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September 5, 2003

LOUIS E. GITOMER
Of Counsel
(202) 466-6532

lgitomer@bjllp.com

208842

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

FEE RECEIVED

SEP - 5 2003

**SURFACE
TRANSPORTATION BOARD**



RE: Docket No. AB-55 (Sub-No. 640), *CSX Transportation, Inc.—Abandonment—in Atkinson and Ware Counties, Georgia (Between Pearson and Waresboro)*

Dear Secretary Williams:

Enclosed are the original and 10 copies the two 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. Foster's verified statement, Mr. Milby'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.

**ENTERED
Office of Proceedings**

SEP 05 2003

**Part of
Public Record**

Sincerely yours,

Louis E. Gitomer

Attorney for CSX Transportation, Inc.

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Office of Proceedings**

SEP 05 2003

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Public Record**

Enclosures

FILED

SEP - 5 2003

**SURFACE
TRANSPORTATION BOARD**

ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-55 (Sub-No. 640)

208842

CSX TRANSPORTATION, INC.-ABANDONMENT-IN ATKINSON AND WARE
COUNTIES, GA (BETWEEN WARESBORO AND PEARSON)

APPLICATION

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VOLUME I



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SURFACE
TRANSPORTATION BOARD

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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: September 5, 2003

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-55 (Sub-No. 640)



CSX TRANSPORTATION, INC.—ABANDONMENT—IN ATKINSON AND WARE
COUNTIES, GA (BETWEEN WARESBORO AND PEARSON)

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 abandonment of the 23.25-mile rail line portion of its Southern Region, Jacksonville Division, between milepost AP 594.69, near Waresboro, GA and milepost AP 617.94 near Pearson, GA, the end of the line (the “Line”), all in Atkinson and Ware Counties, GA. The Line traverses Zip Codes 31552, 31564 and 31642.

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

(a) *General.*

(1) Exact name of applicant.

CSX Transportation, Inc.

(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 abandon 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 28, 2003. 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.

The Line requires substantial rehabilitation in the amount of over \$1,200,000, as detailed in the verified statement of Mr. Foster in Exhibit 4. Although revenue attributable exceeded the avoidable costs of service on the Line in the Base Year by \$64,212 (See Exhibit 1 and the verified statement of Ms. Preslar), it is CSXT's view that the return is not enough to justify the cost of rehabilitation. Accounting for opportunity costs, net revenue is reduced to \$38,965 in the forecast year. Moreover, it is unlikely that there will be any traffic growth in the future on the Line. Not only is there limited traffic on the Line, but the traffic has numerous transportation alternatives. Verified statement of Mr. Milby, Exhibit 5. Hence, CSXT does not believe that it would be prudent to invest over \$1,200,000 to rehabilitate a line of railroad that has generated \$64,212 in revenue in the past even to the minimum FRA Class I, 10 miles per hour.

The Line is in poor condition. It is operated as FRA excepted track. CSXT fears that at any time the track may finally deteriorate to the point where it must either be embargoed or CSXT will have to begin the highly expensive rehabilitation process. All of the ties on the Line

require replacement. The last time ties were replaced was 1979, so that no tie is less than 24 years old. The ties on this line in Georgia deteriorate faster than normal times because of the humidity and insects that constantly attack the ties. Although all of the ties require replacement, Mr. Foster has estimated the rehabilitation cost according to the Federal Railroad Administration Class I minimum standards that permit five good ties per 39-feet of track. Once all of the ties, tie plates and anchors are replaced, the Line will need to be resurfaced to align the geometry and cross-level of the line. Mr. Foster has calculated and fully justified the minimum rehabilitation cost to be \$1,279,283 to bring the Line up to FRA's Class I 10-mile per hour standards. The traffic on the Line does not justify CSXT incurring this expense.

The traffic on the Line is reload traffic. Reload traffic is long-hauled by a railroad to a destination where it is unloaded from the rail car and then reloaded into a truck. The reloaded goods are then trucked to their destination. Reload traffic is highly competitive and has many transportation alternatives. As such, the reload shipments can be, and are, rerouted to a different destination point with very little, if any, cost to the receiver.

Rail-truck reload is an example of almost pure geographic competition. The destination is not a fixed point on a specific rail line, such as a factory. The barriers to entry for moving a reload operation are also minimal. All that is generally needed to unload a rail car is room on a track, a forklift (or a pressure hose for commodities such as plastic pellets), a nearby road, and the people needed to unload the rail cars and reload the trucks. The receiver then trucks the goods to the same destination. Hence, the railroad termination point can be easily changed.

In the instant proceeding, Willacoochee Industrial Fabrics, Inc. ("WIF") rerouted its traffic to Willacoochee, GA on an 18-mile rail line purchased by the City of Willacoochee that runs between Willacoochee and Nashville in the second quarter of 2003. Pope Trucking, Inc.

("Pope) has agreed to relocate its reload facility from milepost AP 616 near Pearson to the Waycross Ware County Industrial Park, west of Waycross, GA or to another CSXT track in Ware County, GA. The Waycross Ware County Industrial Park is located on CSXT and has direct access to U.S. Highways 82 and 1. Finally, Cady Industries, Inc. ("Cady") has not decided whether to move its operation or oppose the instant abandonment.

Mr. Milby has been in contact with Cady. On behalf of CSXT, he has offered them an option of moving the reload operation to either the CSXT public track at Waresboro, GA or the Waycross Ware County Industrial Park instead of their current reload location on a siding in Pearson. In addition, CSXT has offered a per car allowance to help offset the additional costs that might be incurred by Cady from moving its reload operation. Cady also advised Mr. Milby that Cady did not anticipate that the volume of its rail business would increase.

Construction of the Line began in the late 1800's. The Line consists of failing 100 pound jointed rail. The track between milepost AP 603.3 to end of line at milepost AP 617.94 is 1926, 100# jointed rail and from milepost AP 594.69 to milepost AP 603.3 is 1965, 100# jointed rail.

In recent years the traffic on the Line declined because of the closing of a major Georgia Pacific facility at Pearson. In order to continue service and minimize expenses, CSXT allowed the Line to become excepted track. CSXT is now faced with the problem of either investing over \$1.2 million to rehabilitate the Line (Verified Statement of Ronald F. Foster) or abandon service. Traffic has declined to under 130 carloads per year, all destined to Pearson at the end of the Line.

The traffic now moving over the Line is reloaded to truck near the end of the Line. There are two shippers using rail service. Cady is one of the Shippers. Cady is not located on the Line, but about 1.5 miles from the Line. Cady uses a team track in Pearson at the end of the Line to unload rail cars into its own trucks for movement to Cady's facility.

Further, Cady has numerous transportation alternatives, ranging from using motor carriage to relocating its transload facility. CSXT has offered to provide Cady a transload facility and to grant a per car allowance to offset the increased fuel costs that Cady might incur from the relocation. (*See Verified Statement of Brian Milby*). The combination of these factors, along with the transportation alternatives available to Cady has caused CSXT to seek this abandonment of the Line.

Pope reloads from rail to truck at a switch located at milepost 616. Pope is primarily a trucking company. For its own account, Pope transloads cargo from trucks to rail cars. For its shipper Paco Steel, Pope transloads steel beams from rail cars to trucks for delivery to Paco Steel or one of its customers. Much of the lumber handled by Pope is for Battle Lumber Company, Inc. of Wadley, GA. There is direct rail service in Wadley. Pope will relocate its future reload business either in the Waycross Ware County Industrial Park or at another CSXT track in Ware County. Pope has indicated that it will not oppose the abandonment.

The burden of continued operation of the Line outweighs any harm to the users of the Line. It will cost over \$1,200,000 to rehabilitate the Line. WIF has relocated. Pope has agreed to relocate. Cady has been given several relocation alternatives and offered an allowance to relocate. After opportunity costs, CSXT's net revenues from the Line are \$38,965, hardly enough to justify the cost of rehabilitation. This is especially the case where the users of rail service can easily relocate their operations leaving CSXT no chance to recover its investment in rehabilitation of the Line. The Board has concluded that "the certain burden of the large expenditures required for CSXT to rehabilitate ... outweighed the uncertain, unsupported loss" of the shipper. *CSX Transportation, Inc. – Discontinuance –at Memphis, in Shelby County, TN*, STB Docket No. AB-55 (Sub No. 618) (STB served May 15, 2003), at 6. CSXT faces a similar

burden here, with no guarantee of retaining the highly competitive traffic until the cost of rehabilitation has been fully paid.

Even excluding opportunity costs, in the forecast year the Line will generate net annual revenue of \$70,826. But CSXT will have to spend \$1, 279,283 to rehabilitate the Line. Assuming a 23-year life, the last time the ties were replaced and the Line rehabilitated, CSXT would need to generate \$55,621 annually merely to cover the cost of rehabilitation. In addition, CSXT would need to cover opportunity costs of at least \$29,900 and a cost of capital (based on the 9.8 percent current cost of capital) for the rehabilitation investment of about \$125,000. In addition to \$29,900 of opportunity costs, the \$70,826 of forecast year net revenue must also cover the amortized cost of rehabilitation of \$55,621 and the cost of capital for rehabilitation of \$125,000, totaling \$180,621. The return, especially in the face of stagnant traffic that can relocate without substantial cost, makes the investment in rehabilitation of the Line a financially unsupportable decision. Without rehabilitation, CSXT will not be able to safely operate the Line.

CSXT has operated the Line as long as possible without incurring substantial unrecoverable costs. CSXT has also offered transportation alternatives to its customers that might result in some slight cost increase, but would allow them to retain very similar service.

The overriding factor that warrants granting the abandonment is the need for and cost of rehabilitation. Finally, CSXT faces the prospect of investing in the rehabilitation of the Line and then having Cady decide to use one of the alternatives offered by CSXT. The burden on CSXT and interstate commerce outweighs any harm to the shippers using the Line.

(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
(904) 359-1253

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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 31552, 31564 and 31642.

(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 excepted track.

(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.

Train ID Y178 operates on an as needed basis from the yard in Waycross, GA.

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

CSXT operates 23.25 miles of main-line track and 2.2 miles of sidings. The siding at Millwood, GA is 0.8 miles long and the siding at Pearson is 1.4 miles long.

(3) Average number of locomotive units operated.

CSXT operates over the Line with one 4-axle locomotive.

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

Year	Customer	Description	Sum of Carloads	Sum of Tons
2001				
	Cady	Plastic Flakes, Granules	3	289
		Plastic Scrap	1	50
		Plastics, Resins or Gums	1	99
		Polypropylene	86	8,209
	Paco Steel	Steel Beams	35	3,048
	Pope	Lumber or Timber, Rough	16	1,122
		Particleboard, Wood	4	345
2001 Total			146	13,162
2002				
	Cady	Polypropylene	85	8,020
	Paco Steel	Steel Beams	13	1,147
	Pope	Lumber or Timber, Rough	13	1,037
		Lumber, Green, Native	1	95
		Poles or Stakes	6	441
		Poles, Wooden	1	86
2002 Total			119	10,826
2003				
	Cady	Plastic Flakes, Granules	1	94
		Polypropylene	54	5,087
	Paco Steel	Steel Beams	1	90
	Pope	Cores or Tubes, Paper	1	86
		Lumber or Timber, Rough	13	979
		Poles or Stakes	4	246
		Poles, Wooden	3	227
2003 Total			77	6,809
Grand Total			342	30,797

Cady includes WIF

2003 reflects moves through June 30, 2003.

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

None.

(6) Average crew size.

The average crew size is two people per train.

(7) Level of maintenance.

The Line is maintained at FRA excepted status.

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

None.

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

The Georgia Pacific plant in Pearson closed. WIF relocated its reload operation from the CSXT team track at milepost AP 617.98 in Pearson to Willacoochee, GA. Pope has agreed to relocate its reload operation from the CSXT track at milepost AP 616 near Pearson to the Ware County Industrial Park in Waycross, GA on CSXT or another CSXT track in Ware County.

(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.

Based on the 2000 Census, Ware County has a population of 35,558 people and Atkinson County has a population of 7,712 people. The only town on the Line with a reported population is Pearson with 1,825 people. The other towns on the Line with unreported population are Axson, Fairfax, Millwood, and Waresboro.

(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.

Year	Customer	Description	Carloads	Tons
2001				
	Cady	Plastic Flakes, Granules	3	289
		Plastic Scrap	1	50
		Plastics, Resins or Gums	1	99
		Polypropylene	86	8,209
	Paco Steel	Steel Beams	35	3,048
	Pope	Lumber or Timber, Rough	16	1,122
		Particleboard, Wood	4	345
2001 Total			146	13,162
2002				
	Cady	Polypropylene	85	8,020
	Paco Steel	Steel Beams	13	1,147
	Pope	Lumber or Timber, Rough	13	95
		Poles or Stakes	6	441
		Poles, Wooden	1	86
2002 Total			119	10,826
2003				
	Cady	Plastic Flakes, Granules	1	94
		Polypropylene	54	5,087
	Paco Steel	Steel Beams	1	90
	Pope	Cores or Tubes, Paper	1	86
		Lumber or Timber, Rough	13	979
		Poles or Stakes	4	246
		Poles, Wooden	3	227
2003 Total			77	6,809
Base Year				
	Cady	Polypropylene	90	8,473
	Paco Steel	Steel Beams	10	893
	Pope	Cores or Tubes, Paper	1	86
		Lumber or Timber, Rough	13	962
		Poles or Stakes	2	154
		Poles, Wooden	2	136
		Lumber, Green, Native	1	95
		Poles, Telegraph	8	533
Base Year Total			127	11,332
Cady includes WIF				
2003 reflects moves through June 30, 2003.				

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

The Line is used to terminate traffic that is then transloaded into trucks. As such, alternate transportation is readily available. CSXT will continue to provide rail service to Waresboro and Waycross, GA, 23.25 and 30 miles from Pearson, respectively. CSXT provides service to the Waycross Ware County Industrial Park west of Waycross, GA and provides yard service in Waycross.

Between Waycross and Pearson is a divided highway, U.S. 82. U.S. 82 also serves Axson, Millwood, Fairfax, and Waresboro (which will also retain CSXT railroad service). Pearson is served from the north and south by U.S. Highways 221 and 441.

(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 does not believe that the Line is appropriate for public use. CSXT holds title to some of the property on the Line through easement.

(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.

(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 requires the expenditure of \$1,279,283 for rehabilitation. Without the expenditure of those funds, CSXT will be unable to operate the Line which has deteriorated to FRA excepted track status. Traffic is stagnant and as rail-truck reload, is easily divertible to other rail facilities of CSXT or other railroads. CSXT has concluded that it will not be able to generate a return on its investment if it is required to rehabilitate the Line.

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 abandonment of the Line. CSXT requests that the Board grant this application for authority to abandon the 23.25-mile rail line portion of its Southern Region, Jacksonville Division, between milepost AP 594.69, near

Waresboro, GA and milepost AP 617.94 near Pearson, GA, the end of the line, all in Atkinson and Ware Counties, GA.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "L. Gitomer", written over the typed name.

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

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

Attorneys for: CSX TRANSPORTATION,
INC.

Dated: September 5, 2003

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. 640), *CSX Transportation, Inc.—Abandonment—in Atkison and Ware Counties, GA (Between Waresboro and Pearson)* was mailed via first class mail, postage prepaid, on September 5, 2003, to the following parties:

Governor Sonny Perdue
203 State Capitol
Atlanta, GA 30334

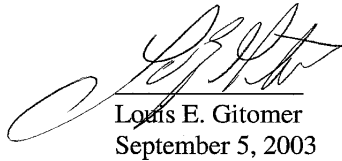
Transportation Department
Two Capitol Square
Atlanta, GA 30334-1002

Public Service Commission
244 Washington Street, S.W.
Suite 126
Atlanta, GA 30334-5701

Cady Industries, Inc.
509 North King Street
Pearson, GA 31642

Pope Trucking, Inc.
P. O. Box 188
Pearson, GA 31642

Willacoochee Industrial Fabric, Inc.
Willacoochee, GA 31650



Louis E. Gitomer
September 5, 2003

EXHIBIT 1

Exhibit 1

CSX Transportation, Inc.
Line Segment: Pearson, GA

	Base Year ending March 31, 2003	Forecast Year beginning September 1, 2003	Subsidy Year ending December 31, 2004
	127 CL	127 CL	127 CL
Revenues Attributable			
1. Freight Originated &/or Terminated On Branch	\$345,899	\$356,276	\$359,735
2. Bridge Traffic	-0-	-0-	-0-
3. All Other Revenue and Income	-0-	-0-	-0-
4. Total Revenues Attributable (Lines 1 thru 3)	\$345,899	\$356,276	\$359,735
Avoidable Costs			
5. Total On-Branch Costs (Lines 5a thru 5k)	\$170,439	\$172,059	\$172,624
a. Maintenance of Way and Structures	116,250	116,250	116,250
b. Maintenance of Equipment - Locomotives	6,512	7,156	7,212
c. Transportation	42,890	43,840	44,342
d. Joint Facilities	-0-	-0-	-0-
e. Deadheading, Taxi and Hotel	-0-	-0-	-0-
f. Overhead Movement	-0-	-0-	-0-
g. Freight Car Costs (o/t Return on Freight Cars)	703	729	735
h. Return on Value - Locomotives	3,953	3,953	3,953
i. Return on Value - Freight Cars	131	131	131
j. Revenue Taxes	-0-	-0-	-0-
k. Property Taxes	-0-	-0-	-0-
6. Total Off-Branch Costs (Lines 6a and 6b)	\$111,249	\$115,352	\$116,286
a. Off-Branch Costs (o/t Return on Freight Cars)	110,645	114,748	115,682
b. Return on Value - Freight Cars	604	604	604
7. Total Avoidable Costs (Lines 5 and 6)	\$281,687	\$287,411	\$288,909
Subsidization Costs			
8. Rehabilitation	xxxx	xxxx	\$1,279,283
9. Administration Costs (1%)	xxxx	xxxx	12,793
10. Casualty Reserve Account	xxxx	xxxx	-0-
11. Total Subsidization Costs (Lines 8 thru 10)	xxxx	xxxx	\$1,292,076
Return on Value			
12. Valuation of Property (Lines 12a thru 12c)	xxxx	\$243,422	\$243,444
a. Working Capital	xxxx	6,822	6,844
b. Income Tax Consequences	xxxx	(24,603)	(24,603)
c. Net Liquidation Value	xxxx	261,203	261,203
13. Nominal Rate of Return	xxxx	14.0%	14.0%
14. Nominal Return on Value (Line 12 * Line 13)	xxxx	34,079	34,082
15. Holding Gain (Loss) 1.60%	xxxx	4,179	4,179
16. Total Return on Value (Line 14 less Line 15)	xxxx	\$29,900	\$29,903
17. Avoidable Loss from Operations (Line 7 less Line 4)	(\$64,212)	(\$68,865)	(\$70,826)
18. Estimated Forecast Year Loss from Operations (Lines 7 and 16 less Line 4)		(\$38,965)	
19. Estimated Subsidy Year Loss from Operations (Lines 7, 11, and 16 less Line 4)			\$1,251,153

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-55 (SUB-NO. 640)

CSX TRANSPORTATION, INC.
- ABANDONMENT -
IN WARE AND ATKINSON COUNTIES, GA
(BETWEEN WARESBORO AND PEARSON)

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 abandonment between Waresboro, GA at milepost AP-594.69 and

Pearson, GA at milepost AP-617.94, a distance of 23.25 miles (the "Line"). 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 March 31, 2003, for the forecast year, which is the twelve-month period beginning September 1, 2003, and for the subsidy year, which is the twelve-month period ending December 31, 2004, in accordance with the regulations of this Board.

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 September 1, 2003 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 a small avoidable contribution of \$38,965 of pro forma revenues versus pro forma operating and economic costs. The estimated subsidy has been projected on forecast year operations. When projected rehabilitation costs of \$1,279,283 are included in the analysis, the estimated subsidy year loss from operations is \$1,251,153.

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 the study and (b) CSXT's 2002 unit cost notebook, both developed under my direction.

REVENUES ATTRIBUTABLE

Currently, three customers are active on this line segment, all located at or near the end of the line at Pearson. In the base year period, Cady Industries, Inc. ("CII") and Willacoochee Industries, Inc. ("WII") received 90 carloads of plastics¹, Pope Reload originated 24 carloads and received three (3) carloads of lumber products, and Paco Steel received ten (10) carloads of steel beams. Both Pope Reload and Paco Steel use the same track location. For purposes of this analysis, the base year carloads (April 2002 through March 2003) are used.

A total of 127 originating and terminating carloads 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 \$356,276 in the forecast year period. Additional details on forecast year revenue calculations are available in the workpapers.

No 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 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

¹ I understand that WII relocated its transload operation to Willacoochee, GA during the second quarter of 2003 and no longer uses the CSXT facility in Pearson or the Line. However, because we have been unable to segregate the WII traffic from that of CII, I have adopted the conservative approach of leaving the WII traffic in the forecast year and base year I used to make my projections.

the operations on the line segment at issue. 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 base year period.

The operations necessary to provide service to the patrons on this segment are not complex. A yard locomotive and yard crew out of Waycross Yard are used for this service. 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.

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 2002 CSXT Annual Report R-1 data for the base year, forecast year and subsidy year periods. Off-branch unit costs are based on the Uniform Railroad Costing System (URCS) data for CSXT, year 2001, 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 the workpapers.

Maintenance of Way and Structures:

The forecast year maintenance is composed of average annual expenditure of \$5,000 per mile for 23.25 miles to cover operating and capital maintenance needs. Total on-branch MWS expense is calculated to be \$116,250 for the forecast year period.

Maintenance of Equipment - Locomotive:

This item includes locomotive repairs based on a system average cost factor (\$12.70376) and cost index (1.044) applied to the on-branch locomotive unit hours (390 LUH). Locomotive depreciation is also reflected in this item based on a system average cost factor (\$4.97938) and cost index (1.021) applied to the on-branch locomotive unit hours (390 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 \$7,156.

Transportation:

Included in this item are crew wages, cost of fuel, cost of servicing locomotives, and train inspection and lubrication. Crew wages totaling \$31,736 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 two-man crew (effective 1/01/2003), and multiplying by a cost index of 1.017.

Fuel cost is determined by applying a unit cost of \$21.82, at the year 2002 level for 1500 to 1749 horsepower locomotives, to locomotive unit hours (390 LUH) and multiplying by an index factor of 1.082.

The cost of servicing locomotives is based on a system average unit cost (\$6.48239) and cost index (1.044) applied to on-branch locomotive unit hours (390 LUH). The cost of train servicing is calculated by multiplying a system average unit cost (\$0.62205) by locomotive unit hours (390 LUH) and cost index (1.044). The total transportation cost is calculated to be \$43,840.

Return on Value - Locomotives:

The forecast year return on value in locomotives of \$3,953 is determined on the basis of application of the 2002 nominal cost of capital (14.0 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 \$10.13645, including an allowance for holding gains at 1.6 percent) is applied to the locomotive unit hours (390 LUH). No index values were applied. Details supporting the development of the unit costs per locomotive are available in the workpapers.

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 \$729.

<u>Related to Distance</u>		Unit Cost	Total Cost
<u>Car type</u>	Car Miles		
Railroad: Flat-Other	1,702	\$0.06136	\$104.43
Private: Hopper-Cvd	2,070	0.07490	<u>155.04</u>
			\$259.48
		Cost Index	<u>1.044</u>
			\$270.90
<u>Unrelated to Distance</u>			

<u>Car type</u>	Car Days	Unit Cost	Total Cost
Railroad: Flat-Other	101	4.34294	\$438.64
		Cost Index	<u>1.044</u>
			\$457.94

Return on Value - Freight Cars:

Forecast year return on value in freight cars of \$131 is determined on the basis of application of the 2002 nominal cost of capital (14.0 percent), with adjustment for anticipated holding gains at 1.6 percent, 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 the workpapers.

<u>Car type</u>	Car Days	Unit Cost	Total Cost
Railroad: Flat-Other	101	1.30078	\$131.38
		Cost Index	<u>1.0</u>
			\$131.38

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 issue. 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 2001 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 (0.998 to year 2002 and 1.044 from year 2002 to forecast year).

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 2002 real cost of capital at 12.4 percent which avoids the need for developing holding gains. Details supporting the development of the unit costs per car are available in the 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 2002 level, and freight car costs not related to return on value are indexed to the forecast year period (1.044).

In computing the off-branch costs in this proceeding, I followed each of the steps outlined in Section 1152.32(n). Adjustments have been included as 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 2001 URCS was used to cost the base year movements. The workpapers include a manual check of the computer program's calculation in this study.

RETURN ON VALUE

The investment base is comprised of (1) working capital of \$6,822 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 \$201,203 (as detailed by CSXT's Engineering Department) plus land value of \$60,000

(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 \$261,203. This calculation results in a tax liability of \$24,603 to CSXT. Total valuation of property (investment base) is \$243,422.

The 2002 nominal cost of capital of 14.0 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 1.6 percent, developed using the most recent annual GDP implicit price deflator. Total Return on Value is \$29,900.

CONCLUSION

In conclusion, Exhibit 1, attached hereto, demonstrates that the continued operation of the line between Waresboro, GA at milepost AP-594.69 and Pearson, GA at milepost AP-617.94, 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.6), Railroad Cost of Capital - 2002, served June 19, 2003, the current nominal after-tax cost of capital for 2002 was found to be 9.8 percent. As shown in Ex Parte No. 552 (Sub-No. 7), Railroad Revenue Adequacy - 2002 Determination, served July 2, 2003, CSXT's comparable rate of return was found to be 5.2 percent. CSXT only achieved 53.1 percent of the 9.8 percent yardstick that the Board has used to determine revenue adequacy. Thus, during 2002, CSXT was revenue

inadequate.

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 available from alternative investments exhibiting similar risks. Therefore, I urge the Board to approve this application for abandonment 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

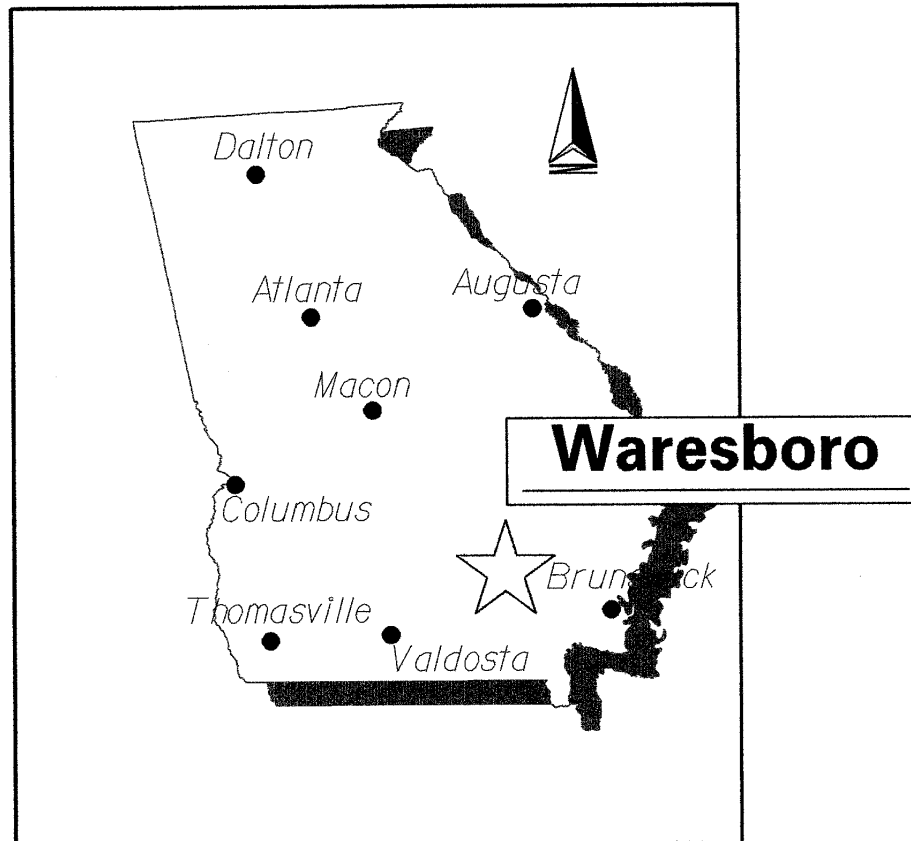
I, Ellen M. Preslar, verify under penalty of perjury under the laws of the United States that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this Verified Statement.

Executed September 2, 2003

Ellen M. Preslar
Ellen M. Preslar

EXHIBIT 2

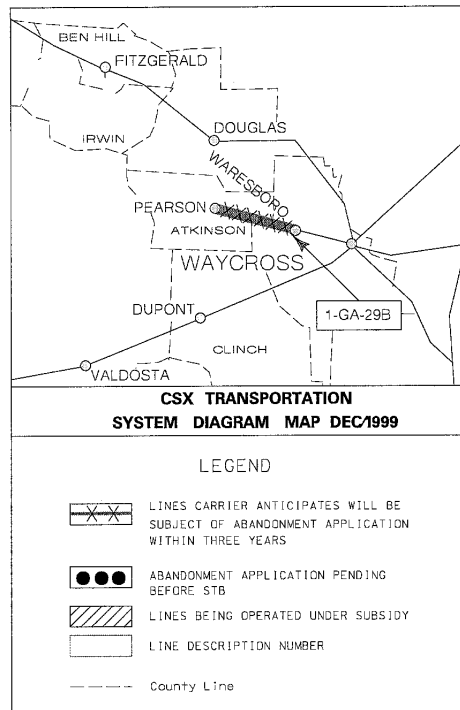




AREA MAP
STATE OF GEORGIA
Proposed Abandonment - 23.25 Miles
Ware & Atkinson Counties
Waresboro to Pearson, GA
SOUTHERN REGION - JACKSONVILLE DIVISION
FITZGERALD SUBDIVISION - PEARSON BRANCH

EXHIBIT 3

**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 Ware and Atkinson Counties, GA, 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 Waresboro and Pearson, in Ware and Atkinson Counties, Georgia. The line runs from Milepost AP 594.69 near Waresboro to Milepost AP 617.94 near Pearson, for a total distance of 23.25 miles. The stations at Waresboro and Pearson are 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 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, Inc., Asset Management – Abandonments, 500 Water Street, J200, Jacksonville, Florida 32202.



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 28, 2003

Georgia Department of Transportation
Attn: Mr. Tom Coleman, Commissioner
2 Capitol Square, S.W.
Atlanta, GA 30334

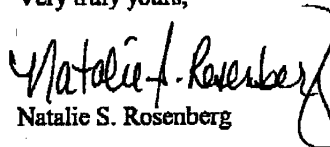
**Re: CSX Transportation, Inc. System Diagram Map -Line of Railroad from Milepost
AP 594.69 near Waresboro to Milepost AP 617.94 near Pearson, in
Ware and Atkinson Counties, Georgia**

Dear Mr. Coleman:

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

Enclosures



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 28, 2003

Georgia Public Service Commission
Attn: Bobby Baker, Chairman
244 Washington Street, S.W.
Atlanta, GA 30334

**Re: CSX Transportation, Inc. System Diagram Map -Line of Railroad from
Milepost AP 594.69 near Waresboro to Milepost AP 617.94 near Pearson, in
Ware and Atkinson Counties, Georgia**

Dear Mr. Baker:

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

Enclosures



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

Natalie S. Rosenberg
Counsel

March 28, 2003

Governor Sonny Perdue
Office of the Governor
203 State Capitol
Atlanta, GA 30334

**Re: CSX Transportation, Inc. System Diagram Map –Line of Railroad from Milepost
AP 594.69 near Waresboro to Milepost AP 617.94 near Pearson, in
Ware and Atkinson Counties, Georgia**

Dear Governor Perdue:

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

Enclosures



Natalie S. Rosenberg
Counsel

Law Department
500 Water Street (J150)
Jacksonville, FL 32202
Phone: (904) 359-1192
FAX: (904) 359-1248

March 28, 2003

VIA AIRBORNE EXPRESS

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423

**Re: CSX Transportation, Inc. System Diagram Map -Line of Railroad from
Milepost AP 594.69 near Waresboro to Milepost AP 617.94 near Pearson, in
Ware and Atkinson Counties, Georgia**

Dear Mr. Williams:

Pursuant to 49 C.F.R. 1151.12 and 1152.13, CSX Transportation, Inc. is required to furnish to you a copy of any revisions to its System Diagram Map.

Accordingly, attached you will find three (3) copies of a map along with the line description placing CSXT's line of railroad from Milepost AP 594.69 near Waresboro, to Milepost AP 617.94 near Pearson, for a total distance of 23.25 miles, located in Ware and Atkinson Counties, Georgia, in Category 1 of CSXT's System Diagram Map.

Also, as required, on March 28, 2003, the Governor of Georgia, the Georgia Public Service Commission and the Georgia Department of Transportation were mailed a copy of the map, along with the line description. We have posted a copy of the map and line description at the Customer Service and Customer Operations Centers located in Jacksonville, Florida. An affidavit of posting and service is attached. The line description was advertised in *The Waycross Journal-Herald*, Ware County, Georgia, on January 10, 2003. An original and ten (10) copies of the Publisher's Affidavit and tear sheet are attached.

Please acknowledge receipt by stamping the extra copy of this letter as received and return it to me in the self-addressed, stamped envelope.

Very truly yours,

Natalie S. Rosenberg

Enclosures

EXHIBIT 4

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-55 (Sub-No. 640)

CSX TRANSPORTATION, INC.–ABANDONMENT–IN ATKINSON AND WARE
COUNTIES, GA (BETWEEN WARESBORO AND PEARSON)

VERIFIED STATEMENT OF RONALD F. FOSTER

My name is Ronald F. Foster and I am the Division Engineer for the Jacksonville Division for CSX Transportation, Inc. (“CSXT”), with offices at Engineering Department at Liberty Park, J390, Jacksonville, FL 32256. My duties include inspection, repair and replacement of all railroad track on the Jacksonville Division. I have held many positions with CSXT and its predecessors since I began working for the Chesapeake and Ohio Railway Company in 1969. Those positions include trackman, Bridge Painter, Assistant Bridge Supervisor, Bridge Supervisor, Regional Bridge Supervisor, Engineer Bridge and Buildings, Assistant Regional Engineer Structures and Piers, Engineer Bridge and Building Contracts, Engineer Structures, Manager System Production Surfacing and Rail Gangs, Manager Production Teams, Acting Assistant Chief Engineer Bridges, Acting Assistant Chief Engineer Maintenance East District, Assistant Division Engineer, Division Engineer - Florence Division, and Regional Engineer Southern Region. Prior to my recent promotion, I was the Southern Region Regional Engineer Jacksonville Division from June 2000 to July 2003.

The purpose of this statement is to describe the present condition of the 23.25-mile rail line portion of its Southern Region, Jacksonville Division, between milepost AP 594.69, near Waresboro, GA and milepost AP 617.94 near Pearson, GA, the end of the line (the “Line”), all in

Atkinson and Ware Counties, GA.¹ The Line is maintained and operated as FRA excepted track, with a speed limit of 10 miles per hour. The Line is in very poor condition and CSXT has made minimal repairs to avoid embargoing the Line. However, the Line is now at a point where it will require substantial rehabilitation to keep it operational.

In 2002, I personally inspected the Line. In March of 2003, under my instruction and guidance, Mr. Greg Wilhite (who reports directly to me), Assistant Regional Engineer Track, and his Track Inspector W.E. Day inspected the Line and reported back to me. The Line was inspected in accordance with the Federal Railroad Administration ("FRA") Code of Federal Regulations, Title 49, Track Safety Standards Part 213 for track inspections as well as the standards outlined in CSXT Maintenance of Way Instructions for Track Inspection (MWI 105-05) (Exhibit A in my work papers in Volume III). The techniques employed in the inspection of the Line included the visual inspections of all aspects of the track structure by foot or hi-rail vehicle, ultra sonic testing of the rail by an outside party contractor, Sperry Rail Corporation, to identify any internal rail defects, and by a CSX hi-rail suburban equipped to measure gage between the rails and surface deviations of alignment, cross level between rails and elevations in curves. The hi-rail and Sperry inspections are made in cycles in compliance with FRA requirements (See Exhibit A for detailed explanations of these techniques.)

After the inspection utilizing the industry standards, the above-mentioned techniques and my general engineering knowledge, I determined that the Line will shortly be unsafe to operate without significant rehabilitation.

The rail between milepost AP 603.3 to end of line at milepost AP 617.94 is 1926, 100# jointed rail and from milepost AP 594.69 to milepost AP 603.3 is 1965, 100# jointed rail. This

¹ The Line contains two sidings. The siding at Millwood is 0.8 miles long and the siding at

segment of track was last timbered and surfaced in 1979 with an additional out of face surfacing in 1984.

The ties on the Line are 23 years old and older and need to be completely replaced. In the south, including this part of Georgia, the humidity and insects cause ties to deteriorate faster than normal. When replacing ties, it is necessary to replace the ties plates (two per tie) and the rail anchors (32 per 39 foot section of track). To the best of my knowledge the Line has not been rehabilitated since 1979. Best engineering practice calls for replacing the ties, but the traffic volume does not warrant the cost.

The next best option when all of the ties are replaced and with track this old and most likely beyond it useful life is to resurface the rail. Surfacing existing track cannot be done without ties being replaced first to hold track gage and allow track to be picked up and cross-leveled for surfacing. Surfacing is required when ties are replaced because the removal and installation process causes track irregularities in the cross level and alignment of the rails. Surfacing, raising the track and tamping new ballast under the ties after re-timbering will correct these irregularities. The final process of surfacing is regulating the ballast to provide adequate drainage and to retain the neutral temperature of the rail.²

The number of ties required for 25.45 miles of track is 17,228 ($25.45 \times 5,280 \times 5/39$), at five ties per 39 feet.³ There are 11 switches covering 1,320 feet of track on the Line. The ties for these switches also need to be completely replaced. For Class I switch track, FRA requires six ties per 39 feet, a total of 203 switch ties. The Line, including switch ties, needs 17,431 ties.

Pearson is 1.4 miles long. Including the sidings, the Line is 25.45 miles long.

² About five car loads of ballast per mile are required for resurfacing a line. The cost of the ballast is included in the unit cost for surfacing.

³ 49 C.F.R. § 213.109(c).

Each tie requires two tie plates for a total of 34,862 (17,431 x 2) and each 39 feet of rail requires 32 anchors to maintain rail neutral temperature and prevent rail misalignment, for a total of 110,257 (25.45 x 5280 x 32/39).⁴

The Line has 23 road crossings, which total 480 track feet. Rehabilitating the crossings requires removing existing asphalt, crossing materials, ties, rail and any fouled ballast and replacing the same with new materials. When we do this, we change out every cross tie in the crossing so that crossing will last 2 timber cycles (about 14 years). Also, FRA excepted track operations require that crossings and 100' on each side of crossings be maintained to Class 1.

The costs I have used are based on CSXT's 2002 unit costs that are contained in my work papers in Exhibit B. The following chart shows the cost to install each component. A break down of these costs is in Exhibit B.

Work	Unit Cost	Total
Resurface 25.45 miles of track	\$6,663.53	\$ 169,586
Replace 17,228 cross ties	\$ 40.66	\$ 700,490
Replace 203 switch ties	\$ 116.80	\$ 23,710
Replace 34,862 tie plates	\$ 3.21	\$ 111,907
Replace 110,257 rail anchors	\$ 0.74	\$ 81,590
Replace road crossings 480 feet	\$ 400.00	\$ 192,000
TOTAL		\$1,279,283

Based on my experience and recent inspection of the Line, it is my professional opinion that the Line requires immediate rehabilitation at a cost of \$1,279,283.

⁴ Even though CSXT will replace only five ties for every 39-foot section of track, rail anchors are required on eight ties, so anchors will be installed on three of the old ties.

VERIFICATION

I, Ronald F. Foster, 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 August 30, 2003

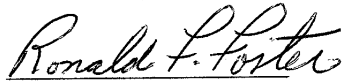

Ronald F. Foster

EXHIBIT A



MWI 105-05

Instruction for Track Inspection

Issued: 4/15/99 Revised 10/4/02

Page 1 of 6

PURPOSE:	To provide uniform instructions for inspection of tracks, turnouts, railroad crossings, derails and bridge lift rails.
SAFETY:	Observe all applicable Safety and Operating Rules and Regulations and Safe Job Procedures
LOCATION:	All CSXT tracks.
ENVIRONMENTAL:	Observe all applicable Federal, State and Local environmental rules and Regulations.

I. DISCUSSION

- A. The track is the fundamental component of the railroad's physical plant. The inspections outlined in this procedure are the minimum necessary to assure the track is maintained to permit the safe passage of trains at authorized speed. Any conditions found during these and other inspections, that would endanger the safe passage of trains at the authorized speeds, must either be corrected immediately, or protected by temporary speed restrictions, flagging or removal from service until repaired.
- B. All Track Inspectors assigned to perform inspections described in this MWI must be qualified and identified on the appropriate Region's list of qualified inspectors. Each listing will indicate meeting minimum experience requirements to perform such inspections and successful demonstration of employee's knowledge and understanding of the requirements, including ability to detect deviations and prescribe appropriate remedial action to correct or safely compensate for any deviations.
- C. All methods of track inspection, including frequency and reporting requirements, governed by Federal, State, and Local agencies must be followed. Unless otherwise exceeded, CSXT endorses the minimum inspection requirements of the FRA Track Safety Standards Part 213 and Transport Canada – Surface Track Safety Rules. At no time will speeds on track vehicles exceed the maximum established in the CSXT Operating Rules.
- D. During the course of all inspections, attention must be given to vegetation control, signs, road crossings, bridges, culverts, and tunnels, noting alignment and surface conditions.

Special attention must be given to suspected erosion and drift accumulations around bridges and culverts. Conditions affecting the integrity of bridges, culverts, and tunnels are to be reported promptly to the Bridge Supervisor.

- E. The Assistant Regional Engineer - Track is responsible for the quality of all inspections on his territory. He will review the inspection reports for compliance with inspection and reporting requirements and note situations requiring attention and training.
- F. The Roadmaster is responsible for all required inspections, but may designate another FRA qualified employee under his supervision to make such inspections, except for those required under Section II, B, 3. The Roadmaster is accountable for arranging appropriate remedial action for all reported defects.

II. PROCEDURE

A. Minimum Inspection Frequency of CSXT Maintained Territory

- 1. When governed by United States of America regulations, frequency of inspection by track vehicles or on foot for all classes of track must comply with Part 213 of the FRA Track Safety Standards.
- 2. When governed by Canadian regulations, frequency of track inspection by track vehicles or on foot for all classes of track must comply with Transport Canada – Surface Track Safety Rules.
- 3. Special inspections will be made in the event of extreme hot or cold temperatures, fire, flood, and severe storms or other occurrences, which might have damaged or disturbed the track structure. Reference MWI 1110.

B. Supplemental Inspections on CSXT Maintained Territory

- 1. Track Inspectors will perform walking inspections of tracks through tunnels at least once every two months. Document the inspection as described in MWI 2103.
- 2. Designated inspectors at a frequency designated by the Chief Regional Engineer will make walking inspections of curves designated by the Chief Regional Engineer. The results of this inspection will be recorded and a copy filed in the Regional office. Document the inspection as described in MWI 2103.
- 3. Additional inspections of main track turnouts and derails will be made by Roadmasters as described in MWI 2102.

4. Special inspections of joint bars in main tracks and sidings on all Key Routes will be made by Roadmasters or Track Inspectors. This is a visual inspection made on foot to identify cracks and/or breaks in joint bars. This is an annual inspection that will be made during the months of September through December. Key Routes are designated annually by the Hazardous Materials Systems Department. A spread sheet listing the routes can be found on the LAN ("Tjax2008fs") at:

X:/MofWay / Standards / Key Routes / Inspection List-2002.xls

5. To the extent possible, Roadmasters should personally inspect main tracks by walking, track vehicle or train once per week.
6. The Assistant Regional Engineer - Track or the Regional Supervisor - Inspections and Reports will accompany each track inspector one full day per quarter for the purpose of track inspector monitoring. (Chief Regional Engineer or Regional Engineer of Track may perform this task in lieu of the above.) The accompanying officer will submit the required trip report to the Chief Regional Engineer. Document as described in MWI 2111.

C. Inspection of Tracks Owned by Outside Parties

1. The definition of Outside Party Owned Tracks used in this document is:

Tracks, turnouts, and adjacent pathways operated or used by CSXT employees or equipment, but owned and/or maintained by other Non-Railway companies.

2. Roadmasters or designated inspectors will inspect these tracks at least annually with no more than 12 months between inspections. The frequency of inspection may be modified by the Regional Engineer-Track, based on the volume traffic, the commodity transported in or out of the facility, and maintenance practices exhibited by the outside party.
3. If the outside party has employed a qualified inspector to perform inspections, then the history of inspections will be audited at least annually with no more than 12 months between audits. The frequency of audit may be modified by the Assistant Regional Engineer-Track.
4. Deficiencies will be reported to the attention of the local official of the company responsible for maintenance of the track. If there is no such official, the Assistant Regional Engineer - Track will make arrangements for remedial action with the proper official of the outside party.

5. New outside party tracks will be inspected prior to use to ascertain compliance with the CSXT standards.
 6. If an outside party track is removed from service by CSXT, it must be inspected by a CSXT employee, before being placed back in service.
- D. Track Inspections by Train on CSXT Maintained Territory

The described employee in addition to any required track vehicle and walking inspections requires the following train riding frequencies. Frequencies shown are minimums and the Chief Regional Engineer may direct additional inspections by train.

Roadmaster or Assistant. Roadmaster	Twice a month for all main and branch line tracks where regularly scheduled passenger trains operate. Monthly for all other main tracks where the speed is greater than 25 mph.
Assistant Regional Engineer Track	Once every three months for all main tracks and branch lines where regularly scheduled passenger trains operate. Twice a year for all other main tracks where the speed is 40 mph or greater.

III. REPORTS

- A. Daily inspections, by track vehicle or on foot, and special inspections described in Section II, A, 3 above will be reported on CSXT Form N-474 RE prepared on the same day the inspection was made. Whenever two inspectors are together in one vehicle inspecting different tracks, separate inspection reports must be prepared by each inspector to record their respective inspections. See MWI 2101.
- B. The Roadmaster will monitor main tracks and sidings traversed during inspections by employees under his supervision through use of the Diagram of Tracks Traversed as to full compliance of FRA traversing requirements. See MWI 2104.
- C. Monthly track and on foot turnout inspections, including tunnels and bridge lift-rail assemblies, will be reported on CSXT Monthly Track and Turnout Inspection Report prepared on the same day the inspection was made. See MWI 2103.
- D. Monthly on foot track crossing at grade inspections will be reported on CSXT Monthly Track Crossing at Grade Inspection Report prepared on the same day the inspection

was made. See MWI 2108.

- E. The Report of Maintenance Conditions Noted During Track Inspection will be used by Track Inspectors to report conditions requiring attention by maintenance forces before the degradation exceeds the limits of minimum track safety standards. See MWI 2109.
- F. The supplemental inspection of main track turnouts and derails by Roadmasters will be reported on CSXT Form N-71 RE. See MWI 2102.
- G. The supplemental inspection of joint bars by the Roadmaster or Track Inspector will be reported on CSXT Form N-474 RE. Ensure that the "*Inspection Type -Special*" column is annotated to show, "Jt. Bar". See MWI 2101.
- H. Exceptions taken to conditions found during private industry track inspections will be reported on the Private Industry Track Inspection Report. See MWI 2110.
- I. The Assistant Region Engineer-Track and Roadmaster will furnish monthly the Supervisory Inspection Report N-501-RE to the Chief Regional Engineer's office recording all inspections made. See MWI 2105.
- J. For any inspection to be in compliance with these instructions, the appropriate form must have an entry in the "Corrective Action" column for each FRA defect listed, signed and dated by the inspector.
- K. The Chief Regional Engineer's office will keep the fully signed and completed inspection reports, with the exception of III, E above, on file for at least one (1) year from date of inspection.

IV. TRACK INSPECTOR EVALUATION and CERTIFICATION

- A. Written evaluation will be administered annually for Track Inspector Certification.
- B. First time Track Inspectors and Track Inspectors who have not performed Track Inspector duties within the previous 12 months must:
 - 1. Successfully complete *Track Inspection Qualification Test*, administered by the Region, prior to inspecting track.
 - 2. Be mentored by exiting inspector for a period of not less than one week and be accompanied by Roadmaster or Assistant Roadmaster on a weekly basis for a period of not less than one month.

NOTE: When circumstances prevent mentoring by exiting inspector, Roadmaster or Assistant Roadmaster must fulfill daily and weekly mentoring requirements.

3. Be accompanied by Roadmaster or Assistant Roadmaster during the first monthly required on-foot switch inspections.
 4. Be accompanied by Assistant Regional Engineer Track during annual Track Inspector Certification.
- C. Incumbent Track Inspectors must:
1. Successfully complete *Track Inspection Qualification Test*, administered by the Region, annually.
 2. Be accompanied by Roadmaster or Assistant Roadmaster, semiannually during monthly required on-foot switch inspections.
 3. Be accompanied by Assistant Regional Engineer Track during annual Track Inspector Certification.

Prepared by: L. E. Oldham
Director Quality Assurance – Maintenance of Way

Reviewed: _____ signed _____
Director – Engineering Standards

Approved: _____ signed _____
Chief Engineer – Maintenance of Way

Office of the Vice President - Engineering
Jacksonville, Florida

EXHIBIT B

**SURFACING UNIT COSTS
FINAL 2002**

SPT SURFACING UNITS		TOTAL SYSTEM
MILES PASS - R. Anderson Database		2,955.0
DOLLARS		
MATERIAL		961,290
LABOR		
Miscellaneous		6,398
REGION		1,045,902
SIGNAL		2,998,160
SPT		9,676,387
TRANSPORTATION		1,324,930
TOTAL LABOR		15,051,777
TRAVEL		2,667,966
OSS		534,797
MISC		475,147
TOTAL DOLLARS		\$ 19,690,977
UNIT COST PER MILE		
MATERIAL		325.31
LABOR		
Miscellaneous		2.17
REGION		353.94
SIGNAL		1,014.59
SPT		3,274.54
TRANSPORTATION		448.36
TOTAL LABOR		5,093.60
TRAVEL		902.85
OSS		180.98
MISC		160.79
TOTAL UNIT COST PER MILE PASSED		\$ 6,663.53

WOOD CROSSTIE UNIT COSTS
FINAL 2002

	TOTAL SYSTEM
WOOD CROSSTIE UNITS	
Oracle Chargeouts	2,806,582
DOLLARS	
MATERIAL	\$ 76,099,497
LABOR	
SPT	\$ 21,036,074
Region	\$ 4,307,768
Transportation	\$ 2,688,716
Signal	\$ 980,800
Miscellaneous	\$ 654,162
TOTAL LABOR	\$ 29,667,521
TRAVEL	\$ 6,556,824
OSS	\$ 1,748,850
MISC	\$ 53,530
TOTAL DOLLARS	\$ 114,126,221
UNIT COST PER WOOD CROSSTIE	
MATERIAL	\$ 27.11
LABOR	
SPT	\$ 7.50
Region	\$ 1.53
Transportation	\$ 0.96
Signal	\$ 0.35
Miscellaneous	\$ 0.23
TOTAL LABOR	\$ 10.57
TRAVEL	\$ 2.34
OSS	\$ 0.62
MISC	\$ 0.02
TOTAL UNIT COST - TIE	\$ 40.66

Unit Costs for Tie Plates and Rail Anchors as shown in our Purchasing and Materials System

ITEM 054.0001200.1 12' SWITCH
TIE

Cost Element	Sub- Element	Activity	Basis	Rate or Amount	Unit Cost	[
Material			Item	50.72900344	50.7290034	

ITEM 013.0161150.1 100RE ANCHOR

Cost Element	Sub- Element	Activity	Basis	Rate or Amount	Unit Cost	[
Material			Item	0.739730793	0.739730793	

ITEM 013.6150300.2 100RE DS TIE PLATE

Cost Element	Sub- Element	Activity	Basis	Rate or Amount	Unit Cost	[
Material			Item	3.213189694	3.213189694	

SWITCH TIE UNIT COSTS BY REGION
FINAL 2002

SWITCH TIE UNITS		SOUTHERN REGION	FBU	CENTRAL REGION	MIDWEST REGION	TOTAL SYSTEM	WESTERN REGION	NORTHEAST REGION
Oracle Chargeouts		28,457	6,734	8,588	9,438	67,487	5,497	8,773
DOLLARS								
MATERIAL		\$ 1,579,182	\$ 380,007	\$ 531,336	\$ 486,650	\$ 3,877,050	\$ 313,310	\$ 586,564
LABOR		\$ -	\$ -	\$ 15,992	\$ -	\$ 16,025	\$ -	\$ -
SPT	33	\$ 1,430,705	\$ 352,394	\$ 704,760	\$ 531,554	\$ 4,502,236	\$ 745,643	\$ 737,182
Region		\$ 18,101	\$ 2,133	\$ 2,633	\$ (4,052)	\$ 29,794	\$ -	\$ 10,979
Transportation		\$ 4,743	\$ -	\$ -	\$ 545	\$ 5,288	\$ -	\$ -
Signal		\$ 3,195	\$ -	\$ -	\$ -	\$ 8,621	\$ 5,426	\$ -
Miscellaneous		\$ 1,456,777	\$ 354,527	\$ 723,384	\$ 528,047	\$ 4,561,965	\$ 751,069	\$ 748,161
TOTAL LABOR		\$ 267,021	\$ 63,091	\$ 137,915	\$ 117,921	\$ 891,561	\$ 124,225	\$ 181,464
TRAVEL		\$ 20,668	\$ 685	\$ 13,141	\$ 34,304	\$ 219,249	\$ 76,482	\$ 73,970
OSS		\$ -	\$ -	\$ -	\$ 133	\$ 527	\$ 16	\$ 378
MISC								
TOTAL DOLLARS		\$ 3,323,648	\$ 798,310	\$ 1,405,776	\$ 1,167,055	\$ 9,550,352	\$ 1,265,102	\$ 1,590,537
UNIT COST PER SWITCH TIE								
MATERIAL		\$ 55.49	\$ 56.43	\$ 61.87	\$ 51.56	\$ 57.45	\$ 57.00	\$ 66.86
LABOR		\$ -	\$ -	\$ 1.86	\$ -	\$ 0.24	\$ -	\$ -
SPT	0.00	\$ 50.28	\$ 52.33	\$ 82.06	\$ 56.32	\$ 66.71	\$ 135.65	\$ 84.03
Region	0.64	\$ 0.17	\$ 0.32	\$ 0.31	\$ (0.43)	\$ 0.44	\$ -	\$ 1.25
Transportation	0.17	\$ 0.11	\$ -	\$ -	\$ 0.06	\$ 0.08	\$ -	\$ -
Signal	0.11	\$ 51.19	\$ 52.65	\$ 84.23	\$ 55.95	\$ 67.60	\$ 136.63	\$ 85.28
Miscellaneous	9.38	\$ 0.73	\$ 0.10	\$ 1.53	\$ 12.49	\$ 13.21	\$ 22.60	\$ 20.68
TOTAL LABOR		\$ -	\$ -	\$ -	\$ 0.01	\$ 0.01	\$ 0.00	\$ 0.04
TRAVEL								
OSS								
MISC								
TOTAL UNIT COST - TIE		\$ 116.80	\$ 118.55	\$ 163.69	\$ 123.65	\$ 141.51	\$ 230.14	\$ 181.30

EXHIBIT 5

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-55 (Sub-No. 640)

CSX TRANSPORTATION, INC.—ABANDONMENT—IN ATKINSON AND WARE
COUNTIES, GA (BETWEEN WARESBORO AND PEARSON)

VERIFIED STATEMENT OF BRIAN A. MILBY

My name is Brian A. Milby, and I am an Account Manager for CSX Transportation, Inc. (“CSXT”), with offices at 6375 Southpoint Drive, Jacksonville, FL 32216-6177. My current area of responsibility is the eastern half of Georgia and northern Florida between Jacksonville and Tallahassee. My duties include management and growth of existing CSXT accounts, across all commodity lines, except automotive and coal. I am also responsible for developing new shippers/receivers on CSXT.

I began my railroad career as a New Business Development Specialist from January 1999 December 1999. From January 2000 through November 2001, I was an Account Manager in the Manufactured Products Business Unit. In December 2001, I assumed my current position. I graduated from the University of Florida in December 1998.

The purpose of this statement is to describe the rail customers located on the 23.25-mile Pearson Branch of CSXT’s Southern Region, Jacksonville Division, Fitzgerald Subdivision, between milepost AP 594.69, near Waresboro, GA and milepost AP 617.94 near Pearson, GA, the end of the line (the “Line”), all in Atkinson and Ware Counties, GA. At the beginning of 2003, there were three active customers on the Line: Willacoochee Industrial Fabric, Inc. (“WIF”), Pope Trucking, Inc. (“Pope”), and Cady Industries, Inc. (“Cady”).

All three of these shippers used the Line to reload cargo from rail cars to trucks. A reload operation involves unloading a rail car and then loading the cargo into a waiting truck, or vice versa. Normally, a reload uses a forklift to move goods from the rail car directly into the truck. In some instances a pressure hose is used to move goods like plastic pellets from the rail car to the truck. All that is needed for the reload is a track with room for a truck next to the track, and room to use the fork lift or hose. On occasion, facilities such as electrical power or a covered area may be needed for the reload.

WIF and Cady received 91 car loads of plastic products weighing 8,647 tons in 2001, received 85 car loads of plastic products weighing 8,020 in 2002, and received 55 car loads of plastic products weighing 5,181 tons through June 30, 2003. Unloading occurred at a CSXT siding in Pearson, GA, milepost AP 617.98.

I discussed CSXT's plans for abandoning the Line with WIF on July 16, 2003. WIF advised me that late in the second quarter of 2003 it had relocated to a location at Willacoochee, GA on an 18-mile rail line purchased by the City of Willacoochee that runs between Willacoochee and Nashville. The traffic has been completely diverted from CSXT. Since CSXT is no longer involved in the routing of the WIF traffic and does not terminate the WIF traffic, I forecast that CSXT will not handle any of the WIF traffic in the future. I have advised Ms. Preslar, although I cannot segregate the WIF and Cady traffic.

I met with Cady on July 17 and August 21, 2003, and had several phone calls with Cady. Cady is not located on the Line, but about 1.5 miles from the Line. Cady uses a team track at milepost AP 617.98 in Pearson at the end of the Line to unload rail cars into its own trucks for movement to Cady's facility. I have advised Cady of CSXT's abandonment plans and offered Cady two alternatives to the truck to rail transfer currently taking place in Pearson, GA. The

alternatives are the CSXT public track at Waresboro, GA and the Waycross Ware County Industrial Park. CSXT also has offered a partial per car allowance to ease Cady's transition to the new location. At our last meeting, Cady was leaning toward using the Waycross Ware County Industrial Park. However, Cady may still oppose the abandonment.

Pope is primarily a trucking company. For its own account, Pope transloads cargo from trucks to rail cars. For its shipper Paco Steel, Pope transloads steel beams from rail cars to trucks for delivery to Paco Steel or one of its customers. Pope received 35 car loads of steel beams weighing 3,048 tons and shipped 20 car loads of wood products weighing 1,467 tons in 2001, received 13 car loads of steel beams weighing 1,147 tons and shipped 21 car loads of wood products weighing 1,659 tons in 2002, and received one car loads of steel beams weighing 90 tons and shipped 20 car loads of wood products weighing 1,452 tons through June 30, 2003. The Pope transload operation occurs near Pearson, GA at milepost AP 616. Much of the lumber handled by Pope is for Battle Lumber Company, Inc. of Wadley, GA. There is direct rail service in Wadley.

On July 17, 2003, I spoke to Clifford Pope and Pat Brown at Pope to explain CSXT's plan to abandon the Line. I also advised Pope that CSXT would make track available for its future reload business either in the Waycross Ware County Industrial Park or at another CSXT track in Ware County. Pope has indicated that it will not oppose the abandonment.

CSXT has tried to provide alternative service to all of the customers on the Line. Even without the options that CSXT has offered, each of the customers has other transportation alternatives. Because the cargo is transloaded to or from a truck for ultimate delivery, any rail siding or similar facility in the area is an alternative origin or destination point at close the same cost.

CSXT has attempted to accommodate its customers on the Line by arranging alternate transload sites. There are a number of CSXT alternate sites within 50 miles of Pearson, as well as several other railroads. We have been successful with Pope, and WIF relocated on its own. I believe that we will also be successful with Cady, but cannot be certain at this time. Finally, I want to point out that this is very competitive traffic that has a number of readily available rail transportation alternatives.

VERIFICATION

I, Brian A. Milby, 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 August __, 2003

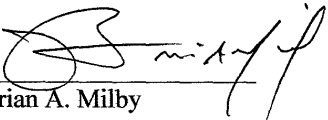

Brian A. Milby
8/28/03

EXHIBIT 6

BALL JANIK LLP

A T T O R N E Y S

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August 15, 2003

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

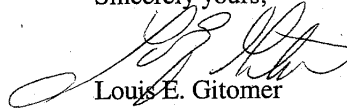
RE: Docket No. AB-55 (Sub-No. 640), *CSX Transportation, Inc.—Abandonment—in Atkinson and Ware Counties, Georgia (Between Pearson and Waresboro)*

Dear Ms. Rutson:

Pursuant to 49 C.F.R. § 1152.20(c), enclosed are 10 copies of the Environmental and Historic Reports in the above-entitled proceeding.

Please time and date stamp the additional copy of this letter and the pleadings 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. WARESBORO TO PEARSON, GEORGIA DOCKET AB-55 (SUB-NO. 640)

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 23.25 miles of its rail line between Waresboro to Pearson, Ware and Atkinson Counties, Georgia. There are three patrons on this line: Cady Bag Industries, Inc., Pope Reload and Paco Steel, whose commodities are plastics, paper and metals, respectively. These patrons have not generated sufficient rail carloading revenue to cover the operating expense and capital costs associated with ownership.

Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast; subsequently, 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 will be no effect on existing regional or local transportation systems or patterns.

(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.**

Applicant has not received responses to its inquiries of July 18, 2003 to the Ware County Planning Commission, the Atkinson County Planning Commission and the City Planning Department for Pearson, Georgia seeking information regarding this statement. (See Attachments 3, 4 and 5.) Applicant believes the proposed action is not inconsistent with local land use plans.

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

Applicant has not received a response to its inquiry of July 18, 2003 to the U. S. Department of Agriculture, Natural Resources Conservation Service, Pearson Service Center seeking information regarding this statement. (See Attachment 6.)

On August 11, 2003 and August 12, 2003, the U. S. Department of Agriculture, Natural Resources Conservation Service, Waycross Service Center responded to our request seeking information regarding this statement. (See Attachments 7 and 8.) On the attached Farmland Conversion Impact Rating form, the Department indicates there is approximately 46% of the project area in both Ware and Atkinson Counties is farmland. (See Attachments 7 and 8.)

While some prime farmland exists in the project area, Applicant believes that the simple removal of track material should have no adverse impact.

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

The proposed project is not located within the State of Georgia's Coastal Management Program. Therefore, consistency with the state's coastal zone management program is not required for this project.

- (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 proposed properties to be abandoned may be suitable for other public purposes, but may be subject to reversionary interests, which 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).**

There will be no effect on public health and safety as a result of the proposed action. The removal of 24 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 or sites where there have been hazardous material spills 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.**

Applicant has not received a response to its inquiry of July 18, 2003 to the U. S. Fish & Wildlife Service seeking information regarding this statement. (See Attachment 9.) Applicant believes the proposed action is not inconsistent with local land use plans.

Based upon Applicant's intention to remove only the track material and the upper layer of ballast, we do not believe that any federally endangered or threatened species will be negatively affected or critical habitats modified if the line is abandoned.

- (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.**

Applicant has not received a response to its inquiry of July 18, 2003 to the Georgia Department of Natural Resources seeking information regarding this statement. (See Attachment 10.) Applicant believes the proposed action is not inconsistent with local land use plans.

Applicant does not contemplate any action known to be inconsistent with federal, state and/or local water quality standards. 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.**

Applicant has not received responses to its inquiries of July 18, 2003 to the U. S. Army Corps of Engineers, South Atlantic Division and Savannah District seeking information regarding this statement. (See Attachments 11 and 12) Applicant believes the proposed action is not inconsistent with local land use plans.

Applicant is not aware of any designated wetlands or

100-year flood plains within the proposed project.

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. Based upon this course of action, Applicant does not believe a permit under Section 404 of the Clean Water Act will be required.

- (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).**

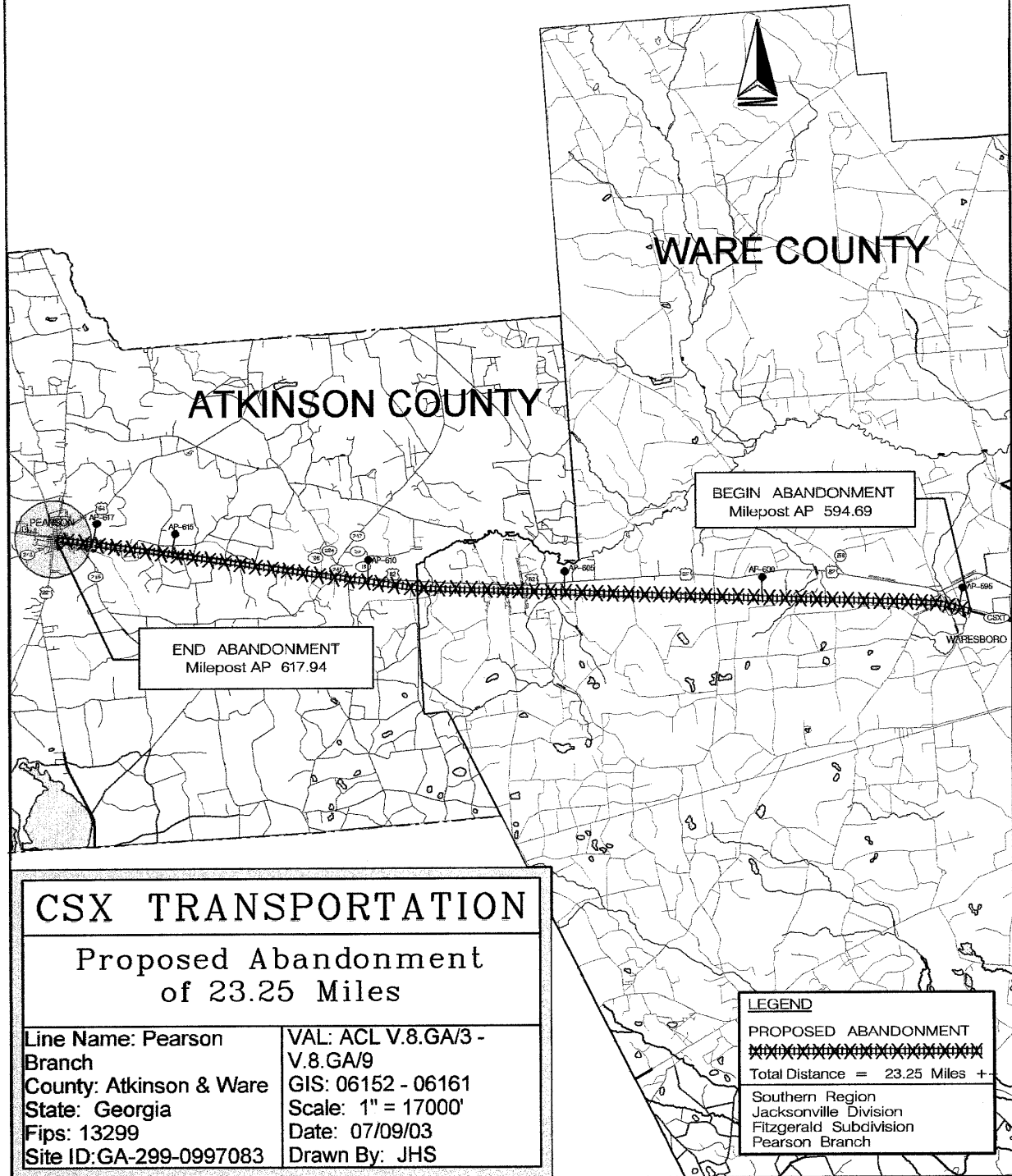
Applicant has not received a response to its inquiry of July 18, 2003 to the U. S. Environmental Protection Agency, Region 4, seeking information regarding this statement. (See Attachment 13.) Applicant believes the proposed action is not inconsistent with local land use plans.

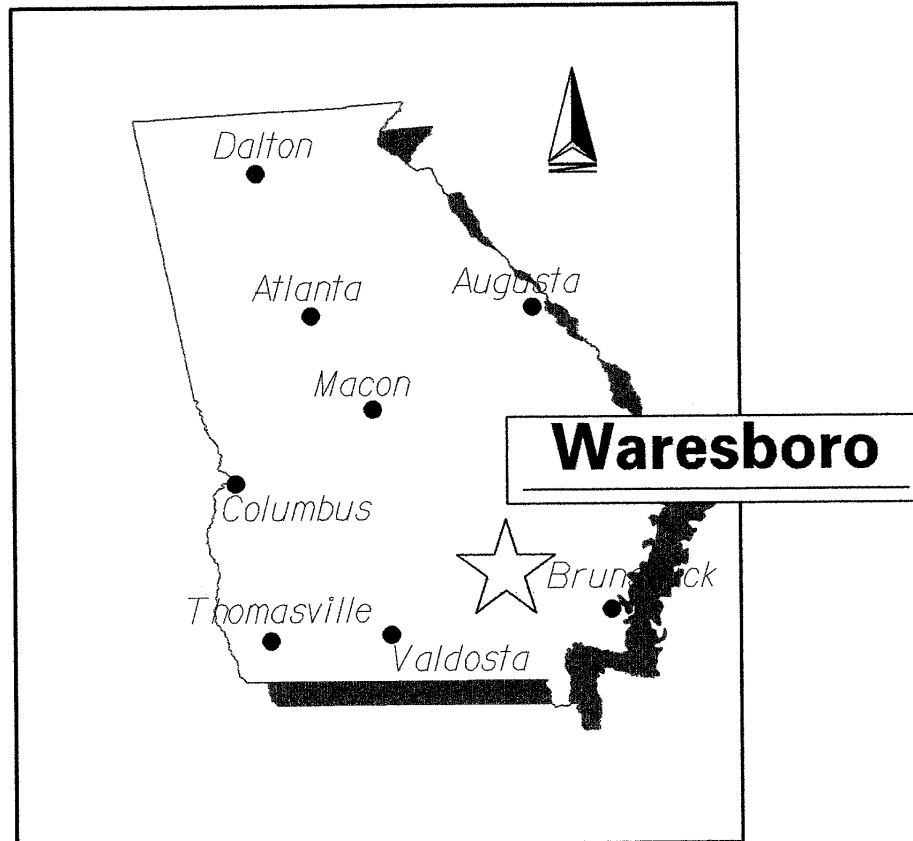
Based upon the course of action described in Section 9 (ii), Applicant does not believe a permit under Section 402 of the Clean Water Act will be required.

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.





AREA MAP
STATE OF GEORGIA
Proposed Abandonment - 23.25 Miles
Ware & Atkinson Counties
Waresboro to Pearson, GA
SOUTHERN REGION - JACKSONVILLE DIVISION
FITZGERALD SUBDIVISION - PEARSON BRANCH

ATTACHMENT 3



Asset Management
500 Water Street (J200)
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
E-Mail: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

July 18, 2003

Ware County Planning Commission
Ware County Courthouse, Suite 223
Waycross, GA 31501

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line between Waresboro and Pearson, Ware and Atkinson Counties, Georgia, as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(i) require that we develop a response to the following statement:

"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."

I would appreciate your advice as to the existence of a long-range comprehensive planning map for Ware County and the line's relationship to such planning.

Sincerely,

A handwritten signature in dark ink, appearing to read "Stephanie M. Lemmon", written in a cursive style.

Stephanie M. Lemmon

Attachment

ATTACHMENT 4



Asset Management
500 Water Street (J200)
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
E-Mail: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

July 18, 2003

Atkinson County Planning Commission
Atkinson County Courthouse
P.O. Box 518
Pearson, Georgia 31642

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line between Waresboro and Pearson, Ware and Atkinson Counties, Georgia, as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(i) require that we develop a response to the following statement:

"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."

I would appreciate your advice as to the existence of a long-range comprehensive planning map for Atkinson County and the line's relationship to such planning.

Sincerely,

A handwritten signature in black ink that reads "Stephanie M. Lemmon".
Stephanie M. Lemmon

Attachment



ATTACHMENT 5

Asset Management
500 Water Street (J200)
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848

E-Mail: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

July 18, 2003

City Planning Department
P.O. Box 295
Pearson, GA 31642

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line between Waresboro and Pearson, Ware and Atkinson Counties, Georgia, as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(i) require that we develop a response to the following statement:

"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."

I would appreciate your advice as to the existence of a long-range comprehensive planning map for the City of Pearson and the line's relationship to such planning.

Sincerely,

A handwritten signature in dark ink, appearing to read "Stephanie M. Lemmon", written in a cursive style.

Stephanie M. Lemmon

Attachment

ATTACHMENT 6



Asset Management
500 Water Street (J200)
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848

E-Mail: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

July 18, 2003

U.S. Department of Agriculture
Natural Resources Conservation Service
Pearson Service Center
826-A Austin Avenue East
Pearson, GA 31642

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line between Waresboro and Pearson, Ware and Atkinson Counties, Georgia, as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3)(ii) require that we develop a response to the following statement:

"Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land."

Please advise if any of the land contiguous to CSXT's line in the project area is classified as prime agriculture land.

Sincerely,

A handwritten signature in dark ink that reads "Stephanie M. Lemmon". The signature is written in a cursive style with a large, stylized "S" and "L".

Stephanie M. Lemmon

Attachment

601 Tabou Street, Room 214
Waycross, GA

912
283-5598

ATTACHMENT 7

To: Stephanie M Lemmon, Project Manager Fax: 904-245-2848

From: Charles A. Lagoueyte, Soil Scientist Date: 8/11/2003
USDA, Natural Resources
Conservation Service

Re: Prime Farmland Impact Pages: 4

CC: [Click here and type name]

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☒ Please Recycle

Lemmon:

Thanking you a Fax with the information you have requested. I have included the format that we
include with such requests. Normally the requests are made in situations where the land
is going to be impacted in the future and not in a situation where the land has already been
converted. I hope though, that the form included provides you with the necessary information to
fulfill your needs. If there are further questions, please feel free to call. There is acreage included
within Item A for which our Agency does not have responsibility. I only filled Item A in order to
complete the rest of the form. There are situations where that acreage will not apply, such as in
instances where the cities traversed by the project have slated the area for conversion to urban area
or the site has already been converted to other uses under Farmland Protection Policy Act, and/or
NEPA as examples.

Charles A. Lagoueyte, USDA NRCS

Soil Scientist

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name Of Project Abandonment of Rail Line		Federal Agency Involved Surface Transportation Board			
Proposed Land Use		County And State Ware and Atkinson Counties, Georgia			
PART II (To be completed by NRCS)		Date Request Received By NRCS 7/23/03			
Does the site contain prime, unique, statewide or local important farmland? (If not, the FPPA does not apply - do not complete additional parts of this form)		Yes ☒	No ☐	Acres Irrigated NA	Average Farm Size 321 Acres, 162 Wares
Major Crops Cotton, Peanuts, Tobacco, Corn	Farmable Land in Govt. Jurisdiction Acres: 400,496	% 51	Amount Of Farmland As Defined in FPPA Acres: 361,819 % 46		
Name Of Land Evaluation System Used LESEA	Name Of Local Site Assessment System NA	Date Land Evaluation Returned By NRCS 8/11/03			
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		588.0			
B. Total Acres To Be Converted Indirectly		0.0			
C. Total Acres In Site		588.0	0.0	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		41.0			
B. Total Acres Statewide And Local Important Farmland		224.0			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		100.0			
PART V (To be completed by NRCS) Land Evaluation Criterion					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		44	0	0	0
PART VI (To be completed by Federal Agency)		Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(f))					
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Buildup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		100	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	44	0	0
Total Site Assessment (From Part VI above or a local site assessment)		100	0	0	0
TOTAL POINTS (Total of above 2 lines)		200	44	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used?	
				Yes ☒ No ☐	
Reason For Selection:					

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 - Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 - Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files. (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state).

Step 3 - NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 - In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form.

Step 5 - NRCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for NRCS records).

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 - The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in § 658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

$$\text{Total points assigned Site A} = 180 \times 160 = 144 \text{ points for Site "A"}$$

$$\text{Maximum points possible} = 200$$



CSX TRANSPORTATION, INC.

WARESBORO TO PEARSON, WARE AND ATKINSON COUNTIES, GEORGIA

23.25 miles of track to be abandoned

ATTACHMENT 8



Federal Building, Room 214
601 Tebeau Street
Waycross, Georgia 31502-0797
PH: 912 283-5598
FX: 912 283-8648

From: Charles A. Lagoueyte
Subject: Abandonment of a portion of CSX's rail Line. Waresboro to Pearson.

To: Stephanie M. Lemmon, Project Manager.

Ms. Lemmon:

I am sending you the information requested. I made adjustments to the numbers I faxed you yesterday, and the present numbers more accurately express the correct acreage. As I stated in the fax, I hope the information provided gives you the necessary information. Please feel free to call if there are any questions.

Sincerely,

Charles A. Lagoueyte
Soil Scientist, NRCS

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name Of Project: Abandonment of Rail Line		Federal Agency Involved: Surface Transportation Board			
Proposed Land Use		County And State: Ware and Atkinson Counties, Georgia			
PART II (To be completed by NRCS)		Date Request Received By NRCS: 7/23/03			
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply — do not complete additional parts of this form).		Yes ☒	No ☐	Acres Irrigated: NA	Average Farm Size: 321 Atkin., 162 Ware
Major Crop(s): Cotton, Peanuts, Tobacco, Corn	Farmable Land In Govt. Jurisdiction Acres: 400,490	% 51	Amount Of Farmland As Defined in FPPA Acres: 381,819 % 48		
Name Of Land Evaluation System Used LESA	Name Of Local Site Assessment System NA		Date Land Evaluation Returned By NRCS 8/11/03		
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly		441.1			
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		441.1	0.0	0.0	0.0
PART IV (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland		25.0			
B. Total Acres Statewide And Local Important Farmland		117.0			
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted		0.0			
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value		100.0			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)		24	0	0	0
PART VI (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))		Maximum Points			
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS		160	0	0	0
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	24	0	0
Total Site Assessment (From Part VI above or a local site assessment)		160	0	0	0
TOTAL POINTS (Total of above 2 lines)		260	24	0	0
Site Selected:		Date Of Selection		Was A Local Site Assessment Used?	
				Yes ☐ No ☐	
Reason For Selection:					

(See instructions on reverse side)

This form was electronically produced by National Production Services Staff

Form AD-1006 (10-83)

STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

Step 1 - Federal agencies involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form.

Step 2 - Originator will send copies A, B and C together with maps indicating locations of site(s), to the Natural Resources Conservation Service (NRCS) local field office and retain copy D for their files. (Note: NRCS has a field office in most counties in the U.S. The field office is usually located in the county seat. A list of field office locations are available from the NRCS State Conservationist in each state).

Step 3 - NRCS will, within 45 calendar days after receipt of form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland.

Step 4 - In cases where farmland covered by the FPPA will be converted by the proposed project, NRCS field offices will complete Parts II, IV and V of the form.

Step 5 - NRCS will return copy A and B of the form to the Federal agency involved in the project. (Copy C will be retained for NRCS records).

Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form.

Step 7 - The Federal agency involved in the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA and the agency's internal policies.

INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

Part I: In completing the "County And State" questions list all the local governments that are responsible for local land controls where site(s) are to be evaluated.

Part III: In completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities) that will cause a direct conversion.

Part VI: Do not complete Part VI if a local site assessment is used.

Assign the maximum points for each site assessment criterion as shown in § 658.5 (b) of CFR. In cases of corridor-type projects such as transportation, powerline and flood control, criteria #5 and #6 will not apply and will be weighed zero, however, criterion #8 will be weighed a maximum of 25 points, and criterion #11 a maximum of 25 points.

Individual Federal agencies at the national level, may assign relative weights among the 12 site assessment criteria other than those shown in the FPPA rule. In all cases where other weights are assigned relative adjustments must be made to maintain the maximum total weight points at 160.

In rating alternative sites, Federal agencies shall consider each of the criteria and assign points within the limits established in the FPPA rule. Sites most suitable for protection under these criteria will receive the highest total scores, and sites least suitable, the lowest scores.

Part VII: In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, adjust the site assessment points to a base of 160. Example: if the Site Assessment maximum is 200 points, and alternative Site "A" is rated 180 points:

Total points assigned Site A = $180 \times 160 = 144$ points for Site "A."

Maximum points possible 200



ATTACHMENT 9

Asset Management
500 Water Street (J200)
Jacksonville, FL 32202
Phone: (904) 358-3311
FAX: (904) 245-2848
E-Mail: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

July 18, 2003

U.S. Department of the Interior
Fish and Wildlife Service
Endangered Species Field Station
4270 Norwich Street
Brunswick, GA 31520

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line between Waresboro and Pearson, Ware and Atkinson Counties, Georgia, as depicted on the attached map.

The action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (8) (i) and (ii) require that we develop responses to the following statements:

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

The removal of CSXT's rail 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 roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The cross-ties 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. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other materials from entering any watercourses.

Based upon the above described actions, we would appreciate your concurrence in CSXT's position that there would be no adverse impact to any federally-listed endangered or threatened species, critical habitats, wildlife sanctuaries or refuges, National or State parks, or forests.

We would appreciate your comments; and, if you have any questions, please feel free to contact me.

Sincerely,

Stephanie M. Lemmon

Attachment



ATTACHMENT 10

Asset Management
500 Water Street (J200)
Jacksonville, FL 32202
Phone: (904) 349-3311
FAX: (904) 245-2848
E-Mail: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

July 18, 2003

Georgia Department of Natural Resources
Industrial Wastewater Programs
205 Butler Street, SE, Suite 1070
East Floyd Tower
Atlanta, GA 30334

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line between Waresboro and Pearson, Ware and Atkinson Counties, Georgia, as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that we develop a response to the following statements:

- (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."
- (iii) State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action."

There are no refueling or maintenance areas within the project area. The removal of CSXT's rail 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 roadbeds 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. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, we would appreciate receiving your concurrence with CSXT's position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time.

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

Sincerely,

Stephanie M. Lemmon

Attachment



ATTACHMENT 11

Asset Management
500 Water Street (J200)
Jacksonville, FL 32202
Phone: (904) 358-3311
FAX: (904) 245-2848

E-Mail: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

July 18, 2003

Rob Holland, CESAD-PA
US Army Engineer Division, South Atlantic
Room 9M15, 60 Forsyth St. S.W.
Atlanta, Georgia 30303-8801

Dear Mr. Holland:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line between Wareboro and Pearson, Ware and Atkinson Counties, Georgia, as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(9)(ii) require that we develop a response to the following statement:

"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."

It is our opinion that there will be no impact on designated wetlands or 100-year flood plains because our intent at this time is to only remove CSXT's metal track material, crossties and perhaps the upper layer of ballast, and to preserve the existing routes of water flow and drainage. We do not intend to disturb any of the underlying roadbeds or perform any activities that would cause sedimentation or erosion of the soil, and we do not anticipate any dredging or use of fill in the removal of the track material. The track removal 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. 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.

Based upon the above described actions, we would appreciate your concurrence in CSXT's position that there would be no adverse impact on wetlands or 100-year flood plains, and that no permits under Section 404 will be required.

We would appreciate your comments; and, if you have any questions, please feel free to call me.

Sincerely,

Stephanie M. Lemmon

Attachment



ATTACHMENT 12

Asset Management
500 Water Street (J200)
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
E-Mail: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

July 18, 2003

U.S. Army Corps of Engineers
Savannah District
Attn: CESAS-OP-F
P.O. Box 889
Savannah, GA 31402-0889

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line between Wareboro and Pearson, Ware and Atkinson Counties, Georgia, as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(9)(ii) require that we develop a response to the following statement:

"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."

It is our opinion that there will be no impact on designated wetlands or 100-year flood plains because our intent at this time is to only remove CSXT's metal track material, crossies and perhaps the upper layer of ballast, and to preserve the existing routes of water flow and drainage. We do not intend to disturb any of the underlying roadbeds or perform any activities that would cause sedimentation or erosion of the soil, and we do not anticipate any dredging or use of fill in the removal of the track material. The track removal 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. The crossies 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.

Based upon the above described actions, we would appreciate your concurrence in CSXT's position that there would be no adverse impact on wetlands or 100-year flood plains, and that no permits under Section 404 will be required.

We would appreciate your comments; and, if you have any questions, please feel free to call me.

Sincerely,

Stephanie M. Lemmon

Attachment



ATTACHMENT 13

Asset Management
500 Water Street (J200)
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848

E-Mail: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

July 18, 2003

United States Environmental Protection Agency
Region 4
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303-3104

Gentlemen:

Please be advised that CSX Transportation, Inc. is considering abandonment of a portion of its rail line between Wareboro and Pearson, Ware and Atkinson Counties, Georgia, as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that we develop a response to the following statements:

- (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."
- (iii) State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action."

There are no refueling or maintenance areas within the project area. The removal of CSXT's rail 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 roadbeds 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. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, we would appreciate receiving your concurrence with CSXT's position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time.

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

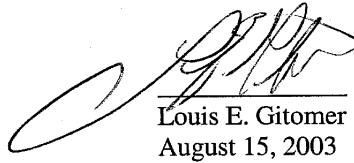
Sincerely,

Stephanie M. Lemmon

Attachment

CERTIFICATION

I, Louis E. Gitomer certify that on August 15, 2003, the Environmental Report of ~~CSX Transportation, Inc., in Docket No. AB-55 (Sub-No. 640), has been served on the~~ appropriate parties within the required time period under 49 CFR 1105.7(b), as required by 49 CFR 1105.7(c).



Louis E. Gitomer
August 15, 2003



Stephanie M. Lemmon
Project Manager

Asset Management
500 Water Street (J200)
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
E-Mail: Stephanie_Lemmon@csx.com

August 7, 2003

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

**Re: CSXT Proposed Abandonment
Waresboro to Pearson, Georgia
Docket No. AB-55 (Sub-No. 640X)**

Gentlemen:

A copy of the Environmental Report in the above captioned proceeding, along with a transmittal letter in the form attached, was sent today to the following list of addressees:

Southeast Region
Regional Director
National Park Service
100 Alabama Street, SW
1924 Building
Atlanta, GA 30303

Mr. Frank Maida
DOC/NOAA
National Geodetic Survey N/NGS23
1315 East West Highway Station 8736
Silver Spring, MD 20910-3282

U. S. Department of Agriculture
Natural Resources Conservation Service
Pearson Service Center
826-A Austin Avenue East
Pearson, GA 31642

U. S. Department of Agriculture
Natural Resources Conservation Service
Waycross Service Center
601 Tebeau Street
Waycross, GA 31501

Charles H. Badger, Administrator
Georgia State Clearinghouse
254 Washington Street, SW
Atlanta, GA 30334-8500

Rob Holland, CESAD-PA
US Army Engineer Division, South Atlantic
Room 9M15, 60 Forsyth Street, SW
Atlanta, GA 30303-8801

U.S. Army Corps of Engineers
Savannah District
Attn: CESAS-OP-F
P.O. Box 889
Savannah, GA 31402-0889

U.S. Department of Interior
Fish and Wildlife Service
Endangered Species Field Station
4270 Norwich Street
Brunswick, GA 31520

Georgia Department of Natural Resources
Industrial Wastewater Programs
205 Butler Street, SE, Suite 1070
East Floyd Tower
Atlanta, GA 30334

U.S. Environmental Protection Agency
Region 4
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303-3104

City Planning Department
P.O. Box 295
Pearson, GA 31642

Atkinson County Planning Commission
Atkinson County Courthouse
P.O. Box 518
Pearson, GA 31642

Ware County Planning Commission
Ware County Courthouse, Suite 223
Waycross, GA 31501

August 7, 2003
Page 2

Sincerely,

A handwritten signature in black ink, appearing to read "Stephanie M. Lemmon". The signature is written in a cursive style with a horizontal line through the middle of the first name.

Stephanie M. Lemmon

Enclosure

cc: Natalie S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202

Asset Management
500 Water Street – J200
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

Re: Docket No. AB-55 (Sub. No. 640X)
CSX Transportation, Inc.
Proposed Abandonment

Gentlemen:

Please be advised that on September 5, 2003, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Petition of Exemption seeking authority to abandon approximately 23.25 miles of railroad in Ware and Atkinson Counties, Georgia.

Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. 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. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. 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(s). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to SEA (with copy to me) within three weeks would be appreciated.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-3311, or by mail at the above address.

Sincerely,

Stephanie M. Lemmon

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

Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



F
Asset Management
500 Water Street – J200
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

Southeast Region
Regional Director
National Park Service
100 Alabama Street, SW
1924 Building
Atlanta, GA 30303

Re: Docket No. AB-55 (Sub. No. 640X)
CSX Transportation, Inc.
Proposed Abandonment

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Section of Environmental Analysis
1925 "K" Street NW - Suite 534
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Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



Asset Management
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Jacksonville, FL 32202
Phone: (904) 359-3311
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Stephanie M. Lemmon
Project Manager

August 7, 2003

Mr. Frank Maida
DOC/NOAA
National Geodetic Survey N/NGS23
1315 East West Highway Station 8736
Silver Spring, MD 20910-3282

Re: Docket No. AB-55 (Sub. No. 640X)
CSX Transportation, Inc.
Proposed Abandonment

Dear Mr. Maida:

Please be advised that on September 5, 2003, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Petition for Exemption seeking authority to abandon approximately 23.25 miles of railroad in Ware and Atkinson Counties, Georgia.

Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. 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. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. 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(s). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to SEA (with copy to me) within three weeks would be appreciated.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-3311, or by mail at the above address.

Sincerely,

A handwritten signature in black ink that reads "Stephanie M. Lemmon". The signature is written in a cursive, flowing style.

Stephanie M. Lemmon

Attachment

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

Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



Asset Management
500 Water Street – J200
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

U.S. Department of Agriculture
Natural Resources Conservation Service
Pearson Service Center
826-A Austin Avenue East
Pearson, GA 31642

Re: Docket No. AB-55 (Sub. No. 640X)
CSX Transportation, Inc.
Proposed Abandonment

Gentlemen:

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Sincerely,

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Stephanie M. Lemmon

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

Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



Asset Management
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Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

U.S. Department of Agriculture
Natural Resources Conservation Service
Waycross Service Center
601 Tebeau Street
Waycross, GA 31501

Re: Docket No. AB-55 (Sub. No. 640X)
CSX Transportation, Inc.
Proposed Abandonment

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Please be advised that on September 5, 2003, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Petition for Exemption seeking authority to abandon approximately 23.25 miles of railroad in Ware and Atkinson Counties, Georgia.

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Stephanie M. Lemmon

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Section of Environmental Analysis
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Washington, DC 20423-0001

Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



Asset Management
500 Water Street – J200
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

Charles H. Badger, Administrator
Georgia State Clearinghouse
254 Washington Street, SW
Atlanta, GA 30334-8500

Re: Docket No. AB-55 (Sub. No. 640X)
CSX Transportation, Inc.
Proposed Abandonment

Dear Mr. Badger:

Please be advised that on September 5, 2003, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Petition for Exemption seeking authority to abandon approximately 23.25 miles of railroad in Ware and Atkinson Counties, Georgia.

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Sincerely,

A handwritten signature in cursive script that reads "Stephanie M. Lemmon".

Stephanie M. Lemmon

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

Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



Asset Management
500 Water Street – J200
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

Rob Holland, CESAD-PA
US Army Engineer Division, South Atlantic
Room 9M15, 60 Forsyth St. SW
Atlanta, Georgia 30303-8801

Re: Docket No. AB-55 (Sub. No. 640X)
CSX Transportation, Inc.
Proposed Abandonment

Dear Mr. Holland:

Please be advised that on September 5, 2003, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Petition for Exemption seeking authority to abandon approximately 23.25 miles of railroad in Ware and Atkinson Counties, Georgia.

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Sincerely,

A handwritten signature in black ink that reads "Stephanie M. Lemmon". The signature is written in a cursive, flowing style.

Stephanie M. Lemmon

Attachment

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

Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



Asset Management
500 Water Street – J200
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

U.S. Army Corps of Engineers
Savannah District
Attn: CESAS-OP-F
P.O. Box 889
Savannah, GA 31402-0889

Re: Docket No. AB-55 (Sub. No. 640X)
CSX Transportation, Inc.
Proposed Abandonment

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Sincerely,

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Stephanie M. Lemmon

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

Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



Asset Management
500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

U.S. Department of the Interior
Fish and Wildlife Service
Endangered Species Field Station
4270 Norwich Street
Brunswick, GA 31520

Re: Docket No. AB-55 (Sub. No. 640X)
CSX Transportation, Inc.
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Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
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August 7, 2003

Georgia Department of Natural Resources
Industrial Wastewater Programs
205 Butler Street, SE, Suite 1070
East Floyd Tower
Atlanta, GA 30334

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Stephanie M. Lemmon

Attachment

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Ms. N. S. Rosenberg, Counsel
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FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

United States Environmental Protection Agency
Region 4
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303-3104

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Stephanie M. Lemmon

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Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

City Planning Department
P.O. Box 295
Pearson, GA 31642

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Proposed Abandonment

Gentlemen:

Please be advised that on September 5, 2003, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Petition for Exemption seeking authority to abandon approximately 23.25 miles of railroad in Ware and Atkinson Counties, Georgia.

Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. 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. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. 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(s). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to SEA (with copy to me) within three weeks would be appreciated.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 359-3311, or by mail at the above address.

Sincerely,

A handwritten signature in dark ink, appearing to read "Stephanie M. Lemmon", written in a cursive style.

Stephanie M. Lemmon

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

Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



Asset Management
500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

Atkinson County Planning Commission
Atkinson County Courthouse
P.O. Box 518
Pearson, Georgia 31642

Re: Docket No. AB-55 (Sub. No. 640X)
CSX Transportation, Inc.
Proposed Abandonment

Gentlemen:

Please be advised that on September 5, 2003, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Petition of Exemption seeking authority to abandon approximately 23.25 miles of railroad in Ware and Atkinson Counties, Georgia.

Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. 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. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. 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(s). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to SEA (with copy to me) within three weeks would be appreciated.

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Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 7, 2003

Ware County Planning Commission
Ware County Courthouse, Suite 223
Waycross, GA 31501

Re: Docket No. AB-55 (Sub. No. 640X)
CSX Transportation, Inc.
Proposed Abandonment

Gentlemen:

Please be advised that on September 5, 2003, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Petition of Exemption seeking authority to abandon approximately 23.25 miles of railroad in Ware and Atkinson Counties, Georgia.

Attached is a preliminary Environmental Report describing the proposed action and any expected environmental effects. 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. Your comments will be considered by the Board in evaluating the environmental impacts of the contemplated action. 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(s). Because the applicable statutes and regulations impose stringent deadlines for processing this action, your comments to SEA (with copy to me) within three weeks would be appreciated.

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Sincerely,

A handwritten signature in dark ink that reads "Stephanie M. Lemmon". The signature is written in a cursive, flowing style.

Stephanie M. Lemmon

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

Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



Asset Management
500 Water Street – J200
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

Ware County Planning Commission
Ware County Courthouse, Suite 223
Waycross, GA 31501

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

Dear Sir or Madam:

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Stephanie M. Lemmon

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Surface Transportation Board
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Washington, DC 20423-0001

Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
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Jacksonville, FL 32202



Asset Management
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Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

U.S. Department of Agriculture
Natural Resources Conservation Service
Waycross Service Center
601 Tebeau Street
Waycross, GA 31501

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

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Stephanie M. Lemmon

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Stephanie M. Lemmon
Project Manager

August 13, 2003

Atkinson County Planning Commission
Atkinson County Courthouse
P.O. Box 518
Pearson, Georgia 31642

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

Dear Sir or Madam:

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Jacksonville, FL 32202



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Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

City Planning Department
P.O. Box 295
Pearson, GA 31642

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

Dear Sir or Madam:

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Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

U.S. Department of the Interior
Fish and Wildlife Service
Endangered Species Field Station
4270 Norwich Street
Brunswick, GA 31520

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

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Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



Asset Management
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Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

Georgia Department of Natural Resources
Industrial Wastewater Programs
205 Butler Street, SE, Suite 1070
East Floyd Tower
Atlanta, GA 30334

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

Dear Sir or Madam:

On August 7, 2003, CSX Transportation, Inc. ("CSXT") notified you that it would file a Petition for Exemption seeking abandonment authority for 23.25 miles of railroad in Ware and Atkinson Counties, Georgia on September 5, 2003. At that time, CSXT provided you with a copy of the preliminary Environmental Report. This is to advise you that CSXT will file to abandon this rail line by an Application on September 5, 2003. No response is required, unless you have additional information to be included in the final Environmental Report.

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Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



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Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

Rob Holland, CESAD-PA
US Army Engineer Division, South Atlantic
Room 9M15, 60 Forsyth St. SW
Atlanta, Georgia 30303-8801

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

Dear Mr. Holland:

On August 7, 2003, CSX Transportation, Inc. ("CSXT") notified you that it would file a Petition for Exemption seeking abandonment authority for 23.25 miles of railroad in Ware and Atkinson Counties, Georgia on September 5, 2003. At that time, CSXT provided you with a copy of the preliminary Environmental Report. This is to advise you that CSXT will file to abandon this rail line by an Application on September 5, 2003. No response is required, unless you have additional information to be included in the final Environmental Report.

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Stephanie M. Lemmon

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Ms. N. S. Rosenberg, Counsel
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Jacksonville, FL 32202



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FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

U.S. Army Corps of Engineers
Savannah District
Attn: CESAS-OP-F
P.O. Box 889
Savannah, GA 31402-0889

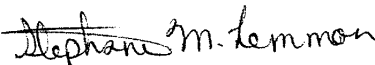
Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

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Stephanie M. Lemmon

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Surface Transportation Board
Section of Environmental Analysis
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Washington, DC 20423-0001

Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



Asset Management
500 Water Street – J200
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

United States Environmental Protection Agency
Region 4
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, GA 30303-3104

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

Dear Sir or Madam:

On August 7, 2003, CSX Transportation, Inc. ("CSXT") notified you that it would file a Petition for Exemption seeking abandonment authority for 23.25 miles of railroad in Ware and Atkinson Counties, Georgia on September 5, 2003. At that time, CSXT provided you with a copy of the preliminary Environmental Report. This is to advise you that CSXT will file to abandon this rail line by an Application on September 5, 2003. No response is required, unless you have additional information to be included in the final Environmental Report.

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Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

Southeast Region
Regional Director
National Park Service
100 Alabama Street, SW
1924 Building
Atlanta, GA 30303

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

Dear Sir or Madam:

On August 7, 2003, CSX Transportation, Inc. ("CSXT") notified you that it would file a Petition for Exemption seeking abandonment authority for 23.25 miles of railroad in Ware and Atkinson Counties, Georgia on September 5, 2003. At that time, CSXT provided you with a copy of the preliminary Environmental Report. This is to advise you that CSXT will file to abandon this rail line by an Application on September 5, 2003. No response is required, unless you have additional information to be included in the final Environmental Report.

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Sincerely,

A handwritten signature in black ink that reads "Stephanie M. Lemmon". The signature is written in a cursive style with a large, stylized "S" and "M".

Stephanie M. Lemmon

Attachment
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Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
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Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
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Jacksonville, FL 32202



Asset Management
500 Water Street – J200
Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

Mr. Frank Maida
DOC/NOAA
National Geodetic Survey N/NGS23
1315 East West Highway Station 8736
Silver Spring, MD 20910-3282

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

Dear Mr. Maida:

On August 7, 2003, CSX Transportation, Inc. ("CSXT") notified you that it would file a Petition for Exemption seeking abandonment authority for 23.25 miles of railroad in Ware and Atkinson Counties, Georgia on September 5, 2003. At that time, CSXT provided you with a copy of the preliminary Environmental Report. This is to advise you that CSXT will file to abandon this rail line by an Application on September 5, 2003. No response is required, unless you have additional information to be included in the final Environmental Report.

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Stephanie M. Lemmon

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Section of Environmental Analysis
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CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



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Jacksonville, FL 32202
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Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

U.S. Department of Agriculture
Natural Resources Conservation Service
Pearson Service Center
826-A Austin Avenue East
Pearson, GA 31642

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

Dear Sir or Madam:

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Stephanie M. Lemmon

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Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
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Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202



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Jacksonville, FL 32202
Phone: (904) 359-3311
FAX: (904) 245-2848
Email: Stephanie_Lemmon@csx.com

Stephanie M. Lemmon
Project Manager

August 13, 2003

Charles H. Badger, Administrator
Georgia State Clearinghouse
254 Washington Street, SW
Atlanta, GA 30334-8500

Re: Docket No. AB-55 (Sub. No. 640)
CSX Transportation, Inc.
Proposed Abandonment

Dear Mr. Badger:

On August 7, 2003, CSX Transportation, Inc. ("CSXT") notified you that it would file a Petition for Exemption seeking abandonment authority for 23.25 miles of railroad in Ware and Atkinson Counties, Georgia on September 5, 2003. At that time, CSXT provided you with a copy of the preliminary Environmental Report. This is to advise you that CSXT will file to abandon this rail line by an Application on September 5, 2003. No response is required, unless you have additional information to be included in the final Environmental Report.

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Stephanie M. Lemmon

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Surface Transportation Board
Section of Environmental Analysis
1925 "K" Street NW - Suite 534
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Ms. N. S. Rosenberg, Counsel
CSX Transportation, Inc.
500 Water Street, J150
Jacksonville, FL 32202

EXHIBIT 7



Stephanie M. Lemmon
Project Manager – Asset Management

500 Water Street – J200
Jacksonville, FL 32202
Tel. (904) 359-3311
Fax (904) 245-2848
E-Mail: Stephanie_Lemmon@csx.com

July 25, 2003

Mark R. Edwards, Division Dir. & State Historic Preservation Officer
Georgia Department of Natural Resources
Historic Preservation Division
500 The Healey Building
57 Forsyth Street, N.W.
Atlanta, GA 30303

RE: CSX Transportation, Inc.
Proposed Line Abandonment
Ware and Atkinson Counties, Georgia
Docket AB-55 (Sub-No. 640X)

Dear Mr. Edwards:

Please be advised that CSX Transportation, Inc., anticipates filing for abandonment of approximately 23.25 miles of its rail line between Waresboro in Ware County and Pearson in Atkinson County, Georgia, as shown in the attached historic report.

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,

A handwritten signature in dark ink that reads "Stephanie M. Lemmon". The signature is written in a cursive, flowing style.

Stephanie M. Lemmon

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

HISTORIC REPORT

**CSX TRANSPORTATION, INC.
WARESBORO TO PEARSON, GEORGIA
DOCKET AB-55 (SUB-NO. 640)**

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 23.25 miles of its rail line between Waresboro to Pearson, Ware and Atkinson Counties, Georgia. There are three patrons on this line: Cady Bag Industries, Inc., Pope Reload and Paco Steel, whose commodities are plastics, paper and metals, respectively. These patrons have not generated sufficient rail carloading revenue to cover the operating expense and capital costs associated with ownership.

Abandonment of this line will result in the removal of the rail, crossties, and upper layer of ballast; and operations and maintenance of this line will cease. The only alternative would be to not 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 the Pearson, Axson, Talmo and Waycross West quadrangle topographic map prepared by the U. S. Department of Interior Geological Survey. The line to be abandoned has been identified by a heavy black and white diagonal line. (See Attachments 3, 4, 5 and 6.) There are six (6) CSXT-owned structures that are 50 years old or older and their locations are

noted on the attached topographic maps.

- (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 right-of-way varies from 8 feet to 100 feet from the 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:**

See Attachments 7 through 18. (Due to the terrain and recent extensive rainfall, side views were unable to be taken.)

- (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:**

Bridge #1 is located at Milepost AP 599.10. It was built in 1945 by the Atlantic Coast Line Railroad. This bridge has two timber trestle spans.

Bridge #2 is located at Milepost AP 599.60. It was built in 1945 by the Atlantic Coast Line Railroad. This bridge has three timber trestle spans.

Bridge #3 is located at Milepost AP 601.5. It was built in 1945 by the Atlantic Coast Line Railroad. This bridge has eight timber trestle spans.

Bridge #4 is located at Milepost AP 605.3. It was built in 1945 by the Atlantic Coast Line Railroad. This bridge has 11 timber trestle spans.

Bridge #5 is located at Milepost AP 609.80. It was built in 1945 by the Atlantic Coast Line Railroad. This bridge has 46 timber trestle spans.

Bridge #6 is located at Milepost AP 614.30. It was built in 1945 by the Atlantic Coast Line Railroad. This bridge has five timber trestle spans.

- (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 Atlanta, Birmingham & Atlantic Railroad Company conveyed portions of this line to the Atlanta, Birmingham & Atlantic Railway

Company by deeds in 1915 and 1926. In 1926, the properties of the Atlanta, Birmingham & Atlantic Railway Company were conveyed to Atlanta, Birmingham and Coast Railroad Company, which were subsequently conveyed to the Atlantic Coast Line Railroad Company (ACL) in 1945.

Another portion of the line was originally owned by the Brunswick & Albany Railroad Company, which in 1882 changed its name to the Brunswick and Western Railroad Company. The Brunswick and Western Railroad Company consolidated with and into the Savannah, Florida and Western Railway Company in 1901, which merged into the ACL in 1902.

The ACL was originally incorporated on March 14, 1836 in the Commonwealth of Virginia as the Richmond and Petersburg Railroad. On July 1, 1967, the ACL merged with Seaboard Air Line Railroad Company to form the Seaboard Coast Line Railroad Company. On December 29, 1982, the Louisville and Nashville Railroad Company merged with Seaboard Coast Line Railroad Company, which were renamed Seaboard Systems Railroad, Inc. (Seaboard). On July 1, 1986, Seaboard changed its name 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:**

Engineering Sketches and Valuation Maps,
Office of Chief Engineer, Jacksonville, FL.

- (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 six (6) CSXT-owned structures over 50 years old on this line segment that are eligible for listing in the National Register.

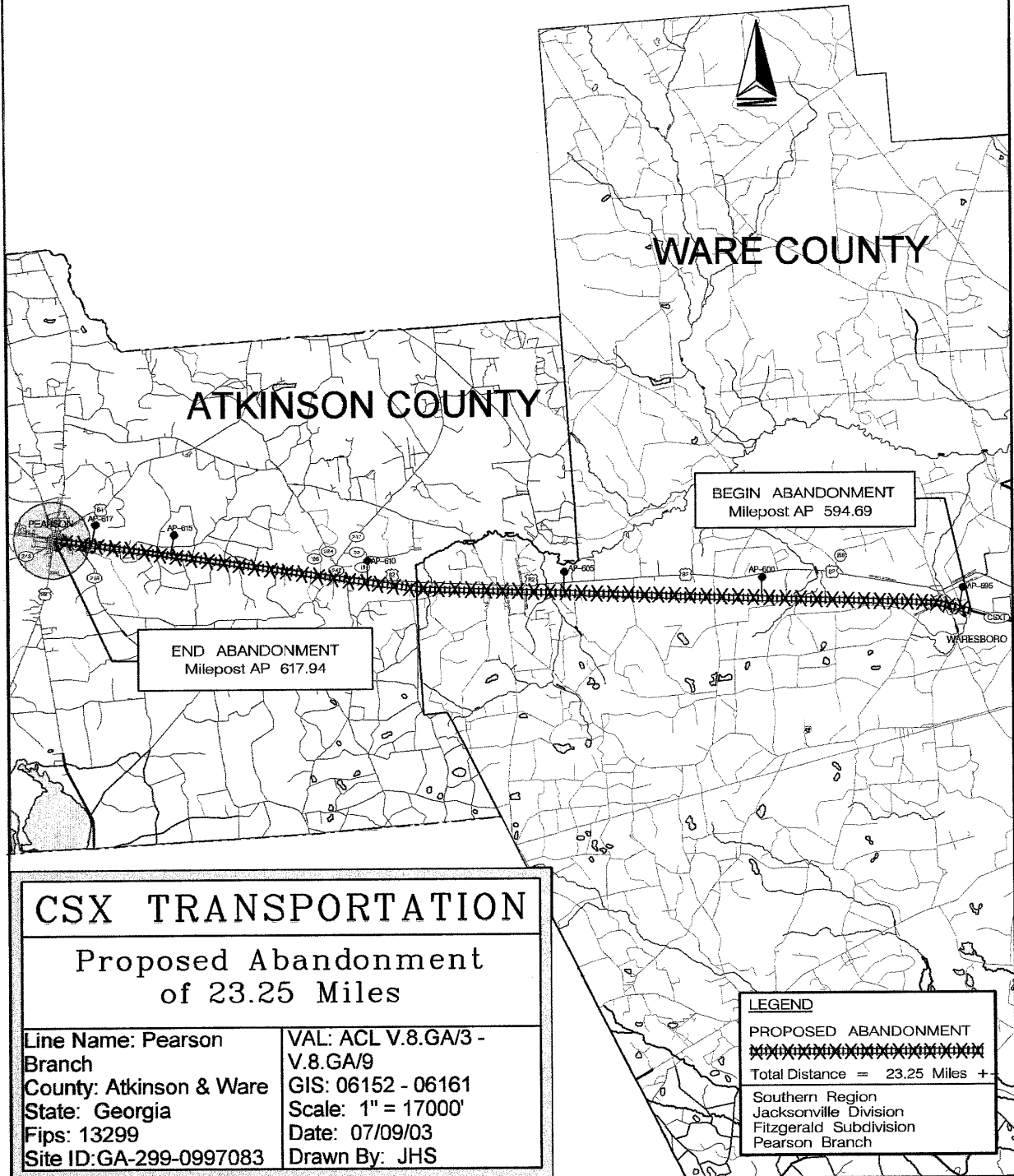
We do not know of any significance or uniqueness to these structures that would warrant your consideration, since to our

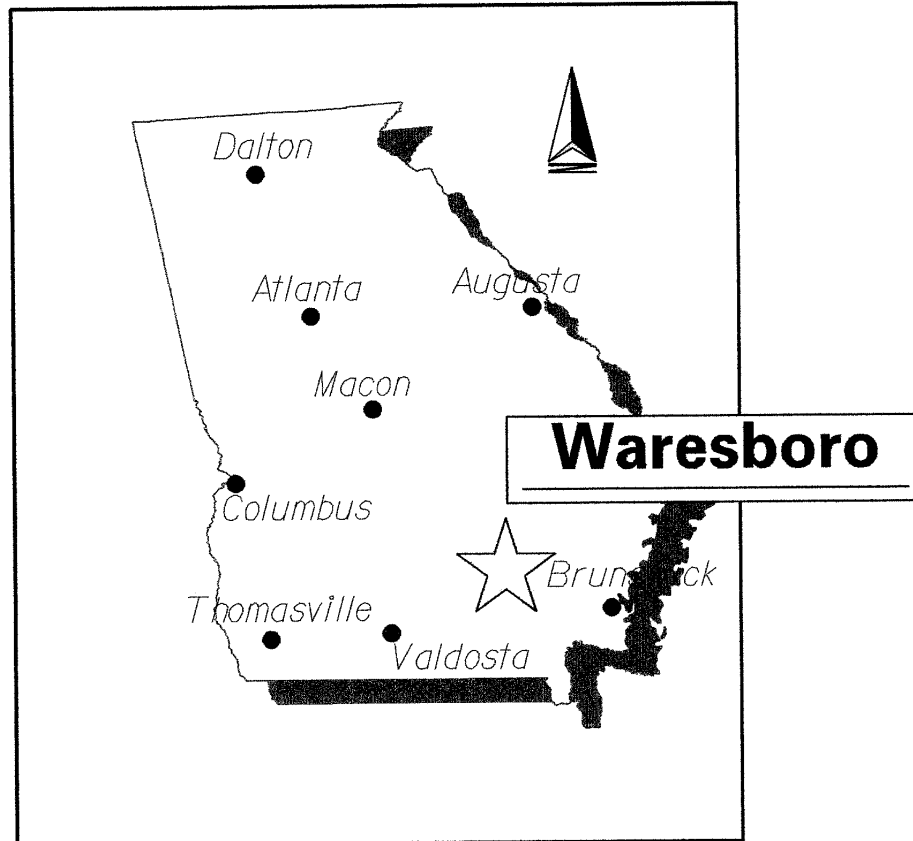
knowledge, they are not associated with any event that has made a contribution to the broad patterns of history; or were not associated with lives of persons significant to our past; do not embody the distinctive characteristics of a type, period or method of construction; and do not represent a significant and distinguishable entity whose components may lack individual distinction and have not or may not be likely to yield information important in prehistory or history.

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.





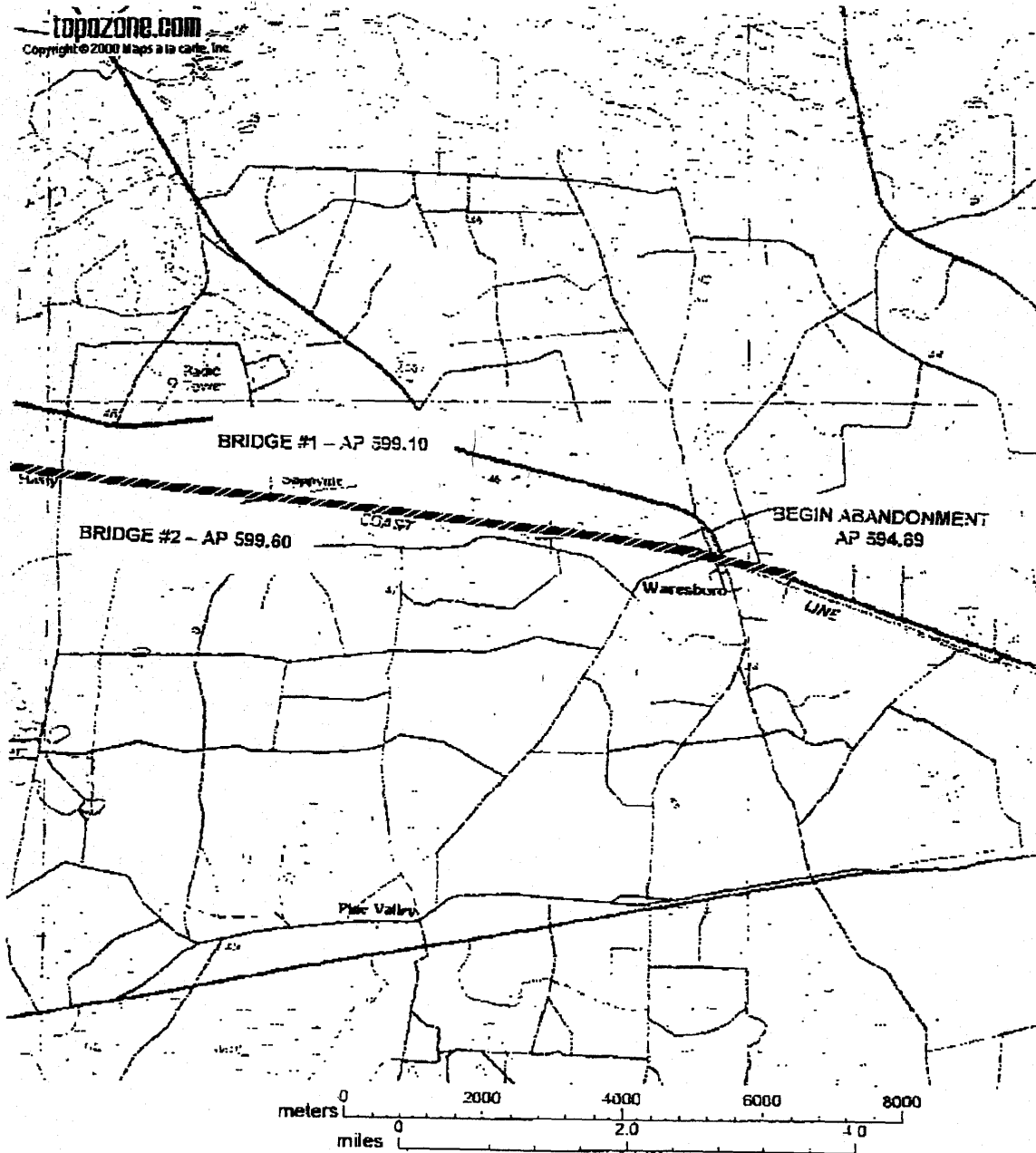
AREA MAP
STATE OF GEORGIA
Proposed Abandonment - 23.25 Miles
Ware & Atkinson Counties
Waresboro to Pearson, GA
SOUTHERN REGION - JACKSONVILLE DIVISION
FITZGERALD SUBDIVISION - PEARSON BRANCH

ATTACHMENT 3

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

WAYCROSS WEST QUADRANGLE
GEORGIA - WARE COUNTY

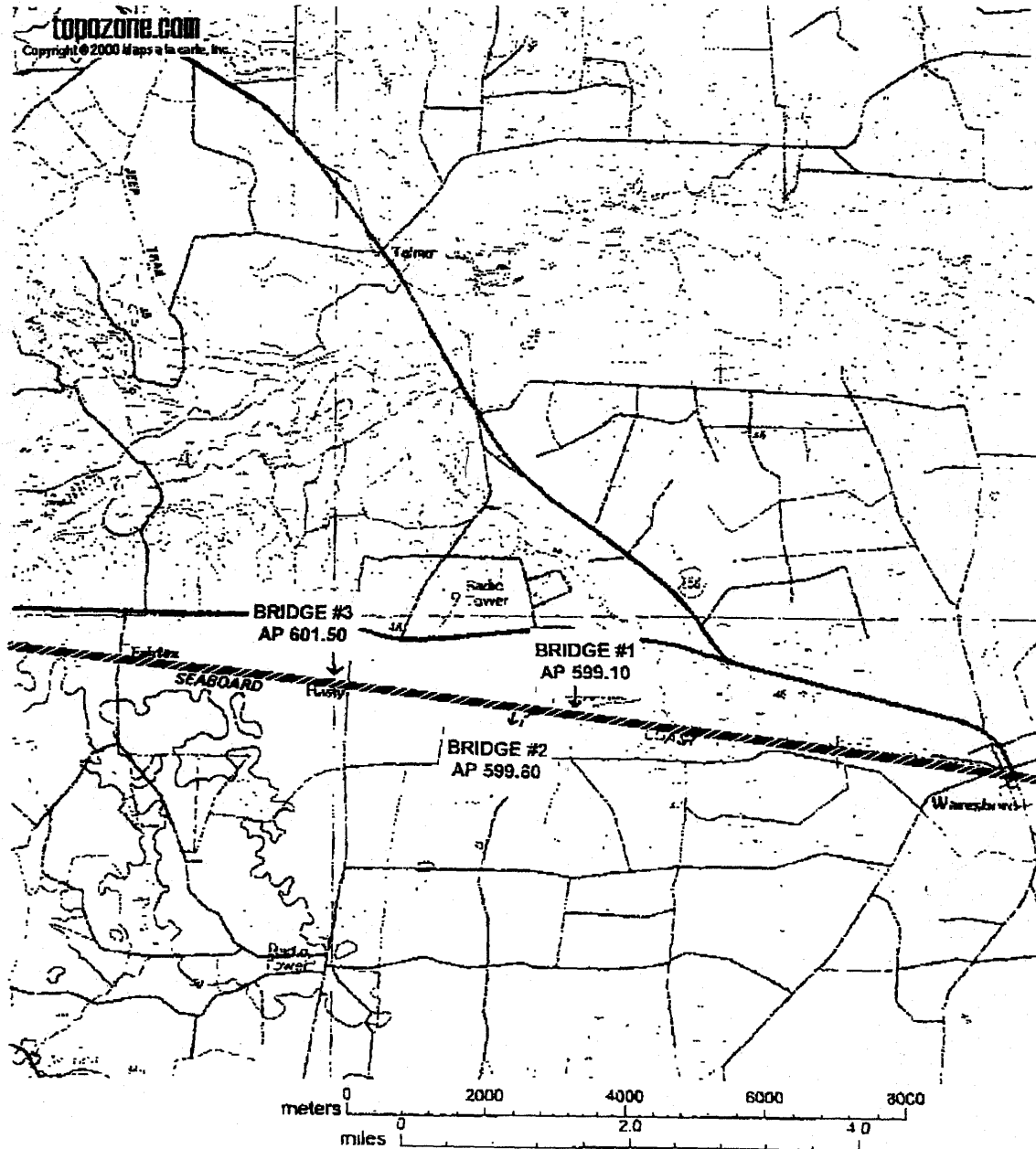
1988
Page 1 of 1



ATTACHMENT 4

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

TALMO QUADRANGLE
GEORGIA - WARE COUNTY
1988
Page 1 of 1

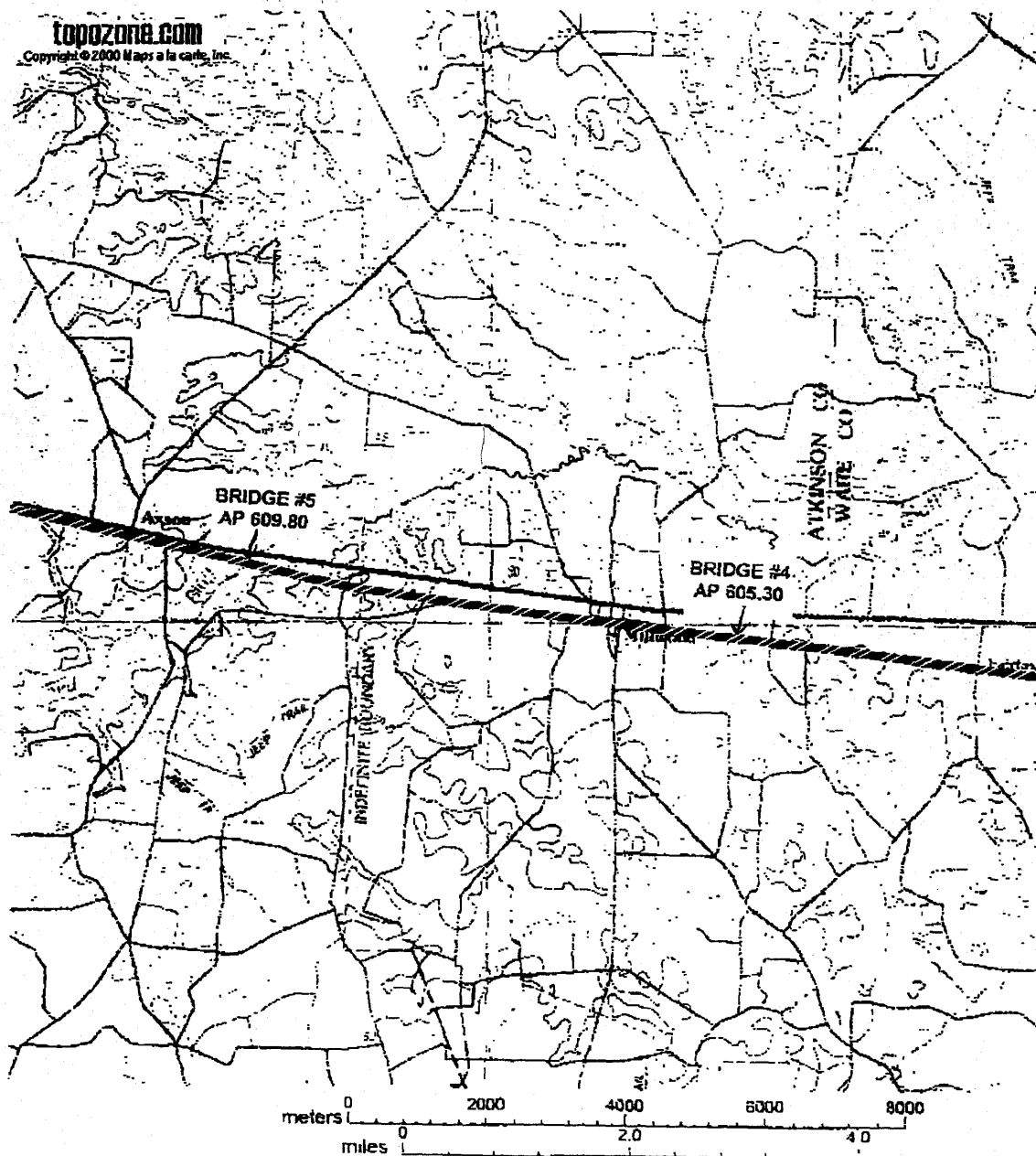


ATTACHMENT 5

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

AXSON QUADRANGLE
GEORGIA - ATKINSON COUNTY

1983
Page 1 of 1

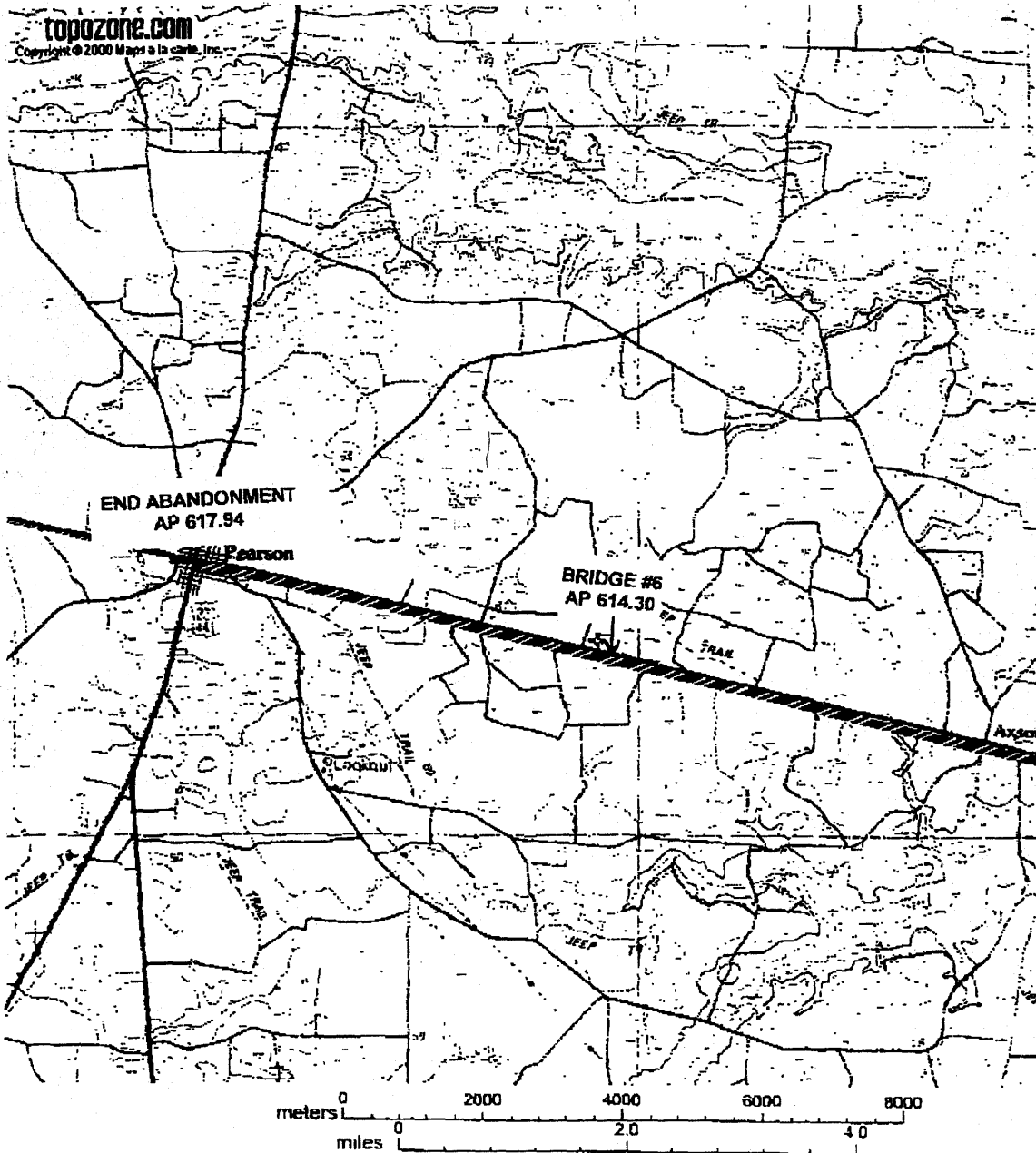


ATTACHMENT 6

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

PEARSON QUADRANGLE
GEORGIA - ATKINSON COUNTY

1987
Page 1 of 1



ATTACHMENT 7

BRIDGE #1



ATTACHMENT 3

BRIDGE #1



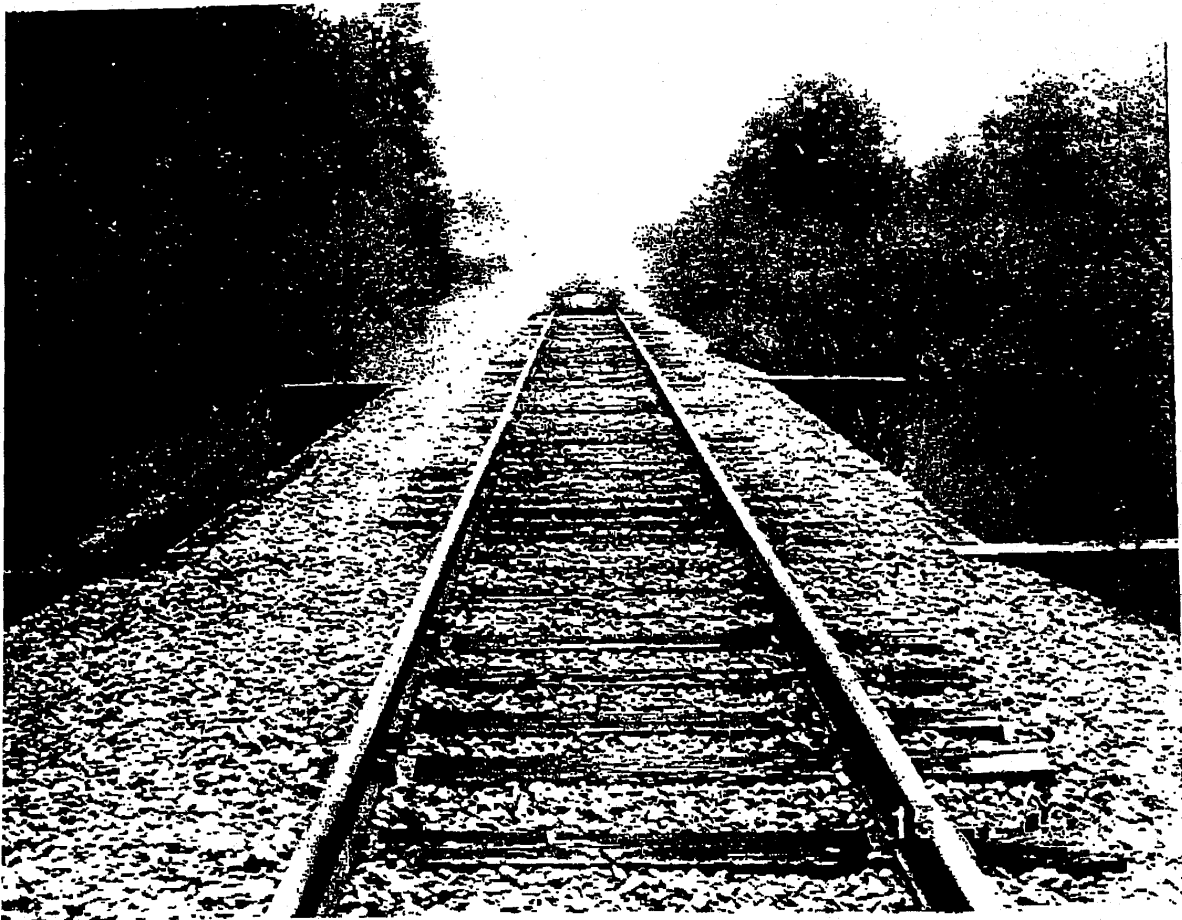
ATTACHMENT 9

BRIDGE #2



ATTACHMENT 12

BRIDGE #2



ATTACHMENT 11

BRIDGE #



ATTACHMENT 12

BRIDGE #2



ATTACHMENT 13

BRIDGE #4



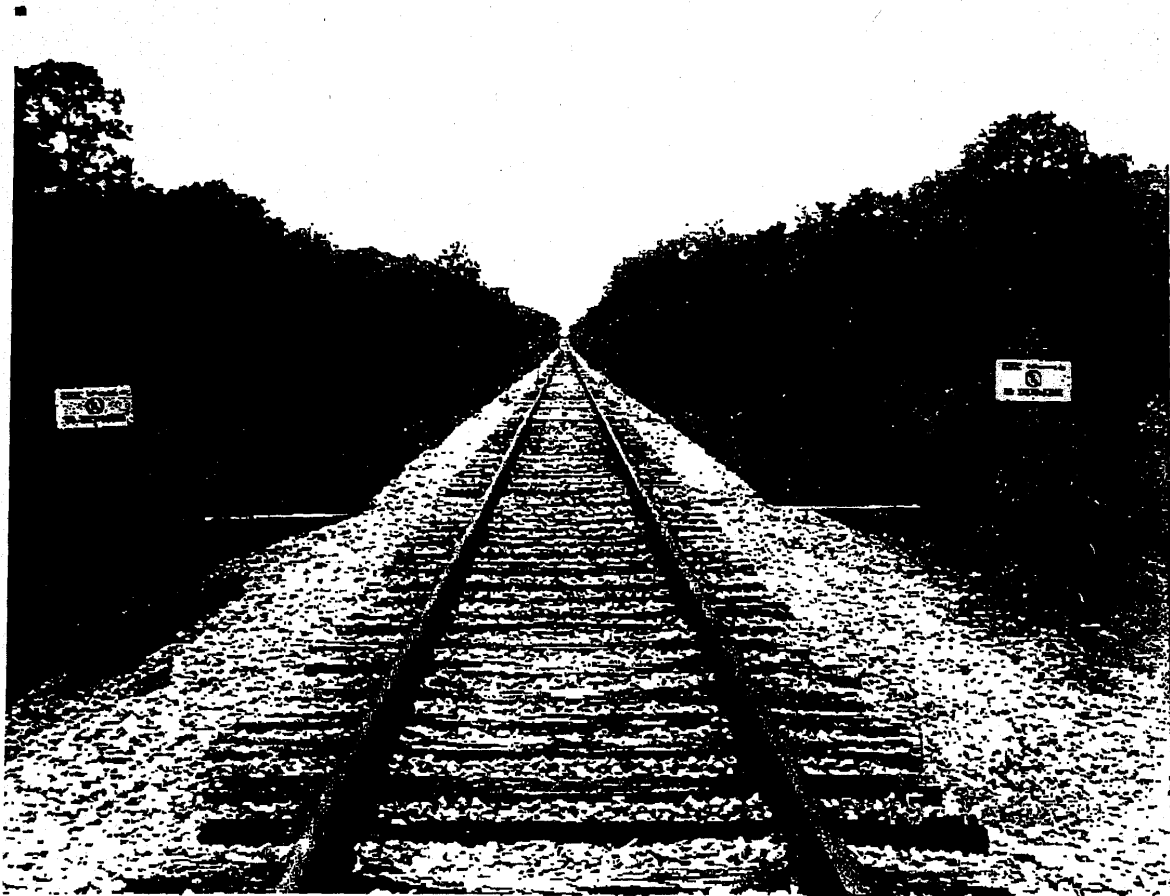
ATTACHMENT 14

BRIDGE #4



ATTACHMENT 13

BRIDGE #5



ATTACHMENT 16

BRIDGE #5



ATTACHMENT 17

BRIDGE #6



ATTACHMENT 13

BRIDGE #6



EXHIBIT 8

STB Docket No. AB-55 (Sub-No. 640)

Notice of Application to Abandon Service

On September 5, 2003 CSX Transportation, Inc. ("CSXT") filed with the Surface Transportation Board, Washington, D.C. 20423, an application for permission for the abandonment of a 23.25-mile rail line portion of its Southern Region, Jacksonville Division, between milepost AP 594.69, near Waresboro, GA and milepost AP 617.94 near Pearson, GA, the end of the line (the "Line"), all in Atkinson and Ware Counties, GA. The Line includes the station at Pearson, milepost AP 617.94. The Line traverses Zip Codes 31552, 31564 and 31642.

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 abandonment (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 28, 2003.

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 abandonment 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 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 abandonment 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. 640) and should be filed with the Secretary, Surface Transportation Board (Board), Washington, DC 20423, no later than October 20, 2003. Interested persons may file a written comment or protest with the Board to become a party to this abandonment 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 abandoned will be available for subsidy or sale for continued rail use, if the Board decides to permit the abandonment, 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 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

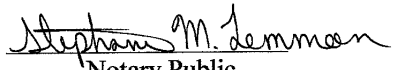
VERIFICATION

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. 640) 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 28th day
of August, 2003.


Notary Public
My Commission Expires 9-11-03

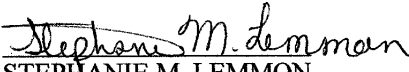


Stephanie M. Lemmon
MY COMMISSION # CC#42477 EXPIRES
September 11, 2003
BONDED THRU TROY FAIR INSURANCE, INC.

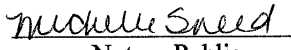
AFFIDAVIT

STATE OF FLORIDA)
)
DUVAL COUNTY)

STEPHANIE M. LEMMON, being duly sworn, deposes and says that she 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.


STEPHANIE M. LEMMON

Subscribed and sworn to before me,
A Notary Public in and for the State
And County above named this 25 day
of August, 2003.


Notary Public
My Commission Expires 5-15-07



AFFIDAVIT

STATE OF FLORIDA)
)
DUVAL COUNTY)

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,
a Notary Public in and for the
State and County above named,
this 2nd day of September, 2003.

Stephanie M. Lemmon
Notary Public
My Commission Expires 9/11/03

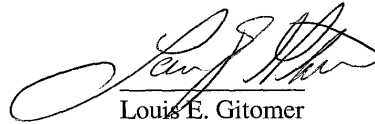


Stephanie M. Lemmon
MY COMMISSION # CC442477 EXPIRES
September 11, 2003
BONDED THRU TROY FAIR INSURANCE, INC.

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. 640).



Louis E. Gitomer
September 5, 2003

Legal Notice

STB No. AB-55 (Sub-No. 640)

CSX TRANSPORTATION, INC. - ABANDONMENT-IN ATKINSON AND WARE COUNTIES,
GEORGIA (BETWEEN PEARSON AND WARESBORO)

Notice of Intent to Abandon

CSX Transportation, Inc. gives notice that on or about September 5, 2003 it intends to file with the Surface Transportation Board, Washington, D.C. 20423, an application for permission to abandon a line of railroad known as a portion of its Southern Region, Jacksonville Division, extending from railroad milepost AP 594.69 near Waresboro, GA, to rail milepost AP 617.94 near Pearson, GA, which traverses through United States Postal Service ZIP Codes 31552, 31564, and 31642, a distance of 23.25 miles, in Atkinson and Ware Counties, GA. The line includes the stations of Waresboro, at approximately milepost AP 595.5, and Pearson, milepost AP 617.94.

The reason for the proposed abandonment is the line does not generate sufficient revenue to justify the rehabilitation of the line, which CSXT estimates to be at least \$1.8. 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 I since March 28, 2003.

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

The application will include the applicants entire case for abandonment (case in chief). Any interested person, after the application is filed on September 5, 2003, may file with the Surface Transportation Board written comments concerning the proposed abandonment or protests to it. These filings are due 45 days from the date of filing of the application. Persons who may oppose the abandonment 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 abandonment 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:
- (a) A description of protestant's use of the line;
- (b) 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 regarding:

- (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 abandonment application; (3) the feeder line application was filed prior to the date the abandonment 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 abandonment 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. 640) and must be filed with the Secretary, Surface Transportation Board, Washington, DC 20423, no later than October 20, 2003. Interested persons may file a written comment or protest with the Board to become a party to this abandonment 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 abandonment proceeding. 49 CFR 1104.12(a).

The line sought to be abandoned will be available for subsidy for continued rail use, if the Board decides to permit the abandonment, 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(G)(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 20005, (202) 638-3307.

Persons seeking further information concerning abandonment procedures may contact the Surface Transportation Board or refer to the full abandonment regulations at 49 CFR part 1152. 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 September 5, 2003 at each agency station or terminal on the line proposed to be abandoned [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 (Teresa Edwards, 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. EA's 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.

ORIGINAL

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. AB-55 (Sub-No. 640)

208842

CSX TRANSPORTATION, INC.—ABANDONMENT—IN ATKINSON AND WARE
COUNTIES, GA (BETWEEN WARESBORO AND PEARSON)

APPLICATION

ENTERED
Office of Proceedings

SEP 05 2003

Part of
Public Record

VOLUME II
WORKPAPERS – ELLEN M. PRESLAR



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: September 5, 2003

CSX Transportation, Inc.
Line Segment: Pearson, GA

Exhibit 1

	Base Year ending March 31, 2003	Forecast Year beginning September 1, 2003	Subsidy Year ending December 31, 2004
	127 CL	127 CL	127 CL
<u>Revenues Attributable</u>			
1. Freight Originated &/or Terminated On Branch	\$345,899	\$356,276	\$359,735
2. Bridge Traffic	-0-	-0-	-0-
3. All Other Revenue and Income	-0-	-0-	-0-
4. Total Revenues Attributable (Lines 1 thru 3)	\$345,899	\$356,276	\$359,735
<u>Avoidable Costs</u>			
5. Total On-Branch Costs (Lines 5a thru 5k)	\$170,439	\$172,059	\$172,624
a. Maintenance of Way and Structures	116,250	116,250	116,250
b. Maintenance of Equipment - Locomotives	6,512	7,156	7,212
c. Transportation	42,890	43,840	44,342
d. Joint Facilities	-0-	-0-	-0-
e. Deadheading, Taxi and Hotel	-0-	-0-	-0-
f. Overhead Movement	-0-	-0-	-0-
g. Freight Car Costs (o/t Return on Freight Cars)	703	729	735
h. Return on Value - Locomotives	3,953	3,953	3,953
i. Return on Value - Freight Cars	131	131	131
j. Revenue Taxes	-0-	-0-	-0-
k. Property Taxes	-0-	-0-	-0-
6. Total Off-Branch Costs (Lines 6a and 6b)	\$111,249	\$115,352	\$116,286
a. Off-Branch Costs (o/t Return on Freight Cars)	110,645	114,748	115,682
b. Return on Value - Freight Cars	604	604	604
7. Total Avoidable Costs (Lines 5 and 6)	\$281,687	\$287,411	\$288,909
<u>Subsidization Costs</u>			
8. Rehabilitation	xxxx	xxxx	\$1,279,283
9. Administration Costs (1%)	xxxx	xxxx	12,793
10. Casualty Reserve Account	xxxx	xxxx	-0-
11. Total Subsidization Costs (Lines 8 thru 10)	xxxx	xxxx	\$1,292,076
<u>Return on Value</u>			
12. Valuation of Property (Lines 12a thru 12c)	xxxx	\$243,422	\$243,444
a. Working Capital	xxxx	6,822	6,844
b. Income Tax Consequences	xxxx	(24,603)	(24,603)
c. Net Liquidation Value	xxxx	261,203	261,203
13. Nominal Rate of Return	xxxx	14.0%	14.0%
14. Nominal Return on Value (Line 12 * Line 13)	xxxx	34,079	34,082
15. Holding Gain (Loss) 1.60%	xxxx	4,179	4,179
16. Total Return on Value (Line 14 less Line 15)	xxxx	\$29,900	\$29,903
17. Avoidable Loss from Operations (Line 7 less Line 4)	(\$64,212)	(\$68,865)	(\$70,826)
18. Estimated Forecast Year Loss from Operations (Lines 7 and 16 less Line 4)		(\$38,965)	
19. Estimated Subsidy Year Loss from Operations (Lines 7, 11, and 16 less Line 4)			\$1,251,153

Segment: Waresboro, GA to Pearson, GA

Base Year

REVENUE AND OFF-BRANCH COSTS

Period: $\longrightarrow$ 12 Months Ending March 31, 2003

Period: →	12 Months Ending March 31, 2003		Off-Branch Costs		
				Freight Car Costs	
	Cars	CSXT Revenue	Excl FC Cost	Excl ROI	ROI Only
Originating	24	\$37,058	\$19,054	\$3,550	\$438
Terminating	103	\$308,841	\$81,493	\$6,016	\$166
Interline Forwarded					
Interline Received					
Total	127	\$345,899	\$100,547	\$9,566	\$604
Index Factor to 2002			0.998	1.000	1.000
Index Factor to Base Year			1.007	1.007	1.000
Adjusted Total			\$101,012	\$9,633	\$604
			Sum of O/T ROI	\$110,645	
				Total Off-Branch	\$111,249

Miscellaneous Revenue	Lease Rental	\$0
	Incidental	\$0
	Total	\$0

		Off-Branch Costs				
		Cars	CSXT Revenue	Excl FC Cost	Freight Car Costs	
					Excl ROI	ROI Only
Originating	S	24	\$37,058	\$19,054	\$3,550	\$438
	M					
	U					
	Total	24	\$37,058	\$19,054	\$3,550	\$438
Terminating	S	103	\$308,841	\$81,493	\$6,016	\$166
	M					
	U					
	Total	103	\$308,841	\$81,493	\$6,016	\$166
Interline Forwarded	S					
	M					
	U					
	Total					
Interline Received	S					
	M					
	U					
	Total					
Total Traffic		127	\$345,899	\$100,547	\$9,566	\$604

Segment: Waresboro, GA to Pearson, GA

Forecast Year

REVENUE AND OFF-BRANCH COSTS

Period: 12 Months beginning September 1, 2003

Period: 12 Months beginning September 1, 2003		Off-Branch Costs			
		Excl FC Cost	Freight Car Costs		
Cars	CSXT Revenue		Excl ROI	ROI Only	
Originating	24	\$37,058	\$19,054	\$3,550	\$438
Terminating	103	\$308,841	\$81,493	\$6,016	\$166
Interline Forwarded	-	\$0	\$0	\$0	\$0
Interline Received	-	\$0	\$0	\$0	\$0
Total	127	\$345,899	\$100,547	\$9,566	\$604
Index Factor - 2002		1.000	0.998	1.000	1.000
Index Factor to Base Year		1.030	1.044	1.044	1.000
Adjusted Total		\$356,276	\$104,758	\$9,990	\$604
			Sum of O/T ROI	\$114,748	
			Total Off-Branch		\$115,352
Miscellaneous Revenue	Lease Rental	\$0			
	Incidental	\$0			
	Total	\$0			

			Off-Branch Costs			
			Excl FC Cost	Freight Car Costs		
				Excl ROI	ROI Only	
	Cars	CSXT Revenue				
Originating	S	24	\$37,058	\$19,054	\$3,550	\$438
	M	0	0	0	0	0
	U	0	0	0	0	0
	Total	24	\$37,058	\$19,054	\$3,550	\$438
Terminating	S	103	308841	81493	6016	166
	M	0	0	0	0	0
	U	0	0	0	0	0
	Total	103	\$308,841	\$81,493	\$6,016	\$166
Interline Forwarded	S	0	0	0	0	0
	M	0	0	0	0	0
	U	0	0	0	0	0
	Total	0	\$0	\$0	\$0	\$0
Interline Received	S	0	0	0	0	0
	M	0	0	0	0	0
	U	0	0	0	0	0
	Total	0	\$0	\$0	\$0	\$0
Total Traffic	127	\$345,899	\$100,547	\$9,566	\$604	

Segment: Waresboro, GA to Pearson, GA

Subsidy Year

REVENUE AND OFF-BRANCH COSTS

Period: 12 Months ending December 31, 2004

	Cars	CSXT Revenue	Off-Branch Costs		
			Excl FC Cost	Freight Car Costs	
				Excl ROI	ROI Only
Originating	24	\$37,058	\$19,054	\$3,550	\$438
Terminating	103	\$308,841	\$81,493	\$6,016	\$166
Interline Forwarded	-	\$0	\$0	\$0	\$0
Interline Received	-	\$0	\$0	\$0	\$0
Total	127	\$345,899	\$100,547	\$9,566	\$604
Index Factor - 2002		1.000	0.998	1.000	1.000
Index Factor - Base Year		1.040	1.053	1.053	1.000
Adjusted Total		\$359,735	\$105,611	\$10,071	\$604
			Sum of O/T ROI	\$115,682	
			Total Off-Branch		\$116,286

Miscellaneous Revenue	Lease Rental	\$0
	Incidental	\$0
	Total	\$0

		Cars	CSXT Revenue	Off-Branch Costs		
				Excl FC Cost	Freight Car Costs	
					Excl ROI	ROI Only
Originating	S	24	\$37,058	\$19,054	\$3,550	\$438
	M	0	0	0	0	0
	U	0	0	0	0	0
	Total	24	\$37,058	\$19,054	\$3,550	\$438
Terminating	S	103	\$308,841	\$81,493	\$6,016	\$166
	M	0	\$0	\$0	\$0	\$0
	U	0	\$0	\$0	\$0	\$0
	Total	103	\$308,841	\$81,493	\$6,016	\$166
Interline Forwarded	S	0	\$0	\$0	\$0	\$0
	M	0	\$0	\$0	\$0	\$0
	U	0	\$0	\$0	\$0	\$0
	Total	0	\$0	\$0	\$0	\$0
Interline Received	S	0	\$0	\$0	\$0	\$0
	M	0	\$0	\$0	\$0	\$0
	U	0	\$0	\$0	\$0	\$0
	Total	0	\$0	\$0	\$0	\$0
Total Traffic		127	\$345,899	\$100,547	\$9,566	\$604

Segment: Waresboro, GA to Pearson, GA

Statistical Data

	Year 2000	Year 2001	Data Pull Base Year Ending Mar 31, 03
1. Number of Trips			65
2. Avg Locos per Trip			1
3. Yard Loco Unit Miles			3,023
4. Yard Loco GTM (Loco ~ 130)			392,925
5. Train Hours			390
a. Hours on Branch			6.0
6. Yard Loco Unit Hours			390
7. Crew Wages (Base Pay)			19,704
8. Carloads			127
9. Car Miles			5,906
10. Branch Miles			23.25

	Base Year Ending March 31, 2003	Forecast Year Beginning September 1, 2003	Subsidy Year Ending December 31, 2004
1. Number of Trips	65	65	65
2. Avg Locos per Trip	1	1	1
3. Road Loco Unit Miles	3,023	3,023	3,023
4. Road Loco GTM	392,925	392,925	392,925
5. Train Hours	390	390	390
6. Road Loco Unit Hours	390	390	390
7. Crew Wages (Base Pay)	19,704	19,704	19,704
8. Carloads	127	127	127
9. Car Miles	5,906	5,906	5,906

Segment: Waresboro, GA to Pearson, GA

LOCOMOTIVES (YARD)

Maintenance of Equipment

Repairs:

1. Loco Unit Hours
2. Unit Cost Factor
3. Total Repairs 1*2

Depreciation:

- 4a. Depreciation Rate
- 4b. Total Depreciation 1*4a
5. Total M of E - Locos

Return on Investment

- 6a. Return Rate
- 6b. Total Return-Locos 1*6a

Year 2000	Year 2001	Data Pull Base Year Ending Mar 31, 03
		390
		\$12.70376
		\$ 4,954
		\$4.97938
		\$ 1,942
		\$ 6,896
		\$10.13645
		\$ 3,953

Maintenance of Equipment

Repairs:

1. Loco Unit Hours
- 2a. Unit Cost Factor
- 2b. Index Factor
3. Total Repairs 1*2a*2b

Depreciation:

- 4a. Total Depreciation L4b
- 4b. Index Factor
- 4c. Adj. Depreciation 4a*4b
5. Total M of E - Locos 3+4c

Return on Investment

- 6a. Total Return-Locos L6b
- 6b. Index Factor
- 6c. Adj. Return 6a*6b

Base Year Ending March 31, 2003	Forecast Year Beginning September 1, 2003	Subsidy Year Ending December 31, 2004
390	390	390
\$12.70376	\$12.70376	\$12.70376
1.007	1.044	1.053
\$ 4,989	\$ 5,174	\$ 5,216
\$ 1,942	\$ 1,942	\$ 1,942
0.784	1.021	1.028
\$ 1,523	\$ 1,982	\$ 1,996
\$ 6,512	\$ 7,156	\$ 7,212
\$ 3,953	\$ 3,953	\$ 3,953
1.00	1.00	1.00
\$ 3,953	\$ 3,953	\$ 3,953

Segment:

Waresboro, GA to Pearson, GA

Transportation (YARD)

Payroll:

1. Crew Wages - Base Pay 1a*1c*1e + 15*1a*1d*1e
- 1a. Straight Time Pay (per hour)
- 1b. Hours worked
- 1c. Straight Hours
- 1d. Overtime Hours
- 1e. Crew Starts
- 2a. Vac. & Holiday Factor
- 2b. Fringe Factor
3. Total Wages 1*2a*2b

Fuel:

- 4a. Fuel 4a*5
- 4b. Fuel (per hour)

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	Data Pull Base Year Ending Mar 31, 03	Year 2003
\$	19,704	\$ 20,027
	37.89163	38.51375
	6	6
	2	2
	4	4
	65	65
	1.08430	1.08430
	1.43745	1.43745
\$	\$ 30,711	\$ 31,215
\$	\$ 8,510	\$
	21.82	
	390	
	\$ 6.48239	
\$	\$ 2,528	\$
	390	
	\$ 0.62205	
\$	\$ 243	\$
\$	\$ 41,991	\$

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 L4a
- 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+10

Base Year Ending March 31, 2003	Forecast Year Beginning September 1, 2003	Subsidy Year Ending December 31, 2004
\$ 19,704	\$ 20,027	\$ 20,027
1.08430	1.08430	1.08430
1.43745	1.43745	1.43745
1.000	1.017	1.029
\$ 30,711	\$ 31,736	\$ 32,117
\$ 8,510	\$ 8,510	\$ 8,510
1.103	1.082	1.094
\$ 9,389	\$ 9,210	\$ 9,308
390	390	390
\$ 6.48239	\$ 6.48239	\$ 6.48239
1.007	1.044	1.053
\$ 2,546	\$ 2,640	\$ 2,662
390	390	390
\$ 0.62205	\$ 0.62205	\$ 0.62205
1.007	1.044	1.053
\$ 244	\$ 253	\$ 255
\$ 42,890	\$ 43,840	\$ 44,342

Segment:

Waresboro, GA to Pearson, GA

WORKING CAPITAL

	Forecast Year Beginning September 1, 2003	Subsidy Year Ending December 31, 2004
1. On-Branch Avoidable Costs	\$172,059	\$172,624
2. Less: MWS Depreciation	-	-
M of E Depreciation	1,982	1,996
Return on Value - Loco	3,953	3,953
Return on Value - Frt Car	131	131
3. Net On-Branch Avoidable Costs	\$165,993	\$166,543
4. Days per period	365	365
5. Line 3 / Line 4	\$455	\$456
6. Days - Cash Avoidable Costs	15	15
7. Allowable Working Capital (Line 5 * Line 6)	\$6,822	\$6,844

Segment: Waresboro, GA to Pearson, GA

TOTAL FREIGHT CAR COSTS - ON BRANCH ONLY

	Data Pull	Base Year Ending March 31, 2003	Forecast Year Beginning September 1, 2003	Subsidy Year Ending December 31, 2004
Per Mile	\$259.48			
Per Day (o/t ROI)	\$438.64			
Subtotal	\$698.11	\$ 698.11	\$ 698.11	\$ 698.11
Index Factor		1.007	1.044	1.053
Adjusted Total		\$ 702.97	\$ 729.04	\$ 734.97
Per Day (ROI)	\$131.38	\$ 131.38	\$ 131.38	\$ 131.38
Index Factor		1.000	1.000	1.000
Adjusted Total		\$ 131.38	\$ 131.38	\$ 131.38

Data Pull Information

Freight Car Cost

CT:	14	CL:	37
Per Mile			
Per Day (o/t ROI)			
Per Day (ROI)			
CT:	23	CL:	90
Per Mile			
Per Day (o/t ROI)			
Per Day (ROI)			

Unit Cost	Service Units	Total Cost
0.06136	1702	\$104.43
4.34294	101	\$438.64
1.30078	101	\$131.38
0.0749	2070	\$155.04
7.8522	0	\$0.00
5.46902	0	\$0.00

TOTAL FREIGHT CAR COSTS:

Per Mile	\$259.48
Per Day (o/t ROI)	\$438.64
Subtotal	\$698.11
Per Day (ROI)	\$131.38

On Branch Costs - Real Cost of Cap 12.4%

Abandonment Analysis - QD - Pearson, GA (STB)

After Tax Proceeds
 Pearson S/D - AP 594.69 / 617.94
 Includes: 23.25 Miles of Main Track, 11 Turnouts, and 15,330 TF of Side Tracks

#	PER	DESCRIPTION OF ITEM	NOTE	UNIT PRICE	TOTAL COST	Scrap	%	Relay	%
SALVAGE:									
9,663.00	EA	CROSS TIES - LANDSCAPE		\$ 1.60	\$ 15,460.80	\$ 15,461		\$ -	
1,515.22	NT	100# JTD - RELAY (CL#2) - 74,448 LF		192.00	290,922	-		290,922	
		100.25# RE CC TENNESSEE 1965							
2,576.38	NT	100# JTD - SCRAP - 154,599 LF		85.00	218,992	218,992		-	
424.74	NT	MIXED 85# & 90# JTD - SCRAP - 19,162 LF		85.00	36,103	36,103		-	
69.85	NT	TURNOUTS - SCRAP (7-#10/100#, 1-#8/100#)		85.00	5,937	5,937		-	
2,330.00	PR	100#, 24" - 4 HOLE ANGLE BARS - RELAY		16.00	37,280	-		37,280	
46,798.00	EA	TIEPLATES, 7 1/2 X 11" DS - RELAY		0.40	18,719	-		18,719	
841.57	NT	MISC OTM		85.00	71,533	71,533		-	
				SUB TOTAL	694,948	348,027	50.1%	345,921	49.9%

LESS COST TO REMOVE:

138,099.00	TF	JOINTED RAIL REMOVAL	A	\$ 1.65	\$ 227,863.35	\$ 151,416	66.5%	\$ 76,448	33.5%
494.00	TF	RESTORE 16 PUBLIC ROAD CROSSINGS	B	48.00	23,712	11,837	50.1%	11,837	49.9%
106.00	TF	RESTORE 5 UNPAVED CROSSINGS	B	10.00	1,060	531	50.1%	529	49.9%
1.00	LS	REMOVE BRIDGES - (6) - 826 TF TOTAL	B	125,000.00	125,000	62,599	50.1%	62,401	49.9%
1.00	EA	REMOVE/DISPOSE OF SIGNAL EQUIP.	B	2,000.00	2,000	1,002	50.1%	998	49.9%
57,055.00	EA	DISPOSE OF SCRAP TIES	C	2.00	114,110	114,110	100%	-	0%
				SUB TOTAL	493,745	341,532	69.2%	152,213	30.8%

ESTIMATED NET TRACK SALVAGE VALUE

TOTAL	201,203	6,494	194,709
--------------	----------------	--------------	----------------

LAND:

	60,000		
--	--------	--	--

PRE-TAX PROCEEDS:

	66,494		194,709
--	---------------	--	----------------

FEDERAL TAXES (35%)
 STATE/LOCAL TAXES (2%)
TOTAL TAXES:

23,273			
1,330			
24,603			

NLV (AFTER TAX PROCEEDS):

236,600			
----------------	--	--	--

Note:

- A: Removal costs allocated on scrap/relay tonnage (as a % of total tonnage). Total tonnage of 4,516.24, relay tonnage of 1,515.22 and scrap tonnage of 3,001.12.
 B: Removal costs allocated on scrap/relay value (as a % of total value)
 C: Removal costs completely allocated to scrap, as ties can not be reused.

Source: CSXT Representative, Bill Pemberton

CSXT / Finance (CEM)
 08-29-03

Segment: Waresboro, GA to Pearson, GA

Estimated Revenue Increase Compared to Base Year

	Forecast Year Beginning September 1, 2003	Subsidy Year Ending December 31, 2004
Estimated Growth *	3.00%	4.00%

* Growth estimates based on CSXT Sales & Marketing personnel.

Segment: Waresboro, GA to Pearson, GA

Adjustment Factors - Indexes

	Adjustment * Calendar Yr 2001 to Calendar Yr 2002	Base Year Calendar Yr 2002 to Base Year Apr 1, 02 - Mar 31, 03	Forecast Year Beginning September 1, 2003	Subsidy Year Ending December 31, 2004
Labor **	0.0%	0.0%	1.7%	2.9%
Fuel	0.0%	10.3%	8.2%	9.4%
Material & Supplies	0.0%	-1.9%	1.1%	1.3%
Equipment Rents	0.0%	-0.2%	1.7%	2.4%
Depreciation	0.0%	-21.6%	2.1%	2.8%
Interest	0.0%	-2.4%	-13.7%	-14.5%
Other Expenses	0.0%	0.4%	3.1%	3.7%
RCAF Total (4Q02=100)	-0.2%	0.7%	4.4%	5.3%

* Unit costs reflect 2002 CSX Unit Costs. Off-branch costs reflect 2001 CSX URCS costs, thus must first be adjusted by the Calendar Year 2001 to Calendar Year 2002 RCAF before applying the applicable future year RCAF index.

** Labor adjustment is based on calendar year 2003 to either Forecast Year or Subsidy Year. No need to adjust Base Year labor as Base Year wages reflect the weighted average of 2002 crew costs (based on crews starts from April 2002 to December 2002) and 2003 crew costs (base on actual crew starts from January 2003 to March 2003). See workpapers for additional information.

CLEN WAGES - BASE PAY [BASE YEAR]

CLEN STARTS:

APRIL 2002 to DEC 2002 :	50
JAN 2003 to MAR 2003 :	<u>15</u>
TOTAL CS	65

$\frac{\% '02 \text{ CLEN STARTS}}{\% '03 \text{ CLEN STARTS}} \times \frac{'02 \text{ PAY}}{'03 \text{ PAY}} = \text{BASE YEAR PAY}$

$$\frac{50}{65} \times 37.20500 + \frac{15}{65} \times 30.51325 =$$

$$29.0038462 + 8.8877085 = \underline{37.8916347}$$

Line Segment: WMEBrow to Penner
 Period: April 2002 to March 2003

OFF-BRANCH COSTS

Cost Level: CSX025 (A/S/M)

WAYBILL # 817200 021120

Carload Data:

Carloads	<u>1</u>	
Cars per Waybill	<u>1</u>	
Car Type	<u>14</u>	
Off-branch Miles	<u>432</u>	)
Net Tons	<u>75</u>	)
No. of Terminals	<u>1</u>	
No. of Interchanges	<u>0</u>	
		Net Ton-Miles
		<u>32,400</u>

Other Than Freight Car Cost		Unit Cost	
		Factor	
Terminal Swtg Cost	<u>1</u>	Term	<u>103.4893</u>
Mod Term Swtg Cost	<u>1</u>	CL	<u>23.6610</u>
Interchange Swtg Cost	<u>0</u>	Intch	<u>38.3640</u>
Line-Haul Cost	<u>432</u>	Miles	<u>(A) .5921919</u>
Line-Haul Cost	<u>32,400</u>	TM	<u>(B) .0068985</u>
Clerical Cost	<u>1</u>	Term	<u>(C) 19.06362</u>
Carload Cost	<u>1</u>	CL	<u>1.7629</u>
Total			<u>627.3160153</u>

(A) $LH_A + LH_E + LH_ALLOC1 * (LH_C + LH_D)$
.221993 .118010 .0076237 17.6967 15.3829 [33.67963]

(B) $LH_B + LH_ALLOC2 * (LH_C + LH_D)$
.003230 .0001109 17.6967 15.3829 [33.6796]

(C) $CLOT_CLER_O * (.75 + .25 / \text{Cars per Waybill})$
19.06362 1

Freight Car Cost		Unit Cost	
Excluding Return		Factor	
Terminal Car Cost	<u>1</u>	Term	<u>27.4587</u>
Mod Term Car Cost	<u>1</u>	CL	<u>6.4528</u>
Interchange Car Cost	<u>0</u>	Intch	<u>5.3754</u>
Line-Haul Car Cost	<u>432</u>	Miles	<u>(D) .199100</u>
Total			<u>119.922784</u>

(D) $RR = LH_CCM + LH_CCX; PVT = LH_CCP$
.1464 .6527

Return on Freight Cars		Unit Cost	
(RR-owned cars only)		Factor	
Terminal Return	<u>1</u>	Term	<u>8.2243</u>
Mod Term Return	<u>1</u>	CL	<u>1.9327</u>
Interchange Return	<u>0</u>	Intch	<u>1.6180</u>
Line-Haul Return	<u>432</u>	Miles	<u>.00158</u>
Total			<u>16.9826</u>

CSXT Asset Management Line Study Questionnaire

Date: 07/15/02

Line Segment: Pearson to Waycross, GA

Mileposts/V.S. AP 587.76 to AP 617.94 w/3 sidings for a total distance of approx. 33.58 miles

Region: southern Division: Jacksonville Subdivision: Fitzgerald

Source	Name	Title	Location	Phone Number
1	Jim Strickland	Terminal Super.	Waycross	8-387-4524
2	Greg Wilhite	Asst. Div. Engineer	Waycross	8-275-2784
3	Mainframe/Track Chart/DSIS			
4	Gerry Nechvatal	Dir. Industrial Development	Atlanta	8-348-1917
5	Ron F. Foster	Regional Engineer Track	Jacksonville	8-426-6059
6	Harvey F. Keeney	Asst. Terminal Super.	Waycross	8-387-4539
7	Chris Maffett/Alicia Blong	C&EA	Jacksonville	8-322-1743
8	Bill Gillis	DPP	Jacksonville	8-292-1073
9	W.E. Day		Waycross	

Source/Date	TRAFFIC				
7 2/20	1	Industries on line	2001 Information		
		Customer Name (CS)	Milepost	Commodity	Carloads
		Pope Reloading	AP 618	PA	20
		Cady Bag		CH	91
		Paco Steel		MT	35
		Railcar	AP 592	FC	82
		GATX		CH, FC	34
6 7/15	2	Is overhead traffic currently moving over this line in through trains? If so, estimate of average no. of cars in each train.			
		How will cars be rerouted?			
		No			
	3	What is the extent of interchange traffic at:			
		What should be the interchange in the future?			
6 7/15		None			
6 7/15	4	Any competitive access potential?		None	
		What Railroad(s):			
		Where:			
Source/Date	INDUSTRIAL DEVELOPMENT				
4 7/22	5	Any Industrial Development potential? Gerry Nechvatal is new to this territory and could offer no comments.			
Source/Date	PRODUCT PERFORMANCE				
	6	Director of Product Performance comments:			
8 7/17		Bill knows of only one customer who gets cars a regular basis. Operations would like to get rid of this line because of poor track conditions.			

Source/Date		OPERATIONS	
6	7/15	7	<u>Current Service (Normal Service if recently inactive)</u>
			Frequency (daily, weekly, as-needed, etc) Daily to Industrial park - as needed to Pearson**
			Overhead Traffic on line None
			Seasonal Traffic None
			Interchange Traffic None
			Through line None
			Any traffic re-routed? No
			When
6	7/15	8	<u>Type of train</u>
			Local, Yard Switcher, etc Yard job
			Train number(s) Y178
6	7/15	9	<u>Crew</u>
			On-duty location Waycross
			Crew's other duties Switch in Yard
			Crew size One Engineer, one Foreman
			Total time on duty 8 to 12 hours
			Time worked on segment 3 to 8 hours
			Additional crews needed to complete work No
			Overtime/Penalties/Overmiles Overtime on days going to Pearson
			Taxi/Deadhead (from/to) N/A
6	7/15	10	<u>Locomotives</u>
			Number of locomotives One Engineer, one Foreman
			(If more than one, explain need - grade - track conditions - volume, etc.)
			Size of Locomotives used (HP, axles) MP15AC 1500 HP 4 axle
			Slugs/Pushers/Helper service No
6	7/15	11	<u>Joint Facilities</u>
			Interlockers None
			Reciprocal Switching None
			Trackage Rights None
6	7/15	12	<u>Problems</u>
			Derailments (how often, estimate \$) Not often - none within the last 9 months
			Loss and Damage Not often
			Switching or Service Daylight switching (track condition)
			Timetable Speed 10MPH (Excepted track)
Source/Date		ENVIRONMENTAL	
6	7/15	13	Storage of chemical or petroleum products? No
6	7/15	14	Hazardous material spills? No

NOTES

** Pearson only gets serviced 5 days per week (Monday thru Friday - no Saturday or Sunday service to Pearson)

Source/Date		MAINTENANCE	
3		15	Track Condition
			Most recent retimbering 1979
			Most recent resurfacing 1984
			Speed and Weight restrictions 10 mph - excepted track (has been excepted track for about 8 years)
			Out of service No
			Track size 100 lb. J
9	7/19	16	Track Inspection
			Frequency once per week
			Inspector(s) 1 man
			Vehicle hi-rail
			Time spent to perform inspection 7-8 hours
			Maintenance performed in last two years
			Type very little-only as needed-deferred maintenance-maybe 30 ties over
			Cost the last 3 months
			When
			Estimate in detail maintenance expenses anticipated in next 12 months (include inspection costs)
			none - deferred maintenance
		17	Signals S-146
			Signaled/non-signaled road crossings n/a
			Frequency of inspection/maintenance n/a
			Inspector(s) n/a
			Time spent to perform inspection n/a
			Maintenance performed in last two years n/a
			Type
			Cost
			When
			Estimate in detail maintenance expenses anticipated in next 12 months (include inspection costs)
			n/a
9	7/19	18	Bridges 8 total
2	7/19		Number/Type (wood, steel, concrete) 1 concrete and 7 wood
			Condition 7 wood bridges are in fair condition. Concrete bridge was rebuilt in 1994
			Maintenance performed in last two years minimal
			Type as needed for defects found in FRA inspections
			Cost
			When
			Estimate in detail maintenance expenses anticipated in next 12 months (include inspection costs)
			FRA inspector inspected bridges on 7/17 and requires a total (for the 7 wood bridges) of approximately 150 ties or less to be replaced
		19	Buildings, Misc. None
		20	Vegetation Control ok
			Frequency spraying - once per year
		21	Any Refueling or Maintenance Areas? None
3		22	Number of road crossings involved (by type) 61 total with various protection - XB, stop & gates
			Public 56
			Private 5
			Other (pedestrian, etc)
5	6/29	23	Describe scope of any rehabilitation work necessary within next five years to continue rail service on line segment at FRA Class 1 safety standards:
			\$2,588,210 needed for 37,230 cross ties, 675 sw ties, upgrade 36 road crossings, 28.9 miles of surfacing and 37,000 rail anchors. (These figures also include the Wareco, Millwood and Pearson Sidings)

CSX TRANSPORTATION
INCIDENTAL BILLING
PEARSON SUBDIVISION
12 MTHS END MAR 2003

WBYRMO	DAN	TYPE	CUSTOMER	WBDATE	WBNO	TOTAL
0205	013361	OTHER	POPE RELOAD &	02/05/01	091276	286 <i>Car 6. 10/12</i>
*TOTAL TYPE OTHER						286
*TOTAL DAN 013361						286
*TOTAL WBYRMO 0205						286
0302	013361	OTHER	POPE RELOAD &	03/02/18	099779	600 <i>NOT A CAR</i>
*TOTAL TYPE OTHER						600
*TOTAL DAN 013361						600
*TOTAL WBYRMO 0302						600
0303	013361	OTHER	POPE RELOAD &	03/03/12	096729	1200 <i>NOT A CAR</i>
*TOTAL TYPE OTHER						1200
*TOTAL DAN 013361						1200
*TOTAL WBYRMO 0303						1200
TOTAL						2086

NEXT FUNCTION: NEXT F/B NUM:
 ERRORS: MSG 010: ADDITIONAL DATA (PA2: FORWARD)

ARAR ACCOUNTS RECEIVABLE DATE PAGE 01
WB: 712 013361 099779 02 18 03 STATION: PEARSON GA
CARS: TTJX 081738 TTPX 081618 TTPX 081625 B/L:
STCC: REV MGMT GRP:
CHARGES: 600.00 CUST: POPE RELOAD & STORAGE
***** SUPPLEMENTAL *****
PAT: HIRS02 NATAC: 124303 TEAM: S08 NAME: POPE RELOAD & STORAGE
DUE 600.00 REC BAL 600.00 PO BOX 188
DFT ADJ EQU
IB NUM: 08036595 ST NUM: 08049653
IB DATE: 02/19/03 ORIG IB DATE: 02/19/03 DUE: 03/06/03 PEARSON GA
CLOSED: CL: 3 CL DATE: 03/20/03 PH# 912-422-7235 31642
***** IIDS DATA *****
DEMG DATE: 01/03 CUSTOMER KEY: AP 6189704
TOTAL CARS: 0000004 TOTAL DAYS: 0000018 TOTAL CREDITS: 0000008

NEXT FUNCTION: NEXT F/B NUM:
ERRORS: MSG 010: ADDITIONAL DATA (PA2: FORWARD)

CUSTOMER SELECTION PRINT - (IICS) ATTN:

NS:

MLPOST: _ YDZN: _ CUST: _ SUB: _ ZTS: _ RRID: _
 NAME: _ CITY: PEARSON ST: GA
 AUDIT: _ SERV YD: _ RESP AGENCY: _ TSC: _ SYN: _ D/C: _
 MTD: _ CUST STATUS: _ PAT CD: _ RD: _ R/S: _ CQL1 M CQL2 S

CUSTOMER FULL NAME	CITY	ST	MLPOST	YZ	EN	SUB	S	MTD	SERVYD
CADY BAG CO	PEARSON	GA	AP	618	97	06		A P	AN 587
COCADYBAG	*SYN*								
GOLPLASTI	*SYN*								
MASPOLYME	*SYN*								
CADDYBAG	*SYN*								
MUEHLSTEI	*SYN*								
MASPOLCOR	*SYN*								
ROBMILLIN	*SYN*								
CADYBAC	*SYN*								
ROBMILSIT	*SYN*								
CADBAG	*SYN*								
GADYBAG	*SYN*								
KATYBAG	*SYN*								
FORPLASTI	*SYN*								
EADINDUST	*SYN*								
POLYMER	*SYN*								
WILLACOCHEE IND FABRIC	*SYN*								
EADINSTRI	*SYN*								
POLAMER INC	*SYN*								
ATOCINA CHEMICALS INC	*SYN*								
EMPIRE WHOLESALE LUMBER CO	PEARSON	GA	AP	618	97	02		I P	AN 587
MANAGER INVESTMENT RECOVERY	PEARSON	GA	AP	618	90	91		I P	AN 587
POPE RELOADING & STORAGE CO	PEARSON	GA	AP	618	97	04		I P	AN 587
BEACH LUMBER	*SYN*								
BEACH TIMBER	*SYN*								
ROADMASTER	PEARSON	GA	AP	618	90	90		A X	AN 587
CSXT ROADMASTER	*SYN*								
SIGNAL SUPERVISOR	PEARSON	GA	AP	618	90	93		I P	AN 587
SUPERVISOR BAG	PEARSON	GA	AP	618	90	92		I P	AN 587
TEAM TRACK PEARSON GRAY	PEARSON	GA	AP	618	97	03		A T	AN 587

TOTAL CUSTOMERS: 8
 TOTAL NAMES: 30

RFMU.RFRF

REFERENCE FILE INQUIRY

DATE 071410Z0 PAGE 01

OPT: INQU

PRINTER:

PASSWORD:

INQUIRY FIELD: PEARSON

GA FULL CITY

FULL CITY: PEARSON

ST: GA COUNTY: ATKINSON

3-3-3 CITY: PEARSON

STATUS:

TRUCK/RAIL: B PREF/IND: P

MILEPOST: AP 618 MNEMONIC: PEARSO LSC: XWX IIDS: P WORS: Y TYMS: CSS: P

CDU: WAYCRO T-ZONE: E DIV: JACKSONVILLE DIVI S DIV: FITZGERALD

ROAD RWC BRC/FSAC C/AUDIT BOL/GRP SCALE RAMP

CSX CSXT 712013361 014023 WAS

SPLC 466650

MESSAGE: MSG 091: MORE PAGES FOLLOW: PA2 FOR FORWARD PAGING

NEXT FUNCTION:

ERRORS:

RFMU.RFRF

REFERENCE FILE INQUIRY

DATE 07/11/00 PAGE 01

OPT: INQU

PRINTER:

PASSWORD:

INQUIRY FIELD: **WARESBORO**

GA FULL CITY

FULL CITY: WARESBORO

ST: GA COUNTY: WARE

3-3-3 CITY: WARESBORO STATUS: TRUCK/RAIL: B PREF/IND: P

MILEPOST: AP 595 MNEMONIC: WARESB LSC: XWX IIDS: P WORS: Y TYMS: Y CSS: P

CDU: WAYCRO T-ZONE: E DIV: JACKSONVILLE DIVI S DIV: FITZGERALD

ROAD	RWC	BRC/FSAC	C/AUDIT	BOL/GRP	SCALE	RAMP
CSX	CSXT	712013349	014023	WAS		

SPLC 466440

MESSAGE: **MSG 091: MORE PAGES FOLLOW: PA2 FOR FORWARD PAGING**

NEXT FUNCTION:

ERRORS:

W8642.FOCUS.PRINT.PEARSON.Y0203ABS
VPSPRINT 6.1.020 TUESDAY JULY 22.2003
DSPRINT 'W8642.FOCUS.PRINT.PEARSON.Y0203ABS' M8G 7:43:13 W8642 SYSB **

FILE NAME: DSISXT3
REPORT NO: 1
MOVE TYPE: SINGLE

ORIGINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC. - URC01/C02

1
07/22/03

PEARSON SUB - WARESBORO TO PEARSON

ORIGIN	OFFJCT	DESTIN	CX	WAYBL NUM	WAYBL DATE	CARS	TONS	OFFBR MILES	CSX DIV	OFF BR COST OT FC	OFF BR FC COST OT RET-FC	OFF BR FC COST RET-FC
GAPEARSON		NCLELAND	14	817200	021120	1	75	432	1,400	627	120	17
GAPEARSON		NCLELAND	14	803288	021202	1	87	432	1,400	663	120	17
GAPEARSON		NCLELAND	14	803349	021202	1	77	432	1,400	633	120	17
GAPEARSON		NCLELAND	14	803394	021204	1	77	432	1,400	633	120	17
GAPEARSON		NCLELAND	14	813070	021205	1	50	432	1,400	553	120	17
GAPEARSON		NCLELAND	14	986258	021220	1	75	432	1,400	627	120	17
GAPEARSON		NCLELAND	14	801179	030106	1	90	432	1,362	672	120	17
GAPEARSON		NCLELAND	14	801225	030106	1	86	432	1,203	660	120	17
GAPEARSON		NCLELAND	14	805263	030115	1	50	432	362	553	120	17
GAPEARSON		NCLELAND	14	805726	030128	1	60	432	382	583	120	17
GAPEARSON		NCLELAND	14	811994	030204	1	50	432	396	553	120	17
GAPEARSON		NCLELAND	14	812024	030204	1	50	432	396	553	120	17
GAPEARSON		NCLELAND	14	800698	030213	1	50	432	1,362	553	120	17
GAPEARSON		NCLELAND	14	801650	030213	1	50	432	1,396	553	120	17
GAPEARSON		NCLELAND	14	813904	030225	1	75	432	1,397	627	120	17
GAPEARSON		NCLELAND	14	815428	030225	1	86	432	1,397	660	120	17
GAPEARSON		NCLELAND	14	800117	030312	1	60	432	1,397	583	120	17
GAPEARSON		NCLELAND	14	805432	030320	1	75	432	1,397	627	120	17
GAPEARSON		NCLELAND	14	805738	030320	1	75	432	1,397	627	120	17
GAPEARSON	NHWNPW	RIDAVISVILL	14	800291	020903	1	85	1,217	2,716	1,498	254	23
GAPEARSON	NHWNPW	RIDAVISVILL	14	815575	020924	1	86	1,217	2,715	1,506	254	23
GAPEARSON	WRCRTPW	RIDAVISVILL	14	819342	020411	1	86	1,217	2,639	1,506	254	23
GAPEARSON	WRCRTPW	RIDAVISVILL	14	800926	020530	1	85	1,217	2,639	1,498	254	23
GAPEARSON	WRCRTPW	RIDAVISVILL	14	802741	021111	1	86	1,217	4,105	1,506	254	23
*TOTAL CX 14							24	1,726	37,058	19,054	3,550	438

TOTAL

3,550

37,058

19,054

438

FILE NAME: DSISEXT3
REPORT NO: 2
MOVE TYPE: SINGLE

TERMINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC. - URC001/C02

1
07/22/03

PEARSON SUB - WARESBORO TO PEARSON

ORIGIN	ONJCT	DESTIN	CX	WAYBL NUM	WAYBL DATE	CARS	TONS	OFFBR MILES	CSX DIV	OFF BR CUST OT FC	OFF BR FC COST OT RET-FC	OFF BR FC COST RET-FC
MEVANBUREN	ALBNYCPRS	GAPEARSON	14	009849	020405	1	82	1,091	2,691	1,327	229	21
ARHICKMAN	BHAMNSF	GAPEARSON	14	898899	020326	1	89	432	1,100	585	98	10
ARHICKMAN	BHAMNSF	GAPEARSON	14	783716	020327	1	94	432	1,145	600	98	10
ARHICKMAN	BHAMNSF	GAPEARSON	14	771785	020329	1	94	432	1,153	600	98	10
ARHICKMAN	BHAMNSF	GAPEARSON	14	853346	020501	1	85	432	1,091	573	98	10
ARHICKMAN	BHAMNSF	GAPEARSON	14	841360	020510	1	87	432	996	579	98	10
ARHICKMAN	BHAMNSF	GAPEARSON	14	898300	020510	1	90	432	996	588	98	10
ARHICKMAN	BHAMNSF	GAPEARSON	14	882423	020803	1	90	430	994	585	97	10
ARHICKMAN	BHAMNSF	GAPEARSON	14	833244	020831	1	89	432	1,099	585	98	10
ARHICKMAN	BHAMNSF	GAPEARSON	14	809504	021030	1	85	432	1,108	573	98	10
ARHICKMAN	BHAMNSF	GAPEARSON	14	837549	030130	1	90	432	1,133	588	98	10
BCFORSTJOHN	CHGOON	GAPEARSON	14	174628	020418	1	95	1,000	2,806	1,311	211	19
NSTRURO	HUNTON	GAPEARSON	14	554374	020403	1	63	1,431	2,296	1,533	297	26

*TOTAL CX 14

13 1,133 18,608 10,027 1,716 166

NCFAYETTEVI	GAPEARSON	23	801486	030227	1	97	383	2,106	595	29	0
ONSARNIA	GAPEARSON	23	803383	020529	1	86	1,154	4,886	1,407	86	0
GANORCROSS	ATLANS	23	477861	020422	1	52	287	1,485	306	21	0
SKREGINA	DETGN	23	739324	020621	1	72	83	3,666	143	6	0
TXCASEY	NEWORNSF	23	785486	020402	1	97	639	2,431	806	48	0
TXCASEY	NEWORNSF	23	882202	020619	1	94	639	2,431	793	48	0
TXCASEY	NEWORNSF	23	821944	020724	1	95	639	2,623	797	48	0
TXCASEY	NEWORNSF	23	774569	021121	1	96	639	2,644	802	48	0
TXCASEY	NEWORNSF	23	890324	021126	1	95	639	2,644	797	48	0
TXCASEY	NEWORNSF	23	814446	021230	1	98	639	2,629	811	48	0
TXCASEY	NEWORNSF	23	819603	030115	1	97	639	2,629	806	48	0
TXCASEY	NEWORNSF	23	824943	030131	1	97	639	2,629	806	48	0
TXCASEY	NEWORNSF	23	891349	030226	1	97	639	2,629	806	48	0
LANORCO	NEWORNSF	23	207441	020401	1	92	639	3,682	784	48	0
TXFORMOSA	NEWORNSF	23	576146	020408	1	97	639	3,293	806	48	0
TXFORMOSA	NEWORNSF	23	576148	020408	1	95	639	3,228	806	48	0
TXFORMOSA	NEWORNSF	23	576161	020408	1	97	639	3,279	806	48	0
TXFORMOSA	NEWORNSF	23	681960	020416	1	96	639	3,274	802	48	0
TXFORMOSA	NEWORNSF	23	681962	020416	1	97	639	3,306	806	48	0
TXFORMOSA	NEWORNSF	23	190772	020423	1	93	639	3,226	788	48	0
TXFORMOSA	NEWORNSF	23	213448	020424	1	97	639	3,284	806	48	0
TXFORMOSA	NEWORNSF	23	213450	020424	1	97	639	3,279	806	48	0
TXFORMOSA	NEWORNSF	23	419958	020508	1	96	639	3,276	802	48	0
TXFORMOSA	NEWORNSF	23	419960	020508	1	95	639	3,226	797	48	0
TXFORMOSA	NEWORNSF	23	419962	020508	1	97	639	3,286	806	48	0
TXFORMOSA	NEWORNSF	23	220326	020605	1	94	639	3,226	793	48	0
TXFORMOSA	NEWORNSF	23	220328	020605	1	94	639	3,226	793	48	0
TXFORMOSA	NEWORNSF	23	263108	020607	1	94	639	3,226	793	48	0
TXFORMOSA	NEWORNSF	23	371434	020614	1	94	639	3,226	793	48	0

FILE NAME: DSISEXT3
REPORT NO: 2
MOVE TYPE: SINGLE

PEARSON SUB - WARESBORO TO PEARSON

TERMINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC. - URC501/C02

2
07/22/03

ORIGIN	ONJCT	DESTIN	CX	WAYBLL NUM	WAYBLL DATE	CARS	TONS	OFFBR MILES	CSX DIV	OFF BR COST OT FC	OFF BR FC COST OT RET-FC	OFF BR FC COST RET-FC
TXFORMOSA	NEWORUP	GAPEARSON	23	413840	020619	1	95	639	3,240	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	558143	020627	1	96	639	3,246	802	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	583677	020629	1	96	639	3,265	802	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	583678	020629	1	97	639	3,277	806	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	607119	020702	1	95	639	3,223	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	607121	020702	1	96	639	3,263	802	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	607123	020702	1	97	639	3,284	806	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	101090	020709	1	98	639	3,318	811	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	101093	020709	1	94	639	3,223	793	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	240730	020718	1	95	639	3,223	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	489124	020805	1	93	639	3,223	788	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	524351	020807	1	96	639	3,263	802	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	524397	020807	1	93	639	3,223	788	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	628041	020814	1	94	639	3,223	793	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	225453	020828	1	88	639	3,133	766	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	243416	020828	1	95	639	3,238	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	243418	020828	1	95	639	3,223	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	243420	020828	1	95	639	3,223	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	284424	020830	1	94	639	3,223	793	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	355298	020905	1	95	639	3,211	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	355301	020905	1	94	639	3,211	793	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	465133	020912	1	96	639	3,272	802	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	515071	020916	1	91	639	3,223	780	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	207901	021007	1	97	639	3,304	806	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	207902	021007	1	83	639	2,936	744	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	357650	021017	1	95	639	3,233	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	357660	021017	1	93	639	3,223	788	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	357661	021017	1	94	639	3,223	793	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	426569	021022	1	89	639	3,192	771	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	426571	021022	1	96	639	3,297	802	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	569620	021031	1	94	639	3,249	793	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	129250	021112	1	95	639	3,252	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	166974	021114	1	95	639	3,252	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	354646	021127	1	94	639	3,249	793	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	427037	021204	1	94	639	3,249	793	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	446026	021205	1	95	639	3,249	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	494841	021209	1	93	639	3,249	788	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	626847	021218	1	97	639	3,302	806	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	626849	021218	1	94	639	3,249	793	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	689938	021223	1	93	639	3,280	788	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	336349	030114	1	94	639	3,280	793	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	336351	030114	1	98	639	3,373	811	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	469678	030123	1	97	639	3,364	806	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	469679	030123	1	96	639	3,335	802	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	600693	030201	1	95	639	3,295	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	600695	030201	1	96	639	3,314	802	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	615720	030203	1	95	639	3,290	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	282593	030221	1	97	639	3,369	806	48	0

FILE NAME: DSISEXT3
REPORT NO: 2
MOVE TYPE: SINGLE

PEARSON SUB - WARESBORO TO PEARSON

TERMINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC. - URCS01/C02

3
07/22/03

ORIGIN	ONJCT	DESTIN	CX	MAYBL NUM	MAYBL DATE	CARS	TONS	OFFBR MILES	CSX DIV	OFF BR COST OT FC	OFF BR FC COST OT RET-FC	OFF BR FC COST RET-FC
TXFORMOSA	NEWORUP	GAPEARSON	23	307200	030224	1	96	639	3,331	802	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	377237	030228	1	97	639	3,680	806	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	381793	030228	1	94	639	3,288	793	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	552170	030313	1	93	639	3,288	788	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	552171	030313	1	97	639	3,364	806	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	552172	030313	1	98	639	3,378	811	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	108056	030325	1	95	639	3,288	797	48	0
TXFORMOSA	NEWORUP	GAPEARSON	23	108058	030325	1	97	639	3,347	806	48	0
TXNORSEADRI	NEWORUP	GAPEARSON	23	633417	020703	1	98	639	3,505	811	48	0
TXNORSEADRI	NEWORUP	GAPEARSON	23	685690	030207	1	93	639	3,680	788	48	0
TXNORSEADRI	NEWORUP	GAPEARSON	23	685692	030207	1	86	639	3,680	758	48	0
PABETHLEHEM	PHILLANS	GAPEARSON	23	394500	020627	1	99	840	4,224	1,052	63	0
PABETHLEHEM	PHILLANS	GAPEARSON	23	420511	020920	1	95	840	4,195	1,029	63	0

*TOTAL CX 23

90 8,473 290,233 71,466 4,300 0

TOTAL

103 9,606 308,841 81,493 6,016 166

W8642.FOCUS.PRINT.PEARSON.Y0203ABA
VPSPRINT 6.1.020 TUESDAY JULY 22.2003
DSPRINT 'W8642.FOCUS.PRINT.PEARSON.Y0203ABA' M8G 7:43:01 W8642 SYSB **

FILE NAME: DSISEXT3
REPORT NO: 1
MOVE TYPE: ALL

PEARSON SUB - WARESBORO TO PEARSON

ORIGINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

1.
07/22/03

ORIGIN	OFFJCT	DESTIN	CX	MAYBLL NUM	WAYBLL DATE	CARS	OFFBR MILES	TONS	CSX DIV	ON BR MILES	CAR DAYS	CARSPERMB
GAPEARSON		NCLELAND	14	817200	021120	1	432	75	1,400	46	6	1
GAPEARSON		NCLELAND	14	803288	021202	1	432	87	1,400	46	2	1
GAPEARSON		NCLELAND	14	803349	021202	1	432	77	1,400	46	2	1
GAPEARSON		NCLELAND	14	803394	021204	1	432	77	1,400	46	2	1
GAPEARSON		NCLELAND	14	813070	021205	1	432	50	1,400	46	2	1
GAPEARSON		NCLELAND	14	986258	021220	1	432	75	1,400	46	2	1
GAPEARSON		NCLELAND	14	801179	030106	1	432	90	1,362	46	2	1
GAPEARSON		NCLELAND	14	801225	030106	1	432	86	1,203	46	2	1
GAPEARSON		NCLELAND	14	805263	030115	1	432	50	362	46	2	1
GAPEARSON		NCLELAND	14	805726	030128	1	432	60	382	46	7	1
GAPEARSON		NCLELAND	14	811994	030204	1	432	50	396	46	2	1
GAPEARSON		NCLELAND	14	812024	030204	1	432	50	396	46	2	1
GAPEARSON		NCLELAND	14	800698	030213	1	432	50	1,362	46	2	1
GAPEARSON		NCLELAND	14	801650	030213	1	432	50	1,396	46	4	1
GAPEARSON		NCLELAND	14	813904	030225	1	432	75	1,397	46	2	1
GAPEARSON		NCLELAND	14	815428	030225	1	432	86	1,397	46	2	1
GAPEARSON		NCLELAND	14	800117	030312	1	432	60	1,397	46	5	1
GAPEARSON		NCLELAND	14	805432	030320	1	432	75	1,397	46	6	1
GAPEARSON		NCLELAND	14	805738	030320	1	432	75	1,397	46	6	1
GAPEARSON	NHVNPM	RIDAVISVILL	14	800291	020903	1	1,217	85	2,716	46	2	1
GAPEARSON	NHVNPM	RIDAVISVILL	14	815575	020924	1	1,217	86	2,715	46	2	1
GAPEARSON	WRCTRPW	RIDAVISVILL	14	819342	020411	1	1,217	86	2,639	46	2	1
GAPEARSON	WRCTRPW	RIDAVISVILL	14	800926	020530	1	1,217	85	2,639	46	2	1
GAPEARSON	WRCTRPW	RIDAVISVILL	14	802741	021111	1	1,217	86	4,105	46	2	1

*TOTAL CX 14

1,726 37,058 1,104 70

TOTAL

24 1,726 37,058 1,104 70

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PEARSON SUB - WARESBORO TO PEARSON

TERMINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

1.
07/22/03

ORIGIN	ONJCT	DESTIN	CX	WAYBILL NUM	WAYBILL DATE	CARS	TONS	OFFER MILES	CSX DIV	ON BR MILES	CAR DAYS	CARS PER MB
MEVANBUREN	ALBANYCPRS	GAPEARSON	14	009849	020405	1	82	1,091	2,691	46	2	1
ARHTICKMAN	BHAMBNSF	GAPEARSON	14	898899	020326	1	89	432	1,100	46	2	1
ARHTICKMAN	BHAMBNSF	GAPEARSON	14	783716	020327	1	94	432	1,145	46	2	1
ARHTICKMAN	BHAMBNSF	GAPEARSON	14	771785	020329	1	94	432	1,153	46	2	1
ARHTICKMAN	BHAMBNSF	GAPEARSON	14	853346	020501	1	85	432	1,091	46	2	1
ARHTICKMAN	BHAMBNSF	GAPEARSON	14	841360	020510	1	87	432	996	46	2	1
ARHTICKMAN	BHAMBNSF	GAPEARSON	14	898300	020510	1	90	432	994	46	2	1
ARHTICKMAN	BHAMBNSF	GAPEARSON	14	882423	020803	1	90	430	994	46	2	1
ARHTICKMAN	BHAMBNSF	GAPEARSON	14	833244	020831	1	89	432	1,099	46	2	1
ARHTICKMAN	BHAMBNSF	GAPEARSON	14	809504	021030	1	85	432	1,108	46	2	1
ARHTICKMAN	BHAMBNSF	GAPEARSON	14	837549	030130	1	90	432	1,133	46	2	1
BCFORSTJOHN	CHGOON	GAPEARSON	14	174628	020418	1	95	1,000	2,806	46	2	1
NSTRURO	HUNTON	GAPEARSON	14	554374	020403	1	63	1,431	2,296	46	7	1
*TOTAL CX 14							13	1,133	18,608	598	31	
NCFAYETTEVI		GAPEARSON	23	801486	030227	1	97	383	2,106	23	0	1
ONSARNIA		GAPEARSON	23	803383	020529	1	86	1,154	4,886	23	0	1
GAMORCROSS	ATLANS	GAPEARSON	23	477861	020422	1	52	287	1,485	23	0	1
SKREGINA	DETEN	GAPEARSON	23	739324	020621	1	72	83	3,666	23	0	1
TXCASEY	NEWORENSF	GAPEARSON	23	785486	020402	1	97	639	2,431	23	0	1
TXCASEY	NEWORENSF	GAPEARSON	23	882202	020619	1	94	639	2,431	23	0	1
TXCASEY	NEWORENSF	GAPEARSON	23	821944	020724	1	95	639	2,623	23	0	1
TXCASEY	NEWORENSF	GAPEARSON	23	774669	021121	1	96	639	2,644	23	0	1
TXCASEY	NEWORENSF	GAPEARSON	23	890324	021126	1	95	639	2,644	23	0	1
TXCASEY	NEWORENSF	GAPEARSON	23	814446	021230	1	98	639	2,629	23	0	1
TXCASEY	NEWORENSF	GAPEARSON	23	819603	030115	1	97	639	2,629	23	0	1
TXCASEY	NEWORENSF	GAPEARSON	23	824943	030131	1	97	639	2,629	23	0	1
TXCASEY	NEWORENSF	GAPEARSON	23	891349	030226	1	97	639	2,629	23	0	1
LANORCO	NEWORCS	GAPEARSON	23	207441	020401	1	92	639	3,682	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	576146	020408	1	97	639	3,293	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	576148	020408	1	95	639	3,228	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	576161	020408	1	97	639	3,279	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	681960	020416	1	96	639	3,274	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	681962	020416	1	97	639	3,306	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	190772	020423	1	93	639	3,226	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	213448	020424	1	97	639	3,284	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	213450	020424	1	97	639	3,279	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	419958	020508	1	96	639	3,276	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	419960	020508	1	95	639	3,226	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	419962	020508	1	97	639	3,286	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	220326	020605	1	94	639	3,226	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	220328	020605	1	94	639	3,226	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	263108	020607	1	94	639	3,226	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	371434	020614	1	94	639	3,226	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	413840	020619	1	95	639	3,240	23	0	1

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PEARSON SUB - WARESBORO TO PEARSON

TERMINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

07/22/03

ORIGIN	ONJCT	DESTIN	CX	WAYBILL NUM	WAYBILL DATE	CARS	TONS	OFFBR MILES	CSX DIV	ON BR MILES	CAR DAYS	CARSPERMB
TXFORMOSA	NEWORUP	GAPEARSON	23	558143	020627	1	96	639	3,246	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	583677	020629	1	96	639	3,265	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	583678	020629	1	97	639	3,277	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	607119	020702	1	95	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	607121	020702	1	96	639	3,263	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	607123	020702	1	97	639	3,284	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	101090	020709	1	98	639	3,318	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	101093	020709	1	94	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	240730	020718	1	95	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	489124	020805	1	93	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	524351	020807	1	96	639	3,263	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	524397	020807	1	93	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	628041	020814	1	94	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	225453	020828	1	88	639	3,133	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	243416	020828	1	95	639	3,238	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	243418	020828	1	95	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	243420	020828	1	95	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	284424	020830	1	94	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	355298	020905	1	95	639	3,211	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	355301	020905	1	94	639	3,211	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	465133	020912	1	96	639	3,272	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	515071	020916	1	91	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	207901	021007	1	97	639	3,304	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	207902	021007	1	83	639	2,936	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	357650	021017	1	95	639	3,233	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	357660	021017	1	93	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	357661	021017	1	94	639	3,223	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	426569	021022	1	89	639	3,192	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	426571	021022	1	96	639	3,297	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	569620	021031	1	94	639	3,249	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	129250	021112	1	95	639	3,252	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	166974	021114	1	95	639	3,252	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	354646	021127	1	94	639	3,249	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	427037	021204	1	94	639	3,249	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	446026	021205	1	95	639	3,249	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	494841	021209	1	93	639	3,249	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	626847	021218	1	97	639	3,302	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	626849	021218	1	94	639	3,249	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	689938	021223	1	93	639	3,231	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	336349	030114	1	94	639	3,280	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	336351	030114	1	98	639	3,373	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	469678	030123	1	97	639	3,364	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	469679	030123	1	96	639	3,335	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	600693	030201	1	95	639	3,295	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	600695	030201	1	96	639	3,314	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	615720	030203	1	95	639	3,290	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	282593	030221	1	97	639	3,369	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	307200	030224	1	96	639	3,331	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	377237	030228	1	97	639	3,680	23	0	1

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TERMINATING TRAFFIC
 12 MTHS ENDING 03/03
 CSX TRANSPORTATION, INC.

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 07/22/03

PEARSON SUB - WARESBORO TO PEARSON

ORIGIN	ONJCT	DESTIN	CX	WAYBL NUM	WAYBL DATE	CARS	TONS	OFFBR MILES	CSX DIV	ON BR MILES	CAR DAYS	CARSPERWB
TXFORMOSA	NEWORUP	GAPEARSON	23	381793	030228	1	94	639	3,288	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	552170	030313	1	93	639	3,288	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	552171	030313	1	97	639	3,364	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	552172	030313	1	98	639	3,378	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	108056	030325	1	95	639	3,288	23	0	1
TXFORMOSA	NEWORUP	GAPEARSON	23	108058	030325	1	97	639	3,347	23	0	1
TXNORSEADRI	NEWORUP	GAPEARSON	23	633417	020703	1	98	639	3,505	23	0	1
TXNORSEADRI	NEWORUP	GAPEARSON	23	685690	030207	1	93	639	3,680	23	0	1
TXNORSEADRI	NEWORUP	GAPEARSON	23	685692	030207	1	86	639	3,680	23	0	1
PABETHLEHEM	PHILLANS	GAPEARSON	23	394500	020627	1	99	840	4,224	23	0	1
PABETHLEHEM	PHILLANS	GAPEARSON	23	420511	020920	1	95	840	4,195	23	0	1

*TOTAL CX 23

290,233

8,473

2,070

0

TOTAL

308,841

9,606

2,668

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ORIGINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

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PEARSON SUB - WARESBORO TO PEARSON

ORIGIN	OFFJCT	DESTIN	SHIPPER	CONSIGNEE	STCC	CX	CARS	TONS	WBNUM	WBDATE	CAR
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2491128	14	1	75	817200	021120	TTXX081886
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2491128	14	1	87	803288	021202	TTXX081581
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2491125	14	1	77	803349	021202	TTXX091414
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2491125	14	1	77	803394	021204	TTXX091474
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2491128	14	1	50	813070	021205	TTXX082615
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2491128	14	1	75	986258	021220	TTXX081738
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2421184	14	1	90	801179	030106	TTXX081625
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	4111413	14	1	86	801225	030106	TTXX081618
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2421184	14	1	50	805263	030115	TTXX081596
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2421184	14	1	60	805726	030128	TTXX081735
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2491128	14	1	50	811994	030204	TTXX081581
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2491128	14	1	50	812024	030204	TTXX091474
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2491128	14	1	50	800698	030213	TTXX081622
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2411615	14	1	50	801650	030213	TTXX081910
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2421184	14	1	75	813904	030225	TTXX081913
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2491128	14	1	86	815428	030225	TTXX081605
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2491128	14	1	60	800117	030312	TTXX081735
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2421184	14	1	75	805432	030320	TTXX081913
GAPEARSON		NCLELAND	POPRELOAR	CARPOLE	2421184	14	1	75	805738	030320	TTXX081745
GAPEARSON	NHWNPW	RIDAVISVILL	POPRELOAR	POPRELOAD	2421184	14	1	85	800291	020903	TTXX081766
GAPEARSON	NHWNPW	RIDAVISVILL	POPRELOAR	POPRELOAD	2421184	14	1	86	815575	020924	TTXX081913
GAPEARSON	WRCRTPW	RIDAVISVILL	POPRELOAR	POPRELOAD	2421184	14	1	86	819342	020411	TTXX082554
GAPEARSON	WRCRTPW	RIDAVISVILL	POPRELOAR	POPRELOAD	2421184	14	1	85	800926	020530	TTXX081736
GAPEARSON	WRCRTPW	RIDAVISVILL	POPRELOAR	POPRELOAD	2411615	14	1	86	802741	021111	TTXX081760

*TOTAL ORIGIN GAPEARSON

24 1.726

TOTAL

24 1.726

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PEARSON SUB - WARESBORO TO PEARSON

TERMINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

1.
07/22/03

ORIGIN	ONJCT	DESTIN	SHIPPER	CONSIGNEE	STCC	CK	CARS	TONS	WBNUM	WBDATE	CAR
NCFAYETIEVI		GAPEARSON	TRIPLASTI	CADYBAGCO	2821139	23	1	97	801486	030227	CCBX059151
ONSARNIA		GAPEARSON	BASCANADA	CADYBAGCO	2821139	23	1	86	803383	020529	HPIX088395
MEVANBUREN	ALBNYCPRS	GAPEARSON	IRVINGJD	POPPELEA	2421184	14	1	82	009849	020405	NOKL732605
GANORCROSS	ATLANS	GAPEARSON	OSTERMAN	CADYBAGCO	2821139	23	1	52	477861	020422	FINX050296
ARHICKMAN	BHAMBSF	GAPEARSON	PACSTEENG	PACSTEENG	3312528	14	1	89	898899	020326	TTX804749
ARHICKMAN	BHAMBSF	GAPEARSON	PACSTEENG	PACSTEENG	3312528	14	1	94	783716	020327	TTX804002
ARHICKMAN	BHAMBSF	GAPEARSON	PACSTEENG	PACSTEENG	3312528	14	1	94	771785	020329	TTX804441
ARHICKMAN	BHAMBSF	GAPEARSON	PACSTEENG	PACSTEENG	3312528	14	1	85	853346	020501	TTX804106
ARHICKMAN	BHAMBSF	GAPEARSON	PACSTEENG	PACSTEENG	3312528	14	1	87	841360	020510	TTX805316
ARHICKMAN	BHAMBSF	GAPEARSON	PACSTEENG	PACSTEENG	3312528	14	1	90	898300	020510	TTX804459
ARHICKMAN	BHAMBSF	GAPEARSON	PACSTEENG	PACSTEENG	3312528	14	1	90	882423	020803	TTX804028
ARHICKMAN	BHAMBSF	GAPEARSON	PACSTEENG	PACSTEENG	3312528	14	1	89	833244	020831	TTX805115
ARHICKMAN	BHAMBSF	GAPEARSON	PACSTEENG	PACSTEENG	3312528	14	1	85	809504	021030	TTX805253
ARHICKMAN	BHAMBSF	GAPEARSON	PACSTEENG	PACSTEENG	3312528	14	1	90	837549	030130	TTX805295
BCFORSTJOHN	CHGOEN	GAPEARSON	CANFORPRO	POPPELEA	2421170	14	1	95	174628	020418	BCIT871007
SKREGINA	DETEN	GAPEARSON	SUNINGRM	CADYBAGCO	2821139	23	1	72	739324	020621	NAHX580701
NSTRURO	HUNTON	GAPEARSON	IRVINGJD	POPPELEA	2421184	14	1	63	554374	020403	CN 604105
TXCASEY	NEMORBSF	GAPEARSON	ATOPETROC	CADYBAGCO	2821139	23	1	97	785486	020402	FINX010692
TXCASEY	NEMORBSF	GAPEARSON	ATOPETROC	CADYBAGCO	2821139	23	1	94	882202	020619	GPLX075578
TXCASEY	NEMORBSF	GAPEARSON	ATOPETROC	CADYBAGCO	2821139	23	1	95	821944	020724	FINX010374
TXCASEY	NEMORBSF	GAPEARSON	ATOPETROC	CADYBAGCO	2821139	23	1	96	774669	021121	FINX010051
TXCASEY	NEMORBSF	GAPEARSON	ATOPETROC	CADYBAGCO	2821139	23	1	95	890324	021126	GACX073829
TXCASEY	NEMORBSF	GAPEARSON	ATOPETROC	CADYBAGCO	2821139	23	1	98	814446	021230	FINX010774
TXCASEY	NEMORBSF	GAPEARSON	ATOPETROC	CADYBAGCO	2821139	23	1	97	819603	030115	GPLX074894
TXCASEY	NEMORBSF	GAPEARSON	ATOPETROC	CADYBAGCO	2821139	23	1	97	824943	030131	UTCX049974
TXCASEY	NEMORBSF	GAPEARSON	ATOPETROC	CADYBAGCO	2821139	23	1	97	891349	030226	NRLX062179
LANORCO	NEMORCS	GAPEARSON	UNICARBID	CADYBAGCO	2821139	23	1	92	207441	020401	CCBX059437
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	576146	020408	FPAX200082
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	576148	020408	FPAX970276
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	576161	020408	FPAX970238
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	96	681960	020416	FPAX970052
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	93	190772	020423	FPAX200035
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	213448	020424	FPAX970292
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	213450	020424	FPAX980134
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	96	419958	020508	FPAX201324
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	419960	020508	FPAX980467
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	419962	020508	FPAX970356
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	220326	020605	FPAX970130
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	220328	020605	FPAX980310
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	263108	020607	FPAX200480
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	371434	020614	FPAX980287
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	413840	020619	FPAX970238
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	96	558143	020627	FPAX201035
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	96	583677	020629	FPAX200775
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	583678	020629	FPAX980062
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	607119	020702	FPAX200421
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	96	607121	020702	FPAX201420
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	607123	020702	FPAX980160
TXFORMOSA	NEMORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	98	101090	020709	FPAX970059

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PEARSON SUB - WARESBORO TO PEARSON

TERMINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

2.
07/22/03

ORIGIN	ONJCT	DESTIN	SHIPPER	CONSIGNEE	STCC	CX	CARS	TONS	WBNUM	WBDTE	CAR
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	101093	020709	FPAX970004
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	240730	020718	FPAX970022
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	93	489124	020805	FPAX980250
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	96	524351	020807	FPAX200909
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	93	524397	020807	FPAX980075
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	628041	020814	FPAX201425
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	88	225453	020828	FPAX950127
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	243416	020828	FPAX980235
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	243418	020828	FPAX970116
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	243420	020828	FPAX201117
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	284424	020830	FPAX970308
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	355298	020905	FPAX970040
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	355301	020905	FPAX200800
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	96	465133	020912	FPAX200864
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	91	515071	020916	FPAX201001
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	207901	021007	FPAX200861
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	83	207902	021007	TILX620140
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	357650	021017	FPAX980432
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	93	357660	021017	FPAX970090
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	357661	021017	FPAX980181
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	89	426569	021022	FPAX950044
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	96	426571	021022	FPAX201006
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	569620	021031	FPAX200090
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	129250	021112	FPAX201366
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	166974	021114	FPAX200489
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	354646	021127	FPAX970369
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	427037	021204	FPAX201398
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	446026	021205	FPAX200899
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	93	494841	021209	FPAX980429
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	626847	021218	TILX620586
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	626849	021218	FPAX970367
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	93	689938	021223	FPAX970088
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	336349	030114	FPAX970312
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	98	336351	030114	TILX620014
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	469678	030123	FPAX200153
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	96	469679	030123	FPAX200576
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	600693	030201	FPAX970281
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	96	600695	030201	FPAX980398
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	615720	030203	FPAX970220
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	282593	030221	FPAX970120
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	96	307200	030224	FPAX970154
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	377237	030228	UTCX051463
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	94	381793	030228	FPAX200105
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	93	552170	030313	FPAX950576
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	552171	030313	FPAX980297
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	98	552172	030313	TILX620066
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	95	108056	030325	FPAX201403
TXFORMOSA	NEWORUP	GAPEARSON	FORPLASTI	CADYBAGCO	2821139	23	1	97	108058	030325	FPAX980019
TXNORSEADRI	NEWORUP	GAPEARSON	UNICARBID	CADYBAGCO	2821139	23	1	98	633417	020703	CCBX059723
TXNORSEADRI	NEWORUP	GAPEARSON	UNICARBID	CADYBAGCO	2821139	23	1	93	685690	030207	CCBX059140

TERMINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

FILE NAME: DSISEXT3
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PEARSON SUB - WARESBORO TO PEARSON

ORIGIN	ONJCT	DESTIN	SHIPPER	CONSIGNEE	STCC	CX	CARS	TONS	WBNUM	WBDAT	CAR
TXNORSEADRI	NEWORUP	GAPEARSON	UNICARBID	CADYBAGCO	2821139	23	1	86	685692	030207	CCBX058990
PABETHLEHEM	PHILANS	GAPEARSON	SUNINCRM	CADYBAGCO	2821139	23	1	99	394500	020627	NAHX580835
PABETHLEHEM	PHILANS	GAPEARSON	SUNINCRM	CADYBAGCO	2821139	23	1	95	420511	020920	NAHX058370
*TOTAL DESTIN GAPEARSON							103	9.606			
TOTAL							103	9.606			

FILE NAME: DSISEXT3
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MOVE TYPE: ALL

ORIGINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

1.
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PEARSON SUB - WARESBORO TO PEARSON

ORIGIN	ONJCT	OFFJCT	DESTIN	SHIPPER	CONSIGNEE	STCC	AARCT	CARS	TONS	WBNUM	WBDATE	CAR
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2411615	F253	1	-50	801650	030213	TTXX081910
GAPEARSON		WRCTRPW	RIDAVISWILL	POPPELOAR	POPPELOAR	2411615	F253	1	86	802741	021111	TTXX081760
*TOTAL STCC 2411615									2	136		

GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2421184	F253	1	60	805726	030128	TTXX081735
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2421184	F253	1	75	805738	030320	TTXX081745
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2421184	F253	1	75	805432	030320	TTXX081913
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2421184	F253	1	75	813904	030225	TTXX081913
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2421184	F253	1	-50	800698	030213	TTXX081622
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2421184	F253	1	90	801179	030106	TTXX081625
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2421184	F253	1	-50	805263	030115	TTXX081596
GAPEARSON		NWVNPW	RIDAVISWILL	POPPELOAR	POPPELOAR	2421184	F253	1	85	800291	020903	TTXX081766
GAPEARSON		NWVNPW	RIDAVISWILL	POPPELOAR	POPPELOAR	2421184	F253	1	86	815575	020924	TTXX081913
GAPEARSON		WRCTRPW	RIDAVISWILL	POPPELOAR	POPPELOAR	2421184	F253	1	85	800926	020530	TTXX081736
GAPEARSON		WRCTRPW	RIDAVISWILL	POPPELOAR	POPPELOAR	2421184	F253	1	86	819342	020411	TTXX082554
*TOTAL STCC 2421184									11	817		

GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2491125	F123	1	77	803349	021202	TTXX091414
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2491125	F123	1	77	803394	021204	TTXX091474
*TOTAL STCC 2491125									2	154		

GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2491128	F253	1	75	817200	021120	TTXX081886
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2491128	F253	1	60	800117	030312	TTXX081735
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2491128	F253	1	75	986258	021220	TTXX081738
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2491128	F253	1	-50	813070	021205	TTXX082615
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2491128	F253	1	86	815428	030225	TTXX081605
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2491128	F253	1	-50	811994	030204	TTXX081581
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2491128	F253	1	87	803288	021202	TTXX081581
GAPEARSON			NCLELAND	POPPELOAR	CARPOLE	2491128	F123	1	-50	812024	030204	TTXX091474
*TOTAL STCC 2491128									8	533		

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ORIGINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

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PEARSON SUB - WARESBORO TO PEARSON

ORIGIN	ONJCT	OFFJCT	DESTIN	SHIPPER	CONSIGNEE	STCC	AARCT	CARS	TONS	WBNUM	WBDATE	CAR	
GAPEARSON			NCLELAND	POPRELOAR	CARPOLE	4111413	F253	1	86	801225	030106	TTX081618	
*TOTAL STCC 4111413									.86				
*TOTAL SHIPPER POPRELOAR									1,726				
*TOTAL ORIGIN GAPEARSON									1,726				
TOTAL										24			

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MOVE TYPE: ALL

TERMINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

1.
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PEARSON SUB - WARESBORO TO PEARSON

ORIGIN	ONJCT	OFFJCT	DESTIN	SHIPPER	CONSIGNEE	STCC	AARCT	CARS	TONS	WBNUM	MBDATE	CAR
GANORCROSS	ATLANS		GAPEARSON	OSTERMAN	CADYBAGCO	2821139	C214	1	52	477861	020422	FINX050296
LANORCO	NEWORCS		GAPEARSON	CADYBAGCO	CADYBAGCO	2821139	C214	1	92	207441	020401	CCBX059437
NCFAVETTEVI			GAPEARSON	TRIPLASTI	CADYBAGCO	2821139	C214	1	97	801486	030227	CCBX059151
ONSARNIA	PHILLANS		GAPEARSON	BASCANADA	CADYBAGCO	2821139	C214	1	86	803383	020529	HP1X088395
PABETHLEHEM	PHILLANS		GAPEARSON	SUNINCRM	CADYBAGCO	2821139	C214	1	99	394500	020627	NAHX580835
PABETHLEHEM	PHILLANS		GAPEARSON	SUNINCRM	CADYBAGCO	2821139	C214	1	95	420511	020920	NAHX058370
SKREGINA	DETCON		GAPEARSON	SUNINCRM	CADYBAGCO	2821139	C214	1	72	739324	020621	NAHX580701
TXCASEY	NEWORBSNF		GAPEARSON	ATOPETROC	CADYBAGCO	2821139	C214	1	97	819603	030115	GPLX074894
TXCASEY	NEWORBSNF		GAPEARSON	ATOPETROC	CADYBAGCO	2821139	C214	1	97	891349	030226	NRLX062179
TXCASEY	NEWORBSNF		GAPEARSON	ATOPETROC	CADYBAGCO	2821139	C214	1	95	890324	021126	GACX073829
TXCASEY	NEWORBSNF		GAPEARSON	ATOPETROC	CADYBAGCO	2821139	C214	1	98	814446	021230	FINX010774
TXCASEY	NEWORBSNF		GAPEARSON	ATOPETROC	CADYBAGCO	2821139	C214	1	97	785486	020402	FINX010692
TXCASEY	NEWORBSNF		GAPEARSON	ATOPETROC	CADYBAGCO	2821139	C214	1	96	774669	021121	FINX010051
TXCASEY	NEWORBSNF		GAPEARSON	ATOPETROC	CADYBAGCO	2821139	C214	1	95	821944	020724	FINX010374
TXCASEY	NEWORBSNF		GAPEARSON	ATOPETROC	CADYBAGCO	2821139	C214	1	97	824943	030131	UTCX049974
TXFORMOSA	NEWORUP		GAPEARSON	ATOPETROC	CADYBAGCO	2821139	C214	1	94	882202	020619	GPLX075578
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	354646	021127	FPAX970369
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	243418	020828	FPAX970116
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	419962	020508	FPAX970356
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	552171	030313	FPAX980297
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	108058	030325	FPAX980019
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	96	307200	030224	FPAX970154
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	96	600695	030201	FPAX980398
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	626847	021218	TILX620586
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	93	494841	021209	FPAX980429
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	357661	021017	FPAX980181
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	357650	021017	FPAX980432
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	83	207902	021007	TILX620140
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	243416	020828	FPAX980235
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	93	524397	020807	FPAX980075
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	93	489124	020805	FPAX980250
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	607123	020702	FPAX980160
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	583678	020629	FPAX980062
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	371434	020614	FPAX980287
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	220328	020605	FPAX980062
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	419960	020508	FPAX980467
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	213450	020424	FPAX980134
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	96	681960	020416	FPAX970052
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	108056	030325	FPAX201403
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	98	552172	030313	TILX620066
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	381793	030228	FPAX200105
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	377237	030228	UTCX051463
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	600693	030201	FPAX970281
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	96	469679	030123	FPAX200576
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	469678	030123	FPAX200153
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	93	689938	021223	FPAX970088
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	626849	021218	FPAX970367
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	446026	021205	FPAX200899
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	427037	021204	FPAX201398

FILE NAME: DSISEXT3
REPORT NO: 6
MOVE TYPE: ALL

TERMINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

2.
07/22/03

PEARSON SUB - WARESBORO TO PEARSON

ORIGIN	ONJCT	OFFJCT	DESTIN	SHIPPER	CONSIGNEE	STCC	AARCT	CARS	TONS	MBNUM	MBDATE	CAR
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	166974	021114	FPAX200489
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	129250	021112	FPAX201366
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	569620	021031	FPAX200090
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	207901	021007	FPAX200861
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	91	515071	020916	FPAX201001
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	96	465133	020912	FPAX200864
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	355301	020905	FPAX200800
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	284424	020830	FPAX970308
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	243420	020828	FPAX201117
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	628041	020814	FPAX201425
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	96	524351	020807	FPAX200909
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	96	607121	020702	FPAX201420
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	607119	020702	FPAX200421
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	96	583677	020629	FPAX200775
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	96	558143	020627	FPAX201035
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	263108	020607	FPAX200480
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	96	419958	020508	FPAX201324
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	213448	020424	FPAX970292
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	93	190772	020423	FPAX200035
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	681962	020416	FPAX201116
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	576146	020408	FPAX200082
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	98	336351	030114	TILX620014
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	336349	030114	FPAX970312
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	93	357660	021017	FPAX970090
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	355298	020905	FPAX970040
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	101093	020709	FPAX970004
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	576148	020408	FPAX970276
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	282593	030221	FPAX970220
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	615720	030203	FPAX970220
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	240730	020718	FPAX970022
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	95	413840	020619	FPAX970238
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	94	220326	020605	FPAX970130
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	97	576161	020408	FPAX970238
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	88	225453	020828	FPAX950127
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	93	552170	030313	FPAX950576
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	98	101090	020709	FPAX970059
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	96	426571	021022	FPAX201006
TXFORMOSA	NEWORUP		GAPEARSON	FORPLASTI	CADYBAGCO	2821139	C214	1	89	426569	021022	FPAX950044
TXNORSEADRI	NEWORUP		GAPEARSON	UNICARBID	CADYBAGCO	2821139	C214	1	93	685690	030207	CCBX059140
TXNORSEADRI	NEWORUP		GAPEARSON	UNICARBID	CADYBAGCO	2821139	C214	1	86	685692	030207	CCBX058990
TXNORSEADRI	NEWORUP		GAPEARSON	UNICARBID	CADYBAGCO	2821139	C214	1	98	633417	020703	CCBX059723

*TOTAL STCC 2821139

*TOTAL CONSIGNEE CADYBAGCO

8,473

8,473

ARHICKMAN BHAWNSF
ARHICKMAN BHAWNSF

GAPEARSON
GAPEARSON

PACSTEENG PACSTEENG
PACSTEENG PACSTEENG

3312528 F343
3312528 F443

1 89 833244 020831 TTX805115
1 85 809504 021030 TTX805253

FILE NAME: DSISEXT3
REPORT NO: 6
MOVE TYPE: ALL

TERMINATING TRAFFIC
12 MTHS ENDING 03/03
CSX TRANSPORTATION, INC.

3
07/22/03

PEARSON SUB - WARESBORO TO PEARSON

ORIGIN	ONJCT	OFFJCT	DESTIN	SHIPPER	CONSIGNEE	STCC	AARCT	CARS	TONS	WBNUM	WBDATE	CAR
ARHICKMAN	BHAMBNSF		GAPEARSON	PACSTEENG	PACSTEENG	3312528	F443	1	90	837549	030130	TTXX805295
ARHICKMAN	BHAMBNSF		GAPEARSON	PACSTEENG	PACSTEENG	3312528	F443	1	87	841360	020510	TTXX805316
ARHICKMAN	BHAMBNSF		GAPEARSON	PACSTEENG	PACSTEENG	3312528	F443	1	90	898300	020510	TTXX804459
ARHICKMAN	BHAMBNSF		GAPEARSON	PACSTEENG	PACSTEENG	3312528	F443	1	94	771785	020329	TTXX804441
ARHICKMAN	BHAMBNSF		GAPEARSON	PACSTEENG	PACSTEENG	3312528	F443	1	85	853346	020501	TTXX804106
ARHICKMAN	BHAMBNSF		GAPEARSON	PACSTEENG	PACSTEENG	3312528	F443	1	94	783716	020327	TTXX804002
ARHICKMAN	BHAMBNSF		GAPEARSON	PACSTEENG	PACSTEENG	3312528	F443	1	90	882423	020803	TTXX804028
ARHICKMAN	BHAMBNSF		GAPEARSON	PACSTEENG	PACSTEENG	3312528	F443	1	89	898899	020326	TTXX804749
*TOTAL STCC 3312528									893			
*TOTAL CONSIGNEE PACSTEENG									10			
									10			
MEVANBUREN	ALBNYCPRS		GAPEARSON	IRVINGJD	POPPELEOA	2421184	F483	1	82	009849	020405	NOKL732605
*TOTAL STCC 2421184									82			
*TOTAL CONSIGNEE POPPELEOA									1			
									1			
BCFORSTJOHN	CHGOON		GAPEARSON	CANFORPRO	POPPELOAD	2421170	F383	1	95	174628	020418	BCIT1871007
*TOTAL STCC 2421170									95			
									1			
NSTRURO	HUNTCN		GAPEARSON	IRVINGJD	POPPELOAD	2421184	F251	1	63	554374	020403	CN 604105
*TOTAL STCC 2421184									63			
*TOTAL CONSIGNEE POPPELOAD									1			
*TOTAL DESTIN GAPEARSON									2			
									103			
									9,606			
TOTAL									103			
									9,606			

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

YEAR 2002

ON-BRANCH UNIT COSTS

EQUIPMENT - LOCO
TRANSPORTATION

49 CFR 1152.33 (b) and (c)

UNIT COST DEVELOPMENT - ABANDONMENT COSTING METHODOLOGY
ON-BRANCH COSTS

05/12/03

CSXT / 2002

Equipment: Locomotives	Salaries /Wages (B)	Materials (C)	Purchased Services (D)	General (E)	Fringes %	Total	Units
202 Repair/Maintenance (000)							
Total Sch. 415	74,863	61,040	135,107	810	34,721	306,541	
Road 90.00%	67,377	54,936	121,596	729	31,249	275,887	
Yard 10.00%	7,486	6,104	13,511	81	3,472	30,654	
Road Cost / GTM	0.00206	0.00168	0.00371	0.00002	0.00095	0.00842	GTM (000) 32,779,315
Yard Cost / LUH	3.10249	2.52964	5.59914	0.03357	1.43892	12.70376	Yard LUH 2,412,994
Transportation: Train Operations							
402 Engine Crews (000)	Actual	152	--	--	--	152	
403 Train Crews (000)	Actual	487	--	--	--	487	
408 Train Insp/Lub (000)	81,811	4,009	--	--	35,461	121,281	
Total	81,811	4,648	--	--	35,461	121,920	
CL-Related 31.00%	25,361	1,441	--	--	10,993	37,795	
CM-Related 69.00%	56,450	3,207	--	--	24,468	84,125	
Road Cost / CL	1.98144	0.11257	--	--	0.85886	2.95288	Carloads 12,799,470
Road Cost / CM	0.01030	0.00059	--	--	0.00446	0.01535	Car Miles (000) 5,480,318
411 Servicing Locos (000)	34,771	3,004	2,311	357	15,072	55,515	
Road Cost / LUM	0.16347	0.01412	0.01086	0.00168	0.07086	0.26100	Road LUM 212,702,297
Transportation: Yard Operations							
421 Switch Crews (000)	Actual	1,501	--	--	--	1,501	
Yard Cost / LUH	--	0.62205	--	--	--	0.62205	
427 Servicing Locos (000)	10,856	18	2	17	4,749	15,642	
Yard Cost / LUH	4.49898	0.00746	0.00083	0.00705	1.96808	6.48239	

UNIT COST DEVELOPMENT - ABANDONMENT COSTING METHODOLOGY
ON-BRANCH COSTS

05/12/03

CSXT / 2002

Service Units:

	R-1, Sch 755	
	7	
1. Train Miles	7	89,275,888
2. Loco Unit Miles - Road Service	11	203,309,791
3. Gross Ton Miles - Loco, Rd Svc	98	32,779,315,000
4. Frt Train Hours - Road Service	115	4,555,196
5. Yard Swtg Hours	117	2,412,994
6. Train Swtg Hours	116	886,903
7. Train Hours - Running	(4) - (6)	3,668,293
8. Loco Unit Miles	12	9,392,506
9. Avg Speed - Train Swtg	Def. (MPH)	6
10. Avg Speed - Running	(1) / (7)	24.34
11. Loco Unit Hours - Train Swtg	(8) / (9)	1,565,418
12. Loco Unit Hours - Running	(2) / (10)	8,353,878
13. Loco Unit Hours - Road	(11) + (12)	9,919,296
14. Total Loco Unit Miles	(2) + (8)	212,702,297

Fringe Benefits Percents:

	Wages (000)	Fringes (000)	Percent
Way & Structures			
Running	127,814	95,766	74.926%
Switching	30,109	107	0.355%
Other	89,250	34,200	38.319%
Total Way & Structures	247,173	130,073	52.624%
Equipment			
Locomotives	84,587	39,231	46.379%
Freight Cars	48,749	33,524	68.769%
Other Equipment	1,787	505	28.260%
Total Equipment	135,123	73,260	54.217%
Transportation			
Train Operations	697,810	302,468	43.345%
Yard Operations	293,180	128,252	43.745%
Train/Yard Common	4,503	(40)	-0.888%
Specialized Svc	7,676	2,853	37.168%
Admin Support	140,142	37,546	26.791%
Total Transportation	1,143,311	471,079	41.203%
General & Administrative	116,001	98,771	85.147%
Total Carrier Expense	1,641,608	773,183	47.099%

UNIT COST DEVELOPMENT - ABANDONMENT COSTING METHODOLOGY
ON-BRANCH COSTS

05/12/03

INPUT:
CSXT / 2002

R-1, SCH 410	Salaries /Wages (b)	Materials (c)	Purchased Services (d)	General (e)
Way & Structures				
112 Fringes-Running				95,766
113 Fringes-Switching				107
114 Fringes-Other				34,200
(FN1) Wages-Running	127,814			
(FN2) Wages-Switching	30,109			
151 Total Wages	247,173			
Equipment				
Locomotives				
202 Repair/Maintenance	74,863	61,040	135,107	810
205 Fringes	84,587			39,231
219 Total Wages				
Freight Cars				
224 Fringes				
238 Total Wages	48,749			33,524
Other Equipment				
309 Fringes				
323 Total Wages	1,787			505
Transportation				
Train Operations				
402 Engine Crews		152		
403 Train Crews		487		
408 Train Insp/Lub	81,811	4,009		
411 Servicing Locos	34,771	3,004	2,311	357
414 Fringes				302,488
419 Total Wages	697,810			
Yard Operations				
421 Switch Crews		1,501		
427 Servicing Locos	10,856	18	2	17
430 Fringes				128,252
435 Total Wages	293,180			
Train/Yard Common				
505 Fringes				(40)
506 Total Wages	4,503			
Special Services				
512 Fringes				2,853
517 Total Wages	7,676			
Administrative Support				
522 Fringes				37,546
527 Total Wages	140,142			
General & Administrative				
611 Fringes				98,771
619 Total Wages	116,001			49

R-1, SCH 415	Repairs (b)
Locomotives	
(1+3) Yard	27,182
(2+4) Road	244,638
Total	271,820

R-1, Sch 755	Freight Train (b)
7 Train Miles	89,275,888
11 LUM-Road Service	203,309,791
12 LUM-Train Swtg	9,392,506
98 GIM Rd Local(0000)	32,779,315
115 Train Hours-Road	4,555,196
116 Train Hours Swtg	886,903
117 Yard Swtg Hours	2,412,994
Car Miles (000)	
(FN3) Loaded	3,090,983
(FN4) Empty	2,388,313
89 Caboose	1,023
Total System CM	5,480,318

Annual OCS	
Carloads	
Ong - Term	5,836,621
Ong - Delivered	498,590
Received - Term	627,238
Total System CL	12,799,470

- (1) Salaries/Wages: Running = 127,814
Sch 410, Lines 6, 8, 10, 12, 14, 16, 18, 21, 25, 145, 148
- (2) Salaries/Wages: Switching = 30,109
Sch 410, Lines 7, 9, 11, 13, 15, 17, 19, 22, 25, 146, 149
- (3) Car Miles: Loaded = 3,090,983
Sch 755, Lines 30 + 64 + (83 + 84) / 2.0
- (4) Car Miles: Empty = 2,388,313
Sch 755, Lines 46 + 82 + (83 + 84) / 2.0

VACATION AND HOLIDAY PERCENTAGES

CSXT – 2002

MAINTENANCE OF WAY

04-11-2003 Ray Poinsette: Finance Director

Vacation	8.17%
Holiday	<u>4.20%</u>

12.37%

50

TRAIN & ENGINEMEN

04-22-2003 Chris Duplissis: Budget Analyst – Finance

Vacation	8.04%
Holiday	<u>0.39%</u>

8.43%

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

Total Payroll	\$758,996,000
Total Vacation	61,004,000
Total Holiday	2,947,000

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 / 2002

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	\$903,243	\$112,002	\$36.60086	\$57,275	\$18.71674
2000-4	1,450,000	903,243	112,002	36.60086	57,275	18.71674
2250-4	1,450,000	903,243	112,002	36.60086	57,275	18.71674
2300-4	1,450,000	903,243	112,002	36.60086	57,275	18.71674
3000-4	1,450,000	903,243	112,002	36.60086	57,275	18.71674
3750-4	1,450,000	903,243	112,002	36.60086	57,275	18.71674
4000-4	1,450,000	903,243	112,002	36.60086	57,275	18.71674
3000-6	1,450,000	903,243	112,002	36.60086	57,275	18.71674
3500-6	1,450,000	903,243	112,002	36.60086	57,275	18.71674
3600-6	1,575,000	981,108	121,657	39.75611	62,213	20.33026
3700-6	1,575,000	981,108	121,657	39.75611	62,213	20.33026
3800-6	1,575,000	981,108	121,657	39.75611	62,213	20.33026
3900-6	1,750,000	1,090,121	135,175	44.17346	69,125	22.58917
4000-6	1,780,000	1,108,808	137,492	44.93071	70,310	22.97642
4380-6	1,700,000	1,058,974	131,313	42.91136	67,150	21.94377
4400-6	2,100,000	1,308,145	162,210	53.00815	82,950	27.10701
5000-6	2,700,000	1,681,900	208,556	68.15333	106,650	34.85187
6000-6	2,700,000	1,681,900	208,556	68.15333	106,650	34.85187
YARD: All	1,047,000	672,066	83,336	10.13645	40,938	4.97938
RDSLUG:	341,332	212,625	26,365	8.61589	13,483	4.40595

• 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

05/20/03

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY
LOCOMOTIVES

CALCULATIONS:
CSXT / 2002

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	\$903,243	\$126,454	\$41,32356	\$57,275	\$18,71674
2000-4	1,450,000	903,243	126,454	41,32356	57,275	18,71674
2250-4	1,450,000	903,243	126,454	41,32356	57,275	18,71674
2300-4	1,450,000	903,243	126,454	41,32356	57,275	18,71674
3000-4	1,450,000	903,243	126,454	41,32356	57,275	18,71674
3750-4	1,450,000	903,243	126,454	41,32356	57,275	18,71674
4000-4	1,450,000	903,243	126,454	41,32356	57,275	18,71674
3000-6	1,450,000	903,243	126,454	41,32356	57,275	18,71674
3500-6	1,450,000	903,243	126,454	41,32356	57,275	18,71674
3600-6	1,575,000	981,108	137,355	44,88593	62,213	20,33026
3700-6	1,575,000	981,108	137,355	44,88593	62,213	20,33026
3800-6	1,575,000	981,108	137,355	44,88593	62,213	20,33026
3900-6	1,750,000	1,090,121	152,617	49,87326	69,125	22,58917
4000-6	1,780,000	1,108,808	155,233	50,72823	70,310	22,97642
4380-6	1,700,000	1,058,974	148,256	48,44831	67,150	21,94377
4400-6	2,100,000	1,308,145	183,140	59,84791	82,950	27,10701
5000-6	2,700,000	1,681,900	235,466	76,94731	106,650	34,85187
6000-6	2,700,000	1,681,900	235,466	76,94731	106,650	34,85187
YARD:	All	672,066	94,089	11,44437	40,938	4,97938
RDSLUG:		341,332	29,767	9,72762	13,483	4,40595

* ROI @ 14.0%

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

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY LOCOMOTIVES

INPUT:
CSXT / 2002

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	1,780,000
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
14.0%	12.4%

Depreciated Unit Cost Factor:

1. 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)

Road	Yard
\$2,699,083	\$21,653
1,017,754	7,754
0.37707	0.35810
0.62293	0.64190
3.95%	3.91%
9,919,296	2,412,994
3,241.5	293.5
3,060.1	8,221.4

**CSXT LOCOMOTIVES
2002**

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	1	1,450,000	F
	GP15	29	1,450,000	M
	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	1	1,450,000	F
	B23-7R	4	1,450,000	F
	E8A	0	1,450,000	F
	U23B	0	1,450,000	F
		5	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	6	1,450,000	F
	GP40-2	440	1,450,000	F
	B30-7	71	1,450,000	F
		517	1,450,000	
3750-4	B36-7	92	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		1025		

M = Multi-Purpose

F = Freight

(Per R1 Schedule 710 terminology)

**CSXT LOCOMOTIVES
2002**

3000-6	SD40-2 C30-7	452	1,450,000	F
		33	1,450,000	F
		485	1,450,000	
3500-6	SD50	177	1,450,000	F
3600-6	SD45-2	4	1,575,000	F
3700-6	C36-7	12	1,575,000	F
3800-6	SD60 SD60I SD60M	26	1,575,000	F
		34	1,575,000	F
		31	1,575,000	F
		91	1,575,000	
3900-6	C39-8	9	1,750,000	F
4000-6	SD70AC SD70M CW40-8 C40-8	90	1,750,000	F
		25	1,750,000	F
		376	1,700,000	F
		156	1,700,000	F
		647	1,641,267	
4380-6	CW44-9	53	1,700,000	F
4400-6	CW44AC CW44-6	558	2,100,000	F
		94	2,100,000	F
		652	2,100,000	
5000-6	SD80AC	13	2,700,000	F
6000-6	CW60AC	23	2,700,000	F
Sub-total: 6 axle		2166		
TOTAL ROAD:		3191		

M = Multi-Purpose

F = Freight

(Per R1 Schedule 710 terminology)

**CSXT LOCOMOTIVES
2002**

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	19		S
		126	1,047,000	
Sub-total: 4 axle		131		
2000-6	SD20-2	1		S
	SD38	9		S
	SD38-2	5		S
		15	1,047,000	
3000-6	SD40	15		S
	SD40-2	24		S
		39	1,047,000	
3600-6	SD45-2	2	1,047,000	S
Sub-total: 6 axle		56		
TOTAL YARD:		187		

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 2002.

**CSXT LOCOMOTIVES
2002**

AUXILIARY:

CLASS/TYPE		NO. OF UNITS	CURRENT	
		TOTAL	UNIT COST*	
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	\$1,780,000
CW44-9	\$1,700,000
CW44AC	\$2,100,000
CW60AC	\$2,700,000

Source: Elaine Mosley, Purchasing & Materials
March 13, 2003

Jacksonville, FL
October 4, 2002

Ms. E. A. Mosley - J430
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 2002. 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 January 31, 2003.

If you have any questions, please call me at RNX 322-4346 for clarification.

Alicia K. Blong - J200
Sr. Economic Analyst
Cost & Economic Analysis

copies:

Ms. B. J. League - J200
Ms. E. M. Preslar - J200
Mr. D. L. Sigman - J430
Mr. J. W. Tilley - J210

FREIGHT CAR COSTS

PER DAY / PER MILE

49 CFR 1152.32 (g)

04/28/03

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

CAR COST SUMMARY:
CSXT / 2002

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'+	39.62921	0.28276	39.91197	0.06456	0.00000
03 Box-Equipped	9.85946	6.15594	16.01540	0.06969	0.01750
04 Gon-Plain	6.68944	5.61420	12.30363	0.02315	0.00062
05 Gon-Equipped	5.31504	8.48706	13.80210	0.05771	0.00000
06 Hopper-Cvd	7.85220	6.17470	14.02690	0.05529	0.07490
07 Hopper-OT,GS	7.02263	5.28368	12.30631	0.03817	0.00000
08 Hopper-OT,SS	6.43148	13.14225	19.57373	0.07271	0.00000
09 Rfg-Mech	12.17345	0.00000	12.17345	0.09130	0.01562
10 Rfg-Nonmech	8.45136	0.01487	8.46622	0.06209	0.08018
11 Flat-T/COFC	0.36841	2.86540	3.23380	0.00105	0.00000
12 Flat-Multilevel	1.62104	0.00000	1.62104	0.06230	0.20071
13 Flat-GS	7.04419	0.00000	7.04419	0.06136	0.14809
14 Flat-Other	4.34294	1.46862	5.81155	0.06136	0.14809
15 Tank<22K Gal	0.00000	0.00000	0.00000	0.00000	0.16946
16 Tank>22K Gal	0.00000	0.00000	0.00000	0.00000	0.18543
17 All Other	19.92055	16.10753	36.02808	0.44116	0.01750

* ROI @ 14.0%

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY
FREIGHT CARS

CALCULATIONS
CSXT / 2002

R-1 Car Type	Cost per Car Day - excluding ROI					ROI Cost per Car Day		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)	
01 Box-Plain, 40'	0	0	0	0	0	0	0.00000	0.00000
02 Box-Plain, 50'	215,267	5,606	14,255	3,066,000	5,445,000	8,530,861	39,62921	39,91197
03 Box-Equipped	8,334,632	10,838,908	15,010,063	48,668,000	7,658,000	82,174,971	9,85946	16,01540
04 Gon-Plain	2,855,148	1,407,650	3,805,684	1,812,000	12,074,000	19,099,334	6,68944	12,30363
05 Gon-Equipped	8,116,715	8,664,525	16,355,129	1,595,000	16,526,000	43,140,653	5,31504	13,80210
06 Hopper-Cvd	6,689,799	10,014,872	10,187,791	13,307,000	19,020,000	52,529,663	7,85220	14,02690
07 Hopper-OT GS	5,471,108	4,426,002	7,974,580	2,521,000	23,500,000	38,421,581	7,02263	12,30631
08 Hopper-OT, SS	2,816,348	1,975,693	10,361,581	512,000	5,264,000	18,113,274	6,43148	19,57373
09 Rfg Mech	424,941	0	0	5,173,000	0	5,173,000	12,17345	12,17345
10 Rfg-Nonmech	612,781	617,248	2,582	4,559,000	0	5,178,831	8,45136	8,46622
11 Flat-T/COFC	867,636	0	319,644	0	0	319,644	0,36841	3,23380
12 Flat-Multilevel	5,208,374	0	0	8,443,000	0	8,443,000	1,62104	1,62104
13 Flat-GS	105,477	0	0	743,000	0	743,000	7,04419	7,04419
14 Flat-Other	2,577,882	156,959	748,616	10,201,000	89,000	11,195,575	4,34294	5,81155
15 Tank<22K Gal	1,384	0	0	0	0	0	0.00000	0.00000
16 Tank>22K Gal	0	0	0	0	0	0	0.00000	0.00000
17 All Other	221,119	3,308,601	805,212	291,000	0	4,404,813	19,93055	36,02808

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)	Total Costs - Mile Related (O)	Cost per CM - RR Cars (P)	Per Diem Payable (Q)	Loaded Miles (R)
01 Box-Plain, 40'	0	0	0	0	0	0.00000	0	0
02 Box-Plain, 50'	14,454	5,606	9,503	918,000	933,109	0.06456	0	31,918
03 Box-Equipped	518,194	10,838,908	10,006,709	15,265,000	36,110,617	0.06969	11,195	2,786
04 Gon-Plain	209,251	1,407,650	2,537,123	899,000	4,843,773	0.02315	64	103,767
05 Gon-Equipped	345,232	8,664,525	10,903,419	355,000	19,922,944	0.05771	0	10,888
06 Hopper-Cvd	385,373	10,014,872	6,791,860	4,501,000	21,307,733	0.05529	24,094	321,666
07 Hopper-OT GS	300,910	4,426,002	5,316,386	1,742,000	11,484,388	0.03817	0	67,445
08 Hopper-OT, SS	124,029	1,975,693	6,907,721	135,000	9,018,414	0.07271	0	163,288
09 Rfg Mech	33,351	0	0	3,045,000	3,045,000	0.09130	221	14,148
10 Rfg-Nonmech	68,188	617,248	1,722	3,615,000	4,233,970	0.06209	669	8,344
11 Flat-T/COFC	203,850	0	213,096	0	213,096	0.00105	0	320,992
12 Flat-Multilevel	50,515	0	0	3,147,000	3,147,000	0.06230	61,379	305,808
13 Flat-GS	841	0	0	853,000	853,000	1,01427	8,276	59,97101
14 Flat-Other	80,455	156,959	459,077	4,281,000	4,937,037	0.06136	9,062	61,194
15 Tank<22K Gal	0	0	0	0	0	0.00000	26,344	155,459
16 Tank>22K Gal	0	0	0	0	0	0.00000	23,293	125,613
17 All Other	8,848	3,308,601	536,808	58,000	3,903,409	0.44116	88	5,029

Notes:

(D) Sch 414, cols(g-d)

(E) Sch 415, col(f)

(K) Sch 755, RR, L+E

(L) Sch 414, cols(f-c)

(Q) Sch 414, col(e)

(R) Sch 755, PVT, Loaded only

Cost of Capital
14.0%

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY
FREIGHT CARS

04/28/03

CALCULATIONS
CSXT / 2002

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/				Available Car Days 5/	Car Days on Fgn Lines	Fgn Car Days on Home Line	Net Total Car Days 6/
01 Box-Plain, 40'	0	0	53,800	0.0	0	0	0	0	0
02 Box-Plain, 50'	9,000	2,211	53,800	12.0	645,600	4,152	1,093	212,208	215,267
03 Box-Equipped	17,402,000	4,275,817	59,169	10,188.0	602,813,772	5,950,854	1,969,003	4,352,781	8,334,632
04 Gon-Plain	2,260,000	555,301	51,000	3,712.5	189,337,500	2,642,402	53,378	266,124	2,855,148
05 Gon-Equipped	13,911,000	3,418,049	68,000	11,968.0	813,688,000	8,419,910	1,188,987	885,792	8,116,715
06 Hopper-Cvd	16,079,000	3,950,745	20,029,745	11,017.5	487,921,005	6,202,396	1,011,838	1,499,241	6,689,799
07 Hopper-OT, GS	7,106,000	1,746,004	54,000	6,311.0	340,794,000	5,328,746	248,609	391,171	5,471,108
08 Hopper-OT, SS	3,172,000	779,387	63,500	6,885.0	437,197,500	2,868,167	176,409	124,590	2,816,348
09 Rig-Mech	0	0	53,800	0.0	0	0	0	424,941	424,941
10 Rig-Nonmech	991,000	243,497	53,800	2.0	107,600	419,525	93,835	287,091	612,781
11 Flat-T/COFC	0	0	68,300	260.0	17,758,000	10,1281	68,295	832,650	867,636
12 Flat-Multilevel	0	0	0	0.5	0	4,700,813	5,833	425,394	5,208,374
13 Flat-GS	0	0	68,000	0.0	0	1,082	2,423	102,018	105,477
14 Flat-Other	252,000	61,919	65,765	680.0	44,720,200	1,501,018	36,303	630,567	2,577,882
15 Tank<22K Gal	0	0	0	0.0	0	1,384	0	0	1,384
16 Tank>22K Gal	0	0	0	0.0	0	0	0	0	0
17 All Other	5,312,000	1,305,203	57,987	725.5	42,069,569	251,542	65,241	34,818	221,119

NOTES:

- 1/ Fringe Percentage
(A) Fit Car Labor Percent. Sch 410 L221 cols b/(b+c)
(B) Fit Car Fringe Percent. Sch 410 L224(e)/L238(b)
(C) Fringe Percent of Cost: (A) * (B) = 24.571%
- 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 (r+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 [14.0%]

R-1 Car Type	Frt Car Return on Investment			Return on Investment 9/	Frt Car Depreciation	
	Depreciation Base (Sch 415)	Accumulated Depreciation (Sch 415)	Percent Depreciation 7/		Depreciation Rate (percent)	Total Amount 10/
01 Box-Plain, 40'	8,567	3,386	0.39524	0	3.61	0
02 Box-Plain, 50'	127,189	41,534	0.32655	60,869	3.68	23,758
03 Box-Equipped	283,032	110,962	0.39205	51,307,496	4.15	25,016,772
04 Gon-Plain	101,694	40,198	0.39528	16,029,361	3.35	6,342,806
05 Gon-Equipped	259,320	102,505	0.39528	68,887,042	3.35	27,258,548
06 Hopper-Cvd	404,423	159,862	0.39528	41,307,499	3.48	16,979,651
07 Hopper-OT, GS	658,464	259,509	0.39411	28,907,588	3.90	13,290,966
08 Hopper-OT, SS	165,192	65,298	0.39528	37,013,154	3.95	17,269,301
09 Rig-Mech	0	0	0.00000	0	3.19	0
10 Rig-Nonmech	40,236	15,905	0.39529	9,109	4.00	4,304
11 Flat-T/COFC	0	0	0.00000	2,486,120	3.00	532,740
12 Flat-Multilevel	24	10	0.41667	0	2.79	0
13 Flat-GS	979	387	0.39530	0	3.00	0
14 Flat-Other	18,042	7,132	0.39530	3,785,924	2.79	1,247,694
15 Tank<22K Gal	0	0	0.00000	0	0.00	0
16 Tank>22K Gal	0	0	0.00000	0	0.00	0
17 All Other	49,467	19,553	0.39527	3,561,681	3.19	1,342,019

R-1, Sch 410: Expenses

Line (Col)	Amount
221 (b)	39,476
221 (c)	71,009
224 (e)	33,524
238 (b)	48,749

14.0%	Nominal
12.4%	Real

R-1 Car Type	R-1, Sch 710: Inventory of Equipment		R-1, Sch 755: Operating Stats				Car Days		Depn't Rate Sub-Order (percent)	Replacement Value	
	Owned	Total	Units - Year End	Owned	Total	Loaded (LL15-29)	Empty (LL31-45)	Miles - RR Cars (LL47-63)			Miles - PVT Cars (LL65-81)
	Prev (i)	(b)	(j)	(k)		(LL15-29)	(LL31-45)	(LL47-63)	(LL65-81)		
01 Box-Plain, 40"		0	0	0	0	0	0	0	0	0	0
02 Box-Plain, 50+	13	13	11	11	11	7,376	7,078	31,918	20,068	1,093	212,208
03 Box-Equipped	10,303	17,583	10,073	16,815	269,129	269,129	249,065	2,786	2,372	1,969,003	4,352,781
04 Gon-Plain	3,722	7,667	3,703	7,607	105,642	105,642	103,609	103,767	103,487	53,378	266,124
05 Gon-Equipped	12,132	24,907	11,800	23,763	175,792	175,792	169,440	10,888	10,855	1,188,987	885,792
06 Hopper-Cvd	11,186	18,123	10,849	17,729	192,642	192,642	192,731	321,666	281,531	1,011,838	1,499,241
07 Hopper-OT, GS	5,741	16,779	6,881	14,023	149,753	151,157	161,445	67,248	63,734	248,809	391,171
08 Hopper-OT, SS	6,877	8,387	6,893	8,192	59,392	64,637	63,288	166,449	166,449	176,409	121,590
09 Rfg-Mech	0	0	0	0	17,661	17,661	15,690	14,148	8,370	0	424,941
10 Rfg-Nonmech	2	1,234	2	1,191	35,034	35,034	33,154	8,344	6,074	93,835	287,091
11 Flat-1/COFC	260	298	260	299	176,302	176,302	27,546	320,992	35,272	68,295	832,650
12 Flat-Multilevel	1	13,904	0	13,777	31,814	31,814	18,701	305,808	156,434	5,633	425,394
13 Flat-GS	0	20	0	14	439	439	402	138	155	2,423	102,018
14 Flat-Other	703	5,721	657	5,745	40,456	39,959	39,959	61,194	48,753	36,303	630,567
15 Tank-22K Gal	0	4	0	4	0	0	0	159,453	151,119	0	0
16 Tank-22K Gal	0	0	0	0	0	0	0	125,613	125,019	0	0
17 All Other	808	809	643	645	4,781	4,781	4,057	5,029	3,056	65,241	34,818
Total	51,748	115,449	51,772	109,815	1,266,713	1,266,713	1,077,978	1,698,183	1,184,746	6,521,447	10,469,396

04/28/03

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

CAR COST SUMMARY: CSXT / 2002

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'+	39.62921	0.25044	39.87965	0.06456	0.00000
03 Box-Equipped	9.85946	5.45240	15.31186	0.06969	0.01750
04 Gon-Plain	6.68944	4.97257	11.66201	0.02315	0.00062
05 Gon-Equipped	5.31504	7.51711	12.83215	0.05771	0.00000
06 Hopper-Cvd	7.85220	5.46902	13.32122	0.05529	0.07490
07 Hopper-OT, GS	7.02263	4.67983	11.70246	0.03817	0.00000
08 Hopper-OT, SS	6.43148	11.64028	18.07176	0.07271	0.00000
09 Rfg-Mech	12.17345	0.00000	12.17345	0.09130	0.01562
10 Rfg-Nonmech	8.45136	0.01317	8.46452	0.06209	0.08018
11 Flat-T/COFC	0.36841	2.53792	2.90633	0.00105	0.00000
12 Flat-Multilevel	1.62104	0.00000	1.62104	0.06230	0.20071
13 Flat-GS	7.04419	0.00000	7.04419	0.06136	0.14809
14 Flat-Other	4.34294	1.30078	5.64371	0.06136	0.14809
15 Tank<22K Gal	0.00000	0.00000	0.00000	0.00000	0.16946
16 Tank>22K Gal	0.00000	0.00000	0.00000	0.00000	0.18543
17 All Other	19.92055	14.26667	34.18722	0.44116	0.01750

* ROI @ 12.4%

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

CALCULATIONS
CSX1/2002

R-1 Car Type	Cost per Car Day - excluding ROI						ROI @ 100% (H)	Cost per Car Day - ROI only (I)	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)
01 Box-Plain, 40'	0	0	0	0	0	0	0.00000	0	0.00000	0.00000
02 Box-Plain, 50'	215,267	5,606	14,255	3,066,000	5,445,000	8,530,861	39,62921	0.25044	39,87965	39,87965
03 Box-Equipped	8,334,632	10,838,908	15,010,063	48,668,000	7,658,000	82,174,971	9,85946	45,443,782	5,45240	15,31186
04 Gon-Plain	2,855,148	1,407,650	3,805,684	1,812,000	12,074,000	19,099,334	6,68944	14,197,434	4,97257	11,66201
05 Gon-Equipped	8,116,715	8,664,525	18,355,129	1,595,000	16,526,000	43,140,653	5,31504	61,014,237	7,51711	12,83215
06 Hopper-Cvd	6,689,799	10,014,872	10,187,791	13,307,000	19,020,000	52,529,663	7,85220	36,586,642	5,46902	13,32122
07 Hopper-OT GS	5,471,108	4,426,002	7,974,560	2,521,000	23,500,000	38,421,581	7,02263	25,603,863	4,67983	11,70246
08 Hopper-OT SS	2,816,348	1,975,693	10,361,581	512,000	5,264,000	18,113,274	6,43148	32,783,080	11,64028	18,07176
09 Rlg-Mach	424,941	0	0	5,173,000	0	5,173,000	12,17345	0	0.00000	12,17345
10 Rlg-Nonmech	612,781	617,248	2,582	4,559,000	0	5,178,831	8,45136	8,068	0.01317	8,46452
11 Flat-T/C/FC	867,636	0	319,644	0	0	319,644	0.36841	2,301,022	2,5792	2,50633
12 Flat-Multilevel	5,208,374	0	0	8,443,000	0	8,443,000	1,62104	0	0.00000	1,62104
13 Flat-GS	105,477	0	0	743,000	0	743,000	7,04419	0	0.00000	7,04419
14 Flat-Other	2,577,882	156,959	748,616	10,201,000	69,000	11,195,575	4,34294	3,353,247	1,30078	5,64371
15 Tank<22K Gal	1,384	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	221,119	3,308,601	805,212	291,000	0	4,404,813	19,92055	3,154,632	14,26667	34,18722

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)	Total Costs - Mile Related (O)	Cost per CM - RR Cars (P)
01 Box-Plain, 40'	0	0	0	0	0	0.00000
02 Box-Plain, 50'	14,454	5,606	9,503	918,000	933,109	0.06456
03 Box-Equipped	518,194	10,838,908	10,006,709	15,265,000	36,110,617	0.06969
04 Gon-Plain	209,251	1,407,650	2,537,123	899,000	4,843,773	0.02315
05 Gon-Equipped	345,232	8,664,525	10,903,419	355,000	19,922,944	0.05771
06 Hopper-Cvd	385,373	10,014,872	6,791,860	4,501,000	21,307,733	0.05529
07 Hopper-OT GS	300,910	4,426,002	5,316,386	1,742,000	11,484,388	0.03817
08 Hopper-OT SS	124,029	1,975,693	6,907,721	135,000	9,018,414	0.07271
09 Rlg-Mech	33,351	0	0	3,045,000	3,045,000	0.09130
10 Rlg-Nonnech	68,188	617,248	1,722	3,615,000	4,233,970	0.06209
11 Flat-T/C/FC	203,850	0	213,036	0	213,036	0.00105
12 Flat-Multilevel	50,515	0	0	3,147,000	3,147,000	0.06240
13 Flat-GS	841	0	0	853,000	853,000	1.01427
14 Flat-Other	60,455	156,959	499,077	4,281,000	4,937,037	0.08136
15 Tank<22K Gal	0	0	0	0	0	0.00000
16 Tank>22K Gal	0	0	0	0	0	0.00000
17 All Other	8,646	3,308,601	5,305,608	58,000	3,904,409	0.44116

Notes:
(D) Sch 414, cols(g-d)
(E) Sch 415, col(f)
(K) Sch 755, RR, L+E
(H) Sch 414, cols(f-c)
(Q) Sch 414, col(e)
(R) Sch 755, PVT, Loaded only
Cost of Capital 12.4%

UNIT COST COMPUTATIONS - ABANDONMENT COSTING METHODOLOGY FREIGHT CARS

04/28/03

CALCULATIONS
CSXT/7/2002

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/				Avg No. Cars Own/Lease 4/	Available Car Days 5/	Car Days on Fgn Lines	Net Total Car Days 6/
01 Box-Plain, 40'	0	0	53,800	0.0	0	0.0	0	0	0
02 Box-Plain, 50'	9,000	2,211	53,800	12.0	645,600	12.0	4,152	1,093	215,267
03 Box-Equipped	17,402,000	4,275,817	59,169	10,188.0	602,813,772	17,199.0	5,950,854	1,969,003	8,334,632
04 Gon-Plain	2,260,000	555,301	51,000	3,712.5	189,337,500	7,637.0	2,642,402	53,378	2,855,148
05 Gon-Equipped	13,911,000	3,418,049	68,000	11,966.0	813,688,000	24,335.0	8,419,910	1,188,987	8,116,715
06 Hopper-Cvd	16,079,000	3,950,745	44,286	11,017.5	487,921,005	17,926.0	6,202,396	1,011,836	6,689,799
07 Hopper-OT, GS	7,106,000	1,746,004	54,000	6,311.0	340,794,000	15,401.0	5,328,746	248,809	5,471,108
08 Hopper-OT, SS	3,172,000	779,387	63,500	6,885.0	437,197,500	8,289.5	2,868,167	176,408	2,816,348
09 Rig-Mech	0	0	53,800	0.0	0	0.0	0	0	424,941
10 Rig-Honnehch	991,000	243,457	53,800	2.0	107,600	1,212.5	419,525	93,835	287,091
11 Flat-Tr/COF-C	0	0	68,300	260.0	17,758,000	298.5	103,281	68,295	832,650
12 Flat-Multilevel	0	0	0	0.5	0	13,840.5	4,733,813	5,833	425,394
13 Flat-GS	0	0	66,000	0.0	0	17.0	662	2,423	102,018
14 Flat-Other	252,000	61,919	63,765	680.0	44,720,200	5,733.0	1,903,016	36,303	630,567
15 Tank<22K Gal	0	0	0	0.0	0	4.0	1,384	0	1,384
16 Tank>22K Gal	0	0	0	0.0	0	0.0	0	0	0
17 All Other	5,312,000	1,305,203	57,987	725.5	42,069,569	727.0	251,542	65,241	34,818
									221,119

NOTES:

- 1/ Fringe Percentage
 - (A) Fit Car Labor Percent: Sch 410 L221 cols b/(b+c)
 - (B) Fit Car Fringe Percent: Sch 410 L224(e)/(238(b))
 - (C) Fringe Percent of Cost: (A) * (B) = 24.571%
- 2/ Sch 710, Avg of Beginning and End of year, Owned
- 3/ Replacement Value * Avg Hb Cars Owned
- 4/ Sch 710, Avg of Beginning and End of year, Total
- 5/ Avg Hb 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 (f-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	Fit Car Return on Investment			Return on Investment 9/	Fit Car Depreciation	
	Depreciation Base (Sch 415)	Accumulated Depreciation (Sch 415)	Percent Depreciation 7/		Depreciation Rate (percent) 10/	Total Amount 10/
01 Box-Plain, 40'	8,567	3,386	0.39524	0	3.61	0
02 Box-Plain, 50'	127,189	41,534	0.32655	53,912	3.68	23,758
03 Box-Equipped	283,032	110,962	0.39205	45,443,782	4.15	25,016,772
04 Gon-Plain	101,694	40,198	0.39528	14,197,434	3.35	6,342,806
05 Gon-Equipped	259,320	102,505	0.39528	61,014,237	3.35	27,258,548
06 Hopper-Cvd	404,423	159,862	0.39528	36,586,642	3.48	16,979,651
07 Hopper-OT, GS	658,464	259,509	0.39411	25,603,863	3.90	13,250,966
08 Hopper-OT, SS	165,192	65,298	0.39529	32,783,080	3.95	17,269,301
09 Rig Mech	0	0	0.00000	0	3.19	0
10 Rig Honnehch	40,236	15,905	0.39529	8,068	4.00	4,404
11 Flat-Tr/COF-C	24	10	0.00000	2,401,592	3.00	532,740
12 Flat-Multilevel	979	387	0.39530	0	2.79	0
13 Flat-GS	18,042	7,132	0.39530	3,353,247	3.00	1,247,694
14 Flat-Other	0	0	0.00000	0	2.79	0
15 Tank<22K Gal	0	0	0.00000	0	0.00	0
16 Tank>22K Gal	0	0	0.00000	0	0.00	0
17 All Other	49,467	19,553	0.39527	3,154,632	3.19	1,342,019

FREIGHT CAR REPLACEMENT COSTS - 2002

DESCRIPTION	CAR TYPE			EQUMLER		REPLACEMENT VALUE
	R-1	CS-11	AAR	CAR COUNT 3/		
Box-Plain 40'	01	01	B1--B2--	0	53,800	1/ Box-Plain, 50'
Box-Plain 50'-59'	02	02	B(3,4)-(0-4)	3	53,800	1/
50'-59'		03	B(3,4)-(5-7)	0	53,800	1/
60' +		04	B(5-8)--	7	53,800	1/ Box-Plain, 50'
				10	53,800	
Box-Equipped <79'	03	06	A(1-4)(0,2,3)-	7,191	53,800	1/ Box-Plain, 50'
<79'			A(5,6)(0,2,3)-	2,242	62,500	1/
79' +			A(7,8)(0,2,3)-	638	108,000	1/
-Ins. Equip. <79'		11	A(1-4)(1,4)-	2	53,800	1/ Box-Plain, 50'
<79'			A(5,6)(1,4)-	0	62,500	1/
79' +			A(7,8)(1,4)-	0	108,000	1/
				10,073	59,169	
Gondola-Plain <61'	04	15	G(1-3)--	5	51,000	1/
61' +		16	G(6,7)--	1	52,000	1/
-Rot. Dump <61'		17	J(1-3)--	3,697	51,000	1/
61' +			J4--	0	52,000	1/
				3,703	51,000	
Gondola-Equipped	05	18	E---	11,802	68,000	1/
Hopper-Cvd <4000 CFC	06	08	C--(1,2)	3,874	43,000	1/
4000 CFC +		09	C--(3,4)	6,979	45,000	1/
				10,853	44,286	
Hopper-OT,GS <3000 CFC	07	20	H(1-3)--	6,680	54,000	1/
3000 CFC +			H4--	0	51,000	1/
				6,680	54,000	
Hopper-OT,SS	08	21	J--0, K---	6,897	63,500	1/
Refrigerator-Mechanical	09	13	R-(5-9)-	0	53,800	1/ Box-Plain, 50'
Refrigerator-NonMechanical	10	12	R-(0-2)-	2	53,800	1/ Box-Plain, 50'
Flat-TOFC/COFC	11	25	P---,Q---,S---	260	68,300	1/
Flat-Multi Level (Bi)	12	24	V(5-9)--	0	45,500	1/
(Tri)			V(0-4)--	0	58,250	1/
				0	#DIV/0!	
Flat-GS	13	23	F(1-3)0-	0	66,000	1/
Flat-SS Bulkhead	14	26	F-(4,5)-	156	80,000	1/
Special			F-(1-3,6,8)-, F40-	286	58,000	1/ Lumber Flat
				442	65,765	
Other-Pulpwood Log, Sp Flat	17	29	F-7-,L0(0,2,3,9)-,Q8--	641	58,000	1/ Lumber Flat
-Sp Box			A-5-,L0(4,7)-	2	53,800	1/ Box-Plain, 50'
-Sp Hopper			L01-	0	43,000	1/ Cement Hopper
-Sp Gondola			L06-	0	51,000	1/ Gondola-Plain
				643	57,987	
TOTAL				51,365		

1/ Replacement Value for 2003, 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 '02), for system-owned cars in active or HBO status.

JAN -22 03 (WED) 16:27

1-02-1998 2:19PM

FROM

P.001

Fax Transmission



Trinity Rail Market Services
575 Rippling Water Lane.
Duluth, GA 30097

Tel 678-417-7199
Fax 770-232-1443

Page 1 of 1

Date 1-21-03

To Dale Burmeister

From Robert C. Ortnier, Jr.
Vice President - Sales
rob.ortnier@trinityrail.com

Company CSX

Fax 904-359-3571

Fax 770-232-1443

Direct 678-417-7199

Dial

Dale -

Per your request here are 2003 updates for railcar replacement costs. Hope this informal response is OK. All cars are based on 200 car production runs.

If you have any questions, please feel free to call.

Rob Ortnier
TRG

JAN 21 2003 11:33

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PAGE. 01

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1-02-1998 2:19PM

FROM

P.001

REPLACEMENT COSTS (CSX)
TRINITY RAIL GROUP

CAR TYPE	2000 PRICE	2002 PRICE	2003 COMMENTS
BOX 50' PLAIN	\$70,300	\$53,500	53,800
BOX 60' EQUIPPED	\$79,167	\$62,000	62,500
BOX 86' EQUIPPED	\$110,000	\$105,000	108,000
GONDOLA 52' 6" PLAIN	\$50,060	\$48,500	57,000
GONDOLA 65' PLAIN	\$54,699	\$53,500	53,000
GONDOLA 100 TON COIL STEEL W/STEEL COVERS	\$63,000	\$66,400	68,000
BI-LEVEL RACK	\$45,500	\$45,500	45,500
TRI-LEVEL RACK	\$54,500	\$58,250	58,250
TOFC FLAT	\$88,000	\$68,300	68,300 Stand Alone
TOFC FLAT, 3 UNIT ARTICULATED SPINE	\$135,000	\$137,000	135,000
HOPPER, AGGREGATE 2200-2400 CU. FT.	\$56,500	\$51,000	52,500
HOPPER, COAL, 3 POCKET 3425 CU. FT.	\$58,500	\$55,000	57,000
HOPPER, COAL, ROTARY DUMP 3590 CU. FT.	\$57,000	\$49,000	57,000
HOPPER, WOOD CHIP 7800 CU. FT.	\$71,500	\$69,900	70,000
HOPPER, COKE 5600 CU. FT.	\$65,500	\$63,500	63,500
HOPPER, COVERED 100 TON 5150/5300 CU. FT. GRAIN	\$53,113	\$43,000	45,000
HOPPER, COVERED 100 TON 3000 CU. FT. CEMENT	\$50,833	\$41,900	43,000
FLAT, 100 TON	\$72,483	\$64,000	66,000
FLAT, 54'-66" BULKHEAD	\$83,000	\$80,000	80,000
CENTER PARTITION LUMBER CAR	\$60,125	\$52,460	51,000
THREE UNIT DOUBLE STACK CAR	\$151,553	\$145,000	148,000
FIVE UNIT DOUBLE STACK CAR	\$236,504	\$226,000	230,000

JAN 21 2003 11:33

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PAGE.02

Jacksonville, FL
October 4, 2002

Mr. D. A. Burmeister - J430
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 2002. 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 January 31, 2003.

If you have any questions, please call me at RNX 322-4346 for clarification.

Alicia K. Blong - J200
Sr. Economic Analyst
Cost & Economic Analysis

copies:

Ms. B. J. League - J200
Ms. E. M. Preslar - J200
Mr. D. L. Sigman - J430
Mr. J. W. Tilley - J210

Car Accounting
Car Days by Car Type
2002

<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,	1,093	212,208
Box Equipped	1,969,003	4,352,781
Gondola, Plain	53,378	266,124
Gondola, Equipped	1,188,987	885,792
Hopper, Covered	1,011,838	1,499,241
Hopper, General Service	248,809	391,171
Hopper, Special Service	176,409	124,590
Refrigerator, Non-Mechanical	93,835	287,091
Refrigerator, Mechanical	0	424,941
Flats, Tofc/Cofc	68,295	832,650
Flats, Multi Level	5,833	425,394
Flats, General Service	2,423	102,018
Flats, Other	36,303	630,567
Tank Cars <22,000 Gallons	0	0
Tank Cars >22,000 Gallons	0	0
Other Car Types	65,241	34,818
Total:	4,921,447	10,469,386

COST OF CAPITAL
HOLDING GAINS / LOSSES

INDEXING

FORECAST YEAR

INDEXING

COMPOSITE INDEX TO BE APPLIED TO
OFF-BRANCH COSTS

49 CFR 1152.32 (n) (5)

Calendar Year 2001 to Calendar Year 2002

Percentage change used to index 2001 unit costs to Year 2002 level.

CSXT / Finance
8/29/2003

COST INDEXES

Calendar Year 2002 to Base Year April 2002 - March 2003

Components (1980=100)	AAR				AAR				AAR				04/02 thru 03/03	
	1Q02	2Q02	3Q02	4Q02	AAR	1Q02	2Q02	3Q02	4Q02	AAR	1Q03	AAR	Avg	% Change
Labor	256.9	257.3	257.1	267.6	259.7	257.3	257.1	267.6	269.7	262.9	1.2			
Fuel	75.9	91.6	91.5	107.8	91.7	91.6	91.5	107.8	113.8	101.2	10.3			
Material & Supplies	155.5	150.0	149.9	148.6	151.0	150.0	149.9	148.6	144.2	148.2	(1.9)			
Equipment Rents	178.7	177.4	177.4	176.8	177.6	177.4	177.4	176.8	177.0	177.2	(0.2)			
Depreciation	148.6	149.9	149.7	148.8	149.3	149.9	149.7	18.8	149.7	117.0	(21.6)			
Interest	108.8	108.8	108.8	98.6	106.3	108.8	108.8	98.6	98.6	103.7	(2.4)			
Other Expenses	159.5	160.2	160.5	161.2	160.4	160.2	160.5	161.2	162.3	161.1	0.4			
RCAF Total (4Q97=100)	96.9	95.7	95.7	100.0	97.1	95.7	95.7	100.0	99.6	97.8	0.7			

Percentage change used to index 2002 unit costs to Base Year level.

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

COST INDEXES

Calendar Year 2002 to Forecast Year Beginning September 1, 2003

	AAR				AAR				AAR				DRI				09/03 thru 08/04	
	1Q02	2Q02	3Q02	4Q02	Avg	3Q03	4Q03	1Q04	2Q04	3Q04	Avg	% Change						
Components (1980=100)																		
Labor	256.9	257.3	257.1	267.6	259.7	273.5	272.8	275.6	276.5	282.7	276.1	6.3						
Fuel	75.9	91.6	91.5	107.8	91.7	106.3	104.2	98.6	92.7	99.1	99.3	8.2						
Material & Supplies	155.5	150.0	149.9	148.6	151.0	152.7	152.5	152.7	152.7	152.8	152.7	1.1						
Equipment Rents	178.7	177.4	177.4	176.8	177.6	175.8	180.2	180.9	181.5	182.1	180.7	1.7						
Depreciation	148.6	149.9	149.7	148.8	149.3	149.9	151.0	152.6	153.3	153.7	152.3	2.1						
Interest	108.8	108.8	108.8	98.6	106.3	98.6	91.1	91.1	91.1	91.1	91.7	(13.7)						
Other Expenses	159.5	160.2	160.5	161.2	160.4	163.2	164.9	164.8	165.5	167.1	165.3	3.1						
RCAF Total (4Q97=100)	96.9	95.7	95.7	100.0	97.1	102.0	100.7	101.1	101.1	102.9	101.4	4.4						

Percentage change used to index 2002 unit costs to Forecast Year level.

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

COST INDEXES

Calendar Year 2002 to Subsidy Year Ending				December 31, 2004				01/04 thru 12/04			
	AAR	AAR	AAR	AAR	AAR	AAR	AAR	DRI	DRI	DRI	DRI
Components (1980=100)	1Q02	2Q02	3Q02	4Q02	Avg	1Q04	2Q04	3Q04	4Q04	Avg	% Change
Labor	256.9	257.3	257.1	267.6	259.7	275.6	276.5	282.7	283.0	279.5	7.6
Fuel	75.9	91.6	91.5	107.8	91.7	98.6	92.7	99.1	110.8	100.3	9.4
Material & Supplies	155.5	150.0	149.9	148.6	151.0	152.7	152.7	152.8	153.4	152.9	1.3
Equipment Rents	178.7	177.4	177.4	176.8	177.6	180.9	181.5	182.1	182.8	181.8	2.4
Depreciation	148.6	149.9	149.7	148.8	149.3	152.6	153.3	153.7	154.0	153.4	2.8
Interest	108.8	108.8	108.8	98.6	106.3	91.1	91.1	91.1	89.9	90.8	(14.5)
Other Expenses	159.5	160.2	160.5	161.2	160.4	164.8	165.5	167.1	167.8	166.3	3.7
RCAF Total (4Q97=100)	96.9	95.7	95.7	100.0	97.1	101.1	101.1	102.9	103.7	102.2	5.3

Percentage change used to index 2002 unit costs to Subsidy Year level.

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

COST INDEXES

Calendar Year 2003 to Forecast Year Beginning										September 1, 2003				09/03 thru 08/04					
	AAR			AAR			DRI			AAR			DRI			DRI			% Change
	1Q03	2Q03	3Q03	4Q03	1Q04	2Q04	3Q04	4Q04	1Q05	2Q05	3Q05	4Q05	1Q06	2Q06	3Q06	4Q06			
Components (1980=100)																			
Labor	269.7	270.4	273.5	272.8	271.6	273.5	272.8	275.6	276.5	282.7	272.8	275.6	276.5	282.7	276.1	276.1	1.7		
Fuel	113.8	130.4	106.3	104.2	113.7	106.3	104.2	98.6	92.7	99.1	104.2	98.6	92.7	99.1	99.3	99.3	(12.7)		
Material & Supplies	144.2	152.6	152.7	152.5	150.5	152.7	152.5	152.7	152.7	152.8	152.5	152.7	152.7	152.8	152.7	152.7	1.4		
Equipment Rents	177.0	175.9	175.8	180.2	177.2	175.8	180.2	180.9	181.5	182.1	180.2	180.9	181.5	182.1	180.7	180.7	1.9		
Depreciation	149.7	149.1	149.9	151.0	149.9	149.9	151.0	152.6	153.3	153.7	151.0	152.6	153.3	153.7	152.3	152.3	1.6		
Interest	98.6	98.6	98.6	91.1	96.7	98.6	91.1	91.1	91.1	91.1	91.1	91.1	91.1	91.1	91.7	91.7	(5.2)		
Other Expenses	162.3	162.1	163.2	164.9	163.1	163.2	164.9	164.8	165.5	167.1	164.9	164.8	165.5	167.1	165.3	165.3	1.3		
RCAF Total (4Q97=100)	99.6	102.0	102.0	100.7	101.1	102.0	100.7	101.1	101.1	102.9	100.7	101.1	101.1	102.9	101.4	101.4	0.3		

Percentage change used to index 2003 unit costs to Forecast Year level.

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

COST INDEXES

Calendar Year 2003 to Subsidiary Year Ending

December 31, 2004

01/04 thru

Components (1980=100)	1Q03	2Q03	3Q03	4Q03	Avg	1Q04	2Q04	3Q04	4Q04	Avg	% Change
Labor	269.7	270.4	273.5	272.8	271.6	275.6	276.5	282.7	283.0	279.5	2.9
Fuel	113.8	130.4	106.3	104.2	113.7	98.6	92.7	99.1	110.8	100.3	(11.8)
Material & Supplies	144.2	152.6	152.7	152.5	150.5	152.7	152.7	152.8	153.4	152.9	1.6
Equipment Rents	177.0	175.9	175.8	180.2	177.2	180.9	181.5	182.1	182.8	181.8	2.6
Depreciation	149.7	149.1	149.9	151.0	149.9	152.6	153.3	153.7	154.0	153.4	2.3
Interest	98.6	98.6	98.6	91.1	96.7	91.1	91.1	91.1	89.9	90.8	(6.1)
Other Expenses	162.3	162.1	163.2	164.9	163.1	164.8	165.5	167.1	167.8	166.3	1.9
RCAF Total (4Q97=100)	99.6	102.0	102.0	100.7	101.1	101.1	101.1	102.9	103.7	102.2	1.1

Percentage change used to index 2003 unit costs to Subsidy Year level.

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

COST INDEXES: INPUTS

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

	AAR	AAR	AAR	AAR	AAR	AAR	AAR	AAR
Components (1980=100)	1Q01	2Q01	3Q01	4Q01	1Q02	2Q02	3Q02	4Q02
Labor	254.4	254.5	256.3	253.0	256.9	257.3	257.1	267.6
Fuel	118.7	107.8	101.3	97.7	75.9	91.6	91.5	107.8
Material & Supplies	148.7	149.5	155.8	153.8	155.5	150.0	149.9	148.6
Equipment Rents	175.1	177.9	177.7	179.2	178.7	177.4	177.4	176.8
Depreciation	150.2	150.1	150.0	149.3	148.6	149.9	149.7	148.8
Interest	94.9	94.9	94.9	108.8	108.8	108.8	108.8	98.6
Other Expenses	160.9	161.0	160.2	159.5	159.5	160.2	160.5	161.2
RCAF Total (4Q02=100)	97.8	96.9	97.2	97.3	96.9	95.7	95.7	100.0

	AAR	AAR	AAR	DRI	DRI	DRI	DRI	DRI
Components (1980=100)	1Q03	2Q03	3Q03	4Q03	1Q04	2Q04	3Q04	4Q04
Labor	269.7	270.4	273.5	272.8	275.6	276.5	282.7	283.0
Fuel	113.8	130.4	106.3	104.2	98.6	92.7	99.1	110.8
Material & Supplies	144.2	152.6	152.7	152.5	152.7	152.7	152.8	153.4
Equipment Rents	177.0	175.9	175.8	180.2	180.9	181.5	182.1	182.8
Depreciation	149.7	149.1	149.9	151.0	152.6	153.3	153.7	154.0
Interest	98.6	98.6	98.6	91.1	91.1	91.1	91.1	89.9
Other Expenses	162.3	162.1	163.2	164.9	164.8	165.5	167.1	167.8
RCAF Total (4Q02=100)	99.6	102.0	102.0	100.7	101.1	101.1	102.9	103.7

MAKE-WHOLE ADJUSTMENTS

TO BE APPLIED TO
OFF-BRANCH COSTS

Development of Make-Whole Adjustments
to be Applied to Off-Branch Costs
CSX Transportation, Inc.

Year 2002	(A) Service Units DSISSEGD	(B) Adj. Factor
A. STATION CLERICAL	(CL O+T)	
1. Trainload/UT	3,439,996	0.7525
2. Multiple Car	1,243,335	0.7638
3. All Other (CL)	6,212,649	1.1843
4. System	10,895,980	xxx
B. TERMINAL SWITCHING	(CL O+T)	
1. Trainload/UT	3,439,996	0.2500
2. Multiple Car	1,243,335	0.5000
3. All Other (CL)	6,212,649	1.5153
4. System	10,895,980	xxx
C. TERMINAL CAR COST	(CL O+T-RR)	
1. Trainload/UT & Multiple Car	3,095,427	0.5000
2. All Other (CL)	4,815,735	1.3214
3. System	7,911,162	xxx
D. INTERCHANGE SWITCHING	(CL INCH)	
1. Trainload/UT	262,044	0.5000
2. Multiple Car & All Other (CL)	2,746,454	1.0477
3. System	3,008,498	xxx
E. INTERCHANGE CAR COST	(CL INCH-RR)	
1. Trainload/UT	104,590	0.5000
2. Multiple Car & All Other (CL)	2,136,502	1.0245
3. System	2,241,092	xxx
F. I & I SWITCHING	(Car Miles)	
1. Trainload/UT	1,467,136,657	-
2. Multiple Car & All Other (CL)	3,734,289,074	1.3929
3. System	5,201,425,731	xxx
G. I & I CAR COST	(Car Miles-RR)	
1. Trainload/UT	694,269,190	-
2. Multiple Car & All Other (CL)	2,525,070,714	1.2750
3. System	3,219,339,904	xxx
H. MOD TERM SWITCHING	(Total CL)	
1. Trainload/UT	1,851,020	0.2500
2. Multiple Car	674,198	0.5000
3. All Other (CL)	4,427,021	1.3897
4. System	6,952,239	xxx
I. MOD TERM CAR COST	(TOTAL CL-RR)	
1. Trainload/UT & Multiple Car	1,386,876	0.5000
2. All Other (CL)	3,450,674	1.2010
3. System	4,837,550	xxx

4/16/2003

Development of Make-Whole Adjustments
to be Applied to Off-Branch Costs
CSX Transportation, Inc.

INPUT DATA

Year 2002 DSISSEGD	TL/UT	Multi-Car	Other (CL)	Total
<u>CARLOADS:</u>				
Total	1,851,020	674,198	4,427,021	6,952,239
Total-RR	978,341	408,535	3,450,674	4,837,550
O+T	3,439,996	1,243,335	6,212,649	10,895,980
O+T-RR	1,852,092	766,181	4,815,735	7,434,008
Inch	262,044	105,061	2,641,393	3,008,498
Inch-RR	104,590	50,889	2,085,613	2,241,092
<u>CARMILES:</u>				
Total	1,467,136,657	422,052,641	3,312,236,433	5,201,425,731
Total-RR	694,269,190	237,500,889	2,287,569,825	3,219,339,904
<u>WAYBILLS:</u>				
O+T	34,432	68,571	6,212,649	6,315,652
CL/Waybill	99.9	18.1	1.0	1.7

OFF-BRANCH UNIT COSTS

49 CFR 1152.32 (n)

URCSTAB

OFF-BRANCH UNIT COST TABLES

DATASET: U9320.FOC.URCSTAB.CSX02XA

DATE: 03/06/26
TIME: 14:52
PAGE: 001

GENERAL DATA:
MANAGEMENT CLASS: INFO
STORAGE CLASS: STANDARD
DATA CLASS: **None**
VOLUME SERIAL: SML002
DEVICE TYPE: 3390
ORGANIZATION: PS
DATA SET NAME TYPE:
CREATION DATE: 2003/06/26
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

START COL	1	2	3	4	5	6	7	8	9	0	1				
1	01	59.9899	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	35.3933	.0000	.0000	.0052796	.0001135	.1503
14	.003230	17.3027	15.0404	.080439	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	02	59.9899	15.91420	1.7629	181.9260	1.1497	16.6639	47.8753	.3026	35.3933	46.2204	.2921	.0072951	.0001135	.2076
95	.003230	17.3027	15.0404	.080439	.1506	.3904	.0025	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	03	66.6554	15.91420	1.7629	47.6441	26.3477	16.6639	11.9110	6.5869	35.5821	11.5607	6.3932	.0079085	.0001129	.2263
60	.003230	17.3950	15.1206	.080869	.1636	.0977	.0540	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	04	66.6554	15.91420	1.7629	32.3255	24.0290	16.6639	8.0814	6.0073	36.6106	8.0704	5.9991	.0059150	.0001097	.1761
93	.003230	17.8978	15.5577	.083206	.0559	.0682	.0507	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	05	66.6554	15.91420	1.7629	25.6840	36.3251	16.6639	6.4210	9.0813	36.4742	6.3884	9.0351	.0072513	.0001101	.2127
52	.003230	17.8312	15.4997	.082896	.1387	.0540	.0763	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	06	66.6554	15.91420	1.7629	37.9443	26.4281	16.6639	9.4861	6.6070	36.9877	9.5707	6.6660	.0069008	.0001086	.2053
18	.003230	18.0822	15.7179	.084063	.1348	.0808	.0563	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	07	66.6554	15.91420	1.7629	33.9356	22.6144	16.6639	8.4839	5.6536	36.5952	8.4688	5.6435	.0064845	.0001097	.1908
87	.003230	17.8903	15.5511	.083171	.0921	.0715	.0477	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	08	66.6554	15.91420	1.7629	31.0790	56.2496	16.6639	7.7697	14.0624	39.1429	8.2959	15.0146	.0063531	.0001026	.2000
37	.003230	19.1358	16.6338	.088961	.1876	.0701	.1268	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	09	66.6554	15.91420	1.7629	58.8260	.0000	16.6639	14.7065	.0000	34.6623	13.9049	.0000	.0100992	.0001159	.2815
91	.003230	16.9453	14.7297	.078778	.2086	.1175	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	10	66.6554	15.91420	1.7629	40.8397	.0636	16.6639	10.2099	.0159	35.3150	9.8352	.0153	.0094420	.0001137	.2682
24	.003230	17.2645	15.0071	.080262	.1445	.0831	.0001	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	11	36.6605	15.91420	1.7629	1.3797	9.5046	16.6639	.4451	3.0660	21.4718	.2607	1.7957	.0133634	.0001870	.2308
13	.003230	10.4969	9.1245	.048800	.0015	.0022	.0152	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	12	66.6554	15.91420	1.7629	7.8334	.0000	16.6639	1.9583	.0000	28.9255	1.5452	.0000	.0118737	.0001388	.2762
74	.003230	14.1408	12.2919	.065740	.1188	.0131	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	13	66.6554	15.91420	1.7629	34.0398	.0000	16.6639	8.5099	.0000	34.2187	7.9431	.0000	.0070979	.0001174	.1953
75	.003230	16.7285	14.5412	.077770	.1384	.0671	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	14	66.6554	15.91420	1.7629	20.9865	6.2858	16.6639	5.2466	1.5714	36.1993	5.1806	1.5517	.0076237	.0001109	.2219
93	.003230	17.6967	15.3829	.082271	.1464	.0438	.0131	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	15	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
00	.003230	.0000	.0000	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	16	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
00	.003230	.0000	.0000	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	17	66.6554	15.91420	1.7629	96.2625	68.9411	16.6639	24.0656	17.2353	36.1941	23.7595	17.0160	.0079304	.0001109	.2308
91	.003230	17.6942	15.3807	.082260	1.0524	.2807	.1437	.0000	.0000	.0000	.0000	.0000	.0052796	.0001354	.1259
1	18	59.9899	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
79	.003230	14.5016	12.6055	.067417	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	19	59.9899	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
71	.003230	14.5016	12.6055	.067417	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	20	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	21	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
89	.003230	18.1029	15.7359	.084159	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	22	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
56	.003230	17.4124	15.1357	.080949	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	23	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
34	.003230	16.1020	13.9967	.074857	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	24	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
62	.003230	17.4756	15.1906	.081243	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	25	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
91	.003230	17.9567	15.6071	.083471	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	26	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
06	.003230	17.5962	15.2955	.081804	.0000	.0000	16.6639	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000

START COL	1	2	3	4	5	6	7	8	9	0	1				
1	27	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	31.7454	.0000	.0000	.0094420	.0001265	.2411
12	.003230	15.5194	13.4902	.072149	.0000	.0000	.0000	.0802	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	28	36.6605	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	20.3350	.0000	.0000	.0133634	.0001975	.2185
92	.003230	9.9412	8.6414	.046216	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	29	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	28.3803	.0000	.0000	.0118737	.0001415	.2710
67	.003230	13.8743	12.0602	.064501	.0000	.0000	.0000	.2007	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	30	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	52.3506	.0000	.0000	.0070979	.0000767	.2989
01	.003230	25.5926	22.2464	.118979	.0000	.0000	.0000	.1481	.0000	.0000	.0000	.0000	.0076237	.0001118	.2202
1	31	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	35.9225	.0000	.0000	.0076237	.0001118	.2202
96	.003230	17.5614	15.2653	.081642	.0000	.0000	.0000	.1481	.0000	.0000	.0000	.0000	.0079304	.0001224	.2092
1	32	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	32.7964	.0000	.0000	.0079304	.0001224	.2092
16	.003230	16.0332	13.9368	.074538	.0000	.0000	.0000	.1695	.0000	.0000	.0000	.0000	.0079304	.0001179	.2173
1	33	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	34.0656	.0000	.0000	.0079304	.0001179	.2173
13	.003230	16.6537	14.4762	.077422	.0000	.0000	.0000	.1854	.0000	.0000	.0000	.0000	.0079304	.0001330	.1925
1	34	66.6554	15.91420	1.7629	.0000	.0000	16.6639	.0000	.0000	30.1895	.0000	.0000	.0079304	.0001330	.1925
86	.003230	14.7588	12.8290	.068613	.0000	.0000	.0000	.0175	.0000	.0000	.0000	.0000	.0079304	.0001330	.1925

DATASET: U9320.F0C.URCSTAB.CSX02XM

DATE: 03/06/26
TIME: 14:52
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GENERAL DATA:		
MANAGEMENT CLASS:	INFO	
STORAGE CLASS:	STANDARD	
DATA CLASS:	***None**	
VOLUME SERIAL:	SML014	
DEVICE TYPE:	3390	
ORGANIZATION:	PS	
DATA SET NAME TYPE:		
CREATION DATE:	2003/06/26	
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		

DATA SET: U9320.FOC.URCSTAB.CSX02XM

DATE: 03/06/26
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PAGE: 1

START COL	1	2	3	4	5	6	7	8	9	0	1			
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14	.003230	17.3027	15.0404	.115382	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	02 29.9950	15.91420	1.7629	90.9630	.5748	8.3319	23.9376	.1513	37.5098	47.9583	.3031	.0072951	.0001135	.2076
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1	04 33.3277	15.91420	1.7629	16.1628	12.0145	8.3319	4.0407	3.0036	38.7999	8.3738	6.2247	.0059150	.0001097	.1741
93	.003230	17.8978	15.5577	.119351	.0559	.0821	.0610	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	05 33.3277	15.91420	1.7629	12.8420	18.1625	8.3319	3.2105	4.5406	38.6554	6.6286	9.3749	.0072513	.0001101	.2127
52	.003230	17.8312	15.4997	.118906	.1387	.0650	.0919	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	06 33.3277	15.91420	1.7629	18.9722	13.2140	8.3319	4.7430	3.3035	39.1995	9.9306	6.9166	.0069008	.0001086	.2053
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87	.003230	17.8903	15.5511	.119301	.0921	.0861	.0574	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	08 33.3277	15.91420	1.7629	15.5395	28.1248	8.3319	3.8849	7.0312	41.4837	8.6078	15.5792	.0063531	.0001026	.2000
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1	10 33.3277	15.91420	1.7629	20.4198	.0318	8.3319	5.1050	.0000	37.4269	10.2050	.0159	.0094420	.0001137	.2682
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1	15 33.3277	15.91420	1.7629	.0000	.0000	8.3319	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
00	.003230	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
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1	18 29.9950	15.91420	1.7629	.0000	.0000	8.3319	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
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71	.003230	14.5016	12.6055	.096703	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
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1	23 33.3277	15.91420	1.7629	.0000	.0000	8.3319	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
34	.003230	16.1020	13.9967	.107376	.0000	.0000	.0000	.0749	.0000	.0000	.0000	.0000	.0000	.0000
1	24 33.3277	15.91420	1.7629	.0000	.0000	8.3319	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
62	.003230	17.4756	15.1906	.116535	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
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1 34 33.3277 15.91420 1.7629 .0000 .0000 8.3319 .0000 .0000 31.9949 .0000 .0000 .0079304 .0001330 .1925
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TIME: 14:52
PAGE: 001

DATASET: U9320.FOC.URCSTAB.CSX02XS

GENERAL DATA:		GENERAL DATA:		CURRENT ALLOCATION:	
MANAGEMENT CLASS:	INFO	RECORD FORMAT:		1 TRACK	
STORAGE CLASS:	STANDARD	RECORD LENGTH:	FB	1 EXTENT	
DATA CLASS:	**None**	BLOCK SIZE:	176		
VOLUME SERIAL:	SHL030	1ST EXTENT SIZE:	3,520		
DEVICE TYPE:	3390	SECONDARY QUAN:	1		
ORGANIZATION:	PS		104		
DATA SET NAME TYPE:				CURRENT UTILIZATION:	
CREATION DATE:	2003/06/26			1 TRACK	
EXPIRATION DATE:	***None***			1 EXTENT	

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1	37	.003230	19.1358	16.6358	.127606	.1876	.0844	.1527	.0000	.0000	.0000	.0000	.0000	.0000	.0000
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1	13103.4893	19.06362	1.7629	44.5376	.0000	23.6610	10.4664	.0000	36.2650	8.2418	.0000	.0070979	.0001174	.1953	
1	75	.003230	16.7285	14.5412	.111553	.1384	.0808	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
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1	15103.4893	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	.0000	.0000	.0000	.0079304	.0000000	.0000	.0000
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1	00	.003230	.0000	.0000	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
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1	18	93.1403	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	31.4373	.0000	.0000	.0000	.0000	.0000
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1	21103.4893	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	.0000	39.2444	.0000	.0000	.0059150	.0001084	.1761
1	89	.003230	18.1029	15.7359	.120718	.0000	.0000	.0000	.0006	.0000	.0000	.0000	.0000	.0000	.0000
1	22103.4893	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	.0000	37.7476	.0000	.0000	.0072513	.0001127	.2077
1	56	.003230	17.4124	15.1357	.116114	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
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1	34	.003230	16.1020	13.9967	.107376	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	24103.4893	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	.0000	37.8845	.0000	.0000	.0064845	.0001123	.1864
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DATA SET: U9320.FDC.URCSTAB.CSX02KS

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PAGE: 2

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12	.003230	15.5194	13.4902	.103490	.0000	.0000	.0000	.0802	.0000	.0094420	.0001265
1	28	56	9191	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	.0133634
1	92	.003230	9.9412	8.6414	.066292	.0000	.0000	.0000	.0000	.0000	.0001975
1	29103.4893	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	30.0775	.0000	.0118737
67	.003230	13.8743	12.0602	.092520	.0000	.0000	.0000	.2007	.0000	.0000	.0001415
1	30103.4893	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	55.4812	.0000	.0000767
1	01	.003230	25.5926	22.2464	.170663	.0000	.0000	.0000	.1481	.0000	.0000767
1	31103.4893	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	38.0706	.0000	.00076237
96	.003230	17.5614	15.2653	.117108	.0000	.0000	.0000	.1481	.0000	.0000	.0001118
1	32103.4893	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	34.7577	.0000	.0001224
16	.003230	16.0332	13.9368	.106917	.0000	.0000	.0000	.1695	.0000	.0000	.00079304
1	33103.4893	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	36.1028	.0000	.0001179
13	.003230	16.6537	14.4762	.111054	.0000	.0000	.0000	.1854	.0000	.0000	.00079304
1	34103.4893	19.06362	1.7629	.0000	.0000	23.6610	.0000	.0000	31.9949	.0000	.0001330
86	.003230	14.7588	12.8290	.098418	.0000	.0000	.0000	.0175	.0000	.0000	.0001330

DATA SET: U9320.FOC.URCSTAB.CSX02XU

DATE: 03/06/26
TIME: 14:52
PAGE: 001

GENERAL DATA:
MANAGEMENT CLASS: INFO
STORAGE CLASS: STANDARD
DATA CLASS: **None**
VOLUME SERIAL: SHL017
DEVICE TYPE: 3390
ORGANIZATION: PS
DATA SET NAME TYPE:
CREATION DATE: 2003/06/26
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

START COL	1	2	3	4	5	6	7	8	9	0	1				
1	01	14.9975	15.91420	1.7629	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0037865	.0000786	.1556	
95	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	
1	02	14.9975	15.91420	1.7629	90.9630	.5748	4.1660	23.9376	.1513	18.3302	23.9376	.1513	.0052319	.0000786	.2151
31	.003230	13.8589	15.5789	.000000	.1560	.1650	.0010	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	03	16.6639	15.91420	1.7629	23.8220	13.1739	4.1660	5.9555	3.2935	18.3302	5.9555	3.2935	.0056718	.0000786	.2332
20	.003230	13.8589	15.5789	.000000	.1684	.0411	.0227	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	04	16.6639	15.91420	1.7629	16.1628	12.0145	4.1660	4.0407	3.0036	18.3302	4.0407	3.0036	.0042421	.0000786	.1744
30	.003230	13.8589	15.5789	.000000	.0559	.0279	.0207	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	05	16.6639	15.91420	1.7629	12.8420	18.1625	4.1660	3.2105	4.5406	18.3302	3.2105	4.5406	.0052005	.0000786	.2138
39	.003230	13.8589	15.5789	.000000	.1394	.0221	.0313	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	06	16.6639	15.91420	1.7629	18.9722	13.2140	4.1660	4.7430	3.3035	18.3302	4.7430	3.3035	.0049491	.0000786	.2035
02	.003230	13.8589	15.5789	.000000	.1336	.0327	.0228	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	07	16.6639	15.91420	1.7629	16.9678	11.3072	4.1660	4.2419	2.8268	18.3302	4.2419	2.8268	.0046506	.0000786	.1912
27	.003230	13.8589	15.5789	.000000	.0922	.0292	.0195	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	08	16.6639	15.91420	1.7629	15.5395	28.1248	4.1660	3.8849	7.0312	18.3302	3.8849	7.0312	.0045563	.0000786	.1873
51	.003230	13.8589	15.5789	.000000	.1757	.0268	.0485	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	09	16.6639	15.91420	1.7629	29.4130	.0000	4.1660	7.3533	.0000	18.3302	7.3533	.0000	.0072430	.0000786	.2978
24	.003230	13.8589	15.5789	.000000	.2206	.0507	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	10	16.6639	15.91420	1.7629	20.4198	.0318	4.1660	5.1050	.0080	18.3302	5.1050	.0080	.0067716	.0000786	.2784
42	.003230	13.8589	15.5789	.000000	.1500	.0352	.0001	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	11	9.1651	15.91420	1.7629	.6899	4.7523	4.1660	.2225	1.5330	18.3302	.2225	1.5330	.0095840	.0000786	.3940
83	.003230	13.8589	15.5789	.000000	.0025	.0015	.0106	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	12	16.6639	15.91420	1.7629	3.9167	.0000	4.1660	.9792	.0000	18.3302	.9792	.0000	.0085156	.0000786	.3501
53	.003230	13.8589	15.5789	.000000	.1505	.0068	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	13	16.6639	15.91420	1.7629	17.0199	.0000	4.1660	4.2550	.0000	18.3302	4.2550	.0000	.0050905	.0000786	.2093
16	.003230	13.8589	15.5789	.000000	.1483	.0293	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	14	16.6639	15.91420	1.7629	10.4932	3.1429	4.1660	2.6233	.7857	18.3302	2.6233	.7857	.0054676	.0000786	.2248
21	.003230	13.8589	15.5789	.000000	.1483	.0181	.0054	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	15	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0056875	.0000786	.2338
66	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	16	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0056875	.0000786	.2338
66	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	17	16.6639	15.91420	1.7629	48.1312	34.4706	4.1660	12.0328	8.6176	18.3302	12.0328	8.6176	.0056875	.0000786	.2338
66	.003230	13.8589	15.5789	.000000	1.0659	.0829	.0594	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	18	14.9975	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0037865	.0000786	.1556
95	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	19	14.9975	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0052319	.0000786	.2151
31	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	20	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0056718	.0000786	.2332
20	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0175	.0000	.0000	.0000	.0000	.0000	.0000
1	21	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0042421	.0000786	.1744
30	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0006	.0000	.0000	.0000	.0000	.0000	.0000
1	22	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0052005	.0000786	.2138
39	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	23	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0049491	.0000786	.2035
02	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0749	.0000	.0000	.0000	.0000	.0000	.0000
1	24	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0046506	.0000786	.1912
27	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	25	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0045563	.0000786	.1873
51	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000	.0000
1	26	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0000	.0072430	.0000786	.2978
24	.003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0156	.0000	.0000	.0000	.0000	.0000	.0000

DATASET: U9320.FOC.URCSTAB.CSX02XU

DATE: 03/06/26
TIME: 14:52
PAGE: 2

START COL		1	2	3	4	5	6	7	8	9	0	1		
1	27	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0067716	.0000786	.2784
42	003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0802						
1	28	9.1651	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0095840	.0000786	.3940
83	003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0000	.0000					
1	29	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0085156	.0000786	.3501
53	003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.2007						
1	30	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0050905	.0000786	.2093
16	003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.1481						
1	31	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0054676	.0000786	.2248
21	003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.1481						
1	32	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0056875	.0000786	.2338
66	003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.1695						
1	33	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0056875	.0000786	.2338
66	003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.1854						
1	34	16.6639	15.91420	1.7629	.0000	.0000	4.1660	.0000	.0000	18.3302	.0000	.0056875	.0000786	.2338
66	003230	13.8589	15.5789	.000000	.0000	.0000	.0000	.0175						

PROJECT: U9320
GROUP: FOCMAST
TYPE: DATAMEMBER: URCSTAB
LEVEL: 01.09
USERID: U9320DATE: 99/07/07
TIME: 09:05
PAGE: 01 OF 01

START COL -----1-----2-----3-----4-----5-----6-----7-----8

```
1 FILE=URCSTAB
1 SEGNAME=ONLYSEG ,SUFFIX=FIX
1 FIELDNAME { =CARTYPE , ,A2 ,A2 ,TITLE='CT', $
1 FIELDNAME { =TERM_SW , ,D8.4 ,A8 , $
1 FIELDNAME { =CLOT_CLER_O , ,D9.5 ,A9 , $
1 FIELDNAME { =CLOT_OTHR_O , ,D7.4 ,A7 , $
1 FIELDNAME { =TERM_CCR , ,D8.4 ,A8 , $
1 FIELDNAME { =TERM_CCR , ,D8.4 ,A8 , $
1 FIELDNAME { =TERM_SW , ,D8.4 ,A8 , $
1 FIELDNAME { =TERM_SW , ,D8.4 ,A8 , $
1 FIELDNAME { =TERM_CCR , ,D8.4 ,A8 , $
1 FIELDNAME { =TERM_CCR , ,D8.4 ,A8 , $
1 FIELDNAME { =INCH_SW , ,D8.4 ,A8 , $
1 FIELDNAME { =INCH_CCR , ,D8.4 ,A8 , $
1 FIELDNAME { =INCH_CCR , ,D8.4 ,A8 , $
1 FIELDNAME { =LH_ALLOC1 , ,D9.7 ,A9 , $
1 FIELDNAME { =LH_ALLOC2 , ,D9.7 ,A9 , $
1 FIELDNAME { =LH_A , ,D8.6 ,A8 , $
1 FIELDNAME { =LH_B , ,D8.6 ,A8 , $
1 FIELDNAME { =LH_C , ,D8.4 ,A8 , $
1 FIELDNAME { =LH_D , ,D8.4 ,A8 , $
1 FIELDNAME { =LH_E , ,D8.6 ,A8 , $
1 FIELDNAME { =LH_CCM , ,D7.4 ,A7 , $
1 FIELDNAME { =LH_CCR , ,D7.4 ,A7 , $
1 FIELDNAME { =LH_CCR , ,D7.4 ,A7 , $
1 FIELDNAME { =LH_CCP , ,D7.4 ,A7 , $
```

URCS

PHASE III E-TABLE

THE OFF-BRANCH UNIT COST TABLES
WILL BE BASED ON THE
2001 URCS - PHASE III
WITH 2002 FREIGHT CAR COST
REPLACEMENT VALUES

PENDING AVAILABILITY
OF THE
2002 URCS - PHASE III

DATA RETRIEVAL PROGRAMS

URCSABN

USER TABLE OF CAR COST, TARE WEIGHT,
AND EMPTY RETURN
(BY R-1 CAR TYPE)

Date: 03/06/26
TIME: 14:55
PAGE: 01 OF 01PROJECT: U9320
GROUP: FOCMAST
TYPE: DATA
MEMBER: URCSABN
LEVEL: 01.03
USERID: U9320

START COL -----1-----2-----3-----4-----5-----6-----7-----8

```
1 FILE=URCSABN
1 SEGNAME=URCSABN , SUFFIX=FIX
1 FIELDNAME =CARTYPE , ,A2 ,A2 ,TITLE='CT', $
1 FIELDNAME =FILL01 , ,A1 ,A1 , $
1 FIELDNAME =TAREMT , ,D4.1 ,A4 ,TITLE=' TARE ,WEIGHT', $
1 FIELDNAME =FILL02 , ,A1 ,A1 , $
1 FIELDNAME =ERRATIO , ,D7.5 ,A7 ,TITLE=' EMPTY,RETURN', $
1 FIELDNAME =FILL03 , ,A1 ,A1 , $
1 FIELDNAME =SPRATIO , ,D3.1 ,A3 ,TITLE=' S&P ,RATIO', $
1 FIELDNAME =FILL04 , ,A1 ,A1 , $
1 FIELDNAME =CDCOSTXRET , ,D8.5 ,A8 ,TITLE='COST/CD,EXCL RET', $
1 FIELDNAME =FILL05 , ,A1 ,A1 , $
1 FIELDNAME =CDCOSTRET , ,D8.5 ,A8 ,TITLE='COST/CD,RET ONLY', $
1 FIELDNAME =FILL06 , ,A1 ,A1 , $
1 FIELDNAME =CMCOST , ,D7.5 ,A7 ,TITLE='COST/CM', $
1 FIELDNAME =COMMENT , ,A28 ,A28 , $
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PROJECT: U9320 MEMBER: URCSABF2 DATE: 03/06/26
GROUP: EPIABLE LEVEL: 01.13 TIME: 14:54
TYPE: DATA USERID: U9320 PAGE: 1

PROJECT: U9320 MEMBER: URCSABF2
GROUP: EPIABLE LEVEL: 01.13
TYPE: DATA USERID: U9320

URCSABF2

START COL	1	2	3	4	5	6	7	8	9	0	1
1	01	26.1	1.93087	1.8	0.00000	0.00000	0.00000	0.00000			
1	02	33.3	1.93087	1.8	39.62921	0.25044	0.06456				
1	03	36.1	1.94117	2.0	9.85946	5.45240	0.06969				
1	04	27.0	1.99728	2.0	6.68944	4.97257	0.02315				
1	05	33.1	1.98984	2.0	5.31504	7.51711	0.05771				
1	06	31.5	2.01785	2.0	7.85220	5.46902	0.05529				
1	07	29.6	1.99644	2.0	7.02263	4.67983	0.03817				
1	08	29.0	2.13543	2.0	6.43148	11.64028	0.07271				
1	09	46.1	1.89099	2.0	12.17345	0.00000	0.09130				
1	10	43.1	1.92660	2.0	8.45136	0.01317	0.06209				
1	11	61.0	1.17139	1.1	0.36841	2.53792	0.00105				
1	12	54.2	1.57802	2.0	1.62104	0.00000	0.06230				
1	13	32.4	1.86679	2.0	7.04419	0.00000	0.06136				
1	14	34.8	1.97484	2.0	4.34294	1.30078	0.06136				
1	15	36.2	0.00000	2.0	0.00000	0.00000	0.00000				
1	16	36.2	0.00000	2.0	0.00000	0.00000	0.00000				
1	17	36.2	1.97456	2.0	19.92055	14.26667	0.44116				
1	18	24.1	1.61828	1.8	0.00000	0.00000	0.00000				
1	19	33.3	1.61828	1.8	0.00000	0.00000	0.00000				
1	20	36.1	1.89186	2.0	0.00000	0.00000	0.01750				
1	21	27.0	2.02016	2.0	0.00000	0.00000	0.00062				
1	22	33.1	1.94311	2.0	0.00000	0.00000	0.00000				
1	23	31.5	1.79688	2.0	0.00000	0.00000	0.07490				
1	24	29.6	1.95016	2.0	0.00000	0.00000	0.00000				
1	25	29.0	2.00363	2.0	0.00000	0.00000	0.00000				
1	26	46.1	1.96362	2.0	0.00000	0.00000	0.01562				

CAR COST BASED ON 2002

3 12.4% C OF C

ALL OTHER FACTORS ARE

BASED ON 2001 URCS

PROJECT: U9320
GROUP: EPTABLE
TYPE: DATA

MEMBER: URCSABF2
LEVEL: 01.13
USERID: U9320

DATE: 03/06/26
TIME: 14:54
PAGE: 2

URCSABF2

START	COL	1	2	3	4	5	6	7	8	9	0	1
1	27	43.1	1.73186	2.0	0.00000	0.00000	0.08018					
1	28	61.0	1.10937	1.1	0.00000	0.00000	0.00000					
1	29	54.2	1.54828	2.0	0.00000	0.00000	0.20071					
1	30	32.4	2.85597	2.0	0.00000	0.00000	0.14809					
1	31	34.8	1.95974	2.0	0.00000	0.00000	0.14809					
1	32	36.2	1.78920	2.0	0.00000	0.00000	0.16946					
1	33	36.2	1.85844	2.0	0.00000	0.00000	0.18543					
1	34	36.2	1.64698	2.0	0.00000	0.00000	0.01750					

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	
Year 2002	(12)	202.5	13.42	16.79	21.82	25.16	30.21	36.92	44.29	48.31	

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			\$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 '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	
Jan - March '02 (3)	179.2		11.88	14.86	19.31	22.26	26.74	32.68	39.19	42.75	
Apr '01 - Mar '02 (12)	212.4		14.08	17.61	22.88	26.39	31.69	38.73	46.45	50.67	
Jan - June '02 (6)	188.9		12.52	15.66	20.35	23.46	28.18	34.43	41.30	45.05	
Jul '01 - Jun '02 (12)	203.9		13.51	16.91	21.97	25.33	30.42	37.18	44.59	48.64	
Jan - Sept '02 (9)	193.1		12.80	16.01	20.80	23.99	28.81	35.21	42.23	46.07	
Oct '01 - Sept '02 (12)	198.9		13.18	16.49	21.43	24.71	29.67	36.26	43.49	47.44	

CREW WAGE RATES

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>	<u>1/01/03</u>	
Engineer (6)		146.77	151.91	156.47	157.67	158.63	160.31	161.19	
Conductor (54)		128.56	133.06	137.49	138.69	139.65	141.33	146.92	
Brakeman (54)		120.09	124.29	128.72	129.92	130.88	132.56	137.81	
3-Man Crew									
	per day	395.42	409.26	422.68	426.28	429.16	434.20	445.92	
	per hour	49.42750	51.15746	52.83500	53.28500	53.64500	54.27500	55.74000	
2-Man Crew									
	per day	275.33	284.97	293.96	296.36	298.28	301.64	308.11	
	per hour	34.41625	35.62082	36.74500	37.04500	37.28500	37.70500	38.51375	

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR APRIL, 2002

DATE 07151606
PAGE 0001

CUSTOMER: CADDY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CO	CO	I2	DAYS CR
FINX 50323	N	Y		0217			0219	0416	0416				
ACFX 65896	N	Y		0301			0306	0416	0416				
FPAX 970259	N	Y		0328			0401	0416	0416				
FPAX 970166	N	Y		0402			0404	0416	0416				
FINX 10692	N	Y		0409			0701	*CF*	0702				
FPAX 970238	N	Y		0415			0430	*CF*	0507				
FPAX 970276	N	Y		0415			0430	*CF*	0507				
FPAX 201116	N	Y		0421			0423	*CF*	0521				
FPAX 970052	N	Y		0421			0423	*CF*	0521				
FINX 50296	N	Y		0427			0430	*CF*	0701				
FPAX 200035	N	Y		0428			0430	*CF*	0521				
FPAX 970292	N	Y		0429			0430	*CF*	0701				

NOT IN
REV LOG

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MAY, 2002

DATE 07151606
PAGE 0001

CUSTOMER: CADDY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
UTEX 48618	N	Y		0123			0128	0507	0507				11
FINX 10692	N	Y		0409			0701	*CF*	0702				
✓PAX 970238	N	Y		0415			0430	0507	0507				
✓PAX 970276	N	Y		0415			0430	0507	0507				
✓PAX 201116	N	Y		0421			0423	0521	0521				
✓PAX 970052	N	Y		0421			0423	0521	0521				
FINX 50296	N	Y		0427			0430	*CF*	0701				
✓PAX 200035	N	Y		0428			0430	0521	0521				
✓PAX 970292	N	Y		0429			0430	*CF*	0701				
✓PAX 980134	N	Y		0501			0507	*CF*	0701				
✓PAX 201324	N	Y		0514			0521	*CF*	0701				
✓PAX 970356	N	Y		0518			0521	*CF*	0701				
✓PAX 980467	N	Y		0518			0521	*CF*	0701				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JUNE, 2002

DATE 07151606
PAGE 0001

CUSTOMER: CODY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1			
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR	
FINX 10692	N	Y		0409			0701	*CF*	0702						
FINX 50296	N	Y		0427			0430	*CF*	0701						
FPAX 970292	N	Y		0429			0430	*CF*	0701						
FPAX 980134	N	Y		0501			0507	*CF*	0701						
FPAX 201324	N	Y		0514			0521	*CF*	0701						
FPAX 970356	N	Y		0518			0521	*CF*	0701						
FPAX 980467	N	Y		0518			0521	*CF*	0701						
HPIX 88995	N	Y		0611			0612	*CF*	0702						
FPAX 970190	N	Y		0612			0614	*CF*	0702						
FPAX 980310	N	Y		0612			0614	*CF*	0702						
FPAX 200480	N	Y		0613			0618	*CF*	0702						
FPAX 980287	N	Y		0620			0625	*CF*	0702						
BPLX 75578	N	Y		0626			0702	*CF*	0801						
FPAX 970238	N	Y		0627			0702	*CF*	0717						

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JULY, 2002

DATE 07151606
PAGE 0001

CUSTOMER: CADDY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
✓FINX 10692	N	Y		0409			0701	0702	0702				
✓FINX 50296	N	Y		0427			0430	0701	0701				
✓FPAX 970292	N	Y		0429			0430	0701	0701				
✓FPAX 980134	N	Y		0501			0507	0701	0701				
✓FPAX 201324	N	Y		0514			0521	0701	0701				
✓FPAX 970356	N	Y		0518			0521	0701	0701				
✓FPAX 980467	N	Y		0518			0521	0701	0701				
✓FPAX 88395	N	Y		0611			0612	0702	0702				
✓FPAX 970130	N	Y		0612			0614	0702	0702				
✓FPAX 980310	N	Y		0612			0614	0702	0702				
✓FPAX 200480	N	Y		0613			0618	0702	0702				
✓FPAX 980287	N	Y		0620			0625	0702	0702				
GPLX 75528	N	Y		0626			0702	*CF*	0801				
✓FPAX 970238	N	Y		0629			0702	0717	0717				
✓FPAX 201035	N	Y		0702			0703	0717	0717				
✓FPAX 980062	N	Y		0705			0709	0717	0717				
FPAX 200775	N	Y		0705			0801	*CF*	0801				
FPAX 201420	N	Y		0707			0801	*CF*	0803				
FPAX 200421	N	Y		0707			0803	*CF*	0803				
FPAX 980160	N	Y		0707			0823	*CF*	0823				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JULY, 2002

DATE 07151606
PAGE 0002

CUSTOMER: DADY BAG CO
LOCATION: PEARSON BA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
CEBX 59723	N	Y		0709			0717	*CF*	0821				
NAHX 580701	N	Y		0711			0717	*CF*	0902				
✓PAX 970004	N	Y		0714			0717						
✓PAX 970059	N	Y		0714			0717	0717	0717	RL			
✓PAX 970022	N	Y		0723			0731	0731	0731				
FINX 10374	N	Y		0731			0806	*CF*	0926				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR AUGUST, 2002

DATE 07151607
PAGE 0001

CUSTOMER: CADDY BAG CO
LOCATION: PEARSON GA

KEY: AP 818/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
✓GPLX 75578	N	Y		0626			0702	0801	0801				
✓PAX 200775	N	Y		0705			0801	0801	0801				
✓PAX 201420	N	Y		0707			0801	0801	0803				
✓PAX 200421	N	Y		0707			0803	0803	0803				
✓PAX 980160	N	Y		0707			0823	0823	0823				
NAHX 580835	N	Y		0708			0709	*CF*	0910				
✓CBX 59723	N	Y		0709			0717	0821	0821				
NAHX 580701	N	Y		0711			0717	*CF*	0902				
FPAX 970004	N	Y		0714			0717						
FPAX 970059	N	Y		0714			0717	*CF*	0717	RL			
FPAX 970022	N	Y		0723			0731	*CF*	0731				
FINX 10371	N	Y		0731			0806	*CF*	0926				
FPAX 980250	N	Y		0811			0820	*CF*	0902				
FPAX 200909	N	Y		0813			0820	*CF*	0910				
FPAX 980075	N	Y		0813			0820	*CF*	0910				
FPAX 201425	N	Y		0821			0827	*CF*	0910				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR SEPTEMBER, 2002

DATE 07151607
PAGE 0001

CUSTOMER: CADDY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CO	CO	I2	DAYS CR
✓NAHX 580835	N	Y		0708			0709	0910	0910				
CCBX 59723	N	Y		0709			0717	*CF*	0821				
✓NAHX 580701	N	Y		0711			0717	0902	0902				
FPAX 970004	N	Y		0714			0717						
FPAX 970059	N	Y		0714			0717	*CF*	0717	RL			
FPAX 970022	N	Y		0723			0731	*CF*	0731				
✓FINX 10374	N	Y		0731			0806	0926	0926				
✓FPAX 980250	N	Y		0811			0820	0902	0902				
✓FPAX 200909	N	Y		0813			0820	0910	0910				
✓FPAX 980075	N	Y		0813			0820	0910	0910				
✓FPAX 201425	N	Y		0821			0827	0910	0910				
✓FPAX 950127	N	Y		0902			0905	0926	0926				
✓FPAX 970116	N	Y		0903			0905						
✓FPAX 201117	N	Y		0903			0905	0926	0926				
✓FPAX 980235	N	Y		0903			0905	*CF*	1015				
FPAX 970308	N	Y		0906			0910	*CF*	1015				
FPAX 200800	N	Y		0912			0917	*CF*	1015				
FPAX 970040	N	Y		0912			0917	*CF*	1015				
FPAX 200864	N	Y		0917			0924	*CF*	1112				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR OCTOBER, 2002

DATE 07151607
PAGE 0001

CUSTOMER: CADDY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
CCBX 59723	N	Y		0709			0717	*CF*	0821				
FPAX 970004	N	Y		0714			0717						
FPAX 970059	N	Y		0714			0717	*CF*	0717	RL			
FPAX 970022	N	Y		0723			0731	*CF*	0731				
FPAX 970116	N	Y		0903			0905						
✓FPAX 980235	N	Y		0903			0905	1015	1015				
✓FPAX 970308	N	Y		0906			0910	1015	1015				
✓FPAX 200800	N	Y		0912			0917	1015	1015				
✓FPAX 970040	N	Y		0912			0917	1015	1015				
FPAX 200864	N	Y		0917			0924	*CF*	1112				
✓FPAX 201001	N	Y		0922			0924	1015	1015				
NARX 38370	N	Y		1028			1001	*CF*	0522				
FPAX 970070	N	Y		1029			1105	*CF*	1126				
✓FPAX 980161	N	Y		1023			1105	*CF*	1126				
✓FPAX 980432	N	Y		1023			1105	*CF*	1126				
✓FPAX 201006	N	Y		1028			1125	*CF*	1126				
✓FPAX 950044	N	Y		1028			1125	*CF*	1126				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR NOVEMBER, 2002

DATE 07151607
PAGE 0001

CUSTOMER: CADDY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CO	CO	I2	DAYS CR
FPAX 970004	N	Y		0714				0717					
FPAX 970022	N	Y		0723				0731	*CF*	0731			
FPAX 970116	N	Y		0903				0905					
FPAX 200864	N	Y		0917				0924	1112	1112			
NAHX 58370	N	Y		0928				1001	*CF*	0522			
FPAX 970090	N	Y		1023				1105	1126	1126			
FPAX 980181	N	Y		1023				1105	1126	1126			
FPAX 980432	N	Y		1023				1105	1126	1126			
FPAX 201006	N	Y		1028				1125	1126	1126			
FPAX 950044	N	Y		1028				1125	1126	1126			
FPAX 200090	N	Y		1105				1112	*CF*	0107			
FPAX 201366	N	Y		1117				1119	*CF*	0107			
FPAX 200489	N	Y		1123				1126	*CF*	0107			
FINX 10051	N	Y		1130				1202	*CF*	0107			

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR DECEMBER, 2002

DATE 07151208
PAGE 0001

CUSTOMER: CARY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
FPAX 970004	N	Y		0714			0717						
FPAX 970022	N	Y		0723			0731	*CF*	0731				
FPAX 970116	N	Y		0903			0905						
NAHX 58370	N	Y		0928			1001	*CF*	0522				
FPAX 200090	N	Y		1105			1112	*CF*	0107				
FPAX 201366	N	Y		1117			1119	*CF*	0107				
FPAX 200489	N	Y		1123			1126	*CF*	0107				
FINX 10051	N	Y		1130			1202	*CF*	0107				
GACX 73829	N	Y		1202			1205	*CF*	0204				
FPAX 201328	N	Y		1207			1211	*CF*	0107				
FPAX 200892	N	Y		1211			1217	*CF*	0204				
FPAX 980429	N	Y		1216			1217	*CF*	0204				
WILX 620586	N	Y		1223			0107	*CF*	0204				
FPAX 970367	N	Y		1227			0102	*CF*	0204				
FPAX 970088	N	Y		1230			0107	*CF*	0204				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JANUARY, 2003

DATE 07151608
PAGE 0001

CUSTOMER: CADDY BAG CO
LOCATION: PEARSON, GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT B100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
FPAX 970004	N	Y		0714			0712						
FPAX 970022	N	Y		0723			0731	*CF*	0731				
FPAX 970116	N	Y		0903			0905						
NAHX 58370	N	Y		0928			1001	*CF*	0522				
FPAX 200090	N	Y		1105			1112	0107	0107				
FPAX 201366	N	Y		1117			1119	0107	0107				
FPAX 200489	N	Y		1123			1126	0107	0107				
FINX 10051	N	Y		1130			1202	0107	0107				
GALX 79829	N	Y		1202			1205	*CF*	0204				
FPAX 201398	N	Y		1209			1211	0107	0107				
FPAX 200899	N	Y		1211			1212	*CF*	0204				
FPAX 980429	N	Y		1216			1217	*CF*	0204				
TILX 620586	N	Y		1223			0107	*CF*	0204				
FPAX 970367	N	Y		1227			0102	*CF*	0204				
FPAX 970089	N	Y		1230			0107	*CF*	0204				
FINX 10774	N	Y		0107			0109	*CF*	0204				
FPAX 970312	N	Y		0119			0121						
TILX 620014	N	Y		0119			0121						
GELX 74894	N	Y		0123			0130	*CF*	0304				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR FEBRUARY, 2003

DATE 07151408
PAGE 0001

CUSTOMER: CADDY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1		
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR
FPAX 970004	N	Y		0714			0717							
FPAX 970022	N	Y		0723			0731	*CF*	0731					
FPAX 970116	N	Y		0903			0905							
NAHX 58370	N	Y		0928			1001	*CF*	0522					
VBADX 73829	N	Y		1202			1205	0204	0204					
Y-PAX 200899	N	Y		1211			1217	0204	0204					
✓FPAX 980429	N	Y		1216			1217	0204	0204					
-TILX 620586	N	Y		1223			0107	0204	0204					
✓FPAX 970367	N	Y		1227			0102	0204	0204					
✓FPAX 970088	N	Y		1230			0107	0204	0204					
✓FINX 10774	N	Y		0107			0109	0204	0204					
FPAX 970312	N	Y		0119			0121							
TILX 620014	N	Y		0119			0121							
GRLX 74894	N	Y		0123			0130	*CF*	0304					
FPAX 200153	N	Y		0129			0204							
FPAX 200576	N	Y		0129			0204							
UTCX 49974	N	Y		0207			0218	*CF*	0429					
FPAX 980398	N	Y		0208			0212	*CF*	0304					
FPAX 970281	N	Y		0208			0212	*CF*	0304					

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR FEBRUARY, 2003

DATE 07151608
PAGE 0002

CUSTOMER: CODY BAG CO
LOCATION: PEARSON GA

KEY: AP 318/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	FULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
CCBX 59140	N	Y		0213			0218	*CF*	0415				
FPAX 970120	N	Y		0226			0304	*CF*	0325				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MARCH, 2003

DATE 07151608
PAGE 0001

CUSTOMER: CADDY BAG CO
LOCATION: PEARSON GA

KEY: AP 418/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
FPAX 970004	N	Y		0714			0717						
FPAX 970116	N	Y		0903			0905						
NAHX 58370	N	Y		0928			1001	*CF*	0522				
FPAX 970312	N	Y		0119			0121						
TILX 620014	N	Y		0119			0121						
GPLX 74894	N	Y		0123			0130	0304	0304				
FPAX 200153	N	Y		0129			0204						
FPAX 200576	N	Y		0129			0204						
UTCX 49974	N	Y		0207			0218	*CF*	0429				
VEPAX 980398	N	Y		0208			0212	0304	0304				
VEPAX 970281	N	Y		0208			0212	0325	0325				
VEPAX 970220	N	Y		0211			0218	0325	0325				
VECBX 58996	N	Y		0213			0218	0325	0325				
VECBX 59140	N	Y		0213			0218	*CF*	0415				
VEPAX 970120	N	Y		0226			0304	0325	0325				
VEPAX 970154	N	Y		0302			0304	0325	0325				
ECBX 59151	N	Y		0305			0311	*CF*	0522				
UTCX 51463	N	Y		0306			0311						

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MARCH, 2003

DATE 07151608
PAGE 0002

CUSTOMER: CADDY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
TILX 620066	N	Y		0323			0325	*CF*	0415				
✓NRLX 62179	N	Y		0327			0401						
FPAX 201403	N	Y		0330			0401	*CF*	0429				
FPAX 980019	N	Y		0330			0401	*CF*	0429				

DSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR APRIL, 2003

DATE 07151608
PAGE 0001

CUSTOMER: CODY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
ADDIT #1 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
FPAX 970004	N	Y		0714			0717						
FPAX 970116	N	Y		0903			0905						
NAHX 58370	N	Y		0928			1001	*CF*	0522				
FPAX 970312	N	Y		0119			0121						
TILX 620014	N	Y		0119			0121						
GPLX 74874	N	Y		0123			0130	*CF*	0304				
FPAX 200153	N	Y		0129			0204						
FPAX 200576	N	Y		0129			0204						
UTCX 49974	N	Y		0207			0218	0429	0429				
FPAX 980398	N	Y		0208			0212	*CF*	0304				
CEBX 59140	N	Y		0213			0218	0415	0415				
CEBX 59151	N	Y		0305			0311	*CF*	0522				
UTCX 51463	N	Y		0306			0311						
FPAX 200105	N	Y		0309			0311	0415	0415				
FPAX 950576	N	Y		0321			0325	0415	0415				
FPAX 980297	N	Y		0321			0325	0415	0415				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR APRIL, 2003

DATE 07151608
PAGE 0002

CUSTOMER: CARY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
FPAX 980425	N	Y		0410			0429	0429	0429				
FPAX 980356	N	Y		0410			0528	*CF*	0528	RL			
FPAX 201398	N	Y		0428			0429	*CF*	0522				
UTCX 49974	N	Y		0429			0429	0429	0429				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR APRIL 2002

DATE 07151609
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRS00

DEMURRAGE DESO: CSXT 8100-PRIVATE CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	FULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
FPAX 200863	N	Y		1126			1126	*CF*	0601				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MAY, 2002

DATE 07151609
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIR500

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR LOADING

STATUS: CLOSED.

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
FPAX 200863	N	Y		1126			1126	*CF*	0601				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JUNE, 2002

DATE 07151609
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRSOO

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1		
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CO	CO	I2	DAYS	CR

FPAX 200863 N Y 1126

1126

0601

0601

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR APRIL, 2002

DATE 07151210
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRS00

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CO	CO	I2	DAYS CR
VTTJX 82554	N	Y	R	1216		0404	0404	0404	0410				0 2

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MAY, 2002

DATE 07151610
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIR500

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
✓ TTJX 81736	N	Y	R	0521		0527	0527	0528	0528				1 2

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR AUGUST, 2002

DATE 07151610
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRS00

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
TPX B1766	N	Y	R	0827		0901	0827	*CF*	0902				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR SEPTEMBER, 2002

DATE 07151610
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRSOO

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1			
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR	
✓ TTPX 81766	N	Y	R	0827		0901	0827	0902	0902				1	2	
✓ TTPX 81913	N	Y	R	0917		0917	0922	0924	0924				2	2	

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR OCTOBER, 2002

DATE 07151610
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRSOO

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
TPX 81760	N	Y	R	1031		1105	1105	*CF*	1112				

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR NOVEMBER, 2002

DATE 07151610
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIR500

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1		
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR
UTPX 81760	N	Y	R	1031		1105	1105	1106	1112				1	2
TTJX 81886	N	Y	R	1119		1120	1119	1120	1126				0	2
TTPX 81581	N	Y	R	1126		1127	1130	*CF*	1202					
TTPX 82615	N	Y	R	1126		1202	1202	*CF*	1205					

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR DECEMBER, 2002

DATE 02151610
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIR500

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1		
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR
JTPX 81581	N	Y	R	1126		1127	1130	1202	1202				2	2
JTPX 82615	N	Y	R	1126		1202	1202	1204	1205				2	2
BTIX 91414	N	Y	R	1201		1201	1201	1202					1	2
TTJX 81738	N	Y	R	1217		1220	1217	1220	0102				0	2

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR JANUARY 2003

DATE 07151611
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO KEY: AP 418/97/04 PATRON: HIRS00
LOCATION: PEARSON GA AUDIT #: 013361 FRT PAYOR: HIRS02

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: BILLED

WAYBILL CONTROLS: 712 013361 099779 030218

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1			
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR	
JTPX 81618	N	Y	R	0102		0103	0102	0106	0107				3	2	
JTPX 81625	N	Y	R	0102		0106	0102	0106	0107				0	2	
JTPX 81596	N	Y	R	0107		0107	0107	0115	0115				8	2	
JTJX 81735	N	Y	R	0115		0121	0115	0128	0130				7	2	
JTIX 91474	N	Y	R	0130		0130	0130	*DF*	0204						
JTPX 81581	N	Y	R	0130		0130	0130	*DF*	0204						
JTPX 81910	N	Y	R	0130		0204	0204	*CF*	0212						
JTPX 81622	N	Y	R	0131		0204	0204	*DF*	0212						

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR FEBRUARY, 2003

DATE 07151611
PAGE 0001

CUSTOMER: ROPE RELOADING & STORAGE CO KEY: AP 418/97/04 PATRON: HIR500
LOCATION: PEARSON 5A AUDIT #: 013361 FRT PAYOR: HIR502

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: BILLED

WAYBILL CONTROLS: 712 013361 096729 030312

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1		
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	12	DAYS	OR
UTIX 91474	N	Y	R	0130		0130	0130	0204	0204				5	2
UTPX 81581	N	Y	R	0130		0130	0130	0204	0204				5	2
UTPX 61910	N	Y	R	0130		0204	0204	0213	0212				8	2
UTPX 81622	N	Y	R	0131		0204	0204	0213	0212				8	2
UTJX 81735	N	Y	R	0225		0303	0225	0311	0311					

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MARCH, 2003

DATE 07151411
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRS00

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1			
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR	
✓ TTJX 81735	N	Y	R	0225		0303	0225	0306	0311				3	2	
✓ TTPX 81913	N	Y	R	0311		0320	0318	0320	0325				0	2	
✓ TTPX 81745	N	Y	R	0318		0320	0318	0320	0325				0	2	

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR APRIL, 2003

DATE 07151611
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIR500

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1		
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR
TTPX 81926	N	Y	R	0405		0408	0408	0411	0415				3	2
TTPX 82291	N	Y	R	0416		0424	0422	0424	0429				0	2
TTJX 81735	N	Y	R	0416		0424	0422	0424	0429				0	2
TTPX 81576	N	Y	R	0429		0507	0501	*CF*	0508					
TTPX 81913	N	Y	R	0430		0507	0501	*CF*	0508					

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR APRIL, 2002

DATE 07151411
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIR300

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1		
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR
✓TPX 804002	N	Y	R	0404			0410	0411	0416				1	2
✓TPX 804749	N	Y	R	0404			0410	0411	0416				1	2
✓TPX 804441	N	Y	R	0406			0415	0417	0423				2	2
✓CN 604105	N	N		0411			0423	0423	0430	DE			0	2
✓DKL 732065	N	N		0415			0415	0417	0428				2	2

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR MAY, 2002

DATE 07151612
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRS00

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1		
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	DR
DCIT 871007	N	N		0504			0507	0508	0521				1	2
✓TPX 804106	N	Y	R	0506			0507	0508	0521				1	2
✓TPX 804459	N	Y	R	0515			0521	0522	0528				1	2
✓TPX 805316	N	Y	R	0515			0521	0522	0528				1	2

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR AUGUST, 2002

DATE 07151612
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRSOO

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1		
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR
✓TTPX 804028	N	Y	R	0812			0814	0814	0814				0	2

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR SEPTEMBER, 2002

DATE 07151612
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRSOO

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	T1		
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR
✓ TTPX 805115	N	Y	R	0907			0910	0911	0917				1	2

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR NOVEMBER, 2002

DATE 07151612
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRS00

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1		
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CO	CO	I2	DAYS	CR
VTPX 805253	N	Y	R	1105			1112	1113	1126				1	2

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR FEBRUARY, 2002

DATE 07160825
PAGE 0001

CUSTOMER: CODY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC:

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS
FPAX 980111	N	Y		1221			1227	0211	0211				

CSX TRANSPORTATION
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FOR FEBRUARY, 2002

DATE 07160826
PAGE 0001

CUSTOMER: GADY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1			
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR	
UTCX 48574	N	Y		0110			0122	0211	0211						
FPAX 950136	N	Y		0119			0122	0211	0211						
FPAX 980032	N	Y		0128			0201	0211	0211						
FPAX 950190	N	Y		0204			0211	*CF*	0312						
FPAX 970324	N	Y		0206			0211	*CF*	0312						
FPAX 201022	N	Y		0209			0211	*CF*	0312						
FPAX 200046	N	Y		0209			0211	*CF*	0328						
FPAX 201348	N	Y		0214			0219	*CF*	0312						
FPAX 970353	N	Y		0214			0219	*CF*	0312						
FPAX 201358	N	Y		0214			0214	*CF*	0328						
FINX 50823	N	Y		0217			0219	*CF*	0416						
FPAX 200484	N	Y		0217			0227	*CF*	0328						

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
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CUSTOMER: CADDY BAG CO
LOCATION: PEARSON GA

KEY: AP 618/97/06
AUDIT #: 013361

PATRON: 7N1W00

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1			
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR	
FPAX 950190	N	Y		0204			0211	0312	0312						
FPAX 970324	N	Y		0206			0211	0312	0312						
FPAX 201022	N	Y		0209			0211	0312	0312						
FPAX 200046	N	Y		0209			0211	0328	0328						
FPAX 201348	N	Y		0214			0219	0312	0312						
FPAX 920353	N	Y		0214			0219	0312	0312						
FPAX 201358	N	Y		0214			0214	0328	0328						
FPAX 50523	N	Y		0217			0217	*CF*	0416						
FPAX 200484	N	Y		0219			0227	0328	0328						
AFEX 65896	N	Y		0301			0306	*CF*	0416						
FPAX 970175	N	Y		0308			0312	0328	0328						
FPAX 980532	N	Y		0310			0312	0328	0328						
FPAX 201021	N	Y		0315			0319	0328	0328						
FPAX 970257	N	Y		0328			0401	*CF*	0416						

CSX TRANSPORTATION
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CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIR500

DEMURRAGE DESC: CSXT 8100-PRIVATE CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
FPAX 200863	N	Y		1126				1126	*CF*			0401	

CSX TRANSPORTATION
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DATE 02160827
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CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRSOO

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	DRD	PL	REL	PULL	SB	DC	I1			
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS	CR	
TTPX 81656	N	Y	R	0208		0219	0217	0219	0219				0	2	
TTPX 81566	N	Y	R	0209		0218	0216	0218	0218	NO					

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
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CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRSOO

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR LOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	I1	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	I2	DAYS CR
TTPX 82615	N	Y	R	0312		0319	0312	0321	0321				2 2

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR FEBRUARY, 2002

DATE 07160827
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO
LOCATION: PEARSON, GA

KEY: AP 618/97/04
AUDIT #: 013361

PATRON: HIRSOO

DEMURRAGE DESC: CSXT 8100-RAILROAD CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	FULL	SB	DC	TI			
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CO	CO	I2	DAYS	CR	
TTPX 804678	N	Y	R	0212			0216	0218	0219					2	2
TTPX 805176	N	Y	R	0212			0216	0218	0219					2	2
TTPX 804626	N	Y	R	0214			0219	0221	0227					2	2
TTPX 805286	N	Y	R	0214			0219	0221	0227					2	2
LW 76062	N	N		0227			0227	0227	0227					0	2

CSX TRANSPORTATION
MONTHLY DEMURRAGE REPORT
FOR FEBRUARY, 2003

DATE 07140828
PAGE 0001

CUSTOMER: POPE RELOADING & STORAGE CO KEY: AP 618/97/04
LOCATION: PEARSON GA AUDIT #: 013361

PATRON: HIR500

DEMURRAGE DESC: CSXT 9100-RAILROAD CARS FOR UNLOADING

STATUS: CLOSED

*** CAR ***	A	P	S	ARRV	NOT	ORD	PL	REL	PULL	SB	DC	11	
INIT NUMBER	S	R	D	DATE	DATE	DATE	DATE	DATE	DATE	CD	CD	12	DAYS CR
TTPX 805295	N	Y	R	0205			0212	0213	0218				3 0

DEMURRAGE RECORDS

STATION: PEARSON
 PERIOD: 02/02 → 12/02

	MP	YZ	CN	SUB	TYPE	MONTH											
						01	02	03	04	05	06	07	08	09	10	11	12
02/02	AP 618	97	86		PC	I	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
					PC	O	✓					✓					
					CB	I	✓										
01/03					PC	I	✓	✓	✓	✓	✓						
02/02	AP 618	97	08		PC	O	✓	✓	✓	✓	✓						
					PC	O	✓	✓	✓	✓			✓	✓	✓	✓	✓
					PC	F	✓		✓	✓		✓	✓		✓		
01/03					PC	O	✓	✓	✓	✓	✓						
					PC	I	✓										

CSXT / Asset Management

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2002

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YEAR: 20023

JANUARY							FEBRUARY							MARCH									
		1	2	3	4	5				1	2											1	2
6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
20	21	22	23	24	25	26	27	28	29	30	31					32	33	34	35	36	37	38	39
27	28	29	30	31			32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
(6)							(4)							(5)									
APRIL							MAY							JUNE									
1	2	3	4	5	6		1	2	3	4					1	2	3	4	5	6	7	8	
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28		
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35		
21	22	23	24	25	26	27	28	29	30	31				36	37	38	39	40	41	42	43		
28	29	30					32	33	34	35	36	37	38	44	45	46	47	48	49	50	51		
JULY							AUGUST							SEPTEMBER									
1	2	3	4	5	6		1	2	3					1	2	3	4	5	6	7	8		
7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27			
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34			
21	22	23	24	25	26	27	28	29	30	31			35	36	37	38	39	40	41	42			
28	29	30	31				32	33	34	35	36	37	43	44	45	46	47	48	49	50			
OCTOBER							NOVEMBER							DECEMBER									
1	2	3	4	5			1	2					1	2	3	4	5	6	7	8			
6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25				
13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32				
20	21	22	23	24	25	26	27	28	29	30	31	33	34	35	36	37	38	39	40				
27	28	29	30	31			32	33	34	35	36	41	42	43	44	45	46	47	48				