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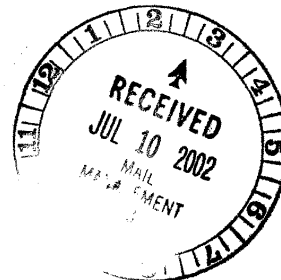
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LOUIS E. GITOMER
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(202) 466-6532

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July 10, 2002

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Room 700
Washington, D. C. 20423



DID # 0101900001

RE: Docket No. AB-55 (Sub-No. 618), *CSX Transportation, Inc.—Discontinuance Exemption—at Memphis, in Shelby County, Tennessee*

Dear Secretary Williams:

Enclosed are the original and 10 copies the three volume abandonment application in the above-entitled proceeding, along with the filing fee of \$16,300. Also enclosed are three diskettes containing the application, Exhibit 1, Ms. Preslar's verified statement, Mr. Moore's verified statement, Mr. Davidson's verified statement, and the Federal Register notice.

Please time and date stamp the additional copy of this letter and the three volume application, and return it to our messenger. Thank you for your assistance.

If you have any questions, call or email me.

Sincerely yours,

FILED

Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosures

JUL 10 2002

SURFACE
TRANSPORTATION BOARD

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Public Record

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SURFACE
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ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-55 (Sub-No. 618)

CSX TRANSPORTATION, INC.
--DISCONTINUANCE--
AT MEMPHIS, IN SHELBY COUNTY, TENNESSEE

APPLICATION



VOLUME I

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Attorneys for: CSX TRANSPORTATION,
INC.

Dated: July 10, 2002

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-55 (Sub-No. 618)

CSX TRANSPORTATION, INC.
--DISCONTINUANCE--
AT MEMPHIS, IN SHELBY COUNTY, TENNESSEE

APPLICATION

CSX Transportation, Inc. ("CSXT") files this application with the Surface Transportation Board ("STB") seeking authorization under 49 U.S.C. § 10903, for CSXT's discontinuance of service over the 1.1-mile rail line portion of its Midwest Region, Nashville Division, Memphis Terminal between milepost ONI 224.0, at Memphis, TN and milepost ONI 222.9 east of Memphis, TN (the "Line"), all in Shelby County, TN. The Line traverses Zip Codes 38111 and 38112.¹

The following information is provided as required by 49 CFR 1152.22.

(a) *General.*

(1) Exact name of applicant.

CSX Transportation, Inc.

¹ CSXT's petition to exempt its abandonment of the Line, plus an additional 12.24 miles, was denied in *CSX Transportation, Inc.—Abandonment Exemption—(Between Memphis and Cordova) in Shelby County, TN*, STB Docket No. AB-55 (Sub-No. 590X) (STB served December 12, 2001) ("*AB-55 (Sub-No. 590X)*"). Pursuant to the Board's statement at pages 5 and 6 of that decision, CSXT has decided to file an application for the Line.

(2) Whether applicant is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, chapter 105.

CSXT is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, chapter 105.

(3) Relief sought (abandonment of line or discontinuance of service).

CSXT seeks authority to discontinue service over the Line.

(4) Detailed map of the subject line on a sheet not larger than 8 x 10 1/2 inches, drawn to scale, and with the scale shown thereon. The map must show, in clear relief, the exact location of the rail line to be abandoned or over which service is to be discontinued and its relation to other rail lines in the area, highways, water routes, and population centers.

The map is attached as Exhibit 2.

(5) Reference to inclusion of the rail line to be abandoned or over which service is to be discontinued on the carrier's system diagram map or narrative, in compliance with §§ 1152.10 through 1152.13, and the date upon which such line was first listed on the system diagram map or included in the narrative in category 1 in accordance with § 1152.10(b)(1). A copy of the line description which accompanies the system diagram map shall also be submitted.

The Line was included on CSXT's system diagram map as of March 6, 2002. A copy of the line description which accompanies the system diagram map is attached as Exhibit 3.

(6) Detailed statement of reasons for filing application.

Prior to embargoing the Line, CSXT served one local customer on the Line, Bolen Brunson Bell Lumber Company ("BBB") a lumber transloading business.² To serve BBB, CSXT operated over the bridge at milepost ONI 223.3, which requires substantial repair.³ The location

² Prior to the embargo, three customers, Jimmy Whittington Lumber Company ("Whittington Lumber"), Edmonds Material, Inc. ("Edmonds"), and Memphis Light Gas and Water ("Memphis Light") required transportation service over the Line in order to reach their facilities east of milepost ONI 222.9. CSXT filed a petition for exemption to discontinue service to these three customers on March 29, 2002 in *CSX Transportation, Inc.—Discontinuance Exemption—(Between East of Memphis and Cordova) in Shelby County, TN*, STB Docket No. AB-55 (Sub-No. 615X). Since the Board published the notice of the Sub-No. 615X discontinuance on April 18, 2002, no comments in opposition have been filed during the ensuing 83 days.

³ The condition of the bridge caused CSXT to impose an embargo of the Line on March 1, 2001 in order to avoid unsafe operations.

of the Line near the Memphis terminal requires a difficult and costly operation to reach the Line from Leewood Yard. (See Verified Statement of Donnie Moore). The combination of these factors, along with the transportation alternatives available to BBB has caused CSXT to seek this discontinuance of service.

CSXT will demonstrate that it is a burden on interstate commerce to continue to operate the Line. The Line is difficult to reach. The bridge on the Line requires substantial repair and rebuilding, and CSXT will not earn a return on the investment. BBB has transportation alternatives.

1. There are operational difficulties associated with serving the Line.

Operation over the Line is complicated because in order to reach the Line after leaving Leewood Yard, the train must enter a portion of the jointly used CSXT-CNIC double-track main line that handles about 40 trains per day. The train serving the Line must wait until the track is clear. A reverse move back over the double main is also necessary, resulting in an additional delay. Service to BBB generally takes at least two hours for a three-person crew, twice a week. As stated by Mr. Moore in Exhibit 4 the "moves are awkward and time-consuming."

2. The bridge on the Line requires substantial significant repair.

There is one bridge on the Line, and it is in need of repair and soon rebuilding. The bridge crosses Cypress Creek at milepost ONI 223.3. The Cypress Creek bridge is unsafe and out-of-service. As demonstrated by Mr. Davidson in his verified statement (Exhibit 5), it will cost CSXT \$214,500 to repair the Cypress Creek Bridge in order to reach BBB, a short-term solution. To rebuild the Cypress Creek bridge, CSXT must spend \$360,000. As Mr. Davidson has testified, it is not just a question of CSXT spending \$214,500 to repair the Cypress Creek bridge and then another \$145,500 to rebuild it. CSXT will have to spend \$214,500 to repair the

Cypress Creek Bridge and then another \$360,000 to rebuild it within ten years. If there were sufficient traffic to justify repair, it would make more economic sense for CSXT to rebuild the Cypress Creek bridge and save the \$214,500 repair cost. But, the level of traffic, the costs of operation and the alternate service that BBB uses today all militate against either expenditure.

Arsonists set fire to the bridge, which caused substantial damage. Even if CSXT makes the repairs, there is no guarantee that the bridge, for whatever reason, would not be the target of arsonists.

Even though the line generated revenue of \$31,571 (See Exhibit 1 and Ms. Preslar's Verified Statement) in the Base Year (without considering a \$9,487 opportunity cost), this is insufficient for CSXT to generate a return on the cost of repairing the bridge and to recoup the cost of the repairs during the expected ten year life of the repairs to this 81 year old bridge.

In the recent *Railroad Cost of Capital – 2001*, STB Ex Parte No. 558 (Sub-No. 5) (STB served June 20, 2002) the Board determined that the cost of capital for 2001 was 10.2%. Over the ten year life of the bridge, CSXT must earn \$21,450 per year to repay the cost of the bridge during its ten year life. Hence, in the first year after repairs are made, CSXT would need to earn \$54,816 to cover the amortized cost of repair, its cost of capital on the repairs, and its opportunity cost for the Line. To continue serving the Line, the Board would require CSXT to lose \$21,245 (\$31,571 - \$54,816) and to invest \$214,500 in a losing proposition that could be better invested elsewhere on its property.

Mr. Davidson, CSXT's Regional Engineer of Structures who is responsible for the inspection, repair and rebuilding of all bridge structures in CSXT's Midwest Region, inspected the bridges on the Line in January 2001 with his assistants. In June of 2002, a Bridge Supervisor who reports to Mr. Davidson again inspected the bridge and confirmed Mr. Davidson's previous

conclusions. On March 1, 2001 the Line was embargoed because the Cypress Creek bridge was unsafe to operate and would require three to six months to repair. Mr. Davidson describes the Cypress Creek Bridge and the required repairs and their cost in detail in his verified statement.

3. BBB has transportation alternatives.

BBB is located at milepost ONI 223.1, just beyond the Cypress Creek Bridge where it operates a lumber transload facility. BBB received 134 carloads in 1999, 198 carloads in 2000, and 33 carloads through March 1, 2001 of inbound lumber. BBB currently uses another transload facility elsewhere in the Memphis area, which it could use for the traffic on the Line. Although discontinuance of service by CSXT may result in increased costs to BBB, BBB has alternatives to CSXT service to continue receiving its shipments, either by rail or truck.

CSXT has made available to BBB a transload facility in Leewood Yard. Not only is this facility less expensive for CSXT to operate than the Line, but it should also result in more efficient service to BBB. BBB will no longer have to wait for a train to navigate the obstacles necessary to reach its facility on the Line.

In addition to the transload facility, BBB is located near Interstate Highways 40 and 240. Other major highways are also in the area. See the map in Exhibit 2. Memphis, TN is a major metropolitan area and a major east-west gateway that is served by many motor carriers. During the embargo, BBB has made extensive use of truck service, as well as a transloading service. Moreover, before the embargo, BBB was receiving lumber from Savannah, GA exclusively via truck.

Although the transloading service may be more expensive than direct rail service, the Board should not require CSXT to continue providing service when it will not be able to earn a reasonable return on the investment in the Line (including the Cypress Creek Bridge). Indeed,

CSXT believes BBB was unwilling to enter a take-or-pay contract with CSXT to ensure CSXT that CSXT would earn the necessary return to justify the repair to the bridge.

4. Summary.

The overriding factor that warrants granting for the discontinuance of service over the Line is the need to repair and rebuild the Cypress Creek Bridge. Moreover, CSXT faces a difficult operation to serve the Line. Finally, CSXT faces the prospect of investing in the Cypress Creek Bridge and then having BBB decide not to use rail service or to reduce its use of rail service because CSXT must attempt to recoup its investment in the Cypress Creek Bridge. BBB has made no commitment to use the Line. In any event, CSXT will have made an investment in the Cypress Creek Bridge which it will be unable to recoup.

(7) Name, title, and address of representative of applicant to whom correspondence should be sent.

Natalie S. Rosenberg, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
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Washington, DC 20005
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(8) List of all United States Postal Service ZIP Codes that the line proposed for discontinuance traverses.

The Line traverses zip codes 38111 and 38112.

(b) *Condition of properties.* The present physical condition of the line including any operating restrictions and estimate of deferred maintenance and rehabilitation costs (e.g., number of ties that need replacing, miles of rail that need replacing and/or new ballast, bridge repairs or replacement needed, and estimated labor expenses necessary to upgrade the line to minimum

Federal Railroad Administration class 1 safety standards). The bases for the estimates shall be stated with particularity, and workpapers shall be filed with the application.

The Line is an FRA Class I track. The bridge is out of service as discussed by Mr. Davidson.

(c) *Service provided.* Description of the service performed on the line during the Base Year (as defined by § 1152.2(c)), including the actual:

(1) Number of trains operated and their frequency.

The Line was embargoed on March 1, 2001. Therefore, today, CSXT does not operate any trains over the Line. Prior to the embargo, CSXT would operate up to one train three days per week depending on the demand for service.

(2) Miles of track operated (include main line and all railroad-owned sidings).

Before the embargo, CSXT operated 1.1 miles of track.

(3) Average number of locomotive units operated.

Before the embargo, CSXT operated over the Line with one locomotive.

(4) Total tonnage and carloads by each commodity group on the line.

Before the embargo, the only commodity on the Line was Lumber/Plywood. There were 198 carloads in 2000, and 36 carloads through the first two months of 2001. In 1998 the total tonnage for the 54 carloads that CSXT handled as terminating traffic was 4,677 tons. CSXT was only a switching carrier for the other 144 carloads and so has no data as to the tonnage, but believes it is reasonable that the tonnage would be comparable to that it handled as terminating railroad, or about 12,472 tons for the other 144 carloads. In 2001 CSXT terminated six carloads totaling 526 tons and switched 30 carloads (which extrapolate to 2,630 tons based on the terminated traffic).

(5) Overhead or bridge traffic by carload commodity group that will not be retained by the carrier.

None.

(6) Average crew size.

Before the embargo, the average crew size was three people per train.

(7) Level of maintenance.

Before the embargo, the Line was maintained at FRA Class I status. Since the embargo, CSXT has not incurred any cost to maintain the Line.

(8) Any important changes in train service undertaken in the 2 calendar years immediately preceding the filing of the application.

On March 1, 2001 CSXT embargoed service on the Line.

(9) Reasons for decline in traffic, if any, in the best judgment of applicant.

Traffic in 2001 and 2002 declined due to the embargo, although CSXT has no way of determining if the unusually high traffic level of 2000 would have continued absent the embargo.

(d) *Revenue and cost data.* (1) Computation of the revenues attributable and avoidable costs for the line to be abandoned for the Base Year (as defined by § 1152.2(c) and to the extent such branch level data are available), in accordance with the methodology prescribed in §§ 1152.31 through 1152.33, as applicable, and submitted in the form called for in § 1152.36, as Exhibit 1.

See Exhibit 1 and Ms. Preslar's Verified Statement.

(2) The carrier shall compute an estimate of the future revenues attributable, avoidable costs and reasonable return on the value for the line to be abandoned, for the Forecast Year (as defined in § 1152.2(h)) in the form called for in Exhibit 1. The carrier shall fully support and document all dollar amounts shown in the Forecast Year column including an explanation of the rationale and key assumptions used to determine the Forecast Year amounts.

See Exhibit 1 and Ms. Preslar's Verified Statement.

(3) The carrier shall also compute an "Estimated Subsidy Payment" for the Base Year in the form called for in Exhibit 1 and an alternate payment to reflect:

(i) Increases or decreases in attributable revenues and avoidable costs projected for the subsidy year; and

(ii) An estimate, in reasonable detail, of the cash income tax reductions, Federal and state, to be realized in the subsidy year. The bases for the adjustment, e.g., rate increase, changes in traffic level, necessary maintenance to comply with minimum Federal Railroad Administration class 1 safety standards, shall be stated with particularity.

See Exhibit 1 and Ms. Preslar's Verified Statement.

(e) *Rural and community impact.* (1) The name and population (identify source and date of figures) of each community in which a station on the line is located.

According to the United States Census Bureau, the City of Memphis is the 47th largest city in the United States with an estimated population of 606,109 (July 1, 1999 estimate based on 1990 census, which does not reflect 2000 census results), and Shelby County is the 45th largest county in the United States with an estimated population of 896,013 (July 1, 2001 estimate based on 2000 census).

(2) Identification of significant users, as defined in § 1152.2(l), by name, address, principal commodity, and by tonnage and carloads for each of the 2 calendar years immediately preceding the filing of the abandonment or discontinuance application, for that part of the current year for which information is available, and for the Base Year. In addition, the total tonnage and carloads for each commodity group originating and/or terminating on the line segment shall also be shown for the same time periods as those of the significant users.

The only user of this line segment is BBB. The only commodity group for the line during each of the two calendar years immediately preceding this filing, 2000 (Base Year) and 2001 was Lumber/Plywood. Total tonnage is described in Section (c)(4) above. There has been no rail traffic on the Line segment in 2002.

(3) General description of the alternate sources of transportation service (rail, motor, water, air) available, and the highway network in the proximate area.

CSXT will continue to operate its main line that enters the northeastern area of the county near Arlington and extends southwesterly through Brunswick, Ellendale, Bartlett, Wells and on into Memphis. In addition to CSXT, four other Class I railroads, The Burlington Northern and Santa Fe Railway Company, Canadian National Railway Company, Norfolk Southern Railway

Company, and Union Pacific Railroad Company provide alternative rail freight transportation service throughout Memphis and Shelby County. Adequate industrial development property, both improved and unimproved, exists along these Class I lines for any industry desiring rail freight transportation. Additionally, public team tracks and re-load facilities are maintained by the five Class I's along their respective lines throughout Memphis and Shelby County.

Memphis is the major mid-west distribution center for originating and terminating motor carrier traffic. A practically inexhaustible supply of alternative motor carrier options exists. The highway system in the area provides highly efficient routes for motor carriers serving Memphis and Shelby County. Interstates 40, 240 and 55 are all easily accessible via US Highways 51, 61, 64, 70, 72, and 78.

Its location on the Mississippi River affords Memphis industries some of the best and cheapest barge bulk transportation rates in the United States.

(4) Statement of whether the properties proposed to be abandoned are appropriate for use for other public purposes, including roads or highways, other forms of mass transportation, conservation, energy production or transmission, or recreation. If the applicant is aware of any restriction on the title to the property, including any reversionary interest, which would affect the transfer of title or the use of property for other than rail purposes, this shall be disclosed.

CSXT is seeking to discontinue service over the Line. Therefore, the Line will not be available for acquisition for public use.

(f) Environmental impact. The applicant shall submit information regarding the environmental impact of the proposed abandonment or discontinuance in compliance with §§ 1105.7 and 1105.8. If certain information required by the environmental regulations duplicates information required elsewhere in the application, the environmental information requirements may be met by a specific reference to the location of the information elsewhere in the application.

The Environmental Report (the "ER") is attached as Exhibit 6. The Historic Report (the "HR") is attached as Exhibit 7. CSXT is using the Environmental Report and Historic Report prepared for and used in *AB-55 (Sub-No. 590X)*. CSXT has reviewed the ER and the HR in light

of potential changes to the property and has determined that there are no changes needed to the ER and the HR.

(g) *Passenger service.* If passenger service is provided on the line, the applicant shall state whether appropriate steps have been taken for discontinuance pursuant to the Rail Passenger Service Act. (45 U.S.C. 501 *et seq.*)

There is no passenger service on the Line.

(h) *Additional information.* The applicant shall submit such additional information to support its application as the Board may require.

Based on information in CSXT's possession, the Line does not contain any federally granted right-of-way. Any documentation in CSXT's possession concerning title will be made available to those requesting it.

(i) *Draft Federal Register Notice.* The applicant shall submit a draft notice of its application to be published by the Board. In addition to the regular number of copies that must be filed with the Board, the applicant must submit a copy of the draft notice as data contained on a computer diskette compatible with the Board's current word processing capabilities. The Board will publish the notice in the Federal Register within 20 days of the application's filing with the Board. The draft notice shall be in the form set forth below:

The draft notice is attached as Exhibit 8.

(j) *Verification.* The original application shall be executed and verified in the form set forth below by an officer of the carrier having knowledge of the facts and matters relied upon.

The verification is attached as Exhibit 9.

(k) Exhibit 10 is a certification of compliance with the notice requirements of 49 CFR 1152.20 and .24(b).

CONCLUSION

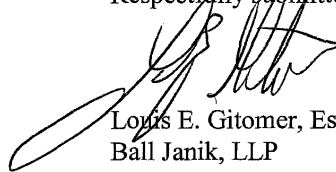
The Line has been embargoed since March 1, 2001 due to the failure of the bridge on the Line. It will cost CSXT \$214,500 to temporarily repair the bridge. There is one shipper on the Line who has continued to receive alternate transportation service since the embargo was imposed. In order to serve the Line, CSXT must cross a high density main line under difficult

operational circumstances. Based on the traffic available from BBB, CSXT has concluded that it will not be able to generate a return on its investment if it is required to repair the bridge.

In light of these factors, CSXT respectfully requests that the Board find that the present and future public convenience and necessity requires and permits the discontinuance of service over the Line. CSXT requests that the Board grant this application for authority to discontinue service over the 1.1-mile rail line portion of its Midwest Region, Nashville Division, Memphis Terminal between milepost ONI 224.0, at Memphis, TN and milepost ONI 222.9 east of Memphis, TN.

Natalie S. Rosenberg, Esq.
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Jacksonville, FL 32202
(904) 359-1253

Respectfully submitted,



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Washington, DC 20005
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Attorneys for: CSX TRANSPORTATION,
INC.

Dated: July 10, 2002

CERTIFICATE OF SERVICE

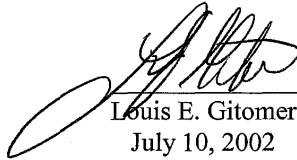
In accordance with 49 CFR §1152.24(c), the undersigned hereby certifies that the
Discontinuance of Service Application in Docket No. AB-55 (Sub-No. 618), *CSX
Transportation, Inc.--Discontinuance—at Memphis, in Shelby County, TN* was mailed via first
class mail, postage prepaid, on July 10, 2002, to the following parties:

Governor Don Sundquist
State Capitol
Nashville, TN 37243

Transportation Department
700 James K. Polk Building
Nashville, TN 37243-0349

Regulatory Authority
460 James Robertson Parkway
Nashville, TN 37243-0505

Mr. Bob Bell
Bellwood Reload
Bolen Brunson Bell
3175 Johnson Avenue
Memphis, TN 38112



Louis E. Gitomer
July 10, 2002

EXHIBIT 1

CSX Transportation, Inc. -- Discontinuance of Service
Line Segment: Memphis, TN (Mileposts ONI 222.9 to ONI 224.0)

	O/T -- Switch --	Base Year* (Yr 2000)	Forecast Year (Begin 06/01/02)	Projected Subsidy Year (End 09/30/03)
		54 CL	54 CL	54 CL
		144 CL	144 CL	144 CL
Revenues Attributable				
1. Freight Originated &/or Terminated On Branch		\$ 89,896	95,290	97,088
2. Bridge Traffic		-	-	-
3. All Other Revenue and Income		31,088	34,705	34,705
4. Total Revenues Attributable (Lines 1 thru 3)		\$ 120,984	\$ 129,995	\$ 131,793
Avoidable Costs				
5. Total On-Branch Costs (Lines 5a thru 5k)		\$ 24,563	\$ 238,727	\$ 238,843
a. Maintenance of Way and Structures		5,500	220,000	220,000
b. Maintenance of Equipment - Locomotives		938	1,044	1,052
c. Transportation		7,386	7,246	7,293
d. Joint Facilities		-	-	-
e. Deadheading, Taxi and Hotel		-	-	-
f. Overhead Movement		8,972	8,924	8,979
g. Freight Car Costs (o/t Return on Freight Cars)		752	709	715
h. Return on Value - Locomotives		647	578	578
i. Return on Value - Freight Cars		368	226	226
j. Revenue Taxes		-	-	-
k. Property Taxes		-	-	-
6. Total Off-Branch Costs (Lines 6a and 6b)		\$ 64,850	\$ 66,931	\$ 67,567
a. Off-Branch Costs (o/t Return on Freight Cars)		62,702	65,623	66,259
b. Return on Value - Freight Cars		2,148	1,308	1,308
7. Total Avoidable Costs (Lines 5 and 6)		\$ 89,413	\$ 305,658	\$ 306,410
Subsidization Costs				
8. Rehabilitation		xxxx	xxxx	-
9. Administration Costs		xxxx	xxxx	-
10. Casualty Reserve Account		xxxx	xxxx	-
11. Total Subsidization Costs (Lines 8 thru 10)		xxxx	xxxx	\$ -
Return on Value				
12. Valuation of Property (Lines 12a thru 12c)		xxxx	N/A	\$ 95,444
a. Working Capital		xxxx		9,764
b. Income Tax Consequences		xxxx		(50,320)
c. Net Liquidation Value		xxxx		136,000
13. Nominal Rate of Return		xxxx		14.5%
14. Nominal Return on Value (Line 12 * Line 13)		xxxx		13,839
15. Holding Gain (Loss)		xxxx		4,352
16. Total Return on Value (Line 14 less Line 15)		xxxx	\$ -	\$ 9,487
17. Avoidable Loss from Operations (Line 7 less Line 4)		\$ (31,571)	\$ 175,663	\$ 174,617
18. Estimated Forecast Year Loss from Operations (Lines 7 and 16 less Line 4)			\$ 175,663	
19. Estimated Subsidy Year Loss from Operations (Lines 7, 11 and 16 less Line 4)				\$ 184,104

DOCKET NO. AB-55 (Sub-No. 618)

CSX TRANSPORTATION, INC.
--DISCONTINUANCE--
AT MEMPHIS, IN SHELBY COUNTY, TENNESSEE

VERIFIED STATEMENT OF ELLEN M. PRESLAR

My name is Ellen M. Preslar, and I am Senior Manager - Costing for CSX Transportation, Inc. (CSXT). My business address is 500 Water Street (J200), Jacksonville, Florida 32202. I have been employed by CSXT and its predecessors since June 1978. The responsibilities of my present position include the development and analysis of cost data for regulatory purposes. My educational qualifications include a Bachelor of Arts degree in Mathematics from Jacksonville University and a Master of Business Administration degree from the University of North Florida.

I am familiar with the facts and issues in this proceeding as the Subsection (d) Revenue and Cost Data of the application filed in this proceeding were compiled, assembled, and prepared under my direction, using the basic information furnished by numerous departments of CSXT. The data submitted in this proceeding were developed in accordance with those rules and regulations as prescribed by the Surface Transportation Board and as appear in Title 49, Code of Federal Regulations, Part 1152, Subpart-D.

The purpose of my statement is to present and explain the revenue and cost data relative to the proposed discontinuance of service at Memphis, TN, between mileposts 0NI 222.9 and 0NI 224.0. Attached hereto as Exhibit 1 is information which reflects revenue and cost comparisons for the base year of operations, which is the twelve-month period ending December 31, 2000, for the forecast year, which is the twelve-month period beginning June 1, 2002, and for the subsidy year, which is the twelve-month period

ending September 30, 2003, in accordance with the regulations of this Board, with one exception.

As previously noted, the time frame for the base year is the twelve months ending December 31, 2000. The "base year" period is defined in Title 49, Code of Federal Regulations, Section 1152.2(c) as "...the latest 12-month period, ending no earlier than 6 months prior to the filing of the abandonment or discontinuance application, for which data has been collected at the branch level as prescribed in Section 1152.30(b)." The line segment under study has been out of service (embargoed) since March 1, 2001. No traffic has moved over this line segment since that time. In order to reasonably present revenue and cost data, the base year for this study has been defined as the most recent calendar year for which operations on the line segment were considered normal.

Exhibit 1 presents base year, forecast year and subsidy year revenues and expenses related to the line segment. Pro forma revenues and expenses for the forecast year beginning June 1, 2002 are based on operations similar to the base year period. The "forecast year" period is defined in Title 49, Code of Federal Regulations, Section 1152.2(h) as "...the 12-month period, beginning with the first day of the month in which the application is filed with the Commission, for which future revenues and costs are estimated." If the line were to return to operation for this period, CSXT could expect to show an avoidable loss of \$175,663 of pro forma revenues versus pro forma costs. Since this is an application for discontinuance of service, no economic costs are applicable to the forecast year period. The estimated subsidy has been projected on forecast year operations. When economic costs of \$9,487 are included in the analysis, the estimated

subsidy year loss from operations is \$184,104.

In the following pages, I shall provide a further explanation of the underlying components of the forecast year. Included as an attachment to this document are copies of (a) the workpapers used in my study and (b) CSXT's 2000 and 2001 unit cost notebooks, developed under my direction.

REVENUES ATTRIBUTABLE

The only customer on this line segment is Bolen Brunson Bell Lumber Company. Since the embargo was put in place on the segment, this customer has continued to receive carloads at CSXT's Leewood Yard. However, for purposes of this analysis, the base year carloads (year 2000 – prior to the embargo) are used.

A total of 54 terminating carloads of lumber and plywood and 144 carloads switched for other carriers are included in the forecast year period. The forecast year carloads are considered to have traffic characteristics similar to the carloads in the base year. The freight revenues amount to \$95,290 for the 54 carloads in the forecast year period. Switch revenues amount to \$34,705 for the 144 switched carloads. Additional details on forecast year revenue calculations are available in my workpapers.

In addition to switch revenues, no other miscellaneous revenues are attributable to this segment in the base year period. No demurrage revenues or lease rental revenues are anticipated in the forecast year period. Therefore, no other miscellaneous revenue will be attributed to the forecast year period.

AVOIDABLE COSTS - ON BRANCH

The category known as AVOIDABLE COSTS is comprised of detailed "on-

branch costs" and general "off-branch costs." The on-branch costs are those costs associated with the operations on the line segment at issue, including operations considered overhead to the segment, but required to provide service on the segment. The basis for the computation of these costs is set forth in Section 1152.32 of Title 49, Code of Federal Regulations. These costs are delineated into subgroupings which reflect all operating costs associated with moving shipments over the line.

Operating statistics for the forecast year period have been based on actual base year operations over the line segment. The actual number of trips and locomotives, and average time on branch and related crew wages were determined for the calendar year 2000.

Only costs associated with the service on the branch are applied to this line segment. However, this service includes certain costs incurred due to movements between Leewood Yard and mile-post ONI 224.0, which are overhead to the branch. The trains that serve the line segment proposed for abandonment do not serve any patrons on that portion of the off-branch move from Leewood Yard to the beginning of the line segment. An adjustment has been made to remove those costs from total off-branch costs.

The operations necessary to provide service to the only patron on this segment (Bolen Brunson Bell Lumber Co.) are complex. Those operations are detailed in Mr. Moore's verified statement. The type of locomotive used in the development of forecast year costs is indicative of the type of locomotive actually used to serve the line segment during the base year period. A yard locomotive and yard crew are used for this service.

On-branch car day costs for the base year period are based on actual days spent on the line segment at issue, as retrieved from CSXT's computerized database of statistics. Base year car days, are used as a reasonable projection for the forecast year period. Also, car ownership in the forecast year is developed from car ownership trends in the base year period.

On-branch unit costs are developed from the 2000 CSXT Annual Report R-1 data for the base year period and from the 2001 CSXT Annual Report R-1 data for the forecast year and subsidy year periods. Off-branch unit costs are based on the Uniform Railroad Costing System (URCS) data for CSXT, year 2000, for all periods. These costs are the most current costs available to CSXT. The unit costs are indexed to reflect the expected cost levels for the forecast year and subsidy year periods. Supporting details for the unit cost development, their application to the statistics, and the indices are available in my workpapers.

Maintenance of Way and Structures:

The forecast year maintenance is composed of average annual expenditure of \$5,000 per mile (a total of \$5,500 for 1.1 miles) for operating and capital maintenance needs plus \$214,500 to repair the bridge at milepost ONI 223.3. Supporting detail for the bridge repair can be found in Mr. Davidson's verified statement. Total on-branch MWS expense is calculated to be \$220,000 for the forecast year period.

Maintenance of Equipment - Locomotive:

This item includes locomotive repairs based on a system average cost factor (\$11.41651) and cost index (0.995) applied to the on-branch locomotive unit hours (65

LUH). Locomotive depreciation is also reflected in this item based on a system average cost factor (\$4.71986) and cost index (0.997) applied to the on-branch locomotive unit hours (65 LUH). The cost factor for a yard locomotive is applied to total on-branch locomotive unit hours (LUH) and then indexed to the forecast year period. Total cost for this category is calculated to be \$1,044.

Transportation:

Included in this item are crew wages, cost of fuel, cost of servicing locomotives, and train inspection and lubrication. Crew wages totaling \$5,442.95 are calculated by applying a fringe factor to average base wages, developed from annual train hours required to serve the branch times the hourly rate for a three-man crew (effective 1/01/2001), and multiplying by a cost index of 1.007.

Fuel cost is determined by applying a unit cost of \$25.31, at the year 2001 level for 1500 to 1749 horsepower locomotives, to locomotive unit hours (65 LUH) and multiplying by an index factor of 0.836.

The cost of servicing locomotives is based on a system average unit cost (\$6.06104) and cost index (0.995) applied to on-branch locomotive unit hours (65 LUH).

The cost of train servicing is calculated by multiplying a system average unit cost (\$0.55003) by locomotive unit hours (65 LUH) and cost index (0.995). The total transportation cost is calculated to be \$7,246.

Freight Car Costs (other than Return on Value):

The following table reflects the calculation of the avoidable on-branch freight car costs, excluding return, both related to and unrelated to distance for the forecast year.

The time and mileage costs total \$709.

Related to Distance

<u>Car type</u>	Car Miles	Unit Cost	Total Cost
Railroad			
Box-Plain,50'	6	\$0.06138	\$ 0.37
Box-Equipped	78	0.06891	5.37
Flat-Other	240	0.05619	<u>13.49</u>
			\$ 19.23
Cost Index			<u>0.995</u>
			\$ 19.13

Unrelated to Distance

<u>Car type</u>	Car Days	Unit Cost	Total Cost
Railroad			
Box-Plain,50'	2	34.41199	\$ 68.82
Box-Equipped	26	9.92154	257.96
Flat-Other	80	4.58004	<u>366.40</u>
			\$693.18
Cost Index			<u>0.995</u>
			\$689.71

Return on Value - Freight Cars:

Forecast year return on value in freight cars of \$226 is determined on the basis of application of the 2001 nominal cost of capital (14.5 percent), with adjustment for

anticipated holding gains, to the depreciated replacement value of freight cars. The resulting unit cost by car type is applied to the forecast car days for each car type as shown in the following table. Details supporting the development of the unit costs per car are available in my workpapers.

<u>Car type</u>	<u>Car Days</u>	<u>Unit Cost</u>	<u>Total Cost</u>
Railroad			
Box-Plain,50'	2	0.20043	\$ 0.40
Box-Equipped	26	6.35290	165.18
Flat-Other	280	1.56306	<u>125.04</u>
			\$290.62
Holding Gain @ 3.2%			<u>64.14</u>
			\$226.48
Cost Index			<u>1.0</u>
			\$226.48

Return on Value - Locomotives:

As with freight cars, the forecast year return on value in locomotives of \$578 is determined on the basis of application of the 2001 nominal cost of capital (14.5 percent) to the depreciated replacement value of locomotives, with adjustment for anticipated holding gains. The unit cost by type and size of locomotive (yard locomotive at \$8.89380) is applied to the locomotive unit hours (65 LUH). Allowance is made for holding gains at 3.2 percent. No index values were applied. Details supporting the development of the unit costs per locomotive are available in my workpapers.

Overhead Movement:

Because the train performs no work other than service to the branch when moving between Leewood Yard and milepost ONI 224.0, locomotive, fuel, and crew costs associated with this overhead movement should be included as a cost attributable to the line segment at issue. These costs are shown as a separate line item; however, that line item incorporates all costs categorized as overhead. These costs include locomotive repair and depreciation, locomotive return on value, crew wages, fuel expense, and locomotive servicing. As previously noted, adjustments were made to exclude these costs from the off-branch cost calculations.

AVOIDABLE COSTS - OFF BRANCH

As the name suggests, "off-branch costs" are those costs incurred by CSXT on its other lines in transporting rail shipments to and from the line segment at Memphis, TN. The off-branch costs reflect the costs by car type, weight and distance to/from a CSXT destination, origin, or interchange point not located on the branch line. Computation of off-branch costs is in accordance with procedures contained in Section 1152.32(n) of Title 49, Code of Federal Regulations.

In order to compute the off-branch costs associated with forecast movements to and from the subject line, all traffic is grouped into specific car types and weights. In general, the unit costs used to compute off-branch costs (excluding freight car costs) result from the application of the 2000 URCS formula, which is used in determining rail freight service costs, to the data contained in the railroad's Annual Report R-1, which is filed with this Board. These off-branch costs are indexed to the forecast year period

(1.021).

Freight car costs are not computed on the basis of URCS. Instead, the same unit costs are used for both on-branch and off-branch freight car costs with one exception. The off-branch return on value for freight cars is developed using the 2001 real cost of capital at 11.3 percent which avoids the need for developing holding gains. Details supporting the development of the unit costs per car are available in my workpapers. These unit costs are then applied to URCS-related off-branch statistics as if they were URCS-developed unit costs. Freight car costs have been developed at the 2001 level and are indexed to the forecast year period (0.995).

In computing the off-branch costs in this proceeding, I followed each of the steps outlined in Section 1152.32(n). The off-branch miles have been adjusted to avoid a double count of costs related to the overhead train movement required to reach the line segment at issue, as noted above. In addition, I have made adjustments to reflect the efficiencies of moving multiple-car and train-load/unit-train shipments. Likewise, I have included a make-whole adjustment to reflect the inefficiencies of transporting single carload shipments. The adjustments are generally accepted in costing, based on adjustments found valid in Investigation of Railroad Freight Rate Structure - Coal, Ex Parte No. 270 (Sub-No. 4), decision served March 14, 1975, and have been approved in a joint decision embracing Ex Parte No. 399, Cost Recovery Percentage, and Ex Parte No. 431 (Sub-No. 2), Review of the General Purpose Costing System, served March 1, 1993.

In a prior CSXT abandonment application, ICC Docket No. AB-55 (Sub-No. 389), CSX Transportation, Inc. -- Abandonment Between Dayton and Arcanum -- In

Darke, Preble, and Montgomery Counties, OH, filed July 31, 1991, samples of the off-branch cost computations were attached as Appendices 2A, 2B, and 2C. These samples showed how a value for off-branch cost is calculated by URCS Phase III, with adjustments for modified terminal, freight car costs, and make-whole factors. Also, a copy of the manual process through which costs may be calculated and the results of a mainframe computer program were shown to agree with each other and with the URCS Phase III costs with adjustments. The mainframe computer program is CSXT's predominant method for calculation of historical off-branch costs. The manual method is used when the carloads are hypothetical. Appendix 2A demonstrated a single carload interline movement in railroad equipment. Appendix 2B presented a multiple car shipment in railroad equipment with routing local to CSXT. Appendix 2C showed the same movement as Appendix 2B except that the equipment was privately owned. The off-branch cost methodology used in the development of costs in that filing is applicable here; however, the 2000 URCS was used to cost the year 2000 movements. My workpapers include a manual check of the computer program's calculation in this study.

RETURN ON VALUE

The return on value calculation is deemed not applicable for the forecast year period under the discontinuance of service scenario. However, the subsidy calculation should account for opportunity costs. The investment base is comprised of (1) working capital of \$9,764 based on 15 days' worth of on-branch costs in the forecast year excluding depreciation and return on value, (2) income tax consequences as described below, and (3) net liquidation value for track assets of \$28,400 (as detailed by an outside

contractor through CSXT's Engineering Department) plus land value of \$107,600 (as furnished by CSX Real Property). The income tax consequences are developed by applying the statutory tax rate of 37 percent (federal plus an allowance for state) to the net amount of the track and land values of \$136,000. This calculation results in a tax liability of \$50,320 to CSXT. Total valuation of property (investment base) is \$95,444.

The 2001 nominal cost of capital of 14.5 percent is applied to the total investment base. The net liquidation value is adjusted for a holding gain projected to occur in the forecast year. In calculating holding gains, CSXT has used a figure of 3.2 percent, developed using the most recent annual GDP implicit price deflator. Total Return on Value is \$9,487.

In conclusion, Exhibit 1, attached hereto, demonstrates that the continued operation of the line at Memphis, TN, between mileposts ONI 222.9 and ONI 224.0, constitutes a burden upon interstate commerce. In turn, this situation contributes to the revenue inadequacy of CSXT.

As the predecessor of this Board has recognized, the Staggers Rail Act established as one of its principal goals the achievement of revenue adequacy in the rail industry. One should note that in this Board's decision in Ex Parte No. 558 (Sub-No.5), Railroad Cost of Capital - 2001, served June 20, 2002, the current nominal after-tax cost of capital for 2001 was found to be 10.2 percent. In Ex Parte No. 558 (Sub-No.4), Railroad Cost of Capital - 2000, served June 29, 2001, the nominal after-tax cost of capital for 2000 was found to be 11.0 percent. As shown in Ex Parte No. 552 (Sub-No. 5), Railroad Revenue Adequacy - 2000 Determination, served July 25, 2001, CSXT's comparable rate of return

was found to be 3.6 percent. CSXT only achieved 32.7 percent of the 11.0 percent yardstick that the Board has used to determine revenue adequacy. Thus, during 2000, CSXT was revenue inadequate. When the Board issues its 2001 Revenue Adequacy decision, CSXT expects to be recognized as revenue inadequate once again.

Obviously, CSXT must be permitted to better utilize its plant in order to recover the cost of providing rail service, which includes a profit equal to that which is available from alternative investments exhibiting similar risks. Therefore, I urge the Board to approve the discontinuance of service so that sorely needed capital can be released from this operation and be reinvested elsewhere to help provide a more profitable, sound transportation system.

VERIFICATION

STATE OF FLORIDA)
)
COUNTY OF DUVAL)

ELLEN M. PRESLAR, being duly sworn, deposes and says on oath that she is Senior Manager - Costing, CSX Transportation; that she has read the foregoing statement and knows the contents thereof, and the same are true as stated.

Ellen M. Preslar

ELLEN M. PRESLAR
Senior Manager - Costing
CSX Transportation, Inc.
500 Water Street (J200)
Jacksonville, FL 32202

Subscribed and sworn to before me
this 26th day of June, 2002.

Barbara L. Jernigan
Notary Public

My Commission Expires:

(SEAL)

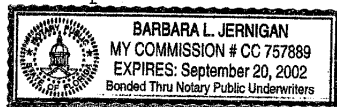


EXHIBIT 2

**MAP WILL BE SCANNED
AT A LATER DATE**

AULON MP CROSSING
(UNION PACIFIC)
RULE 234B

AULON
NORTHBOUND
SOUTHBOUND
ABSOLUTE

AULON ICG CROSSING
RULE 234B

MP ONI 223.91

FLASHERS
TULMAN STREET MP ONI 223.51

MP ONI 223.37
BOLEN - BRISON - BEE
DIST. CENTER

MP ONI 223.1
DERAIL
JOHNSON ST.

HOLMES STREET MP ONI 222.96

HOLLAND
FLASHERS
STREET

HOLLAND
SDG.

SIGNAL
APPROACH SIGNAL

APP

HIGH POINT TER.

FLASHERS

DERAIL

MP NI 221.0
GRANHAM

GATES ST.

HARRISON
BEE

FLASHERS
WARING ROAD

TO SUMNER AVE →

BERKAN
SDG.

UNION PACIFIC
MEMPHIS SUB
DIVISION

TH
PAGE
32

EXHIBIT 3



Natalie S. Rosenberg
Counsel

Law Department
500 Water Street (J150)
Jacksonville, FL 32202
Phone: (904) 359-1253
FAX: (904) 359-1248
E-Mail: Natalie_Rosenberg@csx.com

March 5, 2002

VIA AIRBORNE EXPRESS

Tennessee Regulatory Authority
460 James Robertson Parkway
Nashville, Tennessee 37243-0505

**RE: CSXT System Diagram Map- Line of Railroad between Memphis and
Cordova in Memphis, Shelby County, Tennessee**

Dear Sir or Madam:

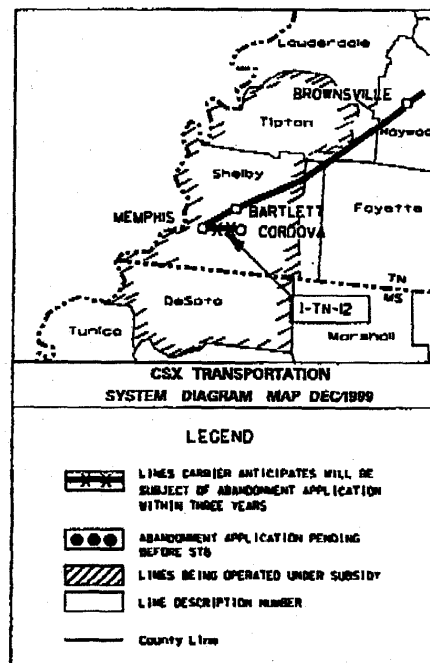
Pursuant to 49 C.F.R. 1152.12, CSX Transportation, Inc. ("CSXT") is required to furnish you a copy of any revisions to its System Diagram Map. Accordingly, attached you will find a colored map and a description of a CSXT line of railroad that CSXT is changing to Category 1 status on its System Diagram Map. Category 1 status means that CSXT anticipates that the line will be the subject of an abandonment application to be filed within a 3-year period.

Please feel free to contact my office if you have any questions or concerns about this matter.

Very truly yours,


Natalie S. Rosenberg

**CSX TRANSPORTATION, INC.
SYSTEM DIAGRAM MAP**



In accordance with regulations of the Surface Transportation Board at 49 C.F.R. Part 1152, the following is a description of a line of railroad located in Shelby County, TN, as classified and depicted on the above map, which CSX Transportation, Inc. anticipates will be the subject of an abandonment or discontinuance application to be filed within 3 years (Category 1):

CSX Transportation, Inc. is amending its System Diagram Map by adding a segment of the line of railroad between Memphis and Cordova, in Shelby County, Tennessee. The line runs from Milepost ONI 224 near Memphis, to Milepost ONI 210.66 near Cordova, for a total distance of 13.34 miles. The station at Cordova is under the complete jurisdiction of the Customer Service Center at Jacksonville, Florida. A copy of the complete System Diagram Map will be made available upon request and payment in advance by a check or money order in the amount of \$10.00. Make check or money order payable to CSX Transportation, Inc. If requested, a copy of the above description and portion of the System Diagram Map will also be made available at no cost. Requests should be made to: CSX Transportation, Asset Management – Abandonments, 500 Water Street, J200, Jacksonville, Florida 32202.

EXHIBIT 4

VERIFIED STATEMENT OF

DONNIE MOORE

My name is Donnie Moore and I am currently employed as a Trainmaster for CSX Transportation, Inc. ("CSXT"), 1493 Holmes St., Memphis, Tennessee, 38108. My duties include supervising the general operations and customer switching on the CSXT Memphis Subdivision, including the Cordova Branch. I began my railroad career with CSXT in 1995 as a Yardmaster based in Nashville. In March, 1998, I moved to Bruceton, TN and served in the capacity of Assistant Trainmaster. I was promoted to Trainmaster in January, 2000.

There was one local customer on the 1.1-mile railroad line between Memphis, milepost ONI 224.0, and East of Memphis, TN, milepost ONI 222.9, in the Midwest Region, Nashville Division (the "Line"), the line sought to be discontinued in this proceeding. The customer was Bolen Brunson Bell ("BBB"). I am familiar with the operational issues associated with service to BBB. Providing service to BBB on the Line is cumbersome because of the need for the trains, which depart from and arrive at Leewood Yard, to cross the heavily-utilized CNIC/CSXT (approximately 30 CNIC trains per day plus 10 CSXT trains) double main line between Memphis and Aulon.

The 40 trains using the main line average 1.5 miles in length and travel about 30 miles per hour. Each train takes about three minutes to clear the crossing. Although that does not seem to consume a great deal of an average day, it must be kept in mind that a train leaving Leewood Yard that must cross the main will be held if there is a train approaching, meaning a local train that will be held if a train is expected to arrive within

15 (30?) minutes. After a train passes the crossing, the local train must obtain clearance from the Jacksonville dispatcher to proceed.

Additionally, the Line is classified as excepted track and, as such, speeds are restricted to 10 miles per hour.

Due to the condition of the bridge on the line, an embargo was put into effect as of March 1, 2001. The explanation below describes the typical operation prior to implementation of the embargo.

BBB received service about twice a week from a three-person crew originating in CSXT's Leewood Yard. Such service typically requires at least two hours to complete. Generally, the crew pulls the cars from Leewood Yard and waits for clearance to enter the double main. The crew must seek permission to enter the CSXT-owned portion of the CNIC double main line in order to proceed the short distance to the switch at Aulon. Due to the heavy traffic described above, along the double main line, CSXT crews are often required to wait to proceed onto the double main. After receiving clearance, the crew proceeds through the crossover at Aulon and then performs a reverse move shoving the train for approximately one-half mile through a diamond back across the double main line a second time. This reverse move may cause the crew a second delay depending on the extent of traffic on the double main. After serving BBB, the crew typically pulled the cars through the diamond at Aulon, across the double main and then shoves the train back over the double main after receiving clearance to proceed to Leewood Yard. Occasionally, based on the availability of the Southside track adjacent to the CSXT 103 track, a CSXT crew could place the train on such track, perform a run around move and

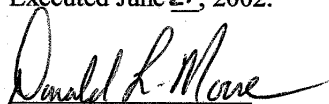
proceed to pull the cars back to Leewood Yard. Occasionally, the crews are unable to utilize the Southside track and are required to shove the cars back to Leewood Yard.

The above-described moves are awkward and time-consuming from an operational perspective.

VERIFICATION

I, Donnie Moore verify under penalty of perjury under the laws of the United States that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed June 27, 2002.

A handwritten signature in cursive script, appearing to read "Donnie Moore", written over a horizontal line.

Donnie Moore

EXHIBIT 5

VERIFIED STATEMENT
OF
LEEROY DAVIDSON

My name is LeeRoy Davidson and I am Regional Engineer of Structures for CSX Transportation, Inc. ("CSXT"), with offices located at 11429 Bluegrass Parkway, Louisville, Kentucky. My duties include inspection, repair and replacement of all railroad structures on the Midwest Region. I began my railroad career in 1970 as a bridge repairman, and was promoted to Assistant Bridge Supervisor in 1972 and Bridge Supervisor in 1980 for the former Louisville and Nashville Railroad Company. Since 1981, I have been employed by CSXT as Assistant Bridge Supervisor, Bridge Supervisor, General Bridge Supervisor, Engineer B&B, Engineer of Production, Assistant Division Engineer and Regional Engineer of Structures.

The purpose of this statement is to describe the present condition of the bridge located at Milepost ONI 223.3 (the "Bridge"). This statement also details the relevant repair and replacement costs for the Bridge. The line was embargoed on March 1, 2001 because the Bridge is unsafe to operate over any longer absent significant repairs.

In January, 2001, I personally inspected the Bridge along with a CSXT Bridge Supervisor and a CSXT Assistant Regional Engineer Bridges. In June, 2002, a Bridge Supervisor inspected the Bridge once again and reported details related to its present condition to my office. The Bridge was inspected by following the industry standards for bridge inspections as well as the standards outlined in CSXT Fundamentals of Railroad Bridge Inspection (Exhibit A in my work papers in Volume III). The techniques employed in the inspection of the bridges included the Pick Test, visual inspection, sounding and drilling. (See Exhibit A for detailed explanations of these techniques.)

A typical timber railroad bridge has a life span of approximately 40 to 50 years depending on the rate of decay, the quality of the timber used and the quality of the preservative treatment, among other factors. When the cost of repairing a bridge is so great that it is not economically feasible to maintain and it becomes unsafe to operate on the bridge, the life of that bridge is considered to have ended.

After the inspection utilizing the industry standards, the above-mentioned techniques and my general engineering knowledge, I determined that the Bridge is unsafe to operate over

without significant repairs. Even if CSXT were to make the recommended repairs to the Bridge, the Bridge would still require replacement within approximately ten years because this Bridge has effectively reached or surpassed its useful life.

The Bridge is located at Milepost ONI 223.3 on the line proposed for abandonment in this proceeding. The Bridge was built in 1921 and measures approximately 120 linear feet. It is a 6-pile, creosote pine timber trestle bridge. This bridge has sustained major fire damage as a result of arson. The decay level of the bridge is approximately 80% in terms of pilings, stringers, flooring, and curbs with several pilings and stringers failing. I estimate the repair cost to be approximately \$214,500.00. The cost to rebuild this bridge is estimated to be \$360,000.00. (Timber Bridge Inspection Report dated January 9, 2001 for the Bridge is Exhibit B in my work papers in Volume III).

This estimate includes the cost to post 28 pilings, replace 11 caps, 120 stringers, and all flooring and curbs. With regard to the pilings, a large number of the piles are very small in diameter. Because of the decay and fire damage to the small pilings, the Bridge is not safe for rail traffic. The cost to post 28 pilings is estimated to be \$56,000.00. The term "post" a piling means cutting out the decayed portion of the piling and patching it. Once a piling has been "posted," it loses 40% of its capacity. In this case, 28 pilings requiring posting. The total cost to replace 11 caps is estimated to be \$33,000.00. The cost to replace 120 stringers is estimated to be \$42,600.00. The cost to replace the flooring on the Bridge is estimated to be \$21,600.00. The cost to replace 15 curbs is estimated to be \$4,875.00. Finally, the cost to replace the bracing is estimated to be \$2,900.00. The estimated cost of miscellaneous hardware is \$7,700.00. Miscellaneous hardware includes but is not limited to curb bolts, drift pins, bolt spikes, washers, pile pads, and back wall timbers. Further, the cost of necessary rental equipment to repair the Bridge is estimated to be \$45,825.00. Such rental equipment includes but is not limited to a crane and rigging, man lifts, generators, drills, air compressors and saws. Below is a detailed unit cost breakdown of the estimated cost to repair the Bridge.

Work	Material Unit Cost	Labor Unit Cost	Total
Post 28 Pilings	\$ 500.00	\$1,500.00	\$56,000.00
Replace 11 Caps	\$ 600.00	\$2,400.00	\$33,000.00
Replace 120 String.	\$ 230.00	\$ 125.00	\$42,600.00
Replace Flooring	\$ 60.00	\$ 60.00	\$21,600.00
Replace 15 Curbs	\$ 225.00	\$ 100.00	\$ 4,875.00
Replace Bracing	\$1,400.00	\$1,500.00	\$ 2,900.00
Misc. Hardware	-----	-----	\$ 7,700.00
Rental Equipment			\$45,825.00
			\$214,500.00

Although CSXT could perform approximately \$214,500.00 worth of work to the Bridge in order to return it to service, and could probably continue to utilize the Bridge through 2012 with periodic repairs, CSXT does not believe this to be the most prudent course of action. This Bridge has outlived its useful life and will require replacement. Even if CSXT were to spend \$214,500.00 on the repair of this Bridge, such expenditure would in no way alleviate the need to replace the Bridge at a cost of \$360,000 in today's dollars in the near future.

VERIFICATION

I, Leeroy Davidson, verify under penalty of perjury under the laws of the United States that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed June 27, 2002.


Leeroy Davidson

Donald R. Richardson
My Commission expires 4-18-05
Notary Public, Hardin County, KY

EXHIBIT 6

BALL JANIK LLP

A T T O R N E Y S

LOUIS E. GITOMER
OF COUNSEL
(202) 466-6532

1455 F STREET, NW, SUITE 225
WASHINGTON, D.C. 20005

lgitomer@bjllp.com

TELEPHONE 202-638-3307
FACSIMILE 202-786-9447
June 27, 2002

Ms. Victoria Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, D. C. 20423

RE: Docket No. AB-55 (Sub-No. 618), *CSX Transportation, Inc.—Discontinuance
—At Memphis, in Shelby County, Tennessee*

Dear Ms. Rutson:

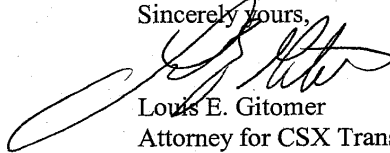
Pursuant to 49 CFR 1152.20(c), enclosed are the Environmental and Historic Reports.

CSX Transportation, Inc. ("CSXT") is filing the Environmental and Historic Reports that it filed in a Petition for Exemption on August 24, 2001 in Docket No. AB-55 (Sub-No. 590X), *CSX Transportation, Inc.—Abandonment Exemption—(Between Memphis and Cordova) in Shelby County, Tennessee* (the "Petition"), which was denied by the Surface Transportation Board in a decision served December 12, 2001. The Petition sought exemption to abandon a 13.34-mile line of railroad between mileposts ONI 224.00 and ONI 210.66 (the "Line"). The discontinuance application that CSXT expects to file on or about June 28, 2002 seeks to discontinue service over a 1.1-mile railroad line between mileposts ONI 224.00 and ONI 222.9, which were included in the analysis made for the Petition.

The Line has been embargoed since March 1, 2001. CSXT has inspected the property, and I am authorized, on behalf of CSXT, to certify that there have been no changes along the 1.1-mile railroad line that CSXT will seek to discontinue service over that would alter the analyses and conclusions reached in the Environmental and Historic Reports.

Please time and date stamp the additional copy of this letter and pleading and return them with our messenger. Thank you for your assistance. If you have any questions, call or email me.

Sincerely yours,



Louis E. Gitomer
Attorney for CSX Transportation, Inc.

Enclosures

ENVIRONMENTAL REPORT

CSX TRANSPORTATION, INC.

CORDOVA TO MEMPHIS
SHELBY COUNTY, TENNESSEE

DOCKET AB-55 (SUB-N0. 590X)

The following information is provided in accordance with 49 C.F.R. Section 1105.7:

(1) PROPOSED ACTION AND ALTERNATIVES

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

CSX Transportation, Inc. (CSXT) proposes to abandon 13.34 miles of its rail line between Cordova and Memphis in Shelby County, Tennessee. The cost of providing transportation exceeds the revenues generated by the traffic on this line. The principal commodities transported are lumber and brick.

Abandonment of this line will result in the removal of the rail, including cross-ties, and operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the operating loss and capital costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

Two maps which delineate the proposed project are attached.
(See Attachments 1 and 2.)

(2) TRANSPORTATION SYSTEM

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

There is no CSXT passenger traffic on this line.

Approximately 240 carloads (annually) of brick, formerly transported over this line by CSXT are likely to be transported by truck in the future. We anticipate approximately 300 carloads of lumber will be delivered to Memphis by rail and trucked locally.

(3) LAND USE

- (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.**

The City of Memphis and the Shelby County Planning Commission were contacted seeking information as to their current land use plans for the project area. Attached are responses from the City and the County advising they are supportive of the potential abandonment. They believe that the abandonment will provide significant improvement in safety, traffic issues and an overall quality of life in the area.
(See Attachments 3 and 4.)

- (ii) Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.**

On April 19, 2001, the Natural Resources Conservation Service for Shelby County advised the proposed action would have no adverse effects on the prime farmland adjacent to this section of rail line. (See Attachment 5.)

- (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9.**

The State of Tennessee does not have a Coastal Zone Management Program.

- (iv) If the proposed action is an abandonment, state whether or not the right of way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.

The properties proposed to be abandoned may be suitable for other public purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

(4) ENERGY

- (i) Describe the effect of the proposed action on transportation of energy resources.

The proposed action will have no effect on the transportation of energy resources.

- (ii) Describe the effect of the proposed action on recyclable commodities.

The proposed action will have no effect on the movement and/or recovery of recyclable commodities.

- (iii) State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.

The proposed action will not result in an increase or decrease in overall energy efficiency.

- (iv) If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.

There will be no diversion of rail traffic to motor carriage in excess of the above thresholds.

(5) AIR

- (i) If the proposed action will result in either: (A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50

vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.

The above thresholds will not be exceeded.

- (ii) If the proposed action affects a class I or non-attainment area under the Clean Air Act; and will it result in either: (A) an increase in rail traffic of a least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or (B) an increase in rail yard activity of a least 20% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan.

The above thresholds will not be exceeded.

- (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity, the frequency of service; safety practices (including any speed restriction); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

Not applicable.

(6) NOISE

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more, or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

The above thresholds will not be exceeded.

(7) SAFETY

- (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).

The proposed abandonment will have no detrimental effects on public health and safety. The removal of 23

grade crossings and the associated signs and structures will enhance public safety by eliminating distractions to vehicular traffic crossing the line.

- (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.

Not applicable.

- (iii) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right of way, identify the location of those sites and the types of hazardous materials involved.

Applicant's records do not indicate any hazardous waste sites on this line segment.

(8) BIOLOGICAL RESOURCES

- (i) Based on consultation with the U. S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.

On May 10, 2001, the United States Fish and Wildlife Service, Cookeville, TN, advised that their records do not indicate any federally listed or proposed endangered or threatened species are within the project area. (See Attachment 6.)

- (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

Based upon Applicant's review of the area, the line is not within any wildlife sanctuaries or refuges, National or State parks or forests.

(9) WATER

- (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or

local water quality standards. Describe any inconsistencies.

On April 24, 2001, the Tennessee Department of Environment and Conservation advised that *"removal of the crossties will disturb the underlying roadbed because removing the crossties is considered to be a construction Activity."* (See Attachment 7.)

Any necessary permits or applications will be obtained as well as compliance with conditions or procedures required by regulatory agencies.

- (ii) Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.**

On April 19, 2001, the U.S. Army Corps of Engineers, Memphis, Tennessee, advised that a permit for the proposed project is not required. (See Attachment 8.)

Applicant is not aware of any designated wetlands or 100-year flood plains within the proposed project area.

- (iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U. S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).**

On April 2, 2001, Applicant addressed the Tennessee Department of Environment and Conservation, Nashville, Tennessee, and the U. S. Environmental Protection Agency, Region 4, Atlanta, Georgia, seeking information regarding this statement. Their responses are included with this report as Attachments 7 and 9.

Upon receiving abandonment authority, removal of material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. We do not intend to disturb any of the underlying roadbed or perform any activities that would cause sedimentation or erosion of the soil, and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not

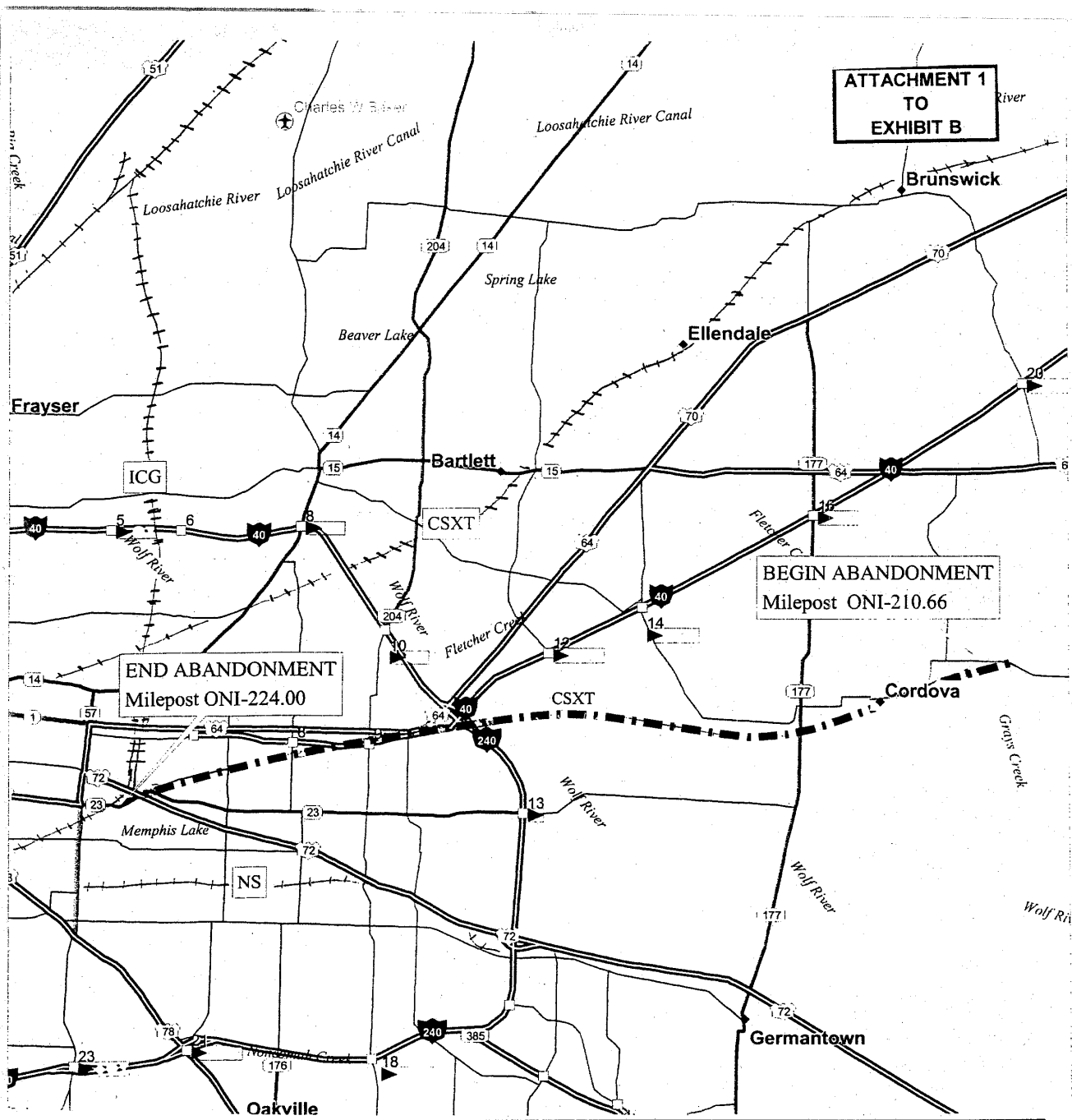
be discarded along the right of way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways.

Applicant will obtain any necessary permits required under Section 402 of the Clean Water Act (33 U.S.C. 1342).

10. MITIGATION

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

To mitigate any adverse environmental impact in the project area, Applicant will comply with State and Federal regulations and obtain any necessary permits required.



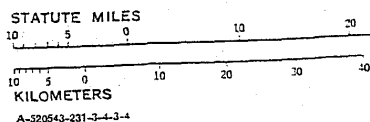
TENNESSEE

State Capital County Seats
Railroads

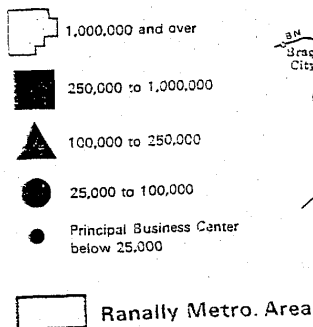
Copyright by Rand McNally & Company
Made in U.S.A.

Scale 1:890,000

1 Inch = 14 Statute Miles
1 Centimeter = 8.8 Kilometers

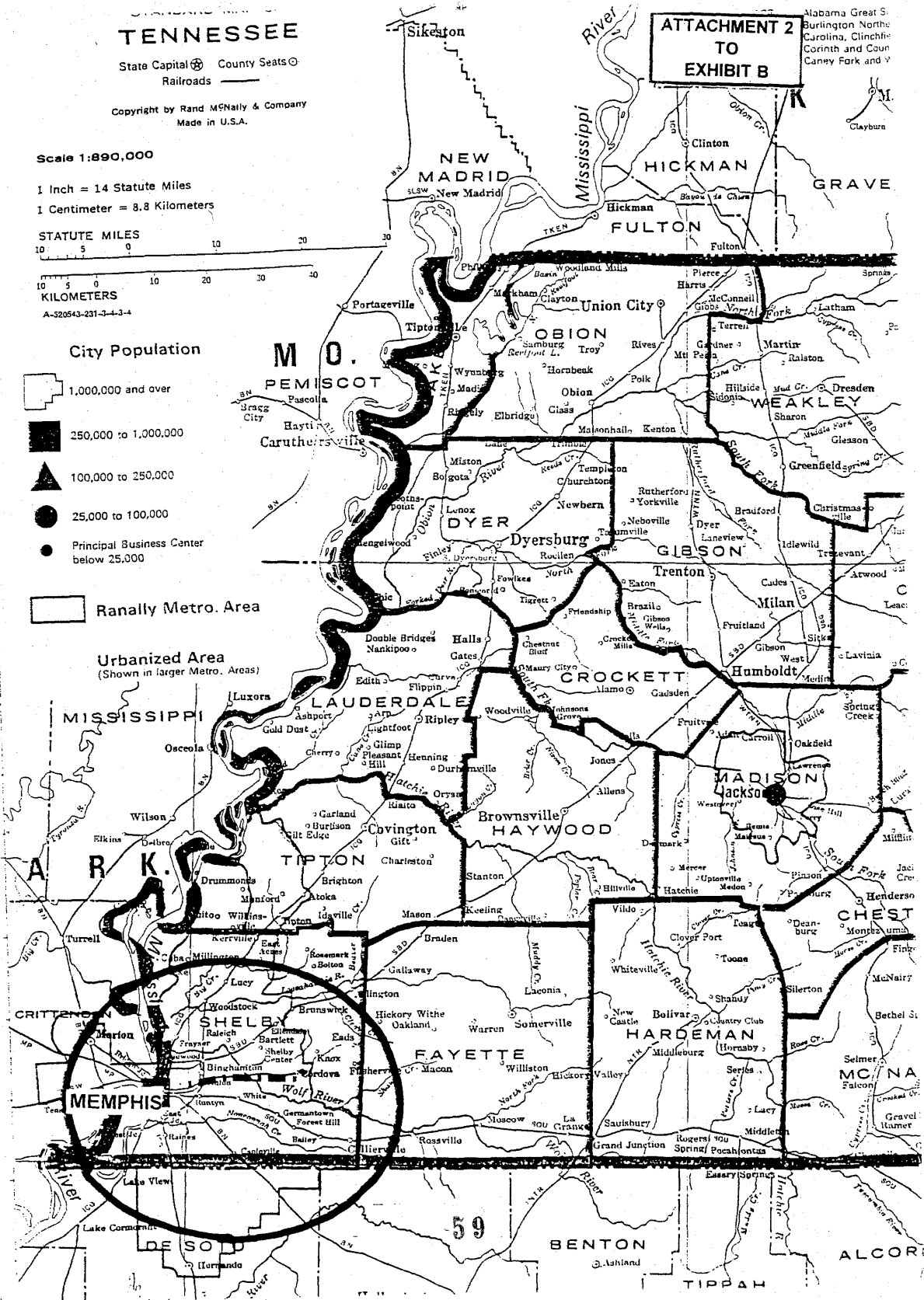


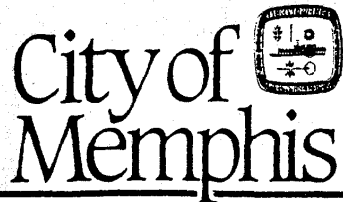
City Population



Urbanized Area
(Shown in larger Metro. Areas)

ATTACHMENT 2
TO
EXHIBIT B





DR. WILLIE W. HERENTON - Mayor
RICK MASSON - Chief Administrative Officer
DIVISION OF ENGINEERING
JOHN F. CONROY - City Engineer

6-18-01
ATTACHMENT 3
TO
EXHIBIT B

TENNESSEE
June 15, 2001

Mr. James Derwin (J-200)
CSX Transportation Inc.
500 Water Street
Jacksonville, FL 32202

Re: Abandonment of Rail Line Between
Memphis and Cordova, Tn

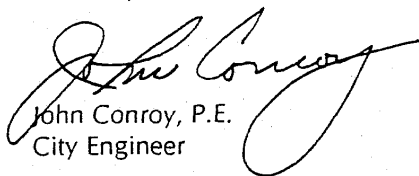
Dear Mr. Derwin:

We have been advised that CSX is considering the abandonment of 13.34 miles of rail line between Memphis and Cordova, Tennessee. Virtually the entire length of rail being considered for abandonment is within the Memphis City limits and we are very interested in and supportive of the potential abandonment.

We are supportive for a number of reasons. The greatest benefit, from our perspective, is one of increased safety resulting from the elimination of multiple grade crossings, some of which are at acute angles. Another positive impact will be the increased continuity of some major roads, which now have offsets in their alignment because of the difficulty involved in trying to cross the line. Finally, the abandonment and relinquishing of the right-of-way would help greatly in keeping an important road improvement project from impacting a major park.

We believe the abandonment provides significant improvement in safety, traffic issues, and overall quality of life in that area and encourage you to expeditiously proceed. It is understood that you may include this letter in your filing to the Surface Transportation Board regarding the abandonment.

Sincerely,


John Conroy, P.E.
City Engineer

c: Wain Gaskins, Administrator of Transportation Planning and Design



Shelby County
Tennessee

Jim Rout, Mayor

received
07-06-01

ATTACHMENT 4
TO
EXHIBIT B

July 2, 2001

Mr. James Derwin (J-200)
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202

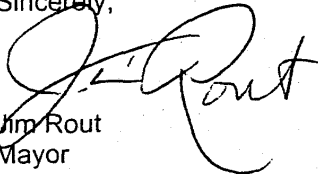
RE: Abandonment of Rail Line Between
Memphis and Cordova, TN

Dear Mr. Derwin:

I have been advised by my Office of Planning and Development for Shelby County that CSX Transportation, Inc. is considering abandonment of 13.34 miles of its rail between Cordova and Memphis in Shelby County, Tennessee. We have coordinated with City officials and are supportive in this action for the same reasons listed in their letter to your office dated June 15, 2001 subject as referenced above. From the County viewpoint, the abandonment and relinquishing of the right of way will greatly assist the County in improving and significantly lessening impacts of a major road improvement.

We also believe the abandonment provides a significant enhancement in safety, traffic issues, and overall quality of life in that significant park area and encourage you to proceed as expeditiously as possible. We understand that you will include this letter in your filing to the Surface Transportation Board regarding the planned abandonment.

Sincerely,


Jim Rout
Mayor

CC: Louise Mercuro, Office of Planning and Development
Ted Fox, Director of Public Works
John Conroy, City Engineer
Mike Oakes, County Engineer

61



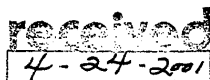
United States
Department of
Agriculture

Natural
Resources
Conservation
Service

Jackson Division Office
235 Oil Well Road
Jackson, Tennessee 38305

ATTACHMENT 5
TO
EXHIBIT B

April 19, 2001



Nancy B. Reynolds
CSX Transportation
500 Water street-J200
Jacksonville, FL 32202

Re: Rail Line Abandonment, Shelby County, Tennessee

Dear Ms. Reynolds

As requested we have reviewed your request for a prime farmland impact rating on the abandonment of the rail line between Cordova and Memphis, in Shelby County, Tennessee. We see no adverse affects this action would have on the prime farmland adjacent to this section of rail line.

If you have any additional questions please contact me at (731) 668-0700.

Sincerely,

Charles L. Davis
Soil Scientist



United States Department of the Interior

ATTACHMENT 6
TO
EXHIBIT B

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

RECEIVED
5-14-2001

May 10, 2001

Ms. Nancy B. Reynolds
CSX Transportation
500 Water Street - J200
Jacksonville, Florida 32202

Dear Ms. Reynolds:

Thank you for your letter and enclosure of April 2, 2001, regarding the proposed abandonment of 13.34 miles of rail line (Milepost ONI-224.00 to ONI-210.66) in Shelby County, Tennessee. Fish and Wildlife Service (Service) personnel have reviewed the information submitted and offer the following comments.

Information available to the Service does not indicate that wetlands exist in the vicinity of the proposed project. However, our wetlands determination has been made in the absence of a field inspection and does not constitute a wetlands delineation for the purposes of Section 404 of the Clean Water Act. The Corps of Engineers should be contacted if other evidence, particularly that obtained during an on-site inspection, indicates the potential presence of wetlands.

Endangered species collection records available to the Service do not indicate that federally listed or proposed endangered or threatened species occur within the impact area of the project. We note, however, that collection records available to the Service may not be all-inclusive. Our data base is a compilation of collection records made available by various individuals and resource agencies. This information is seldom based on comprehensive surveys of all potential habitat and thus does not necessarily provide conclusive evidence that protected species are present or absent at a specific locality. However, based on the best information available at this time, we believe that the requirements of Section 7 of the Endangered Species Act of 1973, as amended, are fulfilled. Obligations under Section 7 of the Act must be reconsidered if (1) new information reveals impacts of the proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered during this consultation, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

Thank you for the opportunity to comment on this action. If you have any questions, please contact Jim Widlak of my staff at 931/528-6481, ext. 202.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lee A. Barclay".

Lee A. Barclay, Ph.D.
Field Supervisor

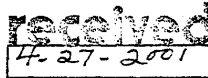
Doc REF AB556 Sub. No 590x
Correspondence - Memphis, TN



ATTACHMENT 7
TO
EXHIBIT B

STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
Division of Water Pollution Control
6th Fl. L & C Tower
401 Church Street
Nashville, Tennessee 37243-1534
PHONE: (615) 532-0634; FAX: (615) 532-0503

April 24, 2001



Ms. Nancy B. Reynolds
Manager Line Transactions
Asset Management
CSX Transportation
500 water Street - J200
Jacksonville, Florida 32202

RE: Rail Line Abandonment

Dear Ms. Reynolds:

This serves to respond to your request for comment from the Division of Water Pollution Control (WPC). Based on the described actions included in your letters of March 7, 2001, and April 2, 2001, there appears to be opportunity for pollution of waters of the State of Tennessee to occur. Removing the crossties will disturb the underlying roadbed because removing the crossties is considered to be a construction activity.

Enclosed is a copy of stormwater regulations and a form to complete and return to obtain coverage for both abandonment projects. We expect that a stormwater pollution prevention plan (SWPPP) will accompany each application. Also included is a copy of the Environmental Protection Fund fees rule. The fee section that that pertains to this proposed construction activity is marked for your convenience.

Any such activity throughout the State of Tennessee is subject to the same considerations. Please advise this Division of any other construction activity that is occurring by completing a form for each project. Each project is required to obtain coverage.

If these projects have begun coverage application and applicable fees are to be submitted by May 15, 2001. Otherwise, note that a request for a stormwater construction permit, issued by WPC, has a predetermined submittal period for processing. Beginning work before obtaining coverage is a violation.

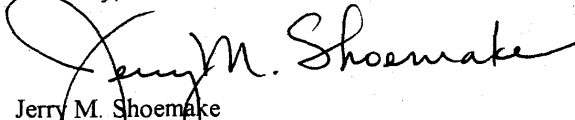
Ms. Nancy B. Reynolds
April 24, 2001
Page Two

Unless materials are disposed in jurisdictional wetland or streams or construction activity occurs within jurisdictional wetlands or streams, no state water quality certification of a permit required by Section 404 of the Clean Water Act, 33 U. S. C. 1342, or an aquatic resource alteration permit (ARAP), prescribed by Section 69 - 3 - 108 of the Tennessee Water Quality Control Act, would be required. A copy of the rule pertaining to aquatic resource alteration is enclosed. Should any projects require a permit, please note that an application fee is required. Fees to obtain an aquatic resources alteration permit are marked for your convenience.

Any such activity throughout the State of Tennessee is subject to the same considerations. Please advise this Division of any other construction activity that is occurring by completing a form for each project. Each project is required to obtain coverage. If these projects have begun coverage application and applicable, fees are to be submitted by May 15, 2001. Otherwise, note that a request for an ARAP permit issued by WPC, has a predetermined submittal period for processing. Beginning work before obtaining coverage is a violation.

If you have any questions, please contact Mr. Dan Eagar, Natural Resources (ARAP) Section Manager, at (615) 532-0708, or Mr. Phil Simmons, Permits Section, Environmental Protection Specialist, at (615) 532-0358. Thank you for coordinating this work and obtaining the proper permits prior to initiating removal of the rail line.

Sincerely,


Jerry M. Shoemaker
Assistant Manager

Enclosures

CC: Phil Stewart, WPC Manager, Chattanooga EAC
Terry Templeton, WPC Manager, Memphis EAC
Dan Eagar, WPC Natural Resources Manager
Phil Simmons, WPC Permits Section
Roosevelt Childress, EPA Water Management Division



REPLY TO
ATTENTION OF:

Regulatory Branch

DEPARTMENT OF THE ARMY
MEMPHIS DISTRICT, CORPS OF ENGINEERS
167 NORTH MAIN STREET B-202
MEMPHIS, TENNESSEE 38103-1894

April 19, 2001

Received
5-1-2001

ATTACHMENT 8
TO
EXHIBIT B

Nancy B. Reynolds
CSX Transportation
500 Water Street-J200
Jacksonville, Florida 32202

Dear Ms. Reynolds:

This is in reference to your recent request for a jurisdictional determination concerning abandonment of 13.34 miles of rail line between Cordova and Memphis, Shelby County, Tennessee.

If the work is done as described in your letter of April 2, 2001, no permit from our office is required.

This determination is valid for a period of five years from the date of this letter unless new information warrants revision of the determination before the expiration date.

Your cooperation with the regulatory program is appreciated. If you have questions, contact Mr. Tom Skelton at (901) 544-3468. Please refer to File No. 200147014.

Sincerely,

Larry D. Watson

Larry D. Watson
Chief
Regulatory Branch



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

ATTACHMENT 9
TO
EXHIBIT B

APR 25 2001

Ms. Nancy B. Reynolds
Manager Line Transactions
Asset Management
500 Water Street
Jacksonville, Florida 32202

received
5-1-2001

Dear Ms. Reynolds:

This letter is in response to your letter of April 2, 2001, requesting comments from the Environmental Protection Agency (EPA) on the abandonment of a portion of CSX Transportation, Inc. rail line between Cordova and Memphis, in Shelby County, Tennessee. Our review of your description of the activities associated with this project does not indicate any immediate concerns under Section 402 of the Clean Water Act (CWA).

Please be aware that this activity would be subject to the requirements of the CWA if, in the process of dismantling the track, 5 acres or more of land are disturbed by clearing or grading and if storm water discharges from this disturbance enters a surface water by a conveyance (pipe, ditch, etc.). These considerations do not appear to be applicable to your proposed action and a permit under Section 402 of the CWA would not be required. However, the State of Tennessee, Department of Environment and Conservation, has been authorized to implement the National Pollutant Discharge Elimination System (NPDES) permit program, under Section 402 of the CWA. Please rely on the response you receive from the State for a final determination in this matter.

If I can be of further assistance to you, please contact me.

Sincerely,

Roosevelt Childress, Chief
NPDES and Biosolids Permits Section
Permits, Grants and Technical Assistance
Branch
Water Management Division

cc: Paul Davis, TN Dept. of Environment and Conservation



Nancy B. Reynolds
Manager-Line Transactions
Asset Management

500 Water Street - J200
Jacksonville, FL 32202
Tel.: (904) 359-1424
FAX: (904) 359-1111
E-Mail: Nancy_Reynolds@csx.com

April 27, 2001

RE: CSXT Proposed Abandonment
Between Cordova and Memphis,
in Shelby County, Tennessee
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within three weeks.

We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board we will incorporate into it any comments that we receive from you. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, DC 20423, telephone (202) 565-1545 and refer to the above Docket Number.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please feel free to contact me.

Very truly yours,

Attachment

Copy:
Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
Washington, DC 20423-0001

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street, J150, Jacksonville, FL 32202



Nancy B. Reynolds
Manager-Line Transactions
Asset Management

500 Water Street - J200
Jacksonville, FL 32202
Tel.: (904) 359-1424
FAX: (904) 359-1111
E-Mail: Nancy_Reynolds@csx.com

April 27, 2001

City of Memphis
Office of Planning and Development
125 N. Main Street, Suite 450
Memphis, TN 38103

RE: CSXT Proposed Abandonment
Between Cordova and Memphis,
in Shelby County, Tennessee
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within three weeks.

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Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please feel free to contact me.

Very truly yours,

Attachment

Copy:
Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
Washington, DC 20423-0001

70

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



Nancy B. Reynolds
Manager-Line Transactions
Asset Management

500 Water Street - J200
Jacksonville, FL 32202
Tel.: (904) 359-1424
FAX: (904) 359-1111
E-Mail: Nancy_Reynolds@csx.com

April 27, 2001

Ms. Louise Mercurio
Director, Office of Planning and Development
For Shelby County
160 N. Main - Room 802
Memphis, TN 38103

RE: CSXT Proposed Abandonment
Between Cordova and Memphis,
in Shelby County, Tennessee
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within three weeks.

We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board we will incorporate into it any comments that we receive from you. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, DC 20423, telephone (202) 565-1545 and refer to the above Docket Number.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please feel free to contact me.

Very truly yours,

Attachment

Copy:
Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
Washington, DC 20423-0001

71

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



Nancy B. Reynolds
Manager-Line Transactions
Asset Management

500 Water Street - J200
Jacksonville, FL 32202
Tel.: (904) 359-1424
FAX: (904) 359-1111
E-Mail: Nancy_Reynolds@csx.com

April 27, 2001

Mr. Charles L. Davis
Soil Scientist
Natural Resources Conservation Service
Jackson Division Office
235 Oil Well Road
Jackson, TN 38305

RE: CSXT Proposed Abandonment
Between Cordova and Memphis,
in Shelby County, Tennessee
Docket AB-55 (Sub-No. 590X)

Dear Mr. Davis:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Your response of April 19, 2001 has been incorporated in the Environmental Report under Section 3(ii).

We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board we will incorporate into it any comments that we receive from you. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, DC 20423, telephone (202) 565-1545 and refer to the above Docket Number.

Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please feel free to contact me.

Very truly yours,

Attachment

Copy:
Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
Washington, DC 20423-0001

Nancy B Reynolds

72

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



Nancy B. Reynolds
Manager-Line Transactions
Asset Management

500 Water Street - J200
Jacksonville, FL 32202
Tel.: (904) 359-1424
FAX: (904) 359-1111
E-Mail: Nancy_Reynolds@csx.com

April 27, 2001

Department of the Army
Memphis District, Corps of Engineers
167 N. Mid-America Mall - Room B522
Memphis, TN 38103-1894

RE: CSXT Proposed Abandonment
Between Cordova and Memphis,
in Shelby County, Tennessee
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within three weeks.

We are providing this report so that you may review the information that will form the basis for the Board's independent environmental analysis of this proceeding. Before this Report is finalized and submitted to the Board we will incorporate into it any comments that we receive from you. If any of the information is incorrect, if you believe that pertinent information is missing, or if you have any questions about the Board's environmental review process, please contact the Section of Environmental Analysis (SEA), Surface Transportation Board, Washington, DC 20423, telephone (202) 565-1545 and refer to the above Docket Number.

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Very truly yours,

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Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
Washington, DC 20423-0001

73

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



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500 Water Street - J200
Jacksonville, FL 32202
Tel.: (904) 359-1424
FAX: (904) 359-1111
E-Mail: Nancy_Reynolds@csx.com

April 27, 2001

U.S. Environmental Protection Agency
Region 4
61 Forsyth Street, SW
Atlanta, GA 30303

TN Dept. of Environment & Conservation
Division of Water Pollution Control
401 Church Street
6th Floor, L & C Annex
Nashville, TN 37243-1534

RE: CSXT Proposed Abandonment
Between Cordova and Memphis,
in Shelby County, Tennessee
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within three weeks.

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Very truly yours,

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Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
Washington, DC 20423-0001

74

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



Nancy B. Reynolds
Manager-Line Transactions
Asset Management

file
500 Water Street - J200
Jacksonville, FL 32202
Tel.: (904) 359-1424
FAX: (904) 359-1111
E-Mail: Nancy_Reynolds@csx.com

April 27, 2001

U. S. Department of the Interior
Fish & Wildlife Service
446 Neal Street
Cookeville, TN 38501

RE: CSXT Proposed Abandonment
Between Cordova and Memphis,
in Shelby County, Tennessee
Docket AB-55 (Sub-No. 590X)

Gentlemen:

On May 18, 2001, we expect to file with the Surface Transportation Board ("Board") a Petition For Exemption seeking authority to abandon approximately 13.34 miles of railroad between Cordova and Memphis, in Shelby County, Tennessee. Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to SEA (with a copy to me) would be appreciated within three weeks.

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Very truly yours,

Nancy B. Reynolds

Attachment

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Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
Washington, DC 20423-0001

75

Ms. Natalie S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



Nancy B. Reynolds
Manage Line Transactions
Asset Management

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1424
FAX: (904) 359-1111
E-Mail: Nancy_Reynolds@csx.com

May 9, 2001

Southeast Region
Regional Director
National Park Service
100 Alabama Street S.W.
1924 Building
Atlanta, GA

RE: CSXT Proposed Abandonment
Between Cordova and Memphis,
in Shelby County, Tennessee
Docket AB-55 (Sub-No. 590X)

Gentlemen:

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Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-1424, or by mail at the above address.

Sincerely,

Attachment

Copy:
Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
Washington, DC 20423-0001

76

Ms. N. S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



Nancy B. Reynolds
Manage Line Transactions
Asset Management

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-1424
FAX: (904) 359-1111
E-Mail: Nancy_Reynolds@csx.com

May 9, 2001

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East West Highway
Silver Spring, MD 20910-3282

RE: CSXT Proposed Abandonment
Between Cordova and Memphis,
in Shelby County, Tennessee
Docket AB-55 (Sub-No. 590X)

Gentlemen:

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If you have any questions, please feel free to contact me.

Sincerely,

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Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
Washington, DC 20423-0001

77

Ms. N. S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202



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Jacksonville, FL 32202
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FAX: (904) 359-1111
E-Mail: Nancy_Reynolds@csx.com

April 27, 2001

Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW., Suite 534
Washington, DC 20423-0001

Gentlemen:

RE: CSX TRANSPORTATION, INC.
CORDOVA TO MEMPHIS,
SHELBY COUNTY, TENNESSEE
DOCKET AB-55 (SUB-NO. 590X)

The attached letter was mailed to the following agencies on April 27, 2001:

City of Memphis
Office of Planning and Development
125 N. Main Street, Suite 450
Memphis, TN 38103

Ms. Louise Mercurio
Director, Office of Planning and Development
For Shelby County
160 N. Main - Room 801
Memphis, TN 38103

Mr. Charles L. Davis
Soil Scientist
Natural Resources Conservation Service
Jackson Division Office
235 Oil Well Road
Jackson, TN 38305

Department of the Army
Memphis District, Corps of Engineers
167 North Mid-America Mall - Room 522
Memphis, TN 38103-1894

U.S. Environmental Protection Agency
Region 4
61 Forsyth Street, SW
Atlanta, GA 30303

Tennessee Department of
Environment and Conservation
Division of Water Pollution Control
6th Floor, L & C Annex
401 Church Street
Nashville, TN 37243-1534

U. S. Department of the Interior
Fish & Wildlife Service
446 Neal Street
Cookeville, TN 38501

Sincerely,

Nancy B. Reynolds

Attachment

Copy:

Ms. N. S. Rosenberg, Counsel, CSXT, 500 Water Street-J150, Jacksonville, FL 32202

EXHIBIT 7

HISTORIC REPORT

CSX TRANSPORTATION, INC.

CORDOVA TO MEMPHIS
SHELBY COUNTY
TENNESSEE

DOCKET AB-55 (SUB-NO. 590X)

1105.7(e)(1)

PROPOSED ACTION AND ALTERNATIVES. Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable detailed map and drawings clearly delineating the project.

CSX Transportation, Inc. (CSXT) proposes to abandon 13.34 miles of its rail line between Cordova and Memphis, Shelby County, Tennessee. The cost of providing transportation exceeds the revenues generated by the traffic on this line. The principal commodities transported are lumber and brick.

Abandonment of this line will result in the removal of the rail, cross-ties, and upper layer of ballast; and operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the operating loss and capital costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

Two maps which delineate the proposed project are attached. (See Attachments 1 and 2.)

1105.8(d)

- (1) A U.S.G.S. topographic map (or an alternate map drawn to scale and sufficiently detailed to show buildings and other structures in the vicinity of

the proposed action) showing the location of the proposed action, and the locations and approximate dimensions of railroad structures that are 50 years old or older and are part of the proposed action.

Attached are copies of portions of the Northeast Memphis-1997 and Ellendale-1993 topographic maps prepared by the U. S. Department of Interior Geological Survey highlighted with a heavy black diagonal line to delineate the project area. (See Attachments 3 and 4.) There are no CSXT-owned structures that are 50 years old or older that are part of the proposed action.

- (2) **A written description of the right of way (including approximate widths, to the extent known), and the topography and urban and/or rural characteristic of the surrounding area:**

The line traverses the City of Memphis in an easterly direction to the town of Cordova. The right of way is 50 feet from centerline of track.

- (3) **Good quality photographs (actual photographic prints, not photocopies) of railroad structures on the property that are 50 years old or older and of the immediately surrounding area:**

Not applicable.

- (4) **The date(s) of construction of the structure(s), and the date(s) and extent of any major alterations, to the extent such information is known:**

Not applicable.

- (5) **A brief narrative history of carrier operations in the area, and an explanation of what, if any, changes are contemplated as a result of the proposed action:**

The Tennessee Midland Railway between 1887 and 1895 acquired the property for this rail line. The Tennessee Midland Railway was chartered under the General Acts of the State of Tennessee in 1875. In order to raise funds to construct its road it issued and disposed of its first and second mortgage bonds which were guaranteed by the Paducah, Tennessee & Alabama Railroad. Default being made in the payment of the coupons, the St. Louis Trust Company, as trustee, on October 28, 1893, filed a bill in the Circuit Court of the United States for the Western Division of the Western Judicial Circuit of Tennessee at Memphis, and afterward, on July 1, 1895, a supplemental bill, seeking to foreclose said mortgages. Under these proceedings the road was sold to J. W. Phillips. On December 14, 1895, J. W. Phillips sold said road, properties, franchises, etc. to the Louisville & Nashville Railroad Company.

The Louisville and Nashville Railroad Company was incorporated under special act of Kentucky on March 5, 1850, under special act of Tennessee on December 4, 1851, and under special act of Virginia, on March 30, 1887.

In 1972 The Family Lines was adopted to identify the Louisville and Nashville Railroad and the Seaboard Coast Line Railroad. On November 1, 1980, Seaboard Coast Line Industries Inc. (which was formed in May, 1969) and Chessie System Inc. merged and became CSX Corporation. On January 1, 1983, the merger of The Family Lines' affiliates formed the Seaboard System Railroad Inc., which name was changed on July 1, 1986 to CSX Transportation, Inc.

Upon receiving abandonment authority, Applicant's operations and maintenance over this line will cease.

- (6) **A brief summary of documents in the carrier's possession, such as engineering drawings, that might be useful in documenting a structure that is found to be historic:**

Not applicable.

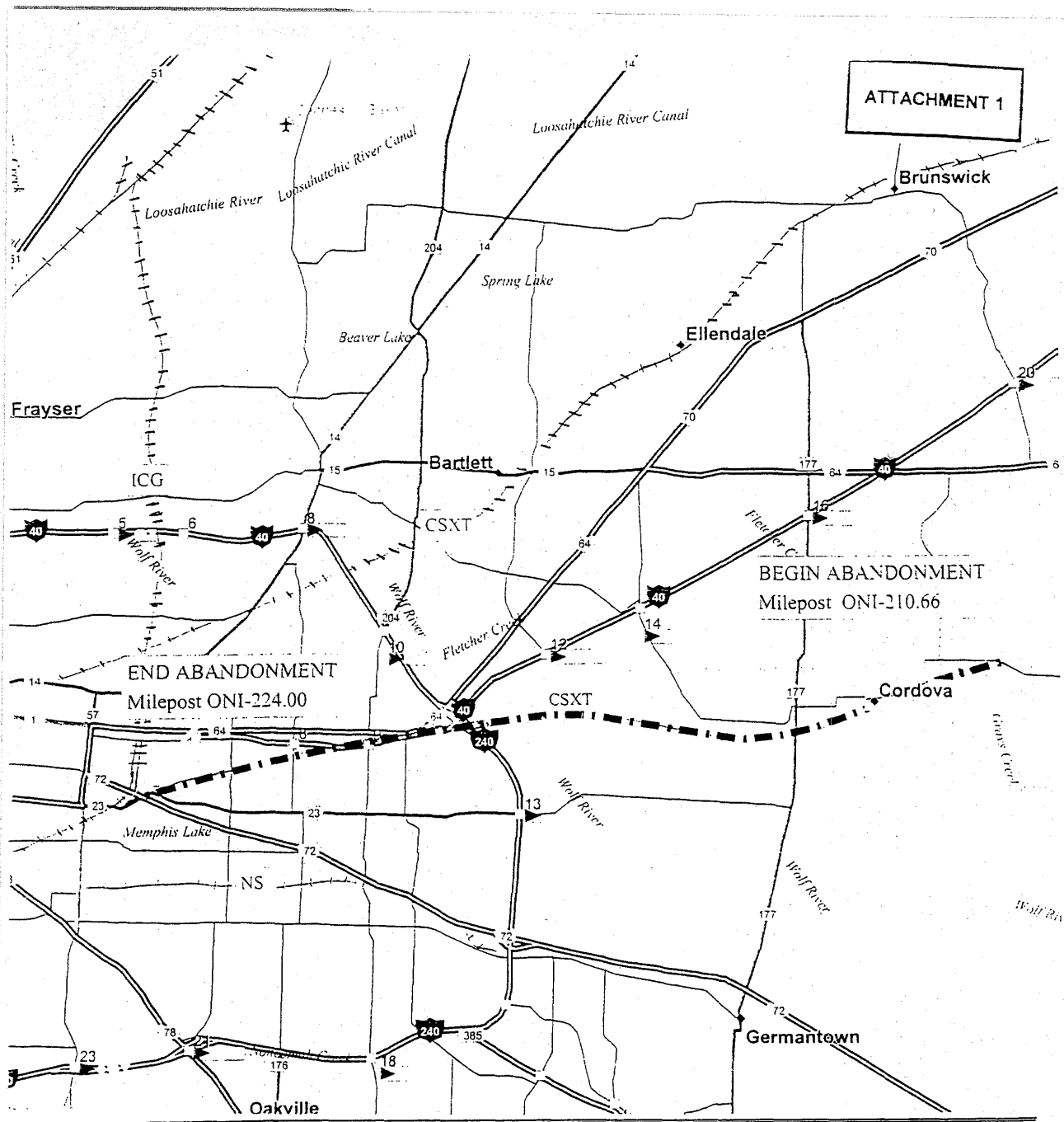
- (7) **An opinion (based on readily available information in the railroad's possession) as to whether the site and/or structures meet the criteria for listing on the National Register of Historic Places (36 C.F.R. 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):**

A review of our records indicates there are no CSXT-owned structures over 50 years old on this line segment.

We do not know of any archeological resources or any other previously unknown historic properties in the project area.

- (8) **A description (based on readily available information in the railroad's possession) of any known prior subsurface ground disturbance or fill, environmental conditions (naturally occurring or man-made) that might affect the archeological recovery of resources (such as swampy conditions or the presence of toxic wastes), and the surrounding terrain.**

The line was disturbed during construction by cuts and fill and any archeological resources that may have been located in the proposed project area would have been affected at that time versus during the proposed salvage operations associated with rail removal. Our records do not indicate that any swampy conditions exist, or that any hazardous material spills have occurred within the project area.



CSX TRANSPORTATION, INC

PORTION OF TENNESSEE

--- 13.34 miles track to be abandoned

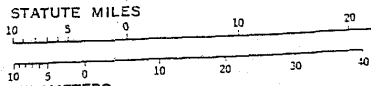
STANDARD MAP OF TENNESSEE

State Capital County Seats
Railroads

Copyright by Rand McNally & Company
Made in U.S.A.

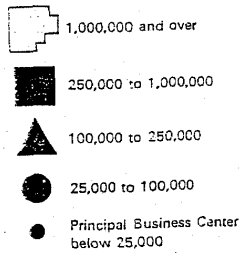
Scale 1:890,000

1 Inch = 14 Statute Miles
1 Centimeter = 8.8 Kilometers



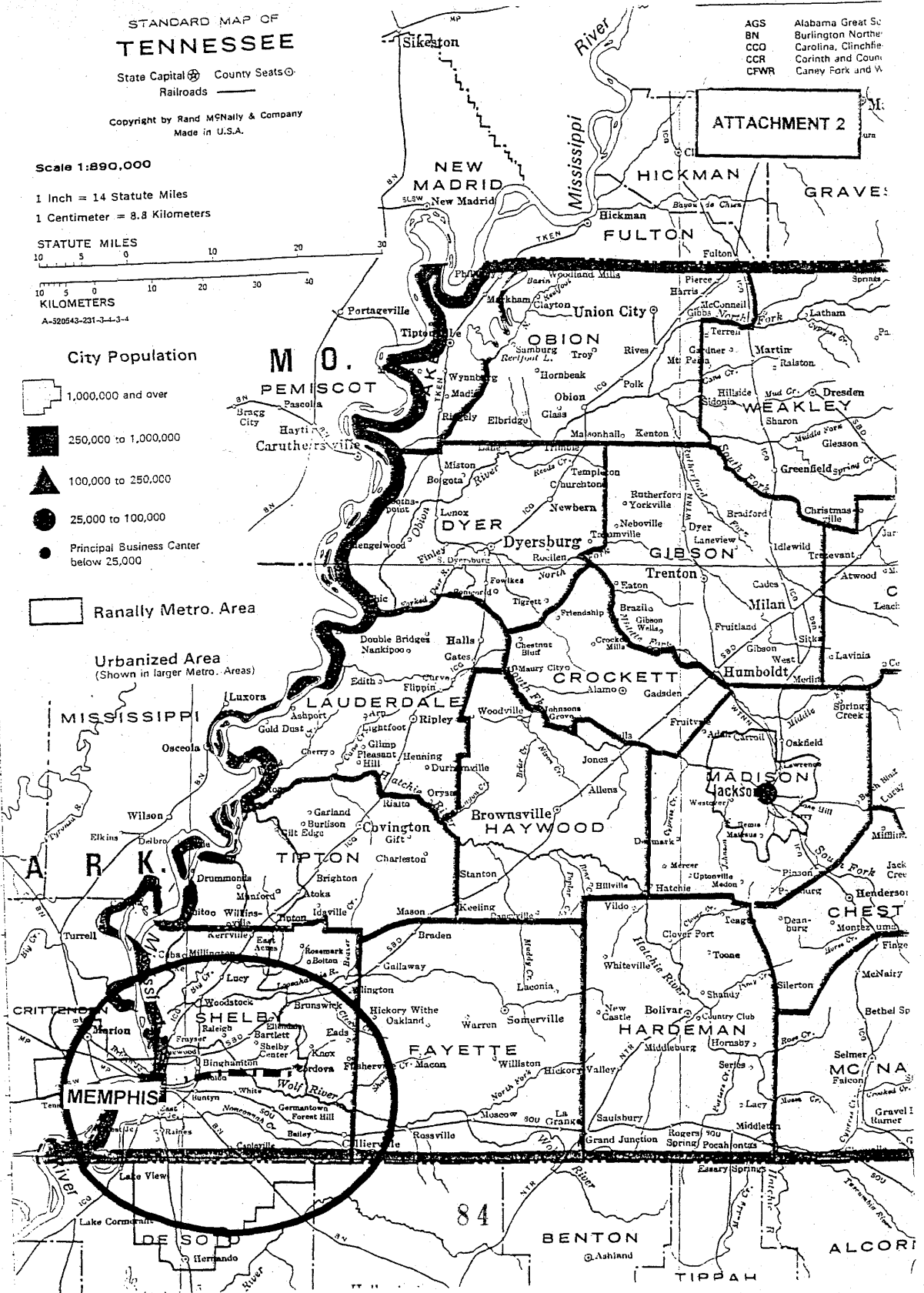
A-520543-231-3-4-3-4

City Population



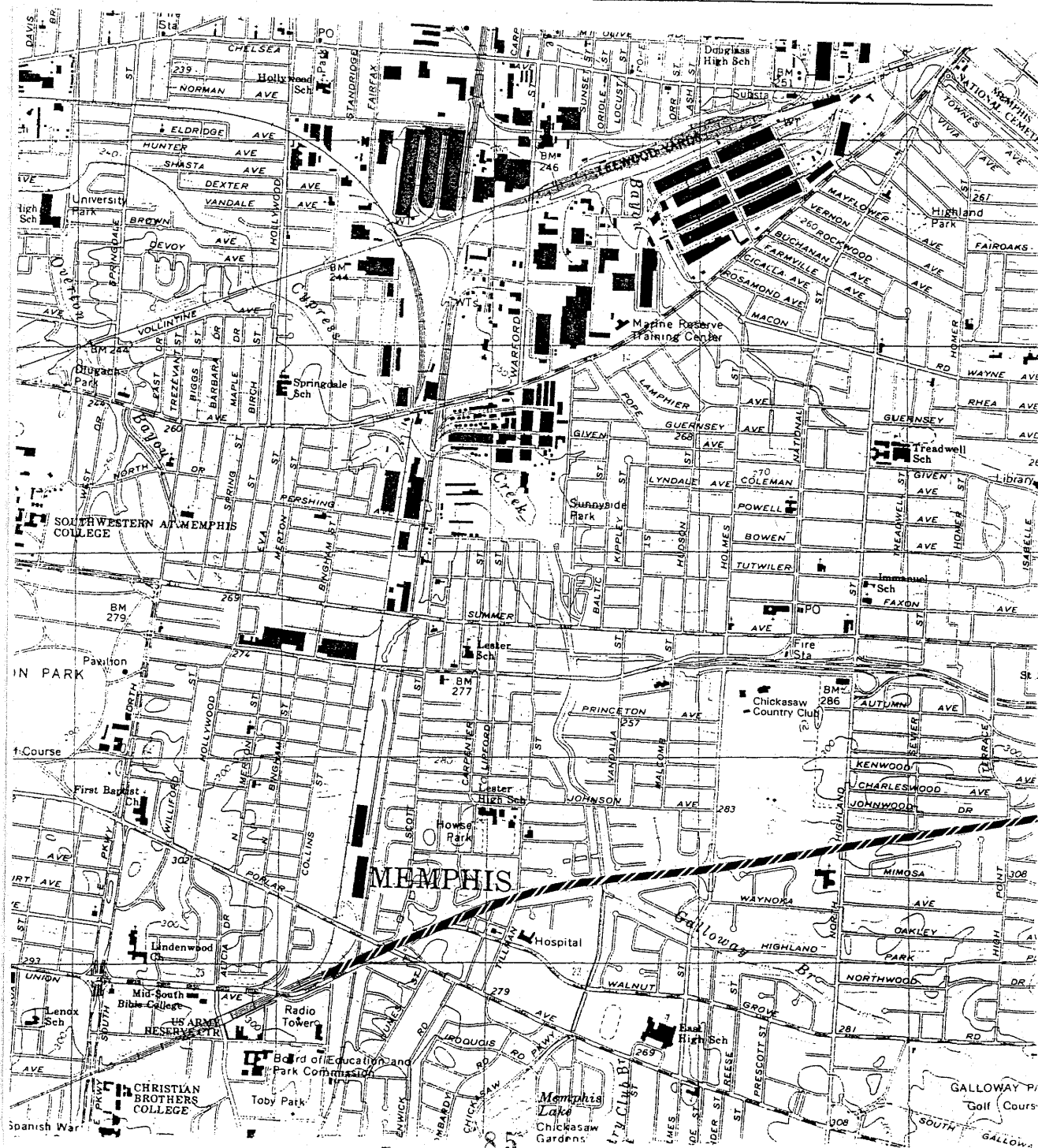
Rationally Metro. Area

Urbanized Area
(Shown in larger Metro. Areas)



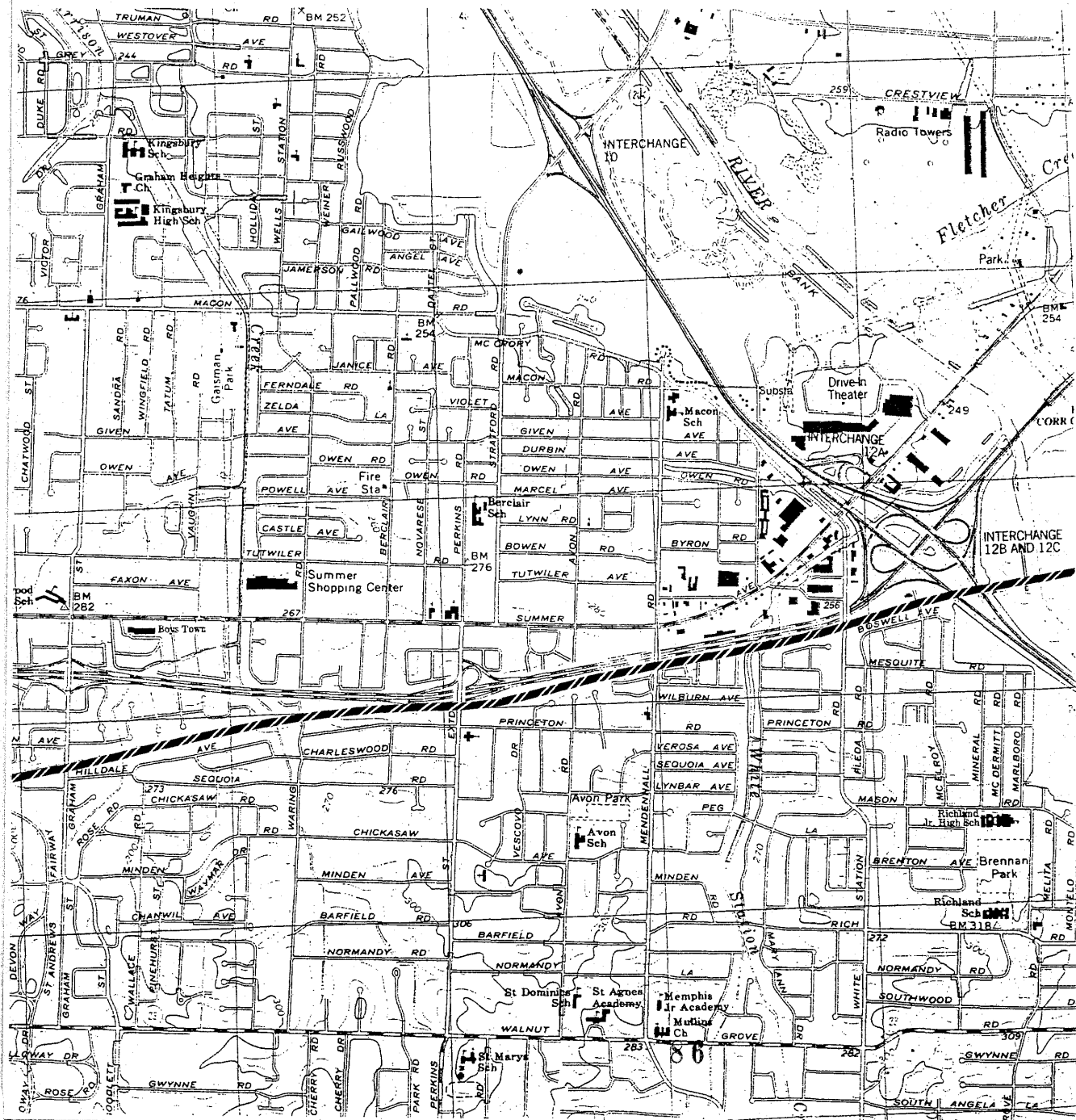
U. S. DEPT. OF THE INTERIOR
U. S. GEOLOGICAL SURVEY

NORTHEAST MEMPHIS QUADRANGLE
TENNESSEE-SHELBY CO.
1997
(Page 1 of 2)



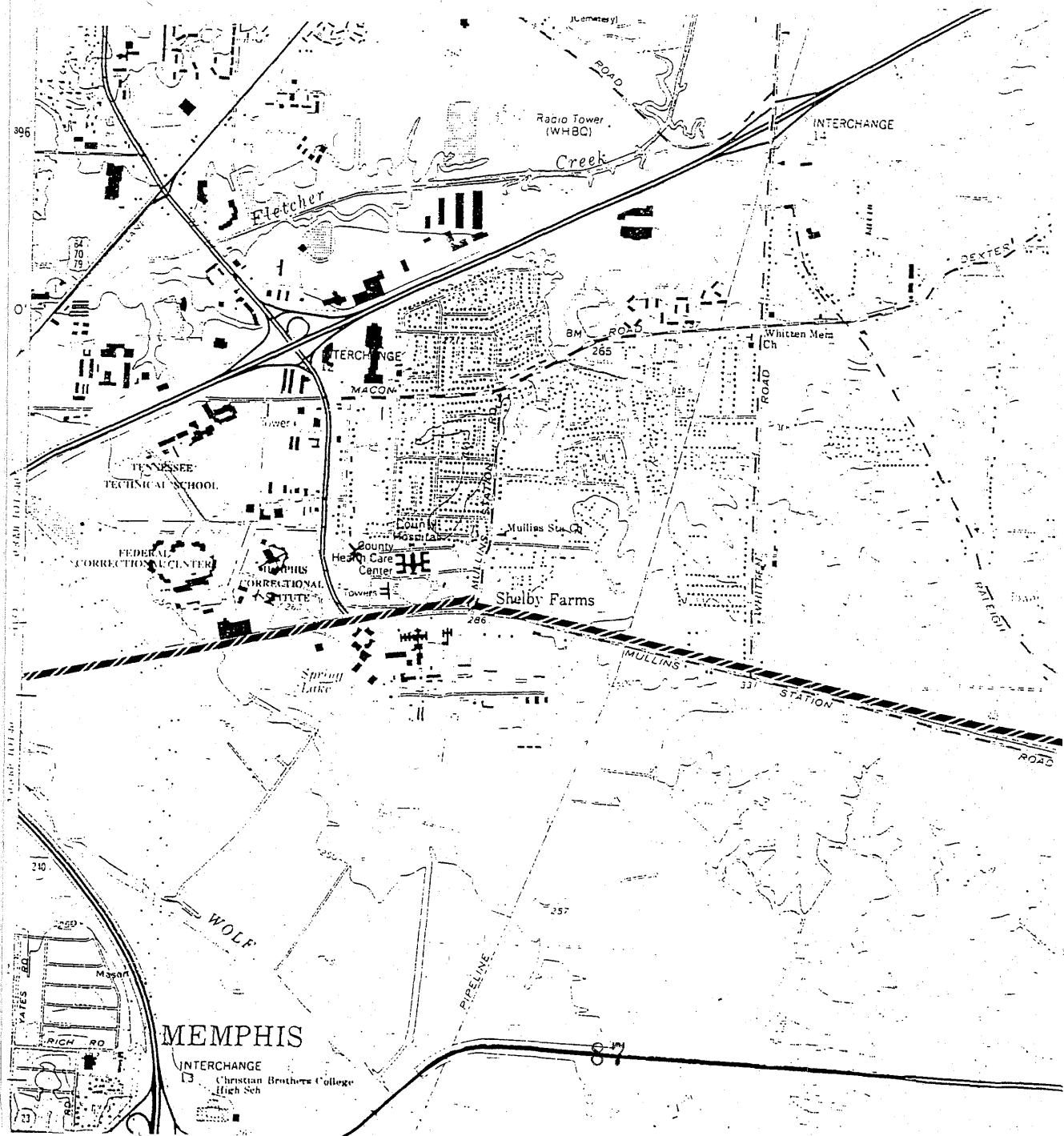
U. S. DEPT. OF THE INTERIOR
U. S. GEOLOGICAL SURVEY

NORTHEAST MEMPHIS QUADRANGLE
TENNESSEE-SHELBY CO.
1997
(Page 2 of 2)



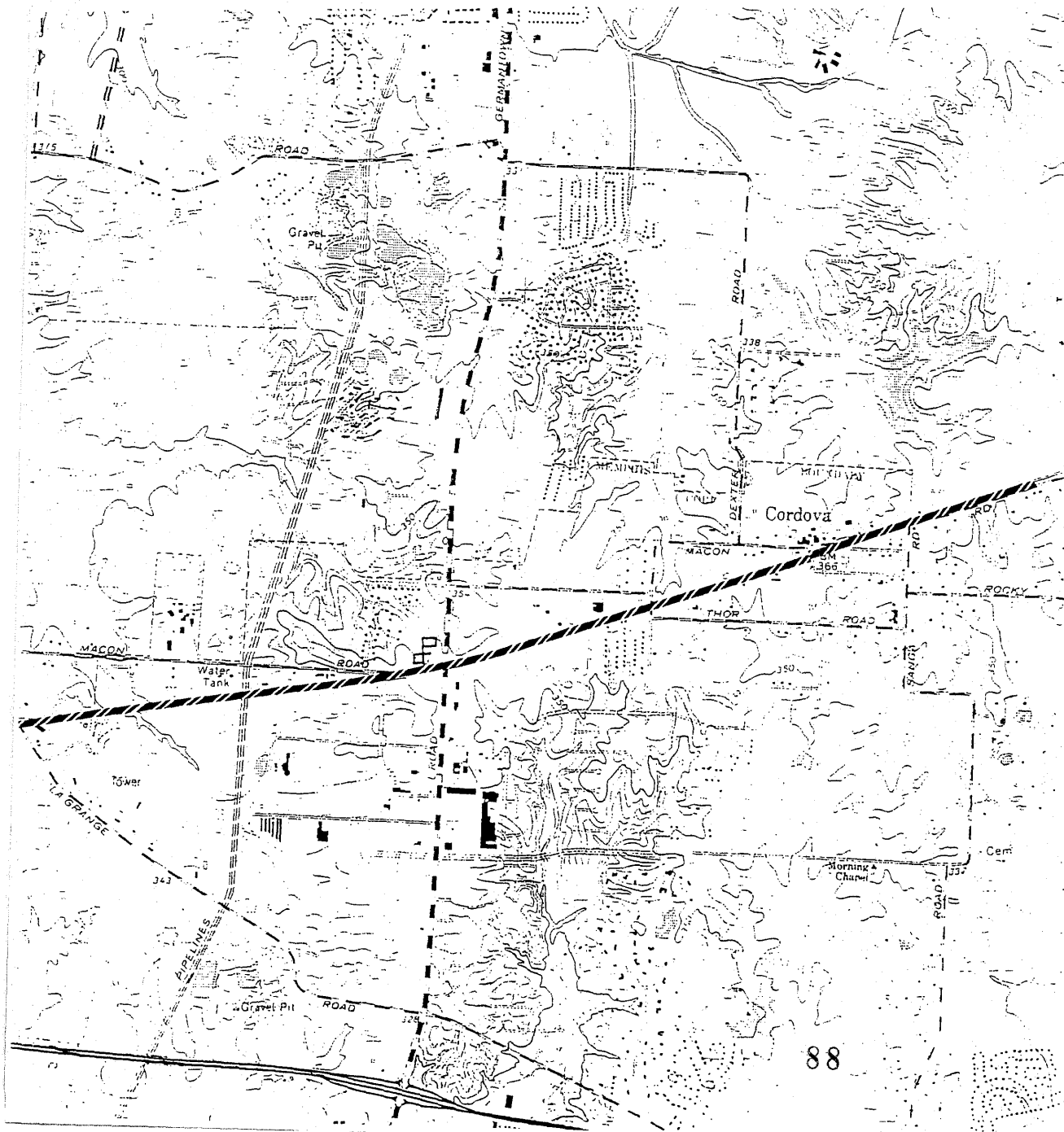
U. S. DEPT. OF THE INTERIOR
U. S. GEOLOGICAL SURVEY

ELLENDALE QUADRANGLE
TENNESSEE-SHELBY CO.
1965-Revised 1993
(Page 1 of 2)



U. S. DEPT. OF THE INTERIOR
U. S. GEOLOGICAL SURVEY

ELLENDALE QUADRANGLE
TENNESSEE-SHELBY CO.
1965-Revised 1993
(Page 2 of 2)





Joanna Griffith
Director - Route Structures
Asset Management - J200

500 Water Street - J200
Jacksonville, FL 32202
Tel. (904) 359-4925
Fax (904) 359-1111
E-Mail: Joanna_Griffith@csx.com

April 9, 2001

Mr. Herbert L. Harper
Executive Director and Deputy
State Historic Preservation Officer
Tennessee Historical Commission
Department of Environment and Conservation
2941 Lebanon Road
Nashville, TN 37243-0442

RE: CSXT ABANDONMENT
CORDOVA TO MEMPHIS
SHELBY COUNTY
DOCKET AB-55 (SUB-NO. 590X)

Mr. Harper:

Please be advised that on May 18, 2001, CSX Transportation, Inc. anticipates filing for abandonment of a portion of its rail line between Cordova and Memphis, TN, as shown on the attached maps.

In connection with rail lines that are to become the subject of applications for authority to abandon, Federal Regulations at 49 CFR 1105.8(d), require that a Historic Report be submitted to the State Historic Preservation Officer prior to filing with the Surface Transportation Board. In accordance with those Regulations, I am attaching a Historic Report covering the above proposed abandonment.

I will appreciate receiving your letter confirming that this project will have no impact upon cultural resources. If you have questions, please feel free to call me.

Sincerely,

Attachments

Copy:
Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
Washington, DC 20423-0001

Ms. N. S. Rosenberg, Counsel, CSXT, 500 Water St.-J150, Jacksonville, FL 32202



received
05-01-01

TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

April 25, 2001

Mr. Joanna M. Griffith
CSX Transportation
500 Water Street-J 200
Jacksonville, Florida 32202

RE: STB, DOCKET AB-55 (SUM NO 590X), UNINCORPORATED, SHELBY COUNTY

Dear Mr. Griffith:

Pursuant to your request received by this office on Thursday, April 12, 2001, this office has reviewed documentation concerning the above-referenced undertaking. This review is a requirement of Section 106 of the National Historic Preservation Act for compliance by the participating federal agency or applicant for federal assistance. Procedures for implementing Section 106 of the Act are codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739)

Based on available information, we find that the undertaking as currently proposed may affect historic properties eligible for listing in the National Register of Historic Places. We therefore recommend that your agency begin immediate consultation with our office to complete Section 106 review on this undertaking. This office will also need to review a cultural resources survey report for this project before any work commences. You may find additional information concerning the Section 106 process and the Tennessee SHPO's documentation requirements at www.state.tn.us/environment/hist/sect106.htm. Questions and comments may be directed to Joe Garrison (615) 532-1559. Your cooperation is appreciated.

Sincerely,

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jyg

EXHIBIT 8

STB No. AB-55 (Sub-No. 618)

Notice of Application to Discontinue Service

On July 10, 2002 CSX Transportation, Inc. ("CSXT") filed with the Surface Transportation Board, Washington, D.C. 20423, an application for permission for the discontinuance of service on a 1.1-mile rail line portion of its Midwest Region, Nashville Division, Memphis Terminal between milepost ONI 224.0, at Memphis, TN and milepost ONI 222.9 east of Memphis, TN, all in Shelby County, TN. The line includes the station of Memphis, TN, milepost 224.0 and traverses through 38111 and 38112 United States Postal Service ZIP Codes.

The line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it. The applicant's entire case for discontinuance (case in chief) was filed with the application.

This line of railroad has appeared on the applicant's system diagram map or has been included in its narrative in category 1 since March 6, 2002.

The interest of railroad employees will be protected by *Oregon Short Line R. Co.-Abandonment--Goshen*, 360 I.C.C. 91 (1979).

Any interested person may file with the Surface Transportation Board written comments concerning the proposed discontinuance or protests (including the protestant's entire opposition case), within 45 days after the application is filed. All interested persons should be aware that following any abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 U.S.C. 10905 (1152.28 of the Board's rules) and any request for a trail use condition under 16 U.S.C. 1247(d) (1152.29 of the Board's rules) must be filed within 45 days after the application is filed. Persons who may oppose the abandonment or discontinuance but who do not wish to participate fully in the process by appearing at any oral hearings or by submitting verified statements of witnesses, containing detailed evidence should file comments. Persons interested only in seeking public use or trail use conditions should also file comments. Persons opposing the proposed discontinuance that do wish to participate actively and fully in the process should file a protest.

In addition, a commenting party or protestant may provide:

- (i) An offer of financial assistance, pursuant to 49 U.S.C. 10904 (due 120 days after the application is filed or 10 days after the application is granted by the Board, whichever occurs sooner);
- (ii) Recommended provisions for protection of the interests of employees;

(iii) A request for a public use condition under 49 U.S.C. 10905; and

(iv) A statement pertaining to prospective use of the right-of-way for interim trail use and rail banking under 16 U.S.C. 1247(d) and 1152.29.

Parties seeking information concerning the filing of protests should refer to 1152.25.

Written comments and protests, including all requests for public use and trail use conditions, must indicate the proceeding designation STB No. AB-55 (Sub-No. 618) and should be filed with the Secretary, Surface Transportation Board (Board), Washington, DC 20423, no later than August 26, 2002. Interested persons may file a written comment or protest with the Board to become a party to this discontinuance proceeding. A copy of each written comment or protest shall be served upon the representative of the applicant (1) Natalie S. Rosenberg, Esq., CSX Transportation, Inc., 500 Water Street, Jacksonville, FL 32202, (904) 359-1253, and (2) Louis E. Gitomer, Esq., Ball Janik LLP, 1455 F Street, NW, Suite 225, Washington, DC 20005, (202) 638-3307. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth in part 1152, every document filed with the Board must be served on all parties to the abandonment proceeding. 49 CFR 1104.12(a).

The line sought to be discontinued will be available for subsidy for continued rail use, if the Board decides to permit the discontinuance, in accordance with applicable laws and regulations (49 U.S.C. 10904 and 49 CFR 1152.27). No subsidy arrangement approved under 49 U.S.C. 10904 shall remain in effect for more than 1 year unless otherwise mutually agreed by the parties (49 U.S.C. 10904(f)(4)(B)). Applicant will promptly provide upon request to each interested party an estimate of the subsidy and minimum purchase price required to keep the line in operation. The carrier's representative to whom inquiries may be made concerning sale or subsidy terms is (1) Natalie S. Rosenberg, Esq., CSX Transportation, Inc., 500 Water Street, Jacksonville, FL 32202, (904) 359-1253, and (2) Louis E. Gitomer, Esq., Ball Janik LLP, 1455 F Street, NW, Suite 225, Washington, DC 20005, (202) 638-3307.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by the Section of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact the Section of Environmental Analysis. EAs in these abandonment proceedings normally will be made available within 33 days of the filing of the application. The deadline for submission of comments on the EA will generally be within 30 days of its

service. The comments received will be addressed in the Board's decision. A supplemental EA or EIS may be issued where appropriate.

EXHIBIT 9

VERIFICATION

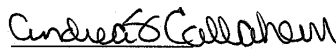
STATE OF FLORIDA)
)
DUVAL COUNTY)

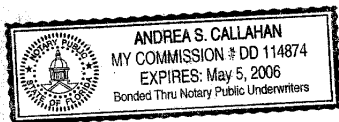
B. J. LEAGUE, being duly sworn, states that she is Assistant Vice President-Asset Management of CSX Transportation, Inc.; that she is authorized to verify and file with the Surface Transportation Board the foregoing Application in Docket No. AB-55 (Sub-No. 618) on behalf of CSX Transportation, Inc.; that she has carefully examined all of the statements in the Application as well as the exhibits attached thereto and made a part thereof; that she has knowledge of the facts and matters relied upon in the Application; and that all representations set forth therein are true and correct to the best of her knowledge, information and belief.



B.J. LEAGUE

Subscribed and sworn to
before me, a Notary Public
in and for the State and
County above named, this
27 day of JUNE, 2002.


Notary Public
My Commission Expires: 5/5/06



AFFIDAVIT

STATE OF FLORIDA)

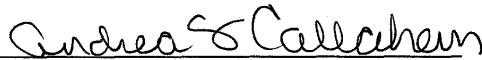
COUNTY OF DUVAL)

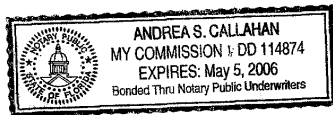
MICHAEL K. GILLIGAN, being duly sworn, deposes and says that he has personal knowledge of Subsections (c) (4), (c) (5), (c) (9), (e) (1), (e) (2) and (e) (3) of the foregoing application, knows the contents thereof, and the same is true as stated.


MICHAEL K. GILLIGAN

Subscribed and sworn to before me

this 27th day of June, 2002.


Notary Public



AFFIDAVIT

STATE OF FLORIDA)
)
COUNTY OF DUVAL)

ELLEN M. PRESLAR, being duly sworn, deposes and says
that she has personal knowledge of Subsections (d)(1), (d)(2), and
(d)(3) of the foregoing application, knows the contents thereof,
and the same is true as stated.

Ellen M. Preslar
ELLEN M. PRESLAR

Subscribed and sworn to before me,
this 27th day of June, 2002.

Andrea S. Callahan
Notary Public

My Commission Expires: 5/5/06

(SEAL)

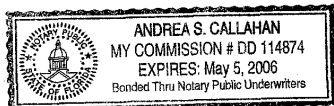


EXHIBIT 10

CERTIFICATION

I, Louis E. Gitomer certify that the Notice of Intent to discontinue service required by 49 CFR 1152.20(a) has been published in accordance with 49 CFR 1152.20(a)(4), has been published in accordance with 49 CFR 1152.20(a)(3), and has been served in accordance with 49 CFR 1152.20(a)(1), within the time periods established under 49 CFR 1152.20(b), in Docket No. AB-55 (Sub-No. 618).



Louis E. Gitomer
July 10, 2002

STB No. AB-55 (Sub-No. 618)

Notice of Intent to Discontinue Service
CSX Transportation, Inc. gives notice that on or about June 28, 2002 it intends to file with the Surface Transportation Board, Washington, D.C. 20423, an application for permission for the discontinuance of service on a line of railroad known as a portion of its Midwest Region, Nashville Division, Memphis Terminal extending from railroad milepost ONI 224.00 near Memphis, TN, to rail milepost ONI 222.9 near Memphis, TN, which traverses through United States Postal Service ZIP Code 38111, a distance of 1.1 miles, in Shelby County, TN. The line does not include any stations.

The reason for the proposed discontinuance is the line does not generate sufficient revenue to justify the repair of the bridge at milepost ONI 223.3 and the repair of the diamond crossing at milepost ONI 224.00. Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in the railroad's possession will be made available promptly to those requesting it.

This line of railroad has appeared on the system diagram map or included in the narrative in category 1 since March 6, 2002.

The interest of railroad employees will be protected by Oregon Short Line R. Co.—Abandonment—Goshen, 360 I.C.C. 91 (1979).

The application will include the applicant's entire case for discontinuance (case in chief). Any interested person, after the application is filed on June 28, 2002, may file with the Surface Transportation Board written comments concerning the proposed discontinuance or protests to it. These filings are due 45 days from the date of filing of the application. Persons who may oppose the discontinuance but who do not wish to participate fully in the process by appearing at any oral hearings or by submitting verified statements of witnesses, containing detailed evidence, should file comments. Persons opposing the proposed discontinuance that do wish to participate actively and fully in the process should file a protest.

Protests must contain that party's entire case in opposition (case in chief) including the following:

(1) Protestant's name, address and business.

(2) A statement describing protestant's interest in the proceeding including:

(i) A description of protestant's use of the line;

(ii) If protestant does not use the line, information concerning the group or public interest it represents; and

(iii) If protestant's interest is limited to the retention of service over a portion of the line, a description of the portion of the line subject to protestant's interest (with milepost designations if available) and evidence showing that the applicant can operate the portion of the line profitably, including an appropriate return on its investment for those operations.

(3) Specific reasons why protestant opposes the application including information regarding protestant's reliance on the involved service (this information must be supported by affidavits of persons with personal knowledge of the fact(s)).

(4) Any rebuttal of material submitted by applicant. In addition, a commenting party or protestant may provide a statement of position and evidence re-

20005, (202) 638-3307.

Persons seeking further information concerning discontinuance procedures may contact the Surface Transportation Board or refer to the full discontinuance regulations at 49 CFR part 1162. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis.

A copy of the application will be available for public inspection on or after June 28, 2002 at each agency station or terminal on the line proposed to be discontinued. If there is no agency station on the line, the application shall be deposited at any agency station through which business for the line is received or forwarded (Patil L. Cotton, Customer Service Operation Center, 6737 Southpoint Dr., South J600, Jacksonville, FL 32216 between 9:00 a.m. and 5 p.m.). The carrier shall furnish a copy of the application to any interested person proposing to file a protest or comment, upon request.

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by the Section of Environmental Analysis will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Any other persons who would like to obtain a copy of the EA (or EIS) may contact the Section of Environmental Analysis. EAs in these discontinuance proceedings normally will be made available within 33 days of the filing of the application. The deadline for submission of comments on the EA will generally be within 30 days of its service. The comments received will be addressed in the Board's decision. A supplemental EA or EIS may be issued where appropriate.

- (i) Intent to offer financial assistance pursuant to 49 U.S.C. 10904;
- (ii) Environmental impact;
- (iii) Impact on rural and community development; and
- (iv) Recommended provisions for protection of the interests of employees.

A protest may demonstrate that: (1) the protestant filed a feeder line application under 49 U.S.C. 10907; (2) the feeder line application involves any portion of the rail line involved in the discontinuance application; (3) the feeder line application was filed prior to the date the discontinuance application was filed; and (4) the feeder line application is pending before the Board.

Written comments and protests will be considered by the Board in determining what disposition to make of the application. The commenting party or protestant may participate in the proceeding as its interests may appear.

If an oral hearing is desired, the requester must make a request for an oral hearing and provide reasons why an oral hearing is necessary. Oral hearing requests must be filed with the Board no later than 10 days after the application is filed.

Those parties filing protests to the proposed discontinuance should be prepared to participate actively either in an oral hearing or through the submission of their entire opposition case in the form of verified statements and arguments at the time they file a protest. Parties seeking information concerning the filing of protests should refer to 1152.25.

Written comments and protests, including all requests for public use and trail use conditions, should indicate the proceeding designation STB No. AB-55 (Sub-No. 618) and must be filed with the Secretary, Surface Transportation Board, Washington, DC 20423, no later than August 12, 2002. Interested persons may file a written comment or protest with the Board to become a party to this discontinuance proceeding. A copy of each written comment or protest shall be served upon the representative of the applicant (1) Natalie S. Rosenberg, Esq., CSX Transportation, Inc., 500 Water Street, Jacksonville, FL 32202, (904) 359-1253, and (2) Louis E. Gitomer, Esq., Ball Janik LLP, 1455 F Street, NW, Suite 225, Washington, DC 20005, (202) 638-3307. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth in part 1152, each document filed with the Board must be served on all parties to the discontinuance proceeding. 49 CFR 1104.12(a).

The line sought to be discontinued will be available for subsidy for continued rail use, if the Board decides to permit the discontinuance, in accordance with applicable laws and regulations (49 U.S.C. 10904 and 49 CFR 1152.27). No subsidy arrangement approved under 49 U.S.C. 10904 shall remain in effect for more than 1 year unless otherwise mutually agreed by the parties (49 U.S.C. 10904(f)(4)(B)). Applicant will promptly provide upon request to each interested party an estimate of the subsidy and minimum purchase price required to keep the line in operation. The carrier's representative to whom inquiries may be made concerning sale or subsidy terms are (1) Natalie S. Rosenberg, Esq., CSX Transportation, Inc., 500 Water Street, Jacksonville, FL 32202, (904) 359-1253, and (2) Louis E. Gitomer, Esq., Ball Janik LLP, 1455 F Street, NW, Suite 225, Washington, DC

ORIGINAL

265815

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-55 (Sub-No. 618)

CSX TRANSPORTATION, INC.
--DISCONTINUANCE--
AT MEMPHIS, IN SHELBY COUNTY, TENNESSEE



APPLICATION

VOLUME II
WORK PAPERS -- ELLEN M. PRESLAR

FILED

JUL 10 2002

SURFACE
TRANSPORTATION BOARD

Natalie S. Rosenberg, Esq.
CSX Transportation, Inc.
500 Water Street
Jacksonville, FL 32202
(904) 359-1253

Louis E. Gitomer, Esq.
Ball Janik, LLP
1455 F Street, NW, Suite 225
Washington, DC 20005
(202) 638-3307

Attorneys for: CSX TRANSPORTATION, INC.

Dated: July 10, 2002

ENTERED
Office of Proceedings

JUL 10 2002

Part of
Public Record

FEE RECEIVED

JUL 10 2002

SURFACE
TRANSPORTATION BOARD

000002

CSX Transportation, Inc.

Line Segment: Memphis, TN = MP ONI 222.9-ONI 224.0

Revenues Attributable	OIT Switch	54 CL 144	54 CL 144	54 CL 144
1. Freight Originated &/or Terminated On Branch		\$ 89,896	\$ 95,290	\$ 97,088
2. Bridge Traffic		-0-	-0-	-0-
3. All Other Revenue and Income		31,088	34,705	34,705
4. Total Revenues Attributable (Lines 1 thru 3)		\$ 120,984	\$ 129,995	\$ 131,793

Avoidable Costs

5. Total On-Branch Costs (Lines 5a thru 5k)		\$ 24,563	\$ 238,727	\$ 238,843
a. Maintenance of Way and Structures		5,500	220,000	220,000
b. Maintenance of Equipment - Locomotives		938	1044	1052
c. Transportation		7386	7246	7293
d. Joint Facilities		-0-	-0-	-0-
e. Deadheading, Taxi and Hotel		-0-	-0-	-0-
f. Overhead Movement		8,972	8,924	8,979
g. Freight Car Costs (o/t Return on Freight Cars)		752	709	715
h. Return on Value - Locomotives		647	578	578
i. Return on Value - Freight Cars		368	226	226
j. Revenue Taxes		-0-	-0-	-0-
k. Property Taxes		-0-	-0-	-0-
6. Total Off-Branch Costs (Lines 6a and 6b)		\$ 64,850	\$ 66,931	\$ 67,567
a. Off-Branch Costs (o/t Return on Freight Cars)		62,702	65,623	66,259
b. Return on Value - Freight Cars		2,148	1,308	1,308
7. Total Avoidable Costs (Lines 5 and 6)		\$ 89,413	\$ 305,658	\$ 306,410

Subsidization Costs

8. Rehabilitation	xxxx	xxxx	
9. Administration Costs	xxxx	xxxx	
10. Casualty Reserve Account	xxxx	xxxx	
11. Total Subsidization Costs (Lines 8 thru 10)	xxxx	xxxx	

Return on Value

12. Valuation of Property (Lines 12a thru 12c)	xxxx	\$ N/A	\$ 95,444
a. Working Capital	xxxx		9,764
b. Income Tax Consequences @ 37%	xxxx		<56,320>
c. Net Liquidation Value { 107,600 Land 28,400 Track	xxxx		136,000
13. Nominal Rate of Return	xxxx	14.5 %	14.5 %
14. Nominal Return on Value (Line 12 * Line 13)	xxxx		13,839
15. Holding Gain (Loss) @ 3.2%	xxxx		4,352
16. Total Return on Value (Line 14 less Line 15)	xxxx	\$	\$ 9,487
17. Avoidable Loss from Operations (Line 7 less Line 4)	\$ <31,571>	\$ 175,663	\$ 174,617
18. Estimated Forecast Year Loss from Operations (Lines 7 and 12 less Line 4)		\$ 175,663	
19. Estimated Subsidy Year Loss from Operations (Lines 7 and 16 less Line 4)			\$ 184,104

EP 6/24/02

REV/OB COSTS

000004

Line Segment: Leewood Yd - Memphis TN
 MIS#: _____

REVENUE AND OFF-BRANCH COSTS

Period: Year 2000

	Cars	CSXT Revenue	Excl FC Cost	Off-Branch Costs	
				Freight Car Costs	
				Excl ROI	ROI Only
Originating Switch	144	\$ 31,088	\$ 7,617 *	\$ —	\$ —
Terminating	54	89,896	47,305	7,780	2,148
Total	198	\$	\$ 54,922	\$ 7,780	\$ 2,148
Index Factor			1.0	1.0	1.0
Adjusted Total			\$ 54,922	\$ 7,780	\$ 2,148
			Sum of O/T ROI	\$ 62,702	
			Total Off-Branch	\$ 64,850	

Miscellaneous Revenue	Lease Rental	
	Incidental	
	Total	\$

* Switch + off-br. cost adj.

Period: Forecast Year (Begin 6/01/02)

	Cars	CSXT Revenue	Excl FC Cost	Off-Branch Costs	
				Freight Car Costs	
				Excl ROI	ROI Only
Originating Switch	144	\$ 34,705	\$ 7,617 *	\$ —	\$ —
Terminating	54	95,290	47,305	9,596	1,308
Total	198	\$	\$ 54,922	\$ 9,596	\$ 1,308
Index Factor			1.021	0.995	1.0
Adjusted Total			\$ 56,075	\$ 9,548	\$ 1,308
⊕ 89,896 * 1.06			Sum of O/T ROI	\$ 65,623	
			Total Off-Branch	\$ 66,931	

Miscellaneous Revenue	Lease Rental	
	Incidental	
	Total	\$

Period: Subsidy Year (End 9/30/03)

	Cars	CSXT Revenue	Excl FC Cost	Off-Branch Costs	
				Freight Car Costs	
				Excl ROI	ROI Only
Originating Switch	144	\$ 34,705	\$ 7,617 *	\$ —	\$ —
Terminating	54	97,088	47,305	9,596	1,308
Total	198	\$	\$ 54,922	\$ 9,596	\$ 1,308
Index Factor			1.031	1.004	1.0
Adjusted Total			\$ 56,625	\$ 9,634	\$ 1,308
⊕ 89,896 * 1.08			Sum of O/T ROI	\$ 66,259	
			Total Off-Branch	\$ 67,567	

Miscellaneous Revenue	Lease Rental	
	Incidental	
	Total	\$

000005

MEMPHIS, TN (BBB ONLY)

ONCOMING	JUNCTION	DESTINATION	R1 CT	WAYBILL DATE	CARS	TONS	OFFER MILES	CSX DIV	OFF BR COST OT PC	OFF HR FC COST OT RET-FC	OFF BR FC COST OT RET-FC
ONHALLNOR	DETCPRS	TNMEMPHIS	02	343826	000330	1	73	795	826	441	2
*TOTAL CX 02						1	73	1,595	826	441	2
UNBARWICK	CHOCMC	TNMEMPHIS	03	813853	000629	1	93	662	824	314	107
ONEGLEHART	DETCON	TNMEMPHIS	03	353956	001022	1	73	795	874	368	124
ONEGLEHART	DETCON	TNMEMPHIS	03	353957	001022	1	73	795	874	368	124
ONEGLEHART	DETCON	TNMEMPHIS	03	354143	001025	1	69	795	958	368	124
ONHUDSON	DETCON	TNMEMPHIS	03	859934	000131	1	70	795	1,980	368	124
PCHAHAIS	DETCON	TNMEMPHIS	03	797351	000621	1	79	795	852	368	124
PCHAHAIS	DETCON	TNMEMPHIS	03	843573	000721	1	80	795	1,335	368	124
PCHAHAIS	DETCON	TNMEMPHIS	03	857907	001107	1	80	795	1,335	368	124
POVALDOR	DETCON	TNMEMPHIS	03	720812	000518	1	70	795	858	368	124
POVALDOR	DETCON	TNMEMPHIS	03	796521	000621	1	75	795	1,593	368	124
ONEGLEHART	DETCPRS	TNMEMPHIS	03	353991	001023	1	89	795	958	368	124
ONHALLNOR	DETCPRS	TNMEMPHIS	03	354436	001031	1	91	795	1,980	368	124
PONMANLIN	MEMPHIC	TNMEMPHIS	03	787076	000323	1	74	3	56	49	27
*TOTAL CX 03						13	1,036	19,573	10,640	4,411	1,498
BCEFORJOHN	CHOCBNF	TNMEMPHIS	14	607132	000329	1	91	662	808	56	15
BCEFORJOHN	CHOCBNF	TNMEMPHIS	14	607133	000329	1	91	662	808	56	15
ECHOUSTON	CHOCN	TNMEMPHIS	14	857510	000129	1	90	662	834	66	15
GNSAPPE	CHOCN	TNMEMPHIS	14	857647	000420	1	77	662	717	66	15
ABESACANT	CHOCGRPS	TNMEMPHIS	14	180373	001103	1	99	662	1,942	66	15
BEGG CITY	CHOCGRPS	TNMEMPHIS	14	238681	000622	1	65	662	1,032	66	15
ONVERBAY	CHOCGRPS	TNMEMPHIS	14	865103	000203	1	99	662	843	66	15
ONVERBAY	CHOCGRPS	TNMEMPHIS	14	108785	000606	1	99	662	843	66	15
ONVERBAYTR	CHOCGRPS	TNMEMPHIS	14	148589	001102	1	99	662	843	66	15
ONVERBAYTR	CHOCGRPS	TNMEMPHIS	14	149974	001103	1	99	662	843	66	15
ONDEREULV	CHOCWC	TNMEMPHIS	14	206909	000712	1	89	662	799	66	15
ONSUSITEMAR	CHOCWC	TNMEMPHIS	14	184531	001024	1	60	662	673	66	15
ONSUSITEMAR	CHOCWC	TNMEMPHIS	14	187454	001031	1	60	662	673	66	15
ONSUSITEMAR	CHOCWC	TNMEMPHIS	14	195012	001121	1	60	662	673	66	15
ONNEAMPELLI	DETCON	TNMEMPHIS	14	790974	991230	1	67	795	939	78	17
ONSTRUBO	DETCON	TNMEMPHIS	14	860723	000201	1	98	795	996	78	17
ONSTRUBO	DETCON	TNMEMPHIS	14	830586	000410	1	75	795	876	78	17
ONNAKINA	DETCON	TNMEMPHIS	14	742968	000529	1	93	795	970	78	17
ONNAKINA	DETCON	TNMEMPHIS	14	875519	001114	1	96	795	986	78	17
ONSTRATFORD	DETCON	TNMEMPHIS	14	807935	000109	1	100	795	1,513	78	17
ONSTRATFORD	DETCON	TNMEMPHIS	14	725508	000228	1	100	795	1,513	78	17
FCCSAUSPCA	DETCON	TNMEMPHIS	14	850821	001103	1	77	795	1,007	78	17

FILE NAME: MISDATA
REPORT NO: 2
MOVE TYPE: SINGLE

MEMPHIS, TN (BHS ONLY)

TERMINATING TRAFFIC
YEAR 2000
CSX TRANSPORTATION, INC. - URC500/C00

2
06/19/02

ORIGIN	ONCOMING JUNCTION	DESTINATION	R1 CT	WAYBILL NUM	WAYBILL DATE	CARS	TONS	OFFER MILES	CSX DIV	OFF BR COST OT FC	OFF BR FC COST OT RET-FC	OFF BR FC COST RET-FC
POCONQUERE	DETCH	TNMEMPHIS	14	786678	000323	1	102	795	1,513	1,017	79	17
POMATAGAM	DETCH	TNMEMPHIS	14	760715	000313	1	90	795	1,602	955	78	17
POCONTOLOI	DETCH	TNMEMPHIS	14	731853	001208	1	83	795	1,513	918	78	17
POCDEVILLON	DETCH	TNMEMPHIS	14	821086	000406	1	90	795	1,602	955	78	17
POCALUPAOR	DETCH	TNMEMPHIS	14	862111	001108	1	81	795	1,602	907	78	17
MEJACKMAN	DETCPRS	TNMEMPHIS	14	462445	001116	1	99	795	1,002	1,002	78	17
MELEVESQUE	DETCPRS	TNMEMPHIS	14	947835	000322	1	92	795	1,521	1,521	78	17
NEVANBUREN	DETCPRS	TNMEMPHIS	14	144419	000519	1	87	795	1,658	965	78	17
NESSAINTJOHN	DETCPRS	TNMEMPHIS	14	455988	000419	1	96	795	1,520	939	78	17
NESSAINTJOHN	DETCPRS	TNMEMPHIS	14	457410	000527	1	98	795	1,519	986	78	17
OSMAIRN	DETCPRS	TNMEMPHIS	14	462342	000605	1	90	795	1,520	996	78	17
OSMAIRN	DETCPRS	TNMEMPHIS	14	467772	000616	1	90	795	1,426	955	78	17
OSMAIRN	DETCPRS	TNMEMPHIS	14	165306	001117	1	95	795	1,426	955	78	17
POCAPDELAMA	DETCPRS	TNMEMPHIS	14	171091	001012	1	100	795	1,520	981	78	17
POCAPDELAMA	DETCPRS	TNMEMPHIS	14	177615	001130	1	100	795	1,520	1,007	78	17
POCONTOLOI	HUNTON	TNMEMPHIS	14	726676	000907	1	83	1,329	3,115	1,499	125	26
WASUMAS	MEMPHNSF	TNMEMPHIS	14	495388	001212	1	94	3	1,008	57	7	4

*TOTAL CX 14

40	3,568	58,728	35,639	2,928	648
54	4,677	89,896	47,305	7,780	2,148
TOTAL					

000007

FILE NAME: MISDATA
REPORT NO: 2
MOVE TYPE: SINGLE

MEMPHIS, TN (BBS ONLY)

TERMINATING TRAFFIC
YEAR 2000 (FY)
CSX TRANSPORTATION, INC. - URC500/C01

1
06/22/02

ORIGIN	ONCOMING JUNCTION	DESTINATION	R1 CT	WAYBILL NUM	WAYBILL DATE	CARS	TONS	OFFER MILES	CSX DIV	OFF BR COST	OFF BR OT	RET-FC	OFF BR FC COST	RET-FC
ONEALLOR	DETCPRS	TNMEMPHIS	02	343826	000330	1	73	795	1,595	826	523		2	
*TOTAL CX 02														
ONEARWICK	CHGOWC	TNMEMPHIS	03	813853	000629	1	93	662	1,649	824	211		53	
ONEBLEHART	DETUN	TNMEMPHIS	03	353956	001022	1	73	795	1,659	874	248		61	
ONEBLEHART	DETUN	TNMEMPHIS	03	353957	001022	1	73	795	1,859	874	248		61	
ONEBLEHART	DETUN	TNMEMPHIS	03	354143	001025	1	89	795	1,980	958	248		61	
ONEHURSON	DETUN	TNMEMPHIS	03	859334	000131	1	70	795	1,197	858	248		61	
POCHAPAIS	DETUN	TNMEMPHIS	03	777351	000621	1	79	795	1,335	905	248		61	
POCHAPAIS	DETUN	TNMEMPHIS	03	843573	000721	1	80	795	1,335	911	248		61	
POCHAPAIS	DETUN	TNMEMPHIS	03	857907	001107	1	80	795	1,335	911	248		61	
FOVALDOR	DETUN	TNMEMPHIS	03	720812	000518	1	70	795	1,161	858	248		61	
FOVALDOR	DETUN	TNMEMPHIS	03	796521	000621	1	75	795	1,593	885	248		61	
ONEBLEHART	DETCPRS	TNMEMPHIS	03	353981	001023	1	89	795	1,941	958	248		61	
ONEALLOR	DETCPRS	TNMEMPHIS	03	354416	001031	1	91	795	1,980	968	248		61	
FOGMEANDIN	MEMPHIC	TNMEMPHIS	03	727076	000323	1	74	3	749	56	27		13	
*TOTAL CX 03														
13	1,036								19,573	10,840	2,966		737	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	607132	000329	1	91	662	2,488	808	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	607133	000329	1	91	662	2,488	808	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	857510	000129	1	97	662	1,945	834	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	857647	000420	1	70	662	1,514	717	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	190373	001103	1	99	662	1,942	843	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	238681	000622	1	65	662	1,632	695	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	865103	000203	1	99	662	1,912	843	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	108785	000606	1	99	662	1,910	843	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	148559	001102	1	99	662	1,910	843	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	149974	001103	1	99	662	1,910	843	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	206309	000712	1	89	662	2,105	799	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	184531	001024	1	60	662	2,044	673	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	197454	001031	1	60	662	2,230	673	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	195012	001121	1	60	662	2,230	673	137		13	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	790974	991230	1	87	795	1,512	939	163		15	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	860723	000201	1	98	795	1,514	996	163		15	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	830588	000410	1	75	795	1,513	876	163		15	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	742368	000529	1	93	795	1,615	970	163		15	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	875519	001114	1	96	795	1,615	986	163		15	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	807935	000109	1	100	795	1,513	1,007	163		15	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	725508	000228	1	100	795	1,513	1,007	163		15	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	850321	001103	1	77	795	1,513	887	163		15	
ONEBLEHART	CHGOBNSF	TNMEMPHIS	14	864912	000202	1	94	795	1,515	975	163		15	

TERMINATING TRAFFIC
YEAR 2000 (FY)
CSX TRANSPORTATION, INC. - URCS00/C01

FILE NAME: MISDATA
REPORT NO: 2
MOVE TYPE: SINGLE
MEMPHIS, TN (BEB ONLY)

ORIGIN	ONCOMING JUNCTION	DESTINATION	CT	RI	WAYBILL NUM	WAYBILL DATE	CARS	TONS	OFFER MILES	CSX DIV	OFF BR COST OT FC	OFF BR FC COST OT RET-FC	OFF BR FC COST RET-FC
POCONQUERE	DETCN	TNMEMPHIS	14	786678	000323		1	102	795	1,513	1,017	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	760715	000313		1	90	795	1,602	955	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	731853	001208		1	83	795	1,513	918	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	821086	006406		1	90	795	1,602	955	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	862111	001108		1	81	795	1,602	907	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	462445	001116		1	99	795	1,521	1,002	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	947835	000322		1	92	795	1,588	965	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	144419	000519		1	87	795	1,520	939	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	455988	000419		1	96	795	1,519	986	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	457410	000527		1	98	795	1,520	996	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	462342	000605		1	90	795	1,426	955	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	467772	000616		1	90	795	1,436	955	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	165386	001117		1	95	795	1,660	981	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	171091	001012		1	100	795	1,520	1,007	163	15
POCONQUERE	DETCN	TNMEMPHIS	14	177615	001130		1	100	795	1,520	1,007	163	15
POCONQUERE	HUNTCN	TNMEMPHIS	14	727676	000907		1	83	1,329	3,115	1,499	264	24
POCONQUERE	MEMPHENSE	TNMEMPHIS	14	495388	001212		1	94	3	1,008	57	13	3

*TOTAL CY 14 40 3,563 68,728 35,639 6,107 569

TOTAL 54 4,677 89,896 47,305 9,596 1,308

000009

Line Segment: Leewood Yd - Memphis, TN

Period: Year 2000 (FY)

OFF-BRANCH COSTS

Program Check

Cost Level: CSX01XS (A/S/M)

Carload Data:

Carloads	<u>1</u>	
Cars per Waybill	<u>1</u>	
Car Type	<u>02</u>	
Off-branch Miles	<u>795</u>	)
Net Tons	<u>73</u>	)
No. of Terminals	<u>0</u>	
No. of Interchanges	<u>1</u>	
		Net Ton-Miles
		<u>58.035</u>

Other Than Freight Car Cost

			Unit Cost	
			Factor	
Terminal Swtg Cost	<u>0</u>	Term	<u>76.6317</u>	<u>0</u>
Mod Term Swtg Cost	<u>1</u>	CL	<u>19.4675</u>	<u>19.47</u>
Interchange Swtg Cost	<u>1</u>	Intch	<u>30.2343</u>	<u>30.23</u>
Line-Haul Cost	<u>795</u>	Miles	(A) <u>0.49476</u>	<u>393.33</u>
Line-Haul Cost	<u>58.035</u>	TM	(B) <u>0.006576</u>	<u>381.64</u>
Clerical Cost	<u>0</u>	Term	(C) <u>16.4664</u>	<u>0</u>
Carload Cost	<u>1</u>	CL	<u>1.7603</u>	<u>1.76</u>
Total				<u>826.43</u> ✓

- (A) $LH_A + LH_E + LH_ALLOC1 * (LH_C + LH_D)$
.186966 .091598 .0067674 16.9156 15.0304
- (B) $LH_B + LH_ALLOC2 * (LH_C + LH_D)$
.003049 .0001104 16.9156 15.0304
- (C) $CLOT_CLER_O * (.75 + .25 / \text{Cars per Waybill})$
16.4664 1.0

**Freight Car Cost
Excluding Return**

			Unit Cost	
			Factor	
Terminal Car Cost	<u>0</u>	Term	<u>202.2905</u>	<u>0</u>
Mod Term Car Cost	<u>1</u>	CL	<u>49.9820</u>	<u>49.98</u>
Interchange Car Cost	<u>1</u>	Intch	<u>39.5733</u>	<u>39.57</u>
Line-Haul Car Cost	<u>795</u>	Miles	(D) <u>0.5454</u>	<u>433.59</u>
Total				<u>523.14</u> ✓

- (D) $RR = LH_CCM + LH_CCX; PVT = LH_CCP$
0.1362 0.4092

**Return on Freight Cars
(RR-owned cars only)**

			Unit Cost	
			Factor	
Terminal Return	<u>0</u>	Term	<u>0.9182</u>	<u>0</u>
Mod Term Return	<u>1</u>	CL	<u>0.2269</u>	<u>0.23</u>
Interchange Return	<u>1</u>	Intch	<u>0.1796</u>	<u>0.18</u>
Line-Haul Return	<u>795</u>	Miles	<u>0.0019</u>	<u>1.51</u>
Total				<u>1.92</u> ✓

000010

OFF-BRANCH COST DEVELOPMENT -- Adjustments

LINE SEGMENT: Leewood Yard - Memphis, TN (BBB only)

PERIOD: Forecast / Subsidy Years

COST LEVEL: CSX01XS (CSXT 2000 URCS, 2001 Freight Car Costs; single car)

INPUT DATA: Car Type

	02	03	14	Total
O/T CLs	1	13	40	54
Switch CLs (BBB)	3	34	107	144
Cars per Waybill	1	1	1	
Off-branch Miles / CL	2	2	2	
Total Net Tons (O/T)	73	1,036	3,568	4,677

Exclude all Line-haul costs for the 2 miles between Leewood and Aulon (to be captured as on-branch costs, overhead to the segment at issue).

Unit Costs:

LH_A	GTM	0.186966	0.212911	0.206515
LH_B	GTM	0.003049	0.003049	0.003049
LH_C	LUM	16.9156	17.4487	17.8648
LH_D	TM	15.0304	15.5041	15.8738
LH_E	SEM (I&I)	0.091598	0.094484	0.096737
LH_ALLOC1		0.0067674	0.007471	0.0070778
LH_ALLOC2		0.0001104	0.000107	0.0001045

Line-Haul Costs to be excluded:

Mileage -- LH_A + LH_E + LH_ALLOC1 * (LH_C + LH_D)

0.40620636	0.462150369	0.448359063
0.81	12.02	35.87

Ton-Mile -- LH_B + LH_ALLOC2 * (LH_C + LH_D)

0.006575838	0.00657495	0.006574684
0.96	13.62	46.92

TOTAL LH COSTS:

1.77	25.64	82.79	110.20
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GTM Costs related to Track Ownership Maintenance to be added back:

Adjust GTM unit costs to include D-1 GTM costs only

0.001661435

Tare Wt	32.7	36.1	34.2
LH_A	assuming 100% ERR and tare wts shown		
	0.10866	0.11996	0.11364
Mileage	0.22	3.12	9.09

LH_B	0.001661435	0.001661435	0.001661435
Ton-Mile	0.24	3.44	11.86

GTM Maint Costs:	0.46	6.56	20.95	27.97
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OFF-BRANCH COST DEVELOPMENT -- Adjustments

LINE SEGMENT: Leewood Yard - Memphis, TN (BBB only)

PERIOD: Forecast / Subsidy Years

Costs related to reciprocal switching traffic not captured elsewhere:

Switched Carloads	3	34	107	144
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GTM Costs related to Track Ownership Maintenance (overhead to segment) --

Mileage	0.65195	8.15698	24.31942	
Ton-Mile	0.72771	9.00344	31.71480	
Total	1.38	17.16	56.03	74.57

Switching Costs --

Interchange	30.2343	31.1871	31.9308	
Modified Terminal	19.4675	19.4675	19.4675	
Total	149.11	1,722.26	5,499.62	7,370.98

Clerical Costs --

CLOR	1.7603			253.48
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Total Additional Off-branch Costs for Switched Moves

7,699.04

U9320.FOC.URCSTAB.CSX01XS 06/22/02

CT	TERM_SW	Q	CLER	Q	OTH	TERM_CC	TERM_CCR	TERM_SW	MTERM_CCC	MTERM_CCR	INCH_SW	INCH_CCC	INCH_CCR	LH_ALLOC1	LH_ALLOC2	LH_A	LH_B	LH_C	LH_D	LH_E	LH_LCM	LH_LCX	LH_CCR	LH_CCP
01	76.6317	16.4664	1.7603	0	0	0	0	18.4675	0	0	30.2343	0	0	0.0050083	0.0001104	0.13367	0.003049	18.9158	15.0304	0.091598	0	0	0	0
02	76.6317	16.4664	1.7603	202.2605	0.9182	0.2289	0.9182	18.4675	49.982	0.9182	30.2343	39.6733	0.1796	0.0097674	0.0001104	0.186968	0.003049	18.9158	15.0304	0.091598	0	0.4082	0	0.0019
03	85.1464	16.4664	1.7603	61.3933	30.6355	7.1909	31.1871	18.4675	14.4106	7.1909	31.1871	11.7692	5.8729	0.007471	0.000107	0.212811	0.003049	17.4487	15.5041	0.094484	0.1577	0.1217	0.0807	0
04	85.1464	16.4664	1.7603	42.4721	28.6146	6.7186	31.1871	18.4675	9.9933	6.7186	31.1871	8.4023	5.9608	0.0056498	0.0001037	0.196157	0.003049	18.0965	15.9977	0.087505	0.046	0.0869	0.0585	0
05	85.1464	16.4664	1.7603	29.3499	43.204	10.4111	31.8136	18.4675	6.8992	10.4111	31.8136	5.7394	8.4468	0.0068502	0.0001049	0.198139	0.003049	17.7992	15.8155	0.086392	0.1212	0.0983	0.0874	0
06	85.1464	16.4664	1.7603	48.5482	30.9748	7.2705	32.2352	18.4675	11.3955	7.2705	32.2352	9.6185	6.1374	0.006519	0.0001035	0.192024	0.003049	18.0351	16.0251	0.087659	0.1518	0.0865	0.0635	0
07	85.1464	16.4664	1.7603	41.8505	22.0248	15.9884	34.0371	18.4675	9.8234	15.9884	34.0371	8.4154	4.3497	0.0061258	0.0001038	0.178847	0.003049	17.9758	15.9723	0.087338	0.0835	0.0855	0.045	0
08	85.1464	16.4664	1.7603	40.2227	68.03	15.9884	34.0371	18.4675	9.4413	15.9884	34.0371	8.4154	14.2332	0.005981	0.0001089	0.186023	0.003049	18.0432	16.0209	0.103119	0.2149	0.087	0.1472	0
09	85.1464	16.4664	1.7603	87.9529	0.1096	0.0257	31.1815	18.4675	20.6449	0.0257	31.1815	16.57	0	0.0094371	0.0001067	0.25415	0.003049	17.1479	15.2368	0.082855	0.2159	0.1713	0	0
10	85.1464	16.4664	1.7603	45.8655	0.1096	0.0257	31.1815	18.4675	10.7259	0.0257	31.1815	16.57	0.021	0.0094371	0.0001067	0.25415	0.003049	17.1479	15.2368	0.082855	0.2159	0.1713	0	0
11	46.8305	16.4664	1.7603	1.8344	11.516	3.4879	18.4843	18.4675	0.5556	3.4879	18.4843	0.2889	1.6883	0.01121275	0.0001805	0.20484	0.003049	10.3416	8.1991	0.059	0.0016	0.0028	0.0175	0
12	85.1464	16.4664	1.7603	10.0817	0.0024	0.0006	25.2124	18.4675	2.3964	0.0006	25.2124	1.5924	0.0004	0.01121275	0.0001323	0.258422	0.003049	14.1059	12.5339	0.076393	0.0974	0.0162	0	0
13	85.1464	16.4664	1.7603	77.3948	18.1665	18.1665	31.5411	18.4675	18.1665	18.1665	31.5411	15.0051	0	0.0063535	0.0001058	0.183118	0.003049	17.6467	15.6901	0.095557	0.9536	0.1551	0	0
14	85.1464	16.4664	1.7603	28.3407	7.5375	1.7693	31.9308	18.4675	6.6523	1.7693	31.9308	5.5825	1.4784	0.0070778	0.0001045	0.208515	0.003049	17.8648	15.8738	0.096737	0.1316	0.0575	0.0153	0
15	85.1464	16.4664	1.7603	0	0	0	0	18.4675	0	0	0	0	0	0.007471	0	0	0.003049	0	0	0	0	0	0	0
16	85.1464	16.4664	1.7603	0	0	0	0	18.4675	0	0	0	0	0	0.007471	0	0	0.003049	0	0	0	0	0	0	0
17	85.1464	16.4664	1.7603	129.5919	75.5207	17.7287	30.2167	18.4675	30.4186	17.7287	30.2167	24.07	14.027	0.007471	0.0001104	0.206286	0.003049	16.9058	15.0217	0.091544	1.0654	0.2489	0.145	0
18	76.6317	16.4664	1.7603	0	0	0	0	18.4675	0	0	25.1402	0	0	0.0050083	0.0001327	0.115533	0.003049	14.0655	12.498	0.076164	0	0	0	0
19	85.1464	16.4664	1.7603	0	0	0	25.1402	18.4675	0	0	25.1402	0	0	0.0067674	0.0001327	0.155465	0.003049	14.0655	12.498	0.076164	0	0	0	0
20	85.1464	16.4664	1.7603	0	0	0	28.6185	18.4675	0	0	28.6185	0	0	0.007471	0.0001168	0.195362	0.003049	16.0105	14.2282	0.086996	0	0	0	0
21	85.1464	16.4664	1.7603	0	0	0	32.1404	18.4675	0	0	32.1404	0	0	0.0058498	0.0001038	0.168932	0.003049	17.962	15.978	0.087372	0	0	0	0.003
22	85.1464	16.4664	1.7603	0	0	0	29.2639	18.4675	0	0	29.2639	0	0	0.0068502	0.0001139	0.183367	0.003049	16.3895	14.5629	0.088749	0	0	0	0
23	85.1464	16.4664	1.7603	0	0	0	23.8276	18.4675	0	0	23.8276	0	0	0.008518	0.0001412	0.140749	0.003049	13.2183	11.746	0.071592	0	0	0	0.0685
24	85.1464	16.4664	1.7603	0	0	0	31.9698	18.4675	0	0	31.9698	0	0	0.0081258	0.0001054	0.177277	0.003049	17.7187	15.7441	0.095947	0	0	0	0
25	85.1464	16.4664	1.7603	0	0	0	32.0295	18.4675	0	0	32.0295	0	0	0.005981	0.0001043	0.175051	0.003049	17.92	15.9229	0.097036	0	0	0	0
26	85.1464	16.4664	1.7603	0	0	0	17.969	18.4675	0	0	17.969	0	0	0.0094371	0.0001043	0.275803	0.003049	17.8939	15.8997	0.096995	0	0	0	0.0083
27	85.1464	16.4664	1.7603	0	0	0	31.9629	18.4675	0	0	31.9629	0	0	0.0094371	0.0001043	0.275803	0.003049	17.8939	15.8997	0.096995	0	0	0	0.0298
28	46.8305	16.4664	1.7603	0	0	0	17.8665	18.4675	0	0	17.8665	0	0	0.0121275	0.000134	0.253196	0.003049	9.873	8.7727	0.053462	0	0	0	0
29	85.1464	16.4664	1.7603	0	0	0	24.8877	18.4675	0	0	24.8877	0	0	0.0112169	0.0000853	0.201281	0.003049	13.9246	12.3774	0.07543	0	0	0	0.1967
30	85.1464	16.4664	1.7603	0	0	0	31.5411	18.4675	0	0	31.5411	0	0	0.0063535	0.0000853	0.201281	0.003049	19.3942	17.2329	0.105019	0	0	0	0
31	85.1464	16.4664	1.7603	0	0	0	20.9576	18.4675	0	0	20.9576	0	0	0.007471	0.0001399	0.182792	0.003049	17.975	15.9701	0.095995	0	0	0	0.2052
32	85.1464	16.4664	1.7603	0	0	0	23.8457	18.4675	0	0	23.8457	0	0	0.007471	0.0001399	0.182792	0.003049	13.2183	11.746	0.071592	0	0	0	0.1491
33	85.1464	16.4664	1.7603	0	0	0	24.351	18.4675	0	0	24.351	0	0	0.007471	0.0001378	0.165558	0.003049	13.568	12.095	0.073411	0	0	0	0.1646
34	85.1464	16.4664	1.7603	0	0	0	24.5943	18.4675	0	0	24.5943	0	0	0.007471	0.0001357	0.167902	0.003049	13.7601	12.2268	0.074511	0	0	0	0

000013

OFF-BRANCH COST DEVELOPMENT -- Adjustments

LINE SEGMENT: Leewood Yard - Memphis, TN (BBB only)

PERIOD: Year 2000

COST LEVEL: CSX00S (CSXT 2000 URCS, 2000 Freight Car Costs; single car)

INPUT DATA: Car Type

	02	03	14	Total
O/T CLs	1	13	40	54
Switch CLs (BBB)	3	34	107	144
Cars per Waybill	1	1	1	
Off-branch Miles / CL	2	2	2	
Total Net Tons (O/T)	73	1,036	3,568	4,677

Exclude all Line-haul costs for the 2 miles between Leewood and Aulon (to be captured as on-branch costs, overhead to the segment at issue).

Unit Costs:

LH_A	GTM	0.186966	0.212911	0.206515
LH_B	GTM	0.003049	0.003049	0.003049
LH_C	LUM	16.9156	17.4487	17.8648
LH_D	TM	15.0304	15.5041	15.8738
LH_E	SEM (I&I)	0.091598	0.094484	0.096737
LH_ALLOC1		0.0067674	0.007471	0.0070778
LH_ALLOC2		0.0001104	0.000107	0.0001045

Line-Haul Costs to be excluded:

Mileage -- LH_A + LH_E + LH_ALLOC1 * (LH_C + LH_D)

0.40620636	0.462150369	0.448359063
0.81	12.02	35.87

Ton-Mile -- LH_B + LH_ALLOC2 * (LH_C + LH_D)

0.006575838	0.00657495	0.006574684
0.96	13.62	46.92

TOTAL LH COSTS:

1.77	25.64	82.79	110.20
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GTM Costs related to Track Ownership Maintenance to be added back:

Adjust GTM unit costs to include D-1 GTM costs only

0.001661435

Tare Wt	32.7	36.1	34.2	
LH_A	assuming 100% ERR and tare wts shown			
	0.10866	0.11996	0.11364	
Mileage	0.22	3.12	9.09	
LH_B	0.001661435	0.001661435	0.001661435	
Ton-Mile	0.24	3.44	11.86	
GTM Maint Costs:	0.46	6.56	20.95	27.97

OFF-BRANCH COST DEVELOPMENT -- Adjustments

LINE SEGMENT: Leewood Yard - Memphis, TN (BBB only)

PERIOD: Year 2000

Costs related to reciprocal switching traffic not captured elsewhere:

Switched Carloads	3	34	107	144
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GTM Costs related to Track Ownership Maintenance (overhead to segment) --

Mileage	0.65195	8.15698	24.31942	
Ton-Mile	0.72771	9.00344	31.71480	
Total	1.38	17.16	56.03	74.57

Switching Costs --

Interchange	30.2343	31.1871	31.9308	
Modified Terminal	19.4675	19.4675	19.4675	
Total	149.11	1,722.26	5,499.62	7,370.98

Clerical Costs --

CLOR	1.7603			253.48
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Total Additional Off-branch Costs for Switched Moves				7,699.04
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CT	TERM_SW	CLOT	CLER	CLOR	OTH	TERM_CC	TERM_SW	MTERM_CX	MTERM_CX	MTERM_CX	INCH_SW	INCH_CX	INCH_CCR	U1_ALLOC	U1_ALLOC2	LH_A	LH_B	LH_C	LH_D	LH_E	LH_CM	LH_CCX	LH_CCR	LH_CCP
01	78.9317	18.4864	1.7803	0	0	0	18.4875	0	0	0	30.2343	0	0	0.005093	0.000104	0.193897	0.003049	16.9158	15.0304	0.091598	0	0	0	0
02	78.9317	18.4864	1.7803	163.5762	0	0	18.4875	40.4185	0	0	30.2343	0	0.1431	0.0087824	0.000104	0.193898	0.003049	16.9158	15.0304	0.091598	0.1322	0.3309	0.0015	0
03	85.1464	18.4864	1.7803	111.0819	0	0	18.4875	28.0738	0	0	31.1871	21.2946	11.8249	0.007471	0.000107	0.212911	0.003049	17.4487	15.5041	0.094484	0.1829	0.2202	0.1223	0
04	85.1464	18.4864	1.7803	50.1821	0	0	18.4875	11.7814	0	0	32.841	9.9295	8.0138	0.005698	0.000103	0.188157	0.003049	18.0395	15.9957	0.097505	0.0437	0.1027	0.0822	0
05	85.1464	18.4864	1.7803	31.5447	0	0	18.4875	12.3777	0	0	31.138	6.1686	7.5558	0.008802	0.000104	0.199139	0.003049	17.7892	15.9155	0.096382	0.1154	0.0838	0.0781	0
06	85.1464	18.4864	1.7803	38.9742	0	0	18.4875	10.818	0	0	32.2352	10.4487	5.2077	0.0081258	0.0001035	0.182024	0.003049	18.0351	15.9723	0.097659	0.1651	0.108	0.0757	0
07	85.1464	18.4864	1.7803	46.0875	0	0	18.4875	10.179	0	0	34.6371	8.8283	15.3001	0.0084371	0.0001038	0.179847	0.003049	17.8756	15.9723	0.097659	0.09	0.0941	0.0538	0
08	85.1464	18.4864	1.7803	54.2785	0	0	18.4875	12.7408	0	0	30.4494	10.2281	0	0.0084371	0.0001038	0.179847	0.003049	17.8756	15.9723	0.097659	0.2481	0.0923	0.1582	0
09	85.1464	18.4864	1.7803	57.48	0	0	18.4875	13.4821	0	0	31.1815	11.017	0.0387	0.0089197	0.0001038	0.179847	0.003049	17.8756	15.9723	0.097659	0.2321	0.1057	0	0
10	85.1464	18.4864	1.7803	59.75	0	0	18.4875	13.4821	0	0	31.1815	11.017	0.0387	0.0089197	0.0001038	0.179847	0.003049	17.8756	15.9723	0.097659	0.2321	0.1057	0	0
11	85.1464	18.4864	1.7803	1.9675	0	0	18.4875	13.4821	0	0	31.1815	11.017	0.0387	0.0089197	0.0001038	0.179847	0.003049	17.8756	15.9723	0.097659	0.2321	0.1057	0	0
12	85.1464	18.4864	1.7803	1.9675	0	0	18.4875	13.4821	0	0	31.1815	11.017	0.0387	0.0089197	0.0001038	0.179847	0.003049	17.8756	15.9723	0.097659	0.2321	0.1057	0	0
13	85.1464	18.4864	1.7803	8.712	0	0	18.4875	2.0449	0	0	31.5411	1.8891	1.9871	0.0112169	0.0001038	0.179847	0.003049	17.8756	15.9723	0.097659	0.1073	0.0175	0	0
14	85.1464	18.4864	1.7803	16.7827	0	0	18.4875	3.8393	0	0	31.5411	1.8891	1.9871	0.0112169	0.0001038	0.179847	0.003049	17.8756	15.9723	0.097659	0.1073	0.0175	0	0
15	85.1464	18.4864	1.7803	16.7827	0	0	18.4875	3.8393	0	0	31.5411	1.8891	1.9871	0.0112169	0.0001038	0.179847	0.003049	17.8756	15.9723	0.097659	0.1073	0.0175	0	0
16	85.1464	18.4864	1.7803	16.7827	0	0	18.4875	3.8393	0	0	31.5411	1.8891	1.9871	0.0112169	0.0001038	0.179847	0.003049	17.8756	15.9723	0.097659	0.1073	0.0175	0	0
17	85.1464	18.4864	1.7803	261.0042	0	0	18.4875	81.2645	0	0	30.2187	48.4781	16.1176	0.007471	0.0001104	0.206288	0.003049	16.9058	15.0217	0.091544	1.4031	0.5012	0.1666	0
18	78.9317	18.4864	1.7803	0	0	0	18.4875	0	0	25.1402	0	0	0	0.005093	0.0001327	0.115053	0.003049	14.0655	12.498	0.076164	0	0	0	0
19	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	25.1402	0	0	0	0.005093	0.0001327	0.115053	0.003049	14.0655	12.498	0.076164	0	0	0	0
20	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	28.6185	0	0	0	0.007471	0.0001186	0.155465	0.003049	16.0105	14.2262	0.086988	0	0	0	0.3726
21	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	32.4404	0	0	0	0.0056498	0.0001038	0.159382	0.003049	17.962	15.978	0.097372	0	0	0	0.0051
22	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	29.2939	0	0	0	0.0066502	0.0001139	0.193387	0.003049	16.3995	14.5629	0.086749	0	0	0	0
23	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	23.8278	0	0	0	0.006519	0.0001412	0.140749	0.003049	13.2183	11.746	0.071582	0	0	0	0.0822
24	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	31.9998	0	0	0	0.0081258	0.0001054	0.177277	0.003049	17.7187	15.7441	0.095947	0	0	0	0
25	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	32.0285	0	0	0	0.005981	0.0001042	0.175051	0.003049	17.82	15.9229	0.097036	0	0	0	0
26	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	31.9829	0	0	0	0.0084371	0.0001043	0.175803	0.003049	17.8939	15.9937	0.096985	0	0	0	0.0033
27	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	17.989	0	0	0	0.0084371	0.0001043	0.175803	0.003049	17.8939	15.9937	0.096985	0	0	0	0.0033
28	46.5305	18.4864	1.7803	0	0	0	18.4875	0	0	17.6466	0	0	0	0.0112169	0.0001043	0.175803	0.003049	17.8939	15.9937	0.096985	0	0	0	0.0033
29	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	24.8977	0	0	0	0.0112169	0.0001043	0.175803	0.003049	17.8939	15.9937	0.096985	0	0	0	0.0033
30	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	24.8977	0	0	0	0.0112169	0.0001043	0.175803	0.003049	17.8939	15.9937	0.096985	0	0	0	0.0033
31	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	30.8176	0	0	0	0.005093	0.0001043	0.175803	0.003049	17.8939	15.9937	0.096985	0	0	0	0.0033
32	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	23.8415	0	0	0	0.005093	0.0001043	0.175803	0.003049	17.8939	15.9937	0.096985	0	0	0	0.0033
33	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	24.251	0	0	0	0.007471	0.0001378	0.165559	0.003049	13.588	12.058	0.072471	0	0	0	0.1801
34	85.1464	18.4864	1.7803	0	0	0	18.4875	0	0	24.5843	0	0	0	0.007471	0.0001357	0.167802	0.003049	13.7651	12.286	0.074511	0	0	0	0

000016

MISC REVENUE

000017

EP 6/18/02

RE21- no applicable lease rental revenue

IIDM- no demurrage attributable to BBB
in Base year period.

000018

CORDOVA BRANCH, TN
TRAFFIC 2000

YR 2000 Month	Switch - 104E										Switch - 104A		Line-Haul - 101A		TOTAL
	BNSF		UP			IC/CN		NS		IC		Patron			
	150	225	WB Void	72	225	WB Void	390	WB Void	225	250	365	260			
January	2		1				2					1	5V8IA5	2	9
February	1		1	8									B84M0G, 8PMZ07, 2IG131	4	16
March	4		1	4			3	1					5NDU8F, 5V8IA5	2	15
April	6		1	2	5		1	2					5V8IA5, 2FJI01	8	25
May	5		1		5		4						B84M0G, 5V8IA5	3	18
June	3	1			6		2						5V8IA5, 8PMZ01, 5DN03M	6	18
July	3		2										5V8IA5, 2FJI01, B84M0G, 4WZ3O4, 2EY07Y, DP0A00	6	20
August	1		1		6		2			1			B84M0G	1	13
September	2		1		3		1	1					B84M0G	1	9
October	3		2		2		1								9
November	3				5		1	1					B84M0G, 5V8IA5, 2MF02Q, 2FJI01	14	24
December	7				4		2		1				B84M0G, 5V8IA5	7	22
Total CLs	40	1	11	14	42	5	21	6	1	1	1	1		54	198
Switch CLs															144
Switch Rev	6,000	225	1,650	1,008	9,450	1,125	8,190	2,340	225	250	365	260			31,088

Forecast Year	52																
Rate per Car	150																144
Switch Rev	7,800																34,705

Source: IIDM Records for patron
Bolen Brunson Bell Lumber Co
00F371/01/21 (2FJ101)

CSXT / Finance (EP)
June 18, 2002

000019

CORDOVA BRANCH: Bolen Brunson Bell
Traffic 2001

Bellwood Reload				IIDM		DSIS				
CINIT	CNUM	T/S	CINITNUM	Comment	Date	CINITNUM	WBDAT	101A	104E	104A
CLC	10002	S	OK	V	Feb-01			BN		S
MRL	20065	S	OK		Feb-01			BN		S
TTZX	864834	S	OK		Feb-01			BN		S
BCOL	730704	S	OK	V	Feb-01			BN		S
NOKL	733809	S	OK		Feb-01			BN		S
NOKL	733875	S	OK		Feb-01			BN		S
TSRD	3080	T	OK		Feb-01			BN	Y	S
BNSF	564090	S	OK		Feb-01			BN		S
SRV	286110	S	OK		Feb-01			BN		S
GTW	309682	S	OK		Feb-01			CN		S
CNA	553831	T	OK		Feb-01			CN	Y	S
CN	602415	T	OK		Feb-01			CN	Y	S
NOKL	733195	T	OK		Mar-01			CN	Y	S
CN	624642	T	OK		Mar-01			CN	Y	S
TR	273887	S	OK		Mar-01			CN		S
CNA	553170	T		NF				CN	Y	S
NS	120289	S	OK		Feb-01			NS		S
LW	74152	S	OK		Jan-01			UP		S
FCEN	96512	S	OK		Jan-01			UP		S
ATW	50103	S	OK		Feb-01			UP		S
RBOX	39664	S	OK		Feb-01			UP		S
IBT	22009	S	OK		Feb-01			UP		S
ALM	5161	S	OK		Mar-01			UP		S
SSW	66997	S	OK		Mar-01			UP		S
RBOX	32070	T	OK		Mar-01			UP	Y	S
			CP 318359		Mar-01			UP	?	S
			GVSR 778023		Apr-01			UP	?	S
GTW	309574	S	OK	Susp ?	Feb-01			UP	?	S
CP	318347	S	OK	NS/BN?	Feb-01			UP	?	S
ADW	1098	S						UP	?	S
CP	318050	T	OK		Jan-01	OK	12/15/2000	T		T
CNA	624355	T	OK		Jan-01	OK	12/22/2000	T		T
BCIT	841376	S	OK		Jan-01	OK	01/08/2001	T	Y	T
TTZX	84384	S	OK		Feb-01		02/07/2001	T	Y	T
CNIS	623145	T	OK		Feb-01		02/13/2001	T	Y	T
SSAM	38681	S	OK		Feb-01		02/19/2001	T	Y	T
			CP 318329		Apr-01			T	?	T
CNA	794823	T		NF					?	T
CNIS	623105	T		NF					?	T

AREV

← assume + will be corrected

Shows Rev of 1799.90 for CSXT

+ only 200.10 for CN

CN

BN

last ci

on 12/15/02

UP

X

U

CN

BN

X

⌋ after embargo, not on BBB list; assume it didn't really go to BBB's location.

CORDOVA BRANCH: Bolen Brunson Bell
Traffic 2000

Bellwood Reload				IIDM		DSIS				
CINIT	CNUM	T/S	CINITNUM	Comment	Date	CINITNUM	WBDAT	101A	104E	104A
WCCL	43176	S	OK	Susp ✓	Jul-00					? S
CN	602648	T	OK	104A	Aug-00				IC	Y S
CNA	555040	T	OK	Susp ✓ 777	Feb-00					? S
CN	598159	T	OK	NF	Mar-00					? S
TTZX	87664	S	OK	NF	Apr-00					? S
TTZX	87564	S	OK	NF	Apr-00					? S
BCIT	871069	S	OK		Jan-00				BN	S
SLGG	16032	S	OK		Feb-00				BN	S
TSRD	3542	S	OK		Mar-00				BN	S
TSRD	3807	S	OK		Mar-00				BN	S
BCIT	871370	S	OK	V	Mar-00				BN	S
TSRD	3089	S	OK		Mar-00				BN	S
TTZX	86899	S	OK		Mar-00				BN	S
SRY	7824	S	OK	V	Apr-00				BN	S
RBOX	33630	S	OK		Apr-00				BN	S
RBOX	40954	S	OK		Apr-00				BN	S
TTZX	86735	S	OK		Apr-00				BN	S
BN	219360	S	OK		Apr-00				BN	S
SRY	6045	S	OK		Apr-00				BN	S
RBOX	31653	S	OK		Apr-00				BN	S
BN	217662	S	OK		May-00				BN	S
SRY	6008	S	OK		May-00				BN	S
BCOL	52277	S	OK	V	May-00				BN	S
RBOX	39656	S	OK		May-00				BN	S
MRL	21049	S	OK		May-00				BN	S
TSRD	3945	S	OK		May-00				BN	S
NOKL	733775	S	OK		Jun-00				BN	S
BN	376796	S	OK		Jun-00				BN	S
WCRC	7511	S	OK		Jun-00				BN	S
CEFX	90051	S	OK		Jun-00				BN	S
SRY	6001	S	OK		Jul-00				BN	S
TTZX	861274	S	OK	V	Jul-00				BN	S
BCIT	841785	S	OK		Jul-00				BN	S
TSRD	3917	S	OK		Jul-00				BN	S
TTZX	86759	S	OK		Jul-00				BN	S
TTZX	86549	S	OK	V	Aug-00				BN	S
CBRY	1567	S	OK		Aug-00				BN	S
BNSF	564089	S	OK		Sep-00				BN	S
TTZX	86477	S	OK		Sep-00				BN	S
CN	625444	T	OK	V	Sep-00				BN	Y S
BCOL	873293	S	OK	V	Oct-00				BN	S
SRY	73098	S	OK		Oct-00				BN	S
TTZX	861470	S	OK	V	Oct-00				BN	S
AN	5805	S	OK		Oct-00				BN	S
MRL	21553	S	OK		Oct-00				BN	S
SRY	286101	S	OK		Nov-00				BN	S
TTZX	864614	S	OK		Nov-00				BN	S
SRY	73018	S	OK		Nov-00				BN	S
MR	30146	S	OK		Dec-00				BN	S
BNSF	564164	S	OK		Dec-00				BN	S
SLGG	16030	S	OK		Dec-00				BN	S
RBOX	34879	S	OK		Dec-00				BN	S
SLGG	16002	S	OK		Dec-00				BN	S

CORDOVA BRANCH: Bolen Brunson Bell
Traffic 2000

Bellwood Reload			IIDM		DSIS					
CINIT	CNUM	T/S	CINITNUM	Comment	Date	CINITNUM	WBDATE	101A	104E	104A
TTZX	856490	S	OK		Dec-00				BN	S
TTZX	863068	S	OK		Dec-00				BN	S
CNA	799710	T	OK		Nov-00				CN	Y S
TTZX	87553	S	OK		Dec-00				CN	S
CN	598139	T	OK		Dec-00				CN	Y S
CRLE	20275	S	OK		Jan-01				CN	S
CNA	623744	T	OK		Jan-01				CN	Y S
TTZX	84729	S	OK	V	Feb-00				IC	S
CN	598194	T	OK		Mar-00				IC	Y S
TTZX	84613	S	OK		Mar-00				IC	S
CN	624045	T	OK		Mar-00				IC	Y S
CN	604899	T	OK		Apr-00				IC	Y S
CNA	598589	T	OK		Apr-00				IC	Y S
CRLE	20268	S	OK		May-00				IC	S
CRLE	20348	S	OK		May-00				IC	S
NOKL	730716	S	OK		May-00				IC	S
CN	624394	T	OK		May-00				IC	Y S
CN	625312	T	OK		Jun-00				IC	Y S
CN	624444	T	OK		Jun-00				IC	Y S
CN	623877	S	OK		Jul-00				IC	S
TTZX	87521	S	OK		Jul-00				IC	S
CN	624643	T	OK		Aug-00				IC	Y S
NOKL	703841	S	NOKL 730641		Aug-00				IC	S
CN	665069	T	CN 625069		Sep-00				IC	Y S
WCRC	20013	S	OK		Oct-00				IC	S
CP	318366	T	OK		Dec-00				NS	Y S
			TR 273900		Dec-00				NS	?
NOKL	734173	S	OK	patron to patron	May-00				S NS	? S NS
TTZX	862371	S	OK	V	Feb-00				UP	S
UP	371005	S	OK		Feb-00				UP	S
HLSC	2485	T	OK		Feb-00				UP	Y S
UP	371533	S	OK		Feb-00				UP	S
ALM	5666	S	OK		Feb-00				UP	S
LW	74144	S	OK		Feb-00				UP	S
MP	357324	S	OK		Feb-00				UP	S
UP	273624	S	OK		Feb-00				UP	S
TTZX	856064	S	OK		Feb-00				UP	S
UP	273051	S	OK		Mar-00				UP	S
CP	318365	S	OK		Mar-00				UP	S
TFM	15462	S	OK		Mar-00				UP	S
HLC	3138	S	HLSC 3138		Mar-00				UP	S
TTZX	862290	S	OK		Apr-00				UP	S
UP	273582	S	OK		Apr-00				UP	S
RBOX	33152	S	OK		Apr-00				UP	S
HLSC	871551	T	OK		Apr-00				UP	Y S
TTZX	856345	S	OK		Apr-00				UP	S
RBOX	39151	S	OK		Apr-00				UP	S
HLSC	2528	T	OK		Apr-00				UP	Y S
RBOX	31952	S	OK		May-00				UP	S
HLSC	871536	T	OK		May-00				UP	Y S
CHTT	273131	S	OK		May-00				UP	S
HLSC	2887	T	OK		May-00				UP	Y S
UP	273658	S	OK		May-00				UP	S

CORDOVA BRANCH: Bolen Brunson Bell
Traffic 2000

Bellwood Reload				IIDM		DSIS				
CINIT	CNUM	T/S	CINITNUM	Comment	Date	CINITNUM	WBDAT	101A	104E	104A
HLSC	2808	T	OK		Jun-00				UP	Y S
UP	273573	S	OK		Jun-00				UP	S
LW	74148	S	OK		Jun-00				UP	S
HLSC	3038	T	OK		Jun-00				UP	Y S
CRLE	20526	S	OK		Jun-00				UP	S
HLSC	2873	S	OK		Jun-00				UP	S
HLSC	2070	S	OK		Jul-00				UP	S
HLSC	2519	T	OK		Jul-00				UP	Y S
HLSC	2579	T	OK		Jul-00				UP	Y S
SP	245040	S	OK		Jul-00				UP	S
WCCL	43205	S	OK		Jul-00				UP	S
TTZX	85598	S	OK		Jul-00				UP	S
UP	273076	S	OK		Aug-00				UP	S
LW	74533	S	OK		Aug-00				UP	S
UP	273263	S	OK		Aug-00				UP	S
HLSC	2549	T	OK		Aug-00				UP	Y S
UP	273557	S	OK		Aug-00				UP	S
TTZX	87094	S	OK		Aug-00				UP	S
CLC	9567	S	OK		Sep-00				UP	S
TTZX	85815	S	OK		Sep-00				UP	S
HLC	2027	S	OK		Sep-00				UP	S
SP	248029	S	OK		Oct-00				UP	S
RBOX	30939	S	OK	V	Oct-00				UP	S
WCRC	7308	S	OK		Oct-00				UP	S
CRLE	20670	S	OK		Nov-00				UP	S
BCOL	873621	S	OK		Nov-00				UP	S
SLC	552083	S	OK		Nov-00				UP	S
NOKL	734093	S	OK		Nov-00				UP	S
HLSC	2381	T	OK		Nov-00				UP	Y S
SP	247492	S	OK		Nov-00				UP	S
RBOX	33855	S	OK		Dec-00				UP	S
MP	357434	S	OK		Dec-00				UP	S
STMA	60015	T	OK		Dec-00				UP	Y S
HLSC	2897	T	OK		Dec-00				UP	Y S
TTZX	856317	S	OK		Jan-01				UP	S
CRLE	20339	S	OK	RR error No Rev.	May-00				?	S x
WCRC	20105	S	OK	Swt to NS	Jun-00				?	S X
CNIS	623105	S	OK	Susp ✓	Nov-00				?	S CN
UP	273642	S							?	S x
XTZX	810249	S							?	S x
CN	624040	T	OK		Feb-00 OK		02/02/2000	T		T
SRV	6040	S	OK	Further - Bartlett, M.	May-00			?		T X
CNA	623750	T	OK		Jan-00 OK		12/30/1999	T		T
CN	624528	T	OK		Jan-00		01/09/2000	T		T
CNA	554956	T	OK		Feb-00 OK		01/31/2000	T		T
CNA	623002	T	OK		Feb-00 OK		01/29/2000	T		T
CP	319048	T	OK		Feb-00 OK		02/03/2000	T		T
NOKL	734138	T	OK	BN Swt?	Mar-00 OK		02/01/2000	T		T
CN	623983	T	OK		Mar-00 OK		02/28/2000	T		T
CN	624607	T	OK		Apr-00 OK		03/23/2000	T		T
NVR	1025	T	OK		Apr-00 OK		03/22/2000	T		T
SLR	2327	T	OK		Apr-00 OK		03/30/2000	T		T
TTZX	861443	T	OK		Apr-00 OK		03/31/2000	T		T

To TAMEINFOR AS 101A
then switched to NS for delivery?

CORDOVA BRANCH: Bolen Brunson Bell
Traffic 2000

Bellwood Reload				IIDM		DSIS				
CINIT	CNUM	T/S	CINITNUM	Comment	Date	CINITNUM	WBDAT	101A	104E	104A
BCIT	871225	T	OK		Apr-00	OK	03/29/2000	T		T
TTZX	85552	T	OK		Apr-00	OK	04/06/2000	T		T
BCIT	871247	T	OK		Apr-00	OK	03/29/2000	T		T
CN	624506	T	OK		May-00	OK	04/10/2000	T		T
DWC	605058	T	OK		May-00	OK	04/20/2000	T		T
NOKL	733516	T	OK		May-00	OK	04/19/2000	T		T
CNA	555049	T	OK		Jun-00	OK	05/18/2000	T		T
LW	75057	S	OK		Jun-00	OK	05/19/2000	T	Y	T
CN	625051	T	OK		Jun-00	OK	05/29/2000	T		T
UMP	732624	T	OK		Jun-00	OK	05/27/2000	T		T
TTZX	862491	T	OK		Jun-00	OK	06/06/2000	T		T
CP	318194	T	OK		Jun-00	OK	06/05/2000	T		T
GTW	375614	S	OK		Jul-00	OK	06/21/2000	T		Y T
CP	318276	S	OK		Jul-00	OK	06/16/2000	T		Y T
CN	557414	T	OK		Jul-00	OK	06/21/2000	T		T
IBT	19670	S	OK		Jul-00	OK	06/29/2000	T	Y	T
CP	316702	T	OK		Jul-00	OK	06/22/2000	T		T
SSAM	38773	T	OK		Jul-00	OK	07/12/2000	T		T
CN	598192	T	CN 598196		Aug-00	CN 598196	07/21/2000	T		T
CP	316783	T	OK	NF	Aug-00				?	X S up
CNA	557860	T	OK	Det on 777	Sep-00	- not in DSIS (Rev on AREV)			?	T (X)
CN	623812	T	OK		Sep-00	OK	09/07/2000	T		T
CNA	557921	T	OK	NF	Sep-00				?	X S CN
NOKL	733169	S	OK		Nov-00	OK	10/12/2000	T	Y	T
CN	554230	T	OK		Nov-00	OK	10/22/2000	T		T
CNA	553098	T	OK		Nov-00	OK	10/22/2000	T		T
CPA	205218	S	CP 205218		Nov-00	CP 205218	10/31/2000	T	Y	T
SSAM	38807	T	OK		Nov-00	OK	10/24/2000	T		T
CN	598111	T	OK		Nov-00	OK	10/25/2000	T		T
MILW	6255	S	OK		Nov-00	OK	10/23/2000	T	Y	T
TTZX	84836	S	OK		Nov-00	OK	11/03/2000	T	Y	T
TTZX	864214	S	OK		Nov-00	OK	11/02/2000	T	Y	T
AM	1312	S	OK		Nov-00	OK	11/03/2000	T	Y	T
SSAM	38671	S	OK		Nov-00	OK	10/31/2000	T	Y	T
CN	25133	T	CN 625133		Nov-00	OK CN 625133	11/08/2000	T		T
CNA	794823	T	OK		Nov-00	OK	11/07/2000	T		T
NOKL	733968	S	OK		Nov-00	OK	11/03/2000	T	Y	T
CN	625436	T	OK		Dec-00	OK	11/14/2000	T		T
SSAM	38757	S	OK		Dec-00	OK	11/21/2000	T	Y	T
NVR	1004	S	OK		Dec-00	OK	11/16/2000	T	Y	T
NOKL	733922	S	OK		Dec-00	OK	11/17/2000	T	Y	T
NOKL	733123	S	OK		Dec-00	OK	11/30/2000	T	Y	T
CN	623309	T	OK		Dec-00	OK	12/08/2000	T		T
TTZX	864815	S	OK		Dec-00	OK	12/12/2000	T		T
CN	624444	T		WB Found on 6/09/00					IC	?
CNA	663533	T		WB NF					?	T X
CNA	598589	T	OK		Apr-00			T		Y T
CNA	623750	T	OK		Jan-00	OK	12/30/1999	T		

000024

JUN -01' 01 (FRI) 08:40 CSX TRANS B' WOOD

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P. 001

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pg 1 of 8

5-30-2001

CSX From

ATTN: Bill President

Customer -

Thrifty

84 LBR

Allied

BMA

Sunrise

Eubanks

Jamison

Merchants

Vaughn

Bel Mac

South Atlantic

BSL

CSX TRANSMISSION
TO: *JOHNSON*
COMPANY: *GRIFFLIN*
PHONE: *322 1111*
FROM: *Bill*
PHONE: *327-319*
FAX TRANSMISSION
PAGES: *8*
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Any Questions, please Call me -
Thank you + best Regards,

Noonon & Greene

000025

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Can Reconnect
1998

⊗ Indicates what
I think CSX Line has
Ng

CSX Trans.
4th Bell product

HLSC 1001 ⊗	CP 318034 ⊗	HLSC 2547 ⊗
WRC 7517	UP 273170	TTZX 861588
CN 623923 ⊗	MSDR 20076 ⊗	TTZX 84728
TTZX 87068 ⊗	WLD 528734	TTZX 862469 ⊗
CBRY 1950	SOU 531590	BCOL 873458 ⊗
TTZX 84761 ⊗	TTZX 861058	TTZX 86991
HLSC 1051 ⊗	TTZX 85616	TSRD 3258 ⊗
UP 273258	UP 273134	TTZX 861205
UP 273135	TTPX 81137 ⊗	TTZX 858887
TTZX 861861 ⊗	TTZX 861869	TTZX 861444
CNA 557937 ⊗	UP 273654	CNA 554445 ⊗
TTZX 861293	CLC 9952 ⊗	HLSC 871516 ⊗
SSAM 43164 ⊗	BCIT 871096	CN 623851 ⊗
TTZX 86456	MSDR 20062	CNA 557888 ⊗
MP 366512	UMP 9833	CP 316807 ⊗
TTZX 86947	RBOX 42983	UP 273136
HLSC 2883 ⊗	BCOL 873314	TTZX 863303
HLSC 2512 ⊗	SRX 73080	TTZX 844114 ⊗
CP 316844 ⊗	MRL 20043	CN 603968 ⊗
CLC 9972	BN 249425	CP 316926 ⊗
TTZX 861162	HLSC 551 ⊗	RBOX 35956 ⊗
BCOL 52670	CP 318131 ⊗	BN 321700
TTZX 863538	TTZX 856192 ⊗	TTZX 85352

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Aug 2
1998

FP60047	TTZX 856192	ALM 1192
SRV 873059	SRV 73097	SSAM 38621 (X)
UP 361829	SRV 73094 (X)	MRL 21578
CLC 10025 (X)	NOKL 733796	RBOX 41053 (X)
CLC 9750 (X)	TTZX 863988	MRL 20064 (X)
TTZX 85938	TTZX 85680	CLC 9835 (X)
C#TT 273012 (X)	ABOX 51321	NF 01/99 BCOL 866611
CPLE 20651	TTZX 85524	TTZX 861086
BNAD 288538	HLSC 3089 (X)	CNA 578761 (X) 12/98 01/99
1998	— 1999 —	1999
CP 212719 NF 01/99	CNA 623604 (X) 01/99	CBRY 1827 WB Valid 02/99
CNA 578761 (X) NF 02/99	CBRY 1826 WB Valid 02/99	TTZX 855151 NF 02/99
NOKL 730713 NF 02/99	CNA 555022 (X) NF 03/99	RBOX 43710 WB Valid 03/99
WPRR 75028 WB Valid 03/99	WERC 2409 NF 03/99	WERC 20079 WB Valid 03/99
GUSR 774123 NF 03/99	TTZX 86671 (X) WB Valid 03/99	BCOL 730368 (?) 03/99
WPRR 73024 WB Valid 04/99	BCOL 866617 (X) 03/99	ATSF 56134 WB Valid 03/99
SFT 230970 NF 04/99	BN 249252 NF 04/99	BN 326940 NF 04/99
VTR 237773	TTZX 85732 Susp. 04/99	CNA 555128 (X) 04/99
DWC 605075 NF 04/99	TTZX 863550 NF 04/99	NOKL 733871 WB Valid 04/99
TTZX 84746 (X) NF 05/99	MP 377116 NF 04/99	UP 361069 NF 04/99
TTZX 863428 NF 05/99	CBAU 505843	HLSC 3007 (X) NF 05/99
HLSC 2532 (X) NF 05/99	SKR 220578	TTZX 85657 NF 05/99
HLSC 3042 (X) NF 05/99	CBRY 1825 NF 05/99	TTZX 87675 (X) 05/99

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pp-9 3
1979

BCOL 873200 NF 05/99	BN 217814 NF 05/99	SFTZ 230745
TTZX 85573 NF 05/99	HLSC 3059 NF 05/99	ABOX 52317 NF 05/99
LW 800916	BOLD 515484	LW 800916
SRN 5602 NF 05/99	RBOX 41222 WB Voids 05/99	TTZX 84048 NF 05/99
WCTR 873128 WB Voids 05/99	NS120154 NF 06/99	NOKL 733816 NF 06/99
ABOX 50625 WB Voids 06/99	CBRY 1813 WB Voids 06/99	HLSC 2010 NF 05/99
① CNA 553288 NF 06/99	BCOL 52809 NF 06/99	CRLE 20314 NF 06/99
① CN 624242 NF 06/99	CN 558060 NF 06/99	TTZX 861214 NF 06/99
CN 624868 NF 06/99	① CN 557505 NF 06/99	TTZX 863510 NF 06/99
ABOX 50437 NF 06/99	TTZX 862688 WB Voids 06/99	CN 558060 NF 06/99
HLSC 556 NF 06/99	BCIT 842069 NF 06/99	CN 623515 NF 07/99
MISDR 20046 WB Voids 07/99	WP 38306 NF 07/99	MR 24633 WB Voids 07/99
BN 223926 NF 07/99	BCIT 841822 NF 07/99	CN 602212 NF 07/99
CBRY 1822 NF 07/99	UP 172447 NF 07/99	ABOX 35065 WB Voids 07/99
CBRY 2104 NF 07/99	TTZX 84763 NF 07/99	CRLE 20227 NF 08/99
BCIT 841403 NF 08/99	CN 624308 NF 08/99	TNMR 2755 NF 08/99
XTR 221841	TTZX 85563 NF 08/99	① CN 603794 NF 08/99
TTZX 87157 NF 08/99	① BCOL 52806 NF 08/99	NOKL 735858 WB Voids 08/99
TTZX 87623 NF 09/99	TNMR 2784 NF 09/99	① CNA 795020 NF 09/99
① CN 598161 NF 09/99	① GTW 375633 NF 09/99	① CNA 553044 NF 09/99
① CNA 554067 NF 09/99	① CNA 598077 NF 09/99	① GTW 309588 NF 09/99
① GTW 309672 NF 09/99	① NUR 1038 NF 09/99	① CDAC 73113 NF 09/99
CNA 557904 NF 09/99	SSAM 43424 NF 09/99	TTZX 86558 WB Voids 09/99
HLSC 2052 WB Voids 09/99	MP 438063	CRLE 20388 NF 09/99
RBOX 38592 NF 09/99	CP 318001 WB Voids 10/99	RBOX 40140 NF 10/99

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pg 4
1999

RBOX 39146	NF 10/99	CNA 554204	10/99	NOKL 733029	WB Vnd 10/99
CNA 553164	NF 09/99	NOKL 730370	NF 10/99	NOKL 733795	WB Vnd 10/99
UMP 732579	WB Vnd 10/99	BN 249506	WB Vnd 10/99	GVSF 764416	WB Vnd 11/99
CNA 553734	NF 11/99	TTZX 85774	NF 10/99	MSDR 194214	NF 11/99
CN 604365	NF 11/99	TTZX 862419	NF 11/99	TTZX 864048	NF 11/99
MSDR 20028	NF 11/99	CNA 555134	11/99	TTZX 864011	WB Vnd 11/99
DWC 606781	12/99	Rea 238629		TR 273976	10/99
CNA 553756	12/99	TR 554114	12/99	MSDR 20027	12/99
BN 217662	12/99	CNA 554792	12/99	CNA 553037	12/99
CN 599511	01/00	CN 598048	01/00	NOKL 732996	01/00
ALM 9203	01/00	TTZX 861591	01/00	TTZX 852226	01/00
ER 220455	WB Vnd 01/00	CNA 623750	01/00	CN 624528	01/00
TTZX 86237	WB Vnd 02/00	CN 624528	02/00	BEIT 871069	01/00
X 2000		2000		2000	X
UP 371005	02/00	HLSC 2485	02/00	UP 371533	02/00
ALM 5666	02/00	SL 6616032	02/00	EW 74744	02/00
CNA 554956	02/00	MP 357324	02/00	CNA 623002	02/00
CNA 623002	02/00	TTZX 84729	02/00	UP 273624	02/00
CNA 555040	02/00	CP 319048	02/00	TTZX 856064	02/00
CN 624040	02/00	TSRD 3542	03/00	TSRD 3807	03/00
CN 598194	03/00	TTZX 84613	03/00	NOKL 734138	03/00
UP 273051	03/00	CN 624045	03/00	CP 318365	03/00
UP 273642		TFM 15462	03/00	CN 623983	03/00

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2000

TSRD 3089 03/00	TSRD 3089 03/00
TTZX 862290 04/00	CN 598159 03/00
CN 604899 04/00	CNA 598589 04/00
RBOX 33630 04/00	UP 273582 04/00
RBOX 33152 04/00	HLSC 871551 04/00
BN 219360 04/00	CN 624607 04/00
SLR 2327 04/00	TTZX 861443 04/00
RBOX 39151 04/00	BCIT 871225 04/00
TTZX 85552 04/00	HLSC 2528 04/00
TTZX 87564 04/00	BCIT 871247 04/00
BN 217662 05/00	SRX 6008 05/00
CRLE 20339 05/00	BCOL 52277 05/00
RBOX 39656 05/00	NOKL 733516 05/00
CRLE 20268 05/00	CRLE 20348 05/00
TSRD 3945 05/00	SRX 6040 05/00
HLSC 871530 05/00	CHTT 273131 05/00
NOKL 730716 05/00	CN 624394 05/00
NOKL 733775 06/00	BN 376796 06/00
CNA 555049 06/00	WCRC 20105 06/00
WCRC 7511 06/00	CN 625051 06/00
UP 273573 06/00	TTZX 862491 06/00
UP 318194 06/00	CEFX 90051 06/00
CN 625312 06/00	CRLE 20526 06/00
HLSC 2070 07/00	GTW 375614 07/00
TSRD 3089 03/00	TSRD 3089 03/00
TTZX 86899 03/00	TTZX 86899 03/00
SRX 7824 04/00	SRX 7824 04/00
RBOX 40954 04/00	RBOX 40954 04/00
TTZX 86735 04/00	TTZX 86735 04/00
NVR 1025 04/00	NVR 1025 04/00
TTZX 856245 04/00	TTZX 856245 04/00
TTZX 87664 04/00	TTZX 87664 04/00
SRX 6045 04/00	SRX 6045 04/00
RBOX 31653 04/00	RBOX 31653 04/00
CN 624506 05/00	CN 624506 05/00
DWC 605058 05/00	DWC 605058 05/00
NOKL 734173 05/00	NOKL 734173 05/00
MRL 21049 05/00	MRL 21049 05/00
RBOX 31952 05/00	RBOX 31952 05/00
HLSC 2887 05/00	HLSC 2887 05/00
UP 273658 05/00	UP 273658 05/00
HLSC 2808 06/00	HLSC 2808 06/00
LW 75057 06/00	LW 75057 06/00
UMP 732624 06/00	UMP 732624 06/00
LW 74148 06/00	LW 74148 06/00
HLSC 3038 06/00	HLSC 3038 06/00
CN 624444 06/00	CN 624444 06/00
HLSC 2873 06/00	HLSC 2873 06/00

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2520

CN 623877	07/00	HLSC 2519	07/00	CP 318276	07/00
SRX 6001	07/00	HLSC 2599	07/00	TTZX 864274	WB Void 07/00
BCIT 841785	07/00	CN 557414	07/00	SP 245040	07/00
WCC L 43205	07/00	IBT 19670	07/00	TSRD 3917	WB Void 07/00
WCC L 43176	Supp 07/00	TTZX 85598	07/00	CP 316702	07/00
TTZX 87521	07/00	SSAM 38773	07/00	TTZX 86759	07/00
CN 624444		CNA 663533		CN 624643	08/00
TTZX 810249		UP 273076	08/00	CN 598192	08/00
NOKL 730841	08/00	RED 232419		TTZX 86549	WB Void 08/00
LW 74533	08/00	CN 602648	08/00	CP 316783	NF 08/00
UP 273263	08/00	CBRY 1567	08/00	HLSC 2549	08/00
BNSF 564089	09/00	UP 273557	08/00	TTZX 82094	08/00
CN 625069	09/00	TTZX 86077	09/00	CCC 9567	09/00
CNA 557860	09/00	TTZX 85815	09/00	HL 2027	09/00
CN 625444	WB Void 09/00	CN 623812	09/00	CNA 557421	NF 09/00
BCOL 873293	WB Void 10/00	SP 248029	10/00	KBS 234577	
SRX 73098	10/00	REA 620721		RBOX 30939	WB Void 10/00
TTZX 861470	WB Void 10/00	AN 5805	10/00	WCRC 2308	10/00
NOKL 733169	11/00	CRLE 20670	11/00	MRL 21553	10/00
WCRC 20013	10/00	CN 554230	11/00	CNA 553098	11/00
EMP 285665		SRX 286101	11/00	CNIS 62305	Supp 11/00
CNA 779710	11/00	CPA 205218	11/00	SSAM 38807	11/00
CN 598111	11/00	M. LW 6255	11/00	TTZX 84836	11/00
TTZX 864214	11/00	AM 1312	11/00	SSAM 38671	11/00

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2000

① CN 25133 ①	11/00	① CNA 794823 ①	11/00	BCOL 873621	11/00
① NOKL 733968	11/00	TTZX 864614	11/00	SLC 552083	11/00
NOKL 734093	11/00	HLSC 2381 ①	11/00	SRV 73018	11/00
RBOX 33855	12/00	MP 357434	12/00	SP 247492	11/00
① CN 625436 ①	12/00	① SSAM 38757	12/00	TTZX 87553	12/00
CP 318366 ①	12/00	MR 30146	12/00	① NVR 1004	12/00
CAN 598139 ①	12/00	STMA 60015 ①	12/00	BNSF 564164	12/00
① NOKL 733922	12/00	SLGG 16030	12/00	① NOKL 733123	12/00
① CN 623309 ①	12/00	HLSC 2897 ①	12/00	RBOX 34879	12/00
SLGG 16002	12/00	① TTZX 864815	12/00	TTZX 856490	12/00
CP 318050 ①	01/01	CRLE 20275	01/01	TTZX 863068	12/00
TTZX 856317	01/01	CNA 623744 ①	01/01	CN 624355 ①	01/01
BCIT 841376	01/01	CNA 794823 ①		CN 5623105 ①	
LW 74152	01/01	FCEN 90512	01/01	GTW 309082	02/00
ATW 50103	02/01	CLC 10002	02/01	MRL 20065	02/00
TTZX 864834	02/01	BCOL 730704	02/01	CNA 553831 ①	02/00
CN 602415 ①	02/01	NCLV 680534		CNA 553170 ①	
TTZX 84384	02/01	NOKL 733809	02/01	NOKL 733875	02/00
NSI 20289	02/01	ADW 1098	CINITNUM RE 04000	TSRD 3080 ①	02/00
RBOX 39664	02/01	GTW 309574	Suap 02/01	BNSF 564056	02/00
ALM 5161	03/01	CN 5623145 ①	02/01	CP 318347 ?	02/00
FT 22009	02/01	SSAM 38681	02/01	SRV 286110	02/00
SSW 66997	03/01	RBOX 32070 ①	03/01	NOKL 733195 ①	03/00
CN 624642 ①	03/01	NCEL 956376		TR 273887	03/00

CP 318359 104E 03/01
TR 273900 104E 12/00

000032

GVSR 778023 104E 04/01
CP 318329 101A (Suap) 04/01

FORECAST YR

000033

O/T traffic - BBB

5/08/01 Kyle talked to Mkt Manager
3 to 4 % growth "if" kept.

000034

RET on VAL

000035

WORKING CAPITAL

Segment: _____

	<u>Subsidy Forecast Year</u>
1. On-Branch Avoidable Costs	\$ 238,843
2. Less: MWS Depreciation	- 0
M of E Depreciation	- 306
Return on Value - Loco	- 715
Return on Value - Frt Car	- 226
3. Net On-Branch Avoidable Costs	\$ 237,596
4. Days per period	<u>365</u>
5. Line 3 / Line 4	\$ 650,95
6. Days - Cash Avoidable Costs	<u>15</u>
7. Allowable Working Capital (Line 5 * Line 6)	<u><u>\$ 9,764.22</u></u>

000036

Preslar, Ellen

From: League, Bobbie
Sent: Monday, June 24, 2002 10:41 AM
To: Preslar, Ellen
Subject: Memphis

for your file

-----Original Message-----

From: Massar, Gary
Sent: Monday, June 24, 2002 8:01 AM
To: League, Bobbie
Subject: Memphis

Bobbie,

The Net Liquidation Value for this segment is \$107,600, with a total across the fence value of \$748,800. I'll forward the appraisal update today.

Gary

-----Original Message-----

From: League, Bobbie
Sent: Wednesday, June 19, 2002 11:25 AM
To: Massar, Gary
Subject: Memphis
Importance: High

Milepost ONI 222.9 to Milepost 224.0 a distance of 1.1 miles in Memphis, Shelby County, TN.

$$\begin{array}{r} 72,670 \\ 44,262 \\ \hline 28,408 \end{array}$$

STATISTICS

000040

Line Segment: Leewood yard - Memphis, TN

Statistical Data

	Year 2000	Year 2001	Base Year Ending 2002	January - 2002
1. Number of Trips	65			
2. Avg Locos per Trip	1			
3. Road Loco Unit Miles <i>2 O/H, 1 m-br.</i>	<i>O/H</i> 260 <i>m-br.</i> 130			
4. Road Loco GTM @ 130TT	33,800	16,900		
5. Train Hours @ 2 hrs/trip (<u>minimum</u>)	65	65		
6. Road Loco Unit Hours	65	65		
7. Crew Wages (Base Pay) 3-man @ *	3448.90	3448.90		
8. Carloads	198			
9. Car Miles	792	396		

	Subsidy Year	Forecast Year
1. Number of Trips		
2. Avg Locos per Trip		
3. Road Loco Unit Miles		
4. Road Loco GTM		
5. Train Hours		
6. Road Loco Unit Hours		
7. Crew Wages (Base Pay)	3527.88	3527.88 →
8. Carloads		
9. Car Miles		

$\text{eff } 1/01/00 \quad \text{eff } 7/01/00$
 * Yr. 2000 - $(52.835 + 53.285)/2 = 53.06/\text{hr.}$
 FY/SY → use Yr. 2002 (unindexed) = 54.275/hr.

000041

CSXT / Finance (EP/AKB), 05-29-02

YEAR 2000

JANUARY 5							FEBRUARY 7							MARCH 6						
						1			1	2	3	4	5				1	2	3	4
2	3	4	5	6	7	8	6	7	8	9	10	11	12	5	6	7	8	9	10	11
				B B			B B			B B								B B		
9	10	11	12	13	14	15	13	14	15	16	17	18	19	12	13	14	15	16	17	18
		B B						B			B				B B			B B		
16	17	18	19	20	21	22	20	21	22	23	24	25	26	19	20	21	22	23	24	25
					B B			B B			B B				B B					
23	24	25	26	27	28	29	27	28	29					26	27	28	29	30	31	
			B B												B B		B B			
30	31	B																		
APRIL 6							MAY 5							JUNE 5						
						1		1	2	3	4	5	6				1	2	3	
2	3	4	5	6	7	8	7	8	9	10	11	12	13	4	5	6	7	8	9	10
		B B							B B									B B		B B
9	10	11	12	13	14	15	14	15	16	17	18	19	20	11	12	13	14	15	16	17
		B B			B B			B B										B B		
16	17	18	19	20	21	22	21	22	23	24	25	26	27	18	19	20	21	22	23	24
		B B B B						B B									B B			
23	24	25	26	27	28	29	28	29	30	31				25	26	27	28	29	30	
		B B						B B								B B				
30																				
JULY 5							AUGUST 5							SEPTEMBER 4						
						1			1	2	3	4	5					1	2	
2	3	4	5	6	7	8	6	7	8	9	10	11	12	3	4	5	6	7	8	9
			B		B B						B B				B B					
9	10	11	12	13	14	15	13	14	15	16	17	18	19	10	11	12	13	14	15	16
			B B					B B										B B		
16	17	18	19	20	21	22	20	21	22	23	24	25	26	17	18	19	20	21	22	23
		B B						B B										B		
23	24	25	26	27	28	29	27	28	29	30	31			24	25	26	27	28	29	30
			B B						B B								B B			
30	31																			
OCTOBER 3							NOVEMBER 5							DECEMBER 9						
1	2	3	4	5	6	7				1	2	3	4					1	2	
										B B								B B		
8	9	10	11	12	13	14	5	6	7	8	9	10	11	3	4	5	6	7	8	9
			B B												B B					
15	16	17	18	19	20	21	12	13	14	15	16	17	18	10	11	12	13	14	15	16
					B B			B B			B B				B B		B B		B B	
22	23	24	25	26	27	28	19	20	21	22	23	24	25	17	18	19	20	21	22	23
					B B			B B								B B		B B		
29	30	31					26	27	28	29	30			24	25	26	27	28	29	30
							B B										B B	B		B B
														31						

Year 2000 - To BBB: 65 Trips

000042

Source: Demurrage Records
- Cars Placed/Pulled at
Patron Location.

IFMO.1FMI

OSAT RATE RELEASE

DATE 007/1009

----- FROM STATION ----- TO STATION -----

MILEPOST 00F371

MILEPOST DETROY

FULL CITY Leewood Yd (Memphis)

ST TN

FULL CITY Detroit

ST MI

----- STATE MILES -----

AL	0	CT	0	PA	0
MA	0	MD	0	SC	0
DC	0	MI	55	TN	261
DE	0	MO	0	VA	0
FL	0	MS	0	WI	0
GA	0	NC	0	WV	0
IL	0	NJ	0	PQ	0
IN	0	NY	0		
KY	265	OH	212		
LA	0	ON	0		

----- DIVISION MILES -----

AP	0	AT	0	AY	0	BA	0	CB	0
CG	8	CO	0	CW	0	DE	46	DZ	30
EN	0	FL	0	HU	0	IN	0	JN	0
JX	0	JZ	0	LO	464	MO	0	NS	245
PZ	0	TA	0	WI	0	AE	0	GL	0

----- REGION MILES -----

C	0	N	0	S	0	M	709	W	54
O	0	U	0	J	30				

NEXT FUNCTION

MESSAGE MSG 008: MILEAGE COMPUTED ! ! !

| TOTAL MILES 793 |

Leewood Yd to Cut-pt	+ 2
Cut-pt to End-pt	+ 1
	796

000043

FMU.1FM1

COAT RATE MILEAGE

DATE 001100

----- FROM STATION ----- TO STATION -----

MILEPOST 00F371

MILEPOST 000ZA0

FULL CITY *Leewood Yd (Memphis)*

ST TN FULL CITY *Chicago*

ST IL

----- STATE MILES -----
 AL 0 CT 0 PA 0
 MA 0 MD 0 SC 0
 DC 0 MI 0 TN 281
 DE 0 MO 0 VA 0
 FL 0 MS 0 WI 0
 GA 0 NC 0 WV 0
 IL 156 NJ 0 PQ 0
 IN 123 NY 0
 KY 100 OH 0
 LA 0 ON 0

----- DIVISION MILES -----
 AP 0 AT 0 AY 0 BA 0 CB 0
 CG 113 CO 0 CW 0 DE 0 DZ 0
 EN 0 FL 0 HU 0 IN 0 JN 0
 JX 0 JZ 0 LO 0 MO 0 NS 542
 PZ 0 TA 0 WI 0 AE 0 GL 5

----- REGION MILES -----
 C 0 N 0 S 0 M 542 W 118
 O 0 U 0 J 0

NEXT FUNCTION

MESSAGE MSG 008: MILEAGE COMPUTED ! ! !

| TOTAL MILES 660 |

Leewood Yd to Cut-pt + 2
Cut-pt to End-pt + 1

 663

000044

FULL CITY Lecwood Yard (Memphis) ST TN FULL CITY Huntington ST Pa

----- DIVISION MILES -----

AP	0	AT	0	AY	467	BA	0	CB	0
CG	0	CO	0	CW	0	DE	0	DZ	0
EN	0	FL	0	HU	9	IN	0	JN	0
JX	0	JZ	0	LO	387	MO	0	NS	245
PZ	0	TA	0	WI	0	AE	0	GL	219

----- REGION MILES -----									
C	9	N	467	S	0	M	632	W	219
O	0	U	0	J	0				

MESSAGE MSG 008: MILEAGE COMPUTED ! ! !

Leewood hd to Cut pt. + 2
Cut-pt to end pt. + 1

1330

000045

80.0 MEMPHIS TERMINAL SUBDIVISION-MX

81.0 STATIONS LISTING ND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
F368.8		Leeewood	1145
F371.4		2.6 RS	
F373.4		2.0 Aulon	
NI224.0		0.1 Cordova Branch	
NI225.2		1.2 Cox St.	
NI227.2		2.0 KC Jct.	
NI227.7		0.5 Neptune St.	
NI229.1		1.4 Tower 17	
NI229.4		0.3 Kentucky St.	
10.1 MILES LEEWOOD TO END OF TRACK			

81.1 DIAGRAM CROSS REFERENCE

Table 76. Diagram Cross-Reference

Subdivision	Service Lane	Page
Memphis SD	Nashville	37

82.0 METHOD OF OPERATION

82.1 AUTHORITY FOR MOVEMENT

Table 77. Authority for Movement

Between Location/ Mile Post	Authority For Movement	Signal Aspect Rules
F368.8 and S.A.S. Leewood F371.4	Rule 93	-
S.A.S. Leewood F371.4 and Aulon F373.4	265 - 272(93)	281-298
North Memphis Main IC387.7 and Leewood F371.4	D-251 (93) Note 1	281-298
Cordova Branch		
Industrial Spur Operation		
NI210.6 and NI222.0 (Cordova Branch)	S-146 Note 2	-

Note:

1. Movements against the current traffic will be made on "Verbal Authority" from the Train Dispatcher

Jacksonville between North Memphis main IC387.7 and Leewood F371.0.

2. Cordova Branch - Between Aulon (NI224.0) and NI 222.0 trains will operate in accordance with Operating Rule 105.

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 78. Maximum Authorized Speed

Between Location/Mile Post	MPH
Bayliss Street at Leewood F369.9 and S.A.S. Leewood F371.4	10
S.A.S. Leewood F371.4 and Aulon F373.4	30
F373.4 Aulon and Cordova (Cordova Branch) End of track	25
All tracks within limits of Leewood Terminal except main track between Aulon and Leewood and main track from F368.8 to F369.8	10

83.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

Table 79. Milepost Locations

F368.0 and F367.0	
-------------------	--

84.0 EQUIPMENT RESTRICTIONS

Table 80. Equipment Restrictions

Location	Equipment	Restriction
Aulon to NI211.0	Locomotive Cranes	25 MPH
Leewood to Aulon	Locomotive cranes	25 MPH
NI225.3 and NI225.4	Loaded 38 feet 1 inch long, 100 ton aggregate hopper cars, including VULX 9101-9190 and SOU 100300- 102099 and 103300-103999	10 MPH

85.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. Railroad Crossings At Grade

Table 81. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Aulon	ICG	Remotely Controlled	234-B(2)
Leewood	ICG	Remotely	234-B(2)
Leewood	MP	Gate	98-C
3rd St. Leewood	ICG	Gate	98-C
Aulon	MP	Remotely	234-B(2)
K.C. Junction	NS	Stop Signs	98-F

85.100 ROAD CROSSINGS AT GRADE

Memphis - Trains approaching Bayliss (North Highland) Avenue, north end Leewood Yard, must not exceed a speed of 7 MPH over crossing, until engine or cars have blocked the crossing.

85.105 USE OF SPECIFIC TRACKS

Cordova Branch - Between Aulon (N1224.0) and N1222.0 trains will operate in accordance with Operating Rule 105.

185.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 84.

Table 82. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored TX RX	Type Station
AY Train Dispatcher	Continuous	94 94	Wayside

Note:

AH and AY Train Dispatcher call-in No. is 6.

AH Train Dispatcher telephone No. is 1-800-445-5506.

AY Train Dispatcher telephone No. is 1-800-456-3697.

Phone Numbers

Table 83. Phone Numbers

Location/Person	Company	Bell
AY Dispatcher	8-388-2000	904-381-2000

Dispatcher wire from Nashville: 2512 or 2511

86.0 MISCELLANEOUS INSTRUCTIONS

- No. 2 track between Aulon and KC Junction is designated as track 103.
- No. 1 track between Aulon and KC Junction is designated as track 102. The former main track between KC Junction and Kentucky Street is designated as track 101. Tracks 101, 102 and 103 are classified as other than main tracks. Rule 105 governs movements on these track with the following exceptions:
 - Trains will not exceed 10 MPH.
 - Train movements on these tracks will be made in either direction upon the verbal authority of the AY/AH Dispatcher Jacksonville except a southward movement from Aulon on tracks 102 or 103 may be made without verbal authority when signal governing movements from Aulon displays an indication authorizing train to proceed.
- CSX trains will use NS Railway westward main track adjacent to CSX track between the point of crossover, just south of KC Junction, from CSX track to NS Railway westward main track at KC Junction, and crossover just south of Third Street from NS Railway main track to CSX track.
- It will be the responsibility of the conductor or yard foreman on any train or engine desiring to use westward main track over the NS Railway between KC Junction and crossover just south of Third Street from NS Railway to CSX to first obtain authority from the NS Railway yardmaster at Forrest Yard to do so. Authority may be obtained either by radio or telephone.
- All trains and engines must approach all switches between KC Junction and Kentucky Street on both CSX and NS Railway tracks expecting to find them lined against their movement. The switches will have no normal position and may be left as last used.
- Trains or engines using NS Railway westward main track between KC Junction and crossover just south of Third Street will move at a speed that will permit stopping within one-half range of vision.
- Movements against the current of traffic on NS Railway westward main track between KC Junction and crossover just south of Third Street will be made without flag protection after provision for the movement has been made with the NS Railway yardmaster at Forrest yard.
- City ordinance prohibits the use of engine whistle, except when required by State Statute. This does not prohibit the sounding of whistle of moderate volume at dangerous crossings where necessary to halt traffic or to prevent accidents. The engine bell must be rung at all crossings.

9. Any car arriving Leewood Yard, Memphis, Tennessee that is detected as being over height (20' 2") must be set out and returned to the delivering carrier for adjustment.

No car will be accepted in interchange that measures over 20' 2" and in addition to having car set out for return to delivering carrier, will provide a message to their immediate supervisor of any car detected and set out.

10. Train Q532 operating from origin at IC Yard Memphis and train Q536 operating from origin at BN Yard Memphis, to CSX Leewood Yard, Memphis, Tn., are exempt from having CSXT paper work documentation and will operate with existing documentation received from IC Railroad at Johnston Yard and BN Railroad at Tennessee Yard to CSX Leewood Yard.
11. Trains going on duty at Bruceton or Memphis enroute Memphis Subdivision must obtain copies of both Bruceton and Memphis train bulletins.
12. Effective 1200, 12/10/96, any train operating on IC Trackage beyond the limits of the Memphis Terminal Subdivision must have in their possession a copy of the latest General Order (G.O.) issued by the IC Railroad Chief Dispatcher. A copy of this General Order will not, be required if the Yardmaster at Memphis informs the train crew that the trackage affecting their movement is not in the current General Order, and no restrictions exist on the this trackage. It will be the responsibility of the Memphis Yardmaster to maintain a file on the latest general order and insure train movements are not affected. As information, the IC Trackage we operated over are from IC MP 387 (North Memphi Main) to IC MP396 ("C" wall).
13. Effectively immediately any CSX Train crew entering IC Tracks between Aulon, MP F373.4 and "C" Wall, MP IC 396.0 must contact the Yardmaster at Johnston Yard and receive verbal authority to proceed. This applies to all trains regardless of signal indication at Aulon, MP F373.4.
- Trains needing to crossing over and enter line "A" at Lamar Street overpass on the IC Track or enter IC Track from line "A" must contact Yardmaster at Johnston Yard for verbal authority to do so.
14. Effective immediately, all train crews arriving Leewood yard will inform yardmaster on duty as to condition of engines. Specifically, if the consist has an engine turned north for returns trip, how many engines in consist, which direction the rear engine is turned and any problems encountered with consist during inbound trip.
15. The on duty point for all train crews departing Memphis for Bruceton is Leewood Yard. The off duty point for trains operating from Bruceton to Memphis is Leewood Yard. However, it is permitted for crews terminating their trains on foreign roads or crews on (hours of service law) to register off at the lodging facility.

NOTES:

NOTES:

ON-BR COSTS

000049

Line Segment: Leewood Yard - Memphis, TN

LOCOMOTIVES (YARD)

Maintenance of Equipment

Repairs:

1. Loco Unit Hours

2. Unit Cost Factor

3. Total Repairs L1*L2

Depreciation:

4. Total Depreciation @4.64901/LUH worksheet

5. Total M of E - Locos L3+L4

Return on Investment

6. Total Return-Locos @9.95788/LUH worksheet

Year 2000	Year 2001	Base Year Ending 2002	January - 2002
O/H On-B			
65 65			
\$ 9.73655	\$ 11.41651	\$ 11.41651	\$ 11.41651
\$ 632.88 632.88	\$	\$	\$
@65 LUH @65 LUH			
\$ 305.44 305.44	\$	\$	\$
\$ 938.32 938.32	\$	\$	\$
@65 LUH @65 LUH			
\$ 647.26 647.26	\$	\$	\$

Maintenance of Equipment

Repairs:

1. Loco Unit Hours

2a. Unit Cost Factor

2b. Index Factor

3. Total Repairs L1*L2a*L2b

Depreciation:

4a. Total Depreciation @4.71986/LUH worksheet

4b. Index Factor

4c. Adj. Depreciation L4a*L4b

5. Total M of E - Locos L3+L4c

Return on Investment

6a. Total Return-Locos @8.89380/LUH worksheet

6b. Index Factor

6c. Adj. Return L6a*L6b

Subsidy Year		Forecast Year	
O/H	On-B	O/H	On-B
65	65	65	65
\$ 11.41651		\$ 11.41651	
1.004		0.995	
\$ 745.04 745.04		\$ 738.36 738.36	
@65 LUH @65 LUH		@65 LUH @65 LUH	
\$ 306.79 306.79		\$ 306.79 306.79	
0.999		0.997	
\$ 306.48 306.48		\$ 305.87 305.87	
\$ 1051.52 1051.52		\$ 1044.23 1044.23	
@65 LUH @65 LUH		@65 LUH @65 LUH	
\$ 578.10 578.10		\$ 578.10 578.10	
1.0		1.0	
\$ 578.10 578.10		\$ 578.10 578.10	

000057

Line Segment: Leewood Yard - Memphis, TN

Transportation (YARD)

Payroll:

1. Crew Wages - Base Pay
- 2a. Vac. & Holiday Factor
- 2b. Fringe Factor
3. Total Wages 1*2a*2b

Fuel:

4. Fuel @25.69/LUH worksheet

Servicing Locos - Yard:

5. Loco Unit Hours
6. Unit Cost Factor
7. Total Svcg Locos 5*6

Train Service:

8. Loco Unit Hours
9. Unit Cost Factor
10. Total Train SVC 8*9

Total Transportation 3+4+7+14

Year 2000	Year 2001	Base Year Ending 2002	January - 2002
0/11	0n-1b1		
\$ 3448.90	3448.90	\$	\$
1.0783	1.0736	1.0736	1.0736
1.40881	1.42708	1.42708	1.42708
\$ 5239.29	5239.29	\$	\$
@65 LUH	@65 LUH		
\$ 1669.85	1669.85	\$	\$
65	65		
\$ 6.69065	\$ 6.06104	\$ 6.06104	\$ 6.06104
\$ 434.89	434.89	\$	\$
65	65		
\$ 0.65246	\$ 0.55003	\$ 0.55003	\$ 0.55003
\$ 42.41	42.41	\$	\$
\$ 7386.44	7386.44	\$	\$

Payroll:

1. Crew Wages - Base Pay
- 2a. Vac. & Holiday Factor
- 2b. Fringe Factor
- 2c. Index Factor
3. Total Wages 1*2a*2b*2c

Fuel:

- 4a. Fuel @25.31/LUH worksheet
- 4b. Index Factor
- 4c. Adj. Fuel 4a*4b

Servicing Locos - Yard:

5. Loco Unit Hours
- 6a. Unit Cost Factor
- 6b. Index Factor
7. Total Svcg Locos 5*6a*6b

Train Service:

8. Loco Unit Hours
- 9a. Unit Cost Factor
- 9b. Index Factor
10. Total Train SVC 8*9a*9b

Total Transportation 3+4c+7+14

Subsidy Year	Forecast Year
0/11	0n-1b1
\$ 3527.88	3527.88
1.0736	1.0736
1.42708	1.42708
1.018	1.007
\$ 5502.40	5502.40
@65 LUH	@65 LUH
\$ 1645.15	1645.15
0.826	0.836
\$ 1358.89	1358.89
65	65
\$ 6.06104	\$ 6.06104
1.004	0.995
\$ 395.54	395.54
65	65
\$ 0.55003	\$ 0.55003
1.004	0.995
\$ 35.89	35.89
\$ 7292.72	7292.72

000051

Line Segment: Leewood Yard - Memphis TN
 Cost Level: CSXT/2001

ON-BRANCH FREIGHT CAR COSTS

Period: Forecast year (Begin 6/01/02)
Subsidy year (End 9/30/03)

Car Type	MILES	CAR MILE COST		DAYS	CAR DAY COST		ROI @ 14.5%	
		unit cost	total		EXCL ROI unit cost	total	unit cost	total
Railroad Cars								
01 Box - plain, 40'		\$0.00000			\$0.00000		\$0.00000	
02 Box - plain, 50'+	<u>6</u>	0.06138	<u>0.37</u>	<u>2</u>	34.41199	<u>68.82</u>	<u>0.24287</u>	<u>0.40</u>
03 Box - equipped	<u>78</u>	0.06891	<u>5.37</u>	<u>26</u>	9.92154	<u>257.96</u>	<u>6.74722</u>	<u>165.18</u>
04 Gon - plain		0.01947			6.86376		6.30213	
05 Gon - equipped		0.05194			4.74312		9.51533	
06 Hopper - covered		0.06419			7.84569		6.82190	
07 Hopper - OT, GS		0.03543			6.76330		4.85080	
08 Hopper - OT, SS		0.08605			6.50023		14.98307	
09 Refrig - mech		0.09601			14.21374		0.00000	
10 Refrig - nonmech		0.05853			7.38467		0.02413	
11 Flat - TOFC/COFC		0.00117			0.38252		3.27264	
12 Flat - multilevel		0.05264			1.62927		0.00053	
13 Flat - GS		0.41206			12.50744		0.00000	
14 Flat - other	<u>240</u>	0.05619	<u>13.49</u>	<u>80</u>	4.58004	<u>366.40</u>	<u>1.66007</u>	<u>125.04</u>
15 Tank < 22000 gal		0.00000			0.00000		0.00000	
16 Tank >=22000 gal		0.00000			0.00000		0.00000	
17 All Other		0.48054			20.94286		-16.63284	
Sub-Total (RR)	<u>324</u>		<u>19.23</u>	<u>108</u>		<u>693.18</u>		<u>290.62</u>
Private Cars								
18 Box - plain, 40'		\$0.00000						
19 Box - plain, 50'+		0.00000						
20 Box - equipped		0.00000						
21 Gon - plain		0.00305						
22 Gon - equipped		0.00000						
23 Hopper - covered		0.06849						
24 Hopper - OT, GS		0.00000						
25 Hopper - OT, SS		0.00000						
26 Refrig - mech		0.00832						
27 Refrig - nonmech		0.02982						
28 Flat - TOFC/COFC		0.00000						
29 Flat - multilevel		0.19573						
30 Flat - GS		0.00000						
31 Flat - other		0.20525						
32 Tank < 22000 gal		0.14911						
33 Tank >=22000 gal		0.16462						
34 All Other		0.00000						
Sub-Total (Pvt)	<u>-0-</u>		<u>-0-</u>					
35 No Mileage		-0-						
Total	<u>324</u>	\$	<u>19.23</u>	<u>108</u>	\$	<u>693.18</u>	\$	<u>226.48</u>
Grand Total - Car Mile + Car Day					\$	<u>712.41</u>	*	<u>1.0</u>
Indexed Costs					\$	<u>708.85</u>	\$	<u>226.48</u>
					\$	<u>715.26</u>		

Factor: 0.995 (FY)
1.004 (SY)

000052

CSXT / Finance (EP/AGB), 05-23-02

Line Segment: LeeWood Yard - Memphis. TN
 Cost Level: CSXT/2000

ON-BRANCH FREIGHT CAR COSTS

Period: Year 2000 (Base Year)

Car Type	MILES	CAR MILE COST		DAYS	CAR DAY COST		ROI @ 12.4%	
		unit cost	total		EXCL ROI unit cost	total	unit cost	total
Railroad Cars								
01 Box - plain, 40'		\$0.00000			\$0.00000		\$0.00000	
02 Box - plain, 50'+	6	0.05958	0.36	2	27.82624	55.65	0.12440	0.25
03 Box - equipped	78	0.07995	6.24	26	17.95152	466.74	9.96851	259.18
04 Gon - plain		0.01852			8.11135		4.91245	
05 Gon - equipped		0.04945			5.09782		6.24399	
06 Hopper - covered		0.06979			8.52192		5.97526	
07 Hopper - OT, GS		0.03818			7.44803		4.26143	
08 Hopper - OT, SS		0.09935			6.89719		11.81811	
09 Refrig - mech		0.10321			8.77190		0.00000	
10 Refrig - nonmech		0.05959			9.28912		0.03263	
11 Flat - TOFC/COFC		0.00141			0.41028		2.82638	
12 Flat - multilevel		0.05802			1.81417		0.00000	
13 Flat - GS		0.06363			1.40791		0.00000	
14 Flat - other	240	0.02324	5.58	80	2.71219	216.98	1.35300	108.24
15 Tank < 22000 gal		0.00000			0.00000		0.00000	
16 Tank >=22000 gal		0.00000			0.00000		0.00000	
17 All Other		0.63288			42.17990		14.02358	
Sub-Total (RR)	324		12.18	108		739.37		367.67
Private Cars								
18 Box - plain, 40'		\$0.00000						
19 Box - plain, 50'+		0.37264						
20 Box - equipped		0.00000						
21 Gon - plain		0.00508						
22 Gon - equipped		0.00000						
23 Hopper - covered		0.08222						
24 Hopper - OT, GS		0.00000						
25 Hopper - OT, SS		0.00000						
26 Refrig - mech		0.00327						
27 Refrig - nonmech		0.02862						
28 Flat - TOFC/COFC		0.00000						
29 Flat - multilevel		0.22979						
30 Flat - GS		0.00000						
31 Flat - other		0.22828						
32 Tank < 22000 gal		0.18070						
33 Tank >=22000 gal		0.18009						
34 All Other		0.00000						
Sub-Total (Pvt)	-0-		-0-					
35 No Mileage		-0-						
Total	324	\$	12.18	108	\$	739.37	\$	367.67
Grand Total - Car Mile + Car Day					\$	751.55		

000053

Line Segment: Leewood Ward - Memphis, TN

ON-BRANCH FREIGHT CAR COSTS - STATISTICS

Period: (All Periods)

Car Type	CARS					CAR MILES					CAR DAYS				
	orig	term	if	ir	total	orig	term	if	ir	total	orig	term	if	ir	total
Railroad Cars															
01 Box - plain, 40'															
02 Box - plain, 50'+		1					6					2			
03 Box - equipped		13					78					26			
04 Gon - plain															
05 Gon - equipped															
06 Hopper - covered															
07 Hopper - OT, GS															
08 Hopper - OT, SS															
09 Refrig - mech															
10 Refrig - nonmech															
11 Flat - TOFC/COFC															
12 Flat - multilevel															
13 Flat - GS															
14 Flat - other		40					240					80			
15 Tank < 22000 gal															
16 Tank >=22000 gal															
17 All Other															
Sub-Total (RR)		54					324					108			
Private Cars															
18 Box - plain, 40'															
19 Box - plain, 50'+															
20 Box - equipped															
21 Gon - plain															
22 Gon - equipped															
23 Hopper - covered															
24 Hopper - OT, GS															
25 Hopper - OT, SS															
26 Refrig - mech															
27 Refrig - nonmech															
28 Flat - TOFC/COFC															
29 Flat - multilevel															
30 Flat - GS															
31 Flat - other															
32 Tank < 22000 gal															
33 Tank >=22000 gal															
34 All Other															
Sub-Total (Pvt)															
35 No Mileage															
Total															

000054

PRINTOUTS

000055

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MEMPHIS, TN (BBS ONLY)

TERMINATING TRAFFIC
YEAR 2000
CSX TRANSPORTATION, INC.

06/19/02

ORIGIN	ONCOMING JUNCTION	DESTINATION	R1 CT	WYBELL DATE	CARS	TONS	OFFER MILES	CSX DIV	ON BR MILES	CAR DAYS	CARS PER DAY
ONHALLOR	DETCPRS	TNMEMPHIS	02	343826 000330	1	73	795	1,595	2	6	1
*TOTAL CX 02											
CHERWICK	CHCOWC	TNMEMPHIS	03	813853 000629	1	93	662	1,549	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	03	353956 001022	1	73	795	1,659	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	03	353957 001022	1	73	795	1,659	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	03	354143 001025	1	89	795	1,980	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	03	859334 000131	1	70	795	1,197	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	03	797351 000621	1	75	795	1,335	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	03	843573 000721	1	80	795	1,335	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	03	857907 001107	1	80	795	1,335	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	03	720812 000518	1	70	795	1,161	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	03	796521 000621	1	75	795	1,593	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	03	353991 001023	1	89	795	1,941	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	03	354436 001031	1	91	795	1,980	2	5	1
CHERWICK	CHCOWC	TNMEMPHIS	03	767076 000323	1	74	3	749	2	2	1
*TOTAL CX 03											
CHERWICK	CHCOWC	TNMEMPHIS	14	607132 000329	1	91	662	2,488	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	607133 000329	1	91	662	2,488	2	6	1
CHERWICK	CHCOWC	TNMEMPHIS	14	857510 000129	1	97	662	1,945	2	8	1
CHERWICK	CHCOWC	TNMEMPHIS	14	857647 000420	1	70	662	1,514	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	190373 001103	1	99	662	1,942	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	228681 000622	1	65	662	1,632	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	365103 000203	1	99	662	1,912	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	108785 000606	1	99	662	1,910	2	5	1
CHERWICK	CHCOWC	TNMEMPHIS	14	148599 001102	1	99	662	1,910	2	4	1
CHERWICK	CHCOWC	TNMEMPHIS	14	149974 001103	1	99	662	1,910	2	8	1
CHERWICK	CHCOWC	TNMEMPHIS	14	206909 000712	1	89	662	2,105	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	184531 001024	1	60	662	2,044	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	197454 001031	1	60	662	2,230	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	195012 001121	1	60	662	2,230	2	6	1
CHERWICK	CHCOWC	TNMEMPHIS	14	790974 991230	1	87	795	1,512	2	2	1
CHERWICK	CHCOWC	TNMEMPHIS	14	860723 000201	1	98	795	1,514	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	830598 000410	1	75	795	1,513	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	742968 000529	1	93	795	1,615	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	875519 001114	1	96	795	1,615	2	8	1
CHERWICK	CHCOWC	TNMEMPHIS	14	807935 000109	1	100	795	1,513	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	725508 000228	1	100	795	1,513	2	9	1
CHERWICK	CHCOWC	TNMEMPHIS	14	850821 001103	1	77	795	1,513	2	2	1
CHERWICK	CHCOWC	TNMEMPHIS	14	864912 000202	1	94	795	1,515	2	9	1

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MEMPHIS, TN (BEE ONLY)

TERMINATING TRAFFIC
YEAR 2000
CSX TRANSPORTATION, INC.

2
06/19/02

ORIGIN	ORIGIN JUNCTION	DESTINATION	RI CT	WAYBILL NUM	WAYBILL DATE	CARS	TONS	OFFER MILES	CSX DIV	ON BR MILES	CAR DAYS	CARS PER WAYB
P2ONQUERE	DETCH	TNMEMPHIS	14	786676	000323	1	102	795	1,513	2	9	1
P2WATAGAMI	DETCH	TNMEMPHIS	14	760715	000313	1	90	795	1,602	2	9	1
P2MONTJOLI	DETCH	TNMEMPHIS	14	731853	001208	1	83	795	1,513	2	9	1
POQUEVILLAN	DETCH	TNMEMPHIS	14	821066	000406	1	90	795	1,602	2	4	1
P2CAJERAPOR	DETCH	TNMEMPHIS	14	862111	001108	1	81	795	1,602	2	9	1
MEJACKMAN	DETCH	TNMEMPHIS	14	462445	001116	1	99	795	1,521	2	9	1
MELESQUE	DETCH	TNMEMPHIS	14	947835	000322	1	92	795	1,658	2	9	1
MEVANHUEN	DETCH	TNMEMPHIS	14	144419	000519	1	87	795	1,520	2	9	1
MSAINTJOHN	DETCH	TNMEMPHIS	14	455986	000419	1	96	795	1,519	2	9	1
MSAINTJOHN	DETCH	TNMEMPHIS	14	457410	000527	1	98	795	1,520	2	9	1
OSMAIRN	DETCH	TNMEMPHIS	14	462342	000605	1	90	795	1,426	2	9	1
OSMAIRN	DETCH	TNMEMPHIS	14	467772	000616	1	90	795	1,426	2	9	1
ONTHURAY	DETCH	TNMEMPHIS	14	165306	001117	1	95	795	1,660	2	9	1
P2CAPDELAMA	DETCH	TNMEMPHIS	14	171091	001012	1	100	795	1,520	2	9	1
P2CAPDELAMA	DETCH	TNMEMPHIS	14	177615	001130	1	100	795	1,520	2	7	1
P2MONTJOLI	HUNTON	TNMEMPHIS	14	727676	000907	1	83	1,329	3,115	2	9	1
WASUMAS	MEMPHENSF	TNMEMPHIS	14	495388	001212	1	94	3	1,608	2	2	1

*TOTAL CX 14

40 3,568 80 314

TOTAL

54 4,677 108 426

000057

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MEMPHIS, TN (BBS ONLY)

TERMINATING TRAFFIC
YEAR 2000
CSX TRANSPORTATION, INC.

1
06/19/02

ORIGIN	ONCOMING JUNCTION	DESTINATION	SHIPPER	CONSIGNEE	STCC	CT	CARS	TONS	WAYBILL NUMBER	DATE	CAR
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	91	607132	000329	BOIT871247
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	91	607133	000329	BOIT871225
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	97	857510	000129	CNA 623002
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	97	857510	000420	DWC 605058
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	99	180373	001103	NOKL733968
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	65	238681	000622	CP 316702
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	99	865103	000203	CP 319048
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	99	108785	000606	TTX862491
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	99	148589	001102	TTX864214
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	99	149974	001103	AM 001312
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	93	813853	000629	IFT 019670
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	89	205909	000712	SSAM038773
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	60	184531	001024	SSAM038671
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	60	187454	001031	SSAM038671
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	60	195012	001121	SSAM038757
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	87	790974	991230	CNA 623750
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	98	860723	000201	NOKL734138
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	75	830588	000410	CNA 624506
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	73	353956	001022	CNA 554230
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	73	353957	001022	CNA 553098
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	89	354143	001025	CNA 598111
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	70	859934	000131	CNA 554956
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	93	742968	000529	CNA 625051
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	96	875519	001114	CNA 625436
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	100	807935	000109	CNA 624528
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	100	725508	000228	CNA 623983
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	77	850821	001103	TTX084836
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	79	797351	000621	GTW 375614
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	80	843573	000721	CNA 598196
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	80	857907	001107	CNA 794823
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	94	864912	000202	CNA 624040
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	102	786678	000323	CNA 624607
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	90	769715	000313	TTX8661443
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	83	731853	001208	CNA 623309
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	90	821086	000406	TTX085552
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	81	862111	001108	CNA 625133
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	70	720812	000518	CNA 555049
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	75	796521	000621	CNA 557414
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	99	462445	001116	NWR 001004
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	92	947835	000322	NWR 001025
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	87	144419	000519	LN 075057
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	96	455988	000419	NOKL733516
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	98	457410	000527	UMP 732624
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	89	353981	001023	MILW0606255
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	73	348625	000330	SLR 002327
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	91	354136	001031	CP 205218
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	90	462342	000605	CP 318194
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	90	487772	000616	CP 318276
BOFORSTJOHN	CHOCBSF	TMENPHIS	CANFORPRO	BOLEBUBEL	2421184	14	1	95	165306	001117	NOKL733922

FILE NAME: MISDATA
REPORT NO: 4
MOVE TYPE: ALL
MEMPHIS, TN (BBB ONLY)

TERMINATING TRAFFIC
YEAR 2000
CSX TRANSPORTATION, INC.

ORIGIN JUNCTION

ONCOMING

DESTINATION

SHIPPER

CONSIGNEE

STCC

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CARS

TONS

WAYBILL NUMBER

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DATE

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*TOTAL DESTIN TNMEMPHIS

54 4,677

TOTAL

54 4,677

000059

FILE NAME: MISDATA
REPORT NO: 6
MOVE TYPE: ALL

MEMPHIS, TN (BBB ONLY)

TERMINATING TRAFFIC
YEAR 2000
CSX TRANSPORTATION, INC.

06/19/92 1

ORIGIN	ONCOMING JUNCTION	OFFGOING JUNCTION	DESTINATION	SHIPPER	CONSIGNEE	STCC	BAR CT	CARS	TONS	WAYBILL NUMBER	DATE	CAR
SCHUSTON	CHOCON	TNMEMPHIS	TNMEMPHIS	AMEINTFOR	ALLBUISO	2421184	F383	1	97	857510	000129	CNA 623062
OSAKINA	DETCH	TNMEMPHIS	TNMEMPHIS	NAKFORPRO	ALLBUISO	2421184	F483	1	93	742368	000529	CN 625051
*TOTAL STCC 2421184												
*TOTAL CONSIGNEE ALLBUISO												
POVALDOR	DETCH	TNMEMPHIS	TNMEMPHIS	NORINDUST	BLOUMBER	2499110	A307	1	75	796521	000621	CN 557414
*TOTAL STCC 2499110												
*TOTAL CONSIGNEE BLOUMBER												
BASEMONT	CHOCPRS	TNMEMPHIS	TNMEMPHIS	TAIFORPRO	BOLBRUBEL	2421150	P483	1	99	180373	001103	NOKL733968
*TOTAL STCC 2421150												
*TOTAL CONSIGNEE BOLBRUBEL												
FORSTJOHN	CHOCHNSF	TNMEMPHIS	TNMEMPHIS	CANFORPRO	BOLBRUBEL	2421184	F383	1	91	607132	000329	EGIT871247
FORSTJOHN	CHOCHNSF	TNMEMPHIS	TNMEMPHIS	CANFORPRO	BOLBRUBEL	2421184	F383	1	91	607133	000329	BCIT871205
FORWARDIN	MEMPHIC	TNMEMPHIS	TNMEMPHIS	DONFORPRO	BOLBRUBEL	2421184	A603	1	74	787076	000323	CNA 595589
*TOTAL STCC 2421184												
*TOTAL CONSIGNEE BOLBRUBEL												
POCOLEAU	DETCH	TNMEMPHIS	TNMEMPHIS	ALLFORPRO	BUCPACIFI	2431194	F483	1	94	864912	000202	CN 624040
*TOTAL STCC 2421184												
*TOTAL CONSIGNEE BUCPACIFI												
POCAPELAMA	DETCHRS	TNMEMPHIS	TNMEMPHIS	SEAINFOR	BUIFIRSEG	2421160	F483	1	100	171091	001012	NOKL733169
POCAPELAMA	DETCHRS	TNMEMPHIS	TNMEMPHIS	SEAINFOR	BUIFIRSEG	2421160	F483	1	100	177615	001130	NOKL733123
*TOTAL STCC 2421160												
*TOTAL CONSIGNEE BUIFIRSEG												

FILE NAME: MISDATA
REPORT NO: 6
MOVE TYPE: ALL

MEMPHIS, TN (BBB ONLY)

TERMINATING TRAFFIC
YEAR 2000
CSX TRANSPORTATION, INC.

2
06/19/02

ORIGIN	ONCOMING JUNCTION	OFFGOING JUNCTION	DESTINATION	SHIPPER	CONSIGNEE	STCC	AAR CT	CARS	TONS	WAYBILL NUMBER	WAYBILL DATE	CAR
MEMPHIS	DETORS	DETORS	MEMPHIS	MOORVILUM	BUIFIRSEG	2421184	F483	1	99	462445	001116	NVR 001004
MEMPHIS	CHOCMC	CHOCMC	MEMPHIS	TALTRELM	BUIFIRSEG	2421184	F483	1	89	206909	000712	SSAM038773
MEMPHIS	DETON	DETON	MEMPHIS	SEAINFOR	BUIFIRSEG	2421184	A403	1	70	859334	000131	CNA 554956
MEMPHIS	CHOCN	CHOCN	MEMPHIS	TALTRELM	BUIFIRSEG	2421184	F241	1	70	857647	000420	DWC 605052
MEMPHIS	DETORS	DETORS	MEMPHIS	TALTRELM	BUIFIRSEG	2421184	F483	1	95	165306	001117	NOXL733922
MEMPHIS	CHOCPRS	CHOCPRS	MEMPHIS	TALTRELM	BUIFIRSEG	2421184	F483	1	99	865103	000203	CF 319048
MEMPHIS	DETON	DETON	MEMPHIS	SEAINFOR	BUIFIRSEG	2421184	A633	1	79	797351	000621	GTW 375614
MEMPHIS	DETON	DETON	MEMPHIS	TALTRELM	BUIFIRSEG	2421184	A507	1	90	843573	000721	CN 598196
MEMPHIS	HUNTON	HUNTON	MEMPHIS	TALTRELM	BUIFIRSEG	2421184	F483	1	83	731853	001208	CN 623309
MEMPHIS	DETON	DETON	MEMPHIS	SEAINFOR	BUIFIRSEG	2421184	F483	1	83	727676	000907	CN 623812
MEMPHIS	DETON	DETON	MEMPHIS	SEAINFOR	BUIFIRSEG	2421184	F483	1	81	862111	001108	CN 625133
MEMPHIS	MEMPHNSF	MEMPHNSF	MEMPHIS	DESTRASVC	BUIFIRSEG	2421184	F483	1	94	495388	001212	TTX864815

*TOTAL STCC 2421184

*TOTAL CONSIGNEE BUIFIRSEG
12 1,022
14 1,222

0000061

CAUSAFSCA DETON
TOTAL STCC 2421184

TOTAL CONSIGNEE CASEMPIRE

ECISLOCITY CHOCPRS
TOTAL STCC 2421170

*TOTAL CONSIGNEE ENYTRADIN

CABARNICK CHOCMC
TOTAL STCC 2499110

*TOTAL CONSIGNEE RICINTFOR

MEMPHIS	DETON	DETON	MEMPHIS	GROCEPIC	CASEMPIRE	2421184	F363	1	77	850821	001103	TTX084836
MEMPHIS	CHOCPRS	CHOCPRS	MEMPHIS	SLOGROUP	ENYTRADIN	2421170	F281	1	65	238681	000622	CP 316702
MEMPHIS	CHOCPRS	CHOCPRS	MEMPHIS	SLOGROUP	ENYTRADIN	2421170	F281	1	65			
MEMPHIS	CHOCPRS	CHOCPRS	MEMPHIS	BOICASCAD	RICINTFOR	2499110	A603	1	93	813853	000629	IBT 019670

FILE NAME: MISDATA
REPORT NO: 6
MOVE TYPE: ALL

MEMPHIS, TN (BEE ONLY)

TERMINATING TRAFFIC
YEAR 2000
CSX TRANSPORTATION, INC.

3
06/19/02

ORIGIN ONCOMING OFFGOING
JUNCTION JUNCTION

WAYBILL WAYBILL
NUMBER DATE CAR

MCAMBEHLT DETON

TTMEMPHIS SEAINTEOR SHIMANUEA 2421184 F483

1 87 790974 991230 CNA 623750

*TOTAL STCC 2421184

*TOTAL CONSIGNEE SHIMANUEA

ONVEREAY CHOCPRS

TTMEMPHIS MCKFORPRO TALIRELUM 2421184 F483

1 99 108785 000606 TTX862491

*TOTAL STCC 2421184

*TOTAL CONSIGNEE TALIRELUM

ONSTRATFORD DETON

TTMEMPHIS EMFORPROD VIKFORPRO 2421184 F483

1 100 725508 000228 CN 623983

*TOTAL STCC 2421184

*TOTAL CONSIGNEE VIKFORPRO

ONALIN DETCPRS
ONALIN DETCPRS

TTMEMPHIS DOMINCOR 84LUMBER 2421160 F383

1 90 462342 000605 CP 318194

*TOTAL STCC 2421160

MELEVESQUE DETCPRS

TTMEMPHIS NORINDUST 84LUMBER 2421184 F483

1 32 947835 000322 NVR 001025

MEVAREN DETCPRS

TTMEMPHIS FRASER 84LUMBER 2421184 F483

1 87 144419 000519 LW 075057

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 96 455988 000419 NOKL733516

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 98 457410 000527 UMP 732624

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 98 860723 000201 NOKL734132

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 75 830588 000410 CN 624506

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 96 875519 001114 CN 624436

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 60 184531 001024 SSAM038607

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 60 187454 001031 SSAM038671

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 60 195012 001121 SSAM038757

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 100 307935 000109 CN 624528

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 99 148589 001102 TTX864214

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 99 149974 001103 AM 901312

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 80 857907 001107 CNA 794823

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 102 786678 000323 CN 624607

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 90 760715 000313 TTX861443

MEVAINTOHN DETCPRS

TTMEMPHIS MCNLUMBER 84LUMBER 2421184 F483

1 90 821086 000406 TTX085552

FILE NAME: MISDATA
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MOVE TYPE: ALL

MEMPHIS, TN (BBB ONLY)

TERMINATING TRAFFIC
YEAR 2000
CSX TRANSPORTATION, INC.

06/19/02

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ORIGIN	ONCOMING JUNCTION	OFFGOING JUNCTION	DESTINATION	SHIPPER	CONSIGNEE	STCC	AR CT	CARS	TONS	WAYBILL NUMBER	WAYBILL DATE	CAR
PCVALDOR	DETCH		MEMPHIS	DOMINFOR	84LUMBER	2421184	A403	1	70	720812	000518	CNA 555049

*TOTAL STCC 2421184

13 1,552

CHENGLCHART DETCH			MEMPHIS	GRAWAPEB	84LUMBER	2499110	A403	1	73	353956	001022	CNA 554230
CHENGLCHART DETCH			MEMPHIS	GRAWAPEB	84LUMBER	2499110	A307	1	73	353957	001022	CNA 553098
CHENGLCHART DETCH			MEMPHIS	GRAWAPEB	84LUMBER	2499110	A507	1	89	354143	001025	CN 598111
CHENGLCHART DETCH			MEMPHIS	GRAWAPEB	84LUMBER	2499110	A606	1	89	353981	001023	MLM06255
CHALLINOR DETCH			MEMPHIS	GRAFORPC	84LUMBER	2499110	B314	1	73	343826	000330	SLR 002327
CHALLINOR DETCH			MEMPHIS	GRAFORPC	84LUMBER	2499110	A603	1	91	354436	001031	CP 205218

*TOTAL STCC 2499110

6 489

*TOTAL CONSIGNEE 84LUMBER

26 2,220

*TOTAL DESTIN MEMPHIS

54 4,677

TOTAL

54 4,677

000063

DEMURRAGE

000064

DATE 03011035
PAGE 0001

PATRON: 2FJI01

IC @ Memphis - 2 FJIF 1 104E/390.00 (1367)
B84MFG - Alden First Source 101A 12/20/99 X - 1999
? Agent to Thr BuiSup 104A/300.00 (1365)

TOTALS-	CARS	DAYS	CREDIT	DQ45	CHARGES
	3	0	6	0	0

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

*** CAR ***	I ARRIVED NOTIFY	ORDERED PLACED	RELEASE	PULL	INIT NUMBER	CONTENT	S DATE/HR	DATE/HR	DATE/HR	DATE/HR	CR	DAYS	
NOKL 732996	LUMBER	1226/23	0106/11	0106/17	0111/10	2	0	8NSF@Memph	-2FJ101	104E/150.00	(1367)		
TTX 861591	LUMBER	1226/23	0106/11	0106/17	0111/10	2	0	✓	✓	✓			12/18/99
TTX 85226	LUMBER	I 0105/03	0106/11	0106/17	0111/10	2	0	IC @Memph	-SV8IAS	84Lumber	104E/390.00	(1367)	
CRLE 20455	LUMBER	0107/09	0111/10	0121/10	0121/10	2	10	WB Void	-SV8IAS	84Lumber	(No Rev)		up@Memph
CRLE 20405	LUMBER	0111/15	0111/15	0111/15	0111/15	2	0	NF					
CNA 623750	LUMBER	I 0115/16	0121/10	0121/12	0126/12	2	0	606 DØØ-Smith Mfg	101A	12/30/99			
BCIT 871069	LUMBER	I 0121/07	0126/12	0126/16	0131/20	2	0	WB Void	-2FJ101	12/29/99	BN @Memph		
BCN 624528	LUMBER	I 0121/20	0126/12	0126/16	0131/20	2	0	84 Lumber	-SV8IAS	101A	1/04/00		
TTX 862371	LUMBER	I 0126/15	0204/15	**CF**	0206/13								

TOTALS- CARS 8 DAYS 10 CREDIT D045 CHARGES 0

000066

DATE 03011036
PAGE 0001

PATRON: 2FJI01

UP @ Memphis	104E/72.00	2 FJ I/O1
UP @ Memphis	104E/72.00	✓
UNSF @ Memphis	104E/150.00 (1367)	✓
UP @ Memphis	104E/72.00 (1367)	5V8 LAB - 84 Lumber
Buildings First Source	884M/G 101A	
UP @ Memphis	104E/72.00 (1367)	CSX I/O - Eastern Lumber
UB Sup.	✓ 6/102	

TOTALS-	CARS	DAYS	CREDIT	D@45
	7	1	14	0

000067

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MARCH, 2000

DATE 03011036
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO
LOCATION: MEMPHIS TN
KEY: 00F371/01/21
AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

**** CAR ***	I ARRIVED NOTIFY	ORDERED PLACED	PULL
INIT NUMBER	CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR	DATE/HR DATE/HR DATE/HR DATE/HR	CR DAYS
TSRD	3607 PLYWOOD	0224/07	0302/19 0303/16 0309/10 2 1
TSRD	3542 PLYWOOD S	0301/10	0302/19 0303/16 0309/10 2 1
CN	598194 LUMBER	0303/11	0309/09 0309/15 0313/16 2 0
TFM	15462 LUMBER I	0314/15	0320/14 0321/10 0327/12 2 1
TSRD	3089 PLYWOOD I	0325/19	0327/12 0327/17 0329/12 2 0
CN	598159 LUMBER	0327/19	0329/12 0329/17 0403/12 2 0
CNA	598589 LUMBER I	0331/17	0411/20 ***CF*** 0414/12

TOTALS-	CARS	DAYS	CREDIT	DQ45	CHARGES
	6	3	12	0	0

000069

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MARCH, 2000

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO
LOCATION: MEMPHIS TN
KEY: 00F371/01/21
AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

*** CAR ***	I ARRIVED NOTIFY	ORDERED PLACED RELEASE PULL
INIT NUMBER	S DATE/HR DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS	
LKGL 734138 LUMBER	0224/02	0302/19 0309/09 0309/10 2 7
X TTX 846113 LUMBER	0225/21	0302/19 0303/16 0309/10 2 1
CN 624045 LUMBER	0303/23	0309/09 0309/15 0313/16 2 0
UP 273051 LUMBER	I 0303/23	0309/09 0309/15 0313/16 2 0
LEN 623983 LUMBER	I 0310/17	0313/17 0314/16 0320/14 2 1
CP 318365 LUMBER	0312/09	0313/17 0314/16 0320/14 2 1
HISC 3138 LUMBER	I 0321/12	0329/12 0329/17 0403/12 2 0
BCIT 871370 LUMBER	I 0325/19	0327/12 0327/17 0329/12 2 0
X TTX 86899 LUMBER	0327/19	0329/12 0329/17 0403/12 2 0
TTX 862290 LUMBER	I 0330/14	0403/12 *CF** 0411/20

ANSE@Mannh.² + WB(→) 104E/1500(1367) 103-12900 860723 020100 84 June 1, 581A

000070

TOTALS-	CARS	DAYS	CREDIT	D@45	CHARGES
	9	10	18	0	0

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MARCH, 2000

DATE 03011036
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR FLAT CARS - UNLOADING

STATUS: CLOSED

*** CAR *** I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL
INIT NUMBER CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS
CN 604899 LUMBER 0330/14 0403/12 {CF**} 0411/20

000071

TOTALS-	CARS	DAYS	CREDIT	D045	CHARGES
0	0	0	0	0	0

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR APRIL, 2000

DATE 03011036
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21
LOCATION: MEMPHIS TN AUDIT #: 046380

PAYRON: 2FJ101

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

INIT	NUMBER	CONTENT	S	DATE/HR	DATE/HR	DATE/HR	RELEASE	PULL	DATE/HR	DATE/HR	DATE/HR	OR	DAYS	
***	CAR	***	I	ARRIVED	NOTIFY	ORDERED	PLACED	RELEASE	PULL					
315	598589	LUMBER	I	0331/17						0411/20	0412/11	0414/12	2	1
	40954	LUMBER	I	0401/01						0411/20	0412/11	0414/12	2	1
	7824	LUMBER	I	0403/01						0411/20	0412/11	0414/12	2	1
	33630	LUMBER	I	0412/12						0414/11	0415/09	0418/11	2	1
	33152	LUMBER	I	0413/01						0414/11	0415/09	0418/11	2	1
	2327		I	0414/10						0418/11	0418/16	0419/22	2	0
	219360	LUMBER	I	0415/11						0418/11	0418/16	0419/22	2	0
	598589	LUMBER	I	0415/14						0415/14	0415/14	0415/14	2	0
	40954	LUMBER	I	0415/14						0415/14	0415/14	0415/14	2	0
	7824	LUMBER	I	0415/14						0415/14	0415/14	0415/14	2	0
	39151	LUMBER	I	0416/17						0419/22	0421/11	0425/11	2	2
	6045	LUMBER	I	0420/02						0425/11	0426/16	0502/11	2	1
	31653	LUMBER	I	0423/16						0425/11	0426/16	0502/11	2	1

2FJ101 (Bellwood Railroad Bldg - Glen Allen, VA) Switch=IC/Memph? CSXT=3017.60?
BNSF@Memph 2FJ101 104E/150.00 (1367)
WB Void BNSF@Memph? EFZ700
BNSF@Memph 2FJ101 (Bellwood Railroad) 104E/150.00 (1367)
UP@Memph 5V81A5 84 Lumber 104E/225.00 (1367)
5V81A5-84 Lumber (Bellwood Railroad) 101A (Rebill out of Detroit)
BNSF@Memph 2FJ101 104E/150.00 (1367)
UP@Memph 5V81A5-84 Lumber 104E/225.00 (1367)
BNSF@Memph 2FJ101 104E/150.00 (1367)
BNSF@Memph 2FJ101 104E/150.00 (1367)

TOTALS- CARS DAYS CREDIT D050 0
13 9 26 0

0000072

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

*** CAR ***
INIT NUMBER CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS

TTZX	862290	LUMBER	I	0330/14	0403/12	0403/16	0411/20	2	0	UP @ Memphis 2FJ101 104E/72.00 (1367)
PTZX	861443	LUMBER	I	0402/19	0418/11	0418/16	0419/22	2	0	SV8IAS-84 Lumber 101A
UP	273582	LUMBER	I	0403/17	0411/20	0412/11	0414/12	2	1	UP @ Memphis 08XJ00-Tam Exports Lumber 104E/72.00 (1367)
CN	624607	LUMBER	I	0408/11	0414/11	0415/09	0418/11	2	1	SV8IAS-84 Lumber 101A
WVR	1025	LUMBER	I	0409/11	0414/11	0415/09	0418/11	2	1	SV8IAS ✓
HLSC	871551	LUMBER	I	0412/12	0414/11	0415/09	0418/11	2	1	UP @ Memphis 8PMZ01-Allied Bldg Stores 104E/225.00 (1367)
TTZX	86735	LUMBER	I	0412/12	0414/11	0415/09	0418/11	2	1	BNSF @ Memphis 2FJ101 104E/150.00 (1367)
TTZX	856345	LUMBER	I	0414/10	0418/11	0418/16	0419/22	2	0	UP @ Memphis 884M06-Bldos FirstSource 104E/225.00 (1367)
TTZX	87664	LUMBER	I	0415/11	0418/11	0418/16	0419/22	2	0	NF CN/IC?
UP	273582	LUMBER	I	0415/14	0415/14	0415/14	0415/14	2	0	✓
BCIT	871225	LUMBER	I	0416/17	0418/11	0418/16	0419/22	2	0	2FJ101 (Bullwood Road) 101A
HLSC	2528	LUMBER	I	0418/04	0419/22	0421/11	0425/11	2	2	UP @ Memphis 2FJ101 104E/225.00 (1367)
PTZX	85552	LUMBER	I	0418/04	0419/22	0421/11	0425/11	2	2	SV8IAS 84 Lumber 101A
BCIT	871247	LUMBER	I	0420/02	0425/11	0426/16	0502/11	2	1	2FJ101 (Bullwood Road) 101A
TTZX	87564	LUMBER	I	0422/13	0425/11	0426/16	0502/11	2	1	NF CN/IC?

TOTALS- CARS DAYS CREDIT D050 CHARGES
15 11 30 0

000073

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR APRIL, 2000

DATE 03011037
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR FLAT CARS - UNLOADING

STATUS: CLOSED

*** CAR ***
INIT NUMBER CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS
CN 604899 LUMBER 0330/14 0403/12 0403/16 0411/20 2 0

IC @ Memphis 2FJ101 1046/290.00 (1367)

000074

TOTALS- CARS DAYS CREDIT D050 CHARGES
1 0 2 0

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MAY, 2000

DATE 03011104
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO
LOCATION: MEMPHIS TN
KEY: 00F371/01/21
AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

***** CAR ***	I ARRIVED NOTIF	ORDERED PLACED	PULL
INIT NUMBER	CONTENT S DATE/HR	DATE/HR DATE/HR	DATE/HR CR DAYS
RBOX 39656 LUMBER	I 0430/11	0510/01 0510/14	0515/17 2 0
BN 217662 LUMBER	0430/19	0502/11 0503/15	0510/10 2 1
GRY 6008 LUMBER	0430/19	0502/11 0503/15	0510/10 2 1
NRL 21049 LUMBER	0430/19	0510/10 0510/15	0515/18 2 0
GRY 6040 LUMBER	I 0505/02	0515/18 0516/15	0522/19 2 1
RBOX 31952 LUMBER	I 0509/08	0515/18 0516/15	0522/19 2 1
RBOX 39656 LUMBER	I 0510/10	0510/10 0510/15	0515/18 2 0
TSRD 3945 PLYWOOD	I 0510/10	0510/10 0510/15	0515/18 2 0
BN 376796 PLYWOOD	I 0531/08	0603/04	0608/14

TOTALS-	CARS	DAYS	CREDIT	DQ50	CHARGES
	8	4	16	0	0

000075

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MAY, 2000

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO
LOCATION: MEMPHIS TN
KEY: 00F371/01/21
AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

*** CAR ***	I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL	S DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS
CN 624506 LUMBER	I 0422/13	0502/11 0503/15 0510/10 2 1
CRLE 20339 LUMBER	I 0426/18	0502/11 0503/15 0510/10 2 1
BCOL 52277 LUMBER	I 0428/09	0502/11 0503/15 0510/10 2 1
MOKL 733516 LUMBER	I 0503/15	0510/10 0510/15 0515/18 2 0
NOKL 734173 LUMBER	I 0503/15	0510/10 0510/15 0515/18 2 0
CRLE 20268 LUMBER	I 0505/19	0510/10 0510/15 0515/18 2 0
CRLE 20348 LUMBER	0505/19	0510/10 0510/15 0515/18 2 0
HLSC 871536 LUMBER	I 0507/22	0522/19 0523/17 0523/17 2 1
CHTT 273131 LUMBER	I 0520/10	0522/19 0523/17 0529/16 2 1
HLSC 2887 LUMBER	I 0520/10	0522/19 0523/17 0529/16 2 1
UP 273658 LUMBER	I 0524/09	0529/16 0531/08 0603/04 2 2
CN 624394 LUMBER	0525/14	0529/16 0531/08 0603/04 2 2
NOKL 730716 LUMBER	0525/14	0529/16 0531/08 0603/04 2 2
HLSC 2808 LUMBER	I 0530/08	0603/04 **CF** 0608/14
NOKL 733775 LUMBER	I 0531/08	0603/04 **CF** 0608/14

TOTALS-	CARS	DAYS	CREDIT	DQ50	CHARGES
	13	12	26	0	0

000076

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MAY, 2000

DATE 03011104
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00E371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR FLAT CARS - UNLOADING

STATUS: CLOSED

*** CAR *** I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL
INIT NUMBER CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS
✓ DMC 605058 LUMBER I 0430/19 0502/11 0503/15 0510/10 2 1

#44KFAK (Reynolds Nutats Co) 1046/116-00 (-5334) <- (1190)
B84MFG BidusFirst Source 101A

TOTALS- CARS DAYS CREDIT D850 CHARGES
1 1 2 0

000077

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JUNE, 2000

DATE 03011105
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CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

INIT	NUMBER	CONTENT	S	DATE/HR	DATE/HR	DATE/HR	DATE/HR	CR	DAYS
BN	376796	PLYWOOD	I	0531/08	0603/04	0605/10	0608/14	2	2
SP	555049	LUMBER	I	0605/23	0608/14	0608/16	0615/22	2	0
SP	245040	PLYWOOD	I	0628/23	0712/09	**CF**	0717/21		
GTW	375614	LUMBER	I	0630/11	0705/17	**CF**	0707/08		
CN	557414		I	0630/11	0712/09	**CF**	0717/21		

BNSF @ Memphis 2FJ101 104E/150.00 (1367)
5V8IAS 84 Lumber 101A

000078

TOTALS-	CARS	DAYS	CREDIT	D850	CHARGES
	2	2	4	0	0

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JUNE, 2000

DATE 03011105
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

*** CAR ***	I ARRIVED NOTIFY	ORDERED PLACED	RELEASE	PULL		
INIT NUMBER	CONTENT S	DATE/HR	DATE/HR	DATE/HR	CR	DAYS
HLSC	2808 LUMBER	I 0530/08	0603/04	0605/10	0608/14	2 2
NOKL	733775 LUMBER	I 0531/08	0603/04	0605/10	0608/14	2 2
W	75057 LUMBER	I 0605/23	0608/14	0608/16	0615/22	2 0
WCRC	20105 LUMBER	I 0605/23 X	0608/14	0608/16	0615/22	2 0
W	625051 LUMBER	I 0607/17	0615/22	0616/12	0621/12	2 1
WMP	732624 LUMBER	I 0609/03	0615/22	0616/12	0621/12	2 1
WCRC	7511 LUMBER	S 0612/03	0615/22	0616/12	0621/12	2 1
UP	273573 LUMBER	I 0616/02	0621/11	0623/12	0627/14	2 2
CEFX	90051 LUMBER	I 0617/09	0621/11	0623/12	0627/14	2 2
W	318194 LUMBER	I 0617/09	0621/11	0623/12	0627/14	2 2
HLSC	3038 LUMBER	I 0617/09	0621/11	0623/12	0627/14	2 2
W	74148 LUMBER	I 0617/15	0621/11	0623/12	0627/14	2 2
TTX	862491 LUMBER	I 0618/19	0621/11	0623/12	0627/14	2 2
CN	624444 LUMBER	I 0621/03	0627/09	0627/13	0627/13	2 0
HLSC	2873 LUMBER	I 0621/13	0627/09	0627/13	0627/13	2 0
CELE	20526 LUMBER	I 0622/15	0627/09	0627/13	0627/13	2 0
CN	625312 LUMBER	I 0625/16	0627/09	0627/13	0627/13	2 0

000079

TOTALS-	CARS	DAYS	CREDIT	D\$50	CHARGES
	17	19	34	0	0

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JULY, 2000

DATE 03011105
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO
LOCATION: MEMPHIS TN
KEY: 00F371/01/21
AUDIT #: 046380
PATRON: 2FJ101

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

*** CAR ***	I ARRIVED NOTIFY	ORDERED PLACED	RELEASE	PULL
INIT NUMBER	CONTENT S DATE/HR	DATE/HR	DATE/HR	DATE/HR
SP	245040 PLYWOOD	I 0628/23	0712/09 0712/15	0717/21 2 0
STW	375614 LUMBER	I 0630/11	0705/17 0706/08	0707/08 2 1
SN	557414	I 0630/11	0712/09 0712/15	0717/21 2 0
BCIT	841765 PLYWOOD	0701/20	0707/08 0707/16	0712/09 2 0
SRY	6001 LUMBER	0701/20	0707/08 0707/16	0712/09 2 0
TSRD	3917 PLYWOOD	I 0708/03	0712/09 0712/15	0717/21 2 0
TBT	19670	I 0711/14	0717/21 0718/16	0726/11 2 1
WCCL	43176 PLYWOOD	I 0712/16	0717/21 0718/16	0726/11 2 1
WCCL	43205 PLYWOOD	0713/07	0717/21 0718/16	0726/11 2 1

✓
WB Void (claiming Rule 11?) EFZ706 No Rev.
4WZ304 Richmond Intl Fur Prod. 101A
BNSF@Memph 2FYJØ1 104E/150.00 (1367)
✓
101A (Billed to 2EYØ7Y Bloch Lumber, Chgo, IL)
B84MØG Bldgs FndSource 101A
wP@Memph 2FYJØ1 (Bellwood Railroad) 104E/225.00+ (1367)

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JULY, 2000

DATE 03011105
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJI01
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

INIT NUMBER	CONTENT	S	DATE/HR	ARRIVED NOTIFY	ORDERED PLACED	RELEASE	PULL	DATE/HR	DATE/HR	CR	DAYS
✓CP	318276	LUMBER	I 0626/23		0705/17	0706/08	0707/08	2	1		
CN	623877	LUMBER	I 0630/02		0705/17	0706/08	0707/08	2	1		
HLSC	2070	LUMBER	I 0630/02		0705/17	0706/08	0707/08	2	1		
HLSC	2519	LUMBER	I 0630/02		0705/17	0706/08	0707/08	2	1		
TTX	861274	LUMBER	I 0630/11		0705/17	0706/08	0707/08	2	1		
HLSC	2579	LUMBER	0630/11		0707/08	0707/16	0712/09	2	0		
✓CP	316702	LUMBER	I 0708/14		0717/21	0718/16	0726/11	2	1		
TTX	85598	LUMBER	I 0708/14		0717/21	0718/16	0726/11	2	1		
TTX	87521	LUMBER	0719/09		0726/10	0727/13	0804/18	2	1		
✓SSM	38773	LUMBER	I 0721/11		0726/10	0727/13	0804/18	2	1		
TTX	86759	LUMBER	I 0724/19		0726/10	0727/13	0804/18	2	1		
CN	624643	LUMBER	S 0730/10		0804/17	**CF**	0810/20				

SV8IAS-84 Lumber 101A
IC@Memph-B84M0G-Bldw FirstSource 104E/390.00 (1367)
UP@Memph-2FJI01 104E/225.00 (1367)
✓ B84M0G-Bldw FirstSource 104E/225.00 (1367)
WB Void " " BNSF@Memph
UP@Memph 2FJI01 (Bldw Reload) 104E/225.00 (1367)
2FJI01 104E/116.00 (5330) ? - Billed to Emheart Trading DPP0100 101A
UP@Memph-SV8IAS 84 Lumber 104E/225.00 (1367)
IC@Memph-2FJI01 104E/390.00 (1367)
B84M0G-Bldw FirstSource 101A
BNSF@Memph-2FJI01 104E/150.00 (1367)

000081

TOTALS-	CARS	DAYS	CREDIT	D\$50	CHARGES
	11	10	22	0	0

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR AUGUST, 2000

DATE 03010905
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CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

*** CAR ***
INIT NUMBER CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS
CN 598196 LUMBER 0803/06 0804/17 0806/08 0810/20 2 2

B84M06 Bldo Firstsource 101A

000082

TOTALS-	CARS	DAYS	CREDIT	D850	CHARGES
	1	2	2	0	0

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00E371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BW FLAT CARS-UNLOADING

STATUS: CLOSED

INIT	NUMBER	CONTENT	S	DATE/HR	DATE/HR	DATE/HR	DATE/HR	RELEASE	PULL	DATE/HR	CR	DAYS
CN	624643	LUMBER	S	0730/10	0804/17	0807/08	0810/20	2	3			
TTZX	86549	LUMBER	I	0806/17	0814/10	0815/09	0822/12	2	1			
NOKL	730641	LUMBER		0807/12	0810/20	0811/12	0814/10	2	1			
UP	273076	LUMBER		0808/13	0810/20	0811/12	0814/10	2	1			
CP	316783			0812/03	0814/10	0815/09	0822/12	2	1			
UP	273263	LUMBER	S	0821/11	0822/11	0823/15	0829/11	2	1			
LW	74533	LUMBER		0822/08	0822/11	0823/15	0829/11	2	1			
TTZX	87094	LUMBER	I	0824/16	0829/10	0830/12	0905/12	2	1			
HLSC	2549	LUMBER	I	0825/00	0829/10	0830/12	0905/12	2	1			
UP	273557	LUMBER	I	0825/23	0829/10	0830/12	0905/12	2	1			
CBRY	1567	LUMBER	I	0827/07	0829/10	0830/12	0905/12	2	1			

IC @ Memphis (?) - 2FJ101 104E/390.00 (1367)
WB Void (CSXT00 - Tom Eubanks Lumber) No Rev. BN @ Memphis
IC @ Memphis - 4WKFAP Ray Nuts 104E/390.00 (1367)
UP @ Memphis 2FJ101 104E/225.00 (1367)
NF up?
SV8IAS 84 Lumber 104E/225.00 (1367) (UP @ Memphis?)
UP @ Memphis 2FJ101 104E/225.00 (1367)
✓ EF2700 ✓
✓ - Allied Bldg Shres ✓
✓ 2FJ101 ✓
BNSF @ Memphis ✓ 104E/150.00 (1367)

TOTALS- CARS DAYS CREDIT D050 CHARGES
11 13 22 0

000083

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR AUGUST, 2000

DATE 03010905
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CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00E371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR FLAT CARS - UNLOADING

STATUS: CLOSED

*** CAR *** I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL
INIT NUMBER CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS
CN 602648 LUMBER I 0812/03 0814/10 0815/09 0822/12 2 1

IC @ Memphis (?) --- Allied Bldg Stores 104 A / 365.00 (1345)

000084

TOTALS-	CARS	DAYS	CREDIT	D\$50	CHARGES
	1	1	2	0	0

CSX TRANSPORTATION
 MONTHLY DEMURRAGE REPORT
 FOR SEPTEMBER, 2000

DATE 03010906
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CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
 LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

*** CAR ***
 INIT NUMBER CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS
 CNA 557860 LUMBER I 0914/10 X 0921/12 0921/12 0927/19 2 0
 CNA 557921 LUMBER 0924/09 0927/19 0930/16 1011/10 2 3
 SP 248029 LUMBER I 0929/07 1011/10 **CF** 1020/21

8NSF
 HYIWB00 Riley Bldg Supply 101A delivery on Rd 777?
 NF CN?

TOTALS- CARS DAYS CREDIT D850 CHARGES
 2 3 4 0
 0

000085

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR SEPTEMBER, 2000

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO
LOCATION: MEMPHIS TN
KEY: 00F371/01/21
AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

*** CAR ***	I ARRIVED	NOTIFY	ORDERED	PLACED	RELEASE	PULL
INIT NUMBER	CONTENT	S DATE/HR	DATE/HR	DATE/HR	DATE/HR	CR DAYS
BNSF	564089 LUMBER	0902/13			0905/12 0906/16	0913/20 2 1
CN	625069 LUMBER	S 0902/13			0905/12 0906/16	0913/20 2 1
TTTX	86477 LUMBER	I 0904/14			0905/12 0906/16	0913/20 2 1
HLSC	2027 LUMBER	I 0906/11			0913/20 0914/11	0927/19 2 1
TTTX	85815 LUMBER	I 0908/18			0913/20 0914/11	0927/19 2 1
CLC	9567 LUMBER	I 0910/13			0913/20 0914/11	0927/19 2 1
CN	625444 LUMBER	I 0916/05			0927/19 0930/16	1011/10 2 3
CN	623812 LUMBER	I 0920/23			0927/19 0930/16	1011/10 2 3

BNSF @ Memphis	2FJIIΦ1	104E/150.00	(1367)
IC @ Memphis (?)	✓	104E/390.00	(1367)
BNSF @ Memphis	✓	104E/150.00	(1367)
UP @ Memphis	✓	104E/225.00	(1367)
✓	HYIWPδ - Riley Bldg Supply	104E/225.00	(1367)
✓	2FJIIΦ1	104E/225.00	(1367)
WB Void	(2FJIIΦ1)	BN @ Memphis	
BS4 MØG Bldg Source	101A		

TOTALS-	CARS	DAYS	CREDIT	DE50	CHARGES
	8	12	16	0	0

000086

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

*** CAR ***		I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL									
INIT	NUMBER	CONTENT	S	DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR	CR DAYS
SP	248029	LUMBER	I	0929/07		1011/10	1012/09	1020/21	2	1	
REOX	30939	LUMBER	I	1010/20	1018/13	1020/20	1023/09	1027/19	2	3	
AN	5805	LUMBER	I	1014/11		1020/20	1021/09	1027/19	2	1	
MEL	21553	LUMBER	I	1027/19		1027/19	1030/10	1101/11	2	3	
CNA	553098		I	1031/04		1101/11	**CF**	1112/20			
CNA	554230	LUMBER	I	1031/04		1101/11	**CF**	1112/20			

W@Memph EFZ700 THRIFT... 104E/225.00 (1367)
W@Memph (2FJ101) W@Memph
W@Void (2FJ101) 104E/150.00 (1367)
BNSF@Memph 2FJ101 104E/150.00 (1367)

000087

TOTALS- CARS 4 DAYS 8 CREDIT D850 0
CHARGES 0

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

*** CAR ***		I ARRIVED NOTIFY		ORDERED PLACED		RELEASE FULL			
INIT	NUMBER	CONTENT	S	DATE/HR	DATE/HR	DATE/HR	DATE/HR	CR	DAYS
BCOL	873293	LUMBER	I	1007/02	1011/10	1012/09	1020/21	2	1
SRY	73098	LUMBER	I	1007/02	1011/10	1012/09	1020/21	2	1
TTZX	861470	LUMBER	I	1009/06	1011/10	1012/09	1020/21	2	1
WCRC	7308	LUMBER	I	1015/22	1020/20	1023/09	1027/19	2	3
WCRC	20013	LUMBER	I	1023/21	1027/19	1030/10	1101/11	2	3
NOKL	733169	LUMBER	I	1023/21	1027/19	**CF**	1101/11		
CRLE	20670	LUMBER	I	1026/00	1027/19	**CF**	1101/11		
CNIS	623105	LUMBER	I	1026/23	1101/11	**CF**	1112/20		
SRY	286101	LUMBER	I	1026/23	1101/11	**CF**	1112/20		

WB Void (EF2700) BN@Memph
BNSF@Memph EF2700 104E/150.00 (1367)
WB Void (EF2700) BN@Memph
UP@Memph 2FJ101 104E/225.00 (1367)
JC@Memph 5V81A5 84Lumber 104E/390.00 (1367)

000088

TOTALS- CARS 5 DAYS 9 CREDIT D850 10 CHARGES 0

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPO
FOR NOVEMBER, 2000

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO
LOCATION: MEMPHIS TN
KEY: 00F371/01/21
AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

*** CAR ***	I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL	INIT NUMBER	CONTENT S	DATE/HR	DATE/HR	DATE/HR	DATE/HR	CR	DAYS
✓CNA	553098	I 1031/04		1101/11	1101/16	1112/20	2	0	
✓CNA	554230	I 1031/04		1101/11	1101/16	1112/20	2	0	
✓CNA	598111	I 1105/03		1112/21	1113/12	1116/11	2	1	
✓MILW	6255	I 1107/09		1112/21	1113/09	1116/11	2	1	
CNA	799710 LUMBER	I 1112/07		1112/21	1113/09	1116/11	2	1	
✓CP	205218	I 1112/07		1112/21	1113/09	1116/11	2	1	
✓CNA	794823 LUMBER	I 1118/13		1120/19	1121/15	1126/11	2	1	
SIC	552083 FENCING	I 1118/13		1126/10	1127/09	1201/11	2	1	
SP	247492 LUMBER	1122/21		1126/10	1127/09	1201/11	2	1	
MP	357434 LUMBER	I 1123/09		1201/11	**CF**	1210/21			
RBOX	33855 LUMBER	I 1127/12		1201/11	**CF**	1203/11			

TOTALS-	CARS	DAYS	CREDIT	D050	CHARGES
	9	7	18	0	0

000089

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR NOVEMBER, 2000

DATE 03010906
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

INIT	NUMBER	CONTENT	S	DATE/HR	DATE/HR	PLACED	RELEASE	FULL	DATE/HR	DATE/HR	CR	DAYS
✓	NOKL	733169	LUMBER	I 1023/21	1027/19	1101/11	1101/11	2	5			
	CRLE	20670	LUMBER	I 1026/00	1027/19	1101/11	1101/11	2	5			
	CNIS	623105	LUMBER	I 1026/23	1101/11	1101/16	1112/20	2	0			
	SRV	286101	LUMBER	I 1026/23	1101/11	1101/16	1112/20	2	0			
✓	SSAM	38807	LUMBER	I 1102/00	1112/21	1113/09	1116/11	2	1			
✓	SSAM	38671	LUMBER	I 1111/09	1116/11	1117/10	1120/19	2	1			
✓	TTZX	84836	LUMBER	I 1112/07	1112/21	1113/09	1116/11	2	1			
✓	AM	1312	LUMBER	I 1114/04	1116/11	1117/10	1120/19	2	1			
✓	TTZX	864214	LUMBER	I 1114/04	1116/11	1117/10	1120/19	2	1			
	BCOL	873621	LUMBER	1118/13	1120/19	1121/15	1126/11	2	1			
✓	EN	625133	LUMBER	I 1118/13	1120/19	1121/15	1126/11	2	1			
	NOKL	734093		1119/09	1126/10	1127/09	1201/11	2	1			
	SRV	73018	LUMBER	I 1120/12	1126/10	1127/09	1201/11	2	1			
✓	NOKL	733968	LUMBER	I 1121/12	1126/10	1127/09	1201/11	2	1			
✓	TTZX	864614	LUMBER	1121/12	1126/10	1127/09	1201/11	2	1			
	HLSC	2381	LUMBER	I 1123/09	1126/10	1127/09	1201/11	2	1			
	CP	318366	LUMBER	S 1128/15	1203/12	**CF**	1210/21					
	MR	30146	LUMBER	I 1128/15	1203/12	**CF**	1210/21					
	NVR	1004	LUMBER	I 1128/15	1203/12	**CF**	1210/21					
	SSAM	38757	LUMBER	I 1130/09	1201/11	**CF**	1203/11					
	TTZX	87553	LUMBER	1130/09	1201/11	**CF**	1203/11					

TOTALS- CARS DAYS CREDIT D050
16 22 32 0

CHARGES
0

B84M0G - Bldas Firstsource 101A
UP@Memph 2FJ101 104E/225.00 (1367)
<Susp> ✓ 4/14/02 CN?
BNSF@Memph 2FJ101 104E/150.00 (1367)
5V8IA5 84 Lumber 101A
✓
2MF02Q - Cascade Empire Corp @ Track 00F371 101A
5V8IA5 - 84 Lumber 101A
✓
UP@Memph HYI000-R
B84M0G - Bldas Firstsource 101A
UP@Memph C8X000 Sublumber 104E/225.00 (1367)
BNSF@Memph 2FJ101 104E/150.00 (1367)
2FJ101 (Bellwood Reload) 101A
BNSF@Memph 2FJ101 104E/150.00 (1367)
UP@Memph ✓ 104E/225.00 (1367)

000090

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR DECEMBER, 2000

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO
LOCATION: MEMPHIS TN
KEY: 00F371/01/21
AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

**** CAR ***	I ARRIVED	NOTIFY	ORDERED	PLACED	RELEASE	PULL
INIT NUMBER	S DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR	CR DAYS
MP 357434	LUMBER	I 1123/09		1201/11	1201/15	1210/21 2 0
REOX 33855	LUMBER	I 1127/12		1201/11	1201/15	1203/11 2 0
CN 598139	LUMBER	S 1208/14		1210/21	1211/14	1212/11 2 1
STMA 60015	LUMBER	I 1210/05		1210/21	1211/14	1212/11 2 1
SLGG 16030	LUMBER	I 1211/10		1212/11	1212/16	1215/11 2 0
REOX 34879	LUMBER	I 1213/20		1215/11	1215/15	1219/11 2 0
SLGG 16002	LUMBER	1219/06		1227/20	1228/14	1230/20 2 1
SLGG 16002	LUMBER	1221/05		1227/19	1230/19	1230/20 2 3

TOTALS-	CARS	DAYS	CREDIT	DQ50	CHARGES
	8	6	16	0	0

000091

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

*** CAR ***		I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL			
INIT NUMBER	CONTENT	S DATE/HR	DATE/HR	DATE/HR	DATE/HR CR DAYS
CP	318366 LUMBER	S 1128/15	1203/12	1204/14	1210/21 2 1
MR	30146 LUMBER	I 1128/15	1203/12	1204/14	1210/21 2 1
✓MR	1004 LUMBER	I 1128/15	1203/12	1204/14	1210/21 2 1
✓SSM	38757 LUMBER	I 1130/09	1201/11	1201/15	1203/11 2 0
TTZX	87553 LUMBER	1130/09	1201/11	1201/15	1203/11 2 0
✓CN	625436 LUMBER	1201/00	1201/10	1203/23	1203/23 2 2
CN	623436 LUMBER	1201/10	1201/11	1201/15	1203/11 2 0
BNSF	564164 LUMBER	I 1201/13	1203/12	1204/14	1210/21 2 1
✓NOKL	733922 LUMBER	I 1204/13	1210/21	1211/14	1212/11 2 1
✓NOKL	733123 LUMBER	I 1213/20	1215/11	1215/15	1219/11 2 0
HLSC	2897 LUMBER	I 1215/14	1219/11	1220/09	1221/19 2 1
✓CN	623309 LUMBER	I 1219/11	1221/19	1222/08	1227/20 2 1
TR	273900 LUMBER	I 1219/11	1221/19	1222/08	1227/20 2 1
TTZX	856490 LUMBER	I 1228/10	1228/20	1229/10	1230/20 2 1
TTZX	863068 LUMBER	I 1228/10	1228/20	1229/10	1230/20 2 1
✓TTZX	864815 LUMBER	I 1228/10	1228/20	1229/10	1230/20 2 1
CRLE	20275 LUMBER	1230/13	1230/19	1230/19	0102/10
TTZX	864815 LUMBER	1230/19	1230/19	1230/20	2 0

TOTALS- CARS DAYS CREDIT D\$50 0
17 13 34 0

EFZ700 - Thrifty Bldg Supply 104E/250.00 (1367) from NS?
BNSF@Memph 2FJ101 104E/150.00 (1367)
B84M0G BFS Memphis (Ballard Railroad) 101A
5V8IA5 84 Lumber 101A
CN@Memph 2MF020 - Cascade Empire Crp 104E/390.00 (1367)
5V8IA5 84 Lumber 101A
BNSF@Memph EFZ700 Thrifty 104E/150.00 (1367)
B84M0G Bldos First Source 101A
✓ W@Memph 2FJ101 104E/225.00 (1367)
B84M0G Bldos First Source 101A
NS@Memph 2FJ101 104E/225.00 (1367)
BNSF@Memph AEY008 - Mid South Lumber 104E/150.00 (1367)
✓ B84M0G Bldos First Source 101A

000092

CSX TRANSPORTATION
 MONTHLY DEMURRAGE REPORT
 FOR DECEMBER, 2000

DATE 03010906
 PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
 LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CARS HELD FOR OTHER PURPOSE

STATUS: CLOSED

*** CAR *** I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL
 INIT NUMBER CONTENT O DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS
 TTZX 863068 LUMBER I 1230/19 1230/19 1231/09 0103/11 1 1
 COMMENT: RESHIP

(see previous page for inbound - 0/13 wB NF)

TOTALS- CARS DAYS CREDIT D045 CHARGES
 1 1 1 0

0000093

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJI01
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

*** CAR ***	I ARRIVED NOTIFY	ORDERED PLACED	RELEASE	PULL	INIT NUMBER	CONTENT	S DATE/HR DATE/HR DATE/HR DATE/HR DATE/HR	CR	DAYS	
CRLE 20275 LUMBER	1230/13	1230/19	0102/10	0102/10	3	3	CN@Memph 2MF02Q - CASEMPIRE	104E/390.00	(1367)	
TTZX 856317 LUMBER	I 0102/17	0106/19	0108/10	0110/11	2	2	UP@Memph C8XI00 - Tom Eubanks Lumber	104E/225.00	(1367)	
CHA 623744 LUMBER	I 0105/03	0106/19	0108/10	0110/11	2	2	CN@Memph 5V8IA5 - 84 Lumber	104E/390.00	(1367)	
CP 318050 LUMBER	I 0106/16	0107/19	0108/10	0110/11	2	1	2FJI01 (Ballant Reland)	101A 12-15-00		
CN 624355 LUMBER	I 0109/13	0110/11	0111/11	0122/11	2	1	SV8IA5 84 Lumber	101A 12-22-00		
LW 74152 LUMBER	I 0127/20	0128/09	0129/10	0130/20	2	1	UP@Memph 2FJI01	104E/250.00	(1367)	
FCEN 96512 LUMBER	I 0129/11	0130/20	0131/10	0204/16	2	1	✓	✓		

TOTALS- CARS 7 DAYS 11 CREDIT D050 0 CHARGES 0

000094

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JANUARY, 2001

DATE 03010907
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

*** CAR *** I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL
INIT NUMBER CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS
ECIT 841376 PLYWOOD I 0122/08 0122/15 0123/16 0123/20 2 1
MRL 20065 LUMBER I 0131/10 0204/16 **CF** 0208/20

5081A5 84 Lumber 101A

000095

TOTALS- CARS DAYS CREDIT D050 CHARGES
1 1 2 0

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JANUARY, 2001

DATE 05081213
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

*** CAR *** I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL
INIT NUMBER CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS
BCIT 841376 PLYWOOD I 0122/08 0122/15 0123/16 0123/20 2 1
MRL 20065 LUMBER I 0131/10 0204/16 **CF** 0208/20

997-000500 126034 01-08-01 84 Lumber via Chgo 101A 1288.22
(6031) 5V8IA5

960096

TOTALS- CARS DAYS CREDIT D050 CHARGES
1 1 2 0

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

*** CAR ***
INIT NUMBER CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS

CRLE	20275	LUMBER	I	1230/13	0102/10	0102/10	3	104E	390.00	CN@Memphis	103-058582	253670	12-28-00
TTX	856317	LUMBER	I	0102/17	0106/19	0108/10	2	104E	225.00	UP@Memphis	802-052422	111542	12-12-00
CNA	623744	LUMBER	I	0105/03	0106/19	0108/10	2	104E	390.00	CN@Memphis	103-058582	527700	12-19-00
CP	318050	LUMBER	I	0106/16	0107/19	0108/10	1	101A	1950.00	UP@Memphis	105-008528	723768	12-15-00
CN	624355	LUMBER	I	0109/13	0110/11	0111/11	2	101A	1450.00	UP@Memphis	103-091456	762325	12-22-00
LW	74152	LUMBER	I	0127/20	0128/09	0129/10	1	104E	250.00	UP@Memphis	802-052422	479592	01-11-01
FCEN	96512	LUMBER	I	0129/11	0130/20	0131/10	2	104E	250.00	UP@Memphis	802-052422	516097	01-15-01

000097

TOTALS- CARS 7 DAYS 11 CREDIT 15 D850 0 CHARGES 0

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR FEBRUARY, 2001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO
LOCATION: MEMPHIS TN
KEY: 00F371/01/21
AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR BOX CARS-UNLOADING

STATUS: CLOSED

*** CAR ***	I ARRIVED NOTIFY	ORDERED PLACED	RELEASE	PULL
INIT NUMBER	CONTENT S	D DATE/HR	DATE/HR	DATE/HR
DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR
MEL	20065 LUMBER	I 0131/10	0005 2F1101	0204/16 0205/09 0208/20 2 1
GTW	309682 LUMBER	0203/12	0888 2F1101	0204/16 0205/09 0208/20 2 1
CMA	553831 LUMBER	I 0209/10	0888 2F1101	0212/20 0213/11 0216/10 2 1
TSRD	3080 PLYWOOD	I 0217/13	0888 2F1101	0220/11 0220/14 0223/11 2 0
RBOX	39664 FENCING	I 0222/08	Merchants National	0223/11 0223/17 0226/11 2 0
GTW	309574 LUMBER	0224/13	064221	0226/11 0226/17 0305/10 2 0

104E	150.00	BN @ Memphis	777-093496	267129	01-28-01
104E	390.00	CN @ Memphis	103-058582	670784	01-18-01
104E	390.00	CN @ Memphis	103-058582	102048	01-24-01
104E	150.00	BN @ Memphis	777-093496	266279	02-14-01
104E	250.00	UP @ Memphis	802-052422	247879	02-08-01
3505)		CN	103-092390	206452	02-12-01

000098

TOTALS-	CARS	DAYS	CREDIT	DQ50	CHARGES
	6	3	12	0	0

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 CENT/BM FLAT CARS-UNLOADING

STATUS: CLOSED

*** CAR ***		I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL									
INIT	NUMBER	CONTENT	S	DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR	CR DAYS
CLC	10002	LUMBER	I	0205/09	200 2FJ101	0208/20	0209/17	0212/20	2	1	
ATW	50103	LUMBER	I	0207/08	Olympic Ind.	0208/20	0209/17	0212/20	2	1	
BCOL	730704	LUMBER	I	0210/08	Tomlinson's Lbr.	0212/20	0213/11	0216/10	2	1	
TTZX	864834	LUMBER	I	0211/09	888 2FJ101	0212/20	0213/11	0216/10	2	1	
NOKL	733809	LUMBER	I	0217/13	888 2FJ101	0220/11	0220/14	0223/11	2	0	
NOKL	733875	LUMBER	I	0217/13	888 2FJ101	0220/11	0220/14	0223/11	2	0	
TTZX	84384	LUMBER	I	0217/13	8lders First Source	0220/11	0220/14	0223/11	2	0	
NS	120289	LUMBER	I	0221/12	Thru-Bldg Sup.	0223/11	0223/17	0226/11	2	0	
CNIS	623145	LUMBER	I	0224/13	EFZ 788	0226/11	0226/17	0305/10	2	0	
BNSF	564090	LUMBER	I	0225/09	SV81AS	0226/11	0226/17	0305/10	2	0	
CP	318347	LUMBER	I	0225/09	Thru-Bldg Sup.	0226/11	0226/17	0305/10	2	0	

WB Voided 103-089952 799293 01-12-01 (Shows rte ... BNSF-Memph-CSXT)
104E 250.00 UP@Memphis 802-052422 613918 01-22-01
WB Voided 997-000662 127637 01-24-01 (Shows rte ... BNSF-Memph.)
104E 150.00 BN@Memphis 777-093496 202646 02-08-01
104E 150.00 BN@Memphis 777-093496 265619 02-14-01
104E 150.00 BN@Memphis 777-093496 265583 02-14-01
101A 1607.00 (3600) CN Jntch@Det 103-020264 857324 02-07-01
104E 250.00 NS@Memphis 555-055991 499882 02-01-01
101A 1518.13 (3455) CN Jntch@Det 103-022542 869506 02-13-01
104E 150.00 BN@Memphis 777-093496 255766 02-22-01
? NS/JN@Memphis 555-055991 353181 02-07-01

000009

TOTALS- CARS DAYS CREDIT D050 CHARGES
11 4 22 0

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR FEBRUARY, 2001

DATE 05081214
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 RR FLAT CARS - UNLOADING

STATUS: CLOSED

*** CAR *** I ARRIVED NOTIFY ORDERED PLACED RELEASE PULL
INIT NUMBER CONTENT S DATE/HR DATE/HR DATE/HR DATE/HR DATE/HR CR DAYS
CN 602415 LUMBER 0214/13 SeaIntFor 0216/10 0216/12 0220/11 2 0
52PQPF

104E 390.00 CN@Memphis 103-058582 155719 02-02-01

000100

TOTALS-	CARS	DAYS	CREDIT	D\$50	CHARGES
	1	0	2	0	0

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 INBOUND CONTRACT DEMURRAGE

STATUS: CLOSED

INIT NUMBER	CONTENT	S	DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR	DATE/HR	DAYS
IBT	22009 LUMBER	I	0227/10	0445 First Source	0305/10	*CF**	0312/11				
				B84M/G							
SRV	286110 LUMBER	I	0227/10	B88 JFTI/41	0305/10	*CF**	0312/11				
SSM	38681 LUMBER	I	0227/10	St Lumber	0305/10	*CF**	0312/11				
				SV8IAS							

104E 250.00 UP@Memphis 802-052422 330113 02-14-01
104E 150.00 BU@Memphis 777-093496 102948 02-24-01
101A 2090.98 Jatch@Ckg 250-004495 224090 02-19-01
(315496)

000101

TOTALS- CARS DAYS CREDIT DAYS030 DAYS060 CHARGES
0 0

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 DEMURRAGE RAILROAD CARS

STATUS: CLOSED

*** CAR ***		I ARR NOT NOTIFY ORDERED PLACED RELEASE PULL			
INIT NUMBER	CONTENT	S DATE/HR	DATE/HR	DATE/HR	DATE/HR OR DAYS
IBT 22909	LUMBER	I 0227/10	0305/10	0307/11	0312/11 2 2
				CONTRACT: CSXT08100	
SRV 28611	LUMBER	I 0227/10	0305/10	0307/11	0312/11 2 2
				CONTRACT: CSXT08100	
SSM 38681	LUMBER	I 0227/10	0305/10	0307/11	0312/11 2 2
				CONTRACT: CSXT08100	
CP 31835	LUMBER	I 0301/11	0305/10	0307/11	0312/11 2 2
				CONTRACT: CSXT08100	
ALM 5161	FENCING	I 0302/11	0305/10	0307/11	0312/11 2 2
				CONTRACT: CSXT08100	
NOKL 73319	LUMBER	0303/10	0305/10	0307/11	0312/11 2 2
				CONTRACT: CSXT08100	
SSW 66997	FENCING	0309/11	0321/16	0329/10	0403/11
				CONTRACT: CSXT08100	
TR 273887	LUMBER	0319/08	0321/16	0329/10	0403/11
				CONTRACT: CSXT08100	
CN 624642	LUMBER	I 0321/07	0321/16	0329/10	0403/11
				CONTRACT: CSXT08100	
RBOX 32070	FENCING	I 0323/10	0325/12	0329/10	0403/11
				CONTRACT: CSXT08100	

104E 250.00 UP @ Memphis 802-052422 130580 02-25-01
104E 250.00 UP @ Memphis 802-052422 313481 02-13-01
104E 390.00 CN @ Memphis 103-058582 130581 02-28-01
104E 250.00 UP @ Memphis 802-052422 478807 02-26-01
104E 390.00 CN @ Memphis 103-058582 106713 03-17-01
104E 390.00 CN @ Memphis 103-058582 355625 03-09-01
104E 250.00 UP @ Memphis 802-052422 668083 03-12-01

000102

TOTALS- CARS 6 DAYS 12 CREDIT D860 0
CHARGES 0

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR APRIL, 2001

DATE 05081214
PAGE 0001

CUSTOMER: BOLEN BRUNSON BELL LUMBER CO KEY: 00F371/01/21 PATRON: 2FJ101
LOCATION: MEMPHIS TN AUDIT #: 046380

DEMURRAGE DESC: CSXT-8100 DEMURRAGE RAILROAD CARS

STATUS: OPEN

INIT	NUMBER	CONTENT	S	DATE/HR	DATE/HR	DATE/HR	DATE/HR	CR	DAYS
SSW	66997	FENCING	I	0309/11	0321/16	0329/10	0403/11	2	5
TR	273887	LUMBER	I	0319/08	0321/16	0329/10	0403/11	2	5
CN	624642	LUMBER	I	0321/07	0321/16	0329/10	0403/11	2	5
RBOX	32070	FENCING	I	0323/10	0325/12	0329/10			
GUSR	778023	FENCING	I	0413/09	0416/11	0417/17	0417/17	2	1
CP	318329		I	0430/08	0430/11	0502/20			

UP@Memphis 802-052422 343826 03-31-01
CP Entd @dallas 105-008528 736796 04-17-01

104E 250.00
101A

Continental Lumber Co.
Cocan D'Almeida, ID.

TOTALS- CARS 4 DAYS 16 CREDIT D060 8 CHARGES 480

000103

INDEXING

000104

COST INDEXES

Calendar Year 2000 to Calendar Year 2001

Components (1980=100)	1Q00	2Q00	3Q00	4Q00	Avg	1Q01	2Q01	3Q01	4Q01	Avg	% Change
Labor	242.8	242.8	245.7	245.5	244.2	254.4	254.5	256.3	253.0	254.6	4.2
Fuel	93.9	102.1	108.2	130.7	108.7	118.7	107.8	101.3	108.5	109.1	0.3
Material & Supplies	146.5	146.5	147.6	150.1	147.7	148.7	149.5	155.8	153.8	152.0	2.9
Equipment Rents	173.0	174.8	175.0	174.5	174.3	175.1	177.9	177.7	179.2	177.5	1.8
Depreciation	149.9	150.2	150.2	150.2	150.1	150.2	150.1	150.0	150.0	150.1	(0.0)
Interest	98.0	98.0	98.0	94.9	97.2	94.9	94.9	94.9	108.8	98.4	1.2
Other Expenses	158.9	159.8	159.9	160.2	159.7	160.9	161.0	160.2	160.2	160.6	0.5
RCAF Total (4Q97=100)	104.3	105.0	105.0	106.2	105.1	108.5	107.6	107.9	107.8	108.0	2.7

Percentage change used to index 2000 unit costs to 2001 level.

Source: Historical indices based on AAR RR Cost Indexes -- Actual All-Inclusive Index, Table E.

COST INDEXES

Calendar Year 2000 to Forecast Year Beginning June 1, 2002

	AAR					DRI				06/02 thru 05/03		
	1Q00	2Q00	3Q00	4Q00	Avg	2Q02	3Q02	4Q02	1Q03	2Q03	Avg	% Change
Components (1980=100)												
Labor	242.8	242.8	245.7	245.5	244.2	257.3	257.1	260.1	262.1	264.5	260.4	6.6
Fuel	93.9	102.1	108.2	130.7	108.7	82.5	94.4	95.7	88.8	87.6	91.2	(16.1)
Material & Supplies	146.5	146.5	147.6	150.1	147.7	150.0	149.9	150.9	151.4	151.8	150.9	2.1
Equipment Rents	173.0	174.8	175.0	174.5	174.3	176.6	177.0	178.2	178.3	178.6	177.9	2.0
Depreciation	149.9	150.2	150.2	150.2	150.1	149.7	149.7	149.1	149.7	150.1	149.6	(0.3)
Interest	98.0	98.0	98.0	94.9	97.2	108.8	108.8	110.2	110.2	110.2	109.7	12.9
Other Expenses	158.9	159.8	159.9	160.2	159.7	159.2	160.1	159.5	159.9	160.5	159.9	0.1
RCAF Total (4Q97=100)	104.3	105.0	105.0	106.2	105.1	106.2	106.2	107.7	107.9	108.5	107.4	2.1

Percentage change used to index 2000 unit costs to Forecast Year level.

Source: Historical indices based on AAR RR Cost Indexes -- Actual All-Inclusive Index, Table E.
Indices for Forecast Year are based on AAR and DRI forecasts of RCAF.

COST INDEXES

Calendar Year 2001 to Forecast Year Beginning June 1, 2002

Components (1980=100)	AAR				AAR*				DRI				06/02 thru 05/03	
	1Q01	2Q01	3Q01	4Q01	Avg	2Q02	3Q02	4Q02	1Q03	2Q03	Avg	% Change		
Labor	254.4	254.5	256.3	253.0	254.6	257.3	257.1	260.1	262.1	264.5	260.4	2.3		
Fuel	118.7	107.8	101.3	108.5	109.1	82.5	94.4	95.7	88.8	87.6	91.2	(16.4)		
Material & Supplies	148.7	149.5	155.8	153.8	152.0	150.0	149.9	150.9	151.4	151.8	150.9	(0.7)		
Equipment Rents	175.1	177.9	177.7	179.2	177.5	176.6	177.0	178.2	178.3	178.6	177.9	0.2		
Depreciation	150.2	150.1	150.0	150.0	150.1	149.7	149.7	149.1	149.7	150.1	149.6	(0.3)		
Interest	94.9	94.9	94.9	108.8	98.4	108.8	108.8	110.2	110.2	110.2	109.7	11.5		
Other Expenses	160.9	161.0	160.2	160.2	160.6	159.2	160.1	159.5	159.9	160.5	159.9	(0.4)		
RCAF Total (4Q97=100)	108.5	107.6	107.9	107.8	108.0	106.2	106.2	107.7	107.9	108.5	107.4	(0.5)		

Percentage change used to index 2001 unit costs to Forecast Year level.

Source: Historical indices based on AAR RR Cost Indexes -- Actual All-Inclusive Index, Table E.
Indices for Forecast Year are based on AAR and DRI forecasts of RCAF.

Labor
2002 = 258.7
SY = 263.4 1.018
FY = 260.4 1.007

Calendar Year 2000 to Subsidy Year Ending September 30, 2003

Percentage change used to index 2000 unit costs to Forecast Year level.

CSXT / Finance
6/17/2002

COST INDEXES

Calendar Year 2001 to Subsidy Year Ending September 30, 2003

		AAR				DRI				10/02 thru			
		1Q01	2Q01	3Q01	AAR	Avg	4Q02	1Q03	2Q03	DRI	3Q03	Avg	% Change
Components (1980=100)													
Labor		254.4	254.5	256.3	253.0	254.6	260.1	262.1	264.5		266.9	263.4	3.5
Fuel		118.7	107.8	101.3	108.5	109.1	95.7	88.8	87.6		88.5	90.2	(17.4)
Material & Supplies		148.7	149.5	155.8	153.8	152.0	150.9	151.4	151.8		152.5	151.7	(0.2)
Equipment Rents		175.1	177.9	177.7	179.2	177.5	178.2	178.3	178.6		179.2	178.6	0.6
Depreciation		150.2	150.1	150.0	150.0	150.1	149.1	149.7	150.1		150.5	149.9	(0.1)
Interest		94.9	94.9	94.9	108.8	98.4	110.2	110.2	110.2		110.2	110.2	12.0
Other Expenses		160.9	161.0	160.2	160.2	160.6	159.5	159.9	160.5		161.3	160.3	(0.2)
RCAF Total (4Q97=100)		108.5	107.6	107.9	107.8	108.0	107.7	107.9	108.5		109.3	108.4	0.4

Percentage change used to index 2001 unit costs to Forecast Year level.

Source: Historical indices based on AAR RR Cost Indexes -- Actual All-Inclusive Index, Table E.
Indices for Forecast Year are based on AAR and DRI forecasts of RCAF.

COST INDEXES: INPUTS

	AAR	AAR	AAR	AAR	AAR	AAR	AAR	AAR
Components (1980=100)	1Q99	2Q99	3Q99	4Q99	1Q00	2Q00	3Q00	4Q00
Labor	232.8	233.0	236.0	233.9	242.8	242.8	245.7	245.5
Fuel	51.8	62.6	70.7	84.7	93.9	102.1	108.2	130.7
Material & Supplies	147.7	147.6	149.4	148.3	146.5	146.5	147.6	150.1
Equipment Rents	173.8	172.4	172.8	173.1	173.0	174.8	175.0	174.5
Depreciation	149.2	149.3	150.2	149.6	149.9	150.2	150.2	150.2
Interest	102.0	102.0	102.0	98.0	98.0	98.0	98.0	94.9
Other Expenses	155.5	155.7	156.4	158.0	158.9	159.8	159.9	160.2
RCAF Total (4Q97=100)	99.6	99.3	100.2	101.1	104.3	105.0	105.0	106.2

Historical indices based on AAR RR Cost Indexes -- Actual All-Inclusive Index, T.

	AAR	AAR	AAR	AAR	AAR	AAR	AAR*	DRI
Components (1980=100)	1Q01	2Q01	3Q01	4Q01	1Q02	2Q02	3Q02	4Q02
Labor	254.4	254.5	256.3	253.0	260.3	257.3	257.1	260.1
Fuel	118.7	107.8	101.3	108.5	87.4	82.5	94.4	95.7
Material & Supplies	148.7	149.5	155.8	153.8	155.5	150.0	149.9	150.9
Equipment Rents	175.1	177.9	177.7	179.2	178.9	176.6	177.0	178.2
Depreciation	150.2	150.1	150.0	150.0	150.1	149.7	149.7	149.1
Interest	94.9	94.9	94.9	108.8	108.8	108.8	108.8	110.2
Other Expenses	160.9	161.0	160.2	160.2	159.2	159.2	160.1	159.5
RCAF Total (4Q97=100)	108.5	107.6	107.9	107.8	107.6	106.2	106.2	107.7

Indices for Forecast Year are based on AAR and DRI forecasts of RCAF.

	DRI	DRI	DRI	DRI
Components (1980=100)	1Q03	2Q03	3Q03	4Q03
Labor	262.1	264.5	266.9	269.2
Fuel	88.8	87.6	88.5	95.6
Material & Supplies	151.4	151.8	152.5	153.1
Equipment Rents	178.3	178.6	179.2	179.9
Depreciation	149.7	150.1	150.5	150.7
Interest	110.2	110.2	110.2	101.9
Other Expenses	159.9	160.5	161.3	162.1
RCAF Total (4Q97=100)	107.9	108.5	109.3	110.0

**CSXT LOW DENSITY / ABANDONMENT
LINE ACCOUNTING SYSTEM
-- UNIT COST COMPUTATIONS --
YEAR 2000**

000111

FREIGHT CAR TYPES

DESCRIPTION		R-1	CS-11	AAR
Box - Plain	40'	01	01	B1--, B2--
Box - Plain	50'-59'	02	02	B3-(0-4), B4-(0-4)
	50'-59'		03	B3-(5-7), B4-(5-7)
	>=60'		04	B(5-8)--
Box - Equipped	<79'	03	06	A(1-6)(0,2,3)-
	>=79'			A(7-8)(0,2,3)-
Box - Ins. Equip	<79'		11	A(1-6)(1,4)-
	>=79'			A(7-8)(1,4)-
Gondola - Plain	<61'	04	15	G(1-5)--
	>=61'		16	G(6-7)--
Gondola - Rotary Dump	<61'		17	J(1-3)--
	>=61'			J4--
Gondola - Equipped		05	18	all E
Hopper - Cvd	<4K cfc	06	08	C--1, C--2
	>=4K cfc		09	C--3, C--4
Hopper - OT GS	<3K cfc	07	20	H(1-3)--
	>=3K cfc			H4--
Hopper - OT SS		08	21	J--0, all K
Refr - Mechanical		09	13	R-(5-9)-
Refr - Nonmechanical		10	12	R-(0-2)-
Flat - TOFC/COFC		11	25	all P, Q, S (except Q8--)
Flat - Multilevel	Bi	12	24	V(5-9)--
	Tri			V(0-4)--
Flat - GS		13	23	F(1-3)0-
Flat - SS	Bulkhead	14	26	F-4-, F-5-
	Special			F-(1-3,6,8)-, F40-
Tank	<22K gal	15	28*	T--(0-5)
Tank	>=22K gal	16	28*	T--(6-9)
All Other		17	29	A-5-, F-7-, Q8--, L-(0-4,6,7,9)-

000112

ON-BRANCH UNIT COSTS

EQUIPMENT - LOCO

TRANSPORTATION

49 CFR 1152.33 (b) and (c)

000113

UNIT COST DEVELOPMENT - ABANDONMENT COSTING METHODOLOGY
ON-BRANCH COSTS

05/04/01

CSXT / 2000

Equipment:	Salaries /Wages (B)	Materials (C)	Purchased Services (D)	General (E)	Fringes 1/	Total	Units
202 Equipment: Locomotives							
202 Repair/Maintenance (000)							
Total	72,030	84,163	100,010	1,152	32,751	290,106	
Road	64,827	75,747	90,009	1,037	29,476	261,096	
Yard	7,203	8,416	10,001	115	3,275	29,010	
Road Cost / GTM	0.00182	0.00213	0.00253	0.00003	0.00083	0.00734	GTM (000): 35,583,404
Yard Cost / LUH	2.41747	2.82468	3.35654	0.03866	1.09920	9.73655	Yard LUH: 2,979,501
Transportation: Train Operations							
402 Engine Crews (000)	Actual	172	--	--	--	172	
403 Train Crews (000)	Actual	618	--	--	--	618	
408 Train Insp/Lub (000)	52,097	3,467	--	--	21,239	76,803	
Total	52,097	4,257	--	--	21,239	77,593	
CL-Related	16,150	1,320	--	--	6,584	24,054	
CM-Related	35,947	2,937	--	--	14,655	53,540	
Road Cost / CL	1.22169	0.09983	--	--	0.49807	1.81959	Carloads: 13,219,462
Road Cost / CM	0.00630	0.00051	--	--	0.00257	0.00938	Car Miles (000): 5,708,517
411 Servicing Locos (000)	34,471	3,246	2,576	409	14,054	54,756	
Road Cost / LUM	0.16135	0.01519	0.01206	0.00191	0.06578	0.25630	Road LUM: 213,639,456
Transportation: Yard Operations							
421 Switch Crews (000)	Actual	1,944	--	--	--	1,944	
Yard Cost / LUH	--	0.65246	--	--	--	0.65246	
427 Servicing Locos (000)	14,099	35	1	36	5,764	19,935	
Yard Cost / LUH	4.73200	0.01175	0.00034	0.01208	1.93449	6.69065	

000114

UNIT COST DEVELOPMENT - ABANDONMENT COSTING METHODOLOGY
ON-BRANCH COSTS

05/04/01

CSXT / 2000

Service Units:

	R-1, Sch 755	
	7	11
1. Train Miles	7	97,431,692
2. Loco Unit Miles - Road Service	11	213,052,656
3. Gross Ton Miles - Loco, Rd Svc	98	35,583,404,000
4. Ft Train Hours - Road Service	115	5,178,546
5. Yard Swtg Hours	117	2,979,501
6. Train Swtg Hours	116	417,281
7. Train Hours - Running	(4) - (6)	4,761,265
8. Loco Unit Miles	12	586,800
9. Avg Speed - Train Swtg	Def. (MPH)	6
10. Avg Speed - Running	(1) / (7)	20.46
11. Loco Unit Hours - Train Swtg	(8) / (9)	97,800
12. Loco Unit Hours - Running	(2) / (10)	10,411,398
13. Loco Unit Hours - Road	(11) + (12)	10,509,198
14. Total Loco Unit Miles	(2) + (8)	213,639,456

Fringe Benefits Percents:

	Wages (000)	Fringes (000)	Percent
Way & Structures			
Running	109,780	63,873	58.183%
Switching	28,162	(9)	-0.032%
Other	86,307	32,299	37.423%
Total Way & Structures	224,249	96,163	42.882%
Equipment			
Locomotives	77,180	35,093	45.469%
Freight Cars	77,848	37,120	47.683%
Other Equipment	1,178	651	55.263%
Total Equipment	156,206	72,864	46.646%
Transportation			
Train Operations	660,973	269,473	40.769%
Yard Operations	296,326	121,141	40.881%
Train/Yard Common	5,911	26	0.440%
Specialized Svc	9,135	3,239	35.457%
Admin Support	138,578	37,187	26.835%
Total Transportation	1,110,923	431,066	38.803%
General & Administrative	114,634	62,442	54.471%
Total Carrier Expense	1,606,012	662,535	41.253%

000115

UNIT COST DEVELOPMENT - ABANDONMENT COSTING METHODOLOGY
ON-BRANCH COSTS

05/04/01

INPUT:
CSXT / 2000

R-1, SCH 410	Salaries /Wages (b)	Materials (c)	Purchased Services (d)	General (e)
<u>Way & Structures</u>				
112 Fringes-Running				63,873
113 Fringes-Switching				(9)
114 Fringes-Other				32,299
(FN1) Wages-Running	109,780			
(FN2) Wages-Switching	28,162			
151 Total Wages	224,249			
<u>Equipment</u>				
<u>Locomotives</u>				
202 Repair/Maintenance	72,030	84,163	100,010	1,152
205 Fringes				35,093
219 Total Wages	77,180			
<u>Freight Cars</u>				
224 Fringes				37,120
238 Total Wages	77,848			
<u>Other Equipment</u>				
309 Fringes				651
323 Total Wages	1,178			
<u>Transportation</u>				
<u>Train Operations</u>				
402 Engine Crews		172		
403 Train Crews		618		
408 Train Insp/Lub	52,097	3,467		
411 Servicing Locos	34,471	3,246	2,576	409
414 Fringes				269,473
419 Total Wages	660,973			
<u>Yard Operations</u>				
421 Switch Crews		1,944		
427 Servicing Locos	14,099	35	1	36
430 Fringes				121,141
435 Total Wages	296,326			
<u>Train/Yard Common</u>				
505 Fringes				26
506 Total Wages	5,911			
<u>Special Services</u>				
512 Fringes				3,239
517 Total Wages	9,135			
<u>Administrative Support</u>				
522 Fringes				37,187
527 Total Wages	138,578			
<u>General & Administrative</u>				
611 Fringes				62,442
619 Total Wages	114,634			

R-1, SCH 415	Repairs (b)
<u>Locomotives</u>	
(1+3) Yard	25,735
(2+4) Road	231,620
Total	257,355

R-1, Sch 755	Frt Train (b)
7 Train Miles	97,431,692
11 LUM-Road Service	213,052,656
12 LUM-Train Swtg	586,800
98 GTM-Rd Loco(000)	35,583,404
115 Train Hours-Road	5,178,546
116 Train Hours-Swtg	417,281
117 Yard Swtg Hours	2,979,501
<u>Car Miles (000)</u>	
(FN3) Loaded	3,473,839
(FN4) Empty	2,233,385
89 Caboose	1,293
Total System CM	5,708,517

Annual QCS	
<u>Carloads</u>	
Orig - Term	5,957,140
Orig - Delivered	585,644
Received - Term	719,538
Total System CL	13,219,462

- (1) Salaries/Wages: Running = 109,780
Sch 410, Lines 6, 8, 10, 12, 14, 16, 18, 21, 25, 145, 148
- (2) Salaries/Wages: Switching = 28,162
Sch 410, Lines 7, 9, 11, 13, 15, 17, 19, 22, 26, 146, 149
- (3) Car Miles: Loaded = 3,473,839
Sch 755, Lines 30 + 64 + (83 + 84) / 2.0
- (4) Car Miles: Empty = 2,233,385
Sch 755, Lines 46 + 82 + (83 + 84) / 2.0

000116

VACATION AND HOLIDAY PERCENTAGES

CSXT – 2000

MAINTENANCE OF WAY

05-16-2001 Mike Saven, Jr.: Finance Director

Vacation	7.15%
Holiday	<u>5.05%</u>
	12.20%

TRAIN & ENGINEMEN

05-14-2001 Mike Cumbea: Asst. Director – Finance

Vacation	7.33%
Holiday	<u>0.50%</u>
	7.83%

Train & Enginemen [T&E] percentage based on the following:

Total Net Payroll	\$853,216,000
Total Vacation	62,518,000
Total Holiday	<u>4,300,000</u>
Total Gross Payroll	\$920,034,000

000117

ON-BRANCH UNIT COSTS

LOCO RETURN ON INVESTMENT

LOCO DEPRECIATION

49 CFR 1152.32 (h) and (o)

000118

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY LOCOMOTIVES

CALCULATIONS:
CSXT / 2000

Locomotive Type / Size	Replacement Value (A)	Return on Investment *			Depreciation Costs	
		Depreciated Unit Cost (B)	Annual ROI per Unit (C)	ROI per LUH (D)	Annual Deprn Cost per Unit (E)	Depreciation Cost per LUH (F)
ROAD:						
1500-4	\$1,450,000	\$943,510	\$145,300	\$42,67404	\$57,275	\$16,82139
2000-4	1,450,000	943,510	145,300	42,67404	57,275	16,82139
2250-4	1,450,000	943,510	145,300	42,67404	57,275	16,82139
2300-4	1,450,000	943,510	145,300	42,67404	57,275	16,82139
3000-4	1,450,000	943,510	145,300	42,67404	57,275	16,82139
3750-4	1,450,000	943,510	145,300	42,67404	57,275	16,82139
4000-4	1,450,000	943,510	145,300	42,67404	57,275	16,82139
3000-6	1,450,000	943,510	145,300	42,67404	57,275	16,82139
3500-6	1,450,000	943,510	145,300	42,67404	57,275	16,82139
3600-6	1,575,000	1,024,847	157,826	46,35284	62,213	18,27151
3700-6	1,575,000	1,024,847	157,826	46,35284	62,213	18,27151
3800-6	1,575,000	1,024,847	157,826	46,35284	62,213	18,27151
3900-6	1,900,000	1,236,323	190,394	55,91771	75,050	22,04182
4000-6	1,625,068	1,057,426	162,844	47,82636	64,190	18,85234
4380-6	1,700,000	1,106,184	170,352	50,03164	67,150	19,72163
4400-6	2,100,000	1,366,462	210,435	61,80379	82,950	24,36201
5000-6	2,700,000	1,756,880	270,560	79,46201	106,650	31,32258
6000-6	2,700,000	1,756,880	270,560	79,46201	106,650	31,32258
YARD: All	1,047,000	699,621	107,742	12,36704	40,938	4,69901
RD SLUG:	341,332	222,103	34,204	10,04553	13,483	3,95978

* ROI @ 15.4%

Col (B) = Col (A) * Depreciated Unit Cost Factor
Col (C) = Col (B) * Cost of Capital
Col (D) = Col (C) / System Avg Loco Unit Hours
Col (E) = Col (A) * Component Rate of Depreciation
Col (F) = Col (E) / System Avg Loco Unit Hours

07/10/01

000119

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY LOCOMOTIVES

CALCULATIONS:
CSXT / 2000

Locomotive Type / Size	Replacement Value (A)	Return on Investment *			Depreciation Costs	
		Depreciated Unit Cost (B)	Annual ROI per Unit (C)	ROI per LUH (D)	Annual Depn Cost per Unit (E)	Depreciation Cost per LUH (F)
ROAD:						
1500-4	\$1,450,000	\$943,510	\$116,995	\$34,36092	\$57,275	\$16,82139
2000-4	1,450,000	943,510	116,995	34,36092	57,275	16,82139
2250-4	1,450,000	943,510	116,995	34,36092	57,275	16,82139
2300-4	1,450,000	943,510	116,995	34,36092	57,275	16,82139
3000-4	1,450,000	943,510	116,995	34,36092	57,275	16,82139
3750-4	1,450,000	943,510	116,995	34,36092	57,275	16,82139
4000-4	1,450,000	943,510	116,995	34,36092	57,275	16,82139
3000-6	1,450,000	943,510	116,995	34,36092	57,275	16,82139
3500-6	1,450,000	943,510	116,995	34,36092	57,275	16,82139
3600-6	1,575,000	1,024,847	127,081	37,32307	62,213	18,27151
3700-6	1,575,000	1,024,847	127,081	37,32307	62,213	18,27151
3800-6	1,575,000	1,024,847	127,081	37,32307	62,213	18,27151
3900-6	1,900,000	1,236,323	153,304	45,02465	75,050	22,04182
4000-6	1,625,068	1,057,426	131,121	38,50954	64,190	18,85234
4380-6	1,700,000	1,106,184	137,167	40,28521	67,150	19,72163
4400-6	2,100,000	1,366,462	169,441	49,76409	82,950	24,36201
5000-6	2,700,000	1,756,880	217,853	63,98240	106,650	31,32258
6000-6	2,700,000	1,756,880	217,853	63,98240	106,650	31,32258
YARD: All	1,047,000	699,621	86,753	9,95788	40,938	4,69901
RD SLUG:	341,332	222,103	27,541	8,08861	13,483	3,95978

* ROI @ 12.4%

Col (B) = Col (A) * Depreciated Unit Cost Factor
Col (C) = Col (B) * Cost of Capital
Col (D) = Col (C) / System Avg Loco Unit Hours
Col (E) = Col (A) * Component Rate of Depreciation
Col (F) = Col (E) / System Avg Loco Unit Hours

07/10/01

000120

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY LOCOMOTIVES

INPUT:

CSXT / 2000

Nominal 15.4% Real 12.4%

Cost of Capital:

1. Depreciated Unit Cost Factor:
Gross Investment (000)
(R-1 Sch 415, L1-3, Cols G+H)
2. Accumulated Depreciation (000)
(R-1 Sch 415, L1-3, Cols I+J)
3. Percent Depreciated (L2/L1)
4. Cost Factor (1.0 - L3)

Component Rate of Depreciation

System Avg Loco Unit Hours (LUH):

1. LUH / Yard Switching Hours
2. Loco Units (Owned & Leased)
3. System Avg LUH (L1/L2)

Locomotive Type / Size	Replacement Value
ROAD:	
1500-4	\$1,450,000
2000-4	1,450,000
2250-4	1,450,000
2300-4	1,450,000
3000-4	1,450,000
3750-4	1,450,000
4000-4	1,450,000
3000-6	1,450,000
3500-6	1,450,000
3600-6	1,575,000
3700-6	1,575,000
3800-6	1,575,000
3900-6	1,900,000
4000-6	1,625,068
4380-6	1,700,000
4400-6	2,100,000
5000-6	2,700,000
6000-6	2,700,000
YARD: All	1,047,000
RDSLUG:	341,332

Road	Yard
\$2,406,757	\$19,166
840,689	6,359
0.34930	0.33179
0.65070	0.66821
3.95%	3.91%
10,509,198	2,979,501
3,087	342
3,404.9	8,712.0

000121

07/10/01

**CSXT LOCOMOTIVES
2000**

ROAD:

CLASS/TYPE		NUMBER OF UNITS			CURRENT UNIT COST	
		OWNED	LEASED	TOTAL		
1500-4	FP7A	0	0	0	1,450,000	M
	FP7B	0	0	0	1,450,000	M
	GP15	0	29	29	1,450,000	M
	GP15	0	1	1	1,450,000	F
	GP15T	25	0	25	1,450,000	M
		25	30	55	1,450,000	
2000-4	GP38	0	0	0	1,450,000	F
	GP38-2	186	98	284	1,450,000	F
		186	98	284	1,450,000	
2250-4	B23-7	0	7	7	1,450,000	F
	B23-7R	0	4	4	1,450,000	F
	E8A	0	0	0	1,450,000	F
	U23B	0	0	0	1,450,000	F
		0	11	11	1,450,000	
2300-4	GP39	16	0	16	1,450,000	F
	GP39-2	16	4	20	1,450,000	F
		32	4	36	1,450,000	
3000-4	GP40	23	0	23	1,450,000	F
	GP40-2	388	53	441	1,450,000	F
	B30-7	79	0	79	1,450,000	F
		490	53	543	1,450,000	
3750-4	B36-7	118	23	141	1,450,000	F
4000-4	B40-8	0	32	32	1,450,000	F
Sub-total: 4 axle		851	251	1102		

000122

CSXT LOCOMOTIVES
2000

3000-6	SD40-2	212	241	453	1,450,000	F
	C30-7	54	3	57	1,450,000	F
		266	244	510	1,450,000	
3500-6	SD50	133	57	190	1,450,000	F
3600-6	SD45-2	0	3	3	1,575,000	F
3700-6	C36-7	25	0	25	1,575,000	F
3800-6	SD60	0	26	26	1,575,000	F
	SD60I	0	34	34	1,575,000	F
	SD60M	0	31	31	1,575,000	F
		0	91	91	1,575,000	
3900-6	C39-8	0	9	9	1,900,000	F
4000-6	SD70AC	75	15	90	1,900,000	F
	SD70M	25	3	28	1,900,000	F
	CW40-8	267	97	364	1,700,000	F
	C40-8	0	156	156	1,700,000	F
		367	271	638	1,625,068	
4380-6	CW44-9	53	0	53	1,700,000	F
4400-6	CW44AC	393	0	393	2,100,000	F
5000-6	SD80AC	0	13	13	2,700,000	F
6000-6	CW60AC	117	0	117	2,700,000	F
Sub-total: 6 axle		1354	688	2042		
TOTAL ROAD:		2205	939	3144		

Total Road Locomotives noted above include 15 locomotives that were not in the CSXT 2000 R-1, Sch 710.

000123

**CSXT LOCOMOTIVES
2000**

YARD:

CLASS/TYPE		NUMBER OF UNITS			CURRENT UNIT COST*	
		OWNED	LEASED	TOTAL		
1000-4	SW1001	0	6	6	1,047,000	S
1500-4	MP15	0	10	10		S
	MP15AC	55	0	55		S
	MP15T	42	0	42		S
	SW1500	20	2	22		S
		117	12	129	1,047,000	
1800-4	U18B	0	0	0	1,047,000	S
2000-4	GP38	0	0	0	1,047,000	S
3000-4	GP40	13	0	13	1,047,000	S**
Sub-total: 4 axle		130	18	148		
2000-6	SD20-2	2	0	2		S
	SD38	0	12	12		S
	SD38-2	0	5	5		S
		2	17	19	1,047,000	
2250-6	U23B	0	0	0	1,047,000	S
3000-6	SD40	16	0	16		S
	SD40-2	24	0	24		S
		40	0	40	1,047,000	
3600-6	SD45-2	3	0	3	1,047,000	S
Sub-total: 6 axle		45	17	62		
TOTAL YARD:		175	35	210		

* Use \$1,047,000 for all yard locomotives;
same as 1989 since no new values have been
provided for years 1990 through 2000.

** MW Units

000124

**CSXT LOCOMOTIVES
2000**

AUXILIARY:

CLASS/TYPE		NUMBER OF UNITS			CURRENT UNIT COST*	
		OWNED	LEASED	TOTAL		
MT4	N/A	0	0	0	341,332	A
MT6	N/A	0	12	12	341,332	A
RDSLUG	N/A	149	0	149	341,332	A
SWMT	N/A	33	0	33	341,332	A
TOTAL AUXILIARY:		182	12	194		

* Per AFE for remanufacture of road mates in 1998
(H.W. Baxter 4/19/99)

000125

Locomotive Model	Replacement Cost
SD50	\$1,450,000
SD60	\$1,575,000
SD70MAC	\$1,900,000
CW44-9	\$1,700,000
CW44AC	\$2,100,000
CW60AC	\$2,700,000

Source: Don Sigman, Purchasing Materials
April 17, 2001

000126

Jacksonville, FL
January 2, 2001

Mr. S. D. Mooney - J430 *
General Manager MRO Services

Re: Replacement Costs for Locomotives Used in Abandonment Proceedings

Asset Management has the Corporate responsibility for administering the plant rationalization program and for creating and defending the cost exhibits in support of abandonment filings. In order to develop certain unit cost factors for Asset Management's use in abandonment costing as required by Surface Transportation Board regulations, the Cost & Economic Analysis Department needs current data relating to locomotive replacement costs.

In Title 49, Code of Federal Regulations, the Surface Transportation Board requires the use of replacement costs for locomotives. The regulations state in Section 1152.32 (h) (1), "The current replacement cost for each type of locomotive used to serve the line segment shall be based on the most recent purchase of that particular type and size locomotive by the carrier indexed to the midpoint of the subsidy year or an amount quoted by the manufacturer. The amount must be substantiated."

We believe the manufacturer's price quote is the more valid of the two options because it will stand up in an abandonment proceeding (or in court), and is not subject to the potential inaccuracies of indexed figures. We are now asking you to provide replacement costs for the various categories of CSXT locomotives for 2000. If a particular locomotive is no longer being manufactured, please use the cost of equipment that would currently be purchased in replacement. Please take into consideration any **rebuilt** equipment which might be used.

In developing these prices, please retain any workpapers so that in the event of litigation, adequate support for your figures will exist. We will greatly appreciate your response to this request by March 31, 2001.

If you have any questions, please call me at RNX 322-1002 for clarification.

Ellen M. Preslar - J210
Sr. Manager - Costing
Cost & Economic Analysis

copies:
Mr. J. T. Derwin - J200
Mr. J. W. Tilley - J210

* Forwarded to E.R. Eddy
and D.L. Sigman 000127

FREIGHT CAR COSTS

PER DAY / PER MILE

49 CFR 1152.32 (g)

000128

07/10/01

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

CAR COST SUMMARY:
CSXT / 2000

R-1 Car Type	COST PER CAR DAY - RAILROAD CARS			COST PER CAR MILE	
	Excl ROI (A)	ROI Only* (B)	TOTAL (C)	RR CARS (D)	PVT CARS (E)
01 Box-Plain, 40'	0.00000	0.00000	0.00000	0.00000	0.00000
02 Box-Plain, 50'+	27.82624	0.15449	27.98073	0.05958	0.37264
03 Box-Equipped	17.95152	12.38025	30.33177	0.07995	0.00000
04 Gon-Plain	8.11135	6.10095	14.21230	0.01852	0.00508
05 Gon-Equipped	5.09782	7.75463	12.85245	0.04945	0.00000
06 Hopper-Cvd	8.52192	7.42089	15.94280	0.06979	0.08222
07 Hopper-OT, GS	7.44803	5.29242	12.74044	0.03818	0.00000
08 Hopper-OT, SS	6.89719	14.67733	21.57452	0.09935	0.00000
09 Rfg-Mech	8.77190	0.00000	8.77190	0.10321	0.00327
10 Rfg-Nonmech	9.28912	0.04052	9.32964	0.05959	0.02862
11 Flat-T/COFC	0.41028	3.51018	3.92046	0.00141	0.00000
12 Flat-Multilevel	1.81417	0.00000	1.81417	0.05802	0.22979
13 Flat-GS	1.40791	0.00000	1.40791	0.06363	0.00000
14 Flat-Other	2.71219	1.68033	4.39253	0.02324	0.22828
15 Tank<22K Gal	0.00000	0.00000	0.00000	0.00000	0.18070
16 Tank>22K Gal	0.00000	0.00000	0.00000	0.00000	0.18009
17 All Other	42.17990	17.41639	59.59629	0.63288	0.00000

* ROI @ 15.4%

000129

**UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY
FREIGHT CARS**

CALCULATIONS:
CSXT / 2000

R-1 Car Type	Freight Car Repairs		Replacement Value	Avg No. Cars Owned	Fleet Replacement Value	Car Day Calculation			Net Total Car Days
	Repair Cost (Sch 415)	Fringes 1/				Total Cost	Available Car Days 5/	Fgn Car Days on Home Line	
01 Box-Plain, 40'	0	0	70,300	0.0	0	0	346	0	346
02 Box-Plain, 50'+	11,000	3,082	70,300	12.0	843,600	14,082	8,650	1,844	553,171
03 Box-Equipped	22,025,000	6,170,651	75,235	9,835.5	739,973,843	28,195,651	6,573,135	2,210,703	5,617,137
04 Gon-Plain	2,861,000	801,554	50,060	3,797.5	190,102,850	3,862,554	2,735,995	97,069	2,915,092
05 Gon-Equipped	17,606,000	4,932,599	63,000	13,476.0	848,988,000	22,538,599	10,193,679	1,444,501	1,493,232
06 Hopper-Cvd	20,350,000	5,701,374	52,301	12,324.5	644,583,675	26,051,374	7,034,699	1,092,318	10,242,410
07 Hopper-OT, GS	8,993,000	2,519,531	58,500	6,574.0	384,579,000	11,512,531	6,481,964	517,452	8,126,177
08 Hopper-OT, SS	4,015,000	1,124,866	65,500	7,227.0	473,368,500	5,139,866	3,000,858	119,983	6,798,231
09 Rfg-Mech	0	0	70,300	0.0	0	0	0	0	136,405
10 Rfg-Nonmech	1,254,000	351,328	70,300	5.0	351,500	1,605,328	507,582	103,593	606,026
11 Flat-T/COFC	0	0	68,000	265.0	18,020,000	0	122,484	83,830	407,509
12 Flat-Multilevel	0	0	54,500	0.0	0	0	4,761,479	751,926	790,580
13 Flat-GS	0	0	72,483	0.0	0	0	31,140	9,037	530,486
14 Flat-Other	319,000	89,373	69,688	601.0	41,882,488	408,373	1,635,023	52,935	115,690
15 Tank<22K Gal	0	0	0	0.0	0	0	1,730	0	749,716
16 Tank>22K Gal	0	0	0	0.0	0	0	0	0	2,331,804
17 All Other	6,723,000	1,883,555	60,149	1,042.5	62,705,333	8,606,555	361,570	67,794	2,331,804
									336,830

NOTES:

- 1/ Fringe Percentage
 (A) Frg Car Labor Percent: Sch 410 L221 cols b(b+c)
 (B) Frg Car Fringe Percent: Sch 410 L224(e)/L238(b)
 (C) Fringe Percent of Cost: (A) * (B) = 28.017%
- 2/ Sch 710, Avg of Beginning and End of year, Owned
- 3/ Replacement Value * Avg No. Cars Owned
- 4/ Sch 710, Avg of Beginning and End of year, Total
- 5/ Avg No. Cars * 346 days/yr
- 6/ Available Car Days - Car Days on Foreign Lines
+ Foreign Car Days on Home Line
- 7/ Accumulated Depreciation, Sch 415 cols (i+)
/ Depreciation Base, Sch 415 cols (g+h)
- 8/ Fleet Replacement Value * (1 - Percent Depreciation)
- 9/ Depreciated Fleet Replacement Value * Cost of Capital
Cost of Capital 15.4%
- 10/ Fleet Replacement Value * Depreciation Rate

R-1 Car Type	Frg Car Return on Investment			Frg Car Depreciation		
	Depreciation Base (Sch 415)	Accumulated Depreciation (Sch 415)	Percent Depreciation 7/	Depr. Fleet Repl. Value 8/	Return on Investment 9/	Total Amount 10/
01 Box-Plain, 40'	8,909	3,497	0.39252	0	0	0
02 Box-Plain, 50'+	155,051	53,054	0.34217	554,944	85,461	31,044
03 Box-Equipped	296,705	115,641	0.38975	451,568,473	69,541,545	30,708,914
04 Gon-Plain	105,748	41,507	0.39251	115,485,845	17,784,820	6,368,445
05 Gon-Equipped	269,656	105,842	0.39251	515,753,850	79,426,093	28,441,098
06 Hopper-Cvd	420,544	165,066	0.39251	391,580,781	60,303,440	22,431,512
07 Hopper-OT, GS	684,712	268,752	0.39250	233,630,316	35,979,069	14,998,581
08 Hopper-OT, SS	171,776	67,423	0.39251	287,568,828	44,285,600	18,698,056
09 Rfg-Mech	0	0	0.00000	0	0	0
10 Rfg-Nonmech	41,840	16,422	0.39250	213,538	32,885	14,060
11 Flat-T/COFC	0	0	0.00000	18,020,000	2,775,080	540,600
12 Flat-Multilevel	25	10	0.40000	0	0	0
13 Flat-GS	1,018	400	0.39293	25,442,925	3,918,210	1,168,521
14 Flat-Other	18,761	7,364	0.39252	0	0	0
15 Tank<22K Gal	0	0	0.00000	0	0	0
16 Tank>22K Gal	0	0	0.00000	0	0	0
17 All Other	51,439	20,190	0.39250	38,093,255	5,866,361	2,000,300

000130

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY
FREIGHT CARS

07/10/01

CALCULATIONS:
CSXT / 2000

R-1 Car Type	Cost per Car Day - excluding ROI										Total Cost per CD - incl ROI (J)
	Total Car Days (A)	Repair @ 50% (B)	Depreciation @ 60% (C)	Interchange Rents - Net (D)	Lease - Net (E)	Total Costs -Time Related (F)	Cost per CD - excl ROI (G)	ROI @ 100% (H)	Cost per Car Day - ROI only (I)		
01 Box-Plain, 40'	346	0	0	0	0	0	0.00000	0	0.00000	0.00000	
02 Box-Plain, 50'+	553,171	7,041	18,627	7,835,000	7,532,000	15,392,668	27,82624	85,461	0.15449	27.98073	
03 Box-Equipped	5,617,137	14,097,826	18,425,349	57,720,000	10,593,000	100,836,174	17,95152	69,541,545	12.38025	30.33177	
04 Gon-Plain	2,915,092	1,831,277	3,821,067	1,291,000	16,702,000	23,645,344	9,11535	17,784,820	6.10095	14.21230	
05 Gon-Equipped	10,242,410	11,269,299	17,064,659	1,019,000	22,861,000	52,213,958	5,09782	79,426,093	7.75463	12.85245	
06 Hopper-Cvd	8,126,177	13,025,687	13,458,907	16,454,000	26,312,000	69,250,594	8,52192	60,303,440	7.42089	15.94280	
07 Hopper-OT, GS	6,798,231	5,756,265	8,999,149	3,366,000	32,512,000	50,633,414	7,44803	35,979,069	5.29242	12.74044	
08 Hopper-OT, SS	3,017,280	2,569,933	11,218,833	(260,000)	7,282,000	20,810,766	6,89719	44,285,600	14.67733	21.57452	
09 Rfg-Mech	606,026	0	0	5,316,000	0	5,316,000	8,77190	0	0.00000	8.77190	
10 Rfg-Nonmech	811,498	802,664	8,436	6,727,000	0	7,538,100	9,28912	32,885	0.04052	9.32964	
11 Flat-T/COFC	790,580	0	324,360	0	0	324,360	0.41028	2,775,080	3.51018	3.92046	
12 Flat-Multilevel	5,289,463	0	0	9,596,000	0	9,596,000	1,81417	0	0.00000	1.81417	
13 Flat-GS	137,793	0	0	194,000	0	194,000	1,40791	0	0.00000	1.40791	
14 Flat-Other	2,331,804	204,186	701,113	5,296,000	123,000	6,324,299	2,71219	3,918,210	1.68033	4.39253	
15 Tank<22K Gal	1,730	0	0	0	0	0	0.00000	0	0.00000	0.00000	
16 Tank>22K Gal	0	0	0	0	0	0	0.00000	0	0.00000	0.00000	
17 All Other	336,830	4,303,277	1,200,180	8,704,000	0	14,207,457	42,17990	5,866,361	17.41639	59.59629	

R-1 Car Type	Cost per Car Mile - RR Cars				Cost per Car Mile - PVT Cars			
	Repair @ 50% (L)	Depreciation @ 40% (M)	Interchange Rents - Net (N)	Total Costs - Mile Related (O)	Cost per CM RR Cars (P)	Per Diem Payable (Q)	Loaded Miles (R)	Cost per CM PVT Cars (S)
01 Box-Plain, 40'	0	12,418	0	0	0.00000	0	0	0.00000
02 Box-Plain, 50'+	28,138	12,283,566	18,046,000	1,676,459	0.05958	14,476	38,847	0.37264
03 Box-Equipped	555,691	2,547,378	588,000	44,427,391	0.07995	0	2,225	0.00000
04 Gon-Plain	288,236	11,376,439	(8,000)	4,966,655	0.01852	422	83,039	0.00508
05 Gon-Equipped	457,768	8,972,605	6,311,000	22,637,739	0.04945	0	11,600	0.00000
06 Hopper-Cvd	405,617	5,999,432	2,497,000	28,309,292	0.06979	24,767	301,235	0.08222
07 Hopper-OT, GS	373,327	7,479,222	166,000	14,252,698	0.03818	0	73,266	0.00000
08 Hopper-OT, SS	102,824	0	3,177,000	10,215,155	0.09935	0	140,003	0.00000
09 Rfg-Mech	30,781	5,624	3,457,000	3,177,000	0.10321	35	10,700	0.00327
10 Rfg-Nonmech	71,578	216,240	0	4,265,288	0.05959	338	11,808	0.02862
11 Flat-T/COFC	153,642	0	2,868,000	216,240	0.00141	0	368,299	0.00000
12 Flat-Multilevel	49,434	0	60,000	2,868,000	0.05802	70,457	306,609	0.22979
13 Flat-GS	943	467,409	1,082,000	60,000	0.06363	9,950	107	92.99065
14 Flat-Other	75,445	0	0	1,753,595	0.02324	10,529	46,124	0.22828
15 Tank<22K Gal	0	0	0	0	0.00000	29,181	161,493	0.18070
16 Tank>22K Gal	0	0	0	0	0.00000	21,322	118,398	0.18009
17 All Other	12,687	800,120	2,926,000	8,029,397	0.63288	0	5,120	0.00000

Notes:

(D) Sch 414, cols(g-d)

(E) Sch 415, col(f)

(K) Sch 755, RR, L+E

(N) Sch 414, cols(f-c)

(Q) Sch 414, col(e)

(R) Sch 755, PVT,

Loaded only

Cost of Capital
15.4%

000131

07/10/01

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY

FREIGHT CARS

CAR COST SUMMARY: CSXT / 2000

R-1 Car Type	COST PER CAR DAY - RAILROAD CARS			COST PER CAR MILE	
	Excl ROI (A)	ROI Only* (B)	TOTAL (C)	RR CARS (D)	PVT CARS (E)
01 Box-Plain, 40'	0.00000	0.00000	0.00000	0.00000	0.00000
02 Box-Plain, 50'+	27.82624	0.12440	27.95063	0.05958	0.37264
03 Box-Equipped	17.95152	9.96851	27.92004	0.07995	0.00000
04 Gon-Plain	8.11135	4.91245	13.02380	0.01852	0.00508
05 Gon-Equipped	5.09782	6.24399	11.34181	0.04945	0.00000
06 Hopper-Cvd	8.52192	5.97526	14.49718	0.06979	0.08222
07 Hopper-OT, GS	7.44803	4.26143	11.70945	0.03818	0.00000
08 Hopper-OT, SS	6.89719	11.81811	18.71530	0.09935	0.00000
09 Rfg-Mech	8.77190	0.00000	8.77190	0.10321	0.00327
10 Rfg-Nonmech	9.28912	0.03263	9.32175	0.05959	0.02862
11 Flat-T/COFC	0.41028	2.82638	3.23666	0.00141	0.00000
12 Flat-Multilevel	1.81417	0.00000	1.81417	0.05802	0.22979
13 Flat-GS	1.40791	0.00000	1.40791	0.06363	0.00000
14 Flat-Other	2.71219	1.35300	4.06519	0.02324	0.22828
15 Tank<22K Gal	0.00000	0.00000	0.00000	0.00000	0.18070
16 Tank>22K Gal	0.00000	0.00000	0.00000	0.00000	0.18009
17 All Other	42.17990	14.02358	56.20349	0.63288	0.00000

* ROI @ 12.4%

000132

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

07/10/01

CALCULATIONS:
CSXT / 2000

R-1 Car Type	Freight Car Repairs		Replacement Value	Avg No. Cars Owned	Fleet Replacement Value	Car Day Calculation		
	Repair Cost (Sch 415)	Fringes 1/	Total Cost			Avg No. Cars Own/Lease 4/	Available Car Days 5/	Net Total Car Days 6/
01 Box-Plain, 40'	0	0	0	0.0	0	1.0	346	346
02 Box-Plain, 50'+	11,000	3,082	14,082	12.0	843,600	25.0	8,650	553,171
03 Box-Equipped	22,025,000	6,170,651	28,195,651	75,235	739,973,843	18,997.5	6,573,135	1,254,705
04 Gon-Plain	2,861,000	801,554	3,662,554	50,060	190,102,850	7,907.5	2,735,995	276,166
05 Gon-Equipped	17,606,000	4,932,599	22,538,599	63,000	848,988,000	29,461.5	10,193,679	1,493,232
06 Hopper-Cvd	20,350,000	5,701,374	26,051,374	52,301	644,583,675	12,324.5	7,034,699	2,183,796
07 Hopper-OT,GS	8,993,000	2,519,531	11,512,531	58,500	384,579,000	18,734.0	6,481,964	812,617
08 Hopper-OT,SS	4,015,000	1,124,866	5,139,866	7,227.0	473,368,500	8,673.0	3,000,858	6,798,231
09 Rfg-Mech	0	0	0	0.0	0	0.0	0	136,405
10 Rfg-Nonmech	1,254,000	351,328	1,605,328	70,300	351,500	1,467.0	507,582	606,026
11 Flat-T/COFC	0	0	0	265.0	18,020,000	354.0	122,484	407,509
12 Flat-Multilevel	0	0	0	54,500	0	13,761.5	4,761,479	751,926
13 Flat-GS	0	0	0	72,483	0	90.0	31,140	530,486
14 Flat-Other	319,000	89,373	408,373	601.0	41,882,488	4,725.5	1,635,023	115,690
15 Tank<22K Gal	0	0	0	0.0	0	5.0	1,730	749,716
16 Tank>22K Gal	0	0	0	0.0	0	0.0	0	0
17 All Other	6,723,000	1,883,555	8,606,555	1,042.5	62,705,333	1,045.0	361,570	43,054
								336,830

NOTES:

- 1/ Fringe Percentage
(A) Frt Car Labor Percent: Sch 410 L221 cols b/(b+c)
(B) Frt Car Fringe Percent: Sch 410 L224(e)/L238(b)
(C) Fringe Percent of Cost: (A) * (B) = 28.017%
- 2/ Sch 710, Avg of Beginning and End of year, Owned
- 3/ Replacement Value * Avg No. Cars Owned
- 4/ Sch 710, Avg of Beginning and End of year, Total
- 5/ Avg No. Cars * 346 days/yr
- 6/ Available Car Days - Car Days on Foreign Lines + Foreign Car Days on Home Line
- 7/ Accumulated Depreciation, Sch 415 cols (i-h) / Depreciation Base, Sch 415 cols (g+h)
- 8/ Fleet Replacement Value * (1 - Percent Depreciation)
- 9/ Depreciated Fleet Replacement Value * Cost of Capital
Cost of Capital 12.4%
- 10/ Fleet Replacement Value * Depreciation Rate

R-1 Car Type	Frt Car Return on Investment			Frt Car Depreciation	
	Depreciation Base (Sch 415)	Accumulated Depreciation (Sch 415)	Percent Depreciation 7/	Return on Investment 9/	Total Amount 10/
01 Box-Plain, 40'	8,909	3,497	0.39252	0	0
02 Box-Plain, 50'+	155,051	53,054	0.34217	68,813	31,044
03 Box-Equipped	296,705	115,641	0.38975	55,994,491	30,708,914
04 Gon-Plain	105,748	41,507	0.39251	14,320,245	6,368,445
05 Gon-Equipped	289,656	105,842	0.39251	63,953,477	28,441,098
06 Hopper-Cvd	420,544	165,066	0.39251	48,556,017	22,431,512
07 Hopper-OT,GS	684,712	268,752	0.39250	28,970,159	14,998,581
08 Hopper-OT,SS	171,776	67,423	0.39251	35,658,535	18,698,056
09 Rfg-Mech	0	0	0.00000	0	0
10 Rfg-Nonmech	41,840	16,422	0.39250	213,538	14,060
11 Flat-T/COFC	0	0	0.00000	18,020,000	540,600
12 Flat-Multilevel	25	10	0.40000	0	0
13 Flat-GS	1,018	400	0.39253	0	0
14 Flat-Other	18,761	7,364	0.39252	3,154,923	1,168,521
15 Tank<22K Gal	0	0	0.00000	0	0
16 Tank>22K Gal	0	0	0.00000	0	0
17 All Other	51,439	20,190	0.39250	4,723,564	2,000,300

000133

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY
FREIGHT CARS

CALCULATIONS:
CSXT / 2000

R-1 Car Type	Cost per Car Day - excluding ROI						ROI		Cost per Car Day		Total	
	Total Car Days (A)	Repair @ 50% (B)	Depreciation @ 60% (C)	Interchange Rents - Net (D)	Lease - Net (E)	Total Costs - Time Related (F)	Cost per CD - excl ROI (G)	ROI @ 100% (H)	Cost per CD - ROI only (I)	Cost per CD - incl ROI (J)	Total	Cost per CD - incl ROI (J)
01 Box-Plain, 40'	346	0	0	0	0	0	0.00000	0	0.00000	0.00000	0.00000	0.00000
02 Box-Plain, 50'+	553,171	7,041	18,627	7,835,000	7,532,000	15,392,668	27,82624	68,813	0.12440	27,95063	27,95063	27,95063
03 Box-Equipped	5,617,137	14,097,826	18,425,349	57,720,000	10,593,000	100,836,174	17,95152	55,994,491	9.96851	27,92004	27,92004	27,92004
04 Gon-Plain	2,915,092	1,831,277	3,821,067	1,291,000	16,702,000	23,645,344	8,11135	14,320,245	4.91245	13,02380	13,02380	13,02380
05 Gon-Equipped	10,242,410	11,269,299	17,064,659	1,019,000	22,861,000	52,213,958	5,09782	63,953,477	6.24399	11,34181	11,34181	11,34181
06 Hopper-Cvd	8,126,177	13,025,687	13,458,907	16,454,000	26,312,000	69,250,594	8,52192	48,556,017	5.97526	14,49718	14,49718	14,49718
07 Hopper-OT, GS	6,798,231	5,756,265	8,999,149	3,366,000	32,512,000	50,633,414	7,44803	28,970,159	4.26143	11,70945	11,70945	11,70945
08 Hopper-OT, SS	3,017,280	2,569,933	11,218,833	(260,000)	7,282,000	20,810,766	6,89719	35,658,535	11.81811	18,71530	18,71530	18,71530
09 Rfg-Mech	606,026	0	0	5,316,000	0	5,316,000	8,77190	0	0.00000	8,77190	8,77190	8,77190
10 Rfg-Nonmech	811,498	802,664	8,436	6,727,000	0	7,538,100	9,28912	26,479	0.03263	9,32175	9,32175	9,32175
11 Flat-T/COFC	790,580	0	324,360	0	0	324,360	0.41028	2,234,480	2.82638	3,23666	3,23666	3,23666
12 Flat-Multilevel	5,289,463	0	0	9,596,000	0	9,596,000	1,81417	0	0.00000	1,81417	1,81417	1,81417
13 Flat-GS	137,793	0	0	194,000	0	194,000	1,40791	0	0.00000	1,40791	1,40791	1,40791
14 Flat-Other	2,331,804	204,186	701,113	5,296,000	123,000	6,324,299	2,71219	3,154,923	1.35300	4,06519	4,06519	4,06519
15 Tank<22K Gal	1,730	0	0	0	0	0	0.00000	0	0.00000	0.00000	0.00000	0.00000
16 Tank>22K Gal	0	0	0	0	0	0	0.00000	0	0.00000	0.00000	0.00000	0.00000
17 All Other	336,890	4,303,277	1,200,180	8,704,000	0	14,207,457	42,17990	4,723,564	14.02358	56,20349	56,20349	56,20349

R-1 Car Type	Cost per Car Mile - RR Cars				Cost per Car Mile - PVT Cars			
	Total Car Miles (K)	Repair @ 50% (L)	Depreciation @ 40% (M)	Interchange Rents - Net (N)	Cost per CM RR Cars (P)	Per Diem Payable (Q)	Loaded Miles (R)	Cost per CM PVT Cars (S)
01 Box-Plain, 40'	0	0	0	0	0.00000	0	0	0.00000
02 Box-Plain, 50'+	28,138	7,041	12,418	1,657,000	0.05958	14,476	38,847	0.37264
03 Box-Equipped	555,691	14,097,826	12,283,566	18,046,000	0.07995	0	2,225	0.00000
04 Gon-Plain	288,236	1,831,277	2,547,378	588,000	0.01852	422	83,039	0.00508
05 Gon-Equipped	457,768	11,269,299	11,376,439	(8,000)	0.04945	0	11,600	0.00000
06 Hopper-Cvd	405,617	13,025,687	8,972,605	6,311,000	0.06979	24,767	301,235	0.08222
07 Hopper-OT, GS	373,327	5,756,265	5,999,432	2,497,000	0.03818	0	73,266	0.00000
08 Hopper-OT, SS	102,824	2,569,933	7,479,222	166,000	0.09935	0	140,003	0.00000
09 Rfg-Mech	30,781	0	0	3,177,000	0.10321	35	10,700	0.00327
10 Rfg-Nonmech	71,578	802,664	5,624	3,457,000	0.05959	338	11,808	0.02862
11 Flat-T/COFC	153,642	0	216,240	0	0.00141	0	368,299	0.00000
12 Flat-Multilevel	49,434	0	0	2,868,000	0.06363	70,457	306,609	0.00000
13 Flat-GS	943	0	0	60,000	0.02324	9,950	107	92.99065
14 Flat-Other	75,445	204,186	467,409	1,092,000	0.00000	10,529	46,124	0.22828
15 Tank<22K Gal	0	0	0	0	0.00000	29,181	161,493	0.18070
16 Tank>22K Gal	0	0	0	0	0.00000	21,322	118,398	0.18009
17 All Other	12,687	4,303,277	800,120	2,926,000	0.63288	0	5,120	0.00000

Notes:

(D) Sch 414, cols(g-d)

(E) Sch 415, col(f)

(K) Sch 755, RR, L+E

(N) Sch 414, cols(f-c)

(Q) Sch 414, col(e)

(R) Sch 755, PVT, Loaded only

Cost of Capital	12.4%
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000134

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

07/10/01

INPUT:
CSXT / 2000

R-1 Car Type	R-1, Sch 414: Interchange Rents (000)				R-1, Sch 415: Equipment (000)				R-1, Sch 410: Expenses					
	Amount Receivable	Mileage (c)	Time (d)	PVT Cars (e)	Mileage (f)	Time (g)	Net Repairs (b)	Net Lease & Rentals (f)	Owned (g)	Leased (h)	Owned (i)	Leased (j)	Line (Col)	Amount
01 Box-Plain, 40'		0		0	0	0	0	0	8,909	0	3,497	0	221 (b)	69,628
02 Box-Plain, 50'+		14	25	14,476	1,671	7,860	11	7,532	95,589	59,462	37,519	15,535	221 (c)	48,875
03 Box-Equipped		9,259	29,631	0	27,305	87,351	22,025	10,593	290,466	6,239	114,010	1,631	224 (e)	37,120
04 Gon-Plain		196	1,025	422	784	2,316	2,861	16,702	105,748	0	41,507	0	238 (b)	77,848
05 Gon-Equipped		3,930	18,271	0	3,922	19,290	17,606	22,861	269,656	0	105,842	0		
06 Hopper-Cvd		2,424	13,029	24,767	8,735	29,483	20,350	26,312	420,544	0	165,066	0		
07 Hopper-OT GS		1,077	4,240	0	3,574	7,606	8,993	32,512	684,712	0	268,752	0		
08 Hopper-OT,SS		112	1,381	0	278	1,121	4,015	7,282	171,776	0	67,423	0		
09 Rfg-Mech		0	0	35	3,177	5,316	0	0	0	0	0	0		
10 Rfg-Nonmech		388	1,250	338	3,845	7,977	1,254	0	41,840	0	16,422	0		
11 Flat-TYCOFC		0	0	0	0	0	0	0	0	0	0	0		
12 Flat-Multilevel		37	129	70,457	2,905	9,725	0	0	25	0	10	0		
13 Flat-GS		3	21	9,950	63	215	0	0	1,018	0	400	0		
14 Flat-Other		49	334	10,529	1,131	5,630	319	123	18,761	0	7,364	0		
15 Tank<22K Gal		0	0	0	0	0	0	0	0	0	0	0		
16 Tank>22KGal		0	0	21,322	0	0	0	0	0	0	0	0		
17 All Other		142	1,278	0	3,068	9,982	6,723	0	51,439	0	20,190	0		
Total		17,631	70,614	181,477	60,458	193,872	84,157	123,917	2,160,483	65,701	848,002	17,166		

Cost of Capital
15.4% Nominal
12.4% Real

000133

R-1 Car Type	R-1, Sch 710: Inventory of Equipment		R-1, Sch 755: Operating Stats (000)		R-1, Sch 755: Operating Stats (000)		R-1, Sch 755: Operating Stats (000)		R-1, Sch 755: Operating Stats (000)		Depn Rate from IOC Sub-Order (percent)	Replacement Value
	Owned	Total	Units - Year End	Units - Year End	Miles - RR Cars	Miles - PVT Cars	Miles - PVT Cars	Miles - PVT Cars	Miles - PVT Cars	Miles - PVT Cars		
	Prev.(i)	(b)	(j)	(k)	Loaded (LL15-29)	Empty (LL31-45)	Loaded (LL47-63)	Empty (LL65-81)	System on Fgn Lines	Fgn on Home Line		
01 Box-Plain, 40'	0	2	0	0	0	0	0	0	0	0	3.61	70,300
02 Box-Plain, 50'+	14	30	10	20	15,004	13,134	38,847	21,846	1,844	546,365	3.68	70,300
03 Box-Equipped	9,985	19,414	9,686	18,581	287,257	268,434	2,225	1,499	2,210,703	1,254,705	4.15	75,235
04 Gon-Plain	3,822	7,963	3,773	7,852	134,366	133,870	83,039	82,713	97,069	276,166	3.35	50,060
05 Gon-Equipped	13,798	30,176	13,154	28,747	231,978	225,790	11,600	8,927	1,444,501	1,493,232	3.35	63,000
06 Hopper-Cyd	12,516	20,547	12,133	20,116	202,861	202,756	301,235	20,626	1,092,318	2,183,796	3.48	52,301
07 Hopper-OT, GS	6,823	19,522	6,325	17,946	187,329	185,998	73,266	68,683	517,452	833,719	3.90	58,500
08 Hopper-OT, SS	7,462	8,900	6,992	8,446	48,703	54,121	140,003	138,891	119,983	136,405	3.95	65,500
09 Rfg-Mech	0	0	0	0	16,191	14,590	10,700	10,527	0	606,026	3.19	70,300
10 Rfg-Nonmech	6	1,560	4	1,374	37,008	34,570	11,808	810	103,593	407,509	4.00	70,300
11 Flat-TCOFC	266	367	264	341	134,005	19,637	368,299	36,424	83,830	751,926	3.00	68,000
12 Flat-Multilevel	0	13,582	0	13,941	31,610	17,824	306,609	148,282	2,502	530,486	2.79	54,500
13 Flat-GS	0	114	0	66	482	461	107	127	9,037	115,690	3.00	72,483
14 Flat-Other	615	4,266	587	5,185	38,092	37,353	46,124	39,597	52,935	749,716	2.79	69,688
15 Tank<22K Gal	0	0	0	0	0	0	161,493	8,161	0	0	0.00	0
16 Tank>22K Gal	0	0	0	0	0	0	118,398	6,400	0	0	0.00	0
17 All Other	1,160	1,163	925	927	6,769	5,918	5,120	2,105	67,794	43,054	3.19	60,149
Total	56,467	127,611	53,853	123,547	1,371,655	1,214,456	1,678,873	595,618	5,803,561	9,928,795		

FREIGHT CAR REPLACEMENT COSTS - 2000

DESCRIPTION	CAR TYPE			EQUMLER CAR COUNT 3/	REPLACEMENT VALUE	
	R-1	CS-11	AAR			
Box-Plain 40'	01	01	B1--B2--	0	70,300	1/ Box-Plain, 50'
Box-Plain 50'-59'	02	02	B(3,4)-(0-4)	4	70,300	1/
50'-59'		03	B(3,4)-(5-7)	0	70,300	1/
60' +		04	B(5-8)--	7	70,300	1/ Box-Plain, 50'
				11	70,300	
Box-Equipped <79'	03	06	A(1-4)(0,2,3)-	6,569	70,300	1/ Box-Plain, 50'
<79'			A(5,6)(0,2,3)-	2,358	79,167	1/
79' +			A(7,8)(0,2,3)-	666	110,000	1/
-Ins. Equip. <79'		11	A(1-4)(1,4)-	2	70,300	1/ Box-Plain, 50'
<79'			A(5,6)(1,4)-	0	79,167	1/
79' +			A(7,8)(1,4)-	0	110,000	1/
				9,595	75,235	
Gondola-Plain <61'	04	15	G(1-5)--	5	50,060	1/
61' +		16	G(6,7)--	0	54,699	1/
-Rot. Dump <61'		17	J(1-3)--	3,758	50,060	1/
61' +			J4--	0	54,699	1/
				3,763	50,060	
Gondola-Equipped	05	18	E--	12,273	63,000	1/
Hopper-Cvd <4000 CFC	06	08	C--(1,2)	4,050	50,833	1/
4000 CFC +		09	C--(3,4)	7,317	53,113	1/
				11,367	52,301	
Hopper-OT,GS <3000 CFC	07	20	H(1-3)--	5,955	58,500	1/
3000 CFC +			H4--	0	57,000	1/
				5,955	58,500	
Hopper-OT,SS	08	21	J--0, K--	6,935	65,500	1/
Refrigerator-Mechanical	09	13	R-(5-9)-	0	70,300	1/ Box-Plain, 50'
Refrigerator-NonMechanical	10	12	R-(0-2)-	2	70,300	1/ Box-Plain, 50'
Flat-TOFC/COFC	11	25	P--Q--S-- 2/	262	68,000	1/
Flat-Multi Level (Bi)	12	24	V(5-9)--	0	45,500	1/
(Tri)			V(0-4)--	1	54,500	1/
				1	54,500	
Flat-GS	13	23	F(1-3)0-	0	72,483	1/
Flat-SS Bulkhead	14	26	F-(4,5)-	204	83,000	1/
Special			F-(1-3,6,8)-, F40-	284	60,125	1/ Lumber Flat
				488	69,688	
Other-Pulpwood Log, Sp Flat	17	29	F-7-,L0(0,2,3,9)-,Q8--	833	60,125	1/ Lumber Flat
-Sp Box			A-5-,L0(4,7)-	2	70,300	1/ Box-Plain, 50'
-Sp Hopper			L01-	0	50,833	1/ Cement Hopper
-Sp Gondola			L06-	0	50,060	1/ Gondola-Plain
				835	60,149	
TOTAL				51,487		

1/ Replacement Value for 2000, per office of Don Sigman.

2/ R-1 Car type excludes Q8--, which is included in R-1 Car type 17.

3/ EQUMLER Car Count from EQUMLER2 (Dec '00), for system-owned cars in active or HBO status.

CSX

Transportation

D.L. Sigman
General Manager – Mechanical
Purchasing & Materials

550 Water Street, J430
Jacksonville, Florida 32202
(904) 359-3438

April 17, 2001

Ms. Ellen Preslar, J-200
Sr. Manager – Costing
Asset Management

Re: Replacement Costs for Freight Cars Used in Abandonment Proceedings

Attached per your request of January 2, 2001 are current replacement costs for the freight car models currently being produced by Thrall Car, National Steel Car Inc., the Greenbrier Companies, and Johnstown America Corporation.

This should complete the information you requested.

D.L. Sigman

TRP:
Attachment

cc: E.R. Eddy
E.A. Mosley
File: 114.1

000137

2000 REPLACEMENT COSTS

CAR TYPE	2000 PRICE
BOX 50' PLAIN	\$70,300.00
BOX 60' EQUIPPED	\$79,167.00
BOX 86' EQUIPPED	\$110,000.00
GONDOLA 52'6 PLAIN	\$50,060.00
GONDOLA 65' PLAIN	\$54,699.00
GONDOLA 100 TON COIL STEEL W/ STEEL COVERS	\$63,000.00
BI-LEVEL RACK	\$45,500.00
TRI-LEVEL RACK	\$54,500.00
TOFC FLAT	\$68,000.00
TOFC FLAT, 3 UNIT ARTICULATED SPINE	\$135,000.00
HOPPER, AGGREGATE 2200-2400 CU. FT.	\$56,500.00
HOOPER, COAL, 3 POCKET 3426 CU. FT.	\$58,500.00
HOOPER, COAL, ROTARY DUMP 3590 CU. FT	\$57,000.00
HOOPER, WOOD CHIP 7600 CU. FT.	\$71,500.00
HOPPER, COKE 6800 CU. FT	\$65,500.00
HOPPER, COVERED 100 TON 5150/5300 CU. FT. GRAIN	\$53,113.00
HOPPER, COVERED 100 TON 3000 CU. FT. CEMENT	\$50,833.00
FLAT 100 TON	\$72,483.00
FLAT 64'-66' BULKHEAD	\$83,000.00
CENTER PARTITION LUMBER CAR	\$60,125.00
THREE UNIT DOUBLE STACK CAR	\$151,553.00
FIVE UNIT DOUBLE STACK CAR	\$236,504.00

000138

Jacksonville, FL
January 2, 2001

Mr. S. D. Mooney - J430 *
General Manager MRO Services

Re: Replacement Costs for Freight Cars Used in Abandonment Proceedings

Asset Management has the Corporate responsibility for administering the plant rationalization program and for creating and defending the cost exhibits in support of abandonment filings. In order to develop certain unit cost factors for Asset Management's use in abandonment costing as required by Surface Transportation Board regulations, the Cost & Economic Analysis Department needs current data relating to freight car replacement costs.

In Title 49, Code of Federal Regulations, the Surface Transportation Board requires the use of replacement costs for freight cars. The regulations state in Section 1152.32(g) (3) (i), "The current value for each type of car shall be calculated by first arriving at the current cost per car using the most recent purchase of this type by the railroad indexed to the midpoint of the year or a price quote from the manufacturer."

We believe the manufacturer's price quote is the more valid of the two options because it will stand up in an abandonment proceeding (or in court), and is not subject to the potential inaccuracies of indexed figures. We are now asking you to provide replacement costs for the various categories of CSXT freight cars for 2000. If a particular freight car is no longer being manufactured or purchased, please advise the cost of equipment that would currently be purchased in replacement. Please take into consideration any **rebuilt** equipment which might be used.

In developing these prices, please retain any workpapers so that in the event of litigation, adequate support for your figures will exist. We will greatly appreciate your response to this request by March 31, 2001.

If you have any questions, please call me at RNX 322-1002 for clarification.

Ellen M. Preslar - J210
Sr. Manager - Costing
Cost & Economic Analysis

copies:
Mr. J. T. Derwin - J200
Mr. J. W. Tilley - J210

* Forwarded to E.R. Eddy
and D.L. Sigman 000139

Car Accounting
Car Days by Car Type
2000

<u>Car Type</u>	<u>System Car Days Off Line</u>	<u>Foreign Car Days On Line</u>
Box, Plain 40'	0	0
Box, Plain 50,	1,844	546,365
Box Equipped	2,210,703	1,254,705
Gondola, Plain	97,069	276,166
Gondola, Equipped	1,444,501	1,493,232
Hopper, Covered	1,092,318	2,183,796
Hopper, General Service	517,452	833,719
Hopper, Special Service	119,983	136,405
Refrigerator, Non-Mechanical	103,593	407,509
Refrigerator, Mechanical	0	606,026
Flats, Tofc/Cofc	83,830	751,926
Flats, Multi Level	2,502	530,486
Flats, General Service	9,037	115,690
Flats, Other	52,935	749,716
Tank Cars <22,000 Gallons	0	0
Tank Cars >22,000 Gallons	0	0
Other Car Types	67,794	43,054
Total:	5,803,561	9,928,795

COST OF CAPITAL

HOLDING GAINS / LOSSES

000141

EX PARTE No. 558 (Sub-No. 4)
Railroad Cost of Capital - 2000

Service Date: June 29, 2001

			Debt	Preferred Equity	Common Equity	
1) Nominal Cost			0.080	0.063	0.139	
2) Real Cost	(1 + L1) / deflator - 1		0.058	0.042	0.116	
3) Market Weight			0.454	0.025	0.521	
4) After-Tax						
a) Nominal	L1 * L3		0.0363	0.0016	0.0724	11.0%
b) Real	L2 * L3		0.0265	0.0010	0.0605	8.8%
5) Pre-Tax (change in equity only)						
a) Nominal	L4a / (1 - tax rate)		0.0363	0.0025	0.1150	15.4%
b) Real	L4b / (1 - tax rate)		0.0265	0.0017	0.0960	12.4%
6) Holding Gain						3.0%

GDP Price Deflator:

2000	1.0692	
	-----	= 1.0205
1999	1.0477	

Source: "Survey of Current Business," June 2001,
Bureau of Economic Analysis, U.S. Dept. of Commerce
Table 7.1 at D-18.

Statutory Tax Rate @ 37 percent (Federal 35%, State 2%)

MAKE-WHOLE ADJUSTMENTS

TO BE APPLIED TO
OFF-BRANCH COSTS

05/15/01

Development of Make-Whole Adjustments
to be Applied to Off-Branch Costs
CSX Transportation, Inc.

Year 2000	(A) Service Units DSISSEGD	(B) Adj. Factor
A. STATION CLERICAL	<i>(CL O+T)</i>	
1. Trainload/UT	3,557,653	0.7525
2. Multiple Car	1,318,124	0.7636
3. All Other (CL)	6,258,220	1.1905
4. System	11,133,997	xxx
B. TERMINAL SWITCHING	<i>(CL O+T)</i>	
1. Trainload/UT	3,557,653	0.2500
2. Multiple Car	1,318,124	0.5000
3. All Other (CL)	6,258,220	1.5317
4. System	11,133,997	xxx
C. TERMINAL CAR COST	<i>(CL O+T-RR)</i>	
1. Trainload/UT & Multiple Car	2,968,371	0.5000
2. All Other (CL)	4,822,357	1.3078
3. System	7,790,728	xxx
D. INTERCHANGE SWITCHING	<i>(CL INCH)</i>	
1. Trainload/UT	315,861	0.5000
2. Multiple Car & All Other (CL)	2,890,882	1.0546
3. System	3,206,743	xxx
E. INTERCHANGE CAR COST	<i>(CL INCH-RR)</i>	
1. Trainload/UT	165,648	0.5000
2. Multiple Car & All Other (CL)	2,250,796	1.0368
3. System	2,416,444	xxx
F. I & I SWITCHING	<i>(Car Miles)</i>	
1. Trainload/UT	1,562,906,095	-
2. Multiple Car & All Other (CL)	3,851,870,815	1.4058
3. System	5,414,776,910	xxx
G. I & I CAR COST	<i>(Car Miles-RR)</i>	
1. Trainload/UT	871,497,632	-
2. Multiple Car & All Other (CL)	2,644,525,551	1.3295
3. System	3,516,023,183	xxx
H. MOD TERM SWITCHING	<i>(Total CL)</i>	
1. Trainload/UT	1,936,757	0.2500
2. Multiple Car	716,099	0.5000
3. All Other (CL)	4,517,514	1.4008
4. System	7,170,370	xxx
I. MOD TERM CAR COST	<i>(TOTAL CL-RR)</i>	
1. Trainload/UT & Multiple Car	1,598,076	0.5000
2. All Other (CL)	3,505,510	1.2279
3. System	5,103,586	xxx

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05/15/01

Development of Make-Whole Adjustments
to be Applied to Off-Branch Costs
CSX Transportation, Inc.

INPUT DATA

Year 2000 DSISSEGD	TL/UT	Multi-Car	Other (CL)	Total
<u>CARLOADS:</u>				
Total	1,936,757	716,099	4,517,514	7,170,370
Total-RR	1,134,669	463,407	3,505,510	5,103,586
O+T	3,557,653	1,318,124	6,258,220	11,133,997
O+T-RR	2,103,690	864,681	4,822,357	7,790,728
Inch	315,861	114,074	2,776,808	3,206,743
Inch-RR	165,648	62,133	2,188,663	2,416,444
<u>CARMILES:</u>				
Total	1,562,906,095	444,488,414	3,407,382,401	5,414,776,910
Total-RR	871,497,632	258,982,109	2,385,543,442	3,516,023,183
<u>WAYBILLS:</u>				
O+T	35,666	71,771	6,258,220	6,365,657
CL/Waybill	99.7	18.4	1.0	1.7

000145

OFF-BRANCH UNIT COSTS

49 CFR 1152.32 (n)

000146

URCSTAB

OFF-BRANCH UNIT COST TABLES

000147

DATASET: U9320.FDC.URCSTAB.CSX00A

DATE: 02/03/13
TIME: 11:32
PAGE: 001

GENERAL DATA:
MANAGEMENT CLASS: INFO
STORAGE CLASS: STANDARD
DATA CLASS: **None**
VOLUME SERIAL: SML007
DEVICE TYPE: 3390
ORGANIZATION: PS
DATA SET NAME TYPE:
CREATION DATE: 2002/03/13
EXPIRATION DATE: ***None***

GENERAL DATA:
RECORD FORMAT: FB
RECORD LENGTH: 176
BLOCK SIZE: 3,520
1ST EXTENT SIZE: 1
SECONDARY QUAN: 104

CURRENT ALLOCATION:
1 TRACK
1 EXTENT

CURRENT UTILIZATION:
1 TRACK
1 EXTENT

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DATASET: U9320.FOC.URCSTAB.CSX00A

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PAGE: 1

START COL	1	2	3	4	5	6	7	8	9	0	1				
1	01	50.0305	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	28.6690	.0000	.0000	.0050083	.0001104	.1383
67	003049	16.9156	15.0304	.065157	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	02	50.0305	13.83150	1.7603	.065157	.0000	13.8974	32.9151	.1472	28.6690	30.8640	.1380	.0067674	.0001104	.1869
66	003049	16.9156	15.0304	.065157	.1322	.2800	.0013	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	03	55.5894	13.83150	1.7603	84.9380	47.1662	13.8974	21.2345	11.7916	29.5725	20.5387	11.4052	.0074710	.0001070	.2129
11	003049	17.4487	15.5041	.067210	.1829	.1863	.1035	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	04	55.5894	13.83150	1.7603	38.3790	23.2434	13.8974	9.5948	5.8108	30.5178	9.5771	5.8001	.0056498	.0001037	.1661
57	003049	18.0065	15.9997	.069359	.0437	.0869	.0526	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	05	55.5894	13.83150	1.7603	24.1204	29.5436	13.8974	6.0301	7.3859	30.1665	5.9497	7.2874	.0068502	.0001049	.1991
39	003049	17.7992	15.8155	.068560	.1154	.0540	.0661	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	06	55.5894	13.83150	1.7603	40.3216	28.2721	13.8974	10.0804	7.0680	30.5663	10.0778	7.0662	.0065190	.0001035	.1920
24	003049	18.0351	16.0251	.069469	.1651	.0914	.0641	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	07	55.5894	13.83150	1.7603	35.2405	20.1630	13.8974	8.8101	5.0408	30.4655	8.7788	5.0228	.0061258	.0001038	.1798
47	003049	17.9756	15.9723	.069240	.0900	.0796	.0456	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	08	55.5894	13.83150	1.7603	32.6342	55.9176	13.8974	8.1585	13.9794	32.2749	8.6124	14.7570	.0059810	.0000980	.1860
23	003049	19.0432	16.9209	.073352	.2481	.0781	.1339	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	09	55.5894	13.83150	1.7603	41.5044	.0000	13.8974	10.3761	.0000	29.0626	9.8631	.0000	.0094371	.0001089	.2643
04	003049	17.1479	15.2368	.066052	.2321	.0895	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	10	55.5894	13.83150	1.7603	43.9517	.1544	13.8974	10.9879	.0386	29.5671	10.6260	.0373	.0089197	.0001070	.2541
50	003049	17.4455	15.5013	.067198	.1363	.0964	.0003	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	11	30.5742	13.83150	1.7603	1.5045	10.3641	13.8974	.4853	3.3433	17.5273	.2782	1.9166	.0121275	.0001805	.2048
40	003049	10.3416	9.1891	.039835	.0019	.0025	.0174	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	12	55.5894	13.83150	1.7603	8.5838	.0000	13.8974	2.1459	.0000	23.9071	1.6780	.0000	.0112169	.0001323	.2584
22	003049	14.1059	12.5339	.054334	.1073	.0152	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	13	55.5894	13.83150	1.7603	6.6616	.0000	13.8974	1.6654	.0000	29.9082	1.6291	.0000	.0063535	.0001058	.1831
18	003049	17.6467	15.6801	.067973	.1473	.0148	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	14	55.5894	13.83150	1.7603	12.8328	6.4017	13.8974	3.2082	1.6004	30.2776	3.1771	1.5849	.0070778	.0001045	.2065
15	003049	17.8648	15.8738	.068813	.0544	.0288	.0144	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	15	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
00	003049	.0000	.0000	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	16	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
00	003049	.0000	.0000	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	17	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
86	003049	16.9058	15.0217	.065119	1.4031	.4242	.1410	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	18	50.0305	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	23.8386	.0000	.0000	.0050083	.0001327
53	003049	14.0655	12.4980	.054179	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	19	50.0305	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	23.8386	.0000	.0000	.0000	.0000
65	003049	14.0655	12.4980	.054179	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	20	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	27.1349	.0000	.0000	.0000	.0000
62	003049	16.0105	14.2262	.061670	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	21	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
32	003049	17.9820	15.9780	.069265	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	22	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	27.7773	.0000	.0000	.0068502	.0001139
67	003049	16.3895	14.5629	.063130	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	23	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
49	003049	13.2193	11.7460	.050919	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	24	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
77	003049	17.7187	15.7441	.068250	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	25	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
51	003049	17.9200	15.9229	.069026	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	26	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
03	003049	17.8939	15.8997	.068925	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000

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DATASET: UP320.FOC.URCSTAB.CSX00A

DATE: 02/03/13
TIME: 11:32
PAGE: 2

START COL	1	2	3	4	5	6	7	8	9	0	1				
1	27	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	17.0577	.0000	.0000	.0089197	.0001855	.1466
22	.003049	10.0646	8.9429	.038767	.0000	.0000	.0000	.0000	.0286						
1	28	30.5742	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	16.7330	.0000	.0000	.0121275	.0001891	.1955
57	.003049	9.8730	8.7727	.038030	.0000	.0000	.0000	.0000	.0000						
1	29	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	23.6086	.0000	.0000	.0112169	.0001340	.2551
96	.003049	13.9298	12.3774	.053656	.0000	.0000	.0000	.0000	.2298						
1	30	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	32.8697	.0000	.0000	.0063535	.0000963	.2012
51	.003049	19.3942	17.2328	.074704	.0000	.0000	.0000	.0000	.0000						
1	31	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	29.3169	.0000	.0000	.0070778	.0001079	.1999
62	.003049	17.2979	15.3701	.066629	.0000	.0000	.0000	.0000	.2283						
1	32	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	22.6112	.0000	.0000	.0074710	.0001399	.1627
92	.003049	13.3413	11.8545	.051389	.0000	.0000	.0000	.0000	.1807						
1	33	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	22.9955	.0000	.0000	.0074710	.0001376	.1655
59	.003049	13.5680	12.0560	.052263	.0000	.0000	.0000	.0000	.1801						
1	34	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	23.3209	.0000	.0000	.0074710	.0001357	.1679
02	.003049	13.7601	12.2266	.053002	.0000	.0000	.0000	.0000	.0000						

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DATASET: U9320.FOC.URCSTAB.CSX00M

DATE: 02/03/13
TIME: 11:32
PAGE: 001

GENERAL DATA:
MANAGEMENT CLASS: INFO
STORAGE CLASS: STANDARD
DATA CLASS: **None**
VOLUME SERIAL: SML030
DEVICE TYPE: 3390
ORGANIZATION: PS
DATA SET NAME TYPE:
CREATION DATE: 2002/03/13
EXPIRATION DATE: **None**

GENERAL DATA:
RECORD FORMAT: FB
RECORD LENGTH: 176
BLOCK SIZE: 3,520
1ST EXTENT SIZE: 1
SECONDARY QUAN: 104

CURRENT ALLOCATION:
1 TRACK
1 EXTENT

CURRENT UTILIZATION:
1 TRACK
1 EXTENT

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DATASET: U9320.FOC.URCSTAB.CSX00M

DATE: 02/03/13
TIME: 11:32
PAGE: 1

START
COL

COL	1	2	3	4	5	6	7	8	9	0	1							
1	01	25	0153	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	30.2343	.0000	.0000	.0050083	.0001104	.1383
67	003049	16	9156	15	0304	.091598	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	02	25	0153	13	83150	1	7603	62.5387	.2796	6.9487	16.4576	.0736	30.2343	31.9998	.1431	.0067674	.0001104	.1869
66	003049	16	9156	15	0304	.091598	.1322	.3309	.0015	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	03	27	7947	13	83150	1	7603	42.4690	23.5831	6.9487	10.6172	5.8958	31.1871	21.2946	11.8249	.0074710	.0001070	.2129
11	003049	17	4487	15	5041	.094484	.1829	.2202	.1223	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	04	27	7947	13	83150	1	7603	19.1895	11.6217	6.9487	4.7974	2.9054	32.1841	9.9295	6.0136	.0056498	.0001037	.1661
57	003049	18	0065	15	9997	.097505	.0437	.1027	.0622	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	05	27	7947	13	83150	1	7603	12.0602	14.7718	6.9487	3.0151	3.6929	31.8136	6.1686	7.5556	.0068502	.0001049	.1991
39	003049	17	7992	15	8155	.096382	.1154	.0658	.0781	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	06	27	7947	13	83150	1	7603	20.1608	14.1360	6.9487	5.0402	3.5340	32.2352	10.4487	7.3262	.0065190	.0001035	.1920
24	003049	18	0351	16	0251	.097659	.1651	.1080	.0757	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	07	27	7947	13	83150	1	7603	17.6203	10.0815	6.9487	4.4051	2.5204	32.1289	9.1019	5.2077	.0061258	.0001038	.1798
47	003049	17	9756	15	9723	.097338	.0900	.0941	.0538	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	08	27	7947	13	83150	1	7603	16.3171	27.9588	6.9487	4.0793	6.9897	34.0371	8.9293	15.3001	.0059810	.0000980	.1860
23	003049	19	0432	16	9209	.103119	.2481	.0923	.1582	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	09	27	7947	13	83150	1	7603	20.7522	.0000	6.9487	5.1881	.0000	30.6494	10.2261	.0000	.0094371	.0001089	.2643
04	003049	17	1479	15	2368	.092855	.2321	.1057	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	10	27	7947	13	83150	1	7603	21.9758	.0772	6.9487	5.4940	.0193	31.1815	11.0170	.0387	.0089197	.0001070	.2541
50	003049	17	4455	15	5013	.094467	.1363	.1139	.0004	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	11	25	2871	13	83150	1	7603	.7522	5.1821	6.9487	.2427	1.6716	18.4843	.2885	1.9871	.0121275	.0001805	.2048
40	003049	10	3416	9	1891	.056000	.0019	.0030	.0205	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	12	27	7947	13	83150	1	7603	4.2919	.0000	6.9487	1.0730	.0000	25.2124	1.7397	.0000	.0112169	.0001323	.2584
22	003049	14	1059	12	5339	.076383	.1073	.0180	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	13	27	7947	13	83150	1	7603	3.3308	.0000	6.9487	.8327	.0000	31.5411	1.6891	.0000	.00635535	.0001058	.1831
18	003049	17	6467	15	6801	.095557	.1473	.0175	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	14	27	7947	13	83150	1	7603	6.4164	3.2009	6.9487	1.6041	.8002	31.9308	3.2940	1.6432	.0070778	.0001045	.2065
15	003049	17	8648	15	8738	.096737	.0544	.0341	.0170	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	15	27	7947	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
00	003049	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	16	27	7947	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
00	003049	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	17	27	7947	13	83150	1	7603	99.7875	33.1764	6.9487	24.9469	8.2941	30.2167	48.4781	16.1176	.0074710	.0001104	.2062
86	003049	16	9058	15	0217	.091544	1.4031	.5012	.1666	.0000	.0000	.0000	.0000	.0000	.0000	.0050083	.0001327	.1150
1	18	25	0153	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
53	003049	14	0655	12	4980	.076164	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	19	25	0153	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
65	003049	14	0655	12	4980	.076164	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	20	27	7947	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
62	003049	16	0105	14	2262	.086696	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	21	27	7947	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
32	003049	17	9820	15	9780	.097372	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	22	27	7947	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
67	003049	16	3895	14	5629	.088749	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	23	27	7947	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
49	003049	13	2193	11	7460	.071582	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	24	27	7947	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
77	003049	17	7187	15	7441	.095947	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	25	27	7947	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
51	003049	17	9200	15	9229	.097036	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	26	27	7947	13	83150	1	7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
03	003049	17	8939	15	8997	.096895	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000

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GENERAL DATA:
MANAGEMENT CLASS: INFO
STORAGE CLASS: STANDARD
DATA CLASS: **None**
VOLUME SERIAL: SHL002
DEVICE TYPE: 3390
ORGANIZATION: PS
DATA SET NAME TYPE:
CREATION DATE: 2002/03/13
EXPIRATION DATE: ***None***

GENERAL DATA:
RECORD FORMAT: FB
RECORD LENGTH: 176
BLOCK SIZE: 3,520
1ST EXTENT SIZE: 1
SECONDARY QUAN: 104

CURRENT ALLOCATION:
1 TRACK
1 EXTENT

CURRENT UTILIZATION:
1 TRACK
1 EXTENT

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START
COL

1	2	3	4	5	6	7	8	9	0	1
1	01	76.6317	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	30.2343 .0000 .0000 .0050083 .0001104 .1383
67	003049	16.9156	15.0304	.091598	.0000	.0000	.0000	.0000	.0000	.0000
1	02	76.6317	16.46640	1.7603163	5762	.7313	19.4675	40.4165	.1807	30.2343 31.9998 .1431 .0067674 .0001104 .1869
66	003049	16.9156	15.0304	.091598	.1322	.3309	.0015	.0000	.0000	.0000
1	03	85.1464	16.46640	1.7603111	0819	61.6840	19.4675	26.0738	14.4788	31.1871 21.2946 11.8249 .0074710 .0001070 .2129
11	003049	17.4487	15.5041	.094484	.1829	.2202	.1223	.0000	.0000	.0000
1	04	85.1464	16.46640	1.7603	50.1921	30.3977	19.4675	11.7814	7.1351	32.1841 9.9295 6.0136 .0056498 .0001037 .1661
57	003049	18.0065	15.9997	.097505	.0437	.1027	.0622	.0000	.0000	.0000
1	05	85.1464	16.46640	1.7603	31.5447	38.6371	19.4675	7.4044	9.0691	31.8136 6.1686 7.5556 .0068502 .0001049 .1991
39	003049	17.7992	15.8155	.096382	.1154	.0638	.0781	.0000	.0000	.0000
1	06	85.1464	16.46640	1.7603	52.7326	36.9742	19.4675	12.3777	8.6788	32.2352 10.4487 7.3262 .0065190 .0001035 .1920
24	003049	18.0351	16.0251	.097659	.1651	.1080	.0757	.0000	.0000	.0000
1	07	85.1464	16.46640	1.7603	46.0875	26.3692	19.4675	10.8180	6.1895	32.1289 9.1019 5.2077 .0061258 .0001038 .1798
47	003049	17.9756	15.9723	.097338	.0900	.0941	.0538	.0000	.0000	.0000
1	08	85.1464	16.46640	1.7603	42.6790	73.1291	19.4675	13.4921	.0474	31.1815 11.0170 .0387 .0089197 .0001070 .2541
23	003049	19.0432	16.9209	.103119	.2481	.0923	.1582	.0000	.0000	.0000
1	09	85.1464	16.46640	1.7603	54.2795	.0000	19.4675	12.7408	.0000	30.6494 10.2261 .0000 .0094371 .0001089 .2643
04	003049	17.1479	15.2368	.092855	.2321	.1057	.0000	.0000	.0000	.0000
1	10	85.1464	16.46640	1.7603	57.4800	.2019	19.4675	13.4921	.0474	31.1815 11.0170 .0387 .0089197 .0001070 .2541
50	003049	17.4455	15.5013	.094467	.1363	.1139	.0004	.0000	.0000	.0000
1	11	46.8305	16.46640	1.7603	1.9675	13.5542	19.4675	.5959	4.1052	18.4843 .2885 1.9871 .0121275 .0001805 .2048
40	003049	10.3416	9.11891	.056000	.0019	.0030	.0205	.0000	.0000	.0000
1	12	85.1464	16.46640	1.7603	11.2259	.0000	19.4675	2.6350	.0000	25.2124 1.7397 .0000 .0112169 .0001323 .2584
22	003049	14.1059	12.5339	.076383	.1073	.0180	.0000	.0000	.0000	.0000
1	13	85.1464	16.46640	1.7603	8.7120	.0000	19.4675	2.0449	.0000	31.5411 1.6891 .0000 .0063535 .0001058 .1831
18	003049	17.4467	15.6801	.095557	.1473	.0175	.0000	.0000	.0000	.0000
1	14	85.1464	16.46640	1.7603	16.7827	8.3722	19.4675	3.9393	1.9652	31.9308 3.2940 1.6432 .0070778 .0001045 .2065
15	003049	17.8648	15.8738	.096737	.0544	.0341	.0170	.0000	.0000	.0000
1	15	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000
00	003049	.0000	.0000	.0000000	.0000	.0000	.0000	.0000	.0000	.0000
1	16	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000
00	003049	.0000	.0000	.0000000	.0000	.0000	.0000	.0000	.0000	.0000
1	17	85.1464	16.46640	1.7603261	0042	86.7763	19.4675	61.2645	20.3687	30.2167 48.4781 16.1176 .0074710 .0001104 .2062
86	003049	16.9058	15.0217	.091544	1.4031	.5012	.1666	.0000	.0000	.0000
1	18	76.6317	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	25.1402 .0000 .0050083 .0001327 .1150
53	003049	14.0655	12.4980	.076164	.0000	.0000	.0000	.0000	.0000	.0000
1	19	76.6317	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000
65	003049	14.0655	12.4980	.076164	.0000	.0000	.0000	.0000	.0000	.0000
1	20	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	28.6165 .0000 .0000 .0074710 .0001166 .1953
62	003049	16.0105	14.2262	.086696	.0000	.0000	.0000	.0000	.0000	.0000
1	21	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000
32	003049	17.9820	15.9780	.097372	.0000	.0000	.0000	.0000	.0000	.0000
1	22	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	29.2939 .0000 .0000 .0068502 .0001139 .1833
67	003049	16.3895	14.5629	.088749	.0000	.0000	.0000	.0000	.0000	.0000
1	23	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000
49	003049	13.2193	11.7460	.071582	.0000	.0000	.0000	.0000	.0000	.0000
1	24	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000
77	003049	17.7187	15.7441	.095947	.0000	.0000	.0000	.0000	.0000	.0000
1	25	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000
51	003049	17.9200	15.9229	.097036	.0000	.0000	.0000	.0000	.0000	.0000
1	26	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000
03	003049	17.8939	15.8997	.096895	.0000	.0000	.0000	.0000	.0000	.0000

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START
COL

	1	2	3	4	5	6	7	8	9	0	1					
1	27	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	17.9890	.0000	.0000	.0089197	.0001855	.1466	
22	.003049	10.0646	8.9429	.054499	.0000	.0000	.0000	.0000	.0286	.0000	.0000	.0000	.0121275	.0001891	.1955	
1	28	46.8305	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	17.6466	.0000	.0000	.0000	.0000	.0000	
57	.003049	9.8730	8.7727	.053462	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	
1	29	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	24.8977	.0000	.0000	.0000	.0112169	.0001340	.2551
96	.003049	13.9298	12.3774	.075430	.0000	.0000	.0000	.0000	.2298	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	30	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	34.6644	.0000	.0000	.0000	.0063535	.0000963	.2012
51	.003049	19.3942	17.2328	.105019	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	31	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	30.9176	.0000	.0000	.0000	.0070778	.0001079	.1999
62	.003049	17.2979	15.3701	.093668	.0000	.0000	.0000	.0000	.2283	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	32	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	23.8457	.0000	.0000	.0000	.0074710	.0001399	.1627
92	.003049	13.3413	11.8545	.072243	.0000	.0000	.0000	.0000	.1807	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	33	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	24.2510	.0000	.0000	.0000	.0074710	.0001376	.1655
59	.003049	13.5680	12.0560	.073471	.0000	.0000	.0000	.0000	.1801	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	34	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	24.5943	.0000	.0000	.0000	.0074710	.0001357	.1679
02	.003049	13.7601	12.2266	.074511	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000

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PAGE: 001

GENERAL DATA:
MANAGEMENT CLASS: INFO
STORAGE CLASS: STANDARD
DATA CLASS: **None**
VOLUME SERIAL: SHL031
DEVICE TYPE: 3390
ORGANIZATION: PS
DATA SET NAME TYPE:
CREATION DATE: 2002/03/13
EXPIRATION DATE: ***None***

GENERAL DATA:
RECORD FORMAT:
RECORD LENGTH:
BLOCK SIZE:
1ST EXTENT SIZE:
SECONDARY QUAN:

FB
176
3,520
1
104

CURRENT ALLOCATION:

1 TRACK
1 EXTENT

CURRENT UTILIZATION:

1 TRACK
1 EXTENT

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DATASET: U9320.FOC.URCSTAB.CSX000

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START
COL

1	01	12.5076	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0038069	.0000787	.1475
2	02	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.1475
1	02	12.5076	13.83150	1.7603	62.5387	.2796	3.4744	16.4576	.0736	15.2871	16.4576	.0736	.0051441	.0000787	.1993
92	003049	14.0557	16.0293	.000000	.1410	.1340	.0006	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.2201
1	03	13.8974	13.83150	1.7603	42.4690	23.5831	3.4744	10.6172	5.8958	15.2871	10.6172	5.8958	.0056790	.0000787	.2201
23	003049	14.0557	16.0293	.000000	.1891	.0865	.0480	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.1664
1	04	13.8974	13.83150	1.7603	19.1895	11.6217	3.4744	4.7974	2.9054	15.2871	4.7974	2.9054	.0042946	.0000787	.1664
64	003049	14.0557	16.0293	.000000	.0438	.0391	.0237	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.2018
1	05	13.8974	13.83150	1.7603	12.0602	14.7718	3.4744	3.0151	3.6929	15.2871	3.0151	3.6929	.0052070	.0000787	.2018
31	003049	14.0557	16.0293	.000000	.1170	.0246	.0301	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.1920
1	06	13.8974	13.83150	1.7603	20.1608	14.1360	3.4744	5.0402	3.5340	15.2871	5.0402	3.5340	.0049553	.0000787	.1920
74	003049	14.0557	16.0293	.000000	.1651	.0411	.0288	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.1804
1	07	13.8974	13.83150	1.7603	17.6203	10.0815	3.4744	4.4051	2.5204	15.2871	4.4051	2.5204	.0046564	.0000787	.1804
89	003049	14.0557	16.0293	.000000	.0903	.0359	.0205	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.1762
1	08	13.8974	13.83150	1.7603	16.3171	27.9588	3.4744	4.0793	6.9897	15.2871	4.0793	6.9897	.0045463	.0000787	.1762
21	003049	14.0557	16.0293	.000000	.2350	.0332	.0569	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.2780
1	09	13.8974	13.83150	1.7603	20.7522	.0000	3.4744	5.1881	.0000	15.2871	5.1881	.0000	.0071734	.0000787	.2780
51	003049	14.0557	16.0293	.000000	.2442	.0423	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.2628
1	10	13.8974	13.83150	1.7603	21.9758	.0772	3.4744	5.4940	.0193	15.2871	5.4940	.0193	.0067801	.0000787	.2628
07	003049	14.0557	16.0293	.000000	.1410	.0447	.0002	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.3573
1	11	7.6435	13.83150	1.7603	.7522	5.1821	3.4744	.2427	1.6716	15.2871	.2427	1.6716	.0092185	.0000787	.3573
19	003049	14.0557	16.0293	.000000	.0033	.0020	.0136	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.3304
1	12	13.8974	13.83150	1.7603	4.2919	.0000	3.4744	1.0730	.0000	15.2871	1.0730	.0000	.0085263	.0000787	.3304
90	003049	14.0557	16.0293	.000000	.1373	.0087	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.1871
1	13	13.8974	13.83150	1.7603	3.3308	.0000	3.4744	.8327	.0000	15.2871	.8327	.0000	.0048295	.0000787	.1871
96	003049	14.0557	16.0293	.000000	.1305	.0068	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.2085
1	14	13.8974	13.83150	1.7603	6.4164	3.2009	3.4744	1.6041	.8002	15.2871	1.6041	.8002	.0053801	.0000787	.2085
38	003049	14.0557	16.0293	.000000	.0550	.0131	.0065	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.2201
1	15	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
23	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.2201
1	16	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
23	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.2201
1	17	13.8974	13.83150	1.7603	99.7875	33.1764	3.4744	24.9469	8.2941	15.2871	24.9469	8.2941	.0056790	.0000787	.2201
23	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.1475
1	18	12.5076	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0038069	.0000787	.1475
62	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.1993
1	19	12.5076	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0051441	.0000787	.1993
92	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.2201
1	20	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
23	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.1664
1	21	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0042946	.0000787	.1664
64	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0051	.0000	.0000	.0000	.0000	.0000787	.2018
1	22	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0052070	.0000787	.2018
31	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.1920
1	23	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0049553	.0000787	.1920
74	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0822	.0000	.0000	.0000	.0000	.0000787	.1804
1	24	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0046564	.0000787	.1804
89	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.1762
1	25	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0045463	.0000787	.1762
21	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000787	.2780
1	26	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0071734	.0000787	.2780
51	003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0033	.0000	.0000	.0000	.0000	.0000787	.2780

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DATE: 02/03/13
TIME: 11:52
PAGE: 2

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07	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0286							
1	28	7.6435	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0092185	.0000787	.3573
19	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000							
1	29	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0085263	.0000787	.3304
90	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.2298							
1	30	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0048295	.0000787	.1871
96	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000							
1	31	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0053801	.0000787	.2085
38	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.2283							
1	32	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
23	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.1807							
1	33	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
23	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.1801							
1	34	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
23	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000							

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START	1	2	3	4	5	6	7	8
COL								

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1 1 FIELDNAME =-CLOT OTHER O, D7.4    , A9
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1 1 FIELDNAME =-TERM CCR     , D8.4    , A8
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1 1 FIELDNAME =-LH CCR      , D7.4    , A7
1 1 FIELDNAME =-LH CCP      , D7.4    , A7

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URCS

PHASE III E-TABLE

000161

LINE	SERVICE UNIT	OPR EXPENSE UNIT COST (1)	DRL EXPENSE UNIT COST (2)	ROI EXPENSE UNIT COST (3)
101	GROSS TON MILE	GT-M-O 0.00155353	GT-M-D 0.00051940	GT-M-R 0.00097587
102	CAR MILE-OTHER THAN CLERICAL	0	0	0
103	TRAIN MILE-OTHER THAN CREW	TM-DTCREW-D 0.60860	TM-DTCREW-D 0.00672	TM-DTCREW-D 0.01205
104	TRAIN MILE-CREW	TM-CREW-O 7.38728	XXXX	XXXX
105	LOCOMOTIVE UNIT MILE	LUM-O 2.4892	LUM-D 0.6985	LUM-R 0.4940
106	CLOR (CARLOADS HANDLED) -OTHER	ALOR-OTHR-D 1.7603	0.0000	0.0000
107	CLOR (CARLOADS HANDLED) -CLERICAL	0	XXXX	XXXX
108	CL ORIG OR TERMINATED-OTHER	0.00000	XXXX	XXXX
109	CL ORIG OR TERMINATED-CLERICAL	0	XXXX	XXXX
110	CAR MILE-CLERICAL	0	XXXX	XXXX
111	SWITCH ENGINE MINUTES	3.2804	SEM-D 0.1890	SEM-R 0.4368
112	TON MILES IN LAKE TRANSFER SERVICE	0.0000	0.0000	0.0000
113	TONS HANDLED AT COAL TERMINALS	1.56422997	0.05839240	0.10403200
114	TONS HANDLED AT ORE TERMINALS	6.77638	1.28082	2.28192
115	TONS HANDLED AT OTHER MARINE TERMINALS	1.4868	0.0000	0.0000
116	REFRIGERATED CAR MILES	0.01626	XXXX	XXXX
117	PROTECTIVE SERVICE REEFER TCU DAYS	0.00000000	XXXX	XXXX
118	REFRIGERATED TCU DAYS	0.01731	-0.00003	0.00049
119	OTHER (NON-REFRIGERATED) TCU DAYS	2.03877	5.10386	0.08057
120	TCU'S LOADED AND UNLOADED	2.50639	4.37946	3.78393
121	MVU'S LOADED AND UNLOADED	0.01565	XXXX	XXXX
122	TCU'S PICKED UP AND DELIVERED	362.63501	XXXX	XXXX

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E TABLE INPUT FILE: H:\URCS\URCSDATA\URCSXST.Y00
Annual URCS Process for CSX Transportation Corporation 15-Jan-02

WORKTABLE E1 PART 2
OUTPUT UNIT COSTS
UNIT COSTS FOR FREIGHT CAR OWNERSHIP AND MAINTENANCE

LINE	CAR TYPE	OPR EXPENSE UNIT COST CM(R) RR OWNED (1)	DRL EXPENSE UNIT COST CM(R) RR OWNED (2)	ROI EXPENSE UNIT COST CM(R) RR OWNED (3)	OPR EXPENSE UNIT COST CM(Y) RR OWNED (4)
201	BOX - 40 FOOT GENERAL	0.00211	0.14684	0.16094	0.00548
202	BOX - 50 FOOT GENERAL	0.02006	0.14997	0.06834	0.05215
203	BOX - EQUIPPED	0.02873	0.05099	0.01491	0.07470
204	GONDOLA PLAIN	0.01024	0.00785	0.01041	0.02662
205	GONDOLA - EQUIPPED	0.02687	0.00780	0.01584	0.06985
206	HOPPER - COVERED	0.03529	0.03281	0.02828	0.09176
207	HOPPER - OT - GENERAL	0.01684	0.04330	0.04877	0.04378
208	HOPPER - OT - SPECIAL	0.02268	0.03409	0.04004	0.05897
209	REFRIGERATOR - MECH.	0.00045	0.11847	0.00001	0.00117
210	REFRIGERATOR - NON. MECH.	0.01728	0.05543	0.01597	0.04492
211	FLAT - TOFC	0.00000	0.09189	0.00000	0.00000
212	FLAT - MULTILEVEL	0.00000	0.21266	0.00000	0.00000
213	FLAT - GENERAL	0.02655	0.08596	0.02324	0.06904
214	FLAT - OTHER	0.00430	0.01932	0.00671	0.01119
215	TANK <22,000 GAL	0.00000	0.16034	0.00000	0.00000
216	TANK >=22,000 GAL	0.00000	0.17718	0.00000	0.00000
217	ALL OTHER FC	0.03686	0.02422	0.01699	0.09584
218	AUTO RACKS	0.00000	0.02728	0.00000	0.00000
219	ACCESSORIAL	0.00000	0.00000	0.00000	0.00000
220	AVERAGE FC	0.02756	0.03711	0.02707	0.07347
221	TOTAL FLAT, MULTILEVEL	0.00000	0.21266	0.00000	0.00000

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15-Jan-02

E TABLE INPUT FILE: H:\URCS\URCSDATA\URSCSXT.Y00
Annual URCS Process for CSX Transportation Corporation

WORKTABLE E1 PART 2 (CONTINUED)

OUTPUT UNIT COSTS

UNIT COSTS FOR FREIGHT CAR OWNERSHIP AND MAINTENANCE

LINE	DRL		ROI		OPR		DRL		ROI	
	EXPENSE	UNIT COST	EXPENSE	UNIT COST	EXPENSE	UNIT COST	EXPENSE	UNIT COST	EXPENSE	UNIT COST
	CM(Y)		CM(Y)		CD(R)		CD(R)		CD(R)	
	RR OWNED		RR OWNED		RR OWNED		RR OWNED		RR OWNED	
	(5)		(6)		(7)		(8)		(9)	
201	0.38180		0.41844		0.22859		81.66860		26.54730	
202	0.38992		0.17767		2.03181		109.07200		11.25950	
203	0.13257		0.03877		2.77741		15.70280		2.16038	
204	0.02042		0.02708		0.63866		5.19040		0.98421	
205	0.02028		0.04120		1.78795		4.74819		1.61150	
206	0.08532		0.07354		3.21520		13.14370		3.90022	
207	0.11259		0.12680		1.23375		12.07470		5.46996	
208	0.08865		0.10409		0.73198		3.63003		1.85412	
209	0.30803		0.00003		0.06955		27.30310		0.00148	
210	0.14412		0.04152		1.97489		14.39210		3.18446	
211	0.00000		0.00000		0.00000		0.00000		0.00000	
212	0.00000		0.00000		0.00000		0.00000		0.00000	
213	0.22349		0.07603		2.72273		25.83870		4.44654	
214	0.05023		0.01744		0.40855		8.21346		0.95915	
215	0.00000		0.00000		0.00000		0.00000		0.00000	
216	0.00000		0.00000		0.00000		0.00000		0.00000	
217	0.06298		0.04417		5.53037		12.84470		4.41713	
218	0.00000		0.00000		0.00000		0.00000		0.00000	
219	0.00000		0.00000		0.00000		0.00000		0.00000	
220	0.09236		0.07801		2.34154		13.03220		3.37241	
221	0.00000		0.00000		0.00000		0.00000		0.00000	

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WORKTABLE E1 PART 2 (CONTINUED)
 E TABLE INPUT FILE: H:\URCS\URCSDATA\URSCSXT.Y00
 Annual URCS Process for CSX Transportation Corporation 15-Jan-02

UNIT COSTS FOR FREIGHT CAR OWNERSHIP AND MAINTENANCE

LINE	OPR		DRL		ROI		DRL	
	EXPENSE		EXPENSE		EXPENSE		EXPENSE	
	UNIT COST		UNIT COST		UNIT COST		UNIT COST	
	CD(Y)	RR OWNED	CD(Y)	RR OWNED	CD(Y)	RR OWNED	CM(R)	PRIVATE LINE
	(10)	(11)	(10)	(11)	(12)	(13)	(13)	(13)
201	0.22859	81.66860			26.54730		0.17608	
202	2.03181	109.07200			11.25950		0.17608	
203	2.77741	15.70280			2.16038		0.00389	
204	0.63866	5.19040			0.98421		0.00818	
205	1.78795	4.74819			1.61150		0.00105	
206	3.21520	13.14370			3.90022		0.07569	
207	1.23375	12.07470			5.46996		0.00003	
208	0.73198	3.63003			1.85412		0.00000	
209	0.06955	27.30310			0.00148		0.00206	
210	1.97489	14.39210			3.18446		0.02780	
211	0.00000	0.00000			0.00000		0.09189	
212	0.00000	0.00000			0.00000		0.21266	
213	2.72273	25.83870			4.44654		0.15466	
214	0.40855	8.21346			0.95915		0.20317	
215	0.00000	0.00000			0.00000		0.16034	
216	0.00000	0.00000			0.00000		0.17718	
217	5.53037	12.84470			4.41713		0.01201	
218	0.00000	0.00000			0.00000		0.02728	
219	0.00000	0.00000			0.00000		0.00000	
220	2.10253	11.09190			3.09482		0.10225	
221	0.00000	0.00000			0.00000		0.21266	

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15-Jan-02

E TABLE INPUT FILE: H:\URCS\URCSDATA\URCSCSYT.Y00
Annual URCS Process for CSX Transportation Corporation

WORKTABLE E1 PART 3

OUTPUT UNIT COSTS

UNIT COSTS FOR LOSS AND DAMAGE CLAIM PAYMENTS

LINE	STCC	IDENTIFICATION	UNIT COST PER TON (1)
301	01	FARM PRODUCTS	0.04985
302	0113	GRAIN	0.02357
303	01195	POTATOES OTHER THAN SWEET	2.37051
304	012	FRESH FRUITS	0.21108
305	013	FRESH VEGETABLES	1.03734
306		ALL OTHER FARM PRODUCTS	0.03236
307	10	METALLIC ORES	0.02020
308	11	COAL	0.00287
309	14	NONMETALLIC MINERALS	0.00554
310	20	FOOD AND KINDRED PRODUCTS	0.15479
311	2011	FRESH MEATS	0.00046
312	202	DAIRY PRODUCTS	1.02544
313	203	CANNED FRUITS/VEG	0.63047
314	204	GRAIN MILL PRODUCTS	0.02277
315	2041	FLOUR	0.04470
316	2042	PREPARED FEEDS	0.00823
317	2043	CEREALS	2.23234
318	2044	RICE	0.18069
319	2045	PREPARED FLOUR	0.39921
320	2046	CORN PRODUCTS	0.01849
321	2062	REFINED SUGAR	0.09707
322	20821	BEER	0.40623
323	2084	WINES	0.36200
324	20851	WHISKEY	0.27697
325	209	MISC FOOD PREPARATIONS	0.06262
326		ALL OTHER FOOD PRODUCTS	0.28660
327	21	TOBACCO PRODUCTS	-0.20754
328	24	LUMBER AND WOOD EX FURNITURE	0.07642
329	2421	LUMBER/DIMENSION STOCK	0.11688
330	2432	PLYWOOD OR VENEER	0.15095
331		ALL OTHER LUMBER AND WOOD PRODUCTS	0.03813
332	25	FURNITURE AND FIXTURES	0.37086
333	26	PULP, PAPER AND ALLIED PRODUCTS	0.20303
334	26211	NEWSPRINT	0.20442
335	26213	PRINTING PAPER	0.51742
336	263	FIBREED/PAPERDB/PULPDB	0.16174
337	264	COV PAPER/PAPERBOARD	0.21456
338	26471	SANITARY TISSUES	0.07676
339		ALL OTHER PULP, PAPER & ALLIED PRODUCTS	0.11470

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15-Jan-02

E TABLE INPUT FILE: H:\URCS\URCSDATA\URCSCSXT.Y00
Annual URCS Process for CSX Transportation CorporationWORKTABLE E1 PART 3
OUTPUT UNIT COSTS

UNIT COSTS FOR LOSS AND DAMAGE CLAIM PAYMENTS

LINE	STCC	IDENTIFICATION	UNIT COST PER TON (1)
340	28	CHEMICALS	0.05409
341	281	INDUSTRIAL CHEMICALS	0.01580
342	2812	POTASSIUM OR SODIUM	0.00963
343	282	SYN FIBRES/RESINS/RUBBER	0.12554
344	289	MISC CHEMICALS PRODUCTS	0.08544
345		ALL OTHER CHEMICALS	0.04839
346	29	PETROLEUM OR COAL PRODUCTS	0.01384
347	30	RUBBER AND MISC PLASTICS	0.53759
348	301	RUBBER TIRES/INNER TUBES	0.52007
349		ALL OTHER RUBBER PRODUCTS	0.55577
350	32	STONE, CLAY AND GLASS PRODUCTS	0.03508
351	321	FLAT GLASS	0.47774
352	3295	NONMETALLIC EARTH/MIN	0.02991
353		ALL OTHER STONE & CLAY, GLASS PRODUCTS	0.03764
354	33	PRIMARY METAL PRODUCTS	0.04239
355	3312	PRIMARY IRON/STEEL PRODUCTS	0.03198
356	3352	ALUMINUM BASIC SHAPES	0.78385
357		ALL OTHER PRIMARY METAL PRODUCTS	0.04557
358	34	FABRICATED METAL PRODUCTS	1.82016
359	344	FAB STRUC METAL PRODUCTS	0.92482
360		ALL OTHER FAB METAL PRODUCTS	2.34185
361	35	MACHINERY EXCEPT ELECTRICAL	0.42691
362	351	ENGINES/TURBINES	0.00000
363	352	FARM MACHINERY	1.40284
364	353	CONST MIN/MAT HAND MACHINERY	0.43753
365		ALL OTHER MACHINERY EXCEPT ELECTRICAL	0.27043
366	36	ELECTRICAL MACHINERY	1.18843
367	361	ELECTRICAL TRANS/DIST EQUIPMENT	9.47949
368	363	HOUSEHOLD APPLIANCES	0.30133
369	365	RADIO OR TV SETS	2.39744
370		ALL OTHER ELECTRICAL MACHINERY	0.13304
371	37	TRANSPORTATION EQUIPMENT	0.86243
372	37111	MOTOR PASSENGER CARS	1.15415
373	37112	MOTOR TRUCKS	1.02967
374	3714	MOTOR VEHICLE PARTS	0.25549
375		ALL OTHER TRANSPORTATION EQUIPMENT	0.18793
376	44	FREIGHT FORWARDER TRAFFIC	0.09412
377	45	SHIPPER ASSOCIATION TRAFFIC	0.17632
378	46	MISC MIXED SHIPMENTS	0.13858
379	461	MISC MIXED SHIPMENTS NEC INC TOFC	0.13840
380		ALL OTHER MIXED SHIPMENTS	0.14952
381	48	HAZARDOUS MATERIALS	0.02744
382	00	ALL OTHER COMMODITIES	0.10335

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WORKTABLE E2 PART 1
UNIT COST ADJUSTMENT FACTORS
FREIGHT CAR STATISTICS

E TABLE INPUT FILE: H:\URCS\URCSDATA\URCSYST.Y00
Annual URCS Process for CSX Transportation Corporation 15-Jan-02

LINE	EQUIPMENT	AVERAGE TARE WEIGHT (1)	CURRENT YR EMPTY/LOADED RATIO RR OWNED (2)	CURRENT YR EMPTY/LOADED RATIO PRIVATE LINE (3)
101	BOX - 40 FT	24.2	1.87537	1.55939
102	BOX - 50 FT	32.7	1.87537	1.55939
103	BOX - EQUIPPED	36.1	1.93447	1.77502
104	GONDOLA - PLAIN	27.3	1.99631	1.99360
105	GONDOLA - EQUIP.	33.1	1.97333	1.81704
106	HOPPER - COVERED	31.5	1.99948	1.46557
107	HOPPER - OTG	29.6	1.99289	1.96441
108	HOPPER - OTS	28.9	2.11125	1.98672
109	REFRIG - MECH	45.6	1.90112	1.98383
110	REFRIG - NM	43.1	1.93412	1.11582
111	FLAT - TOFC	58.6	1.14654	1.09458
112	FLAT - MULTILEVEL	54.2	1.56387	1.54435
113	FLAT - GENERAL	30.7	1.95643	2.15016
114	FLAT - OTHER	34.2	1.98060	1.91775
115	TANK <22,000 GAL	36.1	1.87428	1.47910
116	TANK >=22,000 GAL	36.1	1.87428	1.50424
117	ALL OTHER FC	36.1	1.87428	1.52553
118	AVERAGE FC	34.5	1.88539	1.47968

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E TABLE INPUT FILE: H:\URCS\URCSDATA\URCSCSXT.Y00

WORKTABLE E2 PART 1 (CONTINUED)

Annual URCS Process for CSX Transportation Corporation 15-Jan-02

LINE	CURRENT YR EMPTY/LOADED RATIO ALL CARS (4)	CIRCUITY LOCAL (5)	CIRCUITY INTERLINE (6)	CIRCUITY AVERAGE (7)	SPOTTED & PULLED RATIO (8)
101	1.64957	1.140	1.193	1.182	1.8
102	1.64957	1.122	1.187	1.176	1.8
103	1.93247	1.134	1.184	1.176	2.0
104	1.99622	1.093	1.151	1.134	2.0
105	1.96362	1.110	1.122	1.119	2.0
106	1.44313	1.126	1.164	1.148	2.0
107	1.97731	1.076	1.137	1.106	2.0
108	2.02282	1.202	1.156	1.183	2.0
109	1.93403	1.079	1.078	1.078	2.0
110	1.72476	1.118	1.159	1.153	2.0
111	1.11161	1.069	1.107	1.085	1.1
112	1.49112	1.061	1.166	1.152	2.0
113	1.99830	1.086	1.177	1.153	2.0
114	1.91372	1.088	1.170	1.155	2.0
115	1.05053	1.146	1.190	1.179	2.0
116	1.05405	1.146	1.190	1.179	2.0
117	1.07740	1.146	1.190	1.179	2.0
118	1.59336	1.097	1.157	1.135	1.9

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E TABLE INPUT FILE: H:\URCS\URCSDATA\URCSCSXT.Y00

WORKTABLE E2 PART 1 (CONTINUED)

Annual URCS Process for CSX Transportation Corporation 15-Jan-02

LINE	CD PER INDUSTRY SW (9)	CD PER INTERCH SW (10)	CD PER INTRATERM SW (11)	CD PER INTERTERM SW (12)	CD PER I & I SW (13)
101	CD-INDSW 1.0	CD-INCHSW 0.5	2.0	1.5	CD-TISW 0.5
102	1.0	0.5	2.0	1.5	0.5
103	1.0	0.5	2.0	1.5	0.5
104	1.0	0.5	2.0	1.5	0.5
105	1.0	0.5	2.0	1.5	0.5
106	1.0	0.5	2.0	1.5	0.5
107	1.0	0.5	2.0	1.5	0.5
108	1.0	0.5	2.0	1.5	0.5
109	1.0	0.5	2.0	1.5	0.5
110	1.0	0.5	2.0	1.5	0.5
111	1.0	0.5	2.0	1.5	0.5
112	1.0	0.5	2.0	1.5	0.5
113	1.0	0.5	2.0	1.5	0.5
114	1.0	0.5	2.0	1.5	0.5
115	1.0	0.5	2.0	1.5	0.5
116	1.0	0.5	2.0	1.5	0.5
117	1.0	0.5	2.0	1.5	0.5
118	1.0	0.5	2.0	1.5	0.5

WORKTABLE E2 PART 1 (CONTINUED)

LINE	CD PER L&L INDUSTRY SW (14)	CD PER L&L INTRATERM SW (15)	CD PER L&L INTERTERM SW (16)	CD PER INDUSTRY SW (17)	CD PER INTERCH SW (18)
101	CD-LDWWLD 2.0	4.0	2.0	CM-INDSW 4.0	CM-INCHSW 2.75
102	2.0	4.0	2.0	4.0	2.75
103	2.0	4.0	2.0	4.0	2.75
104	2.0	4.0	2.0	4.0	2.75
105	2.0	4.0	2.0	4.0	2.75
106	2.0	4.0	2.0	4.0	2.75
107	2.0	4.0	2.0	4.0	2.75
108	2.0	4.0	2.0	4.0	2.75
109	2.0	4.0	2.0	4.0	2.75
110	2.0	4.0	2.0	4.0	2.75
111	2.0	4.0	2.0	4.0	2.75
112	2.0	4.0	2.0	4.0	2.75
113	2.0	4.0	2.0	4.0	2.75
114	2.0	4.0	2.0	4.0	2.75
115	2.0	4.0	2.0	4.0	2.75
116	2.0	4.0	2.0	4.0	2.75
117	2.0	4.0	2.0	4.0	2.75
118	2.0	4.0	2.0	4.0	2.75

000170

E TABLE INPUT FILE: H:\URCS\URCSDATA\URCSCSXT.Y00

WORKTABLE E2 PART 1 (CONTINUED)

Annual URCS Process for CSX Transportation Corporation							15-Jan-02
LINE	CM PER INTRATERM SW (19)	CM PER INTERTERM SW (20)	CM PER I & I SW (21)	AVE CM(R) PER CD(R) (22)	AVE MILES BETWEEN I & I SW (23)	AVE MI B/ INTERCH EVENTS (24)	
101	6.0	5.25	CM_IISW 1.0	MILES PER DAY 491.12	MILES PER TI 200.0	1142.820	
102	6.0	5.25		491.12	200.0	1142.820	
103	6.0	5.25		491.12	200.0	965.500	
104	6.0	5.25		491.12	200.0	4257.310	
105	6.0	5.25		491.12	200.0	1936.150	
106	6.0	5.25		491.12	200.0	2114.280	
107	6.0	5.25		491.12	200.0	2171.680	
108	6.0	5.25		491.12	200.0	7011.370	
109	6.0	5.25		491.12	200.0	1529.930	
110	6.0	5.25		491.12	200.0	1518.360	
111	6.0	5.25		491.12	4163.0	9176.700	
112	6.0	5.25		491.12	200.0	7378.590	
113	6.0	5.25		491.12	200.0	290.971	
114	6.0	5.25		491.12	200.0	1294.040	
115	6.0	5.25		491.12	200.0	1419.430	
116	6.0	5.25		491.12	200.0	1419.430	
117	6.0	5.25		491.12	200.0	1419.430	
118	6.0	5.25		491.12	200.0	2198.770	

WORKTABLE E2 PART 1 (CONTINUED)

LINE	CURRENT YR SEM PER INDUSTRY SW (25)	CURRENT YR SEM PER INTERCH SW (26)	CURRENT YR SEM PER INTRATER SW (27)	CURRENT YR SEM PER INTERTERM SW (28)	CURRENT YR SEM PER I & I SW (29)
101	SEM - INDSW 7.11554	SEM - INCHSW 3.91355	10.67330	8.53865	SEM - IISW 1.77889
102	7.11554	3.91355	10.67330	8.53865	1.77889
103	7.11554	3.91355	10.67330	8.53865	1.77889
104	7.11554	3.91355	10.67330	8.53865	SEM - MTSW 1.77889
105	7.11554	3.91355	10.67330	8.53865	1.77889
106	7.11554	3.91355	10.67330	8.53865	1.77889
107	7.11554	3.91355	10.67330	8.53865	1.77889
108	7.11554	3.91355	10.67330	8.53865	1.77889
109	7.11554	3.91355	10.67330	8.53865	1.77889
110	7.11554	3.91355	10.67330	8.53865	1.77889
111	7.11554	3.91355	10.67330	8.53865	1.77889
112	7.11554	3.91355	10.67330	8.53865	1.77889
113	7.11554	3.91355	10.67330	8.53865	1.77889
114	7.11554	3.91355	10.67330	8.53865	1.77889
115	7.11554	3.91355	10.67330	8.53865	1.77889
116	7.11554	3.91355	10.67330	8.53865	1.77889
117	7.11554	3.91355	10.67330	8.53865	1.77889
118	7.11554	3.91355	10.67330	8.53865	1.77889

000171

15-Jan-02

E TABLE INPUT FILE: H:\URCS\URCSDATA\URCSXST.Y00
Annual URCS Process for CSX Transportation Corporation

WORKTABLE E2 PART 2
UNIT COST ADJUSTMENT FACTORS
OTHER ADJUSTMENT FACTORS

LINE CODE	IDENTIFICATION	AMOUNT (1)
201	AMCW AVERAGE DISTANCE PER CAR IN WAY TRAINS	21.89420
202	A1802 AVERAGE TCU'S PER FLAT CAR	1.77680
203	A1805 AVERAGE TARE WEIGHT - REFRIG - TRAILER/CONTAINER	5.0
204	A1806 AVERAGE TARE WEIGHT - OTHER - TRAILER/CONTAINER	3.9
205	A1803 LINEHAUL MILES PER TRAILER DAY	343.0
206	A1804 TRAILER DAYS PER O OR T EVENT	3.615
207	A1801 L/E RATIO - REFRIG/OTHER - TRAILER/CONTAINER	1.33
208	ALUU AVERAGE LOCO UNITS PER UNIT TRAIN	1.90886
209	ALUW AVERAGE LOCO UNITS PER WAY TRAIN	1.41289
210	ALUT AVERAGE LOCO UNITS PER THROUGH TRAIN	2.44992
211	AGTU AVERAGE GROSS TONS - UNIT TRAIN	6356.8
212	AGTW AVERAGE GROSS TONS - WAY TRAIN	1498.2
213	AGTT AVERAGE GROSS TONS - THROUGH TRAIN	4832.0
214	402 ENGINE CREWS (EXCL TRAIN SWITCHING)	207290
215	403 TRAIN CREWS (EXCL. TRAIN SWITCHING)	250270
216	TOTAL CREW WAGES (EXCL. TRAIN SWITCHING)	457560
217	TM(R) TRAIN MILES - RUNNING	97432
218	AVERAGE CREW WAGES (ASSIGNED TO TRAIN MILES-CREW) PER TRAIN MILE	4.69621
219	GENERAL OVERHEAD RATIO	1.18288
220	CONSTANT COST MARKUP RATIO	1.34757

ALU
AGT

GOH

END_OF_WORKTABLES

000172

URCSABN

USER TABLE OF CAR COST, TARE WEIGHT,
AND EMPTY RETURN
(BY R-1 CAR TYPE)

000173

III

DATASET: U9320.EPTABLE.DATA
MEMBER: URCSAB00

LEVEL: 01.02
USERID: U9320

DATE: 02/03/14
TIME: 13:49
PAGE: 1

URCSAB00

START

COL	1	2	3	4	5	6	7	8	9	0	1
1	01	24.2	1.87537	1.8	0.00000	0.00000	0.00000				
1	02	32.7	1.87537	1.8	27.82624	0.12440	0.05958				
1	03	36.1	1.93447	2.0	17.95152	9.96851	0.07995				
1	04	27.3	1.99631	2.0	8.11135	4.91245	0.01852				
1	05	33.1	1.97333	2.0	5.09782	6.24399	0.04945				
1	06	31.5	1.99948	2.0	8.52192	5.97526	0.06979				
1	07	29.6	1.99289	2.0	7.44803	4.26143	0.03818				
1	08	28.9	2.11125	2.0	6.89719	11.81811	0.09935				
1	09	45.6	1.90112	2.0	8.77190	0.00000	0.10321				
1	10	43.1	1.93412	2.0	9.28912	0.03263	0.05959				
1	11	58.6	1.14654	1.1	0.41028	2.82638	0.00141				
1	12	54.2	1.56387	2.0	1.81417	0.00000	0.05802				
1	13	30.7	1.95643	2.0	1.40791	0.00000	0.06363				
1	14	34.2	1.98060	2.0	2.71219	1.35300	0.02324				
1	15	36.1	0.00000	2.0	0.00000	0.00000	0.00000				
1	16	36.1	0.00000	2.0	0.00000	0.00000	0.00000				
1	17	36.1	1.87428	2.0	42.17990	14.02358	0.63288				
1	18	24.2	1.55939	1.8	0.00000	0.00000	0.00000				
1	19	32.7	1.55939	1.8	0.00000	0.00000	0.37264				
1	20	36.1	1.77502	2.0	0.00000	0.00000	0.00000				
1	21	27.3	1.99360	2.0	0.00000	0.00000	0.00508				
1	22	33.1	1.81704	2.0	0.00000	0.00000	0.00000				
1	23	31.5	1.46557	2.0	0.00000	0.00000	0.08222				
1	24	29.6	1.96441	2.0	0.00000	0.00000	0.00000				
1	25	28.9	1.98672	2.0	0.00000	0.00000	0.00000				
1	26	45.6	1.98383	2.0	0.00000	0.00000	0.00327				

CAR COST BASED ON 2000

@ 12.4% C OF C

ALL OTHER FACTORS ARE

BASED ON 2000 URCS

000174

URCSAB00
DATE: 02/03/14
TIME: 13:49
PAGE: 2

DATASET: U9320.EPTABLE.DATA
MEMBER: URCSAB00
LEVEL: 01.02
USERID: U9320

START	COL	1	2	3	4	5	6	7	8	9	0	1
1	27	43.1	1.11582	2.0	0.00000	0.00000	0.02862					
1	28	58.6	1.09458	1.1	0.00000	0.00000	0.00000					
1	29	54.2	1.54435	2.0	0.00000	0.00000	0.22979					
1	30	30.7	2.15016	2.0	0.00000	0.00000	0.00000					
1	31	34.2	1.91775	2.0	0.00000	0.00000	0.22828					
1	32	36.1	1.47910	2.0	0.00000	0.00000	0.18070					
1	33	36.1	1.50424	2.0	0.00000	0.00000	0.18009					
1	34	36.1	1.52553	2.0	0.00000	0.00000	0.00000					

000175

**CSXT LOW DENSITY / ABANDONMENT
LINE ACCOUNTING SYSTEM
-- UNIT COST COMPUTATIONS --
YEAR 2001**

000176

FREIGHT CAR TYPES

DESCRIPTION		R-1	CS-11	AAR
Box - Plain	40'	01	01	B1--, B2--
Box - Plain	50'-59'	02	02	B3-(0-4), B4-(0-4)
	50'-59'		03	B3-(5-7), B4-(5-7)
	>=60'		04	B(5-8)--
Box - Equipped	<79'	03	06	A(1-6)(0,2,3)-
	>=79'			A(7-8)(0,2,3)-
Box - Ins. Equip	<79'		11	A(1-6)(1,4)-
	>=79'			A(7-8)(1,4)-
Gondola - Plain	<61'	04	15	G(1-5)--
	>=61'		16	G(6-7)--
Gondola - Rotary Dump	<61'		17	J(1-3)--
	>=61'			J4--
Gondola - Equipped		05	18	all E
Hopper - Cvd	<4K cfc	06	08	C--1, C--2
	>=4K cfc		09	C--3, C--4
Hopper - OT GS	<3K cfc	07	20	H(1-3)--
	>=3K cfc			H4--
Hopper - OT SS		08	21	J--0, all K
Refr - Mechanical		09	13	R-(5-9)-
Refr - Nonmechanical		10	12	R-(0-2)-
Flat - TOFC/COFC		11	25	all P, Q, S (except Q8--)
Flat - Multilevel	Bi	12	24	V(5-9)--
	Tri			V(0-4)--
Flat - GS		13	23	F(1-3)0-
Flat - SS	Bulkhead	14	26	F-4-, F-5-
	Special			F-(1-3,6,8)-, F40-
Tank	<22K gal	15	28*	T--(0-5)
Tank	>=22K gal	16	28*	T--(6-9)
All Other		17	29	A-5-, F-7-, Q8--, L-(0-4,6,7,9)-

000177

ON-BRANCH UNIT COSTS

EQUIPMENT - LOCO

TRANSPORTATION

49 CFR 1152.33 (b) and (c)

UNIT COST DEVELOPMENT - ABANDONMENT COSTING METHODOLOGY
ON-BRANCH COSTS

04/18/02

CSXT / 2001

Equipment:	Salaries /Wages (B)	Materials (C)	Purchased Services (D)	General (E)	Fringes 1/	Total	Units
202 Locomotives							
Repair/Maintenance (000)							
Total	75,299	69,262	130,965	920	34,487	310,933	
Road	67,769	62,336	117,869	828	31,039	279,841	
Yard	7,530	6,926	13,096	92	3,449	31,093	
							GTM (000):
Road Cost / GTM	0.00185	0.00170	0.00322	0.00002	0.00085	0.00763	36,653,707
Yard Cost / LUH	2.76475	2.54309	4.80863	0.03378	1.26626	11.41651	Yard LUH: 2,723,481
402 Engine Crews (000)							
403 Train Crews (000)							
408 Train Insp/Lub (000)							
	Actual	157	--	--	--	157	
	Actual	525	--	--	--	525	
	57,017	3,896	--	--	23,956	84,869	
Total	57,017	4,578	--	--	23,956	85,551	
CL-Related	17,675	1,419	--	--	7,426	26,521	
CM-Related	39,342	3,159	--	--	16,530	59,030	
							Carloads:
Road Cost / CL	1.39073	0.11166	--	--	0.58433	2.08672	12,709,322
Road Cost / CM	0.00701	0.00056	--	--	0.00295	0.01053	Car Miles (000): 5,608,520
411 Servicing Locos (000)	35,895	3,585	2,543	332	15,082	57,437	
Road Cost / LUM	0.16347	0.01633	0.01158	0.00151	0.06868	0.26158	Road LUM: 219,579,026
Transportation: Yard Operations							
421 Switch Crews (000)	Actual	1,498	--	--	--	1,498	
Yard Cost / LUH	--	0.55003	--	--	--	0.55003	
427 Servicing Locos (000)	11,539	21	2	17	4,928	16,507	
Yard Cost / LUH	4.23686	0.00771	0.00073	0.00624	1.80950	6.06104	

000179

UNIT COST DEVELOPMENT - ABANDONMENT COSTING METHODOLOGY
ON-BRANCH COSTS

04/18/02

CSXT / 2001

Service Units:

	R-1, Sch 755
1. Train Miles	7 98,905,091
2. Loco Unit Miles - Road Service	11 219,483,896
3. Gross Ton Miles - Loco, Rd Svc	98 36,653,707,000
4. Frt Train Hours - Road Service	115 5,091,865
5. Yard Swtg Hours	117 2,723,481
6. Train Swtg Hours	116 6,436
7. Train Hours - Running	(4) - (6) 5,085,429
8. Loco Unit Miles	12 95,130
9. Avg Speed - Train Swtg	Def. (MPH) 6
10. Avg Speed - Running	(1) / (7) 19.45
11. Loco Unit Hours - Train Swtg	(8) / (9) 15,855
12. Loco Unit Hours - Running	(2) / (10) 11,285,261
13. Loco Unit Hours - Road	(11) + (12) 11,301,116
14. Total Loco Unit Miles	(2) + (8) 219,579,026

Fringe Benefits Percents:

	Wages (000)	Fringes (000)	Percent
Way & Structures			
Running	119,622	70,547	58.975%
Switching	29,449	93	0.316%
Other	87,154	33,874	38.867%
Total Way & Structures	236,225	104,514	44.243%
Equipment			
Locomotives	83,543	38,263	45.800%
Freight Cars	74,635	33,999	45.554%
Other Equipment	1,839	736	40.022%
Total Equipment	160,017	72,998	45.619%
Transportation			
Train Operations	647,129	271,896	42.016%
Yard Operations	275,318	117,584	42.708%
Train/Yard Common	4,775	(40)	-0.838%
Specialized Svc	7,867	3,058	38.871%
Admin Support	136,936	42,502	31.038%
Total Transportation	1,072,025	435,000	40.577%
General & Administrative	116,726	73,720	63.156%
Total Carrier Expense	1,584,993	686,232	43.296%

000180

UNIT COST DEVELOPMENT - ABANDONMENT COSTING METHODOLOGY ON-BRANCH COSTS

04/18/02

INPUT:
CSXT / 2001

R-1, SCH 410	Salaries /Wages (b)	Materials (c)	Purchased Services (d)	General (e)
Way & Structures				
112 Fringes-Running				70,547
113 Fringes-Switching				93
114 Fringes-Other				33,874
(FN1) Wages-Running	119,622			
(FN2) Wages-Switching	29,449			
151 Total Wages	236,225			
Equipment				
Locomotives				
202 Repair/Maintenance	75,299	69,262	130,965	920
205 Fringes				38,263
219 Total Wages	83,543			
Freight Cars				
224 Fringes				33,999
238 Total Wages	74,635			
Other Equipment				
309 Fringes				736
323 Total Wages	1,839			
Transportation				
Train Operations				
402 Engine Crews		157		
403 Train Crews		525		
408 Train Insp/Lub	57,017	3,896		
411 Servicing Locos	35,895	3,585	2,543	332
414 Fringes				271,896
419 Total Wages	647,129			
Yard Operations				
421 Switch Crews		1,498		
427 Servicing Locos	11,539	21	2	17
430 Fringes				117,584
435 Total Wages	275,318			
Train/Yard Common				
505 Fringes				(40)
506 Total Wages	4,775			
Special Services				
512 Fringes				3,058
517 Total Wages	7,867			
Administrative Support				
522 Fringes				42,502
527 Total Wages	136,936			
General & Administrative				
611 Fringes				73,720
619 Total Wages	116,726			

R-1, SCH 415	Repairs (b)
Locomotives	
(1+3) Yard	27,644
(2+4) Road	248,802
Total	276,446

R-1, Sch 755	Frt Train (b)
7 Train Miles	98,905,091
11 LUM-Road Service	219,483,896
12 LUM-Train Swtg	95,130
98 GTM-Rd Loco(000)	36,653,707
115 Train Hours-Road	5,091,865
116 Train Hours-Swtg	6,436
117 Yard Swtg Hours	2,723,481
Car Miles (000)	
(FN3) Loaded	3,198,860
(FN4) Empty	2,408,457
89 Caboose	1,203
Total System CM	5,608,520

Annual QCS	
Carloads	
Orig - Term	5,722,861
Orig - Delivered	599,084
Received - Term	664,516
Total System CL	12,709,322

- (1) Salaries/Wages: Running = 119,622
Sch 410, Lines 6, 8, 10, 12, 14, 16, 18, 21, 25, 145, 148
- (2) Salaries/Wages: Switching = 29,449
Sch 410, Lines 7, 9, 11, 13, 15, 17, 19, 22, 26, 146, 149
- (3) Car Miles: Loaded = 3,198,860
Sch 755, Lines 30 + 64 + (83 + 84) / 2.0
- (4) Car Miles: Empty = 2,408,457
Sch 755, Lines 46 + 82 + (83 + 84) / 2.0

000181

VACATION AND HOLIDAY PERCENTAGES

CSXT – 2001

MAINTENANCE OF WAY

04-12-2002 Mike Saven, Jr.: Finance Director

Vacation	6.85%
Holiday	<u>3.50%</u>

10.35%

TRAIN & ENGINEMEN

04-08-2002 Chris Duplissis: Budget Analyst – Finance

Vacation	6.93%
Holiday	<u>0.43%</u>

7.36%

Train & Enginemen [T&E] percentage based on the following:

Total Net Payroll	\$854,192,000
Total Vacation	59,218,000
Total Holiday	<u>3,686,000</u>
Total Gross Payroll	\$917,096,000

000182

ON-BRANCH UNIT COSTS

LOCO RETURN ON INVESTMENT

LOCO DEPRECIATION

49 CFR 1152.32 (h) and (o)

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY LOCOMOTIVES

CALCULATIONS:
CSXT / 2001

Locomotive Type / Size	Replacement Value (A)	Return on Investment *			Depreciation Costs	
		Depreciated Unit Cost (B)	Annual ROI per Unit (C)	ROI per LUH (D)	Annual Depn Cost per Unit (E)	Depreciation Cost per LUH (F)
ROAD:						
1500-4	\$1,450,000	\$911,775	\$132,207	\$37.75726	\$57,275	\$16.35724
2000-4	1,450,000	911,775	132,207	37.75726	57,275	16.35724
2250-4	1,450,000	911,775	132,207	37.75726	57,275	16.35724
2300-4	1,450,000	911,775	132,207	37.75726	57,275	16.35724
3000-4	1,450,000	911,775	132,207	37.75726	57,275	16.35724
3750-4	1,450,000	911,775	132,207	37.75726	57,275	16.35724
4000-4	1,450,000	911,775	132,207	37.75726	57,275	16.35724
3000-6	1,450,000	911,775	132,207	37.75726	57,275	16.35724
3500-6	1,450,000	911,775	132,207	37.75726	57,275	16.35724
3600-6	1,575,000	990,376	143,605	41.01220	62,213	17.76735
3700-6	1,575,000	990,376	143,605	41.01220	62,213	17.76735
3800-6	1,575,000	990,376	143,605	41.01220	62,213	17.76735
3900-6	1,750,000	1,100,418	159,561	45.58911	69,125	19.74150
4000-6	1,708,887	1,074,566	155,812	44.49855	67,501	19.27771
4380-6	1,700,000	1,068,977	155,002	44.26713	67,150	19.17745
4400-6	2,100,000	1,320,501	191,473	54.68293	82,950	23.68980
5000-6	2,700,000	1,697,788	246,179	70.30663	106,650	30.45831
6000-6	2,700,000	1,697,788	246,179	70.30663	106,650	30.45831
YARD: All	1,047,000	682,659	98,986	11.41240	40,938	4.71986
YARD: RDSLUG:	341,332	214,633	31,122	8.88811	13,483	3.85052

* ROI @ 14.5%

Col (B) = Col (A) * Depreciated Unit Cost Factor
Col (C) = Col (B) * Cost of Capital
Col (D) = Col (C) / System Avg Loco Unit Hours
Col (E) = Col (A) * Component Rate of Depreciation
Col (F) = Col (E) / System Avg Loco Unit Hours

06/21/02

000184

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY LOCOMOTIVES

CALCULATIONS:
CSXT / 2001

Locomotive Type / Size	Replacement Value (A)	Return on Investment *			Depreciation Costs	
		Depreciated Unit Cost (B)	Annual ROI per Unit (C)	ROI per LUH (D)	Annual Depn Cost per Unit (E)	Depreciation Cost per LUH (F)
ROAD:						
1500-4	\$1,450,000	\$911,775	\$103,031	\$29,42462	\$57,275	\$16,35724
2000-4	1,450,000	911,775	103,031	29,42462	57,275	16,35724
2250-4	1,450,000	911,775	103,031	29,42462	57,275	16,35724
2300-4	1,450,000	911,775	103,031	29,42462	57,275	16,35724
3000-4	1,450,000	911,775	103,031	29,42462	57,275	16,35724
3750-4	1,450,000	911,775	103,031	29,42462	57,275	16,35724
4000-4	1,450,000	911,775	103,031	29,42462	57,275	16,35724
3000-6	1,450,000	911,775	103,031	29,42462	57,275	16,35724
3500-6	1,450,000	911,775	103,031	29,42462	57,275	16,35724
3600-6	1,575,000	990,376	111,912	31,96123	62,213	17,76735
3700-6	1,575,000	990,376	111,912	31,96123	62,213	17,76735
3800-6	1,575,000	990,376	111,912	31,96123	62,213	17,76735
3900-6	1,750,000	1,100,418	124,347	35,51248	69,125	19,74150
4000-6	1,708,887	1,074,566	121,426	34,67818	67,501	19,27771
4380-6	1,700,000	1,068,977	120,794	34,49784	67,150	19,17745
4400-6	2,100,000	1,320,501	149,217	42,61497	82,950	23,68980
5000-6	2,700,000	1,697,788	191,850	54,79068	106,650	30,45831
6000-6	2,700,000	1,697,788	191,850	54,79068	106,650	30,45831
YARD: All	1,047,000	682,659	77,140	8,89380	40,938	4,71986
ROADS:	341,332	214,633	24,254	6,92660	13,483	3,85052

* ROI @ 11.3%

Col (B) = Col (A) * Depreciated Unit Cost Factor
Col (C) = Col (B) * Cost of Capital
Col (D) = Col (C) / System Avg Loco Unit Hours
Col (E) = Col (A) * Component Rate of Depreciation
Col (F) = Col (E) / System Avg Loco Unit Hours

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UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY LOCOMOTIVES

INPUT:

CSXT / 2001

Locomotive Type / Size	Replacement Value
ROAD:	
1500-4	\$1,450,000
2000-4	1,450,000
2200-4	1,450,000
2250-4	1,450,000
2300-4	1,450,000
3000-4	1,450,000
3750-4	1,450,000
3800-4	1,450,000
4000-4	1,450,000
3000-6	1,450,000
3500-6	1,450,000
3600-6	1,575,000
3700-6	1,575,000
3800-6	1,575,000
3900-6	1,750,000
4000-6	1,708,887
4380-6	1,700,000
4400-6	2,100,000
5000-6	2,700,000
6000-6	2,700,000
YARD: All	1,047,000
RDSLUG:	341,332

Cost of Capital:

Nominal	Real
14.5%	11.3%

Depreciated Unit Cost Factor:

1. Gross Investment (000)
2. Accumulated Depreciation (000)
3. Percent Depreciated (L2/L1)
4. Cost Factor (1.0 - L3)

Component Rate of Depreciation

System Avg Loco Unit Hours (LUH):

1. LUH / Yard Switching Hours
2. Loco Units (Owned & Leased)
3. System Avg LUH (L1/L2)

Road	Yard
\$2,488,363	\$19,860
923,655	6,911
0.37119	0.34799
0.62881	0.65201
3.95%	3.91%
11,301,116	2,723,481
3,227.5	314.0
3,501.5	8,673.5

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**CSXT LOCOMOTIVES
2001**

ROAD:

CLASS/TYPE		NO. OF UNITS TOTAL	CURRENT UNIT COST	
1500-4	FP7A	0	1,450,000	M
	FP7B	0	1,450,000	M
	GP15	29	1,450,000	M
	GP15	1	1,450,000	F
	GP15T	25	1,450,000	M
		55	1,450,000	
2000-4	GP38	0	1,450,000	F
	GP38-2	284	1,450,000	F
		284	1,450,000	
2200-4	GP382S	1	1,450,000	F
2250-4	B23-7	3	1,450,000	F
	B23-7R	4	1,450,000	F
	E8A	0	1,450,000	F
	U23B	0	1,450,000	F
		7	1,450,000	
2300-4	GP39	16	1,450,000	F
	GP39-2	20	1,450,000	F
		36	1,450,000	
3000-4	GP40	20	1,450,000	F
	GP40-2	440	1,450,000	F
	B30-7	77	1,450,000	F
		537	1,450,000	
3750-4	B36-7	136	1,450,000	F
3800-4	GP60	3	1,450,000	F
4000-4	B40-8	32	1,450,000	F
Sub-total: 4 axle		1091		

M = Multi-Purpose (Per R1 Schedule 710 terminology)
F = Freight

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**CSXT LOCOMOTIVES
2001**

3000-6	SD40-2	453	1,450,000	F
-	C30-7	35	1,450,000	F
		488	1,450,000	
3500-6	SD50	177	1,450,000	F
3600-6	SD45-2	3	1,575,000	F
3700-6	C36-7	24	1,575,000	F
3800-6	SD60	26	1,575,000	F
	SD60I	34	1,575,000	F
	SD60M	31	1,575,000	F
		91	1,575,000	
3900-6	C39-8	9	1,750,000	F
4000-6	SD70AC	90	1,750,000	F
	SD70M	25	1,750,000	F
	CW40-8	376	1,700,000	F
	C40-8	156	1,700,000	F
		647	1,708,887	
4380-6	CW44-9	53	1,700,000	F
4400-6	CW44AC	443	2,100,000	F
5000-6	SD80AC	13	2,700,000	F
6000-6	CW60AC	117	2,700,000	F
Sub-total: 6 axle		2065		
TOTAL ROAD:		3156		

M = Multi-Purpose (Per R1 Schedule 710 terminology)

F = Freight

Total Road Locomotives noted above include 15 locomotives that were not in the CSXT 2000 R-1, Sch 710.

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**CSXT LOCOMOTIVES
2001**

YARD:

CLASS/TYPE		NO. OF UNITS TOTAL	CURRENT UNIT COST*	
1000-4	SW1001	5	1,047,000	S
1500-4	MP15	10		S
	MP15AC	55		S
	MP15T	42		S
	SW1500	20		S
		127	1,047,000	
1800-4	U18B	0	1,047,000	S
2000-4	GP38	0	1,047,000	S
3000-4	GP40	11	1,047,000	S**
Sub-total: 4 axle		143		
2000-6	SD20-2	2		S
	SD38	10		S
	SD38-2	5		S
		17	1,047,000	
2250-6	U23B	0	1,047,000	S
3000-6	SD40	16		S
	SD40-2	24		S
		40	1,047,000	
3600-6	SD45-2	2	1,047,000	S
Sub-total: 6 axle		59		
TOTAL YARD:		202		

S = Switcher (Per R1 Schedule 710 terminology)

* Use \$1,047,000 for all yard locomotives;
same as 1989 since no new values have been
provided for years 1990 through 2000.

** MW Units

**CSXT LOCOMOTIVES
2001**

AUXILIARY:

CLASS/TYPE		NO. OF UNITS	CURRENT UNIT COST*	
		TOTAL		
MT4	N/A	0	341,332	A
MT6	N/A	11	341,332	A
RDSLUG	N/A	149	341,332	A
SWMT	N/A	32	341,332	A
TOTAL AUXILIARY:		192		

A = Auxiliary

(Per R1 Schedule 710 terminology)

* Per AFE for remanufacture of road mates in 1998
(H.W. Baxter 4/19/99)

Locomotive Model	Replacement Cost
SD50	\$1,450,000
SD60	\$1,575,000
SD70MAC	\$1,750,000
CW44-9	\$1,700,000
CW44AC	\$2,100,000
CW60AC	\$2,700,000

Source: Elaine Mosley, Purchasing & Materials
May 20, 2002

000191

Jacksonville, FL
January 2, 2002

Mr. D. L. Sigman - J430 *
General Manager Mechanical
Purchasing & Materials

Re: Replacement Costs for Locomotives Used in Abandonment Proceedings

Asset Management has the Corporate responsibility for administering the plant rationalization program and for creating and defending the cost exhibits in support of abandonment filings. In order to develop certain unit cost factors for Asset Management's use in abandonment costing as required by Surface Transportation Board regulations, the Cost & Economic Analysis Department needs current data relating to locomotive replacement costs.

In Title 49, Code of Federal Regulations, the Surface Transportation Board requires the use of replacement costs for locomotives. The regulations state in Section 1152.32 (h) (1), "The current replacement cost for each type of locomotive used to serve the line segment shall be based on the most recent purchase of that particular type and size locomotive by the carrier indexed to the midpoint of the subsidy year or an amount quoted by the manufacturer. The amount must be substantiated."

We believe the manufacturer's price quote is the more valid of the two options because it will stand up in an abandonment proceeding (or in court), and is not subject to the potential inaccuracies of indexed figures. We are now asking you to provide replacement costs for the various categories of CSXT locomotives for 2001. If a particular locomotive is no longer being manufactured, please use the cost of equipment that would currently be purchased in replacement. Please take into consideration any **rebuilt** equipment that might be used.

In developing these prices, please retain any workpapers so that in the event of litigation, adequate support for your figures will exist. We will greatly appreciate your response to this request by April 1, 2002.

If you have any questions, please call me at RNX 322-1002 for clarification.

Ellen M. Preslar - J200
Sr. Manager - Costing
Cost & Economic Analysis

copies:
Ms. B. J. League - J200
Mr. J. W. Tilley - J210
Mr. E. R. Eddy - J430

* Forwarded to Elaine Mosley
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FREIGHT CAR COSTS

PER DAY / PER MILE

49 CFR 1152.32 (g)

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06/21/02

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

CAR COST SUMMARY: CSXT / 2001

R-1 Car Type	COST PER CAR DAY - RAILROAD CARS			COST PER CAR MILE	
	Excl ROI (A)	ROI Only* (B)	TOTAL (C)	RR CARS (D)	PVT CARS (E)
01 Box-Plain, 40'	0.00000	0.00000	0.00000	0.00000	0.00000
02 Box-Plain, 50'+	34.41199	0.20043	34.61242	0.06138	0.00000
03 Box-Equipped	9.92154	6.35290	16.27444	0.06891	0.00000
04 Gon-Plain	6.86376	5.93382	12.79759	0.01947	0.00305
05 Gon-Equipped	4.74312	8.95924	13.70236	0.05194	0.00000
06 Hopper-Cvd	7.84569	6.42322	14.26891	0.06419	0.06849
07 Hopper-OT,GS	6.76330	4.56731	11.33061	0.03543	0.00000
08 Hopper-OT,SS	6.50023	14.10744	20.60766	0.08605	0.00000
09 Rfg-Mech	14.21374	0.00000	14.21374	0.09601	0.00832
10 Rfg-Nonmech	7.38467	0.02272	7.40739	0.05853	0.02982
11 Flat-T/COFC	0.38252	3.08138	3.46390	0.00117	0.00000
12 Flat-Multilevel	1.62927	0.00050	1.62977	0.05264	0.19573
13 Flat-GS	12.50744	0.00000	12.50744	0.41206	0.00000
14 Flat-Other	4.58004	1.56306	6.14310	0.05619	0.20525
15 Tank<22K Gal	0.00000	0.00000	0.00000	0.00000	0.14911
16 Tank>22K Gal	0.00000	0.00000	0.00000	0.00000	0.16462
17 All Other	20.94286	15.66079	36.60365	0.48054	0.00000

* ROI @ 14.5%

000194

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

CALCULATIONS:
CSXT / 2001

R-1 Car Type	Freight Car Repairs			Replacement Value	Avg No. Cars Owned	Fleet Replacement Value	Avg No. Cars Own/Lease	Car Day Calculation			
	Repair Cost (Sch 415)	Fringes 1/	Total Cost					Available Car Days 5/	Car Days on Fgn Lines	Fgn Car Days on Home Line	Net Total Car Days 6/
01 Box-Plain, 40'	12,000	2,968	14,968	53,500	0.0	615,250	0.0	5,709	0	287,809	291,383
02 Box-Plain, 50'+	24,344,000	6,021,120	30,365,120	53,500	11.5	585,767,651	16.5	6,256,372	2,135	4,438,132	6,602,717
03 Box-Equipped	3,162,000	782,073	3,944,073	48,503	3,747.5	181,764,993	7,759.5	2,684,787	2,091,787	242,122	2,854,340
04 Gon-Plain	19,460,000	4,813,136	24,273,136	66,400	12,643.0	839,495,200	26,827.0	9,282,142	1,570,647	1,019,767	8,731,262
05 Gon-Equipped	22,492,000	5,563,056	28,055,056	42,615	11,659.5	496,869,593	19,119.5	6,615,347	1,074,871	1,667,581	7,208,057
06 Hopper-Cvd	9,940,000	2,458,508	12,398,508	55,000	6,033.0	331,815,000	17,362.5	6,007,425	331,677	637,404	6,313,152
07 Hopper-OT, GS	4,438,000	1,097,672	5,535,672	63,500	6,934.5	440,340,750	8,416.5	2,912,109	126,185	122,577	2,908,501
08 Hopper-OT, SS	1,386,000	342,806	1,728,806	53,500	3.0	160,500	0.0	451,184	103,971	310,942	658,155
09 Rig-Mech	0	0	0	68,300	262.0	17,894,600	319.5	110,547	60,867	792,382	842,062
10 Rig-Nonmech	0	0	0	58,250	0.5	29,125	13,922.5	4,817,185	5,553	450,530	5,262,162
11 Flat-T/COFC	0	0	0	64,000	0.0	0	43.0	14,878	5,486	101,502	110,894
12 Flat-Multilevel	0	0	0	63,726	645.0	41,103,270	5,453.0	1,886,738	53,789	617,296	2,450,245
13 Flat-GS	353,000	87,309	440,309	0	0.0	0	4.5	1,557	0	0	1,557
14 Flat-Other	0	0	0	0	0.0	0	0.0	0	0	0	0
15 Tank<22K Gal	0	0	0	52,463	866.5	45,459,190	868.0	300,328	49,897	20,046	270,477
16 Tank>22K Gal	7,431,000	1,837,945	9,268,945								
17 All Other											

NOTES:

- 1/ Fringe Percentage
(A) Frit Car Labor Percent: Sch 410 L221 cols b/(b+c)
(B) Frit Car Fringe Percent: Sch 410 L224(e)/L238(b)
(C) Fringe Percent of Cost: (A) * (B) = 24.733%
- 2/ Sch 710, Avg of Beginning and End of year, Owned
- 3/ Replacement Value * Avg No. Cars Owned
- 4/ Sch 710, Avg of Beginning and End of year, Total
- 5/ Avg No. Cars * 346 days/yr
- 6/ Available Car Days - Car Days on Foreign Lines + Foreign Car Days on Home Line
- 7/ Accumulated Depreciation, Sch 415 cols (i+j) / Depreciation Base, Sch 415 cols (g+h)
- 8/ Fleet Replacement Value * (1 - Percent Depreciation)
- 9/ Depreciated Fleet Replacement Value * Cost of Capital
Cost of Capital 14.5%
- 10/ Fleet Replacement Value * Depreciation Rate

R-1 Car Type	Frit Car Return on Investment				Frit Car Depreciation		
	Depreciation Base (Sch 415)	Accumulated Depreciation (Sch 415)	Percent Depreciation 7/	Depr. Fleet Repl. Value 8/	Return on Investment 9/	Depreciation Rate (percent) 10/	Total Amount 10/
01 Box-Plain, 40'	8,405	3,004	0.35741	0	0	3.61	0
02 Box-Plain, 50'+	186,119	64,276	0.34535	402,774	58,402	3.68	22,641
03 Box-Equipped	284,114	101,301	0.35655	376,911,879	54,652,222	4.15	24,309,357
04 Gon-Plain	99,771	35,655	0.35737	116,807,933	16,937,150	3.35	6,089,127
05 Gon-Equipped	254,415	90,920	0.35737	539,485,753	78,225,434	3.35	28,123,089
06 Hopper-Cvd	396,773	141,795	0.35737	319,303,014	46,298,937	3.48	17,291,062
07 Hopper-OT, GS	646,009	258,857	0.40070	198,856,116	28,834,137	3.90	12,940,785
08 Hopper-OT, SS	162,067	57,918	0.35737	282,975,860	41,031,500	3.95	17,393,460
09 Rig-Mech	0	0	0.00000	0	0	3.19	0
10 Rig-Nonmech	39,475	14,107	0.35737	103,143	14,956	4.00	6,420
11 Flat-T/COFC	0	0	0.00000	17,894,600	2,594,717	3.00	536,838
12 Flat-Multilevel	24	9	0.37500	18,203	2,639	2.79	813
13 Flat-GS	961	343	0.35692	0	0	3.00	0
14 Flat-Other	17,700	6,326	0.35740	26,412,915	3,829,873	2.79	1,146,781
15 Tank<22K Gal	0	0	0.00000	0	0	0.00	0
16 Tank>22K Gal	0	0	0.00000	0	0	0.00	0
17 All Other	48,531	17,344	0.35738	29,212,993	4,235,884	3.19	1,450,148

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06/21/02

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

CALCULATIONS:
CSXT / 2001

R-1 Car Type	Total Car Days (A)	Cost per Car Day - excluding ROI					ROI		Total Cost per CD - incl ROI (J)
		Repair @ 50% (B)	Depreciation @ 60% (C)	Interchange Rents - Net (D)	Lease - Net (E)	Total Costs - Time Related (F)	Cost per CD - excl ROI (G)	ROI @ 100% (H)	
01 Box-Plain, 40'	0	0	0	0	0	0	0.00000	0	0.00000
02 Box-Plain, 50'+	291,383	7,484	13,585	4,176,000	5,830,000	10,027,069	34,411.99	58,402	34,612.42
03 Box-Equipped	8,602,717	15,182,560	14,585,614	47,384,000	8,200,000	85,352,174	9,921.54	54,652.22	16,274.44
04 Gon-Plain	2,854,340	1,972,036	3,653,476	1,037,000	12,929,000	19,591,513	6,863.76	16,937.15	12,797.59
05 Gon-Equipped	8,731,262	12,136,568	16,873,854	(5,293,000)	17,696,000	41,413,422	4,743.12	78,225.43	13,702.36
06 Hopper-Cvd	7,208,057	14,027,528	10,374,637	11,783,000	20,367,000	56,552,165	7,845.69	46,298.93	14,268.91
07 Hopper-OT, GS	6,313,152	6,199,254	7,764,471	3,568,000	25,166,000	42,697,725	6,763.30	28,834.13	11,330.61
08 Hopper-OT, SS	2,908,501	2,767,836	10,436,076	66,000	5,636,000	18,905,912	6,500.23	41,031.50	20,607.66
09 Rig-Mech	466,450	0	0	6,630,000	0	6,630,000	14,213.74	0	14,213.74
10 Rig-Nonmech	658,155	864,403	3,852	3,992,000	0	4,860,255	7,384.67	14,956	7,407.39
11 Flat-T/COFC	842,062	0	322,103	0	0	322,103	0.38252	2,594.71	3,463.90
12 Flat-Multilevel	5,262,162	0	488	8,573,000	0	8,573,488	1,629.77	2,639	1,629.77
13 Flat-GS	110,894	0	0	1,387,000	0	1,387,000	12,507.44	0	12,507.44
14 Flat-Other	2,450,245	220,155	688,069	10,219,000	95,000	11,222,223	4,580.04	3,829.87	6,143.10
15 Tank<22K Gal	1,557	0	0	0	0	0	0.00000	0	0.00000
16 Tank>22K Gal	0	0	0	0	0	0	0.00000	0	0.00000
17 All Other	270,477	4,634,473	870,089	160,000	0	5,664,562	20,942.86	4,235.88	36,603.65

R-1 Car Type	Total Car Miles (K)	Cost per Car Mile - RR Cars			Cost per Car Mile - PVT Cars		
		Repair @ 50% (L)	Depreciation @ 40% (M)	Interchange Rents - Net (N)	Per Diem Payable (Q)	Loaded Miles (R)	Cost per CM PVT Cars (S)
01 Box-Plain, 40'	0	0	0	0	0	0	0.00000
02 Box-Plain, 50'+	16,870	7,484	9,056	1,019,000	0	33,596	0.00000
03 Box-Equipped	528,598	15,182,560	9,723,743	11,522,000	13,077	2,636	4,960.93
04 Gon-Plain	254,779	1,972,036	2,435,651	552,000	294	96,536	0.00305
05 Gon-Equipped	407,813	12,136,568	11,249,236	(2,204,000)	0	9,944	0.00000
06 Hopper-Cvd	388,494	14,027,528	6,916,425	3,992,000	21,874	319,377	0.06849
07 Hopper-OT, GS	382,587	6,199,254	5,176,314	2,180,000	0	75,573	0.00000
08 Hopper-OT, SS	113,199	2,767,836	6,957,384	16,000	0	152,422	0.00000
09 Rig-Mech	32,300	0	0	3,101,000	98	11,780	0.00832
10 Rig-Nonmech	72,288	864,403	2,568	3,364,000	281	9,422	0.02982
11 Flat-T/COFC	183,785	0	214,735	0	0	321,774	0.00000
12 Flat-Multilevel	49,359	0	325	2,598,000	54,350	277,662	0.19573
13 Flat-GS	995	0	0	410,000	10,383	98	105,948.98
14 Flat-Other	75,344	220,155	458,712	3,555,000	10,488	51,098	0.20525
15 Tank<22K Gal	0	0	0	0	22,945	153,883	0.14911
16 Tank>22K Gal	0	0	0	0	19,583	118,961	0.16462
17 All Other	10,943	4,634,473	580,059	44,000	0	6,408	0.00000

Notes:

(D) Sch 414, cols(g-d)

(E) Sch 415, col(f)

(K) Sch 755, RR, L+E

(N) Sch 414, cols(t-c)

(Q) Sch 414, col(e)

(R) Sch 755, PVT, Loaded only

Cost of Capital	14.5%
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06/21/02

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

CAR COST SUMMARY: CSXT / 2001

R-1 Car Type	COST PER CAR DAY - RAILROAD CARS			COST PER CAR MILE	
	Excl ROI (A)	ROI Only* (B)	TOTAL (C)	RR CARS (D)	PVT CARS (E)
01 Box-Plain, 40'	0.00000	0.00000	0.00000	0.00000	0.00000
02 Box-Plain, 50'+	34.41199	0.15620	34.56819	0.06138	0.00000
03 Box-Equipped	9.92154	4.95088	14.87242	0.06891	0.00000
04 Gon-Plain	6.86376	4.62429	11.48805	0.01947	0.00305
05 Gon-Equipped	4.74312	6.98203	11.72514	0.05194	0.00000
06 Hopper-Cvd	7.84569	5.00568	12.85137	0.06419	0.06849
07 Hopper-OT,GS	6.76330	3.55935	10.32265	0.03543	0.00000
08 Hopper-OT,SS	6.50023	10.99407	17.49430	0.08605	0.00000
09 Rfg-Mech	14.21374	0.00000	14.21374	0.09601	0.00832
10 Rfg-Nonmech	7.38467	0.01771	7.40238	0.05853	0.02982
11 Flat-T/COFC	0.38252	2.40136	2.78387	0.00117	0.00000
12 Flat-Multilevel	1.62927	0.00039	1.62966	0.05264	0.19573
13 Flat-GS	12.50744	0.00000	12.50744	0.41206	0.00000
14 Flat-Other	4.58004	1.21811	5.79815	0.05619	0.20525
15 Tank<22K Gal	0.00000	0.00000	0.00000	0.00000	0.14911
16 Tank>22K Gal	0.00000	0.00000	0.00000	0.00000	0.16462
17 All Other	20.94286	12.20462	33.14748	0.48054	0.00000

* ROI @ 11.3%

000197

06/21/02

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

CALCULATIONS:
CSXT / 2001

R-1 Car Type	Freight Car Repairs		Fleet Replacement Value		Car Day Calculation				Net Total Car Days
	Repair Cost (Sch 415)	Fringes 1/	Total Cost	Avg No. Cars Owned 2/	Replacement Value 3/	Avg No. Cars Own/Lease 4/	Available Car Days 5/	Fgn Car Days on Home Line	
01 Box-Plain, 40'	0	0	0	0.0	53,500	0.0	0	0	0
02 Box-Plain, 50'	12,000	2,968	14,968	11.5	53,500	16.5	5,709	287,809	291,383
03 Box-Equipped	24,344,000	6,021,120	30,365,120	9,994.5	58,609	18,082.0	6,256,372	4,438,132	8,602,717
04 Gon-Plain	3,162,000	782,073	3,944,073	3,747.5	48,503	7,759.5	2,684,787	242,122	2,854,340
05 Gon-Equipped	19,460,000	4,813,136	24,273,136	12,643.0	66,400	26,827.0	9,282,142	1,019,767	8,731,262
06 Hopper-Cvd	22,492,000	5,563,056	28,055,056	42,615	42,615	19,119.5	6,615,347	1,570,647	7,208,057
07 Hopper-OT, GS	9,940,000	2,458,508	12,398,508	6,033.0	55,000	17,362.5	6,007,425	637,404	6,313,152
08 Hopper-OT, SS	4,438,000	1,097,672	5,535,672	6,934.5	63,500	8,416.5	2,912,109	122,577	2,908,501
09 Rfg-Mech	0	0	0	0.0	53,500	0.0	0	467,029	466,450
10 Rfg-Nonmech	1,386,000	342,806	1,728,806	3.0	53,500	1,304.0	451,184	103,971	310,942
11 Flat-T/COFC	0	0	0	262.0	68,300	319.5	110,547	792,382	842,062
12 Flat-Multilevel	0	0	0	0.5	58,250	13,922.5	4,817,185	450,530	5,262,162
13 Flat-GS	0	0	0	0.0	64,000	43.0	14,878	5,486	110,894
14 Flat-Other	353,000	87,309	440,309	645.0	63,726	5,453.0	1,886,738	617,296	2,450,245
15 Tank<22K Gal	0	0	0	0.0	0	4.5	1,557	0	1,557
16 Tank>22K Gal	0	0	0	0.0	0	0.0	0	0	0
17 All Other	7,431,000	1,837,945	9,268,945	866.5	52,463	868.0	300,328	20,046	270,477

NOTES:

- 1/ Fringe Percentage
 (A) Frit Car Labor Percent: Sch 410 L221 cols b/(b+c)
 (B) Frit Car Fringe Percent: Sch 410 L224(e)/L238(b)
 (C) Fringe Percent of Cost: (A) * (B) = 24.733%
- 2/ Sch 710, Avg of Beginning and End of year, Owned
- 3/ Replacement Value * Avg No. Cars Owned
- 4/ Sch 710, Avg of Beginning and End of year, Total
- 5/ Avg No. Cars * 346 days/yr
- 6/ Available Car Days - Car Days on Foreign Lines + Foreign Car Days on Home Line
- 7/ Accumulated Depreciation, Sch 415 cols (i-h) / Depreciation Base, Sch 415 cols (g+h)
- 8/ Fleet Replacement Value * (1 - Percent Depreciation)
- 9/ Depreciated Fleet Replacement Value * Cost of Capital
 Cost of Capital 11.3%
- 10/ Fleet Replacement Value * Depreciation Rate

R-1 Car Type	Frit Car Return on Investment			Frit Car Depreciation	
	Depreciation Base (Sch 415)	Accumulated Depreciation (Sch 415)	Percent Depreciation 7/	Return on Investment 9/	Total Amount 10/
01 Box-Plain, 40'	8,405	3,004	0.35741	0	0
02 Box-Plain, 50'	186,119	64,276	0.34535	45,513	22,641
03 Box-Equipped	284,114	101,301	0.35655	42,591,042	24,309,357
04 Gon-Plain	99,771	35,655	0.35737	13,199,296	6,089,127
05 Gon-Equipped	254,415	90,920	0.35737	60,961,890	28,123,089
06 Hopper-Cvd	396,773	141,795	0.35737	36,081,241	17,291,062
07 Hopper-OT, GS	648,009	258,857	0.40070	22,470,741	12,940,785
08 Hopper-OT, SS	162,067	57,918	0.35737	31,976,272	17,393,460
09 Rfg-Mech	0	0	0.00000	0	0
10 Rfg-Nonmech	39,475	14,107	0.35737	11,655	3.19
11 Flat-T/COFC	0	0	0.00000	2,022,090	6,420
12 Flat-Multilevel	24	9	0.37500	2,057	536,838
13 Flat-GS	961	343	0.35692	0	813
14 Tank<22K Gal	17,700	6,326	0.35740	2,984,659	1,146,781
15 Tank>22K Gal	0	0	0.00000	0	0
16 Tank>22K Gal	0	0	0.00000	0	0
17 All Other	48,531	17,344	0.35738	3,301,068	1,450,148

000198

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY
FREIGHT CARS

CALCULATIONS:
CSXT/2001

R-1 Car Type	Total Car Days (A)	Repair @ 50% (B)	Depreciation @ 60% (C)	Interchange Rents - Net (D)	Lease - Net (E)	Total Costs - Time Related (F)	Cost per CD - excl ROI (G)	ROI @ 100% (H)	Cost per Car Day - ROI only (I)	Total Cost per CD - incl ROI (J)
01 Box-Plain, 40'	0	0	0	0	0	0	0.00000	0	0.00000	0.00000
02 Box-Plain, 50'+	291,383	7,484	13,585	4,176,000	5,830,000	10,027,069	34,411.99	45,513	0.15620	34,568.19
03 Box-Equipped	8,602,717	15,182,560	14,585,614	47,384,000	8,200,000	85,352,174	9,921.54	42,591,042	4,950.88	14,872.42
04 Gon-Plain	2,854,340	1,972,036	3,653,476	1,037,000	12,929,000	19,591,513	6,863.76	13,199,296	4,624.29	11,488.05
05 Gon-Equipped	8,731,262	12,136,568	16,873,854	(5,293,000)	17,696,000	41,413,422	4,743.12	60,961,890	6,982.03	11,725.14
06 Hopper-Cvd	7,208,057	14,027,528	10,374,637	11,783,000	20,367,000	56,552,165	7,845.69	36,081,241	5,005.68	12,851.37
07 Hopper-OT, GS	6,313,152	6,199,254	7,764,471	3,568,000	25,166,000	42,687,725	6,763.30	22,470,741	3,559.35	10,322.65
08 Hopper-OT, SS	2,908,501	2,767,836	10,436,076	66,000	5,636,000	18,905,912	6,500.23	31,976,272	10,994.07	17,494.30
09 Rfg-Mech	466,450	0	0	6,630,000	0	6,630,000	14,213.74	0	0.00000	14,213.74
10 Rfg-Nonmech	658,155	864,403	3,852	3,992,000	0	4,860,255	7,384.67	11,655	0.01771	7,402.38
11 Flat-T/COFC	842,062	0	322,103	0	0	322,103	0.38252	2,022,090	2,401.36	2,783.87
12 Flat-Multilevel	5,262,162	0	488	8,573,000	0	8,573,488	1,629.27	2,057	0.00039	1,629.66
13 Flat-GS	110,894	0	0	1,387,000	0	1,387,000	12,507.44	0	0.00000	12,507.44
14 Flat-Other	2,450,245	220,155	688,069	10,219,000	95,000	11,222,223	4,580.04	2,984,659	1,218.11	5,798.15
15 Tank<22K Gal	1,557	0	0	0	0	0	0.00000	0	0.00000	0.00000
16 Tank>22K Gal	0	0	0	0	0	0	0.00000	0	0.00000	0.00000
17 All Other	270,477	4,634,473	870,089	160,000	0	5,664,562	20,942.86	3,301,068	12,204.62	33,147.48

Notes:

(D) Sch 414, cols(g-d)

(E) Sch 415, col(f)

(K) Sch 755, RR, L+E

(N) Sch 414, cols(f-o)

(Q) Sch 414, col(e)

(R) Sch 755, PVT, Loaded only

Cost of Capital
11.3%

R-1 Car Type	Total Car Miles (K)	Repair @ 50% (L)	Depreciation @ 40% (M)	Interchange Rents - Net (N)	Total Costs - Mile Related (O)	Cost per CM RR Cars (P)	Per Diem Payable (Q)	Loaded Miles (R)	Cost per Mile - PVT Cars (S)
01 Box-Plain, 40'	0	0	0	0	0	0.00000	0	0	0.00000
02 Box-Plain, 50'+	16,870	7,484	9,056	1,019,000	1,035,540	0.06138	0	33,596	0.00000
03 Box-Equipped	528,598	15,182,560	9,723,743	11,522,000	36,428,303	0.06891	13,077	2,636	4,960.93
04 Gon-Plain	254,779	1,972,036	2,435,651	552,000	4,959,687	0.01947	294	96,536	0.00305
05 Gon-Equipped	407,813	12,136,568	11,249,236	(2,204,000)	21,181,804	0.05194	0	9,944	0.00000
06 Hopper-Cvd	388,494	14,027,528	6,916,425	3,992,000	24,935,953	0.06419	21,874	319,377	0.06849
07 Hopper-OT, GS	382,587	6,199,254	5,176,314	2,180,000	13,555,568	0.03543	0	75,573	0.00000
08 Hopper-OT, SS	113,199	2,767,836	6,957,384	16,000	9,741,220	0.08605	0	152,422	0.00000
09 Rfg-Mech	32,300	0	0	3,101,000	3,101,000	0.09601	98	11,780	0.00832
10 Rfg-Nonmech	72,288	864,403	2,568	3,364,000	4,230,971	0.05853	281	9,422	0.02982
11 Flat-T/COFC	183,785	0	214,735	0	214,735	0.00117	0	321,774	0.00000
12 Flat-Multilevel	49,359	0	325	2,598,000	2,598,325	0.05264	54,350	277,682	0.19573
13 Flat-GS	995	0	0	410,000	410,000	0.41206	10,383	98	105,948.98
14 Flat-Other	75,344	220,155	458,712	3,555,000	4,233,867	0.05619	10,488	51,098	0.20525
15 Tank<22K Gal	0	0	0	0	0	0.00000	22,945	153,883	0.14911
16 Tank>22K Gal	0	0	0	0	0	0.00000	19,583	118,961	0.16462
17 All Other	10,943	4,634,473	580,059	44,000	5,258,532	0.48054	0	6,408	0.00000

000199

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

06/21/02

INPUT:
CSXT / 2001

R-1 Car Type	R-1, Sch 414: Interchange Rents (000)				R-1, Sch 415: Equipment (000)				R-1, Sch 410: Expenses	
	Amount Receivable Mileage (c)	Time (d)	PVT Cars (e)	Amount Payable Mileage (f)	Time (g)	Net Repairs (b)	Net Lease & Rentals (f)	Depreciation Base Owned (g)	Leased (h)	Accumulated Depn Owned (i) Leased (j)
01 Box-Plain, 40'	0	0	0	0	0	0	0	8,405	0	3,004
02 Box-Plain, 50'+	17	35	0	1,036	4,211	12	5,830	90,186	95,933	32,230
03 Box-Equipped	13,176	27,722	13,077	24,698	75,106	24,344	8,200	274,048	10,066	97,937
04 Gon-Plain	170	543	294	722	1,580	3,162	12,929	99,771	0	35,655
05 Gon-Equipped	5,738	18,081	0	3,534	12,788	19,460	17,696	254,415	0	90,920
06 Hopper-Cvd	3,644	10,895	21,874	7,636	22,678	22,492	20,367	396,773	0	141,795
07 Hopper-OT GS	1,476	1,782	0	3,656	5,350	9,940	25,166	646,009	0	258,857
08 Hopper-OT, SS	269	1,352	0	285	1,418	4,438	5,636	162,067	0	57,918
09 Rfg-Mech	0	0	98	3,101	6,630	0	0	0	0	0
10 Rfg-Nonmech	672	1,106	281	4,036	5,098	1,366	0	39,475	0	14,107
11 Flat-T/COFC	0	0	0	0	0	0	0	0	0	0
12 Flat-Multilevel	361	1,049	54,350	2,959	9,622	0	0	24	0	9
13 Flat-GS	10	206	10,383	420	1,593	0	0	961	0	343
14 Flat-Other	171	737	10,488	3,726	10,956	353	95	17,700	0	6,326
15 Tank<22K Gal	0	0	22,945	0	0	0	0	0	0	0
16 Tank>22K Gal	0	0	19,583	0	0	0	0	0	0	0
17 All Other	8	35	0	52	195	7,431	0	48,531	0	17,344
Total	25,712	63,543	153,373	55,861	157,225	93,018	95,919	2,038,365	105,999	756,445
										35,410

Cost of
Capital
14.5% Nominal
11.3% Real

Line (Col)	Amount
221 (b)	66,208
221 (c)	69,972
224 (e)	33,999
238 (b)	66,831

000200

R-1 Car Type	R-1, Sch 710: Inventory of Equipment				R-1, Sch 755: Operating Stats (000)				Car Days		Depn Rate from ICC Sub-Order (percent)	Replacement Value
	Units - Year Begin	Owned	Units - Year End	Total	Loaded (LL15-29)	Empty (LL31-45)	Loaded (LL47-63)	Empty (LL65-81)	System on Fgn Lines	Fgn on Home Line		
01 Box-Plain, 40'	0	0	0	0	0	0	0	0	0	0	3.61	53,500
02 Box-Plain, 50'+	10	20	13	13	8,737	8,133	33,596	20,748	2,135	287,809	3.68	53,500
03 Box-Equipped	9,686	18,581	10,303	17,583	272,309	256,289	2,636	2,223	2,091,787	4,438,132	4.15	58,609
04 Gon-Plain	3,773	7,852	3,722	7,667	127,563	127,216	96,536	97,513	72,569	242,122	3.35	48,503
05 Gon-Equipped	13,154	28,747	12,132	24,907	204,948	202,865	9,944	9,427	1,570,647	1,019,767	3.35	66,400
06 Hopper-Cvd	12,133	20,116	11,186	18,123	192,529	195,965	319,377	210,865	1,074,871	1,667,581	3.48	42,615
07 Hopper-OT,GS	6,325	17,946	5,741	16,779	191,635	190,952	75,573	71,191	331,677	637,404	3.90	55,000
08 Hopper-OT,SS	6,992	8,446	6,877	8,387	53,010	60,189	152,422	153,600	126,185	122,577	3.95	63,500
09 Rfg-Mech	0	0	0	0	17,081	15,219	11,780	11,360	579	467,029	3.19	53,500
10 Rfg-Nonmech	4	1,374	2	1,234	37,521	34,767	9,422	6,621	103,971	310,942	4.00	53,500
11 Flat-T/COFC	264	341	260	298	156,895	26,890	321,774	37,472	60,867	792,382	3.00	68,300
12 Flat-Multilevel	0	13,941	1	13,904	31,279	18,080	277,682	140,903	5,553	450,530	2.79	58,250
13 Flat-GS	0	66	0	20	533	462	98	152	5,486	101,502	3.00	64,000
14 Flat-Other	587	5,185	703	5,721	38,152	37,192	51,098	48,646	53,789	617,296	2.79	63,726
15 Tank<22K Gal	0	5	0	4	0	0	153,883	108,190	0	0	0.00	0
16 Tank>22K Gal	0	0	0	0	0	0	118,961	86,430	0	0	0.00	0
17 All Other	925	927	808	809	5,542	5,401	6,408	3,560	49,897	20,046	3.19	52,463
Total	53,853	123,547	51,748	115,449	1,337,734	1,179,620	1,641,190	1,008,901	5,550,013	11,175,119		

FREIGHT CAR REPLACEMENT COSTS - 2001

DESCRIPTION	CAR TYPE			EQUMLER CAR COUNT 3/	REPLACEMENT VALUE	
	R-1	CS-11	AAR			
Box-Plain 40'	01	01	B1--B2--	0	53,500	1/ Box-Plain, 50'
Box-Plain 50'-59'	02	02	B(3,4)-(0-4)	6	53,500	1/
50'-59'		03	B(3,4)-(5-7)	0	53,500	1/
60' +		04	B(5-8)--	7	53,500	1/ Box-Plain, 50'
				13	53,500	
Box-Equipped <79'	03	06	A(1-4)(0,2,3)-	7,412	53,500	1/ Box-Plain, 50'
<79'			A(5,6)(0,2,3)-	2,222	62,000	1/
79' +			A(7,8)(0,2,3)-	654	105,000	1/
-Ins. Equip. <79'		11	A(1-4)(1,4)-	2	53,500	1/ Box-Plain, 50'
<79'			A(5,6)(1,4)-	0	62,000	1/
79' +			A(7,8)(1,4)-	0	105,000	1/
				10,290	58,609	
Gondola-Plain <61'	04	15	G(1-5)--	6	48,500	1/
61' +		16	G(6,7)--	2	53,500	1/
-Rot. Dump <61'		17	J(1-3)--	3,715	48,500	1/
61' +			J4--	0	53,500	1/
				3,723	48,503	
Gondola-Equipped	05	18	E--	12,134	66,400	1/
Hopper-Cvd <4000 CFC	06	08	C--(1,2)	3,912	41,900	1/
4000 CFC +		09	C--(3,4)	7,278	43,000	1/
				11,190	42,615	
Hopper-OT,GS <3000 CFC	07	20	H(1-3)--	5,614	55,000	1/
3000 CFC +			H4--	0	49,000	1/
				5,614	55,000	
Hopper-OT,SS	08	21	J--0, K--	7,012	63,500	1/
Refrigerator-Mechanical	09	13	R-(5-9)-	0	53,500	1/ Box-Plain, 50'
Refrigerator-NonMechanical	10	12	R-(0-2)-	2	53,500	1/ Box-Plain, 50'
Flat-TOFC/COFC	11	25	P--,Q--,S-- 2/	260	68,300	1/
Flat-Multi Level (Bi)	12	24	V(5-9)--	0	45,500	1/
(Tri)			V(0-4)--	1	58,250	1/
				1	58,250	
Flat-GS	13	23	F(1-3)0-	0	64,000	1/
Flat-SS Bulkhead	14	26	F-(4,5)-	198	80,000	1/
Special			F-(1-3,6,8)-, F40-	286	52,460	1/ Lumber Flat
				484	63,726	
Other-Pulpwood Log, Sp Flat	17	29	F-7-,L0(0,2,3,9)-,Q8--	807	52,460	1/ Lumber Flat
-Sp Box			A-5-,L0(4,7)-	2	53,500	1/ Box-Plain, 50'
-Sp Hopper			L01-	0	41,900	1/ Cement Hopper
-Sp Gondola			L06-	0	48,500	1/ Gondola-Plain
				809	52,463	
TOTAL				51,532		

1/ Replacement Value for 2002, per office of Don Sigman. (Dale Burmeister)

2/ R-1 Car type excludes Q8--, which is included in R-1 Car type 17.

3/ EQUMLER Car Count from EQUMLER2 (Dec '01), for system-owned cars in active or HBO status.

CSXT / Finance (EP)
May 10, 2002

000201

TRINITY RAIL GROUP

ESTIMATED REPLACEMENT COSTS

5-1-02

CAR TYPE	2000 PRICE	2002 PRICE	COMMENTS
BOX 50' PLAIN	\$70,300	\$53,500	
BOX 60' EQUIPPED	\$79,167	\$62,000	
BOX 88' EQUIPPED	\$110,000	\$105,000	
GONDOLA 52' 6" PLAIN	\$50,060	\$48,500	
GONDOLA 65' PLAIN	\$54,699	\$53,500	
GONDOLA 100 TON COIL STEEL W/STEEL COVERS	\$63,000	\$66,400	
BI-LEVEL RACK	\$45,500	\$45,500	
TRI-LEVEL RACK	\$54,500	\$58,250	
TOFC FLAT	\$88,000	\$68,300	Stand Alone
TOFC FLAT, 3 UNIT ARTICULATED SPINE	\$135,000	\$137,000	
HOPPER, AGGREGATE 2200-2400 CU. FT.	\$56,500	\$51,000	
HOPPER, COAL, 3 POCKET 3425 CU. FT.	\$58,500	\$55,000	
HOPPER, COAL, ROTARY DUMP 3590 CU. FT.	\$57,000	\$49,000	
HOPPER, WOOD CHIP 7800 CU. FT.	\$71,500	\$69,900	
HOPPER, COKE 5600 CU. FT.	\$65,500	\$63,500	
HOPPER, COVERED 100 TON 5150/5300 CU. FT. GRAIN	\$53,113	\$43,000	
HOPPER, COVERED 100 TON 3000 CU. FT. CEMENT	\$50,833	\$41,900	
FLAT, 100 TON	\$72,483	\$64,000	
FLAT, 54'-66' BULKHEAD	\$83,000	\$80,000	
CENTER PARTITION LUMBER CAR	\$60,125	\$52,460	
THREE UNIT DOUBLE STACK CAR	\$151,553	\$145,000	
FIVE UNIT DOUBLE STACK CAR	\$236,504	\$226,000	

000202

Jacksonville, FL
January 2, 2002

Mr. D. L. Sigman - J430
General Manager Mechanical
Purchasing & Materials

Re: Replacement Costs for Freight Cars Used in Abandonment Proceedings

Asset Management has the Corporate responsibility for administering the plant rationalization program and for creating and defending the cost exhibits in support of abandonment filings. In order to develop certain unit cost factors for Asset Management's use in abandonment costing as required by Surface Transportation Board regulations, the Cost & Economic Analysis Department needs current data relating to freight car replacement costs.

In Title 49, Code of Federal Regulations, the Surface Transportation Board requires the use of replacement costs for freight cars. The regulations state in Section 1152.32(g) (3) (i), "The current value for each type of car shall be calculated by first arriving at the current cost per car using the most recent purchase of this type by the railroad indexed to the midpoint of the year or a price quote from the manufacturer."

We believe the manufacturer's price quote is the more valid of the two options because it will stand up in an abandonment proceeding (or in court), and is not subject to the potential inaccuracies of indexed figures. We are now asking you to provide replacement costs for the various categories of CSXT freight cars for 2001. If a particular freight car is no longer being manufactured or purchased, please advise the cost of equipment that would currently be purchased in replacement. Please take into consideration any **rebuilt** equipment that might be used.

In developing these prices, please retain any workpapers so that in the event of litigation, adequate support for your figures will exist. We will greatly appreciate your response to this request by April 1, 2002.

If you have any questions, please call me at RNX 322-1002 for clarification.

Ellen M. Preslar - J200
Sr. Manager - Costing
Cost & Economic Analysis

copies:
Ms. B. J. League - J200
Mr. J. W. Tilley - J210
Mr. E. R. Eddy - J430

000203

Car Accounting
Car Days by Car Type
2001

<u>Car Type</u>	<u>System Car Days Off Line</u>	<u>Foreign Car Days On Line</u>
Box, Plain 40'	0	0
Box, Plain 50,	2,135	287,809
Box Equipped	2,091,787	4,438,132
Gondola, Plain	72,569	242,122
Gondola, Equipped	1,570,647	1,019,767
Hopper, Covered	1,074,871	1,667,581
Hopper, General Service	331,677	637,404
Hopper, Special Service	126,185	122,577
Refrigerator, Non-Mechanical	103,971	310,942
Refrigerator, Mechanical	579	467,029
Flats, Tofc/Cofc	60,867	792,382
Flats, Multi Level	5,553	450,530
Flats, General Service	5,486	101,502
Flats, Other	53,789	617,296
Tank Cars <22,000 Gallons	0	0
Tank Cars >22,000 Gallons	0	0
Other Car Types	49,897	20,046
Total:	5,550,013	11,175,119

Source: Jim Strosnider, 05/16/02

000204

COST OF CAPITAL
HOLDING GAINS / LOSSES

000205

EX PARTE No. 558 (Sub-No. 5)
Railroad Cost of Capital - 2001

Service Date: June 20, 2002

		Debt	Preferred Equity	Common Equity	
1) Nominal Cost		0.069	0.063	0.128	
2) Real Cost	$(1 + L1) / \text{deflator} - 1$	0.046	0.040	0.104	
3) Market Weight		0.418	0.022	0.560	
4) After-Tax					
a) Nominal	$L1 * L3$	0.0288	0.0014	0.0717	10.2%
b) Real	$L2 * L3$	0.0193	0.0009	0.0582	7.8%
5) Pre-Tax (change in equity only)					
a) Nominal	$L4a / (1 - \text{tax rate})$	0.0288	0.0022	0.1138	14.5%
b) Real	$L4b / (1 - \text{tax rate})$	0.0193	0.0014	0.0924	11.3%
6) Holding Gain					3.2%

GDP Price Deflator:

2001	1.0937	
		=
2000	1.0704	1.0218

Source: "Survey of Current Business," June 2002,
Bureau of Economic Analysis, U.S. Dept. of Commerce
Table 7.1 at D-18.

Statutory Tax Rate @ 37 percent (Federal 35%, State 2%)

OFF-BRANCH UNIT COSTS

49 CFR 1152.32 (n)

000207

URCSTAB

OFF-BRANCH UNIT COST TABLES

000208

DATE: 02/06/22
TIME: 10:19
PAGE: 001

DATASET: U9320.FOC.URCSTAB.CSX01XA

GENERAL DATA:
MANAGEMENT CLASS: INFO
STORAGE CLASS: STANDARD
DATA CLASS: **None**
VOLUME SERIAL: SHL027
DEVICE TYPE: 3390
ORGANIZATION: PS
DATA SET NAME TYPE:
CREATION DATE: 2002/06/21
EXPIRATION DATE: **None**

GENERAL DATA:
RECORD FORMAT:
RECORD LENGTH:
BLOCK SIZE:
1ST EXTENT SIZE:
SECONDARY QUAN:

FB
176
3,520
1
104

CURRENT ALLOCATION:
1 TRACK
1 EXTENT
CURRENT UTILIZATION:
1 TRACK
1 EXTENT

000209

DATASET: U9320.FOC.URCSTAB.CSX01XA

DATE: 02/06/22
TIME: 10:19
PAGE: 1

START
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1	01	50.0305	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	28.6690	.0000	.0000	.0050083	.0001104	.1383
1	07	.003049	16.9156	15.0304	.065157	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	02	50.0305	13.83150	1.7603	154.6800	.7021	13.8974	40.7053	.1848	28.6690	38.1687	.1733	.0067674	.0001104	.1869
66	.003049	16.9156	15.0304	.065157	.1362	.3463	.0016	.0000							
1	03	55.5894	13.83150	1.7603	46.9440	23.4252	13.8974	11.7360	5.8563	29.5725	11.3515	5.6644	.0074710	.0001070	.2129
11	.003049	17.4487	15.5041	.067210	.1577	.1030	.0514	.0000							
1	04	55.5894	13.83150	1.7603	32.4760	21.8799	13.8974	8.1190	5.4700	30.5178	8.1040	5.4599	.0056498	.0001037	.1661
57	.003049	18.0065	15.9997	.069359	.0460	.0735	.0495	.0000							
1	05	55.5894	13.83150	1.7603	22.4422	33.0356	13.8974	5.6105	8.2589	30.1665	5.5357	8.1488	.0068502	.0001049	.1991
39	.003049	17.7992	15.8155	.068560	.1212	.0502	.0739	.0000							
1	06	55.5894	13.83150	1.7603	37.1220	23.6845	13.8974	9.2805	5.9211	30.5663	9.2781	5.9196	.0065190	.0001035	.1920
24	.003049	18.0351	16.0251	.069469	.1518	.0842	.0537	.0000							
1	07	55.5894	13.83150	1.7603	32.0007	16.8411	13.8974	8.0002	4.2103	30.4655	7.9717	4.1953	.0061258	.0001038	.1798
47	.003049	17.9756	15.9723	.069240	.0835	.0723	.0381	.0000							
1	08	55.5894	13.83150	1.7603	30.7560	52.0187	13.8974	7.6890	13.0047	32.2749	8.1167	13.7281	.0059810	.0000980	.1860
23	.003049	19.0432	16.9209	.073352	.2149	.0736	.1245	.0000							
1	09	55.5894	13.83150	1.7603	67.2526	.0000	13.8974	16.8131	.0000	29.0626	15.9819	.0000	.0094371	.0001089	.2643
04	.003049	17.1479	15.2368	.066052	.2159	.1450	.0000	.0000							
1	10	55.5894	13.83150	1.7603	34.9407	.0838	13.8974	8.7352	.0209	29.5671	8.4474	.0203	.0089197	.0001070	.2541
50	.003049	17.4455	15.5013	.067198	.1339	.0766	.0002	.0000							
1	11	30.5742	13.83150	1.7603	1.4027	8.8056	13.8974	.4525	2.8405	17.5273	.2594	1.6284	.0121275	.0001805	.2048
40	.003049	10.3616	9.1891	.039835	.0016	.0024	.0148	.0000							
1	12	55.5894	13.83150	1.7603	7.7089	.0018	13.8974	1.9272	.0005	23.9071	1.5070	.0004	.0112169	.0001323	.2584
22	.003049	14.1059	12.5339	.054334	.0974	.0137	.0000	.0000							
1	13	55.5894	13.83150	1.7603	59.1792	.0000	13.8974	14.7948	.0000	29.9082	14.4725	.0000	.0063535	.0001058	.1831
18	.003049	17.6467	15.6801	.067973	.9536	.1313	.0000	.0000							
1	14	55.5894	13.83150	1.7603	21.6706	5.7635	13.8974	5.4176	1.4409	30.2776	5.3651	1.4269	.0070778	.0001045	.2065
15	.003049	17.8648	15.8738	.068813	.1316	.0487	.0129	.0000							
1	15	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	.0000	.0000	.0074710	.0000000	.0000
00	.003049	.0000	.0000	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0074710	.0000000	.0000
1	16	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	.0000	.0000	.0000	.0074710	.0000000	.0000
00	.003049	.0000	.0000	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0074710	.0000000	.0000
1	17	55.5894	13.83150	1.7603	99.0916	57.7464	13.8974	24.7729	14.4366	28.6523	23.2157	13.5291	.0074710	.0001104	.2062
86	.003049	16.9058	15.0217	.065119	1.0654	.2106	.1227	.0000							
1	18	50.0305	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	23.8386	.0000	.0000	.0050083	.0001327	.1150
53	.003049	14.0655	12.4980	.054179	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0067674	.0001327	.1554
1	19	50.0305	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	23.8386	.0000	.0000	.0067674	.0001327	.1554
65	.003049	14.0655	12.4980	.054179	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0067674	.0001327	.1554
1	20	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	27.1349	.0000	.0000	.0074710	.0001166	.1953
62	.003049	16.0105	14.2262	.061670	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0056498	.0001038	.1659
1	21	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	30.4764	.0000	.0000	.0056498	.0001038	.1659
32	.003049	17.9820	15.9760	.069265	.0000	.0000	.0000	.0030							
1	22	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	27.7773	.0000	.0000	.0068502	.0001139	.1833
67	.003049	16.3695	14.5629	.063130	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0065190	.0001412	.1407
1	23	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	22.4043	.0000	.0000	.0065190	.0001412	.1407
49	.003049	13.2193	11.7460	.050919	.0000	.0000	.0000	.0685							
1	24	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	30.0301	.0000	.0000	.0061258	.0001054	.1772
77	.003049	17.7187	15.7441	.068250	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0061258	.0001054	.1772
1	25	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	30.3712	.0000	.0000	.0059810	.0001042	.1750
51	.003049	17.9200	15.9229	.069026	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0059810	.0001042	.1750
1	26	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	30.3270	.0000	.0000	.0094371	.0001043	.2758
03	.003049	17.8939	15.8997	.068925	.0000	.0000	.0000	.0083							

000210

DATASET: U9320.FOC.URCSTAB.CSX01XA

DATE: 02/06/22
TIME: 10:19
PAGE: 2

START COL	1	2	3	4	5	6	7	8	9	0	1				
1	27	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	17.0577	.0000	.0000	.0089197	.0001855	.1466
22	.003049	10.0646	8.9429	.038767	.0000	.0000	.0000	.0298	.0000	.0000	.0000	.0000	.0121275	.0001891	.1955
1	28	30.5742	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	16.7330	.0000	.0000	.0121275	.0001891	.1955
57	.003049	9.8730	8.7727	.038030	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0112169	.0001340	.2551
1	29	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	23.6086	.0000	.0000	.0063535	.0000963	.2012
96	.003049	13.9298	12.3774	.053656	.0000	.0000	.0000	.1957	.0000	.0000	.0000	.0000	.0070778	.0001079	.1999
1	30	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	32.8697	.0000	.0000	.0063535	.0000963	.2012
51	.003049	19.3942	17.2328	.074704	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0070778	.0001079	.1999
1	31	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	29.3169	.0000	.0000	.0063535	.0000963	.2012
62	.003049	17.2979	15.3701	.066629	.0000	.0000	.0000	.2052	.0000	.0000	.0000	.0000	.0070778	.0001079	.1999
1	32	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	22.6112	.0000	.0000	.0063535	.0000963	.2012
92	.003049	13.3413	11.8545	.051389	.0000	.0000	.0000	.1491	.0000	.0000	.0000	.0000	.0070778	.0001079	.1999
1	33	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	22.9955	.0000	.0000	.0063535	.0000963	.2012
59	.003049	13.5680	12.0560	.052263	.0000	.0000	.0000	.1646	.0000	.0000	.0000	.0000	.0070778	.0001079	.1999
1	34	55.5894	13.83150	1.7603	.0000	.0000	13.8974	.0000	.0000	23.3209	.0000	.0000	.0063535	.0000963	.2012
02	.003049	13.7601	12.2266	.053002	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0070778	.0001079	.1999

000211

DATE: 02/06/22
TIME: 10:19
PAGE: 001

DATASET: U9320.FOC.UNCSTAB.CSX01XM

GENERAL DATA: GENERAL DATA:
MANAGEMENT CLASS: INFO RECORD FORMAT:
STORAGE CLASS: STANDARD RECORD LENGTH: FB
DATA CLASS: **None** BLOCK SIZE: 176
VOLUME SERIAL: SHL029 1ST EXTENT SIZE: 3,520
DEVICE TYPE: 3390 SECONDARY QUAN: 1
ORGANIZATION: PS 104
DATA SET NAME TYPE:
CREATION DATE: 2002/06/21
EXPIRATION DATE: **None**

CURRENT ALLOCATION:
1 TRACK
1 EXTENT

CURRENT UTILIZATION:
1 TRACK
1 EXTENT

000212

DATASET: U9320.FOC.URCSTAB.CSX01XLM

DATE: 02/06/22
TIME: 10:19
PAGE: 1START
COL

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1	01	25.0153	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	30.2343	.0000	.0000	.0050083	.0001104	.1383
67	003049	16.9156	15.0304	.091598	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	02	25.0153	13.83150	1.7603	77.3400	.3511	6.9487	20.3526	.0924	30.2343	39.5733	.1796	.0067674	.0001104	.1869
66	003049	16.9156	15.0304	.091598	.1362	.4092	.0019	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	03	27.7947	13.83150	1.7603	23.4720	11.7126	6.9487	5.8680	2.9281	31.1871	11.7692	5.8729	.0074710	.0001070	.2129
11	003049	17.4487	15.5041	.094484	.1577	.1217	.0607	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	04	27.7947	13.83150	1.7603	16.2380	10.9400	6.9487	4.0595	2.7350	32.1841	8.4023	5.6608	.0056498	.0001037	.1661
57	003049	18.0065	15.9997	.097505	.0460	.0869	.0585	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	05	27.7947	13.83150	1.7603	11.2211	16.5178	6.9487	2.8053	4.1295	31.8136	5.7394	8.4486	.0068502	.0001049	.1991
39	003049	17.7992	15.8155	.096382	.1212	.0593	.0874	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	06	27.7947	13.83150	1.7603	18.5610	11.8422	6.9487	4.6403	2.9606	32.2352	9.6195	6.1374	.0065190	.0001035	.1920
24	003049	18.0351	16.0251	.097659	.1518	.0995	.0635	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	07	27.7947	13.83150	1.7603	16.0003	8.4286	6.9487	4.0001	2.1051	32.1289	8.2651	4.3497	.0061258	.0001038	.1798
47	003049	17.9756	15.9723	.097338	.0835	.0855	.0450	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	08	27.7947	13.83150	1.7603	15.3780	26.0093	6.9487	3.8445	6.5023	34.0371	8.4154	14.2332	.0059810	.0000980	.1860
23	003049	19.0432	16.9209	.103119	.2149	.0870	.1472	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	09	27.7947	13.83150	1.7603	33.6263	.0000	6.9487	8.4066	.0000	30.6494	16.5700	.0000	.0094371	.0001089	.2643
04	003049	17.1479	15.2368	.092855	.2159	.1713	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	10	27.7947	13.83150	1.7603	17.4704	.0419	6.9487	4.3676	.0105	31.1815	8.7583	.0210	.0089197	.0001070	.2541
50	003049	17.4455	15.5013	.094467	.1339	.0906	.0002	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	11	15.2871	13.83150	1.7603	.7013	4.4028	6.9487	.2262	1.4203	18.4843	.2689	1.6883	.0121275	.0001805	.2048
40	003049	10.3416	9.1891	.056000	.0016	.0028	.0175	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	12	27.7947	13.83150	1.7603	3.8545	.0009	6.9487	.9636	.0002	25.2124	1.5624	.0004	.0112169	.0001323	.2584
22	003049	14.1059	12.5339	.076383	.0974	.0162	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	13	27.7947	13.83150	1.7603	29.5896	.0000	6.9487	7.3974	.0000	31.5411	15.0051	.0000	.0063535	.0001058	.1831
18	003049	17.6467	15.6801	.095557	.9536	.1551	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	14	27.7947	13.83150	1.7603	10.8353	2.8818	6.9487	2.7088	.7204	31.9308	5.5625	1.4794	.0070778	.0001045	.2065
15	003049	17.8648	15.8738	.096737	.1316	.0575	.0153	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	15	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
00	003049	.0000	.0000	.0000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	16	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
00	003049	.0000	.0000	.0000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	17	27.7947	13.83150	1.7603	49.5458	28.8732	6.9487	12.3864	7.2183	30.2167	24.0700	14.0270	.0074710	.0001104	.2062
86	003049	16.9058	15.0217	.091544	1.0654	.2489	.1450	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	18	25.0153	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
53	003049	14.0655	12.4980	.076164	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	19	25.0153	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
65	003049	14.0655	12.4980	.076164	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	20	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
62	003049	16.0105	14.2262	.086696	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	21	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
32	003049	17.9820	15.9780	.097372	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	22	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
67	003049	16.3895	14.5629	.088749	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	23	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
49	003049	13.2193	11.7460	.071582	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	24	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
77	003049	17.7187	15.7441	.095947	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	25	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
51	003049	17.9200	15.9229	.097036	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	26	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
03	003049	17.8939	15.8997	.096895	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000

DATASET: U9320.FOC.URCSTAB.CSX01XM

DATE: 02/06/22
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PAGE: 2

START	COL	1	2	3	4	5	6	7	8	9	0	1
1	27	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	17.9890	.0000	.0089197 .0001855 .1466
22	.003049	10.0646	8.9429	.054499	.0000	.0000	.0000	.0298	.0000	.0000	.0000	.0000
1	28	15.2871	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	17.6466	.0000	.0121275 .0001891 .1955
57	.003049	9.8730	8.7727	.053462	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	29	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	24.8977	.0000	.0112169 .0001340 .2551
96	.003049	13.9298	12.3774	.075430	.0000	.0000	.0000	.1957	.0000	.0000	.0000	.0000
1	30	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	34.6644	.0000	.0063535 .0000963 .2012
51	.003049	19.3942	17.2328	.105019	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	31	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	30.9176	.0000	.0070778 .0001079 .1999
62	.003049	17.2979	15.3701	.093668	.0000	.0000	.0000	.2052	.0000	.0000	.0000	.0000
1	32	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	23.8457	.0000	.0074710 .0001399 .1627
92	.003049	13.3413	11.8545	.072243	.0000	.0000	.0000	.1491	.0000	.0000	.0000	.0000
1	33	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	24.2510	.0000	.0074710 .0001376 .1655
59	.003049	13.5680	12.0560	.073671	.0000	.0000	.0000	.1646	.0000	.0000	.0000	.0000
1	34	27.7947	13.83150	1.7603	.0000	.0000	6.9487	.0000	.0000	24.5943	.0000	.0074710 .0001357 .1679
02	.003049	13.7601	12.2266	.074511	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000

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DATE: 02/06/22
TIME: 10:19
PAGE: 001

DATASET: U9320.FOC.URCSTAB.CSX01XS

GENERAL DATA: MANAGEMENT CLASS: INFO
STORAGE CLASS: STANDARD
DATA CLASS: **None**
VOLUME SERIAL: SHL003
DEVICE TYPE: 3390
ORGANIZATION: PS
DATA SET NAME TYPE: 2002/06/21
CREATION DATE: 2002/06/21
EXPIRATION DATE: ***None***

GENERAL DATA: RECORD FORMAT: FB
RECORD LENGTH: 176
BLOCK SIZE: 3,520
1ST EXTENT SIZE: 1
SECONDARY QUAN: 104

CURRENT ALLOCATION:
1 TRACK
1 EXTENT

CURRENT UTILIZATION:
1 TRACK
1 EXTENT

000215

DATASET: U9320.FOC.URCSTAB.CSX01KX

DATE: 02/06/22
TIME: 10:19
PAGE: 1

START
COL

START COL	1	2	3	4	5	6	7	8	9	0	1				
1	01	76.6317	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	30.2343	.0000	.0000	.0050083	.0001104	.1383
67	003049	16.9156	15.0304	.091598	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	02	76.6317	16.46640	1.7603202	.2905	.9182	19.4675	49.9820	.2269	30.2343	39.5733	.1796	.0067674	.0001104	.1869
66	003049	16.9156	15.0304	.091598	.1362	.4092	.0019	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	03	85.1464	16.46640	1.7603	61.3933	30.6355	19.4675	19.4106	7.1909	31.1871	11.7692	5.8729	.0074710	.0001070	.2129
11	003049	17.4487	15.5041	.094484	.1577	.1217	.0607	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	04	85.1464	16.46640	1.7603	42.4721	28.6146	19.4675	9.9693	6.7166	32.1841	8.4023	5.6608	.0056498	.0001037	.1661
57	003049	18.0065	15.9997	.097505	.0460	.0869	.0585	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	05	85.1464	16.46640	1.7603	29.3499	43.2040	19.4675	6.8892	10.1411	31.8136	5.7394	8.4486	.0068502	.0001049	.1991
39	003049	17.7992	15.8155	.096382	.1212	.0593	.0874	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	06	85.1464	16.46640	1.7603	48.5482	30.9746	19.4675	11.3955	7.2705	32.2352	9.6195	6.1374	.0065190	.0001035	.1920
24	003049	18.0351	16.0251	.097659	.1518	.0995	.0635	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	07	85.1464	16.46640	1.7603	41.8505	22.0248	19.4675	9.8234	5.1698	32.1289	8.2651	4.3497	.0061258	.0001038	.1798
47	003049	17.9756	15.9723	.097338	.0835	.0855	.0450	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	08	85.1464	16.46640	1.7603	40.2227	68.0300	19.4675	9.4413	15.9684	34.0371	8.4154	14.2332	.0059810	.0000980	.1860
23	003049	19.0432	16.9209	.103119	.2149	.0870	.1472	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	09	85.1464	16.46640	1.7603	87.9529	.0000	19.4675	20.6449	.0000	30.6494	16.5700	.0000	.0094371	.0001089	.2643
04	003049	17.1479	15.2368	.092855	.2159	.1713	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	10	85.1464	16.46640	1.7603	45.6955	.1096	19.4675	10.7259	.0257	31.1815	8.7583	.0210	.0089197	.0001070	.2541
50	003049	17.4455	15.5013	.094467	.1339	.0906	.0002	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	11	46.8305	16.46640	1.7603	1.8344	11.5160	19.4675	.5556	3.4879	18.4843	.2689	1.6883	.0121275	.0001805	.2048
40	003049	10.3416	9.1891	.056000	.0016	.0028	.0175	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	12	85.1464	16.46640	1.7603	10.0817	.0024	19.4675	2.3664	.0006	25.2124	1.5624	.0004	.0112169	.0001323	.2584
22	003049	14.1059	12.5339	.076383	.0974	.0162	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	13	85.1464	16.46640	1.7603	77.3946	.0000	19.4675	18.1665	.0000	31.5411	15.0051	.0000	.0063535	.0001058	.1831
14	003049	17.6467	15.6801	.095557	.9536	.1551	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	14	85.1464	16.46640	1.7603	28.3407	7.5375	19.4675	6.6523	1.7693	31.9308	5.5625	1.4794	.0070778	.0001845	.2065
15	003049	17.8648	15.8738	.096737	.1316	.0575	.0153	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	15	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
00	003049	.0000	.0000	.00000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	16	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
00	003049	.0000	.0000	.00000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	17	85.1464	16.46640	1.7603129	.5919	75.5207	19.4675	30.4186	17.7267	30.2167	24.0700	14.0270	.0074710	.0001104	.2062
86	003049	16.9058	15.0217	.091544	1.0654	.2489	.1450	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	18	76.6317	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
53	003049	14.0655	12.4980	.076164	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	19	76.6317	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
65	003049	14.0655	12.4980	.076164	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	20	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
62	003049	16.0105	14.2262	.086696	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	21	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
32	003049	17.9820	15.9780	.097372	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	22	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
67	003049	16.3895	14.5629	.083749	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	23	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
49	003049	13.2193	11.7460	.071582	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	24	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
77	003049	17.7187	15.7441	.095947	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	25	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
51	003049	17.9200	15.9229	.097036	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	26	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
03	003049	17.8939	15.8997	.096895	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000

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DATASET: U9320.FOC.URCSTAB.CSX01XS

DATE: 02/06/22
TIME: 10:19
PAGE: 2

START
COL

	1	2	3	4	5	6	7	8	9	0	+	1			
1	27	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	17.9890	.0000	.0000	.0089197	.0001855	.1466
22	.003049	10.0646	8.9429	.054499	.0000	.0000	.0000	.0298	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	28	46.8305	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	17.6466	.0000	.0000	.0121275	.0001891	.1955
57	.003049	9.8730	8.7727	.053462	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	29	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	24.8977	.0000	.0000	.0112169	.0001340	.2551
96	.003049	13.9298	12.3774	.075430	.0000	.0000	.0000	.1957	.0000	.0000	.0000	.0000	.0063535	.0000963	.2012
1	30	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	34.6644	.0000	.0000	.0070778	.0001079	.1999
51	.003049	19.3942	17.2328	.105019	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	31	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	30.9176	.0000	.0000	.0074710	.0001399	.1627
62	.003049	17.2979	15.3701	.093668	.0000	.0000	.0000	.2052	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	32	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	23.8457	.0000	.0000	.0074710	.0001376	.1655
92	.003049	13.3413	11.8545	.072243	.0000	.0000	.0000	.1491	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	33	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	24.2510	.0000	.0000	.0074710	.0001357	.1679
59	.003049	13.5680	12.0560	.073471	.0000	.0000	.0000	.1646	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	34	85.1464	16.46640	1.7603	.0000	.0000	19.4675	.0000	.0000	24.5943	.0000	.0000	.0074710	.0001357	.1679
02	.003049	13.7601	12.2266	.074511	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000

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DATE: 02/06/22
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PAGE: 001

DATASET: U9320.FOC.URCSTAB.CSX01XU

GENERAL DATA:
MANAGEMENT CLASS: INFO
STORAGE CLASS: STANDARD
DATA CLASS: **None**
VOLUME SERIAL: SHL033
DEVICE TYPE: 3390
ORGANIZATION: PS
DATA SET NAME TYPE:
CREATION DATE: 2002/06/21
EXPIRATION DATE: **None**

GENERAL DATA:
RECORD FORMAT: FB
RECORD LENGTH: 176
BLOCK SIZE: 3,520
1ST EXTENT SIZE: 1
SECONDARY QUAN: 104

GENERAL DATA:
MANAGEMENT CLASS: INFO
STORAGE CLASS: STANDARD
DATA CLASS: **None**
VOLUME SERIAL: SHL033
DEVICE TYPE: 3390
ORGANIZATION: PS
DATA SET NAME TYPE:
CREATION DATE: 2002/06/21
EXPIRATION DATE: **None**

CURRENT ALLOCATION:
1 TRACK
1 EXTENT

CURRENT UTILIZATION:
1 TRACK
1 EXTENT

DATASET: U9320, FOC.URCSTAB.CSX01XU

DATE: 02/06/22
TIME: 10:19
PAGE: 1

START
COL

1	01	12.5076	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0038069	.0000787	.1475
1	02	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	02	12.5076	13.83150	1.7603	77.3600	.3511	3.4744	20.3526	.0924	15.2871	20.3526	.0924	.0051441	.0000787	.1993
1	92	.003049	14.0557	16.0293	.000000	.1452	.1658	.0008	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	03	13.8974	13.83150	1.7603	23.4720	11.7126	3.4744	5.8680	2.9281	15.2871	5.8680	2.9281	.0056790	.0000787	.2201
1	23	.003049	14.0557	16.0293	.000000	.1630	.0478	.0238	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	04	13.8974	13.83150	1.7603	16.2380	10.9400	3.4744	4.0595	2.7350	15.2871	4.0595	2.7350	.0042946	.0000787	.1664
1	64	.003049	14.0557	16.0293	.000000	.0461	.0331	.0223	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	05	13.8974	13.83150	1.7603	11.2211	16.5178	3.4744	2.8053	4.1295	15.2871	2.8053	4.1295	.0052070	.0000787	.2018
1	31	.003049	14.0557	16.0293	.000000	.1229	.0228	.0336	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	06	13.8974	13.83150	1.7603	18.5610	11.8422	3.4744	4.6403	2.9606	15.2871	4.6403	2.9606	.0049553	.0000787	.1920
1	74	.003049	14.0557	16.0293	.000000	.1519	.0378	.0241	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	07	13.8974	13.83150	1.7603	8.4206	3.4744	4.0001	2.1051	15.2871	4.0001	2.1051	.0046564	.0000787	.1804	
1	89	.003049	14.0557	16.0293	.000000	.0838	.0326	.0171	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	08	13.8974	13.83150	1.7603	15.3780	26.0093	3.4744	3.8445	6.5023	15.2871	3.8445	6.5023	.0045463	.0000787	.1762
1	21	.003049	14.0557	16.0293	.000000	.2036	.0313	.0530	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	09	13.8974	13.83150	1.7603	33.6263	.0000	3.4744	8.4066	.0000	15.2871	8.4066	.0000	.0071734	.0000787	.2780
1	51	.003049	14.0557	16.0293	.000000	.2271	.0685	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	10	13.8974	13.83150	1.7603	17.4704	.0419	3.4744	4.3676	.0105	15.2871	4.3676	.0105	.0067801	.0000787	.2628
1	07	.003049	14.0557	16.0293	.000000	.1385	.0356	.0001	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	11	7.6435	13.83150	1.7603	.7013	4.4028	3.4744	.2262	1.4203	15.2871	.2262	1.4203	.0092185	.0000787	.3573
1	19	.003049	14.0557	16.0293	.000000	.0028	.0018	.0116	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	12	13.8974	13.83150	1.7603	3.8545	.0009	3.4744	.9636	.0002	15.2871	.9636	.0002	.0085263	.0000787	.3304
1	90	.003049	14.0557	16.0293	.000000	.1245	.0078	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	13	13.8974	13.83150	1.7603	29.5896	.0000	3.4744	7.3974	.0000	15.2871	7.3974	.0000	.0048295	.0000787	.1871
1	96	.003049	14.0557	16.0293	.000000	.9748	.0602	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	14	13.8974	13.83150	1.7603	10.8353	2.8818	3.4744	2.7088	.7204	15.2871	2.7088	.7204	.0053801	.0000787	.2085
1	38	.003049	14.0557	16.0293	.000000	.1329	.0221	.0059	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	15	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
1	23	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	16	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
1	23	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	17	13.8974	13.83150	1.7603	49.5458	28.8732	3.4744	12.3864	7.2183	15.2871	12.3864	7.2183	.0056790	.0000787	.2201
1	23	.003049	14.0557	16.0293	.000000	.11368	.1009	.0588	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	18	12.5076	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0038069	.0000787	.1475
1	62	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	19	12.5076	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0000	.0000	.0000
1	92	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	20	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
1	23	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	21	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0042946	.0000787	.1664
1	64	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	22	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0052070	.0000787	.2018
1	31	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	23	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0049553	.0000787	.1920
1	74	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	24	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0046564	.0000787	.1804
1	89	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	25	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0045463	.0000787	.1762
1	21	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	26	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0071734	.0000787	.2780
1	51	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000

000219

DATASET: U9320.FOC.URCSTAB.CSX01XU

DATE: 02/06/22
TIME: 10:19
PAGE: 2

START COL	1	2	3	4	5	6	7	8	9	0	1				
1	27	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0067801	.0000787	.2628
07	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0298							
1	28	7.6435	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0092185	.0000787	.3573
19	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000							
1	29	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0085263	.0000787	.3304
90	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.1957							
1	30	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0048295	.0000787	.1871
96	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000							
1	31	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0053801	.0000787	.2085
38	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.2052							
1	32	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
23	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.1491							
1	33	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
23	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.1646							
1	34	13.8974	13.83150	1.7603	.0000	.0000	3.4744	.0000	.0000	15.2871	.0000	.0000	.0056790	.0000787	.2201
23	.003049	14.0557	16.0293	.000000	.0000	.0000	.0000	.0000							

000220

DATE: 2002/05/13

TIME: 10:20

PAGE:

1

FILE=URCSTAB

SUFFIX=FIX

SEGNAME=ONLYSEG

FIELDNAME	=CARTYPE	,A2	,A2	,TITLE='CT',*
FIELDNAME	=TERM_SW	,08.4	,A8	,*
FIELDNAME	=CLOT_CLER_O	,09.5	,A9	,*
FIELDNAME	=CLOR_OTHR_O	,07.4	,A7	,*
FIELDNAME	=TERM_CCX	,08.4	,A8	,*
FIELDNAME	=TERM_CCR	,08.4	,A8	,*
FIELDNAME	=MTERM_SW	,08.4	,A8	,*
FIELDNAME	=MTERM_CCX	,08.4	,A8	,*
FIELDNAME	=MTERM_CCR	,08.4	,A8	,*
FIELDNAME	=INCH_SW	,08.4	,A8	,*
FIELDNAME	=INCH_CCX	,08.4	,A8	,*
FIELDNAME	=INCH_CCR	,08.4	,A8	,*
FIELDNAME	=LH_ALLOC1	,09.7	,A9	,*
FIELDNAME	=LH_ALLOC2	,09.7	,A9	,*
FIELDNAME	=LH_A	,08.6	,A8	,*
FIELDNAME	=LH_B	,08.6	,A8	,*
FIELDNAME	=LH_C	,08.4	,A8	,*
FIELDNAME	=LH_D	,08.4	,A8	,*
FIELDNAME	=LH_E	,08.6	,A8	,*
FIELDNAME	=LH_CCM	,07.4	,A7	,*
FIELDNAME	=LH_CCX	,07.4	,A7	,*
FIELDNAME	=LH_CCR	,07.4	,A7	,*
FIELDNAME	=LH_CCP	,07.4	,A7	,*

000221

URCS

PHASE III E-TABLE

000222

PENDING AVAILABILITY
OF THE
2001 URCS – PHASE III

THE OFF-BRANCH UNIT COST TABLES
WILL BE BASED ON THE
2000 URCS – PHASE III
WITH 2001 FREIGHT CAR COST
REPLACEMENT VALUES

000223

URCSABN

USER TABLE OF CAR COST, TARE WEIGHT,
AND EMPTY RETURN
(BY R-1 CAR TYPE)

000224

URCSABF1

DATE: 02/06/22
TIME: 10:18
PAGE: 1

MEMBER: URCSABFL
LEVEL: 01.07
USERID: U9320

PROJECT: U9320
GROUP: EPTABLE
TYPE: DATA

[illegible]

	1	01	24.2	1.87537	1.8	0.00000	0.00000	0.00000	0.00000
	1	02	32.7	1.87537	1.8	36.41199	0.15620	0.06138	
CAR COST BASED ON 2001	1	03	36.1	1.93447	2.0	9.92154	4.95088	0.06891	
3 11.3% C OF C	1	04	27.3	1.99631	2.0	6.86376	4.62429	0.01947	
	1	05	33.1	1.97333	2.0	4.74312	6.98203	0.05194	
ALL OTHER FACTORS ARE	1	06	31.5	1.99948	2.0	7.84569	5.00568	0.06419	
BASED ON 2000 URCS	1	07	29.6	1.99289	2.0	6.76330	3.55935	0.03543	
	1	08	28.9	2.11125	2.0	6.50023	10.99407	0.08605	
	1	09	45.6	1.90112	2.0	14.21374	0.00000	0.09601	
	1	10	43.1	1.93412	2.0	7.38467	0.01771	0.05853	
	1	11	58.6	1.14654	1.1	0.38252	2.40136	0.00117	
	1	12	54.2	1.56387	2.0	1.62927	0.00039	0.05264	
	1	13	30.7	1.95643	2.0	12.50744	0.00000	0.41206	
	1	14	34.2	1.98060	2.0	4.58004	1.21811	0.05619	
	1	15	36.1	0.00000	2.0	0.00000	0.00000	0.00000	
	1	16	36.1	0.00000	2.0	0.00000	0.00000	0.00000	
	1	17	36.1	1.87428	2.0	20.94286	12.20462	0.48054	
	1	18	24.2	1.55939	1.8	0.00000	0.00000	0.00000	
	1	19	32.7	1.55939	1.8	0.00000	0.00000	0.00000	
	1	20	36.1	1.77502	2.0	0.00000	0.00000	0.00000	
	1	21	27.3	1.99360	2.0	0.00000	0.00000	0.00305	
	1	22	33.1	1.81704	2.0	0.00000	0.00000	0.00000	
	1	23	31.5	1.46557	2.0	0.00000	0.00000	0.06849	
	1	24	29.6	1.96441	2.0	0.00000	0.00000	0.00000	
	1	25	28.9	1.98672	2.0	0.00000	0.00000	0.00000	
	1	26	45.6	1.98383	2.0	0.00000	0.00000	0.00832	

PROJECT: U9320 MEMBER: URCSABF1
GROUP: EPTABLE LEVEL: 01.07
TYPE: DATA USERID: U9320
DATE: 02/06/22
TIME: 10:18
PAGE: 2

URCSABF1

START	COL	1	2	3	4	5	6	7	8	9	0	1
	1	27	43.1	1.11582	2.0	0.00000	0.00000	0.02982				
	1	28	58.6	1.09458	1.1	0.00000	0.00000	0.00000				
	1	29	54.2	1.54435	2.0	0.00000	0.00000	0.19573				
	1	30	30.7	2.15016	2.0	0.00000	0.00000	0.00000				
	1	31	34.2	1.91775	2.0	0.00000	0.00000	0.20525				
	1	32	36.1	1.47910	2.0	0.00000	0.00000	0.14911				
	1	33	36.1	1.50424	2.0	0.00000	0.00000	0.16462				
	1	34	36.1	1.52553	2.0	0.00000	0.00000	0.00000				

000226

DATA SET: U9320.FOCHAST.DATA

MEMBER: URCSABN

DATE: 2002/05/14

TIME: 15:18

PAGE:

1

FILE=URCSABN , SUFFIX=FIX

SEGNAME=URCSABN

FIELDNAME	=CARTYPE	,A2	,A2	,TITLE='CT',*
FIELDNAME	=FILL01	,A1	,A1	,*
FIELDNAME	=TAREWT	,D4.1	,A4	,TITLE='TARE WEIGHT',*
FIELDNAME	=FILL02	,A1	,A1	,*
FIELDNAME	=ERRATIO	,D7.5	,A7	,TITLE='EMPTY RETURN',*
FIELDNAME	=FILL03	,A1	,A1	,*
FIELDNAME	=SPRATIO	,D3.1	,A3	,TITLE='S&P RATIO',*
FIELDNAME	=FILL04	,A1	,A1	,*
FIELDNAME	=COCOSTXRET	,D8.5	,A8	,TITLE='COST/CD EXCL RET',*
FIELDNAME	=FILL05	,A1	,A1	,*
FIELDNAME	=COCOSTRET	,D8.5	,A8	,TITLE='COST/CD RET ONLY',*
FIELDNAME	=FILL06	,A1	,A1	,*
FIELDNAME	=CMCOST	,D7.5	,A7	,TITLE='COST/CM',*
FIELDNAME	=COMMENT	,A28	,A28	,*

000227

DATA RETRIEVAL PROGRAMS

000228

URCSAB00

DATE: 02/06/26
TIME: 15:34
PAGE: 01 OF 03

PROJECT: U9320 MEMBER: URCSAB00
GROUP: FOCXEC LEVEL: 01.13
TYPE: DATA USERID: U9320

START COL 1-----2-----3-----4-----5-----6-----7-----8

```
1 * PURPOSE: TO SET UP EXTRACT FILE FOR URCS/ABAN UNIT COSTS
1 *-* DEFINE TYPE: CHECK FILE NAME AT END
1 *-* PLACE MEMBER NAME IN BATCH JOB
1 *-* 06/21/02 (2000 URCS DATA)

1 DEFINE FILE URCSABN
2 TYPE/AL = 'U';
3 GTW O/D9.8 = .00155353;
4 GTW D/D9.8 = .00051940;
5 GTW R/D9.8 = .00097587;
6 TM OTCREW O/D7.5 = 0.60860;
7 TM OTCREW D/D7.5 = 0.00672;
8 TM OTCREW R/D7.5 = 0.01205;
9 TM CREW O/D9.5 = 7.38728;
10 LUM O/D6.4 = 2.4892;
11 LUM D/D6.4 = 0.6585;
12 LUM R/D6.4 = 0.4940;
13 CLOR OTHR O/D7.4 = 1.7603;
14 CLOR CLER O/D9.5 = IF (TYPE EQ 'S') THEN 1.1905*13.83150 ELSE 13.83150;
15 SEM O/D6.4 = 3.2804;
16 SEM D/D6.4 = 0.1890;
17 SEM R/D6.4 = 0.4368;
18 CD_INDSW/D3.1 = IF (TYPE EQ 'S') THEN 1.3078*1.0 ELSE
19 IF (TYPE EQ 'M' OR 'U') THEN .5*1.0 ELSE 1.0;
20 CD_JOUNLD/D3.1 = IF (TYPE EQ 'S') THEN 1.3078*2.0 ELSE
21 IF (TYPE EQ 'M' OR 'U') THEN .5*2.0 ELSE 2.0;
22 CD_INCHSW/D3.1 = IF (TYPE EQ 'S') THEN 1.0369*0.5 ELSE
23 IF (TYPE EQ 'U') THEN .5*0.5 ELSE 0.5;
24 CD_MTSW/D3.1 = IF (TYPE EQ 'S') THEN 1.2279*0.5 ELSE
25 IF (TYPE EQ 'M' OR 'U') THEN .5*0.5 ELSE 0.5;
26 CD_IISW/D3.1 = IF (TYPE EQ 'S') THEN 1.3295*0.5 ELSE
27 IF (TYPE EQ 'U') THEN 0 ELSE 0.5;
28 CM_INDSW/D3.1 = 4.0;
29 CM_INCHSW/D4.2 = 2.75;
30 CM_IISW/D3.1 = 1.0;
31 MILES/PERDAY/D6.2 = 491.12;
32 SEM_INDSW/D7.5 = IF (TYPE EQ 'S') THEN 1.5317*7.11554 ELSE
33 IF (TYPE EQ 'M') THEN .5*7.11554 ELSE
34 IF (TYPE EQ 'U') THEN .25*7.11554 ELSE 7.11554;
35 SEM_INCHSW/D7.5 = IF (TYPE EQ 'S') THEN 1.0546*3.91355 ELSE
36 IF (TYPE EQ 'U') THEN .5*3.91355 ELSE 3.91355;
37 SEM_MTSW/D7.5 = IF (TYPE EQ 'S') THEN 1.4008*1.77889 ELSE
38 IF (TYPE EQ 'M') THEN .5*1.77889 ELSE
39 IF (TYPE EQ 'U') THEN .25*1.77889 ELSE 1.77889;
40 SEM_IISW/D7.5 = IF (TYPE EQ 'S') THEN 1.4058*1.77889 ELSE
41 IF (TYPE EQ 'U') THEN 0 ELSE 1.77889;
42 ALL/D7.5 = IF (TYPE EQ 'U') THEN 1.90886 ELSE 2.44992;
43 AGT/D7.1 = IF (TYPE EQ 'U') THEN 6356.8 ELSE 4832.0;
44 GOR/D7.5 = 1.18288;
45 TERM_SW/D8.4 = SPRATIO * SEM_INDSW * (SEM O + SEM D + SEM R);
46 TERM_CCK/D8.4 = (CD_LOUNLD + SPRATIO * CD_INDSW) * CDCOSTXRET * GOR;
47 TERM_CCK/D8.4 = (CD_LOUNLD + SPRATIO * CD_INDSW) * CDCOSTRET * GOR;
48 MTRM_SW/D8.4 = 2.0 * SEM_MTSW * (SEM O + SEM D + SEM R);
```


URCSAB00

PROJECT: U9320 MEMBER: URCSAB00 DATE: 02/06/26
GROUP: FOCXEC LEVEL: 01.13 TIME: 15:34
TYPE: DATA USERID: U9320 PAGE: 02 OF 03

START COL 1-----2-----3-----4-----5-----6-----7-----8

```
3 MTERM_CX/D8.4 = 2.0 * CD_MTSW * CDCOSTRET * GOH;  
3 MTERM_CCR/D8.4 = 2.0 * CD_MTSW * CDCOSTRET * GOH;  
3 ERRATIO_X/D7.5 = IF (TYPE EQ 'U') THEN 2.0 ELSE ERRATIO;  
5 INCH_SW/D3.4 = ERRATIO_X * SEM_INCHSW * (SEM_O + SEM_D + SEM_R);  
4 INCH_CX/D8.4 = ERRATIO_X * CD_INCHSW * CDCOSTRET * GOH;  
4 INCH_CCR/D8.4 = ERRATIO_X * CD_INCHSW * CDCOSTRET * GOH;  
3 LH_ALLOCI/D9.7 = TARENT / AGT;  
3 LH_ALLOCI/D9.7 = 1.0 / (ERRATIO_X * AGT);  
8 LH_A/D8.6 = ERRATIO_X * TARENT * (GTM_O + GTM_D + GTM_R);  
8 LH_B/D8.6 = GTM_O + GTM_D + GTM_R;  
8 LH_C/D8.4 = ERRATIO_X * ALU * (LUM_O + LUM_D + LUM_R);  
8 LH_D/D8.4 = ERRATIO_X * (TM_CREW + TM_OTCREW_O + TM_OTCREW_D +  
21 TM_OTCREW_R);  
8 LH_E/D8.6 = ERRATIO_X/MILESPERI1 * SEM_IISW * (SEM_O+SEM_D+SEM_R);  
5 LH_CCN/D7.4 = IF (CARTYPE GE '18') THEN 0 ELSE  
26 ERRATIO_X * CMOST * GOH;  
20 LH_CX/D7.4 = IF (CARTYPE GE '18') THEN 0 ELSE  
21 ERRATIO_X * (1 / MILESPERDAY + CD_IISW / MILESPERI1)  
+ CDCOSTRET * GOH;  
6 LH_CCR/D7.4 = IF (CARTYPE GE '18') THEN 0 ELSE  
20 ERRATIO_X * (1 / MILESPERDAY + CD_IISW / MILESPERI1)  
21 * CDCOSTRET * GOH;  
6 LH_CCP/D7.4 = IF (CARTYPE GE '18') THEN CMOST ELSE 0;  
1 END
```

TABLE FILE URCSABN

```
1 PRINT CARTYPE  
1 TERM_SW  
1 CLOT_CLER_O  
1 CLOR_OTHER_O  
7 TERM_CX  
7 TERM_CCR  
7 MTERM_SW  
7 MTERM_CX  
7 MTERM_CCR  
7 INCH_SW  
7 INCH_CX  
7 INCH_CCR  
7 LH_ALLOCI  
7 LH_ALLOCI2  
7 LH_A  
7 LH_B  
7 LH_C  
7 LH_D  
7 LH_E  
7 LH_COM  
7 LH_CX  
7 LH_CCR  
7 LH_CCP  
1 BY CARTYPE NOPRINT  
1 IF CARTYPE GE '01'
```

URCSAB00

PROJECT: U9320
GROUP: FCEXEC
TYPE: DATA

MEMBER: URCSAB00
LEVEL: 01.13
USERID: U9320

DATE: 02/06/26
TIME: 15:34
PAGE: 03 OF 03

START
COL

-----1-----2-----3-----4-----5-----6-----7-----8

1 IF CARTYPE LE '34'
1 ON TABLE SAVE AS URCSTAB
1 END

000231

URCS\$1

DATE: 02/06/26
TIME: 15:34
PAGE: 01 OF 02

MEMBER: URCS\$1
LEVEL: 01.02
USERID: U9320

PROJECT: U9320
GROUP: FOCEXEC
TYPE: DATA

START COL 1-----2-----3-----4-----5-----6-----7-----8

```
1 //U9320CT JOB (CMIS-ICI) 'PRESLAR J210' ,CLASS=N,
1 // NOTIFY=U9320,MSGCLASS=X,USER=U9320,
1 // PASSWORD=???????,MSGLEVEL=(2,1),TIME=1440
1 //*JOBNAME ROOM-AC
1 //*ROUTE PRINT JAX2
1 //*****
1 // * FOCUS XPERT (FX) SYSTEM - REQUEST SUMMARY
1 //*****
1 //
1 // * JCL NAME : FOCEXEC.DATA (URCS$1)
1 // * REPORT PROGRAM : URCSAB00
1 // * DATABASE NAME : URCSABN
1 // * DATABASE DESCR : USER DATABASE OR EXTRACT FILE
1 // * USER ADDRESS : PRESLAR J210
1 // * DEPARTMENT : COST & ECON ANALYSIS
1 // * PRINTER ADDRESS: JAX2
1 // * REPORT COPIES : 1
1 // * DATE CREATED : 06/21/02
1 // * EXTRACT FILES : FOC.URCSTAB.CSX01XU
1 // * SPECIAL PRINT : NONE
1 //*****
1 // * FOCUS XPERT (FX) SYSTEM - FOCUS PROCEDURE
1 //*****
1 //
1 // * EXEC FOCUS,COPIES=1, SORTCYL=100
1 // * DD DSN=U9320.FOCMAST.DATA,DISP=SHR
1 // * DD DSN=CISCI.FOC.INFO.FOCM,DISP=SHR
1 // * FOCEXEC DD DSN=U9320.FOCEXEC.DATA,DISP=SHR
1 // * DD DSN=CISCI.FOC.INFO.FOCE,DISP=SHR
1 // * HOLDMAST DD DSN=U9320.FOCMAST.DATA,DISP=SHR
1 //*****
1 // * FOCUS XPERT (FX) SYSTEM - EXTRACT FILE ALLOCATIONS
1 //*****
1 //
1 // * URCSTAB DD DSN=U9320.FOC.URCSTAB.CSX01XU,
1 // * DISP=(NEW,CATLG,DELETE),
1 // * UNIT=INTEP,
1 // * SPACE=(TRK,(100,100),RLSE)
1 //*****
1 // * FOCUS XPERT (FX) SYSTEM - DATA FILE ALLOCATIONS
1 //*****
1 //
1 // * URCABN DD DSN=U9320.EPTABLE.DATA (URCSABF1),DISP=SHR
1 //*****
1 // * FOCUS XPERT (FX) SYSTEM - SOURCE CODE
1 //*****
1 //
1 // * SYSIN DD *
1 //*****
1 // * OFFLINE
1 //*****
1 // *
1 // * +----- CHANGE YOUR FOCUS PROGRAM HERE.
1 // * |
1 // * V
1 // *
1 // * EX RUNFOCUS FOCEXEC=URCSAB00
```

000232

PROJECT:	U9320	MEMBER:	URCS\$1	DATE:	02/06/26
GROUP:	FOCEXEC	LEVEL:	01.82	TIME:	15:34
TYPE:	DATA	USERID:	U9320	PAGE:	02 OF 02

URCS.I

START	DATE	TIME	REMARKS	NO. OF
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87	87	87	87	

[illegible]

000233

INDEXED FUEL COST
PER LOCO UNIT HOUR

49 CFR 1152.33 (c) (1) (ii)

INDEXED FUEL COST PER LOCO UNIT HOUR

	Fuel Index	CLASSIFICATION BY HORSEPOWER:								
		0-999	1000-1499	1500-1749	1750-1999	2000-2499	2500-2999	3000-3599	3600+	
(RCR-East)										
GMA 7/01/82										
Rate per LUH										
--Repairs/Supplies	238.5	\$24.70	\$30.90	\$40.15	\$46.30	\$55.60	\$67.95	\$81.50	\$88.90	
--Fuel (@64%)		15.81	19.78	25.70	29.63	35.58	43.49	52.16	56.90	
Fuel Cost per LUH										
Indexed to:										
Year 1985	(12)	207.5	13.75	17.21	22.36	25.78	30.96	37.84	45.38	49.50
Year 1986	(12)	138.4	9.17	11.48	14.91	17.20	20.65	25.24	30.27	33.02
Year 1987	(12)	144.4	9.57	11.97	15.56	17.94	21.54	26.33	31.58	34.45
Year 1988	(12)	128.8	8.54	10.68	13.88	16.00	19.22	23.49	28.17	30.73
Year 1989	(12)	150.0	9.94	12.44	16.16	18.64	22.38	27.35	32.81	35.78
Year 1990	(12)	183.4	12.16	15.21	19.76	22.79	27.36	33.44	40.11	43.75
Year 1991	(12)	187.7	12.44	15.56	20.22	23.32	28.00	34.23	41.05	44.78
Year 1992	(12)	170.3	11.29	14.12	18.35	21.16	25.41	31.05	37.24	40.63
Year 1993	(12)	168.4	11.16	13.96	18.14	20.92	25.13	30.71	36.83	40.17
Year 1994	(12)	161.4	10.70	13.38	17.39	20.05	24.08	29.43	35.30	38.50
Year 1995	(12)	157.1	10.41	13.03	16.93	19.52	23.44	28.65	34.36	37.48
Year 1996	(12)	187.3	12.41	15.53	20.18	23.27	27.95	34.15	40.96	44.68
Year 1997	(12)	181.4	12.02	15.04	19.54	22.54	27.06	33.08	39.67	43.27
Year 1998	(12)	143.5	9.51	11.90	15.46	17.83	21.41	26.17	31.38	34.23
Year 1999	(12)	143.2	9.49	11.87	15.43	17.79	21.37	26.11	31.32	34.16
Year 2000	(12)	238.4	15.80	19.77	25.69	29.62	35.57	43.47	52.14	56.87
Year 2001	(12)	234.9	15.57	19.48	25.31	29.18	35.05	42.83	51.37	56.04

INDEXED FUEL COST PER LOCO UNIT HOUR

		CLASSIFICATION BY HORSEPOWER:								
Fuel Index		0-999	1000-1499	1500-1749	1750-1999	2000-2499	2500-2999	3000-3599	3600+	
(RCR-East)										
GMA 7/01/82										
Rate per LUH										
--Repairs/Supplies		\$24.70	\$30.90	\$40.15	\$46.30	\$55.60	\$67.95	\$81.50	\$88.90	
--Fuel (@64%)	238.5	15.81	19.78	25.70	29.63	35.58	43.49	52.16	56.90	
Fuel Cost per LUH Indexed to:										
Jan - March '00 (3)	206.9	13.71	17.16	22.29	25.71	30.87	37.73	45.25	49.36	
Apr '99 - Mar '00 (12)	166.8	11.05	13.83	17.97	20.72	24.88	30.41	36.47	39.79	
Jan - June '00 (6)	213.9	14.18	17.74	23.05	26.58	31.91	39.00	46.78	51.03	
Jul '99 - Jun '00 (12)	190.1	12.60	15.76	20.48	23.61	28.36	34.65	41.56	45.34	
Jan - Sept '00 (9)	221.4	14.67	18.36	23.85	27.51	33.03	40.37	48.42	52.82	
Oct '99 - Sept '00 (12)	211.5	14.02	17.54	22.78	26.27	31.55	38.56	46.25	50.45	
Jan - March '01 (3)	269.3	17.85	22.33	29.01	33.46	40.18	49.10	58.90	64.24	
Apr '00 - Mar '01 (12)	254.0	16.84	21.06	27.37	31.56	37.90	46.31	55.55	60.59	
Jan - June '01 (6)	250.9	16.63	20.80	27.03	31.17	37.43	45.75	54.87	59.85	
Jul '00 - Jun '01 (12)	256.9	17.03	21.30	27.68	31.92	38.33	46.84	56.18	61.29	
Jan - Sept '01 (9)	241.2	15.98	20.00	25.98	29.96	35.98	43.97	52.74	57.53	
Oct '00 - Sept '01 (12)	253.2	16.78	21.00	27.28	31.46	37.78	46.17	55.38	60.41	

CSXT / Finance (EP)
05/14/2002

000236

CREW WAGE RATES

000237

TRAIN CREW WAGES

Assumptions:

- A. 124 Tons on Driver (1 - 4 axle Locomotive, GP)
- B. Local Freight Service
- C. Basic Rate

		Effective Date:					
		<u>7/01/97</u>	<u>7/01/99</u>	<u>1/01/00</u>	<u>7/01/00</u>	<u>1/01/01</u>	<u>1/01/02</u>
Engineer (6)		146.77	151.91	156.47	157.67	158.63	160.31
Conductor (54)		128.56	133.06	137.49	138.69	139.65	141.33
Brakeman (54)		120.09	124.29	128.72	129.92	130.88	132.56
3-Man Crew							
per day		395.42	409.26	422.68	426.28	429.16	434.20
per hour		49.42750	51.15746	52.83500	53.28500	53.64500	54.27500
2-Man Crew							
per day		275.33	284.97	293.96	296.36	298.28	301.64
per hour		34.41625	35.62082	36.74500	37.04500	37.28500	37.70500

3001-3000	EN	2 63	\$107.07	\$131.83	\$117.37	\$141.31
3051-3100	EN	2 64	\$169.27	\$132.03	\$119.75	\$141.69
3101-3150	EN	2 65	\$169.45	\$132.21	\$119.93	\$141.87
3151-3200	EN	2 66	\$169.63	\$132.39	\$120.11	\$142.05
3201-3250	EN	2 67	\$169.81	\$132.57	\$120.29	\$142.23
3251-3300	EN	2 68	\$169.99	\$132.75	\$120.47	\$142.41
3301-3350	EN	2 69	\$170.17	\$132.93	\$120.65	\$142.59
3351-3400	EN	2 70	\$170.35	\$133.11	\$120.83	\$142.77
3401-3450	EN	2 71	\$170.53	\$133.29	\$121.01	\$142.95
3451-3500	EN	2 72	\$170.71	\$133.47	\$121.19	\$143.13
3501-3550	EN	2 73	\$170.89	\$133.65	\$121.37	\$143.31
3551-3600	EN	2 74	\$171.07	\$133.83	\$121.55	\$143.49
3601-3650	EN	2 75	\$171.25	\$134.01	\$121.73	\$143.67

ENGINE CREW RATES OF PAY
EFFECTIVE 07/01/2001

Eff 7/1/02

add \$.80
COLA

ENGINEER-LOCAL FREIGHT SERVICE

WT. ON DRIVERS	OCC	RATE CODE	HIGH RATE	LOW RATE	FROZ RATE	ID RATE
80-100	EN	3 02	\$158.91	\$121.67	\$109.39	\$131.33
101-140	EN	3 03	\$158.91	\$121.67	\$109.39	\$131.33
141-170	EN	3 04	\$159.34	\$122.10	\$109.82	\$131.76
171-200	EN	3 05	\$159.34	\$122.10	\$109.82	\$131.76
201-250	EN	3 06	\$159.51	\$122.30	\$109.99	\$131.93
251-300	EN	3 07	\$159.66	\$122.42	\$110.14	\$132.08
301-350	EN	3 09	\$159.81	\$122.57	\$110.29	\$132.23
351-400	EN	3 10	\$160.02	\$122.78	\$110.50	\$132.44
401-450	EN	3 11	\$160.23	\$122.99	\$110.71	\$132.65
451-500	EN	3 12	\$160.44	\$123.20	\$110.92	\$132.86
501-550	EN	3 13	\$160.65	\$123.41	\$111.13	\$133.07
551-600	EN	3 14	\$160.83	\$123.59	\$111.31	\$133.25
601-650	EN	3 15	\$161.01	\$123.77	\$111.49	\$133.43
651-700	EN	3 16	\$161.19	\$123.95	\$111.67	\$133.61
701-750	EN	3 17	\$161.37	\$124.13	\$111.85	\$133.79
751-800	EN	3 18	\$161.55	\$124.31	\$112.03	\$133.97
801-850	EN	3 19	\$161.73	\$124.49	\$112.21	\$134.15
851-900	EN	3 20	\$161.91	\$124.67	\$112.39	\$134.33
901-950	EN	3 21	\$162.09	\$124.85	\$112.57	\$134.51
951-1000	EN	3 22	\$162.27	\$125.03	\$112.75	\$134.69
1001-1050	EN	3 23	\$162.45	\$125.21	\$112.93	\$134.87
1051-1100	EN	3 24	\$162.63	\$125.39	\$113.11	\$135.05
1101-1150	EN	3 25	\$162.81	\$125.57	\$113.29	\$135.23
1151-1200	EN	3 26	\$162.99	\$125.75	\$113.47	\$135.41
1201-1250	EN	3 27	\$163.17	\$125.93	\$113.65	\$135.59
1251-1300	EN	3 28	\$163.35	\$126.11	\$113.83	\$135.77
1301-1350	EN	3 29	\$163.53	\$126.29	\$114.01	\$135.95
1351-1400	EN	3 30	\$163.71	\$126.47	\$114.19	\$136.13
1401-1450	EN	3 31	\$163.89	\$126.65	\$114.37	\$136.31
1451-1500	EN	3 32	\$164.07	\$126.83	\$114.55	\$136.49
1501-1550	EN	3 33	\$164.25	\$127.01	\$114.73	\$136.67
1551-1600	EN	3 34	\$164.43	\$127.19	\$114.91	\$136.85
1601-1650	EN	3 35	\$164.61	\$127.37	\$115.09	\$137.03
1651-1700	EN	3 36	\$164.79	\$127.55	\$115.27	\$137.21

144-185	BR	2 58	\$132.08	\$101.84	\$91.75	\$109.05
144-185	BR	2 58	\$132.28	\$101.84	\$91.95	\$109.25
183-205	BR	2 59	\$132.48	\$102.04	\$92.15	\$109.45
204-225	BR	2 60	\$132.68	\$102.24	\$92.35	\$109.65
226-245	BR	2 61	\$132.88	\$102.44	\$92.55	\$109.85
246-265	BR	2 62	\$133.08	\$102.64	\$92.75	\$110.05
266-285	BR	2 63	\$133.28	\$102.84	\$92.95	\$110.25
286-305	BR	2 64	\$133.48	\$103.04	\$93.15	\$110.45

TRAIN CREW RATES OF PAY
EFFECTIVE 07/01/2001

TRAIN CREW -LOCAL FREIGHT SERVICE

CARS HAULD/ DESCRIPTION	OCC	RATE CODE	HIGH RATE	LOW RATE	FROZ RATE	ID RATE
BASC NO CRS CO		3 50	\$139.53	\$106.30	\$96.92	\$114.91
0-80	CO	3 51	\$139.88	\$106.65	\$97.27	\$115.26
81-105	CO	3 54	\$140.53	\$107.30	\$97.92	\$115.91
106-125	CO	3 55	\$140.93	\$107.70	\$98.32	\$116.31
126-145	CO	3 56	\$141.18	\$107.95	\$98.57	\$116.56
146-165	CO	3 57	\$141.28	\$108.05	\$98.67	\$116.66
166-185	CO	3 58	\$141.48	\$108.25	\$98.87	\$116.86
183-205	CO	3 59	\$141.68	\$108.45	\$99.07	\$117.06
206-225	CO	3 60	\$141.88	\$108.65	\$99.27	\$117.26
226-245	CO	3 61	\$142.08	\$108.85	\$99.47	\$117.46
BASC NO CRS BR		3 50	\$130.76	\$100.32	\$90.43	\$107.73
0-80	BR	3 51	\$131.11	\$100.67	\$90.78	\$108.08
81-105	BR	3 54	\$131.76	\$101.32	\$91.43	\$108.73
106-125	BR	3 55	\$132.16	\$101.72	\$91.83	\$109.13
126-145	BR	3 56	\$132.41	\$101.97	\$92.08	\$109.38
146-165	BR	3 57	\$132.51	\$102.07	\$92.18	\$109.48
166-185	BR	3 58	\$132.71	\$102.27	\$92.38	\$109.68
183-205	BR	3 59	\$132.91	\$102.47	\$92.58	\$109.88
206-225	BR	3 60	\$133.11	\$102.67	\$92.78	\$110.08
226-245	BR	3 61	\$133.31	\$102.87	\$92.98	\$110.28
246-265	BR	3 62	\$133.51	\$103.07	\$93.18	\$110.48
266-285	BR	3 63	\$133.71	\$103.27	\$93.38	\$110.68
286-305	BR	3 64	\$133.91	\$103.47	\$93.58	\$110.88

TRAIN CREW RATES OF PAY
EFFECTIVE 07/01/2001

TRAIN CREW -LOCAL FREIGHT SERVICE

CARS HAULD/ DESCRIPTION	OCC	RATE CODE	HIGH RATE	LOW RATE	FROZ RATE	ID RATE
FOREMAN	FO	5 51	\$155.87	\$129.32	\$108.78	\$124.05
FOOTBOARD	FY	5 51	\$168.23	\$138.17	\$117.85	\$138.17

000240

ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

205815

DOCKET NO. AB-55 (Sub-No. 618)

CSX TRANSPORTATION, INC.
--DISCONTINUANCE--
AT MEMPHIS, IN SHELBY COUNTY, TENNESSEE



APPLICATION

FILED

JUL 10 2002

SURFACE
TRANSPORTATION BOARD

VOLUME III
WORK PAPERS - LEEROY DAVIDSON

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Dated: July 10, 2002

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Public Record

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JUL 10 2002

1 SURFACE
TRANSPORTATION BOARD

EXHIBIT A

CSXT

**ENGINEERING DEPARTMENT
TECHNICAL TRAINING CENTER**

PRESENTS

***The Fundamentals
of
Railroad
Bridge Inspection***



***Kenneth Cotton, P.E.
Engineering Services, Inc. - Railroads
1253 Fruit Cove Drive South
Jacksonville, Florida
(904) 287-0328***

PROPERTIES OF WOOD

A. TIMBER INSPECTION

A. TIMBER - Is a widely used construction material on the railroad, for bridges, tunnels, retaining walls, piers, buildings, etc. Timber and lumber come in many kinds and grades, with wide variations in hardness, weight, strength, workability, texture, grain pattern, etc. Lumber is classified either softwood or hardwood. Generally, softwood comes from the needle-bearing or evergreen trees, while hardwoods come from broad leaf (deciduous) trees. This classification is somewhat confusing, however, because many of the so called hardwood species produce softer wood than some of the softwood species. The more commonly available softwood species would be the firs, pines, cedar, redwood, etc. Hardwoods generally available would be oak, maple, cherry, ash, gum and walnut. Most timber and lumber used in repair and maintenance of structures today will be one of the softwood species. All of the timber and lumber used in permanent bridge repairs should be treated with a wood preservative. Untreated timber and lumber should only be used for temporary repairs, shoring, blocking, etc.

Types of Timber - Wood differs from other construction materials because it is produced in a living tree. As a result wood possesses material properties that are entirely different from other material normally encountered in structural design.

B. GOOD FEATURES - BAD FEATURES

Good Features - The physical properties of wood describe its characteristics and its behavior to external influences other than applied forces. Some of the good properties of wood are strength, impact resistance, durability, elasticity, thermal expansion and electrical conductivity.

- **Strength** - Timber, while not as strong as steel approximates ordinary concrete in compressive strength. It is strongest in flexural strength, i.e., timber has an allowable compressive strength (parallel to grain) of about 75% of the flexural value. Perpendicular to the grain, compressive strength is only 20% of the flexural strength. Horizontal shear is limited to 10% of the flexural strength.

TIMBER INSPECTION

- **Anisotropy** - Wood has different strength properties depending upon the manner and direction of loading
- **Fire Resistance** - Timber is particularly vulnerable to fire
- **Weathering, Warping, etc.** - This is normally caused by repeated dimensional changes in the wood as it gets wet and then dries
- **Chemical Reaction** - affects wood in three different ways: A swelling and resultant weakening of the wood, breaking down the cellulose by acids, or a general deterioration by alkalis. Animal wastes are also a problem.
- **Abrasion** - is most serious when combined with decay which softens or weakens the wood. On bridges, decks are especially vulnerable
- **Overloading** - Damage will be evident in the form of shattered or injured timbers, sagging or buckled members, or timbers with large longitudinal cracks.
- **Volume Change** - Wood density varies with moisture content.

D. CAUSES OF DETERIORATION

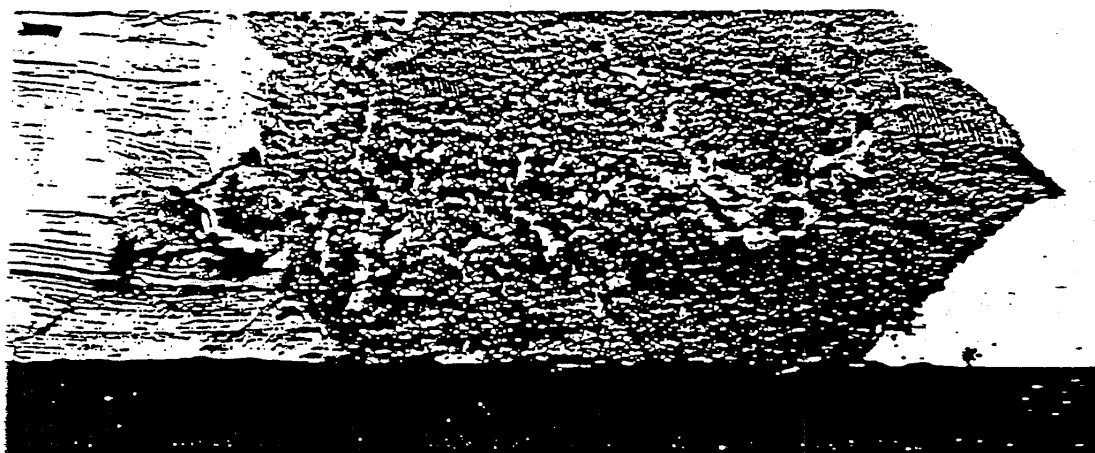
Agents of deterioration - Some of the agents of deterioration are bacteria, fungi, vermin, water, weathering (sunlight), chemical and mechanical wear.

- **Bacteria** - are small, single-cell protists that are among the most common organisms on earth. They recently have been shown to be important colonizers of untreated wood in very wet environments, causing increased opening and softening of the wood surface. Bacterial decay is normally an extremely slow process, but can become serious in situations where untreated wood is submerged for long periods. Although untreated wood may become weaker when it remains saturated for very long periods, bacterial decay does not appear to be a serious hazard to the pressure-treated timber typically used for bridge construction.

3. TIMBER INSPECTION



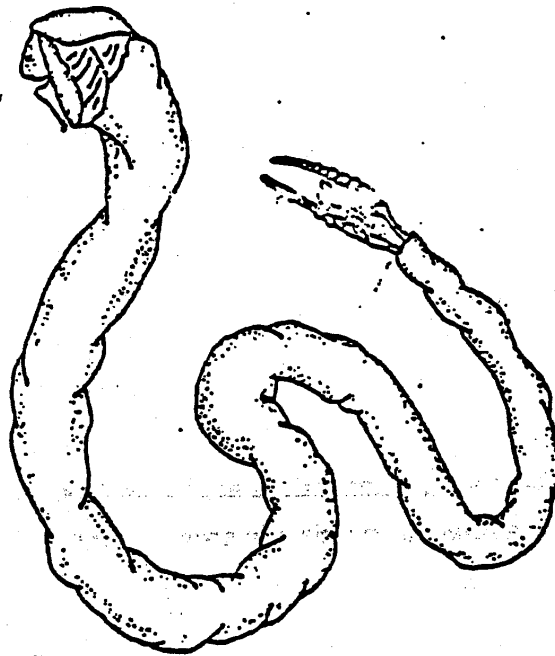
M 145 125-1



(Courtesy of Frank Porter Lumber Co., Chicago. —
Examples of decay fruiting bodies: *Upper*, soft, fleshy, shelf-like forms; *lower*, resupinate form —

TIMBER INSPECTION

Molluscan Borers - consist of the Teredo and Pholads, which have different physical characteristics. The Teredo, illustrated in Figure 1, is commonly called a shipworm.



TEREDO

Diagrammatic drawing of an entire Teredo
showing relative position of shells and
siphon (lateral view)

(Clench & Turner, 1946)

TIMBER INSPECTION

As the burrow is extended, usually with the grain of the wood, the body of the shipworm grows. One end remains attached to the wall near the tiny point of entrance. This bears the siphons through which contact with the sea is maintained. The penetrating end carries the small shells. Between stretches a body that is thin as a lead pencil, but may reach a length of eighteen inches. Although a timber may be infested with hundreds of larvae, the burrows of the shipworms never interfere with each other. If an animal finds itself coming close to another burrow, it invariably turns aside. As it bores, it passes the loosened fragments of wood through its digestive tract.

The Pholads also use their shells for boring, but their bodies are enclosed by the shells and there is no lining in the burrow. Some species of this group bore in concrete as well as in soft rock and mud. They make entrance holes somewhat larger than those made by Teredo, but the holes are still small and hard to find by surface inspection. Species of this group are found in all parts of the world, but in general, are fewer in number than the Teredo and are responsible for much less damage, even though their attack is more difficult to prevent.

TIMBER INSPECTION

In appearance it resembles the wood louse. It has a body from 1/8 to 1/4 inch in length, and a width of about 1/3 the length. The mouth of the Limnoria contains a pair of strong, horny-tipped mandibles with which the boring is done. Its body has seven pairs of legs ending in sharp, hooked claws so that it can move freely and cling to timber. It uses its gill plates for swimming. Limnoria destroy timber by gnawing interlacing branching burrows on the surface or to a depth seldom exceeding 3/4 inch. As many as 400 individuals per square inch have been counted on timber under heavy attack. The points of greatest concentration are found near the mud line and mean tide level, but they may be either distributed uniformly or concentrated anywhere between these limits. They are found in tidal waters from the Arctic Circle to the Tropics.

Sphaeroma - are very much like Limnoria in appearance except that they are generally larger, a large specimen being 1/2 inch in length and 1/4 inch in width. Sphaeroma are widely distributed geographically but are not as noted for destruction of timber as are the Limnoria.

Chelura - are slightly larger than the Limnoria and are found in the same localities. When present in great numbers, they seem to drive out the Limnoria. The body at the joints, the antennae and the legs are heavily feathered with long hairs. This borer is destructive in European waters and in many Pacific Island harbors. It had not been found in important numbers on the continental United States until 1935, when it appeared in enormous numbers in Boston and several other New England harbors. Until recently Chelura had been considered as destructive as the Limnoria, however recent studies seem to indicate that this specie has been greatly overrated in its destructive ability, possibly because Chelura are frequently discovered occupying abandoned Limnoria burrows.

TIMBER INSPECTION

Vermin - consists of several species of termites, beetles, ants, bees, wasps and marine borers.

- **Termites** - that attack wood are separated into five families, three of which are found within the continental United States. The species most associated with wood damage are the subterranean, dampwood and drywood termites.
- **Beetles** - represent the largest order of insects and contain nine families that cause substantial damage to wood. Many beetles in these families attack only living trees or freshly cut timber, but their damage may be encountered during inspection and can be confused with active deterioration.
- **Ants, Bees and Wasps** - are included in the insect order that can attack wood. The most common insects in this group are the carpenter ants and carpenter bees. These insects will attack wood that is in service. (treated)
- **Marine Borers** - When timber substructures are located in salt or brackish waters, severe damage may occur from attack by marine borers. The marine borers that cause wood damage in the United States are classified into three groups based upon their pattern of wood attack. They are as follows: Pholads, Shipworms (Terredo) and Limnoria (Gribbles).
 - **Pholads** - are clamlike mollusks that burrow into wood and filter food from the surrounding water. As pholads burrow into wood, the surface eventually weakens and tends to break away under wave action. Eventually, the wood area decreases to the point where it fails.
 - **Shipworms (Terredo)** - are long, wormlike mollusks that cause interior damage to wood while leaving only a small hole on the surface as evidence of their attack. As shipworms become established in wood two hard clamlike shells near the tops of their heads begin to rasp away at the wood, leaving tunnels with a characteristic white coating.

- Four essential conditions required for decay.
- Deprive the fungus of any one and decay will stop.

Sufficient Oxygen

Decay fungi cannot survive without some free oxygen.

Favorable Temperature

- 50°F to 90°F optimum
- Ceases below 35°F and above 100°F

Adequate Food

Wood is the food supply. The food requirement can be controlled and decay prevented by poisoning the wood with a wood preservative.

Available Water

Dry wood will not decay.
Wood maintained below a moisture content of about 25% will not decay.

Simple Methods for Detecting Internal Decay

Sounding

- o Dull or hollow sound indicates possible decay

Core and Bore Sampling

- o Increment borer
- o Plug cutter

Drilling

Probing

- o "Pick test"

Moisture Meter

MYTHS....

- (1) "The bridge is old and should be replaced."
- (2) "The treatment is all bleached out and timber is badly checked. It looks bad."
- (3) "Caps always crush before getting dangerous."
- (4) "It sounds bad and should be replaced."
- (5) "That's old heart pine and we never have trouble with that."
- (6) "We don't have any decay below ground."
- (7) "These piles remain in water all the time and we don't have a decay problem."
- (8) "All of our bridges are treated and we don't have a decay problem."
- (9) "We do have some center rot but it doesn't affect the treated shell."

AND THE FACTS....

- Age, as such, means nothing.
- Don't condemn a bridge before boring.
- Don't count on it. Dangerous caps can be found only by boring.
- Bore it first.
- Don't count on it.
- Excavate a percentage of piles at least 2 ft and be sure.
- Better check about 2 ft or 3 ft above the water—line where wick action ends and decay conditions are just about perfect internally.
- Remedial treatments common in treated bridges.
- Decay can and does take place in the treated area.

TIMBER INSPECTION

TIMBER DETERIORATION		
CAUSES AND EFFECTS OF DETERIORATION IN TIMBER		
CAUSE		EFFECT
Fire		Charring
Mechanical:	Excessive Loads	Fracture
	Abrasion	Loss of Surface
	Erosion by Rain	Loss of Surface
	Dust and sand	
Water:	Flowing Water	Leaching of color & Erosion of Surface
	Warming/Drying	Expansion/Contraction causing cracks
Sunlight:		Fading Color & Embrittlement of Surface
Chemicals:		Discoloration / Complete Disintegration
Bacteria:		Superficial Discoloration
Fungi:	(A) Moist Conditions: Moulds	Superficial Discoloration
	"Dry Rot"	Complete Disintegration (In Advanced States)
	(B) Wet Conditions: Microscopic Rots	
	Visible "Wet Rots" e.g., Cellar Fungus	
Marine Borers:	Teredo	Tunnels
	Limnoria	Tunnels (External)
Insects:	Termites (not UK)	Irregular Honeycombing/ Wide Channels
	Beetles	Tunnels and Exit Holes

CRITICAL TIMBER INSPECTION DETAILS

TIMBER INSPECTION

E. CRITICAL INSPECTION DETAILS

General - Timber bridges may be divided into two general classes, namely trestles and trusses. Timber truss construction is generally no longer used for railroad bridges; however, there are overhead timber highway truss bridges in nearly every state. A trestle bridge usually consists of a number of pile bents. These bents may be of "one story" (15') construction or multi-story - having several layers of construction. In the construction of many very high bridges, piles are driven and capped at ground level and a frame bent built on top of the piles. In both cases it is necessary to provide bracing to reduce the unsupported length of piling. This prevents both longitudinal and lateral movement in the structure. When maintained either continuously dry or wet, timber structures may have a life expectancy of 20 to 50 years. Submerged piles of Roman origin have been found in good condition. Timber will have a shorter life if it is alternately wet or dry, especially if there are freezing and thawing cycles involved.

Timber Outer Guard Rails - are placed upon bridges for three reasons:

- **They Are Useful** - along with inner guard rails, in keeping the wheels of equipment on the bridge in case of a derailment
- **They Are Used** - to keep the bridge ties properly spaced
- **To Keep Ties Square** - to the bridge and prevent skewing

Guard rails, like bridge ties, become weathered, decayed and damaged by derailments and/or dragging equipment. Guard rails are usually renewed with a tie renewal or replaced as a result of a derailment.

When inspecting the trestle deck, look for the following serious condition:

- **Guard Rails** - are decayed or damaged so as to no longer be effective.

TIMBER INSPECTION

Corbels and Elevation Blocks

Corbels - are used to provide more stringer bearing area over the cap. With the use of corbels, stringers may be butted together over the cap. Where corbels are not used, the stringers must lap over the cap to provide full bearing.

Care must be taken when inspecting structures having corbels to insure that all stringers bear equally on the corbels at the lap points and that the corbels are not cracked, crushed or split.

Elevation Blocks - are used when the bridge locates in a curve. these blocks may be placed under each individual tie or between the cap and stringers so as to elevate the entire stringer panel.

Elevation blocks must not be crushed, cracked or split, and must fit directly under the tie or over the cap. Since the elevation block is wedge shaped, if it is allowed to work out from under the tie or stringer, a difference in track elevation will exist creating a serious track surface problem.

When inspecting timber trestles, look for these serious conditions:

- **Corbels** - that are crushed, cracked or split to the point they are not adequately carrying load.
- **Elevation Blocks** - that are crushed, cracked, split or working out from under the ties so as to create a track surface problem.

CAPS AND SILLS

Caps - transmit the load carried by the stringers to the piles or framed bent members. Caps, like stringers, are subject to compressive forces and may also fail in horizontal

8. TIMBER INSPECTION

inspection, including sounding and possibly test boring the members in those areas.

Posts and Piles - Round timber piles may be of any species of wood which will withstand driving and will support the loads imposed. Some common used species include cedar, cypress, douglas-fir, elm, hemlock, western larch, maple, oak, pine, and spruces. Timber piles are classified under three general divisions according to the use intended, as follows:

- **Class A** - Piles suitable for use in heavy railway bridges or other heavy framed construction. The minimum diameter of butt permits, in most cases, use of load bearing timber caps 14 inches in width.
- **Class B** - Piles suitable for use in docks, wharves, bridges, building or other foundations, and general construction. The minimum diameter of butt permits the use of load bearing timber caps 12 inches in width.
- **Class C** - Piles suitable for use in foundations which will always be completely submerged, for cofferdams, false work, or light construction.

Posts and piles are the major load bearing elements of a timber structure and by far the most expensive to repair or replace. It is essential that a careful inspection of these elements be made during the inspection cycle. Due primarily to the fact that there are usually more bridges than time, most timber bridge inspection is performed by a combination of visual observation and soundings.

Visual inspection is important, but unless it is followed by a physical inspection of questionable areas, it is likely that good timber may be marked for removal when other less costly remedial action such as "posting or stubbing", can be taken.

Hammer sounding is probably the oldest accepted method for inspecting timber piles,

TIMBER INSPECTION

When inspecting timber bents, look for the following serious conditions:

- **Any Bent** - out of plumb or skewed
- **Pumping, Lateral Movement, etc.** - during the passage of a train
- **All Hardware** - for proper application and any improperly applied or missing parts
- **Any Pile or Post** - broken, crushed, decayed through 50% or more
- **Any Defect** - that renders a pile useless as a load carrying element of the bridge

Bracing - Is necessary for the stability of a timber structure. Although bracing members are secondary members, they are necessary for the total stability of the structure. A good bracing pattern prevents movement both laterally and longitudinally. As a result of many years of bridge construction, a general pattern for bracing has evolved resulting in a design that is both stable and practical. AREA accepted practice states that for all timber trestles up to 12 - 15 feet in height, only cross bracing is necessary. For trestles over this height, cross, sash and girt bracing at every bent and longitudinal bracing between every second bent must be applied.

Timber bracing is susceptible not only to decay, but to mechanical action at the bolt locations. This is due to vibration and movement with the passage of trains. As bracing becomes loose, damage will occur to other members of the structure, especially those with excessive unbraced length, etc. Girts not properly secured will permit the bent to get out of plumb and move longitudinally. Loose sash and cross bracing will allow the structure to sway and move laterally. While pile trestles depend upon anchorage of the piles in the ground for stability, framed trestles rest upon concrete piers, mud blocks, etc., and the bracing is essential for the total stability of the structure.

When inspecting timber bents, look for the following serious conditions:

TIMBER INSPECTION

Mud Sills and Mud Blocking

Mud Sills - are laid upon rock or solid bearing soil and are placed in groups of three or four at right angles to the bridge alignment.

Mud Blocking - is placed at right angles to and upon the mud sills. The blocking is usually placed in groups of three or four directly under the framed bent sill and under each framed post.

When inspecting timber trestles, look for the following serious conditions:

- **Mud Sills** - Decayed allowing the sill to collapse or crush under the mud blocking.
- **Mud Blocking** - Decayed allowing the blocking to collapse under the framed sill causing the sill to crush or split under the framed bent posts.

Timber Backwalls - Deterioration of timber backwalls will permit the loss of ballast and/or the embankment. This may result in a dangerous track condition which can affect train operations. Backwalls are usually constructed of piles and timbers which are designed to hold the roadbed and embankment. Since this part of the structure does not carry load, it is usually overlooked when other repairs are made to the bridge.

When inspecting the trestle approach, look for this serious condition:

- **Backwall** - failed affecting safety of train operation

MILEPOST _____ BRIDGE NO _____ LOCATION _____
NO SPANS _____ CROSSING _____

PILE INSPECTION - PAGE _____ OF _____

BENT NO

PILE LAYOUT

1.

2

3

4

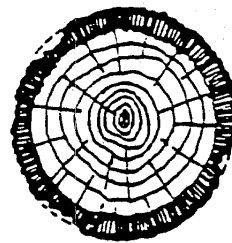
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6





95-100 % REMAINING
MAXIMUM DAMAGE



95-100 % REMAINING
MINIMUM DAMAGE



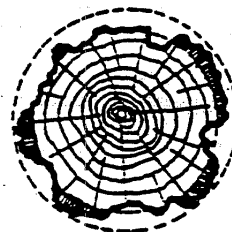
90-95 % REMAINING
MAXIMUM DAMAGE



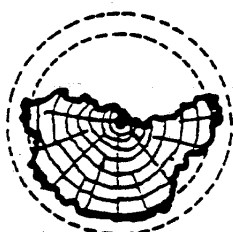
90-95 % REMAINING
MINIMUM DAMAGE



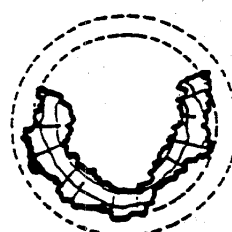
55-85 % REMAINING
MAXIMUM DAMAGE



55-85 % REMAINING
MINIMUM DAMAGE



25-50 % REMAINING



0-25 % REMAINING

CROSS SECTIONS SHOW PERCENT OF REMAINING AREA

DIAGRAMS OF PILE DAMAGE RATINGS

OSMOSE - MARINE DIVISION

TIMBER INSPECTION TOOLS

TIMBER INSPECTION

A. SPECIAL TESTING/TOOLS

Methods for Detecting Exterior Deterioration - Exterior deterioration is the easiest to detect because it is often readily accessible to the inspector. The four methods or tools most commonly used include visual inspection, probing, the pick test, and the Pilodyn. The following are methods, tools and equipment for conducting inspection of timber bridges:

Visual Inspection - The simplest method for locating deterioration is visual inspection. The inspector observes the structure for signs of actual or potential deterioration, noting areas for further investigation.

Probing - Probing with a moderately pointed tool, such as an awl or knife, locates decay near the wood surface by revealing excessive softness or a lack of resistance to probe penetration. Although probing is a simple inspection method, experience is required to interpret results. Care must be taken to differentiate between decay and water-softened wood that may sound softer than dry wood.

Pick Test - The pick test is one of the simplest methods for detecting surface decay. A pointed pick, awl or screwdriver is driven a short distance into the wood and used to pry out a splinter. Sound wood splinters when broken across the grain. Decayed wood breaks across the grain or crumbles into small pieces.

Pilodyn - Like the pick test, the Pilodyn is also used to detect surface damage. The Pilodyn is a spring-loaded pin device that drives a hardened steel pin into the wood. The depth of pin penetration is used as a measure of the degree of decay.

Sounding - Sounding the wood surface by striking it with a hammer or other object is one of the oldest and most commonly used inspection methods for detecting deterioration. Based on the tonal quality of the sounds, an experienced inspector can

TIMBER INSPECTION

interpret dull or hollow sounds that may indicate the presence of large voids or decay. Sounding provides only a partial picture of the extent of decay present and will not detect wood in the intermediate stages of decay. When suspected decay is encountered, it must be verified by other methods such as boring or coring.

Moisture Meters - As wood decays, certain electrolytes are released from the wood structure and electrical properties of the material are altered. Several tools can be used for detecting decay by changes in electrical properties. One of the simpler tools is the resistance type moisture meter. This unit uses two metal probes (pins) driven into the wood to measure electrical resistance, and thus, moisture content.

Shigometer - The shigometer is a device compared to the moisture meter. It uses a pulse current to measure changes in electrical conductivity associated with decay. A small hole is drilled into the wood and a small twisted wire probe connected to a meter is inserted into the hole. As the probe encounters areas of decreased resistance, the meter reading drops. Several studies show that the Shigometer is a reasonable method for detecting decay if it is used under proper conditions by a trained operator.

Drilling and Coring - Drilling and coring are the most common methods for detecting internal deterioration in bridge members. Inspectors may find drilling best for initial inspection until some evidence of decay is found. When decay is detected,, coring may be preferred for defining the limits and providing extraction samples for further examination.

Drilling - Drilling is usually done with an electric/gasoline power drill or hand-crank drill equipped with a 3/8", 1/2" or 3/4" bit. Power drilling is faster, but hand drilling allows the inspector a better feel and may be better in finding pockets of decay. The inspector drills into the structure noting zones where the drilling becomes easier and observes the drill shavings for evidence of decay. All holes must be plugged with treated wood or plastic plugs.

TIMBER INSPECTION

Coring with Increment Borers - Increment borers provide information as to the presence of decay pockets and other voids. Coring produces a solid wood core that can be examined for evidence of decay. The core can also be used to obtain an accurate measure of the depth of preservative penetration and retention.

Shell Depth Indicator - The shell depth indicator is a metal bar notched at the end and inscribed in inches. It is inserted into the inspection hole and pulled back along the hole sides. As it moves along the wood, the hook will catch on edges of voids. In this way, the inspector can note the depth of solid shell(s) which can be used to estimate residual wood strength.

Sonic Evaluation - Sophisticated sonic tests for evaluating wood condition have been developed in recent years. Several of these methods, including sonic wave velocity, acoustic emission and stress wave analysis have been investigated. The simplest of the sonic techniques uses an instrument to measure the velocity changes of a sound wave moving across the wood. Several sonic methods are nearing commercialization and offer a significant advancement in decay detection capabilities; however, where defects are detected, other methods must still be used to determine the cause.

X-Rays and Tomography Scanners - X-rays were once commonly used for detecting internal voids in wood. As the x-rays passed through the wood, the presence of knots or other defects alters the density of the resulting radiograph. The high cost of equipment, along with the safety factors associated with the use of radiation and the need for expert interpretation of results have largely eliminated its use in wood. Despite these problems, x-rays are useful for detecting insect and marine borer infestations in woods.

TIMBER BRIDGE DETAILS

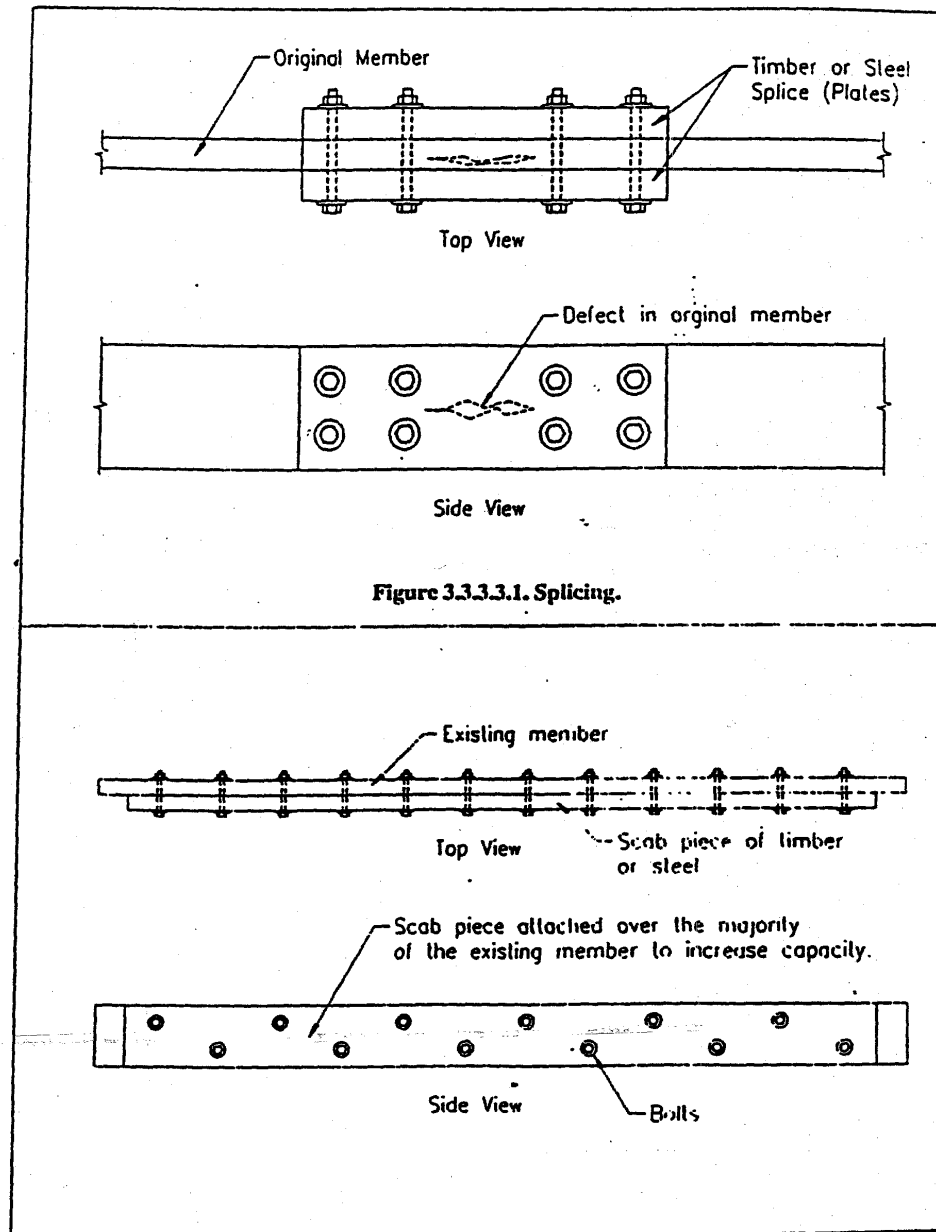


Figure 3.3.3.2. Scabbing.

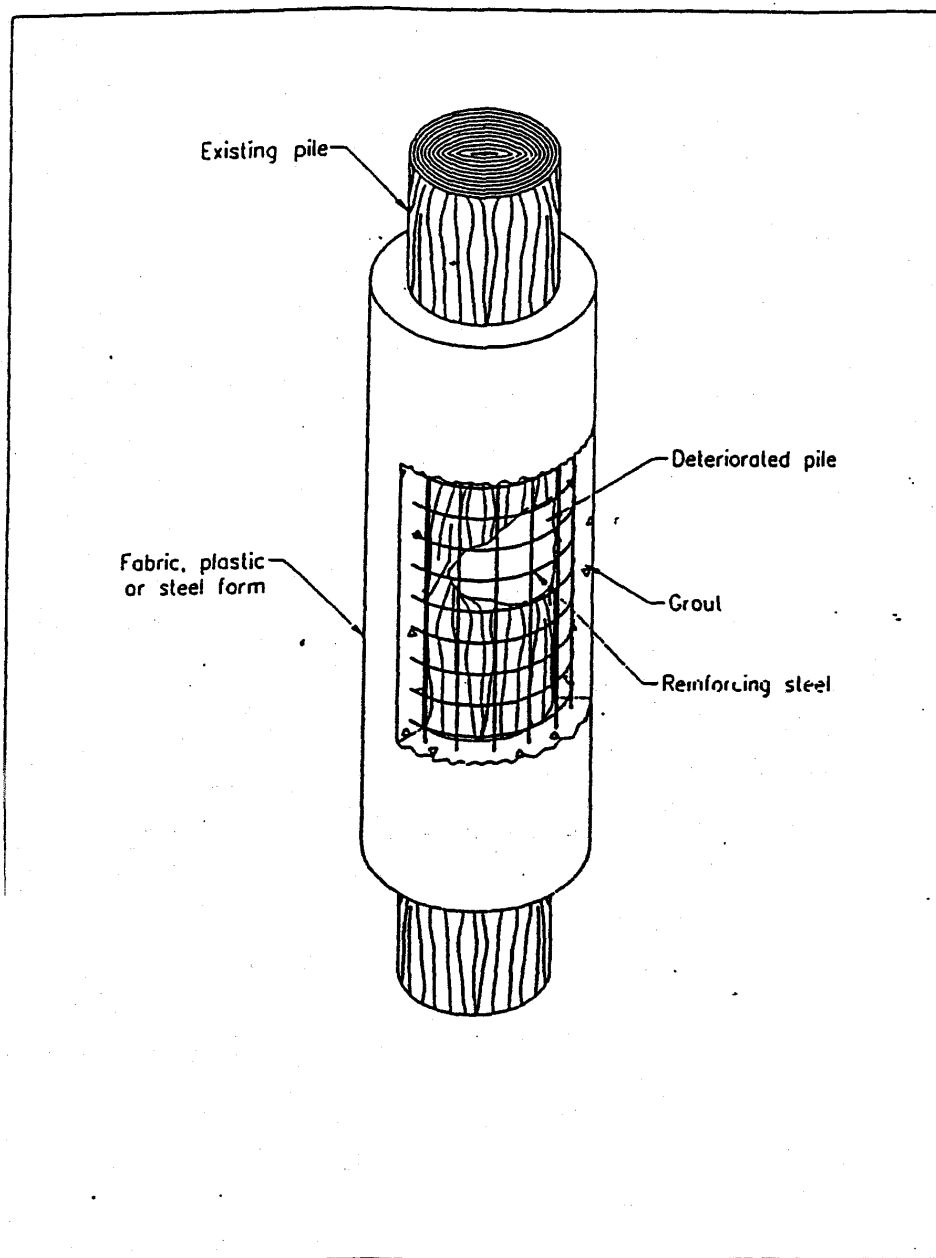


Figure 3.3.3.3.3. Pile restoration using cast in place reinforced concrete jacket.

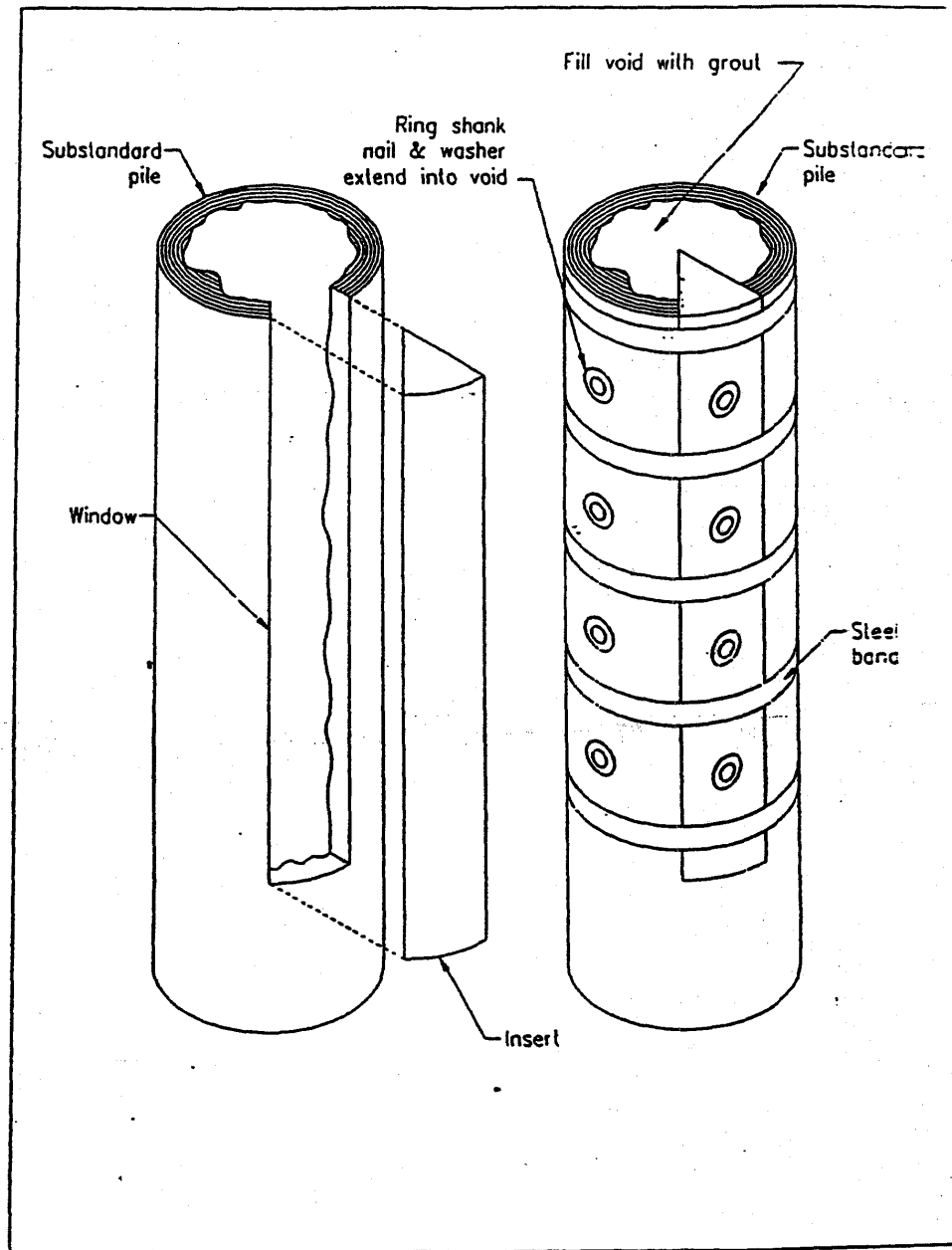


Figure 3.3.3.4. Filling voids with grout.

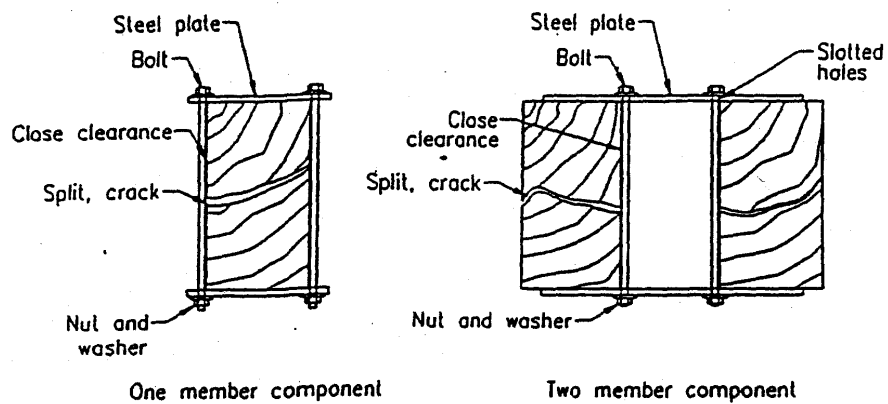


Figure 3.3.3.5A. Clamping.

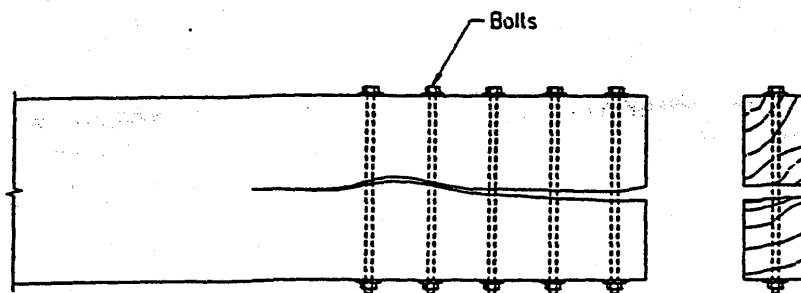


Figure 3.3.3.5B. Stitching.

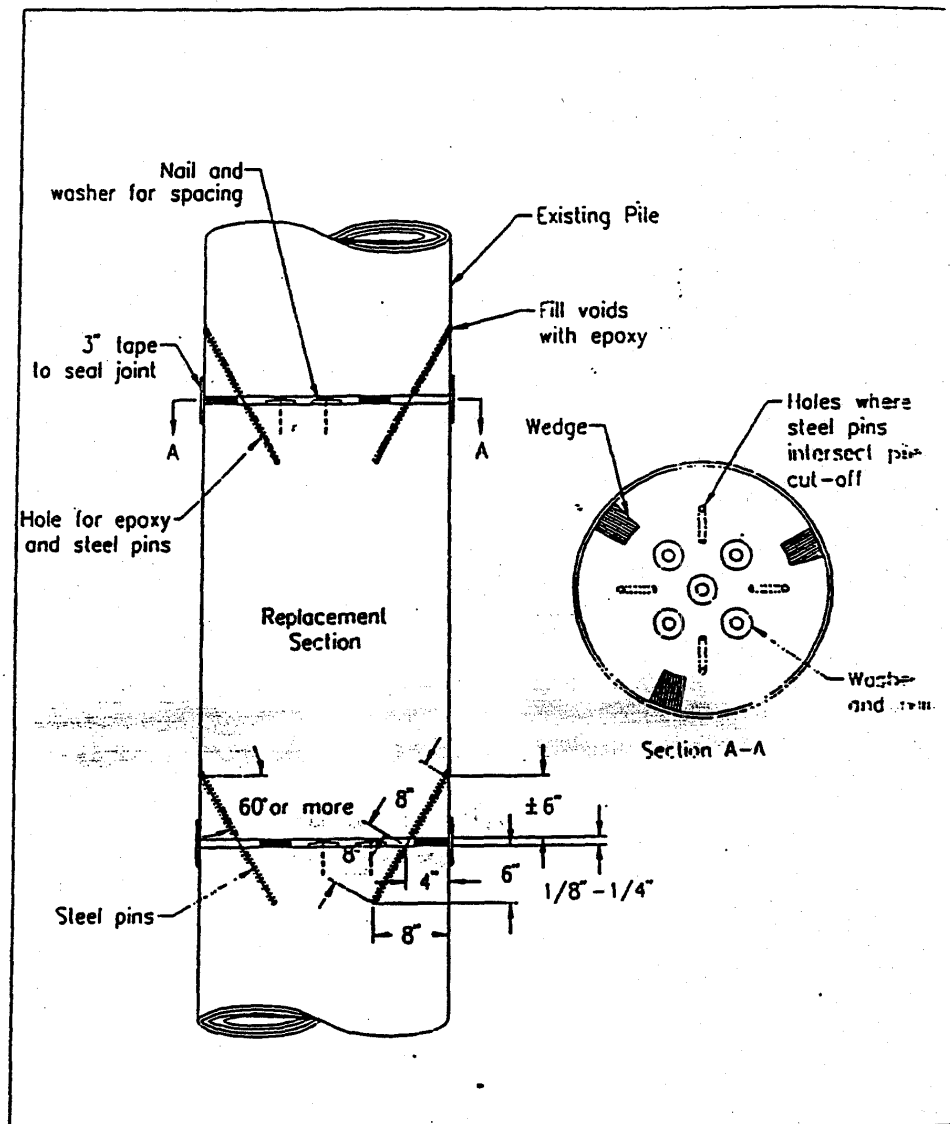
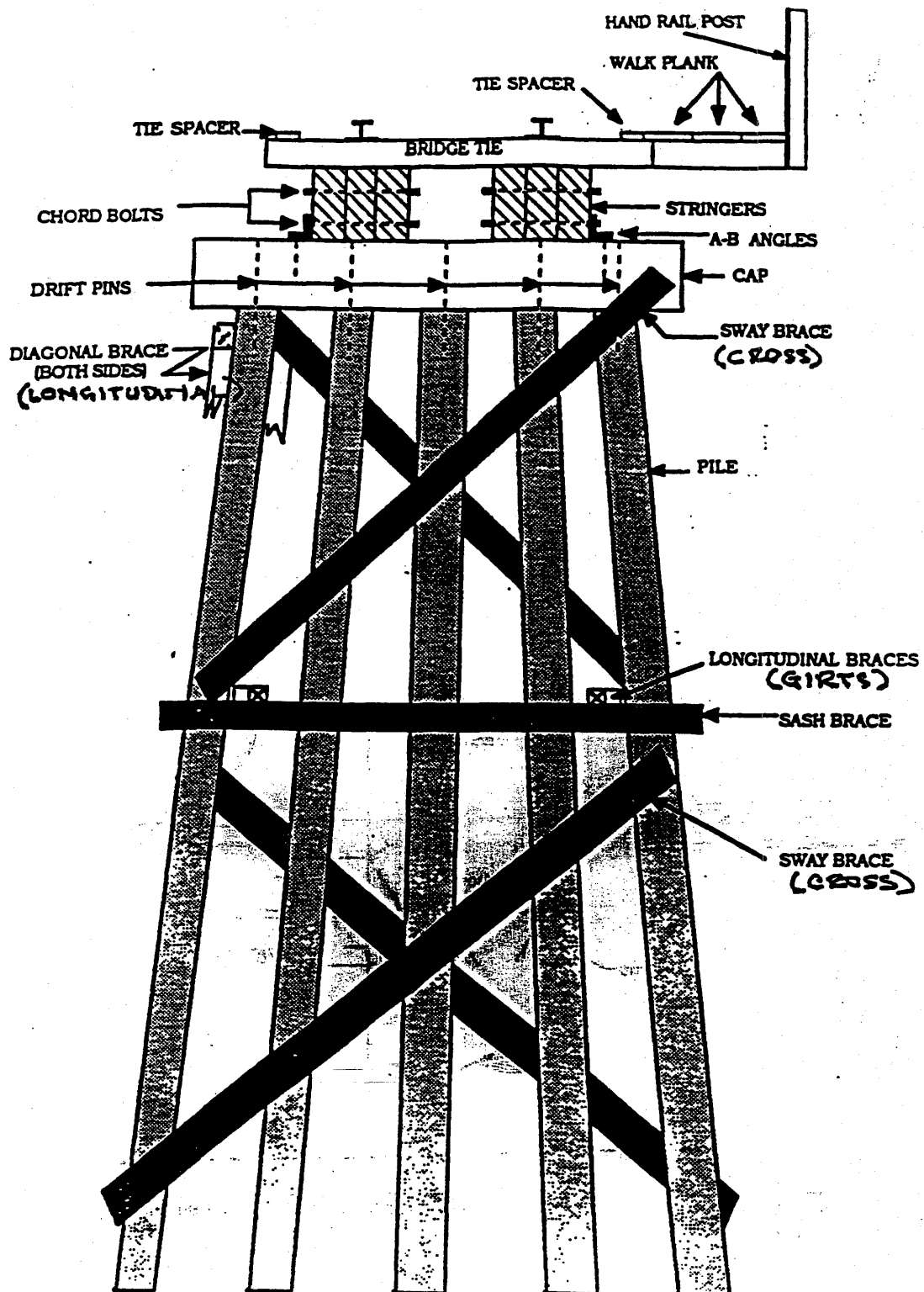
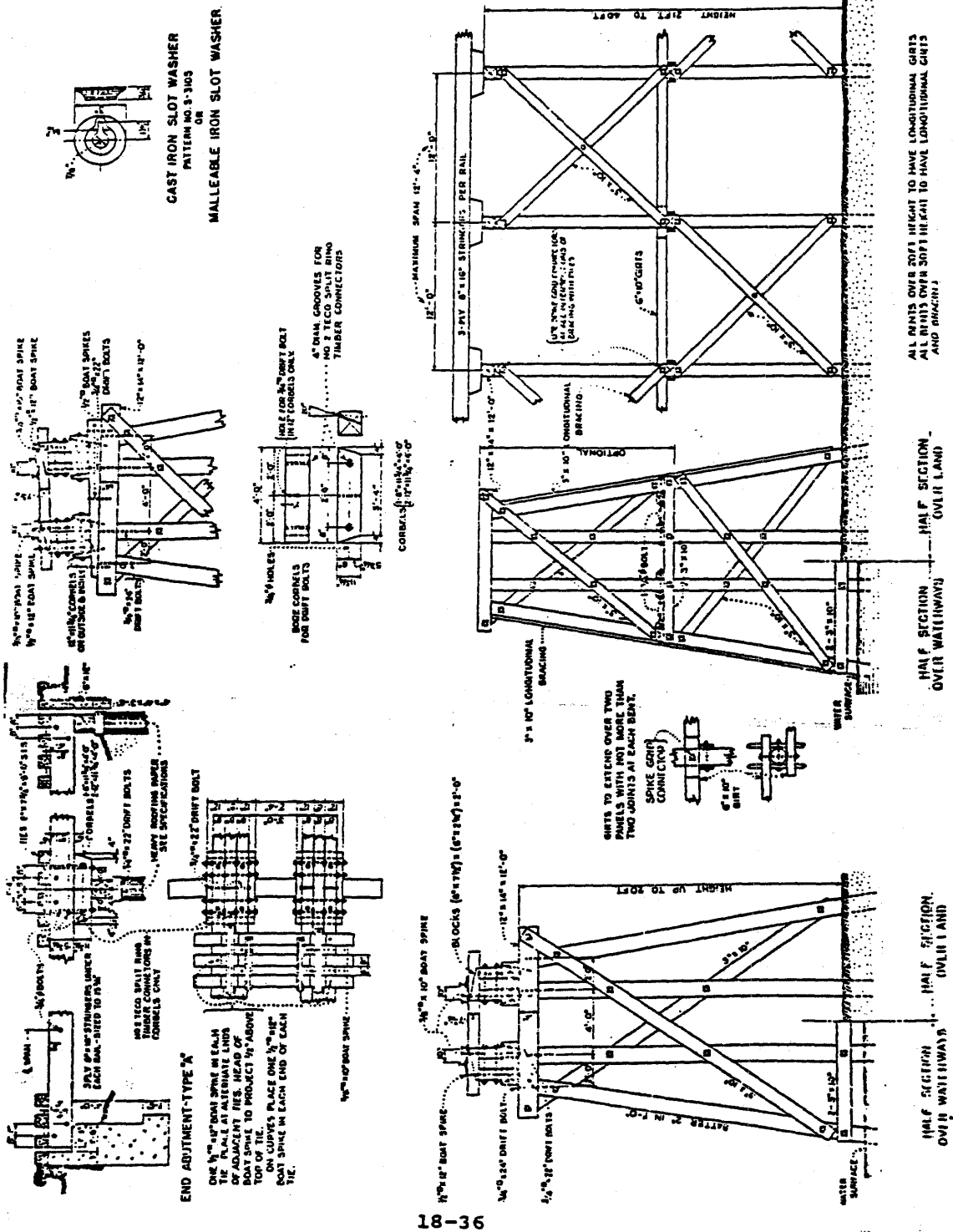


Figure 3.3.3.6. Schematic diagram of pile posting.



TIMBER BENT

PILE TRESTLE WITH CORBELS



3.4 TYPICAL PLANS FOR TIMBER RAILWAY BRIDGES

(a) Plans for open-deck pile and framed trestles, multiple-story trestles, and ballasted deck pile and framed trestles.

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Fig. 3.4.14	Walk and Handrail—Ballasted-Deck Trestles (to be used where required)	7-3-28
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Fig. 3.4.18	Creosoted Timber Pile Piers for Long Spans, E60 Loading. Pier for 150-ft. Span and Trestle Approach	7-3-32

¹References, Vol. 23, 1922, pp. 709, 1148; Vol. 24, 1923, pp. 773, 1196; Vol. 37, 1936, pp. 667, 704, 1036, 1038; Vol. 38, 1937, pp. 183, 624; Vol. 45, 1944, pp. 203, 596; Vol. 49, 1948, pp. 272, 672; Vol. 60, 1959, pp. 556, 1081; Vol. 63, 1962, pp. 455, 684; Vol. 89, 1988, p. 106.

GENERAL NOTES

For various combinations of loading, panel lengths, number and size of stringers, number of piles and permissible working stresses, see Part 2, this chapter.

All lumber and piles should be pressure treated in accordance with AREA Chapter 3.

All lumber should be framed and bored before treatment wherever possible.

Holes should be bored the same diameter as the bolt and 1/8 in. less than the nominal diameter of drive spikes.

Lumber cut after treatment should be painted with three coats of hot creosote oil.

Holes bored after treating should be treated with hot creosote oil applied with a pressure-bolt hole treater.

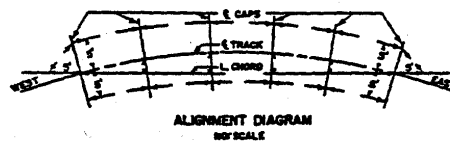
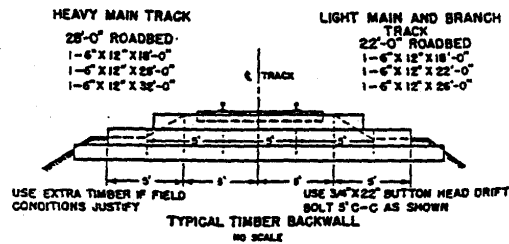
Each bolt should have a square head, suitable type lock nut and 2 OG washers, with a double-coil spring when shown on the plans.

Trestles on curves should be built to follow the curve. Bents should be placed on radial lines and spaced to maintain standard panel lengths under the outside stringer.

Crushed-rock ballast should be hard, durable stone and should conform to size No. 4 of the National Bureau of Standards.

For use of protective coating for hardware see Part 1.2—Specifications of Fastenings for Timber Trestles, this chapter.

For use of inner guard rails see Part 3.6, this chapter.



ALL TIMBER IN TRESTLE TO BE PRESSURE TREATED WITH APPROVED WOOD PRESERVATIVE.
 TIMBER CUT OR BORED IN FIELD TO BE GIVEN TWO COATS OF HOT CREOSOTE OIL.
 SUPERELEVATION FOR CURVES TO BE OBTAINED BY USING ELEVATION BLOCKS.
 ALL DIMENSIONS OF BRACING TIMBERS ARE NOMINAL SIZES.

SWAY BRACING MAY BE OMITTED FOR BENTS 6'-0" AND UNDER IN HEIGHT.

STANDARD SPACING OF BENTS IS 12'-0" MEASURED AT CENTER LINE OF TRACK.
 NOMINAL SIZE OF STRINGERS - 6" X 16" - STRINGERS TO BE DAPPED OR SIZED OVER CAPS TO 1 1/2".

DEPTH OF CAPS TO BE SIZED TO 11 3/4" FOR PILE BENTS AND 13 3/4" FOR FRAME BENTS.

EACH REQUESTION FOR STRINGERS SHALL BE ACCOMPANIED BY SKETCH IN TRIPPLICATE SHOWING THE SPACING OF BENTS AND POSITION OF STRINGERS.

EACH STRINGER SHALL BE NUMBERED TO PROVIDE AN ERECTION MARK.

WHEN THE TRESTLE IS ON A CURVE AN ALIGNMENT DIAGRAM MUST BE SHOWN ON THE STRINGER PLAN.

ALL HOLES BORED FOR HARDWARE SHALL BE 13/16" DIAMETER.

STAY RODS SHALL BE FURNISHED STRAIGHT WITH THE LOWER LOOP FORMED. THE FORMING OF THE UPPER LOOP AND BENDING SHALL BE DONE IN THE FIELD.

HARDWARE TO BE GALVANIZED.

ALL BOLTS TO HAVE SQUARE OR HEX HEADS AND NUTS AND TWO O.G. WASHERS FOR EACH BOLT.

USE SPIKE GRID TIMBER CONNECTORS FOR BRACING TO PILES AND CAPS.

HARDWARE TO BE GALVANIZED.

ALL BOLTS TO HAVE SQUARE OR HEX HEADS AND NUTS WITH 2 EA. CAST IRON O.G. WASHERS EACH BOLT.

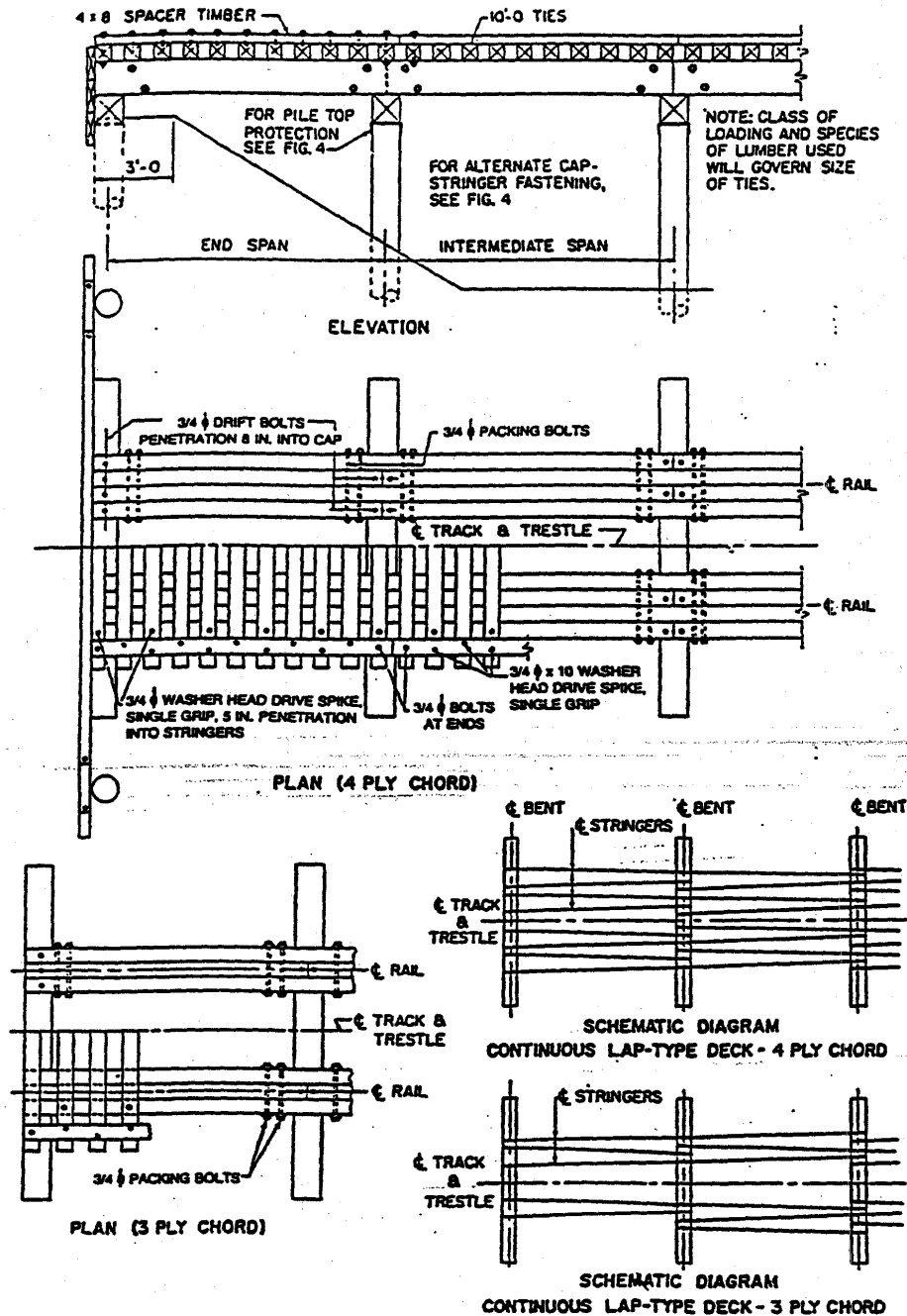


Fig. 3.4.1 Floor Plan for Open-Deck Trestles

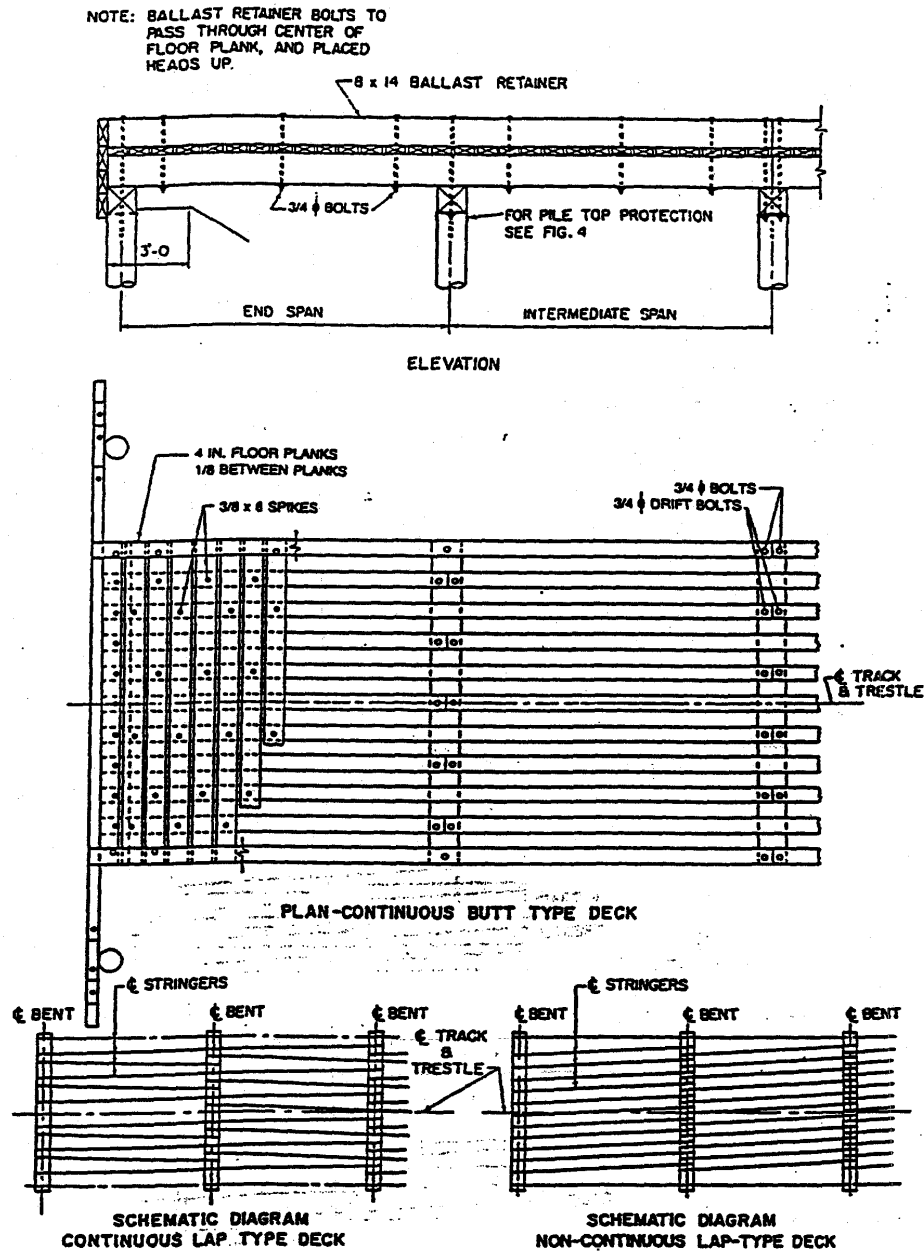
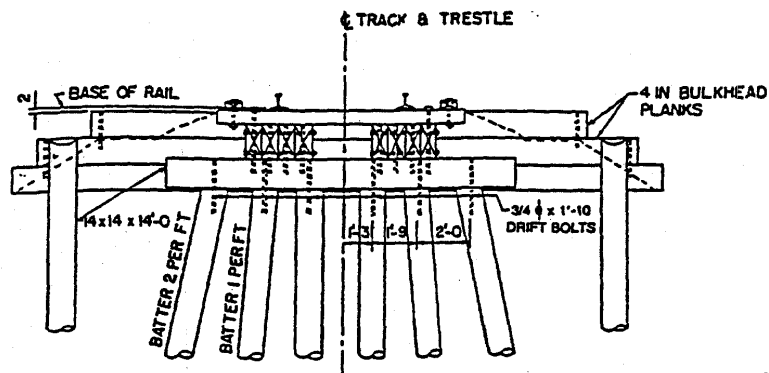
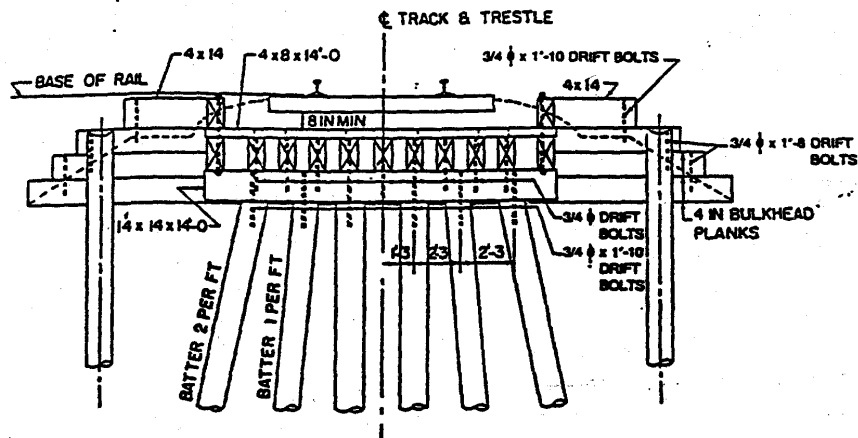


Fig. 3.4.2 Floor Plan for Ballasted-Deck Trestles

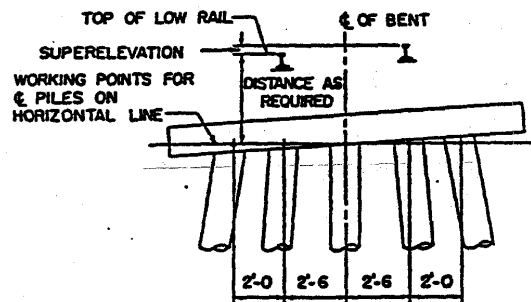


BULKHEAD, 6 PILE END BENT & OPEN TIMBER DECK



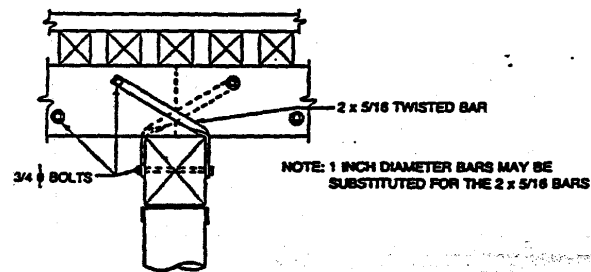
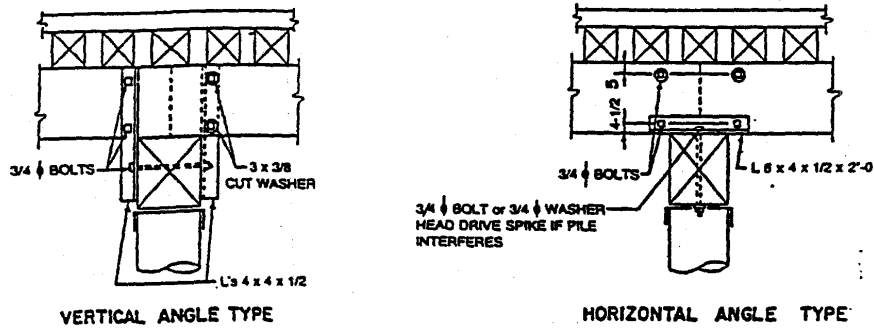
BULKHEAD, 6 PILE END BENT & BALLAST TIMBER DECK

Notes:
 Length of bulkhead planks should conform to the embankment cross-section.
 Wing piles may be omitted when heavier planks than shown are used.
 For ballasted deck trestles having 2 in or less superelevation, bents may be cut level and superelevation taken up in ballast.

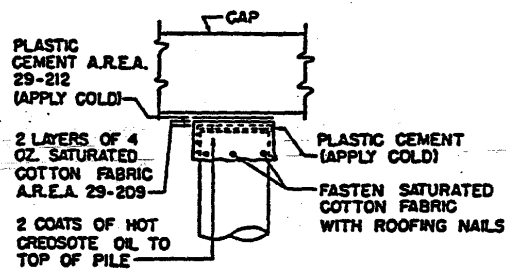


PROVISION FOR SUPERELEVATION

Fig. 3.4.3 Bulkheads and Miscellaneous Details

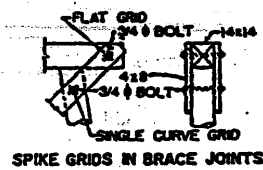
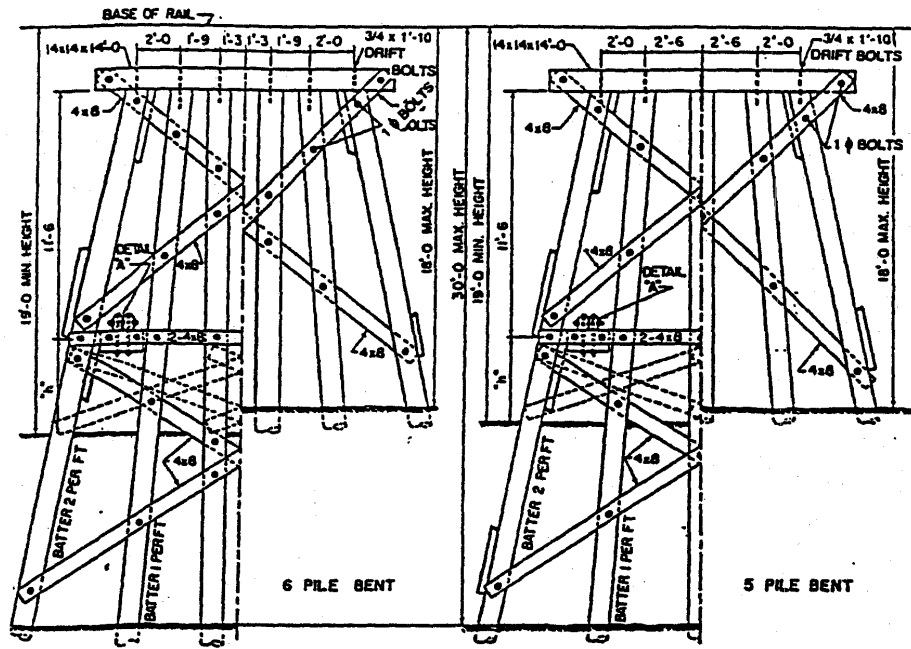


STRAP TYPE
 NOTE: THE ABOVE CAP STRINGER FASTENINGS MAY BE USED AS AN ALTERNATE TO DRIFT BOLTS AS SHOWN IN FIG. 1



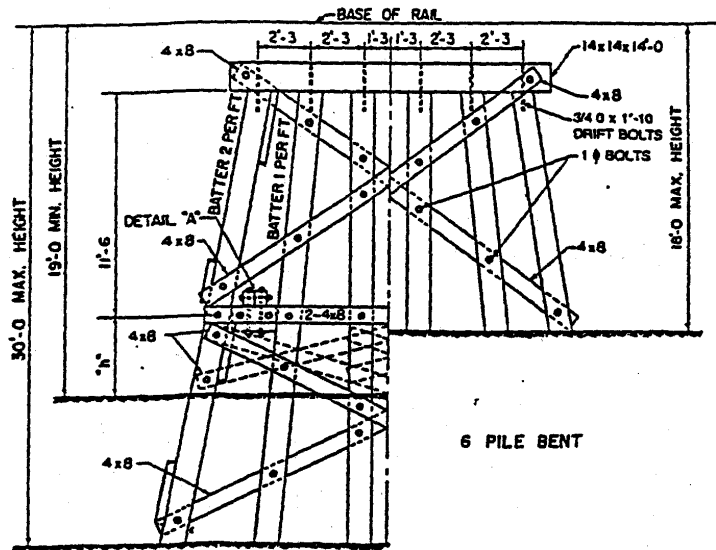
PILE TOP PROTECTION

Fig. 3.4.4 Cap Stringer Fastening and Pile Top Protection

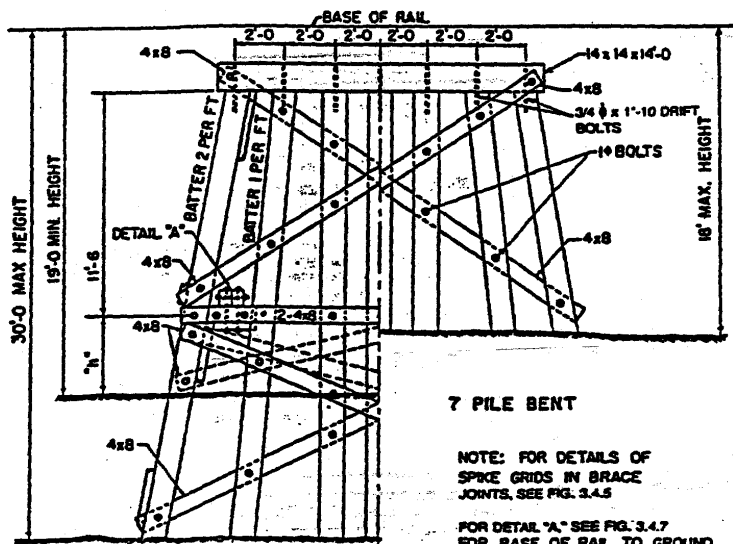


NOTES: 3/4 DIA. BOLTS AND SPIKE GRIDS MAY BE USED INSTEAD OF 1 DIA. BOLTS WITHOUT SPIKE GRIDS. USE DOUBLE COIL SPRING WITH SPIKE GRIDS. DETAIL "A" ON FIG. 3.4.7. FOR HEIGHT OVER 30 FT. ADD ONE MORE SASH BRACE 23 FT. 6 IN. BELOW BOTTOM OF CAP AND CORRESPONDING LINES. WHEN "h" IS LESS THAN 6 FT. ARRANGE BRACING AS SHOWN BY DOTTED LINES. FOR BASE OF RAIL TO GROUND LINE LESS THAN 8 FT. OMIT SWAY BRACING.

Fig. 3.4.5 Bent Details for Open-Deck Pile Trestles



6 PILE BENT



7 PILE BENT

NOTE: FOR DETAILS OF
SPIKE GRIDS IN BRACE
JOINTS, SEE FIG. 3.4.5

FOR DETAIL "A" SEE FIG. 3.4.7
FOR BASE OF RAIL TO GROUND
LINE LESS THAN 8 FT. OMIT SWAY
BRACING.

Fig. 3.4.6 Bent Details for Ballasted-Deck Pile Trestles

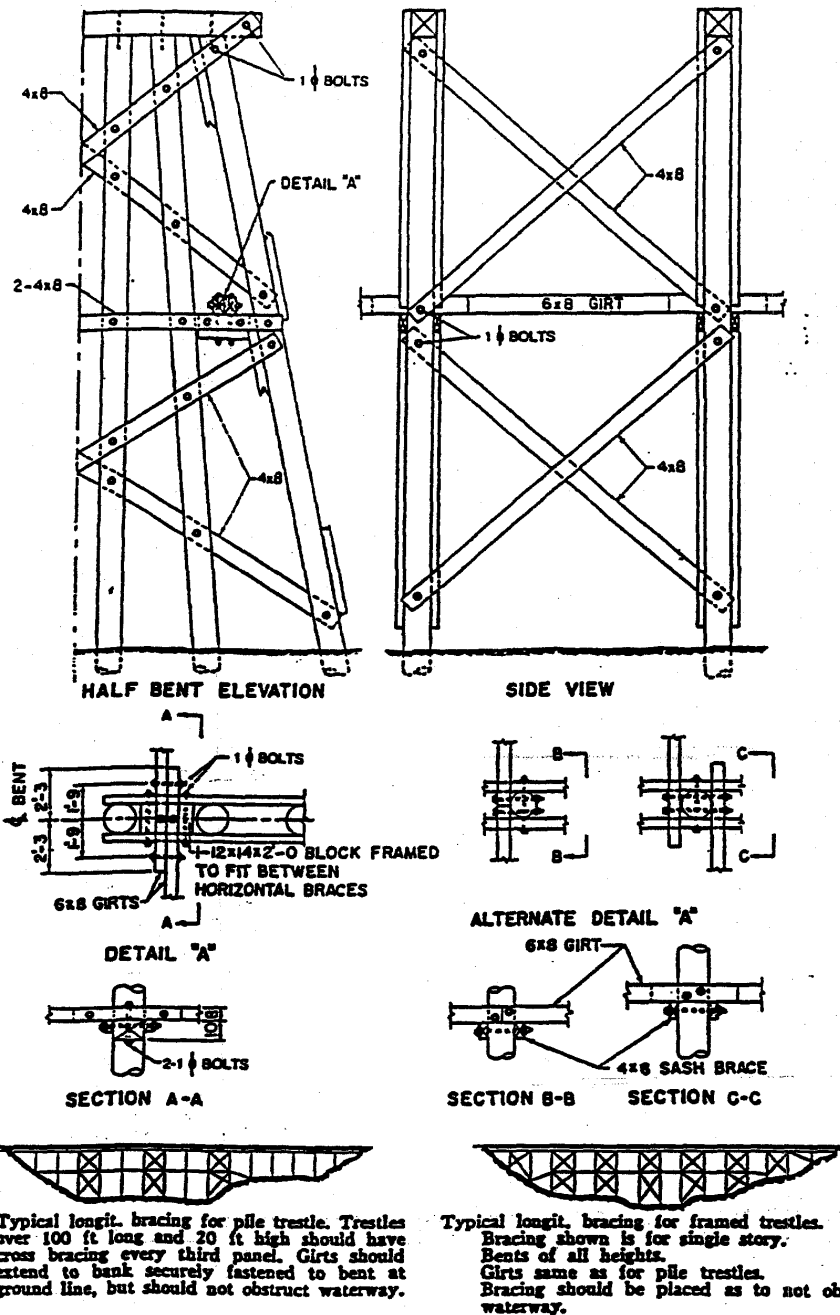


Fig. 3.4.7 Longitudinal Bracing

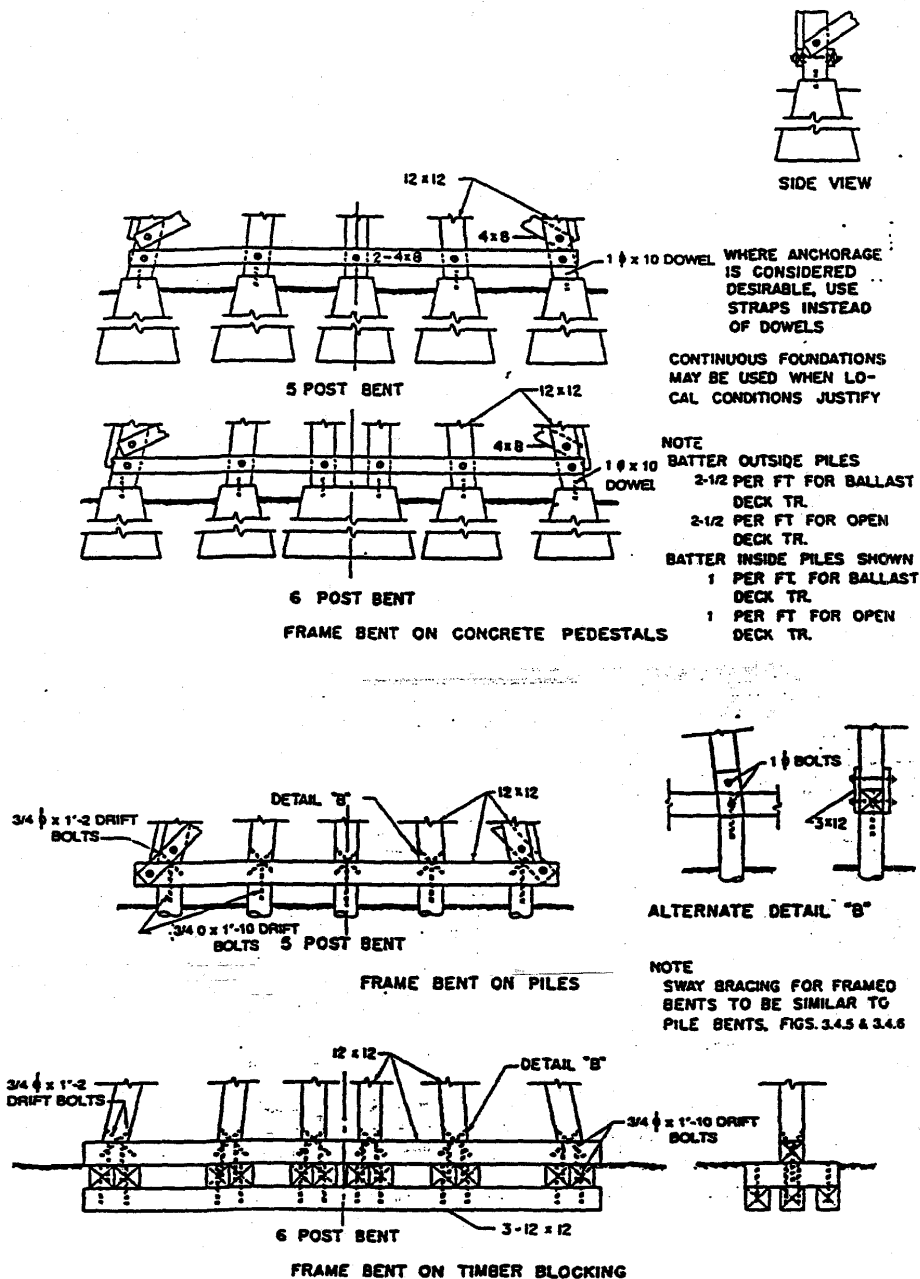


Fig. 3.4.8 Details of Footings for Framed Bents

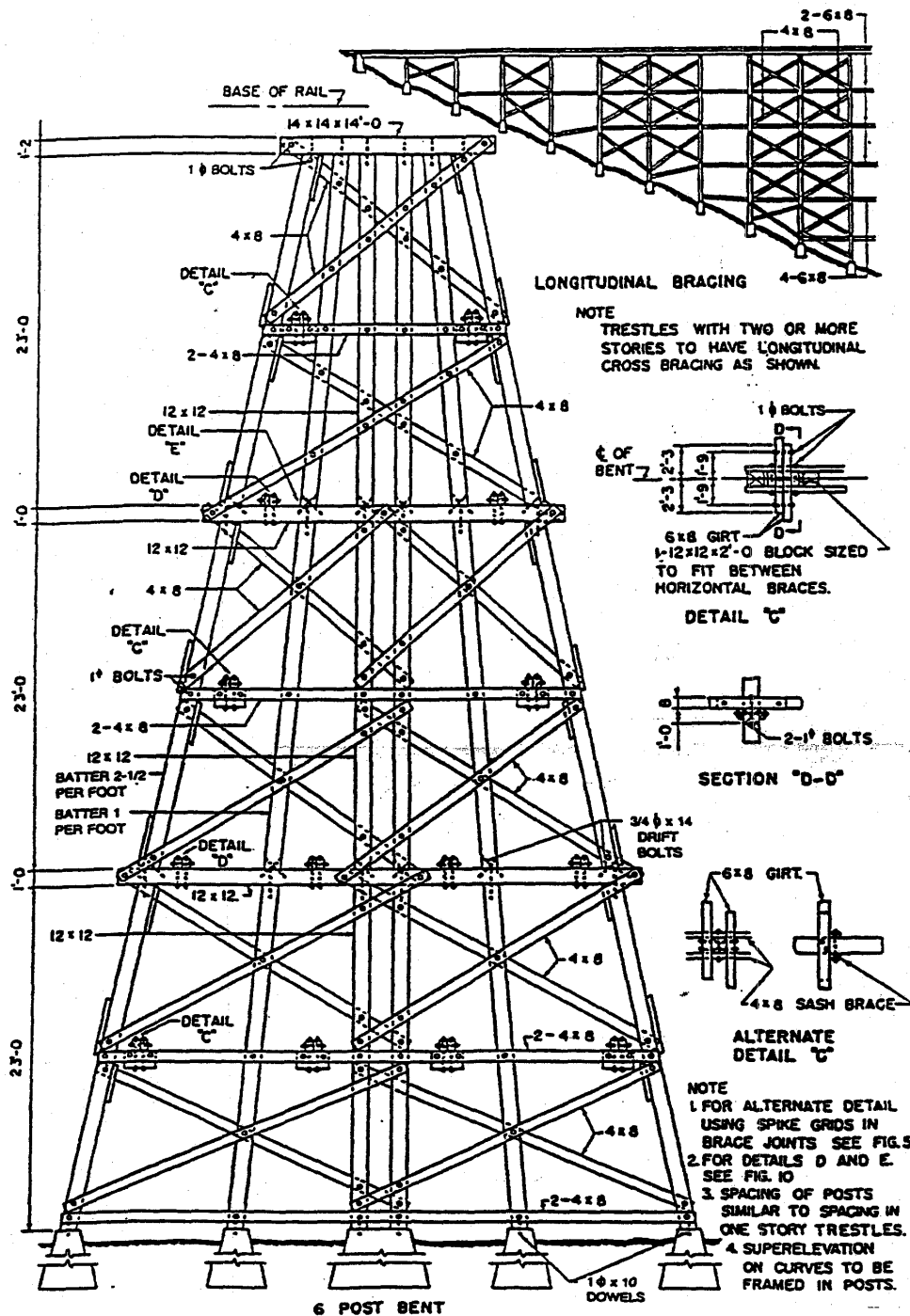


Fig. 3.4.9 Multiple-Story Trestle Bents

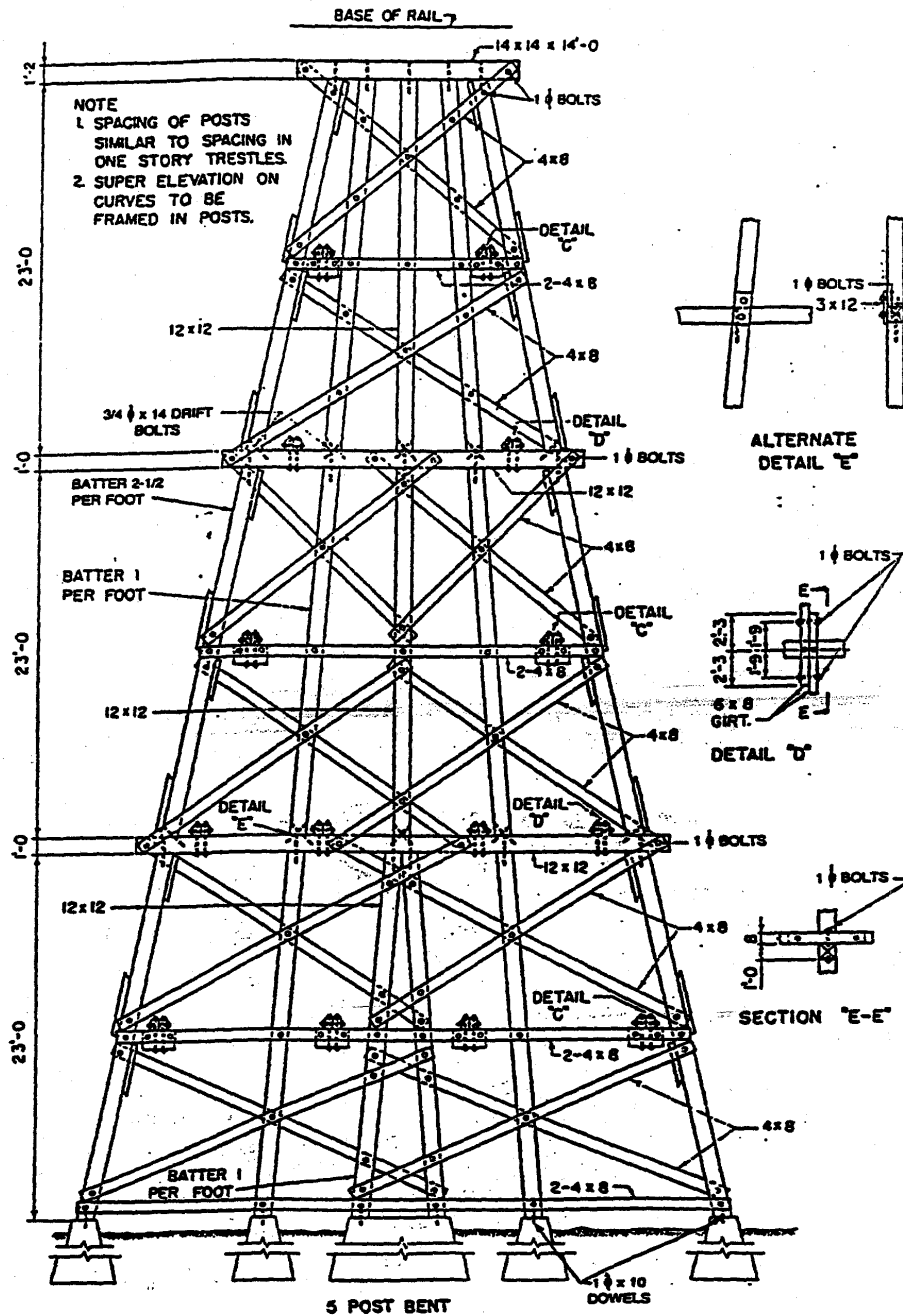


Fig. 3.4.10 Multiple-Story Trestle Bents

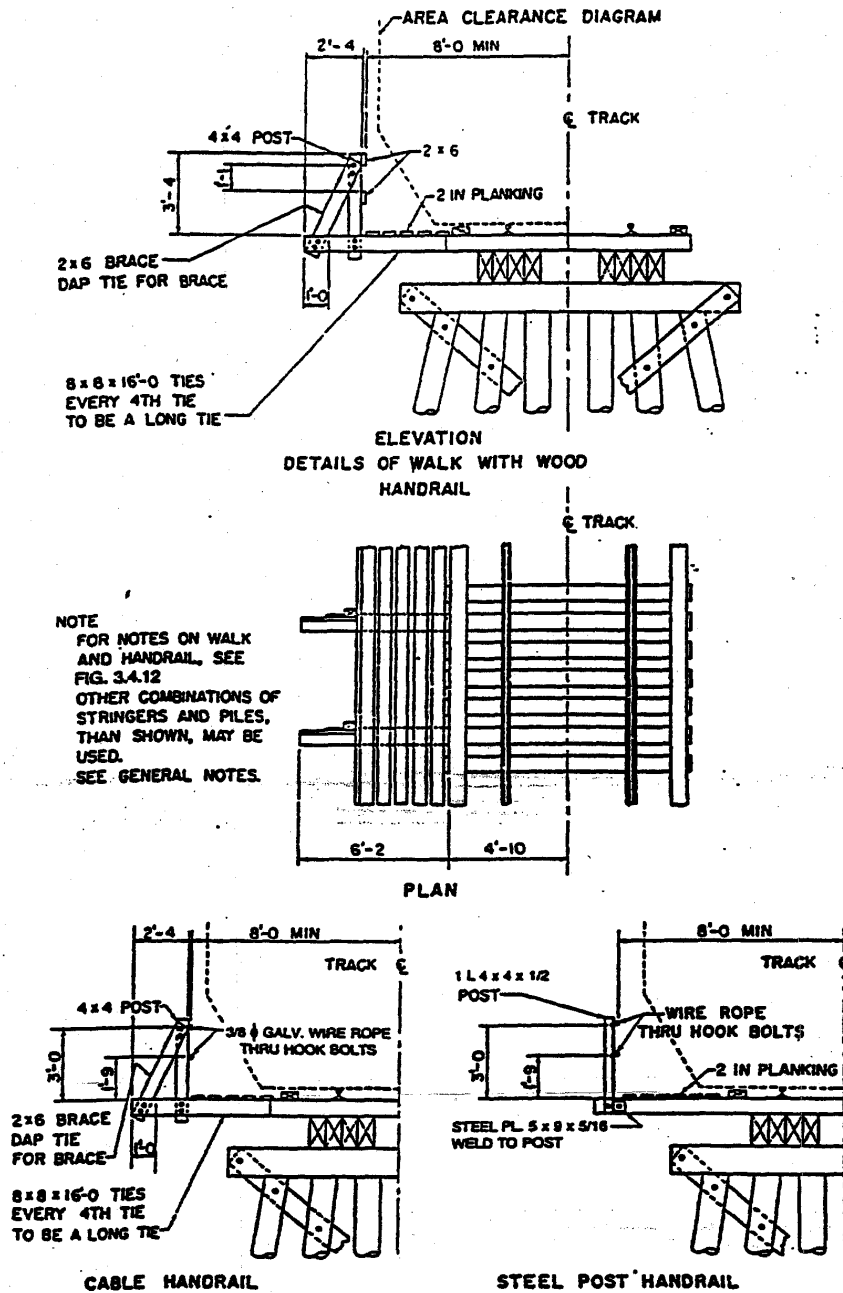
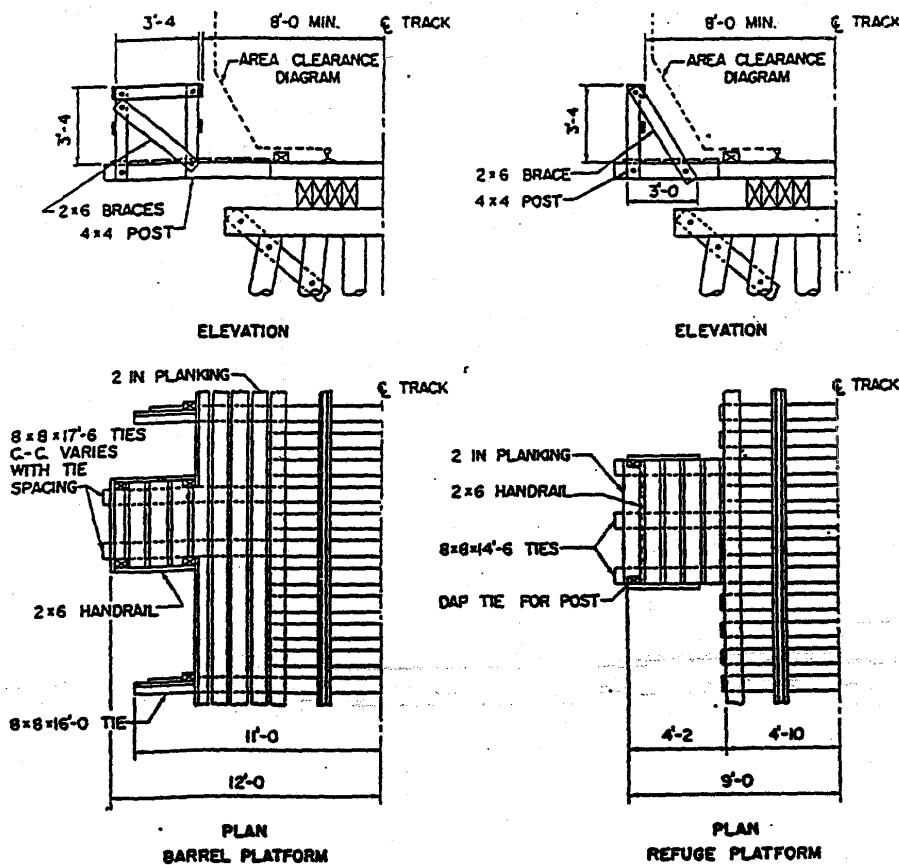


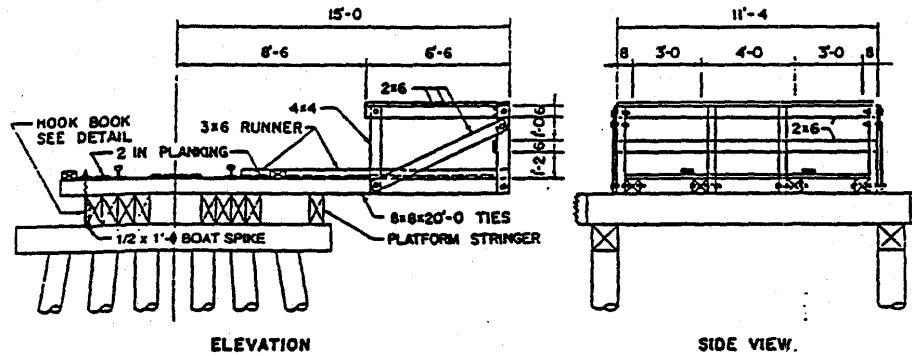
Fig. 3.4.11 Walk and Handrail—Open-Deck Trestles—To Be Used Where Required



NOTES:

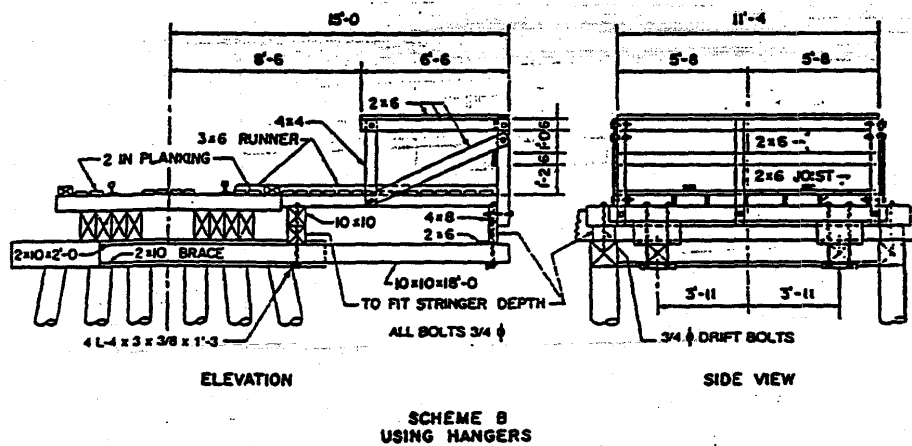
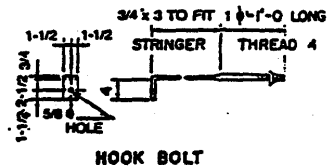
1. Walks are shown on one side of bridge only. Provide walks on both sides where needed.
2. Greater clearance than shown is to be provided where state or other laws require. Increase clearance as required for curved track.
3. All framing not bolted should be adequately spiked.
4. As alternate plan to using long ties, outriggers placed between ties may be used for support of walks and platforms.
5. Location of water barrel platform should be as specified by chief engineer.
6. Other combinations of stringers and piles than shown may be used. See general notes.

Fig. 3.4.12 Water Barrel and Refuge Platform—Open-Deck Trestles—To Be Used Where Required



**SCHEME A
USING LONG TIES**

NOTE: Where length of motor cars in use requires longer platform, additional support for long ties or a platform separate from trestle should be provided. Other combinations of stringers and piles than shown may be used. See general notes.



**SCHEME B
USING HANGERS**

Fig. 3.4.13 Track Car Platforms—Open-Deck Trestles—To Be Used Where Required

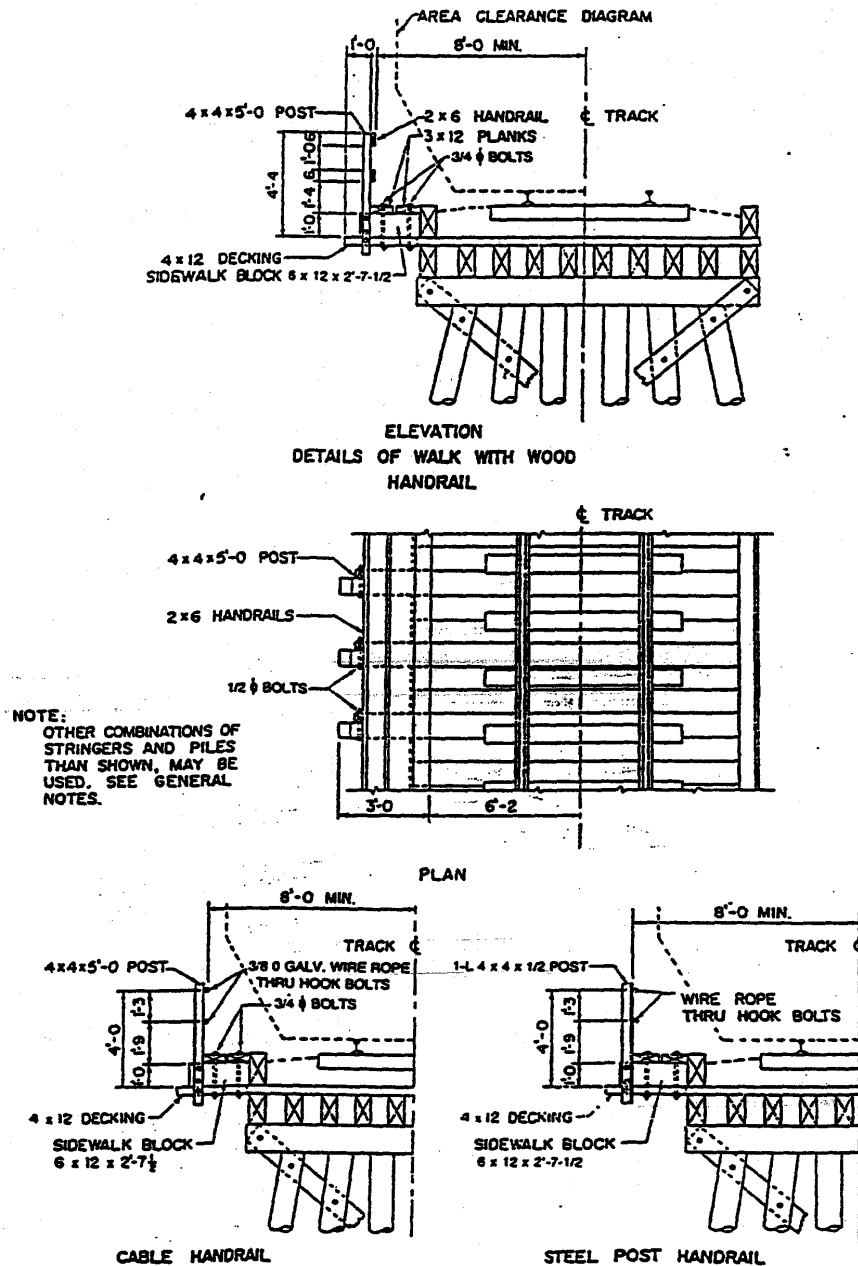
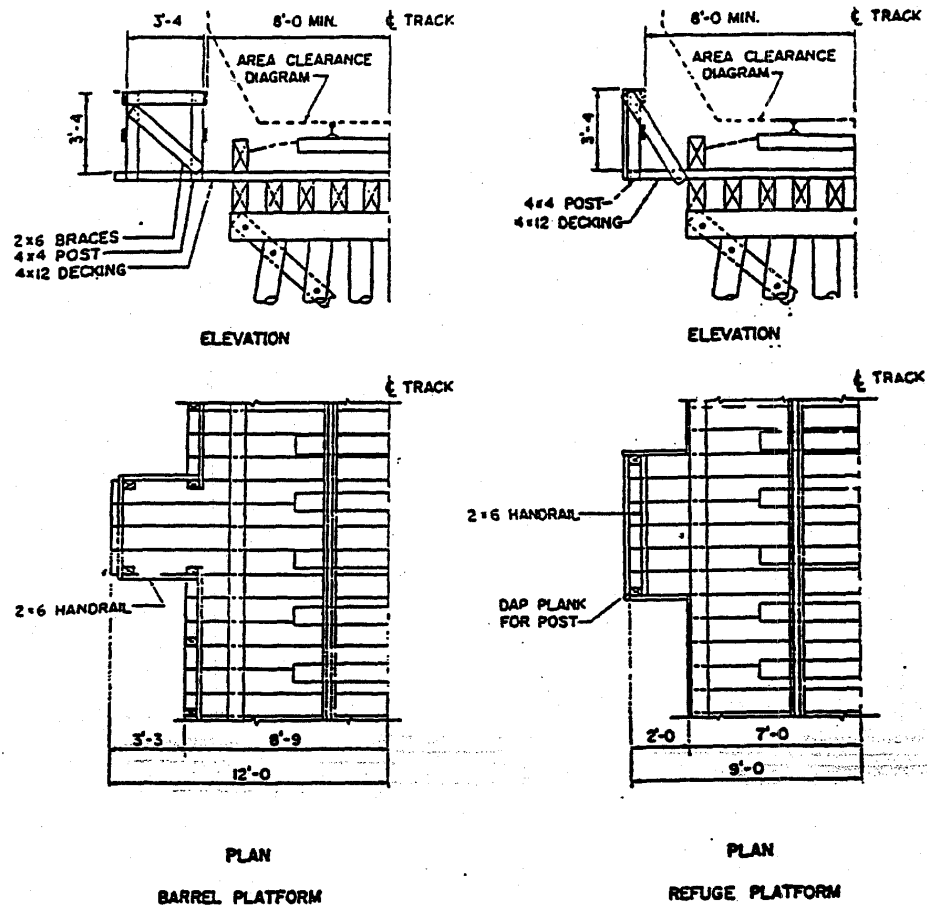


Fig. 3.4.14 Walk and Handrail—Ballasted-Deck Trestles—To Be Used Where Required

**NOTE:**

1. Walks are shown on one side of bridge only. Provide walks on both sides where needed.
2. Greater clearance than shown is to be provided where state or other laws require. Increase clearance as required for curved track.
3. All framing not bolted should be adequately spiked.
4. Other combinations of stringers and plies than shown may be used. See general notes.

Fig. 3.4.15—Water Barrel and Refuge Platform—Ballasted-Deck Trestles—To Be Used Where Required

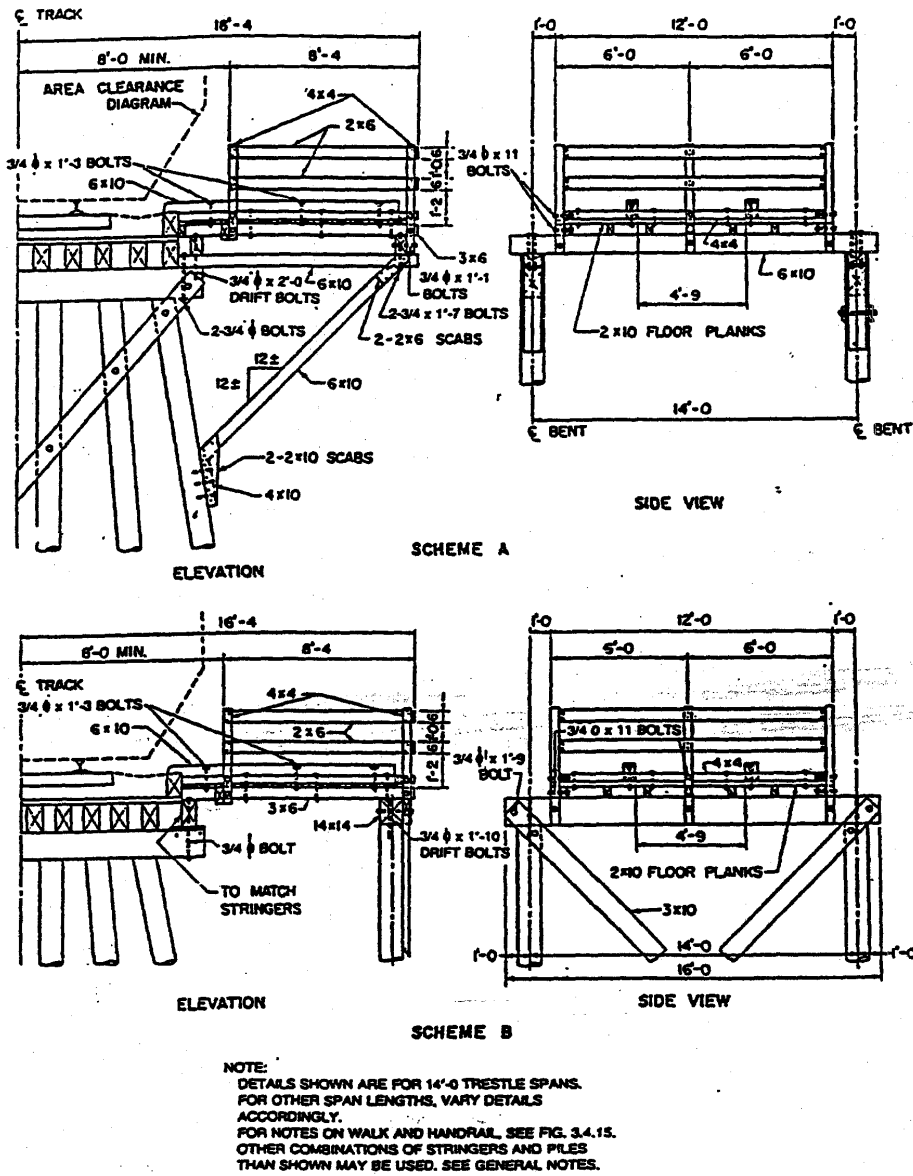
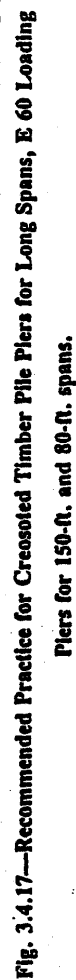


Fig. 3.4.16 Track Car Platform—Ballasted-Deck Trestles—To Be Used Where Required



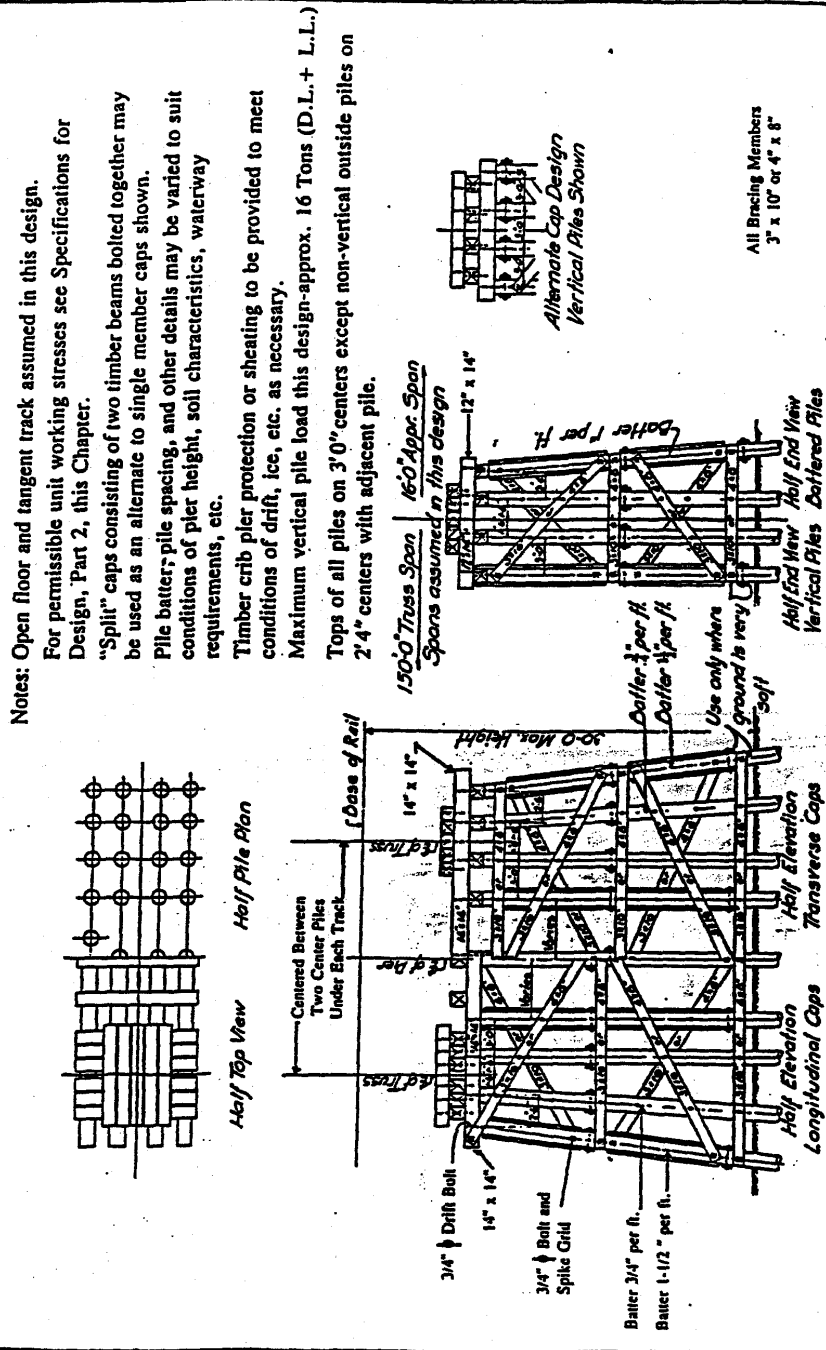
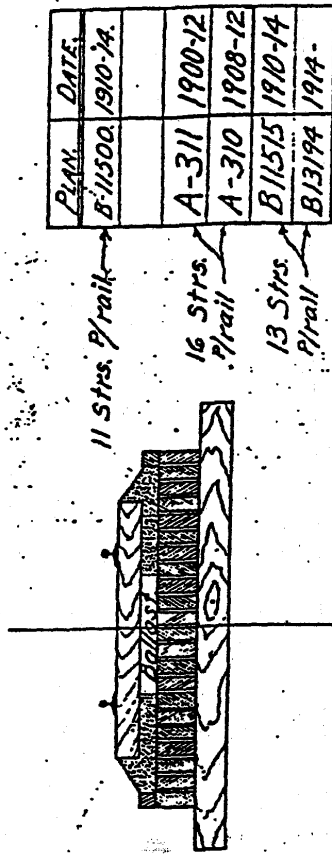
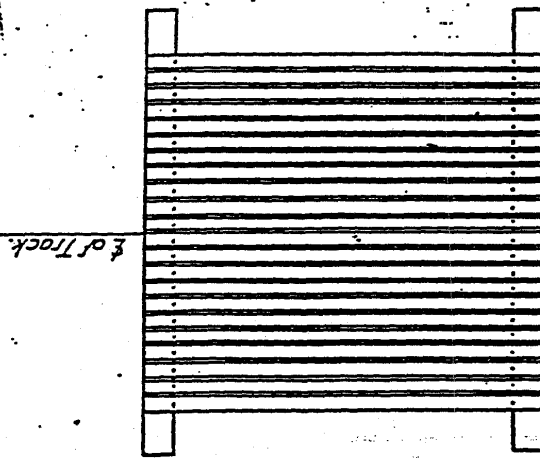


Fig. 3.4.18 Recommended Practice for Cross-tied Timber Pile Piers For Long Spans, E 60 Loading.
 Pier for 150-ft. Span and Trestle Approach.

SKETCH OF SOLID BALLASTED DECK.



CROSS SECTION.



PLAN OF SPRINGERS.

TIMBER BRIDGE INSPECTION REPORT

EXHIBIT B

REFIX: ONI MILEPOST: 223.30 BRIDGE NUMBER: 223.3
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL
 COUNTY: SHELBY TOWN: AULON ST: TN
 SPANS: 1 THRU 10 OF 10 SPAN TYPES: TS LENGTH: 120.00 OF 120
 NO. TRACKS: 1 CROSSING: CYPRESS CREEK ROAD NAME: _____
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED NO CLASS REMARKS

--- GENERAL ---

CHANNEL CONDITION	1 B	_____
LOPES	2 B	BALLAST FALLING AWAY AT ENDS
GENERAL CLEAN	3 B	_____
CI, SPRINT, LIGHTNET, ETC.	4 NA	FIRE CHARRED TIMBERS-OCT. 1996

--- TRACK ---

NR (Y/N)	N	5	NOTE: BRIDGE INSPECTED ACCOUNT FIRE 5-19-98
APPROACH - SURF/ALIGN		6 B	OLD TRACK, JT. RAIL
RIDGE - SURF/ALIGN		7 B	_____
RACK - RAIL ANCHORS		8 B	_____
RIDGE - RAIL ANCHORS		9 B	_____
DLTS - % EFFECT		10 B	_____
LIPS - % EFFECT		11 NA	_____
DOCKS - % EFFECT		12 NA	_____
IES-COND & YR INSTALLED		13 NA	_____
IE PADS		14 NA	_____
UTER GUARD RAIL		15 NA	_____
INNER GUARD RAIL		16 NA	_____
AIL	112	17 NA	_____

--- PIERS, ABUTMENTS ---

FOUNDATION		18 C1	NUMEROUS REJECTS DUE TO INTERNAL DECAY AND FIRE
ABUTMENTS		19 C1	DAMAGES.
PIERS		20 NA	_____
RIDGE SEATS		21 C1	CAPS BURNT
BACK WALLS		22 C3	TIMBER DECAY
FRONT WALLS		23 NA	NEED SOME RIP-RAP
UP SILLS/BLOCKS		24 NA	_____

--- BENTS, PILES ---

RAMMED/DRIVEN	F	25	_____
POSTS OR PILE/BENT	6	26	_____
COLUMNS/POSTS	B	27 NA	_____
PILES	TN	28 C1	PILES CHARRED SEE NOTE ABOVE. NUMEROUS REJECTS
ENT CAPS	TC	29 C1	(28) DUE TO HEAVY DECAY AND FIRE DAMAGES.
LIP CAPS		30 NA	(29) HEAVY DECAY AND ALSO SOME FIRE DAMAGE.
ASH/GIRTS		31 C3	(29) MOST NEED TO BE REPLACED.
TRANSVERSE BRACING		32 C3	CHARRED-SOME DECAY
LONGITUDINAL BRACING		33 NA	_____

IP BLOCKS/STEEL SPANS	34	C3	
NUTS/DOVELS/LAG SCREWS	35	NA	
INNOSE/DATE	36		
MOVEMENT UNDER LOAD	37	NA	

--- DECK -----

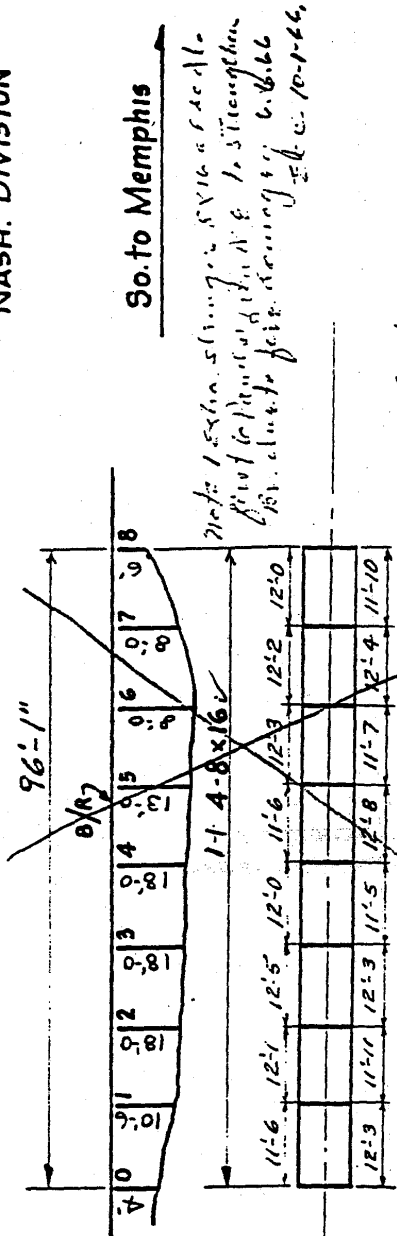
RINGERS/NO	11	38	C3	BURNT AND VARIOUS DEACYED AREAS. FIRE HAS NOW
IRBELS/HEIGHT		39	NA	(38) ALLOWED QUICK WATER ABSORPTION INTO TIMBER
LEVATION BLOCK/HT		40	NA	(38) DECAY PROCESS WILL INCREASE.
LLAST DECK	TH	41	C1	DECAY AT ENDS
LLAST CURBS		42	C1	BAD-REPLACE WHEN WORKING IN AREA
LLAST DEPTH	13	43	B	SKINPPY AT SPANS 4,5,AND 6
ALKWAYS (L/R/B/C)		44	NA	
NDRAILS (L/R/B)		45	NA	
IFUGE BAYS/NO		46	NA	

NASH. DIVISION

No. to Bruceton

LF 42633-167

Track



So. to Memphis

Bents 6 Pile 1952
Stringers 1952
Deck 1952

Alignment - Tangent

BR. 223.3 (OLD P & M) CREOS. BAL. DECK TRESTLE

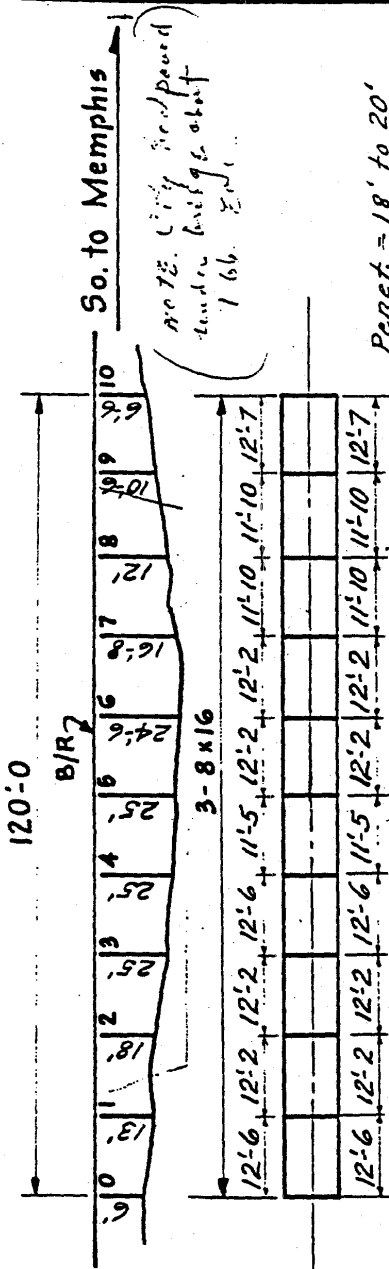
CYPRESS CREEK

NASH. DIVISION

No. to Bruceton

F 42633-168

Track



So. to Memphis

Permit = 18' to 20'

Bents 6 Pile 1933
Stringers 1921
Deck 1921

Alignment - Tangent

STEEL BRIDGE INSPECTION REPORT

EXHIBIT C

REFID: ONI MILEPOST: 218.50 BRIDGE NUMBER: 218.5
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL
 COUNTY: SHELBY TOWN: AULON ST: TN
 SPANS: 88 THRU 90 OF 134 SPAN TYPES: DPG LENGTH: 180.00 OF 1794
 O. TRACKS: 1 CROSSING: WOLF RIVER ROAD NAME:
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED NO CLASS REMARKS

--- GENERAL ---

AVAILABLE BRIDGE TYPE	1	SPAN 88 IS SHORT BEAM SPAN
CHANNEL CONDITION	2 B	DRIFT GETTING BAD
LOPES	3 NA	
GENERAL CLEAN	4 B	DRIFT
CI, SPRINT, LIGHTNET, ETC.	5 NA	E. SIDE
PAINT COND & YEAR PAINTED	6 A	5/58

--- TRACK ---

UR (Y/N)	R	7	
PPROACH - SURF/ALIGN	8 B	ALIGNMENT	
RIDGE - SURF/ALIGN	9 B		
RACK - RAIL ANCHORS	10 B		
RIDGE - RAIL ANCHORS	11 B		
DLTS - X EFFECT	12 B		
LIPS - X EFFECT	13 NA		
DOXS - X EFFECT	14 NA	SP. 89, 9 TIES IN ROW ROTTEN	
TIES-COND & YR INSTALLED	15 CI	TIES SHOULD BE PROGRAMED ASAP OR TAKEN O.O.S.	
IE PADS	16 CI	SEVERAL FAILED.	
MISSING PIECES	17 CI		
INTER GUARD RAIL	18 CI		
INNER GUARD RAIL	19 NA		
AIL	112	20 B	

--- PIERS, ABUTMENTS ---

FOUNDATION	CN	21 A	CONC. PILE BENTS/TOWERS-10 PER TOWER
ABUTMENTS	CN	22 NA	
PIERS	CN	23 NA	
RIDGE SEATS	CN	24 B	
BACK WALLS		25 NA	
FRONT WALLS		26 NA	
WRAPETS		27 NA	
PAINTING		28 NA	

--- FLOOR, DECK ---

DOOR BEAM CONNECTIONS	29 NA	
DOOR BEAM BRACKETS	30 NA	
DOOR BEAM FLANGES/WEBS	31 NA	
RINGER CONNECTIONS	32 NA	
RINGER FLANGES/WEBS	33 NA	

TRINGER LATERAL SYSTEM	34	NA	
ALLAST DECK	35	NA	
ALLAST CURBS	36	NA	
ALLAST DEPTH	37	NA	
IN/STEEL	38	NA	
RAINS	39	NA	
ALKWAYS (L/R/B/C)	40	NA	
ANDRAILS (L/R/B)	41	NA	
IFUGE BAYS	42	NA	

--- GIRDERS, TRUSSES ---

JP FLANGE/CHORDS	43	B	RUST
JTTON FLANGE/CHORDS	44	B	
JP COVER PLATES	45	B	ON SPAN 89 & 90 NONE ON SPAN 88
JTTON COVER PLATES	46	B	SAME AS # 45
JAGONALS/COUNTERS	47	NA	
ANGERS/POSTS	48	NA	
EBB/SPLICES	49	B	
YD/INTERMED STIFFS	50	B	
JP LATERAL SYSTEM	51	C3	RUST ON ANGLES AND LAT. PLTS.
JT LATERAL SYSTEM	52	NA	
RACTION TRUSSES	53	NA	
ROSS/SWAY FRAMES	54	C3	FEW LOOSE RVTS. IN BOTTOM GUSSET, SPAN 89 AND 90
ORTALS	55	NA	
INS/NUTS/BOLT/RIVS/WELDS	56	B	
HOES/SOLE PLTS/BOLTS	57	B	DIRTY/RUST
ASY PLTS - FILLER PLTS	58	B	DIRTY

--- TOWERS, BENTS ---

CLUMNS/POSTS	C	59	NA
ILES	CH	60	NA
ENT CAP		61	NA
IMBER BEARING BLOCKS		62	NA
JP BEARING PLATES		63	NA
RANSVERSE BRACING	64	A	COLLARS
ONGITUDINAL BRACING	65	NA	
TRUTS/DIAGONAL BRACES	66	NA	
HOES/SOLE PLTS/BOLTS	67	NA	

TIMBER BRIDGE INSPECTION REPORT

REFIX: ONI MILEPOST: 218.50 BRIDGE NUMBER: 218.5
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL
 COUNTY: SHELBY TOWN: AULON ST: TN
 SPANS: 1 THRU 87 OF 134 SPAN TYPES: TS LENGTH: 1044.00 OF 1794
 O. TRACKS: 1 CROSSING: WOLF RIVER ROAD NAME: _____
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED	NO	CLASS	REMARKS
----------------	----	-------	---------

---- GENERAL -----

CHANNEL CONDITION	1	B	SMALL TREES-BUSHES
LOPES	2	A	
GENERAL CLEAN	3	B	NEED TO CLEAN BUSHES FROM UNDER BRIDGE
CI, SPRINT, LIGHTNET, ETC.	4	NA	***** PRINT SP. 1, 88 AND 91 *****

---- TRACK -----

UR (Y/N)	N	5	!!!!!!! LADDER AT BENT 64 !!!!!!!
APPROACH - SURF/ALIGN		6	B
RIDGE - SURF/ALIGN		7	B
RACK - RAIL ANCHORS		8	B
RIDGE - RAIL ANCHORS		9	B
DLTS - X EFFECT		10	NA
LIPS - X EFFECT		11	NA
DOXS - X EFFECT		12	NA
IES-COND & YR INSTALLED		13	B TRACK
IE PADS		14	NA
UTER GUARD RAIL		15	NA
INNER GUARD RAIL		16	NA
AIL	112	17	B

---- PIERS, ABUTMENTS ----

FOUNDATION		18	CS
ABUTMENTS		19	CS
PIERS		20	A CONC. PIERS BENT 17, 42, 66 CONC. PILE BENT 87
RIDGE SEATS		21	CI REPLACE CAPS. HEAVY DECAY IN NUMEROUS LOCATIONS
BACK WALLS		22	CS
FRONT WALLS		23	NA
UNDER SILLS/BLOCKS		24	NA

---- BENTS, PILES -----

RAILED/DRIVEN	D	25	
POSTS OR PILE/BENT	A	26	
COLUMNS/POSTS	B	27	NA
PILES	TH	28	CI SEE SUPPLEMENT FOR BAD PILE
BENT CAPS	TC	29	CI MANY NEED REPLACED. LOTS OF DECAYED AREAS.
TOP CAPS		30	NA
SASH/GIRTS		31	CS SASH GIRTS NOT ON ALL BENTS.
TRANSVERSE BRACING		32	CS
LONGITUDINAL BRACING		33	NA

AP BLOCKS/STEEL SPANS	34	NA	_____
OLTS/DOWELS/LAG SCREWS	35	C3	_____
SHOSE/DATE	36		_____
OVEMENT UNDER LOAD	37	NA	_____

---- DECK -----

TRINGERS/NO	11	38	C1	HEAVY DECAY IN CERTAIN AREAS, INCLUDING BEARING
ORBELS/HEIGHT	---	39	NA	_____
LEVATION BLOCK/HT	---	40	NA	_____
ALLAST DECK	TN	41	C3	REPLACE VARIOUS PIECES
ALLAST CURBS.		42	C3	_____
ALLAST DEPTH	13	43	B	_____
ALKWAYS (L/R/B/C)	---	44	NA	_____
ANDRAILS (L/R/B)	---	45	NA	_____
EFUGE BAYS/NO	---	46	NA	_____

BRIDGE INSPECTION SUPPLEMENT

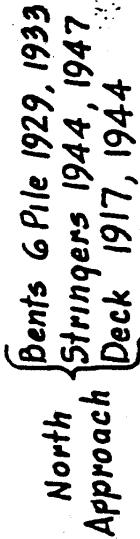
REF: ONI MILEPOST: 218.50 BRIDGE NUMBER: 218.5
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL
 COUNTY: SHELBY TOWN: AULON ST: TN
 SPANS: 1 THRU 87 OF 134 SPAN TYPES: JS LENGTH: 1044.00 OF 1794
 1. TRACKS: 1 CROSSING: WOLF RIVER ROAD NAME: _____
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI
 ITEM INSPECTED NO CLASS REMARKS

ITEM

NO CLASS REMARKS

28 C1 REJECT PILES: BT.3 P-4,5,6; BT.4 P-1;
 28 C1 BT.5 P-1,6; BT.8 P-6; BT.14 P-1,2; BT.38 P-5; BT.40 P-2;
 28 C1 BT.41 P-4; BT.83 P-1; BT.86 P-3; BT.92 P-3; BT.123 P-2
 28 C1 NUMEROUS PILES HAVE HEAVY DECAY AT GROUNDLINE. WILL NEED TO BE POSTE
 28 C1 SOON. AS MANY AS 170 PILES ARE ROTTEN AND/OR HAVE NUMEROUS VOIDS. NE
 28 C1 TO SCHEDULE THIS BRIDGE FOR REBUILD.
 29 C1 CAPS: BT.12 SPLITTING; BT.18 SPLIT; BT.26 SPLIT; BT.91 ROTTEN;
 29 C1 BT98 CRUSHED

NABH. DIVISION

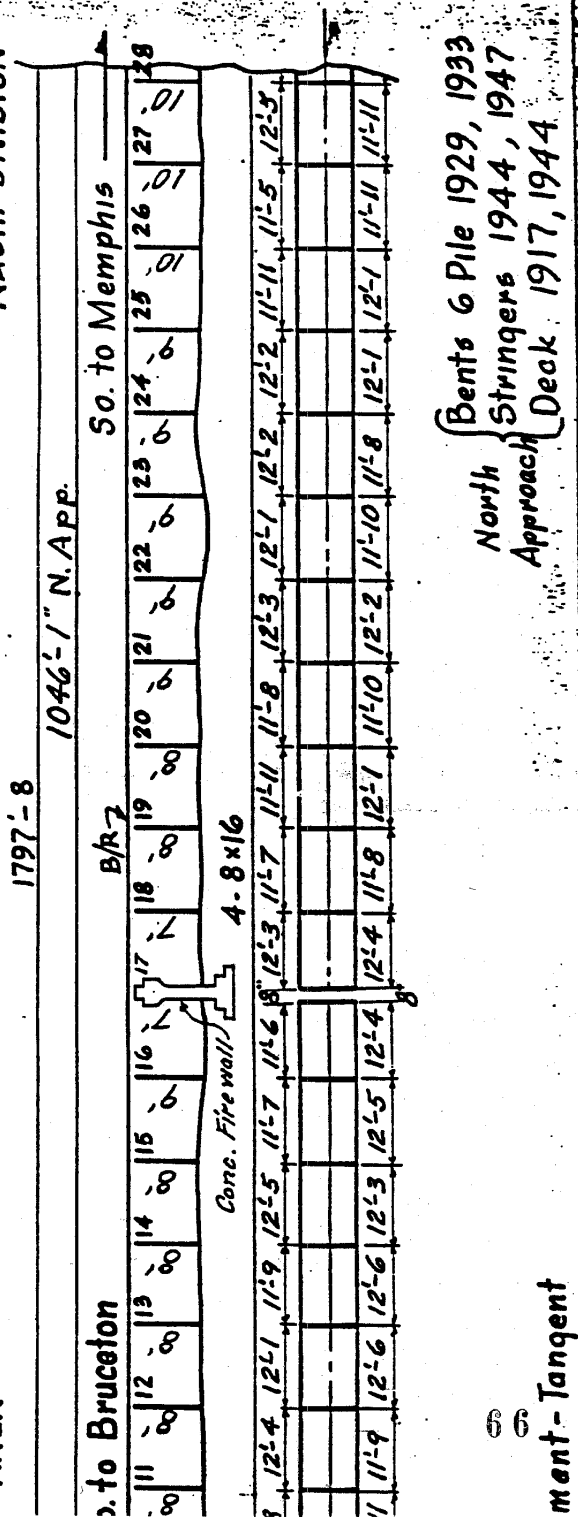


ment-Tangent

18.5(OLD P4M) CREOS. BAL. DECK TRETTLE 4" I BEAM SPANS

RIVER

NASH. DIVISION



ment-Tangent

Bents 6 Pile 1929, 1933
North Stringers 1944, 1947
Approach Deck 1917, 1944

000300

F RIVER

NASH. DIVISION

1797-8

1046'1" N. App.

No. to Bruceton

B/R 7

So. to Memphis

10	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46
10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

Conc. Firewall

4-8x16

9	11-9	12-2	11-9	12-4	12-1	12-3	11-9	12-0	12-3	11-11	12-0	12-1	12-4	11-1	12-4	11-8	12-2
0	12-0	13-3	11-10	12-1	12-3	11-11	12-1	12-0	12-2	11-10	12-0	12-7	11-7	10-6	11-9	12-1	12-4

Bents 6 Pile 1929, 1933
Stringers 1944, 1947
Deck 1917, 1944

ment - Tangent

218.5 (Old P1M) CREOS. BAL. DECK TRESTLE 4" I" BEAM SPANS

F RIVER

NASH. DIVISION

1797-8

1046'1" N. App.

No. to Bruceton

B/R 7

So. to Memphis

10	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10

4-8x16

1	12-1	12-0	11-8	12-3	12-0	12-0	11-11	12-3	12-1	12-2	12-1	11-8	11-11	12-3	11-9	12-1	12-0
2	11-8	12-3	11-11	12-6	11-8	12-6	12-0	12-0	11-11	11-10	12-2	12-2	11-10	11-9	12-5	11-10	12-0

Bents 6 Pile 1929, 1933
Stringers 1944, 1947
Deck 1917, 1944

ment - Tangent

900-2-78

IVER

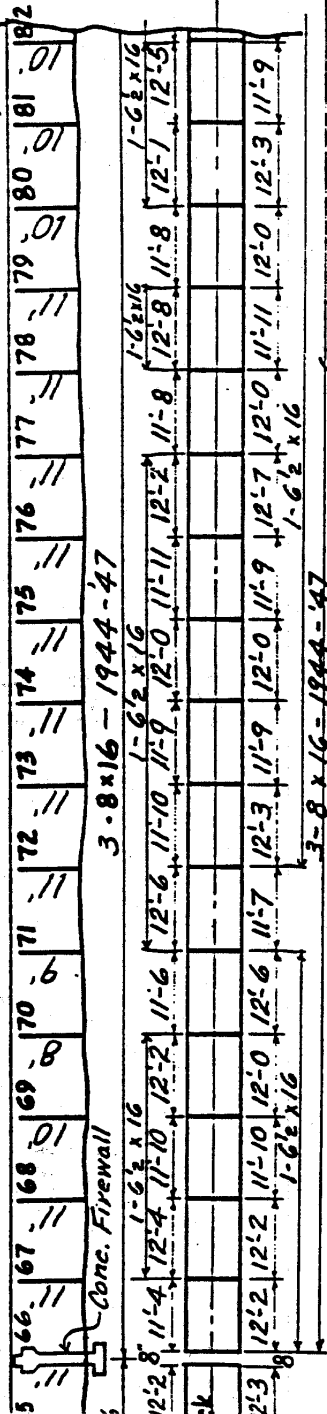
NASH. DIVISION

1797'-8

1046'-1" N. APP.

to Bruceton

So. to Memphis



North Approach
Bents 6 Pile 1929, 1933
Stringers 1944, 1947, 1965
Deck 1917, 1944

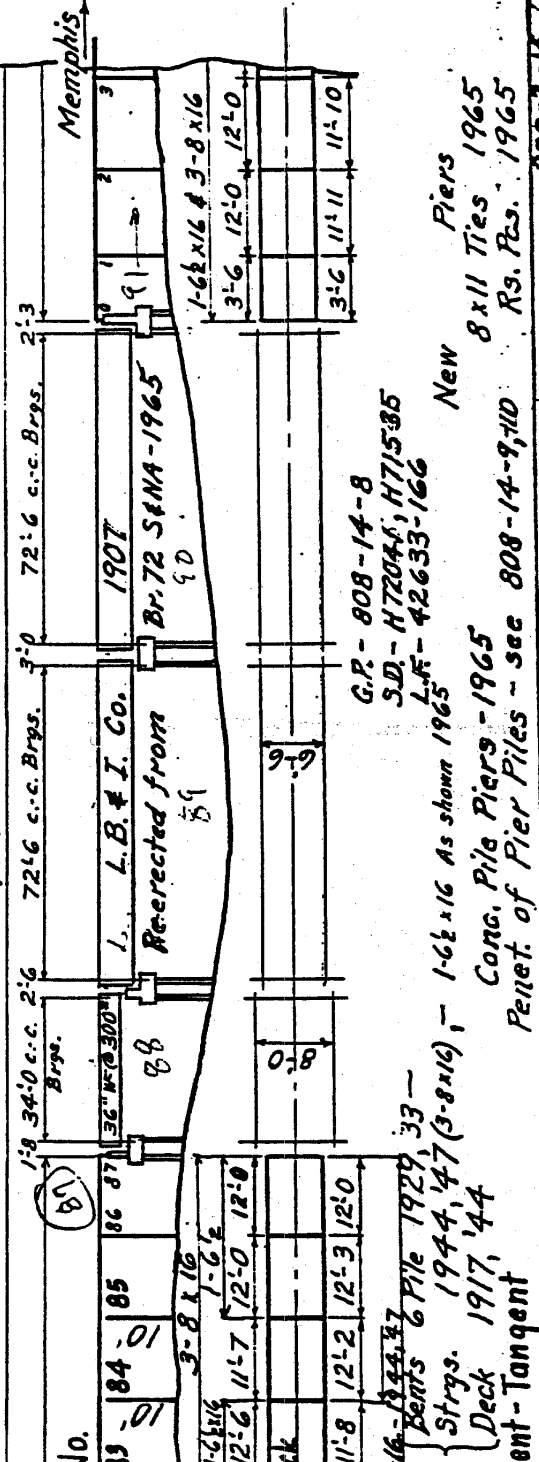
ent-Tangent

5 (OLD P & M) CREOS. BAL. DECK TRESTLE & STEEL SPANS

RIVER

NASH. DIVISION

1797'-8



900-2-13

Hand-drawn floor plan of a building. The plan shows a rectangular layout with various rooms and corridors. Dimensions are given in feet and inches. Key labels include:

- 1197' A** (top left)
- 130' 6" Middle Prestle** (top center)
- B/R 2** (top right)
- 1-6 1/2 x 16** (bottom left)
- 1-6 1/2 x 16** (bottom center)
- 3-8 x 16 - 1944, 47** (bottom right)
- Conc. Firewall** (center)
- So.** (top right, with an arrow pointing right)

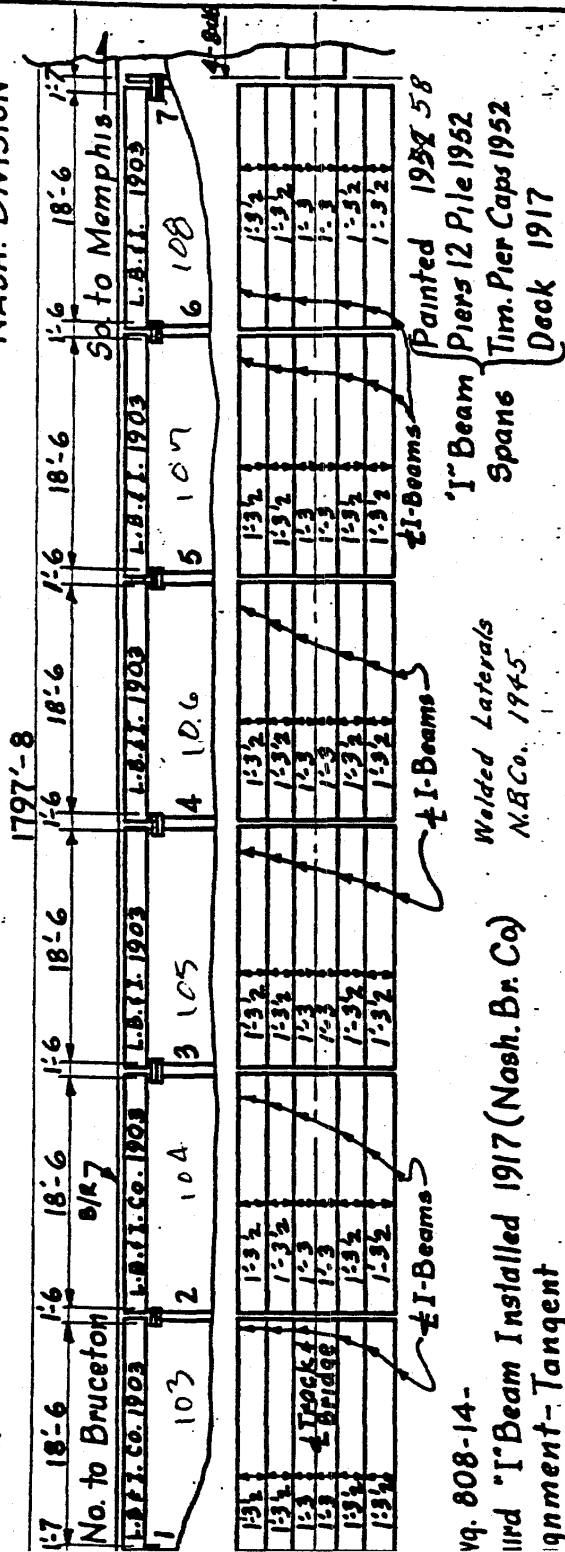
The plan includes several rooms with dimensions such as 12' 0", 12' 6", 12' 10", 12' 11", 12' 12", 12' 13", 12' 14", 12' 15", 12' 16", 12' 17", 12' 18", 12' 19", 12' 20", 12' 21", 12' 22", 12' 23", 12' 24", 12' 25", 12' 26", 12' 27", 12' 28", 12' 29", 12' 30", 12' 31", 12' 32", 12' 33", 12' 34", 12' 35", 12' 36", 12' 37", 12' 38", 12' 39", 12' 40", 12' 41", 12' 42", 12' 43", 12' 44", 12' 45", 12' 46", 12' 47", 12' 48", 12' 49", 12' 50", 12' 51", 12' 52", 12' 53", 12' 54", 12' 55", 12' 56", 12' 57", 12' 58", 12' 59", 12' 60", 12' 61", 12' 62", 12' 63", 12' 64", 12' 65", 12' 66", 12' 67", 12' 68", 12' 69", 12' 70", 12' 71", 12' 72", 12' 73", 12' 74", 12' 75", 12' 76", 12' 77", 12' 78", 12' 79", 12' 80", 12' 81", 12' 82", 12' 83", 12' 84", 12' 85", 12' 86", 12' 87", 12' 88", 12' 89", 12' 90", 12' 91", 12' 92", 12' 93", 12' 94", 12' 95", 12' 96", 12' 97", 12' 98", 12' 99", 12' 100".

Bents & Pile 1929, 1933
Stringers 1944, 1947,
Deck 1917, 1944¹⁹⁶⁵

alignement - Tangent

218.5 (OLD P4M) CREOS. BAL. DECK TRESTLE 4" I" BEAM SPANS
WOLF RIVER

NASH. DIVISION



ya. 808-14-

and "I" Beam Installed 1917 (Nash. Br. Co.)

Welded Laterals
N.B.Co. 1945

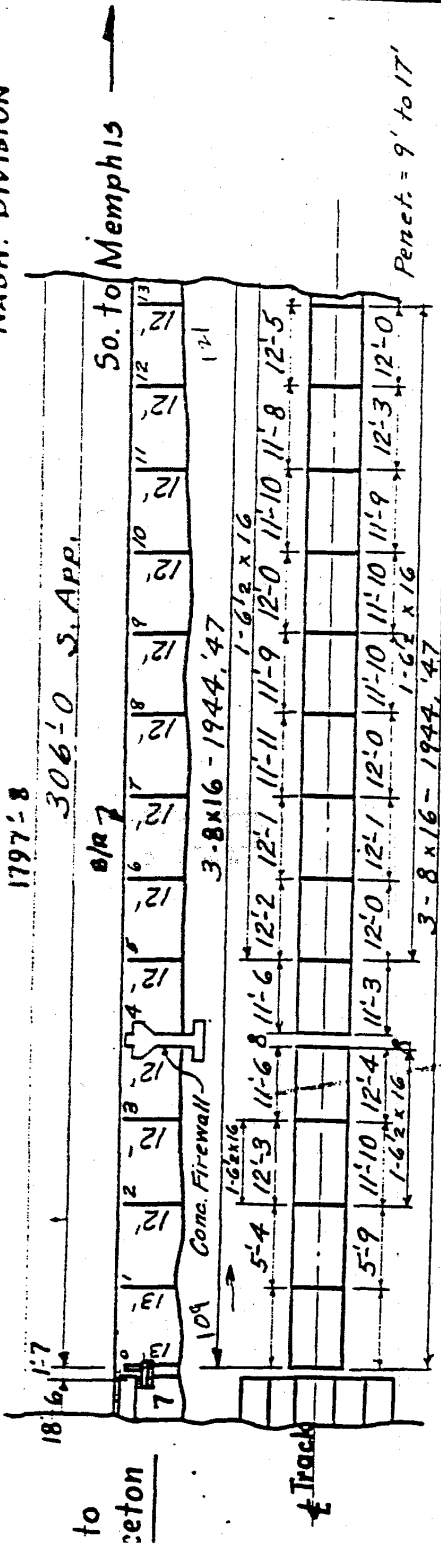
Beams } Painted 1958 58
'1" Beam } Piers 12 Pile 1952
Spane } Tim. Pier Caps 1952
Deck 1917

gment-Tangent

9900-7-006

OLF KIVER

NASH. DIVISION

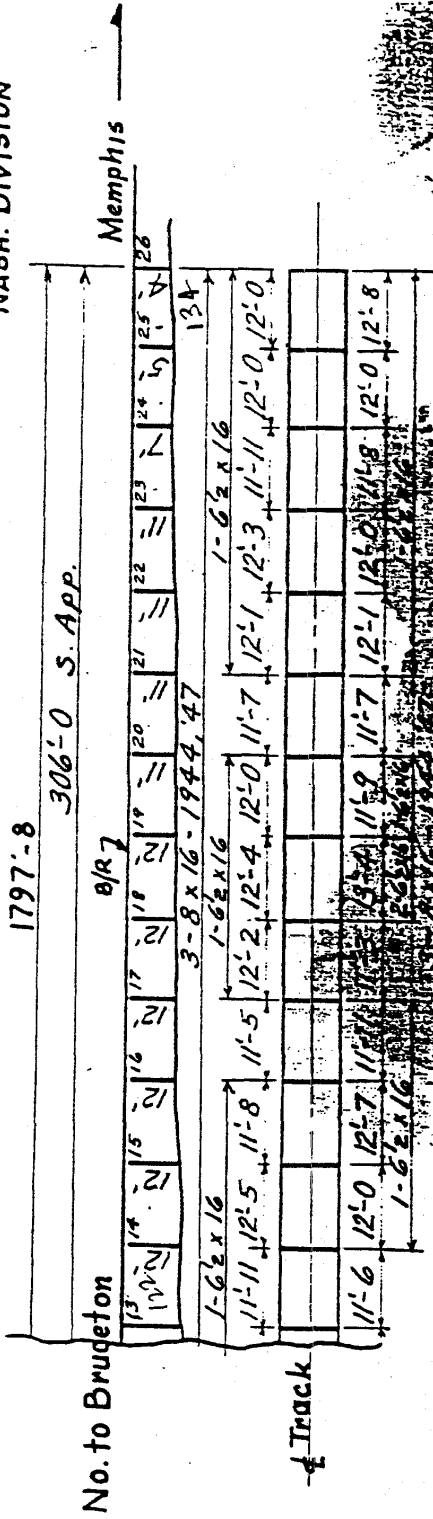


South Approach
Bents 6 Pile 1929
Stringers 1944, 1947
Deck 1917, 1944

qment - Tangent

218.5 (OLD P & M) CREDS. BAL. DECK TRESTLE 4" I" BEAM SPANS
OLF RIVER

NASH. DIVISION



Bents 6 Pile 1929
Stringers 1944, 1947
Deck 1917, 1944

qment - Tangent

TIMBER BRIDGE INSPECTION REPORT

EXHIBIT D

PREFIX: ONI MILEPOST: 218.40 BRIDGE NUMBER: 218.4
 LOCATION: DISTRICT: ___ DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL
 COUNTY: SHELBY TOWN: CORDOVA ST: TN
 SPANS: 1 THRU 15 OF 15 SPAN TYPES: TS LENGTH: 180.00 OF 180
 NO. TRACKS: 1 CROSSING: CREEK ROAD NAME: _____
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED	NO	CLASS	REMARKS
----- GENERAL -----			
CHANNEL CONDITION	1	B	BUSHES
SLOPES	2	A	
GENERAL CLEAN	3	B	BUSHES
MCI, SPRINT, LIGHTNET, ETC.	4	NA	
----- TRACK -----			
CWR (Y/N)	N	5	
APPROACH -- SURF/ALIGN	6	B	ALIGNMENT/SURFACE
BRIDGE -- SURF/ALIGN	7	B	
TRACK -- RAIL ANCHORS	8	B	
BRIDGE -- RAIL ANCHORS	9	B	
BOLTS -- % EFFECT	10	B	
CLIPS -- % EFFECT	11	NA	
HOOKS -- % EFFECT	12	NA	
TIES-COND & YR INSTALLED	13	B	TRACK
TIE PADS	14	NA	
OUTER GUARD RAIL	15	NA	
INNER GUARD RAIL	16	NA	
RAIL	115	17	B
----- PIERS, ABUTMENTS -----			
FOUNDATION	18	C1	
ABUTMENTS	19	NA	
PIERS	20	NA	
BRIDGE SEATS	21	C1	CAPS
BACK WALLS	22	C3	
WING WALLS	23	NA	
MUD SILLS/BLOCKS	24	NA	
----- BENTS, PILES -----			
FRAMED/DRIVEN	D	25	
POSTS OR PILE/BENT	6	26	
COLUMNS/POSTS	B	27	NA
PILES	TM	28	C1 HEAVY DECAY AT G/L. SOME NEED POSTED. CHECK IN
BENT CAPS	TC	29	C1 (28) MORE DETAIL WHEN WATER IS DOWN.
SLIP CAPS		30	NA (29) SOME CRUSHING RENEW # 3 NOW. WATCH 4,7,&11
SASH/GIRTS		31	NA (29) CLOSELY. OTHERS C-3
TRANSVERSE BRACING		32	C3
LONGITUDINAL BRACING		33	NA

CAP BLOCKS/STEEL SPANS	34	NA	
BOLTS/DOWELS/LAG SCREWS	35	C5	
OSMOSE/DATE	36		
MOVEMENT UNDER LOAD	37	NA	

----- DECK -----

STRINGERS/NO	11	38	C1	HEAVY DECAY
CORBELS/HEIGHT	----	39	NA	
ELEVATION BLOCK/HT	----	40	NA	
BALLAST DECK	TM	41	C1	HEAVY DECAY
BALLAST CURBS		42	C1	HEAVY DECAY
BALLAST DEPTH	12	43	B	
WALKWAYS (L/R/B/C)	--	44	NA	
HANDRAILS (L/R/B)	--	45	NA	
REFUGE BAYS/NO	----	46	NA	

NASH. DIVISION

180° 7

B/R 7

to Bruceton

So. to Memphis

5	0	6	1	10	2	11	3	12	4	12	6	5	11	6	10	7
---	---	---	---	----	---	----	---	----	---	----	---	---	----	---	----	---

12633-165

3-8x16-1919 # 1-6x16-1965

Track

12	6	12	0	12	0	12	0	11	11	12	1	11	11
12	6	12	0	12	0	12	0	11	11	12	1	11	11

iment-Tangent

Bents 6 Pile 1936
Stringers 1919
Deck 1919

118.4 (OLD P & M) CREOS. BAL. DECK TRESTLE

NASH. DIVISION

180° 7

to Bruceton

B/R 7

8	9	10	11	12	13	14	15
---	---	----	----	----	----	----	----

So. to Memphis

3-8x16-1919 # 1-6x16-1965

to East Sygar

12	2	11	8	12	0	12	1	12	2	11	11	12	0	12	2
----	---	----	---	----	---	----	---	----	---	----	----	----	---	----	---

14 Piling Replaced 2800
3 CAPS 10500
Need Rebuild = 2000 38500
\$ 540000

iment-Tangent

Bents 6 Pile 1936
Stringers 1919
Deck 1919

988-2-18

TIMBER BRIDGE INSPECTION REPORT

EXHIBIT E

PREFIX: ONI MILEPOST: 218.30 BRIDGE NUMBER: 218.3
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL
 COUNTY: SHELBY TOWN: CORDOVA ST: TN
 SPANS: 1 THRU 21 OF 21 SPAN TYPES: TS LENGTH: 252.00 OF 252
 NO. TRACKS: 1 CROSSING: CREEK ROAD NAME:
 DATE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED	NO	CLASS	REMARKS
----- GENERAL -----			
CHANNEL CONDITION	1	B	ALWAYS SWAMPY WATER CONDITIONS
SLOPES	2	B	NEED RETAINING WALL ON N.END
GENERAL CLEAN	3	B	SMALL TREES-BUSHES
MCI, SPRINT, LIGHTNET, ETC.	4	NA	
----- TRACK -----			
CWR (Y/N)	N	5	
APPROACH - SURF/ALIGN	6	B	ALIGNMENT/SURFACE
BRIDGE - SURF/ALIGN	7	B	
TRACK - RAIL ANCHORS	8	B	
BRIDGE - RAIL ANCHORS	9	B	
BOLTS - % EFFECT	10	B	
CLIPS - % EFFECT	11	NA	
HOOKS - % EFFECT	12	NA	
TIES-COND & YR INSTALLED	13	B	TRACK
TIE PADS	14	NA	
OUTER GUARD RAIL	15	NA	
INNER GUARD RAIL	16	NA	
RAIL	115	17	B
----- PIERS, ABUTMENTS -----			
FOUNDATION	18	C1	
ABUTMENTS	19	NA	
PIERS	20	NA	
BRIDGE SEATS	21	C1	
BACK WALLS	22	C3	NORTH END NEEDS REPAIR
WING WALLS	23	NA	
MUD SILLS/BLOCKS	24	NA	
----- BENTS, PILES -----			
FRAMED/DRIVEN	D	25	REPLACE NOW: BT.2 P-3; BT.4 P-3,5; BT.7 P-1,5
POSTS OR PILE/BENT	6	26	BT.9 P-1,2,3; BT.14 P-3,5; BT.15 P-6; AS MANY
COLUMNS/POSTS	B	27	NA (28) 50 PILES TO POST IN THIS BRIDGE
PILES	TH	28	C1 RECCOMEND TO PROGRAM REBUILD
BENT CAPS	TC	29	C1 7 CAPS C-1 CONDITION, OTHERS C-3
SLIP CAPS		30	NA
SAFETY GIRTS		31	NA
TRANSVERSE BRACING		32	C1 DECAY AND ROT BAD AT WATER LINE AND BELOW
LONGITUDINAL BRACING		33	NA

CAP BLOCKS/STEEL SPANS	34	NA
BOLTS/DOWELS/LAG SCREWS	35	C5
OSMOSE/DATE	36	
MOVEMENT UNDER LOAD	37	NA

----- DECK -----

STRINGERS/NO	11	38	C3	SOME DECAY, NEED TO WATCH
CORBELS/HEIGHT	----	39	NA	
ELEVATION BLOCK/HT	----	40	NA	
BALLAST DECK	TH	41	C1	
BALLAST CURBS		42	C3	
BALLAST DEPTH	12	43	B	
WALKWAYS (L/R/B/C)	---	44	NA	
HANDRAILS (L/R/B)	---	45	NA	
REFUGE BAYS/NO	-----	46	NA	

No. to Bruceton

So. to Memphis

248'-0"

B/R 7

9	0	1	2	3	4	5	6	7	8
10	9	11	10	18	8	8	8	8	8

LF 42633-164

4-8x16 ✓

12'-5	11'-11	11'-11	12'-3	11'-11	12'-3	11'-0	10'-11
12'-5	11'-11	11'-10	12'-4	11'-10	12'-3	11'-0	10'-11

Track

Bents 6 Pile 1953
Stringers 1953
Deck 1953

Alignment-Tangent

BR. 218.3 (OLD P&M) CREOS. BAL. DECK TRESTLE

No. to Bruceton

So. to Memphis

248'-0"

B/R 7

8	9	10	11	12	13	14	15	16	17	18	19	20	21
18	8	8	10	11	12	13	15	16	17	18	19	20	21

4-8x16 ✓

11'-1	11'-0	11'-9	12'-1	12'-0	11'-0	12'-0	12'-0	12'-2	11'-10	12'-2	12'-4
11'-1	11'-0	11'-9	12'-1	12'-0	11'-0	12'-0	12'-0	12'-2	11'-10	12'-2	12'-4

Bents 6 Pile 1953
Stringers 1953
Deck 1953

Alignment-Tangent

900-2-14

TIMBER BRIDGE INSPECTION REPORT

EXHIBIT F

REFIX: ONI MILEPOST: 210.10 BRIDGE NUMBER: 210.1
 LOCATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL
 COUNTY: SHELBY TOWN: CORDOVA ST: TN
 SPANS: 1 THRU 16 OF 16 SPAN TYPES: TS LENGTH: 192.00 OF 192
 NO. TRACKS: 1 CROSSING: CREEK ROAD NAME: _____
 DATE INSPECTED: 01/09/01 INSPECTOR: H. L. SMITH HOW INSPECTED: IT

ITEM INSPECTED NO CLASS REMARKS

--- GENERAL ---

CHANNEL CONDITION	1 B	TREES-BUSHES
LOPES	2 B	SAME
GENERAL CLEAN	3 B	SAME
CI, SPRINT, LIGHTNET, ETC.	4 NA	

--- TRACK ---

BR (Y/N)	N	5	
APPROACH - SURF/ALIGN		6 B	
RIDGE - SURF/ALIGN		7 B	
RACK - RAIL ANCHORS		8 B	
RIDGE - RAIL ANCHORS		9 B	
ALTS - % EFFECT		10 B	
LIPS - % EFFECT		11 NA	
JOYS - % EFFECT		12 NA	
TIES-COND & YR INSTALLED		13 B	TRACK
IE PADS		14 NA	
OUTER GUARD RAIL		15 NA	
INNER GUARD RAIL		16 NA	
RAIL	115	17 B	

--- PIERS, ABUTMENTS ---

FOUNDATION		18 C1	
ABUTMENTS		19 NA	
PIERS		20 NA	
RIDGE SEATS		21 C1	REPLACE NUMEROUS CAPS
BACK WALLS		22 C3	SOME ROT/DECAY
FRONT WALLS		23 NA	
JOIST SILLS/BLOCKS		24 NA	

--- BENTS, PILES ---

RAILED/DRIVEN	D	25	REPLACE NON: BT.2 P-3; BT.7 P-1; BT.8 P-5;
POSTS OR PILE/BENT	6	26	BT.9 P-3; BT.11 P-1 NUMEROUS OTHERS NEED
COLUMNS/POSTS	B	27 NA	(28) NEED POSTED, HEAVY DECAY
PILES	TN	28 C1	POST PILE 2, BENT 0-PILE 6, BENT 16
ENT CAPS	TC	29 C1	REPLACE VARIOUS CAPS
TOP CAPS		30 NA	
SHOULDER/GIRTS		31 NA	
TRANSVERSE BRACING		32 C3	
LONGITUDINAL BRACING		33 NA	

P BLOCKS/STEEL SPANS	34	NA	
TS/DOWELS/LAG SCREWS	35	C5	
MOSE/DATE	36		
EMENT UNDER LOAD	37	NA	

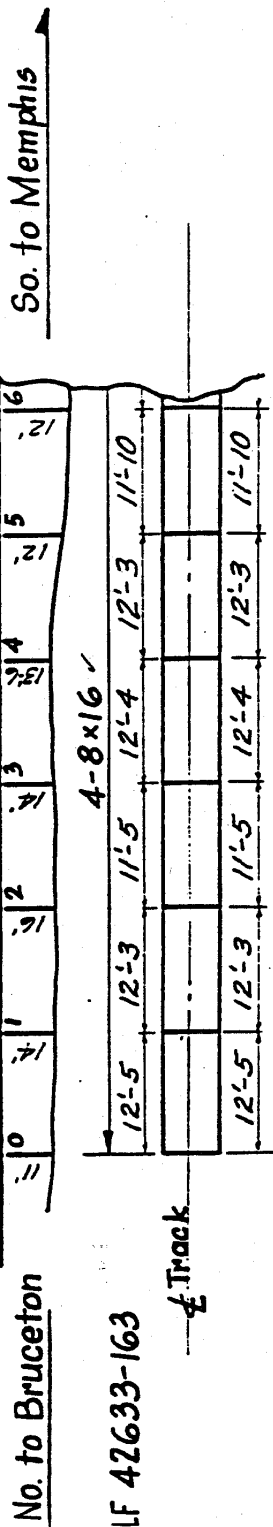
--- DECK ---

RINGERS/NO	11	38	C3	WATCH AS THEY ARE OLD---SOME DECAY
RBELS/HEIGHT		39	NA	
EVATION BLOCK/HT		40	NA	
LLAST DECK	TH	41	C3	TIMBER IS OLD, WILL NEED TO REPLACE SOON
LLAST CURBS		42	C3	
LLAST DEPTH	14	43	B	
LKWAYS (L/R/B/C)		44	NA	
NDRAILS (L/R/B)		45	NA	
FUGE BAYS/NO		46	NA	

NASH DIVISION

192'-7"

B/R 7



Bents 6 Pile 1952
Stringers 1952
Deck 1952

Alignment - Tangent

BR. 218.1 (OLD P4M) CREOS. BAL. DECK TRETTLE

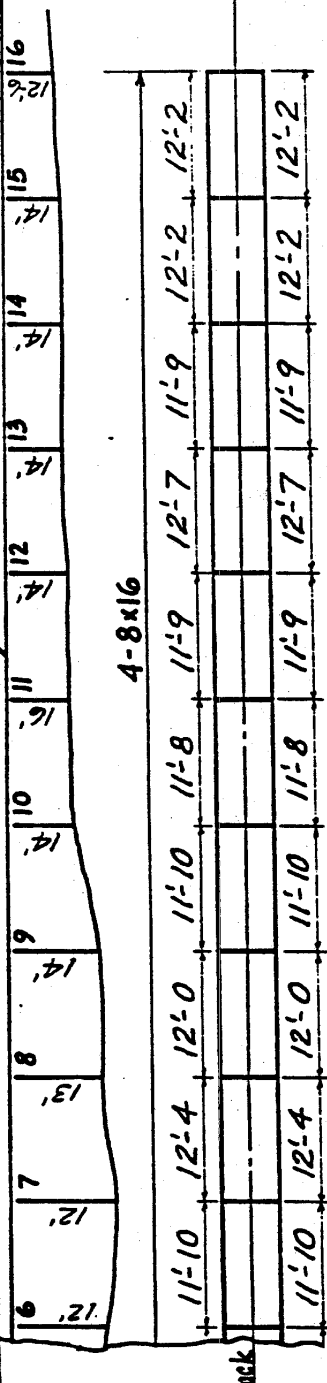
NASH. DIVISION

192'-7"

No. to Bruceton

So. to Memphis

B/R 7



Bents 6 Pile 1952
Stringers 1952
Deck 1952

Alignment - Tangent

900-2-14

TIMBER BRIDGE INSPECTION REPORT

EXHIBIT G

EFIX: ONI MILEPOST: 214.90 BRIDGE NUMBER: 214.9
 CATION: DISTRICT: DIVISION: NS SUBDIVISION: MEMPHIS TERMINAL
 COUNTY: SHELBY TOWN: CORDOVA ST: TN
 ANS: 1 THRU 6 OF 6 SPAN TYPES: TS LENGTH: 72.00 OF 72
 TRACKS: 1 CROSSING: CREEK ROAD NAME:
 TE INSPECTED: 01/09/01 INSPECTOR: M. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED NO CLASS REMARKS

--- GENERAL ---

CHANNEL CONDITION	1 B	TREES-BUSHES	LITE DRIFT
OPES	2 B	STEEP	
GENERAL CLEAN	3 B	SAME AS # 1	
WIRE, SPRINT, LIGHTNET, ETC.	4 NA		

--- TRACK ---

IR (Y/N)	N	5	
APPROACH - SURF/ALIGN	6 B		
BRIDGE - SURF/ALIGN	7 B		
TRACK - RAIL ANCHORS	8 B		
BRIDGE - RAIL ANCHORS	9 B		
WTS - % EFFECT	10 B		
IPS - % EFFECT	11 NA		
DOXS - % EFFECT	12 NA		
DES-COND & YR INSTALLED	13 C1	TRACK TIES	
DE PADS	14 NA		
INTER GUARD RAIL	15 NA		
INNER GUARD RAIL	16 NA		
WIL	115	17 B	

--- PIERS, ABUTMENTS ---

FOUNDATION	18 C5	
ABUTMENTS	19 C5	
PIERS	20 NA	
BRIDGE SEATS	21 C5	
ACK WALLS	22 C1	BALLAST LEAK-ROTTED TIMBERS
ING WALLS	23 NA	
UD SILLS/BLOCKS	24 NA	

--- BENTS, PILES ---

RAMEL/DRIVEN	D	25	
OSTS OR PILE/BENT	6	26	
OLTHNS/POSTS	B	27 NA	
ILES	TH	28 C1	HEAVY DECAY AND MANY HOLLOW PILES
ENT CAPS	TC	29 C1	*****
LIP CAPS		30 NA	
ASH/GIRTS		31 NA	
TRANSVERSE BRACING		32 C1	ROT/SPLIT AT ENDS
LONGITUDINAL BRACING		33 NA	

P BLOCKS/STEEL SPARKS	34	NA	
RTS/DOWELS/LAG SCREWS	35	CS	
MOSE/DATE	36		
EMENT UNDER LOAD	37	NA	

--- DECK -----

RINGERS/NO	11	38	C1	HEACY DETERIORATION
RBELS/HEIGHT		39	NA	
EVATION BLOCK/HT		40	NA	
LAST DECK	TM	41	C1	BALLAST LEAKS-ALL DECKBOARDS DETERIOATED BAD
LAST CURBS		42	C1	
LAST DEPTH	12	43	B	
LNWAYS (L/R/B/C)		44	NA	
NDRAILS (L/R/D)		45	NA	
EFUGE BAYS/NO		46	NA	

6625 6180 6110

JOBID: 4268591

USERID: D6921

FORM: LANDSCAP

FORM CODE: 1

TITLE: Invoice Register

ROOM/BIN: TEAM_ENTERPRISE

Print Date: 05/25/01

Print Time: 10:50:07

TIMBER BRIDGE INSPECTION REPORT

EXHIBIT H

PREFIX: ONI MILEPOST: 211.00 BRIDGE NUMBER: 211
 LOCATION: DISTRICT: DIVISION: NG SUBDIVISION: MEMPHIS TERMINAL
 COUNTY: SHELBY TOWN: CORDOVA ST: TN
 SPANS: 1 THRU 4 OF 4 SPAN TYPES: TS LENGTH: 48.00 OF 48
 1. TRACKS: 1 CROSSING: CREEK ROAD NAME:
 DATE INSPECTED: 01/09/01 INSPECTOR: H. L. SMITH HOW INSPECTED: VI

ITEM INSPECTED	NO	CLASS	REMARKS
----------------	----	-------	---------

--- GENERAL ---

CHANNEL CONDITION	1	D	BAD WASH N.END ****BRIDGE OUT OF SERVICE****
JOINTS	2	C1	SAME AS ABOVE
GENERAL CLEAN	3	B	TRASH
WIRE, SPRINT, LIGHTNET, ETC.	4	NA	REMOVE RAIL FROM S.END

--- TRACK ---

IR (Y/N)	N	5	BRIDGE OUT OF SERVICE--TIES AND STOP SIGN
APPROACH - SURF/ALIGN	6	B	ALIGNMENT
RIDGE - SURF/ALIGN	7	B	N.END RAIL/TIES HANGING
RACK - RAIL ANCHORS	8	B	
RIDGE - RAIL ANCHORS	9	B	
RLTS - % EFFECT	10	B	
IPS - % EFFECT	11	NA	
MOXS - % EFFECT	12	NA	
IES-COND & YR INSTALLED	13	C1	
IE PAQS	14	C1	
INTER GUARD RAIL	15	NA	
INNER GUARD RAIL	16	NA	
WIL	115	17	B

--- PIERS, ABUTMENTS ---

FOUNDATION	18	C5	
ABUTMENTS	19	C5	
PIERS	20	NA	
RIDGE SEATS	21	C1	REPLACE CAPS
RACK WALLS	22	C1	NEED REPAIR-WASH BOTH ENDS, BEHIND HEADWALL
FRONT WALLS	23	NA	22) NEED RIP-RAP
JOINT SILLS/BLOCKS	24	NA	

--- BENTS, PILES ---

RAMMED/DRIVEN	0	25	
POSTS OR PILE/BENT	6	26	
COLUMNS/POSTS	8	27	NA
PILES	TH	28	C1 HEAVY DECAY, NEED TO POST APPROX. 50% OF PILES
END CAPS	TC	29	C1 REPLACE CAP BENT 1, 2, AND 4 NOW
TOP CAPS		30	NA
ASH/GIRTS		31	NA
TRANSVERSE BRACING		32	C5
LONGITUDINAL BRACING		33	NA

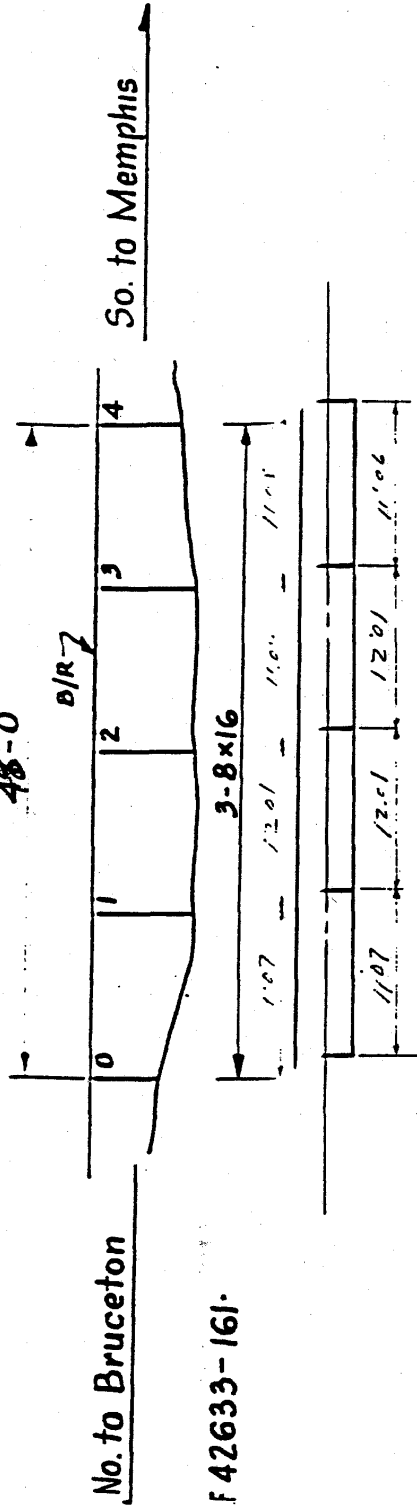
IP BLOCKS/STEEL SPANS	34	C5	_____
ILTS/DOWELS/LAG SCREWS	35	NA	_____
MOSE/DATE	36		_____
WENENT UNDER LOAD	37	NA	_____

--- DECK -----

RINGERS/NO	11	38	D	3 UNDER EACH RAIL-BAD DECAY AT BEARING OVER CAP
IRBELS/HEIGHT	---	39	NA	3B) SPLIT, ROTTEN
EVATION BLOCK/HT	---	40	NA	_____
LLAST DECK	TH	41	C1	DECAY THROUGHOUT
LLAST CURBS		42	C1	NEEDS REPLACING
LLAST DEPTH	12	43	A	_____
SLKWAYS (L/R/B/C)	---	44	NA	_____
WDRAILS (L/R/B)	---	45	NA	_____
FUGE BAYS/NO	---	46	NA	_____

Br. 211.0

NASH. DIVISION

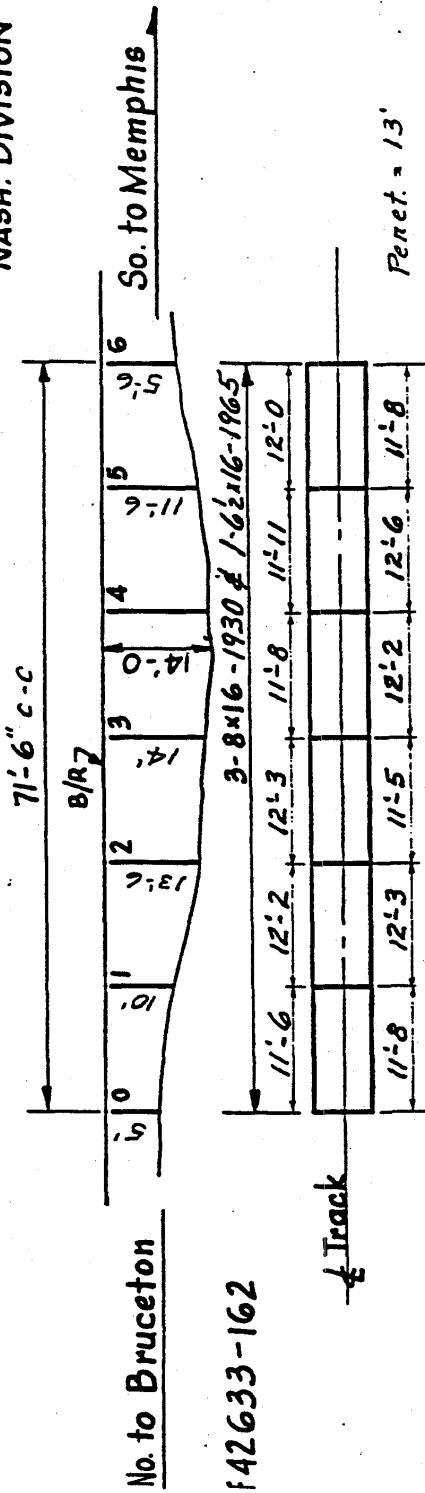


Bents 6 Pile 1924
Stringers 1924
Deck 1924

Alignment - Tangent CORDOVA - MILE 212.9

R. 214.9 (OLD P & M) CREOS. BAL. DECK TRESTLE

NASH. DIVISION



Bents 6 Pile 1930
Stringers 1930
Deck 1911

Alignment - Tangent

906-1-10

JUN 28 '02 10:22 FR CSXT LAW DEPT
JUN 21 2002 10:21 FR

904 359 1248 TO 812027836947
TO 83221248

P.03/13
P.03/13

140.010

TIMBER BRIDGE INSPECTION AND TREATING REPORT

Owner CSX TRANSPORTATION Date Inspected 6-19-02
Bridge No. 001223.3 Bents No. 1 Foreman J.S. Abad

MEMBERS CLASSIFIED

REJECTS

FILES 4

POSTS 1

CAPS 1

SUB CAPS

SILLS

SHIMS

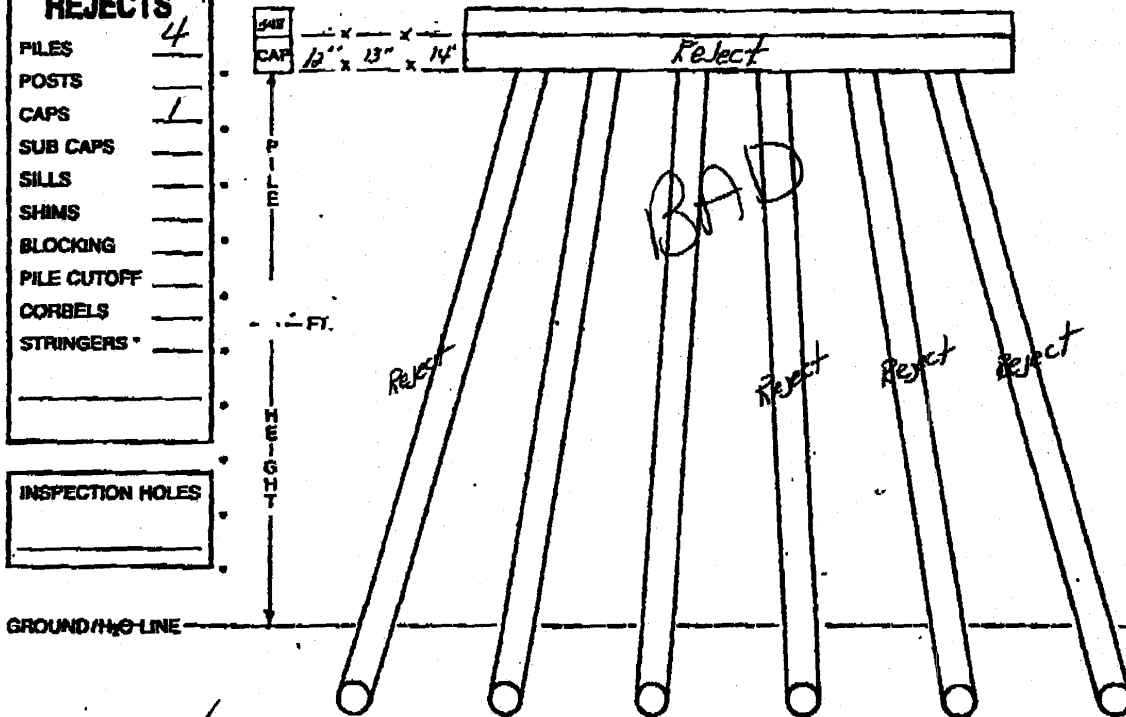
BLOCKING

PILE CUTOFF

CORBELS

STRINGERS *

INSPECTION HOLES



File No. Facing N ✓ S ✓ E ✓ W ✓

Average Diameter

Condition Above Ground/H₂O

Groundline Work

Dia. Sound Wood Below Groundline

Approx. Length to Post

REMARKS:

SYMBOLS		OPTIONAL ITEMS		INT.	EXT.	EXCAVATION	
C - Casing		PILES G/L	TR.			EXC. G/L	EA.
DP - Decay Poles		PILES	TR.			EXC. BRACEBOLT	EA.
DS - Decay Sills		POSTS	TR.			EXC. CUT OFFS	EA.
EX - Excavate		CAPS	TR.			EXC. DUMP BENT	EA.
G/L - Ground Line		SUB CAPS	TR.			EXC. SILLS	EA.
H - Head		SHIMS	TR.				
MD - Mechanical Damage		SILLS	TR.			H ₂ O PROTECT	EA.
NT - Not Treated		BLOCKING	TR.			OPTIONAL ITEMS	INT. EXT.
PP - Physically Pooled		CORBELS	TR.				
PK - Possible Reject		STRINGERS	TR.				
S - Min. or Max. Size							
SN - Small Post							
TR-A - Chopped							
TR-B - CUB-RTU							
TR-C - Timber							
TR-D - Cap & Post							
TR-E - Min. Length							
I - Inspected Only							
V - Vols							
WPH - Woodpecker Hole							
X - Reject							
* See Bridge Report							

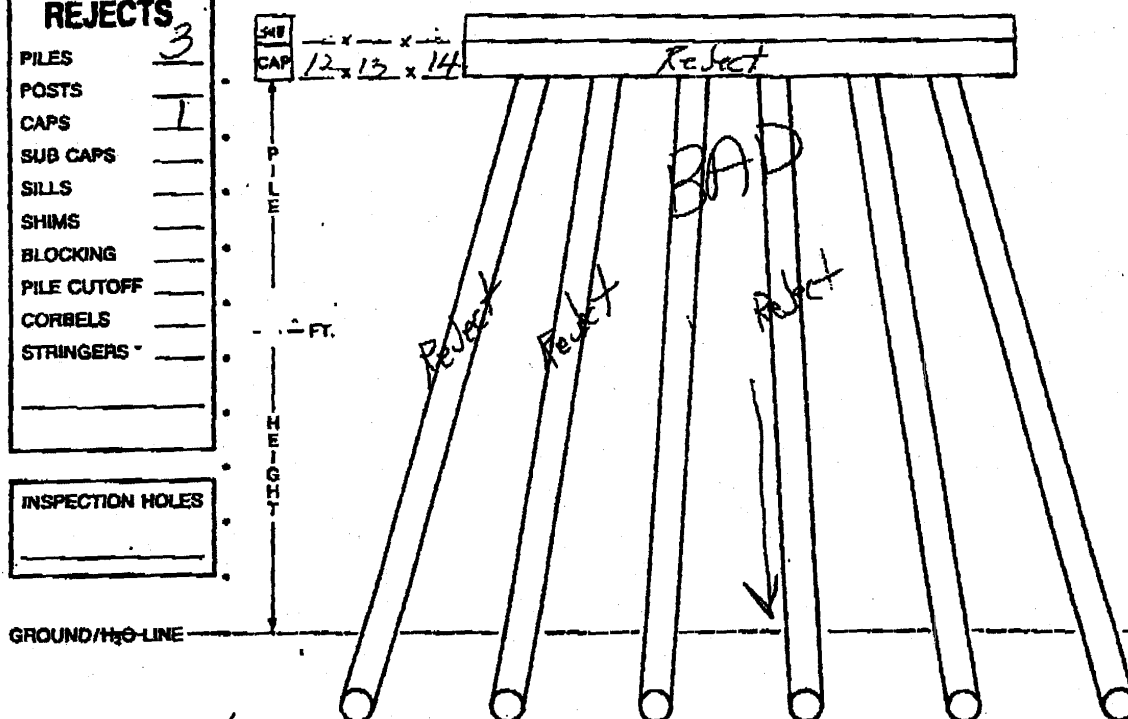
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Owner CSX TRANSPORTATION Date Inspected 6-19-02
Bridge No. 001 223.3 Bents No. 2 Foreman J. S. Hood

MEMBERS CLASSIFIED	
REJECTS	
PILES	3
POSTS	
CAPS	1
SUB CAPS	
SILLS	
SHIMS	
BLOCKING	
PILE CUTOFF	
CORBELS	
STRINGERS *	

INSPECTION HOLES



File No. Facing N <u>S</u> <u>✓</u> E <u>W</u>	_____	_____	_____	_____	_____
Average Diameter _____	_____	_____	_____	_____	_____
Condition Above Ground <u>H.G.</u>	_____	_____	_____	_____	_____
Groundline Work _____	_____	_____	_____	_____	_____
Dis. Sound Wood Below Groundline _____	_____	_____	_____	_____	_____
Approx. Length to Post _____	_____	_____	_____	_____	_____

REMARKS:	SYMBOLS	OPTIONAL ITEMS		INT.	EXT.	EXCAVATION	
CU	C - Crushing	PILES G/L	TR.			EXC. G/L	EA.
	DP - Decay Packer	PILES	TR.			EXC. BRACEBOLT	EA.
	DN - Decay Ring	POSTS	TR.			EXC. CUT OFFS	EA.
	EXC - Excavate	CAPS	TR.			EXC. DUMP BENT	EA.
	G/L - Ground Line	SUB CAPS	TR.			EXC. SILLS	EA.
	H - Heave	SHIMS	TR.				
	MD - Mechanical Damage	SILLS	TR.			H ₂ O PROTECT	EA.
	NT - Not Tagged	BLOCKING	TR.			OPTIONAL ITEMS	INT. EXT.
	PR - Presumably Present	CORBELS	TR.				
	PX - Possible Project	STRINGERS	TR.				
	S - Min. or Max. Shell						
	SR - Shell Rot						
	TR-A - Camouflage						
	TR-B - Camouflage						
	TR-C - Timbering						
	TR-D - Cop-R-Plastic						
	TR-E - Mils-Putty						
	I - Inspected Only						
	V - Void						
	WSP - Woodpecker Hole						
	X - Repair						
	- See Engineer Report						

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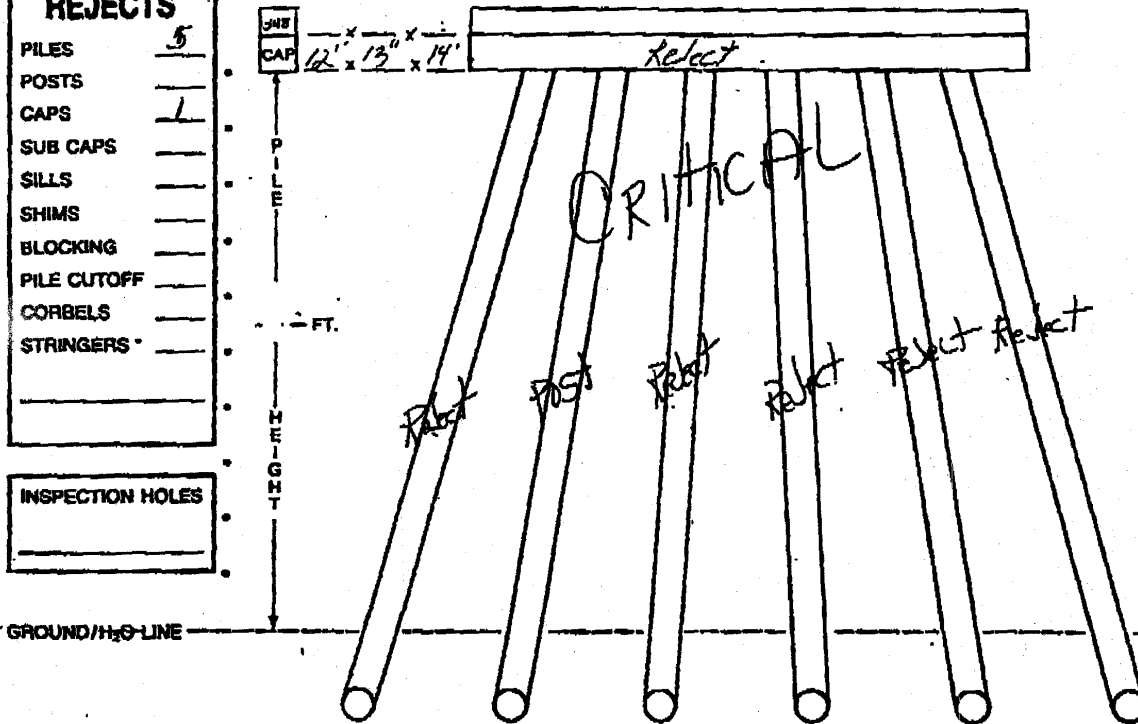
TIMBER BRIDGE INSPECTION AND TREATING REPORT

Owner CSX TRANSPORTATION Date Inspected 6-19-02
Bridge No. 001 223 3 Bents No. 3 Foreman J. Stood

MEMBERS CLASSIFIED REJECTS

PILES 5
POSTS 1
CAPS 1
SUB CAPS
SILLS
SHIMS
BLOCKING
PILE CUTOFF
CORBELS
STRINGERS

INSPECTION HOLES



Pile No.	Facing	N	S	E	W	_____	_____	_____	_____	_____	_____
Average Diameter											
Condition Above Ground/H ₂ O											
Groundline Work											
Dia. Sound Wood Below Groundline											
Approx. Length to Post											

REMARKS:

SYMBOLS
C - Crushing
DP - Decay Pocket
DR - Decay Ring
EXC - Excavation
G/L - Ground Line
H - Heat
MD - Mechanical Damage
NT - Not Treated
PO - Possibly Present
PK - Possible Pocket
S - Min. or Max. Size
SR - Shell Rot
TR-A - Dampwood
TR-B - C.J. 68-RTU
TR-C - Grubworm
TR-D - Cap-R-Plastic
TR-E - Auto-Fume
I - Inspected Only
V - Void
WPS - Woodboring Weevils
X - Reject
* See Stinger Report

OPTIONAL ITEMS		INT.	EXT.	EXCAVATION	
PILES G/L	TR.			EXC. G/L	EA.
PILES	TR.			EXC. BRACEBOLT	EA.
POSTS	TR.			EXC. CUT OFFS	EA.
CAPS	TR.			EXC. DUMP BENT	EA.
SUB CAPS	TR.			EXC. SILLS	EA.
SHIMS	TR.				
SILLS	TR.			H ₂ O PROTECT	EA.
BLOCKING	TR.			OPTIONAL ITEMS	INT. EXT.
CORBELS	TR.				
STRINGERS	TR.				

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TIMBER BRIDGE INSPECTION AND TREATING REPORT

Owner CSX TRANSPORTATION Date Inspected 6-19-02
Bridge No. 001 223.3 Bents No. 4 Foreman J. S. Hood

MEMBERS CLASSIFIED

REJECTS

PILES 4

POSTS 1

CAPS _____

SUB CAPS _____

SILLS _____

SHIMS _____

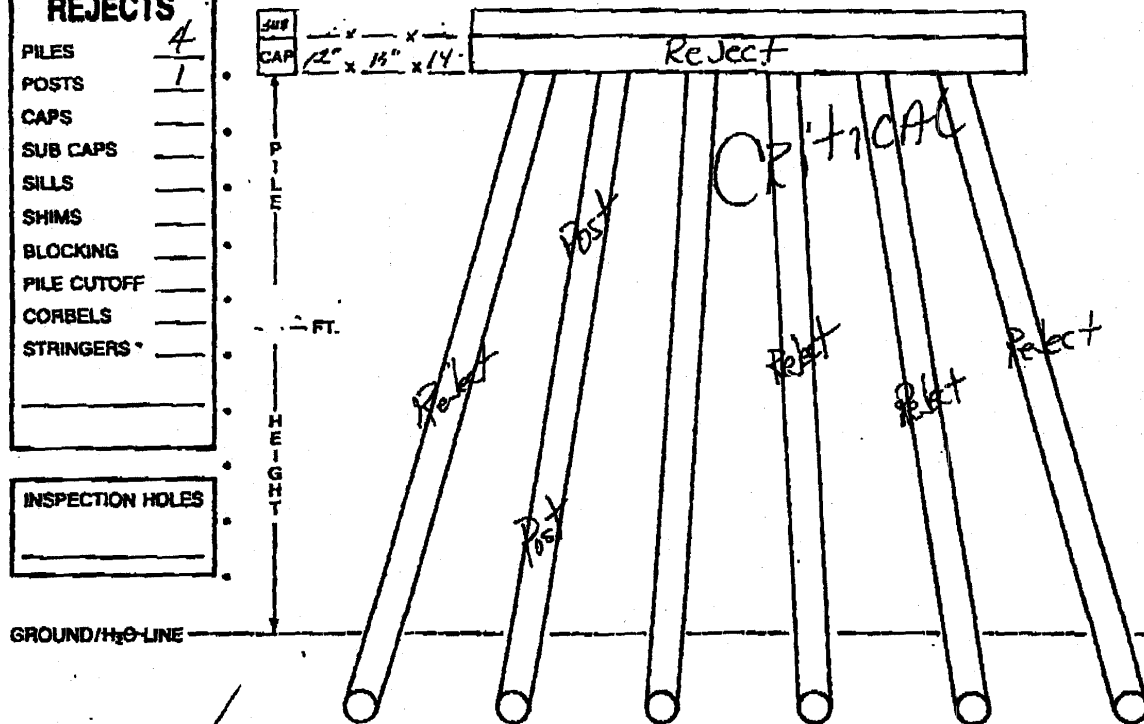
BLOCKING _____

PILE CUTOFF _____

CORBELS _____

STRINGERS _____

INSPECTION HOLES



File No. Facing N <u>✓</u> S <u>✓</u> E <u>✓</u> W <u>✓</u>	_____	_____	_____	_____	_____	_____
Average Diameter _____	_____	_____	_____	_____	_____	_____
Condition Above Ground/In _____	_____	_____	_____	_____	_____	_____
Groundline Work _____	_____	_____	_____	_____	_____	_____
Dia. Sound Wood Below Groundline _____	_____	_____	_____	_____	_____	_____
Approx. Length to Post _____	_____	_____	_____	_____	_____	_____

REMARKS:

SYMBOLS

C - Crushing

DP - Decay Pocket

DR - Decay Ring

EX - Excavation

GL - Ground Line

H - Nail

MD - Mechanical Damage

NT - Not Treated

PP - Previously Piled

PR - Possible Reject

S - Nail or Nail Spacing

SR - Shell Rot

TR-A - Chromated

TR-B - CU-22-RTU

TR-C - TimberKang

TR-D - Copper-Plastic

TR-E - Mac-Finish

I - Inspected Only

V - Vals

WPH - Woodpecker Hole

X - Reject

* See Sulfur Report

OPTIONAL ITEMS		INT.	EXT.	EXCAVATION	
PILES G/L	TR.			EXC. G/L	EA.
PILES	TR.			EXC. BRACEBOLT	EA.
POSTS	TR.			EXC. CUT OFFS	EA.
CAPS	TR.			EXC. DUMP BENT	EA.
SUB CAPS	TR.			EXC. SILLS	EA.
SHIMS	TR.				
SILLS	TR.			H ₂ O PROTECT	EA.
BLOCKING	TR.			OPTIONAL ITEMS	INT. EXT.
CORBELS	TR.				
STRINGERS	TR.				

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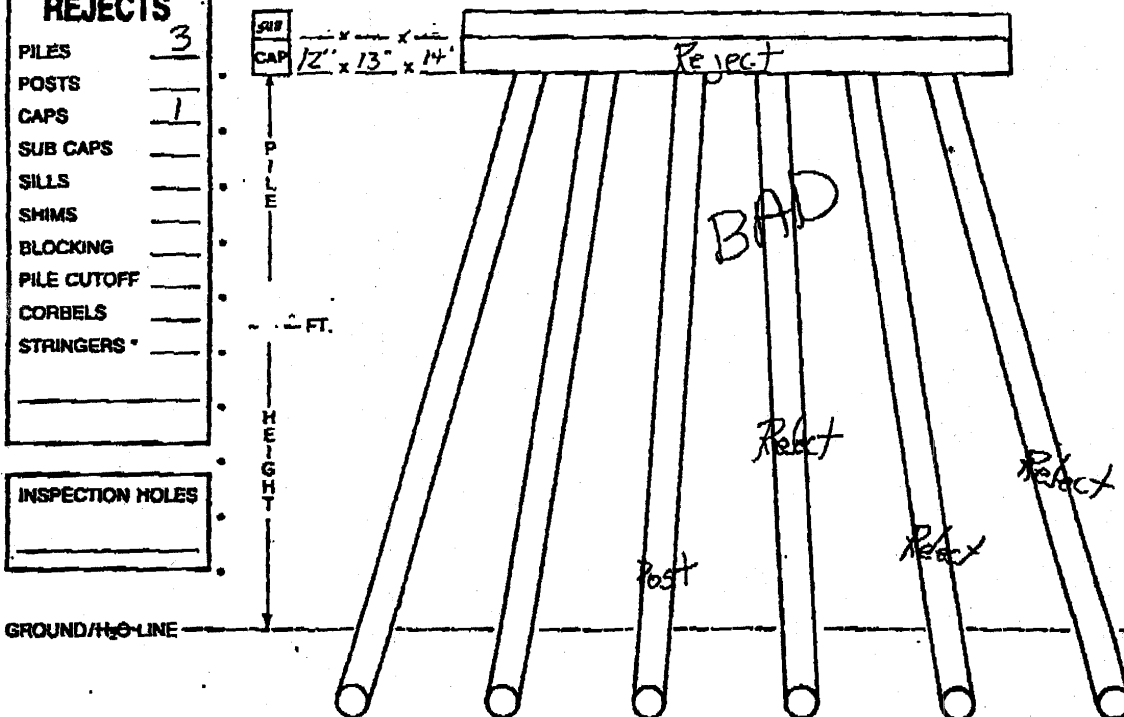
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TIMBER BRIDGE INSPECTION AND TREATING REPORT

Owner CSX TRANSPORTATION Date Inspected 6-19-02
Bridge No. 001 223.3 Bents No. 5 Foreman J. S. HODD

MEMBERS CLASSIFIED	
REJECTS	
PILES	<u>3</u>
POSTS	
CAPS	<u>1</u>
SUB CAPS	
SILLS	
SHIMS	
BLOCKING	
PILE CUTOFF	
CORBELS	
STRINGERS	
INSPECTION HOLES	



Pile No. Facing N	S	E	W						
Average Diameter									
Condition Above Ground/H ₂ O									
Groundline Work									
Dia. Sound Wood Below Groundline									
Approx. Length to Post									

REMARKS:

SYMBOLS	OPTIONAL ITEMS		INT.	EXT.	EXCAVATION	
C - Cracking	PILES G/L	TR.			EXC. G/L	EA.
DP - Decay Pocket	PILES	TR.			EXC. BRACEBOLT	EA.
DR - Decay Ring	POSTS	TR.			EXC. CUT OFFS	EA.
EXC - Excavation	CAPS	TR.			EXC. DUMP BENT	EA.
GA - Ground Line	SUB CAPS	TR.			EXC. SILLS	EA.
H - Holes	SHIMS	TR.				
MD - Mechanical Damage	SILLS	TR.			H ₂ O PROTECT	EA.
NT - Not Treated	BLOCKING	TR.			OPTIONAL ITEMS	INT. EXT.
PP - Previously Pooled	CORBELS	TR.				
PR - Possible Project	STRINGERS	TR.				
S - Max. 6" Water Seal						
SA - Shell Rot						
THA - Camouflage						
THB - CLAMP-RTU						
THC - Timberline						
THD - Coe-R-Plastic						
THE - MHO-Future						
I - Inspected Only						
V - Void						
WPH - Woodpecker Hole						
X - Reject						
* See Stringer Report						

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TIMBER BRIDGE INSPECTION AND TREATING REPORT

Owner CSX TRANSPORTATION Date Inspected 6-19-02
Bridge No. 071 223.3 Bents No. 6 Foreman J.S. Hood

MEMBERS CLASSIFIED

REJECTS

PILES 3

POSTS 1

CAPS 1

SUB CAPS 1

SILLS 1

SHIMS 1

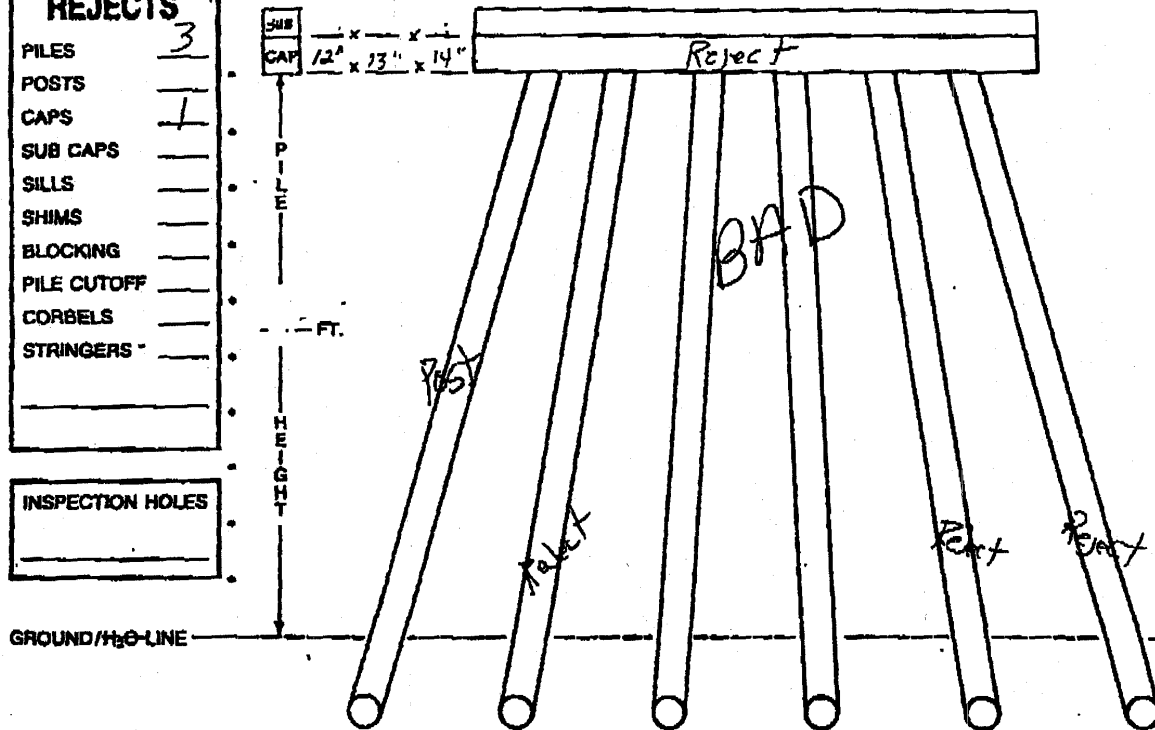
BLOCKING 1

PILE CUTOFF 1

CORBELS 1

STRINGERS 1

INSPECTION HOLES



File No. Facing N	S	E	W	_____	_____	_____	_____	_____	_____
Average Diameter	_____	_____	_____	_____	_____	_____	_____	_____	_____
Condition Above Ground	_____	_____	_____	_____	_____	_____	_____	_____	_____
Groundline Work	_____	_____	_____	_____	_____	_____	_____	_____	_____
Dis. Sound Wood Below Groundline	_____	_____	_____	_____	_____	_____	_____	_____	_____
Approx. Length to Post	_____	_____	_____	_____	_____	_____	_____	_____	_____

REMARKS:

SYMBOLS	OPTIONAL ITEMS		INT.	EXT.	EXCAVATION	
G - Galling	PILES G/L	TR.			EXC. G/L	EA.
DP - Decay Pocket	PILES	TR.			EXC. BRACEBOLT	EA.
DR - Decay Ring	POSTS	TR.			EXC. CUT OFFS	EA.
EXC - Excavate	CAPS	TR.			EXC. DUMP BENT	EA.
GL - Ground Line	SUB CAPS	TR.			EXC. SILLS	EA.
H - Holes	SHIMS	TR.				
MD - Mechanical Damage	SILLS	TR.			H ₂ O PROTECT	EA.
NT - Not Treated	BLOCKING	TR.			OPTIONAL ITEMS	INT, EXT.
PP - Previously Protected	CORBELS	TR.				
PK - Possible Reject	STRINGERS	TR.				
S - Sins, or More Short						
SR - Split Ribs						
TR-A - Chopped/Spliced						
TR-B - CU-20/ATU						
TR-C - Timberline						
TR-D - Cap-N-Post						
TR-E - Mac-Fly						
I - Inspected Only						
V - Void						
WPH - Woodpecker Hole						
X - Reject						
* See Stringer Report						

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TIMBER BRIDGE INSPECTION AND TREATING REPORT

Owner CSX TRANSPORTATION Date Inspected 6-10-02
Bridge No. 001 223.3 Bents No. 7 Foreman J.S. Hood

MEMBERS CLASSIFIED	
REJECTS	<u>3</u>
PILES	<u>1</u>
POSTS	<u>1</u>
CAPS	<u>1</u>
SUB CAPS	<u>1</u>
SILLS	<u>1</u>
SHIMS	<u>1</u>
BLOCKING	<u>1</u>
PILE CUTOFF	<u>1</u>
CORBELS	<u>1</u>
STRINGERS	<u>1</u>

INSPECTION HOLES	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

Diagram labels: CAP, 12' x 13' x 14', Reject, BAD, Post, Reject, Reject, Reject, GROUND/H₂O LINE, PILE, HEIGHT, FT.

Pile No. Facing N S E W
Average Diameter
Condition Above Ground/H₂O
Groundline Work
Dia. Sound Wood Below Groundline
Approx. Length to Post

REMARKS:

SYMBOLS	OPTIONAL ITEMS		EXCAVATION	
	INT.	EXT.	INT.	EXT.
GP - Chasing	TR.		EXC. G/L	EA.
GP - Decay Pocket	TR.		EXC. BRACEBOLT	EA.
GP - Decay Filing	TR.		EXC. CUT OFFS	EA.
GP - G/L	TR.		EXC. DUMP BENT	EA.
GP - Ground Line	TR.		EXC. SILLS	EA.
H - Heart	TR.			
MD - Mechanical Damage	TR.			
NT - Not Treated	TR.			
PT - Previously Treated	TR.			
PK - Possible Knot	TR.			
S - Min. or Max. Shell	TR.			
SH - Shell Rot	TR.			
TR-A - Camouflage	TR.			
TR-B - CU-90-RTU	TR.			
TR-C - Truform	TR.			
TR-D - Cap-H-Plastic	TR.			
TR-E - Microseal	TR.			
I - Inspected Only	TR.			
V - Void	TR.			
W - Woodpecker Hole	TR.			
X - X-ray	TR.			
* See Granger Report	TR.			

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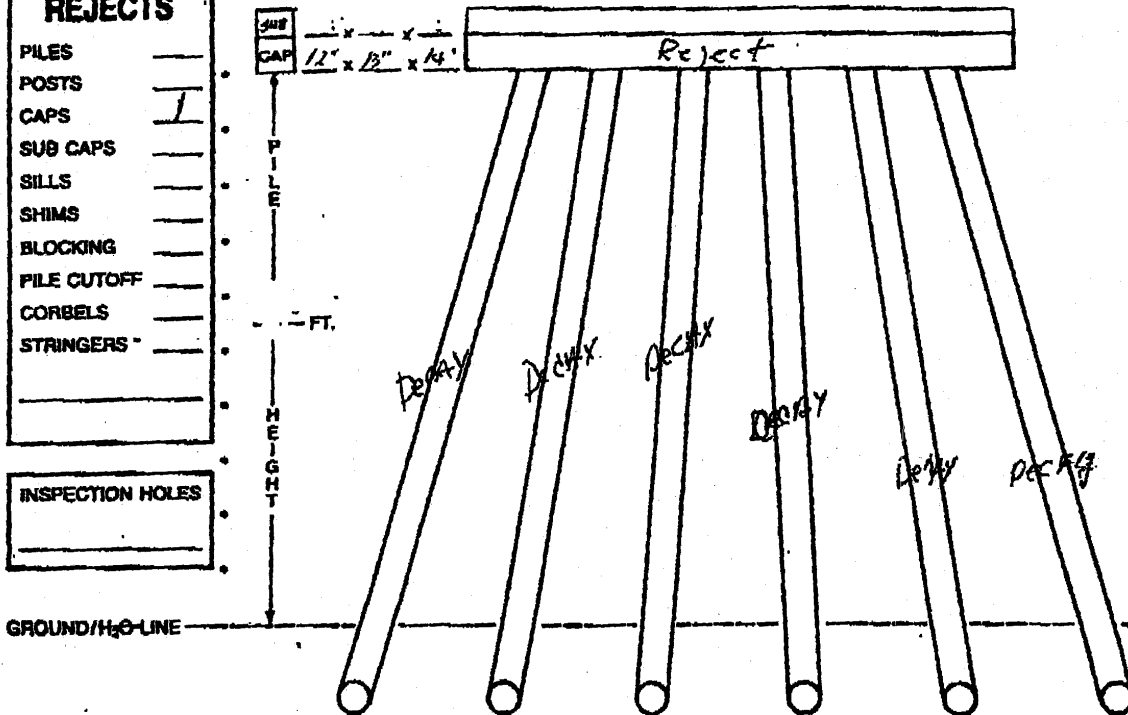
TIMBER BRIDGE INSPECTION AND TREATING REPORT

Owner CSX TRANSPORTATION Date Inspected 6-19-02
Bridge No. QNL 223.3 Bents No. 8 Foreman J.S. Hood

MEMBERS CLASSIFIED REJECTS

PILES _____
POSTS _____
CAPS _____
SUB CAPS _____
SILLS _____
SHIMS _____
BLOCKING _____
FILE CUTOFF _____
CORBELS _____
STRINGERS _____

INSPECTION HOLES



Pile No. Facing N S E W _____
Average Diameter _____
Condition Above Ground/H₂O _____
Groundline Work _____
Dia. Sound Wood Below Groundline _____
Approx. Length to Post _____

REMARKS:

SYMBOLS

C - Crushing
DP - Decay Pocket
DR - Decay Ring
EXC - Excavation
GL - Ground Line
N - Nail
ND - Mechanical Damage
NT - Not Treated
PP - Possibly Pinned
PX - Possible Reject
S - Min. or Max. Split
SR - Split Rail
TR - Chopped
TR-C - Chopped
TR-D - Chopped
TR-E - Chopped
V - Void
WPH - Woodpecker Hole
X - Reject
* See Shopper Report

OPTIONAL ITEMS		INT.	EXT.	EXCAVATION	
PILES G/L	TR.			EXC. G/L	EA.
PILES	TR.			EXC. BRACEBOLT	EA.
POSTS	TR.			EXC. CUT OFFS	EA.
CAPS	TR.			EXC. DUMP BENT	EA.
SUB CAPS	TR.			EXC. SILLS	EA.
SHIMS	TR.				
SILLS	TR.			H ₂ O PROTECT	EA.
BLOCKING	TR.			OPTIONAL ITEMS	INT. EXT.
CORBELS	TR.				
STRINGERS	TR.				

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TIMBER BRIDGE INSPECTION AND TREATING REPORT

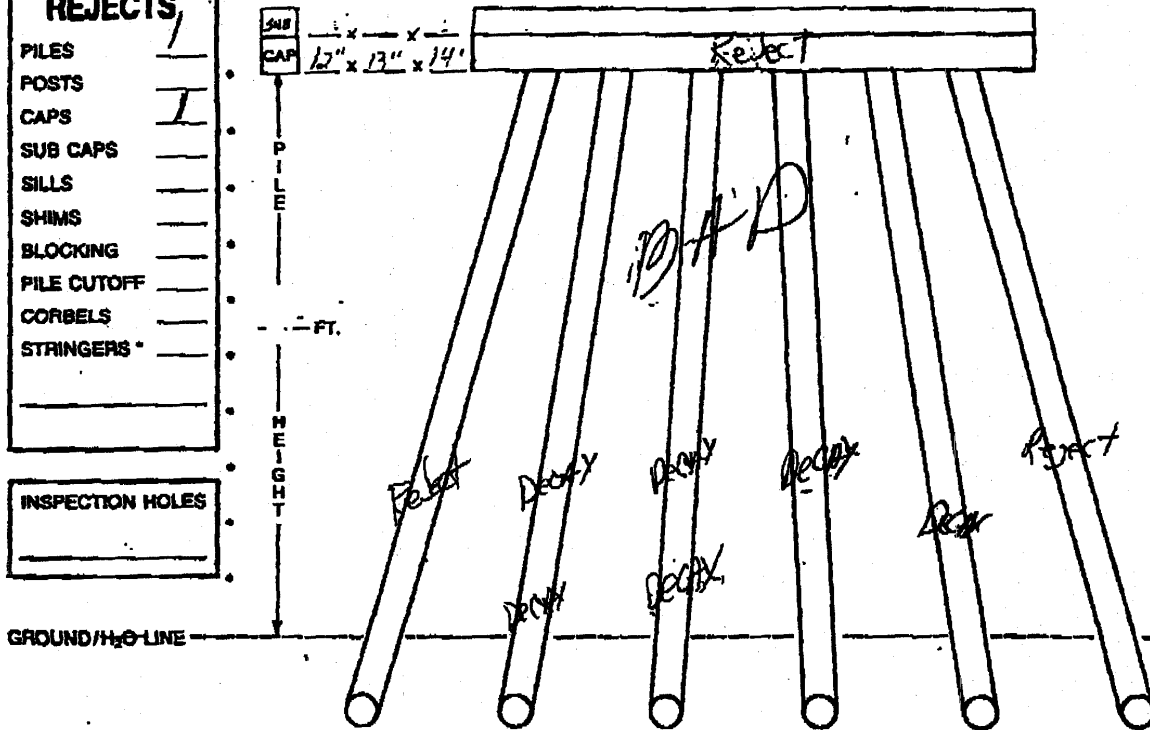
Owner CSX TRANSPORTATION Date Inspected 6-19-02
Bridge No. 071 223.3 Bents No. 9 Foreman J.S. Hood

MEMBERS CLASSIFIED

REJECTS

PILES 1
POSTS 1
CAPS 1
SUB CAPS 1
SILLS 1
SHIMS 1
BLOCKING 1
PILE CUTOFF 1
CORBELS 1
STRINGERS 1

INSPECTION HOLES



Pile No. Facing N S E W
Average Diameter
Condition Above Ground
Groundline Work
Dia. Sound Wood Below Groundline
Approx. Length to Post

REMARKS:

SYMBOLS

C - Charring
DP - Decay Pocket
DR - Decay Ring
EXC - Excavation
GL - Ground Line
H - Nail
MD - Mechanical Damage
NT - Not Treated
PP - Previously Piled
PK - Possible Pocket
S - Min. or Max. Spill
SN - Split Knot
TR-A - Capped/Spill
TR-B - Capped/Spill
TR-C - Thrust/Spill
TR-D - Cap/Spill
TR-E - Misc./Spill
I - Inspected Only
V - Void
WPH - Wood Preservative Hole
X - Reject
* See Bridge Report

OPTIONAL ITEMS		INT.	EXT.	EXCAVATION	
PILES G/L	TR.			EXC. G/L	EA.
PILES	TR.			EXC. BRACEBOLT	EA.
POSTS	TR.			EXC. CUT OFFS	EA.
CAPS	TR.			EXC. DUMP BENT	EA.
SUB CAPS	TR.			EXC. SILLS	EA.
SHIMS	TR.				
SILLS	TR.			H ₂ O PROTECT	EA.
BLOCKING	TR.			OPTIONAL ITEMS INT. EXT.	
CORBELS	TR.				
STRINGERS	TR.				

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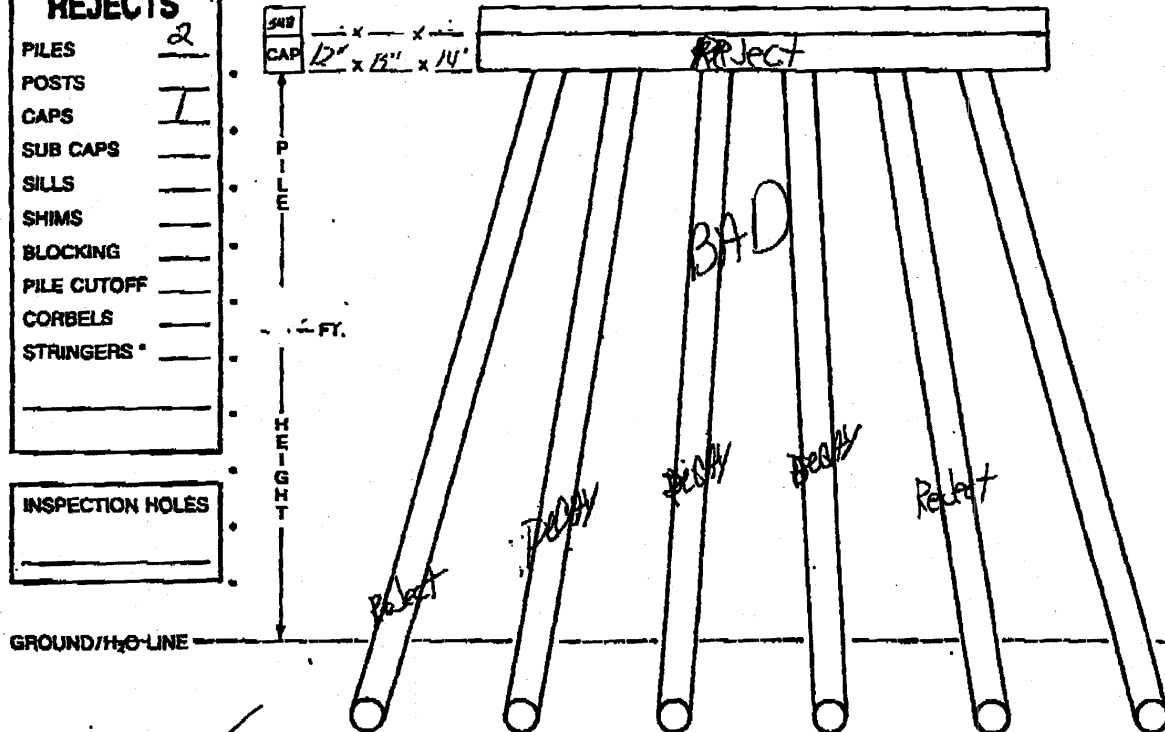
Owner CSX TRANSPORTATION Date Inspected 6-19-02
Bridge No. 021 223.3 Bents No. 10 Foreman J.S. Hood

MEMBERS CLASSIFIED

REJECTS

PILES 2
POSTS I
CAPS I
SUB CAPS
SILLS
SHIMS
BLOCKING
PILE CUTOFF
CORBELS
STRINGERS

INSPECTION HOLES



Pile No. Facing N ✓ S E W
Average Diameter
Condition Above Ground/H₂O
Groundline Work
Dia. Sound Wood Below Groundline
Approx. Length to Post

REMARKS:

SYMBOLS

C - Cupping
DP - Decay Pocket
DR - Decay Ring
EXC - Excavate
GL - Ground Line
H - Holes
MD - Mechanical Damage
NT - Not Treated
PP - Previously Panned
PK - Possible Reject
S - Min. or Max. Shot
SA - Shot Pin
TH-A - Corrosion
TH-B - CL-55-RT-17
TH-C - Time-Sensitive
TH-D - Cop-A-Pestic
TH-E - Mop-Fungus
I - Inspected Only
V - Void
WPH - Woodpecker Hole
X - Reject
* See Sinker Report

OPTIONAL ITEMS		INT.	EXT.	EXCAVATION	
PILES G/L	TR.			EXC. G/L	EA.
PILES	TR.			EXC. BRACEBOLT	EA.
POSTS	TR.			EXC. CUT OFFS	EA.
CAPS	TR.			EXC. DUMP BENT	EA.
SUB CAPS	TR.			EXC. SILLS	EA.
SHIMS	TR.				
SILLS	TR.			H ₂ O PROTECT	EA.
BLOCKING	TR.			OPTIONAL ITEMS	INT. EXT.
CORBELS	TR.				
STRINGERS	TR.				

TIMBER BRIDGE INSPECTION AND TREATING REPORT

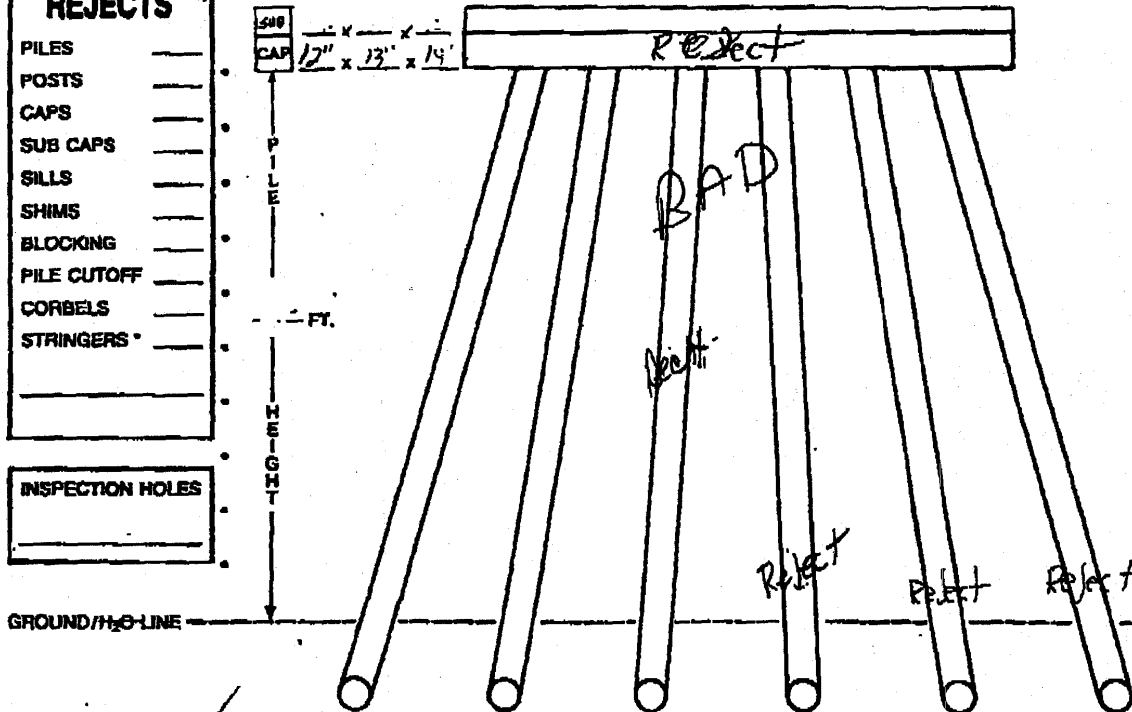
Owner CSX TRANSPORTATION Date Inspected 6-19-02
Bridge No. OH 223.3 Bents No. 11 Foreman J.S. Hood

MEMBERS CLASSIFIED

REJECTS

PILES _____
POSTS _____
CAPS _____
SUB CAPS _____
SILLS _____
SHIMS _____
BLOCKING _____
PILE CUTOFF _____
CORBELS _____
STRINGERS _____

INSPECTION HOLES



File No. Facing N S E W _____
Average Diameter _____
Condition Above Ground/H₂O _____
Groundline Work _____
Dia. Sound Wood Below Groundline _____
Approx. Length to Post _____

REMARKS:

SYMBOLS

C - Cracks
DP - Decay Pocket
DR - Decay Ring
DGC - Decay
GL - Ground Line
H - Holes
MD - Mechanical Damage
MT - Not Treated
PP - Presumably Packed
PX - Possible Repair
S - Sills, or other Small
SR - Short Pile
TR - Timber
TR-C - Timber
TR-O - Timber
TR-I - Timber
V - Voids
WPH - Wood Preservative Hole
X - Repair
* See Bridge Report

OPTIONAL ITEMS

INT. EXT.

EXCAVATION

OPTIONAL ITEMS	INT.	EXT.	EXCAVATION	
PILES GL	TR.		EXC. GL	EA.
PILES	TR.		EXC. BRACEBOLT	EA.
POSTS	TR.		EXC. CUT OFFS	EA.
CAPS	TR.		EXC. DUMP BENT	EA.
SUB CAPS	TR.		EXC. SILLS	EA.
SHIMS	TR.			
SILLS	TR.		H ₂ O PROTECT	EA.
BLOCKING	TR.		OPTIONAL ITEMS	INT. EXT.
CORBELS	TR.			
STRINGERS	TR.			