

BNSF Railway Company

Leased Lines and Wholly-Owned Subsidiaries

Class 1 Railroad Annual Report To the Surface Transportation Board For the Year Ending December 31, 2021



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2021 Class 1 Railroad Annual Report - electronic only.
BNSF Railway Company
Michael Colwick, Director, Accounting

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

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

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

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

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

NOTICE

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

For Index, See Back of Form

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SPECIAL NOTICE

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

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

Supplemental Information about the Annual Report (R-1)

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

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

A. SCHEDULES OMITTED BY RESPONDENT

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

| Page | Schedule No. | Title |
|------|--------------|-------|
| | | NONE |

B. IDENTITY OF RESPONDENT

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

- 1. Give the exact name of the respondent in full. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between railroad and railway. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification." If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Board, indicate such fact on line 1 below and list the consolidated group on page 4.
- 2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, also give date when such receivership or other possession began. If a partnership, give date of formation and also names in full of present partners.
- 3. State the occasion for the reorganization, whether by reason of foreclosure of mortgage or otherwise, according to the fact. Give date of organization of original corporation and refer to laws under which organized.

1. Exact Name of common carrier making this report:

BNSF Railway Company (consolidated)

2. Date of incorporation: January 13, 1961

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

Organized under the provisions of the General Corporation Law of the State of Delaware.

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

STOCKHOLDERS' REPORTS

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

Check appropriate box:

Two copies are attached to this report.

Two copies will be submitted on:

(date)

No annual report to stockholders is prepared.

A copy of the BNSF Railway Company Consolidated Financial Statements for the period ended December 31, 2021 will be provided.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common \$1.00 per share; first preferred, \$ N/A per share; second preferred, \$ N/A per share; debenture stock, \$ N/A per share.
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote. Yes No
3. Are voting rights proportional to holdings? Yes No. If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stock? Yes No. If yes, name in a footnote each security, other than stock, to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, indicating whether voting rights are actual or contingent and, if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? Yes No. If yes, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing.
Stock books not closed and not required to be closed.
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year. 1,000 votes, as of December 31, 2021
8. State the total number of stockholders of record, as of the date shown in answer to Inquiry 7. One (1) stockholder.
9. Give the names of 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of the list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his or her address, the number of votes he or she would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he or she was entitled, with respect to securities held by him or her, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities (stating in a footnote the names of such other securities, if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information and the names and addresses of the 30 largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such 30 security holders as of the close of the year.

| Line No. | Name of Security Holder (a) | Address of Security Holder (b) | Number of Votes to Which Security Holder Was Entitled (c) | Number of Votes, Classified With Respect to Securities on Which Based | | | Line No. |
|------------|-----------------------------------|--------------------------------|---|---|-----------|--|----------|
| | | | | Stock | | | |
| | | | | Common (d) | Preferred | | |
| Second (e) | First (f) | | | | | | |
| 1 | Burlington Northern Santa Fe, LLC | 2650 Lou Menk Drive | 1000 | 1000 | | | 1 |
| 2 | | Fort Worth, TX 76131 | | | | | 2 |
| 3 | | | | | | | 3 |
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| 28 | | | | | | | 28 |
| 29 | | | | | | | 29 |
| 30 | | | | | | | 30 |

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of the respondent: "Not Applicable" (Refer to note shown under inquiry 9.)
11. Give the date of such meeting: "Not Applicable" (Refer to note shown under inquiry 9.)
12. Give the place of such meeting: "Not Applicable" (Refer to note shown under inquiry 9.)

NOTES AND REMARKS

Consolidated Subsidiaries:

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

Inactive Subsidiaries:

Northern Radio Limited

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

| Line No. | Cross Check | Account | Title (a) | Balance at close of year (b) | Balance at beginning of year (c) | Line No. |
|--------------------|-------------|-------------------|--|---------------------------------|-------------------------------------|----------|
| Current Assets | | | | | | |
| 1 | | 701 | Cash | 513,348 | 551,879 | 1 |
| 2 | | 702 | Temporary cash investments | | | 2 |
| 3 | | 703 | Special deposits | | | 3 |
| | | | Accounts receivable | | | |
| 4 | | 704 | - Loan and notes | | | 4 |
| 5 | | 705 | - Interline and other balances | 30,507 | 46,791 | 5 |
| 6 | | 706 | - Customers | 906,123 | 793,010 | 6 |
| 7 | | 707 | - Other | 111,876 | 132,724 | 7 |
| 8 | | 709, 708 | - Accrued accounts receivables | 199,961 | 198,828 | 8 |
| 9 | | 708.5 | - Receivables from affiliated companies | 477,346 | 616,281 | 9 |
| 10 | | 709.5 | - Less: Allowance for uncollectible accounts | (38,172) | (49,978) | 10 |
| 11 | | 710, 711, 714 | Working funds prepayments deferred income tax debits | 75,845 | 63,395 | 11 |
| 12 | | 712 | Materials and supplies | 864,065 | 802,795 | 12 |
| 13 | | 713, 713.5, 713.6 | Other Current Assets | 81,787 | 66,919 | 13 |
| 14 | | | TOTAL CURRENT ASSETS | 3,222,686 | 3,222,644 | 14 |
| Other Assets | | | | | | |
| 15 | | 715, 716, 717 | Special funds | 20,532 | 27,595 | 15 |
| 16 | | 721, 721.5 | Investments and advances affiliated companies (Schs. 310 and 310A) | 909,493 | 857,219 | 16 |
| 17 | | 722, 723 | Other investments and advances | | | 17 |
| 18 | | 737, 738 | Property used in other than carrier operation (Less depreciation) \$ | 895,490 | 896,807 | 18 |
| 19 | | 739, 741 | Other assets | 18,530,728 | 16,773,294 | 19 |
| 20 | | 743 | Other deferred debits | 2,041,754 | 1,582,436 | 20 |
| 21 | | 744 | Accumulated deferred income tax debits | | | 21 |
| 22 | | | TOTAL OTHER ASSETS | 22,397,997 | 20,137,351 | 22 |
| Road and Equipment | | | | | | |
| 23 | | 731, 732 | Road (Sch. 330) L-30 Col h & b | 65,195,819 | 63,236,269 | 23 |
| 24 | | 731, 732 | Equipment (Sch 330) L-39 Col h & b | 13,732,732 | 13,435,701 | 24 |
| 25 | | 731, 732 | Unallocated items | 982,395 | 906,563 | 25 |
| 26 | | 733, 735 | Accumulated depreciation and amortization (Schs. 335, 342) | (15,237,761) | (13,394,956) | 26 |
| 27 | | | Net Road and Equipment | 64,673,185 | 64,183,577 | 27 |
| 28 | * | | Total Assets | 90,293,868 | 87,543,572 | 28 |

NOTES AND REMARKS

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

| Line No. | Cross Check | Account | Title (a) | Balance at close of year (b) | Balance at beginning of year (c) | Line No. |
|-------------------------|-------------|------------------------------|--|---------------------------------|-------------------------------------|----------|
| Current Liabilities | | | | | | |
| 29 | | 751 | Loans and notes payable | | | 29 |
| 30 | | 752 | Accounts payable: interline and other balances | 8,583 | 9,175 | 30 |
| 31 | | 753 | Audited accounts and wages | 178,083 | 212,755 | 31 |
| 32 | | 754 | Other accounts payable | 338,237 | 297,859 | 32 |
| 33 | | 755, 756 | Interest and dividends payable | 20,127 | 17,638 | 33 |
| 34 | | 757 | Payables to affiliated companies | 20,404 | 18,458 | 34 |
| 35 | | 759 | Accrued accounts payable | 2,128,100 | 1,822,950 | 35 |
| 36 | | 760, 761, 761.5, 762 | Taxes accrued | 902,606 | 981,279 | 36 |
| 37 | | 763, 763.5, 763.6 | Other Current Liabilities | 134,645 | 135,439 | 37 |
| 38 | | 764 | Equipment obligations and other long-term debt due within one year | 331,773 | 217,161 | 38 |
| 39 | | | TOTAL CURRENT LIABILITIES | 4,062,558 | 3,712,714 | 39 |
| Non-Current Liabilities | | | | | | |
| 40 | | 765, 767 | Funded debt unmatured | 138,133 | 406,694 | 40 |
| 41 | | 766 | Equipment obligations | 380,580 | 403,933 | 41 |
| 42 | | 766.5 | Capitalized lease obligations | 110,175 | 138,329 | 42 |
| 43 | | 768 | Debt in default | | | 43 |
| 44 | | 769 | Accounts payable: affiliated companies | | | 44 |
| 45 | | 770.1, 770.2 | Unamortized debt premium | | | 45 |
| 46 | | 781 | Interest in default | | | 46 |
| 47 | | 783 | Deferred revenues - transfers from govt. authorities | | | 47 |
| 48 | | 786 | Accumulated deferred income tax credits | 15,190,640 | 14,674,925 | 48 |
| 49 | | 771, 772, 774, 775, 782, 784 | Other long-term liabilities and deferred credits | 2,710,289 | 3,360,604 | 49 |
| 50 | | | TOTAL NON-CURRENT LIABILITIES | 18,529,817 | 18,984,485 | 50 |
| Shareholders' Equity | | | | | | |
| 51 | | 791, 792 | Total capital stock | 1 | 1 | 51 |
| 52 | | | Common stock | 1 | 1 | 52 |
| 53 | | | Preferred stock | | | 53 |
| 54 | | 793 | Discount on capital stock | | | 54 |
| 55 | | 794, 795 | Additional capital | 42,919,547 | 42,919,547 | 55 |
| Retained earnings: | | | | | | |
| 56 | | 797 | Appropriated | | | 56 |
| 57 | | 798 | Unappropriated | 24,430,346 | 21,829,777 | 57 |
| 58 | | 798.5 | Less treasury stock | | | 58 |
| 59 | | 799 | Accumulated Other Comprehensive Income or (loss) | 351,599 | 97,048 | 59 |
| 60 | | | Total stockholders equity | 67,701,493 | 64,846,373 | 60 |
| 61 | | | Noncontrolling interest | | | 61 |
| 62 | | | Total equity (Lines 60 + 61) | 67,701,493 | 64,846,373 | 62 |
| 63 | | | Total Liabilities & Shareholders' Equity | 90,293,868 | 87,543,572 | 63 |

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES

(Dollars in Thousands)

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

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking funds, pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts. \$ None

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

3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year. See Note 3 on page 10-14

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund. See Note 3 on page 10-14

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

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

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

Date of trust agreement or latest amendment September 24, 2012

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

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement. None

(e) Is any part of the pension plan fund invested in stock or other securities of the respondent or its affiliates? Specify Yes ___ No X
If yes, give number of the shares for each class of stock or other security. _____

Are voting rights attached to any securities held by the pension plan? Specify Yes ___ No X If yes, who determines how stock is voted? _____

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

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

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

6. In reference to Docket 37465, specify the total amount of business entertainment expenditures charged to the non-operating expense account. \$ None

Continued on following page

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

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

Disclose the nature and amount of contingency that is material.

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

See Note 4 on pages 15-15B

(a) Changes in valuation accounts.

8. Marketable equity securities.

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

At 12 / 31 /2021 , gross unrealized gains and losses pertaining to marketable equity securities were as follows:

| | Gains | Losses |
|------------|-------|--------|
| Current | | |
| Noncurrent | | |

A net unrealized gain (loss) of \$ _____ on the sale of marketable securities was included in net income for ____ (year)

The cost of securities was based on the _____ (method) cost of all the shares of each security held at time of sale.

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

NOTE: 12 /31 /2021 (date) Balance sheet date of reported year unless specified as previous year.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES-Continued
NOTES TO FINANCIAL STATEMENTS**Note 1****The Company**

BNSF Railway Company and its majority-owned subsidiaries (collectively, BNSF Railway or the Company) is a wholly-owned subsidiary of Burlington Northern Santa Fe, LLC (BNSF). BNSF Railway operates one of the largest railroad networks in North America. BNSF Railway operates over 32,500 route miles of track (excluding multiple main tracks, yard tracks and sidings) in 28 states and also operates in three Canadian provinces. Through one operating transportation services segment, BNSF Railway transports a wide range of products and commodities including the transportation of Consumer Products, Industrial Products, Agricultural Products, and Coal, derived from manufacturing, agricultural, and natural resource industries, which constituted 38 percent, 24 percent, 23 percent, and 15 percent, respectively, of total freight revenues for the year ended December 31, 2021.

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

Note 2**Accounting Pronouncements**

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

Note 3**Employment Benefit Plans**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

| | December 31, 2021 | December 31, 2020 |
|--------------------------------|-------------------|-------------------|
| Projected benefit obligation | \$ 112 | \$ 122 |
| Accumulated benefit obligation | \$ 106 | \$ 114 |
| Fair value of plan assets | \$ 13 | \$ 19 |

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

| Change in AOCI | Pension Benefits | | |
|---------------------------------------|------------------------|--------|--------|
| | Year Ended December 31 | | |
| | 2021 | 2020 | 2019 |
| Beginning balance | \$ 182 | \$ 228 | \$ 182 |
| Amortization of net loss | 2 | 1 | - |
| Amortization of prior service credits | - | - | (3) |
| Actuarial gain (loss) | 326 | (46) | 44 |
| Settlements | (1) | (1) | 5 |
| Ending balance | \$ 509 | \$ 182 | \$ 228 |

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

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

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

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

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

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

The Company determined the discount rate based on a yield curve that utilized year-end market yields of high-quality corporate bonds to develop spot rates that are matched against the plans' expected benefit payments. The discount rate used for the 2022 calculation of pension net benefit cost increased to 2.7 percent, which reflects market conditions at the December 31, 2021 measurement date.

Various other assumptions including retirement and withdrawal rates, compensation increases, payment form and benefit commencement age are based upon a five-year experience study. In 2021, the Company obtained an updated study which had an immaterial impact on its pension and retiree health and welfare projected benefit obligation.

The Company utilizes actuary-produced mortality tables and an improvement scale derived from the most recently available data, which were used in the calculation of its December 31, 2021 and 2020 liabilities.

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

The expected rates of return on plan assets reflect subjective assessments of expected invested asset returns over a period of several years. Actual experience may differ from the assumed rates. The expected rate of return on pension plan assets was 6.7 percent for 2021 and will be 6.5 percent for 2022.

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

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

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

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

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

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

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

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

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

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

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

Comparative Prior Year Information

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

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

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

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

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

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

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

| Fiscal year | Expected Pension Plan Benefit Payments ^a |
|-------------|--|
| 2022 | \$ 148 |
| 2023 | \$ 138 |
| 2024 | \$ 134 |
| 2025 | \$ 132 |
| 2026 | \$ 129 |
| 2027-2031 | \$ 603 |

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

Other Benefit Plans

BNSF and BNSF Railway sponsor qualified 401(k) plans that cover substantially all employees and a non-qualified defined contribution plan that covers certain officers and other employees. BNSF Railway matches contributions made by non-union employees and a limited number of union employees subject to certain percentage limits of the employees' earnings. Non-union employees hired on or after April 1, 2019 and employees hired before that date who have transitioned from the BNSF Retirement Plan are also eligible for an additional employer contribution based on the employees' age and years of service. BNSF Railway's 401(k) expense was \$50 million, \$47 million, and \$40 million during the years ended December 31, 2021, 2020, and 2019, respectively.

Certain salaried employees of BNSF Railway who met age and years of service requirements and who began salaried employment prior to September 22, 1995 are eligible for medical benefits, including prescription drug coverage, during retirement. For pre-Medicare participants, the postretirement medical and prescription drug benefit is contributory and provides benefits to retirees and their covered dependents. For Medicare eligible participants, a yearly stipend is recorded in a Health Reimbursement Account (HRA) established on their behalf. Retirees can use these HRAs to reimburse themselves for eligible out-of-pocket expenses, as well as premiums for personal supplemental insurance policies. HRAs are unfunded, so no funds are expended by the Company until the reimbursements are paid to participants. As of December 31, 2021 and 2020, the projected benefit obligation associated with the retiree health and welfare plans was \$219 million and \$237 million, respectively. For each of the years ended December 31, 2021, 2020 and 2019, the service cost associated with the health and welfare plans was approximately \$1 million.

Under collective bargaining agreements, BNSF Railway participates in multi-employer benefit plans that provide certain postretirement health care and life insurance benefits for eligible union employees. Health care claim payments and life insurance premiums paid attributable to retirees, which are generally expensed as incurred, were \$46 million, \$46 million and \$59 million during the years ended December 31, 2021, 2020 and 2019, respectively. The average number of employees covered under these plans was approximately 31,000, 33,000 and 37,000 during the years ended December 31, 2021, 2020 and 2019, respectively.

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

Note 4

Commitments and Contingencies

Personal Injury

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

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

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

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

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

| | Years ended December 31, | | |
|-----------------------------------|--------------------------|--------|--------|
| | 2021 | 2020 | 2019 |
| Beginning balance | \$ 296 | \$ 298 | \$ 308 |
| Accruals / changes in estimates | 76 | 47 | 104 |
| Payments | (44) | (49) | (114) |
| Ending balance | \$ 328 | \$ 296 | \$ 298 |
| Current portion of ending balance | 85 | 75 | 75 |

The amount recorded by the Company for the personal injury liability is based upon the best information currently available. Because of the uncertainty surrounding the ultimate outcome of personal injury claims, it is reasonably possible that future costs to resolve these claims may be different from the recorded amounts. The Company estimates that costs to resolve the liability may range from approximately \$285 million to \$390 million.

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

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

Environmental

BNSF Railway is subject to extensive federal, state, and local environmental regulation. The Company's operating procedures include practices to protect the environment from the risks inherent in railroad operations, which frequently involve transporting chemicals and other hazardous materials. Additionally, many of BNSF Railway's land holdings are or have been used for industrial or transportation-related purposes or leased to commercial or industrial companies whose activities may have resulted in discharges onto the property. Under federal (in particular, the Comprehensive Environmental Response, Compensation, and Liability Act) and state statutes, the Company may be held jointly and severally liable for cleanup and enforcement costs associated with a particular site without regard to fault or the legality of the original conduct. The Company participates in the study, cleanup, or both of environmental contamination at approximately 190 sites.

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

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

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

| | Years ended December 31 | | |
|-----------------------------------|-------------------------|--------|--------|
| | 2021 | 2020 | 2019 |
| Beginning balance | \$ 265 | \$ 282 | \$ 298 |
| Accruals / changes in estimates | 3 | 2 | 5 |
| Payments | (17) | (19) | (21) |
| Ending balance | \$ 251 | \$ 265 | \$ 282 |
| Current portion of ending balance | \$ 35 | 35 | 40 |

The amount recorded by the Company for the environmental liability is based upon the best information currently available. It has not been reduced by anticipated recoveries from third parties and includes both asserted and unasserted claims. BNSF Railway's total cleanup costs at these sites cannot be predicted with certainty due to various factors, such as the extent of corrective actions that may be required, evolving environmental laws and regulations, advances in environmental technology, the extent of other parties' participation in cleanup efforts, developments in ongoing environmental analyses related to sites determined to be contaminated, and developments in environmental surveys and studies of contaminated sites. Because of the uncertainty surrounding various factors, it is reasonably possible that future costs to settle these claims may be different from the recorded amounts. The Company estimates that costs to settle the liability may range from approximately \$205 million to \$340 million.

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

Other Claims and Litigation

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

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

Other Commitments

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

Note 5**Goodwill**

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

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

Note 6**Leases**

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

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

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

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

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

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

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

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

Other information related to leases was as follows:

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

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

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

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

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210. RESULTS OF OPERATIONS

(Dollars in Thousands)

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

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.

Schedule 210
Line 15, col b
Lines 47,48,49 col b
Line 50, col b

Cross-Checks

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

Line 14, col b
Line 14, col d
Line 14, col e

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

| Line No. | Cross Check | Item (a) | Amount for current year (b) | Amount for preceding year (c) | Freight-related revenue & expenses (d) | Passenger-related revenue & expenses (e) | Line No. |
|----------|-------------|---|--------------------------------|----------------------------------|---|---|-----------|
| | | ORDINARY ITEMS OPERATING INCOME | | | | | |
| | | Railway Operating Income | | | | | |
| 1 | | (101) Freight | 22,274,140 | 20,154,551 | 22,274,140 | | 1 |
| 2 | | (102) Passenger | | | | | 2 |
| 3 | | (103) Passenger-related | | | | | 3 |
| 4 | | (104) Switching | 53,904 | 53,684 | 53,904 | | 4 |
| 5 | | (105) Water transfers | | | | | 5 |
| 6 | | (106) Demurrage | 207,476 | 193,279 | 207,476 | | 6 |
| 7 | | (110) Incidental | 364,053 | 141,188 | 364,053 | | 7 |
| 8 | | (121) Joint facility - credit | 13,622 | 13,819 | 13,622 | | 8 |
| 9 | | (122) Joint facility - debit | | | | | 9 |
| 10 | | (501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9) | 22,913,195 | 20,556,521 | 22,913,195 | | 10 |
| 11 | | (502) Railway operating revenues - transfers from government authorities | | | | | 11 |
| 12 | | (503) Railway operating revenues - amortization of deferred transfers from government authorities | | | | | 12 |
| 13 | | TOTAL RAILWAY OPERATING REVENUES (lines 10-12) | 22,913,195 | 20,556,521 | 22,913,195 | | 13 |
| 14 | * | (531) Railway operating expenses | 14,262,647 | 12,879,347 | 14,262,647 | | 14 |
| 15 | * | Net revenue from railway operations | 8,650,548 | 7,677,174 | 8,650,548 | | 15 |
| | | OTHER INCOME | | | | | |
| 16 | | (506) Revenue from property used in other than carrier operations | | | | | 16 |
| 17 | | (510) Miscellaneous rent income | | | | | 17 |
| 18 | | (512) Separately operated properties - profit | | | | | 18 |
| 19 | | (513) Dividend income (cost method) | 400 | 400 | | | 19 |
| 20 | | (514) Interest income | 433,483 | 462,627 | | | 20 |
| 21 | | (516) Income from sinking and other funds | | | | | 21 |
| 22 | | (517) Release of premiums on funded debt | | | | | 22 |
| 23 | | (518) Reimbursements received under contracts and agreements | | | | | 23 |
| 24 | | (519) Miscellaneous income | 209,192 | 107,978 | | | 24 |
| 25 | | Income from affiliated companies: 519 a. Dividends (equity method) | 8,000 | 10,000 | | | 25 |
| 26 | | b. Equity in undistributed earnings (losses) | 38,298 | 36,079 | | | 26 |
| 27 | | TOTAL OTHER INCOME (lines 16-26) | 689,373 | 617,084 | | | 27 |
| 28 | | TOTAL INCOME (lines 15, 27) | 9,339,921 | 8,294,258 | | | 28 |
| | | MISCELLANEOUS DEDUCTIONS FROM INCOME | | | | | |
| 29 | | (534) Expenses of property used in other than carrier operations | | | | | 29 |
| 30 | | (544) Miscellaneous taxes | | | | | 30 |
| 31 | | (545) Separately operated properties-Loss | | | | | 31 |
| 32 | | (549) Maintenance of investment organization | | | | | 32 |
| 33 | | (550) Income transferred under contracts and agreements | | | | | 33 |
| 34 | | (551) Miscellaneous income charges | 16,834 | 10,411 | | | 34 |
| 35 | | (553) Uncollectible accounts | | | | | 35 |
| 36 | | TOTAL MISCELLANEOUS DEDUCTIONS | 16,834 | 10,411 | | | 36 |
| 37 | | Income available for fixed charges | 9,323,087 | 8,283,847 | | | 37 |

210. RESULTS OF OPERATIONS - Continued

(Dollars in Thousands)

| Line No. | Cross Check | Item (a) | Amount for current year (b) | Amount for preceding year (c) | Line No. |
|--|-------------|---|-----------------------------|-------------------------------|----------|
| FIXED CHARGES | | | | | |
| 38 | | (546) Interest on funded debt: | | | |
| | | (a) Fixed interest not in default | 23,526 | 33,909 | 38 |
| 39 | | (b) Interest in default | | | 39 |
| 40 | | (547) Interest on unfunded debt | 3,556 | 1,820 | 40 |
| 41 | | (548) Amortization of discount on funded debt | 1,255 | 1,460 | 41 |
| 42 | | TOTAL FIXED CHARGES (lines 38 through 41) | 28,337 | 37,189 | 42 |
| 43 | | Income after fixed charges (line 37 minus line 42) | 9,294,750 | 8,246,658 | 43 |
| OTHER DEDUCTIONS | | | | | |
| 44 | | (546) Interest on funded debt: | | | |
| | | (c) Contingent interest | | | 44 |
| UNUSUAL OR INFREQUENT ITEMS | | | | | |
| 45 | | (555) Unusual or infrequent items (debit) credit | | | 45 |
| 46 | | Income (Loss) from continuing operations (before inc. taxes) | 9,294,750 | 8,246,658 | 46 |
| PROVISIONS FOR INCOME TAXES | | | | | |
| 47 | * | (556) Income taxes on ordinary income: | | | |
| | | (a) Federal income taxes | 1,481,086 | 1,416,696 | 47 |
| 48 | * | (b) State income taxes | 303,544 | 293,269 | 48 |
| 49 | * | (c) Other income taxes | 68 | 1,324 | 49 |
| 50 | * | (557) Provision for deferred taxes | 432,091 | 272,623 | 50 |
| 51 | | TOTAL PROVISION FOR INCOME TAXES (lines 47 through 52) | 2,216,789 | 1,983,912 | 51 |
| 52 | | Income from continuing operations (line 46 minus line 51) | 7,077,961 | 6,262,746 | 52 |
| 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) | 7,077,961 | 6,262,746 | 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) | 7,077,961 | 6,262,746 | 61 |
| 62 | | Less: Net Income attributable to non-controlling interest | | | 62 |
| 63 | | Net Income attributable to reporting railroad | 7,077,961 | 6,262,746 | 63 |
| 64 | | Basic Earnings Per Share | N/A | N/A | 64 |
| 65 | | Diluted Earnings Per Share | N/A | N/A | 65 |
| RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI) | | | | | |
| 66 | * | Net revenues from railway operations | 8,650,548 | 7,677,174 | 66 |
| 67 | * | (556) Income taxes on ordinary income (-) | 1,784,698 | 1,711,289 | 67 |
| 68 | * | (557) Provision for deferred income taxes (-) | 432,091 | 272,623 | 68 |
| 69 | | Income from lease of road and equipment (-) | 4,096 | 12,848 | 69 |
| 70 | | Rent for leased roads and equipment (+) | | | 70 |
| 71 | | Net railway operating income (loss) | 6,429,663 | 5,680,414 | 71 |

Notes and Remarks For Schedules 210 and 220

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210 A. CONSOLIDATED STATEMENT OF COMPREHENSIVE INCOME
(Dollars in Thousands)

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

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

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

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

4. All contra entries should be shown in parenthesis.

| Line No. | Cross Check | Item (a) | Amount for current year (b) | Amount for preceding year (c) | Line No. |
|----------|-------------|---|--------------------------------|----------------------------------|----------|
| 1 | | Net Income | 7,077,961 | 6,262,746 | 1 |
| 2 | | Other Comprehensive Income, net of tax: Foreign currency translation adjustments | | | 2 |
| 3 | | Unrealized gains on securities: Unrealized holding gains arising during period | | | 3 |
| 4 | | Less: reclassification adjustment for gains included in net income | | | 4 |
| 5 | | Defined benefit pension plans: Prior service cost arising during period | | | 5 |
| 6 | | Net loss arising during period | 254,889 | (48,082) | 6 |
| 7 | | Less: amortization of prior service cost included in net periodic pension cost | (264) | (264) | 7 |
| 8 | | Other Comprehensive Income (Loss) | (73) | 1,396 | 8 |
| 9 | | Comprehensive Income (Loss) | 7,332,513 | 6,215,796 | 9 |
| 10 | | Less: comprehensive income attributable to noncontrolling interest | | | 10 |
| 11 | | Comprehensive Income attributable to reporting railroad (Loss) | 7,332,513 | 6,215,796 | 11 |

Notes:

220. RETAINED EARNINGS

(Dollars in Thousands)

1. Show below the items of retained earnings accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies,
2. All contra entries should be shown in parentheses.
3. Show in lines 22 and 23 the amount of assigned Federal income tax consequences for accounts 606 and 616.
4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.
5. Line 3 (line 7 if a debit balance), column (c), should agree with line 26, column (b), in Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61, column (b) in Schedule 210.
6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c).

| Line No. | Cross Check | Item (a) | Retained Earnings - Unappropriated (b) | Equity in Undistributed Earnings (Losses) of Affiliated Companies (c) | Line No. |
|--|-------------|---|--|---|----------|
| 1 | | Balances at beginning of year | 21,448,507 | 381,270 | 1 |
| 2 | | (601.5) Prior period adjustments to beginning retained earnings | | | 2 |
| CREDITS | | | | | |
| 3 | | (602) Credit balance transferred from income | 7,039,663 | 38,298 | 3 |
| 4 | | (603) Appropriations released | | | 4 |
| 5 | | (606) Other credits to retained earnings | | | 5 |
| 6 | | TOTAL CREDITS | 7,039,663 | 38,298 | 6 |
| DEBITS | | | | | |
| 7 | | (612) Debit balance transferred from income | | | 7 |
| 8 | | (616) Other debits to retained earnings | 4,477,391 | 1 | 8 |
| 9 | | (620) Appropriations for sinking and other funds | | | 9 |
| 10 | | (621) Appropriations for other purposes | | | 10 |
| 11 | | (623) Dividends: Common stock | | | 11 |
| 12 | | Preferred stock (1) | | | 12 |
| 13 | | TOTAL DEBITS | 4,477,391 | 1 | 13 |
| 14 | | Net increase (decrease) during year (Line 6 minus line 13) | 2,562,272 | 38,297 | 14 |
| 15 | | Balances at close of year (lines 1, 2, and 14) | 24,010,779 | 419,567 | 15 |
| 16 | | Balances from line 15 (c) | 419,567 | N/A | 16 |
| 17 | | (798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year | 24,430,346 | | 17 |
| 18 | | (797) Total appropriated retained earnings: | | | 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 |

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

240. STATEMENT OF CASH FLOWS

(Dollars in Thousands)

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

CASH FLOWS FROM OPERATING ACTIVITIES

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

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

| Line No. | Cross Check | Description (a) | Current Year (b) | Previous Year (c) | Line No. |
|----------|-------------|-----------------------------------|---------------------|----------------------|----------|
| 10 | | Income from continuing operations | 7,077,961 | 6,262,746 | 10 |

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

| Line No. | Cross Check | Description (a) | Current Year (b) | Previous Year (c) | Line No. |
|----------|-------------|---|---------------------|----------------------|-----------|
| 11 | | Loss (gain) on sale or disposal of tangible property and investments | (97,008) | (15,997) | 11 |
| 12 | | Depreciation and amortization expenses | 2,436,028 | 2,428,972 | 12 |
| 13 | | Net increase (decrease) in provision for Deferred Income Taxes | 432,091 | 272,623 | 13 |
| 14 | | Net decrease (increase) in undistributed earnings (losses) of affiliates | (38,298) | (36,079) | 14 |
| 15 | | Decrease (increase) in accounts receivable | 50,015 | 109,337 | 15 |
| 16 | | Decrease (increase) in material and supplies and other current assets | (9,486) | 6,252 | 16 |
| 17 | | Increase (decrease) in current liabilities other than debt | 115,052 | 22,867 | 17 |
| 18 | | Increase (decrease) in other - net | (2,485,526) | (52,645) | 18 |
| 19 | | Net cash provided from continuing operations (lines 10 through 18) | 7,480,829 | 8,998,076 | 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) | 7,480,829 | 8,998,076 | 21 |

CASH FLOWS FROM INVESTING ACTIVITIES

| Line No. | Cross Check | Description (a) | Current Year (b) | Previous Year (c) | Line No. |
|----------|-------------|---|---------------------|----------------------|-----------|
| 22 | | Proceeds from sale of property | 156,805 | 6,822 | 22 |
| 23 | | Capital expenditures | (2,911,119) | (3,062,503) | 23 |
| 24 | | Net change in temporary cash investments not qualifying as cash equivalents | | | 24 |
| 25 | | Proceeds from sale/repayment of investment and advances | 1,088 | 31,695 | 25 |
| 26 | | Purchase price of long-term investment and advances | | (104) | 26 |
| 27 | | Net decrease (increase) in sinking and other special funds | | | 27 |
| 28 | | Other - net | (71,674) | (16,053) | 28 |
| 29 | | NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28) | (2,824,900) | (3,040,143) | 29 |

(Continued on next page)

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

CASH FLOWS FROM FINANCING ACTIVITIES

| Line No. | Cross Check | Description (a) | Current Year (b) | Previous Year (c) | Line No. |
|----------|-------------|---|------------------|-------------------|----------|
| 30 | | Proceeds from issuance of long-term debt | | | 30 |
| 31 | | Principle payments of long-term debt | (217,069) | (120,055) | 31 |
| 32 | | Proceeds from issuance of capital stock | | | 32 |
| 33 | | Purchase price of acquiring treasury stock | | | 33 |
| 34 | | Cash dividends paid | | | 34 |
| 35 | | Other - net | (4,477,391) | (5,843,300) | 35 |
| 36 | | NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35) | (4,694,460) | (5,963,355) | 36 |
| 37 | | NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36) | (38,531) | (5,422) | 37 |
| 38 | | Cash and cash equivalents at beginning of the year | 551,879 | 557,301 | 38 |
| 39 | | CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38) | 513,348 | 551,879 | 39 |
| | | Footnotes to Schedule Cash paid during the year for: | | | |
| 40 | | Interest (net of amount capitalized) * | 26,348 | 41,982 | 40 |
| 41 | | Income taxes (net) * | 1,922,728 | 1,572,292 | 41 |

* Only applies if indirect method is adopted

NOTES AND REMARKS

245. WORKING CAPITAL

(Dollars in Thousands)

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

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

| Line No. | Item (a) | Source | Amount (b) | Line No. |
|--------------------------------------|---|---|------------|----------|
| CURRENT OPERATING ASSETS | | | | |
| 1 | Interline and other balances (705) | Sched. 200, line 5, col. b | 30,507 | 1 |
| 2 | Customers (706) | Sched. 200, line 6, col. b | 906,123 | 2 |
| 3 | Other (707) | Note A | 92,993 | 3 |
| 4 | TOTAL CURRENT OPERATING ASSETS | Lines 1 + 2 + 3 | 1,029,623 | 4 |
| OPERATING REVENUE | | | | |
| 5 | Railway operating revenue | Sched. 210, line 13, col. b | 22,913,195 | 5 |
| 6 | Rent income | Note B | 223,250 | 6 |
| 7 | TOTAL OPERATING REVENUES | Lines 5 + 6 | 23,136,445 | 7 |
| 8 | Average daily operating revenues | Line 7 ÷ 360 days | 64,268 | 8 |
| 9 | Days of operating revenue in current operating assets | Line 4 ÷ line 8 | 16 | 9 |
| 10 | Revenue delay days plus buffer | Line 9 + 15 days | 31 | 10 |
| CURRENT OPERATING LIABILITIES | | | | |
| 11 | Interline and other balances (752) | Sched. 200, line 30, col. b | 8,583 | 11 |
| 12 | Audited accounts and wages payable (753) | Note A | 178,083 | 12 |
| 13 | Accounts payable - other (754) | Note A | 338,237 | 13 |
| 14 | Other taxes accrued (761.5) | Note A | 549,180 | 14 |
| 15 | TOTAL CURRENT OPERATING LIABILITIES | Sum of lines 11 through 14 | 1,074,083 | 15 |
| OPERATING EXPENSES | | | | |
| 16 | Railway operating expenses | Sched. 210, line 14, col. b | 14,262,647 | 16 |
| 17 | Depreciation | Sched 410, lines 136, 137, 138, 213, 232, 317 col h | 2,404,991 | 17 |
| 18 | Cash related operating expenses | Line 16 + line 6 - line 17 | 12,080,906 | 18 |
| 19 | Average daily expenditures | Line 18 ÷ 360 days | 33,558 | 19 |
| 20 | Days of operating expenses in current operating liabilities | Line 15 ÷ line 19 | 32 | 20 |
| 21 | Days of working capital required | Line 10 - line 20 (Note C) | 0 | 21 |
| 22 | Cash working capital required | Line 21 x line 19 | 0 | 22 |
| 23 | Cash and temporary cash balance | Sched. 200, line 1 + line 2, col. b | 513,348 | 23 |
| 24 | Cash working capital allowed | Lesser of line 22 or line 23 | 0 | 24 |
| MATERIALS AND SUPPLIES | | | | |
| 25 | Total materials and supplies (712) | Note A | 864,065 | 25 |
| 26 | Scrap and obsolete material included in account 712 | Note A | | 26 |
| 27 | Materials and supplies held for common carrier purposes | Line 25 - line 26 | 864,065 | 27 |
| 28 | TOTAL WORKING CAPITAL | Line 24 + line 27 | 864,065 | 28 |

NOTES:

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

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

(C) If result is negative, use zero.

NOTES AND REMARKS

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GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310 AND 310A

1. Schedule 310 should give particulars of stocks, bonds, and other secured obligations, unsecured notes, and investment advances of affiliated companies held by respondent at the close of the year. Also, disclose the investments made, disposed of, and written down during the year and the applicable dividends and interest credited to income as a result of those investments. They should exclude securities issued or assumed by respondent. For definition of affiliated companies, see the rules governing Account No. 721 "Investments and Advances; Affiliated Companies", in the Uniform System of Accounts for Railroad Companies.
2. List the investments in the following order and show a total for each group and each class of investment by accounts in numerical order.
 - (A) Stocks
 - (1) Carriers-active
 - (2) Carriers-inactive
 - (3) Noncarriers-active
 - (4) Noncarriers-inactive
 - (B) Bonds (including US government bonds)
 - (C) Other secured obligations
 - (D) Unsecured notes
 - (E) Investment advances
3. The subclassification of classes (B), (C), (D), and (E) should be the same as those provided for class (A).
4. The kinds of industry represented by respondent's investments in the securities of other companies should be shown by symbol opposite the names of the issuing corporations. The symbols and industrial classifications are as follows:

Sym| Kind of Industry

| | |
|------|--|
| I | Agriculture, forestry, and fisheries |
| II | Mining |
| III | Construction |
| IV | Manufacturing |
| V | Wholesale and retail trade |
| VI | Finance, insurance, and real estate |
| VII | Transportation, communications, and other public utilities |
| VIII | Services |
| IX | Government |
| X | All other |
5. By carriers, as the term is used here, is meant companies owning or operating railroads, facilities auxiliary thereto such as bridges, ferries, union depots, and other terminal facilities, sleeping cars, parlor cars, dining cars, freight cars, express services and facilities, electric railways, highway motor vehicles, steamboats and other marine transportation equipment, pipe lines (other than those for transportation of water), and other instrumentalities devoted to the transportation of persons or property for hire. Telegraph and telephone companies are not meant to be included.
6. Noncarrier companies should, for the purposes of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely holding companies are to be classified as noncarrier companies, even though the securities held by such companies are largely or entirely issued or assumed by carriers.
7. By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs. If it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.
8. Combine in one account investments in which the original cost or present equity in total assets is less than \$10,000.
9. Include investments in unincorporated entities such as lessee organizations. Exclude amounts normally settled on a current basis.
10. Do not include the value of securities issued or assumed by respondent.
11. For affiliates which do not report to the Surface Transportation Board and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

(Dollars in Thousands)

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, from accounts 715 (sinking funds), 716 (capital funds), 721 (investments and advances affiliated companies), and 717 (other funds).

2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 25, classifying the investments by means of letters, figures, and symbols in columns (a), (b) and (c).

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

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

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

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

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

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

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

8. Investments in companies in which neither the original cost or present equity in total assets are less than \$10,000 may be combined in 1 figure.

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

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

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

| Line No. | Investments and Advances | | | | Disposed of profit (loss) (j) | Adjustments Account 721.5 (k) | Dividends or interest credited to income (l) | Line No. |
|----------|--------------------------|---------------|--|---------------------|-------------------------------|-------------------------------|--|----------|
| | Opening Balance (f) | Additions (g) | Deductions (if other than sale, explain) (h) | Closing Balance (i) | | | | |
| 1 | | | | | | | | 1 |
| 2 | 14,900 | | | 14,900 | | | | 2 |
| 3 | 105 | 64 | (44) | 125 | | | | 3 |
| 4 | 18,439 | 2,813 | (1,215) | 20,037 | | | | 4 |
| 5 | 7,657 | 1,448 | | 9,105 | | | | 5 |
| 6 | 19 | 26 | | 45 | | | | 6 |
| 7 | 1,805 | 84 | | 1,889 | | | | 7 |
| 8 | | | | | | | | 8 |
| 9 | 9,050 | 87 | (144) | 8,993 | | | | 9 |
| 10 | 1,231 | 1,268 | (71) | 2,428 | | | | 10 |
| 11 | 150 | | | 150 | | | | 11 |
| 12 | 981 | | (17) | 964 | | | | 12 |
| 13 | | | | | | | | 13 |
| 14 | 54,491 | 9,825 | (8,150) | 56,166 | | | | 14 |
| 15 | 702,837 | 46,243 | | 749,080 | | | | 15 |
| 16 | 123 | | (7) | 116 | | | | 16 |
| 17 | | | | | | | | 17 |
| 18 | | | | | | | | 18 |
| 19 | 811,788 | 61,858 | (9,648) | 863,998 | | | | 19 |
| 20 | | | | | | | | 20 |
| 21 | 6,893 | | | 6,893 | | | | 21 |
| 22 | 21,728 | 9,000 | (9,096) | 21,632 | | | | 22 |
| 23 | | | | | | | | 23 |
| 24 | 15,701 | 818 | (658) | 15,861 | | | | 24 |
| 25 | | | | | | | | 25 |
| 26 | 44,322 | 9,818 | (9,754) | 44,386 | | | | 26 |
| 27 | | | | | | | | 27 |
| 28 | 856,110 | 71,676 | (19,402) | 908,384 | | | | 28 |
| 29 | | | | | | | | 29 |
| 30 | 1,100 | | | 1,100 | | | | 30 |
| 31 | 4 | | | 4 | | | | 31 |
| 32 | | | | | | | | 32 |
| 33 | 1,104 | | | 1,104 | | | | 33 |
| 34 | | | | | | | | 34 |
| 35 | 5 | | | 5 | | | | 35 |
| 36 | | | | | | | | 36 |
| 37 | 5 | | | 5 | | | | 37 |
| 38 | | | | | | | | 38 |
| 39 | 1,109 | | | 1,109 | | | | 39 |
| 40 | | | | | | | | 40 |
| 41 | 857,219 | 71,676 | (19,402) | 909,493 | | | | 41 |

Note: Column (h) includes equity method accounting for losses. Line 14, column (h), includes \$8,000K in dividends received.

310. NOTES AND REMARKS

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

310. NOTES AND REMARKS

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

310. NOTES AND REMARKS

| | <u>% Ownership</u> |
|--|--------------------|
| 23 RAILMARKETPLACE.COM, INC. | |
| BNSF Railway Company | 15.86 |
| Canadian National Railway Company | 15.86 |
| Canadian Pacific Railway Company | 15.86 |
| CSX Transportation, Inc. | 15.86 |
| Norfolk Southern Railway | 15.86 |
| Union Pacific Railroad Company | 15.86 |
| GE Information Services, Inc. | 4.84 |
| | <u>100.00</u> |
| 24 PTC 220, LLC | |
| BNSF Spectrum, Inc. (BNSF Railway Company) | 14.29 |
| CSX Intellectual Properties Corp. (CSX Transportation, Inc.) | 14.29 |
| GTC Spectrum(Canadian National Railway Company) | 14.29 |
| KSC Spectrum (Kansas City Southern Railway Company) | 14.29 |
| Canadian Pacific Railway Company | 14.28 |
| Ekanet, Inc. (Union Pacific Railroad Company) | 14.28 |
| NS Spectrum Corporation (Norfolk Southern Company) | 14.28 |
| | <u>100.00</u> |

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

Undistributed Earnings From Certain Investments in Affiliated Companies

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

| Line No. | Name of issuing company and description of security held (a) | Balance at beginning of year (b) | Adjustments for investments equity method (c) | Equity in undistributed earnings (losses) during year (d) | Amortization during year (e) | Adjustment for investments disposed of or written down during year (f) | Balance at close of year (g) | Line No. |
|----------|---|-------------------------------------|--|--|---------------------------------|---|---------------------------------|----------|
| | Carriers: (List specifics for each company) | | | | | | | |
| 1 | Alameda Belt Line | | | | | | | 1 |
| 2 | Belt Railway Company of Chicago, The | 14,900 | | | | | 14,900 | 2 |
| 3 | Central California Traction Company | 105 | 64 | (44) | | | 125 | 3 |
| 4 | Houston Belt & Terminal Railway Company | 18,439 | 2,813 | (1,215) | | | 20,037 | 4 |
| 5 | Kansas City Terminal Railway Company | 7,657 | 27 | 1,421 | | | 9,105 | 5 |
| 6 | Longview Switching Company | 19 | | 26 | | | 45 | 6 |
| 7 | MT Properties Inc. | 1,805 | | 84 | | | 1,889 | 7 |
| 8 | Oakland Terminal Railway | | | | | | | 8 |
| 9 | Paducah & Illinois Railroad Company | 9,050 | 87 | (144) | | | 8,993 | 9 |
| 10 | Portland Terminal Railroad Company | 1,231 | 1,268 | (71) | | | 2,428 | 10 |
| 11 | St. Joseph Terminal Railroad Company | 150 | | | | | 150 | 11 |
| 12 | Sunset Railway Company | 981 | | (17) | | | 964 | 12 |
| 13 | Terminal Railroad Association of St. Louis | | | | | | | 13 |
| 14 | Texas City Terminal Railway Company | 54,491 | (150) | 1,825 | | | 56,166 | 14 |
| 15 | TTX Company | 702,837 | 49 | 46,194 | | | 749,080 | 15 |
| 16 | Wichita Union Terminal Railway Company | 123 | | (7) | | | 116 | 16 |
| 17 | | | | | | | | 17 |
| 18 | TOTAL CARRIERS | | | | | | | 18 |
| 19 | | 811,788 | 4,158 | 48,052 | | | 863,998 | 19 |
| 20 | Noncarriers: (List specifics for each company) | | | | | | | 20 |
| 21 | Kinder Morgan Energy Partners LP | 6,893 | | | | | 6,893 | 21 |
| 22 | Meteorcomm, LLC | 21,728 | 9,000 | (9,096) | | | 21,632 | 22 |
| 23 | PTC 220, LLC | 15,701 | 818 | (658) | | | 15,861 | 23 |
| 24 | | | | | | | | 24 |
| 25 | | | | | | | | 25 |
| 26 | | | | | | | | 26 |
| 27 | TOTAL NON-CARRIERS | 44,322 | 9,818 | (9,754) | | | 44,386 | 27 |
| 28 | | | | | | | | 28 |
| 29 | TOTAL INVESTMENTS IN COMMON STOCK | 856,110 | 13,976 | 38,298 | | | 908,384 | 29 |
| 30 | | | | | | | | 30 |
| 31 | | | | | | | | 31 |

Note: Column (d) Line 14 is net of approximately \$8,000K in dividends received.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

NOTES AND REMARKS

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

| Line No. | Cross No. | Account (a) | Balance at Beginning of year (b) | Expenditures during the year for original road & equipment & road extensions (c) | Expenditures during the year for purchase of existing lines, reorganizations, etc. (d) | Line No. |
|----------|-----------|---|----------------------------------|--|--|-----------|
| 1 | 2 | (2) Land for transportation purposes | 6,211,857 | | | 1 |
| 2 | 3 | (3) Grading | 11,853,308 | | | 2 |
| 3 | 4 | (4) Other right-of-way expenditures | 63,368 | | | 3 |
| 4 | 5 | (5) Tunnels and subways | 534,834 | | | 4 |
| 5 | 6 | (6) Bridges, trestles and culverts | 5,011,277 | | | 5 |
| 6 | 7 | (7) Elevated structures | | | | 6 |
| 7 | 8 | (8) Ties | 6,981,146 | | | 7 |
| 8 | 9 | (9) Rail and other track material | 14,016,988 | | | 8 |
| 9 | 11 | (11) Ballast | 5,651,533 | | | 9 |
| 10 | 13 | (13) Fences, snowsheds and signs | 123,952 | | | 10 |
| 11 | 16 | (16) Station and office buildings | 669,481 | | | 11 |
| 12 | 17 | (17) Roadway buildings | 55,000 | | | 12 |
| 13 | 18 | (18) Water stations | 10,829 | | | 13 |
| 14 | 19 | (19) Fuel stations | 479,999 | | | 14 |
| 15 | 20 | (20) Shops and enginehouses | 706,429 | | | 15 |
| 16 | 22 | (22) Storage warehouses | | | | 16 |
| 17 | 23 | (23) Wharves and docks | 16,709 | | | 17 |
| 18 | 24 | (24) Coal and ore wharves | 94,505 | | | 18 |
| 19 | 25 | (25) TOFC/COFC terminals | 2,020,409 | | | 19 |
| 20 | 26 | (26) Communications systems | 1,012,862 | | | 20 |
| 21 | 27 | (27) Signals and interlockers | 5,420,080 | | | 21 |
| 22 | 29 | (29) Power plants | 2,297 | | | 22 |
| 23 | 31 | (31) Power transmission systems | 88,137 | | | 23 |
| 24 | 35 | (35) Miscellaneous structures | 50,371 | | | 24 |
| 25 | 37 | (37) Roadway machines | 1,017,371 | | | 25 |
| 26 | 39 | (39) Public improvements - construction | 853,807 | | | 26 |
| 27 | 44 | (44) Shop machinery | 286,657 | | | 27 |
| 28 | 45 | (45) Power plant machinery | 3,063 | | | 28 |
| 29 | | Other lease/rentals | | | | 29 |
| 30 | | TOTAL EXPENDITURES FOR ROAD | 63,236,269 | | | 30 |
| 31 | 52 | (52) Locomotives | 8,439,712 | | | 31 |
| 32 | 53 | (53) Freight train cars | 2,319,319 | | | 32 |
| 33 | 54 | (54) Passenger train cars | | | | 33 |
| 34 | 55 | (55) Highway revenue equipment | 7,364 | | | 34 |
| 35 | 56 | (56) Floating equipment | | | | 35 |
| 36 | 57 | (57) Work equipment | 692,313 | | | 36 |
| 37 | 58 | (58) Miscellaneous equipment | 726,975 | | | 37 |
| 38 | 59 | (59) Computer systems & word processing equipment | 1,250,018 | | | 38 |
| 39 | | TOTAL EXPENDITURES FOR EQUIPMENT | 13,435,701 | | | 39 |
| 40 | 76 | (76) Interest during construction | | | | 40 |
| 41 | 80 | (80) Other elements of investment | | | | 41 |
| 42 | 90 | (90) Construction work in progress | 906,563 | | | 42 |
| 43 | | GRAND TOTAL | 77,578,533 | | | 43 |

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

| Line No. | Cross No. | Expenditures for additions during the year (e) | Credits for property retired during the year (f) | Net changes during the year (g) | Balance at close of year (h) | Line No. |
|----------|-----------|--|--|---------------------------------|------------------------------|----------|
| 1 | 2 | 126,136 | 56,844 | 69,292 | 6,281,149 | 1 |
| 2 | 3 | 21,249 | 4,724 | 16,525 | 11,869,833 | 2 |
| 3 | 4 | 6,617 | 580 | 6,037 | 69,405 | 3 |
| 4 | 5 | 25 | (4) | 29 | 534,863 | 4 |
| 5 | 6 | 171,898 | 11,759 | 160,139 | 5,171,416 | 5 |
| 6 | 7 | | | | | 6 |
| 7 | 8 | 395,352 | 13,739 | 381,613 | 7,362,759 | 7 |
| 8 | 9 | 521,428 | 53,014 | 468,414 | 14,485,402 | 8 |
| 9 | 11 | 436,402 | 10,124 | 426,278 | 6,077,811 | 9 |
| 10 | 13 | 1,503 | 801 | 702 | 124,654 | 10 |
| 11 | 16 | 19,536 | 15,138 | 4,398 | 673,879 | 11 |
| 12 | 17 | 32 | (2) | 34 | 55,034 | 12 |
| 13 | 18 | 16 | | 16 | 10,845 | 13 |
| 14 | 19 | 12,716 | 21,242 | (8,526) | 471,473 | 14 |
| 15 | 20 | 62,409 | 24,069 | 38,340 | 744,769 | 15 |
| 16 | 22 | | | | | 16 |
| 17 | 23 | | | | 16,709 | 17 |
| 18 | 24 | 1,751 | 626 | 1,125 | 95,630 | 18 |
| 19 | 25 | 222,703 | 25,478 | 197,225 | 2,217,634 | 19 |
| 20 | 26 | 48,431 | 77,316 | (28,885) | 983,977 | 20 |
| 21 | 27 | 204,382 | 41,850 | 162,532 | 5,582,612 | 21 |
| 22 | 29 | | | | 2,297 | 22 |
| 23 | 31 | 2,287 | (18) | 2,305 | 90,442 | 23 |
| 24 | 35 | 586 | 14,323 | (13,737) | 36,634 | 24 |
| 25 | 37 | 81,632 | 39,160 | 42,472 | 1,059,843 | 25 |
| 26 | 39 | 14,024 | 1,591 | 12,433 | 866,240 | 26 |
| 27 | 44 | 5,809 | (14,980) | 20,789 | 307,446 | 27 |
| 28 | 45 | | | | 3,063 | 28 |
| 29 | | | | | | 29 |
| 30 | | 2,356,924 | 397,374 | 1,959,550 | 65,195,819 | 30 |
| 31 | 52 | 228,509 | 172,646 | 55,863 | 8,495,575 | 31 |
| 32 | 53 | 25,242 | 36,877 | (11,635) | 2,307,684 | 32 |
| 33 | 54 | | | | | 33 |
| 34 | 55 | | | | 7,364 | 34 |
| 35 | 56 | | | | | 35 |
| 36 | 57 | 10,477 | 3,522 | 6,955 | 699,268 | 36 |
| 37 | 58 | 76,336 | 9,799 | 66,537 | 793,512 | 37 |
| 38 | 59 | 230,349 | 51,038 | 179,311 | 1,429,329 | 38 |
| 39 | | 570,913 | 273,882 | 297,031 | 13,732,732 | 39 |
| 40 | 76 | | | | | 40 |
| 41 | 80 | | | | | 41 |
| 42 | 90 | 75,832 | | 75,832 | 982,395 | 42 |
| 43 | | 3,003,669 | 671,256 | 2,332,413 | 79,910,946 | 43 |

332. DEPRECIATION BASE AND RATES - ROAD AND EQUIPMENT OWNED AND LEASED FROM OTHERS
(Dollars in Thousands)

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

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

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

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

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

| Line No. | Account (a) | OWNED AND USED | | | LEASED FROM OTHERS | | | Line No. |
|-----------|---|------------------------------------|---------------------------------|--------------------------------|-----------------------------|-------------------------|--------------------------------|----------|
| | | Depreciation Base | | Annual composite rate % (d) | Depreciation Base | | Annual composite rate % (g) | |
| | | 1/1 At beginning of year (b) | 12/1 At close of year (c) | | At beginning of year (e) | At close of year (f) | | |
| ROAD | | | | | | | | |
| 1 | (3) Grading | 11,853,308 | 11,869,833 | 1.05% | | | | 1 |
| 2 | (4) Other right-of-way expenditures | 63,368 | 69,405 | 3.03% | | | | 2 |
| 3 | (5) Tunnels and subways | 534,834 | 534,863 | 1.00% | | | | 3 |
| 4 | (6) Bridges, trestles and culverts | 5,011,277 | 5,171,416 | 1.41% | | | | 4 |
| 5 | (7) Elevated structures | | | | | | | 5 |
| 6 | (8) Ties | 6,981,146 | 7,362,759 | 4.06% | TOTAL ROAD AND | | | 6 |
| 7 | (9) Rail and other track material | 14,016,988 | 14,485,402 | 2.66% | | | | 7 |
| 8 | (11) Ballast | 5,651,533 | 6,077,811 | 3.93% | EQUIPMENT LEASED FROM | | | 8 |
| 9 | (13) Fences, snowsheds and signs | 123,952 | 124,654 | 1.47% | | | | 9 |
| 10 | (16) Station and office buildings | 669,481 | 673,879 | 2.63% | OTHERS IS LESS THAN 5% | | | 10 |
| 11 | (17) Roadway buildings | 55,000 | 55,034 | 3.85% | | | | 11 |
| 12 | (18) Water stations | 10,829 | 10,845 | 2.50% | OF TOTAL OWNED | | | 12 |
| 13 | (19) Fuel stations | 479,999 | 471,473 | 3.33% | | | | 13 |
| 14 | (20) Shops and enginehouses | 706,429 | 744,769 | 2.04% | | | | 14 |
| 15 | (22) Storage warehouses | | | | | | | 15 |
| 16 | (23) Wharves and docks | 16,709 | 16,709 | 2.50% | | | | 16 |
| 17 | (24) Coal and ore wharves | 94,505 | 95,630 | 2.00% | | | | 17 |
| 18 | (25) TOFC/COFC terminals | 2,020,409 | 2,217,634 | 2.95% | | | | 18 |
| 19 | (26) Communications systems | 1,012,862 | 983,977 | 4.61% | | | | 19 |
| 20 | (27) Signals and interlockers | 5,420,080 | 5,582,612 | 4.01% | | | | 20 |
| 21 | (29) Power plants | 2,297 | 2,297 | 2.86% | | | | 21 |
| 22 | (31) Power transmission systems | 88,137 | 90,442 | 2.25% | | | | 22 |
| 23 | (35) Miscellaneous structures | 50,371 | 36,634 | 2.50% | | | | 23 |
| 24 | (37) Roadway machines | 1,017,371 | 1,059,843 | 5.95% | | | | 24 |
| 25 | (39) Public improvements - construction | 853,807 | 866,240 | 2.70% | | | | 25 |
| 26 | (44) Shop machinery | 286,657 | 307,446 | 2.72% | | | | 26 |
| 27 | (45) Power plant machinery | 3,063 | 3,063 | 4.76% | | | | 27 |
| 28 | All other road accounts | | | | | | | 28 |
| 29 | Amortization (other than def. projects) | | | | | | | 29 |
| 30 | TOTAL ROAD | 57,024,412 | 58,914,670 | 3.10% | | | | 30 |
| EQUIPMENT | | | | | | | | |
| 31 | (52) Locomotives | 8,439,712 | 8,495,575 | 5.35% | | | | 31 |
| 32 | (53) Freight train cars | 2,319,319 | 2,307,684 | 2.92% | | | | 32 |
| 33 | (54) Passenger train cars | | | | | | | 33 |
| 34 | (55) Highway revenue equipment | 7,364 | 7,364 | 7.50% | | | | 34 |
| 35 | (56) Floating equipment | | | | | | | 35 |
| 36 | (57) Work equipment | 692,313 | 699,268 | 2.18% | | | | 36 |
| 37 | (58) Miscellaneous equipment | 726,975 | 793,512 | 7.57% | | | | 37 |
| 38 | (59) Computer systems & WP equipment | 1,250,018 | 1,429,329 | 8.79% | | | | 38 |
| 39 | TOTAL EQUIPMENT | 13,435,701 | 13,732,732 | 5.20% | | | | 39 |
| 40 | GRAND TOTAL | 70,460,113 | 72,647,402 | N/A | | | NA | 40 |

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

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

1. Disclose the required information regarding credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals - Credit - Equipment" accounts and "Other Rents - Credit - Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental - Debit - Equipment" accounts and "Other Rents - Debit - Equipment" accounts.

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

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

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

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

| Line No. | Cross Check | Account (a) | Balance at beginning of year (b) | CREDITS TO RESERVE During the year | | DEBITS TO RESERVE During the year | | Balance at close of year (g) | Line No. |
|------------------|-------------|-------------------------------------|-------------------------------------|---------------------------------------|----------------------|--------------------------------------|---------------------|---------------------------------|-----------|
| | | | | Charges to operating expenses (c) | Other credits (d) | Retirements (e) | Other debits (f) | | |
| ROAD | | | | | | | | | |
| 1 | 3 | (3) Grading | 1,212,021 | 125,482 | | 3,707 | | 1,333,796 | 1 |
| 2 | 4 | (4) Other right-of-way expenditures | 12,491 | 2,339 | | 589 | | 14,241 | 2 |
| 3 | 5 | (5) Tunnels and subways | 98,681 | 9,149 | | (4) | | 107,834 | 3 |
| 4 | 6 | (6) Bridges, trestles and culverts | 755,041 | 87,508 | | 11,705 | | 830,844 | 4 |
| 5 | 7 | (7) Elevated structures | | | | | | | 5 |
| 6 | 8 | (8) Ties | 842,708 | 364,051 | 2,712 | 51,151 | | 1,158,320 | 6 |
| 7 | 9 | (9) Rail and other track material | 2,600,319 | 396,294 | 3,688 | 42,442 | | 2,957,859 | 7 |
| 8 | 11 | (11) Ballast | 35,508 | 288,723 | 2,687 | 11,864 | | 315,054 | 8 |
| 9 | 13 | (13) Fences, snowsheds and signs | 17,487 | 2,103 | | 802 | | 18,788 | 9 |
| 10 | 16 | (16) Station and office buildings | 104,548 | 11,900 | 5,984 | 15,056 | | 107,376 | 10 |
| 11 | 17 | (17) Roadway buildings | 21,092 | 1,092 | 549 | (2) | | 22,735 | 11 |
| 12 | 18 | (18) Water stations | 6,856 | 261 | | 844 | | 6,273 | 12 |
| 13 | 19 | (19) Fuel stations | 141,782 | 17,526 | | 21,333 | | 137,975 | 13 |
| 14 | 20 | (20) Shops and enginehouses | 150,079 | 16,862 | 249 | 23,988 | | 143,202 | 14 |
| 15 | 22 | (22) Storage warehouses | | | | | | | 15 |
| 16 | 23 | (23) Wharves and docks | 4,829 | 426 | | | | 5,255 | 16 |
| 17 | 24 | (24) Coal and ore wharves | 13,089 | 2,146 | | 626 | | 14,609 | 17 |
| 18 | 25 | (25) TOFC/COFC terminals | 509,858 | 66,970 | | 24,276 | | 552,552 | 18 |
| 19 | 26 | (26) Communications systems | 359,696 | 24,524 | 12,333 | 77,440 | | 319,113 | 19 |
| 20 | 27 | (27) Signals and interlockers | 1,720,592 | 232,894 | | 42,240 | | 1,911,246 | 20 |
| 21 | 29 | (29) Power plants | 1,859 | (30) | | | | 1,829 | 21 |
| 22 | 31 | (31) Power transmission systems | 14,776 | 2,349 | | (18) | | 17,143 | 22 |
| 23 | 35 | (35) Miscellaneous structures | 26,939 | 642 | | 14,322 | | 13,259 | 23 |
| 24 | 37 | (37) Roadway machines | 415,403 | 36,331 | 18,270 | 39,385 | | 430,619 | 24 |
| 25 | 39 | (39) Public improvements - const. | 141,647 | 27,727 | | 1,696 | | 167,678 | 25 |
| 26 | 44 | (44) Shop machinery | 77,834 | 6,021 | 89 | (15,022) | | 98,966 | 26 |
| 27 | 45 | (45) Power plant machinery | 1,462 | 134 | | 6 | | 1,590 | 27 |
| 28 | | All other road accounts | | | | | | | 28 |
| 29 | | Amortization (adjustments) | | | | | | | 29 |
| 30 | | TOTAL ROAD | 9,286,597 | 1,723,424 | 46,561 | 368,426 | | 10,688,156 | 30 |
| EQUIPMENT | | | | | | | | | |
| 31 | 52 | (52) Locomotives | 2,728,790 | 446,485 | 2,341 | 176,714 | | 3,000,902 | 31 |
| 32 | 53 | (53) Freight train cars | 380,414 | 69,739 | 1,328 | 30,298 | | 421,183 | 32 |
| 33 | 54 | (54) Passenger train cars | | | | | | | 33 |
| 34 | 55 | (55) Highway revenue equipment | 1,718 | 1,024 | | | | 2,742 | 34 |
| 35 | 56 | (56) Floating equipment | | | | | | | 35 |
| 36 | 57 | (57) Work equipment | 209,644 | 14,219 | 2,504 | 1,807 | | 224,560 | 36 |
| 37 | 58 | (58) Miscellaneous equipment | 270,642 | 46,803 | 8,242 | 9,176 | | 316,511 | 37 |
| 38 | 59 | (59) Computer systems & WP equip. | 517,151 | 97,943 | 17,248 | 48,635 | | 583,707 | 38 |
| 39 | | Amortization (adjustments) | | | | | | | 39 |
| 40 | | TOTAL EQUIPMENT | 4,108,359 | 676,213 | 31,663 | 266,630 | | 4,549,605 | 40 |
| 41 | | GRAND TOTAL | 13,394,956 | 2,399,637 | 78,224 | 635,056 | | 15,237,761 | 41 |

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

342. ACCUMULATED DEPRECIATION - IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS
(Dollars in Thousands)

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

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

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

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

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

| Line No. | Cross Check | Account (a) | Balance at beginning of year (b) | CREDITS TO RESERVE During the year | | DEBITS TO RESERVE During the year | | Balance at close of year (g) | Line No. | |
|----------|-------------|-------------------------------------|---|---------------------------------------|----------------------|--------------------------------------|---------------------|---------------------------------|----------|----|
| | | | | Charges to operating expenses (c) | Other credits (d) | Retirements (e) | Other debits (f) | | | |
| | | ROAD | | | | | | | | |
| 1 | | (3) Grading | | | | | | | 1 | |
| 2 | | (4) Other right-of-way expenditures | | | | | | | 2 | |
| 3 | | (5) Tunnels and subways | TOTAL IMPROVEMENTS TO ROAD LEASED FROM OTHERS IS LESS THAN 5% | | | | | | | 3 |
| 4 | | (6) Bridges, trestles and culverts | OF TOTAL ROAD OWNED | | | | | | | 4 |
| 5 | | (7) Elevated structures | | | | | | | 5 | |
| 6 | | (8) Ties | | | | | | | 6 | |
| 7 | | (9) Rail and other track material | | | | | | | 7 | |
| 8 | | (11) Ballast | | | | | | | 8 | |
| 9 | | (13) Fences, snowsheds and signs | | | | | | | 9 | |
| 10 | | (16) Station and office buildings | | | | | | | 10 | |
| 11 | | (17) Roadway buildings | | | | | | | 11 | |
| 12 | | (18) Water stations | | | | | | | 12 | |
| 13 | | (19) Fuel stations | | | | | | | 13 | |
| 14 | | (20) Shops and enginehouses | | | | | | | 14 | |
| 15 | | (22) Storage warehouses | | | | | | | 15 | |
| 16 | | (23) Wharves and docks | | | | | | | 16 | |
| 17 | | (24) Coal and ore wharves | | | | | | | 17 | |
| 18 | | (25) TOFC/COFC terminals | | | | | | | 18 | |
| 19 | | (26) Communications systems | | | | | | | 19 | |
| 20 | | (27) Signals and interlockers | | | | | | | 20 | |
| 21 | | (29) Power plants | | | | | | | 21 | |
| 22 | | (31) Power transmission systems | | | | | | | 22 | |
| 23 | | (35) Miscellaneous structures | | | | | | | 23 | |
| 24 | | (37) Roadway machines | | | | | | | 24 | |
| 25 | | (39) Public improvements - const. | | | | | | | 25 | |
| 26 | | (44) Shop machinery * | | | | | | | 26 | |
| 27 | | (45) Power plant machinery | | | | | | | 27 | |
| 28 | | All other road accounts | | | | | | | 28 | |
| 29 | | TOTAL ROAD | | | | | | | 29 | |
| | | EQUIPMENT | | | | | | | | |
| 30 | | (52) Locomotives | | | | | | | 30 | |
| 31 | | (53) Freight train cars | TOTAL IMPROVEMENTS TO EQUIPMENT LEASED FROM OTHERS IS LESS THAN | | | | | | | 31 |
| 32 | | (54) Passenger train cars | 5% OF TOTAL EQUIPMENT OWNED | | | | | | | 32 |
| 33 | | (55) Highway revenue equipment | | | | | | | 33 | |
| 34 | | (56) Floating equipment | | | | | | | 34 | |
| 35 | | (57) Work equipment | | | | | | | 35 | |
| 36 | | (58) Miscellaneous equipment | | | | | | | 36 | |
| 37 | | (59) Computer systems & WP equip. | | | | | | | 37 | |
| 38 | | TOTAL EQUIPMENT | | | | | | | 38 | |
| 39 | | GRAND TOTAL | 63,237 | 10,498 | | 13,750 | | 59,985 | 39 | |

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

NOTES AND REMARKS FOR SCHEDULE 342

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

(Dollars in Thousands)

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

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

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

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

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

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

| Line No. | Class (See (Ins. 2) (a)) | Name of company (b) | Miles of road used (See Ins. 4) (whole number) (c) | Investments in property (See Ins. 5) (d) | Depreciation & amortization of defense projects (See Ins. 6) (e) | Line No. |
|----------|--------------------------|--|--|--|--|----------|
| 1 | R | The Burlington Northern and Santa Fe Railway Company | 23,825 | 79,910,946 | 15,237,761 | 1 |
| 2 | | | | | | 2 |
| 3 | | Add Leased from Others: | | | | 3 |
| 4 | L | Norfolk Southern Railroad | 26 | *** | **** | 4 |
| 5 | L | Dayton Yard | ** | *** | **** | 5 |
| 6 | L | Union Pacific Railroad | 14 | *** | **** | 6 |
| 7 | | Total Leased from Others | 40 | | | 7 |
| 8 | | | | | | 8 |
| 9 | | Deduct Leased to or Operated by Others: | | | | 9 |
| 10 | O | Alabama & Gulf Coast Railway | 27 | 1,408 | 754 | 10 |
| 11 | O | Burlington Junction Railway | 10 | 683 | 311 | 11 |
| 12 | O | Canadian National Railway | 7 | 5,281 | 4,526 | 12 |
| 13 | O | Central Washington Railroad | 15 | 38,650 | 6,136 | 13 |
| 14 | O | Columbia and Walla Walla Railroad | 40 | 17,910 | 3,061 | 14 |
| 15 | O | Dakota Northern Railroad | 10 | 87 | 55 | 15 |
| 16 | O | Industry | 60 | 2,954 | 2,681 | 16 |
| 17 | O | Kaw River Railroad | 10 | 3,096 | 1,808 | 17 |
| 18 | O | Minnesota Commercial Railway | 16 | 5,934 | 2,672 | 18 |
| 19 | O | Minnesota National Guard | 3 | 181 | 66 | 19 |
| 20 | O | Nebraska, Kansas & Colorado Railway | 18 | 1,828 | 1,173 | 20 |
| 21 | O | Northern Lines Railway | 8 | 236 | 313 | 21 |
| 22 | O | Olympia & Belmore Railroad | 45 | 1,088 | 2,895 | 22 |
| 23 | O | Portland & Western Railroad | 15 | 2,831 | 1,281 | 23 |
| 24 | O | R.J. Corman Railroad Group | 6 | 300 | 128 | 24 |
| 25 | O | Red River Valley & Western Railway | 77 | 16,090 | 8,299 | 25 |
| 26 | O | Richmond Pacific Railroad | | 8,173 | 2,382 | 26 |
| 27 | O | San Joaquin Valley Railway | 445 | 9,450 | 15,109 | 27 |
| 28 | O | South Kansas & Oklahoma Railroad | | 1,193 | 472 | 28 |
| 29 | O | Stillwater Central Railroad | 2 | 2,090 | 843 | 29 |
| 30 | O | St. Paul & Pacific Northwest Railroad | 6 | 791 | 35 | 30 |
| 31 | O | Union Pacific Railroad | 11 | 1,376 | 448 | 31 |
| 32 | | | 88 | 30,182 | 5,997 | |
| 33 | | | 5 | 342 | 279 | |
| 34 | | Total Leased to or Operated by Others | 924 | 152,154 | 61,724 | 32 |
| 35 | | | | | | 33 |
| 36 | | Net Deductions | (884) | (152,154) | (61,724) | 34 |
| 37 | | TOTAL | 22,941 | 79,758,792 | 15,176,037 | 35 |

** Miles of road used not available to respondent.

*** Investment not available to respondent.

**** Depreciation not available to respondent.

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

(Dollars in Thousands)

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

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

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

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

| Line No. | Cross Check | Account (a) | Respondent (b) | Lessor Railroads (c) | Inactive (proprietary companies) (d) | Other leased properties (e) | Line No. |
|----------|-------------|---|-------------------|-------------------------|---|--------------------------------|----------|
| 1 | | (2) Land for transportation purposes | 6,281,149 | | | 64,377 | 1 |
| 2 | | (3) Grading | 11,869,833 | | | 6,802 | 2 |
| 3 | | (4) Other right-of-way expenditures | 69,405 | | | 167 | 3 |
| 4 | | (5) Tunnels and subways | 534,863 | | | 241 | 4 |
| 5 | | (6) Bridges, trestles and culverts | 5,171,416 | | | 6,825 | 5 |
| 6 | | (7) Elevated structures | | | | | 6 |
| 7 | | (8) Ties | 7,362,759 | | | 14,726 | 7 |
| 8 | | (9) Rail and other track material | 14,485,402 | | | 33,720 | 8 |
| 9 | | (11) Ballast | 6,077,811 | | | 14,086 | 9 |
| 10 | | (13) Fences, snowsheds and signs | 124,654 | | | 164 | 10 |
| 11 | | (16) Station and office buildings | 673,879 | | | 1,491 | 11 |
| 12 | | (17) Roadway buildings | 55,034 | | | 59 | 12 |
| 13 | | (18) Water stations | 10,845 | | | | 13 |
| 14 | | (19) Fuel stations | 471,473 | | | 184 | 14 |
| 15 | | (20) Shops and enginehouses | 744,769 | | | 238 | 15 |
| 16 | | (22) Storage warehouses | | | | | 16 |
| 17 | | (23) Wharves and docks | 16,709 | | | | 17 |
| 18 | | (24) Coal and ore wharves | 95,630 | | | | 18 |
| 19 | | (25) TOFC/COFC terminals | 2,217,634 | | | 230 | 19 |
| 20 | | (26) Communications systems | 983,977 | | | 1,369 | 20 |
| 21 | | (27) Signals and interlockers | 5,582,612 | | | 4,996 | 21 |
| 22 | | (29) Power plants | 2,297 | | | | 22 |
| 23 | | (31) Power transmission systems | 90,442 | | | 189 | 23 |
| 24 | | (35) Miscellaneous structures | 36,634 | | | | 24 |
| 25 | | (37) Roadway machines | 1,059,843 | | | | 25 |
| 26 | | (39) Public improvements - construction | 866,240 | | | 2,235 | 26 |
| 27 | | (44) Shop machinery | 307,446 | | | 55 | 27 |
| 28 | | (45) Power plant machinery | 3,063 | | | | 28 |
| 29 | | Leased property (capitalized rentals) | | | | | 29 |
| 30 | | Other (specify and explain) | | | | | 30 |
| 31 | | TOTAL ROAD | 65,195,819 | | | 152,154 | 31 |
| 32 | | (52) Locomotives | 8,495,575 | | | | 32 |
| 33 | | (53) Freight train cars | 2,307,684 | | | | 33 |
| 34 | | (54) Passenger train cars | | | | | 34 |
| 35 | | (55) Highway revenue equipment | 7,364 | | | | 35 |
| 36 | | (56) Floating equipment | | | | | 36 |
| 37 | | (57) Work equipment | 699,268 | | | | 37 |
| 38 | | (58) Miscellaneous equipment | 793,512 | | | | 38 |
| 39 | | (59) Computer systems & word processing equipment | 1,429,329 | | | | 39 |
| 40 | | TOTAL EQUIPMENT | 13,732,732 | | | | 40 |
| 41 | | (76) Interest during construction | | | | | 41 |
| 42 | | (80) Other elements of investment | | | | | 42 |
| 43 | | (90) Construction work in progress | 982,395 | | | | 43 |
| 44 | | GRAND TOTAL | 79,910,946 | | | 152,154 | 44 |

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross Checks

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

Schedule 450 Schedule 210

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

410. RAILWAY OPERATING EXPENSES - (Continued)

(Dollars in Thousands)

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| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
|----------|-------------|---|-------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|----------|
| | | REPAIRS AND MAINTENANCE - (Continued) | | | | | | | | |
| 101 | | Locomotive servicing facilities | 1,144 | 340 | 17,246 | | 18,730 | | 18,730 | 101 |
| 102 | | Miscellaneous buildings & structures | 915 | 1,219 | 2,322 | 15 | 4,471 | | 4,471 | 102 |
| 103 | | Coal terminals | | | | | | N/A | | 103 |
| 104 | | Ore terminals | 217 | | | | 217 | N/A | 217 | 104 |
| 105 | | Other marine terminals | 5,203 | 473 | | | 5,676 | N/A | 5,676 | 105 |
| 106 | | TOFC/COFC terminals | | 570 | 21,123 | | 21,693 | N/A | 21,693 | 106 |
| 107 | | Motor vehicle loading & distribution facilities | | | | | | N/A | | 107 |
| 108 | | Facilities for other specialized service operations | | | | | | N/A | | 108 |
| 109 | | Roadway machines | 3,979 | 19,998 | 4,200 | | 28,177 | | 28,177 | 109 |
| 110 | | Small tools & supplies | | 32,993 | 5,588 | 2,784 | 41,365 | | 41,365 | 110 |
| 111 | | Snow removal | 9,234 | 1,202 | 615 | 313 | 11,364 | | 11,364 | 111 |
| 112 | | Fringe benefits - running | N/A | N/A | N/A | 173,239 | 173,239 | | 173,239 | 112 |
| 113 | | Fringe benefits - switching | N/A | N/A | N/A | 52,725 | 52,725 | | 52,725 | 113 |
| 114 | | Fringe benefits - other | N/A | N/A | N/A | 25,106 | 25,106 | | 25,106 | 114 |
| 115 | | Casualties & insurance - running | N/A | N/A | N/A | 5,544 | 5,544 | | 5,544 | 115 |
| 116 | | Casualties & insurance - switching | N/A | N/A | N/A | 1,671 | 1,671 | | 1,671 | 116 |
| 117 | | Casualties & insurance - other | N/A | N/A | N/A | 1,583 | 1,583 | | 1,583 | 117 |
| 118 | * | Lease rentals - debit - running | N/A | N/A | 1,739 | N/A | 1,739 | | 1,739 | 118 |
| 119 | * | Lease rentals - debit - switching | N/A | N/A | 520 | N/A | 520 | | 520 | 119 |
| 120 | * | Lease rentals - debit - other | N/A | N/A | | N/A | | | | 120 |
| 121 | * | Lease rentals - (credit) - running | N/A | N/A | | N/A | | | | 121 |
| 122 | * | Lease rentals - (credit) - switching | N/A | N/A | | N/A | | | | 122 |
| 123 | * | Lease rentals - (credit) - other | N/A | N/A | | N/A | | | | 123 |
| 124 | | Joint facility rent - debit - running | N/A | N/A | 7,512 | N/A | 7,512 | | 7,512 | 124 |
| 125 | | Joint facility rent - debit - switching | N/A | N/A | 485 | N/A | 485 | | 485 | 125 |
| 126 | | Joint facility rent - debit - other | N/A | N/A | 81 | N/A | 81 | | 81 | 126 |
| 127 | | Joint facility rent - (credit) - running | N/A | N/A | (15,312) | N/A | (15,312) | | (15,312) | 127 |
| 128 | | Joint facility rent - (credit) - switching | N/A | N/A | (1,720) | N/A | (1,720) | | (1,720) | 128 |
| 129 | | Joint facility rent - (credit) - other | N/A | N/A | (172) | N/A | (172) | | (172) | 129 |
| 130 | * | Other rents - debit - running | N/A | N/A | | N/A | | | | 130 |
| 131 | * | Other rents - debit - switching | N/A | N/A | | N/A | | | | 131 |
| 132 | * | Other rents - debit - other | N/A | N/A | | N/A | | | | 132 |
| 133 | * | Other rents - (credit) - running | N/A | N/A | | N/A | | | | 133 |

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

| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
|----------|-------------|--|-------------------------|---|---------------------------|------------------|------------------------------|------------------|------------------|------------|
| | | REPAIRS AND MAINTENANCE - (Continued) | | | | | | | | |
| 134 | * | Other rents - (credit) - switching | N/A | N/A | | N/A | | | | 134 |
| 135 | * | Other rents - (credit) - other | N/A | N/A | | N/A | | | | 135 |
| 136 | * | Depreciation - running | N/A | N/A | N/A | 812,558 | 812,558 | | 812,558 | 136 |
| 137 | * | Depreciation - switching | N/A | N/A | N/A | 242,711 | 242,711 | | 242,711 | 137 |
| 138 | * | Depreciation - other | N/A | N/A | N/A | 667,737 | 667,737 | | 667,737 | 138 |
| 139 | | Joint facility - debit - running | N/A | N/A | 155,937 | N/A | 155,937 | | 155,937 | 139 |
| 140 | | Joint facility - debit - switching | N/A | N/A | 31,041 | N/A | 31,041 | | 31,041 | 140 |
| 141 | | Joint facility - debit - other | N/A | N/A | | N/A | | | | 141 |
| 142 | | Joint facility - (credit) - running | N/A | N/A | (54,390) | N/A | (54,390) | | (54,390) | 142 |
| 143 | | Joint facility - (credit) - switching | N/A | N/A | (12,549) | N/A | (12,549) | | (12,549) | 143 |
| 144 | | Joint facility - (credit) - other | N/A | N/A | | N/A | | | | 144 |
| 145 | | Dismantling retired road property - running | | | | | | | | 145 |
| 146 | | Dismantling retired road property - switching | | | | | | | | 146 |
| 147 | | Dismantling retired road property - other | | | | | | | | 147 |
| 148 | | Other - running | (3) | 331 | 3,112 | 743 | 4,183 | | 4,183 | 148 |
| 149 | | Other - switching | 2 | 100 | 947 | 226 | 1,275 | | 1,275 | 149 |
| 150 | | Other - other | (3) | 90 | 450 | 108 | 645 | | 645 | 150 |
| 151 | | TOTAL WAY AND STRUCTURES | 588,122 | 168,010 | 411,989 | 2,023,956 | 3,192,077 | | 3,192,077 | 151 |
| | | EQUIPMENT | | | | | | | | |
| | | LOCOMOTIVES | | | | | | | | |
| 201 | | Administration | 14,066 | 10,510 | 187,444 | 7,853 | 219,873 | | 219,873 | 201 |
| 202 | * | Repair & maintenance | 215,913 | 270,203 | 207,718 | 942 | 694,776 | | 694,776 | 202 |
| 203 | * | Machinery repair | 382 | 2,384 | 287 | | 3,053 | | 3,053 | 203 |
| 204 | | Equipment damaged | 878 | 44 | | | 922 | | 922 | 204 |
| 205 | | Fringe benefits | N/A | N/A | N/A | 95,288 | 95,288 | | 95,288 | 205 |
| 206 | | Other casualties & insurance | N/A | N/A | N/A | 2,127 | 2,127 | | 2,127 | 206 |
| 207 | * | Lease rentals - debit | N/A | N/A | 176,958 | N/A | 176,958 | | 176,958 | 207 |
| 208 | * | Lease rentals - (credit) | N/A | N/A | (229) | N/A | (229) | | (229) | 208 |
| 209 | | Joint facility rent - debit | N/A | N/A | | N/A | | | | 209 |
| 210 | | Joint facility rent - (credit) | N/A | N/A | | N/A | | | | 210 |
| 211 | * | Other rents - debit | N/A | N/A | | N/A | | | | 211 |
| 212 | * | Other rents - (credit) | N/A | N/A | | N/A | | | | 212 |
| 213 | * | Depreciation | N/A | N/A | N/A | 450,080 | 450,080 | | 450,080 | 213 |
| 214 | | Joint facility - debit | N/A | N/A | 5,489 | N/A | 5,489 | | 5,489 | 214 |
| 215 | | Joint facility - (credit) | N/A | N/A | | N/A | | | | 215 |
| 216 | * | Repairs billed to others - (credit) | N/A | N/A | (12,953) | N/A | (12,953) | | (12,953) | 216 |

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

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| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
|----------|-------------|--|-------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|----------|
| 217 | | LOCOMOTIVES - (Continued) | | | | | | | | |
| | | Dismantling retired property | | | | | | | | 217 |
| 218 | | Other | | 1,805 | 70 | 514 | 2,389 | | 2,389 | 218 |
| 219 | | TOTAL LOCOMOTIVES | 231,239 | 284,946 | 564,784 | 556,804 | 1,637,773 | | 1,637,773 | 219 |
| | | FREIGHT CARS | | | | | | | | |
| 220 | | Administration | 8,674 | 6,482 | 115,592 | 4,842 | 135,590 | N/A | 135,590 | 220 |
| 221 | * | Repair & maintenance | 125,439 | 180,213 | 116,228 | 35,623 | 457,503 | N/A | 457,503 | 221 |
| 222 | * | Machinery repair | 235 | 1,470 | 177 | | 1,882 | N/A | 1,882 | 222 |
| 223 | | Equipment damaged | 66 | | | 11,232 | 11,298 | N/A | 11,298 | 223 |
| 224 | | Fringe benefits | N/A | N/A | N/A | 56,659 | 56,659 | N/A | 56,659 | 224 |
| 225 | | Other casualties & insurance | N/A | N/A | N/A | 1,235 | 1,235 | N/A | 1,235 | 225 |
| 226 | * | Lease rentals - debit | N/A | N/A | 212,455 | N/A | 212,455 | N/A | 212,455 | 226 |
| 227 | * | Lease rentals - (credit) | N/A | N/A | | N/A | | N/A | | 227 |
| 228 | | Joint facility rent - debit | N/A | N/A | | N/A | | N/A | | 228 |
| 229 | | Joint facility rent - (credit) | N/A | N/A | | N/A | | N/A | | 229 |
| 230 | * | Other rents - debit | N/A | N/A | 486,366 | N/A | 486,366 | N/A | 486,366 | 230 |
| 231 | * | Other rents - (credit) | N/A | N/A | (205,817) | N/A | (205,817) | N/A | (205,817) | 231 |
| 232 | * | Depreciation | N/A | N/A | N/A | 71,838 | 71,838 | N/A | 71,838 | 232 |
| 233 | | Joint facility - debit | N/A | N/A | | N/A | | N/A | | 233 |
| 234 | | Joint facility - (credit) | N/A | N/A | | N/A | | N/A | | 234 |
| 235 | * | Repairs billed to others - (credit) | N/A | N/A | (202,798) | N/A | (202,798) | N/A | (202,798) | 235 |
| 236 | | Dismantling retired property | | | | | | N/A | | 236 |
| 237 | | Other | | 1,114 | 43 | 316 | 1,473 | N/A | 1,473 | 237 |
| 238 | | TOTAL FREIGHT CARS | 134,414 | 189,279 | 522,246 | 181,745 | 1,027,684 | N/A | 1,027,684 | 238 |
| | | OTHER EQUIPMENT | | | | | | | | |
| 301 | | Administration | 702 | 524 | 9,373 | 393 | 10,992 | | 10,992 | 301 |
| | | Repair & maintenance: | | | | | | | | |
| | | Trucks, trailers, & containers - revenue service | | | 6,092 | | 6,092 | N/A | 6,092 | 302 |
| 303 | * | Floating equipment - revenue service | | | | | | N/A | | 303 |
| 304 | * | Passenger & other revenue equipment | 6,127 | 518 | | | 6,645 | | 6,645 | 304 |
| 305 | * | Computers and data processing equipment | | 12 | | | 12 | | 12 | 305 |
| 306 | * | Machinery | 19 | 119 | 15 | | 153 | | 153 | 306 |
| 307 | * | Work & other non-revenue equipment | 13,925 | 2,277 | 2,242 | 32 | 18,476 | | 18,476 | 307 |
| 308 | | Equipment damaged | | | 10,959 | 3,237 | 14,196 | | 14,196 | 308 |
| 309 | | Fringe benefits | N/A | N/A | N/A | 9,271 | 9,271 | N/A | 9,271 | 309 |
| 310 | | Other casualties & insurance | N/A | N/A | N/A | 555 | 555 | | 555 | 310 |
| 311 | * | Lease rentals - debit | N/A | N/A | 1,507 | N/A | 1,507 | | 1,507 | 311 |
| 312 | * | Lease rentals - (credit) | N/A | N/A | | N/A | | | | 312 |

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

| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
|----------|-------------|---|-------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|----------|
| | | OTHER EQUIPMENT (Continued) | | | | | | | | |
| 313 | | Joint facility rent - debit | N/A | N/A | | N/A | | | | 313 |
| 314 | | Joint facility rent - (credit) | N/A | N/A | | N/A | | | | 314 |
| 315 | | Other rents - debit | N/A | N/A | | N/A | | | | 315 |
| 316 | | Other rents - (credit) | N/A | N/A | | N/A | | | | 316 |
| 317 | | Depreciation | N/A | N/A | N/A | 160,067 | 160,067 | | 160,067 | 317 |
| 318 | | Joint facility - debit | N/A | N/A | 104 | N/A | 104 | | 104 | 318 |
| 319 | | Joint facility - (credit) | N/A | N/A | | N/A | | | | 319 |
| 320 | | Repairs billed to others - (credit) | N/A | N/A | | N/A | | | | 320 |
| 321 | | Dismantling retired property | | | | | | | | 321 |
| 322 | | Other | | 90 | 4 | 25 | 119 | | 119 | 322 |
| 323 | | TOTAL OTHER EQUIPMENT | 20,773 | 3,540 | 30,296 | 173,580 | 228,189 | | 228,189 | 323 |
| 324 | | TOTAL EQUIPMENT | 386,426 | 477,765 | 1,117,326 | 912,129 | 2,893,646 | | 2,893,646 | 324 |
| | | TRANSPORTATION | | | | | | | | |
| | | TRAIN OPERATIONS | | | | | | | | |
| 401 | | Administration | 121,409 | 5,252 | 38,841 | 13,327 | 178,829 | | 178,829 | 401 |
| 402 | | Engine crews | 685,154 | | 84,402 | | 769,556 | | 769,556 | 402 |
| 403 | | Train crews | 584,529 | | 88,175 | | 672,704 | | 672,704 | 403 |
| 404 | | Dispatching trains | 56,460 | | (461) | | 55,999 | | 55,999 | 404 |
| 405 | | Operating signals & interlockers | | | 5,825 | | 5,825 | | 5,825 | 405 |
| 406 | | Operating drawbridges | 4,882 | | | | 4,882 | | 4,882 | 406 |
| 407 | | Highway crossing protection | 1 | | 8,259 | | 8,260 | | 8,260 | 407 |
| 408 | | Train inspection & lubrication | 60,827 | | | | 60,827 | | 60,827 | 408 |
| 409 | | Locomotive fuel | | 2,532,765 | | | 2,532,765 | | 2,532,765 | 409 |
| 410 | | Electric power produced or purchased for motive power | | | | | | | | 410 |
| 411 | | Servicing locomotives | 57,130 | 131 | (6,975) | | 50,286 | | 50,286 | 411 |
| 412 | | Freight lost or damaged - solely related | N/A | N/A | N/A | | | | | 412 |
| 413 | | Clearing wrecks | | | 49,373 | | 49,373 | | 49,373 | 413 |
| 414 | | Fringe benefits | N/A | N/A | N/A | 586,904 | 586,904 | | 586,904 | 414 |
| 415 | | Other casualties & insurance | N/A | N/A | N/A | 45,660 | 45,660 | | 45,660 | 415 |
| 416 | | Joint facility - debit | N/A | N/A | 4,906 | N/A | 4,906 | | 4,906 | 416 |
| 417 | | Joint facility - (credit) | N/A | N/A | (1,705) | N/A | (1,705) | | (1,705) | 417 |
| 418 | | Other | 2,326 | 1,701 | 438,700 | 3,309 | 446,036 | | 446,036 | 418 |
| 419 | | TOTAL TRAIN OPERATIONS | 1,572,718 | 2,539,849 | 709,340 | 649,200 | 5,471,107 | | 5,471,107 | 419 |
| | | YARD OPERATIONS | | | | | | | | |
| 420 | | Administration | 12,142 | 502 | 5,041 | 1,155 | 18,840 | | 18,840 | 420 |
| 421 | | Switch crews | 267,038 | 88 | 53,738 | | 320,864 | | 320,864 | 421 |

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

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| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
|---------------------------------|-------------|--|-------------------------|---|---------------------------|----------------|------------------------------|------------------|----------------|------------|
| YARD OPERATIONS (Continued) | | | | | | | | | | |
| 422 | | Controlling operations | 41,276 | | 758 | | 42,034 | | 42,034 | 422 |
| 423 | | Yard and terminal clerical | 96 | 55 | 943 | | 1,094 | | 1,094 | 423 |
| 424 | | Operating switches, signals, retarders, & humps | | | 291 | | 291 | | 291 | 424 |
| 425 | | Locomotive fuel | | 86,412 | | | 86,412 | | 86,412 | 425 |
| 426 | | Electric power electric power produced or purchased for motive power | | | | | | | | 426 |
| 427 | | Servicing locomotives | 6,250 | | | | 6,250 | | 6,250 | 427 |
| 428 | | Freight lost or damaged - solely related | N/A | N/A | N/A | | | | | 428 |
| 429 | | Clearing wrecks | | | | | | | | 429 |
| 430 | | Fringe benefits | N/A | N/A | N/A | 131,588 | 131,588 | | 131,588 | 430 |
| 431 | | Other casualties & insurance | N/A | N/A | N/A | 9,465 | 9,465 | | 9,465 | 431 |
| 432 | | Joint facility - debit | N/A | N/A | 17,694 | N/A | 17,694 | | 17,694 | 432 |
| 433 | | Joint facility - (credit) | N/A | N/A | | N/A | | | | 433 |
| 434 | | Other | | 33 | 213 | | 246 | | 246 | 434 |
| 435 | | TOTAL YARD OPERATIONS | 326,802 | 87,090 | 78,678 | 142,208 | 634,778 | | 634,778 | 435 |
| TRAIN & YARD OPERATIONS COMMON: | | | | | | | | | | |
| 501 | | Cleaning car interiors | 2,619 | | 3,745 | N/A | 6,364 | | 6,364 | 501 |
| 502 | | Adjusting & transferring loads | | | 3,673 | N/A | 3,673 | N/A | 3,673 | 502 |
| 503 | | Car loading devices & grain docks | | | | N/A | | N/A | | 503 |
| 504 | | Freight lost or damaged - all other | N/A | N/A | N/A | 28,074 | 28,074 | | 28,074 | 504 |
| 505 | | Fringe benefits | N/A | N/A | N/A | 1,029 | 1,029 | | 1,029 | 505 |
| 506 | | TOTAL TRAIN & YARD OPERATIONS COMMON: | 2,619 | | 7,418 | 29,103 | 39,140 | | 39,140 | 506 |
| SPECIALIZED SERVICE OPERATIONS | | | | | | | | | | |
| 507 | * | Administration | 4,856 | 196 | 2,016 | 461 | 7,529 | N/A | 7,529 | 507 |
| 508 | * | Pickup & delivery and marine line haul | | | 53,093 | | 53,093 | N/A | 53,093 | 508 |
| 509 | * | Loading & unloading and local marine | 42,883 | 27,201 | 368,519 | 285 | 438,888 | N/A | 438,888 | 509 |
| 510 | * | Protective services | 137 | 8,339 | 289 | 101 | 8,866 | N/A | 8,866 | 510 |
| 511 | * | Freight lost or damaged - solely related | N/A | N/A | N/A | | | N/A | | 511 |
| 512 | * | Fringe benefits | N/A | N/A | N/A | 19,668 | 19,668 | N/A | 19,668 | 512 |
| 513 | * | Casualties & insurance | N/A | N/A | N/A | 228 | 228 | N/A | 228 | 513 |
| 514 | * | Joint facility - debit | N/A | N/A | | N/A | | N/A | | 514 |
| 515 | * | Joint facility - (credit) | N/A | N/A | | N/A | | N/A | | 515 |
| 516 | * | Other | | | | | | N/A | | 516 |
| 517 | * | TOTAL SPECIALIZED SERVICE OPERATIONS | 47,876 | 35,736 | 423,917 | 20,743 | 528,272 | N/A | 528,272 | 517 |

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

| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
|----------|-------------|--|-------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|----------|
| | | ADMINISTRATIVE support OPERATIONS: | | | | | | | | |
| 518 | | Administration | 104,412 | 4,221 | 43,353 | 21,791 | 173,777 | | 173,777 | 518 |
| 519 | | Employees performing clerical & accounting functions | 6,281 | 363 | 1,366 | 103 | 8,113 | | 8,113 | 519 |
| 520 | | Communication systems operations | 785 | 3 | 19,297 | | 20,085 | | 20,085 | 520 |
| 521 | | Loss & damage claims processing | | | | | | | | 521 |
| 522 | | Fringe benefits | N/A | N/A | N/A | 41,810 | 41,810 | | 41,810 | 522 |
| 523 | | Casualties & insurance | N/A | N/A | N/A | 3,389 | 3,389 | | 3,389 | 523 |
| 524 | | Joint facility - debit | N/A | N/A | | N/A | | | | 524 |
| 525 | | Joint facility - (credit) | N/A | N/A | | N/A | | | | 525 |
| 526 | | Other | | 561 | | | 561 | | 561 | 526 |
| 527 | | TOTAL ADMINISTRATIVE support OPERATIONS | 111,478 | 5,148 | 64,016 | 67,093 | 247,735 | | 247,735 | 527 |
| 528 | | TOTAL TRANSPORTATION | 2,061,493 | 2,667,823 | 1,283,369 | 908,347 | 6,921,032 | | 6,921,032 | 528 |
| | | GENERAL AND ADMINISTRATIVE | | | | | | | | |
| 601 | | Officers - general administration | 19,462 | 1,570 | 62,227 | 35,427 | 118,686 | | 118,686 | 601 |
| 602 | | Accounting, auditing, & finance | 39,174 | 130 | 6,516 | (475) | 45,345 | | 45,345 | 602 |
| 603 | | Management services & data processing | 33,638 | 5,645 | 159,461 | 702 | 199,446 | | 199,446 | 603 |
| 604 | | Marketing | 26,994 | 158 | 5,773 | 1,848 | 34,773 | | 34,773 | 604 |
| 605 | | Sales | 29,975 | 158 | 5,772 | 1,848 | 37,753 | | 37,753 | 605 |
| 606 | | Industrial development | 2,648 | 9 | 2,378 | 581 | 5,616 | N/A | 5,616 | 606 |
| 607 | | Personnel & labor relations | 19,521 | | 2,117 | | 21,638 | | 21,638 | 607 |
| 608 | | Legal & secretarial | 17,019 | 122 | 68,626 | 1,007 | 86,774 | | 86,774 | 608 |
| 609 | | Public relations & advertising | 1,849 | 692 | 3,611 | 3,378 | 9,530 | | 9,530 | 609 |
| 610 | | Research & development | | | | | | | | 610 |
| 611 | | Fringe benefits | N/A | N/A | N/A | 111,449 | 111,449 | | 111,449 | 611 |
| 612 | | Casualties & insurance | N/A | N/A | N/A | 708 | 708 | | 708 | 612 |
| 613 | | Writedown of uncollectible accounts | N/A | N/A | N/A | (4,254) | (4,254) | | (4,254) | 613 |
| 614 | | Property taxes | N/A | N/A | N/A | 493,191 | 493,191 | | 493,191 | 614 |
| 615 | | Other taxes except on corporate income or payroll | N/A | N/A | N/A | (3,339) | (3,339) | | (3,339) | 615 |
| 616 | | Joint facility - debit | N/A | N/A | 3,061 | N/A | 3,061 | | 3,061 | 616 |
| 617 | | Joint facility - (credit) | N/A | N/A | (1,691) | N/A | (1,691) | | (1,691) | 617 |
| 618 | | Other | 121,643 | 12,329 | 13,860 | (50,626) | 97,206 | | 97,206 | 618 |
| 619 | | TOTAL GENERAL AND ADMINISTRATIVE | 311,923 | 20,813 | 331,711 | 591,445 | 1,255,892 | | 1,255,892 | 619 |
| 620 | * | TOTAL CARRIER OPERATING EXPENSE | 3,347,964 | 3,334,411 | 3,144,395 | 4,435,877 | 14,262,647 | | 14,262,647 | 620 |

412. WAY AND STRUCTURES

(Dollars in Thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 29, should balance to the sum of the depreciation expense reported in Schedule 410, column (f), lines 136, 137, and 138.
3. Report in column (c) the lease/rentals for the various property categories of way and structures. The total lease/rentals reported in column (c), line 29, should balance the net amount reported in Schedule 410, column (f), lines 118 through 123, plus lines 130 through 135. If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property category is not known, apportion the lease/rentals based on the percentage of the categories' depreciation bases for all categories of depreciable leased property. Use Schedule 352B of this report to obtain the depreciation bases of the categories of leased property.
4. Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item. The net adjustment on line 29, shall equal the adjustment reported on line 29 of Schedule 335, excluding Account 44, Shop Machinery.
5. Report on line 28, all other lease rentals not apportioned in any category listed on lines 1 through 27.
6. Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of Schedule 415.

| Line No. | Cross Check | Property Account | Category (a) | Depreciation (b) | Lease/rentals (net) (c) | Amortization adjustment during year (d) | Line No. |
|----------|-------------|------------------|-----------------------------------|------------------|-------------------------|---|----------|
| 1 | | 2 | Land for transportation purposes | N/A | | | 1 |
| 2 | | 3 | Grading | 125,482 | | (332) | 2 |
| 3 | | 4 | Other right-of-way expenditures | 2,339 | | (25) | 3 |
| 4 | | 5 | Tunnels and subways | 9,149 | | (94) | 4 |
| 5 | | 6 | Bridges, trestles and culverts | 87,508 | | (64) | 5 |
| 6 | | 7 | Elevated structures | | | | 6 |
| 7 | | 8 | Ties | 365,995 | | 34,753 | 7 |
| 8 | | 9 | Rail and other track material | 398,411 | | (2,661) | 8 |
| 9 | | 11 | Ballast | 290,265 | | 43,803 | 9 |
| 10 | | 13 | Fences, snowsheds and signs | 2,103 | | 7 | 10 |
| 11 | | 16 | Station and office buildings | 11,900 | | (3,942) | 11 |
| 12 | | 17 | Roadway buildings | 1,092 | | (637) | 12 |
| 13 | | 18 | Water stations | 261 | | (71) | 13 |
| 14 | | 19 | Fuel stations | 17,526 | | (1,628) | 14 |
| 15 | | 20 | Shops and enginehouses | 16,862 | | (1,022) | 15 |
| 16 | | 22 | Storage warehouses | | | | 16 |
| 17 | | 23 | Wharves and docks | 426 | | 17 | 17 |
| 18 | | 24 | Coal and ore wharves | 2,146 | | (36) | 18 |
| 19 | | 25 | TOFC/COFC terminals | 66,970 | | (5,033) | 19 |
| 20 | | 26 | Communications systems | 24,524 | | (7,431) | 20 |
| 21 | | 27 | Signals and interlockers | 232,894 | | 11,592 | 21 |
| 22 | | 29 | Power plants | (30) | | (30) | 22 |
| 23 | | 31 | Power transmission systems | 2,349 | | (105) | 23 |
| 24 | | 35 | Miscellaneous structures | 642 | | (429) | 24 |
| 25 | | 37 | Roadway machines | 36,331 | | (6,441) | 25 |
| 26 | | 39 | Public improvements; construction | 27,727 | | 2,118 | 26 |
| 27 | | 45 | Power plant machines | 134 | | 38 | 27 |
| 28 | | | Other lease/rentals | N/A | 2,259 | N/A | 28 |
| 29 | | | TOTAL | 1,723,006 | 2,259 | 62,347 | 29 |

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

(Dollars in Thousands)

1. Report freight expenses only.
 2. Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad owned or leased equipment and privately owned equipment. (Reporting for leased equipment covers equipment with the carrier's own railroad markings.)
 3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f) lines 231 (credits) and 230 (debits). Trailer and container rentals in this schedule are included in Schedule 410, column (f) lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (e). The balancing of Schedules 410, 414, and 415 "Other Equipment" is outlined in note 6 to Schedule 415.
 4. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper owned cars.
 5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Board in Ex Parte No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.
- NOTE: Mechanical designations for each car type are shown in Schedule 710.

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

NOTES AND REMARKS FOR SCHEDULE 414

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GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE TO SCHEDULE 415

1. Report freight expenses only.
2. Report by type of equipment all natural expenses relating to equipment functions (salaries and wages, materials, tools, supplies, fuels and lubricants, purchased services, and general).
3. Report in column (b) net repair expense, excluding the cost to repair damaged equipment.
Schedule 415, column (b) will balance to Schedule 410, column (f) as follows:
 - (a) Locomotives, line 5 plus line 38, compared to the sum of Schedule 410, lines 202, 203, and 216 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 204.
 - (b) Freight cars, line 24 plus line 39, compared to the sum of Schedule 410, lines 221, 222, and 235 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 223.
 - (c) Sum of highway equipment (line 32), floating equipment (line 35), passenger and other revenue equipment (line 36), computer and data processing equipment (line 37), machinery-other equipment (line 40), and work and other non-revenue equipment (line 41), compared to Schedule 410, the sum of lines 302 through 307, plus line 320 (excluding wreck repairs). Do not report in Schedule 415, equipment damaged from Schedule 410, line 308.

Note: Lines 216, 235, and 320 of Schedule 410 are credit amounts.
The allocation of freight car repair expenses reportable on Schedule 415 by car types shall be in accordance with Instruction 2-21, Freight train repair costing, 49 CFR 1201.
4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). For improvements on leased property, Accounts 732 and 733, use a supplementary Schedule 415, which will relate to Schedules 342.
Depreciation charges reported in columns (c) and (d) will balance to Schedule 410, column (f) as follows:
 - (a) Locomotives, lines 5 and 38, compared to Schedule 410, line 213.
 - (b) Freight cars, lines 24 and 39, compared to Schedule 410, line 232.
 - (c) Sum of highway equipment (line 32), floating equipment (line 35), passenger and other revenue equipment (line 36), computer and data processing equipment (line 37), machinery-other equipment (line 40), and work and other non-revenue equipment (line 41), compared to Schedule 410, line 317.
5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item. The net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 39, column (c), of Schedule 335.
6. Lease/rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:
 - (a) Locomotives, lines 5 and 38, compared to Schedule 410, lines 207, 208, 211, and 212.
 - (b) Freight cars, lines 24 and 39, compared to Schedule 410, lines 226 and 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 415, and are not included in Schedule 415).
 - (c) Sum of lease/rentals for all other equipment, lines 32, 35, 36, 37, 40, and 41, will balance to Schedule 410, lines 311, 312, 315, and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing lease/rentals other equipment to Schedule 410. Do not report in Schedule 415, the trailer and container rentals reported in Schedule 414.
7. Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of equipment used but not owned when rents therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00, and 35-23-00. It should include the cost of equipment owned and leased to others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.
Property used but not owned should also be included when the rent is included in Account Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
The grand total of each equipment account in column (h) of Schedule 330 should equal the totals of line items constituting the equipment account totals of columns (g) and (h) of Schedule 415.
8. Accumulated depreciation for each class of equipment shall be reported in columns (i) and (j). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items constituting the corresponding equipment accounts reported in columns (i) and (j), on Schedule 415.

415. SUPPORTING SCHEDULE - EQUIPMENT

(Dollars in Thousands)

| Line No. | Cross Check | Types of equipment (a) | Repairs (net expense) (b) | Depreciation | | Amortization Adjustment net during year (e) | Line No. |
|----------|-------------|--|---------------------------------|--------------|-----------------------------|--|----------|
| | | | | Owned (c) | Capitalized lease (d) | | |
| 1 | | LOCOMOTIVES | | | | | |
| | | Diesel Locomotives - Yard | | | | | 1 |
| 2 | | Diesel Locomotives - Road | 681,823 | 426,990 | 19,478 | (82,428) | 2 |
| 3 | | Other Locomotives - Yard | | | | | 3 |
| 4 | | Other Locomotives - Road | | | | | 4 |
| 5 | * | TOTAL LOCOMOTIVES | 681,823 | 426,990 | 19,478 | (82,428) | 5 |
| 6 | | FREIGHT TRAIN CARS | | | | | |
| | | Box - Plain 40 foot | 1 | | | | 6 |
| 7 | | Box - Plain 50 foot and longer | 1,642 | | | | 7 |
| 8 | | Box - Equipped | 17,377 | 4,754 | | 978 | 8 |
| 9 | | Gondola - Plain | 32,538 | 2,058 | | (420) | 9 |
| 10 | | Gondola - Equipped | 11,057 | 2,283 | | (488) | 10 |
| 11 | | Hopper - Covered | 74,580 | 18,278 | 3,022 | (339) | 11 |
| 12 | | Hopper - Open Top - General Service | 4,122 | 565 | | (1,292) | 12 |
| 13 | | Hopper - Open Top - Special Service | 17,533 | 2,329 | 225 | (135) | 13 |
| 14 | | Refrigerator - Mechanical | 2,660 | 1,097 | | (301) | 14 |
| 15 | | Refrigerator - Nonmechanical | 1,751 | 2,115 | | 531 | 15 |
| 16 | | Flat - TOFC/COFC | 38,785 | 8,299 | 1,883 | (562) | 16 |
| 17 | | Flat - Multi-level | 9,386 | 1,415 | 1,152 | (326) | 17 |
| 18 | | Flat - General Service | 35 | (7) | | (35) | 18 |
| 19 | | Flat - Other | 14,616 | 945 | | (206) | 19 |
| 20 | | All Other Freight Cars | 28,399 | (217) | | (403) | 20 |
| 21 | | Cabooses | 83 | (124) | | (128) | 21 |
| 22 | | Auto Racks | 140 | 7,295 | | (3,246) | 22 |
| 23 | | Miscellaneous Accessories | | 12,243 | | (437) | 23 |
| 24 | * | TOTAL FREIGHT TRAIN CARS | 254,705 | 63,328 | 6,282 | (6,809) | 24 |
| 25 | | OTHER EQUIPMENT - REVENUE FREIGHT HIGHWAY EQUIPMENT | | | | | |
| | | Refrigerated Trailers | | | | | 25 |
| 26 | | Other Trailers | 3,168 | | | | 26 |
| 27 | | Refrigerated Containers | | | | | 27 |
| 28 | | Other Containers | 61 | | | | 28 |
| 29 | | Bogies | | | | | 29 |
| 30 | | Chassis | 2,863 | 1,024 | | 473 | 30 |
| 31 | | Other Highway Equipment (Freight) | | | | | 31 |
| 32 | * | TOTAL HIGHWAY EQUIPMENT | 6,092 | 1,024 | | 473 | 32 |
| 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) | 6,645 | | | | 36 |
| 37 | * | Computer Systems & Word Processing Equip. | 12 | 97,943 | | (4,499) | 37 |
| 38 | * | Machinery - Locomotives | 3,053 | 3,612 | | (1,471) | 38 |
| 39 | * | Machinery - Freight Cars | 1,882 | 2,228 | | (907) | 39 |
| 40 | * | Machinery - Other Equipment | 153 | 181 | | (73) | 40 |
| 41 | * | Work and Other Nonrevenue Equipment | 18,476 | 59,729 | 1,190 | (4,181) | 41 |
| 42 | | TOTAL OTHER EQUIPMENT | 30,221 | 163,693 | 1,190 | (11,131) | 42 |
| 43 | | TOTAL ALL EQUIPMENT (FREIGHT PORTION) | 972,841 | 655,035 | 26,950 | (99,895) | 43 |

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

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

(3) Data reported on line 40, column (b) is the amount reported in Sched. 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320.

415. SUPPORTING SCHEDULE - EQUIPMENT - (Continued)

| Line No. | Cross Check | Lease & rentals (net) (f) | Investment base as of 12/31 | | Accumulated depreciation as of 12/31 | | Line No. |
|----------|-------------|---------------------------|-----------------------------|-----------------------|--------------------------------------|-----------------------|----------|
| | | | Owned (g) | Capitalized lease (h) | Owned (i) | Capitalized lease (j) | |
| 1 | | | | | | | 1 |
| 2 | | 176,729 | 8,288,813 | 206,762 | 2,857,609 | 143,293 | 2 |
| 3 | | | | | | | 3 |
| 4 | | | | | | | 4 |
| 5 | * | 176,729 | 8,288,813 | 206,762 | 2,857,609 | 143,293 | 5 |
| 6 | | | | | | | 6 |
| 7 | | | | | | | 7 |
| 8 | | 9,919 | 105,336 | | 17,387 | | 8 |
| 9 | | | 103,815 | | 18,686 | | 9 |
| 10 | | 22,947 | 95,325 | | 23,507 | | 10 |
| 11 | | 66,732 | 721,728 | 116,992 | 90,858 | 39,645 | 11 |
| 12 | | | 64,983 | | 22,562 | | 12 |
| 13 | | 12,008 | 105,459 | 9,359 | 14,991 | 3,031 | 13 |
| 14 | | | 31,580 | | 1,418 | | 14 |
| 15 | | 4,516 | 44,628 | | 12,973 | | 15 |
| 16 | | 58,949 | 335,971 | 56,881 | 35,795 | 24,508 | 16 |
| 17 | | | 64,708 | 26,024 | 10,577 | 8,956 | 17 |
| 18 | | | 947 | | 362 | | 18 |
| 19 | | 11,910 | 39,553 | | 6,883 | | 19 |
| 20 | | 227 | 847 | | 360 | | 20 |
| 21 | | | 8,131 | | 3,577 | | 21 |
| 22 | | 25,247 | 201,412 | | 47,206 | | 22 |
| 23 | | | 174,005 | | 37,901 | | 23 |
| 24 | * | 212,455 | 2,098,428 | 209,256 | 345,043 | 76,140 | 24 |
| 25 | | | | | | | 25 |
| 26 | | | | | | | 26 |
| 27 | | | | | | | 27 |
| 28 | | | | | | | 28 |
| 29 | | | | | | | 29 |
| 30 | | 1,507 | 7,364 | | 2,742 | | 30 |
| 31 | | | | | | | 31 |
| 32 | * | 1,507 | 7,364 | | 2,742 | | 32 |
| 33 | | | | | | | 33 |
| 34 | | | | | | | 34 |
| 35 | * | | | | | | 35 |
| 36 | * | | | | | | 36 |
| 37 | * | | 1,429,248 | 81 | 583,626 | 81 | 37 |
| 38 | * | | 184,468 | | 59,380 | | 38 |
| 39 | * | | 113,755 | | 36,617 | | 39 |
| 40 | * | | 9,223 | | 2,969 | | 40 |
| 41 | * | | 1,484,950 | 7,830 | 534,431 | 6,640 | 41 |
| 42 | | | 3,221,644 | 7,911 | 1,217,023 | 6,721 | 42 |
| 43 | | 390,691 | 13,616,249 | 423,929 | 4,422,417 | 226,154 | 43 |

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

(2) Depreciation reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for property account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the total amount shown in column (c), Schedule 335.

417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION

(Dollars in Thousands)

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

| Line No. | Cross Check | Items (a) | TOFC/COFC terminal (b) | Floating equipment (c) | Coal marine terminal (d) | Ore marine terminal (e) | Other marine terminal (f) | Motor vehicle load & distribution (g) | Protective services refrigerator car (h) | Other special services (i) | Total columns (b) - (i) (j) | Line No. |
|----------|-------------|--|---------------------------|---------------------------|-----------------------------|----------------------------|------------------------------|--|---|-------------------------------|--------------------------------|----------|
| 1 | * | Administration | 6,810 | | | | | 575 | 144 | | 7,529 | 1 |
| 2 | * | Pick up and delivery, marine line haul | 53,093 | | | | | | N/A | | 53,093 | 2 |
| 3 | * | Loading and unloading and local marine | 400,257 | | | 19 | | 38,612 | N/A | | 438,888 | 3 |
| 4 | * | Protective services - total debits and credits | 292 | | | | | 217 | 8,357 | | 8,866 | 4 |
| 5 | * | Freight lost or damaged - solely related | | | | | | | | | | 5 |
| 6 | * | Fringe benefits | 17,273 | | | 2,302 | | | 93 | | 19,668 | 6 |
| 7 | * | Casualty and insurance | 228 | | | | | | | | 228 | 7 |
| 8 | * | Joint facility - debit | | | | | | | | | | 8 |
| 9 | * | Joint facility - credit | () | | | | | () | () | () | | 9 |
| 10 | * | Other | | | | | | | | | | 10 |
| 11 | * | TOTAL | 477,953 | | | 2,321 | | 39,404 | 8,594 | | 528,272 | 11 |

450. ANALYSIS OF TAXES
(Dollars in Thousands)

A. Railway Taxes

| Line No. | Cross Check | Kind of Tax | Amount | Line No. |
|----------|-------------|--------------------------------------|-----------|----------|
| 1 | | Other than U.S. Government Taxes | 845,079 | 1 |
| | | U.S. Government Taxes | | |
| | | Income Taxes | | |
| 2 | | Normal Tax and Surtax | 1,481,086 | 2 |
| 3 | | Excess Profits | - | 3 |
| 4 | * | Total - Income Taxes (Lines 2 and 3) | 1,481,086 | 4 |
| 5 | | Railroad Retirement | 638,437 | 5 |
| 6 | | Hospital Insurance | 51,167 | 6 |
| 7 | | Supplemental Annuities | - | 7 |
| 8 | | Unemployment Insurance | 33,042 | 8 |
| 9 | | All Other United States Taxes | - | 9 |
| 10 | | Total - U.S. Government Taxes | 2,203,732 | 10 |
| 11 | | Total - Railway Taxes | 3,048,811 | 11 |

B. Adjustments to Federal Income Taxes

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

| Line No. | Particulars (a) | Beginning of year balance (b) | Net credits (charges) for current year (c) | Adjustments (d) | End of year balance (e) | Line No. |
|----------|--|----------------------------------|---|--------------------|----------------------------|----------|
| 1 | Deferred debits: | | | | | 1 |
| 2 | Accrued liabilities not deductible until paid: | | | | | 2 |
| 3 | Operating Lease Liability | | | | | 3 |
| 4 | Casualty and Environmental Costs | (378,474) | 71,658 | | (306,816) | 4 |
| 5 | Compensation and Benefits | (101,162) | (227) | | (101,389) | 5 |
| 6 | Other | (163,852) | (35,992) | | (199,844) | 6 |
| 7 | Subtotal | (189,622) | 23,518 | 83,624 | (82,480) | 7 |
| 8 | Deferred tax credits: | (833,110) | 58,957 | 83,624 | (690,529) | 8 |
| 9 | Depreciation and Amortization | | | | | 9 |
| 10 | Operating Lease Right-of-Use Assets | 14,637,540 | 320,593 | | 14,958,133 | 10 |
| 11 | Other | 385,918 | (80,048) | | 305,870 | 11 |
| 12 | Subtotal | 484,577 | 132,589 | | 617,166 | 12 |
| 13 | | 15,508,035 | 373,134 | | 15,881,169 | 13 |
| 14 | | | | | | 14 |
| 15 | | | | | | 15 |
| 16 | | | | | | 16 |
| 17 | | | | | | 17 |
| 18 | | | | | | 18 |
| 19 | TOTALS | 14,674,925 | 432,091 | 83,624 | 15,190,640 | 19 |

450. ANALYSIS OF TAXES

(Dollars in Thousands)

* Footnotes:

| | |
|---|-----|
| 1. If the flow-through method was elected, indicate the net decrease (or increase) in tax accrual because of investment tax credit. | - |
| If the deferral method for investment tax credit was elected: | |
| (1) Indicate amount of credit utilized as a reduction of tax liability for current year | N/A |
| (2) Deduct the amount of the current year's credit applied to reduction of tax liability but deferred for accounting purposes | N/A |
| (3) Balance of current year's credit used to reduce current year's tax accrual | N/A |
| (4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual | N/A |
| (5) Total decrease in current year's tax accrual resulting from use of investment tax credits | N/A |
| 2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made | - |

Notes and Remarks:

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

| | |
|---------------------------|------------------|
| Minimum pension liability | \$ 81,624 |
| Postretirement benefits | 2,360 |
| Total | <u>\$ 83,624</u> |

501. GUARANTIES AND SURETYSHIPS
(Dollars in Thousands)

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

| Line No. | Names of all parties principally and primarily liable (a) | Description (b) | Amount of contingent liability (c) | Sole or joint contingent liability (d) | Line No. |
|----------|--|---------------------------|------------------------------------|--|----------|
| 1 | Kinder Morgan Energy Partners, L.P. | | 190,000 | Sole (Note 1) | 1 |
| 2 | BNSF Railway Company | | | | 2 |
| 3 | | | | | 3 |
| 4 | Tate & Lyle Ingredients Americas, LLC | Bridge Funding | 420 | Sole (Note 2) | 4 |
| 5 | | | | | 5 |
| 6 | Chevron Phillips Chemical Company LP | Trackage Access Indemnity | N/A | Sole (Note 3) | 6 |
| 7 | | | | | 7 |
| 8 | Terminal Railroad Association of St Louis | Bridge Funding | 54,143 | Sole (Note 4) | 8 |
| 9 | BNSF Railway Company | | | | 9 |
| 10 | CSX Transportation, Inc. | | | | 10 |
| 11 | Illinois Central Railroad Company | | | | 11 |
| 12 | Norfolk and Southern Railway Company | | | | 12 |
| 13 | Union Pacific Railroad Company | | | | 13 |
| 14 | | | | | 14 |
| 15 | | | | | 15 |
| 16 | Note 1: Santa Fe Pacific Pipelines, Inc (SFPP), an indirect, wholly-owned subsidiary of BNSF Railway Company, has a guarantee in | | | | 16 |
| 17 | connection with its remaining special limited partnership interest in SFPP, L.P. All obligations with respect to the guarantee will cease upon | | | | 17 |
| 18 | termination of ownership rights which would occur upon a put notice issued by BNSF Railway Company or the exercise of the call rights by | | | | 18 |
| 19 | the general partners of SFPP, L.P. The company has recorded a \$2 million liability for the fair value of the guarantee as of December 31, | | | | 19 |
| 20 | 2021 | | | | 20 |
| 21 | | | | | 21 |
| 22 | Note 2: This guarantee expires in 2023. It is secured by a letter of credit established in January 2014 and issued on behalf of Tate & Lyle | | | | 22 |
| 23 | for \$700 thousand, the maximum amount of the loan. | | | | 23 |
| 24 | | | | | 24 |
| 25 | Note 3: BNSF has an indemnity agreement with Chevron Phillips Chemical Company LP (Chevron Phillips), granting certain rights of | | | | 25 |
| 26 | indemnity from BNSF, in order to facilitate access to a storage facility. Under certain circumstances, payment under this obligation may | | | | 26 |
| 27 | be required in the event Chevron Phillips were to incur certain liabilities or other incremental costs resulting from trackage access. | | | | 27 |
| 28 | The company has recorded a \$12 million asset and corresponding liability for the fair value of these guarantees as required by | | | | 28 |
| 29 | authoritative accounting guidance related to guarantees. | | | | 29 |
| 30 | | | | | 30 |
| 31 | Note 4: Terminal Railroad Association of St. Louis has engaged in a credit agreement for the purpose of rebuilding the Merchants Bridge. | | | | 31 |
| 32 | BNSF is severally, but not jointly, liable with CSX, ICR, NS and UP for the bridge loan. BNSF's allocated percentage is 30.91%. | | | | 32 |
| 33 | As of December 31, 2021 the company has recorded both an asset and a liability in the amount of \$54 million to include their | | | | 33 |
| 34 | allocated portion of the principal, interest and unused facility fees. | | | | 34 |
| 35 | | | | | 35 |
| 36 | | | | | 36 |
| 37 | | | | | 37 |
| 38 | | | | | 38 |

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

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

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING AGREEMENTS

(Dollars in Thousands)

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

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

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

510. SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT

(Dollars in Thousands)

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

I. Debt Outstanding at End of Year

| Line No. | Account No. (a) | Title (b) | Source (c) | Balance Close of Year (d) |
|----------|--------------------|--|--|---------------------------------|
| 1 | 751 | Loans and notes payable | Sch 200, Line 29 | |
| 2 | 764 | Equipment obligations and other long-term debt due within one year | Sch 200, Line 38 | 331,773 |
| 3 | 765/767 | Funded debt unmatured | Sch 200, Line 40 | 138,133 |
| 4 | 766 | Equipment obligations | Sch 200, Line 41 | 380,580 |
| 5 | 766.5 | Capitalized lease obligations | Sch 200, Line 42 | 110,175 |
| 6 | 768 | Debt in default | Sch 200, Line 43 | |
| 7 | 769 | Accounts payable - affiliated companies | Sch 200, Line 44 | |
| 8 | 770.1/770.2 | Unamortized debt premium | Sch 200, Line 45 | |
| 9 | | Total debt | Sum of Lines 1 through 8 | 960,661 |
| 10 | | Debt directly related to road property | Note 1 | 219,378 |
| 11 | | Debt directly related to equipment | Note 1 | 542,096 |
| 12 | | Total debt related to road and equipment | Lines 10 and 11 | 761,474 |
| 13 | | Percent directly related to road | Line 10 /Line 12 Whole % + 2 decimals | 28.81% |
| 14 | | Percent directly related to equipment | Line 11 /Line 12 Whole % + 2 decimals | 71.19% |
| 15 | | Debt not directly related to road and equipment | Line 9 - Line 12 | 199,187 |
| 16 | | Road property debt (Note 2) | (Line 13 x Line 15) + Line 10 | 276,764 |
| 17 | | Equipment debt (Note 2) | (Line 14 x Line 15) + Line 11 | 683,897 |

II. Interest Accrued During the Year

| Line No. | Account No. (a) | Title (b) | Source (c) | Balance Close of Year (d) |
|----------|--------------------|--|-------------------------------|---------------------------------|
| 18 | 546-548 | Total interest and amortization (fixed charges) | Sch. 210, Line 42 | 28,337 |
| 19 | 546 | Contingent interest on funded debt | Sch. 210, Line 44 | |
| 20 | 517 | Release of premium on funded debt | Sch. 210, Line 22 | |
| 21 | | Total interest (Note 3) | (Line 18 + Line 19) - Line 20 | 28,337 |
| 22 | | Interest directly related to road property debt | Note 4 | 12,270 |
| 23 | | Interest directly related to equipment debt | Note 4 | 24,946 |
| 24 | | Interest not directly related to road or equipment property debt | Line 21 - (Lines 22 + 23) | (8,879) |
| 25 | | Interest on road property debt (Note 5) | Line 22 + (Line 24 x Line 13) | 9,712 |
| 26 | | Interest on equipment debt (Note 5) | Line 23 + (Line 24 x Line 14) | 18,625 |
| 27 | | Embedded rate of debt capital - road property | Line 25 / Line 16 | 3.51% |
| 28 | | Embedded rate of debt capital - equipment | Line 26 / Line 17 | 2.72% |

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

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

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

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

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

The respondent may be required to furnish as an attachment to Schedule 512 a balance sheet and income statement for each affiliate with which respondent carrier had reportable transactions during the year, or alternatively, attach a "Pro Forma" balance sheet and income statement for that portion or entity of each affiliate which furnished the agreed to services, equipment, or other reportable transaction. The statements, if required, should be prepared on a calendar year basis in conformity with the prescribed schedules for the balance sheet and income statement in this Annual Report Form R-1, and should be noted (1) to indicate the method used for depreciating equipment or other property furnished to the carrier, and (2) whether the affiliate's Federal income tax return for the year was filed on a consolidated basis with the respondent carrier.

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

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

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

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

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

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

| Line No. | Name of company or related party with percent of gross income (a) | % | Nature of relationship (b) | Description of transactions (c) | Dollar amounts of transactions (d) | Amount due from or to related parties (e) | Line No. |
|----------|---|-----|----------------------------|---------------------------------|------------------------------------|---|----------|
| 1 | Burlington Northern Santa Fe, LLC | | Controlled | Services Rendered | 7,512 | 458,709 (R) | 1 |
| 2 | | | | | | | 2 |
| 3 | BNSF Insurance Co, Ltd | 83% | Common | Insurance Premiums | 58,330 | 1,067 (R) | 3 |
| 4 | | | | Claims Paid | 29,797 | See above | 4 |
| 5 | | | | Services Rendered | 86 | See above | 5 |
| 6 | | | | | | | 6 |
| 7 | BNSF Logistics, LLC | | Common | Services Rendered | 725 | (6,293) (P) | 7 |
| 8 | BNSF Development Company | | Common | Services Rendered | 1,026 | (2,290) (P) | 8 |
| 9 | | | | | | | 9 |
| 10 | | | | | | | 10 |
| 11 | | | | | | | 11 |
| 12 | | | | | | | 12 |
| 13 | | | | | | | 13 |
| 14 | | | | | | | 14 |
| 15 | | | | | | | 15 |
| 16 | | | | | | | 16 |
| 17 | | | | | | | 17 |
| 18 | | | | | | | 18 |
| 19 | | | | | | | 19 |
| 20 | | | | | | | 20 |
| 21 | | | | | | | 21 |
| 22 | | | | | | | 22 |
| 23 | | | | | | | 23 |
| 24 | | | | | | | 24 |
| 25 | | | | | | | 25 |

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

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

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

In Column (a) insert the figure (and letter, if any) indicating its class in accordance with the above list of classifications.

In Column (b) give the various proportions of each class owned or leased by respondent, listing each proportion once in any grouping.

Canadian mileage should be segregated and identified on separate lines in the various groupings. For each listing, in Column (d) give its entire length (the distances between terminals of single or first main track), and in the following columns the lengths of second main track, all other main tracks, passing tracks, cross-overs and turn-outs, way switching tracks, and yard switching tracks. These classes of tracks are defined as follows:

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

WAY SWITCHING TRACKS - Station, team, industry, and other switching tracks for which no separate service is maintained.

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

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

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

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

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

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

| Line No. | Class (a) | Proportion owned or leased by respondent (b) | Running tracks, passing tracks, cross-overs, etc. | | | | Miles of way switching tracks (g) | Miles of yard switching tracks (h) | TOTAL (i) | Line No. |
|----------|-----------|--|---|--------------------------------|------------------------------------|--|-----------------------------------|------------------------------------|-----------|----------|
| | | | Miles of road (c) | Miles of second main track (d) | Miles of all other main tracks (e) | Miles of passing tracks, cross-overs, and turnouts (f) | | | | |
| 1 | 1 | 100% | 22,430 | 4,913 | 350 | 2,160 | 4,650 | 4,267 | 38,770 | 1 |
| 2 | 1J | 75% | | | | | | 1 | 1 | 2 |
| 3 | 1J | 66.70% | | | | | 2 | 16 | 18 | 3 |
| 4 | 1J | 50% | 466 | 111 | 102 | 23 | 92 | 44 | 838 | 4 |
| 5 | 1J | 33.30% | | | | | 1 | 4 | 5 | 5 |
| 6 | 1J | 25% | 5 | 11 | 36 | 2 | 12 | | 66 | 6 |
| 7 | 1J | 20% | | | | | | | | 7 |
| 8 | 1J | 16.7% | | | | | | | | 8 |
| 9 | | Total 1J | 471 | 122 | 138 | 25 | 107 | 65 | 928 | 9 |
| 10 | | | | | | | | | | 10 |
| 11 | | Total 1 and 1J | 22,901 | 5,035 | 488 | 2,185 | 4,757 | 4,332 | 39,698 | 11 |
| 12 | | | | | | | | | | 12 |
| 13 | 2 | | 4 | | | | 5 | | 9 | 13 |
| 14 | 3 | | 40 | | | | 5 | 17 | 175 | 14 |
| 15 | 4 | | 31 | | | | 2 | | 33 | 15 |
| 16 | 5 | | 9,830 | 516 | 86 | 79 | 3,798 | 299 | 14,608 | 16 |
| 17 | | | | | | | | | | 17 |
| 57 | | Grand Total | 32,806 | 5,551 | 574 | 2,269 | 8,579 | 4,744 | 54,523 | 57 |
| 58 | | Miles of electrified road or track included in the preceding grand total | NONE | NONE | NONE | NONE | NONE | NONE | NONE | 58 |

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

| Line No. | Class (a) | Proportion owned or leased by respondent (b) | Running tracks, passing tracks, cross-overs, etc. | | | | Miles of way switching tracks (g) | Miles of yard switching tracks (h) | TOTAL (i) | Line No. |
|----------|-----------|--|---|--------------------------------|------------------------------------|--|-----------------------------------|------------------------------------|-----------|----------|
| | | | Miles of road (c) | Miles of second main track (d) | Miles of all other main tracks (e) | Miles of passing tracks, cross-overs, and turnouts (f) | | | | |
| 1 | 1 | 100% | 22 | | | 5 | 10 | 7 | 44 | 1 |
| 2 | 1J | 50% | | | | | 6 | 1 | 7 | 2 |
| 3 | | Total 1 and 1J | 22 | | | 5 | 16 | 8 | 51 | 3 |
| 4 | 2 | | 4 | | | | 5 | | 9 | 4 |
| 5 | 5 | | 90 | 4 | | 3 | 42 | 1 | 140 | 5 |
| 57 | | Grand Total Canadian Miles | 116 | 4 | | 8 | 63 | 9 | 200 | 57 |

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

Give particulars, as of the close of the year, of all road operated and of all road owned but not operated. The respondent's proportion of operated road held by it as a joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (d), or (e), as may be appropriate. The remainder of jointly operated mileage should be shown in column (f). Respondent's proportion of road jointly owned but not operated should be shown in column (h), as appropriate. Mileage which has been permanently abandoned should not be included in column (h).

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

| Line No. | Cross Check | State or territory (a) | MILES OF ROAD OPERATED BY RESPONDENT | | | | | | | | Line No. | |
|----------|-------------|------------------------------|--------------------------------------|-----------------------------------|-------------------------------|--|---|----------------------------|--|--------------------------------------|----------|----|
| | | | Line owned (b) | Line of proprietary companies (c) | Line operated under lease (d) | Line operated under contract, etc. (e) | Line operated under trackage rights (f) | Total mileage operated (g) | Line owned, not operated by respondent (h) | New line constructed during year (i) | | |
| 1 | | Alabama | 105 | | | | | 126 | 231 | 16 | | 1 |
| 2 | | Arizona | 592 | | | | | 67 | 659 | | | 2 |
| 3 | | Arkansas | 190 | | | | | 866 | 1,056 | | | 3 |
| 4 | | British Columbia | 22 | | | | | 25 | 47 | 16 | | 4 |
| 5 | | California | 913 | | | | | 1,174 | 2,087 | 5 | | 5 |
| 6 | | Colorado | 802 | | 14 | | | 524 | 1,340 | | | 6 |
| 7 | | Idaho | 133 | | | | | | 133 | | | 7 |
| 8 | | Illinois | 1,151 | | | | 2 | 382 | 1,535 | | | 8 |
| 9 | | Iowa | 594 | | 26 | | 4 | 35 | 659 | | | 9 |
| 10 | | Kansas | 1,138 | | | | | 444 | 1,582 | | | 10 |
| 11 | | Kentucky | | | | | 13 | 85 | 98 | | | 11 |
| 12 | | Louisiana | 240 | | | | | 106 | 346 | | | 12 |
| 13 | | Manitoba | | 4 | | | | 65 | 69 | | | 13 |
| 14 | | Minnesota | 1,490 | | | | | 222 | 1,712 | 9 | | 14 |
| 15 | | Mississippi | 166 | | | | | 13 | 179 | | | 15 |
| 16 | | Missouri | 1,424 | | | | | 182 | 1,606 | 37 | | 16 |
| 17 | | Montana | 2,584 | | | | | 36 | 2,620 | 125 | | 17 |
| 18 | | Nebraska | 1,481 | | | | | 101 | 1,582 | | | 18 |
| 19 | | Nevada | | | | | | 798 | 798 | | | 19 |
| 20 | | New Mexico | 1,125 | | | | | 511 | 1,636 | 86 | | 20 |
| 21 | | North Dakota | 1,552 | | | | | 80 | 1,632 | 360 | | 21 |
| 22 | | Oklahoma | 957 | | | | | 330 | 1,287 | | | 22 |
| 23 | | Oregon | 226 | | | | | 188 | 414 | 110 | | 23 |
| 24 | | Saskatchewan | | | | | | | | | | 24 |
| 25 | | South Dakota | 864 | | | | 2 | 28 | 894 | | | 25 |
| 26 | | Tennessee | 16 | | | | | 121 | 137 | | | 26 |
| 27 | | Texas | 2,596 | | | | 10 | 2,759 | 5,365 | | | 27 |
| 28 | | Utah | | | | | | 437 | 437 | | | 28 |
| 29 | | Washington | 1,335 | | | | | 115 | 1,450 | 86 | | 29 |
| 30 | | Wisconsin | 245 | | | | | 5 | 250 | | | 30 |
| 31 | | Wyoming | 960 | | | | | 5 | 965 | | | 31 |
| 32 | | Total Mileage (Single Track) | 22,901 | 4 | 40 | | 31 | 9,830 | 32,806 | 850 | | 32 |

Railroad Annual Report R-1

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (c), give the number of units purchased new or built in company shops. In column (d), give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (l). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit but it is not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.
5. A "self-propelled" car is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.
6. A "diesel" unit includes all units propelled by diesel internal combustion engines regardless of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote, giving the number and a brief description. An "electric" unit includes all units which receive electric power from a third rail or overhead contact wire, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel or electric, e.g., gas turbine, steam. Show the type of unit, service, and number, as appropriate, in a brief description sufficient for positive identification. An "Auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g., boosters, slugs, etc. For reporting purposes, indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate. Radio-controlled units that are not self-propelled, i.e., those without a diesel, should be reported on line 13 under "auxiliary units."

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

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

9. Cross-checks

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

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

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

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

| Line No. | Cross Check | Type or design of units (a) | Units in service of respondent at beginning of year (b) | Changes During the Year | | | | Units retired from service of respondent whether owned or leased, including reclassification (g) | Units at Close of Year | | | | | Line No. |
|----------|-------------|--|--|-------------------------------------|-------------------------------------|--|---|---|------------------------|---------------------------|---|---|-------------------------|----------|
| | | | | Units Installed | | | | | Owned and used (h) | Leased from others (i) | Total in service of respondent [col (h) & (i)] (j) | Aggregate capacity of units reported in col (j) (See Ins. 7) (k) | Leased to others (l) | |
| | | | | New units purchased or built (c) | New units leased from others (d) | Rebuilt units acquired and rebuilt units rewritten into property accounts (e) | All other units including reclassification and second hand units purchased or leased from others (f) | | | | | | | |
| | | Locomotive Units | | | | | | | | | (HP) | | | |
| 1 | | Diesel-freight units | 6,129 | | | | 152 | 4,342 | 1,635 | 5,977 | 25,938,670 | | 1 | |
| 2 | | Diesel-passenger units | | | | | | | | | | | 2 | |
| 3 | | Diesel-multiple purpose units | 1,589 | | | | 33 | 1,522 | 34 | 1,556 | 4,140,050 | | 3 | |
| 4 | | Diesel-switching units | | | | | | | | | | | 4 | |
| 5 | * | TOTAL (lines 1 to 4) units | 7,718 | | | | 185 | 5,864 | 1,669 | 7,533 | 30,078,720 | | 5 | |
| 6 | * | Electric locomotives | | | | | | | | | | | 6 | |
| 7 | * | Other self-powered units | | | | | | | | | | | 7 | |
| 8 | * | TOTAL (lines 5, 6, and 7) | 7,718 | | | | 185 | 5,864 | 1,669 | 7,533 | 30,078,720 | | 8 | |
| 9 | * | Auxiliary units | 20 | | | | 5 | 15 | | 15 | N/A | | 9 | |
| 10 | * | TOTAL LOCOMOTIVE UNITS (lines 8 and 9) | 7,738 | | | | 190 | 5,879 | 1,669 | 7,548 | 30,078,720 | | 10 | |

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

| Line No. | Cross Check | Type or design of units (a) | Before 1/1/2000 (b) | Between 1/1/2000 and 12/31/2004 (c) | Between 1/1/2005 and 12/31/2009 (d) | Between 1/1/2010 and 12/31/2014 (e) | Between 1/1/2015 and 12/31/2019 (f) | During Calendar Year | | | | | Line No. | |
|----------|-------------|--|------------------------|--|--|--|--|----------------------|-------------|-------------|-------------|-------------|----------|--------------|
| | | | | | | | | 2021 (g) | 2021 (h) | 2022 (i) | 2023 (j) | 2024 (k) | | TOTAL (l) |
| 11 | * | Diesel | 2,858 | 997 | 1,534 | 1,523 | 557 | 64 | | | | | 7,533 | 11 |
| 12 | * | Electric | | | | | | | | | | | | 12 |
| 13 | * | Other self-powered units | | | | | | | | | | | | 13 |
| 14 | * | TOTAL (lines 11 to 13) | 2,858 | 997 | 1,534 | 1,523 | 557 | 64 | | | | | 7,533 | 14 |
| 15 | * | Auxiliary units | 15 | | | | | | | | | | 15 | 15 |
| 16 | * | TOTAL LOCOMOTIVE UNITS (lines 14 and 15) | 2,873 | 997 | 1,534 | 1,523 | 557 | 64 | | | | N/A | 7,548 | 16 |

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

| Line No. | Cross Check | Type or design of units (a) | Units in service of respondent at beginning of year (b) | Changes During the Year | | | | Units retired from service of respondent whether owned or leased, including reclassification (g) | Units at Close of Year | | | | | Line No. |
|----------|-------------|--|--|-------------------------------------|-------------------------------------|--|---|---|------------------------|---------------------------|---|---|-------------------------|----------|
| | | | | Units Installed | | | | | Owned and used (h) | Leased from others (i) | Total in service of respondent [col (h) & (i)] (j) | Aggregate capacity of units reported in col (j) (See Ins. 7) (k) | Leased to others (l) | |
| | | | | New units purchased or built (c) | New units leased from others (d) | Rebuilt units acquired and rebuilt units rewritten into property accounts (e) | All other units including reclassification and second hand units purchased or leased from others (f) | | | | | | | |
| 17 | | Passenger-Train Cars Non-Self-Propelled Coaches (PA, PB, PBO) | | | | | | | | | | | | 17 |
| 18 | | Combined cars (All class C, except CSB) | | | | | | | | | | | | 18 |
| 19 | | Parlor cars (PBC, PC, PL, PO) | | | | | | | | | | | | 19 |
| 20 | | Sleeping cars (PS, PT, PAS, PDS) | | | | | | | | | | | | 20 |
| 21 | | Dining, grill, & tavern cars (All class D, PD) | | | | | | | | | | N/A | | 21 |
| 22 | | Nonpassenger carrying cars (All class B, CSB, M, PSA, IA) | | | | | | | | | | N/A | | 22 |
| 23 | | TOTAL (Lines 17 to 22) | | | | | | | | | | | | 23 |
| 24 | | Self-Propelled Electric passenger cars (EP, ET) | | | | | | | | | | | | 24 |
| 25 | | Electric combined cars (EC) | | | | | | | | | | | | 25 |
| 26 | | Internal combustion rail motorcars (ED, EG) | | | | | | | | | | | | 26 |
| 27 | | Other self-propelled cars (Specify types) | | | | | | | | | | | | 27 |
| 28 | | TOTAL (Lines 24 to 27) | | | | | | | | | | | | 28 |
| 29 | | TOTAL (Lines 23 and 28) | | | | | | | | | | | | 29 |
| 30 | | Company Service Cars Business cars (PV) | 47 | | | | | | 47 | | 47 | N/A | | 30 |
| 31 | | Board outfit cars (MWX) | | | | | | | | | | N/A | | 31 |
| 32 | | Derrick & snow removal cars (MWU, MWV, MWW, MWK) | 82 | | | | | | 82 | | 82 | N/A | | 32 |
| 33 | | Dump and ballast cars (MWB, MWD) | 2,446 | | | | | 5 | 1,882 | 559 | 2,441 | N/A | | 33 |
| 34 | | Other maintenance and service equipment cars | 5,344 | | | | 65 | 32 | 5,370 | 7 | 5,377 | N/A | | 34 |
| 35 | | TOTAL (Lines 30 to 34) | 7,919 | | | | 65 | 37 | 7,381 | 566 | 7,947 | N/A | | 35 |

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

| Line No. | Cross Check | Class of equipment and car designations (a) | Units in service of respondent at beginning of year | | Changes during the year | | | | Line No. |
|----------|-------------|---|---|-----------------------|---|--|--|--|----------|
| | | | Time-mileage cars (b) | All Others (c) | Units installed | | | | |
| | | | | | New units purchased or built (d) | New or rebuilt units leased from others (e) | Rebuilt units acquired and rebuilt units rewritten into property accounts (f) | All other units, including reclassification and second hand units purchased or leased from others (g) | |
| | | FREIGHT TRAIN CARS | | | | | | | |
| 36 | | Plain box cars - 40' (B1__, B2__) | | | | | | | 36 |
| 37 | | Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5__, B6__ B7__, B8__) | | | | | | | 37 |
| 38 | | Equipped box cars (All Code A, Except A_5_) | 4,176 | | | | | | 38 |
| 39 | | Plain gondola cars (All Codes G & J, J_1, J_2, J_3, J_4) | 6,160 | | | | | 209 | 39 |
| 40 | | Equipped gondola cars (All Code E) | 4,108 | | | | | | 40 |
| 41 | | Covered hopper cars (C_1, C_2, C_3, C_4) | 30,342 | | | | | 574 | 41 |
| 42 | | Open top hopper cars - general service (All Code H) | 4,046 | | | | | | 42 |
| 43 | | Open top hopper cars - special service (J__O), and All Code K) | 4,315 | | | | | | 43 |
| 44 | | Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_) | 962 | | | | | | 44 |
| 45 | | Refrigerator cars - nonmechanical (R_0_, R_1_, R_2_) | 1,475 | | | | | | 45 |
| 46 | | Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_) | 6,996 | | | | | | 46 |
| 47 | | Flat cars - multilevel (All Code V) | 781 | | | | | | 47 |
| 48 | | Flat cars - general service (F10_, F20_, F30_) | 59 | | | | | | 48 |
| 49 | | Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_) | 2,595 | | | | | | 49 |
| 50 | | Tank cars - under 22,000 gal. (T_0, T_1, T_2, T_3, T_4, T_5) | 3 | | | | | | 50 |
| 51 | | Tank cars - 22,000 gal. and over (T_6, T_7, T_8, T_9) | 5 | | | | | | 51 |
| 52 | | All other freight cars (A_5_, F_7_, All Code L & Q8_) | 46 | | | | | | 52 |
| 53 | | TOTAL (Lines 36 to 52) | 66,069 | | | | | 783 | 53 |
| 54 | | Caboose (All Code M-930) | N/A | 189 | | | | | 54 |
| 55 | | TOTAL (Lines 53 and 54) | 66,069 | 189 | | | | 783 | 55 |

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

| Line No. | Cross Check | Changes during year (concluded) | Units 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 | | 89 | 2,642 | 1,445 | 4,087 | | 404,384 | | 38 |
| 39 | | 80 | 2,751 | 3,538 | 6,289 | | 742,295 | | 39 |
| 40 | | 62 | 3,636 | 410 | 4,046 | | 427,024 | | 40 |
| 41 | | 2,812 | 18,053 | 10,051 | 28,104 | | 3,081,783 | | 41 |
| 42 | | 82 | 3,757 | 207 | 3,964 | | 404,083 | | 42 |
| 43 | | 10 | 1,931 | 2,374 | 4,305 | | 487,113 | | 43 |
| 44 | | 1 | 544 | 417 | 961 | | 86,693 | | 44 |
| 45 | | 101 | 1,374 | | 1,374 | | 117,436 | | 45 |
| 46 | | 16 | 3,175 | 3,805 | 6,980 | | 1,585,804 | | 46 |
| 47 | | 10 | 386 | 385 | 771 | | 43,225 | | 47 |
| 48 | | 2 | 57 | | 57 | | 4,583 | | 48 |
| 49 | | 10 | 1,287 | 1,298 | 2,585 | | 265,476 | | 49 |
| 50 | | 1 | 2 | | 2 | | 163 | | 50 |
| 51 | | 1 | 4 | | 4 | | 374 | | 51 |
| 52 | | | 46 | | 46 | | 3,500 | | 52 |
| 53 | | 3,277 | 39,645 | 23,930 | 63,575 | | 7,653,936 | | 53 |
| 54 | | 1 | 188 | | N/A | 188 | N/A | | 54 |
| 55 | | 3,278 | 39,833 | 23,930 | 63,575 | 188 | 7,653,936 | | 55 |

710. INVENTORY OF EQUIPMENT - Continued

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

| Line No. | Cross Check | Class of equipment and car designations (a) | Units in service of respondent at beginning of year | | Changes during the year | | | | Line No. |
|---------------------------|-------------|--|---|-----------------------|---|---|--|--|----------|
| | | | Per diem (b) | All Others (c) | Units installed | | | | |
| | | | | | New units purchased or built (d) | New units leased from others (e) | Rebuilt units acquired and rebuilt units rewritten into property accounts (f) | All other units, including reclassification and second hand units purchased or leased from others (g) | |
| FLOATING EQUIPMENT | | | | | | | | | |
| 56 | | Self-propelled vessels (tugboats, car ferries, etc.) | N/A | | | | | | 56 |
| 57 | | Non-self-propelled vessels (car floats, lighters, etc.) | N/A | | | | | | 57 |
| 58 | | TOTAL (Lines 56 and 57) | N/A | | | | | | 58 |
| HIGHWAY REVENUE EQUIPMENT | | | | | | | | | |
| 59 | | Chassis (Z1_, Z67_, Z68_, Z_69_) | | 384 | | | | | 59 |
| 60 | | Dry van (U2_, Z_, Z6_, I-6) | | | | | | | 60 |
| 61 | | Flat bed (U3_, Z3_) | | | | | | | 61 |
| 62 | | Open bed (U4_, Z4_) | | | | | | | 62 |
| 63 | | Mechanical refrigerator (U5_, Z5_) | | | | | | | 63 |
| 64 | | Bulk hopper (U0_, Z0_) | | | | | | | 64 |
| 65 | | Insulated (U7_, Z7_) | | | | | | | 65 |
| 66 | | Tank (Z0_, U6_) (See note) | | | | | | | 66 |
| 67 | | Other trailer and container (Special equipped dry van U9_, Z8_, Z9_) | | | | | | | 67 |
| 68 | | Tractor | | | | | | | 68 |
| 69 | | Truck | | | | | | | 69 |
| 70 | | TOTAL (Lines 59 to 69) | | 384 | | | | | 70 |

NOTES AND REMARKS

710. INVENTORY OF EQUIPMENT - Concluded

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

| Line No. | Cross Check | Changes during year (concluded) Units retired from service of respondent whether owned or leased including reclassification (h) | Units at close of year | | | | | | Leased to Others (n) | Line No. |
|----------|-------------|--|------------------------|------------------------|---|----------------|--|--------|----------------------|----------|
| | | | Owned and used (i) | Leased from others (j) | Total in service of respondent (col. (i) & (j)) | | Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m) | | | |
| | | | | | Per diem (k) | All Others (l) | | | | |
| 56 | | | | | | N/A | | | 56 | |
| 57 | | | | | | N/A | | | 57 | |
| 58 | | | | | | N/A | | | 58 | |
| 59 | | | 384 | | | | 384 | 17,452 | 59 | |
| 60 | | | | | | | | | 60 | |
| 61 | | | | | | | | | 61 | |
| 62 | | | | | | | | | 62 | |
| 63 | | | | | | | | | 63 | |
| 64 | | | | | | | | | 64 | |
| 65 | | | | | | | | | 65 | |
| 66 | | | | | | | | | 66 | |
| 67 | | | | | | | | | 67 | |
| 68 | | | | | | | | | 68 | |
| 69 | | | | | | | | | 69 | |
| 70 | | | 384 | | | | 384 | 17,452 | 70 | |

NOTES AND REMARKS

710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR

(Dollars in Thousands)

1. Give particulars, as requested, separately, for the various classes of new units and rebuilt units of equipment installed by respondent during the year. If information regarding the cost of any units installed is not complete at the time of filing of this report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased (P), built or rebuilt by contract in outside railroad shops (C), or built or rebuilt in company or system shops (S), including units acquired through capitalized leases (L).
2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars, or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO) or steel boxcars-special service (XAP). For TOFC/COFC, show the type of equipment as enumerated in Schedule 710.
3. In column (c) show the total weight in tons of 2,000 pounds. The weight of equipment acquired should be the weight empty.
4. The cost should be the complete cost as entered on the ledger, including foreign line freight charges and handling charges.
5. Data for this schedule should be confined to the units reported in Schedule 710, columns (c) and (e) for locomotive units, passenger-train cars, and company service cars, and columns (d) and (f) for freight train cars, floating equipment, and highway revenue equipment. Disclose new units in the upper section of this schedule. Disclose rebuilt units acquired or rewritten into the respondent's accounts in the lower section. The term "new" as used herein shall mean a unit or units placed in service for the first time on any railroad.
6. All unequipped boxcars acquired in whole or in part with incentive per diem funds should be reported on separate lines and be appropriately identified by footnote or sub-heading.

NEW UNITS

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

REBUILT UNITS

| | | | | | | |
|----|--------------------------------------|--|--|--|--|----|
| 13 | No units rebuilt during the year | | | | | 13 |
| 14 | | | | | | 14 |
| 15 | | | | | | 15 |
| 16 | | | | | | 16 |
| 17 | | | | | | 17 |
| 18 | | | | | | 18 |
| 19 | | | | | | 19 |
| 20 | | | | | | 20 |
| 21 | | | | | | 21 |
| 22 | | | | | | 22 |
| 23 | TOTAL | | | | | 23 |
| 24 | GRAND TOTAL (NEW AND REBUILT) | | | | | 24 |

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720

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

Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10903 of the ICC Termination Act of 1995.
2. This schedule should include all class 1, 2, 3, or 4 track from Schedule 700, that is maintained by the respondent. (Class 5 track is assumed to be maintained by others)
3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

720. TRACK AND TRAFFIC CONDITIONS

Disclose the requested information pertaining to track and traffic conditions.

| Line No. | Track category (a) | Mileage of tracks at end of period (whole numbers) (b) | Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c) | Average running speed limit (use two decimal places) (d) | Track miles under slow orders at end of period (e) | Line No. |
|----------|------------------------|--|--|--|---|----------|
| 1 | A | 18,040 | 60.26 | 59.20 | 250.60 | 1 |
| 2 | B | 8,217 | 12.55 | 48.94 | 342.60 | 2 |
| 3 | C | 2,667 | 2.74 | 37.52 | 142.30 | 3 |
| 4 | D | 1,765 | 0.36 | 31.41 | 94.90 | 4 |
| 5 | E | 9,226 | n/a | n/a | | 5 |
| 6 | TOTAL | 39,915 | 39.04 | 52.97 | 830.40 | 6 |
| 7 | F | 12,519 | n/a | n/a | | 7 |
| 8 | Potential abandonments | | | | | 8 |

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

| 750. CONSUMPTION OF DIESEL FUEL | | | |
|---------------------------------|--------------------------------|--------------------------|----------|
| (Dollars in Thousands) | | | |
| Line No. | LOCOMOTIVES | | Line No. |
| | Kind of locomotive service (a) | Diesel oil (gallons) (b) | |
| 1 | Freight | 1,173,053,302 | 1 |
| 2 | Passenger | | 2 |
| 3 | Yard Switching | 40,021,180 | 3 |
| 4 | TOTAL | 1,213,074,482 | 4 |
| 5 | COST OF FUEL \$(000) | 2,619,177 | 5 |
| 6 | Work Train | 13,551,175 | 6 |

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

Unit Train, Way Train, and Through Train data under items 2, 3, 4, 6, and 12 shall be obtained from conductor's wheel reports (freight) or similar reports. Unit train service is a specialized scheduled shuttle type service in equipment (railroad or privately owned) dedicated to such service, moving between origin and destination. The applicable tariffs and/or contracts generally require that a specific minimum tonnage or quantity of carloads be tendered as a unit for shipment on one bill of lading or other shipping document in a solid train for movement between origin and destination. Such tariffs and/or contracts generally contain restricted detention provisions and are subject to time-volume requirements which reflect the approximate capacity of the unit trains for the stated period. Way trains are defined as trains operated primarily to gather and distribute cars in road service and move them between way stations or way points. Through trains are those trains operated between two or more major concentration or distribution points. Do not include unit train statistics in way or through train statistics. A work train is a train operated solely or preponderantly for the purpose of transporting company freight, work equipment, or company employees. Statistics for work trains should be reported under Item 11, only. Statistics related to company equipment, company employees, and company freight moving in transportation trains are not to be reported in Item 11, but are to be reported in Items 4-17, 6-04, 7-02, 8-04, and 8-05, as instructed in notes I, K, and L.

- (A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.
- (B) A train-mile is a movement of a train a distance of one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions shall be considered as one mile. Train Miles-Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-Miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.
- (C) A motorcar is a self-propelled unit of equipment designed to carry freight or passengers, and is not considered a locomotive.
- (D) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of one mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.
- (E) All locomotive unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instruction (B) regarding fractions and official time tables for computing locomotive miles.
- (F) Train switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in such service. Include miles allowed for train locomotives for performing switching service at terminals and way stations.
- (G) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed for yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.
- (H) A car-mile is a movement of a unit of car equipment a distance of one mile. Use car designations shown in Schedule 710. Under Railroad Owned and Leased Cars, Items 4-01 and 4-11, report both foreign cars and respondent's own cars while on the line of the respondent railroad. In Items 4-13 and 4-15, report private-line cars and shipper owned cars. Loaded and empty miles should be reported whether or not the railroad reimbursed the owner on a loaded and/or empty mile basis. Report miles made by flatcars carrying empty highway trailers that are not moving under revenue billings as empty freight car-miles. Do not report miles made by motorcars or business cars.
- (I) Exclude from Items 4-01, 4-11, 4-13, and 4-5, car-miles of work equipment, cars carrying company freight, and non-revenue private line cars moving in transportation trains. Include such car-miles in Items 4-17, 4-18, and 4-19. If private line cars move in revenue service, the loaded and empty miles should not be considered no-payment or non-revenue car-miles.
- (J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied; miles run by combination passenger and baggage, passenger and mail, passenger and express; miles run by sleeping, parlor, and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; and miles run by other passenger-train cars where services are combined, such as baggage, express, and mail.
- (K) From conductor's or dispatcher's train reports or other appropriate sources, compute weight in tons (2,000 pounds). Item 6-01 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Nonrevenue gross ton-miles in transportation trains include work equipment and cars carrying company freight and their contents. Use 150 pounds as the average weight per passenger and four tons as the average weight of contents of each head-end car.

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

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

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

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

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

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

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

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

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

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

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

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

(U) Flat-TOFC/COFC Car-miles reported in lines 25 (4-020), 41 (4-120), 57 (4-140), and 75 (4-160) will be computed using cars rather than

constructed container platforms. For example, an articulated car consisting of five platforms moved one mile will be counted as one car-mile, not five car-miles.

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

755. RAILROAD OPERATING STATISTICS

| Line No. | Cross Check | Item Description (a) | Freight Train (b) | Passenger Train (c) | Line No. |
|----------|-------------|--|----------------------|------------------------|----------|
| 1 | | 1 Miles of Road Operated (A) | 32,806 | | 1 |
| 2 | | 2 Train Miles - Running (B) | | | |
| | | 2-01 Unit Trains | 49,601,942 | XXXXXX | 2 |
| | | 2-02 Way Trains | 6,064,972 | XXXXXX | 3 |
| | | 2-03 Through Trains | 87,496,193 | | 4 |
| | | 2-04 TOTAL TRAIN MILES (Lines 2-4) | 143,163,107 | | 5 |
| | | 2-05 Motorcars (C) | | | 6 |
| | | 2-07 TOTAL ALL TRAINS (Lines 5 and 6) | 143,163,107 | | 7 |
| | | 3 Locomotive Unit Miles (D) | | | |
| | | Road Service (E) | | | |
| 8 | | 3-01 Unit Trains | 170,335,727 | XXXXXX | 8 |
| 9 | | 3-02 Way Trains | 12,912,865 | XXXXXX | 9 |
| 10 | | 3-03 Through Trains | 300,259,872 | | 10 |
| 11 | | 3-04 TOTAL (Lines 8-10) | 483,508,464 | | 11 |
| 12 | | 3-11 Train Switching (F) | 4,308,106 | XXXXXX | 12 |
| 13 | | 3-21 Yard Switching (G) | 12,187,802 | | 13 |
| 14 | | 3-31 TOTAL ALL SERVICES (Lines 11-13) | 500,004,372 | | 14 |
| | | 4 Freight Car-Miles (thousands) (H) | | | |
| | | 4-01 RR Owned and Leased Cars - Loaded | | | |
| 15 | | 4-010 Box-Plain 40-Foot | | XXXXXX | 15 |
| 16 | | 4-011 Box-Plain 50-Foot and Longer | 12,976 | XXXXXX | 16 |
| 17 | | 4-012 Box-Equipped | 86,784 | XXXXXX | 17 |
| 18 | | 4-013 Gondola-Plain | 234,076 | XXXXXX | 18 |
| 19 | | 4-014 Gondola-Equipped | 64,955 | XXXXXX | 19 |
| 20 | | 4-015 Hopper-Covered | 820,830 | XXXXXX | 20 |
| 21 | | 4-016 Hopper-Open Top-General Service | 13,472 | XXXXXX | 21 |
| 22 | | 4-017 Hopper-Open Top-Special Service | 114,319 | XXXXXX | 22 |
| 23 | | 4-018 Refrigerator-Mechanical | 16,215 | XXXXXX | 23 |
| 24 | | 4-019 Refrigerator-Non-Mechanical | 21,151 | XXXXXX | 24 |
| 25 | | 4-020 Flat-TOFC/COFC | 490,537 | XXXXXX | 25 |
| 26 | | 4-021 Flat-Multi-Level | 55,854 | XXXXXX | 26 |
| 27 | | 4-022 Flat-General Service | 189 | XXXXXX | 27 |
| 28 | | 4-023 Flat-All Other | 82,589 | XXXXXX | 28 |
| 29 | | 4-024 All Other Car Types-Total | 545 | XXXXXX | 29 |
| 30 | | 4-025 TOTAL (Lines 15-29) | 2,014,492 | XXXXXX | 30 |

755. RAILROAD OPERATING STATISTICS - (Continued)

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

755. RAILROAD OPERATING STATISTICS - (Continued)

| Line No. | Cross Check | Item Description (a) | Freight Train (b) | Passenger Train (c) | Line No. |
|----------|-------------|---|----------------------|------------------------|----------|
| 65 | | 4-15 Private Line Cars - Empty (H) | | | |
| | | 4-150 Box-Plain 40-Foot | | XXXXXX | |
| 66 | | 4-151 Box-Plain 50-Foot and Longer | 3,634 | XXXXXX | |
| 67 | | 4-152 Box-Equipped | 29,274 | XXXXXX | |
| 68 | | 4-153 Gondola-Plain | 719,576 | XXXXXX | |
| 69 | | 4-154 Gondola-Equipped | 19,103 | XXXXXX | |
| 70 | | 4-155 Hopper-Covered | 577,034 | XXXXXX | |
| 71 | | 4-156 Hopper-Open Top-General Service | 57,111 | XXXXXX | |
| 72 | | 4-157 Hopper-Open Top-Special Service | 542,758 | XXXXXX | |
| 73 | | 4-158 Refrigerator-Mechanical | 6,197 | XXXXXX | |
| 74 | | 4-159 Refrigerator-Non-Mechanical | 360 | XXXXXX | |
| 75 | | 4-160 Flat-TOFC/COFC | 196,908 | XXXXXX | |
| 76 | | 4-161 Flat-Multi-Level | 76,127 | XXXXXX | |
| 77 | | 4-162 Flat-General Service | 81 | XXXXXX | |
| 78 | | 4-163 Flat-All Other | 72,020 | XXXXXX | |
| 79 | | 4-164 Tank Under 22,000 Gallons | 135,546 | XXXXXX | |
| 80 | | 4-165 Tank - 22,000 Gallons and Over | 603,028 | XXXXXX | |
| 81 | | 4-166 All Other Car Types-Total | 554 | XXXXXX | |
| 82 | | 4-167 TOTAL (Lines 65-81) | 3,039,311 | XXXXXX | |
| 83 | | 4-17 Work Equipment and Company Freight Car-Miles | 88,247 | XXXXXX | |
| 84 | | 4-18 No Payment Car-Miles (I) <1> | | XXXXXX | |
| | | 4-19 Total Car-Miles by Train Type (Note) | | | |
| 85 | | 4-191 Unit Trains | 5,487,146 | XXXXXX | |
| 86 | | 4-192 Way Trains | 144,793 | XXXXXX | |
| 87 | | 4-193 Through Trains | 5,314,816 | XXXXXX | |
| 88 | | 4-194 TOTAL (Lines 85-87) | 10,946,755 | XXXXXX | |
| 89 | | 4-20 Caboose Miles | 36 | XXXXXX | |

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

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

755. RAILROAD OPERATING STATISTICS - (Concluded)

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

PTC Supplement

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

TO THE
SURFACE TRANSPORTATION BOARD
FOR THE
YEAR ENDED DECEMBER 31, 2021

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

| Line No. | Cross No. | Account (a) | Balance at Beginning of year (b) | Expenditures during the year for original road & equipment & road extensions (c) | Expenditures during the year for purchase of existing lines, reorganizations, etc. (d) | Line No. |
|----------|-----------|---|----------------------------------|--|--|----------|
| 1 | | (2) Land for transportation purposes | 35 | | | 1 |
| 2 | | (3) Grading | | | | 2 |
| 3 | | (4) Other right-of-way expenditures | | | | 3 |
| 4 | | (5) Tunnels and subways | | | | 4 |
| 5 | | (6) Bridges, trestles and culverts | | | | 5 |
| 6 | | (7) Elevated structures | | | | 6 |
| 7 | | (8) Ties | 76 | | | 7 |
| 8 | | (9) Rail and other track material | 41,668 | | | 8 |
| 9 | | (11) Ballast | | | | 9 |
| 10 | | (13) Fences, snowsheds and signs | | | | 10 |
| 11 | | (16) Station and office buildings | 2,811 | | | 11 |
| 12 | | (17) Roadway buildings | | | | 12 |
| 13 | | (18) Water stations | | | | 13 |
| 14 | | (19) Fuel stations | | | | 14 |
| 15 | | (20) Shops and enginehouses | | | | 15 |
| 16 | | (22) Storage warehouses | | | | 16 |
| 17 | | (23) Wharves and docks | | | | 17 |
| 18 | | (24) Coal and ore wharves | | | | 18 |
| 19 | | (25) TOFC/COFC terminals | | | | 19 |
| 20 | | (26) Communications systems | 85,803 | | | 20 |
| 21 | | (27) Signals and interlockers | 1,283,918 | | | 21 |
| 22 | | (29) Power plants | | | | 22 |
| 23 | | (31) Power transmission systems | | | | 23 |
| 24 | | (35) Miscellaneous structures | | | | 24 |
| 25 | | (37) Roadway machines | | | | 25 |
| 26 | | (39) Public improvements - construction | | | | 26 |
| 27 | | (44) Shop machinery | | | | 27 |
| 28 | | (45) Power plant machinery | | | | 28 |
| 29 | | Other lease/rentals | | | | 29 |
| 30 | | TOTAL EXPENDITURES FOR ROAD | 1,414,311 | | | 30 |
| 31 | | (52) Locomotives | 400,027 | | | 31 |
| 32 | | (53) Freight train cars | | | | 32 |
| 33 | | (54) Passenger train cars | | | | 33 |
| 34 | | (55) Highway revenue equipment | | | | 34 |
| 35 | | (56) Floating equipment | | | | 35 |
| 36 | | (57) Work equipment | | | | 36 |
| 37 | | (58) Miscellaneous equipment | 3,336 | | | 37 |
| 38 | | (59) Computer systems & word processing equipment | 152,377 | | | 38 |
| 39 | | TOTAL EXPENDITURES FOR EQUIPMENT | 555,740 | | | 39 |
| 40 | | (76) Interest during construction | | | | 40 |
| 41 | | (80) Other elements of investment | | | | 41 |
| 42 | | (90) Construction work in progress | 75,256 | | | 42 |
| 43 | | GRAND TOTAL | 2,045,307 | | | 43 |

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

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

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

| Line No. | Cross No. | Expenditures for additions during the year (e) | Credits for property retired during the year (f) | Net changes during the year (g) | Balance at close of year (h) | Line No. |
|----------|-----------|--|--|---------------------------------|------------------------------|----------|
| 1 | | | | | 35 | 1 |
| 2 | | | | | | 2 |
| 3 | | | | | | 3 |
| 4 | | | | | | 4 |
| 5 | | | | | | 5 |
| 6 | | | | | | 6 |
| 7 | | | | | 76 | 7 |
| 8 | | 7,011 | | 7,011 | 48,679 | 8 |
| 9 | | | | | | 9 |
| 10 | | | | | | 10 |
| 11 | | | | | 2,811 | 11 |
| 12 | | | | | | 12 |
| 13 | | | | | | 13 |
| 14 | | | | | | 14 |
| 15 | | | | | | 15 |
| 16 | | | | | | 16 |
| 17 | | | | | | 17 |
| 18 | | | | | | 18 |
| 19 | | | | | | 19 |
| 20 | | 1,357 | | 1,357 | 87,160 | 20 |
| 21 | | 103,027 | 2,869 | 100,158 | 1,384,076 | 21 |
| 22 | | | | | | 22 |
| 23 | | | | | | 23 |
| 24 | | | | | | 24 |
| 25 | | | | | | 25 |
| 26 | | | | | | 26 |
| 27 | | | | | | 27 |
| 28 | | | | | | 28 |
| 29 | | | | | | 29 |
| 30 | | 111,395 | 2,869 | 108,526 | 1,522,837 | 30 |
| 31 | | 3,906 | | 3,906 | 403,933 | 31 |
| 32 | | | | | | 32 |
| 33 | | | | | | 33 |
| 34 | | | | | | 34 |
| 35 | | | | | | 35 |
| 36 | | | | | | 36 |
| 37 | | | 217 | (217) | 3,119 | 37 |
| 38 | | 7,454 | 202 | 7,252 | 159,629 | 38 |
| 39 | | 11,360 | 419 | 10,941 | 566,681 | 39 |
| 40 | | | | | | 40 |
| 41 | | | | | | 41 |
| 42 | | (24,241) | | (24,241) | 51,015 | 42 |
| 43 | | 98,514 | 3,288 | 95,226 | 2,140,533 | 43 |

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

(Dollars in Thousands)

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

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

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

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

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

| Line No. | Account (a) | OWNED AND USED | | | LEASED FROM OTHERS | | | Line No. |
|----------|---|------------------------------|---------------------------|-----------------------------|--------------------------|----------------------|-----------------------------|----------|
| | | Depreciation Base | | Annual composite rate % (d) | Depreciation Base | | Annual composite rate % (g) | |
| | | 1/1 At beginning of year (b) | 12/1 At close of year (c) | | At beginning of year (e) | At close of year (f) | | |
| | ROAD | | | | | | | |
| 1 | (3) Grading | | | | | | | 1 |
| 2 | (4) Other right-of-way expenditures | | | | | | | 2 |
| 3 | (5) Tunnels and subways | | | | | | | 3 |
| 4 | (6) Bridges, trestles and culverts | | | | | | | 4 |
| 5 | (7) Elevated structures | | | | | | | 5 |
| 6 | (8) Ties | 76 | 76 | 3.56% | TOTAL ROAD AND | | | 6 |
| 7 | (9) Rail and other track material | 41,668 | 48,679 | 2.64% | | | | 7 |
| 8 | (11) Ballast | | | | EQUIPMENT LEASED FROM | | | 8 |
| 9 | (13) Fences, snowsheds and signs | | | | | | | 9 |
| 10 | (16) Station and office buildings | 2,811 | 2,811 | 2.63% | OTHERS IS LESS THAN 5% | | | 10 |
| 11 | (17) Roadway buildings | | | | | | | 11 |
| 12 | (18) Water stations | | | | OF TOTAL OWNED | | | 12 |
| 13 | (19) Fuel stations | | | | | | | 13 |
| 14 | (20) Shops and enginehouses | | | | | | | 14 |
| 15 | (22) Storage warehouses | | | | | | | 15 |
| 16 | (23) Wharves and docks | | | | | | | 16 |
| 17 | (24) Coal and ore wharves | | | | | | | 17 |
| 18 | (25) TOFC/COFC terminals | | | | | | | 18 |
| 19 | (26) Communications systems | 85,803 | 87,160 | 4.67% | | | | 19 |
| 20 | (27) Signals and interlockers | 1,283,918 | 1,384,076 | 4.00% | | | | 20 |
| 21 | (29) Power plants | | | | | | | 21 |
| 22 | (31) Power transmission systems | | | | | | | 22 |
| 23 | (35) Miscellaneous structures | | | | | | | 23 |
| 24 | (37) Roadway machines | | | | | | | 24 |
| 25 | (39) Public improvements - construction | | | | | | | 25 |
| 26 | (44) Shop machinery | | | | | | | 26 |
| 27 | (45) Power plant machinery | | | | | | | 27 |
| 28 | All other road accounts | | | | | | | 28 |
| 29 | Amortization (other than def. projects) | | | | | | | 29 |
| 30 | TOTAL ROAD | 1,414,276 | 1,522,802 | 3.99% | | | | 30 |
| | EQUIPMENT | | | | | | | |
| 31 | (52) Locomotives | 400,027 | 403,933 | 9.98% | | | | 31 |
| 32 | (53) Freight train cars | | | | | | | 32 |
| 33 | (54) Passenger train cars | | | | | | | 33 |
| 34 | (55) Highway revenue equipment | | | | | | | 34 |
| 35 | (56) Floating equipment | | | | | | | 35 |
| 36 | (57) Work equipment | | | | | | | 36 |
| 37 | (58) Miscellaneous equipment | 3,336 | 3,119 | 8.00% | | | | 37 |
| 38 | (59) Computer systems & WP equipment | 152,377 | 159,629 | 7.68% | | | | 38 |
| 39 | TOTAL EQUIPMENT | 555,740 | 566,681 | 9.32% | | | | 39 |
| 40 | GRAND TOTAL | 1,970,016 | 2,089,483 | NA | | | NA | 40 |

* The annual composite rates in column (d) are the prescribed rates for account 16 and 27. Accounts 8, 9, 26, 52, 58 and 59 contain multiple class component rates and were recomputed in line with the instructions. As such, the PTC composite rates will differ from Federal Schedule 332 rates.

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

(Dollars in Thousands)

1. Disclose the required information regarding credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals - Credit - Equipment" accounts and "Other Rents - Credit - Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental - Debit - Equipment" accounts and "Other Rents - Debit - Equipment" accounts.
2. If any data are included in columns (d) or (f), explain the entries in detail.
3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."
4. If there is any inconsistency between credits to reserves as shown in column (c) and charges to operating expenses, a full explanation should be given.
5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 39.

| Line No. | Cross Check | Account (a) | Balance at beginning of year (b) | CREDITS TO RESERVE During the year | | DEBITS TO RESERVE During the year | | Balance at close of year (g) | Line No. |
|------------------|-------------|-------------------------------------|-------------------------------------|---------------------------------------|----------------------|--------------------------------------|---------------------|---------------------------------|-----------|
| | | | | Charges to operating expenses (c) | Other credits (d) | Retirements (e) | Other debits (f) | | |
| 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 | 17 | 3 | | | | 20 | 6 |
| 7 | | (9) Rail and other track material | 6,987 | 1,181 | | | | 8,168 | 7 |
| 8 | | (11) Ballast | | | | | | | 8 |
| 9 | | (13) Fences, snowsheds and signs | | | | | | | 9 |
| 10 | | (16) Station and office buildings | 442 | 74 | | | | 516 | 10 |
| 11 | | (17) Roadway buildings | | | | | | | 11 |
| 12 | | (18) Water stations | | | | | | | 12 |
| 13 | | (19) Fuel stations | | | | | | | 13 |
| 14 | | (20) Shops and enginehouses | | | | | | | 14 |
| 15 | | (22) Storage warehouses | | | | | | | 15 |
| 16 | | (23) Wharves and docks | | | | | | | 16 |
| 17 | | (24) Coal and ore wharves | | | | | | | 17 |
| 18 | | (25) TOFC/COFC terminals | | | | | | | 18 |
| 19 | | (26) Communications systems | 32,119 | 4,039 | | | | 36,158 | 19 |
| 20 | | (27) Signals and interlockers | 290,376 | 53,579 | | 1,019 | | 342,936 | 20 |
| 21 | | (29) Power plants | | | | | | | 21 |
| 22 | | (31) Power transmission systems | | | | | | | 22 |
| 23 | | (35) Miscellaneous structures | | | | | | | 23 |
| 24 | | (37) Roadway machines | | | | | | | 24 |
| 25 | | (39) Public improvements - const. | | | | | | | 25 |
| 26 | | (44) Shop machinery | | | | | | | 26 |
| 27 | | (45) Power plant machinery | | | | | | | 27 |
| 28 | | All other road accounts | | | | | | | 28 |
| 29 | | Amortization (adjustments) | | | | | | | 29 |
| 30 | | TOTAL ROAD | 329,941 | 58,876 | | 1,019 | | 387,798 | 30 |
| EQUIPMENT | | | | | | | | | |
| 31 | | (52) Locomotives | 240,146 | 40,081 | | | | 280,227 | 31 |
| 32 | | (53) Freight train cars | | | | | | | 32 |
| 33 | | (54) Passenger train cars | | | | | | | 33 |
| 34 | | (55) Highway revenue equipment | | | | | | | 34 |
| 35 | | (56) Floating equipment | | | | | | | 35 |
| 36 | | (57) Work equipment | | | | | | | 36 |
| 37 | | (58) Miscellaneous equipment | 2,598 | 260 | | 182 | | 2,676 | 37 |
| 38 | | (59) Computer systems & WP equip. | 38,497 | 11,212 | | 202 | | 49,507 | 38 |
| 39 | | Amortization (adjustments) | | | | | | | 39 |
| 40 | | TOTAL EQUIPMENT | 281,241 | 51,553 | | 383 | | 332,411 | 40 |
| 41 | | GRAND TOTAL | 611,182 | 110,429 | | 1,403 | | 720,208 | 41 |

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

(Dollars in Thousands)

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

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

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

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

| Line No. | Cross Check | Account (a) | Respondent (b) | Lessor Railroads (c) | Inactive (proprietary companies) (d) | Other leased properties (e) | Line No. |
|----------|-------------|---|-------------------|-------------------------|---|--------------------------------|----------|
| 1 | | (2) Land for transportation purposes | 35 | | | | 1 |
| 2 | | (3) Grading | | | | | 2 |
| 3 | | (4) Other right-of-way expenditures | | | | | 3 |
| 4 | | (5) Tunnels and subways | | | | | 4 |
| 5 | | (6) Bridges, trestles and culverts | | | | | 5 |
| 6 | | (7) Elevated structures | | | | | 6 |
| 7 | | (8) Ties | 76 | | | | 7 |
| 8 | | (9) Rail and other track material | 48,679 | | | | 8 |
| 9 | | (11) Ballast | | | | | 9 |
| 10 | | (13) Fences, snowsheds and signs | | | | | 10 |
| 11 | | (16) Station and office buildings | 2,811 | | | | 11 |
| 12 | | (17) Roadway buildings | | | | | 12 |
| 13 | | (18) Water stations | | | | | 13 |
| 14 | | (19) Fuel stations | | | | | 14 |
| 15 | | (20) Shops and enginehouses | | | | | 15 |
| 16 | | (22) Storage warehouses | | | | | 16 |
| 17 | | (23) Wharves and docks | | | | | 17 |
| 18 | | (24) Coal and ore wharves | | | | | 18 |
| 19 | | (25) TOFC/COFC terminals | | | | | 19 |
| 20 | | (26) Communications systems | 87,160 | | | | 20 |
| 21 | | (27) Signals and interlockers | 1,384,076 | | | | 21 |
| 22 | | (29) Power plants | | | | | 22 |
| 23 | | (31) Power transmission systems | | | | | 23 |
| 24 | | (35) Miscellaneous structures | | | | | 24 |
| 25 | | (37) Roadway machines | | | | | 25 |
| 26 | | (39) Public improvements - construction | | | | | 26 |
| 27 | | (44) Shop machinery | | | | | 27 |
| 28 | | (45) Power plant machinery | | | | | 28 |
| 29 | | Leased property (capitalized rentals) | | | | | 29 |
| 30 | | Other (specify and explain) | | | | | 30 |
| 31 | | TOTAL ROAD | 1,522,837 | | | | 31 |
| 32 | | (52) Locomotives | 403,933 | | | | 32 |
| 33 | | (53) Freight train cars | | | | | 33 |
| 34 | | (54) Passenger train cars | | | | | 34 |
| 35 | | (55) Highway revenue equipment | | | | | 35 |
| 36 | | (56) Floating equipment | | | | | 36 |
| 37 | | (57) Work equipment | | | | | 37 |
| 38 | | (58) Miscellaneous equipment | 3,119 | | | | 38 |
| 39 | | (59) Computer systems & WP equipment | 159,629 | | | | 39 |
| 40 | | TOTAL EQUIPMENT | 566,681 | | | | 40 |
| 41 | | (76) Interest during construction | | | | | 41 |
| 42 | | (80) Other elements of investment | | | | | 42 |
| 43 | | (90) Construction work in progress | 51,015 | | | | 43 |
| 44 | | GRAND TOTAL | 2,140,533 | | | | 44 |

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

PTC 410. RAILWAY OPERATING EXPENSES

(Dollars in Thousands)

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

| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
|----------|-------------|--|-------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|----------|
| | | WAYS & STRUCTURES | | | | | | | | |
| | | ADMINISTRATION | | | | | | | | |
| 1 | | Track | | | | | | | | 1 |
| 2 | | Bridge & building | | | | | | | | 2 |
| 3 | | Signal | 1,329 | 205 | 280 | 56 | 1,870 | | 1,870 | 3 |
| 4 | | Communication | 365 | | | | 365 | | 365 | 4 |
| 5 | | Other | | | | | | | | 5 |
| | | REPAIRS AND MAINTENANCE | | | | | | | | |
| 6 | | Roadway - running | 73 | 1 | (13) | | 61 | | 61 | 6 |
| 7 | | Roadway - switching | | | | | | | | 7 |
| 8 | | Tunnels & subways - running | | | | | | | | 8 |
| 9 | | Tunnels & subways - switching | | | | | | | | 9 |
| 10 | | Bridges & culverts - running | 23 | | 1 | | 24 | | 24 | 10 |
| 11 | | Bridges & culverts - switching | | | | | | | | 11 |
| 12 | | Ties - running | | | | | | | | 12 |
| 13 | | Ties - switching | | | | | | | | 13 |
| 14 | | Rail & other track material - running | 306 | 3 | | | 309 | | 309 | 14 |
| 15 | | Rail & other track material - switching | | | | | | | | 15 |
| 16 | | Ballast - running | 22 | 1 | 2 | | 25 | | 25 | 16 |
| 17 | | Ballast - switching | | | | | | | | 17 |
| 18 | | Road property damaged - running | | | | | | | | 18 |
| 19 | | Road property damaged - switching | | | | | | | | 19 |
| 20 | | Road property damaged - other | | | | | | | | 20 |
| 21 | | Signals & interlockers - running | 2,197 | 429 | 633 | 140 | 3,399 | | 3,399 | 21 |
| 22 | | Signals & interlockers - switching | | | | | | | | 22 |
| 23 | | Communications systems | 2,084 | 300 | 15 | | 2,399 | | 2,399 | 23 |
| 24 | | Power systems | 95 | | 2 | | 97 | | 97 | 24 |
| 25 | | Highway grade crossings - running | 48 | | | | 48 | | 48 | 25 |
| 26 | | Highway grade crossings - switching | | | | | | | | 26 |
| 27 | | Station & office buildings | 25 | | 7 | | 32 | | 32 | 27 |
| 28 | | Shop buildings - locomotives | 148 | | | | 148 | | 148 | 28 |
| 29 | | Shop buildings - freight cars | | | | | | N/A | | 29 |
| 30 | | Shop buildings - other equipment | | | | | | | | 30 |

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

| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
|----------|-------------|---|-------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|----------|
| | | REPAIRS AND MAINTENANCE - (Continued) | | | | | | | | |
| 101 | | Locomotive servicing facilities | 23 | | | | 23 | | 23 | 101 |
| 102 | | Miscellaneous buildings & structures | 42 | 1 | 6 | | 49 | | 49 | 102 |
| 103 | | Coal terminals | | | | | | N/A | | 103 |
| 104 | | Ore terminals | | | | | | N/A | | 104 |
| 105 | | Other marine terminals | | | | | | N/A | | 105 |
| 106 | | TOFC/COFC terminals | | | | | | N/A | | 106 |
| 107 | | Motor vehicle loading & distribution facilities | | | | | | N/A | | 107 |
| 108 | | Facilities for other specialized service operations | | | | | | N/A | | 108 |
| 109 | | Roadway machines | 22 | 5 | | | 27 | | 27 | 109 |
| 110 | | Small tools & supplies | | 86 | 1 | 14 | 101 | | 101 | 110 |
| 111 | | Snow removal | 53 | | | | 53 | | 53 | 111 |
| 112 | | Fringe benefits - running | N/A | N/A | N/A | 1,880 | 1,880 | | 1,880 | 112 |
| 113 | | Fringe benefits - switching | N/A | N/A | N/A | | | | | 113 |
| 114 | | Fringe benefits - other | N/A | N/A | N/A | 78 | 78 | | 78 | 114 |
| 115 | | Casualties & insurance - running | N/A | N/A | N/A | | | | | 115 |
| 116 | | Casualties & insurance - switching | N/A | N/A | N/A | | | | | 116 |
| 117 | | Casualties & insurance - other | N/A | N/A | N/A | | | | | 117 |
| 118 | * | Lease rentals - debit -running | N/A | N/A | | N/A | | | | 118 |
| 119 | * | Lease rentals - debit -switching | N/A | N/A | | N/A | | | | 119 |
| 120 | * | Lease rentals - debit -other | N/A | N/A | | N/A | | | | 120 |
| 121 | * | Lease rentals - (credit) - running | N/A | N/A | | N/A | | | | 121 |
| 122 | * | Lease rentals - (credit) - switching | N/A | N/A | | N/A | | | | 122 |
| 123 | * | Lease rentals - (credit) - other | N/A | N/A | | N/A | | | | 123 |
| 124 | | Joint facility rent - debit - running | N/A | N/A | | N/A | | | | 124 |
| 125 | | Joint facility rent - debit - switching | N/A | N/A | | N/A | | | | 125 |
| 126 | | Joint facility rent - debit - other | N/A | N/A | | N/A | | | | 126 |
| 127 | | Joint facility rent - (credit) - running | N/A | N/A | | N/A | | | | 127 |
| 128 | | Joint facility rent - (credit) - switching | N/A | N/A | | N/A | | | | 128 |
| 129 | | Joint facility rent - (credit) - other | N/A | N/A | | N/A | | | | 129 |
| 130 | * | Other rents - debit - running | N/A | N/A | | N/A | | | | 130 |
| 131 | * | Other rents - debit - switching | N/A | N/A | | N/A | | | | 131 |
| 132 | * | Other rents - debit - other | N/A | N/A | | N/A | | | | 132 |
| 133 | * | Other rents - (credit) - running | N/A | N/A | | N/A | | | | 133 |

| PTC 410. RAILWAY OPERATING EXPENSES - (Continued) | | | | | | | | | | | Road Initials: BNSF |
|---|-------------|--|-------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|----------|---------------------|
| (Dollars in Thousands) | | | | | | | | | | | |
| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. | Year: 2021 |
| | | REPAIRS AND MAINTENANCE - (Continued) | | | | | | | | | |
| 134 | * | Other rents - (credit) - switching | N/A | N/A | | N/A | | | | 134 | |
| 135 | * | Other rents - (credit) - other | N/A | N/A | | N/A | | | | 135 | |
| 136 | * | Depreciation - running | N/A | N/A | N/A | 1,184 | 1,184 | | 1,184 | 136 | |
| 137 | * | Depreciation - switching | N/A | N/A | N/A | | | | | 137 | |
| 138 | * | Depreciation - other | N/A | N/A | N/A | 57,692 | 57,692 | | 57,692 | 138 | |
| 139 | | Joint facility - debit - running | N/A | N/A | | N/A | | | | 139 | |
| 140 | | Joint facility - debit - switching | N/A | N/A | | N/A | | | | 140 | |
| 141 | | Joint facility - debit - other | N/A | N/A | | N/A | | | | 141 | |
| 142 | | Joint facility - (credit) - running | N/A | N/A | | N/A | | | | 142 | |
| 143 | | Joint facility - (credit) - switching | N/A | N/A | | N/A | | | | 143 | |
| 144 | | Joint facility - (credit) - other | N/A | N/A | | N/A | | | | 144 | |
| 145 | | Dismantling retired road property - running | | | | | | | | 145 | |
| 146 | | Dismantling retired road property - switching | | | | | | | | 146 | |
| 147 | | Dismantling retired road property - other | | | | | | | | 147 | |
| 148 | | Other - running | | | 211 | | 211 | | 211 | 148 | |
| 149 | | Other - switching | | | | | | | | 149 | |
| 150 | | Other - other | | | | | | | | 150 | |
| 151 | | TOTAL WAY AND STRUCTURES | 6,855 | 1,031 | 1,145 | 61,044 | 70,075 | | 70,075 | 151 | |
| | | EQUIPMENT | | | | | | | | | |
| | | LOCOMOTIVES | | | | | | | | | |
| 201 | | Administration | | 77 | 94 | | 171 | | 171 | 201 | |
| 202 | * | Repair & maintenance | 2,697 | | | | 2,697 | | 2,697 | 202 | |
| 203 | * | Machinery repair | | | | | | | | 203 | |
| 204 | | Equipment damaged | | | | | | | | 204 | |
| 205 | | Fringe benefits | N/A | N/A | N/A | 789 | 789 | | 789 | 205 | |
| 206 | | Other casualties & insurance | N/A | N/A | N/A | | | | | 206 | |
| 207 | * | Lease rentals - debit | N/A | N/A | | N/A | | | | 207 | |
| 208 | * | Lease rentals - (credit) | N/A | N/A | | N/A | | | | 208 | |
| 209 | | Joint facility rent - debit | N/A | N/A | | N/A | | | | 209 | |
| 210 | | Joint facility rent - (credit) | N/A | N/A | | N/A | | | | 210 | |
| 211 | * | Other rents - debit | N/A | N/A | | N/A | | | | 211 | |
| 212 | * | Other rents - (credit) | N/A | N/A | | N/A | | | | 212 | |
| 213 | * | Depreciation | N/A | N/A | N/A | 40,081 | 40,081 | | 40,081 | 213 | |
| 214 | | Joint facility - debit | N/A | N/A | | N/A | | | | 214 | |
| 215 | | Joint facility - (credit) | N/A | N/A | | N/A | | | | 215 | |
| 216 | * | Repairs billed to others - (credit) | N/A | N/A | | N/A | | | | 216 | |

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

90

| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
|----------|-------------|---|-------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|----------|
| 217 | | LOCOMOTIVES - (Continued) Dismantling retired property | | | | | | | | 217 |
| 218 | | Other | | | | | | | | 218 |
| 219 | | TOTAL LOCOMOTIVES | 2,697 | 77 | 94 | 40,870 | 43,738 | | 43,738 | 219 |
| 220 | | FREIGHT CARS Administration | | | | | | N/A | | 220 |
| 221 | * | Repair & maintenance | | | | | | N/A | | 221 |
| 222 | * | Machinery repair | | | | | | N/A | | 222 |
| 223 | | Equipment damaged | | | | | | N/A | | 223 |
| 224 | | Fringe benefits | N/A | N/A | N/A | | | N/A | | 224 |
| 225 | | Other casualties & insurance | N/A | N/A | N/A | | | N/A | | 225 |
| 226 | * | Lease rentals - debit | N/A | N/A | | N/A | | N/A | | 226 |
| 227 | * | Lease rentals - (credit) | N/A | N/A | | N/A | | N/A | | 227 |
| 228 | | Joint facility rent - debit | N/A | N/A | | N/A | | N/A | | 228 |
| 229 | | Joint facility rent - (credit) | N/A | N/A | | N/A | | N/A | | 229 |
| 230 | * | Other rents - debit | N/A | N/A | | N/A | | N/A | | 230 |
| 231 | * | Other rents - (credit) | N/A | N/A | | N/A | | N/A | | 231 |
| 232 | * | Depreciation | N/A | N/A | N/A | | | N/A | | 232 |
| 233 | | Joint facility - debit | N/A | N/A | | N/A | | N/A | | 233 |
| 234 | | Joint facility - (credit) | N/A | N/A | | N/A | | N/A | | 234 |
| 235 | * | Repairs billed to others - (credit) | N/A | N/A | | N/A | | N/A | | 235 |
| 236 | | Dismantling retired property | | | | | | N/A | | 236 |
| 237 | | Other | | | | | | N/A | | 237 |
| 238 | | TOTAL FREIGHT CARS | | | | | | N/A | | 238 |
| 301 | | OTHER EQUIPMENT Administration | | | | | | | | 301 |
| 302 | * | Repair & maintenance: Trucks, trailers, & containers - revenue service | | | | | | N/A | | 302 |
| 303 | * | Floating equipment - revenue service | | | | | | N/A | | 303 |
| 304 | * | Passenger & other revenue equipment | | | | | | | | 304 |
| 305 | * | Computers and data processing equipment | | | | | | | | 305 |
| 306 | * | Machinery | | | | | | | | 306 |
| 307 | * | Work & other non-revenue equipment | 25 | | | | 25 | | 25 | 307 |
| 308 | | Equipment damaged | | | 1 | | 1 | | 1 | 308 |
| 309 | | Fringe benefits | N/A | N/A | N/A | 7 | 7 | | 7 | 309 |
| 310 | | Other casualties & insurance | N/A | N/A | N/A | | | | | 310 |
| 311 | * | Lease rentals - debit | N/A | N/A | | N/A | | | | 311 |
| 312 | * | Lease rentals - (credit) | N/A | N/A | | N/A | | | | 312 |

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Road Initials: BNSF

Year: 2021

| PTC 410. RAILWAY OPERATING EXPENSES - (Continued) | | | | | | | | | | |
|---|-------------|---|-------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|----------|
| (Dollars in Thousands) | | | | | | | | | | |
| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
| | | OTHER EQUIPMENT (Continued) | | | | | | | | |
| 313 | | Joint facility rent - debit | N/A | N/A | | N/A | | | | 313 |
| 314 | | Joint facility rent - (credit) | N/A | N/A | | N/A | | | | 314 |
| 315 | | Other rents - debit | N/A | N/A | | N/A | | | | 315 |
| 316 | | Other rents - (credit) | N/A | N/A | | N/A | | | | 316 |
| 317 | | Depreciation | N/A | N/A | N/A | 11,472 | 11,472 | | 11,472 | 317 |
| 318 | | Joint facility - debit | N/A | N/A | | N/A | | | | 318 |
| 319 | | Joint facility - (credit) | N/A | N/A | | N/A | | | | 319 |
| 320 | | Repairs billed to others - (credit) | N/A | N/A | | N/A | | | | 320 |
| 321 | | Dismantling retired property | | | | | | | | 321 |
| 322 | | Other | | | | | | | | 322 |
| 323 | | TOTAL OTHER EQUIPMENT | 25 | | 1 | 11,479 | 11,505 | | 11,505 | 323 |
| 324 | | TOTAL EQUIPMENT | 2,722 | 77 | 95 | 52,349 | 55,243 | | 55,243 | 324 |
| | | TRANSPORTATION | | | | | | | | |
| | | TRAIN OPERATIONS | | | | | | | | |
| 401 | | Administration | 2,582 | 14 | 1,344 | 223 | 4,163 | | 4,163 | 401 |
| 402 | | Engine crews | 6 | | | | 6 | | 6 | 402 |
| 403 | | Train crews | | | | | | | | 403 |
| 404 | | Dispatching trains | 9 | | | | 9 | | 9 | 404 |
| 405 | | Operating signals & interlockers | | | | | | | | 405 |
| 406 | | Operating drawbridges | | | | | | | | 406 |
| 407 | | Highway crossing protection | | | 10 | | 10 | | 10 | 407 |
| 408 | | Train inspection & lubrication | | | | | | | | 408 |
| 409 | | Locomotive fuel | | | | | | | | 409 |
| 410 | | Electric power produced or purchased for motive power | | | | | | | | 410 |
| 411 | | Servicing locomotives | 42 | | | | 42 | | 42 | 411 |
| 412 | | Freight lost or damaged - solely related | N/A | N/A | N/A | | | | | 412 |
| 413 | | Clearing wrecks | | | | | | | | 413 |
| 414 | | Fringe benefits | N/A | N/A | N/A | 1,743 | 1,743 | | 1,743 | 414 |
| 415 | | Other casualties & insurance | N/A | N/A | N/A | | | | | 415 |
| 416 | | Joint facility - debit | N/A | N/A | | N/A | | | | 416 |
| 417 | | Joint facility - (credit) | N/A | N/A | | N/A | | | | 417 |
| 418 | | Other | 49 | 1 | | | 50 | | 50 | 418 |
| 419 | | TOTAL TRAIN OPERATIONS | 2,688 | 15 | 1,354 | 1,966 | 6,023 | | 6,023 | 419 |
| | | YARD OPERATIONS | | | | | | | | |
| 420 | | Administration | 246 | | | | 246 | | 246 | 420 |
| 421 | | Switch crews | | | | | | | | 421 |

Railroad Annual Report R-1

Road Initials: BNSF

Year: 2021

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

| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
|----------|-------------|--|-------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|----------|
| | | YARD OPERATIONS (Continued) | | | | | | | | |
| 422 | | Controlling operations | 89 | | | | 89 | | 89 | 422 |
| 423 | | Yard and terminal clerical | 2 | | | | 2 | | 2 | 423 |
| 424 | | Operating switches, signals, retarders, & humps | | | | | | | | 424 |
| 425 | | Locomotive fuel | | | | | | | | 425 |
| 426 | | Electric power electric power produced or purchased for motive power | | | | | | | | 426 |
| 427 | | Servicing locomotives | | | | | | | | 427 |
| 428 | | Freight lost or damaged - solely related | N/A | N/A | N/A | | | | | 428 |
| 429 | | Clearing wrecks | | | | | | | | 429 |
| 430 | | Fringe benefits | N/A | N/A | N/A | 219 | 219 | | 219 | 430 |
| 431 | | Other casualties & insurance | N/A | N/A | N/A | | | | | 431 |
| 432 | | Joint facility - debit | N/A | N/A | | N/A | | | | 432 |
| 433 | | Joint facility - (credit) | N/A | N/A | | N/A | | | | 433 |
| 434 | | Other | | | | | | | | 434 |
| 435 | | TOTAL YARD OPERATIONS | 337 | | | 219 | 556 | | 556 | 435 |
| | | TRAIN & YARD OPERATIONS COMMON: | | | | | | | | |
| 501 | | Cleaning car interiors | | | | N/A | | | | 501 |
| 502 | | Adjusting & transferring loads | | | | N/A | | N/A | | 502 |
| 503 | | Car loading devices & grain docks | | | | N/A | | N/A | | 503 |
| 504 | | Freight lost or damaged - all other | N/A | N/A | N/A | | | | | 504 |
| 505 | | Fringe benefits | N/A | N/A | N/A | | | | | 505 |
| 506 | | TOTAL TRAIN & YARD OPERATIONS COMMON: | | | | | | | | 506 |
| | | SPECIALIZED SERVICE OPERATIONS | | | | | | | | |
| 507 | * | Administration | | | | | | N/A | | 507 |
| 508 | * | Pickup & delivery and marine line haul | | | | | | N/A | | 508 |
| 509 | * | Loading & unloading and local marine | | | | | | N/A | | 509 |
| 510 | * | Protective services | | | | | | N/A | | 510 |
| 511 | * | Freight lost or damaged - solely related | N/A | N/A | N/A | | | N/A | | 511 |
| 512 | * | Fringe benefits | N/A | N/A | N/A | | | N/A | | 512 |
| 513 | * | Casualties & insurance | N/A | N/A | N/A | | | N/A | | 513 |
| 514 | * | Joint facility - debit | N/A | N/A | | N/A | | N/A | | 514 |
| 515 | * | Joint facility - (credit) | N/A | N/A | | N/A | | N/A | | 515 |
| 516 | * | Other | | | | | | N/A | | 516 |
| 517 | * | TOTAL SPECIALIZED SERVICE OPERATIONS | | | | | | N/A | | 517 |

| PTC 410. RAILWAY OPERATING EXPENSES - (Continued) | | | | | | | | | | |
|---|-------------|--|-------------------------|---|---------------------------|----------------|------------------------------|------------------|--------------|----------|
| (Dollars in Thousands) | | | | | | | | | | |
| Line No. | Cross Check | Name of railway operating expense account (a) | Salaries & Wages (b) | Material, tools, supplies, fuels, & lubricants (c) | Purchased services (d) | General (e) | Total freight expense (f) | Passenger (g) | Total (h) | Line No. |
| 518 | | ADMINISTRATIVE support OPERATIONS: Administration | 2,113 | | | | 2,113 | | 2,113 | 518 |
| 519 | | Employees performing clerical & accounting functions | 3 | | | | 3 | | 3 | 519 |
| 520 | | Communication systems operations | 17 | | 98 | | 115 | | 115 | 520 |
| 521 | | Loss & damage claims processing | | | | | | | | 521 |
| 522 | | Fringe benefits | N/A | N/A | N/A | 1,384 | 1,384 | | 1,384 | 522 |
| 523 | | Casualties & insurance | N/A | N/A | N/A | | | | | 523 |
| 524 | | Joint facility - debit | N/A | N/A | | N/A | | | | 524 |
| 525 | | Joint facility - (credit) | N/A | N/A | | N/A | | | | 525 |
| 526 | | Other | | | | | | | | 526 |
| 527 | | TOTAL ADMINISTRATIVE support OPERATIONS | 2,133 | | 98 | 1,384 | 3,615 | | 3,615 | 527 |
| 528 | | TOTAL TRANSPORTATION | 5,158 | 15 | 1,452 | 3,569 | 10,194 | | 10,194 | 528 |
| | | GENERAL AND ADMINISTRATIVE | | | | | | | | |
| 601 | | Officers - general administration | | 45 | 20 | 30 | 95 | | 95 | 601 |
| 602 | | Accounting, auditing, & finance | | | | | | | | 602 |
| 603 | | Management services & data processing | | | 114 | | 114 | | 114 | 603 |
| 604 | | Marketing | | | | | | | | 604 |
| 605 | | Sales | | | | | | | | 605 |
| 606 | | Industrial development | | | | | | N/A | | 606 |
| 607 | | Personnel & labor relations | | | | | | | | 607 |
| 608 | | Legal & secretarial | | | | | | | | 608 |
| 609 | | Public relations & advertising | | | | | | | | 609 |
| 610 | | Research & development | | | | | | | | 610 |
| 611 | | Fringe benefits | N/A | N/A | N/A | | | | | 611 |
| 612 | | Casualties & insurance | N/A | N/A | N/A | | | | | 612 |
| 613 | | Writedown of uncollectible accounts | N/A | N/A | N/A | | | | | 613 |
| 614 | | Property taxes | N/A | N/A | N/A | | | | | 614 |
| 615 | | Other taxes except on corporate income or payroll | N/A | N/A | N/A | | | | | 615 |
| 616 | | Joint facility - debit | N/A | N/A | | N/A | | | | 616 |
| 617 | | Joint facility - (credit) | N/A | N/A | | N/A | | | | 617 |
| 618 | | Other | | | | | | | | 618 |
| 619 | | TOTAL GENERAL AND ADMINISTRATIVE | | 45 | 134 | 30 | 209 | | 209 | 619 |
| 620 | * | TOTAL CARRIER OPERATING EXPENSE | 14,735 | 1,168 | 2,826 | 116,992 | 135,721 | | 135,721 | 620 |

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

Railroad Annual Report R-1

Road Initials: BNSF
Year: 2021

PTC 700. MILEAGE OPERATED AT CLOSE OF YEAR

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

NOTES AND REMARKS

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

| Line No. | Cross Check | Type or design of units (a) | Units in service of respondent at beginning of year (b) | Changes During the Year | | | | Units retired from service of respondent whether owned or leased, including reclassification (g) | Units at Close of Year | | | | | Line No. |
|----------|-------------|--|---|----------------------------------|----------------------------------|---|--|--|------------------------|------------------------|--|--|----------------------|----------|
| | | | | Units Installed | | | | | Owned and used (h) | Leased from others (i) | Total in service of respondent [col (h) & (i)] (j) | Aggregate capacity of units reported in col (j) (See Ins. 7) (k) | Leased to others (l) | |
| | | | | New units purchased or built (c) | New units leased from others (d) | Rebuilt units acquired and rebuilt units rewritten into property accounts (e) | All other units including reclassification and second hand units purchased or leased from others (f) | | | | | | | |
| 1 | | Locomotive Units Diesel-freight units | 5,020 | | | | | 69 | 3,288 | 1,663 | 4,951 | (HP) 21,665,285 | | 1 |
| 2 | | Diesel-passenger units | | | | | | | | | | | | 2 |
| 3 | | Diesel-multiple purpose units | 775 | | | | | | 741 | 34 | 775 | 2,159,000 | | 3 |
| 4 | | Diesel-switching units | | | | | | | | | | | | 4 |
| 5 | * | TOTAL (lines 1 to 4) units | 5,795 | | | | | 69 | 4,029 | 1,697 | 5,726 | 23,824,285 | | 5 |
| 6 | * | Electric locomotives | | | | | | | | | | | | 6 |
| 7 | * | Other self-powered units | | | | | | | | | | | | 7 |
| 8 | * | TOTAL (lines 5, 6, and 7) | 5,795 | | | | | 69 | 4,029 | 1,697 | 5,726 | 23,824,285 | | 8 |
| 9 | * | Auxiliary units | | | | | | | | | | N/A | | 9 |
| 10 | * | TOTAL LOCOMOTIVE UNITS (lines 8 and 9) | 5,795 | | | | | 69 | 4,029 | 1,697 | 5,726 | N/A | | 10 |

Note: Beginning balance will not tie to ending balance of prior year due to PTC installation of 18 existing locomotives.

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

| Line No. | Cross Check | Type or design of units (a) | Before 1/1/2000 (b) | During Calendar Year | | | | | TOTAL (l) | Line No. | | | | | |
|----------|-------------|--|---------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|----------|-----------|----------|----------|----------|----------|----------|----|
| | | | | Between 1/1/2000 and 12/31/2004 (c) | Between 1/1/2005 and 12/31/2009 (d) | Between 1/1/2010 and 12/31/2014 (e) | Between 1/1/2015 and 12/31/2019 (f) | 2021 (g) | | | 2021 (h) | 2022 (i) | 2023 (j) | 2024 (k) | |
| 11 | * | Diesel | 1,167 | 964 | 1,458 | 1,516 | 558 | 63 | | | | | | 5,726 | 11 |
| 12 | * | Electric | | | | | | | | | | | | | 12 |
| 13 | * | Other self-powered units | | | | | | | | | | | | | 13 |
| 14 | * | TOTAL (lines 11 to 13) | 1,167 | 964 | 1,458 | 1,516 | 558 | 63 | | | | | | 5,726 | 14 |
| 15 | * | Auxiliary units | | | | | | | | | | | | | 15 |
| 16 | * | TOTAL LOCOMOTIVE UNITS (lines 14 and 15) | 1,167 | 964 | 1,458 | 1,516 | 558 | 63 | | | | | N/A | 5,726 | 16 |

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

| Line No. | Cross Check | Type or design of units (a) | Units in service of respondent at beginning of year (b) | Changes During the Year | | | | Units retired from service of respondent whether owned or leased, including reclassification (g) | Units at Close of Year | | | | | Line No. |
|----------|-------------|---|--|-------------------------------------|-------------------------------------|--|---|---|------------------------|---------------------------|---|--|-------------------------|----------|
| | | | | Units Installed | | | | | Owned and used (h) | Leased from others (i) | Total in service of respondent [col (h) & (i)] (j) | Aggregate capacity of units reported in col (j) (See Ins. 7) (k) | Leased to others (l) | |
| | | | | New units purchased or built (c) | New units leased from others (d) | Rebuilt units acquired and rebuilt units rewritten into property accounts (e) | All other units including reclassification and second hand units purchased or leased from others (f) | | | | | | | |
| 17 | | Passenger-Train Cars Non-Self-Propelled Coaches (PA, PB, PBO) | | | | | | | | | | | | 17 |
| 18 | | Combined cars (All class C, except CSB) | | | | | | | | | | | | 18 |
| 19 | | Parlor cars (PBC, PC, PL, PO) | | | | | | | | | | | | 19 |
| 20 | | Sleeping cars (PS, PT, PAS, PDS) | | | | | | | | | | | | 20 |
| 21 | | Dining, grill, & tavern cars (All class D, PD) | | | | | | | | | | N/A | | 21 |
| 22 | | Nonpassenger carrying cars (All class B, CSB, M, PSA, IA) | | | | | | | | | | N/A | | 22 |
| 23 | | TOTAL (Lines 17 to 22) | | | | | | | | | | | | 23 |
| 24 | | Self-Propelled Electric passenger cars (EP, ET) | | | | | | | | | | | | 24 |
| 25 | | Electric combined cars (EC) | | | | | | | | | | | | 25 |
| 26 | | Internal combustion rail motorcars (ED, EG) | | | | | | | | | | | | 26 |
| 27 | | Other self-propelled cars (Specify types) | | | | | | | | | | | | 27 |
| 28 | | TOTAL (Lines 24 to 27) | | | | | | | | | | | | 28 |
| 29 | | TOTAL (Lines 23 and 28) | | | | | | | | | | | | 29 |
| 30 | | Company Service Cars Business cars (PV) | | | | | | | | | | N/A | | 30 |
| 31 | | Board outfit cars (MWX) | | | | | | | | | | N/A | | 31 |
| 32 | | Derrick & snow removal cars (MWU, MWV, MWW, MWK) | | | | | | | | | | N/A | | 32 |
| 33 | | Dump and ballast cars (MWB, MWD) | | | | | | | | | | N/A | | 33 |
| 34 | | Other maintenance and service equipment cars | | | | | | | | | | N/A | | 34 |
| 35 | | TOTAL (Lines 30 to 34) | | | | | | | | | | N/A | | 35 |

PTC 710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data:

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

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT AND LEASED FROM OTHERS

| Line No. | Cross Check | Class of equipment and car designations (a) | Units in service of respondent at beginning of year | | Changes during the year | | | | Line No. |
|----------|-------------|--|---|-----------------------|---|--|--|--|----------|
| | | | Time-mileage cars (b) | All others (c) | Units installed | | | | |
| | | | | | New units purchased or built (d) | New or rebuilt units leased from others (e) | Rebuilt units acquired and rebuilt units rewritten into property accounts (f) | All other units, including reclassification and second hand units purchased or leased from others (g) | |
| | | 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_1, J_2, J_3, J_4) | | | | | | | 39 |
| 40 | | Equipped gondola cars (All Code E) | | | | | | | 40 |
| 41 | | Covered hopper cars (C_1, C_2, C_3, C_4) | | | | | | | 41 |
| 42 | | Open top hopper cars-general service (All code H) | | | | | | | 42 |
| 43 | | Open top hopper cars-special service (J_0 and All Codes K) | | | | | | | 43 |
| 44 | | Refrigerator cars--mechanical (R_5_, R_6_, R_7_, R_8_, R_9_) | | | | | | | 44 |
| 45 | | Refrigerator cars--non mechanical (R_0_, R_1_, R_2_) | | | | | | | 45 |
| 46 | | Flat cars--TOFC/COFC (All Code P, Q and S, Except Q8__) | | | | | | | 46 |
| 47 | | Flat cars--multi-level (All Code V) | | | | | | | 47 |
| 48 | | Flat cars--general service (F10_, F20_, F30_) | | | | | | | 48 |
| 49 | | Flat cars--other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_) | | | | | | | 49 |
| 50 | | Tank cars--22,000 gallons (T_0, T_1, T_2, T_3, T_4, T_5) | | | | | | | 50 |
| 51 | | Tank cars--22,000 gallons and over (T_6, T_7, T_8, T_9) | | | | | | | 51 |
| 52 | | All other freight cars (A_5_, F_7_, All Code L and Q8__) | | | | | | | 52 |
| 53 | | TOTAL (lines 36 to 52) | | | | | | | 53 |
| 54 | | Caboose (All Code M-930) | | | | | | | 54 |
| 55 | | TOTAL (lines 53, 54) | | | | | | | 55 |

PTC 710. INVENTORY OF EQUIPMENT - Continued

- 4. Column (m) should show aggregate capacity for all units reported in columns (k) and (l), as follows. For freight-train cars, report the nominal capacity (in tons of 2,000 lbs) as provided for in Rule 86 of the AAR Code of Rules Governing Cars in Interchange. Convert the capacity of tank cars to capacity in tons of the commodity which the car is intended to carry customarily.
- 5. Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease agreement, whose interline rental is settled on a per diem and line haul mileage basis under "Code of Car Hire Rules" or would be so settled if used by another railroad.

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT AND LEASED FROM OTHERS

| Line No. | Cross Check | Changes during year (concluded) | Units at close of year | | | | | | Line No. |
|----------|-------------|--|------------------------|------------------------|---|---------------|---|----------------------|----------|
| | | Units retired from service of respondent whether owned or leased, including reclassification (h) | Owned and used (i) | Leased from others (j) | Total in service of respondent (col. (i) & (j)) | | Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m) | Leased to others (n) | |
| | | | | | Time-mileage cars (k) | All other (l) | | | |
| 36 | | | | | | | | | 36 |
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PTC 710. INVENTORY OF EQUIPMENT - Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT AND LEASED FROM OTHERS

| Line No. | Cross Check | Class of equipment and car designations (a) | Units in service of respondent at beginning of year | | Changes during the year | | | | Line No. |
|----------|-------------|--|---|-------------------|-------------------------------------|-------------------------------------|--|--|----------|
| | | | Per diem (b) | All others (c) | Units installed | | | | |
| | | | | | New units purchased or built (d) | New units leased from others (e) | Rebuilt units acquired and rebuilt units rewritten into property accounts (f) | All other units, including reclassification and second hand units purchased or leased from others (g) | |
| | | FLOATING EQUIPMENT | | | | | | | |
| 56 | | Self-propelled vessels [Tugboats, car ferries, etc.] | | | | | | | 56 |
| 57 | | Non-self-propelled vessels [Car floats, lighters, etc.] | | | | | | | 57 |
| 58 | | TOTAL (lines 56 and 57) | | | | | | | 58 |
| | | HIGHWAY REVENUE EQUIPMENT | | | | | | | |
| 59 | | Chassis Z1__, Z67__, Z68__, Z69__ | | | | | | | 59 |
| 60 | | Dry van U__, Z__, Z6__, 1-6 | | | | | | | 60 |
| 61 | | Flat bed U3__, Z3__ | | | | | | | 61 |
| 62 | | Open bed U4__, Z4__ | | | | | | | 62 |
| 63 | | Mechanical refrigerator U5__, Z5__ | | | | | | | 63 |
| 64 | | Bulk hopper U0__, Z0__ | | | | | | | 64 |
| 65 | | Insulated U7__, Z7__ | | | | | | | 65 |
| 66 | | Tank ¹ Z0__, U6__ (See note) | | | | | | | 66 |
| 67 | | Other trailer and container (Special Equipped Dry Van U9__, Z8__, Z9__) | | | | | | | 67 |
| 68 | | Tractor | | | | | | | 68 |
| 69 | | Truck | | | | | | | 69 |
| 70 | | TOTAL (lines 59 to 69) | | | | | | | 70 |

NOTES AND REMARKS

PTC 710. INVENTORY OF EQUIPMENT - Concluded

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT AND LEASED FROM OTHERS

| Line No. | Cross Check | Changes during year (concluded) | Units at close of year | | | | | | Line No. |
|----------|-------------|--|------------------------|------------------------|---|---------------|---|----------------------|----------|
| | | Units retired from service of respondent whether owned or leased, including reclassification (h) | Owned and used | Leased from others (j) | Total in service of respondent (col. (i) & (j)) | | Aggregate capacity of units reported in col. (k) & (l) (see ins. 4) (m) | Leased to others (n) | |
| | | | | | Per diem (k) | All other (l) | | | |
| 56 | | | | | | | | | 56 |
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NOTES AND REMARKS

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

(Dollars in Thousands)

1. Give particulars, as requested, separately, for the various classes of new units and rebuilt units of equipment installed by respondent during the year. If information regarding the cost of any units installed is not complete at the time of filing of this report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased (P), built or rebuilt by contract in outside railroad shops (C), or built or rebuilt in company or system shops (S), including units acquired through capitalized leases (L).
2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars, or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO) or steel boxcars-special service (XAP). For TOFC/COFC, show the type of equipment as enumerated in Schedule 710.
3. In column (c) show the total weight in tons of 2,000 pounds. The weight of equipment acquired should be the weight empty. The cost should be the complete cost as entered on the ledger, including foreign line freight charges and handling charges.
5. Data for this schedule should be confined to the units reported in Schedule 710, columns (c) and (e) for locomotive units, passenger-train cars, and company service cars, and columns (d) and (f) for freight train cars, floating equipment, and highway revenue equipment. Disclose new units in the upper section of this schedule. Disclose rebuilt units acquired or rewritten into the respondent's accounts in the lower section. The term "new" as used herein shall mean a unit or units placed in service for the first time on any railroad.
6. All unequipped boxcars acquired in whole or in part with incentive per diem funds should be reported on separate lines and be appropriately identified by footnote or sub-heading.

NEW UNITS

| Line No. | Class of equipment | Number of Units | Total Weight (Tons) | Total Cost | Method of Acquisition (see instructions) | Line No. |
|----------|------------------------------------|-----------------|---------------------|------------|--|----------|
| 1 | No units installed during the year | | | | | 1 |
| 2 | | | | | | 2 |
| 3 | | | | | | 3 |
| 4 | | | | | | 4 |
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| 6 | | | | | | 6 |
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| 14 | | | | | | 14 |
| 15 | TOTAL | | | | | 15 |

REBUILT UNITS

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

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES PTC 720

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

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

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

PTC 720. TRACK AND TRAFFIC CONDITIONS

Disclose the requested information pertaining to track and traffic conditions.

| Line No. | Track category (a) | Mileage of tracks at end of period (whole numbers) (b) | Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c) | Average running speed limit (use two decimal places) (d) | Track miles under slow orders at end of period (e) | Line No. |
|----------|------------------------|--|--|--|---|----------|
| 1 | A | 16,353 | 57.23 | 60.12 | 213.20 | 1 |
| 2 | B | 4,750 | 11.98 | 51.96 | 87.90 | 2 |
| 3 | C | 666 | 2.48 | 51.97 | 1.10 | 3 |
| 4 | D | 309 | 0.39 | 51.15 | 19.70 | 4 |
| 5 | E | | n/a | n/a | | 5 |
| 6 | TOTAL | 22,078 | 45.05 | 58.00 | 321.90 | 6 |
| 7 | F | 11,778 | n/a | n/a | | 7 |
| 8 | Potential abandonments | | | | | 8 |

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

Footnote: PTC Grants

In addition to separating capital expenses and operating expenses incurred by the railroad for PTC, the respondent entity shall include by footnote disclosure here the value of funds received from non-government and government transfers to include grants, subsidies, and other contributions or reimbursements that the respondent entity used to purchase or create PTC assets or to offset PTC costs. These amounts represent non-railroad monies that the respondent entity used for PTC and would provide for full disclosure of PTC costs on an annual basis. This disclosure shall identify the nature and location of the project by FRA identification, if applicable. If FRA identification is not applicable, the disclosure shall identify the location at the state or regional level.

| Line No. | Entity Receiving Funds | Name of Program Providing Funding | Location(s) of the Project Funded | Amount of Funding Received | Line No. |
|----------|------------------------|--|--|----------------------------|----------|
| 1 | BNSF Railway | Colorado Department of Transportation / Amtrak | Dodge City, KS, and Las Animas, CO. (La Junta Subdivision) | 1,165,011 | 1 |
| 2 | | | | | 2 |
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BNSF received the following amounts of PTC Grant Funding in years prior to 2021

| | |
|------|-------------------|
| 2009 | - |
| 2010 | 65,571 |
| 2011 | 2,487,728 |
| 2012 | 8,399,391 |
| 2013 | 10,413,863 |
| 2014 | 7,468,471 |
| 2015 | 5,787,652 |
| 2016 | 1,035,675 |
| 2017 | 1,168,216 |
| 2018 | 179,086 |
| 2019 | 1,297,332 |
| 2020 | - |
| | <u>38,302,985</u> |

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

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

VERIFICATION

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

OATH

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

State of Texas

County of Tarrant

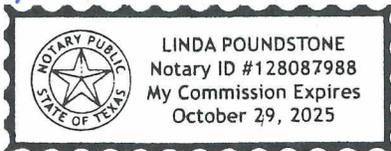
Jonathan Brimmer makes oath and states that he (she) is Director of Accounting of BNSF Railway Company that it is his or her duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he or she knows that such books have been kept in good faith during the period covered by this report; that he or she knows that the entries contained in this report relate to accounting matters that have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroad Companies and other accounting and reporting directives of the Surface Transportation Board; that he or she believes that all other statements of fact contained in this report are true, and that this report is a correct and complete statement, accurately taken from the books and records, of the business and affairs of the above-named respondent during the period of time from and including January 1, 2021 to and including December 31, 2021.

Jonathan Brimmer (Signature of affiant)

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

My commission expires 10/29/2025

Use an LS impression seal



Linda Poundstone (Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of Texas

County of Tarrant

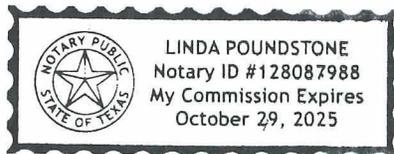
Candace Palmarozzi makes oath and states that he (she) is VP and Controller of BNSF Railway Company that he or she has carefully examined the foregoing report; that he or she believes that all statements of fact contained in the said report are true; and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including January 1, 2021 to and including December 31, 2021.

Candace Palmarozzi (Signature of affiant)

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

My commission expires 10/29/2025

Use an LS impression seal



Linda Poundstone (Signature of officer authorized to administer oaths)

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

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

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