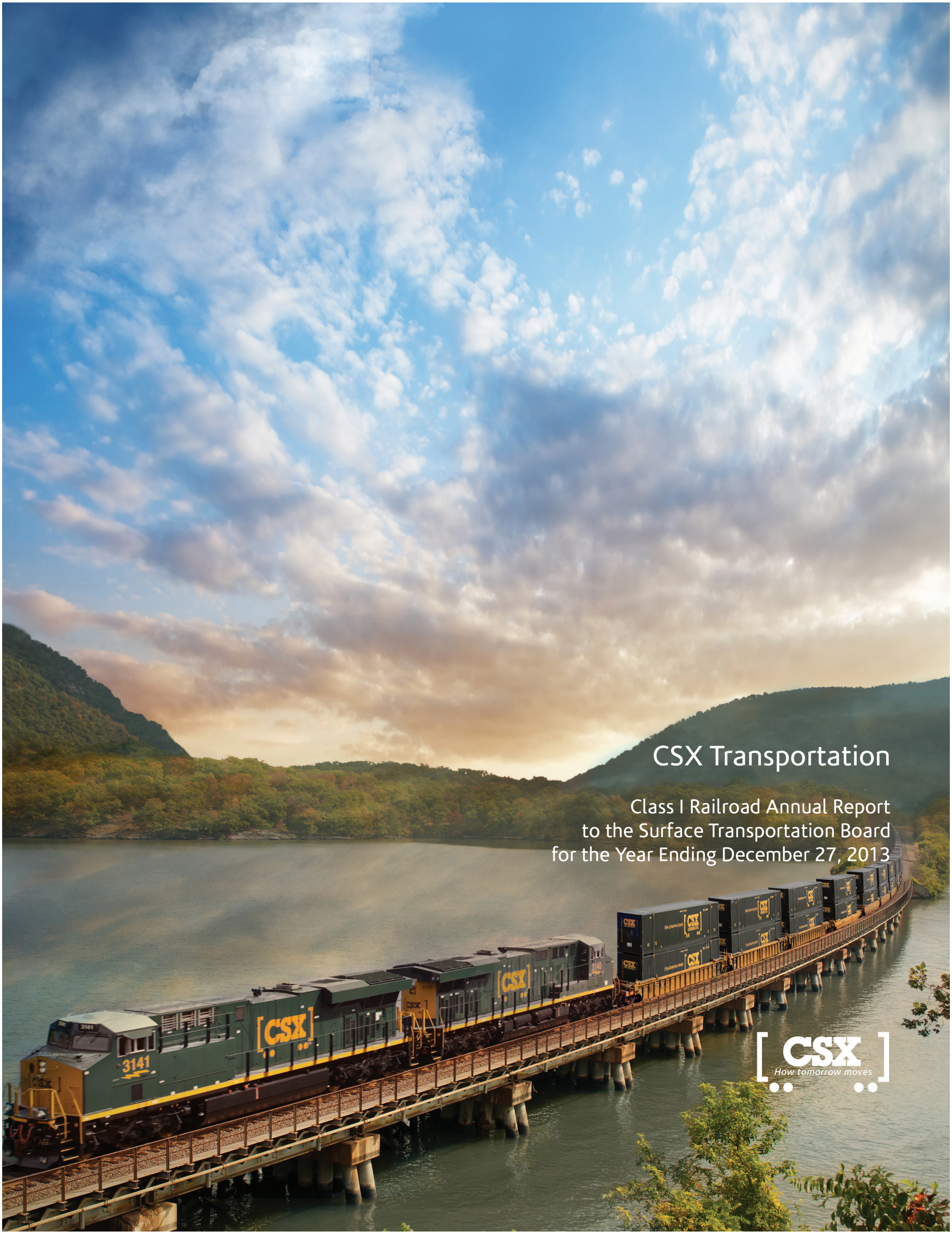

CSX Transportation

Class I Railroad Annual Report
to the Surface Transportation Board
for the Year Ending December 27, 2013

NOTICE

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

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

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

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

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

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

(a) Board means Surface Transportation Board.

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

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

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

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

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

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

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

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

For Index, See Back of Form

OEEAA - R1
OMB Clearance No. 2140-0009
Expiration Date 08-31-15

ANNUAL REPORT
OF

CSX TRANSPORTATION, INC.

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 27, 2013

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

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

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

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

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SPECIAL NOTICE

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

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

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 no more than 800 hours.

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

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

The information in this report is ordinarily maintained by the agency in hard copy for 10 years, after which it is transferred to the National Archives, where it is maintained as a permanent record. 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.

1. Exact name of common carrier making this report: **CSX Transportation, Inc. (consolidated)**

2. Date of incorporation: **January 26, 1944**

3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership and of appointment of receivers of trustees:
Virginia

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

Buffalo, Rochester & Pittsburgh Railway Company, a PA company and wholly-owned subsidiary of CSX Transportation, Inc. ("CSXT") merged into CSXT effective December 23, 2013.
CSX Capital Management, Inc., a DE company and wholly-owned subsidiary of CSXT, merged into CSXT effective December 23, 2013.

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 27, 2013** (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)	Preferred — Second (e)	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
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

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

11. Give the date of such meeting: **April 24, 2013**

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 Company, 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 Energy Resources and Logistics, Inc.
13 FGMR, Inc.
14 Fruit Growers Dispatch, Inc.
15 Fruit Growers Express Company
16 Gainesville Midland Railroad Company
17 Georgetown and High Line Railway Company, LLC
18 Harborshore at Boca Bay Development Corporation
19 Holston Land Company, Incorporated
20 Home Avenue Railroad Company, The
21 L&N Investment Corporation
22 Lake Erie and Detroit River Railway Company, The
23 Lakefront Dock and Railroad Terminal Company
24 Mahoning State Line Railroad Company, The
25 Motor Carrier Services Corp.
26 North Charleston Terminal Company
27 NYC Pere Marquette, LLC
28 Rail Wagons, Inc.
29 RDC Projects, LLC
30 Real Estate and Improvement Company of Baltimore City, The
31 Richmond, Fredericksburg and Potomac Railway Company
32 Seaboard Coast Line Railway Supplies, Inc.
33 St. Lawrence & Adirondack Railway Company
34 Staten Island - Arlington, Inc.
35 Staten Island Railroad Corporation, The
36 Three Rivers Railway Company, The
37 Toledo Ore Railroad Company, The
38 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	$ 41,595	$ 154,069	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	3,862	3,749	5
6		706	- Customers	40,856	15,340	6
7		707	- Other	129,827	175,566	7
8		708, 709	- Accrued accounts receivables	58,508	385,529	8
9		708.5	- Receivables from affiliated companies	2,636,035	1,799,241	9
10		709.5	- Less: Allowance for uncollectible accounts	(27,451)	(30,791)	10
11		710, 711, 714	Working funds prepayments deferred income tax debits	194,037	97,295	11
12		712	Materials and supplies	244,082	267,554	12
13		713	Other current assets	11,270	18,848	13
14			TOTAL CURRENT ASSETS	$ 3,332,621	$ 2,886,400	14
			Other Assets			
15		715, 716, 717	Special funds	$ -	$ -	15
16		721, 721.5	Investments and advances affiliated companies (Schs. 310 and 310A)	1,046,438	930,267	16
17		722, 723	Other investments and advances	1	1	17
18		724	Allowances for net unrealized loss on noncurrent marketable equity securities - Cr.	-	-	18
19		737, 738	Property used in other than carrier operation (Less depreciation) $ 17,535 CY, $17,235 PY	84,308	85,592	19
20		739, 741	Other assets	294,814	267,165	20
21		743	Other deferred debits	28,187	36,002	21
22		744	Accumulated deferred income tax debits	-	-	22
23			TOTAL OTHER ASSETS	$ 1,453,748	$ 1,319,027	23
			Road and Equipment			
24		731, 732	Road (Sch. 330) L-30 Col h & b	$ 25,013,367	$ 23,925,416	24
25		731, 732	Equipment (Sch 330) L-30 Col h & b	8,694,032	8,339,612	25
26		731, 732	Unallocated items	579,961	464,968	26
27		733, 735	Accumulated depreciation and amortization (Schs. 335, 342, 351)	(8,904,067)	(8,320,754)	27
28			Net Road and Equipment	$ 25,383,293	$ 24,409,242	28
29			TOTAL ASSETS	$ 30,169,662	$ 28,614,669	29

NOTES AND REMARKS

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
			Current Liabilities			
30		751	Loans and notes payable	$ -	$ -	30
31		752	Accounts payable: Interline and other balances	21,744	17,703	31
32		753	Audited accounts and wages	123,774	115,112	32
33		754	Other accounts payable	252,121	186,615	33
34		755, 756	Interest and dividends payable	14,931	16,226	34
35		757	Payables to affiliated companies	534,846	411,737	35
36		759	Accrued accounts payable	973,566	888,079	36
37		760, 761 761.5, 762	Taxes accrued	474,912	431,066	37
38		763	Other current liabilities	71,866	115,108	38
39		764	Equipment obligations and other long-term debt due within one year	332,994	67,699	39
40			TOTAL CURRENT LIABILITIES	$ 2,800,754	$ 2,249,345	40
			Non-Current Liabilities			
41		765, 767	Funded debt unmatured	$ 481,049	$ 481,049	41
42		766	Equipment obligations	277,737	603,025	42
43		766.5	Capitalized lease obligations	7,996	9,859	43
44		768	Debt in default	-	-	44
45		769	Accounts payable: affiliated companies	-	-	45
46		770.1, 770.2	Unamortized debt premium	47,559	52,842	46
47		781	Interest in default	-	-	47
48		783	Deferred revenues - transfers from govt. authorities	-	-	48
49		786	Accumulated deferred income tax credits	8,382,255	7,973,665	49
50		771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	723,794	879,466	50
51			TOTAL NONCURRENT LIABILITIES	$ 9,920,390	$ 9,999,906	51
			Shareholder's Equity			
52		791, 792	Total capital stock	$ 181,225	$ 181,225	52
53			Common stock	181,225	181,225	53
54			Preferred stock	-	-	54
55			Discount on capital stock	-	-	55
56		794, 795	Additional capital	5,076,800	5,657,573	56
57		797	Retained earnings: Appropriated	-	-	57
58		798	Unappropriated	12,190,493	10,526,620	58
59		798.1	Net unrealized loss on noncurrent marketable equity securities	-	-	59
60		798.5	Less treasury stock	-	-	60
61			Net stockholders equity	$ 17,448,518	$ 16,365,418	61
62			TOTAL LIABILITIES AND SHAREHOLDER'S EQUITY	$ 30,169,662	$ 28,614,669	62

NOTES AND REMARKS

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

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

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking funds, pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts: $__0__.

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made: $__0__.

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

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

(c) Is any part of 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 4 on Page 13A.

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

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

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

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

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

5. (a) The amount of employer's contribution to employee stock ownership plans for the current year was $__0__.

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

6. In reference to Docket 37465, specify the total amount of business entertainment expenditures charged to the non-operating expense account: $__0__.

Continued on following page

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

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

Disclose the nature and amount of contingency that is material.

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

See Note 3 on page 13.

(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 12/27/2013	Noncurrent Portfolio	$ -	$ -	N/A	N/A
(Previous Yr.)	Current Portfolio	$ -	$ -	N/A	N/A
as of 12/28/2012	Noncurrent Portfolio	$ -	$ -	N/A	N/A

At 12/27/2013, gross unrealized gains and losses pertaining to marketable equity securities were as follows:

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

A net unrealized gain (loss) of $______0______ on the sale of marketable securities was included in net income for __N/A__(year).

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

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

NOTE: 12/27/2013 (date) Balance sheet date of reported year unless specified as previous year.

NOTE 1. Nature of Operations and Significant Accounting Policies

Business

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

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

Lines of Business

During 2013, CSXT’s transportation services generated $12.0 billion of revenue and served three primary lines of business:

- The merchandise business shipped nearly 2.8 million carloads and generated approximately 59% of revenue and 42% of volume in 2013. The Respondent’s merchandise business is the most diverse market and transports aggregates (which include crushed stone, sand and gravel), metal, phosphate, fertilizer, food, consumer (manufactured goods and appliances), agricultural, automotive, paper and chemical products.
- The coal business shipped 1.2 million carloads and accounted for 24% of revenue and 18% of volume in 2013. 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. Almost half of export coal and nearly all of the domestic coal that the Respondent transports is used for generating electricity.
- The intermodal business accounted for approximately 14% of revenue and 40% of volume in 2013. The intermodal line of business combines the superior economics of rail transportation with the short-haul flexibility of trucks and offers a competitive cost advantage over long-haul trucking. Through a network of more than 50 terminals, the intermodal business serves all major markets east of the Mississippi and transports mainly manufactured consumer goods in containers, providing customers with truck-like service for longer shipments.

Other revenue accounted for approximately 3% of the Respondent’s total revenue in 2013. This revenue category includes revenue from regional subsidiary railroads, demurrage, revenue for customer volume commitments not met, switching and other incidental charges. Revenue from regional railroads includes shipments by railroads that the Respondent does not directly operate. Demurrage represents charges assessed when freight cars are held beyond a specified period of time. Switching revenue is primarily generated when CSXT switches cars for a customer or another railroad.

Basis of Presentation

In the opinion of management, the accompanying consolidated financial statements contain all normal, recurring adjustments necessary to present fairly the financial position of CSXT and its subsidiaries at December 27, 2013 and December 28, 2012.

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

Fiscal Year

CSXT follows a 52/53 week fiscal reporting calendar. This fiscal calendar allows every quarter to consistently end on a Friday and typically, to be of equal duration (13 weeks), resulting in a 52 week fiscal year. To maintain this type of reporting calendar every fifth or sixth year (depending on the Gregorian calendar and when leap year falls), an extra week will be included in the fourth quarter (a 14-week fiscal quarter) and, therefore, that full fiscal year will have 53 weeks. The next 53 week fiscal year will be 2016, which will end on December 30, 2016.

Fiscal years 2013, 2012 and 2011 each consisted of 52 weeks ending on December 27, 2013, December 28, 2012 and December 30, 2011 respectively. Except as otherwise specified, references to full year indicate CSXT’s fiscal periods ended on these dates.

Principles of Consolidation

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

P&L Transportation Inc. and subsidiaries (“P&L”) and Midland United Corp. and subsidiaries (“Midland”) have been removed from consolidated R-1 reporting. These entities are now treated like an equity method investment which is consistent with Ex Parte No. 634.

Cash and Cash Equivalents

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

Allowance for Doubtful Accounts

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

Materials and Supplies

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

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

Properties

The Respondent depreciates its rail assets including main-line track, locomotives, and freight cars using the group-life method of depreciation. The Respondent believes 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 effective way to properly depreciate its assets.

Under the group-life method of accounting, the service lives and salvage values for each group of assets are determined by completing periodic depreciation studies and applying management's assumptions regarding the service lives of its properties. A depreciation study (also referred to as a life 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 Surface Transportation Board ("STB"), the regulatory board that has broad jurisdiction over railroad practices. The STB requires depreciation studies be performed for equipment assets every three years and for road (e.g. bridges and signals) and track (e.g. rail, ties and ballast) assets every six years. The Respondent believes the frequency currently required by the STB provides adequate review of asset 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 results of the depreciation study process determine the service lives for each asset group under the group-life method. Road assets, including main-line track, have estimated service lives ranging from six years for system roadway machinery to 80 years for grading (construction of protection for the roadway, tracks and embankments). Equipment assets, including locomotives and freight cars, have estimated service lives ranging from six years for technology assets to 38 years for work equipment.

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

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

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

For retirements or disposals of depreciable rail assets that occur in the ordinary course of business, the asset cost (net of salvage value or sales proceeds) is charged to accumulated depreciation and no gain or loss is recognized. As individual assets within a specific group are retired or disposed of, resulting gains and losses are recorded in accumulated depreciation. As part of the 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 of accounting 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. Gains or losses on the dispositions of land are recorded in miscellaneous income in Schedule 210.

In November 2011, the Company sold 61 miles of operating rail corridor to the Florida Department of Transportation. This corridor will be used by the state of Florida for its new commuter rail operation known as SunRail, which is expected to alleviate highway congestion. The Company diverted a portion of the corridor's existing rail traffic and relocated terminal operations to an adjacent rail corridor in Florida. The Company recognized a gain of $43 million and $94 million in 2013 and 2012, respectively. The portion of this gain attributable to land was $27 million and $61 million for 2013 and 2012, respectively and was recognized in miscellaneous income in Schedule 210 at the time of disposition. The remaining portion of the gain related to road and track assets was recognized in accumulated depreciation in Schedule 200.

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

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

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

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

The majority of non-railroad property is depreciated using the straight-line method on a per asset basis. The depreciable lives of this property are periodically reviewed by the Respondent and any changes are applied on a prospective basis. Amortization expense recorded under capital leases is included in depreciation expense on the Schedule 410. For retirements or disposals of non-railroad depreciable assets and all dispositions of land (operating and non-operating), the resulting gains or losses are recognized in earnings at the time of disposal. The Respondent recognized a gain of $57 million and $143 million in 2013 and 2012, respectively, related to the sale of non-operating property as well as the disposition of land, which is recognized in miscellaneous income on the Schedule 210.

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

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

Revenue and Expense Recognition

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

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

- revenue associated with shipments in transit, which are based on historical freight car movement data as well as average cycle times to move commodities and products from their origin to their final destination or interchange;
- adjustments to revenue for billing corrections, billing discounts and bad debts or to accounts receivable for allowances for doubtful accounts;
- adjustments to revenue for overcharge claims filed by customers, which are based on historical cash paid to customers for rate overcharges as a percentage of total billing;
- incentive-based refunds to customers, which are primarily based on customers achieving certain volume thresholds and are recorded as a reduction to revenue on the basis of management's best estimate of the projected liability (this estimate is based on historical activity, current volume levels and a forecast of future volume).

The Respondent regularly updates the estimates described above based on historical experience and current conditions. All other revenue, such as demurrage, switching and other incidental charges are recorded upon completion of the service. Amounts received for customer volume commitments not met are recorded upon the completion of the contract term.

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. Income from real estate operations includes the results of the Respondent's non-operating real estate sales, leasing, acquisition and management and development activities and may fluctuate as a function of timing of real estate sales. Miscellaneous income (expense) includes 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.

Use of Estimates

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

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

NOTE 2. Casualty, Environmental and Other Reserves

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

(Dollars in Millions)	Casualty Reserves	Environmental Reserves	Other Reserves	Total
Balance December 30, 2011	$ 333	$ 83	$ 20	$ 436
Charged to Expense	32	35	17	84
Payments	(88)	(30)	(25)	(143)
Balance December 28, 2012	$ 277	$ 88	$ 12	$ 377
Charged to Expense	48	48	28	124
Payments	(86)	(36)	(21)	(143)
Balance December 27, 2013	$ 239	$ 100	$ 19	$ 358

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

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

	December 27, 2013			December 28, 2012		
(Dollars in Millions)	**Current**	**Long-term**	**Total**	Current	Long-term	Total
Casualty:						
Personal Injury	$ 53	$ 114	$ 167	$ 68	$ 117	$ 185
Occupational	3	20	23	5	31	36
Asbestos	10	39	49	8	48	56
Total Casualty	$ 66	$ 173	$ 239	$ 81	$ 196	$ 277
Environmental	59	41	100	33	55	88
Other	11	8	19	10	2	12
Total	$ 136	$ 222	$ 358	$ 124	$ 253	$ 377

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

Casualty

Casualty reserves of $239 million for 2013 represent accruals for personal injury, occupational injury and asbestos claims. The Respondent’s self-insured retention amount for these claims is $50 million per occurrence. Currently, no individual claim is expected to exceed the self-insured retention amount. In accordance with the *Contingencies Topic* in the ASC, to the extent the value of an individual claim exceeds the self-insured retention amount, the Respondent would present the liability on a gross basis with a corresponding receivable for insurance recoveries. These reserves fluctuate based upon the timing of payments as well as changes in independent third-party estimates, which are reviewed by management. Actual results may vary from estimates due to the number, type and severity of the injury, costs of medical treatments and uncertainties in litigation. Defense and processing costs, which historically have been insignificant and are anticipated to be insignificant in the future, are not included in the recorded liabilities. During 2013 and 2012, there were no significant changes in estimate recorded to adjust casualty reserves.

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

Occupational & Asbestos

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

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

Occupational and asbestos claims are analyzed by a third-party actuary or specialist (the “third-party specialist”), respectively, in order to determine the number of unasserted or incurred but not reported (“IBNR”) claims. Occupational claims analyses are performed by the third-party specialist quarterly and are reviewed by management. Since exposure to asbestos has been substantially eliminated, management reviews asserted asbestos claims quarterly and the review by the third-party specialist is completed annually. With the exception of carpal tunnel, management has determined that seven years is the most probable time period in which unasserted claim filings and claim values can be estimated. Carpal tunnel claims use a three-year period to estimate the reserve due to the shorter latency period for these types of injuries.

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

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

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

(Dollars in Millions)	**December 2013**	December 2012
Occupational:		
Incurred but not reported claims	**$ 15**	$ 24
Asserted claims	**8**	12
Total liability	**$ 23**	$ 36
Asbestos:		
Incurred but not reported claims	**$ 34**	$ 37
Asserted claims	**15**	19
Total liability	**$ 49**	$ 56

During 2013 and 2012, there were no significant changes in estimate of occupational or asbestos reserves. A summary of occupational and asbestos claims activity is as follows:

	Fiscal Years	
	2013	2012
Asserted Claims		
Open Claims - Beginning of Year	**441**	665
New Claims Filed	**146**	139
Claims Settled	**(142)**	(149)
Claims Dismissed	**(135)**	(214)
Open Claims - End of Year	**310**	441

Environmental

Environmental reserves were $100 million for 2013. 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 244 environmentally impaired sites. Many of these are, or may be, subject to remedial action under the federal Comprehensive Environmental Response, Compensation and Liability Act of 1980, or CERCLA, also known as the Superfund Law, or similar state statutes. Most of these proceedings arose from environmental conditions on properties used for ongoing or discontinued railroad operations. A number of these proceedings, however, are based on allegations that the Respondent, or its predecessors, sent hazardous substances to facilities owned or operated by others for treatment, recycling or disposal. In addition, some of the Respondent's land holdings were leased to others for commercial or industrial uses that may have resulted in releases of hazardous substances or other regulated materials onto the property and could give rise to proceedings against the Respondent.

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

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

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

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

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

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

Other

Other reserves of $19 million for 2013 represent liabilities for various claims, such as disability claims, freight claims and claims for property.

NOTE 3. Commitments and Contingencies

Lease Commitments

The Respondent has various lease agreements with other parties with terms up to 30 years. Non-cancelable, long-term leases may include provisions for maintenance, options to purchase. and options to extend the terms. The Respondent uses the straight-line method to recognize rent expense associated with operating leases that include escalations over their terms. These amounts are shown in the table below.

	Fiscal Years	
(Dollars in Millions)	**2013**	2012
Rent Expense on Operating Leases	$ **4**	$ 7

At December 2013, minimum rentals on land, buildings, track and equipment under operating leases are disclosed in the table below. Also, payments to Conrail, Inc. (“Conrail”) for leases on shared rail infrastructure are included in these amounts.

(Dollars in Millions)

Years	**Operating Leases**	**Sublease Income**	**Net Lease Commitments**
2014	$ 77	$ (2)	$ 75
2015	71	(2)	69
2016	63	(2)	61
2017	55	(2)	53
2018	46	(2)	44
Thereafter	154	(14)	140
Total	$ 466	$ (24)	$ 442

Purchase Commitments

CSXT has a commitment under a long-term maintenance program that currently covers 44% of CSXT’s fleet of locomotives. The agreement is based on the maintenance cycle for each locomotive. Under CSXT’s current obligations, the agreement will expire no earlier than 2031. The costs expected to be incurred throughout the duration of the agreement fluctuate as locomotives are placed into or removed from service, or as required maintenance schedules are revised. The table below includes both active and inactive locomotives covered under this agreement.

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

	Fiscal Years	
(Dollars in Millions)	**2013**	2012
Amounts Paid	**$ 287**	$ 287
Number of Locomotives	**1,886**	1,899

Annual payments related to the locomotive purchase obligations, including amounts that would be payable under the long-term maintenance program, are estimated in the table below. The amount of the ultimate purchase commitment depends upon the model of locomotive acquired and the timing of delivery.

NOTE 3. Commitments and Contingencies, *continued*

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

(Dollars in Millions)	Locomotive & Maintenance Payments	Other Commitments	Total
2014	$ 292	$ 283	$ 575
2015	253	28	281
2016	245	15	260
2017	232	6	238
2018	220	6	226
Thereafter	1,314	53	1,367
Total	$ 2,556	$ 391	$ 2,947

Insurance

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

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

Collective Bargaining Agreements

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

Fuel Surcharge Antitrust Litigation

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. In November 2007, the class action lawsuits were consolidated and are now pending in federal court in the District of Columbia. The suit seeks treble damages allegedly sustained by purported class members as well as attorneys' fees and other relief. Plaintiffs are expected to allege damages at least equal to the fuel surcharges at issue.

In June 2012, the District Court certified the case as a class action. The decision was not a ruling on the merits of plaintiffs' claims, rather a decision to allow the plaintiffs to seek to prove the case as a class. The defendant railroads petitioned the U.S. Court of Appeals for the D.C. Circuit for permission to appeal the District Court's class certification decision. In August 2013, the D.C. Circuit issued a decision vacating the class certification decision and remanded the case to the District Court to reconsider its class certification decision. In October 2013, the District Court held a case management conference to determine the scope and schedule of the remand proceedings. The District Court has ordered briefing on class certification to be completed by the end of May 2014. In the interim, the District Court has delayed proceedings on the merits of the case.

CSXT believes that its fuel surcharge practices were arrived at and applied lawfully and that the case is without merit. Accordingly, the Company intends to defend itself vigorously. However, penalties for violating antitrust laws can be severe, and an unexpected adverse decision on the merits could have a material adverse effect on the Company's financial condition, results of operations or liquidity in that particular period or for the full year.

Environmental

CSXT has certain indemnification requirements with respect to Pharmacia LLC (formerly known as Monsanto Company) for certain liabilities associated with real estate formerly owned by Pharmacia that is now owned by CSXT in Kearny, New Jersey (the "Property"). The indemnification and defense duties arise with respect to several matters. The State of New Jersey filed suit in 2005 against Occidental Chemical Corporation, Tierra Solutions Inc., Maxus Energy Corporation and five other companies seeking cleanup and removal costs and other damages associated with the presence of dioxin and other hazardous substances in the sediment of the Newark Bay Complex, which includes a 17-mile stretch of the Passaic River near the Property. In 2009, Pharmacia, along with hundreds of other companies, was served with a third-party complaint by Tierra Solutions Inc. and Maxus Energy Corporation seeking contribution towards the costs and damages claimed by the state of New Jersey or incurred by Tierra and Maxus related to the Newark Bay Complex. CSXT has been participating in the defense of this matter with and on behalf of Pharmacia. In 2013, Pharmacia, along with most of the other third-party defendants, entered into a settlement agreement with the state of New Jersey for an amount that is not material to CSXT. The settlement, approved by the Superior Court of New Jersey in December 2013, resolves certain claims or potential claims by the state of New Jersey for costs and damages arising from discharges to the Newark Bay Complex. CSXT, on behalf of Pharmacia, is also conducting a Remedial Investigation and Feasibility Study of the 17-mile Lower Passaic River Study Area with approximately 70 other parties pursuant to an Administrative Order on Consent with the EPA. The Respondent does not believe any remediation costs potentially allocable to CSXT would be material to the Respondent's financial condition, results of operations or liquidity.

NOTE 3. Commitments and Contingencies, *continued*

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, environmental and hazardous material exposure matters, FELA claims by 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 Company 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 Company has estimated this range to be $2 million to approximately $15 million in aggregate at December 27, 2013. This estimated aggregate range is based upon currently available information and is subject to significant judgment and a variety of assumptions. Accordingly, the Company's estimate will change from time to time, and actual losses may vary significantly from the current estimate.

NOTE 4. Employee Benefit Plans

Pension and Other Postretirement Benefit Plans

The Respondent, in conjunction with CSX, sponsors defined benefit pension plans principally for salaried, management personnel. For employees hired on or before December 31, 2002, the plans provide eligible employees with retirement benefits based predominantly on years of service and compensation rates near retirement. For employees hired in 2003 or thereafter, benefits are determined based on a cash balance formula, which provides benefits by utilizing interest and pay credits based upon age, service and compensation. CSX allocates to the Respondent a portion of the pension expense or benefit for the CSX pension plans based on the Respondent’s relative level of participation. In addition, the Respondent sponsors one pension plan for retired United Transportation Union employees. The expenses for this plan along with the allocated expenses from the various CSX pension plans amounted to $59 million and $49 million in 2013 and 2012, respectively.

In addition to these plans, the Respondent sponsors a self-insured, post-retirement medical plan and a life insurance plan that provide benefits to full-time, salaried, management employees, hired prior to January 1, 2003, upon their retirement, if certain eligibility requirements are met. Prior to 2011, the post-retirement medical plan was partially funded by all participating retirees, with retiree contributions adjusted annually. Beginning in 2011, Medicare-eligible retirees are covered by a health reimbursement arrangement, which is an employer-funded account that can be used for reimbursement of eligible medical expenses. Non-Medicare eligible retirees will continue to be covered by the existing self-insured program. The life insurance plan is non-contributory. CSX allocates to the Respondent a portion of the expense for these plans based on the Respondent’s relative level of participation. The allocated expense amounted to $26 million and $25 million in 2013 and 2012, respectively.

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

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

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

Other Plans

Under collective bargaining agreements, the Respondent participates in a multi-employer benefit plan, which provides certain post-retirement health care and life insurance benefits to eligible contract employees. Premiums under this plan are expensed as incurred and amounted to $41 million and $46 million in 2013 and 2012, 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 $33 million and $26 million for 2013 and 2012, 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 $6 million and $5 million for 2013 and 2012, respectively.

NOTE 5. Debt Agreements

Debt was as follows:

(Dollars in Millions)	**Maturity**	**Average Interest Rates at December 27, 2013**	**December 27, 2013**	December 28, 2012
Equipment Obligations	2014-2023	7.3 %	**$ 601**	$ 666
Notes[(a)]	2014-2043	7.1 %	**530**	536
Capital Leases	2014-2026	8.1 %	**16**	12
Total Long-term Debt (including current portion)			**$ 1,147**	$ 1,214
Less Debt Due within One Year			**(333)**	(67)
Total Long-term Debt (excluding current portion)			**$ 814**	$ 1,147

(a) 2013 and 2012 notes include $100 million of demand loans with a subsidiary of P&L Transportation, Inc. For additional information see Note 6 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.)
- Level 3 – significant unobservable inputs (including the Respondent's own assumptions 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 the Schedule 200 and is the Respondent's only financial instrument with fair values significantly different from their carrying amounts. The majority of the Respondent's long-term debt is valued with assistance from an independent third party. 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, values of similar financial instruments, size of the transaction, cash flow projections and comparable trades. Fair value will exceed carrying value when the current market interest rate is lower than the interest rate at which the debt was originally issued. The fair value of a company's debt is a measure of its current value under present market conditions. It does not impact the financial statements under current accounting rules. The fair value and carrying value of the Respondent's long-term debt is as follows:

(Dollars in Millions)	**December 2013**	December 2012
Long-term Debt (Including Current Maturities):		
Fair Value	**$ 1,346**	$ 1,482
Carrying Value	**$ 1,147**	$ 1,214

NOTE 5. Debt Agreements, *continued*

Long-term Debt Maturities

(Dollars in Millions) Fiscal Years Ending		Maturities as of December 2013
2014	$	433
2015		29
2016		20
2017		19
2018		19
2019 and Thereafter		627
Total Long-term Debt Maturities (including current portion)	$	1,147

NOTE 6. Related Party Transactions

The Respondent had a receivable of $1,824 million and $1,270 million in 2013 and 2012, respectively, relating to the Respondent's participation in the CSX cash management plan. The receivable is included in Receivables from Affiliated Companies in the Schedule 200. Under this plan, excess cash is advanced to CSX for investment and CSX makes cash funds available to its subsidiaries as needed for use in their operations. The Respondent and CSX are committed to repay all amounts due each other on demand should circumstances require. The companies are charged for borrowings or compensated for investments based on the short-term applicable Federal rate, which was 0.25% and 0.24% as of the end of 2013 and 2012, respectively. Net interest income related to this plan was $3 million and $2 million in 2013 and 2012, respectively.

Detail of Related Party Service Fees

	Fiscal Years			
(Dollars in Millions)		**2013**		2012
Intermodal Terminals	**$**	**602**	$	576
CSX Corporation		**457**		456
CSX Technology		**254**		231
Total Distribution Services, Inc.		**81**		75
CSX Insurance Company		**48**		48
CSX Business Management, Inc.		**24**		22
Other		**12**		6
Total Related Party Service Fees	**$**	**1,478**	$	1,414

Related Party Service Fees consists of amounts related to:

- CSX Intermodal Terminals, Inc. ("Intermodal Terminals") – Charges from Intermodal Terminals for services provided to the Respondent at intermodal terminal locations. These charges are calculated based on a mark-up of direct costs.
- CSX Corporation – A fee charged by CSX 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 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. ("CBUS") – Charges are primarily related to the sale of receivables from the Respondent to CSX Trade Receivables, a subsidiary of CBUS. These charges are based on the value of the receivables sold to CSX Trade Receivables. CBUS services these receivables.
- Other consists of proceeds from specialized services billed to CSX Real Property, Inc. and TRANSFLO Corporation ("TRANSFLO").

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

NOTE 6. Related Party Transactions, *continued*

Detail of Receivables from Affiliated Companies

(Dollars in Millions)	**December 2013**	December 2012
CSX Corporation	**$ 1,851**	$ 1,314
CBUS	**759**	469
CSX Technology	**(166)**	(157)
Intermodal Terminals	**(139)**	(45)
Other	**21**	33
Total Receivable from Affiliated Companies	**$ 2,326**	$ 1,614

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

The Respondent and CSX Insurance have entered into a loan agreement whereby the Respondent may borrow up to $125 million from CSX Insurance. The loan is payable in full on demand. $55 million was outstanding under the loan agreement for both 2013 and 2012, respectively. Interest on the loan is payable monthly at 0.45% over the LIBOR rate, which was 0.62% and 0.66% at the end of 2013 and 2012, respectively. Interest expense related to the loan was $0.4 million for both 2013 and 2012, respectively.

As required by the *Related Party Disclosures Topic* in the ASC, the Respondent has identified amounts below owed to Conrail, or its subsidiaries, representing a promissory note as well as liabilities under the operating, equipment and shared area agreements with Conrail. Additionally, as a result of the change in consolidated R-1 reporting in 2012, the table below discloses a demand loan with a subsidiary of P&L Transportation, Inc., originally executed in 2011. See Note 1. Nature of Operations and Significant Accounting Policies for additional information on the principles of consolidation.

(Dollars in Millions)	**December 2013**	December 2012
Balance Sheet Information:		
CSXT Payable to Conrail [(a)]	**$ 172**	$ 175
Promissory Notes Payable to Conrail Subsidiary		
4.52% CSXT Promissory Note due March 2035 [(b)]	**$ 23**	$ 23
Demand Loan to P&L Transportation, Inc. Subsidiary		
Variable interest rate CSXT Promissory Note due January 2014	**$ 100**	$ 100

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

Interest expense from the promissory notes payable to a Conrail subsidiary was $1 million for 2013 and 2012, respectively. Interest expense from the demand loan payable to a subsidiary of P&L Transportation, Inc. was less than $1 million for both 2013 and 2012.

210. RESULTS OF OPERATIONS

(Dollars in Thousands)

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

Cross-Checks

Schedule 210	Schedule 210
Line 15, col b	= Line 62, col (b)
Lines 47,48,49 col b	= Line 63, col (b)
Line 50, col b	= Line 64, col (b)
	Schedule 410
Line 14, col b	= Line 620, col h
Line 14, col d	= Line 620, col f
Line 14, col e	= Line 620, col g

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger - related revenue & expenses (e)	Line No.
		ORDINARY ITEMS OPERATING INCOME Railway Operating Income					
1		(101) Freight	$ 11,602,584	$ 11,482,341	$ 11,602,584		1
2		(102) Passenger	-	-	-		2
3		(103) Passenger-related	-	-	-		3
4		(104) Switching	(125,889)	(129,101)	(125,889)		4
5		(105) Water transfers	-	-	-		5
6		(106) Demurrage	59,238	64,586	59,238		6
7		(110) Incidental	169,707	59,873	169,707		7
8		(121) Joint facility - credit	-	-	-		8
9		(122) Joint facility - debit	-	-	-		9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	11,705,640	11,477,699	11,705,640		10
11		(502) Railway operating revenues - transfers from government authorities	-	-	-		11
12		(503) Railway operating revenues - amortization of deferred transfers from government authorities	-	-	-		12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	$ 11,705,640	$ 11,477,699	$ 11,705,640		13
14		(531) Railway operating expenses	9,043,920	8,779,885	9,043,920		14
15		Net revenue from railway operations	$ 2,661,720	$ 2,697,814	$ 2,661,720		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	$ -	$ -			16
17		(510) Miscellaneous rent income	41,077	42,885			17
18		(512) Separately operated properties - profit	-				18
19		(513) Dividend income (cost method)	14,071	15,228			19
20		(514) Interest Income	34,879	31,562			20
21		(516) Income from sinking and other funds	-				21
22		(517) Release of premiums on funded debt	5,283	5,326			22
23		(518) Reimbursements received under contracts and agreements	-				23
24		(519) Miscellaneous income	57,275	142,968			24
25		Income from affiliated companies: 519 a. Dividends (equity method)	36,115	33,559			25
26		b. Equity in undistributed earnings (losses)	18,550	7,239			26
27		TOTAL OTHER INCOME (lines 16-26)	$ 207,250	$ 278,767			27
28		TOTAL INCOME (lines 15, 27)	$ 2,868,970	$ 2,976,581			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	31,139	31,816			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	66,691	69,224			34
35		(553) Uncollectible accounts	-	-			35
36		TOTAL MISCELLANEOUS DEDUCTIONS	$ 97,830	$ 101,040			36
37		Income available for fixed charges	$ 2,771,140	$ 2,875,541			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	$ 61,529	$ 68,631	38
39		(b) Interest in default	-	-	39
40		(547) Interest on unfunded debt	2,420	2,536	40
41		(548) Amortization of discount on funded debt	-	-	41
42		TOTAL FIXED CHARGES (lines 38 through 41)	$ 63,949	$ 71,167	42
43		Income after fixed charges (line 37 minus line 42)	$ 2,707,191	$ 2,804,374	43
		OTHER DEDUCTIONS			
		(546) Interest on funded debt:			
44		(c) Contingent interest	-	-	44
		UNUSUAL OR INFREQUENT ITEMS			
45		(555) Unusual or infrequent items (debit) credit	-	-	45
46		Income (Loss) from continuing operations (before inc. taxes)	$ 2,707,191	$ 2,804,374	46
		PROVISIONS FOR INCOME TAXES			
		(556) Income taxes on ordinary income:			
47		(a) Federal income taxes	$ 623,429	$ 511,590	47
48		(b) State income taxes	76,447	68,130	48
49		(c) Other income taxes	1,749	579	49
50		(557) Provision for deferred taxes	274,345	425,583	50
51		TOTAL PROVISION FOR INCOME TAXES (lines 47 through 50)	$ 975,970	$ 1,005,882	51
52		Income from continuing operations (line 46 minus line 51)	$ 1,731,221	$ 1,798,492	52
		DISCONTINUED OPERATIONS			
		(560) Income or loss from operations of discontinued segments			
53		(less applicable income taxes of $ 0)	-	-	53
		(562) Gain or loss on disposal of discontinued segments			
54		(less applicable income taxes of $ 0)	-	-	54
55		Income before extraordinary items (lines 52 through 54)	$ 1,731,221	$ 1,798,492	55
		EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES			
56		(570) Extraordinary items (Net)	-	-	56
57		(590) Income taxes on extraordinary items	-	-	57
58		(591) Provision for deferred taxes - Extraordinary items	-	-	58
59		TOTAL EXTRAORDINARY ITEMS (lines 56 through 58)	-	-	59
		(592) Cumulative effect of changes in accounting principles			
60		(less applicable income taxes of $ 0).	-	-	60
61		Net income (Loss) (lines 55 + 59 + 60)	$ 1,731,221	$ 1,798,492	61
		RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)			
62		Net revenues from railway operations	$ 2,661,720	$ 2,697,814	62
63		(556) Income taxes on ordinary income (-)	(701,625)	(580,299)	63
64		(557) Provision for deferred income taxes (-)	(274,345)	(425,583)	64
65		Income from lease of road and equipment (-)	(36,794)	(38,241)	65
66		Rent for leased roads and equipment (+)	16,012	15,019	66
67		Net railway operating income (loss)	$ 1,664,968	$ 1,668,710	67

Notes and Remarks for Schedules 210 and 220

220. RETAINED EARNINGS

(Dollars in Thousands)

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

Line No.	Cross Check		Item (a)	Retained Earnings - Unappropriated (b)	Equity in Undistributed Earnings (Losses) of Affiliated Companies (c)	Line No.
1			Balances at beginning of year	$ 10,272,753	$ 253,867	1
2		(601.5)	Prior period adjustments to beginning retained earnings	603,826	-	2
			CREDITS			
3		(602)	Credit balance transferred from income	1,712,671	18,550	3
4		(603)	Appropriations released	-	-	4
5		(606)	Other credits to retained earnings	59,695	-	5
6			TOTAL CREDITS	$ 1,772,366	$ 18,550	6
			DEBITS			
7		(612)	Debit balance transferred from income	$ -	$ -	7
8		(616)	Other debits to retained earnings	-	661	8
9		(620)	Appropriations for sinking and other funds	-	-	9
10		(621)	Appropriations for other purposes	-	-	10
11		(623)	Dividends: Common stock	730,208	-	11
12			Preferred stock (1)	-	-	12
13			TOTAL DEBITS	$ 730,208	$ 661	13
14			Net increase (decrease) during year (Line 6 minus line 13)	$ 1,042,158	$ 17,889	14
15			Balances at close of year (lines 1, 2, and 14)	$ 11,918,737	$ 271,756	15
16			Balance from line 15 (c)	$ 271,756	N/A	16
17		(798)	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	$ 12,190,493		17
18		(797)	Total appropriated retained earnings:			18
19			Credits during year $ 0			19
20			Debits during year $ 0		N/A	20
21			Balance at close of year $ 0			21
			Amount of assigned Federal income tax consequences:			
22			Account 606 $ 0			22
23			Account 616 $ 0			23

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

230. CAPITAL STOCK

PART I. CAPITAL STOCK

(Dollars in Thousands)

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

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

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in Thousands)

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

		Preferred Stock		Common Stock		Treasury Stock		Additional	
Line No.	Item (a)	No. of Shares (b)	$ Amount (c)	No. of Shares (d)	$ Amount (e)	No. of Shares (f)	$ Amount (g)	Capital $ (h)	Line No.
11	Balance at beginning of year	-	$ -	9,061,038	$ 181,225	-	$ -	$ 5,657,573	11
12	Capital stock sold 1								12
13	Capital stock reacquired								13
14	Capital stock cancelled								14
15	Other							(580,773)	15
16									16
17	Balance at close of year	-	$ -	9,061,038	$ 181,225	-	$ -	$ 5,076,800	17

NOTE: The amount in Other for Additional Capital is related to a ($603,826) thousand prior period adjustment to reclass a liquidating dividend associated with a Respondent's subsidiary from retained earnings in Schedule 220 to additional capital in the schedule above; reclass of $14,598 thousand from Additional Capital to Investment in Affiliate related to the change from consolidation to the equity method of accounting for P&L and Midland (see note 1 on page 9); tax effects of compensation related to parent company stock of $8,454 thousand, and $1 thousand for other.

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

240. STATEMENT OF CASH FLOWS
(Dollars in Thousands)

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

CASH FLOWS FROM OPERATING ACTIVITIES

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

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10		Income from continuing operations	$ 1,731,221	$ 1,798,492	10

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

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investment	$ -	$ -	11
12		Depreciation and amortization expenses	1,014,011	977,800	12
13		Net increase (decrease) in provision for Deferred Income Taxes	274,345	425,583	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(18,550)	(7,239)	14
15		Decrease (increase) in accounts receivable	275,704	(241,773)	15
16		Decrease (increase) in material and supplies and other current assets	34,088	(39,406)	16
17		Increase (decrease) in current liabilities other than debt	(209,536)	(16,155)	17
18		Increase (decrease) in other - net	(137,053)	(237,276)	18
19		Net cash provided from continuing operations (lines 10 through 18)	2,964,230	2,660,026	19
20		Add (Subtract) cash generated (paid) by reason of discontinued operations and	-	-	20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20)	$ 2,964,230	$ 2,660,026	21

CASH FLOWS FROM INVESTING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
22		Proceeds from sale of property	$ 52,186	$ 185,794	22
23		Capital expenditures	(1,984,247)	(2,056,632)	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	(315,543)	30,745	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	$ (2,247,604)	$ (1,840,093)	29

(Continued on next page)

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

CASH FLOWS FROM FINANCING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
30		Proceeds from issuance of long-term debt	$ 72	$ -	30
31		Principal payments of long-term debt	(67,736)	(95,589)	31
32		Proceeds from issuance of capital stock	-	-	32
33		Purchase price of acquiring treasury stock	-	-	33
34		Cash dividends paid	(730,000)	(715,000)	34
35		Other - net	(31,436)	(8,893)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	$ (829,100)	$ (819,482)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36)	$ (112,474)	$ 451	37
38		Cash and cash equivalents at beginning of the year	$ 154,069	$ 153,618	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	$ 41,595	$ 154,069	39
		Footnotes to Schedule Cash paid during the year for:			
40		Interest (net of amount capitalized)*	$ 59,960	$ 67,556	40
41		Income taxes (net) *	$ 650,038	$ 415,062	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	$ 3,862	1
2	Customers (706)	Sched. 200, line 6, col. b	40,856	2
3	Other (707)	Note A	129,827	3
4	TOTAL CURRENT OPERATING ASSETS	Lines 1 + 2 + 3	$ 174,545	4
	OPERATING REVENUE			
5	Railway operating revenue	Sched. 210, line 13, col. b	$ 11,705,640	5
6	Rent income	Note B	154,226	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	$ 11,859,866	7
8	Average daily operating revenues	Line 7 ÷ 360 days	$ 32,944	8
9	Days of operating revenue in current operating assets	Line 4 ÷ Line 8	5	9
10	Revenue delay days plus buffer	Line 9 + 15 days	20	10
	CURRENT OPERATING LIABILITIES			
11	Interline and other balances (752)	Sched. 200, line 31, col. b	$ 21,744	11
12	Audited accounts and wages payable (753)	Note A	123,774	12
13	Accounts payable - other (754)	Note A	252,121	13
14	Other taxes accrued (761.5)	Note A	98,052	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 through 14	$ 495,691	15
	OPERATING EXPENSES			
16	Railway operating expenses	Sched. 210, line 14, col. b	$ 9,043,920	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317, col. h	1,014,011	17
18	Cash related operating expenses	Line 16 + line 6 - line 17	$ 8,184,135	18
19	Average daily expenditures	Line 18 ÷ 360 days	$ 22,734	19
20	Days of operating expenses in current operating liabilities	Line 15 ÷ line 19	22	20
21	Days of working capital required	Line 10 - line 20 (Note C)	-	21
22	Cash working capital required	Line 21 x line 19	$ -	22
23	Cash and temporary cash balance	Sched. 200, line 1 + line 2, col. b	$ 41,595	23
24	Cash working capital allowed	Lesser of line 22 or line 23	$ -	24
	MATERIALS AND SUPPLIES			
25	Total materials and supplies (712)	Note A	$ 246,678	25
26	Scrap and obsolete material included in account 712	Note A	2,596	26
27	Materials and supplies held for common carrier purposes	Line 25 - line 26	244,082	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	$ 244,082	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.

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	$ 1,664,968
2	Add: Interest Income from Working Capital Allowance - Cash Portion		-
3	Income Taxes Associated with Non-Rail Income and Deductions		20,277
4	Gain or (loss) from transfer/reclassification to non-rail status (net of income taxes)		28,087
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3, and 4)		$ 1,713,332
	Adjusted Investment in Railroad Property for Reporting Entity		
6	Combined Investment in Railroad Property Used in Transportation Service	$ 24,433,433	$ 25,409,168
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	311,484	244,082
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	$ 24,744,917	$ 25,653,250
12	Less: Accumulated Deferred Income Tax Credits	7,909,716	8,221,301
13	Net Investment Base (Line 11 - 12)	$ 16,835,201	$ 17,431,949

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 Company, 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	Energy Resources and Logistics, Inc.	Co-generation
13	FGMR, Inc.	Equipment financing
14	Fruit Growers Dispatch, Inc.	Transportation
15	Fruit Growers Express Company	Railroad equipment
16	Gainesville Midland Railroad Company	Transportation
17	Georgetown and High Line Railway Company, LLC	Real estate
18	Harborshore at Boca Bay Development Corporation	Real estate development
19	Holston Land Company, Incorporated	Real estate
20	Home Avenue Railroad Company, The	Transportation
21	L&N Investment Corporation	Diversified
22	Lake Erie and Detroit River Railway Company, The	Transportation
23	Lakefront Dock and Railroad Terminal Company	Transportation
24	Mahoning State Line Railroad Company, The	Transportation
25	Motor Carrier Services Corp	Real Estate
26	North Charleston Terminal Company	Transportation
27	NYC Pere Marquette, LLC	Holding company
28	Rail Wagons, Inc.	Equipment financing
29	RDC Projects, LLC	Real estate
30	Real Estate and Improvement Company of Baltimore City, The	Real estate
31	Richmond, Fredericksburg and Potomac Railway Company	Transportation

Continued on next page

250. CONSOLIDATED INFORMATION FOR REVENUE ADEQUACY DETERMINATION - Continued

Name of Affiliate	Nature of Business
32 Seaboard Coast Line Railway Supplies, Inc.	Stockpiling Material
33 St. Lawrence & Adirondack Railway Company	Rail property lessor
34 Staten Island - Arlington, Inc.	Real estate
35 Staten Island Railroad Corporation, The	Transportation
36 Three Rivers Railway Company, The	Transportation
37 Toledo Ore Railroad Company, The	Transportation
38 TransKentucky Transportation Railroad, Inc.	Transportation

NOTICE

The following changes occurred in 2013:

Mergers:

CSX Capital Management, Inc.

Buffalo, Rochester and Pittsburg Railway Company

250. CONSOLIDATED INFORMATION FOR REVENUE ADEQUACY DETERMINATION - PART B

Determination of Nonrail Taxes (Dollars in Thousands)

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.	$ 2,707,191
	- Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity.	18,550
	- 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)	29,540
	= Adjusted income from continuing operations (before taxes). This represents "A" in item (3) below.	$ 2,659,101
(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 67	1,664,968
	+ 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)	975,970
	+ 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.	-
	+ 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.	5,283
	- 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	63,949
	- 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.	$ 2,582,272
(3)	Calculate the railroad-related tax ratio: "B/A"	97.11%
(4)	Compute the nonrailroad-related complement: (1 - Railroad-related income ratio) which equals the Nonrailroad-related tax ratio	2.89%
(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.	$ 20,277

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)	$ 20,277
	+ 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)	$ 20,277

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NOTES AND REMARKS

Page 29 Other Parties to Joint Control:

Line 01	Canadian Pacific Management, Inc.
Line 02	Norfolk Southern Railway Company
Line 03	Various Carriers
Line 04	Various Individuals
Line 05	Norfolk Southern Railway Company
Line 06	Norfolk Southern Railway Company
Line 07	Mr. Thomas G. Hoback
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	Helm General Corporation
Line 19	Various Carriers
Line 20	Various Carriers
Line 21	Various Carriers
Line 22	Cay/BCD Development, LLC
Line 23	ESC Tanyard Cove LC
Line 24	Various Companies/Individuals

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310 AND 310A

1. Schedule 310 should give particulars of stocks, bonds, and other secured obligations, unsecured notes, and investment advances of affiliated companies held by respondent at the close of the year. Also, disclose the investments made, disposed of, and written down during the year and the applicable dividends and interest credited to income as a result of those investments. They should exclude securities issued or assumed by respondent. For definition of affiliated companies, see the rules governing Account No. 721 "Investments and Advances; Affiliated Companies" in the Uniform System of Accounts for Railroad Companies.
2. List the investments in the following order and show a total for each group and each class of 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 25, classifying the investments by means of letters, figures, and symbols in columns (a), (b) and (c).
3. Indicate by means of an arbitrary mark in column (d) the obligation in support of which any security is pledged, mortgaged, or otherwise encumbered. Give names and other important particulars of such obligations in footnotes.
4. Give totals for each class and for each subclass and a grand total for each account.
5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially ____ to ____." Abbreviations in common use in standard financial publications may be used to conserve space.

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of Issuing Company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
1	721	A-1	VII	Albany Port Railroad Corporation	50.00	1
2	721	A-1	VII	Augusta and Summerville Railroad Company	50.00	2
3	721	A-1	VII	The Belt Railway Company of Chicago	25.00	3
4	721	A-1	VII	Central Railroad Company of South Carolina	36.47	4
5	721	A-1	VII	Central Transfer Railway & Storage Company	50.00	5
6	721	A-1	VII	Chatham Terminal Company	50.00	6
7	721	A-1	VII	Midland United Corporation	90.00	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	VI	Helm Chesapeake Limited Partnership	50.00	18
19	721	A-3	X	MeteorComm LLC	25.00	19
20	721	A-3	X	PTC-220, LLC	14.29	20
21	723	A-3	X	Railmarketplace.com	20.00	21
22	721	A-3	VI	Savannah Harbor Associates, LLC	50.00	22
23	721	A-3	VI	Tanyard Cove Associates, LLC	50.00	23
24	721	A-3	VI	Wesjax Development Company	9.92	24
25				TOTAL CLASS A-3		25
26				TOTAL STOCK		26
27	721	B-1	VII	Washington and Franklin Railway Company - Matured 1/1/66		27
28				TOTAL BONDS		28
29	721	E-1	VII	P&L Transportation, Inc.		29
30				TOTAL CLASS E-1		30
31	721	E-2	VII	Paducah & Illinois Railroad Company		31
32	721	E-2	VII	Winchester & Western Railroad Company		32
33				TOTAL CLASS E-2		33
34	721	E-3	X	Beaver Street Tower Company		34
35	721	E-3	X	Total Distributions Services, Inc.		35
36	721	E-3	X	TRANSFLO Terminal Services, Inc.		36
37				TOTAL CLASS E-3		37
38				TOTAL INVESTMENT ADVANCES		38
39				TOTAL INVESTMENTS AND ADVANCES		39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

6. If any of the companies included in this schedule are controlled by respondent, the percent of control should be shown in column (e). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In case of joint control, give names of other parties and particulars of control.
7. If any advances reported are pledged, give particulars in a footnote.
8. Investments in companies in which neither the original cost or present equity in total assets are less than $10,000 may be combined in one figure.
9. Also include investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis).
10. This schedule should not include securities issued or assumed by respondent.
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	-	-	11	4
5	11	-	-	11	-	-	-	5
6	22	-	-	22	-	-	-	6
7	11,195	18,143	-	29,338	-	-	-	7
8	7	-	-	7	-	-	-	8
9	18,777	26,696	-	45,473	-	-	-	9
10	-	-	-	-	-	-	-	10
11	252	-	-	252	-	-	-	11
12	1,323	-	-	1,323	-	-	-	12
13	120	-	-	120	-	-	-	13
14	$ 32,955	$ 44,839	$ -	$ 77,794	$ -	$ -	$ 11	14
15	167	-	-	167	-	-	-	15
16	40,504	-	-	40,504			13,911	16
17	31,928	-	-	31,928	-	-	-	17
18	3,248	-	-	3,248	-	-	-	18
19	42,837	7,400	-	50,237	-	-	-	19
20	6,165	623	-	6,788	-	-	-	20
21	-	-	-	-	-	-	-	21
22	-	-	-	-	-	-	-	22
23	-	940	(190)	750	-	-	-	23
24	50	-	-	50	-	-	-	24
25	$ 124,899	$ 8,963	$ (190)	$ 133,672	$ -	$ -	$ 13,911	25
26	$ 157,854	$ 53,802	$ (190)	$ 211,466	$ -	$ -	$ 13,922	26
27	378	-	-	378	-	-	-	27
28	$ 378	$ -	$ -	378	$ -	$ -	$ -	28
29	183,608	31,848	-	215,456	-	-	-	29
30	$ 183,608	$ 31,848	$ -	$ 215,456	$ -	$ -	$ -	30
31	576	-	-	576	-	-	-	31
32	36	-	-	36	-	-	-	32
33	$ 612	$ -	$ -	$ 612	$ -	$ -	$ -	33
34	10	-	-	10	-	-	-	34
35	40,981	-	-	40,981	-	-	-	35
36	2,440	-	-	2,440	-	-	-	36
37	$ 43,431	$ -	$ -	$ 43,431	$ -	$ -	$ -	37
38	$ 227,651	$ 31,848	$ -	$ 259,499	$ -	$ -	$ -	38
39	$ 385,883	$ 85,650	$ (190)	$ 471,343	$ -	$ -	$ 13,922	39
40								40

Undistributed Earnings From Certain Investments in Affiliated Companies from Schedule 310a, Line 27	$ 575,095
Investments & Advances Affiliated Companies, Line 3	471,343
Schedule 200, Line 16	$ 1,046,438

Line 23, column h, represents distributions in excess of equity earnings.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

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

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Concluded)

(Dollars in Thousands)

Line No.	Investments and Advances: Opening Balance (f)	Investments and Advances: Additions (g)	Investments and Advances: Deductions (if other than sale, explain) (h)	Investments and Advances: Closing Balance (i)	Disposed of profit (loss) (j)	Adjustments Account 721.5 (k)	Dividends or interest credited to income (l)	Line No.
1								1
2								2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
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39								39
40								40

310A. INVESTMENTS IN COMMON STOCK OF AFFILIATED COMPANIES

(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustments for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
1	Carriers: (List specifics for each company)							1
2	Albany Port Railroad Corporation	$ 179	$ -	$ 56	$ -	$ -	$ 235	2
3	The Belt Railway Company of Chicago	32,132	-	2,040	-	-	34,172	3
4	Chatham Terminal Company	5	-	-	-	-	5	4
5	Midland United Corporation	67,016	-	12,817	-	-	79,833	5
6	Norfolk and Portsmouth Belt Line Railroad Company	4,472	-	310	-	-	4,782	6
7	P&L Transportation, Inc.	57,186	-	7,009	-	-	64,195	7
8	TTX Company	385,952	-	12,489	-	-	398,441	8
9	Winston-Salem Southbound Railway Company	5,575	-	964	-	-	6,539	9
10								10
11								11
12								14
13	TOTAL CARRIERS	$ 552,517	$ -	$ 35,685	$ -	$ -	$ 588,202	15
14								16
15	Noncarriers: (List specifics for each company)							17
16	Helm Chesapeake Limited Partnership	1,347	-	188	-	-	1,535	18
17	MeteorComm LLC	(8,624)	-	(5,504)	-	-	(14,128)	19
18	PTC-220, LLC	(856)	-	342	-	-	(514)	20
19								21
20								22
21								23
22								24
23								25
24								26
25								27
26	TOTAL NON-CARRIERS	$ (8,133)	$ -	$ (4,974)	$ -	$ -	$ (13,107)	28
27	**Grand Total**	$ 544,384	$ -	$ 30,711	$ -	$ -	$ 575,095	29

* Equity earnings reconciliation to Schedule 210, Results of Operations

Equity in Undistributed Earnings	$ 30,711
Less: Line 8 equity earnings credited to rent expense	(12,489)
Plus: Line 3 AOCI changes	304
Plus: Line 6 AOCI changes and dividends paid	24
Schedule 210, Line 26b, column (b)	$ 18,550

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

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

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

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

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

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

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

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

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

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

NOTES AND REMARKS

( ) = Credits
Dollars in thousands

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

Line No.	Cross No.	Account (a)	Balance at Beginning of year (b)	Expenditures during the year for original road & equipment & road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	$ 1,723,855	$ -	$ -	1
2		(3) Grading	2,404,848	-	-	2
3		(4) Other right-of-way expenditures	8,969	-	-	3
4		(5) Tunnels and subways	136,154	-	-	4
5		(6) Bridges, trestles and culverts	1,934,194	-	-	5
6		(7) Elevated structures	-	-	-	6
7		(8) Ties	4,280,320	-	-	7
8		(9) Rail and other track material	5,841,924	-	-	8
9		(11) Ballast	2,523,978	-	-	9
10		(13) Fences, snowsheds and signs	22,406	-	-	10
11		(16) Station and office buildings	848,243	-	-	11
12		(17) Roadway buildings	18,012	-	-	12
13		(18) Water stations	-	-	-	13
14		(19) Fuel stations	96,377	-	-	14
15		(20) Shops and enginehouses	329,906	-	-	15
16		(22) Storage warehouses	-	-	-	16
17		(23) Wharves and docks	2,474	-	-	17
18		(24) Coal and ore wharves	191,834	-	-	18
19		(25) TOFC/COFC terminals	91,871	-	-	19
20		(26) Communications systems	479,751	-	-	20
21		(27) Signals and interlockers	1,784,340	-	-	21
22		(29) Power plants	2,271	-	-	22
23		(31) Power transmission systems	44,493	-	-	23
24		(35) Miscellaneous structures	-	-	-	24
25		(37) Roadway machines	455,278	-	-	25
26		(39) Public improvements - construction	553,179	-	-	26
27		(44) Shop machinery	147,463	-	-	27
28		(45) Power plant machinery	3,276	-	-	28
29		Other lease/rentals	-	-	-	29
30		TOTAL EXPENDITURES FOR ROAD	$ 23,925,416	$ -	$ -	30
31		(52) Locomotives	$ 4,713,091	$ -	$ -	31
32		(53) Freight train cars	3,068,997	-	-	32
33		(54) Passenger train cars	621	-	-	33
34		(55) Highway revenue equipment	-	-	-	34
35		(56) Floating equipment	1,062	-	-	35
36		(57) Work equipment	131,599	-	-	36
37		(58) Miscellaneous equipment	346,772	-	-	37
38		(59) Computer systems & word processing equipment	77,470	-	-	38
39		TOTAL EXPENDITURES FOR EQUIPMENT	$ 8,339,612	$ -	$ -	39
40		(76) Interest during construction	$ -	$ -	$ -	40
41		(80) Other elements of investment	-	-	-	41
42		(90) Construction work in progress	464,968	-	-	42
43		GRAND TOTAL	$ 32,729,996	$ -	$ -	43

See Notes on Page 34.

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		$ 7,151	$ 1,875	$ 5,276	$ 1,729,131	1
2		19,571	1,243	18,328	2,423,176	2
3		476	1	475	9,444	3
4		9,053	322	8,731	144,885	4
5		53,116	7,921	45,195	1,979,389	5
6		-	-	-	-	6
7		352,947	106,879	246,068	4,526,388	7
8		339,613	72,833	266,780	6,108,704	8
9		132,280	49,002	83,278	2,607,256	9
10		1,337	33	1,304	23,710	10
11		54,109	3,267	50,842	899,085	11
12		243	-	243	18,255	12
13		-	-	-	-	13
14		4,045	276	3,769	100,146	14
15		4,618	208	4,410	334,316	15
16		5,548	-	5,548	5,548	16
17		9,993	-	9,993	12,467	17
18		39,366	3,780	35,586	227,420	18
19		-	-	-	91,871	19
20		64,704	2	64,702	544,453	20
21		216,580	79,343	137,237	1,921,577	21
22		(247)	-	(247)	2,024	22
23		1,569	-	1,569	46,062	23
24		-	-	-	-	24
25		43,388	19,813	23,575	478,853	25
26		71,373	2,395	68,978	622,157	26
27		6,693	382	6,311	153,774	27
28		-	-	-	3,276	28
29		-	-	-	-	29
30		$ 1,437,526	$ 349,575	$ 1,087,951	$ 25,013,367	30
31		$ 310,125	$ 70,160	$ 239,965	$ 4,953,056	31
32		103,269	72,055	31,214	3,100,211	32
33		-	-	-	621	33
34		-	-	-	-	34
35		-	-	-	1,062	35
36		46,428	938	45,490	177,089	36
37		23,278	10,814	12,464	359,236	37
38		25,287	-	25,287	102,757	38
39		$ 508,387	$ 153,967	$ 354,420	$ 8,694,032	39
40		$ -	$ -	$ -	$ -	40
41		-	-	-	-	41
42		114,993	-	114,993	579,961	42
43		$ 2,060,906	$ 503,542	$ 1,557,364	$ 34,287,360	43

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

(Dollars in Thousands)

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

Line No.	Account (a)	OWNED AND USED: Depreciation Base: At beginning of year (b)	OWNED AND USED: Depreciation Base: At close of year (c)	OWNED AND USED: Annual composite rate (%) (d)	LEASED FROM OTHERS: Depreciation Base: At beginning of year (e)	LEASED FROM OTHERS: Depreciation Base: At close of year (f)	LEASED FROM OTHERS: Annual composite rate (%) (g)	Line No.
	ROAD							
1	(3) Grading	$ 2,404,848	$ 2,423,176	1.45				1
2	(4) Other right-of-way expenditures	8,969	9,444	1.75				2
3	(5) Tunnels and subways	136,154	144,885	1.32				3
4	(6) Bridges, trestles and culverts	1,934,194	1,979,389	1.64				4
5	(7) Elevated structures	-	-	-				5
6	(8) Ties	4,280,320	4,526,388	4.88				6
7	(9) Rail and other track material	5,841,924	6,108,704	2.91				7
8	(11) Ballast	2,523,978	2,607,256	2.76	Total road and equipment leased from others is less than 5% of total owned.			8
9	(13) Fences, snowsheds and signs	22,406	23,710	2.13				9
10	(16) Station and office buildings	848,243	899,085	2.53				10
11	(17) Roadway buildings	18,012	18,255	2.73				11
12	(18) Water stations	-	-	-				12
13	(19) Fuel stations	96,377	100,146	3.44				13
14	(20) Shops and enginehouses	329,906	334,316	2.91				14
15	(22) Storage warehouses	-	5,548	2.50				15
16	(23) Wharves and docks	2,474	12,467	5.63				16
17	(24) Coal and ore wharves	191,834	227,420	2.01				17
18	(25) TOFC/COFC terminals	91,871	91,871	2.92				18
19	(26) Communications systems	479,751	544,453	7.69				19
20	(27) Signals and interlockers	1,784,340	1,921,577	3.43				20
21	(29) Power plants	2,271	2,024	5.42				21
22	(31) Power transmission systems	44,493	46,062	1.82				22
23	(35) Miscellaneous structures	-	-	-				23
24	(37) Roadway machines	455,278	478,853	9.38				24
25	(39) Public improvements - construction	553,179	622,157	2.27				25
26	(44) Shop machinery	147,463	153,774	4.36				26
27	(45) Power plant machinery	3,276	3,276	3.03				27
28	All other road accounts	-	-	-				28
29	Amortization (other than def. projects)	-	-	-				29
30	TOTAL ROAD	$ 22,201,561	$ 23,284,236	3.24				30
	EQUIPMENT							
31	(52) Locomotives	4,713,091	4,953,056	3.61				31
32	(53) Freight train cars	3,068,997	3,100,211	3.05				32
33	(54) Passenger train cars	621	621	2.50				33
34	(55) Highway revenue equipment	-	-	-				34
35	(56) Floating equipment	1,062	1,062	-				35
36	(57) Work equipment	131,599	177,089	2.19				36
37	(58) Miscellaneous equipment	346,772	359,236	7.63				37
38	(59) Computer systems & WP equipment	77,470	102,757	17.63				38
39	TOTAL EQUIPMENT	$ 8,339,612	$ 8,694,032	3.66				39
40	GRAND TOTAL	$ 30,541,173	$ 31,978,268	NA				40

See Notes on Page 34.

335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

1. Disclose the required information regarding credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property" during the year relating to owned and used road equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals - Credit - Equipment" accounts and "Other Rents - Credit - Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental - Debit - Equipment" accounts and "Other Rents - Debit - Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others.)
2. If any data are included in columns (d) or (f), explain the entries in detail.
3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."
4. If there is any inconsistency between credits to reserves as shown in column (c) and charges to operating expenses, a full explanation should be given.
5. Include authorized amortization amounts in column (c) on the lines for the affected accounts.

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	$ 378,375	$ 34,833	$ 19,441	$ 1,243	$ -	$ 431,406	1
2		(4) Other right-of-way expenditures	2,469	135	865	1	-	3,468	2
3		(5) Tunnels and subways	31,962	1,933	(1,225)	322	-	32,348	3
4		(6) Bridges, trestles and culverts	284,011	34,504	(95,147)	7,921	-	215,447	4
5		(7) Elevated structures	-	-	-	-	-	-	5
6		(8) Ties	1,211,548	235,404	(154,466)	106,879	17,817	1,167,790	6
7		(9) Rail and other track material	1,168,079	188,954	(170,080)	72,825	14,907	1,099,221	7
8		(11) Ballast	677,541	69,006	38,945	49,002	-	736,490	8
9		(13) Fences, snowsheds and signs	6,955	366	2,946	33	-	10,234	9
10		(16) Station and office buildings	223,211	25,774	37,351	3,267	-	283,069	10
11		(17) Roadway buildings	13,020	404	370	-	-	13,794	11
12		(18) Water stations	-	-	-	-	-	-	12
13		(19) Fuel stations	25,654	3,253	5,085	276	-	33,716	13
14		(20) Shops and enginehouses	173,524	8,299	15,461	208	-	197,076	14
15		(22) Storage warehouses	-	59	-	-	-	59	15
16		(23) Wharves and docks	69	332	(1,100)	-	-	(699)	16
17		(24) Coal and ore wharves	109,974	1,847	39,808	3,780	-	147,849	17
18		(25) TOFC/COFC terminals	49,733	3,051	366	-	-	53,150	18
19		(26) Communications systems	135,984	38,571	34,080	2	-	208,633	19
20		(27) Signals and interlockers	311,264	68,536	(29,143)	79,342	-	271,315	20
21		(29) Power plants	773	121	(206)	-	-	688	21
22		(31) Power transmission systems	15,177	807	1,187	-	-	17,171	22
23		(35) Miscellaneous structures	-	-	-	-	-	-	23
24		(37) Roadway machines	390,578	11,287	19,253	19,813	-	401,305	24
25		(39) Public improvements - const.	(12,320)	15,633	(17,697)	2,395	-	(16,779)	25
26		(44) Shop machinery	58,528	6,482	(4,368)	382	-	60,260	26
27		(45) Power plant machinery	2,758	74	375	-	-	3,207	27
28		All other road accounts	409	-	(409)	-	-	-	28
29		Amortization (adjustments)	(333,998)	-	333,998	-	-	-	29
30		TOTAL ROAD	$ 4,925,278	$ 749,665	$ 75,690	$ 347,691	$ 32,724	$ 5,370,218	30
		EQUIPMENT							
31	*	(52) Locomotives	$ 1,826,403	$ 153,589	$ 257,382	$ 70,160	$ -	$ 2,167,214	31
32	*	(53) Freight train cars	887,275	74,288	239,029	72,055	-	1,128,537	32
33	*	(54) Passenger train cars	-	7	-	-	-	7	33
34	*	(55) Highway revenue equipment	-	-	-	-	-	-	34
35	*	(56) Floating equipment	241	23	-	-	-	264	35
36	*	(57) Work equipment	33,717	2,911	1,092	938	-	36,782	36
37	*	(58) Miscellaneous equipment	135,267	20,690	11,741	10,814	-	156,884	37
38		(59) Computer systems & WP equip.	37,753	12,838	(6,430)	-	-	44,161	38
39	*	Amortization (adjustments)	474,820	-	(474,820)	-	-	-	39
40		TOTAL EQUIPMENT	$ 3,395,476	$ 264,346	$ 27,994	$ 153,967	$ -	$ 3,533,849	40
41		GRAND TOTAL	$ 8,320,754	$ 1,014,011	$ 103,684	$ 501,658	$ 32,724	$ 8,904,067	41

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

Entries in columns (d) represent adjustments related to salvage ($62m), Sale of assets ($27m), recapture of depreciation expense on Roadway Machines dealing with track structure construction projects ($15m), and amortization that net to ($0m) in total.
Entries in column (f) represent cost of tie removal activity ($33m)

339. ACCRUED LIABILITY - LEASED PROPERTY

(Dollars in Thousands)

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year: Charges to operating expenses (c)	CREDITS TO ACCOUNTS During the year: Other credits (d)	DEBITS TO ACCOUNTS During the year: Retirements (e)	DEBITS TO ACCOUNTS 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		Amortization (adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight train cars							32
33		(54) Passenger train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems & WP equipment							38
39		Amortization (adjustments)							39
40		TOTAL EQUIPMENT							40
41		GRAND TOTAL							41

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

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

(Dollars in Thousands)

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

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

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

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

Line No.	Account (a)	Depreciation Base: Beginning of year (b)	Depreciation Base: Close of year (c)	Annual composite rate (percent) (d)	Line No.
	ROAD				
1	(3) Grading				1
2	(4) Other right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snowsheds and signs				9
10	(16) Station and office buildings	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	Amortization (adjustments)				29
30	TOTAL ROAD				30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight train cars				32
33	(54) Passenger train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems & WP equip.				38
39	Amortization (adjustments)				39
40	TOTAL EQUIPMENT				40
41	GRAND TOTAL				41

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

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

(Dollars in Thousands)

1. Enter the required information concerning debits and credits to Account 733, "Accumulated Depreciation - Improvements on Leased Property," during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.
2. If any entries are made for column (d) "Other credits" or column (f) "Other debits", state the facts occasioning such entries on page 39. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
3. Any inconsistency between credits to the reserve as shown in column (c) and charges to operating expenses should be fully explained on page 39.
4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39 Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year: 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

350. DEPRECIATION BASE AND RATES - ROAD AND EQUIPMENT LEASED TO OTHERS
(Dollars in Thousands)

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.
2. Show in columns (b) and (c), for each primary account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not included in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Board's Office of Economic and Environmental Analysis, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.
3. In column (d) show the composite rates used to compute depreciation for December, and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used to compute depreciation for December and dividing the total also computed by the depreciation base.
4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for discontinuance of accruals should be shown in a footnote, indicating the affected account(s).
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased to others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

Line No.	Account (a)	Depreciation Base: Beginning of year (b)	Depreciation Base: Close of year (c)	Annual composite rate (percent) (d)	Line No.
	ROAD				
1	(3) Grading				1
2	(4) Other right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snowsheds and signs				9
10	(16) Station and office buildings	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

351. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.
2. Disclose credits and debits to Account 735, "Accumulated Depreciation - Road and Equipment Property," during the year relating to road and equipment leased to others, the depreciation charges for which are not included in operating expenses of the respondent. (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent).
3. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 39. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
4. Disclosures in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased to others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year: 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.

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

(Dollars in Thousands)

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

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

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

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

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

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

Line No.	Class (See Ins. 2) (a)	Name of company (b)	Miles of road used (See Ins. 4) (whole number) (c)	Investments in property (See Ins. 5) (d)	Depreciation & amortization of defense projects (See Ins. 6) (e)	Line No.
1	R	CSX Transportation, Inc. - Consolidated	16,024	$ 34,287,360	$ 8,904,067	1
2						2
3						3
4	P	Augusta and Summerville RR Co. (ASR, 1910)	-	379	271	4
5	P	High Point, Thomasville & Denton RR Co. (HPT, 1971)	34	10,501	9,125	5
6	P	Winston-Salem Southbound Rwy. Co. (WSS, 1970)	-	39,584	26,529	6
7		Total Inactive or Proprietary Companies	34	$ 50,464	$ 35,925	7
8						8
9						9
10						10
11	O	Central RR of South Carolina	40	468	-	11
12	O	Chicago, Rock Island & Pacific RR	86	-	-	12
13	O	Norfolk & Southern RR	6	-	-	13
14	O	Southern Rwy.	9	262	-	14
15	O	Strouds Creek & Muddlety RR	20	256	7	15
16	O	U. S. Steel Corp.	2	159	-	16
17	O	Mt. Storm RR (Virginia Elec. Co)	15	3,158	-	17
18	O	Washington & Franklin	32	520	27	18
19	O	Western & Atlantic RR	137	7,915	1,368	19
20		Total Other Leased Properties	347	$ 12,738	$ 1,402	20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		**TOTAL**	16,405	$ 34,350,562	$ 8,941,394	31

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

(Dollars in Thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor Railroads (c)	Inactive (proprietary companies) (d)	Other leased properties (e)	Line No.
1		(2) Land for transportation purposes	$ 1,729,131	$ 285	$ -	$ 107	1
2		(3) Grading	2,423,176	2,110	-	4,084	2
3		(4) Other right-of-way expenditures	9,444	1	-	1	3
4		(5) Tunnels and subways	144,885	-	-	-	4
5		(6) Bridges, trestles and culverts	1,979,389	1,373	-	1,878	5
6		(7) Elevated structures	-	-	-	-	6
7		(8) Ties	4,526,388	22,159	-	1,170	7
8		(9) Rail and other track material	6,108,704	14,364	-	2,702	8
9		(11) Ballast	2,607,256	7,429	-	1,968	9
10		(13) Fences, snowsheds and signs	23,710	8	-	23	10
11		(16) Station and office buildings	899,085	294	-	548	11
12		(17) Roadway buildings	18,255	3	-	3	12
13		(18) Water stations	-	-	-	-	13
14		(19) Fuel stations	100,146	-	-	-	14
15		(20) Shops and enginehouses	334,316	37	-	3	15
16		(22) Storage warehouses	5,548	-	-	-	16
17		(23) Wharves and docks	12,467	-	-	-	17
18		(24) Coal and ore wharves	227,420	-	-	-	18
19		(25) TOFC/COFC terminals	91,871	-	-	-	19
20		(26) Communication systems	544,453	6	-	-	20
21		(27) Signals and interlockers	1,921,577	762	-	240	21
22		(29) Power plants	2,024	-	-	-	22
23		(31) Power transmission systems	46,062	-	-	-	23
24		(35) Miscellaneous structures	-	-	-	-	24
25		(37) Roadway machines	478,853	677	-	11	25
26		(39) Public improvements - construction	622,157	684	-	-	26
27		(44) Shop machinery	153,774	23	-	-	27
28		(45) Power plant machinery	3,276	-	-	-	28
29		Leased property (capitalized rentals)	-	-	-	-	29
30		Other (specify and explain)	-	-	-		30
31		TOTAL ROAD	$ 25,013,367	$ 50,215	$ -	$ 12,738	31
32		(52) Locomotives	$ 4,953,056	$ -	$ -	$ -	32
33		(53) Freight train cars	3,100,211	-	-	-	33
34		(54) Passenger train cars	621	-	-	-	34
35		(55) Highway revenue equipment	-	-	-	-	35
36		(56) Floating equipment	1,062	-	-	-	36
37		(57) Work equipment	177,089	-	-	-	37
38		(58) Miscellaneous equipment	359,236	249	-	-	38
39		(59) Computer systems & WP equipment	102,757	-	-	-	39
40		TOTAL EQUIPMENT	$ 8,694,032	$ 249	$ -	$ -	40
41		(76) Interest during construction	$ -	$ -	$ -	$ -	41
42		(80) Other elements of investment	-	-	-	$ -	42
43		(90) Construction work in progress	579,961	-	-	-	43
44		GRAND TOTAL	$ 34,287,360	$ 50,464	$ -	$ 12,738	44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross Checks

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

410. RAILWAY OPERATING EXPENSES

(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		WAY & STRUCTURES								
		ADMINISTRATION								
1		Track	$ 4,327	$ 725	$ 4,102	$ 2,478	$ 11,632	N/A	$ 11,632	1
2		Bridge & building	1,695	274	832	796	3,597	N/A	3,597	2
3		Signal	18,000	2,585	7,920	5,028	33,533	N/A	33,533	3
4		Communication	-	36	3,752	30	3,818	N/A	3,818	4
5		Other	25,226	9,927	3,826	3,930	42,909	N/A	42,909	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	50,763	3,130	14,969	-	68,862	N/A	68,862	6
7		Roadway - switching	7,028	76	320	34	7,458	N/A	7,458	7
8		Tunnels & subways - running	16	-	-	-	16	N/A	16	8
9		Tunnels & subways - switching	-	2,502	-	-	2,502	N/A	2,502	9
10		Bridges & culverts - running	16,776	3,708	3,303	4,116	27,903	N/A	27,903	10
11		Bridges & culverts - switching	1	-	-	-	1	N/A	1	11
12		Ties - running	1,883	1,335	204	382	3,804	N/A	3,804	12
13		Ties - switching	4,083	56	-	-	4,139	N/A	4,139	13
14		Rail & other track material - running	83,139	15,950	42,699	7,978	149,766	N/A	149,766	14
15		Rail & other track material - switching	8,497	989	1	48	9,535	N/A	9,535	15
16		Ballast - running	20,193	1,096	-	-	21,289	N/A	21,289	16
17		Ballast - switching	444	31	-	-	475	N/A	475	17
18		Road property damaged - running	5,243	227	15	-	5,485	N/A	5,485	18
19		Road property damaged - switching	514	-	-	-	514	N/A	514	19
20		Road property damaged - other	-	356	-	-	356	N/A	356	20
21		Signals & interlockers - running	54,091	18,234	8,638	3,467	84,430	N/A	84,430	21
22		Signals & interlockers - switching	16,071	950	4,787	-	21,808	N/A	21,808	22
23		Communications systems	29,698	6,192	7,980	748	44,618	N/A	44,618	23
24		Power systems	1,313	-	-	-	1,313	N/A	1,313	24
25		Highway grade crossings - running	14,323	461	949	-	15,733	N/A	15,733	25
26		Highway grade crossings - switching	43	34	479	-	556	N/A	556	26
27		Station & office buildings	7,807	6,576	5,768	1,978	22,129	N/A	22,129	27
28		Shop buildings - locomotives	3,315	2,159	3,411	148	9,033	N/A	9,033	28
29		Shop buildings - freight cars	614	219	3,001	-	3,834	N/A	3,834	29
30		Shop buildings - other equipment	2,239	3,418	5,153	-	10,810	N/A	10,810	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	2,390	160	-	-	2,550	N/A	2,550	101
102		Miscellaneous buildings & structures	196	63	244	35	538	N/A	538	102
103		Coal terminals	64	-	8,193	-	8,257	N/A	8,257	103
104		Ore terminals	-	-	1	-	1	N/A	1	104
105		Other marine terminals	-	-	1,370	-	1,370	N/A	1,370	105
106		TOFC/COFC terminals	-	-	-	-	-	N/A	-	106
107		Motor vehicle loading & distribution facilities	1	-	-	-	1	N/A	1	107
108		Facilities for other specialized service operations	111	138	-	-	249	N/A	249	108
109		Roadway machines	2,922	12,513	964	238	16,637	N/A	16,637	109
110		Small tools & supplies	-	-	-	-	-	N/A	-	110
111		Snow removal	1,737	-	617	-	2,354	N/A	2,354	111
112		Fringe benefits - running	N/A	N/A	N/A	101,969	101,969	N/A	101,969	112
113		Fringe benefits - switching	N/A	N/A	N/A	-	-	N/A	-	113
114		Fringe benefits - other	N/A	N/A	N/A	50,904	50,904	N/A	50,904	114
115		Casualties & insurance - running	N/A	N/A	N/A	18,179	18,179	N/A	18,179	115
116		Casualties & insurance - switching	N/A	N/A	N/A	4,756	4,756	N/A	4,756	116
117		Casualties & insurance - other	N/A	N/A	N/A	2,378	2,378	N/A	2,378	117
118	*	Lease rentals - debit - running	N/A	N/A	44,098	N/A	44,098	N/A	44,098	118
119	*	Lease rentals - debit - switching	N/A	N/A	-	N/A	-	N/A	-	119
120	*	Lease rentals - debit - other	N/A	N/A	8,026	N/A	8,026	N/A	8,026	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	(46,051)	N/A	(46,051)	N/A	(46,051)	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	24,453	N/A	24,453	N/A	24,453	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	(29)	N/A	(29)	N/A	(29)	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	9	N/A	9	N/A	9	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	493,366	493,366	N/A	493,366	136
137	*	Depreciation - switching	N/A	N/A	N/A	-	-	N/A	-	137
138	*	Depreciation - other	N/A	N/A	N/A	249,817	249,817	N/A	249,817	138
139		Joint facility - debit - running	N/A	N/A	-	N/A	-	N/A	-	139
140		Joint facility - debit - switching	N/A	N/A	13,454	N/A	13,454	N/A	13,454	140
141		Joint facility - debit - other	N/A	N/A	-	N/A	-	N/A	-	141
142		Joint facility - (credit) - running	N/A	N/A	(11)	N/A	(11)	N/A	(11)	142
143		Joint facility - (credit) - switching	N/A	N/A	-	N/A	-	N/A	-	143
144		Joint facility - (credit) - other	N/A	N/A	-	N/A	-	N/A	-	144
145		Dismantling retired road property - running	164	-	-	-	164	N/A	164	145
146		Dismantling retired road property - switching	-	-	-	-	-	N/A	-	146
147		Dismantling retired road property - other	-	-	-	-	-	N/A	-	147
148		Other - running	2,598	2,452	6,862	-	11,912	N/A	11,912	148
149		Other - switching	20,399	228	1,497	1,327	23,451	N/A	23,451	149
150		Other - other	1,951	725	1,566	749	4,991	N/A	4,991	150
151		TOTAL WAY AND STRUCTURES	$ 409,875	$ 97,525	$ 159,802	$ 954,879	$ 1,622,081	N/A	$ 1,622,081	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	$ 15,400	$ 779	$ 3,928	$ 2,550	$ 22,657	N/A	$ 22,657	201
202	*	Repair & maintenance	36,053	91,674	264,976	9,078	401,781	N/A	401,781	202
203	*	Machinery repair	1,018	423	83	-	1,524	N/A	1,524	203
204		Equipment damaged	-	-	-	-	-	N/A	-	204
205		Fringe benefits	N/A	N/A	N/A	52,219	52,219	N/A	52,219	205
206		Other casualties & insurance	N/A	N/A	N/A	8,886	8,886	N/A	8,886	206
207	*	Lease rentals - debit	N/A	N/A	4,257	N/A	4,257	N/A	4,257	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	156,959	156,959	N/A	156,959	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	-	103	1,753	-	1,856	N/A	1,856	218
219		TOTAL LOCOMOTIVES	$ 52,471	$ 92,979	$ 274,997	$ 229,692	$ 650,139	N/A	$ 650,139	219
		FREIGHT CARS								
220		Administration	$ 2,081	$ 253	$ 1,618	$ 3,046	$ 6,998	N/A	$ 6,998	220
221	*	Repair & maintenance	67,377	92,256	48,273	12,100	220,006	N/A	220,006	221
222	*	Machinery repair	104	291	3,520	-	3,915	N/A	3,915	222
223		Equipment damaged	-	-	3,198	-	3,198	N/A	3,198	223
224		Fringe benefits	N/A	N/A	N/A	31,844	31,844	N/A	31,844	224
225		Other casualties & insurance	N/A	N/A	N/A	17,383	17,383	N/A	17,383	225
226	*	Lease rentals - debit	N/A	N/A	11,632	N/A	11,632	N/A	11,632	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	387,443	N/A	387,443	N/A	387,443	230
231	*	Other rents - (credit)	N/A	N/A	(67,754)	N/A	(67,754)	N/A	(67,754)	231
232	*	Depreciation	N/A	N/A	N/A	76,880	76,880	N/A	76,880	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	(98,620)	N/A	(98,620)	N/A	(98,620)	235
236		Dismantling retired property	-	-	-	-	-	N/A	-	236
237		Other	-	103	2,387	-	2,490	N/A	2,490	237
238		TOTAL FREIGHT CARS	$ 69,562	$ 92,903	$ 291,697	$ 141,253	$ 595,415	N/A	$ 595,415	238
		OTHER EQUIPMENT								
301		Administration	$ -	$ -	$ -	$ 1,985	$ 1,985	N/A	$ 1,985	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	8	502	235	-	745	N/A	745	306
307	*	Work & other non-revenue equipment	27	1,138	45,578	42	46,785	N/A	46,785	307
308		Equipment damaged	-	-	-	-	-	N/A	-	308
309		Fringe benefits	N/A	N/A	N/A	104	104	N/A	104	309
310		Other casualties & insurance	N/A	N/A	N/A	2,378	2,378	N/A	2,378	310
311	*	Lease rentals - debit	N/A	N/A	8,312	N/A	8,312	N/A	8,312	311
312	*	Lease rentals - (credit)	N/A	N/A	(12,822)	N/A	(12,822)	N/A	(12,822)	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	10,487	N/A	10,487	N/A	10,487	315
316	*	Other rents - (credit)	N/A	N/A	-	N/A	-	N/A	-	316
317	*	Depreciation	N/A	N/A	N/A	36,989	36,989	N/A	36,989	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	-	68	958	-	1,026	N/A	1,026	322
323		TOTAL OTHER EQUIPMENT	$ 35	$ 1,708	$ 52,748	$ 41,498	$ 95,989	N/A	$ 95,989	323
324		TOTAL EQUIPMENT	$ 122,068	$ 187,590	$ 619,442	$ 412,443	$ 1,341,543	N/A	$ 1,341,543	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	$ 74,316	$ 615	$ 2,465	$ 18,476	$ 95,872	N/A	$ 95,872	401
402		Engine crews	205,178	1	635	160	205,974	N/A	205,974	402
403		Train crews	395,855	719	2,327	89,988	488,889	N/A	488,889	403
404		Dispatching trains	66,959	95	8,006	4,114	79,174	N/A	79,174	404
405		Operating signals & interlockers	614	350	4,788	1	5,753	N/A	5,753	405
406		Operating drawbridges	3,734	22	7	73	3,836	N/A	3,836	406
407		Highway crossing protection	30	-	1,901	-	1,931	N/A	1,931	407
408		Train inspection & lubrication	56,541	12,937	868	404	70,750	N/A	70,750	408
409		Locomotive fuel	-	1,407,450	-	-	1,407,450	N/A	1,407,450	409
410		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	410
411		Servicing locomotives	38,549	2,862	1,172	1,979	44,562	N/A	44,562	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	412
413		Clearing wrecks	524	-	12,222	-	12,746	N/A	12,746	413
414		Fringe benefits	N/A	N/A	N/A	384,039	384,039	N/A	384,039	414
415		Other casualties & insurance	N/A	N/A	N/A	37,585	37,585	N/A	37,585	415
416		Joint facility - debit	N/A	N/A	88,569	N/A	88,569	N/A	88,569	416
417		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	417
418		Other	11,682	1,253	2,633	933	16,501	N/A	16,501	418
419		TOTAL TRAIN OPERATIONS	$ 853,982	$ 1,426,304	$ 125,593	$ 537,752	$ 2,943,631	N/A	$ 2,943,631	419
		YARD OPERATIONS								
420		Administration	$ 8,964	$ 1,747	$ 2,513	$ 9,109	$ 22,333	N/A	$ 22,333	420
421		Switch crews	156,116	1,023	1,178	15,555	173,872	N/A	173,872	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	37,532	150	2,637	2,992	43,311	N/A	43,311	422
423		Yard and terminal clerical	26,314	81	397	1,149	27,941	N/A	27,941	423
424		Operating switches, signals, retarders, & humps	2,087	350	5,740	183	8,360	N/A	8,360	424
425		Locomotive fuel	-	139,198	-	-	139,198	N/A	139,198	425
426		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	426
427		Servicing locomotives	1,161	-	-	5	1,166	N/A	1,166	427
428		Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	428
429		Clearing wrecks	253	-	6,364	-	6,617	N/A	6,617	429
430		Fringe benefits	N/A	N/A	N/A	107,845	107,845	N/A	107,845	430
431		Other casualties & insurance	N/A	N/A	N/A	24,280	24,280	N/A	24,280	431
432		Joint facility - debit	N/A	N/A	40,797	N/A	40,797	N/A	40,797	432
433		Joint facility - (credit)	N/A	N/A	(56,707)	N/A	(56,707)	N/A	(56,707)	433
434		Other	4,330	841	9,310	661	15,142	N/A	15,142	434
435		TOTAL YARD OPERATIONS	$ 236,757	$ 143,390	$ 12,229	$ 161,779	$ 554,155	N/A	$ 554,155	435
		TRAIN AND YARD OPERATIONS COMMON:								
501		Cleaning car interiors	$ -	$ -	$ 4,859	$ 67	$ 4,926	N/A	$ 4,926	501
502		Adjusting & transferring loads	7	61	4,843	N/A	4,911	N/A	4,911	502
503		Car loading devices & grain docks	-	335	-	N/A	335	N/A	335	503
504		Freight lost or damaged - all other	N/A	N/A	N/A	15,144	15,144	N/A	15,144	504
505		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	$ 7	$ 396	$ 9,702	$ 15,211	$ 25,316	N/A	$ 25,316	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	23,446	7,062	691,775	94,690	816,973	N/A	816,973	509
510	*	Protective services	-	-	-	-	-	N/A	-	510
511	*	Freight lost or damaged - solely related	N/A	N/A	N/A	-	-	N/A	-	511
512	*	Fringe benefits	N/A	N/A	N/A	11,273	11,273	N/A	11,273	512
513	*	Casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	513
514	*	Joint facility - debit	N/A	N/A	6,062	N/A	6,062	N/A	6,062	514
515	*	Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	515
516	*	Other	1,429	3	13	1,781	3,226	N/A	3,226	516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	$ 24,875	$ 7,065	$ 697,850	$ 107,744	$ 837,534	N/A	$ 837,534	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	$ 76,074	$ 8,590	$ 3,822	$ 7,691	$ 96,177	N/A	$ 96,177	518
519		Employees performing clerical & accounting functions	21,440	50	1,100	1,779	24,369	N/A	24,369	519
520		Communication systems operations	1,030	-	-	-	1,030	N/A	1,030	520
521		Loss & damage claims processing	-	-	1,988	-	1,988	N/A	1,988	521
522		Fringe benefits	N/A	N/A	N/A	21,834	21,834	N/A	21,834	522
523		Casualties & insurance	N/A	N/A	N/A	517	517	N/A	517	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	-	103	3,606	9,755	13,464	N/A	13,464	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	$ 98,544	$ 8,743	$ 10,516	$ 41,576	$ 159,379	N/A	$ 159,379	527
528		TOTAL TRANSPORTATION	$ 1,214,165	$ 1,585,898	$ 855,890	$ 864,062	$ 4,520,015	N/A	$ 4,520,015	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	$ 22,439	$ 2,487	$ 10,395	$ 84,842	$ 120,163	N/A	$ 120,163	601
602		Accounting, auditing, & finance	21,077	60	3,932	73,543	98,612	N/A	98,612	602
603		Management services & data processing	8,468	8	257,297	1,835	267,608	N/A	267,608	603
604		Marketing	13,793	-	4,657	11,619	30,069	N/A	30,069	604
605		Sales	25,694	11	5,559	5,400	36,664	N/A	36,664	605
606		Industrial development	-	-	-	-	-	N/A	-	606
607		Personnel & labor relations	14,677	75	6,287	53,229	74,268	N/A	74,268	607
608		Legal & secretarial	14,823	429	92,848	116,492	224,592	N/A	224,592	608
609		Public relations & advertising	4,170	-	4,548	126,490	135,208	N/A	135,208	609
610		Research & development	-	-	-	-	-	N/A	-	610
611		Fringe benefits	N/A	N/A	N/A	127,930	127,930	N/A	127,930	611
612		Casualties & insurance	N/A	N/A	N/A	7,541	7,541	N/A	7,541	612
613		Write-down of uncollectible accounts	N/A	N/A	N/A	4,466	4,466	N/A	4,466	613
614		Property taxes	N/A	N/A	N/A	127,023	127,023	N/A	127,023	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	23,827	23,827	N/A	23,827	615
616		Joint facility - debit	-	-	25,266	-	25,266	N/A	25,266	616
617		Joint facility - (credit)	N/A	N/A	-	N/A	-	N/A	-	617
618		Other	108,142	1,241	34,529	113,132	257,044	N/A	257,044	618
619		TOTAL GENERAL AND ADMINISTRATIVE	$ 233,283	$ 4,311	$ 445,318	$ 877,369	$ 1,560,281	N/A	$ 1,560,281	619
620	*	TOTAL CARRIER OPERATING EXPENSES	$ 1,979,391	$ 1,875,324	$ 2,080,452	$ 3,108,753	$ 9,043,920	N/A	$ 9,043,920	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	$ -	N/A	1
2		3	Grading	34,833	-	(500)	2
3		4	Other right-of-way expenditures	135	-	(30)	3
4		5	Tunnels and subways	1,933	-	88	4
5		6	Bridges, trestles and culverts	34,504	-	2,228	5
6		7	Elevated structures	-	-	-	6
7		8	Ties	235,404	-	25,311	7
8		9	Rail and other track material	188,954	-	17,726	8
9		11	Ballast	69,006	-	(899)	9
10		13	Fences, snowsheds and signs	366	-	(132)	10
11		16	Station and office buildings	25,774	-	(2,489)	11
12		17	Roadway buildings	404	-	(90)	12
13		18	Water stations	-	-	-	13
14		19	Fuel stations	3,253	-	(218)	14
15		20	Shops and enginehouses	8,299	-	(1,703)	15
16		22	Storage warehouses	59	-	-	16
17		23	Wharves and docks	332	-	65	17
18		24	Coal and ore wharves	1,847	-	(2,393)	18
19		25	TOFC/COFC terminals	3,051	-	278	19
20		26	Communications systems	38,571	-	(832)	20
21		27	Signals and interlockers	68,536	-	4,649	21
22		29	Power plants	121	-	12	22
23		31	Power transmission systems	807	-	(43)	23
24		35	Miscellaneous structures	-	-	-	24
25		37	Roadway machines	11,287	-	(20,720)	25
26		39	Public improvements; construction	15,633	-	2,347	26
27		45	Power plant machines	74	-	-	27
28			Other lease/rentals	-	(21,488)	-	28
29			TOTAL	$ 743,183	$ (21,488)	$ 22,655	29

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

(Dollars in Thousands)

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

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

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per Diem Basis: Private Line Cars (b)	Mileage (c)	Time (d)	GROSS AMOUNTS PAYABLE Per Diem Basis: Private Line Cars (e)	Mileage (f)	Time (g)	Line No.
		CAR TYPES							
1		Box - Plain 40 Foot	$ -	$ -	$ -	$ -	$ -	$ -	1
2		Box - Plain 50 Foot and Longer	-	5	1	7,439	730	2,219	2
3		Box - Equipped	-	4,143	12,724	17,876	13,894	38,993	3
4		Gondola - Plain	-	504	1,461	7,699	428	1,097	4
5		Gondola - Equipped	-	1,848	7,353	1,756	2,659	5,929	5
6		Hopper - Covered	-	2,182	8,724	3,706	5,446	13,492	6
7		Hopper - Open Top - General Service	-	59	842	1,495	314	466	7
8		Hopper - Open Top - Special Service	-	93	1,366	16	129	467	8
9		Refrigerator - Mechanical	-	4	-	4	4,285	6,413	9
10		Refrigerator - Nonmechanical	-	46	126	-	672	1,540	10
11		Flat - TOFC/COFC	-	1,006	2,365	67,365	7,482	25,115	11
12		Flat - Multi-Level	-	416	548	71,534	4,490	8,885	12
13		Flat - General Service	-	54	-	2	37	104	13
14		Flat - Other	-	-	241	21,238	4,032	8,960	14
15		Tank - Under 22,000 Gallons	-	-	-	694	-	10	15
16		Tank - 22,000 Gallons and Over	-	-	-	3,338	-	-	16
17		All Other Freight Cars	-	1	186	-	99	247	17
18		Auto Racks	-	-	21,456	-	-	24,647	18
19		TOTAL FREIGHT TRAIN CARS	$ -	$ 10,361	$ 57,393	$ 204,162	$ 44,697	$ 138,584	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)	$ -	$ 10,361	$ 57,393	$ 204,162	$ 44,697	$ 138,584	25

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE TO SCHEDULE 415

1. Report freight expenses only.
2. Report by type of equipment all natural expenses relating to equipment functions (salaries and wages, materials, tools, supplies, fuels and lubricants, purchased services, and general).
3. Report in column (b) net repair expense, excluding the cost to repair damaged equipment.

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

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

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

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

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

   The allocation of freight car repair expenses reportable on Schedule 415 by car types shall be in accordance with Instruction 2-21, Freight train repair costing, 49 CFR 1201.
4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). For improvements on leased property, Accounts 732 and 733, use a supplementary Schedule 415, which will relate to Schedules 340 and 342.

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

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

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

   (c) Sum of highway equipment (line 32), floating equipment (line 35), passenger and other revenue equipment (line 36), computer and data processing equipment (line 37), machinery-other equipment (line 40), and work and other non-revenue equipment (line 41), compared to Schedule 410, line 317.
5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item.
6. Lease/rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:

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

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

   (c) Sum of lease/rentals for all other equipment, lines 32, 35, 36, 37, 40, and 41, will balance to Schedule 410, lines 311, 312, 315, and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing lease/rentals other equipment to Schedule 410. Do not report in Schedule 415 the trailer and container rentals reported in Schedule 414.
7. Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of equipment used but not owned when rents therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00, and 35-23-00. It should include the cost of equipment owned and leased to others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.

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

   The grand total of each equipment account in column (h) of Schedule 330 should equal the totals of line items constituting the equipment account totals of columns (g) and (h) of Schedule 415.
8. Accumulated depreciation for each class of equipment shall be reported in columns (i) and (j). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items constituting the corresponding equipment accounts reported in columns (i) and (j), on Schedule 415.

415. SUPPORTING SCHEDULE - EQUIPMENT

(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation Owned (c)	Depreciation Capitalized lease (d)	Amortization Adjustment net during year (e)	Line No.
		LOCOMOTIVES					
1		Diesel Locomotive - Yard	$ 40,177	$ 1,203	$ -	$ (203)	1
2		Diesel Locomotive - Road	361,604	149,287	-	(20,759)	2
3		Other Locomotive - Yard	-	-	-	-	3
4		Other Locomotive - Road	-	3,099	-	(513)	4
5	*	TOTAL LOCOMOTIVES	$ 401,781	$ 153,589	$ -	$ (21,475)	5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 foot	$ -	$ -	$ -	$ -	6
7		Box - Plain 50 foot and Longer	16	-	25	(2)	7
8		Box - Equipped	12,391	8,389	141	(1,359)	8
9		Gondola - Plain	13,049	7,530	-	(3,351)	9
10		Gondola - Equipped	12,125	9,061	-	(2,544)	10
11		Hopper - Covered	41,116	8,965	-	(8,302)	11
12		Hopper - Open Top - General Service	3,254	9,980	30	(1,807)	12
13		Hopper - Open Top - Special Service	8,549	8,544	-	(931)	13
14		Refrigerator - Mechanical	117	829	-	(7)	14
15		Refrigerator - Nonmechanical	161	99	-	(44)	15
16		Flat - TOFC/COFC	166	548	-	(24)	16
17		Flat - Multi-level	3,275	792	-	-	17
18		Flat - General Service	-	-	-	(56)	18
19		Flat - Other	3,386	466	-	(89)	19
20		All Other Freight Cars	7,093	807	-	-	20
21		Cabooses	-	318	-	-	21
22		Auto Racks	16,688	17,710	54	-	22
23		Miscellaneous Accessories	-	-	-	-	23
24	*	TOTAL FREIGHT TRAIN CARS	$ 121,386	$ 74,038	$ 250	$ (18,516)	24
		OTHER EQUIPMENT - REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers	$ -	$ -	$ -	$ -	25
26		Other Trailers	-	-	-	-	26
27		Refrigerated Containers	-	-	-	-	27
28		Other Containers	-	-	-	-	28
29		Bogies	-	-	-	-	29
30		Chassis	-	-	-	-	30
31		Other Highway Equipment (Freight)	-	-	-	-	31
32	*	TOTAL HIGHWAY EQUIPMENT	$ -	$ -	$ -	$ -	32
		FLOATING EQUIPMENT - REVENUE SERVICE					
33		Marine Line-Haul	$ -	$ 23	$ -	$ -	33
34		Local Marine	-	-	-	-	34
35	*	TOTAL FLOATING EQUIPMENT	$ -	$ 23	$ -	$ -	35
		OTHER EQUIPMENT					
36	*	Passenger & Other Revenue Equipment (Freight Portion)	$ -	$ 7	$ -	$ -	36
37	*	Computer Systems & Word Processing Equip.	-	12,838	-	(1,687)	37
38	*	Machinery - Locomotives (1)	1,524	3,370	-	-	38
39	*	Machinery - Freight Cars (2)	3,915	2,592	-	-	39
40	*	Machinery - Other Equipment (3)	745	520	-	-	40
41	*	Work and Other Nonrevenue Equipment	46,785	23,601	-	(5,350)	41
42		TOTAL OTHER EQUIPMENT	$ 52,969	$ 42,928	$ -	$ (7,037)	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	$ 576,136	$ 270,578	$ 250	$ (47,028)	43

415. SUPPORTING SCHEDULE - EQUIPMENT - (Continued)

Line No.	Cross Check	Lease & rentals (net) (f)	Investment base as of 12/31 Owned (g)	Investment base as of 12/31 Capitalized lease (h)	Accumulated depreciation as of 12/31 Owned (i)	Accumulated depreciation as of 12/31 Capitalized lease (j)	Line No.
1		$ 173	$ 40,898	$ -	$ 17,895	$ -	1
2		4,084	4,808,135	-	2,103,804	-	2
3		-	-	-	-	-	3
4		-	104,023	-	45,515	-	4
5	*	$ 4,257	$ 4,953,056	$ -	$ 2,167,214	$ -	5
6		$ -	$ -	$ -	$ -	$ -	6
7		-	370	9,226	135	168	7
8		1	362,085	968	132,459	18	8
9		854	345,430	-	126,366	-	9
10		2,104	451,157	-	165,066	-	10
11		1,598	419,451	-	153,444	-	11
12		5,216	354,683	-	129,751	-	12
13		1,135	376,581	-	137,739	-	13
14		585	33,926	-	12,411	-	14
15		5	3,701	-	1,354	-	15
16		28	16,963	-	6,205	-	16
17		15	27,141	-	9,929	-	17
18		-	-	-	-	-	18
19		35	22,206	-	8,124	-	19
20		56	36,085	-	13,201	-	20
21		-	10,178	-	3,723	-	21
22		-	624,242	5,818	228,362	82	22
23		-	-	-	-	-	23
24	*	$ 11,632	$ 3,084,199	$ 16,012	$ 1,128,269	$ 268	24
25		$ -	$ -	$ -	$ -	$ -	25
26		-	-	-	-	-	26
27		-	-	-	-	-	27
28		-	-	-	-	-	28
29		-	-	-	-	-	29
30		-	-	-	-	-	30
31		-	-	-	-	-	31
32	*	$ -	$ -	$ -	$ -	$ -	32
33		$ -	1,062	-	264	$ -	33
34		-	-	-	-	-	34
35	*	$ -	$ 1,062	$ -	$ 264	$ -	35
36	*	$ -	$ 621	$ -	$ 7	$ -	36
37	*	(466)	102,757	-	44,161	-	37
38	*	-	79,961	-	31,336	-	38
39	*	-	61,511	-	24,105	-	39
40	*	2,462	12,302	-	4,819	-	40
41	*	3,981	536,325	-	193,666	-	41
42		$ 5,977	$ 793,477	$ -	$ 298,094	$ -	42
43		$ 21,866	$ 8,831,794	$ 16,012	$ 3,593,841	$ 268	43

416. SUPPORTING SCHEDULE - ROAD

(Dollars in Thousands)

			Owned and Used			Improvements to Leased Property			Capitalized Leases			TOTAL		
Line No.	Density Category (Class) (a)	Account No. (b)	Investment Base (c)	Accumulated Depreciation (d)	Depr. Rate % (e)	Investment Base (f)	Accumulated Depreciation (g)	Depr. Rate % (h)	Investment Base (i)	Current Year Amortization (j)	Accumulated Amortization (k)	Investment Base (l)	Accumulated Depreciation & Amortization (m)	Line No.
1	I	3	$ 1,052,109	$ 187,311	1.45	$ -	$ -	N/A	$ -	$ -	$ -	$ 1,052,109	$ 187,311	1
2		8	1,965,294	507,038	4.88	-	-	N/A	-	-	-	1,965,294	507,038	2
3		9	3,145,878	566,080	2.91	-	-	N/A	-	-	-	3,145,878	566,080	3
4		11	1,169,203	330,272	2.76	-	-	N/A	-	-	-	1,169,203	330,272	4
5	SUB TOTAL		$ 7,332,484	$ 1,590,701		$ -	$ -		$ -	$ -	$ -	$ 7,332,484	$ 1,590,701	5
6	II	3	$ 1,025,827	$ 182,631	1.45	$ -	$ -	-	$ -	$ -	$ -	$ 1,025,827	$ 182,631	6
7		8	1,916,200	494,372	4.88	-	-	-	-	-	-	1,916,200	494,372	7
8		9	2,218,066	399,126	2.91	-	-	-	-	-	-	2,218,066	399,126	8
9		11	1,010,696	285,499	2.76	-	-	-	-	-	-	1,010,696	285,499	9
10	SUB TOTAL		$ 6,170,789	$ 1,361,628		$ -	$ -		$ -	$ -	$ -	$ 6,170,789	$ 1,361,628	10
11	III	3	-	N/A	N/A	-	N/A	N/A	$ -	N/A	N/A	$ -	N/A	11
12		8	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	12
13		9	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	13
14		11	-	N/A	N/A	-	N/A	N/A	-	N/A	N/A	-	N/A	14
15	SUB TOTAL		$ -	N/A	N/A	$ -	N/A	N/A	$ -	N/A	N/A	$ -	N/A	15
16	IV	3	$ 345,240	$ 61,464	1.45	$ -	$ -	-	$ -	$ -	$ -	$ 345,240	$ 61,464	16
17		8	644,894	166,380	4.88	-	-	-	-	-	-	644,894	166,380	17
18		9	744,760	134,015	2.91	-	-	-	-	-	-	744,760	134,015	18
19		11	427,357	120,719	2.76	-	-	-	-	-	-	427,357	120,719	19
20	SUB TOTAL		$ 2,162,251	$ 482,578		$ -	$ -		$ -	$ -	$ -	$ 2,162,251	$ 482,578	20
21	V	3	$ -	$ -	-	$ -	$ -	-	$ -	$ -	$ -	$ -	$ -	21
22		8	-	-	-	-	-	-	-	-	-	-	-	22
23		9	-	-	-	-	-	-	-	-	-	-	-	23
24		11	-	-	-	-	-	-	-	-	-	-	-	24
25	SUB TOTAL		$ -	$ -		$ -	$ -		-	-	-	-	-	25
26	GRAND TOTAL		$ 15,665,524	$ 3,434,907	N/A	$ -	$ -	N/A	$ -	$ -	$ -	$ 15,665,524	$ 3,434,907	26

Notes:

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

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

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

NOTES AND REMARKS

417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION

(Dollars in Thousands)

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

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load & distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b) - (i) (j)	Line No.
1	*	Administration	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	1
2	*	Pick up and delivery, marine line haul	-	-	-	-	-	-	-	-	-	2
3	*	Loading and unloading and local marine	703,198	-	26,822	2,229	-	82,282	-	2,442	816,973	3
4	*	Protective services, total debits and credits	-	-	-	-	-	-	-	-	-	4
5	*	Freight lost or damaged - solely related	-	-	-	-	-	-	-	-	-	5
6	*	Fringe benefits	1,396	-	7,553	886	-	29	-	1,409	11,273	6
7	*	Casualty and insurance	-	-	-	-	-	-	-	-	-	7
8	*	Joint facility - Debit	-	-	-	-	-	-	-	6,062	6,062	8
9	*	Joint facility - Credit	-	-	-	-	-	-	-	-	-	9
10	*	Other	1,728	-	-	-	-	-	-	1,498	3,226	10
11	*	TOTAL	$ 706,322	$ -	$ 34,375	$ 3,115	$ -	$ 82,311	$ -	$ 11,411	$ 837,534	11

418. SUPPORTING SCHEDULE - CAPITAL LEASES

(Dollars in Thousands)

Instruction:

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

Column

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

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

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

(d) = the current year amortization.

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

Primary Account No. & Title (a)	Total Investment At End of Year (b)	Capital Leases: Investment at End of Year (c)	Capital Leases: Current Year Amortization (d)	Capital Leases: Accumulated Amortization (e)
52 Locomotives	$ 4,953,056	$ -	$ -	$ -
53 Freight Cars	3,100,211	16,012	250	268
57 Work Equipment	177,089	-	-	-
59 Computer Systems	102,757	-	-	-
GRAND TOTAL	$ 8,333,113	$ 16,012	$ 250	$ 268

NOTES AND REMARKS

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	$ 257,903	1
		U.S. Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	623,429	2
3		Excess Profits	-	3
4	*	Total - Income Taxes (Lines 2 and 3)	623,429	4
5		Railroad Retirement	399,202	5
6		Hospital Insurance	32,978	6
7		Supplemental Annuities	-	7
8		Unemployment Insurance	3,237	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	$ 1,058,846	10
11		Total - Railway Taxes	$ 1,316,749	11

B. Adjustments to Federal Income Taxes

1. In column (a) are listed the particulars which most often cause a differential between taxable income and pretax accounting income. Other particulars which cause such a differential should be listed under the caption "Other (Specify)," including state and other taxes deferred if computed separately. Minor items, each less than $100,000, may be combined in a single entry under "Other (Specify)."
2. Indicate in column (b) the beginning of year totals of Accounts 714, 744, 762, and 786 applicable to each particular item in column (a).
3. Indicate in column (c) the net change in Accounts 714, 744, 762, and 786 for the net tax effect of timing differences originating and reversing in the current accounting period.
4. Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or reinstate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or 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 I.R.C.: 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	(71,474)	2,234	-	(69,240)	4
5	Other (Specify)					5
6	Property	7,634,365	256,898	-	7,891,263	6
7	State deferred income taxes	886,783	11,008	4,718	902,509	7
8	Federal effect of state	(310,374)	(3,853)	(1,651)	(315,878)	8
9	Employee benefit plans	(214,120)	8,929	-	(205,191)	9
10	Other temporary differences	(15,464)	(869)	34,171	17,838	10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit*	-	-	-	-	18
19	TOTALS	$ 7,909,716	$ 274,347	$ 37,238	$ 8,221,301	19

450. ANALYSIS OF TAXES - Continued

(Dollars in Thousands)

***Footnotes:**

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

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

(Dollars in Thousands)

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

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (c)	Line No.
1	606	Pension and other postretirement benefit adjustments	$ -	$ 59,695	1
2					2
3	616	Accumulated other comprehensive earnings of affiliates	$ 661	$ -	3
4					4
5					5
6					6
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MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTEES AND SURETYSHIPS

(Dollars in Thousands)

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

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

Line No.	Finance docket number, title, maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount of contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1	6.251% Secured Equipment Notes	CSX Corporation	286,305	Sole	1
2	Due 1/15/2023				2
3	8.375% Secured Equipment Notes	CSX Corporation	279,429	Sole	3
4	Due 10/15/2014				4
5					5
6					6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

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

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

6. When a carrier is not in compliance with a compensating balance requirement, that fact should be disclosed, along with stated and possible sanctions, whenever such possible sanctions may be immediate (not vague or unpredictable) and material.

NONE

NOTES AND REMARKS

510. SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT

(Dollars in Thousands)

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

I. Debt Outstanding at End of Year:

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)	Line No.
1	751	Loans and notes payable	Sch 200, Line 30	$ -	1
2	764	Equipment obligations and other long-term debt due within one year	Sch 200, Line 39	332,994	2
3	765/767	Funded debt unmatured	Sch 200, Line 41	481,049	3
4	766	Equipment obligations	Sch 200, Line 42	277,737	4
5	766.5	Capitalized lease obligations	Sch 200, Line 43	7,996	5
6	768	Debt in default	Sch 200, Line 44	-	6
7	769	Accounts payable - affiliated companies	Sch 200, Line 45	-	7
8	770.1/770.2	Unamortized debt premium	Sch 200, Line 46	47,559	8
9		Total debt	Sum of Lines 1 through 8	$ 1,147,335	9
10		Debt directly related to road property	Note 1	$ 52,800	10
11		Debt directly related to equipment	Note 1	617,323	11
12		Total debt related to road and equipment	Lines 10 and 11	$ 670,123	12
13		Percent directly related to road	Line 10 / Line 12 Whole % + 2 decimals	7.88%	13
14		Percent directly related to equipment	Line 11 / Line 12 Whole % + 2 decimals	92.12%	14
15		Debt not directly related to road or equipment	Line 9 - Line 12	$ 477,212	15
16		Road property debt (Note 2)	(Line 13 x Line 15) + Line 10	$ 90,404	16
17		Equipment debt (Note 2)	(Line 14 x Line 15) + Line 11	$ 1,056,931	17

II. Interest Accrued During Year:

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)	Line No.
18	546-548	Total interest and amortization (fixed charges)	Sch. 210, Line 42	$ 63,949	18
19	546	Contingent Interest On Funded Debt	Sch. 210, Line 44	-	19
20	517	Release of Premiums on Funded Debt	Sch. 210, Line 22	5,283	20
21		Total Interest (Note 3)	(Line 18 + Line 19) - Line 20	$ 58,666	21
22		Interest Directly Related to Road Property Debt	Note 4	$ 2,952	22
23		Interest Directly Related to Equipment Debt	Note 4	47,109	23
24		Interest not directly related to road or equipment property debt	Line 21 - (Lines 22 +23)	$ 8,605	24
25		Interest On Road Property Debt (Note 5)	Line 22 + (Line 24 x Line 13)	$ 3,630	25
26		Interest On Equipment Debt (Note 5)	Line 23 + (Line 24 x Line 14)	$ 55,036	26
27		Embedded Rate of Debt Capital - Road Property	Line 25 / Line 16	4.02%	27
28		Embedded Rate of Debt Capital - Equipment	Line 26 / Line 17	5.21%	28

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

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

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

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

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

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

(a) Lawful tariff charges for transportation services.

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

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

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

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

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

(b) If respondent controls through another company, insert the word "indirect."

(c) If respondent is under common control with affiliate, insert the word "common."

(d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled."

(e) If control is exercised by other means, such as a management contract or other arrangement of whatever kind, insert the word "other" and provide a footnote to describe such arrangements.

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

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

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

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

(Dollars in Thousands)

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)		Line No.
1	CSX Business Management, Inc.		Common	Advance	$ -	$ 759,118	R	1
2	CSX Business Management, Inc.		Common	Net Purchase of Services	24,067	-		2
3	CSX Corporation		Controlled	Advance	-	1,850,557	R	3
4	CSX Corporation		Controlled	Interest Income	3,469	-		4
5	CSX Corporation		Controlled	Management Fee	456,694	-		5
6	CSX Insurance Company		Common	Advance	-	6,369	P	6
7	CSX Insurance Company		Common	Interest Expense	352	-		7
8	CSX Insurance Company		Common	Insurance Expense	47,628	-		8
9	CSX Insurance Company		Common	Management Income	301	-		9
10	CSX Intermodal Terminals, Inc.		Common	Advance	-	138,569	P	10
11	CSX Intermodal Terminals, Inc.		Common	Management Fee	602,184	-		11
12	CSX Real Property, Inc.		Common	Advance	-	727	P	12
13	CSX Real Property, Inc.		Common	Net Purchase of Services	16,268	-		13
14	CSX Technology, Inc.		Common	Advance	-	165,537	P	14
15	CSX Technology, Inc.		Common	Net Purchase of Services	253,630	-		15
16	Total Distribution Services, Inc.		Common	Advance	-	32,402	R	16
17	Total Distribution Services, Inc.		Common	Net Purchase of Services	80,504	-		17
18	Transflo Terminal Services, Inc.		Common	Advance	-	4,870	P	18
19	Transflo Terminal Services, Inc.		Common	Net Services Provided	2,530	-		19
20								20
21								21
22								22
23								23
24								24
25								25

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

(1) Line owned by respondent.

(2) Line owned by proprietary companies.

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

(4) Line operated under contract or agreement for contingent rent, owner being (A) an affiliated corporation, or (B) independent or not affiliated with 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 road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)	Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
1	1	100%	15,744	3,385	123	606	439	7,523	27,820	1
2	1J	25%	-	-	-	-	-	31	31	2
3	1J	33%	-	-	-	-	-	20	20	3
4	1J	40%	-	-	-	-	-	3	3	4
5	1J	50%	68	66	-	1	5	121	261	5
6	1J	66%	-	-	-	-	-	11	11	6
7	TOTAL CLASS 1		15,812	3,451	123	607	444	7,709	28,146	7
8	2	100%	172	2	-	9	32	36	251	8
9	2	Ontario	27	-	-	9	-	5	41	9
10	2	Quebec	13	-	-	-	4	-	17	10
11	2J	85%	-	-	-	-	-	-	-	11
12	TOTAL CLASS 2		212	2	-	18	36	41	309	12
13	3A	100%	325	15	-	36	3	56	435	13
14	3B	100%	379	63	1	11	15	235	704	14
15	3BJ	33%	-	3	-	-	-	-	3	15
16	3A	Quebec	17	-	-	-	-	-	17	16
17	3B	Quebec	13	-	-	-	4	-	17	17
18	TOTAL CLASS 3		734	81	1	47	22	291	1,176	18
19	4A	100%	-	-	-	-	-	2	2	19
20	4B	100%	174	75	3	-	2	116	370	20
21	4BJ	50%	9	2	-	-	-	-	11	21
22	TOTAL CLASS 4		183	77	3	-	2	118	383	22
23	5	100%	3,859	1,236	622	245	71	678	6,711	23
24	5J	33%	-	-	-	-	-	1	1	24
25	5J	50%	4	-	-	-	-	-	4	25
26	5	Ontario	4	1	-	4	1	6	16	26
27	5	Quebec	6	-	-	-	-	-	6	27
28	TOTAL CLASS 5		3,873	1,237	622	249	72	685	6,738	28
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53										53
54										54
55										55
56										56
57			20,814	4,848	749	921	576	8,844	36,752	57
58	Miles of electrified road or track included in the preceding grand total		-	-	-	-	-	-	-	58

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

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

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

			MILES OF ROAD OPERATED BY RESPONDENT								
Line No.	Cross Check	State or territory (a)	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)	Line No.
1		Alabama	900	-	-	-	111	1,011	164	-	1
2		Canada - Ontario	-	27	-	-	4	31	-	-	2
3		Canada - Quebec	-	13	30	-	6	49	12	-	3
4		Connecticut	6	-	-	-	62	68	-	-	4
5		Delaware	23	-	-	-	21	44	-	-	5
6		District Of Columbia	17	-	-	1	2	20	6	-	6
7		Florida	1,464	-	-	138	47	1,649	124	-	7
8		Georgia	1,420	-	118	1	75	1,614	147	-	8
9		Illinois	621	-	55	-	219	895	74	-	9
10		Indiana	1,167	-	15	-	259	1,441	445	-	10
11		Kentucky	1,564	64	1	10	46	1,685	8	-	11
12		Louisiana	35	-	-	-	8	43	-	-	12
13		Maryland	443	14	5	-	86	548	-	-	13
14		Massachusetts	187	-	65	9	134	395	3	-	14
15		Michigan	415	-	-	-	143	558	182	-	15
16		Mississippi	74	-	-	-	20	94	-	-	16
17		Missouri	-	-	-	-	13	13	-	-	17
18		New Jersey	62	-	-	-	585	647	-	-	18
19		New York	747	-	196	-	342	1,285	8	-	19
20		North Carolina	1,066	-	-	7	52	1,125	-	-	20
21		Ohio	1,267	-	140	8	466	1,881	235	-	21
22		Pennsylvania	429	44	24	7	537	1,041	90	-	22
23		South Carolina	1,243	-	47	-	17	1,307	12	-	23
24		Tennessee	825	-	15	2	160	1,002	72	-	24
25		Virginia	762	30	7	-	256	1,055	2	-	25
26		West Virginia	1,075	20	16	-	202	1,313	190	-	26
27											27
28											28
29											29
30											30
31											31
32		Total Mileage (Single Track)	15,812	212	734	183	3,873	20,814	1,774	-	32

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

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

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

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

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

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

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

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

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

9. Cross-checks

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

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

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

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year: Units Installed: New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year: Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h) & (i)) (j)	Aggregate capacity of units reported in col. (j) (See Ins. 7) (k)	Leased to others (l)	Line No.
		Locomotive Units										(HP)		
1		Diesel-freight units	3,650	106	-	-	-	26	3,605	125	3,730	13,847,900	-	1
2		Diesel-passenger units	4	1	-	-	-	-	5	-	5	15,000	-	2
3		Diesel-multiple purpose units	-	-	-	-	-	-	-	-	-	-	-	3
4		Diesel-switching units	315	-	-	-	-	-	315	-	315	657,500	-	4
5	*	TOTAL (lines 1 to 4)	3,969	107	-	-	-	26	3,925	125	4,050	14,520,400	-	5
6	*	Electric locomotives	-	-	-	-	-	-	-	-	-	-	-	6
7	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-	-	7
8	*	TOTAL (lines 5, 6, and 7)	3,969	107	-	-	-	26	3,925	125	4,050	14,520,400	-	8
9	*	Auxiliary units	209	-	-	-	-	-	209	-	209	N/A	-	9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	4,178	107	-	-	-	26	4,134	125	4,259	N/A	-	10

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

Line No.	Cross Check	Type or design of units	Before Jan. 1, 1990 (b)	Between Jan. 1, 1990 and Dec 31, 1994 (c)	Between Jan. 1, 1995 and Dec 31, 1999 (d)	Between Jan. 1, 2000 and Dec 31, 2004 (e)	Between Jan. 1, 2005 and Dec 31, 2009 (f)	During Calendar Year: 2010 (g)	2011 (h)	2012 (i)	2013 (j)	2014 (k)	Total (l)	Line No.
11	*	Diesel	1,745	540	583	379	566	7	55	69	106	-	4,050	11
12	*	Electric	-	-	-	-	-	-	-	-	-	-	-	12
13	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-	-	13
14	*	TOTAL (lines 11 to 13)	1,745	540	583	379	566	7	55	69	106	-	4,050	14
15	*	Auxiliary units	174	-	-	-	35	-	-	-	-	-	209	15
16	* *	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	1,919	540	583	379	601	7	55	69	106	-	4,259	16

* Excludes short-term leases.

710. INVENTORY OF EQUIPMENT (Continued)
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.
		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)	19	-	-	-	-	-	14	5	19	N/A	-	30
31		Board outfit cars (MWX)	12	-	-	-	-	-	2	10	12	N/A	-	31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	12	-	-	-	-	-	12	-	12	N/A	-	32
33		Dump and ballast cars (MWB, MWD)	1,284	-	-	-	1	23	1,256	6	1,262	N/A	-	33
34		Other maintenance and service equipment cars	4,566	-	-	-	328	73	4,785	36	4,821	N/A	-	34
35		TOTAL (Lines 30 to 34)	5,893	-	-	-	329	96	6,069	57	6,126	-	-	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: Time-mileage cars (b)	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__)	17	-	-	-	-	-	37
38		Equipped box cars (All Code A, Except A_5_)	8,251	-	-	-	-	-	38
39		Plain gondola cars (All Codes G & J, J__1, J__2, J__3, J__4)	14,895	-	-	-	-	1	39
40		Equipped gondola cars (All Code E)	11,537	-	-	-	6	2	40
41		Covered hopper cars (C__1, C__2, C__3, C__4)	10,668	-	200	-	-	-	41
42		Open top hopper cars - general service (All Code H)	6,484	-	-	-	-	(1)	42
43		Open top hopper cars - special service (J__O and All Code K)	5,742	-	225	-	-	-	43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	31	-	-	-	-	-	44
45		Refrigerator cars - non-mechanical (R_0_, R_1_, R_2_)	245	-	-	-	-	-	45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8__)	268	-	-	-	-	-	46
47		Flat cars - multilevel (All Code V)	10,456	-	-	918	-	-	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_)	527	-	-	-	-	(2)	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__)	7	-	-	-	-	-	52
53		TOTAL (Lines 36 to 52)	69,129	-	425	918	6	-	53
54		Caboose (All Code M-930)	139	-	-	-	-	-	54
55		TOTAL (Lines 53 and 54)	69,268	-	425	918	6	-	55

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded): Units 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		2	15	-	15	-	1,186	-	37
38		354	7,832	65	7,897	-	630,898	-	38
39		119	13,401	1,376	14,777	-	1,721,039	-	39
40		541	10,953	51	11,004	-	1,094,151	-	40
41		854	10,011	3	10,014	-	1,050,718	-	41
42		310	5,241	932	6,173	-	645,953	-	42
43		63	5,885	19	5,904	-	627,961	-	43
44		1	-	30	30	-	2,448	-	44
45		38	17	190	207	-	15,586	-	45
46		27	236	5	241	-	58,515	-	46
47		128	-	11,246	11,246	-	417,872	-	47
48		-	1	-	1	-	79	-	48
49		32	493	-	493	-	49,601	-	49
50		-	-	-	-	-	-	-	50
51		-	-	-	-	-	-	-	51
52		1	6	-	6	-	453	-	52
53		2,470	54,091	13,917	68,008	-	6,316,460	-	53
54		3	136	-	136	-	-	-	54
55		2,473	54,227	13,917	68,144	-	6,316,460	-	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.)	-	-	-	-	-	-	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_, Z_69_)	-	-	-	-	-	-	59
60		Dry van (U2_, Z_, Z6_, I-6)	-	-	-	-	-	-	60
61		Flat bed (U3__, Z3__)	-	-	-	-	-	-	61
62		Open bed (U4__, Z4__)	-	-	-	-	-	-	62
63		Mechanical refrigerator (U5_, Z5_)	-	-	-	-	-	-	63
64		Bulk hopper (U0__, Z0__)	-	-	-	-	-	-	64
65		Insulated (U7__, Z7__)	-	-	-	-	-	-	65
66		Tank (Z0__, U6__) (See note)	-	-	-	-	-	-	66
67		Other trailer and container (Special equipped dry van U9__, Z8__, Z9__)	-	-	-	-	-	-	67
68		Tractor	-	-	-	-	-	-	68
69		Truck	-	-	-	-	-	-	69
70		TOTAL (Lines 59 to 69)	-	-	-	-	-	-	70

NOTES AND REMARKS

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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded): Units 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		-	-	-	-	-	-	-	56
57		-	-	-	-	-	-	-	57
58		-	-	-	-	-	-	-	58
59		-	-	-	-	-	-	-	59
60		-	-	-	-	-	-	-	60
61		-	-	-	-	-	-	-	61
62		-	-	-	-	-	-	-	62
63		-	-	-	-	-	-	-	63
64		-	-	-	-	-	-	-	64
65		-	-	-	-	-	-	-	65
66		-	-	-	-	-	-	-	66
67		-	-	-	-	-	-	-	67
68		-	-	-	-	-	-	-	68
69		-	-	-	-	-	-	-	69
70		-	-	-	-	-	-	-	70

NOTES AND REMARKS

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

(Dollars in Thousands)

1. Give particulars, as requested, separately, for the various classes of new units and rebuilt units of equipment installed by respondent during the year. If information regarding the cost of any units installed is not complete at time of filing of this report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased (P), built or rebuilt by contract in outside railroad shops (C), or built or rebuilt in company or system shops (S), including units acquired through capitalized leases (L).
2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars, or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO) or steel boxcars-special service (XAP). For TOFC/COFC, show the type of equipment as enumerated in Schedule 710.
3. In column (c) show the total weight in tons of 2,000 pounds. The weight of equipment acquired should be the weight empty.
4. The cost should be the complete cost as entered on the ledger, including foreign line freight charges and handling charges.
5. Data for this schedule should be confined to the units reported in Schedule 710, columns (c) and (e) for locomotive units, passenger-train cars and company service cars, and columns (d) and (f) for freight train cars, floating equipment, and highway revenue equipment. Disclose new units in the upper section of this schedule. Disclose rebuilt units acquired or rewritten into the respondent's accounts in the lower section. The term "new" as used herein shall mean a unit or units placed in service for the first time on any railroad.
6. All unequipped boxcars acquired in whole or in part with incentive per diem funds should be reported on separate lines and be appropriately identified by footnote or sub-heading.

Line No.	Class of equipment (a)	Number of Units (b)	Total Weight (Tons) (c)	Total Cost (d)	Method of Acquisition (see instructions) (e)	Line No.
	NEW UNITS					
1						1
2	**Locomotives**					2
3	Diesel Freight Locomotive (C-C) 4400hp	106	22,896	$ 253,335	P	3
4	Diesel Switching 2100hp	1	140	450	P	4
5						5
6						6
7	**Freight Cars**					7
8	Open Top Hopper Car-Special 2430cf	225	6,188	21,105	P	8
9						9
10	Covered Hopper LO >3000<3400cf	200	5,350	14,424	P	10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	**TOTAL**	532	N/A	$ 289,314		25
	REBUILT UNITS					
26						26
27	Equipped Gondola cars Flat Bottom	6	232	$ 168		27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37	**TOTAL**	6	N/A	$ 168		37
38						38
39	**GRAND TOTAL**	538		$ 289,482		39

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

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

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

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

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

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

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

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

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

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

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

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

720. TRACK AND TRAFFIC CONDITIONS

Disclose the requested information pertaining to track and traffic conditions.

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	8,836	38.04	42.50	16.80	1
2	B	5,987	11.34	36.90	8.00	2
3	C	3,117	3.01	27.00	19.00	3
4	D	3,411	0.23	18.20	-	4
5	E	8,663	XXXXXXXXXX	XXXXXXXX		5
6	TOTAL	30,014			43.80	6
7	F		XXXXXXXXXX	XXXXXXXX		7
8	Potential abandonments					8

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

721. TIES LAID IN REPLACEMENT

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

Line No.	Track Category (a)	Number of crossties laid in replacement: New ties: Wooden: Treated (b)	New ties: Wooden: Untreated (c)	New ties: Concrete (d)	New ties: Other (e)	Second-hand ties: Wooden: Treated (f)	Second-hand ties: Wooden: Untreated (g)	Second-hand ties: Other (h)	Total (i)	Switch and bridge ties (board feet) (j)	Crossties switch and bridge ties % of spot maintenance (k)*	Line No.
1	A	1,721,872	-	2,796	-	-	-	-	1,724,668	2,515,257	3.00	1
2	B	988,089	-	-	-	-	-	-	988,089	922,827	3.00	2
3	C	398,082	-	-	-	-	-	-	398,082	232,927	3.00	3
4	D	281,504	-	-	-	-	-	-	281,504	298,560	3.00	4
5	E	238,528	-	-	-	2,761	-	-	241,289	4,394,943	3.00	5
6	TOTAL	3,628,075	-	2,796	-	2,761	-	-	3,633,632	8,364,514	3.00	6
7	F	-	-	-	-	-	-	-	-	-	0.00	7
8	Potential abandonments	-	-	-	-	-	-	-	-	-	0.00	8
9	Average cost per crosstie	$ 43.89	and switchtie (MBM)		$ 1,124.81						* Estimate	

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

(Dollars in Thousands)

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

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

U - Wooden ties, untreated when applied.

T - Wooden ties, treated before application.

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

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

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

Line No.	Class of ties (a)	Crossties: Total number of ties applied (b)	Crossties: Average cost per tie (c)	Crossties: Total cost of crossties laid in new tracks during year (d)	Switch and Bridge Ties: Number of feet (board measure) laid in tracks (e)	Switch and Bridge Ties: Average cost per M feet (board measure) (f)	Switch and Bridge Ties: Total cost of switch & bridge ties laid in new tracks during year (g)	Remarks (h)	Line No.
1	T	76,983	$41.95	$ 3,229	281,593	$ 1.12	$ 315	New Wood	1
2	S	45,157	81.34	3,673	-	-	-	New Concrete	2
3									3
4									4
5									5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL	122,140	$ 61.65	$ 6,902	281,593	$ 1.12	$ 315		20
21	Number of miles of new running tracks, passing tracks, crossovers, etc., in which ties were laid						69.86		21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid						8.13		22

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.

2. The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement that are considered to be spot maintenance.

3. In line 9, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, freight charges paid to foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule.

Line No.	Track Category (a)	Miles of rail laid in replacement (rail-miles)				Total		Percent of Spot Maintenance (h)*	Line No.
		New rail		Relay rail					
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)	Welded rail (f)	Bolted rail (g)		
1	A	472.54	-	11.80	-	484.34	-	3.00	1
2	B	159.80	-	57.20	-	217.00	-	3.00	2
3	C	35.28	-	55.32	-	90.60	-	3.00	3
4	D	12.43	-	16.26	-	28.69	-	3.00	4
5	E	4.84	-	0.27	-	5.11	-	3.00	5
6	TOTAL	684.89	-	140.85	-	825.74	-	3.00	6
7	F	-	-	-	-	-	-	0.00	7
8	Potential abandonments	-	-	-	-	-	-	0.00	8
9	Average cost of new and relay rail laid in replacement per gross ton:			New	$ 987.00	Relay	$ 194.00		9

* Estimate

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

(Dollars in Thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track.
   (1) New steel rails, Bessemer process.
   (2) New steel rails, open-hearth process.
   (3) New rails, special alloy (describe more fully in a footnote).
   (4) Relay rails.
2. Returns in columns (c) and (g) should be reported in WHOLE numbers. Fractions of less than one-half should be disregarded and fractions of one-half or more should be counted as one.
3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid to foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks, as well as train service in connection with the distribution of the rail, should not be included in this schedule.

Line No.	Class of rail (a)	Rail Applied in Running Tracks, Passing Tracks, Crossovers, Etc. — Weight of rail — Pounds per yard of rail (b)	Number of tons (2000 lbs) (c)	Total cost of rail applied in running track, passing track, crossovers, etc., during year (d)	Average cost per ton (2000 lbs) (e)	Rail Applied in Yard, Station, Team, Industry and Other Switching Tracks — Weight of rail — Pounds per yard of rail (f)	Number of tons (2000 lbs) (g)	Total cost of rail applied in yard, station, team, industry, and other switching track during year (h)	Average cost per ton (2000 lbs) (i)	Line No.
1	3*	-	-	$ -	$ -	115	662	$668	$ 1.01	1
2	4	115	110	27	0.25	-	-	-	-	2
3	4	122	351	60	0.17	122	93	26	0.28	3
4	4	132	745	119	0.16	132	310	70	0.23	4
5	1	136	7,750	7,043	0.91	136	261	242	0.93	5
6	3*	136	2,013	2,125	1.06	-	-	-	-	6
7	4	136	2,610	511	0.20	136	196	30	0.15	7
8	4	140	96	6	0.06	-	-	-	-	8
9	1	141	485	344	0.71	-	-	-	-	9
10	3*	141	90	69	0.77	-	-	-	-	10
11										11
12										12
13										13
14										14
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30										30
31										31
32										32
33										33
34										34
35										35
36										36
37	Total	N/A	14,250	$ 10,304	0.72	N/A	1,521	$ 1,036	$ 0.68	37
38	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.								59.79	38
39	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.								6.95	39
40	Track-miles of welded rail installed on system this year				60	Total to date			26,334	40

* Premium rail, head hardened, steel alloy

725. WEIGHT OF RAIL

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

Line No.	Weight of rails per yard (pounds) (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
1	70	1			1
2	75	2			2
3	78	4			3
4	80	27			4
5	85	42			5
6	90	79			6
7	100	783			7
8	105	131			8
9	107	32			9
10	110	32			10
11	112	593			11
12	115	2,219			12
13	119	7			13
14	120	-			14
15	122	2,080			15
16	125	4			16
17	127	425			17
18	130	214			18
19	131	980			19
20	132	4,815			20
21	133	71			21
22	136	4,920			22
23	140	1,219			23
24	141	1,969			24
25	152	3			25
26	155	27			26
27	TOTAL	20,679			27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48					48

726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track Category (a)	Ties: Number of ties replaced: Crossties (b)	Ties: Number of ties replaced: Switch and bridge ties (board feet) (c)	Ties: Percent replaced: Crossties (d)	Ties: Percent replaced: Switch and bridge ties (board feet) (e)*	Rail: Miles of rail replaced (rail-miles) (f)	Rail: Percent Replaced (g)	Ballast: Cubic yards of ballast placed (h)	Track Surfacing: Miles surfaced (i)**	Track Surfacing: Percent surfaced (j)	Line No.
1	A	1,724,668	2,515,257	6.5	3.6	484	2.7	1,669,068	6,801	77.0	1
2	B	988,089	922,827	5.5	1.9	217	1.8	1,055,296	2,914	48.7	2
3	C	398,082	232,927	4.2	0.9	91	1.5	809,233	1,163	37.3	3
4	D	281,504	298,560	2.7	0.4	29	0.4	358,805	564	16.5	4
5	E	241,289	4,394,943	1.1	2.9	5	0.0	304,753	1,218	14.1	5
6	TOTAL	3,633,632	8,364,514	4.2	2.6	826	1.4	4,197,155	12,660	42.2	6
7	F	-	-	-	-	-	-	-	-	-	7
8	Potential abandonments	-	-	-	-	-	-	-	-	-	8

* Estimate

** Includes smoothing and out-of-face surfacing

750. CONSUMPTION OF DIESEL FUEL
(Dollars in Thousands)

Line No.	LOCOMOTIVES: Kind of locomotive service (a)	LOCOMOTIVES: Diesel oil (gallons) (b)	Line No.
1	Freight	438,496,974	1
2	Passenger	-	2
3	Yard switching	43,367,833	3
4	TOTAL	481,864,807	4
5	COST OF FUEL $(000) *	1,546,648	5
6	Work Train	6,622,536	6

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

(B) A train-mile is a movement of a train a distance of one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions shall be considered as one mile. Train Miles-Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the 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 respondents' own cars while on the line of the respondent railroad. In Items 4-13 and 4-15, report private-line cars and shipper owned cars. Loaded and empty miles should be reported whether or not the railroad reimbursed the owner on a loaded and/or empty mile basis. Report miles made by flatcars carrying empty highway trailers that are not moving under revenue billings as empty freight car-miles. Do not report miles made by motorcars or business cars.

(I) Exclude from Items 4-01, 4-11, 4-13, and 4-5, car-miles of work equipment, cars carrying company freight, and non-revenue private line cars moving in transportation trains. Include such car-miles in 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.

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

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

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

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

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

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

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

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

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

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

Carriers will be governed by local conditions in determining whether a car at an interchange point should be considered "on-line." Unserviceable cars include cars on repair tracks undergoing or awaiting repairs. They include cars on repair tracks repaired and awaiting switching, cars on repair tracks undergoing or awaiting repairs switching, cars awaiting movement to repair tracks held in train yards (excluding cars which are to be repaired in the train yard without loss of time), 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)	20,814	XXXXXX	1
		2 Train Miles - Running (B)			
2		2-01 Unit Trains	19,340,159	XXXXXX	2
3		2-02 Way Trains	11,185,460	XXXXXX	3
4		2-03 Through Trains	53,327,758	XXXXXX	4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	83,853,377	XXXXXX	5
6		2-05 Motorcars (C)	-	XXXXXX	6
7		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	83,853,377	XXXXXX	7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	43,951,948	XXXXXX	8
9		3-02 Way Trains	14,425,743	XXXXXX	9
10		3-03 Through Trains	130,194,099	XXXXXX	10
11		3-04 TOTAL (Lines 8-10)	188,571,790	XXXXXX	11
12		3-11 Train Switching (F)	6,331,965	XXXXXX	12
13		3-21 Yard Switching (G)	13,858,577	XXXXXX	13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	208,762,332	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	5,962	XXXXXX	16
17		4-012 Box-Equipped	145,593	XXXXXX	17
18		4-013 Gondola-Plain	201,535	XXXXXX	18
19		4-014 Gondola-Equipped	64,377	XXXXXX	19
20		4-015 Hopper-Covered	138,736	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	41,976	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	35,339	XXXXXX	22
23		4-018 Refrigerator-Mechanical	16,973	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	6,652	XXXXXX	24
25		4-020 Flat-TOFC/COFC	134,619	XXXXXX	25
26		4-021 Flat-Multi-Level	39,107	XXXXXX	26
27		4-022 Flat-General Service	329	XXXXXX	27
28		4-023 Flat-All Other	31,832	XXXXXX	28
29		4-024 All Other Car Types-Total	2,765	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	865,795	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	5,549	XXXXXX	32
33		4-112 Box-Equipped	133,446	XXXXXX	33
34		4-113 Gondola-Plain	198,387	XXXXXX	34
35		4-114 Gondola-Equipped	63,153	XXXXXX	35
36		4-115 Hopper-Covered	146,308	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	42,778	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	37,293	XXXXXX	38
39		4-118 Refrigerator-Mechanical	15,714	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	6,268	XXXXXX	40
41		4-120 Flat-TOFC/COFC	19,605	XXXXXX	41
42		4-121 Flat-Multi-Level	23,666	XXXXXX	42
43		4-122 Flat-General Service	290	XXXXXX	43
44		4-123 Flat-All Other	31,016	XXXXXX	44
45		4-124 All Other Car Types-Total	1,800	XXXXXX	45
46		4-125 TOTAL (Lines 31-45)	725,273	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)			
47		4-130 Box-Plain 40-Foot	-	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	17,813	XXXXXX	48
49		4-132 Box-Equipped	32,332	XXXXXX	49
50		4-133 Gondola-Plain	158,020	XXXXXX	50
51		4-134 Gondola-Equipped	39,924	XXXXXX	51
52		4-135 Hopper-Covered	336,883	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	88,805	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	160,748	XXXXXX	54
55		4-138 Refrigerator-Mechanical	22,751	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	993	XXXXXX	56
57		4-140 Flat-TOFC/COFC	371,493	XXXXXX	57
58		4-141 Flat-Multi-Level	273,086	XXXXXX	58
59		4-142 Flat-General Service	18	XXXXXX	59
60		4-143 Flat-All Other	55,446	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	129,680	XXXXXX	61
62		4-145 Tank - 22,000 Gallons and Over	270,106	XXXXXX	62
63		4-146 All Other Car Types-Total	10,900	XXXXXX	63
64		4-147 TOTAL (Lines 47-63)	1,968,998	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		4-15 Private Line Cars - Empty (H)			
65		4-150 Box-Plain 40-Foot	-	XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	11,095	XXXXXX	66
67		4-152 Box-Equipped	24,956	XXXXXX	67
68		4-153 Gondola-Plain	137,183	XXXXXX	68
69		4-154 Gondola-Equipped	20,399	XXXXXX	69
70		4-155 Hopper-Covered	300,497	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	75,656	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	144,646	XXXXXX	72
73		4-158 Refrigerator-Mechanical	10,301	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	942	XXXXXX	74
75		4-160 Flat-TOFC/COFC	40,699	XXXXXX	75
76		4-161 Flat-Multi-Level	154,460	XXXXXX	76
77		4-162 Flat-General Service	3	XXXXXX	77
78		4-163 Flat-All Other	45,232	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	129,282	XXXXXX	79
80		4-165 Tank - 22,000 Gallons and Over	268,226	XXXXXX	80
81		4-166 All Other Car Types-Total	1,967	XXXXXX	81
82		4-167 TOTAL (Lines 65-81)	1,365,544	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	72,931	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	1,677,775	XXXXXX	85
86		4-192 Way Trains	190,583	XXXXXX	86
87		4-193 Through Trains	3,130,183	XXXXXX	87
88		4-194 TOTAL (Lines 85-87)	4,998,541	XXXXXX	88
89		4-20 Caboose Miles	115	XXXXXX	89

<1> Total number of loaded miles __0__ and empty miles __0__ by roadrailer reported above.

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

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Check Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		6 Gross Ton-Miles (thousands) (K)			
98		6-01 Road Locomotives	38,081,237	XXXXXX	98
		6-02 Freight Trains, Crs., Cnts., & Caboose			
99		6-020 Unit Trains	134,657,971	XXXXXX	99
100		6-021 Way Trains	11,969,383	XXXXXX	100
101		6-022 Through Trains	264,519,609	XXXXXX	101
102		6-03 Passenger-Trains, Crs., & Cnts.	-	XXXXXX	102
103		6-04 Non-Revenue	4,353,831	XXXXXX	103
104		6-05 TOTAL (Lines 98-103)	453,582,031	XXXXXX	104
		7 Tons of Freight (thousands)			
105		7-01 Revenue	392,646	XXXXXX	105
106		7-02 Non-Revenue	1,581	XXXXXX	106
107		7-03 TOTAL (Lines 105 and 106)	394,227	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue - Road Service	226,641,034	XXXXXX	108
109		8-02 Revenue - Lake Transfer Service	-	XXXXXX	109
110		8-03 TOTAL (Lines 108 and 109)	226,641,034	XXXXXX	110
111		8-04 Non-Revenue - Road Service	1,079,912	XXXXXX	111
112		8-05 Non-Revenue - Lake Transfer Service	-	XXXXXX	112
113		8-06 TOTAL (Lines 111 and 112)	1,079,912	XXXXXX	113
114		8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	227,720,946	XXXXXX	114
		9 Train Hours (M)			
115		9-01 Road Service	4,428,708	XXXXXX	115
116		9-02 Train Switching	1,055,328	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,309,875	XXXXXX	117
		11 Train-Miles Work Trains (O)			
118		11-01 Locomotives	1,892,886	XXXXXX	118
119		11-02 Locomotives	-	XXXXXX	119
		12 Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	2,209,691	XXXXXX	120
121		12-02 Way Trains	3,786,373	XXXXXX	121
122		12-03 Through Trains	12,436,970	XXXXXX	122
123		13 TOFC/COFC - No. of Revenue Trailers & Containers Loaded and Unloaded (Q)	4,170,869	XXXXXX	123
124		14 Multi-Level Cars - No. of Motor Vehicles Loaded & Unloaded (Q)	4,605,226	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	9,669,489	XXXXXX	126
127		16-02 Marine Terminals - Ore	4,013,979	XXXXXX	127
128		16-03 Marine Terminals - Other	318,942	XXXXXX	128
129		16-04 TOTAL (Lines 126-128)	14,002,410	XXXXXX	129
		17 Number of Foreign Per Diem Cars on Line (T)			
130		17-01 Serviceable	18,823	XXXXXX	130
131		17-02 Unserviceable	86	XXXXXX	131
132		17-03 Surplus	-	XXXXXX	132
133		17-04 TOTAL (Lines 130-132)	18,909	XXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	4.04	XXXXXX	134

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PTC Supplement

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

CSX TRANSPORTATION, INC.

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 27, 2013

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	$ 22	$ -	$ -	1
2		(3)	Grading	-	-	-	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	-	-	-	7
8		(9)	Rail and other track material	1,645	-	-	8
9		(11)	Ballast	247	-	-	9
10		(13)	Fences, snowsheds and signs	-	-	-	10
11		(16)	Station and office buildings	44	-	-	11
12		(17)	Roadway buildings	-	-	-	12
13		(18)	Water stations	-	-	-	13
14		(19)	Fuel stations	-	-	-	14
15		(20)	Shops and enginehouses	184	-	-	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	86,264	-	-	20
21		(27)	Signals and interlockers	118,877	-	-	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	$ 207,322	$ -	$ -	30
31		(52)	Locomotives	$ 20,319	$ -	$ -	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	85	-	-	37
38		(59)	Computer systems & word processing equipment	52,854	-	-	38
39			TOTAL EXPENDITURES FOR EQUIPMENT	$ 73,258	$ -	$ -	39
40		(76)	Interest during construction	$ -	$ -	$ -	40
41		(80)	Other elements of investment	-	-	-	41
42		(90)	Construction work in progress	137,625	-	-	42
43			GRAND TOTAL	$ 418,205	$ -	$ -	43

Not included in the schedule above are the following:

- The Respondent made the following capital contributions to investees in support of its efforts to meet the PTC mandate:
  - Meteorcomm LLC = $7,400 in 2013; $56,650 life to date
  - PTC-220 LLC = $623 in 2013: $6,044 life to date
- CSX Technology
  - Computer systems & word processing equipment additions of $21,503 in 2013; $73,563 life to date
  - Construction work in progress spending was $16,767 in 2013. Ending balance was $76,683 at December 2013.

Total life-to-date PTC spending through the end of 2013 was $875 million, which includes amounts in the schedule above for CSX Transportation as well as CSX Technology, Meteorcomm LLC and PTC-220 LLC noted in the paragraph above.

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		$ -	$ -	$ -	$ 22	1
2		59	-	59	59	2
3		-	-	-	-	3
4		-	-	-	-	4
5		-	-	-	-	5
6		-	-	-	-	6
7		87	-	87	87	7
8		4,548	-	4,548	6,193	8
9		541	-	541	788	9
10		5	-	5	5	10
11		44	-	44	88	11
12		-	-	-	-	12
13		-	-	-	-	13
14		-	-	-	-	14
15		-	-	-	184	15
16		-	-	-	-	16
17		-	-	-	-	17
18		-	-	-	-	18
19		-	-	-	-	19
20		45,744	-	45,744	132,008	20
21		128,714	-	128,714	247,591	21
22		-	-	-	-	22
23		-	-	-	-	23
24		-	-	-	-	24
25		-	-	-	39	25
26		-	-	-	-	26
27		-	-	-	-	27
28		-	-	-	-	28
29		-	-	-	-	29
30		$ 179,742	$ -	$ 179,742	$ 387,064	30
31		$ 15,106	$ -	15,106	$ 35,425	31
32		-	-	-	-	32
33		-	-	-	-	33
34		-	-	-	-	34
35		-	-	-	-	35
36		-	-	-	-	36
37		213	-	213	298	37
38		19,664	-	19,664	72,518	38
39		$ 34,983	$ -	$ 34,983	$ 108,241	39
40		$ -	$ -	$ -	$ -	40
41		-	-	-	-	41
42		29,195	-	29,195	166,820	42
43		$ 243,920	$ -	$ 243,920	$ 662,125	43

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

(Dollars in Thousands)

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute depreciation charges for the month of January, and in columns (c) and (f) the depreciation charges for the month of December. In columns (d) and (g), show the composite rates used in computing depreciation charges for December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December, and dividing that total by the total depreciation base for the same month. The depreciation base should not include cost of equipment used, but not owned, when the rents are included in the rent for equipment and account nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment, accounts nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. Composite rates used should be those prescribed or authorized by the Board, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give particulars in a footnote.

2. All leased property may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
3. Show in columns (e), (f), and (g) data applicable to lessor property, when the rent therefore is included in account nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for discontinuance of accruals should be shown in a footnote, indicating the affected account(s).
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.	Account (a)	OWNED AND USED Depreciation Base At beginning of year (b)	OWNED AND USED Depreciation Base At close of year (c)	Annual composite rate (%) (d)	LEASED FROM OTHERS Depreciation Base At beginning of year (e)	LEASED FROM OTHERS Depreciation Base At close of year (f)	Annual composite rate (%) (g)	Line No.
	ROAD							
1	(3) Grading	$ -	$ 59	1.45				1
2	(4) Other right-of-way expenditures	-	-	1.75				2
3	(5) Tunnels and subways	-	-	1.32				3
4	(6) Bridges, trestles and culverts	-	-	1.64				4
5	(7) Elevated structures	-	-	-				5
6	(8) Ties	-	87	4.88	Total road and equipment leased from others is less than 5% of total owned.			6
7	(9) Rail and other track material	1,645	6,193	2.91				7
8	(11) Ballast	247	788	2.76				8
9	(13) Fences, snowsheds and signs	-	5	2.13				9
10	(16) Station and office buildings	44	88	2.53				10
11	(17) Roadway buildings	-	-	2.73				11
12	(18) Water stations	-	-	-				12
13	(19) Fuel stations	-	-	3.44				13
14	(20) Shops and enginehouses	184	184	2.91				14
15	(22) Storage warehouses	-	-	2.50				15
16	(23) Wharves and docks	-	-	5.63				16
17	(24) Coal and ore wharves	-	-	2.01				17
18	(25) TOFC/COFC terminals	-	-	2.92				18
19	(26) Communications systems	86,264	132,008	7.69				19
20	(27) Signals and interlockers	118,877	247,591	3.43				20
21	(29) Power plants	-	-	5.42				21
22	(31) Power transmission systems	-	-	1.82				22
23	(35) Miscellaneous structures	-	-	-				23
24	(37) Roadway machines	39	39	9.38				24
25	(39) Public improvements - construction	-	-	2.27				25
26	(44) Shop machinery	-	-	4.36				26
27	(45) Power plant machinery	-	-	3.03				27
28	All other road accounts	-	-	-				28
29	Amortization (other than def. projects)	-	-	-				29
30	TOTAL ROAD	$ 207,300	$ 387,042	3.24				30
	EQUIPMENT							
31	(52) Locomotives	$ 20,319	$ 35,425	3.61				31
32	(53) Freight train cars	-	-	3.05				32
33	(54) Passenger train cars	-	-	2.50				33
34	(55) Highway revenue equipment	-	-	-				34
35	(56) Floating equipment	-	-	-				35
36	(57) Work equipment	-	-	2.19				36
37	(58) Miscellaneous equipment	85	298	7.63				37
38	(59) Computer systems & WP equipment	52,854	72,518	17.63				38
39	TOTAL EQUIPMENT	$ 73,258	$ 108,241	3.66				39
40	GRAND TOTAL	$ 280,558	$ 495,283	NA				40

Note: Refer to schedule PTC 330 footnote disclosure on page 103 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 equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals - Credit - Equipment" accounts and "Other Rents - Credit - Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental - Debit - Equipment" accounts and "Other Rents - Debit - Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others.)
2. If any data are included in columns (d) or (f), explain the entries in detail.
3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."
4. If there is any inconsistency between credits to reserves as shown in column (c) and charges to operating expenses, a full explanation should be given.
5. Include authorized amortization amounts in column (c) on the lines for the affected accounts.

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	$ -	$ -	$ -	$ 1	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	-	-	-	2	6
7		(9) Rail and other track material	27	112	-	-	-	139	7
8		(11) Ballast	3	14	-	-	-	17	8
9		(13) Fences, snowsheds and signs	-	-	-	-	-	-	9
10		(16) Station and office buildings	2	1	-	-	-	3	10
11		(17) Roadway buildings	-	-	-	-	-	-	11
12		(18) Water stations	-	-	-	-	-	-	12
13		(19) Fuel stations	-	-	-	-	-	-	13
14		(20) Shops and enginehouses	4	5	-	-	-	9	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	8,957	8,518	-	-	-	17,475	19
20		(27) Signals and interlockers	3,730	6,394	-	-	-	10,124	20
21		(29) Power plants	-	-	-	-	-	-	21
22		(31) Power transmission systems	-	-	-	-	-	-	22
23		(35) Miscellaneous structures	-	-	-	-	-	-	23
24		(37) Roadway machines	-	2	-	-	-	2	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	$ 12,723	$ 15,049	$ -	$ -	$ -	$ 27,772	30
		EQUIPMENT							
31	*	(52) Locomotives	$ 585	$ 1,083	$ -	$ -	$ -	$ 1,668	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	21	11	-	-	-	32	37
38		(59) Computer systems & WP equip.	7,180	6,831	-	-	-	14,011	38
39	*	Amortization (adjustments)	-	-	-	-	-	-	39
40		TOTAL EQUIPMENT	$ 7,786	$ 7,925	$ -	$ -	$ -	$ 15,711	40
41		GRAND TOTAL	$ 20,509	$ 22,974	$ -	$ -	$ -	$ 43,483	41

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

Not included in the schedule above are the following related to CSX Technology:

Depreciation expense of $7,762 for 2013

Accumulated depreciation of $26,939 for 2013

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor Railroads (c)	Inactive (proprietary companies) (d)	Other leased properties (e)	Line No.
1		(2) Land for transportation purposes	$ 22	$ -	$ -	$ -	1
2		(3) Grading	59	-	-	-	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	87	-	-	-	7
8		(9) Rail and other track material	6,193	-	-	-	8
9		(11) Ballast	788	-	-	-	9
10		(13) Fences, snowsheds and signs	5	-	-	-	10
11		(16) Station and office buildings	88	-	-	-	11
12		(17) Roadway buildings	-	-	-	-	12
13		(18) Water stations	-	-	-	-	13
14		(19) Fuel stations	-	-	-	-	14
15		(20) Shops and enginehouses	184	-	-	-	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) Communication systems	132,008	-	-	-	20
21		(27) Signals and interlockers	247,591	-	-	-	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	$ 387,064	$ -	$ -	$ -	31
32		(52) Locomotives	$ 35,425	$ -	$ -	$ -	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	298	-	-	-	38
39		(59) Computer systems & WP equipment	72,518	-	-	-	39
40		TOTAL EQUIPMENT	$ 108,241	$ -	$ -	$ -	40
41		(76) Interest during construction	$ -	$ -	$ -	$ -	41
42		(80) Other elements of investment	-	-	-	$ -	42
43		(90) Construction work in progress	166,820	-	-	-	43
44		GRAND TOTAL	$ 662,125	$ -	$ -	$ -	44

Note: Refer to schedule PTC 330 footnote disclosure on page 103 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 service.

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		WAY & STRUCTURES								
		ADMINISTRATION								
1		Track	$ -	$ -	$ -	$ -	$ -	N/A	$ -	1
2		Bridge & building	-	-	-	-	-	N/A	-	2
3		Signal	2,172	-	-	-	2,172	N/A	2,172	3
4		Communication	-	-	-	-	-	N/A	-	4
5		Other	15	-	-	-	15	N/A	15	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	-	-	-	-	-	N/A	-	6
7		Roadway - switching	-	-	-	-	-	N/A	-	7
8		Tunnels & subways - running	-	-	-	-	-	N/A	-	8
9		Tunnels & subways - switching	-	-	-	-	-	N/A	-	9
10		Bridges & culverts - running	5	-	-	-	5	N/A	5	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	274	-	-	-	274	N/A	274	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	-	-	-	-	-	N/A	-	18
19		Road property damaged - switching	-	-	-	-	-	N/A	-	19
20		Road property damaged - other	-	-	-	-	-	N/A	-	20
21		Signals & interlockers - running	1,576	-	-	-	1,576	N/A	1,576	21
22		Signals & interlockers - switching	-	-	-	-	-	N/A	-	22
23		Communications systems	485	-	-	-	485	N/A	485	23
24		Power systems	-	-	-	-	-	N/A	-	24
25		Highway grade crossings - running	-	-	-	-	-	N/A	-	25
26		Highway grade crossings - switching	-	-	-	-	-	N/A	-	26
27		Station & office buildings	28	-	-	-	28	N/A	28	27
28		Shop buildings - locomotives	-	-	-	-	-	N/A	-	28
29		Shop buildings - freight cars	-	-	-	-	-	N/A	-	29
30		Shop buildings - other equipment	-	-	-	-	-	N/A	-	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	-	-	-	-	-	N/A	-	101
102		Miscellaneous buildings & structures	3	-	-	-	3	N/A	3	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	-	-	-	-	-	N/A	-	109
110		Small tools & supplies	-	-	-	-	-	N/A	-	110
111		Snow removal	-	-	-	-	-	N/A	-	111
112		Fringe benefits - running	N/A	N/A	N/A	-	-	N/A	-	112
113		Fringe benefits - switching	N/A	N/A	N/A	-	-	N/A	-	113
114		Fringe benefits - other	N/A	N/A	N/A	-	-	N/A	-	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	-	N/A	-	N/A	-	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	15,049	15,049	N/A	15,049	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	-	-	-	-	-	N/A	-	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	-	-	-	-	-	N/A	-	150
151		TOTAL WAY AND STRUCTURES	$ 4,558	$ -	$ -	$ 15,049	$ 19,607	N/A	$ 19,607	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	$ 41	$ -	$ -	$ -	$ 41	N/A	$ 41	201
202	*	Repair & maintenance	321	7	326	-	654	N/A	654	202
203	*	Machinery repair	-	-	-	-	-	N/A	-	203
204		Equipment damaged	-	-	-	-	-	N/A	-	204
205		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	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	1,083	1,083	N/A	1,083	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	$ 362	$ 7	$ 326	$ 1,083	$ 1,778	N/A	$ 1,778	219
		FREIGHT CARS								
220		Administration	$ -	$ -	$ -	$ -	$ -	N/A	$ -	220
221	*	Repair & maintenance	-	-	-	-	-	N/A	-	221
222	*	Machinery repair	-	-	-	-	-	N/A	-	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	$ -	$ -	$ -	$ -	$ -	N/A	$ -	238
		OTHER EQUIPMENT								
301		Administration	$ -	$ -	$ -	$ -	$ -	N/A	$ -	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	-	-	-	-	-	N/A	-	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	-	N/A	-	N/A	-	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	-	N/A	-	N/A	-	315
316	*	Other rents - (credit)	N/A	N/A	-	N/A	-	N/A	-	316
317	*	Depreciation	N/A	N/A	N/A	6,842	6,842	N/A	6,842	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	$ -	$ -	$ -	$ 6,842	$ 6,842	N/A	$ 6,842	323
324		TOTAL EQUIPMENT	$ 362	$ 7	$ 326	$ 7,925	$ 8,620	N/A	$ 8,620	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	$ -	$ -	$ -	$ -	$ -	N/A	$ -	401
402		Engine crews	-	-	-	-	-	N/A	-	402
403		Train crews	-	-	-	-	-	N/A	-	403
404		Dispatching trains	-	-	-	-	-	N/A	-	404
405		Operating signals & interlockers	-	-	-	-	-	N/A	-	405
406		Operating drawbridges	1	-	-	-	1	N/A	1	406
407		Highway crossing protection	-	-	-	-	-	N/A	-	407
408		Train inspection & lubrication	-	-	-	-	-	N/A	-	408
409		Locomotive fuel	-	-	-	-	-	N/A	-	409
410		Electric power produced or purchased for motive power	-	-	-	-	-	N/A	-	410
411		Servicing locomotives	-	-	-	-	-	N/A	-	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	-	-	N/A	-	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	$ 1	$ -	$ -	$ -	$ 1	N/A	$ 1	419
		YARD OPERATIONS								
420		Administration	$ -	$ -	$ -	$ -	$ -	N/A	$ -	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	-	-	-	-	-	N/A	-	434
435		TOTAL YARD OPERATIONS	$ -	$ -	$ -	$ -	$ -	N/A	$ -	435
		TRAIN AND 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 AND 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 SERVICES 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	$ -	$ -	$ -	$ -	$ -	N/A	$ -	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	-	-	-	-	-	N/A	-	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	$ -	$ -	$ -	$ -	$ -	N/A	$ -	527
528		TOTAL TRANSPORTATION	$ 1	$ -	$ -	$ -	$ 1	N/A	$ 1	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	$ -	$ -	$ -	$ -	$ -	N/A	$ -	601
602		Accounting, auditing, & finance	-	-	-	-	-	N/A	-	602
603		Management services & data processing (a)	-	-	22,592	-	22,592	N/A	22,592	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	-	-	-	-	-	N/A	-	608
609		Public relations & advertising	-	-	-	-	-	N/A	-	609
610		Research & development	-	-	-	-	-	N/A	-	610
611		Fringe benefits	N/A	N/A	N/A	-	-	N/A	-	611
612		Casualties & insurance	N/A	N/A	N/A	-	-	N/A	-	612
613		Write-down 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	-	-	N/A	-	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	-	-	-	5,249	5,249	N/A	5,249	618
619		TOTAL GENERAL AND ADMINISTRATIVE	$ -	$ -	$ 22,592	$ 5,249	$ 27,841	N/A	$ 27,841	619
620	*	TOTAL CARRIER OPERATING EXPENSES	$ 4,921	$ 7	$ 22,918	$ 28,223	$ 56,069	N/A	$ 56,069	620

(a) This amount is for data processing charges from CSX Technology for the development, implementation and maintenance of computer systems, software and associated documentation. These charges are based on a mark-up of direct costs.

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

NOTES AND REMARKS

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

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

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

* Excludes short-term leases.

NOTE: No locomotives have been equipped with the final software as of the end of 2013

PTC 710. INVENTORY OF EQUIPMENT (Continued)
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.
17		Passenger-Train Cars Non-Self-Propelled Coaches (PA, PB, PBO)	-	-	-	-	-	-	-	-	-	-	-	17
18		Combined cars (All class C, except CSB)	-	-	-	-	-	-	-	-	-	-	-	18
19		Parlor cars (PBC, PC, PL, PO)	-	-	-	-	-	-	-	-	-	-	-	19
20		Sleeping cars (PS, PT, PAS, PDS)	-	-	-	-	-	-	-	-	-	-	-	20
21		Dining, grill, & tavern cars (All class D, PD)	-	-	-	-	-	-	-	-	-	-	-	21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)	-	-	-	-	-	-	-	-	-	-	-	22
23		TOTAL (Lines 17 to 22)	-	-	-	-	-	-	-	-	-	-	-	23
24		Self-Propelled Electric passenger cars (EP, ET)	-	-	-	-	-	-	-	-	-	-	-	24
25		Electric combined cars (EC)	-	-	-	-	-	-	-	-	-	-	-	25
26		Internal combustion rail motorcars (ED, EG)	-	-	-	-	-	-	-	-	-	-	-	26
27		Other self-propelled cars (Specify types)	-	-	-	-	-	-	-	-	-	-	-	27
28		TOTAL (Lines 24 to 27)	-	-	-	-	-	-	-	-	-	-	-	28
29		TOTAL (Lines 23 and 28)	-	-	-	-	-	-	-	-	-	-	-	29
30		Company Service Cars Business cars (PV)	-	-	-	-	-	-	-	-	-	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)	-	-	-	-	-	-	-	-	-	-	-	35

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: Time-mileage cars (b)	Units in service of respondent at: 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, 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__O and All Code 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, & S, Except Q8__)	-	-	-	-	-	-	46
47		Flat cars - multilevel (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 - 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__)	-	-	-	-	-	-	52
53		TOTAL (Lines 36 to 52)	-	-	-	-	-	-	53
54		Caboose (All Code M-930)	-	-	-	-	-	-	54
55		TOTAL (Lines 53 and 54)	-	-	-	-	-	-	55

PTC 710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded): Units 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		-	-	-	-	-	-	-	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

Line No.	Cross Check	UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS Class of equipment and car designations (a)	Units in service of respondent at beginning of: Per diem (b)	Units in service of respondent at beginning of: 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_, Z_69_)	-	-	-	-	-	-	59
60		Dry van (U2_, Z_, Z6_, I-6)	-	-	-	-	-	-	60
61		Flat bed (U3__, Z3__)	-	-	-	-	-	-	61
62		Open bed (U4__, Z4__)	-	-	-	-	-	-	62
63		Mechanical refrigerator (U5_, Z5_)	-	-	-	-	-	-	63
64		Bulk hopper (U0__, Z0__)	-	-	-	-	-	-	64
65		Insulated (U7__, Z7__)	-	-	-	-	-	-	65
66		Tank (Z0__, U6__) (See note)	-	-	-	-	-	-	66
67		Other trailer and container (Special equipped dry van U9__, Z8__, Z9__)	-	-	-	-	-	-	67
68		Tractor	-	-	-	-	-	-	68
69		Truck	-	-	-	-	-	-	69
70		TOTAL (Lines 59 to 69)	-	-	-	-	-	-	70

NOTES AND REMARKS

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

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 (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		-	-	-	-	-	-	-	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 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.

Line No.	Class of equipment (a)	Number of Units (b)	Total Weight (Tons) (c)	Total Cost (d)	Method of Acquisition (see instructions) (e)	Line No.
	NEW UNITS					
1						1
2	**Locomotives**					2
3						3
4						4
5						5
6						6
7	**Freight Cars**					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**	-	N/A	$ -		25
	REBUILT UNITS					
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37	**TOTAL**	-	N/A	$ -		37
38						38
39	**GRAND TOTAL**	-	N/A	$ -		39

Note: No locomotives have been equipped with the final software as of the end of 2013

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 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	-	-	-	-	1
2	B	-	-	-	-	2
3	C	-	-	-	-	3
4	D	-	-	-	-	4
5	E	-	XXXXXXXXXX	XXXXXXXX		5
6	TOTAL	-			-	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	NONE					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

The Respondent owns 25% of Meteorcomm LLC, a company based in Renton, Washington. Refer to the note on page 103 for the current year capital contibutions disclosure. During 2013, Meteorcomm received $1,920 in grants from the Federal Railroad Administration as reimbursement for certain costs incurred in developing PTC technologies.

VERIFICATION

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

OATH

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

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

that it is his or her duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he or she knows that such books have been kept in good faith during the period covered by this report; that he or she knows that the entries contained in this report relate to accounting matters that have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroad Companies and other accounting and reporting directives of the Surface Transportation Board; that he or she believes that all other statements of fact contained in this report are true, and that this report is a correct and complete statement, accurately taken from the books and records, of the business and affairs of the above-named respondent during the period of time from and including December 29, 2012, to and including December 27, 2013.

Carolyn T. Sizemore
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 24th day of March, 2014.
My commission expires December 3, 2016.

Use an L.S. impression seal
MIRIAM L DICKEY
MY COMMISSION # EE855790
EXPIRES December 03, 2016
(407) 398-0153 FloridaNotaryService.com

Miriam L. Dickey
(signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

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

that he or she has carefully examined the foregoing report; that he or she believes that all statements of fact contained in the said report are true; and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including December 29, 2012, to and including December 27, 2013.

Michael Ward
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 26th day of March, 2014.
My commission expires December 6, 2016.

Use an L.S. impression seal
MIRIAM L DICKEY
MY COMMISSION # EE855790
EXPIRES December 03, 2016
(407) 398-0153 FloridaNotaryService.com

Miriam L. Dickey
(signature of officer authorized to administer oaths)

MEMORANDA
(FOR USE OF BOARD ONLY)
CORRESPONDENCE

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

CORRECTIONS

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

EXPLANATORY REMARKS

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INDEX (Concluded)