2011

CSX Transportation

Class I Railroad Annual Report
to the Surface Transportation Board
for the Year Ending December 30, 2011

NOTICE

1. This report is required for every class I railroad operating within the United States. Three copies of this Annual Report should be completed. Two of the copies must be filed with the Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, 395 E Street, S.W. Suite 1100, Washington, DC 20423, by March 31 of the year following that for which the report is made. One copy should be retained by the carrier.

2. Every inquiry must be definitely answered. Where the word "none" truly and completely states the fact, it should be given as the answer. If any inquiry is inapplicable, the words "not applicable" should be used.

3. Wherever the space provided in the schedules is insufficient to permit a full and complete statement of the requested information, inserts should be prepared and appropriately identified by the number of the schedule.

4. All entries should be made in a permanent black ink or typed. Those of a contrary character must be indicated in parenthesis. Items of an unusual character must be indicated by appropriate symbols and explained in footnotes.

5. Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of $500 but less than $1,000 should be raised to the nearest thousand dollars, and amounts of less than $500 should be lowered.

6. Except where the context clearly indicates some other meaning, the following terms when used in this Form have the following meanings:

(a) Board means Surface Transportation Board.

(b) Respondent means the person or corporation in whose behalf the report is made.

(c) Year means the year ended December 31 for which the report is being made.

(d) Close of the Year means the close of business on December 31 for the year in which the report is being made. If the report is made for a shorter period than one year, it means the close of the period covered by the report.

(e) Beginning of the Year means the beginning of business on January 1 of the year for which the report is being made. If the report is made for a shorter period than one year, it means the beginning of that period.

(f) Preceding Year means the year ended December 31 of the year preceding the year for which the report is made.

(g) The Uniform System of Accounts for Railroad Companies means the system of accounts in Part 1201 of Title 49, Code of Federal Regulations, as amended.

7. The ICC Termination Act of 1995 abolished the Interstate Commerce Commission and replaced it with the Surface Transportation Board. Any references to the Interstate Commerce Commission or Commission contained in this report refer to the Surface Transportation Board.

8. Any references to the Bureau of Accounts or the Office of Economics contained in this report refer to the Office of Economics, Environmental Analysis, and Administration of the Surface Transportation Board.

For Index, See Back of Form

Road Initials: CSXT Year: 2011

ANNUAL REPORT
OF

CSX TRANSPORTATION, INC.

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 30, 2011

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

(Name) **Angie Williams** (Title) **Assistant Controller**

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

(Office address) **500 Water Street, 2nd Floor C729, Jacksonville, Florida 32202-4423**
(Street and number, city, state, and ZIP code)

TABLE OF CONTENTS

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

SPECIAL NOTICE

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

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

Supplemental Information about the Annual Report (R-1)

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

The estimated hour burden for filing this report is no more than 800 hours.

Information in the Annual Reports is used to monitor and assess railroad industry growth, financial stability, traffic, and operations and to identify industry changes that may affect national transportation policy.

In addition, the Board uses data from these reports to more effectively carry out regulatory responsibilities, such as acting on railroad requests for authority to engage in Board regulated financial transactions (for example, mergers, acquisitions of control, consolidations and abandonments); developing the Uniform Rail Costing System (URCS); conducting rail revenue adequacy proceedings; developing rail cost adjustment factors; and conducting investigations and rulemakings.

The information in this report is ordinarily maintained by the agency in hard copy for 10 years, after which it is transferred to the National Archives, where it is maintained as a permanent record. These reports are also maintained by the agency indefinitely on microfiche. In addition, some of this information is posted on the Board's website, where it may remain indefinitely.

All information collected through this report is available to the public.

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

A. SCHEDULES OMITTED BY RESPONDENT

1. The respondent, at its option, may omit pages from this report provided there is nothing to report or the schedules are not applicable.
2. Show the pages excluded, as well as the schedule number and title, in the space provided below.
3. If no schedules were omitted, indicate "NONE".

Page	Schedule No.	Title
		NONE

B. IDENTITY OF RESPONDENT

Answers to the questions asked should be made in full, without reference to data returned on the corresponding page of previous reports. In case any changes of the nature referred to under inquiry 4 on this page have taken place during the year covered by this report, they should be explained in full detail.

1. Give the exact name of the respondent in full. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between railroad and railway. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification." If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Board, indicate such fact on line 1 below and list the consolidated group on page 4.

2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, also give date when such receivership or other possession began. If a partnership, give date of formation and also names in full of present partners.

3. State the occasion for the reorganization, whether by reason of foreclosure of mortgage or otherwise, according to the fact. Give date of organization of original corporation and refer to laws under which organized.

1. Exact name of common carrier making this report: **CSX Transportation, Inc. (consolidated)**
2. Date of incorporation: **January 26, 1944**
3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership and of appointment of receivers of trustees:
   Virginia

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

STOCKHOLDERS' REPORTS

5. The respondent is required to send the Office of Economic and Environmental Analysis, immediately upon preparation, two copies of its latest annual report to stockholders.

   Check appropriate box:

   [ ] Two copies are attached to this report.

   [ ] Two copies will be submitted on: _____
   (date)

   [X] No annual report to stockholders is prepared.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common $__**20**__ per share, first preferred $_____ per share, second preferred $_____ per share, debenture stock $_____ per share.

2. State whether or not each share of stock has the right to one vote. If not, give full particulars in a footnote. [**X**] Yes [ ] No

3. Are voting rights proportional to holdings: [**X**] Yes [ ] No. If no, state in a footnote the relation between holdings and corresponding voting rights.

4. Are voting rights attached to any securities other than stocks: [ ] Yes [**X**] No. If yes, name in a footnote each security, other than stock, to which voting rights are attached (as of the close of the year), and state in detail the relationship between holdings and corresponding voting rights, indicating whether voting rights are actual or contingent and, if contingent, showing the contingency.

5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? [ ] Yes [**X**] No. If yes, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.

6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing.

Books Not Closed

7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. **9,061,038** votes, as of **December 30, 2011** (date).

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

9. Give the names of the 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each, his or her address, the number of votes he or she would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he or she was entitled, with respect to securities held by him or her, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities (stating in a footnote the names of such other securities, if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the 30 largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such 30 security holders at the close of the year.

Line No.	Name of Security Holder (a)	Address of Security Holder (b)	Number of Votes to Which Security Holder Was Entitled (c)	Number of Votes, Classified With Respect to Securities on Which Based			Line No.
				Stock			
					Preferred		
				Common (d)	Second (e)	First (f)	
1	**CSX Corporation**	**Jacksonville, FL**	**9,061,038**	**9,061,038**			1
2							2
3							3
4							4
5							5
6							6
7							7
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C. VOTING POWERS AND ELECTIONS - Continued

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

11. Give the date of such meeting: **April 7, 2011**

12. Give the place of such meeting: **Votes cast by unanimous written consent.**

NOTES AND REMARKS

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

1 Allegheny and Western Railway Company
2 Appalachian and Ohio Railroad, Inc.
3 ATJ Ventures, LLC
4 Atlantic Land and Improvement Company, The
5 Baltimore and Cumberland Valley Rail Road Extension Company, The
6 Baltimore and Ohio Chicago Terminal Railroad Company, The
7 Buffalo, Rochester and Pittsburgh Railway Company
8 Carrollton Railroad, The
9 CSX Capital Management, Inc.
10 CSX Realty Development, LLC
11 CSX Transportation International, Inc.
12 CSX Transportation Terminals, Inc.
13 CSXT Intellectual Properties Corporation
14 Dayton and Michigan Railroad Company
15 DOCP Holdings, Inc.
16 Energy Resources and Logistics, Inc.
17 Evansville Western Railway, Inc.
18 FGMR, Inc.
19 Four Rivers Finance Co., Inc.
20 Four Rivers Transportation, Inc.
21 Fruit Growers Dispatch, Inc.
22 Fruit Growers Express Company
23 Gainesville Midland Railroad Company
24 Georgetown and High Line Railway Company, LLC
25 Harborshore at Boca Bay Development Corporation
26 Holston Land Company, Incorporated
27 Home Avenue Railroad Company, The
28 Indiana Rail Road Company, The
29 L&N Investment Corporation
30 Lake Erie and Detroit River Railway Company, The
31 Lakefront Dock and Railroad Terminal Company
32 Mahoning State Line Railroad Company, The
33 Midland United Corporation
34 Motor Carrier Services Corp.
35 NOLA Natural Resources, LLC
36 North Charleston Terminal Company
37 NYC Pere Marquette, LLC
38 Paducah and Louisville Railway, Inc.
39 Rail Wagons, Inc.
40 Rail Wagons - II, Inc.
41 RDC Projects, LLC
42 Real Estate and Improvement Company of Baltimore City, The
43 Richmond, Fredericksburg and Potomac Railway Company
44 Seaboard Coast Line Railway Supplies, Inc.
45 St. Lawrence & Adirondack Railway Company
46 Staten Island - Arlington, Inc.
47 Staten Island Railroad Corporation, The
48 Three Rivers Railway Company, The
49 Toledo Ore Railroad Company, The
50 TransKentucky Transportation Railroad, Inc.
51 WK Land Holdings, Inc.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS
(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
			Current Assets			
1		701	Cash	$ 153,618	$ 117,548	1
2		702	Temporary cash investments	-	-	2
3		703	Special deposits	-	-	3
4		704	Accounts receivable - Loan and notes	-	-	4
5		705	- Interline and other balances	9,799	28,121	5
6		706	- Customers	34,340	40,789	6
7		707	- Other	145,246	114,117	7
8		708, 709	- Accrued accounts receivables	317,124	300,737	8
9		708.5	- Receivables from affiliated companies	1,772,106	922,500	9
10		709.5	- Less: Allowance for uncollectible accounts	(36,719)	(35,284)	10
11		710, 711, 714	Working funds prepayments deferred income tax debits	222,798	218,485	11
12		712	Materials and supplies	239,548	218,469	12
13		713	Other current assets	14,352	7,801	13
14			TOTAL CURRENT ASSETS	$ 2,872,212	$ 1,933,283	14
			Other Assets			
15		715, 716, 717	Special funds	$ -	$ -	15
16		721, 721.5	Investments and advances affiliated companies (Schs. 310 and 310A)	574,438	595,027	16
17		722, 723	Other investments and advances	1	1	17
18		724	Allowances for net unrealized loss on noncurrent marketable equity securities - Cr.	-	-	18
19		737, 738	Property used in other than carrier operation (Less depreciation) $ 16,952 CY, $16,565 PY	86,001	87,894	19
20		739, 741	Other assets	18,541	15,067	20
21		743	Other deferred debits	90,755	95,316	21
22		744	Accumulated deferred income tax debits	-	-	22
23			TOTAL OTHER ASSETS	$ 769,736	$ 793,305	23
			Road and Equipment			
24		731, 732	Road (Sch. 330) L-30 Col h & b	$ 23,495,012	$ 22,561,420	24
25		731, 732	Equipment (Sch 330) L-30 Col h & b	7,830,709	7,455,421	25
26		731, 732	Unallocated items	529,394	435,958	26
27		733, 735	Accumulated depreciation and amortization (Schs. 335, 342, 351)	(7,960,025)	(7,553,316)	27
28			Net Road and Equipment	$ 23,895,090	$ 22,899,483	28
29			TOTAL ASSETS	$ 27,537,038	$ 25,626,071	29

NOTES AND REMARKS

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
			Current Liabilities			
30		751	Loans and notes payable	$ 2,706	$ 10,606	30
31		752	Accounts payable: Interline and other balances	9,680	39,160	31
32		753	Audited accounts and wages	114,151	110,503	32
33		754	Other accounts payable	235,042	278,737	33
34		755, 756	Interest and dividends payable	17,940	19,545	34
35		757	Payables to affiliated companies	375,529	382,644	35
36		759	Accrued accounts payable	1,195,136	1,022,863	36
37		760, 761 761.5, 762	Taxes accrued	219,275	133,520	37
38		763	Other current liabilities	156,906	69,647	38
39		764	Equipment obligations and other long-term debt due within one year	105,199	94,532	39
40			TOTAL CURRENT LIABILITIES	$ 2,431,564	$ 2,161,757	40
			Non-Current Liabilities			
41		765, 767	Funded debt unmatured	$ 393,049	$ 420,149	41
42		766	Equipment obligations	668,725	744,047	42
43		766.5	Capitalized lease obligations	4,354	6,801	43
44		768	Debt in default	-	-	44
45		769	Accounts payable: affiliated companies	-	-	45
46		770.1, 770.2	Unamortized debt premium	58,168	63,550	46
47		781	Interest in default	-	-	47
48		783	Deferred revenues - transfers from govt. authorities	-	-	48
49		786	Accumulated deferred income tax credits	7,749,747	7,181,248	49
50		771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	972,535	957,974	50
51			TOTAL NONCURRENT LIABILITIES	$ 9,846,578	$ 9,373,769	51
			Shareholder's Equity			
52		791, 792	Total capital stock	$ 181,225	$ 181,225	52
53			Common stock	181,225	181,225	53
54			Preferred stock	-	-	54
55			Discount on capital stock	-	-	55
56		794, 795	Additional capital	5,651,650	5,634,481	56
			Retained earnings:			
57		797	Appropriated	-	-	57
58		798	Unappropriated	9,426,021	8,274,839	58
59		798.1	Net unrealized loss on noncurrent marketable equity securities	-	-	59
60		798.5	Less treasury stock	-	-	60
61			Net stockholders equity	$ 15,258,896	$ 14,090,545	61
62			TOTAL LIABILITIES AND SHAREHOLDER'S EQUITY	$ 27,537,038	$ 25,626,071	62

NOTES AND REMARKS

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

The notes listed below are provided to disclose supplementary information on matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word "none", and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting principles, except as shown in other schedules. This includes statements explaining (1) service interruption insurance policies and indicating the amount of indemnity to which respondent will be entitled for work stoppage losses and the maximum amount of additional premium respondent may be obligated to pay in the event such losses are sustained by other railroads; (2) particulars concerning obligations for stock purchase options granted to officers and employees; and (3) what entries have been made for net income or retained income restricted under provisions of mortgages and other arrangements.

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking funds, pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts: $ 0 .

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made: $ 0 .

3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year: See Note 4 on Page 13A .

   (b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund: $ See Note 4 on Page 13A .

   (c) Is any part of pension plan funded? Specify. Yes X No _____ .

   If funding is by insurance, give name of insuring company _____.

   If funding is by trust agreement, list trustee(s) Northern Trust.

   Date of trust agreement or latest amendment November 1, 2005.

   If respondent is affiliated in any way with the trustee(s), explain affiliation. _____.

   (d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement. See Note 4 on Page 13A .

   (e) Is any part of the pension plan fund invested in stock or other securities of the respondent or its affiliates? Specify Yes _____ No X.

   If yes, give number of the shares for each class of stock or other security. _____.

   Are voting rights attached to any securities held by the pension plan? Specify Yes X No _____.

   If yes, who determines how stock is voted? The trustee, subject to approval and direction of Investment Committee.

4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610). Yes _____ No X.

5. (a) The amount of employer's contribution to employee stock ownership plans for the current year was $ 0 .

   (b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was $ N/A .

6. In reference to Docket 37465, specify the total amount of business entertainment expenditures charged to the non-operating expense account: $ 0 .

Continued on following page

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES - Continued

7. Give particulars with respect to contingent assets and liabilities at the close of the year, in accordance with instruction 5-6 in the Uniform System of Accounts for Railroad Companies, that are not reflected in the amounts of the respondent.

Disclose the nature and amount of contingency that is material.

Examples of contingent liabilities are items which may become obligations as a result of pending or threatened litigation, assessments or possible assessments of additional taxes, and agreements or obligations to repurchase securities or property. Additional pages may be added if more space is needed. (Explain and/or reference to the following pages.)

See Note 3 on page 12A.

(a) Changes in valuation accounts.

8. Marketable equity securities.

		Cost	Market	Dr. (Cr.) to Income	Dr. (Cr.) to Stockholder's Equity
(Current Yr.)	Current Portfolio	$ -	$ -	$ -	N/A
as of 12/30/2011	Noncurrent Portfolio	$ -	$ -	N/A	$ -
(Previous Yr.)	Current Portfolio	$ -	$ -	N/A	N/A
as of 12/30/2011	Noncurrent Portfolio	$ -	$ -	N/A	N/A

At 12/30/2011, gross unrealized gains and losses pertaining to marketable equity securities were as follows:

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

A net unrealized gain (loss) of $ 0 on the sale of marketable securities was included in net income for N/A (year).
The cost of securities was based on the N/A (method) cost of all the shares of each security held at time of sale.
Significant net realized and net unrealized gains and losses arising after date of the financial statements but prior to the filing, applicable to marketable equity securities owned at balance sheet date shall be disclosed below:

NOTE: 12/30/2011 (date) Balance sheet date of reported year unless specified as previous year.

NOTE 1. Nature of Operations and Significant Accounting Policies

Business

CSX Transportation, Inc. ("CSXT"), and together with its subsidiaries ("Respondent"), based in Jacksonville, Florida, is one of the nation's leading transportation suppliers. The Respondent provides rail-based transportation services including traditional rail service and the transport of intermodal containers and trailers. The Respondent is a wholly owned subsidiary of CSX Corporation ("CSX").

The Respondent provides an important link to the transportation supply chain through its approximately 21,000 route mile rail network, which serves major population centers in 23 states east of the Mississippi River, the District of Columbia and the Canadian provinces of Ontario and Quebec. It has access to over 70 ocean, river and lake port terminals along the Atlantic and Gulf Coasts, the Mississippi River, the Great Lakes and the St. Lawrence Seaway. The Respondent's intermodal business, also part of CSXT, links customers to railroads via trucks and terminals. CSXT also serves thousands of production and distribution facilities through track connections to approximately 240 short-line and regional railroads.

Lines of Business

During 2011, CSXT's transportation services generated $11.7 billion of revenue and served three primary lines of business:

- The merchandise business shipped nearly 2.7 million carloads and generated approximately 54% of revenue and 41% of volume in 2011. The Respondent's merchandise business is the most diverse market and transports aggregates (which includes crushed stone, sand and gravel), metal, phosphate, fertilizer, food, consumer (manufactured goods and appliances), agricultural, automotive, paper and chemical products.

- The coal business shipped 1.5 million carloads and accounted for 32% of revenue and 24% of volume in 2011. The Respondent transports utility, industrial and export coal to electricity-generating power plants, steel manufacturers, industrial plants and deep-water port facilities. Roughly one of every three tons of export coal and nearly all of the domestic coal that the Respondent transports is used for generating electricity.

- The intermodal business accounted for approximately 12% of revenue and 35% of volume in 2011. The intermodal line of business combines the superior economics of rail transportation with the short-haul flexibility of trucks and offers a competitive cost advantage over long-haul trucking. Through a network of more than 50 terminals, the intermodal business serves all major markets east of the Mississippi and transports mainly manufactured consumer goods in containers, providing customers with truck-like service for longer shipments.

Other revenue accounted for approximately 2% of the Respondent's total revenue in 2011. This revenue category includes revenue from regional subsidiary railroads, demurrage, revenue for customer volume commitments not met, switching and other incidental charges. Revenue from regional railroads includes shipments by railroads that the Respondent does not directly operate. Demurrage represents charges assessed when freight cars are held beyond a specified period of time. Switching revenue is primarily generated when CSXT switches cars for a customer or another railroad.

Basis of Presentation

In the opinion of management, the accompanying consolidated financial statements contain all normal, recurring adjustments necessary to present fairly the financial position of CSXT and its subsidiaries at December 30, 2011 and December 31, 2010.

In addition, management has evaluated and disclosed all material events occurring subsequent to the date of the financial statements up to the date this annual report is filed on Form R-1.

Fiscal Year

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

Fiscal year 2011 consisted of 52 weeks ending on December 30, 2011. Except as otherwise specified, references to full year indicate CSXT's fiscal periods ended on these dates.

Principles of Consolidation

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

Cash and Cash Equivalents

The Respondent participates in the CSX cash management plan, under which excess cash is advanced to CSX for investment. CSX then makes cash available to the Respondent as needed. Cash and cash equivalents consists of cash in banks and highly liquid investments having an original maturity of three months or less at the date of acquisition.

Allowance for Doubtful Accounts

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

Materials and Supplies

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

Properties

The Respondent depreciates its rail assets including mainline track, locomotives, and freight cars using the group-life method of depreciation. The Respondent believes this method closely approximates the straight-line method of depreciation. Additionally, due to the nature of most of its assets (e.g. track is one contiguous, connected asset) the Respondent believes that this is the most effective way to properly depreciate its assets.

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

Under the group-life method of accounting, the service lives and salvage values for each group of assets are determined by completing periodic life studies and applying management's assumptions regarding the service lives of its properties. A life study is the periodic review of asset lives for group assets conducted by a third-party specialist, analyzed by the Respondent's management and approved by the Surface Transportation Board ("STB"), the regulatory board that has broad jurisdiction over railroad practices. The STB requires life studies be performed for equipment assets every three years and for road (e.g. bridges and signals) and track (e.g. rail, ties and ballast) assets every six years. The Respondent believes the frequency currently required by the STB provides adequate review of asset lives and that a more frequent review would not result in a material change due to the long-lived nature of most of the assets.

The results of the life study process determine the service lives for each asset group under the group-life method. Road assets, including main-line track, have estimated service lives ranging from six years for system roadway machinery to 80 years for grading (construction of protection for the roadway, tracks and embankments). Equipment assets, including locomotives and freight cars, have estimated service lives ranging from six years for technology assets to 35 years for work equipment.

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

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

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

For retirements or disposals of depreciable rail assets that occur in the ordinary course of business, the asset cost (net of salvage value or sales proceeds) is charged to accumulated depreciation and no gain or loss is recognized. As individual assets within a specific group are retired or disposed of, resulting gains and losses are recorded in accumulated depreciation. As part of the life study, an assessment of the recorded amount of accumulated depreciation is made to determine if it is deficient (or in excess) of the appropriate amount indicated by the study. Any such deficiency (or excess), including any deferred gains or losses, is amortized as a component of depreciation expense over the remaining useful life of the asset group until the next required life study. Since the overall assumption with the group-life method of accounting is that the assets within the group on average have the same life and characteristics, it is therefore concluded that the deferred gains and losses offset over time.

In November 2011, the Company sold approximately 61 miles of operating rail corridor to the Florida Department of Transportation. This corridor will be used by the state of Florida for its new commuter rail operation known as SunRail, which is expected to alleviate highway congestion. The Company intends to divert a portion of the corridor's existing rail traffic and relocate terminal operations to an adjacent rail corridor in Florida.

Since the rail network is one contiguous, connected network it is impractical to maintain specific identification records for these assets. For road assets (such as rail and track related items), CSXT utilizes a first-in, first-out approach to asset retirements. The historical cost of these replaced assets is estimated using inflation indices published by the Bureau of Labor Statistics applied to the replacement value based on the age of the retired asset. The indices are used because they closely correlate with the major cost of the materials comprising the applicable road assets.

Equipment assets (such as locomotives and freight cars) are specifically identified. When an equipment asset is retired that has been depreciated using group life method, the cost is reduced from the cost base and classified into accumulated depreciation.

In the event that large groups of assets are removed from service as a result of unusual acts or sales, resulting gains and losses are recognized immediately. These acts are not considered to be in the normal course of business and are therefore recognized when incurred. Examples of such acts would be the major destruction of assets due to significant storm damage (e.g. major hurricanes), the sale of a rail line segment or the disposal of an entire class of assets (e.g. disposal of all refrigerated freight cars).

Recent experience with life studies has resulted in depreciation rate changes, which did not materially affect the Respondent's annual depreciation.

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

Properties and other long-lived assets are reviewed for impairment whenever events or business conditions indicate the carrying amount of such assets may not be fully recoverable. Initial assessments of recoverability are based on estimates of undiscounted future net cash flows associated with an asset or a group of assets in accordance with the Property, Plant, and Equipment Topic in the Financial Accounting Standards Board's ("FASB") Accounting Standards Codification ("ASC"). Where impairment is indicated, the assets are evaluated and their carrying amount is reduced to fair value based on discounted net cash flows or other estimates of fair value.

Revenue and Expense Recognition

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

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

- revenue associated with shipments in transit, which are based on historical freight car movement data as well as average cycle times to move commodities from their origin to their final destination or interchange;
- adjustments to revenue for billing corrections, billing discounts and bad debts or to accounts receivable for allowances for doubtful accounts;
- adjustments to revenue for overcharge claims filed by customers, which are based on historical cash paid to customers for rate overcharges as a percentage of total billing;

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

- incentive-based refunds to customers, which are primarily based on customers achieving certain volume thresholds and are recorded as a reduction to revenue on the basis of management's best estimate of the projected liability (this estimate is based on historical activity, current volume levels and a forecast of future volume); and
- revenue for customer volume commitments not met.

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

Other Income - Net

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

New Accounting Pronouncements

In 2011, the FASB issued an Accounting Standards Update to the *Intangibles—Goodwill and Other Topic* in the ASC which permits an entity to first use qualitative factors to determine if there is a potential impairment in goodwill. This new approach eliminates the requirement to calculate fair value at least annually and replaces it with an optional qualitative assessment. This will likely reduce the cost and complexity of the annual goodwill impairment test for companies with reporting units that have fair values in excess of the carrying amount. Although this rule is effective for annual and interim goodwill impairment tests performed in fiscal years beginning after December 15, 2011, CSXT elected to adopt this standard early.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States requires that management make estimates in reporting the amounts of certain assets and liabilities, the disclosure of contingent assets and liabilities at the date of the financial statements and the reported amount of certain revenues and expenses during the reporting period. Actual results may differ from those estimates. Critical accounting estimates using management judgment are made for the following areas:

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

NOTE 2. Casualty, Environmental and Other Reserves

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

(Dollars in Millions)	Casualty Reserves	Separation Liabilities	Environmental Reserves	Other Reserves[(b)]	Total
Balance December 25, 2009	$ 412	$ 69	$ 96	$ 40	$ 617
Charged to Expense	71	—	37	57	165
Change in Estimate[(a)]	(48)	—	—	—	(48)
Payments	(96)	(12)	(26)	(28)	(162)
Balance December 31, 2010	$ 339	$ 57	$ 107	$ 69	$ 572
Charged to Expense	59	—	23	34	116
Payments	(65)	(11)	(47)	(30)	(153)
Balance December 30, 2011	$ 333	$ 46	$ 83	$ 73	$ 535

(a) *Changes in estimates in 2010 are the result of continued safety improvements and decreasing claim trends for both personal injury and occupational injuries. See below for more detailed discussion regarding these changes in estimates.*

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

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

These reserves are considered critical accounting estimates due to the need for significant management judgments. They are provided for in the Schedule 200 within accrued accounts payable and other long term liabilities and deferred credits as follows:

	December 30, 2011			December 31, 2010		
(Dollars in Millions)	**Current**	**Long-term**	**Total**	Current	Long-term	Total
Casualty:						
Personal Injury	**$ 87**	**$ 137**	**$ 224**	$ 76	$ 143	$ 219
Occupational	**6**	**37**	**43**	9	31	40
Asbestos	**10**	**56**	**66**	9	71	80
Total Casualty	**$ 103**	**$ 230**	**$ 333**	$ 94	$ 245	$ 339
Separation	**10**	**36**	**46**	15	42	57
Environmental	**31**	**52**	**83**	37	70	107
Other	**22**	**51**	**73**	15	54	69
Total	**$ 166**	**$ 369**	**$ 535**	$ 161	$ 411	$ 572

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

Casualty

Casualty reserves represent accruals for personal injury, occupational injury and asbestos claims. During 2010, the Respondent increased its self-insured retention amount for these claims from $25 million to $50 million per injury for claims occurring on or after June 1, 2010. Currently, no individual claim is expected to exceed the self-insured retention amount. In accordance with the *Contingencies Topic* in the ASC, to the extent the value of an individual claim exceeds the self-insured retention amount, the Respondent would present the liability on a gross basis with a corresponding receivable for insurance recoveries. These reserves fluctuate based upon the timing of payments as well as changes in independent third-party estimates, which are reviewed by management. Actual results may vary from estimates due to the number, type and severity of the injury, costs of medical treatments and uncertainties in litigation. Defense and processing costs, which historically have been insignificant and are anticipated to be insignificant in the future, are not included in the recorded liabilities.

During 2011, there were no significant changes in estimate recorded to adjust casualty reserves. During 2010, the Company reduced casualty reserves by $48 million.

Personal Injury

Personal injury reserves represent liabilities for employee work-related and third-party injuries. Work-related injuries for CSXT employees are subject to the Federal Employers' Liability Act ("FELA").

CSXT retains an independent actuarial firm to assist management in assessing the value of personal injury claims. An analysis is performed by the independent actuarial firm quarterly and is reviewed by management. The methodology used by the actuary includes a development factor to reflect growth or reduction in the value of these personal injury claims. It is based largely on CSXT's historical claims and settlement experience.

During 2011, there were no significant changes in estimate of personal injury reserves. During 2010, the Respondent reduced personal injury reserves by $24 million due to a downward trend in the number of injuries. This downward trend was measured by the reduction of the CSXT's Federal Railroad Administration ("FRA") personal injury rate. Adjustments in reserves are included in the Schedule 210.

Occupational & Asbestos

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

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

An analysis of occupational claims is performed quarterly by an independent third-party actuarial firm and reviewed by management. Management performs a quarterly review of asserted asbestos claims, and an analysis is performed annually by an independent third-party specialist and reviewed by management. The objective of the occupational and asbestos claims analyses performed by the third-party actuarial firm and specialist (the "third-party specialists") is to determine the number of incurred but not reported ("IBNR") claims. With the exception of carpal tunnel, management has determined that seven years is the most probable time period in which unasserted claim filings and claim values can be estimated. Carpal tunnel claims use a three-year period to estimate the reserve due to the shorter latency period for these types of injuries.

The third party specialists analyze CSXT's historical claim filings, settlement amounts, and dismissal rates to determine future anticipated claim filing rates and average settlement values for occupational and asbestos claims reserves. The potentially exposed population is estimated by using CSXT's employment records and industry data. From this analysis, the third-party specialists provide an estimate of the IBNR claims liability.

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

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

(Dollars in Millions)	**December 2011**	December 2010
Occupational:		
Incurred but not reported claims	**$ 26**	$ 25
Asserted claims	**17**	15
Total liability	**$ 43**	$ 40
Asbestos:		
Incurred but not reported claims	**$ 41**	$ 40
Asserted claims	**25**	40
Total liability	**$ 66**	$ 80

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

	Fiscal Years	
	2011	2010
Asserted Claims		
Open Claims - Beginning of Year	**1,278**	3,665
New Claims Filed	**215**	228
Claims Settled	**(345)**	(247)
Claims Dismissed	**(483)**	(2,368)
Open Claims - End of Year	**665**	1,278

During 2011, there were no significant changes in estimate of occupational or asbestos reserves. During 2010, the Respondent reduced occupational reserves by $12 million primarily attributable to a decrease in the number of repetitive stress injury claims and lower settlement values for irritant claims. Also during 2010, the Respondent reduced its reserves for asbestos claims by $12 million, primarily related to claims that were determined to have no value due to lack of sufficient medical evidence. Adjustments in reserves are included in the Schedule 210.

Separation

Separation liabilities represent the estimated benefits provided to certain union employees as a result of implementing workforce reductions, improvements in productivity and certain other cost reductions at the Respondent's major transportation units since 1991. The majority of this liability is expected to be paid out over the next 5 to 10 years from general corporate funds and may fluctuate depending on the timing of payments and associated taxes.

Environmental

The Respondent is a party to various proceedings related to environmental issues, including administrative and judicial proceedings involving private parties and regulatory agencies. The Respondent has been identified as a potentially responsible party at approximately 243 environmentally impaired sites. Many of these are, or may be, subject to remedial action under the federal Comprehensive Environmental Response, Compensation and Liability Act of 1980, or CERCLA, also known as the Superfund Law, or similar state statutes. Most of these proceedings arose from environmental conditions on properties used for ongoing or discontinued railroad operations. A number of these proceedings, however, are based on allegations that the Respondent, or its predecessors, sent hazardous substances to facilities owned or operated by others for treatment, recycling or disposal. In addition, some of the Respondent's land holdings were leased to others for commercial or industrial uses that may have resulted in releases of hazardous substances or other regulated materials onto the property and could give rise to proceedings against the Respondent.

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

In accordance with the *Asset Retirement and Environmental Obligations Topic* in the ASC, the Respondent reviews its role with respect to each site identified at least quarterly, giving consideration to a number of factors such as:

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

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

Based on the review process, the Respondent has recorded amounts to cover contingent anticipated future environmental remediation costs with respect to each site to the extent such costs are estimable and probable. The recorded liabilities for estimated future environmental costs are undiscounted. The liability includes future costs for remediation and restoration of sites as well as any significant ongoing monitoring costs, but excludes any anticipated insurance recoveries. Payments related to these liabilities are expected to be made over the next several years. Environmental remediation costs are included in the Schedule 410.

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

Other

Other reserves of $73 million and $69 million for 2011 and 2010, respectively, include liabilities for various claims, such as disability claims, freight claims and claims for property. Freight claims represent claims for both freight loss and damage and freight rate disputes. Liabilities for freight rate disputes are recorded as a reduction of revenue.

NOTE 3. Commitments and Contingencies

Lease Commitments

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

	Fiscal Years	
(Dollars in Millions)	**2011**	2010
Net Daily Rental Charges	**$ 311**	$ 268
Rent Expense on Operating Leases	**5**	1
Equipment and Other Rents	**$ 316**	$ 269

At December 2011, minimum building and equipment rentals under operating leases are disclosed in the table below. Also included in these amounts are agreements covering equipment leased from Conrail, Inc. ("Conrail").

(Dollars in Millions)

Years	**Operating Leases**	**Sublease Income**	**Net Lease Commitments**
2012	$ 60	$ (7)	$ 53
2013	46	(2)	44
2014	29	(1)	28
2015	25	—	25
2016	24	—	24
Thereafter	154	—	154
Total	$ 338	$ (10)	$ 328

Purchase Commitments

CSXT has a commitment under a long-term maintenance program that currently covers 46% of CSXT's fleet of locomotives. The agreement is based on the maintenance cycle for each locomotive. Under CSXT's current obligations, the agreement will expire no earlier than 2031. The costs expected to be incurred throughout the duration of the agreement fluctuate as locomotives are placed into or removed from service, or as required maintenance schedules are revised. The table below includes both active and inactive locomotives covered under this agreement. The increase in costs is due to more active locomotives in response to higher volume levels in 2011.

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

	Fiscal Years	
(Dollars in Millions)	**2011**	2010
Amounts Paid	**$ 281**	$ 252
Number of Locomotives	**1,943**	1,869

As a result of agreements executed in 2011, CSXT has remaining purchase obligations to acquire 65 additional locomotives by year-end 2012. The amount of the ultimate purchase commitment depends upon the model of locomotive acquired and the timing of delivery. Annual payments related to the locomotive purchase obligations, including amounts that would be payable under the long-term maintenance program, are estimated in the table below.

NOTE 3. Commitments and Contingencies, *continued*

Additionally, the Respondent has various other commitments to purchase railcar maintenance and other services from various suppliers. Total annual payments under all of these purchase commitments are also estimated in the table below.

(Dollars in Millions)	Locomotive & Maintenance Payments	Other Commitments	Total
2012	$ 475	$ 323	$ 798
2013	301	30	331
2014	300	21	321
2015	288	19	307
2016	285	12	297
Thereafter	2,429	59	2,488
Total	$ 4,078	$ 464	$ 4,542

Insurance

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

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

Collective Bargaining Agreements

Most of CSXT's employees are represented by labor unions and are covered by collective bargaining agreements. The majority of these agreements are bargained nationally by the National Carriers Conference Committee and negotiated over the course of several years and previously have not resulted in any extended work stoppages. Under the Railway Labor Act's procedures (which include mediation, cooling-off periods and the possibility of Presidential intervention), during negotiations neither party may take action until the procedures are exhausted. If, however, CSXT is unable to negotiate acceptable agreements, or if terms of existing agreements are disputed, the employees covered by the Railway Labor Act could strike, which could result in loss of business and increased operating costs as a result of higher wages or benefits paid to union members.

Fuel Surcharge Antitrust Litigation

Class action lawsuits first filed in May 2007 have been consolidated and are pending in federal court in the District of Columbia against CSXT and three other U.S.-based Class I railroads. The court has not yet ruled on whether it is appropriate to certify the case as a class action.

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

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

One additional lawsuit was filed, but not served, by an individual shipper. CSXT entered into a tolling agreement with this shipper whereby the shipper agreed to dismiss the lawsuit against CSXT without prejudice and CSXT agreed to extend the statute of limitations for the claims asserted until the end of 2010. That agreement has been extended to the end of 2012.

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

Other Legal Proceedings

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

NOTE 4. Employee Benefit Plans

Pension and Other Postretirement Benefit Plans

The Respondent, in conjunction with CSX, sponsors defined benefit pension plans principally for salaried, management personnel. For employees hired on or before December 31, 2002, the plans provide eligible employees with retirement benefits based predominantly on years of service and compensation rates near retirement. For employees hired in 2003 or thereafter, benefits are determined based on a cash balance formula, which provides benefits by utilizing interest and pay credits based upon age, service and compensation. In addition to these plans, the Respondent sponsors a self-insured, post-retirement medical plan and a life insurance plan that provide benefits to full-time, salaried, management employees, hired prior to January 1, 2003, upon their retirement if certain eligibility requirements are met. Prior to 2011, the post-retirement medical plan was partially funded by all participating retirees, with retiree contributions adjusted annually. Beginning in 2011, Medicare-eligible retirees are covered by a health reimbursement arrangement, which is an employer-funded account that can be used for reimbursement of eligible medical expenses. Non-Medicare eligible retirees continue to be covered by the existing self-insured program. The life insurance plan is non-contributory.

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

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

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

Other Plans

Under collective bargaining agreements, the Respondent participates in a multi-employer benefit plan, which provides certain post-retirement health care and life insurance benefits to eligible contract employees. Premiums under this plan are expensed as incurred and amounted to $48 million and $45 million in 2011 and 2010, respectively.

The Respondent maintains savings plans for virtually all full-time salaried employees and certain employees covered by collective bargaining agreements. Expense associated with these plans was $25 million for both 2011 and 2010, respectively.

Certain officers and key employees of the Respondent participate in stock performance and award plans of CSX. The Respondent is allocated its share of any cost to participate in these plans. These amounts were $14 million and $29 million for 2011 and 2010, respectively.

NOTE 5. Debt Agreements

Debt was as follows:

(Dollars in Millions)	**Maturity at December 2011**	**Average Interest Rates at December 2011**	**December 2011**	December 2010
Equipment Obligations	2012-2023	7.1 %	**$ 741**	$ 823
Notes	2012-2043	8.3 %	**481**	495
Capital Leases	2012-2017	5.8 %	**7**	11
Total Long-term Debt (including current portion)			**$ 1,229**	$ 1,329
Less Debt Due within One Year			**(105)**	(94)
Long-term Debt (excluding current portion)			**$ 1,124**	$ 1,235

Fair Value Measurements

The *Financial Instruments Topic* in the ASC requires disclosures about fair value of financial instruments in annual reports as well as in quarterly reports. For CSX, this statement applies to certain investments, pension plan assets and long-term debt. Also, the *Fair Value Measurements and Disclosures Topic* in the ASC clarifies the definition of fair value for financial reporting, establishes a framework for measuring fair value and requires additional disclosures about the use of fair value measurements.

Various inputs are considered when determining the value of the Respondent's investments, pension plan assets and long-term debt. The inputs or methodologies used for valuing securities are not necessarily an indication of the risk associated with investing in these securities. These inputs are summarized in the three broad levels listed below.

- Level 1 – observable market inputs that are unadjusted quoted prices for identical assets or liabilities in active markets
- Level 2 – other significant observable inputs (including quoted prices for similar securities, interest rates, credit risk, etc.)
- Level 3 – significant unobservable inputs (including the Respondent's own assumptions in determining the fair value of investments)

NOTE 5. Debt Agreements, *continued*

The valuation methods described below may produce a fair value calculation that may not be indicative of net realizable value or reflective of future fair values. Furthermore, while the Respondent believes its valuation methods are appropriate and consistent with other market participants, the use of different methodologies or assumptions to determine the fair value of certain financial instruments could result in a different fair value measurement at the reporting date.

Long-term debt is reported at carrying amount on the Schedule 200 and is the Respondent's only financial instrument with fair values significantly different from their carrying amounts. The majority of the Respondent's long-term debt has been estimated by applying market rates of similar instruments, provided by an independent third party, to the scheduled contractual debt payments and maturities. All of the inputs used to determine the fair value of the Respondent's long-term debt are Level 2 inputs.

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

(Dollars in Millions)	**December 2011**	December 2010
Long-term Debt Including Current Maturities:		
Fair Value	**$ 1,477**	$ 1,563
Carrying Value	**$ 1,229**	$ 1,329

Long-term Debt Maturities

(Dollars in Millions) **Fiscal Years Ending**	**Maturities as of December 2011**
2012	$ 105
2013	79
2014	327
2015	28
2016	19
2017 and Thereafter	671
Total Long-term Debt Maturities (including current portion)	$ 1,229

NOTE 6. Related Party Transactions

The Respondent had a receivable of $1,069 million and $399 million in 2011 and 2010, respectively, relating to the Respondent's participation in the CSX cash management plan. The receivable is included in Receivables from Affiliated Companies in the Schedule 200. Under this plan, excess cash is advanced to CSX for investment and CSX makes cash funds available to its subsidiaries as needed for use in their operations. The Respondent and CSX are committed to repay all amounts due each other on demand should circumstances require. The companies are charged for borrowings or compensated for investments based on the short-term applicable Federal rate, which was 0.2% and 0.32% as of the end of 2011 and 2010, respectively. Net interest income related to this plan was $2 million and 340 thousand in 2011 and 2010, respectively.

Detail of Related Party Service Fees (Proceeds)

(Dollars in Millions)	**Fiscal Years 2011**	2010
Intermodal Terminals	**$ 530**	$ 147
CSX Management Service Fee	**387**	303
Intermodal Inc.	**-**	(243)
CSX Technology	**193**	164
TDSI	**63**	56
Other	**46**	44
Total Related Party Service Fees (Proceeds)	**$ 1,219**	$ 471

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

- CSX Intermodal Terminals, Inc. ("Intermodal Terminals") – Charges from Intermodal Terminals for services provided to the Respondent at intermodal terminal locations. These charges are calculated based on direct costs.

NOTE 6. Related Party Transactions, *continued*

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

- CSX Technology, Inc. ("CSX Technology") Charges – Data processing charges from CSX Technology for the development, implementation and maintenance of computer systems, software and associated documentation for the day-to-day operations of the Respondent. These charges are based on a mark-up of direct costs.

- Total Distribution Services, Inc. ("TDSI") Charges – Charges from TDSI for services provided to the Respondent at automobile ramps. These charges are calculated based on direct costs.

- Other consists of premiums paid to CSX Insurance Company ("CSX Insurance") for personal injury coverage and proceeds from specialized services billed to TRANSFLO Corporation ("TRANSFLO").

Intermodal Terminals, CSX Technology, TDSI, CSX Insurance, and TRANSFLO are wholly owned subsidiaries of CSX.

Detail of Payables (Receivables) to Affiliated Companies

(Dollars in Millions)	**December 2011**	December 2010
CSX Corporation	**$ (928)**	$ (233)
CSX Trade Receivables	**(576)**	(476)
CSX Technology	**157**	137
Intermodal Terminals	**(67)**	28
Other	**17**	4
Total Payable/(Receivable) to/from Affiliated Companies	**$ (1,397)**	$ (540)

The Respondent has an agreement to transfer eligible third-party receivables to CSX Trade Receivables, Inc., a bankruptcy-remote special purpose subsidiary of CSX. A separate subsidiary of CSX, CSX Business Management, Inc. will service the receivables. Upon transfer, the receivables become assets of CSX Trade Receivables, Inc. and are shown above.

The Respondent and CSX Insurance have entered into a loan agreement whereby the Respondent may borrow up to $125 million from CSX Insurance. The loan is payable in full on demand. $55 million was outstanding under the agreement for both 2011 and 2010, respectively. Interest on the loan is payable monthly at 0.45% over the LIBOR rate, which was 0.72% and 0.71% at the end of 2011 and 2010, respectively. Interest expense related to the loan was $0.4 million for both 2011 and 2010, respectively.

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

(Dollars in Millions)	**December 2011**	December 2010
Balance Sheet Information:		
CSXT Payable to Conrail [(a)]	**$ 143**	$ 119
Promissory Notes Payable to Conrail Subsidiary		
4.52% CSXT Promissory Note due March 2035 [(b)]	**$ 23**	$ 23

(a) Included on the Schedule 200 as accrued accounts payable because it is short term in nature.
(b) Included on the Schedule 200 as funded debt unmatured.

Interest expense from the promissory note payable to a Conrail subsidiary was $1 million for 2011 and 2010, respectively.

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210. RESULTS OF OPERATIONS
(Dollars in Thousands)

1. Disclose requested information for respondent pertaining to results of operations for the year.
2. Report total operating expenses from Sched. 410. Any differences between this schedule and Sched. 410 must be explained on page 18.
3. List dividends from investments accounted for under the cost method on line 19, and list dividends accounted for under the equity method on line 25.
4. All contra entries should be shown in parenthesis.

Cross-Checks

Schedule 210	Schedule 210
Line 15, col b	= Line 62, col (b)
Lines 47,48,49 col b	= Line 63, col (b)
Line 50, col b	= Line 64, col (b)

	Schedule 410
Line 14, col b	= Line 620, col h
Line 14, col d	= Line 620, col f
Line 14, col e	= Line 620, col g

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS OPERATING INCOME Railway Operating Income					
1		(101) Freight	$ 11,492,247	$ 9,987,444	$ 11,492,247		1
2		(102) Passenger	-	-	-		2
3		(103) Passenger-related	-	-	-		3
4		(104) Switching	(116,863)	(108,107)	(116,863)		4
5		(105) Water transfers	-	-	-		5
6		(106) Demurrage	61,465	46,704	61,465		6
7		(110) Incidental	239,234	255,564	239,234		7
8		(121) Joint facility - credit	-	-	-		8
9		(122) Joint facility - debit	-	-	-		9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	11,676,083	10,181,605	11,676,083	-	10
11		(502) Railway operating revenues - transfers from government authorities	-	-			11
12		(503) Railway operating revenues - amortization of deferred transfers from government authorities	-	-			12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	$ 11,676,083	$ 10,181,605	$ 11,676,083	-	13
14		(531) Railway operating expenses	8,695,335	7,367,262	8,695,335		14
15		Net revenue from railway operations	$ 2,980,748	$ 2,814,343	$ 2,980,748		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	$ 11,019	$ 8,770			16
17		(510) Miscellaneous rent income	37,716	38,901			17
18		(512) Separately operated properties - profit	-	-			18
19		(513) Dividend income (cost method)	10,428	7,699			19
20		(514) Interest Income	36,102	40,315			20
21		(516) Income from sinking and other funds	-	-			21
22		(517) Release of premiums on funded debt	-	-			22
23		(518) Reimbursements received under contracts and agreements	-	-			23
24		(519) Miscellaneous income	8,435	12,204			24
25		Income from affiliated companies: 519 a. Dividends (equity method)	-	-			25
26		b. Equity in undistributed earnings (losses)	2,968	2,926			26
27		TOTAL OTHER INCOME (lines 16-26)	$ 106,668	$ 110,815			27
28		TOTAL INCOME (lines 15, 27)	$ 3,087,416	$ 2,925,158			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	(31,292)	(27,872)			29
30		(544) Miscellaneous taxes	-	-			30
31		(545) Separately operated properties-Loss	-	-			31
32		(549) Maintenance of investment organization	-	-			32
33		(550) Income transferred under contracts and agreements	-	-			33
34		(551) Miscellaneous income charges	(61,955)	(73,286)			34
35		(553) Uncollectible accounts	-	-			35
36		TOTAL MISCELLANEOUS DEDUCTIONS	$ (93,247)	$ (101,158)			36
37		Income available for fixed charges	$ 2,994,169	$ 2,824,000			37

210. RESULTS OF OPERATIONS - Continued

(Dollars in Thousands)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
		FIXED CHARGES			
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	$ 78,941	$ 89,576	38
39		(b) Interest in default	-	-	39
40		(547) Interest on unfunded debt	1,413	1,640	40
41		(548) Amortization of discount on funded debt	(5,382)	(5,440)	41
42		TOTAL FIXED CHARGES (lines 38 through 41)	$ 74,972	$ 85,776	42
43		Income after fixed charges (line 37 minus line 42)	$ 2,919,197	$ 2,738,224	43
		OTHER DEDUCTIONS			
		(546) Interest on funded debt:			
44		(c) Contingent interest	-	-	44
		UNUSUAL OR INFREQUENT ITEMS			
45		(555) Unusual or infrequent items (debit) credit	-	-	45
46		Income (Loss) from continuing operations (before inc. taxes)	$ 2,919,197	$ 2,738,224	46
		PROVISIONS FOR INCOME TAXES			
		(556) Income taxes on ordinary income:			
47		(a) Federal income taxes	$ 401,087	$ 595,318	47
48		(b) State income taxes	101,432	71,089	48
49		(c) Other income taxes	1,166	130	49
50		(557) Provision for deferred taxes	570,779	391,945	50
51		TOTAL PROVISION FOR INCOME TAXES (lines 47 through 50)	$ 1,074,464	$ 1,058,482	51
52		Income from continuing operations (line 46 minus line 51)	$ 1,844,733	$ 1,679,742	52
		DISCONTINUED OPERATIONS			
		(560) Income or loss from operations of discontinued segments			
53		(less applicable income taxes of $ 0)	-	-	53
		(562) Gain or loss on disposal of discontinued segments			
54		(less applicable income taxes of $ 0)	-	-	54
55		Income before extraordinary items (lines 52 through 54)	$ 1,844,733	$ 1,679,742	55
		EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES			
56		(570) Extraordinary items (Net)	-	-	56
57		(590) Income taxes on extraordinary items	-	-	57
58		(591) Provision for deferred taxes - Extraordinary items	-	-	58
59		TOTAL EXTRAORDINARY ITEMS (lines 56 through 58)	-	-	59
		(592) Cumulative effect of changes in accounting principles			
60		(less applicable income taxes of $ 0).	-	-	60
61		Net income (Loss) (lines 55 + 59 + 60)	$ 1,844,733	$ 1,679,742	61
		RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)			
62		Net revenues from railway operations	$ 2,980,748	$ 2,814,343	62
63		(556) Income taxes on ordinary income (-)	(503,685)	(666,537)	63
64		(557) Provision for deferred income taxes (-)	(570,779)	(391,945)	64
65		Income from lease of road and equipment (-)	(36,900)	(28,693)	65
66		Rent for leased roads and equipment (+)	14,121	13,862	66
67		Net railway operating income (loss)	$ 1,883,505	$ 1,741,030	67

Notes and Remarks for Schedules 210 and 220

220. RETAINED EARNINGS

(Dollars in Thousands)

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

Line No.	Cross Check	Item (a)	Retained Earnings - Unappropriated (b)	Equity in Undistributed Earnings (Losses) of Affiliated Companies (c)	Line No.
1		Balances at beginning of year	$ 8,169,419	$ 105,420	1
2		(601.5) Prior period adjustments to beginning retained earnings	-	-	2
		CREDITS			
3		(602) Credit balance transferred from income	1,841,765	2,968	3
4		(603) Appropriations released	-	-	4
5		(606) Other credits to retained earnings	210	10	5
6		TOTAL CREDITS	$ 1,841,975	$ 2,978	6
		DEBITS			
7		(612) Debit balance transferred from income	$ -	$ -	7
8		(616) Other debits to retained earnings	13,634	-	8
9		(620) Appropriations for sinking and other funds	-	-	9
10		(621) Appropriations for other purposes	-	-	10
11		(623) Dividends: Common stock	680,137	-	11
12		Preferred stock (1)	-	-	12
13		TOTAL DEBITS	$ 693,771	$ -	13
14		Net increase (decrease) during year (Line 6 minus line 13)	$ 1,148,204	$ 2,978	14
15		Balances at close of year (lines 1, 2, and 14)	$ 9,317,623	$ 108,398	15
16		Balance from line 15 (c)	$ 108,398	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	$ 9,426,021		17
18		(797) Total appropriated retained earnings:			18
19		Credits during year $ 0			19
20		Debits during year $ 0		N/A	20
21		Balance at close of year $ 0			21
		Amount of assigned Federal income tax consequences:			
22		Account 606 $ 0			22
23		Account 616 $ 0			23

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

230. CAPITAL STOCK

PART I. CAPITAL STOCK
(Dollars in Thousands)

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

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

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR
(Dollars in Thousands)

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

Line No.	Item (a)	Preferred Stock: No. of Shares (b)	$ Amount (c)	Common Stock: No. of Shares (d)	$ Amount (e)	Treasury Stock: No. of Shares (f)	$ Amount (g)	Additional Capital $ (h)	Line No.
11	Balance at beginning of year	-	$ -	9,061,038	$ 181,225	-	$ -	$ 5,634,481	11
12	Capital stock sold 1								12
13	Capital stock reacquired								13
14	Capital stock cancelled								14
15	Other							17,169	15
16									16
17	Balance at close of year	-	$ -	9,061,038	$ 181,225	-	$ -	$ 5,651,650	17

NOTE: The amount in Other for Additional Capital is related to the tax effects of compensation related to parent company stock.

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

240. STATEMENT OF CASH FLOWS
(Dollars in Thousands)

Give the information as requested concerning the cash flows during the year. Either the direct or indirect method can be used. The direct method shows as its principal components operating cash receipts and payments, such as cash received from customers and cash paid to suppliers and employees, the sum of which is net cash flow from operating activities. The indirect method starts with net income and adjusts it for revenues and expense items that were not the result of operating cash transactions in the current period to reconcile it to net cash flow from operating activities. If the direct method is used, complete lines 1 through 41. If the indirect method is used, complete lines 10 through 41. Cash, for the purpose of this schedule, shall include cash and cash equivalents which are short-term, highly liquid investments readily convertible to known amounts of cash and so near their maturity that they present insignificant risk of changes in value because of changes in interest rates. Information about all investing and finance activities which do not directly affect cash shall be separately disclosed in footnotes to this schedule. They shall clearly relate the cash (if any) and noncash aspects of transactions. Examples of noncash investing and transactions include converting debt to equity, acquiring assets by assuming directly related liabilities, such as purchasing a building by incurring a mortgage to the seller; obtaining an asset by entering into a capital lease; and exchanging noncash assets or liabilities for other noncash assets or liabilities. Some transactions are part cash and part noncash; only the cash portion shall be reported directly in the statement of cash flows. Refer to FAS Statement No. 95, Statement of Cash Flows, for further details.

CASH FLOWS FROM OPERATING ACTIVITIES

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

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10		Income from continuing operations	$ 1,844,733	$ 1,679,742	10

ADJUSTMENTS TO RECONCILE INCOME FROM CONTINUING OPERATIONS TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investment	$ -	$ -	11
12		Depreciation and amortization expenses	918,632	906,581	12
13		Net increase (decrease) in provision for Deferred Income Taxes	570,779	391,945	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	-	-	14
15		Decrease (increase) in accounts receivable	41,351	44,749	15
16		Decrease (increase) in material and supplies and other current assets	(24,537)	(43,516)	16
17		Increase (decrease) in current liabilities other than debt	(587,817)	(551,596)	17
18		Increase (decrease) in other - net	4,042	(29,970)	18
19		Net cash provided from continuing operations (lines 10 through 18)	2,767,183	2,397,935	19
20		Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items	-		20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20)	$ 2,767,183	$ 2,397,935	21

CASH FLOWS FROM INVESTING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
22		Proceeds from sale of property	$ 238,596	$ 106,613	22
23		Capital expenditures	(2,054,893)	(1,591,553)	23
24		Net change in temporary cash investments not qualifying as cash equivalents	-	-	24
25		Proceeds from sale/repayment of investment and advances	-	-	25
26		Purchase price of long-term investment and advances	-	-	26
27		Net decrease (increase) in sinking and other special funds	-	-	27
28		Other - net	(132,424)	(109,807)	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	$ (1,948,721)	$ (1,594,747)	29

(Continued on next page)

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

CASH FLOWS FROM FINANCING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
30		Proceeds from issuance of long-term debt	$ -	$ -	30
31		Principal payments of long-term debt	(95,450)	(110,961)	31
32		Proceeds from issuance of capital stock	-	-	32
33		Purchase price of acquiring treasury stock	-	-	33
34		Cash dividends paid	(680,000)	(590,000)	34
35		Other - net	(6,942)	(14,504)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	$ (782,392)	$ (715,465)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36)	$ 36,070	$ 87,723	37
38		Cash and cash equivalents at beginning of the year	$ 117,548	$ 29,825	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	$ 153,618	$ 117,548	39
		Footnotes to Schedule Cash paid during the year for:			
40		Interest (net of amount capitalized)*	$ 95,063	$ 109,863	40
41		Income taxes (net) *	$ 409,601	$ 727,558	41

* Only applies if indirect method is adopted

NOTES AND REMARKS

245. WORKING CAPITAL
(Dollars in Thousands)

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

Line No.	Item (a)	Source	Amount (b)	Line No.
	CURRENT OPERATING ASSETS			
1	Interline and other balances (705)	Sched. 200, line 5, col. b	$ 9,799	1
2	Customers (706)	Sched. 200, line 6, col. b	34,340	2
3	Other (707)	Note A	145,246	3
4	TOTAL CURRENT OPERATING ASSETS	Lines 1 + 2 + 3	$ 189,385	4
	OPERATING REVENUE			
5	Railway operating revenue	Sched. 210, line 13, col. b	$ 11,676,083	5
6	Rent income	Note B	93,372	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	$ 11,769,455	7
8	Average daily operating revenues	Line 7 ÷ 360 days	$ 32,693	8
9	Days of operating revenue in current operating assets	Line 4 ÷ Line 8	6	9
10	Revenue delay days plus buffer	Line 9 + 15 days	21	10
	CURRENT OPERATING LIABILITIES			
11	Interline and other balances (752)	Sched. 200, line 31, col. b	$ 9,680	11
12	Audited accounts and wages payable (753)	Note A	114,151	12
13	Accounts payable - other (754)	Note A	235,042	13
14	Other taxes accrued (761.5)	Note A	106,882	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 through 14	$ 465,755	15
	OPERATING EXPENSES			
16	Railway operating expenses	Sched. 210, line 14, col. b	$ 8,695,335	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317, col. h	918,632	17
18	Cash related operating expenses	Line 16 + line 6 - line 17	$ 7,870,075	18
19	Average daily expenditures	Line 18 ÷ 360 days	$ 21,861	19
20	Days of operating expenses in current operating liabilities	Line 15 ÷ line 19	21	20
21	Days of working capital required	Line 10 - line 20 (Note C)	-	21
22	Cash working capital required	Line 21 x line 19	$ -	22
23	Cash and temporary cash balance	Sched. 200, line 1 + line 2, col. b	$ 153,618	23
24	Cash working capital allowed	Lesser of line 22 or line 23	$ -	24
	MATERIALS AND SUPPLIES			
25	Total materials and supplies (712)	Note A	$ 242,566	25
26	Scrap and obsolete material included in account 712	Note A	3,018	26
27	Materials and supplies held for common carrier purposes	Line 25 - line 26	239,548	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	$ 239,548	28

NOTES:

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

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

(C) If result is negative, use zero.

NOTES AND REMARKS

Page 26 Other Parties to Joint Control:

Line 01	Canadian Pacific Management, Inc.
Line 02	Norfolk Southern Railway Company
Line 03	Various Carriers
Line 04	Various Individuals
Line 05	Norfolk Southern Railway Company
Line 06	Norfolk Southern Railway Company
Line 07	Norfolk Southern Railway Company
Line 08	Various Carriers
Line 09	Various Carriers
Line 10	Norfolk Southern Railway Company
Line 11	Norfolk Southern Railway Company
Line 13	Norfolk Southern Railway Company and Florida East Coast Railway, LLC
Line 16	Various Companies
Line 17	Helm General Corporation
Line 18	Various Carriers
Line 19	Various Carriers
Line 20	Riverview II Associates
Line 21	Various Companies/Individuals

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310 AND 310A

1. Schedule 310 should give particulars of stocks, bonds, and other secured obligations, unsecured notes, and investment advances of affiliated companies held by respondent at the close of the year. Also, disclose the investments made, disposed of, and written down during the year and the applicable dividends and interest credited to income as a result of those investments. They should exclude securities issued or assumed by respondent. For definition of affiliated companies, see the rules governing Account No. 721 "Investments and Advances; Affiliated Companies" in the Uniform System of Accounts for Railroad Companies.

2. List the investments in the following order and show a total for each group and each class of investments by accounts in numerical order.

   (A) Stocks

   (1) Carriers-active

   (2) Carriers-inactive

   (3) Noncarriers-active

   (4) Noncarriers-inactive

   (B) Bonds (including US government bonds)

   (C) Other secured obligations

   (D) Unsecured notes

   (E) Investment advances

3. The subclassification of classes (B), (C), (D), and (E) should be the same as that provided for class (A).

4. The kinds of industry represented by respondent's investments in the securities of other companies should be shown by symbol opposite the names of the issuing corporations. The symbols and industrial classifications are as follows:

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

5. By carriers, as the term is used here, is meant companies owning or operating railroads, facilities auxiliary thereto such as bridges, ferries, union depots, and other terminal facilities, sleeping cars, parlor cars, dining cars, freight cars, express services and facilities, electric railways, highway motor vehicles, steamboats and other marine transportation equipment, pipe lines (other than those for transportation of water), and other instrumentalities devoted to the transportation of persons or property for hire. Telegraph and telephone companies are not meant to be included.

6. Noncarrier companies should, for the purpose of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely holding companies are to be classified as noncarrier companies, even though the securities held by such companies are largely or entirely issued or assumed by carriers.

7. By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs. If it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

8. Combine in one amount investments in which the original cost or present equity in total assets is less than $10,000.

9. Include investments in unincorporated entities such as lessee organizations. Exclude amounts normally settled on a current basis.

10. Do not include the value of securities issued or assumed by respondent.

11. For affiliates which do not report to the Surface Transportation Board and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

(Dollars in Thousands)

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, from accounts 715 (sinking funds), 716 (capital funds), 721 (investments and advances affiliated companies), and 717 (other funds).

2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 25, classifying the investments by means of letters, figures, and symbols in columns (a), (b) and (c).

3. Indicate by means of an arbitrary mark in column (d) the obligation in support of which any security is pledged, mortgaged, or otherwise encumbered. Give names and other important particulars of such obligations in footnotes.

4. Give totals for each class and for each subclass and a grand total for each account.

5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially ____ to ____." Abbreviations in common use in standard financial publications may be used to conserve space.

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of Issuing Company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
1	721	A-1	VII	Albany Port Railroad Corporation	50.00	1
2	721	A-1	VII	Augusta and Summerville Railroad Company	50.00	2
3	721	A-1	VII	The Belt Railway Company of Chicago	25.00	3
4	721	A-1	VII	Central Railroad Company of South Carolina	36.47	4
5	721	A-1	VII	Central Transfer Railway and Storage Company	50.00	5
6	721	A-1	VII	Chatham Terminal Company	50.00	6
7	721	A-1	VII	Norfolk and Portsmouth Belt Line Railroad Company	42.86	7
8	721	A-1	VII	Terminal Railroad Association of St. Louis	14.29	8
9	721	A-1	VII	TTX Company	19.65	9
10	721	A-1	VII	Winston-Salem Southbound Railway Company	50.00	10
11	721	A-1	VII	Woodstock & Blocton Railway Company	50.00	11
12				TOTAL CLASS A-1		12
13	721	A-3	X	Beaver Street Tower Company	50.00	13
14	721	A-3	X	CSX Corporation	0.00	14
15	721	A-3	X	CSX Fiber Networks, LLC	97.45	15
16	721	A-3	VII	DOCP Acquisition, LLC	10.00	16
17	721	A-3	VI	Helm Chesapeake Limited Partnership	36.00	17
18	721	A-3	X	MeteorComm, LLC	25.00	18
19	721	A-3	X	PTC-220, LLC	14.29	19
20	721	A-3	VII	Richmond Center Associates II (Partnership)	50.00	20
21	721	A-3	VI	WesJax Development Company	9.92	21
22				TOTAL CLASS A-3		22
23				TOTAL STOCK		23
24	721	B-1	VII	Washington and Franklin Railway Company - Matured 1/1/66		24
25				TOTAL CLASS B-1		25
26				TOTAL BONDS		26
27	721	E-1	VII	Paducah & Illinois Railroad Company	31.67	27
28				TOTAL CLASS E-1		28
29	721	E-2	VII	Winchester & Western Railroad Company	0.00	29
30				TOTAL CLASS E-2		30
31	721	E-3	X	Beaver Street Tower Company	50.00	31
32	721	E-3	X	Total Distribution Services, Inc.	0.00	32
33	721	E-3	X	TRANSFLO Corporation	0.00	33
34				TOTAL CLASS E-3		34
35				TOTAL INVESTMENT ADVANCES		35
36				TOTAL INVESTMENT AND ADVANCES		36
37						37
38						38
39						39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

6. If any of the companies included in this schedule are controlled by respondent, the percent of control should be shown in column (e). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In case of joint control, give names of other parties and particulars of control.

7. If any advances reported are pledged, give particulars in a footnote.

8. Investments in companies in which neither the original cost or present equity in total assets are less than $10,000 may be combined in one figure.

9. Also include investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis).

10. This schedule should not include securities issued or assumed by respondent.

For affiliates which do not report to the Surface Transportation Board and are jointly owned, give names and extent of control by other entities by footnotes.

Line No.	Investments and advances				Disposed of profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
	Opening Balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing Balance (i)	(j)	(k)	(l)	
1	$ 253	$ -	$ -	$ 253	$ -	$ -	$ -	1
2	37	-	-	37	-	-	-	2
3	891	-	-	891	-	-	-	3
4	67	-	-	67	-	-	11	4
5	11	-	-	11	-	-	-	5
6	22	-	-	22	-	-	-	6
7	7	-	-	7	-	-	-	7
8	-	-	-	-	-	-	-	8
9	252	-	-	252	-	-	-	9
10	1,323	-	-	1,323	-	-	-	10
11	121	-	1	120	-	-	-	11
12	$ 2,984	$ -	$ 1	$ 2,983	$ -	$ -	$ 11	12
13	$ 167	$ -	$ -	$ 167	$ -	$ -	$ -	13
14	40,504	-	-	40,504	-	-	10,533	14
15	-	-	-	-	-	-	-	15
16	31,929	-	1	31,928	-	-	-	16
17	3,248	-	-	3,248	-	-	-	17
18	10,833	22,154	-	32,987	-	-	-	18
19	8,529	645	3,435	5,739	-	-	-	19
20	-	-	-	-	-	-	-	20
21	50	-	-	50	-	-	-	21
22	$ 95,260	$ 22,799	$ 3,436	$ 114,623	$ -	$ -	$ 10,533	22
23	$ 98,244	$ 22,799	$ 3,437	$ 117,606	$ -	$ -	$ 10,544	23
24	$ 378	$ -	$ -	$ 378	$ -	$ -	$ -	24
25	$ 378	$ -	$ -	$ 378	$ -	$ -	$ -	25
26	$ 378	$ -	$ -	$ 378	$ -	$ -	$ -	26
27	$ 576	$ -	$ -	$ 576	$ -	$ -	$ -	27
28	$ 576	$ -	$ -	$ 576	$ -	$ -	$ -	28
29	$ 36	$ -	$ -	$ 36	$ -	$ -	$ -	29
30	$ 36	$ -	$ -	$ 36	$ -	$ -	$ -	30
31	$ 10	$ -	$ -	$ 10	$ -	$ -	$ -	31
32	40,981	-	-	40,981	-	-	-	32
33	2,440	-	-	2,440	-	-	-	33
34	$ 43,431	$ -	$ -	$ 43,431	$ -	$ -	$ -	34
35	$ 44,043	$ -	$ -	$ 44,043	$ -	$ -	$ -	35
36	$ 142,665	$ 22,799	$ 3,437	$ 162,027	$ -	$ -	$ 10,544	36
37								37
38								38
39								39
40								40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of Issuing Company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
1						1
2						2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Concluded)

(Dollars in Thousands)

Line No.	Investments and Advances				Disposed of profit (loss) (j)	Adjustments Account 721.5 (k)	Dividends or interest credited to income (l)	Line No.
	Opening Balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing Balance (i)				
1								1
2								2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13								13
14								14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

310A. INVESTMENTS IN COMMON STOCK OF AFFILIATED COMPANIES

(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

1. Report below the details of all investments in common stock included in Account 721, Investments and Advances Affiliated Companies.
2. Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts).
3. Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
4. Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition.
5. For definitions of carrier and noncarrier, see general instructions.

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustments for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
1	Carriers: (List specifics for each company)							1
2	Albany Port Railroad Corporation	$ (13)	$ -	$ 129	$ -	$ -	$ 116	2
3	The Belt Railway Company of Chicago	30,707	-	957	-	-	31,664	3
4	Chatham Terminal Company	5	-	-	-	-	5	4
5	Norfolk and Portsmouth Belt Line Railroad Company	2,281	-	1,942	-	-	4,223	5
6	TTX Company	363,839	-	11,352	-	-	375,191	6
7	Winston-Salem Southbound Railway Company	5,698	-	(131)	-	-	5,567	7
8								8
9								9
10								10
11								11
12								12
13	TOTAL CARRIERS	$ 402,517	$ -	$ 14,249	$ -	$ -	$ 416,766	13
14	Noncarriers: (List specifics for each company)							14
15	CSX Fiber Networks, LLC	52,266	-	1,603	-	(53,869)	-	15
16	Helm Chesapeake Limited Partnership	1,322	-	(83)	-	-	1,239	16
17	MeteorComm, LLC	(3,265)	-	(1,810)	-	-	(5,075)	17
18	PTC-220, LLC	(478)	-	(41)	-	-	(519)	18
19	Richmond Center Associates II (Partnership)	-	-	-	-	-	-	19
20								20
21								21
22								22
23								23
24								24
25								25
26	TOTAL NON-CARRIERS	$ 49,845	$ -	$ (331)	$ -	$ (53,869)	$ (4,355)	26
27	**Grand Total**	$ 452,362	$ -	$ 13,918 *	$ -	$ (53,869)	$ 412,411	27

* Equity earnings reconciliation to Schedule 210, Results of Operations

Schedule 310A, line 27, column (d)	$ 13,918
Less: Line 6 equity earnings credited to rent expense	(11,352)
Less: Line 3 AOCI changes	434
Less: Line 5 AOCI changes and dividends paid	(32)
Schedule 210, line 26b, column (b)	$ 2,968

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

1. Give particulars of balances at the beginning and close of the year and of all changes during the year in Account No. 731, "Road and Equipment Property" and Account No. 732, "Improvements on Leased Property" classified by primary accounts in accordance with the Uniform System of Accounts for Railroad Companies. The balances, by primary accounts, should, insofar as known, be stated in column (b) and all changes made during the year should be analyzed in columns (c) to (f), inclusive. Column (g) should be the net of the amounts in columns (c) through (f). Column (h) is the aggregate of columns (b) through (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of Accounts 731 and 732 for the respective periods; if not, a full explanation should be made in a footnote.

2. In column (c), show disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, and for the extension of old lines, as provided for in Instruction 2-1, "Items to be charged" in the Uniform System of Accounts for Railroad Companies for such items.

3. In column (d), show the cost of a railway or portion thereof, acquired as an operating entity or system by purchase, merger, consolidation, reorganization, receivership sale or transfer, or otherwise.

4. Columns (c) and (e) should include all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.

5. All credits representing property sold, abandoned, or otherwise retired should be shown in column (f).

6. Both the debit and credit involved in each transfer, adjustment, or clearance, between road and equipment accounts, should be included in the column in which the item was initially included. Also, the transfer of prior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of $100,000.

7. If during the year an individual charge of $100,000 or more was made to Account No. 2, "Land for Transportation Purposes," state the cost, location, area, and other details which will identify the property in a footnote.

8. Report on line 29 amounts not included in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks" below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Board for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Board.

9. If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving location and cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.

10. If an amount of less than $5,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state the amount used in a footnote.

NOTES AND REMARKS

( ) = Credits
Dollars in thousands

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT

(Dollars in Thousands)

Line No.	Cross No.	Account (a)	Balance at Beginning of year (b)	Expenditures during the year for original road & equipment & road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	$ 1,774,578	$ -	$ -	1
2		(3) Grading	2,369,596	-	-	2
3		(4) Other right-of-way expenditures	7,632	-	-	3
4		(5) Tunnels and subways	136,217	-	-	4
5		(6) Bridges, trestles and culverts	1,841,227	-	-	5
6		(7) Elevated structures	-	-	-	6
7		(8) Ties	3,896,442	-	-	7
8		(9) Rail and other track material	5,671,184	-	-	8
9		(11) Ballast	2,371,646	-	-	9
10		(13) Fences, snowsheds and signs	19,994	-	-	10
11		(16) Station and office buildings	735,333	-	-	11
12		(17) Roadway buildings	26,354	-	-	12
13		(18) Water stations	-	-	-	13
14		(19) Fuel stations	87,913	-	-	14
15		(20) Shops and enginehouses	316,742	-	-	15
16		(22) Storage warehouses	-	-	-	16
17		(23) Wharves and docks	2,474	-	-	17
18		(24) Coal and ore wharves	177,866	-	-	18
19		(25) TOFC/COFC terminals	91,871	-	-	19
20		(26) Communications systems	377,657	-	-	20
21		(27) Signals and interlockers	1,610,079	-	-	21
22		(29) Power plants	2,271	-	-	22
23		(31) Power transmission systems	43,997	-	-	23
24		(35) Miscellaneous structures	366	-	-	24
25		(37) Roadway machines	399,536	-	-	25
26		(39) Public improvements - construction	455,139	-	-	26
27		(44) Shop machinery	124,430	-	-	27
28		(45) Power plant machinery	3,276	-	-	28
29		Other lease/rentals	17,600	-	-	29
30		TOTAL EXPENDITURES FOR ROAD	$ 22,561,420	$ -	$ -	30
31		(52) Locomotives	$ 4,377,776	$ -	$ -	31
32		(53) Freight train cars	2,604,493	-	-	32
33		(54) Passenger train cars	621	-	-	33
34		(55) Highway revenue equipment	-	-	-	34
35		(56) Floating equipment	2,261	-	-	35
36		(57) Work equipment	128,369	-	-	36
37		(58) Miscellaneous equipment	316,283	-	-	37
38		(59) Computer systems & word processing equipment	25,618	-	-	38
39		TOTAL EXPENDITURES FOR EQUIPMENT	$ 7,455,421	$ -	$ -	39
40		(76) Interest during construction	$ -	$ -	$ -	40
41		(80) Other elements of investment	-	-	-	41
42		(90) Construction work in progress	435,958	-	-	42
43		GRAND TOTAL	$ 30,452,799	$ -	$ -	43

See Notes on Page 31.

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

Line No.	Cross No.	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		$ 49,328	$ 841	$ 48,487	$ 1,823,065	1
2		10,665	915	9,750	2,379,346	2
3		280	15	265	7,897	3
4		-	-	-	136,217	4
5		54,541	8,253	46,288	1,887,515	5
6		10,839	-	10,839	10,839	6
7		417,815	205,104	212,711	4,109,153	7
8		451,093	237,005	214,088	5,885,272	8
9		142,855	71,845	71,010	2,442,656	9
10		1,709	93	1,616	21,610	10
11		55,268	3,764	51,504	786,837	11
12		697	59	638	26,992	12
13		-	-	-	-	13
14		4,553	1,170	3,383	91,296	14
15		3,544	1	3,543	320,285	15
16		-	-	-	-	16
17		-	-	-	2,474	17
18		14,166	1,088	13,078	190,944	18
19		-	-	-	91,871	19
20		84,461	6,099	78,362	456,019	20
21		116,732	46,862	69,870	1,679,949	21
22		-	-	-	2,271	22
23		174	16	158	44,155	23
24		-	-	-	366	24
25		41,706	6,576	35,130	434,666	25
26		75,562	26,068	49,494	504,633	26
27		12,540	743	11,797	136,227	27
28		-	-	-	3,276	28
29		1,782	201	1,581	19,181	29
30		$ 1,550,310	$ 616,718	$ 933,592	$ 23,495,012	30
31		$ 114,506	$ 37,054	$ 77,452	$ 4,455,228	31
32		359,911	143,461	216,450	2,820,943	32
33		-	-	-	621	33
34		-	-	-	-	34
35		(8)	(14)	6	2,267	35
36		2,520	1,444	1,076	129,445	36
37		86,086	38,792	47,294	363,577	37
38		33,040	30	33,010	58,628	38
39		$ 596,055	$ 220,767	$ 375,288	$ 7,830,709	39
40		$ -	$ -	$ -	$ -	40
41		-	-	-	-	41
42		93,436	-	93,436	529,394	42
43		$ 2,239,801	$ 837,485	$ 1,402,316	$ 31,855,115	43

332. DEPRECIATION BASE AND RATES - ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS

(Dollars in Thousands)

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute depreciation charges for the month of January, and in columns (c) and (f) the depreciation charges for the month of December. In columns (d) and (g), show the composite rates used in computing depreciation charges for December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December, and dividing that total by the total depreciation base for the same month. The depreciation base should not include cost of equipment used, but not owned, when the rents are included in the rent for equipment and account nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment, accounts nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. Composite rates used should be those prescribed or authorized by the Board, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give particulars in a footnote.
2. All leased property may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
3. Show in columns (e), (f), and (g) data applicable to lessor property, when the rent therefore is included in account nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for discontinuance of accruals should be shown in a footnote, indicating the affected account(s).
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.	Account (a)	OWNED AND USED Depreciation Base At beginning of year (b)	OWNED AND USED Depreciation Base At close of year (c)	OWNED AND USED Annual composite rate % (d)	LEASED FROM OTHERS Depreciation Base At beginning of year (e)	LEASED FROM OTHERS Depreciation Base At close of year (f)	LEASED FROM OTHERS Annual composite rate % (g)	Line No.
	ROAD							
1	(3) Grading	$ 2,369,596	$ 2,379,346	1.46	$ 4,983	$ 4,084	1.46	1
2	(4) Other right-of-way expenditures	7,632	7,897	1.73	1	1	1.73	2
3	(5) Tunnels and subways	136,217	136,217	1.32	-	-	1.32	3
4	(6) Bridges, trestles and culverts	1,841,227	1,887,515	1.68	1,878	1,878	1.68	4
5	(7) Elevated structures	-	10,839	-	-	-	-	5
6	(8) Ties	3,896,442	4,109,153	4.81	1,170	1,170	4.81	6
7	(9) Rail and other track material	5,671,184	5,885,272	2.95	2,702	2,702	2.95	7
8	(11) Ballast	2,371,646	2,442,656	2.76	1,968	1,968	2.76	8
9	(13) Fences, snowsheds and signs	19,994	21,610	2.22	23	23	2.22	9
10	(16) Station and office buildings	735,333	786,837	2.54	548	548	2.54	10
11	(17) Roadway buildings	26,354	26,992	2.73	3	3	2.73	11
12	(18) Water stations	-	-	-	-	-	-	12
13	(19) Fuel stations	87,913	91,296	3.53	-	-	3.53	13
14	(20) Shops and enginehouses	316,742	320,285	3.03	3	3	3.03	14
15	(22) Storage warehouses	-	-	-	-	-	-	15
16	(23) Wharves and docks	2,474	2,474	5.71	-	-	5.71	16
17	(24) Coal and ore wharves	177,866	190,944	2.01	-	-	2.01	17
18	(25) TOFC/COFC terminals	91,871	91,871	2.91	-	-	2.91	18
19	(26) Communications systems	377,657	456,019	7.67	-	-	7.67	19
20	(27) Signals and interlockers	1,610,079	1,679,949	3.45	240	240	3.45	20
21	(29) Power plants	2,271	2,271	5.64	-	-	5.64	21
22	(31) Power transmission systems	43,997	44,155	1.83	-	-	1.83	22
23	(35) Miscellaneous structures	366	366	-	-	-	-	23
24	(37) Roadway machines	399,536	434,666	9.66	11	11	9.66	24
25	(39) Public improvements - construction	455,139	504,633	2.38	-	-	2.38	25
26	(44) Shop machinery	124,430	136,227	4.57	-	-	4.57	26
27	(45) Power plant machinery	3,276	3,276	2.94	-	-	2.94	27
28	All other road accounts	17,600	19,181	-	-	-	-	28
29	Amortization (other than def. projects)	-	-	-	-	-	-	29
30	TOTAL ROAD	$ 20,786,842	$ 21,671,947	3.14	$ 13,530	$ 12,631	3.14	30
	EQUIPMENT							
31	(52) Locomotives	4,377,776	4,455,228	3.61	-	-	3.61	31
32	(53) Freight train cars	2,604,493	2,820,943	3.59	-	-	3.59	32
33	(54) Passenger train cars	621	621	-	-	-	-	33
34	(55) Highway revenue equipment	-	-	-	-	-	-	34
35	(56) Floating equipment	2,261	2,267	-	-	-	-	35
36	(57) Work equipment	128,369	129,445	2.83	-	-	2.83	36
37	(58) Miscellaneous equipment	316,283	363,577	9.28	-	-	9.28	37
38	(59) Computer systems & WP equipment	25,618	58,628	16.67	-	-	16.67	38
39	TOTAL EQUIPMENT	$ 7,455,421	$ 7,830,709	3.79	$ -	$ -	3.79	39
40	GRAND TOTAL	$ 28,242,263	$ 29,502,656	NA	$ 13,530	$ 12,631	NA	40

See Notes on Page 31.

335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

1. Disclose the required information regarding credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property" during the year relating to owned and used road equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals - Credit - Equipment" accounts and "Other Rents - Credit - Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental - Debit - Equipment" accounts and "Other Rents - Debit - Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others.)

2. If any data are included in columns (d) or (f), explain the entries in detail.

3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."

4. If there is any inconsistency between credits to reserves as shown in column (c) and charges to operating expenses, a full explanation should be given.

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year: Charges to operating expenses (c)	CREDITS TO RESERVE During the year: Other credits (d)	DEBITS TO RESERVE During the year: Retirements (e)	DEBITS TO RESERVE During the year: Other debits (f)	Balance at close of year (g)	Line No.
		ROAD							
1		(3) Grading	$ 333,684	$ 34,587	$ (20)	$ 896	$ (585)	$ 367,940	1
2		(4) Other right-of-way expenditures	1,569	136	-	15	(12)	1,702	2
3		(5) Tunnels and subways	31,336	1,805	-	-	-	33,141	3
4		(6) Bridges, trestles and culverts	270,851	31,519	(313)	7,959	(733)	294,831	4
5		(7) Elevated structures	-	-	-	-	-	-	5
6		(8) Ties	1,171,891	195,853	86,386	205,039	29,350	1,219,741	6
7		(9) Rail and other track material	1,150,279	164,489	124,725	234,429	(10,237)	1,215,301	7
8		(11) Ballast	562,578	61,656	15,608	71,838	(1,804)	569,808	8
9		(13) Fences, snowsheds and signs	6,291	451	-	93	-	6,649	9
10		(16) Station and office buildings	196,638	22,135	(1)	3,763	(987)	215,996	10
11		(17) Roadway buildings	(18,219)	816	(83)	11	(1)	(17,496)	11
12		(18) Water stations	(315)	-	-	-	-	(315)	12
13		(19) Fuel stations	25,455	3,170	-	1,170	-	27,455	13
14		(20) Shops and enginehouses	158,106	9,493	-	1	-	167,598	14
15		(22) Storage warehouses	(14,590)	-	-	-	-	(14,590)	15
16		(23) Wharves and docks	(87)	141	-	-	-	54	16
17		(24) Coal and ore wharves	102,300	3,744	-	1,088	-	104,956	17
18		(25) TOFC/COFC terminals	12,226	2,745	-	-	-	14,971	18
19		(26) Communications systems	147,900	31,516	3,172	6,099	(135)	176,624	19
20		(27) Signals and interlockers	217,514	56,839	-	46,862	(3,151)	230,642	20
21		(29) Power plants	28,695	115	-	-	-	28,810	21
22		(31) Power transmission systems	14,306	812	-	15	(18)	15,121	22
23		(35) Miscellaneous structures	(1,038)	42	(1)	-	-	(997)	23
24		(37) Roadway machines	246,288	19,833	23,841	6,576	-	283,386	24
25		(39) Public improvements - const.	(10,845)	10,685	11,877	26,068	(1,667)	(12,684)	25
26		(44) Shop machinery	58,052	6,159	(13)	742	-	63,456	26
27		(45) Power plant machinery	8,183	72	-	-	-	8,255	27
28		All other road accounts	43,338	823	(214)	(54)	-	44,001	28
29		Amortization (adjustments)	(353,550)	9,776	-	-	-	(343,774)	29
30		TOTAL ROAD	$ 4,388,836	$ 669,412	$ 264,964	$ 612,610	$ 10,020	$ 4,700,582	30
		EQUIPMENT							
31	*	(52) Locomotives	$ 1,571,435	$ 160,553	$ 2,814	$ 37,002	$ -	$ 1,697,800	31
32	*	(53) Freight train cars	832,535	95,344	63,655	143,351	-	848,183	32
33	*	(54) Passenger train cars	-	-	-	-	-	-	33
34	*	(55) Highway revenue equipment	(5,840)	-	-	-	-	(5,840)	34
35	*	(56) Floating equipment	(156)	23	-	-	-	(133)	35
36	*	(57) Work equipment	31,875	3,496	(139)	1,397	-	33,835	36
37	*	(58) Miscellaneous equipment	147,359	27,090	321	38,613	-	136,157	37
38		(59) Computer systems & WP equip.	22,838	7,120	(144)	-	-	29,814	38
39	*	Amortization (adjustments)	564,434	(44,807)	-	-	-	519,627	39
40		TOTAL EQUIPMENT	$ 3,164,480	$ 248,819	$ 66,507	$ 220,363	$ -	$ 3,259,443	40
41		GRAND TOTAL	$ 7,553,316	$ 918,231	$ 331,471	$ 832,973	$ 10,020	$ 7,960,025	41

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

Entries in columns (d) represent adjustments related to retired assets ($200m), salvage ($109m), recapture of depreciation expense on Roadway Machines dealing with track structure construction projects ($24m), and other (-$2m). Entries in column (f) represent cost of tie removal activity ($38m) and sale of assets (-$28m).

339. ACCRUED LIABILITY - LEASED PROPERTY

(Dollars in Thousands)

1. Disclose the required information relating to credits and debits of Account 772, "Accrued Liability Leased Property," during the year concerning road and equipment leased from others.
2. In column (c), enter amounts charged to operating expenses. In column (e), enter debits to accounts arising from retirements. In column (f), enter amounts paid to lessor.
3. Any inconsistencies between credits to account, charges to operating expenses, and payment to lessors should be fully explained.
4. Required disclosure may be omitted if leased road and equipment property represents 5% or less of total property owned and used.
5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to Account No. 772 are made by the accounting company, show in column (c) the charges to operating expenses, and in column (f) show payments made to the lessor in settlement thereof.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snowsheds and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communications systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements - const.							25
26		(44) Shop machinery *							26
27		(45) Power plant machinery							27
28		All other road accounts							28
29		Amortization (adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight train cars							32
33		(54) Passenger train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems & WP equipment							38
39		Amortization (adjustments)							39
40		TOTAL EQUIPMENT							40
41		GRAND TOTAL							41

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

Included in Schedule 335

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

(Dollars in Thousands)

1. Show in column (b) for each primary account the depreciation base used in computing the depreciation charges for the month of January, and in column (c) show the depreciation base used in computing the depreciation charges for the month of December, in column (d) show the composite rates used to compute depreciation charges for December, and on lines 30 and 40 of these columns show the composite percentage of all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to Account 732, "Improvements on Leased Property." The composite rates used should be those prescribed or authorized by the Board, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give particulars in a footnote.

2. All improvements to leased property may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.

3. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for discontinuance of accruals should be shown in a footnote, indicating the affected account(s).

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

Line No.	Account (a)	Depreciation Base: Beginning of year (b)	Depreciation Base: Close of year (c)	Annual composite rate (percent) (d)	Line No.
	ROAD				
1	(3) Grading				1
2	(4) Other right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snowsheds and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communications systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements - const.				25
26	(44) Shop machinery *				26
27	(45) Power plant machinery				27
28	All other road accounts				28
29	Amortization (adjustments)				29
30	TOTAL ROAD				30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight train cars				32
33	(54) Passenger train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems & WP equip.				38
39	Amortization (adjustments)				39
40	TOTAL EQUIPMENT				40
41	GRAND TOTAL				41

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

Included in Schedule 332

342. ACCUMULATED DEPRECIATION - IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS

(Dollars in Thousands)

1. Enter the required information concerning debits and credits to Account 733, "Accumulated Depreciation - Improvements on Leased Property," during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.

2. If any entries are made for column (d) "Other credits" or column (f) "Other debits", state the facts occasioning such entries on page 39. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

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

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

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

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

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

Included in Schedule 335

NOTES AND REMARKS FOR SCHEDULE 342

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

(Dollars in Thousands)

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

2. Show in columns (b) and (c), for each primary account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not included in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Board's Office of Economic and Environmental Analysis, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.

3. In column (d) show the composite rates used to compute depreciation for December, and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used to compute depreciation for December and dividing the total also computed by the depreciation base.

4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for discontinuance of accruals should be shown in a footnote, indicating the affected account(s).

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

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

Included in Schedule 332

351. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

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

2. Disclose credits and debits to Account 735, "Accumulated Depreciation - Road and Equipment Property," during the year relating to road and equipment leased to others, the depreciation charges for which are not included in operating expenses of the respondent. (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent).

3. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 39. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

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

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

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

Included in Schedule 335

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

(Dollars in Thousands)

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by respondent and used in respondent's transportation service. Such property includes (a) investment reported in Accounts 731, "Road and Equipment Property" and 732, "Improvements on Leased Property" of respondent, less any 731 or 732 property leased to others for their exclusive use of road, track, or bridges (including equipment or other railway property covered by the contract). Equipment leased to others under separate distinct contracts shall not be deducted from respondent's 731 or 732 property, and (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by respondent when the lease is for exclusive use or control of roads, tracks, or bridges (including equipment or other railway property covered by the contract). This excludes leased equipment from operating railroads under separate distinct contracts and the investment of other carriers in property jointly used by respondent.

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

3. In columns (a) to (e), inclusive, first show the data requested for the respondent (R); next show data for companies whose entire properties are used in transportation service of the respondent, divided between lessor (L) and proprietary (P) companies; followed by data for carriers and others (O), portions of whose property are used in transportation service of respondent. Show a total for each class of company in columns (d) and (e). Then show, as deductions, data for transportation property leased to carriers and others.

4. In column (c), line-haul carriers report the miles of road used in line-haul service. Report miles in whole numbers.

5. In column (d), show the amount applicable to Accounts 731 and 732 on the books of companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to deductions made by the owners in their reports. If separate value is not available, an explanation should be provided. Differences between amounts shown in column (d) of this schedule and column (c), line 24, on the asset side of the general balance sheet of each individual railway should be explained in a footnote. Book values included in Accounts 731 and 732 of the owner should be reported in column (d) in reference to the investment of respondent in securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6% or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.

6. In column (e), show the amount of depreciation and amortization accrued as of the close of the year in Accounts 733, 734, 735, 736, and 772, that is applicable to the property of the carriers whose names are listed in column (b), regardless of where reserves therefor are recorded.

Line No.	Class (See Ins. 2) (a)	Name of company (b)	Miles of road used (See Ins. 4) (whole number) (c)	Investments in property (See Ins. 5) (d)	Depreciation & amortization of defense projects (See Ins. 6) (e)	Line No.
1	R	CSX Transportation, Inc. - Consolidated	16,317	$ 31,855,115	$ 7,960,025	1
2						2
3	P	Augusta and Summerville Railroad Company	-	$ 379	$ 253	3
4	P	High Point, Thomasville & Denton Railroad	34	10,581	8,419	4
5	P	Winston-Salem Southbound Railway	-	36,005	24,387	5
6		Total Inactive or Proprietary Companies	34	$ 46,965	$ 33,059	6
7						7
8	O	Central Railroad Company of South Carolina	40	$ 468	$ -	8
9	O	Chicago, Rock Island & Pacific Railroad	86	-	-	9
10	O	Norfolk Southern Railway Company	6	-	-	10
11	O	Southern Railway	9	262	-	11
12	O	Strouds Creek and Muddlety Railroad	20	256	7	12
13	O	U.S. Steel Corporation	2	159	-	13
14	O	Virginia Electric and Power Company (Mt. Storm Railroad)	15	3,158	-	14
15	O	Washington and Franklin Railway Company	32	520	27	15
16	O	Western & Atlantic Railroad	137	7,915	1,368	16
17		Total Other Leased Properties	347	$ 12,738	$ 1,402	17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		**TOTAL**	16,698	$ 31,914,818	$ 7,994,486	31

352B. INVESTMENT IN RAILROAD PROPERTY USED IN TRANSPORTATION SERVICE (By Property Account)

(Dollars in Thousands)

1. In columns (b) through (e) give, by primary accounts, the amount of investment at the close of the year in property of respondent and each group or class of companies and properties.

2. The amounts for respondent and for each group or class of companies and properties on line 44 should correspond with the amounts for each class of company and property shown in Schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in this schedule.

3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6% per year where property is not classified by accounts by noncarrier owners, or where the cost of property leased from other carriers is not ascertainable. Identify noncarrier owners, and briefly explain on page 39 the methods of estimating value of property on noncarriers or property of other carriers.

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor Railroads (c)	Inactive (proprietary companies) (d)	Other leased properties (e)	Line No.
1		(2) Land for transportation purposes	$ 1,823,065	$ 285	$ -	$ 107	1
2		(3) Grading	2,379,346	2,110	-	4,084	2
3		(4) Other right-of-way expenditures	7,897	1	-	1	3
4		(5) Tunnels and subways	136,217	-	-	-	4
5		(6) Bridges, trestles and culverts	1,887,515	1,373	-	1,878	5
6		(7) Elevated structures	10,839	-	-	-	6
7		(8) Ties	4,109,153	18,730	-	1,170	7
8		(9) Rail and other track material	5,885,272	14,251	-	2,702	8
9		(11) Ballast	2,442,656	7,395	-	1,968	9
10		(13) Fences, snowsheds and signs	21,610	8	-	23	10
11		(16) Station and office buildings	786,837	374	-	548	11
12		(17) Roadway buildings	26,992	3	-	3	12
13		(18) Water stations	-	-	-	-	13
14		(19) Fuel stations	91,296	-	-	-	14
15		(20) Shops and enginehouses	320,285	37	-	3	15
16		(22) Storage warehouses	-	-	-	-	16
17		(23) Wharves and docks	2,474	-	-	-	17
18		(24) Coal and ore wharves	190,944	-	-	-	18
19		(25) TOFC/COFC terminals	91,871	-	-	-	19
20		(26) Communication systems	456,019	3	-	-	20
21		(27) Signals and interlockers	1,679,949	762	-	240	21
22		(29) Power plants	2,271	-	-	-	22
23		(31) Power transmission systems	44,155	-	-	-	23
24		(35) Miscellaneous structures	366	-	-	-	24
25		(37) Roadway machines	434,666	677	-	11	25
26		(39) Public improvements - construction	504,633	684	-	-	26
27		(44) Shop machinery	136,227	23	-	-	27
28		(45) Power plant machinery	3,276	-	-	-	28
29		Leased propety (capitalized rentals)	-	-	-	-	29
30		Other (specify and explain)	19,181	-	-	-	30
31		TOTAL ROAD	$ 23,495,012	$ 46,716	$ -	$ 12,738	31
32		(52) Locomotives	$ 4,455,228	$ -	$ -	$ -	32
33		(53) Freight train cars	2,820,943	-	-	-	33
34		(54) Passenger train cars	621	-	-	-	34
35		(55) Highway revenue equipment	-	-	-	-	35
36		(56) Floating equipment	2,267	-	-	-	36
37		(57) Work equipment	129,445	-	-	-	37
38		(58) Miscellaneous equipment	363,577	249	-	-	38
39		(59) Computer systems & WP equipment	58,628	-	-	-	39
40		TOTAL EQUIPMENT	$ 7,830,709	$ 249	$ -	$ -	40
41		(76) Interest during construction	$ -	$ -	$ -	$ -	41
42		(80) Other elements of investment	-	-	-	-	42
43		(90) Construction work in progress	529,394	-	-	-	43
44		GRAND TOTAL	$ 31,855,115	$ 46,965	$ -	$ 12,738	44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross Checks

Schedule 410		Schedule 210
Line 620, column (h)	=	Line 14, column (b)
Line 620, column (f)	=	Line 14, column (d)
Line 620, column (g)	=	Line 14, column (e)
		Schedule 412
Lines 136 through 138, column (f)	=	Line 29 column (b)
Lines 118 through 123 and 130 through 135, column (f)	=	Line 29, column (c)
		Schedule 414
Line 231, column (f)	=	Line 19, columns (b) through (d)
Line 230, column (f)	=	Line 19, columns (e) through (g)
		Schedule 415
Lines 207, 208, 211, 212, column (f)	=	Lines 5, 38, column (f)
Lines 226, 227, column (f)	=	Lines 24, 39, column (f)
Lines 311, 312, 315, 316, column (f)	=	Lines 32, 35, 36, 37, 40, 41, column (f)
		And Schedule 414
		Minus line 24, columns (b) through (d) plus line 24, columns (e) through (g)
		Schedule 415
Line 213, column (f)	=	Lines 5, 38, columns (c) and (d)
Line 232, column (f)	=	Lines 24, 39, columns (c) and (d)
Line 317, column (f)	=	Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)
Lines 202, 203, 216, column (f), equal to or greater than, but variance cannot exceed line 216, column (f)		Lines 5, 38, column (b)
Lines 221, 222, 235, column (f), equal to or greater than, but variance cannot exceed line 235, column (f)		Lines 24, 39, column (b)
Lines 302 through 307 and 320, column (f), equal to or greater than, but variance cannot exceed line 320, column (f)		Lines 32, 35, 36, 37, 40, 41, column (b)
		Schedule 417
Line 507, column (f)	=	Line 1, column (j)
Line 508, column (f)	=	Line 2, column (j)
Line 509, column (f)	=	Line 3, column (j)
Line 510, column (f)	=	Line 4, column (j)
Line 511, column (f)	=	Line 5, column (j)
Line 512, column (f)	=	Line 6, column (j)
Line 513, column (f)	=	Line 7, column (j)
Line 514, column (f)	=	Line 8, column (j)
Line 515, column (f)	=	Line 9, column (j)
Line 516, column (f)	=	Line 10, column (j)
Line 517, column (f)	=	Line 11, column (j)
Schedule 450		Schedule 210
Line 4, column (b)	=	Line 47, column (b)

410. RAILWAY OPERATING EXPENSES

(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		WAY & STRUCTURES ADMINISTRATION								
1		Track	$ 4,456	$ 5,054	$ 2,766	$ (364)	$ 11,912	N/A	$ 11,912	1
2		Bridge & building	2,891	626	1,292	898	5,707	N/A	5,707	2
3		Signal	14,056	3,031	7,638	3,633	28,358	N/A	28,358	3
4		Communication	-	47	2,275	23	2,345	N/A	2,345	4
5		Other	18,650	(26,652)	2,683	10,955	5,636	N/A	5,636	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	47,023	4,107	14,663	1	65,794	N/A	65,794	6
7		Roadway - switching	6,546	125	1,530	23	8,224	N/A	8,224	7
8		Tunnels & subways - running	11	419	-	-	430	N/A	430	8
9		Tunnels & subways - switching	-	2,855	-	-	2,855	N/A	2,855	9
10		Bridges & culverts - running	16,141	3,113	2,280	3,939	25,473	N/A	25,473	10
11		Bridges & culverts - switching	1	-	-	-	1	N/A	1	11
12		Ties - running	1,740	855	18	277	2,890	N/A	2,890	12
13		Ties - switching	3,620	53	-	-	3,673	N/A	3,673	13
14		Rail & other track material - running	71,827	41,069	41,278	8,541	162,715	N/A	162,715	14
15		Rail & other track material - switching	7,915	989	1	55	8,960	N/A	8,960	15
16		Ballast - running	19,644	1,269	-	-	20,913	N/A	20,913	16
17		Ballast - switching	195	118	-	-	313	N/A	313	17
18		Road property damaged - running	4,159	284	1	3	4,447	N/A	4,447	18
19		Road property damaged - switching	376	-	-	-	376	N/A	376	19
20		Road property damaged - other	-	20	-	-	20	N/A	20	20
21		Signals & interlockers - running	52,056	18,382	7,449	3,370	81,257	N/A	81,257	21
22		Signals & interlockers - switching	16,012	849	4,402	-	21,263	N/A	21,263	22
23		Communications systems	28,805	7,011	19,967	607	56,390	N/A	56,390	23
24		Power systems	1,181	-	-	-	1,181	N/A	1,181	24
25		Highway grade crossings - running	13,376	309	738	-	14,423	N/A	14,423	25
26		Highway grade crossings - switching	31	43	489	-	563	N/A	563	26
27		Station & office buildings	6,310	3,442	4,924	1,154	15,830	N/A	15,830	27
28		Shop buildings - locomotives	3,402	2,695	3,315	119	9,531	N/A	9,531	28
29		Shop buildings - freight cars	516	270	3,007	-	3,793	N/A	3,793	29
30		Shop buildings - other equipment	1,921	3,203	4,907	-	10,031	N/A	10,031	30

410. RAILWAY OPERATING EXPENSES (Continued)

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
101		Locomotive servicing facilities	2,162	122	-	-	2,284	N/A	2,284	101
102		Miscellaneous buildings & structures	282	9	53	35	379	N/A	379	102
103		Coal terminals	54	-	3,507	-	3,561	N/A	3,561	103
104		Ore terminals	-	-	1,350	-	1,350	N/A	1,350	104
105		Other marine terminals	-	-	3,796	-	3,796	N/A	3,796	105
106		TOFC/COFC terminals	-	-	-	-	-	N/A	-	106
107		Motor vehicle loading & distribution facilities	-	-	-	-	-	N/A	-	107
108		Facilities for other specialized service operations	40	33	-	-	73	N/A	73	108
109		Roadway machines	2,269	11,958	1,198	251	15,676	N/A	15,676	109
110		Small tools & supplies	-	-	-	-	-	N/A	-	110
111		Snow removal	2,828	-	866	-	3,694	N/A	3,694	111
112		Fringe benefits - running	N/A	N/A	N/A	110,859	110,859	N/A	110,859	112
113		Fringe benefits - switching	N/A	N/A	N/A	-	-	N/A	-	113
114		Fringe benefits - other	N/A	N/A	N/A	48,083	48,083	N/A	48,083	114
115		Casualties & insurance - running	N/A	N/A	N/A	20,172	20,172	N/A	20,172	115
116		Casualties & insurance - switching	N/A	N/A	N/A	4,743	4,743	N/A	4,743	116
117		Casualties & insurance - other	N/A	N/A	N/A	2,371	2,371	N/A	2,371	117
118	*	Lease rentals - debit - running	N/A	N/A	31,148	N/A	31,148	N/A	31,148	118
119	*	Lease rentals - debit - switching	N/A	N/A	-	N/A	-	N/A	-	119
120	*	Lease rentals - debit - other	N/A	N/A	7,269	N/A	7,269	N/A	7,269	120
121	*	Lease rentals - (credit) - running	N/A	N/A	(16,500)	N/A	(16,500)	N/A	(16,500)	121
122	*	Lease rentals - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	122
123		Lease rentals - (credit) - other	N/A	N/A	(37,395)	N/A	(37,395)	N/A	(37,395)	123
124		Joint facility rent - debit - running	N/A	N/A	-	N/A	-	N/A	-	124
125		Joint facility rent - debit - switching	N/A	N/A	21,745	N/A	21,745	N/A	21,745	125
126		Joint facility rent - debit - other	N/A	N/A	-	N/A	-	N/A	-	126
127		Joint facility rent - (credit) - running	N/A	N/A	-	N/A	-	N/A	-	127
128		Joint facility rent - (credit) - switching	N/A	N/A	(24)	N/A	(24)	N/A	(24)	128
129		Joint facility rent - (credit) - other	N/A	N/A	-	N/A	-	N/A	-	129
130	*	Other rents - debit - running	N/A	N/A	-	N/A	-	N/A	-	130
131	*	Other rents - debit - switching	N/A	N/A	-	N/A	-	N/A	-	131
132	*	Other rents - debit - other	N/A	N/A	-	N/A	-	N/A	-	132
133	*	Other rents - (credit) - running	N/A	N/A	-	N/A	-	N/A	-	133

410. RAILWAY OPERATING EXPENSES (Continued)

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - Continued								
134	*	Other rents - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	134
135	*	Other rents - (credit) - other	N/A	N/A	-	N/A	-	N/A	-	135
136	*	Depreciation - running	N/A	N/A	N/A	440,922	440,922	N/A	440,922	136
137	*	Depreciation - switching	N/A	N/A	N/A	-	-	N/A	-	137
138	*	Depreciation - other	N/A	N/A	N/A	225,274	225,274	N/A	225,274	138
139		Joint facility - debit - running	N/A	N/A	-	N/A	-	N/A	-	139
140		Joint facility - debit - switching	N/A	N/A	15,643	N/A	15,643	N/A	15,643	140
141		Joint facility - debit - other	N/A	N/A	-	N/A	-	N/A	-	141
142		Joint facility - (credit) - running	N/A	N/A	(10)	N/A	(10)	N/A	(10)	142
143		Joint facility - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	143
144		Joint facility - (credit) - other	N/A	N/A	(2)	N/A	(2)	N/A	(2)	144
145		Dismantling retired road property - running	271	-	-	-	271	N/A	271	145
146		Dismantling retired road property - switching	-	-	-	-	-	N/A	-	146
147		Dismantling retired road property - other	-	-	-	-	-	N/A	-	147
148		Other - running	2,383	2,291	6,428	-	11,102	N/A	11,102	148
149		Other - switching	19,315	276	1,507	1,144	22,242	N/A	22,242	149
150		Other - other	1,910	546	2,097	704	5,257	N/A	5,257	150
151		TOTAL WAY AND STRUCTURES	$ 374,375	$ 88,821	$ 168,299	$ 887,792	$ 1,519,287	N/A	$ 1,519,287	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	$ 17,644	$ 994	$ 3,832	$ 3,555	$ 26,025	N/A	$ 26,025	201
202	*	Repair & maintenance	33,702	99,568	263,973	(5,208)	392,035	N/A	392,035	202
203	*	Machinery repair	1,193	694	118	-	2,005	N/A	2,005	203
204		Equipment damaged	-	-	379	-	379	N/A	379	204
205		Fringe benefits	N/A	N/A	N/A	53,272	53,272	N/A	53,272	205
206		Other casualties & insurance	N/A	N/A	N/A	9,314	9,314	N/A	9,314	206
207	*	Lease rentals - debit	N/A	N/A	10,104	N/A	10,104	N/A	10,104	207
208	*	Lease rentals - (credit)	N/A	N/A	-	N/A	-	N/A	-	208
209		Joint facility rent - debit	N/A	N/A	-	N/A	-	N/A	-	209
210		Joint facility rent - (credit)	N/A	N/A	-	N/A	-	N/A	-	210
211	*	Other rents - debit	N/A	N/A	-	N/A	-	N/A	-	211
212	*	Other rents - (credit)	N/A	N/A	-	N/A	-	N/A	-	212
213	*	Depreciation	N/A	N/A	N/A	141,927	141,927	N/A	141,927	213
214		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	214
215		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	215
216	*	Repairs billed to others - (credit)	N/A	N/A	-	N/A	-	N/A	-	216

410. RAILWAY OPERATING EXPENSES (Continued)

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		LOCOMOTIVES - Continued								
217		Dismantling retired property	-	-	-	-	-	N/A	-	217
218		Other	-	130	1,744	-	1,874	N/A	1,874	218
219		TOTAL LOCOMOTIVES	$ 52,539	$ 101,386	$ 280,150	$ 202,860	$ 636,935	N/A	$ 636,935	219
		FREIGHT CARS								
220		Administration	$ 5,564	$ (3,152)	$ 1,806	$ 5,893	$ 10,111	N/A	$ 10,111	220
221	*	Repair & maintenance	57,331	88,460	45,472	6,463	197,726	N/A	197,726	221
222	*	Machinery repair	184	324	2,832	-	3,340	N/A	3,340	222
223		Equipment damaged	-	-	7,856	-	7,856	N/A	7,856	223
224		Fringe benefits	N/A	N/A	N/A	30,792	30,792	N/A	30,792	224
225		Other casualties & insurance	N/A	N/A	N/A	16,289	16,289	N/A	16,289	225
226	*	Lease rentals - debit	N/A	N/A	11,149	N/A	11,149	N/A	11,149	226
227	*	Lease rentals - (credit)	N/A	N/A	-	N/A	-	N/A	-	227
228		Joint facility rent - debit	N/A	N/A	-	N/A	-	N/A	-	228
229		Joint facility rent - (credit)	N/A	N/A	-	N/A	-	N/A	-	229
230	*	Other rents - debit	N/A	N/A	354,469	N/A	354,469	N/A	354,469	230
231	*	Other rents - (credit)	N/A	N/A	(42,496)	N/A	(42,496)	N/A	(42,496)	231
232	*	Depreciation	N/A	N/A	N/A	78,169	78,169	N/A	78,169	232
233		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	233
234		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	234
235	*	Repairs billed to others - (credit)	N/A	N/A	(102,541)	N/A	(102,541)	N/A	(102,541)	235
236		Dismantling retired property	-	-	-	-	-	N/A	-	236
237		Other	-	130	2,300	-	2,430	N/A	2,430	237
238		TOTAL FREIGHT CARS	$ 63,079	$ 85,762	$ 280,847	$ 137,606	$ 567,294	N/A	$ 567,294	238
		OTHER EQUIPMENT								
301		Administration	$ -	$ 43	$ 489	$ 2,059	$ 2,591	N/A	$ 2,591	301
		Repair & maintenance:								
302	*	Trucks, trailers, & containers - revenue service	-	-	-	-	-	N/A	-	302
303	*	Floating equipment - revenue service	-	-	-	-	-	N/A	-	303
304	*	Passenger & other revenue equipment	-	-	-	-	-	N/A	-	304
305	*	Computers and data processing equipment	-	-	-	-	-	N/A	-	305
306	*	Machinery	1	627	233	-	861	N/A	861	306
307	*	Work & other non-revenue equipment	192	1,045	42,394	36	43,667	N/A	43,667	307
308		Equipment damaged	-	-	-	-	-	N/A	-	308
309		Fringe benefits	N/A	N/A	N/A	193	193	N/A	193	309
310		Other casualties & insurance	N/A	N/A	N/A	2,371	2,371	N/A	2,371	310
311	*	Lease rentals - debit	N/A	N/A	4,331	N/A	4,331	N/A	4,331	311
312	*	Lease rentals - (credit)	N/A	N/A	3,043	N/A	3,043	N/A	3,043	312

410. RAILWAY OPERATING EXPENSES (Continued)

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		OTHER EQUIPMENT - Continued								
313		Joint facility rent - debit	N/A	N/A	-	N/A	-	N/A	-	313
314		Joint facility rent - (credit)	N/A	N/A	-	N/A	-	N/A	-	314
315	*	Other rents - debit	N/A	N/A	7,991	N/A	7,991	N/A	7,991	315
316	*	Other rents - (credit)	N/A	N/A	-	N/A	-	N/A	-	316
317	*	Depreciation	N/A	N/A	N/A	32,340	32,340	N/A	32,340	317
318		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	318
319		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	319
320	*	Repairs billed to others - (credit)	N/A	N/A	-	N/A	-	N/A	-	320
321		Dismantling retired property	-	-	-	-	-	N/A	-	321
322		Other	-	130	1,466	-	1,596	N/A	1,596	322
323		TOTAL OTHER EQUIPMENT	$ 193	$ 1,845	$ 59,947	$ 36,999	$ 98,984	N/A	$ 98,984	323
324		TOTAL EQUIPMENT	$ 115,811	$ 188,993	$ 620,944	$ 377,465	$ 1,303,213	N/A	$ 1,303,213	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	$ 73,711	$ 665	$ 9,873	$ 25,115	$ 109,364	N/A	$ 109,364	401
402		Engine crews	216,682	3	566	206	217,457	N/A	217,457	402
403		Train crews	399,469	916	2,178	89,265	491,828	N/A	491,828	403
404		Dispatching trains	66,559	136	7,067	4,076	77,838	N/A	77,838	404
405		Operating signals & interlockers	806	347	3,910	7	5,070	N/A	5,070	405
406		Operating drawbridges	3,586	2	5	73	3,666	N/A	3,666	406
407		Highway crossing protection	5	43	2,157	-	2,205	N/A	2,205	407
408		Train inspection & lubrication	57,178	11,369	794	1,071	70,412	N/A	70,412	408
409		Locomotive fuel	-	1,406,472	-	-	1,406,472	N/A	1,406,472	409
410		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	410
411		Servicing locomotives	41,316	2,141	989	2,666	47,112	N/A	47,112	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	412
413		Clearing wrecks	141	-	9,095	-	9,236	N/A	9,236	413
414		Fringe benefits	N/A	N/A	N/A	407,799	407,799	N/A	407,799	414
415		Other casualties & insurance	N/A	N/A	N/A	29,403	29,403	N/A	29,403	415
416		Joint facility - debit	N/A	N/A	72,788	N/A	72,788	N/A	72,788	416
417		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	417
418		Other	8,452	1,288	3,448	800	13,988	N/A	13,988	418
419		TOTAL TRAIN OPERATIONS	$ 867,905	$ 1,423,382	$ 112,870	$ 560,481	$ 2,964,638	N/A	$ 2,964,638	419
		YARD OPERATIONS								
420		Administration	$ 10,624	$ 1,621	$ 2,462	$ 9,937	$ 24,644	N/A	$ 24,644	420
421		Switch crews	158,547	1,246	1,023	15,134	175,950	N/A	175,950	421

410. RAILWAY OPERATING EXPENSES (Continued)

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		YARD OPERATIONS - Continued								
422		Controlling operations	36,517	155	2,311	3,049	42,032	N/A	42,032	422
423		Yard and terminal clerical	25,355	98	338	1,224	27,015	N/A	27,015	423
424		Operating switches, signals, retarders, & humps	2,065	362	4,744	209	7,380	N/A	7,380	424
425		Locomotive fuel	-	153,674	-	-	153,674	N/A	153,674	425
426		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	426
427		Servicing locomotives	1,940	3	3	16	1,962	N/A	1,962	427
428		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	428
429		Clearing wrecks	271	-	7,823	-	8,094	N/A	8,094	429
430		Fringe benefits	N/A	N/A	N/A	116,979	116,979	N/A	116,979	430
431		Other casualties & insurance	N/A	N/A	N/A	25,572	25,572	N/A	25,572	431
432		Joint facility - debit	N/A	N/A	39,301	N/A	39,301	N/A	39,301	432
433		Joint facility - (credit)	N/A	N/A	(46,225)	N/A	(46,225)	N/A	(46,225)	433
434		Other	3,301	767	10,306	620	14,994	N/A	14,994	434
435		TOTAL YARD OPERATIONS	$ 238,620	$ 157,926	$ 22,086	$ 172,740	$ 591,372	N/A	$ 591,372	435
		TRAIN AND YARD OPERATIONS COMMON:								
501		Cleaning car interiors	$ 1	$ -	$ 3,992	N/A	$ 3,993	N/A	$ 3,993	501
502		Adjusting & transferring loads	14	38	4,382	N/A	4,434	N/A	4,434	502
503		Car loading devices & grain docks	-	981	-	N/A	981	N/A	981	503
504		Freight lost or damaged - all other	N/A	N/A	N/A	26,316	26,316	N/A	26,316	504
505		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	$ 15	$ 1,019	$ 8,374	$ 26,316	$ 35,724	N/A	$ 35,724	506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	$ -	$ -	$ -	$ -	$ -	N/A	$ -	507
508	*	Pickup & delivery and marine line haul	-	-	-	-	-	N/A	-	508
509	*	Loading & unloading and local marine	21,070	13,531	598,050	76,631	709,282	N/A	709,282	509
510	*	Protective services	-	-	-	-	-	N/A	-	510
511	*	Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	511
512	*	Fringe benefits	N/A	N/A	N/A	11,040	11,040	N/A	11,040	512
513	*	Casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	513
514	*	Joint facility - debit	N/A	N/A	6,622	N/A	6,622	N/A	6,622	514
515	*	Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	515
516	*	Other	1,120	8	2	1,049	2,179	N/A	2,179	516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	$ 22,190	$ 13,539	$ 604,674	$ 88,720	$ 729,123	N/A	$ 729,123	517

410. RAILWAY OPERATING EXPENSES (Continued)

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
518		ADMINISTRATIVE SUPPORT OPERATIONS: Administration	$ 24,229	$ 7,854	$ 1,200	$ 7,299	$ 40,582	N/A	$ 40,582	518
519		Employees performing clerical & accounting functions	15,762	61	913	2,523	19,259	N/A	19,259	519
520		Communication systems operations	782	-	-	-	782	N/A	782	520
521		Loss & damage claims processing	-	-	1,727	-	1,727	N/A	1,727	521
522		Fringe benefits	N/A	N/A	N/A	65,455	65,455	N/A	65,455	522
523		Casualties & insurance	N/A	N/A	N/A	571	571	N/A	571	523
524		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	524
525		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	525
526		Other	-	130	4,314	11,613	16,057	N/A	16,057	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	$ 40,773	$ 8,045	$ 8,154	$ 87,461	$ 144,433	N/A	$ 144,433	527
528		TOTAL TRANSPORTATION	$ 1,169,503	$ 1,603,911	$ 756,158	$ 935,718	$ 4,465,290	N/A	$ 4,465,290	528
601		GENERAL AND ADMINISTRATIVE Officers - general administration	$ 15,368	$ 2,157	$ 11,438	$ 89,074	$ 118,037	N/A	$ 118,037	601
602		Accounting, auditing, & finance	21,584	(4)	2,507	72,001	96,088	N/A	96,088	602
603		Management services & data processing	3,526	315	191,136	1,334	196,311	N/A	196,311	603
604		Marketing	16,946	-	10,667	32,606	60,219	N/A	60,219	604
605		Sales	19,643	6	515	4,007	24,171	N/A	24,171	605
606		Industrial development	-	-	-	-	-	N/A	-	606
607		Personnel & labor relations	30,963	25	(742)	54,032	84,278	N/A	84,278	607
608		Legal & secretarial	11,504	31	76,588	86,857	174,980	N/A	174,980	608
609		Public relations & advertising	2,866	3	3,146	88,527	94,542	N/A	94,542	609
610		Research & development	-	-	-	-	-	N/A	-	610
611		Fringe benefits	N/A	N/A	N/A	161,894	161,894	N/A	161,894	611
612		Casualties & insurance	N/A	N/A	N/A	7,515	7,515	N/A	7,515	612
613		Write-down of uncollectible accounts	N/A	N/A	N/A	10,341	10,341	N/A	10,341	613
614		Property taxes	N/A	N/A	N/A	109,239	109,239	N/A	109,239	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	49,248	49,248	N/A	49,248	615
616		Joint facility - debit	N/A	N/A	21,638	N/A	21,638	N/A	21,638	616
617		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	617
618		Other	69,871	20,189	39,661	69,323	199,044	N/A	199,044	618
619		TOTAL GENERAL AND ADMINISTRATIVE	$ 192,271	$ 22,722	$ 356,554	$ 835,998	$ 1,407,545	N/A	$ 1,407,545	619
620	*	TOTAL CARRIER OPERATING EXPENSES	$ 1,851,960	$ 1,904,447	$ 1,901,955	$ 3,036,973	$ 8,695,335	N/A	$ 8,695,335	620

412. WAY AND STRUCTURES
(Dollars in Thousands)

1. Report freight expenses only.

2. The total depreciation expense reported in column (b), line 29, should balance to the sum of the depreciation expense reported in Schedule 410, column (f), lines 136, 137, and 138.

3. Report in column (c) the lease/rentals for the various property categories of way and structures. The total lease/rentals reported in column (c), line 29, should balance the net amount reported in Schedule 410, column (f), lines 118 through 123, plus lines 130 through 135. If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property category is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases for all categories of depreciable leased property. Use Schedule 352B of this report to obtain the depreciation bases of the categories of leased property.

4. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item. The net adjustment on line 29 shall equal the adjustment reported on line 29 of Schedule 335.

5. Report on line 28 all other lease rentals not apportioned in any category listed on lines 1 through 27.

6. Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

Line No.	Cross Check	Property Account	Category (a)	Depreciation (b)	Lease/rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A	$ -	$ -	1
2		3	Grading	34,587	-	(259)	2
3		4	Other right-of-way expenditures	136	-	(19)	3
4		5	Tunnels and subways	1,805	-	30	4
5		6	Bridges, trestles and culverts	31,519	-	1,877	5
6		7	Elevated structures	-	-	-	6
7		8	Ties	195,853	-	11,580	7
8		9	Rail and other track material	164,489	-	9,806	8
9		11	Ballast	61,656	-	(2,460)	9
10		13	Fences, snowsheds and signs	451	-	(90)	10
11		16	Station and office buildings	22,537	-	(1,405)	11
12		17	Roadway buildings	816	-	(24)	12
13		18	Water stations	-	-	-	13
14		19	Fuel stations	3,170	-	(268)	14
15		20	Shops and enginehouses	9,493	-	(1,131)	15
16		22	Storage warehouses	-	-	-	16
17		23	Wharves and docks	141	-	40	17
18		24	Coal and ore wharves	3,744	-	(1,576)	18
19		25	TOFC/COFC terminals	2,745	-	(14)	19
20		26	Communications systems	31,516	-	(8,335)	20
21		27	Signals and interlockers	56,839	-	1,639	21
22		29	Power plants	115	-	22	22
23		31	Power transmission systems	812	-	(34)	23
24		35	Miscellaneous structures	42	-	-	24
25		37	Roadway machines	19,833	-	(526)	25
26		39	Public improvements; construction	10,685	-	705	26
27		45	Power plant machines	72	-	(85)	27
28			Other lease/rentals	N/A	(15,478)	N/A	28
29			TOTAL	$ 653,056	$ (15,478)	$ 9,473	29

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT CARRYING EQUIPMENT

(Dollars in Thousands)

1. Report freight expenses only.
2. Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad owned or leased equipment and privately owned equipment. (Reporting for leased equipment covers equipment with the carrier's own railroad markings).
3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (e). The balancing of Schedules 410, 414, and 415 "Other Equipment" is outlined in note 6 to Schedule 415.
4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper owned cars.
5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Board in Ex Parte no. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.

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

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per Diem Basis: Private Line Cars (b)	Mileage (c)	Time (d)	GROSS AMOUNTS PAYABLE Per Diem Basis: Private Line Cars (e)	Mileage (f)	Time (g)	Line No.
		CAR TYPES							
1		Box - Plain 40 Foot	$ -	$ -	$ -	$ -	$ -	$ -	1
2		Box - Plain 50 Foot and Longer	-	6	(68)	6,779	733	2,337	2
3		Box - Equipped	-	4,684	12,935	11,010	13,362	42,217	3
4		Gondola - Plain	-	409	1,009	9,688	396	1,183	4
5		Gondola - Equipped	-	1,692	6,934	1,750	1,756	4,615	5
6		Hopper - Covered	-	2,047	8,479	5,847	5,754	16,385	6
7		Hopper - Open Top - General Service	-	185	1,477	829	185	787	7
8		Hopper - Open Top - Special Service	-	83	1,139	-	373	599	8
9		Refrigerator - Mechanical	-	-	(9)	19	3,137	5,405	9
10		Refrigerator - Nonmechanical	-	48	158	16	1,117	2,886	10
11		Flat - TOFC/COFC	-	856	3,297	68,240	10,094	38,100	11
12		Flat - Multi-Level	(20,577)	200	642	45,101	2,753	7,839	12
13		Flat - General Service	-	-	-	7	9	27	13
14		Flat - Other	-	46	(37)	9,362	2,505	6,068	14
15		Tank - Under 22,000 Gallons	-	-	-	1,232	-	-	15
16		Tank - 22,000 Gallons and Over	-	-	-	5,842	-	-	16
17		All Other Freight Cars	-	1	(17)	(10)	35	70	17
18		Auto Racks	-	-	16,877	-	-	18,030	18
19		TOTAL FREIGHT TRAIN CARS	$ (20,577)	$ 10,257	$ 52,816	$ 165,712	$ 42,209	$ 146,548	19
		OTHER FREIGHT-CARRYING EQUIPMENT							
20		Refrigerated Trailers	$ -	$ -	$ -	$ -	$ -	$ 2	20
21		Other Trailers	-	-	-	-	-	-	21
22		Refrigerated Containers	-	-	-	-	-	-	22
23		Other Containers	-	-	-	-	-	-	23
24	*	TOTAL TRAILERS AND CONTAINERS	$ -	$ -	$ -	$ -	$ -	$ 2	24
25		GRAND TOTAL (Lines 19 and 24)	$ (20,577)	$ 10,257	$ 52,816	$ 165,712	$ 42,209	$ 146,550	25

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE TO SCHEDULE 415

1. Report freight expenses only.

2. Report by type of equipment all natural expenses relating to the equipment functions (salaries and wages, materials, tools, supplies, fuels and lubricants, purchased services, and general).

3. Report in column (b) net repair expense, excluding the cost to repair damaged equipment.

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

   (a) Locomotives, line 5 plus line 38, compared to the sum of Schedule 410, lines 202, 203, and 216 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 204.

   (b) Freight cars, line 24 plus line 39, compared to the sum of Schedule 410, lines 221, 222, and 235 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 223.

   (c) Sum of highway equipment (line 32), floating equipment (line 35), passenger and other revenue equipment (line 36), computer and data processing equipment (line 37), machinery-other equipment (line 40), and work and other non-revenue equipment (line 41), compared to Schedule 410, the sum of lines 302 through 307, plus line 320 (excluding wreck repairs). Do not report in Schedule 415, equipment damaged from Schedule 410, line 308.

   Note: Lines 216, 235, and 320 of Schedule 410 are credit amounts.

   The allocation of freight car repair expenses reportable on Schedule 415 by car types shall be in accordance with Instruction 2-21, Freight train repair costing, 49 CFR 1201.

4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). For improvements on leased property, Accounts 732 and 733, use a supplementary Schedule 415, which will relate to Schedules 340 and 342.

   Depreciation charges reported on columns (c) and (d) will balance to Schedule 410, column (f) as follows:

   (a) Locomotives, lines 5 and 38, compared to Schedule 410, line 213.

   (b) Freight cars, lines 24 and 39, compared to Schedule 410, line 232.

   (c) Sum of highway equipment (line 32), floating equipment (line 35), passenger and other revenue equipment (line 36), computer and data processing equipment (line 37), machinery-other equipment (line 40), and work and other non-revenue equipment (line 41), compared to Schedule 410, line 317.

5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item. The net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 39, column (c), of Schedule 335.

6. Lease/rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:

   (a) Locomotives, lines 5 and 38, compared to Schedule 410, lines 207, 208, 211, and 212.

   (b) Freight cars, lines 24 and 39, compared to Schedule 410, lines 226 and 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be included in Schedule 415).

   (c) Sum of lease/rentals for all other equipment, lines 32, 35, 36, 37, 40, and 41, will balance to Schedule 410, lines 311, 312, 315, and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing lease/rentals other equipment to Schedule 410. Do not report in Schedule 415 the trailer and container rentals reported in Schedule 414.

7. Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of equipment used but not owned when rents therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00, and 35-23-00. It should include the cost of equipment owned and leased to others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.

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

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

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

415. SUPPORTING SCHEDULE - EQUIPMENT
(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation Owned (c)	Depreciation Capitalized lease (d)	Amortization Adjustment net during year (e)	Line No.
		LOCOMOTIVES					
1		Diesel Locomotive - Yard	$ 39,203	$ 1,096	$ -	$ (176)	1
2		Diesel Locomotive - Road	352,832	135,934	2,075	(18,005)	2
3		Other Locomotive - Yard	-	-	-	-	3
4		Other Locomotive - Road	-	2,822	-	(445)	4
5	*	TOTAL LOCOMOTIVES	$ 392,035	$ 139,852	$ 2,075	$ (18,626)	5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 foot	$ -	$ -	$ -	$ -	6
7		Box - Plain 50 foot and Longer	17	-	37	(2)	7
8		Box - Equipped	17,314	8,814	210	(1,261)	8
9		Gondola - Plain	12,377	7,912	-	(3,107)	9
10		Gondola - Equipped	14,142	9,522	-	(2,361)	10
11		Hopper - Covered	12,617	9,421	-	(7,700)	11
12		Hopper - Open Top - General Service	6,293	10,487	45	(1,676)	12
13		Hopper - Open Top - Special Service	7,452	8,977	-	(864)	13
14		Refrigerator - Mechanical	54	871	-	(7)	14
15		Refrigerator - Nonmechanical	334	104	-	(41)	15
16		Flat - TOFC/COFC	248	576	-	(22)	16
17		Flat - Multi-level	3,542	832	-	-	17
18		Flat - General Service	-	-	-	(52)	18
19		Flat - Other	3,299	490	-	(82)	19
20		All Other Freight Cars	27	848	-	-	20
21		Cabooses	-	334	-	-	21
22		Auto Racks	17,469	18,609	80	-	22
23		Miscellaneous Accessories	-	-	-	-	23
24	*	TOTAL FREIGHT TRAIN CARS	$ 95,185	$ 77,797	$ 372	$ (17,175)	24
		OTHER EQUIPMENT - REVENUE FREIGHT					
		HIGHWAY EQUIPMENT					
25		Refrigerated Trailers	$ -	$ -	$ -	$ -	25
26		Other Trailers	-	-	-	-	26
27		Refrigerated Containers	-	-	-	-	27
28		Other Containers	-	-	-	-	28
29		Bogies	-	-	-	-	29
30		Chassis	-	-	-	-	30
31		Other Highway Equipment (Freight)	-	-	-	-	31
32	*	TOTAL HIGHWAY EQUIPMENT	$ -	$ -	$ -	$ -	32
		FLOATING EQUIPMENT - REVENUE SERVICE					
33		Marine Line-Haul	$ -	$ 23	$ -	$ -	33
34		Local Marine	-	-	-	-	34
35	*	TOTAL FLOATING EQUIPMENT	$ -	$ 23	$ -	$ -	35
		OTHER EQUIPMENT					
		Passenger & Other Revenue Equipment					
36	*	(Freight Portion)	$ -	$ -	$ -	$ -	36
37	*	Computer Systems & Word Processing Equip.	-	7,120	-	(3,215)	37
38	*	Machinery - Locomotives (1)	2,005	3,202	-	-	38
39	*	Machinery - Freight Cars (2)	3,340	2,463	-	-	39
40	*	Machinery - Other Equipment (3)	861	494	-	-	40
41	*	Work and Other Nonrevenue Equipment	43,667	24,795	-	(5,791)	41
42		TOTAL OTHER EQUIPMENT	$ 49,873	$ 38,074	$ -	$ (9,006)	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	$ 537,093	$ 255,746	$ 2,447	$ (44,807)	43

(1) Data reported on line 38, column (b) is the amount reported in Sched. 410, column (f), line 203, reduced by the allocable portion of line 216.

(2) Data reported on line 39, column (b) is the amount reported in Sched. 410, column (f), line 222, reduced by the allocable portion of line 235.

(3) Data reported on line 40, column (b) is the amount reported in Sched. 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320.

415. SUPPORTING SCHEDULE - EQUIPMENT - (Continued)

Line No.	Cross Check	Lease & rentals (net) (f)	Investment base as of 12/31 Owned (g)	Investment base as of 12/31 Capitalized lease (h)	Accumulated depreciation as of 12/31 Owned (i)	Accumulated depreciation as of 12/31 Capitalized lease (j)	Line No.
1		$ 411	$ 36,664	$ -	$ 13,925	$ -	1
2		9,693	4,310,313	14,998	1,637,118	11,338	2
3		-	-	-	-	-	3
4		-	93,253	-	35,419	-	4
5	*	$ 10,104	$ 4,440,230	$ 14,998	$ 1,686,462	$ 11,338	5
6		$ -	$ -	$ -	$ -	$ -	6
7		-	333	24,639	101	6,006	7
8		1	326,102	2,585	98,454	630	8
9		818	311,156	-	93,926	-	9
10		2,017	406,448	-	122,691	-	10
11		1,532	377,833	-	114,053	-	11
12		4,999	319,491	-	96,442	-	12
13		1,089	339,216	-	102,380	-	13
14		561	30,560	-	9,225	-	14
15		4	3,334	-	1,006	-	15
16		27	15,280	-	4,612	-	16
17		14	24,448	-	7,380	-	17
18		-	-	-	-	-	18
19		33	20,003	-	6,038	-	19
20		54	32,505	-	9,812	-	20
21		-	9,168	-	2,767	-	21
22		-	562,304	15,538	169,737	2,923	22
23		-	-	-	-	-	23
24	*	$ 11,149	$ 2,778,181	$ 42,762	$ 838,624	$ 9,559	24
25		$ -	$ -	$ -	$ -	$ -	25
26		-	-	-	(5,840)	-	26
27		-	-	-	-	-	27
28		-	-	-	-	-	28
29		-	-	-	-	-	29
30		-	-	-	-	-	30
31		-	-	-	-	-	31
32	*	$ -	$ -	$ -	$ (5,840)	$ -	32
33		$ -	$ 2,267	$ -	$ (133)	$ -	33
34		-	-	-	-	-	34
35	*	$ -	$ 2,267	$ -	$ (133)	$ -	35
36	*	$ -	$ 621	$ -	$ -	$ -	36
37	*	(1,199)	58,628	-	29,814	-	37
38	*	-	70,837	-	32,996	-	38
39	*	-	54,492	-	25,383	-	39
40	*	6,326	10,898	-	5,077	-	40
41	*	10,236	493,022	-	169,992	-	41
42		$ 15,363	$ 688,498	$ -	$ 263,262	$ -	42
43		$ 36,616	$ 7,909,176	$ 57,760	$ 2,782,375	$ 20,897	43

(1) Data reported on lines 38, 39, and 40 in columns (g) and (h) are investment recorded in property account 44, allocated to locomotives, freight cars, and other equipment.

(2) Depreciation reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for property account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

416. SUPPORTING SCHEDULE - ROAD

(Dollars in Thousands)

Line No.	Density Category (Class) (a)	Account No. (b)	Owned and Used Investment Base (c)	Owned and Used Accumulated Depreciation (d)	Owned and Used Depr. Rate % (e)	Improvements to Leased Property Investment Base (f)	Improvements to Leased Property Accumulated Depreciation (g)	Improvements to Leased Property Depr. Rate % (h)	Capitalized Leases Investment Base (i)	Capitalized Leases Current Year Amortization (j)	Capitalized Leases Accumulated Amortization (k)	TOTAL Investment Base (l)	TOTAL Accumulated Depreciation & Amortization (m)	Line No.
1	I	3	$ 1,287,132	$ 199,041	1.46	$ 22,433	$ 3,469	1.46	$ -	$ -	$ -	$ 1,309,565	$ 202,510	1
2		8	1,680,356	498,789	4.81	119,400	35,442	4.81	-	-	-	1,799,756	534,231	2
3		9	3,284,653	678,277	2.95	109,725	22,657	2.95	-	-	-	3,394,378	700,934	3
4		11	1,938,991	452,316	2.76	40,768	9,510	2.76	-	-	-	1,979,759	461,826	4
5	SUB TOTAL		$ 8,191,132	$ 1,828,423		$ 292,326	$ 71,078		$ -	$ -	$ -	$ 8,483,458	$ 1,899,501	5
6	II	3	$ 736,957	$ 113,962	1.46	$ -	$ -	-	$ -	$ -	$ -	$ 736,957	$ 113,962	6
7		8	1,748,169	518,918	4.81	-	-	-	-	-	-	1,748,169	518,918	7
8		9	1,667,539	344,345	2.95	-	-	-	-	-	-	1,667,539	344,345	8
9		11	407,748	95,117	2.76	-	-	-	-	-	-	407,748	95,117	9
10	SUB TOTAL		$ 4,560,413	$ 1,072,342		$ -	$ -		$ -	$ -	$ -	$ 4,560,413	$ 1,072,342	10
11	III	3	-	N/A	N/A	-	N/A	N/A	$ -	N/A	N/A	$ -	N/A	11
12		8	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	12
13		9	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	13
14		11	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	14
15	SUB TOTAL		$ -	N/A	N/A	$ -	N/A	N/A	$ -	N/A	N/A	$ -	N/A	15
16	IV	3	$ 332,824	$ 51,468	1.46	$ -	$ -	-	$ -	$ -	$ -	$ 332,824	$ 51,468	16
17		8	561,228	166,592	4.81	-	-	-	-	-	-	561,228	166,592	17
18		9	823,355	170,022	2.95	-	-	-	-	-	-	823,355	170,022	18
19		11	55,149	12,865	2.76	-	-	-	-	-	-	55,149	12,865	19
20	SUB TOTAL		$ 1,772,556	$ 400,947		$ -	$ -		$ -	$ -	$ -	$ 1,772,556	$ 400,947	20
21	V	3	$ -	$ -	-	$ -	$ -	-	$ -	$ -	$ -	$ -	$ -	21
22		8	-	-	-	-	-	-	-	-	-	-	-	22
23		9	-	-	-	-	-	-	-	-	-	-	-	23
24		11	-	-	-	-	-	-	-	-	-	-	-	24
25	SUB TOTAL		$ -	$ -		$ -	$ -		-	-	-	-	-	25
26	GRAND TOTAL		$ 14,524,101	$ 3,301,712	N/A	$ 292,326	$ 71,078	N/A	$ -	$ -	$ -	$ 14,816,427	$ 3,372,790	26

Notes:

(1) Columns (c) + (f) + (i) = Column (l).

(2) Columns (d) + (g) + (k) = Column (m).

(3) The base grand total for owned and used, improvements to leased property, and capitalized leases should equal the sum of Accounts 3, 8, 9, and 11 shown at year end on Schedule 330.

NOTES AND REMARKS

417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION

(Dollars in Thousands)

1. Report freight expenses only.
2. Report in lines 1, 2, 3, 4, and 10 the total of those natural expenses (salaries and wages, material, tools, supplies, fuels and lubricants, purchased services and general) incurred in the operation of each type of specialized service facility. This schedule does not include switching services performed by train and yard crews in connection with or within specialized service facilities.
3. When it is necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410. Railway Operating Expenses.
4. Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See schedule 755, note R.
5. The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.
6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
7. Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (h) relate to refrigerator cars only.
8. Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only.

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load & distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b) - (i) (j)	Line No.
1	*	Administration	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	1
2	*	Pick up and delivery, marine line haul	-	-	-	-	-	-	-	-	$ -	2
3	*	Loading and unloading and local marine	609,715	-	25,160	6,134	1,551	63,924	-	2,798	$ 709,282	3
4	*	Protective services, total debits and credits	-	-	-	-	-	-	-	-	$ -	4
5	*	Freight lost or damaged - solely related	-	-	-	-	-	-	-	-	$ -	5
6	*	Fringe benefits	1,541	-	6,054	1,473	686	27	-	1,259	$ 11,040	6
7	*	Casualty and insurance	-	-	-	-	-	-	-	-	$ -	7
8	*	Joint facility - Debit	-	-	-	-	-	-	-	6,622	$ 6,622	8
9	*	Joint facility - Credit	( )	( )	( )	( )	( )	( )	( )	( )	( )	9
10	*	Other	1,015	-	-	-	-	-	-	1,164	$ 2,179	10
11	*	TOTAL	$ 612,271	$ -	$ 31,214	$ 7,607	$ 2,237	$ 63,951	$ -	$ 11,843	$ 729,123	11

418. SUPPORTING SCHEDULE - CAPITAL LEASES

(Dollars in Thousands)

Instruction:

This schedule will show the investment in capitalized leases in road and equipment by primary account.

Column

(a) = primary account number and title for which capital lease amounts are included therein.

(b) = the total investment in that primary account.

(c) = the investment in capital leases at the end of the year.

(d) = the current year amortization.

(e) = the accumulated amortization relating to the leased properties.

Primary Account No. & Title (a)	Total Investment At End of Year (b)	Capital Leases		
		Investment at End of Year (c)	Current Year Amortization (d)	Accumulated Amortization (e)
52 Locomotives	$ 4,455,228	$ 14,998	$ 2,075	$ 11,338
53 Freight Cars	2,820,943	42,762	372	9,559
57 Work Equipment	129,445	-	-	-
59 Computer Systems	58,628	-	-	-
GRAND TOTAL	$ 7,464,244	$ 57,760	$ 2,447	$ 20,897

NOTES AND REMARKS

Property Schedules Reconciliations:

Schedule 335, Line 29, column c	$ 9,776	
Less R&E 44	(303)	
Schedule 412, Line 29, column d	$ 9,473	[1]

Schedule 410, Line 136, column h	$ 440,922	
Schedule 410, Line 138, column h	225,274	
Less R&E 44	(6,462)	
Less amortization (adjustments)	(6,094)	
Less all other road accounts	(584)	
Schedule 412, Line 29, column b	$ 653,056	[2]

Schedule 415, Line 5, column c	$ 139,852	
Schedule 415, Line 5, column d	2,075	
Schedule 415, Line 38, column c	3,202	
Less R&E 44	(3,202)	
Schedule 410, Line 213, column h	$ 141,927	[3]

Schedule 415, Line 24, column c	$ 77,797	
Schedule 415, Line 24, column d	372	
Schedule 415, Line 39, column c	2,463	
Less R&E 44	(2,463)	
Schedule 410, Line 232, column h	$ 78,169	[3]

Schedule 415, Line 35, column c	$ 23	
Schedule 415, Line 37, column c	7,120	
Schedule 415, Line 40, column c	494	
Schedule 415, Line 41, column c	24,795	
Less R&E 44	(494)	
Plus non-operating property	402	
Schedule 410, Line 317, column h	$ 32,340	[3, 4]

[1] The total amortization expense reported in Schedule 335, line 29, column (c) includes amortization for all road accounts, including R&E 44. However, Schedule 412 does not provide a line for R&E 44. As such, this amount is a reconciling item between the two schedules.

[2] The total depreciation expense reported in Schedule 410, column (h), lines 136 and 138 include depreciation for all road accounts. However, Schedule 412 does not provide lines for R&E 44, all other road accounts not listed as a separate R&E, and amortization (adjustments). As such, these amounts are reconciling items between the two schedules.

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

[4] Non-operating property depreciation is included in the Schedule 410, but excluded from the Schedule 415. As such, this amount is a reconciling item between the two schedules.

450. ANALYSIS OF TAXES
(Dollars in Thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of Tax	Amount	Line No.
1		Other than U.S. Government Taxes	$ 271,507	1
2		U.S. Government Taxes Income Taxes Normal Tax and Surtax	401,087	2
3		Excess Profits		3
4	*	Total - Income Taxes (Lines 2 and 3)	401,087	4
5		Railroad Retirement	372,110	5
6		Hospital Insurance	32,749	6
7		Supplemental Annuities	N/A	7
8		Unemployment Insurance	44,081	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	$ 850,027	10
11		Total - Railway Taxes	$ 1,121,534	11

B. Adjustments to Federal Income Taxes

1. In column (a) are listed the particulars which most often cause a differential between taxable income and pretax accounting income. Other particulars which cause such a differential should be listed under the caption "Other (Specify)," including state and other taxes deferred if computed separately. Minor items, each less than $100,000, may be combined in a single entry under "Other (Specify)."
2. Indicate in column (b) the beginning of year totals of Accounts 714, 744, 762, and 786 applicable to each particular item in column (a).
3. Indicate in column (c) the net change in Accounts 714, 744, 762, and 786 for the net tax effect of timing differences originating and reversing in the current accounting period.
4. Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or reinstate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or loss carry-back.
5. The total of line 19 in columns (c) and (d) should agree with the total of the contra charges (credits) to Account 557, Provision for Deferred Taxes, and Account 591, Provision for Deferred Taxes - Extraordinary Items, for the current year.
6. Indicate in column (e) the cumulative total of columns (b), (c), and (d). The total of column (e) must agree with the total of Accounts 714, 744, 762, and 786.

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.	$ 6,845,094	$ (6,845,094)		$ -	1
2	Accelerated amortization of facilities, Sec. 168 IRC	-	-		-	2
3	Accelerated amortization of rolling stock, Sec. 184 IRC	-	-		-	3
4	Amortization of rights of way, Sec 185 IRC	(75,941)	2,234		(73,707)	4
5	Other (Specify)					5
6	Property	-	7,413,301		7,413,301	6
7	State deferred income taxes	860,325	(9,823)	(2,414)	848,088	7
8	Federal effect of state	(301,114)	3,438	845	(296,831)	8
9	Postretirement medical benefits	(118,843)	118,843		-	9
10	Claims and contingency reserves	(114,847)	114,847		-	10
11	Employee benefit plans	-	(219,456)		(219,456)	11
12	Other temporary differences	(63,137)	(28,510)	(3,192)	(94,839)	12
13	Reserve for separation pay	(21,000)	21,000		-	13
14						14
15						15
16						16
17						17
18	Investment tax credit*	-	-	-	-	18
19	TOTALS	$ 7,010,537	$ 570,780	$ (4,761)	$ 7,576,556	19

450. ANALYSIS OF TAXES - Continued

(Dollars in Thousands)

***Footnotes:**

1. If the flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit.	NONE
If the deferral method for investment tax credit was elected: (1) Indicate amount of credit utilized as a reduction of tax liability for current year	N/A
(2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes	N/A
(3) Balance of current year's credit used to reduce current year's tax accrual	N/A
(4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual	N/A
(5) Total decrease in current year's tax accrual resulting from use of investment tax credits	N/A
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made.	-

460. ITEMS IN SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS FOR THE YEAR

(Dollars in Thousands)

Give a brief description for all items, regardless of amount, included during the year in Accounts 555, Unusual or Infrequent Items; 560, Income or Loss From Operations of Discontinued Segments; 562, Gain or Loss on Disposal of Discontinued Segments; 570, Extraordinary Items; 590, Income Taxes on Extraordinary Items; 592, Cumulative Effect of Changes in Accounting Principles; 603, Appropriations Released; 606, Other Credits to Retained Earnings; 616, Other Debits to Retained Earnings; 620, Appropriations for Sinking Funds; and 621, Appropriations for Other Purposes. If appropriations released reflect appropriations provided during the year, each account should not be reported.

For Accounts 519, Miscellaneous Income, and 551, Miscellaneous Income Charges, if the total in either account exceeds 10% of net income before extraordinary items, describe the three largest items in the account and any other items in excess of 10% of net income.

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (c)	Line No.
1	606	Hedging		$ 210	1
2		Equity earnings		10	2
3		Total 606		$ 220	3
4					4
5	616	Pension and other postretirement benefit adjustments	$ 13,634		5
6					6
7	551	Discounts on sale of accounts receivable to affiliate	$ 47,553		7
8		Interest paid to affiliates	7,735		8
9		Non-operating environmental reserves	5,556		9
10		Other	1,111		10
11		Total 551	$ 61,955		11
12					12
13					13
14					14
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MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTEES AND SURETYSHIPS

(Dollars in Thousands)

1. If the respondent was under obligation as guarantor or surety for the performance by any other corporation or association of any agreement or obligation, show the particulars of each contract of guarantee or suretyship in effect at the close of the year or entered into and expired during the year. This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than two years after the date of issue. Items of less than $50,000 may be shown as one total.

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Terminal RR Assoc. of St. Louis	Refunding and Improvement Mortgage	$1,002 plus interest	Joint	1
2	Guarantors: CSXT, BN, ICG, MKT,	Bonds, Series C, 4% due 7/1/2019			2
3	MP, NS, and SSW				3
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2. If any corporation or other association was under obligation as guarantor or surety for the performance by the respondent of any agreement or obligation, show the particulars called for hereunder for each such contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year. This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than two years after the date of issue, nor does it include ordinary surety bonds or undertakings on appeals in court proceedings.

Line No.	Finance docket number, title, maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount of contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1	6.251% Secured Equipment Notes	CSX Corporation	$320,787	Sole	1
2	Due 1/15/2023				2
3	8.375% Secured Equipment Notes	CSX Corporation	308,615	Sole	3
4	Due 10/15/2014				4
5					5
6					6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

Using the following notes as a guideline, show the requirements of compensating balances and short-term borrowing agreements. Footnote disclosure is required even though the arrangement is not reduced to writing.

1. Disclose compensating balances not legally restricted, lines of credit used and unused, average interest rate of short-term borrowings that are outstanding at balance sheet date, maximum amount of outstanding borrowings during the period and the weighted average rate of those borrowings.
2. Time deposits and certificates of deposit constituting compensating balances not legally restricted should be disclosed.
3. Compensating balance arrangements need only be disclosed for the latest fiscal year.
4. Compensating balances included in Account 703, Special Deposits and in Account 717, Other Funds, should also be separately disclosed below.
5. Compensating balance arrangements are sufficiently material to require disclosure in footnotes when the aggregate of written and oral agreement balances amount to 15% or more of liquid assets (current cash balances, restricted and unrestricted, plus marketable securities).
6. When a carrier is not in compliance with a compensating balance requirement, that fact should be disclosed, along with stated and possible sanctions, whenever such possible sanctions may be immediate (not vague or unpredictable) and material.

Indiana Rail Road Company, $21,000 line of credit, Guarantor: Midland United Corporation	**Used Portion**	**Unused Portion**
12/30/2011 outstanding balance	$ 11,689	$ 9,311
Maximum during 2011	$ 14,911	$ 6,089
12/30/2011 interest rate	2.79%	0.25%
Weight average interest rate during 2011	2.74%	0.25%

NOTES AND REMARKS

510. SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT

(Dollars in Thousands)

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

I. Debt Outstanding at End of Year:

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)	Line No.
1	751	Loans and notes payable	Sch 200, Line 30	$ 2,706	1
2	764	Equipment obligations and other long-term debt due within one year	Sch 200, Line 39	105,199	2
3	765/767	Funded debt unmatured	Sch 200, Line 41	393,049	3
4	766	Equipment obligations	Sch 200, Line 42	668,725	4
5	766.5	Capitalized lease obligations	Sch 200, Line 43	4,354	5
6	768	Debt in default	Sch 200, Line 44	-	6
7	769	Accounts payable - affiliated companies	Sch 200, Line 45	-	7
8	770.1/770.2	Unamortized debt premium	Sch 200, Line 46	58,168	8
9		Total debt	Sum of Lines 1 through 8	$ 1,232,201	9
10		Debt directly related to road property	Note 1	$ 69,900	10
11		Debt directly related to equipment	Note 1	748,910	11
12		Total debt related to road and equipment	Lines 10 and 11	$ 818,810	12
13		Percent directly related to road	Line 10 / Line 12 Whole % + 2 decimals	8.54%	13
14		Percent directly related to equipment	Line 11 / Line 12 Whole % + 2 decimals	91.46%	14
15		Debt not directly related to road or equipment	Line 9 - Line 12	$ 413,391	15
16		Road property debt (Note 2)	(Line 13 x Line 15) + Line 10	$ 105,204	16
17		Equipment debt (Note 2)	(Line 14 x Line 15) + Line 11	$ 1,126,997	17

II. Interest Accrued During Year:

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)	Line No.
18	546-548	Total interest and amortization (fixed charges)	Sch. 210, Line 42	$ 74,972	18
19	546	Contingent Interest On Funded Debt	Sch. 210, Line 44	-	19
20	517	Release of Premiums on Funded Debt	Sch. 210, Line 22	-	20
21		Total Interest (Note 3)	(Line 18 + Line 19) - Line 20	$ 74,972	21
22		Interest Directly Related to Road Property Debt	Note 4	$ 3,861	22
23		Interest Directly Related to Equipment Debt	Note 4	55,946	23
24		Interest not directly related to road or equipment property debt	Line 21 - (Lines 22 +23)	$ 15,165	24
25		Interest On Road Property Debt (Note 5)	Line 22 + (Line 24 x Line 13)	$ 5,156	25
26		Interest On Equipment Debt (Note 5)	Line 23 + (Line 24 x Line 14)	$ 69,816	26
27		Embedded Rate of Debt Capital - Road Property	Line 25 / Line 16	4.90%	27
28		Embedded Rate of Debt Capital - Equipment	Line 26 / Line 17	6.19%	28

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

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

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

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

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

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

1. Furnish the information called for below between the respondent and the affiliated companies or persons affiliated with the respondent, including officers, directors, stockholders, owners, partners, or their wives and other close relatives, or their agents. Examples of transactions are, but are not restricted to, management, legal, accounting, purchasing, or other types of service including the furnishing of materials, supplies, purchase of equipment, leasing of structures, land and equipment, and agreements relating to allocation of officers' salaries and other common costs between affiliated companies.

To be excluded are payments for the following types of services:

(a) Lawful tariff charges for transportation services.
(b) Payments to or from other carriers for interline services and interchange of equipment.
(c) Payment to or from other carriers which may reasonably be regarded as ordinarily connected with routine operation or maintenance, but any special or unusual transactions should be reported.
(d) Payments to public utility companies for rates or charges fixed in conformity with government authority.

2. In column (a) enter the name of the affiliated company, person, or agent with which respondent received or provided services aggregating $50,000 or more during the year. If an affiliated company provides services to more than one affiliate, and the aggregate compensation amounts to $50,000 or more for the year, list all the affiliates included in the agreement and describe the allocation of charges. If the respondent provides services to more than one affiliate, and the aggregate compensation amounts to $50,000 or more for the year, reference to this fact should be made and the detail as to the allocation of charges should be stated. For those affiliates providing services to the respondent, also enter in column (a) the percent of affiliate's gross income derived from transactions with respondent.

The respondent may be required to furnish as an attatchment to Schedule 512 a balance sheet and income statement for each affiliate with which respondent carrier had reportable transactions during the year, or alternatively, attach a "Pro Forma" balance sheet and income statement for that portion or entity of each affiliate which furnished the agreed to services, equipment, or other reportable transaction. The statements, if required, should be prepared on a calendar year basis in conformity with the prescribed schedules for the balance sheet and income statement in this Annual Report Form R-1, and should be noted (1) to indicate the method used for depreciating equipment or other property furnished to the carrier, and (2) whether the affiliate's Federal income tax return for the year was filed on a consolidated basis with the

3. In column (b) indicate the nature of relationship or control between the respondent and the company or person identified in column (a) as follows:

(a) If respondent directly controls the affiliate, insert word "direct."
(b) If respondent controls through another company, insert the word "indirect."
(c) If respondent is under common control with affiliate, insert the word "common."
(d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled."
(e) If control is exercised by other means, such as a management contract or other arrangement of whatever kind, insert the word "other" and provide a footnote to describe such arrangements.

4. In column (c), fully describe the transactions involved such as management fees, lease of building, purchase of material, etc. When the affiliate listed in column (a) provides more than one type of service in column (c), list each type of service separately and show the total for the affiliate. When services are both provided and received between respondent and an affiliate they should be listed separately and the amounts shown separately in column (e).

5. In column (d), report the dollar amounts of the transactions shown and the effect of any change in the method of establishing the terms from that used in the preceding period.

6. In column (e), report the dollar amounts due from or to related parties and, if not otherwise apparent, the terms and manner of settlement. Insert (P) for paid or (R) for received by the amount in column (e).

SCHEDULE 512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED

(Dollars in Thousands)

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	CSX Corporation		Controlled	Advance		$ 927,587 R	1
2				Interest Income	$ 2,242		2
3				Management Fees	$ 386,735		3
4							4
5	CSX Intermodal Terminals, Inc.		Common	Advance		$ 67,407 R	5
6				Purchase of Services	$ 530,367		6
7							7
8	CSX Technology, Inc.		Common	Advance		$ 156,587 P	8
9				Net Purchase of Services	$ 192,758		9
10							10
11	Total Distribution Services, Inc.		Common	Advance		$ 9,184 P	11
12				Net Purchase of Services	$ 62,938		12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

Note: Please refer to Note 6, page 14 for additional information.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

State particulars of all tracks operated by the respondent at the close of the year, according to the following classifications:

(1) Line owned by respondent.

(2) Line owned by proprietary companies.

(3) Line operated under lease for a specified sum, lessor being (A) an affiliated corporation, or (B) independent or not affiliated with the respondent.

(4) Line operated under contract or agreement for contingent rent, owner being (A) an affiliated corporation, or (B) independent or not affiliated with respondent.

(5) Line operated under trackage rights.

Give subtotals for each of the several numbered classes, in the order listed above, as well as the total for all classes.

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

In column (a) insert the figure (and letter, if any) indicating its class in accordance with the above list of classifications.

In column (b) give the various proportions of each class owned or leased by respondent, listing each proportion once in any grouping. Canadian mileage should be segregated and identified on separate lines in the various groupings. For each listing, in column (d) give its entire length (the distances between terminals of single or first main track), and in the following columns the lengths of second main track; all other main tracks, passing tracks, cross-overs and turn-outs, way switching tracks, and yard switching tracks. These classes of tracks are defined as follows:

RUNNING TRACKS - Running tracks, passing tracks, cross-overs, etc., including turn-outs from those tracks to clearance points.

WAY SWITCHING TRACKS - Station, team, industry, and other switching tracks for which no separate service is maintained.

YARD SWITCHING TRACKS - Yard where separate switching services are maintained, including classification, house, team, industry, and other tracks switched by yard locomotives.

The returns in columns (h) and (i) should include tracks serving industries, such as mines, mills, smelters, factories, etc. Tracks belonging to an industry for which no rent is payable should not be included.

Tracks leading to and in gravel and sand pits and quarries, the cost of which is chargeable to a clearing account and which are used in getting out material for the respondent's use, should not be included.

Class (1) includes all lines operated by the respondent at the close of the year to which it has title in perpetuity.

Class (2) includes each line, full title to which is in an inactive proprietary corporation of the respondent (i.e. one all of whose outstanding stocks or obligations are held by or for the respondent, and which is operated by the respondent or an affiliated system corporation without any accounting to the said proprietary corporation). It may also include such line when the actual title to all of the outstanding stocks or obligations rests in a corporation controlled by or controlling the respondent. But in the case of any such inclusion, the facts of the relationship to the respondent of the corporation holding the securities should be fully set forth in a footnote. An inactive corporation is one which has been practically absorbed in a controlling corporation, and which neither operates property nor administers its financial affairs. If it maintains an organization, it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

Class (3) includes all tracks operated under a lease or formal conveyance of less than the grantor's interest in the property, with a specific and unconditional rent reserved. The fact that the lessor does not maintain an independent organization for financial purposes is immaterial in this connection.

Class (4) is the same as Class (3), except that the rent reserved is conditional upon earnings or other fact.

Class (5) includes all tracks operated and maintained by others, but over which the respondent has the right to operate some or all of its trains. In the road of this class, the respondent has no proprietary rights, but only the rights of a licensee. Include in this class, also, on main tracks, industrial tracks and sidings owned by noncarrier companies and individuals when the respondent operates over them but does not have exclusive possession of them.

Road held by respondent as joint or common owner or a joint lessee or under any joint arrangement should be shown in its appropriate class and the entry of length should be the entire length of the portion jointly held. The class symbol should have the letter (J) attached.

Road operated by the respondent as an agent for another carrier should not be included in this schedule.

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc. Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)	Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
1	1	100%	15,828	3,453	104	595	446	7,603	28,029	1
2	1J	25%	-	-	-	-	-	31	31	2
3	1J	33%	-	-	-	-	-	20	20	3
4	1J	40%	-	-	-	-	-	3	3	4
5	1J	50%	70	68	-	1	5	121	265	5
6	1J	66%	-	-	-	-	-	11	11	6
7	TOTAL CLASS 1		15,898	3,521	104	596	451	7,789	28,359	7
8	2	100%	127	2	-	9	33	33	204	8
9	2	Ontario	53	-	-	9	-	5	67	9
10	2	Quebec	13	-	-	-	4	-	17	10
11	2J	85%	226	-	-	6	46	25	303	11
12	TOTAL CLASS 2		419	2	-	24	83	63	591	12
13	3A	100%	325	15	-	36	3	56	435	13
14	3B	100%	328	31	1	7	15	235	617	14
15	3BJ	33%	-	3	-	-	-	-	3	15
16	3A	Quebec	17	-	-	-	-	-	17	16
17	3B	Quebec	13	-	-	-	4	-	17	17
18	TOTAL CLASS 3		683	49	1	43	22	291	1,089	18
19	4A	100%	-	-	-	-	-	2	2	19
20	4B	100%	176	75	3	-	2	110	366	20
21	4BJ	50%	7	-	-	-	-	-	7	21
22	TOTAL CLASS 4		183	75	3	-	2	112	375	22
23	5	100%	3,803	1,170	622	243	71	664	6,573	23
24	5J	33%	-	-	-	-	-	1	1	24
25	5J	50%	2	-	-	-	-	-	2	25
26	5	Ontario	4	1	-	4	1	6	16	26
27	5	Quebec	6	-	-	-	-	-	6	27
28	TOTAL CLASS 5		3,815	1,171	622	247	72	671	6,598	28
29										29
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56										56
57			20,998	4,818	730	910	630	8,926	37,012	57
58	Miles of electrified road or track included in the preceding grand total		-	-	-	-	-	-	-	58

702. MILES OF ROAD AT CLOSE OF YEAR - BY STATES AND TERRITORIES (SINGLE TRACK)

Give particulars, as of the close of the year, of all road operated and of all road owned but not operated. The respondent's proportion of operated road held by it as a joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (d) or (e), as may be appropriate. The remainder of jointly operated mileage should be shown in column (f). Respondent's proportion of road jointly owned but not operated should be shown in column (h), as appropriate. Mileage which has been permanently abandoned should not be included in column (h).

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

Line No.	Cross Check	State or territory (a)	MILES OF ROAD OPERATED BY RESPONDENT								Line No.
			Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)	
1		Alabama	903	-	-	-	111	1,014	165	-	1
2		Connecticut	6	-	-	-	62	68	-	-	2
3		Delaware	23	-	-	-	21	44	-	-	3
4		District of Columbia	18	-	-	-	2	20	6	-	4
5		Florida	1,461	-	-	138	47	1,646	124	-	5
6		Georgia	1,421	-	118	-	75	1,614	147	-	6
7		Illinois	606	35	55	-	219	915	40	-	7
8		Indiana	1,170	191	15	-	259	1,635	281	-	8
9		Kentucky	1,566	15	1	10	46	1,638	57	-	9
10		Louisiana	35	-	-	-	8	43	-	-	10
11		Maryland	446	17	5	-	86	554	-	-	11
12		Massachutsetts	220	-	10	9	154	393	3	-	12
13		Michigan	416	-	-	-	143	559	182	-	13
14		Mississippi	74	-	-	-	20	94	-	-	14
15		Missouri	-	-	-	-	13	13	-	-	15
16		New Jersey	63	-	-	-	585	648	2	-	16
17		New York	838	-	196	-	254	1,288	12	-	17
18		North Carolina	1,067	-	-	7	52	1,126	-	-	18
19		Ohio	1,275	-	140	12	466	1,893	233	-	19
20		Ontario, Canada	-	53	-	-	4	57	-	-	20
21		Pennsylvania	428	45	28	7	536	1,044	87	-	21
22		Quebec, Canada	-	13	30	-	6	49	12	-	22
23		South Carolina	1,222	-	47	-	17	1,286	12	-	23
24		Tennessee	830	-	15	-	160	1,005	67	-	24
25		Virginia	763	30	7	-	254	1,054	2	-	25
26		West Virginia	1,047	20	16	-	215	1,298	197	-	26
27											27
28											28
29											29
30											30
31											31
32		Total Mileage (Single Track)	15,898	419	683	183	3,815	20,998	1,629	-	32

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.

2. In column (c), give the number of units purchased new or built in company shops. In column (d), give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (l). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).

4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit but it is not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.

5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.

6. A "diesel" unit includes all units propelled by diesel internal combustion engines regardless of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote, giving the number and a brief description. An "electric" unit includes all units which receive electric power from a third rail or overhead contact wire, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel, or electric, e.g., gas turbine, steam. Show the type of unit, service, and number, as appropriate, in a brief description sufficient for positive identification. An "Auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g., boosters, slugs, etc. For reporting purposes, indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate. Radio-controlled units that are not self-propelled, i.e., those without a diesel, should be reported on line 13 under "auxiliary units."

7. Column (k) should show aggregate capacity for all units reported in column (j), as follows: For locomotive units, report the manufacturer's rated horsepower (the maximum continuous power output from the diesel engine or engines delivered to the main generator or generators for tractive purposes). Exclude capacity data for steam locomotives. For passenger-train cars, report the number of passenger seats available for revenue service, counting one passenger to each berth in sleeping cars.

8. Passenger-train car types and service equipment car types correspond to AAR Mechanical Division designations. Descriptions of car codes and designations are published in The Official Railway Equipment Register.

9. Cross-checks

Schedule 710		Schedule 710
Line 5, column (j)	=	Line 11, column (l)
Line 6, column (j)	=	Line 12, column (l)
Line 7, column (j)	=	Line 13, column (l)
Line 8, column (j)	=	Line 14, column (l)
Line 9, column (j)	=	Line 15, column (l)
Line 10, column (j)	=	Line 16, column (l)

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

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

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year: Units Installed: New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year: Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) & (i)) (j)	Aggregate capacity of units reported in col. (j) (See Ins. 7) (k)	Leased to others (l)	Line No.
		Locomotive Units										(HP)		
1		Diesel-freight units	3,533	50	-	-	3	7	3,404	175	3,579	13,170,100		1
2		Diesel-passenger units	4	-	-	-	-	-	4	-	4	12,000		2
3		Diesel-multiple purpose units	-	-	-	-	-	-	-	-	-	-		3
4		Diesel-switching units	314	5	-	-	-	1	318	-	318	645,000		4
5	*	TOTAL (lines 1 to 4)	3,851	55	-	-	3	8	3,726	175	3,901	13,827,100	-	5
6	*	Electric locomotives	-	-	-	-	-	-	-	-	-	-		6
7	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-		7
8	*	TOTAL (lines 5, 6, and 7)	3,851	55	-	-	3	8	3,726	175	3,901	13,827,100	-	8
9	*	Auxiliary units	221	-	-	-	-	6	215	-	215	N/A		9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	4,072	55	-	-	3	14	3,941	175	4,116	N/A	-	10

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

Line No.	Cross Check	Type or design of units	Before Jan. 1, 1990 (b)	Between Jan. 1, 1990 and Dec 31, 1994 (c)	Between Jan. 1, 1995 and Dec 31, 1999 (d)	Between Jan. 1, 2000 and Dec 31, 2004 (e)	Between Jan. 1, 2005 and Dec 31, 2009 (f)	During Calendar Year: 2010 (g)	2011 (h)	2012 (i)	2013 (j)	2014 (k)	Total (l)	Line No.
11	*	Diesel	1,753	539	601	380	566	7	55	-	-	-	3,901	11
12	*	Electric	-	-	-	-	-	-	-	-	-	-	-	12
13	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-	-	13
14	*	TOTAL (lines 11 to 13)	1,753	539	601	380	566	7	55	-	-	-	3,901	14
15	*	Auxiliary units	180	-	-	-	35	-	-	-	-	-	215	15
16	* *	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	1,933	539	601	380	601	7	55	-	-	-	4,116	16

* Excludes short-term leases.

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year: Units Installed: New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year: Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) & (i)) (j)	Aggregate capacity of units reported in col. (j) (See Ins. 7) (k)	Leased to others (l)	Line No.
		Passenger-Train Cars												
		Non-Self-Propelled												
17		Coaches (PA, PB, PBO)	-	-	-	-	-	-	-	-	-	-	-	17
18		Combined cars (All class C, except CSB)	-	-	-	-	-	-	-	-	-	-	-	18
19		Parlor cars (PBC, PC, PL, PO)	-	-	-	-	-	-	-	-	-	-	-	19
20		Sleeping cars (PS, PT, PAS, PDS)	-	-	-	-	-	-	-	-	-	-	-	20
21		Dining, grill, & tavern cars (All class D, PD)	-	-	-	-	-	-	-	-	-	-	-	21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)	-	-	-	-	-	-	-	-	-	-	-	22
23		TOTAL (Lines 17 to 22)	-	-	-	-	-	-	-	-	-	-	-	23
		Self-Propelled												
24		Electric passenger cars (EP, ET)	-	-	-	-	-	-	-	-	-	-	-	24
25		Electric combined cars (EC)	-	-	-	-	-	-	-	-	-	-	-	25
26		Internal combustion rail motorcars (ED, EG)	-	-	-	-	-	-	-	-	-	-	-	26
27		Other self-propelled cars (Specify types)	-	-	-	-	-	-	-	-	-	-	-	27
28		TOTAL (Lines 24 to 27)	-	-	-	-	-	-	-	-	-	-	-	28
29		TOTAL (Lines 23 and 28)	-	-	-	-	-	-	-	-	-	-	-	29
		Company Service Cars												
30		Business cars (PV)	23	-	-	-	-	4	14	5	19	N/A	-	30
31		Board outfit cars (MWX)	31	-	-	-	-	19	2	10	12	N/A	-	31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	48	-	-	-	-	36	12	-	12	N/A	-	32
33		Dump and ballast cars (MWB, MWD)	1,680	-	-	-	-	373	1,288	19	1,307	N/A	-	33
34		Other maintenance and service equipment cars	4,629	-	-	-	256	279	4,542	64	4,606	N/A	-	34
35		TOTAL (Lines 30 to 34)	6,411	-	-	-	256	711	5,858	98	5,956	-	-	35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.

2. In column (d) give the number of units purchased or built in company shops. In column (e) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (n). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (i). Units rented from others for a period less than one year should not be included in column (j).

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year: Time-mileage cars (b)	Units in service of respondent at beginning of year: All others (c)	Changes during the year, Units installed: New units purchased or built (d)	Changes during the year, Units installed: New or rebuilt units leased from others (e)	Changes during the year, Units installed: Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	Changes during the year, Units installed: All other units, including reclassification and second hand units purchased or leased from others (g)	Line No.
		FREIGHT TRAIN CARS							
36		Plain box cars - 40' (B1__, B2__)	-	-	-	-	-	-	36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5__, B6__) B7__, B8__)	120	-	-	-	-	-	37
38		Equipped box cars (All Code A, Except A_5_)	11,540	-	-	-	-	-	38
39		Plain gondola cars (All Codes G & J, J__1, J__2, J__3, J__4)	11,814	-	3,721	-	-	145	39
40		Equipped gondola cars (All Code E)	13,744	-	-	-	-	-	40
41		Covered hopper cars (C__1, C__2, C__3, C__4)	11,097	-	1,304	-	-	-	41
42		Open top hopper cars - general service (All Code H)	8,693	-	-	-	-	-	42
43		Open top hopper cars - special service (J__O and All Code K)	5,747	-	-	-	-	-	43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	31	-	-	-	-	-	44
45		Refrigerator cars - non-mechanical (R_0_, R_1_, R_2_)	417	-	-	-	-	-	45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8__)	583	-	-	-	-	-	46
47		Flat cars - multilevel (All Code V)	10,089	-	-	-	-	24	47
48		Flat cars - general service (F10_, F20_, F30_)	6	-	-	-	-	-	48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	6,376	-	-	-	-	-	49
50		Tank cars - under 22,000 gal. (T__0, T__1, T__2, T__3, T__4, T__5)	-	-	-	-	-	-	50
51		Tank cars - 22,000 gal. and over (T__6, T__7, T__8, T__9)	-	-	-	-	-	-	51
52		All other freight cars (A_5_, F_7_, All Code L & Q8__)	45	-	-	-	-	-	52
53		TOTAL (Lines 36 to 52)	80,302	-	5,025	-	-	169	53
54		Caboose (All Code M-930)	N/A	151	-	-	-	-	54
55		TOTAL (Lines 53 and 54)	80,302	151	5,025	-	-	169	55

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	Line No.
					Time-mileage cars (k)	All Others (l)			
36		-	-	-	-	-	-	-	36
37		100	20	-	20	-	1,567	-	37
38		2,901	8,572	67	8,639	-	689,090	-	38
39		2,280	11,877	1,523	13,400	-	1,544,698	-	39
40		1,807	11,635	302	11,937	-	1,182,627	-	40
41		1,414	10,983	4	10,987	-	1,139,133	-	41
42		1,957	6,281	455	6,736	-	697,976	-	42
43		129	5,599	19	5,618	-	596,642	-	43
44		-	-	31	31	-	2,529	-	44
45		94	31	292	323	-	24,290	-	45
46		313	241	29	270	-	66,767	-	46
47		268	-	9,845	9,845	-	361,631	-	47
48		5	1	-	1	-	79	-	48
49		5,827	549	-	549	-	55,305	-	49
50		-	-	-	-	-	-	-	50
51		-	-	-	-	-	-	-	51
52		29	16	-	16	-	1,198	-	52
53		17,124	55,805	12,567	68,372	-	6,363,532	-	53
54		11	140	-	N/A	140	N/A	-	54
55		17,135	55,945	12,567	68,372	140	6,363,532	-	55

710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
					Units installed				
			Per diem (b)	All Others (c)	New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
56		FLOATING EQUIPMENT Self-propelled vessels (tugboats, car ferries, etc.)	-	-	-	-	-	-	56
57		Non-self-propelled vessels (car floats, lighters, etc.)	-	-	-	-	-	-	57
58		TOTAL (Lines 56 and 57)	-	-	-	-	-	-	58
59		HIGHWAY REVENUE EQUIPMENT Chassis (Z1_, Z67_, Z68_, Z_69_)	-	-	-	-	-	-	59
60		Dry van (U2_, Z_, Z6_, I-6)	-	-	-	-	-	-	60
61		Flat bed (U3__, Z3__)	-	-	-	-	-	-	61
62		Open bed (U4__, Z4__)	-	-	-	-	-	-	62
63		Mechanical refrigerator (U5_, Z5_)	-	-	-	-	-	-	63
64		Bulk hopper (U0__, Z0__)	-	-	-	-	-	-	64
65		Insulated (U7__, Z7__)	-	-	-	-	-	-	65
66		Tank (Z0__, U6__) (See note)	-	-	-	-	-	-	66
67		Other trailer and container (Special equipped dry van U9__, Z8__, Z9__)	-	-	-	-	-	-	67
68		Tractor	-	-	-	-	-	-	68
69		Truck	-	-	-	-	-	-	69
70		TOTAL (Lines 59 to 69)	-	-	-	-	-	-	70

NOTES AND REMARKS

Note: Line 66 (Tank) must have fitting code "CN" to qualify as a tank, otherwise it is a bulk hopper.

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	
					Per diem (k)	All Others (l)			
56		-	-	-	-	-	-	-	56
57		-	-	-	-	-	-	-	57
58		-	-	-	-	-	-	-	58
59		-	-	-	-	-	-	-	59
60		-	-	-	-	-	-	-	60
61		-	-	-	-	-	-	-	61
62		-	-	-	-	-	-	-	62
63		-	-	-	-	-	-	-	63
64		-	-	-	-	-	-	-	64
65		-	-	-	-	-	-	-	65
66		-	-	-	-	-	-	-	66
67		-	-	-	-	-	-	-	67
68		-	-	-	-	-	-	-	68
69		-	-	-	-	-	-	-	69
70		-	-	-	-	-	-	-	70

NOTES AND REMARKS

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

(Dollars in Thousands)

1. Give particulars, as requested, separately, for the various classes of new units and rebuilt units of equipment installed by respondent during the year. If information regarding the cost of any units installed is not complete at time of filing of this report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased (P), built or rebuilt by contract in outside railroad shops (C), or built or rebuilt in company or system shops (S), including units acquired through capitalized leases (L).

2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars, or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO) or steel boxcars-special service (XAP). For TOFC/COFC, show the type of equipment as enumerated in Schedule 710.

3. In column (c) show the total weight in tons of 2,000 pounds. The weight of equipment acquired should be the weight empty.

4. The cost should be the complete cost as entered on the ledger, including foreign line freight charges and handling charges.

5. Data for this schedule should be confined to the units reported in Schedule 710, columns (c) and (e) for locomotive units, passenger-train cars and company service cars, and columns (d) and (f) for freight train cars, floating equipment, and highway revenue equipment. Disclose new units in the upper section of this schedule. Disclose rebuilt units acquired or rewritten into the respondent's accounts in the lower section. The term "new" as used herein shall mean a unit or units placed in service for the first time on any railroad.

6. All unequipped boxcars acquired in whole or in part with incentive per diem funds should be reported on separate lines and be appropriately identified by footnote or sub-heading.

NEW UNITS

Line No.	Class of equipment (a)	Number of Units (b)	Total Weight (Tons) (c)	Total Cost (d)	Method of Acquisition (see instructions) (e)	Line No.
1	**Locomotives**					1
2	Diesel-Freight locomotives, ES44AH, 4400HP	50	10,800	$ 119,350,000	P	2
3	Diesel-Switching locomotives, RP20CD, 2100HP	3	630	$ 4,423,050	P	3
4	Diesel-Switching locomotives, 3GS21C, 2100 HP	1	210	$ 1,425,000	P	4
5	Diesel-Switching locomotives, RP20BD, 2100HP	1	210	$ 1,425,000	P	5
6	**Freight Cars**					6
7	2011 286grl Alum Coal Gondolas	2,015	42,920	$ 143,840,000	P	7
8	2011 286grl Hybrid Coal Gondolas	1,706	42,053	$ 107,478,000	P	8
9	2011 286grl Small Cube Covered Hopper	893	24,290	$ 63,135,100	P	9
10	2011 286grl Covered Hopper 5201cf	411	13,008	$ 30,386,730	P	10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
	REBUILT UNITS					
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720, 721, 723, AND 726

1. For purposes of these schedules, the track categories are defined as follows:

A. Freight density of 20 million or more gross ton-miles per track-mile per year (including passing tracks, turnouts, and crossovers).

B. Freight density of less than 20 million gross ton-miles per track-mile per year, but at least 5 million (including passing tracks, turnouts, and crossovers).

C. Freight density of less than 5 million gross ton-miles per track-mile per year, but at least 1 million (including passing tracks, turnouts, and crossovers).

D. Freight density of less than 1 million gross ton-miles per track-mile per year (including passing tracks, turnouts, and crossovers).

E. Way and yard switching tracks (passing tracks, turnouts, and crossovers shall be included in categories A, B, C, D, F, or potential abandonments, as appropriate).

F. Track over which any passenger service is provided (other than potential abandonments). Mileage should be included within track categories A through E unless it is dedicated entirely to passenger service, category F.

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

2. This schedule should include all class 1, 2, 3, or 4 track from Schedule 700, that is maintained by the respondent. (Class 5 track is assumed to be maintained by others)

3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.

4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

720. TRACK AND TRAFFIC CONDITIONS

Disclose the requested information pertaining to track and traffic conditions.

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	9,969	39.90	44.05	34	1
2	B	6,791	11.67	39.33	36	2
3	C	2,589	3.03	32.41	31	3
4	D	2,252	0.20	23.82	24	4
5	E	8,813	XXXXXXXXXX	XXXXXXXX		5
6	TOTAL	30,414			125	6
7	F		XXXXXXXXXX	XXXXXXXX		7
8	Potential abandonments					8

* To determine average density, total track miles (route-miles times number of tracks), rather than route-miles, shall be used.

721. TIES LAID IN REPLACEMENT

1. Furnish the requested information concerning ties laid in replacement.
2. In column (j), report the total board feet of switch and bridge ties laid in replacement.
3. The term "spot maintenance" in column (k) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total ties or board feet laid in replacement that are considered to be spot maintenance.
4. In line 9, the average cost per tie should include transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply storage and seasoning yards, and in the case of treating ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over the carrier's own lines, and placing the ties in tracks and of train service other than that necessary in connection with loading or treatment should not be included in this schedule.

Line No.	Track Category	Number of crossties laid in replacement							Total	Switch and bridge ties (board feet)	Crossties switch and bridge ties % of spot maintenance	Line No.
		New ties				Second-hand ties						
		Wooden		Concrete	Other	Wooden		Other				
		Treated	Untreated			Treated	Untreated					
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)*	
1	A	1,685,601	-	4,580	-	-	-	-	1,690,181	3,278,406	3.00	1
2	B	795,510	-	-	-	-	-	-	795,510	1,805,803	3.00	2
3	C	357,868	-	-	-	-	-	-	357,868	569,510	3.00	3
4	D	135,543	-	-	-	-	-	-	135,543	1,524,589	3.00	4
5	E	333,548	-	-	-	-	-	-	333,548	2,933,836	3.00	5
6	TOTAL	3,308,070	-	4,580	-	-	-	-	3,312,650	10,112,144	3.00	6
7	F	-	-	-	-	-	-	-	-	-	0.00	7
8	Potential abandonments	-	-	-	-	-	-	-	-	-	0.00	8
9	Average cost per crosstie	$ 40.14	and switchtie (MBM)		$ 886.91						* Estimate	

722. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

(Dollars in Thousands)

Give particulars of ties laid during the year in new construction during the year.

In column (a), classify the ties as follows:

U - Wooden ties, untreated when applied.

T - Wooden ties, treated before application.

S - Ties other than wooden (steel, concrete, etc.). Indicate type under remarks in column (h).

Report new and second-hand (relay) ties separately, indicating in column (h) which ties are new.

In columns (d) and (g), show the total cost, including transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply, storage and seasoning yard. In the case of treated ties, also show the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines, and placing the ties in tracks, and of train service, other than that necessary in connection with loading or treatment, should not be included in this schedule.

Line No.	Class of ties (a)	Crossties			Switch and Bridge Ties			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch & bridge ties laid in new tracks during year (g)		
1	T	69,494	$ 40.14	$ 2,789	212,430	$ 886.91	$ 188	NEW	1
2									2
3									3
4									4
5									5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL	69,494	$ 40.14	$ 2,789	212,430	$ 886.91	$ 188		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid					17.46			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid					6.37			22

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.
2. The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement that are considered to be spot maintenance.
3. In line 9, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, freight charges paid to foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule.

Line No.	Track Category (a)	Miles of rail laid in replacement (rail-miles)				Total		Percent of Spot Maintenance (h)*	Line No.
		New rail		Relay rail					
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)	Welded rail (f)	Bolted rail (g)		
1	A	671.73	-	9.36	-	681.09	-	3.00	1
2	B	106.05	5.34	64.41	0.23	170.46	5.57	3.00	2
3	C	17.75	6.23	26.88	0.29	44.63	6.52	3.00	3
4	D	13.64	3.91	32.75	0.49	46.39	4.40	3.00	4
5	E	6.29	2.31	50.59	1.05	56.88	3.36	3.00	5
6	TOTAL	815.46	17.79	183.99	2.06	999.45	19.85	3.00	6
7	F	-	-	-	-	-	-	0.00	7
8	Potential abandonments	-	-	-	-	-	-	0.00	8
9	Average cost of new and relay rail laid in replacement per gross ton:			New	$ 906.80	Relay	$ 178.95		9

* Estimate

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

(Dollars in Thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track.
   In column (a) classify the kind of rail applied as follows:

   (1) New steel rails, Bessemer process.

   (2) New steel rails, open-hearth process.

   (3) New rails, special alloy (describe more fully in a footnote).

   (4) Relay rails.

2. Returns in columns (c) and (g) should be reported in WHOLE numbers. Fractions of less than one-half should be disregarded and fractions of one-half or more should be counted as one.

3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid to foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks, as well as train service in connection with the distribution of the rail, should not be included in this schedule.

Line No.	Class of rail (a)	Rail Applied in Running Tracks, Passing Tracks, Crossovers, Etc.				Rail Applied in Yard, Station, Team, Industry and Other Switching Tracks				Line No.
		Weight of rail		Total cost of rail applied in running track, passing track, crossovers, etc., during year (d)	Average cost per ton (2000 lbs) (e)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching track during year (h)	Average cost per ton (2000 lbs) (i)	
		Pounds per yard of rail (b)	Number of tons (2000 lbs) (c)			Pounds per yard of rail (f)	Number of tons (2000 lbs) (g)			
1	4	131	-	$ -	$ -	131	63	$ 15	$ 238	1
2	4	132	-	-	-	132	1,477	293	198	2
3	1	136	2,656	2,289	862	136	-	-	-	3
4	3*	136	1,801	1,622	901	136	-	-	-	4
5	4	136	-	-	-	136	8	1	125	5
6	1	141	63	45	714	141	-	-	-	6
7										7
8										8
9										9
10										10
11										11
12										12
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31										31
32										32
33										33
34										34
35										35
36										36
37	Total	N/A	4,520	$ 3,956	$ 875	N/A	1,548	$ 309	$ 200	37
38	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.								17.46	38
39	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.								6.37	39
40	Track-miles of welded rail installed on system this year				17	Total to date			26,226	40

* Premium rail, head hardened, steel alloy

725. WEIGHT OF RAIL

Give the particulars called for below concerning the road and track operated by respondent at the close of the year. Only the respondent's proportion of jointly owned mileage should be included. Under "Weight of rail," the various weights of rails should be given. Road and track occupied under trackage rights or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

Line No.	Weight of rails per yard (pounds) (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
1	70	0.90			1
2	75	2.33			2
3	78	3.57			3
4	80	28.00			4
5	85	41.57			5
6	90	140.52			6
7	100	818.81			7
8	105	137.03			8
9	107	32.05			9
10	110	48.14			10
11	112	614.73			11
12	115	2,323.28			12
13	119	7.02			13
14	120	2.20			14
15	122	2,124.31			15
16	125	3.99			16
17	127	448.64			17
18	130	217.30			18
19	131	1,008.53			19
20	132	5,087.93			20
21	133	70.89			21
22	136	4,427.41			22
23	140	1,294.02			23
24	141	2,018.00			24
25	152	3.76			25
26	155	33.07			26
27	TOTAL	20,938.00			27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
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46					46
47					47
48					48

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track Category (a)	Ties: Number of ties replaced: Crossties (b)	Ties: Number of ties replaced: Switch and bridge ties (board feet) (c)	Ties: Percent replaced: Crossties (d)	Ties: Percent replaced: Switch and bridge ties (board feet) (e)*	Rail: Miles of rail replaced (rail-miles) (f)	Rail: Percent Replaced (g)	Ballast: Cubic yards of ballast placed (h)	Track Surfacing: Miles surfaced (i)**	Track Surfacing: Percent surfaced (j)	Line No.
1	A	1,690,181	3,278,406	5.6	3.6	681.09	3.4	1,240,862	3,934	39.5	1
2	B	795,510	1,805,803	3.9	1.9	176.03	1.3	643,763	2,041	30.1	2
3	C	357,868	569,510	4.6	0.9	51.15	1.0	185,503	588	22.7	3
4	D	135,543	1,524,589	2.0	0.4	50.79	1.1	99,679	316	14.0	4
5	E	333,548	2,933,836	1.4	2.9	60.24	0.3	115,443	366	4.2	5
6	TOTAL	3,312,650	10,112,144	3.7	2.6	1,019.30	1.7	2,285,250	7,245	23.8	6
7	F	-	-	-	-	-	-	-	-	-	7
8	Potential abandonments	-	-	-	-	-	-	-	-	-	8

* Estimate

** Includes smoothing and out-of-face surfacing

750. CONSUMPTION OF DIESEL FUEL
(Dollars in Thousands)

Line No.	LOCOMOTIVES: Kind of locomotive service (a)	LOCOMOTIVES: Diesel oil (gallons) (b)	Line No.
1	Freight	451,412,805	1
2	Passenger	-	2
3	Yard switching	49,322,420	3
4	TOTAL	500,735,225	4
5	COST OF FUEL $(000) *	$ 1,560,146	5
6	Work Train	2,293,123	6

* Show cost of fuel charged to train and yard service (function 67-Loco. Fuels). The cost stated for diesel fuel should be the total charges in the accounts specified, including freight charges and handling expenses. Fuel consumed by mixed and special trains that are predominatly freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel should be included in passenger service.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

Unit Train, Way Train, and Through Train data under items 2, 3, 4, 6, and 12 shall be obtained from conductor's wheel reports (freight) or similar reports. Unit train service is a specialized scheduled shuttle type service in equipment (railroad or privately owned) dedicated to such service, moving between origin and destination. The applicable tariffs and/or contracts generally require that a specific minimum tonnage or quantity of carloads be tendered as a unit for shipment on one bill of lading or other shipping document in a solid train for movement between origin and destination. Such tariffs and/or contracts generally contain restricted detention provisions and are subject to time-volume requirements which reflect the approximate capacity of the unit trains for the stated period. Way trains are defined as trains operated primarily to gather and distribute cars in road service and move them between way stations or way points. Through trains are those trains operated between two or more major concentration or distribution points. Do not include unit train statistics in way or through train statistics. A work train is a train operated solely or preponderantly for the purpose of transporting company freight, work equipment, or company employees. Statistics for work trains should be reported under Item 11, only. Statistics related to company equipment, company employees, and company freight moving in transportation trains are not to be reported in Item 11, but are to be reported in Items 4-17, 6-04, 7-02, 8-04, and 8-05, as instructed in notes I, K, and L.

(A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.

(B) A train-mile is a movement of a train a distance of one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions shall be considered as one mile. Train Miles-Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the offical time tables or distance tables. Train-Miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.

(C) A motorcar is a self-propelled unit of equipment designed to carry freight or passengers, and is not considered a locomotive.

(D) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of one mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.

(E) All locomotive unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instruction (B) regarding fractions and official time tables for computing locomotive miles.

(F) Train switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in such service. Include miles allowed train locomotives for performing swithcing service at terminals and way stations.

(G) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed for yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.

(H) A car-mile is a movement of a unit of car equipment a distance of one mile. Use car designations shown in Schedule 710. Under Railroad Owned and Leased Cars, Items 4-01 and 4-11, report both foreign cars and respondents' own cars while on the line of the respondent railroad. In Items 4-13 and 4-15, report private-line cars and shipper owned cars. Loaded and empty miles should be reported whether or not the railroad reimbursed the owner on a loaded and/or empty mile basis. Report miles made by flatcars carrying empty highway trailers that are not moving under revenue billings as empty freight car-miles. Do not report miles made by motorcars or business cars.

(I) Exclude from Items 4-01, 4-11, 4-13, and 4-5, car-miles of work equipment, cars carrying company freight, and non-revenue private line cars moving in transportation trains. Include such car-miles in Item 4-17, 4-18, and 4-19. If private line cars move in revenue service, the loaded and empty miles should not be considered no-payment or non-revenue car-miles.

(J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied; miles run by combination passenger and baggage, passenger and mail, passenger and express; miles run by sleeping, parlor, and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; and miles run by other passenger-train cars where services are combined, such as baggage, express, and mail.

(K) From conductor's or dispatcher's train reports or other appropriate sources, compute weight in tons (2,000 pounds). Item 6-01 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Nonrevenue gross ton-miles in transportation trains include work equipment and cars carrying company freight and their contents. Use 150 pounds as the average weight per passenger and four tons as the average weight of contents of each head-end car.

(L) From conductor's train reports or other appropriate sources, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and nonrevenue freight moved one mile in a transportation train. Include net ton-miles in motorcar trains. Exclude l.c.l. shipment of freight handled in mixed baggage express cars. Total ton-miles of revenue freight should correspond to the ton-miles reported on Form CBS.

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

(M) Road service represents elapse time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at final terminals, including trains switching at way stations and delays on road as shown by conductor's or dispatcher's train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9-02, train switching hours included in Item 9-01. Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. A train hour is independent of the number of locomotives in the train.

(N) Yard switching hours are hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.

(O) Work-train miles include the miles run by trains engaged in company service such as official inspection; inspection trains for railway commissioners for which no revenue is received; trains running special with fire apparatus to save carrier's property from destruction; trains run for transporting the carrier's employees to and from work when no transportation charge is made; wrecking trains run solely for the purpose of transporting company material; trains run for distributing material and supplies for use in connection with operations; and all other trains used in work-train services. Exclude miles run by locomotives while engaged incidentally in switching company materials in company shops or material yards in connection with regular yard switching service or in switching equipment for repairs between yards and shops.

(P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination points, (2) in two through trains, and (3) in a way-train to the destination point, the total count of loaded cars would be four: two counts for the movements in the way trains and two counts for the movements in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondent's lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as a loaded car.

(Q) Report vehicles (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense.

(R) Report the number of loaded revenue trailers/containers picked up, plus revenue trailers/containers delivered in TOFC/COFC and in highway interchange service, when the work is performed at the railroad's expense. (Performed at railroad's expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service.) Do not include those trailers/containers which are picked up or delivered by a shipper or motor carrier, etc. when a tariff provision requires that the shipper or motor carrier, etc., and not the railroad, perform that service. Note: The count should reflect the trailers/containers for which expenses are reported in Schedule 417, line 2, column (b).

(S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from marine vessels at the expense of the reporting railroad.

(T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad cars refers to freight cars owned by other railroads whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the Code of Car Hire Rules.

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

Surplus cars are cars which are in serviceable condition for loading on the last day of the year, but have not been placed for loading within 48 hours. This count can be an annual average based on weekly count of cars that have not been placed for loading within 48 hours.

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

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

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
1		1 Miles of Road Operated (A)	20,998		1
		2 Train Miles - Running (B)			
2		2-01 Unit Trains	19,557,139	XXXXXX	2
3		2-02 Way Trains	11,378,075	XXXXXX	3
4		2-03 Through Trains	51,711,643		4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	82,646,857	-	5
6		2-05 Motorcars (C)	-	-	6
7		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	82,646,857	-	7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	43,331,065	XXXXXX	8
9		3-02 Way Trains	14,127,459	XXXXXX	9
10		3-03 Through Trains	128,558,818		10
11		3-04 TOTAL (Lines 8-10)	186,017,342	-	11
12		3-11 Train Switching (F)	6,557,484	XXXXXX	12
13		3-21 Yard Switching (G)	14,352,854		13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	206,927,680	-	14
		4 Freight Car-Miles (thousands) (H)			
		4-01 RR Owned and Leased Cars - Loaded			
15		4-010 Box-Plain 40-Foot	-	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	6,981	XXXXXX	16
17		4-012 Box-Equipped	155,451	XXXXXX	17
18		4-013 Gondola-Plain	174,935	XXXXXX	18
19		4-014 Gondola-Equipped	76,408	XXXXXX	19
20		4-015 Hopper-Covered	149,707	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	59,808	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	34,935	XXXXXX	22
23		4-018 Refrigerator-Mechanical	17,629	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	11,394	XXXXXX	24
25		4-020 Flat-TOFC/COFC	137,860	XXXXXX	25
26		4-021 Flat-Multi-Level	30,005	XXXXXX	26
27		4-022 Flat-General Service	82	XXXXXX	27
28		4-023 Flat-All Other	29,914	XXXXXX	28
29		4-024 All Other Car Types-Total	4,863	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	889,972	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		4-11 RR Owned and Leased Cars - Empty			
31		4-110 Box-Plain 40-Foot	-	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	6,395	XXXXXX	32
33		4-112 Box-Equipped	140,426	XXXXXX	33
34		4-113 Gondola-Plain	167,148	XXXXXX	34
35		4-114 Gondola-Equipped	69,478	XXXXXX	35
36		4-115 Hopper-Covered	155,232	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	58,092	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	35,745	XXXXXX	38
39		4-118 Refrigerator-Mechanical	15,807	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	11,324	XXXXXX	40
41		4-120 Flat-TOFC/COFC	17,345	XXXXXX	41
42		4-121 Flat-Multi-Level	17,772	XXXXXX	42
43		4-122 Flat-General Service	77	XXXXXX	43
44		4-123 Flat-All Other	29,368	XXXXXX	44
45		4-124 All Other Car Types-Total	2,899	XXXXXX	45
46		4-125 TOTAL (Lines 31-45)	727,108	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)			
47		4-130 Box-Plain 40-Foot	-	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	17,898	XXXXXX	48
49		4-132 Box-Equipped	21,115	XXXXXX	49
50		4-133 Gondola-Plain	182,163	XXXXXX	50
51		4-134 Gondola-Equipped	37,231	XXXXXX	51
52		4-135 Hopper-Covered	309,782	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	86,204	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	208,459	XXXXXX	54
55		4-138 Refrigerator-Mechanical	20,854	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	857	XXXXXX	56
57		4-140 Flat-TOFC/COFC	315,027	XXXXXX	57
58		4-141 Flat-Multi-Level	232,513	XXXXXX	58
59		4-142 Flat-General Service	4	XXXXXX	59
60		4-143 Flat-All Other	50,693	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	129,634	XXXXXX	61
62		4-145 Tank - 22,000 Gallons and Over	231,087	XXXXXX	62
63		4-146 All Other Car Types-Total	11,521	XXXXXX	63
64		4-147 TOTAL (Lines 47-63)	1,855,042	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		4-15 Private Line Cars - Empty (H)			
65		4-150 Box-Plain 40-Foot	-	XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	11,019	XXXXXX	66
67		4-152 Box-Equipped	15,330	XXXXXX	67
68		4-153 Gondola-Plain	165,811	XXXXXX	68
69		4-154 Gondola-Equipped	26,510	XXXXXX	69
70		4-155 Hopper-Covered	262,491	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	78,887	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	192,274	XXXXXX	72
73		4-158 Refrigerator-Mechanical	10,495	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	722	XXXXXX	74
75		4-160 Flat-TOFC/COFC	32,608	XXXXXX	75
76		4-161 Flat-Multi-Level	126,491	XXXXXX	76
77		4-162 Flat-General Service	-	XXXXXX	77
78		4-163 Flat-All Other	40,559	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	126,599	XXXXXX	79
80		4-165 Tank - 22,000 Gallons and Over	224,577	XXXXXX	80
81		4-166 All Other Car Types-Total	2,648	XXXXXX	81
82		4-167 TOTAL (Lines 65-81)	1,317,021	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	33,556	XXXXXX	83
84		4-18 No Payment Car-Miles (I) <1>	187,314	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)			
85		4-191 Unit Trains	1,763,933	XXXXXX	85
86		4-192 Way Trains	206,679	XXXXXX	86
87		4-193 Through Trains	3,039,401	XXXXXX	87
88		4-194 TOTAL (Lines 85-87)	5,010,013	XXXXXX	88
89		4-20 Caboose Miles	129	XXXXXX	89

<1> Total number of loaded miles ___0___ and empty miles ___0___ by roadrailer reported above.

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

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Check Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		6 Gross Ton-Miles (thousands) (K)			
98		6-01 Road Locomotives	37,479,989		98
		6-02 Freight Trains, Crs., Cnts., & Caboose			
99		6-020 Unit Trains	146,309,417	XXXXXX	99
100		6-021 Way Trains	13,640,713	XXXXXX	100
101		6-022 Through Trains	255,351,042	XXXXXX	101
102		6-03 Passenger-Trains, Crs., & Cnts.	-		102
103		6-04 Non-Revenue	3,426,459	XXXXXX	103
104		6-05 TOTAL (Lines 98-103)	456,207,620		104
		7 Tons of Freight (thousands)			
105		7-01 Revenue	423,777	XXXXXX	105
106		7-02 Non-Revenue	1,814	XXXXXX	106
107		7-03 TOTAL (Lines 105 and 106)	425,591	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue - Road Service	228,394,651	XXXXXX	108
109		8-02 Revenue - Lake Transfer Service	-	XXXXXX	109
110		8-03 TOTAL (Lines 108 and 109)	228,394,651	XXXXXX	110
111		8-04 Non-Revenue - Road Service	1,216,165	XXXXXX	111
112		8-05 Non-Revenue - Lake Transfer Service	-	XXXXXX	112
113		8-06 TOTAL (Lines 111 and 112)	1,216,165	XXXXXX	113
114		8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	229,610,816	XXXXXX	114
		9 Train Hours (M)			
115		9-01 Road Service	4,716,704	XXXXXX	115
116		9-02 Train Switching	1,092,914	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,392,143	XXXXXX	117
		11 Train-Miles Work Trains (O)			
118		11-01 Locomotives	655,178	XXXXXX	118
119		11-02 Motorcars	-	XXXXXX	119
		12 Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	2,469,799	XXXXXX	120
121		12-02 Way Trains	3,894,996	XXXXXX	121
122		12-03 Through Trains	11,708,749	XXXXXX	122
123		13 TOFC/COFC - No. of Revenue Trailers & Containers Loaded and Unloaded (Q)	3,659,194	XXXXXX	123
124		14 Multi-Level Cars - No. of Motor Vehicles Loaded & Unloaded (Q)	3,595,352	XXXXXX	124
125		15 TOFC/COFC - No. of Revenue Trailers Picked Up & Delivered (R)	-	XXXXXX	125
		16 Revenue-Tons Marine Terminal (S)			
126		16-01 Marine Terminals - Coal	12,207,498	XXXXXX	126
127		16-02 Marine Terminals - Ore	4,702,460	XXXXXX	127
128		16-03 Marine Terminals - Other	300,378	XXXXXX	128
129		16-04 TOTAL (Lines 126-128)	17,210,336	XXXXXX	129
		17 Number of Foreign Per Diem Cars on Line (T)			
130		17-01 Serviceable	19,840	XXXXXX	130
131		17-02 Unserviceable	82	XXXXXX	131
132		17-03 Surplus	-	XXXXXX	132
133		17-04 TOTAL (Lines 130-132)	19,922	XXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	4.60	XXXXXX	134

VERIFICATION

The foregoing report shall be verified by the oath of the officer having control of the accounting of the respondent. This report shall also be verified by the oath of the president or other chief officer of the respondent, unless the respondent states that such officer has no control over the respondent's accounting and reporting.

OATH

(To be made by the officer having control over the accounting of the respondent)

State of **Florida**
County of **Duval**
Carolyn T. Sizemore makes oath and states that he (she) is **Vice President and Controller**
(insert here name of the affiant) (insert here the official title of the affiant)
of **CSX TRANSPORTATION, INC.**
(insert here the exact legal title or name of the respondent)

that it is his or her duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he or she knows that such books have been kept in good faith during the period covered by this report; that he or she knows that the entries contained in this report relate to accounting matters that have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroad Companies and other accounting and reporting directives of the Surface Transportation Board; that he or she believes that all other statements of fact contained in this report are true, and that this report is a correct and complete statement, accurately taken from the books and records, of the business and affairs of the above-named respondent during the period of time from and including January 1, 2011, to and including December 30, 2011.

Carolyn T. Sizemore
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 20th day of March, 2012.
My commission expires 08-12-13.

Use an LS impression seal

GENON G. JENKINS
MY COMMISSION # DD 879935
EXPIRES: August 12, 2013
Bonded Thru Notary Public Underwriters

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

SUPPLEMENTAL OATH

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

State of **Florida**
County of **Duval**
Michael J. Ward makes oath and states that he (she) is **President and Chief Executive Officer**
(insert here name of the affiant) (insert here the official title of the affiant)
of **CSX TRANSPORTATION, INC.**
(insert here the exact legal title or name of the respondent)

that he or she has carefully examined the foregoing report; that he or she believes that all statements of fact contained in the said report are true; and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including January 1, 2011, to and including December 30, 2011.

Michael Ward
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 20th day of March, 2012.
My commission expires 9-11-12.

Use an LS impression seal

STEPHANIE REYNOLDS
MY COMMISSION # DD 821998
EXPIRES: September 11, 2012
Bonded Thru Notary Public Underwriters

Stephanie Reynolds
(signature of officer authorized to administer oaths)

MEMORANDA
(FOR USE OF BOARD ONLY)
CORRESPONDENCE

Office Addressed		Date of Letter, Fax or Telegram			Subject	Answer Needed	Answer			
							Date of Letter, Fax, or Telegram			File Number of Letter, Fax, or Telegram
Name	Title	Month	Day	Year	Page		Month	Day	Year	

CORRECTIONS

Date Correction			Page	Date of Letter, Fax or Telegram of			Authority			Clerk Making Correction Name
							Officer sending letter, fax or telegram		Board File Number	
Month	Day	Year		Month	Day	Year	Name	Title		

EXPLANATORY REMARKS

INDEX

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

INDEX (Concluded)

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

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