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SURFACE TRANSPORTATION BOARD
 OFFICE OF ECONOMICS, ENVIRONMENTAL ANALYSIS, AND ADMINISTRATION
 WASHINGTON, DC 20423

CLASS I FREIGHT RAILROADS - SELECTED EARNINGS DATA

(000 OMITTED)

QUARTER ENDED JUNE 30

Railroad	Year	Net		Revenue	
		Railway Operating Revenues	Railway Operating Income	Net Income	Ton-Miles Of Freight
TOTAL ALL CLASS I	2001	\$8,586,898	\$1,081,374	\$691,618	364,625,220
FREIGHT RR'S	2000	8,546,690	1,066,170	687,188	359,708,893
Burlington Northern - Santa Fe	2001	2,269,980	288,590	231,970	122,509,506
	2000	2,259,244	326,834	257,128	119,680,005
CSX Transportation	2001	1,555,744	126,576	83,935	52,300,000
	2000	1,547,954	73,011	22,917	52,561,000
CNW/Grand Trunk Western	2001	95,156	40,526	16,687	2,996,830
	2000	93,937	13,218	10,403	2,779,749
CNW/Illinois Central	2001	158,810	51,403	1,466	6,424,135
	2000	170,738	30,223	19,003	6,105,718
Kansas City Southern	2001	130,388	15,178	8,247	4,751,122
	2000	132,323	19,970	10,836	5,056,025
Norfolk Southern	2001	1,591,835	232,898	82,197	46,326,265
	2000	1,592,066	225,413	114,126	50,572,103
Soo Line	2001	132,861	6,709	4,811	5,289,362
	2000	125,874	5,180	(10,816)	5,127,293
Union Pacific	2001	2,652,124	319,494	262,305	124,028,000
	2000	2,624,554	372,321	263,591	117,827,000

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CLASS I FREIGHT RAILROADS - SELECTED EARNINGS DATA

(000 OMITTED)

12 MONTHS ENDED JUNE 30

Railroad	Net		Revenue		Return
	Railway Operating Revenues	Railway Operating Income	Net Income	Ton-Miles Of Freight	On Net Investment (%)
TOTAL ALL CLASS I	\$34,205,849	\$4,011,293	\$2,523,631	1,472,350,942	6.53%
FREIGHT RR'S	33,817,382	3,983,752	2,764,650	1,460,524,839	6.53%
Burlington Northern - Santa Fe	9,212,418	1,317,334	1,025,344	499,512,427	8.25%
	9,233,940	1,480,848	1,243,344	494,686,291	9.48%
CSX Transportation	6,099,477	435,660	167,218	208,539,300	3.99%
	6,055,502	252,339	103,630	208,940,400	2.40%
CNW/Grand Trunk Western	371,884	90,823	67,416	11,595,132	21.11%
	359,059	80,349	71,160	11,018,188	24.09%
CNW/Illinois Central	673,409	116,582	33,814	26,058,054	9.64%
	697,664	94,877	61,074	25,712,287	8.30%
Kansas City Southern	514,824	55,006	27,114	18,912,431	6.13%
	542,398	64,562	24,533	21,728,500	7.24%

Norfolk Southern	6,172,890	697,171	239,807	190,756,927	6.31%
	6,071,138	547,547	251,444	195,657,543	4.68%
Soo Line	567,011	51,402	43,870	22,848,671	5.82%
	550,249	55,448	32,204	21,693,630	5.38%
Union Pacific	10,593,936	1,247,315	919,048	494,128,000	6.20%
	10,307,432	1,407,782	977,261	481,088,000	7.11%

SOURCES OF DATA:

Railway Operating Revenues, Net Railway Operating Income, and Net Income are from the "Quarterly Report of Revenues, Expenses, and Income - Railroads" (Form RE&I).

Revenue Ton Miles of Freight are from the "Quarterly Condensed Balance Sheet - Railroads (Form CBS).

NOTES:

(1) Net Railway Operating Income is the difference between railway operating revenues and the total of railway operating expenses, railway tax accruals, and net equipment and joint facility rents.

(2) Return on Net Investment (ROI) is the ratio of net railway operating income to net investment in railway property used in transportation services at end of previous calendar year. The latter includes an allowance for working capital. Accumulated deferred income tax reserves are subtracted from the net investment base.

Since net investment figures are only available on an end-of-year basis from the Annual Report Form R-1's, filed on March 31 of each year, the net investment bases used to compute returns on net investment in this report are the most recent year-end figures available (data as of the end of 2000 and 1999.)

ROI's, as computed by the Board for its annual determination of the revenue adequacy of each class I railroad, will differ from the ROI's computed for this report. ROI's for the revenue adequacy determination are based upon the average of the beginning and end-of-year net investment bases, while ROI's for this report are based on end-of-year data only. Also, ROI's for revenue adequacy determinations are computed using data reported by the class I railroads in Annual Report Form R-1, Schedule 250, "Consolidated Information for Revenue Adequacy Determination." The data contained in Schedule 250 differ somewhat from the data in the Form RE&I, and are therefore not totally compatible.