304983 | A1L573C2 | .5 | .00152492 | .0015249 | A2L140C1 | 5 | .00147508 | .00005 |
| 1315 | 307 | .44654 | .00148856 | A1L573C2 | .5 | .00074428 | .0007443 | A2L245C1 | 3 | .00071696 | .000027 |
| 1316 | 220 | .25651 | .65023 | A1L573C2 | .5 | .32511 | .32511 | A2L220C1 | 3 | .31318 | .01193 |
| 1317 | 222 | .86 | .05825 | A1L573C2 | .5 | .02913 | .02913 | A2L222C1 | 3 | .02806 | .001069 |
| 1318 | 223 | .2052 | 0 | A1L573C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 1319 | 224 | .25651 | .75818 | A1L573C2 | .5 | .37909 | .37909 | A2L224C1 | 3 | .36518 | .01391 |
| 1320 | 225 | .2052 | 0 | A1L573C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 1321 | 228 | .2052 | 0 | A1L573C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 1322 | 229 | .2052 | 0 | A1L573C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 1323 | 233 | .2052 | 0 | A1L573C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 1324 | 234 | .2052 | 0 | A1L573C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 1325 | 236 | .2052 | 0 | A1L573C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 1326 | 237 | .86 | .05206 | A1L573C2 | .5 | .02603 | .02603 | A2L237C1 | 1 | .02477 | .001264 |
| 1327 | 235 | .86 | .16162 | A1L573C2 | .5 | .08081 | .08081 | A2L235C1 | 3 | .07784 | .002966 |
| 1328 | XX | | 14.05897 | XX | XX | 7.02948 | 7.02948 | XX | XX | 6.77121 | .25827 |
| 1329 | 909120 | .5 | .13144 | A1L573C2 | .5 | .06572 | .06572 | A3L714C1 | 1 | .06253 | .003191 |
| 1330 | 909320 | 1 | .00834291 | A1L573C2 | .5 | .00417145 | .0041715 | A3L815C1 | 1 | .00396891 | .000203 |
| 1331 | 809138 | .5 | 0 | A1L573C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 1332 | 809338 | 1 | 0 | A1L573C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 1333 | 809118 | 1 | 667 | A1L573C4 | .4 | 266.8 | 400.2 | A3L420C1 | 1 | 253.8459 | 12.9542 |
| 1334 | 809318 | 1 | 0 | XX | XX | 0 | 0 | A3L620C1 | 1 | 0 | 0 |
| 1335 | 9418 | 1 | 20 | 1.0 | 1 | 20 | 0 | A3L213C1 | 1 | 19.02892 | .97108 |
| 1336 | 9518 | 1 | 1 | XX | XX | 0 | 1 | A3L213C1 | 1 | 0 | 0 |
| 1337 | XX | | 688.1398 | XX | XX | 286.8699 | 401.27 | XX | XX | 272.9413 | 13.9286 |
| 1338 | 909820 | .5 | .46614 | A1L573C2 | .5 | .23307 | .23307 | 1.0 | 1 | .22176 | .01132 |
| 1339 | 809818 | 1 | 2002 | A1L573C4 | .4 | 800.8413 | 1201 | 1.0 | 1 | 761.9573 | 38.884 |
| 1340 | XX | | 2002 | XX | XX | 801.0744 | 1201 | XX | XX | 762.179 | 38.8953 |
| 1341 | XX | | 2704 | XX | XX | 1094 | 1609 | XX | XX | 1041 | 53.0822 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| CAR MILES RUNNING | | | | CAR MILES YARD | | | | RUNNING PORTION OF CD EXPENSE | | | |
|----------------------|--------|--------------|-----------|-------------------|--------------|-----------|----------|----------------------------------|---------|--|--|
| | | CASES_OF C9 | EXPENSE | RATIO | CASES_OF C9 | EXPENSE | RATIO | CASES_OF C9 | | | |
| | | 1: B7L813C7 | UNIT | CM (LH) | 1: B7L813C5 | UNIT | CM-YARD | 1: C8 *B7L813C4 | YARD | | |
| | | 2: B7L813C16 | COST | TO TOTAL | 2: B7L813C14 | COST | TO TOTAL | 2: C8 *B7L813C13 | PORTION | | |
| | | 3: B7L813C25 | PER | VARIABLE | 3: B7L813C23 | PER | VARIABLE | 3: C8 *B7L813C22 | OF CD | | |
| | | 4: B7L813C34 | CM (LH) | COST | 4: B7L813C32 | CM - YARD | COST | 4: C8 *B7L813C31 | EXPENSE | | |
| LINE | CODE | 5: B7L813C43 | C10/C12 | C10/C5 | 5: B7L813C41 | C11/C15 | C11/C5 | 5: C8 *B7L813C40 | C8 -C18 | | |
| | | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | | |
| 1301 | 809018 | 208 | .02932 | .48165 | 3.04819 | .07624 | .01835 | 1.15708 | 5.17447 | | |
| 1302 | 002 | 221.2 | .00001462 | .48366 | 2.87418 | .00003803 | .01634 | .00067746 | .002667 | | |
| 1303 | 005 | 221.2 | .00000332 | .48366 | 2.87418 | .00000863 | .01634 | .00015382 | .000606 | | |
| 1304 | 024 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1305 | 033 | 221.2 | .00002536 | .48366 | 2.87418 | .00006594 | .01634 | .00117472 | .004624 | | |
| 1306 | 114 | 221.2 | .00002388 | .48366 | 2.87418 | .0000621 | .01634 | .00110636 | .004355 | | |
| 1307 | 117 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1308 | 126 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1309 | 129 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1310 | 141 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1311 | 144 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1312 | 147 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1313 | 150 | 62 | .00002687 | .47572 | 1.21691 | .00006987 | .02428 | .00018489 | .001566 | | |
| 1314 | 110 | 221.2 | .00000667 | .48366 | 2.87418 | .00001734 | .01634 | .0003089 | .001216 | | |
| 1315 | 307 | 208 | .00000345 | .48165 | 3.04819 | .00000896 | .01835 | .00013602 | .000608 | | |
| 1316 | 220 | 208 | .00150568 | .48165 | 3.04819 | .00391476 | .01835 | .05941 | .2657 | | |
| 1317 | 222 | 208 | .00013489 | .48165 | 3.04819 | .0003507 | .01835 | .00532254 | .0238 | | |
| 1318 | 223 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1319 | 224 | 208 | .00175565 | .48165 | 3.04819 | .0045647 | .01835 | .06928 | .30981 | | |
| 1320 | 225 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1321 | 228 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1322 | 229 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1323 | 233 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1324 | 234 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1325 | 236 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1326 | 237 | 62 | .00039948 | .47572 | 1.21691 | .00103866 | .02428 | .00274847 | .02328 | | |
| 1327 | 235 | 208 | .00037425 | .48165 | 3.04819 | .00097304 | .01835 | .01477 | .06604 | | |
| 1328 | | XX | .03285 | .48163 | XX | .08541 | .01837 | 1.28281 | 5.74667 | | |
| 1329 | 909120 | 62 | .00100853 | .47572 | 1.21691 | .00262219 | .02428 | .00693875 | .05878 | | |
| 1330 | 909320 | 62 | .00006401 | .47572 | 1.21691 | .00016644 | .02428 | .00044042 | .003731 | | |
| 1331 | 809138 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1332 | 809338 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1333 | 809118 | 62 | 4.09429 | .38058 | 1.21691 | 10.64514 | .01942 | 42.25326 | 357.95 | | |
| 1334 | 809318 | 62 | 0 | 0 | 1.21691 | 0 | 0 | 0 | 0 | | |
| 1335 | 9418 | 62 | .30692 | .95145 | 1.21691 | .79799 | .04855 | 0 | 0 | | |
| 1336 | 9518 | 62 | 0 | 0 | 1.21691 | 0 | 0 | .10558 | .89442 | | |
| 1337 | | XX | 4.40228 | .39664 | XX | 11.44591 | .02024 | 42.36622 | 358.9 | | |
| 1338 | 909820 | 62 | .00357671 | .47572 | 1.21691 | .00929943 | .02428 | .02461 | .20846 | | |
| 1339 | 809818 | 62 | 12.28963 | .38058 | 1.21691 | 31.95303 | .01942 | 126.8297 | 1074 | | |
| 1340 | | XX | 12.29321 | .3806 | XX | 31.96233 | .01942 | 126.8543 | 1074 | | |
| 1341 | | XX | 16.72834 | .38521 | XX | 43.49365 | .01963 | 170.5033 | 1439 | | |

| LINE | CODE | CAR DAYS RUNNING | | | CAR DAYS YARDS | | |
|------|--------|---------------------|-----------|----------|-------------------|-----------|----------|
| | | CASES_OF C9 | EXPENSE | RATIO | CASES_OF C9 | EXPENSE | RATIO |
| | | 1: B7L813C2 | UNIT | CD (LH) | 1: B7L813C1 | UNIT | CD-YARD |
| | | 2: B7L813C11 | COST | TO TOTAL | 2: B7L813C10 | COST | TO TOTAL |
| | | 3: B7L813C20 | PER | VARIABLE | 3: B7L813C19 | PER | VARIABLE |
| | | 4: B7L813C29 | CD (LH) | COST | 4: B7L813C28 | CD-YARD | COST |
| | | 5: B7L813C38 | C18/C20 | C18/C5 | 5: B7L813C37 | C19/C23 | C19/C5 |
| | | (20) | (21) | (22) | (23) | (24) | (25) |
| 1301 | 809018 | .24107 | 4.79973 | .09137 | 1.07807 | 4.79974 | .40863 |
| 1302 | 002 | .26648 | .00254229 | .10128 | 1.049 | .00254229 | .39872 |
| 1303 | 005 | .26648 | .00057722 | .10128 | 1.049 | .00057722 | .39872 |
| 1304 | 024 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1305 | 033 | .26648 | .00440832 | .10128 | 1.049 | .00440832 | .39872 |
| 1306 | 114 | .26648 | .00415181 | .10128 | 1.049 | .00415181 | .39872 |
| 1307 | 117 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1308 | 126 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1309 | 129 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1310 | 141 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1311 | 144 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1312 | 147 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1313 | 150 | .06292 | .00293864 | .05279 | .533 | .00293864 | .44721 |
| 1314 | 110 | .26648 | .00115921 | .10128 | 1.049 | .00115921 | .39872 |
| 1315 | 307 | .24107 | .00056422 | .09137 | 1.07807 | .00056422 | .40863 |
| 1316 | 220 | .24107 | .24646 | .09137 | 1.07807 | .24646 | .40863 |
| 1317 | 222 | .24107 | .02208 | .09137 | 1.07807 | .02208 | .40863 |
| 1318 | 223 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1319 | 224 | .24107 | .28738 | .09137 | 1.07807 | .28738 | .40863 |
| 1320 | 225 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1321 | 228 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1322 | 229 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1323 | 233 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1324 | 234 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1325 | 236 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1326 | 237 | .06292 | .04368 | .05279 | .533 | .04368 | .44721 |
| 1327 | 235 | .24107 | .06126 | .09137 | 1.07807 | .06126 | .40863 |
| 1328 | XX | XX | 5.35441 | .09125 | XX | 5.35441 | .40875 |
| 1329 | 909120 | .06292 | .11028 | .05279 | .533 | .11028 | .44721 |
| 1330 | 909320 | .06292 | .00700005 | .05279 | .533 | .00700005 | .44721 |
| 1331 | 809138 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1332 | 809338 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1333 | 809118 | .06292 | 671.5697 | .06335 | .533 | 671.5697 | .53665 |
| 1334 | 809318 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1335 | 9418 | .06292 | 0 | 0 | .533 | 0 | 0 |
| 1336 | 9518 | .06292 | 1.67809 | .10558 | .533 | 1.67809 | .89442 |
| 1337 | XX | XX | 673.3651 | .06157 | XX | 673.3651 | .52156 |
| 1338 | 909820 | .06292 | .39112 | .05279 | .533 | .39112 | .44721 |
| 1339 | 809818 | .06292 | 2015 | .06335 | .533 | 2015 | .53665 |
| 1340 | XX | XX | 2016 | .06335 | XX | 2016 | .53663 |
| 1341 | XX | XX | 2694 | .06304 | XX | 2694 | .53213 |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
FLAT - OTHER

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|---|---------------------------------|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 1401 | 809019 | FREIGHT CAR REPAIRS | 0 | A3L321C12 | 0 | A3L321C12 | | 5289 | |
| 1402 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C29 | | 5.27573 | |
| 1403 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C29 | | 1.19784 | |
| 1404 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C29 | | 0 | |
| 1405 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C29 | | 14.91447 | |
| 1406 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C29 | | 8.61578 | |
| 1407 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C29 | | 0 | |
| 1408 | 126 | JT FACILITY RENT-OTHER(DR) | 2 | A2L156C44 | 0 | B9L207C29 | | 0 | |
| 1409 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C29 | | 0 | |
| 1410 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C29 | | 0 | |
| 1411 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C29 | | 0 | |
| 1412 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C29 | | 0 | |
| 1413 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C29 | | 1.46298 | |
| 1414 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C29 | | 2.40557 | |
| 1415 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C29 | | 1.19752 | |
| 1416 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C29 | | 910.6279 | |
| 1417 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C29 | | 24.33169 | |
| 1418 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C29 | | 0 | |
| 1419 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C29 | | 1061 | |
| 1420 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C29 | | 0 | |
| 1421 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C29 | | 0 | |
| 1422 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C29 | | 0 | |
| 1423 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C29 | | 0 | |
| 1424 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C29 | | 0 | |
| 1425 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C29 | | 0 | |
| 1426 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C29 | | 21.74765 | |
| 1427 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C29 | | 67.50971 | |
| 1428 | | TOTAL OPERATING EXP : (SUM L1401-1427) -2.*(L1409+L1411+L1422+L1424+L1427) | XX | XX | 0 | XX | | 7275 | |
| 1429 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L426C3 | | 94.43461 | |
| 1430 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L426C4 | | 2.99703 | |
| 1431 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L426C7 | | 0 | |
| 1432 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L426C8 | | 0 | |
| 1433 | 809119 | FREIGHT CAR-DEPR | 0 | B2L228C2 | 0 | B2L228C2 | | 50 | |
| 1434 | 809319 | FREIGHT CAR-LEASE/RENT | 0 | B2L533C2 | 0 | B2L533C2 | | 10293 | |
| 1435 | 9419 | NET PER DIEM RENT-MILEAGE | 0 | B2L728C2 | 0 | B2L728C2 | | -1348 | |
| 1436 | 9519 | NET PER DIEM RENT-TIME | 0 | B2L729C2 | 0 | B2L729C2 | | -1716 | |
| 1437 | | TOTAL DEPR, L/R EXPENSE : SUM L1429-1436 | XX | XX | 0 | XX | | 7376 | |
| 1438 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L641C4 | 0 | B5L641C4 | | 334.9068 | |
| 1439 | 809819 | FREIGHT CAR-ROI | 0 | B5L716C4 | 0 | B5L716C4 | | 343.1183 | |
| 1440 | | TOTAL ROI : L1438+L1439 | XX | XX | 0 | XX | | 678.0252 | |
| 1441 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L1428+L1437+L1440 | XX | XX | 0 | XX | | 15330 | |

| LINE | CODE | VARIABLE EXPENSE | | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE TO CAR MILES C5*C6 | VARIABLE EXPENSE TO CAR DAYS C5-C7 | SOURCE | RUNNING PORTION OF CM EXPENSE CASES_OF C9 | | |
|------|--------|------------------------|------------------------|----------|-------------------------------|-------------------------------------|------------------------------------|----------|---|----------------------------|---------|
| | | VARIABILITY PERCENTAGE | REGR C2*C4 | | | | | | 1: C7 *B7L814C9 | YARD PORTION OF CM EXPENSE | C7 -C10 |
| | | | NO REGR C3*C4 | | | | | | 2: C7 *B7L814C18 | | |
| | | | IF C2=BLANK THEN C3*C4 | | | | | | 3: C7 *B7L814C27 | | |
| | | (4) | ELSE C2*C4 | | (6) | (7) | (8) | | 4: C7 *B7L814C36 | | |
| | | | (5) | | | | | AP* (9) | 5: C7 *B7L814C45 | | (11) |
| | | | | | | | | | (10) | | |
| 1401 | 809019 | .86 | 4548 | A1L574C2 | .5 | 2274 | 2274 | A3L321C1 | 3 | 2172 | 102.22 |
| 1402 | 002 | .45544 | 2.40278 | A1L574C2 | .5 | 1.20139 | 1.20139 | A2L102C1 | 5 | 1.14718 | .0542 |
| 1403 | 005 | .45544 | .54555 | A1L574C2 | .5 | .27277 | .27277 | A2L105C1 | 5 | .26047 | .01231 |
| 1404 | 024 | .40442 | 0 | A1L574C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 1405 | 033 | .27935 | 4.1664 | A1L574C2 | .5 | 2.0832 | 2.0832 | A2L129C1 | 5 | 1.98921 | .09399 |
| 1406 | 114 | .45544 | 3.92397 | A1L574C2 | .5 | 1.96199 | 1.96199 | A2L144C1 | 5 | 1.87346 | .08852 |
| 1407 | 117 | .40442 | 0 | A1L574C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 1408 | 126 | .40442 | 0 | A1L574C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 1409 | 129 | .40442 | 0 | A1L574C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 1410 | 141 | .40442 | 0 | A1L574C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 1411 | 144 | .40442 | 0 | A1L574C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 1412 | 147 | .40442 | 0 | A1L574C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 1413 | 150 | .86 | 1.25816 | A1L574C2 | .5 | .62908 | .62908 | A2L180C1 | 1 | .60114 | .02794 |
| 1414 | 110 | .45544 | 1.09559 | A1L574C2 | .5 | .5478 | .5478 | A2L140C1 | 5 | .52308 | .02472 |
| 1415 | 307 | .44654 | .53474 | A1L574C2 | .5 | .26737 | .26737 | A2L245C1 | 3 | .25535 | .01202 |
| 1416 | 220 | .25651 | 233.5813 | A1L574C2 | .5 | 116.7907 | 116.791 | A2L220C1 | 3 | 111.5416 | 5.24904 |
| 1417 | 222 | .86 | 20.92525 | A1L574C2 | .5 | 10.46262 | 10.46262 | A2L222C1 | 3 | 9.99239 | .47023 |
| 1418 | 223 | .2052 | 0 | A1L574C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 1419 | 224 | .25651 | 272.3614 | A1L574C2 | .5 | 136.1807 | 136.181 | A2L224C1 | 3 | 130.0602 | 6.1205 |
| 1420 | 225 | .2052 | 0 | A1L574C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 1421 | 228 | .2052 | 0 | A1L574C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 1422 | 229 | .2052 | 0 | A1L574C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 1423 | 233 | .2052 | 0 | A1L574C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 1424 | 234 | .2052 | 0 | A1L574C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 1425 | 236 | .2052 | 0 | A1L574C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 1426 | 237 | .86 | 18.70298 | A1L574C2 | .5 | 9.35149 | 9.35149 | A2L237C1 | 1 | 8.93622 | .41527 |
| 1427 | 235 | .86 | 58.05835 | A1L574C2 | .5 | 29.02917 | 29.02917 | A2L235C1 | 3 | 27.72449 | 1.30469 |
| 1428 | | XX | 5050 | XX | XX | 2525 | 2525 | XX | XX | 2411 | 113.49 |
| 1429 | 909120 | .5 | 47.21731 | A1L574C2 | .5 | 23.60865 | 23.60865 | A3L714C1 | 1 | 22.56027 | 1.04838 |
| 1430 | 909320 | 1 | 2.99703 | A1L574C2 | .5 | 1.49851 | 1.49851 | A3L815C1 | 1 | 1.43197 | .06654 |
| 1431 | 809138 | .5 | 0 | A1L574C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 1432 | 809338 | 1 | 0 | A1L574C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 1433 | 809119 | 1 | 50 | A1L574C4 | .4 | 20 | 30 | A3L421C1 | 1 | 19.11187 | .88813 |
| 1434 | 809319 | 1 | 10293 | XX | XX | 0 | 10293 | A3L621C1 | 1 | 0 | 0 |
| 1435 | 9419 | 1 | -1348 | 1.0 | 1 | -1348 | 0 | A3L214C1 | 1 | -1288 | -59.86 |
| 1436 | 9519 | 1 | -1716 | XX | XX | 0 | -1716 | A3L214C1 | 1 | 0 | 0 |
| 1437 | | XX | 7329 | XX | XX | -1302 | 8632 | XX | XX | -1245 | -57.857 |
| 1438 | 909820 | .5 | 167.4534 | A1L574C2 | .5 | 83.72671 | 83.72671 | 1.0 | 1 | 80.00868 | 3.71803 |
| 1439 | 809819 | 1 | 343.1183 | A1L574C4 | .4 | 137.2473 | 205.871 | 1.0 | 1 | 131.1526 | 6.0947 |
| 1440 | | XX | 510.5717 | XX | XX | 220.974 | 289.598 | XX | XX | 211.1613 | 9.81272 |
| 1441 | | XX | 12890 | XX | XX | 1443 | 11446 | XX | XX | 1377 | 65.444 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES RUNNING | | | EXPENSE | | | CAR MILES YARD | | | EXPENSE | | | RUNNING PORTION OF CD EXPENSE | |
|------|--------|----------------------|-----------|----------|--------------|-----------|----------|-------------------|------|-------|------------------|------|-------|----------------------------------|---------|
| | | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | YARD |
| | | 1: B7L814C7 | COST | CM (LH) | 1: B7L814C5 | COST | CM-YARD | 2: C8 *B7L814C4 | | | 2: C8 *B7L814C13 | | | | |
| | | 2: B7L814C16 | PER | TO TOTAL | 2: B7L814C14 | PER | TO TOTAL | 3: C8 *B7L814C22 | | | 3: C8 *B7L814C31 | | | | PORTION |
| | | 3: B7L814C25 | CM (LH) | VARIABLE | 3: B7L814C23 | CM - YARD | VARIABLE | 4: C8 *B7L814C40 | | | C8 -C18 | | | | OF CD |
| | | 4: B7L814C34 | C10/C12 | COST | 4: B7L814C32 | C11/C15 | COST | 5: C8 *B7L814C40 | | | | | | | EXPENSE |
| | | 5: B7L814C43 | (12) | (14) | 5: B7L814C41 | (16) | (17) | | | | | | | | (19) |
| | | | (13) | (14) | | (15) | (16) | | | | | | | | (19) |
| 1401 | 809019 | 78729 | .02759 | .47753 | 1424 | .07174 | .02247 | 318.2772 | | | 1956 | | | | |
| 1402 | 002 | 84979 | .0000135 | .47744 | 1544 | .0000351 | .02256 | .17431 | | | 1.02708 | | | | |
| 1403 | 005 | 84979 | .00000307 | .47744 | 1544 | .00000797 | .02256 | .03958 | | | .2332 | | | | |
| 1404 | 024 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1405 | 033 | 84979 | .00002341 | .47744 | 1544 | .00006086 | .02256 | .30225 | | | 1.78095 | | | | |
| 1406 | 114 | 84979 | .00002205 | .47744 | 1544 | .00005732 | .02256 | .28467 | | | 1.67732 | | | | |
| 1407 | 117 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1408 | 126 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1409 | 129 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1410 | 141 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1411 | 144 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1412 | 147 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1413 | 150 | 64771 | .00000928 | .4778 | 1157 | .00002413 | .0222 | .078 | | | .55108 | | | | |
| 1414 | 110 | 84979 | .00000616 | .47744 | 1544 | .0000016 | .02256 | .07948 | | | .46832 | | | | |
| 1415 | 307 | 78729 | .00000324 | .47753 | 1424 | .00000843 | .02247 | .03741 | | | .22995 | | | | |
| 1416 | 220 | 78729 | .00141678 | .47753 | 1424 | .00368363 | .02247 | 16.34295 | | | 100.45 | | | | |
| 1417 | 222 | 78729 | .00012692 | .47753 | 1424 | .000033 | .02247 | 1.46407 | | | 8.99855 | | | | |
| 1418 | 223 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1419 | 224 | 78729 | .001652 | .47753 | 1424 | .00429519 | .02247 | 19.05627 | | | 117.12 | | | | |
| 1420 | 225 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1421 | 228 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1422 | 229 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1423 | 233 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1424 | 234 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1425 | 236 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1426 | 237 | 64771 | .00013797 | .4778 | 1157 | .00035871 | .0222 | 1.15951 | | | 8.19198 | | | | |
| 1427 | 235 | 78729 | .00035215 | .47753 | 1424 | .00091559 | .02247 | 4.06216 | | | 24.967 | | | | |
| 1428 | XX | .03065 | .47753 | XX | .0797 | .02247 | | 353.2335 | | | 2171 | | | | |
| 1429 | 909120 | 64771 | .00034831 | .4778 | 1157 | .0009056 | .0222 | 2.92729 | | | 20.6814 | | | | |
| 1430 | 909320 | 64771 | .00002211 | .4778 | 1157 | .00005748 | .0222 | .1858 | | | 1.31271 | | | | |
| 1431 | 809138 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1432 | 809338 | 64771 | 0 | 0 | 1157 | 0 | 0 | 0 | | | 0 | | | | |
| 1433 | 809119 | 64771 | .00029507 | .38224 | 1157 | .00076718 | .01776 | 3.71977 | | | 26.2802 | | | | |
| 1434 | 809319 | 64771 | 0 | 0 | 1157 | 0 | 0 | 1276 | | | 9016 | | | | |
| 1435 | 9419 | 64771 | -.01989 | .95559 | 1157 | -.05171 | .04441 | 0 | | | 0 | | | | |
| 1436 | 9519 | 64771 | 0 | 0 | 1157 | 0 | 0 | -212.7708 | | | -1503 | | | | |
| 1437 | XX | -.01922 | -.16987 | XX | -.04998 | -.007894 | | 1070 | | | 7561 | | | | |
| 1438 | 909820 | 64771 | .00123525 | .4778 | 1157 | .00321166 | .0222 | 10.38147 | | | 73.3452 | | | | |
| 1439 | 809819 | 64771 | .00202487 | .38224 | 1157 | .00526465 | .01776 | 25.52642 | | | 180.34 | | | | |
| 1440 | XX | .00326012 | .41358 | XX | .00847631 | .01922 | | 35.90789 | | | 253.69 | | | | |
| 1441 | XX | .01469 | .10689 | XX | .0382 | .005077 | | 1459 | | | 9987 | | | | |

| LINE | CODE | CAR DAYS RUNNING | | | CAR DAYS YARDS | | |
|------|--------|---------------------|-----------|------------------|-------------------|-----------|------------------|
| | | CASES_OF C9 | UNIT | EXPENSE RATIO | CASES_OF C9 | UNIT | EXPENSE RATIO |
| | | 1: B7L814C2 | CD (LH) | CD (LH) | 1: B7L814C1 | CD-YARD | CD-YARD |
| | | 2: B7L814C11 | COST | TO TOTAL | 2: B7L814C10 | COST | TO TOTAL |
| | | 3: B7L814C20 | PER | VARIABLE | 3: B7L814C19 | PER | VARIABLE |
| | | 4: B7L814C29 | CD (LH) | COST | 4: B7L814C28 | CD-YARD | COST |
| | | 5: B7L814C38 | C18/C20 | C18/C5 | 5: B7L814C37 | C19/C23 | C19/C5 |
| | | (20) | (21) | (22) | (23) | (24) | (25) |
| 1401 | 809019 | 91.24643 | 3.48811 | .06997 | 560.8226 | 3.48811 | .43003 |
| 1402 | 002 | 102.3741 | .00170269 | .07255 | 603.2099 | .00170269 | .42745 |
| 1403 | 005 | 102.3741 | .00038659 | .07255 | 603.2099 | .00038659 | .42745 |
| 1404 | 024 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1405 | 033 | 102.3741 | .00295245 | .07255 | 603.2099 | .00295245 | .42745 |
| 1406 | 114 | 102.3741 | .00278066 | .07255 | 603.2099 | .00278066 | .42745 |
| 1407 | 117 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1408 | 126 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1409 | 129 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1410 | 141 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1411 | 144 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1412 | 147 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1413 | 150 | 65.72916 | .0011867 | .062 | 464.3775 | .0011867 | .438 |
| 1414 | 110 | 102.3741 | .00077637 | .07255 | 603.2099 | .00077637 | .42745 |
| 1415 | 307 | 91.24643 | .00041003 | .06997 | 560.8226 | .00041003 | .43003 |
| 1416 | 220 | 91.24643 | .17911 | .06997 | 560.8226 | .17911 | .43003 |
| 1417 | 222 | 91.24643 | .01605 | .06997 | 560.8226 | .01605 | .43003 |
| 1418 | 223 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1419 | 224 | 91.24643 | .20884 | .06997 | 560.8226 | .20884 | .43003 |
| 1420 | 225 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1421 | 228 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1422 | 229 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1423 | 233 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1424 | 234 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1425 | 236 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1426 | 237 | 65.72916 | .01764 | .062 | 464.3775 | .01764 | .438 |
| 1427 | 235 | 91.24643 | .04452 | .06997 | 560.8226 | .04452 | .43003 |
| 1428 | XX | 3.87542 | .06994 | | XX | 3.87542 | .43006 |
| 1429 | 909120 | 65.72916 | .04454 | .062 | 464.3775 | .04454 | .438 |
| 1430 | 909320 | 65.72916 | .00282681 | .062 | 464.3775 | .00282681 | .438 |
| 1431 | 809138 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1432 | 809338 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1433 | 809119 | 65.72916 | .05659 | .0744 | 464.3775 | .05659 | .5256 |
| 1434 | 809319 | 65.72916 | 19.41685 | .12399 | 464.3775 | 19.41685 | .87601 |
| 1435 | 9419 | 65.72916 | 0 | 0 | 464.3775 | 0 | 0 |
| 1436 | 9519 | 65.72916 | -3.23708 | .12399 | 464.3775 | -3.23708 | .87601 |
| 1437 | XX | 16.28372 | .14603 | | XX | 16.28372 | 1.03173 |
| 1438 | 909820 | 65.72916 | .15794 | .062 | 464.3775 | .15794 | .438 |
| 1439 | 809819 | 65.72916 | .38836 | .0744 | 464.3775 | .38836 | .5256 |
| 1440 | XX | .5463 | .07033 | | XX | .5463 | .49687 |
| 1441 | XX | 20.70544 | .11322 | | XX | 20.70544 | .77481 |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
ALL OTHER FREIGHT CARS

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|---|---------------------------------|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 1501 | 809020 | FREIGHT CAR REPAIRS | 0 | A3L322C12 | 0 | A3L322C12 | | 934.0858 | |
| 1502 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C31 | | .93165 | |
| 1503 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C31 | | .21153 | |
| 1504 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C31 | | 0 | |
| 1505 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C31 | | 2.63378 | |
| 1506 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C31 | | 1.52148 | |
| 1507 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C31 | | 0 | |
| 1508 | 126 | JT FACILITY RENT-OTHER(DR) | 2 | A2L156C44 | 0 | B9L207C31 | | 0 | |
| 1509 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C31 | | 0 | |
| 1510 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C31 | | 0 | |
| 1511 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C31 | | 0 | |
| 1512 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C31 | | 0 | |
| 1513 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C31 | | .25835 | |
| 1514 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C31 | | .42481 | |
| 1515 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C31 | | .21147 | |
| 1516 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C31 | | 160.81 | |
| 1517 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C31 | | 4.29679 | |
| 1518 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C31 | | 0 | |
| 1519 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C31 | | 187.5083 | |
| 1520 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C31 | | 0 | |
| 1521 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C31 | | 0 | |
| 1522 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C31 | | 0 | |
| 1523 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C31 | | 0 | |
| 1524 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C31 | | 0 | |
| 1525 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C31 | | 0 | |
| 1526 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C31 | | 3.84047 | |
| 1527 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C31 | | 11.9217 | |
| 1528 | | TOTAL OPERATING EXP : (SUM L1501-1527) -2.*(L1509+L1511+L1522+L1524+L1527) | XX | XX | 0 | XX | | 1284 | |
| 1529 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L427C3 | | 16.67644 | |
| 1530 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L427C4 | | .52925 | |
| 1531 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L427C7 | | 0 | |
| 1532 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L427C8 | | 0 | |
| 1533 | 809120 | FREIGHT CAR-DEPR | 0 | B2L229C2 | 0 | B2L229C2 | | 51 | |
| 1534 | 809320 | FREIGHT CAR-LEASE/RENT | 0 | B2L534C2 | 0 | B2L534C2 | | 0 | |
| 1535 | 9420 | NET PER DIEM RENT-MILEAGE | 0 | B2L737C2 | 0 | B2L737C2 | | -3 | |
| 1536 | 9520 | NET PER DIEM RENT-TIME | 0 | B2L738C2 | 0 | B2L738C2 | | 141 | |
| 1537 | | TOTAL DEPR, L/R EXPENSE : SUM L1529-1536 | XX | XX | 0 | XX | | 206.2057 | |
| 1538 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L642C4 | 0 | B5L642C4 | | 59.14202 | |
| 1539 | 809820 | FREIGHT CAR-ROI | 0 | B5L717C4 | 0 | B5L717C4 | | 169.2408 | |
| 1540 | | TOTAL ROI : L1538+L1539 | XX | XX | 0 | XX | | 228.3828 | |
| 1541 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L1528+L1537+L1540 | XX | XX | 0 | XX | | 1719 | |

| LINE | CODE | VARIABLE EXPENSE | | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE TO CAR MILES C5*C6 | VARIABLE EXPENSE TO CAR DAYS C5-C7 | SOURCE | RUNNING PORTION OF CM EXPENSE CASES_OF C9 | | |
|------|--------|------------------------|-----------------------------------|----------|-------------------------------|-------------------------------------|------------------------------------|----------|---|----------------------------|---------|
| | | VARIABILITY PERCENTAGE | REGR C2*C4 | | | | | | 1: C7 *B7L815C9 | YARD PORTION OF CM EXPENSE | C7 -C10 |
| | | | NO REGR C3*C4 | | | | | | 2: C7 *B7L815C18 | | |
| | | | IF C2=BLANK THEN C3*C4 ELSE C2*C4 | | | | | | 3: C7 *B7L815C27 | | |
| | | (4) | (5) | | (6) | (7) | (8) | | 4: C7 *B7L815C36 | | |
| | | | | | | | | AP* (9) | 5: C7 *B7L815C45 | | (11) |
| | | | | | | | | | (10) | | |
| 1501 | 809020 | .86 | 803.3138 | A1L575C2 | .5 | 401.6569 | 401.657 | A3L322C1 | 3 | 331.7684 | 69.8886 |
| 1502 | 002 | .45544 | .42431 | A1L575C2 | .5 | .21216 | .21216 | A2L102C1 | 5 | .17928 | .03288 |
| 1503 | 005 | .45544 | .09634 | A1L575C2 | .5 | .04817 | .04817 | A2L105C1 | 5 | .0407 | .007465 |
| 1504 | 024 | .40442 | 0 | A1L575C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 1505 | 033 | .27935 | .73575 | A1L575C2 | .5 | .36788 | .36788 | A2L129C1 | 5 | .31087 | .05701 |
| 1506 | 114 | .45544 | .69294 | A1L575C2 | .5 | .34647 | .34647 | A2L144C1 | 5 | .29278 | .05369 |
| 1507 | 117 | .40442 | 0 | A1L575C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 1508 | 126 | .40442 | 0 | A1L575C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 1509 | 129 | .40442 | 0 | A1L575C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 1510 | 141 | .40442 | 0 | A1L575C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 1511 | 144 | .40442 | 0 | A1L575C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 1512 | 147 | .40442 | 0 | A1L575C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 1513 | 150 | .86 | .22218 | A1L575C2 | .5 | .11109 | .11109 | A2L180C1 | 1 | .0941 | .01699 |
| 1514 | 110 | .45544 | .19347 | A1L575C2 | .5 | .09674 | .09674 | A2L140C1 | 5 | .08175 | .01499 |
| 1515 | 307 | .44654 | .09443 | A1L575C2 | .5 | .04722 | .04722 | A2L245C1 | 3 | .039 | .008215 |
| 1516 | 220 | .25651 | 41.24869 | A1L575C2 | .5 | 20.62434 | 20.62434 | A2L220C1 | 3 | 17.0357 | 3.58865 |
| 1517 | 222 | .86 | 3.69524 | A1L575C2 | .5 | 1.84762 | 1.84762 | A2L222C1 | 3 | 1.52613 | .32149 |
| 1518 | 223 | .2052 | 0 | A1L575C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 1519 | 224 | .25651 | 48.09696 | A1L575C2 | .5 | 24.04848 | 24.04848 | A2L224C1 | 3 | 19.86403 | 4.18445 |
| 1520 | 225 | .2052 | 0 | A1L575C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 1521 | 228 | .2052 | 0 | A1L575C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 1522 | 229 | .2052 | 0 | A1L575C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 1523 | 233 | .2052 | 0 | A1L575C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 1524 | 234 | .2052 | 0 | A1L575C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 1525 | 236 | .2052 | 0 | A1L575C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 1526 | 237 | .86 | 3.3028 | A1L575C2 | .5 | 1.6514 | 1.6514 | A2L237C1 | 1 | 1.39879 | .25261 |
| 1527 | 235 | .86 | 10.25266 | A1L575C2 | .5 | 5.12633 | 5.12633 | A2L235C1 | 3 | 4.23435 | .89198 |
| 1528 | XX | XX | 891.8643 | XX | XX | 445.9322 | 445.932 | XX | XX | 368.3972 | 77.535 |
| 1529 | 909120 | .5 | 8.33822 | A1L575C2 | .5 | 4.16911 | 4.16911 | A3L714C1 | 1 | 3.53137 | .63774 |
| 1530 | 909320 | 1 | .52925 | A1L575C2 | .5 | .26463 | .26463 | A3L815C1 | 1 | .22415 | .04048 |
| 1531 | 809138 | .5 | 0 | A1L575C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 1532 | 809338 | 1 | 0 | A1L575C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 1533 | 809120 | 1 | 51 | A1L575C4 | .4 | 20.4 | 30.6 | A3L422C1 | 1 | 17.27948 | 3.12052 |
| 1534 | 809320 | 1 | 0 | XX | XX | 0 | 0 | A3L622C1 | 1 | 0 | 0 |
| 1535 | 9420 | 1 | -3 | 1.0 | 1 | -3 | 0 | A3L218C1 | 1 | -2.5411 | -.4589 |
| 1536 | 9520 | 1 | 141 | XX | XX | 0 | 141 | A3L218C1 | 1 | 0 | 0 |
| 1537 | XX | XX | 197.8675 | XX | XX | 21.83374 | 176.034 | XX | XX | 18.4939 | 3.33984 |
| 1538 | 909820 | .5 | 29.57101 | A1L575C2 | .5 | 14.7855 | 14.7855 | 1.0 | 1 | 12.52381 | 2.26169 |
| 1539 | 809820 | 1 | 169.2408 | A1L575C4 | .4 | 67.69632 | 101.544 | 1.0 | 1 | 57.34104 | 10.3553 |
| 1540 | XX | XX | 198.8118 | XX | XX | 82.48183 | 116.33 | XX | XX | 69.86485 | 12.617 |
| 1541 | XX | XX | 1288 | XX | XX | 550.2477 | 738.296 | XX | XX | 456.7559 | 93.4918 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES RUNNING | | | EXPENSE | | | CAR MILES YARD | | | EXPENSE | | | RUNNING PORTION OF CD EXPENSE | | |
|------|--------|----------------------|------------|----------|--------------|------------|----------|-------------------|---------|-------|------------------|---------|-------|----------------------------------|------|-------|
| | | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO |
| | | 1: B7L815C7 | COST | CM (LH) | 1: B7L815C5 | COST | CM-YARD | 1: C8 *B7L815C4 | YARD | | 2: C8 *B7L815C13 | PORTION | | | | |
| | | 2: B7L815C16 | PER | TO TOTAL | 2: B7L815C14 | PER | TO TOTAL | 2: C8 *B7L815C13 | PORTION | | 3: C8 *B7L815C22 | OF CD | | | | |
| | | 3: B7L815C25 | CM (LH) | VARIABLE | 3: B7L815C23 | CM - YARD | VARIABLE | 3: C8 *B7L815C22 | OF CD | | 4: C8 *B7L815C31 | EXPENSE | | | | |
| | | 4: B7L815C34 | C10/C12 | COST | 4: B7L815C32 | C11/C15 | COST | 4: C8 *B7L815C31 | EXPENSE | | 5: C8 *B7L815C40 | C8 -C18 | | | | |
| | | 5: B7L815C43 | (13) | (14) | 5: B7L815C41 | (16) | (17) | 5: C8 *B7L815C40 | C8 -C18 | | (18) | (19) | | | | |
| | | (12) | | | (15) | | | | | | | | | | | |
| 1501 | 809020 | 5988 | .05541 | .413 | 485.1538 | .14405 | .087 | 12.83345 | 388.82 | | | | | | | |
| 1502 | 002 | 6031 | .00002973 | .42252 | 425.3836 | .00007729 | .07748 | .00821778 | .20394 | | | | | | | |
| 1503 | 005 | 6031 | .00000675 | .42252 | 425.3836 | .00001755 | .07748 | .00186583 | .0463 | | | | | | | |
| 1504 | 024 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1505 | 033 | 6031 | .00005155 | .42252 | 425.3836 | .00013402 | .07748 | .01425 | .35363 | | | | | | | |
| 1506 | 114 | 6031 | .00004855 | .42252 | 425.3836 | .00012622 | .07748 | .01342 | .33305 | | | | | | | |
| 1507 | 117 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1508 | 126 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1509 | 129 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1510 | 141 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1511 | 144 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1512 | 147 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1513 | 150 | 4838 | .00001945 | .42352 | 336.0387 | .00005057 | .07648 | .00351872 | .10757 | | | | | | | |
| 1514 | 110 | 6031 | .00001355 | .42252 | 425.3836 | .00003524 | .07748 | .00374705 | .09299 | | | | | | | |
| 1515 | 307 | 5988 | .00000651 | .413 | 485.1538 | .00001693 | .087 | .00150859 | .04571 | | | | | | | |
| 1516 | 220 | 5988 | .00284497 | .413 | 485.1538 | .00739693 | .087 | .65897 | 19.9654 | | | | | | | |
| 1517 | 222 | 5988 | .00025487 | .413 | 485.1538 | .00066265 | .087 | .05903 | 1.78859 | | | | | | | |
| 1518 | 223 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1519 | 224 | 5988 | .00331731 | .413 | 485.1538 | .008625 | .087 | .76838 | 23.2801 | | | | | | | |
| 1520 | 225 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1521 | 228 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1522 | 229 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1523 | 233 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1524 | 234 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1525 | 236 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1526 | 237 | 4838 | .00028913 | .42352 | 336.0387 | .00075173 | .07648 | .05231 | 1.5991 | | | | | | | |
| 1527 | 235 | 5988 | .00070714 | .413 | 485.1538 | .00183856 | .087 | .16379 | 4.96254 | | | | | | | |
| 1528 | XX | .06158 | .41306 | XX | .16011 | .08694 | | 14.25488 | 431.68 | | | | | | | |
| 1529 | 909120 | 4838 | .00072992 | .42352 | 336.0387 | .0018978 | .07648 | .13205 | 4.03706 | | | | | | | |
| 1530 | 909320 | 4838 | .00004633 | .42352 | 336.0387 | .00012046 | .07648 | .00838183 | .25624 | | | | | | | |
| 1531 | 809138 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1532 | 809338 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1533 | 809120 | 4838 | .00357162 | .33881 | 336.0387 | .0092862 | .06119 | .96923 | 29.6308 | | | | | | | |
| 1534 | 809320 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 0 | 0 | | | | | | | |
| 1535 | 9420 | 4838 | -.00052524 | .84703 | 336.0387 | -.00136562 | .15297 | 0 | 0 | | | | | | | |
| 1536 | 9520 | 4838 | 0 | 0 | 336.0387 | 0 | 0 | 4.46607 | 136.53 | | | | | | | |
| 1537 | XX | .00382263 | .09347 | XX | .00993884 | .01688 | | 5.57574 | 170.46 | | | | | | | |
| 1538 | 909820 | 4838 | .00258863 | .42352 | 336.0387 | .00673045 | .07648 | .46832 | 14.3172 | | | | | | | |
| 1539 | 809820 | 4838 | .01185 | .33881 | 336.0387 | .03082 | .06119 | 3.21635 | 98.3281 | | | | | | | |
| 1540 | XX | .01444 | .35141 | XX | .03755 | .06346 | | 3.68467 | 112.65 | | | | | | | |
| 1541 | XX | .07984 | .35447 | XX | .2076 | .07256 | | 23.51529 | 714.78 | | | | | | | |

| LINE | CODE | CAR DAYS RUNNING | | | CAR DAYS YARDS | | |
|------|--------|---------------------|-----------|------------------|-------------------|-----------|------------------|
| | | CASES_OF C9 | UNIT | EXPENSE RATIO | CASES_OF C9 | UNIT | EXPENSE RATIO |
| | | 1: B7L815C2 | CD (LH) | CD (LH) | 1: B7L815C1 | CD-YARD | CD-YARD |
| | | 2: B7L815C11 | COST | TO TOTAL | 2: B7L815C10 | COST | TO TOTAL |
| | | 3: B7L815C20 | PER | VARIABLE | 3: B7L815C19 | PER | VARIABLE |
| | | 4: B7L815C29 | CD (LH) | COST | 4: B7L815C28 | CD-YARD | COST |
| | | 5: B7L815C38 | C18/C20 | C18/C5 | 5: B7L815C37 | C19/C23 | C19/C5 |
| | | (20) | (21) | (22) | (23) | (24) | (25) |
| 1501 | 809020 | 6.94006 | 1.84919 | .01598 | 210.2674 | 1.84919 | .48402 |
| 1502 | 002 | 7.26547 | .00113107 | .01937 | 180.3053 | .00113107 | .48063 |
| 1503 | 005 | 7.26547 | .00025681 | .01937 | 180.3053 | .00025681 | .48063 |
| 1504 | 024 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1505 | 033 | 7.26547 | .00196127 | .01937 | 180.3053 | .00196127 | .48063 |
| 1506 | 114 | 7.26547 | .00184715 | .01937 | 180.3053 | .00184715 | .48063 |
| 1507 | 117 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1508 | 126 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1509 | 129 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1510 | 141 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1511 | 144 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1512 | 147 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1513 | 150 | 4.90957 | .00071671 | .01584 | 150.0923 | .00071671 | .48416 |
| 1514 | 110 | 7.26547 | .00051573 | .01937 | 180.3053 | .00051573 | .48063 |
| 1515 | 307 | 6.94006 | .00021737 | .01598 | 210.2674 | .00021737 | .48402 |
| 1516 | 220 | 6.94006 | .09495 | .01598 | 210.2674 | .09495 | .48402 |
| 1517 | 222 | 6.94006 | .00850625 | .01598 | 210.2674 | .00850625 | .48402 |
| 1518 | 223 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1519 | 224 | 6.94006 | .11072 | .01598 | 210.2674 | .11072 | .48402 |
| 1520 | 225 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1521 | 228 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1522 | 229 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1523 | 233 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1524 | 234 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1525 | 236 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1526 | 237 | 4.90957 | .01065 | .01584 | 150.0923 | .01065 | .48416 |
| 1527 | 235 | 6.94006 | .0236 | .01598 | 210.2674 | .0236 | .48402 |
| 1528 | XX | 2.05706 | .01598 | .01598 | XX | 2.05706 | .48402 |
| 1529 | 909120 | 4.90957 | .0269 | .01584 | 150.0923 | .0269 | .48416 |
| 1530 | 909320 | 4.90957 | .00170724 | .01584 | 150.0923 | .00170724 | .48416 |
| 1531 | 809138 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1532 | 809338 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1533 | 809120 | 4.90957 | .19742 | .019 | 150.0923 | .19742 | .581 |
| 1534 | 809320 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1535 | 9420 | 4.90957 | 0 | 0 | 150.0923 | 0 | 0 |
| 1536 | 9520 | 4.90957 | .90967 | .03167 | 150.0923 | .90967 | .96833 |
| 1537 | XX | 1.13569 | .02818 | .02818 | XX | 1.13569 | .86148 |
| 1538 | 909820 | 4.90957 | .09539 | .01584 | 150.0923 | .09539 | .48416 |
| 1539 | 809820 | 4.90957 | .65512 | .019 | 150.0923 | .65512 | .581 |
| 1540 | XX | .75051 | .01853 | .01853 | XX | .75051 | .56659 |
| 1541 | XX | 3.94325 | .01825 | .01825 | XX | 3.94325 | .55472 |

| | | | WT-C0 REGRES- SION | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK | | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK | |
|------|--------|---|--------------------------|---|-----|--|----------|
| LINE | CODE | IDENTIFICATION | (1) | SOURCE | (2) | SOURCE | (3) |
| 1601 | 809021 | FREIGHT CAR REPAIRS | 0 | A3L324C12 | 0 | A3L324C12 | 0 |
| 1602 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C35 | 0 |
| 1603 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C35 | 0 |
| 1604 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C35 | 0 |
| 1605 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C35 | 0 |
| 1606 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C35 | 0 |
| 1607 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C35 | 0 |
| 1608 | 126 | JT FACILITY RENT-OTHER(DR) | 2 | A2L156C44 | 0 | B9L207C35 | 0 |
| 1609 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C35 | 0 |
| 1610 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C35 | 0 |
| 1611 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C35 | 0 |
| 1612 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C35 | 0 |
| 1613 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C35 | 0 |
| 1614 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C35 | 0 |
| 1615 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C35 | 0 |
| 1616 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C35 | 0 |
| 1617 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C35 | 0 |
| 1618 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C35 | 0 |
| 1619 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C35 | 0 |
| 1620 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C35 | 0 |
| 1621 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C35 | 0 |
| 1622 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C35 | 0 |
| 1623 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C35 | 0 |
| 1624 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C35 | 0 |
| 1625 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C35 | 0 |
| 1626 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C35 | 0 |
| 1627 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C35 | 0 |
| 1628 | | TOTAL OPERATING EXP : (SUM L1601+1627) -2.*(L1609+L1611+L1622+L1624+L1627) | XX | XX | 0 | XX | 0 |
| 1629 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L429C3 | 0 |
| 1630 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L429C4 | 0 |
| 1631 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L429C7 | 0 |
| 1632 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L429C8 | 0 |
| 1633 | 809121 | FREIGHT CAR-DEPR | 0 | B2L231C2 | 0 | B2L231C2 | 931 |
| 1634 | 809321 | FREIGHT CAR-LEASE/RENT | 0 | B2L536C2 | 0 | B2L536C2 | 641 |
| 1635 | 9421 | NET PER DIEM RENT-MILEAGE | 0 | B2L752C2 | 0 | B2L752C2 | 0 |
| 1636 | 9521 | NET PER DIEM RENT-TIME | 0 | B2L753C2 | 0 | B2L753C2 | -3825 |
| 1637 | | TOTAL DEPR, L/R EXPENSE :SUM L1629-1636 | XX | XX | 0 | XX | -2253 |
| 1638 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L644C4 | 0 | B5L644C4 | 0 |
| 1639 | 809821 | FREIGHT CAR-ROI | 0 | B5L719C4 | 0 | B5L719C4 | 1727 |
| 1640 | | TOTAL ROI : L1638+L1639 | XX | XX | 0 | XX | 1727 |
| 1641 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) :L1628+L1637+L1640 | XX | XX | 0 | XX | -525.817 |

| LINE | CODE | VARIABLE EXPENSE | | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE ASSIGNED TO CAR MILES C5*C6 | VARIABLE EXPENSE ASSIGNED TO CAR DAYS C5-C7 | SOURCE | RUNNING PORTION OF CM EXPENSE CASES_OF C9 | | |
|------|--------|------------------------|------------------------|----------|-------------------------------|--|---|----------|---|------------------------------------|---------|
| | | VARIABILITY PERCENTAGE | REGR C2*C4 | | | | | | 1: C7 *B7L812C9 | YARD PORTION OF CM EXPENSE C7 -C10 | |
| | | | NO REGR C3*C4 | | | | | | 2: C7 *B7L812C18 | | |
| | | | IF C2=BLANK THEN C3*C4 | | | | | | 3: C7 *B7L812C27 | | |
| | | (4) | ELSE C2*C4 (5) | | (6) | (7) | (8) | | 4: C7 *B7L812C36 | | |
| | | | | | | | | AP* (9) | 5: C7 *B7L812C45 (10) | | (11) |
| 1601 | 809021 | .86 | 0 | A1L572C2 | .5 | 0 | 0 | A3L324C1 | 3 | 0 | 0 |
| 1602 | 002 | .45544 | 0 | A1L572C2 | .5 | 0 | 0 | A2L102C1 | 5 | 0 | 0 |
| 1603 | 005 | .45544 | 0 | A1L572C2 | .5 | 0 | 0 | A2L105C1 | 5 | 0 | 0 |
| 1604 | 024 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L120C1 | 1 | 0 | 0 |
| 1605 | 033 | .27935 | 0 | A1L572C2 | .5 | 0 | 0 | A2L129C1 | 5 | 0 | 0 |
| 1606 | 114 | .45544 | 0 | A1L572C2 | .5 | 0 | 0 | A2L144C1 | 5 | 0 | 0 |
| 1607 | 117 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L147C1 | 1 | 0 | 0 |
| 1608 | 126 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L156C1 | 1 | 0 | 0 |
| 1609 | 129 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L159C1 | 1 | 0 | 0 |
| 1610 | 141 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L171C1 | 1 | 0 | 0 |
| 1611 | 144 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L174C1 | 1 | 0 | 0 |
| 1612 | 147 | .40442 | 0 | A1L572C2 | .5 | 0 | 0 | A2L177C1 | 1 | 0 | 0 |
| 1613 | 150 | .86 | 0 | A1L572C2 | .5 | 0 | 0 | A2L180C1 | 1 | 0 | 0 |
| 1614 | 110 | .45544 | 0 | A1L572C2 | .5 | 0 | 0 | A2L140C1 | 5 | 0 | 0 |
| 1615 | 307 | .44654 | 0 | A1L572C2 | .5 | 0 | 0 | A2L245C1 | 3 | 0 | 0 |
| 1616 | 220 | .25651 | 0 | A1L572C2 | .5 | 0 | 0 | A2L220C1 | 3 | 0 | 0 |
| 1617 | 222 | .86 | 0 | A1L572C2 | .5 | 0 | 0 | A2L222C1 | 3 | 0 | 0 |
| 1618 | 223 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L223C1 | 1 | 0 | 0 |
| 1619 | 224 | .25651 | 0 | A1L572C2 | .5 | 0 | 0 | A2L224C1 | 3 | 0 | 0 |
| 1620 | 225 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L225C1 | 1 | 0 | 0 |
| 1621 | 228 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L228C1 | 1 | 0 | 0 |
| 1622 | 229 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L229C1 | 1 | 0 | 0 |
| 1623 | 233 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L233C1 | 1 | 0 | 0 |
| 1624 | 234 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L234C1 | 1 | 0 | 0 |
| 1625 | 236 | .2052 | 0 | A1L572C2 | .5 | 0 | 0 | A2L236C1 | 1 | 0 | 0 |
| 1626 | 237 | .86 | 0 | A1L572C2 | .5 | 0 | 0 | A2L237C1 | 1 | 0 | 0 |
| 1627 | 235 | .86 | 0 | A1L572C2 | .5 | 0 | 0 | A2L235C1 | 3 | 0 | 0 |
| 1628 | XX | | 0 | XX | XX | 0 | 0 | XX | XX | 0 | 0 |
| 1629 | 909120 | .5 | 0 | A1L572C2 | .5 | 0 | 0 | A3L714C1 | 1 | 0 | 0 |
| 1630 | 909320 | 1 | 0 | A1L572C2 | .5 | 0 | 0 | A3L815C1 | 1 | 0 | 0 |
| 1631 | 809138 | .5 | 0 | A1L572C2 | .5 | 0 | 0 | A3L439C1 | 1 | 0 | 0 |
| 1632 | 809338 | 1 | 0 | A1L572C2 | .5 | 0 | 0 | A3L639C1 | 1 | 0 | 0 |
| 1633 | 809121 | 1 | 931 | A1L572C4 | .4 | 372.4 | 558.6 | A3L424C1 | 1 | 341.7641 | 30.6359 |
| 1634 | 809321 | 1 | 641 | XX | XX | 0 | 641 | A3L624C1 | 1 | 0 | 0 |
| 1635 | 9421 | 1 | 0 | 1.0 | 1 | 0 | 0 | A3L217C1 | 1 | 0 | 0 |
| 1636 | 9521 | 1 | -3825 | XX | XX | 0 | -3825 | A3L217C1 | 1 | 0 | 0 |
| 1637 | XX | | -2253 | XX | XX | 372.4 | -2625 | XX | XX | 341.7641 | 30.6359 |
| 1638 | 909820 | .5 | 0 | A1L572C2 | .5 | 0 | 0 | 1.0 | 1 | 0 | 0 |
| 1639 | 809821 | 1 | 1727 | A1L572C4 | .4 | 690.8734 | 1036 | 1.0 | 1 | 634.038 | 56.8355 |
| 1640 | XX | | 1727 | XX | XX | 690.8734 | 1036 | XX | XX | 634.038 | 56.8355 |
| 1641 | XX | | -525.8166 | XX | XX | 1063 | -1589 | XX | XX | 975.8021 | 87.4713 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES RUNNING | | | EXPENSE | | | CAR MILES YARD | | | EXPENSE | | | RUNNING PORTION OF CD EXPENSE | | |
|------|--------|----------------------|---------|----------|--------------|-----------|----------|-------------------|---------|-------|------------------|---------|-------|----------------------------------|------|-------|
| | | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO | CASES_OF C9 | UNIT | RATIO |
| | | 1: B7L812C7 | COST | CM (LH) | 1: B7L812C5 | COST | CM-YARD | 1: C8 *B7L812C4 | YARD | | 2: C8 *B7L812C13 | PORTION | | | | |
| | | 2: B7L812C16 | PER | TO TOTAL | 2: B7L812C14 | PER | TO TOTAL | 2: C8 *B7L812C22 | OF CD | | 3: C8 *B7L812C31 | EXPENSE | | | | |
| | | 3: B7L812C25 | CM (LH) | VARIABLE | 3: B7L812C23 | CM - YARD | VARIABLE | 3: C8 *B7L812C40 | C8 -C18 | | | | | | | |
| | | 4: B7L812C34 | C10/C12 | COST | 4: B7L812C32 | C11/C15 | COST | 4: C8 *B7L812C40 | C8 -C18 | | | | | | | |
| | | 5: B7L812C43 | (12) | (14) | 5: B7L812C41 | (16) | (17) | 5: C8 *B7L812C40 | (18) | | | | | | | |
| | | | (13) | (14) | | (15) | (16) | | (17) | | | | | | (19) | |
| 1601 | 809021 | 6357 | 0 | 0 | 230.4435 | 0 | 0 | 0 | 0 | | | | | | | |
| 1602 | 002 | 7494 | 0 | 0 | 267.1555 | 0 | 0 | 0 | 0 | | | | | | | |
| 1603 | 005 | 7494 | 0 | 0 | 267.1555 | 0 | 0 | 0 | 0 | | | | | | | |
| 1604 | 024 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1605 | 033 | 7494 | 0 | 0 | 267.1555 | 0 | 0 | 0 | 0 | | | | | | | |
| 1606 | 114 | 7494 | 0 | 0 | 267.1555 | 0 | 0 | 0 | 0 | | | | | | | |
| 1607 | 117 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1608 | 126 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1609 | 129 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1610 | 141 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1611 | 144 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1612 | 147 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1613 | 150 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1614 | 110 | 7494 | 0 | 0 | 267.1555 | 0 | 0 | 0 | 0 | | | | | | | |
| 1615 | 307 | 6357 | 0 | 0 | 230.4435 | 0 | 0 | 0 | 0 | | | | | | | |
| 1616 | 220 | 6357 | 0 | 0 | 230.4435 | 0 | 0 | 0 | 0 | | | | | | | |
| 1617 | 222 | 6357 | 0 | 0 | 230.4435 | 0 | 0 | 0 | 0 | | | | | | | |
| 1618 | 223 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1619 | 224 | 6357 | 0 | 0 | 230.4435 | 0 | 0 | 0 | 0 | | | | | | | |
| 1620 | 225 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1621 | 228 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1622 | 229 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1623 | 233 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1624 | 234 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1625 | 236 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1626 | 237 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1627 | 235 | 6357 | 0 | 0 | 230.4435 | 0 | 0 | 0 | 0 | | | | | | | |
| 1628 | | XX | 0 | 0 | XX | 0 | 0 | 0 | 0 | | | | | | | |
| 1629 | 909120 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1630 | 909320 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1631 | 809138 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1632 | 809338 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1633 | 809121 | 4679 | .07304 | .36709 | 161.3184 | .18991 | .03291 | 32.36561 | 526.23 | | | | | | | |
| 1634 | 809321 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 37.13992 | 603.86 | | | | | | | |
| 1635 | 9421 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1636 | 9521 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | -221.6228 | -3603 | | | | | | | |
| 1637 | | XX | .07304 | -.15169 | XX | .18991 | -.0136 | -152.1172 | -2473 | | | | | | | |
| 1638 | 909820 | 4679 | 0 | 0 | 161.3184 | 0 | 0 | 0 | 0 | | | | | | | |
| 1639 | 809821 | 4679 | .13551 | .36709 | 161.3184 | .35232 | .03291 | 60.04442 | 976.27 | | | | | | | |
| 1640 | | XX | .13551 | .36709 | XX | .35232 | .03291 | 60.04442 | 976.27 | | | | | | | |
| 1641 | | XX | .20855 | -1.85578 | XX | .54223 | -.16635 | -92.0728 | -1497 | | | | | | | |

| CAR DAYS | | | | CAR DAYS | | | |
|--------------|--------|--------------|-----------|--------------|----------|-----------|----------|
| RUNNING | | | | YARDS | | | |
| CASES_OF C9 | | EXPENSE | | CASES_OF C9 | | EXPENSE | |
| 1: B7L812C2 | | UNIT | RATIO | 1: B7L812C1 | | UNIT | RATIO |
| 2: B7L812C11 | | COST | CD (LH) | 2: B7L812C10 | | COST | CD-YARD |
| 3: B7L812C20 | | PER | TO TOTAL | 3: B7L812C19 | | PER | TO TOTAL |
| 4: B7L812C29 | | CD (LH) | VARIABLE | 4: B7L812C28 | | CD-YARD | VARIABLE |
| LINE | CODE | 5: B7L812C38 | COST | 5: B7L812C37 | C19/C23 | COST | |
| | | (20) | C18/C20 | (22) | (23) | (24) | (25) |
| 1601 | 809021 | 7.36772 | 0 | 0 | 108.9176 | 0 | 0 |
| 1602 | 002 | 9.02841 | 0 | 0 | 126.6313 | 0 | 0 |
| 1603 | 005 | 9.02841 | 0 | 0 | 126.6313 | 0 | 0 |
| 1604 | 024 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1605 | 033 | 9.02841 | 0 | 0 | 126.6313 | 0 | 0 |
| 1606 | 114 | 9.02841 | 0 | 0 | 126.6313 | 0 | 0 |
| 1607 | 117 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1608 | 126 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1609 | 129 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1610 | 141 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1611 | 144 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1612 | 147 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1613 | 150 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1614 | 110 | 9.02841 | 0 | 0 | 126.6313 | 0 | 0 |
| 1615 | 307 | 7.36772 | 0 | 0 | 108.9176 | 0 | 0 |
| 1616 | 220 | 7.36772 | 0 | 0 | 108.9176 | 0 | 0 |
| 1617 | 222 | 7.36772 | 0 | 0 | 108.9176 | 0 | 0 |
| 1618 | 223 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1619 | 224 | 7.36772 | 0 | 0 | 108.9176 | 0 | 0 |
| 1620 | 225 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1621 | 228 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1622 | 229 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1623 | 233 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1624 | 234 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1625 | 236 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1626 | 237 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1627 | 235 | 7.36772 | 0 | 0 | 108.9176 | 0 | 0 |
| 1628 | | XX | 0 | 0 | XX | 0 | 0 |
| 1629 | 909120 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1630 | 909320 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1631 | 809138 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1632 | 809338 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1633 | 809121 | 4.74822 | 6.81637 | .03476 | 77.20153 | 6.81637 | .56524 |
| 1634 | 809321 | 4.74822 | 7.82187 | .05794 | 77.20153 | 7.82187 | .94206 |
| 1635 | 9421 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1636 | 9521 | 4.74822 | -46.67495 | .05794 | 77.20153 | -46.67495 | .94206 |
| 1637 | | XX | -32.03671 | .06752 | XX | -32.03671 | 1.09777 |
| 1638 | 909820 | 4.74822 | 0 | 0 | 77.20153 | 0 | 0 |
| 1639 | 809821 | 4.74822 | 12.64568 | .03476 | 77.20153 | 12.64568 | .56524 |
| 1640 | | XX | 12.64568 | .03476 | XX | 12.64568 | .56524 |
| 1641 | | XX | -19.39103 | .1751 | XX | -19.39103 | 2.84703 |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
MISCELLANEOUS ACCESSORIES

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|---|---------------------------------|-----------|--|-----------|----------|---|----|
| | | | | | | | | | |
| 1701 | 809023 | FREIGHT CAR REPAIRS | 0 | A3L325C12 | 0 | A3L325C12 | 0 | | 0 |
| 1702 | 002 | ADMINIST B & B | 2 | A2L102C44 | 0 | B9L201C37 | 0 | | 0 |
| 1703 | 005 | ADMINIST OTHER | 2 | A2L105C44 | 0 | B9L202C37 | 0 | | 0 |
| 1704 | 024 | ROAD PROP DAMAGED OTHER | 2 | A2L120C44 | 0 | B9L203C37 | 0 | | 0 |
| 1705 | 033 | SHOP BUILDINGS | 16 | A2L129C44 | 0 | B9L204C37 | 0 | | 0 |
| 1706 | 114 | FRINGES OTHER | 2 | A2L144C44 | 0 | B9L205C37 | 0 | | 0 |
| 1707 | 117 | CASUALTIES & INS-OTHER | 2 | A2L147C44 | 0 | B9L206C37 | 0 | | 0 |
| 1708 | 126 | JT FACILITY RENT-OTHER(DR) | 2 | A2L156C44 | 0 | B9L207C37 | 0 | | 0 |
| 1709 | 129 | JT FACILITY RENT-OTHER (CR) | 2 | A2L159C44 | 0 | B9L208C37 | 0 | | 0 |
| 1710 | 141 | JT FACILITY-OTHER (DR) | 2 | A2L171C44 | 0 | B9L209C37 | 0 | | 0 |
| 1711 | 144 | JT FACILITY-OTHER (CR) | 2 | A2L174C44 | 0 | B9L210C37 | 0 | | 0 |
| 1712 | 147 | DISMANT RET ROAD-OTHER | 2 | A2L177C44 | 0 | B9L211C37 | 0 | | 0 |
| 1713 | 150 | OTHER EXP | 0 | A2L180C44 | 0 | B9L212C37 | 0 | | 0 |
| 1714 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L213C37 | 0 | | 0 |
| 1715 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L214C37 | 0 | | 0 |
| 1716 | 220 | FC ADMINIST | 16 | A2L220C44 | 0 | B9L215C37 | 0 | | 0 |
| 1717 | 222 | FC MACHINERY REPAIR | 0 | A2L222C44 | 0 | B9L216C37 | 0 | | 0 |
| 1718 | 223 | FC EQUIP DAMAGED | 16 | A2L223C44 | 0 | B9L217C37 | 0 | | 0 |
| 1719 | 224 | FC FRINGE BENEFITS | 16 | A2L224C44 | 0 | B9L218C37 | 0 | | 0 |
| 1720 | 225 | FC OTHER CASUALTY & INSURANCE | 16 | A2L225C44 | 0 | B9L219C37 | 0 | | 0 |
| 1721 | 228 | FC J FACILITY RENT (DR) | 16 | A2L228C44 | 0 | B9L220C37 | 0 | | 0 |
| 1722 | 229 | FC J FACILITY RENT (CR) | 16 | A2L229C44 | 0 | B9L221C37 | 0 | | 0 |
| 1723 | 233 | FC J FACILITY (DR) | 16 | A2L233C44 | 0 | B9L222C37 | 0 | | 0 |
| 1724 | 234 | FC J FACILITY (CR) | 16 | A2L234C44 | 0 | B9L223C37 | 0 | | 0 |
| 1725 | 236 | FC DISMANT RET ROAD-OTHER | 16 | A2L236C44 | 0 | B9L224C37 | 0 | | 0 |
| 1726 | 237 | FC OTHER EXP | 0 | A2L237C44 | 0 | B9L225C37 | 0 | | 0 |
| 1727 | 235 | FC DAMAGES BILLED (CR) | 0 | A2L235C44 | 0 | B9L226C37 | 0 | | 0 |
| 1728 | | TOTAL OPERATING EXP : (SUM L1701-1727) | | | | | | | |
| | | -2.*(L1709+L1711+L1722+L1724+L1727) | XX | XX | 0 | XX | 0 | | 0 |
| 1729 | 909120 | SH & ENG DEPR-FC | 0 | B2L920C2 | 0 | B5L430C3 | 0 | | 0 |
| 1730 | 909320 | SH & ENG LEASE/RENT-FC | 0 | B2L830C2 | 0 | B5L430C4 | 0 | | 0 |
| 1731 | 809138 | SHOP MACH DEPR-FC | 0 | B2L234C2 | 0 | B5L430C7 | 0 | | 0 |
| 1732 | 809338 | SHOP MACH LEASE/RENT | 0 | B2L538C2 | 0 | B5L430C8 | 0 | | 0 |
| 1733 | 809123 | FREIGHT CAR-DEPR | 0 | B2L232C2 | 0 | B2L232C2 | -19 | | |
| 1734 | 809323 | FREIGHT CAR-LEASE/RENT | 0 | B2L537C2 | 0 | B2L537C2 | 0 | | 0 |
| 1735 | 9423 | NET PER DIEM RENT-MILEAGE | XX | XX | XX | XX | XX | | XX |
| 1736 | 9523 | NET PER DIEM RENT-TIME | XX | XX | XX | XX | XX | | XX |
| 1737 | | TOTAL DEPR & L/R EXPENSE | | | | | | | |
| | | : SUM L1729-1736 | XX | XX | 0 | XX | -19 | | |
| 1738 | 909820 | SHOP & ENG/SHOP MACH ROI | 0 | B5L645C4 | 0 | B5L645C4 | 0 | | 0 |
| 1739 | 809823 | FREIGHT CAR-ROI | 0 | B5L720C4 | 0 | B5L720C4 | -4.0905 | | |
| 1740 | | TOTAL ROI : L1738+L1739 | XX | XX | 0 | XX | -4.0905 | | |
| 1741 | | GRAND TOTAL VARIABLE EXPENSE (EXCL G/O) | | | | | | | |
| | | :L1728+L1737+L1740 | XX | XX | 0 | XX | -23.0905 | | |

| | | | | | | | | | | RUNNING PORTION | | |
|------|--------|---------------------------|---|----------|--|---|--|----------|-----|-----------------|------------|---------|
| | | | | | | | | | | OF CM EXPENSE | | |
| | | | | | | | | | | CASES_OF C9 | | |
| | | | | | | | | | | 1: C7 | *B7L816C9 | YARD |
| | | | | | | | | | | 2: C7 | *B7L816C18 | PORTION |
| | | | | | | | | | | 3: C7 | *B7L816C27 | OF CM |
| | | | | | | | | | | 4: C7 | *B7L816C36 | EXPENSE |
| | | | | | | | | | | 5: C7 | *B7L816C45 | C7 -C10 |
| LINE | CODE | VARIABILITY PERCENTAGE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 | SOURCE | PERCENT ASSIGNED TO CAR MILES | VARIABLE EXPENSE ASSIGNED TO CAR MILES C5*C6 | VARIABLE EXPENSE ASSIGNED TO CAR DAYS C5-C7 | SOURCE | AP* | | | |
| | | (4) | (5) | | (6) | (7) | (8) | | (9) | | (10) | (11) |
| 1701 | 809023 | .86 | 0 | A1L576C2 | .5 | 0 | 0 | A3L325C1 | 3 | | 0 | 0 |
| 1702 | 002 | .45544 | 0 | A1L576C2 | .5 | 0 | 0 | A2L102C1 | 5 | | 0 | 0 |
| 1703 | 005 | .45544 | 0 | A1L576C2 | .5 | 0 | 0 | A2L105C1 | 5 | | 0 | 0 |
| 1704 | 024 | .40442 | 0 | A1L576C2 | .5 | 0 | 0 | A2L120C1 | 1 | | 0 | 0 |
| 1705 | 033 | .27935 | 0 | A1L576C2 | .5 | 0 | 0 | A2L129C1 | 5 | | 0 | 0 |
| 1706 | 114 | .45544 | 0 | A1L576C2 | .5 | 0 | 0 | A2L144C1 | 5 | | 0 | 0 |
| 1707 | 117 | .40442 | 0 | A1L576C2 | .5 | 0 | 0 | A2L147C1 | 1 | | 0 | 0 |
| 1708 | 126 | .40442 | 0 | A1L576C2 | .5 | 0 | 0 | A2L156C1 | 1 | | 0 | 0 |
| 1709 | 129 | .40442 | 0 | A1L576C2 | .5 | 0 | 0 | A2L159C1 | 1 | | 0 | 0 |
| 1710 | 141 | .40442 | 0 | A1L576C2 | .5 | 0 | 0 | A2L171C1 | 1 | | 0 | 0 |
| 1711 | 144 | .40442 | 0 | A1L576C2 | .5 | 0 | 0 | A2L174C1 | 1 | | 0 | 0 |
| 1712 | 147 | .40442 | 0 | A1L576C2 | .5 | 0 | 0 | A2L177C1 | 1 | | 0 | 0 |
| 1713 | 150 | .86 | 0 | A1L576C2 | .5 | 0 | 0 | A2L180C1 | 1 | | 0 | 0 |
| 1714 | 110 | .45544 | 0 | A1L576C2 | .5 | 0 | 0 | A2L140C1 | 5 | | 0 | 0 |
| 1715 | 307 | .44654 | 0 | A1L576C2 | .5 | 0 | 0 | A2L245C1 | 3 | | 0 | 0 |
| 1716 | 220 | .25651 | 0 | A1L576C2 | .5 | 0 | 0 | A2L220C1 | 3 | | 0 | 0 |
| 1717 | 222 | .86 | 0 | A1L576C2 | .5 | 0 | 0 | A2L222C1 | 3 | | 0 | 0 |
| 1718 | 223 | .2052 | 0 | A1L576C2 | .5 | 0 | 0 | A2L223C1 | 1 | | 0 | 0 |
| 1719 | 224 | .25651 | 0 | A1L576C2 | .5 | 0 | 0 | A2L224C1 | 3 | | 0 | 0 |
| 1720 | 225 | .2052 | 0 | A1L576C2 | .5 | 0 | 0 | A2L225C1 | 1 | | 0 | 0 |
| 1721 | 228 | .2052 | 0 | A1L576C2 | .5 | 0 | 0 | A2L228C1 | 1 | | 0 | 0 |
| 1722 | 229 | .2052 | 0 | A1L576C2 | .5 | 0 | 0 | A2L229C1 | 1 | | 0 | 0 |
| 1723 | 233 | .2052 | 0 | A1L576C2 | .5 | 0 | 0 | A2L233C1 | 1 | | 0 | 0 |
| 1724 | 234 | .2052 | 0 | A1L576C2 | .5 | 0 | 0 | A2L234C1 | 1 | | 0 | 0 |
| 1725 | 236 | .2052 | 0 | A1L576C2 | .5 | 0 | 0 | A2L236C1 | 1 | | 0 | 0 |
| 1726 | 237 | .86 | 0 | A1L576C2 | .5 | 0 | 0 | A2L237C1 | 1 | | 0 | 0 |
| 1727 | 235 | .86 | 0 | A1L576C2 | .5 | 0 | 0 | A2L235C1 | 3 | | 0 | 0 |
| 1728 | | XX | 0 | XX | XX | 0 | 0 | XX | XX | | 0 | 0 |
| 1729 | 909120 | .5 | 0 | A1L576C2 | .5 | 0 | 0 | A3L714C1 | 1 | | 0 | 0 |
| 1730 | 909320 | 1 | 0 | A1L576C2 | .5 | 0 | 0 | A3L815C1 | 1 | | 0 | 0 |
| 1731 | 809138 | .5 | 0 | A1L576C2 | .5 | 0 | 0 | A3L439C1 | 1 | | 0 | 0 |
| 1732 | 809338 | 1 | 0 | A1L576C2 | .5 | 0 | 0 | A3L639C1 | 1 | | 0 | 0 |
| 1733 | 809123 | 1 | -19 | A1L576C4 | .4 | -7.6 | -11.4 | A3L425C1 | 1 | | -6.76611 | -.83389 |
| 1734 | 809323 | 1 | 0 | XX | XX | 0 | 0 | A3L608C1 | 1 | | 0 | 0 |
| 1735 | 9423 | XX | XX | XX | XX | XX | XX | XX | XX | | XX | XX |
| 1736 | 9523 | XX | XX | XX | XX | XX | XX | XX | XX | | XX | XX |
| 1737 | | XX | -19 | XX | XX | -7.6 | -11.4 | XX | XX | | -6.76611 | -.83389 |
| 1738 | 909820 | .5 | 0 | A1L576C2 | .5 | 0 | 0 | 1.0 | 1 | | 0 | 0 |
| 1739 | 809823 | 1 | -4.0905 | A1L576C4 | .4 | -1.6362 | -2.4543 | 1.0 | 1 | | -1.45667 | -.17953 |
| 1740 | | XX | -4.0905 | XX | XX | -1.6362 | -2.4543 | XX | XX | | -1.45667 | -.17953 |
| 1741 | | XX | -23.0905 | XX | XX | -9.2362 | -13.8543 | XX | XX | | -8.22279 | -1.0133 |

*ABBREVIATION FOR ANNUALIZATION PERIOD

| LINE | CODE | CAR MILES | | | CAR MILES | | | RUNNING PORTION | | |
|------|--------|--------------|------------|----------|--------------|------------|----------|------------------|---------|--|
| | | RUNNING | | | YARD | | | OF CD EXPENSE | | |
| | | CASES_OF C9 | | | CASES_OF C9 | | | CASES_OF C9 | | |
| | | 1: B7L816C7 | UNIT | EXPENSE | 1: B7L816C5 | UNIT | EXPENSE | 1: C8 *B7L816C4 | YARD | |
| | | 2: B7L816C16 | COST | RATIO | 2: B7L816C14 | COST | RATIO | 2: C8 *B7L816C13 | PORTION | |
| | | 3: B7L816C25 | PER | CM (LH) | 3: B7L816C23 | PER | CM-YARD | 3: C8 *B7L816C22 | OF CD | |
| | | 4: B7L816C34 | CM (LH) | TO TOTAL | 4: B7L816C32 | CM - YARD | TO TOTAL | 4: C8 *B7L816C31 | EXPENSE | |
| | | 5: B7L816C43 | C10/C12 | VARIABLE | 5: B7L816C41 | C11/C15 | VARIABLE | 5: C8 *B7L816C40 | C8 -C18 | |
| | | (12) | (13) | (14) | (15) | (16) | (17) | (18) | (19) | |
| 1701 | 809023 | 496192 | 0 | 0 | 20243 | 0 | 0 | 0 | 0 | |
| 1702 | 002 | 555501 | 0 | 0 | 21611 | 0 | 0 | 0 | 0 | |
| 1703 | 005 | 555501 | 0 | 0 | 21611 | 0 | 0 | 0 | 0 | |
| 1704 | 024 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1705 | 033 | 555501 | 0 | 0 | 21611 | 0 | 0 | 0 | 0 | |
| 1706 | 114 | 555501 | 0 | 0 | 21611 | 0 | 0 | 0 | 0 | |
| 1707 | 117 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1708 | 126 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1709 | 129 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1710 | 141 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1711 | 144 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1712 | 147 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1713 | 150 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1714 | 110 | 555501 | 0 | 0 | 21611 | 0 | 0 | 0 | 0 | |
| 1715 | 307 | 496192 | 0 | 0 | 20243 | 0 | 0 | 0 | 0 | |
| 1716 | 220 | 496192 | 0 | 0 | 20243 | 0 | 0 | 0 | 0 | |
| 1717 | 222 | 496192 | 0 | 0 | 20243 | 0 | 0 | 0 | 0 | |
| 1718 | 223 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1719 | 224 | 496192 | 0 | 0 | 20243 | 0 | 0 | 0 | 0 | |
| 1720 | 225 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1721 | 228 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1722 | 229 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1723 | 233 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1724 | 234 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1725 | 236 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1726 | 237 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1727 | 235 | 496192 | 0 | 0 | 20243 | 0 | 0 | 0 | 0 | |
| 1728 | | XX | 0 | 0 | XX | 0 | 0 | 0 | 0 | |
| 1729 | 909120 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1730 | 909320 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1731 | 809138 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1732 | 809338 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1733 | 809123 | 377948 | -.0000179 | .35611 | 17915 | -.00004655 | .04389 | -.51799 | -10.882 | |
| 1734 | 809323 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1735 | 9423 | XX | XX | XX | XX | XX | XX | XX | XX | |
| 1736 | 9523 | XX | XX | XX | XX | XX | XX | XX | XX | |
| 1737 | | XX | -.0000179 | .35611 | XX | -.00004655 | .04389 | -.51799 | -10.882 | |
| 1738 | 909820 | 377948 | 0 | 0 | 17915 | 0 | 0 | 0 | 0 | |
| 1739 | 809823 | 377948 | -.00000385 | .35611 | 17915 | -.00001002 | .04389 | -.11152 | -2.3428 | |
| 1740 | | XX | -.00000385 | .35611 | XX | -.00001002 | .04389 | -.11152 | -2.3428 | |
| 1741 | | XX | -.00002176 | .35611 | XX | -.00005657 | .04389 | -.62951 | -13.225 | |

| CAR DAYS | | | | CAR DAYS | | | |
|--------------|--------|--------------|------------|--------------|---------|------------|----------|
| RUNNING | | | | YARDS | | | |
| CASES_OF C9 | | EXPENSE | | CASES_OF C9 | | EXPENSE | |
| 1: B7L816C2 | | UNIT | RATIO | 1: B7L816C1 | | UNIT | RATIO |
| 2: B7L816C11 | | COST | CD (LH) | 2: B7L816C10 | | COST | CD-YARD |
| 3: B7L816C20 | | PER | TO TOTAL | 3: B7L816C19 | | PER | TO TOTAL |
| 4: B7L816C29 | | CD (LH) | VARIABLE | 4: B7L816C28 | | CD-YARD | VARIABLE |
| LINE | CODE | 5: B7L816C38 | COST | 5: B7L816C37 | C19/C23 | COST | C19/C5 |
| | | (20) | C18/C20 | (22) | (23) | (24) | (25) |
| 1701 | 809023 | 575.0839 | 0 | 0 | 9027 | 0 | 0 |
| 1702 | 002 | 669.2056 | 0 | 0 | 9585 | 0 | 0 |
| 1703 | 005 | 669.2056 | 0 | 0 | 9585 | 0 | 0 |
| 1704 | 024 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1705 | 033 | 669.2056 | 0 | 0 | 9585 | 0 | 0 |
| 1706 | 114 | 669.2056 | 0 | 0 | 9585 | 0 | 0 |
| 1707 | 117 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1708 | 126 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1709 | 129 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1710 | 141 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1711 | 144 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1712 | 147 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1713 | 150 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1714 | 110 | 669.2056 | 0 | 0 | 9585 | 0 | 0 |
| 1715 | 307 | 575.0839 | 0 | 0 | 9027 | 0 | 0 |
| 1716 | 220 | 575.0839 | 0 | 0 | 9027 | 0 | 0 |
| 1717 | 222 | 575.0839 | 0 | 0 | 9027 | 0 | 0 |
| 1718 | 223 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1719 | 224 | 575.0839 | 0 | 0 | 9027 | 0 | 0 |
| 1720 | 225 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1721 | 228 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1722 | 229 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1723 | 233 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1724 | 234 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1725 | 236 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1726 | 237 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1727 | 235 | 575.0839 | 0 | 0 | 9027 | 0 | 0 |
| 1728 | | XX | 0 | 0 | XX | 0 | 0 |
| 1729 | 909120 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1730 | 909320 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1731 | 809138 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1732 | 809338 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1733 | 809123 | 383.539 | -.00135055 | .02726 | 8057 | -.00135055 | .57274 |
| 1734 | 809323 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1735 | 9423 | XX | XX | XX | XX | XX | XX |
| 1736 | 9523 | XX | XX | XX | XX | XX | XX |
| 1737 | | XX | -.00135055 | .02726 | XX | -.00135055 | .57274 |
| 1738 | 909820 | 383.539 | 0 | 0 | 8057 | 0 | 0 |
| 1739 | 809823 | 383.539 | -.00029076 | .02726 | 8057 | -.00029076 | .57274 |
| 1740 | | XX | -.00029076 | .02726 | XX | -.00029076 | .57274 |
| 1741 | | XX | -.00164131 | .02726 | XX | -.00164131 | .57274 |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
PRIVATE CAR RENTALS

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION | | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|------|-----------------------|--------------------------|----------|--|----------|---|--|
| | | | (1) | SOURCE | (2) | SOURCE | (3) | |
| 1801 | 9706 | BOX 40 FT | 0 | B2L613C2 | 0 | B2L613C2 | 0 | |
| 1802 | 9707 | BOX 50 FT | 0 | B2L622C2 | 0 | B2L622C2 | 708 | |
| 1803 | 9708 | BOX EQ | 0 | B2L631C2 | 0 | B2L631C2 | 1728 | |
| 1804 | 9709 | GONDOLA PLAIN | 0 | B2L640C2 | 0 | B2L640C2 | 200 | |
| 1805 | 9710 | GONDOLA EQUIPPED | 0 | B2L649C2 | 0 | B2L649C2 | 0 | |
| 1806 | 9711 | HOPPER COVERED | 0 | B2L658C2 | 0 | B2L658C2 | 0 | |
| 1807 | 9712 | HOPPER OTG | 0 | B2L667C2 | 0 | B2L667C2 | 0 | |
| 1808 | 9713 | HOPPER OTS | 0 | B2L676C2 | 0 | B2L676C2 | 0 | |
| 1809 | 9714 | REFR MECH | 0 | B2L685C2 | 0 | B2L685C2 | 0 | |
| 1810 | 9715 | REFR NM | 0 | B2L694C2 | 0 | B2L694C2 | 0 | |
| 1811 | 9716 | FLAT TOFC | 0 | B2L703C2 | 0 | B2L703C2 | 6828 | |
| 1812 | 9717 | FLAT MULTI | 0 | B2L712C2 | 0 | B2L712C2 | 15418 | |
| 1813 | 9718 | FLAT GENERAL | 0 | B2L721C2 | 0 | B2L721C2 | 34 | |
| 1814 | 9719 | FLAT OTHER | 0 | B2L730C2 | 0 | B2L730C2 | 3138 | |
| 1815 | | TANK < 22000 GAL | 0 | B2L742C2 | 0 | B2L742C2 | 2474 | |
| 1816 | | TANK >= 22000 GAL | 0 | B2L745C2 | 0 | B2L745C2 | 1 | |
| 1817 | 9720 | ALL OTHER FC | 0 | B2L739C2 | 0 | B2L739C2 | 0 | |
| 1818 | 9721 | AUTO RACKS | 0 | B2L754C2 | 0 | B2L754C2 | 0 | |
| 1819 | | TOTAL: SUM L1801-1818 | XX | XX | 0 | XX | 30529 | |

| LINE | | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK PERCENTAGE THEN C3*C4 ELSE C2*C4 (4) | SOURCE | ANNUALI- ZATION PERIOD (6) | SOURCE_OF C7 : CASES_OF C6 1:(V5:='3') 2:(V5:='6') 3:(V5:='9') 4:(V5:='12') 5:(V5:='15') | PRIVATE LINE CAR MILES LOADED & EMPTY (7) | UNIT COST C5/C7 (8) |
|------|------|------|--|----------------|-------------------------------------|--|--|------------------------------|
| 1801 | 9706 | | 1 | 0 A3L201C1 | 1 | A1L217C(V5) | 0 | 0 |
| 1802 | 9707 | | 1 | 708 A3L202C1 | 1 | A1L218C(V5) | 904 | .78319 |
| 1803 | 9708 | | 1 | 1728 A3L203C1 | 1 | A1L219C(V5) | 3244 | .53268 |
| 1804 | 9709 | | 1 | 200 A3L204C1 | 1 | A1L220C(V5) | 42657 | .00469 |
| 1805 | 9710 | | 1 | 0 A3L205C1 | 1 | A1L221C(V5) | 5108 | 0 |
| 1806 | 9711 | | 1 | 0 A3L206C1 | 1 | A1L222C(V5) | 208656 | 0 |
| 1807 | 9712 | | 1 | 0 A3L207C1 | 1 | A1L223C(V5) | 19289 | 0 |
| 1808 | 9713 | | 1 | 0 A3L208C1 | 1 | A1L224C(V5) | 45890 | 0 |
| 1809 | 9714 | | 1 | 0 A3L209C1 | 1 | A1L225C(V5) | 134 | 0 |
| 1810 | 9715 | | 1 | 0 A3L210C1 | 1 | A1L226C(V5) | 101 | 0 |
| 1811 | 9716 | | 1 | 6828 A3L211C1 | 1 | A1L227C(V5) | 29131 | .23439 |
| 1812 | 9717 | | 1 | 15418 A3L212C1 | 1 | A1L228C(V5) | 36074 | .4274 |
| 1813 | 9718 | | 1 | 34 A3L213C1 | 1 | A1L229C(V5) | 39 | .87179 |
| 1814 | 9719 | | 1 | 3138 A3L214C1 | 1 | A1L230C(V5) | 5946 | .52775 |
| 1815 | | | 1 | 2474 A3L215C1 | 1 | A1L231C(V5) | 89691 | .02758 |
| 1816 | | | 1 | 1 A3L216C1 | 1 | A1L232C(V5) | 156477 | .00001 |
| 1817 | 9720 | | 1 | 0 A3L218C1 | 1 | A1L233C(V5) | 22659 | 0 |
| 1818 | 9721 | | 1 | 0 A3L217C1 | 1 | A1L228C(V5) | 36074 | 0 |
| 1819 | | XX | | 30529 XX | XX | XX | 702074 | XX |

FREIGHT CAR OWNERSHIP AND MAINTENANCE
SUMMARY

| LINE | CODE | IDENTIFICATION | SOURCE | OPR EXPENSE CAR MILES | | DL EXPENSE CAR MILES | | ROI EXPENSE CAR MILES | |
|------|---|----------------|---------------------|-----------------------------|---------------------|----------------------------|---------------------|-----------------------------|--|
| | | | | RUNNING (1) | SOURCE | RUNNING (2) | SOURCE | RUNNING (3) | |
| 1901 | BOX 40 FOOT | | L128C10 | 0 | L137C10 | 0 | L140C10 | 0 | |
| 1902 | BOX 50 FOOT | | L228C10 | 3.97778 | L237C10 | 182.4541 | L240C10 | 60.89682 | |
| 1903 | BOX EQUIPPED | | L328C10 | 4912 | L337C10 | 4083 | L340C10 | 8701 | |
| 1904 | GONDOLA PLAIN | | L428C10 | 79.02448 | L437C10 | 221.0533 | L440C10 | 273.6524 | |
| 1905 | GONDOLA EQUIPPED | | L528C10 | 1361 | L537C10 | 345.4061 | L540C10 | 3190 | |
| 1906 | HOPPER COV | | L628C10 | 3103 | L637C10 | -799.466 | L640C10 | 4983 | |
| 1907 | HOPPER OTG | | L728C10 | 850.3838 | L737C10 | 1029 | L740C10 | 3849 | |
| 1908 | HOPPER OTS | | L828C10 | 1354 | L837C10 | 168.4298 | L840C10 | 200.0736 | |
| 1909 | REFR MECH | | L928C10 | 0 | L937C10 | 72.02982 | L940C10 | - .05456 | |
| 1910 | REFR NM | | L1028C10 | 1.84121 | L1037C10 | 43.42514 | L1040C10 | 103.7878 | |
| 1911 | FLAT TOFC | | L1128C10 | 37.77595 | L1137C10 | 38.54431 | L1140C10 | - .97763 | |
| 1912 | FLAT MULTI | | L1228C10 | 393.5929 | L1237C10 | -98.85642 | L1240C10 | 101.7924 | |
| 1913 | FLAT GEN | | L1328C10 | 6.77121 | L1337C10 | 272.9413 | L1340C10 | 762.179 | |
| 1914 | FLAT OTHER | | L1428C10 | 2411 | L1437C10 | -1245 | L1440C10 | 211.1613 | |
| 1915 | ALL OTHER TYPE | | L1528C10 | 368.3972 | L1537C10 | 18.4939 | L1540C10 | 69.86485 | |
| 1916 | AUTO RACKS | | L1628C10 | 0 | L1637C10 | 341.7641 | L1640C10 | 634.038 | |
| 1917 | ACCESSORIAL | | L1728C10 | 0 | L1737C10 | -6.76611 | L1740C10 | -1.45667 | |
| 1918 | SUBTOTAL-ALL CAR TYPES: SUM L1901-1916 | | XX | 14884 | XX | 4673 | XX | 23140 | |
| 1919 | ALL CAR TYPES PLUS ACCESSORIAL: L1917+ L1918 | | XX | 14884 | XX | 4667 | XX | 23139 | |
| 1920 | CM-R ALL CAR TYPES (CURRENT YEAR) | | B7L816C7 | 377948 | XX | XX | XX | XX | |
| 1921 | CM-Y ALL CAR TYPES (CURRENT YEAR) | | B7L816C5 | 17915 | XX | XX | XX | XX | |
| 1922 | CD-R ALL CAR TYPES (CURRENT YEAR) | | B7L816C2 | 383.539 | XX | XX | XX | XX | |
| 1923 | CD-Y ALL CAR TYPES (CURRENT YEAR) | | B7L816C1 | 8057 | XX | XX | XX | XX | |
| 1924 | UNIT COST - ALL CAR TYPES | | L1918C1/ L1920C1 | .03938 | L1918C2/ L1920C1 | .01237 | L1918C3/ L1920C1 | .06123 | |

| LINE | CODE | SOURCE | OPR | SOURCE | DL | SOURCE | ROI | SOURCE | OPR | SOURCE | DL |
|------|------|-----------|-------------------------------------|-----------|-------------------------------------|-----------|-------------------------------------|-----------|---------------------------------------|-----------|---------------------------------------|
| | | | EXPENSE CAR MILES YARD (4) | | EXPENSE CAR MILES YARD (5) | | EXPENSE CAR MILES YARD (6) | | EXPENSE CAR DAYS RUNNING (7) | | EXPENSE CAR DAYS RUNNING (8) |
| 1901 | | L128C11 | 0 | L137C11 | 2 | L140C11 | -218.887 | L128C18 | 0 | L137C18 | 0 |
| 1902 | | L228C11 | .17633 | L237C11 | 7.58718 | L240C11 | 2.53234 | L228C18 | .63107 | L237C18 | 670.1292 |
| 1903 | | L328C11 | 292.7006 | L337C11 | 238.3293 | L340C11 | 507.8879 | L328C18 | 595.5529 | L337C18 | 2160 |
| 1904 | | L428C11 | 4.58315 | L437C11 | 16.77803 | L440C11 | 20.77033 | L428C18 | 8.85789 | L437C18 | 50.82592 |
| 1905 | | L528C11 | 72.20743 | L537C11 | 17.84693 | L540C11 | 164.8299 | L528C18 | 174.3937 | L537C18 | 30.4299 |
| 1906 | | L628C11 | 143.329 | L637C11 | -35.84967 | L640C11 | 223.4926 | L628C18 | 411.8694 | L637C18 | 1407 |
| 1907 | | L728C11 | 157.8504 | L737C11 | 207.3403 | L740C11 | 775.0497 | L728C18 | 34.40072 | L737C18 | 86.03933 |
| 1908 | | L828C11 | 441.5347 | L837C11 | 79.62291 | L840C11 | 94.58212 | L828C18 | 33.38661 | L837C18 | 13.06481 |
| 1909 | | L928C11 | 0 | L937C11 | 7.97018 | L940C11 | -.0060374 | L928C18 | 0 | L937C18 | 22.62149 |
| 1910 | | L1028C11 | .09208 | L1037C11 | 1.59409 | L1040C11 | 3.80994 | L1028C18 | .27723 | L1037C18 | 16.51875 |
| 1911 | | L1128C11 | 30.40278 | L1137C11 | 49.13357 | L1140C11 | -1.24621 | L1128C18 | .41316 | L1137C18 | .77798 |
| 1912 | | L1228C11 | 37.08778 | L1237C11 | -8.8615 | L1240C11 | 9.12471 | L1228C18 | 27.28157 | L1237C18 | -496.477 |
| 1913 | | L1328C11 | .25827 | L1337C11 | 13.92865 | L1340C11 | 38.89529 | L1328C18 | 1.28281 | L1337C18 | 42.36622 |
| 1914 | | L1428C11 | 113.4884 | L1437C11 | -57.85717 | L1440C11 | 9.81272 | L1428C18 | 353.2335 | L1437C18 | 1070 |
| 1915 | | L1528C11 | 77.53499 | L1537C11 | 3.33984 | L1540C11 | 12.61698 | L1528C18 | 14.25488 | L1537C18 | 5.57574 |
| 1916 | | L1628C11 | 0 | L1637C11 | 30.6359 | L1640C11 | 56.83545 | L1628C18 | 0 | L1637C18 | -152.117 |
| 1917 | | L1728C11 | 0 | L1737C11 | -.83389 | L1740C11 | -.17953 | L1728C18 | 0 | L1737C18 | -.51799 |
| 1918 | | XX | 1371 | XX | 573.5385 | XX | 1700 | XX | 1655 | XX | 4927 |
| 1919 | | XX | 1371 | XX | 572.7046 | XX | 1699 | XX | 1655 | XX | 4927 |
| 1920 | | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 1921 | | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 1922 | | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 1923 | | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 1924 | | L1918C4 / | | L1918C5 / | | L1918C6 / | | L1918C7 / | | L1918C8 / | |
| | | L1921C1 | .07654 | L1921C1 | .03201 | L1921C1 | .0949 | L1922C1 | 4.31726 | L1922C1 | 12.84824 |

| LINE | CODE | SOURCE | ROI EXPENSE CAR DAYS RUNNING (9) | SOURCE | OPR EXPENSE CAR DAYS YARD (10) | SOURCE | DL EXPENSE CAR DAYS YARD (11) | SOURCE | ROI EXPENSE CAR DAYS YARD (12) |
|------|------|-----------|--|------------|--|------------|---|------------|--|
| 1901 | | L140C18 | 0 | L128C19 | 0 | L137C19 | 5 | L140C19 | -328.331 |
| 1902 | | L240C18 | 13.93828 | L228C19 | 3.52304 | L237C19 | 3900 | L240C19 | 81.13659 |
| 1903 | | L340C18 | 1425 | L328C19 | 4609 | L337C19 | 18644 | L340C19 | 12301 |
| 1904 | | L440C18 | 33.35565 | L428C19 | 74.74972 | L437C19 | 620.0054 | L440C19 | 406.8924 |
| 1905 | | L540C18 | 536.1818 | L528C19 | 1259 | L537C19 | 253.823 | L540C19 | 4472 |
| 1906 | | L640C18 | 900.2367 | L628C19 | 2835 | L637C19 | 10722 | L640C19 | 6857 |
| 1907 | | L740C18 | 191.5491 | L728C19 | 973.8335 | L737C19 | 3021 | L740C19 | 6727 |
| 1908 | | L840C18 | 4.6642 | L828C19 | 1762 | L837C19 | 1141 | L840C19 | 407.552 |
| 1909 | | L940C18 | -.0050031 | L928C19 | 0 | L937C19 | 388.3785 | L940C19 | -.0859 |
| 1910 | | L1040C18 | 25.14204 | L1028C19 | 1.65606 | L1037C19 | 89.50048 | L1040C19 | 136.2224 |
| 1911 | | L1140C18 | -.015 | L1128C19 | 67.76555 | L1137C19 | 230.8999 | L1140C19 | -4.45104 |
| 1912 | | L1240C18 | 9.22621 | L1228C19 | 403.3991 | L1237C19 | -8072 | L1240C19 | 150.0095 |
| 1913 | | L1340C18 | 126.8543 | L1328C19 | 5.74667 | L1337C19 | 358.9036 | L1340C19 | 1074 |
| 1914 | | L1440C18 | 35.90789 | L1428C19 | 2171 | L1437C19 | 7561 | L1440C19 | 253.6898 |
| 1915 | | L1540C18 | 3.68467 | L1528C19 | 431.6772 | L1537C19 | 170.458 | L1540C19 | 112.6453 |
| 1916 | | L1640C18 | 60.04442 | L1628C19 | 0 | L1637C19 | -2473 | L1640C19 | 976.2657 |
| 1917 | | L1740C18 | -.11152 | L1728C19 | 0 | L1737C19 | -10.88201 | L1740C19 | -2.34278 |
| 1918 | | XX | 3366 | XX | 14600 | XX | 36564 | XX | 33625 |
| 1919 | | XX | 3365 | XX | 14600 | XX | 36553 | XX | 33623 |
| 1920 | | XX | XX | XX | XX | XX | XX | XX | XX |
| 1921 | | XX | XX | XX | XX | XX | XX | XX | XX |
| 1922 | | XX | XX | XX | XX | XX | XX | XX | XX |
| 1923 | | XX | XX | XX | XX | XX | XX | XX | XX |
| 1924 | | L1918C9 / | | L1918C10 / | | L1918C11 / | | L1918C12 / | |
| | | L1922C1 | 8.77626 | L1923C1 | 1.812 | L1923C1 | 4.5379 | L1923C1 | 4.1732 |

| | | | WT-CO REGRES- SION | | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK | | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK | |
|------|--------|-----------------------------------|--------------------------|-----------|---|-----------|--|--|
| LINE | CODE | IDENTIFICATION | (1) | SOURCE | (2) | SOURCE | (3) | |
| 101 | 807308 | MARINE LINEHAUL OPERATING EXPENSE | 0 | A3L112C12 | 0 | A3L112C12 | 0 | |
| 102 | 807307 | MLH PORTION | 0 | A3L111C12 | 0 | B9L420C3 | 0 | |
| 103 | 807310 | MLH PORTION | 0 | A3L114C12 | 0 | B9L421C3 | 0 | |
| 104 | 807311 | MLH PORTION | 0 | A3L115C12 | 0 | B9L422C3 | 0 | |
| 105 | 807313 | MLH PORTION | 0 | A3L116C12 | 0 | B9L423C3 | 0 | |
| 106 | 807314 | MLH PORTION | 0 | A3L117C12 | 0 | B9L424C3 | 0 | |
| 107 | 807315 | MLH PORTION-(CR) | 0 | A3L118C12 | 0 | B9L425C3 | 0 | |
| 108 | 807316 | MLH PORTION | 0 | A3L119C12 | 0 | B9L426C3 | 0 | |
| 109 | 809033 | MARINE LINE HAUL-REPAIR EXP | 0 | A3L334C12 | 0 | A3L334C12 | 2350 | |
| 110 | 002 | OE/MLH PORTION | 2 | A2L102C44 | 0 | B9L301C19 | 48.01472 | |
| 111 | 005 | OE/MLH PORTION | 2 | A2L105C44 | 0 | B9L302C19 | 10.90164 | |
| 112 | 024 | OE/MLH PORTION | 2 | A2L120C44 | 0 | B9L303C19 | 0 | |
| 113 | 034 | MLH PORTION | 2 | A2L130C44 | 0 | B9L304C19 | 135.7375 | |
| 114 | 114 | OE/MLH PORTION | 2 | A2L144C44 | 0 | B9L305C19 | 78.41274 | |
| 115 | 117 | OE/MLH PORTION | 2 | A2L147C44 | 0 | B9L306C19 | 0 | |
| 116 | 126 | OE/MLH PORTION | 2 | A2L156C44 | 0 | B9L307C19 | 0 | |
| 117 | 129 | OE/MLH PORTION-(CR) | 2 | A2L159C44 | 0 | B9L308C19 | 0 | |
| 118 | 141 | OE/MLH PORTION | 2 | A2L171C44 | 0 | B9L309C19 | 0 | |
| 119 | 144 | OE/MLH PORTION-(CR) | 2 | A2L174C44 | 0 | B9L310C19 | 0 | |
| 120 | 147 | OE/MLH PORTION | 2 | A2L177C44 | 0 | B9L311C19 | 0 | |
| 121 | 150 | OTHER OE/MLH | 0 | A2L180C44 | 0 | B9L312C19 | 13.31464 | |
| 122 | 110 | SMALL TOOLS (MLH PORTION) | 2 | A2L140C44 | 0 | B9L313C19 | 21.89323 | |
| 123 | 307 | WORK & NR REPAIRS/MLH PORTION | 2 | A2L245C44 | 0 | B9L314C19 | 10.89866 | |
| 124 | 301 | MLH PORTION | 2 | A2L239C44 | 0 | B9L315C19 | 587.9013 | |

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|---|-------------------------------------|-------------|--|---|-----------|---|
| | | | | | | | | |
| 125 | 306 | MLH PORTION | | 0 A2L244C44 | | 0 | B9L316C19 | 10.2459 |
| 126 | 308 | MLH PORTION | | 2 A2L246C44 | | 0 | B9L317C19 | 0 |
| 127 | 309 | MLH PORTION | | 2 A2L247C44 | | 0 | B9L318C19 | 838.0387 |
| 128 | 310 | MLH PORTION | | 2 A2L248C44 | | 0 | B9L319C19 | 0 |
| 129 | 313 | MLH PORTION | | 2 A2L251C44 | | 0 | B9L320C19 | 0 |
| 130 | 314 | MLH PORTION-(CR) | | 2 A2L252C44 | | 0 | B9L321C19 | 0 |
| 131 | 318 | MLH PORTION | | 2 A2L256C44 | | 0 | B9L322C19 | 2.75621 |
| 132 | 319 | MLH PORTION-(CR) | | 2 A2L257C44 | | 0 | B9L323C19 | 0 |
| 133 | 321 | MLH PORTION | | 2 A2L259C44 | | 0 | B9L324C19 | 0 |
| 134 | 322 | OTHER MLH | | 0 A2L260C44 | | 0 | B9L325C19 | 0 |
| 135 | 320 | OE DAMAGES BILLED MLH PORTION-(CR) | | 0 A2L258C44 | | 0 | B9L326C19 | -155.343 |
| 136 | | SUBTOTAL OPER EXPENSE: (SUM L101-106) +(SUM L108-116)+L118+(SUM L120-129) +L131+L133+L134-(L107+L117+L119+L130 +L132+L135) | XX | XX | | 0 | XX | 4263 |
| 137 | 909120 | S&E DEPR-OE/MLH | | 0 B2L920C2 | | 0 | B5L437C3 | 41.95817 |
| 138 | 909320 | S&E LR-OE/MLH | | 0 B2L830C2 | | 0 | B5L437C4 | 1.33161 |
| 139 | 809133 | FLOAT DEPR - MLH | | 0 B2L247C2 | | 0 | B2L247C2 | 17 |
| 140 | 809333 | FLOAT LR-MLH | | 0 B2L556C2 | | 0 | B2L556C2 | 0 |
| 141 | 809139 | OE MACH DEPR - MLH | | 0 B2L252C2 | | 0 | B5L437C10 | 99.01167 |
| 142 | 809339 | OE MACH LR - MLH | | 0 B2L560C2 | | 0 | B5L437C11 | 0 |
| 143 | | SUBTOTAL DL EXPENSE: SUM L137-142 | XX | XX | | 0 | XX | 159.3015 |
| 144 | 909820 | S&E/SM - OE/MLH | | 0 B5L653C4 | | 0 | B5L653C4 | 508.4602 |
| 145 | 809833 | FLOAT - MLH | | 0 B5L728C4 | | 0 | B5L728C4 | 26.08163 |
| 146 | | SUBTOTAL ROI EXPENSE: L144+L145 | XX | XX | | 0 | XX | 534.5418 |

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 VARIABILITY PERCENTAGE (4) | IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | SOURCE | ANNUALI- ZATION PERIOD (6) | TON MILES IN LAKE TRANSFER CASES_OF C6 1: A1L128C1 2: A1L128C6 3: A1L128C7 4: A1L128C8 5: A1L128C9 (7) | UNIT COST C5/C7 (8) |
|------|--------|-----------------------------------|--|--|----------|-------------------------------------|--|------------------------------|
| | | | | | | | | |
| 101 | 807308 | MARINE LINEHAUL OPERATING EXPENSE | 1 | 0 | A3L112C1 | 1 | 0 | 0 |
| 102 | 807307 | MLH PORTION | 1 | 0 | A3L111C1 | 1 | 0 | 0 |
| 103 | 807310 | MLH PORTION | 1 | 0 | A3L114C1 | 1 | 0 | 0 |
| 104 | 807311 | MLH PORTION | 1 | 0 | A3L115C1 | 1 | 0 | 0 |
| 105 | 807313 | MLH PORTION | 1 | 0 | A3L116C1 | 1 | 0 | 0 |
| 106 | 807314 | MLH PORTION | 1 | 0 | A3L117C1 | 1 | 0 | 0 |
| 107 | 807315 | MLH PORTION-(CR) | 1 | 0 | A3L118C1 | 1 | 0 | 0 |
| 108 | 807316 | MLH PORTION | 1 | 0 | A3L119C1 | 1 | 0 | 0 |
| 109 | 809033 | MARINE LINE HAUL-REPAIR EXP | 1 | 2350 | A3L334C1 | 3 | 0 | 0 |
| 110 | 002 | OE/MLH PORTION | .45544 | 21.86783 | A2L102C1 | 5 | 0 | 0 |
| 111 | 005 | OE/MLH PORTION | .45544 | 4.96504 | A2L105C1 | 5 | 0 | 0 |
| 112 | 024 | OE/MLH PORTION | .40442 | 0 | A2L120C1 | 1 | 0 | 0 |
| 113 | 034 | MLH PORTION | .45544 | 61.8203 | A2L130C1 | 5 | 0 | 0 |
| 114 | 114 | OE/MLH PORTION | .45544 | 35.71231 | A2L144C1 | 5 | 0 | 0 |
| 115 | 117 | OE/MLH PORTION | .40442 | 0 | A2L147C1 | 1 | 0 | 0 |
| 116 | 126 | OE/MLH PORTION | .40442 | 0 | A2L156C1 | 1 | 0 | 0 |
| 117 | 129 | OE/MLH PORTION-(CR) | .40442 | 0 | A2L159C1 | 1 | 0 | 0 |
| 118 | 141 | OE/MLH PORTION | .40442 | 0 | A2L171C1 | 1 | 0 | 0 |
| 119 | 144 | OE/MLH PORTION-(CR) | .40442 | 0 | A2L174C1 | 1 | 0 | 0 |
| 120 | 147 | OE/MLH PORTION | .40442 | 0 | A2L177C1 | 1 | 0 | 0 |
| 121 | 150 | OTHER OE/MLH | 1 | 13.31464 | A2L180C1 | 1 | 0 | 0 |
| 122 | 110 | SMALL TOOLS (MLH PORTION) | .45544 | 9.97106 | A2L140C1 | 5 | 0 | 0 |
| 123 | 307 | WORK & NR REPAIRS/MLH PORTION | .44654 | 4.86668 | A2L245C1 | 3 | 0 | 0 |
| 124 | 301 | MLH PORTION | .44654 | 262.521 | A2L239C1 | 3 | 0 | 0 |

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 VARIABILITY PERCENTAGE (4) | IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | SOURCE | ANNUALI- ZATION PERIOD (6) | TON MILES IN LAKE TRANSFER CASES_OF C6 1: A1L128C1 2: A1L128C6 3: A1L128C7 4: A1L128C8 5: A1L128C9 (7) | UNIT COST C5/C7 (8) |
|------|--------|---|--|--|----------|-------------------------------------|--|------------------------------|
| | | | | | | | | |
| 125 | 306 | MLH PORTION | 1 | 10.2459 | A2L244C1 | 3 | 0 | 0 |
| 126 | 308 | MLH PORTION | .40442 | 0 | A2L246C1 | 1 | 0 | 0 |
| 127 | 309 | MLH PORTION | .44654 | 374.2172 | A2L247C1 | 3 | 0 | 0 |
| 128 | 310 | MLH PORTION | .40442 | 0 | A2L248C1 | 1 | 0 | 0 |
| 129 | 313 | MLH PORTION | .40442 | 0 | A2L251C1 | 1 | 0 | 0 |
| 130 | 314 | MLH PORTION-(CR) | .40442 | 0 | A2L252C1 | 1 | 0 | 0 |
| 131 | 318 | MLH PORTION | .40442 | 1.11466 | A2L256C1 | 1 | 0 | 0 |
| 132 | 319 | MLH PORTION-(CR) | .40442 | 0 | A2L257C1 | 1 | 0 | 0 |
| 133 | 321 | MLH PORTION | .40442 | 0 | A2L259C1 | 1 | 0 | 0 |
| 134 | 322 | OTHER MLH | 1 | 0 | A2L260C1 | 1 | 0 | 0 |
| 135 | 320 | OE DAMAGES BILLED MLH PORTION-(CR) | 1 | -155.3428 | A2L258C1 | 3 | 0 | 0 |
| 136 | | SUBTOTAL OPER EXPENSE: (SUM L101-106) +(SUM L108-116)+L118+(SUM L120-129) +L131+L133+L134-(L107+L117+L119+L130 +L132+L135) | XX | 3306 | XX | XX | XX | 0 |
| 137 | 909120 | S&E DEPR-OE/MLH | .5 | 20.97909 | A3L714C1 | 1 | 0 | 0 |
| 138 | 909320 | S&E LR-OE/MLH | 1 | 1.33161 | A3L815C1 | 1 | 0 | 0 |
| 139 | 809133 | FLOAT DEPR - MLH | 1 | 17 | A3L434C1 | 1 | 0 | 0 |
| 140 | 809333 | FLOAT LR-MLH | 1 | 0 | A3L634C1 | 1 | 0 | 0 |
| 141 | 809139 | OE MACH DEPR - MLH | .5 | 49.50584 | A3L440C1 | 1 | 0 | 0 |
| 142 | 809339 | OE MACH LR - MLH | 1 | 0 | A3L640C1 | 1 | 0 | 0 |
| 143 | | SUBTOTAL DL EXPENSE: SUM L137-142 | XX | 88.81653 | XX | XX | XX | 0 |
| 144 | 909820 | S&E/SM - OE/MLH | .5 | 254.2301 | 1.0 | 1 | 0 | 0 |
| 145 | 809833 | FLOAT - MLH | 1 | 26.08163 | 1.0 | 1 | 0 | 0 |
| 146 | | SUBTOTAL ROI EXPENSE: L143+L144 | XX | 280.3117 | XX | XX | XX | 0 |

| | | | WT-CO REGRES- SION | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK |
|-----|--------|--------------------------------|--------------------------|-----------|---|-----------|--|
| | | | (1) | | (2) | | (3) |
| 201 | 807309 | LOCAL MARINE OPERATING EXPENSE | 0 | A3L113C12 | 0 | A3L113C12 | 0 |
| 202 | 807307 | LM PORTION | 0 | A3L111C12 | 0 | B9L420C4 | 0 |
| 203 | 807310 | LM PORTION | 0 | A3L114C12 | 0 | B9L421C4 | 0 |
| 204 | 807311 | LM PORTION | 0 | A3L115C12 | 0 | B9L422C4 | 0 |
| 205 | 807313 | LM PORTION | 0 | A3L116C12 | 0 | B9L423C4 | 0 |
| 206 | 807314 | LM PORTION | 0 | A3L117C12 | 0 | B9L424C4 | 0 |
| 207 | 807315 | LM PORTION-(CR) | 0 | A3L118C12 | 0 | B9L425C4 | 0 |
| 208 | 807316 | LM PORTION | 0 | A3L119C12 | 0 | B9L426C4 | 0 |
| 209 | 809034 | LOCAL MARINE REPAIR EXPENSE | 0 | A3L335C12 | 0 | A3L335C12 | 0 |
| 210 | 002 | OE/LM PORTION | 2 | A2L102C44 | 0 | B9L301C21 | 0 |
| 211 | 005 | OE/LM PORTION | 2 | A2L105C44 | 0 | B9L302C21 | 0 |
| 212 | 024 | OE/LM PORTION | 2 | A2L120C44 | 0 | B9L303C21 | 0 |
| 213 | 034 | LM PORTION | 2 | A2L130C44 | 0 | B9L304C21 | 0 |
| 214 | 114 | OE/LM PORTION | 2 | A2L144C44 | 0 | B9L305C21 | 0 |
| 215 | 117 | OE/LM PORTION | 2 | A2L147C44 | 0 | B9L306C21 | 0 |
| 216 | 126 | OE/LM PORTION | 2 | A2L156C44 | 0 | B9L307C21 | 0 |
| 217 | 129 | OE/LM PORTION-(CR) | 2 | A2L159C44 | 0 | B9L308C21 | 0 |
| 218 | 141 | OE/LM PORTION | 2 | A2L171C44 | 0 | B9L309C21 | 0 |
| 219 | 144 | OE/LM PORTION-(CR) | 2 | A2L174C44 | 0 | B9L310C21 | 0 |
| 220 | 147 | OE/LM PORTION | 2 | A2L177C44 | 0 | B9L311C21 | 0 |
| 221 | 150 | OTHER OE/LM | 0 | A2L180C44 | 0 | B9L312C21 | 0 |
| 222 | 110 | SMALL TOOLS/LM PORTION | 2 | A2L140C44 | 0 | B9L313C21 | 0 |
| 223 | 307 | WORK & NR/LM PORTION | 2 | A2L245C44 | 0 | B9L314C21 | 0 |
| 224 | 301 | LM PORTION | 2 | A2L239C44 | 0 | B9L315C21 | 0 |

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|---|-------------------------------------|-------------|--|--|-------------|---|---|
| | | | | | | | | | |
| 225 | 306 | LM PORTION | | 0 A2L244C44 | | | 0 B9L316C21 | | 0 |
| 226 | 308 | LM PORTION | | 2 A2L246C44 | | | 0 B9L317C21 | | 0 |
| 227 | 309 | LM PORTION | | 2 A2L247C44 | | | 0 B9L318C21 | | 0 |
| 228 | 310 | LM PORTION | | 2 A2L248C44 | | | 0 B9L319C21 | | 0 |
| 229 | 313 | LM PORTION | | 2 A2L251C44 | | | 0 B9L320C21 | | 0 |
| 230 | 314 | LM PORTION-(CR) | | 2 A2L252C44 | | | 0 B9L321C21 | | 0 |
| 231 | 318 | LM PORTION | | 2 A2L256C44 | | | 0 B9L322C21 | | 0 |
| 232 | 319 | LM PORTION-(CR) | | 2 A2L257C44 | | | 0 B9L323C21 | | 0 |
| 233 | 321 | LM PORTION | | 2 A2L259C44 | | | 0 B9L324C21 | | 0 |
| 234 | 322 | OTHER LM | | 0 A2L260C44 | | | 0 B9L325C21 | | 0 |
| 235 | 320 | OE DAMAGES BILLED/LM PORT-(CR) | | 0 A2L258C44 | | | 0 B9L326C21 | | 0 |
| 236 | | SUBTOTAL OPER EXPENSE: (SUM L201-206) +(SUM L208-216)+L218+(SUM L220-229)+L231 +L233+L234-(L207+L217+L219+L230+L232 +L235) | XX | XX | | | 0 XX | | 0 |
| 237 | 909120 | S&E DEPR-OE/LM | | 0 B2L920C2 | | | 0 B5L438C3 | | 0 |
| 238 | 909320 | S&E LR-OE/LM | | 0 B2L830C2 | | | 0 B5L438C4 | | 0 |
| 239 | 809134 | FLOAT DEPR-LM | | 0 B2L248C2 | | | 0 B2L248C2 | | 0 |
| 240 | 809334 | FLOAT LR-LM | | 0 B2L557C2 | | | 0 B2L557C2 | | 0 |
| 241 | 809139 | OE MACH DEPR-LM | | 0 B2L252C2 | | | 0 B5L438C10 | | 0 |
| 242 | 809339 | OE MACH-LR-LM | | 0 B2L560C2 | | | 0 B5L438C11 | | 0 |
| 243 | | SUBTOTAL DL EXPENSE: SUM L237-242 | XX | XX | | | 0 XX | | 0 |
| 244 | 909820 | S&E/SM-OE/LM | | 0 B5L654C4 | | | 0 B5L654C4 | | 0 |
| 245 | 809834 | FLOAT-LM | | 0 B5L729C4 | | | 0 B5L729C4 | | 0 |
| 246 | | SUBTOTAL ROI EXPENSE: L244+L245 | XX | XX | | | 0 XX | | 0 |

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 | SOURCE | ANNUALI- ZATION PERIOD | * | UNIT COST |
|------|--------|--------------------------------|---|------------|------------------------------|---|--------------|
| | | | VARIABILITY PERCENTAGE (4) | | | | |
| 201 | 807309 | LOCAL MARINE OPERATING EXPENSE | 1 | 0 A3L113C1 | 1 | | |
| 202 | 807307 | LM PORTION | 1 | 0 A3L111C1 | 1 | | |
| 203 | 807310 | LM PORTION | 1 | 0 A3L114C1 | 1 | | |
| 204 | 807311 | LM PORTION | 1 | 0 A3L115C1 | 1 | | |
| 205 | 807313 | LM PORTION | 1 | 0 A3L116C1 | 1 | | |
| 206 | 807314 | LM PORTION | 1 | 0 A3L117C1 | 1 | | |
| 207 | 807315 | LM PORTION-(CR) | 1 | 0 A3L118C1 | 1 | | |
| 208 | 807316 | LM PORTION | 1 | 0 A3L119C1 | 1 | | |
| 209 | 809034 | LOCAL MARINE REPAIR EXPENSE | 1 | 0 A3L335C1 | 3 | | |
| 210 | 002 | OE/LM PORTION | .45544 | 0 A2L102C1 | 5 | | |
| 211 | 005 | OE/LM PORTION | .45544 | 0 A2L105C1 | 5 | | |
| 212 | 024 | OE/LM PORTION | .40442 | 0 A2L120C1 | 1 | | |
| 213 | 034 | LM PORTION | .45544 | 0 A2L130C1 | 5 | | |
| 214 | 114 | OE/LM PORTION | .45544 | 0 A2L144C1 | 5 | | |
| 215 | 117 | OE/LM PORTION | .40442 | 0 A2L147C1 | 1 | | |
| 216 | 126 | OE/LM PORTION | .40442 | 0 A2L156C1 | 1 | | |
| 217 | 129 | OE/LM PORTION-(CR) | .40442 | 0 A2L159C1 | 1 | | |
| 218 | 141 | OE/LM PORTION | .40442 | 0 A2L171C1 | 1 | | |
| 219 | 144 | OE/LM PORTION-(CR) | .40442 | 0 A2L174C1 | 1 | | |
| 220 | 147 | OE/LM PORTION | .40442 | 0 A2L177C1 | 1 | | |
| 221 | 150 | OTHER OE/LM | 1 | 0 A2L180C1 | 1 | | |
| 222 | 110 | SMALL TOOLS/LM PORTION | .45544 | 0 A2L140C1 | 5 | | |
| 223 | 307 | WORK & NR/LM PORTION | .44654 | 0 A2L245C1 | 3 | | |
| 224 | 301 | LM PORTION | .44654 | 0 A2L239C1 | 3 | | |

* NO OUTPUT STATISTIC CURRENTLY AVAILABLE

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 | | SOURCE | ANNUALI- ZATION PERIOD (6) | * | UNIT COST |
|------|--------|---|--|--|----------|-------------------------------------|----|--------------|
| | | | VARIABILITY PERCENTAGE (4) | IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | | | | |
| 225 | 306 | LM PORTION | 1 | 0 | A2L244C1 | 3 | | |
| 226 | 308 | LM PORTION | .40442 | 0 | A2L246C1 | 1 | | |
| 227 | 309 | LM PORTION | .44654 | 0 | A2L247C1 | 3 | | |
| 228 | 310 | LM PORTION | .40442 | 0 | A2L248C1 | 1 | | |
| 229 | 313 | LM PORTION | .40442 | 0 | A2L251C1 | 1 | | |
| 230 | 314 | LM PORTION-(CR) | .40442 | 0 | A2L252C1 | 1 | | |
| 231 | 318 | LM PORTION | .40442 | 0 | A2L256C1 | 1 | | |
| 232 | 319 | LM PORTION-(CR) | .40442 | 0 | A2L257C1 | 1 | | |
| 233 | 321 | LM PORTION | .40442 | 0 | A2L259C1 | 1 | | |
| 234 | 322 | OTHER LM | 1 | 0 | A2L260C1 | 1 | | |
| 235 | 320 | OE DAMAGES BILLED/LM PORT-(CR) | 1 | 0 | A2L258C1 | 3 | | |
| 236 | | SUBTOTAL OPER EXPENSE: (SUM L201-206) +(SUM L208-216)+L218+(SUM L220-229)+L231 +L233+L234-(L207+L217+L219+L230+L232 +L235) | XX | 0 | XX | XX | XX | |
| 237 | 909120 | S&E DEPR-OE/LM | .5 | 0 | A3L714C1 | 1 | | |
| 238 | 909320 | S&E LR-OE/LM | 1 | 0 | A3L815C1 | 1 | | |
| 239 | 809134 | FLOAT DEPR-LM | 1 | 0 | A3L434C1 | 1 | | |
| 240 | 809334 | FLOAT LR-LM | 1 | 0 | A3L634C1 | 1 | | |
| 241 | 809139 | OE MACH DEPR-LM | .5 | 0 | A3L440C1 | 1 | | |
| 242 | 809339 | OE MACH-LR-LM | 1 | 0 | A3L640C1 | 1 | | |
| 243 | | SUBTOTAL DL EXPENSE: SUM L237-242 | XX | 0 | XX | XX | XX | |
| 244 | 909820 | S&E/SM-OE/LM | .5 | 0 | 1.0 | 1 | | |
| 245 | 809834 | FLOAT-LM | 1 | 0 | 1.0 | 1 | | |
| 246 | | SUBTOTAL ROI EXPENSE: L244+L245 | XX | 0 | XX | XX | XX | |

* NO PUTPUT STATISTIC CURRENTLY AVAILABLE

SPECIALIZED SERVICES

REFRIGERATED TRAILER AND CONTAINER BOGIES AND CHASIS OWNERSHIP AND MAINTENANCE - OPERATING EXPENSES

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|-------------------------|---------------------------------|-----------|--|--|--------|---|---|
| | | | | | | | | | |
| 301 | 809026 | REFRIG TRAILER REPAIR | 0 | A3L327C12 | | | 0 | A3L327C12 | 0 |
| 302 | 809028 | REFRIG CONTAINER REPAIR | 0 | A3L329C12 | | | 0 | A3L329C12 | 0 |
| 303 | 809030 | BOGIES REPAIR - RTCU | 0 | A3L331C12 | | | 0 | B9L466C3 | 0 |
| 304 | 809031 | CHASIS REPAIR - RTCU | 0 | A3L332C12 | | | 0 | B9L467C3 | 0 |
| 305 | 002 | RT PORTION | 2 | A2L102C44 | | | 0 | B9L301C3 | 0 |
| 306 | 002 | RC PORTION | 2 | A2L102C44 | | | 0 | B9L301C7 | 0 |
| 307 | 002 | BC PORTION | 2 | A2L102C44 | | | 0 | B9L501C3 | 0 |
| 308 | 005 | RT PORTION | 2 | A2L105C44 | | | 0 | B9L302C3 | 0 |
| 309 | 005 | RC PORTION | 2 | A2L105C44 | | | 0 | B9L302C7 | 0 |
| 310 | 005 | BC PORTION | 2 | A2L105C44 | | | 0 | B9L502C3 | 0 |
| 311 | 024 | RT PORTION | 2 | A2L120C44 | | | 0 | B9L303C3 | 0 |
| 312 | 024 | RC PORTION | 2 | A2L120C44 | | | 0 | B9L303C7 | 0 |
| 313 | 024 | BC PORTION | 2 | A2L120C44 | | | 0 | B9L503C3 | 0 |
| 314 | 034 | RT PORTION | 2 | A2L130C44 | | | 0 | B9L304C3 | 0 |
| 315 | 034 | RC PORTION | 2 | A2L130C44 | | | 0 | B9L304C7 | 0 |
| 316 | 034 | BC PORTION | 2 | A2L130C44 | | | 0 | B9L504C3 | 0 |
| 317 | 114 | RT PORTION | 2 | A2L144C44 | | | 0 | B9L305C3 | 0 |
| 318 | 114 | RC PORTION | 2 | A2L144C44 | | | 0 | B9L305C7 | 0 |
| 319 | 114 | BC PORTION | 2 | A2L144C44 | | | 0 | B9L505C3 | 0 |
| 320 | 117 | RT PORTION | 2 | A2L147C44 | | | 0 | B9L306C3 | 0 |
| 321 | 117 | RC PORTION | 2 | A2L147C44 | | | 0 | B9L306C7 | 0 |
| 322 | 117 | BC PORTION | 2 | A2L147C44 | | | 0 | B9L506C3 | 0 |
| 323 | 126 | RT PORTION | 2 | A2L156C44 | | | 0 | B9L307C3 | 0 |
| 324 | 126 | RC PORTION | 2 | A2L156C44 | | | 0 | B9L307C7 | 0 |
| 325 | 126 | BC PORTION | 2 | A2L156C44 | | | 0 | B9L507C3 | 0 |
| 326 | 129 | RT PORTION-(CR) | 2 | A2L159C44 | | | 0 | B9L308C3 | 0 |
| 327 | 129 | RC PORTION-(CR) | 2 | A2L159C44 | | | 0 | B9L308C7 | 0 |
| 328 | 129 | BC PORTION-(CR) | 2 | A2L159C44 | | | 0 | B9L508C3 | 0 |
| 329 | 141 | RT PORTION | 2 | A2L171C44 | | | 0 | B9L309C3 | 0 |
| 330 | 141 | RC PORTION | 2 | A2L171C44 | | | 0 | B9L309C7 | 0 |
| 331 | 141 | BC PORTION | 2 | A2L171C44 | | | 0 | B9L509C3 | 0 |
| 332 | 144 | RT PORTION-(CR) | 2 | A2L174C44 | | | 0 | B9L310C3 | 0 |
| 333 | 144 | RC PORTION-(CR) | 2 | A2L174C44 | | | 0 | B9L310C7 | 0 |
| 334 | 144 | BC PORTION-(CR) | 2 | A2L174C44 | | | 0 | B9L510C3 | 0 |
| 335 | 147 | RT PORTION | 2 | A2L177C44 | | | 0 | B9L311C3 | 0 |
| 336 | 147 | RC PORTION | 2 | A2L177C44 | | | 0 | B9L311C7 | 0 |
| 337 | 147 | BC PORTION | 2 | A2L177C44 | | | 0 | B9L511C3 | 0 |
| 338 | 150 | OTHER RT | 0 | A2L180C44 | | | 0 | B9L312C3 | 0 |
| 339 | 150 | OTHER RC | 0 | A2L180C44 | | | 0 | B9L312C7 | 0 |
| 340 | 150 | OTHER BC | 0 | A2L180C44 | | | 0 | B9L512C3 | 0 |
| 341 | 110 | SMALL TOOLS RT | 2 | A2L140C44 | | | 0 | B9L313C3 | 0 |
| 342 | 110 | SMALL TOOLS RC | 2 | A2L140C44 | | | 0 | B9L313C7 | 0 |

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|------|---|---------------------------------|-----------|--|----------|--------|---|--|
| | | | | | | | | | |
| 343 | 110 | SMALL TOOLS B/C | 2 | A2L140C44 | 0 | B9L513C3 | 0 | | |
| 344 | 307 | WORK & NR RT | 2 | A2L245C44 | 0 | B9L314C3 | 0 | | |
| 345 | 307 | WORK & NR RC | 2 | A2L245C44 | 0 | B9L314C7 | 0 | | |
| 346 | 307 | WORK & NR BC | 2 | A2L245C44 | 0 | B9L514C3 | 0 | | |
| 347 | 301 | RT PORTION | 2 | A2L239C44 | 0 | B9L315C3 | 0 | | |
| 348 | 301 | RC PORTION | 2 | A2L239C44 | 0 | B9L315C7 | 0 | | |
| 349 | 301 | BC PORTION | 2 | A2L239C44 | 0 | B9L515C3 | 0 | | |
| 350 | 306 | RT PORTION | 0 | A2L244C44 | 0 | B9L316C3 | 0 | | |
| 351 | 306 | RC PORTION | 0 | A2L244C44 | 0 | B9L316C7 | 0 | | |
| 352 | 306 | BC PORTION | 0 | A2L244C44 | 0 | B9L516C3 | 0 | | |
| 353 | 308 | RT PORTION | 2 | A2L246C44 | 0 | B9L317C3 | 0 | | |
| 354 | 308 | RC PORTION | 2 | A2L246C44 | 0 | B9L317C7 | 0 | | |
| 355 | 308 | BC PORTION | 2 | A2L246C44 | 0 | B9L517C3 | 0 | | |
| 356 | 320 | OE DAM BILLED-RT-(CR) | 0 | A2L258C44 | 0 | B9L326C3 | 0 | | |
| 357 | 320 | OE DAM BILLED-RC-(CR) | 0 | A2L258C44 | 0 | B9L326C7 | 0 | | |
| 358 | 320 | OE DAM BILLED-BC-(CR) | 0 | A2L258C44 | 0 | B9L526C3 | 0 | | |
| 359 | 309 | RT PORTION | 2 | A2L247C44 | 0 | B9L318C3 | 0 | | |
| 360 | 309 | RC PORTION | 2 | A2L247C44 | 0 | B9L318C7 | 0 | | |
| 361 | 309 | BC PORTION | 2 | A2L247C44 | 0 | B9L518C3 | 0 | | |
| 362 | 310 | RT PORTION | 2 | A2L248C44 | 0 | B9L319C3 | 0 | | |
| 363 | 310 | RC PORTION | 2 | A2L248C44 | 0 | B9L319C7 | 0 | | |
| 364 | 310 | BC PORTION | 2 | A2L248C44 | 0 | B9L519C3 | 0 | | |
| 365 | 313 | RT PORTION | 2 | A2L251C44 | 0 | B9L320C3 | 0 | | |
| 366 | 313 | RC PORTION | 2 | A2L251C44 | 0 | B9L320C7 | 0 | | |
| 367 | 313 | BC PORTION | 2 | A2L251C44 | 0 | B9L520C3 | 0 | | |
| 368 | 314 | RT PORTION-(CR) | 2 | A2L252C44 | 0 | B9L321C3 | 0 | | |
| 369 | 314 | RC PORTION-(CR) | 2 | A2L252C44 | 0 | B9L321C7 | 0 | | |
| 370 | 314 | BC PORTION-(CR) | 2 | A2L252C44 | 0 | B9L521C3 | 0 | | |
| 371 | 318 | RT PORTION | 2 | A2L256C44 | 0 | B9L322C3 | 0 | | |
| 372 | 318 | RC PORTION | 2 | A2L256C44 | 0 | B9L322C7 | 0 | | |
| 373 | 318 | BC PORTION | 2 | A2L256C44 | 0 | B9L522C3 | 0 | | |
| 374 | 319 | RT PORTION-(CR) | 2 | A2L257C44 | 0 | B9L323C3 | 0 | | |
| 375 | 319 | RC PORTION-(CR) | 2 | A2L257C44 | 0 | B9L323C7 | 0 | | |
| 376 | 319 | BC PORTION-(CR) | 2 | A2L257C44 | 0 | B9L523C3 | 0 | | |
| 377 | 321 | RT PORTION | 2 | A2L259C44 | 0 | B9L324C3 | 0 | | |
| 378 | 321 | RC PORTION | 2 | A2L259C44 | 0 | B9L324C7 | 0 | | |
| 379 | 321 | BC PORTION | 2 | A2L259C44 | 0 | B9L524C3 | 0 | | |
| 380 | 322 | OTHER RT | 0 | A2L260C44 | 0 | B9L325C3 | 0 | | |
| 381 | 322 | OTHER RC | 0 | A2L260C44 | 0 | B9L325C7 | 0 | | |
| 382 | 322 | OTHER BC | 0 | A2L260C44 | 0 | B9L525C3 | 0 | | |
| 383 | | TOTAL OPERATING EXPENSES: (SUM L301-325) +(SUM L329-331)+(SUM L335 -355)+(SUM L359-367)+(SUM L371-373)+(SUM L377-382) -((SUM L326-328)+(SUM L332-334)+(SUM L356-358)+(SUM L368-370)+(SUM L374-376)) | XX | XX | 0 | XX | 0 | | |

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 | | SOURCE | RTCU DAYS CASES_OF C6 1: A1L906C1 2: A1L907C2 3: A1L908C3 4: A1L909C4 5: A1L910C5 | | UNIT COST C5/C7 |
|------|--------|-------------------------|--|---|----------|---|----------|-----------------------|
| | | | VARIABILITY PERCENTAGE | IF C2=BLANK THEN C3*C4 ELSE C2*C4 | | ANNUALI- ZATION PERIOD | | |
| | | | (4) | (5) | | (6) | (7) | (8) |
| 301 | 809026 | REFRIG TRAILER REPAIR | 1 | 0 | A3L327C1 | 3 | 63.10534 | 0 |
| 302 | 809028 | REFRIG CONTAINER REPAIR | 1 | 0 | A3L329C1 | 3 | 63.10534 | 0 |
| 303 | 809030 | BOGIES REPAIR-RTCU | 1 | 0 | A3L331C1 | 3 | 63.10534 | 0 |
| 304 | 809031 | CHASIS REPAIR-RTCU | 1 | 0 | A3L332C1 | 3 | 63.10534 | 0 |
| 305 | 002 | RT PORTION | .45544 | 0 | A2L102C1 | 5 | 61.75469 | 0 |
| 306 | 002 | RC PORTION | .45544 | 0 | A2L102C1 | 5 | 61.75469 | 0 |
| 307 | 002 | BC PORTION | .45544 | 0 | A2L102C1 | 5 | 61.75469 | 0 |
| 308 | 005 | RT PORTION | .45544 | 0 | A2L105C1 | 5 | 61.75469 | 0 |
| 309 | 005 | RC PORTION | .45544 | 0 | A2L105C1 | 5 | 61.75469 | 0 |
| 310 | 005 | BC PORTION | .45544 | 0 | A2L105C1 | 5 | 61.75469 | 0 |
| 311 | 024 | RT PORTION | .40442 | 0 | A2L120C1 | 1 | 67.56109 | 0 |
| 312 | 024 | RC PORTION | .40442 | 0 | A2L120C1 | 1 | 67.56109 | 0 |
| 313 | 024 | BC PORTION | .40442 | 0 | A2L120C1 | 1 | 67.56109 | 0 |
| 314 | 034 | RT PORTION | .45544 | 0 | A2L130C1 | 5 | 61.75469 | 0 |
| 315 | 034 | RC PORTION | .45544 | 0 | A2L130C1 | 5 | 61.75469 | 0 |
| 316 | 034 | BC PORTION | .45544 | 0 | A2L130C1 | 5 | 61.75469 | 0 |
| 317 | 114 | RT PORTION | .45544 | 0 | A2L144C1 | 5 | 61.75469 | 0 |
| 318 | 114 | RC PORTION | .45544 | 0 | A2L144C1 | 5 | 61.75469 | 0 |
| 319 | 114 | BC PORTION | .45544 | 0 | A2L144C1 | 5 | 61.75469 | 0 |
| 320 | 117 | RT PORTION | .40442 | 0 | A2L147C1 | 1 | 67.56109 | 0 |
| 321 | 117 | RC PORTION | .40442 | 0 | A2L147C1 | 1 | 67.56109 | 0 |
| 322 | 117 | BC PORTION | .40442 | 0 | A2L147C1 | 1 | 67.56109 | 0 |
| 323 | 126 | RT PORTION | .40442 | 0 | A2L156C1 | 1 | 67.56109 | 0 |
| 324 | 126 | RC PORTION | .40442 | 0 | A2L156C1 | 1 | 67.56109 | 0 |
| 325 | 126 | BC PORTION | .40442 | 0 | A2L156C1 | 1 | 67.56109 | 0 |
| 326 | 129 | RT PORTION-(CR) | .40442 | 0 | A2L159C1 | 1 | 67.56109 | 0 |
| 327 | 129 | RC PORTION-(CR) | .40442 | 0 | A2L159C1 | 1 | 67.56109 | 0 |
| 328 | 129 | BC PORTION-(CR) | .40442 | 0 | A2L159C1 | 1 | 67.56109 | 0 |
| 329 | 141 | RT PORTION | .40442 | 0 | A2L171C1 | 1 | 67.56109 | 0 |
| 330 | 141 | RC PORTION | .40442 | 0 | A2L171C1 | 1 | 67.56109 | 0 |
| 331 | 141 | BC PORTION | .40442 | 0 | A2L171C1 | 1 | 67.56109 | 0 |
| 332 | 144 | RT PORTION-(CR) | .40442 | 0 | A2L174C1 | 1 | 67.56109 | 0 |
| 333 | 144 | RC PORTION-(CR) | .40442 | 0 | A2L174C1 | 1 | 67.56109 | 0 |
| 334 | 144 | BC PORTION-(CR) | .40442 | 0 | A2L174C1 | 1 | 67.56109 | 0 |
| 335 | 147 | RT PORTION | .40442 | 0 | A2L177C1 | 1 | 67.56109 | 0 |
| 336 | 147 | RC PORTION | .40442 | 0 | A2L177C1 | 1 | 67.56109 | 0 |
| 337 | 147 | BC PORTION | .40442 | 0 | A2L177C1 | 1 | 67.56109 | 0 |
| 338 | 150 | OTHER RT | 1 | 0 | A2L180C1 | 1 | 67.56109 | 0 |
| 339 | 150 | OTHER RC | 1 | 0 | A2L180C1 | 1 | 67.56109 | 0 |
| 340 | 150 | OTHER BC | 1 | 0 | A2L180C1 | 1 | 67.56109 | 0 |
| 341 | 110 | SMALL TOOLS RT | .45544 | 0 | A2L140C1 | 5 | 61.75469 | 0 |
| 342 | 110 | SMALL TOOLS RC | .45544 | 0 | A2L140C1 | 5 | 61.75469 | 0 |

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 | SOURCE | ANNUALI- ZATION PERIOD | RTCU DAYS CASES_OF C6 1: A1L906C1 2: A1L907C2 3: A1L908C3 4: A1L909C4 5: A1L910C5 | UNIT COST C5/C7 |
|------|------|---|--|------------|------------------------------|---|-----------------------|
| | | | VARIABILITY PERCENTAGE (4) | | | | |
| | | | IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | | | | |
| 343 | 110 | SMALL TOOLS B/C | .45544 | 0 A2L140C1 | 5 | 61.75469 | 0 |
| 344 | 307 | WORK & NR RT | .44654 | 0 A2L245C1 | 3 | 63.10534 | 0 |
| 345 | 307 | WORK & NR RC | .44654 | 0 A2L245C1 | 3 | 63.10534 | 0 |
| 346 | 307 | WORK & NR BC | .44654 | 0 A2L245C1 | 3 | 63.10534 | 0 |
| 347 | 301 | RT PORTION | .44654 | 0 A2L239C1 | 3 | 63.10534 | 0 |
| 348 | 301 | RC PORTION | .44654 | 0 A2L239C1 | 3 | 63.10534 | 0 |
| 349 | 301 | BC PORTION | .44654 | 0 A2L239C1 | 3 | 63.10534 | 0 |
| 350 | 306 | RT PORTION | 1 | 0 A2L244C1 | 3 | 63.10534 | 0 |
| 351 | 306 | RC PORTION | 1 | 0 A2L244C1 | 3 | 63.10534 | 0 |
| 352 | 306 | BC PORTION | 1 | 0 A2L244C1 | 3 | 63.10534 | 0 |
| 353 | 308 | RT PORTION | .40442 | 0 A2L246C1 | 1 | 67.56109 | 0 |
| 354 | 308 | RC PORTION | .40442 | 0 A2L246C1 | 1 | 67.56109 | 0 |
| 355 | 308 | BC PORTION | .40442 | 0 A2L246C1 | 1 | 67.56109 | 0 |
| 356 | 320 | OE DAM. BILLED-RT-(CR) | 1 | 0 A2L258C1 | 3 | 63.10534 | 0 |
| 357 | 320 | OE DAM. BILLED-RC-(CR) | 1 | 0 A2L258C1 | 3 | 63.10534 | 0 |
| 358 | 320 | OE DAM. BILLED-BC-(CR) | 1 | 0 A2L258C1 | 3 | 63.10534 | 0 |
| 359 | 309 | RT PORTION | .44654 | 0 A2L247C1 | 3 | 63.10534 | 0 |
| 360 | 309 | RC PORTION | .44654 | 0 A2L247C1 | 3 | 63.10534 | 0 |
| 361 | 309 | BC PORTION | .44654 | 0 A2L247C1 | 3 | 63.10534 | 0 |
| 362 | 310 | RT PORTION | .40442 | 0 A2L248C1 | 1 | 67.56109 | 0 |
| 363 | 310 | RC PORTION | .40442 | 0 A2L248C1 | 1 | 67.56109 | 0 |
| 364 | 310 | BC PORTION | .40442 | 0 A2L248C1 | 1 | 67.56109 | 0 |
| 365 | 313 | RT PORTION | .40442 | 0 A2L251C1 | 1 | 67.56109 | 0 |
| 366 | 313 | RC PORTION | .40442 | 0 A2L251C1 | 1 | 67.56109 | 0 |
| 367 | 313 | BC PORTION | .40442 | 0 A2L251C1 | 1 | 67.56109 | 0 |
| 368 | 314 | RT PORTION-(CR) | .40442 | 0 A2L252C1 | 1 | 67.56109 | 0 |
| 369 | 314 | RC PORTION-(CR) | .40442 | 0 A2L252C1 | 1 | 67.56109 | 0 |
| 370 | 314 | BC PORTION-(CR) | .40442 | 0 A2L252C1 | 1 | 67.56109 | 0 |
| 371 | 318 | RT PORTION | .40442 | 0 A2L256C1 | 1 | 67.56109 | 0 |
| 372 | 318 | RC PORTION | .40442 | 0 A2L256C1 | 1 | 67.56109 | 0 |
| 373 | 318 | BC PORTION | .40442 | 0 A2L256C1 | 1 | 67.56109 | 0 |
| 374 | 319 | RT PORTION-(CR) | .40442 | 0 A2L257C1 | 1 | 67.56109 | 0 |
| 375 | 319 | RC PORTION-(CR) | .40442 | 0 A2L257C1 | 1 | 67.56109 | 0 |
| 376 | 319 | BC PORTION-(CR) | .40442 | 0 A2L257C1 | 1 | 67.56109 | 0 |
| 377 | 321 | RT PORTION | .40442 | 0 A2L259C1 | 1 | 67.56109 | 0 |
| 378 | 321 | RC PORTION | .40442 | 0 A2L259C1 | 1 | 67.56109 | 0 |
| 379 | 321 | BC PORTION | .40442 | 0 A2L259C1 | 1 | 67.56109 | 0 |
| 380 | 322 | OTHER RT | 1 | 0 A2L260C1 | 1 | 67.56109 | 0 |
| 381 | 322 | OTHER RC | 1 | 0 A2L260C1 | 1 | 67.56109 | 0 |
| 382 | 322 | OTHER BC | 1 | 0 A2L260C1 | 1 | 67.56109 | 0 |
| 383 | | TOTAL OPERATING EXPENSES: (SUM L301-326) +(SUM L330-332)+(SUM L335A-347)+(SUM L351-359)+(SUM L363-365)+(SUM L369-374) -((SUM L327-329)+(SUM L333-335)+(SUM L348-350)+(SUM L360-362)+(SUM L366-368)) | XX | 0 | XX | XX | 0 |

SPECIALIZED SERVICES

REFRIGERATED TRAILERS AND CONTAINERS OWNERSHIP AND MAINTENANCE - DL AND ROI EXPENSE

| | | | WT-CO REGRES- SION | | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK | | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK | |
|------|---------|--------------------------------------|--------------------------|----------|---|-----------|--|--|
| LINE | CODE | IDENTIFICATION | (1) | SOURCE | (2) | SOURCE | (3) | |
| 401 | 909120 | S&E DEPR - REFR TR | 0 | B2L920C2 | 0 | B5L431C3 | 0 | |
| 402 | 909120 | S&E DEPR - REFR CON | 0 | B2L920C2 | 0 | B5L433C3 | 0 | |
| 403 | 909120 | S&E DEPR - B/C | 0 | B2L920C2 | 0 | B5L566C3 | 0 | |
| 404 | 909320 | S&E LR - REFR TR | 0 | B2L830C2 | 0 | B5L431C4 | 0 | |
| 405 | 909320 | S&E LR - REFR CON | 0 | B2L830C2 | 0 | B5L433C4 | 0 | |
| 406 | 909320 | S&E LR - B/C | 0 | B2L830C2 | 0 | B5L567C3 | 0 | |
| 407 | 809126 | REFR TRAILERS - DEPR | 0 | B2L240C2 | 0 | B2L240C2 | 0 | |
| 408 | 809326 | REFR TRAILERS - LR | 0 | B2L549C2 | 0 | B2L549C2 | 0 | |
| 409 | 809128 | REFR CONTAINERS - DEPR | 0 | B2L242C2 | 0 | B2L242C2 | 0 | |
| 410 | 809328 | REFR CONTAINERS - LR | 0 | B2L551C2 | 0 | B2L551C2 | 0 | |
| 411 | 8091402 | B/C - DEPR | 0 | B2L255C2 | 0 | B5L568C3 | 0 | |
| 412 | 8093311 | B/C - LR | 0 | B2L565C2 | 0 | B5L569C3 | 0 | |
| 413 | 809139 | OE MACH - RT - DEPR | 0 | B2L252C2 | 0 | B5L431C10 | 0 | |
| 414 | 809339 | OE MACH - RT - LR | 0 | B2L560C2 | 0 | B5L431C11 | 0 | |
| 415 | 809139 | OE MACH - RC - DEPR | 0 | B2L252C2 | 0 | B5L433C10 | 0 | |
| 416 | 809339 | OE MACH - RC - LR | 0 | B2L560C2 | 0 | B5L433C11 | 0 | |
| 417 | 809139 | OE MACH - BC - DEPR | 0 | B2L252C2 | 0 | B5L570C3 | 0 | |
| 418 | 809339 | OE MACH - BC - LR | 0 | B2L560C2 | 0 | B5L571C3 | 0 | |
| 419 | | REFR TR - NET PD MILEAGE | 0 | B2L587C2 | 0 | B2L587C2 | 0 | |
| 420 | | REFR TR - NET PD BASIC | 0 | B2L588C2 | 0 | B2L588C2 | 0 | |
| 421 | | REFR CON - NET PD MILEAGE | 0 | B2L591C2 | 0 | B2L591C2 | 0 | |
| 422 | | REFR CON - NET PD BASIC | 0 | B2L592C2 | 0 | B2L592C2 | 0 | |
| 423 | | REFR TRAILERS CONT. NET PRIVATE LINE | 0 | B2L595C2 | 0 | B2L595C2 | 0 | |
| 424 | | SUBTOTAL DL EXPENSE: SUM L401-423 | XX | XX | 0 | XX | 0 | |
| 425 | 809820 | S&E/SM - RT PORTION - ROI | 0 | B5L646C4 | 0 | B5L646C4 | 0 | |
| 426 | 809820 | S&E/SM - RC PORTION - ROI | 0 | B5L648C4 | 0 | B5L648C4 | 0 | |
| 427 | 809820 | S&E/SM - BC / RTCU PORTION ROI | 0 | B5L650C4 | 0 | B5L650C4 | 0 | |
| 428 | 809826 | REFR TRAILERS - ROI | 0 | B5L721C4 | 0 | B5L721C4 | 0 | |
| 429 | 809828 | REFR CONTAINERS - ROI | 0 | B5L723C4 | 0 | B5L723C4 | 0 | |
| 430 | 809830 | B/C - ROI | 0 | B5L725C4 | 0 | B5L725C4 | 0 | |
| 431 | | SUBTOTAL ROI EXPENSE: SUM L425-430 | XX | XX | 0 | XX | 0 | |

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 | | SOURCE | RTCU DAYS CASES_OF C6 1: A1L906C1 2: A1L907C2 3: A1L908C3 4: A1L909C4 5: A1L910C5 | | UNIT COST C5/C7 |
|------|---------|--------------------------------|--|---|----------|---|----------|-----------------------|
| | | | VARIABILITY PERCENTAGE | IF C2=BLANK THEN C3*C4 ELSE C2*C4 | | ANNUALI- ZATION PERIOD | | |
| | | | (4) | (5) | | (6) | (7) | (8) |
| 401 | 909120 | S&E DEPR-REFR TR | .5 | 0 | A3L714C1 | 1 | 67.56109 | 0 |
| 402 | 909120 | S&E DEPR-REFR CON | .5 | 0 | A3L714C1 | 1 | 67.56109 | 0 |
| 403 | 909120 | S&E DEPR-B/C | .5 | 0 | A3L714C1 | 1 | 67.56109 | 0 |
| 404 | 909320 | S&E LR-REFR TR | 1 | 0 | A3L815C1 | 1 | 67.56109 | 0 |
| 405 | 909320 | S&E LR-REFR CON | 1 | 0 | A3L815C1 | 1 | 67.56109 | 0 |
| 406 | 909320 | S&E LR-B/C | 1 | 0 | A3L815C1 | 1 | 67.56109 | 0 |
| 407 | 809126 | REFR TRAILERS-DEPR | 1 | 0 | A3L427C1 | 1 | 67.56109 | 0 |
| 408 | 809326 | REFR TRAILERS-LR | 1 | 0 | A3L627C1 | 1 | 67.56109 | 0 |
| 409 | 809128 | REFR CONTAINERS-DEPR | 1 | 0 | A3L429C1 | 1 | 67.56109 | 0 |
| 410 | 809328 | REFR CONTAINERS-LR | 1 | 0 | A3L629C1 | 1 | 67.56109 | 0 |
| 411 | 8091402 | B/C-DEPR | 1 | 0 | A3L432C1 | 1 | 67.56109 | 0 |
| 412 | 8093311 | B/C-LR | 1 | 0 | A3L632C1 | 1 | 67.56109 | 0 |
| 413 | 809139 | OE MACH-RT-DEPR | .5 | 0 | A3L440C1 | 1 | 67.56109 | 0 |
| 414 | 809339 | OE MACH-RT-LR | 1 | 0 | A3L640C1 | 1 | 67.56109 | 0 |
| 415 | 809139 | OE MACH-RC-DEPR | .5 | 0 | A3L440C1 | 1 | 67.56109 | 0 |
| 416 | 809339 | OE MACH-RC-LR | 1 | 0 | A3L640C1 | 1 | 67.56109 | 0 |
| 417 | 809139 | OE MACH-BC-DEPR | .5 | 0 | A3L440C1 | 1 | 67.56109 | 0 |
| 418 | 809339 | OE MACH-BC-LR | 1 | 0 | A3L640C1 | 1 | 67.56109 | 0 |
| 419 | | REFR TR-NET PD MILEAGE | 1 | 0 | A3L220C1 | 1 | 67.56109 | 0 |
| 420 | | REFR TR-NET PD BASIC | 1 | 0 | A3L220C1 | 1 | 67.56109 | 0 |
| 421 | | REFR CON-NET PD MILEAGE | 1 | 0 | A3L222C1 | 1 | 67.56109 | 0 |
| 422 | | REFR CON-NET PD BASIC | 1 | 0 | A3L222C1 | 1 | 67.56109 | 0 |
| 423 | | REFR TRAILERS CONT-NET PR LINE | 1 | 0 | A3L222C1 | 1 | 67.56109 | 0 |
| 424 | | SUBTOTAL DL EXPENSE | XX | 0 | XX | XX | XX | 0 |
| 425 | 809820 | S&E/SM-RT PORTION-ROI | .5 | 0 | 1.0 | 1 | 67.56109 | 0 |
| 426 | 809820 | S&E/SM-RC PORTION-ROI | .5 | 0 | 1.0 | 1 | 67.56109 | 0 |
| 427 | 809820 | S&E/SM-BC/RTCU PORTION-ROI | .5 | 0 | 1.0 | 1 | 67.56109 | 0 |
| 428 | 809826 | REFR TRAILERS-ROI | 1 | 0 | 1.0 | 1 | 67.56109 | 0 |
| 429 | 809828 | REFR CONTAINERS-ROI | 1 | 0 | 1.0 | 1 | 67.56109 | 0 |
| 430 | 809830 | B/C/-ROI | 1 | 0 | 1.0 | 1 | 67.56109 | 0 |
| 431 | | SUBTOTAL ROI EXPENSE | XX | 0 | XX | XX | XX | 0 |

SPECIALIZED SERVICES

OTHER (NON REFRIGERATED) TRAILER AND CONTAINER OWNERSHIP AND MAINTENANCE - OPERATING EXPENSES

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|-------------------------|---------------------------------|-----------|--|---|-----------|---|
| | | | | | | | | |
| 501 | 809027 | OTHER TRAILER REPAIR | 0 | A3L328C12 | | 0 | A3L328C12 | 902.0375 |
| 502 | 809029 | OTHER CONTAINER REPAIR | 0 | A3L330C12 | | 0 | A3L330C12 | 191.7206 |
| 503 | 809030 | BOGIES REPAIR - OTCU | 0 | A3L331C12 | | 0 | B9L466C4 | 0 |
| 504 | 809031 | CHASIS REPAIR - OTCU | 0 | A3L332C12 | | 0 | B9L467C4 | 605.11 |
| 505 | 002 | OT PORTION | 2 | A2L102C44 | | 0 | B9L301C5 | 18.42888 |
| 506 | 002 | OC PORTION | 2 | A2L102C44 | | 0 | B9L301C9 | 3.91691 |
| 507 | 002 | BC PORTION | 2 | A2L102C44 | | 0 | B9L501C4 | 12.36256 |
| 508 | 005 | OT PORTION | 2 | A2L105C44 | | 0 | B9L302C5 | 4.18424 |
| 509 | 005 | OC PORTION | 2 | A2L105C44 | | 0 | B9L302C9 | .88933 |
| 510 | 005 | BC PORTION | 2 | A2L105C44 | | 0 | B9L502C4 | 2.80689 |
| 511 | 024 | OT PORTION | 2 | A2L120C44 | | 0 | B9L303C5 | 0 |
| 512 | 024 | OC PORTION | 2 | A2L120C44 | | 0 | B9L303C9 | 0 |
| 513 | 024 | BC PORTION | 2 | A2L120C44 | | 0 | B9L503C4 | 0 |
| 514 | 034 | OT PORTION | 2 | A2L130C44 | | 0 | B9L304C5 | 52.09839 |
| 515 | 034 | OC PORTION | 2 | A2L130C44 | | 0 | B9L304C9 | 11.07309 |
| 516 | 034 | BC PORTION | 2 | A2L130C44 | | 0 | B9L504C4 | 34.94895 |
| 517 | 114 | OT PORTION | 2 | A2L144C44 | | 0 | B9L305C5 | 30.09616 |
| 518 | 114 | OC PORTION | 2 | A2L144C44 | | 0 | B9L305C9 | 6.39669 |
| 519 | 114 | BC PORTION | 2 | A2L144C44 | | 0 | B9L505C4 | 20.18928 |
| 520 | 117 | OT PORTION | 2 | A2L147C44 | | 0 | B9L306C5 | 0 |
| 521 | 117 | OC PORTION | 2 | A2L147C44 | | 0 | B9L306C9 | 0 |
| 522 | 117 | BC PORTION | 2 | A2L147C44 | | 0 | B9L506C4 | 0 |
| 523 | 126 | OT PORTION | 2 | A2L156C44 | | 0 | B9L307C5 | 0 |
| 524 | 126 | OC PORTION | 2 | A2L156C44 | | 0 | B9L307C9 | 0 |
| 525 | 126 | BC PORTION | 2 | A2L156C44 | | 0 | B9L507C4 | 0 |
| 526 | 129 | OT PORTION-(CR) | 2 | A2L159C44 | | 0 | B9L308C5 | 0 |
| 527 | 129 | OC PORTION-(CR) | 2 | A2L159C44 | | 0 | B9L308C9 | 0 |
| 528 | 129 | BC PORTION-(CR) | 2 | A2L159C44 | | 0 | B9L508C4 | 0 |
| 529 | 141 | OT PORTION | 2 | A2L171C44 | | 0 | B9L309C5 | 0 |
| 530 | 141 | OC PORTION | 2 | A2L171C44 | | 0 | B9L309C9 | 0 |
| 531 | 141 | BC PORTION | 2 | A2L171C44 | | 0 | B9L509C4 | 0 |
| 532 | 144 | OT PORTION-(CR) | 2 | A2L174C44 | | 0 | B9L310C5 | 0 |
| 533 | 144 | OC PORTION-(CR) | 2 | A2L174C44 | | 0 | B9L310C9 | 0 |
| 534 | 144 | BC PORTION-(CR) | 2 | A2L174C44 | | 0 | B9L510C4 | 0 |
| 535 | 147 | OT PORTION | 2 | A2L177C44 | | 0 | B9L311C5 | 0 |
| 536 | 147 | OC PORTION | 2 | A2L177C44 | | 0 | B9L311C9 | 0 |
| 537 | 147 | BC PORTION | 2 | A2L177C44 | | 0 | B9L511C4 | 0 |
| 538 | 150 | OTHER OT | 0 | A2L180C44 | | 0 | B9L312C5 | 5.11039 |
| 539 | 150 | OTHER OC | 0 | A2L180C44 | | 0 | B9L312C9 | 1.08617 |
| 540 | 150 | OTHER BC | 0 | A2L180C44 | | 0 | B9L512C4 | 3.42818 |
| 541 | 110 | SMALL TOOLS OT PORTION | 2 | A2L140C44 | | 0 | B9L313C5 | 8.403 |
| 542 | 110 | SMALL TOOLS OC PORTION | 2 | A2L140C44 | | 0 | B9L313C9 | 1.78599 |
| 543 | 110 | SMALL TOOLS B/C PORTION | 2 | A2L140C44 | | 0 | B9L513C4 | 5.63695 |

| | | | WT-C0 REGRES- SION | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK | | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK |
|------|------|--|--------------------------|---|------------|--|
| LINE | CODE | IDENTIFICATION | (1) | SOURCE | (2) | (3) |
| 544 | 307 | WORK & NR OT PORTION | 2 | A2L245C44 | 0 B9L314C5 | 4.183 |
| 545 | 307 | WORK & NR OC PORTION | 2 | A2L245C44 | 0 B9L314C9 | .88908 |
| 546 | 307 | WORK & NR B/C PORTION | 2 | A2L245C44 | 0 B9L514C4 | 2.80613 |
| 547 | 301 | OT PORTION | 2 | A2L239C44 | 0 B9L315C5 | 225.6466 |
| 548 | 301 | OC PORTION | 2 | A2L239C44 | 0 B9L315C9 | 47.95934 |
| 549 | 301 | BC PORTION | 2 | A2L239C44 | 0 B9L515C4 | 151.3696 |
| 550 | 306 | OT PORTION | 0 | A2L244C44 | 0 B9L316C5 | 3.93255 |
| 551 | 306 | OC PORTION | 0 | A2L244C44 | 0 B9L316C9 | .83583 |
| 552 | 306 | BC PORTION | 0 | A2L244C44 | 0 B9L516C4 | 2.63806 |
| 553 | 308 | OT PORTION | 2 | A2L246C44 | 0 B9L317C5 | 0 |
| 554 | 308 | OC PORTION | 2 | A2L246C44 | 0 B9L317C9 | 0 |
| 555 | 308 | BC PORTION | 2 | A2L246C44 | 0 B9L517C4 | 0 |
| 556 | 320 | OE DAMAGES BILLED - OT-(CR) | 0 | A2L258C44 | 0 B9L326C5 | -59.62324 |
| 557 | 320 | OE DAMAGES BILLED - OC-(CR) | 0 | A2L258C44 | 0 B9L326C9 | -12.67243 |
| 558 | 320 | OE DAMAGES BILLED - BC-(CR) | 0 | A2L258C44 | 0 B9L526C4 | 0 |
| 559 | 309 | OT PORTION | 2 | A2L247C44 | 0 B9L318C5 | 321.6537 |
| 560 | 309 | OC PORTION | 2 | A2L247C44 | 0 B9L318C9 | 68.36486 |
| 561 | 309 | BC PORTION | 2 | A2L247C44 | 0 B9L518C4 | 215.7736 |
| 562 | 310 | OT PORTION | 2 | A2L248C44 | 0 B9L319C5 | 0 |
| 563 | 310 | OC PORTION | 2 | A2L248C44 | 0 B9L319C9 | 0 |
| 564 | 310 | BC PORTION | 2 | A2L248C44 | 0 B9L519C4 | 0 |
| 565 | 313 | OT PORTION | 2 | A2L251C44 | 0 B9L320C5 | 0 |
| 566 | 313 | OC PORTION | 2 | A2L251C44 | 0 B9L320C9 | 0 |
| 567 | 313 | BC PORTION | 2 | A2L251C44 | 0 B9L520C4 | 0 |
| 568 | 314 | OT PORTION-(CR) | 2 | A2L252C44 | 0 B9L321C5 | 0 |
| 569 | 314 | OC PORTION-(CR) | 2 | A2L252C44 | 0 B9L321C9 | 0 |
| 570 | 314 | BC PORTION-(CR) | 2 | A2L252C44 | 0 B9L521C4 | 0 |
| 571 | 318 | OT PORTION | 2 | A2L256C44 | 0 B9L322C5 | 1.05788 |
| 572 | 318 | OC PORTION | 2 | A2L256C44 | 0 B9L322C9 | .22484 |
| 573 | 318 | BC PORTION | 2 | A2L256C44 | 0 B9L522C4 | .70965 |
| 574 | 319 | OT PORTION-(CR) | 2 | A2L257C44 | 0 B9L323C5 | 0 |
| 575 | 319 | OC PORTION-(CR) | 2 | A2L257C44 | 0 B9L323C9 | 0 |
| 576 | 319 | BC PORTION-(CR) | 2 | A2L257C44 | 0 B9L523C4 | 0 |
| 577 | 321 | OT PORTION | 2 | A2L259C44 | 0 B9L324C5 | 0 |
| 578 | 321 | OC PORTION | 2 | A2L259C44 | 0 B9L324C9 | 0 |
| 579 | 321 | BC PORTION | 2 | A2L259C44 | 0 B9L524C4 | 0 |
| 580 | 322 | OTHER OT | 0 | A2L260C44 | 0 B9L325C5 | 0 |
| 581 | 322 | OTHER OC | 0 | A2L260C44 | 0 B9L325C9 | 0 |
| 582 | 322 | OTHER BC | 0 | A2L260C44 | 0 B9L525C4 | -39.9968 |
| 583 | | SUBTOTAL OPR EXPENSES: (SUM L501-525) +(SUM L529-531)+(SUM L535-555)+(SUM L559-567)+(SUM L571-573)+(SUM L577-582) -((SUM L526-528)+(SUM L532-534) +(SUM L556-558)+(SUM L568-570)+(SUM L574 -576)) | XX | XX | 0 | 3002 |

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 | SOURCE | ANNUALI- ZATION PERIOD | OTCU DAYS CASES_OF C6 1: A1L912C1 2: A1L913C2 3: A1L914C3 4: A1L915C4 5: A1L916C5 | UNIT COST C5/C7 |
|------|--------|-------------------------|---|-------------------|------------------------------|---|-----------------------|
| | | | | | | | |
| | | | (4) | (5) | (6) | (7) | (8) |
| 501 | 809027 | OTHER TRAILER REPAIR | 1 | 902.0375 A3L328C1 | 3 | 463.3439 | 1.9468 |
| 502 | 809029 | OTHER CONTAINER REPAIR | 1 | 191.7206 A3L330C1 | 3 | 463.3439 | .41378 |
| 503 | 809030 | BOGIES REPAIR-OTCU | 1 | 0 A3L331C1 | 3 | 463.3439 | 0 |
| 504 | 809031 | CHASIS REPAIR-OTCU | 1 | 605.11 A3L332C1 | 3 | 463.3439 | 1.30596 |
| 505 | 002 | OT PORTION | .45544 | 8.39325 A2L102C1 | 5 | 453.4269 | .01851 |
| 506 | 002 | OC PORTION | .45544 | 1.78392 A2L102C1 | 5 | 453.4269 | .0039343 |
| 507 | 002 | BC PORTION | .45544 | 5.63041 A2L102C1 | 5 | 453.4269 | .01242 |
| 508 | 005 | OT PORTION | .45544 | 1.90567 A2L105C1 | 5 | 453.4269 | .00420282 |
| 509 | 005 | OC PORTION | .45544 | .40503 A2L105C1 | 5 | 453.4269 | .00089327 |
| 510 | 005 | BC PORTION | .45544 | 1.27837 A2L105C1 | 5 | 453.4269 | .00281936 |
| 511 | 024 | OT PORTION | .40442 | 0 A2L120C1 | 1 | 496.0598 | 0 |
| 512 | 024 | OC PORTION | .40442 | 0 A2L120C1 | 1 | 496.0598 | 0 |
| 513 | 024 | BC PORTION | .40442 | 0 A2L120C1 | 1 | 496.0598 | 0 |
| 514 | 034 | OT PORTION | .45544 | 23.7277 A2L130C1 | 5 | 453.4269 | .05233 |
| 515 | 034 | OC PORTION | .45544 | 5.04313 A2L130C1 | 5 | 453.4269 | .01112 |
| 516 | 034 | BC PORTION | .45544 | 15.91715 A2L130C1 | 5 | 453.4269 | .0351 |
| 517 | 114 | OT PORTION | .45544 | 13.707 A2L144C1 | 5 | 453.4269 | .03023 |
| 518 | 114 | OC PORTION | .45544 | 2.91331 A2L144C1 | 5 | 453.4269 | .00642509 |
| 519 | 114 | BC PORTION | .45544 | 9.19501 A2L144C1 | 5 | 453.4269 | .02028 |
| 520 | 117 | OT PORTION | .40442 | 0 A2L147C1 | 1 | 496.0598 | 0 |
| 521 | 117 | OC PORTION | .40442 | 0 A2L147C1 | 1 | 496.0598 | 0 |
| 522 | 117 | BC PORTION | .40442 | 0 A2L147C1 | 1 | 496.0598 | 0 |
| 523 | 126 | OT PORTION | .40442 | 0 A2L156C1 | 1 | 496.0598 | 0 |
| 524 | 126 | OC PORTION | .40442 | 0 A2L156C1 | 1 | 496.0598 | 0 |
| 525 | 126 | BC PORTION | .40442 | 0 A2L156C1 | 1 | 496.0598 | 0 |
| 526 | 129 | OT PORTION-(CR) | .40442 | 0 A2L159C1 | 1 | 496.0598 | 0 |
| 527 | 129 | OC PORTION-(CR) | .40442 | 0 A2L159C1 | 1 | 496.0598 | 0 |
| 528 | 129 | BC PORTION-(CR) | .40442 | 0 A2L159C1 | 1 | 496.0598 | 0 |
| 529 | 141 | OT PORTION | .40442 | 0 A2L171C1 | 1 | 496.0598 | 0 |
| 530 | 141 | OC PORTION | .40442 | 0 A2L171C1 | 1 | 496.0598 | 0 |
| 531 | 141 | BC PORTION | .40442 | 0 A2L171C1 | 1 | 496.0598 | 0 |
| 532 | 144 | OT PORTION-(CR) | .40442 | 0 A2L174C1 | 1 | 496.0598 | 0 |
| 533 | 144 | OC PORTION-(CR) | .40442 | 0 A2L174C1 | 1 | 496.0598 | 0 |
| 534 | 144 | BC PORTION-(CR) | .40442 | 0 A2L174C1 | 1 | 496.0598 | 0 |
| 535 | 147 | OT PORTION | .40442 | 0 A2L177C1 | 1 | 496.0598 | 0 |
| 536 | 147 | OC PORTION | .40442 | 0 A2L177C1 | 1 | 496.0598 | 0 |
| 537 | 147 | BC PORTION | .40442 | 0 A2L177C1 | 1 | 496.0598 | 0 |
| 538 | 150 | OTHER OT | 1 | 5.11039 A2L180C1 | 1 | 496.0598 | .0103 |
| 539 | 150 | OTHER OC | 1 | 1.08617 A2L180C1 | 1 | 496.0598 | .0021896 |
| 540 | 150 | OTHER BC | 1 | 3.42818 A2L180C1 | 1 | 496.0598 | .00691082 |
| 541 | 110 | SMALL TOOLS OT PORTION | .45544 | 3.82706 A2L140C1 | 5 | 453.4269 | .00844031 |
| 542 | 110 | SMALL TOOLS OC PORTION | .45544 | .81341 A2L140C1 | 5 | 453.4269 | .00179392 |
| 543 | 110 | SMALL TOOLS B/C PORTION | .45544 | 2.56729 A2L140C1 | 5 | 453.4269 | .00566198 |

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 | | SOURCE | OTCU DAYS CASES_OF C6 1: A1L912C1 2: A1L913C2 3: A1L914C3 4: A1L915C4 5: A1L916C5 | | UNIT COST C5/C7 (8) |
|------|------|-----------------------|--|--|----------|---|----------|------------------------------|
| | | | VARIABILITY PERCENTAGE (4) | IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | | ANNUALI- ZATION PERIOD (6) | (7) | |
| 544 | 307 | WORK&NR OT PORTION | .44654 | 1.86792 | A2L245C1 | 3 | 463.3439 | .00403138 |
| 545 | 307 | WORK&NR OC PORTION | .44654 | .39701 | A2L245C1 | 3 | 463.3439 | .00085684 |
| 546 | 307 | WORK&NR B/C PORTION | .44654 | 1.25305 | A2L245C1 | 3 | 463.3439 | .00270436 |
| 547 | 301 | OT PORTION | .44654 | 100.7601 | A2L239C1 | 3 | 463.3439 | .21746 |
| 548 | 301 | OC PORTION | .44654 | 21.41573 | A2L239C1 | 3 | 463.3439 | .04622 |
| 549 | 301 | BC PORTION | .44654 | 67.59247 | A2L239C1 | 3 | 463.3439 | .14588 |
| 550 | 306 | OT PORTION | 1 | 3.93255 | A2L244C1 | 3 | 463.3439 | .00848733 |
| 551 | 306 | OC PORTION | 1 | .83583 | A2L244C1 | 3 | 463.3439 | .00180391 |
| 552 | 306 | BC PORTION | 1 | 2.63806 | A2L244C1 | 3 | 463.3439 | .00569352 |
| 553 | 308 | OT PORTION | .40442 | 0 | A2L246C1 | 1 | 496.0598 | 0 |
| 554 | 308 | OC PORTION | .40442 | 0 | A2L246C1 | 1 | 496.0598 | 0 |
| 555 | 308 | BC PORTION | .40442 | 0 | A2L246C1 | 1 | 496.0598 | 0 |
| 556 | 320 | OE DAM BILLED-OT-(CR) | 1 | -59.62324 | A2L258C1 | 3 | 463.3439 | -.12868 |
| 557 | 320 | OE DAM BILLED-OC-(CR) | 1 | -12.67243 | A2L258C1 | 3 | 463.3439 | -.02735 |
| 558 | 320 | OE DAM BILLED-BC-(CR) | 1 | 0 | A2L258C1 | 3 | 463.3439 | 0 |
| 559 | 309 | OT PORTION | .44654 | 143.631 | A2L247C1 | 3 | 463.3439 | .30999 |
| 560 | 309 | OC PORTION | .44654 | 30.52759 | A2L247C1 | 3 | 463.3439 | .06589 |
| 561 | 309 | BC PORTION | .44654 | 96.3514 | A2L247C1 | 3 | 463.3439 | .20795 |
| 562 | 310 | OT PORTION | .40442 | 0 | A2L248C1 | 1 | 496.0598 | 0 |
| 563 | 310 | OC PORTION | .40442 | 0 | A2L248C1 | 1 | 496.0598 | 0 |
| 564 | 310 | BC PORTION | .40442 | 0 | A2L248C1 | 1 | 496.0598 | 0 |
| 565 | 313 | OT PORTION | .40442 | 0 | A2L251C1 | 1 | 496.0598 | 0 |
| 566 | 313 | OC PORTION | .40442 | 0 | A2L251C1 | 1 | 496.0598 | 0 |
| 567 | 313 | BC PORTION | .40442 | 0 | A2L251C1 | 1 | 496.0598 | 0 |
| 568 | 314 | OT PORTION-(CR) | .40442 | 0 | A2L252C1 | 1 | 496.0598 | 0 |
| 569 | 314 | OC PORTION-(CR) | .40442 | 0 | A2L252C1 | 1 | 496.0598 | 0 |
| 570 | 314 | BC PORTION-(CR) | .40442 | 0 | A2L252C1 | 1 | 496.0598 | 0 |
| 571 | 318 | OT PORTION | .40442 | .42782 | A2L256C1 | 1 | 496.0598 | .00086244 |
| 572 | 318 | OC PORTION | .40442 | .09093 | A2L256C1 | 1 | 496.0598 | .00018331 |
| 573 | 318 | BC PORTION | .40442 | .287 | A2L256C1 | 1 | 496.0598 | .00057855 |
| 574 | 319 | OT PORTION-(CR) | .40442 | 0 | A2L257C1 | 1 | 496.0598 | 0 |
| 575 | 319 | OC PORTION-(CR) | .40442 | 0 | A2L257C1 | 1 | 496.0598 | 0 |
| 576 | 319 | BC PORTION-(CR) | .40442 | 0 | A2L257C1 | 1 | 496.0598 | 0 |
| 577 | 321 | OT PORTION | .40442 | 0 | A2L259C1 | 1 | 496.0598 | 0 |
| 578 | 321 | OC PORTION | .40442 | 0 | A2L259C1 | 1 | 496.0598 | 0 |
| 579 | 321 | BC PORTION | .40442 | 0 | A2L259C1 | 1 | 496.0598 | 0 |
| 580 | 322 | OTHER OT | 1 | 0 | A2L260C1 | 1 | 496.0598 | 0 |
| 581 | 322 | OTHER OC | 1 | 0 | A2L260C1 | 1 | 496.0598 | 0 |
| 582 | 322 | OTHER BC | 1 | -39.9968 | A2L260C1 | 1 | 496.0598 | -.08063 |
| 583 | | SUBTOTAL OPR EXPENSES | XX | 2309 | XX | XX | XX | 4.99409 |

SPECIALIZED SERVICES

OTHER (NON REFRIGERATED) TRAILER AND CONTAINER OWNERSHIP AND MAINTENANCE - DL AND ROI EXPENSE

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|---------|---------------------------------------|---------------------------------|----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 601 | 909120 | S&E DEPR-OTHER TR | 0 | B2L920C2 | 0 | B5L432C3 | | 16.10427 | |
| 602 | 909120 | S&E DEPR-OC | 0 | B2L920C2 | 0 | B5L434C3 | | 3.42283 | |
| 603 | 909120 | S&E DEPR-BC | 0 | B2L920C2 | 0 | B5L566C4 | | 10.80316 | |
| 604 | 909320 | S&E LR-OT | 0 | B2L830C2 | 0 | B5L432C4 | | .51109 | |
| 605 | 909320 | S&E LR-OC | 0 | B2L830C2 | 0 | B5L434C4 | | .10863 | |
| 606 | 909320 | S&E LR-BC | 0 | B2L830C2 | 0 | B5L567C4 | | .34285 | |
| 607 | 809127 | OTHER TRAILERS-DEPR | 0 | B2L241C2 | 0 | B2L241C2 | | 0 | |
| 608 | 809327 | OTHER TRAILERS-LR | 0 | B2L550C2 | 0 | B2L550C2 | | 419 | |
| 609 | 809129 | OTHER CONTAINERS-DEPR | 0 | B2L243C2 | 0 | B2L243C2 | | 0 | |
| 610 | 809329 | OTHER CONTAINERS-LR | 0 | B2L552C2 | 0 | B2L552C2 | | 0 | |
| 611 | 8091402 | B/C - DEPR | 0 | B2L255C2 | 0 | B5L568C4 | | 0 | |
| 612 | 8093311 | B/C - LR | 0 | B2L565C2 | 0 | B5L569C4 | | 0 | |
| 613 | 809139 | OE MACH-OT-DEPR | 0 | B2L252C2 | 0 | B5L432C10 | | 38.00239 | |
| 614 | 809339 | OE MACH-OT-LR | 0 | B2L560C2 | 0 | B5L432C11 | | 0 | |
| 615 | 809139 | OE MACH-OC-DEPR | 0 | B2L252C2 | 0 | B5L434C10 | | 8.0771 | |
| 616 | 809339 | OE MACH-OC-LR | 0 | B2L560C2 | 0 | B5L434C11 | | 0 | |
| 617 | 809139 | OE MACH-BC-DEPR | 0 | B2L252C2 | 0 | B5L570C4 | | 25.49298 | |
| 618 | 809339 | OE MACH-BC-LR | 0 | B2L560C2 | 0 | B5L571C4 | | 0 | |
| 619 | | OTHER TR-NET PD MILEAGE | 0 | B2L589C2 | 0 | B2L589C2 | | 0 | |
| 620 | | OTHER TR-NET PD BASIC | 0 | B2L590C2 | 0 | B2L590C2 | | 0 | |
| 621 | | OTHER CON-NET PD MILEAGE | 0 | B2L593C2 | 0 | B2L593C2 | | 0 | |
| 622 | | OTHER CON-NET PD BASIC | 0 | B2L594C2 | 0 | B2L594C2 | | 6 | |
| 623 | | OTHER TRAILERS & CON NET PRIVATE LINE | 0 | B2L596C2 | 0 | B2L596C2 | | 0 | |
| 624 | | SUBTOTAL DL EXPENSE: SUM L601-623 | XX | XX | 0 | XX | | 527.8653 | |
| 625 | 809820 | S&E/SM-OT PORTION-ROI | 0 | B5L647C4 | 0 | B5L647C4 | | 195.1558 | |
| 626 | 809820 | S&E/SM-OC PORTION-ROI | 0 | B5L649C4 | 0 | B5L649C4 | | 41.47876 | |
| 627 | 809820 | S&E/SM-BC/OTCU-ROI | 0 | B5L651C4 | 0 | B5L651C4 | | 130.9155 | |
| 628 | 809827 | OTHER TRAILERS-ROI | 0 | B5L722C4 | 0 | B5L722C4 | | 0 | |
| 629 | 809829 | OTHER CONTAINERS-ROI | 0 | B5L724C4 | 0 | B5L724C4 | | 73.51155 | |
| 630 | 809830 | B/C - OTCU PORTION | 0 | B5L726C4 | 0 | B5L726C4 | | -28.3305 | |
| 631 | | SUBTOTAL ROI EXPENSE: SUM L625-630 | XX | XX | 0 | XX | | 412.7312 | |

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE | | SOURCE | OTCU DAYS CASES_OF C6 | | UNIT COST C5/C7 |
|------|---------|---------------------------------------|------------------------|---|----------|-----------------------|---|-----------------|
| | | | VARIABILITY PERCENTAGE | NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 | | ANNUALIZATION PERIOD | 1: A1L912C1 2: A1L913C2 3: A1L914C3 4: A1L915C4 5: A1L916C5 | |
| | | | (4) | (5) | | (6) | (7) | (8) |
| 601 | 909120 | S&E DEPR-OTHER TR | .5 | 8.05214 | A3L714C1 | 1 | 496.0598 | .01623 |
| 602 | 909120 | S&E DEPR-OC | .5 | 1.71142 | A3L714C1 | 1 | 496.0598 | .00345002 |
| 603 | 909120 | S&E DEPR-BC | .5 | 5.40158 | A3L714C1 | 1 | 496.0598 | .01089 |
| 604 | 909320 | S&E LR-OT | 1 | .51109 | A3L815C1 | 1 | 496.0598 | .00103031 |
| 605 | 909320 | S&E LR-OC | 1 | .10863 | A3L815C1 | 1 | 496.0598 | .00021898 |
| 606 | 909320 | S&E LR-BC | 1 | .34285 | A3L815C1 | 1 | 496.0598 | .00069116 |
| 607 | 809127 | OTHER TRAILERS-DEPR | 1 | 0 | A3L428C1 | 1 | 496.0598 | 0 |
| 608 | 809327 | OTHER TRAILERS-LR | 1 | 419 | A3L628C1 | 1 | 496.0598 | .84466 |
| 609 | 809129 | OTHER CONTAINERS-DEPR | 1 | 0 | A3L430C1 | 1 | 496.0598 | 0 |
| 610 | 809329 | OTHER CONTAINERS-LR | 1 | 0 | A3L630C1 | 1 | 496.0598 | 0 |
| 611 | 8091402 | B/C-DEPR | 1 | 0 | A3L432C1 | 1 | 496.0598 | 0 |
| 612 | 8093311 | B/C-LR | 1 | 0 | A3L632C1 | 1 | 496.0598 | 0 |
| 613 | 809139 | OE MACH-OT-DEPR | .5 | 19.00119 | A3L440C1 | 1 | 496.0598 | .0383 |
| 614 | 809339 | OE MACH-OT-LR | 1 | 0 | A3L640C1 | 1 | 496.0598 | 0 |
| 615 | 809139 | OE MACH-OC-DEPR | .5 | 4.03855 | A3L440C1 | 1 | 496.0598 | .00814125 |
| 616 | 809339 | OE MACH-OC-LR | 1 | 0 | A3L640C1 | 1 | 496.0598 | 0 |
| 617 | 809139 | OE MACH-BC-DEPR | .5 | 12.74649 | A3L440C1 | 1 | 496.0598 | .0257 |
| 618 | 809339 | OE MACH-BC-LR | 1 | 0 | A3L640C1 | 1 | 496.0598 | 0 |
| 619 | | OTHER TR-NET PD MILEAGE | 1 | 0 | A3L221C1 | 1 | 496.0598 | 0 |
| 620 | | OTHER TR-NET PD BASIC | 1 | 0 | A3L221C1 | 1 | 496.0598 | 0 |
| 621 | | OTHER CON-NET PD MILEAGE | 1 | 0 | A3L223C1 | 1 | 496.0598 | 0 |
| 622 | | OTHER CON-NET PD BASIC | 1 | 6 | A3L223C1 | 1 | 496.0598 | .0121 |
| 623 | | OTHER TRAILERS & CON NET PRIVATE LINE | 1 | 0 | A3L223C1 | 1 | 496.0598 | 0 |
| 624 | | SUBTOTAL DL EXPENSE | XX | 476.914 | XX | XX | XX | .9614 |
| 625 | 809820 | S&E/SM-OT PORTION-ROI | .5 | 97.57791 | 1.0 | 1 | 496.0598 | .19671 |
| 626 | 809820 | S&E/SM-OC PORTION-ROI | .5 | 20.73938 | 1.0 | 1 | 496.0598 | .04181 |
| 627 | 809820 | S&E/SM-BC/OTCU-ROI | .5 | 65.45777 | 1.0 | 1 | 496.0598 | .13196 |
| 628 | 809827 | OTHER TRAILERS-ROI | 1 | 0 | 1.0 | 1 | 496.0598 | 0 |
| 629 | 809829 | OTHER CONTAINERS-ROI | 1 | 73.51155 | 1.0 | 1 | 496.0598 | .14819 |
| 630 | 809830 | B/C-OTCU PORTION-ROI | 1 | -28.3305 | 1.0 | 1 | 496.0598 | -.05711 |
| 631 | | SUBTOTAL ROI EXPENSE | XX | 228.9561 | XX | XX | XX | .46155 |

SPECIALIZED SERVICES

TOFC/COFC LOADING AND UNLOADING

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|---|---------------------------------|-----------|--|-----------|--------|---|--|
| | | | | | | | | | |
| 701 | 807209 | LOADING & UNLOADING | 0 | A3L103C12 | 0 | A3L103C12 | | 3387 | |
| 702 | 807207 | L&UL PORTION | 0 | A3L101C12 | 0 | B9L121C5 | | 2330 | |
| 703 | 807211 | L&UL PORTION | 0 | A3L105C12 | 0 | B9L122C5 | | 2226 | |
| 704 | 807213 | L&UL PORTION | 0 | A3L106C12 | 0 | B9L123C5 | | 0 | |
| 705 | 807214 | L&UL PORTION | 0 | A3L107C12 | 0 | B9L124C5 | | 0 | |
| 706 | 807215 | L&UL PORTION-(CR) | 0 | A3L108C12 | 0 | B9L125C5 | | 0 | |
| 707 | 807216 | L&UL PORTION | 0 | A3L109C12 | 0 | B9L126C5 | | 480.1555 | |
| 708 | 106 | TOFC TERM REPAIR | 0 | A2L136C44 | 0 | A2L136C44 | | 527.3543 | |
| 709 | 005 | TOFC PORTION | 2 | A2L105C44 | 0 | B9L102C19 | | 42.35401 | |
| 710 | 024 | TOFC PORTION | 2 | A2L120C44 | 0 | B9L103C19 | | 0 | |
| 711 | 114 | TOFC PORTION | 2 | A2L144C44 | 0 | B9L104C19 | | 304.6416 | |
| 712 | 117 | TOFC PORTION | 2 | A2L147C44 | 0 | B9L105C19 | | 0 | |
| 713 | 126 | TOFC PORTION | 2 | A2L156C44 | 0 | B9L106C19 | | 0 | |
| 714 | 129 | TOFC PORTION-(CR) | 2 | A2L159C44 | 0 | B9L107C19 | | 0 | |
| 715 | 141 | TOFC PORTION | 2 | A2L171C44 | 0 | B9L108C19 | | 0 | |
| 716 | 144 | TOFC PORTION-(CR) | 2 | A2L174C44 | 0 | B9L109C19 | | 0 | |
| 717 | 147 | TOFC PORTION | 2 | A2L177C44 | 0 | B9L110C19 | | 0 | |
| 718 | 150 | OTHER TOFC | 0 | A2L180C44 | 0 | B9L111C19 | | 51.72877 | |
| 719 | 110 | SMALL TOOLS | 2 | A2L140C44 | 0 | B9L112C19 | | 85.05749 | |
| 720 | 307 | WORK & NR EQUIP | 2 | A2L245C44 | 0 | B9L113C19 | | 42.34244 | |
| 721 | | SUBTOTAL OPR EXPENSE: (SUM L701-705) +(SUM L707-713)+L715+(SUM L717-720) -(L706+L714+L716) | XX | XX | 0 | XX | | 9477 | |
| 722 | 909125 | TOFC TERM DEPR | 0 | B2L924C2 | 0 | B2L924C2 | | 1767 | |
| 723 | 909325 | TOFC TERM LR | 0 | B2L834C2 | 0 | B2L834C2 | | 41 | |
| 724 | | SUBTOTAL DL EXPENSE: SUM L722-723 | XX | XX | 0 | XX | | 1808 | |
| 725 | 909825 | TOFC TERM ROI | 0 | B5L665C4 | 0 | B5L665C4 | | 5051 | |

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 | SOURCE | ANNUALI- ZATION PERIOD | TC HANDLED CASES_OF C6 1: A1L138C1 2: A1L138C6 3: A1L138C7 4: A1L138C8 5: A1L138C9 | UNIT COST C5/C7 |
|------|--------|---|---|-------------------|------------------------------|--|--------------------|
| | | | | | | | |
| | | | (4) | (5) | (6) | (7) | (8) |
| 701 | 807209 | LOADING & UNLOADING | 1 | 3387 A3L103C1 | 1 | 477.964 | 7.08631 |
| 702 | 807207 | L & UL PORTION | 1 | 2330 A3L101C1 | 1 | 477.964 | 4.87688 |
| 703 | 807211 | L & UL PORTION | 1 | 2226 A3L105C1 | 1 | 477.964 | 4.65782 |
| 704 | 807213 | L & UL PORTION | 1 | 0 A3L106C1 | 1 | 477.964 | 0 |
| 705 | 807214 | L & UL PORTION | 1 | 0 A3L107C1 | 1 | 477.964 | 0 |
| 706 | 807215 | L & UL PORTION-(CR) | 1 | 0 A3L108C1 | 1 | 477.964 | 0 |
| 707 | 807216 | L & UL PORTION | 1 | 480.1555 A3L109C1 | 1 | 477.964 | 1.00459 |
| 708 | 106 | TOFC TERM REPAIR | 1 | 527.3543 A2L136C1 | 5 | 486.3426 | 1.08433 |
| 709 | 005 | TOFC PORTION | .45544 | 19.28971 A2L105C1 | 5 | 486.3426 | .03966 |
| 710 | 024 | TOFC PORTION | .40442 | 0 A2L120C1 | 1 | 477.964 | 0 |
| 711 | 114 | TOFC PORTION | .45544 | 138.746 A2L144C1 | 5 | 486.3426 | .28528 |
| 712 | 117 | TOFC PORTION | .40442 | 0 A2L147C1 | 1 | 477.964 | 0 |
| 713 | 126 | TOFC PORTION | .40442 | 0 A2L156C1 | 1 | 477.964 | 0 |
| 714 | 129 | TOFC PORTION-(CR) | .40442 | 0 A2L159C1 | 1 | 477.964 | 0 |
| 715 | 141 | TOFC PORTION | .40442 | 0 A2L171C1 | 1 | 477.964 | 0 |
| 716 | 144 | TOFC PORTION-(CR) | .40442 | 0 A2L174C1 | 1 | 477.964 | 0 |
| 717 | 147 | TOFC PORTION | .40442 | 0 A2L177C1 | 1 | 477.964 | 0 |
| 718 | 150 | OTHER TOFC | 1 | 51.72877 A2L180C1 | 1 | 477.964 | .10823 |
| 719 | 110 | SMALL TOOLS | .45544 | 38.7386 A2L140C1 | 5 | 486.3426 | .07965 |
| 720 | 307 | WORK & NR EQUIP | .44654 | 18.90756 A2L245C1 | 3 | 496.474 | .03808 |
| 721 | | SUBTOTAL OPR EXPENSE: (SUM L701-705) +(SUM L707-714)+L716+(SUM L718-719B) -(L706+L715+L717) | XX | 9219 XX | XX | XX | 19.26084 |
| 722 | 909125 | TOFC TERM DEPR | .5 | 883.5 A3L718C1 | 1 | 477.964 | 1.84847 |
| 723 | 909325 | TOFC TERM LR | 1 | 41 A3L819C1 | 1 | 477.964 | .08578 |
| 724 | | SUBTOTAL DL EXPENSE: SUM L721-723 | XX | 924.5 XX | XX | XX | 1.93425 |
| 725 | 909825 | TOFC TERM ROI | .5 | 2525 1.0 | 1 | 477.964 | 5.28422 |

TOFC PICKUP AND DELIVERY

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|--|---------------------------------|-----------|--|-----------|---|
| 726 | 807208 | TOFC PU&D | 0 | A3L102C12 | 0 | A3L102C12 | 3018 |
| 727 | 807207 | TOFC ADMIN-PU&D | 0 | A3L101C12 | 0 | B9L121C3 | 2077 |
| 728 | 807211 | TOFC FRINGES - PU&D | 0 | A3L105C12 | 0 | B9L122C3 | 1983 |
| 729 | 807213 | TOFC CASUALTIES - PU&D | 0 | A3L106C12 | 0 | B9L123C3 | 0 |
| 730 | 807214 | TOFC JT FAC-DR-PU&D | 0 | A3L107C12 | 0 | B9L124C3 | 0 |
| 731 | 807215 | TOFC JT FAC-(CR)-PU&D | 0 | A3L108C12 | 0 | B9L125C3 | 0 |
| 732 | 807216 | TOFC-OTHER-PU&D | 0 | A3L109C12 | 0 | B9L126C3 | 427.8445 |
| 733 | | SUBTOTAL TOFC PU&D: (SUM L726-730) +L732-L731 | XX | XX | 0 | XX | 7506 |

WORKTABLE D7 PART 7B (CONTINUED)

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 VARIABILITY PERCENTAGE (4) | IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | SOURCE | ANNUALI- ZATION PERIOD (6) | TRAILERS PU&D CASES_OF C6 1: A1L918C1 2: A1L918C2 3: A1L918C3 4: A1L918C4 5: A1L918C5 (7) | UNIT COST C5/C7 (8) |
|------|--------|--|--|----------|-------------------------------------|--|---------------------------|
| 726 | 807208 | 1 | 3018 | A3L102C1 | 1 | 25.153 | 119.9857 |
| 727 | 807207 | 1 | 2077 | A3L101C1 | 1 | 25.153 | 82.57563 |
| 728 | 807211 | 1 | 1983 | A3L105C1 | 1 | 25.153 | 78.86647 |
| 729 | 807213 | 1 | 0 | A3L106C1 | 1 | 25.153 | 0 |
| 730 | 807214 | 1 | 0 | A3L107C1 | 1 | 25.153 | 0 |
| 731 | 807215 | 1 | 0 | A3L108C1 | 1 | 25.153 | 0 |
| 732 | 807216 | 1 | 427.8445 | A3L109C1 | 1 | 25.153 | 17.00968 |
| 733 | | XX | 7506 | XX | XX | XX | 298.4375 |

TOFC PROTECTIVE SERVICE

| LINE | CODE | IDENTIFICATION | WT-C0 | SOURCE | REGR EXPENSE | SOURCE | DEFAULT |
|------|--------|--|-----------------|-----------|---|-----------|-------------------------------------|
| | | | REGRES- SION | | IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK | | IF C2 NOT =BLANK DO C3:=BLANK |
| | | | (1) | | (2) | | (3) |
| 734 | 807210 | TOFC PROTECTIVE | 0 | A3L104C12 | 0 | A3L104C12 | 0 |
| 735 | 807207 | TOFC ADMIN-PROTEC | 0 | A3L101C12 | 0 | B9L121C7 | 0 |
| 736 | 807211 | TOFC FRINGE-PROTEC | 0 | A3L105C12 | 0 | B9L122C7 | 0 |
| 737 | 807213 | TOFC CASUALTIES-PROTEC | 0 | A3L106C12 | 0 | B9L123C7 | 0 |
| 738 | 807214 | TOFC JT FAC-DR-PROTEC | 0 | A3L107C12 | 0 | B9L124C7 | 0 |
| 739 | 807215 | TOFC JT FAC-(CR)-PROTEC | 0 | A3L108C12 | 0 | B9L125C7 | 0 |
| 740 | 807216 | TOFC-OTHER-PROTEC | 0 | A3L109C12 | 0 | B9L126C7 | 0 |
| 741 | | SUBTOTAL TOFC PROTEC: (SUM L734-738) +L740-L739 | XX | XX | 0 | XX | 0 |

WORKTABLE D7 PART 7C (CONTINUED)

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 VARIABILITY PERCENTAGE | IF C2=BLANK THEN C3*C4 ELSE C2*C4 | SOURCE | ANNUALI- ZATION PERIOD | RTCU DAYS | UNIT COST C5/C7 |
|------|--------|---|---|----------|------------------------------|--|--------------------|
| | | | | | | CASES_OF C6 1: A1L906C1 2: A1L907C2 3: A1L908C3 4: A1L909C4 5: A1L910C5 | |
| | | (4) | (5) | | (6) | (7) | (8) |
| 734 | 807210 | 1 | 0 | A3L104C1 | 1 | 67.56109 | 0 |
| 735 | 807207 | 1 | 0 | A3L101C1 | 1 | 67.56109 | 0 |
| 736 | 807211 | 1 | 0 | A3L105C1 | 1 | 67.56109 | 0 |
| 737 | 807213 | 1 | 0 | A3L106C1 | 1 | 67.56109 | 0 |
| 738 | 807214 | 1 | 0 | A3L107C1 | 1 | 67.56109 | 0 |
| 739 | 807215 | 1 | 0 | A3L108C1 | 1 | 67.56109 | 0 |
| 740 | 807216 | 1 | 0 | A3L109C1 | 1 | 67.56109 | 0 |
| 741 | | XX | 0 | XX | XX | XX | 0 |

SPECIALIZED SERVICES
COAL TERMINAL OPERATION

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|---|---------------------------------|-----------|--|--|--------|---|----------|
| | | | | | | | | | |
| 801 | 807409 | COAL L+UL | 0 | A3L123C12 | | | 0 | A3L123C12 | 0 |
| 802 | 807407 | COAL ADMIN | 0 | A3L121C12 | | | 0 | A3L121C12 | 0 |
| 803 | 807408 | COAL PU&D | 0 | A3L122C12 | | | 0 | A3L122C12 | 0 |
| 804 | 807410 | COAL PROTEC | 0 | A3L124C12 | | | 0 | A3L124C12 | 0 |
| 805 | 807411 | COAL FRINGES | 0 | A3L125C12 | | | 0 | A3L125C12 | 0 |
| 806 | 807413 | COAL CASUALTIES | 0 | A3L126C12 | | | 0 | A3L126C12 | 0 |
| 807 | 807414 | COAL JT. FAC-DR | 0 | A3L127C12 | | | 0 | A3L127C12 | 0 |
| 808 | 807415 | COAL JT. FAC(CR) | 0 | A3L128C12 | | | 0 | A3L128C12 | 0 |
| 809 | 807416 | COAL OTHER | 0 | A3L129C12 | | | 0 | A3L129C12 | 0 |
| 810 | 103 | COAL TERM REPAIR | 0 | A2L133C44 | | | 0 | A2L133C44 | 1699 |
| 811 | 005 | COAL PORTION | 2 | A2L105C44 | | | 0 | B9L102C13 | 136.5237 |
| 812 | 024 | COAL PORTION | 2 | A2L120C44 | | | 0 | B9L103C13 | 0 |
| 813 | 114 | COAL PORTION | 2 | A2L144C44 | | | 0 | B9L104C13 | 981.9808 |
| 814 | 117 | COAL PORTION | 2 | A2L147C44 | | | 0 | B9L105C13 | 0 |
| 815 | 126 | COAL PORTION | 2 | A2L156C44 | | | 0 | B9L106C13 | 0 |
| 816 | 129 | COAL PORTION-(CR) | 2 | A2L159C44 | | | 0 | B9L107C13 | 0 |
| 817 | 141 | COAL PORTION | 2 | A2L171C44 | | | 0 | B9L108C13 | 0 |
| 818 | 144 | COAL PORTION-(CR) | 2 | A2L174C44 | | | 0 | B9L109C13 | 0 |
| 819 | 147 | COAL PORTION | 2 | A2L177C44 | | | 0 | B9L110C13 | 0 |
| 820 | 150 | OTHER COAL | 0 | A2L180C44 | | | 0 | B9L111C13 | 166.7423 |
| 821 | 110 | SMALL TOOLS COAL PORTION | 2 | A2L140C44 | | | 0 | B9L112C13 | 274.174 |
| 822 | 307 | WORK & NR COAL PORTION | 2 | A2L245C44 | | | 0 | B9L113C13 | 136.4865 |
| 823 | | SUBTOTAL OPR EXPENSE: (SUM L801-807) +(SUM L809-815)+L817+(SUM L819-822) -(L808+L816+L818) | XX | XX | | | 0 | XX | 3395 |
| 824 | 909124 | COAL TERM DEPR | 0 | B2L923C2 | | | 0 | B5L550C3 | 410.5272 |
| 825 | 909324 | COAL TERM LR | 0 | B2L833C2 | | | 0 | B5L551C3 | 11.88212 |
| 826 | | SUBTOTAL DL EXPENSE: SUM L824-825 | XX | XX | | | 0 | XX | 422.4093 |
| 827 | 909824 | COAL TERM ROI | 0 | B5L663C4 | | | 0 | B5L663C4 | 1602 |

| LINE | CODE | IDENTIFICATION | VARIABILITY PERCENTAGE (4) | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | SOURCE | ANNUALI- ZATION PERIOD (6) | TONS OF COAL TRANSFERRED CASES_OF C6 1: A1L125C1 2: A1L125C6 3: A1L125C7 4: A1L125C8 5: A1L125C9 (7) | UNIT COST C5/C7 (8) |
|------|--------|--------------------------|--------------------------------------|--|----------|-------------------------------------|--|------------------------------|
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| 801 | 807409 | COAL L & UL | 1 | 0 | A3L123C1 | 1 | 0 | 0 |
| 802 | 807407 | COAL ADMIN | 1 | 0 | A3L121C1 | 1 | 0 | 0 |
| 803 | 807408 | COAL PU & D | 1 | 0 | A3L122C1 | 1 | 0 | 0 |
| 804 | 807410 | COAL PROTEC | 1 | 0 | A3L124C1 | 1 | 0 | 0 |
| 805 | 807411 | COAL FRINGES | 1 | 0 | A3L125C1 | 1 | 0 | 0 |
| 806 | 807413 | COAL CASUALTIES | 1 | 0 | A3L126C1 | 1 | 0 | 0 |
| 807 | 807414 | COAL JT FAC-DR | 1 | 0 | A3L127C1 | 1 | 0 | 0 |
| 808 | 807415 | COAL JT FAC-(CR) | 1 | 0 | A3L128C1 | 1 | 0 | 0 |
| 809 | 807416 | COAL OTHER | 1 | 0 | A3L129C1 | 1 | 0 | 0 |
| 810 | 103 | COAL TERM REPAIR | 1 | 1699 | A2L133C1 | 5 | 2115 | .80368 |
| 811 | 005 | COAL PORTION | .45544 | 62.17839 | A2L105C1 | 5 | 2115 | .0294 |
| 812 | 024 | COAL PORTION | .40442 | 0 | A2L120C1 | 1 | 0 | 0 |
| 813 | 114 | COAL PORTION | .45544 | 447.2335 | A2L144C1 | 5 | 2115 | .21145 |
| 814 | 117 | COAL PORTION | .40442 | 0 | A2L147C1 | 1 | 0 | 0 |
| 815 | 126 | COAL PORTION | .40442 | 0 | A2L156C1 | 1 | 0 | 0 |
| 816 | 129 | COAL PORTION-(CR) | .40442 | 0 | A2L159C1 | 1 | 0 | 0 |
| 817 | 141 | COAL PORTION | .40442 | 0 | A2L171C1 | 1 | 0 | 0 |
| 818 | 144 | COAL PORTION-(CR) | .40442 | 0 | A2L174C1 | 1 | 0 | 0 |
| 819 | 147 | COAL PORTION | .40442 | 0 | A2L177C1 | 1 | 0 | 0 |
| 820 | 150 | OTHER COAL | 1 | 166.7423 | A2L180C1 | 1 | 0 | 0 |
| 821 | 110 | SMALL TOOLS COAL PORTION | .45544 | 124.8699 | A2L140C1 | 5 | 2115 | .05904 |
| 822 | 307 | WORK & NR COAL PORTION | .44654 | 60.94657 | A2L245C1 | 3 | 1014 | .06005 |
| 823 | | SUBTOTAL OPR EXPENSE | XX | 2561 | XX | XX | XX | 1.16361 |
| 824 | 909124 | COAL TERM DEPR | .5 | 205.2636 | A3L717C1 | 1 | 0 | 0 |
| 825 | 909324 | COAL TERM LR | 1 | 11.88212 | A3L818C1 | 1 | 0 | 0 |
| 826 | | SUBTOTAL DL EXPENSE | XX | 217.1457 | XX | XX | XX | 0 |
| 827 | 909824 | COAL TERM ROI | .5 | 801.1474 | 1.0 | 1 | 0 | 0 |

SPECIALIZED SERVICES
ORE TERMINAL OPERATIONS

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|--|---------------------------------|-----------|--|--|--------|---|----------|
| | | | | | | | | | |
| 901 | 807509 | ORE L&UL | 0 | A3L133C12 | | | 0 | A3L133C12 | 0 |
| 902 | 807507 | ORE ADMIN | 0 | A3L131C12 | | | 0 | A3L131C12 | 98 |
| 903 | 807508 | ORE PU&D | 0 | A3L132C12 | | | 0 | A3L132C12 | 6173 |
| 904 | 807510 | ORE PROTEC | 0 | A3L134C12 | | | 0 | A3L134C12 | 0 |
| 905 | 807511 | ORE FRINGES | 0 | A3L135C12 | | | 0 | A3L135C12 | 1018 |
| 906 | 807513 | ORE CASUALTIES | 0 | A3L136C12 | | | 0 | A3L136C12 | 0 |
| 907 | 807514 | ORE JT. FAC-DR | 0 | A3L137C12 | | | 0 | A3L137C12 | 0 |
| 908 | 807515 | ORE JT. FAC-(CR) | 0 | A3L138C12 | | | 0 | A3L138C12 | 0 |
| 909 | 807516 | ORE OTHER | 0 | A3L139C12 | | | 0 | A3L139C12 | 0 |
| 910 | 104 | ORE TERM REPAIR | 0 | A2L134C44 | | | 0 | A2L134C44 | 9745 |
| 911 | 005 | ORE PORTION | 2 | A2L105C44 | | | 0 | B9L102C15 | 782.6643 |
| 912 | 024 | ORE PORTION | 2 | A2L120C44 | | | 0 | B9L103C15 | 0 |
| 913 | 114 | ORE PORTION | 2 | A2L144C44 | | | 0 | B9L104C15 | 5629 |
| 914 | 117 | ORE PORTION | 2 | A2L147C44 | | | 0 | B9L105C15 | 0 |
| 915 | 126 | ORE PORTION | 2 | A2L156C44 | | | 0 | B9L106C15 | 0 |
| 916 | 129 | ORE PORTION-(CR) | 2 | A2L159C44 | | | 0 | B9L107C15 | 0 |
| 917 | 141 | ORE PORTION | 2 | A2L171C44 | | | 0 | B9L108C15 | 0 |
| 918 | 144 | ORE PORTION-(CR) | 2 | A2L174C44 | | | 0 | B9L109C15 | 0 |
| 919 | 147 | ORE PORTION | 2 | A2L177C44 | | | 0 | B9L110C15 | 0 |
| 920 | 150 | OTHER ORE | 0 | A2L180C44 | | | 0 | B9L111C15 | 955.9017 |
| 921 | 110 | SMALL TOOLS ORE PORTION | 2 | A2L140C44 | | | 0 | B9L112C15 | 1571 |
| 922 | 307 | WORK & NON REV-ORE PORTION | 2 | A2L245C44 | | | 0 | B9L113C15 | 782.4506 |
| 923 | | TOTAL OPERATING EXPENSES:(SUM L901-907) +(SUM L909-915)+L917+(SUM L919-922) -(L908+L916+L918) | XX | XX | | | 0 | XX | 26756 |
| 924 | 909124 | ORE TERM DEPR | 0 | B2L923C2 | | | 0 | B5L550C4 | 2353 |
| 925 | 909324 | ORE TERM LR | 0 | B2L833C2 | | | 0 | B5L551C4 | 68.11788 |
| 926 | | TOTAL DL EXPENSE: SUM L924-925 | XX | XX | | | 0 | XX | 2421 |
| 927 | 909824 | ORE TERM ROI | 0 | B5L664C4 | | | 0 | B5L664C4 | 9185 |

| LINE | CODE | IDENTIFICATION | VARIABILITY PERCENTAGE (4) | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 | SOURCE | ANNUALI- ZATION PERIOD (6) | TONS OF ORE TRANSFERRED CASES_OF C6 1: A1L126C1 2: A1L126C6 3: A1L126C7 4: A1L126C8 5: A1L126C9 (7) | UNIT COST C5/C7 (8) |
|------|--------|-------------------------|--------------------------------------|--|----------|-------------------------------------|---|------------------------------|
| | | | | IF C2=BLANK THEN C3*C4 ELSE C2*C4 | | | | |
| | | | | | | | | |
| | | | | | | | | |
| 901 | 807509 | ORE L & UL | 1 | 0 | A3L133C1 | 1 | 19097 | 0 |
| 902 | 807507 | ORE ADMIN | 1 | 98 | A3L131C1 | 1 | 19097 | .00513168 |
| 903 | 807508 | ORE PU & D | 1 | 6173 | A3L132C1 | 1 | 19097 | .32324 |
| 904 | 807510 | ORE PROTEC | 1 | 0 | A3L134C1 | 1 | 19097 | 0 |
| 905 | 807511 | ORE FRINGES | 1 | 1018 | A3L135C1 | 1 | 19097 | .05331 |
| 906 | 807513 | ORE CASUALTIES | 1 | 0 | A3L136C1 | 1 | 19097 | 0 |
| 907 | 807514 | ORE JT FAC-DR | 1 | 0 | A3L137C1 | 1 | 19097 | 0 |
| 908 | 807515 | ORE JT FAC-(CR) | 1 | 0 | A3L138C1 | 1 | 19097 | 0 |
| 909 | 807516 | ORE OTHER | 1 | 0 | A3L139C1 | 1 | 19097 | 0 |
| 910 | 104 | ORE TERM REPAIR | 1 | 9745 | A2L134C1 | 5 | 26556 | .36696 |
| 911 | 005 | ORE PORTION | .45544 | 356.4567 | A2L105C1 | 5 | 26556 | .01342 |
| 912 | 024 | ORE PORTION | .40442 | 0 | A2L120C1 | 1 | 19097 | 0 |
| 913 | 114 | ORE PORTION | .45544 | 2563 | A2L144C1 | 5 | 26556 | .09655 |
| 914 | 117 | ORE PORTION | .40442 | 0 | A2L147C1 | 1 | 19097 | 0 |
| 915 | 126 | ORE PORTION | .40442 | 0 | A2L156C1 | 1 | 19097 | 0 |
| 916 | 129 | ORE PORTION-(CR) | .40442 | 0 | A2L159C1 | 1 | 19097 | 0 |
| 917 | 141 | ORE PORTION | .40442 | 0 | A2L171C1 | 1 | 19097 | 0 |
| 918 | 144 | ORE PORTION-(CR) | .40442 | 0 | A2L174C1 | 1 | 19097 | 0 |
| 919 | 147 | ORE PORTION | .40442 | 0 | A2L177C1 | 1 | 19097 | 0 |
| 920 | 150 | OTHER ORE | 1 | 955.9017 | A2L180C1 | 1 | 19097 | .05005 |
| 921 | 110 | SMALL TOOLS ORE PORTION | .45544 | 715.8548 | A2L140C1 | 5 | 26556 | .02696 |
| 922 | 307 | WORK & NON REV-ORE PORT | .44654 | 349.3949 | A2L245C1 | 3 | 26498 | .01319 |
| 923 | | SUBTOTAL OPR EXPENSE | XX | 21975 | XX | XX | XX | .9488 |
| 924 | 909124 | ORE TERM DEPR | .5 | 1176 | A3L717C1 | 1 | 19097 | .06162 |
| 925 | 909324 | ORE TERM LR | 1 | 68.11788 | A3L818C1 | 1 | 19097 | .00356693 |
| 926 | | SUBTOTAL DL EXPENSE | XX | 1244 | XX | XX | XX | .06519 |
| 927 | 909824 | ORE TERM ROI | .5 | 4592 | 1.0 | 1 | 19097 | .2405 |

SPECIALIZED SERVICES

OTHER MARINE TERMINAL OPERATION

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|---|---------------------------------|-----------|--|--|--------|---|----------|
| | | | | | | | | | |
| 1001 | 807609 | OMT L&UL | 0 | A3L143C12 | | | 0 | A3L143C12 | 0 |
| 1002 | 807607 | OMT ADMIN | 0 | A3L141C12 | | | 0 | A3L141C12 | 0 |
| 1003 | 807608 | OMT PU&D | 0 | A3L142C12 | | | 0 | A3L142C12 | 184 |
| 1004 | 807610 | OMT PROTEC | 0 | A3L144C12 | | | 0 | A3L144C12 | 0 |
| 1005 | 807611 | OMT FRINGES | 0 | A3L145C12 | | | 0 | A3L145C12 | 52 |
| 1006 | 807613 | OMT CASUALTIES | 0 | A3L146C12 | | | 0 | A3L146C12 | 0 |
| 1007 | 807614 | OMT JT. FAC-DR | 0 | A3L147C12 | | | 0 | A3L147C12 | 0 |
| 1008 | 807615 | OMT JT. FAC-(CR) | 0 | A3L148C12 | | | 0 | A3L148C12 | 0 |
| 1009 | 807616 | OMT OTHER | 0 | A3L149C12 | | | 0 | A3L149C12 | 0 |
| 1010 | 105 | OMT REPAIR | 0 | A2L135C44 | | | 0 | A2L135C44 | 313.4887 |
| 1011 | 005 | OMT PORTION | 2 | A2L105C44 | | | 0 | B9L102C17 | 25.17757 |
| 1012 | 024 | OMT PORTION | 2 | A2L120C44 | | | 0 | B9L103C17 | 0 |
| 1013 | 114 | OMT PORTION | 2 | A2L144C44 | | | 0 | B9L104C17 | 181.0959 |
| 1014 | 117 | OMT PORTION | 2 | A2L147C44 | | | 0 | B9L105C17 | 0 |
| 1015 | 126 | OMT PORTION | 2 | A2L156C44 | | | 0 | B9L106C17 | 0 |
| 1016 | 129 | OMT PORTION-(CR) | 2 | A2L159C44 | | | 0 | B9L107C17 | 0 |
| 1017 | 141 | OMT PORTION | 2 | A2L171C44 | | | 0 | B9L108C17 | 0 |
| 1018 | 144 | OMT PORTION-(CR) | 2 | A2L174C44 | | | 0 | B9L109C17 | 0 |
| 1019 | 147 | OMT PORTION | 2 | A2L177C44 | | | 0 | B9L110C17 | 0 |
| 1020 | 150 | OTHER OMT | 0 | A2L180C44 | | | 0 | B9L111C17 | 30.75046 |
| 1021 | 110 | SMALL TOOLS-OMT PORTION | 2 | A2L140C44 | | | 0 | B9L112C17 | 50.5629 |
| 1022 | 307 | WORK & NR-OMT PORTION | 2 | A2L245C44 | | | 0 | B9L113C17 | 25.1707 |
| 1023 | | TOTAL OPERATING EXPENSES: (SUM L1001 -1007)+(SUM L1009-1015)+L1017 +(SUM L1019-1022)-(L1008+L1016+L1018) | XX | XX | | | 0 | XX | 862.2463 |
| 1024 | 909123 | WHARVES DEPR | 0 | B2L922C2 | | | 0 | B2L922C2 | 0 |
| 1025 | 909323 | WHARVES LR | 0 | B2L832C2 | | | 0 | B2L832C2 | 1 |
| 1026 | | TOTAL DL EXPENSES: SUM L1024-1025 | XX | XX | | | 0 | XX | 1 |
| 1027 | 909823 | WHARVES ROI | 0 | B5L662C4 | | | 0 | B5L662C4 | 0 |

| | | | | | | TONS HANDLED BY OM TERMINALS CASES_OF C6 | | | |
|------|--------|--|---------------------------|----------|----------|---|---------|-----------------------|-----------|
| | | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 | | | | | | | |
| | | IF C2=BLANK THEN C3*C4 ELSE C2*C4 | | | | ANNUALI- ZATION PERIOD | | UNIT COST C5/C7 | |
| LINE | CODE | IDENTIFICATION | VARIABILITY PERCENTAGE | | SOURCE | | | | |
| | | | (4) | (5) | | (6) | (7) | (8) | |
| 1001 | 807609 | OMT L & UL | 1 | 0 | A3L143C1 | 1 | 268.275 | | 0 |
| 1002 | 807607 | OMT ADMIN | 1 | 0 | A3L141C1 | 1 | 268.275 | | 0 |
| 1003 | 807608 | OMT PU & D | 1 | 184 | A3L142C1 | 1 | 268.275 | | .68586 |
| 1004 | 807610 | OMT PROTEC | 1 | 0 | A3L144C1 | 1 | 268.275 | | 0 |
| 1005 | 807611 | OMT FRINGES | 1 | 52 | A3L145C1 | 1 | 268.275 | | .19383 |
| 1006 | 807613 | OMT CASUALTIES | 1 | 0 | A3L146C1 | 1 | 268.275 | | 0 |
| 1007 | 807614 | OMT JT. FAC-DR | 1 | 0 | A3L147C1 | 1 | 268.275 | | 0 |
| 1008 | 807615 | OMT JT. FAC-(CR) | 1 | 0 | A3L148C1 | 1 | 268.275 | | 0 |
| 1009 | 807616 | OMT OTHER | 1 | 0 | A3L149C1 | 1 | 268.275 | | 0 |
| 1010 | 105 | OMT REPAIR | 1 | 313.4887 | A2L135C1 | 5 | 650.998 | | .48155 |
| 1011 | 005 | OMT PORTION | .45544 | 11.46688 | A2L105C1 | 5 | 650.998 | | .01761 |
| 1012 | 024 | OMT PORTION | .40442 | 0 | A2L120C1 | 1 | 268.275 | | 0 |
| 1013 | 114 | OMT PORTION | .45544 | 82.47834 | A2L144C1 | 5 | 650.998 | | .1267 |
| 1014 | 117 | OMT PORTION | .40442 | 0 | A2L147C1 | 1 | 268.275 | | 0 |
| 1015 | 126 | OMT PORTION | .40442 | 0 | A2L156C1 | 1 | 268.275 | | 0 |
| 1016 | 129 | OMT PORTION-(CR) | .40442 | 0 | A2L159C1 | 1 | 268.275 | | 0 |
| 1017 | 141 | OMT PORTION | .40442 | 0 | A2L171C1 | 1 | 268.275 | | 0 |
| 1018 | 144 | OMT PORTION-(CR) | .40442 | 0 | A2L174C1 | 1 | 268.275 | | 0 |
| 1019 | 147 | OMT PORTION | .40442 | 0 | A2L177C1 | 1 | 268.275 | | 0 |
| 1020 | 150 | OTHER OMT | 1 | 30.75046 | A2L180C1 | 1 | 268.275 | | .11462 |
| 1021 | 110 | SMALL TOOLS-OMT PORTION | .45544 | 23.02837 | A2L140C1 | 5 | 650.998 | | .03537 |
| 1022 | 307 | WORK & NR-OMT EXPENSES | .44654 | 11.23971 | A2L245C1 | 3 | 529.183 | | .02124 |
| 1023 | | TOTAL OPERATING EXPENSES | XX | 708.4524 | XX | XX | XX | | 1.67679 |
| 1024 | 909123 | WHARVES DEPR | .5 | 0 | A3L716C1 | 1 | 268.275 | | 0 |
| 1025 | 909323 | WHARVES LR | 1 | 1 | A3L817C1 | 1 | 268.275 | | .00372752 |
| 1026 | | SUBTOTAL DL EXPENSE | XX | 1 | XX | XX | XX | | .00372752 |
| 1027 | 909823 | WHARVES ROI | .5 | 0 | 1.0 | 1 | 268.275 | | 0 |

SPECIALIZED SERVICES
MOTOR VEHICLE TERMINAL OPERATIONS

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|---|---------------------------------|-----------|--|-----------|---|
| | | | | | | | |
| 1101 | 807709 | MVT L&UL | 0 | A3L153C12 | 0 | A3L153C12 | 0 |
| 1102 | 807707 | MVT ADMIN | 0 | A3L151C12 | 0 | A3L151C12 | 0 |
| 1103 | 807708 | MVT PU&D | 0 | A3L152C12 | 0 | A3L152C12 | 0 |
| 1104 | 807710 | MVT PROTEC | 0 | A3L154C12 | 0 | A3L154C12 | 0 |
| 1105 | 807711 | MVT FRINGES | 0 | A3L155C12 | 0 | A3L155C12 | 0 |
| 1106 | 807713 | MVT CASUALTIES | 0 | A3L156C12 | 0 | A3L156C12 | 0 |
| 1107 | 807714 | MVT JT. FAC-DR | 0 | A3L157C12 | 0 | A3L157C12 | 0 |
| 1108 | 807715 | MVT JT. FAC-(CR) | 0 | A3L158C12 | 0 | A3L158C12 | 0 |
| 1109 | 807716 | MVT OTHER | 0 | A3L159C12 | 0 | A3L159C12 | 0 |
| 1110 | 107 | MVT REPAIR | 0 | A2L137C44 | 0 | A2L137C44 | 0 |
| 1111 | 005 | MVT PORTION | 2 | A2L105C44 | 0 | B9L102C21 | 0 |
| 1112 | 024 | MVT PORTION | 2 | A2L120C44 | 0 | B9L103C21 | 0 |
| 1113 | 114 | MVT PORTION | 2 | A2L144C44 | 0 | B9L104C21 | 0 |
| 1114 | 117 | MVT PORTION | 2 | A2L147C44 | 0 | B9L105C21 | 0 |
| 1115 | 126 | MVT PORTION | 2 | A2L156C44 | 0 | B9L106C21 | 0 |
| 1116 | 129 | MVT PORTION-(CR) | 2 | A2L159C44 | 0 | B9L107C21 | 0 |
| 1117 | 141 | MVT PORTION | 2 | A2L171C44 | 0 | B9L108C21 | 0 |
| 1118 | 144 | MVT PORTION-(CR) | 2 | A2L174C44 | 0 | B9L109C21 | 0 |
| 1119 | 147 | MVT PORTION | 2 | A2L177C44 | 0 | B9L110C21 | 0 |
| 1120 | 150 | OTHER MVT | 0 | A2L180C44 | 0 | B9L111C21 | 0 |
| 1121 | 110 | SMALL TOOLS - MVT PORTION | 2 | A2L140C44 | 0 | B9L112C21 | 0 |
| 1122 | 307 | WORK & NR-MVT PORTION | 2 | A2L245C44 | 0 | B9L113C21 | 0 |
| 1123 | | TOTAL OPER EXP: (SUM L1101-1107)+(SUM L1109-1115)+L1117+(SUM L1119-1122) -(L1108+L1116+L1118) | XX | XX | 0 | XX | 0 |

| LINE | CODE | IDENTIFICATION | VARIABILITY PERCENTAGE (4) | VARIABLE EXPENSE REGR C2*C2 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | | SOURCE | ANNUAL ZATION PERIOD (6) | VEHICLES OVER MVT CASES_OF C6 1: A1L139C1 2: A1L139C6 3: A1L139C7 4: A1L139C8 5: A1L139C9 (7) | UNIT COST C5/C7 (8) |
|------|--------|-------------------------|--------------------------------------|--|----------|--------|---------------------------------------|---|----------------------------------|
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| 1101 | 807709 | MVT L & UL | 1 | 0 | A3L153C1 | 1 | 0 | 0 | |
| 1102 | 807707 | MVT ADMIN | 1 | 0 | A3L151C1 | 1 | 0 | 0 | |
| 1103 | 807708 | MVT PU & D | 1 | 0 | A3L152C1 | 1 | 0 | 0 | |
| 1104 | 807710 | MVT PROTEC | 1 | 0 | A3L154C1 | 1 | 0 | 0 | |
| 1105 | 807711 | MVT FRINGES | 1 | 0 | A3L155C1 | 1 | 0 | 0 | |
| 1106 | 807713 | MVT CASUALTIES | 1 | 0 | A3L156C1 | 1 | 0 | 0 | |
| 1107 | 807714 | MVT JT. FAC-DR | 1 | 0 | A3L157C1 | 1 | 0 | 0 | |
| 1108 | 807715 | MVT JT. FAC-(CR) | 1 | 0 | A3L158C1 | 1 | 0 | 0 | |
| 1109 | 807716 | MVT OTHER | 1 | 0 | A3L159C1 | 1 | 0 | 0 | |
| 1110 | 107 | MVT REPAIR | 1 | 0 | A2L137C1 | 5 | 18.733 | 0 | |
| 1111 | 005 | MVT PORTION | .45544 | 0 | A2L105C1 | 5 | 18.733 | 0 | |
| 1112 | 024 | MVT PORTION | .40442 | 0 | A2L120C1 | 1 | 0 | 0 | |
| 1113 | 114 | MVT PORTION | .45544 | 0 | A2L144C1 | 5 | 18.733 | 0 | |
| 1114 | 117 | MVT PORTION | .40442 | 0 | A2L147C1 | 1 | 0 | 0 | |
| 1115 | 126 | MVT PORTION | .40442 | 0 | A2L156C1 | 1 | 0 | 0 | |
| 1116 | 129 | MVT PORTION-(CR) | .40442 | 0 | A2L159C1 | 1 | 0 | 0 | |
| 1117 | 141 | MVT PORTION | .40442 | 0 | A2L171C1 | 1 | 0 | 0 | |
| 1118 | 144 | MVT PORTION-(CR) | .40442 | 0 | A2L174C1 | 1 | 0 | 0 | |
| 1119 | 147 | MVT PORTION | .40442 | 0 | A2L177C1 | 1 | 0 | 0 | |
| 1120 | 150 | OTHER MVT | 1 | 0 | A2L180C1 | 1 | 0 | 0 | |
| 1121 | 110 | SMALL TOOLS-MVT PORTION | .45544 | 0 | A2L140C1 | 5 | 18.733 | 0 | |
| 1122 | 307 | WORK & NR-MVT PORTION | .44654 | 0 | A2L245C1 | 3 | 9.33267 | 0 | |
| 1123 | | TOTAL OPR EXP | XX | 0 | XX | XX | XX | 0 | |

SPECIALIZED SERVICES

REFRIGERATED CAR PROTECTIVE SERVICE

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) |
|------|--------|---|---------------------------------|-----------|--|-----------|---|
| 1201 | 807810 | REFR CAR PROTEC | 0 | A3L162C12 | 0 | A3L162C12 | 0 |
| 1202 | 807807 | RC ADMIN | 0 | A3L161C12 | 0 | A3L161C12 | 0 |
| 1203 | 807811 | RC FRINGES | 0 | A3L163C12 | 0 | A3L163C12 | 0 |
| 1204 | 807813 | RC CASUALTIES | 0 | A3L164C12 | 0 | A3L164C12 | 0 |
| 1205 | 807814 | RC JT FAC-DR | 0 | A3L165C12 | 0 | A3L165C12 | 0 |
| 1206 | 807815 | RC JT FAC-(CR) | 0 | A3L166C12 | 0 | A3L166C12 | 0 |
| 1207 | 807816 | RC OTHER | 0 | A3L167C12 | 0 | A3L167C12 | 0 |
| 1208 | | SUBTOTAL OPR EXPENSES: (SUM L1201-1205) +L1207-L1206 | XX | XX | 0 | XX | 0 |

WORKTABLE D7 PART 12 (CONTINUED)

| LINE | CODE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 VARIABILITY PERCENTAGE (4) | IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) | SOURCE | REEFER MECH CAR MILES LOADED & EMPTY CASES_OF C6 1: ALL244C3 2: ALL244C18 3: ALL244C21 4: ALL244C24 5: ALL244C27 ANNUALI- ZATION PERIOD (6) | UNIT COST C5/C7 (7) | (8) |
|------|--------|--|--|----------|---|---------------------------|-----|
| 1201 | 807810 | 1 | 0 | A3L162C1 | 1 | 762 | 0 |
| 1202 | 807807 | 1 | 0 | A3L161C1 | 1 | 762 | 0 |
| 1203 | 807811 | 1 | 0 | A3L163C1 | 1 | 762 | 0 |
| 1204 | 807813 | 1 | 0 | A3L164C1 | 1 | 762 | 0 |
| 1205 | 807814 | 1 | 0 | A3L165C1 | 1 | 762 | 0 |
| 1206 | 807815 | 1 | 0 | A3L166C1 | 1 | 762 | 0 |
| 1207 | 807816 | 1 | 0 | A3L167C1 | 1 | 762 | 0 |
| 1208 | | XX | 0 | XX | XX | XX | 0 |

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION (1) | SOURCE | REGR EXPENSE IF C1 =BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2='X' DO C2:=BLANK (2) | | SOURCE | DEFAULT IF C2 NOT =BLANK DO C3:=BLANK (3) | |
|------|--------|--|---------------------------------|-----------|--|---|-----------|---|----------|
| | | | | | | | | | |
| 1301 | 807907 | OSS ADMIN | 0 | A3L169C12 | | 0 | A3L169C12 | | 0 |
| 1302 | 807908 | OSS PU&D | 0 | A3L170C12 | | 0 | A3L170C12 | | 9711 |
| 1303 | 807909 | OSS L&UL | 0 | A3L171C12 | | 0 | A3L171C12 | | 0 |
| 1304 | 807910 | OSS PROTEC | 0 | A3L172C12 | | 0 | A3L172C12 | | 0 |
| 1305 | 807911 | OSS FRINGES | 0 | A3L173C12 | | 0 | A3L173C12 | | 0 |
| 1306 | 807913 | OSS CASUALTIES | 0 | A3L174C12 | | 0 | A3L174C12 | | 0 |
| 1307 | 807914 | OSS JT. FAC-DR | 0 | A3L175C12 | | 0 | A3L175C12 | | 0 |
| 1308 | 807915 | OSS JT. FAC-(CR) | 0 | A3L176C12 | | 0 | A3L176C12 | | 0 |
| 1309 | 807916 | OSS OTHER | 0 | A3L177C12 | | 0 | A3L177C12 | | 0 |
| 1310 | 108 | OSS REPAIRS | 0 | A2L138C44 | | 0 | A2L138C44 | | 0 |
| 1311 | 005 | OSS PORTION | 2 | A2L105C44 | | 0 | B9L102C23 | | 0 |
| 1312 | 024 | OSS PORTION | 2 | A2L120C44 | | 0 | B9L103C23 | | 0 |
| 1313 | 114 | OSS PORTION | 2 | A2L144C44 | | 0 | B9L104C23 | | 0 |
| 1314 | 117 | OSS PORTION | 2 | A2L147C44 | | 0 | B9L105C23 | | 0 |
| 1315 | 126 | OSS PORTION | 2 | A2L156C44 | | 0 | B9L106C23 | | 0 |
| 1316 | 129 | OSS PORTION-(CR) | 2 | A2L159C44 | | 0 | B9L107C23 | | 0 |
| 1317 | 141 | OSS PORTION | 2 | A2L171C44 | | 0 | B9L108C23 | | 0 |
| 1318 | 144 | OSS PORTION-(CR) | 2 | A2L174C44 | | 0 | B9L109C23 | | 0 |
| 1319 | 147 | OSS PORTION | 2 | A2L177C44 | | 0 | B9L110C23 | | 0 |
| 1320 | 150 | OTHER OSS | 0 | A2L180C44 | | 0 | B9L111C23 | | 0 |
| 1321 | 110 | SMALL TOOLS-OSS PORTION | 2 | A2L140C44 | | 0 | B9L112C23 | | 0 |
| 1322 | 307 | WORK & NR-OSS PORTION | 2 | A2L245C44 | | 0 | B9L113C23 | | 0 |
| 1323 | | SUBTOTAL OPR EXP.: (SUM L1301-1307) +(SUM L1309-1315)+L1317+(SUM L1319- 1322)-(L1308+L1316+L1318) | XX | XX | | 0 | XX | | 9711 |
| 1324 | 909122 | STORAGE DEPR | 0 | B2L921C2 | | 0 | B2L921C2 | | 212 |
| 1325 | 909322 | STORAGE LR | 0 | B2L831C2 | | 0 | B2L831C2 | | 4 |
| 1326 | | SUBTOTAL DL EXPENSE: L1324+L1325 | XX | XX | | 0 | XX | | 216 |
| 1327 | 909822 | STORAGE ROI | 0 | B5L661C4 | | 0 | B5L661C4 | | 388.0367 |

| LINE | CODE | IDENTIFICATION | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 | | SOURCE | ANNUALI- ZATION PERIOD | * | UNIT COST |
|------|--------|-------------------------|--|---|----------|------------------------------|---|--------------|
| | | | VARIABILITY PERCENTAGE | IF C2=BLANK THEN C3*C4 ELSE C2*C4 | | | | |
| | | | (4) | (5) | | (6) | | |
| 1301 | 807907 | OSS ADMIN | 1 | 0 | A3L169C1 | 1 | | |
| 1302 | 807908 | OSS PU & D | 1 | 9711 | A3L170C1 | 1 | | |
| 1303 | 807909 | OSS L & UL | 1 | 0 | A3L171C1 | 1 | | |
| 1304 | 807910 | OSS PROTEC | 1 | 0 | A3L172C1 | 1 | | |
| 1305 | 807911 | OSS FRINGES | 1 | 0 | A3L173C1 | 1 | | |
| 1306 | 807913 | OSS CASUALTIES | 1 | 0 | A3L174C1 | 1 | | |
| 1307 | 807914 | OSS JT. FAC-DR | 1 | 0 | A3L175C1 | 1 | | |
| 1308 | 807915 | OSS JT. FAC-(CR) | 1 | 0 | A3L176C1 | 1 | | |
| 1309 | 807916 | OSS OTHER | 1 | 0 | A3L177C1 | 1 | | |
| 1310 | 108 | OSS REPAIR | 1 | 0 | A2L138C1 | 5 | | |
| 1311 | 005 | OSS PORTION | .45544 | 0 | A2L105C1 | 5 | | |
| 1312 | 024 | OSS PORTION | .40442 | 0 | A2L120C1 | 1 | | |
| 1313 | 114 | OSS PORTION | .45544 | 0 | A2L144C1 | 5 | | |
| 1314 | 117 | OSS PORTION | .40442 | 0 | A2L147C1 | 1 | | |
| 1315 | 126 | OSS PORTION | .40442 | 0 | A2L156C1 | 1 | | |
| 1316 | 129 | OSS PORTION-(CR) | .40442 | 0 | A2L159C1 | 1 | | |
| 1317 | 141 | OSS PORTION | .40442 | 0 | A2L171C1 | 1 | | |
| 1318 | 144 | OSS PORTION | .40442 | 0 | A2L174C1 | 1 | | |
| 1319 | 147 | OSS PORTION | .40442 | 0 | A2L177C1 | 1 | | |
| 1320 | 150 | OTHER OSS | 1 | 0 | A2L177C1 | 1 | | |
| 1321 | 110 | SMALL TOOLS-OSS PROTION | .40442 | 0 | A2L180C1 | 1 | | |
| 1322 | 307 | WORK & NR-OSS PROTION | .45544 | 0 | A2L140C1 | 5 | | |
| 1323 | | SUBTOTAL OPR EXPENSE | 11.98398 | 9711 | A2L245C1 | 32 | | |
| 1324 | 909122 | STORAGE DEPR | XX | 106 | XX | 0 | | |
| 1325 | 909322 | STORAGE LR | 1 | 4 | A3L715C1 | 1 | | |
| 1326 | | SUBTOTAL DL EXPENSES | 1.5 | 110 | A3L816C1 | 1 | | |
| 1327 | 909822 | STORAGE ROI | XX | 194.0183 | XX | 0 | | |

* NO OUTPUT STATISTIC CURRENTLY AVAILABLE

GENERAL OVERHEAD AND CONSTANT COSTS

CALCULATION OF TOTAL OPR, DL, AND ROI EXPENSES

| LINE | CODE | IDENTIFICATION | SOURCE OF C1 | AMOUNT (1) |
|------|-------|--|---------------------|---------------|
| 101 | 620 | TOTAL OPERATING EXPENSE | A2L420C44 | 1490803 |
| 102 | 412 | FREIGHT L&D-TRAIN | A2L312C44 | 3600 |
| 103 | 428 | FREIGHT L&D-YARD | A2L328C44 | 0 |
| 104 | 504 | FREIGHT L&D-COMMON | A2L339C44 | 0 |
| 105 | 511 | FREIGHT L&D-SPECIAL SERVICES | A2L346C44 | 0 |
| 106 | | SUBTOTAL L&D | SUM L102-105 | 3600 |
| 107 | | W&S DEPRECIATION | B2L904C1 | 165877 |
| 108 | 213 | LOCO DEPRECIATION | A2L213C44 | 12276 |
| 109 | 232 | FC DEPRECIATION | A2L232C44 | 18085 |
| 110 | 317 | OE DEPRECIATION | A2L255C44 | 6488 |
| 111 | | W&S LEASE RENTALS | B2L813C1 | 4877 |
| 112 | | LOCO LEASE RENTALS | B2L505C1 | 5466 |
| 113 | | FC LEASE RENTALS | B2L515C1 | 45721 |
| 114 | | OE LEASE RENTALS | B2L543C1 | 3389 |
| 115 | | FC INTERCHANGE RENTS | B2L601C1-B2L602C1 | 13127 |
| 116 | | SUBTOTAL DL | SUM L107-115 | 275306 |
| 117 | | S&T COMPANIES-OPR | B1L107C1+B1L109C1 | 0 |
| 118 | | S&T COMPANIES-DL | B1L108C1+B1L110C1 | 0 |
| 119 | | S&T COMPANIES-ROI | B5L680C4+B5L735C4 | 0 |
| 120 | | W&S INVESTMENT | B5L679C4 | 860424 |
| 121 | | EQUIP INVESTMENT | B5L734C4 | 92211 |
| 122 | 51000 | MISCL RENT INCOME + INCIDENTAL REVENUE (CR) | A2L422C44 | 49315 |
| 123 | | LOCAL MARINE-OPR | D7L236C2+D7L236C3 | 0 |
| 124 | | LOCAL MARINE-DL | D7L243C2+D7L243C3 | 0 |
| 125 | | LOCAL MARINE-ROI | D7L246C2+D7L246C3 | 0 |
| 126 | | OTHER SP. TERM-OPR | D7L1323C2+D7L1323C3 | 9711 |
| 127 | | OTHER SP. TERM-DL | D7L1326C2+D7L1326C3 | 216 |
| 128 | | OTHER SP. TERM-ROI | D7L1327C2+D7L1327C3 | 388.0367 |
| 129 | | ADDITIONS TO OPR EXPENSE | L117-L122 | -49315 |
| 130 | | DEDUCTIONS FROM OPR EXPENSE | L116+L123+L126+L106 | 288617 |
| 131 | | DEDUCTIONS FROM DL EXPENSE | L124+L127 | 216 |
| 132 | | DEDUCTIONS FROM ROI EXPENSE | L125+L128 | 388.0367 |
| 133 | | TOTAL OPR EXPENSE (EXCL DL, LM, OSST, L&D; INCL S&T, MISCL REVENUES) | L101+L129-L130 | 1152871 |
| 134 | | TOTAL DL EXPENSE (EXCL LM, OSST, PD CREDITS; INCL S+T) | L116+L118-L131 | 275090 |
| 135 | | TOTAL ROI EXPENSE (EXCL LM, OSST; INCLUDING S&T) | L120+L121+L119-L132 | 952248 |
| 136 | | TOTAL RAILWAY EXPENSE (EXCL LM, OSST CREDITS INCL S&T CO.) | L133+L134+L135 | 2380210 |

GENERAL OVERHEAD AND CONSTANT COSTS

CALCULATION OF UNASSIGNED GOH. TOTAL FREIGHT EXPENSE AND VARIABLE FREIGHT EXPENSE

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION | SOURCE | REGR EXP IF C1 = BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2 ='X' DO C2:=BLANK | | SOURCE | DEFAULT EXPENSE IF C2 NOT =BLANK DO C3:=BLANK | VARIABILITY PERCENTAGE | (4) | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 |
|------|------|--------------------------|--------------------------|-------------|---|-------------|----------|---|---------------------------|-----|---|
| | | | | | (1) | (2) | | | | | (5) |
| 201 | 002 | GOH PORTION | | 2 A2L102C44 | | 0 B9L101C27 | 1270 | .45544 | | | 578.4398 |
| 202 | 002 | OE/OTHER HIGHWAY PORTION | | 2 A2L102C44 | | 0 B9L301C17 | 5.91144 | .45544 | | | 2.69231 |
| 203 | 002 | OE/PASSENGER PORTION | | 2 A2L102C44 | | 0 B9L301C23 | 4.84649 | .45544 | | | 2.20729 |
| 204 | 002 | OE/COMPUTER PORTION | | 2 A2L102C44 | | 0 B9L301C25 | 0 | .45544 | | | 0 |
| 205 | 004 | M OF W&S ADMIN-COMMUN | | 2 A2L104C44 | | 0 A2L104C44 | 2490 | .45544 | | | 1134 |
| 206 | 005 | GOH PORTION | | 2 A2L105C44 | | 0 B9L102C27 | 880.2551 | .45544 | | | 400.9035 |
| 207 | 005 | OE/OTHER HIGHWAY PORTION | | 2 A2L105C44 | | 0 B9L302C17 | 1.34218 | .45544 | | | .61128 |
| 208 | 005 | OE/PASSENGER PORTION | | 2 A2L105C44 | | 0 B9L302C23 | 1.10039 | .45544 | | | .50116 |
| 209 | 005 | OE/COMPUTER PORTION | | 2 A2L105C44 | | 0 B9L302C25 | 0 | .45544 | | | 0 |
| 210 | 024 | GOH PORTION | | 2 A2L120C44 | | 0 B9L103C27 | 0 | .40442 | | | 0 |
| 211 | 024 | OE/OTHER HIGHWAY PORTION | | 2 A2L120C44 | | 0 B9L303C17 | 0 | .40442 | | | 0 |
| 212 | 024 | OE/PASSENGER PORTION | | 2 A2L120C44 | | 0 B9L303C23 | 0 | .40442 | | | 0 |
| 213 | 024 | OE/COMPUTER PORTION | | 2 A2L120C44 | | 0 B9L303C25 | 0 | .40442 | | | 0 |
| 214 | 027 | COMMUNICATION SYSTEMS | 14 | A2L123C44 | 7369 | A2L123C44 | 0 | .76171 | | | 5613 |
| 215 | 031 | STATIONS & OFFICES | 14 | A2L127C44 | 2986 | A2L127C44 | 0 | .76171 | | | 2274 |
| 216 | 034 | OTHER HIGHWAY PORTION | 2 | A2L130C44 | 0 | B9L304C17 | 16.71162 | .45544 | | | 7.61114 |
| 217 | 034 | PASSENGER PORTION | 2 | A2L130C44 | 0 | B9L304C23 | 13.70103 | .45544 | | | 6.24 |
| 218 | 034 | COMPUTER PORTION | 2 | A2L130C44 | 0 | B9L304C25 | 0 | .45544 | | | 0 |
| 219 | 102 | MISC, BUILD & STRUCTURES | 2 | A2L132C44 | 604.0343 | A2L132C44 | 0 | .45544 | | | 275.1015 |
| 220 | 110 | GOH PORTION | 2 | A2L140C44 | 0 | B9L112C27 | 1767 | .45544 | | | 805.115 |
| 221 | 110 | OE/OTHER HIGHWAY | 2 | A2L140C44 | 0 | B9L313C17 | 2.69543 | .45544 | | | 1.22761 |
| 222 | 110 | OE/PASSENGER PORTION | 2 | A2L140C44 | 0 | B9L313C23 | 2.20985 | .45544 | | | 1.00646 |
| 223 | 110 | OE/COMPUTERS | 2 | A2L140C44 | 0 | B9L313C25 | 0 | .45544 | | | 0 |
| 224 | 114 | GOH PORTION | 2 | A2L144C44 | 0 | B9L104C27 | 6331 | .45544 | | | 2883 |
| 225 | 114 | OE/OTHER HIGHWAY PORTION | 2 | A2L144C44 | 0 | B9L305C17 | 9.65396 | .45544 | | | 4.3968 |
| 226 | 114 | OE/PASSENGER PORTION | 2 | A2L144C44 | 0 | B9L305C23 | 7.9148 | .45544 | | | 3.60472 |
| 227 | 114 | OE/COMPUTER PORTION | 2 | A2L144C44 | 0 | B9L305C25 | 0 | .45544 | | | 0 |
| 228 | 117 | GOH PORTION | 2 | A2L147C44 | 0 | B9L105C27 | 0 | .40442 | | | 0 |
| 229 | 117 | OE/OTHER HIGHWAY PORTION | 2 | A2L147C44 | 0 | B9L306C17 | 0 | .40442 | | | 0 |
| 230 | 117 | OE/PASSENGER PORTION | 2 | A2L147C44 | 0 | B9L306C23 | 0 | .40442 | | | 0 |
| 231 | 117 | OE/COMPUTER PORTION | 2 | A2L147C44 | 0 | B9L306C25 | 0 | .40442 | | | 0 |
| 232 | 126 | GOH PORTION | 2 | A2L156C44 | 0 | B9L106C27 | 0 | .40442 | | | 0 |
| 233 | 126 | OE/OTHER HIGHWAY PORTION | 2 | A2L156C44 | 0 | B9L307C17 | 0 | .40442 | | | 0 |
| 234 | 126 | OE/PASSENGER PORTION | 2 | A2L156C44 | 0 | B9L307C23 | 0 | .40442 | | | 0 |
| 235 | 126 | OE/COMPUTER PORTION | 2 | A2L156C44 | 0 | B9L307C25 | 0 | .40442 | | | 0 |

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION | SOURCE | REGR EXP IF C1 = BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2 ='X' DO C2:=BLANK | | SOURCE | DEFAULT EXPENSE IF C2 NOT =BLANK DO C3:=BLANK | | VARIABILITY PERCENTAGE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 | |
|------|------|-------------------------------|--------------------------|-----------|---|-----|-----------|---|--------|---------------------------|---|-----|
| | | | | | (1) | (2) | | (3) | (4) | | (5) | (5) |
| 236 | 129 | GOH PORTION-(CR) | 2 | A2L159C44 | | 0 | B9L107C27 | 0 | .40442 | | 0 | 0 |
| 237 | 129 | OE/OTHER HIGHWAY PORTION-(CR) | 2 | A2L159C44 | | 0 | B9L308C17 | 0 | .40442 | | 0 | 0 |
| 238 | 129 | OE/PASSENGER PORTION-(CR) | 2 | A2L159C44 | | 0 | B9L308C23 | 0 | .40442 | | 0 | 0 |
| 239 | 129 | OE/COMPUTER PORTION-(CR) | 2 | A2L159C44 | | 0 | B9L308C25 | 0 | .40442 | | 0 | 0 |
| 240 | 141 | GOH PORTION | 2 | A2L171C44 | | 0 | B9L108C27 | 0 | .40442 | | 0 | 0 |
| 241 | 141 | OE/OTHER HIGHWAY PORTION | 2 | A2L171C44 | | 0 | B9L309C17 | 0 | .40442 | | 0 | 0 |
| 242 | 141 | OE/PASSENGER PORTION | 2 | A2L171C44 | | 0 | B9L309C23 | 0 | .40442 | | 0 | 0 |
| 243 | 141 | OE/COMPUTER | 2 | A2L171C44 | | 0 | B9L309C25 | 0 | .40442 | | 0 | 0 |
| 244 | 144 | GOH PORTION-(CR) | 2 | A2L174C44 | | 0 | B9L109C27 | 0 | .40442 | | 0 | 0 |
| 245 | 144 | OE/OTHER HIGHWAY PORTION-(CR) | 2 | A2L174C44 | | 0 | B9L310C17 | 0 | .40442 | | 0 | 0 |
| 246 | 144 | OE/PASSENGER PORTION-(CR) | 2 | A2L174C44 | | 0 | B9L310C23 | 0 | .40442 | | 0 | 0 |
| 247 | 144 | OE/COMPUTER PORTION-(CR) | 2 | A2L174C44 | | 0 | B9L310C25 | 0 | .40442 | | 0 | 0 |
| 248 | 147 | GOH PORTION | 2 | A2L177C44 | | 0 | B9L110C27 | 0 | .40442 | | 0 | 0 |
| 249 | 147 | OE/OTHER HIGHWAY PORTION | 2 | A2L177C44 | | 0 | B9L311C17 | 0 | .40442 | | 0 | 0 |
| 250 | 147 | OE/PASSENGER PORTION | 2 | A2L177C44 | | 0 | B9L311C23 | 0 | .40442 | | 0 | 0 |
| 251 | 147 | OE/COMPUTER PORTION | 2 | A2L177C44 | | 0 | B9L311C25 | 0 | .40442 | | 0 | 0 |
| 252 | 150 | OTHER GOH PORTION | 0 | A2L180C44 | | 0 | B9L111C27 | 1075 | .67031 | | 720.6492 | |
| 253 | 150 | OTHER OE/OTHER HY | 0 | A2L180C44 | | 0 | B9L312C17 | 1.63926 | .67031 | | 1.09882 | |
| 254 | 150 | OTHER OE/PASSENGER | 0 | A2L180C44 | | 0 | B9L312C23 | 1.34395 | .67031 | | .90087 | |
| 255 | 150 | OTHER OE/COMPUTER | 0 | A2L180C44 | | 0 | B9L312C25 | 0 | .67031 | | 0 | |
| 256 | 301 | OTHER HIGHWAY PORTION | 2 | A2L239C44 | | 0 | B9L315C17 | 72.38076 | .44654 | | 32.32085 | |
| 257 | 301 | PASSENGER PORTION | 2 | A2L239C44 | | 0 | B9L315C23 | 59.34139 | .44654 | | 26.49826 | |
| 258 | 301 | COMPUTER PORTION | 2 | A2L239C44 | | 0 | B9L315C25 | 0 | .44654 | | 0 | |
| 259 | 302 | OTHER HIGHWAY EQUIP | 0 | A3L333C12 | | 0 | A3L333C12 | 289.3469 | .67031 | | 193.953 | |
| 260 | 304 | PASSENGER REPAIR | 14 | A2L242C44 | 251.1026 | 0 | A2L242C44 | 0 | .75512 | | 189.6127 | |
| 261 | 305 | COMPUTER & DP EQUIP | 14 | A2L243C44 | | 0 | A2L243C44 | 0 | .75512 | | 0 | |
| 262 | 306 | OTHER HIGHWAY PORTION | 0 | A2L244C44 | | 0 | B9L316C17 | 1.26145 | .67031 | | .84556 | |
| 263 | 306 | PASSENGER PORTION | 0 | A2L244C44 | | 0 | B9L316C23 | 1.0342 | .67031 | | .69324 | |
| 264 | 306 | COMPUTER PORTION | 0 | A2L244C44 | | 0 | B9L316C25 | 0 | .67031 | | 0 | |
| 265 | 307 | GOH PORTION | 2 | A2L245C44 | | 0 | B9L113C27 | 880.0148 | .44654 | | 392.9612 | |
| 266 | 307 | OE/OTHER HIGHWAY PORTION | 2 | A2L245C44 | | 0 | B9L314C17 | 1.34181 | .44654 | | .59917 | |
| 267 | 307 | OE/PASSENGER PORTION | 2 | A2L245C44 | | 0 | B9L314C23 | 1.10009 | .44654 | | .49123 | |
| 268 | 307 | OE/COMPUTERS | 2 | A2L245C44 | | 0 | B9L314C25 | 0 | .44654 | | 0 | |
| 269 | 308 | OTHER HIGHWAY PORTION | 2 | A2L246C44 | | 0 | B9L317C17 | 0 | .40442 | | 0 | |
| 270 | 308 | PASSENGER PORTION | 2 | A2L246C44 | | 0 | B9L317C23 | 0 | .40442 | | 0 | |
| 271 | 308 | COMPUTER PORTION | 2 | A2L246C44 | | 0 | B9L317C25 | 0 | .40442 | | 0 | |
| 272 | 309 | OE FRINGES - OTHER HIGHWAY | 2 | A2L247C44 | | 0 | B9L318C17 | 103.177 | .44654 | | 46.07258 | |
| 273 | 309 | PASSENGER PORTION | 2 | A2L247C44 | | 0 | B9L318C23 | 84.58968 | .44654 | | 37.77262 | |
| 274 | 309 | COMPUTER PORTION | 2 | A2L247C44 | | 0 | B9L318C25 | 0 | .44654 | | 0 | |
| 275 | 310 | OE CASUALTIES - OTHER HIGHWAY | 2 | A2L248C44 | | 0 | B9L319C17 | 0 | .40442 | | 0 | |
| 276 | 310 | PASSENGER PORTION | 2 | A2L248C44 | | 0 | B9L319C23 | 0 | .40442 | | 0 | |
| 277 | 310 | COMPUTER PORTION | 2 | A2L248C44 | | 0 | B9L319C25 | 0 | .40442 | | 0 | |

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION | SOURCE | REGR EXP IF C1 = BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2 ='X' DO C2:=BLANK (2) | SOURCE | DEFAULT EXPENSE IF C2 NOT =BLANK DO C3:=BLANK (3) | VARIABILITY PERCENTAGE (4) | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 (5) |
|------|------|--|--------------------------|-----------|--|-----------|--|----------------------------------|--|
| | | | | | | | | | |
| 278 | 313 | OE JT FAC RENT-DR-OTHER HIGHWAY | 2 | A2L251C44 | 0 | B9L320C17 | 0 | .40442 | 0 |
| 279 | 313 | PASSENGER PORTION | 2 | A2L251C44 | 0 | B9L320C23 | 0 | .40442 | 0 |
| 280 | 313 | COMPUTER PORTION | 2 | A2L251C44 | 0 | B9L320C25 | 0 | .40442 | 0 |
| 281 | 314 | OE JT FAC RENT-(CR)-OTHER HY | 2 | A2L252C44 | 0 | B9L321C17 | 0 | .40442 | 0 |
| 282 | 314 | PASSENGER PORTION-(CR) | 2 | A2L252C44 | 0 | B9L321C23 | 0 | .40442 | 0 |
| 283 | 314 | COMPUTER PORTION-(CR) | 2 | A2L252C44 | 0 | B9L321C25 | 0 | .40442 | 0 |
| 284 | 318 | OE JT FACILITY-DR-OTHER HIGHWAY | 2 | A2L256C44 | 0 | B9L322C17 | .33934 | .40442 | .13723 |
| 285 | 318 | PASSENGER PORTION | 2 | A2L256C44 | 0 | B9L322C23 | .27821 | .40442 | .11251 |
| 286 | 318 | COMPUTER PORTION | 2 | A2L256C44 | 0 | B9L322C25 | 0 | .40442 | 0 |
| 287 | 319 | OE JT FACILITY-(CR)-OTHER HY | 2 | A2L257C44 | 0 | B9L323C17 | 0 | .40442 | 0 |
| 288 | 319 | PASSENGER PORTION-(CR) | 2 | A2L257C44 | 0 | B9L323C23 | 0 | .40442 | 0 |
| 289 | 319 | COMPUTER PORTION-(CR) | 2 | A2L257C44 | 0 | B9L323C25 | 0 | .40442 | 0 |
| 290 | 320 | OE RPR BILLED OTHERS-OTHER HIGHWAY-(CR) | 0 | A2L258C44 | 0 | B9L326C17 | -19.12537 | .67031 | -12.81998 |
| 291 | 320 | PASSENGER PORTION-(CR) | 0 | A2L258C44 | 0 | B9L326C23 | -15.67994 | .67031 | -10.51047 |
| 292 | 320 | COMPUTER PORTION-(CR) | 0 | A2L258C44 | 0 | B9L326C25 | 0 | .67031 | 0 |
| 293 | 321 | OE DISMANTLING - OTHER HIGHWAY | 2 | A2L259C44 | 0 | B9L324C17 | 0 | .40442 | 0 |
| 294 | 321 | PASSENGER PORTION | 2 | A2L259C44 | 0 | B9L324C23 | 0 | .40442 | 0 |
| 295 | 321 | COMPUTER PORTION | 2 | A2L259C44 | 0 | B9L324C25 | 0 | .40442 | 0 |
| 296 | 322 | OE OTHER-OTHER HY | 0 | A2L260C44 | 0 | B9L325C17 | 0 | .67031 | 0 |
| 297 | 322 | PASSENGER PORTION | 0 | A2L260C44 | 0 | B9L325C23 | 0 | .67031 | 0 |
| 298 | 322 | COMPUTER PORTION | 0 | A2L260C44 | 0 | B9L325C25 | 0 | .67031 | 0 |
| 299 | 518 | AS ADMIN- COMMUNICATION PORTION | 14 | A2L353C44 | 0 | B9L115C5 | 10903 | .72185 | 7870 |
| 300 | 520 | COMMUNICATION OPR | 14 | A2L355C44 | 1269 | A2L355C44 | 0 | .72185 | 916.0319 |
| 301 | 522 | AS FRINGES-COMM PORTION | 14 | A2L357C44 | 0 | B9L116C5 | 5134 | .72185 | 3706 |
| 302 | 523 | AS CASUALTIES-COMM PORTION | 14 | A2L358C44 | 0 | B9L117C5 | 0 | .72185 | 0 |
| 303 | 524 | AS JT FAC-DR-COMM PORTION | 14 | A2L359C44 | 0 | B9L118C5 | 0 | .72185 | 0 |
| 304 | 525 | AS JT FAC-CR-COMM PORTION | 14 | A2L360C44 | 0 | B9L119C5 | 0 | .72185 | 0 |
| 305 | 526 | AS OTHER-COMMUNICATION PORTION | 14 | A2L361C44 | 0 | B9L120C5 | 6322 | .72185 | 4563 |
| 306 | 601 | GENERAL OFFICERS | 14 | A2L401C44 | 25503 | A2L401C44 | 0 | .72185 | 18409 |
| 307 | 602 | ACCOUNTING & FINANCE | 14 | A2L402C44 | 3639 | A2L402C44 | 0 | .72185 | 2626 |
| 308 | 603 | MANAGEMENT SERVICES & DP | 14 | A2L403C44 | 26749 | A2L403C44 | 0 | .72185 | 19308 |
| 309 | 604 | MARKETING | 14 | A2L404C44 | 9367 | A2L404C44 | 0 | .72185 | 6761 |
| 310 | 605 | SALES | 14 | A2L405C44 | 2496 | A2L405C44 | 0 | .72185 | 1801 |
| 311 | 606 | INDUSTRIAL DEVELOPMENT | 14 | A2L406C44 | 0 | A2L406C44 | 0 | .72185 | 0 |
| 312 | 607 | PERSONNEL & LABOR RELATIONS | 14 | A2L407C44 | 2891 | A2L407C44 | 0 | .72185 | 2086 |
| 313 | 608 | LEGAL & SECRETARIAL | 14 | A2L408C44 | 0 | A2L408C44 | 0 | .72185 | 0 |
| 314 | 609 | PUBLIC RELATIONS & ADVERTISING | 14 | A2L409C44 | 1598 | A2L409C44 | 0 | .72185 | 1153 |
| 315 | 610 | RESEARCH & DEVELOPMENT | 14 | A2L410C44 | 0 | A2L410C44 | 0 | .72185 | 0 |
| 316 | 611 | G & A FRINGES | 14 | A2L411C44 | 5901 | A2L411C44 | 0 | .72185 | 4259 |
| 317 | 612 | G & A CASUALTIES | 14 | A2L412C44 | -4583 | A2L412C44 | 0 | .72185 | -3308 |

| LINE | CODE | IDENTIFICATION | WT-CO REGRES- SION | SOURCE | REGR EXP IF C1 = BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2 ='X' DO C2:=BLANK | | SOURCE | DEFAULT EXPENSE IF C2 NOT =BLANK DO C3:=BLANK | | VARIABILITY PERCENTAGE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 | |
|------|---------|--------------------------------------|--------------------------|-----------|---|--------|-----------|---|-----|---------------------------|---|----------|
| | | | | | (1) | (2) | | (3) | (4) | | (5) | (5) |
| 318 | 613 | WRITEDOWN OF UNCOLLECTIBLES | 14 | A2L413C44 | | 119 | A2L413C44 | 0 | | .72185 | | 85.90055 |
| 319 | 614 | PROPERTY TAXES | 0 | A2L414C44 | | 0 | A2L414C44 | 46022 | | 0 | | 0 |
| 320 | 615 | OTHER TAXES (EXCL INCOME OR PAYROLL) | 0 | A2L415C44 | | 0 | A2L415C44 | 2450 | | 0 | | 0 |
| 321 | 616 | G & A JT FACILITY - DR | 14 | A2L416C44 | | 1425 | A2L416C44 | 0 | | .72185 | | 1028 |
| 322 | 617 | G & A JT FACILITY - (CR) | 14 | A2L417C44 | | 1253 | A2L417C44 | 0 | | .72185 | | 904.4822 |
| 323 | 618 | G & A OTHER | 14 | A2L418C44 | | 122818 | A2L418C44 | 0 | | .72185 | | 88656 |
| 324 | 11000 | INCIDENTAL REV. + MISC RENT (CR) | 0 | A2L421C44 | | 0 | A2L421C44 | 49315 | | .67031 | | 33056 |
| 325 | | SUBTOTAL OPR-REGRESSION DERIVED : | | | | | | | | | | |
| | | (SUM L201-235)+(SUM L240-243)+(SUM | | | | | | | | | | |
| | | L248-280)+(SUM L284-286)+(SUM L293- | | | | | | | | | | |
| | | 303)+(SUM L305-321)+L323-(SUM L236- | | | | | | | | | | |
| | | 239)-(SUM L244-247)-(SUM L281-283)- | | | | | | | | | | |
| | | (SUM L287-292)-L304-L322-L324 | XX | XX | | 209150 | XX | XX | XX | | | 151235 |
| 326 | | SUBTOTAL OPR | | | | | | | | | | |
| | | : (SUM L201-235)+(SUM L240-243) | | | | | | | | | | |
| | | +(SUM L248-280)+(SUM L284-286)+ | | | | | | | | | | |
| | | (SUM L293-303)+(SUM L305-321)+L323- | | | | | | | | | | |
| | | (SUM L236-239)-(SUM L244-247)-(SUM | | | | | | | | | | |
| | | L281-283)-(SUM L287-292)-L304-L322- | | | | | | | | | | |
| | | L324 | XX | XX | | 209150 | XX | 36930 | XX | | | 141631 |
| 327 | | SUBTOTAL OPR-NO REGRESSION DERIVED | | | | | | | | | | |
| | | : L326 -L325 | XX | XX | | XX | XX | 36930 | XX | | | -9604 |
| 328 | 909116 | STATION - DEPR | 0 | B2L916C2 | | 0 | B2L916C2 | 2257 | | .69326 | | 1564 |
| 329 | 909316 | STATION - LR | 0 | B2L826C2 | | 0 | B2L826C2 | 67 | | .69326 | | 46.44853 |
| 330 | 909120 | S & E-DEPR-OTHER HIGHWAY | 0 | B2L920C2 | | 0 | B5L436C3 | 5.16577 | | .69326 | | 3.58123 |
| 331 | 909120 | S & E-DEPR-PASSENGER | 0 | B2L920C2 | | 0 | B5L439C3 | 4.23516 | | .69326 | | 2.93607 |
| 332 | 909120 | S & E-DEPR-COMPUTER | 0 | B2L920C2 | | 0 | B5L440C3 | 0 | | .69326 | | 0 |
| 333 | 909320 | S & E - LR - OTHER HIGHWAY | 0 | B2L830C2 | | 0 | B5L436C4 | .16394 | | .69326 | | .11366 |
| 334 | 909320 | S & E - LR - PASSENGER | 0 | B2L830C2 | | 0 | B5L439C4 | .13441 | | .69326 | | .09318 |
| 335 | 909320 | S & E - LR - COMPUTER | 0 | B2L830C2 | | 0 | B5L440C4 | 0 | | .69326 | | 0 |
| 336 | 909126 | COMMUNICATION SYSTEMS - DEPR | 0 | B2L925C2 | | 0 | B2L925C2 | 2237 | | .69326 | | 1550 |
| 337 | 909326 | COMMUNICATION SYSTEMS - LR | 0 | B2L835C2 | | 0 | B2L835C2 | 47 | | .69326 | | 32.5833 |
| 338 | 909135 | MISC STRUCTURES - DEPR | 0 | B2L929C2 | | 0 | B2L929C2 | 100 | | .69326 | | 69.32617 |
| 339 | 909335 | MISC STRUCTURES - LR | 0 | B2L839C2 | | 0 | B2L839C2 | 5 | | .69326 | | 3.46631 |
| 340 | 909180A | OTHER LR - DEPR | 0 | B2L933C2 | | 0 | B2L933C2 | 0 | | .69326 | | 0 |
| 341 | 909380A | OTHER LR - LR | 0 | B2L843C2 | | 0 | B2L843C2 | 0 | | .69326 | | 0 |

| LINE | CODE | IDENTIFICATION | WT-C0 REGRES- SION | SOURCE | REGR EXP IF C1 = BLANK THEN C2:=BLANK ELSE IF C1L(C1)C2 ='X' DO C2:=BLANK | | SOURCE | DEFAULT EXPENSE IF C2 NOT =BLANK DO C3:=BLANK | | VARIABILITY PERCENTAGE | VARIABLE EXPENSE REGR C2*C4 NO REGR C3*C4 IF C2=BLANK THEN C3*C4 ELSE C2*C4 | |
|------|--------|--------------------------------------|--------------------------|------------|---|-------------|----------|---|-----|---------------------------|---|----------|
| | | | | | (1) | (2) | | (3) | (4) | | (5) | (5) |
| 342 | 809132 | OTHER HIGHWAY - DEPR | | 0 B2L246C2 | | 0 B2L246C2 | | 498 | | .69326 | | 345.2443 |
| 343 | 809332 | OTHER HIGHWAY - LR | | 0 B2L555C2 | | 0 B2L555C2 | | 2437 | | .69326 | | 1689 |
| 344 | 809136 | COMPUTER & DP EQ - DEPR | | 0 B2L251C2 | | 0 B2L251C2 | | 3749 | | .69326 | | 2599 |
| 345 | 809336 | COMPUTER & DP EQ - LR | | 0 B2L559C2 | | 0 B2L559C2 | | 0 | | .69326 | | 0 |
| 346 | 809135 | FREIGHT PORTION OF PASSENGER - DEPR | | 0 B2L250C2 | | 0 B2L250C2 | | 25 | | .69326 | | 17.33154 |
| 347 | 809335 | FREIGHT PORTION OF PASSENGER - LR | | 0 B2L558C2 | | 0 B2L558C2 | | 372 | | .69326 | | 257.8933 |
| 348 | 809139 | OE MACH - OTHER HIGHWAY - DEPR | | 0 B2L252C2 | | 0 B5L436C10 | 12.19004 | | | .69326 | | 8.45089 |
| 349 | 809139 | OE MACH - PASSENGER - DEPR | | 0 B2L252C2 | | 0 B5L439C10 | 9.99401 | | | .69326 | | 6.92846 |
| 350 | 809139 | OE MACH - COMPUTER - DEPR | | 0 B2L252C2 | | 0 B5L440C10 | | 0 | | .69326 | | 0 |
| 351 | 809339 | OE MACH - OTHER HIGHWAY - LR | | 0 B2L560C2 | | 0 B5L436C11 | | 0 | | .69326 | | 0 |
| 352 | 809339 | EO MACH - COMPUTER - LR | | 0 B2L560C2 | | 0 B5L439C11 | | 0 | | .69326 | | 0 |
| 353 | 809339 | OE MACH - PASSENGER - LR | | 0 B2L560C2 | | 0 B5L440C11 | | 0 | | .69326 | | 0 |
| 354 | | SUBTOTAL DL - REGRESSION DERIVED | | | | | | | | | | |
| | | :SUM L328-353 | XX | XX | | 0 XX | XX | XX | XX | | | 0 |
| 355 | | SUBTOTAL DL : SUM L328-353 | XX | XX | | 0 XX | | 11825 | XX | | | 8198 |
| 356 | | SUBTOTAL DL NO REGRESSION DERIVED | | | | | | | | | | |
| | | :L355 -L354 | XX | XX | XX | XX | | 11825 | XX | | | 8198 |
| 357 | 909816 | STATION - ROI | | 0 B5L621C4 | | 0 B5L621C4 | | 8398 | | .54907 | | 4611 |
| 358 | 909820 | OTHER HIGHWAY PORTION - ROI | | 0 B5L652C4 | | 0 B5L652C4 | | 62.60019 | | .54907 | | 34.37177 |
| 359 | 909820 | PASSENGER PORTION - ROI | | 0 B5L655C4 | | 0 B5L655C4 | | 51.32279 | | .54907 | | 28.17971 |
| 360 | 909820 | COMPUTER PORTION - ROI | | 0 B5L656C4 | | 0 B5L656C4 | | 0 | | .54907 | | 0 |
| 361 | 909826 | COMMUNICATIONS PORTION - ROI | | 0 B5L666C4 | | 0 B5L666C4 | | 4431 | | .54907 | | 2432 |
| 362 | 909835 | MISC STRUCTURES - ROI | | 0 B5L671C4 | | 0 B5L671C4 | | 705.5564 | | .54907 | | 387.3986 |
| 363 | | OTHER ROAD - ROI | | 0 B5L676C4 | | 0 B5L676C4 | | 0 | | .54907 | | 0 |
| 364 | 809832 | HIGHWAY REV EQ - OTHER HY - ROI | | 0 B5L727C4 | | 0 B5L727C4 | | 12.84762 | | .54907 | | 7.05422 |
| 365 | 809835 | COMPUTER - ROI | | 0 B5L731C4 | | 0 B5L731C4 | | 0 | | .54907 | | 0 |
| 366 | 909876 | INTEREST - ROI | | 0 B5L677C4 | | 0 B5L677C4 | | 321.5725 | | .54907 | | 176.5652 |
| 367 | 909890 | CONSTRUCTION - ROI | | 0 B5L678C4 | | 0 B5L678C4 | | 0 | | .54907 | | 0 |
| 368 | | SUBTOTAL - ROI - REGRESSION DERIVED | | | | | | | | | | |
| | | :SUM L357-367 | XX | XX | | 0 XX | XX | XX | XX | | | 0 |
| 369 | | SUBTOTAL - ROI : SUM L357-367 | XX | XX | | 0 XX | | 13983 | XX | | | 7677 |
| 370 | | SUBTOTAL - ROI NO REGRESSION DERIVED | | | | | | | | | | |
| | | :L369 -L368 | XX | XX | XX | XX | | 13983 | XX | | | 7677 |

GENERAL OVERHEAD AND CONSTANT COSTS

CALCULATION OF VARIABLE EXPENSES ON WORKTABLES D1 THRU D7

| LINE | CODE | IDENTIFICATION | SOURCE | VARIABLE | | VARIABLE | | VARIABLE | |
|------|------------------------|----------------|--------|----------|------------|----------|------------|----------|--------|
| | | | | OPR | SOURCE | DL | SOURCE | ROI | SOURCE |
| | | | | EXPENSE | | EXPENSE | | EXPENSE | |
| | | | | (1) | | (2) | | (3) | |
| 401 | GTM D-1 | D1L157C7 | | 72916 | D1L234C7 | 82152 | D1L251C7 | 330739 | |
| 402 | GTM D-3 | D3L191C7 | | 70197 | D3L217C7 | 7430 | D3L224C7 | 13120 | |
| 403 | CM D-1 | D1L157C13 | | 0 | D1L234C12 | 0 | D1L251C12 | 0 | |
| 404 | CM D-3 | D3L191C13 | | 0 | D3L217C12 | 0 | D3L224C12 | 0 | |
| 405 | CM D-5 | D5L121C7 | | 0 | XX | XX | XX | XX | |
| 406 | TM(R) D-1 | D1L157C18 | | 0 | D1L234C16 | 0 | D1L251C16 | 0 | |
| 407 | TM(R) D-3 | D3L191C23 | | 10215 | D3L217C20 | 7 | D3L224C20 | 36.32108 | |
| 408 | LUM D-3 | D3L191C18 | | 85797 | D3L217C16 | 9082 | D3L224C16 | 16035 | |
| 409 | TM(C) D-3* | D3L191C28 | | 85293 | D3L217C24 | 0 | D3L224C24 | 0 | |
| 410 | CM-CL D-5 | D5L122C7 | | 0 | XX | XX | XX | XX | |
| 411 | CLOT-CL D-5 | D5L122C12 | | 42972 | XX | XX | XX | XX | |
| 412 | CLOR-CL D-5 | D5L122C16 | | 0 | XX | XX | XX | XX | |
| 413 | CLOR D-3 | D3L191C33 | | 0 | D3L217C28 | 0 | D3L224C28 | 0 | |
| 414 | CLOR D-5 | D5L121C16 | | 3802 | XX | XX | XX | XX | |
| 415 | CLOT D-5 | D5L121C12 | | 0 | XX | XX | XX | XX | |
| 416 | SEM D-2 | D2L159C7 | | 13644 | D2L236C7 | 1197 | D2L255C7 | 80982 | |
| 417 | SEM D-3 | D3L191C38 | | 46147 | D3L217C32 | 1626 | D3L224C32 | 2871 | |
| 418 | SEM D-4 | D4L159C7 | | 85706 | D4L213C7 | 812.0297 | D4L220C7 | 1128 | |
| 419 | TONS-LAKE D-7 | D7L136C5 | | 3306 | D7L143C5 | 88.81653 | D7L146C5 | 280.3117 | |
| 420 | TONS-COAL D-7 | D7L823C5 | | 2561 | D7L826C5 | 217.1457 | D7L827C5 | 801.1474 | |
| 421 | TONS-ORE D-7 | D7L923C5 | | 21975 | D7L926C5 | 1244 | D7L927C5 | 4592 | |
| 422 | TONS-OMT D-7 | D7L1023C5 | | 708.4524 | D7L1026C5 | 1 | D7L1027C5 | 0 | |
| 423 | CM(RC) D-7 | D7L1208C5 | | 0 | XX | XX | XX | XX | |
| 424 | TCU-PROTEC D-7 | D7L741C5 | | 0 | XX | XX | XX | XX | |
| 425 | RTCU D-7 | D7L383C5 | | 0 | D7L424C5 | 0 | D7L431C5 | 0 | |
| 426 | OTCU D-7 | D7L583C5 | | 2309 | D7L624C5 | 476.914 | D7L631C5 | 228.9561 | |
| 427 | TCU HANDLED D-7 | D7L721C5 | | 9219 | D7L724C5 | 924.5 | D7L725C5 | 2525 | |
| 428 | PU&D D-7 | D7L733C5 | | 7506 | XX | XX | XX | XX | |
| 429 | MVUH D-7 | D7L1123C5 | | 0 | XX | XX | XX | XX | |
| 430 | CM-R D-6 | D6L1919C1 | | 14884 | D6L1919C2 | 4667 | D6L1919C3 | 23139 | |
| 431 | CM-Y D-6 | D6L1919C4 | | 1371 | D6L1919C5 | 572.7046 | D6L1919C6 | 1699 | |
| 432 | CD-R D-6 | D6L1919C7 | | 1655 | D6L1919C8 | 4927 | D6L1919C9 | 3365 | |
| 433 | CD-Y D-6 | D6L1919C10 | | 14600 | D6L1919C11 | 36553 | D6L1919C12 | 33623 | |
| 434 | CM-PRIVATE D-6 | XX | | XX | D6L1819C5 | 30529 | XX | XX | |
| 435 | SUBTOTAL: SUM L401-434 | XX | | 596793 | XX | 182510 | XX | 515171 | |

*LINE 409 COLUMN 2 AND COLUMN 3 SHOULD ALWAYS BE ZERO.

| LINE | CODE | IDENTIFICATION | SOURCE | VARIABLE OPR EXPENSE (1) | SOURCE | VARIABLE DL EXPENSE (2) | SOURCE | VARIABLE ROI EXPENSE (3) |
|------|------|--|-----------|-----------------------------------|-----------|----------------------------------|--------|-----------------------------------|
| 436 | | VARIABLE OPR D1-D7 | L435C1 | 596793 | XX | XX | XX | XX |
| 437 | | VARIABLE OPR D-8 REGR | L325C5 | 151235 | XX | XX | XX | XX |
| 438 | | TOTAL OPR EXPENSE | L133C1 | 1152871 | XX | XX | XX | XX |
| 439 | | TOTAL OPR D-8 NOT REGR | L327C3 | 36930 | XX | XX | XX | XX |
| 440 | | TOTAL OPR EXPENSE MINUS D-8 NO REGR | L438-L439 | 1115941 | XX | XX | XX | XX |
| 441 | | VARIABLE OPR D1-D7 PLUS D-8 REGR | L436+L437 | 748029 | XX | XX | XX | XX |
| 442 | | VAR PERCENTAGE OPR D1-D7 PLUS D-8 REG | L441/L440 | .67031 | XX | XX | XX | XX |
| 443 | | VARIABLE DL D1-D7 | XX | XX | L435C2 | 182510 | XX | XX |
| 444 | | VARIABLE DL D-8 REGR | XX | XX | L354C5 | 0 | XX | XX |
| 445 | | TOTAL DL EXPENSE | XX | XX | L134C1 | 275090 | XX | XX |
| 446 | | TOTAL DL D-8 NOT REGR | XX | XX | L356C3 | 11825 | XX | XX |
| 447 | | TOTAL DL EXPENSE MINUS D8 NO REGR | XX | XX | L445-L446 | 263264 | XX | XX |
| 448 | | VARIABLE DL D1-7 PLUS D-8 REGR | XX | XX | L443+L444 | 182510 | XX | XX |
| 449 | | VAR PERCENTAGE DL D1-7+D8 REGR | XX | XX | L448/L447 | .69326 | XX | XX |
| 450 | | VARIABLE ROI D1-D7 | XX | XX | XX | L435C3 | | 515171 |
| 451 | | VARIABLE ROI D-8 REGR | XX | XX | XX | L368C5 | | 0 |
| 452 | | TOTAL ROI EXPENSE | XX | XX | XX | L135C1 | | 952248 |
| 453 | | TOTAL ROI D-8 NOT REGR | XX | XX | XX | L370C3 | | 13983 |
| 454 | | TOTAL ROI EXPENSE MINUS D-8 NO REGR | XX | XX | XX | L452-L453 | | 938265 |
| 455 | | VARIABLE ROI D1-7 PLUS D-8 REGR | XX | XX | XX | L450+L451 | | 515171 |
| 456 | | VAR PERCENTAGE ROI D1-7 PLUS D-8 REGR | XX | XX | XX | L455/L454 | | .54907 |

GENERAL OVERHEAD AND CONSTANT COSTS
 CALCULATION OF GENERAL OVERHEAD AND CONSTANT COST MARKUP RATIOS

| LINE | IDENTIFICATION | SOURCE OF C1 | AMOUNT (1) |
|------|--|-----------------|---------------|
| 601 | VARIABLE EXPENSE-OPR D8 | L326C5 | 141631 |
| 602 | VARIABLE EXPENSE-DL D8 | L355C5 | 8198 |
| 603 | VARIABLE EXPENSE-ROI D8 | L369C5 | 7677 |
| 604 | VARIABLE EXPENSE-OPR D1-7 | L435C1 | 596793 |
| 605 | VARIABLE EXPENSE-DL D1-7 | L435C2 | 182510 |
| 606 | VARIABLE EXPENSE-ROI D1-7 | L435C3 | 515171 |
| 607 | GOH MARKUP RATIO-OPR | (L601/L604)+1.0 | 1.23732 |
| 608 | GOH MARKUP RATIO-DL | (L602/L605)+1.0 | 1.04492 |
| 609 | GOH MARKUP RATIO-ROI | (L603/L606)+1.0 | 1.0149 |
| 610 | VARIABLE EXPENSE-TOTAL-D8 | L601+L602+L603 | 157507 |
| 611 | VARIABLE EXPENSE-TOTAL D1-7 | L604+L605+L606 | 1294476 |
| 612 | GENERAL OVERHEAD MARKUP RATIO-AVERAGE | (L610/L611)+1.0 | 1.12168 |
| 613 | TOTAL RAILWAY EXPENSE | L136C1 | 2380210 |
| 614 | TOTAL VARIABLE RAILWAY EXPENSE | L610+L611 | 1451984 |
| 615 | VARIABLE PORTION OF TOTAL EXPENSE | L614/L613 | .61002 |
| 616 | CONSTANT COST PORTION OF TOTAL EXPENSE | 1.0-L615 | .38998 |
| 617 | CONSTANT COST MARKUP RATIO | L613/L614 | 1.63928 |

*EXCLUDING LOCAL MARINE AND OTHER SPECIAL SERVICE TERMINALS,
 BUT INCLUDING SWITCHING AND TERMINAL COMPANIES.

GENERAL OVERHEAD AND CONSTANT COSTS
CALCULATION OF OUTPUT UNIT COSTS

| LINE | OUTPUT UNITS | SOURCE | VARIABLE | UNIT COST | SOURCE | VARIABLE | UNIT COST | SOURCE | VARIABLE | UNIT COST |
|------|--------------------|-----------|----------------------------|---|-----------|---------------------------|---|-----------|----------------------------|--|
| | | | OPR UNIT COST (1) | TIMES GOH MARKUP C1*L607C1 (2) | | DL UNIT COST (3) | TIMES GOH MARKUP C3*L608C1 (4) | | ROI UNIT COST (5) | TIMES GOH MARKUP C5 *L609C1 (6) |
| 701 | GTM(C) D-1 | D1L157C10 | .00074632 | XX | D1L234C10 | .00099897 | XX | D1L251C10 | .00402175 | XX |
| 702 | GTM(C) D-3 | D3L191C10 | .0008311 | XX | D3L217C10 | .00009036 | XX | D3L224C10 | .00015954 | XX |
| 703 | GTM(C) TOTAL | L701+L702 | .00157743 | .00195178 | L701+L702 | .00108932 | .00113826 | L701+L702 | .00418129 | .00424361 |
| 704 | CM D-1 | D1L157C15 | 0 | XX | D1L234C14 | 0 | XX | D1L251C14 | 0 | XX |
| 705 | CM D-3 | D3L191C15 | 0 | XX | D3L217C14 | 0 | XX | D3L224C14 | 0 | 0 |
| 706 | CM D-5 | D5L121C10 | 0 | XX | XX | XX | XX | XX | XX | XX |
| 707 | CM TOTAL | L704+L705 | | | L704+L705 | | | L704+L705 | | |
| | | +L706 | 0 | 0 | | 0 | 0 | | 0 | 0 |
| 708 | TM D-1 | D1L157C20 | 0 | XX | D1L234C18 | 0 | XX | D1L251C18 | 0 | XX |
| 709 | TM D-3 | D3L191C25 | .77824 | XX | D3L217C22 | .00053329 | XX | D3L224C22 | .0027671 | XX |
| 710 | TM TOTAL | L708+L709 | .77824 | .96293 | L708+L709 | .00053329 | .00055725 | L708+L709 | .0027671 | .00280834 |
| 711 | TM(C)D-3* | D3L191C30 | 6.49808 | 8.0402 | D3L217C26 | 0 | 0 | D3L224C26 | 0 | 0 |
| 712 | LRM D-3 | D3L191C20 | 2.96574 | 3.66957 | D3L217C18 | .32205 | .33652 | D3L224C18 | .56863 | .57711 |
| 713 | CLOR D-3 | D3L191C35 | 0 | XX | D3L217C30 | 0 | XX | D3L224C30 | 0 | XX |
| 714 | CLOR D-5 | D5L121C18 | 1.95012 | XX | XX | XX | XX | XX | XX | XX |
| 715 | CLOR TOTAL | L713+L714 | 1.95012 | 2.41292 | L713 | 0 | 0 | L713 | 0 | 0 |
| 716 | CLOT D-5 | D5L121C14 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 717 | CM CL D-5 | D5L122C10 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 718 | CLOR-CL D-5 | D5L122C18 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 719 | CLOT-CL D-5 | D5L122C14 | 16.03281 | 19.83773 | XX | XX | XX | XX | XX | XX |
| 720 | SEM D-2 | D2L159C10 | .24142 | XX | D2L236C10 | .02728 | XX | D2L255C10 | 1.84437 | XX |
| 721 | SEM D-3 | D3L191C40 | 1.0413 | XX | D3L217C34 | .03704 | XX | D3L224C34 | .06539 | XX |
| 722 | SEM D-4 | D4L159C10 | 1.93502 | XX | D4L213C10 | .01849 | XX | D4L220C10 | .02571 | XX |
| 723 | SEM TOTAL | L720+L721 | | | L720+L721 | | | L720+L721 | | |
| | | +L722 | 3.21774 | 3.98137 | +L722 | .08281 | .08653 | +L722 | 1.93548 | 1.96432 |
| 724 | TON MILES LAKE D-7 | D7L136C8 | 0 | 0 | D7L143C8 | 0 | 0 | D7L146C8 | 0 | 0 |
| 725 | TONS COAL D-7 | D7L823C8 | 1.16361 | 1.43976 | D7L826C8 | 0 | 0 | D7L827C8 | 0 | 0 |
| 726 | TONS ORE D-7 | D7L923C8 | .9488 | 1.17397 | D7L926C8 | .06519 | .06811 | D7L927C8 | .2405 | .24408 |
| 727 | TONS OMT D-7 | D7L1023C8 | 1.67679 | 2.07473 | D7L1026C8 | .00372752 | .00389496 | D7L1027C8 | 0 | 0 |
| 728 | CM(RC)D-7 | D7L1208C8 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 729 | MVUH D-7 | D7L1123C8 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 730 | TCUH D-7 | D7L721C8 | 19.26084 | 23.83183 | D7L724C8 | 1.93425 | 2.02113 | D7L725C8 | 5.28422 | 5.36297 |
| 731 | RTCUD D-7 | D7L383C8 | 0 | 0 | D7L424C8 | 0 | 0 | D7L431C8 | 0 | 0 |
| 732 | OTCUD D-7 | D7L583C8 | 4.99409 | 6.17929 | D7L624C8 | .9614 | 1.00459 | D7L631C8 | .46155 | .46843 |
| 733 | TCU PROTEC D-7 | D7L741C8 | 0 | 0 | XX | XX | XX | XX | XX | XX |
| 734 | PU & D D-7 | D7L733C8 | 298.4375 | 369.2628 | XX | XX | XX | XX | XX | XX |

*LINE 710 COLUMNS 3, 4, 5 AND 6 SHOULD ALWAYS BE ZERO

| LINE | CAR TYPE | SOURCE | CM-R OPR UNIT COST (1) | UNIT COST TIMES GOH MARKUP C1*L607C1 (2) | SOURCE | CM-Y OPR UNIT COST (3) | UNIT COST TIMES GOH MARKUP C3*L607C1 (4) | SOURCE | CD-R OPR UNIT COST (5) | UNIT COST TIMES GOH MARKUP C5 *L607C1 (6) |
|------|------------------|------------|------------------------------------|--|------------|------------------------------------|--|------------|------------------------------------|---|
| 801 | BOX 40 | D6L128C13 | 0 | 0 | D6L128C16 | 0 | 0 | D6L128C21 | 0 | 0 |
| 802 | BOX 50 | D6L228C13 | .00085761 | .00106114 | D6L228C16 | .00222978 | .00275895 | D6L228C21 | .11746 | .14534 |
| 803 | BOX EQUIPPED | D6L328C13 | .03228 | .03994 | D6L328C16 | .08393 | .10384 | D6L328C21 | 3.37822 | 4.17994 |
| 804 | GONDOLA PLAIN | D6L428C13 | .00648037 | .0080183 | D6L428C16 | .01685 | .02085 | D6L428C21 | .62693 | .77571 |
| 805 | GONDOLA EQUIPPED | D6L528C13 | .03692 | .04568 | D6L528C16 | .09598 | .11876 | D6L528C21 | 4.08208 | 5.05084 |
| 806 | HOPPER COVERED | D6L628C13 | .0282 | .03489 | D6L628C16 | .07331 | .09071 | D6L628C21 | 3.22992 | 3.99645 |
| 807 | HOPPER OTG | D6L728C13 | .03466 | .04289 | D6L728C16 | .09012 | .11151 | D6L728C21 | 1.21014 | 1.49733 |
| 808 | HOPPER OTS | D6L828C13 | .02323 | .02874 | D6L828C16 | .0604 | .07473 | D6L828C21 | .49411 | .61138 |
| 809 | REFR-M | D6L928C13 | 0 | 0 | D6L928C16 | 0 | 0 | D6L928C21 | 0 | 0 |
| 810 | REFR-NM | D6L1028C13 | .00312634 | .00386829 | D6L1028C16 | .0081285 | .01006 | D6L1028C21 | .40648 | .50294 |
| 811 | FLAT-TOFC | D6L1128C13 | .00858574 | .01062 | D6L1128C16 | .02232 | .02762 | D6L1128C21 | .08099 | .10021 |
| 812 | FLAT-MULTI | D6L1228C13 | .06198 | .07669 | D6L1228C16 | .16115 | .19939 | D6L1228C21 | 3.70852 | 4.58862 |
| 813 | FLAT-GEN | D6L1328C13 | .03285 | .04064 | D6L1328C16 | .08541 | .10567 | D6L1328C21 | 5.35441 | 6.62513 |
| 814 | FLAT-OTHER | D6L1428C13 | .03065 | .03793 | D6L1428C16 | .0797 | .09861 | D6L1428C21 | 3.87542 | 4.79514 |
| 815 | TANK <22,000G | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 816 | TANK >=22,000G | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 817 | ALL OTHER | D6L1528C13 | .06158 | .0762 | D6L1528C16 | .16011 | .19811 | D6L1528C21 | 2.05706 | 2.54524 |
| 818 | AUTO RACK | D6L1628C13 | 0 | 0 | D6L1628C16 | 0 | 0 | D6L1628C21 | 0 | 0 |
| 819 | ACCESSORIAL | D6L1728C13 | 0 | 0 | D6L1728C16 | 0 | 0 | D6L1728C21 | 0 | 0 |
| 820 | AVERAGE ALL CARS | D6L1924C1 | .03938 | .04873 | D6L1924C4 | .07654 | .0947 | D6L1924C7 | 4.31726 | 5.34183 |

| LINE | SOURCE | CD-Y OPR UNIT COST (7) | UNIT COST TIMES GOH MARKUP C7 *L607C1 (8) | SOURCE | CM-R DL UNIT COST (9) | UNIT COST TIMES GOH MARKUP C9 *L608C1 (10) | SOURCE | CM-Y DL UNIT COST (11) | UNIT COST TIMES GOH MARKUP C11*L608C1 (12) |
|------|------------|------------------------------------|---|------------|-----------------------------------|--|------------|------------------------------------|--|
| 801 | D6L128C24 | 0 | 0 | D6L137C13 | 0 | 0 | D6L137C16 | 0 | 0 |
| 802 | D6L228C24 | .11746 | .14534 | D6L237C13 | .05365 | .05606 | D6L237C16 | .13948 | .14575 |
| 803 | D6L328C24 | 3.37822 | 4.17994 | D6L337C13 | .03343 | .03493 | D6L337C16 | .08691 | .09082 |
| 804 | D6L428C24 | .62693 | .77571 | D6L437C13 | .0183 | .01913 | D6L437C16 | .04759 | .04973 |
| 805 | D6L528C24 | 4.08208 | 5.05084 | D6L537C13 | .01483 | .0155 | D6L537C16 | .03856 | .0403 |
| 806 | D6L628C24 | 3.22992 | 3.99645 | D6L637C13 | -.01016 | -.01061 | D6L637C16 | -.0264 | -.02759 |
| 807 | D6L728C24 | 1.21014 | 1.49733 | D6L737C13 | .05227 | .05462 | D6L737C16 | .13591 | .14202 |
| 808 | D6L828C24 | .49411 | .61138 | D6L837C13 | .0041564 | .00434311 | D6L837C16 | .01081 | .01129 |
| 809 | D6L928C24 | 0 | 0 | D6L937C13 | .1147 | .11985 | D6L937C16 | .29821 | .31161 |
| 810 | D6L1028C24 | .40648 | .50294 | D6L1037C13 | .09104 | .09513 | D6L1037C16 | .2367 | .24733 |
| 811 | D6L1128C24 | .08099 | .10021 | D6L1137C13 | .01463 | .01528 | D6L1137C16 | .03803 | .03974 |
| 812 | D6L1228C24 | 3.70852 | 4.58862 | D6L1237C13 | -.02113 | -.02208 | D6L1237C16 | -.05493 | -.0574 |
| 813 | D6L1328C24 | 5.35441 | 6.62513 | D6L1337C13 | 4.40228 | 4.60003 | D6L1337C16 | 11.44591 | 11.96006 |
| 814 | D6L1428C24 | 3.87542 | 4.79514 | D6L1437C13 | -.01922 | -.02009 | D6L1437C16 | -.04998 | -.05222 |
| 815 | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 816 | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 817 | D6L1528C24 | 2.05706 | 2.54524 | D6L1537C13 | .00382263 | .00399435 | D6L1537C16 | .00993884 | .01039 |
| 818 | D6L1628C24 | 0 | 0 | D6L1637C13 | .07304 | .07632 | D6L1637C16 | .18991 | .19844 |
| 819 | D6L1728C24 | 0 | 0 | D6L1737C13 | -.0000179 | -.00001871 | D6L1737C16 | -.00004655 | -.00004864 |
| 820 | D6L1924C10 | 1.812 | 2.24202 | D6L1924C2 | .01237 | .01292 | D6L1924C5 | .03201 | .03345 |

| LINE | SOURCE | CD-R | UNIT COST | SOURCE | CD-Y | UNIT COST | SOURCE | CM-R | UNIT COST |
|------|------------|----------------------------|---|------------|----------------------------|---|------------|-----------------------------|---|
| | | DL UNIT COST (13) | TIMES GOH MARKUP C13*L608C1 (14) | | DL UNIT COST (15) | TIMES GOH MARKUP C15*L608C1 (16) | | ROI UNIT COST (17) | TIMES GOH MARKUP C17*L609C1 (18) |
| 801 | D6L137C21 | 0 | 0 | D6L137C24 | 0 | 0 | D6L140C13 | 0 | 0 |
| 802 | D6L237C21 | 194.1665 | 202.8885 | D6L237C24 | 194.1665 | 202.8885 | D6L240C13 | .01791 | .01817 |
| 803 | D6L337C21 | 17.42655 | 18.20936 | D6L337C24 | 17.42655 | 18.20936 | D6L340C13 | .07123 | .0723 |
| 804 | D6L437C21 | 4.14714 | 4.33343 | D6L437C24 | 4.14714 | 4.33343 | D6L440C13 | .02266 | .023 |
| 805 | D6L537C21 | 1.28769 | 1.34553 | D6L537C24 | 1.28769 | 1.34553 | D6L540C13 | .13699 | .13903 |
| 806 | D6L637C21 | 17.61982 | 18.41131 | D6L637C24 | 17.61982 | 18.41131 | D6L640C13 | .06331 | .06425 |
| 807 | D6L737C21 | 4.30425 | 4.4976 | D6L737C24 | 4.30425 | 4.4976 | D6L740C13 | .1954 | .19831 |
| 808 | D6L837C21 | .31771 | .33198 | D6L837C24 | .31771 | .33198 | D6L840C13 | .00493729 | .00501087 |
| 809 | D6L937C21 | 35.49638 | 37.09089 | D6L937C24 | 35.49638 | 37.09089 | D6L940C13 | -.00008688 | -.00008818 |
| 810 | D6L1037C21 | 34.12568 | 35.65861 | D6L1037C24 | 34.12568 | 35.65861 | D6L1040C13 | .21758 | .22083 |
| 811 | D6L1137C21 | .29095 | .30401 | D6L1137C24 | .29095 | .30401 | D6L1140C13 | -.00037102 | -.00037655 |
| 812 | D6L1237C21 | -104.5607 | -109.2575 | D6L1237C24 | -104.5606 | -109.2575 | D6L1240C13 | .02176 | .02208 |
| 813 | D6L1337C21 | 673.3651 | 703.6128 | D6L1337C24 | 673.3651 | 703.6128 | D6L1340C13 | 12.29321 | 12.47642 |
| 814 | D6L1437C21 | 16.28372 | 17.01519 | D6L1437C24 | 16.28372 | 17.01519 | D6L1440C13 | .00326012 | .00330871 |
| 815 | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 816 | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 817 | D6L1537C21 | 1.13569 | 1.1867 | D6L1537C24 | 1.13569 | 1.1867 | D6L1540C13 | .01444 | .01466 |
| 818 | D6L1637C21 | -32.03671 | -33.4758 | D6L1637C24 | -32.03671 | -33.4758 | D6L1640C13 | .13551 | .13753 |
| 819 | D6L1737C21 | -.00135055 | -.00141122 | D6L1737C24 | -.00135055 | -.00141122 | D6L1740C13 | -.00000385 | -.00000391 |
| 820 | D6L1924C8 | 12.84824 | 13.42538 | D6L1924C11 | 4.5379 | 4.74175 | D6L1924C3 | .06123 | .06214 |

| LINE | SOURCE | CM-Y | UNIT COST | SOURCE | CD-R | UNIT COST | SOURCE | CD-Y | UNIT COST |
|------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | ROI | MARKUP | | ROI | MARKUP | | ROI | MARKUP |
| | | UNIT | C19* | | UNIT | C21* | | UNIT | C23* |
| | | COST | L609C1 | | COST | L609C1 | | COST | L609C1 |
| | | (19) | (20) | | (21) | (22) | | (23) | (24) |
| 801 | D6L140C16 | 0 | 0 | D6L140C21 | 0 | 0 | D6L140C24 | 0 | 0 |
| 802 | D6L240C16 | .04655 | .04725 | D6L240C21 | 4.03855 | 4.09873 | D6L240C24 | 4.03855 | 4.09873 |
| 803 | D6L340C16 | .18521 | .18797 | D6L340C21 | 11.49851 | 11.66987 | D6L340C24 | 11.49851 | 11.66987 |
| 804 | D6L440C16 | .05891 | .05979 | D6L440C21 | 2.72165 | 2.76221 | D6L440C24 | 2.72165 | 2.76221 |
| 805 | D6L540C16 | .35617 | .36148 | D6L540C21 | 22.6893 | 23.02744 | D6L540C24 | 22.6893 | 23.02744 |
| 806 | D6L640C16 | .1646 | .16705 | D6L640C21 | 11.26837 | 11.4363 | D6L640C24 | 11.26837 | 11.4363 |
| 807 | D6L740C16 | .50804 | .51561 | D6L740C21 | 9.58254 | 9.72534 | D6L740C24 | 9.58254 | 9.72534 |
| 808 | D6L840C16 | .01284 | .01303 | D6L840C21 | .11342 | .11511 | D6L840C24 | .11342 | .11511 |
| 809 | D6L940C16 | -.0002259 | -.00022926 | D6L940C21 | -.00785066 | -.00796766 | D6L940C24 | -.00785066 | -.00796766 |
| 810 | D6L1040C16 | .56572 | .57415 | D6L1040C21 | 51.94032 | 52.71439 | D6L1040C24 | 51.94032 | 52.71439 |
| 811 | D6L1140C16 | -.00096464 | -.00097902 | D6L1140C21 | -.00560854 | -.00569212 | D6L1140C24 | -.00560854 | -.00569212 |
| 812 | D6L1240C16 | .05656 | .05741 | D6L1240C21 | 1.94309 | 1.97205 | D6L1240C24 | 1.94309 | 1.97205 |
| 813 | D6L1340C16 | 31.96233 | 32.43867 | D6L1340C21 | 2016 | 2046 | D6L1340C24 | 2016 | 2046 |
| 814 | D6L1440C16 | .00847631 | .00860263 | D6L1440C21 | .5463 | .55444 | D6L1440C24 | .5463 | .55444 |
| 815 | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 816 | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 817 | D6L1540C16 | .03755 | .03811 | D6L1540C21 | .75051 | .76169 | D6L1540C24 | .75051 | .76169 |
| 818 | D6L1640C16 | .35232 | .35757 | D6L1640C21 | 12.64568 | 12.83414 | D6L1640C24 | 12.64568 | 12.83414 |
| 819 | D6L1740C16 | -.00001002 | -.00001017 | D6L1740C21 | -.00029076 | -.00029509 | D6L1740C24 | -.00029076 | -.00029509 |
| 820 | D6L1924C6 | .0949 | .09631 | D6L1924C9 | 8.77626 | 8.90706 | D6L1924C12 | 4.1732 | 4.2354 |

WORKTABLE D8 PART 7B (CONTINUED)

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| LINE | SOURCE | PRIVATE CM-R DL UNIT COST (25) | UNIT COST TIMES GOH MARKUP C25* L608C1 (26) |
|------|-------------------------|---|--|
| 801 | D6L1801C8 | 0 | 0 |
| 802 | D6L1802C8 | .78319 | .81837 |
| 803 | D6L1803C8 | .53268 | .5566 |
| 804 | D6L1804C8 | .00468856 | .00489917 |
| 805 | D6L1805C8 | 0 | 0 |
| 806 | D6L1806C8 | 0 | 0 |
| 807 | D6L1807C8 | 0 | 0 |
| 808 | D6L1808C8 | 0 | 0 |
| 809 | D6L1809C8 | 0 | 0 |
| 810 | D6L1810C8 | 0 | 0 |
| 811 | D6L1811C8 | .23439 | .24492 |
| 812 | D6L1812C8 | .4274 | .4466 |
| 813 | D6L1813C8 | .87179 | .91096 |
| 814 | D6L1814C8 | .52775 | .55146 |
| 815 | D6L1815C8 | .02758 | .02882 |
| 816 | D6L1816C8 | .00000639 | .00000668 |
| 817 | D6L1817C8 | 0 | 0 |
| 818 | D6L1818C8 | 0 | 0 |
| 819 | XX | XX | XX |
| 820 | D6L1819C5/ D6L1819C7 | .04348 | .04544 |

OUTPUT UNIT COSTS

UNIT COSTS FOR LINEHAUL, TERMINAL, CLERICAL AND SPECIAL SERVICE OPERATIONS

| LINE | SERVICE UNIT | SOURCE | OPR | SOURCE | DL | SOURCE | ROI |
|------|--|----------|--------------------------------|----------|--------------------------------|----------|--------------------------------|
| | | | EXPENSE UNIT COST (1) | | EXPENSE UNIT COST (2) | | EXPENSE UNIT COST (3) |
| 101 | GROSS TON MILE | D8L703C2 | .00195178 | D8L703C4 | .00113826 | D8L703C6 | .00424361 |
| 102 | CAR MILE-OTHER THAN CLERICAL | D8L707C2 | 0 | D8L707C4 | 0 | D8L707C6 | 0 |
| 103 | TRAIN MILE-OTHER THAN CREW | D8L710C2 | .96293 | D8L710C4 | .00055725 | D8L710C6 | .00280834 |
| 104 | TRAIN MILE-CREW | D8L711C2 | 8.0402 | XX | XX | XX | XX |
| 105 | LOCOMOTIVE UNIT MILE | D8L712C2 | 3.66957 | D8L712C4 | .33652 | D8L712C6 | .57711 |
| 106 | CLOR (CARLOADS HANDLED)-OTHER THAN CLERICAL | D8L715C2 | 2.41292 | D8L715C4 | 0 | D8L715C6 | 0 |
| 107 | CLOR (CARLOADS HANDLED)-CLERICAL | D8L718C2 | 0 | XX | XX | XX | XX |
| 108 | CL ORIG OR TERMINATED-OTHER THAN CLERICAL | D8L716C2 | 0 | XX | XX | XX | XX |
| 109 | CL ORIG OR TERMINATED-CLERICAL | D8L719C2 | 19.83773 | XX | XX | XX | XX |
| 110 | CAR MILE-CLERICAL | D8L717C2 | 0 | XX | XX | XX | XX |
| 111 | SWITCH ENGINE MINUTES | D8L723C2 | 3.98137 | D8L723C4 | .08653 | D8L723C6 | 1.96432 |
| 112 | TON MILES IN LAKE TRANSFER SERVICE | D8L724C2 | 0 | D8L724C4 | 0 | D8L724C6 | 0 |
| 113 | TONS HANDLED AT COAL TERMINALS | D8L725C2 | 1.43976 | D8L725C4 | 0 | D8L725C6 | 0 |
| 114 | TONS HANDLED AT ORE TERMINALS | D8L726C2 | 1.17397 | D8L726C4 | .06811 | D8L726C6 | .24408 |
| 115 | TONS HANDLED AT OTHER MARINE TERMINALS | D8L727C2 | 2.07473 | D8L727C4 | .00389496 | D8L727C6 | 0 |
| 116 | REFRIGERATED CAR MILES | D8L728C2 | 0 | XX | XX | XX | XX |
| 117 | PROTECTIVE SERVICE REEFER TCU DAYS | D8L733C2 | 0 | XX | XX | XX | XX |
| 118 | REFRIGERATED TCU DAYS | D8L731C2 | 0 | D8L731C4 | 0 | D8L731C6 | 0 |
| 119 | OTHER (NON-REFRIGERATED) TCU DAYS | D8L732C2 | 6.17929 | D8L732C4 | 1.00459 | D8L732C6 | .46843 |
| 120 | TCU'S LOADED AND UNLOADED | D8L730C2 | 23.83183 | D8L730C4 | 2.02113 | D8L730C6 | 5.36297 |
| 121 | MVU'S LOADED AND UNLOADED | D8L729C2 | 0 | XX | XX | XX | XX |
| 122 | TCU'S PICKED UP AND DELIVERED | D8L734C2 | 369.2628 | XX | XX | XX | XX |

OUTPUT UNIT COSTS

UNIT COSTS FOR FREIGHT CAR OWNERSHIP AND MAINTENANCE

| LINE | CAR TYPE | SOURCE | OPR EXPENSE UNIT COST CM(R) RR OWNED (1) | | DL EXPENSE UNIT COST CM(R) RR OWNED (2) | | ROI EXPENSE UNIT COST CM(R) RR OWNED (3) | | OPR EXPENSE UNIT COST CM(Y) RR OWNED (4) | |
|------|---------------------------|-----------|---|------------|--|------------|---|-----------|---|--|
| | | | | SOURCE | | SOURCE | | SOURCE | | |
| 201 | BOX - 40 FOOT GENERAL | D8L801C2 | 0 | D8L801C10 | 0 | D8L801C18 | 0 | D8L801C4 | 0 | |
| 202 | BOX - 50 FOOT GENERAL | D8L802C2 | .00106114 | D8L802C10 | .05606 | D8L802C18 | .01817 | D8L802C4 | .00275895 | |
| 203 | BOX - EQUIPPED | D8L803C2 | .03994 | D8L803C10 | .03493 | D8L803C18 | .0723 | D8L803C4 | .10384 | |
| 204 | GONDOLA PLAIN | D8L804C2 | .0080183 | D8L804C10 | .01913 | D8L804C18 | .023 | D8L804C4 | .02085 | |
| 205 | GONDOLA - EQUIPPED | D8L805C2 | .04568 | D8L805C10 | .0155 | D8L805C18 | .13903 | D8L805C4 | .11876 | |
| 206 | HOPPER - COVERED | D8L806C2 | .03489 | D8L806C10 | -.01061 | D8L806C18 | .06425 | D8L806C4 | .09071 | |
| 207 | HOPPER - OT - GENERAL | D8L807C2 | .04289 | D8L807C10 | .05462 | D8L807C18 | .19831 | D8L807C4 | .11151 | |
| 208 | HOPPER - OT - SPECIAL | D8L808C2 | .02874 | D8L808C10 | .00434311 | D8L808C18 | .00501087 | D8L808C4 | .07473 | |
| 209 | REFRIGERATOR - MECH. | D8L809C2 | 0 | D8L809C10 | .11985 | D8L809C18 | -.00008818 | D8L809C4 | 0 | |
| 210 | REFRIGERATOR - NON. MECH. | D8L810C2 | .00386829 | D8L810C10 | .09513 | D8L810C18 | .22083 | D8L810C4 | .01006 | |
| 211 | FLAT - TOFC | D8L811C2 | .01062 | D8L811C10 | .01528 | D8L811C18 | -.00037655 | D8L811C4 | .02762 | |
| 212 | FLAT - MULTILEVEL | D8L812C2 | | D8L812C10 | | D8L812C18 | | D8L812C4 | | |
| | INCLUDING AUTO RACK | +D8L818C2 | .07669 | +D8L818C10 | .05425 | +D8L818C18 | .15961 | +D8L818C4 | .19939 | |
| 213 | FLAT - GENERAL | D8L813C2 | .04064 | D8L813C10 | 4.60003 | D8L813C18 | 12.47642 | D8L813C4 | .10567 | |
| 214 | FLAT - OTHER | D8L814C2 | .03793 | D8L814C10 | -.02009 | D8L814C18 | .00330871 | D8L814C4 | .09861 | |
| 215 | TANK <22,000 GAL | XX | XX | XX | XX | XX | XX | XX | XX | |
| 216 | TANK >=22,000 GAL | XX | XX | XX | XX | XX | XX | XX | XX | |
| 217 | ALL OTHER FC | D8L817C2 | .0762 | D8L817C10 | .00399435 | D8L817C18 | .01466 | D8L817C4 | .19811 | |
| 218 | AUTO RACKS | D8L818C2 | 0 | D8L818C10 | .07632 | D8L818C18 | .13753 | D8L818C4 | 0 | |
| 219 | ACCESSORIAL | D8L819C2 | 0 | D8L819C10 | -.00001871 | D8L819C18 | -.00000391 | D8L819C4 | 0 | |
| 220 | AVERAGE FC | D8L820C2 | .04873 | D8L820C10 | .01292 | D8L820C18 | .06214 | D8L820C4 | .0947 | |
| 221 | TOTAL FLAT, MULTILEVEL | L212 | .07669 | L212 | .05425 | L212 | .15961 | L212 | .19939 | |

| LINE | SOURCE | DL EXPENSE UNIT COST CM(Y) | | ROI EXPENSE UNIT COST CM(Y) | | OPR EXPENSE UNIT COST CD(R) | | DL EXPENSE UNIT COST CD(R) | | ROI EXPENSE UNIT COST CD(R) | |
|------|------------|-------------------------------------|------------|--------------------------------------|-----------|--------------------------------------|------------|-------------------------------------|------------|--------------------------------------|--------|
| | | RR OWNED (5) | SOURCE | RR OWNED (6) | SOURCE | RR OWNED (7) | SOURCE | RR OWNED (8) | SOURCE | RR OWNED (9) | SOURCE |
| 201 | D8L801C12 | 0 | D8L801C20 | 0 | D8L801C6 | 0 | D8L801C14 | 0 | D8L801C22 | 0 | |
| 202 | D8L802C12 | .14575 | D8L802C20 | .04725 | D8L802C6 | .14534 | D8L802C14 | 202.8885 | D8L802C22 | 4.09873 | |
| 203 | D8L803C12 | .09082 | D8L803C20 | .18797 | D8L803C6 | 4.17994 | D8L803C14 | 18.20936 | D8L803C22 | 11.66987 | |
| 204 | D8L804C12 | .04973 | D8L804C20 | .05979 | D8L804C6 | .77571 | D8L804C14 | 4.33343 | D8L804C22 | 2.76221 | |
| 205 | D8L805C12 | .0403 | D8L805C20 | .36148 | D8L805C6 | 5.05084 | D8L805C14 | 1.34553 | D8L805C22 | 23.02744 | |
| 206 | D8L806C12 | -.02759 | D8L806C20 | .16705 | D8L806C6 | 3.99645 | D8L806C14 | 18.41131 | D8L806C22 | 11.4363 | |
| 207 | D8L807C12 | .14202 | D8L807C20 | .51561 | D8L807C6 | 1.49733 | D8L807C14 | 4.4976 | D8L807C22 | 9.72534 | |
| 208 | D8L808C12 | .01129 | D8L808C20 | .01303 | D8L808C6 | .61138 | D8L808C14 | .33198 | D8L808C22 | .11511 | |
| 209 | D8L809C12 | .31161 | D8L809C20 | -.00022926 | D8L809C6 | 0 | D8L809C14 | 37.09089 | D8L809C22 | -.00796766 | |
| 210 | D8L810C12 | .24733 | D8L810C20 | .57415 | D8L810C6 | .50294 | D8L810C14 | 35.65861 | D8L810C22 | 52.71439 | |
| 211 | D8L811C12 | .03974 | D8L811C20 | -.00097902 | D8L811C6 | .10021 | D8L811C14 | .30401 | D8L811C22 | -.00569212 | |
| 212 | D8L812C12 | | D8L812C20 | | D8L812C6 | | D8L812C14 | | D8L812C22 | | |
| | +D8L818C12 | .14104 | +D8L818C20 | .41498 | +D8L818C6 | 4.58862 | +D8L818C14 | -142.7333 | +D8L818C22 | 14.80619 | |
| 213 | D8L813C12 | 11.96006 | D8L813C20 | 32.43867 | D8L813C6 | 6.62513 | D8L813C14 | 703.6128 | D8L813C22 | 2046 | |
| 214 | D8L814C12 | -.05222 | D8L814C20 | .00860263 | D8L814C6 | 4.79514 | D8L814C14 | 17.01519 | D8L814C22 | .55444 | |
| 215 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | |
| 216 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | |
| 217 | D8L817C12 | .01039 | D8L817C20 | .03811 | D8L817C6 | 2.54524 | D8L817C14 | 1.1867 | D8L817C22 | .76169 | |
| 218 | D8L818C12 | .19844 | D8L818C20 | .35757 | D8L818C6 | 0 | D8L818C14 | -33.4758 | D8L818C22 | 12.83414 | |
| 219 | D8L819C12 | -.00004864 | D8L819C20 | -.00001017 | D8L819C6 | 0 | D8L819C14 | -.00141122 | D8L819C22 | -.00029509 | |
| 220 | D8L820C12 | .03345 | D8L820C20 | .09631 | D8L820C6 | 5.34183 | D8L820C14 | 13.42538 | D8L820C22 | 8.90706 | |
| 221 | L212 | .14104 | L212 | .41498 | L212 | 4.58862 | L212 | -142.7333 | L212 | 14.80619 | |

| LINE | SOURCE | OPR EXPENSE UNIT COST CD(Y) | | SOURCE | DL EXPENSE UNIT COST CD(Y) | | SOURCE | ROI EXPENSE UNIT COST CD(Y) | | SOURCE | DL EXPENSE UNIT COST CM(R) | | PRIVATE LINE |
|------|-----------|--------------------------------------|------------|--------|-------------------------------------|------------|--------|--------------------------------------|------------|--------|-------------------------------------|------|--------------|
| | | RR OWNED (10) | | | RR OWNED (11) | | | RR OWNED (12) | | | | (13) | |
| 201 | D8L801C8 | 0 | D8L801C16 | | 0 | D8L801C24 | | 0 | D8L801C26 | | | 0 | |
| 202 | D8L802C8 | .14534 | D8L802C16 | | 202.8885 | D8L802C24 | | 4.09873 | D8L802C26 | | .81837 | | |
| 203 | D8L803C8 | 4.17994 | D8L803C16 | | 18.20936 | D8L803C24 | | 11.66987 | D8L803C26 | | .5566 | | |
| 204 | D8L804C8 | .77571 | D8L804C16 | | 4.33343 | D8L804C24 | | 2.76221 | D8L804C26 | | .00489917 | | |
| 205 | D8L805C8 | 5.05084 | D8L805C16 | | 1.34553 | D8L805C24 | | 23.02744 | D8L805C26 | | 0 | | |
| 206 | D8L806C8 | 3.99645 | D8L806C16 | | 18.41131 | D8L806C24 | | 11.4363 | D8L806C26 | | 0 | | |
| 207 | D8L807C8 | 1.49733 | D8L807C16 | | 4.4976 | D8L807C24 | | 9.72534 | D8L807C26 | | 0 | | |
| 208 | D8L808C8 | .61138 | D8L808C16 | | .33198 | D8L808C24 | | .11511 | D8L808C26 | | 0 | | |
| 209 | D8L809C8 | 0 | D8L809C16 | | 37.09089 | D8L809C24 | | -.00796766 | D8L809C26 | | 0 | | |
| 210 | D8L810C8 | .50294 | D8L810C16 | | 35.65861 | D8L810C24 | | 52.71439 | D8L810C26 | | 0 | | |
| 211 | D8L811C8 | .10021 | D8L811C16 | | .30401 | D8L811C24 | | -.00569212 | D8L811C26 | | .24492 | | |
| 212 | D8L812C8 | | D8L812C16 | | | D8L812C24 | | | D8L812C26 | | | | |
| | +D8L818C8 | 4.58862 | +D8L818C16 | | -142.7333 | +D8L818C24 | | 14.80619 | +D8L818C26 | | .4466 | | |
| 213 | D8L813C8 | 6.62513 | D8L813C16 | | 703.6128 | D8L813C24 | | 2046 | D8L813C26 | | .91096 | | |
| 214 | D8L814C8 | 4.79514 | D8L814C16 | | 17.01519 | D8L814C24 | | .55444 | D8L814C26 | | .55146 | | |
| 215 | XX | XX | XX | | XX | XX | | XX | D8L815C26 | | .02882 | | |
| 216 | XX | XX | XX | | XX | XX | | XX | D8L816C26 | | .00000668 | | |
| 217 | D8L817C8 | 2.54524 | D8L817C16 | | 1.1867 | D8L817C24 | | .76169 | D8L817C26 | | 0 | | |
| 218 | D8L818C8 | | D8L818C16 | | | D8L818C24 | | | D8L818C26 | | | | |
| | | 0 | | | -33.4758 | | | 12.83414 | | | 0 | | |
| 219 | D8L819C8 | 0 | D8L819C16 | | -.00141122 | D8L819C24 | | -.00029509 | XX | | XX | | |
| 220 | D8L820C8 | 2.24202 | D8L820C16 | | 4.74175 | D8L820C24 | | 4.2354 | D8L820C26 | | .04544 | | |
| 221 | L212 | 4.58862 | L212 | | -142.7333 | L212 | | 14.80619 | L212 | | .4466 | | |

WORKTABLE E1 PART 3

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OUTPUT UNIT COSTS

UNIT COSTS FOR LOSS AND DAMAGE CLAIM PAYMENTS

| LINE | STCC CODE | IDENTIFICATION | SOURCE | UNIT COST PER TON (1) |
|------|--------------|---|----------|-----------------------------|
| 301 | 01 | FARM PRODUCTS | ALL401C3 | .05097 |
| 302 | 0113 | GRAIN | ALL402C3 | .03522 |
| 303 | 01195 | POTATOES OTHER THAN SWEET | ALL403C3 | 2.02862 |
| 304 | 012 | FRESH FRUITS | ALL404C3 | .08607 |
| 305 | 013 | FRESH VEGETABLES | ALL405C3 | .19411 |
| 306 | | ALL OTHER FARM PRODUCTS | ALL406C3 | .05894 |
| 307 | 10 | METALLIC ORES | ALL407C3 | .0701 |
| 308 | 11 | COAL | ALL408C3 | .0043408 |
| 309 | 14 | NONMETALLIC MINERALS | ALL409C3 | .01124 |
| 310 | 20 | FOOD AND KINDRED PRODUCTS | ALL410C3 | .10332 |
| 311 | 2011 | FRESH MEATS | ALL411C3 | 0 |
| 312 | 202 | DAIRY PRODUCTS | ALL412C3 | .46422 |
| 313 | 203 | CANNED FRUITS/VEG | ALL413C3 | .46772 |
| 314 | 204 | GRAIN MILL PRODUCTS | ALL414C3 | .06577 |
| 315 | 2041 | FLOUR | ALL415C3 | .04607 |
| 316 | 2042 | PREPARED FEEDS | ALL416C3 | .00640055 |
| 317 | 2043 | CEREALS | ALL417C3 | .12655 |
| 318 | 2044 | RICE | ALL418C3 | .49084 |
| 319 | 2045 | PREPARED FLOUR | ALL419C3 | .25416 |
| 320 | 2046 | CORN PRODUCTS | ALL420C3 | .02643 |
| 321 | 2062 | REFINED SUGAR | ALL421C3 | .10143 |
| 322 | 20821 | BEER | ALL422C3 | .20941 |
| 323 | 2084 | WINES | ALL423C3 | .4422 |
| 324 | 20851 | WHISKEY | ALL424C3 | .17442 |
| 325 | 209 | MISC FOOD PREPARATIONS | ALL425C3 | .04729 |
| 326 | | ALL OTHER FOOD PRODUCTS | ALL426C3 | .06501 |
| 327 | 21 | TOBACCO PRODUCTS | ALL427C3 | 0 |
| 328 | 24 | LUMBER AND WOOD EX FURNITURE | ALL428C3 | .05532 |
| 329 | 2421 | LUMBER/DIMENSION STOCK | ALL429C3 | .04264 |
| 330 | 2432 | PLYWOOD OR VENEER | ALL430C3 | .12727 |
| 331 | | ALL OTHER LUMBER AND WOOD PRODUCTS | ALL431C3 | .05136 |
| 332 | 25 | FURNITURE AND FIXTURES | ALL432C3 | 1.72643 |
| 333 | 26 | PULP, PAPER AND ALLIED PRODUCTS | ALL433C3 | .29972 |
| 334 | 26211 | NEWSPRINT | ALL434C3 | .40231 |
| 335 | 26213 | PRINTING PAPER | ALL435C3 | .7884 |
| 336 | 263 | FIBREBD/PAPERDB/PULPDB | ALL436C3 | .31535 |
| 337 | 264 | COV PAPER/PAPERBOARD | ALL437C3 | .04361 |
| 338 | 26471 | SANITARY TISSUES | ALL438C3 | .06801 |
| 339 | | ALL OTHER PULP, PAPER & ALLIED PRODUCTS | ALL439C3 | .10753 |

| LINE | STCC CODE | IDENTIFICATION | SOURCE | UNIT COST PER TON (1) |
|------|--------------|--|----------|-----------------------------|
| 340 | 28 | CHEMICALS | ALL440C3 | .04297 |
| 341 | 281 | INDUSTRIAL CHEMICALS | ALL441C3 | .00835453 |
| 342 | 2812 | POTASSIUM OR SODIUM | ALL442C3 | .0144 |
| 343 | 282 | SYN FIBRES/RESINS/RUBBER | ALL443C3 | .10608 |
| 344 | 289 | MISC CHEMICALS PRODUCTS | ALL444C3 | .06605 |
| 345 | | ALL OTHER CHEMICALS | ALL445C3 | .05884 |
| 346 | 29 | PETROLEUM OR COAL PRODUCTS | ALL446C3 | .01673 |
| 347 | 30 | RUBBER AND MISC PLASTICS | ALL447C3 | .02353 |
| 348 | 301 | RUBBER TIRES/INNER TUBES | ALL448C3 | .0004371 |
| 349 | | ALL OTHER RUBBER PRODUCTS | ALL449C3 | .0392 |
| 350 | 32 | STONE, CLAY AND GLASS PRODUCTS | ALL450C3 | .02232 |
| 351 | 321 | FLAT GLASS | ALL451C3 | .00493827 |
| 352 | 3295 | NONMETALLIC EARTH/MIN | ALL452C3 | .03412 |
| 353 | | ALL OTHER STONE & CLAY, GLASS PRODUCTS | ALL453C3 | .0159 |
| 354 | 33 | PRIMARY METAL PRODUCTS | ALL454C3 | .10556 |
| 355 | 3312 | PRIMARY IRON/STEEL PRODUCTS | ALL455C3 | .09719 |
| 356 | 3352 | ALUMINUM BASIC SHAPES | ALL456C3 | .99978 |
| 357 | | ALL OTHER PRIMARY METAL PRODUCTS | ALL457C3 | .04125 |
| 358 | 34 | FABRICATED METAL PRODUCTS | ALL458C3 | .57033 |
| 359 | 344 | FAB STRUC METAL PRODUCTS | ALL459C3 | .5547 |
| 360 | | ALL OTHER FAB METAL PRODUCTS | ALL460C3 | .57348 |
| 361 | 35 | MACHINERY EXCEPT ELECTRICAL | ALL461C3 | .78966 |
| 362 | 351 | ENGINES/TURBINES | ALL462C3 | .65623 |
| 363 | 352 | FARM MACHINERY | ALL463C3 | 2.98459 |
| 364 | 353 | CONST MIN/MAT HAND MACHINERY | ALL464C3 | .24387 |
| 365 | | ALL OTHER MACHINERY EXCEPT ELECTRICAL | ALL465C3 | .47596 |
| 366 | 36 | ELECTRICAL MACHINERY | ALL466C3 | .65651 |
| 367 | 361 | ELECTRICAL TRANS/DIST EQUIPMENT | ALL467C3 | .52244 |
| 368 | 363 | HOUSEHOLD APPLIANCES | ALL468C3 | .27781 |
| 369 | 365 | RADIO OR TV SETS | ALL469C3 | 2.68889 |
| 370 | | ALL OTHER ELECTRICAL MACHINERY | ALL470C3 | 2.04796 |
| 371 | 37 | TRANSPORTAION EQUIPMENT | ALL471C3 | 1.24096 |
| 372 | 37111 | MOTOR PASSENGER CARS | ALL472C3 | 1.80428 |
| 373 | 37112 | MOTOR TRUCKS | ALL473C3 | 1.40325 |
| 374 | 3714 | MOTOR VECHICLE PARTS | ALL474C3 | .82535 |
| 375 | | ALL OTHER TRANSPORTATION EQUIPMENT | ALL475C3 | .06553 |
| 376 | 44 | FREIGHT FORWARDER TRAFFIC | ALL476C3 | .06001 |
| 377 | 45 | SHIPPER ASSOCIATION TRAFFIC | ALL477C3 | 0 |
| 378 | 46 | MISC MIXED SHIPMENTS | ALL478C3 | .07682 |
| 379 | 461 | MISC MIXED SHIPMENTS NEC INC TOFC | ALL479C3 | .07389 |
| 380 | | ALL OTHER MIXED SHIPMENTS | ALL480C3 | .8718 |
| 381 | 48 | HAZARDOUS MATERIALS | ALL481C3 | .04144 |
| 382 | XX | ALL OTHERS | ALL482C3 | .39512 |

WORKTABLE E2 PART 1
UNIT COST ADJUSTMENT FACTORS
FREIGHT CAR STATISTICS

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| LINE | EQUIPMENT | SOURCE | AVERAGE TARE WEIGHT (1) | | SOURCE | CURRENT YR EMPTY/LOADED RATIO RR OWNED (2) | | SOURCE | CURRENT YR EMPTY/LOADED RATIO PRIVATE LINE (3) | |
|------|-------------------|----------|----------------------------------|----------|--------|--|----------|--------|--|--|
| | | | | | | | | | | |
| 101 | BOX - 40 FT | A1L501C4 | 25.3 | B3L801C3 | | 0 | B3L817C3 | | 0 | |
| 102 | BOX - 50 FT | A1L502C4 | 34.2 | B3L802C3 | | 2.06748 | B3L818C3 | | 1.7901 | |
| 103 | BOX - EQUIPPED | A1L503C4 | 36.1 | B3L803C3 | | 1.83196 | B3L819C3 | | 1.70021 | |
| 104 | GONDOLA - PLAIN | A1L504C4 | 25.6 | B3L804C3 | | 2.03659 | B3L820C3 | | 2.03003 | |
| 105 | GONDOLA - EQUIP. | A1L505C4 | 33.3 | B3L805C3 | | 2.07845 | B3L821C3 | | 2.04075 | |
| 106 | HOPPER - COVERED | A1L506C4 | 31.4 | B3L806C3 | | 2.06175 | B3L822C3 | | 2.06875 | |
| 107 | HOPPER - OTG | A1L507C4 | 29.6 | B3L807C3 | | 2.01969 | B3L823C3 | | 1.99267 | |
| 108 | HOPPER - OTS | A1L508C4 | 26.8 | B3L808C3 | | 1.9913 | B3L824C3 | | 2.01475 | |
| 109 | REFRIG - MECH | A1L509C4 | 46.6 | B3L809C3 | | 1.52798 | B3L825C3 | | 1.86111 | |
| 110 | REFRIG - NM | A1L510C4 | 43.3 | B3L810C3 | | 1.85603 | B3L826C3 | | 1.90566 | |
| 111 | FLAT - TOFC | A1L511C4 | 59.5 | B3L811C3 | | 1.18056 | B3L827C3 | | 1.13205 | |
| 112 | FLAT - MULTILEVEL | A1L512C4 | 54.4 | B3L812C3 | | 1.54168 | B3L828C3 | | 1.4011 | |
| 113 | FLAT - GENERAL | A1L513C4 | 32.9 | B3L813C3 | | 2.69565 | B3L829C3 | | 13 | |
| 114 | FLAT - OTHER | A1L514C4 | 34.7 | B3L814C3 | | 2.08019 | B3L830C3 | | 1.89847 | |
| 115 | TANK <22,000 GAL | XX | XX | XX | | XX | B3L831C3 | | 2.05964 | |
| 116 | TANK >=22,000 GAL | XX | XX | XX | | XX | B3L832C3 | | 2.05758 | |
| 117 | ALL OTHER FC | A1L515C4 | 36.6 | B3L815C3 | | 1.22512 | B3L833C3 | | 1.14411 | |
| 118 | AVERAGE FC | A1L516C4 | 34.3 | B3L816C3 | | 1.94033 | B3L834C3 | | 1.88461 | |

| LINE | SOURCE | CURRENT YR EMPTY/LOADED RATIO | | SOURCE | CIRCUITY LOCAL | | SOURCE | CIRCUITY INTERLINE | | SOURCE | CIRCUITY AVERAGE | | SOURCE | SPOTTED & PULLED RATIO |
|------|----------|-------------------------------------|---|----------|-------------------|--|----------|-----------------------|--|----------|---------------------|--|----------|------------------------------|
| | | ALL CARS (4) | | | (5) | | | (6) | | | (7) | | | (8) |
| 101 | B3L835C3 | | 0 | A1L501C1 | 1.14 | | A1L501C2 | 1.193 | | A1L501C3 | 1.182 | | A1L501C5 | 1.8 |
| 102 | B3L836C3 | 2.00233 | | A1L502C1 | 1.122 | | A1L502C2 | 1.187 | | A1L502C3 | 1.176 | | A1L502C5 | 1.8 |
| 103 | B3L837C3 | 1.8283 | | A1L503C1 | 1.134 | | A1L503C2 | 1.184 | | A1L503C3 | 1.176 | | A1L503C5 | 2 |
| 104 | B3L838C3 | 2.03147 | | A1L504C1 | 1.093 | | A1L504C2 | 1.151 | | A1L504C3 | 1.134 | | A1L504C5 | 2 |
| 105 | B3L839C3 | 2.07157 | | A1L505C1 | 1.11 | | A1L505C2 | 1.122 | | A1L505C3 | 1.119 | | A1L505C5 | 2 |
| 106 | B3L840C3 | 2.06683 | | A1L506C1 | 1.126 | | A1L506C2 | 1.164 | | A1L506C3 | 1.148 | | A1L506C5 | 2 |
| 107 | B3L841C3 | 2.00623 | | A1L507C1 | 1.076 | | A1L507C2 | 1.137 | | A1L507C3 | 1.106 | | A1L507C5 | 2 |
| 108 | B3L842C3 | 2.00369 | | A1L508C1 | 1.202 | | A1L508C2 | 1.156 | | A1L508C3 | 1.183 | | A1L508C5 | 2 |
| 109 | B3L843C3 | 1.57764 | | A1L509C1 | 1.079 | | A1L509C2 | 1.078 | | A1L509C3 | 1.078 | | A1L509C5 | 2 |
| 110 | B3L844C3 | 1.86452 | | A1L510C1 | 1.118 | | A1L510C2 | 1.159 | | A1L510C3 | 1.153 | | A1L510C5 | 2 |
| 111 | B3L845C3 | 1.13592 | | A1L511C1 | 1.069 | | A1L511C2 | 1.107 | | A1L511C3 | 1.085 | | A1L511C5 | 1 |
| 112 | B3L846C3 | 1.41592 | | A1L512C1 | 1.061 | | A1L512C2 | 1.166 | | A1L512C3 | 1.152 | | A1L512C5 | 2 |
| 113 | B3L847C3 | 3.88462 | | A1L513C1 | 1.086 | | A1L513C2 | 1.177 | | A1L513C3 | 1.153 | | A1L513C5 | 2 |
| 114 | B3L848C3 | 2.06359 | | A1L514C1 | 1.088 | | A1L514C2 | 1.17 | | A1L514C3 | 1.155 | | A1L514C5 | 2 |
| 115 | B3L849C3 | 2.05964 | | XX | XX | | XX | XX | | XX | XX | | XX | |
| 116 | B3L850C3 | 2.05758 | | XX | XX | | XX | XX | | XX | XX | | XX | |
| 117 | B3L852C3 | 1.90907 | | A1L515C1 | 1.146 | | A1L515C2 | 1.19 | | A1L515C3 | 1.179 | | A1L515C5 | 2 |
| 118 | B3L853C3 | 1.90441 | | A1L516C1 | 1.097 | | A1L516C2 | 1.157 | | A1L516C3 | 1.135 | | A1L516C5 | 1.9 |

| LINE | SOURCE | CD PER INDUSTRY SW (9) | SOURCE | CD PER INTERCH SW (10) | SOURCE | CD PER INTRATERM SW (11) | SOURCE | CD PER INTERTERM SW (12) | SOURCE | CD PER I & I SW (13) |
|------|----------|------------------------------|------------|------------------------------|-------------|--------------------------------|------------|--------------------------------|--------------|----------------------------|
| 101 | A1L521C1 | | 1 A1L521C2 | | .5 A1L521C3 | | 2 A1L521C4 | | 1.5 A1L521C5 | .5 |
| 102 | A1L522C1 | | 1 A1L522C2 | | .5 A1L522C3 | | 2 A1L522C4 | | 1.5 A1L522C5 | .5 |
| 103 | A1L523C1 | | 1 A1L523C2 | | .5 A1L523C3 | | 2 A1L523C4 | | 1.5 A1L523C5 | .5 |
| 104 | A1L524C1 | | 1 A1L524C2 | | .5 A1L524C3 | | 2 A1L524C4 | | 1.5 A1L524C5 | .5 |
| 105 | A1L525C1 | | 1 A1L525C2 | | .5 A1L525C3 | | 2 A1L525C4 | | 1.5 A1L525C5 | .5 |
| 106 | A1L526C1 | | 1 A1L526C2 | | .5 A1L526C3 | | 2 A1L526C4 | | 1.5 A1L526C5 | .5 |
| 107 | A1L527C1 | | 1 A1L527C2 | | .5 A1L527C3 | | 2 A1L527C4 | | 1.5 A1L527C5 | .5 |
| 108 | A1L528C1 | | 1 A1L528C2 | | .5 A1L528C3 | | 2 A1L528C4 | | 1.5 A1L528C5 | .5 |
| 109 | A1L529C1 | | 1 A1L529C2 | | .5 A1L529C3 | | 2 A1L529C4 | | 1.5 A1L529C5 | .5 |
| 110 | A1L530C1 | | 1 A1L530C2 | | .5 A1L530C3 | | 2 A1L530C4 | | 1.5 A1L530C5 | .5 |
| 111 | A1L531C1 | | 1 A1L531C2 | | .5 A1L531C3 | | 2 A1L531C4 | | 1.5 A1L531C5 | .5 |
| 112 | A1L532C1 | | 1 A1L532C2 | | .5 A1L532C3 | | 2 A1L532C4 | | 1.5 A1L532C5 | .5 |
| 113 | A1L533C1 | | 1 A1L533C2 | | .5 A1L533C3 | | 2 A1L533C4 | | 1.5 A1L533C5 | .5 |
| 114 | A1L534C1 | | 1 A1L534C2 | | .5 A1L534C3 | | 2 A1L534C4 | | 1.5 A1L534C5 | .5 |
| 115 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 116 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 117 | A1L535C1 | | 1 A1L535C2 | | .5 A1L535C3 | | 2 A1L535C4 | | 1.5 A1L535C5 | .5 |
| 118 | A1L536C1 | | 1 A1L536C2 | | .5 A1L536C3 | | 2 A1L536C4 | | 1.5 A1L536C5 | .5 |

| LINE | SOURCE | CD PER L&UL INDUSTRY SW (14) | SOURCE | CD PER L&UL INTRATERM SW (15) | SOURCE | CD PER L&UL INTERTERM SW (16) | SOURCE | CM PER INDUSTRY SW (17) | SOURCE | CM PER INTERCH SW (18) |
|------|----------|------------------------------------|------------|-------------------------------------|------------|-------------------------------------|------------|-------------------------------|-------------|------------------------------|
| 101 | A1L521C6 | | 2 A1L521C7 | | 4 A1L521C8 | | 2 A1L521C9 | | 4 A1L521C10 | 2.75 |
| 102 | A1L522C6 | | 2 A1L522C7 | | 4 A1L522C8 | | 2 A1L522C9 | | 4 A1L522C10 | 2.75 |
| 103 | A1L523C6 | | 2 A1L523C7 | | 4 A1L523C8 | | 2 A1L523C9 | | 4 A1L523C10 | 2.75 |
| 104 | A1L524C6 | | 2 A1L524C7 | | 4 A1L524C8 | | 2 A1L524C9 | | 4 A1L524C10 | 2.75 |
| 105 | A1L525C6 | | 2 A1L525C7 | | 4 A1L525C8 | | 2 A1L525C9 | | 4 A1L525C10 | 2.75 |
| 106 | A1L526C6 | | 2 A1L526C7 | | 4 A1L526C8 | | 2 A1L526C9 | | 4 A1L526C10 | 2.75 |
| 107 | A1L527C6 | | 2 A1L527C7 | | 4 A1L527C8 | | 2 A1L527C9 | | 4 A1L527C10 | 2.75 |
| 108 | A1L528C6 | | 2 A1L528C7 | | 4 A1L528C8 | | 2 A1L528C9 | | 4 A1L528C10 | 2.75 |
| 109 | A1L529C6 | | 2 A1L529C7 | | 4 A1L529C8 | | 2 A1L529C9 | | 4 A1L529C10 | 2.75 |
| 110 | A1L530C6 | | 2 A1L530C7 | | 4 A1L530C8 | | 2 A1L530C9 | | 4 A1L530C10 | 2.75 |
| 111 | A1L531C6 | | 2 A1L531C7 | | 4 A1L531C8 | | 2 A1L531C9 | | 4 A1L531C10 | 2.75 |
| 112 | A1L532C6 | | 2 A1L532C7 | | 4 A1L532C8 | | 2 A1L532C9 | | 4 A1L532C10 | 2.75 |
| 113 | A1L533C6 | | 2 A1L533C7 | | 4 A1L533C8 | | 2 A1L533C9 | | 4 A1L533C10 | 2.75 |
| 114 | A1L534C6 | | 2 A1L534C7 | | 4 A1L534C8 | | 2 A1L534C9 | | 4 A1L534C10 | 2.75 |
| 115 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 116 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 117 | A1L535C6 | | 2 A1L535C7 | | 4 A1L535C8 | | 2 A1L535C9 | | 4 A1L535C10 | 2.75 |
| 118 | A1L536C6 | | 2 A1L536C7 | | 4 A1L536C8 | | 2 A1L536C9 | | 4 A1L536C10 | 2.75 |

| LINE | SOURCE | CM PER INTRATERM SW (19) | SOURCE | CM PER INTERTERM SW (20) | SOURCE | CM PER I & I SW (21) | SOURCE | AVE CM(R) PER CD(R) (22) | SOURCE | AVE MILES BETWEEN I & I SW (23) | SOURCE | AVE MI B/ INTERCH EVENTS (24) |
|------|-----------|-----------------------------------|-----------|-----------------------------------|-----------|----------------------------|----------|--------------------------------|----------|--|----------|--|
| 101 | A1L521C11 | 6 | A1L521C12 | 5.25 | A1L521C13 | 1 | B7L201C8 | 0 | A1L561C1 | 200 | B6L301C3 | 0 |
| 102 | A1L522C11 | 6 | A1L522C12 | 5.25 | A1L522C13 | 1 | B7L202C8 | 985.4227 | A1L562C1 | 200 | B6L302C3 | 311.5202 |
| 103 | A1L523C11 | 6 | A1L523C12 | 5.25 | A1L523C13 | 1 | B7L203C8 | 985.4227 | A1L563C1 | 200 | B6L303C3 | 346.9293 |
| 104 | A1L524C11 | 6 | A1L524C12 | 5.25 | A1L524C13 | 1 | B7L204C8 | 985.4228 | A1L564C1 | 200 | B6L304C3 | 184.9809 |
| 105 | A1L525C11 | 6 | A1L525C12 | 5.25 | A1L525C13 | 1 | B7L205C8 | 985.4227 | A1L565C1 | 200 | B6L305C3 | 502.1257 |
| 106 | A1L526C11 | 6 | A1L526C12 | 5.25 | A1L526C13 | 1 | B7L206C8 | 985.4228 | A1L566C1 | 200 | B6L306C3 | 639.9257 |
| 107 | A1L527C11 | 6 | A1L527C12 | 5.25 | A1L527C13 | 1 | B7L207C8 | 985.4227 | A1L567C1 | 200 | B6L307C3 | 324.5064 |
| 108 | A1L528C11 | 6 | A1L528C12 | 5.25 | A1L528C13 | 1 | B7L208C8 | 985.4227 | A1L568C1 | 200 | B6L308C3 | 497.1819 |
| 109 | A1L529C11 | 6 | A1L529C12 | 5.25 | A1L529C13 | 1 | B7L209C8 | 985.4226 | A1L569C1 | 200 | B6L309C3 | 231.5462 |
| 110 | A1L530C11 | 6 | A1L530C12 | 5.25 | A1L530C13 | 1 | B7L210C8 | 985.4227 | A1L570C1 | 200 | B6L310C3 | 511.1613 |
| 111 | A1L531C11 | 6 | A1L531C12 | 5.25 | A1L531C13 | 1 | B7L211C8 | 985.4227 | A1L571C1 | 200 | B6L311C3 | 289.4616 |
| 112 | A1L532C11 | 6 | A1L532C12 | 5.25 | A1L532C13 | 1 | B7L212C8 | 985.4228 | A1L572C1 | 200 | B6L312C3 | 1049 |
| 113 | A1L533C11 | 6 | A1L533C12 | 5.25 | A1L533C13 | 1 | B7L213C8 | 985.4227 | A1L573C1 | 200 | B6L313C3 | 751.8108 |
| 114 | A1L534C11 | 6 | A1L534C12 | 5.25 | A1L534C13 | 1 | B7L214C8 | 985.4227 | A1L574C1 | 200 | B6L314C3 | 425.9802 |
| 115 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 116 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 117 | A1L535C11 | 6 | A1L535C12 | 5.25 | A1L535C13 | 1 | B7L215C8 | 985.4227 | A1L575C1 | 200 | B6L315C3 | 547.3216 |
| 118 | A1L536C11 | 6 | A1L536C12 | 5.25 | A1L536C13 | 1 | B7L216C8 | 985.4227 | A1L576C1 | 200 | B6L316C3 | 455.8978 |

WORKTABLE E2 PART 1 (CONTINUED)

| LINE | SOURCE | CURRENT YR SEM PER INDUSTRY SW (25) | SOURCE | CURRENT YR SEM PER INTERCH SW (26) | SOURCE | CURRENT YR SEM PER INTRATERM SW (27) | SOURCE | CURRENT YR SEM PER INTERTERM SW (28) | SOURCE | CURRENT YR SEM PER I & I SW (29) |
|------|-------------------------|--|-------------------------|---|--------------------------|---|--------------------------|---|--------------------------|---|
| 101 | B6L201C35 | 0 | B6L201C36 | 0 | B6L201C37 | 0 | B6L201C38 | 0 | B6L201C39 | 0 |
| 102 | B6L202C35 | 5.26852 | B6L202C36 | 2.89768 | B6L202C37 | 7.90277 | B6L202C38 | 6.32222 | B6L202C39 | 1.31713 |
| 103 | B6L203C35 | 5.26852 | B6L203C36 | 2.89768 | B6L203C37 | 7.90277 | B6L203C38 | 6.32222 | B6L203C39 | 1.31713 |
| 104 | B6L204C35 | 5.26852 | B6L204C36 | 2.89768 | B6L204C37 | 7.90277 | B6L204C38 | 6.32222 | B6L204C39 | 1.31713 |
| 105 | B6L205C35 | 5.26852 | B6L205C36 | 2.89768 | B6L205C37 | 7.90277 | B6L205C38 | 6.32222 | B6L205C39 | 1.31713 |
| 106 | B6L206C35 | 5.26852 | B6L206C36 | 2.89768 | B6L206C37 | 7.90278 | B6L206C38 | 6.32222 | B6L206C39 | 1.31713 |
| 107 | B6L207C35 | 5.26852 | B6L207C36 | 2.89768 | B6L207C37 | 7.90278 | B6L207C38 | 6.32222 | B6L207C39 | 1.31713 |
| 108 | B6L208C35 | 5.26852 | B6L208C36 | 2.89768 | B6L208C37 | 7.90277 | B6L208C38 | 6.32222 | B6L208C39 | 1.31713 |
| 109 | B6L209C35 | 5.26852 | B6L209C36 | 2.89768 | B6L209C37 | 7.90277 | B6L209C38 | 6.32222 | B6L209C39 | 1.31713 |
| 110 | B6L210C35 | 5.26852 | B6L210C36 | 2.89768 | B6L210C37 | 7.90277 | B6L210C38 | 6.32222 | B6L210C39 | 1.31713 |
| 111 | B6L211C35 | 5.26852 | B6L211C36 | 2.89768 | B6L211C37 | 7.90277 | B6L211C38 | 6.32222 | B6L211C39 | 1.31713 |
| 112 | B6L212C35 | 5.26852 | B6L212C36 | 2.89768 | B6L212C37 | 7.90277 | B6L212C38 | 6.32222 | B6L212C39 | 1.31713 |
| 113 | B6L213C35 | 5.26852 | B6L213C36 | 2.89768 | B6L213C37 | 7.90277 | B6L213C38 | 6.32222 | B6L213C39 | 1.31713 |
| 114 | B6L214C35 | 5.26852 | B6L214C36 | 2.89768 | B6L214C37 | 7.90277 | B6L214C38 | 6.32222 | B6L214C39 | 1.31713 |
| 115 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 116 | XX | XX | XX | XX | XX | XX | XX | XX | XX | XX |
| 117 | B6L215C35 | 5.26852 | B6L215C36 | 2.89768 | B6L215C37 | 7.90277 | B6L215C38 | 6.32222 | B6L215C39 | 1.31713 |
| 118 | B6L216C29 / B6L216C3 | B6L216C30 / 5.26852 | B6L216C31 / B6L216C8 | B6L216C32 / 2.89768 | B6L216C33 / B6L216C13 | B6L216C34 / 7.90278 | B6L216C35 / B6L216C18 | B6L216C36 / 6.32222 | B6L216C37 / B6L216C24 | B6L216C38 / 1.31713 |

UNIT COST ADJUSTMENT FACTORS
OTHER ADJUSTMENT FACTORS

| LINE | CODE | IDENTIFICATION | SOURCE | AMOUNT (1) |
|------|-------|---|----------------------|---------------|
| 201 | AMCW | AVERAGE DISTANCE PER CAR IN WAY TRAINS | B3L747C1 | 33.65041 |
| 202 | A1802 | AVERAGE TCU'S PER FLAT CAR | A1L581C1 | 5.1559 |
| 203 | A1805 | AVERAGE TARE WEIGHT - REFRIG - TRAILER/CONTAINER | A1L584C1 | 7.1 |
| 204 | A1806 | AVERAGE TARE WEIGHT - OTHER - TRAILER/CONTAINER | A1L585C1 | 4.9 |
| 205 | A1803 | LINEHAUL MILES PER TRAILER DAY | A1L582C1 | 343 |
| 206 | A1804 | TRAILER DAYS PER O OR T EVENT | A1L583C1/2.0 | 3.615 |
| 207 | A1801 | L/E RATIO - REFRIG/OTHER - TRAILER/CONTAINER | A1L580C1 | 1.33 |
| 208 | ALUU | AVERAGE LOCO UNITS PER UNIT TRAIN | B3L716C1 | 2.4609 |
| 209 | ALUW | AVERAGE LOCO UNITS PER WAY TRAIN | B3L717C1 | 1.61388 |
| 210 | ALUT | AVERAGE LOCO UNITS PER THROUGH TRAIN | B3L718C1 | 2.29482 |
| 211 | AGTU | AVERAGE GROSS TONS - UNIT TRAIN | B3L735C1 | 7910 |
| 212 | AGTW | AVERAGE GROSS TONS - WAY TRAIN | B3L736C1 | 2699 |
| 213 | AGTT | AVERAGE GROSS TONS - THROUGH TRAIN | B3L737C1 | 7318 |
| 214 | 402 | TOTAL ENGINE CREWS | D3L167C28/D3L167C31 | 44424 |
| 215 | 403 | TOTAL TRAIN CREWS | D3L168C28 /D3L168C31 | 43136 |
| 216 | | TOTAL CREW WAGES | L214 +L215 | 87561 |
| 217 | TM(R) | TRAIN MILES - RUNNING | A1L104C1 | 13126 |
| 218 | | AVERAGE CREW WAGES (ASSIGNED TO TRAIN MILES-CREW) PER TRAIN MILE | L216 /L217 | 6.67082 |
| 219 | | GENERAL OVERHEAD RATIO | D8L612C1 | 1.12168 |
| 220 | | CONSTANT COST MARKUP RATIO | D8L617C1 | 1.63928 |

END_OF_WORKTABLES