**TRANS File Checklist**

QCS

Schedule(s) = 100 – 148

Line(s) = All (technically there are only two line numbers, 0 and 900)

C12 = 2xC1 + C3 + C5 (Cars in industry switching)

C13 = C1 + C3 + C5 + C7 (Cars handled)

C14 = C3 + C5 + 2xC7 (Cars in Interchanged switching)

R-1 Schedule 200

Verify All Col C Values Match Preceding Year’s Values

Verify L14C1 = Sum of Lines 1-13 C1 (Total Current Assets at Close of Year)

Verify L14C2 = Sum of Lines 1-13 C2 (Total Current Assets at Beginning of Year)

Verify L23C1 = Sum of Lines 15-22 C1 (Total Other Assets at Close of Year)

Verify L23C2 = Sum of Lines 15-22 C2 (Total Other Assets at Beginning of Year)

Verify L28C1 = Sum of Lines 24-27 C1 (Net Road & Equipment at Close of Year)

Verify L28C2 = Sum of Lines 24-27 C2 (Net Road & Equipment at Beginning of Year)

Verify L29C1 = Sum of L14C1+L23C1+L28C1 (Total Assets at Close of Year)

Verify L29C2 = Sum of L14C2+L23C2+L28C2 (Total Assets at Beginning of Year)

Verify L40C1 = Sum of Lines 30-39 C1 (Total Current Liabilities at Close of Year)

Verify L40C2 = Sum of Lines 30-39 C2 (Total Current Liabilities at Beginning of Year)

Verify L51C1 = Sum of Lines 41-50 C1 (Total Non-Current Liabilities at Close of Year)

Verify L51C2 = Sum of Lines 41-50 C2 (Total Non-Current Liabilities at Beginning of Year)

Verify L61C1 = Sum of Lines 52-60 C1 (Net Stockholders Equity at Close of Year)

Verify L61C2 = Sum of Lines 52-60 C2 (Net Stockholders Equity at Beginning of Year)

Verify L62C1 = Sum of L40C1+L51C1+L61C1 (Total Liabilities and Stockholders Equity at Close of Year)

Verify L62C2 = Sum of L40C2+L51C2+L61C2 (Total Liabilities and Stockholders Equity at Begininning of Year)

R-1 Schedule 210

Verify All Col C Values Match Preceding Year’s Values

Verify L10C1 = Sum of Lines 1-9 C1 (Railway Operating Revenues for Current Year)

Verify L10C2 = Sum of Lines 1-9 C2 (Railway Operating Revenues for Preceding Year)

Verify L10C3 = Sum of Lines 1-9 C3 (Freight-Related Revenue & Expenses)

Verify L10C4 = Sum of Lines 1-9 C4 (Passenger-Related Revenue & Expenses)

Verify L13C1 = Sum of Lines 10-12 C1 (Total Operating Revenues for Current Year)

Verify L13C2 = Sum of Lines 10-12 C2 (Total Operating Revenues for Preceding Year)

Verify L13C3 = Sum of Lines 10-12 C3 (Total Freight-Related Revenue & Expenses)

Verify L13C4 = Sum of Lines 10-12 C4 (Total Passenger-Related Revenue & Expenses)

Verify L13C1 = Sum of Lines 14-15 C1 (Total Operating Expenses + Net Revenue for Current Year)

Verify L13C2 = Sum of Lines 14-15 C2 (Total Operating Expenses + Net Revenue for Preceding Year)

Verify L13C3 = Sum of Lines 14-15 C3 (Total Operating Expenses + Net Revenue for Freight)

Verify L13C4 = Sum of Lines 14-14 C4 (Total Operating Expenses + Net Revenue for Passengers)

Verify L27C1 = Sum of Lines 16-26 C1 (Total Other Income for Current Year)

Verify L27C2 = Sum of Lines 16-26 C2 (Total Other Income for Preceding Year)

Verify L28C1 = L15C1+L27C1 (Total Income for Current Year)

Verify L28C2 = L15C2+L27C2 (Total Income for Preceding Year)

R-1 Schedule 415

Schedule(s) = 420

Line(s) = All (technically there are line numbers 1-41)

C12 = C2 + C3 (Depreciation Owned + Capital Lease)

R-1 Schedule 700

Schedule(s) = 33

L57C8 = C1 + C2 + C3 + C4 (Running Track, Passing Track, Cross-Overs)

L57C9 = C5 + C6 (Miles of Switching Track)

L57C10 = C5 + C8 (Miles of Road Track)

Average TCUs per Flatcar, R-1 Schedule 755, line 134, column (b)

Schedule(s) = 42

Line(s) = 581

C1 is the railroad or regional specific Average TCUs per Flatcar (scaler = 6 in Data Dictionary)

Tank Car Tare Weights (calculated from AAR filed data)

RRICC = 900004 and 900007

Schedule(s) = 41

Line(s) = 517 (Tank < 22,000 gallons) and 518 (Tank >= 22,000 gallons)

C1 is the regional specific tank car tare weight (scaler = 3 in Data Dictionary). The regional values are the same, but we don’t put in just one national value.

Adding these values in the TRANS file, along with the other tare weights, allows us to avoid manual substitutions.

There are also two new entries in the Data Dictionary to support these tank car tare weights, which are only used by the new Phase II routines. Those are as follows:

|  |  |  |
| --- | --- | --- |
| **URCSID** | 52011501 | 52011601 |
| **SCH** | 41 | 41 |
| **LINE** | 517 | 518 |
| **Column** | 1 | 1 |
| **WTALL** | E2L115C1 | E2L116C1 |
| **ACCT** | E211503 | E211603 |
| **Name** | TANK <22,000 GAL | TANK >=22,000 GAL |
| **Sign** | 0 | 0 |
| **Scaler** | 3 | 3 |
| **Index** | 0 | 0 |
| **COMP** | 0 | 0 |
| **LoadCode** | 1 | 1 |
| **ACCUMCODE** | 0 | 0 |
| **AnnPeriod** | 0 | 0 |
| **SortCode** | 2629 | 2630 |