

Engineering

| | New Rail (miles) | | Relay Rail (miles) | | Ties (000) | | Surfacing (miles) | Bridges (ft.) | Rail Grinding (mi.) | Second Main | | No. 20 or Greater Turnouts | | Highway Crossings | |
|------|------------------|--------|--------------------|--------|------------|----------|-------------------|---------------|---------------------|-------------|--------|----------------------------|--------|-------------------|---------|
| | jointed | welded | jointed | welded | wood | concrete | | | | Add | remove | Add | remove | Regular | Pre-fab |
| ATSF | | 258 | | 165 | 1,654 | | 3,409 | 7,700 | NA | NA | NA | NA | NA | NA | NA |
| B&O | | 108 | | 115 | 1,080 | | 2,750 | NA | 500 | | 23 | | 1 | NA | NA |
| B&LE | 8 | | 3 | 6 | 33 | | 150 | | | | | | | 6 | 14 |
| B&M | | | | 20 | 100 | | 300 | | 60 | | | | | | |
| BCR | | | | | | | | | | | | | | | |
| CN | | 401 | 63 | 133 | 1,691 | | 2,400 | 3,000 | 4,302 | 40 | | 18 | | | |
| C&O | 1 | 126 | | 104 | 905 | | 2,200 | NA | 500 | | 16 | | | NA | NA |
| C&NW | | 161 | | 215 | 1,670 | | 3,224 | 4,000 | 200 | | | 10 | | 12 | 10 |
| CR | | 51 | 100 | 429 | 1,500 | | 5,800 | 300 | 3,000 | NA | 275 | NA | NA | NA | NA |
| DMIR | | 9 | 2 | 8 | 55 | 1 | 93 | | | | | | | | |
| EJE | | | | 1 | 30 | | 80 | | | | | | | NA | NA |
| FEC | | | | | 20 | 44 | 160 | 250 | | | | | | | |
| GTW | | | | 20 | 100 | | 650 | | 360 | | 3 | | | 35 | |
| KCS | | | | 183 | 265 | | 2,400 | NA | | | | NA | NA | 116 | 15 |
| MILW | | | | | | | | | | | | | | | |
| UPS | 70 | 508 | 200 | 219 | 2,600 | | 5,400 | NA | 1,620 | NA | NA | NA | NA | 1,693 | 2,443 |
| LIRR | | 14 | | 13 | 56 | | 126 | | 57 | 1 | | 5 | | 5 | |
| MKT | | | | | 286 | | 1,500 | 864 | 321 | | | | | | 5 |
| NRPC | | 20 | | 66 | 50 | 100 | 921 | 864 | 321 | | | | | | |
| SBD | | 275 | | 286 | 1,900 | | 7,400 | | 2,500 | | | | | NA | NA |
| Soo | | 12 | | 24 | 400 | | 200 | NA | NA | NA | NA | NA | NA | NA | NA |

Communications & Signaling

| | Micro-wave (miles) | Block Signals (miles) | Centralized Traffic Control (miles) | | Automatic Highway Crossing Protection | Telephone Exchanges | Defective Equipment Detectors | | | | | | | |
|------|--------------------|-----------------------|-------------------------------------|--------|---------------------------------------|---------------------|-------------------------------|---------------|-------------|--------------------|--------------|--|---|-----|
| | | | add | remove | | | Hot Box | Broken Flange | Loose Wheel | Dragging Equipment | Shifted Load | | | |
| ATSF | 130 | | | 105 | NA | NA | | | | 10 | | | | 10 |
| B&O | 15 | | | | 80 | | | | | 24 | | | | 24 |
| B&LE | | | 4 | | 4 | 12 | | | | | | | | |
| B&M | | | | | 4 | | | | | | | | | |
| BCR | | | | | | | | | | | | | | |
| LIRR | | | | | | 1 | | 1 | | | | | | |
| CN | | | | | 400 | 120 | | | | 27 | | | | 27 |
| C&O | | | | | 25 | 70 | | | | 18 | | | | 18 |
| C&NW | 196 | | | | | 30 | | | | 4 | | | | |
| CR | 137 | | 55 | | 236 | 255 | | | | 25 | | | | 351 |
| DMIR | 70 | | | | 22 | 2 | | | | | | | | 2 |
| EJ&E | | | | | | 3 | | | | | | | | |
| FEC | | | | | | | | | | * | | | | * |
| GTW | | | | | | | | | | | | | | |
| KCS | | | | | 70 | 16 | | | | | | | | |
| MILW | | | | | | | | | | | | | | |
| MKT | | | | | | 40 | | 1 | | | | | | |
| NRPC | | | | | | 1 | | 3 | | | | | | |
| SBD | 72 | | | | | 350 | | | | 10 | | | | 10 |
| Soo | 300 | | | | 60 | 40 | | 1 | | 2 | 2 | | 2 | 2 |
| UPS | NA | | | | 125 | 225 | | NA | | 2 | | | | 2 |

*planned upgrading of five units.