

RC-121500

CSX TRANSP.

1988

1 OF 3

RC 121500

R-1

annual report

APPROVED BY OMB
3120-0029
EXPIRES 3-31-90

SECTION OF
ACCOUNTING

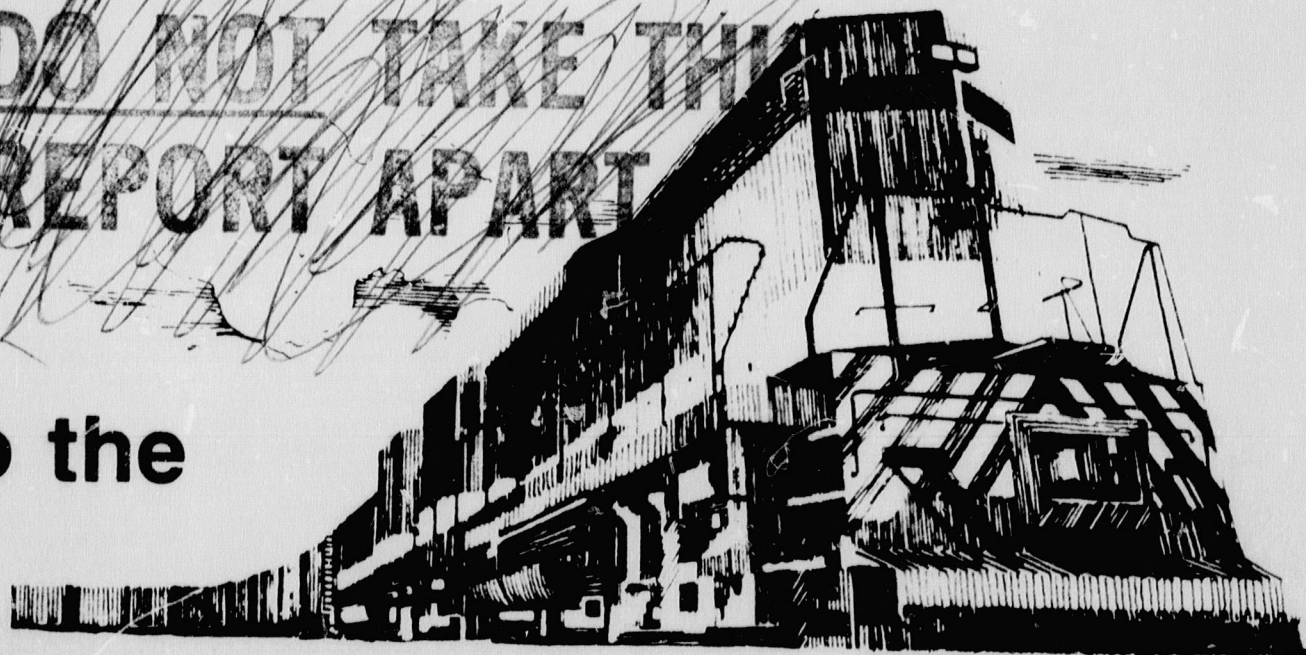
MAY 9 9 23 AM '89

BUREAU OF
ACCOUNTS

CSX TRANSPORTATION, INC.

~~DO NOT TAKE THIS
REPORT APART~~

to the



Interstate Commerce Commission

FOR THE YEAR ENDED DECEMBER 31, 1988

ANNUAL REPORT

OF

CSX TRANSPORTATION, INC.

(See Table of Contents Page for listing of companies included.)

TO THE

INTERSTATE COMMERCE COMMISSION

FOR THE

YEAR ENDED DECEMBER 31, 1988

Name, official title, telephone number, and office address of officer in charge of correspondence with the Commission regarding this report:

(Name) J. B. Alexander (Title) General Manager-Corporate Reporting

(Telephone number) (904) 359 - 3456
(Area code) (Telephone number)

(Office address) 500 Water Street, Jacksonville, Florida 32202
(Street and number, city, State, and ZIP code)

SPECIAL NOTICE

The attention of the respondent is directed below to certain particulars, if any, in which this report form differs from the corresponding form for the preceding year. It should be understood that mention is not made of necessary substitutions of dates or, in general, such other things as simple modifications intended to make requirements clearer, other minor adjustments, and typographical corrections.

Revisions to this report resulted from the following Commission's decisions, copies of which were served on all railroads:

Changes were made to the following schedules.

Schedule 410	Corrected Line 18.
Schedule 510	Corrected Line 22 and Note 2.
Schedule 701	Deleted.
Schedule 705	Deleted.
Schedule 710	Add new codes to lines 44, 49, 52, 54 and 67. Deleted codes from Lines 52, 54 and 66.

Note: Page 80 Lines 44 and 45 were switched in 1987.

Line 38 Except A_5_.

SPECIAL NOTICE

Docket No. 38559 Railroad Classification Index, served January 20, 1983, modified the reporting requirements for class. II, III and all Switching and terminal companies. These carriers will notify the Commission only if the calculation results in a different revenue level than its current classification.

The dark border on the schedules represents data that are captured for processing by the Commission.

It is estimated that an average of 800 burden hours per response are required to complete this collection of information. This estimate includes time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Comments concerning the accuracy of this burden estimate or suggestions for reducing this burden should be directed to the Section of Administrative Services, Interstate Commerce Commission and the Office of Information and Regulatory Affairs, Office of Management and Budget.



Andrew J. Westhoff
General Manager
Corporate Reporting

BUREAU OF
ACCOUNTS

JUN 14 9 23 AM '89

RECEIVED
SECTION OF AUDIT
AND ACCOUNTING

Original

500 Water Street
Jacksonville, FL 32202
(904) 359-3456

June 2, 1989

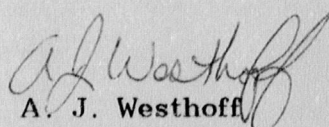
File: 213

Mr. Ronald S. Young
Director
Interstate Commerce Commission
Bureau of Accounts
Washington, DC 20423

Dear Mr. Young:

I am enclosing two copies of Supplemental 1988 R-1 Data.

Sincerely,


A. J. Westhoff
General Manager
Corporate Reporting

Enclosures

JMc:kn

100-21500
BUREAU OF
ACCOUNTS

Original
APPENDIX
PAGE 1 OF 4

JUN 14 9 23 AM '89 NAME OF CARRIER CSX Transportation, Inc.

SUPPLEMENTAL 1988 R-1 DATA

RECEIVED
SECTION OF AUDIT
AND ACCOUNTING

INSTRUCTIONS

1. Line and column references in column (b) are to the 1982 R-1 report.
2. Data entered in column (c) shall be computed under RRB accounting.
3. Under item 35 list any other property or expense accounts that would be changed due to capitalization of overhead expenses under Depreciation Accounting; and, enter in column (c) the amount that would be reported under RRB Accounting.
4. This supplemental report should be filed with the Bureau of Accounts by April 30, 1989.

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/88 (Dollars in Thousands) (c)
	<u>Schedule 335, Accumulated Depreciation-Road and Equipment Owned and Used</u>		
1.	Total road	Line 28, col. g	\$ <u>1,306,920</u>
	<u>Schedule 342, Accumulated Depreciation-Improvements to Road and Equipment Leased from Others</u>		
2.	Total road	Line 27, col. g	Included in <u>Schedule 335</u>
	<u>Schedule 351, Accumulated Depreciation-Road and Equipment Leased to Others</u>		
3.	Total road	Line 27, col. g	Included in <u>Schedule 335</u>
	<u>Schedule 352B, Investment in Railway Property Used in Transportation Service (By Property Accounts)</u>		
4.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing	Cols. b thru e, sum of lines 8 thru 12	<u>1,614,921</u>
5.	Total expenditures for road	Line 34, total of cols. b thru e	<u>4,657,265</u>
6.	Total general expenditures	Line 45, total of cols. b thru e	<u>42,034</u>

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/88 (Dollars in Thousands) (c)
	<u>Schedule 410, Railway Operating Expenses</u>		
7.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Freight)	Col. f, sum of lines 12, 14, 16, 18, 20	<u>40,552</u>
8.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Passenger)	Col. g, sum of lines 12, 14, 16, 18, 20	<u>-0-</u>
9.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Freight)	Col. f, sum of lines 13, 15, 17, 19, 21	<u>63,036</u>
10.	Tie, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Passenger)	Col. g, sum of lines 13, 15, 17, 19, 21	<u>-0-</u>
	Depreciation - Running		
11.	Freight	Line 136, col. f	<u>35,571</u>
12.	Passenger	Line 136, col. g	<u>-0-</u>
	Depreciation - Switching		
13.	Freight	Line 137, col. f	<u>-0-</u>
14.	Passenger	Line 137, col. g	<u>-0-</u>
	Depreciation - Other		
15.	Freight	Line 138, col. f	<u>5,561</u>
16.	Passenger	Line 138, col. g	<u>-0-</u>
	Other - Running		
17.	Freight	Line 148, col. f	<u>40,345</u>
18.	Passenger	Line 148, col. g	<u>-0-</u>
	Other - Switching		
19.	Freight	Line 149, col. f	<u>4,554</u>
20.	Passenger	Line 149, col. g	<u>-0-</u>

Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/88 (Dollars in Thousands) (c)
	Other - Other		
21.	Freight	Line 150, col. f	<u>2,603</u>
22.	Passenger	Line 150, col. g	<u>-0-</u>
	Total Way and Structures		
23.	Freight	Line 151, col. f	<u>629,501</u>
24.	Passenger	Line 151, col. g	<u>-0-</u>
	<u>Schedule 412, Way and Structures</u>		
25.	Total - Retirement	Line 35, col. c	<u> </u>
	<u>Schedule 415, Supporting Schedule Equipment</u>		
26.	Total - Locomotives	Line 5, col. f	<u> </u>
27.	Total - Freight Train Cars	Line 24, col. f	<u> </u>
28.	Total - Highway Equipment Floating Equipment - Revenue Service	Line 32, col. f	<u> </u>
29.	Marine Line-Haul	Line 33, col. f	<u> </u>
30.	Local Marine	Line 34, col. f	<u> </u>
31.	Total - Floating Equipment	Line 35, col. f	<u> </u>
32.	Other Equipment	Col. f, sum of lines 37 thru 40	<u> </u>
33.	Work & Other Non-revenue Equipment	Line 41, col. f	<u> </u>
34.	Total - All Equipment	Line 43, col. f	<u> </u>

ROAD INITIALS CSXT

Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/88 (Dollars in Thousands) (c)
35. OTHER ACCOUNTS (SEE INSTRUCTIONS)		
<u>Roadway Machines</u>	Schedule 410 Line 109, Col. f	\$ <u>24,900</u>
<u>Small Tools & Supplies</u>	Line 110, Col. f	<u>1,007</u>
<u>Fringe Benefits-Running</u>	Line 112, Col. f	<u>82,897</u>
<u>Fringe Benefits-Switching</u>	Line 113, Col. f	<u>(1,789)</u>
<u>Fringe Benefits-Other</u>	Line 114, Col. f	<u>14,561</u>
<u>Sales Tax</u>	Line 615 Col. f	<u>28,350</u>
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>
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Andrew J. Westhoff
General Manager
Corporate Reporting

BUREAU OF ACCOUNTS

JUN 27 3 53 PM '89

RECEIVED
ACCA
REPORTING UNIT

500 Water Street
Jacksonville, FL 32202
(904) 359-3456

June 21, 1989

File: 213

Mr. Ronald S. Young
Director
Interstate Commerce Commission
Bureau of Accounts
Washington, DC 20423

Dear Mr. Young:

I am enclosing two copies of revised Supplemental 1988 R-1
Data.

Sincerely,

A. J. Westhoff
General Manager *me*
Corporate Reporting

Enclosures

JMc:kn

NAME OF CARRIER, CSX Transportation, Inc.

SUPPLEMENTAL 1988 R-1 DATA

RECEIVED
ACCA
REPORTING UNIT INSTRUCTIONS

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Item No.	Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/88 (Dollars in Thousands) (c)
	<u>Schedule 410, Railway Operating Expenses</u>		
7.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Freight)	Col. f, sum of lines 12, 14, 16, 18, 20	<u>138,195</u>
8.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Running (Passenger)	Col. g, sum of lines 12, 14, 16, 18, 20	<u>-0-</u>
9.	Ties, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Freight)	Col. f, sum of lines 13, 15, 17, 19, 21	<u>30,668</u>
10.	Tie, Rails, Other Track Material, Ballast, Track Laying and Surfacing - Switching (Passenger)	Col. g, sum of lines 13, 15, 17, 19, 21	<u>-0-</u>
	Depreciation - Running		
11.	Freight	Line 136, col. f	<u>35,571</u>
12.	Passenger	Line 136, col. g	<u>-0-</u>
	Depreciation - Switching		
13.	Freight	Line 137, col. f	<u>-0-</u>
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REVISED

APPENDIX
PAGE 3 OF 4
ROAD INITIALS CSXT

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22.	Passenger	Line 150, col. g	<u>-0-</u>
	Total Way and Structures		
23.	Freight	Line 151, col. f	<u>694,776</u>
24.	Passenger	Line 151, col. g	<u>-0-</u>
	<u>Schedule 412, Way and Structures</u>		
25.	Total - Retirement	Line 35, col. c	<u> </u>
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REVISED

APPENDIX
PAGE 4 OF 4

ROAD INITIALS CSXT

Selected Items (a)	1982 R-1 Location (b)	RRB Accounting As of 12/31/88 (Dollars in Thousands) (c)
35. OTHER ACCOUNTS (SEE INSTRUCTIONS)	Schedule 410:	
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<u>Small Tools & Supplies</u>	Line 110, Col. f	1,007
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<u>Fringe Benefits - Switching</u>	Line 113, Col. f	(1,789)
<u>Fringe Benefits - Other</u>	Line 114, Col. f	14,561
<u>Sales Tax</u>	Line 615, Col. f	28,350
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>

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The consolidated financial statements and supporting schedules included in this annual report include CSX Transportation, Inc. and the following majority-owned subsidiaries:

Adrian Realty Company
 Allegheny and Western Railway Company
 The Atlantic Land and Improvement Company
 The Baltimore and Cumberland Valley Railroad Extension Company
 The Baltimore & Ohio Railroad Chicago Terminal Railroad Company
 The Baltimore & Ohio Railroad Connecting Railroad Company
 The Baltimore and Ohio Warehouse Company
 The Baltimore and Philadelphia Railroad Company
 Buffalo, Rochester and Pittsburgh Railway Company
 CSX Logistics, Inc.
 The Carrollton Railroad Company
 Charlotte Docks Company
 The Chesapeake and Curtis Bay Railroad Company
 Chessie Realty, Inc.
 Chessie Services, Inc.
 Chicago and Indianapolis Coal Company, Inc.
 The Cincinnati, Indianapolis and Western Railroad Company
 Cincinnati Inter-Terminal Railroad Company
 Clearfield and Mahoning Railway Company
 The Cleveland Terminal and Valley Railroad Company
 Dayton and Michigan Railroad Company
 Dayton and Union Railroad Company
 Duval Connecting Railroad Company
 Fairfax Realty Company
 Fairmont, Morgantown and Pittsburgh Railroad Company

Majority-Owned Subsidiaries (Continued):

Fruit Growers Express Company
Gainesville Midland Railroad Company
The Home Avenue Railroad Company
Houston-McCord Realty Company
Kanawha Ohio Corporation
L&N Development Company
L&N Investment Corporation
The Lake Erie and Detroit River Railway Company
Metals Distribution Services, Inc.
Multimodal Distribution, Inc.
Nashville and Decatur Railroad Company
North Bank Development Company
North Charleston Terminal Company
The Philadelphia Perishable Products Terminal Company
Raceland Car Corporation
Railease, Inc.
The Real Estate and Improvement Company of Baltimore City
Savannah River Terminal Company
The Schuylkill Improvement Land Company of Philadelphia
Seaboard Coast Line Railway Supplies, Inc.
Staten Island - Arlington, Inc.
The Staten Island Railroad Corporation
Terminal Realty Baltimore Company
Toledo Lake Front Dock Company
The Toledo Ore Railroad Company
Total Distribution Services, Inc.
Washington and Western Maryland Railroad Company
Western Maryland Railway Company
Western Maryland Warehouse Company
The Western Railway of Alabama
Western Railway Properties, Inc.
West Virginia and Pittsburgh Railroad Company

Road Initials: CSXT

Year 1988

1

A. SCHEDULES OMITTED BY RESPONDENT

1. The respondent, at its option, may omit pages from this report provided there is nothing to report or the schedules are not applicable.
2. Show below the pages excluded and indicate the schedule number and title in the space provided below.
3. If no schedules were omitted indicate "NONE."

Page	Schedule No.	Title
		NONE

B. IDENTITY OF RESPONDENT

Answers to the questions asked should be made in full, without reference to data returned on the corresponding page of previous reports. In case any changes of the nature referred to under inquiry 4 on this page have taken place during the year covered by this report, they should be explained in full detail.

1. Give in full the exact name of the respondent. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between *railroad* and *railway*. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification." If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Commission, Accounting and Valuation Board, indicate such fact on line 1 below and list the consolidated group on page 4.

2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organizations; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, give also date which such receivership or other possession began. If a partnership, give date of formation and also names in full of present partners.

3. State the occasion for the reorganization, whether by reason of foreclosure of mortgage or otherwise, according to the fact. Give date of organization of original corporation and refer to laws under which organized.

1. Exact name of common carrier making this report CSX Transportation, Inc.

2. Date of incorporation January 26, 1944

3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees Virginia

4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars During the year, the following listed subsidiary companies were merged into CSX Transportation, Inc., parent, effective as of the dates shown:

The Baltimore Belt Railroad Company (12/16/88)

Centralia and Webster Springs Railroad Company (12/20/88)

Cheat Haven and Bruceton Railroad Company (12/19/88)

Curtis Bay Railroad Company (12/16/88)

Lancaster, Cecil and Southern Railroad Company (12/16/88)

Maryland Construction Company of Baltimore City (12/30/88)

Maryland and West Virginia Company (12/16/88)

Metropolitan Southern Railroad Company (12/22/88)

Washington County Railroad Company (12/16/88)

Western Maryland Truck Lines (12/16/88)

Winchester and Potomac Railroad Company (6/13/88)

Winchester and Strasburg
Railroad Company (6/21/88)

STOCKHOLDERS REPORTS

5. The respondent is required to send to the Bureau of Accounts, immediately upon preparation, two copies of its latest annual report to stockholders.

Check appropriate box:

☐ Two copies are attached to this report.

☐ Two copies will be submitted _____
(date)

☒ No annual report to stockholders is prepared.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock Common, \$ 20 per share; first preferred, \$ - per share; second preferred, \$ - per share; debenture stock, \$ - per share.
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote. Yes
3. Are voting rights proportional to holdings? Yes If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stock? No If so, name in a footnote each security, other than stock to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? No If so, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing. Books not closed
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. 9,061,038 votes, as of December 31, 1988 (Date)
8. State the total number of stockholders of record, as of the date shown in answer to inquiry No. 7. 1 stockholders.
9. Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his address, the number of votes which he would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he was entitled, which respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities, stating in a footnote the names of such other securities (if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such thirty security holders as of the close of the year.

Line No	Name of security holder	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No
				Common (d)	PREFERRED		
					Second (e)	First (f)	
1	CSX Corporation	Richmond, VA	9,061,038	9,061,038			1
2							2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. 9,061,038
votes cast.
11. Give the date of such meeting. March 9, 1988 by unanimous written consent
12. Give the place of such meeting. _____

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS
(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
Current Assets						
1		701	Cash	(45,039)	(17,279)	1
2		702	Temporary Cash Investments	107,717	101,509	2
3		703	Special Deposits	358	671	3
Accounts Receivable						
4		704	- Loan and Notes	23,004	9,326	4
5		705	- Interline and Other Balances	30,188	22,962	5
6		706	- Customers	77,864	31,386	6
7		707	- Other	79,066	72,748	7
8		709, 708	- Accrued Accounts Receivables	449,875	419,004	8
9		708.5	- Receivables from Affiliated Companies	10,839	12,148	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(6,662)	(8,817)	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	41,066	41,112	11
12		712	Materials and Supplies	175,756	157,424	12
13		713	Other Current Assets	87,646	94,164	13
14			TOTAL CURRENT ASSETS	1,031,678	936,358	14
Other Assets						
15		715, 716, 717	Special Funds	17,819	26,798	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedule 310 and 310A)	214,885	187,658	16
17		722, 723	Other Investments and Advances	200,815	12,450	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities-Cr.			18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation) \$ 6,550	68,583	76,566	19
20		739, 741	Other Assets	50,159	56,063	20
21		743	Other Deferred Debits	48,746	69,415	21
22		744	Accumulated Deferred Income Tax Debits	-	-	22
23			TOTAL OTHER ASSETS	601,007	428,950	23
Road and Equipment						
24		731, 732	Road (Schedule 330) L-30 Col. h & b	7,794,060	7,507,088	24
25		731, 732	Equipment (Schedule 330) L-39 Col. h & b	3,845,378	3,904,719	25
26		731, 732	Unallocated Items	238,190	338,089	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(4,029,107)	(3,944,818)	27
28			Net Road and Equipment	7,848,521	7,805,078	28
29	*		TOTAL ASSETS	9,481,206	9,170,386	29

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND SHAREHOLDERS' EQUITY
(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at begin- ning of year (c)	Line No.
Current Liabilities						
30	751		Loans and Notes Payable			30
31	752		Accounts Payable; Interline and Other Balances	9,913	8,220	31
32	753		Audited Accounts and Wages	25,215	296	32
33	754		Other Accounts Payable	24,846	15,722	33
34	755, 756		Interest and Dividends Payable	31,482	37,822	34
35	757		Payables to Affiliated Companies	191,773	163,595	35
36	759		Accrued Accounts Payable	847,152	697,727	36
37	760, 761, 761.5, 762		Taxes Accrued	126,441	80,652	37
38	763		Other Current Liabilities	158,159	136,382	38
39	764		Equipment Obligations and Other Long-Term Debt due Within One Year	173,954	239,527	39
40			TOTAL CURRENT LIABILITIES	1,588,935	1,379,943	40
Non-Current Liabilities						
41	765, 767		Funded Debt Unmatured	368,636	425,280	41
42	766		Equipment Obligations	672,536	816,975	42
43	766.5		Capitalized Lease Obligations	50,426	49,859	43
44	768		Debt in Default			44
45	769		Accounts payable: Affiliated Companies	292,441	328,791	45
46	770.1, 770.2		Unamortized Debt Premium	(12,114)	(16,788)	46
47	781		Interest in Default			47
48	783		Deferred Revenues-Transfers from Government Authorities			48
49	786		Accumulated Deferred Income Tax Credits	1,684,529	1,736,047	49
50	771, 772, 774, 775, 782, 784		Other Long-Term Liabilities and Deferred Credits	956,030	365,036	50
51			TOTAL NONCURRENT LIABILITIES	4,012,484	3,705,200	51
Shareholders' Equity						
52	791, 792		Total Capital Stock: (Schedule 230) (L 53&54)	184,554	245,221	52
53			Common Stock	181,221	181,221	53
54			Preferred Stock	3,333	64,000	54
55			Discount on Capital Stock			55
56	794, 795		Additional Capital (Schedule 230)	965,522	965,522	56
Retained Earnings:						
57	797		Appropriated			57
58	798		Unappropriated (Schedule 220)	2,729,711	2,874,500	58
59	798.1		Net Unrealized Loss on Noncurrent Marketable Equity Securities			59
60	798.5		Less Treasury Stock			60
61			Net Stockholders Equity	3,879,787	4,085,243	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	9,481,206	9,170,386	62

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

(Dollars in Thousands)

The notes listed below are provided to disclose supplementary information on matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word "none"; and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting and reporting principles, except as shown in other schedules. This includes statements explaining (1) service interruption insurance policies and indicating the amount of indemnity to which respondent will be entitled for work stoppage losses and the maximum amount of additional premium respondent may be obligated to pay in the event such losses are sustained by other railroads; (2) particulars concerning obligations for stock purchase options granted to officers and employees; and (3) what entries have been made for net income or retained income restricted under provisions of mortgages and other arrangements.

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts \$ 15,898

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made \$ None

3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year. (See Note on Page 9)

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund and balance sheet accruals. (See Note on Page 9.) \$

(c) Is any part of pension plan funded? Specify. Yes X No Not applicable

(i) If funding is by insurance, give name of insuring company The Northern Trust

If funding is by trust agreement, list trustee(s) January 1, 1988

Date of trust agreement or latest amendment Not affiliated

If respondent is affiliated in any way with the trustee(s), explain affiliation:

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement Not applicable

(e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates? Specify.

Yes No X

If yes, give number of the shares for each class of stock or other security:

(ii) Are voting rights attached to any securities held by the pension plan? Specify. Yes No If yes, who determines how stock is voted? The Trustee, subject to approval and direction of Investment Committee.

4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610). Yes X No

5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ None

(b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was \$ None

6. In reference to Docket No. 37465 specify the total amount of business entertainment expenditures charged to the non-operating expense account. \$ N/A

Continued on following page

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION — EXPLANATORY NOTES

7. Give particulars with respect to contingent assets and liabilities at the close of the year, in accordance with Instruction 5-6 in the Uniform System of Accounts for Railroad Companies, that are not reflected in the amounts of the responder.

Disclose the nature and amount of contingency that is material.

Examples of contingent liabilities are items which may become obligations as a result of pending or threatened litigation, assessments or possible assessments of additional taxes and agreements or obligations to repurchase securities or property. Additional pages may be added if more space is needed. (Explain and/or reference to the following pages.)

A number of legal actions are pending against Respondent and certain subsidiaries in which claims are made in substantial amounts. Certain of these actions involve related antitrust matters for which aggregate claims have not been determined. The outcome of these actions cannot be predicted with certainty, but management believes any ultimate liability will not materially affect the consolidated financial position of Respondent.

(a) Changes in Valuation Accounts

8. Marketable Equity Securities See Note 8 on Page 10

	Cost	Market	Dr. (Cr) to Income	Dr. (Cr) to Stockholders' Equity
(Current Yr.) Current Portfolio				N/A
as of / / Noncurrent Portfolio			N/A	\$
(Previous Yr.) Current Portfolio			N/A	N/A
as of / / Noncurrent Portfolio			N/A	N/A

(b) As of / / , gross unrealized gains and losses pertaining to marketable equity securities were as follows

	Gains	Losses
Current	\$ _____	\$ _____
Noncurrent	_____	_____

(c) A net unrealized gain (loss) of \$ _____ on the sale of marketable equity securities was included in net income for _____ (year). The cost of securities sold was based on the _____ (method) cost of all the shares of each security held at time of sale.

Significant net realized and net unrealized gains and losses arising after date of the financial statements but prior to the filing, applicable to marketable equity securities owned at balance sheet date shall be disclosed below:

NOTE: / / (date) Balance sheet date of reported year unless specified as previous year.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION--EXPLANATORY NOTES--Concluded

NOTES TO FINANCIAL STATEMENTS

3.(a) and (b) Respondent and its subsidiaries have defined benefit pension plans, principally for salaried personnel. The plans provide for eligible employees to receive benefits based principally on years of service with Respondent and compensation rates near retirement. Contributions to the plans are made on the basis of not less than the minimum funding standards set forth in the Employee Retirement Security Act of 1974, as amended. Plan assets consist primarily of common stocks and cash investments.

Respondent adopted the provisions of the Statement of Financial Accounting Standards No. 87 "Employer's Accounting for Pensions," effective January 1, 1986. Pension costs were \$20.3 million for each of the years 1988 and 1987.

Pension cost for 1988 and 1987 included the following comments:

	<u>1988</u>	<u>1987</u>
	(Thousands of Dollars)	
Service cost benefits earned during the period	\$ 7,611	\$ 12,910
Interest cost on projected benefit obligation	60,882	50,180
Actual return on plan assets	(55,512)	(46,441)
Net amortization and deferral	<u>7,352</u>	<u>3,688</u>
Net pension cost	<u>\$20,333</u>	<u>\$ 20,337</u>

The funded status of the plans and the amounts reflected in the accompanying statements of financial position at year-end 1988 and 1987, are as follows:

	<u>1988</u>	<u>1987</u>
	(Thousands of Dollars)	
Assets and obligations -		
Vested benefits	\$584,622	\$507,841
Nonvested benefits	<u>8,603</u>	<u>8,918</u>
Accumulated benefit obligation	593,225	516,759
Effect of anticipated future salary increases	<u>65,439</u>	<u>66,667</u>
Projected benefit obligation	658,664	583,426
Fair value of plan assets	<u>494,826</u>	<u>484,859</u>
Funded status	(163,838)	(98,567)
Unrecognized initial net obligation	79,114	87,824
Unrecognized prior service cost	22,909	(3,193)
Unrecognized net (gain) or loss	<u>3,559</u>	<u>(46,882)</u>
Net pension obligation	<u>\$(58,256)</u>	<u>\$(60,818)</u>

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

NOTES TO FINANCIAL STATEMENTS

The projected benefit obligations were determined using assumed discount rates of 10 percent for 1988 and 1987, and estimated long-term salary increase rates of 5.5 percent for 1988 and 1987. The expected long-term rates of return on assets of 12 percent and 11 percent, respectively, for 1988 and 1987.

The 401(k) savings plan was established for all full-time salaried employees of Respondent and subsidiary companies. Respondent matches 50 percent of the employee's contribution, exclusive of executive officers, which is limited to 6 percent of the employee's earnings. Expense for the plan for 1988 and 1987 was \$8.5 million and \$10.1 million, respectively.

Respondent provides certain health care and life insurance benefits to retired employees, their spouses and dependents. All of Respondent's salaried employees and some hourly employees may become eligible for these benefits when they retire. The costs of providing these benefits are recorded as expense as paid and aggregated \$19.3 million in 1988 and \$15.4 million in 1987.

8. Marketable equity securities, which are immaterial, other than those accounted for by the equity method, are carried at lower of cost or realizable value (market value not readily available).

9. The consolidated financial statements include Respondent and its majority-owned subsidiaries. Investments in companies which are not majority-owned are carried at either cost or equity, depending on the extent of control.

10. In December, 1987, Respondent entered into an agreement to sell, on a revolving basis, an undivided percentage ownership interest in a designated pool of accounts receivable with recourse. The agreement, which allows for the sale of accounts receivable up to a maximum of \$300 million, expires not later than December 31, 1992. Average monthly proceeds from the sale of accounts receivable were \$300 million in 1988. At December 31, 1988 Account 706 "Customers" is shown net of \$300 million representing receivables sold.

Respondent maintains an allowance for doubtful accounts based upon the expected collectibility of all trade accounts receivable, including receivables sold with recourse. Allowances for doubtful accounts of \$29.6 million and \$27.9 million have been applied as a reduction of outstanding receivables at December 31, 1988 and 1987, respectively.

11. In the second quarter 1988, Respondent recorded a pre-tax special charge of \$724 million. Included in the special charge was a provision of \$592 million for separation pay liabilities, and \$132 million for various costs and claims which are expected to result from litigation and negotiated settlements. The separation pay provision relates to the cost of the planned separation of 8,200 rail employees by 1991. Such a reduction is necessary to meet competitive pressures within the industry and to bring the rail labor force into balance with the planned core track system of 15,000 miles. The special charge reduced net earnings by \$457.4 million. As of December 31, 1988, \$179.8 million and \$397.8 million are included in Account 759 "Accrued Accounts Payable" and Accounts 774 and 775 "Other Long-Term Liabilities and Deferred Credits", respectively.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

NOTES TO FINANCIAL STATEMENTS

12. In 1988, Respondent adopted the provisions of Statement of Financial Accounting Standards (SFAS) No. 95, "Statement of Cash Flows." As a result, prior years' Consolidated Statement of Changes in Financial Position have been restated as Consolidated Statement of Cash Flows.

Respondent adopted, effective January 1, 1987, SFAS No. 96, "Accounting For Income Taxes." Under the liability method specified by SFAS 96, the deferred tax liability is determined based on the difference between the financial statement and tax bases of assets and liabilities as measured by the enacted tax rates which will be in effect when these differences reverse. Deferred tax expense is the result of changes in the liability for deferred taxes. Net earnings for 1987 were increased by \$57.2 million in the first quarter by the cumulative effect of the change in accounting related to years prior to 1987 which were not restated.

13. Respondent and its subsidiaries are included in the consolidated Federal income tax return filed by CSX. The consolidated Federal income tax liability or benefit is allocated to Respondent and its subsidiaries as though Respondent had filed a separate consolidated return.

The Federal income tax returns have been examined through 1983 and certain proposed adjustments are being contested. Management believes adequate provision has been made for adjustments which might be assessed.

14. Interest costs capitalized during the construction of capital projects amounted to \$10.2 million in 1988 and \$17.3 million in 1987.

15. Included in Account 702 "Temporary Cash Investments" at December 31, 1988 and December 31, 1987 was \$107.7 million and \$101.0 million, respectively, representing Respondent's participation in the CSX cash management plan. Under this cash management plan, excess cash is advanced to CSX for investment and CSX makes cash funds available to its subsidiaries as needed for use in their operations. CSX is committed to repay all amounts due on a current basis should circumstances require. The companies are charged for borrowings or compensated for advances at interest rates earned by CSX on its short-term investment portfolio.

Respondent has short-term and long-term borrowings from CSX which mature from 1989 to 2003 and total \$423.5 million at December 31, 1988 and \$454.6 million at December 31, 1987. Maturities during the next five years aggregate \$131.2 million in 1989, \$94.2 million in 1990, \$41.5 million in 1991, \$50.6 million in 1992, and \$19.7 million in 1993. Fixed interest rates range from 7% to 12% per annum and were based on the market rates in effect when the respective debt issued was placed. Interest expense on borrowings from CSX was \$37.6 million and \$44.8 million in 1988 and 1987, respectively.

Included in 1988, Account 519 "Miscellaneous Income" was \$31.9 million representing gains on sale of properties to CSX Realty, Inc., a wholly-owned subsidiary of CSX.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION--EXPLANATORY NOTES--Concluded

NOTES TO FINANCIAL STATEMENTS

Effective January 1, 1988, Respondent's intermodal operations were transferred to CSX/Sea-Land Intermodal, Inc. (CSL), a wholly-owned subsidiary of CSX, under an operating agreement. CSL reimburses Respondent for the use of Respondent's intermodal related assets under the operating agreement. Respondent's transportation operating revenue for 1988 excludes \$385.2 million, and operating expense excludes a comparable amount, representing intermodal operations transferred to CSL.

Included in railway operating expenses was \$53.5 million and \$44.3 million in 1988 and 1987, respectively, representing Respondent's share of CSX corporate expenses.

In 1988, Respondent participated with Sea-Land Service, Inc. (Sea-Land), a wholly-owned subsidiary of CSX, in four sale-leaseback arrangements. Under these arrangements, Sea-Land sold various equipment to a third party and Respondent leased the equipment and assigned the lease to Sea-Land. Sea-Land is obligated for all lease payments and other expenses concerning the equipment. If Sea-Land defaults on its obligations, Respondent would assume the asset lease rights and obligations of \$229.0 million at December 31, 1988 under the arrangements.

16. Respondent has retained certain self-insurance risks with respect to losses for third-party liability and property damage. Limited insurance coverage for contingent liability losses up to \$150.0 million is provided by insurance companies owned by CSX and other parties.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

NOTES TO FINANCIAL STATEMENTS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded**NOTES TO FINANCIAL STATEMENTS**

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

NOTES TO FINANCIAL STATEMENTS

210. RESULTS OF OPERATIONS

(Dollars in Thousands)

1. Disclose the requested information for the respondent pertaining to the results of operations for the year.

2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 18.

3. List dividends from investments accounted for under the cost method on the appropriate line No. 19 for Account No. 513, "Dividend Income." List dividends accounted for by the equity method on the appropriate dividend line No. 25 under the "Income from Affiliated Companies" subsection of this schedule.

4. All contra entries hereunder should be indicated in parenthesis.

5. Cross-checks**Schedule 210**

Line 15, column (b)
Line 47 plus 48 plus 49, column (b)
Line 50, column (b)

Schedule 210

= Line 62, column (b)
= Line 63, column (b)
= Line 64, column (b)

Schedule 410

Line 14, column (b)
Line 14, column (d)
Line 14, column (e)
Line 49, column (b)

= Line 620, column (h)
= Line 620, column (f)
= Line 620, column (g)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	4,323,615	4,501,891	4,323,615		1
2		(102) Passenger		3,864			2
3		(103) Passenger-Related					3
4		(104) Switching	44,723	39,272	44,723		4
5		(105) Water Transfers					5
6		(106) Demurrage	28,534	34,071	28,534		6
7		(110) Incidental	45,940	52,948	45,940		7
8		(121) Joint Facility-Credit		(2)			8
9		(122) Joint Facility-Debit					9
10		(501) Railway operating revenues (Exclusive of transfers from Government Authorities-lines 1-9)	4,442,812	4,632,044	4,442,812		10
11		(502) Railway operating revenues-Transfers from Government Authorities for current operations		2,108			11
12		(503) Railway operating revenues-Amortization of deferred transfers from Government Authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	4,442,812	4,634,152	4,442,812		13
14	*	(531) Railway operating expenses	4,544,179	4,075,467	4,544,179		14
15	*	Net revenue from railway operations	(101,367)	558,685	(101,367)		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	20,812	39,816			16
17		(510) Miscellaneous rent income	11,440	15,045			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend Income (cost method)	4,300	1,024			19
20		(514) Interest Income	20,023	8,792			20
21		(516) Income from sinking and other funds	2,029	1,994			21
22		(517) Release of premiums on funded debt	27	32			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	199,581	118,905			24
		Income from affiliated companies: 519					
25		a. Dividends (equity method)	7,494	14,050			25
26		b. Equity in undistributed earnings (losses)	1,672	(5,514)			26
27		TOTAL OTHER INCOME (lines 16-26)	267,378	194,144			27
28		TOTAL INCOME (lines 15, 27)	166,011	752,829			27
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	8,116	22,763			29
30		(544) Miscellaneous taxes		12			30
31		(545) Separately operated properties-Loss	51	52			31
32		(549) Maintenance of investment organization					32
33		(550) Income Transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	45,903	9,866			34
35		(553) Uncollectible accounts		201			35
36		TOTAL MISCELLANEOUS DEDUCTIONS (lines 29-35)	54,070	32,894			36
37		Income available for fixed charges (lines 28, 36)	111,941	719,935			37

210. RESULTS OF OPERATIONS-Continued
(Dollars in Thousands)

Line No	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No
FIXED CHARGES					
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	158,375	181,658	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	1,490	55	40
41		(548) Amortization of discount on funded debt	4,868	5,167	41
42		TOTAL FIXED CHARGES (lines 38-41)	164,733	186,880	42
43		Income after fixed charges (lines 37, 42)	(52,792)	533,055	43
OTHER DEDUCTIONS					
		(546) Interest on funded debt:			
44		(c) Contingent interest	270	277	44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before income taxes)	(53,062)	532,778	46
PROVISIONS FOR INCOME TAXES					
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	41,190	4,593	47
48	*	(b) State income taxes	5,000	2,224	48
49	*	(c) Other income taxes			49
50	*	(557) Provision for deferred taxes	(51,518)	188,694	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-50)	(5,328)	195,511	51
52	*	Income from continuing operations (lines 46-51)	(47,734)	337,267	52
DISCONTINUED OPERATIONS					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)			54
55		Income before extraordinary items (lines 51 + 53 + 54)	(47,734)	337,267	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (Net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes-Extraordinary items			58
59		TOTAL EXTRAORDINARY ITEMS (lines 56-58)			59
60		(592) Cumulative effect of changes in accounting principles (less applicable tax of \$)		57,247	60
61	*	Net income (Loss) (lines 55 + 59 + 60)	(47,734)	394,514	61
Reconciliation of net railway operating income (NROI)					
62	*	Net revenues from railway operations	(101,367)	558,685	62
63	*	(556) Income taxes on ordinary income (-)	+ 46,190	+ (6,817)	63
64	*	(557) Provision for deferred income taxes (-)	- 51,518	+ (188,394)	64
65		Income from lease of road and equipment (-)		+ (12)	65
66		Rent for leased roads and equipment (+)	9,900	11,662	66
67		Net railway operating income (loss)	(86,139)	374,824	67

NOTES AND REMARKS FOR SCHEDULES 210 and 220

220. RETAINED EARNINGS

(Dollars in Thousands)

1. Show below the items of Retained Earnings Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.

2. All contra entries hereunder should be shown in parentheses.

3. Show under "Remarks" the amount of assigned Federal income tax consequences for Accounts 606 and 616.

4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.

5. Line 3 (line 7 if debit balance), column (c), should agree with line 26, column (b), Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61, column (b), Schedule 210.

6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c).

Line No.	Cross Check	Item	Retained earnings— Unappropriated	Equity in undistributed earnings (losses) of affiliated companies	Line No.
		(a)	(b)	(c)	
1		Balances at beginning of year	\$ 2,834,877	\$ 39,623	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	*	(602) Credit balance transferred from income		1,672	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings	313		5
6		TOTAL	313	1,672	6
		DEBITS			
7	*	(612) Debit balance transferred from income	49,406		7
8		(616) Other debits to retained earnings		313	8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: Common stock	93,000		11
12		Preferred stock ¹	4,055		12
13		TOTAL	146,461	313	13
14		Net increase (decrease) during year (Line 6 minus line 13)	(146,148)	1,359	14
15	*	Balances at close of year (Lines 1, 2 and 14)	2,688,729	40,982	15
16	*	Balances from line 15(c)	40,982	N/A	16
17		Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	2,729,711	NA	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year \$ <u>None</u>			19
20		Debits during year \$ <u>None</u>			20
21		Balance at Close of year \$ <u>None</u>			21
22		Amount of assigned Federal income tax consequences: Account 606 \$ <u>None</u>			22
23		Account 616 \$ <u>None</u>			23

¹If any dividends have not been declared on cumulative preferred stock, give cumulative undeclared dividends at beginning of year and end of year.

NOTE: CSXT is subject to a restrictive covenant under a bond purchase agreement which limits its payment of common dividends. As of December 31, 1988, none of retained earnings was available for dividends.

230. CAPITAL STOCK

PART I. CAPITAL STOCK

(Dollars in Thousands)

1. Disclose in column (a) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect.
2. Present in column (b) the par or stated value of each issue. If none, so state.
3. Disclose in columns (c), (d), (e) and (f) the required information concerning the number of shares authorized, issued, in treasury and outstanding for the various issues.
4. For the purposes of this report, capital stock and other securities are considered to be nominally issued when certificates are signed and sealed and placed with the proper officer for sale and delivery or are pledged or otherwise placed in some special fund of the respondent. They are considered to be actually issued when sold to a bona fide purchaser who holds them free from control by the respondent. All securities actually issued and not reacquired by or for the respondent are considered to be actually outstanding. If reacquired by or for the respondent, and not canceled or retired, they are considered to be nominally outstanding.

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common	20	10000000	9061038		9061038	181221		1
2									2
3									3
4	Preferred \$9.00 Cumulative, Series "A"-CSXT	None	2000000	-		-	-		4
5	Preferred Cumulative, Series "B"-C&O	None	150000	-		-	-		5
6	Preferred Cumulative Series "C"-C&O	None	200000	200000		33332	3333		6
7	Preferred Cumulative, Series "D"-C&O	None	600000	-		-	-		7
8									8
9									9
10	TOTAL		12950000	9261038		9094370	184554		10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in Thousands)

1. The purpose of this part is to disclose capital stock changes during the year.
2. Column (a) presents the items to be disclosed.
3. Columns (b), (d) and (f) require disclosures of the number of preferred, common and treasury stock, respectively, applicable to the items presented in column (a).
4. Columns (c), (e) and (g) require the applicable disclosure of the book values of preferred, common and treasury stock.
5. Disclose in column (h) the additional paid-in capital realized from changes in capital stock during year.
6. Unusual circumstances arising from changes in capital stock changes shall be fully explained in footnotes to this schedule.

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year	640000	64000	9061038	181221			965522	11
12	Capital Stock Sold ¹								12
13	Capital Stock Reacquired	606668	60667						13
14	Capital Stock Canceled								14
15									15
16									16
17	Balance at close of year	33332	3333	9061038	181221			965522	17

¹By footnote on page 17 state the purpose of the issue and authority. NOTE: The preferred stock - Series "C"- is subject to mandatory redemption in 1989.

240.STATEMENT OF CASH FLOWS
(Dollars in Thousands)

Give the information as requested concerning the cash flows during the year. Either the direct or indirect method can be used. The direct method shows as its principal components operating cash receipts and payments, such as cash received from customers and cash paid to suppliers and employees, the sum of which is net cash flow from operating activities. The indirect method starts with net income and adjusts it for revenue and expense items that were not the result of operating cash transactions in the current period to reconcile it to net cash flow from operating activities. If direct method is used complete lines 1-41; indirect method complete lines 10-41. Cash for the purpose of this schedule shall include cash and cash equivalents which are short-term, highly liquid investments readily convertible to known amounts of cash and so near their maturity that they present insignificant risk of changes in value because of changes in interest rates. Information about all investing and financing activities which do not directly affect cash shall be separately disclosed in footnotes to this schedule. They shall clearly relate the cash (if any) and noncash aspects of transactions. Examples of noncash investing and transactions include converting debt to equity, acquiring assets by assuming directly related liabilities, such as purchasing a building by incurring a mortgage to the seller; obtaining an asset by entering into a capital lease; and exchanging noncash assets or liabilities for other noncash assets or liabilities. Some transactions are part cash and part noncash; only the cash portion shall be reported directly in the statement of cash flows. Refer to FAS Statement No. 95, Statement of Cash Flows, for further details.

CASH FLOWS FROM OPERATING ACTIVITIES

Line No	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No
1		Cash received from operating revenues			1
2		Dividends received from affiliates			2
3		Interest received			3
4		Other Income			4
5		Cash paid for operating expenses			5
6		Interest paid (net of amounts capitalized)			6
7		Income taxes paid			7
8		Other net			8
9		NET CASH PROVIDED BY OPERATING ACTIVITIES			9

240.STATEMENT OF CASH FLOWS
(Dollars in Thousands)

Line No	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No
10		Income from continuing operations	(47,734)	394,514	10
ADJUSTMENTS TO RECONCILE INCOME FROM CONTINUING OPERATIONS TO NET CASH PROVIDED BY OPERATING ACTIVITIES					
11		Loss (gain) on sale or disposal of tangible property and investment	(113,550)	(58,375)	11
12		Depreciation and amortization expenses	345,334	335,177	12
13		Increase (decrease) in provision for deferred income taxes	(51,518)	188,694	13
14		Net increase (decrease) in undistributed earnings (losses) of affiliates	(1,672)	5,514	14
15		(Increase) (decrease) in accounts receivable	(106,155)	558,408	15
16		(Increase) (decrease) in materials and supplies, and other current assets	(10,672)	62,993	16
17		Increase (decrease) in current liabilities other than debt	196,392	(434,102)	17
18		Net increase (decrease) in other-net	449,225	(144,721)	18
19		Net cash provided by continuing operations	659,650	908,102	19
20		Add (subtract) cash generated (paid) by reason of discontinued operations and extraordinary items	0	(57,247)	20
21		NET CASH PROVIDED BY OPERATING ACTIVITIES	659,650	850,855	21
CASH FLOWS FROM INVESTING ACTIVITIES					
22		Proceeds from sale of property	231,048	131,806	22
23		Capital Expenditures	(465,671)**	(404,892)**	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayment of investment and advances	282,144	12,127	25
26		Purchase price of long-term investment and advances	(308,198)	(18,740)	26
27		Net decrease (increase) in sinking and other special funds	7,966	(7,320)	27
28		Other	(29,530)	(13,491)	28
29		NET CASH FROM INVESTING ACTIVITIES	(282,241)	(300,510)	29
CASH FLOWS FROM FINANCING ACTIVITIES					
30		Proceeds from issuance of long-term debt	129,861	165,737	30
31		Principal payments of long-term debt	(365,619)	(399,222)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock	(60,667)	(30,333)	33
34		Cash dividends paid	(97,056)	(194,423)	34
35		Other	(5,481)	(7,873)	35
36		NET CASH FROM FINANCING ACTIVITIES	(398,962)	(466,114)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS	(21,553)	84,231	37
38		Cash and cash equivalents at beginning of the year	84,231	0	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR	62,678	84,231	39

**Includes capital expenditures for other property \$(303) in current year and \$(182) in prior year.

240.STATEMENT OF CASH FLOWS
(Dollars in Thousands)

Footnotes to Schedule 240

Cash paid during the year for :

Line No	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No
40		Interest (net of amount capitalized)*	183,311	178,862	40
41		Income Taxes (net)*	12,176	(101)	41

*Only applies if indirect method is adopted

245. WORKING CAPITAL
(Dollars in Thousands)

1. This schedule should include only data pertaining to railway transportation services.
2. Carry out calculation of lines 9, 10, 20, and 21 to the nearest whole number.

Line No.	Item (a)	Source No.	Amount (b)	Line
CURRENT OPERATING ASSETS				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	30,188	1
2	Customers (706)	Schedule 200, line 6, column b	77,864	2
3	Other (707)	Note A	72,377	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	180,429	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	4,442,812	5
6	Rent Income	Note B	174,480	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	4,617,292	7
8	Average Daily Operating Revenues	Line 7 ÷ 360 days	12,826	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 ÷ line 8	14.07	9
10	Revenue Delay Days Plus Buffer	Lines 9 + 15 days	29.07	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	9,913	11
12	Audited Accounts and Wages Payable (753)	Note A	25,426	12
13	Accounts Payable—Other (754)	Note A	20,164	13
14	Other Taxes Accrued (761.5)	Note A	83,782	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	139,285	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	4,544,179	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	345,334	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	4,373,325	18
19	Average Daily Expenditures	Line 18 ÷ 360 days	12,148	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 ÷ line 19	11.47	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	18 17.60	21
22	Cash Working Capital Required	Line 21 x line 19	218,664,213,805	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	62,678	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	62,678	24
MATERIALS AND SUPPLIES				
25	Total Material and Supplies (712)	Note A	175,756	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	1,734	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	174,022	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	236,700	28

- Notes: (A) Use common carrier portion only. Common carrier refers to railway transportation service.
- (B) Rent Income is the sum of Schedule 410, column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 135, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.
- (C) If result is negative, use zero.

NOTES AND REMARKS

Road Initials: CSXT Year 1988

250—CONSOLIDATED INFORMATION
FOR REVENUE ADEQUACY DETERMINATION
(Dollars in Thousands)

Line No.	Item (a)	Beginning of year (b)	End of year (c)
	Adjusted Net Railway Operating Income For Reporting Entity		
1	Combined/Consolidated Net Railway Operating Income for Reporting Entity		(86,139)*
2	Add: Interest Income from Working Capital Allowance—Cash Portion		3,258
3	Income Taxes Associated with Non-Rail Income and Deductions		75,717
4	Gain or (loss) from transfer/reclassification to nonrail-status (net of income taxes)		
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		(7,164)
	Adjusted Investment in Railroad Property for Reporting Entity		
6	Combined Investment in Railroad Property Used in Transportation Service	7,902,040	7,951,825
7	Less: Interest During Construction	43,678	40,786
8	Other Elements of Investment (if debit balance)	-	-
9	Add: Net Rail Assets of Rail-Related Affiliates	-	-
10	Working Capital Allowance	240,413	236,700
11	Net Investment Base Before Adjustment for Deferred Taxes (Lines 6 through 10)	8,098,775	8,147,739
12	Less: Accumulated Deferred Income Tax Credits	1,736,047	1,684,529
13	Net Investment Base (Line 11 - 12)	6,362,728	6,463,210

In the space provided, please list all railroads and rail-related affiliated companies which are being reported in this consolidation, along with the nature of the business for each company.

Name of Affiliate	Nature of Business
See attached list that was included on Table-of-Contents Page of Form R-1 for 1988.	

*Includes special charge of \$457.4 million. See attached Note 11 to Financial Statements that was included on Page 10 of Form R-1 for 1988.

PART B

Determination of Nonrail Taxes

PART I—DETERMINE TAXES ON NONRAIL INCOME FOR RAILROADS (ALL CLASSES)

(1) Income from continuing operations (before taxes) (Schedule 210, Line 46). This equals A in Item (3) below, and represents the total of Schedule 210, Line 46, for all railroads in the reporting entity. \$	670,938*
Less:—Equity in undistributed earnings	1,672
—Dividends in affiliated companies (If 80% controlled deduct 100% of dividend; if less than 80% then deduct 80% of dividend)	5,995
= Adjusted income from continuing operations (before taxes)	663,271
(2) Determine pre-tax NROI for railroads:	
Consolidated NROI (Schedule 250, Line 1)	371,261*
Plus: + Provision for taxes (Schedule 210, Line 51). This item represents the total of Schedule 210, Line 51 for all railroads in the reporting entity.	261,272*
+ Interest income on working capital allowance (Schedule 250, Line 2).	3,258
+ Release of premiums on funded debt (Schedule 210, Line 22). This represents the total of Schedule 210, Line 22 for all railroads in the reporting entity.	27
Less: — Total fixed charges (Schedule 210, Line 42). This represents the total of Schedule 210, Line 42 for all railroads in the reporting entity.	164,733
— Railroad-related income from affiliates included in consolidated NROI (Schedule 250, Line 1).	-
= Pre-tax adjusted NROI for railroads. This equals B in Item (3) below.	471,085
(3) Calculate the railroad-related tax ratio: B/A	71.02%
(4) Compute the nonrail complement: 1—Railroad related income ratio = Nonrail %	28.98%
(5) Compute the nonrail taxes paid: Nonrail % × Taxes paid = Taxes on nonrail income for railroads	75,717

PART II—DETERMINE NONRAIL-RELATED TAXES FOR RAIL-RELATED AFFILIATES

(6) Nonrail-related income for rail-related affiliates/Total pre-tax net income for rail-related affiliates × total taxes (actual + deferred) = Total Nonrail-related taxes for rail-related affiliates.	-
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PART III—DETERMINE TOTAL NONRAIL-RELATED TAXES

(7) Total taxes on nonrail-related income for railroads + Total nonrail-related taxes for rail-related affiliates = Total nonrail-related taxes.	75,717
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*Before Special Charge. See attached Note 11 to Financial Statements that was included on Page 10 of Form R-1 for 1988.

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Accumulated Depreciation—Road and Equipment			Miles of Road at Close of Year—By States and		
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Accrued Liability—Leased Property	339	36	Terminal Companies)	702	75
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The consolidated financial statements and supporting schedules included in this annual report include CSX Transportation, Inc. and the following majority-owned subsidiaries:

Adrian Realty Company
Allegheny and Western Railway Company
The Atlantic Land and Improvement Company
The Baltimore and Cumberland Valley Railroad Extension Company
The Baltimore & Ohio Railroad Chicago Terminal Railroad Company
The Baltimore & Ohio Railroad Connecting Railroad Company
The Baltimore and Ohio Warehouse Company
The Baltimore and Philadelphia Railroad Company
Buffalo, Rochester and Pittsburgh Railway Company
CSX Logistics, Inc.
The Carrollton Railroad Company
Charlotte Docks Company
The Chesapeake and Curtis Bay Railroad Company
Chessie Realty, Inc.
Chessie Services, Inc.
Chicago and Indianapolis Coal Company, Inc.
The Cincinnati, Indianapolis and Western Railroad Company
Cincinnati Inter-Terminal Railroad Company
Clearfield and Mahoning Railway Company
The Cleveland Terminal and Valley Railroad Company
Dayton and Michigan Railroad Company
Dayton and Union Railroad Company
Duval Connecting Railroad Company
Fairfax Realty Company
Fairmont, Morgantown and Pittsburgh Railroad Company

Majority-Owned Subsidiaries (Continued):

Fruit Growers Express Company
Gainesville Midland Railroad Company
The Home Avenue Railroad Company
Houston-McCord Realty Company
Kanawha Ohio Corporation
L&N Development Company
L&N Investment Corporation
The Lake Erie and Detroit River Railway Company
Metals Distribution Services, Inc.
Multimodal Distribution, Inc.
Nashville and Decatur Railroad Company
North Bank Development Company
North Charleston Terminal Company
The Philadelphia Perishable Products Terminal Company
Raceland Car Corporation
Railease, Inc.
The Real Estate and Improvement Company of Baltimore City
Savannah River Terminal Company
The Schuylkill Improvement Land Company of Philadelphia
Seaboard Coast Line Railway Supplies, Inc.
Staten Island - Arlington, Inc.
The Staten Island Railroad Corporation
Terminal Realty Baltimore Company
Toledo Lake Front Dock Company
The Toledo Ore Railroad Company
Total Distribution Services, Inc.
Washington and Western Maryland Railroad Company
Western Maryland Railway Company
Western Maryland Warehouse Company
The Western Railway of Alabama
Western Railway Properties, Inc.
West Virginia and Pittsburgh Railroad Company

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION—EXPLANATORY NOTES—Concluded

NOTES TO FINANCIAL STATEMENTS

11. In the second quarter 1988, Respondent recorded a pre-tax special charge of \$724 million. Included in the special charge was a provision of \$592 million for separation pay liabilities, and \$132 million for various costs and claims which are expected to result from litigation and negotiated settlements. The separation pay provision relates to the cost of the planned separation of 8,200 rail employees by 1991. Such a reduction is necessary to meet competitive pressures within the industry and to bring the rail labor force into balance with the planned core track system of 15,000 miles. The special charge reduced net earnings by \$457.4 million. As of December 31, 1988, \$179.8 million and \$397.8 million are included in other current liabilities and other long-term liabilities, respectively.

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

1. Schedule 310 should give particulars of stocks, bonds, other secured obligations, unsecured notes, and investment advances of affiliated companies held by respondent at close of year. Also, disclose the investments made, disposed of, and written down during the year and the applicable dividends and interest credited to income as a result of those investments. They should exclude securities issued or assumed by respondent. For definition of affiliated companies, see the rules governing Account No. 721 "Investments and advances, affiliated companies," in the Uniform System of Accounts for Railroad Companies.

2. List the investments in the following order and show a total for each group and each class of investments by accounts in numerical order:

- (A) Stocks
 - (1) Carriers-active
 - (2) Carriers-inactive
 - (3) Noncarriers-active
 - (4) Noncarriers-inactive
- (B) Bonds (including U.S. Government Bonds)
- (C) Other secured obligations
- (D) Unsecured notes
- (E) Investment advances

3. The subclassification of classes (B), (C), (D), and (E) should be the same as that provided for class (A).

4. The kinds of industry represented by respondent's investments in the securities of other companies should be shown by symbol opposite the names of the issuing corporations, the symbols and industrial classifications to be as follows:

Symbol	Kind of Industry
I	Agriculture, forestry, and fisheries
II	Mining
III	Construction
IV	Manufacturing
V	Wholesale and retail trade
VI	Finance, insurance, and real estate
VII	Transportation, communications, and other public utilities
VIII	Services
IX	Government
X	All other

5. By carriers, as the term is used here, is meant companies owning or operating railroads, facilities auxiliary thereto such as bridges, ferries, union depots, and other terminal facilities, sleeping cars, parlor cars, dining cars, freight cars, express service and facilities, electric railways, highway motor vehicles, steamboats and other marine transportation equipment, pipe lines (other than those for transportation of water), and other instrumentalities devoted to the transportation of persons or property for hire. Telegraph and telephone companies are not meant to be included.

6. Noncarrier companies should, for the purpose of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely "holding companies" are to be classed as noncarrier companies, even though the securities held by such companies are largely or entirely those issued or assumed by carriers.

7. By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs, if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

8. Combine, in one amount, investments in which the original cost or present equity in total assets is less than \$10,000.

9. Include investments in unincorporated entities such as lessee organizations. Exclude amounts normally settled on a current basis.

10. Do not include the value of securities issued or assumed by respondent.

11. For affiliates which do not report to the Interstate Commerce Commission and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, included in accounts Nos. 715, "Sinking Funds"; 716, "Capital Funds"; 721, "Investments and Advances Affiliated Companies"; and 717, "Other Funds."

2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 18, classifying the investments by means of letters, figures, and symbols in columns (a), (b), and (c).

3. Indicate by means of an arbitrary mark in column (d) the obligation in support of which any security is pledged, mortgaged, or otherwise encumbered, giving names and other important particulars of such obligations in footnotes.

4. Give totals for each class and for each subclass and a grand total for each account.

5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19__ to 19__." Abbreviations in common use in standard financial publications may

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	A-1	VII	Akron & Barberton Belt RR Co.	25.00	1
2	"	"	"	Augusta & Summerville Railroad Company	50.00	2
3	"	"	"	The Belt Rwy. Company of Chicago B	25.00	3
4	"	"	"	Central RR of S.C.	36.47	4
5	"	"	"	Central Transfer Railway & Storage Co. B	50.00	5
6	"	"	"	Chatham Terminal Co. A	50.00	6
7	"	"	"	Chicago & Western Indiana RR B	20.00	7
8	"	"	"	Lakefront Dock & RR Terminal Co.	50.00	8
9	"	"	"	The Marco Group, Inc. - Common	40.00	9
10	"	"	"	The Marco Group, Inc. - Preferred	100.00	10
11	"	"	"	Monongahela Rwy. Co.	33.33	11
12	"	"	"	Nicholas, Fayette & Greenbrier Co.	50.00	12
13	"	"	"	Norfolk & Portsmouth Belt Line RR A	42.86	13
14	"	"	"	Paducah & Illinois RR Co.	33.33	14
15	"	"	"	Richmond, Fredericksburg & Potomac RR	12.29	15
16	"	"	"	Trailer Train	14.64	16
17	"	"	"	Winston-Salem Southbound Rwy. C	50.00	17
18	"	"	"	Woodstock & Blocton Rwy. Co. B	50.00	18
19				TOTAL CLASS A-1		19
20						20
21	721	A-2	VI	Tylerdale Connecting RR Co.	50.00	21
22				TOTAL CLASS A-2		22
23						23
24	721	A-3	VI	Gemetel Distribution Services Co. Joint Venture	50.00	24
25	"	"	"	Green Real Estate	33.33	25
26	"	"	"	Holston Land Co. (through lease only)	100.00	26
27	"	"	"	International Rivercenter	25.16	27
28	"	"	"	James Center Development Co.	33.33	28
29	"	"	"	Multi-Modal Distribution Services, Inc.	100.00	29
30	"	"	"	New Orleans Rivercenter	38.75	30
31	"	"	"	Wes Jax Development Co.	9.92	31
32	"	"	X	Beaver Street Tower Co. A	50.00	32
33	"	"	"	Capital City Property Ltd.	33.00	33
34	"	"	"	Richmond Washington Co. A	80.00	34
35				TOTAL CLASS A-3		35
36				TOTAL STOCK		36
37						37
38						38
39						39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Continued
(Dollars in Thousands)

be used to conserve space

6. If any of the companies included in this schedule are controlled by respondent the percent of control should be shown in column (e). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In cases of joint control, give names of other parties and particulars of control.

7. If any advances reported are pledged, give particulars in a footnote.

8. Investments in companies in which neither the original cost or present equity in total assets are less than \$10,000 may be combined in one figure.

9. Also included should be investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis).

10. This schedule should not include securities issued or assumed by respondent.

11. For affiliates which do not report to the Interstate Commerce Commission and are jointly owned, give names and extent of control of other entities by footnotes.

Line No.	Investments and advances				Disposed of profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	28			28				1
2	37			37				2
3	780	457		1,237				3
4	67			67			11	4
5	11			11			1	5
6	19			19				6
7	128			128		(128)		7
8	4,625			4,625				8
9		54		54				9
10		753		753				10
11	3,679			3,679			3,500	11
12	3,758			3,758				12
13	16			16			773	13
14	3			3				14
15	12,247			12,247			2,755	15
16	778			778				16
17	623			623			1,000	17
18	121			121		(121)	6	18
19	26,920	1,264		28,184		(249)	8,046	19
20								20
21	20			20				21
22	20			20				22
23								23
24	2,828	261		3,089				24
25	100			100				25
26	712			712				26
27	3,561			3,561				27
28	1,500			1,500				28
29	1		1					29
30	148			148				30
31	50			50				31
32	167			167		(167)		32
33	152			152				33
34	1,780			1,780			2,655	34
35	10,999	261	1	11,259		(167)	2,655	35
36	37,939	1,525	1	39,463		(416)	10,701	36
37								37
38								38
39								39
40								40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES-Continued
(Dollars in Thousands)

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	B-1	VII	Monongahela Rwy. Co.-First Mtge. Bonds		1
2	"	"	"	Washington & Franklin Rwy. Co.-Matured 1/1/66		2
3				TOTAL CLASS B-1		3
4						4
5	721	B-2	VII	Carolina, Clinchfield & Ohio Rwy.		5
6				TOTAL CLASS B-2		6
7				TOTAL BONDS		7
8						8
9	721	D-1	X	CSX Realty-Boca Grande		9
10	"	"	X	CSX Realty-Eckington Yard		10
11	"	"	VII	Trailer Train Co.		11
12				TOTAL CLASS D-1		12
13				TOTAL NOTES		13
14						14
15	721	E-1	VII	Akron & Barberton Belt RR Co.		15
16	"	"	"	The Belt Railway Co. of Chicago		16
17	"	"	"	Central Transfer Railway & Storage Co.		17
18	"	"	"	Chicago & Western Indiana RR		18
19	"	"	"	Chatham Terminal Co.		19
20	"	"	"	CSX Technology		20
21	"	"	"	Lakefront Dock & RR Terminal Co.		21
22	"	"	"	Multi-Modal Distribution, Inc.		22
23	"	"	"	Nicholas Fayette & Greenbrier RR Co.		23
24	"	"	"	Paducah & Illinois Railway Co.		24
25	"	"	"	Terminal RR Assoc. of St. Louis		25
26	"	"	"	Toledo Lakefront Dock		26
27				TOTAL CLASS E-1		27
28						28
29	721	E-2	VII	Carolina, Clinchfield & Ohio Rwy.		29
30	"	"	"	Trailer Train		30
31	"	"	"	Tylerdale Connecting RR Co.		31
32	"	"	"	Winchester & Western RR Co. Easements		32
33				TOTAL CLASS E-2		33
34						34
35						35
36						36
37						37
38						38
39						39
40						40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Concluded
(Dollars in Thousands)

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (i)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	1,809			1,809			59	1
2	378			378				2
3	2,187			2,187			59	3
4								4
5	378	450	335	493				5
6	378	450	335	493				6
7	2,565	450	335	2,680			59	7
8								8
9		7,600		7,600				9
10		20,004	5,289	14,715				10
11	3,932			3,932		(672)	276	11
12	3,932	27,604	5,289	26,247		(672)	276	12
13	3,932	27,604	5,289	26,247		(672)	276	13
14								14
15	165			165				15
16	5,467		1,249	4,218			268	16
17	74		49	25				17
18	3,490		292	3,198		(3,068)		18
19	3			3				19
20	18,430			18,430				20
21	(729)			(729)				21
22	400		400					22
23	4,059	(186)		3,873				23
24	1,155		33	1,122		(1,214)	46	24
25	1,037			1,037		(1,730)	243	25
26	(83)		(83)					26
27	33,468	(186)	1,940	31,342		(6,012)	557	27
28								28
29	76,943	4,320	407	80,856				29
30	*			*				30
31	78			78				31
32	36			36				32
33	77,057	4,320	407	80,970				33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

*Less than \$1,000

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES-Continued
(Dollars in Thousands)

Line No.	Account No.	Class No.	Kind of industry	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds)	Extent of Control	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	721	E-3	II	Mid-Allegheny Corp.		1
2	"	"	VI	Chesapeake Realty Development Corp.		2
3	"	"	VI	Holston Land Co.		3
4	"	"	VIII	Multi-Modal Distribution, Inc.		4
5	"	"	X	Beaver Street Tower		5
6				Total Class E-3		6
7						7
8	721	E-4	VI	Marley Neck - Patapsco Co.		8
9				Total Class E-4		9
10				Total Advances		10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34				Summary		34
35	721			Stocks		35
36				Bonds		36
37				Unsecured Notes		37
38				Advances		38
39						39
40				Grand Total		40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES—Concluded
(Dollars in Thousands)

Line No.	Investments and advances				Disposed of: profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income (l)	Line No.
	Opening balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing balance (i)				
1	3		3					1
2	4		4					2
3	625		334	291				3
4	407		407					4
5	10			10				5
6	1,049		748	301				6
7								7
8	(63)		(63)	-				8
9	(63)		(63)	-				9
10	111,511	4,134	3,032	112,613		(6,012)		10
11								11
12								12
13								13
14								14
15								15
16								16
17								17
18								18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35	37,939	1,525	1	39,463		(416)	10,701	35
36	2,565	450	335	2,680			59	36
37	3,932	27,604	5,289	26,247		(672)	276	37
38	111,511	4,134	3,032	112,613		(6,012)	557	38
39								39
40	155,947	33,713	8,657	181,003		(7,100)	11,593	40

NOTES AND REMARKS
(Thousands of Dollars)

Notes for Schedule 310 - Investments and Advances Affiliated Companies:

Page 26 - Column (d):

- A - Subject to a lien under Seaboard Coast Line Railroad Company Consolidated Mortgage, the following stock and bonds are pledged:

	<u>Shares Pledged</u>	<u>Extent of Control Pledged</u>	<u>Book Value Pledged</u>
Page 26:			
Line 6	250	100.00%	\$ 19
Line 13	72	50.00%	8
Line 32	100	50.00%	84
Line 34	8,900	50.00%	890

- B - The following are pledged under Louisville & Nashville Railroad Company First and Refunding Mortgage:

Page 26:			
Line 3	2,400	46.15%	240
Line 5	241	96.40%	11
Line 7	10,000	100.00%	128
Line 18	1,194	99.50%	120

- C - Deposited with Manufacturer's Hanover Trust Company, Successor Trustee, to guarantee performance of W.S.S. Ry. Co. agreement dated July 29, 1909, as supplemented September 30, 1964.

Page 26:			
Line 17	6,221	99.94%	622

Page 26 Other Parties to Joint Control:

- Line 1 - Akron Canton & Youngstown, and Conrail
- Line 2 - Southern Rwy. Co., and C. of Ga. Rwy. Co.
- Line 3 - Various Carriers
- Line 4 - Various individuals
- Line 5 - Southern Rwy. Co.
- Line 6 - C. of Ga. Rwy. Co.
- Line 7 - Conrail; C.T.W. RR Co., Mo.Pac. RR Co., and N&W Rwy.
- Line 8 - Conrail
- Line 9 - Joseph W. Marino
- Line 11 - Conrail and Pittsburgh & Lake Erie RR
- Line 12 - Nicholas Fayette & Greenbrier - Conrail
- Line 13 - N&W Rwy. Co., and Southern Rwy. Co.
- Line 14 - Burlington Northern RR and Illinois Central Gulf RR Co.
- Line 16 - Various Carriers
- Line 17 - N&W Rwy. Co.
- Line 18 - Alabama Great Southern Rr Co.
- Line 21 - Conrail
- Line 24 - Metal Distribution Services
- Line 25 - Conrail and N&W Rwy. Co.
- Line 27 Southern Pacific Development Co., Hilton Hotels and various
individuals
- Line 28 - CSX Resources, Inc.
- Line 30 - Southern Pacific Land Co. and New Orleans International Hotel
- Line 31 - F.E.C. Rwy. Co. and Southern Rwy. Co.
- Line 32 - Southern Rwy. Co.
- Line 33 - Various individuals
- Line 34 - Southern Rwy. Co.

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2 OF 3

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES
(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

- 1 Report below the details of all investments in common stocks included in Account 721, Investments and Advances Affiliated Companies.
- 2 Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts.)
- 3 Enter in column (d) the share of undistributed earnings (i.e., less dividends) or losses.
- 4 Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition.
- 5 For definitions of "carrier" and "noncarrier," see general instructions.

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustment for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
Carriers. (List specifics for each company)								
1	Winston-Salem Southbound Rwy. Co. Stock	4,202		(140)			4,062	1
2								2
3								3
4								4
5								5
6								6
7								7
8								8
9								9
10								10
11								11
12								12
13	TOTAL CARRIERS	4,202		(140)			4,062	13
Noncarrier (List specifics for each company)								
14	Holston Land Co. (Lessees portion only)	781		105			886	14
15	James Center Development Co.	(2,311)		56			(2,255)	15
16	Richmond Washington Co.	40,873		2,494			43,367	16
17	New Orleans Rivercenter	(62)		30		(87)	(119)	17
18	International Rivercenter	(3,561)		-			(3,561)	18
19	Gemetel Distribution Services Co.	(299)		(626)		218	(707)	19
20	Marco Group, Inc.	-		(247)		(444)	(691)	20
21								21
22	TOTAL NON-CARRIERS	35,421		1,812		(313)	36,920	22
23								23
24								24
25								25
26								26
27	GRAND TOTAL	39,623		1,672		(313)	40,982	27

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

1. Give particulars of balances at the beginning and close of the year and of all changes during the year in Account No. 731, "Road and Equipment Property," and Account No. 732, "Improvements on Leased Property," classified by primary accounts in accordance with the Uniform System of Accounts for Railroad Companies. The balances, by primary accounts, should insofar as known, be stated in column (b) and all changes made during the year should be analyzed in columns (c) to (f), inclusive. Column (h) is the aggregate of columns (b) to (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of Accounts 731 and 732 for the respective periods; if not, full explanation should be made in a footnote.
2. In column (c) are to be shown disbursements made for the specific purpose of purchasing, constructing, and equipping new lines, and for the extension of old lines, as provided for in Instruction 2-1, "Items to be charged," of the Uniform System of Accounts for Railroad Companies for such items.
3. In column (d) is to be shown the cost of a railway or portion thereof, acquired as an operating entity or system by purchase, merger, consolidation, reorganization, receivership sale or transfer, or otherwise.
4. In column (c) and (e) should be included all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
5. In column (f) should be entered all credits representing property sold, abandoned, or otherwise retired.
6. Both the debit and credit involved in each transfer, adjustment, or clearance, between road and equipment accounts, should be included in the column in which the item was initially included; also the transfer of prior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of \$100,000.
7. If during the year an individual charge of \$100,000 or more was made to Account No. 2, "Land for Transportation Purposes," state in a footnote the cost, location, area, and other details which will identify the property.
8. Report on line 29 amounts not includible in the primary road accounts. The items reported should be briefly identified and explained under "Notes and Remarks," below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.
9. If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving termini and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.
10. If an amount of less than \$2,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state in a footnote the amount used.

NOTES AND REMARKS

NOTES TO SCHEDULE 330

Balances in Column (b) Lines 1 through 30 and Lines 40 through 42 - Road - have been restated due to the following:

Restore asset balance to original book value	\$ 2,039
Restore asset balance to original book value	\$ 319
Addition of road investment to consolidated CSXT	\$ 4,734
Restatement of Account 80	\$ 1,049
Net assets excluded from Consolidated CSXT	(\$ 247)
Leasehold improvements reclassified to road prop	\$ 1
Clear DMR minority Int. Liability for 1978 Prop. WR/DN Adj.	(\$ 1,110)
Adjustment of ratable restatement of track accounts	\$16,147

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT
(Dollars in Thousands)

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment ment. and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	173,426			1
2		(3) Grading	605,671			2
3		(4) Other right-of-way expenditures	1,676			3
4		(5) Tunnels and subways	64,479			4
5		(6) Bridges, trestles, and culverts	474,122			5
6		(7) Elevated structures				6
7		(8) Ties	1,689,661			7
8		(9) Rail and other track material	2,128,480			8
9		(11) Ballast	923,985			9
10		(13) Fences, snow sheds, and signs	7,085			10
11		(16) Station and office buildings	218,527			11
12		(17) Roadway buildings	17,083			12
13		(18) Water stations				13
14		(19) Fuel stations	16,564			14
15		(20) Shops and enginehouses	219,893			15
16		(22) Storage warehouses				16
17		(23) Wharves and docks	22,893			17
18		(24) Coal and ore wharves	158,499			18
19		(25) TOFC COFC terminals	73,494			19
20		(26) Communication systems	101,408			20
21		(27) Signals and interlockers	343,080			21
22		(29) Power plants	1,681			22
23		(31) Power-transmission systems	18,066			23
24		(35) Miscellaneous structures				24
25		(37) Roadway machines	128,327			25
26		(39) Public improvements - Construction	77,490			26
27		(44) Shop machinery	58,109			27
28		(45) Power-plant machinery	4,698			28
29		Other (specify and explain)				29
30		TOTAL EXPENDITURES FOR ROAD	7,528,457			30
31		(52) Locomotives	1,153,808			31
32		(53) Freight-train cars	2,566,436			32
33		(54) Passenger-train cars	620			33
34		(55) Highway revenue equipment	76,059			34
35		(56) Floating equipment	1,154			35
36		(57) Work equipment	65,269			36
37		(58) Miscellaneous equipment	58,847			37
38		(59) Computer systems and word processing equipment	22,334			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	3,944,527			39
40		(76) Interest during construction	40,056			40
41		(80) Other elements of investment	(2,680)			41
42		(90) Construction in progress	302,276			42
43		GRAND TOTAL	11,812,636			43

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT — Continued
(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		(330)	6,779	(7,109)	166,317	1
2		6,181	14,787	(8,606)	597,065	2
3		(94)	(42)	(52)	1,624	3
4		(166)	4,582	(4,748)	59,731	4
5		12,379	923	11,456	485,578	5
6						6
7		82,670	54,750	27,920	1,717,581	7
8		124,314	72,753	51,561	2,180,041	8
9		64,301	15,542	48,759	972,744	9
10		(7)	(211)	204	7,289	10
11		39,710	2,919	36,791	255,378	11
12		1,033	(47)	1,080	18,163	12
13						13
14		312	(138)	450	17,014	14
15		5,617	922	4,695	224,588	15
16						16
17		(437)	142	(579)	22,314	17
18		(98)	297	(395)	158,104	18
19		42,952	167	42,785	116,279	19
20		20,824	(337)	21,161	122,569	20
21		24,560	71	24,489	367,569	21
22		19	(83)	102	1,783	22
23		429	(245)	674	18,740	23
24						24
25		4,627	3,474	1,153	129,480	25
26		2,693	294	2,399	79,889	26
27		14,270	2,732	11,538	69,647	27
28		(1)	124	(125)	4,573	28
29						29
30		445,758	180,155	265,603	7,794,060	30
31		54,848	20,165	34,683	1,188,491	31
32		39,107	175,768	(136,661)	2,429,775	32
33					620	33
34		310	352	(42)	76,017	34
35					1,154	35
36		1,031	2,137	(1,106)	64,163	36
37		22,099	4,869	17,230	76,077	37
38		3,826	17,079	(13,253)	9,081	38
39		121,221	220,370	(99,149)	3,845,378	39
40		(2,934)	(42)	(2,892)	37,164	40
41			(107)	107	(2,573)	41
42		(98,677)		(98,677)	203,599	42
43		465,368	400,376	64,992	11,877,628	43

332. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS

(Dollars in Thousands)

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December; in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. The depreciation base should not include the cost of equipment used, but not owned, when the rents therefor are included in the rent for equipment and Account Nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment Accounts Nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00, inclusive. The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give full particulars in a footnote.

2. All leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.

3. Show in columns (e), (f), and (g) data applicable to Lessor property, when the rent therefor is included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.

4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) effected.

5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	605,671	597,065	1.14	21,708	21,813		
2	(4) Other, right-of-way expenditures	1,676	1,624	1.90	99	99		
3	(5) Tunnels and subways	64,479	59,731	1.03	5,955	5,955		
4	(6) Bridges, trestles, and culverts	474,122	485,578	1.44	7,725	8,150		
5	(7) Elevated structures							
6	(8) Ties	1,689,661	1,717,581	3.82	10,414	10,619		
7	(9) Rail and other track material	2,128,480	2,180,041	2.07	52,771	55,373		
8	(11) Ballast	923,985	972,744	2.63	5,236	5,598		
9	(13) Fences, snow sheds, and signs	7,085	7,289	2.04	145	145		
10	(16) Station and office buildings	218,587	255,378	2.13	1,118	1,301		
11	(17) Roadway buildings	17,083	18,163	2.60	187	187		
12	(18) Water stations							
13	(19) Fuel stations	16,564	17,014	3.48	841	841		
14	(20) Shops and enginehouses	219,893	224,588	2.07	7,716	7,716		
15	(22) Storage warehouses							
16	(23) Wharves and docks	22,893	22,314	2.63				
17	(24) Coal and ore wharves	158,499	158,104	2.02				
18	(25) TOFC COFC terminals	73,494	116,279	3.28	496	496		
19	(26) Communication systems	101,408	122,569	2.89	990	1,018		
20	(27) Signals and interlockers	343,080	367,569	2.66	3,740	3,758		
21	(29) Power plants	1,681	1,783	1.57	28	28		
22	(31) Power-transmission systems	18,066	18,740	1.88	63	63		
23	(35) Miscellaneous structures							
24	(37) Roadway machines	128,327	129,480	4.88	2,561	2,389		
25	(39) Public improvements—Construction	77,490	79,889	1.94	769	766		
26	(44) Shop machinery	58,109	69,647	3.23	1,253	1,253		
27	(45) Power-plant machinery	4,698	4,573	2.33				
28	All other road accounts	40,056	37,164	3.07	3,298	3,298		
29	Amortization (other than defense projects)							
30	TOTAL ROAD	7,395,087	7,664,907		127,113	130,866		
	EQUIPMENT							
31	(52) Locomotives	1,153,808	1,188,491	4.49				
32	(53) Freight-train cars	2,566,436	2,429,775	3.71				
33	(54) Passenger-train cars	620	620					
34	(55) Highway revenue equipment	76,059	76,017	9.14				
35	(56) Floating equipment	1,154	1,154	2.13				
36	(57) Work equipment	65,269	64,163	2.93	117	116		
37	(58) Miscellaneous equipment	58,847	76,077	16.42				
38	(59) Computer systems and word processing equipment	22,334	9,081	25.00				
39	TOTAL EQUIPMENT	3,944,527	3,845,378		117	116		
40	GRAND TOTAL	11,339,614	11,510,285	NA	127,230	130,982	NA	

See Notes on Page 39

335. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

1. Disclose the required information in regard to credits and debits to Account No. 735, "Accumulated Depreciation—Road and Equipment Property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals—Credit—Equipment" accounts and "Other Rents—Credit—Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental—Debit—Equipment" account and "Other Rents—Debit—Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others.)

2. If any data are included in columns (d) or (f), explain the entries in detail.

3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."

4. If there is any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses, a full explanation should be given.

5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 39.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
ROAD									
1		(3) Grading	267,555	9,421		14,237		262,739	1
2		(4) Other, right-of-way expenditures	799	(42)		(61)		818	2
3		(5) Tunnels and subways	19,852	673		4,405		16,120	3
4		(6) Bridges, trestles, and culverts	164,803	6,530		524		170,809	4
5		(7) Elevated structures							5
6		(8) Ties	620,979	61,165		63,574		618,570	6
7		(9) Rail and other track material	547,007	34,625		38,951		542,681	7
8		(11) Ballast	266,824	22,763		15,053		274,534	8
9		(13) Fences, snow sheds, and signs	5,335	64		(232)		5,631	9
10		(16) Station and office buildings	51,625	5,284	107	825		56,191	10
11		(17) Roadway buildings	6,687	351		(54)		7,092	11
12		(18) Water stations							12
13		(19) Fuel stations	7,510	604		(153)		8,267	13
14		(20) Shops and enginehouses	60,806	5,387		1,099		65,094	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks	12,271	1,339		(298)		13,908	16
17		(24) Coal and ore wharves	76,275	5,113		284		81,104	17
18		(25) TOFC COFC terminals	12,218	3,371		149		15,440	18
19		(26) Communication systems	27,347	3,180		(377)		30,904	19
20		(27) Signals and interlockers	126,028	9,200		(33)		135,261	20
21		(29) Power plants	597	(30)		(92)		659	21
22		(31) Power-transmission systems	5,528	325		(190)		6,043	22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines	37,872	109		3,256		34,725	24
25		(39) Public improvements—Construction	35,066	1,454		266		36,254	25
26		(44) Shop machinery*	27,975	1,970		1,715		28,230	26
27		(45) Power-plant machinery	1,593	53		115		1,531	27
28		All other road accounts	5,171	532		65		5,638	28
29		Amortization (Adjustments)	7,562	(252)				7,310	29
30		TOTAL ROAD	2,395,285	173,189	107	143,028		2,425,553	30
EQUIPMENT									
31	*	(52) Locomotives	355,099	58,734		13,316		400,517	31
32	*	(53) Freight-train cars	1,104,472	96,234		126,242		1,074,464	32
33	*	(54) Passenger-train cars	424					424	33
34	*	(55) Highway revenue equipment	23,489	6,546	274	251		30,058	34
35	*	(56) Floating equipment	216	25				241	35
36	*	(57) Work equipment	29,768	2,149		1,256		30,661	36
37	*	(58) Miscellaneous equipment	19,493	9,486		4,117		24,862	37
38		(59) Computer systems and word processing equipment	6,581	118	3,047	5,718		4,028	38
39	*	Amortization Adjustments	30,770	(3,847)				26,923	39
40		TOTAL EQUIPMENT	1,570,312	169,445	3,321	150,900		1,592,178	40
41		GRAND TOTAL	3,965,597	342,634	3,428	293,928		4,017,731	41
*To be reported with equipment expenses rather than W&S expenses.			A/C 734 and 736				11,376		

339. ACCRUED LIABILITY—LEASED PROPERTY

(Dollars in Thousands)

1. Disclose the required information relating to credits and debits of Account 772, "Accrued Liability Leased Property," during the year concerning road and equipment leased from others.

2. In column (c), enter amounts charged to operating expenses; in column (e), enter debits to account arising from retirements; in column (f), enter amounts paid to lessor.

3. Any inconsistencies between credits to account, charges to operating expenses and payments to lessors should be fully explained.

4. Required disclosure may be omitted if leased road and equipment property represents 5% or less of total property owned and used.

5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to Account No. 772 are made by the accounting company, show in column (c) the charges to operating expenses, and in column (f) show payments made to the lessor in settlement thereof.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading	10,433	304				10,737	1
2		(4) Other, right-of-way expenditures	55	2				57	2
3		(5) Tunnels and subways	3,140	68				3,208	3
4		(6) Bridges, trestles, and culverts	3,490	107		39		3,558	4
5		(7) Elevated structures							5
6		(8) Ties	8,079	899				8,978	6
7		(9) Rail and other track material	(725)	376				(349)	7
8		(11) Ballast	3,783	312				4,095	8
9		(13) Fences, snow sheds, and signs	130	3				133	9
10		(16) Station and office buildings	601	26		45		582	10
11		(17) Roadway buildings	73	5				78	11
12		(18) Water stations							12
13		(19) Fuel stations	216	30				246	13
14		(20) Shops and enginehouses	1,332	161				1,493	14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC COFC terminals	69	16				85	18
19		(26) Communication systems	331	30				361	19
20		(27) Signals and interlockers	1,474	102		15		1,561	20
21		(29) Power plants	(12)					(12)	21
22		(31) Power-transmission systems	63	1				64	22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines	982	127		172		937	24
25		(39) Public improvements—Construction	427	16		3		440	25
26		(44) Shop machinery*	793	41				834	26
27		(45) Power-plant machinery	(74)					(74)	27
28		All other road accounts	309	75				384	28
29		Amortization (Adjustments)							29
30		TOTAL ROAD	34,969	2,701		274		37,396	30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment	90					90	36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems and word processing equipment							38
39		Amortization Adjustments							39
40		TOTAL EQUIPMENT	90					90	40
41		GRAND TOTAL	35,059	2,701		274		37,486	41

*To be reported with equipment expenses rather than W&S expenses.

340. DEPRECIATION BASE AND RATES—IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS

(Dollars in Thousands)

1. Show in column (b) for each primary account the depreciation base used in computing the depreciation charges for the month of January, and in column (c) show the depreciation base used in computing the depreciation charges for the month of December, in column (d) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 40 of these columns show the composite percentage of all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to Account 732, "Improvements on Leased Property." The composite rates used should be those prescribed or otherwise authorized by the Commission, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any charges in rates were effective during the year, give full particulars in a footnote.

2. All improvements to leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.

3. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.

4. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 41, Grand Total, should be completed.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	ROAD				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	Amortization (Adjustments)				29
30	TOTAL ROAD				30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems and word processing equipment				38
39	Amortization Adjustments				39
40	TOTAL EQUIPMENT				40
41	GRAND TOTAL				41

*To be reported with equipment expense rather than W&S expenses.

342. ACCUMULATED DEPRECIATION—IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS

(Dollars in Thousands)

1. Enter the required information concerning debits and credits to Account 733, "Accumulated Depreciation—Improvements on Leased Property," during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.

2. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 35. A debit balance in column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

3. Any inconsistency between the credits to the reserve as shown in column (e) and the charges to operating expenses should be fully explained on page 35.

4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.

5. Details in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	List No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL							39

*To be reported with equipment expense rather than W&S expenses. NOTE: All data for this Schedule is included in Schedule 335 per approval of William F. Moss, III, Chairman of the Accounting and Valuation Board on October 2, 1985.

NOTES AND REMARKS FOR SCHEDULE 342

NOTES TO SCHEDULE 332, Page 34

Columns (b) and (e), Line 30, Restated due to various subsidiaries now included in Owned and Used - Consolidated Investment.

NOTES TO SCHEDULE 335, Page 35

Balances in Column (b), Lines 1 through 40 - Road and Equipment, have been restated due to the following:

1. Prior years ratable depreciation adjustment	\$18,668
2. Capitalization of 70% depreciation involving overheads for roadway machines	(4,598)
3. Restore depreciation reserve on Lessee books	(2,358)
4. Addition of Fruit Growers Express in consolidation	(40,219)
5. Leasehold improvements reclassified to Road property	5
6. Transfer from non-operating property to operating property	(211)
7. Turn-around of inter-company profit on freight cars	(4,135)
8. Reclassify prior years adjustment	693

Balance in Column (d), Line 41, includes depreciation on property used by other than respondent.

350. DEPRECIATION BASE AND RATES—ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.

2. Show in columns (b) and (c), for each primary account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not includible in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Commission's Bureau of Accounts, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.

3. In column (d) show the composite rates used to compute the depreciation for the month of December and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used to compute the depreciation for December and dividing the total also computed by the depreciation base.

4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.

5. If total road leased to others is less than 5% of total road owned, omit. If total equipment leased to others is less than 5% of total equipment owned, omit. However, Line 39, Grand Total, should be completed.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	ROAD				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—Construction				25
26	(44) Shop machinery				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	TOTAL ROAD				29
	EQUIPMENT				
30	(52) Locomotives				30
31	(53) Freight-train cars				31
32	(54) Passenger-train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment			N A	36
37	(59) Computer systems and word processing equipment				37
38	TOTAL EQUIPMENT				38
39	GRAND TOTAL				39

NOTE: All data for this schedule is included in Schedule 332 per approval of William F. Moss, III, Chairman of the Accounting and Valuation Board on October 2, 1985

351. ACCUMULATED DEPRECIATION—ROAD AND EQUIPMENT LEASED TO OTHERS
(Dollars in Thousands)

1. This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.

2. Disclose credits and debits to Account 735, "Accumulated Depreciation—Road and Equipment Property," during the year relating to road and equipment leased to others, the depreciation charges for which are not includible in operating expenses of the respondent. (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent).

3. If any entries are made for "Other credits" and "Other debits," state the facts occasioning such entries. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

4. Details in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements—Construction							25
26		(44) Shop machinery							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL							39

* To be reported with equipment expense rather than W&S expense. NOTE: All data for this Schedule is included in Schedule 335 per approval of William F. Moss, III, Chairman of the Accounting Board on October 2, 1985.

352A. INVESTMENT IN RAILROAD PROPERTY USED IN TRANSPORTATION SERVICE (By Company)

(Dollars in Thousands)

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by the respondent and used in the respondent's transportation service. Such property includes (a) the investment reported in Accounts 731, "Road and Equipment Property," and 732, "Improvements on Leased Property," of the respondent, less any 731 or 732 property leased to others for their exclusive use of road, track, or bridges (including equipment or other railway property covered by the contract). Equipment leased to others under separate distinct contracts shall not be deducted from the respondent's 731 or 732 property, and (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by the respondent when the lease is for exclusive use or control of roads, tracks, or bridges (including equipment of other railway property covered by the contract). This excludes leased equipment from operating railroads under separate distinct contracts and the investment of other carriers in property jointly used by the respondent.

2. In column (a), classify each company in this schedule as respondent (R), lessor railroad (L), inactive or proprietary company (P), and other leased properties (O).

3. In column (a) to (e), inclusive, first show the data requested for the respondent (R), next the data for companies whose entire properties are used in transportation service of the respondent, divided between lessor (L) and proprietary (P) companies, followed by data for carriers and others (O), portions of whose property are used in transportation service of the respondent. Show a total for each class of company in column (d) and (e). Then show, as deductions, data for transportation property leased to carriers and others.

4. In column (c), line-haul carriers report the miles of road used in line-haul service. Report miles in whole numbers.

5. In column (d), show the amount applicable in Accounts 731 and 732 on the books of the companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to the deductions made by the owners in their reports. If separate value is not available, explanations should be given. Differences between the amounts in column (d) of this schedule and the amounts shown in column (c), line 24, on the asset side of the comparative general balance sheet of each individual railway, should be explained in a footnote. Book value included in Accounts 731 or 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.

6. In column (e), show the amount of depreciation and amortization accrued as of the close of the year in Accounts 733, 734, 735, 736, and 772, that is applicable to the property of the carriers whose names are listed in column (b), regardless of where the reserves therefor are recorded.

Table to the Property of the Company						
Line No.	Class (See Ins. 2)	Name of company	Miles of road used (See Ins. 4) (whole number)	Investments in property (See Ins. 5)	Depreciation and amortization of defense projects (See Ins. 6)	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	R	CSX Transportation and Subs	18,939	11,877,628	4,029,107	1
2	L	Carolina, Clinchfield & Ohio	255	127,025	36,525	2
3	L	Carolina, Clinchfield & Ohio of So.Car.	17	4,988	1,362	3
4	L	Central Railroad Co. of So. Carolina	40	468		4
5	L	Glasgow Railway Co.	10	490		5
6	L	Patapsco Backriver RR Co.	-	7	5	6
7	L	Strouds Creek & Muddlety RR Co.	20	256	7	7
8	L	Tylerdale Connecting RR Co.	-	156		8
9	L	Washington Franklin Rwy.	18	520	27	9
10	L	Western & Atlantic RR Co.	134	7,915		10
11		Total Lessor Companies	494	141,825	37,927	11
12						12
13						13
14	O	Southern Rwy. (Orangeville to Gordonville)	-	262	24	14
15						15
16		Total All Property	19,433	12,019,715	4,067,058	16
17						17
18	R	Deduct used by others RR companies		495	59	18
19	P	Deduct Property Owned but not used-leased		396		19
20						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	19,433	12,018,824	4,065,999	31

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE
(By Property Accounts)
(Dollars in Thousands)

1. In columns (b) through (e) give, by primary accounts, the amount of investment at the close of the year in property of respondent and each group or class of companies and properties.

2. The amounts for respondent and for each group or class of companies and properties on line 44 herein, should correspond with the amounts for each class of company and properties shown in Schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in the schedule.

3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6 percent per year where property is not classified by accounts by non-carrier owners, or where cost of property leased from other carriers is not ascertainable. Identify non-carrier owners, and briefly explain on page 37 methods of estimating value of property of non-carriers or property of other carriers.

4. Report on line 30 amounts not includible in the accounts shown, or in line 29. The items reported should be briefly identified and explained. Also include here those items after permission is obtained from the Commission for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Commission.

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor railroads (c)	Inactive (proprietary companies) (d)	Other Leased properties (e)	Line No.
1		(2) Land for transportation purposes	166,317	1,459		7	1
2		(3) Grading	597,065	24,543		93	2
3		(4) Other, right-of-way expenditures	1,624	98			3
4		(5) Tunnels and subway	59,731	6,109			4
5		(6) Bridges, trestles, and culverts	485,578	9,469		35	5
6		(7) Elevated structures					6
7		(8) Ties	1,717,581	11,266		20	7
8		(9) Rail and other track material	2,180,041	56,652		69	8
9		(11) Ballast	972,744	6,770		16	9
10		(13) Fences, snow sheds, and signs	7,289	157		5	10
11		(16) Station and office buildings	255,378	1,790		1	11
12		(17) Roadway buildings	18,163	230			12
13		(18) Water stations					13
14		(19) Fuel stations	17,014	857			14
15		(20) Shops and enginehouses	224,588	7,796			15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	22,314				17
18		(24) Coal and ore wharves	158,104				18
19		(25) TOFC/COFC terminals	116,279	497			19
20		(26) Communication systems	122,569	1,020			20
21		(27) Signals and interlockers	367,569	3,818			21
22		(29) Power plants	1,783	28			22
23		(31) Power-transmission systems	18,740	64			23
24		(35) Miscellaneous structures					24
25		(37) Roadway machines	129,480	2,389			25
26		(39) Public improvements—Construction	79,889	840		1	26
27		(44) Shop machinery	69,647	1,256			27
28		(45) Power-plant machinery	4,573				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	7,794,060	137,108		247	31
32		(52) Locomotives	1,188,491				32
33		(53) Freight-train cars	2,429,775				33
34		(54) Passenger-train cars	620				34
35		(55) Highway revenue equipment	76,017				35
36		(56) Floating equipment	1,154				36
37		(57) Work equipment	64,163	116			37
38		(58) Miscellaneous equipment	76,077				38
39		(59) Computer systems and word processing equipment	9,081				39
40		TOTAL EQUIPMENT	3,845,378	116			40
41		(76) Interest during construction	37,164	3,607		15	41
42		(80) Other elements of investment	(2,573)	(97)			42
43		(90) Construction work in progress	203,599	1,091			43
44		GRAND TOTAL	11,877,628	141,825		262	44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross-checks

Schedule 410		Schedule 210
Line 620, column (h)	=	Line 14, column (b)
Line 620, column (f)	=	Line 14, column (d)
Line 620, column (g)	=	Line 14, column (e)
		Schedule 412
Lines 136 thru 138 column (f)	=	Line 29 column (b)
Lines 118 thru 123, and 130 thru 135 column (f)	=	Line 29, column (c)
		Schedule 414
Line 231, column (f)	=	Line 19, columns (b) thru (d)
Line 230, column (f)	=	Line 19, columns (e) thru (g)
		Schedule 415
Lines 207, 208, 211, 212, column (f)	=	Lines 5, 38, column (f)
Lines 226, 227, column (f)	=	Lines 24, 39, column (f)
Lines 311, 312, 315, 316, column (f)	=	Lines 32, 35, 36, 37, 40, 41, column (f)
		And
		Schedule 414
		Minus line 24, columns (b) thru (d) plus line 24, columns (e) thru (g)
		Schedule 415
Line 213, column (f)	=	Lines 5, 38, columns (c) and (d)
Line 232, column (f)	=	Lines 24, 39, columns (c) and (d)
Line 317, column (f)	=	Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)
Lines 202, 203, 216, column (f) (equal to or greater than, but variance cannot exceed line 216, column (f))		Lines 5, 38, column (b)
Lines 221, 222, 235, column (f) (equal to or greater than, but variance cannot exceed line 235, column (f))		Lines 24, 39, column (b)
Lines 302 thru 307 and 320, column (f) (equal to or greater than, but variance cannot exceed line 320, column (f))		Lines 32, 35, 36, 37, 40, 41, column (b)
		Schedule 417
Line 507, column (f)	=	Line 1, column (j)
Line 508, column (f)	=	Line 2, column (j)
Line 509, column (f)	=	Line 3, column (j)
Line 510, column (f)	=	Line 4, column (j)
Line 511, column (f)	=	Line 5, column (j)
Line 512, column (f)	=	Line 6, column (j)
Line 513, column (f)	=	Line 7, column (j)
Line 514, column (f)	=	Line 8, column (j)
Line 515, column (f)	=	Line 9, column (j)
Line 516, column (f)	=	Line 10, column (j)
Line 517, column (f)	=	Line 11, column (j)
		Schedule 450
Line 4 column b	=	Line 4 column b

410. RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

CSXT YEAR 1988

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Line No.	Cross Check	Name of railway operating expense account (a)	Freight				Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Matl, tools suppl, fuel & lubricants (c)	Purchased Services (d)	General (e)			
		WAY AND STRUCTURES							
		ADMINISTRATION							
1		Track	7,562	1,920	3,027	1,206		13,715	1
2		Bridge and Buildings	5,190	412	215	979		6,796	2
3		Signal	4,984	(1,409)	3,026	991		7,592	3
4		Communication	2,719	(10)	3	312		3,024	4
5		Other	19,735	9,456	6,522	1,393		37,106	5
		REPAIR AND MAINTENANCE							
6		Roadway - Running	32,015	5,285	6,316	873		44,489	6
7		Roadway - Switching	3,543	302	3,184	53		7,082	7
8		Tunnels and Subways - Running	67	(243)	839	0		663	8
9		Tunnels and Subways - Switching	2	459	0	0		461	9
10		Bridges and Culverts - Running	10,746	4,328	3,060	1,131		19,265	10
11		Bridges and Culverts - Switching	158	338	49	2		547	11
12		Ties - Running	2,005	947	308	105		3,365	12
13		Ties - Switching	526	102	2	5		635	13
14		Rail and other track material - Running	34,209	13,611	8,830	(3,730)		52,920	14
15		Rail and other track material - Switching	9,837	3,813	102	0		13,752	15
16		Ballast - Running	9,106	351	601	301		10,359	16
17		Ballast - Switching	1,048	43	1	10		1,102	17
18		Road Property Damaged - Running	2,440	25	515	19		2,999	18
19		Road Property Damaged - Switching	1,058	22	1	9		1,090	19
20		Road Property Damaged - Other	0	1	0	0		1	20
21		Signals and Interlockers - Running	25,864	10,549	4,744	1,067		42,224	21
22		Signals and Interlockers - Switching	1,803	740	144	1		2,688	22
23		Communications Systems	11,475	5,110	362	512		17,459	23
24		Power Systems	513	0	0	2		515	24
25		Highway Grade Crossings - Running	4,627	1,576	2,125	39		8,367	25
26		Highway Grade Crossings - Switching	243	3	0	4		250	26
27		Station and Office Buildings	4,757	1,999	2,238	177		9,171	27
28		Shop Buildings - Locomotives	3,771	1,064	3,111	16		7,962	28
29		Shop Buildings - Freight Cars	3,338	3,139	447	17	N/A	6,941	29
30		Shop Buildings - Other Equipment	2,104	1,526	102	11		3,743	30

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410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

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Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Matl, tools suppls, fuel & lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
REPAIR AND MAINTENANCE - Continued										
101		Locomotive Servicing Facilities	472	234	22	2	730		730	101
102		Miscellaneous Buildings and Structures	829	101	130	51	1,111		1,111	102
103		Coal Terminals	22	441	302	0	765	N/A	765	103
104		Ore Terminals	747	130	81	0	958	N/A	958	104
105		Other Marine Terminals	7	263	422	0	692	N/A	692	105
106		TOFC/COFC - Terminals	17	19,885	1	0	19,903	N/A	19,903	106
107		Motor Vehicle Loading and Distribution Facilities	12	36	3	0	51	N/A	51	107
108		Facilities for Other Specialized Service Operations	5	372	0	0	377	N/A	377	108
109		Roadway Machines	888	10,160	1,756	959	13,763		13,763	109
110		Small Tools and Supplies	130	(1,351)	126	15	(1,080)		(1,080)	110
111		Snow Removal	1,166	15	2	5	1,188		1,188	111
112		Fringe Benefits - Running	N/A	N/A	N/A	77,575	77,575		77,575	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	(2,965)	(2,965)		(2,965)	113
114		Fringe Benefits - Other	N/A	N/A	N/A	11,573	11,573		11,573	114
115		Casualties and Insurance - Running	N/A	N/A	N/A	21,807	21,807		21,807	115
116		Casualties and Insurance - Switching	N/A	N/A	N/A	0	0		0	116
117		Casualties and Insurance - Other	N/A	N/A	N/A	2,714	2,714		2,714	117
118	*	Lease Rentals - Debit - Running	N/A	N/A	9,865	N/A	9,865		9,865	118
119	*	Lease Rentals - Debit - Switching	N/A	N/A	34	N/A	34		34	119
120	*	Lease Rentals - Debit - Other	N/A	N/A	14,326	N/A	14,326		14,326	120
121	*	Lease Rentals - (Credit) - Running	N/A	N/A	(1,105)	N/A	(1,105)		(1,105)	121
122	*	Lease Rentals - (Credit) - Switching	N/A	N/A	0	N/A	0		0	122
123		Lease Rentals - (Credit) - Other	N/A	N/A	0	N/A	0		0	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	135	N/A	135		135	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	9	N/A	9		9	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	3	N/A	3		3	126
127		Joint Facility Rent - (Credit) - Running	N/A	N/A	(24)	N/A	(24)		(24)	127
128		Joint Facility Rent - (Credit) - Switching	N/A	N/A	(14)	N/A	(14)		(14)	128
129		Joint Facility Rent - (Credit) - Other	N/A	N/A	(191)	N/A	(191)		(191)	129
130	*	Other Rents - Debit - Running	N/A	N/A	288	N/A	288		288	130
131	*	Other Rents - Debit - Switching	N/A	N/A	1	N/A	1		1	131
132	*	Other Rents - Debit - Other	N/A	N/A	112	N/A	112		112	132
133	*	Other Rents - (Credit) - Running	N/A	N/A	0	N/A	0		0	133

Road Initials CSXT Year 1988

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

CSXT YEAR 1988

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Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Matl, tools suppls, fuel & lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
REPAIR AND MAINTENANCE - Continued										
134	*	Other Rents - (Credit) - Switching	N/A	N/A	0	N/A	0		0	134
135	*	Other Rents - (Credit) - Other	N/A	N/A	1,117	N/A	1,117		1,117	135
136	*	Depreciation - Running	N/A	N/A	N/A	150,663	150,663	N/A	150,663	136
137	*	Depreciation - Switching	N/A	N/A	N/A	0	0	N/A	0	137
138	*	Depreciation - Other	N/A	N/A	N/A	23,216	23,216	N/A	23,216	138
139		Joint Facility - Debit - Running	N/A	N/A	21	N/A	21	N/A	21	139
140		Joint Facility - Debit - Switching	N/A	N/A	41	N/A	41	N/A	41	140
141		Joint Facility - Debit - Other	N/A	N/A	0	N/A	0	N/A	0	141
142		Joint Facility - (Credit) - Running	N/A	N/A	(39)	N/A	(39)		(39)	142
143		Joint Facility - (Credit) - Switching	N/A	N/A	(220)	N/A	(220)		(220)	143
144		Joint Facility - (Credit) - Other	N/A	N/A	(3,243)	N/A	(3,243)		(3,243)	144
145		Dismantling Retired Road Property - Running	39	0	0	0	39		39	145
146		Dismantling Retired Road Property - Switching	39	2	0	0	41		41	146
147		Dismantling Retired Road Property - Other	40	0	21	0	61		61	147
148		Other - Running	(2)	1,284	4,703	53	6,038		6,038	148
149		Other - Switching	459	8	0	0	467		467	149
150		Other - Other	225	516	8	2,374	3,123		3,123	150
151		TOTAL WAY AND STRUCTURES	210,540	97,555	78,567	293,547	680,209	0	680,209	151
EQUIPMENT										
LOCOMOTIVES										
201		Administration	5,345	309	4,395	2,796	12,845		12,845	201
202	*	Repair and Maintenance	97,943	84,407	5,401	852	188,603		188,603	202
203	*	Machinery Repair	1,353	1,064	83	3	2,503		2,503	203
204		Equipment Damaged	0	0	0	0	0		0	204
205		Fringe Benefits	N/A	N/A	N/A	45,929	45,929		45,929	205
206		Other Casualties and Insurance	N/A	N/A	N/A	22,657	22,657		22,657	206
207	*	Lease Rentals - Debit	N/A	N/A	20,648	N/A	20,648		20,648	207
208	*	Lease Rentals - (Credit)	N/A	N/A	(1,692)	N/A	(1,692)		(1,692)	208
209		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0		0	209
210		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0		0	210
211	*	Other Rents - Debit	N/A	N/A	(11)	N/A	(11)		(11)	211
212	*	Other Rents - (Credit)	N/A	N/A	(48)	N/A	(48)		(48)	212
213	*	Depreciation	N/A	N/A	N/A	53,554	53,554		53,554	213
214		Joint Facility - Debit	N/A	N/A	31	N/A	31		31	214
215		Joint Facility - (Credit)	N/A	N/A	(31)	N/A	(31)		(31)	215
216	*	Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0		0	216

Road Initials CSXT Year 1988

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

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Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Matl, tools suppl, fuel & lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
217		LOCOMOTIVES - Continued								
218		Dismantling Retired Property	0	0	0	0	0		0	217
219		Other	0	0	0	0	0		0	218
		TOTAL LOCOMOTIVES	104,641	85,780	28,776	125,791	344,988		344,988	219
220		FREIGHT CARS								
221	*	Administration	5,039	1,968	2,873	841	10,721	N/A	10,721	220
222	*	Repair and Maintenance	86,143	151,943	48,427	(90,339)	196,174	N/A	196,174	221
223		Machinery Repair	2,093	2,597	252	4	4,946	N/A	4,946	222
224		Equipment Damaged	0	(1,699)	13,651	0	11,952	N/A	11,952	223
225		Fringe Benefits	N/A	N/A	N/A	46,136	46,136	N/A	46,136	224
226	*	Other Casualties and Insurance	N/A	N/A	N/A	36,593	36,593	N/A	36,593	225
227	*	Lease Rentals - Debit	N/A	N/A	89,189	N/A	89,189	N/A	89,189	226
228		Lease Rentals - (Credit)	N/A	N/A	(11,221)	N/A	(11,221)	N/A	(11,221)	227
229		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	N/A	0	228
230	*	Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	N/A	0	229
231	*	Other Rents - Debit	N/A	N/A	377,996	N/A	377,996	N/A	377,996	230
232	*	Other Rents - (Credit)	N/A	N/A	(124,549)	N/A	(124,549)	N/A	(124,549)	231
233		Depreciation	N/A	N/A	N/A	97,677	97,677	N/A	97,677	232
234		Joint Facility - Debit	N/A	N/A	3	N/A	3	N/A	3	233
235	*	Joint Facility - (Credit)	N/A	N/A	0	N/A	0	N/A	0	234
236		Repairs Billed to Others - (Credit)	N/A	N/A	(46,987)	N/A	(46,987)	N/A	(46,987)	235
237		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
238		Other	0	0	(10,644)	(8)	(10,652)	N/A	(10,652)	237
		TOTAL FREIGHT CARS	93,275	154,809	338,990	90,904	677,978	N/A	677,978	238
301		OTHER EQUIPMENT								
		Administration	5,881	(17,370)	1,101	1,698	(8,690)		(8,690)	301
302	*	Repair and Maintenance								
303	*	Trucks, Trailers, and Containers - Revenue Service	17	18	99	0	134	N/A	134	302
304	*	Floating Equipment - Revenue Service	0	0	0	0	0	N/A	0	303
305	*	Passenger and Other Revenue Equipment	0	0	0	0	0		0	304
306	*	Computer systems and word processing equip.	0	1,753	47	0	1,800		1,800	305
307	*	Machinery	733	1,937	410	17	3,097		3,097	306
308	*	Work and Other Non-Revenue Equipment	1,496	7,241	4,212	178	13,127		13,127	307
309		Equipment Damaged	0	0	0	0	0		0	308
310		Fringe Benefits	N/A	N/A	N/A	1,677	1,677		1,677	309
311	*	Other Casualties and Insurance	N/A	N/A	N/A	539	539		539	310
312	*	Lease Rentals - Debit	N/A	N/A	22,826	N/A	22,826		22,826	311
		Lease Rentals - (Credit)	N/A	N/A	(4,534)	N/A	(4,534)		(4,534)	312

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410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

CSXT YEAR 1988

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Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Matl, tools suppl, fuel & lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
313		OTHER EQUIPMENT - Continued								
314		Joint Facility Rent - Debit	N/A	N/A	6	N/A	6		6	313
315	*	Joint Facility Rent - (Credit)	N/A	N/A	(5)	N/A	(5)		(5)	314
316	*	Other Rents - Debit	N/A	N/A	2,533	N/A	2,533		2,533	315
317	*	Other Rents - (Credit)	N/A	N/A	(1,468)	N/A	(1,468)		(1,468)	316
318		Depreciation	N/A	N/A	N/A	20,224	20,224		20,224	317
319		Joint Facility - Debit	N/A	N/A	0	N/A	0		0	318
320	*	Joint Facility - (Credit)	N/A	N/A	0	N/A	0		0	319
321		Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0		0	320
322		Dismantling Retired Property	1	0	0	0	1		1	321
323		Other	0	0	0	(3,043)	(3,043)		(3,043)	322
324		TOTAL OTHER EQUIPMENT	8,128	(6,421)	25,227	21,290	48,224		48,224	323
		TOTAL EQUIPMENT	206,044	234,168	392,993	237,985	1,071,190		1,071,190	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	30,479	11,375	985	13,505	56,344		56,344	401
402		Engine Crews	103,313	9	4	1,727	105,053		105,053	402
403		Train Crews	288,026	106	106	17,784	306,022		306,022	403
404		Dispatching Trains	36,750	83	116	1,123	38,072		38,072	404
405		Operating Signals and Interlockers	404	3	0	3	410		410	405
406		Operating Drawbridges	3,304	3	1	24	3,332		3,332	406
407		Highway Crossing Protection	91	226	7,183	2	7,502		7,502	407
408		Train Inspection and Lubrication	38,394	999	2,784	(5,013)	37,164		37,164	408
409		Locomotive Fuel	7,432	215,580	7,188	839	231,039		231,039	409
410		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0		0	410
411		Servicing Locomotives	21,518	1,108	1,824	198	24,648		24,648	411
412		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0		0	412
413		Clearing Wrecks	2,614	(1)	3,593	4	6,210		6,210	413
414		Fringe Benefits	N/A	N/A	N/A	185,903	185,903		185,903	414
415		Other Casualties and Insurance	N/A	N/A	N/A	32,249	32,249		32,249	415
416		Joint Facility - Debit	N/A	N/A	49,178	N/A	49,178		49,178	416
417		Joint Facility - (Credit)	N/A	N/A	(2,936)	N/A	(2,936)		(2,936)	417
418		Other	15,778	124	879	291	17,072		17,072	418
419		TOTAL TRAIN OPERATIONS	548,103	229,615	70,905	248,639	1,097,262		1,097,262	419
		YARD OPERATIONS								
420		Administration	12,467	770	2,468	2,556	18,261		18,261	420
421		Switch Crews	171,002	1,613	4,062	12,576	189,253		189,253	421

410. RAILWAY OPERATING EXPENSES - Continued
(Dollars in Thousands)

CSXT YEAR 1988

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Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Matl, tools suppl, fuel & lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
422		YARD OPERATIONS - Continued								
422		Controlling Operations	19,743	116	1,802	155	21,816		21,816	422
423		Yard and Terminal Clerical	39,461	75	27	216	39,779		39,779	423
424		Operating Switches, Signals, Retarders and Humps	3,464	3	0	2	3,469		3,469	424
425		Locomotive Fuel	130	18,226	126	15	18,497		18,497	425
426		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0		0	426
427		Servicing Locomotives	10,902	27	4	204	11,137		11,137	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0		0	428
429		Clearing Wrecks	1,241	6	1,754	3	3,004		3,004	429
430		Fringe Benefits	N/A	N/A	N/A	96,836	96,836		96,836	430
431		Other Casualties and Insurance	N/A	N/A	N/A	25,668	25,668		25,668	431
432		Joint Facility - Debit	N/A	N/A	173	N/A	173		173	432
433		Joint Facility - (Credit)	N/A	N/A	(27,031)	N/A	(27,031)		(27,031)	433
434		Other	292	13	2,468	11	2,784		2,784	434
435		TOTAL YARD OPERATIONS	258,702	20,849	(14,147)	138,242	403,646		403,646	435
501		TRAIN AND YARD OPERATIONS COMMON								
501		Cleaning Car Interiors	2,914	129	1,918	N/A	4,961		4,961	501
502		Adjusting and Transferring Loads	3,477	16	367	N/A	3,860	N/A	3,860	502
503		Car Loading Devices and Grain Doors	0	1,829	0	N/A	1,829	N/A	1,829	503
504		Freight Lost or Damaged - all other	N/A	N/A	N/A	19,482	19,482		19,482	504
505		Fringe Benefits	N/A	N/A	N/A	42	42		42	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	6,391	1,974	2,285	19,524	30,174		30,174	506
507	*	SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	(41)	0	0	0	(41)	N/A	(41)	507
508	*	Pickup and Delivery and Marine Line Haul	0	0	5,976	0	5,976	N/A	5,976	508
509	*	Loading and Unloading and Local Marine	16,051	1,236	27,035	649	44,971	N/A	44,971	509
510	*	Protective Services	0	0	4,816	0	4,816	N/A	4,816	510
511	*	Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0	N/A	0	511
512	*	Fringe Benefits	N/A	N/A	N/A	4,446	4,446	N/A	4,446	512
513	*	Casualties and Insurance	N/A	N/A	N/A	(8)	(8)	N/A	(8)	513
514	*	Joint Facility - Debit	N/A	N/A	(19)	N/A	(19)	N/A	(19)	514
515	*	Joint Facility - (Credit)	N/A	N/A	0	N/A	0	N/A	0	515
516	*	Other	(3)	0	0	0	(3)	N/A	(3)	516
517	*	TOTAL SPECIALIZED SERVICES OPERATIONS	16,007	1,236	37,808	5,087	60,138	N/A	60,138	517

Road Initials CSXT Year 1988

410. RAILWAY OPERATING EXPENSES -- Concluded
(Dollars in Thousands)

CSXT YEAR 1988

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Line No.	Cross Check	Name of railway operating expense account (a)	Freight					Passenger (g)	Total (h)	Line No.
			Salaries and wages (b)	Matl, tools suppls, fuel & lubricants (c)	Purchased Services (d)	General (e)	Total freight expense (f)			
ADMINISTRATIVE SUPPORT OPERATIONS										
518		Administration	23,058	451	513	4,463	28,485		28,485	518
519		Employees Performing Clerical and Accounting Functions	41,753	2,395	5,101	4,454	53,703		53,703	519
520		Communication Systems Operation	241	0	0	0	241		241	520
521		Loss and Damage Claims Processing	605	1	1,033	64	1,703		1,703	521
522		Fringe Benefits	N/A	N/A	N/A	37,236	37,236		37,236	522
523		Casualties and Insurance	N/A	N/A	N/A	0	0		0	523
524		Joint Facility - Debit	N/A	N/A	0	N/A	0		0	524
525		Joint Facility - (Credit)	N/A	N/A	0	N/A	0		0	525
526		Other	1,315	0	948	1,607	3,870		3,870	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	66,972	2,847	7,595	47,824	125,238		125,238	527
528		TOTAL TRANSPORTATION	896,175	256,521	104,446	459,316	1,716,458		1,716,458	528
GENERAL AND ADMINISTRATIVE										
601		Officers - General Administration	8,019	2,236	4,858	73,280	88,393		88,393	601
602		Accounting, Auditing and Finance	48,593	2,155	2,037	1,574	54,359		54,359	602
603		Management Services and Data Processing	228	17	92,883	(18)	93,110		93,110	603
604		Marketing	8,935	113	142	1,587	10,777		10,777	604
605		Sales	22,825	344	1,632	3,233	28,034		28,034	605
606		Industrial Development	1,195	31	4	227	1,457	N/A	1,457	606
607		Personnel and Labor Relations	6,293	764	1,405	2,872	11,334		11,334	607
608		Legal and Secretarial	11,108	373	22,098	2,515	36,094		36,094	608
609		Public Relations and Advertising	1,700	144	5,680	986	8,510		8,510	609
610		Research and Development	314	8	266	100	688		688	610
611		Fringe Benefits	N/A	N/A	N/A	68,907	68,907		68,907	611
612		Casualties and Insurance	N/A	N/A	N/A	1,162	1,162		1,162	612
613		Writedown of Uncollectible Accruals	N/A	N/A	N/A	8,190	8,190		8,190	613
614		Property Taxes	N/A	N/A	N/A	45,798	45,798		45,798	614
615		Other Taxes Except on Corporate Income or Payrolls	N/A	N/A	N/A	21,859	21,859		21,859	615
616		Joint Facility - Debit	N/A	N/A	10,056	N/A	10,056		10,056	616
617		Joint Facility - (Credit)	N/A	N/A	(14)	N/A	(14)		(14)	617
618		Other	11,543	2,756	28,616	544,693	587,608		587,608	618
619		TOTAL GENERAL AND ADMINISTRATIVE	120,753	8,941	169,663	776,965	1,076,322		1,076,322	619
620	*	TOTAL CARRIER OPERATING EXPENSES	1,433,512	597,180	745,669	1,767,813	4,544,179		4,544,179	620

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412. WAY AND STRUCTURES

(Dollars in Thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 29, should balance to the sum of the depreciation expense reported in schedule 410, column (f) lines, 136, 137, and 138.
3. Report in column (c) the lease/rentals for the various property categories of Way and Structures. The total net lease/rental reported in column (c), line 29 should balance the net amount reported in schedule 410, column (f), lines 118 through 123, plus lines 130 through 135.
If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property categories is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases to the depreciation bases for all categories of depreciable leased property. Use Schedule 352B of this report for obtaining the depreciation bases of the categories of leased property.
4. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item; the net adjustment on line 29 shall equal the adjustment reported on line 29 of schedule 335.
5. Report on line 28 all other lease rentals not apportioned to any category listed on lines 1-27.
6. Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A			1
2		3	Grading	9,725			2
3		4	Other right-of-way expenditures	(40)			3
4		5	Tunnels and subways	741			4
5		6	Bridges, trestles and culverts	6,637			5
6		7	Elevated structures				6
7		8	Ties	62,064			7
8		9	Rail and other track material	35,001			8
9		11	Ballast	23,075			9
10		13	Fences, snowsheds and signs	67			10
11		16	Station and office buildings	5,310			11
12		17	Roadway buildings	356			12
13		18	Water stations				13
14		19	Fuel stations	634			14
15		20	Shops and enginehouses	5,548			15
16		22	Storage warehouses				16
17		23	Wharves and docks	1,339			17
18		24	Coal and ore wharves	5,113			18
19		25	TOFC COFC terminals	3,387			19
20		26	Communications systems	3,210			20
21		27	Signals and interlockers	9,302			21
22		29	Power plants	(30)			22
23		31	Power transmission systems	326			23
24		35	Miscellaneous structures				24
25		37	Roadway machines	236			25
26		39	Public improvements; construction	1,470			26
27		45	Power plant machines	53			27
28		—	Other lease rentals	(377)	24,638	(377)	28
29	*	—	TOTAL	173,147	24,638	(377)	29

Line 28, Col. (b) includes ICC authorized reserve adj. less R&E 44 ADJ=125
 Line 29, Col. (b) does not include R&E 76, per 1987 special notice = 607

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT-CARRYING EQUIPMENT (Dollars in Thousands)

1. Report freight expenses only.
2. Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad, owned or leased equipment and privately owned equipment (reporting for leased equipment covers equipment that carrier on railroad markings).
3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (e). The balancing of Schedule 410, 414 and 415 "Other Equipment" is outlined in note 6 to Schedule 415.
4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper-owned cars.
5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Commission in Ex Parte No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.

NOTES: Mechanical designations for each car type are shown in Schedule 710.

NOTES: Mechanical descriptions for each line item are given in the "Type of equipment" column.

Line No.	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box-Plain 40 Foot		7	16		26	48	1
2		Box-Plain 50 Foot and Longer		1,888	6,827	11,314	11,953	47,983	2
3		Box-Equipped		8,110	20,587		13,174	40,018	3
4		Gondola-Plain		3,769	13,263	328	4,313	10,414	4
5		Gondola-Equipped		1,070	3,634		1,403	3,609	5
6		Hopper-Covered		2,289	11,560	29,160	7,792	21,655	6
7		Hopper-Open Top-General Service		2,865	13,907	39	4,224	11,527	7
8		Hopper-Open Top-Special Service		26	383	7	52	572	8
9		Refrigerator-Mechanical		1,943	4,534	629	3,098	4,038	9
10		Refrigerator-Non-Mechanical		2,559	5,960	1,651	2,717	8,522	10
11		Flat TOFC/COFC							11
12		Flat Multi-Level		38	114	22,659	1,733	4,182	12
13		Flat-General Service		19	23	64	422	731	13
14		Flat-Other		176	595	7,895	2,415	7,552	14
15		Tank-Under 22,000 Gallons				41,589			15
16		Tank-22,000 Gallons and Over				24,954			16
17		All Other Freight Cars		1,269	5,395	766	563	2,349	17
18		Auto Racks			11,723			19,856	18
19		TOTAL FREIGHT TRAIN CARS		26,028	98,521	141,055	53,885	183,056	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers							20
21		Other Trailers							21
22		Refrigerated Containers							22
23		Other Containers							23
24	*	TOTAL TRAILERS AND CONTAINERS							24
25		GRAND TOTAL (LINES 19 AND 24)		26,028	98,521	141,055	53,885	183,056	25

NOTES AND REMARKS

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

1. Report *freight* expenses only.
2. Report by type of equipment all natural expenses relating to the equipment functions (salaries and wages, materials, tools, supplies, fuels and lubricants, purchased services and general).
3. Report in column (b) net repair expense excluding the cost to repair damaged equipment.

Schedule 415, column (b), will balance to Schedule 410, column (f), as follows:

(a) Locomotives, line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216 (excluding wreck repairs). *Do not report* in Schedule 415, Equipment Damaged from Schedule 410, line 204.

(b) Freight Cars, line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235 (excluding wreck repairs). *Do not report* in Schedule 415, Equipment Damaged from Schedule 410, line 223.

(c) Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery-Other Equipment (line 40), plus Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307, inclusive, plus line 320 (excluding wreck repairs). *Do not report* in Schedule 415, Equipment Damaged from Schedule 410, line 308.

Note: Lines 216, 235 and 320 of Schedule 410 are credit amounts.

The allocation of freight car repair expense reportable on Schedule 415 by car types shall be in accordance with Instruction 2-21, Freight train repair costing, 49 CFR 1201.

4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). For improvements on leased property, Accounts 732 and 733, use a supplementary Schedule 415, which will relate to Schedules 340 and 342.

Depreciation charges reported on columns (c) and (d) will balance to Schedule 410, column (f), as follows:

a. Locomotives, line 5 plus 38 compared to Schedule 410, line 213

b. Freight Cars, line 24 plus line 39 compared to Schedule 410, line 232

c. Sum of Highway Equipment (line 32); Floating Equipment (line 35); Passenger and Other Revenue Equipment (line 36); Computer and Data Processing Equipment (line 37); Machinery-Other Equipment (line 40); and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, line 317.

5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item; the net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 38, column (c), of Schedule 335.

6. Lease/Rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:

a. Locomotives, line 5 plus 38 compared with Schedule 410, lines 207, 208, 211 and 212.

b. Freight Cars, line 24 plus line 39 compared with Schedule 410, lines 226 plus 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be included in Schedule 415).

(c) Sum of Lease/Rentals for All Other Equipment, lines 32, 35, 36, 37, 40 and 41, will balance to Schedule 410, lines 311, 312, 315 and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing Lease/Rentals Other Equipment to Schedule 410. Do not report in Schedule 415 the Trailer and Container rentals reported in Schedule 414.

7. Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of Equipment Used But Not Owned when the rents therefor are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00 and 35-23-00. It should include the Cost of Equipment Owned and Leased to Others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00 and 36-23-00.

Property Used But Not Owned should also be included when the rent is included in Account Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00 and 31-23-00, inclusive.

The grand total of each equipment account in column (h) of Schedule 330 should equal the totals of line items constituting the equipment account totals of columns (g) and (h), of Schedule 415.

8. Accumulated depreciation for each class of equipment shall be reported in columns (i) and (j). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items constituting the corresponding equipment accounts reported in columns (i) and (j), on Schedule 415.

415. SUPPORTING SCHEDULE—EQUIPMENT

(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owne (c)	Capitalized Lease (d)		
1		LOCOMOTIVES					
		Diesel Locomotive-Yard	13,202	4,243		(1,720)	1
2		Diesel Locomotive-Road	175,401	49,044	267	(3,460)	2
3		Other Locomotive-Yard					3
4		Other Locomotive-Road					4
5	*	TOTAL	188,603	53,287	267	(5,180)	5
6		FREIGHT TRAIN CARS					
		Box-Plain 40 Foot	722	7		7	6
7		Box-Plain 50 Foot and Longer	10,429	6,069		1,404	7
8		Box-Equipped	20,398	25,287	431	5,180	8
9		Gondola-Plain	9,507	5,503		(318)	9
10		Gondola-Equipped	3,003	2,887		336	10
11		Hopper-Covered	24,031	13,590	233	1,189	11
12		Hopper-Open Top-General Service	51,461	22,941	13	(7,849)	12
13		Hopper-Open Top-Special Service	3,260	5,153		(292)	13
14		Refrigerator-Mechanical	3,870				14
15		Refrigerator-Nonmechanical	51	2,163		261	15
16		Flat TOFC/COFC	17				16
17		Flat Multi-level	3,643				17
18		Flat-General Service	1,660	(6)		(37)	18
19		Flat-Other	-	590		109	19
20		All Other Freight Cars	8,206	1,753		281	20
21		Caboose	954	3,081		861	21
22		Auto Racks	7,975	7,076	693	116	22
23		Miscellaneous Accessories	-	213		195	23
24	*	TOTAL FREIGHT TRAIN CARS	149,187	96,307	1,370	1,443	24
		OTHER EQUIPMENT-REVENUE FREIGHT					
		HIGHWAY EQUIPMENT					
25		Refrigerated Trailers					25
26		Other Trailers	134	6,546			26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	134	6,546			32
		FLOATING EQUIPMENT-REVENUE SERVICE					
33		Marine Line-Haul	-	25			33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT		25			35
		OTHER EQUIPMENT					
		Passenger and Other Revenue Equipment					
36	*	(Freight Portion)					36
37	*	Computer systems and word processing equip.	1,800	35	83		37
38	*	Machinery-Locomotives ¹	2,503				38
39	*	Machinery-Freight Cars ²	4,946				39
40	*	Machinery-Other Equipment ³	3,097	2,136		125	40
41	*	Work and Other Non-revenue Equipment	13,127	11,404	121	(110)	41
42		TOTAL OTHER EQUIPMENT	25,473	13,575	204	15	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	363,397	169,740	1,841	(3,722)	43

¹The data to be reported on line 38 in column (b) is the amount reported in Schedule 410, column (f), line 203, reduced by the allocable portion of line 216.²The data to be reported on line 39 in column (b) is the amount reported in Schedule 410, column (f), line 222, reduced by the allocable portions of line 235.³The data to be reported on line 40 in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320.

Line 40, Col. (c) includes ICC authorized reserve adj. Acct. 44 - 125.

415. SUPPORTING SCHEDULE—EQUIPMENT—Continued

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1			89,178		18,960		1
2		18,897	1,097,063	2,250	379,196	2,361	2
3							3
4							4
5		18,897	1,186,241	2,250	398,156	2,361	5
6							6
7		10,057	90,465		60,964		7
8		14,268	397,268	3,460	270,219	3,124	8
9		8,288	163,249		85,379		9
10		288	72,707		27,292		10
11		13,058	379,276	1,896	140,500	1,708	11
12		32,212	951,517	30	304,126	36	12
13		3,229	114,033		45,358		13
14		(10,646)					14
15		22	47,146		44,346		15
16							16
17							17
18		92	838		441		18
19		952	16,571		8,669		19
20		1,625	40,284		17,549		20
21		416	31,854		19,565		21
22		4,107	109,389	9,394	38,911	6,252	22
23			398		25		23
24		77,968	2,414,995	14,780	1,063,344	11,120	24
25							25
26		23,430	76,017		30,058		26
27							27
28		211					28
29							29
30		230					30
31							31
32		23,871	76,017		30,058		32
33			1,154		241		33
34							34
35			1,154		241		35
36			620		424		36
37			8,170	911	3,945	83	37
38							38
39							39
40			69,647		28,230		40
41		1,760	138,950	1,290	54,939	584	41
42		1,760	217,387	2,201	87,538	667	42
43		122,496	3,895,794	19,231	1,579,337	14,148	43

¹The data to be reported on lines 38, 39 and 40 in columns (g) and (h) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars, and Other Equipment.

²The depreciation to be reported on lines 38, 39, and 40 in column (i) is calculated by multiplying the investment in each element by the effective composite rate for Property Account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (j), Schedule 335.

416. SUPPORTING SCHEDULE—ROAD
(Dollars in Thousands)

Line No.	Density category (Class) (a)	Account No. (b)	Owned and used			Improvements to leased property			Capitalized leases			TOTAL		Line No.
			Inv. Base (c)	Accum. depr. (d)	Depr. rate % (e)	Inv. Base (f)	Accum. depr. (g)	Depr. rate % (h)	Inv. Base (i)	Current year Amort. (j)	Accum. Amort. (k)	Inv. Base (l)	Accum. depr. & Amort. (m)	
1	I	3	159,655	62,041	1.14							159,655	62,041	1
2		8	459,625	111,832	4.85							459,625	111,832	2
3		9	921,285	183,545	1.89							921,285	183,545	3
4		11	272,855	41,924	2.63							272,855	41,924	4
5	SUB-TOTAL		1,813,420	399,342								1,813,420	399,342	5
6	II	3	238,110	92,499	1.14							238,110	92,499	6
7		8	659,379	160,449	3.96							659,379	160,449	7
8		9	623,928	124,306	3.52							623,928	124,306	8
9		11	408,552	62,791	2.63							408,552	62,791	9
10	SUB-TOTAL		1,929,969	440,045								1,929,969	440,045	10
11	III	3	50,392	N/A	N/A		N/A	N/A		N/A	N/A	50,392	N/A	11
12		8	258,152	N/A	N/A		N/A	N/A		N/A	N/A	258,152	N/A	12
13		9	304,988	N/A	N/A		N/A	N/A		N/A	N/A	304,988	N/A	13
14		11	147,760	N/A	N/A		N/A	N/A		N/A	N/A	147,760	N/A	14
15	SUB-TOTAL		761,292	N/A	N/A		N/A	N/A		N/A	N/A	761,292	N/A	15
16	IV	3	125,981	48,958	1.14							125,981	48,958	16
17		8	319,642	77,810	3.62							319,642	77,810	17
18		9	282,315	56,214	1.95							282,315	56,214	18
19		11	134,725	20,702	2.63							134,725	20,702	19
20	SUB-TOTAL		862,663	203,684								862,663	203,684	20
21	V	3	22,927	8,899	1.14							22,927	8,899	21
22		8	20,783	5,043	3.62							20,783	5,043	22
23		9	47,525	9,450	1.95							47,525	9,450	23
24		11	8,852	1,357	2.63							8,852	1,357	24
25	SUB-TOTAL		100,087	24,749								100,087	24,749	25
26	GRAND TOTAL		5,467,431	1,067,820	N/A			N/A				5,467,431	1,067,820	26

Improvements to leased property included in balances

(1) Columns (c) + (f) + (i) = Column 12
Columns (d) + (g) + (k) = Column 13

(2) The base grand total for owned and used, improvements to leased property and capitalized leases should equal the sum of Accounts 3, 8, 9 and 11 shown at year end on Schedule 330 and Schedule 330A

Road Initials

CSXT

Year 88

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NOTES AND REMARKS

417. SPECIALIZED SERVICE SUBSCHEDULE — TRANSPORTATION

(Dollars in Thousands)

1. Report freight expenses only.
2. Report in lines 1, 2, 3, 4, and 10 the total of those natural expenses (salaries and wages, material, tools, supplies, fuels and lubricants, purchased services, and general) incurred in the operation of each type of specialized service facility. This schedule *does not* include switching services performed by train and yard crews in connection with or within specialized service facilities.
3. When it is necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410, Railway Operating Expenses.
4. Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See schedule 755, note R.
5. The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.
6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
7. Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (h), relate to refrigerator cars only.
8. Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only.

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total column (b-i) (j)	Line No
1	*	Administration	(41)								(41)	1
2	*	Pick up and delivery, marine line haul	5,976						N/A		5,976	2
3	*	Loading and unloading and local marine	34,200					10,771	N/A		44,971	3
4	*	Protective services, total debit and credits	286						4,530		4,816	4
5	*	Freight lost or damaged—solely related										5
6	*	Fringe benefits	4,446								4,446	6
7	*	Casualty and insurance	(8)								(8)	7
8	*	Joint facility — Debit	(19)								(19)	8
9	*	Joint facility — Credit	()	()	()	()	()	()	()	()	()	9
10	*	Other	(3)								(3)	10
11	*	TOTAL	44,837					10,771	4,530		60,138	11

Schedule 418

Instruction:

This schedule will show the investment in capitalized leases in road and equipment by primary account.

Column

- (a) = primary account number and title for which capital lease amounts are included therein.
- (b) = the total investment in that primary account.
- (c) = the investment in capital leases at the end of the year.
- (d) = the current year amortization.
- (e) = the accumulated amortization relating to the leased properties.

418. SUPPORTING SCHEDULE—CAPITAL LEASES

Primary Account No. & Title (a)	Total Investment At End of Year (b)	Capital Leases		
		Investment At End of Year (c)	Current Year Amort. (d)	Accum. Amort. (e)
52 Locomotives	1,188,491	2,250	267	2,361
53 Freight Cars	2,429,775	14,780	1,370	11,120
57 Work Equipment	64,163	1,253	117	554
58 Misc'l. Equipment	76,077	37	4	30
59 Computer Systems	9,081	911	83	83
TOTAL	3,767,587	19,231	1,841	14,148

NOTES AND REMARKS

450. ANALYSIS OF TAXES

(Dollars in Thousands)

A. Railway Taxes.

Line No.	Cross Check	Kind of tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	78,652	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	41,190	2
3		Excess Profits		3
4	*	Total - Income Taxes L 2 + 3	41,190	4
5		Railroad Retirement	318,953	5
6		Hospital Insurance	22,818	6
7		Supplemental Annuities	23,495	7
8		Unemployment Insurance	25,146	8
9		All Other United States Taxes		9
10		Total - U.S. Government Taxes	431,602	10
11		Total - Railway Taxes	510,254	11

B. Adjustments to Federal Income Taxes

1. In column (a) are listed the particulars which most often cause a differential between taxable income and pretax accounting income. Other particulars which cause such a differential should be listed under the caption Other (Specify), including State and other taxes deferred if computed separately. Minor items, each less than \$100,000, may be combined in a single entry under Other (Specify).

2. Indicate in column (b) the beginning of the year total of Accounts 714, 744, 762 and 786 applicable to each particular item in column (a).

3. Indicate in column (c) the net change in Accounts 714, 744, 762 and 786 for the net tax effect of timing differences originating and reversing in the current accounting period.

4. Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or reinstate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or a loss carry-back.

5. The total of line 19 in columns (c) and (d) should agree with the total of the contra charges (credits) to Account 557, Provision for Deferred Taxes, and Account 591, Provision for Deferred Taxes - Extraordinary Items, for the current year.

6. Indicate in column (e) the cumulative total of columns (b), (c), and (d). The total of column (e) must agree with the total of Accounts 714, 744, 762 and 786.

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.; Guideline lives pursuant to Rev. Proc. 62-21.	1,962,460	234,017		2,196,477	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.					2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.					3
4	Amortization of rights of way, Sec. 185 I.R.C.	(74,939)	(3,084)		(78,023)	4
5	Other (Specify)					5
6	Net Rent Expense-Tax Lease	(14,423)	13,323		(1,100)	6
7	Claims & Contingency Reserves	(52,838)	(23,622)		(76,460)	7
8	Reserve for Separation Pay	(12,791)	(213,249)		(226,040)	8
9	Pier Sales	(4,314)	(1,808)		(6,122)	9
10	Fed'l Effect of State	(91,409)	286		(91,123)	10
11	Other Timing Differences	7,886	(26,068)	624	(17,558)	11
12	Effect of N.O.L. C/F		(16,378)		(16,378)	12
13						13
14	State Deferred Taxes	268,849	345	(624)	268,570	14
15						15
16						16
17	Other Credits	(5,256)	(53,792)		(59,048)	17
18	Investment tax credit	(247,178)	38,512		(208,666)	18
19	TOTALS	1,736,047	(51,518)	-	1,684,529	19

450. ANALYSIS OF TAXES - Continued
(Dollars in Thousands)

*Footnotes:

1. If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit _____ \$ -0-

If deferral method for investment tax credit was elected:

(1) Indicate amount of credit utilized as a reduction of tax liability for current year _____ \$ _____

(2) Deduct amount of current year's credit applied to reduction of tax liability but deferred for accounting purposes _____ \$ _____

(3) Balance of current year's credit used to reduce current year's tax accrual _____ \$ _____

(4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual _____ \$ _____

(5) Total decrease in current year's tax accrual resulting from use of investment tax credits _____ \$ _____

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made _____ \$ None

460. ITEMS IN SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS FOR THE YEAR

(Dollars in Thousands)

Give a brief description for all items, regardless of amount, included during the year in Accounts 555, Unusual or Infrequent Items; 560, Income or Loss From Operations of Discontinued Segments; 562, Gain or Loss on Disposal of Discontinued Segments; 570, Extraordinary Items; 590, Income Taxes on Extraordinary Items; 592, Cumulative Effect of Changes in Accounting Principles; 603, Appropriations Released; 606, Other Credits to Retained Earnings; 616, Other Debits to Retained Earnings; 620, Appropriations for Sinking and Other Funds; 621, Appropriations for Other Purposes. If appropriations released reflect appropriations provided during the year, each account should not be reported.

For Accounts 519, Miscellaneous Income, and 551, Miscellaneous Income Charges, if the total in either account exceeds 10% of net income before extraordinary items, describe the three largest items in the account and any other items in excess of 10% of net income.

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1	519	Profit from land sales		117,955	1
2		Gain on sale of South Florida track		58,766	2
3		Expired side track deposits		3,084	3
4	551	Fees on sale of receivables	25,067		4
5		Loss from currency exchange	1,768		5
6		Int. on lump sum payments to UTU & BLE emp.	927		6
7	606/616	Adjustments between distributed equity and			7
8		undistributed equity for certain invest-			8
9		ments (See Schedule 310-A)	313	313	9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTIES AND SURETYSHIPS

(Dollars in Thousands)

1. If the respondent was under obligation as guarantor or surety for the performance by any other corporation or other association of any agreement or obligation, show the particulars of each contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year. This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after the date of issue. Items of less than \$50,000 may be shown as one total.

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Carolina Clinch-	1st Mtge. 4-1/2% Bonds, Ser.	5955 & annual	Sole	1
2	field & Ohio Rwy	B, int. and sink. fund due,	sink. fund \$244		2
3	(Prin.) CSXT	bonds not retired thru annual	& interest		3
4	(Guarantor)	sink. fund due 4/1/90			4
5					5
6	Terminal RR Assoc.	Refunding & Improvement Mtge.	7,787 & interest	Note 1	6
7	of St. Louis	Bonds, Series C, 4% due 7/1/2019			7
8	Guarantors:				8
9	CSXT; BN; ICG; MKT;				9
10	MP; N&W; SOU; SSW				10
11					11
12	International	Promissory Note due 7/13/89	3,496	Joint	12
13	River Center L&N		interest of \$380		13
14	Investment; So.				14
15	Pac. Dev; Hilton				15
16	Hotel Corp.				16
17					17
18	Waynesburg Sou.	First Mortgage Bonds,	10,592 and int.	Joint	18
19	Railroad Company	Series A, 7-1/4%	sinking fund		19
20	CSXT	Due 9/1/93, F.D. 25087	installments and		20
21			premium, if any		21
22					22
23	City of New	Under the terms of the New	713 & interest	Joint	23
24	Orleans, LA	Orleans Union Pass. Term.			24
25	Guarantors: CSXT	Agreement dated 10/22/47, CSXT			25
26	ICG; L&A; SOU;	and 6 other railroads			26
27	T&NO T&P; MP	severally guarantee payment as			27
28		and when due principal;			28
29		interest and expense of City			29
30		of New Orleans Union Passenger			30
31		Term. Revenue Bonds due			31
32		serially to 1/1/98.			32
33					33
34					34
35					35
36					36
37	NOTE 1: As to Refunding and Improvement Mortgage Bonds Series C, this company				37
38	guarantees to the extent of 1/14 only, the interest and sinking fund payments.				38

2. If any corporation or other association was under obligation as guarantor or surety for the performance by the respondent of any agreement or obligation, show the particulars called for hereunder for each such contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year.

This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after date of issue, nor does it include ordinary surety bonds or undertakings on appeals in court proceedings.

Line No.	Finance Docket number, title, maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1					1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

Using the following notes as a guideline, show the requirements compensating balances and short-term borrowing arrangements. Footnote disclosure is required even though the arrangement is not reduced to writing.

1. Disclose compensating balances not legally restricted, lines of credit used and unused, average interest rate of short-term borrowings outstanding at balance sheet date, maximum amount of outstanding borrowings during the period and the weighted average rate of those borrowings.
2. Time deposits and certificates of deposit constituting compensating balances not legally restricted should be disclosed.
3. Compensating balance arrangements need only be disclosed for the latest fiscal year.
4. Compensating balances included in Account 703, Special Deposits, and in Account 717, Other Funds, should also be separately disclosed below.
5. Compensating balance arrangements are sufficiently material to require disclosure in footnotes when the aggregate of written and oral agreement balances amount to 15 percent or more of liquid assets (current cash balances, restricted and unrestricted plus marketable securities).
6. When a carrier is not in compliance with a compensating balance requirement, that fact should be disclosed along with stated and possible sanctions whenever such possible sanctions may be immediate (not vague or unpredictable) and material.

NONE

NOTES AND REMARKS

SCHEDULE 510 SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT
(Dollars in Thousands)

The principal use of this schedule is to determine the average embedded rate of debt capital.

I. Debt Outstanding at End of Year:

Line #	Account No.	Title	Source	Balance at Close of Year
1	751	Loans and Notes Payable	Sch. 200, L. 30	-0-
2	764	Equipment Obligations and Other Long Term Debt Due Within One Year	Sch. 200, L. 39	173,954
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	368,636
4	766	Equipment Obligations	Sch. 200, L. 42	672,536
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	50,426
6	768	Debt in Default	Sch. 200, L. 44	-0-
7	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(12,114)
8		Total Debt	Sum L. 1-7	1,253,438
9		Debt Directly Related to Road Property	Note 1.	367,813
10		Debt Directly Related to Equipment	Note 1.	841,522
11		Total Debt Directly Related to Road & Equipment	Sum L. 9 and 10	1,209,335
12		Percent Directly Related to Road	$L. 9 \div L. 11$ (2 decimals)	30.41%
13		Percent Directly Related to Equipment	$L. 10 \div L. 11$ (2 decimals)	69.59%
14		Debt Not Directly Related to Road or Equipment	L. 8 minus L. 11	44,103
15		Road Property Debt	(L. 12 \times L. 14) plus L. 9	381,225
16		Equipment Debt	(L. 13 \times L. 14) plus L. 10	872,213

II. Interest Accrued During the Year:

Line #	Account No.	Title	Source	Balance at Close of Year
17	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L. 42	164,733
18	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	270
19	517	Release of Premiums on Funded Debt	Sch. 210, L. 22	+ (27)
20		Total Interest	Sum of Lines 17-19	164,976
21		Interest Affiliated Company Debt	Note 2.	37,631
22		Net Interest Expense	L. 20 minus L. 21	127,345
23		Interest Directly Related to Road Property Debt	Note 3.	13,229
24		Interest Directly Related to Equipment Debt	Note 3.	99,341
25		Interest Not Directly Related to Road or Equipment Property Debt	$L. 22 - (L. 23 + L. 24)$	14,775
26		Interest Road Property Debt	$L. 23 + (L. 25 \times L. 12)$	17,722
27		Interest Equipment Debt	$L. 24 + (L. 25 \times L. 13)$	109,623

Note 1. Directly related means the purpose which the funds were used when the debt was issued.
 Note 2. Line 21 includes interest on debt in Account 769—Account Payable; Affiliated Companies.
 Note 3. This Interest relates to debt reported in Lines 9 and 10, respectively.

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

1. Furnish the information called for below between the respondent and the affiliated companies or persons affiliated with the respondent, including officers, directors, stockholders, owners, partners or their wives and other close relatives, or their agents. Examples of transactions are, but are not restricted to, management, legal, accounting, purchasing or other type of service including the furnishing of materials, supplies, purchase of equipment, leasing of structures, land and equipment, and agreements relating to allocation of officers' salaries and other common costs between affiliated companies.

To be excluded are payments for the following types of services:

- (a) Lawful tariff charges for transportation services
- (b) Payments to or from other carriers for interline services and interchange of equipment
- (c) Payment to or from other carriers which may reasonably be regarded as ordinarily connected with routine operation or maintenance, but any special or unusual transactions should be reported.
- (d) Payments to public utility companies for rates or charges fixed in conformity with government authority.

2. In column (a) enter the name of the affiliated company, person, or agent with which respondent received or provided services aggregating \$50,000 or more for the year. If an affiliated company provides services to more than one affiliate, and the aggregate compensation amounts to \$50,000 or more for the year, list all the affiliates included in the agreement and describe the allocation of charges. If the respondent provides services to more than one affiliate, and the aggregate compensation amounts to \$50,000 or more for the year, reference to this fact should be made and the detail as to the allocation of charges should be stated. For those affiliates providing services to the respondent, also enter in column (a) the percent of affiliate's gross income derived from transactions with respondent.

The respondent may be required to furnish as an attachment to Schedule 512 a balance sheet and income statement for each affiliate with which respondent carrier had reportable transactions during the year, or alternatively, attach a "Pro forma" balance sheet and income statement for that portion or entity of each affiliate

which furnished the agreed to services, equipment, or other reportable transaction. The statements, if required, should be prepared on a calendar year basis in conformity with the prescribed schedules for the balance sheet and income statement in Annual Report Form R-1, and should be noted (1) to indicate the method used for depreciating equipment or other property furnished the carrier, and (2) whether the affiliate's Federal income tax return for the year was filed on a consolidated basis with the respondent carrier.

3. In column (b) indicate nature of relationship or control between the respondent and the company or person identified in column (a) as follows:

- (a) If respondent directly controls affiliate, insert the word "direct"
- (b) If respondent controls through another company, insert the word "indirect"
- (c) If respondent is under common control with affiliate, insert the word "common"
- (d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled"
- (e) If control is exercised by other means such as a management contract or other arrangement of whatever kind, insert the word "other" and footnote to describe such arrangements.

4. In column (c) fully describe the transactions involved such as management fees, lease of building, purchase of material, etc. When the affiliate listed in column (a) provides more than one type of service in column (c), list each type of service separately and show total for the affiliate. When services are both provided and received between the respondent and an affiliate they should be listed separately and the amounts shown separately in column (c).

5. In column (d) report the dollar amounts of transaction shown and the effect of any change in the method of establishing the terms from that used in the preceding period.

6. In column (e) report the dollar amounts due from or to related parties and, if not otherwise apparent, the terms and manner of settlement. Insert (P) paid and (R) received by the amount in column (e).

SCHEDULE 512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	Augusta & Summerville RR Co.		Direct	Management Service Fee	5	R	1
2	Beaver Street Tower		"	" " "	16	R	2
3	CSX Corporation		Controlled	" " "	53,475	P	3
4	Richmond Washington Co.		Indirect	" " "	4	R	4
5	Winston-Salem Southbound Rwy. Co.		Direct	" " "	56	R	5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

72

Road Initials

CSXT

Year 19, 88

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

State particulars of all tracks operated by the respondent at the close of the year, according to the following classification:

- (1) Line owned by respondent
- (2) Line owned by proprietary companies
- (3) Line operated under lease for a specified sum, lessor being (A) an affiliated corporation, or (B) independent or not affiliated with respondent
- (4) Line operated under contract or agreement for contingent rent, owner being (A) an affiliated corporation, or (B) independent or not affiliated with respondent

- (5) Line operated under trackage rights.

Give subtotals for each of the several numbered classes, in the order listed above, as well as the total for all classes.

Lengths of track should be reported to the nearest WHOLE mile adjusted to accord with footings; i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

In column (a) insert the figure (and letter, if any) indicating its class in accordance with the preceding classification.

In column (b) give the various proportions of each class owned or leased by respondent, listing each proportion once in any grouping. Canadian mileage should be segregated and identified on separate lines in the various groupings. For each listing, in column (d) give its entire length (the distances between termini of single or first main track), and in the following columns the lengths of second main track; all other main tracks, passing tracks, cross-overs and turn-outs; way switching tracks; and yard switching tracks. These classes of tracks are defined as follows:

Running tracks. Running tracks, passing tracks, cross-overs, etc., including turn-outs from those tracks to clearance points

Way switching tracks. Station, team, industry and other switching tracks for which no separate service is maintained

Yard switching tracks. Yards where separate switching services are maintained, including classification, house, team, industry and other tracks switched by yard locomotives.

The returns in columns (h) and (i) should include tracks serving industries, such as mines, mills, smelters, factories, etc. Tracks belonging to an industry for which no rent is payable should not be included.

Tracks leading to and in gravel and sand pits and quarries, the cost of which is chargeable to a clearing account and which are used in getting out material for the respondent's use, should not be included.

Class (1) includes all lines operated by the respondent at the close of the year to which it has title in perpetuity.

Class (2) includes each line, full title to which is in an inactive proprietary corporation of the respondent (i.e., one all of whose outstanding stocks or obligations are held by or for the respondent, and which is operated by the respondent or an affiliated system corporation without any accounting to the said proprietary corporation). It may also include such line when the actual title to all of the outstanding stocks or obligations rest in a corporation controlled by or controlling the respondent, but in the case of any such inclusion, the facts of the relation to the respondent of the corporation holding the securities should be fully set forth in a footnote. An inactive corporation is one which has been practically absorbed in a controlling corporation, and which neither operates property nor administers its financial affairs; if it maintains an organization, it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

Class (3) includes all tracks operated under a lease or formal conveyance of less than the grantor's interest in the property, with a specific and unconditional rent reserved. The fact that the lessor does or does not maintain an independent organization for financial purposes is immaterial in this connection.

Class (4) is the same as class (3), except that the rent reserved is conditional upon earnings or other fact.

Class (5) includes all tracks operated and maintained by others, but over which the respondent has the right to operate some or all of its trains. In the road of this class the respondent has no proprietary rights, but only the rights of a licensee. Include in this class, also, all main tracks, industrial tracks and sidings owned by noncarrier companies and individuals when the respondent operates over them, but does not have exclusive possession of them.

Road held by the respondent as joint or common owner or a joint lessee or under any joint arrangement should be shown in its appropriate class, and the entry of length should be of the entire length of the portion jointly held. The class symbol should have the letter (J) attached.

Road operated by the respondent as agent for another carrier should not be included in this schedule.

700. MILEAGE OPERATED AT CLOSE OF YEAR

LINE NO.	CLASS	Proportion owned or leased by respondent	Running tracks, passing tracks, cross-overs, etc.						TOTAL	Line No.
			Miles of road	Miles of Second Main track	Miles of all other track	Miles of passing tracks, crossovers, and turnouts	Miles of way switching tracks	Miles of yard switching tracks		
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	1	100%	16888	2032	61	2532	2530	6393	30436	1
2	1J	1/4					18	13	31	2
3	1J	1/3				1		20	21	3
4	1J	2/5						3	3	4
5	1J	1/2	105	99	24	24	33	135	420	5
6	1J	2/3					4	11	15	6
7	Total	Class 1	16993	2131	85	2557	2585	6575	30926	7
8										8
9	2	100%	241	17	1	18	14	82	373	9
10	2J	1/2	1				1		2	10
11	2	Canada	167			22	28	24	241	11
12	Total	Class 2	409	17	1	40	43	106	616	12
13										13
14	3A	100%	549	14		106	85	225	979	14
15	3AJ	1/2					2	1	3	15
16	3B	100%	530	35		67	80	171	883	16
17	3BJ	100%		3					3	17
18	Total	Class 3	1079	52		173	167	397	1868	18
19										19
20	4A	100%	602	31		54	94	198	979	20
21	4AJ	1/2						1	1	21
22	4B	100%	23			1	13	1	38	22
23	Total	Class 4	625	31		55	107	200	1018	23
24										24
25	5	100%	1024	351	51	72	205	440	2143	25
26	5	1/3				1			2	26
27	5	1/2	2							27
28	5	Canada	244	233		18		14	509	28
29	Total	Class 5	1270	584	51	91	205	454	2655	29
30										30
31										31
32										32
33										33
34										34
35										35
36										36
37										37
38										38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57		TOTAL	20376	2815	137	2916	3107	7732	37083	57
58	Miles of electrified road or track included in preceding grand total									

702. MILES OF ROAD AT CLOSE OF YEAR - BY STATES AND TERRITORIES (SINGLE TRACK)

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (d), or (e), as may be appropriate. The remainder of jointly operated mileage should be shown in column (f). Respondent's proportion of road jointly owned, not operated, should be shown in column (h), as may be appropriate. Mileage which has been permanently abandoned should not be included in column (h).
Mileage should be reported to the nearest WHOLE mile adjusted to accord with footings; i. e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile.

Line No.	Cross Check	State or territory (a)	MILES OF ROAD OPERATED BY RESPONDENT							Line No.
			Line owned (b)	Line of proprie- tary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)
1		Alabama	1343			30		23		1
2		District of Col.	12					21	4	2
3		Delaware		23				9		3
4		Florida	1897				4	81		4
5		Georgia	2134			176		10	25	5
6		Illinois	444	1		86	76	93	26	6
7		Indiana	1094	3			143	61	12	7
8		Kentucky	1797			143	10	11	33	8
9		Louisiana	35					8		9
10		Maryland	264	14	5		145	17	20	10
11		Michigan	788	15				15	34	11
12		Mississippi	74							12
13		Missouri	4					4		13
14		New York						40		14
15		North Carolina	999			118	9	52		15
16		Ohio	1254	55		138	20	68		16
17		Pennsylvania	335	42		32	79	63	5	17
18		South Carolina	1383			58		12	18	18
19		Tennessee	868			149		47		19
20		Virginia	784	30		108		176	29	20
21		West Virginia	1484	59		36	134	240	48	21
22										22
23		Canada (Ont.)		167				244		23
24										24
25										25
26										26
27										27
28										28
29										29
30										30
31										31
32		TOTAL MILEAGE (single track)	16993	409	1079	625	1270	20376	257	32

NOTES AND REMARKS

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (f). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.
5. A "self-propelled car" is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.
6. A "diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "electric" unit includes all units which receive electric power from an overhead contact wire or a third rail, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel, or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification. An "auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g.,

boosters, slugs, etc. For reporting purposes, indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate. Radio-controlled units that are not self-powered, i.e., those without a diesel, should be reported on line 13 under "auxiliary units."

7. Column (k) should show aggregate capacity for all units reported in column (j), as follows: For locomotive units, report the manufacturers' rated horsepower (the maximum continuous power output from the diesel engine or engines delivered to the main generator or generators for tractive purposes). Exclude capacity data for steam locomotives. For passenger-train cars report the number of passenger seats available for revenue service, counting one passenger to each berth in sleeping cars.

8. Passenger-train car types and service equipment car types correspond to AAR Mechanical Division designations. Descriptions of car codes and designations are published in The Official Railway Equipment Register.

9. Cross-checks

Schedule 710

Schedule 710

Line 5, column (j)	=	Line 11, column (i)
Line 6, column (j)	=	Line 12, column (i)
Line 7, column (j)	=	Line 13, column (i)
Line 8, column (j)	=	Line 14, column (i)
Line 9, column (j)	=	Line 15, column (i)
Line 10, column (j)	=	Line 16, column (i)

When data appear in column (j) lines 1 thru 8, column (k) should have data on same lines.

When data appear in columns (k) or (l) lines 36 thru 53, and 55, column (m) should have data on same lines.

710. INVENTORY OF EQUIPMENT
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including re-classification and second hand units purchased or leased from others (f)							
1		Locomotive Units Diesel freight units	2,652					26	2,395	231	2,626	(H.P.) 7503350		1
2		Diesel-passenger units												2
3		Diesel-multiple purpose units	299				5	3	60	241	301	493300		3
4		Diesel-switching units	207				20	5	197	25	222	353400	1	4
5	*	TOTAL (lines 1 to 4) units	3,158				25	34	2,652	497	3,149	8350050	1	5
6	*	Electric locomotives												6
7	*	Other self-powered units												7
8	*	TOTAL (lines 5, 6 and 7)	3,158				25	34	2,652	497	3,149	8350050	1	8
9	*	Auxiliary units	38				8		46		46	N/A		9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	3,196				33	34	2,698	497	3,195	N/A	1	10

DISTRIBUTION OF LOCOMOTIVE UNITS IN SERVICE OF RESPONDENT AT CLOSE OF YEAR, ACCORDING TO YEAR BUILT, DISREGARDING YEAR OF REBUILDING

Line No.	Cross Check	Type or design of units (a)	Before Jan. 1, 1965 (b)	During Calendar Year				1985 (g)	1986 (h)	1987 (i)	1988 (j)	1989 (k)	TOTAL (l)	Line No.
				Between Jan. 1, 1965 and Dec. 31, 1969 (c)	Between Jan. 1, 1970 and Dec. 31, 1974 (d)	Between Jan. 1, 1975 and Dec. 31, 1979 (e)	Between Jan. 1, 1980 and Dec. 31, 1984 (f)							
11	*	Diesel	355	435	1,104	617	425	188			25		3,149	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	355	435	1,104	617	425	188			25		3,149	14
15	*	Auxiliary units			33		13						46	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	355	435	1,137	617	438	188			25	N/A	3,195	16

710. INVENTORY OF EQUIPMENT—Continued
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col. (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
17		PASSENGER TRAIN CARS Non-Self Propelled Coaches [PA, PB, PBO]	3					3						17
18		Combined cars [All class C, except CSB]												18
19		Parlor cars [PBC, PC, PL, PO]												19
20		Sleeping cars [PS, PT, PAS, PDS]												20
21		Dining, grill and tavern cars [All class D, PD]										N/A		21
22		Non-passenger-carrying cars [All class B, CSB, M, PSA, IA]	2					2				N/A		22
23		TOTAL (lines 17 to 22)	5					5						23
24		Self-Propelled Electric passenger cars [EP, ET]												24
25		Electric combined cars [EC]												25
26		Internal combustion rail motorcars [ED, EG]	7					5	2		2			26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (lines 24 to 27)	7					5	2		2			28
29		TOTAL (lines 23 and 28)	12					10	2		2			29
30		COMPANY SERVICE CARS Business cars [PV]	21					12	9		9	N/A		30
31		Board outfit cars [MWX]	1035					134	901		901	N/A		31
32		Derrick and snow removal cars [MWU, MWV, MWW, MWK]	151					8	143		143	N/A		32
33		Dump and ballast cars [MWB, MWD]	2214					10	2198	6	2204	N/A		33
34		Other maintenance and service equipment cars	4477				2154		6528	103	6631	N/A		34
35		TOTAL (lines 30 to 34)	7898				2154	164	9779	109	9888	N/A		35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (d) give the number of units purchased or built in company shops. In column (e) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (n). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (i). Units rented from others for a period less than one year should not be included in column (j).

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Class of equipment and car designations	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time mileage cars	All others	Units installed				
					New units purchased or built	New or rebuilt units leased from others	Rebuilt units acquired and rebuilt units rewritten into property accounts	All other units, including reclassification and second hand units purchased or leased from others	
(a)	(b)	(c)	(d)	(e)	(f)	(g)			
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B100-B287)	112					36	
37		Plain box cars - 50' and longer (B300-B887)	9,160				793	37	
38		Equipped box cars (All Code A) Except A-5	20,430				3,152	38	
39		Plain gondola cars (All Codes G & J--1, J--2, J--3, and J--4)	17,682				342	39	
40		Equipped gondola cars (All Code E)	3,939		989		161	40	
41		Covered hopper cars (All Code C -- 1 --)	26,218		631		681	41	
42		Open top hopper cars-general service (All Code H)	64,664				4,660	42	
43		Open top hopper cars-special service (All Codes K, J--0 and C -- 2 --)	5,737				1,115	43	
44		Refrigerator cars-mechanical R-9 (R150-170, 250-270, 350-370, 450-470, 550-570, 650-670, 750-770 and 850-870)	2,523				1,900	44	
45		Refrigerator cars-non-mechanical (R100-120, 200-220, 300-320, 400-420, 500-520, 600-620, 700-720 and 800-820)	2,523				2,867 967	45	
46		Flat cars-TOFC/COFC (All Code P & Q)	154					46	
47		Flat cars-multi-level (All Code V)	17				5,711	47	
48		Flat cars-general service (F101-106, F201-206, F301-306)	200					48	
49		Flat cars-other F-8 (F111-166, 211-266, 311-366, 411-466, 600-826)	1,008				41	49	
50		Tank cars-under 22,000 gallons (T--0, T--1, T--2, T--3, T--4, T--5)					61	50	
51		Tank cars-22,000 gallons and over (T--6, T--7, T--8, T--9)					3	51	
52		All other freight cars A-5 (All Code L and F171-176, 271-276, 371-376, 471-476)	5,784				5	52	
53		TOTAL (lines 36 to 52)	157,628		1,620		19,592	53	
54		Caboose (All Code M-930)	N/A	1,616				54	
55		TOTAL (lines 53, 54)	157,628	1,616	1,620		19,592	55	

710. INVENTORY OF EQUIPMENT - Continued

4. Column (m) should show aggregate capacity for all units reported in columns (k) and (l), as follows. For freight-train cars, report the nominal capacity (in tons of 2,000 lbs) as provided for in Rule 86 of the AAR Code of Rules Governing Cars in Interchange. Convert the capacity of tank cars to capacity in tons of the commodity which the car is intended to carry customarily.

5. Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease arrangement, whose interline rental is settled on a per diem and line haul mileage basis under "Code of Car Hire Rules" or would be so settled if used by another railroad.

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Time-mileage cars (k)	All other (l)			
36		52	60		60		3,300		36
37		3,798	3,030	3,125	6,155		438,453	81	37
38		3,996	15,028	4,558	19,586		1,466,597		38
39		4,578	8,733	4,713	13,446		1,247,924	10	39
40		514	4,442	133	4,575		430,497		40
41		4,451	20,488	2,591	23,079		2,290,444		41
42		11,330	48,907	9,087	57,994		5,448,101		42
43		86	5,270	1,496	6,766		602,337		43
44		29	2,170	2,224	4,394		319,559		44
45		27	3,086	2,215	5,301		389,098		45
46		74	916	51	967		63,539		46
47				80	80		12,760		47
48				5,728	5,728		235,912		48
49		49	68	83	151		10,012		49
50			921	128	1,049		<43,729	87457	50
51				61	61		3,601		51
52				3	3		296		52
53		1,810	3,470	509	3,979		307,303		53
54		30,767	113,503	34,570	148,073	12968902	12,924,364	91	54
55		600	826	190	NA	1,016	NA		55
56		31,367	114,329	34,760	148,073	1,016	12,924,364	91	56

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710. INVENTORY OF EQUIPMENT - Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All others (c)	Units installed				
					New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
FLOATING EQUIPMENT									
56		Self-propelled vessels [Tugboats, car ferries, etc.]	N/A	1					56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	N/A	5					57
58		TOTAL (lines 56 and 57)	N/A	6					58
HIGHWAY REVENUE EQUIPMENT									
59		Bogie-chassis z-1						410	59
60		Dry van. u-2 & z-2	7,456					3,859	60
61		Flat bed u-3 & z-3							61
62		Open top u-4 & z-4							62
63		Mechanical refrigerator u-5 & z-5	631						63
64		Bulk u-0 & z-0							64
65		Insulated u-7 & z-7	253						65
66		Tank u-6		71					66
67		Other trailer or container Incl. u-9, z-6 & z-9							67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 to 69)	8,340	71				4,269	70

NOTES AND REMARKS

710. INVENTORY OF EQUIPMENT - Concluded

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification	Owned and used	Leased from others	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4)	Leased to others	
					Per diem	All other			
		(h)	(i)	(j)	(k)	(l)	(m)	(n)	
56					N/A	1			56
57		3	2		N/A	2			57
58		3	3		N/A	3			58
59				410	410				59
60			4,848	6,467	11,315		6,326,346		60
61									61
62									62
63		631							63
64									64
65		253							65
66		71							66
67									67
68									68
69									69
70		955	4,848	6,877	11,725		6,326,346		70

NOTES AND REMARKS

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

(Dollars in Thousands)

1. Give particulars as requested, separately, for the various classes of new units and rebuilt units of equipment installed by respondent during the year. If information regarding the cost of any units installed is not complete at time of filing of report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased (P), built or rebuilt by contract in outside railroad shops (C), or built or rebuilt in company or system shops (S) including units acquired through capitalized leases (L).

2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO), steel boxcars-special service (XAP), etc. For TOFC/COFC show type of equipment as enumerated in Schedule 710.

3. In column (c) show the total weight in tons of 2,000 pounds. The weight of the equipment acquired should be the weight empty.

4. The cost should be the complete cost as entered on the ledger, including foreign line freight charges and handling charges.

5. Data for this schedule should be confined to the units reported in Schedule 710, columns (c) and (e) for locomotive units, passenger-train cars and company service cars and columns (d) and (f) for freight train cars, floating equipment and highway revenue equipment. Disclose new units in the upper section of this schedule and in the lower section disclose rebuilt units acquired or rewritten into the respondent's accounts. The term "new" as used herein shall mean a unit or units placed in service for the first time on any railroad.

6. All unequipped boxcars acquired in whole or in part with incentive per diem funds should be reported on separate lines and appropriately identified by footnote or sub-heading.

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1	Equipped Gondolas	989	197,800	37087,500	C	1
2	Covered Hoppers	631	126,200	28395,000		2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25	TOTAL	1,620	N/A	65482,500	N/A	25
REBUILT UNITS						
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL		N/A		N/A	38
39	GRAND TOTAL		N/A		N/A	39

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720, 721, 723, AND 726

1. For purposes of these schedules, the track categories are defined as follows:

Track category¹

- A - Freight density of 20 million or more gross ton-miles per track mile per year (include passing tracks, turnouts and crossovers)
- B - Freight density of less than 20 million gross ton-miles per track mile per year, but at least 5 million (include passing tracks, turnouts and crossovers)
- C - Freight density of less than 5 million gross ton-miles per track mile per year, but at least 1 million (include passing tracks, turnouts and crossovers)
- D - Freight density of less than 1 million gross ton-miles per track mile per year (include passing tracks, turnouts and crossovers)
- E - Way and yard switching tracks (passing tracks, crossovers and turnouts shall be included in category A, B, C, D, E, and Potential abandonments, as appropriate).
- F - Track over which any passenger service is provided (other than potential abandonments). Mileage should be included within track categories A through E unless there is dedicated entirely to passenger service F.

Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10904 of the Interstate Commerce Act.

2. This schedule should include all class 1, 2, 3, or 4 track from schedule 700 that is maintained by the respondent (class 5 is assumed to be maintained by others).
3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

720. TRACK AND TRAFFIC CONDITIONS

1. Disclose the requested information pertaining to track and traffic conditions.

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	6,699	34.50	47.15	111	1
2	B	8,536	11.83	45.68	132	2
3	C	5,429	2.80	32.55	273	3
4	D	5,670	.19	23.66	66	4
5	E	10,749	XXXXXXXX	XXXXX		5
6	TOTAL	37,083	14.63	39.81	582	6
7	F	3,111	XXXXXXXX	XXXXX	11	7
8	Potential abandonments	5,702	4.59	37.27	286	8

*To determine average density, total track miles (route miles times number of tracks) rather than route miles shall be used.

721. TIES LAID IN REPLACEMENT

1. Furnish the requested information concerning ties laid in replacement
2. In column (j), report the total board feet of switch and bridge ties laid in replacement
3. The term "spot maintenance" in column (k) means repairs to track components during routing inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total ties or board feet laid in replacement considered to be spot maintenance.
4. In No. 9, the average cost per tie should include transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply storage and seasoning yards, and in the case of treating ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines, and placing the ties in tracks and of train service other than that necessary in connection with loading or treatment should not be included in this schedule.

Line No.	Track category (a)	Number of crossties laid in replacement							Total (i)	Switch and bridge ties (board feet) (j)	Crossties switch and bridge ties	Line No.
		New ties				Second-hand ties					Percent of spot maintenance (k)	
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)				
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)					
1	A	715,810		51,678					767,488	3,453,000	.3	1
2	B	618,815							618,815	3,235,000	.6	2
3	C	144,226							144,226	890,000	20.6	3
4	D	65,968							65,968	464,000	37.9	4
5	E	251,631							251,631	980,000	42.8	5
6	TOTAL	1,796,450		51,678					1,848,128	9,022,000	8.9	6
7	F	291,951							291,951	842,000	.4	7
8	Potential abandonments	16,404							16,404	49,000	100.0	8

9. Average cost per crosstie \$ 16.30 and switchtie (MBM) \$ 486.20

722. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS (Dollars in Thousands)

Give particulars of ties laid during the year in new construction during the year.

In column (a) classify the ties as follows:

U — Wooden ties untreated when applied.

T — Wooden ties treated before application.

S — Ties other than wooden (steel, concrete, etc.). Indicate type in column (h).

Report new and second-hand (relay) ties separately, indicating in column (h) which ties are new.

In columns (d) and (g) show the total cost, including transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply, storage, and seasoning yard. In the case of treated ties, also show the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines and placing the ties in tracks, and of train service, other than that necessary in connection with loading or treatment, should not be included in this schedule.

Line No	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No	
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of cross-ties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)			
1	T	71,961	14.85	1,069	531,853	355.39	189	New	1	
2									2	
3									3	
4									4	
5									5	
6									6	
7									7	
8									8	
9									9	
10									10	
11									11	
12									12	
13									13	
14									14	
15									15	
16									16	
17									17	
18									18	
19									19	
20	TOTAL	71,961	14.85	1,069	531,853	355.39	189		20	
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid 0									21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid 26.65									22

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.
2. The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance.
3. In No. 10, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule.

Line No.	Track category (a)	Miles of rail laid in replacement (rail-miles)				Total		Percent of spot maintenance (h)	Line No.	
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)			
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)					
1	A	333.80	54.78	101.84	8.76	435.64	63.54	12.7	1	
2	B	49.82	8.18	268.89	35.07	318.71	43.25	11.9	2	
3	C	.93	.15	116.18	52.60	117.11	52.75	31.1	3	
4	D	.66	.11	86.09	8.78	86.75	8.89	9.2	4	
5	E	9.16	1.50	196.32	70.13	205.48	71.63	25.8	5	
6	TOTAL	394.37	64.72	769.32	175.34	1,163.69	240.06	17.1	6	
7	F	33.19	5.45	59.05	4.38	92.24	9.83	9.6	7	
8	Potential Abandonments	-	-	2.35	17.50	2.35	17.50	88.2	8	
9	Average cost of new and relay rail laid in replacement per gross ton \$ <u>548.72</u> New \$ <u>120.71</u> relay.									9

724. RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS
(Dollars in Thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track.

In column (a) classify the kind of rail applied as follows:

- (1) New steel rails, Bessemer process
- (2) New steel rails, open-hearth process
- (3) New rails, special alloy (describe more fully in a footnote)
- (4) Relay rails

2. Returns in columns (c) and (g) should be reported in WHOLE numbers. Fractions of less than one-half should be disregarded, and fractions of one-half or more should be counted as one.

3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks and of train service in connection with the distribution of the rail should not be included in this schedule.

Line No.	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY, AND OTHER SWITCHING TRACKS				Line No.
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching tracks during year	Average cost per ton (2,000 lb)	
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)			
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)		
1	4				122	6,528	806	123.45	1	
2									2	
3									3	
4									4	
5									5	
6									6	
7									7	
8									8	
9									9	
10									10	
11									11	
12									12	
13									13	
14									14	
15									15	
16									16	
17									17	
18									18	
19									19	
20									20	
21									21	
22									22	
23									23	
24									24	
25									25	
26									26	
27									27	
28									28	
29									29	
30									30	
31									31	
32									32	
33	TOTAL	N/A			N/A	6,528	806	123.45	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								0	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								26.65	35
36	Track-miles of welded rail installed on system this year 580.9 : total to date 18,096									36

725. WEIGHT OF RAIL

Give the particulars called for below concerning the road and track operated by the respondent at the close of the year. Only the respondent's proportion of jointly owned mileage should be included. Under "Weight of rail," the various weights of rails should be given. Road and track occupied under trackage right or other form of license should not be included herein, but all road and track held under any form of lease (granting exclusive possession to the lessee) should be included.

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
	Pounds				
1					1
2	56	.22			2
3	60	46 45.51			3
4	65	.42			4
5	67	2 1.97			5
6	68	.10			6
7	70	22 21.97			7
8	75	91 90.91			8
9	80	271 270.55			9
10	82	16 16.21			10
11	85	803 802.96			11
12	90	828.10			12
13	100	2894.72			13
14	105	93 92.94			14
15	110	152.16			15
16	112	952.40			16
17	115	2245.41			17
18	122	1530.66			18
19	130	516.53			19
20	131	1772.06			20
21	132	5038.62			21
22	133	5.47			22
23	135	.18			23
24	136	956.18			24
25	140	8108 809.75			25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47					47
48					48

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

Unit Train, Way Train, and Through Train data under Items 2, 3, 4, 6, and 12 shall be obtained from conductor's wheel reports (freight) or similar records. Unit train service is a specialized scheduled shuttle type service in equipment (Railroad or privately owned) dedicated to such service, moving between origin and destination. The applicable tariffs and/or contracts generally require that a specific minimum tonnage or quantity of cars be tendered as a unit for shipment on one bill of lading or other shipping document in a solid train for movement between origin and destination. Such tariffs and/or contracts generally contain restricted detention provisions and are subject to time-volume requirements which reflect the approximate capacity of the unit trains for the stated period. Way Trains are defined as those trains operated primarily to gather and distribute cars in road service and move them between way stations or way points. Through Trains are those trains operated between two or more major concentration or distribution points. Do not include Unit Train statistics in Items 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

(A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.
(B) A train-mile is the movement of a train a distance of 1 mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as 1 mile. Train miles shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.

(C) A motorcar is a self-propelled unit of equipment designed to carry freight or passenger traffic, and is not considered a locomotive.
(D) A locomotive is self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of 1 mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.

(E) All locomotives unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instructions (B) regarding fractions and official time tables for computing locomotive-miles.

(F) Train switching locomotive-miles shall be computed at the rate of 6 miles per hour for the time actually engaged in such service. Include miles allowed train locomotives for performing switching service at terminals and way stations.

(G) Yard switching locomotive-miles shall be computed at the rate of 6 miles per hour for the time actually engaged in yard switching service. Include miles allowed to yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.

(H) Use car designations shown in Schedule 710. Under Railroad Owned and Leased cars, Items 4-01 and 4-11, report both foreign cars and respondents' own cars on the line of the respondent railroad. In Items 4-13 and 4-15 report the private-line categories, miles for private-line cars (whether or not under railroad control) and shipper-owned cars. A car-mile is a movement of a unit of car equipment a distance of 1 mile. Report miles made by flatcars carrying loaded highway trailers or empty highway trailers moving under revenue billings as loaded freight car-miles and miles made by flatcars carrying other empty highway trailers as empty freight car-miles. Exclude miles made by motorcars and combination cars other than 5-02 combination cars, in Item 5-05.

(I) Exclude from Item 4-01, 4-11, 4-13, and 4-15 car-miles of work equipment, cars carrying company freight and no-payment cars moving in transportation trains. Include such car-miles in Item 4-17, 4-18, and 4-19. No payment car-miles are miles made by private-line cars (other than railroad controlled) and shipper-owned cars for which the railroad does not reimburse the owner on a loaded and/or empty mile basis. If the payment for the loaded miles includes the empty miles, the loaded and empty miles should not be considered no-payment car miles.

(J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied, miles run by combination passenger and baggage passenger and mail, passenger and express, miles run by sleeping, parlor and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars, and miles run by other passenger-train cars where services are combined such as baggage, express and mail.

(K) From conductors' or dispatchers' train reports or other appropriate source, compute weight in tons (2,000 pounds, Item 6-01) includes weight of all locomotive units moved 1 mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and their contents). Use 150 lbs. as the average weight per passenger, and 4 tons as the average weight of contents of each head-end car.

(L) From conductors' train reports or other appropriate source, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude local shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS.

(M) Road service represents elapsed time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at the final terminals, including trains switching at way stations and delays on road by conductors' or dispatchers' train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9-02 train switching hours included in Item 9-01. Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. A train hour is independent of the number of locomotives in the train.

726. SUMMARY OF TRACK REPLACEMENTS

1. Furnish the requested information concerning the summary of track replacements.

2. In columns (d), (e), (g), and (j) give the percentage of replacements to units of property in each track category at year end.

Line No.	Track category	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles)	Percent replaced	Cubic yards of ballast placed	Miles surfaced	Percent surfaced	
		Crossties	Switch and bridge ties (board feet)	Crosstie	Switch and bridge ties (board feet)						
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	
1	A	767488	3453000	3.7	4.4	499.18	3.7	977,314	2,623	39.1	1
2	B	618819	3235000	2.3	3.4	361.96	2.1	974,333	2,615	30.6	2
3	C	144226	890000	.8	1.7	169.86	1.6	237,715	638	11.8	3
4	D	55968	464000	.4	.6	95.64	.8	158,725	426	7.5	4
5	E	251,631	980000	.8	1.0	277.11	1.3	420,286	1,128	10.5	5
6	TOTAL	1,848,128	9,022,000	1.6	2.1	1,403.75	1.9	2,768,373	7,430	20.0	6
7	F	291,951	842,000	3.0	2.3	102.07	1.6	495,550	1,330	42.8	7
8	Potential abandonments	16,404	49,000	.1	.1	19.85	.2	96,874	260	4.6	8

750. CONSUMPTION OF DIESEL FUEL
(Dollars in Thousands)

LOCOMOTIVES

Line No.	Kind of locomotive service (a)	Diesel	Line No.
		Diesel oil (gallons)	
		(b)	
1	Freight	425,179,763	1
2	Passenger		2
3	Yard switching	37,365,229	3
4	TOTAL	462,544,992	4
5	COST OF FUEL' \$(000)	\$ 225,259	5
6	Work Train	3,055,633	6

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755—Concluded

(N) Yard switching hours are hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including terminal switching and transfer service in connection with the transportation of revenue and incidentally of company freight. Hours in yard switching are independent of the number of locomotives used.

(O) Work-train miles include the miles run by trains engaged in company service such as official inspection, inspection trains for railway Commissioners for which no revenue is received, trains running special with fire apparatus to save carrier's property from destruction, trains run for transporting the carrier's employees to and from work when no transportation charge is made, wrecking trains, trains run solely for the purpose of transporting company material, trains run for distributing material and supplies for use in connection with operations, and all other trains used in work-train services. Exclude miles run by locomotives while engaged incidentally in switching company materials in company shops or material yards in connection with regular yard switching service or in switching equipment for repairs between yards and shops.

(P) The number of loaded freight cars shall be obtained from the conductors' wheel report and shall be the sum of all loaded cars handled by each train. For example, if a car moves loaded (1) in a way train from the origination points, (2) in two through trains, and (3) in a way train to the destination point, the total count of loaded cars would be four: two counts for the movements in the way trains and two counts for the movements in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondent's lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as a loaded car.

(Q) Report vehicle (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense.

(R) Report the number of loaded revenue trailers/containers picked up, plus revenue trailers/containers delivered in TOFC/COFC and in highway interchange service, when the work is performed at the railroad's expense. (Performed at railroad's expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service.) Do not include those trailers/containers which are picked up or delivered by a shipper or motor carrier etc. when a tariff provision requires the shipper-motor carrier etc. and not the railroad to perform that service. Note: The count should reflect the trailer/containers for which expenses is reported in Schedule 417 Line 2 Column (b).

(S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from marine vessels at the expense of the reporting railroad.

(T) Report the total number of foreign per diem cars on line at end of year. Foreign Per Diem Cars refers to freight cars other than cabooses owned by other railroads, whose interline rental is settled on a per diem basis under the code of per diem rules.

Carriers will be governed by local conditions in determining whether a car at an interchange point should be considered "on line." Unserviceable cars include cars on repair tracks undergoing or awaiting repairs. They include cars on repair tracks repaired and awaiting switching, cars on repair tracks undergoing or awaiting repairs switching, cars awaiting movement to repair tracks held in train yard (excluding cars which are to be repaired in train yard without loss of time), car moving empty in trains en route to shop, and cars stored awaiting disposition.

Surplus cars are cars which are in serviceable condition available for loading at the initial count on the last day of the year, but which have not been placed for loading within 48 hours. A record shall be made of all such cars on hand at 12:01 a.m. of the day following the last day of each year and a count of the same cars made 48 hours later to ascertain those still not placed for loading. The count of surplus cars shall include cars assembled in advance to meet loading requirements of more than one day; cars which have not been moved because of infrequent train service as on branch lines; cars set aside or stored for special or future loading, such as perishables, grain, autos, rough freight, etc.; and cars stored because of seasonal decline in traffic, such as coal cars, ore cars, etc. The count of surplus cars shall not include cars out of service in connection with repairs, cars actually moving en route to owners, cars moving on car service order, or cars in transit to loading points on holding road or to another road. The phrase "placed for loading" refers to (1) physical switching of a car into position for loading, (2) physical switching of a car into possession of a shipper who will subsequently move it to loading position, and (3) physical switching onto tracks at a freight house, pier, etc., for the purpose of being loaded.

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	20,376		1
		2. Train Miles - Running (B)	XXXXXX	XXXXXX	
2		2-01 Unit Trains	4,375,111	XXXXXX	2
3		2-02 Way Trains	4,614,043	XXXXXX	3
4		2-03 Through Trains	44,106,852		4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	53,096,006		5
6		2-05 Motorcars (C)			6
7		2-06 TOTAL, ALL TRAINS (lines 5, 6)	53,096,006		7
		3. Locomotive Unit Miles (D)	XXXXXX	XXXXXX	
		Road Service (E)	XXXXXX	XXXXXX	
8		3-01 Unit Trains	16,440,559	XXXXXX	8
9		3-02 Way Trains	8,599,253	XXXXXX	9
10		3-03 Through Trains	112,768,729		10
11		3-04 TOTAL (lines 8-10)	137,808,541		11
12		3-11 Train Switching (F)	6,127,768	XXXXXX	12
13		3-21 Yard Switching (G)	13,291,254		13
14		3-31 TOTAL ALL SERVICES (lines 11, 12, 13)	157,227,563		14
		4. Freight Car-Miles (thousands) (H)	XXXXXX	XXXXXX	
		4-01 RR Owned and Leased Cars - Loaded	XXXXXX	XXXXXX	
15		4-010 Box-Plain 40-Foot	329	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	116,516	XXXXXX	16
17		4-012 Box-Equipped	148,950	XXXXXX	17
18		4-013 Gondola-Plain	46,918	XXXXXX	18
19		4-014 Gondola-Equipped	27,138	XXXXXX	19
20		4-015 Hopper-Covered	155,164	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	486,719	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	22,461	XXXXXX	22
23		4-018 Refrigerator-Mechanical	10,826	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	26,733	XXXXXX	24
25		4-020 Flat-TOFC COFC	29,937	XXXXXX	25
26		4-021 Flat-Multi-Level	20,869	XXXXXX	26
27		4-022 Flat-General Service	1,912	XXXXXX	27
28		4-023 Flat-All Other	25,974	XXXXXX	28
29		4-024 All Other Car Types-Total	20,376	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	1,140,822	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-11 RR Owned and Leased Cars-Empty	XXXXXX	XXXXXX	
31		4-110 Box-Plain 40-Foot	350	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	94,440	XXXXXX	32
33		4-112 Box-Equipped	140,207	XXXXXX	33
34		4-113 Gondola-Plain	46,326	XXXXXX	34
35		4-114 Gondola-Equipped	25,450	XXXXXX	35
36		4-115 Hopper-Covered	148,478	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	424,185	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	23,367	XXXXXX	38
39		4-118 Refrigerator-Mechanical	9,193	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	23,180	XXXXXX	40
41		4-120 Flat-TOFC/COFC	5,234	XXXXXX	41
42		4-121 Flat-Multi-Level	15,680	XXXXXX	42
43		4-122 Flat-General Service	1,863	XXXXXX	43
44		4-123 Flat-All Other	26,443	XXXXXX	44
45		4-124 All Other Car Types	23,747	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	1,008,143	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)	XXXXXX	XXXXXX	
47		4-130 Box-Plain 40-Foot		XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	18,526	XXXXXX	48
49		4-132 Box-Equipped	116	XXXXXX	49
50		4-133 Gondola-Plain	57,909	XXXXXX	50
51		4-134 Gondola-Equipped	2,544	XXXXXX	51
52		4-135 Hopper-Covered	139,318	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	89,803	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	95,985	XXXXXX	54
55		4-138 Refrigerator-Mechanical	2,077	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	5,630	XXXXXX	56
57		4-140 Flat-TOFC/COFC	427,641	XXXXXX	57
58		4-141 Flat-Multi-Level	102,637	XXXXXX	58
59		4-142 Flat-General Service	57	XXXXXX	59
60		4-143 Flat-All Other	15,348	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	112,657	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	57,061	XXXXXX	62
63		4-146 All Other Car Types	7,561	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	1,134,870	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		4-15 Private Line Cars-Empty (H)	XXXXXX	XXXXXX	
65		4-150 Box-Plain 40-Foot		XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	8,546	XXXXXX	66
67		4-152 Box-Equipped	297	XXXXXX	67
68		4-153 Gondola-Plain	57,965	XXXXXX	68
69		4-154 Gondola-Equipped	2,450	XXXXXX	69
70		4-155 Hopper-Covered	137,208	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	87,243	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	94,970	XXXXXX	72
73		4-158 Refrigerator-Mechanical	2,448	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	6,082	XXXXXX	74
75		4-160 Flat-TOFC COFC	23,473	XXXXXX	75
76		4-161 Flat-Multi-Level	76,861	XXXXXX	76
77		4-162 Flat-General Service	66	XXXXXX	77
78		4-163 Flat-All Other	16,151	XXXXXX	78
79		4-164 Tank-Under 22,000 Gallons	120,792	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	59,310	XXXXXX	80
81		4-166 All Other Car Types	7,447	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	701,309	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	12,183	XXXXXX	83
84		4-18 No Payment Car-Miles (1)	148,324	XXXXXX	84
		4-19 Total Car-Miles by Train Type	XXXXXX	XXXXXX	
85		4-191 Unit Trains	458,538	XXXXXX	85
86		4-192 Way Trains	222,739	XXXXXX	86
87		4-193 Through Trains	3,464,374	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	4,145,651	XXXXXX	88
89		4-20 Caboose Miles	22,421	XXXXXX	89

Total number of loaded miles _____ and empty miles _____ by roadtrailer reported above.

755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No.
		6. Gross Ton-Miles (thousands) (K)	XXXXXX	XXXXXX	
98		6-01 Road Locomotives	23,009,710		98
		6-02 Freight Trains, Crs., Cnts., and Caboose	XXXXXX	XXXXXX	
99		6-020 Unit Trains	37,718,976	XXXXXX	99
100		6-021 Way Trains	14,037,746	XXXXXX	100
101		6-022 Through Trains	240,838,067	XX.XXX	101
102		6-03 Passenger-Trains, Crs., and Cnts.	N/A		102
103		6-04 Non-Revenue	4,988,171	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	320,592,670		104
		7. Tons of Freight (thousands)	XXXXXX	XXXXXX	
105		7-01 Revenue	394,569	XXXXXX	105
106		7-02 Non-Revenue	7,373	XXXXXX	106
107		7-03 TOTAL (lines 105, 106)	401,942	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)	XXXXXX	XXXXXX	
108		8-01 Revenue-Road Service	143,158,203	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service	-	XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	143,158,203	XXXXXX	110
111		8-04 Non-Revenue-Road Service	2,239,284	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service	-	XXXXXX	112
113		8-06 TOTAL (lines 111, 112)	2,239,284	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110, 113)	145,397,487	XXXXXX	114
		9. Train Hours (M)	XXXXXX	XXXXXX	
115		9-01 Road Service	3,686,597	XXXXXX	115
116		9-02 Train Switching	520,803	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	2,215,209	XXXXXX	117
		11. Train-Miles Work Trains (O)	XXXXXX	XXXXXX	
118		11-01 Locomotives	873,038	XXXXXX	118
119		11-02 Motorcars	N/A	XXXXXX	119
		12. Number of Loaded Freight Cars (P)	XXXXXX	XXXXXX	
120		12-01 Unit Trains	12,013	XXXXXX	120
121		12-02 Way Trains	7,793,875	XXXXXX	121
122		12-03 Through Trains	7,844,425	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	1,582,167	XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	2,251,278	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	867,694	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	XXXXXX	XXXXXX	
126		16-01 Marine Terminals-Coal	N/A	XXXXXX	126
127		16-02 Marine Terminals-Oru	N/A	XXXXXX	127
128		16-03 Marine Terminals-Other	N/A	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	-	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)	XXXXXX	XXXXXX	
130		17-01 Serviceable	37,299	XXXXXX	130
131		17-02 Unserviceable	820	XXXXXX	131
132		17-03 Surplus	1,142	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	39,261	XXXXXX	133

VERIFICATION

The foregoing report shall be verified by the oath of the officer having control of the accounting of the respondent. This report shall also be verified by the oath of the president or other chief officer of the respondent, unless the respondent states that such officer has no control over the respondent's accounting and reporting.

OATH

(To be made by the officer having control of the accounting of the respondent)

State of Florida

County of Duval

F. J. Favorite, Jr.

(Insert here name of the affiant)

makes oath and says that he is

Asst. Vice President

Economic Planning

(Insert here the official title of the affiant)

Of CSX Transportation, Inc.

(Insert here the exact legal title or name of the respondent)

that it is his duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he knows that such books have been kept in good faith during the period covered by this report; that he knows that the entries contained in this report relating to accounting matters have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroads and other accounting and reporting directives of this Commission; that he believes that all other statements of fact contained in this report are true, and that this report is a correct and complete statement, accurately taken from the books and records, of the business and affairs of the above-named respondent during the period of time from and including

January 1, 19 88, to and including December 31, 19 88

F. J. Favorite, Jr.
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public

in and for the State and

county above named, this 28th day of April, 19 89

My commission expires November 16, 1991

Use an
L.S.
impression seal

Jack McKinney
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

(By the president or other chief officer of the respondent)

State of Florida

County of Duval

A. R. Carpenter

(Insert here name of the affiant)

makes oath and says that he is

President &
Chief Executive Officer
CSX Rail Transport

(Insert here the official title of the affiant)

Of CSX Transportation, Inc.

(Insert here the exact legal title or name of the respondent)

that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including

January 1, 19 88, to and including December 31, 19 88

A. R. Carpenter
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public

in and for the State and

county above named, this 28th day of April, 19 89

My commission expires November 16, 1991

Use an
L.S.
impression seal

Jack McKinney
(Signature of officer authorized to administer oaths)

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