



BNSF Railway Company
2650 Lou Menk Drive
Fort Worth, TX 76131-2830
(800) 795-2673

March 31, 2026

Please find enclosed your copy of the 2025 Surface Transportation Board Annual Report (Form R-1) for BNSF Railway Company. Additionally, we have included your respective state statistics for 2025.

If you have any questions or concerns, please feel free to contact me directly.

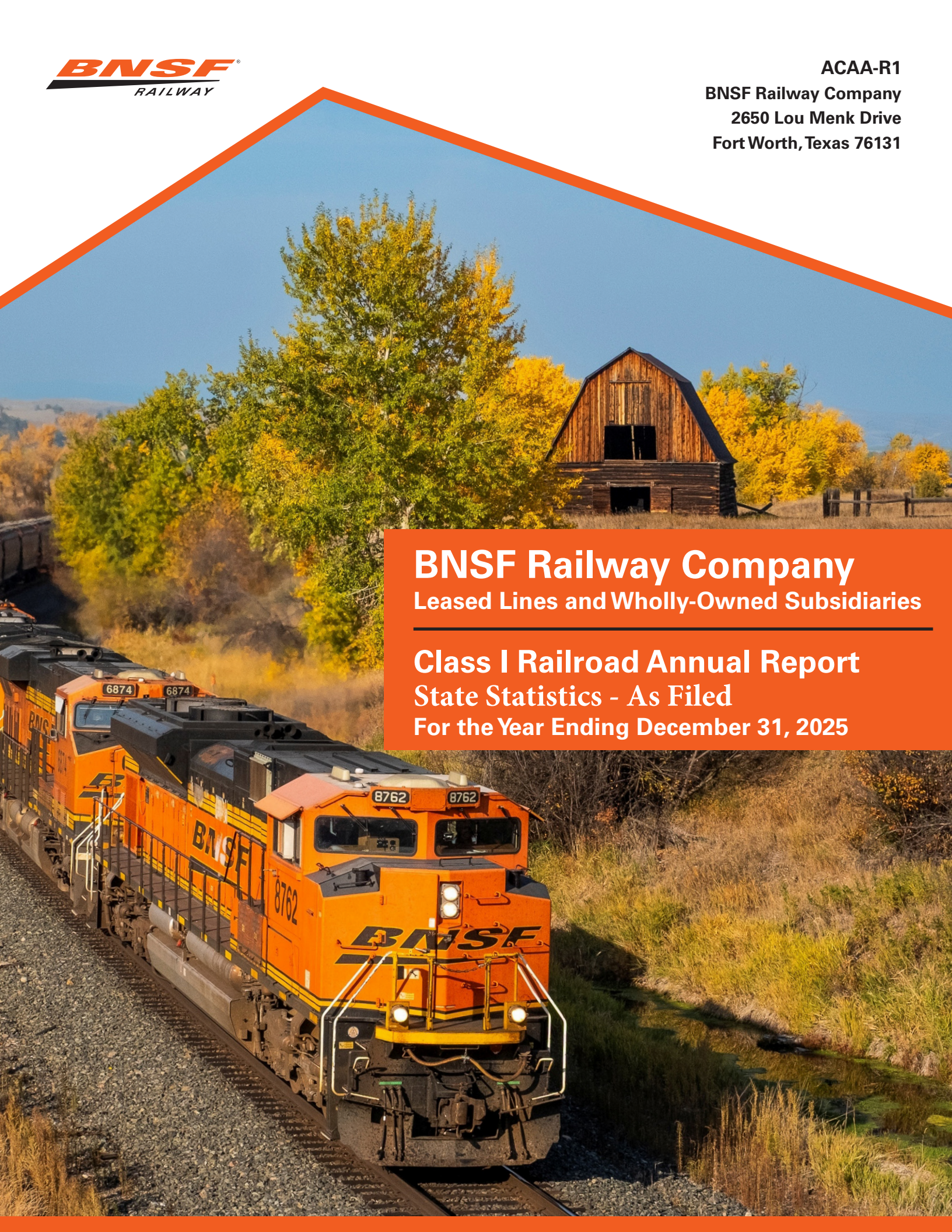
Regards,

A handwritten signature in black ink, appearing to read "Michael Colwick", written over a light gray rectangular background.

Michael Colwick
Director, Accounting and Reporting
Michael.Colwick@bnsf.com
(817) 352 - 4885



ACAA-R1
BNSF Railway Company
2650 Lou Menk Drive
Fort Worth, Texas 76131

A BNSF freight train is shown in a rural landscape. The lead locomotive is orange and black, with the number 8762 visible. It is pulling several other locomotives and freight cars. The train is moving along a gravel track that runs alongside a small stream. In the background, there are trees with yellow and orange autumn foliage, and a large, dark wooden barn with a gambrel roof. The sky is clear and blue. The entire image is framed by a large orange triangle pointing downwards from the top left corner.

BNSF Railway Company

Leased Lines and Wholly-Owned Subsidiaries

Class I Railroad Annual Report

State Statistics - As Filed
For the Year Ending December 31, 2025

BNSF Railway Company

State Statistics

Notice

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

STATE :NORTH DAKOTA
 REVENUE FRIEGHT CARRIED DURING PERIOD (2025-01-01 TO 2025-12-31) WITHIN STATE 01/06/2026
 REV FRT ORIGINATING ALL OTHER REV FRT TOTAL REV FRT TOTAL REV FRT
 CARRIED CARRIED TERMINATING
 WITH IN THE STATE WITH IN THE STATE WITH IN THE STATE WITHIN THE STATE

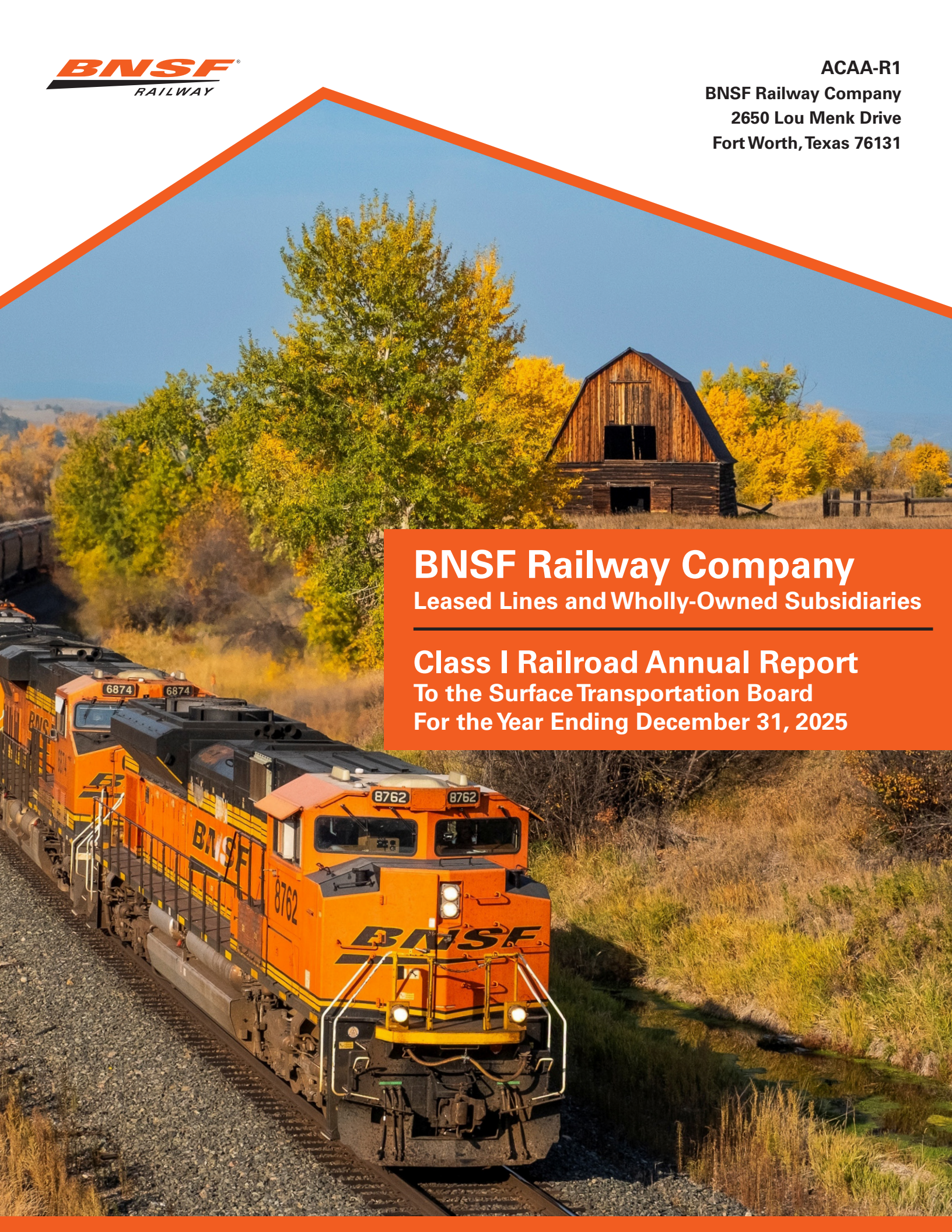
CODE	COMMODITY	NO. OF CARS	NO. OF TONS	NO. OF CARS	NO. OF TONS	NO. OF CARS	NO. OF TONS	NO. OF CARS	NO. OF TONS
ND 01	FARM PRODUCTS.	152,139	15592,956	252,628	26462,380	404,767	42055,336	3,182	325,746
ND 08	FOREST PRODUCTS.	0	0	1	9	1	9	0	0
ND 10	METALLIC ORES.	0	0	45	4,345	45	4,345	5	569
ND 11	COAL.	18,379	1762,912	99,638	11916,749	118,017	13679,661	14,356	1651,893
ND 13	CRUDE PETRO NAT GAS & NAT GSLN.	69,787	6570,376	1,043	98,044	70,830	6668,420	180	15,819
ND 14	NONMETALLIC MINERALS EXCEPT FUELS.	43	4,432	32,918	3557,410	32,961	3561,842	30,288	3335,246
ND 19	ORDNANCE AND ACCESSORIES.	0	0	37	775	37	775	0	0
ND 20	FOOD AND KINDRED PRODUCTS.	48,270	4873,659	91,848	7262,530	140,118	12136,189	6,556	631,462
ND 22	TEXTILE MILL PRODUCTS.	0	0	45	724	45	724	0	0
ND 23	APPAREL AND OTHER FINISHED TEXTILE PRD. INC KNIT.	0	0	1,224	21,223	1,224	21,223	0	0
ND 24	LUMBER AND WOOD PRODUCTS, EXCEPT FURNITURE.	1	96	18,483	1572,182	18,484	1572,278	1,014	94,643
ND 25	FURNITURE AND FIXTURES.	0	0	1,144	19,182	1,144	19,182	0	0
ND 26	PULP, PAPER AND ALLIED PRODUCTS.	0	0	20,605	746,605	20,605	746,605	404	33,327
ND 27	PRINTED MATTER.	0	0	423	8,544	423	8,544	0	0
ND 28	CHEMICALS AND ALLIED PRODUCTS.	14,511	1396,089	51,088	4899,710	65,599	6295,799	19,302	1907,696
ND 29	PETROLEUM AND COAL PRODUCTS.	19,844	1478,454	23,873	1865,399	43,717	3343,853	4,988	395,731
ND 30	RUBBER AND MISCELLANEOUS PLASTIC PRODUCTS.	0	0	1,445	23,295	1,445	23,295	48	4,523
ND 31	LEATHER AND LEATHER PRODUCTS.	0	0	1	4	1	4	0	0
ND 32	STONE, CLAY, GLASS & CONCRETE PRODUCTS.	1,045	107,912	9,598	979,684	10,643	1087,596	5,554	585,059
ND 33	PRIMARY METAL PRODUCTS.	7	620	9,418	755,762	9,425	756,382	3,068	269,578
ND 34	FABR METAL PRD. EXC ORD. MACHY AND TRANSP.	4	72	392	6,827	396	6,899	0	0
ND 35	MACHINERY, EXCEPT ELECTRICAL.	180	1,044	1,789	39,306	1,969	40,350	904	27,542
ND 36	ELECTRICAL MACHINERY, EQUIPMENT, AND SUPPLIES.	2	309	4,341	39,864	4,343	40,173	3	435
ND 37	TRANSPORTATION EQUIPMENT.	1,963	993	71,750	1250,336	73,713	1251,329	4,192	1,382
ND 38	INSTRUMENTS,PHOT AND OPTICAL GD,WATCHES,CLOCKS.	0	0	134	840	134	840	0	0
ND 39	MISCELLANEOUS PRODUCTS OF MANUFACTURING.	0	0	684	9,532	684	9,532	0	0
ND 40	WASTE AND SCRAP MATERIALS.	1,828	169,277	2,336	193,936	4,164	363,213	202	21,152
ND 41	MISC FREIGHT SHIPMENTS.	0	0	121	1,181	121	1,181	0	0
ND 42	CONTAINERS, SHIPPING, RETURNED EMPTY.	114	0	100,134	1,740	100,248	1,740	9,341	0
ND 44	FREIGHT FORWARDER TRAFFIC.	0	0	24,150	329,316	24,150	329,316	0	0
ND 46	MISC MIXED SHIPMENT EXC FWDR & SHPR ASSN.	950	22,468	281,369	4335,421	282,319	4357,889	0	0
ND 47	SMALL PACKAGED FREIGHT SHIPMENTS.	0	0	22,343	284,389	22,343	284,389	0	0
ND 48	WASTE, HAZARDOUS.	1	1	97	8,882	98	8,883	0	0
TOTAL:		329,068	31,981,670	1,125,145	66,696,126	1,454,213	98,677,796	103,587	9,301,803

SC-941. REVENUE FREIGHT CARRIED DURING THE YEAR - WITHIN STATE SUPPLEMENTAL REPORT					
Code	Commodity (a)	Revenue Freight Orig. on Res. Road Within the State		Revenue Freight Term. on Res. Road Within the State	
		Number of Carloads (b)	Number of Tons (2,000 lbs.) (c)	Number of Carloads (d)	Number of Tons (2,000 lbs.) (e)
01 131	Barley	2,124	208,880	405	37,760
01 132	Corn Exc. Popcorn	75,829	8,189,838	0	0
01 133	Oats	1,229	117,932	1	95
01 134	Rice	0	0	0	0
01 135	Rye	148	15,942	0	0
01 136	Sorghum	0	0	0	0
01 137	Wheat Exc. Buckwheat	53,890	5,722,213	1,945	207,662
01 139	Grain Nec.	17	1,518	1	107
01 141	Cottonseed	0	0	0	0
01 142	Flaxseeds	169	17,198	15	1,422
01 144	Soybeans	19,486	2,066,772	77	8,538
01 149	Sunflower Seeds	4,365	434,815	869	81,551
01 159	Field Seeds	30	3,019	0	0
01 191	Fodder	0	0	0	0
01 194	Sweet Potatoes	0	0	0	0
01 195	Potatoes other than Sweet	135	10,681	4	261
01 197	Sugar Beets	0	0	0	0
01 313	Onions with Tops	1	90	0	0
01 318	Onions without Tops	0	0	0	0
01 341	Beans Dry Ripe	3,472	342,340	35	3,611
01 342	Peas	9,942	385,763	3	317
01 343	Cow Peas	365	36,997	12	1,244
01 349	Dry Vegetables	0	0	0	0
01 391	Beans Green or Fresh	0	0	0	0
01 411	Cattle	0	0	0	0
01 412	Calves	0	0	0	0
01 413	Swine	0	0	0	0
01 414	Sheep	0	0	0	0
11 221	Lignite Coal	0	0	1,630	158,500
20 11	Meat, Fresh	0	0	0	0
20 121	Meat, Frozen	0	0	0	0
20 129	Meat, Fresh, Frozen, NEC	0	0	0	0
20 139	Meat, Products	47	4,119	707	64,104
20 143	Grease	0	0	1,027	90,049
20 144	Tankage	0	0	1	100
20 15	Poultry, Fresh	0	0	0	0
20 161	Poultry, Frozen	0	0	0	0
20 21	Creamery Butter	0	0	0	0
20 25	Cheese	0	0	0	0
20259	DAIBYP	0	0	0	0
20 411	Wheat Flour	10,272	1,066,800	796	80,255
20 412	Bran	1,290	127,383	0	0
20 416	Oatmeal	0	0	0	0
20 418	Milled Bran Products	56	5,683	6	605
20 419	Grain Products	838	87,672	1	110
22 97	Wool & Mohair	0	0	0	0
28 712	Fertilizers - Phosphates	0	0	3,074	304,958
28 713	Ammonium	0	0	652	63,467
28 714	Fertilizers - Compounds	0	0	338	33,623
28 719	Fertilizers - Prepared	0	0	2	188
32 411	Cement	2	195	2,569	273,355
Totals		183,707	18,845,850	14,170	1,411,882



ACAA-R1

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BNSF Railway Company

Leased Lines and Wholly-Owned Subsidiaries

Class I Railroad Annual Report
To the Surface Transportation Board
For the Year Ending December 31, 2025

ANNUAL REPORT
OF
BNSF RAILWAY COMPANY
TO THE
SURFACE TRANSPORTATION BOARD
FOR THE
YEAR ENDED DECEMBER 31, 2025

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.

Road Initials: BNSF		Year: 2025	1
A. SCHEDULES OMITTED BY RESPONDENT			
1. The respondent, at its option, may omit pages from this report provided there is nothing to report or the schedules are not applicable. 2. Show 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	
Railroad Annual Report R-1			

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 is available on the BNSF website.

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, 2025
8. State the total number of stockholders of record, as of the date shown in answer to Inquiry 7. One (1) stockholder.
9. Give the names of 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of the list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his or her address, the number of votes he or she would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he or she was entitled, with respect to securities held by him or her, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities (stating in a footnote the names of such other securities, if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information and the names and addresses of the 30 largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such 30 security holders as of the close of the year.

Line No.	Name of Security Holder (a)	Address of Security Holder (b)	Number of Votes to Which Security Holder Was Entitled (c)	Number of Votes, Classified With Respect to Securities on Which Based			Line No.
				Stock			
				Common (d)	Preferred		
Second (e)	First (f)						
1	Burlington Northern Santa Fe, LLC	2650 Lou Menk Drive	1000	1000			1
2		Fort Worth, TX 76131					2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
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16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29
30							30

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of 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	523,247	541,303	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	30,665	37,971	5
6		706	- Customers	920,417	990,833	6
7		707	- Other	179,253	159,557	7
8		709, 708	- Accrued accounts receivables	187,233	204,091	8
9		708.5	- Receivables from affiliated companies	764,052	710,715	9
10		709.5	- Less: Allowance for uncollectible accounts	(24,915)	(39,857)	10
11		710, 711, 714	Working funds prepayments deferred income tax debits	114,626	80,473	11
12		712	Materials and supplies	1,066,440	1,063,415	12
13		713, 713.5, 713.6	Other Current Assets	92,744	100,548	13
14			TOTAL CURRENT ASSETS	3,853,762	3,849,049	14
Other Assets						
15		715, 716, 717	Special funds	11,616	12,993	15
16		721, 721.5	Investments and advances affiliated companies (Sch. 310 and 310A)	1,108,016	1,066,944	16
17		722, 723	Other investments and advances			17
18		737, 738	Property used in other than carrier operation (Less depreciation) \$	894,267	894,671	18
19		739, 741	Other assets	16,728,998	16,615,452	19
20		743	Other deferred debits	2,697,207	2,677,042	20
21		744	Accumulated deferred income tax debits			21
22			TOTAL OTHER ASSETS	21,440,104	21,267,102	22
Road and Equipment						
23		731, 732	Road (Sch. 330) L-30 Col h & b	75,702,997	73,079,459	23
24		731, 732	Equipment (Sch 330) L-39 Col h & b	15,715,204	15,707,922	24
25		731, 732	Unallocated items	1,899,780	1,572,693	25
26		733, 735	Accumulated depreciation and amortization (Sch. 335, 342)	(22,583,570)	(20,626,316)	26
27			Net Road and Equipment	70,734,411	69,733,758	27
28	*		Total Assets	96,028,277	94,849,909	28

NOTES AND REMARKS

Note: Non-US Operations are included in this schedule.

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

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

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

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

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

3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year. See Note 3 on page 10-15

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund. See Note 3 on page 10-15

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

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

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

Date of trust agreement or latest amendment September 24, 2012

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

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

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

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

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

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

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

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

Continued on following page

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

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

Disclose the nature and amount of contingency that is material.

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

See Note 4 on pages 14-15B

(a) Changes in valuation accounts.

8. Marketable equity securities.

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

At 12 / 31 /2025 , 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 /2025 (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 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, Agricultural and Energy Products, Industrial Products, and Coal, derived from manufacturing, agricultural, and natural resource industries, which constituted 36 percent, 29 percent, 22 percent, and 13 percent, respectively, of total freight revenues for the year ended December 31, 2025.

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 December 2023, the Financial Accounting Standards Board (FASB) issued Accounting Standards Update No. 2023-09 (ASU 2023-09), Income Taxes (Topic 740): Improvements to Income Tax Disclosures. This standard requires issuers to further disaggregate income tax disclosures related to the income tax rate reconciliation and income taxes paid by federal, state, foreign, and any individual jurisdictions where the reconciling items or income taxes paid quantitatively exceed 5 percent of the total amount disclosed. Issuers are also required to disclose income (or loss) from continuing operations before income tax expense disaggregated between domestic and foreign and income tax expense (or benefit) from continuing operations disaggregated by federal, state, and foreign jurisdictions. ASU 2023-09 is effective for annual reporting periods beginning after December 15, 2024. The Company adopted this standard for the year-ended December 31, 2025. See Note 6 to the Consolidated Financial Statements.

In November 2024, the FASB issued Accounting Standards Update No. 2024-03 (ASU 2024-03), Income Statement - Reporting Comprehensive Income - Expense Disaggregation Disclosures (Subtopic 220-40): Disaggregation of Income Statement Expenses. This standard requires issuers to disclose the amounts of purchases of inventory, employee compensation, depreciation, and intangible asset amortization included in each relevant expense line item within continuing operations on the income statement. For any amounts remaining in these relevant expense line items beyond those required to be disclosed, issuers are required to disclose a qualitative description of what is included within the remaining amounts. Issuers are also required to disclose the total selling expenses recognized in continuing operations and, on an annual basis, the issuer's definition of selling expenses. ASU 2024-03 is effective prospectively for annual reporting periods beginning after December 15, 2026 and interim periods beginning after December 15, 2027, with early adoption permitted. The Company expects to adopt this standard for its reporting period beginning January 1, 2027.

In September 2025, the FASB issued Accounting Standards Update No. 2025-06 (ASU 2025-06), Intangibles—Goodwill and Other—Internal-Use Software (Subtopic 350-40): Targeted Improvements to the Accounting for Internal-Use Software. This standard amends the existing guidance to remove all references to prescriptive and sequential software development project stages. Under this standard, issuers are required to begin capitalization of eligible software development costs when management has authorized and committed to funding the software project, and it is probable the project will be completed and the software will be used to perform the function intended. In evaluating whether it is probable the project will be completed; issuers are required to consider whether there is significant uncertainty associated with the development activities of the software. ASU 2025-06 is effective prospectively for annual reporting periods beginning after December 15, 2027, and for interim periods within those periods, with early adoption permitted. The Company currently expects to adopt this standard for its reporting period beginning January 1, 2028.

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

Note 2 cont.

In December 2025, the FASB issued Accounting Standards Update No. 2025-10 (ASU 2025-10), Government Grants (Topic 832): Accounting for Government Grants Received by Business Entities. This standard amends the accounting and disclosure requirements for a government grant received by a business entity. The amendments in this Update require that a government grant received by issuers should not be recognized until it is probable that the business entity will comply with the conditions attached to the grant and the grant will be received, and the business entity meets the recognition guidance for a grant related to an asset or a grant related to income. Issuers will also be required to disclose the nature of the government grant received, the accounting policies used to account for the grant, and significant terms and conditions of the grant, consistent with current disclosure requirements. ASU 2025-10 is effective prospectively for annual reporting periods beginning after December 15, 2028, and for interim periods within those periods, with early adoption permitted. The Company is evaluating the impact of this standard, and at this time, does not anticipate it will have a material impact on the Company's Consolidated Financial Statements and disclosures.

In December 2025, the FASB issued Accounting Standards Update No. 2025-11 (ASU 2025-11), Interim Reporting (Topic 270): Narrow-Scope Improvements. This standard clarifies current interim disclosure requirements and the applicability of Topic 270. Issuers are also required to disclose events since the end of the last annual reporting period that have a material impact on their business operations. ASU 2025-11 is effective prospectively for annual reporting periods beginning after December 15, 2027, and for interim periods within those periods, with early adoption permitted. The Company is evaluating the impact of this standard, and at this time, does not anticipate it will have a material impact on the Company's Consolidated Financial Statements and disclosures.

Note 3

Employment Benefit Plans

BNSF provides a funded, noncontributory qualified pension plan (BNSF Retirement Plan), which covered most non-union employees through March 31, 2019, and an unfunded non-tax-qualified pension plan (BNSF Supplemental Retirement Plan), which covered certain officers and other employees through March 31, 2019. 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 Company 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, BNSF's funding policy is to contribute annually not less than the regulatory minimum and not more than the maximum amount deductible for income tax purposes. 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, BNSF 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.

Road Initials: BNSF Year 2025

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,		
	2025	2024	2023
Service cost	\$ 10	\$ 11	\$ 10
Interest cost	86	83	84
Expected return on plan assets	(192)	(186)	(185)
Amortization of net (gain) loss	(30)	(20)	(34)
Settlement loss (gain)	2	--	-
Net (benefit) cost recognized	\$ (124)	\$ (112)	\$ (125)

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, 2025	December 31, 2024
Projected benefit obligation at beginning of period	\$ 1,616	\$ 1,739
Service cost	10	11
Interest cost	86	83
Actuarial loss (gain)	34	(78)
Benefits Paid	(139)	(138)
Settlements	(6)	(1)
Projected benefit obligation at end of period	1,601	1,616
Component representing future salary increases	(10)	(13)
Accumulated benefit obligation at end of period	\$ 1,591	\$ 1,603

For the year ended December 31, 2025, the change in benefit obligation resulted from actuarial losses primarily attributable to a decrease in the discount rate from the preceding year. For the year ended December 31, 2024, the change in benefit obligation resulted from actuarial gains primarily attributable to an increase 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, 2025	December 31, 2024
Fair value of plan assets at beginning of period	\$ 3,068	\$ 2,611
Actual return (loss) on plan assets	142	585
Employer contributions ^a	15	11
Benefits paid	(139)	(138)
Settlements	(6)	(1)
Fair value of plan assets at measurement date	\$ 3,080	\$ 3,068

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

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

	Pension Benefits	
	December 31, 2025	December 31, 2024
Funded status (plan assets less projected benefit obligations)	\$ 1,479	\$ 1,452

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

Of the net pension assets of \$1.5 billion recognized as of both December 31, 2025 and 2024, \$9 million and \$12 million was included in other current liabilities as of December 31, 2025 and 2024, respectively, and \$1.5 billion were included in other assets as of both December 31, 2025 and 2024.

The BNSF Supplemental Retirement Plan had accumulated and projected benefit obligations in excess of plan assets as of both December 31, 2025 and 2024. The following table shows the projected benefit obligation, accumulated benefit obligation, and fair value of plan assets for each period (in millions):

	December 31, 2025	December 31, 2024
Projected benefit obligation	\$ 58	\$ 67
Accumulated benefit obligation	\$ 57	\$ 66
Fair value of plan assets	\$ -	\$ -

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). Pre-tax amounts currently recognized in AOCI consisted of a net gain of \$631 million and \$742 million as of December 31, 2025 and 2024, respectively. The following table shows the pre-tax change in AOCI attributable to the components of the net cost and the change in benefit obligation (in millions):

	Pension Benefits		
	Year Ended December 31		
Change in AOCI	2025	2024	2023
Beginning balance	\$ 742	\$ 285	\$ 226
Amortization of net (gain) loss	(30)	(20)	(34)
Actuarial gain (loss)	(83)	477	93
Settlements	2	-	-
Ending balance	\$ 631	\$ 742	\$ 285

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

	Pension Benefits		
	Year Ended December 31		
Assumptions Used to Determine Net Cost	2025	2024	2023
Discount rate	5.6 %	5.0 %	5.2 %
Expected long-term rate of return on plan assets	6.7 %	6.7 %	6.7 %
Rate of compensation increase	3.0 %	3.0 %	3.1 %

	Pension Benefits	
	December 31, 2025	December 31, 2024
Assumptions Used to Determine Benefit Obligations		
Discount rate	5.4 %	5.6 %
Rate of compensation increase	3.0 %	3.0 %

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

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 2026 calculation of pension net benefit cost decreased to 5.4 percent, which reflects market conditions at the December 31, 2025 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, 2025 and 2024 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 2025 and will be 6.7 percent for 2026.

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

Sensitivity Analysis	
	Change in 2026 Net Benefit Cost
Hypothetical Discount Rate Change	Pension
50 basis point decrease	\$ 5 million increase
50 basis point increase	\$ 5 million decrease
Hypothetical Expected Rate of Return on Plan Assets Change	Pension
50 basis point decrease	\$ 14 million increase
50 basis point increase	\$ 14 million decrease

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).

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

The following table summarizes the investments of the funded pension plans as of December 31, 2025, based on the inputs used to value them (in millions):

Asset Category	Total as of December 31, 2025	Level 1 Inputs ^a	Level 2 Inputs ^a	Level 3 Inputs ^a
Cash and equivalents	\$ 30	\$ -	\$ 30	\$ -
Equity securities ^b	1,709	1,709	-	-
Government obligations	1,339	1,339	-	-
Other fixed maturity securities	2	-	2	-
Total	\$ 3,080	\$ 3,048	\$ 32	\$ -

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, 2025, two equity securities each exceeded 10 percent of total plan assets.

Comparative Prior Year Information

The following table summarizes the investments of the funded pension plans as of December 31, 2024, based on the inputs used to value them (in millions):

Asset Category	Total as of December 31, 2024	Level 1 Inputs ^a	Level 2 Inputs ^a	Level 3 Inputs ^a
Cash and equivalents	\$ 8	\$ -	\$ 8	\$ -
Equity securities ^b	3,018	3,018	-	-
Government obligations	39	39	-	-
Other fixed maturity securities	3	-	3	-
Total	\$ 3,068	\$ 3,057	\$ 11	\$ -

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, 2024, four equity securities each exceeded 10 percent of total plan assets.

The Company is not required to make contributions to its funded pension plans in 2026.

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
2026	\$ 136
2027	\$ 129
2028	\$ 126
2029	\$ 124
2030	\$ 122
2031-2035	\$ 580

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

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

BNSF Railway Company 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 \$64 million, \$66 million and \$64 million during the years ended December 31, 2025, 2024 and 2023, 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, 2025 and 2024, the projected benefit obligation associated with the retiree health and welfare plans was \$129 million and \$139 million, respectively. For each of the years ended December 31, 2025, 2024 and 2023, the service cost associated with the health and welfare plans was approximately \$1 million.

Under collective bargaining agreements, BNSF Railway Company 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 \$15 million, \$20 million and \$26 million during the years ended December 31, 2025, 2024 and 2023, respectively. The average number of employees covered under these plans was approximately 31,000 during the years ended December 31, 2025, 2024 and 2023.

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 Company 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.

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

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

	Years ended December 31,		
	2025	2024	2023
Beginning balance	\$ 304	\$ 314	\$ 306
Accruals / changes in estimates	66	98	112
Payments	(76)	(108)	(104)
Ending balance	\$ 294	\$ 304	\$ 314
Current portion of ending balance	\$ 80	\$ 85	\$ 85

The amount recorded by the Company for the personal injury liability is based upon the best information currently available. Because of the uncertainty surrounding the ultimate outcome of personal injury claims, it is reasonably possible that future costs to resolve these claims may be different from the recorded amounts. The Company estimates that costs to resolve the liability may range from approximately \$250 million to \$370 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.

Environmental

BNSF Railway Company 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 often 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 180 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		
	2025	2024	2023
Beginning balance	\$ 224	\$ 236	\$ 247
Accruals / changes in estimates	5	4	7
Payments	(16)	(16)	(18)
Ending balance	\$ 213	\$ 224	\$ 236
Current portion of ending balance	\$ 35	\$ 35	\$ 35

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 \$190 million to \$245 million.

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

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 is a party 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.

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 of both December 31, 2025 and 2024, the carrying value of goodwill was \$15.3 billion. During the years ended December 31, 2025, 2024 and 2023, no impairment losses were incurred and there were no accumulated impairment losses related to goodwill as of both December 31, 2025 and 2024.

Note 6**Leases**

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

	Year Ended December 31, 2025	Year Ended December 31, 2024
Lease Cost		
Operating lease cost	\$ 410	\$ 426
Finance lease cost:		
Amortization of right-of-use assets	18	18
Interest on lease liabilities	5	5
Interest on lease liabilities	28	18
Short-term lease cost		
Total lease cost	\$ 461	\$ 467

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

	Year Ended December 31, 2025	Year Ended December 31, 2024
Operating Leases		
Operating lease right-of-use assets	\$ 1,192	\$ 1,186
Accounts payable and other current liabilities	217	296
Operating lease liabilities	891	722
Total operating lease liabilities	\$ 1,108	\$ 1,018

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

	Year Ended December 31, 2025	Year Ended December 31, 2024
Finance Leases		
Property and equipment	\$ 329	\$ 336
Accumulated depreciation	(219)	(215)
Property and equipment, net	\$ 110	\$ 121
Long-term debt due within one year	\$ 23	\$ 22
Long-term debt	35	50
Total finance lease liabilities	\$ 58	\$ 72

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

	Year Ended December 31, 2025	Year Ended December 31, 2024
Cash Flow		
Cash paid for amounts included in the measurement of lease obligations:		
Operating cash flows for operating leases	\$ 357	\$ 394
Operating cash flows for finance leases	\$ 4	\$ 5
Financing cash flows for finance leases	\$ 22	\$ 22
Right-of-use assets obtained in exchange for lease obligations:		
Operating leases	\$ 408	\$ 462

Other information related to leases was as follows:

	December 31, 2025	December 31, 2024
Other Information		
Weighted-average remaining lease term (in years):		
Operating leases	6.0	6.4
Finance leases	2.6	3.3
Weighted-average discount rate:		
Operating leases	4.7%	4.5%
Finance leases	5.5%	5.7%

Maturities of lease liabilities as of December 31, 2025 are summarized as follows (in millions):

	<u>Operating Leases</u>	<u>Finance Leases</u>
2026	\$ 271	\$ 26
2027	257	24
2028	185	11
2029	152	1
2030	129	1
Thereafter	325	—
Total lease payments	1,319	63
Less amount representing interest	(211)	(5)
Total	\$ 1,108	\$ 58

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

Note 7

Business Combinations

On March 8, 2023, the Surface Transportation Board issued a decision approving the discontinuance of service by Montana Rail Link, Inc. (MRL) over that certain line owned by BNSF Railway and leased to MRL, with BNSF Railway to resume providing service over the line. This decision became effective April 7, 2023.

As a result of the approved lease termination, consideration exchanged between BNSF Railway and MRL has been accounted for in accordance with ASC Topic 805 (ASC 805). The amount allocable to goodwill under ASC 805 is deductible for U.S. federal income tax purposes. Based on additional information obtained during the fourth quarter of 2023, BNSF recorded \$1.0 billion in net measurement period adjustments primarily related to property and equipment, resulting in a decrease to goodwill. The measurement period adjustment to property and equipment resulted in additional depreciation expense of \$9 million for the year ended December 31, 2023, which is included within depreciation and amortization on the Consolidated Statements of Income. The purchase price allocation was finalized as of March 31, 2024.

The allocation of total consideration to the fair values of the assets is as follows (in millions):

	April 7, 2023
Property and equipment	\$ 1,571
Materials and supplies	10
Goodwill	532
Fair value of assets	\$ 2,113

Property and equipment of \$1.6 billion primarily includes land for transportation purposes, track structure, and other roadway assets. As a result of the approved lease termination, total goodwill was \$15.3 billion as of December 31, 2025.

This transaction is not material with respect to BNSF's financial statements when reviewed under the quantitative and qualitative considerations of Regulation S-X Article 11 and ASC 805, so the Company has not provided pro forma information relating to the period prior to the transaction.

210. RESULTS OF OPERATIONS

(Dollars in Thousands)

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

Cross-Checks

Schedule 210

Schedule 210

Line 15, col b

= Line 66, col b

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

Lines 47,48,49 col b

= Line 67, col b

Line 50, col b

= Line 68, col b

3. List dividends from investments accounted for under the cost method on line 19, and list dividends accounted for under the equity method on line 25.

Line 14, col b

Schedule 410

Line 14, col d

= Line 620, col h

Line 14, col e

= Line 620, col f

= Line 620, col g

4. All contra entries should be shown in parenthesis.

Line No.	Cross Check	Item	Amount for current year	Amount for preceding year	Freight-related revenue & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
		(a)	(b)	(c)			
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	23,182,653	23,228,853	23,182,653		1
2		(102) Passenger					2
3		(103) Passenger-related					3
4		(104) Switching	67,289	58,724	67,289		4
5		(105) Water transfers					5
6		(106) Demurrage	274,404	260,704	274,404		6
7		(110) Incidental	200,275	180,377	200,275		7
8		(121) Joint facility - credit	14,244	18,319	14,244		8
9		(122) Joint facility - debit					9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	23,738,865	23,746,977	23,738,865		10
11		(502) Railway operating revenues - transfers from government authorities					11
12		(503) Railway operating revenues - amortization of deferred transfers from government authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	23,738,865	23,746,977	23,738,865		13
14	*	(531) Railway operating expenses	15,767,042	16,332,425	15,767,042		14
15	*	Net revenue from railway operations	7,971,823	7,414,552	7,971,823		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	1,376,139	1,768,894			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	146,984	127,510			24
25		Income from affiliated companies: 519					
26		a. Dividends (equity method)	5,600	11,000			25
27		b. Equity in undistributed earnings (losses)	28,648	34,806			26
28		TOTAL OTHER INCOME (lines 16-26)	1,557,771	1,942,610			27
29		TOTAL INCOME (lines 15, 27)	9,529,594	9,357,162			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	27,742	3,917			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS	27,742	3,917			36
37		Income available for fixed charges	9,501,852	9,353,245			37

Road Initials: BNSF		Year: 2025			17
210. RESULTS OF OPERATIONS - Continued					
(Dollars in Thousands)					
Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
		FIXED CHARGES			
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default			38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	3,780	5,904	40
41		(548) Amortization of discount on funded debt	984	984	41
42		TOTAL FIXED CHARGES (lines 38 through 41)	4,764	6,888	42
43		Income after fixed charges (line 37 minus line 42)	9,497,088	9,346,357	43
		OTHER DEDUCTIONS			
		(546) Interest on funded debt:			
44		(c) Contingent interest			44
		UNUSUAL OR INFREQUENT ITEMS			
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before inc. taxes)	9,497,088	9,346,357	46
		PROVISIONS FOR INCOME TAXES			
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	1,636,641	1,606,898	47
48	*	(b) State income taxes	318,047	290,111	48
49	*	(c) Other income taxes	400	1,585	49
50	*	(557) Provision for deferred taxes	295,868	350,921	50
51		TOTAL PROVISION FOR INCOME TAXES (lines 47 through 52)	2,250,956	2,249,515	51
52		Income from continuing operations (line 46 minus line 51)	7,246,132	7,096,842	52
		DISCONTINUED OPERATIONS			
		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)			
53					53
		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)			
54					54
55		Income before extraordinary items (lines 52 through 54)	7,246,132	7,096,842	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
		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$)			
60					60
61	*	Net income (Loss) (lines 55 + 59 + 60)	7,246,132	7,096,842	61
62		Less: Net Income attributable to non-controlling interest			62
63		Net Income attributable to reporting railroad	7,246,132	7,096,842	63
64		Basic Earnings Per Share	N/A	N/A	64
65		Diluted Earnings Per Share	N/A	N/A	65
		RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)			
66	*	Net revenues from railway operations	7,971,823	7,414,552	66
67	*	(556) Income taxes on ordinary income (-)	1,955,088	1,898,594	67
68	*	(557) Provision for deferred income taxes (-)	295,868	350,921	68
69		Income from lease of road and equipment (-)			69
70		Rent for leased roads and equipment (+)			70
71		Net railway operating income (loss)	5,720,867	5,165,037	71
Note: Non-US Operations are included in this schedule.					
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Notes and Remarks For Schedules 210 and 220

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210A. 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.

Schedule 210
Line 61, col b**Cross-Checks**

=

Schedule 210 A
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	7,246,132	7,096,842	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	(82,793)	347,665	6
7		Less: amortization of prior service cost included in net periodic pension cost	(397)	(698)	7
8		Other Comprehensive Income (Loss)	300	637	8
9		Comprehensive Income (Loss)	7,163,242	7,444,446	9
10		Less: comprehensive income attributable to noncontrolling interest			10
11		Comprehensive Income attributable to reporting railroad (Loss)	7,163,242	7,444,446	11

Notes: Non-US Operations are included in this schedule.

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	27,790,293	522,038	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
3		CREDITS (602) Credit balance transferred from income	7,217,484	28,648	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings			5
6		TOTAL CREDITS	7,217,484	28,648	6
7		DEBITS (612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings	6,155,229		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	6,155,229		13
14		Net increase (decrease) during year (Line 6 minus line 13)	1,062,255	28,648	14
15		Balances at close of year (lines 1, 2, and 14)	28,852,548	550,686	15
16		Balances from line 15 (c)	550,686	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	29,403,234	N/A	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year \$ _0 _____			19
20		Debits during year \$ _0 _____			20
21		Balance at close of year \$ _0 _____			21
22		Amount of assigned Federal income tax consequences Account 606 \$ _0 _____			22
23		Account 616 \$ _0 _____			23

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

Note: Non-US Operations are included in this schedule.

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	7,246,132	7,096,842	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	(11,555)	(3,230)	11
12		Depreciation and amortization expenses	2,755,282	2,646,594	12
13		Net increase (decrease) in provision for Deferred Income Taxes	295,870	353,747	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(28,648)	(34,806)	14
15		Decrease (increase) in accounts receivable	6,605	105,757	15
16		Decrease (increase) in material and supplies and other current assets	364,581	165,703	16
17		Increase (decrease) in current liabilities other than debt	(241,579)	(616,171)	17
18		Increase (decrease) in other - net	(427,069)	(87,338)	18
19		Net cash provided from continuing operations (lines 10 through 18)	9,959,619	9,627,098	19
20		Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20)	9,959,619	9,627,098	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	25,029	8,876	22
23		Capital expenditures	(3,796,376)	(3,690,009)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayment of investment and advances			25
26		Purchase price of long-term investment and advances	(2,163)	(31,243)	26
27		Net decrease (increase) in sinking and other special funds			27
28		Other - net	14,235	(13,022)	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	(3,759,275)	(3,725,398)	29

(Continued on next page)

22		Road Initials: BNSF			Year: 2025	
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	(63,171)	(62,234)	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	(6,155,229)	(5,805,989)	35	
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(6,218,400)	(5,868,223)	36	
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36)	(18,056)	33,477	37	
38		Cash and cash equivalents at beginning of the year	541,303	507,826	38	
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	523,247	541,303	39	
		Footnotes to Schedule Cash paid during the year for:				
40		Interest (net of amount capitalized) *	583	3,695	40	
41		Income taxes (net) *	1,888,489	2,053,575	41	
* Only applies if indirect method is adopted						
NOTES AND REMARKS						
Note: Non-US Operations are included in this schedule.						
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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	30,665	1
2	Customers (706)	Sched. 200, line 6, col. b	920,417	2
3	Other (707)	Note A	135,456	3
4	TOTAL CURRENT OPERATING ASSETS	Lines 1 + 2 + 3	1,086,538	4
OPERATING REVENUE				
5	Railway operating revenue	Sched. 210, line 13, col. b	23,738,865	5
6	Rent income	Note B	231,928	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	23,970,793	7
8	Average daily operating revenues	Line 7 ÷ 360 days	66,586	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	12,042	11
12	Audited accounts and wages payable (753)	Note A	189,791	12
13	Accounts payable - other (754)	Note A	351,756	13
14	Other taxes accrued (761.5)	Note A	423,282	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 through 14	976,871	15
OPERATING EXPENSES				
16	Railway operating expenses	Sched. 210, line 14, col. b	15,767,042	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317 col h	2,726,783	17
18	Cash related operating expenses	Line 16 + line 6 - line 17	13,272,187	18
19	Average daily expenditures	Line 18 ÷ 360 days	36,867	19
20	Days of operating expenses in current operating liabilities	Line 15 ÷ line 19	26	20
21	Days of working capital required	Line 10 - line 20 (Note C)	5	21
22	Cash working capital required	Line 21 x line 19	184,335	22
23	Cash and temporary cash balance	Sched. 200, line 1 + line 2, col. b	523,247	23
24	Cash working capital allowed	Lesser of line 22 or line 23	184,335	24
MATERIALS AND SUPPLIES				
25	Total materials and supplies (712)	Note A	1,066,440	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	1,066,440	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	1,250,775	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.

Note: Non-US Operations are included in this schedule.

NOTES AND REMARKS

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GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310 AND 310A

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

Sym| Kind of Industry

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

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

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

(Dollars in Thousands)

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

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

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

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

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

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of Issuing Company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
1	721	A-1	VII	Alameda Belt Line Common	50.00	1
2			VII	Belt Railway Company of Chicago, The Common	16.67	2
3			VII	Central California Traction Company Common	33.33	3
4			VII	Houston Belt & Terminal Railway Company Common	50.00	4
5			VII	Kansas City Terminal Railway Company Common	25.00	5
6			VII	Longview Switching Company Common	50.00	6
7			VII	MT Properties Inc. Common	43.30	7
8			VII	Oakland Terminal Railway Common	50.00	8
9			VII	Paducah & Illinois Railroad Company Common	33.34	9
10			VII	Portland Terminal Railroad Company Common	40.00	10
11			VII	St. Joseph Terminal Railroad Company Common	50.00	11
12			VII	Sunset Railway Company Common	50.00	12
13			VII	Terminal Railroad Association of St. Louis Common	14.29	13
14			VII	Texas City Terminal Railway Company Common	33.30	14
15			VII	TTX Company Common	17.41	15
16			VII	Wichita Union Terminal Railway Company Common	66.67	16
17			VII	Central California Traction Company Preferred	33.33	17
18						18
19				Total Class A-1		19
20						20
21	721	A-3	X	Kinder Morgan Energy Partners LP LP	0.50	21
22			X	Meteorcomm, LLC LLC	25.00	22
23			X	PTC 220, LLC LLC	14.29	23
24			VII	Railmarketplace.com, Inc. Preferred	15.86	24
25						25
26				Total Class A-3		26
27						27
28				Total Class A		28
29						29
30	721	E-1	VII	Port Terminal Railroad Association Association	N/A	30
31			VII	Wichita Terminal Association Association	N/A	31
32						32
33				Total Class E-1		33
34						34
35	721	E-3	VIII	Health Transformation Alliance Cooperative	N/A	35
36						36
37				Total Class E-3		37
38						38
39				Total Class E		39
40						40
41				Total		41

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

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

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

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

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

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

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

Line No.	Investments and Advances				Disposed of profit (loss) (j)	Adjustments Account 721.5 (k)	Dividends or interest credited to income (l)	Line No.
	Opening Balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing Balance (i)				
1	500	46		546				1
2	14,900			14,900				2
3	691	254		945				3
4	20,070	1,957	(9,290)	12,737				4
5	14,106	1,583		15,689				5
6	29		(2)	27				6
7	2,334	183		2,517				7
8								8
9	9,206	179	(386)	8,999				9
10	2,733	149	(58)	2,824				10
11	150			150				11
12	985		(48)	937				12
13								13
14	64,544	13,986	(5,600)	72,930				14
15	891,437	39,029		930,466				15
16	382	71		453				16
17								17
18								18
19	1,022,067	57,437	(15,384)	1,064,120				19
20								20
21	6,893			6,893				21
22	18,618	9,000	(10,034)	17,584				22
23	18,257	591	(538)	18,310				23
24								24
25								25
26	43,768	9,591	(10,572)	42,787				26
27								27
28	1,065,835	67,028	(25,956)	1,106,907				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	1,066,944	67,028	(25,956)	1,108,016				41

Note: Column (h) includes equity method accounting for losses. Line 14, Column (h) includes 5,600 K in dividends received.

310. NOTES AND REMARKS

% Ownership

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	
	BNSF Railway Company	16.67 *
	CSX Transportation, Inc.	25.00
	Norfolk Southern Corporation	25.00
	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	
	BNSF Railway Company	33.33
	Union Pacific Railroad Company	66.67
		<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	
	BNSF Railway Company	25.00 *
	Union Pacific Railroad Company	41.67
	Canadian Pacific Kansas City Limited	25.00
	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 subject to the liens of the BNI Consolidated Mortgage and the NP General Lien Mortgage and held as collateral by U.S. Bank, N.A., Trustee, of the BNI Consolidated Mortgage and Citibank, N.A., Trustee 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

% Ownership

10	PORTLAND TERMINAL RAILROAD COMPANY	
	BNSF Railway Company	40.00
	Union Pacific Railroad Company	60.00
		<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	
	BNSF Railway Company	14.29 *
	Union Pacific Railroad Company	42.84
	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	
	BNSF Railway Company	33.33
	Union Pacific Railroad Company	66.67
		<u>100.00</u>
15	TTX COMPANY	
	BNSF Railway Company	17.4
	Union Pacific Railroad Company	37.0
	CSX Transportation, Inc.	19.8
	Norfolk Southern Railway Company	19.8
	Canadian National Railway Company	3.2
	Canadian Pacific Kansas City Limited	2.2
	Ferrocarril Mexicano (FXE)	0.6
		<u>100.00</u>
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.	
	BNSF Railway Company	0.50
	Various	99.50
		<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

% Ownership

23	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
	Canadian Pacific PTC, LLC	14.29
	KCS Spectrum, Inc.	14.28
	Ekanet, Inc. (Union Pacific Railroad Company)	14.28
	NS Spectrum Corporation (Norfolk Southern Company)	14.28
		<u>100.00</u>
24	RAILMARKETPLACE.COM, INC.	
	BNSF Railway Company	15.86
	Canadian National Railway Company	15.86
	Canadian Pacific Kansas City Limited	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>

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310A. INVESTMENTS IN COMMON STOCK OF AFFILIATED COMPANIES (Dollars in Thousands)									30
Undistributed Earnings From Certain Investments in Affiliated Companies									
1. Report below the details of all investments in common stock included in Account 721, Investments and Advances Affiliated Companies. 2. Enter in column (c) the amount necessary to retroactively adjust those investments. (See instruction 5-2, Uniform System of Accounts). 3. Enter in column (d) the share of undistributed earnings (i.e., dividends) or losses. 4. Enter in column (e) the amortization for the year of the excess of cost over equity in net assets (equity over cost) at date of acquisition. 5. For definitions of carrier and noncarrier, see general instructions.									
Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustments for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.	
1	Carriers: (List specifics for each company) Alameda Belt Line	500	46				546	1	
2	Belt Railway Company of Chicago, The	14,900					14,900	2	
3	Central California Traction Company	691	170	84			945	3	
4	Houston Belt & Terminal Railway Company	20,070	1,957	(9,290)			12,737	4	
5	Kansas City Terminal Railway Company	14,106	113	1,470			15,689	5	
6	Longview Switching Company	29		(2)			27	6	
7	MT Properties Inc.	2,334		183			2,517	7	
8	Oakland Terminal Railway							8	
9	Paducah & Illinois Railroad Company	9,206	179	(386)			8,999	9	
10	Portland Terminal Railroad Company	2,733	149	(58)			2,824	10	
11	St. Joseph Terminal Railroad Company	150					150	11	
12	Sunset Railway Company	985		(48)			937	12	
13	Terminal Railroad Association of St. Louis							13	
14	Texas City Terminal Railway Company	64,544	15	8,371			72,930	14	
15	TTX Company	891,437	172	38,857			930,466	15	
16	Wichita Union Terminal Railway Company	382	32	39			453	16	
17								17	
18								18	
19	TOTAL CARRIERS	1,022,067	2,833	39,220			1,064,120	19	
20								20	
21	Noncarriers: (List specifics for each company)							21	
22	Kinder Morgan Energy Partners LP	6,893					6,893	22	
23	Meteorcomm, LLC	18,618	9,000	(10,034)			17,584	23	
24	PTC 220, LLC	18,257	591	(538)			18,310	24	
25								25	
26								26	
27	TOTAL NON-CARRIERS	43,768	9,591	(10,572)			42,787	27	
28								28	
29								29	
30	TOTAL INVESTMENTS IN COMMON STOCK	1,065,835	12,424	28,648			1,106,907	30	
31								31	

Note: Column (d) Line 14 are net of \$5,600K 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	6,933,484			1
2	3	(3) Grading	12,297,505			2
3	4	(4) Other right-of-way expenditures	72,090			3
4	5	(5) Tunnels and subways	616,473			4
5	6	(6) Bridges, trestles and culverts	6,156,668			5
6	7	(7) Elevated structures				6
7	8	(8) Ties	8,876,893			7
8	9	(9) Rail and other track material	15,491,634			8
9	11	(11) Ballast	7,678,271			9
10	13	(13) Fences, snowsheds and signs	134,129			10
11	16	(16) Station and office buildings	768,000			11
12	17	(17) Roadway buildings	54,224			12
13	18	(18) Water stations	10,842			13
14	19	(19) Fuel stations	496,794			14
15	20	(20) Shops and enginehouses	852,539			15
16	22	(22) Storage warehouses				16
17	23	(23) Wharves and docks	16,735			17
18	24	(24) Coal and ore wharves	112,385			18
19	25	(25) TOFC/COFC terminals	2,653,068			19
20	26	(26) Communications systems	1,109,600			20
21	27	(27) Signals and interlockers	6,109,666			21
22	29	(29) Power plants	2,295			22
23	31	(31) Power transmission systems	96,425			23
24	35	(35) Miscellaneous structures	37,636			24
25	37	(37) Roadway machines	1,206,058			25
26	39	(39) Public improvements - construction	961,134			26
27	44	(44) Shop machinery	331,848			27
28	45	(45) Power plant machinery	3,063			28
29		Other lease/rentals				29
30		TOTAL EXPENDITURES FOR ROAD	73,079,459			30
31	52	(52) Locomotives	9,995,363			31
32	53	(53) Freight train cars	2,257,045			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	752,398			36
37	58	(58) Miscellaneous equipment	965,859			37
38	59	(59) Computer systems & word processing equipment	1,729,893			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	15,707,922			39
40	76	(76) Interest during construction				40
41	80	(80) Other elements of investment				41
42	90	(90) Construction work in progress	1,572,693			42
43		GRAND TOTAL	90,360,074			43

Note: Non-US Operations are included in this schedule.

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

Line No.	Cross No.	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1	2	67,045	10,189	56,856	6,990,340	1
2	3	99,221	4,179	95,042	12,392,547	2
3	4	1,806	230	1,576	73,666	3
4	5	5,684	23	5,661	622,134	4
5	6	219,067	30,822	188,245	6,344,913	5
6	7					6
7	8	464,483	24,156	440,327	9,317,220	7
8	9	665,779	(111,521)	777,300	16,268,934	8
9	11	475,101	(83,334)	558,435	8,236,706	9
10	13	2,438	36	2,402	136,531	10
11	16	42,177	10,315	31,862	799,862	11
12	17	14,593	(18,270)	32,863	87,087	12
13	18		(3,826)	3,826	14,668	13
14	19	26,724	(91,597)	118,321	615,115	14
15	20	22,361	6,025	16,336	868,875	15
16	22					16
17	23				16,735	17
18	24	10,115	174	9,941	122,326	18
19	25	90,381	46,395	43,986	2,697,054	19
20	26	13,731	22,436	(8,705)	1,100,895	20
21	27	246,924	68,266	178,658	6,288,324	21
22	29		13	(13)	2,282	22
23	31	7,183	1,599	5,584	102,009	23
24	35	10	601	(591)	37,045	24
25	37	94,023	29,100	64,923	1,270,981	25
26	39	11,975	11,687	288	961,422	26
27	44	9,333	8,918	415	332,263	27
28	45				3,063	28
29						29
30		2,590,154	(33,384)	2,623,538	75,702,997	30
31	52	597,148	654,355	(57,207)	9,938,156	31
32	53	34,332	71,547	(37,215)	2,219,830	32
33	54					33
34	55		57	(57)	7,307	34
35	56					35
36	57	13,849	10,271	3,578	755,976	36
37	58	141,665	46,248	95,417	1,061,276	37
38	59	63,669	60,903	2,766	1,732,659	38
39		850,663	843,381	7,282	15,715,204	39
40	76					40
41	80					41
42	90	327,032	(55)	327,087	1,899,780	42
43		3,767,849	809,942	2,957,907	93,317,981	43

Note: Non-US Operations are included in this schedule.

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	12,297,505	12,392,547	1.05%				1
2	(4) Other right-of-way expenditures	72,090	73,666	3.03%				2
3	(5) Tunnels and subways	616,473	622,134	1.00%				3
4	(6) Bridges, trestles and culverts	6,156,668	6,344,913	1.41%				4
5	(7) Elevated structures							5
6	(8) Ties	8,876,893	9,317,220	4.05%	TOTAL ROAD AND			6
7	(9) Rail and other track material	15,491,634	16,268,934	2.61%				7
8	(11) Ballast	7,678,271	8,236,706	3.92%	EQUIPMENT LEASED FROM			8
9	(13) Fences, snowsheds and signs	134,129	136,531	1.47%				9
10	(16) Station and office buildings	768,000	799,862	2.64%	OTHERS IS LESS THAN 5%			10
11	(17) Roadway buildings	54,224	87,087	3.64%				11
12	(18) Water stations	10,842	14,668	2.50%	OF TOTAL OWNED			12
13	(19) Fuel stations	496,794	615,115	3.33%				13
14	(20) Shops and enginehouses	852,539	868,875	2.04%				14
15	(22) Storage warehouses							15
16	(23) Wharves and docks	16,735	16,735	2.50%				16
17	(24) Coal and ore wharves	112,385	122,326	2.00%				17
18	(25) TOFC/COFC terminals	2,653,068	2,697,054	2.89%				18
19	(26) Communications systems	1,109,600	1,100,895	4.58%				19
20	(27) Signals and interlockers	6,109,666	6,288,324	4.00%				20
21	(29) Power plants	2,295	2,282	2.86%				21
22	(31) Power transmission systems	96,425	102,009	2.25%				22
23	(35) Miscellaneous structures	37,636	37,045	2.50%				23
24	(37) Roadway machines	1,206,058	1,270,981	6.50%				24
25	(39) Public improvements - construction	961,134	961,422	2.77%				25
26	(44) Shop machinery	331,848	332,263	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	66,145,975	68,712,657	3.09%				30
	EQUIPMENT							
31	(52) Locomotives	9,995,363	9,938,156	4.86%				31
32	(53) Freight train cars	2,257,045	2,219,830	2.98%				32
33	(54) Passenger train cars							33
34	(55) Highway revenue equipment	7,364	7,307	7.50%				34
35	(56) Floating equipment							35
36	(57) Work equipment	752,398	755,976	2.16%				36
37	(58) Miscellaneous equipment	965,859	1,061,276	7.43%				37
38	(59) Computer systems & WP equipment	1,729,893	1,732,659	8.45%				38
39	TOTAL EQUIPMENT	15,707,922	15,715,204	4.99%				39
40	GRAND TOTAL	81,853,897	84,427,861	N/A			NA	40

Note: Non-US Operations are included in this schedule.

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Road Initials: BNSF		Year: 2025								35
335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USED (Dollars in Thousands)										
1. Disclose the required information regarding credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property." during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals - Credit - Equipment" accounts and "Other Rents - Credit - Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental - Debit - Equipment" accounts and "Other Rents - Debit - Equipment" accounts.										
2. If any data are included in columns (d) or (f), explain the entries in detail.										
3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."										
4. If there is any inconsistency between credits to reserves as shown in column (c) and charges to operating expenses, a full explanation should be given.										
5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 39.										
Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.	
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)			
ROAD										
1	3	(3) Grading	1,701,099	129,969		4,187		1,826,881	1	
2	4	(4) Other right-of-way expenditures	20,854	2,549		231		23,172	2	
3	5	(5) Tunnels and subways	133,807	9,950		24		143,733	3	
4	6	(6) Bridges, trestles and culverts	1,060,074	103,325		30,836		1,132,563	4	
5	7	(7) Elevated structures							5	
6	8	(8) Ties	2,094,035	441,965	1,988	81,635		2,456,353	6	
7	9	(9) Rail and other track material	2,966,674	457,840	2,677	(90,907)		3,518,098	7	
8	11	(11) Ballast	1,183,413	365,761	2,139	(83,177)		1,634,490	8	
9	13	(13) Fences, snowsheds and signs	24,874	2,258		(454)		27,586	9	
10	16	(16) Station and office buildings	135,752	13,947	4,861	10,315		144,245	10	
11	17	(17) Roadway buildings	24,222	640	223	(20,047)		45,132	11	
12	18	(18) Water stations	6,992	237		(3,825)		11,054	12	
13	19	(19) Fuel stations	167,501	18,804		(92,122)		278,427	13	
14	20	(20) Shops and enginehouses	168,620	20,010	250	6,025		182,855	14	
15	22	(22) Storage warehouses							15	
16	23	(23) Wharves and docks	6,520	419				6,939	16	
17	24	(24) Coal and ore wharves	21,185	2,714		174		23,725	17	
18	25	(25) TOFC/COFC terminals	551,875	83,154		48,539		586,490	18	
19	26	(26) Communications systems	371,073	38,376	13,374	22,446		400,377	19	
20	27	(27) Signals and interlockers	2,439,708	257,159		68,309		2,628,558	20	
21	29	(29) Power plants	1,767	(13)		13		1,741	21	
22	31	(31) Power transmission systems	22,581	2,574		1,600		23,555	22	
23	35	(35) Miscellaneous structures	14,770	808		600		14,978	23	
24	37	(37) Roadway machines	487,497	54,439	18,973	28,068		532,841	24	
25	39	(39) Public improvements - const.	231,788	30,199		11,334		250,653	25	
26	44	(44) Shop machinery	110,734	7,898	98	8,920		109,810	26	
27	45	(45) Power plant machinery	1,964	130				2,094	27	
28		All other road accounts							28	
29		Amortization (adjustments)							29	
30		TOTAL ROAD	13,949,379	2,045,112	44,583	32,724		16,006,350	30	
EQUIPMENT										
31	52	(52) Locomotives	4,686,317	399,194	1,700	623,943		4,463,268	31	
32	53	(53) Freight train cars	453,977	65,433	1,022	59,328		461,104	32	
33	54	(54) Passenger train cars							33	
34	55	(55) Highway revenue equipment	5,205	633		57		5,781	34	
35	56	(56) Floating equipment							35	
36	57	(57) Work equipment	284,353	13,101	1,940	13,820		285,574	36	
37	58	(58) Miscellaneous equipment	420,097	61,131	9,051	44,960		445,319	37	
38	59	(59) Computer systems & WP equip.	826,988	130,763	19,362	60,939		916,174	38	
39		Amortization (adjustments)							39	
40		TOTAL EQUIPMENT	6,676,937	670,255	33,075	803,047		6,577,220	40	
41		GRAND TOTAL	20,626,316	2,715,367	77,658	835,771		22,583,570	41	
NOTE: Credits in Column (d) represent transfers from depreciation expense to inventory and capital accounts to recognize allocated overhead costs. Note: Non-US Operations are included in this schedule.										
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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	57,264	4,137		27,984	728	32,689	39

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

NOTES AND REMARKS FOR SCHEDULE 342

38	Road Initials: BNSF Year: 2025					
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	23,626	93,317,981	22,583,570	1
2						2
3		Add Leased from Others:				3
4	L	Norfolk Southern Railroad	26	***	****	4
5	L	Union Pacific Railroad	14	***	****	5
6		Total Leased from Others	40	***	****	6
7						7
8						8
9		Deduct Leased to or Operated by Others:				9
10	O	Alabama & Gulf Coast Railway	16	301	206	10
11	O	Arkansas-Oklahoma Railroad		583	251	11
12	O	Burlington Junction Railway		420	1,524	12
13	O	Canadian National Railway	12	36,384	6,652	13
14	O	Central Washington Railroad		16,838	2,506	14
15	O	Dakota Northern Railroad	4	2,404	2,698	15
16	O	Industry	3	45	19	16
17	O	Kaw River Railroad	15	2,534	911	17
18	O	Minnesota Commercial Railway	9	1,457		18
19	O	Olympia & Belmore Railroad	5	572	322	19
20	O	Portland & Western Railroad	110	12,025	5,958	20
21	O	Red River Valley & Western Railway	357	1		21
22	O	South Kansas & Oklahoma Railroad		755	1	22
23	O	St. Paul & Pacific Northwest Railroad	84	34,508	12,234	23
24	O	Southwestern Railroad	86	4,863	3,283	24
25		Total Leased to or Operated by Others	701	113,690	36,565	25
26						26
27		Net Deductions	(661)	(113,690)	(36,565)	27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37		TOTAL	22,965	93,204,291	22,547,005	37
** Miles of road used not available to respondent. *** Investment not available to respondent. **** Depreciation not available to respondent. Note: Non-US Operations are included in this schedule.						
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Road Initials: BNSF		Year: 2025					39
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	6,990,340			64,678	1
2		(3) Grading	12,392,547			5,829	2
3		(4) Other right-of-way expenditures	73,666			58	3
4		(5) Tunnels and subways	622,134			88	4
5		(6) Bridges, trestles and culverts	6,344,913			6,695	5
6		(7) Elevated structures					6
7		(8) Ties	9,317,220			8,748	7
8		(9) Rail and other track material	16,268,934			19,144	8
9		(11) Ballast	8,236,706			3,812	9
10		(13) Fences, snowsheds and signs	136,531			126	10
11		(16) Station and office buildings	799,862			1,199	11
12		(17) Roadway buildings	87,087			7	12
13		(18) Water stations	14,668				13
14		(19) Fuel stations	615,115			96	14
15		(20) Shops and enginehouses	868,875			64	15
16		(22) Storage warehouses					16
17		(23) Wharves and docks	16,735				17
18		(24) Coal and ore wharves	122,326				18
19		(25) TOFC/COFC terminals	2,697,054			89	19
20		(26) Communications systems	1,100,895			87	20
21		(27) Signals and interlockers	6,288,324			1,824	21
22		(29) Power plants	2,282				22
23		(31) Power transmission systems	102,009			5	23
24		(35) Miscellaneous structures	37,045				24
25		(37) Roadway machines	1,270,981				25
26		(39) Public improvements - construction	961,422			1,138	26
27		(44) Shop machinery	332,263			3	27
28		(45) Power plant machinery	3,063				28
29		Leased property (capitalized rentals)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	75,702,997			113,690	31
32		(52) Locomotives	9,938,156				32
33		(53) Freight train cars	2,219,830				33
34		(54) Passenger train cars					34
35		(55) Highway revenue equipment	7,307				35
36		(56) Floating equipment					36
37		(57) Work equipment	755,976				37
38		(58) Miscellaneous equipment	1,061,276				38
39		(59) Computer systems & word processing equipment	1,732,659				39
40		TOTAL EQUIPMENT	15,715,204				40
41		(76) Interest during construction					41
42		(80) Other elements of investment					42
43		(90) Construction work in progress	1,899,780				43
44		GRAND TOTAL	93,317,981			113,690	44
Note: Non-US Operations are included in this schedule.							
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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)
	Schedule 417		And
	Line 507, column (f) = Line 1, column (j)		Schedule 414
	Line 508, column (f) = Line 2, column (j)		Minus line 24, columns (b) through (d)
	Line 509, column (f) = Line 3, column (j)		plus line 24, columns (e) through (g)
	Line 510, column (f) = Line 4, column (j)		Schedule 415
	Line 511, column (f) = Line 5, column (j)		
	Line 512, column (f) = Line 6, column (j)	Line 213, column (f)	= Lines 5, 38, columns (c) and (d)
	Line 513, column (f) = Line 7, column (j)	Line 232, column (f)	= Lines 24, 39, columns (c) and (d)
	Line 514, column (f) = Line 8, column (j)	Line 317, column (f)	= Lines 32, 35, 36, 37, 40, 41,
	Line 515, column (f) = Line 9, column (j)		columns (c) and (d)
	Line 516, column (f) = Line 10, column (j)		
	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	
	Schedule 450	exceed line 216, column (f)	
	Schedule 210		
Line 4, column (b) = Line 47, column (b)		Lines 221, 222, 235, column (f), equal	Lines 24, 39, column (b)
		to or greater than, but variance cannot	
		exceed line 235, column (f)	
		Lines 302 through 307 and 320, column (f)	Lines 32, 35, 36, 37, 40, 41, column (b)
		equal to or greater than, but variance	
		cannot exceed line 320, column (f)	

410. RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

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

Road Initials: BNSF

Year: 2025

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	93,912	24,827	14,206	12,614	145,559		145,559	1
2		Bridge & building	32,042	8,305	5,389	4,196	49,932		49,932	2
3		Signal	22,503	6,037	5,461	3,091	37,092		37,092	3
4		Communication	5,059	1,295	850	869	8,073		8,073	4
5		Other	15,132	3,020	1,985	1,546	21,683		21,683	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	63,943	6,276	15,050	2,471	87,740		87,740	6
7		Roadway - switching	19,094	1,877	4,496	738	26,205		26,205	7
8		Tunnels & subways - running			77		77		77	8
9		Tunnels & subways - switching			23		23		23	9
10		Bridges & culverts - running	36,689	2,522	20,084	7,217	66,512		66,512	10
11		Bridges & culverts - switching	10,933	754	5,999	2,156	19,842		19,842	11
12		Ties - running	22,169	1,169	4,865	352	28,555		28,555	12
13		Ties - switching	6,614	327	1,257	105	8,303		8,303	13
14		Rail & other track material - running	179,156	17,310	71,212	11,626	279,304		279,304	14
15		Rail & other track material - switching	53,484	5,165	21,217	3,473	83,339		83,339	15
16		Ballast - running	43,406	(99)	11,273	511	55,091		55,091	16
17		Ballast - switching	12,970	(30)	3,368	153	16,461		16,461	17
18		Road property damaged - running								18
19		Road property damaged - switching								19
20		Road property damaged - other								20
21		Signals & interlockers - running	91,213	17,358	10,439	1,317	120,327		120,327	21
22		Signals & interlockers - switching	27,237	5,185	3,305	207	35,934		35,934	22
23		Communications systems	23,889	9,292	(11,862)	14	21,333		21,333	23
24		Power systems	6,504		2,891		9,395		9,395	24
25		Highway grade crossings - running	3,395		1,294		4,689		4,689	25
26		Highway grade crossings - switching	1,015		387		1,402		1,402	26
27		Station & office buildings	6,999	827	51,402	20	59,248		59,248	27
28		Shop buildings - locomotives	1,277	809	7,353		9,439		9,439	28
29		Shop buildings - freight cars	853	523	4,758		6,134	N/A	6,134	29
30		Shop buildings - other equipment	5,220	3,430	31,146		39,796		39,796	30

410. RAILWAY OPERATING EXPENSES - (Continued)										
(Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
101		Locomotive servicing facilities	1,211	772	13,846		15,829		15,829	101
102		Miscellaneous buildings & structures	1,912	1,312	2,868	20	6,112		6,112	102
103		Coal terminals						N/A		103
104		Ore terminals	195	1			196	N/A	196	104
105		Other marine terminals	6,390	513			6,903	N/A	6,903	105
106		TOFC/COFC terminals		864	26,596		27,460	N/A	27,460	106
107		Motor vehicle loading & distribution facilities						N/A		107
108		Facilities for other specialized service operations						N/A		108
109		Roadway machines	2,956	23,613	5,674		32,243		32,243	109
110		Small tools & supplies		37,633	4,806	2,489	44,928		44,928	110
111		Snow removal	843	832	292	1,225	3,192		3,192	111
112		Fringe benefits - running	N/A	N/A	N/A	216,414	216,414		216,414	112
113		Fringe benefits - switching	N/A	N/A	N/A	64,215	64,215		64,215	113
114		Fringe benefits - other	N/A	N/A	N/A	25,158	25,158		25,158	114
115		Casualties & insurance - running	N/A	N/A	N/A	10,522	10,522		10,522	115
116		Casualties & insurance - switching	N/A	N/A	N/A	3,202	3,202		3,202	116
117		Casualties & insurance - other	N/A	N/A	N/A	1,524	1,524		1,524	117
118	*	Lease rentals - debit - running	N/A	N/A	2,661	N/A	2,661		2,661	118
119	*	Lease rentals - debit - switching	N/A	N/A	795	N/A	795		795	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	7,434	N/A	7,434		7,434	124
125		Joint facility rent - debit - switching	N/A	N/A	572	N/A	572		572	125
126		Joint facility rent - debit - other	N/A	N/A	163	N/A	163		163	126
127		Joint facility rent - (credit) - running	N/A	N/A	(11,015)	N/A	(11,015)		(11,015)	127
128		Joint facility rent - (credit) - switching	N/A	N/A	(1,393)	N/A	(1,393)		(1,393)	128
129		Joint facility rent - (credit) - other	N/A	N/A	(253)	N/A	(253)		(253)	129
130	*	Other rents - debit - running	N/A	N/A		N/A				130
131	*	Other rents - debit - switching	N/A	N/A		N/A				131
132	*	Other rents - debit - other	N/A	N/A		N/A				132
133	*	Other rents - (credit) - running	N/A	N/A		N/A				133

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
134	*	Other rents - (credit) - switching	N/A	N/A		N/A				134
135	*	Other rents - (credit) - other	N/A	N/A		N/A				135
136	*	Depreciation - running	N/A	N/A	N/A	982,060	982,060		982,060	136
137	*	Depreciation - switching	N/A	N/A	N/A	293,342	293,342		293,342	137
138	*	Depreciation - other	N/A	N/A	N/A	773,444	773,444		773,444	138
139		Joint facility - debit - running	N/A	N/A	203,212	N/A	203,212		203,212	139
140		Joint facility - debit - switching	N/A	N/A	29,088	N/A	29,088		29,088	140
141		Joint facility - debit - other	N/A	N/A		N/A				141
142		Joint facility - (credit) - running	N/A	N/A	(85,580)	N/A	(85,580)		(85,580)	142
143		Joint facility - (credit) - switching	N/A	N/A	(13,579)	N/A	(13,579)		(13,579)	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	69	242	4,131	44	4,486		4,486	148
149		Other - switching	24	72	1,222	13	1,331		1,331	149
150		Other - other	5	88	466	5	564		564	150
151		TOTAL WAY AND STRUCTURES	798,313	182,121	479,931	2,426,353	3,886,718		3,886,718	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	14,468	10,083	20,600	8,599	53,750		53,750	201
202	*	Repair & maintenance	222,646	308,770	171,340	1,022	703,778		703,778	202
203	*	Machinery repair	199	1,626	88		1,913		1,913	203
204		Equipment damaged	137	31			168		168	204
205		Fringe benefits	N/A	N/A	N/A	92,928	92,928		92,928	205
206		Other casualties & insurance	N/A	N/A	N/A	4,790	4,790		4,790	206
207	*	Lease rentals - debit	N/A	N/A	94,990	N/A	94,990		94,990	207
208	*	Lease rentals - (credit)	N/A	N/A	(218)	N/A	(218)		(218)	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	403,762	403,762		403,762	213
214		Joint facility - debit	N/A	N/A	6,022	N/A	6,022		6,022	214
215		Joint facility - (credit)	N/A	N/A		N/A				215
216	*	Repairs billed to others - (credit)	N/A	N/A	(6,849)	N/A	(6,849)		(6,849)	216

410. RAILWAY OPERATING EXPENSES - (Continued) (Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
217		LOCOMOTIVES - (Continued) Dismantling retired property								217
218		Other		2,163	40	516	2,719		2,719	218
219		TOTAL LOCOMOTIVES	237,450	322,673	286,013	511,617	1,357,753		1,357,753	219
220		FREIGHT CARS Administration	8,868	6,781	13,850	5,783	35,282	N/A	35,282	220
221	*	Repair & maintenance	127,871	174,290	170,731	40,298	513,190	N/A	513,190	221
222	*	Machinery repair	133	1,093	59		1,285	N/A	1,285	222
223		Equipment damaged						N/A		223
224		Fringe benefits	N/A	N/A	N/A	54,895	54,895	N/A	54,895	224
225		Other casualties & insurance	N/A	N/A	N/A	2,761	2,761	N/A	2,761	225
226	*	Lease rentals - debit	N/A	N/A	313,988	N/A	313,988	N/A	313,988	226
227	*	Lease rentals - (credit)	N/A	N/A	3	N/A	3	N/A	3	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	515,495	N/A	515,495	N/A	515,495	230
231	*	Other rents - (credit)	N/A	N/A	(219,052)	N/A	(219,052)	N/A	(219,052)	231
232	*	Depreciation	N/A	N/A	N/A	68,383	68,383	N/A	68,383	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	(222,368)	N/A	(222,368)	N/A	(222,368)	235
236		Dismantling retired property						N/A		236
237		Other		1,454	26	349	1,829	N/A	1,829	237
238		TOTAL FREIGHT CARS	136,872	183,618	572,732	172,469	1,065,691	N/A	1,065,691	238
301		OTHER EQUIPMENT Administration	722	520	1,066	444	2,752		2,752	301
302	*	Repair & maintenance: Trucks, trailers, & containers - revenue service			5,331		5,331	N/A	5,331	302
303	*	Floating equipment - revenue service						N/A		303
304	*	Passenger & other revenue equipment	8,093	751			8,844		8,844	304
305	*	Computers and data processing equipment								305
306	*	Machinery	10	84	5		99		99	306
307	*	Work & other non-revenue equipment	18,173	1,341	1,483	21	21,018		21,018	307
308		Equipment damaged			10,199		10,199		10,199	308
309		Fringe benefits	N/A	N/A	N/A	11,458	11,458		11,458	309
310		Other casualties & insurance	N/A	N/A	N/A	1,597	1,597		1,597	310
311	*	Lease rentals - debit	N/A	N/A	1,437	N/A	1,437		1,437	311
312	*	Lease rentals - (credit)	N/A	N/A		N/A				312

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.	
		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	205,792	205,792		205,792	317	
318		Joint facility - debit	N/A	N/A	62	N/A	62		62	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		112	2	27	141		141	322	
323		TOTAL OTHER EQUIPMENT	26,998	2,808	19,585	219,339	268,730		268,730	323	
324		TOTAL EQUIPMENT	401,320	509,099	878,330	903,425	2,692,174		2,692,174	324	
		TRANSPORTATION									
		TRAIN OPERATIONS									
401		Administration	127,050	5,105	32,438	17,544	182,137		182,137	401	
402		Engine crews	856,971		100,378		957,349		957,349	402	
403		Train crews	744,503		105,809		850,312		850,312	403	
404		Dispatching trains	83,757		(556)		83,201		83,201	404	
405		Operating signals & interlockers			6,588		6,588		6,588	405	
406		Operating drawbridges	6,314				6,314		6,314	406	
407		Highway crossing protection			10,014		10,014		10,014	407	
408		Train inspection & lubrication	60,923				60,923		60,923	408	
409		Locomotive fuel		2,759,812			2,759,812		2,759,812	409	
410		Electric power produced or purchased for motive power								410	
411		Servicing locomotives	65,524	(15)	(9,695)		55,814		55,814	411	
412		Freight lost or damaged - solely related	N/A	N/A	N/A					412	
413		Clearing wrecks			69,220		69,220		69,220	413	
414		Fringe benefits	N/A	N/A	N/A	621,321	621,321		621,321	414	
415		Other casualties & insurance	N/A	N/A	N/A	77,754	77,754		77,754	415	
416		Joint facility - debit	N/A	N/A	615	N/A	615		615	416	
417		Joint facility - (credit)	N/A	N/A	(2,584)	N/A	(2,584)		(2,584)	417	
418		Other	1,736	1,409	483,467	(229)	486,383		486,383	418	
419		TOTAL TRAIN OPERATIONS	1,946,778	2,766,311	795,694	716,390	6,225,173		6,225,173	419	
		YARD OPERATIONS									
420		Administration	12,712	420	4,100	1,294	18,526		18,526	420	
421		Switch crews	317,790	49	75,223		393,062		393,062	421	

410. RAILWAY OPERATING EXPENSES - (Continued)										
(Dollars in Thousands)										
Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
422		YARD OPERATIONS (Continued)								
		Controlling operations	64,605		1,473		66,078		66,078	422
423		Yard and terminal clerical	(246)	64	972		790		790	423
424		Operating switches, signals, retarders, & humps			409		409		409	424
425		Locomotive fuel		107,175			107,175		107,175	425
426		Electric power electric power produced or purchased for motive power								426
427		Servicing locomotives	4,782				4,782		4,782	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	140,682	140,682		140,682	430
431		Other casualties & insurance	N/A	N/A	N/A	15,920	15,920		15,920	431
432		Joint facility - debit	N/A	N/A	20,158	N/A	20,158		20,158	432
433		Joint facility - (credit)	N/A	N/A		N/A				433
434		Other		7	229		236		236	434
435		TOTAL YARD OPERATIONS	399,643	107,715	102,564	157,896	767,818		767,818	435
		TRAIN & YARD OPERATIONS COMMON:								
501		Cleaning car interiors	3,463		3,549	N/A	7,012		7,012	501
502		Adjusting & transferring loads			5,775	N/A	5,775	N/A	5,775	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	63,539	63,539		63,539	504
505		Fringe benefits	N/A	N/A	N/A	1,189	1,189		1,189	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON:	3,463		9,324	64,728	77,515		77,515	506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	5,080	207	2,049	648	7,984	N/A	7,984	507
508	*	Pickup & delivery and marine line haul			31,463		31,463	N/A	31,463	508
509	*	Loading & unloading and local marine	60,245	28,209	456,309	204	544,967	N/A	544,967	509
510	*	Protective services		6,951	480	57	7,488	N/A	7,488	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	23,566	23,566	N/A	23,566	512
513	*	Casualties & insurance	N/A	N/A	N/A	356	356	N/A	356	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	65,325	35,367	490,301	24,831	615,824	N/A	615,824	517

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

Road Initials: BNSF
Year: 2025

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	109,117	5,102	50,218	21,776	186,213		186,213	518
519		Employees performing clerical & accounting functions	6,310	406	1,589	196	8,501		8,501	519
520		Communication systems operations	818	7	7,557		8,382		8,382	520
521		Loss & damage claims processing								521
522		Fringe benefits	N/A	N/A	N/A	44,050	44,050		44,050	522
523		Casualties & insurance	N/A	N/A	N/A	5,031	5,031		5,031	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		480			480		480	526
527		TOTAL ADMINISTRATIVE support OPERATIONS	116,245	5,995	59,364	71,053	252,657		252,657	527
528		TOTAL TRANSPORTATION	2,531,454	2,915,388	1,457,247	1,034,898	7,938,987		7,938,987	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	18,293	3,291	74,429	43,852	139,865		139,865	601
602		Accounting, auditing, & finance	42,060	133	7,948	(265)	49,876		49,876	602
603		Management services & data processing	36,784	2,651	198,634	1,024	239,093		239,093	603
604		Marketing	26,789	134	3,523	6,002	36,448		36,448	604
605		Sales	34,774	134	3,520	6,002	44,430		44,430	605
606		Industrial development	2,892	10	2,823	1,081	6,806	N/A	6,806	606
607		Personnel & labor relations	21,831		1,055		22,886		22,886	607
608		Legal & secretarial	18,336	185	63,772	670	82,963		82,963	608
609		Public relations & advertising	1,969	2,302	4,687	3,134	12,092		12,092	609
610		Research & development								610
611		Fringe benefits	N/A	N/A	N/A	102,291	102,291		102,291	611
612		Casualties & insurance	N/A	N/A	N/A	1,258	1,258		1,258	612
613		Writedown of uncollectible accounts	N/A	N/A	N/A	8,510	8,510		8,510	613
614		Property taxes	N/A	N/A	N/A	462,246	462,246		462,246	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	6,616	6,616		6,616	615
616		Joint facility - debit	N/A	N/A	7,375	N/A	7,375		7,375	616
617		Joint facility - (credit)	N/A	N/A	(910)	N/A	(910)		(910)	617
618		Other	129,481	4,288	17,651	(124,102)	27,318		27,318	618
619		TOTAL GENERAL AND ADMINISTRATIVE	333,209	13,128	384,507	518,319	1,249,163		1,249,163	619
620	*	TOTAL CARRIER OPERATING EXPENSE	4,064,296	3,619,736	3,200,015	4,882,995	15,767,042		15,767,042	620

Note: Non-US Operations are included in this schedule.

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	129,969		(717)	2
3		4	Other right-of-way expenditures	2,549			3
4		5	Tunnels and subways	9,950		(105)	4
5		6	Bridges, trestles and culverts	103,325		80	5
6		7	Elevated structures				6
7		8	Ties	446,027		35,307	7
8		9	Rail and other track material	462,048		(10,702)	8
9		11	Ballast	369,123		33,458	9
10		13	Fences, snowsheds and signs	2,258		9	10
11		16	Station and office buildings	13,947		(3,949)	11
12		17	Roadway buildings	640		(733)	12
13		18	Water stations	237		(75)	13
14		19	Fuel stations	18,804		(1,149)	14
15		20	Shops and enginehouses	20,010		(617)	15
16		22	Storage warehouses				16
17		23	Wharves and docks	419		10	17
18		24	Coal and ore wharves	2,714		6	18
19		25	TOFC/COFC terminals	83,154		(4,253)	19
20		26	Communications systems	38,376		1,617	20
21		27	Signals and interlockers	257,159		8,714	21
22		29	Power plants	(13)		(13)	22
23		31	Power transmission systems	2,574		(140)	23
24		35	Miscellaneous structures	808		(125)	24
25		37	Roadway machines	54,439		(6,159)	25
26		39	Public improvements; construction	30,199		2,047	26
27		45	Power plant machines	130		35	27
28			Other lease/rentals		3,456		28
29			TOTAL	2,048,846	3,456	52,546	29

Note: Non-US Operations are included in this schedule.

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

(Dollars in Thousands)

- Report freight expenses only.
 - 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.)
 - 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.
 - Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper owned cars.
 - 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 Per Diem Basis			GROSS AMOUNTS PAYABLE Per Diem Basis			Line No.
			Private Line Cars (b)	Mileage (c)	Time (d)	Private Line Cars (e)	Mileage (f)	Time (g)	
1		CAR TYPES							
2		Box - Plain 40 Foot							
3		Box - Plain 50 Foot and Longer				349	934	2,864	
4		Box - Equipped		1,451	6,579	30,387	3,048	8,453	
5		Gondola - Plain		412	1,276	3,348	534	3,105	
6		Gondola - Equipped		792	3,439		2,614	8,853	
7		Hopper - Covered		8,706	23,237	1	2,693	6,710	
8		Hopper - Open Top - General Service		41	254		47	120	
9		Hopper - Open Top - Special Service		52	376		156	363	
10		Refrigerator - Mechanical		592	2,372		5	164	
11		Refrigerator - Nonmechanical					10	14	
12		Flat - TOFC/COFC		23,771	64,791	213,482	4,635	11,883	
13		Flat - Multi-Level		2,990	21,597	68,875	1,176	4,674	
14		Flat - General Service		1	13		3	8	
15		Flat - Other		536	2,454	36,008	5,437	10,011	
16		Tank - Under 22,000 Gallons					944		
17		Tank - 22,000 Gallons and Over							
18		All Other Freight Cars				99	21	87	
19		Auto Racks			53,320	75,866		7,514	
20		TOTAL FREIGHT TRAIN CARS		39,344	179,708	428,415	22,257	64,823	
21		OTHER FREIGHT CARRYING EQUIPMENT							
22		Refrigerated Trailers							
23		Other Trailers							
24		Refrigerated Containers							
25		Other Containers							
26	*	TOTAL TRAILERS AND CONTAINERS							
27		GRAND TOTAL (Lines 19 and 24)		39,344	179,708	428,415	22,257	64,823	

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.

417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION

(Dollars in Thousands)

- Report freight expenses only.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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	6,831			1		1,043	109		7,984	1
2	*	Pick up and delivery, marine line haul	31,463						N/A		31,463	2
3	*	Loading and unloading and local marine	467,917			51		76,999	N/A		544,967	3
4	*	Protective services - total debits and credits	485					49	6,954		7,488	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits	21,177			2,387		2			23,566	6
7	*	Casualty and insurance	356								356	7
8	*	Joint facility - debit										8
9	*	Joint facility - credit	()					()	()	()		9
10	*	Other										10
11	*	TOTAL	528,229			2,439		78,093	7,063		615,824	11

Road Initials: BNSF		Year: 2025		55		
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	860,369		1	
		U.S. Government Taxes				
		Income Taxes				
2		Normal Tax and Surtax	1,636,641		2	
3		Excess Profits			3	
4	*	Total - Income Taxes (Lines 2 and 3)	1,636,641		4	
5		Railroad Retirement	800,893		5	
6		Hospital Insurance	64,822		6	
7		Supplemental Annuities			7	
8		Unemployment Insurance	5,887		8	
9		All Other United States Taxes			9	
10		Total - U.S. Government Taxes	2,508,243		10	
11		Total - Railway Taxes	3,368,612		11	
B. Adjustments to Federal Income Taxes 1. In column (a) are listed the particulars which most often cause a differential between taxable income and pretax accounting income. Other particulars which cause such a differential should be listed under the caption "Other (Specify)," including state and other taxes deferred if computed separately. Minor items, each less than \$100,000, may be combined in a single entry under "Other (Specify)." 2. Indicate in column (b) the beginning of year totals of Accounts 714, 744, 762, and 786 applicable to each particular item in column (a). 3. Indicate in column (c) the net changes in Accounts 714, 744, 762, and 786 for the net tax effect of timing differences originating and reversing in the current accounting period. 4. Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or reinstate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or a loss carry-back. 5. The total of line 19 in columns (c) and (d) should agree with the total of the contra charges (credits) to Account 557, Provision for Deferred Taxes, and Account 591, Provision for Deferred Taxes - Extraordinary Items, for the current year. 6. Indicate in column (e) the cumulative total of columns (b), (c), and (d). The total of column (e) must agree with the total of Accounts 714, 744, 762, and 786.						
Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Deferred debits:					1
2	Accrued liabilities not deductible until paid:					2
3	Operating Lease Liability	(237,504)	(25,245)		(262,749)	3
4	Casualty and Environmental Costs	(92,023)	(532)		(92,555)	4
5	Compensation and Benefits	(166,689)	(2,629)		(169,318)	5
6	Other	(199,985)	67,580	(26,418)	(158,823)	6
7	Subtotal	(696,201)	39,174	(26,418)	(683,445)	7
8	Deferred tax credits:					8
9	Depreciation and Amortization	15,360,464	212,360		15,572,824	9
10	Operating Lease Right-of-Use Assets	241,226	23,698		264,924	10
11	Other	798,556	20,636		819,192	11
12	Subtotal	16,400,246	256,694		16,656,940	12
13						13
14						14
15						15
16						16
17						17
18						18
19	TOTALS	15,704,045	295,868	(26,418)	15,973,495	19
Note: Non-US Operations are included in this schedule.						
Railroad Annual Report R-1						

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

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

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

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

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

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made

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

\$ (26,321)

Postretirement benefits

(97)

Total

\$ (26,418)

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

Road Initials: BNSF		Year: 2025		59																																																																																																																																																							
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 <table border="1"> <thead> <tr> <th>Line No.</th> <th>Account No. (a)</th> <th>Title (b)</th> <th>Source (c)</th> <th>Balance Close of Year (d)</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>751</td> <td>Loans and notes payable</td> <td>Sch 200, Line 29</td> <td></td> </tr> <tr> <td>2</td> <td>764</td> <td>Equipment obligations and other long-term debt due within one year</td> <td>Sch 200, Line 38</td> <td>70,813</td> </tr> <tr> <td>3</td> <td>765/767</td> <td>Funded debt unmatured</td> <td>Sch 200, Line 40</td> <td>251,517</td> </tr> <tr> <td>4</td> <td>766</td> <td>Equipment obligations</td> <td>Sch 200, Line 41</td> <td>278,967</td> </tr> <tr> <td>5</td> <td>766.5</td> <td>Capitalized lease obligations</td> <td>Sch 200, Line 42</td> <td>35,677</td> </tr> <tr> <td>6</td> <td>768</td> <td>Debt in default</td> <td>Sch 200, Line 43</td> <td></td> </tr> <tr> <td>7</td> <td>769</td> <td>Accounts payable - affiliated companies</td> <td>Sch 200, Line 44</td> <td></td> </tr> <tr> <td>8</td> <td>770.1/770.2</td> <td>Unamortized debt premium</td> <td>Sch 200, Line 45</td> <td></td> </tr> <tr> <td>9</td> <td></td> <td>Total debt</td> <td>Sum of Lines 1 through 8</td> <td>636,974</td> </tr> <tr> <td>10</td> <td></td> <td>Debt directly related to road property</td> <td>Note 1</td> <td>269,911</td> </tr> <tr> <td>11</td> <td></td> <td>Debt directly related to equipment</td> <td>Note 1</td> <td>367,659</td> </tr> <tr> <td>12</td> <td></td> <td>Total debt related to road and equipment</td> <td>Lines 10 and 11</td> <td>637,570</td> </tr> <tr> <td>13</td> <td></td> <td>Percent directly related to road</td> <td>Line 10 /Line 12 Whole % + 2 decimals</td> <td>42.33%</td> </tr> <tr> <td>14</td> <td></td> <td>Percent directly related to equipment</td> <td>Line 11 /Line 12 Whole % + 2 decimals</td> <td>57.67%</td> </tr> <tr> <td>15</td> <td></td> <td>Debt not directly related to road and equipment</td> <td>Line 9 - Line 12</td> <td>(596)</td> </tr> <tr> <td>16</td> <td></td> <td>Road property debt (Note 2)</td> <td>(Line 13 x Line 15) + Line 10</td> <td>269,659</td> </tr> <tr> <td>17</td> <td></td> <td>Equipment debt (Note 2)</td> <td>(Line 14 x Line 15) + Line 11</td> <td>367,315</td> </tr> </tbody> </table> II. Interest Accrued During the Year <table border="1"> <thead> <tr> <th>Line No.</th> <th>Account No. (a)</th> <th>Title (b)</th> <th>Source (c)</th> <th>Balance Close of Year (d)</th> </tr> </thead> <tbody> <tr> <td>18</td> <td>546-548</td> <td>Total interest and amortization (fixed charges)</td> <td>Sch. 210, Line 42</td> <td>4,764</td> </tr> <tr> <td>19</td> <td>546</td> <td>Contingent interest on funded debt</td> <td>Sch. 210, Line 44</td> <td></td> </tr> <tr> <td>20</td> <td>517</td> <td>Release of premium on funded debt</td> <td>Sch. 210, Line 22</td> <td></td> </tr> <tr> <td>21</td> <td></td> <td>Total interest (Note 3)</td> <td>(Line 18 + Line 19) - Line 20</td> <td>4,764</td> </tr> <tr> <td>22</td> <td></td> <td>Interest directly related to road property debt</td> <td>Note 4</td> <td>13,979</td> </tr> <tr> <td>23</td> <td></td> <td>Interest directly related to equipment debt</td> <td>Note 4</td> <td>14,768</td> </tr> <tr> <td>24</td> <td></td> <td>Interest not directly related to road or equipment property debt</td> <td>Line 21 - (Lines 22 + 23)</td> <td>(23,983)</td> </tr> <tr> <td>25</td> <td></td> <td>Interest on road property debt (Note 5)</td> <td>Line 22 + (Line 24 x Line 13)</td> <td>3,827</td> </tr> <tr> <td>26</td> <td></td> <td>Interest on equipment debt (Note 5)</td> <td>Line 23 + (Line 24 x Line 14)</td> <td>937</td> </tr> <tr> <td>27</td> <td></td> <td>Embedded rate of debt capital - road property</td> <td>Line 25 / Line 16</td> <td>1.42%</td> </tr> <tr> <td>28</td> <td></td> <td>Embedded rate of debt capital - equipment</td> <td>Line 26 / Line 17</td> <td>0.26%</td> </tr> </tbody> </table> 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.						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	70,813	3	765/767	Funded debt unmatured	Sch 200, Line 40	251,517	4	766	Equipment obligations	Sch 200, Line 41	278,967	5	766.5	Capitalized lease obligations	Sch 200, Line 42	35,677	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	636,974	10		Debt directly related to road property	Note 1	269,911	11		Debt directly related to equipment	Note 1	367,659	12		Total debt related to road and equipment	Lines 10 and 11	637,570	13		Percent directly related to road	Line 10 /Line 12 Whole % + 2 decimals	42.33%	14		Percent directly related to equipment	Line 11 /Line 12 Whole % + 2 decimals	57.67%	15		Debt not directly related to road and equipment	Line 9 - Line 12	(596)	16		Road property debt (Note 2)	(Line 13 x Line 15) + Line 10	269,659	17		Equipment debt (Note 2)	(Line 14 x Line 15) + Line 11	367,315	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	4,764	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	4,764	22		Interest directly related to road property debt	Note 4	13,979	23		Interest directly related to equipment debt	Note 4	14,768	24		Interest not directly related to road or equipment property debt	Line 21 - (Lines 22 + 23)	(23,983)	25		Interest on road property debt (Note 5)	Line 22 + (Line 24 x Line 13)	3,827	26		Interest on equipment debt (Note 5)	Line 23 + (Line 24 x Line 14)	937	27		Embedded rate of debt capital - road property	Line 25 / Line 16	1.42%	28		Embedded rate of debt capital - equipment	Line 26 / Line 17	0.26%
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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

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

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

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

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

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

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

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	Burlington Northern Santa Fe, LLC		Controlled	Services Rendered	8,260	506,900 (R)	1
2							2
3	BNSF Insurance Co, Ltd		Common	Insurance Premiums	59,541	1,197 (R)	3
4				Claims Paid	49,302	See above	4
5				Services Rendered	98	See above	5
6							6
7	BNSF Logistics, LLC		Common	Services Rendered	223	(23,613) (P)	7
8	BNSF Development Company		Common	Services Rendered	1,035	1,056 (R)	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

Road Initials: BNSF

Year: 2025

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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.

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	583				69	652			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	798		14		526	1,338			6
7		Idaho	134					134			7
8		Illinois	1,151			2	385	1,538			8
9		Iowa	594		26	4	35	659			9
10		Kansas	1,135				445	1,580			10
11		Kentucky				13	85	98			11
12		Louisiana	238				106	344			12
13		Manitoba		4			65	69			13
14		Minnesota	1,490				222	1,712	9		14
15		Mississippi	166				13	179			15
16		Missouri	1,417				182	1,599	37		16
17		Montana	2,640				36	2,676	126		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	863			2	29	894			25
26		Tennessee	16				121	137			26
27		Texas	2,590			10	2,778	5,378			27
28		Utah					437	437			28
29		Washington	1,334				115	1,449	98		29
30		Wisconsin	245				5	250			30
31		Wyoming	960				5	965			31
32		Total Mileage (Single Track)	22,925	4	40	31	9,858	32,858	863		32

Railroad Annual Report R-1	INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710		Road Initials: BNSF														
	Year: 2025																
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<table><tr><td>Schedule 710</td><td>Schedule 710</td></tr><tr><td>Line 5, column (j)</td><td>= Line 11, column (l)</td></tr><tr><td>Line 6, column (j)</td><td>= Line 12, column (l)</td></tr><tr><td>Line 7, column (j)</td><td>= Line 13, column (l)</td></tr><tr><td>Line 8, column (j)</td><td>= Line 14, column (l)</td></tr><tr><td>Line 9, column (j)</td><td>= Line 15, column (l)</td></tr><tr><td>Line 10, column (j)</td><td>= Line 16, column (l)</td></tr></table> When data appear in column (j), lines 1 through 8, column (k) should have data on the same line When data appear in columns (k) or (l), lines 36 through 53, and 55, column (m) should have data on the same lines.				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)
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)																
			65														

710. INVENTORY OF EQUIPMENT

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	5,407	37				143	4,554	747	5,301	23,213,600		1
2		Diesel-passenger units												2
3		Diesel-multiple purpose units	1,367					(14)	1,380	1	1,381	4,239,882		3
4		Diesel-switching units												4
5	*	TOTAL (lines 1 to 4) units	6,774	37				129	5,934	748	6,682	27,453,482		5
6	*	Electric locomotives												6
7	*	Other self-powered units												7
8	*	TOTAL (lines 5, 6, and 7)	6,774	37				129	5,934	748	6,682	27,453,482		8
9	*	Auxiliary units	6						6		6			9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	6,780	37				129	5,940	748	6,688	27,453,482		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 1/1/2005 (b)	Between 1/1/2005 and 12/31/2009 (c)	Between 1/1/2010 and 12/31/2014 (d)	Between 1/1/2015 and 12/31/2019 (e)	Between 1/1/2020 and 12/31/2024 (f)	During Calendar Year						Line No.
								2025 (g)	2026 (h)	2027 (i)	2028 (j)	2029 (k)	TOTAL (l)	
11	*	Diesel	2,855	1,547	1,522	562	159	37					6,682	11
12	*	Electric												12
13	*	Other self-powered units												13
14	*	TOTAL (lines 11 to 13)	2,855	1,547	1,522	562	159	37					6,682	14
15	*	Auxiliary units	6										6	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	2,861	1,547	1,522	562	159	37					6,688	16

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

Road Initials: BNSF

Year: 2025

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year					Line No.
				Units Installed					Owned and used (h)	Leased from others (i)	Total in service of respondent [col (h) & (i)] (j)	Aggregate capacity of units reported in col (j) (See Ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
17		Passenger-Train Cars Non-Self-Propelled Coaches (PA, PB, PBO)												17
18		Combined cars (All class C, except CSB)												18
19		Parlor cars (PBC, PC, PL, PO)												19
20		Sleeping cars (PS, PT, PAS, PDS)												20
21		Dining, grill, & tavern cars (All class D, PD)												21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)												22
23		TOTAL (Lines 17 to 22)												23
24		Self-Propelled Electric passenger cars (EP, ET)												24
25		Electric combined cars (EC)												25
26		Internal combustion rail motorcars (ED, EG)												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (Lines 24 to 27)												28
29		TOTAL (Lines 23 and 28)												29
30		Company Service Cars Business cars (PV)	49						49		49	N/A		30
31		Board outfit cars (MWX)										N/A		31
32		Derrick & snow removal cars (MWU, MWV, MWV, MWK)	64				10	2	72		72	N/A		32
33		Dump and ballast cars (MWB, MWD)	3,055				162	178	2,761	278	3,039	N/A		33
34		Other maintenance and service equipment cars	7,165				288	152	7,301		7,301	N/A		34
35		TOTAL (Lines 30 to 34)	10,333				460	332	10,183	278	10,461	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)	
36		FREIGHT TRAIN CARS 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_)	3,556						38
39		Plain gondola cars (All Codes G & J, J__1, J__2, J__3, J__4)	7,211					133	39
40		Equipped gondola cars (All Code E)	4,068						40
41		Covered hopper cars (C__1, C__2, C__3, C__4)	35,233			956		1,152	41
42		Open top hopper cars - general service (All Code H)	2,327						42
43		Open top hopper cars - special service (J__O), and All Code K)	4,340						43
44		Refrigerator cars - mechanical (R_5__, R_6__, R_7__, R_8__, R_9__)	941						44
45		Refrigerator cars - nonmechanical (R_0__, R_1__, R_2__)	1,048						45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8__)	8,449						46
47		Flat cars - multilevel (All Code V)	2,252			600			47
48		Flat cars - general service (F10__, F20__, F30__)	16						48
49		Flat cars - other (F_1__, F_2__, F_3__, F_4__, F_5__, F_6__, F_8__, F40__)	2,533						49
50		Tank cars - under 22,000 gal. (T__0, T__1, T__2, T__3, T__4, T__5)						239	50
51		Tank cars - 22,000 gal. and over (T__6, T__7, T__8, T__9)	157					346	51
52		All other freight cars (A_5__, F_7__, All Code L & Q8__)	9						52
53		TOTAL (Lines 36 to 52)	72,140			1,556		1,870	53
54		Caboose (All Code M-930)	N/A	165					54
55		TOTAL (Lines 53 and 54)	72,140	165		1,556		1,870	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		381	2,149	1,026	3,175		320,528		38	
39		(34)	2,318	5,060	7,378		878,676		39	
40		210	2,601	1,257	3,858		423,484		40	
41		1,031	16,650	19,660	36,310		4,010,250		41	
42		69	2,051	207	2,258		235,254		42	
43		193	1,865	2,282	4,147		467,615		43	
44		1	940		940		84,643		44	
45		86	962		962		82,728		45	
46		2,637	1,184	4,628	5,812		1,443,667	2,322	46	
47		31	535	2,286	2,821		127,469		47	
48			16		16		1,419		48	
49		243	992	1,298	2,290		242,831		49	
50				239	239		23,690		50	
51			101	402	503		51,095		51	
52		2	7		7		581		52	
53		4,850	32,371	38,345	70,716		8,393,930	2,322	53	
54		4	161			161	N/A		54	
55		4,854	32,532	38,345	70,716	161	8,393,930	2,322	55	

710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All Others (c)	Units installed				
					New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
		FLOATING EQUIPMENT							
56		Self-propelled vessels (tugboats, car ferries, etc.)							56
57		Non-self-propelled vessels (car floats, lighters, etc.)							57
58		TOTAL (Lines 56 and 57)							58
		HIGHWAY REVENUE EQUIPMENT							
59		Chassis (Z1_, Z67_, Z68_, Z_69_)		384					59
60		Dry van (U2_, Z_, Z6_, 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 at close of year						
		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)	Line No.
					Per diem (k)	All Others (l)			
56									56
57									57
58									58
59		10	374			374	17,116		59
60									60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70		10	374			374	17,116		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	Locomotives					1
2	Diesel-freight locomotives 4,400HP	37	8,072	102,009	P	2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12	TOTAL	37	8,072	102,009	N/A	12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20

REBUILT UNITS

21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33	TOTAL	-	-	-	N/A	33
34	GRAND TOTAL (NEW AND REBUILT)	37	8,072	102,009	N/A	34

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	Mileage of tracks at end of period (whole numbers)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places)	Average running speed limit (use two decimal places)	Track miles under slow orders at end of period	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	A	18,844	54.26	59.19	336	1
2	B	8,121	11.28	47.76	436	2
3	C	2,316	2.29	35.09	155	3
4	D	1,635	0.30	30.70	70	4
5	E	9,533	N/A	N/A	N/A	5
6	TOTAL	40,449	36.22	52.88	997	6
7	F	12,561	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	1,111,200,197	1
2	Passenger		2
3	Yard Switching	43,152,392	3
4	TOTAL	1,154,352,589	4
5	COST OF FUEL \$(000)	2,866,987	5
6	Work Train	8,009,944	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)	32,858		1
2		2 Train Miles - Running (B)			
		2-01 Unit Trains	44,065,747	XXXXXX	2
3		2-02 Way Trains	7,738,743	XXXXXX	3
4		2-03 Through Trains	87,483,295		4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	139,287,785		5
6		2-05 Motorcars (C)			6
7		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	139,287,785		7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	149,273,462	XXXXXX	8
9		3-02 Way Trains	16,561,260	XXXXXX	9
10		3-03 Through Trains	287,236,989		10
11		3-04 TOTAL (Lines 8-10)	453,071,711		11
12		3-11 Train Switching (F)	4,220,132	XXXXXX	12
13		3-21 Yard Switching (G)	13,374,472		13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	470,666,315		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	11,974	XXXXXX	16
17		4-012 Box-Equipped	52,188	XXXXXX	17
18		4-013 Gondola-Plain	246,668	XXXXXX	18
19		4-014 Gondola-Equipped	52,655	XXXXXX	19
20		4-015 Hopper-Covered	852,343	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	6,374	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	106,758	XXXXXX	22
23		4-018 Refrigerator-Mechanical	11,538	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	1,649	XXXXXX	24
25		4-020 Flat-TOFC/COFC	461,580	XXXXXX	25
26		4-021 Flat-Multi-Level	94,566	XXXXXX	26
27		4-022 Flat-General Service	34	XXXXXX	27
28		4-023 Flat-All Other	75,240	XXXXXX	28
29		4-024 All Other Car Types-Total	116	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	1,973,683	XXXXXX	30

Note: Non-US Operations are included in this schedule.

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)			65
66		4-150 Box-Plain 40-Foot		XXXXXX	66
67		4-151 Box-Plain 50-Foot and Longer	1,385	XXXXXX	67
68		4-152 Box-Equipped	50,137	XXXXXX	68
69		4-153 Gondola-Plain	576,320	XXXXXX	69
70		4-154 Gondola-Equipped	21,844	XXXXXX	70
71		4-155 Hopper-Covered	580,591	XXXXXX	71
72		4-156 Hopper-Open Top-General Service	47,076	XXXXXX	72
73		4-157 Hopper-Open Top-Special Service	457,264	XXXXXX	73
74		4-158 Refrigerator-Mechanical	6,372	XXXXXX	74
75		4-159 Refrigerator-Non-Mechanical	12	XXXXXX	75
76		4-160 Flat-TOFC/COFC	201,293	XXXXXX	76
77		4-161 Flat-Multi-Level	89,378	XXXXXX	77
78		4-162 Flat-General Service	343	XXXXXX	78
79		4-163 Flat-All Other	65,100	XXXXXX	79
80		4-164 Tank Under 22,000 Gallons	133,375	XXXXXX	80
81		4-165 Tank - 22,000 Gallons and Over	677,475	XXXXXX	81
82		4-166 All Other Car Types-Total	534	XXXXXX	82
83		4-167 TOTAL (Lines 65-81)	2,908,499	XXXXXX	83
84		4-17 Work Equipment and Company Freight Car-Miles	93,297	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	5,146,768	XXXXXX	85
86		4-192 Way Trains	133,839	XXXXXX	86
87		4-193 Through Trains	5,332,675	XXXXXX	87
88		4-194 TOTAL (Lines 85-87)	10,613,282	XXXXXX	88
89		4-20 Caboose Miles	22	XXXXXX	89

<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	93,923,919		98
		6-02 Freight Trains, Crs., Cnts, & Caboose			
99		6-020 Unit Trains	447,333,207	XXXXXX	99
100		6-021 Way Trains	22,258,146	XXXXXX	100
101		6-022 Through Trains	546,310,129	XXXXXX	101
102		6-03 Passenger Trains, Crs., & Cnts.			102
103		6-04 Non-Revenue	10,067,474	XXXXXX	103
104		6-05 TOTAL (Lines 98 - 103)	1,119,892,875		104
		7 Tons of Freight (thousands)			
105		7-01 Revenue	482,892	XXXXXX	105
106		7-02 Non-Revenue	8,789	XXXXXX	106
107		7-03 TOTAL (Lines 105 and 106)	491,681	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue - Road Service	569,733,428	XXXXXX	108
109		8-02 Revenue - Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (Lines 108 and 109)	569,733,428	XXXXXX	110
111		8-04 Non-Revenue - Road Service	5,506,553	XXXXXX	111
112		8-05 Non-Revenue - Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (Lines 111 and 112)	5,506,553	XXXXXX	113
114		8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	575,239,981	XXXXXX	114
		9 Train Hours (M)			
115		9-01 Road Service	7,857,049	XXXXXX	115
116		9-0 Train Switching	274,078	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,229,079		117
		11 Train-Miles Work Trains (O)			
118		11-01 Locomotives	1,620,136	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12 Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	2,963,276	XXXXXX	120
121		12-02 Way Trains	2,405,064	XXXXXX	121
122		12-03 Through Trains	5,934,935	XXXXXX	122
123		13 TOFC/COFC - No. of Revenue Trailers & Containers Loaded and Unloaded (Q)	7,818,994	XXXXXX	123
124		14 Multi-Level Cars - No. of Motor Vehicles Loaded & Unloaded (Q)	2,678,280	XXXXXX	124
125		15 TOFC/COFC - No. of Revenue Trailers Picked Up & Delivered (R)	33,432	XXXXXX	125
		16 Revenue-Tons Marine Terminal (S)			
126		16-01 Marine Terminals - Coal		XXXXXX	126
127		16-02 Marine Terminals - Ore	8,687,293	XXXXXX	127
128		16-03 Marine Terminals - Other		XXXXXX	128
129		16-04 TOTAL (Lines 126 - 128)	8,687,293	XXXXXX	129
		17 Number of Foreign Per-Diem Cars on Line (T)			
130		17-01 Serviceable	9,366	XXXXXX	130
131		17-02 Unserviceable	46	XXXXXX	131
132		17-03 Surplus	381	XXXXXX	132
133		17-04 TOTAL (Lines 130 - 132)	9,793	XXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	5	XXXXXX	134

Note: Non-US Operations are included in this schedule.

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

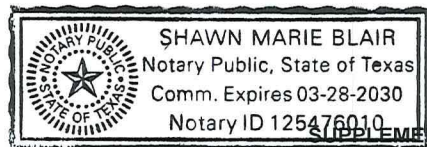
Julia Frank makes oath and states that he (she) is Director of Accounting of BNSF Railway Company that it is his or her duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he or she knows that such books have been kept in 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, 2025 to and including December 31, 2025.

[Signature]
(Signature of affiant)

Subscribed and sworn to before me, a Candace Palmarozzi in and for the State and county above named, this 26 day of March, 20 26

My commission expires 3/28/30

Use an
LS
impression seal



[Signature]
(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

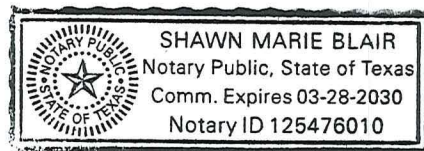
Candace Palmarozzi makes oath and states that he (she) is VP and Controller of BNSF Railway Company that he or she has carefully examined the foregoing report; that he or she believes that all statements of fact contained in the said report are true; and that the said report is a correct and complete 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, 2025 to and including December 31, 2025.

[Signature]
(Signature of affiant)

Subscribed and sworn to before me, a Mark Bracker in and for the State and county above named, this 26 day of March, 20 26

My commission expires 3/28/30

Use an
LS
impression seal



[Signature]
(Signature of officer authorized to administer oaths)

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