

BNSF Railway Company

Leased Lines and Wholly-Owned Subsidiaries

Class 1 Railroad Annual Report To the Surface Transportation Board For the Year Ending December 31, 2019

ACAA-R1

BNSF Railway Company 2650 Lou Menk Drive Fort Worth, Texas 76131

BNSF
RAILWAY

ANNUAL REPORT
OF
BNSF RAILWAY COMPANY
TO THE
SURFACE TRANSPORTATION BOARD
FOR THE
YEAR ENDED DECEMBER 31, 2019

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

(Name) Paul Bischler (Title) Vice President & Controller

(Telephone number) (817) 352-2600
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(Office address) 2650 Lou Menk Drive, Fort Worth, Texas 76131
(Street and number, City, State, and ZIP code)

NOTICE

1. This report is required for every class I railroad operating within the United States. Three copies of this Annual Report should be completed. Two of the copies must be filed with the Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, 395 E Street, S.W. Suite 1100, Washington, DC 20423, by March 31 of the year following that for which the report is made. One copy should be retained by the carrier.
2. Every inquiry must be definitely answered. Where the word "none" truly and completely states the fact, it should be given as the answer. If any inquiry is inapplicable, the words "not applicable" should be used.
3. Wherever the space provided in the schedules is insufficient to permit a full and complete statement of the requested information, inserts should be prepared and appropriately identified by the number of the schedule.
4. All entries should be made in a permanent black ink or typed. Those of a contrary character must be indicated in parenthesis. Items of an unusual character must be indicated by appropriate symbols and explained in footnotes.
5. Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of \$500 but less than \$1,000 should be raised to the nearest thousand dollars, and amounts of less than \$500 should be lowered.
6. Except where the context clearly indicates some other meaning, the following terms when used in this Form have the following meanings:
 - (a) Board means Surface Transportation Board.
 - (b) Respondent means the person or corporation in whose behalf the report is made.
 - (c) Year means the year ended December 31 for which the report is being made.
 - (d) Close of the Year means the close of business on December 31 for the year in which the report is being made. If the report is made for a shorter period than one year, it means the close of the period covered by the report.
 - (e) Beginning of the Year means the beginning of business on January 1 of the year for which the report is being made. If the report is made for a shorter period than one year, it means the beginning of that period.
 - (f) Preceding Year means the year ended December 31 of the year preceding the year for which the report is made.
 - (g) The Uniform System of Accounts for Railroad Companies means the system of accounts in Part 1201 of Title 49, Code of Federal Regulations, as amended.
7. The ICC Termination Act of 1995 abolished the Interstate Commerce Commission and replaced it with the Surface Transportation Board. Any references to the Interstate Commerce Commission or Commission contained in this report refer to the Surface Transportation Board.
8. Any references to the Bureau of Accounts or the Office of Economics contained in this report refer to the Office of Economics, Environmental Analysis, and Administration of the Surface Transportation Board.

For Index, See Back of Form

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SPECIAL NOTICE

Docket No. 38559, Railroad Classification Index, (ICC served January 20, 1983), modified the reporting requirements for Class II, Class III, and Switching and Terminal Companies. These carriers will notify the Board only if the calculation results in a different revenue level than its current classification.

The dark borders on the schedules represent data that are captured by the Board.

Supplemental Information about the Annual Report (R-1)

The following information is provided in Compliance with OMB requirements and pursuant to the Paperwork Reduction Act of 1995, 44 U.S.C. §§ 3501-3519 (PRA):

This information collection is mandatory pursuant to 49 U.S.C. § 11145. The estimated hour burden for filing this report is estimated at no more than 800 hours. Information in the Annual Reports is used to monitor and assess railroad industry growth, financial stability, traffic, and operations and to identify industry changes that may affect national transportation policy. In addition, the Board uses data from these reports to more effectively carry out its regulatory responsibilities, such as acting on railroad requests for authority to engage in Board regulated financial transactions (for example, mergers, acquisitions of control, consolidations and abandonments); developing the Uniform Rail Costing System (URCS); conducting rail revenue adequacy proceedings; developing rail cost adjustment factors; and conducting investigations and rulemakings. The information in this report is ordinarily maintained by the agency in hard copy for 10 years, after which it is transferred to the National Archives, where it is maintained as a permanent record. In addition, some of this information is posted on the Board's website, where it may remain indefinitely. All information collected through this report is available to the public. Under the PRA, a federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. Comments and questions about this collection (2140-0009) should be directed to Paperwork Reduction Officer, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423-0001.

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 the pages excluded, as well as 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 the exact name of the respondent in full. 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 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 organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, also give date when 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:
BNSF Railway Company

2. Date of incorporation: January 13, 1961

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 and of appointment of receivers or trustees:
Organized under the provisions of the General Corporation Law of the State of Delaware.

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:

STOCKHOLDERS' REPORTS

5. The respondent is required to send the Office of Economic and Environmental Analysis, 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 on: _____
(date)

No annual report to stockholders is prepared.

A copy of the BNSF Railway Company Consolidated Financial Statements for the period ended December 31, 2019 will be provided.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common \$1.00 per share; first preferred, \$ N/A per share; second preferred, \$ N/A per share; debenture stock, \$ N/A 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 No
3. Are voting rights proportional to holdings? Yes No. 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? Yes No. If yes, 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, indicating 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? Yes No. If yes, 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.
Stock books not closed and not required to be 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. 1,000 votes, as of December 31, 2019
8. State the total number of stockholders of record, as of the date shown in answer to Inquiry 7. One (1) stockholder.
9. Give the names of 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of the 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 or her address, the number of votes he or she 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 or she was entitled, with respect to securities held by him or her, 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 and the names and addresses of the 30 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 30 security holders as of the close of the year.

Line No.	Name of Security Holder (a)	Address of Security Holder (b)	Number of Votes to Which Security Holder Was Entitled (c)	Number of Votes, Classified With Respect to Securities on Which Based			Line No.
				Stock			
				Common (d)	Second (e)	First (f)	
1	Burlington Northern Santa Fe, LLC	2650 Lou Menk Drive	1,000	1,000			1
2		Fort Worth, TX 76131					2
3							3
4							4
5							5
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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: "Not Applicable"
Refer to note shown under inquiry 9.
11. Give the date of such meeting: "Not Applicable" - Refer to note shown under inquiry 9.
12. Give the place of such meeting: "Not Applicable" - Refer to note shown under inquiry 9.

NOTES AND REMARKS

Consolidated Subsidiaries:

BNSF Railway Company
Bayport Systems, Inc.
BayRail, LLC
BN Leasing Corporation
BNSF Communications, Inc.
BNSF Equipment Acquisition Company, LLC
Burlington Northern Santa Fe Properties, LLC
BNSF Railway International Services, Inc.
BNSF Spectrum, Inc.
Burlington Northern (Manitoba) Limited
Burlington Northern Railroad Holdings, Inc.
Los Angeles Junction Railway Company
Midwest/Northwest Properties Inc.
Pine Canyon Land Company
San Jacinto Rail Limited
Santa Fe Pacific Insurance Company
Santa Fe Pacific Pipelines, Inc.
Santa Fe Pacific Railroad Company
SFP Pipeline Holdings, Inc.
Slover Development Company LLC
Star Lake Railroad Company
The Burlington Northern and Santa Fe Railway Company de Mexico, S.A. de C.V.
The Zia Company
Western Fruit Express Company

Inactive Subsidiaries:

Northern Radio Limited

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	557,301	512,725	1
2		702	Temporary cash investments			2
3		703	Special deposits			3
			Accounts receivable			
4		704	- Loan and notes			4
5		705	- Interline and other balances	61,483	98,473	5
6		706	- Customers	912,020	1,016,215	6
7		707	- Other	117,306	109,714	7
8		709, 708	- Accrued accounts receivables	226,087	223,144	8
9		708.5	- Receivables from affiliated companies	648,851	421,734	9
10		709.5	- Less: Allowance for uncollectible accounts	(91,761)	(85,161)	10
11		710, 711, 714	Working funds prepayments deferred income tax debits	58,378	221,790	11
12		712	Materials and supplies	788,793	792,572	12
13		713, 713.5, 713.6	Other Current Assets	70,383	75,489	13
14			TOTAL CURRENT ASSETS	3,348,841	3,386,695	14
			Other Assets			
15		715, 716, 717	Special funds	29,166	27,670	15
16		721, 721.5	Investments and advances affiliated companies (Sch. 310 and 310A)	804,107	749,419	16
17		722, 723	Other investments and advances			17
18		737, 738	Property used in other than carrier operation (Less depreciation) \$	896,842	897,955	18
19		739, 741	Other assets	17,160,705	15,033,685	19
20		743	Other deferred debits	1,529,703	1,329,953	20
21		744	Accumulated deferred income tax debits			21
22			TOTAL OTHER ASSETS	20,420,523	18,038,682	22
			Road and Equipment			
23		731, 732	Road (Sch. 330) L-30 Col h & b	61,831,272	59,085,432	23
24		731, 732	Equipment (Sch 330) L-39 Col h & b	13,409,912	12,957,615	24
25		731, 732	Unallocated items	743,512	664,319	25
26		733, 735	Accumulated depreciation and amortization (Sch. 335, 342)	(12,319,590)	(10,233,331)	26
27			Net Road and Equipment	63,665,106	62,474,035	27
28	*		Total Assets	87,434,470	83,899,412	28

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 beginning of year (c)	Line No.
			Current Liabilities			
29		751	Loans and notes payable			29
30		752	Accounts payable: interline and other balances	10,386	14,417	30
31		753	Audited accounts and wages	230,027	358,791	31
32		754	Other accounts payable	403,420	158,210	32
33		755, 756	Interest and dividends payable	19,446	13,067	33
34		757	Payables to affiliated companies	16,593	17,270	34
35		759	Accrued accounts payable	2,004,182	1,713,396	35
36		760, 761, 761.5, 762	Taxes accrued	787,717	640,994	36
37		763, 763.5, 763.6	Other Current Liabilities	146,775	165,668	37
38		764	Equipment obligations and other long-term debt due within one year	120,376	80,201	38
39			TOTAL CURRENT LIABILITIES	3,738,922	3,162,014	39
			Non-Current Liabilities			
40		765, 767	Funded debt unmatured	400,085	446,056	40
41		766	Equipment obligations	427,285	450,639	41
42		766.5	Capitalized lease obligations	323,578	371,664	42
43		768	Debt in default			43
44		769	Accounts payable: affiliated companies			44
45		770.1, 770.2	Unamortized debt premium			45
46		781	Interest in default			46
47		783	Deferred revenues - transfers from govt. authorities			47
48		786	Accumulated deferred income tax credits	14,417,992	13,861,647	48
49		771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	3,652,731	2,153,482	49
50			TOTAL NON-CURRENT LIABILITIES	19,221,671	17,283,488	50
			Shareholders' Equity			
51		791, 792	Total capital stock	1	1	51
52			Common stock	1	1	52
53			Preferred stock			53
54		793	Discount on capital stock			54
55		794, 795	Additional capital	42,919,547	42,919,547	55
56		797	Retained earnings: Appropriated			56
57		798	Unappropriated	21,410,331	20,404,953	57
58		798.5	Less treasury stock			58
59		799	Accumulated Other Comprehensive Income or (loss)	143,998	129,409	59
60			Total stockholders equity	64,473,877	63,453,910	60
61			Noncontrolling interest			61
62			Total equity (Lines 60 + 61)	64,473,877	63,453,910	62
63			Total Liabilities & Shareholders' Equity	87,434,470	83,899,412	63

NOTES AND REMARKS

Note: As required by GAAP, we implemented the new accounting rules effective for 2019 around leases (Accounting Standards Update No. 2016-02). In accordance with GAAP, the standard requires the recognition of right-of-use assets and lease liabilities for operating leases on the company's consolidated balance sheets, which are reflected in Other assets (line 19), Accrued accounts payable (line 35) and Other long-term liabilities and deferred credits (line 49). See 200 note 6 for further information. In addition, the Company also restated the beginning of year balances for Accumulated depreciation and amortization (line 26), Accumulated deferred income tax credits (line 48) and Unappropriated retained earnings (line 57) to reflect incremental adjustments for the excess/deficit depreciation between GAAP and STB reporting.

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 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 funds, pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts. \$ None

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 3 on page 10 - 15

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund.

See Note 3 on page 10 - 15

(c) Is any part of the pension plan funded? Specify. Yes X No

If funding is by insurance, give name of insuring company None

If funding is by trust agreement, list trustee(s) Northern Trust Company

Date of trust agreement or latest amendment September 24, 2012

If respondent is affiliated in any way with the trustee(s), explain affiliation: Not Affiliated

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement.

None

(e) Is any part of the pension plan fund invested in stock or other securities of the respondent or its affiliates? Specify Yes No X

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

Are voting rights attached to any securities held by the pension plan? Specify Yes No X

If yes, who determines how stock is voted?

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 employer's 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 37465, specify the total amount of business entertainment expenditures charged to the non-operating expense account. \$ None

Continued on following page

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

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 respondent.

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.)

See Note 4 on pages 15-15B

(a) Changes in valuation accounts.

8. Marketable equity securities.

		Cost	Market	Dr. (Cr.) to Income	Dr. (Cr.) to Stockholder's Equity
(Current Yr.)	Current Portfolio				
as of / /	Noncurrent Portfolio				
(Previous Yr.)	Current Portfolio				
as of / /	Noncurrent Portfolio				

At 12/31/19, gross unrealized gains and losses pertaining to marketable equity securities were as follows:

	Gains	Losses
Current		
Noncurrent		

A net unrealized gain (loss) of \$ on the sale of marketable equity securities was included in net income for 2019. The cost of securities 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: 12 / 31 / 19 Balance sheet date of reported year unless specified as previous year.

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

NOTES TO FINANCIAL STATEMENTS

Note 1**The Company**

BNSF Railway Company and its majority-owned subsidiaries (collectively, BNSF Railway or the Company) is a wholly-owned subsidiary of Burlington Northern Santa Fe, LLC (BNSF). BNSF Railway operates one of the largest railroad networks in North America. BNSF Railway operates approximately 32,500 route miles of track (excluding multiple main tracks, yard tracks and sidings) in 28 states and also operates in three Canadian provinces. Through one operating transportation services segment, BNSF Railway transports a wide range of products and commodities including the transportation of Consumer Products, Industrial Products, Agricultural Products, and Coal, derived from manufacturing, agricultural, and natural resource industries, which constituted 35 percent, 27 percent, 21 percent, and 17 percent, respectively, of total freight revenues for the year ended December 31, 2019.

On February 12, 2010, Berkshire Hathaway Inc., a Delaware corporation (Berkshire), acquired 100 percent of the outstanding shares of Burlington Northern Santa Fe Corporation common stock that it did not already own. The acquisition was completed through the merger (Merger) of a Berkshire wholly-owned merger subsidiary and Burlington Northern Santa Fe Corporation, with the surviving entity renamed Burlington Northern Santa Fe, LLC. Berkshire's cost of acquiring BNSF was pushed-down to establish a new accounting basis for BNSF Railway beginning as of February 13, 2010.

Note 2**Accounting Pronouncements**

In August 2018, the FASB issued Accounting Standards Update No. 2018-14 (ASU 2018-14), Compensation - Retirement Benefits - Defined Benefit Plans - General (Subtopic 715-20): Disclosure Framework - Changes to the Disclosure Requirements for Defined Benefit Plans. The amendments in ASU 2018-14 modify the disclosure requirements for employers that sponsor defined benefit pension and other postretirement plans. ASU 2018-14 is effective for the Company for the fiscal year ending after December 15, 2020, with early adoption permitted. Adoption of the standard is not expected to have a material impact on the Company's Consolidated Financial Statement disclosures.

In August 2018, the FASB issued Accounting Standards Update No. 2018-15 (ASU 2018-15), Intangibles - Goodwill and Other - Internal-Use Software (Subtopic 350-40). ASU 2018-15 aligns the requirements for capitalizing implementation costs incurred in a hosting arrangement that is a service contract with the requirements for capitalizing implementation costs incurred to develop or obtain internal-use software. The guidance requires an entity in such an arrangement to capitalize costs for certain implementation activities in the application development stage, expense the capitalized implementation costs over the term of the hosting arrangement, and present the expense with the associated hosting fees in the Consolidated Statements of Income. ASU 2018-15 is effective for fiscal years beginning after December 15, 2019, with early adoption permitted. Adoption of the standard is not expected to have a material impact on the Company's consolidated financial position, results of operations or cash flows.

In June 2016, the FASB issued Accounting Standards Update No. 2016-13 (ASU 2016-13), Financial Instruments—Credit Losses (Topic 326): Measurement of Credit Losses on Financial Instruments. ASU 2016-13 requires the use of an "expected loss" model on financial instruments and other commitments to extend credit held by a reporting entity at each reporting date. ASU 2016-13 replaces the incurred loss methodology with a methodology that reflects expected credit losses and requires consideration of a broader range of reasonable and supportable information to calculate credit loss estimates. ASU 2016-13 is effective for fiscal years beginning after December 15, 2019, with early adoption permitted. Adoption of the standard is not expected to have a material impact on the Company's Consolidated Financial Statements and disclosures.

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

NOTES TO FINANCIAL STATEMENTS

Note 3

Employment Benefit Plans

BNSF provides a funded, noncontributory qualified pension plan (BNSF Retirement Plan), which covers most non-union employees, and an unfunded non-tax-qualified pension plan (BNSF Supplemental Retirement Plan), which covers certain officers and other employees. The benefits under these pension plans are based on years of credited service and the highest consecutive sixty months of compensation for the last ten years of salaried employment with the Company. BNSF Railway also provides two funded, noncontributory qualified pension plans which cover certain union employees of the former The Atchison, Topeka and Santa Fe Railway Company (Union Plans). The benefits under these pension plans are based on elections made at the time the plans were implemented. With respect to the funded plans, the Company's funding policy is to contribute annually not less than the regulatory minimum and not more than the maximum amount deductible for income tax purposes. The BNSF Retirement Plan, the BNSF Supplemental Retirement Plan, and the Union Plans are collectively referred to herein as the Pension Plans.

During the first quarter of 2019, the Company amended the BNSF Retirement Plan and the BNSF Supplemental Retirement Plan. Non-union employees hired on or after April 1, 2019 are not eligible to participate in these retirement plans and instead receive an additional employer contribution as part of the qualified 401(k) plan based on the employees' age and years of service. Current employees will be transitioned away from the retirement plans within the next ten years, beginning October 1, 2019, and upon transition will be eligible for the additional employer contribution. As a result of the plan amendments, the Company recognized a curtailment gain of \$120 million in the first quarter of 2019 consisting of \$117 million for the reduction in projected benefit obligation and \$3 million for the recognition of prior service credits.

Components of the net (benefit) cost for the Pension Plans were as follows (in millions):

	Pension Benefits		
	Years ended December 31,		
	2019	2018	2017
Service cost	\$ 32	\$ 46	\$ 42
Interest cost	81	82	88
Expected return on plan assets	(160)	(157)	(149)
Amortization of prior service credits	-	1	-
Amortization of net loss	(3)	(1)	-
Curtailment gain	(117)	-	-
Settlements	5	(1)	-
Net (benefit) cost recognized	\$ (162)	\$ (30)	\$ (19)

The projected benefit obligation is the present value of benefits earned to date by plan participants, including the effect of assumed future salary increases. The following tables show the change in projected benefit obligation for the Pension Plans (in millions):

Change in Benefit Obligation	Pension Benefits	
	December 31, 2019	December 31, 2018
Projected benefit obligation at beginning of period	\$ 2,198	\$ 2,387
Service cost	32	46
Interest cost	81	82
Actuarial (gain) loss	279	(158)
Benefits paid	(142)	(149)
Curtailments	(117)	-
Settlements	(36)	(10)
Projected benefit obligation at end of period	2,295	2,198
Component representing future salary increases	(44)	(136)
Accumulated benefit obligation at end of period	\$ 2,251	\$ 2,062

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

NOTES TO FINANCIAL STATEMENTS

The following tables show the change in plan assets of the Pension Plans (in millions):

Change in Plan Assets	Pension Benefits	
	December 31, 2019	December 31, 2018
Fair value of plan assets at beginning of period	\$ 2,336	\$ 2,669
Actual return on plan assets	482	(189)
Employer contributions ^a	-	3
Benefits paid	(134)	(137)
Settlements	(12)	(10)
Fair value of plan assets at measurement date	\$ 2,672	\$ 2,336

^a Employer contributions were classified as Other, Net under Operating Activities in the Company's Consolidated Statements of Cash Flows.

The following table shows the funded status of the Pension Plans, defined as plan assets less the projected benefit obligation (in millions):

	Pension Benefits	
	December 31, 2019	December 31, 2018
Funded status (plan assets less projected benefit obligations)	\$ 377	\$ 138

Of the net pension assets of \$377 million and \$138 million recognized as of December 31, 2019 and December 31, 2018, respectively, \$9 million and \$3 million were included in other current liabilities as of December 31, 2019 and 2018, respectively, and \$465 million and \$240 million were included in other assets as of December 31, 2019 and 2018, respectively.

The BNSF Supplemental Retirement Plan and the Union Plans have accumulated and projected benefit obligations in excess of plan assets. The following table shows the projected benefit obligation, accumulated benefit obligation, and fair value of plan assets for the plans (in millions):

	December 31,		December 31,	
	2019		2018	
Projected benefit obligation	\$	113	\$	138
Accumulated benefit obligation	\$	113	\$	138
Fair value of plan assets	\$	25	\$	36

Actuarial gains and losses and prior service credits are recognized in the Consolidated Balance Sheets through an adjustment to accumulated other comprehensive income (loss) (AOCI). The following tables show the pre-tax change in AOCI attributable to the components of the net cost and the change in benefit obligation (in millions):

Change in AOCI	Pension Benefits		
	Year Ended December 31		
	2019	2018	2019
Beginning balance	\$ 182	\$ 371	\$ 207
Amortization of net loss	-	1	-
Amortization of prior service credits	(3)	(1)	-
Actuarial gain (loss)	44	(188)	164
Settlements	5	(1)	-
Ending balance	\$ 228	\$ 182	\$ 371

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

NOTES TO FINANCIAL STATEMENTS

Approximately \$1 million, net of tax, of the actuarial gains from defined benefit pension plans in AOCI are required to be amortized into net periodic benefit cost over the next fiscal year. Pre-tax amounts currently recognized in AOCI consist of the following (in millions):

	Pension Benefits	
	Years Ended December 31,	
	2019	2018
Net gain (loss)	\$ 227	\$ 183
Prior service credits	-	3
Settlements	1	(4)
Pre-tax amount recognized in AOCI at December 31,	228	182

The assumptions used in accounting for the Pension Plans were as follows:

Assumptions Used to Determine Net Cost	Pension Benefits		
	Year Ended December 31		
	2019	2018	2017
Discount rate	4.2 %	3.6 %	4.1 %
Expected long-term rate of return on plan assets	6.7 %	6.6 %	6.6 %
Rate of compensation increase	3.5 %	3.6 %	3.3 %

Assumptions Used to Determine Benefit Obligations	Pension Benefits	
	December 31, 2018	December 31, 2017
	Discount rate	3.2 %
Rate of compensation increase	3.1 %	3.5 %

The Company determined the discount rate based on a yield curve that utilized year-end market yields of high-quality corporate bonds to develop spot rates that are matched against the plans' expected benefit payments. The discount rate used for the 2020 calculation of net benefit cost decreased to 3.2 percent for pension and 3.1 percent for retiree health and welfare benefits, which reflects market conditions at the December 31, 2019 measurement date.

Various other assumptions including retirement and withdrawal rates, compensation increases, payment form and benefit commencement age are based upon a five-year experience study. In 2016, the Company obtained an updated study which had an immaterial impact on its pension and retiree health and welfare projected benefit obligation.

The Company utilizes actuary-produced mortality tables and an improvement scale derived from the most recently available data, which were used in the calculation of its December 31, 2019 and 2018 liabilities.

Pension plan assets are generally invested with the long-term objective of earning sufficient amounts to cover expected benefit obligations while assuming a prudent level of risk. Allocations may change as a result of changing market conditions and investment opportunities.

The expected rates of return on plan assets reflect subjective assessments of expected invested asset returns over a period of several years. Actual experience may differ from the assumed rates. The expected rate of return on pension plan assets was 6.7 percent for 2019 and will be 6.7 percent for 2020.

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

NOTES TO FINANCIAL STATEMENTS

The following table is an estimate of the impact on future net benefit cost that could result from hypothetical changes to the most sensitive assumptions, the discount rate and expected rate of return on plan assets:

Sensitivity Analysis	
	Change in 2020 Net Benefit Cost
Hypothetical Discount Rate Change	
	Pension
50 basis point decrease	\$ 5 million decrease
50 basis point increase	\$ 2 million increase
Hypothetical Expected Rate of Return on Plan Assets Change	
	Pension
50 basis point decrease	\$ 13 million increase
50 basis point increase	\$ 13 million decrease

Investments are stated at fair value. The various types of investments are valued as follows:

(i) Equity securities are valued at the last trade price at primary exchange close time on the last business day of the year (Level 1 input). If the last trade price is not available, values are based on bid, ask/offer quotes from contracted pricing vendors, brokers, or investment managers (Level 3 input or Level 2 if corroborated).

(ii) Highly liquid government obligations, such as U.S. Treasury securities, are valued based on quoted prices in active markets for identical assets (Level 1 input). Other fixed maturity securities and government obligations are valued based on institutional bid evaluations from contracted vendors. Where available, vendors use observable market-based data to evaluate prices (Level 2 input). If observable market-based data is not available, unobservable inputs such as extrapolated data, proprietary models, and indicative quotes are used to arrive at estimated prices representing the price a dealer would pay for the security (Level 3 input).

(iii) Investment funds / other are valued at the daily net asset value of shares held at year end. Net asset value is considered a Level 1 input if net asset value is computed daily and redemptions at this value are available to all shareholders without restriction. Net asset value is considered a Level 2 input if the fund may restrict share redemptions under limited circumstances or if net asset value is not computed daily. Net asset value is considered a Level 3 input if shares could not be redeemed on the reporting date and net asset value cannot be corroborated by trading activity.

The following table summarizes the investments of the funded pension plans as of December 31, 2019, based on the inputs used to value them (in millions):

Asset Category	Total as of December 31, 2019	Level 1 Inputs	Level 2 Inputs	Level 3 Inputs
Cash and equivalents	\$ 32	\$ 2	\$ 30	\$ -
Equity securities ^a	2,518	2,518	-	-
Government obligations	111	111	-	-
Other fixed maturity securities	11	-	11	-
Investment funds and other	-	-	-	-
Total^b	\$ 2,672	\$ 2,631	\$ 41	\$ -

^a As of December 31, 2019, three equity securities each exceeded 10 percent of total plan assets. These investments represent approximately 58 percent of total plan assets.

^b Excludes less than \$1 million accrued for dividend and interest receivable.

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

NOTES TO FINANCIAL STATEMENTS

Comparative Prior Year Information

The following table summarizes the investments of the funded pension plans as of December 31, 2018, based on the inputs used to value them (in millions):

Asset Category	Total as of December 31, 2018	Level 1 Inputs	Level 2 Inputs	Level 3 Inputs
Cash and equivalents	\$ 21	\$ 1	\$ 20	\$ -
Equity securities ^a	1,895	1,895	-	-
Government obligations	403	403	-	-
Other fixed maturity securities	14	-	14	-
Investment funds and other	3	3	-	-
Total ^b	\$ 2,336	\$ 2,302	\$ 34	\$ -

^a As of December 31, 2018, three equity securities each exceeded 10 percent of total plan assets. These investments represented approximately 51 percent of total plan assets.

^b Excludes less than \$1 million accrued for dividend and interest receivable.

The Company is not required to make contributions to its funded pension plans in 2020.

The following table shows expected benefit payments from the Pension Plans for the next five fiscal years and the aggregate five years thereafter (in millions):

Fiscal year	Expected Pension Plan Benefit Payments ^a
2020	\$ 156
2021	\$ 144
2022	\$ 140
2023	\$ 136
2024	\$ 132
2025-2029	\$ 620

^a Primarily consists of the BNSF Retirement Plan payments, which are made from the plan trust and do not represent an immediate cash outflow to the Company.

Other Benefit Plans

BNSF and BNSF Railway sponsors qualified 401(k) plans that cover substantially all employees and a non-qualified defined contribution plan that covers certain officers and other employees. BNSF Railway matches contributions made by non-union employees and a limited number of union employees subject to certain percentage limits of the employees' earnings. Non-union employees hired on or after April 1, 2019 and employees hired before that date who have transitioned from the BNSF Retirement Plan are also eligible for an additional employer contribution based on the employee's age and years of service. BNSF Railway's 401(k) expense was \$40 million, \$35 million, and \$34 million during the years ended December 31, 2019, 2018, and 2017, respectively.

Certain salaried employees of BNSF Railway who met age and years of service requirements and who began salaried employment prior to September 22, 1995 are eligible for medical benefits, including prescription drug coverage, during retirement. For pre-Medicare participants, the postretirement medical and prescription drug benefit is contributory and provides benefits to retirees and their covered dependents. For Medicare eligible participants, a yearly stipend is recorded in a Health Reimbursement Account (HRA) established on their behalf. Retirees can use these HRAs to reimburse themselves for eligible out-of-pocket expenses, as well as premiums for personal supplemental insurance policies. HRAs are unfunded, so no funds are expended by the Company until the reimbursements are paid to participants. As of December 31, 2019, the projected benefit obligation associated with the retiree health and welfare plans was \$224 million. For the year ended December 31, 2019, the service cost associated with the health and welfare plans was less than \$1 million.

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

NOTES TO FINANCIAL STATEMENTS

Under collective bargaining agreements, BNSF Railway participates in multi-employer benefit plans that provide certain postretirement health care and life insurance benefits for eligible union employees. Health care claim payments and life insurance premiums paid attributable to retirees, which are generally expensed as incurred, were \$59 million, \$64 million and \$75 million during the years ended December 31, 2019, 2018 and 2017, respectively. The average number of employees covered under these plans was 37,000, 37,000, and 35,000 during the years ended December 31, 2019, 2018, and 2017, respectively.

Note 4**Commitments and Contingencies****Personal Injury**

BNSF Railway's personal injury liability includes the cost of claims for employee work-related injuries, third-party claims, and asbestos claims. BNSF Railway records a liability for asserted and unasserted claims when the expected loss is both probable and reasonably estimable. Because of the uncertainty of the timing of future payments, the liability is undiscounted. Defense and processing costs, which are recorded on an as-reported basis, are not included in the recorded liability. Expense accruals and adjustments are classified as materials and other in the Consolidated Statements of Income.

Personal injury claims by BNSF Railway employees are subject to the provisions of the Federal Employers' Liability Act (FELA) rather than state workers' compensation laws. Resolution of these cases under FELA's fault-based system requires either a finding of fault by a jury or an out of court settlement. Third-party claims include claims by non-employees for compensatory damages and may, from time to time, include requests for punitive damages or treatment of the claim as a class action.

BNSF Railway estimates its personal injury liability claims and expense using standard actuarial methodologies based on the covered population, activity levels and trends in frequency, and the costs of covered injuries. The Company monitors actual experience against the forecasted number of claims to be received, the forecasted number of claims closing with payment, and expected claim payments and records adjustments as new events or changes in estimates develop.

BNSF Railway is party to asbestos claims by employees and non-employees who may have been exposed to asbestos. Because of the relatively finite exposed population, the Company has recorded an estimate for the full amount of probable exposure. This is determined through an actuarial analysis based on estimates of the exposed population, the number of claims likely to be filed, the number of claims that will likely require payment, and the cost per claim. Estimated filing and dismissal rates and average cost per claim are determined utilizing recent claim data and trends.

The following table summarizes the activity in the Company's accrued obligations for personal injury claims (in millions):

	Years ended December 31,		
	2019	2018	2017
Beginning balance	\$ 308	\$ 307	\$ 367
Accruals / changes in estimates	140	76	(1)
Payments	(114)	(75)	(59)
Ending balance	\$ 298	\$ 308	\$ 307
Current portion of ending balance	75	80	85

The amount recorded by the Company for the personal injury liability is based upon the best information currently available. Because of the uncertainty surrounding the ultimate outcome of personal injury claims, it is reasonably possible that future costs to resolve these claims may be different from the recorded amounts. The Company estimates that costs to resolve the liability may range from approximately \$255 million to \$355 million.

Although the final outcome of these personal injury matters cannot be predicted with certainty, it is the opinion of BNSF Railway that none of these items, when finally resolved, will have a material adverse effect on the Company's financial position or liquidity. However, the occurrence of a number of these items in the same period could have a material adverse effect on the results of operations in a particular quarter or fiscal year.

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

NOTES TO FINANCIAL STATEMENTS

Environmental

BNSF Railway is subject to extensive federal, state, and local environmental regulation. The Company's operating procedures include practices to protect the environment from the risks inherent in railroad operations, which frequently involve transporting chemicals and other hazardous materials. Additionally, many of BNSF Railway's land holdings are or have been used for industrial or transportation-related purposes or leased to commercial or industrial companies whose activities may have resulted in discharges onto the property. Under federal (in particular, the Comprehensive Environmental Response, Compensation, and Liability Act) and state statutes, the Company may be held jointly and severally liable for cleanup and enforcement costs associated with a particular site without regard to fault or the legality of the original conduct. The Company participates in the study, cleanup, or both of environmental contamination at approximately 200 sites.

Environmental costs may include, but are not limited to, site investigations, remediation, and restoration. The liability is recorded when the expected loss is both probable and reasonably estimable and is undiscounted due to uncertainty of the timing of future payments. Expense accruals and adjustments are classified as materials and other in the Consolidated Statements of Income.

BNSF Railway estimates the cost of cleanup efforts at its known environmental sites based on experience gained from cleanup efforts at similar sites, estimated percentage to closure ratios, possible remediation work plans, estimates of the costs and likelihood of each possible outcome, historical payment patterns, and benchmark patterns developed from data accumulated from industry and public sources. The Company monitors actual experience against expectations and records adjustments as new events or changes in estimates develop.

The following table summarizes the activity in the Company's accrued obligations for environmental matters (in millions):

	Years ended December 31		
	2019	2018	2017
Beginning balance	\$ 298	\$ 317	\$ 342
Accruals / changes in estimates	5	—	5
Payments	(21)	(19)	(30)
Ending balance	\$ 282	\$ 298	\$ 317
Current portion of ending balance	\$ 40	40	40

The amount recorded by the Company for the environmental liability is based upon the best information currently available. It has not been reduced by anticipated recoveries from third parties and includes both asserted and unasserted claims. BNSF Railway's total cleanup costs at these sites cannot be predicted with certainty due to various factors, such as the extent of corrective actions that may be required, evolving environmental laws and regulations, advances in environmental technology, the extent of other parties' participation in cleanup efforts, developments in ongoing environmental analyses related to sites determined to be contaminated, and developments in environmental surveys and studies of contaminated sites. Because of the uncertainty surrounding various factors, it is reasonably possible that future costs to settle these claims may be different from the recorded amounts. The Company estimates that costs to settle the liability may range from approximately \$230 million to \$380 million.

Although the final outcome of these environmental matters cannot be predicted with certainty, it is the opinion of BNSF Railway that none of these items, when finally resolved, will have a material adverse effect on the Company's financial position or liquidity. However, the occurrence of a number of these items in the same period could have a material adverse effect on the results of operations in a particular quarter or fiscal year.

Other Claims and Litigation

In addition to personal injury and environmental matters, BNSF Railway and its subsidiaries are also parties to a number of other legal actions and claims, governmental proceedings, and private civil suits arising in the ordinary course of business, including those related to disputes and complaints involving certain transportation rates and charges. Some of the legal proceedings include claims for compensatory damages and may, from time to time, include requests for punitive damages or treatment of the claim as a class action. Although the final outcome of these matters cannot be predicted with certainty, it is the opinion of BNSF Railway that none of these items, when finally resolved, will have a material adverse effect on the Company's financial position or liquidity. However, the occurrence of a number of these items in the same period could have a material adverse effect on the results of operations in a particular quarter or fiscal year.

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

NOTES TO FINANCIAL STATEMENTS

Other Commitments

In the normal course of business, the Company enters into long-term contractual requirements for future goods and services needed for the operations of the business. Such commitments are not in excess of expected requirements and are not reasonably likely to result in performance penalties or payments that would have a material adverse effect on the Company's liquidity.

In 2019, the Company experienced significant flooding across parts of the network. The Company is insured for certain costs incurred as a result of the flooding and has compiled and submitted a claim to its third-party insurers. The Company may recover up to \$250 million associated with property damage, business interruption, and extra expense incurred as part of the flooding.

Note 5**Goodwill**

As a result of the Merger on February 12, 2010, the Company recorded \$14.8 billion of goodwill.

During the years ended December 31, 2019, 2018 and 2017, no impairment losses were incurred and there were no accumulated impairment losses related to goodwill, at both December 31, 2019 and 2018. As of both December 31, 2019 and 2018, the carrying value of goodwill was \$14.8 billion.

Note 6**Leases**

On January 1, 2019, the Company adopted ASU No. 2016-02, Leases (Topic 842), using a modified retrospective approach for leases existing at or entered into after the effective date. In addition, the Company elected the package of practical expedients permitted under the transition guidance within the new standard. The standard requires the recognition of right-of-use assets and lease liabilities for operating leases on the Company's Consolidated Balance Sheets. At adoption, assets and liabilities in the Company's Consolidated Balance Sheets increased approximately \$2.3 billion. The accounting for finance leases remained unchanged. There was no effect of adopting Topic 842 on member's equity, operating income, or net income. Results for reporting periods beginning after January 1, 2019 are presented under Topic 842, while prior period amounts have not been adjusted.

The following table shows the components of lease cost (in millions):

Lease Cost	Year Ended December 31, 2019
Operating lease cost	\$ 476
Finance lease cost:	
Amortization of right-of-use assets	37
Interest on lease liabilities	24
Short-term lease cost	85
Total lease cost	\$ 622

Supplemental balance sheet information related to leases was as follows (in millions):

	December 31, 2019
Operating Leases	
Operating lease right-of-use assets	\$ 2,264
Accounts payable and other current liabilities	451
Operating lease liabilities	1,614
Total operating lease liabilities	\$ 2,065
Finance Leases	
Property and equipment	\$ 794
Accumulated depreciation	(349)
Property and equipment, net	\$ 445
Long-term debt due within one year	\$ 48
Long-term debt	324
Total finance lease liabilities	\$ 372

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

NOTES TO FINANCIAL STATEMENTS

Supplemental cash flow information related to leases was as follows (in millions):

Cash Flow	Year Ended December 31, 2019	
Cash paid for amounts included in the measurement of lease obligations:		
Operating cash flows for operating leases	\$	407
Operating cash flows for finance leases	\$	25
Financing cash flows for finance leases	\$	47
Right-of-use assets obtained in exchange for lease obligations:		
Operating leases	\$	53

Other information related to leases was as follows:

Other Information	December 31, 2019	
Weighted-average remaining lease term (in years):		
Operating leases		7.7
Finance leases		4.5
Weighted-average discount rate:		
Operating leases		3.7%
Finance leases		6.4%

Maturities of lease liabilities as of December 31, 2019 are summarized as follows (in millions):

	<u>Operating Leases</u>	<u>Finance Leases</u>
2020	\$ 494	\$ 70
2021	422	200
2022	337	35
2023	295	28
2024	247	24
Thereafter	562	77
Total lease payments	2,357	434
Less amount representing interest	(292)	(62)
Total	\$ 2,065	\$ 372

Future minimum lease payments as of December 31, 2018 are summarized as follows (in millions):

	<u>Operating Leases</u>	<u>Capital Leases^a</u>
2019	\$ 396	\$ 72
2020	492	69
2021	417	200
2022	325	35
2023	287	28
Thereafter	781	101
Total lease payments	2,698	505
Less amount representing interest		(86)
Total lease obligations		419
Less current obligations		(47)
Long term lease obligations		\$ 372

Lease rental expense for all operating leases, excluding per diem leases, was \$549 million and \$581 million for the years ended December 31, 2018 and 2017, respectively

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

NOTES TO FINANCIAL STATEMENTS

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210. RESULTS OF OPERATIONS

(Dollars in Thousands)

1. Disclose requested information for respondent pertaining to results of operations for the year.	Schedule 210 Line 15, col b	Cross-Checks	Schedule 210 = Line 66, col b
2. Report total operating expenses from Sched. 410. Any differences between this schedule and Sched. 410 must be explained on page 18.	Lines 47,48,49 col b Line 50, col b		= Line 67, col b = Line 68, col b
3. List dividends from investments accounted for under the cost method on line 19, and list dividends accounted for under the equity method on line 25.	Line 14, col b Line 14, col d		Schedule 410 = Line 620, col h = Line 620, col f
4. All contra entries should be shown in parenthesis.	Line 14, col e		= Line 620, col 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	22,715,809	22,991,417	22,715,809		1
2		(102) Passenger					2
3		(103) Passenger-related					3
4		(104) Switching	44,281	41,569	44,281		4
5		(105) Water transfers					5
6		(106) Demurrage	221,190	204,213	221,190		6
7		(110) Incidental	140,154	165,985	140,154		7
8		(121) Joint facility - credit	11,429	9,963	11,429		8
9		(122) Joint facility - debit					9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	23,132,863	23,413,147	23,132,863		10
11		(502) Railway operating revenues - transfers from government authorities					11
12		(503) Railway operating revenues - amortization of deferred transfers from government authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	23,132,863	23,413,147	23,132,863		13
14	*	(531) Railway operating expenses	15,145,542	15,680,379	15,145,542		14
15	*	Net revenue from railway operations	7,987,321	7,732,768	7,987,321		15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations					16
17		(510) Miscellaneous rent income					17
18		(512) Separately operated properties - profit					18
19		(513) Dividend income (cost method)	400	400			19
20		(514) Interest income	903,410	654,154			20
21		(516) Income from sinking and other funds					21
22		(517) Release of premiums on funded debt					22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	247,597	87,592			24
25		Income from affiliated companies: 519					
		a. Dividends (equity method)	9,700	9,750			25
26		b. Equity in undistributed earnings (losses)	40,141	44,722			26
27		TOTAL OTHER INCOME (lines 16-26)	1,201,248	796,618			27
28		TOTAL INCOME (lines 15, 27)	9,188,569	8,529,386			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations					29
30		(544) Miscellaneous taxes					30
31		(545) Separately operated properties-Loss					31
32		(549) Maintenance of investment organization					32
33		(550) Income transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	1,021	15,334			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS	1,021	15,334			36
37		Income available for fixed charges	9,187,548	8,514,052			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	51,468	42,178	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	3,652	6,333	40
41		(548) Amortization of discount on funded debt	2,056	2,056	41
42		TOTAL FIXED CHARGES (lines 38 through 41)	57,176	50,567	42
43		Income after fixed charges (line 37 minus line 42)	9,130,372	8,463,485	43
		OTHER DEDUCTIONS			
		(546) Interest on funded debt:			
44		(c) Contingent interest			44
		UNUSUAL OR INFREQUENT ITEMS			
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before inc. taxes)	9,130,372	8,463,485	46
		PROVISIONS FOR INCOME TAXES			
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	1,366,964	1,361,110	47
48	*	(b) State income taxes	299,626	289,100	48
49	*	(c) Other income taxes	43	149	49
50	*	(557) Provision for deferred taxes	551,261	370,792	50
51		TOTAL PROVISION FOR INCOME TAXES (lines 47 through 52)	2,217,894	2,021,151	51
52		Income from continuing operations (line 46 minus line 51)	6,912,478	6,442,334	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 52 through 54)	6,912,478	6,442,334	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 through 58)			59
60		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$)			60
61	*	Net income (Loss) (lines 55 + 59 + 60)	6,912,478	6,442,334	61
62		Less: Net Income attributable to noncontrolling interest			62
63		Net Income attributable to reporting railroad	6,912,478	6,442,334	63
64		Basic Earnings per Share	N/A	N/A	64
65		Diluted Earnings per Share	N/A	N/A	65
		RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)			
66	*	Net revenues from railway operations	7,987,321	7,732,768	66
67	*	(556) Income taxes on ordinary income (-)	1,666,633	1,650,359	67
68	*	(557) Provision for deferred income taxes (-)	551,261	370,792	68
69		Income from lease of road and equipment (-)	12,848	12,848	69
70		Rent for leased roads and equipment (+)			70
71		Net railway operating income (loss)	5,756,579	5,698,769	71

NOTES AND REMARKS FOR SCHEDULE 210 AND 220

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210 A. CONSOLIDATED STATEMENTS OF COMPREHENSIVE INCOME

(Dollars in Thousands)

1. This schedule applies only to entities with items of Other Comprehensive Income (OCI)

2. Entities must present comprehensive income in two separate but consecutive financial statements.

Cross-Checks
Schedule 210 = Schedule 210 A
Line 61, col b Line 1, col b

3. Entities must present reclassification adjustments and the effects of those adjustments on net income and OCI on the face of the financial statements.

4. All contra entries should be shown in parenthesis.

Line No.	Cross Check	Item	Amount for current year	Amount for preceding year	Line No.
		(a)	(b)	(c)	
1		Net Income	6,912,478	6,442,334	1
2		Other Comprehensive Income, net of tax Foreign currency translation adjustments			2
3		Unrealized gains on securities: Unrealized holding gains arising during period			3
4		Less: reclassification adjustment for gains included in net income			4
5		Defined benefit pension plans: Prior service cost arising during period			5
6		Net gain (loss) arising during period	18,695	(125,086)	6
7		Less: amortization of prior service cost included in net periodic pension cost	3,087	2,240	7
8		Other Comprehensive Income (Loss)	(1,018)	586	8
9		Comprehensive Income (Loss)	6,927,068	6,315,594	9
10		Less: comprehensive income attributable to noncontrolling interest			10
11		Comprehensive Income attributable to reporting railroad (Loss)	6,927,068	6,315,594	11

Notes:

**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 should be shown in parentheses.
3. Show in lines 22 and 23 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 a debit balance), column (c), should agree with line 26, column (b), in Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61, column (b) in 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 (a)	Retained Earnings - Unappropriated (b)	Equity in Undistributed Earnings (Losses) of Affiliated Companies (c)	Line No.
1		Balances at beginning of year	20,102,373	272,717	1
2	(601.5)	Prior period adjustments to beginning retained earnings	7,230	22,633	2
		CREDITS			
3	(602)	Credit balance transferred from income	6,862,637	40,141	3
4	(603)	Appropriations released			4
5	(606)	Other credits to retained earnings		9,700	5
6		TOTAL CREDITS	6,862,637	49,841	6
		DEBITS			
7	(612)	Debit balance transferred from income			7
8	(616)	Other debits to retained earnings	5,907,100		8
9	(620)	Appropriations for sinking and other funds			9
10	(621)	Appropriations for other purposes			10
11	(623)	Dividends: Common stock			11
12		Preferred stock (1)			12
13		TOTAL DEBITS	5,907,100	-	13
14		Net increase (decrease) during year (Line 6 minus line 13)	955,537	49,841	14
15		Balances at close of year (lines 1, 2, and 14)	21,065,140	345,191	15
16		Balances from line 15 (c)	345,191	N/A	16
17	(798)	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	21,410,331		17
18	(797)	Total appropriated retained earnings:		N/A	18
19		Credits during year \$ _0 _____			19
20		Debits during year \$ _0 _____			20
21		Balance at close of year \$ _0 _____			21
22		Amount of assigned Federal income tax consequences Account 606 \$ _0 _____			22
23		Account 616 \$ _0 _____			23

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

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 revenues 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 the direct method is used, complete lines 1 through 41. If the indirect method is used complete lines 10 through 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 finance 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)	Previous 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 (lines 1 through 8)			9

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
10		Income from continuing operations	6,912,478	6,442,334	10

ADJUSTMENTS TO RECONCILE INCOME FROM CONTINUING OPERATIONS TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investments	(29,175)	(14,238)	11
12		Depreciation and amortization expenses	2,357,177	2,297,959	12
13		Net increase (decrease) in provision for Deferred Income Taxes	551,261	370,792	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(40,141)	(44,722)	14
15		Decrease (increase) in accounts receivable	35,366	(116,142)	15
16		Decrease (increase) in material and supplies and other current assets	(106,800)	(39,069)	16
17		Increase (decrease) in current liabilities other than debt	316,038	(68,500)	17
18		Increase (decrease) in other - net	(289,094)	(168,562)	18
19		Net cash provided from continuing operations (lines 10 through 18)	9,707,110	8,659,852	19
20		Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20)	9,707,110	8,659,852	21

CASH FLOWS FROM INVESTING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
22		Proceeds from sale of property	9,406	10,132	22
23		Capital expenditures	(3,607,805)	(3,134,621)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayment of investment and advances	41,566	45,248	25
26		Purchase price of long-term investment and advances	(5,927)	(26,936)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other - net	(109,473)	10,478	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	(3,672,233)	(3,095,699)	29

(Continued on next page)

240. STATEMENT OF CASH FLOWS (Concluded)
(Dollars in Thousands)

CASH FLOWS FROM FINANCING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
30		Proceeds from issuance of long-term debt			30
31		Principal payments of long-term debt	(83,201)	(96,418)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid			34
35		Other - net	(5,907,100)	(5,471,100)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(5,990,301)	(5,567,518)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36)	44,576	(3,365)	37
38		Cash and cash equivalents at beginning of the year	512,725	516,090	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	557,301	512,725	39
		Footnotes to Schedule Cash paid during the year for:			
40		Interest (net of amount capitalized) *	51,563	67,786	40
41		Income taxes (net) *	1,485,657	1,601,564	41

* Only applies if indirect method is adopted

NOTES AND REMARKS

245. WORKING CAPITAL
(Dollars in Thousands)

1 This schedule should include only data pertaining to railway transportation services.

2 Carry out calculations of lines 9, 10, 20, and 21 to the nearest whole number.

Line No.	Item (a)	Source	Amount (b)	Line No.
CURRENT OPERATING ASSETS				
1	Interline and other balances (705)	Sched. 200, line 5, col. b	61,483	1
2	Customers (706)	Sched. 200, line 6, col. b	912,020	2
3	Other (707)	Note A	77,667	3
4	TOTAL CURRENT OPERATING ASSETS	Lines 1 + 2 + 3	1,051,170	4
OPERATING REVENUE				
5	Railway operating revenue	Sched. 210, line 13, col. b	23,132,863	5
6	Rent income	Note B	225,930	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	23,358,793	7
8	Average daily operating revenues	Line 7 ÷ 360 days	64,886	8
9	Days of operating revenue in current operating assets	Line 4 ÷ line 8	16	9
10	Revenue delay days plus buffer	Line 9 + 15 days	31	10
CURRENT OPERATING LIABILITIES				
11	Interline and other balances (752)	Sched. 200, line 30, col. b	10,386	11
12	Audited accounts and wages payable (753)	Note A	230,027	12
13	Accounts payable - other (754)	Note A	403,420	13
14	Other taxes accrued (761.5)	Note A	402,300	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 through 14	1,046,133	15
OPERATING EXPENSES				
16	Railway operating expenses	Sched. 210, line 14, col. b	15,145,542	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317 col h	2,326,102	17
18	Cash related operating expenses	Line 16 + line 6 - line 17	13,045,370	18
19	Average daily expenditures	Line 18 ÷ 360 days	36,237	19
20	Days of operating expenses in current operating liabilities	Line 15 ÷ line 19	29	20
21	Days of working capital required	Line 10 - line 20 (Note C)	2	21
22	Cash working capital required	Line 21 x line 19	72,474	22
23	Cash and temporary cash balance	Sched. 200, line 1 + line 2, col. b	557,301	23
24	Cash working capital allowed	Lesser of line 22 or line 23	72,474	24
MATERIALS AND SUPPLIES				
25	Total materials and supplies (712)	Note A	788,793	25
26	Scrap and obsolete material included in account 712	Note A		26
27	Materials and supplies held for common carrier purposes	Line 25 - line 26	788,793	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	861,267	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

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GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

1. Schedule 310 should give particulars of stocks, bonds, and other secured obligations, unsecured notes, and investment advances of affiliated companies held by respondent at the close of the 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 investment by accounts in numerical order.
 - (A) Stocks
 - (1) Carriers-active
 - (2) Carriers-inactive
 - (3) Noncarriers-active
 - (4) Noncarriers-inactive
 - (B) Bonds (including US 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 those 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 are as follows:

Symb: 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 services 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 purposes of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely holding companies are to be classified as noncarrier companies, even though the securities held by such companies are largely or entirely 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 account 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 Surface Transportation Board and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

(Dollars in Thousands)

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent from accounts 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 25, 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. Give 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 evidence of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially _____ to _____." Abbreviations in common use in standard financial publications may be used to conserve space.

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of Issuing Company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.	
1	721	A-1	VII	Alameda Belt Line	Common	50.00	1
2			VII	Belt Railway Company of Chicago, The	Common	16.67	2
3			VII	Central California Traction Company	Common	33.33	3
4			VII	Houston Belt & Terminal Railway Company	Common	50.00	4
5			VII	Kansas City Terminal Railway Company	Common	25.00	5
6			VII	Longview Switching Company	Common	50.00	6
7			VII	MT Properties Inc.	Common	43.30	7
8			VII	Oakland Terminal Railway	Common	50.00	8
9			VII	Paducah & Illinois Railroad Company	Common	33.34	9
10			VII	Portland Terminal Railroad Company	Common	40.00	10
11			VII	St. Joseph Terminal Railroad Company	Common	50.00	11
12			VII	Sunset Railway Company	Common	50.00	12
13			VII	Terminal Railroad Association of St. Louis	Common	14.29	13
14			VII	Texas City Terminal Railway Company	Common	33.30	14
15			VII	TTX Company	Common	17.30	15
16			VII	Wichita Union Terminal Railway Company	Common	66.67	16
17			VII	Central California Traction Company	Preferred	33.33	17
18							18
19				Total Class A-1			19
20							20
21	721	A-3	X	Kinder Morgan Energy Partners LP	LP	0.50	21
22			X	Meteorcomm, LLC	LLC	25.00	22
23			X	Montauk Synfuels LLC	LLC	50.00	23
24			X	PTC 220, LLC	LLC	14.29	24
25			VII	Railmarketplace.com, Inc.	Preferred	18.85	25
26							26
27				Total Class A-3			27
28							28
29				Total Class A			29
30							30
31	721	E-1	VII	Port Terminal Railroad Association	Association	N/A	31
32			VII	Wichita Terminal Association	Association	N/A	32
33							33
34				Total Class E-1			34
35							35
36	721	E-3	VIII	Health Transformation Alliance	Cooperative	N/A	36
37							37
38				Total Class E-3			38
39							39
40				Total Class E			40
41							41
42				Total			42
43							43
44							44

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

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 case 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 include 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 Surface Transportation Board and are jointly owned, give names and extent of control by other entities by footnotes.

Line No.	Investments and Advances				Disposed of profit (loss) (j)	Adjustments Account 721.5 (k)	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								1
2	14,900			14,900				2
3	140	50	(37)	153				3
4	18,743	2,027	(2,670)	18,100				4
5	5,477	1,050		6,527				5
6	3	27		30				6
7	1,600	111		1,711				7
8								8
9	8,132	427	(106)	8,453				9
10	1,329		(67)	1,262				10
11	150			150				11
12	4,282		(3,287)	995				12
13								13
14	51,519	11,670	(9,700)	53,489				14
15	609,218	48,050	(1,086)	656,182				15
16	6	82		88				16
17								17
18								18
19	715,499	63,494	(16,953)	762,040				19
20								20
21	6,893			6,893				21
22	18,818	9,000	(7,335)	20,483				22
23								23
24	7,100	7,300	(818)	13,582				24
25								25
26								26
27	32,811	16,300	(8,153)	40,958				27
28								28
29	748,310	79,794	(25,106)	802,998				29
30								30
31	1,100			1,100				31
32	4			4				32
33								33
34	1,104			1,104				34
35								35
36	5			5				36
37								37
38	5			5				38
39								39
40	1,109			1,109				40
41								41
42	749,419	79,794	(25,106)	804,107				42
43								43
44								44

Note: Column (h) includes equity method accounting for losses. Line 12, column (h), reflects a correction to the investment balance which was shown as additions in a previous year reporting. Line 14, column (h), includes \$9,700K in dividends received.

310. NOTES AND REMARKS

	<u>% Ownership</u>
1	
ALAMEDA BELT LINE	
BNSF Railway Company	50.00
Union Pacific Railroad Company	50.00
	<u>100.00</u>
2	
BELT RAILWAY COMPANY OF CHICAGO, THE	
CSX Transportation, Inc.	25.00
Norfolk Southern Company	25.00
BNSF Railway Company	16.67
Grand Trunk Western Railroad Illinois Central Railroad Company	16.67
Soo Line Railroad Company	8.33
Union Pacific Railroad Company	8.33
	<u>100.00</u>
5,198 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI Consolidated Mortgage.	
3 & 17	
CENTRAL CALIFORNIA TRACTION COMPANY	
Union Pacific Railroad Company	66.67
BNSF Railway Company	33.33
	<u>100.00</u>
4	
HOUSTON BELT & TERMINAL RAILWAY COMPANY	
BNSF Railway Company	50.00
Union Pacific Railroad Company	50.00
	<u>100.00</u>
121 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI Consolidated Mortgage.	
5	
KANSAS CITY TERMINAL RAILWAY COMPANY	
Union Pacific Railroad Company	41.67
BNSF Railway Company	25.00
Kansas City Southern Railway Company	16.67
Dakota, Minnesota and Eastern Railroad	8.33
Norfolk Southern Railway Company	8.33
	<u>100.00</u>
5,485 shares are held by UMB of Kansas City, Missouri, Trustee, under Stock Trust Agreement dated June 12, 1909, and 5 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI Consolidated Mortgage.	
6	
LONGVIEW SWITCHING COMPANY	
BNSF Railway Company	50.00
Union Pacific Railroad Company	50.00
	<u>100.00</u>
7	
MT PROPERTIES INC.	
BNSF Railway Company	43.30
Union Pacific Railroad Company	42.09
Soo Line Railroad Company	14.61
	<u>100.00</u>
30,498 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI consolidated Mortgage and under the NP General Lien Mortgage.	
8	
OAKLAND TERMINAL RAILWAY	
BNSF Railway Company	50.00
Union Pacific Railroad Company	50.00
	<u>100.00</u>
9	
PADUCAH & ILLINOIS RAILROAD COMPANY	
BNSF Railway Company	33.34
Paducah & Louisville Railroad Company	33.33
Canadian National Railroad Company	33.33
	<u>100.00</u>
33 1/3 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI Consolidated Mortgage.	

310. NOTES AND REMARKS

	<u>% Ownership</u>
10	PORTLAND TERMINAL RAILROAD COMPANY
	Union Pacific Railroad Company
	BNSF Railway Company
	60.00
	40.00
	<u>100.00</u>
11	ST JOSEPH TERMINAL RAILROAD COMPANY
	BNSF Railway Company
	Union Pacific Railroad Company
	50.00
	50.00
	<u>100.00</u>
12	SUNSET RAILWAY COMPANY
	BNSF Railway Company
	Union Pacific Railroad Company
	50.00
	50.00
	<u>100.00</u>
13	TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS
	Union Pacific Railroad Company
	CSX Transportation, Inc.
	Illinois Central Railroad Company
	BNSF Railway Company
	Norfolk Southern Railway Company
	42.84
	14.29
	14.29
	14.29
	14.29
	<u>100.00</u>
	2,058 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI Consolidated Mortgage.
14	TEXAS CITY TERMINAL RAILWAY COMPANY
	Union Pacific Railroad Company
	BNSF Railway Company
	Texas City Terminal Railway Company
	66.60
	33.30
	0.10
	<u>100.00</u>
15	TTX COMPANY
	Union Pacific Railroad Company
	CSX Transportation, Inc.
	Norfolk Southern Railway Company
	BNSF Railway Company
	Canadian National Railway Company
	Canadian Pacific Limited
	Pan Am Railways
	Kansas City Southern Railway Company
	FXE Railroad
	36.79
	19.65
	19.65
	17.30
	3.15
	1.57
	0.63
	0.63
	0.63
	<u>100.00</u>
	250 voting shares are held by TTX Company
16	WICHITA UNION TERMINAL RAILWAY COMPANY
	BNSF Railway Company
	Union Pacific Railroad Company
	66.67
	33.33
	<u>100.00</u>
21	KINDER MORGAN ENERGY PARTNERS L.P.
	BNSF Railway Company
	Various
	0.50
	99.50
	<u>100.00</u>
22	Meteorcomm, LLC
	BNSF Communications, Inc. (BNSF Railway Company)
	Ekanet, Inc. (Union Pacific Railroad Company)
	CSX Transportation, Inc.
	NS Spectrum Corporation (Norfolk Southern Company)
	25.00
	25.00
	25.00
	25.00
	<u>100.00</u>
23	MONTAUK SYNFUELS, LLC
	BNSF Railway Company
	Montauk Energy Capital, Inc.
	50.00
	50.00
	<u>100.00</u>

310. NOTES AND REMARKS

	<u>% Ownership</u>
24	
PTC 220, LLC	
BNSF Spectrum, Inc. (BNSF Railway Company)	14.29
Ekanet, Inc. (Union Pacific Railroad Company)	14.28
CSX Intellectual Properties Corp. (CSX Transportation, Inc.)	14.29
NS Spectrum Corporation (Norfolk Southern Company)	14.28
GTC Spectrum(Canadian National Railway Company)	14.29
Canadian Pacific Railway Company	14.28
KSC Spectrum (Kansas City Southern Railway Company)	14.29
	<u>100.00</u>
25	
RAILMARKETPLACE.COM, INC.	
BNSF Railway Company	18.85
Canadian National Railway Company	18.85
Canadian Pacific Railway Company	18.85
CSX Transportation, Inc.	18.85
Union Pacific Railroad Company	18.85
GE Information Services, Inc.	5.75
	<u>100.00</u>

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

Undistributed Earnings From Certain Investments in Affiliated Companies

1. Report below the details of all investments in common stock 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., 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)	Adjustments 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.
1	Carriers: (List specifics for each company) Alameda Belt Line	-					-	1
2	Belt Railway Company of Chicago, The	14,900					14,900	2
3	Central California Traction Company	140	50	(37)			153	3
4	Houston Belt & Terminal Railway Company	18,743	2,027	(2,670)			18,100	4
5	Kansas City Terminal Railway Company	5,477	16	1,034			6,527	5
6	Longview Switching Company	3	24	3			30	6
7	MT Properties Inc.	1,600		111			1,711	7
8	Oakland Terminal Railway	-					-	8
9	Paducah & Illinois Railroad Company	8,132	427	(106)			8,453	9
10	Portland Terminal Railroad Company	1,329		(67)			1,262	10
11	St. Joseph Terminal Railroad Company	150					150	11
12	Sunset Railway Company	4,282	(3,263)	(24)			995	12
13	Terminal Railroad Association of St. Louis	-					-	13
14	Texas City Terminal Railway Company	51,519	52	1,918			53,489	14
15	TTX Company	609,218	(1,086)	48,050			656,182	15
16	Wichita Union Terminal Railway Company	6		82			88	16
17								17
18	TOTAL CARRIERS	715,499	(1,753)	48,294			762,040	18
19								19
20								20
21	Kinder Morgan Energy Partners LP	6,893					6,893	21
22	Meteorcomm, LLC	18,818	9,000	(7,335)			20,483	22
23	Montauk Synfuels LLC	-					-	23
24	PTC 220, LLC	7,100	7,300	(818)			13,582	24
25	Railmarketplace.com, Inc.	-					-	25
26								26
27	TOTAL NON-CARRIERS	32,811	16,300	(8,153)			40,958	27
28								28
29	TOTAL INVESTMENTS IN COMMON STOCK	748,310	14,547	40,141			802,998	29
30								30
31								31

Note: Column (d) Line No. 14 is net of approximately \$9,700K in dividends received.

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 (g) should be the net of the amounts in columns (c) through (f). Column (h) is the aggregate of columns (b) through (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of Accounts 731 and 732 for the respective periods; if not, a full explanation should be made in a footnote.
2. In column (c), show 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" in the Uniform System of Accounts for Railroad Companies for such items.
3. In column (d), show 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. Columns (c) and (e) should include all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property.
5. All credits representing property sold, abandoned, or otherwise retired should be shown in column (f).
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 the cost, location, area, and other details which will identify the property in a footnote.
8. Report on line 29, amounts not included 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 Board 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 Board.
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 location and 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 \$5,000 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 the amount used in a footnote.

NOTES AND REMARKS

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

Line No.	Cross No.	Account (a)	Balance at Beginning of year (b)	Expenditures during the year for original road & equipment & road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1	2	(2) Land for transportation purposes	6,215,519			1
2	3	(3) Grading	11,541,392			2
3	4	(4) Other right-of-way expenditures	54,478			3
4	5	(5) Tunnels and subways	530,870			4
5	6	(6) Bridges, trestles and culverts	4,672,430			5
6	7	(7) Elevated structures				6
7	8	(8) Ties	6,423,044			7
8	9	(9) Rail and other track material	12,838,238			8
9	11	(11) Ballast	4,946,644			9
10	13	(13) Fences, snowsheds and signs	116,415			10
11	16	(16) Station and office buildings	604,780			11
12	17	(17) Roadway buildings	62,156			12
13	18	(18) Water stations	10,804			13
14	19	(19) Fuel stations	439,607			14
15	20	(20) Shops and enginehouses	649,414			15
16	22	(22) Storage warehouses				16
17	23	(23) Wharves and docks	16,737			17
18	24	(24) Coal and ore wharves	88,662			18
19	25	(25) TOFC/COFC terminals	1,816,599			19
20	26	(26) Communications systems	842,491			20
21	27	(27) Signals and interlockers	5,063,597			21
22	29	(29) Power plants	2,826			22
23	31	(31) Power transmission systems	88,165			23
24	35	(35) Miscellaneous structures	44,818			24
25	37	(37) Roadway machines	954,429			25
26	39	(39) Public improvements - construction	800,982			26
27	44	(44) Shop machinery	257,119			27
28	45	(45) Power plant machinery	3,216			28
29		Other lease/rentals				29
30		TOTAL EXPENDITURES FOR ROAD	59,085,432			30
31	52	(52) Locomotives	8,660,479			31
32	53	(53) Freight train cars	2,087,404			32
33	54	(54) Passenger train cars				33
34	55	(55) Highway revenue equipment	7,364			34
35	56	(56) Floating equipment				35
36	57	(57) Work equipment	526,624			36
37	58	(58) Miscellaneous equipment	478,807			37
38	59	(59) Computer systems & word processing equipment	1,196,937			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	12,957,615			39
40	76	(76) Interest during construction				40
41	80	(80) Other elements of investment				41
42	90	(90) Construction work in progress	664,319			42
43		GRAND TOTAL	72,707,366			43

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

Line No.	Cross No.	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	2	47,471	75,508	(28,037)	6,187,482	1
2	3	259,397	36,703	222,694	11,764,086	2
3	4	4,936	1,186	3,750	58,228	3
4	5	3,814	(4)	3,818	534,688	4
5	6	199,433	5,173	194,260	4,866,690	5
6	7					6
7	8	333,186	(14,424)	347,610	6,770,654	7
8	9	640,272	(41,328)	681,600	13,519,838	8
9	11	511,444	169,750	341,694	5,288,338	9
10	13	5,095	402	4,693	121,108	10
11	16	63,198	8,410	54,788	659,568	11
12	17	(3,633)		(3,633)	58,523	12
13	18	9	(7)	16	10,820	13
14	19	18,170	2,631	15,539	455,146	14
15	20	27,208	11,641	15,567	664,981	15
16	22					16
17	23		28	(28)	16,709	17
18	24	4,172	22	4,150	92,812	18
19	25	157,616	15,057	142,559	1,959,158	19
20	26	84,984	(265,546)	350,530	1,193,021	20
21	27	231,412	53,095	178,317	5,241,914	21
22	29		110	(110)	2,716	22
23	31	(5,225)	84	(5,309)	82,856	23
24	35	2,895	(235)	3,130	47,948	24
25	37	81,797	(110,414)	192,211	1,146,640	25
26	39	20,056	3,857	16,199	817,181	26
27	44	22,604	12,619	9,985	267,104	27
28	45		153	(153)	3,063	28
29						29
30		2,710,311	(35,529)	2,745,840	61,831,272	30
31	52	318,944	446,813	(127,869)	8,532,610	31
32	53	291,226	28,901	262,325	2,349,729	32
33	54					33
34	55	405		405	7,769	34
35	56					35
36	57	23,143	1,328	21,815	548,439	36
37	58	68,158	(114,435)	182,593	661,400	37
38	59	190,129	77,101	113,028	1,309,965	38
39		892,005	439,708	452,297	13,409,912	39
40	76					40
41	80					41
42	90	79,193		79,193	743,512	42
43		3,681,509	404,179	3,277,330	75,984,696	43

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

(Dollars in Thousands)

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute depreciation charges for the month of January, and in columns (c) and (f), the depreciation charges for the month of December. In columns (d) and (g) show the composite rates used in computing depreciation charges for 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 that total by the total depreciation base for the same month. The depreciation base should not include cost of equipment used, but not owned, when the rents are included in 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 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. Composite rates used should be those prescribed or authorized by the Board, 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 particulars in a footnote.
2. All leased property 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 accounts 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 discontinuance of accruals should be shown in a footnote, indicating the effected account(s).
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 % (d)	Depreciation Base		Annual composite rate % (g)	
		At beginning of year (b)	At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	11,541,392	11,764,086	1.05%				1
2	(4) Other right-of-way expenditures	54,478	58,228	2.86%				2
3	(5) Tunnels and subways	530,870	534,688	1.05%				3
4	(6) Bridges, trestles and culverts	4,672,430	4,866,690	1.39%				4
5	(7) Elevated structures							5
6	(8) Ties	6,423,044	6,770,654	3.71%	TOTAL ROAD AND			6
7	(9) Rail and other track material	12,838,238	13,519,838	2.74%				7
8	(11) Ballast	4,946,644	5,288,338	4.41%	EQUIPMENT LEASED FROM			8
9	(13) Fences, snowsheds and signs	116,415	121,108	1.43%				9
10	(16) Station and office buildings	604,780	659,568	2.82%	OTHERS IS LESS THAN 5%			10
11	(17) Roadway buildings	62,156	58,523	4.17%				11
12	(18) Water stations	10,804	10,820	2.56%	OF TOTAL OWNED			12
13	(19) Fuel stations	439,607	455,146	3.45%				13
14	(20) Shops and enginehouses	649,414	664,981	2.17%				14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	16,737	16,709	2.50%				16
17	(24) Coal and ore wharves	88,662	92,812	2.00%				17
18	(25) TOFC/COFC terminals	1,816,599	1,959,158	3.12%				18
19	(26) Communications systems	842,491	1,193,021	4.82%				19
20	(27) Signals and interlockers	5,063,597	5,241,914	3.85%				20
21	(29) Power plants	2,826	2,716	2.94%				21
22	(31) Power transmission systems	88,165	82,856	2.25%				22
23	(35) Miscellaneous structures	44,818	47,948	2.56%				23
24	(37) Roadway machines	954,429	1,146,640	5.82%				24
25	(39) Public improvements - construction	800,982	817,181	2.22%				25
26	(44) Shop machinery	257,119	267,104	3.20%				26
27	(45) Power plant machinery	3,216	3,063	4.76%				27
28	All other road accounts							28
29	Amortization (other than def. projects)							29
30	TOTAL ROAD	52,869,913	55,643,790	3.14%				30
	EQUIPMENT							
31	(52) Locomotives	8,660,479	8,532,610	5.44%				31
32	(53) Freight train cars	2,087,404	2,349,729	2.99%				32
33	(54) Passenger train cars							33
34	(55) Highway revenue equipment	7,364	7,769	7.50%				34
35	(56) Floating equipment							35
36	(57) Work equipment	526,624	548,439	2.34%				36
37	(58) Miscellaneous equipment	478,807	661,400	7.71%				37
38	(59) Computer systems & WP equipment	1,196,937	1,309,965	9.49%				38
39	TOTAL EQUIPMENT	12,957,615	13,409,912	5.31%				39
40	GRAND TOTAL	65,827,528	69,053,702	N/A			NA	40

335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USED
(Dollars in Thousands)

1. Disclose the required information regarding 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" accounts and "Other Rents - Debit - Equipment" accounts.

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 credits to reserves as shown in column (c) and 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	(3) Grading	959,672	122,959	-	1,103	-	1,081,528	1
2	4	(4) Other right-of-way expenditures	10,328	1,914	-	1,195	-	11,047	2
3	5	(5) Tunnels and subways	80,315	9,210	-	(4)	-	89,529	3
4	6	(6) Bridges, trestles and culverts	602,415	82,461	-	5,333	-	679,543	4
5	7	(7) Elevated structures	-	-	-	-	-	-	5
6	8	(8) Ties	407,006	312,027	2,418	27,869	-	693,582	6
7	9	(9) Rail and other track material	1,683,323	419,157	3,825	(67,675)	-	2,173,980	7
8	11	(11) Ballast	(286,186)	285,066	2,601	166,135	-	(164,654)	8
9	13	(13) Fences, snowsheds and signs	14,114	1,981	-	403	-	15,692	9
10	16	(16) Station and office buildings	126,725	14,440	4,097	8,265	-	136,997	10
11	17	(17) Roadway buildings	19,854	2,079	590	239	-	22,284	11
12	18	(18) Water stations	3,881	275	-	(7)	-	4,163	12
13	19	(19) Fuel stations	116,690	17,361	-	2,728	-	131,323	13
14	20	(20) Shops and enginehouses	131,544	17,141	365	11,288	-	137,762	14
15	22	(22) Storage warehouses	-	-	-	-	-	-	15
16	23	(23) Wharves and docks	4,002	429	-	28	-	4,403	16
17	24	(24) Coal and ore wharves	10,801	2,134	-	22	-	12,913	17
18	25	(25) TOFC/COFC terminals	405,379	62,818	-	13,882	-	454,315	18
19	26	(26) Communications systems	261,407	34,021	9,653	(265,414)	-	570,495	19
20	27	(27) Signals and interlockers	1,391,764	207,808	-	53,042	-	1,546,530	20
21	29	(29) Power plants	2,434	(16)	-	110	-	2,308	21
22	31	(31) Power transmission systems	12,234	2,203	-	474	-	13,963	22
23	35	(35) Miscellaneous structures	22,697	2,288	-	(236)	-	25,221	23
24	37	(37) Roadway machines	319,991	46,427	13,174	(110,326)	-	489,918	24
25	39	(39) Public improvements - const.	102,439	21,163	-	3,944	-	119,658	25
26	44	(44) Shop machinery	76,690	9,225	197	12,172	-	73,940	26
27	45	(45) Power plant machinery	1,356	139	-	160	-	1,335	27
28		All other road accounts	-	-	-	-	-	-	28
29		Amortization (adjustments)	-	-	-	-	-	-	29
30		TOTAL ROAD	6,480,875	1,674,710	36,920	(135,270)	-	8,327,775	30
EQUIPMENT									
31	52	(52) Locomotives	2,710,906	449,891	3,083	452,788	-	2,711,092	31
32	53	(53) Freight train cars	319,348	66,164	1,888	23,198	-	364,202	32
33	54	(54) Passenger train cars	-	-	-	-	-	-	33
34	55	(55) Highway revenue equipment	(437)	1,130	-	-	-	693	34
35	56	(56) Floating equipment	-	-	-	-	-	-	35
36	57	(57) Work equipment	121,260	12,619	2,299	661	-	135,517	36
37	58	(58) Miscellaneous equipment	72,834	37,393	6,814	(114,275)	-	231,316	37
38	59	(59) Computer systems & WP equip.	528,545	80,381	14,648	74,579	-	548,995	38
39		Amortization (adjustments)	-	-	-	-	-	-	39
40		TOTAL EQUIPMENT	3,752,456	647,578	28,732	436,951	-	3,991,815	40
41		GRAND TOTAL	10,233,331	2,322,288	65,652	301,681	-	12,319,590	41

NOTE: Credits in Column (d) represent transfers from depreciation expense to inventory and capital accounts to recognize allocated overhead costs

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 in the notes and remarks section. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

3. Any inconsistency between credits to the reserve as shown in column (c) and charges to operating expenses should be fully explained in the notes and remarks section for Schedule 342.

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

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. 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	TOTAL IMPROVEMENTS TO ROAD LEASED FROM OTHERS IS LESS THAN 5%							3
4		(6) Bridges, trestles and culverts	OF TOTAL ROAD OWNED							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, snowsheds 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) Communications 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 - const.							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	TOTAL IMPROVEMENTS TO EQUIPMENT LEASED FROM OTHERS IS LESS THAN							31
32		(54) Passenger train cars	5% OF TOTAL EQUIPMENT OWNED							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 & WP equip.							37	
38		TOTAL EQUIPMENT							38	
39		GRAND TOTAL	34,578	11,172	42	11,003	-	34,789	39	

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

NOTES AND REMARKS FOR SCHEDULE 342

Note: Other credits in column (d) on Schedule 342 represent transfers related to freight car leasehold improvements.

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 respondent and used in respondent's transportation service. Such property includes (a) investment reported in Accounts 731, "Road and Equipment Property" and 732, "improvements on Leased Property" of 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 respondent's 731 or 732 property, and (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by respondent when the lease is for exclusive use or control of roads, tracks, or bridges (including equipment or 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 respondent.

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

3. In columns (a) to (e), inclusive, first show the data requested for respondent (R); next show 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 respondents. Show a total for each class of company in columns (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 to Accounts 731 and 732 on the books of companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to deductions made by the owners in their reports. If separate value is not available, an explanation should be provided. Differences between amounts shown in column (d) of this schedule and column (c), line 24, on the asset side of the general balance sheet of each individual railway should be explained in a footnote. Book values included in Accounts 731 and 732 of the owner should be reported in column (d) in reference to the investment of respondent in securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6% 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 reserves therefor are recorded.

Line No.	Class (See (Ins. 2) (a))	Name of company (b)	Miles of road used (See Ins. 4) (whole number) (c)	Investments in property (See Ins. 5) (d)	Depreciation & amortization of defense projects (See Ins. 6) (e)	Line No.
1	R	The Burlington Northern and Santa Fe Railway Company	23,790	75,984,696	12,319,590	1
2						2
3		Add Leased from Others:				3
4	L	Norfolk Southern Railroad	26	***	****	4
5	L	Dayton Yard	**	***	****	5
6	L	Union Pacific Railroad	14	***	****	6
7		Total Leased from Others	40	-	-	7
8						8
9		Deduct Leased to or Operated by Others:				9
10	O	Alabama & Gulf Coast Railway	27	1,055	306	10
11	O	Burlington Junction Railway	7	4,037	2,893	11
12	O	Canadian National Railway	15	38,481	4,651	12
13	O	Central Washington Railroad	40	17,231	2,053	13
14	O	Columbia and Walla Walla Railroad	10	395	39	14
15	O	Dakota Northern Railroad	62	1,274	753	15
16	O	Industry	10	2,674	1,508	16
17	O	Kaw River Railroad	16	4,973	1,419	17
18	O	Minnesota Commercial Railway	18	1,486	774	18
19	O	Minnesota National Guard	8	93	145	19
20	O	Mission Mountain Railroad	16	594	709	20
21	O	Nebraska, Kansas & Colorado Railway	45	-	1,540	21
22	O	Northern Lines Railway	15	2,833	1,209	22
23	O	Olympia & Belmore Railroad	6	233	65	23
24	O	Pacific Sun Railroad	2	-	-	24
25	O	Portland & Western Railroad	77	13,539	4,612	25
26	O	R.J. Corman Railroad Group	**	7,952	1,542	26
27	O	Red River Valley & Western Railway	445	4,608	9,850	27
28	O	Richmond Pacific Railroad	**	988	226	28
29	O	San Joaquin Valley Railway	2	47	-	29
30	O	South Kansas & Oklahoma Railroad	6	776	21	30
31	O	Stillwater Central Railroad	11	1,601	542	31
32	O	St. Paul & Pacific Northwest Railroad	88	29,092	3,711	32
33	O	Union Pacific Railroad	5	230	139	33
34		Total Leased to or Operated by Others	931	134,192	38,707	34
35						35
36		Net Deductions	(891)	(134,192)	(38,707)	36
37		TOTAL	22,899	75,850,504	12,280,883	37
38						38
39						39
40						40

** Miles of road used not available to respondent.

*** Investment not available to respondent.

**** Depreciation not available to respondent.

352B. INVESTMENT IN RAILROAD PROPERTY USED IN TRANSPORTATION SERVICE (By Property Account)

(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 should correspond with the amounts for each class of company and property shown in Schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in this schedule.

3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6% per year where property is not classified by accounts by noncarrier owners, or where the cost of property leased from other carriers is not ascertainable. Identify noncarrier owners, and briefly explain on page 39 the methods of estimating value of property on noncarriers or property of other carriers.

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

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	6,187,482			64,964	1
2		(3) Grading	11,764,086			7,010	2
3		(4) Other right-of-way expenditures	58,228			166	3
4		(5) Tunnels and subways	534,688			241	4
5		(6) Bridges, trestles and culverts	4,866,690			6,067	5
6		(7) Elevated structures	-			-	6
7		(8) Ties	6,770,654			10,328	7
8		(9) Rail and other track material	13,519,838			27,417	8
9		(11) Ballast	5,288,338			8,504	9
10		(13) Fences, snowsheds and signs	121,108			166	10
11		(16) Station and office buildings	659,568			1,454	11
12		(17) Roadway buildings	58,523			43	12
13		(18) Water stations	10,820			-	13
14		(19) Fuel stations	455,146			184	14
15		(20) Shops and enginehouses	664,981			238	15
16		(22) Storage warehouses	-			-	16
17		(23) Wharves and docks	16,709			-	17
18		(24) Coal and ore wharves	92,812			-	18
19		(25) TOFC/COFC terminals	1,959,158			-	19
20		(26) Communications systems	1,193,021			1,249	20
21		(27) Signals and interlockers	5,241,914			3,717	21
22		(29) Power plants	2,716			-	22
23		(31) Power transmission systems	82,856			183	23
24		(35) Miscellaneous structures	47,948			-	24
25		(37) Roadway machines	1,146,640			-	25
26		(39) Public improvements - construction	817,181			2,205	26
27		(44) Shop machinery	267,104			56	27
28		(45) Power plant machinery	3,063			-	28
29		Leased property (capitalized rentals)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	61,831,272			134,192	31
32		(52) Locomotives	8,532,610			-	32
33		(53) Freight train cars	2,349,729			-	33
34		(54) Passenger train cars	-			-	34
35		(55) Highway revenue equipment	7,769			-	35
36		(56) Floating equipment	-			-	36
37		(57) Work equipment	548,439			-	37
38		(58) Miscellaneous equipment	661,400			-	38
39		(59) Computer systems & WP equipment	1,309,965			-	39
40		TOTAL EQUIPMENT	13,409,912			-	40
41		(76) Interest during construction	-			-	41
42		(80) Other elements of investment	-			-	42
43		(90) Construction work in progress	743,512			-	43
44		GRAND TOTAL	75,984,696			134,192	44

* Includes property leased to and operated by others

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross Checks

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

410. RAILWAY OPERATING EXPENSES

(Dollars in Thousands)

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the Board's rules governing the separation of such expenses between freight and passenger services.

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		WAYS & STRUCTURES								
		ADMINISTRATION								
1		Track	97,285	18,952	15,625	13,585	145,447		145,447	1
2		Bridge & building	26,411	5,119	4,916	3,619	40,065		40,065	2
3		Signal	24,761	4,799	4,611	3,392	37,563		37,563	3
4		Communication	6,603	1,279	1,228	907	10,017		10,017	4
5		Other	9,904	1,919	1,844	1,357	15,024		15,024	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	65,372	15,518	14,171	928	95,989		95,989	6
7		Roadway - switching	20,637	4,900	4,474	293	30,304		30,304	7
8		Tunnels & subways - running			35		35		35	8
9		Tunnels & subways - switching			11		11		11	9
10		Bridges & culverts - running	15,827	678	8,740	5,448	30,693		30,693	10
11		Bridges & culverts - switching	4,962	213	2,759	1,721	9,655		9,655	11
12		Ties - running	9,574	491	1,384	304	11,753		11,753	12
13		Ties - switching	3,013	146	369	96	3,624		3,624	13
14		Rail & other track material - running	77,373	18,180	55,102	7,843	158,498		158,498	14
15		Rail & other track material - switching	24,390	5,738	17,376	2,477	49,981		49,981	15
16		Ballast - running	10,170	224	8,902	203	19,499		19,499	16
17		Ballast - switching	3,216	71	2,811	64	6,162		6,162	17
18		Road property damaged - running								18
19		Road property damaged - switching								19
20		Road property damaged - other								20
21		Signals & interlockers - running	48,894	12,615	14,629	5,079	81,217		81,217	21
22		Signals & interlockers - switching	15,428	3,982	5,089	1,134	25,633		25,633	22
23		Communications systems	21,479	9,858	(6,487)	10	24,860		24,860	23
24		Power systems	498		2,291		2,789		2,789	24
25		Highway grade crossings - running	2,951		728		3,679		3,679	25
26		Highway grade crossings - switching	932		230		1,162		1,162	26
27		Station & office buildings	4,094	584	43,807	9	48,494		48,494	27
28		Shop buildings - locomotives	3,788	3,285	15,351		22,424		22,424	28
29		Shop buildings - freight cars	758	656	3,425		4,839	N/A	4,839	29
30		Shop buildings - other equipment	4,926	4,269	19,955		29,150		29,150	30

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
101		Locomotive servicing facilities	1,371	956	13,835		16,162		16,162	101
102		Miscellaneous buildings & structures	6,647	1,148	2,994	10	10,799		10,799	102
103		Coal terminals						N/A		103
104		Ore terminals	272	6	7		285	N/A	285	104
105		Other marine terminals	4,771	1,222			5,993	N/A	5,993	105
106		TOFC/COFC terminals		549	20,366		20,915	N/A	20,915	106
107		Motor vehicle loading & distribution facilities						N/A		107
108		Facilities for other specialized service operations						N/A		108
109		Roadway machines	4,232	20,054	7,194		31,480		31,480	109
110		Small tools & supplies		35,233	4,846	2,793	42,872		42,872	110
111		Snow removal	13,211	1,492	1,346	341	16,390		16,390	111
112		Fringe benefits - running	N/A	N/A	N/A	148,399	148,399		148,399	112
113		Fringe benefits - switching	N/A	N/A	N/A	47,315	47,315		47,315	113
114		Fringe benefits - other	N/A	N/A	N/A	19,357	19,357		19,357	114
115		Casualties & insurance - running	N/A	N/A	N/A	9,058	9,058		9,058	115
116		Casualties & insurance - switching	N/A	N/A	N/A	2,788	2,788		2,788	116
117		Casualties & insurance - other	N/A	N/A	N/A	2,090	2,090		2,090	117
118	*	Lease rentals - debit - running	N/A	N/A	1,211	N/A	1,211		1,211	118
119	*	Lease rentals - debit - switching	N/A	N/A	383	N/A	383		383	119
120	*	Lease rentals - debit - other	N/A	N/A		N/A				120
121	*	Lease rentals - (credit) - running	N/A	N/A		N/A				121
122	*	Lease rentals - (credit) - switching	N/A	N/A		N/A				122
123	*	Lease rentals - (credit) - other	N/A	N/A		N/A				123
124		Joint facility rent - debit - running	N/A	N/A	8,311	N/A	8,311		8,311	124
125		Joint facility rent - debit - switching	N/A	N/A	632	N/A	632		632	125
126		Joint facility rent - debit - other	N/A	N/A	90	N/A	90		90	126
127		Joint facility rent - (credit) - running	N/A	N/A	(16,313)	N/A	(16,313)		(16,313)	127
128		Joint facility rent - (credit) - switching	N/A	N/A	(1,833)	N/A	(1,833)		(1,833)	128
129		Joint facility rent - (credit) - other	N/A	N/A	(183)	N/A	(183)		(183)	129
130	*	Other rents - debit - running	N/A	N/A		N/A				130
131	*	Other rents - debit - switching	N/A	N/A		N/A				131
132	*	Other rents - debit - other	N/A	N/A		N/A				132
133	*	Other rents - (credit) - running	N/A	N/A		N/A				133

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
134	*	Other rents - (credit) - switching	N/A	N/A		N/A				134
135	*	Other rents - (credit) - other	N/A	N/A		N/A				135
136	*	Depreciation - running	N/A	N/A	N/A	776,146	776,146		776,146	136
137	*	Depreciation - switching	N/A	N/A	N/A	245,099	245,099		245,099	137
138	*	Depreciation - other	N/A	N/A	N/A	648,419	648,419		648,419	138
139		Joint facility - debit - running	N/A	N/A	205,878	N/A	205,878		205,878	139
140		Joint facility - debit - switching	N/A	N/A	25,897	N/A	25,897		25,897	140
141		Joint facility - debit - other	N/A	N/A		N/A				141
142		Joint facility - (credit) - running	N/A	N/A	(61,395)	N/A	(61,395)		(61,395)	142
143		Joint facility - (credit) - switching	N/A	N/A	(9,036)	N/A	(9,036)		(9,036)	143
144		Joint facility - (credit) - other	N/A	N/A		N/A				144
145		Dismantling retired road property - running								145
146		Dismantling retired road property - switching								146
147		Dismantling retired road property - other								147
148		Other - running	125	354	6,638	737	7,854		7,854	148
149		Other - switching	44	114	2,116	234	2,508		2,508	149
150		Other - other	251	103	866	105	1,325		1,325	150
151		TOTAL WAY AND STRUCTURES	534,170	174,707	457,226	1,951,360	3,117,463		3,117,463	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	14,644	13,482	20,067	11,093	59,286		59,286	201
202	*	Repair & maintenance	285,459	311,837	231,896	1,666	830,858		830,858	202
203	*	Machinery repair	433	3,246	252		3,931		3,931	203
204		Equipment damaged	1,226	29			1,255		1,255	204
205		Fringe benefits	N/A	N/A	N/A	120,597	120,597		120,597	205
206		Other casualties & insurance	N/A	N/A	N/A	5,009	5,009		5,009	206
207	*	Lease rentals - debit	N/A	N/A	244,129	N/A	244,129		244,129	207
208	*	Lease rentals - (credit)	N/A	N/A	(255)	N/A	(255)		(255)	208
209		Joint facility rent - debit	N/A	N/A		N/A				209
210		Joint facility rent - (credit)	N/A	N/A		N/A				210
211	*	Other rents - debit	N/A	N/A		N/A				211
212	*	Other rents - (credit)	N/A	N/A		N/A				212
213	*	Depreciation	N/A	N/A	N/A	455,157	455,157		455,157	213
214		Joint facility - debit	N/A	N/A	5,171	N/A	5,171		5,171	214
215		Joint facility - (credit)	N/A	N/A		N/A				215
216	*	Repairs billed to others - (credit)	N/A	N/A	(23,362)	N/A	(23,362)		(23,362)	216

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
217		LOCOMOTIVES - (Continued) Dismantling retired property								217
218		Other		2,070	38	512	2,620		2,620	218
219		TOTAL LOCOMOTIVES	301,762	330,664	477,936	594,034	1,704,396		1,704,396	219
220		FREIGHT CARS Administration	10,020	9,225	13,729	7,590	40,564	N/A	40,564	220
221	*	Repair & maintenance	155,261	190,117	111,884	58,789	516,051	N/A	516,051	221
222	*	Machinery repair	297	2,221	172		2,690	N/A	2,690	222
223		Equipment damaged	531			22,857	23,388	N/A	23,388	223
224		Fringe benefits	N/A	N/A	N/A	67,164	67,164	N/A	67,164	224
225		Other casualties & insurance	N/A	N/A	N/A	2,762	2,762	N/A	2,762	225
226	*	Lease rentals - debit	N/A	N/A	232,799		232,799	N/A	232,799	226
227	*	Lease rentals - (credit)	N/A	N/A		N/A		N/A		227
228		Joint facility rent - debit	N/A	N/A		N/A		N/A		228
229		Joint facility rent - (credit)	N/A	N/A		N/A		N/A		229
230	*	Other rents - debit	N/A	N/A	480,747	N/A	480,747	N/A	480,747	230
231	*	Other rents - (credit)	N/A	N/A	(207,346)	N/A	(207,346)	N/A	(207,346)	231
232	*	Depreciation	N/A	N/A	N/A	69,547	69,547	N/A	69,547	232
233		Joint facility - debit	N/A	N/A		N/A		N/A		233
234		Joint facility - (credit)	N/A	N/A		N/A		N/A		234
235	*	Repairs billed to others - (credit)	N/A	N/A	(206,636)	N/A	(206,636)	N/A	(206,636)	235
236		Dismantling retired property						N/A		236
237		Other		1,415	26	350	1,791	N/A	1,791	237
238		TOTAL FREIGHT CARS	166,109	202,978	425,375	229,059	1,023,521	N/A	1,023,521	238
301		OTHER EQUIPMENT Administration	1,027	945	1,407	779	4,158		4,158	301
302	*	Repair & maintenance: Trucks, trailers, & containers - revenue service			4,392		4,392	N/A	4,392	302
303	*	Floating equipment - revenue service						N/A		303
304	*	Passenger & other revenue equipment	6,509	769			7,278		7,278	304
305	*	Computers and data processing equipment		1			1		1	305
306	*	Machinery	30	227	18		275		275	306
307	*	Work & other non-revenue equipment	14,239	5,653	2,037	36	21,965		21,965	307
308		Equipment damaged			8,972	925	9,897		9,897	308
309		Fringe benefits	N/A	N/A	N/A	9,189	9,189		9,189	309
310		Other casualties & insurance	N/A	N/A	N/A	966	966		966	310
311	*	Lease rentals - debit	N/A	N/A	2,030	N/A	2,030		2,030	311
312	*	Lease rentals - (credit)	N/A	N/A		N/A				312

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		OTHER EQUIPMENT (Continued)								
313		Joint facility rent - debit	N/A	N/A		N/A				313
314		Joint facility rent - (credit)	N/A	N/A		N/A				314
315		Other rents - debit	N/A	N/A		N/A				315
316		Other rents - (credit)	N/A	N/A		N/A				316
317		Depreciation	N/A	N/A	N/A	131,734	131,734		131,734	317
318		Joint facility - debit	N/A	N/A	97	N/A	97		97	318
319		Joint facility - (credit)	N/A	N/A		N/A				319
320		Repairs billed to others - (credit)	N/A	N/A		N/A				320
321		Dismantling retired property								321
322		Other		145	3	36	184		184	322
323		TOTAL OTHER EQUIPMENT	21,805	7,740	18,956	143,665	192,166		192,166	323
324		TOTAL EQUIPMENT	489,676	541,382	922,267	966,758	2,920,083		2,920,083	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	85,907	5,288	32,370	10,570	134,135		134,135	401
402		Engine crews	843,287		98,541		941,828		941,828	402
403		Train crews	720,802		103,359		824,161		824,161	403
404		Dispatching trains	61,426		(455)		60,971		60,971	404
405		Operating signals & interlockers			6,398		6,398		6,398	405
406		Operating drawbridges	4,845				4,845		4,845	406
407		Highway crossing protection			9,322		9,322		9,322	407
408		Train inspection & lubrication	74,699				74,699		74,699	408
409		Locomotive fuel		2,709,719			2,709,719		2,709,719	409
410		Electric power produced or purchased for motive power								410
411		Servicing locomotives	70,059	128	(9,292)		60,895		60,895	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A					412
413		Clearing wrecks			68,243		68,243		68,243	413
414		Fringe benefits	N/A	N/A	N/A	697,967	697,967		697,967	414
415		Other casualties & insurance	N/A	N/A	N/A	79,548	79,548		79,548	415
416		Joint facility - debit	N/A	N/A	3,062	N/A	3,062		3,062	416
417		Joint facility - (credit)	N/A	N/A	(2,003)	N/A	(2,003)		(2,003)	417
418		Other	2,311	1,443	756,143	7,708	767,605		767,605	418
419		TOTAL TRAIN OPERATIONS	1,863,336	2,716,578	1,065,688	795,793	6,441,395		6,441,395	419
		YARD OPERATIONS								
420		Administration	18,574	1,058	7,157	2,127	28,916		28,916	420
421		Switch crews	338,827	70	53,972		392,869		392,869	421

410. RAILWAY OPERATING EXPENSES - (Continued)

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		YARD OPERATIONS (Continued)								
422		Controlling operations	45,302		923		46,225		46,225	422
423		Yard and terminal clerical	91	95	911		1,097		1,097	423
424		Operating switches, signals, retarders, & humps			773		773		773	424
425		Locomotive fuel		96,538			96,538		96,538	425
426		Electric power electric power produced or purchased for motive power								426
427		Servicing locomotives	9,168				9,168		9,168	427
428		Freight lost or damaged - solely related	N/A	N/A	N/A					428
429		Clearing wrecks								429
430		Fringe benefits	N/A	N/A	N/A	157,662	157,662		157,662	430
431		Other casualties & insurance	N/A	N/A	N/A	17,587	17,587		17,587	431
432		Joint facility - debit	N/A	N/A	17,903	N/A	17,903		17,903	432
433		Joint facility - (credit)	N/A	N/A		N/A				433
434		Other		11	213		224		224	434
435		TOTAL YARD OPERATIONS	411,962	97,772	81,852	177,376	768,962		768,962	435
		TRAIN & YARD OPERATIONS COMMON:								
501		Cleaning car interiors	2,839		4,061	N/A	6,900		6,900	501
502		Adjusting & transferring loads			4,180	N/A	4,180	N/A	4,180	502
503		Car loading devices & grain docks				N/A		N/A		503
504		Freight lost or damaged - all other	N/A	N/A	N/A	20,799	20,799		20,799	504
505		Fringe benefits	N/A	N/A	N/A	1,082	1,082		1,082	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON:	2,839		8,241	21,881	32,961		32,961	506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	6,965	393	2,684	797	10,839	N/A	10,839	507
508	*	Pickup & delivery and marine line haul			39,156		39,156	N/A	39,156	508
509	*	Loading & unloading and local marine	40,005	22,824	341,777	395	405,001	N/A	405,001	509
510	*	Protective services	169	7,359	32	106	7,666	N/A	7,666	510
511	*	Freight lost or damaged - solely related	N/A	N/A	N/A			N/A		511
512	*	Fringe benefits	N/A	N/A	N/A	17,784	17,784	N/A	17,784	512
513	*	Casualties & insurance	N/A	N/A	N/A	453	453	N/A	453	513
514	*	Joint facility - debit	N/A	N/A		N/A		N/A		514
515	*	Joint facility - (credit)	N/A	N/A		N/A		N/A		515
516	*	Other						N/A		516
517	*	TOTAL SPECIALIZED SERVICE OPERATIONS	47,139	30,576	383,649	19,535	480,899	N/A	480,899	517

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		ADMINISTRATIVE support OPERATIONS:								
518		Administration	120,736	6,815	46,523	18,500	192,574		192,574	518
519		Employees performing clerical & accounting functions	6,665	229	1,873	146	8,913		8,913	519
520		Communication systems operations	751	6	15,027		15,784		15,784	520
521		Loss & damage claims processing								521
522		Fringe benefits	N/A	N/A	N/A	38,538	38,538		38,538	522
523		Casualties & insurance	N/A	N/A	N/A	5,940	5,940		5,940	523
524		Joint facility - debit	N/A	N/A		N/A				524
525		Joint facility - (credit)	N/A	N/A		N/A				525
526		Other		723			723		723	526
527		TOTAL ADMINISTRATIVE support OPERATIONS	128,152	7,773	63,423	63,124	262,472		262,472	527
528		TOTAL TRANSPORTATION	2,453,428	2,852,699	1,602,853	1,077,709	7,986,689		7,986,689	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	19,865	1,857	64,620	38,276	124,618		124,618	601
602		Accounting, auditing, & finance	42,112	216	6,198	821	49,347		49,347	602
603		Management services & data processing	36,357	7,835	157,758	2,083	204,033		204,033	603
604		Marketing	28,799	189	2,671	6,284	37,943		37,943	604
605		Sales	31,881	189	2,671	6,284	41,025		41,025	605
606		Industrial development	2,887	52	2,780	1,134	6,853	N/A	6,853	606
607		Personnel & labor relations	20,893		1,032		21,925		21,925	607
608		Legal & secretarial	18,998	295	74,123	1,987	95,403		95,403	608
609		Public relations & advertising	1,988	1,665	4,720	3,977	12,350		12,350	609
610		Research & development								610
611		Fringe benefits	N/A	N/A	N/A	121,247	121,247		121,247	611
612		Casualties & insurance	N/A	N/A	N/A	1,391	1,391		1,391	612
613		Writedown of uncollectible accounts	N/A	N/A	N/A	10,061	10,061		10,061	613
614		Property taxes	N/A	N/A	N/A	427,583	427,583		427,583	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	(4,498)	(4,498)		(4,498)	615
616		Joint facility - debit	N/A	N/A	3,670	N/A	3,670		3,670	616
617		Joint facility - (credit)	N/A	N/A	(1,333)	N/A	(1,333)		(1,333)	617
618		Other	92,692	123	(4,471)	(118,655)	(30,311)		(30,311)	618
619		TOTAL GENERAL AND ADMINISTRATIVE	296,472	12,421	314,439	497,975	1,121,307		1,121,307	619
620	*	TOTAL CARRIER OPERATING EXPENSE	3,773,746	3,581,209	3,296,785	4,493,802	15,145,542		15,145,542	620

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 lease/rentals 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 category is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases for all categories of depreciable leased property. Use Schedule 352B of this report to obtain 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, excluding Account 44, Shop Machinery.
5. Report on line 28, all other lease rentals not apportioned in any category listed on lines 1 through 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	122,959	-	(189)	2
3		4	Other right-of-way expenditures	1,914	-	(68)	3
4		5	Tunnels and subways	9,210	-	(81)	4
5		6	Bridges, trestles and culverts	82,461	-	(8)	5
6		7	Elevated structures	-	-	-	6
7		8	Ties	313,180	-	14,522	7
8		9	Rail and other track material	420,707	-	(4,664)	8
9		11	Ballast	286,120	-	36,235	9
10		13	Fences, snowsheds and signs	1,981	-	(2)	10
11		16	Station and office buildings	14,494	-	(3,668)	11
12		17	Roadway buildings	2,087	-	(597)	12
13		18	Water stations	275	-	(68)	13
14		19	Fuel stations	17,361	-	(1,589)	14
15		20	Shops and enginehouses	17,204	-	(518)	15
16		22	Storage warehouses	-	-	-	16
17		23	Wharves and docks	429	-	21	17
18		24	Coal and ore wharves	2,134	-	(20)	18
19		25	TOFC/COFC terminals	62,818	-	(4,895)	19
20		26	Communications systems	34,146	-	(7,958)	20
21		27	Signals and interlockers	207,808	-	7,674	21
22		29	Power plants	(16)	-	(40)	22
23		31	Power transmission systems	2,203	-	(112)	23
24		35	Miscellaneous structures	2,288	-	(452)	24
25		37	Roadway machines	46,599	-	(4,640)	25
26		39	Public improvements; construction	21,163	-	632	26
27		45	Power plant machines	139	-	43	27
28			Other lease/rentals	-	1,594	-	28
29			TOTAL	1,669,664	1,594	29,558	29

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 with the carrier's own 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 (f). The balancing of Schedules 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 Board in Ex Part 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.
- NOTE: Mechanical designations for each car type are shown in Schedule 710.

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	-	-	-	-	-	-	1
2		Box - Plain 50 Foot and Longer	-	-	-	1,511	684	1,676	2
3		Box - Equipped	-	1,316	8,771	27,196	4,565	14,192	3
4		Gondola - Plain	-	4,039	3,657	2,842	3,856	3,326	4
5		Gondola - Equipped	-	414	3,160	-	2,582	8,106	5
6		Hopper - Covered	-	13,100	33,962	-	6,009	5,870	6
7		Hopper - Open Top - General Service	-	221	1,180	-	55	203	7
8		Hopper - Open Top - Special Service	-	1,646	2,001	-	17	76	8
9		Refrigerator - Mechanical	-	985	5,880	-	7	206	9
10		Refrigerator - Nonmechanical	-	-	1	-	21	95	10
11		Flat - TOFC/COFC	-	13,000	56,496	183,499	3,495	15,475	11
12		Flat - Multi-Level	-	2,277	21,321	58,762	2,230	7,666	12
13		Flat - General Service	-	1	9	122	19	52	13
14		Flat - Other	-	439	2,899	52,355	5,981	13,685	14
15		Tank - Under 22,000 Gallons	-	1	6	-	769	1	15
16		Tank - 22,000 Gallons and Over	-	-	-	-	-	-	16
17		All Other Freight Cars	-	12	51	-	27	129	17
18		Auto Racks	-	-	30,501	47,239	-	6,146	18
19		TOTAL FREIGHT TRAIN CARS	-	37,451	169,895	373,526	30,317	76,904	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)	-	37,451	169,895	373,526	30,317	76,904	25

NOTES AND REMARKS FOR SCHEDULE 414

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GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE TO SCHEDULE 415

1. Report freight expenses only.
2. Report by type of equipment all natural expenses relating to 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, and 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, and 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), and work and other non-revenue equipment (line 41), compared to Schedule 410, the sum of lines 302 through 307, 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 expenses 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 342.
Depreciation charges reported in columns (c) and (d) will balance to Schedule 410, column (f) as follows:
 - (a) Locomotives, lines 5 and 38, compared to Schedule 410, line 213.
 - (b) Freight cars, lines 24 and 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 39, column (c), of Schedule 335.
6. Lease/rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:
 - (a) Locomotives, lines 5 and 38, compared to Schedule 410, lines 207, 208, 211, and 212.
 - (b) Freight cars, lines 24 and 39, compared to Schedule 410, lines 226 and 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 415, and are not 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 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.
				Owned (c)	Capitalized lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotives - Yard	-	-	-	-	1
2		Diesel Locomotives - Road	807,496	422,199	27,700	(77,699)	2
3		Other Locomotives - Yard	-	-	-	-	3
4		Other Locomotives - Road	-	-	-	-	4
5	*	TOTAL LOCOMOTIVES	807,496	422,199	27,700	(77,699)	5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 foot	1	-	-	-	6
7		Box - Plain 50 foot and longer	1,670	-	-	-	7
8		Box - Equipped	22,329	4,624	-	1,269	8
9		Gondola - Plain	50,102	1,915	-	(449)	9
10		Gondola - Equipped	12,066	2,064	-	(759)	10
11		Hopper - Covered	86,717	15,185	3,305	(829)	11
12		Hopper - Open Top - General Service	4,367	602	-	(1,426)	12
13		Hopper - Open Top - Special Service	21,534	2,166	219	(197)	13
14		Refrigerator - Mechanical	2,838	-	-	-	14
15		Refrigerator - Nonmechanical	2,043	2,603	-	973	15
16		Flat - TOFC/COFC	37,943	7,209	2,853	(312)	16
17		Flat - Multi-level	12,666	919	2,005	(273)	17
18		Flat - General Service	48	67	-	(46)	18
19		Flat - Other	17,866	537	-	(449)	19
20		All Other Freight Cars	36,185	(668)	-	(813)	20
21		Cabooses	55	(196)	-	(248)	21
22		Auto Racks	985	12,066	-	1,385	22
23		Miscellaneous Accessories	-	8,474	-	(4,464)	23
24	*	TOTAL FREIGHT TRAIN CARS	309,415	57,567	8,382	(6,638)	24
		OTHER EQUIPMENT - REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers	-	-	-	-	25
26		Other Trailers	3,175	-	-	-	26
27		Refrigerated Containers	-	-	-	-	27
28		Other Containers	57	-	-	-	28
29		Bogies	-	-	-	-	29
30		Chassis	1,160	1,130	-	570	30
31		Other Highway Equipment (Freight)	-	-	-	-	31
32	*	TOTAL HIGHWAY EQUIPMENT	4,392	1,130	-	570	32
		FLOATING EQUIPMENT - REVENUE SERVICE					
33		Marine Line-Haul	-	-	-	-	33
34		Local Marine	-	-	-	-	34
35	*	TOTAL FLOATING EQUIPMENT	-	-	-	-	35
		OTHER EQUIPMENT					
36	*	Passenger & Other Revenue Equipment (Freight Portion)	7,278	-	-	-	36
37	*	Computer Systems & Word Processing Equip.	1	80,356	25	(20,052)	37
38	*	Machinery - Locomotives	3,931	5,258	-	(1,302)	38
39	*	Machinery - Freight Cars	2,690	3,598	-	(891)	39
40	*	Machinery - Other Equipment	275	369	-	(91)	40
41	*	Work and Other Nonrevenue Equipment	21,965	48,664	1,190	(2,619)	41
42		TOTAL OTHER EQUIPMENT	36,140	138,245	1,215	(24,955)	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	1,157,443	619,141	37,297	(108,722)	43

(1) Data reported on line 38, column (b) is the amount reported in Sched. 410, column (f), line 203, reduced by the allocable portion of line 216.

(2) Data reported on line 39, column (b) is the amount reported in Sched. 410, column (f), line 222, reduced by the allocable portion of line 235.

(3) Data reported on line 40, column (b) is the amount reported in Sched. 410, column (f), line 306, reduced by the allocable portion of line 320.

415. SUPPORTING SCHEDULE - EQUIPMENT - (Continued)

Line No.	Cross Check	Lease & 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		-	-	-	-	-	1
2		243,874	8,061,060	471,550	2,464,399	246,693	2
3		-	-	-	-	-	3
4		-	-	-	-	-	4
5	*	243,874	8,061,060	471,550	2,464,399	246,693	5
6		-	-	-	-	-	6
7		-	-	-	-	-	7
8		10,027	108,162	-	12,837	-	8
9		-	105,686	-	15,908	-	9
10		28,433	97,998	-	20,228	-	10
11		61,577	699,109	137,567	68,806	39,449	11
12		-	71,796	-	21,318	-	12
13		14,323	104,416	9,359	11,555	2,581	13
14		-	-	-	-	-	14
15		10,016	49,555	-	11,577	-	15
16		68,282	292,801	97,243	21,061	35,640	16
17		-	38,068	69,148	5,118	19,892	17
18		-	40,645	-	349	-	18
19		14,863	40,002	-	5,522	-	19
20		3,827	1,052	-	380	-	20
21		-	8,131	-	3,234	-	21
22		21,451	210,231	-	37,929	-	22
23		-	168,760	-	30,818	-	23
24	*	232,799	2,036,412	313,317	266,640	97,562	24
25		-	-	-	-	-	25
26		-	-	-	-	-	26
27		-	-	-	-	-	27
28		-	-	-	-	-	28
29		-	-	-	-	-	29
30		2,030	7,769	-	693	-	30
31		-	-	-	-	-	31
32	*	2,030	7,769	-	693	-	32
33		-	-	-	-	-	33
34		-	-	-	-	-	34
35	*	-	-	-	-	-	35
36	*	-	-	-	-	-	36
37	*	-	1,309,884	81	548,937	58	37
38	*	-	152,249	-	42,146	-	38
39	*	-	104,171	-	28,837	-	39
40	*	-	10,684	-	2,957	-	40
41	*	-	1,202,009	7,830	362,572	4,261	41
42		-	2,778,997	7,911	985,449	4,319	42
43		478,703	12,884,238	792,778	3,717,181	348,574	43

(1) Data reported on lines 38, 39, and 40 in columns (g) and (h) are investment recorded in property account 44, allocated to locomotives, freight cars, and other equipment.

(2) Depreciation reported on lines 38, 39, and 40 in column (c) 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 total amount shown in column (c), Schedule 335.

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 relating 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 & distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b) - (i) (j)	Line No.
1	*	Administration	9,580			1		1,052	206		10,839	1
2	*	Pick up and delivery, marine line haul	39,156						N/A		39,156	2
3	*	Loading and unloading and local marine	360,765			28		44,208	N/A		405,001	3
4	*	Protective services - total debits and credits	50					243	7,373		7,666	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits	15,486			2,186			112		17,784	6
7	*	Casualty and insurance	453								453	7
8	*	Joint facility - debit										8
9	*	Joint facility - credit	()	()	()	()	()	()	()	()	()	9
10	*	Other										10
11	*	TOTAL	425,490			2,215		45,503	7,691		480,899	11

450. ANALYSIS OF TAXES
(Dollars in Thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of Tax	Amount	Line No.
1		Other than U.S. Government Taxes	783,006	1
		U.S. Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	1,366,964	2
3		Excess Profits		3
4	*	Total - Income Taxes (Lines 2 and 3)	1,366,964	4
5		Railroad Retirement	741,979	5
6		Hospital Insurance	61,816	6
7		Supplemental Annuities	-	7
8		Unemployment Insurance	21,537	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	2,192,296	10
11		Total - Railway Taxes	2,975,302	11

B. Adjustments to Federal Income Taxes

- 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)."
- Indicate in column (b) the beginning of year totals of Accounts 714, 744, 762, and 786 applicable to each particular item in column (a).
- Indicate in column (c) the net changes in Accounts 714, 744, 762, and 786 for the net tax effect of timing differences originating and reversing in the current accounting period.
- 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.
- 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.
- 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	Deferred debits:					1
2	Accrued liabilities not deductible until paid:					2
3	Operating Lease Liability	-	(469,877)		(469,877)	3
4	Casualty and Environmental Costs	(158,088)	45,932		(112,156)	4
5	Compensation and Benefits	(161,558)	6,095		(155,463)	5
6	Other	(88,857)	(115,534)	5,084	(199,307)	6
7	Subtotal	(408,503)	(533,384)	5,084	(936,803)	7
8	Deferred tax credits:					8
9	Depreciation and Amortization	13,920,981	418,194	-	14,339,175	9
10	Operating Lease Right-of-Use Assets	-	486,232		486,232	10
11	Other	349,169	180,219		529,388	11
12	Subtotal	14,270,150	1,084,645	-	15,354,795	12
13						13
14						14
15						15
16						16
17						17
18						18
19	TOTALS	13,861,647	551,261	5,084	14,417,992	19

450. ANALYSIS OF TAXES

(Dollars in Thousands)

* Footnotes:

1. If the flow-through method was elected, indicate the net decrease (or increase) in tax accrual because of investment tax credit.	-
If the deferral method for investment tax credit was elected:	
(1) Indicate amount of credit utilized as a reduction of tax liability for current year	N/A
(2) Deduct the amount of the current year's credit applied to reduction of tax liability but deferred for accounting purposes	N/A
(3) Balance of current year's credit used to reduce current year's tax accrual	N/A
(4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual	N/A
(5) Total decrease in current year's tax accrual resulting from use of investment tax credits	N/A
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	-

Notes and Remarks:

Adjustment is to reflect income taxes on balance sheet adjustment which, in accordance with generally accepted accounting principles, are not reflected in Railway income tax expense.

Minimum pension liability	\$ 11,264
Postretirement benefits	<u>(6,180)</u>
Total	<u>\$ 5,084</u>

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 association of any agreement or obligation, show the particulars of each contract of guarantee 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 two 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	Terminal Railroad Association of St Louis				1
2	BNSF Railway Company	Sinking Fund and Interest	-	Joint (Note 1)	2
3	CSX Transportation, Inc.	on Refunding and Improvement			3
4	Canadian National Railway Company	Mortgage Bonds Series C			4
5	Norfolk and Southern Railway Company	paid off 7/1/2019			5
6	Union Pacific Railroad Company				6
7					7
8	Kinder Morgan Energy Partners, L.P.		190,000	Sole (Note 2)	8
9	BNSF Railway Company				9
10					10
11	Tate & Lyle Ingredients Americas, LLC	Bridge Funding	491	Sole (Note 3)	11
12	Chevron Phillips Chemical Company LP	Trackage Access Indemnity	N/A	Sole (Note 4)	12
13	Terminal Railroad Association of St Louis				13
14	BNSF Railway Company	Bridge Funding	18,999	Sole (Note 5)	14
15	CSX Transportation, Inc.				15
16	Illinois Central Railroad Company				16
17	Norfolk and Southern Railway Company				17
18	Union Pacific Railroad Company				18
19					19
20	Note 1: Terminal Railroad Association of St. Louis Mortgage Bonds were fully funded by TRRA through a sinking fund with a balance				20
21	of \$0 as of December 31, 2019. BNSF was jointly and severally liable with CSX, CN, NS, and UP for the Sinking Fund.				21
22	These bonds were paid off 7/1/2019 and the sinking fund was returned to Terminal Railroad Association of St. Louis.				22
23	Note 2: Santa Fe Pacific Pipelines, Inc (SFPP), an indirect, wholly-owned subsidiary of BNSF Railway Company, has a guarantee in				23
24	connection with its remaining special limited partnership interest in SFPP, L.P. All obligations with respect to the guarantee will cease upon				24
25	termination of ownership rights which would occur upon a put notice issued by BNSF Railway Company or the exercise of the call rights by				25
26	the general partners of SFPP, L.P. The company has recorded a \$2 million liability for the fair value of the guarantee as of December 31,				26
27	2019				27
28	Note 3: This guarantee expires in 2023. It is secured by a letter of credit established in January 2014 and issued on behalf of Tate & Lyle				28
29	for \$700 thousand, the maximum amount of the loan.				29
30	Note 4: BNSF has an indemnity agreement with Chevron Phillips Chemical Company LP (Chevron Phillips), granting certain rights of				30
31	indemnity from BNSF, in order to facilitate access to a storage facility. Under certain circumstances, payment under this obligation may				31
32	be required in the event Chevron Phillips were to incur certain liabilities or other incremental costs resulting from trackage access.				32
33	The company has recorded a \$16 million asset and corresponding liability for the fair value of these guarantees as required by				33
34	authoritative accounting guidance related to guarantees.				34
35	Note 5: Terminal Railroad Association of St. Louis has engaged in a credit agreement for the purpose of rebuilding the Merchants Bridge.				35
36	BNSF is severally, but not jointly, liable with CSX, ICR, NS and UP for the bridge loan. BNSF's allocated percentage is 30.91%.				36
37	As of December 31, 2019 the company has recorded both an asset and a liability in the amount of \$19 million to include their				37
38	allocated portion of the principal, interest and unused facility fees.				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 two years after the 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 of contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1					1
2					2
3		None			3
4					4
5					5
6					6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING AGREEMENTS

(Dollars in Thousands)

Using the following notes as a guideline, show the requirements of compensating balances and short-term borrowing agreements. Footnote disclosure is required even 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 that are 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% 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.

1. None
2. None
3. None
4. None
5. None
6. None

510. SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT

(Dollars in Thousands)

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

I. Debt Outstanding at End of Year

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)
1	751	Loans and notes payable	Sch 200, Line 29	
2	764	Equipment obligations and other long-term debt due within one year	Sch 200, Line 38	120,376
3	765/767	Funded debt unmatured	Sch 200, Line 40	400,085
4	766	Equipment obligations	Sch 200, Line 41	427,285
5	766.5	Capitalized lease obligations	Sch 200, Line 42	323,578
6	768	Debt in default	Sch 200, Line 43	
7	769	Accounts payable - affiliated companies	Sch 200, Line 44	
8	770.1/770.2	Unamortized debt premium	Sch 200, Line 45	
9		Total debt	Sum of Lines 1 through 8	1,271,324
10		Debt directly related to road property	Note 1	241,048
11		Debt directly related to equipment	Note 1	821,720
12		Total debt related to road and equipment	Lines 10 and 11	1,062,768
13		Percent directly related to road	Line 10 /Line 12 Whole % + 2 decimals	22.68%
14		Percent directly related to equipment	Line 11 /Line 12 Whole % + 2 decimals	77.32%
15		Debt not directly related to road and equipment	Line 9 - Line 12	208,556
16		Road property debt (Note 2)	(Line 13 x Line 15) + Line 10	288,349
17		Equipment debt (Note 2)	(Line 14 x Line 15) + Line 11	982,975

II. Interest Accrued During the Year

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)
18	546-548	Total interest and amortization (fixed charges)	Sch. 210, Line 42	57,176
19	546	Contingent interest on funded debt	Sch. 210, Line 44	
20	517	Release of premium on funded debt	Sch. 210, Line 22	
21		Total interest (Note 3)	(Line 18 + Line 19) - Line 20	57,176
22		Interest directly related to road property debt	Note 4	15,937
23		Interest directly related to equipment debt	Note 4	40,162
24		Interest not directly related to road or equipment property debt	Line 21 - (Lines 22 + 23)	1,077
25		Interest on road property debt (Note 5)	Line 22 + (Line 24 x Line 13)	16,181
26		Interest on equipment debt (Note 5)	Line 23 + (Line 24 x Line 14)	40,995
27		Embedded rate of debt capital - road property	Line 25 / Line 16	5.61%
28		Embedded rate of debt capital - equipment	Line 26 / Line 17	4.17%

Note 1: Directly related means the purpose which the funds were used for when the debt was issued.

Note 2: Line 16 plus Line 17 must equal Line 9.

Note 3: Line 21 includes interest on debt in Account 769 - Accounts Payable; Affiliated Companies.

Note 4: This interest relates to debt reported on Lines 10 and 11, respectively.

Note 5: Line 25 plus Line 26 must equal Line 21.

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 types 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 during 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 this Annual Report Form R-1, and should be noted (1) to indicate the method used for depreciating equipment or other property furnished to 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 the nature of the relationship or control between the respondent and the company or person identified in column (a) as follows:

- (a) If respondent directly controls the 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 provide a 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 the total for the affiliate. When services are both provided and received between respondent and an affiliate they should be listed separately and the amounts shown separately in column (e).

5. In column (d), report the dollar amounts of transactions 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) for paid or (R) for received by the amount in column (e).

512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED
(Dollars in Thousands)

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	Burlington Northern Santa Fe, LLC		Controlled	Services Rendered	10,200	443,728 (R)	1
2							2
3	BNSF Insurance Co, Ltd	81%	Common	Insurance Premiums	69,982	53,014 (R)	3
4				Claims Paid	109,705	See above	4
5				Services Rendered	98	See above	5
6							6
7	BNSF Logistics, LLC		Common	Services Rendered	492	(8,966) (P)	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

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 classifications:

- (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 the respondent.
- (4) Line operated under contract or agreement for contingent rent, owner being (A) an affiliated corporation, or (B) independent or not affiliated with the 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 or 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 above list of classifications.

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 terminals 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 - Yard 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 rests in a corporation controlled by or controlling the respondent. But in the case of any such inclusion, the facts of the relationship 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 some 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, on 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 respondent as a 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 the entire length of the portion jointly held. The class symbol should have the letter (J) attached.

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)				
1	1	100%	22,388	4,883	345	2,177	4,660	4,268	38,721	1
2	1J	75%						1	1	2
3	1J	66.70%					2	16	18	3
4	1J	50%	466	107	102	23	91	43	832	4
5	1J	33.30%					1	4	5	5
6	1J	25%	5	11	36	2	12		66	6
7	1J	20%								7
8	1J	16.7%								8
9		Total 1J	471	118	138	25	106	64	922	9
10										10
11		Total 1 and 1J	22,859	5,001	483	2,202	4,766	4,332	39,643	11
12										12
13	2		4				5		9	13
14	3		40			5	17	111	173	14
15	4		31				2		33	15
16	5		9,685	423	86	76	3,611	278	14,159	16
17										17
57		Grand Total	32,619	5,424	569	2,283	8,401	4,721	54,017	57
58		Miles of electrified road or track included in the preceding grand total	NONE	NONE	NONE	NONE	NONE	NONE	NONE	58

700. CANADIAN MILEAGE OPERATED AT THE CLOSE OF YEAR (INCLUDED IN SCHEDULE 700 ABOVE)

Line No.	Class (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)				
1	1	100%	22			5	11	7	45	1
2	1J	50%					6		6	2
3		Total 1 and 1J	22			5	17	7	51	3
4	2		4				5		9	4
5	5		90	4		3	42		139	5
57		Grand Total Canadian Miles	116	4		8	64	7	199	57

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 road owned but not operated. The respondent's proportion of operated road held by it as a 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 but not operated should be shown in column (h), as appropriate. Mileage which has been permanently abandoned should not be included in column (h).

Mileage should be reported to the nearest WHOLE mile adjusted in 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 proprietary 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	105	-	-	-	126	231	16		1
2		Arizona	592	-	-	-	67	659	-		2
3		Arkansas	190	-	-	-	868	1,058	-		3
4		British Columbia	22	-	-	-	25	47	16		4
5		California	913	-	-	-	1,102	2,015	-		5
6		Colorado	802	-	14	-	523	1,339	-		6
7		Idaho	142	-	-	-	-	142	-		7
8		Illinois	1,151	-	-	2	381	1,534	-		8
9		Iowa	594	-	26	4	35	659	-		9
10		Kansas	1,138	-	-	-	458	1,596	-		10
11		Kentucky	-	-	-	13	85	98	-		11
12		Louisiana	240	-	-	-	122	362	-		12
13		Manitoba	-	4	-	-	65	69	-		13
14		Minnesota	1,490	-	-	-	223	1,713	91		14
15		Mississippi	166	-	-	-	13	179	-		15
16		Missouri	1,424	-	-	-	182	1,606	37		16
17		Montana	2,529	-	-	-	36	2,565	141		17
18		Nebraska	1,477	-	-	-	45	1,522	-		18
19		Nevada	-	-	-	-	798	798	-		19
20		New Mexico	1,125	-	-	-	515	1,640	60		20
21		North Dakota	1,552	-	-	-	77	1,629	274		21
22		Oklahoma	957	-	-	-	330	1,287	-		22
23		Oregon	226	-	-	-	200	426	111		23
24		Saskatchewan	-	-	-	-	-	-	-		24
25		South Dakota	864	-	-	2	33	899	-		25
26		Tennessee	16	-	-	-	121	137	-		26
27		Texas	2,604	-	-	10	2,686	5,300	-		27
28		Utah	-	-	-	-	437	437	-		28
29		Washington	1,335	-	-	-	122	1,457	86		29
30		Wisconsin	245	-	-	-	5	250	-		30
31		Wyoming	960	-	-	-	5	965	-		31
32		Total Mileage (Single Track)	22,859	4	40	31	9,685	32,619	832		32

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 (l). 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 it is 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 regardless 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 a third rail or overhead contact wire, 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., gas turbine, steam. 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-propelled, 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 manufacturer's rated horsepower (the maximum continuous power output from the diesel engines 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 (l)
Line 6, column (j)	= Line 12, column (l)
Line 7, column (j)	= Line 13, column (l)
Line 8, column (j)	= Line 14, column (l)
Line 9, column (j)	= Line 15, column (l)
Line 10, column (j)	= Line 16, column (l)

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

When data appear in columns (k) or (l), lines 36 through 53, and 55, column (m) should have data on the 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 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)							
Locomotive Units													(HP)	
1		Diesel-freight units	6,578	4			215	4,240	2,127	6,367	27,629,787		1	
2		Diesel-passenger units											2	
3		Diesel-multiple purpose units	1,780				183	1,563	34	1,597	4,227,599		3	
4		Diesel-switching units											4	
5	*	TOTAL (lines 1 to 4) units	8,358	4			398	5,803	2,161	7,964	31,857,386		5	
6	*	Electric locomotives											6	
7	*	Other self-powered units											7	
8	*	TOTAL (lines 5, 6, and 7)	8,358	4			398	5,803	2,161	7,964	31,857,386		8	
9	*	Auxiliary units	33				8	25		25	-		9	
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	8,391	4			406	5,828	2,161	7,989	31,857,386		10	

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

Line No.	Cross Check	Type or design of units (a)	Before Jan 1, 1995 (b)	Between Jan 1, 1995 and Dec 31, 1999 (c)	Between Jan 1, 2000 and Dec 31, 2004 (d)	Between Jan 1, 2005 and Dec 31, 2009 (e)	Between Jan 1, 2010 and Dec 31, 2014 (f)	During Calendar Year					Line No.	
								2015 (g)	2016 (h)	2017 (i)	2018 (j)	2019 (k)		TOTAL (l)
11	*	Diesel	1,826	1,508	1,000	1,535	1,538	325	155	73		4	7,964	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	1,826	1,508	1,000	1,535	1,538	325	155	73		4	7,964	14
15	*	Auxiliary units	25										25	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	1,851	1,508	1,000	1,535	1,538	325	155	73		4	7,989	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)												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, & tavern cars (All class D, PD)												21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)												22
23		TOTAL (Lines 17 to 22)												23
24		Self-Propelled Electric passenger cars (EP, ET)												24
25		Electric combined cars (EC)												25
26		Internal combustion rail motorcars (ED, EG)												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (Lines 24 to 27)												28
29		TOTAL (Lines 23 and 28)												29
30		Company Service Cars Business cars (PV)	41						41		41	881		30
31		Board outfit cars (MWX)												31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	55						55		55	1,929		32
33		Dump and ballast cars (MWB, MWD)	2,488	67				15	1,981	559	2,540	262,080		33
34		Other maintenance and service equipment cars	4,824				16	29	4,804	7	4,811	423,262		34
35		TOTAL (Lines 30 to 34)	7,408	67			16	44	6,881	566	7,447	688,152		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 (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All Others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt 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)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B1__, B2__)							36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5__, B6__ B7__, B8__)							37
38		Equipped box cars (All Code A, Except A_5_)	4,411		150				38
39		Plain gondola cars (All Codes G & J, J_1, J_2, J_3, J_4)	7,199						39
40		Equipped gondola cars (All Code E)	4,154		124				40
41		Covered hopper cars (C_1, C_2, C_3, C_4)	31,867		1,180				41
42		Open top hopper cars - general service (All Code H)	4,527						42
43		Open top hopper cars - special service (J_O), and All Code K)	5,006						43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	975						44
45		Refrigerator cars - nonmechanical (R_0_, R_1_, R_2_)	1,626						45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)	7,260		222	200			46
47		Flat cars - multilevel (All Code V)	976						47
48		Flat cars - general service (F10_, F20_, F30_)	63						48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	2,497		150				49
50		Tank cars - under 22,000 gal. (T_0, T_1, T_2, T_3, T_4, T_5)	5						50
51		Tank cars - 22,000 gal. and over (T_6, T_7, T_8, T_9)	80						51
52		All other freight cars (A_5_, F_7_, All Code L & Q8_)	57						52
53		TOTAL (Lines 36 to 52)	70,703		1,826	200			53
54		Caboose (All Code M-930)	N/A	196					54
55		TOTAL (Lines 53 and 54)	70,703	196	1,826	200			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 customarily carry.

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 Others (l)			
36									36
37									37
38		87	2,778	1,696	4,474		442,532		38
39		434	2,855	3,910	6,765		799,138		39
40		88	3,779	411	4,190		440,863		40
41		527	18,462	14,058	32,520		3,570,264		41
42		86	4,234	207	4,441		452,673		42
43		689	1,942	2,375	4,317		488,499		43
44		4	545	426	971		87,593		44
45		74	1,552		1,552		132,751		45
46		587	2,921	4,174	7,095		1,615,548		46
47			400	576	976		53,976		47
48		2	61		61		4,877		48
49		18	1,325	1,304	2,629		269,301		49
50			5		5		403		50
51		72	8		8		752		51
52		3	54	-	54		4,066		52
53		2,671	40,921	29,137	70,058		8,363,236		53
54		4	192			192	N/A		54
55		2,675	41,113	29,137	70,058	192	8,363,236		55

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.)							56
57		Non-self-propelled vessels (car floats, lighters, etc.)							57
58		TOTAL (Lines 56 and 57)							58
HIGHWAY REVENUE EQUIPMENT									
59		Chassis (Z1_, Z67_, Z68_, Z_69_)		384					59
60		Dry van (U2_, Z_, Z6_, 1-6)							60
61		Flat bed (U3_, Z3_)							61
62		Open bed (U4_, Z4_)							62
63		Mechanical refrigerator (U5_, Z5_)							63
64		Bulk hopper (U0_, Z0_)							64
65		Insulated (U7_, Z7_)							65
66		Tank (Z0_, U6_) (See note)							66
67		Other trailer and container (Special equipped dry van U9_, Z8_, Z9_)							67
68		Tractor							68
69		Truck							69
70		TOTAL (Lines 59 to 69)		384					70

NOTES AND REMARKS

Note: Line 66 (Tank) must have fitting code "CN" to qualify as a tank, otherwise it is a bulk hopper.

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 (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)	
					Per diem (k)	All Others (l)			
56									56
57									57
58									58
59			384			384	17,452		59
60									60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70			384			384	17,452		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), 2,500 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. Disclose rebuilt units acquired or rewritten into the respondent's accounts in the lower section. 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 (000) (d)	Method of acquisition (see instructions) (e)	Line No.
1	Diesel-Freight Locomotives, 4400 HP	4	855	3,812	P	1
2	Freight-Train Cars					2
3	Covered hopper cars	1,180	36,413	93,050	P	3
4	Equipped gondola cars	124	4,142	15,632	P	4
5	Equipped box cars	150	5,933	17,473	P	5
6	Flat cars - other	150	4,718	15,687	P	6
7	Flat cars - TOFC/COFC	222	14,563	46,905	P	7
8	Work Equipment Cars					8
9	Dump and ballast cars	67	2,374	12,282	P	9
10						10
11						11
12	TOTAL	1,897	68,998	204,841	N/A	12
REBUILT UNITS						
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23	TOTAL				N/A	23
24	GRAND TOTAL (NEW AND REBUILT)	1,897	68,998	204,841	N/A	24

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720

1. For purposes of these schedules, the track categories are defined as follows:
 - A. Freight density of 20 million or more gross ton-miles per track-mile per year (including 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 (including 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 (including passing tracks, turnouts, and crossovers).
 - D. Freight density of less than 1 million gross ton-miles per track-mile per year (including passing tracks, turnouts, and crossovers).
 - E. Way and yard switching tracks (passing tracks, turnouts, and crossovers shall be included in categories A, B, C, D, F, or 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 it is dedicated entirely to passenger service, category F.

Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10903 of the ICC Termination Act of 1995.
2. This schedule should include all class 1, 2, 3, or 4 track from Schedule 700, that is maintained by the respondent. (Class 5 track 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

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	18,659	62.61	59.19	465.20	1
2	B	8,040	13.01	47.62	790.40	2
3	C	2,299	2.65	35.21	160.50	3
4	D	1,627	0.35	30.84	137.20	4
5	E	9,233	n/a	n/a		5
6	TOTAL	39,858	41.78	52.85	1,553.30	6
7	F	12,460	n/a	n/a		7
8	Potential abandonments					8

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

750. CONSUMPTION OF DIESEL FUEL (Dollars in Thousands)			
Line No.	LOCOMOTIVES		Line No.
	Kind of locomotive service (a)	Diesel oil (gallons) (b)	
1	Freight	1,318,892,873	1
2	Passenger		2
3	Yard Switching	46,986,954	3
4	TOTAL	1,365,879,827	4
5	COST OF FUEL \$(000)	\$ 2,806,257	5
6	Work Train	14,642,124	6

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 reports. 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 carloads 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 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 way or through train statistics. A work train is a train operated solely or preponderantly for the purpose of transporting company freight, work equipment, or company employees. Statistics for work trains should be reported under Item 11, only. Statistics related to company equipment, company employees, and company freight moving in transportation trains are not to be reported in Item 11, but are to be reported in Items 4-17, 6-04, 7-02, 8-04, and 8-05, as instructed in notes I, K, and L.

(A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.

(B) A train-mile is a movement of a train a distance of one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions shall be considered as one mile. Train Miles-Running 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 passengers, and is not considered a locomotive.

(D) A locomotive is a 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 one 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 locomotive unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instruction (B) regarding fractions and official time tables for computing locomotive miles.

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

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

(H) A car-mile is a movement of a unit of car equipment a distance of one mile. Use car designations shown in Schedule 710. Under Railroad Owned and Leased Cars, items 4-01 and 4-11, report both foreign cars and respondent's own cars while on the line of the respondent railroad. In Items 4-13 and 4-15, report private-line cars and shipper owned cars. Loaded and empty miles should be reported whether or not the railroad reimbursed the owner on a loaded and/or empty mile basis. Report miles made by flatcars carrying empty highway trailers that are not moving under revenue billings as empty freight cars-miles. Do not report miles made by motorcars or business cars.

(I) Exclude from Items 4-01, 4-11, 4-13, and 4-5, car-miles of work equipment, cars carrying company freight, and non-revenue private line cars moving in transportation trains. Include such car-miles in Items 4-17, 4-18, and 4-19. If private line cars move in revenue service, the loaded and empty miles should not be considered no-payment or non-revenue 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 conductor's or dispatcher's train reports or other appropriate sources, compute weight in tons (2,000 pounds). Item 6-01 includes weight of all locomotive units moved one 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). Nonrevenue gross ton-miles in transportation trains include work equipment and cars carrying company freight and their contents. Use 150 pounds as the average weight per passenger and four tons as the average weight of contents of each head-end car.

(L) From conductor's train reports or other appropriate sources, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and nonrevenue freight moved one mile in a transportation train. Include net ton-miles in motorcar trains. Exclude l.c.l. shipment of freight handled in mixed baggage express cars. Total ton-miles of revenue freight should correspond to the ton-miles reported on Form CBS.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - (Concluded)

(M) Road service represents elapse time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at final terminals, including trains switching at way stations and delays on road as shown by conductor's or dispatcher's 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.

(N) Yard switching hours are hours expended in switching service performed by yard crews in yards where regular switching service is maintained, including 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 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 vehicles (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 that the shipper or motor carrier, etc., and not the railroad, perform that service. Note: The count should reflect the trailers/containers for which expenses are 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 railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad cars refers to freight cars owned by other railroads whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the Code of Car Hire 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 yards (excluding cars which are to be repaired in the train yard without loss of time), cars moving empty in trains en route to shop, and cars stored awaiting disposition.

Surplus cars are cars which are in serviceable condition for loading on the last day of the year, but have not been placed for loading within 48 hours. This count can be an annual average based on weekly count of cars that have not been placed for loading within 48 hours.

(U) Flat-TOFC/COFC Car-miles reported in lines 25 (4-020), 41 (4-120), 57 (4-140), and 75 (4-160) will be computed using cars rather than constructed container platforms. For example, an articulated car consisting of five platforms moved one mile will be counted as one car-mile, not five car-miles.

(V) The intermodal Load Factor reported on Line 134 will be calculated for the average number of intermodal (TOFC/COFC) units loaded on the average intermodal car. Units are to be calculated in the same manner as Line 123 (13 TOFC/COFC - No. of Revenue Trailers & Containers Loaded and Unloaded (Q)). Intermodal cars will be calculated in accordance with instruction U for reporting Flat-TOFC/COFC Car-miles. Both intermodal (TOFC/COFC) units and intermodal cars are to be calculated using actual units and not constructed intermodal (TOFC/COFC) units or cars.

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)	32,619		1
2		2 Train Miles - Running (B)			
		2-01 Unit Trains	59,073,862	XXXXXX	2
3		2-02 Way Trains	6,342,785	XXXXXX	3
4		2-03 Through Trains	95,976,174		4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	161,392,821		5
6		2-05 Motorcars (C)	-		6
7		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	161,392,821		7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	201,301,130	XXXXXX	8
9		3-02 Way Trains	14,433,053	XXXXXX	9
10		3-03 Through Trains	316,673,809		10
11		3-04 TOTAL (Lines 8-10)	532,407,992		11
12		3-11 Train Switching (F)	4,360,897	XXXXXX	12
13		3-21 Yard Switching (G)	14,606,701		13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	551,375,590		14
		4 Freight Car-Miles (thousands) (H)			
		4-01 RR Owned and Leased Cars - Loaded			
15		4-010 Box-Plain 40-Foot	-	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	10,536	XXXXXX	16
17		4-012 Box-Equipped	103,780	XXXXXX	17
18		4-013 Gondola-Plain	255,964	XXXXXX	18
19		4-014 Gondola-Equipped	60,662	XXXXXX	19
20		4-015 Hopper-Covered	746,216	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	12,795	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	153,675	XXXXXX	22
23		4-018 Refrigerator-Mechanical	15,809	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	19,329	XXXXXX	24
25		4-020 Flat-TOFC/COFC	601,681	XXXXXX	25
26		4-021 Flat-Multi-Level	71,455	XXXXXX	26
27		4-022 Flat-General Service	189	XXXXXX	27
28		4-023 Flat-All Other	82,865	XXXXXX	28
29		4-024 All Other Car Types-Total	575	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	2,135,531	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
31		4-11 RR Owned and Leased Cars - Empty			
		4-110 Box-Plain 40-Foot	-	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	8,859	XXXXXX	32
33		4-112 Box-Equipped	83,620	XXXXXX	33
34		4-113 Gondola-Plain	241,466	XXXXXX	34
35		4-114 Gondola-Equipped	57,573	XXXXXX	35
36		4-115 Hopper-Covered	751,595	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	19,415	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	155,290	XXXXXX	38
39		4-118 Refrigerator-Mechanical	10,442	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	14,813	XXXXXX	40
41		4-120 Flat-TOFC/COFC	85,206	XXXXXX	41
42		4-121 Flat-Multi-Level	20,865	XXXXXX	42
43		4-122 Flat-General Service	372	XXXXXX	43
44		4-123 Flat-All Other	77,383	XXXXXX	44
45		4-124 All Other Car Types-Total	517	XXXXXX	45
46		4-125 TOTAL (Lines 31-45)	1,527,416	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)			
47		4-130 Box-Plain 40-Foot	-	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	3,502	XXXXXX	48
49		4-132 Box-Equipped	66,297	XXXXXX	49
50		4-133 Gondola-Plain	854,705	XXXXXX	50
51		4-134 Gondola-Equipped	17,330	XXXXXX	51
52		4-135 Hopper-Covered	563,064	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	59,109	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	554,620	XXXXXX	54
55		4-138 Refrigerator-Mechanical	3,339	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	90	XXXXXX	56
57		4-140 Flat-TOFC/COFC	1,154,400	XXXXXX	57
58		4-141 Flat-Multi-Level	347,457	XXXXXX	58
59		4-142 Flat-General Service	270	XXXXXX	59
60		4-143 Flat-All Other	75,413	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	144,260	XXXXXX	61
62		4-145 Tank - 22,000 Gallons and Over	752,225	XXXXXX	62
63		4-146 All Other Car Types-Total	656	XXXXXX	63
64		4-147 TOTAL (Lines 47-63)	4,596,737	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
65		4-15 Private Line Cars - Empty (H)			
		4-150 Box-Plain 40-Foot	-	XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	2,451	XXXXXX	66
67		4-152 Box-Equipped	32,528	XXXXXX	67
68		4-153 Gondola-Plain	868,233	XXXXXX	68
69		4-154 Gondola-Equipped	18,272	XXXXXX	69
70		4-155 Hopper-Covered	611,843	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	60,865	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	586,478	XXXXXX	72
73		4-158 Refrigerator-Mechanical	3,917	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	104	XXXXXX	74
75		4-160 Flat-TOFC/COFC	130,063	XXXXXX	75
76		4-161 Flat-Multi-Level	85,433	XXXXXX	76
77		4-162 Flat-General Service	484	XXXXXX	77
78		4-163 Flat-All Other	70,389	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	150,226	XXXXXX	79
80		4-165 Tank - 22,000 Gallons and Over	797,463	XXXXXX	80
81		4-166 All Other Car Types-Total	701	XXXXXX	81
82		4-167 TOTAL (Lines 65-81)	3,419,450	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	89,505	XXXXXX	83
84		4-18 No Payment Car-Miles	-	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)			
85		4-191 Unit Trains	6,361,768	XXXXXX	85
86		4-192 Way Trains	148,615	XXXXXX	86
87		4-193 Through Trains	5,258,256	XXXXXX	87
88		4-194 TOTAL (Lines 85-87)	11,768,639	XXXXXX	88
89		4-20 Caboose Miles	32	XXXXXX	89

Note: Line 88, total car miles, is equal to the sum of lines 30, 46, 64, 82, 83, and 84. Accordingly, the car miles reported on lines 83 and 84 are to be allocated to lines 85, 86, and 87, and included in the total shown on line 88.

755. RAILROAD OPERATING STATISTICS - (Concluded)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
98		6 Gross Ton-Miles (thousands) (K)			
		6-01 Road Locomotives	109,762,761		98
99		6-02 Freight Trains, Crs., Cnts, & Caboose	-	XXXXXX	99
		6-020 Unit Trains	573,716,808	XXXXXX	100
100		6-021 Way Trains	14,001,077	XXXXXX	101
101		6-022 Through Trains	570,867,224	XXXXXX	102
102		6-03 Passenger Trains, Crs, & Cnts.	-		103
103		6-04 Non-Revenue	11,191,234	XXXXXX	104
104		6-05 TOTAL (Lines 98 - 103)	1,279,539,104		
		7 Tons of Freight (thousands)			
105		7-01 Revenue	573,682	XXXXXX	105
106		7-02 Non-Revenue	10,550	XXXXXX	106
107		7-03 TOTAL (Lines 105 and 106)	584,232	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue - Road Service	665,033,180	XXXXXX	108
109		8-02 Revenue - Lake Transfer Service	-	XXXXXX	109
110		8-03 TOTAL (Lines 108 and 109)	665,033,180	XXXXXX	110
111		8-04 Non-Revenue - Road Service	6,491,442	XXXXXX	111
112		8-05 Non-Revenue - Lake Transfer Service	-	XXXXXX	112
113		8-06 TOTAL (Lines 111 and 112)	6,491,442	XXXXXX	113
114		8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	671,524,622	XXXXXX	114
		9 Train Hours (M)			
115		9-01 Road Service	9,835,163	XXXXXX	115
116		9-0 Train Switching	265,316	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,434,450	XXXXXX	117
		11 Train-Miles Work Trains (O)			
118		11-01 Locomotives	2,155,321	XXXXXX	118
119		11-02 Motorcars	-	XXXXXX	119
		12 Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	3,916,929	XXXXXX	120
121		12-02 Way Trains	2,364,645	XXXXXX	121
122		12-03 Through Trains	5,514,070	XXXXXX	122
123		13 TOFC/COFC- No. of Revenue Trailers & Containers Loaded and Unloaded (Q)	8,116,800	XXXXXX	123
124		14 Multi-Level Cars - No. of Motor Vehicles Loaded & Unloaded (Q)	2,443,995	XXXXXX	124
125		15 TOFC/COFC - No. of Revenue Trailers Picked Up & Delivered (R)	164,695	XXXXXX	125
		16 Revenue-Tons Marine Terminal (S)			
126		16-01 Marine Terminals - Coal	-	XXXXXX	126
127		16-02 Marine Terminals - Ore	11,168,213	XXXXXX	127
128		16-03 Marine Terminals - Other	-	XXXXXX	128
129		16-04 TOTAL (Lines 126 - 128)	11,168,213	XXXXXX	129
		17 Number of Foreign Per-Diem Cars on Line (T)			
130		17-01 Serviceable	13,475	XXXXXX	130
131		17-02 Unserviceable	107	XXXXXX	131
132		17-03 Surplus	677	XXXXXX	132
133		17-04 TOTAL (Lines 130 - 132)	14,259	XXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	5.46	XXXXXX	134

PTC Supplement

Schedules 330, 332, 335, 352B, 410, 700, 710, 710S, 720, and
Footnote: PTC Grants

TO THE
SURFACE TRANSPORTATION BOARD
FOR THE
YEAR ENDED DECEMBER 31, 2019

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

Line No.	Cross No.	Account (a)	Balance at Beginning of year (b)	Expenditures during the year for original road & equipment & road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1	2	(2) Land for transportation purposes	35			1
2	3	(3) Grading				2
3	4	(4) Other right-of-way expenditures				3
4	5	(5) Tunnels and subways				4
5	6	(6) Bridges, trestles and culverts				5
6	7	(7) Elevated structures				6
7	8	(8) Ties				7
8	9	(9) Rail and other track material	33,644			8
9	11	(11) Ballast				9
10	13	(13) Fences, snowsheds and signs				10
11	16	(16) Station and office buildings	2,811			11
12	17	(17) Roadway buildings				12
13	18	(18) Water stations				13
14	19	(19) Fuel stations				14
15	20	(20) Shops and enginehouses				15
16	22	(22) Storage warehouses				16
17	23	(23) Wharves and docks				17
18	24	(24) Coal and ore wharves				18
19	25	(25) TOFC/COFC terminals				19
20	26	(26) Communications systems	74,397			20
21	27	(27) Signals and interlockers	1,182,281			21
22	29	(29) Power plants				22
23	31	(31) Power transmission systems				23
24	35	(35) Miscellaneous structures				24
25	37	(37) Roadway machines				25
26	39	(39) Public improvements - construction				26
27	44	(44) Shop machinery				27
28	45	(45) Power plant machinery				28
29		Other lease/rentals				29
30		TOTAL EXPENDITURES FOR ROAD	1,293,168			30
31	52	(52) Locomotives	359,033			31
32	53	(53) Freight train cars				32
33	54	(54) Passenger train cars				33
34	55	(55) Highway revenue equipment				34
35	56	(56) Floating equipment				35
36	57	(57) Work equipment				36
37	58	(58) Miscellaneous equipment	4,540			37
38	59	(59) Computer systems & word processing equipment	136,042			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	499,615			39
40	76	(76) Interest during construction				40
41	80	(80) Other elements of investment				41
42	90	(90) Construction work in progress	14,120			42
43		GRAND TOTAL	1,806,903			43

** Excludes investments in equity method of \$83,649 and \$13,598 for MCC and PTC 220 companies, respectively

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

Line No.	Cross No.	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	2				35	1
2	3					2
3	4					3
4	5					4
5	6					5
6	7					6
7	8	76		76	76	7
8	9	1,711		1,711	35,355	8
9	11					9
10	13					10
11	16				2,811	11
12	17					12
13	18					13
14	19					14
15	20					15
16	22					16
17	23					17
18	24					18
19	25					19
20	26	6,221		6,221	80,618	20
21	27	20,928	130	20,798	1,203,079	21
22	29					22
23	31					23
24	35					24
25	37					25
26	39					26
27	44					27
28	45					28
29						29
30		28,936	130	28,806	1,321,974	30
31	52	33,830	7,023	26,807	385,840	31
32	53					32
33	54					33
34	55					34
35	56					35
36	57					36
37	58		1,116	(1,116)	3,424	37
38	59	12,697		12,697	148,739	38
39		46,527	8,139	38,388	538,003	39
40	76					40
41	80					41
42	90	61,012		61,012	75,132	42
43		136,475	8,269	128,206	1,935,109	43

PTC 332. DEPRECIATION BASE AND RATES - ROAD AND EQUIPMENT OWNED AND LEASED FROM OTHERS

(Dollars in Thousands)

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute depreciation charges for the month of January, and in columns (c) and (f), the depreciation charges for the month of December. In columns (d) and (g) show the composite rates used in computing depreciation charges for 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 that total by the total depreciation base for the same month. The depreciation base should not include cost of equipment used, but not owned, when the rents are included in 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 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. Composite rates used should be those prescribed or authorized by the Board, 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 particulars in a footnote.

2. All leased property 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 therefore is included in accounts 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 discontinuance of accruals should be shown in a footnote, indicating the effected account(s).

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 % (d)	Depreciation Base		Annual composite rate % (g)	
		At beginning of year (b)	At close of year (c)		At beginning of year (e)	At close of year (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		76	3.70%	TOTAL ROAD AND			6
7	(9) Rail and other track material	33,644	35,355	2.72%				7
8	(11) Ballast				EQUIPMENT LEASED FROM			8
9	(13) Fences, snowsheds and signs							9
10	(16) Station and office buildings	2,811	2,811	2.80%	OTHERS IS LESS THAN 5%			10
11	(17) Roadway buildings							11
12	(18) Water stations				OF TOTAL OWNED			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) Communications systems	74,397	80,618	7.05%				19
20	(27) Signals and interlockers	1,182,281	1,203,079	3.85%				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 (other than def. projects)							29
30	TOTAL ROAD	1,293,133	1,321,939	4.01%				30
	EQUIPMENT							
31	(52) Locomotives	359,033	385,840	9.99%				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	4,540	3,424	8.10%				37
38	(59) Computer systems & W/P equipment	136,042	148,739	7.79%				38
39	TOTAL EQUIPMENT	499,615	538,003	9.37%				39
40	GRAND TOTAL	1,792,748	1,859,942	NA			NA	40

* The annual composite rates in column (d) are the prescribed rates for account 27 and 52. Accounts 9, 26, 58 and 59 contain multiple class component rates and were recomputed in line with the instructions. As such, the PTC composite rates will differ from Federal Schedule 332 rates.

PTC 335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USEL

(Dollars in Thousands)

1. Disclose the required information regarding 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" accounts and "Other Rents - Debit - Equipment" accounts. (See Schedule 351 for 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 credits to reserves as shown in column (c) and charges to operating expenses, a full explanation should be given.
5. Include authorized amortization amounts in column (c) on the lines for the affected accounts.

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	-	14				14	6
7		(9) Rail and other track material	5,163	705	-	-		5,868	7
8		(11) Ballast						-	8
9		(13) Fences, snowsheds and signs						-	9
10		(16) Station and office buildings	289	79	-	-		368	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) Communications systems	24,671	3,620	-	-		28,291	19
20		(27) Signals and interlockers	194,556	45,662	-	33		240,185	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 - const.						-	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	224,679	50,080	-	33	-	274,726	30
EQUIPMENT									
31		(52) Locomotives	166,277	37,470	-	2,886		200,861	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	3,394	222	-	1,222		2,394	37
38		(59) Computer systems & WP equip.	27,904	8,117	-	-		36,021	38
39		Amortization (adjustments)						-	39
40		TOTAL EQUIPMENT	197,575	45,809	-	4,108	-	239,276	40
41		GRAND TOTAL	422,254	95,889	-	4,141	-	514,002	41

PTC 352B. INVESTMENT IN RAILROAD PROPERTY USED IN TRANSPORTATION SERVICE (By Property Account)

(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 should correspond with the amounts for each class of company and property shown in Schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in this schedule.

3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6% per year where property is not classified by accounts by noncarrier owners, or where the cost of property leased from other carriers is not ascertainable. Identify noncarrier owners, and briefly explain on page 39 the methods of estimating value of property on noncarriers or property of other carriers.

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

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	35			-	1
2		(3) Grading				-	2
3		(4) Other right-of-way expenditures				-	3
4		(5) Tunnels and subways				-	4
5		(6) Bridges, trestles and culverts				-	5
6		(7) Elevated structures				-	6
7		(8) Ties	76			-	7
8		(9) Rail and other track material	35,355			-	8
9		(11) Ballast				-	9
10		(13) Fences, snowsheds and signs				-	10
11		(16) Station and office buildings	2,811			-	11
12		(17) Roadway buildings				-	12
13		(18) Water stations				-	13
14		(19) Fuel stations				-	14
15		(20) Shops and enginehouses				-	15
16		(22) Storage warehouses				-	16
17		(23) Wharves and docks				-	17
18		(24) Coal and ore wharves				-	18
19		(25) TOFC/COFC terminals				-	19
20		(26) Communications systems	80,618			-	20
21		(27) Signals and interlockers	1,203,079			-	21
22		(29) Power plants				-	22
23		(31) Power transmission systems				-	23
24		(35) Miscellaneous structures				-	24
25		(37) Roadway machines				-	25
26		(39) Public improvements - construction				-	26
27		(44) Shop machinery				-	27
28		(45) Power plant machinery				-	28
29		Leased property (capitalized rentals)				-	29
30		Other (specify and explain)				-	30
31		TOTAL ROAD	1,321,974			-	31
32		(52) Locomotives	385,840			-	32
33		(53) Freight train cars				-	33
34		(54) Passenger train cars				-	34
35		(55) Highway revenue equipment				-	35
36		(56) Floating equipment				-	36
37		(57) Work equipment				-	37
38		(58) Miscellaneous equipment	3,424			-	38
39		(59) Computer systems & WP equipment	148,739			-	39
40		TOTAL EQUIPMENT	538,003			-	40
41		(76) Interest during construction				-	41
42		(80) Other elements of investment				-	42
43		(90) Construction work in progress	75,132			-	43
44		GRAND TOTAL	1,935,109			-	44

*No PTC investment on leased lines through 12/31/2019

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

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Road Initials: BNSF

Year 2019

Railroad Annual Report R-1

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
101		Locomotive servicing facilities	28				28		28	101
102		Miscellaneous buildings & structures	180	2	45		227		227	102
103		Coal terminals						N/A		103
104		Ore terminals						N/A		104
105		Other marine terminals	26				26	N/A	26	105
106		TOFC/COFC terminals						N/A		106
107		Motor vehicle loading & distribution facilities						N/A		107
108		Facilities for other specialized service operations						N/A		108
109		Roadway machines	26	1	1		28		28	109
110		Small tools & supplies		97	1	16	114		114	110
111		Snow removal	65		4		69		69	111
112		Fringe benefits - running	N/A	N/A	N/A	2,205	2,205		2,205	112
113		Fringe benefits - switching	N/A	N/A	N/A					113
114		Fringe benefits - other	N/A	N/A	N/A	116	116		116	114
115		Casualties & insurance - running	N/A	N/A	N/A					115
116		Casualties & insurance - switching	N/A	N/A	N/A					116
117		Casualties & insurance - other	N/A	N/A	N/A					117
118	*	Lease rentals - debit -running	N/A	N/A		N/A				118
119	*	Lease rentals - debit -switching	N/A	N/A		N/A				119
120	*	Lease rentals - debit -other	N/A	N/A		N/A				120
121	*	Lease rentals - (credit) - running	N/A	N/A		N/A				121
122	*	Lease rentals - (credit) - switching	N/A	N/A		N/A				122
123	*	Lease rentals - (credit) - other	N/A	N/A		N/A				123
124		Joint facility rent - debit - running	N/A	N/A		N/A				124
125		Joint facility rent - debit - switching	N/A	N/A		N/A				125
126		Joint facility rent - debit - other	N/A	N/A		N/A				126
127		Joint facility rent - (credit) - running	N/A	N/A		N/A				127
128		Joint facility rent - (credit) - switching	N/A	N/A		N/A				128
129		Joint facility rent - (credit) - other	N/A	N/A		N/A				129
130	*	Other rents - debit - running	N/A	N/A		N/A				130
131	*	Other rents - debit - switching	N/A	N/A		N/A				131
132	*	Other rents - debit - other	N/A	N/A		N/A				132
133	*	Other rents - (credit) - running	N/A	N/A		N/A				133

PTC 410. RAILWAY OPERATING EXPENSES - (Continued)										
(Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
134	*	Other rents - (credit) - switching	N/A	N/A		N/A				134
135	*	Other rents - (credit) - other	N/A	N/A		N/A				135
136	*	Depreciation - running	N/A	N/A	N/A	718	718		718	136
137	*	Depreciation - switching	N/A	N/A	N/A					137
138	*	Depreciation - other	N/A	N/A	N/A	49,362	49,362		49,362	138
139		Joint facility - debit - running	N/A	N/A		N/A				139
140		Joint facility - debit - switching	N/A	N/A		N/A				140
141		Joint facility - debit - other	N/A	N/A		N/A				141
142		Joint facility - (credit) - running	N/A	N/A		N/A				142
143		Joint facility - (credit) - switching	N/A	N/A		N/A				143
144		Joint facility - (credit) - other	N/A	N/A		N/A				144
145		Dismantling retired road property - running								145
146		Dismantling retired road property - switching								146
147		Dismantling retired road property - other								147
148		Other - running	29		140		169		169	148
149		Other - switching								149
150		Other - other								150
151		TOTAL WAY AND STRUCTURES	7,945	1,013	3,290	52,778	65,026		65,026	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration		57	85		142		142	201
202	*	Repair & maintenance	3,042				3,042		3,042	202
203	*	Machinery repair								203
204		Equipment damaged								204
205		Fringe benefits	N/A	N/A	N/A	901	901		901	205
206		Other casualties & insurance	N/A	N/A	N/A					206
207	*	Lease rentals - debit	N/A	N/A		N/A				207
208	*	Lease rentals - (credit)	N/A	N/A		N/A				208
209		Joint facility rent - debit	N/A	N/A		N/A				209
210		Joint facility rent - (credit)	N/A	N/A		N/A				210
211	*	Other rents - debit	N/A	N/A		N/A				211
212	*	Other rents - (credit)	N/A	N/A		N/A				212
213	*	Depreciation	N/A	N/A		37,470	37,470		37,470	213
214		Joint facility - debit	N/A	N/A		N/A				214
215		Joint facility - (credit)	N/A	N/A		N/A				215
216	*	Repairs billed to others - (credit)	N/A			N/A				216

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

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Road Initials: BNSF

Year 2019

Railroad Annual Report R-1

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		LOCOMOTIVES - (Continued)								
217		Dismantling retired property								217
218		Other								218
219		TOTAL LOCOMOTIVES	3,042	57	85	38,371	41,555		41,555	219
		FREIGHT CARS								
220		Administration						N/A		220
221	*	Repair & maintenance						N/A		221
222	*	Machinery repair						N/A		222
223		Equipment damaged						N/A		223
224		Fringe benefits	N/A	N/A	N/A			N/A		224
225		Other casualties & insurance	N/A	N/A	N/A			N/A		225
226	*	Lease rentals - debit	N/A	N/A				N/A		226
227	*	Lease rentals - (credit)	N/A	N/A		N/A		N/A		227
228		Joint facility rent - debit	N/A	N/A		N/A		N/A		228
229		Joint facility rent - (credit)	N/A	N/A		N/A		N/A		229
230	*	Other rents - debit	N/A	N/A		N/A		N/A		230
231	*	Other rents - (credit)	N/A	N/A		N/A		N/A		231
232	*	Depreciation	N/A	N/A	N/A			N/A		232
233		Joint facility - debit	N/A	N/A		N/A		N/A		233
234		Joint facility - (credit)	N/A	N/A		N/A		N/A		234
235	*	Repairs billed to others - (credit)	N/A	N/A		N/A		N/A		235
236		Dismantling retired property						N/A		236
237		Other						N/A		237
238		TOTAL FREIGHT CARS						N/A		238
		OTHER EQUIPMENT								
301		Administration								301
302	*	Repair & maintenance: Trucks, trailers, & containers - revenue service						N/A		302
303	*	Floating equipment - revenue service						N/A		303
304	*	Passenger & other revenue equipment								304
305	*	Computers and data processing equipment								305
306	*	Machinery								306
307	*	Work & other non-revenue equipment	28				28		28	307
308		Equipment damaged								308
309		Fringe benefits	N/A	N/A	N/A	8	8		8	309
310		Other casualties & insurance	N/A	N/A	N/A					310
311	*	Lease rentals - debit	N/A	N/A		N/A				311
312	*	Lease rentals - (credit)	N/A	N/A		N/A				312

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

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Road Initials: BNSF

Year 2019

Railroad Annual Report R-1

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
YARD OPERATIONS (Continued)										
422		Controlling operations	99				99		99	422
423		Yard and terminal clerical	2				2		2	423
424		Operating switches, signals, retarders, & humps								424
425		Locomotive fuel								425
426		Electric power electric power produced or purchased for motive power								426
427		Servicing locomotives								427
428		Freight lost or damaged - solely related	N/A	N/A	N/A					428
429		Clearing wrecks								429
430		Fringe benefits	N/A	N/A	N/A	325	325		325	430
431		Other casualties & insurance	N/A	N/A	N/A					431
432		Joint facility - debit	N/A	N/A		N/A				432
433		Joint facility - (credit)	N/A	N/A		N/A				433
434		Other								434
435		TOTAL YARD OPERATIONS	538			325	863		863	435
TRAIN & YARD OPERATIONS COMMON:										
501		Cleaning car interiors				N/A				501
502		Adjusting & transferring loads				N/A		N/A		502
503		Car loading devices & grain docks				N/A		N/A		503
504		Freight lost or damaged - all other	N/A	N/A	N/A					504
505		Fringe benefits	N/A	N/A	N/A					505
506		TOTAL TRAIN & YARD OPERATIONS COMMON:								506
SPECIALIZED SERVICE OPERATIONS										
507	*	Administration						N/A		507
508	*	Pickup & delivery and marine line haul						N/A		508
509	*	Loading & unloading and local marine						N/A		509
510	*	Protective services						N/A		510
511	*	Freight lost or damaged - solely related	N/A	N/A	N/A			N/A		511
512	*	Fringe benefits	N/A	N/A	N/A			N/A		512
513	*	Casualties & insurance	N/A	N/A	N/A			N/A		513
514	*	Joint facility - debit	N/A	N/A		N/A		N/A		514
515	*	Joint facility - (credit)	N/A	N/A		N/A		N/A		515
516	*	Other						N/A		516
517	*	TOTAL SPECIALIZED SERVICE OPERATIONS						N/A		517

PTC 410. RAILWAY OPERATING EXPENSES - (Continued)										
(Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		ADMINISTRATIVE support OPERATIONS:								
518		Administration	2,841				2,841		2,841	518
519		Employees performing clerical & accounting functions	3				3		3	519
520		Communication systems operations	19		129		148		148	520
521		Loss & damage claims processing								521
522		Fringe benefits	N/A	N/A	N/A	1,722	1,722		1,722	522
523		Casualties & insurance	N/A	N/A	N/A					523
524		Joint facility - debit	N/A	N/A		N/A				524
525		Joint facility - (credit)	N/A	N/A		N/A				525
526		Other								526
527		TOTAL ADMINISTRATIVE support OPERATIONS	2,863		129	1,722	4,714		4,714	527
528		TOTAL TRANSPORTATION	6,967	38	2,099	4,293	13,397		13,397	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration		33	2,665	79	2,777		2,777	601
602		Accounting, auditing, & finance								602
603		Management services & data processing								603
604		Marketing								604
605		Sales								605
606		Industrial development						N/A		606
607		Personnel & labor relations								607
608		Legal & secretarial								608
609		Public relations & advertising								609
610		Research & development								610
611		Fringe benefits	N/A	N/A	N/A					611
612		Casualties & insurance	N/A	N/A	N/A					612
613		Write-down of uncollectible accounts	N/A	N/A	N/A					613
614		Property taxes	N/A	N/A	N/A					614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A					615
616		Joint facility - debit	N/A	N/A		N/A				616
617		Joint facility - (credit)	N/A	N/A		N/A				617
618		Other								618
619		TOTAL GENERAL AND ADMINISTRATIVE		33	2,665	79	2,777		2,777	619
620	*	TOTAL CARRIER OPERATING EXPENSE	17,982	1,141	8,139	103,868	131,130		131,130	620

PTC 700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)				
1	1	100%	13,687	4,449	286	1,614			20,036	1
2	1J	75%								2
3	1J	66.70%								3
4	1J	50%	192			23			215	4
5	1J	33.30%								5
6	1J	25%								6
7	1J	20%								7
8	1J	16.7%								8
9		Total 1J	192			23			215	9
10										10
11		Total 1 and 1J	13,879	4,449	286	1,637			20,251	11
12										12
13	2									13
14	3									14
15	4									15
16	5									16
17										17
57		Grand Total	13,879	4,449	286	1,637			20,251	57
58		Miles of electrified road or track included in the preceding grand total	NONE	NONE	NONE	NONE	NONE	NONE	NONE	58

700. CANADIAN MILEAGE OPERATED AT THE CLOSE OF YEAR (INCLUDED IN SCHEDULE 700 ABOVE)

Line No.	Class (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)				
1	1	100%								1
2	1J	50%								2
3		Total 1 and 1J								3
4	2									4
5	5									5
57		Grand Total Canadian Miles								57

NOTES AND REMARKS

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**PTC 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 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)							
		Locomotive Units										(HP)		
1		Diesel-freight units	5,069				120	3,218	1,731	4,949	21,667,622		1	
2		Diesel-passenger units											2	
3		Diesel-multiple purpose units	765				3	728	34	762	2,126,800		3	
4		Diesel-switching units											4	
5	*	TOTAL (lines 1 to 4) units	5,834				123	3,946	1,765	5,711	23,794,422		5	
6	*	Electric locomotives											6	
7	*	Other self-powered units											7	
8	*	TOTAL (lines 5, 6, and 7)	5,834				123	3,946	1,765	5,711	23,794,422		8	
9	*	Auxiliary units											9	
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	5,834				123	3,946	1,765	5,711	23,794,422		10	

Note: Beginning balance will not tie to ending balance of prior year due to PTC installation of 319 existing locomotives.

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

Line No.	Cross Check	Type or design of units (a)	Before Jan 1, 1995 (b)	Between Jan 1, 1995 and Dec 31, 1999 (c)	Between Jan 1, 2000 and Dec 31, 2004 (d)	Between Jan 1, 2005 and Dec 31, 2009 (e)	Between Jan 1, 2010 and Dec 31, 2014 (f)	During Calendar Year					Line No.	
								2015 (g)	2016 (h)	2017 (i)	2018 (j)	2019 (k)		TOTAL (l)
11	*	Diesel	862	358	964	1,458	1,516	325	155	73			5,711	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	862	358	964	1,458	1,516	325	155	73			5,711	14
15	*	Auxiliary units												15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	862	358	964	1,458	1,516	325	155	73			5,711	16

PTC 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)												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, & tavern cars (All class D, PD)												21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)												22
23		TOTAL (Lines 17 to 22)												23
24		Self-Propelled Electric passenger cars (EP, ET)												24
25		Electric combined cars (EC)												25
26		Internal combustion rail motorcars (ED, EG)												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (Lines 24 to 27)												28
29		TOTAL (Lines 23 and 28)												29
30		Company Service Cars Business cars (PV)												30
31		Board outfit cars (MWX)												31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)												32
33		Dump and ballast cars (MWB, MWD)												33
34		Other maintenance and service equipment cars												34
35		TOTAL (Lines 30 to 34)												35

PTC 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 (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All Others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt 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)	
		FREIGHT TRAIN CARS							
36		Plain box cars - 40' (B1_, B2_)							36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5_, B6_ B7_, B8_)							37
38		Equipped box cars (All Code A, Except A_5_)							38
39		Plain gondola cars (All Codes G & J, J_1, J_2, J_3, J_4)							39
40		Equipped gondola cars (All Code E)							40
41		Covered hopper cars (C_1, C_2, C_3, C_4)							41
42		Open top hopper cars - general service (All Code H)							42
43		Open top hopper cars - special service (J_O), and All Code K)							43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)							44
45		Refrigerator cars - nonmechanical (R_0_, R_1_, R_2_)							45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)							46
47		Flat cars - multilevel (All Code V)							47
48		Flat cars - general service (F10_, F20_, F30_)							48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)							49
50		Tank cars - under 22,000 gal. (T_0, T_1, T_2, T_3, T_4, T_5)							50
51		Tank cars - 22,000 gal. and over (T_6, T_7, T_8, T_9)							51
52		All other freight cars (A_5_, F_7_, All Code L & Q8_)							52
53		TOTAL (Lines 36 to 52)							53
54		Caboose (All Code M-930)		N/A					54
55		TOTAL (Lines 53 and 54)							55

PTC 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 customarily carry.

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 retired from service of respondent whether owned or leased including reclassification (h)	Units at close of year						Line No.
			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 Others (l)			
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						N/A		N/A	54
55									55

PTC 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.)							
57		Non-self-propelled vessels (car floats, lighters, etc.)							
58		TOTAL (Lines 56 and 57)							
HIGHWAY REVENUE EQUIPMENT									
59		Chassis (Z1_, Z67_, Z68_, Z 69_)							59
60		Dry van (U2_, Z_, Z6_, I-6)							60
61		Flat bed (U3_, Z3_)							61
62		Open bed (U4_, Z4_)							62
63		Mechanical refrigerator (U5_, Z5_)							63
64		Bulk hopper (U0_, Z0_)							64
65		Insulated (U7_, Z7_)							65
66		Tank (Z0_, U6_) (See note)							66
67		Other trailer and container (Special equipped dry van U9_, Z8_, Z9_)							67
68		Tractor							68
69		Truck							69
70		TOTAL (Lines 59 to 69)							70

NOTES AND REMARKS

Note: Line 66 (Tank) must have fitting code "CN" to qualify as a tank, otherwise it is a bulk hopper.

PTC 710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year	Units at close of year						Line No.
		(concluded)	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)	
		Units retired from service of respondent whether owned or leased including reclassification (h)			Per diem (k)	All Others (l)			
									56
									57
									58
59									59
60									60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70									70

NOTES AND REMARKS

PTC 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), 2,500 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 (000) (d)	Method of acquisition (see instructions) (e)	Line No.
1						1
2						2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12					N/A	12
	TOTAL					

REBUILT UNITS

13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23					N/A	23
24					N/A	24
	TOTAL					
	GRAND TOTAL (NEW AND REBUILT)					

Note: There were only four new locomotives purchased in 2019 and none had PTC installed before the end of the year.

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES PTC 720

1. For purposes of these schedules, the track categories are defined as follows:
 - A. Freight density of 20 million or more gross ton-miles per track-mile per year (including 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 (including 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 (including passing tracks, turnouts, and crossovers).
 - D. Freight density of less than 1 million gross ton-miles per track-mile per year (including passing tracks, turnouts, and crossovers).
 - E. Way and yard switching tracks (passing tracks, turnouts, and crossovers shall be included in categories A, B, C, D, F, or 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 it is dedicated entirely to passenger service, category F.

Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10903 of the ICC Termination Act of 1995.

2. This schedule should include all class 1, 2, 3, or 4 track from Schedule 700, that is maintained by the respondent. (Class 5 track 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.

PTC 720. TRACK AND TRAFFIC CONDITIONS

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	15,896	58.08	60.34	342.7	1
2	B	3,557	12.37	51.09	164.7	2
3	C	581	2.62	51.52	0.2	3
4	D	217	0.32	49.65	25.6	4
5	E		n/a	n/a		5
6	TOTAL	20,251	47.84	58.35	533.2	6
7	F	11,370	n/a	n/a		7
8	Potential abandonments					8

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

Footnote: PTC Grants

In addition to separating capital expenses and operating expenses incurred by the railroad for PTC, the respondent entity should include by footnote disclosure here the value of funds received from government transfers to include grants, subsidies, and other contributions or reimbursements that the respondent entity used to purchase or create PTC assets or to offset PTC costs. These amounts represent non-railroad monies that the respondent entity used for PTC and would provide for full disclosure of PTC costs on an annual basis. This disclosure would identify the nature and location of the project by FRA identification, if applicable.

Line No.	Entity Receiving Funds (a)	Name of Program Providing Funding (b)	Location(s) of the Project Funded (c)	Amount of Funding Received (d)	Line No.
1	BNSF Railway	Metra	Chicago	(23,452)	1
2	BNSF Railway	Sound Transit	Scenic & Seattle (Everett to Tacoma)	1,320,784	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

BNSF received the following amounts of PTC Grant Funding in years prior to 2019

2009	-
2010	65,571
2011	2,487,728
2012	8,399,391
2013	10,413,863
2014	7,468,471
2015	5,787,652
2016	1,035,675
2017	1,168,216
2018	179,086
	<u>37,005,653</u>

Meteorcomm LLC, of which BNSF has 25% ownership and accounts for as an equity method investment received PTC grant funding in prior years. BNSF's portion is as follows:

2011	4,012,022
2012	1,250,478
	<u>5,262,500</u>

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)

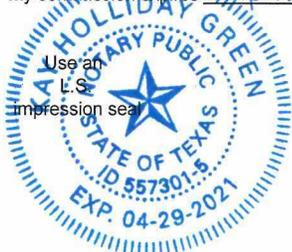
State of Texas
County of Tarrant

Kristi Radford makes oath and states that she is General Director of Accounting of BNSF Railway Company; that it is her duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that she knows that such books have been kept in good faith during the period covered by this report; that she knows that the entries contained in this report relate to accounting matters that have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroad Companies and other accounting and reporting directives of the Surface Transportation Board; that she 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, 2019 to and including December 31, 2019.

Kristi Radford
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 24th day of March, 2020.

My commission expires April 29, 2021



Kay Holiday Green
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of Texas
County of Tarrant

Paul Bischler makes oath and states that he is Vice President and Controller of BNSF Railway Company; 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, 2019, to and including December 31, 2019.

Paul B
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 24th day of March, 2020.

My commission expires April 29, 2021



Kay Holiday Green
(Signature of officer authorized to administer oaths)

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