



**BUILDING AMERICA®**



# **Class I Railroad Annual Report R-1**

to the Surface Transportation Board for the Year Ending Dec. 31, 2010

ACAA-R1

Union Pacific Railroad ▪ 1400 Douglas, Omaha, NE 68179

# 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, The Mercury Building, 1925 K St. N.W., Suite 500, 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.
9. NOTE - An additional line has been added to Schedule 755 (Line 134) effective with the 2004 R-1. Also note that the instructions for completion of Schedule 755 now have two additional items (Instructions U and V).
10. NOTE - The columns in Schedule 710-Distribution of Locomotive Units In Service of Respondent At Close Of Year, Disregarding Year Of Rebuilding have been revised to reflect new five year periods.
11. NOTE - The following supplemental information about STB information collections is provided in compliance with OMB requirements and pursuant to the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 et seq.:

## Supplemental Information about the Annual Report (R-1)

This information collection is mandatory pursuant to 49 U.S.C. 11145.

The estimated hour burden for filing this report is less 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 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); conducting investigations and rulemakings; conducting rail revenue adequacy proceedings; developing rail cost adjustment factors; and developing the URCS, which is a cost measurement methodology. URCS was developed by the Board pursuant to 49 U.S.C. 11161 and is used as a tool in rail rate proceedings to calculate the variable costs associated with providing a particular service in accordance with 49 U.S.C. 10707(d). The Board also uses URCS to analyze the information that it obtains through the annual railroad industry waybill sample, see 49 CFR 1244, and in railroad abandonment proceedings to measure off-branch costs, pursuant to 49 U.S.C. 10904(a) and in accordance with 49 CFR 1152.32(n).

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. These reports are also maintained by the agency indefinitely on microfiche. In addition, some of this information is posted on the Board's website, [www.stb.dot.gov](http://www.stb.dot.gov), where it may remain indefinitely. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0009. The display of a currently valid OMB control number is required by law.

#### **Supplemental Information about the Quarterly Condensed Balance Sheet (CBS)**

This information collection is mandatory under 49 CFR 1243.2.

The estimated hour burden for filing this report is six hours per report.

The Board uses the information in this report to ensure competitive, efficient, and safe transportation through general oversight programs that monitor and forecast the financial and operating condition of railroads, and through specific regulation of railroad-rate and service issues and rail-restructuring proposals, including railroad mergers, consolidations, acquisitions of control, and abandonments. Information from the reports is used by the Board, other Federal agencies, and industry groups, including the Association of American Railroads, to assess industry growth and operations, detect changes in carrier financial stability, and identify trends that may affect the national transportation system.

Information from these reports is compiled by the Board and published on its website, [www.stb.dot.gov](http://www.stb.dot.gov), where it may be maintained indefinitely. The compilation report is entitled Class I Railroads, Selected Earnings Data. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The display of a currently valid OMB control number for this collection is required by law.

#### **Supplemental Information about the Quarterly Report of Revenues, Expenses, and Income (Form RE&I)**

This information collection is mandatory pursuant to 49 U.S.C. 11164 and 49 CFR 1243.1.

The estimated hour burden for filing this report is six hours per report.

The Board uses the information in this report to ensure competitive, efficient, and safe transportation through general oversight programs that monitor and forecast the financial and operating condition of railroads, and through regulation of railroad rate and service issues and rail restructuring proposals, including railroad mergers, consolidations, acquisitions of control and abandonments. Information from the reports is used by the Board, other Federal agencies and industry groups to monitor and assess industry growth and operations, detect changes in carrier financial stability, and identify trends that may affect the national transportation system. Individual and aggregate carrier information is needed in our decision making process.

Information from these reports is compiled by the Board and published on its website, [www.stb.dot.gov](http://www.stb.dot.gov), where it may be maintained indefinitely. The compilation report is entitled Class I Railroads, Selected Earnings Data. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The display of a currently valid OMB control number for this collection is required by law.

**Supplemental Information about the Report of Railroad Employees, Service, and Compensation (Wage Forms A & B)**

This information collection is mandatory pursuant to 49 U.S.C. 11145 and 49 CFR 1245.2.

The estimated hour burden for filing this report is 30 hours per quarterly report and 40 hours per annual report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. The information is also used by the Board to evaluate proposed regulated transactions that may impact rail employees. These transactions include mergers and consolidations, acquisitions of control, purchases, and abandonments. Other Federal agencies and industry groups, including the Railroad Retirement Board, the Bureau of Labor Statistics, and the Association of American Railroads, depend on the information contained in the reports to monitor railroad operations.

Certain information from the reports is compiled and published on the Board's website, [www.stb.dot.gov](http://www.stb.dot.gov), where it may be maintained indefinitely. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0004. The display of a currently valid OMB control number is required by law.

**Supplemental Information about the Monthly Report of Number of Employees of Class I Railroads (Wage Form C)**

This information collection is mandatory pursuant to 49 U.S.C. 11145 and 49 CFR 1246.1.

The estimated hour burden for filing this report is 1.25 hours per monthly report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. The information is also used by the Board to evaluate proposed regulated transactions that may impact rail employees, including mergers and consolidations, acquisitions of control, purchases, and abandonments. Other Federal agencies and industry groups, including the Railroad Retirement Board, the Bureau of Labor Statistics, and the Association of American Railroads, depend on the information contained in the reports to monitor railroad operations.

The information in this report is compiled and published on the Board's website, [www.stb.dot.gov](http://www.stb.dot.gov), where it may be maintained indefinitely. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0007. The display of a currently valid OMB control number is required by law.

#### **Supplemental Information about the Annual Report of Cars Loaded and Cars Terminated (Form STB-54)**

This information collection is mandatory pursuant to 49 U.S.C. 11162 and 49 CFR 1247.

The estimated hour burden for filing this report is four hours per report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. Information in this report is entered into the Board's URCS. In addition, many other Federal agencies and industry groups, including the Department of Transportation and the Association of American Railroads (AAR), depend on Form STB-54 for information regarding the number of cars loaded and terminated on the reporting carrier's line.

All information collected through this report is available to the public. Paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed.

The OMB control number for this collection is 2140-0011. The display of a currently valid OMB control number is required by law.

#### **Supplemental Information about the Quarterly Report of Freight Commodity Statistics (Form QCS)**

This information collection is mandatory pursuant to 49 U.S.C. 11145 and 49 CFR 1248.

The estimated hour burden for filing this report is 217 hours per report.

Information in this report is entered into the Board's URCS.

All information collected through this report is available to the public. Paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed.

The OMB control number for this collection is 2140-0001. The display of a currently valid OMB control number is required by law.

For Index, See Back of Form

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ANNUAL REPORT

OF

**UNION PACIFIC RAILROAD COMPANY**

**To The**

**SURFACE TRANSPORTATION BOARD**

**For The**

**Year Ended December 31, 2010**

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

(Name) Jeffrey P. Totusek (Title) Chief Accounting Officer and Controller

(Telephone number) (402) 544-6262 (or contact Carrie Powers at (402) 544-4368)

(Office address) 1400 Douglas Street - Stop 1770, Omaha, Nebraska 68179

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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 border on the schedules represents data that are captured by the Board.

It is estimated that an average of 800 burden hours per response are required to complete this collection of information. This estimate includes time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Comments concerning the accuracy of this burden estimate or suggestions for reducing this burden should be directed to the Office of the Secretary, Surface Transportation Board, and the Office of Information and Regulatory Affairs, Office of Management and Budget.

## A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
		<div>NONE</div>

## 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 in full the exact name of the respondent. 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 - Union Pacific Railroad Company \*
2. Date of incorporation - February 20, 1969
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 or trusteeship and of appointment of receivers or trustees:  
Under the General Corporation Law of the State of Delaware. Articles Amended February 24, 1969, June 8, 1987, April 13, 1989, and August 10, 1993, in perpetuity. Name changed from Southern Pacific Transportation Company, February 1, 1998.
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: NOT APPLICABLE

### 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) March 31, 2011.
- ☐ No annual report to stockholders is prepared.

- \* This report for Union Pacific Railroad Company includes Union Pacific Railroad Company and all subsidiaries and affiliates (collectively, the Company, Railroad, or UPRR). See page 4 for a listing of included companies.

## C. VOTING POWERS AND ELECTIONS

- State the par value of each share of stock: Common - Common Stock and Class A Stock both \$10/ per share; First preferred - None; Second preferred - None; Debenture stock - None.
- State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote - Yes
- Are voting rights proportional to holdings? YES. If no, state in a footnote the relationship between holdings and corresponding voting rights.
- Are voting rights attached to any securities other than stock? NO. If so, 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 relationship between holdings and corresponding voting rights, indicating whether voting rights are actual or contingent, and if contingent, showing the contingency.
- 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? 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.
- 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: N/A
- 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 - 4,853.
- State the total number of stockholders of record, as of the date shown in answer to Inquiry No. 7. One stockholder.
- Give the names of the 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 one 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 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 at the close of the year.

Line No.	Name of Security Holder	Address of Security Holder	Number of Votes to Which Security Holder Was Entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
				Stock			
				Common	Preferred		
Second	First						
	(a)	(b)	(c)	(d)	(e)	(f)	
1	Union Pacific Corporation	1400 Douglas Street	Common Stock - 4,465	4,465			1
2	"	Omaha, Nebraska 68179	Class A Stock - 388	388			2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15	Notes and Remarks:	Excludes stock owned by Southern Pacific Rail Corporation.					15
16							16
17	Excludes non-voting FRA Preference Shares listed in Schedule 230 on page 20.						17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26

## 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 - N/A
11. Give the date of such meeting - March 17, 2011
12. Give the place of such meeting - Omaha, Nebraska

NOTES AND REMARKSNotes to Page 2, Item 1 - List of consolidated companies, subsidiaries and affiliates

Alton & Southern Railway	Southern Pacific Motor Trucking Company
Arkansas & Memphis Railway Bridge and Terminal Company	Southern Pacific Rail Corporation
Central California Traction Company	Southern Pacific Receivables, Inc.
Chicago & Western Indiana Railroad Company	Southern Pacific Warehouse Company
Chicago Heights Terminal Transfer Company	SP Environmental Systems, Inc.
Doniphan, Kensett & Searcy Railway Company	SP Environmental Waste Systems, Inc.
Donland Development Company	Standard Realty and Development Company
Ekanet, Inc.	Stonegate Park, Inc.
Mexican Pacific, LLC	Streamline, Inc.
Midwestern Railroad Properties, Inc.	Texas City Terminal Railway Company
Missouri Improvement Company	Transborder Rail Corporation
Missouri Pacific Intermodal Transport, Inc.	Transportation Service Systems, Inc.
Montwood Corporation	Union Pacific de Mexico
Motor Vehicle Logistics Corporation*	Union Pacific Distribution Services Company
MP Redevelopment Corporation*	Union Pacific Express Air, Inc.
MT Venture Company	Union Pacific Financial Corporation
Ogden Union Railway & Depot Company	Union Pacific Fruit Express Company
Pacific Fruit Express Company	Union Pacific Railroad Company
Park Spring, Inc.	Union Pacific Receivables, Inc.
Portland Terminal Railroad Company	Union Pacific Venture Leasing, Inc.
Rio Grande Holding, Inc.	UP Container Logistics Company
Rio Grande Land Company	UP International Advisors, Inc.
Signage, Inc.	UPCA, LLC
Southern Illinois and Missouri Bridge Company	UPDS de Mexico
Southern Pacific Asset Management Company	Wisconsin Town Lot Company
Southern Pacific Fleet Acquisition Company	
Southern Pacific International, Inc.	
Southern Pacific Land Corporation	

\* Company dissolved in 2010

## 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 begin- ning of year (c)	Line No.
			CURRENT ASSETS		(adjusted)*	
1		701	Cash	160,790	48,199	1
2		702	Temporary Cash Investments	207,777	412,466	2
3		703	Special Deposits	2,025	1,764	3
4		704	Accounts Receivable - Loan and Notes	478	1,014	4
5		705	- Interline and Other Balances	84,231	68,671	5
6		706	- Customers	893,240	379,289	6
7		707	- Other	147,790	123,694	7
8		709,708	- Accrued Accounts Receivables	158,193	180,012	8
9		708.5	- Receivables from Affiliated Companies	54	60	9
10		709.5	- Less: Allowance for Uncollectible Accounts	(5,288)	(2,867)	10
11		710,711,714	Working Funds Prepayments Deferred Income Tax Debits	277,028	363,106	11
12		712	Materials and Supplies	533,789	474,982	12
13		713	Other Current Assets	156,677	135,166	13
14			TOTAL CURRENT ASSETS	2,616,784	2,185,556	14
			OTHER ASSETS			
15		715, 716, 717	Special Funds	4,609	4,525	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedules 310 and 310A)	1,094,329	1,006,656	16
17		722, 723	Other Investments and Advances	1,144	1,625	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities - Cr.	0	0	18
19		737, 738	Property Used in Other than Carrier Operation (Less Depreciation) 2010-\$22,777; 2009-\$22,320	131,348	132,387	19
20		739, 741	Other Assets	168,486	158,562	20
21		743	Other Deferred Debits	44,835	37,284	21
22		744	Accumulated Deferred Income Tax Debits	0	0	22
23			TOTAL OTHER ASSETS	1,444,751	1,341,039	23
			ROAD AND EQUIPMENT			
24		731, 732	Road (Schedule 330) L-30 Cols. h & b	42,082,608	40,386,968	24
25		731, 732	Equipment (Schedule 330) L-39 Cols. h & b	8,845,568	8,639,463	25
26		731, 732	Unallocated Items	804,771	1,012,246	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(14,833,307)	(14,055,341)	27
28			Net Road and Equipment	36,899,640	35,983,336	28
29	*		TOTAL ASSETS	40,961,175	39,509,931	29

\*Effective January 1, 2010, we changed our accounting policy for rail grinding costs from a capitalization method, under which we capitalized the cost of rail grinding and depreciated such capitalized costs, to a direct expense method, under which we expense rail grinding costs as incurred. This change was reflected as a change in accounting principle from an acceptable accounting principle to a preferable accounting principle. The expense as incurred method is preferable, as it eliminates the subjectivity in determining the period of benefit associated with rail grinding over which to depreciate the associated capitalized costs. The application of the change in accounting principle is presented retrospectively to all periods presented.

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

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at begin- ning of year (c)	Line No.
			CURRENT LIABILITIES		(adjusted)*	
30		751	Loans and Notes Payable	0	0	30
31		752	Accounts Payable; Interline and Other Balances	29,622	16,440	31
32		753	Audited Accounts and Wages	175,108	169,362	32
33		754	Other Accounts Payable	38,727	36,272	33
34		755, 756	Interest and Dividends Payable	59,070	65,311	34
35		757	Payables to Affiliated Companies	0	0	35
36		759	Accrued Accounts Payable	1,755,543	1,558,172	36
37		760, 761, 761.5, 762	Taxes Accrued	289,611	223,422	37
38		763	Other Current Liabilities	3,541	5,637	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	230,552	199,130	39
40			TOTAL CURRENT LIABILITIES	2,581,774	2,273,746	40
			NON-CURRENT LIABILITIES			
41		765, 767	Funded Debt Unmatured	287,769	192,764	41
42		766	Equipment Obligations	146,879	182,974	42
43		766.5	Capitalized Lease Obligations	1,722,979	1,908,527	43
44		768	Debt in Default	0	0	44
45		769	Accounts Payable; Affiliated Companies	2,612,796	3,596,921	45
46		770.1, 770.2	Unamortized Debt Premium	(84,577)	(81,209)	46
47		781	Interest in Default	0	0	47
48		783	Deferred Revenues-Transfers from Government Authorities	0	0	48
49		786	Accumulated Deferred Income Tax Credits	11,092,135	10,577,315	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,849,719	2,105,566	50
51			TOTAL NON-CURRENT LIABILITIES	17,627,700	18,482,858	51
			SHAREHOLDERS' EQUITY			
52		791, 792	Total Capital Stock:(Schedule 230) (L-10 Col. g, L-17 Col. e)	307	145	52
53			Common Stock	49	49	53
54			Preferred Stock	258	96	54
55			Discount on Capital Stock	0	0	55
56		794, 795	Additional Capital (Schedule 230) (L-17 Col. h)	4,781,906	4,781,906	56
			Retained Earnings:			
57		797	Appropriated	811	811	57
58		798	Unappropriated (Schedule 220) (L-17 Col. b)	16,702,429	14,623,937	58
59		798.1	Other Comprehensive Income	(733,752)	(653,472)	59
60		798.5	Less Treasury Stock	0	0	60
61			Net Shareholders' Equity	20,751,701	18,753,327	61
62	*		TOTAL LIABILITIES AND SHAREHOLDERS' EQUITY	40,961,175	39,509,931	62



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

(Dollars in Thousands)

The notes listed below are provided to disclose supplementary information on matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word "none"; and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting and reporting 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 and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts Schedule 460. \$811.
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 Explanatory Note 11 on page 9.
- (b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund. \$\_\_\_\_\_. See Explanatory Note 11 beginning on page 9.
- (c) Is any part of pension plan funded? Specify. Yes X No \_\_\_\_
  - (i) If funding is by insurance, give name of insuring company Not Applicable.  
If funding is by trust agreement, list trustee(s). The Northern Trust Company  
Date of trust agreement or latest amendment. July 11, 2005  
If respondent is affiliated in any way with the trustee(s), explain affiliation: Not Applicable.
  - (d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement. See Explanatory beginning Note 11 on page 9.
  - (e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates?  
Specify. Yes \_\_\_\_ No X  
If yes, give number of the shares for each class of stock or other security: \_\_\_\_\_
  - (ii) Are voting rights attached to any securities held by the pension plan? Specify. Yes X No \_\_\_\_ If yes, who determines how stock is voted? Voting rights are delegated to investment managers
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 \_\_\_\_ See Note 15 on page 15C.
5. (a) The amount of employers 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 No. 37465 specify the total amount of business entertainment expenditures charged to the non-operating expense account. \$ NONE.

## 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 Instructions 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 13 ON PAGE 15A.

(a) Changes in Valuation Accounts

8. Marketable Equity Securities

UPRR has no marketable equity securities.

		Cost	Market	Dr.(Cr) to Income	Dr.(Cr) to Stockholders' Equity
(Current Year)	Current Portfolio				N/A
as of / /	Noncurrent Portfolio			N/A	\$
(Previous Year)	Current Portfolio			N/A	N/A
as of / /	Noncurrent Portfolio			N/A	N/A

(b) At / / , gross unrealized gains and losses pertaining to marketable securities were as follows:

	<u>Gains</u>	<u>Losses</u>
Current	\$ _____	\$ _____
Noncurrent	_____	_____

- (c) A net unrealized gain (loss) of \$\_\_\_\_\_ on the sale of marketable equity securities was included in net income for \_\_\_\_\_ (year).  
The cost of securities sold 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: / / (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

For purposes of this report, unless the context otherwise requires, all references herein to the “Company”, “we”, “us”, and “our” mean Union Pacific Railroad Company. For purposes of this report, unless the context otherwise requires, all references herein to “UPC” and the “Corporation” mean Union Pacific Corporation. All references herein to the “Consolidated Financial Statements” mean the Comparative Statement of Financial Position, Results of Operations, Retained Earnings, Statement of Cash Flows, and the supplement notes and schedules included in the Class 1 Railroad Annual Report R-1.

**9. Transactions with Affiliates**

At December 31, 2010, we had a \$35 million working capital surplus. At December 31, 2009, we had an \$88 million working capital deficit. Our working capital relates to UPC’s management of our cash position. As part of UPC’s cash management activities, we advance excess cash (cash available after satisfying all of our obligations and paying dividends to UPC) to UPC. We declare and pay dividends to UPC that typically approximate the dividends UPC declares to its shareholders; however, there is no formal requirement to do so. The dividend declaration between us and UPC is determined solely by our Board of Directors. To the extent we require additional cash for use in our operations, UPC makes such funds available to us for borrowing. We treat these transactions as intercompany borrowings in the Consolidated Statements of Financial Position.

The majority of our intercompany borrowings from UPC relate to the acquisitions of the Chicago and North Western Transportation Company and Southern Pacific Rail Corporation that were funded by UPC on our behalf. We assumed these acquisition costs in the form of intercompany borrowings from UPC. In December of 2008, UPC established a borrowing limit based on our borrowing capacity and UPC implemented a market based interest rate. Currently, the annual rate is 4.7%. The annual rate was 6.4% from July 2009 through June 2010 and 5.8% from December 2008 through June 2009. Interest accrues quarterly and is payable on demand. We do not expect to be required by UPC to pay back the intercompany borrowings within the next 12 months. Intercompany borrowings are unsecured and rank equally with all of our other unsecured indebtedness.

Pursuant to a services agreement, UPC provides us with various services, including strategic planning, legal, treasury, accounting, auditing, insurance, human resources, and corporate affairs. We pay our share of the costs as determined by an independent review. Billings for these services were \$71 million, \$53 million, and \$62 million for the years ended December 31, 2010, 2009, and 2008, respectively.

**10. Financial Instruments**

**Strategy and Risk** – We may use derivative financial instruments in limited instances for other than trading purposes to assist in managing our overall exposure to fluctuations in interest rates and fuel prices. We are not a party to leveraged derivatives and, by policy, do not use derivative financial instruments for speculative purposes. Derivative financial instruments qualifying for hedge accounting must maintain a specified level of effectiveness between the hedging instrument and the item being hedged, both at inception and throughout the hedged period. We formally document the nature and relationships between the hedging instruments and hedged items at inception, as well as our risk-management objectives, strategies for undertaking the various hedge transactions, and method of assessing hedge effectiveness. Changes in the fair market value of derivative financial instruments that do not qualify for hedge accounting are charged to earnings. We may use swaps, collars, futures, and/or forward contracts to mitigate the risk of adverse movements in interest rates and fuel prices; however, the use of these derivative financial instruments may limit future benefits from favorable interest rate and fuel price movements.

**Market and Credit Risk** – We address market risk related to derivative financial instruments by selecting instruments with value fluctuations that highly correlate with the underlying hedged item. We manage credit risk related to derivative financial instruments, which is minimal, by requiring high credit standards for counterparties and periodic settlements. At December 31, 2010 and 2009, we were not required to provide collateral, nor had we received collateral, relating to our hedging activities.

**Determination of Fair Value** – We determine the fair values of our derivative financial instrument positions based upon current fair values as quoted by recognized dealers or the present value of expected future cash flows.

**Interest Rate Cash Flow Hedges** – We report changes in the fair value of cash flow hedges in accumulated other comprehensive loss until the hedged item affects earnings. At December 31, 2010 and 2009, we had reductions of \$3 million recorded as an accumulated other comprehensive loss that is being amortized on a straight-line basis through September 30, 2014. As of December 31, 2010 and 2009, we had no interest rate cash flow hedges outstanding.

**Fair Value of Debt Instruments** – The fair value of our short- and long-term debt was estimated using quoted market prices, where available, or current borrowing rates. At December 31, 2010, the fair value of total debt was \$2.6 billion, approximately \$344 million more than the carrying value. At December 31, 2009, the fair value of total debt was \$2.7 billion, approximately \$257 million more than the carrying value. At both December 31, 2010 and 2009, approximately \$164 million of fixed-rate debt securities contained call provisions that allowed us to retire the debt instruments prior to final maturity, with the payment of fixed call premiums, or in certain cases, at par.

**11. Retirement Plans****Pension and Other Postretirement Benefits**

**Pension Plans** – We provide defined benefit retirement income to eligible non-union employees through the Corporation’s qualified and non-qualified (supplemental) pension plans. Qualified and non-qualified pension benefits are based on years of service and the highest compensation during the latest years of employment, with specific reductions made for early retirements.

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES - CONTINUED

## NOTES TO FINANCIAL STATEMENTS

*Other Postretirement Benefits (OPEB)* – We provide medical and life insurance benefits for eligible retirees through the Corporation's programs. These benefits are funded as medical claims and life insurance premiums are paid

**Plan Amendment**

Effective January 1, 2010, Medicare-eligible retirees who are enrolled in the Union Pacific Retiree Medical Program will receive a contribution to a Health Reimbursement Account, which can be used to pay eligible out-of-pocket medical expenses. The impact of the plan amendment is reflected in the projected benefit obligation (PBO) at December 31, 2009.

**Funded Status**

We are required by GAAP to separately recognize the overfunded or underfunded status of our pension and OPEB plans as an asset or liability. The funded status represents the difference between the PBO and the fair value of the plan assets. The PBO is the present value of benefits earned to date by plan participants, including the effect of assumed future salary increases. The PBO of the OPEB plan is equal to the accumulated benefit obligation, as the present value of the OPEB liabilities is not affected by salary increases. Plan assets are measured at fair value. We use a December 31 measurement date for plan assets and obligations for all our retirement plans.

Changes in our PBO and plan assets were as follows for the years ended December 31:

<b>Funded Status</b> <i>Millions</i>	<i>Pension</i>		<i>OPEB</i>	
	<b>2010</b>	<b>2009</b>	<b>2010</b>	<b>2009</b>
<b>Projected Benefit Obligation</b>				
Projected benefit obligation at beginning of year	\$ 2,448	\$ 2,272	\$ 314	\$ 418
Service cost	34	38	2	2
Interest cost	143	140	16	18
Plan amendments	-	-	(6)	(78)
Actuarial loss (gain)	281	140	16	(21)
Gross benefits paid	(147)	(142)	(24)	(25)
Projected benefit obligation at end of year	\$ 2,759	\$ 2,448	\$ 318	\$ 314
<b>Plan Assets</b>				
Fair value of plan assets at beginning of year	\$ 2,044	\$ 1,543	\$ -	\$ -
Actual return on plan assets	294	350	-	-
Voluntary funded pension plan contributions	200	280	-	-
Non-qualified plan benefit contributions	13	13	24	25
Gross benefits paid	(147)	(142)	(24)	(25)
Fair value of plan assets at end of year	\$ 2,404	\$ 2,044	\$ -	\$ -
Funded status at end of year	\$ (355)	\$ (404)	\$ (318)	\$ (314)

Amounts recognized in the statement of financial position as of December 31, 2010 and 2009 consist of:

<i>Millions</i>	<i>Pension</i>		<i>OPEB</i>	
	<b>2010</b>	<b>2009</b>	<b>2010</b>	<b>2009</b>
Noncurrent assets	\$ 1	\$ 1	\$ -	\$ -
Current liabilities	(15)	(13)	(27)	(28)
Noncurrent liabilities	(341)	(392)	(291)	(286)
Net amounts recognized at end of year	\$ (355)	\$ (404)	\$ (318)	\$ (314)

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES - CONTINUED

## NOTES TO FINANCIAL STATEMENTS

Pre-tax amounts recognized in accumulated other comprehensive income/(loss) as of December 31, 2010 and 2009 consist of:

<i>Millions</i>	<b>2010</b>			<b>2009</b>		
	<i>Pension</i>	<i>OPEB</i>	<i>Total</i>	<i>Pension</i>	<i>OPEB</i>	<i>Total</i>
Prior service (cost)/credit	\$ (3)	\$ 106	\$ 103	\$ (7)	\$ 146	\$ 139
Net actuarial loss	(1,059)	(142)	(1,201)	(942)	(140)	(1,082)
Total	\$ (1,062)	\$ (36)	\$ (1,098)	\$ (949)	\$ 6	\$ (943)

Other pre-tax changes recognized in other comprehensive income during 2010, 2009 and 2008 were as follows:

<i>Millions</i>	<i>Pension</i>			<i>OPEB</i>		
	<b>2010</b>	<b>2009</b>	<b>2008</b>	<b>2010</b>	<b>2009</b>	<b>2008</b>
Prior service credit	\$ -	\$ -	\$ -	\$ (6)	\$ (78)	\$ (9)
Net actuarial (gain)/loss	165	(51)	875	16	(21)	101
Amortization of:						
Prior service cost/(credit)	(3)	(5)	(6)	45	44	34
Actuarial loss	(49)	(30)	(10)	(13)	(12)	(13)
Total	\$ 113	\$ (86)	\$ 859	\$ 42	\$ (67)	\$ 113

Amounts included in accumulated other comprehensive income expected to be amortized into net periodic cost (benefit) during 2011:

<i>Millions</i>	<i>Pension</i>	<i>OPEB</i>	<i>Total</i>
Prior service cost (credit)	\$ 2	\$ (35)	\$ (33)
Net actuarial loss	70	13	83
Total	\$ 72	\$ (22)	\$ 50

**Underfunded Accumulated Benefit Obligation** – The accumulated benefit obligation (ABO) is the present value of benefits earned to date, assuming no future salary growth. The underfunded accumulated benefit obligation represents the difference between the ABO and the fair value of plan assets. At December 31, 2010 and 2009, the non-qualified (supplemental) plan ABO was \$257 million and \$229 million, respectively. The PBO, ABO, and fair value of plan assets for pension plans with accumulated benefit obligations in excess of the fair value of the plan assets were as follows for the years ended December 31:

**Underfunded Accumulated Benefit Obligation**

<i>Millions</i>	<b>2010</b>	<b>2009</b>
Projected benefit obligation	\$ 2,741	\$ (2,431)
Accumulated benefit obligation	\$ (2,663)	\$ (2,389)
Fair value of plan assets	2,385	2,026
Underfunded accumulated benefit obligation	\$ (278)	\$ (363)

The ABO for all defined benefit pension plans was \$2.7 billion and \$2.4 billion at December 31, 2010 and 2009, respectively.

**Assumptions** – The weighted-average actuarial assumptions used to determine benefit obligations at December 31

<i>Percentages</i>	<i>Pension</i>		<i>OPEB</i>	
	<b>2010</b>	<b>2009</b>	<b>2010</b>	<b>2009</b>
Discount rate	5.35%	5.90%	5.01%	5.55%
Salary increase	3.36%	3.45%	N/A	N/A
Health care cost trend rate (employees under 65)	N/A	N/A	7.24%	7.50%
Health care cost trend rate (employees over 65)	N/A	N/A	N/A	9.10%
Ultimate health care cost trend rate	N/A	N/A	4.50%	4.50%
Year ultimate trend rate reached	N/A	N/A	2028	2028

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES - CONTINUED

## NOTES TO FINANCIAL STATEMENTS

**Expense**

Both pension and OPEB expense are determined based upon the annual service cost of benefits (the actuarial cost of benefits earned during a period) and the interest cost on those liabilities, less the expected return on plan assets. The expected long-term rate of return on plan assets is applied to a calculated value of plan assets that recognizes changes in fair value over a five-year period. This practice is intended to reduce year-to-year volatility in pension expense, but it can have the effect of delaying the recognition of differences between actual returns on assets and expected returns based on long-term rate of return assumptions. Differences in actual experience in relation to assumptions are not recognized in net income immediately, but are deferred and, if necessary, amortized as pension or OPEB expense.

The components of our net periodic pension and OPEB cost/(benefit) were as follows for the years ended December 31:

<i>Millions</i>	<i>Pension</i>			<i>OPEB</i>		
	<b>2010</b>	<b>2009</b>	<b>2008</b>	<b>2010</b>	<b>2009</b>	<b>2008</b>
<b>Net Periodic Benefit Cost:</b>						
Service cost	\$ 34	\$ 38	\$ 34	\$ 2	\$ 2	\$ 3
Interest cost	143	140	137	16	18	24
Expected return on plan assets	(178)	(159)	(152)	-	-	-
<b>Amortization of:</b>						
Prior service cost/(credit)	3	5	6	(45)	(44)	(35)
Actuarial loss	49	30	10	13	12	13
<b>Net periodic benefit cost/(benefit)</b>	<b>\$ 51</b>	<b>\$ 54</b>	<b>\$ 35</b>	<b>\$ (14)</b>	<b>\$ (12)</b>	<b>\$ 5</b>

**Assumptions** – The weighted-average actuarial assumptions used to determine expense were as follows for the years ended December 31:

<i>Percentages</i>	<i>Pension</i>			<i>OPEB</i>		
	<b>2010</b>	<b>2009</b>	<b>2008</b>	<b>2010</b>	<b>2009</b>	<b>2008</b>
Discount rate	5.90%	6.25%	6.50%	5.55%	6.25%	6.50%
Expected return on plan assets	8.00%	8.00%	8.00%	N/A	N/A	N/A
Salary increase	3.45%	3.50%	3.50%	N/A	N/A	N/A
Health care cost trend rate (employees under 65)	N/A	N/A	N/A	7.24%	7.50%	8.00%
Health care cost trend rate (employees over 65)	N/A	N/A	N/A	N/A	9.10%	10.00%
Ultimate health care cost trend rate	N/A	N/A	N/A	4.50%	4.50%	5.00%
Year ultimate trend reached	N/A	N/A	N/A	2028	2028	2013

The discount rate was based on a Mercer yield curve of high quality corporate bonds with cash flows matching our plans' expected benefit payments. The expected return on plan assets is based on our asset allocation mix and our historical return, taking into account current and expected market conditions. The actual return (loss) on pension plan assets, net of fees, was approximately 14% in 2010, 23% in 2009, and (30)% in 2008.

Assumed health care cost trend rates have a significant effect on the expense and liabilities reported for health care plans. The assumed health care cost trend rate is based on historical rates and expected market conditions. The 2011 assumed health care cost trend rate for employees under 65 is 7.07%. It is assumed the rate will decrease gradually to an ultimate rate of 4.5% in 2028 and will remain at that level. A one-percentage point change in the assumed health care cost trend rates would have the following effects on OPEB:

<i>Millions</i>	<i>One % pt. Increase</i>	<i>One % pt. Decrease</i>
Effect on total service and interest cost components	\$ 1	\$ (1)
Effect on accumulated benefit obligation	11	(9)

**Cash Contributions**

The following table details UPC's cash contributions for the qualified pension plans and the benefit payments for the non-qualified (supplemental) pension and OPEB plans:

<i>Millions</i>	<i>Pension</i>		<i>OPEB</i>
	<i>Qualified</i>	<i>Non-qualified</i>	
2009	\$ 280	13	25
2010	200	13	24

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES - CONTINUED

## NOTES TO FINANCIAL STATEMENTS

Our policy with respect to funding the qualified plans is to fund at least the minimum required by law and not more than the maximum amount deductible for tax purposes. All contributions made to the qualified pension plans in 2010 were voluntary and were made with cash generated from operations.

The non-qualified pension and OPEB plans are not funded and are not subject to any minimum regulatory funding requirements. Benefit payments for each year represent supplemental pension payments and claims paid for medical and life insurance. We anticipate our 2011 supplemental pension and OPEB payments will be made from cash generated from operations.

**Benefit Payments**

The following table details expected benefit payments for the years 2011 through 2020:

<i>Millions</i>	<i>Pension</i>	<i>OPEB</i>
2011	\$ 150	\$ 27
2012	153	27
2013	158	27
2014	163	26
2015	170	26
Years 2016 -2020	927	123

**Asset Allocation Strategy**

Our pension plan asset allocation at December 31, 2010 and 2009, and target allocation for 2011, are as follows:

	<i>Target Allocation 2011</i>	<i>Percentage of Plan Assets December 31,</i>	
		<b>2010</b>	2009
Equity securities	47% to 63%	<b>60%</b>	61%
Debt securities	30% to 40%	<b>31</b>	31
Real estate	2% to 8%	<b>4</b>	4
Commodities	4% to 6%	<b>5</b>	4
<b>Total</b>		<b>100%</b>	100%

The investment strategy for pension plan assets is to maintain a broadly diversified portfolio designed to achieve our target of an average long-term rate of return of 7.5%. We reduced our expected rate of return on plan assets to 7.5% in 2011 from 8% in 2010 to reflect our expected future returns on plan assets based on our current asset allocation strategy. While we believe we can achieve a long-term average rate of return of 7.5%, we cannot be certain that the portfolio will perform to our expectations. Assets are strategically allocated among equity, debt, and other investments in order to achieve a diversification level that reduces fluctuations in investment returns. Asset allocation target ranges for equity, debt, and other portfolios are evaluated at least every three years with the assistance of an independent external consulting firm. Actual asset allocations are monitored monthly, and rebalancing actions are executed at least quarterly, if needed.

The pension plan investments are held in a Master Trust, with The Northern Trust Company. The majority of pension plan assets are invested in equity securities because equity portfolios have historically provided higher returns than debt and other asset classes over extended time horizons and are expected to do so in the future. Correspondingly, equity investments also entail greater risks than other investments. Equity risks are balanced by investing a significant portion of the plans' assets in high quality debt securities. The average credit rating of the debt portfolio exceeded A+ as of December 31, 2010 and 2009. The debt portfolio is also broadly diversified and invested primarily in U.S. Treasury, mortgage, and corporate securities. The weighted-average maturity of the debt portfolio was 12 years at both December 31, 2010 and 2009.

The investment of pension plan assets in securities issued by the Corporation or us is specifically prohibited by the plan for both the equity and debt portfolios, other than through index fund holdings.

**Fair Value Measurements**

The pension plan assets are valued at fair value. The following is a description of the valuation methodologies used for the investments measured at fair value, including the general classification of such instruments pursuant to the valuation hierarchy.

**Temporary Cash Investments** – These investments consist of U.S. dollars and foreign currencies held in master trust accounts at The Northern Trust Company. Foreign currencies held are reported in terms of U.S. dollars based on currency exchange rates readily available in active markets. These temporary cash investments are classified as Level 1 investments.

**Registered Investment Companies** – Registered Investment Companies are mutual funds, unit trusts, and other commingled funds registered with the Securities and Exchange Commission. Mutual fund and unit trust shares are traded actively on public exchanges. The share prices for mutual funds and unit trusts are published at the close of each business day. Holdings of mutual funds and unit trusts are classified as Level 1 investments. Other registered commingled funds are not traded publicly, but the underlying assets (stocks and bonds) held in these funds are traded on active markets and the prices for these assets are readily observable. Holdings in other registered commingled funds are classified as Level 2 investments.

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES - CONTINUED

## NOTES TO FINANCIAL STATEMENTS

**U.S. Government Securities** – U.S. Government Securities consist of bills, notes, bonds, and other fixed income securities issued directly by the U.S. Treasury or by government-sponsored enterprises. These assets are valued using a bid evaluation process with bid data provided by independent pricing sources. U.S. Government Securities are classified as Level 2 investments.

**Corporate Bonds & Debentures** – Corporate bonds and debentures consist of fixed income securities issued by U.S. and non-U.S. corporations. These assets are valued using a bid evaluation process with bid data provided by independent pricing sources. Corporate bonds & debentures are classified as Level 2 investments.

**Corporate Stock** – This investment category consists of common and preferred stock issued by U.S. and non-U.S. corporations. Common and preferred shares are traded actively on exchanges and price quotes for these shares are readily available. Holdings of corporate stock are classified as Level 1 investments.

**Venture Capital and Buyout Partnerships** – This investment category is comprised of interests in limited partnerships that invest in privately-held companies. Due to the private nature of the partnership investments, pricing inputs are not readily observable. Asset valuations are developed by the general partners that manage the partnerships. These valuations are based on the application of public market multiples to private company cash flows, market transactions that provide valuation information for comparable companies, and other methods. Holdings of limited partnership interests are classified as Level 3 investments.

**Real Estate Partnerships and Funds** – Most of the real estate investments are partnership interests similar to those described in the Venture Capital and Partnerships category. This category also includes real estate investments held in less commonly used structures such as private real estate investment trusts and pooled separate accounts. Valuations for the holdings in this category are not based on readily observable inputs and are primarily derived from property appraisals. Interests in private real estate partnerships, investment funds and pooled separate accounts are classified as Level 3 investments.

**Common Trust and Other Funds** – Common trust funds are comprised of shares or units in commingled funds that are not publicly traded. The underlying assets in these funds (equity securities, fixed income securities, and commodity-related securities) are publicly traded on exchanges and price quotes for the assets held by these funds are readily available. Holdings of common trust funds are classified as Level 2 investments.

This category also includes an investment in a limited liability company that invests in publicly-traded convertible securities. The limited liability company investment is a fund that invests in both long and short positions in convertible securities, stocks, and fixed income securities. The underlying securities held by the fund are traded actively on exchanges and price quotes for these investments are readily available. Interest in the limited liability company is classified as a Level 2 investment.

**Other Investments** – This category includes several miscellaneous assets such as commodity hedge fund investments. These investments have valuations that are based on observable inputs and are classified as Level 2 investments.

As of December 31, 2010, the pension plan assets measured at fair value on a recurring basis were as follows:

<i>Millions</i>	<i>Quoted Prices in Active Markets for Identical Inputs (Level 1)</i>	<i>Significant Other Observable Inputs (Level 2)</i>	<i>Significant Unobservable Inputs (Level 3)</i>	<i>Total</i>
<b>Plan assets:</b>				
Temporary cash investments	\$ 23	\$ -	\$ -	\$ 23
Registered investment companies	9	259	-	268
U.S. government securities	-	142	-	142
Corporate bonds & debentures	-	311	-	311
Corporate stock	573	7	-	580
Venture capital and buyout partnerships	-	-	169	169
Real estate partnerships and funds	-	-	99	99
Common trust and other funds	-	776	-	776
Other investments	-	29	-	29
<b>Total plan assets at fair value</b>	<b>\$ 605</b>	<b>\$ 1,524</b>	<b>\$ 268</b>	<b>2,397</b>
Other assets [a]				7
<b>Total plan assets</b>				<b>\$ 2,404</b>

[a] Other assets include accrued receivables and pending broker settlements.



## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES - CONTINUED

## NOTES TO FINANCIAL STATEMENTS

As of December 31, 2009, the pension plan assets measured at fair value on a recurring basis were as follows:

<i>Millions</i>	<i>Quoted Prices in Active Markets for Identical Inputs (Level 1)</i>	<i>Significant Other Observable Inputs (Level 2)</i>	<i>Significant Unobservable Inputs (Level 3)</i>	<i>Total</i>
<b>Plan assets:</b>				
Temporary cash investments	\$ 9	\$ -	\$ -	\$ 9
Registered investment companies	8	176	-	184
U.S. government securities	-	131	-	131
Corporate bonds & debentures	-	284	-	284
Corporate stock	482	6	-	488
Venture capital and buyout partnerships	-	-	142	142
Real estate partnerships and funds	-	-	78	78
Common trust and other funds	-	668	-	668
Other investments	-	27	-	27
<b>Total plan assets at fair value</b>	<b>\$ 499</b>	<b>\$ 1,292</b>	<b>\$ 220</b>	<b>2,011</b>
Other assets [a]				33
<b>Total plan assets</b>				<b>\$ 2,044</b>

[a] Other assets include accrued receivables and pending broker settlements.

The following table presents a reconciliation of the beginning and ending balances of the fair value measurements using significant unobservable inputs (Level 3 investments) during 2010:

<i>Millions</i>	<i>Venture Capital and Buyout Partnerships</i>	<i>Real Estate Partnerships and Funds</i>	<i>Total</i>
Beginning balance - January 1, 2010	\$ 142	\$ 78	\$ 220
Realized gain	3	1	4
Unrealized gain	21	10	31
Purchases, issuances, and settlements	3	10	13
<b>Ending balance - December 31, 2010</b>	<b>\$ 169</b>	<b>\$ 99</b>	<b>\$ 268</b>

The following table presents a reconciliation of the beginning and ending balances of the fair value measurements using significant unobservable inputs (Level 3 investments) during 2009:

<i>Millions</i>	<i>Venture Capital and Buyout Partnerships</i>	<i>Real Estate Partnerships and Funds</i>	<i>Total</i>
Beginning balance - January 1, 2009	\$ 147	\$ 92	\$ 239
Realized gain	3	-	3
Unrealized loss	(18)	(29)	(47)
Purchases, issuances, and settlements	10	15	25
<b>Ending balance - December 31, 2009</b>	<b>\$ 142</b>	<b>\$ 78</b>	<b>\$ 220</b>

#### Other Retirement Programs

**401(k)/Thrift Plan** – The Corporation provides a defined contribution plan (401(k)/thrift plan) to eligible non-union employees. We make matching contributions to the thrift plan of 50 cents for each dollar contributed by employees up to the first six percent of compensation contributed. Our plan contributions were \$13 million in 2010, \$13 million in 2009 and \$14 million 2008.

**Railroad Retirement System** – All Railroad employees are covered by the Railroad Retirement System (the System). Contributions made to the System are expensed as incurred and amounted to approximately \$565 million in 2010, \$561 million in 2009, and \$620 million in 2008.

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES - CONTINUED

## NOTES TO FINANCIAL STATEMENTS

**Collective Bargaining Agreements** – Under collective bargaining agreements, we participate in multi-employer benefit plans that provide certain postretirement health care and life insurance benefits for eligible union employees. Premiums paid under these plans are expensed as incurred and amounted to \$60 million in 2010, \$48 million in 2009, and \$49 million in 2008.

## 12. Capital Stock and Dividend Restrictions

Our Board of Directors has restricted the availability of retained earnings for payment of dividends by \$131 million. This represents (a) the amount by which the estimated fair value of our investment in certain subsidiaries, as determined by our Board of Directors, exceeded the net book value of such investment that was transferred to the Corporation by means of a dividend in June 1971 (\$110 million) and (b) the amount by which the fair market value exceeded the book value of certain investment securities that were transferred to the Corporation by means of a dividend in November 1972 (\$21 million).

Our capital structure consists of Class A Stock, Common Stock, and Mandatorily Redeemable Preference Shares (Series A). The Class A Stock is entitled to a cash dividend whenever a dividend is declared on the Common Stock, in an amount which equals 8 percent of the sum of the dividends on both the Class A Stock and the Common Stock. All of our Common Stock and our Class A Stock, which constitutes all of the voting capital stock, is owned by the Corporation or a wholly-owned subsidiary of the Corporation, and all of the Mandatorily Redeemable Preference Shares, which are non-voting stock, are owned by the Federal Railroad Administration. Accordingly, there is no market for our capital stock.

The number of shares shown in the Statements of Changes in Common Shareholders' Equity in the Consolidated Financial Statements, excludes 2,665 shares of Common Stock and 232 shares of Class A Stock owned by Southern Pacific Rail Corporation, whose results are included in the Consolidated Financial Statements.

## 13. Commitments and Contingencies

**Asserted and Unasserted Claims** – Various claims and lawsuits are pending against us and certain of our subsidiaries. We cannot fully determine the effect of all asserted and unasserted claims on our consolidated results of operations, financial condition, or liquidity; however, to the extent possible, where asserted and unasserted claims are considered probable and where such claims can be reasonably estimated, we have recorded a liability. We do not expect that any known lawsuits, claims, environmental costs, commitments, contingent liabilities, or guarantees will have a material adverse effect on our consolidated results of operations, financial condition, or liquidity after taking into account liabilities and insurance recoveries previously recorded for these matters.

**Personal Injury** – The cost of personal injuries to employees and others related to our activities is charged to expense based on estimates of the ultimate cost and number of incidents each year. We use an actuarial analysis to measure the expense and liability, including unasserted claims. The Federal Employers' Liability Act (FELA) governs compensation for work-related accidents. Under FELA, damages are assessed based on a finding of fault through litigation or out-of-court settlements. We offer a comprehensive variety of services and rehabilitation programs for employees who are injured at work.

Our personal injury liability is discounted to present value using applicable U.S. Treasury rates. Approximately 88% of the recorded liability related to asserted claims, and approximately 12% related to unasserted claims at December 31, 2010. Because of the uncertainty surrounding the ultimate outcome of personal injury claims, it is reasonably possible that future costs to settle these claims may range from approximately \$425 million to \$463 million. We record an accrual at the low end of the range as no amount of loss is more probable than any other. Our personal injury liability activity was as follows:

Millions	2010	2009	2008
Beginning balance	\$ 544	\$ 620	\$ 592
Current year accruals	155	174	226
Changes in estimates for prior years	(101)	(95)	(25)
Payments	(173)	(155)	(173)
Ending balance at December 31	\$ 425	\$ 544	\$ 620
Current portion, ending balance at December 31	\$ 139	\$ 157	\$ 185

**Asbestos** – We are a defendant in a number of lawsuits in which current and former employees and other parties allege exposure to asbestos. We assess our potential liability using a statistical analysis of resolution costs for asbestos-related claims. This liability is updated annually and excludes future defense and processing costs. The liability for resolving both asserted and unasserted claims was based on the following assumptions:

- The ratio of future claims by alleged disease would be consistent with historical averages.
- The number of claims filed against us will decline each year.
- The average settlement values for asserted and unasserted claims will be equivalent to historical averages.
- The percentage of claims dismissed in the future will be equivalent to historical averages.

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES - CONTINUED

## NOTES TO FINANCIAL STATEMENTS

Our liability for asbestos-related claims is not discounted to present value due to the uncertainty surrounding the timing of future payments. Approximately 22% of the recorded liability related to asserted claims and approximately 78% related to unasserted claims at December 31, 2010. Because of the uncertainty surrounding the ultimate outcome of asbestos-related claims, it is reasonably possible that future costs to settle these claims may range from approximately \$162 million to \$178 million. We record an accrual at the low end of the range as no amount of loss is more probable than any other. In conjunction with the liability update performed in 2010, we also reassessed estimated insurance recoveries. We have recognized an asset for estimated insurance recoveries at December 31, 2010 and 2009. Our asbestos-related liability activity was as follows:

Millions	2010	2009	2008
Beginning balance	\$ 174	\$ 213	\$ 265
Accruals/(credits)	(1)	(25)	(42)
Payments	(11)	(14)	(10)
Ending balance at December 31	\$ 162	\$ 174	\$ 213
Current portion, ending balance at December 31	\$ 12	\$ 13	\$ 12

We believe that our estimates of liability for asbestos-related claims and insurance recoveries are reasonable and probable. The amounts recorded for asbestos-related liabilities and related insurance recoveries were based on currently known facts. However, future events, such as the number of new claims to be filed each year, average settlement costs, and insurance coverage issues, could cause the actual costs and insurance recoveries to be higher or lower than the projected amounts. Estimates also may vary in the future if strategies, activities, and outcomes of asbestos litigation materially change; federal and state laws governing asbestos litigation increase or decrease the probability or amount of compensation of claimants; and there are material changes with respect to payments made to claimants by other defendants.

**Environmental** – We are subject to federal, state, and local environmental laws and regulations. We identified 294 sites at which we are or may be liable for remediation costs associated with alleged contamination or for violations of environmental requirements. This includes 31 sites that are the subject of actions taken by the U.S. government, 17 of which are currently on the Superfund National Priorities List. Certain federal legislation imposes joint and several liability for the remediation of identified sites; consequently, our ultimate environmental liability may include costs relating to activities of other parties, in addition to costs relating to our own activities at each site.

When we identify an environmental issue with respect to property owned, leased, or otherwise used in our business, we and our consultants perform environmental assessments on the property. We expense the cost of the assessments as incurred. We accrue the cost of remediation where our obligation is probable and we can reasonably estimate such costs. We do not discount our environmental liabilities when the timing of the anticipated cash payments is not fixed or readily determinable. At December 31, 2010, approximately 5% of our environmental liability was discounted at 2.8%, while approximately 12% of our environmental liability was discounted at 3.4% at December 31, 2009. Our environmental liability activity was as follows:

Millions	2010	2009	2008
Beginning balance	\$ 217	\$ 209	\$ 209
Accruals	57	49	46
Payments	(61)	(41)	(46)
Ending balance at December 31	\$ 213	\$ 217	\$ 209
Current portion, ending balance at December 31	\$ 74	\$ 82	\$ 58

The environmental liability includes future costs for remediation and restoration of sites, as well as ongoing monitoring costs, but excludes any anticipated recoveries from third parties. Cost estimates are based on information available for each site, financial viability of other potentially responsible parties, and existing technology, laws, and regulations. The ultimate liability for remediation is difficult to determine because of the number of potentially responsible parties, site-specific cost sharing arrangements with other potentially responsible parties, the degree of contamination by various wastes, the scarcity and quality of volumetric data related to many of the sites, and the speculative nature of remediation costs. Estimates of liability may vary over time due to changes in federal, state, and local laws governing environmental remediation. Current obligations are not expected to have a material adverse effect on our consolidated results of operations, financial condition, or liquidity.

**Guarantees** – At December 31, 2010, we were contingently liable for \$370 million in guarantees. We have recorded a liability of \$3 million for the fair value of these obligations as of December 31, 2010 and 2009. We entered into these contingent guarantees in the normal course of business, and they include guaranteed obligations related to our headquarters building, equipment financings, and affiliated operations. The final guarantee expires in 2022. We are not aware of any existing event of default that would require us to satisfy these guarantees. We do not expect that these guarantees will have a material adverse effect on our consolidated financial condition, results of operations, or liquidity.

**Indemnities** – Our maximum potential exposure under indemnification arrangements, including certain tax indemnifications, can range from a specified dollar amount to an unlimited amount, depending on the nature of the transactions and the agreements. Due to uncertainty as to whether claims will be made or how they will be resolved, we cannot reasonably determine the probability of an adverse claim or reasonably estimate any adverse liability or the total maximum exposure under these indemnification arrangements. We do not have any reason to believe that we will be required to make any material payments under these indemnity provisions.

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES - CONTINUED

## NOTES TO FINANCIAL STATEMENTS

**14. Recently Issued Accounting Pronouncements**

In June 2009, the FASB issued Accounting Standards Update No. 2009-16, Accounting for Transfers of Financial Assets (ASU 2009-16). ASU 2009-16 limits the circumstances in which transferred financial assets can be derecognized and requires enhanced disclosures regarding transfers of financial assets and a transferor's continuing involvement with transferred financial assets. We adopted the authoritative accounting standard on January 1, 2010. As a result, we no longer account for the value of the outstanding undivided interest held by investors under our receivables securitization facility as a sale. In addition, transfers of receivables occurring on or after January 1, 2010, are reflected as debt issued in our Consolidated Statements of Cash Flows and recognized as debt due after one year in our Consolidated Statements of Financial Position.

**15. Union Pacific Fund for Effective Government**

The Corporation, UPRR's parent, is the sponsor of the Union Pacific Fund for Effective Government (the FFEG), a separate segregated fund utilized for political purposes, established and operated in accordance with the Federal Election Campaign Act of 1971, as amended, (the Act). The administrative expenses of the FFEG are paid by the Corporation. UPRR's executive and administrative personnel are solicited annually by the FFEG within the guidelines of the Act and certain executive officers of UPRR are members of the FFEG's managing finance committee.

**16. Accounts Receivable**

Accounts receivable includes freight and other receivables reduced by an allowance for doubtful accounts. The allowance is based upon historical losses, credit worthiness of customers, and current economic conditions. At December 31, 2010 and 2009, our accounts receivable were reduced by \$5 million and \$3 million, respectively. Receivables not expected to be collected in one year and the associated allowances are classified as other assets in our Consolidated Statements of Financial Position. At December 31, 2010 and 2009, receivables classified as other assets were reduced by allowances of \$51 million and \$67 million, respectively.

**Receivables Securitization Facility** – As discussed in Note 3, we adopted a new accounting standard on January 1, 2010. As a result, we no longer account for the value of the outstanding undivided interest held by investors under our receivables securitization facility as a sale. In addition, transfers of receivables occurring on or after January 1, 2010, are reflected as debt issued in our Consolidated Statements of Cash Flows, and the value of the outstanding undivided interest held by investors at December 31, 2010, is accounted for as a secured borrowing and is included in our Consolidated Statements of Financial Position as debt due after one year.

Under the receivables securitization facility, we sell most of its accounts receivable to Union Pacific Receivables, Inc. (UPRI), a bankruptcy-remote subsidiary. UPRI may subsequently transfer, without recourse on a 364-day revolving basis, an undivided interest in eligible accounts receivable to investors. The total capacity to transfer undivided interests to investors under the facility was \$600 million at December 31, 2010 and 2009, respectively. The value of the outstanding undivided interest held by investors under the facility was \$100 million and \$400 million at December 31, 2010 and 2009, respectively. The value of the undivided interest held by investors was supported by \$960 million and \$817 million of accounts receivable at December 31, 2010 and 2009, respectively. At December 31, 2010 and 2009, the value of the interest retained by UPRI was \$960 million and \$417 million, respectively. This retained interest is included in accounts receivable, net in our Consolidated Statements of Financial Position.

The value of the outstanding undivided interest held by investors could fluctuate based upon the availability of eligible receivables and is directly affected by changing business volumes and credit risks, including default and dilution. If default or dilution ratios increase one percent, the value of the outstanding undivided interest held by investors would not change as of December 31, 2010. Should UPC's credit rating fall below investment grade, the value of the outstanding undivided interest held by investors would be reduced, and, in certain cases, the investors would have the right to discontinue the facility.

We collected approximately \$16.3 billion and \$13.8 billion of receivables during the years ended December 31, 2010 and 2009, respectively. UPRI used certain of these proceeds to purchase new receivables under the facility.

The costs of the receivables securitization facility include interest, which will vary based on prevailing commercial paper rates, program fees paid to banks, commercial paper issuing costs, and fees for unused commitment availability. The costs of the receivables securitization facility are included in interest expense and were \$6 million during 2010. Prior to adoption of the new accounting standard, the costs of the receivables securitization facility were included in other income and were \$9 million and \$23 million for 2009 and 2008, respectively.

The investors have no recourse to our other assets, except for customary warranty and indemnity claims. Our creditors do not have recourse to the assets of UPRI.

In August 2010, the receivables securitization facility was renewed for an additional 364-day period at comparable terms and conditions.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES - CONTINUED

NOTES TO FINANCIAL STATEMENTS

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## 210. RESULTS OF OPERATIONS

(Dollars in Thousands)

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

Cross-checks

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

Schedule 210

Line 15, col b

Lines 47, 48, 49 col b

Line 50, col b

Schedule 210

= Line 62, col b

= Line 63, col b

= Line 64, col b

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

Line 14, col b

Line 14, col d

Line 14, col e

Schedule 410

= Line 620, col h

= Line 620, col f

= Line 620, col g

4 All contra entries should be shown in parenthesis.

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue and expenses (d)	Passenger-related revenue and expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	16,069,525	13,373,159	16,069,525		1
2		(102) Passenger	81,033	78,098		81,033	2
3		(103) Passenger-Related	1,284	611		1,284	3
4		(104) Switching	149,353	131,363	149,353		4
5		(105) Water Transfers					5
6		(106) Demurrage	80,355	75,291	80,355		6
7		(110) Incidental	446,840	360,194	446,840		7
8		(121) Joint Facility-Credit	13,073	12,777	13,073		8
9		(122) Joint Facility-Debit					9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	16,841,463	14,031,493	16,759,146	82,317	10
11		(502) Railway operating revenues-transfers from government authorities	93,381	85,035		93,381	11
12		(503) Railway operating revenues-amortization of deferred transfers from government authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	16,934,844	14,116,528	16,759,146	175,698	13
14	*	(531) Railway operating expenses	12,173,754	10,916,501	12,000,714	173,040	14
15	*	Net revenue from railway operations	4,761,090	3,200,027	4,758,432	2,658	15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	24,295	21,375			16
17		(510) Miscellaneous rent income	85,356	84,285			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend income (cost method)	219	253			19
20		(514) Interest income	31,881	3,291			20
21		(516) Income from sinking and other funds					21
22		(517) Release of premiums on funded debt	4,123	4,262			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	35,477	164,347			24
25		Income from affiliated companies: 519					
		a. Dividends (equity method)	31,246	5,697			25
26		b. Equity in undistributed earnings (losses)	55,183	58,473			26
27		TOTAL OTHER INCOME (lines 16-26)	267,780	341,983			27
28		TOTAL INCOME (lines 15, 27)	5,028,870	3,542,010			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	12,146	11,306			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	64,305	70,595			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS	76,451	81,901			36
37		Income available for fixed charges	4,952,419	3,460,109			37

210. RESULTS OF OPERATIONS - (Concluded)					
(Dollars in Thousands)					
Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
<b>FIXED CHARGES</b>					
38		(546) Interest on funded debt:			
		(a) Fixed interest not in default	155,971	136,892	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	296,893	272,325	40
41		(548) Amortization of discount on funded debt	2,581	2,298	41
42		<b>TOTAL FIXED CHARGES (lines 38-41)</b>	<b>455,445</b>	<b>411,515</b>	<b>42</b>
43		<b>Income after fixed charges (line 37 minus line 42)</b>	<b>4,496,974</b>	<b>3,048,594</b>	<b>43</b>
<b>OTHER DEDUCTIONS</b>					
44		(546) Interest on funded debt:			
		(c) Contingent interest	7,625	7,642	44
<b>UNUSUAL OR INFREQUENT ITEMS</b>					
45		(555) Unusual or infrequent items (debit) credit			45
46		<b>Income (Loss) from continuing operations (before income taxes)</b>	<b>4,489,349</b>	<b>3,040,952</b>	<b>46</b>
<b>PROVISIONS FOR INCOME TAXES</b>					
47	*	(556) Income taxes on ordinary income:			
		(a) Federal income taxes	947,996	397,348	47
48	*	(b) State income taxes	130,593	51,867	48
49	*	(c) Other income taxes	24,499	21,868	49
50	*	(557) Provision for deferred taxes	653,774	632,729	50
51		<b>TOTAL PROVISIONS FOR INCOME TAXES (lines 47-52)</b>	<b>1,756,862</b>	<b>1,103,812</b>	<b>51</b>
52		<b>Income from continuing operations (line 46 minus line 51)</b>	<b>2,732,487</b>	<b>1,937,140</b>	<b>52</b>
<b>DISCONTINUED OPERATIONS</b>					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$ _____)			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$ _____)			54
55		<b>Income before extraordinary items (lines 52 - 54)</b>	<b>2,732,487</b>	<b>1,937,140</b>	<b>55</b>
<b>EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>					
56		(570) Extraordinary items (Net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes - Extraordinary items			58
59		<b>TOTAL EXTRAORDINARY ITEMS (lines 56-58)</b>			<b>59</b>
60		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$ _____)			60
61	*	<b>Net income (Loss) (Lines 55 + 59 + 60)</b>	<b>2,732,487</b>	<b>1,937,140</b>	<b>61</b>
<b>RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)</b>					
62	*	<b>Net revenues from railway operations</b>	<b>4,761,090</b>	<b>3,200,027</b>	<b>62</b>
63	*	(556) Income taxes on ordinary income (-)	(1,103,088)	(471,083)	63
64	*	(557) Provision for deferred income taxes (-)	(653,774)	(632,729)	64
65		<b>Income from lease of road and equipment (-)</b>			<b>65</b>
66		<b>Rent for leased roads and equipment (+)</b>	<b>3,195</b>	<b>2,656</b>	<b>66</b>
67		<b>Net railway operating income (loss)</b>	<b>3,007,423</b>	<b>2,098,871</b>	<b>67</b>

Note: Line 49 reflects unrecognized tax benefits expense.

**NOTES AND REMARKS FOR SCHEDULES 210 AND 220**

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## 220. RETAINED EARNINGS

(Dollars in Thousands)

1. Show below the items of Retained Earnings Accounts of the respondent for the year, classified in accordance with the Uniform System of Accounts for Railroad Companies.
2. All contra entries should be shown in parentheses.
3. Show in lines 22 and 23 the amount of assigned Federal income tax consequences for Accounts 606 and 616.
4. Segregate in column (c) all amounts applicable to the equity in undistributed earnings (losses) of affiliated companies based on the equity method of accounting.
5. Line 3 (line 7 if debit balance), column (c), should agree with line 26, column (b), Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61 column (b), 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	14,027,984	725,530	1
2	(601.5)	Prior period adjustments to beginning retained earnings	(129,577)		2
		CREDITS			
3	(602)	Credit balance transferred from income	2,677,304	94,592	3
4	(603)	Appropriations released	811		4
5	(606)	Other credits to retained earnings	197	17,036	5
6		TOTAL CREDITS	2,678,312	111,628	6
		DEBITS			
7	(612)	Debit balance transferred from income		39,409	7
8	(616)	Other debits to retained earnings	17,036	192	8
9	(620)	Appropriations for sinking and other funds	811		9
10	(621)	Appropriations for other purposes			10
11	(623)	Dividends: Common stock	654,000		11
12		Preferred stock (1)			12
13		TOTAL DEBITS	671,847	39,601	13
14		Net increase (decrease) during year (line 6 minus line 13)	2,006,465	72,027	14
15		Balances at close of year (lines 1, 2, and 14)	15,904,872	797,557	15
16		Balances from line 15(c)	797,557	N/A	16
17	(798)	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	16,702,429	N/A	17
18	(797)	Total appropriated retained earnings:			18
19		Credits during year 811			19
20		Debits during year 811			20
21		Balance at Close of year 811			21
		Amount of assigned Federal income tax consequences:			
22		Account 606 \$ _____			22
23		Account 616 \$ _____			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. NONE

## 230. CAPITAL STOCK

PART I. CAPITAL STOCK  
(Dollars in Thousands)

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

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares				Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	In Treasury (h)	
1	Common								1
2	UP - Common Stock 1/	10.00	9,200	4,465		4,465	45		2
3	UP - Class A Stock 1/	10.00	800	388		388	4		3
4									4
5	Preferred								5
6	FRA Preference Shares - Series A	10,000	5,000	4,829		4,829	258		6
7									7
8									8
9									9
10	TOTAL		15,000	9,682		9,682	307		10

1/ See note 12 on page 15A

PART II. SUMMARY OF CAPITAL STOCK CHANGES DURING YEAR  
(Dollars in Thousands)

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)		
11	Balance at beginning of year	4,829	\$96	4,853	\$49			\$4,781,906	11
12									12
13	Payments of Preference Shares	0	(3,396)						13
14	Unamortized discount to account 770		1,452						14
15	Amortized discount		425						15
16	Move to account 764		1,681						16
17	Balance at close of year	4,829	\$258	4,853	\$49			\$4,781,906	17

## 240. STATEMENT OF CASH FLOWS

(Dollars in Thousands)

Give the information as requested concerning the cash flows during the year. Either 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 revenue 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 direct method is used complete lines 1-41; indirect method complete lines 10-41. Cash for the purpose of this schedule shall include cash and cash equivalents which are short term, highly liquid investments readily convertible to know 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 financing 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 of 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)	Prior Year (c)	Line
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)	Prior Year (c)	Line No.
10		Income from continuing operations	2,732,487	1,937,140	10

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

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investments	(24,749)	(161,630)	11
12		Depreciation and amortization expenses	1,687,245	1,630,150	12
13		Provision for Deferred Income Taxes	653,774	632,729	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(55,183)	(58,473)	14
15		Decrease (increase) in accounts receivable	(528,825)	(91,987)	15
16		Decrease (increase) in material and supplies and other current assets	5,760	(126,400)	16
17		Increase (decrease) in current liabilities other than debt	276,606	(114,215)	17
18		Increase (decrease) in other - net	(430,264)	(636,538)	18
19		Net cash provided from continuing operations (Lines 10-18)	4,316,851	3,010,776	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)	4,316,851	3,010,776	21

## CASH FLOWS FROM INVESTING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
22		Proceeds from sale of property	66,976	187,444	22
23		Capital expenditures	(2,477,456)	(2,384,470)	23
24		Net change in temporary cash investments not qualifying as cash equivalents	0	0	24
25		Proceeds from sale/repayment of investment and advances	6,768	1,635	25
26		Purchase price of long-term investment and advances	(22,414)	0	26
27		Net decrease (increase) in sinking and other special funds	(84)	84	27
28		Other - net	(43,618)	28,009	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	(2,469,828)	(2,167,298)	29

(Continued on next page)

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

CASH FLOWS FROM OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
CASH FLOWS FROM FINANCING ACTIVITIES					
30		Proceeds from issuance of long-term debt	400,000	0	30
31		Principle payments of long-term debt	(496,719)	(271,296)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid	(654,000)	(545,000)	34
35		Other - net	(983,713)	(124,773)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(1,734,432)	(941,069)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29 & 36)	112,591	(97,591)	37
38		Cash and cash equivalents at beginning of the year	48,199	145,790	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	160,790	48,199	39
		Footnotes to Schedule 240 Cash paid during the year for:			
40		Interest (net of amount capitalized)*	(467,000)	(366,000)	40
41		Income taxes (net of refunds) *	(1,034,000)	(490,000)	41

\* Only applies if indirect method is adopted.

NOTES AND REMARKS

Non-cash capital investments accrued but not yet paid were \$125,000 and \$96,000 in 2010 and 2009, respectively.

Non-cash capital lease financing was \$0 and \$842,000 in 2010 and 2009, respectively.

## 245. WORKING CAPITAL

(Dollars in Thousands)

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

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

Line No.	Item (a)	Source	Amount (b)	Line No.
<b>CURRENT OPERATING ASSETS</b>				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	84,231	1
2	Customers (706)	Schedule 200, line 6, column b	893,240	2
3	Other (707)	Note A	39,917	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Line 1 + 2 + 3	1,017,388	4
<b>OPERATING REVENUE</b>				
5	Railway Operating Revenue	Schedule 210, line 13, column b	16,934,844	5
6	Rent Income	Note B	159,046	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	17,093,890	7
8	Average Daily Operating Revenues	Line 7 divided by 360 days	47,483	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 divided by line 8	21	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	36	10
<b>CURRENT OPERATING LIABILITIES</b>				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	29,622	11
12	Audited Accounts and Wages Payable (753)	Note A	175,108	12
13	Accounts Payable - Other (754)	Note A	38,727	13
14	Other Taxes Accrued (761.5)	Note A	289,611	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of lines 11 to 14	533,068	15
<b>OPERATING EXPENSES</b>				
16	Railway Operating Expenses	Schedule 210, line 14, column b	12,173,754	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	1,687,245	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	10,645,555	18
19	Average Daily Expenditures	Line 18 divided by 360 days	29,571	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 divided by line 19	18	20
21	Days of Working Capital Required	Line 10 - Line 20 (Note C)	18	21
22	Cash Working Capital Required	Line 21 x line 19	532,278	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	368,567	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	368,567	24
<b>MATERIALS AND SUPPLIES</b>				
25	Total Material and Supplies (712)	Note A	533,789	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	2,250	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	531,539	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	900,106	28

NOTES:

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

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

(C) If result is negative, use zero.

## NOTES AND REMARKS

Note to Schedule 310 on pages 26 - 29

Lien References

(A) All securities are pledged as security for the First Mortgage with Boatmen's National Bank of St. Louis, Trustee; also, under the General Mortgage, with Manufacturers Hanover Trust Company, Trustee.

(B) Securities are deposited with the Trustees of the Mortgages as further assurance of performance of the Operating Agreements.

(C) Companies Under Joint Control

<u>Company (UPRR Ownership)</u>	<u>Other Parties</u>	
Alameda Belt Line (50%)	BNSF (50%)	
Belt Railway of Chicago (8.33%)	NS (25.00%)	CSX (25.00%)
	BNSF (16.67%)	CN (16.67%)
	CP (8.33%)	
Brownsville & Matamoros Bridge Co. (50%)	Gobierno de Estados Unidos Mexicanos (50%)	
Grupo Ferroviario Mexicano (26%)	Mexican Consortium (74%)	
Helm Pacific Leasing (50%)	Helm Financial Corporation (50%)	
Houston Belt & Terminal Ry (50%)	BNSF (50%)	
Kansas City Terminal Ry Co. (41.67%)	BNSF (25.00%)	KCS (16.67%)
	DM&E (8.33%)	NS (8.33%)
Longview Switching Co (50%)	BNSF (50%)	
MT Properties, Inc. (42.1%)	BNSF (43.3%)	CP (14.6%)
Oakland Terminal Railway (50%)	BNSF (50%)	
Port Terminal Railroad Association (50%)	BNSF (50%)	
St. Joseph Terminal RR Co (50%)	BNSF (50%)	
Sunset Railway Co. (50%)	BNSF (50%)	
Terminal Railroad Association of St. Louis (42.84%)	BNSF (14.29%)	CN (14.29%)
	CSX (14.29%)	NS (14.29%)
TTX (36.79%)	BNSF (17.30%)	FXE (.63%)
	CN (3.14%)	KCS (.63%)
	CP (1.57%)	Pan Am (.63%)
	CSX (19.65%)	NS (19.65%)
Wichita Union Terminal Railway Company (33.33%)	BNSF (66.67%)	

Wholly-owned companies that have a joint interest in subsidiaries

PTC-220 (Ekanet 25%)	BNSF (25%)	NS (25%)
	CSX (25%)	
MeteorComm (Ekanet 25%)	BNSF (25%)	NS (25%)
	CSX (25%)	

## GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

(A)	Stocks
(1)	Carriers-active
(2)	Carriers-inactive
(3)	Noncarriers-active
(4)	Noncarriers-inactive
(B)	Bonds (including U.S. Government Bonds)
(C)	Other secured obligations
(D)	Unsecured notes
(E)	Investment advances
3. The subclassification of classes (B), (C), (D), and (E) should be the same as that provided for class (A).
4. The kinds of industry represented by respondent's investments in the securities of other companies should be shown by symbol opposite the names of the issuing corporations, the symbols and industrial classifications to be as follows:

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

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

## 310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

(Dollars in Thousands)

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, included in accounts Nos. 715, "Sinking Funds"; 716, "Capital Funds"; 721, "Investments and Advances Affiliated Companies"; and 717, "Other Funds."

Entries in this schedule should be made in accordance with the definitions and general instructions given on page 18, 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, giving 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 evidences 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	A1	VII	<b>STOCKS - CARRIERS ACTIVE</b>		1
2						2
3				Belt Railway of Chicago	8.3	3
4				Brownsville & Matamoros Bridge Co. (A)	50.0	4
5				Grupo Ferroviario Mexicano	26.0	5
6				Houston's Belt & Terminal Ry. (A) (B)	50.0	6
7				Kansas City Terminal Ry. (A) (B)	41.7	7
8				Longview Switching Co.	50.0	8
9				MT Properties, Inc.	42.1	9
10				Terminal Railroad Association of St. Louis	42.9	10
11				TTX	36.8	11
12						12
13						13
14						14
15	721	A3		<b>STOCKS - NONCARRIERS - ACTIVE</b>		15
16						16
17			VI	Helm Pacific Leasing	50.0	17
18			X	PTC-220, LLC	25.0	18
19			X	MeteorComm, LLC	25.0	19
20						20
21						21
22				TOTAL CLASS A		22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36

Kind of Industry in Column (c) is VII unless noted.

(A) (B) Lien references as described on page 24.

Note: Companies under joint control are listed on pg. 24.



## 310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

6. In any of the companies included in this schedule are controlled by respondent the percent of control should be shown in column (3). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In case of joint control, give names of other parties and particulars of control.
7. If any advances reported are pledged, give particulars in a footnote.
8. Investments in companies in which neither the original cost or present equity in total assets are less than \$10,000 may be combined in one figure.
9. Also included should be 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 Acct. 721.5 (k)	Dividends or interest credited to income (l)	Line No.
	Opening Balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing Balance (i)				
1								1
2								2
3	260			260				3
4	325			325				4
5	81,688			81,688				5
6	13			13				6
7	917			917				7
8	1			1				8
9	664			664				9
10	6			6				10
11	138,231			138,231				11
12								12
13								13
14								14
15								15
16								16
17	498			498				17
18	13,114	1,479	(6,750)	7,843				18
19	-	13,299	-	13,299				19
20								20
21								21
22	235,717	14,778	(6,750)	243,745				22
23								23
24								24
25								25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)  
(Dollars in Thousands)

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.
37						37
38	721	E1	VII	<b>INVESTMENT ADVANCES - CARRIERS - ACTIVE</b>		38
39						39
40						40
41				Houston Belt & Terminal Ry.		41
42				Kansas City Terminal Ry. Co.		42
43				Port Terminal Railroad Association		43
44				Wichita Terminal		44
45						45
46				TOTAL CLASS E		46
47						47
48						48
49						49
50						50
51						51
52						52
53						53
54						54
55						55
56						56
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76						76
77						77
78						78
79						79
80						80
81						81
82						82
83						83
84						84
85				TOTAL ACCOUNT 721		85

Kind of Industry in Column (c) is VII unless noted otherwise.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Concluded)  
(Dollars in Thousands)

Line No.	Investments and Advances				Disposed of: profit (loss) (j)	Adjustments Acct. 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)				
37								37
38								38
39								39
40								40
41	28,955	7,281		36,236				41
42	15,262	355		15,617				42
43	1,072		(18)	1,054				43
44	120			120				44
45								45
46	45,409	7,636	(18)	53,027				46
47								47
48								48
49								49
50								50
51								51
52								52
53								53
54								54
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77								77
78								78
79								79
80								80
81								81
82								82
83								83
84								84
85	281,126	22,414	(6,768)	296,772				85

## 310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars in Thousands)

## Undistributed Earnings From Certain Investments in Affiliated Companies

1. Report below the details of all investments in common stocks included in Account 721, Investments and Advances Affiliated Companies.
2. Enter in column (c) the amount necessary to retroactively adjust those investments. (See instructions 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)	Adjustment 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	<b>CARRIERS:</b> (List specifics for each company) Belt Ry. of Chicago	438					438	1
2	Brownsville & Matamoros Bridge Co.	4,731	38	(620)			4,149	2
3	Grupo Ferrocarril Mexicano	155,713	12,064	24,841			192,618	3
4	Houston Belt & Terminal Rwy.	12,656		1,390			14,046	4
5	Kansas City Terminal Rwy.	(7,933)	45	69			(7,819)	5
6	MT Properties	722		83			805	6
7	Terminal RR Assn. of St. Louis	34,428	693	1,572			36,693	7
8	TTX	510,476	4,196	30,511			545,183	8
9	Sunset Railway	26					26	9
10								10
11								11
12	TOTAL CARRIER	711,257	17,036	57,846	0	0	786,139	12
13								13
14								14
15								15
16								16
17	<b>NONCARRIER:</b> (List specifics for each company)							17
18	Helm Pacific Leasing	14,384	(192)	5,251			19,443	18
19	PTC-220, LLC	(111)		(80)		249	58	19
20	MeteorComm, LLC	0		(873)		(7,210)	(8,083)	20
21	TOTAL NONCARRIER	14,273	(192)	4,298	0	(6,961)	11,418	21
22								22
23								23
24								24
25								25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40
41								41
42								42
43								43
44								44
45	TOTAL EQUITY	725,530	16,844	62,144	0	(6,961)	797,557	45

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditure during the Year for original road and equipment and road extensions (c)	Expenditures during the year for purchase of existing lines, lines reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	4,763,231			1
2		(3) Grading	2,881,804			2
3		(4) Other, right-of-way expenditures	83,538			3
4		(5) Tunnels and subways	352,356			4
5		(6) Bridges, trestles, and culverts	2,822,498			5
6		(7) Elevated structures	0			6
7		(8) Ties	7,252,991			7
8		(9) Rail and other track material 1/	11,585,604			8
9		(11) Ballast	3,840,479			9
10		(13) Fences, snowsheds and signs	67,479			10
11		(16) Station and office buildings	523,851			11
12		(17) Roadway buildings	37,183			12
13		(18) Water stations	7,567			13
14		(19) Fuel stations	154,902			14
15		(20) Shops and enginehouses	439,354			15
16		(22) Storage warehouses	984			16
17		(23) Wharves and docks	30,325			17
18		(24) Coal and ore wharves	1,340			18
19		(25) TOFC/COFC terminals	767,383			19
20		(26) Communication systems	407,696			20
21		(27) Signals and interlockers	2,858,560			21
22		(29) Power plants	0			22
23		(31) Power-transmission systems	72,402			23
24		(35) Miscellaneous structures	19,030			24
25		(37) Roadway machines	522,267			25
26		(39) Public improvements-construction	707,273			26
27		(44) Shop machinery	186,871			27
28		(45) Power-plant machinery	0			28
29		Other lease/rentals	0			29
30		TOTAL EXPENDITURES FOR ROAD 1/	40,386,968	0	0	30
31		(52) Locomotives	6,156,121			31
32		(53) Freight train cars	1,881,281			32
33		(54) Passenger train cars	0			33
34		(55) Highway revenue equipment	2,214			34
35		(56) Floating equipment	0			35
36		(57) Work equipment	151,212			36
37		(58) Miscellaneous equipment	12,641			37
38		(59) Computer systems and word processing equipment	435,994			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	8,639,463	0	0	39
40		(76) Interest during construction	43,373			40
41		(80) Other elements of investment	0			41
42		(90) Construction work in progress	968,873			42
43		GRAND TOTAL 1/	50,038,677	0	0	43

1/ Balances at the beginning of the year have been adjusted for the retrospective change in accounting principle for rail grinding.

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

Line No.	Cross Check	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		106,091	11,327	94,764	4,857,995	1
2		85,573	34,242	51,331	2,933,135	2
3		4,343	596	3,747	87,285	3
4		14,354	2,680	11,674	364,030	4
5		163,943	36,181	127,762	2,950,260	5
6		259	0	259	259	6
7		494,634	117,584	377,050	7,630,041	7
8		760,813	353,859	406,954	11,992,558	8
9		212,612	41,951	170,661	4,011,140	9
10		3,218	384	2,834	70,313	10
11		30,180	(1,204)	31,384	555,235	11
12		0	(468)	468	37,651	12
13		0	(133)	133	7,700	13
14		5,251	(420)	5,671	160,573	14
15		11,612	(3,274)	14,886	454,240	15
16		0	0	0	984	16
17		1,202	(92)	1,294	31,619	17
18		0	61	(61)	1,279	18
19		126,901	2,759	124,142	891,525	19
20		17,870	2,432	15,438	423,134	20
21		251,354	99,097	152,257	3,010,817	21
22		0	0	0	0	22
23		3,480	(374)	3,854	76,256	23
24		296	(2)	298	19,328	24
25		78,782	19,058	59,724	581,991	25
26		42,316	7,057	35,259	742,532	26
27		6,667	2,810	3,857	190,728	27
28		0	0	0	0	28
29		0	0	0	0	29
30		2,421,751	726,111	1,695,640	42,082,608	30
31		115,104	134,958	(19,854)	6,136,267	31
32		76,144	74,806	1,338	1,882,619	32
33		0	0	0	0	33
34		133,493	0	133,493	135,707	34
35		0	0	0	0	35
36		6,718	1,302	5,416	156,628	36
37		1,990	2,278	(288)	12,353	37
38		118,072	32,072	86,000	521,994	38
39		451,521	245,416	206,105	8,845,568	39
40		0	64	(64)	43,309	40
41		0	0	0	0	41
42		(207,411)	0	(207,411)	761,462	42
43		2,665,861	971,591	1,694,270	51,732,947	43

**332. DEPRECIATION BASE AND RATES - ROAD AND EQUIPMENT OWNED AND USED 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 the 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 the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment Account 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 full particulars in a footnote.
2. All leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
3. Show in columns (e), (f), and (g) data applicable to lessor property, when the rent therefore is included in Account 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 (percent) (d)	Depreciation base		Annual composite rate (percent) (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	2,880,928	2,932,232	1.16				1
2	(4) Other, right-of-way expenditures	83,462	86,752	2.56				2
3	(5) Tunnels and subways	352,356	364,254	0.85				3
4	(6) Bridges, trestles, and culverts	2,821,059	2,931,630	1.41				4
5	(7) Elevated structures	0	0	0				5
6	(8) Ties	7,244,494	7,600,220	4.68				6
7	(9) Rail and other track material	11,570,164	11,933,391	3.66				7
8	(11) Ballast	3,838,892	3,996,944	2.94				8
9	(13) Fences, snow sheds, and signs	67,419	69,717	1.69				9
10	(16) Station and office buildings	523,850	539,991	3.27				10
11	(17) Roadway buildings	37,183	37,643	3.09				11
12	(18) Water stations	7,567	7,692	2.63				12
13	(19) Fuel Stations	154,902	160,527	3.23				13
14	(20) Shops and enginehouse	439,354	452,900	2.15				14
15	(22) Storage warehouses	984	984	3.33				15
16	(23) Wharves and docks	30,325	30,325	4.00				16
17	(24) Coal and ore wharves	1,340	1,284	2.56				17
18	(25) TOFC/COFC terminals	767,383	883,469	2.70				18
19	(26) Communication systems	407,354	421,136	3.23				19
20	(27) Signals and interlockers	2,856,887	2,962,544	2.86				20
21	(29) Power plants	0	0	0				21
22	(31) Power-transmission systems	72,402	75,767	2.27				22
23	(35) Miscellaneous structures	19,030	19,032	2.50				23
24	(37) Roadway machines	522,267	541,145	5.94				24
25	(39) Public improvements-Construction	706,758	737,941	2.13				25
26	(44) Shop machinery	186,871	187,346	3.68				26
27	(45) Power-plant machinery	0	0	0				27
28	All other road accounts	0	0	0				28
29	Amortization (other than def. projects)	0	0	0				29
30	TOTAL ROAD	35,593,231	36,974,866	3.38				30
	EQUIPMENT							
31	(52) Locomotives	6,155,906	6,126,242	5.31				31
32	(53) Freight-train cars	1,873,530	1,852,045	3.68				32
33	(54) Passenger-train cars	0	0	0.00				33
34	(55) Highway revenue equipment	2,214	94,567	7.07				34
35	(56) Floating equipment	0	0	0				35
36	(57) Work equipment	151,142	156,038	3.15				36
37	(58) Miscellaneous equipment	12,640	11,646	6.24				37
38	(59) Computer systems and WP equipment	425,738	510,332	13.07				38
39	TOTAL EQUIPMENT	8,621,170	8,750,870	5.39				39
40	GRAND TOTAL	44,214,401	45,725,736	N/A			N/A	40

Note: New Road and Track depreciation rates were authorized by the Surface and Transportation Board effective January 1, 2009.

Note: New Equipment depreciation rates were authorized by the Surface and Transportation Board effective January 1, 2010.



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

1. Disclose the required information in regard to credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals-Credit-Equipment" accounts and "Other Rents-Credit-Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental-Debit-Equipment" accounts and "Other Rents-Debit-Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others.)
2. If any data are included in columns (d) or (f), explain the entries in detail.
3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."
4. If there is any inconsistency between the credits to the reserve as shown in column (c) and the 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		DEBITS TO RESERVE		Balance at close of year (g)	Line No.
				During the year		During the year			
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
ROAD									
1		(3) Grading	332,883	42,689	0	26,940	0	348,632	1
2		(4) Other, right-of-way expenditures	22,592	2,129	0	591	0	24,130	2
3		(5) Tunnels and subways	30,493	4,021	0	2,680	0	31,834	3
4		(6) Bridges, trestles, and culverts	266,653	59,828	0	36,174	0	290,307	4
5		(7) Elevated structures	0	0	0	0	0	0	5
6		(8) Ties	2,438,559	334,893	0	169,517	0	2,603,935	6
7		(9) Rail and other track material 1/	4,819,268	436,994	0	327,226	0	4,929,036	7
8		(11) Ballast	869,323	114,760	0	49,674	0	934,409	8
9		(13) Fences, snow sheds and signs	12,976	1,192	0	380	0	13,788	9
10		(16) Station and office buildings	159,920	18,293	0	(893)	0	179,106	10
11		(17) Roadway buildings	20,666	1,141	0	(479)	0	22,286	11
12		(18) Water stations	6,005	178	0	(141)	0	6,324	12
13		(19) Fuel stations	67,673	5,114	0	(419)	0	73,206	13
14		(20) Shops and enginehouses	148,500	6,100	0	(5,910)	0	160,510	14
15		(22) Storage warehouses	584	13	0	(7)	0	604	15
16		(23) Wharves and docks	14,553	605	0	(162)	0	15,320	16
17		(24) Coal and ore wharves	294	95	0	61	0	328	17
18		(25) TOFC/COFC terminals	188,726	21,708	0	2,759	0	207,675	18
19		(26) Communication systems	132,959	13,284	0	2,415	0	143,828	19
20		(27) Signals and interlockers	428,958	83,756	0	104,276	0	408,438	20
21		(29) Power plants	0	0	0	0	0	0	21
22		(31) Power-transmission systems	14,676	1,637	0	(379)	0	16,692	22
23		(35) Miscellaneous structures	8,213	490	0	184	0	8,519	23
24		(37) Roadway machines 2/	152,439	18,101	0	(1,486)	0	172,026	24
25		(39) Public improvements-Construction	166,392	15,970	0	7,066	0	175,296	25
26		(44) Shop machinery 2/	60,717	6,485	0	211	0	66,991	26
27		(45) Power-plant machinery	0	0	0	0	0	0	27
28		All other road accounts	0	0	0	0	0	0	28
29		Amortization (Adjustments)	0	12,154	0	0	0	12,154	29
30		TOTAL ROAD 1/	10,364,022	1,201,630	0	720,278	0	10,845,374	30
EQUIPMENT									
31		(52) Locomotives 2/	2,472,757	313,340	0	117,678	0	2,668,419	31
32		(53) Freight-train cars	1,009,706	76,084	0	39,611	0	1,046,179	32
33		(54) Passenger-train cars	0	0	0	0	0	0	33
34		(55) Highway revenue equipment	343	2,055	0	0	0	2,398	34
35		(56) Floating equipment	0	0	0	0	0	0	35
36		(57) Work equipment 2/	26,406	1,930	0	(1,691)	0	30,027	36
37		(58) Miscellaneous equipment	5,712	1,195	0	1,331	0	5,576	37
38		(59) Computer systems and WP equip.	176,395	63,678	0	32,072	0	208,001	38
39		Amortization Adjustments	0	27,333	0	0	0	27,333	39
40		TOTAL EQUIPMENT	3,691,319	485,615	0	189,001	0	3,987,933	40
41		GRAND TOTAL 1/	14,055,341	1,687,245	0	909,279	0	14,833,307	41

1/ Balances at the beginning of the year have been adjusted for the retrospective change in accounting principle for rail grinding.

2/ Column (c) includes a reduction for costs charged to capital projects.

**339. ACCRUED LIABILITY -- LEASED PROPERTY**  
(Dollars in Thousands)

1. Disclose the required information relating to credits and debits of Account 772, "Accrued Liability Leased Property," during the year concerning road and equipment leased from others.
2. In column (c), enter amounts charged to operating expenses; in column (e), enter debits to account arising from retirements; in column (f), enter amounts paid to lessor.
3. Any inconsistencies between credits to account, charges to operating expenses and payments to lessors should be fully explained.
4. Required disclosure may be omitted if leased road and equipment property represents 5% or less of total property owned and used.
5. If settlement for depreciation is made currently between lessee and lessor, and no debits or credits to Account No. 772 are made by the accounting company, show in column (c) the charges to operating expenses, and in column (f) show payments made to the lessor in settlement thereof.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		<b>ROAD</b>							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs		Not Applicable					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 enginehouse							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements-Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		Amortization (Adjustments)							29
30		<b>TOTAL ROAD</b>							30
		<b>EQUIPMENT</b>							
31		(52) Locomotives							31
32		(53) Freight-train cars							32
33		(54) Passenger-train cars							33
34		(55) Highway revenue equipment							34
35		(56) Floating equipment							35
36		(57) Work equipment							36
37		(58) Miscellaneous equipment							37
38		(59) Computer systems and word processing equipment							38
39		Amortization (Adjustments)							39
40		<b>TOTAL EQUIPMENT</b>							40
41		<b>GRAND TOTAL</b>							41

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

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

1. Show in column (b) for each primary account the depreciation base used in computing the depreciation charges for the month of January, and in column (c) show the depreciation base used in computing the depreciation charges for the month of December, in column (d) show the composite rates used to compute depreciation charges for December, and on lines 30 and 40 of these columns show the composite percentage of all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to Account 732, "Improvements on Leased Property." The composite rates used should be those prescribed or authorized by the Board, except that where the 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 improvements to leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
3. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.
4. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 41, Grand Total, should be completed.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	<b>ROAD</b>				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings	Not Applicable			10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel Stations				13
14	(20) Shops and enginehouse				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements-Construction				25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	Amortization (Adjustments)				29
30	<b>TOTAL ROAD</b>				30
	<b>EQUIPMENT</b>				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems and word processing equipment				38
39	Amortization Adjustments				39
40	<b>TOTAL EQUIPMENT</b>				40
41	<b>GRAND TOTAL</b>				41

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

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

(Dollars in Thousands)

1. Enter the required information concerning debits and credits to Account 733, "Accumulated Depreciation -- Improvements on Leased Property," during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.
2. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 39. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
3. Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained on page 39.
4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.
5. Details 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 ACCOUNTS During the Year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		ROAD							
1		(3) Grading							1
2		(4) Other, right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles, and culverts							4
5		(7) Elevated structures							5
6		(8) Ties		Not Applicable					6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snow sheds, and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel Stations							13
14		(20) Shops and enginehouse							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communication systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power-transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements-Construction							25
26		(44) Shop machinery*							26
27		(45) Power-plant machinery							27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30		(52) Locomotives							30
31		(53) Freight-train cars							31
32		(54) Passenger-train cars							32
33		(55) Highway revenue equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment							35
36		(58) Miscellaneous equipment							36
37		(59) Computer systems & WP equip.							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL							39

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

**NOTES AND REMARKS**Notes Referring to Schedule 352A, page 42:

- 1/ Figures in Column (c) are miles of road only, as reported in Schedule 702, Columns (b) and (c).
- 2/ Actual value not known. Amounts reported in lieu of actual value represent results of capitalizing rentals at 6 percent.
- 3/ Amounts of depreciation and amortization accrued are not known.
- 4/ As inventoried by ICC as of 12/31/1928, and reported in Land Report dated 3/31/1930, Engineering Report dated 5/09/1931. Includes estimated value based on capitalization of rentals at 6 percent.
- 5/ No depreciation reserve is maintained by respondent or by Moffat Tunnel Improvement District.

Notes Referring to Schedule 352B, page 43:

- 1/ Amounts on Schedule 352B, Columns (b) and (c), exclude adjustments to Investment For Property Leased To or From Others, for which the "Actual Value is not Known." These items are shown on Schedule 352A as 2/ "Actual Value Not Known." Amounts so reported on Schedule 352A represent results of capitalizing annual rental at 6 percent.
- 2/ Amounts on Schedule 352B, Column (c) represents St. Joseph and Grand Island Railway Company, which is included in the respondent's investments in property reported on line 1, column (d) of Schedule 352A.

**350. DEPRECIATION BASE AND RATES -- ROAD AND EQUIPMENT LEASED TO OTHERS**  
(Dollars in Thousands)

1. This schedule is to be used in cases where the related depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.
2. Show in columns (b) and (c), for each primary account, the depreciation base used in computing the depreciation for the months of January and December, respectively, with respect to road and equipment owned by the respondent but leased to others, the depreciation charges for which are not includible in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Commission's Bureau of Accounts, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.
3. In column (d) show the composite rates used to compute the depreciation for the month of December and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used to compute the depreciation for December and dividing the total also computed by the depreciation base.
4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.
5. If total road leased to others is less than 5% of total road owned; omit. If total equipment leased to others is less than 5% of total equipment owned; omit. However, line 39, Grand Total, should be completed.

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	<b>ROAD</b>				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material	Not Applicable			7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel Stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements-Construction				25
26	(44) Shop machinery				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	<b>TOTAL ROAD</b>				29
	<b>EQUIPMENT</b>				
30	(52) Locomotives				30
31	(53) Freight-train cars				31
32	(54) Passenger-train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment				36
37	(59) Computer systems and word processing equipment				37
38	<b>TOTAL EQUIPMENT</b>				38
39	<b>GRAND TOTAL</b>				39

**351. ACCUMULATED DEPRECIATION -- ROAD AND EQUIPMENT LEASED TO OTHERS**  
(Dollars in Thousands)

1. This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00.
2. Disclose credits and debits to Account 735, "Accumulated Depreciation -- Road and Equipment Property," during the year relating to road and equipment leased to others, the depreciation charges for which are not includible in operating expenses of the respondent. (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent).
3. If any entries are made for "Other credits" and "Other debits," state the facts occasioning such entries. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
4. Details in the respective sections of this schedule may be omitted if either total road leased to 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.	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.
			Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
	<b>ROAD</b>							
1	(3) Grading							1
2	(4) Other, right-of-way expenditures							2
3	(5) Tunnels and subways							3
4	(6) Bridges, trestles, and culverts		Not Applicable					4
5	(7) Elevated structures							5
6	(8) Ties							6
7	(9) Rail and other track material							7
8	(11) Ballast							8
9	(13) Fences, snow sheds, and signs							9
10	(16) Station and office buildings							10
11	(17) Roadway buildings							11
12	(18) Water stations							12
13	(19) Fuel Stations							13
14	(20) Shops and enginehouse							14
15	(22) Storage warehouses							15
16	(23) Wharves and docks							16
17	(24) Coal and ore wharves							17
18	(25) TOFC/COFC terminals							18
19	(26) Communication systems							19
20	(27) Signals and interlockers							20
21	(29) Power plants							21
22	(31) Power-transmission systems							22
23	(35) Miscellaneous structures							23
24	(37) Roadway machines							24
25	(39) Public improvements-Construction							25
26	(44) Shop machinery*							26
27	(45) Power-plant machinery							27
28	All other road accounts							28
29	<b>TOTAL ROAD</b>							29
	<b>EQUIPMENT</b>							
30	(52) Locomotives							30
31	(53) Freight-train cars							31
32	(54) Passenger-train cars							32
33	(55) Highway revenue equipment							33
34	(56) Floating equipment							34
35	(57) Work equipment							35
36	(58) Miscellaneous equipment							36
37	(59) Computer systems and word processing equipment							37
38	<b>TOTAL EQUIPMENT</b>							38
39	<b>GRAND TOTAL</b>							39

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

**352A. INVESTMENT IN RAILROAD PROPERTY USED IN TRANSPORTATION SERVICE (By Company)**  
(Dollars in Thousands)

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by the respondent and used in the respondent's transportation service. Such property includes (a) the investment reported in Accounts 731, "Road and Equipment Property," and 732, "Improvements on Leased Property," of the 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 and 732 property (including operating and lessor railroads) used by the respondent when the lease is for exclusive use or control of roads, tracks, or bridges (including equipment of 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 the 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 column (a) to (e), inclusive, first show the data requested for the 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, explanations 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 the respondent in the 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 and amortization of defense projects (See Ins. 6) (e)	Line No.
1	R	Union Pacific Railroad	26,083	\$51,732,947	\$14,833,307	1
2						2
3		<b>Add - Leased From Others</b>				3
4						4
5	O	U.S. Government - Sable to Bunell, CO used under contract	1/ 1			5
6	O	City of Kansas City, KS - Tracks		2/ 244	3/	6
7	O	General Motors		2/ 11	3/	7
8	O	Louisville & Nashville RR Co.,-SCL		16	3/	8
9	O	New Orleans Public Belt Railroad Co.		36	3/	9
10	O	Port of Corpus Christi		2/ 581	3/	10
11	O	Greater Baton Rouge Port Commission		2/ 2,960	3/	11
12	O	Lake Charles Harbor & Terminal District		2/ 104	3/	12
13	O	Port of Beaumont		2/ 419	3/	13
14	O	City and County of San Francisco (Formerly Ocean Shore Railway) yard switching tracks				14
15				34	3/	15
16	O	Medford Corp, Medford, Oregon-Way switching tracks		40	3/	16
17	O	Nueces County Navigation Dist. No. 1 Terminal				17
18		Properties Corpus Christi, TX		581	3/	18
19	O	Moffat Tunnel Improvement District	9	4/ 11,435	5/	19
20						20
21						21
22						22
23		<b>Total Leased From Others</b>	10	16,461	0	23
24						24
25		<b>Deduct - Leased to Others:</b>				25
26						26
27	O	Houston Belt & Terminal Rwy. Co.	3	2/ 3,798	3/	27
28						28
29						29
30		<b>Net Additions</b>	7	12,663	0	30
31		<b>TOTAL</b>	26,090	\$51,745,610	\$14,833,307	31

1/, 2/, 3/, 4/, 5/ See notes on page 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 of noncarriers or property of other carriers.
4. Report on line 30 amounts not included in the accounts shown, or in 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 the 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)	2/ Lessor Railroads (c)	Inactive (proprietary companies) (d)	Other Leased Properties (e)	Line No.
1		(2) Land for transportation purposes	\$4,853,929	\$4,066		\$16	1
2		(3) Grading	2,926,562	6,573		108	2
3		(4) Other, right-of-way expenditures	87,057	228			3
4		(5) Tunnels and subways	364,030	0		8,593	4
5		(6) Bridges, trestles, and culverts	2,941,264	8,996		72	5
6		(7) Elevated structures	259	0			6
7		(8) Ties	7,619,224	10,817		793	7
8		(9) Rail and other track material	11,955,000	37,558		48	8
9		(11) Ballast	3,998,464	12,676		324	9
10		(13) Fences, snowsheds and signs	70,008	305		5	10
11		(16) Station and office buildings	554,551	684		19	11
12		(17) Roadway buildings	37,599	52		38	12
13		(18) Water stations	7,691	9			13
14		(19) Fuel stations	160,564	9			14
15		(20) Shops and enginehouses	454,185	55			15
16		(22) Storage warehouses	984	0			16
17		(23) Wharves and docks	31,619	0			17
18		(24) Coal and ore wharves	1,279	0			18
19		(25) TOFC/COFC terminals	889,606	1,919			19
20		(26) Communication systems	422,764	370			20
21		(27) Signals and interlockers	3,004,469	6,348		78	21
22		(29) Power plants	0	0			22
23		(31) Power transmission systems	76,237	19			23
24		(35) Miscellaneous structures	19,277	51			24
25		(37) Roadway machines	581,987	4			25
26		(39) Public improvements-construction	741,597	935		612	26
27		(44) Shop machinery	190,728	0			27
28		(45) Power-plant machinery	0	0			28
29		Leased property capitalized rentals (explain)	0	0	1/	950	29
30		Other (specify and explain)	0	0			30
31		TOTAL ROAD	41,990,934	91,674		11,656	31
32		(52) Locomotives	6,136,267	0			32
33		(53) Freight-train cars	1,882,619	0			33
34		(54) Passenger-train cars	0	0			34
35		(55) Highway revenue equipment	135,707	0			35
36		(56) Floating equipment	0	0			36
37		(57) Work equipment	156,628	0			37
38		(58) Miscellaneous equipment	12,352	1			38
39		(59) Computer systems & WP equipment	521,994	0			39
40		TOTAL EQUIPMENT	8,845,567	1			40
41		(76) Interest during construction	42,677	632		1,007	41
42		(80) Other elements of investment	0	0			42
43		(90) Construction work in progress	761,462	0			43
44		GRAND TOTAL	51,640,640	\$92,307		\$12,663	44

1/ See note on page 39.

2/ See note on page 39.

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

## Cross-checks

**Schedule 410**

Line 620, column (h)  
 Line 620, column (f)  
 Line 620, column (g)

=  
 =  
 =

**Schedule 210**

Line 14, column (b)  
 Line 14, column (d)  
 Line 14, column (e)

**Schedule 412**

Line 29, column (b)  
 Line 29, column (c)

**Schedule 414**

Line 19, columns (b) thru (d)

Line 19, columns (e) thru (g)

**Schedule 415**

Lines 5, 38, column (f)

Lines 24, 39, column (f)

Lines 32, 35, 36, 37, 40, 41, column (f)

And

**Schedule 414**

Minus line 24, columns (b) thru (d) plus  
 line 24, columns (e) thru (g)

**Schedule 415**

Lines 5, 38, columns (c) and (d)

Lines 24, 39, columns (c) and (d)

Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)

Line 213, column (f)

=

Line 232, column (f)

=

Line 317, column (f)

=

Lines 202, 203, 216, column (f) (equal  
 to or greater than, but variance cannot  
 exceed line 216, column (f))

Lines 5, 38, column (b)

Lines 221, 222, 235, column (f) (equal  
 to or greater than, but variance cannot  
 exceed line 235, column (f))

Lines 24, 39, column (b)

Lines 302 thru 307 and 320, column (f) (equal  
 to or greater than, but variance cannot  
 exceed line 320, column (f))

Lines 32, 35, 36, 37, 40, 41, column (b)

**Schedule 417**

Line 1, column (j)

Line 2, column (j)

Line 3, column (j)

Line 4, column (j)

Line 5, column (j)

Line 6, column (j)

Line 7, column (j)

Line 8, column (j)

Line 9, column (j)

Line 10, column (j)

Line 11, column (j)

Line 507, column (f)

=

Line 508, column (f)

=

Line 509, column (f)

=

Line 510, column (f)

=

Line 511, column (f)

=

Line 512, column (f)

=

Line 513, column (f)

=

Line 514, column (f)

=

Line 515, column (f)

=

Line 516, column (f)

=

Line 517, column (f)

=

**Schedule 450**

Line 4, column (b)

=

**Schedule 210**

Line 47, column (b)

410. RAILWAY OPERATING EXPENSES  
(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
1		WAY AND STRUCTURES								
2		ADMINISTRATION								
3		Track	8,637	2,286	1,906	2,049	14,878	1,797	16,675	1
4		Bridge & Building	7,411	1,544	1,228	423	10,606	1,364	11,970	2
5		Signal	27,653	2,561	545	1,358	32,117	1,275	33,392	3
6		Communication	4,660	153	959	500	6,272	233	6,505	4
7		Other	8,271	594	3,669	1,801	14,335	1,360	15,695	5
8		REPAIR AND MAINTENANCE								
9		Roadway - Running	15,626	1,558	37,494	114	54,792	1,819	56,611	6
10		Roadway - Switching	5,740	546	12,617	38	18,941	0	18,941	7
11		Tunnels and Subways - Running	69	0	2,769	0	2,838	21	2,859	8
12		Tunnels and Subways - Switching	24	0	933	0	957	0	957	9
13		Bridges - Culverts - Running	15,034	4,854	94	2,331	22,313	818	23,131	10
14		Bridges - Culverts - Switching	5,267	1,661	31	780	7,739	0	7,739	11
15		Ties - Running	5,023	4,309	270	329	9,931	555	10,486	12
16		Ties - Switching	1,744	1,564	90	110	3,508	0	3,508	13
17		Rail & Other Track Material - Running	104,729	26,066	40,610	5,345	176,750	3,985	180,735	14
18		Rail & Other Track Material - Switching	35,220	9,086	2,428	1,788	48,522	8	48,530	15
19		Ballast - Running	8,950	543	8,348	0	17,841	35	17,876	16
20		Ballast - Switching	23	175	9	0	207	0	207	17
21		Road Property Damaged - Running	247	0	203	0	450	7	457	18
22		Road Property Damaged - Switching	83	0	65	0	148	4	152	19
23		Road Property Damaged - Other	22	0	17	0	39	0	39	20
24		Signal & Interlockers-Running	50,830	11,778	7,431	746	70,785	4,729	75,514	21
25		Signal & Interlockers-Switching	18,005	4,191	2,750	318	25,264	0	25,264	22
26		Communications Systems	23,508	10,571	2,532	1,262	37,873	65	37,938	23
27		Power Systems	2,045	0	0	0	2,045	495	2,540	24
28		Highway Grade Crossing - Running	12,746	122	3,062	0	15,930	746	16,676	25
29		Highway Grade Crossing - Switching	0	0	0	0	0	0	0	26
30		Station & Office Buildings	3,819	6,298	20,335	29	30,481	2,710	33,191	27
31		Shop Buildings - Locomotives	14,577	0	1,960	0	16,537	163	16,700	28
32		Shop Buildings - Freight Cars	149	0	753	0	902	0	902	29
33		Shop Buildings - Other Equipment	0	26	54	0	80	38	118	30

**410. RAILWAY OPERATING EXPENSES - Continued**

(Dollars in Thousands)

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101		REPAIR AND MAINTENANCE - (Continued)								
		Locomotive Servicing Facilities	588	377	2,854	30	3,849	144	3,993	101
102		Miscellaneous Buildings & Structures	2,248	367	387	0	3,002	1,104	4,106	102
103		Coal Terminals	0	0	0	0	0	0	0	103
104		Ore Terminals	0	0	0	0	0	0	0	104
105		Other Marine Terminals	0	0	0	0	0	0	0	105
106		TOFC/COFC-Terminals	0	0	21,669	0	21,669	0	21,669	106
107		Motor Vehicle Loading & Distribution Facilities	0	0	0	0	0	0	0	107
108		Facilities for Other Specialized Service Operations	0	0	0	0	0	0	0	108
109		Roadway Machines	16,887	9,578	3,395	3,389	33,249	1,192	34,441	109
110		Small Tools and Supplies	0	0	0	0	0	0	0	110
111		Snow Removal	1,595	4,674	4,671	0	10,940	2,284	13,224	111
112		Fringe Benefits - Running	N/A	N/A	N/A	85,834	85,834	5,566	91,400	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	28,294	28,294	367	28,661	113
114		Fringe Benefits - Other	N/A	N/A	N/A	69,981	69,981	707	70,688	114
115		Casualties & Insurance - Running	N/A	N/A	N/A	11,400	11,400	10	11,410	115
116		Casualties & Insurance - Switching	N/A	N/A	N/A	2,319	2,319	0	2,319	116
117		Casualties & Insurance - Other	N/A	N/A	N/A	2,328	2,328	0	2,328	117
118		Lease Rentals - Debit - Running	N/A	N/A	3,201	N/A	3,201	0	3,201	118
119		Lease Rentals - Debit - Switching	N/A	N/A	0	N/A	0	0	0	119
120		Lease Rentals - Debit - Other	N/A	N/A	40,910	N/A	40,910	414	41,324	120
121		Lease Rentals - (Credit) - Running	N/A	N/A	0	N/A	0	0	0	121
122		Lease Rentals - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	122
123		Lease Rentals - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	25,996	N/A	25,996	0	25,996	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	1,099	N/A	1,099	0	1,099	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	66	N/A	66	0	66	126
127		Joint Facility Rent - (Credit) - Running	N/A	N/A	(7,912)	N/A	(7,912)	0	(7,912)	127
128		Joint Facility Rent - (Credit) - Switching	N/A	N/A	(204)	N/A	(204)	0	(204)	128
129		Joint Facility Rent - (Credit) - Other	N/A	N/A	(239)	N/A	(239)	0	(239)	129
130		Other Rents - Debit - Running	N/A	N/A	0	N/A	0	0	0	130
131		Other Rents - Debit - Switching	N/A	N/A	0	N/A	0	0	0	131
132		Other Rents - Debit - Other	N/A	N/A	0	N/A	0	0	0	132
133		Other Rents - (Credit) - Running	N/A	N/A	0	N/A	0	0	0	133

## 410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

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134		REPAIR AND MAINTENANCE - (Continued)								134
134		Other Rents - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	134
135		Other Rents - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	135
136		Depreciation - Running	N/A	N/A	N/A	839,680	839,680	2,061	841,741	136
137		Depreciation - Switching	N/A	N/A	N/A	281,717	281,717	0	281,717	137
138		Depreciation - Other	N/A	N/A	N/A	70,698	70,698	0	70,698	138
139		Joint Facility - Debit - Running	N/A	N/A	85,359	N/A	85,359	149	85,508	139
140		Joint Facility -Debit - Switching	N/A	N/A	9,540	N/A	9,540	0	9,540	140
141		Joint Facility - Debit - Other	N/A	N/A	521	N/A	521	0	521	141
142		Joint Facility - (Credit) - Running	N/A	N/A	(35,081)	N/A	(35,081)	0	(35,081)	142
143		Joint Facility - (Credit) - Switching	N/A	N/A	(374)	N/A	(374)	0	(374)	143
144		Joint Facility - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	144
145		Dismantling Retired Road Property - Running	619	41	11,120	11	11,791	0	11,791	145
146		Dismantling Retired Road Property - Switching	0	0	0	0	0	0	0	146
147		Dismantling Retired Road Property - Other	0	0	0	0	0	0	0	147
148		Other - Running	0	0	0	0	0	0	0	148
149		Other - Switching	0	0	0	0	0	0	0	149
150		Other - Other	82	82	11	482	657	0	657	150
151		TOTAL WAY & STRUCTURE	402,131	105,605	320,151	1,415,484	2,243,371	36,225	2,279,596	151
201		EQUIPMENT - LOCOMOTIVES								201
201		Administration	16,353	55	8,858	1,010	26,276	2,313	28,589	201
202		Repair & Maintenance	142,523	284,123	167,903	1,561	596,110	5,203	601,313	202
203		Machinery Repair	0	2,930	3,274	0	6,204	0	6,204	203
204		Equipment Damaged	40	0	397	0	437	0	437	204
205		Fringe Benefits	N/A	N/A	N/A	74,343	74,343	2,437	76,780	205
206		Other Casualties and Insurance	N/A	N/A	N/A	8,689	8,689	2	8,691	206
207		Lease Rentals - Debit	N/A	N/A	289,303	N/A	289,303	0	289,303	207
208		Lease Rentals - (Credit)	N/A	N/A	0	N/A	0	0	0	208
209		Joint Facility Rent - Debit	N/A	N/A	82	N/A	82	0	82	209
210		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	0	0	210
211		Other Rents - Debit	N/A	N/A	0	N/A	0	0	0	211
212		Other Rents - (Credit)	N/A	N/A	(1,918)	N/A	(1,918)	0	(1,918)	212
213		Depreciation	N/A	N/A	N/A	348,935	348,935	34	348,969	213
214		Joint Facility - Debit	N/A	N/A	563	N/A	563	0	563	214
215		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	215
216		Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0	0	0	216

410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

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217		LOCOMOTIVES - (Continued)								217
		Dismantling Retired Property	0	0	0	0	0	0	0	
218		Other	2,287	13	1,025	275	3,600	1	3,601	218
219		TOTAL LOCOMOTIVES	161,203	287,121	469,487	434,813	1,352,624	9,990	1,362,614	219
220		FREIGHT CARS								
		Administration	7,947	476	2,978	744	12,145	N/A	12,145	220
221		Repair & Maintenance	138,086	204,530	89,878	1,785	434,279	N/A	434,279	221
222		Machinery Repair	0	2,769	1,784	0	4,553	N/A	4,553	222
223		Equipment Damaged	0	0	0	0	0	N/A	0	223
224		Fringe Benefits	N/A	N/A	N/A	67,347	67,347	N/A	67,347	224
225		Other Casualties & Insurance	N/A	N/A	N/A	28,793	28,793	N/A	28,793	225
226		Lease Rentals - Debit	N/A	N/A	190,045	N/A	190,045	N/A	190,045	226
227		Lease Rentals - (Credit)	N/A	N/A	(1,279)	N/A	(1,279)	N/A	(1,279)	227
228		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	N/A	0	228
229		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	N/A	0	229
230		Other Rents - Debit	N/A	N/A	664,650	N/A	664,650	N/A	664,650	230
231		Other Rents - (Credit)	N/A	N/A	(146,463)	N/A	(146,463)	N/A	(146,463)	231
232		Depreciation	N/A	N/A	N/A	68,530	68,530	N/A	68,530	232
233		Joint Facility - Debit	N/A	N/A	0	N/A	0	N/A	0	233
234		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	N/A	0	234
235		Repairs Billed Other - (Credit)	N/A	N/A	(188,160)	N/A	(188,160)	N/A	(188,160)	235
236		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
237		Others	0	0	4,123	0	4,123	N/A	4,123	237
238		TOTAL FREIGHT CARS	146,033	207,775	617,556	167,199	1,138,563	N/A	1,138,563	238
301		OTHER EQUIPMENT								
		Administration	0	0	0	0	0	1,093	1,093	301
		Repair and Maintenance:								
302		Truck, Trailers & Containers - Revenue Service	462	8,578	31,596	3	40,639	N/A	40,639	302
303		Floating Equipment - Revenue Services	0	0	0	0	0	N/A	0	303
304		Passenger & Other Revenue Equipment	1,091	21	72	0	1,184	18,694	19,878	304
305		Computers & Data Process Systems	0	4,006	27,767	0	31,773	77	31,850	305
306		Machinery	0	597	211	0	808	18	826	306
307		Work & Other Nonrevenue Equipment	163	0	33,314	0	33,477	851	34,328	307
308		Equipment Damaged	0	0	0	0	0	0	0	308
309		Fringe Benefits	N/A	N/A	N/A	885	885	5,676	6,561	309
310		Other Casualties & Insurance	N/A	N/A	N/A	107	107	3	110	310
311		Lease Rentals - Debit	N/A	N/A	127,910	N/A	127,910	1,932	129,842	311
312		Lease Rentals - (Credit)	N/A	N/A	(1,031)	N/A	(1,031)	0	(1,031)	312

410. RAILWAY OPERATING EXPENSES - Continued  
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		OTHER EQUIPMENT - (Continued)								
313		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	0	0	313
314		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	0	0	314
315		Other Rents - Debit	N/A	N/A	89	N/A	89	0	89	315
316		Other Rents - (Credit)	N/A	N/A	0	N/A	0	0	0	316
317		Depreciation	N/A	N/A	0	75,443	75,443	147	75,590	317
318		Joint Facility - Debit	N/A	N/A	5,856	N/A	5,856	0	5,856	318
319		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	319
320		Repairs Billed Other - (Credit)	N/A	N/A	(6,456)	N/A	(6,456)	0	(6,456)	320
321		Dismantling Retired Equipment	0	0	0	0	0	0	0	321
322		Other	201	33	639	64	937	0	937	322
323		TOTAL OTHER EQUIPMENT	1,917	13,235	219,967	76,502	311,621	28,491	340,112	323
324		TOTAL EQUIPMENT	309,153	508,131	1,307,010	678,514	2,802,808	38,481	2,841,289	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	41,659	1,998	11,272	2,328	57,257	5,131	62,388	401
402		Engine Crews	624,120	2,463	5,310	84,062	715,955	6,820	722,775	402
403		Train Crews	522,648	382	1	0	523,031	22,367	545,398	403
404		Dispatching Trains	50,407	48	2,724	388	53,567	580	54,147	404
405		Operating Signal & Interlockers	60	0	4,462	0	4,522	373	4,895	405
406		Operating Drawbridges	0	0	0	0	0	0	0	406
407		Highway Crossing Protection	0	0	2,174	0	2,174	0	2,174	407
408		Train Inspection & Lubricants	61,100	41,625	1,691	4,652	109,068	68	109,136	408
409		Locomotive Fuel	0	2,111,238	0	0	2,111,238	24,141	2,135,379	409
410		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	410
411		Servicing Locomotives	79,368	6,484	4,477	2	90,331	2,086	92,417	411
412		Freight Lost or Damaged	N/A	N/A	N/A	0	0	0	0	412
413		Clearing Wrecks	841	158	17,579	0	18,578	0	18,578	413
414		Fringe Benefits	N/A	N/A	N/A	561,538	561,538	12,819	574,357	414
415		Other Casualties & Insurance	N/A	N/A	N/A	22,596	22,596	3,023	25,619	415
416		Joint Facility - Debit	N/A	N/A	71,727	N/A	71,727	0	71,727	416
417		Joint Facility - (Credit)	N/A	N/A	(99,120)	N/A	(99,120)	0	(99,120)	417
418		Other	20,444	434	173,227	4,928	199,033	433	199,466	418
419		TOTAL TRAIN OPERATIONS	1,400,647	2,164,830	195,524	680,494	4,441,495	77,841	4,519,336	419
		YARD OPERATIONS								
420		Administration	4,704	490	10,886	207	16,287	11	16,298	420
421		Switch Crews	233,779	6,769	9,361	60,770	310,679	977	311,656	421

## 410. RAILWAY OPERATING EXPENSES - Continued

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422		YARD OPERATIONS - (Continued)								
		Controlling Operations	33,177	0	0	0	33,177	1,102	34,279	422
423		Yard & Terminal Clerical	11,541	540	0	41	12,122	624	12,746	423
424		Operating Switches, Signals, Retarders & Humps	166	0	4,205	0	4,371	154	4,525	424
425		Locomotive Fuel	0	277,607	0	0	277,607	0	277,607	425
426		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	426
427		Servicing Locomotives	0	0	0	0	0	0	0	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0	0	0	428
429		Clearing Wrecks	0	0	0	0	0	8	8	429
430		Fringe Benefits	N/A	N/A	N/A	113,605	113,605	1,075	114,680	430
431		Other Casualties & Insurance	N/A	N/A	N/A	5,417	5,417	0	5,417	431
432		Joint Facility - Debit	N/A	N/A	27,260	N/A	27,260	0	27,260	432
433		Joint Facility - (Credit)	N/A	N/A	(2,080)	N/A	(2,080)	0	(2,080)	433
434		Other	0	0	0	0	0	0	0	434
435		TOTAL YARD OPERATION	283,367	285,406	49,632	180,040	798,445	3,951	802,396	435
501		TRAIN & YARD OPERATIONS COMMON								
		Cleaning Car Interiors	425	0	5,348	N/A	5,773	0	5,773	501
502		Adjusting & Transferring Loads	25	0	5,973	N/A	5,998	N/A	5,998	502
503		Car Loading Devices & Grain Doors	6	792	22,948	N/A	23,746	N/A	23,746	503
504		Freight Loss or Damaged - All Other	N/A	N/A	N/A	13,709	13,709	0	13,709	504
505		Fringe Benefits	N/A	N/A	N/A	184	184	0	184	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON	456	792	34,269	13,893	49,410	0	49,410	506
507		SPECIALIZED SERVICE OPERATIONS								
		Administration	9,474	176	2,401	303	12,354	N/A	12,354	507
508		Picking & Delivery & Marine Line Haul	0	0	22,374	0	22,374	N/A	22,374	508
509		Loading & Unloading Local Marine	16,327	7,758	198,425	286	222,796	N/A	222,796	509
510		Protective Services	0	0	8,914	0	8,914	N/A	8,914	510
511		Freight Loss or Damaged - Solely Related	N/A	N/A	N/A	0	0	N/A	0	511
512		Fringe Benefits	N/A	N/A	N/A	11,664	11,664	N/A	11,664	512
513		Casualties & Insurance	N/A	N/A	N/A	484	484	N/A	484	513
514		Joint Facility - Debit	N/A	N/A	0	N/A	0	N/A	0	514
515		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	N/A	0	515
516		Others	3,293	355	1,777	112	5,537	N/A	5,537	516
517		TOTAL SPECIALIZED SERVICES OPERATIONS	29,094	8,289	233,891	12,849	284,123	N/A	284,123	517



## 410. RAILWAY OPERATING EXPENSES - Concluded

(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
518		ADMINISTRATIVE SUPPORT OPERATIONS								
		Administration	143,342	4,045	10,769	88,104	246,260	1,318	247,578	518
519		Employees Performing Clerical & Acctg Functions	22,356	3,054	2,501	310	28,221	6,446	34,667	519
520		Communication Systems Operations	4,629	985	2,330	235	8,179	575	8,754	520
521		Loss & Damage Claims Process	13,908	223	3,465	1,187	18,783	0	18,783	521
522		Fringe Benefits	N/A	N/A	N/A	53,152	53,152	2,320	55,472	522
523		Casualties & Insurance	N/A	N/A	N/A	4,037	4,037	0	4,037	523
524		Joint Facility - Debit	N/A	N/A	1,061	N/A	1,061	0	1,061	524
525		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	525
526		Other	1,686	0	0	91	1,777	0	1,777	526
527		TOTAL ADMINISTRATION SUPPORT OPERATIONS	185,921	8,307	20,126	147,116	361,470	10,659	372,129	527
528		TOTAL TRANSPORTATION	1,899,485	2,467,624	533,442	1,034,392	5,934,943	92,451	6,027,394	528
601		GENERAL & ADMINISTRATIVE								
		Officers General & Administration	42,605	2,096	27,016	22,280	93,997	148	94,145	601
602		Accounting, Auditing & Finance	34,181	92	10,006	1,346	45,625	188	45,813	602
603		Management Services & Data Processing	46,605	759	13,137	1,884	62,385	427	62,812	603
604		Marketing	47,254	726	24,684	7,612	80,276	42	80,318	604
605		Sales	0	0	720	0	720	0	720	605
606		Industrial Development	3,362	32	20	227	3,641	N/A	3,641	606
607		Personnel & Labor Relations	27,020	309	2,058	10,038	39,425	1,553	40,978	607
608		Legal & Secretarial	17,725	264	61,993	2,308	82,290	885	83,175	608
609		Public Relations & Advertising	2,413	41	2,828	7,342	12,624	46	12,670	609
610		Research & Development	131	0	3	1	135	0	135	610
611		Fringe Benefits	N/A	N/A	N/A	144,821	144,821	649	145,470	611
612		Casualties & Insurance	N/A	N/A	N/A	61,068	61,068	10	61,078	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	(6,428)	(6,428)	13	(6,415)	613
614		Property Taxes	N/A	N/A	N/A	239,303	239,303	1,771	241,074	614
615		Other Taxes	N/A	N/A	N/A	32,730	32,730	146	32,876	615
616		Joint Facility - Debit	N/A	N/A	3,900	N/A	3,900	0	3,900	616
617		Joint Facility - (Credit)	N/A	N/A	(40)	N/A	(40)	0	(40)	617
618		Other	40,870	1,404	21,415	59,431	123,120	5	123,125	618
619		TOTAL GENERAL & ADMINISTRATIVE	262,166	5,723	167,740	583,963	1,019,592	5,883	1,025,475	619
620		TOTAL OPERATING EXPENSE	2,872,935	3,087,083	2,328,343	3,712,353	12,000,714	173,040	12,173,754	620

## 412. WAY AND STRUCTURES

(Dollars in Thousands)

1. Report freight expenses only.
2. The total depreciation expense reported in column (b), line 29, should balance to the sum of the depreciation expense reported in Schedule 410, column (f), lines 136, 137 and 138.
3. Report in column (c) the lease/rentals for the various property categories of way and structures. The total lease/rental 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 categories 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.
5. Report on line 28 all other lease rentals not apportioned to any category listed on lines 1-27.
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		0	1
2		3	Grading	42,259		(356)	2
3		4	Other right-of-way expenditures	2,114		(11)	3
4		5	Tunnels and subways	3,908		(106)	4
5		6	Bridges, trestles and culverts	60,408		684	5
6		7	Elevated structures	0		0	6
7		8	Ties	347,693		13,383	7
8		9	Rail and other track material	422,792		(13,441)	8
9		11	Ballast	116,776		2,216	9
10		13	Fences, snowsheds and signs	1,269		79	10
11		16	Station and office buildings	18,331		70	11
12		17	Roadway buildings	1,114		(25)	12
13		18	Water stations	92		(86)	13
14		19	Fuel stations	4,997		(108)	14
15		20	Shops and enginehouses	5,204		(885)	15
16		22	Storage warehouses	13		0	16
17		23	Wharves and docks	604		0	17
18		24	Coal and ore wharves	104		9	18
19		25	TOFC/COFC terminals	21,035		(635)	19
20		26	Communications systems	14,049		788	20
21		27	Signals and interlockers	87,688		4,078	21
22		29	Power plants	0		0	22
23		31	Power transmission systems	1,707		73	23
24		35	Miscellaneous structures	469		(20)	24
25		37	Roadway machines	24,586		6,517	25
26		39	Public improvements; construction	14,883		(1,059)	26
27		45	Power plant machines	0		0	27
28			Other lease/rentals	N/A	44,111	N/A	28
29			TOTAL 1/	1,192,095	44,111	11,165	30

1/ Column (d) is equal to the amount reported on line 29 column (g) of Schedule 335 minus the amortization amount for Shop Machinery, which is not included in this Schedule 412 amount.

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

(Dollars in Thousands)

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

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

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box - Plain 40 Foot		0	0	0	0	0	1
2		Box - Plain 50 Foot and Longer		5	26	6,567	1,960	4,066	2
3		Box - Equipped		2,441	10,054	24,573	28,612	54,001	3
4		Gondola - Plain		129	920	5,309	1,633	2,819	4
5		Gondola - Equipped		1,118	6,085	0	8,636	16,139	5
6		Hopper - Covered		6,624	30,402	67,034	11,655	26,879	6
7		Hopper - Open Top - General Service		735	5,474	7	109	318	7
8		Hopper - Open Top - Special Service		41	811	2	265	397	8
9		Refrigerator - Mechanical		4,942	12,878	34	9	291	9
10		Refrigerator - Non-Mechanical		1,073	3,898	28	1,089	1,860	10
11		Flat - TOFC/COFC		208	918	128,241	22,489	59,172	11
12		Flat - Multi-Level		1,549	4,936	79,771	5,111	17,125	12
13		Flat - General Service		1	11	0	38	82	13
14		Flat - Other		460	3,348	32,996	9,083	20,294	14
15		Tank - Under 22,000 Gallons		0	0	(3,836)	0	0	15
16		Tank - 22,000 Gallons and Over		0	0	(4,326)	0	0	16
17		All Other Freight Cars		0	1	0	35	77	17
18		Auto Racks		0	47,375	0	0	34,006	18
19		TOTAL FREIGHT TRAIN CARS		19,326	127,137	336,400	90,724	237,526	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers							20
21		Other Trailers						89	21
22		Refrigerated Containers							22
23		Other Containers							23
24	*	TOTAL TRAILERS AND CONTAINERS	0	0	0	0	0	89	24
25		GRAND TOTAL (Lines 19 and 24)	0	19,326	127,137	336,400	90,724	237,615	25

**NOTES AND REMARKS**

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## GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

1. Report freight expenses only.
2. Report by type of equipment all natural expenses relating to the equipment functions (salaries and wages, materials, tools, suppliers, 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 plus 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 plus 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), plus Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307, inclusive, 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 expense reportable on Schedule 415 by car types shall be in accordance with Instruction 2-21, Freight train repair costing, 49 CFR 1201

4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). For improvements on leased property, Accounts 732 and 733, use a supplementary Schedule 415, which will relate to Schedules 340 and 342

Depreciation charges reported on columns (c) and (d) will balance to Schedule 410, column (f), as follows:

- (a) Locomotives, line 5 plus 38 compared to Schedule 410, line 213.
- (b) Freight Cars, line 24 plus line 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, line 5 plus 38 compared to Schedule 410, lines 207, 208, 211 and 212.
- (b) Freight Cars, line 24 plus line 39 compared to Schedule 410, line 226 plus 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be 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 the 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 Accounts Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00 and 31-23-00, inclusive.

The grand total of each equipment account in column (h) of Schedule 330 should equal the totals of line items constituting the equipment account totals of columns (g) and (h), of Schedule 415.

8. Accumulated depreciation for each class of equipment shall be reported in columns (i) and (j). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items constituting the corresponding equipment accounts reported in columns (i) and (j), on Schedule 415.

415. SUPPORTING SCHEDULE -- EQUIPMENT							
(Dollars in Thousands)							
Line No.	Cross Check	Types of equipment (a)	Repairs (net expenses) (b)	Depreciation		Amortization adjustment net during year (e)	Line No.
				Owned (c)	Capital lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotive - Yard	33,699	25,887	3,286	846	1
2		Diesel Locomotive - Road	562,411	183,318	129,984	28,323	2
3		Other Locomotive - Yard					3
4		Other Locomotive - Road					4
5	*	TOTAL LOCOMOTIVES	596,110	209,205	133,270	29,169	5
		FREIGHT TRAIN CARS					
6		Box - Plain-40 foot	0	0	0	0	6
7		Box - Plain-50 foot and Longer	69	2,956	0	(238)	7
8		Box - Equipped	21,957	4,697	0	(1,020)	8
9		Gondola - Plain	27,620	2,188	0	(2,536)	9
10		Gondola - Equipped	20,134	3,401	0	936	10
11		Hopper - Covered	99,017	18,742	0	(444)	11
12		Hopper - Open Top Gen Svc	26,912	5,125	2,078	(4,187)	12
13		Hopper - Open Top Spec Svc	4,283	429	0	(17)	13
14		Refrigerator - Mechanical	24,212	1,862	0	(312)	14
15		Refrig - Non-mechanical	8,159	6,612	0	4,117	15
16		Flat - TOFC/COFC	1,962	71	725	49	16
17		Flat - Multi-level	4,095	1,000	0	(744)	17
18		Flat - General Service	4,965	417	0	356	18
19		Flat - Other	2,731	2,179	0	18	19
20		All Other Freight Cars	0	1	0	(16)	20
21		Cabooses	0	733	0	311	21
22		Auto Racks	0	14,050	0	(4,690)	22
23		Misc. Accessories	3	401	0	0	23
24	*	TOTAL FREIGHT TRAIN CARS	246,119	64,864	2,803	(8,417)	24
		OTHER EQUIPMENT-REVENUE FREIGHT					
25		Refrigerated Trailers					25
26		Other Trailers					26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equip (Freight) 1/	34,183	2,072	0	17	31
32	*	TOTAL HIGHWAY EQUIPMENT	34,183	2,072	0	17	32
		FLOATING EQUIP-REVENUE SERVICE					
33		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT	0	0	0	0	35
		OTHER EQUIPMENT					
36	*	Pass and Other Revenue Equip (Freight Portion)	1,184	0		0	36
37	*	Comp Sys & Word Proc. Equip.	31,773	68,372	534	5,228	37
38	*	Machinery - Locomotives (1)	6,204	6,460	0	1,327	38
39	*	Machinery - Freight Cars (2)	4,553	863		(383)	39
40	*	Machinery - Other Equipment (3)	808	151		45	40
41	*	Work and Non-revenue Equip	33,477	4,314	0	1,336	41
42		TOTAL OTHER EQUIPMENT	77,999	80,160	534	7,553	42
43		TOTAL ALL EQUIPMENT (Freight Portion)	954,411	356,301	136,607	28,322	43

(1) Data reported on line 38, column (b) is the amount reported in Schedule 410, column (f), line 203.

(2) Data reported on line 39, column (b) is the amount reported in Schedule 410, column (f), line 222.

(3) Data reported on line 40, column (b) is the amount reported in Schedule 410, column (f), line 306.

1/ Includes containers, chassis and trailers.

415. SUPPORTING SCHEDULE -- EQUIPMENT - Concluded  
(Dollars in Thousands)

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		0	270,945	82,152	128,583	11,243	1
2		287,385	3,418,051	2,365,119	1,685,677	842,916	2
3							3
4							4
5	*	287,385	3,688,996	2,447,271	1,814,260	854,159	5
6		0	0	0	0	0	6
7		16	62,568	0	35,596	0	7
8		9,694	134,686	0	72,894	0	8
9		20,455	147,563	0	107,354	0	9
10		10,270	58,482	0	17,095	0	10
11		95,437	480,536	0	211,102	0	11
12		12,392	223,882	49,367	153,153	34,932	12
13		12,000	9,449	0	2,253	0	13
14		22,400	51,100	0	22,343	0	14
15		246	43,227	0	12,716	0	15
16		1,506	385	13,433	172	12,332	16
17		403	34,198	0	24,351	0	17
18		5	3,024	0	1,663	0	18
19		3,064	71,309	0	35,412	0	19
20		878	468	0	416	0	20
21		0	6,858	0	4,736	0	21
22		0	481,357	703	292,383	0	22
23		0	10,024	0	5,276	0	23
24	*	188,766	1,819,116	63,503	998,915	47,264	24
25							25
26							26
27							27
28							28
29							29
30							30
31		77,682	135,707	0	2,398	0	31
32	*	77,682	135,707	0	2,398	0	32
33							33
34							34
35	*	0	0	0	0	0	35
36	*						36
37	*	512	521,994	0	208,002	0	37
38	*		142,559	0	46,889	0	38
39	*		43,738	0	18,932	0	39
40	*		4,431	0	1,170	0	40
41	*	48,685	168,981	0	35,602	0	41
42		49,197	881,703	0	310,595	0	42
43		603,030	6,525,522	2,510,774	3,126,168	901,423	43

- (1) Data reported on lines 38, 39, and 40 in columns (g) and (h) are investment recorded in property account 44, allocated to locomotives, freight cars, and other equipment.
- (2) Depreciation reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for the property account 44. And then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

## 416. SUPPORTING SCHEDULE - ROAD

(Dollars in Thousands)

Line No.	Density Category (Class) (a)	Account No. (b)	Owned and Used			Improvements to Leased Property			Capitalized leases			TOTAL		Line No.
			Investment Base (c)	Accumulated Depreciation (d)	Depr. rate % (e)	Investment Base (f)	Accumulated Depreciation (g)	Depr. rate % (h)	Investment Base (i)	Current Year Amortization (j)	Accumulated Amortization (k)	Investment Base (l)	Accumulated Depreciation & Amortization (m)	
1	I	3	1,587,595	235,041	1.16							1,587,595	235,041	1
2		8	4,732,266	1,517,981	4.60							4,732,266	1,517,981	2
3		9	6,491,123	3,314,155	4.42							6,491,123	3,314,155	3
4		11	2,715,648	603,721	2.94							2,715,648	603,721	4
5	SUB-TOTAL		15,526,632	5,670,898					0	0	0	15,526,632	5,670,898	5
6	II	3	457,797	35,273	1.16							457,797	35,273	6
7		8	1,370,441	511,343	4.82							1,370,441	511,343	7
8		9	1,871,769	499,090	1.32							1,871,769	499,090	8
9		11	615,739	155,053	2.94							615,739	155,053	9
10	SUB-TOTAL		4,315,746	1,200,759					0	0	0	4,315,746	1,200,759	10
11	III	3	4,449	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4,449	0	11
12		8	11,249	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11,249	0	12
13		9	18,190	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	18,190	0	13
14		11	6,084	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	6,084	0	14
15	SUB-TOTAL		39,972	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	39,972	0	15
16	IV	3	859,967	72,063	1.16							859,967	72,063	16
17		8	1,459,772	550,607	4.77							1,459,772	550,607	17
18		9	3,516,101	1,019,411	3.45							3,516,101	1,019,411	18
19		11	644,925	164,718	2.94							644,925	164,718	19
20	SUB-TOTAL		6,480,765	1,806,799					0	0	0	6,480,765	1,806,799	20
21	V	3	23,327	5,411	1.16							23,327	5,411	21
22		8	56,313	39,902	4.84							56,313	39,902	22
23		9	95,375	75,831	3.45							95,375	75,831	23
24		11	28,744	11,609	2.94							28,744	11,609	24
25	SUB-TOTAL		203,759	132,753								203,759	132,753	25
26	GRAND TOTAL	N/A	26,566,874	8,811,209	N/A			N/A	0	0	0	26,566,874	8,811,209	26

## Notes:

- (1) Columns (c) + (f) + (i) = Column (l)
- (2) Columns (d) + (g) + (k) = Column (m)
- (3) The base grand total for owned and used, improvements to leased property and capitalized leases should equal the sum of Accounts 3, 8, 9 and 11 shown at year end on Schedule 330.



**NOTES AND REMARKS**

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## 417. SPECIALIZED SERVICE SUBSCHEDULE -- TRANSPORTATION

(Dollars in Thousands)

1. Report freight expenses only.
2. Report in lines 1, 2, 3, 4, and 10 the total of those natural expenses (salaries and wages, material, tools, supplies, fuels and lubricants, purchased services, and general) incurred in the operation of each type of specialized service facility. This schedule does not include switching services performed by train and yard crews in connection with or within specialized service facilities.
3. When it is necessary to apportion expenses, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410, Railway Operating Expenses.
4. Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery, or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See Schedule 755, Note R.
5. The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.
6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers, or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
7. Report on line 4, column (b), the expenses related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (h), relate to refrigerator cars only.
8. Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, and 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 and Distribution (g)	Protective Services Refrigerator Car (h)	Other Special Services (i)	Total Columns (b-i) (j)	Line No.
1	*	Administration: Salary and wages	12,354					0	0		12,354	1
2	*	Pick up and delivery, marine line haul	21,338					1,036	0		22,374	2
3	*	Loading and unloading and local marine	197,007				758	25,031	N/A		222,796	3
4	*	Protective services, total debit and credits	4,514					4,400	N/A		8,914	4
5	*	Freight lost or damaged-solely related	0					0	0		0	5
6	*	Fringe benefits	11,664					0	0		11,664	6
7	*	Casualty and insurance	428				2	54	0		484	7
8	*	Joint facility - Debit	0					0	0		0	8
9	*	Joint facility - Credit	0					0	0		0	9
10	*	Other	5,537					0	0		5,537	10
11	*	TOTAL	252,842				760	30,521	0		284,123	11

## 418. SUPPORTING SCHEDULE - CAPITAL LEASES

(Dollars in thousands)

## Instructions:

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

## COLUMN

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

Primary Account No. and Title (a)	Total Investment At End of Year (b)	Capital Leases		
		Investment At End of Year (c)	Current Year Amortization (d)	Accumulated Amortization (e)
02 Land for Transportation Purposes	4,857,995	8,793		
52 Locomotives	6,136,267	2,447,271	133,270	854,159
53 Freight-Train Cars	1,882,619	63,503	2,803	47,264
59 Computer Systems and Word Processing Equipment	521,994	0	534	0
TOTAL	13,398,875	2,519,567	136,607	901,423

**NOTES AND REMARKS**

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**450. ANALYSIS OF TAXES**  
(Dollars in Thousands)

**A. Railway Taxes**

Line No.	Cross Check	Kind of tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	458,782	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	947,996	2
3		Excess Profits	0	3
4	*	Total - Income Taxes L 2 + 3	947,996	4
5		Railroad Retirement	529,319	5
6		Hospital Insurance	46,565	6
7		Supplemental Annuities	0	7
8		Unemployment Insurance	24,424	8
9		All Other United States Taxes	2,225	9
10		Total - U.S. Government Taxes	1,550,529	10
11		Total - Railway Taxes	2,009,311	11

**B. Adjustments to Federal Income Taxes**

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

Line No.	Particulars (a)	Beginning of year balance 1/ (b)	Net credits (charges) for current year (c)	Adjustments 2/ (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.					1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.					2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.					3
4	Amortization of rights of way, Sec. 185 I.R.C.					4
5	Other (Specify)					5
6	Property	10,043,023	374,688	750,490	11,168,201	6
7	Deferred State Income Taxes - Net	639,377	62,747	(5,025)	697,099	7
8	Current Liabilities	(126,476)	(6,407)	(124,502)	(257,385)	8
9	Long-Term Liabilities	(17,126)	88,533	(675,784)	(604,377)	9
10	Retirement Benefits	(357,757)	93,943	58,992	(204,822)	10
11	Other Items	71,570	40,270	(61,052)	50,788	11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit*	0			0	18
19	<b>TOTALS</b>	10,252,611	653,774	(56,881)	10,849,504	19

450. ANALYSIS OF TAXES - Concluded  
(Dollars in Thousands)

\* Footnotes:

1. If flow-through method was elected, indicate net decrease (or increase) in tax accrual because of investment tax credit.	
If 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 amount of 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.	0

NOTES AND REMARKS

1. Balances at the beginning of the year have been adjusted for the retrospective change in accounting principle for rail grinding.
2. We changed the classification of amounts within the categories in Part B to correlate more closely with the associated balance sheet accounts. The one-time adjustments resulting from this change, along with the tax on comprehensive income adjustments, make up the amounts shown in column (d).

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

(Dollars in Thousands)

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

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1					1
2	603	Appropriations Released:			2
3		- General Mortgage Bond		688	3
4		- Income Debenture (CE&I)		123	4
5		TOTAL		811	5
6					6
7	606	Other Credits to Retained Earnings			7
8		-Other Comprehensive Income Related to Equity Companies		17,228	8
9		-True up Adjustment for Minortiy Interest Company		5	9
10		TOTAL		17,233	10
11					11
12	616	Other Debits to Retained Earnings			12
13		-Other Comprehensive Income Related to Equity Companies	17,228		13
14					14
15	620	Appropriations Established:			15
16		- General Mortgage Bond	688		16
17		- Income Debenture (CE&I)	123		17
18		TOTAL	811		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

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

## 501. GUARANTEES AND SURETYSHIPS

(Dollars in Thousands)

1. If the respondent was under obligation as guarantor or surety for the performance by any other corporation or other association of any agreement or obligation, show the particulars of each contract of guaranty or suretyship in effect at the close of the year or entered into and expired during the year. This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after the date of issue. Items of less than \$50,000 may be shown as one total.

Line No.	Names of all parties principally and primary liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Terminal RR Association of St. Louis				1
2	Union Pacific Railroad Company	Sinking Fund & Int. on RFI & Mtge	3,339	Joint	2
3	Burlington Northern Santa Fe Railway Co.	Bonds Series C due 7-1-2019			3
4	CSX Transportation, Inc.	(FD 14553)			4
5	Canadian National				5
6	Norfolk Southern Railway Co.				6
7					7
8					8
9	Union Pacific Railroad Company	Aircraft Lease	14,000	Sole	9
10					10
11					11
12	Southern Pacific Rail Corporation	Aircraft Lease	11,826	Sole	12
13					13
14					14
15					15
16	Kansas City Terminal Flyover				16
17	Union Pacific Railroad Company	6.8884% Railway Bridge System Bond	44,354	Joint	17
18	Burlington Northern Santa Fe Railway Co.				18
19					19
20					20
21	Union Pacific Railroad Company	Japanese Leverage Lease Yen Deposit	36,598	Sole	21
22					22
23					23
24	Union Pacific Railroad Company	Headquarters Building Lease	206,000	Sole	24
25					25
26					26
27	Union Pacific Railroad Company	Kansas and Missouri Highline Project	43,895	Sole	27
28					28
29					29
30	Union Pacific Railroad Company	Brandt Truck Lease	3,221	Sole	30
31					31
32					32
33	Union Pacific Railroad Company	Pacer Containers Lease	6,813	Sole	33
34					34
35					35
36					36
37					37
38					38

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

Line No.	Finance Docket number, title, maturity date and concise description of agreement or obligations (a)	Name of all guarantors and sureties (b)	Amount contingent liability of guarantors (c)	Sole or joint contingent liability (d)	Line No.
1					1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9					9



## 502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

Using the following notes as a guideline, show the requirements compensating balances and short-term borrowing arrangements. Footnote disclosure is required even though the arrangements 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 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 percent 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.

The Company has outstanding letters of credit in the amount of \$ 9.6 million with various banks under which no borrowings were outstanding at December 31, 2010.

**NOTES AND REMARKS**

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SCHEDULE 510. SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT  
(Dollars in Thousands)

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

**I. Debt Outstanding at End of Year:**

Line No.	Account No. (a)	Title (b)	Source (c)	Balance at Close of Year (d)	Line No.
1	751	Loans and Notes Payable	Sch. 200, L. 30	0	1
2	764	Equip. Obligations and Other Debt due within one year	Sch. 200, L. 39	230,552	2
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	287,769	3
4	766	Equipment Obligations	Sch. 200, L. 42	146,879	4
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	1,722,979	5
6	768	Debt in Default	Sch. 200, L. 44	0	6
7	769	Accounts Payable: Affiliated Companies	Sch. 200, L. 45	2,612,796	7
8	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(84,577)	8
9		Total Debt	Sum L. 1-8	4,916,398	9
10		Debt Directly Related to Road Property	Note 1	72,379	10
11		Debt Directly Related to Equipment	Note 1	2,091,835	11
12		Total Debt Directly Related to Road & Equipment	Sum L. 10 and L. 11	2,164,214	12
13		Percent Directly Related to Road	L. 10 divided by L. 12 Whole % plus 2 decimals	3.34%	13
14		Percent Directly Related to Equipment	L. 11 divided by L. 12 Whole % plus 2 decimals	96.66%	14
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	2,752,184	15
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	164,302	16
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	4,752,096	17

**II. Interest Accrued During the Year:**

Line No.	Account No. (a)	Title (b)	Source (c)	Balance at Close of Year (d)	Line No.
18	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L. 42	455,445	18
19	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	7,625	19
20	517	Release of Premium on Funded Debt	Sch. 210, L. 22	4,123	20
21		Total Interest (Note 3)	(L. 18 + L. 19) minus L. 20	458,947	21
22		Interest Directly Related to Road Property Debt	Note 4	3,532	22
23		Interest Directly Related to Equipment Debt	Note 4	148,511	23
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 minus (L. 22 + L. 23)	306,904	24
25		Interest on Road Property Debt (Note 5)	L. 22 plus (L. 24 x L. 13)	13,783	25
26		Interest on Equipment Debt (Note 5)	L. 23 plus (L. 24 x L. 14)	445,164	26
27		Embedded Rate of Debt Capital - Road Property	L. 25 divided by L. 16	8.39%	27
28		Embedded Rate of Debt Capital - Equipment	L. 26 divided by L. 17	9.37%	28

Note 1. Directly related means the purpose which the funds were used 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.

**NOTES AND REMARKS**

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## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

1. Furnish the information called for below between the respondent and the affiliated companies or persons affiliated with the respondent, including officers, directors, stockholders, owners, partners or their wives and other close relatives, or their agents. Examples of transactions are, but are not restricted to, management, legal, accounting, purchasing or other type 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 for 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 Annual Report Form R-1, and should be noted (1) to indicate the method used for depreciating equipment or other property furnished 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 nature of relationship or control between the respondent and the company or person identified in column (a) as follows:
  - (a) If respondent directly controls 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 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 total for the affiliate. When services are both provided and received between the 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 transaction 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) paid and (R) received by the amount in column (e).

512. Transactions Between Respondent and Companies or Persons Affiliated with Respondent for Services Received or Provided  
(Dollars in Thousands)

72

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	Union Pacific Corporation		Controlled	Various (see below)	984,125	2,612,796 (P)	1																																								
2	Wasatch Insurance Ltd.		Common	Insurance	36,459		2																																								
3	Transcontinental Surety						3																																								
4	of Vermont		Common	Insurance	26,809		4																																								
5							5																																								
6							6																																								
7							7																																								
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<table> <tr> <td><u>Balance 12-31-09</u></td><td>3,596,921</td><td colspan="6"></td></tr> <tr> <td>Interest Expense</td><td>300,863</td><td colspan="6"></td></tr> <tr> <td>Dividends</td><td>654,000</td><td colspan="6"></td></tr> <tr> <td>Financing &amp; Other</td><td>(1,938,988)</td><td colspan="6"></td></tr> <tr> <td><u>Balance 12-31-10</u></td><td><u>2,612,796</u></td><td colspan="6"></td></tr> </table>								<u>Balance 12-31-09</u>	3,596,921							Interest Expense	300,863							Dividends	654,000							Financing & Other	(1,938,988)							<u>Balance 12-31-10</u>	<u>2,612,796</u>						
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Interest Expense	300,863																																														
Dividends	654,000																																														
Financing & Other	(1,938,988)																																														
<u>Balance 12-31-10</u>	<u>2,612,796</u>																																														

## 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 classification:

- (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 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 and 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 preceding classification. 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 termini 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:

<u>Running tracks.</u>	Running tracks, passing tracks, cross-overs, etc., including turn-outs from those tracks to clearance points.
<u>Way switching tracks.</u>	Station, team, industry and other switching tracks for which no separate service is maintained.
<u>Yard switching tracks.</u>	Yards 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 rest in a corporation controlled by or controlling the respondent, but in the case of any such inclusion, the facts of the relation 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 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, all 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 the respondent as 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 of the entire length of the portion jointly held. The class symbol should have the letter (J) attached.

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

700. MILEAGE OPERATED AT CLOSE OF YEAR										
Line No.	Class (a)	Proportion owned or leased by Respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	Total (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks cross-overs, and turnouts (f)				
1	1	100%	25,482	4,143	360	2,990	1,856	6,440	41,271	1
2										2
3	1J	12.5%	-	-	-	-	-	-	-	3
4	1J	23.0%	-	-	-	-	-	-	-	4
5	1J	25.0%	-	-	-	-	4	32	36	5
6	1J	33.3%	7	1	1	-	10	9	28	6
7	1J	37.5%	-	-	-	-	-	-	-	7
8	1J	40.0%	-	-	-	-	-	-	-	8
9	1J	44.0%	-	-	-	-	-	-	-	9
10	1J	50.0%	594	222	123	74	32	164	1,209	10
11	1J	62.5%	-	-	-	-	-	-	-	11
12	1J	66.7%	-	-	-	-	-	-	-	12
13		Total 1J	601	223	124	74	46	205	1,273	13
14										14
15		Total 1 and 1J	26,083	4,366	484	3,064	1,902	6,645	42,544	15
16										16
17	2	A&S	19	10	-	3	-	94	126	17
18	2		-	-	-	-	-	-	-	18
19		Total 2	19	10	-	3	-	94	126	19
20										20
21	3A		-	-	-	-	-	-	-	21
22	3B		315	-	-	16	10	51	392	22
23		Total 3	315	-	-	16	10	51	392	23
24										24
25										25
26										26
27	4B		-	-	-	-	-	-	-	27
28		Total 4	-	-	-	-	-	-	-	28
29										29
30										30
31										31
32	5		5,536	1,561	175	35	58	246	7,611	32
33	5J		-	-	-	-	-	-	-	33
34		Total 5	5,536	1,561	175	35	58	246	7,611	34
35										35
36										36
37										37
38										38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57		TOTAL	31,953	5,937	659	3,118	1,970	7,036	50,673	57
58		Miles of electrified road or track included in preceding grand total	N/A							58



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

Mileage should be reported to the nearest WHOLE mile adjusted to 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)	Line owned (b)	Line of propri- etary 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)	Line No.
1		Arizona	642	-	-	-	-	642	51	-	1
2		Arkansas	1,316	-	5	-	6	1,327	149	-	2
3		California	2,773	-	-	-	515	3,288	665	-	3
4		Colorado	1,154	-	-	-	381	1,535	171	-	4
5		Idaho	845	-	-	-	4	849	43	-	5
6		Illinois	1,542	19	2	-	638	2,201	11	-	6
7		Indiana	-	-	-	-	4	4	-	-	7
8		Iowa	1,332	-	-	-	95	1,427	6	-	8
9		Kansas	1,564	-	-	-	641	2,205	313	-	9
10		Kentucky	-	-	-	-	12	12	-	-	10
11		Louisiana	1,081	-	-	-	56	1,137	22	-	11
12		Minnesota	435	-	-	-	224	659	16	-	12
13		Missouri	986	-	-	-	511	1,497	358	-	13
14		Montana	125	-	-	-	-	125	52	-	14
15		Nebraska	977	-	-	-	91	1,068	254	-	15
16		Nevada	1,192	-	-	-	-	1,192	-	-	16
17		New Mexico	535	-	-	-	83	618	-	-	17
18		Oklahoma	514	-	308	-	351	1,173	65	-	18
19		Oregon	868	-	-	-	205	1,073	396	-	19
20		Tennessee	9	-	-	-	5	14	-	-	20
21		Texas	5,195	-	-	-	1,124	6,319	294	-	21
22		Utah	1,250	-	-	-	-	1,250	62	-	22
23		Washington	272	-	-	-	259	531	87	-	23
24		Wisconsin	597	-	-	-	331	928	107	-	24
25		Wyoming	879	-	-	-	-	879	-	-	25
26											26
27											27
28											28
29											29
30											30
31		TOTAL MILEAGE	26,083	19	315	-	5,536	31,953	3,122	-	31
32		(single track)									32

**NOTES AND REMARKS**

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# INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (l). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but 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 irrespective 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 an overhead contact wire or a third rail, and includes all units other than diesel, or electric, e.g., steam, gas turbine. 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 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 manufacturers' rated horsepower (the maximum continuous power output from the diesel engine or engines delivered to the main 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

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

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

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

## 710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Type of 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 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									(H.P.)			
1		Diesel-freight units											1	
2		Diesel-passenger units	60	0	0	0	4	0	5	59	64	202,600	2	
3		Diesel-multiple purpose units	7,735	0	3	150	15	340	4,935	2,628	7,563	28,751,010	3	
4		Diesel-switching units	463	0	0	20	0	26	431	26	457	762,400	4	
5	*	TOTAL (lines 1 to 4) units	8,258	0	3	170	19	366	5,371	2,713	8,084	29,716,010	5	
6	*	Electric-locomotives	0	0	0	0	0	0	0	0	0	0	6	
7	*	Other self-powered units (steam)	2	0	0	0	0	0	2	0	2	N/A	7	
8	*	TOTAL (lines 5, 6 and 7)	8,260	0	3	170	19	366	5,373	2,713	8,086	29,716,010	8	
9	*	Auxiliary units	90	0	0	0	0	2	88	0	88	N/A	9	
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	8,350	0	3	170	19	368	5,461	2,713	8,174	29,716,010	0	10

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

Line No.	Cross Check	Type of design of units (a)	Before Jan. 1, 1990 (b)	Between Jan. 1, 1990 and Dec. 31, 1994 (c)	Between Jan. 1, 1995 and Dec. 31, 1999 (d)	Between Jan. 1, 2000 and Dec. 31, 2004 (e)	Between Jan. 1, 2005 and Dec. 31, 2009 (f)	During Calendar Year					TOTAL (l)	Line No.
								2010 (g)	2011 (h)	2012 (i)	2013 (j)	2014 (k)		
11	*	Diesel	2,537	800	1,276	2,152	1,316	3	0	0	0	0	8,084	11
12	*	Electric	0	0	0	0	0	0	0	0	0	0	0	12
13	*	Other self-powered units (steam)	2	0	0	0	0	0	0	0	0	0	2	13
14	*	TOTAL (lines 11 to 13)	2,539	800	1,276	2,152	1,316	3	0	0	0	0	8,086	14
15	*	Auxiliary units	82	2	4		0	0	0	0	0	0	88	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	2,621	802	1,280	2,152	1,316	3	0	0	0	0	8,174	16

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

Road Initials: UPRR Year: 2010

Line No.	Cross Check	Type of 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 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 and tavern cars (All class D, PD)												21
22		Non-passenger-carrying cars (All Class B,CSB,M,PSA,IA)												22
23		TOTAL (lines 17 to 22)	0	0	0	0	0	0	0	0	0	0		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)	0	0	0	0	0	0	0	0	0			28
29		TOTAL (lines 23 to 28)	0	0	0	0	0	0	0	0	0			29
30		COMPANY SERVICE CARS Business car (PV)	73	0	0	0	0	0	73	0	73	N/A		30
31		Board outfit cars (MWX)	100	0	0	0	17	1	116	0	116	N/A		31
32		Derrick and snow removal cars (MWU,MWV,MWW,MWK)	72	0	0		0	0	72	0	72	N/A		32
33		Dump and ballast cars (MWB,MWD)	4,121	0	0	2	102	48	1,957	2,220	4,177	N/A		33
34		Other maintenance and service equipment cars	3,557	0	7	2	181	71	3,454	222	3,676	N/A		34
35		TOTAL (lines 30 to 34)	7,923	0	7	4	300	120	5,672	2,442	8,114	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.
					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__)	0						36
37		Plain box cars - 50' longer (B3_0-7, B4_0-7, B5__, B6__, B7__, B8__)	25					1	37
38		Equipped box cars (All Code A, Except A_5_)	8,178						38
39		Plain gondola cars (All Codes, G & J__1, J__2, J__3, J__4)	4,823						39
40		Equipped gondola cars (All Code E)	8,281						40
41		Covered hopper cars (C__1, C__2, C__3, C__4)	32,788		775	574			41
42		Open top hopper cars--general service (All Code H)	14,311						42
43		Open top hopper cars--special service (J__0, J__5, J__6, J__7, J__8, J__9, and K)	3,240						43
44		Refrigerator cars -- mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	4,953						44
45		Refrigerator cars -- non-mechanical (R_0_, R_1_, R_2_)	2,161						45
46		Flat cars -- TOFC/COFC (All Code P, Q and S, Except Q8__)	386						46
47		Flat cars -- multi-level (All Code V)	1,172						47
48		Flat cars -- general service (F10_, F20_, F30_)	32						48
49		Flat cars -- other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6) (F_8_, F40_)	2,631						49
50		Tank cars -- under 22,000 gallons (T__0, T__1, T__2, T__3, T__4, T__5)	7						50
51		Tank cars -- 22,000 gallons and over (T__6, T__7, T__8, T__9)	192						51
52		All other freight cars (A_5_, F_7_, All Code L and Q8__)	17						52
53		TOTAL (lines 36 to 52)	83,197	0	775	574	0	1	53
54		Caboose (All Code M-930)							54
55		TOTAL (lines 53 and 54)	83,197	0	775	574	0	1	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 carry customarily.
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.	Changes during the year (concluded)  Units retired from service respondent whether owned or leased, including reclassification (h)	Units at Close of Year						Line No.
		Owned and used (i)	Leased from others (j)	Total in service of respondent col. (i) & (j)		Aggregate capacity of units reported in cols. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
				Time-mileage cars (k)	All other (l)			
36								36
	0	0	0	0		0		
37								37
	0	23	3	26		2,196		
38	645	5,679	1,854	7,533		635,510		38
39	438	473	3,912	4,385		525,256		39
40	291	6,026	1,964	7,990		795,895		40
41	3,762	12,123	18,252	30,375		3,253,788		41
42	419	11,522	2,370	13,892		1,461,846		42
43	612	333	2,295	2,628		298,852		43
44	12	657	4,284	4,941		393,422		44
45	187	1,927	47	1,974		157,604		45
46	11	87	288	375		108,114		46
47	7	1,088	77	1,165		45,113		47
48	5	26	1	27		2,125		48
49	274	1,771	586	2,357		232,120		49
50	0	0	7	7		712		50
51	31	0	161	161		15,835		51
52	0	17	0	17		1,727		52
53	6,694	41,752	36,101	77,853	0	7,930,115	0	53
54								54
55	6,694	41,752	36,101	77,853	0	7,930,115	0	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.
					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)	
			Per diem (b)	All others (c)					
56		FLOATING EQUIPMENT Self-propelled vessels (Tugboats, car ferries, etc.)							56
57		Non-self-propelled vessels (Car floats, lighters, etc.)							57
58		TOTAL (lines 56 and 57)							58
59		HIGHWAY REVENUE EQUIPMENT Chassis Z1__, Z67_, Z68_, Z69_	22,433		2,669			1,251	59
60		Dry van U2__, Z__, Z6_, 1-6							60
61		Flat bed U3__, Z3__							61
62		Open bed U4__, Z4__							62
63		Mechanical refrigerator U5__, Z5__							63
64		Bulk hopper U0__, Z0__							64
65		Insulated U7__, Z7__							65
66		Tank Z0__, U6__ (See Note)							66
67		Other trailer and container (Special equipped dry van U9__,Z8__,Z9__)	29,355		8,400			11,143	67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 and 69)	51,788	0	11,069	0	0	12,394	70

## NOTES AND REMARKS

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



## 710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during the 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 cols. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56									56
57									57
58									58
59		474	2,669	23,210	25,879		790,086		59
60									60
61									61
62									62
63									63
64									64
65									65
66									66
67		263	9,401	39,234	48,635		1,332,599		67
68									68
69									69
70		737	12,070	62,444	74,514		2,122,685		70

NOTES AND REMARKS

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

(Dollars in Thousands)

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

## NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1	<b>FREIGHT CARS</b>					1
2	COVERED HOPPERS	150	64,000	\$11,745		2
3						3
4						4
5						5
6	<b>HIGHWAY REVENUE EQUIPMENT</b>					6
7	CONTAINER CHASSIS - 53 FT	400	1,500	5,528		7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17	1/ TOTAL	550	N/A	17,273		17

## REBUILT UNITS

18	<b>WORK EQUIPMENT</b>					18
19	JORDAN SPREADERS	4	203	3,137		19
20						20
21	<b>LOCOMOTIVES</b> 1/	0	0	0		21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
41	TOTAL	4	N/A	3,137		41
42						42
43	1/ GRAND TOTAL	554	N/A	\$20,410	N/A	43

1/ Excludes 199 rebuilt four axle switch locomotives, 625 covered hoppers, 8,400 53ft containers, and 2,269 chassis not financially complete this year.

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

- For purposes of these schedules, the track categories are defined as follows:

Track category (1)

A - Freight density of 20 million or more gross ton miles per track mile per year (include passing tracks, turnouts and crossovers).

B - Freight density of less than 20 million gross ton miles per track mile per year, but at least 5 million (include passing tracks, turnouts and crossovers).

C - Freight density of less 5 million gross ton miles per track mile per year, but at least 1 million (include passing tracks, turnouts and crossovers).

D - Freight density of less 1 million gross ton miles per track mile per year (include passing tracks, turnouts and crossovers).

E - Way and yard switching tracks (passing tracks, crossovers and turnouts shall be included in category A, B, C, D, F, and Potential abandonments, as appropriate.)

F - Track over which any passenger service is provided (other than potential abandonments). Mileage should be included within track categories A through E unless 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.

- This schedule should include all class 1, 2, 3, or 4 track from Schedule 700 that is maintained by the respondent (class 5 is assumed to be maintained by others).
- 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.
- Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

## 720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)
1	A	18,335	51.49	N/A	170
2	B	7,657	12.47	N/A	192
3	C	2,778	2.36	N/A	87
4	D	5,590	0.19	N/A	91
5	E	8,702	N/A	N/A	0
6	TOTAL	43,062	24.42	N/A	540
7	F	8,857	N/A	N/A	N/A
8	Potential abandonments	144	N/A	N/A	N/A

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

N/A - Information is not available.

721. TIES LAID IN REPLACEMENT

1. Furnish the requested information concerning ties laid in replacement.
2. In column (j), report the total board feet of switch and bridge ties laid in replacement.
3. The term "spot maintenance" in column (k) means repairs to track components during routing inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total ties or board feet laid in replacement considered to be spot maintenance.
4. In No. 9, the average cost per tie should include transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply storage and seasoning yards, and in the case of treating ties, also the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines, and placing the ties in tracks and of train service other than that necessary in connection with loading or treatment should not be included in this schedule.

Line No.	Track category (a)	Number of crossties laid in replacement							Total (i)	Switch and bridge ties (board feet) (j)	Crossties switch and bridge ties Percent of spot maintenance (k)	Line No.
		New ties				Second-hand ties						
		Wooden		Concrete (d)	Other (e)	Wooden		Other (h)				
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)					
1	A	1,664,834		359,596	112,375	0		0	2,136,805	4,273,221	N/A	1
2	B	1,690,669		0	59,543	0		0	1,750,212	3,057,111		2
3	C	91,196		13,801	0	5,629		0	110,626	343,563		3
4	D	41,726		1	0	8,189		0	49,916	175,168		4
5	E	157,628		0	2,195	79,056		0	238,879	963,689		5
6	TOTAL	3,646,053		373,398	174,113	92,874		0	4,286,438	8,812,752		6
7	F											7
8	Potential abandonment											8
9	Average cost per crosstie	\$50.55	and switch tie (MBM)		\$1,253.14							

\*\* Concrete and steel switch ties are not included in column (j). In lieu of board measure, number of switch ties was 126 at an average cost of \$615.77

N/A - Information is not available.

**722. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS**  
(Dollars in Thousands)

Give particulars of ties laid during the year in new construction during the year.

In column (a) classify the ties as follows:

U - Wooden ties untreated when applied.

T - Wooden ties treated before application.

S - Ties other than wooden (steel, concrete, etc.). Indicate type in column (h).

Report new and second-hand (relay) ties separately, indicating in column (h) which ties are new.

In columns (d) and (g) show the total cost, including transportation charges on foreign lines, tie trains, loading, inspection, and the cost of handling ties in general supply, storage, and seasoning yard. In the case of treated ties, also show the cost of handling at treating plants and the cost of treatment. The cost of unloading, hauling over carrier's own lines and placing the ties in tracks, and of train service, other than that necessary in connection with loading or treatment, should not be included in this schedule.

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES			Remarks (h)	Line No.
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of crossties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)		
1	T	92,935	\$47.10	\$4,378	195,662	\$1,446.45	\$283	New	1
2	T							Secondhand	2
3	S	36,171	81.17	2,936				Concrete	3
4	S							Concrete -Reported per tie in lieu of board measure.	4
5	S	11,419	67.96	776				Steel	5
6	S							Steel -Reported per tie in lieu of board measure.	6
7	S							Plastic	7
8									8
9									9
10									10
11									11
12									12
13									13
14									14
15									15
16									16
17									17
18									18
19									19
20	TOTAL	140,525		\$8,090	N/M		\$283		20
21	Number of miles of new running tracks, crossovers, etc., in which ties were laid _____ N/A _____.								21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid _____ N/A _____.								22

## 723. RAILS LAID IN REPLACEMENT

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

Line No.	Track category (a)	Miles of rail laid in replacement (rail miles)				Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)		
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)				
1	A	992.25	18.62	25.29	20.81	1,017.54	39.43	N/A	1
2	B	134.35	11.38	174.05	1.22	308.40	12.60	N/A	2
3	C	12.90	0.83	50.43	0.00	63.33	0.83	N/A	3
4	D	9.47	2.31	76.73	0.00	86.20	2.31	N/A	4
5	E	3.16	2.11	54.00	0.30	57.16	2.41	N/A	5
6	TOTAL	1,152.13	35.25	380.50	22.33	1,532.63	57.58	N/A	6
7	F							N/A	7
8	Potential abandonment							N/A	8
9	Average cost of new and relay rail laid in replacement per gross ton			New	\$1,062	Relay	\$406		9

N/A - Information is not available.

**724. RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS**  
(Dollars in Thousands)

1. Give particulars of all rails applied during the year in connection with the construction of new track.

In column (a) classify the kind of rail applied as follows:

- (1) New steel rails, Bessemer process.
- (2) New steel rails, open-hearth process.
- (3) New rails, special alloy (describe more fully in a footnote).
- (4) Relay rails.

2. Returns in columns (c) and (g) should be reported in WHOLE numbers. Fractions of less than one-half should be disregarded, and fractions of one-half or more should be counted as one.
3. The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks, as well as train service in connection with the distribution of the rail should not be included in this schedule.

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY AND OTHER SWITCHING TRACKS				Line No.	
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lbs.) (e)	Weight of rail		Total cost of rail applied in yard station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lbs.) (i)		
		Pounds per yard of rail (b)	Number of tons (2,000 lbs.) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lbs.) (g)				
1	2	115	0	\$0	\$0	115	5	\$4	\$955	1	
2	2	133	14	13	947	133	0	0	0	2	
3	2	136	42	40	954	136	2,715	2,409	887	3	
4	2	141	1,809	1,738	960	141	40	38	960	4	
5										5	
6										6	
7	4	115	0	0	0	115	66	19	292	7	
8	4	133	0	0	0	133	5,184	1,846	356	8	
9	4	136	0	0	0	136	662	244	368	9	
10	4	141	0	0	0	141	434	160	368	10	
11										11	
12										12	
13										13	
14										14	
15										15	
16										16	
17										17	
18										18	
19										19	
20										20	
21										21	
22										22	
23										23	
24										24	
25										25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	TOTAL	N/A	1,865	\$1,791		N/A	9,106	\$4,720		33	
34	Number of miles new running tracks, passing tracks, cross-over, etc., in which rails were laid.										34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.										35
36	Track-miles of welded rail installed on system this year N/A ; total to date N/A										36

## 725. WEIGHT OF RAIL

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

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
	Pounds				
1					1
2	141	2,874			2
3	140	10			3
4	136	9,076			4
5	133	10,132			5
6	132	831			6
7	131	497			7
8	130	6			8
9	128	5			9
10	127	1			10
11	119	1,416			11
12	115	2,640			12
13	113	456			13
14	112	1,712			14
15	110	137			15
16	106	4			16
17	100	307			17
18	90	442			18
19	85	109			19
20	80	63			20
21	75	27			21
22	72	23			22
23	70	9			23
24	65	0			24
25	60	0			25
26	Under 60	0			26
27					27
28	TOTAL	30,777			28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46



## 726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category (a)	Ties				Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles) (f)	Percent replaced (g)	Cubic yards of ballast placed (h)	Miles surfaced (i)	Percent surfaced (j)	
		Crossties (b)	Switch and bridge ties (board feet) (c)	Crossties (d)	Switch and bridge ties (board feet) (e)						
1	A	2,136,805	4,273,221	4.0%	N/A	1,056.97	2.9%	3,395,078	7,733	42.2%	1
2	B	1,750,212	3,057,111	7.9%	N/A	321.00	2.1%	1,074,062	2,177	28.4%	2
3	C	110,626	343,563	1.4%	N/A	64.16	1.2%	64,955	253	9.1%	3
4	D	49,916	175,168	0.3%	N/A	88.51	0.8%	38,226	337	6.0%	4
5	E	238,879	963,689	1.0%	N/A	59.57	0.3%	240,105	383	4.4%	5
6	TOTAL	4,286,438	8,812,752	3.5%	N/A	1,590.21	1.8%	4,812,426	10,883	25.3%	6
7	F										7
8	Potential abandonments										8

## 750. CONSUMPTION OF DIESEL FUEL

(Dollars in Thousands)

## LOCOMOTIVES

Line No.	Kind of locomotive service (a)	Diesel	Line No.
		Diesel oil (gallons) (b)	
1	Freight	930,685,930	1
2	Passenger	10,815,977	2
3	Yard switching	121,699,359	3
4	TOTAL	1,063,201,266	4
5	COST OF FUEL \$(000) *	\$2,412,986	5
6	Work Train	7,255,003	6

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

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

Unit Train, Way Train and Through Train data under Items 2, 3, 4, 6, and 12 shall be obtained from conductor's wheel reports (freight) or similar records. 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 and 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, and 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 the movement of a train a distance of 1 mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as 1 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 passenger traffic 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 1 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 locomotives units-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instructions (B) regarding fractions and official time tables for computing locomotive-units.

(F) Train switching locomotive-miles shall be computed at the rate of 6 miles per hour for the time actually engaged in such service. Include miles allowed train locomotives for performing switching service at terminals and way stations.

(G) Yard switching locomotive-miles shall be computed at the rate of 6 miles per hour for the time actually engaged in yard switching service. Include miles allowed to 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 1 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 miles 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 Item 4-01, 4-11, 4-13, and 4-15 car-miles of work equipment, cars carrying company freight and non-revenue private line cars moving in transportation trains. Include such car-miles in Item 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 conductors' or dispatchers' train reports or other appropriate source, compute weight in tons (2,000 pounds). Item 6-01 includes weight of all locomotive units moved 1 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). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and other contents). Use 150 lbs. as the average weight per passenger, and 4 tons as the average weight of contents of each head-end car.

(L) From conductors' train reports or other appropriate source, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include net ton-miles in motorcar trains. Exclude 1.c.1. shipment of freight handled in mixed baggage express cars. Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS.

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - Concluded

(M) Road service represents elapsed time of transportation trains (both ordinary and light) between the time of leaving the initial terminals and the time at the final terminals, including trains switching at way stations and delays on road as shown by conductors' or dispatchers' 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 inside 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; 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 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 vehicle (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 railroads' expense. (Performed at railroads' 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 the shipper-motor carrier, etc., and not the railroad to perform that service. Note: The count should reflect the trailers/containers for which expenses is 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 refer 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 yard (excluding cars which are to be repaired in train yard without loss of time), car 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 (\$-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, and 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)	(2) Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	31,953		1
2		2. Train Miles - Running (B)			
		2-01 Unit Trains	42,560,722	XXXXXX	2
3		2-02 Way Trains	6,364,413	XXXXXX	3
4		2-03 Through Trains	89,347,929	0	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	138,273,064	0	5
6		2-05 Motorcars (C)	0	0	6
7		2-07 TOTAL ALL TRAINS (lines 5 and 6)	138,273,064	0	7
		3. Locomotive Unit Miles (D)			
8		Road Service (E)			
		3-01 Unit Trains	130,349,309	XXXXXX	8
9		3-02 Way Trains	13,799,516	XXXXXX	9
10		3-03 Through Trains	267,410,187	0	10
11		3-04 TOTAL (lines 8-10)	411,559,012	0	11
12		3-11 Train Switching (F)	11,812,524	XXXXXX	12
13		3-21 Yard Switching (G)	18,387,408	0	13
14		3-31 TOTAL ALL SERVICES (line 11-13)	441,758,944	0	14
		4. Freight Car-Miles (thousands) (H)			
15		4-01 RR Owned and Leased Cars - Loaded			
		4-010 Box-Plain 40-Foot	0	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	12,311	XXXXXX	16
17		4-012 Box-Equipped	238,241	XXXXXX	17
18		4-013 Gondola-Plain	206,370	XXXXXX	18
19		4-014 Gondola-Equipped	91,775	XXXXXX	19
20		4-015 Hopper-Covered	370,929	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	188,027	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	104,969	XXXXXX	22
23		4-018 Refrigerator-Mechanical	82,874	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	27,009	XXXXXX	24
25		4-020 Flat-TOFC/COFC	1,026,251	XXXXXX	25
26		4-021 Flat-Multi-Level	46,889	XXXXXX	26
27		4-022 Flat-General Service	350	XXXXXX	27
28		4-023 Flat-All Other	72,371	XXXXXX	28
29		4-024 All Other Car Types-Total	16,769	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	2,485,135	XXXXXX	30

## 755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
31		4-11 RR Owned and Leased Cars - Empty			
		4-110 Box-Plain 40-Foot	0	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	10,521	XXXXXX	32
33		4-112 Box-Equipped	188,743	XXXXXX	33
34		4-113 Gondola-Plain	208,552	XXXXXX	34
35		4-114 Gondola-Equipped	96,147	XXXXXX	35
36		4-115 Hopper-Covered	394,811	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	196,232	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	107,746	XXXXXX	38
39		4-118 Refrigerator-Mechanical	59,773	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	24,798	XXXXXX	40
41		4-120 Flat-TOFC/COFC	51,079	XXXXXX	41
42		4-121 Flat-Multi-Level	19,427	XXXXXX	42
43		4-122 Flat-General Service	310	XXXXXX	43
44		4-123 Flat-All Other	66,400	XXXXXX	44
45		4-124 All Other Car Types	1,408	XXXXXX	45
46		4-125 TOTAL (Lines 31-45)	1,425,947	XXXXXX	46
47		4-13 Private Line Cars - Loaded (H)			
		4-130 Box-Plain 40-Foot	0	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	26,752	XXXXXX	48
49		4-132 Box-Equipped	69,861	XXXXXX	49
50		4-133 Gondola-Plain	807,554	XXXXXX	50
51		4-134 Gondola-Equipped	20,445	XXXXXX	51
52		4-135 Hopper-Covered	710,363	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	22,715	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	347,324	XXXXXX	54
55		4-138 Refrigerator-Mechanical	9,990	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	2,851	XXXXXX	56
57		4-140 Flat-TOFC/COFC	308,081	XXXXXX	57
58		4-141 Flat-Multi-Level	395,355	XXXXXX	58
59		4-142 Flat-General Service	61	XXXXXX	59
60		4-143 Flat-All Other	90,281	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	144,119	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	330,840	XXXXXX	62
63		4-146 All Other Car Types	2,313	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	3,288,905	XXXXXX	64

## 755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
65		4-15 Private Line Cars - Empty (H)	XXXXXX	XXXXXX	
		4-150 Box-Plain 40-Foot	1	XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	14,271	XXXXXX	66
67		4-152 Box-Equipped	42,232	XXXXXX	67
68		4-153 Gondola-Plain	1,058,135	XXXXXX	68
69		4-154 Gondola-Equipped	20,636	XXXXXX	69
70		4-155 Hopper-Covered	707,784	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	22,738	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	416,292	XXXXXX	72
73		4-158 Refrigerator-Mechanical	13,211	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	3,073	XXXXXX	74
75		4-160 Flat-TOFC/COFC	114,884	XXXXXX	75
76		4-161 Flat-Multi-Level	141,846	XXXXXX	76
77		4-162 Flat-General Service	51	XXXXXX	77
78		4-163 Flat-All Other	76,443	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	145,529	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	353,196	XXXXXX	80
81		4-166 All Other Car Types	5,772	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	3,136,094	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	28,885	XXXXXX	83
84		4-18 No Payment Car-Miles (I) (1)	2,226,666	XXXXXX	84
85		4-19 Total Car-Miles by Train Type (Note)			
		4-191 Unit Trains	4,970,684	XXXXXX	85
86		4-192 Way Trains	173,730	XXXXXX	86
87		4-193 Through Trains	7,447,218	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	12,591,632	XXXXXX	88
89		4-20 Caboose Miles	36	XXXXXX	89

(1) As in prior years, the passenger statistics exclude results from commuter operations.

(2) As in prior years, the passenger statistics exclude results from commuter operations.

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. Line 88 excludes business car miles.

## 755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
		6. Gross Ton-Miles (thousands) (K)			
98		6-01 Road Locomotives	84,040,046	XXXXXX	98
99		6-02 Freight Trains, Cars, Cnts., and Caboose			
		6-020 Unit Trains	410,578,854	XXXXXX	99
100		6-021 Way Trains	13,261,879	XXXXXX	100
101		6-022 Through Trains	507,558,989	XXXXXX	101
102		6-03 Passenger-Trains, Cars, and Cnts.		0	102
103		6-04 Non-Revenue	7,040,006	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	1,022,479,774	0	104
		7. Tons of Freight (thousands)			
105		7-01 Revenue	545,562	XXXXXX	105
106		7-02 Non-Revenue	10,971	XXXXXX	106
107		7-03 TOTAL (lines 105 and 106)	556,533	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue-Road Service	520,399,626	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service	0	XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	520,399,626	XXXXXX	110
111		8-04 Non-Revenue-Road Service	4,898,121	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service	0	XXXXXX	112
113		8-06 TOTAL (lines 111 and 112)	4,898,121	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110 and 113)	525,297,747	XXXXXX	114
		9. Train Hours (M)			
115		9-01 Road Service	5,710,354	XXXXXX	115
116		9-02 Train Switching	1,186,456	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	2,074,135	XXXXXX	117
		11. Train-Miles Work Trains (O)			
118		11-01 Locomotives	1,702,230	XXXXXX	118
119		11-02 Motorcars	0	XXXXXX	119
		12. Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	2,714,284	XXXXXX	120
121		12-02 Way Trains	2,800,400	XXXXXX	121
122		12-03 Through Trains	8,547,180	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	6,115,515	XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	2,863,101	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	135,270	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)			
126		16-01 Marine Terminals-Coal	0	XXXXXX	126
127		16-02 Marine Terminals-Ore	0	XXXXXX	127
128		16-03 Marine Terminals-Other	0	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	0	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)			
130		17-01 Serviceable	42,672	XXXXXX	130
131		17-02 Unserviceable		XXXXXX	131
132		17-03 Surplus		XXXXXX	132
133		17-04 TOTAL (lines 130-132)	42,672	XXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	5.0	XXXXXX	134

## 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 Nebraska  
County of Douglas

Jeffrey P. Totusek  
(Insert here name of the affiant)

makes oath and says that he (she) is

Chief Accounting Officer and Controller  
(Insert here the official title of the affiant)

Of

Union Pacific Railroad Company  
(Insert here the exact legal title or name of the respondent)

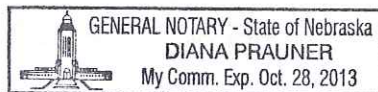
that it is his or her duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he or she knows that such books have been kept in good faith during the period covered by this report; that he or she knows that the entries contained 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, 2010 to and including December 31, 2010.

Jeffrey P. Totusek  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 30 day of Mar, 2011.

My commission expires \_\_\_\_\_



Diana Prauner  
(Signature of officer authorized to administer oaths)

## SUPPLEMENTAL OATH

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

State of Nebraska  
County of Douglas

James R. Young  
(Insert here name of the affiant)

makes oath and says that he (she) is

Chairman, President and Chief Executive Officer  
(Insert here the official title of the affiant)

Of

Union Pacific Railroad Company  
(Insert here the exact legal title or name of the respondent)

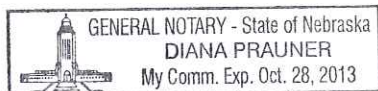
that he or she has carefully examined the foregoing report; that he or she believes that all statements of fact contained in the said report are true, and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property during the period of time from and including

January 1, 2010 to and including December 31, 2010.

James R. Young  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 30 day of Mar, 2011.

My commission expires \_\_\_\_\_



Diana Prauner  
(Signature of officer authorized to administer oaths)



<b>MEMORANDA</b> <b>(FOR USE OF BOARD ONLY)</b> <b>CORRESPONDENCE</b>
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[illegible]

**CORRECTIONS**

[illegible]

EXPLANATORY REMARKS

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