ASHLEY MACKEY
Manager

BNSF Railway Company

2301 Lou Menk Dr. – GOB-2W
Fort Worth, TX 76131
Phone 817-352-4821
Email Ashley.Mackey@BNSF.com

RECEIVED
APR 14 2016
NORTH DAKOTA
PUBLIC SERVICE COMMISSION

March 31, 2016

Please find enclosed your copy of the 2015 Surface Transportation Board Annual Report (Form R-1) for BNSF Railway Company. Additionally, we have included your respective state's results of operations for BNSF Railway Company.

Pursuant to the U.S. Surface Transportation Board's decision in Docket No. FD 35506 effective on August 24, 2013, the enclosed report reflects the phase-in of purchase accounting adjustments resulting from the purchase of BNSF Railway Company by Berkshire Hathaway, Inc.

If you have any questions, please contact me at (817) 352-4821 or Kate Bowsher at (817) 352-4878.

Sincerely,

Ashley Mackey

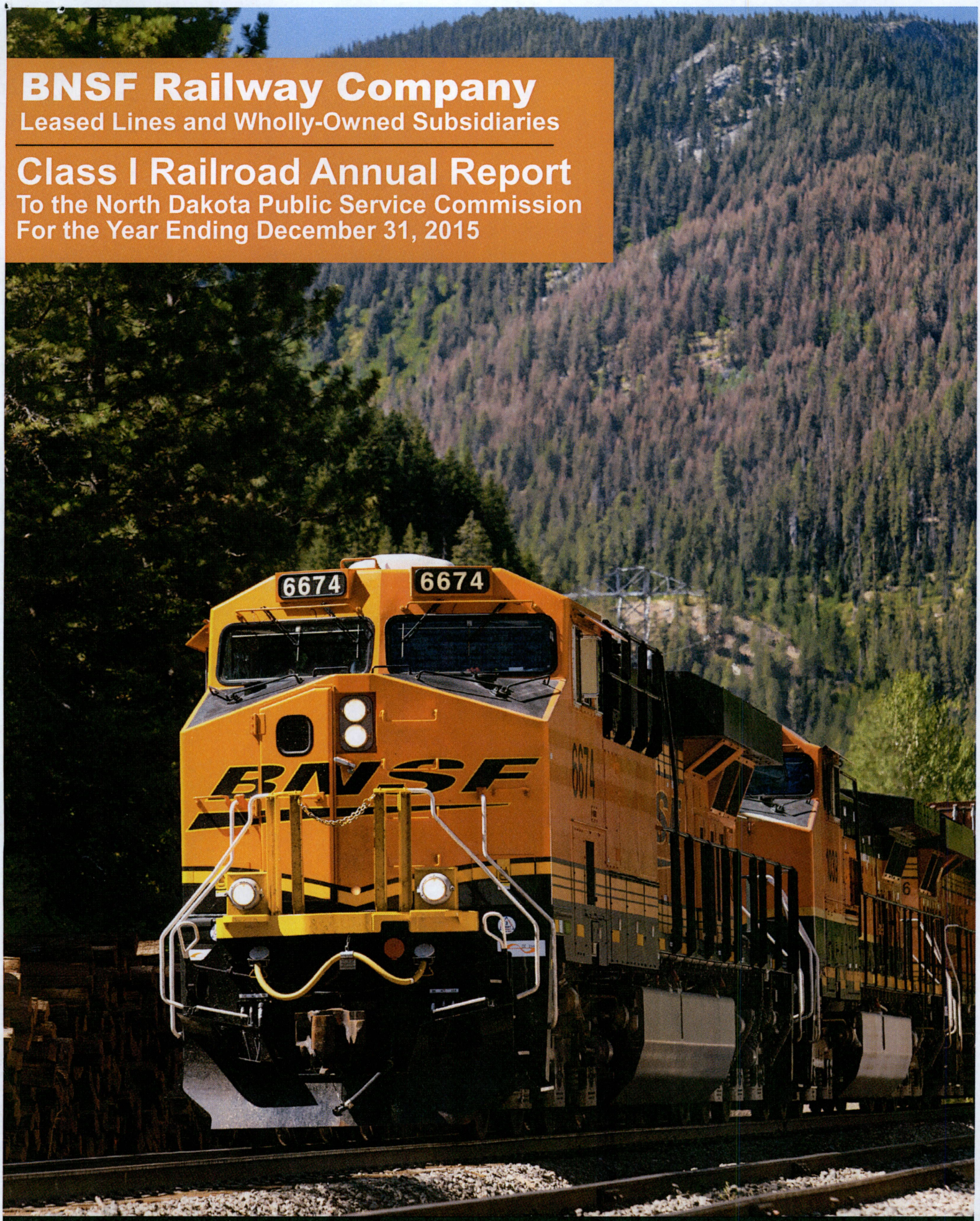
Ashley Mackey
Manager

BNSF Railway Company

Leased Lines and Wholly-Owned Subsidiaries

Class I Railroad Annual Report

To the North Dakota Public Service Commission
For the Year Ending December 31, 2015



ACAA-R1

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

BNSF RAILWAY

BNSF Railway Company
State Statistics

Notice

The state statistics hereinafter contained are filed pursuant to the direction of the regulatory authorities of the State of North Dakota. To the extent that such statistics contain allocations to the state, which are in part the result of arbitrary separations or proration, BNSF Railway Company and Burlington Northern Santa Fe LLC do not accept such allocations as reflecting actual operating results for the aforementioned state, and reserve the right to challenge such results in any proceeding in which they may be utilized.

SC-210. RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE

(Dollars in Thousands)

Code	Description	On Intrastate Traffic	On Interstate Traffic	Total
101	Freight	28,735	1,050,597	1,079,332
102	Passenger			
104	Switching	183	801	984
106	Demurrage	546	19,965	20,511
110	Incidental	3,090	507	3,597
121	Joint Facility - Credit	11	396	407
122	Joint Facility - Debit			
502	Transfers from Govt Authorities			
	Total Railway Operating Revenues	32,565	1,072,266	1,104,831

REVENUE FRIEGHT CARRIED DURING PERIOD (2015-01-01 TO 2015-12-31) WITHIN STATE 01/15/2016

CODE	COMMODITY	REV FRT ORIGINATING WITH IN THE STATE NO. OF CARS	REV FRT ORIGINATING WITH IN THE STATE NO. OF TONS	ALL OTHER REV FRT CARRIED WITH IN THE STATE NO. OF CARS	ALL OTHER REV FRT CARRIED WITH IN THE STATE NO. OF TONS	TOTAL REV FRT CARRIED WITH IN THE STATE NO. OF CARS	TOTAL REV FRT CARRIED WITH IN THE STATE NO. OF TONS	TOTAL REV FRT TERMINATING WITHIN THE STATE NO. OF CARS	TOTAL REV FRT TERMINATING WITHIN THE STATE NO. OF TONS
ND		4	372	0	0	4	372	0	0
ND	A0	0	0	1	10	1	10	0	0
ND	01 FARM PRODUCTS.	119,693	12803,345	219,994	21521,923	339,687	34325,268	6,727	664,976
ND	02	0	0	5	92	5	92	0	0
ND	04	0	0	1	20	1	20	0	0
ND	08 FOREST PRODUCTS.	0	0	1	50	1	50	0	0
ND	09 FRESH FISH AND OTHER MARINE PRODUCTS.	0	0	16	310	16	310	0	0
ND	1Q	0	0	1	21	1	21	0	0
ND	1U	0	0	1	20	1	20	0	0
ND	10 METALLIC ORES.	0	0	57	3,323	57	3,323	7	728
ND	11 COAL.	34,537	3367,455	332,091	39705,129	366,628	43072,584	26,449	3010,136
ND	13 CRUDE PETRO NAT GAS & NAT GSLN.	268,077	26581,776	37,618	3686,661	305,695	30268,437	0	0
ND	14 NONMETALLIC MINERALS EXCEPT FUELS.	334	33,154	44,679	4686,005	45,013	4719,159	37,724	4005,456
ND	19 ORDNANCE AND ACCESSORIES.	0	0	207	3,580	207	3,580	0	0
ND	20 FOOD AND KINDRED PRODUCTS.	30,917	2887,520	66,321	5510,265	97,238	8397,785	1,428	130,642
ND	22 TEXTILE MILL PRODUCTS.	0	0	294	4,194	294	4,194	0	0
ND	23 APPAREL AND OTHER FINISHED TEXTILE PRD. INC KNIT.	0	0	1,404	21,280	1,404	21,280	0	0
ND	24 LUMBER AND WOOD PRODUCTS, EXCEPT FURNITURE.	1	105	33,834	2879,321	33,835	2879,426	1,293	118,021
ND	25 FURNITURE AND FIXTURES.	0	0	2,346	32,453	2,346	32,453	0	0
ND	26 PULP, PAPER AND ALLIED PRODUCTS.	1	75	32,505	1200,294	32,504	1200,219	764	54,005
ND	27 PRINTED MATTER.	0	0	693	13,195	693	13,195	0	0
ND	28 CHEMICALS AND ALLIED PRODUCTS.	9,531	888,445	52,630	4167,048	62,161	5055,493	13,788	1332,332
ND	29 PETROLEUM AND COAL PRODUCTS.	22,416	1674,046	25,506	1827,528	47,922	3501,574	4,354	332,690
ND	30 RUBBER AND MISCELLANEOUS PLASTIC PRODUCTS.	0	0	3,031	48,064	3,031	48,064	20	780
ND	31 LEATHER AND LEATHER PRODUCTS.	0	0	17	108	17	108	0	0
ND	32 STONE, CLAY, GLASS & CONCRETE PRODUCTS.	894	89,062	17,693	1715,044	18,587	1804,106	8,875	938,215
ND	33 PRIMARY METAL PRODUCTS.	4	319	16,384	1188,723	16,388	1189,042	5,192	444,991
ND	34 FABR METAL PRD. EXC ORDN. MACHY AND TRANSP.	10	214	1,374	20,604	1,384	20,818	12	1,391
ND	35 MACHINERY, EXCEPT ELECTRICAL.	122	6,087	11,107	210,617	11,229	216,704	1,368	70,025
ND	36 ELECTRICAL MACHINERY, EQUIPMENT, AND SUPPLIES.	0	0	7,970	79,926	7,970	79,926	15	1,928
ND	37 TRANSPORTATION EQUIPMENT.	1,363	655	67,280	985,682	68,643	986,337	8,467	2,489
ND	38 INSTRUMENTS,PHOT AND OPTICAL GD,WATCHES,CLOCKS.	0	0	39	484	39	484	0	0
ND	39 MISCELLANEOUS PRODUCTS OF MANUFACTURING.	0	0	1,703	22,139	1,703	22,139	0	0
ND	40 WASTE AND SCRAP MATERIALS.	1,504	123,192	4,886	295,216	6,390	418,408	495	52,698
ND	41 MISC FREIGHT SHIPMENTS.	0	0	1,574	22,566	1,574	22,566	0	0
ND	42 CONTAINERS, SHIPPING, RETURNED EMPTY.	0	0	97,016	8,781	97,016	8,781	0	0
ND	44 FREIGHT FORWARDER TRAFFIC.	0	0	8,887	149,731	8,887	149,731	0	0
ND	46 MISC MIXED SHIPMENT EXC FWDR & SHPR ASSN.	0	0	408,735	5656,773	408,735	5656,773	0	0
ND	47 SMALL PACKAGED FREIGHT SHIPMENTS.	0	0	6,284	64,112	6,284	64,112	0	0
ND	48 WASTE, HAZARDOUS.	0	0	16	1,725	16	1,725	0	0
TOTAL:		489,408	48,455,822	1,504,201	95,733,017	1,993,607	144,188,689	116,978	11,161,503

Road Initials: BNSF Year 2015 North Dakota

SC-941. REVENUE FREIGHT CARRIED DURING THE YEAR - WITHIN STATE SUPPLEMENTAL REPORT

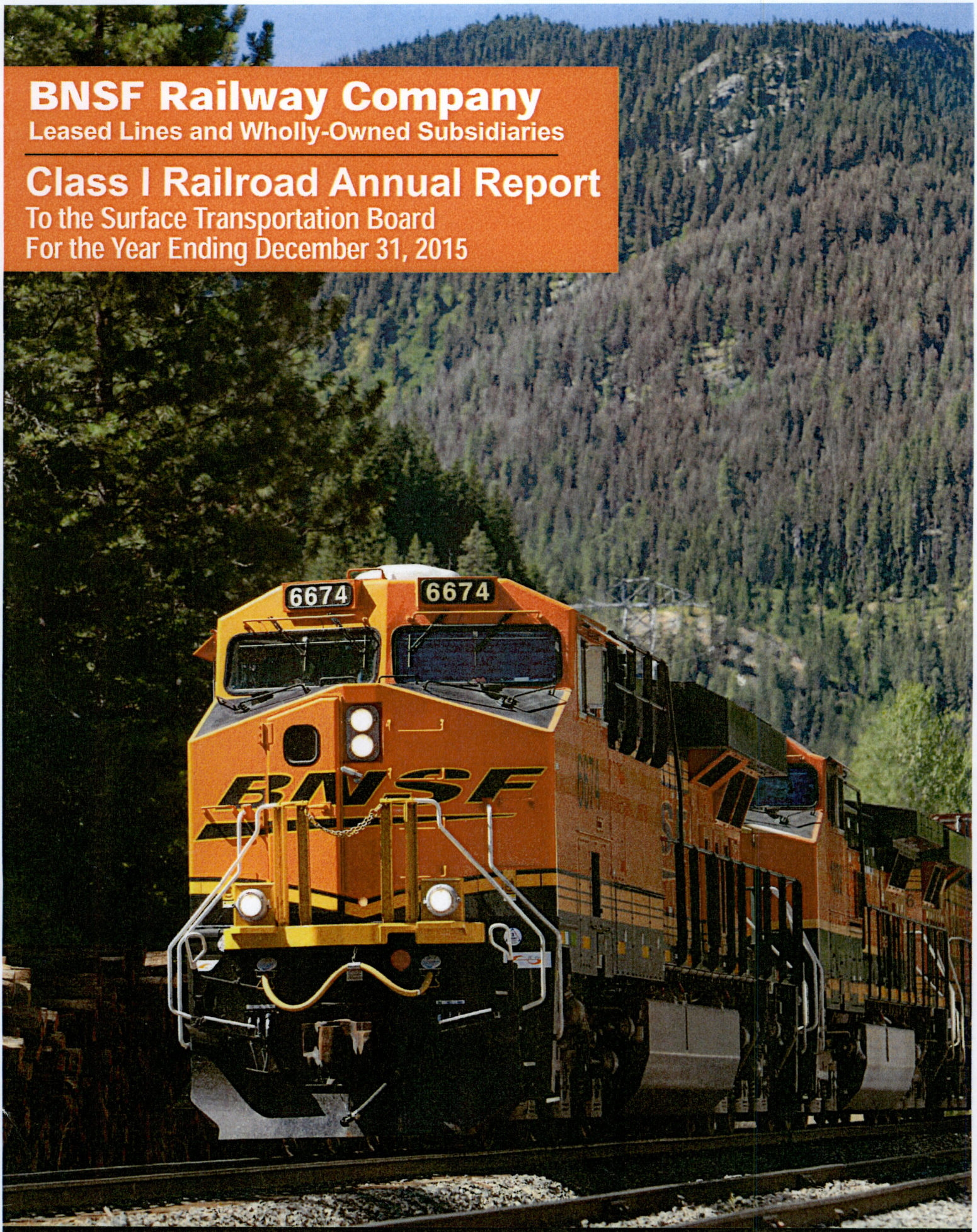
Code	Commodity	Revenue Freight Orig. on Res. Road Within the State		Revenue Freight Term. on Res. Road Within the State	
		Number of Carloads	Number of Tons (2,000 lbs.)	Number of Carloads	Number of Tons (2,000 lbs.)
	(a)	(b)	(c)	(d)	(e)
01 131	Barley	7,033	662,048	2,663	263,200
01 132	Corn Exc. Popcorn	22,134	2,406,351		
01 133	Oats	581	53,215		
01 134	Rice				
01 135	Rye	12	1,058		
01 136	Sorgum	1	98	2	201
01 137	Wheat Exc. Buckwheat	55,433	5,963,015	1,642	169,267
01 139	Grain Nec.	101	9,698	51	4,998
01 141	Cottonseed				
01 142	Flaxseeds	446	43,749	92	8,902
01 144	Soybeans	30,960	3,416,170	2	223
01 149	Sunflower Seeds	1,132	106,244	292	23,680
01 159	Field Seeds	125	12,648	28	2,150
01 191	Fodder				
01 194	Sweet Potatoes				
01 195	Potatoes other than Sweet	229	19,989		
01 197	Sugar Beets				
01 313	Onions with Tops				
01 318	Onions without Tops				
01 341	Beans Dry Ripe	2,667	257,668	8	747
01 342	Peas	2,345	226,020	21	2,049
01 343	Cow Peas	1,007	99,685	45	4,556
01 391	Beans Green or Fresh				
01 411	Cattle				
01 412	Calves				
01 413	Swine				
01 414	Sheep				
11 221	Lignite Coal			3,149	315,000
20 11	Meat, Fresh				
20 121	Meat, Frozen				
20 129	Meat, Fresh, Frozen, NEC				
20 139	Meat, Products				
20 143	Grease				
20 15	Poultry, Fresh				
20 161	Poultry, Frozen				
20 21	Creamery Butter				
20 25	Cheese				
20259	DAIBYP				
20 411	Wheat Flour				
22 97	Wool & Mohair				
28 712	Fertilizers - Phosphates	4	352	3,049	301,250
28 713	Ammonium	1	96	677	65,924
28 714	Fertilizers - Compounds	1	91	308	30,884
28 719	Fertilizers - Prepared				
32 411	Cement				
Totals		124,212	13,278,195	12,029	1,193,031

BNSF Railway Company

Leased Lines and Wholly-Owned Subsidiaries

Class I Railroad Annual Report

To the Surface Transportation Board
For the Year Ending December 31, 2015



ACAA-R1

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

BNSF RAILWAY

ANNUAL REPORT

OF

BNSF RAILWAY COMPANY

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 31, 2015

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

(Name) Jon I. Stevens (Title) Vice President & Controller

(Telephone number) (817) 352-4975
(Area code) (Telephone number)

(Office address) 2301 Lou Menk Dr GOB 2W, 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 in insufficient to permit a full and complete statement of the requested information, inserts should be prepared and appropriately identified by the number of the schedule.

4. All entries should be made in a permanent black ink or typed. Those of a contrary character must be indicated in parenthesis. Items of an unusual character must be indicated by appropriate symbols and explained in footnotes.

5. Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of $500 but less than $1,000 should be raised to the nearest thousand dollars, and amounts of less than $500 should be lowered.

6. Except where the context clearly indicates some other meaning, the following terms when used in this Form have the following meanings:

(a) Board means Surface Transportation Board.

(b) Respondent means the person or corporation in whose behalf the report is made.

(c) Year means the year ended December 31 for which the report is being made.

(d) Close of the Year means the close of business on December 31 for the year in which the report is being made. If the report is made for a shorter period than one year, it means the close of the period covered by the report.

(e) Beginning of the Year means the beginning of business on January 1 of the year for which the report is being made. If the report is made for a shorter period than one year, it means the beginning of that period.

(f) Preceding Year means the year ended December 31 of the year preceding the year for which the report is made.

(g) The Uniform System of Accounts for Railroad Companies means the system of accounts in Part 1201 of Title 49, Code of Federal Regulations, as amended.

7. The ICC Termination Act of 1995 abolished the Interstate Commerce Commission and replaced it with the Surface Transportation Board. Any references to the Interstate Commerce Commission or Commission contained in this report refer to the Surface Transportation Board.

8. Any references to the Bureau of Accounts or the Office of Economics contained in this report refer to the Office of Economics, Environmental Analysis, and Administration of the Surface Transportation Board.

For Index, See Back of Form

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SPECIAL NOTICE

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

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

Supplemental Information about the Annual Report (R-1)

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

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

A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
		NONE

B. IDENTITY OF RESPONDENT

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

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

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

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

1. Exact Name of common carrier making this report:
   BNSF Railway Company

2. Date of incorporation:
   January 13, 1961

3. Under laws of what Government, State or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership and of appointment of receivers or trustees:
   Organized under the provisions of the General Corporation Law of the State of Delaware.

4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars:

STOCKHOLDERS' REPORTS

5. The respondent is required to send the Office of Economic and Environmental Analysis, immediately upon preparation, two copies of its latest annual report to stockholders.

Check appropriate box:

( ) Two copies are attached to this report.

( ) Two copies will be submitted on: _____
(date)

(X) No annual report to stockholders is prepared.

A copy of BNSF Railway Company SEC Form 10-K is attached.

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. [X] Yes [ ] No

3. Are voting rights proportional to holdings? [X] 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 [X] 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 [X] 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, 2015

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: Stock: Common (d)	Stock: Preferred: Second (e)	Stock: Preferred: First (f)	Line No.
1	Burlington Northern Santa Fe, LLC	2650 Lou Menk Drive	1,000	1,000			1
2		Fort Worth, TX 76131					2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
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15							15
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21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent: "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	564,856	584,766	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	66,772	63,081	5
6		706	- Customers	804,438	983,109	6
7		707	- Other	143,745	122,596	7
8		709, 708	- Accrued accounts receivables	167,076	188,633	8
9		708.5	- Receivables from affiliated companies	120,992	48,067	9
10		709.5	- Less: Allowance for uncollectible accounts	(73,097)	(55,076)	10
11		710, 711, 714	Working funds prepayments deferred income tax debits	364,306	455,899	11
12		712	Materials and supplies	829,358	795,595	12
13		713	Other current assets	174,687	290,862	13
14			TOTAL CURRENT ASSETS	3,163,133	3,477,532	14
			Other Assets			
15		715, 716, 717	Special funds	79,102	17,077	15
16		721, 721.5	Investments and advances affiliated companies (Schs. 310 and 310A)	542,004	521,461	16
17		722, 723	Other investments and advances			17
18		724	Allowances for net unrealized loss on noncurrent marketable equity securities - Cr.			18
19		737, 738	Property used in other than carrier operation (Less depreciation)	780,197	757,437	19
20		739, 741	Other assets	11,578,306	11,602,093	20
21		743	Other deferred debits	1,182,466	1,135,419	21
22		744	Accumulated deferred income tax debits			22
23			TOTAL OTHER ASSETS	14,162,075	14,033,487	23
			Road and Equipment			
24		731, 732	Road (Sch. 330) L-30 Col h & b	50,255,263	46,964,531	24
25		731, 732	Equipment (Sch 330) L-39 Col h & b	12,088,367	11,420,348	25
26		731, 732	Unallocated items	1,032,072	1,293,382	26
27		733, 735	Accumulated depreciation and amortization (Schs. 335, 342, 351)	(7,787,058)	(7,668,903)	27
28			Net Road and Equipment	55,588,644	52,009,358	28
29			TOTAL ASSETS	72,913,852	69,520,377	29

NOTES AND REMARKS

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
			Current Liabilities			
30		751	Loans and notes payable			30
31		752	Accounts payable: interline and other balances	12,464	9,670	31
32		753	Audited accounts and wages	251,199	280,377	32
33		754	Other accounts payable	292,024	330,294	33
34		755, 756	Interest and dividends payable	23,238	23,882	34
35		757	Payables to affiliated companies	15,440	22,940	35
36		759	Accrued accounts payable	1,752,364	1,786,974	36
37		760, 761, 761.5 762	Taxes accrued	467,649	419,747	37
38		763	Other current liabilities	151,967	284,000	38
39		764	Equipment obligations and other long-term debt due within one year	214,079	115,699	39
40			TOTAL CURRENT LIABILITIES	3,180,424	3,273,583	40
			Non-Current Liabilities			
41		765, 767	Funded debt unmatured	513,138	530,184	41
42		766	Equipment obligations	519,447	77,788	42
43		766.5	Capitalized lease obligations	528,270	700,779	43
44		768	Debt in default			44
45		769	Accounts payable: affiliated companies			45
46		770.1, 770.2	Unamortized debt premium	(4,360)	(4,625)	46
47		781	Interest in default			47
48		783	Deferred revenues - transfers from govt. authorities			48
49		786	Accumulated deferred income tax credits	17,945,034	16,902,758	49
50		771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	2,713,374	2,821,643	50
51			TOTAL NON-CURRENT LIABILITIES	22,214,903	21,028,527	51
			Shareholders' Equity			
52		791, 792	Total capital stock	1	1	52
53			Common stock	1	1	53
54			Preferred stock			54
55			Discount on capital stock			55
56		794, 795	Additional capital	33,772,563	33,772,563	56
			Retained earnings:			
57		797	Appropriated			57
58		798	Unappropriated	13,745,961	11,445,703	58
59		798.1	Net unrealized loss on noncurrent marketable equity securities			59
60		798.5	Less treasury stock			60
61			Net stockholders equity	47,518,525	45,218,267	61
62			TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	72,913,852	69,520,377	62

NOTES AND REMARKS

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

The notes listed below are provided to disclose supplementary information on matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word "none"; and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting 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 2 on page 9 - 15A

(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 2 on page 9 - 15A

(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.

See Note 2 on page 9 - 15A

(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 3 on pages 15A -15H

(a) Changes in valuation accounts.

8. Marketable equity securities.

See Note 4 on page 15H for the information required below

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

At 12/31/15, gross unrealized gains and losses pertaining to marketable equity securities were as follows:

	Gains	Losses
Current		
Noncurrent		

A net unrealized gain (loss) of $ on the sale of marketable equity securities was included in net income for 2015.
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 / 15 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 Company) is a wholly-owned subsidiary of Burlington Northern Santa Fe, LLC (BNSF). BNSF Railway operates one of the largest railroad networks in North America. BNSF Railway operates approximately 32,500 route miles (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, Coal and Agricultural Products, derived from manufacturing, agricultural and natural resource industries, which constituted 31 percent, 27 percent, 22 percent and 20 percent, respectively, of total freight revenues for the year ended December 31, 2015.

On February 12, 2010, Berkshire Hathaway Inc., a Delaware corporation (Berkshire), acquired 100% 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 beginning as of February 13, 2010.

The Merger was accounted for using the acquisition method under Accounting Standards Codification (ASC) Topic 805, *Business Combinations*. However, pursuant to Surface Transportation Board Docket No. FD 35506 effective August 23, 2013, this annual R-1 report reflects the phase-in of purchase accounting adjustments. As a result, certain beginning balances will not agree to the prior year's ending balances.

Note 2

Employment Benefit Plans

BNSF provides a funded, noncontributory qualified pension plan, the BNSF Retirement Plan, which covers most non-union employees, and an unfunded non-tax-qualified pension plan, the 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 provides two funded, noncontributory qualified pension plans which cover certain union employees of the former The Atchison, Topeka and Santa Fe Railway Company. The benefits under these pension plans are based on elections made at the time the plans were implemented. BNSF'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 with respect to the funded plans.

Certain salaried employees of BNSF Railway who have met age and years of service requirements are eligible for medical benefits, including prescription drug coverage, during retirement. The postretirement medical and prescription drug benefit is contributory and provides benefits to retirees, and their covered dependents. Retiree contributions are adjusted annually. The plan also contains fixed deductibles, coinsurance and out-of-pocket limitations. In addition, a basic life insurance plan is noncontributory and covers retirees only. Optional life insurance coverage is available for some retirees; however, the retiree is responsible for the full cost. BNSF's policy is to fund the life insurance premiums and medical benefits as they come due. Generally, employees beginning salaried employment with BNSF Railway subsequent to September 22, 1995, are not eligible for medical benefits during retirement. These benefits are collectively referred to as retiree health and welfare benefits.

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

NOTES TO FINANCIAL STATEMENTS

Components of the net cost for certain employee benefit plans were as follows (in millions):

	Pension Benefits		
	Year Ended December 31, 2015	Year Ended December 31, 2014	Year Ended December 31, 2013
Service cost	$ 48	$ 38	$ 47
Interest cost	90	95	89
Expected return on plan assets	(138)	(134)	(124)
Amortization of prior service credits	(1)	(1)	–
Amortization of net loss	14	25	57
Settlements	(1)	(1)	(1)
Net cost recognized	$ 12	$ 22	$ 68

	Retiree Health and Welfare Benefits		
	Year Ended December 31, 2015	Year Ended December 31, 2014	Year Ended December 31, 2013
Service cost	$ 1	$ 1	$ 1
Interest cost	10	11	12
Amortization of prior service credits	(2)	(2)	(1)
Amortization of net loss	2	1	5
Net cost recognized	$ 11	$ 11	$ 17

The projected benefit obligation is the present value of benefits earned to date by plan participants, including the effect of assumed future salary increases and expected healthcare cost trend rate increases. The following table shows the change in projected benefit obligation (in millions):

	Pension Benefits	
Change in Benefit Obligation	December 31, 2015	December 31, 2014
Projected benefit obligation at beginning of period	$ 2,452	$ 2,220
Service cost	48	38
Interest cost	90	95
Actuarial loss (gain)	(111)	256
Benefits paid	(145)	(141)
Administrative expenses	(1)	(1)
Settlements	(13)	(15)
Projected benefit obligation at end of period	2,320	2,452
Component representing future salary increases	(146)	(146)
Accumulated benefit obligation at end of period	$ 2,174	$ 2,306

	Retiree Health and Welfare Benefits	
Change in Benefit Obligation	December 31, 2015	December 31, 2014
Projected benefit obligation at beginning of period	$ 280	$ 272
Service cost	1	1
Interest cost	10	11
Plan participants' contributions	5	6
Actuarial loss (gain)	(13)	13
Benefits paid	(25)	(23)
Projected benefit obligation at end of period	258	280

BNSF's pension plans had plan assets in excess of accumulated benefit obligations and projected benefit obligations in excess of plan assets at December 31, 2015 and December 31, 2014.

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

NOTES TO FINANCIAL STATEMENTS

The following table shows the change in plan assets of the plans (in millions):

Change in Plan Assets	Pension Benefits December 31, 2015	Pension Benefits December 31, 2014
Fair value of plan assets at beginning of period	$ 2,342	$ 2,490
Actual return on plan assets	95	(3)
Employer contributions[a]	11	12
Benefits paid	(145)	(141)
Administrative expenses	(1)	(1)
Settlements	(13)	(15)
Fair value of plan assets at measurement date	$ 2,289	$ 2,342

a. Other than contributions to the BNSF Retirement Plan, employer contributions were classified as Other, Net under Operating Activities in the Company's Consolidated Statements of Cash Flows.

Change in Plan Assets	Retiree Health and Welfare Benefits December 31, 2015	Retiree Health and Welfare Benefits December 31, 2014
Fair value of plan assets at beginning of period	$ –	$ –
Employer contributions[a]	20	17
Plan participants' contributions	5	6
Benefits paid	(25)	(23)
Fair value of plan assets at measurement date	$ –	$ –

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

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

	Pension Benefits		Retiree Health and Welfare Benefits	
	December 31, 2015	December 31, 2014	December 31, 2015	December 31, 2014
Funded status (plan assets less projected benefit obligations)	$ (31)	$ (110)	$ (258)	$ (280)

Of the combined pension and retiree health and welfare benefits liability of $289 million and $390 million recognized as of December 31, 2015 and 2014, respectively, $30 million was included in other current liabilities in both December 31, 2015 and 2014, and $93 million and $26 million were included in other assets at December 31, 2015 and 2014, respectively.

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 table shows 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, 2015	Pension Benefits Year Ended December 31, 2014	Pension Benefits Year Ended December 31, 2013
Beginning balance	$ (136)	$ 63	$ (917)
Amortization of net loss	14	25	57
Amortization of prior service credits	(1)	(1)	–
Prior service credits	–	–	7
Actuarial (loss) gain	68	(392)	734
Settlements	(1)	(1)	(1)
Ending balance	$ (56)	$ (306)	$ (120)

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

NOTES TO FINANCIAL STATEMENTS

	Retiree Health and Welfare Benefits		
Change in AOCI	**Year Ended December 31, 2015**	Year Ended December 31, 2014	Year Ended December 31, 2013
Beginning balance	**$ (39)**	$ (31)	$ (76)
Amortization of net loss	**2**	1	5
Amortization of prior service credits	**(2)**	(2)	(1)
Prior service credits	**–**	–	7
Actuarial (loss) gain	**13**	(13)	29
Ending balance	**$ (26)**	$ (45)	$ (36)

Less than $1 million, net of tax, of the actuarial losses and prior service credits from defined benefit pension plans in AOCI are required to be amortized into net periodic benefit cost over the next fiscal year. Approximately $1 million, net of tax, of the prior service credits and less than $1 million, net of tax, of the actuarial losses from retiree health and welfare benefit plans in AOCI are required to be amortized into net periodic benefit cost over the next fiscal year. Pre-tax amounts currently recognized in AOCI consist of the following (in millions):

	Pension Benefits		Retiree Health and Welfare Benefits	
	2015	2014	**2015**	2014
Net gain (loss)	**$ (59)**	$ (311)	**$ (34)**	$ (55)
Prior service credits	**5**	6	**8**	10
Settlements	**(2)**	(1)	**–**	–
Pre-tax amount recognized in AOCI at December 31,	**(56)**	(306)	**(26)**	(45)
After-tax amount recognized in AOCI at December 31,	**$ (34)**	$ (189)	**$ (16)**	$ (28)

The assumptions used in accounting for the BNSF plans were as follows:

	Pension Benefits		
Assumptions Used to Determine Net Cost	**Year Ended December 31, 2015**	Year Ended December 31, 2014	Year Ended December 31, 2013
Discount rate	**3.79 %**	4.50 %	3.75 %
Expected long-term rate of return on plan assets	**6.60 %**	6.75 %	6.75 %
Rate of compensation increase	**3.80 %**	3.80 %	3.80 %

	Retiree Health and Welfare Benefits		
Assumptions Used to Determine Net Cost	**Year Ended December 31, 2015**	Year Ended December 31, 2014	Year Ended December 31, 2013
Discount rate	**3.69 %**	4.50 %	3.75 %
Rate of compensation increase	**3.80 %**	3.80 %	3.80 %

	Pension Benefits		Retiree Health and Welfare Benefits	
Assumptions Used to Determine Benefit Obligations	**December 31, 2015**	December 31, 2014	**December 31, 2015**	December 31, 2014
Discount rate	**4.22 %**	3.79 %	**4.09 %**	3.69 %
Rate of compensation increase	**3.80 %**	3.80 %	**3.80 %**	3.80 %

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

NOTES TO FINANCIAL STATEMENTS

BNSF 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 2016 calculation of net benefit cost increased to 4.22 percent for pension and 4.09 percent for retiree health and welfare benefits, which reflects market conditions at the December 31, 2015, measurement date.

In October 2014, the Society of Actuaries (SOA) released the final report of the RP-2014 mortality tables, which BNSF utilized in the calculation of its December 31, 2015 and 2014 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 will differ from the assumed rates. The expected rate of return on plan assets was 6.60 percent for 2015 and will be 6.63 percent for 2016.

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 rate of return on plan assets:

Sensitivity Analysis

	Change in Net Benefit Cost	
Hypothetical Discount Rate Change	**Pension**	**Retiree Health and Welfare**
50 basis point decrease	$1 million increase	$1 million increase
50 basis point increase	$1 million decrease	$1 million decrease

Hypothetical Rate of Return on Plan Assets Change	**Pension**
50 basis point decrease	$11 million increase
50 basis point increase	$11 million decrease

The following table presents assumed health care cost trend rates:

	Year Ended December 31, 2015	Year Ended December 31, 2014	Year Ended December 31, 2013
Assumed health care cost trend rate for next year (participants over 65) [a]	**3.00 %**	3.00 %	3.00 %
Assumed health care cost trend rate for next year (participants under 65)	**7.70 %**	7.90 %	8.20 %
Rate to which health care cost trend rate for participants under 65 is expected to decline and remain	**4.50 %**	4.50 %	4.50 %
Year that the rate reaches the ultimate trend rate	**2038**	2028	2028

a Effective January 1, 2013, Medicare-eligible retirees who are enrolled in the retiree medical program received a contribution to a Health Reimbursement Account, which can be used to reimburse plan participants for health insurance premiums and to pay eligible out-of-pocket expenses.

Assumed health care cost trend rates have a significant effect on the amounts reported for the health care plans. A one percentage point change in assumed health care cost trend rates would have the following effects (in millions):

	One Percentage-Point Increase	One Percentage-Point Decrease
Effect on total service and interest cost	$ 1	$ (1)
Effect on postretirement benefit obligation	$ 19	$ (16)

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

NOTES TO FINANCIAL STATEMENTS

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

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

(ii) Corporate debt securities, government debt securities, and collateralized obligations and mortgage backed securities are valued based on institutional bid evaluations from contracted vendors. Where available, vendors use observable market-based data to evaluate prices (Level 2 input). This also applies to U.S. Treasury securities included in cash and cash equivalents. If observable market-based data is not available, unobservable inputs such as extrapolated data, proprietary models, and indicative quotes are used to arrive at estimated prices representing the price a dealer would pay for the security (Level 3 input).

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

The following table summarizes the investments of BNSF's funded pension plans as of December 31, 2015, based on the inputs used to value them (in millions):

Asset Category	Total as of December 31, 2015	Level 1 Inputs	Level 2 Inputs	Level 3 Inputs
Equity securities: [a]				
U.S.	$ 2,001	$ 2,001	$ –	$ –
International	59	59	–	–
Corporate debt securities	28	–	28	–
Registered investment companies	19	19	–	–
U.S. government debt securities	12	–	12	–
Collateralized obligations and mortgage backed securities (MBS)	3	–	3	–
Cash and cash equivalents	167	3	164	–
Total [b]	$ 2,289	$ 2,082	$ 207	$ –

a As of December 31, 2015, three equity securities each exceeded 10 percent of total plan assets. These investments represent approximately 47 percent of total plan assets.
b. Excludes less than $1 million accrued for dividend and interest receivable.

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

NOTES TO FINANCIAL STATEMENTS

Comparative Prior Year Information

The following table summarizes the investments of BNSF's funded pension plans as of December 31, 2014, based on the inputs used to value them (in millions):

Asset Category	Total as of December 31, 2014	Level 1 Inputs	Level 2 Inputs	Level 3 Inputs
Equity securities: [a]				
U.S.	$ 2,091	$ 2,091	$ –	$ –
International	77	77	–	–
Corporate debt securities	30	–	30	–
Registered investment companies	28	28	–	–
U.S. government debt securities	13	–	13	–
Collateralized obligations and mortgage backed securities (MBS)	6	–	6	–
Cash and cash equivalents	97	–	97	–
Total [b]	$ 2,342	$ 2,196	$ 146	$ –

a As of December 31, 2014, three equity securities each exceeded 10 percent of total plan assets. These investments represented approximately 43 percent of total plan assets.

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

The Company is not required to make contributions to its funded pension plans in 2016. The Company expects to make benefit payments in 2016 of $10 million from its unfunded non-qualified pension plan.

The following table shows expected benefit payments from its defined benefit pension plans and expected claim payments for the retiree health and welfare plan for the next five fiscal years and the aggregate five years thereafter (in millions):

Fiscal year	Expected Pension Plan Benefit Payments[a]	Expected Retiree Health and Welfare Payments
2016	$ 168	$ 21
2017	156	20
2018	155	20
2019	153	19
2020	151	18
2021–2025	693	81

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

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

NOTES TO FINANCIAL STATEMENTS

Defined Contribution 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. The Company matched 75 percent of the first six percent of non-union employees' contributions and matched 25 percent on the first four percent of a limited number of union employees' contributions, which are subject to certain percentage limits of the employees' earnings, at each pay period. Employer contributions are subject to a five-year length of service vesting schedule. The Company's 401(k) matching expense was $33 million, $35 million and $34 million during the years ended December 31, 2015, 2014 and 2013, respectively.

Other

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. Insurance premiums paid attributable to retirees, which are generally expensed as incurred, were $58 million, $65 million and $65 million during the years ended December 31, 2015, 2014 and 2013, respectively. The average number of employees covered under these plans were 40 thousand, 40 thousand and 37 thousand during the years ended December 31, 2015, 2014 and 2013, respectively.

Note 3

Commitments and Contingencies

Lease Commitments

BNSF Railway has substantial lease commitments for locomotives, freight cars, trailers and containers, office buildings, operating facilities and other property, and many of these leases provide the option to purchase the leased item at fair market value at the end of the lease. However, some provide fixed price purchase options. Future minimum lease payments as of December 31, 2015, are summarized as follows (in millions):

December 31,	Capital Leases	Operating Leases[a]
2016	$ 189	$ 573
2017	76	529
2018	73	469
2019	70	441
2020	68	443
Thereafter	361	1,521
Total	837	$ 3,976
Less amount representing interest	(177)	
Present value of minimum lease payments	$ 660	

a Excludes leases having non-cancelable lease terms of less than one year and per diem leases.

Lease rental expense for all operating leases, excluding per diem leases, was $623 million, $626 million and $591 million for the years ended December 31, 2015, 2014 and 2013, respectively. When rental payments are not made on a straight-line basis, the Company recognizes rental expense on a straight-line basis over the lease term. Contingent rentals and sublease rentals were not significant.

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.

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

NOTES TO FINANCIAL STATEMENTS

Guarantees

As of December 31, 2015, BNSF Railway has not been called upon to perform under the guarantees specifically disclosed in this footnote and does not anticipate a significant performance risk in the foreseeable future.

Debt and other obligations of non-consolidated entities guaranteed by the Company as of December 31, 2015, were as follows (dollars in millions):

	Guarantees					
	BNSF Railway Ownership Percentage	Principal Amount Guaranteed	Maximum Future Payments	Maximum Recourse Amount [a]	Remaining Term (in years)	Capitalized Obligations
Kinder Morgan Energy Partners, L.P.	0.5%	$ 190	$ 190	$ –	Termination of Ownership	$ 2[b]
Chevron Phillips Chemical Company, LP	–	N/A[d]	N/A[d]	N/A[d]	2	$ 3[c]

a Reflects the maximum amount the Company could recover from a third party other than the counterparty.
b Reflects capitalized obligations that are recorded on the Company's Consolidated Balance Sheet.
c Reflects the asset and corresponding liability for the fair value of these guarantees required by authoritative accounting guidance related to guarantees.
d There is no cap to the liability that can be sought from BNSF Railway for BNSF Railway's negligence or the negligence of the indemnified party. However, BNSF Railway could receive reimbursement from certain insurance policies if the liability exceeds a certain amount.

Kinder Morgan Energy Partners, L.P.

Santa Fe Pacific Pipelines, Inc., an indirect, wholly-owned subsidiary of BNSF Railway, has a guarantee in connection with its remaining special limited partnership interest in Santa Fe Pacific Pipeline Partners, L.P. (SFPP), a subsidiary of Kinder Morgan Energy Partners, L.P., to be paid only upon default by the partnership. All obligations with respect to the guarantee will cease upon termination of ownership rights, which would occur upon a put notice issued by BNSF Railway or the exercise of the call rights by the general partners of SFPP.

Chevron Phillips Chemical Company, LP

In 2007, BNSF Railway entered into an indemnity agreement with Chevron Phillips Chemical Company LP (Chevron Phillips), granting certain rights of indemnity from BNSF Railway, in order to facilitate access to a new storage facility. Under certain circumstances, payment under this obligation may be required in the event Chevron Phillips were to incur certain liabilities or other incremental costs resulting from trackage access.

Indemnities

In the ordinary course of business, BNSF Railway enters into agreements with third parties that include indemnification clauses. The Company believes that these clauses are generally customary for the types of agreements in which they are included. At times, these clauses may involve indemnification for the acts of the Company, its employees and agents, indemnification for another party's acts, indemnification for future events, indemnification based upon a certain standard of performance, indemnification for liabilities arising out of the Company's use of leased equipment or other property, or other types of indemnification. Despite the uncertainty whether events which would trigger the indemnification obligations would ever occur, the Company does not believe that these indemnity agreements will have a material adverse effect on the Company's results of operations, financial position or liquidity. Additionally, the Company believes that, due to lack of historical payment experience, the fair value of indemnities cannot be estimated with any amount of certainty and that the fair value of any such amount would be immaterial to the Consolidated Financial Statements. Agreements that reflect unique circumstances, particularly agreements that contain guarantees that indemnify for another party's acts, are disclosed separately, if appropriate. Unless separately disclosed above, no fair value liability related to indemnities has been recorded in the Consolidated Financial Statements..

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

NOTES TO FINANCIAL STATEMENTS

Variable Interest Entities – Leases

BNSF Railway has entered into various equipment lease transactions in which the structure of the lease contains VIEs. These VIEs were created solely for the lease transactions and have no other activities, assets or liabilities outside of the lease transactions. In some of the arrangements, BNSF Railway has the option to purchase some or all of the equipment at a fixed-price, thereby creating variable interests for BNSF Railway in the VIEs. The future minimum lease payments associated with the VIE leases were approximately $3 billion as of December 31, 2015. The future minimum lease payments are included in future operating lease payments disclosed in Note 3.

In the event the leased equipment is destroyed, BNSF Railway is obligated to either replace the equipment or pay a fixed loss amount. The inclusion of the fixed loss amount is a standard clause within equipment lease arrangements. Historically, BNSF Railway has not incurred significant losses related to this clause. As such, it is not anticipated that the maximum exposure to loss would materially differ from the future minimum lease payments.

BNSF Railway does not provide financial support to the VIEs that it was not previously contractually obligated to provide.

BNSF Railway maintains and operates the equipment based on contractual obligations within the lease arrangements, which set specific guidelines consistent within the industry. As such, BNSF Railway has no control over activities that could materially impact the fair value of the leased equipment. BNSF Railway does not hold the power to direct the activities of the VIEs and therefore does not control the ongoing activities that have a significant impact on the economic performance of the VIEs. Additionally, BNSF Railway does not have the obligation to absorb losses of the VIEs or the right to receive benefits of the VIEs that could potentially be significant to the VIEs. Depending on market conditions, the fixed-price purchase options could potentially provide benefit to the Company; however, any benefits potentially received from a fixed-price purchase option are expected to be minimal. Based on these factors, BNSF Railway is not the primary beneficiary of the VIEs. As BNSF Railway is not the primary beneficiary and the VIE leases are classified as operating leases, there are no assets or liabilities related to the VIEs recorded in the Company's Consolidated Balance Sheet.

Personal Injury and Environmental Costs

Personal Injury

Personal injury claims, including asbestos claims and employee work-related injuries and third-party injuries (collectively, other personal injury), are a significant expense for the railroad industry. 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. FELA's system of requiring the finding of fault, coupled with unscheduled awards and reliance on the jury system, contributed to increased expenses in past years. Other proceedings include claims by non-employees for punitive as well as compensatory damages. A few proceedings purport to be class actions. The variability present in settling these claims, including non-employee personal injury and matters in which punitive damages are alleged, could result in increased expenses in future years. BNSF Railway has implemented a number of safety programs designed to reduce the number of personal injuries as well as the associated claims and personal injury expense.

BNSF Railway records an undiscounted liability for personal injury claims when the expected loss is both probable and reasonably estimable. The liability and ultimate expense projections are estimated using standard actuarial methodologies. Liabilities recorded for unasserted personal injury claims are based on information currently available. Due to the inherent uncertainty involved in projecting future events such as the number of claims filed each year, developments in judicial and legislative standards and the average costs to settle projected claims, actual costs may differ from amounts recorded. BNSF Railway has obtained insurance coverage for certain claims, as discussed under the heading "BNSF Insurance Company." Expense accruals and any required adjustments are classified as materials and other in the Consolidated Statements of Income.

Asbestos

The Company is party to a number of personal injury claims by employees and non-employees who may have been exposed to asbestos. The heaviest exposure for certain BNSF Railway employees was due to work conducted in and around the use of steam locomotive engines that were phased out between the years of 1950 and 1967. However, other types of exposures, including exposure from locomotive component parts and building materials, continued after 1967 until they were substantially eliminated at BNSF Railway by 1985.

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

NOTES TO FINANCIAL STATEMENTS

BNSF Railway assesses its unasserted asbestos liability exposure on an annual basis during the third quarter. BNSF Railway determines its asbestos liability by estimating its exposed population, the number of claims likely to be filed, the number of claims that will likely require payment and the estimated cost per claim. Estimated filing and dismissal rates and average cost per claim are determined utilizing recent claim data and trends.

Key elements of the assessment include:

- Because BNSF Railway did not have detailed employment records in order to compute the population of potentially exposed employees, it computed an estimate using Company employee data from 1970 forward and estimated the BNSF Railway employee base from 1938-1969 using railroad industry historical census data and estimating BNSF Railway's representation in the total railroad population.
- The projected incidence of disease was estimated based on epidemiological studies using employees' age, duration and intensity of exposure while employed.
- An estimate of the future anticipated claims filing rate by type of disease (non-malignant, cancer and mesothelioma) was computed using the Company's average historical claim filing rates observed in 2012-2015.
- An estimate of the future anticipated dismissal rate by type of claim was computed using the Company's historical average dismissal rates observed in 2011-2015.
- An estimate of the future anticipated settlement by type of disease was computed using the Company's historical average of dollars paid per claim for pending and future claims using the average settlement by type of incidence observed during 2011-2015.

From these assumptions, BNSF Railway projected the incidence of each type of disease to the estimated population to arrive at an estimate of the total number of employees that could potentially assert a claim. Historical claim filing rates were applied for each type of disease to the total number of employees that could potentially assert a claim to determine the total number of anticipated claim filings by disease type. Historical dismissal rates, which represent claims that are closed without payment, were then applied to calculate the number of future claims by disease type that would likely require payment by the Company. Finally, the number of such claims was multiplied by the average settlement value to estimate BNSF Railway's future liability for unasserted asbestos claims.

The most sensitive assumptions for this accrual are the estimated future filing rates and estimated average claim values. Asbestos claim filings are typically sporadic and may include large batches of claims solicited by law firms. To reflect these factors, BNSF Railway used a multi-year calibration period (i.e., average historical filing rates observed in 2012-2015) because it believed it would be most representative of its future claim experience. In addition, for non-malignant claims, the number of future claims to be filed against BNSF Railway declines at a rate consistent with both mortality and age as there is a decreasing propensity to file a claim as the population ages. BNSF Railway believes the average claim values by type of disease from the historical period 2011-2015 are most representative of future claim values. Non-malignant claims, which represent approximately 80 percent of the total number and 45 percent of the cost of estimated future asbestos claims, were priced by age of the projected claimants. Historically, the ultimate settlement value of these types of claims is most sensitive to the age of the claimant.

During the third quarters of 2015, 2014 and 2013, the Company analyzed recent filing and payment trends to ensure the assumptions used by BNSF Railway to estimate its future asbestos liability were reasonable. In 2015, management recorded an increase in expense of $5 million. In 2014, management recorded a decrease in expense of $2 million. In 2013, management determined that the liability remained appropriate and no change was recorded. The Company plans to update its study again in the third quarter of 2016.

Throughout the year, BNSF Railway monitors actual experience against the number of forecasted claims and expected claim payments and will record adjustments to the Company's estimates as necessary.

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

NOTES TO FINANCIAL STATEMENTS

Based on BNSF Railway's estimate of the potentially exposed employees and related mortality assumptions, it is anticipated that unasserted asbestos claims will continue to be filed through the year 2050. The Company recorded an amount for the full estimated filing period through 2050 because it had a relatively finite exposed population (former and current employees hired prior to 1985), which it was able to identify and reasonably estimate and about which it had obtained reliable demographic data (including age, hire date and occupation) derived from industry or BNSF Railway specific data that was the basis for the study. BNSF Railway projects that approximately 65, 80 and 95 percent of the future unasserted asbestos claims will be filed within the next 10, 15 and 25 years, respectively.

Other Personal Injury

BNSF Railway estimates its other personal injury liability claims and expense quarterly based on the covered population, activity levels and trends in frequency and the costs of covered injuries. Estimates include unasserted claims except for certain repetitive stress and other occupational trauma claims that allegedly result from prolonged repeated events or exposure. Such claims are estimated on an as-reported basis because the Company cannot estimate the range of reasonably possible loss due to other non-work related contributing causes of such injuries and the fact that continued exposure is required for the potential injury to manifest itself as a claim. BNSF Railway has not experienced any significant adverse trends related to these types of claims in recent years.

Key elements of the actuarial assessment include:

- Size and demographics (employee age and craft) of the workforce.
- Activity levels (manhours by employee craft and carloadings).
- Expected claim frequency rates by type of claim (employee FELA or third-party liability) based on historical claim frequency trends.
- Expected dismissal rates by type of claim based on historical dismissal rates.
- Expected average paid amounts by type of claim for open and incurred but not reported claims that eventually close with payment.

From these assumptions, BNSF Railway estimates the number of open claims by accident year that will likely require payment by the Company. The projected number of open claims by accident year that will require payment is multiplied by the expected average cost per claim by accident year and type to determine BNSF Railway's estimated liability for all asserted claims. Additionally, BNSF Railway estimates the number of its incurred but not reported claims that will likely result in payment based upon historical emergence patterns by type of claim. The estimated number of projected claims by accident year requiring payment is multiplied by the expected average cost per claim by accident year and type to determine BNSF Railway's estimated liability for incurred but not reported claims.

BNSF Railway monitors quarterly actual experience against the number of forecasted claims to be received, the forecasted number of claims closing with payment and expected claim payments. Adjustments to the Company's estimates are recorded quarterly as necessary or more frequently as new events or revised estimates develop.

The following table summarizes the activity in the Company's accrued obligations for asbestos and other personal injury matters (in millions):

	Year Ended December 31, 2015	Year Ended December 31, 2014	Year Ended December 31, 2013
Beginning balance	$ 371	$ 379	$ 448
Accruals	81	62	22
Payments	(81)	(73)	(96)
Ending balance	$ 371	$ 368	$ 374

At December 31, 2015 and 2014, $85 million and $80 million were included in current liabilities, respectively. Defense and processing costs, which are recorded on an as-reported basis, were not included in the recorded liability. The Company is primarily self-insured for personal injury claims.

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

NOTES TO FINANCIAL STATEMENTS

Because of the uncertainty surrounding the ultimate outcome of personal injury claims, it is reasonably possible that future costs to settle personal injury claims may range from approximately $326 million to $441 million. However, BNSF Railway believes that the $371 million recorded at December 31, 2015, is the best estimate of the Company's future obligation for the settlement of personal injury claims.

The amounts recorded by BNSF Railway for personal injury liabilities were based upon currently known facts. Future events, such as the number of new claims to be filed each year, the average cost of disposing of claims, as well as the numerous uncertainties surrounding personal injury litigation in the United States, could cause the actual costs to be higher or lower than projected.

Although the final outcome of personal injury matters cannot be predicted with certainty, considering among other things the meritorious legal defenses available and liabilities that have been recorded, 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.

BNSF Insurance Company

Burlington Northern Santa Fe Insurance Company, Ltd. (BNSF IC), a wholly-owned subsidiary of BNSF, provides insurance coverage for certain risks, FELA claims, railroad protective and force account insurance claims and certain excess general liability and property coverage, and certain other claims which are subject to reinsurance. During the years ended December 31, 2015, 2014 and 2013, BNSF IC wrote insurance coverage with premiums totaling $73 million, $79 million and $96 million, respectively, for BNSF Railway, net of reimbursements from third parties. During this same time, BNSF Railway recognized $75 million, $79 million and $98 million, respectively, in expense related to those premiums, which is classified as purchased services in the Consolidated Statements of Income. At December 31, 2015 and 2014, unamortized premiums remaining on the Consolidated Balance Sheet were $5 million and $7 million, respectively. During the years ended December 31, 2015, 2014 and 2013, BNSF IC made claim payments totaling $214 million, $98 million and $127 million, respectively, for settlement of covered claims. At December 31, 2015 and 2014, claims receivables from BNSF IC were $15 million and $10 million, respectively.

Environmental

The Company's operations, as well as those of its competitors, are subject to extensive federal, state and local environmental regulation. BNSF Railway'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 and 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. As a result, BNSF Railway is subject to environmental cleanup and enforcement actions. In particular, the federal Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), also known as the Superfund law, as well as similar state laws, generally impose joint and several liability for cleanup and enforcement costs on current and former owners and operators of a site without regard to fault or the legality of the original conduct. BNSF Railway has been notified that it is a potentially responsible party (PRP) for study and cleanup costs at Superfund sites for which investigation and remediation payments are or will be made or are yet to be determined (the Superfund sites) and, in many instances, is one of several PRPs. In addition, BNSF Railway may be considered a PRP under certain other laws. Accordingly, under CERCLA and other federal and state statutes, BNSF Railway may be held jointly and severally liable for all environmental costs associated with a particular site. If there are other PRPs, BNSF Railway generally participates in the cleanup of these sites through cost-sharing agreements with terms that vary from site to site. Costs are typically allocated based on such factors as relative volumetric contribution of material, the amount of time the site was owned or operated and/or the portion of the total site owned or operated by each PRP.

BNSF Railway is involved in a number of administrative and judicial proceedings and other mandatory cleanup efforts for 223 sites, including 18 Superfund sites, at which it is participating in the study or cleanup, or both, of alleged environmental contamination.

Liabilities for environmental cleanup costs are recorded when BNSF Railway's liability for environmental cleanup is probable and reasonably estimable. Subsequent adjustments to initial estimates are recorded as necessary based upon additional information developed in subsequent periods. Environmental costs include initial site surveys and environmental studies as well as costs for remediation of sites determined to be contaminated.

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

NOTES TO FINANCIAL STATEMENTS

BNSF Railway estimates the ultimate cost of cleanup efforts at its known environmental sites on an annual basis during the third quarter. Ultimate cost estimates for environmental sites are based on current estimated percentage to closure ratios, possible remediation work plans and 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, including the Environmental Protection Agency and other governmental agencies. These factors incorporate into the estimates experience gained from cleanup efforts at other similar sites. The most significant assumptions are the possible remediation work plans and estimates of the costs and likelihood of each possible outcome for the larger sites.

Annual studies do not include (i) contaminated sites of which the Company is not aware; (ii) additional amounts for third-party tort claims, which arise out of contaminants allegedly migrating from BNSF Railway property, due to a limited number of sites; or (iii) natural resource damage claims. BNSF Railway continues to estimate third-party tort claims on a site by site basis when the liability for such claims is probable and reasonably estimable. BNSF Railway's recorded liability for third-party tort claims as of December 31, 2015 and 2014 was $12 million and $15 million, respectively.

On a quarterly basis, BNSF Railway monitors actual experience against the forecasted remediation and related payments made on existing sites and conducts ongoing environmental contingency analyses, which consider a combination of factors including independent consulting reports, site visits, legal reviews and analysis of the likelihood of other PRPs' participation in, and their ability to pay for cleanup. Adjustments to the Company's estimates will continue to be recorded as necessary based on developments in subsequent periods. Additionally, environmental accruals, which are classified as materials and other in the Consolidated Statements of Income, include amounts for newly identified sites or contaminants, third-party claims and legal fees incurred for defense of third-party claims and recovery efforts.

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

	Year Ended December 31, 2015	Year Ended December 31, 2014	Year Ended December 31, 2013
Beginning balance	$ 404	$ 435	$ 458
Accruals	4	13	19
Payments	(39)	(44)	(42)
Ending balance	$ 369	$ 404	$ 435

At December 31, 2015 and 2014, $50 million and $60 million were included in current liabilities, respectively.

During the third quarters of 2015, 2014 and 2013, the Company analyzed recent data and trends to ensure the assumptions used by BNSF Railway to estimate its future environmental liability were reasonable. As a result of this study, in the third quarters of 2015, 2014 and 2013, management recorded additional expense of $7 million, $5 million and $12 million as of the respective June 30 measurement dates. The Company plans to update its study again in the third quarter of 2016.

BNSF Railway's environmental liabilities are not discounted. BNSF Railway anticipates that the majority of the accrued costs at December 31, 2015, will be paid over the next ten years, and no individual site is considered to be material.

Liabilities recorded for environmental costs represent BNSF Railway's best estimate of its probable future obligation for the remediation and settlement of these sites and include both asserted and unasserted claims. Although recorded liabilities include BNSF Railway's best estimate of all probable costs, without reduction for anticipated recoveries from third parties, 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.

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

NOTES TO FINANCIAL STATEMENTS

Because of the uncertainty surrounding these factors, it is reasonably possible that future costs for environmental liabilities may range from approximately $285 million to $500 million. However, BNSF Railway believes that the $369 million recorded at December 31, 2015, is the best estimate of the Company's future obligation for environmental costs.

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 asbestos, other personal injury and environmental matters discussed above, 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 punitive as well as compensatory damages, and a few proceedings purport to be class actions. Although the final outcome of these matters cannot be predicted with certainty, considering among other things the meritorious legal defenses available and liabilities that have been recorded along with applicable insurance, BNSF Railway currently believes that none of these items, when finally resolved, will have a material adverse effect on the Company's financial position or liquidity. However, an unexpected adverse resolution of one or more of these items could have a material adverse effect on the results of operations in a particular quarter or fiscal year.

Note 4

Investments

BNSF Railway holds investments which are classified as trading securities and included in Other Assets on the balance sheet. The following table summarizes the fair value of investments held as of December 31, 2015 and December 31, 2014 (in millions):

	December 31, 2015	December 31, 2014
Debt Securities	$ 57	$ —
Payments	63	—
Ending balance	$ 120	$ —

As of the year-ended December 31, 2014, all investments were primarily held in cash and cash equivalents.

The fair value measurements of BNSF Railway's debt securities are based on Level 2 inputs and equity securities are based on Level 1 inputs, using a market approach. The following table presents gains and losses recognized in earnings for the Company (in millions):

	December 31, 2015	December 31, 2014
Gains	$ 6	$ —
Losses	(11)	—
Net Loss	$ (5)	$ —

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

NOTES TO FINANCIAL STATEMENTS

Note 5

Goodwill and Other Intangible Assets and Liabilities

Goodwill

During the years ended December 31, 2015, 2014 and 2013, no impairment losses related to goodwill were incurred. As of December 31, 2015 and 2014, there were no accumulated impairment losses related to goodwill. For both the years ended December 31, 2015 and 2014, the carrying values were $11,109 million and no additional goodwill was recognized other than to reflect the phase-in of purchase accounting adjustment (See Note 1).

Intangible Assets and Liabilities

Intangible assets and liabilities were as follows (in millions):

	As of December 31, 2015		As of December 31, 2014	
	Gross Carrying Amount	Accumulated Amortization	Gross Carrying Amount	Accumulated Amortization
Intangible Assets	$ 513	$ 154	$ 512	$ 130
Intangible Liabilities	$ 1,053	$ 552	$ 1,542	$ 956

As of December 31, 2015, intangible assets primarily consisted of franchise and customer assets. Intangible liabilities primarily consisted of customer and shortline contracts which were in an unfavorable position at the date of Merger.

Amortizable intangible assets and liabilities are amortized based on the estimated pattern in which the economic benefits are expected to be consumed or on a straight-line basis over their estimated economic lives.

Amortization of intangible assets and liabilities was as follows (in millions):

	December 31, 2015	December 31, 2014
Amortization of intangible assets	$ 24	$ $17
Amortization of intangible liabilities	$ 86	$ $90

Amortization of intangible assets and liabilities for the next five years is expected to approximate the following (in millions):

	Amortization of intangible assets	Amortization of intangible liabilities
2016	$ 31	$ 101
2017	$ 31	$ 96
2018	$ 31	$ 90
2019	$ 31	$ 27
2020	$ 31	$ 26

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

NOTES TO FINANCIAL STATEMENTS

Note 6
Other Assets

In July 2010, the Company entered into a low-income housing partnership (the Partnership) as the limited partner, holding a 99.9% interest in the Partnership. The Partnership is a VIE, with the purpose of developing and operating low-income housing rental properties. Recovery of the Company's investment is accomplished through the utilization of low-income housing tax credits and the tax benefits of Partnership losses. The general partner, who holds a 0.1% interest in the Partnership, is an unrelated third party and is responsible for controlling and managing the business and financial operation of the Partnership. As the Company does not have the power to direct the activities that most significantly impact the Partnership's economic performance, the Company is not the primary beneficiary and therefore, does not consolidate the Partnership. As of December 31, 2015 and 2014, the assets of the unconsolidated Partnership totaled approximately $315 million and $355 million, respectively. During the years ended December 31, 2015, 2014, and 2013, no impairment losses related to the low-income housing partnership were incurred. The Company does not provide financial support to the Partnership that it was not previously contractually obligated to provide.

The Company has accounted for its investment in the Partnership using the effective yield method. The risk of loss of the Company's investment in the Partnership is considered low as an affiliate of the general partner has provided certain guarantees of tax credits and minimum annual returns. For the years ended December 31, 2015 and 2014, the Company recognized a reduction to income tax expense of $29 million and $35 million, respectively. The Company's maximum exposure to loss related to the Partnership is the unamortized investment balance. The following table provides information related to this Partnership (in millions):

	Year Ended December 31, 2015	Year Ended December 31, 2014
Unamortized investment balance classified as Other Assets	$ 265	$ 314
Remaining commitment classified as Other Liabilities	$ —	$ 18
Maximum exposure to loss	$ 265	$ 314

210. RESULTS OF OPERATIONS

(Dollars in Thousands)

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

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.

4. All contra entries should be shown in parenthesis.

Cross-Checks	
Schedule 210	Schedule 210
Line 15, col b	= Line 62, col b
Lines 47,48,49 col b	= Line 63, col b
Line 50, col b	= Line 64, col b
	Schedule 410
Line 14, col b	= Line 620, col h
Line 14, col d	= Line 620, col f
Line 14, col e	= Line 620, col g

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		ORDINARY ITEMS OPERATING INCOME Railway Operating Income					
1		(101) Freight	21,366,873	22,723,319	21,366,873		1
2		(102) Passenger					2
3		(103) Passenger-related					3
4		(104) Switching	50,083	53,404	50,083		4
5		(105) Water transfers					5
6		(106) Demurrage	196,526	134,435	196,526		6
7		(110) Incidental	144,041	117,368	144,041		7
8		(121) Joint facility - credit	8,056	7,472	8,056		8
9		(122) Joint facility - debit					9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	21,765,579	23,035,998	21,765,579		10
11		(502) Railway operating revenues - transfers from government authorities					11
12		(503) Railway operating revenues - amortization of deferred transfers from government authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12	21,765,579	23,035,998	21,765,579		13
14	*	(531) Railway operating expenses	14,112,377	16,146,571	14,112,377		14
15	*	Net revenue from railway operations	7,653,202	6,889,427	7,653,202		15
16		OTHER INCOME (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	137,266	108,699			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	41,039	29,717			24
25		Income from affiliated companies: 519 a. Dividends (equity method)	14,000	7,215			25
26		b. Equity in undistributed earnings (losses)	2,151	8,355			26
27		TOTAL OTHER INCOME (lines 16-26)	194,856	154,386			27
28		TOTAL INCOME (lines 15, 27)	7,848,058	7,043,813			28
29		MISCELLANEOUS DEDUCTIONS FROM INCOME (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	26,932	20,934			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS	26,932	20,934			36
37		Income available for fixed charges	7,821,126	7,022,879			37

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
		FIXED CHARGES			
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	37,407	46,978	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	1,520	8,258	40
41		(548) Amortization of discount on funded debt	2,192	2,070	41
42		TOTAL FIXED CHARGES (lines 38 through 41)	41,119	57,306	42
43		Income after fixed charges (line 37 minus line 42)	7,780,007	6,965,573	43
		OTHER DEDUCTIONS			
		(546) Interest on funded debt:			
44		(c) Contingent interest			44
		UNUSUAL OR INFREQUENT ITEMS			
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before inc. taxes)	7,780,007	6,965,573	46
		PROVISIONS FOR INCOME TAXES			
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	1,578,619	1,488,737	47
48	*	(b) State income taxes	210,215	218,836	48
49	*	(c) Other income taxes			49
50	*	(557) Provision for deferred taxes	1,115,003	907,551	50
51		TOTAL PROVISION FOR INCOME TAXES (lines 47 through 52)	2,903,837	2,615,124	51
52		Income from continuing operations (line 46 minus line 51)	4,876,170	4,350,449	52
		DISCONTINUED OPERATIONS			
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of $)			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of $)			54
55		Income before extraordinary items (lines 52 through 54)	4,876,170	4,350,449	55
		EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES			
56		(570) Extraordinary items (Net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes - Extraordinary items			58
59		TOTAL EXTRAORDINARY ITEMS (lines 56 through 58)			59
60		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of $)			60
61	*	Net income (Loss) (lines 55 + 59 + 60)	4,876,170	4,350,449	61
		RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)			
62	*	Net revenues from railway operations	7,653,202	6,889,427	62
63	*	(556) Income taxes on ordinary income (-)	1,788,834	1,707,573	63
64	*	(557) Provision for deferred income taxes (-)	1,115,003	907,551	64
65		Income from lease of road and equipment (-)	12,848	12,848	65
66		Rent for leased roads and equipment (+)			66
67		Net railway operating income (loss)	4,736,517	4,261,455	67

NOTES AND REMARKS FOR SCHEDULE 210 AND 220

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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	11,299,834	145,869	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3		(602) Credit balance transferred from income	4,874,019	2,151	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings	57,475		5
6		TOTAL CREDITS	4,931,494	2,151	6
		DEBITS			
7		(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings	2,633,387		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	2,633,387		13
14		Net increase (decrease) during year (Line 6 minus line 13)	2,298,107	2,151	14
15		Balances at close of year (lines 1, 2, and 14)	13,597,941	148,020	15
16		Balances from line 15 (c)	148,020	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	13,745,961		17
18		(797) Total appropriated retained earnings:			18
19		Credits during year $ 0		N/A	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

230. CAPITAL STOCK

PART I. CAPITAL STOCK

(Dollars in Thousands)

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

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common - BNSF Railway	1.00	1,000	1,000	NONE	1,000	1	NONE	1
2									2
3									3
4									4
5									5
6									6
7									7
8									8
9									9
10									10

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR

(Dollars in Thousands)

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

Line No.	Item (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital $ (h)	Line No.
		No. of Shares (b)	$ Amount (c)	No. of Shares (d)	$ Amount (e)	No. of Shares (f)	$ Amount (g)		
11	Balance at beginning of year	NONE	NONE	1,000	1	NONE	NONE	33,772,563	11
12	Capital stock sold								12
13	Capital stock reacquired								13
14	Capital stock cancelled								14
15									15
16									16
17									17
18	Balance at close of year	NONE	NONE	1,000	1	NONE	NONE	33,772,563	18

240. STATEMENT OF CASH FLOWS
(Dollars in Thousands)

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

CASH FLOWS FROM OPERATING ACTIVITIES

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

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
10		Income from continuing operations	4,876,170	4,350,449	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	(53,207)	(11,996)	11
12		Depreciation and amortization expenses	1,921,974	1,971,430	12
13		Net increase (decrease) in provision for Deferred Income Taxes	1,115,003	907,551	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(2,151)	(8,355)	14
15		Decrease (increase) in accounts receivable	120,696	(86,178)	15
16		Decrease (increase) in material and supplies and other current assets	(35,556)	1,212	16
17		Increase (decrease) in current liabilities other than debt	(89,179)	(55,928)	17
18		Increase (decrease) in other - net	20,249	(171,876)	18
19		Net cash provided from continuing operations (lines 10 through 18)	7,873,999	6,896,309	19
20		Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20)	7,873,999	6,896,309	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	58,163	15,308	22
23		Capital expenditures	(5,512,473)	(5,134,394)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayment of investment and advances	26,568		25
26		Purchase price of long-term investment and advances	(150,504)	(19,679)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other - net	(58,599)	2,686	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	(5,636,845)	(5,136,079)	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	500,207		30
31		Principal payments of long-term debt	(120,922)	(140,970)	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	(2,636,349)	(1,566,450)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(2,257,064)	(1,707,420)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36)	(19,910)	52,810	37
38		Cash and cash equivalents at beginning of the year	584,766	531,956	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	564,856	584,766	39
		Footnotes to Schedule Cash paid during the year for:			
40		Interest (net of amount capitalized) *	52,216	56,532	40
41		Income taxes (net) *	1,447,083	1,691,229	41

* Only applies if indirect method is adopted

NOTES AND REMARKS

245. WORKING CAPITAL
(Dollars in Thousands)

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

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

Line No.	Item (a)	Source	Amount (b)	Line No.
	CURRENT OPERATING ASSETS			
1	Interline and other balances (705)	Sched. 200, line 5, col. b	66,772	1
2	Customers (706)	Sched. 200, line 6, col. b	804,438	2
3	Other (707)	Note A	116,345	3
4	TOTAL CURRENT OPERATING ASSETS	Lines 1 + 2 + 3	987,555	4
	OPERATING REVENUE			
5	Railway operating revenue	Sched. 210, line 13, col. b	21,765,579	5
6	Rent income	Note B	191,224	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	21,956,803	7
8	Average daily operating revenues	Line 7 ÷ 360 days	60,991	8
9	Days of operating revenue in current operating assets	Line 4 ÷ line 8	16	9
10	Revenue delay days plus buffer	Line 9 + 15 days	31	10
	CURRENT OPERATING LIABILITIES			
11	Interline and other balances (752)	Sched. 200, line 31, col. b	12,464	11
12	Audited accounts and wages payable (753)	Sched. 200, line 32, col. b	251,199	12
13	Accounts payable - other (754)	Sched. 200, line 33, col. b	292,024	13
14	Other taxes accrued (761.5)	Note A	358,755	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 through 14	914,442	15
	OPERATING EXPENSES			
16	Railway operating expenses	Sched. 210, line 14, col. b	14,112,377	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317, col. h	1,921,974	17
18	Cash related operating expenses	Line 16 + line 6 - line 17	12,381,627	18
19	Average daily expenditures	Line 18 ÷ 360 days	34,393	19
20	Days of operating expenses in current operating liabilities	Line 15 ÷ line 19	27	20
21	Days of working capital required	Line 10 - line 20 (Note C)	4	21
22	Cash working capital required	Line 21 x line 19	137,572	22
23	Cash and temporary cash balance	Sched. 200, line 1 + line 2, col. b	564,856	23
24	Cash working capital allowed	Lesser of line 22 or line 23	137,572	24
	MATERIALS AND SUPPLIES			
25	Total materials and supplies (712)	Sched. 200, line 12, col. b	829,358	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	829,358	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	966,930	28

NOTES:

(A) Use common carrier portion only. Common carrier refers to railway transportation service

(B) Rent income is the sum of Schedule 410, column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 135, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.

(C) If result is negative, use zero.

NOTES AND REMARKS

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GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

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

(A) Stocks
- (1) Carriers-active
- (2) Carriers-inactive
- (3) Noncarriers-active
- (4) Noncarriers-inactive

(B) Bonds (including 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 that provided for class (A).

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

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

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

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

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

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

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

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

11. For affiliates which do not report to the 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	0.5	21
22			X	Meteorcomm, LLC	LLC	25.00	22
23			X	Montauk Synfuels LLC	LLC	50.00	23
24			X	PTC 220, LLC	LLC	14.29	24
25			X	Tongue River Holding Company, LLC	LLC	39.24	25
26			VII	Railmarketplace.com, Inc.	Preferred	18.85	26
27							27
28				Total Class A-3			28
29							29
30				Total Class A			30
31							31
32	721	E-1	VII	Port Terminal Railroad Association	Association	N/A	32
33			VII	Wichita Terminal Association	Association	N/A	33
34							34
35				Total Class E-1			35
36							36
37				Total Class E			37
38							38
39				Total			39
40							40
41							41
42							42
43							43
44							44
45							45
46							46
47							47
48							48
49							49
50							50

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

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

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

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

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

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

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

Line No.	Investments and Advances				Disposed of profit (loss)	Adjustments Account 721.5	Dividends or interest credited to income	Line No.
	Opening Balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing Balance (i)	(j)	(k)	(l)	
1	(1,915)					1,915		1
2	11,305			11,305				2
3	(390)	222	(63)	(231)				3
4	17,133	5,704	(3,116)	19,721				4
5	4,566	187		4,668		(85)		5
6	2	439	(81)	360				6
7	1,697	103		1,800				7
8	(1,325)					1,325		8
9	5,299		(198)	5,101				9
10	1,062	500	(45)	1,517				10
11	150			150				11
12	4,220	31		4,251				12
13								13
14	40,901		(2,358)	38,498		(45)		14
15	373,738	18,840		391,366		(1,212)		15
16	98		(19)	79				16
17								17
18								18
19	456,541	26,026	(5,880)	478,585		1,898		19
20								20
21	6,294			6,294				21
22	30,590	6,500	(9,419)	27,671				22
23								23
24	6,387	716	(534)	6,569				24
25	20,545	1,453	(217)	21,781				25
26								26
27								27
28	63,816	8,669	(10,170)	62,315				28
29								29
30	520,357	34,695	(16,050)	540,900		1,898		30
31								31
32	1,100			1,100				32
33	4			4				33
34								34
35	1,104			1,104				35
36								36
37	1,104			1,104				37
38								38
39	521,461	34,695	(16,050)	542,004		1,898		39
40								40
41								41
42								42
43								43
44								44
45								45
46								46
47								47
48								48
49								49
50								50

Note: Column (h) includes equity method accounting for losses

310. NOTES AND REMARKS

		% Ownership
1	ALAMEDA BELT LINE	
	BNSF Railway Company	50.00
	Union Pacific Railroad Company	50.00
		100.00
2	BELT RAILWAY COMPANY OF CHICAGO, THE	
	CSX Transportation, Inc.	25.00
	Norfolk Southern Company	25.00
	BNSF Railway Company	16.67
	Grand Trunk Western Railroad Illinois Central Railroad Company	16.67
	Soo Line Railroad Company	8.33
	Union Pacific Railroad Company	8.33
		100.00

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
		100.00
4	HOUSTON BELT & TERMINAL RAILWAY COMPANY	
	BNSF Railway Company	50.00
	Union Pacific Railroad Company	50.00
		100.00

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
		100.00

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
		100.00
7	MT PROPERTIES INC.	
	BNSF Railway Company	43.30
	Union Pacific Railroad Company	42.09
	Soo Line Railroad Company	14.61
		100.00

30,498 shares are subject to the liens of the BNI Consolidated Mortgage and the NP General Lien Mortgage and held as collateral by U.S. Bank, N.A., Trustee.

8	OAKLAND TERMINAL RAILWAY	
	BNSF Railway Company	50.00
	Union Pacific Railroad Company	50.00
		100.00
9	PADUCAH & ILLINOIS RAILROAD COMPANY	
	BNSF Railway Company	33.34
	Paducah & Louisville Railroad Company	33.33
	Canadian National Railroad Company	33.33
		100.00

33 1/3 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI Consolidated Mortgage.

310. NOTES AND REMARKS

		% Ownership
10	PORTLAND TERMINAL RAILROAD COMPANY	
	Union Pacific Railroad Company	60.00
	BNSF Railway Company	40.00
		100.00
11	ST JOSEPH TERMINAL RAILROAD COMPANY	
	BNSF Railway Company	50.00
	Union Pacific Railroad Company	50.00
		100.00
12	SUNSET RAILWAY COMPANY	
	BNSF Railway Company	50.00
	Union Pacific Railroad Company	50.00
		100.00
13	TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS	
	Union Pacific Railroad Company	42.84
	CSX Transportation, Inc.	14.29
	Illinois Central Railroad Company	14.29
	BNSF Railway Company	14.29
	Norfolk Southern Railway Company	14.29
		100.00
	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
		100.00
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
		100.00
	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
		100.00
21	KINDER MORGAN ENERGY PARTNERS L.P.	
	BNSF Railway Company	0.50
	Various	99.50
		100.00
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
		100.00
23	MONTAUK SYNFUELS, LLC	
	BNSF Railway Company	50.00
	Montauk Energy Capital, Inc.	50.00
		100.00

310. NOTES AND REMARKS

		% Ownership
24	PTC 220, LLC	
	BNSF Spectrum, Inc. (BNSF Railway Company)	14.29
	Ekanet, Inc. (Union Pacific Railroad Company)	14.28
	CSX Intellectual Properties Corp. (CSX Transportation, Inc.)	14.29
	NS Spectrum Corporation (Norfolk Southern Company)	14.28
	GTC Spectrum(Canadian National Railway Company)	14.29
	Canadian Pacific Railway Company	14.28
	KSC Spectrum (Kansas City Southern Railway Company)	14.29
		100.00
25	TONGUE RIVER HOLDING COMPANY, LLC	
	BNSF Railway Company	39.24
	Arch Coal, Inc.	38.30
	TRR Financing, LLC	22.46
		100.00
26	RAILMARKETPLACE.COM, INC.	
	BNSF Railway Company	18.85
	Canadian National Railway Company	18.85
	Canadian Pacific Railway Company	18.85
	CSX Transportation, Inc.	18.85
	Union Pacific Railroad Company	18.85
	GE Information Services, Inc.	5.75
		100.00

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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	(1,915)				1,915	-	1
2	Belt Railway Company of Chicago, The	11,305					11,305	2
3	Central California Traction Company	(390)	222	(63)			(231)	3
4	Houston Belt & Terminal Railway Company	17,133	5,704	(3,116)			19,721	4
5	Kansas City Terminal Railway Company	4,566	(85)	187			4,668	5
6	Longview Switching Company	2	439	(81)			360	6
7	MT Properties Inc.	1,697		103			1,800	7
8	Oakland Terminal Railway	(1,325)				1,325	-	8
9	Paducah & Illinois Railroad Company	5,299	(198)				5,101	9
10	Portland Terminal Railroad Company	1,062	500	(45)			1,517	10
11	St. Joseph Terminal Railroad Company	150					150	11
12	Sunset Railway Company	4,220		31			4,251	12
13	Terminal Railroad Association of St. Louis	-					-	13
14	Texas City Terminal Railway Company	40,901	(45)	(2,358)			38,498	14
15	TTX Company	373,738	(1,212)	18,840			391,366	15
16	Wichita Union Terminal Railway Company	98		(19)			79	16
17								17
18	TOTAL CARRIERS	456,541	5,325	13,479		3,240	478,585	18
19								19
20								20
21	Kinder Morgan Energy Partners LP	6,294					6,294	21
22	Meteorcomm, LLC	30,590	6,500	(9,419)			27,671	22
23	Montauk Synfuels LLC	-					-	23
24	PTC 220, LLC	6,387	716	(534)			6,569	24
25	Tongue River Holding Company, LLC	20,545	1,453	(217)			21,781	25
26	Railmarketplace.com, Inc.	-					-	26
27								27
28	TOTAL NON-CARRIERS	63,816	8,669	(10,170)		-	62,315	28
29								29
30	TOTAL INVESTMENTS IN COMMON STOCK	520,357	13,994	3,309		3,240	540,900	30
31								31
32								32

Note: Column (d) Line No. 14 is net of approximately $14,000K in dividends received.

Reconciliation of Equity Earnings to Schedule 210 Results of Operations

Equity in Undistributed Earnings	$	3,309
Purchase Price Adjustment Phase-In		56
OCI Adjustment		(1,214)
Schedule 210 Line 26 Column b	$	2,151

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	4,979,240			1
2	3	(3) Grading	8,890,621			2
3	4	(4) Other right-of-way expenditures	46,774			3
4	5	(5) Tunnels and subways	413,678			4
5	6	(6) Bridges, trestles and culverts	3,689,250			5
6	7	(7) Elevated structures				6
7	8	(8) Ties	5,469,797			7
8	9	(9) Rail and other track material	11,272,610			8
9	11	(11) Ballast	4,125,925			9
10	13	(13) Fences, snowsheds and signs	102,406			10
11	16	(16) Station and office buildings	504,398			11
12	17	(17) Roadway buildings	40,478			12
13	18	(18) Water stations	11,602			13
14	19	(19) Fuel stations	395,646			14
15	20	(20) Shops and enginehouses	594,536			15
16	22	(22) Storage warehouses				16
17	23	(23) Wharves and docks	16,587			17
18	24	(24) Coal and ore wharves	51,677			18
19	25	(25) TOFC/COFC terminals	1,391,333			19
20	26	(26) Communications systems	788,097			20
21	27	(27) Signals and interlockers	2,524,953			21
22	29	(29) Power plants	1,714			22
23	31	(31) Power transmission systems	54,260			23
24	35	(35) Miscellaneous structures	36,834			24
25	37	(37) Roadway machines	681,312			25
26	39	(39) Public improvements - construction	650,055			26
27	44	(44) Shop machinery	229,877			27
28	45	(45) Power plant machinery	871			28
29		Other lease/rentals				29
30		TOTAL EXPENDITURES FOR ROAD	46,964,531			30
31	52	(52) Locomotives	7,241,910			31
32	53	(53) Freight train cars	1,861,134			32
33	54	(54) Passenger train cars				33
34	55	(55) Highway revenue equipment	9,232			34
35	56	(56) Floating equipment				35
36	57	(57) Work equipment	399,251			36
37	58	(58) Miscellaneous equipment	295,273			37
38	59	(59) Computer systems & word processing equipment	1,613,548			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	11,420,348			39
40	76	(76) Interest during construction				40
41	80	(80) Other elements of investment				41
42	90	(90) Construction work in progress	1,293,382			42
43		GRAND TOTAL	59,678,261			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	67,842	10,499	57,343	5,036,583	1
2	3	365,434	23,492	341,942	9,232,563	2
3	4	5,008	1,115	3,893	50,667	3
4	5	1,057	9	1,048	414,726	4
5	6	191,599	1,974	189,625	3,878,875	5
6	7					6
7	8	562,632	229,852	332,780	5,802,577	7
8	9	1,151,152	292,343	858,809	12,131,419	8
9	11	673,872	277,228	396,644	4,522,569	9
10	13	3,679	449	3,230	105,636	10
11	16	88,506	1,101	87,405	591,803	11
12	17	5,038	(8)	5,046	45,524	12
13	18	160		160	11,762	13
14	19	26,201	1,816	24,385	420,031	14
15	20	34,593	(162)	34,755	629,291	15
16	22					16
17	23				16,587	17
18	24	4,887		4,887	56,564	18
19	25	140,254	855	139,399	1,530,732	19
20	26	81,179	67,635	13,544	801,641	20
21	27	573,229	(65,729)	638,958	3,163,911	21
22	29	30		30	1,744	22
23	31	2,672	5	2,667	56,927	23
24	35	640	(2)	642	37,476	24
25	37	98,224	3,555	94,669	775,981	25
26	39	49,915	9,160	40,755	690,810	26
27	44	15,662	38	15,624	245,501	27
28	45		(2,492)	2,492	3,363	28
29						29
30		4,143,465	852,733	3,290,732	50,255,263	30
31	52	1,306,817	154,067	1,152,750	8,394,660	31
32	53	172,081	27,743	144,338	2,005,472	32
33	54					33
34	55	(196)	1,672	(1,868)	7,364	34
35	56					35
36	57	77,235	11,927	65,308	464,559	36
37	58	105,165	45,119	60,046	355,319	37
38	59	120,191	872,746	(752,555)	860,993	38
39		1,781,293	1,113,274	668,019	12,088,367	39
40	76					40
41	80					41
42	90	(261,310)		(261,310)	1,032,072	42
43		5,663,448	1,966,007	3,697,441	63,375,702	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	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation Base		Annual composite rate %	Depreciation Base		Annual composite rate %	
	(a)	At beginning of year (b)	At close of year (c)	(d)	At beginning of year (e)	At close of year (f)	(g)	
	ROAD							
1	(3) Grading	8,890,621	9,232,563	1.05%				1
2	(4) Other right-of-way expenditures	46,774	50,667	2.86%				2
3	(5) Tunnels and subways	413,678	414,726	1.05%				3
4	(6) Bridges, trestles and culverts	3,689,250	3,878,875	1.39%				4
5	(7) Elevated structures	-	-					5
6	(8) Ties	5,469,797	5,802,577	3.69%	TOTAL ROAD AND			6
7	(9) Rail and other track material	11,272,610	12,131,419	3.02%				7
8	(11) Ballast	4,125,925	4,522,569	3.86%	EQUIPMENT LEASED FROM			8
9	(13) Fences, snowsheds and signs	102,406	105,636	1.43%				9
10	(16) Station and office buildings	504,398	591,803	2.84%	OTHERS IS LESS THAN 5%			10
11	(17) Roadway buildings	40,478	45,524	4.14%				11
12	(18) Water stations	11,602	11,762	2.56%	OF TOTAL OWNED			12
13	(19) Fuel stations	395,646	420,031	3.45%				13
14	(20) Shops and enginehouses	594,536	629,291	2.17%				14
15	(22) Storage warehouses	-	-					15
16	(23) Wharves and docks	16,587	16,587	2.50%				16
17	(24) Coal and ore wharves	51,677	56,564	2.00%				17
18	(25) TOFC/COFC terminals	1,391,333	1,530,732	3.09%				18
19	(26) Communications systems	788,097	801,641	5.23%				19
20	(27) Signals and interlockers	2,524,953	3,163,911	3.85%				20
21	(29) Power plants	1,714	1,744	2.94%				21
22	(31) Power transmission systems	54,260	56,927	2.25%				22
23	(35) Miscellaneous structures	36,834	37,476	2.56%				23
24	(37) Roadway machines	681,312	775,981	5.82%				24
25	(39) Public improvements - construction	650,055	690,810	2.22%				25
26	(44) Shop machinery	229,877	245,501	3.20%				26
27	(45) Power plant machinery	871	3,363	4.76%				27
28	All other road accounts							28
29	Amortization (other than def. projects)							29
30	TOTAL ROAD	41,985,291	45,218,680	3.17%				30
	EQUIPMENT							
31	(52) Locomotives	7,241,910	8,394,660	5.11%				31
32	(53) Freight train cars	1,861,134	2,005,472	3.19%				32
33	(54) Passenger train cars	-	-					33
34	(55) Highway revenue equipment	9,232	7,364	9.00%				34
35	(56) Floating equipment	-	-					35
36	(57) Work equipment	399,251	464,559	2.45%				36
37	(58) Miscellaneous equipment	295,273	355,319	7.57%				37
38	(59) Computer systems & WP equipment	1,613,548	860,993	11.64%				38
39	TOTAL EQUIPMENT	11,420,348	12,088,367	5.17%				39
40	GRAND TOTAL	53,405,639	57,307,047	N/A			NA	40

Note: STB approved rates were implemented in 2015, impacting the composite rate for ICC's 16, 23, 25, 31, 37, 44, and 52.

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. (See Schedule 351 for accumulated depreciation to road and equipment owned and leased to others.)

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

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

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

5. Include authorized amortization amounts in column (c) on the lines for the affected accounts.

Notes and Remarks

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year: Charges to operating expenses (c)	CREDITS TO RESERVE During the year: Other credits (d)	DEBITS TO RESERVE During the year: Retirements (e)	DEBITS TO RESERVE During the year: Other debits (f)	Balance at close of year (g)	Line No.
		ROAD							
1	3	(3) Grading	493,196	96,390	-	16,621	-	572,965	1
2	4	(4) Other right-of-way expenditures	6,867	1,582	-	918	-	7,531	2
3	5	(5) Tunnels and subways	41,799	7,052	-	9	-	48,842	3
4	6	(6) Bridges, trestles and culverts	342,312	65,347	-	716	-	406,943	4
5	7	(7) Elevated structures	-	-	-	-	-	-	5
6	8	(8) Ties	441,484	256,406	2,213	273,309	-	426,794	6
7	9	(9) Rail and other track material	1,428,674	421,796	4,256	222,479	-	1,632,247	7
8	11	(11) Ballast	90,929	192,973	1,947	276,555	-	9,294	8
9	13	(13) Fences, snowsheds and signs	10,120	1,698	-	437	-	11,381	9
10	16	(16) Station and office buildings	142,318	12,227	5,058	1,128	-	158,475	10
11	17	(17) Roadway buildings	17,079	1,512	626	(8)	-	19,225	11
12	18	(18) Water stations	2,888	686	-	-	-	3,574	12
13	19	(19) Fuel stations	86,360	15,229	-	1,885	-	99,704	13
14	20	(20) Shops and enginehouses	115,299	14,285	1,555	(162)	-	131,301	14
15	22	(22) Storage warehouses	-	-	-	-	-	-	15
16	23	(23) Wharves and docks	2,143	483	-	-	-	2,626	16
17	24	(24) Coal and ore wharves	4,869	1,315	-	-	-	6,184	17
18	25	(25) TOFC/COFC terminals	288,550	47,733	-	855	-	335,428	18
19	26	(26) Communications systems	298,627	26,045	10,778	66,989	-	268,461	19
20	27	(27) Signals and interlockers	(25,683)	29,774	-	(65,683)	-	69,774	20
21	29	(29) Power plants	1,250	99	-	-	-	1,349	21
22	31	(31) Power transmission systems	7,885	1,540	-	26	-	9,399	22
23	35	(35) Miscellaneous structures	16,432	1,943	-	(2)	-	18,377	23
24	37	(37) Roadway machines	175,142	31,910	13,205	3,711	-	216,546	24
25	39	(39) Public improvements - const.	65,330	17,202	-	9,149	-	73,383	25
26	44	(44) Shop machinery	76,103	8,626	940	(26)	-	85,695	26
27	45	(45) Power plant machinery	(1,567)	123	-	(2,486)	-	1,042	27
28		All other road accounts	-	-	-	-	-	-	28
29		Amortization (adjustments)	-	-	-	-	-	-	29
30		TOTAL ROAD	4,128,406	1,253,976	40,578	806,420	-	4,616,540	30
		EQUIPMENT							
31	52	(52) Locomotives	1,925,742	524,188	2,667	158,973	-	2,293,624	31
32	53	(53) Freight train cars	286,649	70,561	-	27,038	-	330,172	32
33	54	(54) Passenger train cars	-	-	-	-	-	-	33
34	55	(55) Highway revenue equipment	(2,030)	572	-	1,672	-	(3,130)	34
35	56	(56) Floating equipment	-	-	-	-	-	-	35
36	57	(57) Work equipment	66,624	6,366	5,316	11,815	-	66,491	36
37	58	(58) Miscellaneous equipment	27,458	13,679	11,415	44,907	-	7,645	37
38	59	(59) Computer systems & WP equip.	1,236,054	60,221	50,268	870,827	-	475,716	38
39		Amortization (adjustments)	-	-	-	-	-	-	39
40		TOTAL EQUIPMENT	3,540,497	675,587	69,666	1,115,232	-	3,170,518	40
41		GRAND TOTAL	7,668,903	1,929,563	110,244	1,921,652	-	7,787,058	41

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

339. ACCRUED LIABILITY - LEASED PROPERTY

(Dollars in Thousands)

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

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

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

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year: Charges to operating expenses (c)	CREDITS TO ACCOUNTS During the year: Other credits (d)	DEBITS TO ACCOUNTS During the year: Retirements (e)	DEBITS TO ACCOUNTS During the year: Other debits (f)	Balance at close of year (g)	Line No.
		ROAD							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, 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		N/A BASED ON 5% RULE					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		Amortization (adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
31		(52) Locomotives							31
32		(53) Freight train cars							32
33		(54) Passenger train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems & WP equip.							38
39		Amortization (adjustments)							39
40		TOTAL EQUIPMENT							40
41			N/A					N/A	41

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

340. DEPRECIATION BASE AND RATES-IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS
(Dollars in Thousands)

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

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

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

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

Line No.	Account (a)	Depreciation base: At beginning of year (b)	Depreciation base: At close of year (c)	Annual composite rate (percent) (d)	Line No.
	ROAD				
1	(3) Grading				1
2	(4) Other right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations	N/A BASED ON 5% RULE			12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements - Construction				25
26	(44) Shop machinery *				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	Amortization (Adjustments)				29
30	TOTAL ROAD				30
	EQUIPMENT				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems and word processing equip.				38
39	Amortization Adjustments				39
40	TOTAL EQUIPMENT				40
41	GRAND TOTAL	116,273	112,557		41

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

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

(Dollars in Thousands)

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

2. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 39. 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 on page 39.

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: Charges to operating expenses (c)	CREDITS TO RESERVE During the year: Other credits (d)	DEBITS TO RESERVE During the year: Retirements (e)	DEBITS TO RESERVE During the year: Other debits (f)	Balance at close of year (g)	Line No.
		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	35,131	7,748	-	10,072		32,807	39

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

NOTES AND REMARKS FOR SCHEDULE 342

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

(Dollars in Thousands)

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

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

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

4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for 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 to others or total equipment leased to others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

Line No.	Account (a)	Depreciation Base: Beginning of year (b)	Depreciation Base: Close of year (c)	Annual composite rate (percent) (d)	Line No.
	ROAD				
1	(3) Grading	ALL DEPRECIATION EXPENSE FOR OWNED ROAD AND			1
2	(4) Other right-of-way expenditures	EQUIPMENT LEASED TO OTHERS IS RECORDED IN BNSF'S			2
3	(5) Tunnels and subways	OPERATING EXPENSE AND TOTAL ROAD AND EQUIPMENT			3
4	(6) Bridges, trestles and culverts	LEASED TO OTHERS IS LESS THAN 5% OF TOTAL OWNED			4
5	(7) Elevated structures	ROAD AND EQUIPMENT.			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				31
32	(54) Passenger train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment				36
37	(59) Computer systems & WP equip.				37
38	TOTAL EQUIPMENT				38
39	GRAND TOTAL	283,518	234,940		39

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

351. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

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

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

3. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 39. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."

4. Disclosures in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased to 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)		
1		ROAD (3) Grading							1
2		(4) Other right-of-way expenditures		TOTAL ROAD LEASED TO OTHERS IS LESS THAN 5%					2
3		(5) Tunnels and subways		OF TOTAL ROAD OWNED.					3
4		(6) Bridges, trestles and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, 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
30		EQUIPMENT (52) Locomotives							30
31		(53) Freight train cars		TOTAL EQUIPMENT LEASED TO OTHERS IS LESS THAN 5%					31
32		(54) Passenger train cars		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	72,899					68,171	39

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

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 lease 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	24,018	63,375,702	7,787,058	1
2						2
3		Add Leased from Others:				3
4	L	Dayton, TX - Yard	***	**	****	4
5	L	Hanley Falls, MN	1	**	****	5
6	L	Des Moines Sub, IA	26	**	****	6
7		Total Leased from Others	27	-	-	7
8						8
9		Deduct Leased to Others:				9
10	O	*Timber Rock Railroad (TIBR) - Silsbee, TX Yard; Silsbee to Tenaha, TX	129	60,136	13,550	10
11	O	*Portland & Western Railroad (PNWR) - Salem Yard, Albany Yard, Eugene Yard, Quinaby to Eugene, OR	77	15,030	5,201	11
12	O	*Alabama & Gulf Coast Railway (AGR) - Mobile Yard, AL; Bucks, AL to Mobile, AL; Columbus to Whitbury, MS	27	2,065	614	12
13	O	METRA - Aurora, IL Yard	***	387	93	13
14	O	South Kansas and Oklahoma Railroad (SKOL) - Pittsburg to Cherokee, KS	6	673	28	14
15	O	Burlington Junction (BJRY) - Quincy, IL to Marblehead, IL	6	6,787	3,294	15
16	O	*Southwestern Railroad (SW) - Clovis, NM to Loving, NM; Ricon to Deming, NM; MCC Jct - NMPI; Carlsbad, NM to Eddy Potash	273	33,688	14,409	16
17	O	Kettle Falls International Railway (KFR) - Chewallah, WA to Columbia Gardens, BC & Kettle Falls, WA	83	21,033	4,662	17
18	O	KAW River Railroad (KAW) - Birmingham to Kearney, MO	16	7,892	1,587	18
19	O	Mission Mountain Railroad (MMT) - Columbia Falls to Kalispell, MT	16	959	901	19
20	O	Northern Lines (NLR)- St. Cloud to East St. Cloud & St. Cloud to Cold Springs, MN	20	341	145	20
21	O	R.J. Corman - Tennessee Yard (Memphis Terminal) and Airport Park	***	13,951	2,033	21
22	O	Dakota Northern Railroad (DNR) - Grafton to Walhalla & Grafton to Glasston, ND	62	3,029	1,895	22
23	O	*Central Washington Railroad - Gibbon, WA to Granger, WA; Yakima to Moxee City, WA	40	15,594	2,010	23
24	O	*Industry (INDY) - Reno Jct., WY to Jacobs Jct., WY; Red Oak, IA, Red Cloud, NE	11	3,411	1,501	24
25	O	*Tacoma Rail (TRMW) - Olympia, WA to Belmore, WA, & St. Clair, WA to Quadlok, WA	10	352	101	25
26	O	Minnesota National Guard (MNG) - Little Falls, MN to Camp Riley, MN	8	222	219	26
27	O	Minnesota Commercial Railway Company (MNNR)- E MPLS M&D Jct	10	13	640	27
28	O	Nebraska, Kansas & Colorado Railway (NKCR) - Imperial Sub	48	895	2,048	28
29	O	Stillwater Central Railroad (SLWC) - Greig, OK to Wheatland, OK	12	2,264	61	29
30	O	Union Pacific Railroad (UP) - Marion to Hulbert, AR	5	316	180	30
31	O	Canadian National (CN) - Fraser River Jct, BC to Vancouver, BC	15	40,343	4,629	31
32	O	Blue Mountain Railroad (BLMR) - Wallula Jct, WA to Zanger, WA	4	335	42	32
33	O	Richmond Pacific Railroad Corporation (RPRC) - Yard	***	1,123	316	33
34	O	San Joaquin Valley Railway (SJVR)	2	384	14	34
35		Total Leased to Others	880	231,223	60,173	35
36						36
37		Deduct Operated by Others:				37
38	O	Red River Valley & Western Railway (RRVW)	443	3,717	7,998	38
39		Total Operated by Others	443	3,717	7,998	39
40		Net Deductions	(1,296)	(234,940)	(68,171)	40
41		TOTAL	22,722	63,140,762	7,718,887	41

* Lease lines were consolidated to present one line per lessor.

** Investment not available to respondent.

*** Miles of road used 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	5,036,583			(52,318)	1
2		(3) Grading	9,232,563			(13,892)	2
3		(4) Other right-of-way expenditures	50,667			(134)	3
4		(5) Tunnels and subways	414,726			(305)	4
5		(6) Bridges, trestles and culverts	3,878,875			(16,461)	5
6		(7) Elevated structures	-			-	6
7		(8) Ties	5,802,577			(44,803)	7
8		(9) Rail and other track material	12,131,419			(62,346)	8
9		(11) Ballast	4,522,569			(24,912)	9
10		(13) Fences, snowsheds and signs	105,636			(406)	10
11		(16) Station and office buildings	591,803			(2,459)	11
12		(17) Roadway buildings	45,524			(97)	12
13		(18) Water stations	11,762			(2)	13
14		(19) Fuel stations	420,031			(1,322)	14
15		(20) Shops and enginehouses	629,291			(1,924)	15
16		(22) Storage warehouses	-			-	16
17		(23) Wharves and docks	16,587			-	17
18		(24) Coal and ore wharves	56,564			-	18
19		(25) TOFC/COFC terminals	1,530,732			-	19
20		(26) Communications systems	801,641			(2,205)	20
21		(27) Signals and interlockers	3,163,911			(6,950)	21
22		(29) Power plants	1,744			-	22
23		(31) Power transmission systems	56,927			(335)	23
24		(35) Miscellaneous structures	37,476			(48)	24
25		(37) Roadway machines	775,981			-	25
26		(39) Public improvements - construction	690,810			(3,404)	26
27		(44) Shop machinery	245,501			(531)	27
28		(45) Power plant machinery	3,363			-	28
29		Leased property (capitalized rentals)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	50,255,263			(234,854)	31
32		(52) Locomotives	8,394,660			-	32
33		(53) Freight train cars	2,005,472			-	33
34		(54) Passenger train cars	-			-	34
35		(55) Highway revenue equipment	7,364			-	35
36		(56) Floating equipment	-			-	36
37		(57) Work equipment	464,559			-	37
38		(58) Miscellaneous equipment	355,319			-	38
39		(59) Computer systems & WP equipment	860,993			(86)	39
40		TOTAL EQUIPMENT	12,088,367			(86)	40
41		(76) Interest during construction	-			-	41
42		(80) Other elements of investment	-			-	42
43		(90) Construction work in progress	1,032,072			-	43
44		GRAND TOTAL	63,375,702			(234,940)	44

* Includes property leased to and operated by others.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross Checks

Schedule 410		Schedule 210
Line 620, column (h)	=	Line 14, column (b)
Line 620, column (f)	=	Line 14, column (d)
Line 620, column (g)	=	Line 14, column (e)
		Schedule 414
Line 231, column (f)	=	Line 19, columns (b) through (d)
Line 230, column (f)	=	Line 19, columns (e) through (g)
		Schedule 417
Line 507, column (f)	=	Line 1, column (j)
Line 508, column (f)	=	Line 2, column (j)
Line 509, column (f)	=	Line 3, column (j)
Line 510, column (f)	=	Line 4, column (j)
Line 511, column (f)	=	Line 5, column (j)
Line 512, column (f)	=	Line 6, column (j)
Line 513, column (f)	=	Line 7, column (j)
Line 514, column (f)	=	Line 8, column (j)
Line 515, column (f)	=	Line 9, column (j)
Line 516, column (f)	=	Line 10, column (j)
Line 517, column (f)	=	Line 11, column (j)

Schedule 410		Schedule 412
Lines 136 through 138, column (f)	=	Line 29. column (b)
Lines 118 through 123, and 130 through 135, column (f)	=	Line 29. column (c)
		Schedule 415
Lines 207, 208, 211, 212, column (f)	=	Lines 5, 38, column (f)
Lines 226, 227, column (f)	=	Lines 24, 39, column (f)
Lines 311, 312, 315, 316, column (f)	=	Lines 32, 35, 36, 37, 40, 41, column (f)
		And
		Schedule 414
		Minus line 24, columns (b) through (d) plus line 24, columns (e) through (g)
		Schedule 415
Line 213, column (f)	=	Lines 5, 38, columns (c) and (d)
Line 232, column (f)	=	Lines 24, 39, columns (c) and (d)
Line 317, column (f)	=	Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)
Line 202, 203, 216, column (f) , equal to or greater than, but variance cannot exceed line 216, column (f)		Lines 5, 38, column (b)
Lines 221, 222, 235, column (f), equal to or greater than, but variance cannot exceed line 235, column (f)		Lines 24, 39, column (b)
Lines 302 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.
		WAYS & STRUCTURES								
		ADMINISTRATION								
1		Track	95,801	13,055	11,794	28,536	149,186		149,186	1
2		Bridge & building	23,556	3,211	2,900	7,022	36,689		36,689	2
3		Signal	21,985	2,997	2,705	6,552	34,239		34,239	3
4		Communication	6,281	857	773	1,876	9,787		9,787	4
5		Other	9,423	1,284	1,160	2,808	14,675		14,675	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	51,329	269	27,600	711	79,909		79,909	6
7		Roadway - switching	13,638	71	7,336	188	21,233		21,233	7
8		Tunnels & subways - running			123		123		123	8
9		Tunnels & subways - switching			33		33		33	9
10		Bridges & culverts - running	19,345	624	12,466	7,159	39,594		39,594	10
11		Bridges & culverts - switching	5,136	165	3,314	1,903	10,518		10,518	11
12		Ties - running	7,652	766	1,212	286	9,916		9,916	12
13		Ties - switching	2,028	203	313	76	2,620		2,620	13
14		Rail & other track material - running	117,841	30,112	63,767	9,946	221,666		221,666	14
15		Rail & other track material - switching	31,322	8,007	16,960	2,644	58,933		58,933	15
16		Ballast - running	5,185	404	7,719	921	14,229		14,229	16
17		Ballast - switching	1,384	107	2,052	245	3,788		3,788	17
18		Road property damaged - running								18
19		Road property damaged - switching								19
20		Road property damaged - other								20
21		Signals & interlockers - running	47,479	14,208	20,648	4,098	86,433		86,433	21
22		Signals & interlockers - switching	12,621	3,779	5,488	1,090	22,978		22,978	22
23		Communications systems	21,849	10,873	(3,337)	9	29,394		29,394	23
24		Power systems	109	44	621		774		774	24
25		Highway grade crossings - running	1,347	7	1,736		3,090		3,090	25
26		Highway grade crossings - switching	357	2	462		821		821	26
27		Station & office buildings	319	766	30,981	2	32,068		32,068	27
28		Shop buildings - locomotives	2,080	1,701	8,805		12,586		12,586	28
29		Shop buildings - freight cars	480	393	2,033		2,906	N/A	2,906	29
30		Shop buildings - other equipment	2,774	2,268	11,741		16,783		16,783	30

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
101		Locomotive servicing facilities	1,107	445	5,874		7,426		7,426	101
102		Miscellaneous buildings & structures	7,788	1,507	4,530	3	13,828		13,828	102
103		Coal terminals						N/A		103
104		Ore terminals	233	42	1,331		1,606	N/A	1,606	104
105		Other marine terminals	4,849	1,638			6,487	N/A	6,487	105
106		TOFC/COFC terminals		603	1,061		1,664	N/A	1,664	106
107		Motor vehicle loading & distribution facilities						N/A		107
108		Facilities for other specialized service operations						N/A		108
109		Roadway machines	2,872	48,932	8,068		59,872		59,872	109
110		Small tools & supplies		33,948	4,755	4,106	42,809		42,809	110
111		Snow removal	8,580	422	720	1,217	10,939		10,939	111
112		Fringe benefits - running	N/A	N/A	N/A	137,785	137,785		137,785	112
113		Fringe benefits - switching	N/A	N/A	N/A	36,872	36,872		36,872	113
114		Fringe benefits - other	N/A	N/A	N/A	19,407	19,407		19,407	114
115		Casualties & insurance - running	N/A	N/A	N/A	10,842	10,842		10,842	115
116		Casualties & insurance - switching	N/A	N/A	N/A	2,794	2,794		2,794	116
117		Casualties & insurance - other	N/A	N/A	N/A	2,794	2,794		2,794	117
118	*	Lease rentals - debit -running	N/A	N/A	1,951	N/A	1,951		1,951	118
119	*	Lease rentals - debit -switching	N/A	N/A	519	N/A	519		519	119
120	*	Lease rentals - debit -other	N/A	N/A		N/A				120
121	*	Lease rentals - (credit) - running	N/A	N/A		N/A				121
122	*	Lease rentals - (credit) - switching	N/A	N/A		N/A				122
123	*	Lease rentals - (credit) - other	N/A	N/A		N/A				123
124		Joint facility rent - debit - running	N/A	N/A	8,237	N/A	8,237		8,237	124
125		Joint facility rent - debit - switching	N/A	N/A	634	N/A	634		634	125
126		Joint facility rent - debit - other	N/A	N/A	181	N/A	181		181	126
127		Joint facility rent - (credit) - running	N/A	N/A	(16,412)	N/A	(16,412)		(16,412)	127
128		Joint facility rent - (credit) - switching	N/A	N/A	(1,509)	N/A	(1,509)		(1,509)	128
129		Joint facility rent - (credit) - other	N/A	N/A	(944)	N/A	(944)		(944)	129
130	*	Other rents - debit - running	N/A	N/A		N/A				130
131	*	Other rents - debit - switching	N/A	N/A		N/A				131
132	*	Other rents - debit - other	N/A	N/A		N/A				132
133	*	Other rents - (credit) - running	N/A	N/A		N/A				133

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
134	*	Other rents - (credit) - switching	N/A	N/A		N/A				134
135	*	Other rents - (credit) - other	N/A	N/A		N/A				135
136	*	Depreciation - running	N/A	N/A	N/A	686,550	686,550		686,550	136
137	*	Depreciation - switching	N/A	N/A	N/A	182,499	182,499		182,499	137
138	*	Depreciation - other	N/A	N/A	N/A	371,367	371,367		371,367	138
139		Joint facility - debit - running	N/A	N/A	145,796	N/A	145,796		145,796	139
140		Joint facility - debit - switching	N/A	N/A	52,974	N/A	52,974		52,974	140
141		Joint facility - debit - other	N/A	N/A		N/A				141
142		Joint facility - (credit) - running	N/A	N/A	(75,220)	N/A	(75,220)		(75,220)	142
143		Joint facility - (credit) - switching	N/A	N/A	(7,649)	N/A	(7,649)		(7,649)	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	50	199	7,141	1,347	8,737		8,737	148
149		Other - switching	19	54	1,911	360	2,344		2,344	149
150		Other - other	3	148	1,449	192	1,792		1,792	150
151		TOTAL WAY AND STRUCTURES	526,822	184,111	386,803	1,534,207	2,631,943		2,631,943	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	13,324	8,779	20,741	9,966	52,810		52,810	201
202	*	Repair & maintenance	230,081	191,517	312,939	1,649	736,186		736,186	202
203	*	Machinery repair	229	762	242		1,233		1,233	203
204		Equipment damaged	563	74			637		637	204
205		Fringe benefits	N/A	N/A	N/A	88,558	88,558		88,558	205
206		Other casualties & insurance	N/A	N/A	N/A	3,108	3,108		3,108	206
207	*	Lease rentals - debit	N/A	N/A	260,289	N/A	260,289		260,289	207
208	*	Lease rentals - (credit)	N/A	N/A	(306)	N/A	(306)		(306)	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	528,273	528,273		528,273	213
214		Joint facility - debit	N/A	N/A	4,790	N/A	4,790		4,790	214
215		Joint facility - (credit)	N/A	N/A		N/A				215
216	*	Repairs billed to others - (credit)	N/A	N/A	(15,411)	N/A	(15,411)		(15,411)	216

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		LOCOMOTIVES - (Continued)								
217		Dismantling retired property								217
218		Other		1,853	33	404	2,290		2,290	218
219		TOTAL LOCOMOTIVES	244,197	202,985	583,317	631,958	1,662,457		1,662,457	219
		FREIGHT CARS								
220		Administration	9,519	6,270	13,633	7,120	36,542	N/A	36,542	220
221	*	Repair & maintenance	148,829	235,777	129,774	52,956	567,336	N/A	567,336	221
222	*	Machinery repair	164	544	173		881	N/A	881	222
223		Equipment damaged	239			19,281	19,520	N/A	19,520	223
224		Fringe benefits	N/A	N/A	N/A	58,801	58,801	N/A	58,801	224
225		Other casualties & insurance	N/A	N/A	N/A	2,019	2,019	N/A	2,019	225
226	*	Lease rentals - debit	N/A	N/A	282,420		282,420	N/A	282,420	226
227	*	Lease rentals - (credit)	N/A	N/A	(82,938)	N/A	(82,938)	N/A	(82,938)	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	431,352	N/A	431,352	N/A	431,352	230
231	*	Other rents - (credit)	N/A	N/A	(89,115)	N/A	(89,115)	N/A	(89,115)	231
232	*	Depreciation	N/A	N/A	N/A	72,430	72,430	N/A	72,430	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	(223,558)	N/A	(223,558)	N/A	(223,558)	235
236		Dismantling retired property						N/A		236
237		Other		1,322	24	288	1,634	N/A	1,634	237
238		TOTAL FREIGHT CARS	158,751	243,913	461,765	212,895	1,077,324	N/A	1,077,324	238
		OTHER EQUIPMENT								
301		Administration	951	626	1,362	712	3,651		3,651	301
		Repair & maintenance:								
302	*	Trucks, trailers, & containers - revenue service			14,059		14,059	N/A	14,059	302
303	*	Floating equipment - revenue service						N/A		303
304	*	Passenger & other revenue equipment	5,749	1,680			7,429		7,429	304
305	*	Computers and data processing equipment		1			1		1	305
306	*	Machinery	16	54	18		88		88	306
307	*	Work & other non-revenue equipment	22,349	218	8,185	59	30,811		30,811	307
308		Equipment damaged			15,751	5,839	21,590		21,590	308
309		Fringe benefits	N/A	N/A	N/A	17,721	17,721		17,721	309
310		Other casualties & insurance	N/A	N/A	N/A	627	627		627	310
311	*	Lease rentals - debit	N/A	N/A	1,586	N/A	1,586		1,586	311
312	*	Lease rentals - (credit)	N/A	N/A		N/A				312

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		OTHER EQUIPMENT (Continued)								
313		Joint facility rent - debit	N/A	N/A		N/A				313
314		Joint facility rent - (credit)	N/A	N/A		N/A				314
315		Other rents - debit	N/A	N/A		N/A				315
316		Other rents - (credit)	N/A	N/A		N/A				316
317		Depreciation	N/A	N/A	N/A	80,855	80,855		80,855	317
318		Joint facility - debit	N/A	N/A	112	N/A	112		112	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		133	3	28	164		164	322
323		TOTAL OTHER EQUIPMENT	29,065	2,712	41,076	105,841	178,694		178,694	323
324		TOTAL EQUIPMENT	432,013	449,610	1,086,158	950,694	2,918,475		2,918,475	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	107,334	7,561	46,978	20,333	182,206		182,206	401
402		Engine crews	852,036		95,568		947,604		947,604	402
403		Train crews	693,596		100,523		794,119		794,119	403
404		Dispatching trains	63,272		(412)		62,860		62,860	404
405		Operating signals & interlockers			6,059		6,059		6,059	405
406		Operating drawbridges	4,581				4,581		4,581	406
407		Highway crossing protection			8,157		8,157		8,157	407
408		Train inspection & lubrication	74,876				74,876		74,876	408
409		Locomotive fuel		2,437,070			2,437,070		2,437,070	409
410		Electric power produced or purchased for motive power								410
411		Servicing locomotives	60,591	388	(8,694)		52,285		52,285	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A					412
413		Clearing wrecks			76,874		76,874		76,874	413
414		Fringe benefits	N/A	N/A	N/A	655,081	655,081		655,081	414
415		Other casualties & insurance	N/A	N/A	N/A	69,841	69,841		69,841	415
416		Joint facility - debit	N/A	N/A	3,330	N/A	3,330		3,330	416
417		Joint facility - (credit)	N/A	N/A	(2,321)	N/A	(2,321)		(2,321)	417
418		Other	2,654	1,488	713,672	9,010	726,824		726,824	418
419		TOTAL TRAIN OPERATIONS	1,858,940	2,446,507	1,039,734	754,265	6,099,446		6,099,446	419
		YARD OPERATIONS								
420		Administration	21,468	1,544	9,125	4,099	36,236		36,236	420
421		Switch crews	330,530	62	45,910		376,502		376,502	421

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		YARD OPERATIONS (Continued)								
422		Controlling operations	46,059		604		46,663		46,663	422
423		Yard and terminal clerical	106	104	865		1,075		1,075	423
424		Operating switches, signals, retarders, & humps			322		322		322	424
425		Locomotive fuel		83,162			83,162		83,162	425
426		Electric power electric power produced or purchased for motive power								426
427		Servicing locomotives	10,709				10,709		10,709	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	147,167	147,167		147,167	430
431		Other casualties & insurance	N/A	N/A	N/A	15,343	15,343		15,343	431
432		Joint facility - debit	N/A	N/A	14,507	N/A	14,507		14,507	432
433		Joint facility - (credit)	N/A	N/A		N/A				433
434		Other		7	228		235		235	434
435		TOTAL YARD OPERATIONS	408,872	84,879	71,561	166,609	731,921		731,921	435
		TRAIN & YARD OPERATIONS COMMON:								
501		Cleaning car interiors	2,440		4,237	N/A	6,677		6,677	501
502		Adjusting & transferring loads			3,597	N/A	3,597	N/A	3,597	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	10,298	10,298		10,298	504
505		Fringe benefits	N/A	N/A	N/A	868	868		868	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON:	2,440		7,834	11,166	21,440		21,440	506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	8,050	568	3,422	1,525	13,565	N/A	13,565	507
508	*	Pickup & delivery and marine line haul			40,630	190	40,820	N/A	40,820	508
509	*	Loading & unloading and local marine		20,414	289,704	527	310,645	N/A	310,645	509
510	*	Protective services	412	7,799	57	314	8,582	N/A	8,582	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	2,525	2,525	N/A	2,525	512
513	*	Casualties & insurance	N/A	N/A	N/A	433	433	N/A	433	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	8,462	28,781	333,813	5,514	376,570	N/A	376,570	517

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
518		ADMINISTRATIVE support OPERATIONS:								
519		Administration	131,483	9,264	55,894	34,258	230,899		230,899	518
520		Employees performing clerical & accounting functions	8,852	264	2,276	251	11,643		11,643	519
521		Communication systems operations	866	7	17,582		18,455		18,455	520
522		Loss & damage claims processing								521
523		Fringe benefits	N/A	N/A	N/A	41,944	41,944		41,944	522
524		Casualties & insurance	N/A	N/A	N/A	5,717	5,717		5,717	523
525		Joint facility - debit	N/A	N/A		N/A				524
526		Joint facility - (credit)	N/A	N/A		N/A				525
527		Other		703			703		703	526
528		TOTAL ADMINISTRATIVE support OPERATIONS	141,201	10,238	75,752	82,170	309,361		309,361	527
		TOTAL TRANSPORTATION	2,419,915	2,570,405	1,528,694	1,019,724	7,538,738		7,538,738	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	22,548	5,049	66,161	44,790	138,548		138,548	601
602		Accounting, auditing, & finance	48,657	366	11,033	966	61,022		61,022	602
603		Management services & data processing	28,916	17,638	124,035	3,306	173,895		173,895	603
604		Marketing	36,128	620	7,608	9,332	53,688		53,688	604
605		Sales	36,061	619	7,623	9,317	53,620		53,620	605
606		Industrial development	2,983	13	2,711	975	6,682	N/A	6,682	606
607		Personnel & labor relations	25,049		1,112		26,161		26,161	607
608		Legal & secretarial	21,516	276	77,155	5,487	104,434		104,434	608
609		Public relations & advertising	2,546	1,455	2,016	5,270	11,287		11,287	609
610		Research & development								610
611		Fringe benefits	N/A	N/A	N/A	97,731	97,731		97,731	611
612		Casualties & insurance	N/A	N/A	N/A	1,281	1,281		1,281	612
613		Writedown of uncollectible accounts	N/A	N/A	N/A	22,286	22,286		22,286	613
614		Property taxes	N/A	N/A	N/A	319,095	319,095		319,095	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	2,943	2,943		2,943	615
616		Joint facility - debit	N/A	N/A	3,789	N/A	3,789		3,789	616
617		Joint facility - (credit)	N/A	N/A	(579)	N/A	(579)		(579)	617
618		Other	N/A	N/A	(13,163)	(129,599)	(52,662)		(52,662)	618
619		TOTAL GENERAL AND ADMINISTRATIVE	87,209	2,891	289,501	393,180	1,023,221		1,023,221	619
620	*	TOTAL CARRIER OPERATING EXPENSE	311,613	28,927	3,291,156	3,897,805	14,112,377		14,112,377	620
			3,690,363	3,233,053						

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.
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	-	-	-	1
2		3	Grading	96,390	-	(109)	2
3		4	Other right-of-way expenditures	1,582	-	(99)	3
4		5	Tunnels and subways	7,052	-	(66)	4
5		6	Bridges, trestles and culverts	65,057	-	90	5
6		7	Elevated structures	-	-	-	6
7		8	Ties	255,115	-	(985)	7
8		9	Rail and other track material	419,673	-	11,591	8
9		11	Ballast	192,003	-	5,812	9
10		13	Fences, snowsheds and signs	1,698	-	(4)	10
11		16	Station and office buildings	12,220	-	(3,138)	11
12		17	Roadway buildings	1,511	-	(403)	12
13		18	Water stations	686	-	(64)	13
14		19	Fuel stations	15,228	-	(1,518)	14
15		20	Shops and enginehouses	14,277	-	(255)	15
16		22	Storage warehouses	-	-	-	16
17		23	Wharves and docks	483	-	23	17
18		24	Coal and ore wharves	1,315	-	(18)	18
19		25	TOFC/COFC terminals	47,733	-	(4,477)	19
20		26	Communications systems	26,029	-	(8,564)	20
21		27	Signals and interlockers	29,642	-	2,996	21
22		29	Power plants	98	-	(53)	22
23		31	Power transmission systems	1,540	-	(73)	23
24		35	Miscellaneous structures	1,943	-	(488)	24
25		37	Roadway machines	31,891	-	(4,900)	25
26		39	Public improvements; construction	17,126	-	426	26
27		45	Power plant machines	124	-	50	27
28			Other lease/rentals	-	2,470	-	28
29			TOTAL	1,240,416	2,470	(4,226)	29

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT CARRYING EQUIPMENT

(Dollars in Thousands)

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

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

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per Diem Basis: Private Line Cars (b)	Mileage (c)	Time (d)	GROSS AMOUNTS PAYABLE Per Diem Basis: Private Line Cars (e)	Mileage (f)	Time (g)	Line No.
		CAR TYPES							
1		Box - Plain 40 Foot	-						1
2		Box - Plain 50 Foot and Longer	-	-	-	3,410	714	2,141	2
3		Box - Equipped	-	835	4,753	12,474	8,134	18,454	3
4		Gondola - Plain	-	327	815	8,875	1,127	2,499	4
5		Gondola - Equipped	-	199	1,256	-	2,501	7,593	5
6		Hopper - Covered	-	6,361	15,170	3,856	6,327	9,388	6
7		Hopper - Open Top - General Service	-	103	1,075	149	131	481	7
8		Hopper - Open Top - Special Service	-	112	397	1,074	4	182	8
9		Refrigerator - Mechanical	-	695	3,010	-	20	183	9
10		Refrigerator - Nonmechanical	-	-	2	2	37	217	10
11		Flat - TOFC/COFC	-	7,581	20,446	183,235	6,336	11,829	11
12		Flat - Multi-Level	-	919	23,030	40,242	2,833	9,569	12
13		Flat - General Service	-	2	11	169	21	49	13
14		Flat - Other	-	259	1,243	32,967	5,244	11,619	14
15		Tank - Under 22,000 Gallons	-	2	6	2,211	-	-	15
16		Tank - 22,000 Gallons and Over	-	-	-	-	-	-	16
17		All Other Freight Cars	-	-	2	-	68	230	17
18		Auto Racks	-	-	504	31,378	-	3,379	18
19		TOTAL FREIGHT TRAIN CARS	-	17,395	71,720	320,042	33,497	77,813	19
		OTHER FREIGHT CARRYING EQUIPMENT							
20		Refrigerated Trailers	-	-	-	-	-	-	20
21		Other Trailers	-	-	-	-	-	-	21
22		Refrigerated Containers	-	-	-	-	-	-	22
23		Other Containers	-	-	-	-	-	-	23
24	*	TOTAL TRAILERS AND CONTAINERS	-	-	-	-	-	-	24
25		GRAND TOTAL (Lines 19 and 24)	-	17,395	71,720	320,042	33,497	77,813	25

NOTES AND REMARKS

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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 340 and 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.
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 Owned (c)	Depreciation Capitalized lease (d)	Amortization Adjustment net during year (e)	Line No.
1		LOCOMOTIVES Diesel Locomotives - Yard					1
2		Diesel Locomotives - Road	720,775	488,371	35,071	(41,244)	2
3		Other Locomotives - Yard					3
4		Other Locomotives - Road					4
5	*	TOTAL LOCOMOTIVES	720,775	488,371	35,071	(41,244)	5
6		FREIGHT TRAIN CARS Box - Plain 40 foot		(223)		(264)	6
7		Box - Plain 50 foot and longer	1,822	162		190	7
8		Box - Equipped	18,839	5,117		1,395	8
9		Gondola - Plain	70,371	2,657		(283)	9
10		Gondola - Equipped	16,467	1,993		(927)	10
11		Hopper - Covered	107,672	12,259	3,179	(237)	11
12		Hopper - Open Top - General Service	5,260	1,729		(673)	12
13		Hopper - Open Top - Special Service	25,233	2,160	207	(35)	13
14		Refrigerator - Mechanical	2,922				14
15		Refrigerator - Nonmechanical	1,925	3,249		1,192	15
16		Flat - TOFC/COFC	20,386	5,203	3,030	(47)	16
17		Flat - Multi-level	8,595	809	1,672	(327)	17
18		Flat - General Service	103	(35)		(88)	18
19		Flat - Other	17,464	1,637		926	19
20		All Other Freight Cars	45,000	876		(86)	20
21		Cabooses	172	(295)		(335)	21
22		Auto Racks		8,271		524	22
23		Miscellaneous Accessories	1,547	15,323		860	23
24	*	TOTAL FREIGHT TRAIN CARS	343,778	60,892	8,088	1,785	24
25		OTHER EQUIPMENT - REVENUE FREIGHT HIGHWAY EQUIPMENT Refrigerated Trailers					25
26		Other Trailers	5,042				26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis	1,415	572		(232)	30
31		Other Highway Equipment (Freight)	7,602				31
32	*	TOTAL HIGHWAY EQUIPMENT	14,059	572		(232)	32
33		FLOATING EQUIPMENT - REVENUE SERVICE Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
36	*	OTHER EQUIPMENT Passenger & Other Revenue Equipment (Freight Portion)	7,429				36
37	*	Computer Systems & Word Processing Equip.	1	59,940	281	684	37
38	*	Machinery - Locomotives	1,233	4,831			38
39	*	Machinery - Freight Cars	881	3,450			39
40	*	Machinery - Other Equipment	88	345			40
41	*	Work and Other Nonrevenue Equipment	30,811	14,623	5,094	(1,716)	41
42		TOTAL OTHER EQUIPMENT	40,443	83,189	5,375	(1,032)	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	1,119,055	633,024	48,534	(40,723)	43

(1) 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 amount shown in column (c), Schedule 335.

415. SUPPORTING SCHEDULE - EQUIPMENT - (Continued)

Line No.	Cross Check	Lease & rentals (net) (f)	Investment base as of 12/31 Owned (g)	Investment base as of 12/31 Capitalized lease (h)	Accumulated depreciation as of 12/31 Owned (i)	Accumulated depreciation as of 12/31 Capitalized lease (j)	Line No.
1							1
2		259,983	7,811,419	583,241	2,068,280	225,344	2
3							3
4							4
5	*	259,983	7,811,419	583,241	2,068,280	225,344	5
6			35		(31)		6
7			34		17		7
8		9,378	106,264		11,602		8
9			112,673		18,498		9
10		36,214	92,636		25,897		10
11		72,116	543,041	134,874	71,491	22,386	11
12			82,900		27,593		12
13		28,286	108,427	9,196	11,793	1,638	13
14							14
15		6,720	57,798		12,861		15
16		19,466	157,104	95,024	14,838	20,202	16
17			43,462	67,437	5,810	10,374	17
18			1,565		519		18
19		11,575	26,724		9,252		19
20		5,259	11,252		3,632		20
21			8,814		4,540		21
22		10,468	153,181		13,775		22
23			193,031		43,485		23
24	*	199,482	1,698,941	306,531	275,572	54,600	24
25							25
26							26
27							27
28							28
29							29
30		1,586	7,364		(3,130)		30
31							31
32	*	1,586	7,364		(3,130)		32
33							33
34							34
35	*						35
36	*						36
37	*		859,784	1,209	475,272	444	37
38	*		137,481		47,989		38
39	*		98,200		34,278		39
40	*		9,820		3,428		40
41	*		819,878		74,136		41
42			1,925,163	1,209	635,103	444	42
43		461,051	11,442,887	890,981	2,975,825	280,388	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.

416. SUPPORTING SCHEDULE - ROAD
(Dollars in Thousands)

Line No.	Density Category (Class) (a)	Account No. (b)	Owned and Used: Investment Base (c)	Owned and Used: Accumulated Depreciation (d)	Owned and Used: Depr. Rate % (e)	Improvements to Leased Property: Investment Base (f)	Improvements to Leased Property: Accumulated Depreciation (g)	Improvements to Leased Property: Depr. Rate % (h)	Capitalized Leases: Investment Base (i)	Capitalized Leases: Current Year Amortization (j)	Capitalized Leases: Accumulated Amortization (k)	Total: Investment Base (l)	Total: Accumulated Depreciation & Amortization (m)	Line No.
1	I	3	6,745,248	404,522	1.05%	TOTAL IMPROVEMENTS TO			NO CAPITAL LEASES IN ACCOUNTS 3, 8, 9, 11			6,745,248	404,522	1
2		8	3,912,137	316,204	3.97%	PROPERTY LEASED FROM						3,912,137	316,204	2
3		9	9,252,591	1,457,344	3.10%	OTHERS IS LESS THAN 5%						9,252,591	1,457,344	3
4		11	3,218,033	4,849	4.17%	OF TOTAL PROPERTY OWNED.						3,218,033	4,849	4
5	SUB TOTAL		23,128,009	2,182,919								23,128,009	2,182,919	5
6	II	3	1,699,003	115,071	1.05%							1,699,003	115,071	6
7		8	1,343,965	19,151	3.40%							1,343,965	19,151	7
8		9	1,956,434	47,443	2.75%							1,956,434	47,443	8
9		11	853,491	2,440	3.45%							853,491	2,440	9
10	SUB TOTAL		5,852,893	184,105								5,852,893	184,105	10
11	III	3										-	-	11
12		8										-	-	12
13		9										-	-	13
14		11										-	-	14
15	SUB TOTAL		-	-								-	-	15
16	IV	3	788,312	53,372	1.05%							788,312	53,372	16
17		8	546,475	91,439	2.45%							546,475	91,439	17
18		9	922,394	127,460	1.92%							922,394	127,460	18
19		11	451,045	2,005	2.22%							451,045	2,005	19
20	SUB TOTAL		2,708,226	274,276								2,708,226	274,276	20
21														21
22														22
23														23
24														24
25														25
26	GRAND TOTAL		31,689,128	2,641,300	N/A				-	-	-	31,689,128	2,641,300	26

Notes:

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

(2) Columns (c) and (d) include improvements to leased property. Improvements to leased property are not separately included based on the 5% rule.

NOTES AND REMARKS

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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	11,992	-	-	20	-	1,236	317	-	13,565	1
2	*	Pick up and delivery, marine line haul	40,630					190	N/A		40,820	2
3	*	Loading and unloading and local marine	278,150			523		31,972	N/A		310,645	3
4	*	Protective services - total debits and credits	72					669	7,841		8,582	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits	2,182			308			35		2,525	6
7	*	Casualty and insurance	433								433	7
8	*	Joint facility - debit										8
9	*	Joint facility - credit	( )	( )	( )	( )	( )	( )	( )	( )	( )	9
10	*	Other										10
11	*	TOTAL	333,459			851		34,067	8,193		376,570	11

418. SUPPORTING SCHEDULE - CAPITAL LEASES
(Dollars in Thousands)

Instructions:

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

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

Primary Account No. & Title (a)	Total Investment At End of Year (b)	Capital Leases		
		Investment at End of Year (c)	Current Year Amortization (d)	Accumulated Amortization (e)
25 - TOFC/COFC	1,530,732	110,716	4,459	29,116
37 - Roadway Machines	775,981	202,727	12,774	79,787
52 - Locomotives	8,394,660	583,241	35,071	225,344
53 - Freight-Train Cars	2,005,472	306,531	8,088	54,600
57 - Work Equipment	464,559	-	147	-
58 - Miscellaneous Equipment	355,319	-	4,947	-
59 - Computer Systems and Word Processing	860,993	1,209	281	444

NOTES AND REMARKS

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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	592,971	1
		U.S. Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	1,578,619	2
3		Excess Profits		3
4	*	Total - Income Taxes (Lines 2 and 3)	1,578,619	4
5		Railroad Retirement	744,692	5
6		Hospital Insurance	63,351	6
7		Supplemental Annuities	-	7
8		Unemployment Insurance	18,072	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	2,404,734	10
11		Total - Railway Taxes	2,997,705	11

B. Adjustments to Federal Income Taxes

1. In column (a) are listed the particulars which most often cause a differential between taxable income and pretax accounting income. Other particulars which cause such a differential should be listed under the caption "Other (Specify)," including state and other taxes deferred if computed separately. Minor items, each less than $100,000, may be combined in a single entry under "Other (Specify)."
2. Indicate in column (b) the beginning of year totals of Accounts 714, 744, 762, and 786 applicable to each particular item in column (a).
3. 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.
4. Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or reinstate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or a loss carry-back.
5. The total of line 19 in columns (c) and (d) should agree with the total of the contra charges (credits) to Account 557, Provision for Deferred Taxes, and Account 591, Provision for Deferred Taxes - Extraordinary Items, for the current year.
6. Indicate in column (e) the cumulative total of columns (b), (c), and (d). The total of column (e) must agree with the total of Accounts 714, 744, 762, and 786.

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Deferred debits:					1
2	Accrued liabilities not deductible until paid:					2
3	Casualty and Environmental Costs	(299,598)	13,322	(7)	(286,283)	3
4	Postretirement Benefits	(202,095)	43,278	33,088	(125,729)	4
5	Compensation and Benefits	(307,757)	7,392	(173)	(300,538)	5
6	Intangible Liabilities	(99,291)	24,545	-	(74,746)	6
7	Long-term debt fair value adjustment under acquisition accounting	(19,657)	7,168	(20)	(12,509)	7
8	Other	(221,173)	10,213	(165)	(211,125)	8
9	Subtotal	(1,149,571)	105,918	32,723	(1,010,930)	9
10	Deferred tax credits:					10
11	Depreciation and Amortization	17,342,321	1,025,228	4,557	18,372,106	11
12	Other	355,084	(16,143)	118	339,059	12
13	Subtotal	17,697,405	1,009,085	4,675	18,711,165	13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21	TOTALS	16,547,834	1,115,003	37,398	17,700,235	21

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.	0
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	0

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	$ 49,840
Postretirement benefits	(14,439)
Current year purchase accounting adjustments	306
FIN 48	1,709
SFAS 133- Fuel hedges	(18)
Total	$ 37,398

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

(Dollars in Thousands)

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

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (c)	Line No.
1	616	Other Comprehensive Income - Interest Hedging	6		1
2	606	Other Comprehensive Income - BNSF Pension and Retiree Benefits		57,475	2
3	616	Intercompany Notes Receivable from Burlington Northern Santa Fe, LLC*	2,633,200		3
4	616	Other Comprehensive Income - Equity Method Investments	181		4
5					5
6					6
7					7
8					8
9					9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

* BNSF Railway classified the intercompany note receivable as equity in accordance with GAAP and the BNSF Railway 10-K.

501. GUARANTIES AND SURETYSHIPS

(Dollars in Thousands)

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

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Terminal Railroad Association of St Louis				1
2	BNSF Railway Company	Sinking Fund and Interest	7,014	Joint (Note 1)	2
3	CSX Transportation, Inc.	on Refunding and Improvement			3
4	Canadian National Railway Company	Mortgage Bonds Series C			4
5	Norfolk and Southern Railway Company	due 7/1/2019			5
6	Union Pacific Railroad Company				6
7					7
8					8
9	Kinder Morgan Energy Partners, L.P.		190,000	Sole (Note 2)	9
10	BNSF Railway Company				10
11					11
12					12
13	Tate & Lyle Ingredients Americas, LLC	Bridge Funding	641	Sole (Note 3)	13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30
31	Note 1: Terminal Railroad Association of St. Louis Mortgage Bonds are fully funded by TRRA through a sinking fund with a balance				31
32	of approximately $22 million as of December 31, 2015. BNSF is jointly and severally liable with CSX, CN, NS, and UP for the Sinking Fund. This fund				32
33	covers future interest and principal payments through the remainder of the bonds' term.				33
34	Note 2: Santa Fe Pacific Pipelines, Inc (SFPP), an indirect, wholly-owned subsidiary of BNSF Railway Company, has a guarantee in connection with its				34
35	remaining special limited partnership interest in SFPP, L.P. All obligations with respect to the guarantee will cease upon termination of ownership rights				35
36	which would occur upon a put notice issued by BNSF Railway Company or the exercise of the call rights by the general partners of SFPP, L.P. The				36
37	company has recorded a $1.5 million liability for the fair value of the guarantee as of December 31, 2015.				37
38	Note 3: This guarantee expires in 2023. It is secured by a letter of credit established in January 2014 and issued on behalf of Tate & Lyle				38
39	for $700 thousand, the maximum amount of the loan.				39
40					40
41					41

2. If any corporation or other association was under obligation as guarantor or surety for the performance by the respondent of any agreement or obligation, show the particulars called for hereunder for each such contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year. This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than two years after the date of issue, nor does it include ordinary surety bonds or undertakings on appeals in court proceedings.

Line No.	Finance docket number, title maturity date and concise description of agreement or obligation (a)	Names of all guarantors and sureties (b)	Amount of contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1					1
2					2
3		None			3
4					4
5					5
6					6
7					7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING AGREEMENTS

(Dollars in Thousands)

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

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

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

NOTES AND REMARKS

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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 30	
2	764	Equipment obligations and other long-term debt due within one year	Sch 200, Line 39	214,079
3	765/767	Funded debt unmatured	Sch 200, Line 41	513,138
4	766	Equipment obligations	Sch 200, Line 42	519,447
5	766.5	Capitalized lease obligations	Sch 200, Line 43	528,270
6	768	Debt in default	Sch 200, Line 44	
7	769	Accounts payable - affiliated companies	Sch 200, Line 45	
8	770.1/770.2	Unamortized debt premium	Sch 200, Line 46	(4,360)
9		Total debt	Sum of Lines 1 through 8	1,770,574
10		Debt directly related to road property	Note 1	301,033
11		Debt directly related to equipment	Note 1	1,251,166
12		Total debt related to road and equipment	Lines 10 and 11	1,552,199
13		Percent directly related to road	Line 10 /Line 12 Whole % + 2 decimals	19.39%
14		Percent directly related to equipment	Line 11 /Line 12 Whole % + 2 decimals	80.61%
15		Debt not directly related to road and equipment	Line 9 - Line 12	218,375
16		Road property debt (Note 2)	(Line 13 x Line 15) + Line 10	343,376
17		Equipment debt (Note 2)	(Line 14 x Line 15) + Line 11	1,427,198

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	41,119
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	41,119
22		Interest directly related to road property debt	Note 4	16,865
23		Interest directly related to equipment debt	Note 4	43,151
24		Interest not directly related to road or equipment property debt	Line 21 - (Lines 22 + 23)	(18,897)
25		Interest on road property debt (Note 5)	Line 22 + (Line 24 x Line 13)	13,201
26		Interest on equipment debt (Note 5)	Line 23 + (Line 24 x Line 14)	27,918
27		Embedded rate of debt capital - road property	Line 25 / Line 16	3.84%
28		Embedded rate of debt capital - equipment	Line 26 / Line 17	1.96%

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, if applicable.
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.
Note 6: Line 24 includes capitalized interest.

NOTES AND REMARKS

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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	8,984	89,446	1
2							2
3	Freightwise, Inc		Common		-	(963)	3
4							4
5	BNSF Insurance Co, Ltd	83%	Common	Insurance Premiums	73,328	15,431	5
6				Claims Paid	214,466	See above	6
7							7
8	BNSF Logistics, LLC		Common	Services Rendered	190	135	8
9							9
10	BNSF Logistics International, Inc		Common	Services Rendered	114	129	10
11							11
12	Berkshire Hathaway Inc.		Controlled	Stock Option Exercises	-	(2,672)	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 road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)	Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
1	1	100%	22,217	4,792	292	2,170	4,908	4,407	38,786	1
2	1J	75%						1	1	2
3	1J	66.70%					2	15	17	3
4	1J	50%	474	110	102	26	100	41	853	4
5	1J	33.30%					1	4	5	5
6	1J	25%	4	8	16	2	34		64	6
7	1J	20%								7
8	1J	16.7%								8
9		Total 1J	478	118	118	28	137	61	940	9
10										10
11		Total 1 and 1J	22,695	4,910	410	2,198	5,045	4,468	39,726	11
12										12
13	2		4				5		9	13
14	3		27			3	16	111	157	14
15	4		32				2		34	15
16	5		9,101	417	22	74	2,555	419	12,588	16
17										17
57		Grand Total	31,859	5,327	432	2,275	7,623	4,998	52,514	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 road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)	Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
1	1	100%	23			5	12	7	47	1
2	1J	50%					6		6	2
3		Total 1 and 1J	23			5	18	7	53	3
4	2		4				5		9	4
5	5		87	5		2	16		110	5
57	Grand Total Canadian Miles		114	5		7	39	7	172	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	17		1
2		Arizona	592				67	659			2
3		Arkansas	190				840	1,030			3
4		British Columbia	23				23	46	16		4
5		California	912				1,037	1,949	1		5
6		Colorado	804				537	1,341	2		6
7		Idaho	106					106	35		7
8		Illinois	1,150			3	393	1,546	5		8
9		Iowa	588		26	4	35	653			9
10		Kansas	1,142				445	1,587			10
11		Kentucky				13	85	98			11
12		Louisiana	240				122	362			12
13		Manitoba		4			64	68			13
14		Minnesota	1,496		1		141	1,638	452		14
15		Mississippi	166				8	174	5		15
16		Missouri	1,431				182	1,613	37		16
17		Montana	2,622				3	2,625	99		17
18		Nebraska	1,485					1,485	72		18
19		Nevada					798	798			19
20		New Mexico	915				515	1,430	245		20
21		North Dakota	1,620				77	1,697	3		21
22		Oklahoma	957				330	1,287			22
23		Oregon	226				182	408	110		23
24		Saskatchewan									24
25		South Dakota	872			2	33	907			25
26		Tennessee	16				121	137			26
27		Texas	2,496			10	2,354	4,860	130		27
28		Utah					448	448			28
29		Washington	1,337				126	1,463	89		29
30		Wisconsin	244				4	248			30
31		Wyoming	960				5	965			31
32		Total Mileage (Single Track)	22,695	4	27	32	9,101	31,859	1,318		32

NOTES AND REMARKS

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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.

2. In column (c), give the number of units purchased new or built in company shops. In column (d), give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.

3. Units leased to others for a period of one year or more are reportable in column (l). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).

4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit but it is not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.

5. A "self-propelled" car is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.

6. A "diesel" unit includes all units propelled by diesel internal combustion engines regardless of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote, giving the number and a brief description.. An "electric" unit includes all units which receive electric power from a third rail or overhead contact wire, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel or electric, e.g., gas turbine, steam. Show the type of unit, service, and number, as appropriate, in a brief description sufficient for positive identification. An "Auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g., boosters, slugs, etc. For reporting purposes, indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate. Radio-controlled units that are not self-propelled, i.e., those without a diesel, should be reported on line 13 under "auxiliary units."

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

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

9. Cross-checks

Schedule 710		Schedule 710
Line 5, column (j)	=	Line 11, column (l)
Line 6, column (j)	=	Line 12, column (l)
Line 7, column (j)	=	Line 13, column (l)
Line 8, column (j)	=	Line 14, column (l)
Line 9, column (j)	=	Line 15, column (l)
Line 10, column (j)	=	Line 16, column (l)

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

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

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year: Units Installed: 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)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year: 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)	Line No.
		Locomotive Units										(HP)		
1		Diesel-freight units	6,307	326			(339)	4	3,926	2,364	6,290	27,276,172		1
2		Diesel-passenger units												2
3		Diesel-multiple purpose units	1,478				375	46	1,802	5	1,807	4,808,363		3
4		Diesel-switching units												4
5	*	TOTAL (lines 1 to 4) units	7,785	326			36	50	5,728	2,369	8,097	32,084,535		5
6	*	Electric locomotives												6
7	*	Other self-powered units												7
8	*	TOTAL (lines 5, 6, and 7)	7,785	326			36	50	5,728	2,369	8,097	32,084,535		8
9	*	Auxiliary units	49				(14)		35		35			9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	7,834	326			22	50	5,763	2,369	8,132	32,084,535		10

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

Line No.	Cross Check	Type or design of units (a)	Before Jan 1, 1995 (b)	Between Jan 1, 1995 and Dec 31, 1999 (c)	Between Jan 1, 2000 and Dec 31, 2004 (d)	Between Jan 1, 2005 and Dec 31, 2009 (e)	Between Jan 1, 2010 and Dec 31, 2014 (f)	During Calendar Year: 2015 (g)	2016 (h)	2017 (i)	2018 (j)	2019 (k)	TOTAL (l)	Line No.
11	*	Diesel	1,978	1,540	1,003	1,609	1,641	326					8,097	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	1,978	1,540	1,003	1,609	1,641	326					8,097	14
15	*	Auxiliary units	35										35	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	2,013	1,540	1,003	1,609	1,641	326					8,132	16

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year: Units Installed: 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)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year: 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)	Line No.
		Passenger-Train Cars												
		Non-Self-Propelled												
17		Coaches (PA, PB, PBO)												17
18		Combined cars (All class C, except CSB)												18
19		Parlor cars (PBC, PC, PL, PO)												19
20		Sleeping cars (PS, PT, PAS, PDS)												20
21		Dining, grill, & tavern cars (All class D, PD)												21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)												22
23		TOTAL (Lines 17 to 22)												23
		Self-Propelled												
24		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
		Company Service Cars												
30		Business cars (PV)	32					(5)	37		37	75		30
31		Board outfit cars (MWX)	53					53						31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	87					30	57		57	1,857		32
33		Dump and ballast cars (MWB, MWD)	1,810	229				236	1,637	166	1,803	185,745		33
34		Other maintenance and service equipment cars	3,611	123			127	68	3,654	139	3,793	332,472		34
35		TOTAL (Lines 30 to 34)	5,593	352			127	382	5,385	305	5,690	520,149		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: Time-mileage cars (b)	Units in service of respondent at beginning of year: All Others (c)	Changes during the year, Units installed: New units purchased or built (d)	Changes during the year, Units installed: New or rebuilt units leased from others (e)	Changes during the year, Units installed: Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	Changes during the year, Units installed: All other units, including reclassification and second hand units purchased or leased from others (g)	Line No.
		FREIGHT TRAIN CARS							
36		Plain box cars - 40' (B1__, B2__)	10						36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5__, B6__ B7__, B8__)	4						37
38		Equipped box cars (All Code A, Except A_5_)	4,778					248	38
39		Plain gondola cars (All Codes G & J, J__1, J__2, J__3, J__4)	9,148					1,153	39
40		Equipped gondola cars (All Code E)	4,533					490	40
41		Covered hopper cars (C__1, C__2, C__3, C__4)	33,560		721	960		816	41
42		Open top hopper cars - general service (All Code H)	5,416						42
43		Open top hopper cars - special service (J__O), and All Code K)	5,455		200				43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	978						44
45		Refrigerator cars - nonmechanical (R_0_, R_1_, R_2_)	1,903						45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)	6,431					131	46
47		Flat cars - multilevel (All Code V)	691						47
48		Flat cars - general service (F10_, F20_, F30_)	102						48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	3,038						49
50		Tank cars - under 22,000 gal. (T__0, T__1, T__2, T__3, T__4, T__5)	104						50
51		Tank cars - 22,000 gal. and over (T__6, T__7, T__8, T__9)	230						51
52		All other freight cars (A_5_, F_7_, All Code L & Q8__)	57						52
53		TOTAL (Lines 36 to 52)	76,438		921	960		2,838	53
54		Caboose (All Code M-930)	N/A	212					54
55		TOTAL (Lines 53 and 54)	76,438	212	921	960		2,838	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: Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j)): Time-mileage cars (k)	All Others (l)	Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	Line No.
36			10		10		622		36
37			4		4		279		37
38		165	3,161	1,700	4,861		476,392		38
39		776	3,456	6,069	9,525		1,120,880		39
40		371	3,808	844	4,652		483,674		40
41		2,644	16,890	16,523	33,413		3,657,373		41
42		45	5,022	349	5,371		546,633		42
43		168	2,090	3,397	5,487		622,311		43
44		2		976	976		88,156		44
45		81	1,822		1,822		156,035		45
46		58	1,714	4,790	6,504		1,583,894		46
47		3	688		688		35,056		47
48		1	101		101		7,849		48
49		34	1,478	1,526	3,004		296,330		49
50		3	101		101		8,184		50
51		3	227		227		22,085		51
52			57		57		4,406		52
53		4,354	40,629	36,174	76,803		9,110,159		53
54		3	209		N/A	209	N/A		54
55		4,357	40,838	36,174	76,803	209	9,110,159		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: Per diem (b)	Units in service of respondent at beginning of year: All Others (c)	Changes during the year, Units installed: New units purchased or built (d)	Changes during the year, Units installed: New units leased from others (e)	Changes during the year, Units installed: Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	Changes during the year, Units installed: All other units, including reclassification and second hand units purchased or leased from others (g)	Line No.
56		FLOATING EQUIPMENT 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
59		HIGHWAY REVENUE EQUIPMENT Chassis (Z1_, Z67_, Z68_, Z_69_)		655					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)		655					70

NOTES AND REMARKS

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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded) Units retired from service of respondent whether owned or leased including reclassification (h)	Units at close of year: Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j)) Per diem (k)	All Others (l)	Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	Line No.
56									56
57									57
58									58
59		271	384			384	11,136		59
60									60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70		271	384			384	11,136		70

NOTES AND REMARKS

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

(Dollars in Thousands)

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

2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2,500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO), steel boxcars-special service (XAP), etc. For TOFC/COFC show type of equipment as enumerated in Schedule 710.

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

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

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

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

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (000) (d)	Method of acquisition (see instructions) (e)	Line No.
1	Diesel-Freight Locomotives	326	69,645	$ 760,841	P	1
2	***Freight-Train Cars***					2
3	Covered Hoppers	721	22,784	64,465	P	3
4	Open Top Hoppers	200	5,750	21,500	P	4
5	***Work Equipment Cars***					5
6	Dump and Ballast Cars	229	7,570	34,163	P	6
7	Other MOW	123	6,477	15,240	P	7
8						8
9						9
10						11
11						17
12	TOTAL	1,599	112,226	$ 896,209	N/A	19
	REBUILT UNITS					
13						20
14						21
15						22
16						23
17						24
18						31
19						32
20						33
21						34
22						35
23						36
24						37
25						39
26	TOTAL	-	-	$ -	N/A	40
27	GRAND TOTAL (NEW AND REBUILT)	1,599	112,226	$ 896,209	N/A	41

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

1. For purposes of these schedules, the track categories are defined as follows:
Track category 1
A - Freight density of 20 million or more gross ton miles per track mile per year (include passing tracks, turnouts and crossovers)
B - Freight density of less than 20 million gross ton miles per track mile per year, but at least 5 million (include passing tracks, turnouts and crossovers)
C - Freight density of less than 5 million gross ton miles per track mile per year, but at least 1 million (include passing tracks, turnouts and crossovers)
D - Freight density of less than 1 million gross ton miles per track mile per year(include passing tracks, turnouts and crossovers)
E - Way and yard switching tracks (passing tracks, crossovers and turnouts shall be included in category A, B, C, D, F, and Potential abandonments, as appropriate).
F - Track over which any passenger service is provided (other than potential abandonments). Mileage should be included within track categories A through E unless there is dedicated entirely to passenger service F.
Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10904 of the Interstate Commerce Act.
2.This schedule should include all class 1, 2, 3, or 4 track from schedule 700 that is maintained by the respondent (class 5 is assumed to be maintained by others).
3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
4.Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track Category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	20,396	60.59	58.59	622.1	1
2	B	6,763	11.58	46.03	877.7	2
3	C	1,602	2.35	28.82	198.8	3
4	D	1,518	0.34	26.78	399.2	4
5	E	9,647	n/a	n/a		5
6	TOTAL	39,926	43.54	52.62	2,097.8	6
7	F	11,699	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.

721. TIES LAID IN REPLACEMENT

1. Furnish the requested information concerning ties laid in replacement.
2. In column (j), report the total board feet of switch and bridge ties laid in replacement.
3. The term "spot maintenance" in column (k) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total ties or board feet laid in replacement that are considered to be spot maintenance.
4. In line 9, the average cost per tie should include transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply storage and seasoning yards, and in the case of treating ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over the carrier's own lines, and placing the ties in tracks and of train service other than that necessary in connection with loading or treatment should not be included in this schedule.

Line No.	Track Category	Number of crossties laid in replacement							Total	Switch and bridge ties (board feet)	Cross ties switch and bridge ties % of spot maintenance	Line No.
		New Ties				Second-hand Ties						
		Wooden		Concrete	Other	Wooden		Other				
		Treated	Untreated			Treated	Untreated					
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	
1	A	2,156,998		120,947					2,277,945	4,452,753		1
2	B	597,559		441					598,000	741,391		2
3	C	275,232							275,232	286,021		3
4	D	66,430							66,430	18,643		4
5	E	119,184		2,350	3,610				125,144	1,205,032		5
6	TOTAL	3,215,403		123,738	3,610				3,342,751	6,703,840		6
7	F											7
8	Potential abandonments											8
9	Average cost per cross tie	$ 52.93	and switch tie (MBM)		$ 1,770.62							

722. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

(Dollars in Thousands)

Give particulars of ties laid during the year in new construction during the year.
In column (a), classify the ties as follows:
U - Wooden ties, untreated when applied.
T - Wooden ties, treated before application.
S - Ties other than wooden (steel, concrete, etc.). Indicate type under remarks in column (h).
Report new and second-hand (relay) ties separately, indicating in column (h) which ties are new.
In columns (d) and (g), show the total cost, including transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply, storage and seasoning yard. In the case of treated ties, also show the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines, and placing the ties in tracks, and of train service, other than that necessary in connection with loading or treatment, should not be included in this schedule.

Line No.	Class of ties (a)	Cross Ties: Total number of ties applied (b)	Cross Ties: Average cost per tie (c)	Cross Ties: Total cost of cross ties laid in new tracks during year (d)	Switch and Bridge Ties: Number of feet (board measure) laid in tracks (e)	Switch and Bridge Ties: Average cost per M feet (board measure) (f)	Switch and Bridge Ties: Total cost of switch & bridge ties laid in new tracks during year (g)	Remarks (h)	Line No.
1	T	60,038	71.72	4,306	829,480	2.98	2,468	New	1
2	S	362,550	54.64	19,810				Concrete	2
3									3
4									4
5									5
6									6
7									7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL	422,588		24,116	829,480		2,468		20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid						175.93		21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid						22.32		22

723. RAILS LAID IN REPLACEMENT

1. Furnish the requested information concerning rails laid in replacement.
2. The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement that are considered to be spot maintenance.
3. In line 9, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, freight charges paid to foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over the carrier's own lines, and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule.

Line No.	Track Category (a)	Miles of rail laid in replacement (rail-miles)				Total		Percent of Spot Maintenance (h)	Line No.
		New rail		Relay rail					
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)	Welded rail (f)	Bolted rail (g)		
1	A	1,199.65	0.54	14.59		1,214.24	0.54		1
2	B	411.43	0.19	5.00		416.43	0.19		2
3	C	53.16	0.02	0.65		53.81	0.02		3
4	D	4.68		0.06		4.74			4
5	E	62.68	0.03	0.76		63.44	0.03		5
6	TOTAL	1,731.60	0.78	21.06		1,752.66	0.78		6
7	F								7
8	Potential Abandonments								8
9	Average cost of new and relay rail laid in replacement per gross ton		$869.00	New	$869.97	Relay	$759.68		9

724. RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

(Dollars in Thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track.
   In Column (a) classify the kind of rail applied as follows:
   (1) New steel rails, Bessemer process.
   (2) New steel rails, open-hearth process
   (3) New rails, special alloy (describe more fully in a footnote).
   (4) Relay rails.

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

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

Line No.	Class of rail (a)	Rail Applied in Running Tracks, Passing Tracks. Crossovers, Etc.				Rail Applied in Yard, Station, Team, Industry and Other Switching Tracks				Line No.
		Weight of rail		Total cost of rail applied in running track, passing track, crossovers, etc., during year	Average cost per ton (2000 lbs)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching track during year	Average cost per ton (2000 lbs)	
		Pounds per yard of rail (b)	Number of tons (2000 lbs) (c)	(d)	(e)	Pounds per yard of rail (f)	Number of tons (2000 lbs) (g)	(h)	(i)	
1	1	132	4	3	0.75					1
2	1	136	25,643	18,953	0.74	136	5,215	3,896	0.75	2
3	1	141	16,772	14,704	0.88	141	134	118	0.88	3
4	1									4
5										5
6	4	132	276	222	0.80					6
7										7
8										8
9										9
10										10
11										11
12										12
13										13
14										14
15										15
16										16
17										17
18										18
19										19
20										20
21										21
22										22
23										23
24										24
25										25
26										26
27										27
28										28
29										29
30										30
31										31
32										32
33	TOTAL	N/A	42,695	33,882	0.79	N/A	5,349	4,014	0.75	33
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.							175.93		34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.							22.32		35
36	Track-miles of welded rail installed on system this year				197.74	Total to date			3,404.75	36

725. WEIGHT OF RAIL

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

Line No.	Weight of rails per yard (pounds) (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all track) (c)	Remarks (d)	Line No.
1	52				1
2	56				2
3	60				3
4	65				4
5	66				5
6	67				6
7	68				7
8	70				8
9	72				9
10	75	10			10
11	76				11
12	77	7			12
13	80	5			13
14	85	153			14
15	90	560			15
16	100	95			16
17	105				17
18	110	172			18
19	112	1,435			19
20	113	3			20
21	115	2,828			21
22	119	429			22
23	128				23
24	129	243			24
25	130	1			25
26	131	711			26
27	132	5,161			27
28	133	17			28
29	136	11,171			29
30	140	14			30
31	141	4,023			31
32	155	2			32
33	Unknown	1,038			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	TOTAL	28,078			48

726. SUMMARY OF TRACK REPLACEMENTS

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

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

Line No.	Track Category (a)	Ties: Number of ties replaced: Crossties (b)	Ties: Number of ties replaced: Switch and bridge ties (board feet) (c)	Ties: Percent replaced: Crossties (d)	Ties: Percent replaced: Switch and bridge ties (board feet) (e)	Rail: Miles of rail replaced (rail-miles) (f)	Rail: Percent Replaced (g)	Ballast: Cubic yards of ballast placed (h)	Track Surfacing: Miles surfaced (i)	Track Surfacing: Percent surfaced (j)	Line No.
1	A	2,277,945	4,452,753	3.52%	N/A	1,214.78	2.98%	3,766,499	15,398	75.50%	1
2	B	598,000	741,391	2.78%	N/A	416.62	3.08%	395,731	1,618	23.92%	2
3	C	275,232	286,021	5.41%	N/A	53.83	1.68%	49,750	203	12.67%	3
4	D	66,430	18,643	1.38%	N/A	4.74	0.16%	9,710	40	2.64%	4
5	E	125,144	1,205,032	0.41%	N/A	63.47	0.33%	76,894	314	3.25%	5
6	TOTAL	3,342,751	6,703,840	2.64%	N/A	1,753.44	2.20%	4,298,584	17,573	44.01%	6
7	F				N/A						7
8	Potential abandonments				N/A						8

750. CONSUMPTION OF DIESEL FUEL

(Dollars in Thousands)

Line No.	LOCOMOTIVES: Kind of locomotive service (a)	LOCOMOTIVES: Diesel oil (gallons) (b)	Line No.
1	Freight	1,357,215,377	1
2	Passenger		2
3	Yard Switching	46,313,016	3
4	TOTAL	1,403,528,393	4
5	COST OF FUEL $(000)*	$ 2,520,232	5
6	Work Train	762,680	6

*Show cost of fuel charged to train and yard service (function 67-Loco. Fuels). The cost stated for diesel fuel should be the total charges in the accounts specified, including freight charges and handling expenses. Fuel consumed by mixed and special trains that are predominantly freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel should be included in passenger service.

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 that 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 billigs as empty freight cars-miles. Do not report miles made by motorcars or business cars.

(I) Exclude from Items 4-01, 4-11, 4-13, and 4-5, car-miles of work equipment, cars carrying company freight, and non-revenue private line cars moving in transportation trains. Include such car-miles in Items 4-17, 4-18, and 4-19. If private line cars move in revenue service, yhe loaded and empty miles should not be considered n0-payment or non-revenue car-miles.

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

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

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

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

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

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

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

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

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

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

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

(T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad cars refers to freight cars owned by other railroads whose interline rental is settled on time (by hour) and actual line-haul mileage charges under the Code of Car Hire Rules.

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

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

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

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

755. RAILROAD OPERATING STATISTICS

No.			Freight Train (b)	Passenger Train (c)	Line No.
1	Miles of Road Operated (A)		31,859		1
	Train Miles - Running (B)				
2	2-01	Unit Trains	63,427,989	XXXXXX	2
3	2-02	Way Trains	5,664,634	XXXXXX	3
4	2-03	Through Trains	97,351,181		4
5	2-04	TOTAL TRAIN MILES (Lines 2-4)	166,443,804		5
6	2-05	Motorcars (C)			6
7	2-07	TOTAL ALL TRAINS (Lines 5 and 6)	166,443,804		7
	Locomotive Unit Miles (D)				
	Road Service (E)				
8	3-01	Unit Trains	216,055,338	XXXXXX	8
9	3-02	Way Trains	12,481,561	XXXXXX	9
10	3-03	Through Trains	320,579,710		10
11	3-04	TOTAL (Lines 8-10)	549,116,609		11
12	3-11	Train Switching (F)	3,977,787	XXXXXX	12
13	3-21	Yard Switching (G)	14,760,025		13
14	3-31	TOTAL ALL SERVICES (Lines 11-13)	567,854,421		14
	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	8,049	XXXXXX	16
17	4-012	Box-Equipped	134,557	XXXXXX	17
18	4-013	Gondola-Plain	301,688	XXXXXX	18
19	4-014	Gondola-Equipped	40,731	XXXXXX	19
20	4-015	Hopper-Covered	728,958	XXXXXX	20
21	4-016	Hopper-Open Top-General Service	20,373	XXXXXX	21
22	4-017	Hopper-Open Top-Special Service	135,597	XXXXXX	22
23	4-018	Refrigerator-Mechanical	15,626	XXXXXX	23
24	4-019	Refrigerator-Non-Mechanical	31,433	XXXXXX	24
25	4-020	Flat-TOFC/COFC	545,885	XXXXXX	25
26	4-021	Flat-Multi-Level	51,649	XXXXXX	26
27	4-022	Flat-General Service	202	XXXXXX	27
28	4-023	Flat-All Other	81,610	XXXXXX	28
29	4-024	All Other Car Types-Total	803	XXXXXX	29
30	4-025	TOTAL (Lines 15-29)	2,097,161	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.			Freight Train (b)	Passenger Train (c)	Line No.
	4-11	RR Owned and Leased Cars - Empty			
31	4-110	Box-Plain 40-Foot		XXXXXX	31
32	4-111	Box-Plain 50-Foot and Longer	6,386	XXXXXX	32
33	4-112	Box-Equipped	104,597	XXXXXX	33
34	4-113	Gondola-Plain	291,974	XXXXXX	34
35	4-114	Gondola-Equipped	48,344	XXXXXX	35
36	4-115	Hopper-Covered	738,849	XXXXXX	36
37	4-116	Hopper-Open Top-General Service	35,974	XXXXXX	37
38	4-117	Hopper-Open Top-Special Service	137,974	XXXXXX	38
39	4-118	Refrigerator-Mechanical	10,043	XXXXXX	39
40	4-119	Refrigerator-Non-Mechanical	24,074	XXXXXX	40
41	4-120	Flat-TOFC/COFC	79,487	XXXXXX	41
42	4-121	Flat-Multi-Level	18,034	XXXXXX	42
43	4-122	Flat-General Service	565	XXXXXX	43
44	4-123	Flat-All Other	78,678	XXXXXX	44
45	4-124	All Other Car Types-Total	23,878	XXXXXX	45
46	4-125	TOTAL (Lines 31-45)	1,598,857	XXXXXX	46
	4-13	Private Line Cars - Loaded (H)			
47	4-130	Box-Plain 40-Foot		XXXXXX	47
48	4-131	Box-Plain 50-Foot and Longer	7,625	XXXXXX	48
49	4-132	Box-Equipped	31,180	XXXXXX	49
50	4-133	Gondola-Plain	1,153,006	XXXXXX	50
51	4-134	Gondola-Equipped	14,121	XXXXXX	51
52	4-135	Hopper-Covered	489,168	XXXXXX	52
53	4-136	Hopper-Open Top-General Service	61,794	XXXXXX	53
54	4-137	Hopper-Open Top-Special Service	705,734	XXXXXX	54
55	4-138	Refrigerator-Mechanical	5,689	XXXXXX	55
56	4-139	Refrigerator-Non-Mechanical	379	XXXXXX	56
57	4-140	Flat-TOFC/COFC	1,149,503	XXXXXX	57
58	4-141	Flat-Multi-Level	288,820	XXXXXX	58
59	4-142	Flat-General Service	290	XXXXXX	59
60	4-143	Flat-All Other	66,586	XXXXXX	60
61	4-144	Tank Under 22,000 Gallons	145,100	XXXXXX	61
62	4-145	Tank - 22,000 Gallons and Over	760,918	XXXXXX	62
63	4-146	All Other Car Types-Total	13,307	XXXXXX	63
64	4-147	TOTAL (Lines 47-63)	4,893,220	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.			Freight Train (b)	Passenger Train (c)	Line No.
	4-15	Private Line Cars - Empty (H)			
65	4-150	Box-Plain 40-Foot		XXXXXX	65
66	4-151	Box-Plain 50-Foot and Longer	7,452	XXXXXX	66
67	4-152	Box-Equipped	13,907	XXXXXX	67
68	4-153	Gondola-Plain	1,160,751	XXXXXX	68
69	4-154	Gondola-Equipped	15,858	XXXXXX	69
70	4-155	Hopper-Covered	523,512	XXXXXX	70
71	4-156	Hopper-Open Top-General Service	62,136	XXXXXX	71
72	4-157	Hopper-Open Top-Special Service	707,221	XXXXXX	72
73	4-158	Refrigerator-Mechanical	5,922	XXXXXX	73
74	4-159	Refrigerator-Non-Mechanical	370	XXXXXX	74
75	4-160	Flat-TOFC/COFC	130,439	XXXXXX	75
76	4-161	Flat-Multi-Level	89,114	XXXXXX	76
77	4-162	Flat-General Service	519	XXXXXX	77
78	4-163	Flat-All Other	67,402	XXXXXX	78
79	4-164	Tank Under 22,000 Gallons	152,898	XXXXXX	79
80	4-165	Tank - 22,000 Gallons and Over	818,040	XXXXXX	80
81	4-166	All Other Car Types-Total	12,916	XXXXXX	81
82	4-167	TOTAL (Lines 65-81)	3,768,457	XXXXXX	82
83	4-17	Work Equipment and Company Freight Car-Miles	78,098	XXXXXX	83
84	4-18	No Payment Car-Miles (I) <1>		XXXXXX	84
	4-19	Total Car-Miles by Train Type (Note)			
85	4-191	Unit Trains	7,121,952	XXXXXX	85
86	4-192	Way Trains	168,322	XXXXXX	86
87	4-193	Through Trains	5,145,519	XXXXXX	87
88	4-194	TOTAL (Lines 85-87)	12,435,793	XXXXXX	88
89	4-20	Caboose Miles	47	XXXXXX	89

<1> Total number of loaded miles 11,832 and empty miles 2,547 by roadrailer reported above in lines 63 and 81 respectively, rather than line 84.

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.			Freight Train (b)	Passenger Train (c)	Line No.
	Gross Ton-Miles (thousands) (K)				
98	6-01	Road Locomotives	113,286,523		98
	6-02	Freight Trains, Crs., Cnts, & Caboose			
99	6-020	Unit Trains	618,106,508	XXXXXX	99
100	6-021	Way Trains	11,236,635	XXXXXX	100
101	6-022	Through Trains	559,499,268	XXXXXX	101
102	6-03	Passenger Trains, Crs, & Cnts.			102
103	6-04	Non-Revenue	16,261,046	XXXXXX	103
104	6-05	TOTAL (Lines 98 - 103)	1,318,389,980		104
	Tons of Freight (thousands)				
105	7-01	Revenue	620,278	XXXXXX	105
106	7-02	Non-Revenue	15,332	XXXXXX	106
107	7-03	TOTAL (Lines 105 and 106)	635,610	XXXXXX	107
	Ton-Miles of Freight (thousands) (L)				
108	8-01	Revenue - Road Service	701,762,932	XXXXXX	108
109	8-02	Revenue - Lake Transfer Service		XXXXXX	109
110	8-03	TOTAL (Lines 108 and 109)	701,762,932	XXXXXX	110
111	8-04	Non-Revenue - Road Service	7,977,691	XXXXXX	111
112	8-05	Non-Revenue - Lake Transfer Service		XXXXXX	112
113	8-06	TOTAL (Lines 111 and 112)	7,977,691	XXXXXX	113
114	8-07	TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	709,740,623	XXXXXX	114
	Train Hours (M)				
115	9-01	Road Service	9,131,190	XXXXXX	115
116	9-02	Train Switching	243,728	XXXXXX	116
117	TOTAL YARD-SWITCHING HOURS (N)		2,460,004	XXXXXX	117
	Train-Miles Work Trains (O)				
118	11-01	Locomotives	2,777,196	XXXXXX	118
119	11-02	Motorcars		XXXXXX	119
	Number of Loaded Freight Cars (P)				
120	12-01	Unit Trains	3,883,993	XXXXXX	120
121	12-02	Way Trains	2,356,369	XXXXXX	121
122	12-03	Through Trains	5,006,237	XXXXXX	122
123	TOFC/COFC- No. of Revenue Trailers & Containers Loaded and Unloaded (Q)		7,596,739	XXXXXX	123
124	Multi-Level Cars - No. of Motor Vehicles Loaded & Unloaded (Q)		2,221,247	XXXXXX	124
125	TOFC/COFC - No. of Revenue Trailers Picked Up & Delivered (R)		170,703	XXXXXX	125
	Revenue-Tons Marine Terminal (S)				
126	16-01	Marine Terminals - Coal		XXXXXX	126
127	16-02	Marine Terminals - Ore	9,371,499	XXXXXX	127
128	16-03	Marine Terminals - Other		XXXXXX	128
129	16-04	TOTAL (Lines 126 - 128)	9,371,499	XXXXXX	129
	Number of Foreign Per-Diem Cars on Line (T)				
130	17-01	Serviceable	11,763	XXXXXX	130
131	17-02	Unserviceable	386	XXXXXX	131
132	17-03	Surplus	341	XXXXXX	132
133	17-04	TOTAL (Lines 130 - 132)	12,490	XXXXXX	133
134	TOFC/COFC - Average No. of Units Loaded Per Car		5.24	XXXXXX	134

PTC Supplement

Schedules 330, 332, 335, 352B, 410, 700, 710, 710S, and 720

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 31, 2015

PTC 330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT

(Dollars in Thousands)

Line No.	Cross No.	Account (a)	Balance at Beginning of year (b)	Expenditures during the year for original road & equipment & road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1	2	(2) Land for transportation purposes	118			1
2	3	(3) Grading				2
3	4	(4) Other right-of-way expenditures				3
4	5	(5) Tunnels and subways				4
5	6	(6) Bridges, trestles and culverts				5
6	7	(7) Elevated structures				6
7	8	(8) Ties				7
8	9	(9) Rail and other track material	25,577			8
9	11	(11) Ballast				9
10	13	(13) Fences, snowsheds and signs				10
11	16	(16) Station and office buildings				11
12	17	(17) Roadway buildings				12
13	18	(18) Water stations				13
14	19	(19) Fuel stations				14
15	20	(20) Shops and enginehouses				15
16	22	(22) Storage warehouses				16
17	23	(23) Wharves and docks				17
18	24	(24) Coal and ore wharves				18
19	25	(25) TOFC/COFC terminals				19
20	26	(26) Communications systems	46,278			20
21	27	(27) Signals and interlockers	620,987			21
22	29	(29) Power plants				22
23	31	(31) Power transmission systems				23
24	35	(35) Miscellaneous structures				24
25	37	(37) Roadway machines				25
26	39	(39) Public improvements - construction				26
27	44	(44) Shop machinery				27
28	45	(45) Power plant machinery				28
29		Other lease/rentals				29
30		TOTAL EXPENDITURES FOR ROAD	692,960			30
31	52	(52) Locomotives	155,328			31
32	53	(53) Freight train cars				32
33	54	(54) Passenger train cars				33
34	55	(55) Highway revenue equipment				34
35	56	(56) Floating equipment				35
36	57	(57) Work equipment				36
37	58	(58) Miscellaneous equipment	4,759			37
38	59	(59) Computer systems & word processing equipment	19,969			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	180,056			39
40	76	(76) Interest during construction				40
41	80	(80) Other elements of investment				41
42	90	(90) Construction work in progress	271,722			42
43		GRAND TOTAL	1,144,738			43

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

** Excludes investments in equity method of $54,650 and $3,501 for MCC and PTC 220 companies, respectively

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

(Dollars in Thousands)

Line No.	Cross No.	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1	2	5		5	123	1
2	3					2
3	4					3
4	5					4
5	6					5
6	7					6
7	8					7
8	9	16,456		16,456	42,033	8
9	11					9
10	13					10
11	16	2,811		2,811	2,811	11
12	17					12
13	18					13
14	19					14
15	20					15
16	22					16
17	23					17
18	24					18
19	25					19
20	26	13,010		13,010	59,288	20
21	27	200,605		200,605	821,592	21
22	29					22
23	31					23
24	35					24
25	37					25
26	39					26
27	44					27
28	45					28
29						29
30		232,887		232,887	925,847	30
31	52	104,011		104,011	259,339	31
32	53					32
33	54					33
34	55					34
35	56					35
36	57					36
37	58		27	(27)	4,732	37
38	59	2,323		2,323	22,292	38
39		106,334	27	106,307	286,363	39
40	76					40
41	80					41
42	90	(50,911)		(50,911)	220,811	42
43		288,310	27	288,283	1,433,021	43

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

(Dollars in Thousands)

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

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

3. Show in columns (e), (f), and (g) data applicable to lessor property, when the rent therefore is included in accounts nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.

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

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

Line No.	Account (a)	OWNED AND USED Depreciation Base At beginning of year (b)	OWNED AND USED Depreciation Base At close of year (c)	OWNED AND USED Annual composite rate % (d)	LEASED FROM OTHERS Depreciation Base At beginning of year (e)	LEASED FROM OTHERS Depreciation Base At close of year (f)	LEASED FROM OTHERS Annual composite rate % (g)	Line No.
	ROAD							
1	(3) Grading	-	-					1
2	(4) Other right-of-way expenditures	-	-					2
3	(5) Tunnels and subways	-	-					3
4	(6) Bridges, trestles and culverts	-	-					4
5	(7) Elevated structures	-	-					5
6	(8) Ties	-	-		TOTAL ROAD AND			6
7	(9) Rail and other track material	25,577	42,033	3.07%				7
8	(11) Ballast	-	-		EQUIPMENT LEASED FROM			8
9	(13) Fences, snowsheds and signs	-	-					9
10	(16) Station and office buildings	-	2,811	2.80%	OTHERS IS LESS THAN 5%			10
11	(17) Roadway buildings	-	-					11
12	(18) Water stations	-	-		OF TOTAL OWNED			12
13	(19) Fuel stations	-	-					13
14	(20) Shops and enginehouses	-	-					14
15	(22) Storage warehouses	-	-					15
16	(23) Wharves and docks	-	-					16
17	(24) Coal and ore wharves	-	-					17
18	(25) TOFC/COFC terminals	-	-					18
19	(26) Communications systems	46,278	59,288	7.83%				19
20	(27) Signals and interlockers	620,987	821,592	3.85%				20
21	(29) Power plants	-	-					21
22	(31) Power transmission systems	-	-					22
23	(35) Miscellaneous structures	-	-					23
24	(37) Roadway machines	-	-					24
25	(39) Public improvements - construction	-	-					25
26	(44) Shop machinery	-	-					26
27	(45) Power plant machinery	-	-					27
28	All other road accounts							28
29	Amortization (other than def. projects)							29
30	TOTAL ROAD	692,842	925,724	4.07%				30
	EQUIPMENT							
31	(52) Locomotives	155,328	259,339	14.29%				31
32	(53) Freight train cars	-	-					32
33	(54) Passenger train cars	-	-					33
34	(55) Highway revenue equipment	-	-					34
35	(56) Floating equipment	-	-					35
36	(57) Work equipment	-	-					36
37	(58) Miscellaneous equipment	4,759	4,732	8.59%				37
38	(59) Computer systems & WP equipment	19,969	22,292	11.56%				38
39	TOTAL EQUIPMENT	180,056	286,363	13.98%				39
40	GRAND TOTAL	872,898	1,212,087	NA			NA	40

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

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

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. (See Schedule 351 for accumulated depreciation to road and equipment owned and leased to others.)

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

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

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

5. Include authorized amortization amounts in column (c) on the lines for the affected accounts.

Notes and Remarks

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year: Charges to operating expenses (c)	CREDITS TO RESERVE During the year: Other credits (d)	DEBITS TO RESERVE During the year: Retirements (e)	DEBITS TO RESERVE During the year: Other debits (f)	Balance at close of year (g)	Line No.
		ROAD							
1		(3) Grading	-	-		-		-	1
2		(4) Other right-of-way expenditures	-	-		-		-	2
3		(5) Tunnels and subways	-	-		-		-	3
4		(6) Bridges, trestles and culverts	-	-		-		-	4
5		(7) Elevated structures	-	-		-		-	5
6		(8) Ties	-	-		-		-	6
7		(9) Rail and other track material	2,205	1,024	-	-		3,229	7
8		(11) Ballast	-	-		-		-	8
9		(13) Fences, snowsheds and signs	-	-		-		-	9
10		(16) Station and office buildings	-	53		-		53	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	5,159	4,242	-	-		9,401	19
20		(27) Signals and interlockers	49,945	27,331	-	-		77,276	20
21		(29) Power plants	-	-		-		-	21
22		(31) Power transmission systems	-	-		-		-	22
23		(35) Miscellaneous structures	-	-		-		-	23
24		(37) Roadway machines	-	-		-		-	24
25		(39) Public improvements - const.	-	-		-		-	25
26		(44) Shop machinery	-	-		-		-	26
27		(45) Power plant machinery	-	-		-		-	27
28		All other road accounts						-	28
29		Amortization (adjustments)						-	29
30		TOTAL ROAD	57,309	32,650	-	-	-	89,959	30
		EQUIPMENT							
31		(52) Locomotives	18,231	28,791	-	-		47,022	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	1,733	434	-	27		2,140	37
38		(59) Computer systems & WP equip.	6,544	2,457	-	-		9,001	38
39		Amortization (adjustments)						-	39
40		TOTAL EQUIPMENT	26,508	31,682	-	27	-	58,163	40
41		GRAND TOTAL	83,817	64,332	-	27	-	148,122	41

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

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	123				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					7
8		(9) Rail and other track material	42,033			(3)	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	59,288			(5)	20
21		(27) Signals and interlockers	821,592			(74)	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	925,847			(82)	31
32		(52) Locomotives	259,339				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	4,732				38
39		(59) Computer systems & WP equipment	22,292				39
40		TOTAL EQUIPMENT	286,363				40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction work in progress	220,811				43
44		GRAND TOTAL	1,433,021			(82)	44

* Includes property leased to and operated by others.

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

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.
		WAYS & STRUCTURES								
		ADMINISTRATION								
1		Track								1
2		Bridge & building								2
3		Signal	687	192	237	108	1,224		1,224	3
4		Communication	253				253		253	4
5		Other								5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	16		11	1	28		28	6
7		Roadway - switching								7
8		Tunnels & subways - running								8
9		Tunnels & subways - switching								9
10		Bridges & culverts - running								10
11		Bridges & culverts - switching								11
12		Ties - running								12
13		Ties - switching								13
14		Rail & other track material - running	45	2			47		47	14
15		Rail & other track material - switching								15
16		Ballast - running		2			2		2	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	2,942	567	5,359	17	8,885		8,885	21
22		Signals & interlockers - switching								22
23		Communications systems	2,370	25	10		2,405		2,405	23
24		Power systems			1		1		1	24
25		Highway grade crossings - running								25
26		Highway grade crossings - switching								26
27		Station & office buildings			10		10		10	27
28		Shop buildings - locomotives			7		7		7	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								101
102		Miscellaneous buildings & structures	2		8		10		10	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		1	1		2		2	109
110		Small tools & supplies		56	2	22	80		80	110
111		Snow removal	40		2		42		42	111
112		Fringe benefits - running	N/A	N/A	N/A	2,361	2,361		2,361	112
113		Fringe benefits - switching	N/A	N/A	N/A					113
114		Fringe benefits - other	N/A	N/A	N/A	124	124		124	114
115		Casualties & insurance - running	N/A	N/A	N/A					115
116		Casualties & insurance - switching	N/A	N/A	N/A					116
117		Casualties & insurance - other	N/A	N/A	N/A					117
118	*	Lease rentals - debit -running	N/A	N/A		N/A				118
119	*	Lease rentals - debit -switching	N/A	N/A		N/A				119
120	*	Lease rentals - debit -other	N/A	N/A		N/A				120
121	*	Lease rentals - (credit) - running	N/A	N/A		N/A				121
122	*	Lease rentals - (credit) - switching	N/A	N/A		N/A				122
123	*	Lease rentals - (credit) - other	N/A	N/A		N/A				123
124		Joint facility rent - debit - running	N/A	N/A		N/A				124
125		Joint facility rent - debit - switching	N/A	N/A		N/A				125
126		Joint facility rent - debit - other	N/A	N/A		N/A				126
127		Joint facility rent - (credit) - running	N/A	N/A		N/A				127
128		Joint facility rent - (credit) - switching	N/A	N/A		N/A				128
129		Joint facility rent - (credit) - other	N/A	N/A		N/A				129
130	*	Other rents - debit - running	N/A	N/A		N/A				130
131	*	Other rents - debit - switching	N/A	N/A		N/A				131
132	*	Other rents - debit - other	N/A	N/A		N/A				132
133	*	Other rents - (credit) - running	N/A	N/A		N/A				133

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
134	*	Other rents - (credit) - switching	N/A	N/A		N/A				134
135	*	Other rents - (credit) - other	N/A	N/A		N/A				135
136	*	Depreciation - running	N/A	N/A	N/A	1,024	1,024		1,024	136
137	*	Depreciation - switching	N/A	N/A	N/A					137
138	*	Depreciation - other	N/A	N/A	N/A	31,626	31,626		31,626	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				1	1		1	148
149		Other - switching								149
150		Other - other								150
151		TOTAL WAY AND STRUCTURES	6,355	845	5,648	35,284	48,132		48,132	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration		40	25		65		65	201
202	*	Repair & maintenance	1,782				1,782		1,782	202
203	*	Machinery repair								203
204		Equipment damaged								204
205		Fringe benefits	N/A	N/A	N/A	733	733		733	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		28,791	28,791		28,791	213
214		Joint facility - debit	N/A	N/A		N/A				214
215		Joint facility - (credit)	N/A	N/A		N/A				215
216	*	Repairs billed to others - (credit)	N/A			N/A				216

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		LOCOMOTIVES - (Continued)								
217		Dismantling retired property								217
218		Other								218
219		TOTAL LOCOMOTIVES	1,782	40	25	29,524	31,371		31,371	219
		FREIGHT CARS								
220		Administration						N/A		220
221	*	Repair & maintenance						N/A		221
222	*	Machinery repair						N/A		222
223		Equipment damaged						N/A		223
224		Fringe benefits	N/A	N/A	N/A			N/A		224
225		Other casualties & insurance	N/A	N/A	N/A			N/A		225
226	*	Lease rentals - debit	N/A	N/A				N/A		226
227	*	Lease rentals - (credit)	N/A	N/A		N/A		N/A		227
228		Joint facility rent - debit	N/A	N/A		N/A		N/A		228
229		Joint facility rent - (credit)	N/A	N/A		N/A		N/A		229
230	*	Other rents - debit	N/A	N/A		N/A		N/A		230
231	*	Other rents - (credit)	N/A	N/A		N/A		N/A		231
232	*	Depreciation	N/A	N/A	N/A			N/A		232
233		Joint facility - debit	N/A	N/A		N/A		N/A		233
234		Joint facility - (credit)	N/A	N/A		N/A		N/A		234
235	*	Repairs billed to others - (credit)	N/A	N/A		N/A		N/A		235
236		Dismantling retired property						N/A		236
237		Other						N/A		237
238		TOTAL FREIGHT CARS						N/A		238
		OTHER EQUIPMENT								
301		Administration								301
		Repair & maintenance:								
302	*	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								307
308		Equipment damaged								308
309		Fringe benefits	N/A	N/A	N/A					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	2,891	2,891		2,891	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				2,891	2,891		2,891	323
324		TOTAL EQUIPMENT	1,782	40	25	32,415	34,262		34,262	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration								401
402		Engine crews	1,767				1,767		1,767	402
403		Train crews	1,156				1,156		1,156	403
404		Dispatching trains								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								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	1,123	1,123		1,123	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								418
419		TOTAL TRAIN OPERATIONS	2,923		10	1,123	4,056		4,056	419
		YARD OPERATIONS								
420		Administration								420
421		Switch crews	193				193		193	421

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.
		YARD OPERATIONS (Continued)								
422		Controlling operations								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	74	74		74	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	193	2		74	269		269	435
		TRAIN & YARD OPERATIONS COMMON:								
501		Cleaning car interiors				N/A				501
502		Adjusting & transferring loads				N/A		N/A		502
503		Car loading devices & grain docks				N/A		N/A		503
504		Freight lost or damaged - all other	N/A	N/A	N/A					504
505		Fringe benefits	N/A	N/A	N/A					505
506		TOTAL TRAIN & YARD OPERATIONS COMMON:								506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration						N/A		507
508	*	Pickup & delivery and marine line haul						N/A		508
509	*	Loading & unloading and local marine						N/A		509
510	*	Protective services						N/A		510
511	*	Freight lost or damaged - solely related	N/A	N/A	N/A			N/A		511
512	*	Fringe benefits	N/A	N/A	N/A			N/A		512
513	*	Casualties & insurance	N/A	N/A	N/A			N/A		513
514	*	Joint facility - debit	N/A	N/A		N/A		N/A		514
515	*	Joint facility - (credit)	N/A	N/A		N/A		N/A		515
516	*	Other						N/A		516
517	*	TOTAL SPECIALIZED SERVICE OPERATIONS						N/A		517

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
518		ADMINISTRATIVE support OPERATIONS: Administration								518
519		Employees performing clerical & accounting functions								519
520		Communication systems operations			913		913		913	520
521		Loss & damage claims processing								521
522		Fringe benefits	N/A	N/A	N/A					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			913		913		913	527
528		TOTAL TRANSPORTATION	3,116	2	923	1,197	5,238		5,238	528
601		GENERAL AND ADMINISTRATIVE Officers - general administration		4	43	40	87		87	601
602		Accounting, auditing, & finance								602
603		Management services & data processing			657		657		657	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		4	700	40	744		744	619
620	*	TOTAL CARRIER OPERATING EXPENSE	11,253	891	7,296	68,936	88,376		88,376	620

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

PTC 700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc. Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)	Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
1	1	100%	9,710	3,459	193	1,204			14,566	1
2	1J	75%								2
3	1J	66.70%								3
4	1J	50%	192			23			215	4
5	1J	33.30%								5
6	1J	25%								6
7	1J	20%								7
8	1J	16.7%								8
9		Total 1J	192			23			215	9
10										10
11		Total 1 and 1J	9,902	3,459	193	1,227			14,781	11
12										12
13	2									13
14	3									14
15	4									15
16	5									16
17										17
57		Grand Total	9,902	3,459	193	1,227			14,781	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 road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)	Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
1	1	100%								1
2	1J	50%								2
3		Total 1 and 1J								3
4	2									4
5	5									5
57	Grand Total Canadian Miles									57

NOTES AND REMARKS

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year: Units Installed: 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)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year: 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)	Line No.
		Locomotive Units										(HP)		
1		Diesel-freight units	3,542	302				2	2,347	1,495	3,842	16,849,400		1
2		Diesel-passenger units												2
3		Diesel-multiple purpose units	27						27		27	94,600		3
4		Diesel-switching units												4
5	*	TOTAL (lines 1 to 4) units	3,569	302				2	2,374	1,495	3,869	16,944,000		5
6	*	Electric locomotives												6
7	*	Other self-powered units												7
8	*	TOTAL (lines 5, 6, and 7)	3,569	302				2	2,374	1,495	3,869	16,944,000		8
9	*	Auxiliary units												9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	3,569	302				2	2,374	1,495	3,869	16,944,000		10

Beginning balance will not tie to ending balance of prior year due to PTC installation on 1,182 existing locomotives.

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

Line No.	Cross Check	Type or design of units (a)	Before Jan 1, 1995 (b)	Between Jan 1, 1995 and Dec 31, 1999 (c)	Between Jan 1, 2000 and Dec 31, 2004 (d)	Between Jan 1, 2005 and Dec 31, 2009 (e)	Between Jan 1, 2010 and Dec 31, 2014 (f)	During Calendar Year: 2015 (g)	2016 (h)	2017 (i)	2018 (j)	2019 (k)	TOTAL (l)	Line No.
11	*	Diesel	27	250	843	1,137	1,310	302					3,869	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	27	250	843	1,137	1,310	302					3,869	14
15	*	Auxiliary units												15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	27	250	843	1,137	1,310	302					3,869	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 Installed: 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)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year: 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)	Line No.
		Passenger-Train Cars												
		Non-Self-Propelled												
17		Coaches (PA, PB, PBO)									-			17
18		Combined cars (All class C, except CSB)									-			18
19		Parlor cars (PBC, PC, PL, PO)									-			19
20		Sleeping cars (PS, PT, PAS, PDS)									-			20
21		Dining, grill, & tavern cars (All class D, PD)									-			21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)									-			22
23		TOTAL (Lines 17 to 22)	-	-	-	-	-	-	-	-	-	-	-	23
		Self-Propelled												
24		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
		Company Service Cars												
30		Business cars (PV)									-			30
31		Board outfit cars (MWX)									-			31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)									-			32
33		Dump and ballast cars (MWB, MWD)									-			33
34		Other maintenance and service equipment cars									-			34
35		TOTAL (Lines 30 to 34)	-	-	-	-	-	-	-	-	-	-	-	35

PTC 710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year: Time-mileage cars (b)	Units in service of respondent at beginning of year: All Others (c)	Changes during the year, Units installed: New units purchased or built (d)	Changes during the year, Units installed: New or rebuilt units leased from others (e)	Changes during the year, Units installed: Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	Changes during the year, Units installed: All other units, including reclassification and second hand units purchased or leased from others (g)	Line No.
		FREIGHT TRAIN CARS							
36		Plain box cars - 40' (B1__, B2__)							36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5__, B6__ B7__, B8__)							37
38		Equipped box cars (All Code A, Except A_5_)							38
39		Plain gondola cars (All Codes G & J, J__1, J__2, J__3, J__4)							39
40		Equipped gondola cars (All Code E)							40
41		Covered hopper cars (C__1, C__2, C__3, C__4)							41
42		Open top hopper cars - general service (All Code H)							42
43		Open top hopper cars - special service (J__O), and All Code K)							43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)							44
45		Refrigerator cars - nonmechanical (R_0_, R_1_, R_2_)							45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)							46
47		Flat cars - multilevel (All Code V)							47
48		Flat cars - general service (F10_, F20_, F30_)							48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)							49
50		Tank cars - under 22,000 gal. (T__0, T__1, T__2, T__3, T__4, T__5)							50
51		Tank cars - 22,000 gal. and over (T__6, T__7, T__8, T__9)							51
52		All other freight cars (A_5_, F_7_, All Code L & Q8__)							52
53		TOTAL (Lines 36 to 52)	-		-	-	-	-	53
54		Caboose (All Code M-930)	N/A						54
55		TOTAL (Lines 53 and 54)	-	-	-	-	-	-	55

PTC 710. INVENTORY OF EQUIPMENT - Continued

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

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

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

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

PTC 710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year: Per diem (b)	Units in service of respondent at beginning of year: All Others (c)	Changes during the year, Units installed: New units purchased or built (d)	Changes during the year, Units installed: New units leased from others (e)	Changes during the year, Units installed: Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	Changes during the year, Units installed: All other units, including reclassification and second hand units purchased or leased from others (g)	Line No.
56		FLOATING EQUIPMENT Self-propelled vessels (tugboats, car ferries, etc.)							
57		Non-self-propelled vessels (car floats, lighters, etc.)							
58		TOTAL (Lines 56 and 57)							
59		HIGHWAY REVENUE EQUIPMENT Chassis (Z1_, Z67_, Z68_, Z_69_)							59
60		Dry van (U2_, Z_, Z6_, I-6)							60
61		Flat bed (U3__, Z3__)							61
62		Open bed (U4__, Z4__)							62
63		Mechanical refrigerator (U5_, Z5_)							63
64		Bulk hopper (U0__, Z0__)							64
65		Insulated (U7__, Z7__)							65
66		Tank (Z0__, U6__) (See note)							66
67		Other trailer and container (Special equipped dry van U9__, Z8__, Z9__)							67
68		Tractor							68
69		Truck							69
70		TOTAL (Lines 59 to 69)		-		-	-	-	70

NOTES AND REMARKS

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

PTC 710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded) Units retired from service of respondent whether owned or leased including reclassification (h)	Units at close of year: Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j)) Per diem (k)	All Others (l)	Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	Line No.
									56
									57
									58
59									59
60									60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70		-	-	-	-	-	-		70

NOTES AND REMARKS

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

PTC 710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

(Dollars in Thousands)

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

2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2,500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO), steel boxcars-special service (XAP), etc. For TOFC/COFC show type of equipment as enumerated in Schedule 710.

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

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

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

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

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (000) (d)	Method of acquisition (see instructions) (e)	Line No.
1	Diesel-Freight Locomotives	302	64,515	$ 23,049	P	1
2						2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12	TOTAL	302	64,515	$ 23,049	N/A	12
	REBUILT UNITS					
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24
25						25
26	TOTAL	-	-	$ -	N/A	26
27	GRAND TOTAL (NEW AND REBUILT)	302	64,515	$ 23,049	N/A	27

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

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

1. For purposes of these schedules, the track categories are defined as follows:
   Track category 1
   A - Freight density of 20 million or more gross ton miles per track mile per year (include passing tracks, turnouts and crossovers)
   B - Freight density of less than 20 million gross ton miles per track mile per year, but at least 5 million (include passing tracks, turnouts and crossovers)
   C - Freight density of less than 5 million gross ton miles per track mile per year, but at least 1 million (include passing tracks, turnouts and crossovers)
   D - Freight density of less than 1 million gross ton miles per track mile per year(include passing tracks, turnouts and crossovers)
   E - Way and yard switching tracks (passing tracks, crossovers and turnouts shall be included in category A, B, C, D, F, and Potential abandonments, as appropriate).
   F - Track over which any passenger service is provided (other than potential abandonments). Mileage should be included within track categories A through E unless there is dedicated entirely to passenger service F.
   Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10904 of the Interstate Commerce Act.
2. This schedule should include all class 1, 2, 3, or 4 track from schedule 700 that is maintained by the respondent (class 5 is assumed to be maintained by others).
3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

PTC 720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track Category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	13,634	62.16	60.79	246.1	1
2	B	1,037	13.19	53.71	76.1	2
3	C	41	3.20	31.01	5.3	3
4	D	69	0.46	38.21	28.8	4
5	E		n/a	n/a		5
6	TOTAL	14,781	58.27	60.10	356.3	6
7	F	8,764	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.
**PTC-related expenditures from passenger-only service not otherwise captured in this schedule shall be stated in the aggregate here: Note noted.

Footnote: PTC Grants

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

Line No.	Entity Receiving Funds (a)	Name of Program Providing Funding (b)	Location(s) of the Project Funded (c)	Amount of Funding Received (d)	Line No.
1	BNSF Railway	Metra	Chicago	5,787,652	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 2015:

2010	65,571
2011	2,487,728
2012	8,399,391
2013	10,413,863
2014	7,468,471
	28,835,024

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
	5,262,500

VERIFICATION

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

OATH

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

State of Texas
County of Tarrant

Mark Bracker makes oath and states that he is General Director of Accounting of BNSF Railway Company; that it is his duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he knows that such books have been kept in good faith during the period covered by this report; that he knows that the entries contained in this report 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 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, 2015 to and including December 31, 2015.

Mark Bracker
(Signature of affiant)

Subscribed and sworn to before me, a Mark Bracker in and for the State and county above named, this 28th day of March, 2016.

My commission expires 3/18/18

Use an L.S. impression seal

Melinda Hawthorne
(Signature of officer authorized to administer oaths)

MELINDA HAWTHORNE
Notary Public, State of Texas
My Commission Expires
March 18, 2018

SUPPLEMENTAL OATH

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

State of Texas
County of Tarrant

Jon I. Stevens makes oath and states that he is Vice President and Controller of BNSF Railway Company; that he has carefully examined the foregoing report; that he believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including January 1, 2015, to and including December 31, 2015.

(Signature of affiant)

Subscribed and sworn to before me, a Jon I. Stevens in and for the State and county above named, this 28th day of March, 2016.

My commission expires 3/18/18

Use an L.S. impression seal

Melinda Hawthorne
(Signature of officer authorized to administer oaths)

MELINDA HAWTHORNE
Notary Public, State of Texas
My Commission Expires
March 18, 2018

MEMORANDA
(FOR USE OF BOARD ONLY)
CORRESPONDENCE

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

CORRECTIONS

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

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