

# 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, 2021



**ANNUAL REPORT**  
OF  
BNSF RAILWAY COMPANY  
TO THE  
**SURFACE TRANSPORTATION BOARD**  
FOR THE  
YEAR ENDED DECEMBER 31, 2021

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

(Name) Candace Palmarozzi (Title) Vice President & Controller

(Telephone number) (817) 352-4981  
(Area Code) (Telephone Number)

(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

## TABLE OF CONTENTS

	Schedule	Page
Schedules Omitted by Respondent	A	1
Identity of Respondent	B	2
Voting Powers and Elections	C	3
Comparative Statement of Financial Position	200	5
Results of Operations	210	16
Consolidated Statement of Comprehensive Income	210A	19
Retained Earnings - Unappropriated	220	20
Statement of Cash Flows	240	21
Working Capital Information	245	23
Investments and Advances - Affiliated Companies	310	25
Investments in Common Stock of affiliated Companies	310A	30
Road Property and Equipment and Improvements to Leased Property and Equipment	330	31
Depreciation Base and Rates - Road and Equipment Owned and Used and Leased from Others	332	34
Accumulated Depreciation - Road and Equipment Owned and Used	335	35
Accumulated Depreciation - Improvements to Road and Equipment Leased from Others	342	36
Investment in Railroad Property Used in Transportation Service (By Company)	352A	38
Investment in Railroad Property Used in Transportation Service (By Property Account)	352B	39
Railway Operating Expenses	410	40
Way and Structures	412	48
Rents for Interchanged Freight Train Cars and Other Freight Carrying Equipment	414	49
Supporting Schedule - Equipment	415	51
Specialized Service Subschedule - Transportation	417	54
Analysis of Taxes	450	55
Guaranties and Suretyships	501	57
Compensating Balances and Short-Term Borrowing Agreements	502	58
Separation of Debtholdings Between Road Property and Equipment	510	59
Transactions Between Respondent and Companies or Persons Affiliated with Respondent for Services Received or Provided	512	60
Mileage Operated at Close of Year	700	62
Miles of Road at Close of Year - By States and Territories (Single Track)	702	64
Inventory of Equipment	710	65
Unit Cost of Equipment Installed During the Year	710S	72
Track and Traffic Conditions	720	73
Consumption of Diesel Fuel	750	74
Railroad Operating Statistics	755	75
PTC Supplement	PTC	81
PTC Road Property and Equipment and Improvements to Leased Property and Equipment	PTC 330	82
PTC Depreciation Base and Rates - Road and Equipment Owned and Used and Leased from Others	PTC 332	84
PTC Accumulated Depreciation - Road and Equipment Owned and Used	PTC 335	85
PTC Investment in Railroad Property Used in Transportation Service (By Property Account)	PTC 352B	86
PTC Railway Operating Expenses	PTC 410	87
PTC Mileage Operated at Close of Year	PTC 700	94
PTC Inventory of Equipment	PTC 710	96
PTC Unit Cost of Equipment Installed During the Year	PTC 710S	102
PTC Track and Traffic Conditions	PTC 720	103
Footnote: PTC Grants	PTC Grants	104
Verification		105
Memoranda		106
Index		107

**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.

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**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 (consolidated)

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.

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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, 2021 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, 2021
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)	Preferred		
Second (e)	First (f)						
1	Burlington Northern Santa Fe, LLC	2650 Lou Menk Drive	1000	1000			1
2		Fort Worth, TX 76131					2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
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18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

**C. VOTING POWERS AND ELECTIONS - Continued**

10. State the total number of votes cast at the latest general meeting for the election of 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	513,348	551,879	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	30,507	46,791	5
6		706	- Customers	906,123	793,010	6
7		707	- Other	111,876	132,724	7
8		709, 708	- Accrued accounts receivables	199,961	198,828	8
9		708.5	- Receivables from affiliated companies	477,346	616,281	9
10		709.5	- Less: Allowance for uncollectible accounts	(38,172)	(49,978)	10
11		710, 711, 714	Working funds prepayments deferred income tax debits	75,845	63,395	11
12		712	Materials and supplies	864,065	802,795	12
13		713, 713.5, 713.6	Other Current Assets	81,787	66,919	13
14			<b>TOTAL CURRENT ASSETS</b>	<b>3,222,686</b>	<b>3,222,644</b>	14
Other Assets						
15		715, 716, 717	Special funds	20,532	27,595	15
16		721, 721.5	Investments and advances affiliated companies (Sch. 310 and 310A)	909,493	857,219	16
17		722, 723	Other investments and advances			17
18		737, 738	Property used in other than carrier operation (Less depreciation) \$	895,490	896,807	18
19		739, 741	Other assets	18,530,728	16,773,294	19
20		743	Other deferred debits	2,041,754	1,582,436	20
21		744	Accumulated deferred income tax debits			21
22			<b>TOTAL OTHER ASSETS</b>	<b>22,397,997</b>	<b>20,137,351</b>	22
Road and Equipment						
23		731, 732	Road (Sch. 330) L-30 Col h & b	65,195,819	63,236,269	23
24		731, 732	Equipment (Sch 330) L-39 Col h & b	13,732,732	13,435,701	24
25		731, 732	Unallocated items	982,395	906,563	25
26		733, 735	Accumulated depreciation and amortization (Sch. 335, 342)	(15,237,761)	(13,394,956)	26
27			Net Road and Equipment	64,673,185	64,183,577	27
28	*		<b>Total Assets</b>	<b>90,293,868</b>	<b>87,543,572</b>	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	8,583	9,175	30
31		753	Audited accounts and wages	178,083	212,755	31
32		754	Other accounts payable	338,237	297,859	32
33		755, 756	Interest and dividends payable	20,127	17,638	33
34		757	Payables to affiliated companies	20,404	18,458	34
35		759	Accrued accounts payable	2,128,100	1,822,950	35
36		760, 761, 761.5, 762	Taxes accrued	902,606	981,279	36
37		763, 763.5, 763.6	Other Current Liabilities	134,645	135,439	37
38		764	Equipment obligations and other long-term debt due within one year	331,773	217,161	38
39			<b>TOTAL CURRENT LIABILITIES</b>	<b>4,062,558</b>	<b>3,712,714</b>	39
Non-Current Liabilities						
40		765, 767	Funded debt unmatured	138,133	406,694	40
41		766	Equipment obligations	380,580	403,933	41
42		766.5	Capitalized lease obligations	110,175	138,329	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	15,190,640	14,674,925	48
49		771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	2,710,289	3,360,604	49
50			<b>TOTAL NON-CURRENT LIABILITIES</b>	<b>18,529,817</b>	<b>18,984,485</b>	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
Retained earnings:						
56		797	Appropriated			56
57		798	Unappropriated	24,430,346	21,829,777	57
58		798.5	Less treasury stock			58
59		799	Accumulated Other Comprehensive Income or (loss)	351,599	97,048	59
60			Total stockholders equity	67,701,493	64,846,373	60
61			Noncontrolling interest			61
62			Total equity (Lines 60 + 61)	67,701,493	64,846,373	62
63			Total Liabilities & Shareholders' Equity	90,293,868	87,543,572	63

NOTES AND REMARKS

**200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES**  
(Dollars in Thousands)

The notes listed below are provided to disclose supplementary information on matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word "none"; and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting 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 10-14

(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 10-14

(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.) as of / /	Current Portfolio				N/A
	Noncurrent Portfolio			N/A	
(Previous Yr.) as of / /	Current Portfolio			N/A	N/A
	Noncurrent Portfolio			N/A	N/A

At 12 / 31 / 2021 , 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 securities was included in net income for \_\_\_\_ (year)

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 / 2021 (date) 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 over 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 38 percent, 24 percent, 23 percent, and 15 percent, respectively, of total freight revenues for the year ended December 31, 2021.

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 November 2021, the FASB issued Accounting Standards Update No. 2021-10 (ASU 2021-10), Government Assistance (Topic 832): Disclosures by Business Entities about Government Assistance. The amendments in ASU 2021-10 require additional disclosures about transactions with a government that are accounted for by applying a grant or contribution accounting model. ASU 2021-10 is effective for the Company for the fiscal year beginning after December 15, 2021, with early adoption permitted. Adoption of the standard is not expected to have a material impact on the Company's Consolidated Financial Statement disclosures.

**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 a funded, noncontributory qualified pension plan which covers certain union employees of the former The Atchison, Topeka and Santa Fe Railway Company (Union Plan). The benefits under this pension plan are based on elections made at the time the plan was 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 Plan 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 are being transitioned away from the retirement plans and upon transition are 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.

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

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

	Pension Benefits		
	Years ended December 31,		
	2021	2020	2019
Service cost	\$ 25	\$ 21	\$ 32
Interest cost	56	70	81
Expected return on plan assets	(176)	(167)	(160)
Amortization of net loss	1	1	-
Amortization of prior service credits	-	-	(3)
Curtailement gain	-	-	(117)
Settlements	(1)	(1)	(5)
Net (benefit) cost recognized	\$ (94)	\$ (76)	\$ (162)

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, 2021	December 31, 2020
Projected benefit obligation at beginning of period	\$ 2,499	\$ 2,295
Service cost	25	21
Interest cost	56	70
Actuarial loss (gain)	(110)	262
Benefits Paid	(142)	(143)
Settlements	(6)	(6)
Projected benefit obligation at end of period	2,322	2,499
Component representing future salary increases	(42)	(51)
Accumulated benefit obligation at end of period	\$ 2,280	\$ 2,448

For the year ended December 31, 2021, the change in benefit obligation resulted from actuarial gains primarily attributable to an increase in the discount rate from the preceding year. For the year ended December 31, 2020, the change in benefit obligation resulted from actuarial losses primarily attributable to a decrease in the discount rate from the preceding year.

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

Change in Plan Assets	Pension Benefits	
	December 31, 2021	December 31, 2020
Fair value of plan assets at beginning of period	\$ 2,916	\$ 2,672
Actual return (loss) on plan assets	392	383
Employer contributions <sup>a</sup>	10	10
Benefits paid	(142)	(143)
Settlements	(6)	(6)
Fair value of plan assets at measurement date	\$ 3,170	\$ 2,916

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

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

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, 2021	December 31, 2020
Funded status (plan assets less projected benefit obligations)	\$ 848	\$ 417

Of the net pension assets of \$848 million and \$417 million recognized as of December 31, 2021 and December 31, 2020, respectively, \$10 million and \$9 million were included in other current liabilities as of December 31, 2021 and 2020, respectively, and \$947 million and \$520 million were included in other assets as of December 31, 2021 and 2020, respectively.

The BNSF Supplemental Retirement Plan and the Union Plan 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, 2021	December 31, 2020
Projected benefit obligation	\$ 112	\$ 122
Accumulated benefit obligation	\$ 106	\$ 114
Fair value of plan assets	\$ 13	\$ 19

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		
	2021	2020	2019
Beginning balance	\$ 182	\$ 228	\$ 182
Amortization of net loss	2	1	-
Amortization of prior service credits	-	-	(3)
Actuarial gain (loss)	326	(46)	44
Settlements	(1)	(1)	5
Ending balance	\$ 509	\$ 182	\$ 228

Pre-tax amounts currently recognized in AOCI consist of the following (in millions):

	Pension Benefits	
	Years Ended December 31,	
	2021	2020
Net gain (loss)	\$ 509	\$ 182
Pre-tax amount recognized in AOCI at December 31,	509	182

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

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

Assumptions Used to Determine Net Cost	Pension Benefits		
	Year Ended December 31		
	2021	2020	2019
Discount rate	2.3 %	3.2 %	4.2 %
Expected long-term rate of return on plan assets	6.7 %	6.7 %	6.7 %
Rate of compensation increase	3.1 %	3.1 %	3.5 %

Assumptions Used to Determine Benefit Obligations	Pension Benefits	
	December 31, 2021	December 31, 2020
Discount rate	2.7 %	2.3 %
Rate of compensation increase	3.1 %	3.1 %

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 2022 calculation of pension net benefit cost increased to 2.7 percent, which reflects market conditions at the December 31, 2021 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 2021, 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, 2021 and 2020 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 2021 and will be 6.5 percent for 2022.

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	
Hypothetical Discount Rate Change	Change in 2022 Net Benefit Cost
	Pension
50 basis point decrease	\$ 6 million decrease
50 basis point increase	\$ 3 million increase
Hypothetical Expected Rate of Return on Plan Assets Change	Pension
50 basis point decrease	\$ 14 million increase
50 basis point increase	\$ 14 million decrease

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

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

(i) Cash and equivalents include investments in a money market fund and in a collective short-term investment fund, both of which are composed of high-grade instruments with short-term maturities. The money market fund is valued at the closing price reported by the active market on which the fund is traded (Level 1 input). The short-term investment fund is valued based on the price per share which is determined and published (although not publicly) and is the basis for current transactions (Level 2 input).

(ii) 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).

(iii) 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).

The following table summarizes the investments of the funded pension plans as of December 31, 2021, based on the inputs used to value them (in millions):

Asset Category	Total as of December 31, 2021	Level 1 Inputs <sup>a</sup>	Level 2 Inputs	Level 3 Inputs
Cash and equivalents	\$ 9	\$ 1	\$ 8	\$ -
Equity securities <sup>b</sup>	2,900	2,900	-	-
Government obligations	256	256	-	-
Other fixed maturity securities	5	-	5	-
Total <sup>c</sup>	\$ 3,170	\$ 3,157	\$ 27	\$ -

a See Note 2 to the Consolidated Financial Statements under the heading "Fair Value Measurements" for a definition of each of these levels of inputs.

b As of December 31, 2021, four equity securities each exceeded 10 percent of total plan assets. These investments represent approximately 78 percent of total plan assets.

Comparative Prior Year Information

The following table summarizes the investments of the funded pension plans as of December 31, 2020, based on the inputs used to value them (in millions):

Asset Category	Total as of December 31, 2020	Level 1 Inputs <sup>a</sup>	Level 2 Inputs	Level 3 Inputs
Cash and equivalents	\$ 19	\$ 1	\$ 18	\$ -
Equity securities <sup>b</sup>	2,634	2,634	-	-
Government obligations	254	254	-	-
Other fixed maturity securities	9	-	9	-
Total <sup>c</sup>	\$ 2,916	\$ 2,889	\$ 27	\$ -

a See Note 2 to the Consolidated Financial Statements under the heading "Fair Value Measurements" for a definition of each of these levels of inputs.

b As of December 31, 2020, three equity securities each exceeded 10 percent of total plan assets. These investments represented approximately 67 percent of total plan assets.

The Company is not required to make contributions to its funded pension plans in 2022.

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

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 <sup>a</sup>
2022	\$ 148
2023	\$ 138
2024	\$ 134
2025	\$ 132
2026	\$ 129
2027-2031	\$ 603

<sup>a</sup>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 sponsor 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 employees' age and years of service. BNSF Railway's 401(k) expense was \$50 million, \$47 million, and \$40 million during the years ended December 31, 2021, 2020, and 2019, 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, 2021 and 2020, the projected benefit obligation associated with the retiree health and welfare plans was \$219 million and \$237 million, respectively. For each of the years ended December 31, 2021, 2020 and 2019, the service cost associated with the health and welfare plans was approximately \$1 million.

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 \$46 million, \$46 million and \$59 million during the years ended December 31, 2021, 2020 and 2019, respectively. The average number of employees covered under these plans was approximately 31,000, 33,000 and 37,000 during the years ended December 31, 2021, 2020 and 2019, respectively.

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

## 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,		
	2021	2020	2019
Beginning balance	\$ 296	\$ 298	\$ 308
Accruals / changes in estimates	76	47	104
Payments	(44)	(49)	(114)
Ending balance	\$ 328	\$ 296	\$ 298
Current portion of ending balance	85	75	75

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 \$285 million to \$390 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

**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 190 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		
	2021	2020	2019
Beginning balance	\$ 265	\$ 282	\$ 298
Accruals / changes in estimates	3	2	5
Payments	(17)	(19)	(21)
Ending balance	\$ 251	\$ 265	\$ 282
Current portion of ending balance	\$ 35	35	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 \$205 million to \$340 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

**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.

**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, 2021, 2020 and 2019, no impairment losses were incurred and there were no accumulated impairment losses related to goodwill, as of both December 31, 2021 and 2020. As of both December 31, 2021 and 2020, the carrying value of goodwill was \$14.8 billion.

**Note 6****Leases**

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

	Year Ended December 31, 2021	Year Ended December 31, 2020
<b>Lease Cost</b>		
Operating lease cost	\$ 442	\$ 445
Finance lease cost:		
Amortization of right-of-use assets	27	38
Interest on lease liabilities	10	21
Interest on lease liabilities	32	24
Short-term lease cost		
Total lease cost	\$ 491	\$ 528

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

	Year Ended December 31, 2021	Year Ended December 31, 2020
<b>Operating Leases</b>		
Operating lease right-of-use assets	\$ 1,560	\$ 1,898
Accounts payable and other current liabilities	323	387
Operating lease liabilities	988	1,260
Total operating lease liabilities	\$ 1,311	\$ 1,647

	Year Ended December 31, 2021	Year Ended December 31, 2020
<b>Finance Leases</b>		
Property and equipment	\$ 425	\$ 804
Accumulated depreciation	(227)	(386)
Property and equipment, net	\$ 198	\$ 418
Long-term debt due within one year	\$ 29	\$ 186
Long-term debt	110	138
Total finance lease liabilities	\$ 139	\$ 324

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

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

	Year Ended December 31, 2021	Year Ended December 31, 2020
<b>Cash Flow</b>		
Cash paid for amounts included in the measurement of lease obligations:		
Operating cash flows for operating leases	\$ 422	\$ 499
Operating cash flows for finance leases	\$ 14	\$ 22
Financing cash flows for finance leases	\$ 186	\$ 48
Right-of-use assets obtained in exchange for lease obligations:		
Operating leases	\$ 28	\$ 14

Other information related to leases was as follows:

	December 31, 2021	December 31, 2020
<b>Other Information</b>		
Weighted-average remaining lease term (in years):		
Operating leases	7	7.3
Finance leases	5.8	3.5
Weighted-average discount rate:		
Operating leases	3.6%	3.7%
Finance leases	6.0%	6.4%

Maturities of lease liabilities as of December 31, 2021 are summarized as follows (in millions):

	<u>Operating Leases</u>	<u>Finance Leases</u>
2022	\$ 347	\$ 36
2023	308	28
2024	259	24
2025	175	23
2026	70	23
Thereafter	331	30
Total lease payments	1,490	164
Less amount representing interest	(179)	(25)
Total	\$ 1,311	\$ 139

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

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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  
Lines 47,48,49 col b  
Line 50, col b

Cross-Checks

Schedule 210  
= Line 66, col b  
= Line 67, col b  
= Line 68, col b

2. Report total operating expenses from Sched. 410. Any differences between this schedule and Sched. 410 must be explained on page 18.

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  
Line 14, col e

Schedule 410  
= Line 620, col h  
= Line 620, col f  
= Line 620, col g

4. All contra entries should be shown in parenthesis.

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.
		<b>ORDINARY ITEMS OPERATING INCOME</b>					
		<b>Railway Operating Income</b>					
1		(101) Freight	22,274,140	20,154,551	22,274,140		1
2		(102) Passenger					2
3		(103) Passenger-related					3
4		(104) Switching	53,904	53,684	53,904		4
5		(105) Water transfers					5
6		(106) Demurrage	207,476	193,279	207,476		6
7		(110) Incidental	364,053	141,188	364,053		7
8		(121) Joint facility - credit	13,622	13,819	13,622		8
9		(122) Joint facility - debit					9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	22,913,195	20,556,521	22,913,195		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		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	<b>22,913,195</b>	<b>20,556,521</b>	<b>22,913,195</b>		<b>13</b>
14	*	(531) Railway operating expenses	14,262,647	12,879,347	14,262,647		14
15	*	Net revenue from railway operations	8,650,548	7,677,174	8,650,548		15
		<b>OTHER INCOME</b>					
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	433,483	462,627			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	209,192	107,978			24
25		Income from affiliated companies: 519 a. Dividends (equity method)	8,000	10,000			25
26		b. Equity in undistributed earnings (losses)	38,298	36,079			26
27		<b>TOTAL OTHER INCOME (lines 16-26)</b>	<b>689,373</b>	<b>617,084</b>			<b>27</b>
28		<b>TOTAL INCOME (lines 15, 27)</b>	<b>9,339,921</b>	<b>8,294,258</b>			<b>28</b>
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>					
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	16,834	10,411			34
35		(553) Uncollectible accounts					35
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS</b>	<b>16,834</b>	<b>10,411</b>			<b>36</b>
37		Income available for fixed charges	9,323,087	8,283,847			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.
<b>FIXED CHARGES</b>					
38		(546) Interest on funded debt:			
		(a) Fixed interest not in default	23,526	33,909	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	3,556	1,820	40
41		(548) Amortization of discount on funded debt	1,255	1,460	41
42		TOTAL FIXED CHARGES (lines 38 through 41)	28,337	37,189	42
43		Income after fixed charges (line 37 minus line 42)	9,294,750	8,246,658	43
<b>OTHER DEDUCTIONS</b>					
44		(546) Interest on funded debt:			
		(c) Contingent interest			44
<b>UNUSUAL OR INFREQUENT ITEMS</b>					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before inc. taxes)	9,294,750	8,246,658	46
<b>PROVISIONS FOR INCOME TAXES</b>					
47	*	(556) Income taxes on ordinary income:			
		(a) Federal income taxes	1,481,086	1,416,696	47
48	*	(b) State income taxes	303,544	293,269	48
49	*	(c) Other income taxes	68	1,324	49
50	*	(557) Provision for deferred taxes	432,091	272,623	50
51		TOTAL PROVISION FOR INCOME TAXES (lines 47 through 52)	2,216,789	1,983,912	51
52		Income from continuing operations (line 46 minus line 51)	7,077,961	6,262,746	52
<b>DISCONTINUED OPERATIONS</b>					
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)	7,077,961	6,262,746	55
<b>EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>					
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)	7,077,961	6,262,746	61
62		Less: Net Income attributable to non-controlling interest			62
63		Net Income attributable to reporting railroad	7,077,961	6,262,746	63
64		Basic Earnings Per Share	N/A	N/A	64
65		Diluted Earnings Per Share	N/A	N/A	65
<b>RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)</b>					
66	*	Net revenues from railway operations	8,650,548	7,677,174	66
67	*	(556) Income taxes on ordinary income (-)	1,784,698	1,711,289	67
68	*	(557) Provision for deferred income taxes (-)	432,091	272,623	68
69		Income from lease of road and equipment (-)	4,096	12,848	69
70		Rent for leased roads and equipment (+)			70
71		Net railway operating income (loss)	6,429,663	5,680,414	71

Notes and Remarks For Schedules 210 and 220

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**210 A. CONSOLIDATED STATEMENT 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 (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
1		Net Income	7,077,961	6,262,746	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 loss arising during period	254,889	(48,082)	6
7		Less: amortization of prior service cost included in net periodic pension cost	(264)	(264)	7
8		Other Comprehensive Income (Loss)	(73)	1,396	8
9		Comprehensive Income (Loss)	7,332,513	6,215,796	9
10		Less: comprehensive income attributable to noncontrolling interest			10
11		Comprehensive Income attributable to reporting railroad (Loss)	7,332,513	6,215,796	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	21,448,507	381,270	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
CREDITS					
3		(602) Credit balance transferred from income	7,039,663	38,298	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL CREDITS	7,039,663	38,298	6
DEBITS					
7		(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings	4,477,391	1	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	4,477,391	1	13
14		Net increase (decrease) during year (Line 6 minus line 13)	2,562,272	38,297	14
15		Balances at close of year (lines 1, 2, and 14)	24,010,779	419,567	15
16		Balances from line 15 (c)	419,567	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	24,430,346		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
Amount of assigned Federal income tax consequences					
22		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		<b>NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8)</b>			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	7,077,961	6,262,746	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	(97,008)	(15,997)	11
12		Depreciation and amortization expenses	2,436,028	2,428,972	12
13		Net increase (decrease) in provision for Deferred Income Taxes	432,091	272,623	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(38,298)	(36,079)	14
15		Decrease (increase) in accounts receivable	50,015	109,337	15
16		Decrease (increase) in material and supplies and other current assets	(9,486)	6,252	16
17		Increase (decrease) in current liabilities other than debt	115,052	22,867	17
18		Increase (decrease) in other - net	(2,485,526)	(52,645)	18
19		<b>Net cash provided from continuing operations (lines 10 through 18)</b>	<b>7,480,829</b>	<b>8,998,076</b>	19
20		Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		<b>NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20)</b>	<b>7,480,829</b>	<b>8,998,076</b>	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	156,805	6,822	22
23		Capital expenditures	(2,911,119)	(3,062,503)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayment of investment and advances	1,088	31,695	25
26		Purchase price of long-term investment and advances		(104)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other - net	(71,674)	(16,053)	28
29		<b>NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)</b>	<b>(2,824,900)</b>	<b>(3,040,143)</b>	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		Principle payments of long-term debt	(217,069)	(120,055)	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	(4,477,391)	(5,843,300)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(4,694,460)	(5,963,355)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36)	(38,531)	(5,422)	37
38		Cash and cash equivalents at beginning of the year	551,879	557,301	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	513,348	551,879	39
		Footnotes to Schedule Cash paid during the year for:			
40		Interest (net of amount capitalized) *	26,348	41,982	40
41		Income taxes (net) *	1,922,728	1,572,292	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.
<b>CURRENT OPERATING ASSETS</b>				
1	Interline and other balances (705)	Sched. 200, line 5, col. b	30,507	1
2	Customers (706)	Sched. 200, line 6, col. b	906,123	2
3	Other (707)	Note A	92,993	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Lines 1 + 2 + 3	1,029,623	4
<b>OPERATING REVENUE</b>				
5	Railway operating revenue	Sched. 210, line 13, col. b	22,913,195	5
6	Rent income	Note B	223,250	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	23,136,445	7
8	Average daily operating revenues	Line 7 ÷ 360 days	64,268	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
<b>CURRENT OPERATING LIABILITIES</b>				
11	Interline and other balances (752)	Sched. 200, line 30, col. b	8,583	11
12	Audited accounts and wages payable (753)	Note A	178,083	12
13	Accounts payable - other (754)	Note A	338,237	13
14	Other taxes accrued (761.5)	Note A	549,180	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of lines 11 through 14	1,074,083	15
<b>OPERATING EXPENSES</b>				
16	Railway operating expenses	Sched. 210, line 14, col. b	14,262,647	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317 col h	2,404,991	17
18	Cash related operating expenses	Line 16 + line 6 - line 17	12,080,906	18
19	Average daily expenditures	Line 18 ÷ 360 days	33,558	19
20	Days of operating expenses in current operating liabilities	Line 15 ÷ line 19	32	20
21	Days of working capital required	Line 10 - line 20 (Note C)	0	21
22	Cash working capital required	Line 21 x line 19	0	22
23	Cash and temporary cash balance	Sched. 200, line 1 + line 2, col. b	513,348	23
24	Cash working capital allowed	Lesser of line 22 or line 23	0	24
<b>MATERIALS AND SUPPLIES</b>				
25	Total materials and supplies (712)	Note A	864,065	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	864,065	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	864,065	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 AND 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:
 

Sym| 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			VII	Railmarketplace.com, Inc.	Preferred	15.86	23
24			X	PTC 220, LLC	LLC	14.29	24
25							25
26				Total Class A-3			26
27							27
28				Total Class A			28
29							29
30	721	E-1	VII	Port Terminal Railroad Association	Association	N/A	30
31			VII	Wichita Terminal Association	Association	N/A	31
32							32
33				Total Class E-1			33
34							34
35	721	E-3	VIII	Health Transformation Alliance	Cooperative	N/A	35
36							36
37				Total Class E-3			37
38							38
39				Total Class E			39
40							40
41				Total			41

## 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 1 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	105	64	(44)	125				3
4	18,439	2,813	(1,215)	20,037				4
5	7,657	1,448		9,105				5
6	19	26		45				6
7	1,805	84		1,889				7
8								8
9	9,050	87	(144)	8,993				9
10	1,231	1,268	(71)	2,428				10
11	150			150				11
12	981		(17)	964				12
13								13
14	54,491	9,825	(8,150)	56,166				14
15	702,837	46,243		749,080				15
16	123		(7)	116				16
17								17
18								18
19	811,788	61,858	(9,648)	863,998				19
20								20
21	6,893			6,893				21
22	21,728	9,000	(9,096)	21,632				22
23								23
24	15,701	818	(658)	15,861				24
25								25
26	44,322	9,818	(9,754)	44,386				26
27								27
28	856,110	71,676	(19,402)	908,384				28
29								29
30	1,100			1,100				30
31	4			4				31
32								32
33	1,104			1,104				33
34								34
35	5			5				35
36								36
37	5			5				37
38								38
39	1,109			1,109				39
40								40
41	857,219	71,676	(19,402)	909,493				41

Note: Column (h) includes equity method accounting for losses. Line 14, column (h), includes \$8,000K 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 Corporation	25.00
BNSF Railway Co.	16.67
Illinois Central Railroad Co.	16.67
Soo Line Railroad Co.	8.33
Union Pacific Railroad Co.	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	60.00
	BNSF Railway Company	40.00
		<u>100.00</u>
11	ST JOSEPH TERMINAL RAILROAD COMPANY	
	BNSF Railway Company	50.00
	Union Pacific Railroad Company	50.00
		<u>100.00</u>
12	SUNSET RAILWAY COMPANY	
	BNSF Railway Company	50.00
	Union Pacific Railroad Company	50.00
		<u>100.00</u>
13	TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS	
	Union Pacific Railroad Company	42.84
	BNSF Railway Company	14.29
	CSX Transportation, Inc.	14.29
	Illinois Central Railroad Company	14.29
	Norfolk Southern Railway Company	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	66.60
	BNSF Railway Company	33.30
	Texas City Terminal Railway Company	0.10
		<u>100.00</u>
15	TTX COMPANY	
	Union Pacific Railroad Company	36.79
	CSX Transportation, Inc.	19.65
	Norfolk Southern Railway Company	19.65
	BNSF Railway Company	17.30
	Canadian National Railway Company	3.15
	Canadian Pacific Limited	1.57
	Pan Am Railways	0.63
	Kansas City Southern Railway Company	0.63
	FXE Railroad	0.63
		<u>100.00</u>
	250 voting shares are held by TTX Company	
16	WICHITA UNION TERMINAL RAILWAY COMPANY	
	BNSF Railway Company	66.67
	Union Pacific Railroad Company	33.33
		<u>100.00</u>
21	KINDER MORGAN ENERGY PARTNERS L.P.	
	Various	99.50
	BNSF Railway Company	0.50
		<u>100.00</u>
22	Meteorcomm, LLC	
	BNSF Communications, Inc. (BNSF Railway Company)	25.00
	Ekanet, Inc. (Union Pacific Railroad Company)	25.00
	CSX Transportation, Inc.	25.00
	NS Spectrum Corporation (Norfolk Southern Company)	25.00
		<u>100.00</u>

## 310. NOTES AND REMARKS

	<u>% Ownership</u>
23	
RAILMARKETPLACE.COM, INC.	
BNSF Railway Company	15.86
Canadian National Railway Company	15.86
Canadian Pacific Railway Company	15.86
CSX Transportation, Inc.	15.86
Norfolk Southern Railway	15.86
Union Pacific Railroad Company	15.86
GE Information Services, Inc.	4.84
	<u>100.00</u>
24	
PTC 220, LLC	
BNSF Spectrum, Inc. (BNSF Railway Company)	14.29
CSX Intellectual Properties Corp. (CSX Transportation, Inc.)	14.29
GTC Spectrum(Canadian National Railway Company)	14.29
KSC Spectrum (Kansas City Southern Railway Company)	14.29
Canadian Pacific Railway Company	14.28
Ekanet, Inc. (Union Pacific Railroad Company)	14.28
NS Spectrum Corporation (Norfolk Southern Company)	14.28
	<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.
	Carriers: (List specifics for each company)							
1	Alameda Belt Line							1
2	Belt Railway Company of Chicago, The	14,900					14,900	2
3	Central California Traction Company	105	64	(44)			125	3
4	Houston Belt & Terminal Railway Company	18,439	2,813	(1,215)			20,037	4
5	Kansas City Terminal Railway Company	7,657	27	1,421			9,105	5
6	Longview Switching Company	19		26			45	6
7	MT Properties Inc.	1,805		84			1,889	7
8	Oakland Terminal Railway							8
9	Paducah & Illinois Railroad Company	9,050	87	(144)			8,993	9
10	Portland Terminal Railroad Company	1,231	1,268	(71)			2,428	10
11	St. Joseph Terminal Railroad Company	150					150	11
12	Sunset Railway Company	981		(17)			964	12
13	Terminal Railroad Association of St. Louis							13
14	Texas City Terminal Railway Company	54,491	(150)	1,825			56,166	14
15	TTX Company	702,837	49	46,194			749,080	15
16	Wichita Union Terminal Railway Company	123		(7)			116	16
17								17
18	TOTAL CARRIERS							18
19		811,788	4,158	48,052			863,998	19
20	Noncarriers: (List specifics for each company)							20
21	Kinder Morgan Energy Partners LP	6,893					6,893	21
22	Meteorcomm, LLC	21,728	9,000	(9,096)			21,632	22
23	PTC 220, LLC	15,701	818	(658)			15,861	23
24								24
25								25
26								26
27	TOTAL NON-CARRIERS	44,322	9,818	(9,754)			44,386	27
28								28
29	TOTAL INVESTMENTS IN COMMON STOCK	856,110	13,976	38,298			908,384	29
30								30
31								31

Note: Column (d) Line 14 is net of approximately \$8,000K 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 retires 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	6,211,857			1
2	3	(3) Grading	11,853,308			2
3	4	(4) Other right-of-way expenditures	63,368			3
4	5	(5) Tunnels and subways	534,834			4
5	6	(6) Bridges, trestles and culverts	5,011,277			5
6	7	(7) Elevated structures				6
7	8	(8) Ties	6,981,146			7
8	9	(9) Rail and other track material	14,016,988			8
9	11	(11) Ballast	5,651,533			9
10	13	(13) Fences, snowsheds and signs	123,952			10
11	16	(16) Station and office buildings	669,481			11
12	17	(17) Roadway buildings	55,000			12
13	18	(18) Water stations	10,829			13
14	19	(19) Fuel stations	479,999			14
15	20	(20) Shops and enginehouses	706,429			15
16	22	(22) Storage warehouses				16
17	23	(23) Wharves and docks	16,709			17
18	24	(24) Coal and ore wharves	94,505			18
19	25	(25) TOFC/COFC terminals	2,020,409			19
20	26	(26) Communications systems	1,012,862			20
21	27	(27) Signals and interlockers	5,420,080			21
22	29	(29) Power plants	2,297			22
23	31	(31) Power transmission systems	88,137			23
24	35	(35) Miscellaneous structures	50,371			24
25	37	(37) Roadway machines	1,017,371			25
26	39	(39) Public improvements - construction	853,807			26
27	44	(44) Shop machinery	286,657			27
28	45	(45) Power plant machinery	3,063			28
29		Other lease/rentals				29
30		TOTAL EXPENDITURES FOR ROAD	63,236,269			30
31	52	(52) Locomotives	8,439,712			31
32	53	(53) Freight train cars	2,319,319			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	692,313			36
37	58	(58) Miscellaneous equipment	726,975			37
38	59	(59) Computer systems & word processing equipment	1,250,018			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	13,435,701			39
40	76	(76) Interest during construction				40
41	80	(80) Other elements of investment				41
42	90	(90) Construction work in progress	906,563			42
43		GRAND TOTAL	77,578,533			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	126,136	56,844	69,292	6,281,149	1
2	3	21,249	4,724	16,525	11,869,833	2
3	4	6,617	580	6,037	69,405	3
4	5	25	(4)	29	534,863	4
5	6	171,898	11,759	160,139	5,171,416	5
6	7					6
7	8	395,352	13,739	381,613	7,362,759	7
8	9	521,428	53,014	468,414	14,485,402	8
9	11	436,402	10,124	426,278	6,077,811	9
10	13	1,503	801	702	124,654	10
11	16	19,536	15,138	4,398	673,879	11
12	17	32	(2)	34	55,034	12
13	18	16		16	10,845	13
14	19	12,716	21,242	(8,526)	471,473	14
15	20	62,409	24,069	38,340	744,769	15
16	22					16
17	23				16,709	17
18	24	1,751	626	1,125	95,630	18
19	25	222,703	25,478	197,225	2,217,634	19
20	26	48,431	77,316	(28,885)	983,977	20
21	27	204,382	41,850	162,532	5,582,612	21
22	29				2,297	22
23	31	2,287	(18)	2,305	90,442	23
24	35	586	14,323	(13,737)	36,634	24
25	37	81,632	39,160	42,472	1,059,843	25
26	39	14,024	1,591	12,433	866,240	26
27	44	5,809	(14,980)	20,789	307,446	27
28	45				3,063	28
29						29
30		2,356,924	397,374	1,959,550	65,195,819	30
31	52	228,509	172,646	55,863	8,495,575	31
32	53	25,242	36,877	(11,635)	2,307,684	32
33	54					33
34	55				7,364	34
35	56					35
36	57	10,477	3,522	6,955	699,268	36
37	58	76,336	9,799	66,537	793,512	37
38	59	230,349	51,038	179,311	1,429,329	38
39		570,913	273,882	297,031	13,732,732	39
40	76					40
41	80					41
42	90	75,832		75,832	982,395	42
43		3,003,669	671,256	2,332,413	79,910,946	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 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)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
ROAD								
1	(3) Grading	11,853,308	11,869,833	1.05%				1
2	(4) Other right-of-way expenditures	63,368	69,405	3.03%				2
3	(5) Tunnels and subways	534,834	534,863	1.00%				3
4	(6) Bridges, trestles and culverts	5,011,277	5,171,416	1.41%				4
5	(7) Elevated structures							5
6	(8) Ties	6,981,146	7,362,759	4.06%	TOTAL ROAD AND			6
7	(9) Rail and other track material	14,016,988	14,485,402	2.66%	EQUIPMENT LEASED FROM			7
8	(11) Ballast	5,651,533	6,077,811	3.93%	OTHERS IS LESS THAN 5%			8
9	(13) Fences, snowsheds and signs	123,952	124,654	1.47%	OF TOTAL OWNED			9
10	(16) Station and office buildings	669,481	673,879	2.63%				10
11	(17) Roadway buildings	55,000	55,034	3.85%				11
12	(18) Water stations	10,829	10,845	2.50%				12
13	(19) Fuel stations	479,999	471,473	3.33%				13
14	(20) Shops and enginehouses	706,429	744,769	2.04%				14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	16,709	16,709	2.50%				16
17	(24) Coal and ore wharves	94,505	95,630	2.00%				17
18	(25) TOFC/COFC terminals	2,020,409	2,217,634	2.95%				18
19	(26) Communications systems	1,012,862	983,977	4.61%				19
20	(27) Signals and interlockers	5,420,080	5,582,612	4.01%				20
21	(29) Power plants	2,297	2,297	2.86%				21
22	(31) Power transmission systems	88,137	90,442	2.25%				22
23	(35) Miscellaneous structures	50,371	36,634	2.50%				23
24	(37) Roadway machines	1,017,371	1,059,843	5.95%				24
25	(39) Public improvements - construction	853,807	866,240	2.70%				25
26	(44) Shop machinery	286,657	307,446	2.72%				26
27	(45) Power plant machinery	3,063	3,063	4.76%				27
28	All other road accounts							28
29	Amortization (other than def. projects)							29
30	TOTAL ROAD	57,024,412	58,914,670	3.10%				30
EQUIPMENT								
31	(52) Locomotives	8,439,712	8,495,575	5.35%				31
32	(53) Freight train cars	2,319,319	2,307,684	2.92%				32
33	(54) Passenger train cars							33
34	(55) Highway revenue equipment	7,364	7,364	7.50%				34
35	(56) Floating equipment							35
36	(57) Work equipment	692,313	699,268	2.18%				36
37	(58) Miscellaneous equipment	726,975	793,512	7.57%				37
38	(59) Computer systems & WP equipment	1,250,018	1,429,329	8.79%				38
39	TOTAL EQUIPMENT	13,435,701	13,732,732	5.20%				39
40	GRAND TOTAL	70,460,113	72,647,402	N/A			NA	40

STB approved rates were implemented in 2021 for Track (8, 9 and 11) and Loco (52) ICCs

**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. 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)		
<b>ROAD</b>									
1	3	(3) Grading	1,212,021	125,482		3,707		1,333,796	1
2	4	(4) Other right-of-way expenditures	12,491	2,339		589		14,241	2
3	5	(5) Tunnels and subways	98,681	9,149		(4)		107,834	3
4	6	(6) Bridges, trestles and culverts	755,041	87,508		11,705		830,844	4
5	7	(7) Elevated structures							5
6	8	(8) Ties	842,708	364,051	2,712	51,151		1,158,320	6
7	9	(9) Rail and other track material	2,600,319	396,294	3,688	42,442		2,957,859	7
8	11	(11) Ballast	35,508	288,723	2,687	11,864		315,054	8
9	13	(13) Fences, snowsheds and signs	17,487	2,103		802		18,788	9
10	16	(16) Station and office buildings	104,548	11,900	5,984	15,056		107,376	10
11	17	(17) Roadway buildings	21,092	1,092	549	(2)		22,735	11
12	18	(18) Water stations	6,856	261		844		6,273	12
13	19	(19) Fuel stations	141,782	17,526		21,333		137,975	13
14	20	(20) Shops and enginehouses	150,079	16,862	249	23,988		143,202	14
15	22	(22) Storage warehouses							15
16	23	(23) Wharves and docks	4,829	426				5,255	16
17	24	(24) Coal and ore wharves	13,089	2,146		626		14,609	17
18	25	(25) TOFC/COFC terminals	509,858	66,970		24,276		552,552	18
19	26	(26) Communications systems	359,696	24,524	12,333	77,440		319,113	19
20	27	(27) Signals and interlockers	1,720,592	232,894		42,240		1,911,246	20
21	29	(29) Power plants	1,859	(30)				1,829	21
22	31	(31) Power transmission systems	14,776	2,349		(18)		17,143	22
23	35	(35) Miscellaneous structures	26,939	642		14,322		13,259	23
24	37	(37) Roadway machines	415,403	36,331	18,270	39,385		430,619	24
25	39	(39) Public improvements - const.	141,647	27,727		1,696		167,678	25
26	44	(44) Shop machinery	77,834	6,021	89	(15,022)		98,966	26
27	45	(45) Power plant machinery	1,462	134		6		1,590	27
28		All other road accounts							28
29		Amortization (adjustments)							29
30		<b>TOTAL ROAD</b>	<b>9,286,597</b>	<b>1,723,424</b>	<b>46,561</b>	<b>368,426</b>		<b>10,688,156</b>	<b>30</b>
<b>EQUIPMENT</b>									
31	52	(52) Locomotives	2,728,790	446,485	2,341	176,714		3,000,902	31
32	53	(53) Freight train cars	380,414	69,739	1,328	30,298		421,183	32
33	54	(54) Passenger train cars							33
34	55	(55) Highway revenue equipment	1,718	1,024				2,742	34
35	56	(56) Floating equipment							35
36	57	(57) Work equipment	209,644	14,219	2,504	1,807		224,560	36
37	58	(58) Miscellaneous equipment	270,642	46,803	8,242	9,176		316,511	37
38	59	(59) Computer systems & WP equip.	517,151	97,943	17,248	48,635		583,707	38
39		Amortization (adjustments)							39
40		<b>TOTAL EQUIPMENT</b>	<b>4,108,359</b>	<b>676,213</b>	<b>31,663</b>	<b>266,630</b>		<b>4,549,605</b>	<b>40</b>
41		<b>GRAND TOTAL</b>	<b>13,394,956</b>	<b>2,399,637</b>	<b>78,224</b>	<b>635,056</b>		<b>15,237,761</b>	<b>41</b>

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	63,237	10,498		13,750		59,985	39	

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

NOTES AND REMARKS FOR SCHEDULE 342

**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 respondent. 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	23,825	79,910,946	15,237,761	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	1,408	754	10
11	O	Arkansas-Oklahoma Railroad	10	683	311	11
12	O	Burlington Junction Railway	7	5,281	4,526	12
13	O	Canadian National Railway	15	38,650	6,136	13
14	O	Central Washington Railroad	40	17,910	3,061	14
15	O	Columbia and Walla Walla Railroad	10	87	55	15
16	O	Dakota Northern Railroad	60	2,954	2,681	16
17	O	Industry	10	3,096	1,808	17
18	O	Kaw River Railroad	16	5,934	2,672	18
19	O	Lubbock and Western Railroad	3	181	66	19
20	O	Minnesota Commercial Railway	18	1,828	1,173	20
21	O	Minnesota National Guard	8	236	313	21
22	O	Nebraska, Kansas & Colorado Railway	45	1,088	2,895	22
23	O	Northern Lines Railway	15	2,831	1,281	23
24	O	Olympia & Belmore Railroad	6	300	128	24
25	O	Portland & Western Railroad	77	16,090	8,299	25
26	O	R.J. Corman Railroad Group		8,173	2,382	26
27	O	Red River Valley & Western Railway	445	9,450	15,109	27
28	O	Richmond Pacific Railroad		1,193	472	28
29	O	San Joaquin Valley Railway	2	2,090	843	29
30	O	South Kansas & Oklahoma Railroad	6	791	35	30
31	O	Stillwater Central Railroad	11	1,376	448	31
32	O	St. Paul & Pacific Northwest Railroad	88	30,182	5,997	
33	O	Union Pacific Railroad	5	342	279	
34		Total Leased to or Operated by Others	924	152,154	61,724	32
35						33
36		Net Deductions	(884)	(152,154)	(61,724)	34
37		TOTAL	22,941	79,758,792	15,176,037	35

\*\* 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	6,281,149			64,377	1
2		(3) Grading	11,869,833			6,802	2
3		(4) Other right-of-way expenditures	69,405			167	3
4		(5) Tunnels and subways	534,863			241	4
5		(6) Bridges, trestles and culverts	5,171,416			6,825	5
6		(7) Elevated structures					6
7		(8) Ties	7,362,759			14,726	7
8		(9) Rail and other track material	14,485,402			33,720	8
9		(11) Ballast	6,077,811			14,086	9
10		(13) Fences, snowsheds and signs	124,654			164	10
11		(16) Station and office buildings	673,879			1,491	11
12		(17) Roadway buildings	55,034			59	12
13		(18) Water stations	10,845				13
14		(19) Fuel stations	471,473			184	14
15		(20) Shops and enginehouses	744,769			238	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	16,709				17
18		(24) Coal and ore wharves	95,630				18
19		(25) TOFC/COFC terminals	2,217,634			230	19
20		(26) Communications systems	983,977			1,369	20
21		(27) Signals and interlockers	5,582,612			4,996	21
22		(29) Power plants	2,297				22
23		(31) Power transmission systems	90,442			189	23
24		(35) Miscellaneous structures	36,634				24
25		(37) Roadway machines	1,059,843				25
26		(39) Public improvements - construction	866,240			2,235	26
27		(44) Shop machinery	307,446			55	27
28		(45) Power plant machinery	3,063				28
29		Leased property (capitalized rentals)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	65,195,819			152,154	31
32		(52) Locomotives	8,495,575				32
33		(53) Freight train cars	2,307,684				33
34		(54) Passenger train cars					34
35		(55) Highway revenue equipment	7,364				35
36		(56) Floating equipment					36
37		(57) Work equipment	699,268				37
38		(58) Miscellaneous equipment	793,512				38
39		(59) Computer systems & word processing equipment	1,429,329				39
40		TOTAL EQUIPMENT	13,732,732				40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction work in progress	982,395				43
44		GRAND TOTAL	79,910,946			152,154	44

**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 620, column (g)	= Line 14, column (e)	through 135, column (f)	= Line 29, column (c)
	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)
		Lines 311, 312, 315, 316, column (f)	= Lines 32, 35, 36, 37, 40, 41, column (f)
			And
	Schedule 417		Schedule 414
Line 507, column (f)	= Line 1, column (j)		Minus line 24, columns (b) through (d)
Line 508, column (f)	= Line 2, column (j)		plus line 24, columns (e) through (g)
Line 509, column (f)	= Line 3, column (j)		
Line 510, column (f)	= Line 4, column (j)		Schedule 415
Line 511, column (f)	= Line 5, column (j)		
Line 512, column (f)	= Line 6, column (j)		
Line 513, column (f)	= Line 7, column (j)	Line 213, column (f)	= Lines 5, 38, columns (c) and (d)
Line 514, column (f)	= Line 8, column (j)	Line 232, column (f)	= Lines 24, 39, columns (c) and (d)
Line 515, column (f)	= Line 9, column (j)	Line 317, column (f)	= Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)
Line 516, column (f)	= Line 10, column (j)		
Line 517, column (f)	= Line 11, column (j)		
Schedule 450	Schedule 210	Line 202, 203, 216, column (f) , equal to or greater than, but variance cannot exceed line 216, column (f)	Lines 5, 38, column (b)
Line 4, column (b)	= Line 47, column (b)		
		Lines 221, 222, 235, column (f), equal to or greater than, but variance cannot exceed line 235, column (f)	Lines 24, 39, column (b)
		Lines 302 through 307 and 320, column (f) equal to or greater than, but variance cannot exceed line 320, column (f)	Lines 32, 35, 36, 37, 40, 41, column (b)

**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.
		<b>WAYS &amp; STRUCTURES</b>								
		<b>ADMINISTRATION</b>								
1		Track	75,139	21,256	16,334	10,128	122,857		122,857	1
2		Bridge & building	25,958	7,338	5,581	3,472	42,349		42,349	2
3		Signal	17,760	5,020	3,820	2,375	28,975		28,975	3
4		Communication	4,099	1,159	881	557	6,696		6,696	4
5		Other	13,661	3,861	2,937	1,828	22,287		22,287	5
		<b>REPAIRS AND MAINTENANCE</b>								
6		Roadway - running	53,574	12,390	14,648	1,043	81,655		81,655	6
7		Roadway - switching	15,996	3,701	4,375	312	24,384		24,384	7
8		Tunnels & subways - running			165		165		165	8
9		Tunnels & subways - switching			49		49		49	9
10		Bridges & culverts - running	21,357	584	9,320	4,783	36,044		36,044	10
11		Bridges & culverts - switching	6,353	175	2,783	1,429	10,740		10,740	11
12		Ties - running	15,492	462	2,494	182	18,630		18,630	12
13		Ties - switching	4,620	131	645	54	5,450		5,450	13
14		Rail & other track material - running	107,218	17,733	53,041	6,373	184,365		184,365	14
15		Rail & other track material - switching	31,999	5,294	15,815	1,904	55,012		55,012	15
16		Ballast - running	29,929	209	12,563	225	42,926		42,926	16
17		Ballast - switching	8,943	63	3,752	67	12,825		12,825	17
18		Road property damaged - running								18
19		Road property damaged - switching								19
20		Road property damaged - other								20
21		Signals & interlockers - running	67,869	12,212	8,207	1,900	90,188		90,188	21
22		Signals & interlockers - switching	20,264	3,647	2,766	252	26,929		26,929	22
23		Communications systems	22,753	9,035	(6,278)	4	25,514		25,514	23
24		Power systems	6,471		2,288		8,759		8,759	24
25		Highway grade crossings - running	2,633		921		3,554		3,554	25
26		Highway grade crossings - switching	786		275		1,061		1,061	26
27		Station & office buildings	5,823	814	47,319	5	53,961		53,961	27
28		Shop buildings - locomotives	1,922	1,235	8,458		11,615		11,615	28
29		Shop buildings - freight cars	1,660	1,065	7,374		10,099	N/A	10,099	29
30		Shop buildings - other equipment	5,155	3,310	22,681		31,146		31,146	30

**410. RAILWAY OPERATING EXPENSES - (Continued)**

(Dollars in Thousands)

42

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	1,144	340	17,246		18,730		18,730	101
102		Miscellaneous buildings & structures	915	1,219	2,322	15	4,471		4,471	102
103		Coal terminals						N/A		103
104		Ore terminals	217				217	N/A	217	104
105		Other marine terminals	5,203	473			5,676	N/A	5,676	105
106		TOFC/COFC terminals		570	21,123		21,693	N/A	21,693	106
107		Motor vehicle loading & distribution facilities						N/A		107
108		Facilities for other specialized service operations						N/A		108
109		Roadway machines	3,979	19,998	4,200		28,177		28,177	109
110		Small tools & supplies		32,993	5,588	2,784	41,365		41,365	110
111		Snow removal	9,234	1,202	615	313	11,364		11,364	111
112		Fringe benefits - running	N/A	N/A	N/A	173,239	173,239		173,239	112
113		Fringe benefits - switching	N/A	N/A	N/A	52,725	52,725		52,725	113
114		Fringe benefits - other	N/A	N/A	N/A	25,106	25,106		25,106	114
115		Casualties & insurance - running	N/A	N/A	N/A	5,544	5,544		5,544	115
116		Casualties & insurance - switching	N/A	N/A	N/A	1,671	1,671		1,671	116
117		Casualties & insurance - other	N/A	N/A	N/A	1,583	1,583		1,583	117
118	*	Lease rentals - debit - running	N/A	N/A	1,739	N/A	1,739		1,739	118
119	*	Lease rentals - debit - switching	N/A	N/A	520	N/A	520		520	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	7,512	N/A	7,512		7,512	124
125		Joint facility rent - debit - switching	N/A	N/A	485	N/A	485		485	125
126		Joint facility rent - debit - other	N/A	N/A	81	N/A	81		81	126
127		Joint facility rent - (credit) - running	N/A	N/A	(15,312)	N/A	(15,312)		(15,312)	127
128		Joint facility rent - (credit) - switching	N/A	N/A	(1,720)	N/A	(1,720)		(1,720)	128
129		Joint facility rent - (credit) - other	N/A	N/A	(172)	N/A	(172)		(172)	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

Railroad Annual Report R-1

Road Initials: BNSF

Year: 2021

**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	812,558	812,558		812,558	136
137	*	Depreciation - switching	N/A	N/A	N/A	242,711	242,711		242,711	137
138	*	Depreciation - other	N/A	N/A	N/A	667,737	667,737		667,737	138
139		Joint facility - debit - running	N/A	N/A	155,937	N/A	155,937		155,937	139
140		Joint facility - debit - switching	N/A	N/A	31,041	N/A	31,041		31,041	140
141		Joint facility - debit - other	N/A	N/A		N/A				141
142		Joint facility - (credit) - running	N/A	N/A	(54,390)	N/A	(54,390)		(54,390)	142
143		Joint facility - (credit) - switching	N/A	N/A	(12,549)	N/A	(12,549)		(12,549)	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	(3)	331	3,112	743	4,183		4,183	148
149		Other - switching	2	100	947	226	1,275		1,275	149
150		Other - other	(3)	90	450	108	645		645	150
151		<b>TOTAL WAY AND STRUCTURES</b>	<b>588,122</b>	<b>168,010</b>	<b>411,989</b>	<b>2,023,956</b>	<b>3,192,077</b>		<b>3,192,077</b>	<b>151</b>
		EQUIPMENT LOCOMOTIVES								
201		Administration	14,066	10,510	187,444	7,853	219,873		219,873	201
202	*	Repair & maintenance	215,913	270,203	207,718	942	694,776		694,776	202
203	*	Machinery repair	382	2,384	287		3,053		3,053	203
204		Equipment damaged	878	44			922		922	204
205		Fringe benefits	N/A	N/A	N/A	95,288	95,288		95,288	205
206		Other casualties & insurance	N/A	N/A	N/A	2,127	2,127		2,127	206
207	*	Lease rentals - debit	N/A	N/A	176,958	N/A	176,958		176,958	207
208	*	Lease rentals - (credit)	N/A	N/A	(229)	N/A	(229)		(229)	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	450,080	450,080		450,080	213
214		Joint facility - debit	N/A	N/A	5,489	N/A	5,489		5,489	214
215		Joint facility - (credit)	N/A	N/A		N/A				215
216	*	Repairs billed to others - (credit)	N/A	N/A	(12,953)	N/A	(12,953)		(12,953)	216

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

44

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		1,805	70	514	2,389		2,389	218
219		TOTAL LOCOMOTIVES	231,239	284,946	564,784	556,804	1,637,773		1,637,773	219
		FREIGHT CARS								
220		Administration	8,674	6,482	115,592	4,842	135,590	N/A	135,590	220
221	*	Repair & maintenance	125,439	180,213	116,228	35,623	457,503	N/A	457,503	221
222	*	Machinery repair	235	1,470	177		1,882	N/A	1,882	222
223		Equipment damaged	66			11,232	11,298	N/A	11,298	223
224		Fringe benefits	N/A	N/A	N/A	56,659	56,659	N/A	56,659	224
225		Other casualties & insurance	N/A	N/A	N/A	1,235	1,235	N/A	1,235	225
226	*	Lease rentals - debit	N/A	N/A	212,455	N/A	212,455	N/A	212,455	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	486,366	N/A	486,366	N/A	486,366	230
231	*	Other rents - (credit)	N/A	N/A	(205,817)	N/A	(205,817)	N/A	(205,817)	231
232	*	Depreciation	N/A	N/A	N/A	71,838	71,838	N/A	71,838	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	(202,798)	N/A	(202,798)	N/A	(202,798)	235
236		Dismantling retired property						N/A		236
237		Other		1,114	43	316	1,473	N/A	1,473	237
238		TOTAL FREIGHT CARS	134,414	189,279	522,246	181,745	1,027,684	N/A	1,027,684	238
		OTHER EQUIPMENT								
301		Administration	702	524	9,373	393	10,992		10,992	301
		Repair & maintenance:								
		Trucks, trailers, & containers - revenue service			6,092		6,092	N/A	6,092	302
303	*	Floating equipment - revenue service						N/A		303
304	*	Passenger & other revenue equipment	6,127	518			6,645		6,645	304
305	*	Computers and data processing equipment		12			12		12	305
306	*	Machinery	19	119	15		153		153	306
307	*	Work & other non-revenue equipment	13,925	2,277	2,242	32	18,476		18,476	307
308		Equipment damaged			10,959	3,237	14,196		14,196	308
309		Fringe benefits	N/A	N/A	N/A	9,271	9,271	N/A	9,271	309
310		Other casualties & insurance	N/A	N/A	N/A	555	555		555	310
311	*	Lease rentals - debit	N/A	N/A	1,507	N/A	1,507		1,507	311
312	*	Lease rentals - (credit)	N/A	N/A		N/A				312

Railroad Annual Report R-1

Road Initials: BNSF  
Year: 2021

**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	160,067	160,067		160,067	317
318		Joint facility - debit	N/A	N/A	104	N/A	104		104	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		90	4	25	119		119	322
323		TOTAL OTHER EQUIPMENT	20,773	3,540	30,296	173,580	228,189		228,189	323
324		TOTAL EQUIPMENT	386,426	477,765	1,117,326	912,129	2,893,646		2,893,646	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	121,409	5,252	38,841	13,327	178,829		178,829	401
402		Engine crews	685,154		84,402		769,556		769,556	402
403		Train crews	584,529		88,175		672,704		672,704	403
404		Dispatching trains	56,460		(461)		55,999		55,999	404
405		Operating signals & interlockers			5,825		5,825		5,825	405
406		Operating drawbridges	4,882				4,882		4,882	406
407		Highway crossing protection	1		8,259		8,260		8,260	407
408		Train inspection & lubrication	60,827				60,827		60,827	408
409		Locomotive fuel		2,532,765			2,532,765		2,532,765	409
410		Electric power produced or purchased for motive power								410
411		Servicing locomotives	57,130	131	(6,975)		50,286		50,286	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A					412
413		Clearing wrecks			49,373		49,373		49,373	413
414		Fringe benefits	N/A	N/A	N/A	586,904	586,904		586,904	414
415		Other casualties & insurance	N/A	N/A	N/A	45,660	45,660		45,660	415
416		Joint facility - debit	N/A	N/A	4,906	N/A	4,906		4,906	416
417		Joint facility - (credit)	N/A	N/A	(1,705)	N/A	(1,705)		(1,705)	417
418		Other	2,326	1,701	438,700	3,309	446,036		446,036	418
419		TOTAL TRAIN OPERATIONS	1,572,718	2,539,849	709,340	649,200	5,471,107		5,471,107	419
		YARD OPERATIONS								
420		Administration	12,142	502	5,041	1,155	18,840		18,840	420
421		Switch crews	267,038	88	53,738		320,864		320,864	421

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

46

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	41,276		758		42,034		42,034	422
423		Yard and terminal clerical	96	55	943		1,094		1,094	423
424		Operating switches, signals, retarders, & humps			291		291		291	424
425		Locomotive fuel		86,412			86,412		86,412	425
426		Electric power electric power produced or purchased for motive power								426
427		Servicing locomotives	6,250				6,250		6,250	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	131,588	131,588		131,588	430
431		Other casualties & insurance	N/A	N/A	N/A	9,465	9,465		9,465	431
432		Joint facility - debit	N/A	N/A	17,694	N/A	17,694		17,694	432
433		Joint facility - (credit)	N/A	N/A		N/A				433
434		Other		33	213		246		246	434
435		<b>TOTAL YARD OPERATIONS</b>	<b>326,802</b>	<b>87,090</b>	<b>78,678</b>	<b>142,208</b>	<b>634,778</b>		<b>634,778</b>	<b>435</b>
TRAIN & YARD OPERATIONS COMMON:										
501		Cleaning car interiors	2,619		3,745	N/A	6,364		6,364	501
502		Adjusting & transferring loads			3,673	N/A	3,673	N/A	3,673	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	28,074	28,074		28,074	504
505		Fringe benefits	N/A	N/A	N/A	1,029	1,029		1,029	505
506		<b>TOTAL TRAIN &amp; YARD OPERATIONS COMMON:</b>	<b>2,619</b>		<b>7,418</b>	<b>29,103</b>	<b>39,140</b>		<b>39,140</b>	<b>506</b>
SPECIALIZED SERVICE OPERATIONS										
507	*	Administration	4,856	196	2,016	461	7,529	N/A	7,529	507
508	*	Pickup & delivery and marine line haul			53,093		53,093	N/A	53,093	508
509	*	Loading & unloading and local marine	42,883	27,201	368,519	285	438,888	N/A	438,888	509
510	*	Protective services	137	8,339	289	101	8,866	N/A	8,866	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	19,668	19,668	N/A	19,668	512
513	*	Casualties & insurance	N/A	N/A	N/A	228	228	N/A	228	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	*	<b>TOTAL SPECIALIZED SERVICE OPERATIONS</b>	<b>47,876</b>	<b>35,736</b>	<b>423,917</b>	<b>20,743</b>	<b>528,272</b>	<b>N/A</b>	<b>528,272</b>	<b>517</b>

Railroad Annual Report R-1

Road Initials: BNSF  
Year: 2021

**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	104,412	4,221	43,353	21,791	173,777		173,777	518
519		Employees performing clerical & accounting functions	6,281	363	1,366	103	8,113		8,113	519
520		Communication systems operations	785	3	19,297		20,085		20,085	520
521		Loss & damage claims processing								521
522		Fringe benefits	N/A	N/A	N/A	41,810	41,810		41,810	522
523		Casualties & insurance	N/A	N/A	N/A	3,389	3,389		3,389	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		561			561		561	526
527		TOTAL ADMINISTRATIVE support OPERATIONS	111,478	5,148	64,016	67,093	247,735		247,735	527
528		TOTAL TRANSPORTATION	2,061,493	2,667,823	1,283,369	908,347	6,921,032		6,921,032	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	19,462	1,570	62,227	35,427	118,686		118,686	601
602		Accounting, auditing, & finance	39,174	130	6,516	(475)	45,345		45,345	602
603		Management services & data processing	33,638	5,645	159,461	702	199,446		199,446	603
604		Marketing	26,994	158	5,773	1,848	34,773		34,773	604
605		Sales	29,975	158	5,772	1,848	37,753		37,753	605
606		Industrial development	2,648	9	2,378	581	5,616	N/A	5,616	606
607		Personnel & labor relations	19,521		2,117		21,638		21,638	607
608		Legal & secretarial	17,019	122	68,626	1,007	86,774		86,774	608
609		Public relations & advertising	1,849	692	3,611	3,378	9,530		9,530	609
610		Research & development								610
611		Fringe benefits	N/A	N/A	N/A	111,449	111,449		111,449	611
612		Casualties & insurance	N/A	N/A	N/A	708	708		708	612
613		Writedown of uncollectible accounts	N/A	N/A	N/A	(4,254)	(4,254)		(4,254)	613
614		Property taxes	N/A	N/A	N/A	493,191	493,191		493,191	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	(3,339)	(3,339)		(3,339)	615
616		Joint facility - debit	N/A	N/A	3,061	N/A	3,061		3,061	616
617		Joint facility - (credit)	N/A	N/A	(1,691)	N/A	(1,691)		(1,691)	617
618		Other	121,643	12,329	13,860	(50,626)	97,206		97,206	618
619		TOTAL GENERAL AND ADMINISTRATIVE	311,923	20,813	331,711	591,445	1,255,892		1,255,892	619
620	*	TOTAL CARRIER OPERATING EXPENSE	3,347,964	3,334,411	3,144,395	4,435,877	14,262,647		14,262,647	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	125,482		(332)	2
3		4	Other right-of-way expenditures	2,339		(25)	3
4		5	Tunnels and subways	9,149		(94)	4
5		6	Bridges, trestles and culverts	87,508		(64)	5
6		7	Elevated structures				6
7		8	Ties	365,995		34,753	7
8		9	Rail and other track material	398,411		(2,661)	8
9		11	Ballast	290,265		43,803	9
10		13	Fences, snowsheds and signs	2,103		7	10
11		16	Station and office buildings	11,900		(3,942)	11
12		17	Roadway buildings	1,092		(637)	12
13		18	Water stations	261		(71)	13
14		19	Fuel stations	17,526		(1,628)	14
15		20	Shops and enginehouses	16,862		(1,022)	15
16		22	Storage warehouses				16
17		23	Wharves and docks	426		17	17
18		24	Coal and ore wharves	2,146		(36)	18
19		25	TOFC/COFC terminals	66,970		(5,033)	19
20		26	Communications systems	24,524		(7,431)	20
21		27	Signals and interlockers	232,894		11,592	21
22		29	Power plants	(30)		(30)	22
23		31	Power transmission systems	2,349		(105)	23
24		35	Miscellaneous structures	642		(429)	24
25		37	Roadway machines	36,331		(6,441)	25
26		39	Public improvements; construction	27,727		2,118	26
27		45	Power plant machines	134		38	27
28			Other lease/rentals	N/A	2,259	N/A	28
29			TOTAL	1,723,006	2,259	62,347	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 (e). 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 Parte No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.
- NOTE: Mechanical designations for each car type are shown in Schedule 710.

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE			GROSS AMOUNTS PAYABLE			Line No.
			Per Diem Basis			Per Diem Basis			
			Private Line Cars (b)	Mileage (c)	Time (d)	Private Line Cars (e)	Mileage (f)	Time (g)	
<b>CAR TYPES</b>									
1		Box - Plain 40 Foot							
2		Box - Plain 50 Foot and Longer				1,832	645	2,067	
3		Box - Equipped		1,237	7,892	27,219	2,817	11,747	
4		Gondola - Plain		5,784	4,225	2,791	2,231	2,954	
5		Gondola - Equipped		607	3,794	5	1,522	7,816	
6		Hopper - Covered		12,939	30,035		6,947	7,615	
7		Hopper - Open Top - General Service		176	885		56	258	
8		Hopper - Open Top - Special Service		727	956		15	19	
9		Refrigerator - Mechanical		975	6,519		3	183	
10		Refrigerator - Nonmechanical					7	35	
11		Flat - TOFC/COFC		14,680	64,202	213,540	2,781	15,307	
12		Flat - Multi-Level		1,383	16,413	56,154	1,122	6,928	
13		Flat - General Service		2	14	33	16	59	
14		Flat - Other		434	2,661	42,515	5,501	11,572	
15		Tank - Under 22,000 Gallons		1	6		589		
16		Tank - 22,000 Gallons and Over							
17		All Other Freight Cars		2	9		31	131	
18		Auto Racks			29,259	44,995		6,308	
19		<b>TOTAL FREIGHT TRAIN CARS</b>		<b>38,947</b>	<b>166,870</b>	<b>389,084</b>	<b>24,283</b>	<b>72,999</b>	
<b>OTHER FREIGHT CARRYING EQUIPMENT</b>									
20		Refrigerated Trailers							
21		Other Trailers							
22		Refrigerated Containers							
23		Other Containers							
24	*	<b>TOTAL TRAILERS AND CONTAINERS</b>							
25		<b>GRAND TOTAL (Lines 19 and 24)</b>		<b>38,947</b>	<b>166,870</b>	<b>389,084</b>	<b>24,283</b>	<b>72,999</b>	

**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 therefore 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	681,823	426,990	19,478	(82,428)	2
3		Other Locomotives - Yard					3
4		Other Locomotives - Road					4
5	*	TOTAL LOCOMOTIVES	681,823	426,990	19,478	(82,428)	5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 foot	1				6
7		Box - Plain 50 foot and longer	1,642				7
8		Box - Equipped	17,377	4,754		978	8
9		Gondola - Plain	32,538	2,058		(420)	9
10		Gondola - Equipped	11,057	2,283		(488)	10
11		Hopper - Covered	74,580	18,278	3,022	(339)	11
12		Hopper - Open Top - General Service	4,122	565		(1,292)	12
13		Hopper - Open Top - Special Service	17,533	2,329	225	(135)	13
14		Refrigerator - Mechanical	2,660	1,097		(301)	14
15		Refrigerator - Nonmechanical	1,751	2,115		531	15
16		Flat - TOFC/COFC	38,785	8,299	1,883	(562)	16
17		Flat - Multi-level	9,386	1,415	1,152	(326)	17
18		Flat - General Service	35	(7)		(35)	18
19		Flat - Other	14,616	945		(206)	19
20		All Other Freight Cars	28,399	(217)		(403)	20
21		Cabooses	83	(124)		(128)	21
22		Auto Racks	140	7,295		(3,246)	22
23		Miscellaneous Accessories		12,243		(437)	23
24	*	TOTAL FREIGHT TRAIN CARS	254,705	63,328	6,282	(6,809)	24
		OTHER EQUIPMENT - REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers					25
26		Other Trailers	3,168				26
27		Refrigerated Containers					27
28		Other Containers	61				28
29		Bogies					29
30		Chassis	2,863	1,024		473	30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	6,092	1,024		473	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)	6,645				36
37	*	Computer Systems & Word Processing Equip.	12	97,943		(4,499)	37
38	*	Machinery - Locomotives	3,053	3,612		(1,471)	38
39	*	Machinery - Freight Cars	1,882	2,228		(907)	39
40	*	Machinery - Other Equipment	153	181		(73)	40
41	*	Work and Other Nonrevenue Equipment	18,476	59,729	1,190	(4,181)	41
42		TOTAL OTHER EQUIPMENT	30,221	163,693	1,190	(11,131)	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	972,841	655,035	26,950	(99,895)	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), lines 302 through 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		176,729	8,288,813	206,762	2,857,609	143,293	2
3							3
4							4
5	*	176,729	8,288,813	206,762	2,857,609	143,293	5
6							6
7							7
8		9,919	105,336		17,387		8
9			103,815		18,686		9
10		22,947	95,325		23,507		10
11		66,732	721,728	116,992	90,858	39,645	11
12			64,983		22,562		12
13		12,008	105,459	9,359	14,991	3,031	13
14			31,580		1,418		14
15		4,516	44,628		12,973		15
16		58,949	335,971	56,881	35,795	24,508	16
17			64,708	26,024	10,577	8,956	17
18			947		362		18
19		11,910	39,553		6,883		19
20		227	847		360		20
21			8,131		3,577		21
22		25,247	201,412		47,206		22
23			174,005		37,901		23
24	*	212,455	2,098,428	209,256	345,043	76,140	24
25							25
26							26
27							27
28							28
29							29
30		1,507	7,364		2,742		30
31							31
32	*	1,507	7,364		2,742		32
33							33
34							34
35	*						35
36	*						36
37	*		1,429,248	81	583,626	81	37
38	*		184,468		59,380		38
39	*		113,755		36,617		39
40	*		9,223		2,969		40
41	*		1,484,950	7,830	534,431	6,640	41
42			3,221,644	7,911	1,217,023	6,721	42
43		390,691	13,616,249	423,929	4,422,417	226,154	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	6,810					575	144		7,529	1
2	*	Pick up and delivery, marine line haul	53,093						N/A		53,093	2
3	*	Loading and unloading and local marine	400,257			19		38,612	N/A		438,888	3
4	*	Protective services - total debits and credits	292					217	8,357		8,866	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits	17,273			2,302			93		19,668	6
7	*	Casualty and insurance	228								228	7
8	*	Joint facility - debit										8
9	*	Joint facility - credit	( )					( )	( )	( )		9
10	*	Other										10
11	*	TOTAL	477,953			2,321		39,404	8,594		528,272	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	845,079	1
		U.S. Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	1,481,086	2
3		Excess Profits	-	3
4	*	Total - Income Taxes (Lines 2 and 3)	1,481,086	4
5		Railroad Retirement	638,437	5
6		Hospital Insurance	51,167	6
7		Supplemental Annuities	-	7
8		Unemployment Insurance	33,042	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	2,203,732	10
11		Total - Railway Taxes	3,048,811	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					3
4	Casualty and Environmental Costs	(378,474)	71,658		(306,816)	4
5	Compensation and Benefits	(101,162)	(227)		(101,389)	5
6	Other	(163,852)	(35,992)		(199,844)	6
7	Subtotal	(189,622)	23,518	83,624	(82,480)	7
8	Deferred tax credits:	(833,110)	58,957	83,624	(690,529)	8
9	Depreciation and Amortization					9
10	Operating Lease Right-of-Use Assets	14,637,540	320,593		14,958,133	10
11	Other	385,918	(80,048)		305,870	11
12	Subtotal	484,577	132,589		617,166	12
13		15,508,035	373,134		15,881,169	13
14						14
15						15
16						16
17						17
18						18
19	TOTALS	14,674,925	432,091	83,624	15,190,640	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	\$ 81,624
Postretirement benefits	2,360
Total	<u>\$ 83,624</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	Kinder Morgan Energy Partners, L.P.		190,000	Sole (Note 1)	1
2	BNSF Railway Company				2
3					3
4	Tate & Lyle Ingredients Americas, LLC	Bridge Funding	420	Sole (Note 2)	4
5					5
6	Chevron Phillips Chemical Company LP	Trackage Access Indemnity	N/A	Sole (Note 3)	6
7					7
8	Terminal Railroad Association of St Louis	Bridge Funding	54,143	Sole (Note 4)	8
9	BNSF Railway Company				9
10	CSX Transportation, Inc.				10
11	Illinois Central Railroad Company				11
12	Norfolk and Southern Railway Company				12
13	Union Pacific Railroad Company				13
14					14
15					15
16	Note 1: Santa Fe Pacific Pipelines, Inc (SFPP), an indirect, wholly-owned subsidiary of BNSF Railway Company, has a guarantee in				16
17	connection with its remaining special limited partnership interest in SFPP, L.P. All obligations with respect to the guarantee will cease upon				17
18	termination of ownership rights which would occur upon a put notice issued by BNSF Railway Company or the exercise of the call rights by				18
19	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,				19
20	2021				20
21					21
22	Note 2: This guarantee expires in 2023. It is secured by a letter of credit established in January 2014 and issued on behalf of Tate & Lyle				22
23	for \$700 thousand, the maximum amount of the loan.				23
24					24
25	Note 3: BNSF has an indemnity agreement with Chevron Phillips Chemical Company LP (Chevron Phillips), granting certain rights of				25
26	indemnity from BNSF, in order to facilitate access to a storage facility. Under certain circumstances, payment under this obligation may				26
27	be required in the event Chevron Phillips were to incur certain liabilities or other incremental costs resulting from trackage access.				27
28	The company has recorded a \$12 million asset and corresponding liability for the fair value of these guarantees as required by				28
29	authoritative accounting guidance related to guarantees.				29
30					30
31	Note 4: Terminal Railroad Association of St. Louis has engaged in a credit agreement for the purpose of rebuilding the Merchants Bridge.				31
32	BNSF is severally, but not jointly, liable with CSX, ICR, NS and UP for the bridge loan. BNSF's allocated percentage is 30.91%.				32
33	As of December 31, 2021 the company has recorded both an asset and a liability in the amount of \$54 million to include their				33
34	allocated portion of the principal, interest and unused facility fees.				34
35					35
36					36
37					37
38					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 cocket 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	331,773
3	765/767	Funded debt unmatured	Sch 200, Line 40	138,133
4	766	Equipment obligations	Sch 200, Line 41	380,580
5	766.5	Capitalized lease obligations	Sch 200, Line 42	110,175
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	960,661
10		Debt directly related to road property	Note 1	219,378
11		Debt directly related to equipment	Note 1	542,096
12		Total debt related to road and equipment	Lines 10 and 11	761,474
13		Percent directly related to road	Line 10 /Line 12 Whole % + 2 decimals	28.81%
14		Percent directly related to equipment	Line 11 /Line 12 Whole % + 2 decimals	71.19%
15		Debt not directly related to road and equipment	Line 9 - Line 12	199,187
16		Road property debt (Note 2)	(Line 13 x Line 15) + Line 10	276,764
17		Equipment debt (Note 2)	(Line 14 x Line 15) + Line 11	683,897

**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	28,337
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	28,337
22		Interest directly related to road property debt	Note 4	12,270
23		Interest directly related to equipment debt	Note 4	24,946
24		Interest not directly related to road or equipment property debt	Line 21 - (Lines 22 + 23)	(8,879)
25		Interest on road property debt (Note 5)	Line 22 + (Line 24 x Line 13)	9,712
26		Interest on equipment debt (Note 5)	Line 23 + (Line 24 x Line 14)	18,625
27		Embedded rate of debt capital - road property	Line 25 / Line 16	3.51%
28		Embedded rate of debt capital - equipment	Line 26 / Line 17	2.72%

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	7,512	458,709 (R)	1
2							2
3	BNSF Insurance Co, Ltd	83%	Common	Insurance Premiums	58,330	1,067 (R)	3
4				Claims Paid	29,797	See above	4
5				Services Rendered	86	See above	5
6							6
7	BNSF Logistics, LLC		Common	Services Rendered	725	(6,293) (P)	7
8	BNSF Development Company		Common	Services Rendered	1,026	(2,290) (P)	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%	22,430	4,913	350	2,160	4,650	4,267	38,770	1
2	1J	75%						1	1	2
3	1J	66.70%					2	16	18	3
4	1J	50%	466	111	102	23	92	44	838	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	122	138	25	107	65	928	9
10										10
11		Total 1 and 1J	22,901	5,035	488	2,185	4,757	4,332	39,698	11
12										12
13	2		4				5		9	13
14	3		40			5	17	113	175	14
15	4		31				2		33	15
16	5		9,830	516	86	79	3,798	299	14,608	16
17										17
57		Grand Total	32,806	5,551	574	2,269	8,579	4,744	54,523	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	10	7	44	1
2	1J	50%					6	1	7	2
3		Total 1 and 1J	22			5	16	8	51	3
4	2		4				5		9	4
5	5		90	4		3	42	1	140	5
57		Grand Total Canadian Miles	116	4		8	63	9	200	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					866	1,056			3
4		British Columbia	22					25	47	16		4
5		California	913					1,174	2,087	5		5
6		Colorado	802		14			524	1,340			6
7		Idaho	133						133			7
8		Illinois	1,151				2	382	1,535			8
9		Iowa	594		26		4	35	659			9
10		Kansas	1,138					444	1,582			10
11		Kentucky					13	85	98			11
12		Louisiana	240					106	346			12
13		Manitoba		4				65	69			13
14		Minnesota	1,490					222	1,712	9		14
15		Mississippi	166					13	179			15
16		Missouri	1,424					182	1,606	37		16
17		Montana	2,584					36	2,620	125		17
18		Nebraska	1,481					101	1,582			18
19		Nevada						798	798			19
20		New Mexico	1,125					511	1,636	86		20
21		North Dakota	1,552					80	1,632	360		21
22		Oklahoma	957					330	1,287			22
23		Oregon	226					188	414	110		23
24		Saskatchewan										24
25		South Dakota	864				2	28	894			25
26		Tennessee	16					121	137			26
27		Texas	2,596				10	2,759	5,365			27
28		Utah						437	437			28
29		Washington	1,335					115	1,450	86		29
30		Wisconsin	245					5	250			30
31		Wyoming	960					5	965			31
32		Total Mileage (Single Track)	22,901	4	40		31	9,830	32,806	850		32

Railroad Annual Report R-1

**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**

66

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	6,129				152	4,342	1,635	5,977	25,938,670		1	
2		Diesel-passenger units											2	
3		Diesel-multiple purpose units	1,589				33	1,522	34	1,556	4,140,050		3	
4		Diesel-switching units											4	
5	*	TOTAL (lines 1 to 4) units	7,718				185	5,864	1,669	7,533	30,078,720		5	
6	*	Electric locomotives											6	
7	*	Other self-powered units											7	
8	*	TOTAL (lines 5, 6, and 7)	7,718				185	5,864	1,669	7,533	30,078,720		8	
9	*	Auxiliary units	20				5	15		15	N/A		9	
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	7,738				190	5,879	1,669	7,548	30,078,720		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 1/1/2000 (b)	Between 1/1/2000 and 12/31/2004 (c)	Between 1/1/2005 and 12/31/2009 (d)	Between 1/1/2010 and 12/31/2014 (e)	Between 1/1/2015 and 12/31/2019 (f)	During Calendar Year					Line No.	
								2021 (g)	2021 (h)	2022 (i)	2023 (j)	2024 (k)		TOTAL (l)
11	*	Diesel	2,858	997	1,534	1,523	557	64					7,533	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	2,858	997	1,534	1,523	557	64					7,533	14
15	*	Auxiliary units	15										15	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	2,873	997	1,534	1,523	557	64				N/A	7,548	16

Railroad Annual Report R-1

Road Initials: BNSF

Year: 2021

**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)										N/A		21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)										N/A		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)	47						47		47	N/A		30
31		Board outfit cars (MWX)										N/A		31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	82						82		82	N/A		32
33		Dump and ballast cars (MWB, MWD)	2,446					5	1,882	559	2,441	N/A		33
34		Other maintenance and service equipment cars	5,344				65	32	5,370	7	5,377	N/A		34
35		TOTAL (Lines 30 to 34)	7,919				65	37	7,381	566	7,947	N/A		35

## 710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations  (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_)	4,176						38
39		Plain gondola cars (All Codes G & J, J_1, J_2, J_3, J_4)	6,160					209	39
40		Equipped gondola cars (All Code E)	4,108						40
41		Covered hopper cars (C_1, C_2, C_3, C_4)	30,342					574	41
42		Open top hopper cars - general service (All Code H)	4,046						42
43		Open top hopper cars - special service (J_O), and All Code K)	4,315						43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	962						44
45		Refrigerator cars - nonmechanical (R_0_, R_1_, R_2_)	1,475						45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)	6,996						46
47		Flat cars - multilevel (All Code V)	781						47
48		Flat cars - general service (F10_, F20_, F30_)	59						48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	2,595						49
50		Tank cars - under 22,000 gal. (T_0, T_1, T_2, T_3, T_4, T_5)	3						50
51		Tank cars - 22,000 gal. and over (T_6, T_7, T_8, T_9)	5						51
52		All other freight cars (A_5_, F_7_, All Code L & Q8_)	46						52
53		TOTAL (Lines 36 to 52)	66,069					783	53
54		Caboose (All Code M-930)	N/A	189					54
55		TOTAL (Lines 53 and 54)	66,069	189				783	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 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		89	2,642	1,445	4,087		404,384		38
39		80	2,751	3,538	6,289		742,295		39
40		62	3,636	410	4,046		427,024		40
41		2,812	18,053	10,051	28,104		3,081,783		41
42		82	3,757	207	3,964		404,083		42
43		10	1,931	2,374	4,305		487,113		43
44		1	544	417	961		86,693		44
45		101	1,374		1,374		117,436		45
46		16	3,175	3,805	6,980		1,585,804		46
47		10	386	385	771		43,225		47
48		2	57		57		4,583		48
49		10	1,287	1,298	2,585		265,476		49
50		1	2		2		163		50
51		1	4		4		374		51
52			46		46		3,500		52
53		3,277	39,645	23,930	63,575		7,653,936		53
54		1	188		N/A	188	N/A		54
55		3,278	39,833	23,930	63,575	188	7,653,936		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.)	N/A						56
57		Non-self-propelled vessels (car floats, lighters, etc.)	N/A						57
58		TOTAL (Lines 56 and 57)	N/A						58
HIGHWAY REVENUE EQUIPMENT									
59		Chassis (Z1_, Z67_, Z68_, Z_69_)		384					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)		384					70

NOTES AND REMARKS

**710. INVENTORY OF EQUIPMENT - Concluded**

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

Line No.	Cross Check	Changes during year (concluded) Units 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)		
					Per diem (k)	All Others (l)				
56						N/A			56	
57						N/A			57	
58						N/A			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 the time of filing of this report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased (P), built or rebuilt by contract in outside railroad shops (C), or built or rebuilt in company or system shops (S), including units acquired through capitalized leases (L).
2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars, or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO) or steel boxcars-special service (XAP). For TOFC/COFC, show the 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 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 be appropriately identified by footnote or sub-heading.

**NEW UNITS**

Line No.	Class of equipment	Number of Units	Total Weight (Tons)	Total Cost	Method of Acquisition (see instructions)	Line No.
1	No units installed during the year					1
2						2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12	<b>TOTAL</b>					12

**REBUILT UNITS**

13	No units rebuilt during the year					13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23	<b>TOTAL</b>					23
24	<b>GRAND TOTAL (NEW AND REBUILT)</b>					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	18,040	60.26	59.20	250.60	1
2	B	8,217	12.55	48.94	342.60	2
3	C	2,667	2.74	37.52	142.30	3
4	D	1,765	0.36	31.41	94.90	4
5	E	9,226	n/a	n/a		5
6	TOTAL	39,915	39.04	52.97	830.40	6
7	F	12,519	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	1,173,053,302	1
2	Passenger		2
3	Yard Switching	40,021,180	3
4	TOTAL	1,213,074,482	4
5	COST OF FUEL \$(000)	2,619,177	5
6	Work Train	13,551,175	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 car-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.

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

(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 I.c.I. 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.

(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)	32,806		1
2		2 Train Miles - Running (B)			
		2-01 Unit Trains	49,601,942	XXXXXX	2
		2-02 Way Trains	6,064,972	XXXXXX	3
		2-03 Through Trains	87,496,193		4
		2-04 TOTAL TRAIN MILES (Lines 2-4)	143,163,107		5
		2-05 Motorcars (C)			6
		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	143,163,107		7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	170,335,727	XXXXXX	8
9		3-02 Way Trains	12,912,865	XXXXXX	9
10		3-03 Through Trains	300,259,872		10
11		3-04 TOTAL (Lines 8-10)	483,508,464		11
12		3-11 Train Switching (F)	4,308,106	XXXXXX	12
13		3-21 Yard Switching (G)	12,187,802		13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	500,004,372		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	12,976	XXXXXX	16
17		4-012 Box-Equipped	86,784	XXXXXX	17
18		4-013 Gondola-Plain	234,076	XXXXXX	18
19		4-014 Gondola-Equipped	64,955	XXXXXX	19
20		4-015 Hopper-Covered	820,830	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	13,472	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	114,319	XXXXXX	22
23		4-018 Refrigerator-Mechanical	16,215	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	21,151	XXXXXX	24
25		4-020 Flat-TOFC/COFC	490,537	XXXXXX	25
26		4-021 Flat-Multi-Level	55,854	XXXXXX	26
27		4-022 Flat-General Service	189	XXXXXX	27
28		4-023 Flat-All Other	82,589	XXXXXX	28
29		4-024 All Other Car Types-Total	545	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	2,014,492	XXXXXX	30

## 755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		4-11 RR Owned and Leased Cars - Empty			
31		4-110 Box-Plain 40-Foot		XXXXXX	
32		4-111 Box-Plain 50-Foot and Longer	9,324	XXXXXX	
33		4-112 Box-Equipped	67,878	XXXXXX	
34		4-113 Gondola-Plain	205,610	XXXXXX	
35		4-114 Gondola-Equipped	56,084	XXXXXX	
36		4-115 Hopper-Covered	769,725	XXXXXX	
37		4-116 Hopper-Open Top-General Service	18,590	XXXXXX	
38		4-117 Hopper-Open Top-Special Service	115,662	XXXXXX	
39		4-118 Refrigerator-Mechanical	12,814	XXXXXX	
40		4-119 Refrigerator-Non-Mechanical	18,913	XXXXXX	
41		4-120 Flat-TOFC/COFC	92,128	XXXXXX	
42		4-121 Flat-Multi-Level	16,178	XXXXXX	
43		4-122 Flat-General Service	377	XXXXXX	
44		4-123 Flat-All Other	79,909	XXXXXX	
45		4-124 All Other Car Types-Total	682	XXXXXX	
46		4-125 TOTAL (Lines 31-45)	1,463,874	XXXXXX	
		4-13 Private Line Cars - Loaded (H)			
47		4-130 Box-Plain 40-Foot		XXXXXX	
48		4-131 Box-Plain 50-Foot and Longer	4,465	XXXXXX	
49		4-132 Box-Equipped	68,612	XXXXXX	
50		4-133 Gondola-Plain	702,863	XXXXXX	
51		4-134 Gondola-Equipped	19,169	XXXXXX	
52		4-135 Hopper-Covered	556,270	XXXXXX	
53		4-136 Hopper-Open Top-General Service	56,447	XXXXXX	
54		4-137 Hopper-Open Top-Special Service	533,312	XXXXXX	
55		4-138 Refrigerator-Mechanical	5,126	XXXXXX	
56		4-139 Refrigerator-Non-Mechanical	334	XXXXXX	
57		4-140 Flat-TOFC/COFC	1,295,048	XXXXXX	
58		4-141 Flat-Multi-Level	310,255	XXXXXX	
59		4-142 Flat-General Service	86	XXXXXX	
60		4-143 Flat-All Other	76,747	XXXXXX	
61		4-144 Tank Under 22,000 Gallons	131,863	XXXXXX	
62		4-145 Tank - 22,000 Gallons and Over	579,796	XXXXXX	
63		4-146 All Other Car Types-Total	438	XXXXXX	
64		4-147 TOTAL (Lines 47-63)	4,340,831	XXXXXX	

## 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	
66		4-151 Box-Plain 50-Foot and Longer	3,634	XXXXXX	
67		4-152 Box-Equipped	29,274	XXXXXX	
68		4-153 Gondola-Plain	719,576	XXXXXX	
69		4-154 Gondola-Equipped	19,103	XXXXXX	
70		4-155 Hopper-Covered	577,034	XXXXXX	
71		4-156 Hopper-Open Top-General Service	57,111	XXXXXX	
72		4-157 Hopper-Open Top-Special Service	542,758	XXXXXX	
73		4-158 Refrigerator-Mechanical	6,197	XXXXXX	
74		4-159 Refrigerator-Non-Mechanical	360	XXXXXX	
75		4-160 Flat-TOFC/COFC	196,908	XXXXXX	
76		4-161 Flat-Multi-Level	76,127	XXXXXX	
77		4-162 Flat-General Service	81	XXXXXX	
78		4-163 Flat-All Other	72,020	XXXXXX	
79		4-164 Tank Under 22,000 Gallons	135,546	XXXXXX	
80		4-165 Tank - 22,000 Gallons and Over	603,028	XXXXXX	
81		4-166 All Other Car Types-Total	554	XXXXXX	
82		4-167 TOTAL (Lines 65-81)	3,039,311	XXXXXX	
83		4-17 Work Equipment and Company Freight Car-Miles	88,247	XXXXXX	
84		4-18 No Payment Car-Miles (I) <1>		XXXXXX	
		4-19 Total Car-Miles by Train Type (Note)			
85		4-191 Unit Trains	5,487,146	XXXXXX	
86		4-192 Way Trains	144,793	XXXXXX	
87		4-193 Through Trains	5,314,816	XXXXXX	
88		4-194 TOTAL (Lines 85-87)	10,946,755	XXXXXX	
89		4-20 Caboose Miles	36	XXXXXX	

<1> Total number of loaded miles is 0 and empty miles is 0 by roadrailer reported above.

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.
		6 Gross Ton-Miles (thousands) (K)			
98		6-01 Road Locomotives	100,174,365		98
99		6-02 Freight Trains, Crs., Cnts, & Caboose			
		6-020 Unit Trains	500,160,669	XXXXXX	99
100		6-021 Way Trains	15,816,641	XXXXXX	100
101		6-022 Through Trains	571,992,426	XXXXXX	101
102		6-03 Passenger Trains, Crs. & Cnts.			102
103		6-04 Non-Revenue	9,984,816	XXXXXX	103
104		6-05 TOTAL (Lines 98 - 103)	1,198,128,917		104
		7 Tons of Freight (thousands)			
105		7-01 Revenue	535,178	XXXXXX	105
106		7-02 Non-Revenue	9,397	XXXXXX	106
107		7-03 TOTAL (Lines 105 and 106)	544,575	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue - Road Service	621,450,535	XXXXXX	108
109		8-02 Revenue - Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (Lines 108 and 109)	621,450,535	XXXXXX	110
111		8-04 Non-Revenue - Road Service	5,657,530	XXXXXX	111
112		8-05 Non-Revenue - Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (Lines 111 and 112)	5,657,530	XXXXXX	113
114		8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	627,108,065	XXXXXX	114
		9 Train Hours (M)			
115		9-01 Road Service	8,389,645	XXXXXX	115
116		9-0 Train Switching	265,878	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,031,300		117
		11 Train-Miles Work Trains (O)			
118		11-01 Locomotives	1,892,347	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12 Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	3,493,229	XXXXXX	120
121		12-02 Way Trains	2,291,508	XXXXXX	121
122		12-03 Through Trains	5,968,320	XXXXXX	122
123		13 TOFC/COFC- No. of Revenue Trailers & Containers Loaded and Unloaded (Q)	8,390,293	XXXXXX	123
124		14 Multi-Level Cars - No. of Motor Vehicles Loaded & Unloaded (Q)	2,080,974	XXXXXX	124
125		15 TOFC/COFC - No. of Revenue Trailers Picked Up & Delivered (R)	165,001	XXXXXX	125
		16 Revenue-Tons Marine Terminal (S)			
126		16-01 Marine Terminals - Coal		XXXXXX	126
127		16-02 Marine Terminals - Ore	12,143,572	XXXXXX	127
128		16-03 Marine Terminals - Other		XXXXXX	128
129		16-04 TOTAL (Lines 126 - 128)	12,143,572	XXXXXX	129
		17 Number of Foreign Per-Diem Cars on Line (T)			
130		17-01 Serviceable	11,496	XXXXXX	130
131		17-02 Unserviceable	67	XXXXXX	131
132		17-03 Surplus	729	XXXXXX	132
133		17-04 TOTAL (Lines 130 - 132)	12,292	XXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	5.04	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, 2021

**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) 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	41,668			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	85,803			20
21		(27) Signals and interlockers	1,283,918			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		Other lease/rentals				29
30		<b>TOTAL EXPENDITURES FOR ROAD</b>	1,414,311			30
31		(52) Locomotives	400,027			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	3,336			37
38		(59) Computer systems & word processing equipment	152,377			38
39		<b>TOTAL EXPENDITURES FOR EQUIPMENT</b>	555,740			39
40		(76) Interest during construction				40
41		(80) Other elements of investment				41
42		(90) Construction work in progress	75,256			42
43		<b>GRAND TOTAL</b>	2,045,307			43

Not included in the above amounts are capital contributions made to certain investees for the development of PTC technology:

	Current Year	Life-to-Date
Meteorcomm, LLC	9,000	101,650
PTC 220, LLC	818	17,309

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					35	1
2						2
3						3
4						4
5						5
6						6
7					76	7
8		7,011		7,011	48,679	8
9						9
10						10
11					2,811	11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20		1,357		1,357	87,160	20
21		103,027	2,869	100,158	1,384,076	21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30		111,395	2,869	108,526	1,522,837	30
31		3,906		3,906	403,933	31
32						32
33						33
34						34
35						35
36						36
37			217	(217)	3,119	37
38		7,454	202	7,252	159,629	38
39		11,360	419	10,941	566,681	39
40						40
41						41
42		(24,241)		(24,241)	51,015	42
43		98,514	3,288	95,226	2,140,533	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 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)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
	<b>ROAD</b>							
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	76	3.56%	TOTAL ROAD AND			6
7	(9) Rail and other track material	41,668	48,679	2.64%				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	2.63%	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	85,803	87,160	4.67%				19
20	(27) Signals and interlockers	1,283,918	1,384,076	4.00%				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	<b>TOTAL ROAD</b>	1,414,276	1,522,802	3.99%				30
	<b>EQUIPMENT</b>							
31	(52) Locomotives	400,027	403,933	9.98%				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	3,336	3,119	8.00%				37
38	(59) Computer systems & WP equipment	152,377	159,629	7.68%				38
39	<b>TOTAL EQUIPMENT</b>	555,740	566,681	9.32%				39
40	<b>GRAND TOTAL</b>	1,970,016	2,089,483	NA			NA	40

\* The annual composite rates in column (d) are the prescribed rates for account 16 and 27. Accounts 8, 9, 26, 52, 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 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)		
<b>ROAD</b>									
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	17	3				20	6
7		(9) Rail and other track material	6,987	1,181				8,168	7
8		(11) Ballast							8
9		(13) Fences, snowsheds and signs							9
10		(16) Station and office buildings	442	74				516	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	32,119	4,039				36,158	19
20		(27) Signals and interlockers	290,376	53,579		1,019		342,936	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		<b>TOTAL ROAD</b>	<b>329,941</b>	<b>58,876</b>		<b>1,019</b>		<b>387,798</b>	<b>30</b>
<b>EQUIPMENT</b>									
31		(52) Locomotives	240,146	40,081				280,227	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	2,598	260		182		2,676	37
38		(59) Computer systems & WP equip.	38,497	11,212		202		49,507	38
39		Amortization (adjustments)							39
40		<b>TOTAL EQUIPMENT</b>	<b>281,241</b>	<b>51,553</b>		<b>383</b>		<b>332,411</b>	<b>40</b>
41		<b>GRAND TOTAL</b>	<b>611,182</b>	<b>110,429</b>		<b>1,403</b>		<b>720,208</b>	<b>41</b>

**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	48,679				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	87,160				20
21		(27) Signals and interlockers	1,384,076				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	1,522,837				31
32		(52) Locomotives	403,933				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	3,119				38
39		(59) Computer systems & WP equipment	159,629				39
40		TOTAL EQUIPMENT	566,681				40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction work in progress	51,015				43
44		GRAND TOTAL	2,140,533				44

\*No PTC investment on leased lines through 12/31/2021

**PTC 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.
		<b>WAYS &amp; STRUCTURES</b>								
		<b>ADMINISTRATION</b>								
1		Track								1
2		Bridge & building								2
3		Signal	1,329	205	280	56	1,870		1,870	3
4		Communication	365				365		365	4
5		Other								5
		<b>REPAIRS AND MAINTENANCE</b>								
6		Roadway - running	73	1	(13)		61		61	6
7		Roadway - switching								7
8		Tunnels & subways - running								8
9		Tunnels & subways - switching								9
10		Bridges & culverts - running	23		1		24		24	10
11		Bridges & culverts - switching								11
12		Ties - running								12
13		Ties - switching								13
14		Rail & other track material - running	306	3			309		309	14
15		Rail & other track material - switching								15
16		Ballast - running	22	1	2		25		25	16
17		Ballast - switching								17
18		Road property damaged - running								18
19		Road property damaged - switching								19
20		Road property damaged - other								20
21		Signals & interlockers - running	2,197	429	633	140	3,399		3,399	21
22		Signals & interlockers - switching								22
23		Communications systems	2,084	300	15		2,399		2,399	23
24		Power systems	95		2		97		97	24
25		Highway grade crossings - running	48				48		48	25
26		Highway grade crossings - switching								26
27		Station & office buildings	25		7		32		32	27
28		Shop buildings - locomotives	148				148		148	28
29		Shop buildings - freight cars						N/A		29
30		Shop buildings - other equipment								30

**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)								
101		Locomotive servicing facilities	23				23		23	101
102		Miscellaneous buildings & structures	42	1	6		49		49	102
103		Coal terminals						N/A		103
104		Ore terminals						N/A		104
105		Other marine terminals						N/A		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	22	5			27		27	109
110		Small tools & supplies		86	1	14	101		101	110
111		Snow removal	53				53		53	111
112		Fringe benefits - running	N/A	N/A	N/A	1,880	1,880		1,880	112
113		Fringe benefits - switching	N/A	N/A	N/A					113
114		Fringe benefits - other	N/A	N/A	N/A	78	78		78	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

Railroad Annual Report R-1

PTC 410. RAILWAY OPERATING EXPENSES - (Continued)											Road Initials: BNSF
(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.	Year: 2021
		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	1,184	1,184		1,184	136	
137	*	Depreciation - switching	N/A	N/A	N/A					137	
138	*	Depreciation - other	N/A	N/A	N/A	57,692	57,692		57,692	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			211		211		211	148	
149		Other - switching								149	
150		Other - other								150	
151		TOTAL WAY AND STRUCTURES	6,855	1,031	1,145	61,044	70,075		70,075	151	
		EQUIPMENT									
		LOCOMOTIVES									
201		Administration		77	94		171		171	201	
202	*	Repair & maintenance	2,697				2,697		2,697	202	
203	*	Machinery repair								203	
204		Equipment damaged								204	
205		Fringe benefits	N/A	N/A	N/A	789	789		789	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	N/A	40,081	40,081		40,081	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		N/A				216	

**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.
217		LOCOMOTIVES - (Continued) Dismantling retired property								217
218		Other								218
219		<b>TOTAL LOCOMOTIVES</b>	2,697	77	94	40,870	43,738		43,738	219
220		FREIGHT CARS 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		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		<b>TOTAL FREIGHT CARS</b>						N/A		238
301		OTHER EQUIPMENT 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	25				25		25	307
308		Equipment damaged			1		1		1	308
309		Fringe benefits	N/A	N/A	N/A	7	7		7	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)										
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	11,472	11,472		11,472	317
318		Joint facility - debit	N/A	N/A		N/A				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								322
323		TOTAL OTHER EQUIPMENT	25		1	11,479	11,505		11,505	323
324		TOTAL EQUIPMENT	2,722	77	95	52,349	55,243		55,243	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	2,582	14	1,344	223	4,163		4,163	401
402		Engine crews	6				6		6	402
403		Train crews								403
404		Dispatching trains	9				9		9	404
405		Operating signals & interlockers								405
406		Operating drawbridges								406
407		Highway crossing protection			10		10		10	407
408		Train inspection & lubrication								408
409		Locomotive fuel								409
410		Electric power produced or purchased for motive power								410
411		Servicing locomotives	42				42		42	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A					412
413		Clearing wrecks								413
414		Fringe benefits	N/A	N/A	N/A	1,743	1,743		1,743	414
415		Other casualties & insurance	N/A	N/A	N/A					415
416		Joint facility - debit	N/A	N/A		N/A				416
417		Joint facility - (credit)	N/A	N/A		N/A				417
418		Other	49	1			50		50	418
419		TOTAL TRAIN OPERATIONS	2,688	15	1,354	1,966	6,023		6,023	419
		YARD OPERATIONS								
420		Administration	246				246		246	420
421		Switch crews								421

Railroad Annual Report R-1

Road Initials: BNSF  
Year: 2021

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

92

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	89				89		89	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	219	219		219	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	337			219	556		556	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

Railroad Annual Report R-1

Road Initials: BNSF

Year: 2021

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.
518		ADMINISTRATIVE support OPERATIONS: Administration	2,113				2,113		2,113	518
519		Employees performing clerical & accounting functions	3				3		3	519
520		Communication systems operations	17		98		115		115	520
521		Loss & damage claims processing								521
522		Fringe benefits	N/A	N/A	N/A	1,384	1,384		1,384	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	2,133		98	1,384	3,615		3,615	527
528		TOTAL TRANSPORTATION	5,158	15	1,452	3,569	10,194		10,194	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration		45	20	30	95		95	601
602		Accounting, auditing, & finance								602
603		Management services & data processing			114		114		114	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		Writedown 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		45	134	30	209		209	619
620	*	TOTAL CARRIER OPERATING EXPENSE	14,735	1,168	2,826	116,992	135,721		135,721	620

\* PTC-related expenditures from passenger-only service not otherwise captured in this schedule shall be stated in the aggregate here: None noted.

Railroad Annual Report R-1

Road Initials: BNSF

Year: 2021

PTC 700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class	Proportion owned or leased by respondent	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks	Miles of yard switching tracks	TOTAL	Line No.
			Miles of road	Miles of second main track	Miles of all other main tracks	Miles of passing tracks, cross-overs, and turnouts				
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	1	100%	15,067	4,752	307	1,732			21,858	1
2	1J	75%								2
3	1J	66.70%								3
4	1J	50%	200			20			220	4
5	1J	33.30%								5
6	1J	25%								6
7	1J	20%								7
8	1J	16.7%								8
9	Total 1J		200			20			220	9
10										10
11	Total 1 and 1J		15,267	4,752	307	1,752			22,078	11
12										12
13	2									13
14	3									14
15	4									15
16	5									16
17										17
18										18
19										19
20										20
21										21
22										22
23										23
24										24
25										25
26										26
27										27
28										28
29										29
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31										31
32										32
33										33
34										34
35										35
36										36
37										37
38										38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49	TOTAL		15,267	4,752	307	1,752			22,078	49
50	Miles of electrified road or track included in the preceding grand total		NONE	NONE	NONE	NONE	NONE	NONE	NONE	50

**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 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)							
1		Locomotive Units Diesel-freight units	5,020					69	3,288	1,663	4,951	(HP) 21,665,285		1
2		Diesel-passenger units												2
3		Diesel-multiple purpose units	775						741	34	775	2,159,000		3
4		Diesel-switching units												4
5	*	TOTAL (lines 1 to 4) units	5,795					69	4,029	1,697	5,726	23,824,285		5
6	*	Electric locomotives												6
7	*	Other self-powered units												7
8	*	TOTAL (lines 5, 6, and 7)	5,795					69	4,029	1,697	5,726	23,824,285		8
9	*	Auxiliary units										N/A		9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	5,795					69	4,029	1,697	5,726	N/A		10

Note: Beginning balance will not tie to ending balance of prior year due to PTC installation of 18 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 1/1/2000 (b)	During Calendar Year					TOTAL (l)	Line No.					
				Between 1/1/2000 and 12/31/2004 (c)	Between 1/1/2005 and 12/31/2009 (d)	Between 1/1/2010 and 12/31/2014 (e)	Between 1/1/2015 and 12/31/2019 (f)	2021 (g)			2021 (h)	2022 (i)	2023 (j)	2024 (k)	
11	*	Diesel	1,167	964	1,458	1,516	558	63						5,726	11
12	*	Electric													12
13	*	Other self-powered units													13
14	*	TOTAL (lines 11 to 13)	1,167	964	1,458	1,516	558	63						5,726	14
15	*	Auxiliary units													15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	1,167	964	1,458	1,516	558	63					N/A	5,726	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)										N/A		21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)										N/A		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)										N/A		30
31		Board outfit cars (MWX)										N/A		31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)										N/A		32
33		Dump and ballast cars (MWB, MWD)										N/A		33
34		Other maintenance and service equipment cars										N/A		34
35		TOTAL (Lines 30 to 34)										N/A		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)	
		<b>FREIGHT TRAIN CARS</b>							
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_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_0 and All Codes K)							43
44		Refrigerator cars--mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)							44
45		Refrigerator cars--non mechanical (R_0_, R_1_, R_2_)							45
46		Flat cars--TOFC/COFC (All Code P, Q and S, Except Q8_)							46
47		Flat cars--multi-level (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--22,000 gallons (T_0, T_1, T_2, T_3, T_4, T_5)							50
51		Tank cars--22,000 gallons and over (T_6, T_7, T_8, T_9)							51
52		All other freight cars (A_5_, F_7_, All Code L and Q8_)							52
53		TOTAL (lines 36 to 52)							53
54		Caboose (All Code M-930)							54
55		TOTAL (lines 53, 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 carry customarily.
- 5. Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease agreement, whose interline rental is settled on a per diem and line haul mileage basis under "Code of Car Hire Rules" or would be so settled if used by another railroad.

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT AND LEASED FROM OTHERS

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Time-mileage cars (k)	All other (l)			
36									36
37									37
38									38
39									39
40									40
41									41
42									42
43									43
44									44
45									45
46									46
47									47
48									48
49									49
50									50
51									51
52									52
53									53
54									54
55									55

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.]							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__, Z69__							59
60		Dry van U__, 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 <sup>1</sup> 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

PTC 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	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 other (l)			
56									56
57									57
58									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 the time of filing of this report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased (P), built or rebuilt by contract in outside railroad shops (C), or built or rebuilt in company or system shops (S), including units acquired through capitalized leases (L).
2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars, or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO) or steel boxcars-special service (XAP). For TOFC/COFC, show the 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 equipment acquired should be the weight empty. 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 be appropriately identified by footnote or sub-heading.

**NEW UNITS**

Line No.	Class of equipment	Number of Units	Total Weight (Tons)	Total Cost	Method of Acquisition (see instructions)	Line No.
1	No units installed during the year					1
2						2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15	<b>TOTAL</b>					15

**REBUILT UNITS**

16	No units rebuilt during the year					16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26	<b>TOTAL</b>					26
27	<b>GRAND TOTAL (NEW AND REBUILT)</b>					27

**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	16,353	57.23	60.12	213.20	1
2	B	4,750	11.98	51.96	87.90	2
3	C	666	2.48	51.97	1.10	3
4	D	309	0.39	51.15	19.70	4
5	E		n/a	n/a		5
6	TOTAL	22,078	45.05	58.00	321.90	6
7	F	11,778	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 shall include by footnote disclosure here the value of funds received from non-government and 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 shall identify the nature and location of the project by FRA identification, if applicable. If FRA identification is not applicable, the disclosure shall identify the location at the state or regional level.

Line No.	Entity Receiving Funds	Name of Program Providing Funding	Location(s) of the Project Funded	Amount of Funding Received	Line No.
1	BNSF Railway	Colorado Department of Transportation / Amtrak	Dodge City, KS, and Las Animas, CO. (La Junta Subdivision	1,165,011	1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9					9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24

BNSF received the following amounts of PTC Grant Funding in years prior to 2021

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
2019	1,297,332
2020	-
	<u>38,302,985</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 over the accounting of the respondent)

State of Texas

County of Tarrant

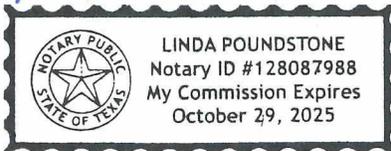
Jonathan Brimmer makes oath and states that he (she) is Director of Accounting of BNSF Railway Company that it is his or her duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he or she knows that such books have been kept in good faith during the period covered by this report; that he or 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 he or 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, 2021 to and including December 31, 2021.

Jonathan Brimmer (Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 29 day of March, 2022.

My commission expires 10/29/2025

Use an LS impression seal



Linda Poundstone (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

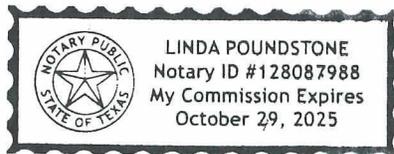
Candace Palmarozzi makes oath and states that he (she) is VP and Controller of BNSF Railway Company that he or she has carefully examined the foregoing report; that he or she believes that all statements of fact contained in the said report are true; and that the said report is a correct and complete 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, 2021 to and including December 31, 2021.

Candace Palmarozzi (Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 29 day of March, 2022.

My commission expires 10/29/2025

Use an LS impression seal



Linda Poundstone (Signature of officer authorized to administer oaths)

**MEMORANDA  
(FOR USE OF BOARD ONLY)  
CORRESPONDENCE**

Office Addressed		Date of Letter, Fax or Telegram of			Subject				Answer Needed	Answer			File Number of Letter, Fax, or Telegram
										Date of Letter, Fax, or Telegram			
Name	Title	Month	Day	Year	Page					Month	Day	Year	

**CORRECTIONS**

Date Correction			Page				Date of Letter, Fax or Telegram of			Authority		Board File Number	Clerk Making Correction Name
										Officer sending letter, fax or telegram			
Month	Day	Year					Month	Day	Year	Name	Title		

**EXPLANATORY REMARKS**

## INDEX

	Page No.
Accumulated depreciation	
Road and equipment leased	
From others	36
Improvements to	36
Owned and used	35
Accumulated Other Comprehensive Income	6
Accruals - railway tax	55
Analysis of taxes	55
Application of funds - source	21
Balance sheet	5-8
Car, locomotive, and floating equipment - classification	66-71
Statement of Cash Flows	21-22
Company service equipment	67
Compensating balances and short-term borrowing arrangements	58
Consumption of fuel by motive power units	74
Contingent assets and liabilities	8
Crossties (see Ties)	
Debt holdings	59
Depreciation base and rates	
Road and equipment leased	
From others	34
Improvements to	32-33
Owned and used	34
Electric locomotive equipment at close of year	66-67
Equipment - classified	66-71
Company service	67
Floating	70-71
Freight-train cars	68-69
Highway revenue equipment	70
Passenger-train cars	67
Inventory	66-71
Owned-Not in service of respondent	67
Equipment leased, depreciation base and rate	
From others	34
Reserve	36
Equipment owned, depreciation base rates	34
Reserve	35
Expenses - railway operating	41-47
Extraordinary items	17
Federal income taxes	55
Financial position - changes in	21-22
Floating equipment	70-71
Freight cars loaded	80
Freight-train cars	68-69
Freight car-miles	77
Fuel consumed - diesel	74
Cost	74
Funded debt (see Debt holdings)	
Guaranties and suretyships	57
Identity of respondent	2
Investments in common stock of affiliated companies	30
Investments and advances of affiliated companies	26-29
Railway property used in transportation service	38-39
Road and equipment	32-33
Changes during year	32-33
Leased property - improvements made during the year	32-33
Locomotive equipment	66
Electric and other	66
Consumption of diesel fuel	74
Locomotive unit miles	77

## INDEX (Continued)

	Page No.
Mileage - Average of road operated	73
Motorcar car miles	77
Motor rail cars owned or leased	67
Net income	17
Oath	105
Operating expenses (see Expenses)	
Revenues (see Revenues)	
Statistics (see Statistics)	
Ordinary income	17
Other Comprehensive Income	19
Private line cars loaded	78
Private line cars empty	79
Rails	
Charges to operating expenses	41
Railway - Operating expenses	41-47
Railway - Operating revenues	16
Results of operations	16-17
Retained income unappropriated	20
Miscellaneous items in accounts for year	11
Revenues	
Freight	16
Passenger	16
Road and Equipment - Investment in	32-33
Improvements to leased property	32-33
Reserve	36
Owned - Depreciated base and rates	34
Reserve	35
Used - Depreciated base and rates	34
Reserve	35
Road - Mileage operated at close of year	64
By states and territories	64
Securities (see Investments)	
Short-term borrowings arrangements - compensating balances and	58
Sinking funds	7
Sources and application of working capital	23
Specialized service subschedule	54
Statement of changes in financial position	21-22
Stock	
Number of security holders	3
Total voting power	3-4
Value per share	3
Voting rights	3
Suretyships - Guaranties and	57
Tracks operated at close of year	63
Miles of, at close of year	64
Track and traffic conditions	73
Train hours, yard switching	80
Train miles	77
Tons of freight	80
Ton-miles of freight	80
TOFC/COFC number of revenue trailers and containers - loaded &	80
Voting powers and elections	3-4