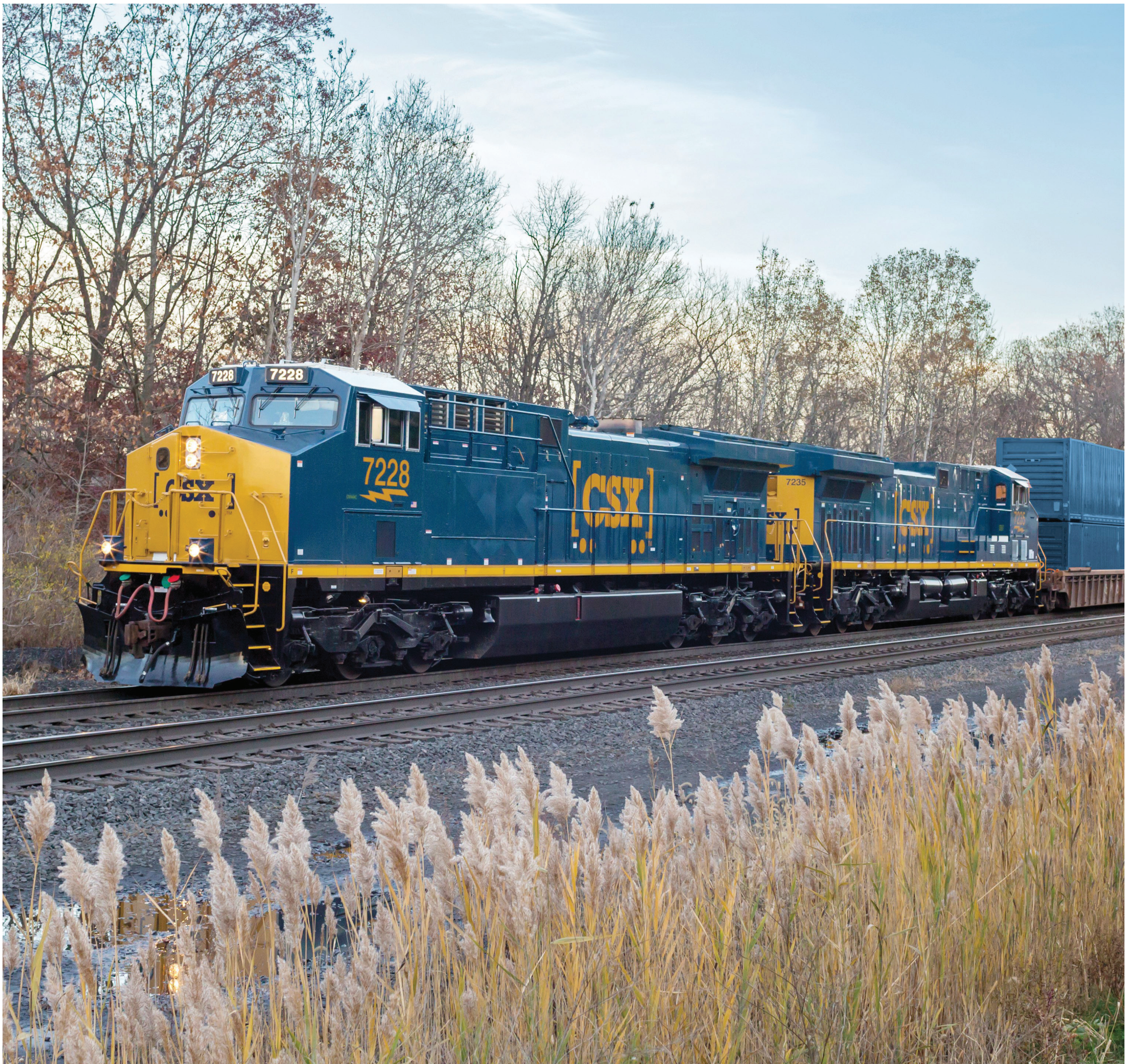
CSX Transportation

Class I Railroad Annual Report

To the Surface Transportation Board for
the year ending December 31, 2020



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Expiration Date 12-31-22

Class I Railroad

Annual Report

CSX TRANSPORTATION, INC.

To The

Surface Transportation Board

For the Year Ending December 31, 2020

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

(Name) **Angela C. Williams** (Title) **VP & Chief Accounting Officer**

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

(Office address) **500 Water Street, 7th Floor C729, Jacksonville, FL 32202-4423**
(Street and number, city, state, and ZIP code)

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 in 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

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SPECIAL NOTICE

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

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

Supplemental Information about the Annual Report (R-1)

The following information is provided in Compliance with OMB requirements and pursuant to the Paperwork Reduction Act of 1995, 44 U.S.C. §§ 3501-3519 (PRA):

This information collection is mandatory pursuant to 49 U.S.C. § 11145. The estimated hour burden for filing this report is estimated at 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 its 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. 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. Under the PRA, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. Comments and questions about this collection (2140-0009) should be directed to Paperwork Reduction Officer, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423-0001.

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.

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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 or trustees:

   Virginia

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

   N/A

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 $ **NONE** per share; second preferred $ **NONE** per share; debenture stock $ **NONE** per share.

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

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

4. Are voting rights attached to any securities other than stock? [ ] 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 31, 2020** (date).

8. State the total number of stockholders of record, as of the date shown in answer to Inquiry 7. **One** stockholders.

9. Give the names of 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of the 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 — Stock — Common (d)	Stock — Preferred — Second (e)	Stock — Preferred — First (f)	Line No.
1	CSX Corporation	Jacksonville, FL	9,061,038	9,061,038	-	-	1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
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16							16
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18							18
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21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of the respondent: 9,061,038 votes cast.
11. Give the date of such meeting: November 4, 2020
12. Give the place of such meeting: Votes cast by Unanimous Written Consent.

NOTES AND REMARKS

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

1 Allegheny and Western Railway Company
2 Atlantic Land and Improvement Company, The
3 Baltimore and Cumberland Valley Rail Road Extension Company, The
4 Baltimore and Ohio Chicago Terminal Railroad, LLC, The
5 Carrollton Railroad, The
6 CSX Realty Development, LLC
7 CSX Transportation International, Inc.
8 CSX Transportation Terminals, Inc.
9 CSXT Intellectual Properties Corporation
10 Dayton and Michigan Railroad Company
11 DOCP Holdings, Inc.
12 Fruit Growers Dispatch, Inc.
13 Fruit Growers Express Company
14 Georgetown and High Line Railway Company, LLC
15 Holston Land Company, Incorporated
16 Lake Erie and Detroit River Railway Company, The
17 North Charleston Terminal Company
18 Rail Wagons, Inc.
19 Real Estate and Improvement Company of Baltimore City, The
20 Richmond, Fredericksburg & Potomac Railway Company
21 Seaboard Coast Line Railway Supplies, Inc.
22 St. Lawrence & Adirondack Railway Company
23 Staten Island - Arlington, Inc.
24 Staten Island Railroad Corporation, The
25 Toledo Ore Railroad Company, The
26 TransKentucky Transportation Railroad, 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	$ 4,442	$ 3,092	1
2		702	Temporary cash investments	-	-	2
3		703	Special deposits	-	-	3
			Accounts receivable			
4		704	- Loan and notes	-	-	4
5		705	- Interline and other balances	1,940	2,248	5
6		706	- Customers	579,033	663,390	6
7		707	- Other	196,278	139,711	7
8		709, 708	- Accrued accounts receivables	122,968	157,551	8
9		708.5	- Receivables from affiliated companies	8,809,467	7,406,486	9
10		709.5	- Less: Allowance for uncollectible accounts	(27,970)	(29,595)	10
11		710, 711, 714	Working funds prepayments deferred income tax debits	62,390	25,205	11
12		712	Materials and supplies	296,415	254,676	12
13		713, 713.5, 713.6	Other current assets	10,685	3,289	13
14			TOTAL CURRENT ASSETS	$ 10,055,648	$ 8,626,053	14
			Other Assets			
15		715, 716, 717	Special funds	$ -	$ -	15
16		721, 721.5	Investments and advances affiliated companies (Schs. 310 and 310A)	1,919,205	1,824,810	16
17		722, 723	Other investments and advances	1	1	17
18		737, 738	Property used in other than carrier operation (Less depreciation) $18,706 CY, $18,238 PY	205,322	207,108	18
19		739, 741	Other assets	966,337	1,112,140	19
20		743	Other deferred debits	8,048	9,863	20
21		744	Accumulated deferred income tax debits	-	-	21
22			TOTAL OTHER ASSETS	$ 3,098,913	$ 3,153,922	22
			Road and Equipment			
23		731, 732	Road (Sch. 330) L-30 Col h & b	$ 32,528,932	$ 31,638,880	23
24		731, 732	Equipment (Sch 330) L-39 Col h & b	8,463,745	9,082,126	24
25		731, 732	Unallocated items	298,792	339,416	25
26		733, 735	Accumulated depreciation and amortization (Schs. 335, 342)	(11,305,412)	(11,335,501)	26
27			Net Road and Equipment	$ 29,986,057	$ 29,724,921	27
28	*		Total Assets	$ 43,140,618	$ 41,504,896	28

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND SHAREHOLDERS' 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			
29		751	Loans and notes payable	$ -	$ -	29
30		752	Accounts payable: interline and other balances	23,695	24,165	30
31		753	Audited accounts and wages	73,893	76,870	31
32		754	Other accounts payable	114,817	200,435	32
33		755, 756	Interest and dividends payable	5,687	7,136	33
34		757	Payables to affiliated companies	540,669	574,046	34
35		759	Accrued accounts payable	732,972	938,315	35
36		760, 761, 761.5 762	Taxes Accrued	369,442	350,071	36
37		763, 763.5, 763.6	Other current liabilities	83,549	128,661	37
38		764	Equipment obligations and other long-term debt due within one year	40,888	245,329	38
39			TOTAL CURRENT LIABILITIES	$ 1,985,612	$ 2,545,028	39
			Non-Current Liabilities			
40		765, 767	Funded debt unmatured	$ 102,908	$ 129,677	40
41		766	Equipment obligations	149,148	160,336	41
42		766.5	Capitalized lease obligations	3,144	3,510	42
43		768	Debt in default	-	-	43
44		769	Accounts payable: affiliated companies	843,375	580,334	44
45		770.1, 770.2	Unamortized debt premium	8,282	13,847	45
46		781	Interest in default	-	-	46
47		783	Deferred revenues - transfers from govt. authorities	-	-	47
48		786	Accumulated deferred income tax credits	6,806,443	6,637,778	48
49		771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	816,261	885,211	49
50			TOTAL NON-CURRENT LIABILITIES	$ 8,729,561	$ 8,410,693	50
			Shareholders' Equity			
51		791, 792	Total capital stock	$ 181,224	$ 181,224	51
52			Common stock	181,224	181,224	52
53			Preferred stock	-	-	53
54			Discount on capital stock	-	-	54
55		794, 795	Additional capital	5,085,660	5,085,660	55
			Retained earnings:			
56		797	Appropriated	-	-	56
57		798	Unappropriated	27,116,507	25,245,515	57
58		798.5	Less treasury stock	-	-	58
59		799	Accumulated Other Comprehensive Income or (loss)	40,016	34,624	59
60			Total stockholders equity	$ 32,423,407	$ 30,547,023	60
61			Noncontrolling interest	2,038	2,152	61
62			Total equity (Lines 60 + 61)	$ 32,425,445	$ 30,549,175	62
63			Total Liabilities & Shareholders' Equity	$ 43,140,618	$ 41,504,896	63

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 5 on Page 16

   (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 5 on Page 16

   (c) Is any part of the 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 5 on Page 16.

   (e) Is any part of the pension plan fund invested in stock or other securities of the respondent or its affiliates? Specify Yes ___ No X
   If yes, give number of the shares for each class of stock or other security. ______

   Are voting rights attached to any securities held by the pension plan? Specify Yes X No ___ If yes, who determines how stock is voted? The trustee, subject to approval and direction of Investment Committee.

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

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

   (b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was $ 0

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

Continued on following page

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

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

Disclose the nature and amount of contingency that is material.

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

See Note 2 beginning on page 12.

(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	N/A
as of 12/31/2020	Noncurrent Portfolio	$ -	$ -	N/A	N/A
(Previous Yr.)	Current Portfolio	$ -	$ -	N/A	N/A
as of 12/31/2019	Noncurrent Portfolio	$ -	$ -	N/A	N/A

At 12/31/2020, 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 2020 (year)

The cost of securities was based on the N/A (method) cost of all the shares of each security held at time of sale.

Significant net realized and net unrealized gains and losses arising after date of the financial statements but prior to the filing, applicable to marketable equity securities owned at balance sheet date shall be disclosed below:

NOTE: 12/31/2020 Balance sheet date of reported year unless specified as previous year.

NOTE 1. Nature of Operations and Significant Accounting Policies

Business

CSX Transportation, Inc. together with its subsidiaries ("CSXT" or the "Respondent" or the “Company”), based in Jacksonville, Florida, is one of the nation's leading transportation companies. The Respondent provides rail-based transportation services including traditional rail service, the transport of intermodal containers and trailers, as well as other transportation services. 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 19,500 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 links customers to railroads via trucks and terminals. CSXT also serves thousands of production and distribution facilities through track connections to more than 230 short-line and regional railroads.

CSXT is also responsible for real estate sales, leasing, acquisition and management and development activities. Substantially all of these activities are focused on supporting railroad operations. Results of certain activities that are considered non-operating for STB reporting purposes, including land sales, easements, royalties, and some leases are reported in miscellaneous income.

Lines of Business

During 2020, CSXT’s transportation services generated $10.3 billion of revenue and served three primary lines of business: merchandise, intermodal and coal.

- The merchandise business shipped 2.5 million carloads (43% of volume) and generated 69% of revenue in 2020. The Respondent's merchandise business is comprised of shipments in the following diverse markets: chemicals, agricultural and food products, automotive, minerals, forest products, metals and equipment, and fertilizers.
- The intermodal business shipped 2.7 million units (46% of volume) and generated 16% of revenue in 2020. The intermodal business combines the superior economics of rail transportation with the short-haul flexibility of trucks and offers a cost and environmental advantage over long-haul trucking. Through a network of more than 30 terminals, the intermodal business serves all major markets east of the Mississippi River and transports mainly manufactured consumer goods in containers, providing customers with truck-like service for longer shipments.
- The coal business shipped 637 thousand carloads (11% of volume) and generated 14% of revenue in 2020. The Respondent transports domestic coal, coke and iron ore to electricity-generating power plants, steel manufacturers and industrial plants as well as export coal to deep-water port facilities. Approximately one-quarter to one-third of export coal and the majority of the domestic coal that the Respondent transports is used for generating electricity or industrial purposes.

Other revenue accounted for 1% of the Respondent's total revenue in 2020. This revenue category includes revenue from regional subsidiary railroads, demurrage, revenue for customer volume commitments not met, switching, other incidental charges and adjustments to revenue reserves. Revenue from regional railroads includes shipments by railroads that the Respondent does not directly operate. Demurrage represents charges assessed when freight cars or other equipment is held beyond a specified period of time. Switching revenue represents charges assessed when a railroad 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 fairly present the financial position of the Respondent at December 31, 2020 and December 31, 2019. Certain prior year data has been reclassified to conform to current presentation.

Principles of Consolidation

The consolidated financial statements include results of operations of the Respondent over which CSXT has majority ownership or financial control. All significant intercompany accounts and transactions have been eliminated. 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 were accounted for under the equity method (if the Respondent has significant influence but does not have control).

The Respondent's Paducah and Louisville Transportation Inc. and Midland United Corp. subsidiaries are not consolidated with CSXT as neither functions as an integrated rail system with CSXT or is under the control of CSXT. Instead, they are treated as equity-method investments.

Cash and Cash Equivalents

The Respondent participates in the CSX cash management plan under which cash in excess of current operating requirements 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.

Materials and Supplies

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

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

Properties

Depreciation Method

The depreciable assets of the Respondent are depreciated using either the group-life or straight-line method of accounting. The Respondent depreciates its railroad assets, including main-line track, locomotives and freight cars, using the group-life method. The remaining depreciable assets of the Respondent, including non-railroad assets and assets under finance leases, are depreciated using the straight-line method on a per-asset basis. Land is not depreciated.

The group-life method aggregates assets with similar lives and characteristics into groups and depreciates each of these groups as a whole. When using the group-life method, an underlying assumption is that each group of assets, as a whole, is used and depreciated to the end of its group's recoverable life. The Respondent currently utilizes different depreciable asset categories to account for depreciation expense for the railroad assets that are depreciated under the group-life method. By utilizing various depreciable categories, the Respondent can more accurately account for the use of its assets. All assets of the Respondent are depreciated on a time or life basis.

The group-life method of depreciation 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 accurate and effective way to properly depreciate its assets.

Estimated Useful Life

Management performs a review of depreciation expense and useful lives on a regular basis. Under the group-life method, the service lives and salvage values for each group of assets are determined by completing periodic depreciation studies and applying management's methods to determine the service lives of its properties. A depreciation study is the periodic review of asset service lives, salvage values, accumulated depreciation, and other related factors for group assets conducted by a third-party specialist, analyzed by the Respondent's management and approved by the STB. The STB requires depreciation studies be performed every three years for equipment assets (e.g. locomotives and freight cars) and every six years for road and track assets (e.g. bridges, signals, rail, ties, and ballast). The Respondent believes the frequency of depreciation studies currently required by the STB, complemented by annual data reviews conducted by a third-party specialist and analyzed by the Respondent's management, provides adequate review of asset service 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 Respondent completed a depreciation study for its road and track assets in 2020 and for equipment assets in 2019, both of which resulted in changes to accumulated depreciation, service lives, salvage values, and other related factors for certain assets. These changes did not materially impact the Respondent's depreciation expense.

Group-Life Assets Sales and Retirements

Since the rail network is one contiguous, connected network it is impractical to maintain specific identification records for these assets. For track assets (e.g. rail, ties, and ballast), CSXT utilizes a first-in, first-out approach to asset retirements. Equipment assets (e.g. locomotives and freight cars) are specifically identified at retirement. When an equipment asset is retired that has been depreciated using the group-life method, the cost is reduced from the cost base and recorded in accumulated depreciation.

For sales or retirements of assets depreciated under the group-life method 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 immediately recognized. This practice is consistent with accounting treatment normally prescribed under the group-life method. As part of the depreciation 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 service life of the asset group until the next required depreciation study. Since the overall assumption with the group-life method is that the assets within the group on average have the same service life and characteristics, it is therefore concluded that the deferred gains and losses offset over time.

For sales or retirements of assets depreciated under the group-life method that do not occur in the ordinary course of business, a gain or loss may be recognized if the sale or retirement meets each of the following criteria: (i) it is unusual, (ii) it is material in amount, (iii) it varies significantly from the retirement profile identified through depreciation studies, and (iv) the STB approves such treatment.

Land and Straight-line Assets Sales and Retirements

When assets depreciated under the straight-line method are sold or retired, the gain or loss is recognized in railway operating expenses. Gains or losses on the dispositions of land are recorded in miscellaneous income on Schedule 210.

Impairment Review

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 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.

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

Revenue Recognition

The Respondent's revenues are primarily derived from the transportation of freight as performance obligations that arise from its contracts with customers are satisfied. The Company generates revenue from freight billings under contracts with customers generally on a rate per carload, container or ton-basis based on length of haul and commodities carried. The Respondent's performance obligation arises when it receives a bill of lading ("BOL") to transport a customer's commodities at a negotiated price contained in a transportation services agreement or a publicly disclosed tariff rate. Once a BOL is received, a contract is formed whereby the parties are committed to perform, collectability of consideration is probable and the rights of the parties, shipping terms and conditions, and payment terms are identified. A customer may submit several BOLs for transportation services at various times throughout a service agreement term but each shipment represents a distinct service that is a separately identified performance obligation.

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 is recognized ratably over transit time and is based on average cycle times to move commodities and products from their origin to their final destination or interchange;
- adjustments to revenue for billing corrections and billing discounts;
- 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; and
- incentive-based refunds to customers, which are primarily based on customers achieving certain volume thresholds, 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 forecasted future volume).

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

The Respondent maintains an allowance for credit losses to provide for the estimated amount of receivables that will not be collected. The allowance is based upon an assessment of risk characteristics, historical payment experience, and the age of outstanding receivables adjusted for forward-looking economic conditions as necessary.

Total Other Income

The Respondent derives income from items that are not considered operating activities. Income from these items is reported net of related expense. Miscellaneous income (expense) includes equity earnings or losses, investment gains and losses, gains or losses on land sales and other non-operating activities and may fluctuate due to timing.

New Accounting Pronouncements

In June 2016, the FASB issued ASU *Measurement of Credit Losses on Financial Instruments*, which replaces current methods for evaluating impairment of financial instruments not measured at fair value, including trade accounts receivable and certain debt securities, with a current expected credit loss model. CSXT was required to adopt this new standard update by January 1, 2020. Adoption did not have a material effect on the Respondent's results of operations.

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:

- personal injury, 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); and
- depreciation policies for assets under the group-life method (see "Properties" in this note)

NOTE 2. Casualty, Environmental and Other Reserves

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

(Dollars in Millions)	Casualty Reserves	Environmental Reserves	Other Reserves	Total
December 31, 2018	$ 181	$ 80	$ 13	$ 274
Charged to Expense	55	17	24	96
Payments	(65)	(23)	(26)	(114)
December 31, 2019	$ 171	$ 74	$ 11	$ 256
Charged to Expense	52	20	26	98
Payments	(44)	(18)	(28)	(90)
December 31, 2020	**$ 179**	**$ 76**	**$ 9**	**$ 264**

Personal injury and environmental reserves are considered critical accounting estimates due to the need for management judgment. In the table above, the impacts of changes in estimates are included in the charged to expense amount and were not material in 2020 or 2019. Casualty, environmental and other reserves are provided for in the Schedule 200 within accrued accounts payable and other long term liabilities and deferred credits as follows:

	December 2020			December 2019		
(Dollars in Millions)	**Current**	**Long-term**	**Total**	Current	Long-term	Total
Casualty:						
Personal Injury	**$ 35**	**$ 81**	**$ 116**	$ 39	$ 76	$ 115
Occupational	**11**	**52**	**63**	6	50	56
Total Casualty	**$ 46**	**$ 133**	**$ 179**	$ 45	$ 126	$ 171
Environmental	**24**	**52**	**76**	31	43	74
Other	**9**	**—**	**9**	11	—	11
Total	**$ 79**	**$ 185**	**$ 264**	$ 87	$ 169	$ 256

These liabilities are accrued when probable and reasonably estimable. Actual settlements and claims received could differ and final outcomes 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 individually, when finally resolved, will have a material adverse effect on the Respondent's financial condition, results of operations or liquidity. Should a number of these items occur in the same period, however, their combined effect could be material in that particular period.

Casualty

Casualty reserves of $179 million and $171 million for 2020 and 2019, respectively, represent accruals for personal injury, occupational disease and occupational injury claims. The Respondent’s self-insured retention amount for these claims is $75 million per occurrence. Currently, no individual claim is expected to exceed the self-insured retention amount. 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 estimate. 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.

Personal Injury

Personal injury reserves represent liabilities for employee work-related and third-party injuries. Work-related injuries for CSXT employees are primarily subject to the Federal Employers' Liability Act ("FELA"). CSXT retains an independent actuary to assist management in assessing the value of personal injury claims. An analysis is performed by the actuary 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 based largely on CSXT's historical claims and settlement experience.

Occupational

Occupational reserves represent liabilities arising from allegations of exposure to certain materials in the workplace (such as solvents, soaps, chemicals and diesel fumes), past exposure to asbestos or allegations of chronic physical injuries resulting from work conditions (such as repetitive stress injuries).

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

Environmental

Environmental reserves were $76 million and $74 million for 2020 and 2019, respectively. 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 210 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 ("CERCLA"), also known as the Superfund Law, or similar state statutes. Most of these proceedings arose from environmental conditions on properties used for ongoing or discontinued railroad operations. A number of these proceedings, however, are based on allegations that the Respondent, or its predecessors, sent hazardous substances to facilities owned or operated by others for treatment, recycling or disposal. In addition, some of the Respondent's land holdings were leased to others for commercial or industrial uses that may have resulted in releases of hazardous substances or other regulated materials onto the property and could give rise to proceedings against the Respondent.

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

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

- type of clean-up required;
- nature of the Respondent's alleged connection to the location (e.g., generator of waste sent to the site or owner or operator of the site);
- 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.

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 reasonably 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 railway operating expenses.

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 reasonably estimated. Based upon information currently available, however, the Respondent believes its environmental reserves accurately reflect the estimated cost of remedial actions currentlyrequired.

Other

Other reserves were $9 million and $11 million for 2020 and 2019, respectively. These reserves represent liabilities for various claims, such as disability claims, freight claims and claims for property.

NOTE 3. Leases

The Respondent has various lease agreements with terms up to 50 years, including leases of land, land with integral equipment (e.g. track), buildings and various equipment. Some leases include options to purchase, terminate or extend for one or more years. These options are included in the lease term when it is reasonably certain that the option will be exercised.

At inception, the Respondent determines if an arrangement contains a lease and whether that lease meets the classification criteria of a finance or operating lease. Some of the lease arrangements contain lease components (e.g. minimum rent payments) and non-lease components (e.g. maintenance, labor charges, etc.). The Respondent generally accounts for each component separately based on the estimated standalone price of each component. For certain equipment leases, such as freight car, vehicles and work equipment, the Respondent accounts for the lease and non-lease components as a single lease component.

Certain of the Respondent's lease agreements include rental payments that are adjusted periodically for an index or rate. The leases are initially measured using the projected payments adjusted for the index or rate in effect at the commencement date. The Respondent's lease agreements do not contain any material residual value guarantees or material restrictive covenants.

Operating Leases

Operating leases are included in other assets, other current liabilities and other long-term liabilities and deferred credits on the consolidated balance sheets. These assets and liabilities are recognized at the commencement date based on the present value of remaining lease payments over the lease term using the Respondent's secured incremental borrowing rates or implicit rates, when readily determinable. Short-term operating leases, which have an initial term of 12 months or less, are not recorded on Schedule 200.

The Respondent has various lease agreements with other parties with terms up to 50 years. Non-cancelable, long-term leases may include provisions for maintenance, options to purchase and options to extend the terms. Lease expense for operating leases, including leases with escalations over their terms, is recognized on a straight-line basis over the lease term. Variable lease expense is recognized in the period in which the obligation for those payments is incurred. Lease expense is included in railway operating expenses on Schedule 210.

Lease income is not material to the results of operations for the year ended December 2020.

NOTE 3. Leases, *continued*

The Respondent has a significant operating lease with the State of Georgia for approximately 137 miles of right-of-way with integral equipment for an additional term of 50 years with an annual 2.5% increase. The following table presents information about the amount, timing and uncertainty of cash flows arising from all of the Respondent's operating leases as of December 31, 2020.

(Dollars in Millions)

		December 2020
Maturity of Lease Liabilities		**Lease Payments**
2021		49
2022		47
2023		41
2024		37
2025		33
Thereafter		1,167
Total undiscounted operating lease payments	$	1,374
Less: Imputed interest		(866)
Present value of operating lease liabilities	$	**508**

Balance Sheet Classification		**2020**	2019
Right of use asset	$	**480**	545
Current lease liabilities (recorded in other current liabilities)		**48**	57
Long-term lease liabilities		**460**	506
Total operating lease liabilities	**$**	**508**	563

Other Information	**2020**	2019
Weighted-average remaining lease term for operating leases	34 years	32 years
Weighted-average discount rate for operating leases	5.0%	5.0%

Cash Flows

As of December 2020 and 2019, the Respondent's right-of-use asset was valued at $480 million and $545 million, respectively. An initial asset of $512 million was recognized as a non-cash asset addition upon adoption of the new lease accounting standard effective January 1, 2019. Additional right-of-use assets of $6 million and $86 million were recognized as non-cash asset additions that resulted from new operating lease liabilities during the years ended 2020 and 2019, respectively. Cash paid for amounts included in the present value of operating lease liabilities was $60 million each during the years ended 2020 and 2019, and is included in net cash provided from operating activities.

Operating Lease Costs

These costs are primarily related to long-term operating leases, but also include immaterial amounts for variable leases and short-term leases with terms greater than 30 days. These amounts are shown in the table below.

	Fiscal Years			
(Dollars in Millions)		**2020**		2019
Rent Expense on Operating Leases	**$**	**82**	$	86

NOTE 3. Leases, *continued*

Finance Leases

Finance leases are included in net road and equipment and capitalized lease obligations on the statement of financial position. The associated amortization expense and interest expense are included in depreciation and interest expense, respectively, on the results of operations. These leases are not material to the consolidated financial statements as of December 31, 2020.

NOTE 4. Commitments and Contingencies

Purchase Commitments

CSXT's long-term locomotive maintenance program agreement with a third-party contains commitments related to specific locomotive rebuilds and a long-term maintenance program that covers a portion of CSXT's fleet of locomotives. The maintenance program costs are based on the maintenance cycle for each covered locomotive, which is determined by the asset's age and type. Expected future costs may change as required maintenance schedules are revised and locomotives are placed into or removed from service. Under CSXT's current obligations, the agreement will expire no earlier than 2035. The following table summarizes the number of active and inactive locomotives covered and CSXT's payments under the long-term maintenance program.

	Fiscal Years	
(Dollars in Millions)	**2020**	2019
Amounts Paid	**$ 158**	$ 139
Number of Locomotives	**1,874**	1,897

The total of annual payments under the agreement, including those related to locomotive rebuilds and the long-term maintenance program, are estimated in the table below. Additionally, the Respondent has various other commitments to purchase technology, communications, railcar maintenance and other services from various suppliers. Total annual payments under all of these purchase commitments are also estimated in the table below.

(Dollars in Millions)	**Locomotive Maintenance & Rebuild Payments**	**Other Commitments**	**Total**
2021	$ 195	$ 20	$ 215
2022	204	18	222
2023	228	16	244
2024	270	14	284
2025	284	14	298
Thereafter	1,892	92	1,984
Total	$ 3,073	$ 174	$ 3,247

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 property and liability programs. During 2020, the Respondent restructured its property insurance program to increase the level at which the Respondent retains all risks from $50 million to $100 million per occurrence for losses from floods and named windstorms from $25 million to $75 million per occurrence for other property losses. For third party claims, the Respondent retains all risk up to $75 million per occurrence. As the Respondent negotiates insurance coverage above its full self-retention amounts, it retains a percentage of risk at various layers of coverage. While the Respondent believes its insurance coverage is adequate, future claims could exceed existing insurance coverage or insurance may not continue to be available at commercially reasonable rates.

Fuel Surcharge Antitrust Litigation

In May 2007, class action lawsuits were filed against CSXT and three other U.S.-based Class I railroads alleging that the defendants' fuel surcharge practices relating to contract and unregulated traffic resulted from an illegal conspiracy in violation of antitrust laws. The class action lawsuits were consolidated into one case in federal court in the District of Columbia. In 2017, the District Court issued its decision denying class certification. On August 16, 2019, the U.S. Court of Appeals for the D.C. Circuit affirmed the District Court's ruling.

The consolidated case is now moving forward without class certification. Although a class was not certified, shippers other than those who brought the original lawsuit in 2007 must decide whether to bring their own individual claim against one or more railroads. Individual shipper claims filed to date have been consolidated into a separate case.

CSXT believes that its fuel surcharge practices were arrived at and applied lawfully and that the case is without merit. Accordingly, the Respondent intends to defend itself vigorously. However, penalties for violating antitrust laws can be severe, and resolution of these matters individually or when aggregated could have a material adverse effect on the Respondent 's financial condition, results of operations or liquidity in that particular period.

NOTE 4. Commitments and Contingencies, *continued*

Environmental

CSXT is indemnifying Pharmacia LLC (formerly known as Monsanto Company) for certain liabilities associated with real estate located in Kearny, New Jersey along the Lower Passaic River (the “Property”). The Property, which was formerly owned by Pharmacia, is now owned by CSXT. CSXT's indemnification and defense duties arise with respect to several matters. The U.S. Environmental Protection Agency ("EPA"), using its CERCLA authority, seeks the investigation and cleanup of hazardous substances in the 17-mile Lower Passaic River Study Area (the "Study Area”). CSXT, on behalf of Pharmacia, and a significant number of other potentially responsible parties are together conducting a Remedial Investigation and Feasibility Study of the Study Area pursuant to an Administrative Settlement Agreement and Order on Consent with the EPA. Pharmacia’s share of responsibility, indemnified by CSXT, for the investigation and cleanup costs of the Study Area may be determined through various mechanisms including (a) an allocation and settlement with EPA; (b) litigation brought by EPA against non-settling parties; or (c) litigation among the responsible parties.

In March 2016, EPA issued its Record of Decision detailing the agency’s mandated remedial process for the lower 8 miles of the Study Area. Approximately 80 parties, including Pharmacia, are participating in an EPA-directed allocation and settlement process to assign responsibility for the remedy selected for the lower 8 miles of the Study Area. CSXT is participating in the EPA-directed allocation and settlement process on behalf of Pharmacia. At a later date, EPA will select a remedy for the remainder of the Study Area and is expected to again seek the participation of private parties to implement the selected remedy using EPA’s CERCLA authority to compel such participation, if necessary.

CSXT is also defending and indemnifying Pharmacia with regard to the Property in litigation filed by Occidental Chemical Corporation, which is seeking to recover various costs. These costs include costs for the remedial design of the lower 8 miles of the Study Area, as well as anticipated costs associated with the future remediation of the lower 8 miles of the Study Area and potentially the entire Study Area. Alternatively, Occidental seeks to compel some, or all of the defendants to participate in the remediation of the Study Area. Pharmacia is one of approximately 110 defendants in this federal lawsuit filed by Occidental on June 30, 2018.

CSXT is also defending and indemnifying Pharmacia in a cooperative natural resource damages assessment process related to the Property. Based on currently available information, the Company does not believe any indemnification or remediation costs potentially allocable to CSXT with respect to the Property and the Study Area would be material to the Company'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 fuel surcharge practices, tax matters, environmental and hazardous material exposure matters, FELA and labor claims by current or former employees, other personal injury or property 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.

The Respondent is able to estimate a range of possible loss for certain legal proceedings for which a loss is reasonably possible in excess of reserves established. The Respondent has estimated this range to be $1 million to approximately $24 million in aggregate at December 31, 2020. This estimated aggregate range is based upon currently available information and is subject to significant judgment and a variety of assumptions. Accordingly, the Respondent's estimate will change from time to time, and actual losses may vary significantly from the current estimate.

NOTE 5. 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 prior to 2003, the plans provide eligible employees with retirement benefits based predominantly on years of service and compensation rates near retirement. For employees hired between 2003 to 2020, benefits are determined based on a cash balance formula, which provides benefits by utilizing interest and pay credits based upon age, service and compensation. CSX allocates to the Respondent a portion of the pension expense or benefit for the CSX pension plans based on the Respondent's relative level of participation. Beginning in 2020, the CSX Pension Plan is closed to new participants. In addition, the Respondent sponsors one pension plan for retired United Transportation Union employees. The expenses for this plan along with the allocated expenses from the various CSX pension plans amounted to less than $1 million benefit and $9 million benefit in 2020 and 2019, respectively.

In addition to these plans, the Respondent sponsors a post-retirement medical plan and a non-contributory life insurance plan that provide certain benefits to full-time, salaried, management employees hired prior to 2003, upon their retirement if certain eligibility requirements are met. Changes to the post-retirement medical and life insurance plans were communicated to participants in October 2018. Beginning in 2019, both the life insurance benefit for eligible active employees and health savings account contributions made by the plan sponsor to eligible retirees younger than 65 will be eliminated. Beginning in 2020, the employer-funded health reimbursement arrangements for eligible retirees 65 years or older were eliminated. CSX allocates to the Respondent a portion of the expense for these plans based on the Respondent's relative level of participation. The allocated expense to the Respondent amounted to less than $1 million expense and $3 million benefit in 2020 and 2019, respectively.

The Respondent engages independent actuaries to compute the amounts of liabilities and expenses relating to these plans subject to the assumptions that the Respondent determines are appropriate based on historical trends, current market rates and future projections. These amounts are reviewed by management.

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.

NOTE 5. Employee Benefit Plans, *continued*

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 $20 million and $26 million in 2020 and 2019, 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 $35 million and $37 million in 2020 and 2019, 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. Those amounts were $16 million and $35 million for 2020 and 2019, respectively.

NOTE 6. Debt Agreements

Debt at December 2020 and December 2019 is shown in the table below.

(Dollars in Millions)	**Maturity at December 2020**	**Average Interest Rates at December 2020**	**December 2020**	December 2019
Notes [(a)]	2021-2068	2.3%	**$ 985**	$ 951
Equipment Obligations	2021-2023	6.3%	**160**	178
Capital Leases	2021-2026	14.5%	**3**	4
Subtotal Long-term Debt (including current portion)			**$ 1,148**	$ 1,133
Less Debt Due within One Year			**(41)**	(245)
Total Long-term Debt (excluding current portion)			**$ 1,107**	$ 888

(a) Notes at December 2020 and 2019 include $475 million and $429 million, respectively of demand loans with a subsidiary of P&L Transportation, Inc. Additionally, Notes at December 2020 and 2019 include a $368 million and $151 million of promissory notes with a subsidiary of Conrail. Both notes are included on the Schedule 200 as accounts payable: affiliated companies. For additional information, see Note 7. Related Party Transactions.

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 the Respondent, 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.); and
- Level 3 - significant unobservable inputs (including the Respondent's own assumptions about the assumptions market participants would use in determining the fair value of investments).

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 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 is valued with assistance from a third party that utilizes closing transactions, market quotes or market values of comparable debt. For those investments not valued by the third party, the fair value has been estimated by applying market rates of similar instruments to the scheduled contractual debt payments and maturities. These market rates are provided by the same third party. 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, credit ratings, 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 Respondent'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 2020**	December 2019
Long-term Debt (Including Current Maturities):		
Fair Value	**$ 1,150**	$ 1,203
Carrying Value	**1,148**	1,133

NOTE 6. Debt Agreements, *continued*

Long-term Debt Maturities

(Dollars in Millions) Fiscal Years Ending		Maturities as of December 2020
2021		41
2022		486
2023		139
2024		1
2025		1
Thereafter		480
Total Long-term Debt Maturities (including current portion)	$	1,148

NOTE 7. Related Party Transactions

The Respondent had a receivable of $8.8 billion and $7.4 billion in 2020 and 2019, respectively, relating to the Respondent's participation in the CSX cash management plan. The receivable is included in receivables from affiliated companies on Schedule 200. Under this plan, cash in excess of current operating requirements 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 0.15% and 1.59% as of the end of 2020 and 2019, respectively. Net interest income related to this plan was $43 million and $128 million in 2020 and 2019, respectively.

Detail of Related Party Service Fees

(Dollars in Millions)	Fiscal Years			
		2020		2019
CSX Corporation	**$**	**478**	$	618
Intermodal Terminals		**553**		624
CSX Technology		**277**		287
Total Distribution Services, Inc.		**51**		76
CSX Insurance Company		**44**		47
CSX Business Management, Inc.		**-**		(9)
Other		**(2)**		(4)
Total Related Party Service Fees	**$**	**1,401**	**$**	**1,639**

Related Party Service Fees consists of amounts related to:

- CSX Corporation - A fee charged by CSX Corporation as compensation for certain services provided to the Respondent. These services include, but are not limited to, the areas of strategic management, human resources, finance, legal, tax, and marketing. The fee consists of a base fee and a performance fee, which include components of CSX's market capitalization and the Respondent's equity growth.
- 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 a mark-up of direct costs.
- CSX Technology, Inc. ("CSX Technology") - 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 from TDSI for services provided to the Respondent at automobile ramps. These charges are calculated based on a mark-up of direct costs.
- CSX Insurance Company ("CSX Insurance") – Charges from CSX Insurance for insurance premiums related to personal injury coverage.
- CSX Business Management, Inc. The Respondent previously had an agreement to transfer eligible third-party receivables to CSX Trade Receivables, Inc., a bankruptcy-remote special purpose subsidiary of CSX Corporation. A separate subsidiary of CSX, CSX Business Management, Inc. would service the receivables. As of December 4, 2018, this agreement was terminated and CSX Trade Receivables, Inc. was dissolved.
- Other primarily consists of proceeds from specialized services billed to TRANSFLO Corporation ("TRANSFLO").

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

NOTE 7. Related Party Transactions, *continued*

Detail of Receivables (Payables) from Affiliated Companies

(Dollars in Millions)		**December 2020**		December 2019
CSX Corporation	**$**	**8,808**	$	7,358
CSX Technology		**(125)**		(116)
Intermodal Terminals		**(61)**		(47)
Other		**(35)**		(32)
Net Receivable from Affiliated Companies	**$**	**8,587**	$	7,163

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. Under the loan agreement, $55 million was outstanding as of both December 2020 and December 2019. Interest on the loan is payable monthly at 0.45% over the LIBOR rate, which was 0.60% and 2.15% at the end of 2020 and 2019, respectively. Interest expense related to the loan was $585 thousand and $1.5 million for 2020 and 2019, respectively. This loan is included in “Other” in the above table.

As required by the *Related Party Disclosures Topic* in the ASC, the Respondent has identified amounts owed to related parties in the table below. Amounts owed to Conrail, or its subsidiaries, represent a promissory note as well as liabilities under the operating, equipment and shared area agreements with Conrail. The amount owed to TTX Respondent ("TTX") represents car rental liabilities. The amount owed to P&L Transportation, Inc. subsidiary represents a variable interest promissory note. See Note 1, Nature of Operations and Significant Accounting Policies for additional information on the principles of consolidation.

(Dollars in Millions)		**December 2020**		December 2019
Balance Sheet Information:				
Conrail				
CSXT Payable to Conrail [(a)]	**$**	**50**	$	213
Promissory Notes Payable to Conrail Subsidiary[(b)]				
1.31% CSXT Promissory Note due October 2050		**368**		-
2.89% CSXT Promissory Note due October 2044		**-**		151
TTX				
CSXT Payable to TTX [(a)]		**40**		34
P&L Transportation, Inc.				
Demand Loan to P&L Transportation, Inc. Subsidiary[(b)] Variable interest rate CSXT Promissory Note due January 2021		**475**		429

(a) Included on the Schedule 200 as accrued accounts payable because it is short term in nature.
(b) Included on the Schedule 200 as accounts payable: affiliated companies

In December 2020, the Respondent converted its existing short-term payable to Conrail balance of approximately $217 million as well as its $151 million, 2.89% notes due 2044 into new notes payable to Conrail. The new notes for operation of the shared asset area are $368 million, 1.31% notes due 2050.

Interest expense from the promissory notes payable to a Conrail subsidiary was $4 million for both 2020 and 2019. Interest expense from the demand loan payable to a subsidiary of P&L Transportation, Inc. was approximately $7 million and $9 million in 2020 and 2019, respectfully.

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210. RESULTS OF OPERATIONS

(Dollars in Thousands)

		Cross-Checks	
1.	Disclose requested information for respondent pertaining to results of operations for the year.	Schedule 210	Schedule 210
		Line 15, col b	= Line 66, col b
2.	Report total operating expenses from Sched. 410. Any differences between this schedule and Sched. 410 must be explained on page 23.	Lines 47,48,49 col b	= Line 67, col b
		Line 50, col b	= Line 68, col b
3.	List dividends from investments accounted for under the cost method on line 19, and list dividends accounted for under the equity method on line 25.		Schedule 410
		Line 14, col b	= Line 620, col h
		Line 14, col d	= Line 620, col f
4.	All contra entries should be shown in parenthesis.	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	$ 10,175,144	$ 11,419,095	$ 10,175,144	-	1
2		(102) Passenger	-	-	-	-	2
3		(103) Passenger-related	-	-	-	-	3
4		(104) Switching	(144,058)	(150,856)	(144,058)	-	4
5		(105) Water transfers	-	-	-	-	5
6		(106) Demurrage	178,605	220,742	178,605	-	6
7		(110) Incidental	91,341	123,493	91,341	-	7
8		(121) Joint facility - credit	-	-	-	-	8
9		(122) Joint facility - debit	-	-	-	-	9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	10,301,032	11,612,474	10,301,032	-	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)	$ 10,301,032	$ 11,612,474	$ 10,301,032	-	13
14	*	(531) Railway operating expenses	6,782,979	7,790,787	6,782,979		14
15	*	Net revenue from railway operations	$ 3,518,053	$ 3,821,687	$ 3,518,053	-	15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	$ -	$ -			16
17		(510) Miscellaneous rent income	54,045	52,064			17
18		(512) Separately operated properties - profit	-	-			18
19		(513) Dividend income (cost method)	25,065	23,231			19
20		(514) Interest income	44,111	132,723			20
21		(516) Income from sinking and other funds	-	-			21
22		(517) Release of premiums on funded debt	3,035	5,617			22
23		(518) Reimbursements received under contracts and agreements	-	-			23
24		(519) Miscellaneous income	73,885	203,702			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)	132,172	94,975			25
26		b. Equity in undistributed earnings (losses)	(46,672)	9,909			26
27		TOTAL OTHER INCOME (lines 16-26)	$ 285,641	$ 522,221			27
28		TOTAL INCOME (lines 15, 27)	$ 3,803,694	$ 4,343,908			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	-	2,515			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	1,300	7,108			34
35		(553) Uncollectible accounts	-	-			35
36		TOTAL MISCELLANEOUS DEDUCTIONS	$ 1,300	$ 9,623			36
37		Income available for fixed charges	$ 3,802,394	$ 4,334,285			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	$ 36,790	$ 50,536	38
39		(b) Interest in default	-	-	39
40		(547) Interest on unfunded debt	461	956	40
41		(548) Amortization of discount on funded debt	-	-	41
42		TOTAL FIXED CHARGES (lines 38 through 41)	$ 37,251	$ 51,492	42
43		Income after fixed charges (line 37 minus line 42)	$ 3,765,143	$ 4,282,793	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)	$ 3,765,143	$ 4,282,793	46
		PROVISIONS FOR INCOME TAXES			
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	$ 604,095	$ 623,173	47
48	*	(b) State income taxes	121,401	117,704	48
49	*	(c) Other income taxes	563	1,130	49
50	*	(557) Provision for deferred taxes	167,763	227,124	50
51		TOTAL PROVISION FOR INCOME TAXES (lines 47 through 50)	$ 893,822	$ 969,131	51
52		Income from continuing operations (line 46 minus line 51)	$ 2,871,321	$ 3,313,662	52
		DISCONTINUED OPERATIONS			
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of $ 0)	-	-	53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of $ 0)	-	-	54
55		Income before extraordinary items (lines 52 through 54)	$ 2,871,321	$ 3,313,662	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
60		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of $ 0)	-	-	60
61	*	Net income (Loss) (lines 55 + 59 + 60)	$ 2,871,321	$ 3,313,662	61
62		Less: Net Income attributable to noncontrolling interest	114	23	62
63		Net Income attributable to reporting railroad	2,871,207	3,313,639	63
64		Basic Earnings Per Share (See Note 1 below)	$ 316.87	$ 365.70	64
65		Diluted Earnings Per Share (See Note 1 below)	$ 316.87	$ 365.70	65
		RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)			
66	*	Net revenues from railway operations	$ 3,518,053	$ 3,821,687	66
67	*	(556) Income taxes on ordinary income (-)	(726,059)	(742,007)	67
68	*	(557) Provision for deferred income taxes (-)	(167,763)	(227,124)	68
69		Income from lease of road and equipment (-)	(45,626)	(48,624)	69
70		Rent for leased roads and equipment (+)	34,259	33,925	70
71		Net railway operating income (loss)	$ 2,612,864	$ 2,837,857	71

Notes and Remarks For Schedule 210

Note 1: Basic and diluted earnings per share in lines 64 and 65, respectively, are based on the number of CSXT shares outstanding, which are all held by CSX Corporation. The number of CSXT shares is not equivalent to the weighted-average number of shares of common stock outstanding used to calculate earnings per share related to the consolidated results of CSX Corporation.

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210 A. CONSOLIDATED STATEMENTS OF COMPREHENSIVE INCOME
(Dollars in Thousands)

1. This schedule applies only to entities with items of Other Comprehensive Income (OCI)
2. Entities must present comprehensive income in two separate but consecutive financial statements.
3. Entities must present reclassification adjustments and the effects of those adjustments on net income and OCI on the face of the financial statements.
4. All contra entries should be shown in parenthesis.

Cross-Checks

Schedule 210 Line 61, col b = Schedule 210 A Line 1, col b

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
1		Net Income	$ 2,871,321	$ 3,313,662	1
		Other Comprehensive Income, net of tax:			
2		Foreign currency translation adjustments	-	-	2
		Unrealized gains on securities:			
3		Unrealized holding gains arising during period	-	-	3
4		Less: reclassification adjustment for gains included in net income	-	-	4
		Defined benefit pension plans:			
5		Prior service cost arising during period	-	-	5
6		Net gain (loss) arising during period	$ 6,518	$ (13,048)	6
7		Less: amortization of prior service cost included in net periodic pension cost	3,660	4,521	7
8		Other	-	-	8
9		Comprehensive Income	$ 2,874,179	$ 3,296,093	9
10		Less: comprehensive loss (income) attributable to noncontrolling interest	(2,533)	1,048	10
11		Comprehensive Income attributable to reporting railroad	$ 2,876,712	$ 3,295,045	11

Notes:

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	$ 24,867,296	$ 378,219	1
2		(601.5)	Prior period adjustments to beginning retained earnings	-	-	2
			CREDITS			
3		(602)	Credit balance transferred from income	2,917,993	-	3
4		(603)	Appropriations released	-	-	4
5		(606)	Other credits to retained earnings	-	-	5
6			TOTAL CREDITS	$ 2,917,993	$ -	6
			DEBITS			
7		(612)	Debit balance transferred from income	$ -	$ 46,672	7
8		(616)	Other debits to retained earnings	329	-	8
9		(620)	Appropriations for sinking and other funds	-	-	9
10		(621)	Appropriations for other purposes	-	-	10
11		(623)	Dividends: Common stock	1,000,000	-	11
12			Preferred stock (1)	-	-	12
13			TOTAL DEBITS	$ 1,000,329	$ 46,672	13
14			Net increase (decrease) during year (Line 6 minus line 13)	$ 1,917,664	$ (46,672)	14
15			Balances at close of year (lines 1, 2, and 14)	$ 26,784,960	$ 331,547	15
16			Balances from line 15 (c)	$ 331,547	N/A	16
17		(798)	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	$ 27,116,507		17
18		(797)	Total appropriated retained earnings:			18
19			Credits during year $ 0		N/A	19
20			Debits during year $ 0			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.

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 [1] (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)	Previous Year (c)	Line No.
10		Income from continuing operations	$ 2,871,321	$ 3,313,662	10

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

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investments	$ (34,642)	$ (151,130)	11
12		Depreciation and amortization expenses	1,242,553	1,204,754	12
13		Net increase (decrease) in provision for Deferred Income Taxes	167,763	221,415	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	46,672	(9,909)	14
15		Decrease (increase) in accounts receivable	11,551	20,445	15
16		Decrease (increase) in material and supplies and other current assets	(86,320)	71,959	16
17		Increase (decrease) in current liabilities other than debt	(109,715)	(137,952)	17
18		Increase (decrease) in other - net	(177,341)	(189,679)	18
19		Net cash provided from continuing operations (lines 10 through 18)	3,931,842	4,343,565	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)	$ 3,931,842	$ 4,343,565	21

CASH FLOWS FROM INVESTING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
22		Proceeds from sale of property	$ 55,696	$ 254,243	22
23		Capital expenditures	(1,457,001)	(1,493,796)	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	(1,327,920)	(2,174,967)	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	$ (2,729,225)	$ (3,414,520)	29

(Continued on next page)

[1] Certain items have been reclassified to conform to current year presentation.

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

CASH FLOWS FROM FINANCING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
30		Proceeds from issuance of long-term debt	$ 46,000	$ 90,000	30
31		Principle payments of long-term debt	(245,296)	(18,352)	31
32		Proceeds from issuance of capital stock	-	-	32
33		Purchase price of acquiring treasury stock	-	-	33
34		Cash dividends paid	(1,000,000)	(1,000,000)	34
35		Other - net	(1,971)	(1,389)	35
36		NET CASH USED IN FINANCING ACTIVITIES (lines 30 through 35)	$ (1,201,267)	$ (929,741)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 3(	$ 1,350	$ (696)	37
38		Cash and cash equivalents at beginning of the year	$ 3,092	$ 3,788	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	$ 4,442	$ 3,092	39
		Footnotes to Schedule Cash paid during the year for:			
40		Interest (net of amount capitalized) *	$ 38,700	$ 52,004	40
41		Income taxes (net) *	$ 708,725	$ 784,397	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	$ 1,940	1
2	Customers (706)	Sched. 200, line 6, col. b	579,033	2
3	Other (707)	Note A	196,278	3
4	TOTAL CURRENT OPERATING ASSETS	Lines 1 + 2 + 3	$ 777,251	4
	OPERATING REVENUE			
5	Railway operating revenue	Sched. 210, line 13, col. b	$ 10,301,032	5
6	Rent income	Note B	189,553	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	$ 10,490,585	7
8	Average daily operating revenues	Line 7 ÷ 360 days	$ 29,141	8
9	Days of operating revenue in current operating assets	Line 4 ÷ line 8	27	9
10	Revenue delay days plus buffer	Line 9 + 15 days	42	10
	CURRENT OPERATING LIABILITIES			
11	Interline and other balances (752)	Sched. 200, line 30, col. b	$ 23,695	11
12	Audited accounts and wages payable (753)	Note A	73,893	12
13	Accounts payable - other (754)	Note A	114,817	13
14	Other taxes accrued (761.5)	Note A	92,313	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 through 14	$ 304,718	15
	OPERATING EXPENSES			
16	Railway operating expenses	Sched. 210, line 14, col. b	$ 6,782,979	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317 col h	1,242,553	17
18	Cash related operating expenses	Line 16 + line 6 - line 17	$ 5,729,979	18
19	Average daily expenditures	Line 18 ÷ 360 days	$ 15,917	19
20	Days of operating expenses in current operating liabilities	Line 15 ÷ line 19	19	20
21	Days of working capital required	Line 10 - line 20 (Note C)	23	21
22	Cash working capital required	Line 21 x line 19	$ 366,091	22
23	Cash and temporary cash balance	Sched. 200, line 1 + line 2, col. b	$ 4,442	23
24	Cash working capital allowed	Lesser of line 22 or line 23	$ 4,442	24
	MATERIALS AND SUPPLIES			
25	Total materials and supplies (712)	Note A	$ 298,938	25
26	Scrap and obsolete material included in account 712	Note A	2,523	26
27	Materials and supplies held for common carrier purposes	Line 25 - line 26	296,415	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	$ 300,857	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

250. CONSOLIDATED INFORMATION FOR REVENUE ADEQUACY DETERMINATION

(Dollars in Thousands)

Line No.	Item (a)	Beginning of year (b)	End of year (c)
	Adjusted Net Railway Operating Income For Reporting Entity		
1	Combined/Consolidated Net Railway Operating Income for Reporting Entity	N/A	$ 2,612,864
2	Add: Interest Income from Working Capital Allowance - Cash Portion		30
3	Income Taxes Associated with Non-Rail Income and Deductions		43,709
4	Gain or (loss) from transfer/reclassification to non-rail status (net of income taxes)		26,202
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3, and 4)		$ 2,682,805
	Adjusted Investment in Railroad Property for Reporting Entity		
6	Combined Investment in Railroad Property Used in Transportation Service	$ 29,973,494	$ 30,184,332
7	Less: Interest During Construction	-	-
8	Other Elements of Investment (if debit balance)	-	-
9	Add: Net Rail Assets of Rail-Related Affiliates	-	-
10	Working Capital Allowance	257,768	300,857
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	$ 30,231,262	$ 30,485,189
12	Less: Accumulated Deferred Income Tax Credits	6,637,778	6,806,443
13	Net Investment Base (Line 11 - 12)	$ 23,593,484	$ 23,678,746

In the space provided, please list all railroads and rail-related affiliated companies which are being reported in this consolidation, along with the nature of the business for each company.

Name of Affiliate	Nature of Business
1 Allegheny and Western Railway Company	Transportation
2 Atlantic Land and Improvement Company, The	Real estate
3 Baltimore and Cumberland Valley Rail Road Extension Company, The	Transportation
4 Baltimore and Ohio Chicago Terminal Railroad, LLC, The	Transportation
5 Carrollton Railroad , The	Transportation
6 CSX Realty Development, LLC	Real estate
7 CSX Transportation International, Inc.	Sales agency
8 CSX Transportation Terminals, Inc.	Holding company
9 CSXT Intellectual Property Corporation	Intellectual property
10 Dayton and Michigan Railroad Company	Transportation
11 DOCP Holdings, Inc.	Holding company
12 Fruit Growers Dispatch, Inc.	Transportation
13 Fruit Growers Express Company	Railroad equipment
14 Georgetown and High Line Railway Company, LLC	Real estate holding
15 Holston Land Company, Incorporated	Real estate
16 Lake Erie and Detroit River Railway Company, The	Transportation
17 North Charleston Terminal Company	Transportation
18 Rail Wagons, Inc.	Equipment financing
19 Real Estate and Improvement Company of Baltimore City, The	Real estate
20 Richmond, Fredericksburg and Potomac Railway Company	Transportation
21 Seaboard Coast Line Railway Supplies, Inc.	Stockpiling Material
22 St. Lawrence & Adirondack Railway Company	Rail property lessor
23 Staten Island - Arlington, Inc.	Real estate
24 Staten Island Railroad Corporation, The	Transportation
25 Toledo Ore Railroad Company, The	Transportation
26 TransKentucky Transportation Railroad, Inc.	Transportation

250. CONSOLIDATED INFORMATION FOR REVENUE ADEQUACY DETERMINATION - Continued

Name of Affiliate	Nature of Business

NOTICE

The following changes occurred in 2020:

NONE

250. CONSOLIDATED INFORMATION FOR REVENUE ADEQUACY DETERMINATION - PART B

Determination of Nonrail Taxes

This table is designed to facilitate the calculation of taxes that are not rail-related, the amount to be reported on Schedule 250, Line 3.

PART I - DETERMINE TAXES ON NONRAILROAD INCOME FOR ALL COMBINED/ CONSOLIDATED RAILROADS (EXCLUDES ALL RAIL-RELATED AFFILIATES)		
(1)	Determine Combined/Consolidated Adjusted income from continuing operations (before taxes) for all affiliated railroads (all classes). Do not include rail-related affiliates that are not railroads in this part. This represents the total combined/consolidated amounts for all items listed below for all railroads in the reporting entity.	
	Income from continuing operations (before taxes) should be the equivalent of the numbers contained in the R-1 Schedule 210, Line 46 adjusted to include all railroads in the reporting entity.	$ 3,765,143
	- Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity.	(46,672)
	- Dividends in affiliated companies. (If the affiliate is 80% or more controlled by the parent railroad, then deduct 100% of the affiliate's dividend. If the affiliate is less than 80% controlled by the parent railroad, then deduct 80% of the affiliate's dividend)	116,789
	= Adjusted income from continuing operations (before taxes). This represents "A" in item (3) below.	$ 3,695,026
(2)	Determine Combined/Consolidated Adjusted Pre-tax NROI for all railroads in the reporting entity	
	Combined/Consolidated Pre-tax NROI for the entire entity, which equals the amount shown on Schedule 250, Line 1.	
	Net Railroad Operating Income (Loss) - Schedule 210, Line 71	2,612,864
	+ Current provisions for taxes, which represents the consolidated amounts of Schedule 210, Line 51 for all railroads in the reporting entity. (This figure includes both Account 556, Income Taxes on Ordinary Income and Account 557, Provisions for Deferred Taxes)	893,822
	+ Interest income on working capital allowance, which represents the total consolidated Interest income relative to the working capital component of the net investment base and should equal the amount shown in Schedule 250, Line 2 for all railroads in the reporting entity.	30
	+ Release of premiums on funded debt, which represents the consolidated total of release of premium on funded debt as shown on Schedule 210, Line 22 for all railroads in the reporting entity.	3,035
	- Total fixed charges, which represents the consolidated total of fixed charges as shown on Schedule 210, Line 42 for all railroads in the reporting entity	37,251
	- Railroad-related income from affiliates (other than railroads) which was included in consolidated NROI (Schedule 250, Line 1)	-
	= Combined/Consolidated Pre-Tax Adjusted NROI for all railroads. This represents "B" in Item (3) below.	$ 3,472,500
(3)	Calculate the railroad-related tax ratio: "B/A"	93.98%
(4)	Compute the nonrailroad-related complement: (1 - Railroad-related income ratio) which equals the Nonrailroad-related tax ratio	6.02%
(5)	Compute the nonrailroad portion of the total provisions for taxes. This equals: The Nonrailroad-related tax ratio (Item (4) above) times the total current income taxes accrued on ordinary income (Account 556) which represents the consolidated amounts of Schedule 210, Lines 47, 48, and 49 for all railroads in the reporting entity.	$ 43,709
PART II - DETERMINE NONRAILROAD-RELATED TAXES FOR RAIL-RELATED AFFILIATES (EXCLUDES ALL AFFILIATED RAILROADS)		
(6)	This is calculated by dividing the nonrailroad-related income for combined rail-related affiliates by the total pre-tax net income for all combined rail-related affiliates and multiplying this result by the total taxes (current provision plus deferred). This equals the taxes on nonrailroad income for all affiliated companies.	$ -
PART III - DETERMINE TOTAL NONRAILROAD-RELATED TAXES		
(7)	This is determined as follows:	
	Total income taxes on nonrailroad-related income for all railroads in the reporting entity (Item 5 above)	$ 43,709
	+ Total Nonrailroad-related taxes for rail-related affiliates (Item 6 above)	-
	Equals Total nonrailroad-related taxes (This amount should be transferred to Schedule 250, Part A, Line 3)	$ 43,709

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 investment 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 those 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 purposes 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 account 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 33, 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 evidence 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 & Storage Company	50.00	5
6	721	A-1	VII	Chatham Terminal Company	50.00	6
7	721	A-1	VII	Midland United Corporation	100.00	7
8	721	A-1	VII	Norfolk and Portsmouth Belt Line Railroad Company	42.86	8
9	721	A-1	VII	P&L Transportation, Inc.	35.00	9
10	721	A-1	VII	Terminal Railroad Association of St. Louis	14.29	10
11	721	A-1	VII	TTX Company	19.65	11
12	721	A-1	VII	Winston-Salem Southbound Railway Company	50.00	12
13	721	A-1	VII	Woodstock & Blocton Railway Company	50.00	13
14				TOTAL CLASS A-1		14
15	721	A-3	X	Beaver Street Tower Company	50.00	15
16	721	A-3	X	CSX Corporation	0.00	16
17	721	A-3	VII	DOCP Acquisition LLC	10.00	17
18	721	A-3	X	MeteorComm LLC	25.00	18
19	721	A-3	X	PTC-220, LLC	14.29	19
20	723	A-3	X	Railmarketplace.com	20.00	20
21	721	A-3	VI	Tanyard Cove Associates, LLC	50.00	21
22	721	A-3	VI	Wesjax Development Company	9.92	22
23				TOTAL CLASS A-3		23
24				TOTAL STOCK		24
25	721	B-1	VII	Washington and Franklin Railway Company - Matured 1/1/66		25
26				TOTAL BONDS		26
27	721	E-1	VII	P&L Transportation, Inc.		27
28				TOTAL CLASS E-1		28
29	721	E-2	VII	Paducah & Illinois Railroad Company		29
30	721	E-2	VII	Winchester & Western Railroad Company		30
31				TOTAL CLASS E-2		31
32	721	E-3	X	Beaver Street Tower Company		32
33						33
34						34
35						35
36						36
37						37
38				TOTAL CLASS E-3		38
39				TOTAL INVESTMENT ADVANCES		39
40				TOTAL INVESTMENTS AND ADVANCES		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 1 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.

11. 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: Opening Balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing Balance (i)	Disposed of profit (loss) (j)	Adjustments Account 721.5 (k)	Dividends or interest credited to income (l)	Line No.
1	$ 253	$ -	$ -	$ 253	$ -	$ -	$ -	1
2	37	-	-	37	-	-	-	2
3	891	-	-	891	-	-	-	3
4	67	-	-	67	-	-	-	4
5	11	-	-	11	-	-	-	5
6	22	-	-	22	-	-	-	6
7	23,641	-	-	23,641	-	-	-	7
8	7	-	-	7	-	-	-	8
9	65,820	172	-	65,992	-	-	-	9
10	-	-	-	-	-	-	-	10
11	3,536	-	-	3,536	-	-	-	11
12	1,323	-	-	1,323	-	-	-	12
13	120	-	-	120	-	-	-	13
14	$ 95,728	$ 172	$ -	$ 95,900	-	-	-	14
15	167	-	-	167	-	-	-	15
16	40,504	-	-	40,504	-	-	24,525	16
17	31,928	-	-	31,928	-	-	-	17
18	90,237	9,000	-	99,237	-	-	-	18
19	17,620	3,593	-	21,213	-	-	-	19
20	-	-	-	-	-	-	-	20
21	-	-	-	-	-	-	-	21
22	50	-	-	50	-	-	-	22
23	$ 180,506	$ 12,593	$ -	$ 193,099	$ -	$ -	$ 24,525	23
24	$ 276,234	$ 12,765	$ -	$ 288,999	$ -	$ -	$ 24,525	24
25	378	-	-	378	-	-	-	25
26	$ 378	$ -	$ -	$ 378	$ -	$ -	$ -	26
27	532,719	74,335	-	607,054	-	-	-	27
28	$ 532,719	$ 74,335	$ -	$ 607,054	$ -	$ -	$ -	28
29	576	-	-	576	-	-	-	29
30	36	-	-	36	-	-	-	30
31	$ 612	$ -	$ -	$ 612	$ -	$ -	$ -	31
32	1,316	-	-	1,316	-	-	-	32
33	-	-	-	-	-	-	-	33
34	-	-	-	-	-	-	-	34
35	-	-	-	-	-	-	-	35
36	-	-	-	-	-	-	-	36
37	-	-	-	-	-	-	-	37
38	$ 1,316	$ -	$ -	$ 1,316	$ -	$ -	$ -	38
39	$ 534,647	$ 74,335	$ -	$ 608,982	$ -	$ -	$ -	39
40	$ 811,259	$ 87,100	$ -	$ 898,359	$ -	$ -	$ 24,525	40

Undistributed Earnings From Certain Investments in Affiliated Companies from Schedule 310A, Line 27	$ 1,020,846
Investments & Advances Affiliated Companies, Line 40	898,359
Schedule 200, Line 16	$ 1,919,205

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
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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)	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								1
2								2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
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32								32
33								33
34								34
35								35
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40								40

NOTES AND REMARKS

Page 34 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 08	Norfolk Southern Railway Company
Line 09	Various Individuals
Line 10	Various Carriers
Line 11	Various Carriers
Line 12	Norfolk Southern Railway Company
Line 13	Norfolk Southern Railway Company
Line 15	Norfolk Southern Railway Company and Florida East Coast Railway, LLC
Line 17	Various Companies
Line 18	Various Carriers
Line 19	Various Carriers
Line 20	Various Carriers
Line 21	ESC Tanyard Cove LC
Line 22	Various Companies/Individuals

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., 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.
	Carriers: (List specifics for each company)							
1	Albany Port Railroad Corporation	$ 799	$ -	$ (45)	$ -	$ -	$ 754	1
2	Augusta and Summerville Railroad Company	(37)	-	-	-	-	(37)	2
3	The Belt Railway Company of Chicago	43,049	-	4,348	-	-	47,397	3
4	Central Railroad Company of South Carolina	118	-	(16)	-	-	102	4
5	Central Transfer Railway & Storage Company	(11)	-	-	-	-	(11)	5
6	Chatham Terminal Company	5	-	-	-	-	5	6
7	Midland United Corporation	183,556	-	(28,334)	-	-	155,222	7
8	Norfolk and Portsmouth Belt Line Railroad Company	6,948	-	314	-	-	7,262	8
9	P&L Transportation, Inc.	96,698	-	(14,318)	-	-	82,380	9
10	TTX Company	739,453	-	52,993	-	-	792,446	10
11	Winston-Salem Southbound Railway Company	8,799	-	128	-	-	8,927	11
12	Woodstock & Blocton Railway Company	20	-	(6)	-	-	14	12
13	TOTAL CARRIERS	$ 1,079,397	$ -	$ 15,064	$ -	$ -	$ 1,094,461	13
	Noncarriers: (List specifics for each company)							
14	Beaver Street Tower Company	$ (153)	$ -	$ (14)	$ -	$ -	$ (167)	14
15	MeteorComm LLC	(65,179)	-	(7,755)	-	-	(72,934)	15
16	PTC-220, LLC	(514)	-	-	-	-	(514)	16
17	Tanyard Cove Associates, LLC	-	-	-	-	-	-	17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26	TOTAL NON-CARRIERS	$ (65,846)	$ -	$ (7,769)	$ -	$ -	$ (73,615)	26
27	Grand Total	$ 1,013,551	$ -	$ 7,295	$ -	$ -	$ 1,020,846	27

* Equity earnings reconciliation to Schedule 210, Results of Operations

Equity in Undistributed Earnings	7,295
Less: Line 10 equity earnings credited to rent expense	(52,993)
Plus: Line 4 AOCI changes	(816)
Plus: Line 8 AOCI changes	(158)
Schedule 210, Line 26b, column (b)	(46,672)

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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 retires 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	$ 1,588,751	$ -	$ -	1
2		(3) Grading	2,758,416	-	-	2
3		(4) Other right-of-way expenditures	9,983	-	-	3
4		(5) Tunnels and subways	417,468	-	-	4
5		(6) Bridges, trestles and culverts	2,429,167	-	-	5
6		(7) Elevated structures	-	-	-	6
7		(8) Ties	5,906,839	-	-	7
8		(9) Rail and other track material	7,841,415	-	-	8
9		(11) Ballast	3,091,653	-	-	9
10		(13) Fences, snowsheds and signs	25,233	-	-	10
11		(16) Station and office buildings	1,154,210	-	-	11
12		(17) Roadway buildings	20,204	-	-	12
13		(18) Water stations	-	-	-	13
14		(19) Fuel stations	118,868	-	-	14
15		(20) Shops and enginehouses	370,238	-	-	15
16		(22) Storage warehouses	5,621	-	-	16
17		(23) Wharves and docks	12,467	-	-	17
18		(24) Coal and ore wharves	265,157	-	-	18
19		(25) TOFC/COFC terminals	111,249	-	-	19
20		(26) Communications systems	835,733	-	-	20
21		(27) Signals and interlockers	3,054,119	-	-	21
22		(29) Power plants	2,112	-	-	22
23		(31) Power transmission systems	44,314	-	-	23
24		(35) Miscellaneous structures	-	-	-	24
25		(37) Roadway machines	663,359	-	-	25
26		(39) Public improvements - construction	736,876	-	-	26
27		(44) Shop machinery	172,982	-	-	27
28		(45) Power plant machinery	2,446	-	-	28
29		Other lease/rentals	-	-	-	29
30		TOTAL EXPENDITURES FOR ROAD	$ 31,638,880	$ -	$ -	30
31		(52) Locomotives	$ 5,259,524	$ -	$ -	31
32		(53) Freight train cars	2,955,457	-	-	32
33		(54) Passenger train cars	6,861	-	-	33
34		(55) Highway revenue equipment	-	-	-	34
35		(56) Floating equipment	1,062	-	-	35
36		(57) Work equipment	157,693	-	-	36
37		(58) Miscellaneous equipment	442,417	-	-	37
38		(59) Computer systems & word processing equipment	259,112	-	-	38
39		TOTAL EXPENDITURES FOR EQUIPMENT	$ 9,082,126	$ -	$ -	39
40		(76) Interest during construction	$ -	$ -	$ -	40
41		(80) Other elements of investment	-	-	-	41
42		(90) Construction work in progress	339,416	-	-	42
43		GRAND TOTAL	$ 41,060,422	$ -	$ -	43

See notes on page 41.

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		$ 2,705	$ 8,565	$ (5,860)	$ 1,582,891	1
2		21,242	15,648	5,594	2,764,010	2
3		110	-	110	10,093	3
4		(435)	-	(435)	417,033	4
5		138,572	2,015	136,557	2,565,724	5
6		-	-	-	-	6
7		346,375	125,952	220,423	6,127,262	7
8		402,892	189,331	213,561	8,054,976	8
9		121,113	53,126	67,987	3,159,640	9
10		84	-	84	25,317	10
11		39,034	2,791	36,243	1,190,453	11
12		197	-	197	20,401	12
13		-	-	-	-	13
14		1,633	118	1,515	120,383	14
15		3,793	2,363	1,430	371,668	15
16		-	-	-	5,621	16
17		-	-	-	12,467	17
18		3,621	2,070	1,551	266,708	18
19		-	-	-	111,249	19
20		35,111	129	34,982	870,715	20
21		113,045	1,282	111,763	3,165,882	21
22		-	-	-	2,112	22
23		11,433	-	11,433	55,747	23
24		-	-	-	-	24
25		38,487	6,376	32,111	695,470	25
26		69,109	53,079	16,030	752,906	26
27		4,778	2	4,776	177,758	27
28		-	-	-	2,446	28
29		-	-	-	-	29
30		$ 1,352,899	$ 462,847	$ 890,052	$ 32,528,932	30
31		$ 117,154	$ 366,863	$ (249,709)	$ 5,009,815	31
32		18,822	418,792	(399,970)	2,555,487	32
33		248	222	26	6,887	33
34		-	-	-	-	34
35		-	-	-	1,062	35
36		3,701	13,741	(10,040)	147,653	36
37		49,021	24,823	24,198	466,615	37
38		19,726	2,612	17,114	276,226	38
39		$ 208,672	$ 827,053	$ (618,381)	$ 8,463,745	39
40		$ -	$ -	$ -	$ -	40
41		-	-	-	-	41
42		(40,625)	(1)	(40,624)	298,792	42
43		$ 1,520,946	$ 1,289,899	$ 231,047	$ 41,291,469	43

332. DEPRECIATION BASE AND RATES - ROAD AND EQUIPMENT OWNED 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 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 accounts 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 effected 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 1/1 At beginning of year (b)	12/1 At close of year (c)	Annual composite rate % (d)	LEASED FROM OTHERS Depreciation Base At beginning of year (e)	At close of year (f)	Annual composite rate % (g)	Line No.
	ROAD							
1	(3) Grading	$ 2,758,416	$ 2,764,010	1.39				1
2	(4) Other right-of-way expenditures	9,983	10,093	1.58				2
3	(5) Tunnels and subways	417,468	417,033	1.25				3
4	(6) Bridges, trestles and culverts	2,429,167	2,565,724	1.63				4
5	(7) Elevated structures	-	-	-				5
6	(8) Ties	5,906,839	6,127,262	4.65				6
7	(9) Rail and other track material	7,841,415	8,054,976	2.50				7
8	(11) Ballast	3,091,653	3,159,640	2.72				8
9	(13) Fences, snowsheds and signs	25,233	25,317	1.90	Total road and equipment leased from others is less than 5% of total owned.			9
10	(16) Station and office buildings	1,154,210	1,190,453	2.53				10
11	(17) Roadway buildings	20,204	20,401	2.73				11
12	(18) Water stations	-	-	-				12
13	(19) Fuel stations	118,868	120,383	3.54				13
14	(20) Shops and enginehouses	370,238	371,668	2.75				14
15	(22) Storage warehouses	5,621	5,621	2.50				15
16	(23) Wharves and docks	12,467	12,467	2.91				16
17	(24) Coal and ore wharves	265,157	266,708	2.08				17
18	(25) TOFC/COFC terminals	111,249	111,249	2.95				18
19	(26) Communications systems	835,733	870,715	5.20				19
20	(27) Signals and interlockers	3,054,119	3,165,882	3.98				20
21	(29) Power plants	2,112	2,112	5.67				21
22	(31) Power transmission systems	44,314	55,747	1.83				22
23	(35) Miscellaneous structures	-	-	-				23
24	(37) Roadway machines	663,359	695,470	7.49				24
25	(39) Public improvements - construction	736,876	752,906	3.63				25
26	(44) Shop machinery	172,982	177,758	4.18				26
27	(45) Power plant machinery	2,446	2,446	2.86				27
28	All other road accounts	-	-	-				28
29	Amortization (other than def. projects)	-	-	-				29
30	TOTAL ROAD	$ 30,050,129	$ 30,946,041	3.08				30
	EQUIPMENT							
31	(52) Locomotives	$ 5,259,524	$ 5,009,815	3.64				31
32	(53) Freight train cars	2,955,457	2,555,487	2.95				32
33	(54) Passenger train cars	6,861	6,887	2.72				33
34	(55) Highway revenue equipment	-	-	-				34
35	(56) Floating equipment	1,062	1,062	2.37				35
36	(57) Work equipment	157,693	147,653	1.94				36
37	(58) Miscellaneous equipment	442,417	466,615	7.59				37
38	(59) Computer systems & WP equipment	259,112	276,226	12.92				38
39	TOTAL EQUIPMENT	$ 9,082,126	$ 8,463,745	3.84				39
40	GRAND TOTAL	$ 39,132,255	$ 39,409,786	NA			NA	40

See notes on page 41.

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 and 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.

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	$ 609,877	$ 35,142	$ -	$ 15,648	$ -	$ 629,371	1
2		(4) Other right-of-way expenditures	4,186	130	-	-	-	4,316	2
3		(5) Tunnels and subways	51,122	5,141	-	-	-	56,263	3
4		(6) Bridges, trestles and culverts	308,406	42,613	-	2,029	-	348,990	4
5		(7) Elevated structures	-	-	-	-	-	-	5
6		(8) Ties	2,041,697	283,358	-	154,238	-	2,170,817	6
7		(9) Rail and other track material	1,571,841	200,018	-	201,314	-	1,570,545	7
8		(11) Ballast	993,287	85,796	-	53,088	-	1,025,995	8
9		(13) Fences, snowsheds and signs	12,253	349	-	-	-	12,602	9
10		(16) Station and office buildings	397,171	32,148	-	2,761	-	426,558	10
11		(17) Roadway buildings	15,242	416	-	-	-	15,658	11
12		(18) Water stations	-	-	-	-	-	-	12
13		(19) Fuel stations	46,377	3,848	-	118	-	50,107	13
14		(20) Shops and enginehouses	229,031	8,364	-	2,363	-	235,032	14
15		(22) Storage warehouses	891	138	-	-	-	1,029	15
16		(23) Wharves and docks	1,569	351	-	-	-	1,920	16
17		(24) Coal and ore wharves	157,379	3,561	-	2,070	-	158,870	17
18		(25) TOFC/COFC terminals	87,117	3,142	-	-	-	90,259	18
19		(26) Communications systems	372,956	36,919	-	129	-	409,746	19
20		(27) Signals and interlockers	812,847	135,479	-	1,282	-	947,044	20
21		(29) Power plants	1,164	89	-	-	-	1,253	21
22		(31) Power transmission systems	11,105	868	-	-	-	11,973	22
23		(35) Miscellaneous structures	-	-	-	-	-	-	23
24		(37) Roadway machines	447,306	29,560	-	6,376	-	470,490	24
25		(39) Public improvements - const.	(86,177)	29,961	-	53,079	-	(109,295)	25
26		(44) Shop machinery	80,192	6,728	-	2	-	86,918	26
27		(45) Power plant machinery	2,797	93	-	-	-	2,890	27
28		All other road accounts	-	-	-	-	-	-	28
29		Amortization (adjustments)	-	-	-	-	-	-	29
30		TOTAL ROAD	$ 8,169,636	$ 944,212	$ -	$ 494,497	$ -	$ 8,619,351	30
		EQUIPMENT							
31		(52) Locomotives	$ 1,977,662	$ 176,902	$ -	$ 355,312	$ -	$ 1,799,252	31
32		(53) Freight train cars	876,608	75,092	-	409,756	-	541,944	32
33		(54) Passenger train cars	3,282	291	-	222	-	3,351	33
34		(55) Highway revenue equipment	-	-	-	-	-	-	34
35		(56) Floating equipment	523	56	-	-	-	579	35
36		(57) Work equipment	31,945	4,613	-	13,116	-	23,442	36
37		(58) Miscellaneous equipment	143,410	36,854	-	23,553	-	156,711	37
38		(59) Computer systems & WP equip.	132,435	30,959	-	2,612	-	160,782	38
39		Amortization (adjustments)	-	-	-	-	-	-	39
40		TOTAL EQUIPMENT	$ 3,165,865	$ 324,767	$ -	$ 804,571	$ -	$ 2,686,061	40
41		GRAND TOTAL	$ 11,335,501	$ 1,268,979	$ -	$ 1,299,068	$ -	$ 11,305,412	41

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

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 47. A debit balance in columns (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 47.

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: 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							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	Not Applicable - 5% Rule						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.

NOTES AND REMARKS FOR SCHEDULE 342

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 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, Subs, and Leases	14,651	$ 41,291,469	$ 11,305,412	1
2						2
3		**Add Leased from Others:**				3
4	O	Western & Atlantic RR	137	* 303,023	*** -	4
5	O	International Mining Co	86	* 38,457	*** -	5
6	O	Evansville Western Railway Inc.	-	* 23,687	*** -	6
7	O	Quality Technology Svcs Metro	-	* 4,724	*** -	7
8	O	Industry	46	* 3,710	*** -	8
9	O	LSOP 3 REIT Office 2 LLC	-	* 2,726	*** -	9
10	O	Hunts Point Terminal	-	* 1,657	*** -	10
11	O	Hillsborough County Aviation	-	* 1,239	*** -	11
12						12
13		SUB-TOTAL	269	379,223	-	13
14						14
15		**Deduct Leased to Others:**				15
16	O	Amtrak	94	** 97,462	*** -	16
17	O	MCI D.B.A. Verizon Business	-	** 15,936	*** -	17
18	O	Industry	592	** 12,203	*** -	18
19	O	East Brookfield & Spencer Railroad LLC	1	** 12,176	*** -	19
20	O	Buckingham Branch Railroad Co	200	** 12,123	*** -	20
21	O	Shell Chemical	-	** 7,411	*** -	21
22	O	Sprint Communications Co LP	-	** 5,268	*** -	22
23	O	Iowa Interstate Railroad	7	** 3,225	*** -	23
24	O	Indiana & Ohio Railroad	17	** 2,810	*** -	24
25	O	HGS USA LLC	-	** 2,741	*** -	25
26	O	New York Cross Docking LLC	-	** 2,178	*** -	26
27	O	Eco Energy Distribution Services Inc.	1	** 1,691	*** -	27
28	O	Appalachian and Ohio Railroad Inc	6	** 1,646	*** -	28
29	O	Adesa Boston	-	** 1,482	*** -	29
30	O	Carmeuse Lime and Stone Inc.	-	** 1,446	*** -	30
31	O	Canadian Pacific Railway	3	** 1,150	*** -	31
32		SUB-TOTAL	921	180,948	-	32
33						33
34		**Total Other Leased Properties**	(652)	198,275	-	34
35						35
36						36
37						37
38		TOTAL	13,999	$ 41,489,744	$ 11,305,412	38

* Actual value not known. Amounts reported in lieu of actual value represent results of capitalizing the remaining rents at a discount rate based on the lease term. The weighted average discount rate was 5%.

** Actual value not known. Amounts reported in lieu of actual value represent results of capitalizing the remaining rents at a discount rate based on the lease term. The weighted average discount rate was 3%.

*** Amounts of depreciation and amortization accrued are not known.

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 47 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	$ 1,582,891	$ -	$ -	$ (21,907)	1
2		(3) Grading	2,764,010	-	-	9,459	2
3		(4) Other right-of-way expenditures	10,093	-	-	4	3
4		(5) Tunnels and subways	417,033	-	-	228	4
5		(6) Bridges, trestles and culverts	2,565,724	-	-	7,442	5
6		(7) Elevated structures	-	-	-	-	6
7		(8) Ties	6,127,262	-	-	47,388	7
8		(9) Rail and other track material	8,054,976	-	-	73,032	8
9		(11) Ballast	3,159,640	-	-	35,479	9
10		(13) Fences, snowsheds and signs	25,317	-	-	7	10
11		(16) Station and office buildings	1,190,453	-	-	(893)	11
12		(17) Roadway buildings	20,401	-	-	-	12
13		(18) Water stations	-	-	-	-	13
14		(19) Fuel stations	120,383	-	-	-	14
15		(20) Shops and enginehouses	371,668	-	-	-	15
16		(22) Storage warehouses	5,621	-	-	-	16
17		(23) Wharves and docks	12,467	-	-	-	17
18		(24) Coal and ore wharves	266,708	-	-	-	18
19		(25) TOFC/COFC terminals	111,249	-	-	17,934	19
20		(26) Communications systems	870,715	-	-	258	20
21		(27) Signals and interlockers	3,165,882	-	-	23,228	21
22		(29) Power plants	2,112	-	-	-	22
23		(31) Power transmission systems	55,747	-	-	139	23
24		(35) Miscellaneous structures	-	-	-	-	24
25		(37) Roadway machines	695,470	-	-	-	25
26		(39) Public improvements - construction	752,906	-	-	6,336	26
27		(44) Shop machinery	177,758	-	-	141	27
28		(45) Power plant machinery	2,446	-	-	-	28
29		Leased property (capitalized rentals)	-	-	-	-	29
30		Other (specify and explain)	-	-	-	-	30
31		TOTAL ROAD	$ 32,528,932	$ -	$ -	$ 198,275	31
32		(52) Locomotives	5,009,815	-	-	-	32
33		(53) Freight train cars	2,555,487	-	-	-	33
34		(54) Passenger train cars	6,887	-	-	-	34
35		(55) Highway revenue equipment	-	-	-	-	35
36		(56) Floating equipment	1,062	-	-	-	36
37		(57) Work equipment	147,653	-	-	-	37
38		(58) Miscellaneous equipment	466,615	-	-	-	38
39		(59) Computer systems & WP equipment	276,226	-	-	-	39
40		TOTAL EQUIPMENT	$ 8,466,775	$ -	$ -	$ -	40
41		(76) Interest during construction	-	-	-	-	41
42		(80) Other elements of investment	-	-	-	-	42
43		(90) Construction work in progress	298,792	-	-	-	43
44		GRAND TOTAL	$ 41,291,469	$ -	$ -	$ 198,275	44

* Includes property leased from others, less property leased to others. These items are shown in Schedule 352A as "Actual value not known." The amounts reported on Schedule 352A represents the results of capitalizing the remaining rentals.

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 414
Line 231, column (f)	=	Line 19, columns (b) through (d)
Line 230, column (f)	=	Line 19, columns (e) through (g)
		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 210
Line 4, column (b)	=	Line 47, column (b)
Schedule 410		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 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)
Line 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)

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 services.

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.
		WAYS & STRUCTURES								
		ADMINISTRATION								
1		Track	$ 1,926	$ 499	$ 1,121	$ 182	$ 3,728	N/A	$ 3,728	1
2		Bridge & building	1,910	82	919	693	3,604	N/A	3,604	2
3		Signal	10,104	1,509	5,542	2,197	19,352	N/A	19,352	3
4		Communication	-	-	723	48	771	N/A	771	4
5		Other	11,810	8,040	17,858	(10,717)	26,991	N/A	26,991	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	46,666	307	12,222	138	59,333	N/A	59,333	6
7		Roadway - switching	4,507	62	46	-	4,615	N/A	4,615	7
8		Tunnels & subways - running	-	-	-	-	-	N/A	-	8
9		Tunnels & subways - switching	-	971	-	-	971	N/A	971	9
10		Bridges & culverts - running	15,232	1,894	1,364	3,836	22,326	N/A	22,326	10
11		Bridges & culverts - switching	-	-	-	-	-	N/A	-	11
12		Ties - running	3,663	348	11	467	4,489	N/A	4,489	12
13		Ties - switching	2,692	-	-	-	2,692	N/A	2,692	13
14		Rail & other track material - running	55,259	(13,114)	43,521	8,830	94,496	N/A	94,496	14
15		Rail & other track material - switching	5,394	372	-	-	5,766	N/A	5,766	15
16		Ballast - running	17,916	(702)	-	-	17,214	N/A	17,214	16
17		Ballast - switching	277	18	-	-	295	N/A	295	17
18		Road property damaged - running	113	13	-	-	126	N/A	126	18
19		Road property damaged - switching	146	-	-	-	146	N/A	146	19
20		Road property damaged - other	-	816	-	-	816	N/A	816	20
21		Signals & interlockers - running	62,745	12,008	1,212	1,235	77,200	N/A	77,200	21
22		Signals & interlockers - switching	4,365	734	1	-	5,100	N/A	5,100	22
23		Communications systems	15,564	2,989	7,192	242	25,987	N/A	25,987	23
24		Power systems	1,304	-	-	-	1,304	N/A	1,304	24
25		Highway grade crossings - running	4,722	240	190	-	5,152	N/A	5,152	25
26		Highway grade crossings - switching	17	-	-	-	17	N/A	17	26
27		Station & office buildings	6,473	1,970	5,029	1,348	14,820	N/A	14,820	27
28		Shop buildings - locomotives	2,775	1,516	648	569	5,508	N/A	5,508	28
29		Shop buildings - freight cars	514	160	127	92	893	N/A	893	29
30		Shop buildings - other equipment	1,732	2,881	987	-	5,600	N/A	5,600	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	2,129	5	-	-	2,134	N/A	2,134	101
102		Miscellaneous buildings & structures	20	-	163	-	183	N/A	183	102
103		Coal terminals	-	-	3,110	-	3,110	N/A	3,110	103
104		Ore terminals	-	-	-	-	-	N/A	-	104
105		Other marine terminals	-	648	2,355	-	3,003	N/A	3,003	105
106		TOFC/COFC terminals	-	-	-	-	-	N/A	-	106
107		Motor vehicle loading & distribution facilities	-	-	-	-	-	N/A	-	107
108		Facilities for other specialized service operations	81	7,709	-	-	7,790	N/A	7,790	108
109		Roadway machines	345	14,896	1,302	-	16,543	N/A	16,543	109
110		Small tools & supplies	-	-	-	-	-	N/A	-	110
111		Snow removal	480	-	232	-	712	N/A	712	111
112		Fringe benefits - running	N/A	N/A	N/A	83,432	83,432	N/A	83,432	112
113		Fringe benefits - switching	N/A	N/A	N/A	-	-	N/A	-	113
114		Fringe benefits - other	N/A	N/A	N/A	46,231	46,231	N/A	46,231	114
115		Casualties & insurance - running	N/A	N/A	N/A	17,009	17,009	N/A	17,009	115
116		Casualties & insurance - switching	N/A	N/A	N/A	1,776	1,776	N/A	1,776	116
117		Casualties & insurance - other	N/A	N/A	N/A	1,332	1,332	N/A	1,332	117
118	*	Lease rentals - debit -running	N/A	N/A	58,775	N/A	58,775	N/A	58,775	118
119	*	Lease rentals - debit -switching	N/A	N/A	-	N/A	-	N/A	-	119
120	*	Lease rentals - debit -other	N/A	N/A	13,362	N/A	13,362	N/A	13,362	120
121	*	Lease rentals - (credit) - running	N/A	N/A	(27,570)	N/A	(27,570)	N/A	(27,570)	121
122	*	Lease rentals - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	122
123	*	Lease rentals - (credit) - other	N/A	N/A	(60,234)	N/A	(60,234)	N/A	(60,234)	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	29,228	N/A	29,228	N/A	29,228	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	(3)	N/A	(3)	N/A	(3)	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	568,242	568,242	N/A	568,242	136
137	*	Depreciation - switching	N/A	N/A	N/A	-	-	N/A	-	137
138	*	Depreciation - other	N/A	N/A	N/A	343,305	343,305	N/A	343,305	138
139		Joint facility - debit - running	N/A	N/A	-	N/A	-	N/A	-	139
140		Joint facility - debit - switching	N/A	N/A	20,044	N/A	20,044	N/A	20,044	140
141		Joint facility - debit - other	N/A	N/A	-	N/A	-	N/A	-	141
142		Joint facility - (credit) - running	N/A	N/A	-	N/A	-	N/A	-	142
143		Joint facility - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	143
144		Joint facility - (credit) - other	N/A	N/A	-	N/A	-	N/A	-	144
145		Dismantling retired road property - running	80	-	-	-	80	N/A	80	145
146		Dismantling retired road property - switching	-	-	-	-	-	N/A	-	146
147		Dismantling retired road property - other	-	-	346	-	346	N/A	346	147
148		Other - running	1,223	1,400	4,652	-	7,275	N/A	7,275	148
149		Other - switching	1,897	-	-	-	1,897	N/A	1,897	149
150		Other - other	1,223	3,409	328	1,000	5,960	N/A	5,960	150
151		TOTAL WAY AND STRUCTURES	$ 285,304	$ 51,680	$ 144,803	$ 1,071,487	$ 1,553,274	N/A	$ 1,553,274	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	$ 2,107	$ 1,511	$ 2,340	$ 187	$ 6,145	N/A	$ 6,145	201
202	*	Repair & maintenance	54,154	41,900	137,168	2,131	235,353	N/A	235,353	202
203	*	Machinery repair	897	1,525	13	-	2,435	N/A	2,435	203
204		Equipment damaged	-	-	91	-	91	N/A	91	204
205		Fringe benefits	N/A	N/A	N/A	24,584	24,584	N/A	24,584	205
206		Other casualties & insurance	N/A	N/A	N/A	5,528	5,528	N/A	5,528	206
207	*	Lease rentals - debit	N/A	N/A	1,584	N/A	1,584	N/A	1,584	207
208	*	Lease rentals - (credit)	N/A	N/A	(2,096)	N/A	(2,096)	N/A	(2,096)	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	184,422	184,422	N/A	184,422	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	-	918	15,180	-	16,098	N/A	16,098	218
219		TOTAL LOCOMOTIVES	$ 57,158	$ 45,854	$ 154,280	$ 216,852	$ 474,144	N/A	$ 474,144	219
		FREIGHT CARS								
220		Administration	$ 10,384	$ 319	$ 653	$ 2,816	$ 14,172	N/A	$ 14,172	220
221	*	Repair & maintenance	37,185	71,358	29,001	3,458	141,002	N/A	141,002	221
222	*	Machinery repair	119	245	2,710	-	3,074	N/A	3,074	222
223		Equipment damaged	-	-	6,761	-	6,761	N/A	6,761	223
224		Fringe benefits	N/A	N/A	N/A	19,794	19,794	N/A	19,794	224
225		Other casualties & insurance	N/A	N/A	N/A	14,332	14,332	N/A	14,332	225
226	*	Lease rentals - debit	N/A	N/A	9,481	N/A	9,481	N/A	9,481	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	387,809	N/A	387,809	N/A	387,809	230
231	*	Other rents - (credit)	N/A	N/A	(48,216)	N/A	(48,216)	N/A	(48,216)	231
232	*	Depreciation	N/A	N/A	N/A	75,116	75,116	N/A	75,116	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	(78,666)	N/A	(78,666)	N/A	(78,666)	235
236		Dismantling retired property	-	-	-	-	-	N/A	-	236
237		Other	-	-	-	-	-	N/A	-	237
238		TOTAL FREIGHT CARS	$ 47,688	$ 71,922	$ 309,533	$ 115,516	$ 544,659	N/A	$ 544,659	238
		OTHER EQUIPMENT								
301		Administration	$ -	$ -	$ -	$ 4,326	$ 4,326	N/A	$ 4,326	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	758	681	11	-	1,450	N/A	1,450	306
307	*	Work & other non-revenue equipment	1	25	37,571	-	37,597	N/A	37,597	307
308		Equipment damaged	-	-	-	-	-	N/A	-	308
309		Fringe benefits	N/A	N/A	N/A	3	3	N/A	3	309
310		Other casualties & insurance	N/A	N/A	N/A	444	444	N/A	444	310
311	*	Lease rentals - debit	N/A	N/A	11,642	N/A	11,642	N/A	11,642	311
312	*	Lease rentals - (credit)	N/A	N/A	(51,434)	N/A	(51,434)	N/A	(51,434)	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	23,234	N/A	23,234	N/A	23,234	315
316		Other rents - (credit)	N/A	N/A	-	N/A	-	N/A	-	316
317		Depreciation	N/A	N/A	N/A	71,468	71,468	N/A	71,468	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	-	-	-	-	-	N/A	-	322
323		TOTAL OTHER EQUIPMENT	$ 759	$ 706	$ 21,024	$ 76,241	$ 98,730	N/A	$ 98,730	323
324		TOTAL EQUIPMENT	$ 105,605	$ 118,482	$ 484,837	$ 408,609	$ 1,117,533	N/A	$ 1,117,533	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	$ 41,261	$ 600	$ 130	$ 10,076	$ 52,067	N/A	$ 52,067	401
402		Engine crews	186,510	1	-	45	186,556	N/A	186,556	402
403		Train crews	288,560	354	109	52,965	341,988	N/A	341,988	403
404		Dispatching trains	41,078	759	210	642	42,689	N/A	42,689	404
405		Operating signals & interlockers	74	-	-	-	74	N/A	74	405
406		Operating drawbridges	2,826	156	10	123	3,115	N/A	3,115	406
407		Highway crossing protection	122	-	-	-	122	N/A	122	407
408		Train inspection & lubrication	52,762	3,622	113	62	56,559	N/A	56,559	408
409		Locomotive fuel	-	470,749	-	-	470,749	N/A	470,749	409
410		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	410
411		Servicing locomotives	27,420	1,951	71	1,294	30,736	N/A	30,736	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	412
413		Clearing wrecks	12	-	7,431	-	7,443	N/A	7,443	413
414		Fringe benefits	N/A	N/A	N/A	294,396	294,396	N/A	294,396	414
415		Other casualties & insurance	N/A	N/A	N/A	44,739	44,739	N/A	44,739	415
416		Joint facility - debit	N/A	N/A	71,605	N/A	71,605	N/A	71,605	416
417		Joint facility - (credit)	N/A	N/A	(31,526)	N/A	(31,526)	N/A	(31,526)	417
418		Other	7,808	359	1,345	183	9,695	N/A	9,695	418
419		TOTAL TRAIN OPERATIONS	$ 648,433	$ 478,551	$ 49,498	$ 404,525	$ 1,581,007	N/A	$ 1,581,007	419
		YARD OPERATIONS								
420		Administration	$ 15,955	$ 1,176	$ 124	$ 3,331	$ 20,586	N/A	$ 20,586	420
421		Switch crews	119,367	586	113	7,401	127,467	N/A	127,467	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	25,978	94	17	1,189	27,278	N/A	27,278	422
423		Yard and terminal clerical	6,934	12	2	93	7,041	N/A	7,041	423
424		Operating switches, signals, retarders, & humps	390	-	-	40	430	N/A	430	424
425		Locomotive fuel	-	24,776	-	-	24,776	N/A	24,776	425
426		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	426
427		Servicing locomotives	492	-	-	17	509	N/A	509	427
428		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	428
429		Clearing wrecks	106	-	6,981	-	7,087	N/A	7,087	429
430		Fringe benefits	N/A	N/A	N/A	67,466	67,466	N/A	67,466	430
431		Other casualties & insurance	N/A	N/A	N/A	12,473	12,473	N/A	12,473	431
432		Joint facility - debit	N/A	N/A	38,987	N/A	38,987	N/A	38,987	432
433		Joint facility - (credit)	N/A	N/A	(31,937)	N/A	(31,937)	N/A	(31,937)	433
434		Other	324	95	14,171	98	14,688	N/A	14,688	434
435		TOTAL YARD OPERATIONS	$ 169,546	$ 26,739	$ 28,458	$ 92,108	$ 316,851	N/A	$ 316,851	435
		TRAIN & YARD OPERATIONS COMMON:								
501		Cleaning car interiors	$ 3	$ -	$ 3,783	N/A	$ 3,786	N/A	$ 3,786	501
502		Adjusting & transferring loads	-	41	4,669	N/A	4,710	N/A	4,710	502
503		Car loading devices & grain docks	-	-	-	N/A	-	N/A	-	503
504		Freight lost or damaged - all other	N/A	N/A	N/A	20,912	20,912	N/A	20,912	504
505		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON	$ 3	$ 41	$ 8,452	$ 20,912	$ 29,408	N/A	$ 29,408	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	15,682	1,530	614,738	33,001	664,951	N/A	664,951	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	7,707	7,707	N/A	7,707	512
513	*	Casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	513
514	*	Joint facility - debit	N/A	N/A	6,485	N/A	6,485	N/A	6,485	514
515	*	Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	515
516	*	Other	-	-	-	-	-	N/A	-	516
517	*	TOTAL SPECIALIZED SERVICE OPERATIONS	$ 15,682	$ 1,530	$ 621,223	$ 40,708	$ 679,143	N/A	$ 679,143	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.
		ADMINISTRATIVE SUPPORT OPERATIONS:								
518		Administration	$ 2,036	$ 5,232	$ 64,911	$ 1,503	$ 73,682	N/A	$ 73,682	518
519		Employees performing clerical & accounting functions	6,042	32	93	183	6,350	N/A	6,350	519
520		Communication systems operations	12	-	-	-	12	N/A	12	520
521		Loss & damage claims processing	-	-	151	-	151	N/A	151	521
522		Fringe benefits	N/A	N/A	N/A	11,800	11,800	N/A	11,800	522
523		Casualties & insurance	N/A	N/A	N/A	2,704	2,704	N/A	2,704	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	-	-	1,377	7,195	8,572	N/A	8,572	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	$ 8,090	$ 5,264	$ 66,532	$ 23,385	$ 103,271	N/A	$ 103,271	527
528		TOTAL TRANSPORTATION	$ 841,754	$ 512,125	$ 774,163	$ 581,638	$ 2,709,680	N/A	$ 2,709,680	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	$ 5,416	$ 1,216	$ 1,262	$ 574	$ 8,468	N/A	$ 8,468	601
602		Accounting, auditing, & finance	12,945	5	1,465	131	14,546	N/A	14,546	602
603		Management services & data processing	4,462	17	288,373	777	293,629	N/A	293,629	603
604		Marketing	13,650	3	492	3,717	17,862	N/A	17,862	604
605		Sales	14,155	6	3,888	664	18,713	N/A	18,713	605
606		Industrial development	-	-	-	-	-	N/A	-	606
607		Personnel & labor relations	14,351	2	3,151	922	18,426	N/A	18,426	607
608		Legal & secretarial	8,586	2	64,483	2,929	76,000	N/A	76,000	608
609		Public relations & advertising	1,421	-	2,006	160	3,587	N/A	3,587	609
610		Research & development	-	-	-	-	-	N/A	-	610
611		Fringe benefits	N/A	N/A	N/A	71,876	71,876	N/A	71,876	611
612		Casualties & insurance	N/A	N/A	N/A	8,312	8,312	N/A	8,312	612
613		Writedown of uncollectible accounts	N/A	N/A	N/A	6,221	6,221	N/A	6,221	613
614		Property taxes	N/A	N/A	N/A	177,121	177,121	N/A	177,121	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	20,711	20,711	N/A	20,711	615
616		Joint facility - debit	N/A	N/A	29,179	N/A	29,179	N/A	29,179	616
617		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	617
618		Other	78,763	2,083	482,731	74,264	637,841	N/A	637,841	618
619		TOTAL GENERAL AND ADMINISTRATIVE	$ 153,749	$ 3,334	$ 877,030	$ 368,379	$ 1,402,492	N/A	$ 1,402,492	619
620	*	TOTAL CARRIER OPERATING EXPENSE	$ 1,386,412	$ 685,621	$ 2,280,833	$ 2,430,113	$ 6,782,979	N/A	$ 6,782,979	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.
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	30,177	-	(2,681)	2
3		4	Other right-of-way expenditures	130	-	(36)	3
4		5	Tunnels and subways	5,141	-	114	4
5		6	Bridges, trestles and culverts	42,598	-	1,084	5
6		7	Elevated structures	-	-	-	6
7		8	Ties	283,389	-	17,850	7
8		9	Rail and other track material	198,969	-	8,433	8
9		11	Ballast	85,833	-	1,789	9
10		13	Fences, snowsheds and signs	349	-	(157)	10
11		16	Station and office buildings	32,205	-	(3,078)	11
12		17	Roadway buildings	416	-	(173)	12
13		18	Water stations	-	-	-	13
14		19	Fuel stations	3,848	-	(593)	14
15		20	Shops and enginehouses	8,364	-	(2,551)	15
16		22	Storage warehouses	138	-	(5)	16
17		23	Wharves and docks	351	-	(24)	17
18		24	Coal and ore wharves	3,611	-	(2,360)	18
19		25	TOFC/COFC terminals	3,092	-	(552)	19
20		26	Communications systems	36,984	-	(8,503)	20
21		27	Signals and interlockers	135,283	-	5,882	21
22		29	Power plants	220	-	(39)	22
23		31	Power transmission systems	868	-	(41)	23
24		35	Miscellaneous structures	-	-	-	24
25		37	Roadway machines	9,527	-	(20,896)	25
26		39	Public improvements; construction	29,961	-	5,687	26
27		45	Power plant machines	93	-	(11)	27
28			Other lease/rentals	-	(15,667)	-	28
29			TOTAL	$ 911,547	$ (15,667)	$ (861)	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)	GROSS AMOUNTS RECEIVABLE Per Diem Basis: Mileage (c)	GROSS AMOUNTS RECEIVABLE Per Diem Basis: Time (d)	GROSS AMOUNTS PAYABLE Per Diem Basis: Private Line Cars (e)	GROSS AMOUNTS PAYABLE Per Diem Basis: Mileage (f)	GROSS AMOUNTS PAYABLE Per Diem Basis: Time (g)	Line No.
		CAR TYPES							
1		Box - Plain 40 Foot	$ -	$ -	$ -	$ -	$ -	$ -	1
2		Box - Plain 50 Foot and Longer	-	1	-	4,818	1,546	4,452	2
3		Box - Equipped	-	1,042	4,527	29,138	10,790	28,395	3
4		Gondola - Plain	-	61	1,144	886	305	745	4
5		Gondola - Equipped	-	1,366	4,109	91	2,001	4,590	5
6		Hopper - Covered	-	994	2,543	2,951	3,494	6,851	6
7		Hopper - Open Top - General Service	-	69	1,113	1	28	27	7
8		Hopper - Open Top - Special Service	-	122	1,342	1	227	586	8
9		Refrigerator - Mechanical	-	-	-	11	2,282	5,219	9
10		Refrigerator - Non-mechanical	-	-	-	-	259	523	10
11		Flat - TOFC/COFC	-	455	1,786	72,617	6,926	20,871	11
12		Flat - Multi-Level	-	154	-	75,776	2,789	8,989	12
13		Flat - General Service	-	-	-	5	20	43	13
14		Flat - Other	-	82	427	31,719	5,036	9,853	14
15		Tank - Under 22,000 Gallons	-	-	-	326	-	-	15
16		Tank - 22,000 Gallons and Over	-	-	-	219	-	-	16
17		All Other Freight Cars	-	-	6	-	55	154	17
18		Auto Racks	-	-	26,873	-	-	42,194	18
19		TOTAL FREIGHT TRAIN CARS	$ -	$ 4,346	$ 43,870	$ 218,559	$ 35,758	$ 133,492	19
		OTHER FREIGHT CARRYING EQUIPMENT							
20		Refrigerated Trailers	$ -	$ -	$ -	$ -	$ -	$ -	20
21		Other Trailers	-	-	-	-	-	-	21
22		Refrigerated Containers	-	-	-	-	-	-	22
23		Other Containers	-	-	-	-	-	-	23
24	*	TOTAL TRAILERS AND CONTAINERS	$ -	$ -	$ -	$ -	$ -	$ -	24
25		GRAND TOTAL (Lines 19 and 24)	$ -	$ 4,346	$ 43,870	$ 218,559	$ 35,758	$ 133,492	25

NOTES AND REMARKS FOR SCHEDULE 414

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 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 342.

   Depreciation charges reported in 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 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 Locomotives - Yard	$ 4,744	$ 3,634	$ -	$ (2,654)	1
2		Diesel Locomotives - Road	230,609	176,651	-	(1,356)	2
3		Other Locomotives - Yard	-	-	-	-	3
4		Other Locomotives - Road	-	-	-	-	4
5	*	TOTAL LOCOMOTIVES	$ 235,353	$ 180,285	$ -	$ (4,010)	5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 foot	$ -	$ -	$ -	$ -	6
7		Box - Plain 50 foot and longer	43	17	-	15	7
8		Box - Equipped	6,895	3,488	-	(307)	8
9		Gondola - Plain	10,574	18,468	-	(3,672)	9
10		Gondola - Equipped	7,586	8,027	-	2,465	10
11		Hopper - Covered	9,306	9,856	-	(1,119)	11
12		Hopper - Open Top - General Service	1,344	7,233	-	(684)	12
13		Hopper - Open Top - Special Service	8,714	9,394	-	1,398	13
14		Refrigerator - Mechanical	43	56	-	22	14
15		Refrigerator - Non-mechanical	71	151	-	143	15
16		Flat - TOFC/COFC	51	-	-	(6)	16
17		Flat - Multi-level	2,313	-	-	-	17
18		Flat - General Service	-	1	-	-	18
19		Flat - Other	2,671	924	-	(292)	19
20		All Other Freight Cars	11	34	-	(86)	20
21		Cabooses	-	23	-	(117)	21
22		Auto Racks	12,714	15,759	-	(3,300)	22
23		Miscellaneous Accessories	-	-	-	-	23
24	*	TOTAL FREIGHT TRAIN CARS	$ 62,336	$ 73,431	$ -	$ (5,540)	24
		OTHER EQUIPMENT - REVENUE FREIGHT					
		HIGHWAY EQUIPMENT					
25		Refrigerated Trailers	$ -	$ -	$ -	$ -	25
26		Other Trailers	-	-	-	-	26
27		Refrigerated Containers	-	-	-	-	27
28		Other Containers	-	-	-	-	28
29		Bogies	-	-	-	-	29
30		Chassis	-	-	-	-	30
31		Other Highway Equipment (Freight)	-	-	-	-	31
32	*	TOTAL HIGHWAY EQUIPMENT	$ -	$ -	$ -	$ -	32
		FLOATING EQUIPMENT - REVENUE SERVICE					
33		Marine Line-Haul	$ -	$ 56	$ -	$ 31	33
34		Local Marine	-	-	-	-	34
35	*	TOTAL FLOATING EQUIPMENT	$ -	$ 56	$ -	$ 31	35
		OTHER EQUIPMENT					
		Passenger & Other Revenue Equipment					
36	*	(Freight Portion)	$ -	$ 291	$ -	$ 62	36
37	*	Computer Systems & Word Processing Equip.	-	30,711	-	(7,361)	37
38	*	Machinery - Locomotives (1)	2,435	4,137	-	-	38
39	*	Machinery - Freight Cars (2)	3,074	1,685	-	-	39
40	*	Machinery - Other Equipment (3)	1,450	906	-	-	40
41	*	Work and Other Nonrevenue Equipment	37,597	39,504	-	491	41
42		TOTAL OTHER EQUIPMENT	$ 44,556	$ 77,234	$ -	$ (6,808)	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	$ 342,245	$ 331,006	$ -	$ (16,327)	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)
(Dollars in Thousands)

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		$ (12)	$ 113,836	$ -	$ 44,176	$ -	1
2		(500)	4,895,979	-	1,755,076	-	2
3		-	-	-	-	-	3
4		-	-	-	-	-	4
5	*	$ (512)	$ 5,009,815	$ -	$ 1,799,252	$ -	5
6		$ -	$ -	$ -	$ -	$ -	6
7		-	73	-	9	-	7
8		442	119,257	-	52,381	-	8
9		3,066	826,289	-	203,450	-	9
10		883	238,007	-	11,618	-	10
11		1,265	340,844	-	58,991	-	11
12		752	202,566	-	39,500	-	12
13		923	248,721	-	21,536	-	13
14		3	872	-	265	-	14
15		-	81	-	(986)	-	15
16		-	-	-	-	-	16
17		-	-	-	-	-	17
18		-	-	-	(19)	-	18
19		113	30,448	-	(14,190)	-	19
20		3	770	-	(4,997)	-	20
21		1	265	-	(847)	-	21
22		2,030	547,294	-	175,233	-	22
23		-	-	-	-	-	23
24	*	$ 9,481	$ 2,555,487	$ -	$ 541,944	$ -	24
25		$ -	$ -	$ -	$ -	$ -	25
26		-	-	-	-	-	26
27		-	-	-	-	-	27
28		-	-	-	-	-	28
29		-	-	-	-	-	29
30		-	-	-	-	-	30
31		-	-	-	-	-	31
32	*	$ -	$ -	$ -	$ -	$ -	32
33		$ -	$ 1,062	$ -	$ 579	$ -	33
34		-	-	-	-	-	34
35	*	$ -	$ 1,062	$ -	$ 579	$ -	35
36	*	$ -	$ 6,887	$ -	$ 3,351	$ -	36
37	*	(7,549)	276,226	-	160,782	-	37
38	*	-	109,302	-	53,446	-	38
39	*	-	44,519	-	21,768	-	39
40	*	(550)	23,937	-	11,704	-	40
41	*	(8,459)	614,268	-	180,153	-	41
42		$ (16,558)	$ 1,075,139	$ -	$ 431,204	$ -	42
43		$ (7,589)	$ 8,641,503	$ -	$ 2,772,979	$ -	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).

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.

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 relating 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	-	-	-	-	-	-	N/A	-	-	2
3	*	Loading and unloading and local marine	596,162	-	9,392	3,667	-	52,994	N/A	2,736	664,951	3
4	*	Protective services - total debits and credits	-	-	-	-	-	-	-	-	-	4
5	*	Freight lost or damaged - solely related	-	-	-	-	-	-	-	-	-	5
6	*	Fringe benefits	1,991	-	3,478	1,357	-	2	-	879	7,707	6
7	*	Casualty and insurance	-	-	-	-	-	-	-	-	-	7
8	*	Joint facility - debit	-	-	-	-	-	-	-	6,485	6,485	8
9	*	Joint facility - credit	-	-	-	-	-	-	-	-	-	9
10	*	Other	-	-	-	-	-	-	-	-	-	10
11	*	TOTAL	$ 598,153	$ -	$ 12,870	$ 5,024	$ -	$ 52,996	$ -	$ 10,100	$ 679,143	11

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	$ 327,584	1
		U.S. Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	604,095	2
3		Excess Profits	-	3
4	*	Total - Income Taxes (Lines 2 and 3)	$ 604,095	4
5		Railroad Retirement	306,029	5
6		Hospital Insurance	24,845	6
7		Supplemental Annuities	-	7
8		Unemployment Insurance	8,786	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	$ 943,755	10
11		Total - Railway Taxes	$ 1,271,339	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 changes 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 a 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 IRC: Guideline lives pursuant to Rev, Proc. 62-21.	$ -	$ -	$ -	$ -	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	(37,524)	-	-	(37,524)	4
5	Other (Specify)					5
6	Property	5,779,464	148,448	-	5,927,912	6
7	State deferred income taxes	1,067,164	34,138	154	1,101,456	7
8	Federal effect of state	(223,041)	(8,233)	(32)	(231,306)	8
9	Employee benefit plans	(4,949)	15,228	-	10,279	9
10	Future Dividends on Equity Earnings	135,789	10,426	-	146,215	10
11	Other temporary differences	(79,125)	(32,244)	780	(110,589)	11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit *	-	-	-	-	18
19	TOTALS	$ 6,637,778	$ 167,763	$ 902	$ 6,806,443	19

450. ANALYSIS OF TAXES
(Dollars in Thousands)

* Footnotes:

1.	If the flow-through method was elected, indicate the 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 the amount of the 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	None

501. GUARANTIES 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	Merchants Bridge Revolving	5,650	Sole / Several	1
2	Guarantors: CSXT, BNSF, ICRC,	Construction Loan			2
3	NS, UNP				3
4					4
5					5
6					6
7					7
8					8
9					9
10					10
11					11
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31					31
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33					33
34					34
35					35
36					36
37					37
38					38

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	160,336	Sole	1
2	Due 1/15/2023				2
3					3
4					4
5					5
6					6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING AGREEMENTS

(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 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.

NONE

510. SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT

(Dollars in Thousands)

The principal use of this schedule is to determine the average 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 29	$ -	1
2	764	Equipment obligations and other long-term debt due within one year	Sch 200, Line 38	40,888	2
3	765/767	Funded debt unmatured	Sch 200, Line 40	102,908	3
4	766	Equipment obligations	Sch 200, Line 41	149,148	4
5	766.5	Capitalized lease obligations	Sch 200, Line 42	3,144	5
6	768	Debt in default	Sch 200, Line 43	-	6
7	769	Accounts payable - affiliated companies	Sch 200, Line 44	843,375	7
8	770.1/770.2	Unamortized debt premium	Sch 200, Line 45	8,282	8
9		Total debt	Sum of Lines 1 through 8	$ 1,147,745	9
10		Debt directly related to road property	Note 1	$ 398,075	10
11		Debt directly related to equipment	Note 1	163,265	11
12		Total debt related to road and equipment	Lines 10 and 11	$ 561,340	12
13		Percent directly related to road	Line 10 /Line 12 Whole % + 2 decimals	70.92%	13
14		Percent directly related to equipment	Line 11 /Line 12 Whole % + 2 decimals	29.08%	14
15		Debt not directly related to road and equipment	Line 9 - Line 12	$ 586,405	15
16		Road property debt (Note 2)	(Line 13 x Line 15) + Line 10	$ 813,953	16
17		Equipment debt (Note 2)	(Line 14 x Line 15) + Line 11	$ 333,792	17

II. Interest Accrued During the 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	$ 37,251	18
19	546	Contingent interest on funded debt	Sch. 210, Line 44	-	19
20	517	Release of premium on funded debt	Sch. 210, Line 22	3,035	20
21		Total interest (Note 3)	(Line 18 + Line 19) - Line 20	34,216	21
22		Interest directly related to road property debt	Note 4	$ 6,322	22
23		Interest directly related to equipment debt	Note 4	11,198	23
24		Interest not directly related to road or equipment property debt	Line 21 - (Lines 22 + 23)	$ 16,696	24
25		Interest on road property debt (Note 5)	Line 22 + (Line 24 x Line 13)	$ 18,163	25
26		Interest on equipment debt (Note 5)	Line 23 + (Line 24 x Line 14)	$ 16,053	26
27		Embedded rate of debt capital - road property	Line 25 / Line 16	2.23%	27
28		Embedded rate of debt capital - equipment	Line 26 / Line 17	4.81%	28

Note 1: Directly related means the purpose which the funds were used for 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 on Lines 10 and 11, respectively.

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

   (a) Lawful tariff charges for transportation services.

   (b) Payments to or from other carriers for interline services and interchange of equipment.

   (c) Payment to or from other carriers which may reasonably be regarded as ordinarily connected with routine operation or maintenance, but any special or unusual transactions should be reported.

   (d) Payments to public utility companies for rates or charges fixed in conformity with government authority.

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

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

3. In column (b) indicate the nature of the 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 the 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 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).

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

(Dollars in Thousands)

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)		Line No.
1	CSX Business Management, Inc.		Common	Advance	$ -	$ 1,494	P	1
2	CSX Business Management, Inc.		Common	Net Services Provided	215	-		2
3	CSX Corporation		Controlled	Advance	-	8,807,782	R	3
4	CSX Corporation		Controlled	Interest Income	43,419	-		4
5	CSX Corporation		Controlled	Management Fee	478,472	-		5
6	CSX Insurance Company		Common	Advance	-	25,378	P	6
7	CSX Insurance Company		Common	Net Purchase of Services	45,075	-		7
8	CSX Intermodal Terminals, Inc.		Common	Advance	-	60,650	P	8
9	CSX Intermodal Terminals, Inc.		Common	Net Purchase of Services	553,097	-		9
10	CSX Technology, Inc.		Common	Advance	-	124,777	P	10
11	CSX Technology, Inc.		Common	Net Purchase of Services	276,821	-		11
12	Total Distribution Services, Inc.		Common	Advance	-	4,866	P	12
13	Total Distribution Services, Inc.		Common	Net Purchase of Services	51,358	-		13
14	Transflo Terminal Services, Inc.		Common	Advance	-	6,713	P	14
15	Transflo Terminal Services, Inc.		Common	Net Services Provided	1,298	-		15
16	Residual Enterprise Corporation		Common	Net Services Provided	237	-		16
17	CSX Rail Holding Corp.		Common	Advance	-	2,834	R	17
18	CSX Rail Holding Corp.		Common	Net Services Provided	1,038	-		18
19								19
20								20
21								21
22								22
23								23
24								24
25								25

Note: See Note 7, page 19 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 the 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 or 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 some 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 a joint or common owner or a joint lessee or under any joint arrangement should be shown in its appropriate class and the entry of length should be the entire length of the portion jointly held. The class symbol should have the letter (J) attached.

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)				
1	1	100%	14,453	3,421	226	579	428	7,494	26,601	1
2	1J	25%	-	-	-	-	-	31	31	2
3	1J	33%	-	-	-	-	-	5	5	3
4	1J	40%	-	-	-	-	-	3	3	4
5	1J	50%	-	-	-	-	5	44	49	5
6	1J	66%	-	-	-	-	-	7	7	6
7	1	Ontario	-	-	-	-	-	-	-	7
8	1	Quebec	2	-	-	-	-	-	2	8
9	TOTAL CLASS 1		14,455	3,421	226	579	433	7,584	26,698	9
10	2	100%	165	2	-	9	32	36	244	10
11	2	Ontario	18	-	-	9	-	5	32	11
12	2	Quebec	13	-	-	-	4	-	17	12
13	2J	85%	-	-	-	-	-	-	-	13
14	TOTAL CLASS 2		196	2	-	18	36	41	293	14
15	3A	100%	324	15	-	37	3	57	436	15
16	3B	100%	297	26	2	13	15	235	588	16
17	3BJ	33%	-	3	-	-	-	-	3	17
18	3A	Quebec	17	-	-	-	-	-	17	18
19	3B	Quebec	14	-	-	-	5	-	19	19
20	TOTAL CLASS 3		652	44	2	50	23	292	1,063	20
21	4A	100%	-	-	-	-	-	2	2	21
22	4B	100%	86	7	-	1	2	116	212	22
23	4BJ	50%	11	2	-	-	-	-	13	23
24	TOTAL CLASS 4		97	9	-	1	2	118	227	24
25	5	100%	4,193	1,365	625	244	71	682	7,180	25
26	5J	33%	-	-	-	-	-	-	-	26
27	5J	50%	2	-	-	-	-	-	2	27
28	5	Ontario	4	1	-	4	1	6	16	28
29	5	Quebec	6	-	-	-	-	-	6	29
30	TOTAL CLASS 5		4,205	1,366	625	248	72	688	7,204	30
31										31
32										32
33										33
34										34
35										35
36										36
37										37
38										38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57	TOTAL		19,605	4,842	853	896	566	8,723	35,485	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 in 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	116	-	1
2		Canada - Ontario	-	18	-	-	4	22	7	-	2
3		Canada - Quebec	2	13	31	-	6	52	12	-	3
4		Connecticut	5	-	-	-	62	67	4	-	4
5		Delaware	23	-	-	-	21	44	-	-	5
6		District Of Columbia	16	-	-	-	2	18	8	-	6
7		Florida	1,048	-	-	61	144	1,253	45	-	7
8		Georgia	1,350	-	118	1	75	1,544	94	-	8
9		Illinois	356	-	56	-	291	703	123	-	9
10		Indiana	1,124	-	12	-	365	1,501	436	-	10
11		Kentucky	1,526	66	-	-	49	1,641	37	-	11
12		Louisiana	35	-	-	-	8	43	-	-	12
13		Maryland	417	7	5	-	87	516	9	-	13
14		Massachusetts	127	-	-	8	162	297	67	-	14
15		Michigan	340	-	-	-	143	483	135	-	15
16		Mississippi	74	-	-	-	20	94	-	-	16
17		Missouri	-	-	-	-	-	-	11	-	17
18		New Jersey	45	-	-	-	579	624	6	-	18
19		New York	687	-	185	-	359	1,231	10	-	19
20		North Carolina	1,014	-	-	7	52	1,073	2	-	20
21		Ohio	1,165	-	139	8	461	1,773	218	-	21
22		Pennsylvania	419	42	22	8	568	1,059	57	-	22
23		South Carolina	1,221	-	46	-	17	1,284	7	-	23
24		Tennessee	821	-	15	4	137	977	41	-	24
25		Virginia	741	30	7	-	256	1,034	23	-	25
26		West Virginia	996	20	16	-	226	1,258	134	-	26
27											27
28											28
29											29
30											30
31											31
32	Total Mileage (Single Track)		14,455	196	652	97	4,205	19,605	1,602	-	32

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 engines 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

				Changes During the Year					Units at Close of Year					
				Units Installed										
Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	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)	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	3,162	-	-	-	8	28	3,132	10	3,142	11,837,901	8	1
2		Diesel-passenger units	5	-	-	-	-	-	5	-	5	15,000	-	2
3		Diesel-multiple purpose units	-	-	-	-	-	-	-	-	-	-	-	3
4		Diesel-switching units	215	-	-	-	-	1	214	-	214	480,100	-	4
5	*	TOTAL (lines 1 to 4)	3,382	-	-	-	8	29	3,351	10	3,361	12,333,001	8	5
6	*	Electric locomotives	-	-	-	-	-	-	-	-	-	-	-	6
7	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-	-	7
8	*	TOTAL (lines 5, 6, and 7)	3,382	-	-	-	8	29	3,351	10	3,361	12,333,001	8	8
9	*	Auxiliary units	179	-	-	-	-	1	178	-	178	N/A	-	9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	3,561	-	-	-	8	30	3,529	10	3,539	N/A	8	10

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

								During Calendar Year						
Line No.	Cross Check	Type or design of units (a)	Before 1/1/2000 (b)	Between 1/1/2000 and 12/31/2004 (c)	Between 1/1/2005 and 12/31/2009 (d)	Between 1/1/2010 and 12/31/2014 (e)	Between 1/1/2015 and 12/31/2019 (f)	2020 (g)	2021 (h)	2022 (i)	2023 (j)	2024 (k)	TOTAL (l)	Line No.
11	*	Diesel	1,936	342	550	223	310	-	-	-	-	-	3,361	11
12	*	Electric	-	-	-	-	-	-	-	-	-	-	-	12
13	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-	-	13
14	*	TOTAL (lines 11 to 13)	1,936	342	550	223	310	-	-	-	-	-	3,361	14
15	*	Auxiliary units	178	-	-	-	-	-	-	-	-	-	178	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	2,114	342	550	223	310	-	-	-	-	-	3,539	16

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)	15	-	-	-	1	1	15	-	15	N/A	-	30
31		Board outfit cars (MWX)	2	-	-		-	-	1	1	2	N/A	-	31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	15	-	-	-	-	-	15	-	15	N/A	-	32
33		Dump and ballast cars (MWB, MWD)	840	-	-	-	1	49	792	-	792	N/A	-	33
34		Other maintenance and service equipment cars	4,155	2	-	-	187	131	4,197	16	4,213	N/A	-	34
35		TOTAL (Lines 30 to 34)	5,027	2	-	-	189	181	5,020	17	5,037	N/A	-	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)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	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__)	3	-	-	-	-	1	37
38		Equipped box cars (All Code A, Except A_5_)	4,506	-	-	-	-	-	38
39		Plain gondola cars (All Codes G & J, J__1, J__2, J__3, J__4)	13,222	-	-	-	-	-	39
40		Equipped gondola cars (All Code E)	5,880	-	-	-	-	-	40
41		Covered hopper cars (C__1, C__2, C__3, C__4)	8,346	-	-	-	-	-	41
42		Open top hopper cars - general service (All Code H)	3,272	-	-	-	-	-	42
43		Open top hopper cars - special service (J__O), and All Code K)	4,133	-	-	-	-	-	43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	13	-	-	-	-	-	44
45		Refrigerator cars - nonmechanical (R_0_, R_1_, R_2_)	42	-	-	-	-	-	45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)	188	-	-	-	-	-	46
47		Flat cars - multilevel (All Code V)	11,172	-	-	-	-	386	47
48		Flat cars - general service (F10_, F20_, F30_)	1	-	-	-	-	-	48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	513	-	-	-	-	-	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__)	207	-	-	-	-	-	52
53		TOTAL (Lines 36 to 52)	51,498	-	-	-	-	387	53
54		Caboose (All Code M-930)	N/A	100	-	-	-	-	54
55		TOTAL (Lines 53 and 54)	51,498	100	-	-	-	387	55

710. INVENTORY OF EQUIPMENT - Continued

4. Column (m) should show 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 retired from service of respondent whether owned or leased including reclassification (h)	Units at close of year: Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j)): Time-mileage cars (k)	All Others (l)	Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	Line No.
36		-	-	-	-	-	-	-	36
37		-	4	-	4	-	334	-	37
38		263	4,184	59	4,243	-	345,330	-	38
39		112	13,110	-	13,110	-	1,554,891	-	39
40		334	5,544	2	5,546	-	563,755	-	40
41		514	7,770	62	7,832	-	836,631	-	41
42		230	3,042	-	3,042	-	315,731	-	42
43		205	3,913	15	3,928	-	434,673	-	43
44		2	-	11	11	-	902	-	44
45		18	8	16	24	-	1,803	-	45
46		24	164	-	164	-	39,615	-	46
47		397	-	11,161	11,161	-	425,772	-	47
48		-	1	-	1	-	79	-	48
49		20	293	200	493	-	52,612	-	49
50		-	-	-	-	-	-	-	50
51		-	-	-	-	-	-	-	51
52		-	207	-	207	-	22,488	-	52
53		2,119	38,240	11,526	49,766	-	4,594,616	-	53
54		12	88	-	N/A	88	N/A	-	54
55		2,131	38,328	11,526	49,766	88	4,594,616	-	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: Per diem (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)	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)	Line No.
		FLOATING EQUIPMENT							
56		Self-propelled vessels (tugboats, car ferries, etc.)	N/A	-	-	-	-	-	56
57		Non-self-propelled vessels (car floats, lighters, etc.)	N/A	-	-	-	-	-	57
58		TOTAL (Lines 56 and 57)	N/A	-	-	-	-	-	58
		HIGHWAY REVENUE EQUIPMENT							
59		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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded): Units retired from service of respondent whether owned or leased including reclassification (h)	Units at close of year: Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j)): Per diem (k)	All Others (l)	Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	Line No.
56		-	-	-	N/A	-	-	-	56
57		-	-	-	N/A	-	-	-	57
58		-	-	-	N/A	-	-	-	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 the 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	Number of Units	Total Weight (Tons)	Total Cost	Method of Acquisition (see instructions)	Line No.
1	**Locomotives**					1
2	None					2
3						3
4	**Freight Cars**					4
5	MWF - MoW Flats	2	75	$ 440	P	5
6						6
7	**Company Service Cars**					7
8	None					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	**TOTAL**	2	75	$ 440		25

REBUILT UNITS

Line No.	Class of equipment	Number of Units	Total Weight (Tons)	Total Cost	Method of Acquisition (see instructions)	Line No.
26						26
27	**Locomotives**					27
28	None					28
29						29
30	**Freight Cars**					30
31	None					31
32						32
33	**Company Service Cars**					33
34	None					34
35						35
36						36
37	**TOTAL**	-	-	$ -		37
38						38
39	**GRAND TOTAL**	2	75	$ 440		39

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720

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	7,193	39.61	45.96	9.10	1
2	B	5,689	12.26	38.04	5.30	2
3	C	2,959	2.63	32.10	1.50	3
4	D	3,911	0.27	20.68	0.70	4
5	E	8,529	XXXXXXXXXX	XXXXXXXX		5
6	TOTAL	28,281			16.60	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.

750. CONSUMPTION OF DIESEL FUEL

(Dollars in Thousands)

Line No.	LOCOMOTIVES		Line No.
	Kind of locomotive service (a)	Diesel oil (gallons) (b)	
1	Freight	327,917,859	1
2	Passenger	-	2
3	Yard Switching	17,258,835	3
4	TOTAL	345,176,694	4
5	COST OF FUEL $(000)	$ 495,525	5
6	Work Train	2,307,142	6

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

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

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

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

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

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

(H) A car-mile is a movement of a unit of car equipment a distance of one mile. Use car designations shown in Schedule 710. Under Railroad Owned and Leased Cars, Items 4-01 and 4-11, report both foreign cars and respondent's 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 Items 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.

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

(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.

(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), cars 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)	19,605	XXXXXX	1
		2 Train Miles - Running (B)			
2		2-01 Unit Trains	7,529,904	XXXXXX	2
3		2-02 Way Trains	12,970,443	XXXXXX	3
4		2-03 Through Trains	32,403,015	XXXXXX	4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	52,903,362	XXXXXX	5
6		2-05 Motorcars (C)	-	XXXXXX	6
7		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	52,903,362	XXXXXX	7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	16,936,050	XXXXXX	8
9		3-02 Way Trains	22,114,548	XXXXXX	9
10		3-03 Through Trains	72,031,932	XXXXXX	10
11		3-04 TOTAL (Lines 8-10)	111,082,530	XXXXXX	11
12		3-11 Train Switching (F)	3,447,870	XXXXXX	12
13		3-21 Yard Switching (G)	8,749,589	XXXXXX	13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	123,279,989	XXXXXX	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	11,075	XXXXXX	16
17		4-012 Box-Equipped	99,783	XXXXXX	17
18		4-013 Gondola-Plain	135,081	XXXXXX	18
19		4-014 Gondola-Equipped	38,778	XXXXXX	19
20		4-015 Hopper-Covered	81,462	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	26,101	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	30,298	XXXXXX	22
23		4-018 Refrigerator-Mechanical	7,486	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	1,835	XXXXXX	24
25		4-020 Flat-TOFC/COFC	110,955	XXXXXX	25
26		4-021 Flat-Multi-Level	34,736	XXXXXX	26
27		4-022 Flat-General Service	134	XXXXXX	27
28		4-023 Flat-All Other	33,109	XXXXXX	28
29		4-024 All Other Car Types-Total	2,125	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	612,958	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	10,388	XXXXXX	32
33		4-112	Box-Equipped	91,114	XXXXXX	33
34		4-113	Gondola-Plain	129,486	XXXXXX	34
35		4-114	Gondola-Equipped	41,056	XXXXXX	35
36		4-115	Hopper-Covered	81,636	XXXXXX	36
37		4-116	Hopper-Open Top-General Service	26,498	XXXXXX	37
38		4-117	Hopper-Open Top-Special Service	30,719	XXXXXX	38
39		4-118	Refrigerator-Mechanical	7,378	XXXXXX	39
40		4-119	Refrigerator-Non-Mechanical	1,744	XXXXXX	40
41		4-120	Flat-TOFC/COFC	11,429	XXXXXX	41
42		4-121	Flat-Multi-Level	20,687	XXXXXX	42
43		4-122	Flat-General Service	125	XXXXXX	43
44		4-123	Flat-All Other	31,710	XXXXXX	44
45		4-124	All Other Car Types-Total	1,819	XXXXXX	45
46		4-125	TOTAL (Lines 31-45)	485,789	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	10,360	XXXXXX	48
49		4-132	Box-Equipped	52,898	XXXXXX	49
50		4-133	Gondola-Plain	86,942	XXXXXX	50
51		4-134	Gondola-Equipped	24,151	XXXXXX	51
52		4-135	Hopper-Covered	374,111	XXXXXX	52
53		4-136	Hopper-Open Top-General Service	54,585	XXXXXX	53
54		4-137	Hopper-Open Top-Special Service	84,967	XXXXXX	54
55		4-138	Refrigerator-Mechanical	20,721	XXXXXX	55
56		4-139	Refrigerator-Non-Mechanical	3,482	XXXXXX	56
57		4-140	Flat-TOFC/COFC	349,321	XXXXXX	57
58		4-141	Flat-Multi-Level	204,368	XXXXXX	58
59		4-142	Flat-General Service	12	XXXXXX	59
60		4-143	Flat-All Other	54,272	XXXXXX	60
61		4-144	Tank Under 22,000 Gallons	106,984	XXXXXX	61
62		4-145	Tank - 22,000 Gallons and Over	287,691	XXXXXX	62
63		4-146	All Other Car Types-Total	9,715	XXXXXX	63
64		4-147	TOTAL (Lines 47-63)	1,724,580	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	10,046	XXXXXX	66
67		4-152	Box-Equipped	42,512	XXXXXX	67
68		4-153	Gondola-Plain	71,899	XXXXXX	68
69		4-154	Gondola-Equipped	20,727	XXXXXX	69
70		4-155	Hopper-Covered	342,516	XXXXXX	70
71		4-156	Hopper-Open Top-General Service	48,961	XXXXXX	71
72		4-157	Hopper-Open Top-Special Service	76,264	XXXXXX	72
73		4-158	Refrigerator-Mechanical	4,290	XXXXXX	73
74		4-159	Refrigerator-Non-Mechanical	3,366	XXXXXX	74
75		4-160	Flat-TOFC/COFC	29,147	XXXXXX	75
76		4-161	Flat-Multi-Level	115,897	XXXXXX	76
77		4-162	Flat-General Service	7	XXXXXX	77
78		4-163	Flat-All Other	49,467	XXXXXX	78
79		4-164	Tank Under 22,000 Gallons	103,489	XXXXXX	79
80		4-165	Tank - 22,000 Gallons and Over	283,792	XXXXXX	80
81		4-166	All Other Car Types-Total	5,320	XXXXXX	81
82		4-167	TOTAL (Lines 65-81)	1,207,700	XXXXXX	82
83		4-17	Work Equipment and Company Freight Car-Miles	50,668	XXXXXX	83
84		4-18	No Payment Car-Miles (I) <1>	-	XXXXXX	84
		4-19	Total Car-Miles by Train Type (Note)			
85		4-191	Unit Trains	952,586	XXXXXX	85
86		4-192	Way Trains	384,283	XXXXXX	86
87		4-193	Through Trains	2,744,826	XXXXXX	87
88		4-194	TOTAL (Lines 85-87)	4,081,695	XXXXXX	88
89		4-20	Caboose Miles	76	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.	Cross Check	Item Description (a)			Freight Train (b)	Passenger Train (c)	Line No.
		6	Gross Ton-Miles (thousands) (K)				
98			6-01	Road Locomotives	25,326,927	XXXXXX	98
			6-02	Freight Trains, Crs., Cnts, & Caboose			
99			6-020	Unit Trains	69,122,791	XXXXXX	99
100			6-021	Way Trains	42,804,009	XXXXXX	100
101			6-022	Through Trains	244,325,549	XXXXXX	101
102			6-03	Passenger Trains, Crs, & Cnts.	-		102
103			6-04	Non-Revenue	2,093,119	XXXXXX	103
104			6-05	TOTAL (Lines 98 - 103)	383,672,395	XXXXXX	104
		7	Tons of Freight (thousands)				
105			7-01	Revenue	321,511	XXXXXX	105
106			7-02	Non-Revenue	972	XXXXXX	106
107			7-03	TOTAL (Lines 105 and 106)	322,483	XXXXXX	107
		8	Ton-Miles of Freight (thousands) (L)				
108			8-01	Revenue - Road Service	183,814,759	XXXXXX	108
109			8-02	Revenue - Lake Transfer Service	-	XXXXXX	109
110			8-03	TOTAL (Lines 108 and 109)	183,814,759	XXXXXX	110
111			8-04	Non-Revenue - Road Service	33,748	XXXXXX	111
112			8-05	Non-Revenue - Lake Transfer Service	-	XXXXXX	112
113			8-06	TOTAL (Lines 111 and 112)	33,748	XXXXXX	113
114			8-07	TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	183,848,507	XXXXXX	114
		9	Train Hours (M)				
115			9-01	Road Service	2,642,996	XXXXXX	115
116			9-02	Train Switching	569,691	XXXXXX	116
117		10	TOTAL YARD-SWITCHING HOURS (N)		1,412,332	XXXXXX	117
		11	Train-Miles Work Trains (O)				
118			11-01	Locomotives	659,183	XXXXXX	118
119			11-02	Motorcars	-	XXXXXX	119
		12	Number of Loaded Freight Cars (P)				
120			12-01	Unit Trains	906,281	XXXXXX	120
121			12-02	Way Trains	2,638,447	XXXXXX	121
122			12-03	Through Trains	4,348,168	XXXXXX	122
123		13	TOFC/COFC- No. of Revenue Trailers & Containers Loaded and Unloaded (Q)		4,776,930	XXXXXX	123
124		14	Multi-Level Cars - No. of Motor Vehicles Loaded & Unloaded (Q)		3,528,970	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	9,357,975	XXXXXX	126
127			16-02	Marine Terminals - Ore	2,991,700	XXXXXX	127
128			16-03	Marine Terminals - Other	1,334,822	XXXXXX	128
129			16-04	TOTAL (Lines 126 - 128)	13,684,497	XXXXXX	129
		17	Number of Foreign Per-Diem Cars on Line (T)				
130			17-01	Serviceable	16,374	XXXXXX	130
131			17-02	Unserviceable	73	XXXXXX	131
132			17-03	Surplus	-	XXXXXX	132
133			17-04	TOTAL (Lines 130 - 132)	16,447	XXXXXX	133
134			TOFC/COFC - Average No. of Units Loaded Per Car		4.27	XXXXXX	134

PTC Supplement

Schedules 330, 332, 335, 352B, 410, 700, 710, 710S, 720, and Footnote: PTC Grants

CSX TRANSPORTATION, INC.

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 31, 2020

PTC 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	$ 449	$ -	$ -	1
2		(3) Grading	808	-	-	2
3		(4) Other right-of-way expenditures	-	-	-	3
4		(5) Tunnels and subways	-	-	-	4
5		(6) Bridges, trestles and culverts	-	-	-	5
6		(7) Elevated structures	-	-	-	6
7		(8) Ties	2,023	-	-	7
8		(9) Rail and other track material	33,069	-	-	8
9		(11) Ballast	2,281	-	-	9
10		(13) Fences, snowsheds and signs	6	-	-	10
11		(16) Station and office buildings	1,221	-	-	11
12		(17) Roadway buildings	-	-	-	12
13		(18) Water stations	-	-	-	13
14		(19) Fuel stations	-	-	-	14
15		(20) Shops and enginehouses	-	-	-	15
16		(22) Storage warehouses	-	-	-	16
17		(23) Wharves and docks	-	-	-	17
18		(24) Coal and ore wharves	-	-	-	18
19		(25) TOFC/COFC terminals	-	-	-	19
20		(26) Communications systems	322,110	-	-	20
21		(27) Signals and interlockers	1,032,418	-	-	21
22		(29) Power plants	-	-	-	22
23		(31) Power transmission systems	-	-	-	23
24		(35) Miscellaneous structures	-	-	-	24
25		(37) Roadway machines	39	-	-	25
26		(39) Public improvements - construction	-	-	-	26
27		(44) Shop machinery	-	-	-	27
28		(45) Power plant machinery	-	-	-	28
29		Other lease/rentals	-	-	-	29
30		TOTAL EXPENDITURES FOR ROAD	$ 1,394,424	$ -	$ -	30
31		(52) Locomotives	$ 249,786	$ -	$ -	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	1,211	-	-	37
38		(59) Computer systems & word processing equipment	171,716	-	-	38
39		TOTAL EXPENDITURES FOR EQUIPMENT	$ 422,713	$ -	$ -	39
40		(76) Interest during construction	$ -	$ -	$ -	40
41		(80) Other elements of investment	-	-	-	41
42		(90) Construction work in progress	41,404	-	-	42
43		GRAND TOTAL	$ 1,858,541	$ -	$ -	43

Not included in the schedule above is PTC spending related to CSX Technology as well as capital contributions to certain investees in support of efforts to meet the PTC mandate. Below is a summary of total PTC spending:

(Dollars in thousands)	2020	Life-to-date
CSX Transportation	$ 19,200	$ 1,963,828
CSX Technology		
Computer systems & word processing equipment net additions	16,142	310,926
Capital Contributions to investees		
Meteorcomm LLC	9,000	105,650
PTC-220 LLC	3,594	20,223
Total	**$ 47,936**	**$ 2,400,627**

Additionally, Conrail, Inc. has invested a total of $1.1m in 2020 and $9.8m life-to-date for the purpose of implementing PTC. These figures are not included in the above schedule.

PTC 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		$ 8	$ -	$ 8	$ 457	1
2		-	-	-	808	2
3		-	-	-	-	3
4		-	-	-	-	4
5		-	-	-	-	5
6		-	-	-	-	6
7		6	-	6	2,029	7
8		106	-	106	33,175	8
9		-	-	-	2,281	9
10		-	-	-	6	10
11		14	-	14	1,235	11
12		-	-	-	-	12
13		-	-	-	-	13
14		-	-	-	-	14
15		-	-	-	-	15
16		-	-	-	-	16
17		-	-	-	-	17
18		-	-	-	-	18
19		-	-	-	-	19
20		4,981	-	4,981	327,091	20
21		17,176	-	17,176	1,049,594	21
22		-	-	-	-	22
23		-	-	-	-	23
24		-	-	-	-	24
25		-	-	-	39	25
26		-	-	-	-	26
27		-	-	-	-	27
28		-	-	-	-	28
29		-	-	-	-	29
30		$ 22,291	$ -	$ 22,291	$ 1,416,715	30
31		$ 8,070	$ 15,031	$ (6,961)	$ 242,825	31
32		-		-	-	32
33		-		-	-	33
34		-		-	-	34
35		-		-	-	35
36		-		-	-	36
37		-	-	-	1,211	37
38		12,966	2,234	10,732	182,448	38
39		$ 21,036	$ 17,265	$ 3,771	$ 426,484	39
40		$ -	$ -	$ -	$ -	40
41		-	-	-	-	41
42		(24,127)	-	(24,127)	17,277	42
43		$ 19,200	$ 17,265	$ 1,935	$ 1,860,476	43

PTC 332. DEPRECIATION BASE AND RATES - ROAD AND EQUIPMENT OWNED 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 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 accounts 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 effected 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 1/1 At beginning of year (b)	OWNED AND USED: Depreciation Base 12/1 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	$ 808	$ 808	1.39				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	2,023	2,029	4.65	Total road and equipment leased from others is less than 5% of total owned.			6
7	(9) Rail and other track material	33,069	33,175	2.50				7
8	(11) Ballast	2,281	2,281	2.72				8
9	(13) Fences, snowsheds and signs	6	6	1.90				9
10	(16) Station and office buildings	1,221	1,235	2.53				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	322,110	327,091	5.20				19
20	(27) Signals and interlockers	1,032,418	1,049,594	3.98				20
21	(29) Power plants	-	-					21
22	(31) Power transmission systems	-	-					22
23	(35) Miscellaneous structures	-	-					23
24	(37) Roadway machines	39	39	7.49				24
25	(39) Public improvements - construction	-	-					25
26	(44) Shop machinery	-	-					26
27	(45) Power plant machinery	-	-					27
28	All other road accounts	-	-					28
29	Amortization (other than def. projects)	-	-					29
30	TOTAL ROAD	$ 1,393,975	$ 1,416,258	3.08				30
	EQUIPMENT							
31	(52) Locomotives	$ 249,786	$ 242,825	3.64				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	1,211	1,211	7.59				37
38	(59) Computer systems & WP equipment	171,716	182,448	12.92				38
39	TOTAL EQUIPMENT	$ 422,713	$ 426,484	3.84				39
40	GRAND TOTAL	$ 1,816,688	$ 1,842,742	NA			NA	40

Note: Refer to schedule PTC 330 footnote disclosure on page 92 for additional information.

PTC 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 and 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.

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	$ 36	$ 9	$ -	$ -	$ -	$ 45	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	216	68	-	-	-	284	6
7		(9) Rail and other track material	3,194	773	-	-	-	3,967	7
8		(11) Ballast	304	60	-	-	-	364	8
9		(13) Fences, snowsheds and signs	-	-	-	-	-	-	9
10		(16) Station and office buildings	158	31	-	-	-	189	10
11		(17) Roadway buildings	-	-	-	-	-	-	11
12		(18) Water stations	-	-	-	-	-	-	12
13		(19) Fuel stations	3	-	-	-	-	3	13
14		(20) Shops and enginehouses	(149)	-	-	-	-	(149)	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	92,276	16,392	-	-	-	108,668	19
20		(27) Signals and interlockers	202,295	49,546	-	-	-	251,841	20
21		(29) Power plants	-	-	-	-	-	-	21
22		(31) Power transmission systems	-	-	-	-	-	-	22
23		(35) Miscellaneous structures	-	-	-	-	-	-	23
24		(37) Roadway machines	15	2	-	-	-	17	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	$ 298,348	$ 66,881	$ -	$ -	$ -	$ 365,229	30
		EQUIPMENT							
31		(52) Locomotives	$ 18,389	$ 14,373	$ -	$ 15,031	$ -	$ 17,731	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	414	60	-	-	-	474	37
38		(59) Computer systems & WP equip.	49,153	16,335	-	2,234	-	63,254	38
39		Amortization (adjustments)	-	-	-	-	-	-	39
40		TOTAL EQUIPMENT	$ 67,956	$ 30,768	$ -	$ 17,265	$ -	$ 81,459	40
41		GRAND TOTAL	$ 366,304	$ 97,649	$ -	$ 17,265	$ -	$ 446,688	41

Not included in the schedule above are the following related to CSX Technology:
Depreciation expense of $3m for 2020
Accumulated depreciation of $149m for 2020

PTC 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 47 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	$ 457	$ -	$ -	$ -	1
2		(3) Grading	808	-	-	-	2
3		(4) Other right-of-way expenditures	-	-	-	-	3
4		(5) Tunnels and subways	-	-	-	-	4
5		(6) Bridges, trestles and culverts	-	-	-	-	5
6		(7) Elevated structures	-	-	-	-	6
7		(8) Ties	2,029	-	-	-	7
8		(9) Rail and other track material	33,175	-	-	-	8
9		(11) Ballast	2,281	-	-	-	9
10		(13) Fences, snowsheds and signs	6	-	-	-	10
11		(16) Station and office buildings	1,235	-	-	-	11
12		(17) Roadway buildings	-	-	-	-	12
13		(18) Water stations	-	-	-	-	13
14		(19) Fuel stations	-	-	-	-	14
15		(20) Shops and enginehouses	-	-	-	-	15
16		(22) Storage warehouses	-	-	-	-	16
17		(23) Wharves and docks	-	-	-	-	17
18		(24) Coal and ore wharves	-	-	-	-	18
19		(25) TOFC/COFC terminals	-	-	-	-	19
20		(26) Communications systems	327,091	-	-	-	20
21		(27) Signals and interlockers	1,049,594	-	-	-	21
22		(29) Power plants	-	-	-	-	22
23		(31) Power transmission systems	-	-	-	-	23
24		(35) Miscellaneous structures	-	-	-	-	24
25		(37) Roadway machines	39	-	-	-	25
26		(39) Public improvements - construction	-	-	-	-	26
27		(44) Shop machinery	-	-	-	-	27
28		(45) Power plant machinery	-	-	-	-	28
29		Leased property (capitalized rentals)	-	-	-	-	29
30		Other (specify and explain)	-	-	-	-	30
31		TOTAL ROAD	$ 1,416,715	$ -	$ -	$ -	31
32		(52) Locomotives	$ 242,825	$ -	$ -	$ -	32
33		(53) Freight train cars	-	-	-	-	33
34		(54) Passenger train cars	-	-	-	-	34
35		(55) Highway revenue equipment	-	-	-	-	35
36		(56) Floating equipment	-	-	-	-	36
37		(57) Work equipment	-	-	-	-	37
38		(58) Miscellaneous equipment	1,211	-	-	-	38
39		(59) Computer systems & WP equipment	182,448	-	-	-	39
40		TOTAL EQUIPMENT	$ 426,484	$ -	$ -	$ -	40
41		(76) Interest during construction	-	-	-	-	41
42		(80) Other elements of investment	-	-	-	-	42
43		(90) Construction work in progress	17,277	-	-	-	43
44		GRAND TOTAL	$ 1,860,476	$ -	$ -	$ -	44

Note: Refer to schedule PTC 330 footnote disclosure on page 92 for additional information.

PTC 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 services.

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.
		WAYS & STRUCTURES								
		ADMINISTRATION								
1		Track	$ -	$ -	$ -	$ -	$ -	N/A	$ -	1
2		Bridge & building	-	-	-	-	-	N/A	-	2
3		Signal	531	20	3	20	574	N/A	574	3
4		Communication	-	-	-	-	-	N/A	-	4
5		Other	-	-	2,750	-	2,750	N/A	2,750	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	7	-	1	-	8	N/A	8	6
7		Roadway - switching	-	-	1	-	1	N/A	1	7
8		Tunnels & subways - running	-	-	-	-	-	N/A	-	8
9		Tunnels & subways - switching	-	51	-	-	51	N/A	51	9
10		Bridges & culverts - running	-	-	-	-	-	N/A	-	10
11		Bridges & culverts - switching	-	-	-	-	-	N/A	-	11
12		Ties - running	-	-	-	-	-	N/A	-	12
13		Ties - switching	-	-	-	-	-	N/A	-	13
14		Rail & other track material - running	19	-	-	-	19	N/A	19	14
15		Rail & other track material - switching	-	-	-	-	-	N/A	-	15
16		Ballast - running	-	-	-	-	-	N/A	-	16
17		Ballast - switching	-	-	-	-	-	N/A	-	17
18		Road property damaged - running	3	-	-	-	3	N/A	3	18
19		Road property damaged - switching	-	-	-	-	-	N/A	-	19
20		Road property damaged - other	-	-	-	-	-	N/A	-	20
21		Signals & interlockers - running	4,194	674	9	98	4,975	N/A	4,975	21
22		Signals & interlockers - switching	169	38	-	-	207	N/A	207	22
23		Communications systems	1,279	77	5	12	1,373	N/A	1,373	23
24		Power systems	5	-	-	-	5	N/A	5	24
25		Highway grade crossings - running	251	3	-	-	254	N/A	254	25
26		Highway grade crossings - switching	-	-	-	-	-	N/A	-	26
27		Station & office buildings	58	1	14	-	73	N/A	73	27
28		Shop buildings - locomotives	-	-	-	-	-	N/A	-	28
29		Shop buildings - freight cars	-	-	-	-	-	N/A	-	29
30		Shop buildings - other equipment	10	3	-	-	13	N/A	13	30

PTC 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	11	-	-	-	11	N/A	11	101
102		Miscellaneous buildings & structures	1	-	-	-	1	N/A	1	102
103		Coal terminals	-	-	-	-	-	N/A	-	103
104		Ore terminals	-	-	-	-	-	N/A	-	104
105		Other marine terminals	-	-	-	-	-	N/A	-	105
106		TOFC/COFC terminals	-	-	-	-	-	N/A	-	106
107		Motor vehicle loading & distribution facilities	-	-	-	-	-	N/A	-	107
108		Facilities for other specialized service operations	-	-	-	-	-	N/A	-	108
109		Roadway machines	-	77	-	-	77	N/A	77	109
110		Small tools & supplies	-	-	-	-	-	N/A	-	110
111		Snow removal	8	-	-	-	8	N/A	8	111
112		Fringe benefits - running	N/A	N/A	N/A	1,612	1,612	N/A	1,612	112
113		Fringe benefits - switching	N/A	N/A	N/A	-	-	N/A	-	113
114		Fringe benefits - other	N/A	N/A	N/A	756	756	N/A	756	114
115		Casualties & insurance - running	N/A	N/A	N/A	-	-	N/A	-	115
116		Casualties & insurance - switching	N/A	N/A	N/A	-	-	N/A	-	116
117		Casualties & insurance - other	N/A	N/A	N/A	-	-	N/A	-	117
118	*	Lease rentals - debit -running	N/A	N/A	-	N/A	-	N/A	-	118
119	*	Lease rentals - debit -switching	N/A	N/A	-	N/A	-	N/A	-	119
120	*	Lease rentals - debit -other	N/A	N/A	5	N/A	5	N/A	5	120
121	*	Lease rentals - (credit) - running	N/A	N/A	-	N/A	-	N/A	-	121
122	*	Lease rentals - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	122
123	*	Lease rentals - (credit) - other	N/A	N/A	-	N/A	-	N/A	-	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	-	N/A	-	N/A	-	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	-	N/A	-	N/A	-	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

PTC 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	-	-	N/A	-	136
137	*	Depreciation - switching	N/A	N/A	N/A	-	-	N/A	-	137
138	*	Depreciation - other	N/A	N/A	N/A	66,881	66,881	N/A	66,881	138
139		Joint facility - debit - running	N/A	N/A	-	N/A	-	N/A	-	139
140		Joint facility - debit - switching	N/A	N/A	-	N/A	-	N/A	-	140
141		Joint facility - debit - other	N/A	N/A	-	N/A	-	N/A	-	141
142		Joint facility - (credit) - running	N/A	N/A	-	N/A	-	N/A	-	142
143		Joint facility - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	143
144		Joint facility - (credit) - other	N/A	N/A	-	N/A	-	N/A	-	144
145		Dismantling retired road property - running	4	-	-	-	4	N/A	4	145
146		Dismantling retired road property - switching	-	-	-	-	-	N/A	-	146
147		Dismantling retired road property - other	-	-	-	-	-	N/A	-	147
148		Other - running	-	-	-	-	-	N/A	-	148
149		Other - switching	-	-	-	-	-	N/A	-	149
150		Other - other	-	1	-	-	1	N/A	1	150
151		TOTAL WAY AND STRUCTURES	$ 6,550	$ 945	$ 2,788	$ 69,379	$ 79,662	N/A	$ 79,662	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	$ -	$ -	$ -	$ -	$ -	N/A	$ -	201
202	*	Repair & maintenance	170	2,116	-	-	2,286	N/A	2,286	202
203	*	Machinery repair	-	-	-	-	-	N/A	-	203
204		Equipment damaged	-	-	-	-	-	N/A	-	204
205		Fringe benefits	N/A	N/A	N/A	28	28	N/A	28	205
206		Other casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	206
207	*	Lease rentals - debit	N/A	N/A	-	N/A	-	N/A	-	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	14,373	14,373	N/A	14,373	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

PTC 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	-	-	-	-	-	N/A	-	218
219		TOTAL LOCOMOTIVES	$ 170	$ 2,116	$ -	$ 14,401	$ 16,687	N/A	$ 16,687	219
		FREIGHT CARS								
220		Administration	$ -	$ -	$ -	$ -	$ -	N/A	$ -	220
221	*	Repair & maintenance	-	2	-	-	2	N/A	2	221
222	*	Machinery repair	-	-	2	-	2	N/A	2	222
223		Equipment damaged	-	-	-	-	-	N/A	-	223
224		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	224
225		Other casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	225
226	*	Lease rentals - debit	N/A	N/A	-	N/A	-	N/A	-	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	-	N/A	-	N/A	-	230
231	*	Other rents - (credit)	N/A	N/A	-	N/A	-	N/A	-	231
232	*	Depreciation	N/A	N/A	N/A	-	-	N/A	-	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	-	N/A	-	N/A	-	235
236		Dismantling retired property	-	-	-	-	-	N/A	-	236
237		Other	-	-	-	-	-	N/A	-	237
238		TOTAL FREIGHT CARS	$ -	$ 2	$ 2	$ -	$ 4	N/A	$ 4	238
		OTHER EQUIPMENT								
301		Administration	$ -	$ -	$ -	$ 26	$ 26	N/A	$ 26	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	-	-	-	-	-	N/A	-	306
307	*	Work & other non-revenue equipment	-	-	380	-	380	N/A	380	307
308		Equipment damaged	-	-	-	-	-	N/A	-	308
309		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	309
310		Other casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	310
311	*	Lease rentals - debit	N/A	N/A	4	N/A	4	N/A	4	311
312	*	Lease rentals - (credit)	N/A	N/A	-	N/A	-	N/A	-	312

PTC 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	1	N/A	1	N/A	1	315
316		Other rents - (credit)	N/A	N/A	-	N/A	-	N/A	-	316
317		Depreciation	N/A	N/A	N/A	16,395	16,395	N/A	16,395	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	-	-	-	-	-	N/A	-	322
323		TOTAL OTHER EQUIPMENT	$ -	$ -	$ 385	$ 16,421	$ 16,806	N/A	$ 16,806	323
324		TOTAL EQUIPMENT	$ 170	$ 2,118	$ 387	$ 30,822	$ 33,497	N/A	$ 33,497	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	$ 327	$ -	$ -	$ -	$ 327	N/A	$ 327	401
402		Engine crews	-	-	-	-	-	N/A	-	402
403		Train crews	-	-	-	-	-	N/A	-	403
404		Dispatching trains	-	-	-	-	-	N/A	-	404
405		Operating signals & interlockers	4	-	-	-	4	N/A	4	405
406		Operating drawbridges	-	-	-	-	-	N/A	-	406
407		Highway crossing protection	-	-	-	-	-	N/A	-	407
408		Train inspection & lubrication	-	15	-	-	15	N/A	15	408
409		Locomotive fuel	-	-	-	-	-	N/A	-	409
410		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	410
411		Servicing locomotives	-	1	-	-	1	N/A	1	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	412
413		Clearing wrecks	-	-	-	-	-	N/A	-	413
414		Fringe benefits	N/A	N/A	N/A	171	171	N/A	171	414
415		Other casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	415
416		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	416
417		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	417
418		Other	-	-	-	-	-	N/A	-	418
419		TOTAL TRAIN OPERATIONS	$ 331	$ 16	$ -	$ 171	$ 518	N/A	$ 518	419
		YARD OPERATIONS								
420		Administration	$ -	$ 1	$ -	$ -	$ 1	N/A	$ 1	420
421		Switch crews	-	-	-	-	-	N/A	-	421

PTC 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	-	-	-	-	-	N/A	-	422
423		Yard and terminal clerical	-	-	-	-	-	N/A	-	423
424		Operating switches, signals, retarders, & humps	-	-	-	-	-	N/A	-	424
425		Locomotive fuel	-	-	-	-	-	N/A	-	425
426		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	426
427		Servicing locomotives	-	-	-	-	-	N/A	-	427
428		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	428
429		Clearing wrecks	-	-	-	-	-	N/A	-	429
430		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	430
431		Other casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	431
432		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	432
433		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	433
434		Other	-	-	1,572	-	1,572	N/A	1,572	434
435		TOTAL YARD OPERATIONS	$ -	$ 1	$ 1,572	$ -	$ 1,573	N/A	$ 1,573	435
		TRAIN & YARD OPERATIONS COMMON:								
501		Cleaning car interiors	$ -	$ -	$ -	N/A	$ -	N/A	$ -	501
502		Adjusting & transferring loads	-	-	-	N/A	-	N/A	-	502
503		Car loading devices & grain docks	-	-	-	N/A	-	N/A	-	503
504		Freight lost or damaged - all other	N/A	N/A	N/A	-	-	N/A	-	504
505		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON	$ -	$ -	$ -	$ -	$ -	N/A	$ -	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	-	-	-	-	-	N/A	-	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	-	-	N/A	-	512
513	*	Casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	513
514	*	Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	514
515	*	Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	515
516	*	Other	-	-	-	-	-	N/A	-	516
517	*	TOTAL SPECIALIZED SERVICE OPERATIONS	$ -	$ -	$ -	$ -	$ -	N/A	$ -	517

PTC 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.
		ADMINISTRATIVE SUPPORT OPERATIONS:								
518		Administration	$ -	$ -	$ 15,324	$ -	$ 15,324	N/A	$ 15,324	518
519		Employees performing clerical & accounting functions	-	-	-	-	-	N/A	-	519
520		Communication systems operations	-	-	-	-	-	N/A	-	520
521		Loss & damage claims processing	-	-	-	-	-	N/A	-	521
522		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	522
523		Casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	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	-	-	115	-	115	N/A	115	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	$ -	$ -	$ 15,439	$ -	$ 15,439	N/A	$ 15,439	527
528		TOTAL TRANSPORTATION	$ 331	$ 17	$ 17,011	$ 171	$ 17,530	N/A	$ 17,530	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	$ 1,586	$ 1	$ 1	$ 186	$ 1,774	N/A	$ 1,774	601
602		Accounting, auditing, & finance	-	-	-	-	-	N/A	-	602
603		Management services & data processing	-	-	55,395	-	55,395	N/A	55,395	603
604		Marketing	-	-	-	-	-	N/A	-	604
605		Sales	-	-	-	-	-	N/A	-	605
606		Industrial development	-	-	-	-	-	N/A	-	606
607		Personnel & labor relations	-	-	-	-	-	N/A	-	607
608		Legal & secretarial	-	-	3	-	3	N/A	3	608
609		Public relations & advertising	-	-	-	-	-	N/A	-	609
610		Research & development	-	-	-	-	-	N/A	-	610
611		Fringe benefits	N/A	N/A	N/A	630	630	N/A	630	611
612		Casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	612
613		Writedown of uncollectible accounts	N/A	N/A	N/A	-	-	N/A	-	613
614		Property taxes	N/A	N/A	N/A	-	-	N/A	-	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	1	1	N/A	1	615
616		Joint facility - debit	N/A	N/A	-	N/A	-	N/A	-	616
617		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	617
618		Other	-	-	57	(588)	(531)	N/A	(531)	618
619		TOTAL GENERAL AND ADMINISTRATIVE	$ 1,586	$ 1	$ 55,456	$ 229	$ 57,272	N/A	$ 57,272	619
620	*	TOTAL CARRIER OPERATING EXPENSE	$ 8,637	$ 3,081	$ 75,642	$ 100,601	$ 187,961	N/A	$ 187,961	620

PTC 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%	9,423	3,212	249	-	-	68	12,952	1
2	1J	25%	-	-	-	-	-	-	-	2
3	1J	33%	-	-	-	-	-	-	-	3
4	1J	40%	-	-	-	-	-	-	-	4
5	1J	50%	-	-	-	-	-	-	-	5
6	1J	66%	-	-	-	-	-	-	-	6
7	1	Ontario	-	-	-	-	-	-	-	7
8	1	Quebec	-	-	-	-	-	-	-	8
9	TOTAL CLASS 1		9,423	3,212	249	-	-	68	12,952	9
10	2	100%	-	-	-	-	-	-	-	10
11	2	Ontario	-	-	-	-	-	-	-	11
12	2	Quebec	-	-	-	-	-	-	-	12
13	2J	85%	-	-	-	-	-	-	-	13
14	TOTAL CLASS 2		-	-	-	-	-	-	-	14
15	3A	100%	-	-	-	-	-	-	-	15
16	3B	100%	-	-	-	-	-	-	-	16
17	3BJ	33%	-	-	-	-	-	-	-	17
18	3A	Quebec	-	-	-	-	-	-	-	18
19	3B	Quebec	-	-	-	-	-	-	-	19
20	TOTAL CLASS 3		-	-	-	-	-	-	-	20
21	4A	100%	-	-	-	-	-	-	-	21
22	4B	100%	-	-	-	-	-	-	-	22
23	4BJ	50%	-	-	-	-	-	-	-	23
24	TOTAL CLASS 4		-	-	-	-	-	-	-	24
25	5	100%	-	-	-	-	-	-	-	25
26	5J	33%	-	-	-	-	-	-	-	26
27	5J	50%	-	-	-	-	-	-	-	27
28	5	Ontario	-	-	-	-	-	-	-	28
29	5	Quebec	-	-	-	-	-	-	-	29
30	TOTAL CLASS 5		-	-	-	-	-	-	-	30
31										31
32										32
33										33
34										34
35										35
36										36
37										37
38										38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57	TOTAL		9,423	3,212	249	-	-	68	12,952	57
58	Miles of electrified road or track included in the preceding grand total		-	-	-	-	-	-	-	58

PTC 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	2,656	54	-	-	-	121	2,589	-	2,589	9,906,700	-	1
2		Diesel-passenger	-	-	-	-	-	-	-	-	-	-	-	2
3		Diesel-multiple purpose	-	-	-	-	-	-	-	-	-	-	-	3
4		Diesel-switching	-	-	-	-	-	-	-	-	-	-	-	4
5	*	TOTAL (lines 1 to 4)	2,656	54	-	-	-	121	2,589	-	2,589	9,906,700	-	5
6	*	Electric locomotives	-	-	-	-	-	-	-	-	-	-	-	6
7	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-	-	7
8	*	TOTAL (lines 5, 6, and 7)	2,656	54	-	-	-	121	2,589	-	2,589	9,906,700	-	8
9	*	Auxiliary units	-	-	-	-	-	-	-	-	-	N/A	-	9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	2,656	54	-	-	-	121	2,589	-	2,589	N/A	-	10

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

Line No.	Cross Check	Type or design of units (a)	Before 1/1/2000 (b)	Between 1/1/2000 and 12/31/2004 (c)	Between 1/1/2005 and 12/31/2009 (d)	Between 1/1/2010 and 12/31/2014 (e)	Between 1/1/2015 and 12/31/2019 (f)	During Calendar Year: 2020 (g)	2021 (h)	2022 (i)	2023 (j)	2024 (k)	TOTAL (l)	Line No.
11	*	Diesel	-	-	-	-	2,535	54	-	-	-	-	2,589	11
12	*	Electric	-	-	-	-	-	-	-	.	-	-	-	12
13	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-	-	13
14	*	TOTAL (lines 11 to 13)	-	-	-	-	2,535	54	-	-	-	-	2,589	14
15	*	Auxiliary units	-	-	-	-	-	-	-	-	-	-	-	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	-	-	-	-	2,535	54	-	-	-	-	2,589	16

* Excludes short-term leases

PTC 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, P	-	-	-	-	-	-	-	-	-	-	-	20
21		Dining, grill, & tavern cars (All class D, PD)	-	-	-	-	-	-	-	-	-	N/A	-	21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)	-	-	-	-	-	-	-	-	-	N/A	-	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)	-	-	-	-	-	-	-	-	-	N/A	-	30
31		Board outfit cars (MWX)	-	-	-	-	-	-	-	-	-	N/A	-	31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	-	-	-	-	-	-	-	-	-	N/A	-	32
33		Dump and ballast cars (MWB, MWD)	-	-	-	-	-	-	-	-	-	N/A	-	33
34		Other maintenance and service equipment cars	-	-	-	-	-	-	-	-	-	N/A	-	34
35		TOTAL (Lines 30 to 34)	-	-	-	-	-	-	-	-	-	N/A	-	35

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PTC 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)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	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_ _)	-	-	-	-	-	-	37
38		Equipped box cars (All Code A, Except A_5_)	-	-	-	-	-	-	38
39		Plain gondola cars (All Codes G & J_ _1, J_ _2, J_ _3, J_ _4)	-	-	-	-	-	-	39
40		Equipped gondola cars (All Code E)	-	-	-	-	-	-	40
41		Covered hopper cars (C_ _1, C_ _2, C_ _3, C_ _4)	-	-	-	-	-	-	41
42		Open top hopper cars-general service (All code H)	-	-	-	-	-	-	42
43		Open top hopper cars-special service (J_ _0 and All Codes K)	-	-	-	-	-	-	43
44		Refrigerator cars--mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	-	-	-	-	-	-	44
45		Refrigerator cars--non mechanical (R_0_, R_1_, R_2_)	-	-	-	-	-	-	45
46		Flat cars--TOFC/COFC (All Code P, Q and S, Except Q8_ _)	-	-	-	-	-	-	46
47		Flat cars--multi-level (All Code V)	-	-	-	-	-	-	47
48		Flat cars--general service (F10_, F20_, F30_)	-	-	-	-	-	-	48
49		Flat cars--other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	-	-	-	-	-	-	49
50		Tank cars--22,000 gallons (T_ _0, T_ _1, T_ _2, T_ _3, T_ _4, T_ _5)	-	-	-	-	-	-	50
51		Tank cars--22,000 gallons and over (T_ _6, T_ _7, T_ _8, T_ _9)	-	-	-	-	-	-	51
52		All other freight cars (A_5_, F_7_, All Code L and Q8_ _)	-	-	-	-	-	-	52
53		TOTAL (lines 36 to 52)	-	-	-	-	-	-	53
54		Caboose (All Code M-930)	-	-	-	-	-	-	54
55		TOTAL (lines 53, 54)	-	-	-	-	-	-	55

PTC 710. INVENTORY OF EQUIPMENT - Continued

4. Column (m) should show 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 carry customarily.

5. Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease agreement, 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									
		Changes during year (concluded)	Units at close of year						
					Total in service of respondent (col. (i) & (j))				
Line No.	Cross Check	Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Time-mileage cars (k)	All other (l)	Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	Line No.
36		-	-	-	-	-	-	-	36
37		-	-	-	-	-	-	-	37
38		-	-	-	-	-	-	-	38
39		-	-	-	-	-	-	-	39
40		-	-	-	-	-	-	-	40
41		-	-	-	-	-	-	-	41
42		-	-	-	-	-	-	-	42
43		-	-	-	-	-	-	-	43
44		-	-	-	-	-	-	-	44
45		-	-	-	-	-	-	-	45
46		-	-	-	-	-	-	-	46
47		-	-	-	-	-	-	-	47
48		-	-	-	-	-	-	-	48
49		-	-	-	-	-	-	-	49
50		-	-	-	-	-	-	-	50
51		-	-	-	-	-	-	-	51
52		-	-	-	-	-	-	-	52
53		-	-	-	-	-	-	-	53
54		-	-	-	-	-	-	-	54
55		-	-	-	-	-	-	-	55

PTC 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: Per diem (b)	All others (c)	Changes during the year - Units installed: New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	Line No.
		FLOATING EQUIPMENT							
56		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
		HIGHWAY REVENUE EQUIPMENT							
59		Chassis Z1_ _, Z67_, Z68_, Z69_	-	-	-	-	-	-	59
60		Dry van U_ _, Z_ _, Z6_, 1-6	-	-	-	-	-	-	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 [1] 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

PTC 710. INVENTORY OF EQUIPMENT - Concluded

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT AND LEASED FROM OTHERS

Line No.	Cross Check	Changes during year (concluded): Units retired from service of respondent whether owned or leased, including reclassification (h)	Units at close of year: Owned and used	Leased from others (j)	Total in service of respondent (col. (i) & (j)): Per diem (k)	All other (l)	Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	Line No.
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

PTC 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 the 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	Number of Units	Total Weight (Tons)	Total Cost	Method of Acquisition (see instructions)	Line No.
1	Diesel - freight PTC units	54	9,494	$ 44,941	P	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	**Total**	54	9,494	$ 44,941		25

REBUILT UNITS

Line No.	Class of equipment	Number of Units	Total Weight (Tons)	Total Cost	Method of Acquisition (see instructions)	Line No.
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37	**Total**	-	-	$ -		37
38						38
39	**Grand Total**	54	9,494	$ 44,941		39

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES PTC 720

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.

PTC 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	7,143	39.64	46.45	7.00	1
2	B	4,398	12.98	40.81	2.20	2
3	C	1,128	2.93	33.19	-	3
4	D	283	0.46	34.89	-	4
5	E	-	XXXXXXXXXX	XXXXXXXX		5
6	TOTAL	12,952			9.20	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.

Footnote: PTC Grants

In addition to separating capital expenses and operating expenses incurred by the railroad for PTC, the respondent entity shall include by footnote disclosure here the value of funds received from non-government and government transfers to include grants, subsidies, and other contributions or reimbursements that the respondent entity used to purchase or create PTC assets or to offset PTC costs. These amounts represent non-railroad monies that the respondent entity used or designated for PTC and would provide for full disclosure of PTC costs on an annual basis. This disclosure shall identify the nature and location of the project by FRA identification, if applicable. If FRA identification is not applicable, the disclosure shall identify the location at the state or regional level.

Line No.	Entity Receiving Funds	Entity Dispensing Funds	Name of Program Providing Funding	Location(s) of the Project Funded	Amount of Funding Received	Line No.
1	CSX Transportation	New York Dept of Transportation	Fixing America’s Surface Transportation (FAST) Act	Columbia Co., NY	$ 18,427	1
2	CSX Transportation	Maryland Transit Administration	Joint Benefit Program	Prince George's Co., MD	$ 1,030,435	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

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**
Angela C. Williams makes oath and states that he (she) is **Vice President and Chief Accounting 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 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, 2020, to and including December 31, 2020.

ACWilliams
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 11th day of March, 2021.
My commission expires April 6, 2025.

Use an L.S. impression seal

CLAUDIA R. KATZ
Notary Public - State of Florida
Commission # HH 071908
My Comm. Expires Apr 6, 2025
Bonded through National Notary Assn.

Claudia R. Katz
(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**
James M. Foote 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, 2020, to and including December 31, 2020.

James M. Foote
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 19th day of March, 2021
My commission expires July 6, 2024.

Use an impression seal

SHANNON RENEE GOSS
Notary Public - State of Florida
Commission # HH 18193
My Comm. Expires Jul 6, 2024
Bonded through National Notary Assn.

Shannon Renee Goss
(signature of officer authorized to administer oaths)

MEMORANDA
(FOR USE OF BOARD ONLY)
CORRESPONDENCE

Office Addressed		Date of Letter, Fax or Telegram of			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
												Officer sending letter, fax or telegram		Board File Number	
Month	Day	Year							Month	Day	Year	Name	Title		Name

EXPLANATORY REMARKS

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