PUBLIC VERSION

226898

BEFORE THE
SURFACE TRANSPORTATION BOARD

SEMINOLE ELECTRIC COOPERATIVE, INC.	)	
Complainant,	)	**Docket No. 42110**
v.	)	
CSX TRANSPORTATION, INC.	)	
Defendant.	)	

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Office of Proceedings
APR 27 2010
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ERRATA TO REBUTTAL EVIDENCE OF COMPLAINANT SEMINOLE ELECTRIC COOPERATIVE, INC.

Complainant Seminole Electric Cooperative, Inc. ("SECI") submits the following errata to its Rebuttal Evidence filed in this proceeding on April 15, 2010.

I. CORRECTIONS TO RTC MODEL TRAIN LIST AND RELATED EVIDENCE

In response to CSXT's Reply allegations concerning external reroutes and the additional evidence made available by CSXT on Reply, SECI removed 10 coal movements from the SFRR's traffic group on Rebuttal, and adjusted the on-SARR and/or off-SARR points and mileages for an additional 103 coal movements.[1] *See* SECI Rebuttal at III-A-71 and III-C-43. The revenues for all 103 movements were increased or reduced on Rebuttal to reflect the longer or shorter distance on the SFRR.

[1] The SFRR base traffic group included a total of 3,201 movements. The corrections described in this Errata reflect 0.32% of the total.

In reviewing the revised train list used for its Rebuttal RTC Model simulation of the SFRR's operations (Rebuttal Exhibit III-C-1), SECI has discovered that it inadvertently failed to change the interchange location and mileage for 68 coal trains that moved in the peak period, and which are included in the 103 movements for which the revenues were adjusted. Correcting this error required inputting a revised peak train list into the RTC Model and re-running the Model. The corrected RTC simulation produced revised SFRR train transit times and other operating statistics. This resulted in minor changes in the SFRR's annual operating expenses and in the DCF model results. (There were no changes in the SFRR's configuration, road property investment or personnel, other than T&E employees.)

The adjustments for the 68 peak-period trains are shown in the revised version of Rebuttal Exhibit III-C-1 submitted herewith. The revised average train transit times from the corrected RTC Model simulation are shown in the revised version of Rebuttal Exhibit III-C-3 submitted herewith.

The revised transit times from the corrected RTC simulation resulted in minor changes in the SFRR's operating statistics, annual operating expenses, and DCF Model results. The specific changes from SECI's original Rebuttal filing are as follows:

1. Locomotive unit miles and car miles in the 2008 base year increased by 388,619 and 17.2 million, or 1.35 percent and 2.01 percent, respectively;

2. Locomotive hours and freight car hours in the 2008 base year decreased by 9,714 hours and 244.499 hours, or 0.77 percent and 0.38 percent, respectively;

3. Road locomotives decreased in 2009 by one unit to 160 locomotives;

4. T&E crew personnel decreased by three employees in 2009 to 547 employees;

5. Operating expenses in 2009 increased by $926,443 to $289.9 million; and

6. The cumulative present value of the difference in overpayments in the DCF model decreased by $8.0 million to $2,525.8 million.

These changes are shown in detail in the revised Rebuttal electronic workpapers (Errata version) submitted herewith. These Errata workpapers replace the corresponding Rebuttal workpapers filed on April 15, 2010 in their entirety, and are located in the same folders as provided to the Board with SECI's Rebuttal filing to preserve the links among the electronic workpapers.

II. CORRECTIONS TO THE REBUTTAL NARRATIVE AND EXHIBITS

The changes resulting from the corrected Rebuttal RTC Model simulation described above also result in corrections to SECI's Rebuttal narrative and other Rebuttal exhibits. SECI has also discovered several additional corrections that should be made to its Rebuttal narrative and exhibits. All of the corrections are described below.

A. Narrative

Page III-A-8, line 14: "Rebuttal Exhibit III-A-3" should read "Rebuttal Exhibit I-1".

Page III-A-39, line 9: "agreement" should read "argument".

Page III-B-16, line 1: "175.05" should read "176.05".

Page III-B-19, line 2: "four" should read "five".

Page III-B-28, first line below table: "404.48" should read "485.02".

Page III-C-35, Rebuttal Table III-C-2: "194" in the SECI Opening column should read "192": "202" in the same column should read "200"; "191" in the SECI Rebuttal column should read "188"; and "301" in the same column should read "198". In the third line of the footnote in this table change "104" to "192."

Page III-C-44, line 9: "Alexandria Jct., MD and Cumberland, MD" should read "and Alexandria Jct., MD".

Page III-D-3, Table III-D-1: change numbers in the SECI Rebuttal column to read as shown in the attached corrected version of this page for the following lines: Locomotive Maintenance, Locomotive Operations, Train and Engine Personnel, Startup and Training, and Total.

Page III-D-3, first and second lines below table: "$235.3" should read "$234.4" and "$148.3" should read "$148.5".

Page III-D-5, last line of footnote 3: "191" should read "188" and "161" should read "160".

Page III-D-8, line 14: "$23.0" should read "$22.9".

Page III-D-21, line 14: "550" should read "547."

Page III-D-52: the footnote reference "22" in the table should read "36".

Page III-D-70, line 19" "171" should read "170" and "918" should read "907".

Page III-D-101, line 2: "249" should read "239".

Page III-D-111, line 1: "MOWRoadmaster Territories.xls" should read "MOWRoadmaster Territories-Revised.xls".

Page III-D-117, line 16: "one more Signal Maintainer than was" should read "four more Signal Maintainers than were".

Page III-D-129, lines 12-15: replace the current text with the following: "indicated earlier SECI has added a total of four MOW personnel (all Signal Maintainers) on Rebuttal. The Board should therefore accept SECI's revised equipment maintenance cost which includes the cost of hi-rail vehicles for the four additional Signal Maintainers."

Page III-D-130, lines 13-14: "Crouch and his staff have performed numerous inspections of major river bridges and his staff at Crouch Engineering," should read "Crouch and his staff at Crouch Engineering have performed numerous inspections of major river bridges,".

Page III-F-72, line 10: "96 customer locations" should read "65 customer locations including Transflo facilities".

Page III-F-112, line 20: "96 such locations" should read "93 such locations including Transflo facilities".

Page III-F-112, line 22: "68" should read "65". (However, SECI inadvertently included costs for 68 manual switch locations and electric locks on Rebuttal.)

Page III-H-8, line 11: "division" should read "fixed fee".

Page III-H-12, Table III-H-1: change all numbers in columns (2), (4), (5) and (6) to read as shown in the attached corrected version of this page.

Page III-H-13, Table III-H-2: change all numbers in the Maximum R/VC column to read as shown in the attached corrected version of this page. In the second line below the table, "136.4%" should read "136.8%" and "158.2%" should read "158.5%.

Page III-H-14, Table III-H-3: change all numbers to read as shown in the attached corrected version of this page.

Page III-H-15, Table III-H-4: change all numbers in column (3) to read as shown in the attached corrected version of this page.

Page III-H-16, Table III-H-5: change all numbers in column (3) to read as shown in the attached corrected version of this page.

B. **Exhibits**

Exhibit I-1, page 6, line 22; and page 8, line 5: "December 12, 2008" should read "October 27, 2008".

Exhibit I-1, page 11, line 17: "December 2008" should read "November 2008".

Exhibit III-C-1: see corrected version submitted herewith.

Exhibit III-C-3: see corrected version submitted herewith.

Exhibit III-H-1: see corrected version submitted herewith.

Exhibit III-H-2: see corrected version submitted herewith.

Revised pages of SECI's Rebuttal narrative and revised Rebuttal exhibits containing the corrections described above are submitted herewith. These narrative pages and exhibits should be substituted for the pages and exhibits in the version of SECI's Rebuttal Evidence filed on April 15, 2010. Copies of the revised Rebuttal exhibits and Errata electronic workpapers reflecting the corrections described herein are contained on each of the three DVDs submitted herewith.

Respectfully submitted,

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Dated: April 27, 2010

Its Attorneys

CERTIFICATE OF SERVICE

I hereby certify that on this 27th day of April, 2010, I caused copies of SECI's Errata to Rebuttal Evidence, including corrected narrative pages, exhibits and electronic workpapers, to be served by hand-delivery on counsel for Defendant CSX Transportation, Inc., as follows:

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CORRECTED REBUTTAL NARRATIVE PAGES

that 10 coal movements do not move in the real world over lines replicated by the SFRR, and has removed this traffic from the Rebuttal restatement.

i. Data Limitations on Opening

CSXT takes issue with SECI's statement that the data produced by CSXT and useable by SECI prior to the filing of Opening Evidence did not allow the routes of all trains to be specifically traced, so as to precisely define the on-SFRR and off-SFRR points in each case. *See* SECI Opening at III-A-20; CSXT Reply at III-A-12. CSXT then proceeds to spend three and one-half pages of Narrative text and some 29 pages of a made-for-litigation Exhibit[17] purporting to explain how SECI could have made better use of the data that CSXT chose to produce to more precisely identify certain movement routings. *See* CSXT Reply at III-A-12-15.

Frankly, the fact that CSXT needs to engage in such a lengthy explanation lends support to SECI's position as to the utility of certain data produced by CSXT earlier in this proceeding. In Rebuttal Exhibit I-1, SECI explains in detail the production delays and data issues which adversely affected SECI's evidentiary preparation capability in mid-2009. Ultimately, however, SECI was forced to rely on a manual evaluation of the data needed for certain analyses, and the incomplete production of decoders. descriptions and other tools by CSXT rendered certain data bases unusable prior to Opening. As described below, these shortcomings resulted in 10 coal movements being included in the SFRR traffic group even though in actuality they have

[17] CSXT Reply Exhibit I-2.

(c) Contract Minimum Volumes

CSXT alleges two (2) errors in SECI's accounting for minimum volume requirements in contracts between CSXT and its customers. First, CSXT claims that where its forecast is lower than the contract minimum, it should be assumed that the shipper will underperform and pay liquidated damages in lieu of shipping the requisite coal volumes. Second, CSXT proposes an adjustment to the allocation of the contract minimum for { } coastwise contract. *See* CSXT Reply at III-A-53.

CSXT's liquidated damages argument should be rejected. A SAC analysis by and large is an *ex ante* analysis, and focuses on the best estimate of future traffic volumes. An individual contract minimum volume requirement is considerably more specific than a railroad's overall coal forecast, and given the choice between assuming that a shipper will elect[69] to comply with a contract covenant and assuming that it will not, the former is a far more likely scenario.[70] The Board previously has held that a shipper's normal course of business conduct is a better indication of future behavior than

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[69] Liquidated damages provisions generally apply only to shortfalls from contract minimums that are not excused by causes attributable to the railroad or to other forces beyond the reasonable control of the shipper.

[70] It is not reasonable to assume that CSXT's forecast contemplates a deliberate volume shortfall that the shipper elects in lieu of contract compliance. Moreover, legal precedent holds that a shipper's intentional failure to meet a minimum volume commitment is a deliberate contract breach, in which event the shipper's liability is not limited to the payment of liquidated damages. *See Public Service Company of Oklahoma v. Burlington Northern Railroad Company*, 53 F. 3d 1090 (10th Cir. 1995).

corrected 176.05 miles of interchange tracks provided on Opening, for a total of 185.70 interchange track miles.[14]

d. Helper Pocket and Setout Tracks

The parties differ by 0.60 track miles for helper pocket and setout tracks. As best SECI can determine from reviewing CSXT's evidence (in particular Reply Exhibit III-B-2), CSXT accepted all of SECI's Failed-equipment Detector ("FED") and setout track locations and lengths.[15] The difference appears to be accounted for by CSXT's addition of two helper districts, apparently with helper pocket tracks. *See* CSXT Reply at III-B-10 and III-C-80-81.[16]

SECI's operating plan for the SFRR includes two helper districts, located near Cowan, TN and Sand Patch, PA. On Reply, CSXT adds two helper districts, at Loveridge, WV and Brunswick, MD. It did so because SECI's RTC simulation assertedly included helper service at these additional locations. (*See* CSXT Reply at III-C-80 and III-C-88).

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[14] *See* SECI Rebuttal e-workpapers "SFRR Grading Rebuttal.xls, tab "IIIF_8 Yards" for multi-track interchange locations and "Seminole Florida Railroad Route Miles Grading Rebuttal.xls," tab "Sticks" for single-track interchanges.

[15] In reviewing CSXT's comparison of the parties' track miles, SECI determined that the number of helper pocket and setout track miles shown in Table III-B-2 of its Opening Narrative is incorrect. SECI actually included 22.39 miles of helper pocket and setout tracks; *see* SECI Opening e-workpaper "Seminole Florida Railroad Route Miles Grading.xls," tab "Sticks.".

[16] The relevant workpaper referenced by CSXT, Reply e-workpaper "CSXT Track and Facilities Summary.xlsx," is of little assistance here as it simply reflects the total track miles for helper pocket and setout tracks, with no explanation of where 0.60 miles have been added to SECI's track miles for this category.

originate/terminate this traffic at five locations for both intermodal and Transflo traffic, and five additional locations for Transflo traffic only.[18]

(i) Additional Coal Yards

CSXT proposes to add two new coal train staging yards, at Atkinson (Madisonville). KY and Grafton, WV, with Atkinson Yard also to be used for 1,500-mile inspections "as needed." CSXT Reply at III-B-19. The proposed layout of the Atkinson Yard is shown on page 50 of CSXT Reply Exhibit III-B-2, and CSXT included 4.2 track miles for this yard (*see* Reply e-workpaper "CSXT Reply Track and Facilities Summary.xlsx," tab "Yard Track Summary." CSXT did not provide any information as to either the proposed layout of Grafton Yard or the track miles for this yard.

A separate yard is not needed at Atkinson/Madisonville ("Atkinson"). According to CSXT, Atkinson Yard is to be used to stage and inspect empty coal trains (presumably trains destined to Illinois Basin mines in Western Kentucky, Indiana and Illinois). However, the SFRR already has a yard at Nashville, TN, where empty coal trains destined to these mines from points south of Nashville are staged and inspected under SECI's operating plan. *See*

[18] As discussed later in this Rebuttal Narrative, SECI included an intermodal lift and ramp cost for each intermodal container and trailer that requires a lift while on the SFRR. This cost includes a capital element, so the addition (construction) of yard facilities to originate/terminate intermodal traffic is conservative in that it double-counts some capital costs. The same applies to the Transflo facilities to the extent that Transflo cars receive an intermediate switch or move on a local train; SECI's I&I and yard/local switch cost additives also include a capital element.

REBUTTAL TABLE III-B-2 SFRR CONSTRUCTED TRACK MILES			
	SECI Opening	**CSXT Reply**	**SECI Rebuttal**
Main line track – Single first main track	2092.40	2,228.31[1/]	2,093.00
– Other main track	750.13	772.29[2/]	712.49
Total main line track	2,842.53	3,000.50	2,805.49
Interchange tracks	75.62	186.44	185.70
Helper pocket and setout tracks	13.03	13.63	22.39
Yard tracks (excl. interchange yards)	105.86[1/]	339.38	63.10
Customer Access tracks (excl. Transflo)	0.00	22.27	0.52
Total track miles	**3,037.04**	**3,562.22**	**3,077.20**

[1/] This number inadvertently included multi-track interchange yard facilities.

The remaining difference between the parties is 485.02 track miles, most of which is accounted for by the additional yards CSXT proposes for switching of general freight traffic.

3. Other

a. Joint Facilities

CSXT concurs that the SFRR has operating rights over two joint facilities owned by NS. These include the MGA lines in Pennsylvania/West Virginia and the small segment of NS trackage at Petersburg, VA used by the SFRR to reach a customer's private trackage.

With respect to the MGA lines, CSXT asserts that the SFRR must construct these lines and bear 50 percent of the construction cost, with NS (the lines' actual owner) bearing the other 50 percent. CSXT does not explain why the

Reply at III-C-32. SECI agrees that the tare weights on loaded base year coal trains were inadvertently omitted from the Opening RTC train list. SECI has corrected this omission for purposes of its Rebuttal RTC simulation by setting the gross weight of loaded cars to equal 136.9 tons per car. This is the gross weight used by SECI's experts for growth coal trains, which CSXT accepted as having been properly calculated (CSXT Reply at III-C-32).[28]

ii. Locomotives

CSXT has accepted SECI's specification of GE 4400-hosepower AC locomotives for road and helper service, EMD SW1500 locomotives for yard switching and work-train service. However, CSXT asserts that more locomotives of each type are needed. The differences between the parties are summarized in Rebuttal Table III-C-2 below.

REBUTTAL TABLE III-C-2
SFRR PEAK LOCOMOTIVE REQUIREMENTS

Type of Service	SECI Opening	CSXT Reply	SECI Rebuttal
Road/Helper–AC4400CW	192[1/]	196	188
Switch/Work Train – SW1500	8	41	10
Total	**200**	**237**	**198**

[1/] The number of road/helper locomotives shown in Table III-C-2 on page III-C-11 of SECI's Opening Narrative (171) was incorrect. The correct number of locomotives required in the peak year was 192, as shown in SECI's Opening Workpapers.

[28] The gross coal car weight calculation for growth trains is shown in SECI Op. e-workpaper "SARR Event peak period trains 070609 coal gf im CHK PR-SUBS TRN ONOFFS and FIXED SORT2.xlsx."

workpapers referenced on page III-B-28 and has corrected the speed, track direction and grade inaccuracies where appropriate. The track input into the RTC Model where the SFRR crosses the James River has also been corrected to show one main track at this location (the single-track bridge over the James is included in the SFRR construction costs). SECI's experts have removed the second track (wye) connection from the RTC Model at several interchange locations where it is not needed, but retained the second connection at the following locations due to interchange traffic volume: Amqui, TN, Jacksonville, FL (CSXT interchange), Rocky Mount, NC, and Alexandria Jct., MD. The added connections are shown in Rebuttal Exhibit III-B-2 and their cost has been included in the SFRR's revised construction costs presented in Part III-F below.[33]

Signals. CSXT notes that although the SFRR main lines are equipped with Centralized Traffic Control with wayside signals, SECI did not input signals into the RTC Model.[34] CSXT claims that this means the RTC Model simulates train movements as if there were no spaces between trains. CSXT Reply at III-B-26, III-C-37-38. This is incorrect. The track input into the RTC model

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[33] A list of the track geometry (including track configuration) and coding changes made for the Rebuttal RTC simulation is included in Rebuttal e-workpaper "RTC Infrastucture.doc."

[34] At page III-B-16 of its Opening Narrative SECI erroneously stated that the Robinson Run branch is equipped with CTC. This is incorrect; the SFRR-owned portion of this branch between Rivesville (Catawba Jct.) and Haywood/ Lumberport, WV is not CTC/ signal-equipped. See Op. e-workpaper "SFRR C&S spreadsheet.xls." The Opening RTC Model simulation confirmed that CTC was not needed on this line. In its configuration and RTC Model simulation, CSXT unnecessarily included CTC and signals on the entire Robinson Run Branch.

REBUTTAL TABLE III-D-1 SFRR 2009 OPERATING EXPENSES ($ Millions)			
	SECI Opening	CSXT Reply	SECI Rebuttal
Locomotive Lease[1/]	$ 0.3	$ 1.3	$ 0.4
Locomotive Maintenance	$ 23.2	$ 27.0	$ 22.9
Locomotive Operations	$ 84.0	$ 84.6	$ 81.4
Railcar Lease	$ 33.6	$ 37.7	$ 38.5
Materials & Supply Operating	$ 1.1	$ 4.4	$ 1.2
Train and Engine Personnel	$ 55.0	$ 103.5	$ 59.6
Operating Managers	$ 20.3	$ 55.3	$ 21.5
General & Administrative	$ 19.7	$ 46.7	$ 22.4
Loss & Damage	$ 2.2	$ 1.7	$ 2.2
Ad Valorem Tax	$ 14.1	$ 22.4	$ 14.1
Maintenance-of-Way	$ 53.8	$ 100.8	$ 54.3
Trackage Rights	$ 7.2	$ 7.2	$ 7.2
Intermodal Lift and Ramp	$ 11.5	$ 20.2	$ 15.2
Switch Expense Additive	$ 16.7	$ 0.0	$ 15.8
Insurance	$ 5.0	$ 31.7	$ 9.8
Startup and Training	$ 24.9	$ 53.6	$ 28.6
Manifest Line Haul Credit	$(108.6)	$ (73.8)	$ (105.0)
Total[2]	**$ 263.9**	**$ 524.3**	**$ 289.9**

[1/] Locomotive lease costs apply only to the SFRR's switching locomotives. The SFRR purchases its road locomotives and the purchase cost is capitalized in the DCF Model.

[2/] Total differs slightly from the sum of the individual items due to rounding.

Of the $234.4 million total remaining difference in the parties' calculations of annual operating expenses the bulk ($148.5 million) is accounted for by four categories: Train & Engine ('T&E') Personnel, Maintenance-of-Way, General & Administrative, and Operating Managers. Most of the difference in these items results from CSXT's more complex operating plan for the SFRR, which

designated by SECI because GE discontinued manufacturing the AC4400CW prior to 2008, when most of the locomotives would be purchased. SECI accepts that AC4400CW locomotives could not be purchased new in 2008, although there undoubtedly was a resale market for this model. This is evidenced by the June 2008 issue of *Railway Age*, which indicates, at page 43, that GE4400CW locomotives are available in the marketplace for sale or lease. This issue of *Railway Age* was relied on by SECI on Opening and accepted by CSXT on Reply for determining the lease prices for many of the car types utilized by the SFRR. This article notes a sales price of $1.8 million per unit which is slightly less than the $1.83 million per unit relied on by SECI in its Opening Evidence. SECI continues to use the $1.83 million purchase price per unit on Rebuttal.

On Opening, SECI calculated that the SFRR requires a total of 192 road locomotives in the peak year (which translates to 164 locomotives in 2009 which is the SFRR's first year of operations). This calculation was based on the transit-time output from its RTC Model simulation, the locomotive requirements for each train, the total number of trains to be moved in 2009, and use of a spare margin and peaking factor in accordance with established Board precedent. SECI Opening at III-C-11-13.[3] CSXT accepts SECI's proposed spare margin (CSXT Reply at III-D-18), but uses a different procedure for calculating the total number of road locomotives required based on a "snapshot" *hour* of the peak week's trains

[3] Based on the results of its Rebuttal RTC Model simulation, and using the same procedure it used on Opening, SECI has determined that the SFRR actually requires 188 road locomotives in the peak year and 160 such locomotives in 2009.

used for work-train service. The total annual lease cost for these locomotives is $364,330 ($36,433 x 10).

b. Maintenance

CSXT accepts SECI's locomotive maintenance cost per unit for both road and switching locomotives. CSXT Reply at III-D-19. CSXT notes that under the full-service maintenance agreements on which SECI's maintenance costs are based, {

}. CSXT accepts the SFRR locomotive repair facilities specified by SECI, except it proposes to relocate the SFRR's major locomotive repair shop from Folkston, GA to Callahan, FL. *Id.* at III-D-19-20.

The total annual locomotive costs incurred by the SFRR are a function of the number of each locomotive type required. The revised total annual locomotive maintenance cost for the SFRR, based on the revised numbers of each locomotive type, equals $22.9 million in 2009. *See* Rebuttal e-workpaper "SFRR Operating Expense_Reb.xls."

c. Servicing (Fuel, Sand and Lubrication)

CSXT accepts SECI's proposal to fuel and service SFRR locomotives at four locations. However, CSXT proposes to increase SECI's servicing cost (sand and lubrication oil) by $1.36 million annually, while positing a reduction of $0.81 million annually in SECI's fuel cost. CSXT Reply at III-D-20-26.

a. Operating

i. Staffing Requirements – T&E Personnel

On Opening, SECI determined that the SFRR requires a total of 502 T&E employees to operate its road trains, helper assignments, and yard switching assignments. CSXT proposes to increase the SFRR's T&E employees to 804. The increase is due to the new train operations contemplated by CSXT's operating plan (including a large number of new yard switching operations), and a reduction in the number of crew starts per year from 270 to 260.[12] SECI continues to use 270 crew starts per year, and continues to calculate T&E requirements based on the trains moving in the peak year pursuant to its operating plan which is based on the actual CSXT trains carrying SFRR cars in the base year. However, SECI has revised the SFRR's T&E employee count (using the same methodology specified on Opening[13]) based on the results of its rebuttal simulation of the SFRR's peak-period operations using the RTC Model. The revised T&E employee requirement is 547.

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[12] CSXT's rationale for changing from the Board's precedent of using 270 crew starts per year is based, in part, on its statement that: "Even in calendar year 2008, before the new hours of service regulations took effect, CSXT only had seven T&E employees with 270 annual starts." CSXT Reply at III-D-32. CSXT's statement is misleading at best. Review of Reply e- workpaper "CSX T&E Salary Roster.xlsx," tab "2008" reveals that in 2008 CSXT had only seven T&E employees who work exactly 270 shifts. This CSXT workpaper also reveals that CSXT had 229 T&E employees working 270 or more shifts per year in 2008, a substantially different number of employees than CSXT's statement implies.

[13] *See* SECI Opening at III-D-11-12.

4. Security Function				
Police Chief	0	1	1	0
District Commanders	0	2	0	2
Special Agents	0	13	8	5
5 Human Resources Function				
Director of Human Resources	1	1	1	0
Managers of Training[34]	2	2	1	1
Compensation & Benefits Mgr.	0	1	0	1
Manager of Compliance[34]	0	2	1	1
Employee Relations Mgr./Gen.	0	2	0	2
Compliance/Benefits Specialists	0	3	1	2
Labor Relations Generalist	0	1	0	1
Organization Development Specialist	0	1	0	1
Staffing & Recruiting Mgrs.	0	2	0	2
HRIS Specialist	0	1	0	1
Medical Doctor	0	1	0	1
Legal & Administration Total	12	50	24	26
	Information Technology[35]			
VP of Information Technology	0	1	0	1
Director of Info. Tech.	1	0	1	(1)
IT Specialists	12	0	12	(12)
Applications Director	0	1	0	1
Applications Support Manager	0	4	0	4
Business Analysts	0	3	0	3
Data Base Manager[36]	0	1	1	0
Server Manager	0	1	0	1
Interface Support Manager[36]	0	1	0	1
Director IT Security	0	1	0	1
Security Technician	0	4	0	4
Technology Support Director	0	1	0	1
Support Technician	0	10	0	10
IT Total	13	28	14	14
Total	**71**	**210**	**98**	112

[34] On Rebuttal, SECI revises the titles and functions of these two Managers as described below in the text.

[35] In its Opening Evidence, SECI included the IT function within the Law & Administration department. CSXT creates a separate IT department on Reply. There is no need for a separate IT department; SECI has set forth the IT figures separately in this table solely for ease of review.

[36] The functions of this CSXT-proposed position are performed by the Database/Interface Support Manager that SECI adds on Rebuttal.

such forms are standardized and repetitive, which commends them to computer processing. Also, a month is available between most filings to plan and prepare for the next filing. If additional help is needed to respond to audits, etc., outside firms can be used for assistance – although this is unlikely given the limited number of repetitive forms due each month.

CSXT also proposes to add three Managers of Property Accounting, who would report to the Assistant Controller – Taxes, to perform the accounting function for fixed assets. CSXT Reply at III-D-70. CSXT suggests that, although the SFRR will use a computerized system to track physical assets and asset replacements, this additional staffing is necessary because of the need to set up assets in the computer system and to evaluate that the asset entry is correct. *Id.* CSXT also argues that monitoring will be required for individual construction projects, and that staff must prepare account reconciliations and analysis for newly constructed assets, as well as life studies for various classes of assets. *Id.*

CSXT's proposed additional staffing is not required because, first, the SFRR will construct all assets needed to operate during its first ten years of existence, and thus will not be undertaking any new construction projects during this period. The SFRR also has limited assets that require monitoring – a total of 170 locomotives in 2009, only 907 freight cars (most railcars used to move the SFRR's traffic are provided by other railroads), and a fixed number of buildings. Few if any of these assets are likely to be retired during the ten-year DCF period.

also proposes to increase the SFRR's office and field MOW personnel by nearly 70 percent, from 345 employees to 584 employees (or an increase of 239 employees).

CSXT claims that the SFRR's MOW plan developed by its principal engineering expert, Harvey Crouch, ignores the SFRR's size, tonnage and varied terrain. CSXT Reply at III-D-113-115. This claim is absurd. First, as detailed in his Statement of Qualifications (SECI Opening at IV-27-30), Mr. Crouch has considerable experience building and maintaining railroad lines in the territory served by the SFRR, including direct field experience as a member of the NS Engineering Department. His consulting firm, headquartered near Nashville, TN, specializes in railway engineering and has planned and supervised numerous successful railroad construction and MOW projects in the SFRR region including many projects for NS (a carrier with high MOW standards and well-maintained track). Mr. Crouch and his team at Crouch Engineering are well-aware of the geography, weather and other conditions in which the SFRR must operate. They are also familiar with CSXT's maintenance practices, and followed them where appropriate in designing the SFRR MOW plan.

CSXT would have the Board believe that heavy-axle-load unit coal trains operating in mountainous terrain are a new phenomenon, not taken into account by Mr. Crouch. However, 286.000-pound cars have been common in the railroad industry (and, in particular, in the mountainous Eastern regions where coal is originated) for at least 25 years. Contrary to CSXT's insinuation, Mr. Crouch is well-aware that a railroad that handles a high volume of such trains, partly in

submits Rebuttal e-workpaper "MOWRoadmaster Territories-Revised.xls" which details the route miles, mainline track miles and other track miles covered by each Roadmaster district as well as by each of the SFRR's 26 track crews. The total route miles and total track miles have been revised to reflect the minor additions described in Part III-B-3 above. Although there is no need to increase the number of Roadmaster districts or track crews from those proposed on Opening, they have been revised slightly to better balance the route and/or track miles in each district in response to CSXT's criticisms.

In particular, Mr. Crouch has revised the 26 track crews by assigning a specific territory to 22 of them and making the other four crews "floating" crews to provide additional manpower in the longer districts or where the terrain is mountainous.[74] For example, the territory covered by Roadmaster District Nos. 2 and 3 and regular track crew Nos. 4, 5, 6 and 7 includes hilly terrain with a large number of curves. Mr. Crouch has therefore added a floating track crew (designated Crew X-I in "MOWRoadmaster Territories-Revised.xls") that spends most of its time in these districts, supplementing the four regular track crews. This crew can also assist the one of the three track crews assigned to the southern portion of Roadmaster District No. 1, which also is somewhat hilly. Similarly, floating track crew No. X-2 supplements the two regular track crews assigned to

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[74] Mr. Couch notes that sharing and moving track crews in this manner is a common practice on NS.

at various points in its Opening evidence as to the number of FEDs and AEI scanners on the SFRR system. CSXT Reply at III-D-132, 134. On Rebuttal, SECI has corrected the number of FED's and AEI scanners, and revised the number of AAR signal units to reflect these corrections and the additional interchange and other tracks that have been added on Rebuttal. The revised AAR signal units total 178,322.[79] Using the Opening criterion of 2,000 AAR units per Signal Maintainer, the SFRR requires 89 Signal Maintainers, or an increase of four employees from Opening.

CSXT's discussion of its own, proposed higher C&S staffing levels is very scant, consisting of just over one page of narrative (CSXT Reply at III-D-151-152). No support is provided for CSXT's proposal, other than the simple statement that it is "[b]ased on the network configuration of the SFRR provided by CSXT's operating witnesses" (*id.* at III-D-152) and there is no comparison to CSXT's real-world C&S staffing levels. Thus, there is no basis for the Board to accept CSXT's C&S employee count over SECI's revised count (which includes four more Signal Maintainers than were provided on Opening).

iv. <u>Bridge & Building Department</u>

CSXT criticizes SECI's B&B field staff of 18 as unsupported except for the statement that "all of the SFRR's bridges will be constructed using steel and concrete components, resulting in virtually no annual maintenance to the

[79] *See* SECI Rebuttal e-workpaper "Original SFRR C&S spreadsheet Revised.xls."

work are provided by the state or other government agency responsible for the particular road. not the railroad.[92]

Given CSXT's failure to provide relevant data in discovery, and the fact that CSXT used the same number of crossing feet as SECI in its construction-cost spreadsheet, the Board should accept SECI's Opening cost for annual crossing repaving.

Equipment Maintenance. CSXT accepts SECI's calculation that the SFRR's annual cost of equipment maintenance would be 5 percent of the purchase price, but estimates the annual contract equipment maintenance cost at $2.1 million. CSXT Reply at III-D-170-171. This estimate apparently is based on the additional equipment needed for the inflated MOW personnel that CSXT proposes to add. As indicated earlier SECI has added a total of four MOW personnel (all Signal Maintainers) on Rebuttal. The Board should therefore accept SECI's revised equipment maintenance cost which includes the cost of hi-rail vehicles for the four additional Signal Maintainers.

Communications System Inspection and Repair. CSXT accepts SECI's methodology for determining communications system inspection and repair costs (2 percent of the original purchase cost). Based on a SFRR communications

[92] The Emergency Notification signs mentioned by CSXT were funded by the federal government in a voluntary pilot program run by the FRA, and should not be included as a cost item for the SFRR.

system cost of $38 million,[93] CSXT estimates the SFRR's annual communications contract cost to be $0.7 million. CSXT Reply at III-D-171. SECI's Rebuttal communications system cost is $37 million, which also produces an annual inspection and repair cost (rounded) of $0.7 million.

Bridge inspections. On Opening SECI provided for contract structural-integrity inspection of seven of the SFRR's major bridges, a five-year inspection cycle, and a unit cost of $8.94 per track foot. SECI Opening at III-D-88. CSXT raises the number of bridges requiring contractor structural integrity inspections to 19, and estimates the unit cost at $25 per track foot. CSXT Reply at III-D-171-172.

SECI based the number of bridges requiring structural integrity inspections, and the unit cost per track foot, on the experience of Mr. Crouch. Mr. Crouch and his staff at Crouch Engineering have performed numerous inspections of major river bridges, and are familiar with the equipment needed and amount of time needed by trained personnel to make the inspections. Mr. Crouch provided, as supporting evidence for his equipment rental rate, an invoice for bridge inspection equipment.[94]

The seven SFRR major river bridges specified by Mr. Crouch as bridges requiring periodic structural integrity inspections are the bridges over 2,000

[93] CSXT's narrative show a communications system cost of $3.8 million, but this is obviously incorrect (a decimal appears to have been misplaced).

[94] *See* SECI Opening e-workpaper "Major Bridge Inspection Costs.pdf."

iii. **Field Welds**

The parties agree on the field weld specifications and unit prices.

iv. **Insulated Joints**

Insulated joints are addressed in Part III-F-6 below.

v. **Switches**

The parties generally agree on the unit costs and sizes for the SFRR's switches. However, without explanation, CSXT used a large number of No. 8 turnouts – a size SECI did not use. It appears that the No. 8 turnouts are for the 884 customer locations that CSXT argues the SFRR should add. As explained in Part III-B, SECI has added only 65 customer locations including Transflo facilities (28 were already provided for on Opening). SECI has used No. 10 turnouts for these locations since it is the smallest size turnout that SECI is using.

Switch machines are addressed in Part III-F-6 below.

e. **Other**

i. **Rail Lubricators**

The parties agree on the spacing and unit costs for rail lubricators.

ii. **Plates, Spikes and Anchors**

The parties agree on the specifications and unit costs for plates, spikes and anchors.

iii. **Derails and Wheel Stops**

The parties agree on the placement methodology and unit costs for derails and wheel stops.

CSXT suggests that SECI's reliance on solar power for AEI readers, FEDs. and road crossing is misplaced since SECI's solar units cannot match the variations in the electrical current need for the different devices. CSXT also argues that the unit costs are too low. As commercial power is a better alternative where available, SECI has accepted CSXT's proposal to use commercial power drops at these locations.

v. CTC Office Equipment

On Opening, SECI assumed that the CTC office equipment would cost $1 million, which SECI indexed. This cost was based on a rough estimate from Alstom provided to SECI's IT witness some years ago. Today, however, Alstom (which is a major supplier to the railroad industry) will not provide quotes to the shipper community. As such, SECI had no practical way to determine how such pricing may have changed or whether the initial estimate was accurate, other than to index it. On Reply, CSXT obtained an estimate from Alstom that totaled $2.5 million, including a $500,000 backup location. SECI accepts this revised cost.

vi. Turnouts for Customer Locations

CSXT included manual switch mechanisms and electric locks for the turnouts to the 884 customer locations it argues that the SFRR must build. As explained in Part III-B-2 SECI only requires 93 such locations including Transflo facilities, 28 of which were already provided for on Opening. Accordingly, on Rebuttal SECI provides for manual switch mechanisms and electric locks at 65

additional locations. In order to capture these costs, SECI has included a new typical installation in its revised rebuttal e-workpaper spreadsheet called "EL1." The former "EL," which is applied at defective equipment tracks with two switches, has been renamed "EL2."

vii. **Unit Costs**

In its electronic workpapers, but without discussion in its Reply Narrative, CSXT changed several unit costs that SECI utilized on Opening, resulting in significantly higher signal costs. In particular, CSXT modified the unit costs for: double track highway crossing predictor huts; single track highway crossing predictor huts; signals, two head (three aspects each), with mast, platform and foundation: and signals, one head (three aspects), with mast, platform and foundation. These costs were based on quotes that Mr. Grappone received from GE Transportation Systems Global Signaling and Safetran. SECI's lower opening unit costs thus are supported by actual quotes from vendors, and CSXT has not explained why they are not feasible or the basis for its higher unit costs. SECI thus has continued to use its Opening costs for these items.

viii. **Signals & Communications Testing Equipment**

Without explanation, CSXT included costs for signals and communications testing equipment. SECI has already included labor costs for installation of such equipment. Any signals contractor should have the necessary equipment to install and test such mechanisms. As far as ongoing maintenance, the potential costs for small tools of this kind are already included in the small

j. Operating Expenses

Table K displays the operating expenses incurred in each year of the DCF period. In Opening, SECI detailed the changes it made to the Board's DCF model to adjust annual operating expenses by the prospective change in ton-miles rather than the change in tons, in order to better reflect changes in the traffic mix.[6] In Reply, CSXT accepted the change in approach to adjusting annual operating expenses using ton-miles in the place of tons.[7]

CSXT also modified its Reply operating expense worksheet to add trackage-rights fees paid by the SFRR to the EVWR for the transport of issue traffic. As explained at III-D-149-150, the addition of trackage rights fees for the issue traffic is a double-count of costs as the SFRR pays the EVRR a fixed fee for transporting the SGS coal. CSXT's worksheet modification is incorrect.

k. Summary of SAC

SECI presented its summary of total SAC in its Opening Narrative at Table L of Exhibit III-H-1. In Reply, CSXT has modified Table L to exclude the investment that the SFRR made for the purchase of locomotives, and include investment costs for the installation of PTC systems on the SFRR. As discussed in at III-G-1-4, it is entirely appropriate to base the SFRR's locomotive acquisitions

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[6] *See* SECI Opening at III-H-7 to III-H-8.

[7] *See* CSXT Reply at III-H-6.

3. Maximum Reasonable Rates

The SAC analysis summarized in Parts III-A through III-G and the accompanying Exhibits, and displayed in Rebuttal Exhibit III-H-1 demonstrates that over the 10-year DCF period the revenues generated by the SFRR exceed its total capital and operating costs. Table III-H-1 below shows the measure of excess revenue over SAC in each year of the DCF period for this case.

Table III-H-1
Summary of DCF Results – 2009 to 2018
($ in millions)

Year (1)	Annual Stand-Alone Requirement (2)	Stand-Alone Revenues (3)	Overpayments or Shortfalls (4)	PV Difference (5)	Cumulative PV Difference (6)
2009	$837.1	$1,048.0	$210.9	$200.2	$200.2
2010	883.2	1,182.2	299.0	255.6	455.8
2011	926.6	1,259.3	332.7	256.1	711.9
2012	971.9	1,350.0	378.1	262.1	974.0
2013	1,012.9	1,458.9	446.0	278.5	1,252.5
2014	1,051.9	1,531.3	479.4	269.6	1,522.2
2015	1,093.5	1,607.1	513.7	260.2	1,782.4
2016	1,134.1	1,689.5	555.4	253.4	2,035.8
2017	1,175.7	1,776.2	600.5	246.8	2,282.5
2018	1,217.3	1,874.6	657.3	243.3	2,525.8

Where, as in this case, stand-alone revenues are shown to exceed costs, rates for the members of the SFRR traffic group -- including SECI in particular -- must be adjusted to bring revenues and SAC into equilibrium. In *Major Issues*, the Board adopted MMM as its rate prescription approach for use in proceedings under the *Coal Rate Guidelines*. *See Major Issues* at 14-23.

Application of MMM yields the following maximum r/vc ratios for each year of the DCF model.

Table III-H-2
Rebuttal MMM Results

Year	Maximum R/VC
2009	158.5%
2010	151.6%
2011	149.1%
2012	145.4%
2013	142.8%
2014	142.2%
2015	141.4%
2016	140.1%
2017	138.8%
2018	136.8%

Source: Rebuttal Exhibit III-H-2.

As indicated in Table III-H-2, the maximum r/vc ranges from 136.8% to 158.5% over the 10-year DCF period. As applied to the unadjusted Phase III URCS variable costs for the issue movements, the following maximum reasonable rates apply to shipments in SECI-supplied railcars and CSXT-supplied railcars, respectively, at 1Q09 and 4Q09 wage and price levels.

Table III-H-3
SECI MMM Rates Per Ton – 1Q09 to 4Q09

	1Q09		2Q09		3Q09		4Q09	
Origin (1)	SECI Cars (2)	CSXT Cars (3)	SECI Cars (4)	CSXT Cars (5)	SECI Cars (6)	CSXT Cars (7)	SECI Cars (8)	CSXT Cars (9)
1. Dotiki. KY	$18.04	$18.93	$18.06	$18.95	$18.47	$19.39	$18.71	$19.63
2. Pattiki, IL	$19.37	$20.33	$19.39	$20.33	$19.83	$20.80	$20.09	$21.07
3. Warrior, KY	$17.69	$18.57	$17.71	$18.58	$18.12	$19.01	$18.34	$19.25
4. Elk Creek, KY	$17.68	$18.55	$17.69	$18.57	$18.11	$18.99	$18.33	$19.23
5. Gibcoal, IN	$19.15	$20.07	$19.15	$20.09	$19.61	$20.56	$19.85	$20.82
6. Consol 95. WV	$23.39	$24.48	$23.40	$24.50	$23.96	$25.06	$24.26	$25.38
7. Bailey Mine. PA	$24.91	$26.05	$24.92	$26.07	$25.49	$26.67	$25.83	$27.02
8. Charleston, SC (coal)	$7.26	$7.74	$7.26	$7.75	$7.44	$7.93	$7.53	$8.02
9. Charleston, SC (petcoke)	$7.28	$7.75	$7.28	$7.77	$7.45	$7.94	$7.55	$8.05

The maximum lawful rates for the transportation of coal from the origins covered by Tariff CSXT-32531 to SGS equal the greater of the jurisdictional threshold or the MMM maximum rates. Tables III-H-4 and III-H-5 compare CSXT's rates at 4Q09 (in SECI-supplied and CSXT-supplied railcars) to the jurisdictional threshold and the MMM maximum. The issue rates are greater than both the jurisdictional threshold and the MMM rates for all origins.

Table III-H-4
Maximum Rate Summary – 4Q09
SECI-Supplied Railcars

Origin	Jurisdictional Threshold Per Ton	MMM Rate Per Ton	Maximum Rate Per Ton 1/
(1)	(2)	(3)	(4)
1. Dotiki. KY	$21.24	$18.71	$21.24
2. Pattiki, IL (Epworth)	$22.81	$20.09	$22.81
3. Warrior, KY (Cardinal 9)	$20.83	$18.34	$20.83
4. Elk Creek, KY (Cimarron)	$20.81	$18.33	$20.81
5. Gibcoal, IN	$22.54	$19.85	$22.54
6. Consol 95, WV	$27.54	$24.26	$27.54
7. Bailey Mine, PA	$29.32	$25.83	$29.32
8. Charleston. SC (coal)	$8.55	$7.53	$8.55
9. Charleston. SC (Pet Coke)	$8.57	$7.55	$8.57

1/ Greater of Column (2) or Column (3).

Table III-H-5
Maximum Rate Summary -- 4Q09
CSXT-Supplied Railcars

Origin	Jurisdictional Threshold Per Ton	MMM Rate Per Ton	Maximum Rate Per Ton 1/
(1)	(2)	(3)	(4)
1. Dotiki, KY	$22.28	$19.63	$22.28
2. Pattiki, IL (Epworth)	$23.92	$21.07	$23.92
3. Warrior, KY (Cardinal 9)	$21.85	$19.25	$21.85
4. Elk Creek, KY (Cimarron)	$21.83	$19.23	$21.83
5. Gibcoal, IN	$23.63	$20.82	$23.63
6. Consol 95. WV	$28.82	$25.38	$28.82
7. Bailey Mine, PA	$30.67	$27.02	$30.67
8. Charleston, SC (coal)	$9.11	$8.02	$9.11
9. Charleston, SC (Pet Coke)	$9.14	$8.05	$9.14

1/ Greater of Column (2) or Column (3).

CORRECTED PAGES FOR REBUTTAL EXHIBIT I-1

REBUTTAL EXHIBIT I-1
REDACTED

CORRECTED REBUTTAL EXHIBIT III-C-1

REBUTTAL EXHIBIT III-C-1
REDACTED

CORRECTED REBUTTAL EXHIBIT III-C-3

REBUTTAL EXHIBIT III-C-3
REDACTED

CORRECTED REBUTTAL EXHIBIT III-H-1

TABLE A: SFRR ANNUAL COST OF CAPITAL

Year (1)	Industry Cost of Capital (2)	Industry Cost of Debt 1/ (3)	Industry Cost of Preferred Equity 2/ (4)	Industry Cost of Equity 3/ (5)	SFRR's Cost of Debt (6)	SFRR's Cost of Preferred Equity (7)	SFRR's Cost of Equity (8)	Debt as a Percent of Total Investment (9)	Preferred Equity as a Percent of Total Investment (10)	Equity as a Percent of Total Investment (11)	Composite Cost of Capital (12)	1 + Cost of Capital (13)	STB Prescribed Debt as a % of Capital 4/ (14)
2006	9.94%	5.97%	0.00%	11.13%	5.97%	0.00%	11.13%	23 05%	0 00%	76.95%	9 94%	1.0994	23.05%
2007	11.33%	6.15%	0.00%	12.68%	6.15%	0.00%	12.68%	20.68%	0.00%	79.32%	11.33%	1.1133	20.68%
2008	11.75%	6.57%	0.00%	13.17%	6.57%	0.00%	13.17%	21.54%	0.00%	78.46%	11.75%	1.1175	21.54%
2009		8.09% 5/			6.29%	0.00%	12.33%	21.50%	0.00%	78.50%	11 03%	1.1103	
2010					6.29%	0.00%	12.33%	21.50%	0.00%	78.50%	11 03%	1.1103	
2011					6.29%	0.00%	12.33%	21.50%	0 00%	78.50%	11.03%	1.1103	
2012					6.29%	0.00%	12.33%	21.50%	0.00%	78.50%	11.03%	1.1103	
2013					6.29%	0.00%	12.33%	21.50%	0.00%	78 50%	11.03%	1.1103	
2014					6.29%	0.00%	12.33%	21.50%	0.00%	78.50%	11.03%	1.1103	
2015					6.29%	0.00%	12.33%	21.50%	0.00%	78.50%	11.03%	1.1103	
2016					6.29%	0.00%	12.33%	21.50%	0.00%	78.50%	11.03%	1.1103	
2017					6.29%	0.00%	12.33%	21.50%	0.00%	78.50%	11.03%	1.1103	
2018					6.29%	0.00%	12.33%	21.50%	0.00%	78.50%	11.03%	1.1103	

1/ Cost of railroad industry cost of debt from the STB Decision in Ex Parte No 558 (Sub-No. 10), Railroad Cost of Capital - 2006, decided April 14, 2008, STB Decision in Ex Parte No. 558 (Sub-No. 11), Railroad Cost o Capital - 2007, decided September 24, 2008, and STB Decision in Ex Parte No. 558 (Sub-No 12), Railroad Cost of Capital - 2008, decided on September 24, 2009.

2/ No preferred equity was issued in 2006 - 2008.

3/ Cost of railroad industry cost of equity from the STB Decision in Ex Parte No. 558 (Sub-No. 10), Railroad Cost of Capital - 2006, decided April 14, 2008, STB Decision in Ex Parte No. 558 (Sub-No 11), Railroad Cost Capital - 2007, decided September 24, 2008, and STB Decision in Ex Parte No. 558 (Sub-No. 12), Railroad Cost of Capital - 2008, decided on September 24, 2009.

4/ Capital structure from the STB Decision in Ex Parte No. 558 (Sub-No. 10), Railroad Cost of Capital - 2006, decided April 14, 2008, STB Decision in Ex Parte No 558 (Sub-No 11), Railroad Cost of Capital - 2007, decided September 24, 2008, and STB Decision in Ex Parte No 558 (Sub-No 12), Railroad Cost of Capital - 2008, decided on September 24, 2009.

5/ Interest Rate for CSX debt issue secured by 180 locomotives acquired by SFRR in January 2009.

TABLE B: SFRR INFLATION INDEXES

Period (1)	Land 1/ (2)	Hybrid RCAF 2/ (3)	MWSExFuel 3/ (4)	Mat & Suppl 4/ (5)	Wages & Supps 5/ (6)
3Q 2006	100 0		370 2	238 6	397 5
4Q 2006	102 0		372 0	250 9	397 4
1Q 2007	104 0		381.0	258 9	407 0
2Q 2007	106 0		381 1	254 7	407 5
3Q 2007	108 1		386 7	265 2	412.3
4Q 2007	110 2		391 7	274 8	416 5
1Q 2008	112 4		396 5	276 2	421 9
2Q 2008	114 6		398.2	283 4	422 7
3Q 2008	116 8		408 8	285 6	434 9
4Q 2008	119 1		415.5	318 9	437 1
1Q 2009	121 4	100 0	421 6	319 5	444 1
2Q 2009	123 8	83 2	421 1	305 5	445 8
3Q 2009	126 2	91 6	424 0	312 5	448 0
4Q 2009	128 7	97.5	420.4	302 2	445 4
1Q 2010	131.2	101 6	450 7	311 2	479 7
2Q 2010	133 8	103 7	454 3	310 6	484 0
3Q 2010	136 4	104 6	459 4	314 9	489 3
4Q 2010	139 1	106 5	463 9	317 1	494 2
1Q 2011	141 8	107 2	467 5	319 4	498 2
2Q 2011	144 6	109 4	471 0	323 2	501 7
3Q 2011	147 4	110 7	474 8	326 4	505 2
4Q 2011	150 3	113.0	478 0	329 7	508 7
1Q 2012	153 3	114.0	481 6	331 7	512 7
2Q 2012	156 3	115 1	485 4	333 8	516 8
3Q 2012	159 3	116 2	489 1	335 8	520 9
4Q 2012	162 5	117 3	492 9	337 9	525 0
1Q 2013	165 7	118 5	497 1	339.8	529 7
2Q 2013	168.9	119.8	501 4	341.8	534 4
3Q 2013	172 2	121 0	505 7	343 7	539 1
4Q 2013	175 6	122 3	510 0	345 7	543 9
1Q 2014	179 0	123 4	514.3	347 4	548 7
2Q 2014	182 5	124 5	518.7	349 1	553 6
3Q 2014	186 1	125.6	523 1	350 9	558.5
4Q 2014	189 8	126 8	527 5	352 6	563 5
1Q 2015	193 5	127.7	532 2	354 7	568 6
2Q 2015	197.3	128 6	536 9	356 8	573 8
3Q 2015	201 1	129 6	541 6	358 9	579 0
4Q 2015	205 1	130 5	546 4	361.1	584 3
1Q 2016	209 1	131 3	551 0	362 7	589 5
2Q 2016	213 2	132 0	555 6	364 3	594 8
3Q 2016	217 4	132 8	560 3	365 9	600.0
4Q 2016	221 6	133 5	565.0	367 6	605 4
1Q 2017	226 0	134 1	569 9	368 8	610 9
2Q 2017	230.4	134 6	574 7	370 1	616 5
3Q 2017	234 9	135 1	579 7	371 4	622 1
4Q 2017	239 5	135 7	584 6	372 7	627.8
1Q 2018	244 2	136 2	589 6	374 0	633 5
2Q 2018	249 0	136.8	594 7	375 3	639 3
3Q 2018	253 9	137 4	599 7	376 6	645 1
4Q 2018	258 9	137 9	604 9	377 9	651 0
Annual Inflation Rate 6/	8 07%		3 83%	1 71%	4 06%

1/ Used to index Road Property Account 2. Based on historic change in land prices as reported by the USDA and Urban land values reported Lincoln Institute and MIT.
2/ Used to index expenses in Table K. Based on the RCAF-U and RCAF-A through 2Q10 then Global Insight forecast for remaining periods.
3/ Used to index Road Property Accounts 3, 5, 6, 13, 17, 19, 20, 26, 27, 37, and 39. Based RCR indices - East Region through 1Q10 then Global Insight forecast for remaining periods
4/ Used to index Road Property Accounts 8, 9, and 11 Based on RCR indices - East Region through 1Q10 then Global Insight forecast for remaining periods
5/ Used to index Road Property Accounts 1, 1A and 12 Based on RCR indces - East Region through 1Q10 then Global Insight forecast for remaining periods
6/ 1Q2009 ÷ 4Q2018^(1/10) - 1. The Annual Rate is used to develop asset replacement values at the end of asset lives

TABLE C: SFRR PROPERTY INVESTMENT VALUES

Construction of the SFRR occurs between July 1, 2006 and January 1, 2009
Investments are assumed to be in January 1, 2009 dollars.

Property Account (1)	Property Component (2)	Service Life In Years 1/ (3)	Investment In 7/1/2006 Dollars 2/ (4)	Investment In 7/1/2007 Dollars 3/ (5)	Investment In 7/1/2008 Dollars 4/ (6)	2006 Investment Value 5/ (7)	2007 Investment Value 6/ (8)	2008 Investment Value 7/ (9)	Total Property Investment 1Q 2009 8/ (10)
1	Engineering	NA	$411,186,467	$426,496,051	$449,874,199	$308,389,850	$106,624,013	$0	$415,013,863
2	Land	NA	758,564,340	819,812,613	886,006,217	758,564,340	0	0	758,564,340
3	Grading	68	1,028,721,754	1,074,672,388	1,136,045,581	0	1,074,672,388	0	1,074,672,388
5	Tunnels	76	241,310,835	252,089,635	266,486,158	0	108,038,415	152,277,805	260,316,220
6	Bridges & Culverts	60	605,448,804	632,492,809	668,613,681	0	271,068,347	382,064,961	653,133,307
8	Ties	24	275,890,890	306,648,215	330,236,539	0	76,662,054	247,677,404	324,339,458
9	Rails and OTM	34	774,327,522	860,652,384	926,856,414	0	215,163,096	695,142,310	910,305,406
11	Ballast	37	160,322,187	178,195,490	191,902,836	0	44,548,873	143,927,127	188,475,999
12	Labor	32	492,405,982	510,739,589	538,735,501	0	136,523,489	411,189,248	547,712,737
13	Fences and Roadway Signs	45	0	0	0	0	0	0	0
52	Locomotives	28	320,967,906	320,967,906	320,967,906	0	0	320,967,906	320,967,906
17	Roadway Buildings	37	26,219,185	27,390,335	28,954,563	0	0	28,954,563	28,954,563
19	Fuel Stations	28	0	0	0	0	0	0	0
20	Shops and Enginehouses	33	8,888,045	9,285,053	9,815,311	0	0	9,815,311	9,815,311
26	Communications Systems	13	36,225,914	37,844,042	40,005,268	0	9,461,011	30,003,951	39,464,962
27	Signals and interlockers	29	218,831,755	228,606,466	241,661,895	0	57,151,617	181,246,421	238,398,038
39	Public improvements	42	70,909,658	74,077,029	78,307,476	0	18,519,257	58,730,607	77,249,864
	Total		$5,109,253,338	$5,439,002,101	$5,793,501,639	$1,066,954,190	$2,118,432,558	$2,341,029,708	$5,526,416,456

1/ 1 ÷ Depreciation Rate shown in Schedule 332 of CSX's 2008 Annual Report R-1
2/ July 1, 2006, indexed to 2006 dollars, Investment Exhibit - 1Q09t x Inflation Index from Table B, 3Q2006 ÷ 1Q2009
3/ July 1, 2007, indexed to 2007 dollars, Investment Exhibit - 1Q09 x Inflation Index from Table B, 3Q2007 ÷ 1Q2009
4/ July 1, 2008, indexed to 2008 dollars; Investment Exhibit - 1Q09 x Inflation Index from Table B, 3Q2008 ÷ 1Q2009
5/ Column (4) x Percent constructed in 2006
6/ Column (5) x Percent constructed in 2007
7/ Column (6) x Percent constructed in 2008
8/ Sum of Column's (7) through (9)

TABLE D: INTEREST DURING CONSTRUCTION

Month of Installation (1)	Cost of Funds 1/ (2)	Timing of Account 1 Investment 2/ (3)	Timing of Account 2 Investment 2/ (4)	Timing of Accounts 3,5 and 6 Investment 2/ (5)	Timing of Accounts 8 Through 39 Investment 2/ (6)	Total Investment by Month 3/ (7)	Interest During Construction 4/ (8)	Cost of Debt 5/ (9)	Deductible Interest During Construction 6/ (10)
Jul-06	0.79%	$51,398,308	$126,427,390	$0	$0	$177,825,698	$0	0.48%	0
Aug-06	0.79%	51,398,308	126,427,390	0	0	177,825,698	1,409,942	0.48%	198,544
Sep-06	0.79%	51,398,308	126,427,390	0	0	177,825,698	2,831,063	0.48%	398,661
Oct-06	0.79%	51,398,308	126,427,390	0	0	177,825,698	4,263,452	0.48%	600,366
Nov-06	0.79%	51,398,308	126,427,390	0	0	177,825,698	5,707,197	0.48%	803,670
Dec-06	0.79%	51,398,308	126,427,390	0	0	177,825,698	7,162,390	0.48%	1,008,586
Jan-07	0.90%	53,312,006	0	0	0	53,312,006	9,777,389	0.50%	1,122,174
Feb-07	0.90%	53,312,006	0	0	0	53,312,006	10,344,175	0.50%	1,187,226
Mar-07	0.90%	0	0	0	0	0	10,916,054	0.50%	1,252,861
Apr-07	0.90%	0	0	0	0	0	11,014,122	0.50%	1,264,117
May-07	0.90%	0	0	179,112,065	0	179,112,065	11,113,071	0.50%	1,275,474
Jun-07	0.90%	0	0	179,112,065	0	179,112,065	12,822,027	0.50%	1,471,615
Jul-07	0.90%	0	0	242,296,525	0	242,296,525	14,546,337	0 50%	1,669,518
Aug-07	0.90%	0	0	242,296,525	0	242,296,525	16,853,777	0.50%	1,934,348
Sep-07	0.90%	0	0	242,296,525	0	242,296,525	19,181,947	0.50%	2,201,558
Oct-07	0.90%	0	0	242,296,525	186,009,799	428,306,324	21,531,033	0.50%	2,471,168
Nov-07	0.90%	0	0	63,184,460	186,009,799	249,194,259	25,572,309	0.50%	2,934,995
Dec-07	0.90%	0	0	63,184,460	186,009,799	249,194,259	28,040,774	0.50%	3,218,306
Jan-08	0.93%	0	0	66,792,846	200,742,994	267,535,839	31,604,411	0.53%	3,892,019
Feb-08	0.93%	0	0	66,792,846	200,742,994	267,535,839	34,386,292	0.53%	4,234,602
Mar-08	0.93%	0	0	66,792,846	200,742,994	267,535,839	37,194,044	0.53%	4,580,371
Apr-08	0.93%	0	0	66,792,846	200,742,994	267,535,839	40,027,907	0.53%	4,929,356
May-08	0.93%	0	0	66,792,846	200,742,994	267,535,839	42,888,123	0.53%	5,281,585
Jun-08	0.93%	0	0	66,792,846	200,742,994	267,535,839	45,774,938	0.53%	5,637,091
Jul-08	0.93%	0	0	66,792,846	200,742,994	267,535,839	48,688,600	0.53%	5,995,902
Aug-08	0.93%	0	0	66,792,846	200,742,994	267,535,839	51,629,357	0.53%	6,358,051
Sep-08	0.93%	0	0	0	200,742,994	200,742,994	54,597,463	0.53%	6,723,567
Oct-08	0.93%	0	0	0	0	0	56,972,024	0.53%	7,015,989
Nov-08	0.93%	0	0	0	0	0	57,501,840	0 53%	7,081,235
Dec-08	0.93%	0	0	0	0	0	58,036,584	0.53%	7,147,088
Total		$415,013,863	$758,564,340	$1,988,121,915	$2,364,716,339	$5,526,416,456	$772,388,643		$93,890,043

1/ ((1 + Cost of Capital from Table A for the applicable year)^(1/12) - 1) x 10(
2/ Applicable account value from Table C for the applicable investment perioc
3/ Sum of Columns (3) through (6).
4/ August 06 equals Column (2) x prior Column (7), all other periods equal Column (2) x ((Sum of Column (7) for all prior periods) + (Sum of Column (8) for all prior periods
5/ ((1 + Cost of Debt from Table A for the applicable year)^(1/12) - 1) x 10(
6/ August 06 equals prior Column (7) x Column (9) x Table A, Column (9) for 2006, all other periods equal Column (9) x ((Sum of Column (7) for all prior periods; (Sum of Column (8) for all prior periods)) x Table A, Column (9) for the applicable yea

TABLE E. SFRR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL

AMORTIZATION SCHEDULE FOR THE SFRR 2006 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $1,066,954,190 1/
2 IDC $21,374,044 2/
3 PRINCIPAL $250,859,658 3/
4 INTEREST 5.97% 4/
5. TERM 80 Quarters 5/
6 PAYMENT ====>> $5,336,437 Per Quarter 6/

Quarter (1)	Beginning Balance (2)	Ending Balance 7/ (3)	Payment (4)	Principal 8/ (5)	Interest 9/ (6)
1	$250 859 658	$249 186,285	$5,336,437	$1,673,373	$3,663 064
2	249 186 285	247 488 478	5,336,437	1,697,807	3,638 629
3	247 488 478	245,765 879	5 336 437	1,722,599	3,613 838
4	245,765,879	244,018,126	5,336 437	1,747,752	3,588,685
5	244,018,126	242,244,853	5,336,437	1 773,273	3,563,164
6	242,244 853	240 445,687	5,336,437	1,799,167	3,537 270
7	240 445 687	238 620,249	5,336,437	1,825 438	3,510,999
8	238,620,249	236,768 156	5 336 437	1,852,093	3,484,344
9	236,768,156	234,889,018	5,336,437	1,879,138	3,457,299
10	234,889,018	232,982,441	5,336 437	1 906,577	3,429,860
11	232,982,441	231,048,025	5,336,437	1 934,417	3 402 020
12	231,048,025	229,085,362	5 336 437	1,962,663	3,373,774
13	229,085,362	227,094,040	5,336,437	1,991,322	3,345,115
14	227 094 040	225,073,640	5,336 437	2 020,399	3,316 038
15	225,073,640	223,023,739	5 336 437	2,049,901	3,286,536
16	223,023,739	220,943,905	5,336 437	2,079,834	3,256,603
17	220 943,905	218,833,701	5 336,437	2 110,204	3,226,233
18	218,833,701	216 692,684	5,336,437	2,141,017	3 195,420
19	216 692 684	214,520,403	5,336,437	2,172,280	3,164,156
20	214,520,403	212,316,403	5,336,437	2,204,000	3 132 437

AMORTIZATION SCHEDULE FOR THE SFRR 2007 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $2,118,432 558 1/
2 IDC $191,713,016 2/
3 PRINCIPAL $477 738 105 3/
4 INTEREST 6.15% 4/
5 TERM 80 Quarters 5/
6 PAYMENT ===->> $10 305,291 Per Quarter 6/

Quarter (7)	Beginning Balance (8)	Ending Balance 7/ (9)	Payment (10)	Principal 8/ (11)	Interest 9/ (12)
1	$477,738,105	$474,614,470	$10,305,291	$3,123 635	$7,181 656
2	474 614 470	471,443,878	10 305,291	3,170,591	7,134,699
3	471 443 878	468,225,625	10,305,291	3 218 254	7,087 037
4	468,225,625	464 958 992	10,305,291	3,266,632	7,038,658
5	464,958,992	461,643,254	10,305,291	3 315 739	6 989 552
6	461,643,254	458,277,671	10,305,291	3 365,583	6,939 708
7	458,277,671	454 861,495	10,305,291	3 416,176	6,889 114
8	454 861 495	451,393,984	10,305,291	3,467 530	6,837,760
9	451,393,984	447,874,308	10,305,291	3,519,656	6,785 634
10	447,874,308	444 301 742	10 305 291	3,572,566	6,732,725
11	444,301,742	440 675 471	10 305 291	3 626,271	6,679,020
12	440 675 471	436,994 687	10,305,291	3,680,783	6,624 507
13	436,994,687	433,258,572	10 305,291	3,736 115	6,569,175
14	433,258,572	429 466 293	10 305,291	3,792,279	6,513,012
15	429,466,293	425,617,006	10,305,291	3,849 287	6,456 004
16	425 617 006	421,709,854	10,305,291	3,907,152	6,398 139
17	421,709 854	417,743 968	10,305,291	3,965,886	6,339,404
18	417,743,968	413,718 464	10,305,291	4,025,504	6,279,787
19	413,718,464	409,632,446	10,305,291	4,086 018	6 219,273
20	409,632,446	405 485 005	10,305,291	4,147 441	6,157,849

AMORTIZATION SCHEDULE FOR THE SFRR 2008 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $2 341 029 708 1/
2 IDC $559,301 583 2/
3 PRINCIPAL $624,731,360 3/
4 INTEREST 6 57% 4/
5 TERM 80 Quarters 5/
6 PAYMENT ====>> $13 915 214 Per Quarter 6/

Quarter (13)	Beginning Balance (14)	Ending Balance 7/ (15)	Payment (16)	Principal 8/ (17)	Interest 9/ (18)
1	$624 731 360	$620 833 820	$13 915 214	$3,897,540	$10 017,674
2	620,833 820	616,873,783	13,915 214	3 960 038	9,955,176
3	616 873 783	612,850 245	13 915,214	4 023 537	9,891 676
4	612,850,245	608,762,190	13,915 214	4 088,056	9,827,158
5	608,762,190	604,608,582	13,915 214	4,153,608	9 761 605
6	604 608 582	600 388,370	13,915,214	4,220,212	9,695,002
7	600 388 370	596 100,486	13,915 214	4 287,884	9,627 330
8	596,100 486	591 743 845	13 915 214	4 356,641	9,558,573
9	591 743,845	587 317 345	13 915 214	4 426,500	9 488 713
10	587,317,345	582 819,865	13 915,214	4 497 480	9,417 734
11	582,819 865	578,250,267	13,915,214	4,569,598	9,345,616
12	578 250,267	573,607,395	13,915,214	4,642,872	9 272 342
13	573,607,395	568,890,073	13 915,214	4 717,321	9,197 892
14	568,890 073	564 097 109	13 915 214	4,792,964	9 122 249
15	564,097,109	559,227,289	13,915 214	4 869,820	9,045,393
16	559,227,289	554,279,380	13,915,214	4,947,909	8 967 305
17	554 279 380	549,252,131	13,915,214	5 027,249	8 887 964
18	549,252 131	544 144,268	13,915,214	5,107,862	8 807 351
19	544,144,268	538,954 501	13,915,214	5,189 768	8,725,446
20	538,954 501	533 681 515	13 915,214	5,272,986	8 642 227

1/ From Table D Column (7) for the applicable year investment
2/ From Table D Column (8) for the applicable year investment
3/ (Total Investment + IDC) x (Proportion of Debt from Table A Column (9)).
4/ From Table A, Column (6) for the applicable year investment
5/ Based on Ex Parte No 657 20-year amortization x 4
6/ Line 3 Principal financed over Line 5 Term at Line 4 Interest Rate on a quarterly basis
7/ Current quarter Beginning Balance - Principal
8/ Current quarter Payment - Interest
9/ Current quarter Beginning Balance x (1 + The Quarterly Interest Rate)

TABLE E: SFRR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL
(Continued)

AMORTIZATION SCHEDULE FOR THE SFRR 2006 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $1 066,954,190 1/
2 IDC $21,374 044 2/
3 PRINCIPAL $250 859,658 3/
4 INTERFST 5 97% 4/
5 TERM 80 Quarters 5/
6 PAYMENT =====>> $5 336 437 Per Quarter 6/

Quarter (1)	Beginning Balance (2)	Ending Balance 7/ (3)	Payment (4)	Principal 8/ (5)	Interest 9/ (6)
21	$212 316,403	$210 080,220	$5 336,437	$2 236 183	3 100 254
22	210,080,220	207,811,384	5,336,437	2,268 836	3 067 601
23	207,811 384	205,509,418	5,336,437	2 301,966	3 034,471
24	205,509,418	203,173,839	5,336 437	2 335,579	3,000,858
25	203,173 839	200 804 156	5 336 437	2,369,683	2,966,754
26	200,804 156	198,399,870	5,336,437	2,404 285	2 932 151
27	198,399 870	195,960,477	5,336,437	2,439,393	2,897,044
28	195,960 477	193,485,464	5 336 437	2 475,013	2,861,424
29	193,485,464	190,974 311	5 336 437	2,511 153	2 825,284
30	190,974,311	188,426,490	5,336,437	2 547,821	2 788 616
31	188 426 490	185,841,465	5,336 437	2,585,025	2,751,412
32	185,841 465	183,218 694	5 336 437	2,622,771	2,713 666
33	183,218,694	180,557,624	5 336 437	2 661,069	2,675,368
34	180,557,624	177,857,698	5 336,437	2 699,926	2,636,511
35	177,857,698	175,118,348	5,336,437	2 739,351	2,597 086
36	175 118 348	172,338,997	5,336,437	2 779,351	2,557,086
37	172,338,997	169 519 062	5 336 437	2,819,935	2,516 502
38	169,519,062	166,657,950	5,336,437	2,861,112	2,475,325
39	166,657,950	163 755,060	5,336,437	2,902,890	2,433,547
40	163 755,060	160,809,782	5,336 437	2 945 278	2,391 159

AMORTIZATION SCHEDULE FOR THE SFRR 2007 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $2 118 432 558 1/
2 IDC $191 713 016 2/
3 PRINCIPAL $477 738,105 3/
4 INTEREST 6 15% 4/
5 TERM 80 Quarters 5/
6 PAYMENT =====>> $10,305 291 Per Quarter 6/

Quarter (7)	Beginning Balance (8)	Ending Balance 7/ (9)	Payment (10)	Principal 8/ (11)	Interest 9/ (12)
21	$405,485 005	$401,275,216	$10,305,291	$4 209,788	6,095 502
22	401 275 216	397,002 144	10,305,291	4,273 073	6,032,218
23	397,002 144	392 664 836	10 305 291	4 337 308	5 967 983
24	392,664,836	388 262 326	10 305 291	4 402 509	5 902 782
25	388,262,326	383 793,636	10 305,291	4,468,690	5 836,600
26	383,793,636	379,257,770	10,305,291	4 535,867	5,769 424
27	379 257 770	374,653 717	10 305,291	4 604 052	5 701,238
28	374,653,717	369,980,454	10 305,291	4,673,263	5 632 027
29	369 980 454	365 236 939	10 305 291	4 743,515	5,561,776
30	365,236,939	360,422,116	10,305,291	4 814,822	5,490,468
31	360,422 116	355 534 915	10 305,291	4,887,202	5,418,089
32	355,534,915	350,574,246	10 305 291	4 960 669	5 344 621
33	350,574,246	345,539 005	10 305 291	5 035 241	5 270 050
34	345,539,005	340,428,071	10 305,291	5 110 934	5 194 357
35	340,428,071	335,240,306	10,305,291	5 187,765	5,117,526
36	335,240,306	329 974 556	10,305 291	5,265,750	5,039,540
37	329,974 556	324,629 647	10 305 291	5 344 908	4,960,382
38	324,629,647	319,204,391	10 305 291	5,425 256	4,880,034
39	319,204,391	313,697,579	10,305,291	5,508,812	4,796,479
40	313,697,579	308 107 985	10 305 291	5 589 594	4 715,697

AMORTIZATION SCHEDULE FOR THE SFRR 2008 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $2,341 029 708 1/
2 IDC $559 301 583 2/
3 PRINCIPAL $624 731,360 3/
4 INTEREST 6 57% 4/
5 TERM 80 Quarters 5/
6 PAYMENT =====>> $13,915,214 Per Quarter 6/

Quarter (13)	Beginning Balance (14)	Ending Balance 7/ (15)	Payment (16)	Principal 8/ (17)	Interest 9/ (18)
21	$533,681 515	$528 323 975	$13 915 214	$5,357 540	8,557,674
22	528,323,975	522,880,526	13,915,214	5 443 449	8 471 765
23	522 880 526	517 349 791	13 915 214	5 530 735	8 384,478
24	517,349,791	511,730 369	13 915 214	5 619 422	8 295 792
25	511 730 369	506 020,839	13 915 214	5 709 530	8 205 684
26	506,020 839	500,219,756	13,915,214	5,801,083	8,114,130
27	500 219,756	494,325,651	13,915,214	5,894 105	8,021 109
28	494 325 651	488 337,034	13 915,214	5 988 618	7 926 596
29	488,337 034	482 252 388	13,915 214	6 084 646	7 830 568
30	482,252,388	476,070 173	13 915,214	6 182 214	7 732 999
31	476,070 173	469 788 826	13 915,214	6,281,347	7 633 866
32	469,788 826	463,406,756	13,915,214	6 382 070	7,533,144
33	463 406 756	456 922,349	13,915,214	6,484,407	7,430 808
34	456 922 349	450 333 963	13 915 214	6 588 386	7 326,828
35	450,333 963	443 639 931	13 915 214	6 694 032	7,221,182
36	443,639 931	436,838,559	13 915,214	6,801 372	7 113 842
37	436,838,559	429,928 127	13,915,214	6 910 433	7,004,781
38	429,928,127	422,906,884	13,915,214	7,021 243	6,893 971
39	422,906,884	415,773,054	13,915 214	7,133 830	6,781 384
40	415,773 054	408,524,832	13,915,214	7 248,222	6 666 992

1/ From Table D Column (7) for the applicable year investment
2/ From Table D Column (8) for the applicable year investment
3/ (Total Investment + IDC) x (Proportion of Debt from Table A, Column (9)).
4/ From Table A Column (6) for the applicable year investment
5/ Based on Ex Parte No 657 20-year amortization x 4
6/ Line 3 Principal financed over Line 5 Term at Line 4 Interest Rate on a quarterly basis
7/ Current quarter Beginning Balance - Principal
8/ Current quarter Payment - Interest
9/ Current quarter Beginning Balance x (1 + The Quarterly Interest Rate)

TABLE E: SFRR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL
(Continued)

AMORTIZATION SCHEDULE FOR THE SFRR 2006 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $1,066,954 190 1/
2 IDC $21 374 044 2/
3 PRINCIPAL $250 859 658 3/
4 INTEREST 5 97% 4/
5 TERM 80 Quarters 5/
6 PAYMENT ====>> $5,336 437 Per Quarter 6/

Quarter (1)	Beginning Balance (2)	Ending Balance 7/ (3)	Payment (4)	Principal 8/ (5)	Interest 9/ (6)
41	$160 809 782	$157 821,497	$5,336,437	$2,988,285	2,348,152
42	157,821 497	154 789 576	5,336,437	3,031,920	2,304,517
43	154 789 576	151,713,384	5 336 437	3 076 192	2,260,244
44	151,713,384	148,592,273	5,336 437	3,121,111	2,215,326
45	148,592,273	145,425,587	5,336,437	3 166 686	2,169,751
46	145,425,587	142,212,661	5 336 437	3,212 926	2 123,511
47	142 212 661	138,952,820	5,336,437	3,259,841	2 076 596
48	138,952,820	135,645 379	5,336,437	3,307,441	2,028,995
49	135,645 379	132,289 642	5 336 437	3,355,737	1 980,700
50	132,289,642	128,884,904	5 336 437	3,404,738	1,931,699
51	128,884 904	125,430 450	5,336,437	3,454 454	1,881,983
52	125,430,450	121,925,555	5,336 437	3,504,896	1,831,541
53	121,925,555	118,369,480	5,336,437	3,556 074	1,780,363
54	118 369,480	114,761,480	5,336,437	3,608,000	1,728,437
55	114,761,480	111,100 795	5 336,437	3,660,685	1,675 752
56	111,100,795	107,386,657	5,336,437	3,714,138	1,622,299
57	107 386 657	103,618,285	5,336,437	3,768 372	1,568,065
58	103,618,285	99,794 887	5,336,437	3,823,398	1,513 039
59	99,794,887	95,915,660	5,336,437	3,879,227	1,457,209
60	95,915 660	91,979,788	5,336,437	3 935,872	1,400,565

AMORTIZATION SCHEDULE FOR THE SFRR 2007 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $2,118 432,558 1/
2 IDC $191 713,016 2/
3 PRINCIPAL $477,738,105 3/
4 INTEREST 6 15% 4/
5 TERM 80 Quarters 5/
6 PAYMENT ====>> $10,305,291 Per Quarter 6/

Quarter (8)	Beginning Balance (9)	Ending Balance 7/ (10)	Payment (11)	Principal 8/ (12)	Interest 9/ (13)
41	$308 107 985	$302,434,365	$10 305,291	$5,673,620	4,631,670
42	302,434 365	296,675,455	10,305,291	5,758 910	4,546,381
43	296,675 455	290 829 974	10,305,291	5 845,481	4,459,810
44	290 829,974	284,896,620	10,305,291	5,933,354	4,371,937
45	284 896,620	278,874,072	10 305,291	6 022,548	4,282,743
46	278,874,072	272,760,990	10,305,291	6 113 083	4 192,208
47	272,760,990	266,556,012	10,305,291	6,204,978	4,100,312
48	266,556,012	260,257,756	10,305,291	6,298,255	4,007,035
49	260 257 756	253,864,822	10,305 291	6,392,935	3,912 356
50	253,864 822	247,375,785	10,305,291	6,489,037	3 816 254
51	247 375 785	240 789 200	10 305,291	6,586,584	3,718,706
52	240,789,200	234 103 602	10,305 291	6,685,598	3,619,693
53	234,103 602	227,317 502	10,305,291	6,786,100	3,519,191
54	227,317,502	220,429,389	10 305,291	6 888 113	3 417,178
55	220,429,389	213,437,730	10,305,291	6 991,659	3,313,631
56	213,437,730	206,340,968	10,305,291	7,096,762	3,208,528
57	206 340,968	199,137,523	10,305,291	7,203,445	3,101,845
58	199,137,523	191,825,791	10 305,291	7,311,732	2,993,559
59	191,825,791	184,404,145	10,305,291	7,421,646	2,883,644
60	184 404,145	176,870,932	10,305,291	7,533,213	2,772,078

AMORTIZATION SCHEDULE FOR THE SFRR 2008 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $2 341,029,708 1/
2 IDC $559,301,583 2/
3 PRINCIPAL $624,731 360 3/
4 INTEREST 6 5/% 4/
5 TERM 80 Quarters 5/
6 PAYMENT ===->> $13,915,214 Per Quarter 6/

Quarter (14)	Beginning Balance (15)	Ending Balance 7/ (16)	Payment (17)	Principal 8/ (18)	Interest 9/
41	$408,524 832	$401 160 384	$13 915 214	$7,364,448	6 550,765
42	401,160,384	393,677,845	13 915,214	7,482,539	6 432 675
43	393,677 845	386,075 323	13 915 214	7 602,522	6 317,691
44	386,075,323	378,350,893	13 915,214	7 724 430	6,190,784
45	378,350 893	370,502,600	13 915,214	7,848,293	6,066,921
46	370,502 600	362,528,459	13 915 214	7,974,141	5 941 072
47	362,528,459	354,426,451	13,915,214	8,102,008	5 813 206
48	354 426,451	346,194,526	13 915 214	8,231,925	5,683,289
49	346,194 526	337 830 600	13,915,214	8,363,925	5 551,288
50	337,830 600	329 332,558	13 915 214	8,498,042	5,417,171
51	329 332 558	320 698 248	13 915,214	8 634,310	5 280,904
52	320,698 248	311 925 486	13 915 214	8 772,763	5,142,451
53	311,925,486	303 012 050	13 915 214	8,913 435	5,001,778
54	303,012,050	293,955,686	13 915 214	9 056 364	4 858,850
55	293,955,686	284,754,102	13 915,214	9 201 584	4,713,630
56	284,754,102	275,404,969	13,915,214	9,349 133	4,566,081
57	275,404,969	265 905 921	13,915,214	9,499,048	4,416,166
58	265,905 921	256,254 554	13 915 214	9,651,367	4 263,847
59	256 254,554	246,448,426	13,915,214	9,806 128	4,109,085
60	246,448,426	236 485,055	13,915,214	9,963,371	3,951,843

1/ From Table D Column (7) for the applicable year investment
2/ From Table D Column (8) for the applicable year investment
3/ (Total Investment + IDC) x (Proportion of Debt from Table A, Column (9))
4/ From Table A Column (8) for the applicable year investment
5/ Based on Ex Parte No 657 20-year amortization x 4
6/ Line 3 Principal financed over Line 5 Term at Line 4 Interest Rate on a quarterly basis
7/ Current quarter Beginning Balance - Principal
8/ Current quarter Payment - Interest
9/ Current quarter Beginning Balance x (1 + The Quarterly Interest Rate)

TABLE E: SFRR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL
(Continued)

AMORTIZATION SCHEDULE FOR THE SFRR 2006 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $1 086,954 190 1/
2 IDC $21 374 044 2/
3 PRINCIPAL $250 859,658 3/
4 INTEREST 5 97% 4/
5 TERM 80 Quarters 5/
6 PAYMENT ====>> $5,336,437 Per Quarter 6/

Quarter	Beginning Balance	Ending Balance 7/	Payment	Principal 8/	Interest 9/
(1)	(2)	(3)	(4)	(5)	(6)
61	$91,979,788	$87,986,444	$5,336 437	$3 993,344	1 343 093
62	87,986,444	83,934,789	5 336,437	4 051 655	1 284 782
63	83,934,789	79,823,972	5,336,437	4,110,817	1,225,620
64	79,823 972	75,653,128	5 336,437	4 170,844	1 165 593
65	75,653,128	71,421,382	5,336,437	4,231,746	1,104,690
66	71 421 382	67,127 843	5 336 437	4,293,539	1,042,898
67	67,127 843	62,771 610	5 336 437	4 356 233	980 204
68	62,771,610	58,351,767	5,336,437	4,419,843	916,594
69	58,351 767	53,867,385	5,336,437	4,484,382	852 055
70	53,867 385	49,317,522	5,336 437	4 549 863	786,574
71	49,317,522	44 701,222	5,336,437	4,616,300	720 137
72	44,701,222	40,017,514	5,336,437	4 683,708	652 729
73	40,017,514	35,265,415	5,336,437	4 752,099	584 338
74	35,265,415	30,443 925	5,336,437	4,821,490	514 947
75	30 443 925	25,552 032	5 336 437	4,891,893	444,544
76	25,552,032	20 588,707	5 336 437	4,963,325	373,112
77	20,588,707	15,552,907	5 336,437	5 035 800	300 637
78	15,552 907	10 443 575	5 336,437	5 109,333	227,104
79	10,443,575	5,259,635	5,336,437	5 183,939	152 498
80	5,259,635	0	5 336 437	5,259,635	76,801

AMORTIZATION SCHEDULE FOR THE SFRR 2007 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $2 118 432 558 1/
2 IDC $191 713 016 2/
3 PRINCIPAL $477 738,105 3/
4 INTEREST 6 15% 4/
5 TERM 80 Quarters 5/
6 PAYMENT ====>> $10 305,291 Per Quarter 6/

Quarter	Beginning Balance	Ending Balance 7/	Payment	Principal 8/	Interest 9/
(7)	(8)	(9)	(10)	(11)	(12)
61	$176 870 932	$169 224,475	$10,305,291	$7 646 457	2 658 834
62	169 224 475	161,463,071	10,305,291	7 761 403	2 543 887
63	161 463,071	153 584 994	10 305 291	7,878,078	2,427,213
64	153 584,994	145 588 488	10 305,291	7 996,506	2,308 785
65	145,588 488	137 471 774	10 305 291	8,116,714	2,188,577
66	137,471,774	129 233,044	10,305,291	8 238,730	2,066,561
67	129 233 044	120,870,465	10,305,291	8,362 579	1 942 711
68	120 870,465	112 382 174	10,305,291	8,488 291	1 817 000
69	112,382,174	103,766 282	10 305,291	8,615 892	1 689 399
70	103 766 282	95,020,870	10,305,291	8,745 412	1 559,879
71	95 020 870	86,143 992	10,305,291	8,876,878	1,428,413
72	86 143 992	77 133,672	10,305,291	9,010,321	1 294 970
73	77 133 672	67 987 902	10 305,291	9,145 769	1 159,521
74	67 987 902	58,704 648	10,305,291	9,283,254	1 022 036
75	58 704,648	49 281,842	10 305,291	9 422 806	882 485
76	49,281 842	39 717,387	10 305,291	9,564,455	740 835
77	39 717,387	30,009,152	10,305,291	9,708,234	597,056
78	30 009,152	20 154 978	10 305 291	9 854 174	451 116
79	20,154,978	10,152,669	10,305,291	10,002,309	302,982
80	10 152,669	0	10 305 291	10 152 669	152 621

AMORTIZATION SCHEDULE FOR THE SFRR 2008 ROAD PROPERTY INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $2,341,029,708 1/
2 IDC $559 301 583 2/
3 PRINCIPAL $624 731 360 3/
4 INTEREST 6 57% 4/
5 TERM 80 Quarters 5/
6 PAYMENT ==>> $13 915,214 Per Quarter 6/

Quarter	Beginning Balance	Ending Balance 7/	Payment	Principal 8/	Interest 9/
(13)	(14)	(15)	(16)	(17)	(18)
61	$236 485 055	$226 361 920	$13,915,214	$10 123 135	3,792,078
62	226 361 920	216,076 458	13,915,214	10,285,462	3 629,752
63	216,076 458	205 626,067	13,915,214	10,450,391	3,464,823
64	205,626 067	195 008,102	13 915 214	10,617 965	3,297,249
65	195 008,102	184 219 877	13 915,214	10 788 225	3,126,988
66	184,219,877	173,258,660	13,915 214	10 961 217	2 953 997
67	173 258 660	162 121 679	13 915 214	11 136 981	2,778,232
68	162 121 679	150,806 114	13,915 214	11,315 565	2 599,649
69	150,806,114	139 309,102	13,915,214	11,497 012	2,418,202
70	139 309 102	127 627,734	13 915,214	11 681 368	2 233,845
71	127 627,734	115 759,053	13 915 214	11 868 681	2 046 532
72	115 759 053	103 700 055	13 915 214	12 058 997	1 856 216
73	103 700 055	91 447 689	13 915 214	12 252 366	1 662 848
74	91 447,689	78 998 855	13,915 214	12 448 834	1 466 379
75	78 998 855	66 350 402	13,915,214	12 648,454	1 266,760
76	66 350 402	53 499 128	13,915,214	12,851,274	1 063,940
77	53 499,128	40 441,782	13,915 214	13,057 346	857 868
78	40 441 782	27 175 059	13 915 214	13 266 723	648 491
79	27,175,059	13,695,602	13,915,214	13,479 457	435,757
80	13 695,602	0	13,915 214	13 695 602	219 611

1/ From Table D Column (7) for the applicable year investment
2/ From Table D Column (8) for the applicable year investment
3/ (Total Investment + IDC) x (Proportion of Debt from Table A, Column (9))
4/ From Table A Column (6) for the applicable year investment
5/ Based on Ex Parte No 657 20-year amortization x 4
6/ Line 3 Principal financed over Line 5 Term at Line 4 Interest Rate on a quarterly basis
7/ Current quarter Beginning Balance - Principal
8/ Current quarter Payment - Interest
9/ Current quarter Beginning Balance x (1 + The Quarterly Interest Rate)

TABLE E SFRR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL

AMORTIZATION SCHEDULE FOR THE SFRR 2008 LOCOMOTIVE INVESTMENT FOR THE 1Q2009 START-UP

1 TOTAL INVESTMENT $320,967,906 1/
2 IDC $0 2/
3 PRINCIPAL $320 967 906 3/
4 INTEREST 8 09% 4/
5 TERM 60 Quarters 5/
6 PAYMENT ==>> $9 153 034 Per Quarter 6/

Quarter (1)	Beginning Balance (2)	Ending Balance 7/ (3)	Payment (4)	Principal 8/ (5)	Interest 9/ (6)	Quarter (7)	Beginning Balance (8)	Ending Balance 7/ (9)	Payment (10)	Principal 8/ (11)	Interest 9/ (12)	Quarter (13)	Beginning Balance (14)	Ending Balance 7/ (15)	Payment (16)	Principal 8/ (17)	Interest 9/ (18)
1	$320,967,906	$318,118 316	$9 153 034	$2,849,590	$6,303,444	21	$251,978,812	$247,774 355	$9 153 034	$4 204 457	$4 948 577	41	$150 188 130	$143,984,620	$9,153,034	$6 203 510	$2 949 524
2	318,118,316	315,212 764	9 153 034	2 905 552	6 247,481	22	247,774 355	243,487,328	9 153 034	4 287 028	4,866 006	42	143 984 620	137 659 280	9,153,034	6,325,340	2,827,694
3	315,212,764	312,250,150	9,153,034	2 962 614	6 190,420	23	243,487,328	239,116,108	9,153,034	4,371 220	4 781 814	43	137 659 280	131,209,718	9,153,034	6 449,562	2,703 471
4	312,250,150	309,229,354	9,153 034	3,020 796	6 132 237	24	239 116,108	234,659,042	9,153,034	4 457 066	4,695,968	44	131 209 718	124 633 494	9 153 034	6 576,224	2,576,809
5	309,229 354	306 149 233	9 153 034	3,080,121	6,072,912	25	234 659 042	230 114,445	9,153,034	4 544 597	4,608 436	45	124,633,494	117 928 120	9 153 034	6 705 374	2,447,660
6	306,149,233	303,008,621	9 153 034	3 140,611	6,012,422	26	230 114,445	225 480 597	9,153,034	4,633,848	4 519,186	46	117,928,120	111 091 060	9 153,034	6 837 060	2 315,974
7	303,008 621	299,806 332	9 153 034	3 202 289	5,950 744	27	225,480,597	220,755 745	9 153 034	4 724 852	4,428 182	47	111,091,060	104 119,729	9,153 034	6 971 332	2 181 702
8	299 806 332	296 541,153	9,153,034	3,265,179	5,887 855	28	220,755,745	215,938,103	9,153 034	4,817,642	4,335 391	48	104 119 729	97,011,488	9,153,034	7,108 241	2,044,793
9	296,541,153	293,211,850	9 153,034	3,329,303	5,823,731	29	215 938,103	211,025,848	9,153,034	4 912,255	4,240,778	49	97 011 488	89 763 649	9 153 034	7,247,839	1 905,195
10	293,211,850	289,817,163	9 153 034	3,394 687	5,758,347	30	211 025,848	206 017 122	9,153 034	5 008 726	4,144,307	50	89,763,649	82,373 472	9 153 034	7 390 178	1 762 856
11	289,817,163	286,355 808	9 153 034	3 461,355	5 691,679	31	206,017,122	200 910 030	9 153 034	5 107,092	4 045,942	51	82,373,472	74 838,159	9 153,034	7,535 312	1 617,721
12	286,355,808	282 826 477	9,153,034	3,529,332	5,623,702	32	200 910,030	195,702,640	9,153 034	5 207 389	3,945 644	52	74 838,159	67,154,862	9 153,034	7 683 297	1,469 736
13	282,826,477	279,227,833	9 153,034	3,598,644	5,554,390	33	195,702 640	190,392 983	9,153,034	5 309,657	3,843,377	53	67 154 862	59 320,673	9,153,034	7,834,189	1 318 845
14	279,227,833	275,558,516	9,153,034	3 669 317	5,483,717	34	190,392 983	184,979 051	9 153,034	5,413 932	3,739,101	54	59 320,673	51 332 630	9,153,034	7 988 043	1 164 990
15	275,558 516	271 817,138	9,153 034	3,741,378	5,411 655	35	184,979,051	179,458,795	9,153,034	5 520,256	3,632,778	55	51,332,630	43 187,711	9,153,034	8 144 919	1,008 114
16	271 817,138	268,002 283	9 153,034	3,814 855	5,338 179	36	179,458,795	173,830,128	9 153,034	5 628 667	3,524,366	56	43 187,711	34,882 834	9,153,034	8 304 876	848,157
17	268,002,283	264 112,509	9 153 034	3,889,774	5,263,260	37	173 830 128	168,090,920	9,153,034	5 739 208	3 413 826	57	34,882,834	26,414,860	9 153 034	8 467 975	685,059
18	264,112,509	260,146 344	9,153 034	3 966 165	5,186,869	38	168 090 920	162 239 001	9,153,034	5,851,919	3 301 114	58	26 414 860	17,780,584	9,153,034	8,634,276	518 758
19	260,146,344	256 102 288	9 153,034	4,044,056	5 108 978	39	162,239,001	156,272 156	9 153 034	5 966,844	3 186,189	59	17 780,584	8 976 741	9 153 034	8 803,843	349 190
20	256,102,288	251,978,812	9 153 034	4,123,476	5,029,557	40	156,272,156	150,188,130	9,153,034	6 084 026	3,069,007	60	8,976,741	0	9 153 034	8,976 741	176 293

1/ From Table C Column (10) for Account 52 investment
2/ Not applicable to equipment investment.
3/ Total Investment x 100% financing of 180 road locomotives
4/ From Table A Column (3) for 2009
5/ Term of the Locomotive debt financing x 4 quarters
6/ Line 3 Principal financed over Line 5 Term at Line 4 Interest Rate on a quarterly basis
7/ Current quarter Beginning Balance - Principal.
8/ Current quarter Payment - Interest
9/ Current quarter Beginning Balance x (1 + The Quarterly Interest Rate).

TABLE F: SFRR PRESENT VALUE OF REPLACEMENT COST

Property Account (1)	Property Component (2)	Service Life In Years 1/ (3)	Investment 2/ (4)	Salvage 3/ (5)	Replacement Year Asset Net Cost 4/ (6)	Replacement Cost Adjusted To Reflect An Infinite Life 5/ (7)	Present Value Of Replacement Cost Adjusted To Reflect An Infinite Life (2009 Dollars) 6/ (8)
3	Grading	68	$16,919,217,910	$0	$13,873,489,765	$14,032,491,755	$10,994,155
5	Tunnels	76	5,384,948,720	0	4,415,572,360	4,446,902,318	1,631,786
6	Bridges & Culverts	60	7,340,079,754	0	5,193,459,835	5,301,469,420	10,596,389
8	Ties	24	582,115,192	0	368,159,135	466,888,452	39,091,504
9	Rails and OTM	34	1,951,944,917	0	1,234,508,843	1,381,573,334	38,671,185
11	Ballast	37	426,725,745	0	269,882,977	295,375,706	5,915,311
12	Labor	32	2,374,486,255	0	1,501,745,389	1,708,591,262	58,727,927
13	Fences and Roadway Signs	45	0	0	0	0	0
52	Locomotives	28	919,393,695	0	349,588,219	495,160,669	56,072,726
17	Roadway Buildings	37	137,633,529	0	97,382,349	107,140,781	2,338,218
19	Fuel Stations	29	0	0	0	0	0
20	Shops and Enginehouses	40	40,711,080	0	28,805,049	32,565,209	1,037,878
26	Communications Systems	13	77,290,558	0	49,416,459	86,123,240	22,074,564
27	Signals and Interlockers	29	850,216,196	0	537,719,791	632,739,482	30,677,022
39	Public improvements	42	449,606,334	0	318,118,129	339,881,548	4,226,519
	Total		$36,534,976,190	$0	$27,888,260,082	$28,831,742,508	$225,982,460

1/ From Table C, Column (3).

2/ (Table C, Column (10) after allocation of Engineering) x (Table B, 1.0 + Annual Inflation Index)^(Column (3)).

3/ [(Column (4) x Salvage %) - (Table C, Column (10) after allocation of Engineering x Salvage %)] x (1 - Current Federal Tax Rate) + (Table C, Column (10) after allocation of Engineering x Salvage %)

4/ Column (4) - (Present Value of the remaining tax deductions for depreciation, interest expense and the Present Value of any salvage).

5/ Column (6) + [(Column (6) / ((1 + Real Cost of Capital)^Column (3) - 1)]

6/ Column (7) / ((1 + Average Nominal Cost of Capital from Table A Column (2))^Column (3)).

TABLE G: SFRR TAX DEPRECIATION SCHEDULES

Depreciation of Start-up investment for tax purposes using
accounting lives from Modified Accelerated Cost Recovery System (MACRS) 1/

Road Property Account (1)	Road Property Component (2)	Asset Lives Per MACRS 2/ (3)	Total 1Q 2009 Investment (4)	Depreciable Base (5)
1	Engineering	5	$415,013,863	$415,013,863
2	Land	N/A	$758,564,340	0
3	Grading	50	$1,074,672,388	1,074,672,388
5	Tunnels	50	$260,316,220	260,316,220
6	Bridges & Culverts	15	$653,133,307	653,133,307
8	Ties	7	$324,339,458	324,339,458
9	Rails and OTM	7	$910,305,406	910,305,406
11	Ballast	7	$188,475,999	188,475,999
12	Labor	7	$547,712,737	547,712,737
13	Fences and Roadway Signs	15	$0	0
52	Locomotives	7	$320,967,906	320,967,906
17	Roadway Buildings	15	$28,954,563	28,954,563
19	Fuel Stations	15	$0	0
20	Shops and Enginehouses	15	$9,815,311	9,815,311
26	Communications Systems	7	$39,464,962	39,464,962
27	Signals and interlockers	7	$238,398,038	238,398,038
39	Public improvements	15	$77,249,864	77,249,864
	Total		$5,847,384,362	$5,088,820,022

1/ Applicable Depreciation Method 200 or 150 percent
Declining Balance Switching to Straight Line
Applicable Recovery Periods 7, 15 and 50 a/ years
Applicable Convention Mid-quarter(property placed in service in first quarter)

The Depreciation Rates are as follows for the corresponding
Recovery Period and Recovery year

Recovery Year	— Recovery Period — 5-Year	7-year	15-year	50-year	Recovery Year	— Recovery Period — 7-year	15-year	50-year
1	20 00%	25 00%	8.750%	2.00%	10	0.00%	5.910%	2.00%
2	20.00%	21 43%	9 130%	2 00%	11	0 00%	5.900%	2.00%
3	20.00%	15.31%	8 210%	2.00%	12	0.00%	5.910%	2 00%
4	20.00%	10 93%	7.390%	2.00%	13	0 00%	5 900%	2.00%
5	20 00%	8 75%	6.650%	2.00%	14	0 00%	5 910%	2.00%
6		8 74%	5.990%	2 00%	15	0.00%	5.900%	2.00%
7		8.75%	5.900%	2.00%	16	0 00%	0 740%	2 00%
8		1.09%	5 910%	2.00%	17	0.00%	0.000%	2.00%
9		0.00%	5 900%	2.00%	18	0.00%	0.000%	2 00%
					19-50	0.00%	0.000%	2.00%

a/ 50 year property uses the Straight Line Method for all time periods

2/ Bonus Depreciation Per American Recovery & Reinvestment Ac
for the following depreciable assets excluding Locomotives

MACRS Lives (1)	Bonus Depreciation (2)
5	$0
7	854,593,231
15	239,782,721

TABLE G: SFRR TAX DEPRECIATION SCHEDULES
(Continued)

	Amortization - 5 Years			Road Property Depreciation - MACRS 7 Years			Locomotive Depreciation - MACRS 7 Years			Depreciation - MACRS 15 Years			Depreciation - MACRS 50 Years			
Year (1)	Unamortized Investment 1/ (2)	Rate 2/ (3)	Annual Amort 3/ (4)	Undepreciated Investment 4/ (5)	Rate 2/ (6)	Annual Amount 5/ (7)	Undepreciated Investment 6/ (8)	Rate 2/ (9)	Annual Amount 7/ (10)	Undepreciated Investment 8/ (11)	Rate 2/ (12)	Annual Amount 9/ (13)	Unamortized Investment 10/ (14)	Rate 2/ (15)	Annual Amount 11/ (16)	Total Annual Depreciation 12/ (17)
1	$415 013 863	20 00%	$83 002 773	$1,394 103 369	25 00%	$348,525,842	$320,967,906	25 00%	$80,241,977	$529 370,325	8 75%	$46,319,903	$1,334,988,608	2%	$26 699,772	$1,598,924,242
2	332,011,090	20 00%	83,002 773	1 045 577 527	21 43%	298 756 352	240 725 930	21 43%	68 783 422	483,050 422	9 13%	48,331,511	1,308 288,835	2%	26,699,772	456 790,407
3	249,008,318	20 00%	83,002,773	746,821 175	15 31%	213 437 226	171 942 507	15 31%	49 140 186	434,718 911	8 21%	43 461 304	1,281 589 063	2%	26 699 772	366 601 074
4	166,005,545	20 00%	83,002,773	533,383 949	10 93%	152 375,498	122 802 321	10 93%	35 081 792	391,257,607	7 39%	39 120 467	1,254 889 291	2%	26 699,772	301,198,510
5	83,002 773	20 00%	83,002,773	381,008,451	8.75%	121 984,045	87,720 529	8 75%	28 084 692	352,137,140	6 65%	35 203 127	1 228 189 519	2%	26 699 772	266 889,716
6				259,024,406	8.74%	121,844,634	59,635,837	8,74%	28 052,595	316 934,014	5 99%	31 709 282	1 201 489 747	2%	26 699 772	180 253,689
7				137,179,772	8 75%	121,984,045	31,583,242	8 75%	28 084,692	285,224,731	5 90%	31 232,849	1 174 789 975	2%	26 699 772	179 916 666
8				15 195 727	1 09%	15,195 727	3,498,550	1 09%	3,498,550	253,991 882	5 91%	31 285,786	1,148,090 203	2%	26 699,772	73 181 285
9										222 706,096	5 90%	31,232,849	1,121,390,430	2%	26 699 772	57,932,621
10										191,473,247	5 91%	31,285,786	1,094,690,658	2%	26,699,772	57,985,558
11										160,187,460	5 90%	31,232,849	1,067,990,886	2%	26,699,772	57,932,621
12										128,954,611	5 91%	31 285,786	1,041,291,114	2%	26,699,772	57 985,558
13										97 668 825	5 90%	31,232 849	1,014,591,342	2%	26,699,772	57,932,621
14										66,435,976	5 91%	31 285 786	987 891 570	2%	26,699,772	57,985,558
15										35,150,190	5 90%	31,232 849	961 191 797	2%	26 699 772	57,932,621
16										3,917,340	0 74%	3,917 340	934 492 025	2%	26,699 772	30,617,113
17													907 792 253	2%	26 699 772	26,699 772
18											100 00%		881,092 481	2%	26 699 772	26 699 772
19													854,392,709	2%	26,699 772	26,699 772
20													827,692,937	2%	26,699,772	26,699,772
21													800 993 165	2%	26,699 772	26,699,772
													774 293 392			

1/ From Table G Page 11, Column (5) Road Property Accounts 1 minus Page 11, 5-Year Bonus Depreciation
2/ From Table G, Footnote 1/, Page 11
3/ Column (2) Year 1 x Column (3)
4/ From Table G Page 11 Column (5) Road Property Accounts 8 9, 11, 12 26 and 27 minus Page 11 7-Year Bonus Depreciation
5/ Column (5) Year 1 x Column (6)
6/ From Table G, Page 11, Column (5), Equipment Property Account 52
7/ Column (8), Year 1 x Column (9).
8/ From Table G Page 11 Column (5), Road Property Accounts 6 13 16 17 19 20 and 39 minus Page 11, 15-Year Bonus Depreciation
9/ Column (11), Year 1 x Column (12)
10/ From Table G Page 11 Column (5), Road Property Accounts 3 and 5
11/ Column (14), Year 1 x Column (15).
12/ Column (4) + Column (7) + Column (13) + Column (16) plus Page 11, 5, 7 & 15 Year Bonus Depreciation

TABLE H: SFRR AVERAGE ANNUAL INFLATION IN ASSET PRICES

Development of average annual inflation factors for all capital assets

1. 1Q2009 Land value	$758,564,340 1/
2. 1Q2009 Property asset value accounts 3, 5, 6, 13, 17, 26, 27, 39 and 52	$2,382,004,653 1/
3. 1Q2009 Road Property asset value accounts 8, 9, and 11	$1,423,120,863 1/
4. 1Q2009 Road Property asset value account 1 and 12	$962,726,600 1/

Period (1)	Quarter (2)	Inflation Index For Land 2/ (3)	Inflation Index For Line 2 Property Assets 3/ (4)	Inflation Index For Line 3 Road Property Assets 4/ (5)	Inflation Index For Line 4 Road Property Assets 5/ (6)	Land Value 6/ (7)	Road Property Value 7/ (8)	1Q2009 Inflation Index 8/ (9)
0		1.000	1.000	1.000	1.000	$758,564,340	$4,767,852,116	1.000
1	2009 1 Qtr	1.020	1.015	1.002	1.016	773,433,477	4,820,694,151	1.012
2	2009 2 Qtr	1.040	1.014	0.958	1.020	788,594,074	4,759,583,291	1.004
3	2009 3 Qtr	1.060	1.020	0.980	1.025	804,051,845	4,811,965,855	1.016
4	2009 4 Qtr	1.081	1.012	0.948	1.019	819,812,613	4,739,501,147	1.006
5	2010 1 Qtr	1.102	1.085	0.976	1.097	835,882,320	5,029,300,949	1.061
6	2010 2 Qtr	1.124	1.093	0.974	1.107	852,267,019	5,056,424,085	1.069
7	2010 3 Qtr	1.146	1.106	0.988	1.120	868,972,887	5,116,991,836	1.083
8	2010 4 Qtr	1.168	1.116	0.994	1.131	886,006,217	5,163,147,538	1.095
9	2011 1 Qtr	1.191	1.125	1.001	1.140	903,373,429	5,202,768,895	1.105
10	2011 2 Qtr	1.214	1.134	1.013	1.148	921,081,068	5,247,667,533	1.116
11	2011 3 Qtr	1.238	1.143	1.030	1.156	939,135,806	5,299,836,066	1.129
12	2011 4 Qtr	1.262	1.150	1.034	1.164	957,544,448	5,331,714,266	1.138
13	2012 1 Qtr	1.287	1.159	1.040	1.173	976,313,930	5,370,870,412	1.149
14	2012 2 Qtr	1.312	1.168	1.047	1.182	995,451,325	5,410,316,840	1.159
15	2012 3 Qtr	1.338	1.177	1.053	1.192	1,014,963,846	5,450,055,720	1.170
16	2012 4 Qtr	1.364	1.186	1.060	1.201	1,034,858,845	5,490,089,238	1.181
17	2013 1 Qtr	1.391	1.196	1.066	1.212	1,055,143,819	5,533,143,912	1.192
18	2013 2 Qtr	1.418	1.207	1.072	1.223	1,075,826,413	5,576,545,848	1.204
19	2013 3 Qtr	1.446	1.217	1.078	1.233	1,096,914,420	5,620,297,908	1.215
20	2013 4 Qtr	1.474	1.227	1.084	1.244	1,118,415,788	5,664,402,977	1.227

1/ Table C, Page 3, Column (10).
2/ Previous Column (3) x (1 + Quarterly Inflation Rate Change from Table B
3/ Previous Column (4) x (1 + Quarterly Inflation Rate Change from Table B
4/ Previous Column (5) x (1 + Quarterly Inflation Rate Change from Table B
5/ Previous Column (6) x (1 + Quarterly Inflation Rate Change from Table B
6/ Line 1 x Column (3) for applicable quarter
7/ (Line 2 x Column (4) for applicable quarter) + (Line 3 x Column (5)for applicable quarter) + (Line 4 x Column (6) for applicable quarte
8/ (Column (7) + Column (8)) ÷ (Period 0, (Column (7) + Column (8)))
9/ Annual weighted inflation using the last two quarters, used to calculate real cost of capita

TABLE H: SFRR AVERAGE ANNUAL INFLATION IN ASSET PRICES
(Continued)

Development of average annual inflation factors for all capital assets

1. 1Q2009 Land value	$758,564,340 1/
2. 1Q2009 Property asset value accounts 3, 5, 6, 13, 17, 26, 27, 39 and 52	$2,382,004,653 1/
3. 1Q2009 Road Property asset value accounts 8, 9, and 11	$1,423,120,863 1/
4. 1Q2009 Road Property asset value account 1 and 12	$962,726,600 1/

Period (1)	Quarter (2)	Inflation Index For Land 2/ (3)	Inflation Index For Line 2 Property Assets 3/ (4)	Inflation Index For Line 3 Road Property Assets 4/ (5)	Inflation Index For Line 4 Road Property Assets 5/ (6)	Land Value 6/ (7)	Road Property Value 7/ (8)	1Q2009 Inflation Index 8/ (9)
21	2014 1 Qtr	1.503	1.238	1.089	1.255	1,140,338,619	5,707,507,327	1.239
22	2014 2 Qtr	1.533	1.248	1.095	1.267	1,162,691,174	5,750,954,672	1.251
23	2014 3 Qtr	1.563	1.259	1.100	1.278	1,185,481,877	5,794,747,825	1.263
24	2014 4 Qtr	1.593	1.270	1.106	1.289	1,208,719,316	5,838,889,626	1.275
25	2015 1 Qtr	1.625	1.281	1.112	1.301	1,232,412,248	5,886,195,185	1.288
26	2015 2 Qtr	1.657	1.292	1.119	1.313	1,256,569,601	5,933,894,099	1.301
27	2015 3 Qtr	1.689	1.303	1.126	1.325	1,281,200,479	5,981,989,705	1.314
28	2015 4 Qtr	1.722	1.315	1.132	1.337	1,306,314,163	6,030,485,368	1.328
29	2016 1 Qtr	1.756	1.326	1.137	1.349	1,331,920,118	6,075,539,278	1.340
30	2016 2 Qtr	1.790	1.337	1.142	1.361	1,358,027,993	6,120,949,771	1 353
31	2016 3 Qtr	1.825	1.349	1.147	1.373	1,384,647,626	6,166,719,773	1.366
32	2016 4 Qtr	1.861	1.360	1.153	1.385	1,411,789,049	6,212,852,232	1.380
33	2017 1 Qtr	1.898	1.372	1.157	1.398	1,439,462,489	6,258,439,189	1.393
34	2017 2 Qtr	1.935	1.383	1.161	1.410	1,467,678,376	6,304,394,080	1.406
35	2017 3 Qtr	1.973	1.395	1.165	1.423	1,496,447,341	6,350,720,016	1.420
36	2017 4 Qtr	2.011	1.407	1.169	1.436	1,525,780,226	6,397,420,133	1.434
37	2018 1 Qtr	2.051	1.419	1.173	1.449	1,555,688,085	6,444,497,596	1.448
38	2018 2 Qtr	2.091	1.431	1.177	1.463	1,586,182,188	6,491,955,595	1.462
39	2018 3 Qtr	2 132	1.443	1.181	1.476	1,617,274,028	6,539,797,349	1.476
40	2018 4 Qtr	2.174	1.456	1.185	1.489	1,648,975,319	6,588,026,104	1.490
Annual Average 9/								3.98%

1/ Table C, Page 3, Column (10).
2/ Previous Column (3) x (1 + Quarterly Inflation Rate Change from Table B).
3/ Previous Column (4) x (1 + Quarterly Inflation Rate Change from Table B).
4/ Previous Column (5) x (1 + Quarterly Inflation Rate Change from Table B).
5/ Previous Column (6) x (1 + Quarterly Inflation Rate Change from Table B).
6/ Line 1 x Column (3) for applicable quarter.
7/ (Line 2 x Column (4) for applicable quarter) + (Line 3 x Column (5)for applicable quarter) + (Line 4 x Column (6) for applicable quarter)
8/ (Column (7) + Column (8)) ÷ (Period 0, (Column (7) + Column (8)))
9/ Annual weighted inflation using the last two quarters, used to calculate real cost of capita

TABLE I: SFRR DISCOUNTED CASH FLOW
(Road Property)

Discounted Cash Flow
Present Value of the Cash Flow Discounted at the Cost of Capital in Table A
Inflation In Asset Values From Table H

1. 1Q2009 Road Property Investment	$5,537,342,148 1/	Federal Tax Rate	35.0%
2. Interest During Construction (1Q2009 Invest.)	$772,388,643 2/		
3. Total 1Q2009 Investment	$6,309,730,791 3/	Route Mile Weighted	
4. Present Value Of Replacement Cost for the SFRR	$225,982,460 4/	Average State Tax Rate	6.7% 6/
5. Total Cost Recovered From Quarterly Revenue Flow	$6,535,713,251 5/		

Period (1)	Quarter (2)	Quarterly Levelized Capital Carrying Charge Requirement 7/ (3)	Interest on Investment Financed With Debt 8/ (4)	Tax Depreciation 9/ (5)	Actual Federal Tax Payments 10/ (6)	Actual State Tax Payments 11/ (7)	Cash Flow 12/ (8)	Present Value Cash Flow 13/ (9)	Cumulative Present Value 14/ (10)
1	2009 1 Qtr	$137,584,420	$20,862,394	$399,731,061	$0	$0	$137,584,420	$135,796,799	$135,796,799
2	2009 2 Qtr	136,454,299	20,728,505	399,731,061	0	0	136,454,299	131,204,294	267,001,093
3	2009 3 Qtr	138,122,794	20,592,551	399,731,061	0	0	138,122,794	129,379,876	396,380,969
4	2009 4 Qtr	136,728,193	20,454,501	399,731,061	0	0	136,728,193	124,767,076	521,148,045
5	2010 1 Qtr	144,250,881	20,314,321	114,197,602	0	0	144,250,881	128,233,338	649,381,383
6	2010 2 Qtr	145,320,932	20,171,980	114,197,602	0	0	145,320,932	125,849,414	775,230,797
7	2010 3 Qtr	147,221,433	20,027,443	114,197,602	0	0	147,221,433	124,203,723	899,434,520
8	2010 4 Qtr	148,775,532	19,880,677	114,197,602	0	0	148,775,532	122,274,426	1,021,708,946
9	2011 1 Qtr	150,177,133	19,731,647	91,650,269	0	0	150,177,133	120,239,866	1,141,948,812
10	2011 2 Qtr	151,716,900	19,580,318	91,650,269	0	0	151,716,900	118,336,626	1,260,285,438
11	2011 3 Qtr	153,444,001	19,426,656	91,650,269	0	0	153,444,001	116,593,862	1,376,879,300
12	2011 4 Qtr	154,680,778	19,270,623	91,650,269	0	0	154,680,778	114,499,257	1,491,378,557
13	2012 1 Qtr	156,105,426	19,112,183	75,299,627	0	0	156,105,426	112,570,572	1,603,949,129
14	2012 2 Qtr	157,546,262	18,951,299	75,299,627	0	0	157,546,262	110,676,528	1,714,625,656
15	2012 3 Qtr	159,003,517	18,787,933	75,299,627	0	0	159,003,517	108,816,487	1,823,442,144
16	2012 4 Qtr	160,477,425	18,622,047	75,299,627	0	0	160,477,425	106,989,823	1,930,431,967
17	2013 1 Qtr	162,035,228	18,453,602	66,722,429	0	0	162,035,228	105,239,437	2,035,671,404
18	2013 2 Qtr	163,611,351	18,282,558	66,722,429	0	0	163,611,351	103,519,711	2,139,191,115
19	2013 3 Qtr	165,206,056	18,108,875	66,722,429	0	0	165,206,056	101,830,091	2,241,021,206
20	2013 4 Qtr	166,819,610	17,932,513	66,722,429	0	0	166,819,610	100,170,034	2,341,191,240
21	2014 1 Qtr	168,418,917	17,753,430	45,063,422	0	0	168,418,917	98,519,486	2,439,710,726
22	2014 2 Qtr	170,037,228	17,571,584	45,063,422	0	0	170,037,228	96,898,228	2,536,608,954
23	2014 3 Qtr	171,674,821	17,386,932	45,063,422	0	0	171,674,821	95,305,721	2,631,914,675
24	2014 4 Qtr	173,331,975	17,199,431	45,063,422	0	0	173,331,975	93,741,436	2,725,656,112
25	2015 1 Qtr	175,078,143	17,009,038	44,979,167	35,301,743	7,221,248	132,555,153	69,837,725	2,795,493,837

TABLE I: SFRR DISCOUNTED CASH FLOW
(Road Property Continued)

Period (1)	Quarter (2)	Quarterly Levelized Capital Carrying Charge Requirement 7/ (3)	Interest on Investment Financed With Debt 8/ (4)	Tax Depreciation 9/ (5)	Actual Federal Tax Payments 10/ (6)	Actual State Tax Payments 11/ (7)	Cash Flow 12/ (8)	Present Value Cash Flow 13/ (9)	Cumulative Present Value 14/ (10)
26	2015 2 Qtr	$176,845,407	$16,815,706	$44,979,167	$37,577,329	$7,686,737	$131,581,341	$67,534,910	$2,863,028,747
27	2015 3 Qtr	178,634,074	16,619,391	44,979,167	38,225,656	7,819,357	132,589,062	66,295,227	2,929,323,974
28	2015 4 Qtr	180,444,455	16,420,047	44,979,167	38,882,064	7,953,630	133,608,761	65,080,376	2,994,404,350
29	2016 1 Qtr	182,182,294	16,217,627	18,295,321	48,231,151	9,866,059	124,085,085	58,881,010	3,053,285,360
30	2016 2 Qtr	183,941,248	16,012,083	18,295,321	48,872,787	9,997,311	125,071,151	57,816,709	3,111,102,069
31	2016 3 Qtr	185,721,631	15,803,367	18,295,321	49,522,458	10,130,206	126,068,967	56,773,408	3,167,875,476
32	2016 4 Qtr	187,523,761	15,591,431	18,295,321	50,180,284	10,264,769	127,078,708	55,750,672	3,223,626,148
33	2017 1 Qtr	189,325,559	15,376,224	14,483,155	52,084,183	10,654,227	126,587,148	54,101,273	3,277,727,421
34	2017 2 Qtr	191,149,747	15,157,695	14,483,155	52,751,367	10,790,705	127,607,675	53,129,437	3,330,856,858
35	2017 3 Qtr	192,996,664	14,935,794	14,483,155	53,427,076	10,928,926	128,640,662	52,176,775	3,383,033,633
36	2017 4 Qtr	194,866,653	14,710,468	14,483,155	54,111,439	11,068,918	129,686,296	51,242,888	3,434,276,521
37	2018 1 Qtr	196,760,064	14,481,665	14,496,390	54,800,265	11,209,823	130,749,976	50,329,392	3,484,605,913
38	2018 2 Qtr	198,677,252	14,249,330	14,496,390	55,502,333	11,353,436	131,821,482	49,431,843	3,534,037,756
39	2018 3 Qtr	200,618,579	14,013,409	14,496,390	56,213,457	11,498,902	132,906,220	48,551,927	3,582,589,683
40	2018 4 Qtr	202,584,414	13,773,847	14,496,390	56,933,775	11,646,249	134,004,390	48,317,056	3,630,906,739
	Future	12,287,360,528	304,835,049	1,228,178,346	3,512,540,338	718,517,594	8,056,302,595	2,904,806,512	6,535,713,251

1/ From Table C, Column (10) plus Rail Grinding from Rebuttal MOW Costs.xls.
2/ From Table D, Column (8).
3/ Line 1 + Line 2.
4/ Table F Column (8).
5/ Line 3 + Line 4.
6/ SFRR route mile weighted average state tax rates for the SFRR states.
7/ Quarterly carrying costs needed to recover the total investment over 40 quarters after consideration of the applicable interest payments, tax depreciation and tax liability The Future value is an estimate of a perpetual income stream for the SFRR and is calculated by taking the Period 40, Column (3) value and dividing it by the SFRR's estimated quarterly Real Cost of Capital.
8/ Value from Table E.
9/ Value from Table G, Page 12, Column (17) divided by 4 quarters
10/ Table J: Part 1 Page 19 of 25.
11/ Table J. Part 2 Page 21 of 25.
12/ (Column (3) - Column (6) - Column (7))
13/ Column (8) discounted by the fourth root of the annual Cost of Capital adjusted to midquarter dollars from Table A
14/ Cumulative total of Column (9)

TABLE I: SFRR DISCOUNTED CASH FLOW
(Locomotive Property Continued)

Discounted Cash Flow
Present Value of the Cash Flow Discounted at the Cost of Capital in Table A
Inflation In Asset Values From Table H

1. 1Q2009 Locomotive Investment	$320,967,906 1/	Federal Tax Rate	35.0%
2. Interest During Construction (1Q2009 Invest.)	$0 2/		
3. Total 1Q2009 Investment	$320,967,906 3/	Route Mile Weighted	
4. Present Value Of Replacement Cost for the SFRR	$56,072,726 4/	Average State Tax Rate	6 7% 6/
5. Total Cost Recovered From Quarterly Revenue Flow	$377,040,632 5/		

Period (1)	Quarter (2)	Quarterly Levelized Capital Carrying Charge Requirement 7/ (3)	Interest on Investment Financed With Debt 8/ (4)	Tax Depreciation 9/ (5)	Actual Federal Tax Payments 10/ (6)	Actual State Tax Payments 11/ (7)	Cash Flow 12/ (8)	Present Value Cash Flow 13/ (9)	Cumulative Present Value 14/ (10)
1	2009 1 Qtr	$4,543,399	$6,303,444	$20,060,494	$0	$0	$4,543,399	$4,499,432	$4,499,432
2	2009 2 Qtr	4,538,927	6,247,481	20,060,494	0	0	4,538,927	4,408,427	8,907,859
3	2009 3 Qtr	4,569,568	6,190,420	20,060,494	0	0	4,569,568	4,352,705	13,260,564
4	2009 4 Qtr	4,530,515	6,132,237	20,060,494	0	0	4,530,515	4,232,386	17,492,950
5	2010 1 Qtr	4,857,797	6,072,912	17,195,856	0	0	4,857,797	4,450,724	21,943,673
6	2010 2 Qtr	4,896,122	6,012,422	17,195,856	0	0	4,896,122	4,399,437	26,343,111
7	2010 3 Qtr	4,951,463	5,950,744	17,195,856	0	0	4,951,463	4,363,471	30,706,581
8	2010 4 Qtr	4,999,477	5,887,855	17,195,856	0	0	4,999,477	4,320,925	35,027,506
9	2011 1 Qtr	5,038,968	5,823,731	12,285,047	0	0	5,038,968	4,271,175	39,298,682
10	2011 2 Qtr	5,076,785	5,758,347	12,285,047	0	0	5,076,785	4,220,347	43,519,029
11	2011 3 Qtr	5,116,938	5,691,679	12,285,047	0	0	5,116,938	4,171,797	47,690,826
12	2011 4 Qtr	5,151,206	5,623,702	12,285,047	0	0	5,151,206	4,118,846	51,809,672
13	2012 1 Qtr	5,191,039	5,554,390	8,770,448	0	0	5,191,039	4,070,751	55,880,423
14	2012 2 Qtr	5,231,179	5,483,717	8,770,448	0	0	5,231,179	4,023,217	59,903,640
15	2012 3 Qtr	5,271,630	5,411,655	8,770,448	0	0	5,271,630	3,976,239	63,879,878
16	2012 4 Qtr	5,312,394	5,338,179	8,770,448	0	0	5,312,394	3,929,809	67,809,687
17	2013 1 Qtr	5,357,867	5,263,260	7,021,173	0	0	5,357,867	3,887,109	71,696,796
18	2013 2 Qtr	5,403,730	5,186,869	7,021,173	0	0	5,403,730	3,844,873	75,541,669
19	2013 3 Qtr	5,449,985	5,108,978	7,021,173	0	0	5,449,985	3,803,096	79,344,765
20	2013 4 Qtr	5,496,635	5,029,557	7,021,173	0	0	5,496,635	3,761,773	83,106,537
21	2014 1 Qtr	5,543,276	4,948,577	7,013,149	0	0	5,543,276	3,720,623	86,827,161
22	2014 2 Qtr	5,590,312	4,866,006	7,013,149	0	0	5,590,312	3,679,924	90,507,085
23	2014 3 Qtr	5,637,747	4,781,814	7,013,149	0	0	5,637,747	3,639,671	94,146,756
24	2014 4 Qtr	5,685,585	4,695,968	7,013,149	0	0	5,685,585	3,599,857	97,746,613
25	2015 1 Qtr	5,735,638	4,608,436	7,021,173	0	0	5,735,638	3,561,602	101,308,215

TABLE I: LOCOMOTIVE SFRR DISCOUNTED CASH FLOW

(Locomotive Property Continued)

Period (1)	Quarter (2)	Quarterly Levelized Capital Carrying Charge Requirement 7/ (3)	Interest on Investment Financed With Debt 8/ (4)	Tax Depreciation 9/ (5)	Actual Federal Tax Payments 10/ (6)	Actual State Tax Payments 11/ (7)	Cash Flow 12/ (8)	Present Value Cash Flow 13/ (9)	Cumulative Present Value 14/ (10)
26	2015 2 Qtr	$5,786,131	$4,519,186	$7,021,173	$0	$0	$5,786,131	$3,523,754	$104,831,969
27	2015 3 Qtr	5,837,069	4,428,182	7,021,173	0	0	5,837,069	3,486,308	108,318,277
28	2015 4 Qtr	5,888,455	4,335,391	7,021,173	0	0	5,888,455	3,449,260	111,767,537
29	2016 1 Qtr	5,938,127	4,240,778	874,638	0	0	5,938,127	3,411,361	115,178,898
30	2016 2 Qtr	5,988,218	4,144,307	874,638	0	0	5,988,218	3,373,878	118,552,776
31	2016 3 Qtr	6,038,731	4,045,942	874,638	0	0	6,038,731	3,336,807	121,889,583
32	2016 4 Qtr	6,089,671	3,945,644	874,638	0	0	6,089,671	3,300,144	125,189,727
33	2017 1 Qtr	6,141,765	3,843,377	0	0	0	6,141,765	3,264,268	128,453,995
34	2017 2 Qtr	6,194,304	3,739,101	0	0	0	6,194,304	3,228,783	131,682,778
35	2017 3 Qtr	6,247,293	3,632,778	0	0	0	6,247,293	3,193,683	134,876,461
36	2017 4 Qtr	6,300,735	3,524,366	0	0	0	6,300,735	3,158,965	138,035,425
37	2018 1 Qtr	6,354,634	3,413,826	0	0	0	6,354,634	3,124,624	141,160,049
38	2018 2 Qtr	6,408,995	3,301,114	0	0	0	6,408,995	3,090,656	144,250,705
39	2018 3 Qtr	6,463,820	3,186,189	0	0	0	6,463,820	3,057,058	147,307,763
40	2018 4 Qtr	6,519,115	3,069,007	0	0	0	6,519,115	3,023,825	150,331,588
	Future	593,165,146	32,872,543	0	86,670,253	17,729,078	488,765,815	226,709,044	377,040,632

1/ From Table C, Column (10).
2/ Not Applicable To Locomotive Equipment.
3/ Line 1 + Line 2.
4/ Table F Column (8).
5/ Line 3 + Line 4.
6/ SFRR route mile weighted average state tax rates for the SFRR states
7/ Quarterly carrying costs needed to recover the total investment over 40 quarters after consideration of the applicable interest payments, tax depreciation and tax liability. The Future value is an estimate of a perpetual income stream for the SFRR and is calculated by taking the Period 40, Column (3) value and dividing it by the SFRR's estimated quarterly Real Cost of Capital
8/ Value from Table E, Page 9
9/ Value from Table G, Page 12, Column (10) divided by 4 quarters
10/ Table J Part 1 Page 20 of 25.
11/ Table J Part 2 Page 22 of 25
12/ (Column (3) - Column (6) - Column (7))
13/ Column (8) discounted by the fourth root of the annual Locomotive interest rate adjusted to midquarter dollars from Table A
14/ Cumulative total of Column (9).

TABLE J - PART 1: COMPUTATION OF FEDERAL TAX LIABILITY - TAXABLE INCOME
(Road Property)

Time Period	Taxable Income B/4 NOL's SFRR 1/	Net Operating Losses Generated 2/	NOL's Generated Plus Carryforward 3/	Carryforward Utilized 4/	Carryforward Remaining 5/	Carryback Available 6/	Carryback Utilized 7/	Carryback Remaining 8/	Annual Taxable Income 9/	Annual Tax Liability 10/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
2006	($3,009,826)	($3,009,826)	($3,009,826)	$0	($3,009,826)	($3,009,826)	$0	($3,009,826)	$0	$0
2007	(22,003,359)	(22,003,359)	(25,013,186)	0	(25,013,186)	(25,013,186)	0	(25,013,186)	0	0
2008	(68,876 857)	(68,876,857)	(93,890,043)	0	(93,890,043)	(93,890,043)	0	(93,890,043)	0	0
2009 1 Qtr	(283,009,034)	(283,009,034)	(376,899,077)	0	(376,899,077)	(376,899,077)	0	(376,899,077)	0	0
2009 2 Qtr	(284,005,266)	(284,005,266)	(660,904,343)	0	(660,904,343)	(660,904 343)	0	(660,904,343)	0	0
2009 3 Qtr	(282,200,818)	(282,200,818)	(943,105,160)	0	(943,105,160)	(943,105,160)	0	(943,105,160)	0	0
2009 4 Qtr	(283,457,369)	(283,457,369)	(1,226,562,529)	0	(1,226,562,529)	(1,226,562,529)	0	(1,226,562,529)	0	0
2010 1 Qtr	9,738,958	0	(1,226,562,529)	9,738,958	(1,216,823,571)	(1,216,823,571)	0	(1,216,823,571)	0	0
2010 2 Qtr	10,951,350	0	(1,216,823,571)	10,951,350	(1,205,872,221)	(1,205,872,221)	0	(1,205,872,221)	0	0
2010 3 Qtr	12,996,388	0	(1,205,872,221)	12,996,388	(1,192,875,833)	(1,192,875,833)	0	(1,192,875 833)	0	0
2010 4 Qtr	14,697,253	0	(1,192,875,833)	14,697,253	(1,178,178,580)	(1,178,178,580)	0	(1,178,178,580)	0	0
2011 1 Qtr	38,795,218	0	(1,178,178,580)	38,795,218	(1,139,383,362)	(1,139,383,362)	0	(1,139,383,362)	0	0
2011 2 Qtr	40,486,313	0	(1,139,383,362)	40,486,313	(1,098,897,049)	(1,098,897,049)	0	(1,098,897,049)	0	0
2011 3 Qtr	42,367,077	0	(1,098,897,049)	42,367,077	(1,056,529,972)	(1,056,529,972)	0	(1,056,529,972)	0	0
2011 4 Qtr	43,759,887	0	(1,056,529,972)	43,759,887	(1,012,770,085)	(1,012,770,085)	0	(1,012,770,085)	0	0
2012 1 Qtr	61,693,616	0	(1,012,770,085)	61,693,616	(951,076,469)	(951,076,469)	0	(951,076,469)	0	0
2012 2 Qtr	63,295,336	0	(951,076,469)	63,295,336	(887,781,132)	(887,781,132)	0	(887,781,132)	0	0
2012 3 Qtr	64,915,957	0	(887,781,132)	64,915 957	(822,865,175)	(822,865,175)	0	(822,865,175)	0	0
2012 4 Qtr	66,555,751	0	(822,865,175)	66,555,751	(756,309,424)	(756,309,424)	0	(756,309,424)	0	0
2013 1 Qtr	76,859,198	0	(756,309,424)	76,859,198	(679,450,226)	(679,450,226)	0	(679,450,226)	0	0
2013 2 Qtr	78,606,365	0	(679,450,226)	78,606,365	(600,843,862)	(600,843,862)	0	(600,843,862)	0	0
2013 3 Qtr	80,374,752	0	(600,843,862)	80,374,752	(520,469,110)	(520,469,110)	0	(520,469,110)	0	0
2013 4 Qtr	82,164,667	0	(520,469,110)	82,164,667	(438,304,442)	(438,304,442)	0	(438,304,442)	0	0
2014 1 Qtr	105,602,064	0	(438,304,442)	105,602,064	(332,702,378)	(332,702,378)	0	(332,702,378)	0	0
2014 2 Qtr	107,402,222	0	(332,702,378)	107,402,222	(225,300,156)	(225,300,156)	0	(225,300,156)	0	0
2014 3 Qtr	109,224,466	0	(225,300,156)	109,224,466	(116,075,690)	(116,075,690)	0	(116,075,690)	0	0
2014 4 Qtr	111,069,121	0	(116,075,690)	111,069,121	(5,006,569)	(5,006,569)	0	(5,006,569)	0	0
2015 1 Qtr	105,868,691	0	(5,006,569)	5,006,569	0	0	0	0	100,862,122	35,301,743
2015 2 Qtr	107,363,798	0	0	0	0	0	0	0	107,363,798	37,577,329
2015 3 Qtr	109,216,160	0	0	0	0	0	0	0	109,216,160	38,225,656
2015 4 Qtr	111,091,611	0	0	0	0	0	0	0	111,091,611	38,882,064
2016 1 Qtr	137,803,287	0	0	0	0	0	0	0	137,803,287	48,231,151
2016 2 Qtr	139,636,533	0	0	0	0	0	0	0	139,636,533	48,872,787
2016 3 Qtr	141,492,736	0	0	0	0	0	0	0	141,492,736	49,522,458
2016 4 Qtr	143,372,239	0	0	0	0	0	0	0	143,372,239	50,180,284
2017 1 Qtr	148,811,953	0	0	0	0	0	0	0	148,811,953	52,084,183
2017 2 Qtr	150,718,192	0	0	0	0	0	0	0	150,718,192	52,751,367
2017 3 Qtr	152,648,789	0	0	0	0	0	0	0	152,648,789	53,427,076
2017 4 Qtr	154,604,111	0	0	0	0	0	0	0	154,604,111	54,111,439
2018 1 Qtr	156,572,186	0	0	0	0	0	0	0	156,572,186	54,800,265
2018 2 Qtr	158,578,096	0	0	0	0	0	0	0	158 578,096	55,502,333
2018 3 Qtr	160,609,878	0	0	0	0	0	0	0	160,609,878	56,213,457
2018 4 Qtr	162,667,928	0	0	0	0	0	0	0	162,667,928	56,933,775
Future	10,035,829,538	0	0	0	0	0	0	0	10,035,829,538	3,512,540,338

1/ Table I, Page 15, Column (3) - Table E, Page 5, Columns (6) (12) & (18) - Table G, Column (17) / 4 - Table J Part 2, Page 21 Column (11)
Values for 2008-2010 from Table D Sum of Column (10)
2/ Column (2) if less than zero, otherwise zero
3/ Cumulative total of Column (2)
4/ If Column (2) is greater than zero and (Column (2) + Column (4) is less than zero than Column (2), otherwise Column (4).
5/ Column (4) + Column (5) + Column (8).
6/ Previous period Column (9) + current period Column (3) - current period Column (5)
7/ If previous Column (10) is greater than zero and previous Column (10) is less than current Column (7) then previous Column (10), otherwise zero
8/ Column (7) + Column (8).
9/ If Column (2) is greater than zero then Column (2) - Column (5) - Column (8), otherwise zero
10/ Column (10) times applicable Federal Statutory Tax Rate

TABLE J - PART 1: COMPUTATION OF FEDERAL TAX LIABILITY - TAXABLE INCOME
(Locomotive Property)

Time Period	Taxable Income B/4 NOL's SFRR 1/	Net Operating Losses Generated 2/	NOL's Generated Plus Carryforward 3/	Carryforward Utilized 4/	Carryforward Remaining 5/	Carryback Available 6/	Carryback Utilized 7/	Carryback Remaining 8/	Annual Taxable Income 9/	Annual Tax Liability 10/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
2006	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2007	0	0	0	0	0	0	0	0	0	0
2008	0	0	0	0	0	0	0	0	0	0
2009 1 Qtr	(21,820,539)	(21,820,539)	(21,820,539)	0	(21,820,539)	(21,820,539)	0	(21,820,539)	0	0
2009 2 Qtr	(21,769,049)	(21,769,049)	(43,589,588)	0	(43,589,588)	(43,589,588)	0	(43,589,588)	0	0
2009 3 Qtr	(21,681,346)	(21,681,346)	(65,270 933)	0	(65,270,933)	(65 270 933)	0	(65 270,933)	0	0
2009 4 Qtr	(21,662,216)	(21,662,216)	(86,933,150)	0	(86,933,150)	(86 933,150)	0	(86,933,150)	0	0
2010 1 Qtr	(18,410 971)	(18,410,971)	(105,344,121)	0	(105,344,121)	(105,344,121)	0	(105,344,121)	0	0
2010 2 Qtr	(18,312,156)	(18,312 156)	(123 656 277)	0	(123,656,277)	(123,656,277)	0	(123,656,277)	0	0
2010 3 Qtr	(18,195,137)	(18,195,137)	(141,851 414)	0	(141,851,414)	(141,851,414)	0	(141 851,414)	0	0
2010 4 Qtr	(18,084,233)	(18,084,233)	(159,935,647)	0	(159,935,647)	(159,935,647)	0	(159 935,647)	0	0
2011 1 Qtr	(13,069,809)	(13,069,809)	(173,005,456)	0	(173,005,456)	(173,005,456)	0	(173,005,456)	0	0
2011 2 Qtr	(12,966,608)	(12,966 608)	(185,972,064)	0	(185,972,064)	(185,972,064)	0	(185,972,064)	0	0
2011 3 Qtr	(12,859,788)	(12,859,788)	(198,831,852)	0	(198,831,852)	(198,831,852)	0	(198,831,852)	0	0
2011 4 Qtr	(12,757,543)	(12,757,543)	(211,589,395)	0	(211,589,395)	(211,589,395)	0	(211,589 395)	0	0
2012 1 Qtr	(9,133,799)	(9,133,799)	(220,723,194)	0	(220,723,194)	(220,723,194)	0	(220 723,194)	0	0
2012 2 Qtr	(9,022,985)	(9,022,985)	(229,746,179)	0	(229,746,179)	(229,746,179)	0	(229,746,179)	0	0
2012 3 Qtr	(8,910,473)	(8,910,473)	(238,656,652)	0	(238,656,652)	(238,656 652)	0	(238,656,652)	0	0
2012 4 Qtr	(8,796,233)	(8,796,233)	(247,452,885)	0	(247,452,885)	(247,452,885)	0	(247 452 885)	0	0
2013 1 Qtr	(6,926,565)	(6,926,565)	(254,379,451)	0	(254,379,451)	(254,379,451)	0	(254,379,451)	0	0
2013 2 Qtr	(6,804,312)	(6,804,312)	(261,183,763)	0	(261,183,763)	(261,183,763)	0	(261,183,763)	0	0
2013 3 Qtr	(6,680,166)	(6,680,166)	(267,863,929)	0	(267,863,929)	(267,863,929)	0	(267,863,929)	0	0
2013 4 Qtr	(6 554,095)	(6 554,095)	(274,418,024)	0	(274,418,024)	(274 418 024)	0	(274,418,024)	0	0
2014 1 Qtr	(6,418,450)	(6,418,450)	(280,836,473)	0	(280,836,473)	(280,836,473)	0	(280,836,473)	0	0
2014 2 Qtr	(6,288,843)	(6,288,843)	(287,125,316)	0	(287,125,316)	(287,125,316)	0	(287,125,316)	0	0
2014 3 Qtr	(6,157,215)	(6,157,215)	(293,282,531)	0	(293,282,531)	(293,282,531)	0	(293,282,531)	0	0
2014 4 Qtr	(6 023,532)	(6,023,532)	(299,306,063)	0	(299 306,063)	(299,306,063)	0	(299,306,063)	0	0
2015 1 Qtr	(5,893,972)	(5,893,972)	(305 200,035)	0	(305,200,035)	(305,200,035)	0	(305 200 035)	0	0
2015 2 Qtr	(5,754,228)	(5,754,228)	(310,954,262)	0	(310,954,262)	(310,954,262)	0	(310,954,262)	0	0
2015 3 Qtr	(5,612,286)	(5,612,286)	(316,566,549)	0	(316,566,549)	(316,566 549)	0	(316,566,549)	0	0
2015 4 Qtr	(5,468,110)	(5,468,110)	(322,034,658)	0	(322,034,658)	(322,034,658)	0	(322,034,658)	0	0
2016 1 Qtr	822 711	0	(322,034,658)	822,711	(321,211,947)	(321,211,947)	0	(321,211,947)	0	0
2016 2 Qtr	969,273	0	(321,211,947)	969,273	(320,242,674)	(320,242,674)	0	(320,242,674)	0	0
2016 3 Qtr	1,118 152	0	(320 242,674)	1,118,152	(319,124,523)	(319,124,523)	0	(319,124,523)	0	0
2016 4 Qtr	1,269,389	0	(319,124,523)	1,269,389	(317,855,134)	(317,855 134)	0	(317,855,134)	0	0
2017 1 Qtr	2,298 388	0	(317,855,134)	2,298,388	(315,556,746)	(315,556,746)	0	(315,556,746)	0	0
2017 2 Qtr	2,455,203	0	(315 556,746)	2,455,203	(313,101,543)	(313,101 543)	0	(313,101,543)	0	0
2017 3 Qtr	2 614 515	0	(313,101,543)	2,614,515	(310,487,028)	(310,487,028)	0	(310,487,028)	0	0
2017 4 Qtr	2,776,369	0	(310,487,028)	2,776,369	(307,710,660)	(307,710,660)	0	(307,710,660)	0	0
2018 1 Qtr	2,940,809	0	(307,710,660)	2,940,809	(304,769,851)	(304,769,851)	0	(304,769,851)	0	0
2018 2 Qtr	3,107,881	0	(304,769,851)	3,107,881	(301,661,970)	(301,661 970)	0	(301,661,970)	0	0
2018 3 Qtr	3,277,631	0	(301 661,970)	3,277,631	(298,384,339)	(298,384,339)	0	(298,384,339)	0	0
2018 4 Qtr	3,450,108	0	(298,384,339)	3 450,108	(294,934,232)	(294,934,232)	0	(294,934,232)	0	0
Future	542,563,525	0	(294,934,232)	294,934,232	0	0	0	0	247,629,293	86,670,253

1/ Table I, Page 17, Column (3) - Table E, Page 9, Columns (6) (12) & (18) - Table G Column (10) / 4 - Table J Part 2 Page 22 Column (11)
Values for 2008-2010 are zero for Locomotives

2/ Column (2) if less than zero, otherwise zero

3/ Cumulative total of Column (2)

4/ If Column (2) is greater than zero and (Column (2) + Column (4) is less than zero, than Column (2), otherwise Column (4)

5/ Column (4) + Column (5) + Column (8)

6/ Previous period Column (9) + current period Column (3) - current period Column (5)

7/ If previous Column (10) is greater than zero, and previous Column (10) is less than current Column (7) then previous Column (10) otherwise zero

8/ Column (7) + Column (8)

9/ If Column (2) is greater than zero, then Column (2) - Column (5) - Column (8), otherwise zero

10/ Column (10) times applicable Federal Statutory Tax Rate

TABLE J - PART 2: COMPUTATION OF STATE TAX LIABILITY - TAXABLE INCOME

(Road Property)

Time Period	Taxable Income B/4 NOL's SFRR 1/	Net Operating Losses Generated 2/	NOL's Generated Plus Carryforward 3/	Carryforward Utilized 4/	Carryforward Remaining 5/	Carryback Available 6/	Carryback Utilized 7/	Carryback Remaining 8/	Annual Taxable Income 9/	Annual Tax Liability 10/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
2006	($3,009,826)	($3,009,826)	($3,009,826)	$0	($3,009,826)	($3,009,826)	$0	($3,009,826)	$0	$0
2007	(22,003 359)	(22,003,359)	(25,013,186)	0	(25,013,186)	(25,013,186)	0	(25,013,186)	0	0
2008	(68,876,857)	(68,876,857)	(93,890,043)	0	(93,890,043)	(93,890,043)	0	(93,890,043)	0	0
2009 1 Qtr	(283,009,034)	(283,009,034)	(376,899,077)	0	(376,899,077)	(376,899,077)	0	(376,899,077)	0	0
2009 2 Qtr	(284,005,266)	(284,005,266)	(660,904,343)	0	(660,904,343)	(660,904,343)	0	(660,904,343)	0	0
2009 3 Qtr	(282,200,818)	(282,200,818)	(943,105,160)	0	(943,105,160)	(943,105,160)	0	(943,105,160)	0	0
2009 4 Qtr	(283,457,369)	(283,457,369)	(1,226,562,529)	0	(1,226,562,529)	(1,226,562,529)	0	(1,226,562,529)	0	0
2010 1 Qtr	9,738,958	0	(1,226,562,529)	9,738,958	(1,216,823,571)	(1,216,823,571)	0	(1,216,823,571)	0	0
2010 2 Qtr	10,951,350	0	(1,216,823,571)	10,951,350	(1,205,872,221)	(1,205,872,221)	0	(1,205,872,221)	0	0
2010 3 Qtr	12,996,388	0	(1,205,872,221)	12,996,388	(1,192,875,833)	(1,192,875,833)	0	(1,192,875,833)	0	0
2010 4 Qtr	14,697,253	0	(1,192,875,833)	14,697,253	(1,178,178,580)	(1,178,178,580)	0	(1,178,178,580)	0	0
2011 1 Qtr	38,795,218	0	(1,178,178 580)	38 795,218	(1,139,383,362)	(1,139,383,362)	0	(1,139,383,362)	0	0
2011 2 Qtr	40,486,313	0	(1,139,383,362)	40,486,313	(1,098,897,049)	(1,098,897,049)	0	(1,098,897,049)	0	0
2011 3 Qtr	42,367,077	0	(1,098,897,049)	42,367,077	(1,056,529,972)	(1,056,529,972)	0	(1,056,529,972)	0	0
2011 4 Qtr	43,759,887	0	(1,056,529,972)	43 759,887	(1,012,770,085)	(1,012,770,085)	0	(1,012,770,085)	0	0
2012 1 Qtr	61,693,616	0	(1,012,770,085)	61,693,616	(951,076,469)	(951,076,469)	0	(951,076,469)	0	0
2012 2 Qtr	63,295,336	0	(951,076,469)	63,295,336	(887,781,132)	(887,781,132)	0	(887,781,132)	0	0
2012 3 Qtr	64,915,957	0	(887,781,132)	64,915,957	(822,865,175)	(822,865,175)	0	(822,865,175)	0	0
2012 4 Qtr	66,555 751	0	(822,865,175)	66,555,751	(756,309,424)	(756,309,424)	0	(756,309,424)	0	0
2013 1 Qtr	76,859,198	0	(756,309,424)	76,859,198	(679,450,226)	(679,450 226)	0	(679,450,226)	0	0
2013 2 Qtr	78,606,365	0	(679,450,226)	78,606,365	(600,843,862)	(600,843,862)	0	(600,843,862)	0	0
2013 3 Qtr	80,374,752	0	(600,843,862)	80,374,752	(520,469,110)	(520,469,110)	0	(520,469,110)	0	0
2013 4 Qtr	82,164,667	0	(520,469,110)	82,164,667	(438,304,442)	(438,304,442)	0	(438,304,442)	0	0
2014 1 Qtr	105,602,064	0	(438,304,442)	105,602,064	(332,702,378)	(332 702,378)	0	(332,702 378)	0	0
2014 2 Qtr	107,402,222	0	(332,702,378)	107,402,222	(225,300,156)	(225,300,156)	0	(225,300,156)	0	0
2014 3 Qtr	109,224,466	0	(225,300,156)	109,224,466	(116,075,690)	(116,075,690)	0	(116,075,690)	0	0
2014 4 Qtr	111,069,121	0	(116,075,690)	111,069,121	(5,006,569)	(5,006,569)	0	(5,006,569)	0	0
2015 1 Qtr	113,089,939	0	(5,006,569)	5,006,569	0	0	0	0	108,083,370	7,221,248
2015 2 Qtr	115,050,535	0	0	0	0	0	0	0	115,050,535	7 686,737
2015 3 Qtr	117,035,517	0	0	0	0	0	0	0	117,035,517	7,819,357
2015 4 Qtr	119,045,241	0	0	0	0	0	0	0	119,045,241	7,953,630
2016 1 Qtr	147,669,346	0	0	0	0	0	0	0	147,669,346	9,866,059
2016 2 Qtr	149,633,844	0	0	0	0	0	0	0	149,633,844	9,997 311
2016 3 Qtr	151,622,942	0	0	0	0	0	0	0	151,622,942	10,130,206
2016 4 Qtr	153,637,008	0	0	0	0	0	0	0	153,637,008	10,264,769
2017 1 Qtr	159,466,180	0	0	0	0	0	0	0	159,466,180	10,654 227
2017 2 Qtr	161,508,897	0	0	0	0	0	0	0	161,508,897	10,790,705
2017 3 Qtr	163,577,715	0	0	0	0	0	0	0	163,577,715	10,928,926
2017 4 Qtr	165,673,029	0	0	0	0	0	0	0	165,673,029	11,068,918
2018 1 Qtr	167,782,009	0	0	0	0	0	0	0	167,782,009	11,209,823
2018 2 Qtr	169,931,532	0	0	0	0	0	0	0	169,931,532	11,353,436
2018 3 Qtr	172,108,780	0	0	0	0	0	0	0	172,108,780	11,498,902
2018 4 Qtr	174,314,177	0	0	0	0	0	0	0	174,314,177	11,646,249
Future	10,754,347,132	0	0	0	0	0	0	0	10,754,347,132	718,517,594

1/ Table I, Page 15 Column (3) - Table E Page 5 Columns (6),(12) & (18) - Table G, Column (17) / 4.
Values for 2008-2010 from Table D Sum of Column (10)
2/ Column (2) if less than zero, otherwise zero
3/ Cumulative total of Column (2)
4/ If Column (2) is greater than zero, and (Column (2) + Column (4) is less than zero, than Column (2) otherwise Column (4)
5/ Column (4) + Column (5) + Column (8)
6/ Previous period Column (9) + current period Column (3) - current period Column (5)
7/ If previous Column (10) is greater than zero, and previous Column (10) is less than current Column (7), then previous Column (10), otherwise zero
8/ Column (7) + Column (8).
9/ If Column (2) is greater than zero, then Column (2) - Column (5) - Column (8), otherwise zero
10/ Column (10) times applicable route mile weighted State Statutory Tax Rates

TABLE J - PART 2: COMPUTATION OF STATE TAX LIABILITY - TAXABLE INCOME
(Locomotive Property)

Time Period (1)	Taxable Income B/4 NOL's SFRR 1/ (2)	Net Operating Losses Generated 2/ (3)	NOL's Generated Plus Carryforward 3/ (4)	Carryforward Utilized 4/ (5)	Carryforward Remaining 5/ (6)	Carryback Available 6/ (7)	Carryback Utilized 7/ (8)	Carryback Remaining 8/ (9)	Annual Taxable Income 9/ (10)	Annual Tax Liability 10/ (11)
2006	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2007	0	0	0	0	0	0	0	0	0	0
2008	0	0	0	0	0	0	0	0	0	0
2009 1 Qtr	(21 820,539)	(21,820,539)	(21,820,539)	0	(21,820 539)	(21,820,539)	0	(21,820,539)	0	0
2009 2 Qtr	(21,769,049)	(21,769,049)	(43,589,588)	0	(43,589,588)	(43,589,588)	0	(43,589,588)	0	0
2009 3 Qtr	(21,681,346)	(21,681,346)	(65,270,933)	0	(65,270,933)	(65,270,933)	0	(65,270,933)	0	0
2009 4 Qtr	(21,662,216)	(21,662,216)	(86,933,150)	0	(86,933,150)	(86,933,150)	0	(86,933,150)	0	0
2010 1 Qtr	(18,410,971)	(18,410,971)	(105,344,121)	0	(105,344,121)	(105,344,121)	0	(105,344,121)	0	0
2010 2 Qtr	(18,312,156)	(18,312,156)	(123,656,277)	0	(123,656,277)	(123,656,277)	0	(123 656,277)	0	0
2010 3 Qtr	(18,195,137)	(18,195,137)	(141,851,414)	0	(141,851,414)	(141,851,414)	0	(141,851,414)	0	0
2010 4 Qtr	(18,084,233)	(18,084,233)	(159,935,647)	0	(159,935,647)	(159,935,647)	0	(159,935,647)	0	0
2011 1 Qtr	(13,069,809)	(13,069,809)	(173,005,456)	0	(173,005,456)	(173,005,456)	0	(173,005,456)	0	0
2011 2 Qtr	(12,966,608)	(12,966,608)	(185,972,064)	0	(185,972,064)	(185,972,064)	0	(185,972,064)	0	0
2011 3 Qtr	(12,859,788)	(12,859,788)	(198,831,852)	0	(198,831,852)	(198,831,852)	0	(198,831,852)	0	0
2011 4 Qtr	(12,757,543)	(12,757,543)	(211,589,395)	0	(211,589,395)	(211,589,395)	0	(211,589,395)	0	0
2012 1 Qtr	(9,133,799)	(9,133,799)	(220,723,194)	0	(220,723,194)	(220,723,194)	0	(220,723,194)	0	0
2012 2 Qtr	(9,022,985)	(9,022,985)	(229,746,179)	0	(229,746,179)	(229,746,179)	0	(229,746,179)	0	0
2012 3 Qtr	(8,910,473)	(8,910,473)	(238,656,652)	0	(238,656,652)	(238,656,652)	0	(238,656,652)	0	0
2012 4 Qtr	(8,796,233)	(8,796,233)	(247 452,885)	0	(247,452,885)	(247,452,885)	0	(247,452,885)	0	0
2013 1 Qtr	(6,926,565)	(6,926,565)	(254,379,451)	0	(254,379,451)	(254,379,451)	0	(254,379,451)	0	0
2013 2 Qtr	(6,804,312)	(6,804,312)	(261,183,763)	0	(261,183,763)	(261,183,763)	0	(261,183,763)	0	0
2013 3 Qtr	(6,680,166)	(6,680,166)	(267,863,929)	0	(267,863,929)	(267,863,929)	0	(267,863,929)	0	0
2013 4 Qtr	(6,554,095)	(6,554,095)	(274,418,024)	0	(274,418,024)	(274,418,024)	0	(274,418,024)	0	0
2014 1 Qtr	(6,418,450)	(6,418,450)	(280,836,473)	0	(280,836,473)	(280,836,473)	0	(280,836,473)	0	0
2014 2 Qtr	(6,288,843)	(6,288,843)	(287,125,316)	0	(287,125,316)	(287,125,316)	0	(287,125,316)	0	0
2014 3 Qtr	(6,157,215)	(6,157,215)	(293,282,531)	0	(293,282,531)	(293 282 531)	0	(293,282,531)	0	0
2014 4 Qtr	(6,023,532)	(6,023,532)	(299,306,063)	0	(299,306,063)	(299,306,063)	0	(299,306 063)	0	0
2015 1 Qtr	(5,893,972)	(5,893,972)	(305,200,035)	0	(305,200,035)	(305,200,035)	0	(305,200,035)	0	0
2015 2 Qtr	(5,754,228)	(5,754,228)	(310,954,262)	0	(310,954,262)	(310,954,262)	0	(310,954,262)	0	0
2015 3 Qtr	(5,612,286)	(5,612,286)	(316,566,549)	0	(316,566,549)	(316,566,549)	0	(316 566,549)	0	0
2015 4 Qtr	(5,468,110)	(5,468,110)	(322,034,658)	0	(322,034,658)	(322,034,658)	0	(322,034,658)	0	0
2016 1 Qtr	822,711	0	(322,034,658)	822,711	(321,211,947)	(321,211,947)	0	(321,211,947)	0	0
2016 2 Qtr	969,273	0	(321,211,947)	969,273	(320,242,674)	(320,242,674)	0	(320,242,674)	0	0
2016 3 Qtr	1,118,152	0	(320,242,674)	1,118,152	(319,124,523)	(319,124,523)	0	(319,124,523)	0	0
2016 4 Qtr	1,269,389	0	(319,124,523)	1,269,389	(317,855,134)	(317,855,134)	0	(317,855,134)	0	0
2017 1 Qtr	2,298,388	0	(317,855,134)	2,298,388	(315,556,746)	(315,556,746)	0	(315,556,746)	0	0
2017 2 Qtr	2,455,203	0	(315,556,746)	2,455,203	(313,101,543)	(313,101,543)	0	(313,101,543)	0	0
2017 3 Qtr	2,614,515	0	(313,101,543)	2,614,515	(310,487,028)	(310,487,028)	0	(310,487,028)	0	0
2017 4 Qtr	2,776,369	0	(310,487,028)	2,776,369	(307,710,660)	(307,710,660)	0	(307,710,660)	0	0
2018 1 Qtr	2,940,809	0	(307,710,660)	2,940,809	(304,769,851)	(304,769,851)	0	(304,769,851)	0	0
2018 2 Qtr	3,107,881	0	(304,769,851)	3,107,881	(301,661,970)	(301,661,970)	0	(301,661,970)	0	0
2018 3 Qtr	3,277,631	0	(301,661,970)	3,277,631	(298,384,339)	(298,384,339)	0	(298,384,339)	0	0
2018 4 Qtr	3,450,108	0	(298,384,339)	3,450,108	(294,934,232)	(294,934,232)	0	(294,934,232)	0	0
Future	560,292,603	0	(294,934,232)	294,934,232	0	0	0	0	265,358,371	17,729,078

1/ Table I, Page 17 Column (3) - Table E, Page 9, Columns (6),(12) & (18) - Table G, Column (10) / 4 - Table J Part 2, Page 22, Column (11)
Values for 2008-2010 are zero for Locomotives

2/ Column (2) if less than zero otherwise zero

3/ Cumulative total of Column (2)

4/ If Column (2) is greater than zero, and (Column (2) + Column (4) is less than zero than Column (2), otherwise Column (4).

5/ Column (4) + Column (5) + Column (8)

6/ Previous period Column (9) + current period Column (3) - current period Column (5)

7/ If previous Column (10) is greater than zero and previous Column (10) is less than current Column (7), then previous Column (10) otherwise zero

8/ Column (7) + Column (8)

9/ If Column (2) is greater than zero then Column (2) - Column (5) - Column (8), otherwise zero

10/ Column (10) times applicable route mile weighted State Statutory Tax Rates

TABLE K: SFRR OPERATING EXPENSES

Item (1)		2009 (2)	2010 (3)	2011 (4)	2012 (5)	2013 (7)	2014 (8)	2015 (9)	2016 (10)	2017 (11)	2018 (12)
1. Train & Engine Personnel		$59,576,865	$61,294 328	$61,948,871	$63,618,188	$64,294,735	$64,180,348	$64,657,861	$65 182 367	$66 270,472	$67,171,326
2. Locomotive Lease Expense		$364,328	$374,831	$378,833	$389,042	$393,179	$392,480	$395,400	$398,607	$405,261	$410,770
3. Locomotive Maintenance Expense		$22,861,702	$23,520,752	$23,771,923	$24,412,497	$24,672,112	$24,628,218	$24,811,456	$25,012,727	$25,430,270	$25,775,959
4. Locomotive Operating Expense		$81,421,137	$83,768,321	$84,662,856	$86,944,239	$87,868,846	$87,712,519	$88,365,116	$89,081,935	$90,569 002	$91 800 159
5. Railcar Lease Expense		$38,513,120	$39,623,364	$40,046,489	$41,125,609	$41,562,959	$41,489,015	$41 797,700	$42,136 764	$42,840,163	$43,422,515
6. Material & Supply Operating		$1,155,753	$1,155,753	$1,155,753	$1,155,753	$1,155,753	$1,155,753	$1,155,753	$1,155,753	$1,155,753	$1,155,753
7. Ad Valorem Tax		$14,073,413	$14,073,413	$14,073,413	$14,073,413	$14,073,413	$14,073,413	$14,073,413	$14,073,413	$14,073 413	$14,073,413
8 Operating Managers		$21,453,009	$21,453,009	$21,453,009	$21,453,009	$21,453,009	$21,453,009	$21,453,009	$21,453,009	$21,453,009	$21,453,009
9. General & Administration		$50,983,126	$23,279,123	$23,279,123	$23,279,123	$23,279,123	$23,279,123	$23,279,123	$23,279,123	$23,279,123	$23,279,123
10. Loss and Damage		$2,241,069	$2,305,674	$2,330,295	$2,393,089	$2,418,538	$2,414,235	$2,432,198	$2,451,928	$2,492,858	$2,526,745
11. Trackage Rights		$7,224,869	$7,433,146	$7,512,522	$7,714,959	$7,797,004	$7,783,132	$7,841,040	$7,904,647	$8,036,601	$8,145,847
12. Intermodal Lift Costs		$15,178,314	$15,615,869	$15,782,626	$16,207,916	$16,380,279	$16,351,136	$16,472,792	$16,606,419	$16,883,634	$17,113,144
13 Manifest Line Haul Credit		($105,039,041)	($108,067,074)	($109,221,088)	($112,164,234)	($113,357,044)	($113,155,370)	($113 997,267)	($114,922,014)	($116,840,435)	($118,428,716)
14 Switching Costs		$15,773,110	$16,227,813	$16,401,104	$16,843,060	$17,022,177	$16,991,893	$17,118,316	$17,257,180	$17,545,258	$17,783,761
15. Insurance	3 51%	$9,830,889	$9,053,176	$9,127,377	$9,316,617	$9,393,312	$9,380,345	$9,434,478	$9,493,937	$9,617,289	$9,719,413
16. Maintenance of Way		$54,301,535	$55,866,923	$56,463,508	$57,985,013	$58,601,654	$58,497,396	$58,932,627	$59,410,689	$60,402,446	$61,223,532
17. Total Operating Expenses		$289,913,197	$266,978,420	$269,166,615	$274,747,291	$277,009,048	$276,626,643	$278,223,014	$279,976,483	$283,614,117	$286,625,752
18. Expense Per Quarter		$72,478,299	$66,744,605	$67,291,654	$68,686,823	$69,252,262	$69,156,661	$69,555,753	$69,994,121	$70,903,529	$71,656,438

TABLE K: SFRR OPERATING EXPENSES, INDEXED
(Continued)

Period (1)	Quarter (2)	Hybrid Index 1/ (3)	Operating Expense Indexed For Inflation 2/ (4)	Period (5)	Quarter (6)	Hybrid Index 1/ (7)	Operating Expense Indexed For Inflation 2/ (8)
1	2009 1 Qtr	100.000	$72,478,299	27	2015 3 Qtr	129.582	90,131,595
2	2009 2 Qtr	83.185	60,291,073	28	2015 4 Qtr	130.521	90,784,669
3	2009 3 Qtr	91.824	66,552,301	29	2016 1 Qtr	131.271	91,882,031
4	2009 4 Qtr	97.489	70,658,578	30	2016 2 Qtr	132.026	92,410,251
5	2010 1 Qtr	101.564	67,788,718	31	2016 3 Qtr	132.785	92,941,508
6	2010 2 Qtr	103.697	69,212,281	32	2016 4 Qtr	133.535	93,466,676
7	2010 3 Qtr	104.620	69,828,270	33	2017 1 Qtr	134.066	95,057,320
8	2010 4 Qtr	106.482	71,071,213	34	2017 2 Qtr	134.598	95,435,081
9	2011 1 Qtr	107.174	72,119,473	35	2017 3 Qtr	135.133	95,814,343
10	2011 2 Qtr	109.393	73,612,346	36	2017 4 Qtr	135.654	96,183,268
11	2011 3 Qtr	110.684	74,480,972	37	2018 1 Qtr	136.228	97,616,064
12	2011 4 Qtr	112.958	76,011,556	38	2018 2 Qtr	136.805	98,029,252
13	2012 1 Qtr	114.047	78,335,029	39	2018 3 Qtr	137.384	98,444,189
14	2012 2 Qtr	115.122	79,073,575	40	2018 4 Qtr	137.946	98,847,511
15	2012 3 Qtr	116.207	79,819,084				
16	2012 4 Qtr	117.296	80,566,765				
17	2013 1 Qtr	118.520	82,077,674				
18	2013 2 Qtr	119.757	82,934,192				
19	2013 3 Qtr	121.006	83,799,648				
20	2013 4 Qtr	122.272	84,676,165				
21	2014 1 Qtr	123.388	85,330,820				
22	2014 2 Qtr	124.514	86,109,409				
23	2014 3 Qtr	125.650	86,895,102				
24	2014 4 Qtr	126.796	87,687,964				
25	2015 1 Qtr	127.718	88,835,191				
26	2015 2 Qtr	128.647	89,481,045				

1/ 1Q09 equals 100.0, all other quarters equal Quarterly Inflation Indexes for the Hybrid Index from Table B).

2/ (Quarterly expense from Table K, Page 18, for the applicable time period x Column (3) or Column (7) ÷ 1Q09.

TABLE L : SFRR - Stand-Alone Costs and Revenues

Quarterly Revenue Requirements to Cover Total Stand-Alone Costs

Period (1)	Quarter (2)	Quarterly Capital Requirement Road Property (3)	Quarterly Capital Requirement Locomotives (4)	Quarterly Operating Expense (5)	Annual Stand-Alone Requirement (6)	Quarterly Stand-Alone Revenues (7)	Annual Stand-Alone Revenues (8)	Overpayments Or Shortfalls In Revenues (9)	PV Difference (10)	Cumulative PV Difference (11)
1	2009 1 Qtr	$137.584,420	$4,543,399	$72,478,299	$210,062,720	$261,996,853	$261,996,853	$51,934,133	$53,310,449	$53,310,449
2	2009 2 Qtr	136,454,299	4,538,927	60,291 073		261,996,853				
3	2009 3 Qtr	138,122,794	4,569,568	66,552,301		261,996,853				
4	2009 4 Qtr	136 728,193	4,530,515	70,658,578	837,052,368	261,996,853	1,047,987,411	210,935,043	200,184,217	200,184 217
5	2010 1 Qtr	144 250,881	4,857,797	67,788,718		295,545,678				
6	2010 2 Qtr	145,320,932	4,896,122	69,212,281		295,545,678				
7	2010 3 Qtr	147,221,433	4,951,463	69,828,270		295,545,678				
8	2010 4 Qtr	148 775,532	4,999,477	71,071,213	883,174,119	295,545,678	1,182,182,711	299,008,592	255,580,060	455,764,277
9	2011 1 Qtr	150,177,133	5,038,968	72,119,473		314,821,146				
10	2011 2 Qtr	151,716,900	5,076,785	73,612,346		314,821,146				
11	2011 3 Qtr	153,444,001	5,116,938	74,480,972		314,821,146				
12	2011 4 Qtr	154,680,778	5,151,206	76,011,556	928,627,056	314,821,146	1,259,284,583	332,657,527	256,096,033	711,860,310
13	2012 1 Qtr	156,105,426	5,191,039	78,335,029		337,502,537				
14	2012 2 Qtr	157,546,262	5,231,179	79,073,575		337,502,537				
15	2012 3 Qtr	159,003,517	5,271,630	79,819,084		337,502,537				
16	2012 4 Qtr	160,477,425	5,312,394	80,566,765	971,933 327	337,502,537	1,350,010,149	378,076,822	262 148 725	974,009,035
17	2013 1 Qtr	162,035,228	5,357,867	82,077,674		364,715,149				
18	2013 2 Qtr	163,611,351	5,403,730	82,934,192		364,715,149				
19	2013 3 Qtr	165,206,056	5,449,985	83,799,648		364,715,149				
20	2013 4 Qtr	166,819,610	5,496,635	84,676,165	1,012 868,141	364,715,149	1,458,860,597	445,992,457	278,520,655	1,252 529,691
21	2014 1 Qtr	168,418,917	5,543,276	85,330,820		382,834,024				
22	2014 2 Qtr	170,037,228	5,590,312	86,109,409		382,834,024				
23	2014 3 Qtr	171,674,821	5,637,747	86,895,102		382,834,024				
24	2014 4 Qtr	173,331,975	5,685,585	87,687,964	1,051,943,157	382,834,024	1,531,336,095	479,392,937	269,639,632	1,522,169,323
25	2015 1 Qtr	175,078,143	5,735 638	88,835,191		401,785,761				
26	2015 2 Qtr	176,845,407	5,786,131	89,481,045		401,785,761				
27	2015 3 Qtr	178,634,074	5,837,069	90,131,595		401,785,761				
28	2015 4 Qtr	180,444,455	5,888,455	90,784,669	1,093,481,873	401,785 761	1,607,143,044	513,661,172	260,214,223	1,782 383,546
29	2016 1 Qtr	182,182,294	5,938,127	91,882,031		422,373,220				
30	2016 2 Qtr	183,941,248	5,988,218	92,410,251		422,373,220				
31	2016 3 Qtr	185,721,631	6,038,731	92,941,508		422,373,220				
32	2016 4 Qtr	187,523,761	6,089,671	93,466,676	1,134,124,147	422,373,220	1 689,492,881	555,368,734	253,394,928	2,035,778,474
33	2017 1 Qtr	189,325,559	6,141,765	95,057,320		444,050,364				
34	2017 2 Qtr	191,149,747	6 194,304	95,435,081		444,050,364				
35	2017 3 Qtr	192,996,664	6,247,293	95,814,343		444,050,364				
36	2017 4 Qtr	194,866,653	6,300,735	96,183,268	1,175,712,733	444,050,364	1,776,201,455	600,488,722	246,764,991	2 282,543,465
37	2018 1 Qtr	196,760,064	6,354,634	97,616,064		468,658,277				
38	2018 2 Qtr	198,677,252	6,408,995	98,029,252		468,658,277				
39	2018 3 Qtr	200,618,579	6,463,820	98,444,189		468,658,277				
40	2018 4 Qtr	202,584,414	6,519,115	98,847,511	1,217,323,887	468,658,277	1,874,633,110	657,309,222	243,282,357	2,525,825,823

CORRECTED REBUTTAL EXHIBIT III-H-2

Rebuttal SFRR Maximum Markup Methodology Revenue to Variable Cost Ratios

		Dotiki, KY		Epworth, IL		Cardinal 9, KY		Cimarron, KY		Consol 95, WV	
	Year	Annual R/VC	Final MMM R/VC	Annual R/VC	Final MMM R/VC	Annual R/VC	Final MMM R/VC	Annual R/VC	Final MMM R/VC	Annual R/VC	Final MMM R/VC
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
1.	2009	349.4%	158.5%	328.6%	158.5%	356.2%	158.5%	356.9%	158.5%	1/	1/
2.	2010	351.2%	151.6%	330.3%	151.6%	1/	1/	1/	1/	321.2%	151.6%
3.	2011	360.4%	149.1%	339.0%	149.1%	1/	1/	1/	1/	329.7%	149.1%
4.	2012	366.1%	145.4%	344.4%	145.4%	1/	1/	1/	1/	335.0%	145.4%
5.	2013	372.2%	142.8%	350.1%	142.8%	1/	1/	1/	1/	340.6%	142.8%
6.	2014	376.6%	142.2%	354.3%	142.2%	1/	1/	1/	1/	344.7%	142.2%
7.	2015	379.9%	141.4%	357.4%	141.4%	1/	1/	1/	1/	347.8%	141.4%
8.	2016	381.8%	140.1%	359.1%	140.1%	1/	1/	1/	1/	349.5%	140.1%
9.	2017	382.7%	138.8%	1/	1/	1/	1/	1/	1/	350.3%	138.8%
10.	2018	384.0%	136.8%	1/	1/	1/	1/	1/	1/	351.6%	136.8%

1/ No movements from this origin for this year.

Source: SECI electronic workpaper "SFRR MMM Model Rebuttal Errata.xlsm"