



# Class I Railroad Annual Report R-1

to the Surface Transportation Board for the Year Ending Dec. 31, 2025

OEEAA-R1

Union Pacific Railroad ▪ 1400 Douglas, Omaha, NE 68179



**BUILDING AMERICA®**

## NOTICE

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

For Index, See Back of Form

ANNUAL REPORT

OF

**UNION PACIFIC RAILROAD COMPANY**

To The

**SURFACE TRANSPORTATION BOARD**

For The

**Year Ended December 31, 2025**

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

(Name) Carrie Powers (Title) Vice President, Controller, and Chief Accounting Officer

(Telephone number) (402) 544-5565 (or contact David Ross at (402) 544-2013)

(Office address) 1400 Douglas Street - Stop 1780, 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 borders on the schedules represent data that are captured by the Board.

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

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

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

**A. SCHEDULES OMITTED BY RESPONDENT**

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

Page	Schedule No.	Title
81 82 84 85 86 87 94 96 102 103 104	PTC Supplement PTC 330 PTC 332 PTC 335 PTC 352B PTC 410 PTC 700 PTC 710 PTC 710S PTC 720 PTC Grants	<div style="border: 1px solid black; padding: 10px; width: fit-content; margin: auto;">                     PTC Supplement omitted from 2025 R-1 report per EP 706_1                 </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 the exact name of the respondent in full. Use the words "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between railroad and railway. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification." If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Board, indicate such fact on line 1 below and list the consolidated group on page 4.
2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, also give date when such receivership or other possession began. If a partnership, give date of formation and also names in full of present partners.
3. State the occasion for the reorganization, whether by reason of foreclosure of mortgage or otherwise, according to the fact. Give date of organization of original corporation and refer to laws under which organized.

1. Exact Name of common carrier making this report: 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 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:

### 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, 2026.
- No annual report to stockholders is prepared.

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

**C. VOTING POWERS AND ELECTIONS**

1. 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.
2. State whether or not each share of stock has the right to one vote; if not, give particulars in a footnote.  Yes  No
3. Are voting rights proportional to holdings?  Yes  No. If no, state in a footnote the relationship between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stock?  Yes  No. If yes, name in a footnote each security, other than stock, to which voting rights are attached (as of the close of the year), and state in detail the relationship between holdings and corresponding voting rights, indicating whether voting rights are actual or contingent and, if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method?  Yes  No. If yes, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing: N/A
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year - 4,853 votes, as of 12/31/2025.
8. State the total number of stockholders of record, as of the date shown in answer to Inquiry 7. One stockholder.
9. Give the names of 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of the list of stockholders of the respondent (if within 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 Stock			Line No.
				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							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

**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 19, 2026
12. Give the place of such meeting: Virtual

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

Alton & Southern Railway	Southern Illinois and Missouri Bridge Company
Arkansas & Memphis Railway Bridge and Terminal Company	Southern Pacific International, Inc.
Central California Traction Company	Southern Pacific Land Corporation
Chicago Heights Terminal Transfer Railroad Company	Southern Pacific Motor Trucking Company
Chicago & Western Indiana Railroad Company	Southern Pacific Warehouse Company
Doniphan, Kensett & Searcy Railway Company	St. Joseph & Grand Island Railway Company
Donland Development Company	Standard Realty and Development Company
Ekanet, Inc.	Stonegate Park, Inc.
Loup Logistics Company	Texas City Terminal Railway Company
Mexican Pacific, LLC	Transborder Logistics I LLC
Midwestern Railroad Properties, Inc.	Transborder Logistics II LLC
Missouri Improvement Company	Transborder Rail Corporation
Montwood Corporation	Transportation Service Systems, Inc.
MRT Exploration Company	Union Pacific Railroad Company
Ogden Union Railway & Depot Company	Union Pacific Fruit Express Company
Pacific Fruit Express Company	Union Pacific Receivables, Inc.
Park Spring, Inc.	UPCA, LLC
Portland Terminal Railroad Company	WHL Dallas 45 Advisors, LLC
PS Technology, Inc.	WHL Dallas 45, LLC
QC North Moeur Road, LLC	Wisconsin Town Lot Company
Rio Grande Land Company	

**200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS**

(Dollars in Thousands)

Line No.	Cross Check	Account	Title  (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
<b>Current Assets</b>						
1		701	Cash	80,565	42,919	1
2		702	Temporary cash investments	55,821	45,888	2
3		703	Special deposits	7,247	1,341	3
4		704	Accounts receivable - Loan and notes	12,530	10,800	4
5		705	- Interline and other balances	87,578	90,242	5
6		706	- Customers	1,502,259	1,524,597	6
7		707	- Other	271,865	239,434	7
8		709, 708	- Accrued accounts receivables	235,292	337,581	8
9		708.5	- Receivables from affiliated companies			9
10		709.5	- Less: Allowance for uncollectible accounts	(3,552)	(5,570)	10
11		710,711,714	Working funds prepayments deferred income tax debits	106,019	84,815	11
12		712	Materials and supplies	786,495	768,591	12
13		713, 713.5, 713.6	Other Current Assets	10,249	16,507	13
14			<b>TOTAL CURRENT ASSETS</b>	<b>3,152,368</b>	<b>3,157,145</b>	<b>14</b>
<b>Other Assets</b>						
15		715, 716, 717	Special funds	0	0	15
16		721, 721.5	Investments and advances affiliated companies (Sch. 310 and 310A)	3,475,720	2,698,009	16
17		722, 723	Other investments and advances	0	0	17
18		737, 738	Property used in other than carrier operation (Less Depreciation) 2025 - \$12,370 ; 2024 - \$12,094	346,130	355,796	18
19		739, 741	Other assets	2,567,180	2,631,396	19
20		743	Other deferred debits	23,615	25,305	20
21		744	Accumulated deferred income tax debits	0	0	21
22			<b>TOTAL OTHER ASSETS</b>	<b>6,412,645</b>	<b>5,710,506</b>	<b>22</b>
<b>ROAD AND EQUIPMENT</b>						
23		731, 732	Road (Sch. 330) L-30 Col h & b	68,785,905	67,015,989	23
24		731, 732	Equipment (Sch 330) L-39 Col h & b	15,639,670	15,085,110	24
25		731, 732	Unallocated items	1,456,416	1,211,765	25
26		733, 735	Accumulated depreciation and amortization (Sch. 335, 342)	(28,790,260)	(27,513,007)	26
27			<b>Net Road and Equipment</b>	<b>57,091,731</b>	<b>55,799,857</b>	<b>27</b>
28	*		<b>Total Assets</b>	<b>66,656,744</b>	<b>64,667,508</b>	<b>28</b>

NOTES AND REMARKS

**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			
29		751	Loans and notes payable			29
30		752	Accounts payable: interline and other balances	25,163	24,357	30
31		753	Audited accounts and wages	182,123	236,147	31
32		754	Other accounts payable	40,157	41,255	32
33		755, 756	Interest and dividends payable	5,615	5,638	33
34		757	Payables to affiliated companies			34
35		759	Accrued accounts payable	2,059,897	2,048,231	35
36		760, 761, 761.5, 762	Taxes accrued	596,842	670,786	36
37		763, 763.5, 763.6	Other Current Liabilities	272,994	356,789	37
38		764	Equipment obligations and other long-term debt due within one year	370,141	75,022	38
39			<b>TOTAL CURRENT LIABILITIES</b>	<b>3,552,932</b>	<b>3,458,225</b>	<b>39</b>
			Non-Current Liabilities			
40		765, 767	Funded debt unmatured	0	0	40
41		766	Equipment obligations	360,332	693,021	41
42		766.5	Capitalized lease obligations	65,629	71,577	42
43		768	Debt in default			43
44		769	Accounts payable: affiliated companies	0	0	44
45		770.1, 770.2	Unamortized debt premium	(1,176)	(1,420)	45
46		781	Interest in default			46
47		783	Deferred revenues - transfers from govt. authorities			47
48		786	Accumulated deferred income tax credits	12,567,182	12,296,744	48
49		771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	2,452,086	2,601,909	49
50			<b>TOTAL NON-CURRENT LIABILITIES</b>	<b>15,444,052</b>	<b>15,661,831</b>	<b>50</b>
			Shareholders' Equity			
51		791, 792	Total capital stock	49	49	51
52			Common stock	49	49	52
53			Preferred stock			53
54		793	Discount on capital stock			54
55		794, 795	Additional capital	4,786,377	4,786,377	55
56		797	Retained earnings: Appropriated			56
57		798	Unappropriated	43,285,244	41,243,450	57
58		798.5	Less treasury stock			58
59		799	Accumulated Other Comprehensive Income or (loss)	(411,910)	(482,424)	59
60			Total stockholders equity	47,659,760	45,547,452	60
61			Noncontrolling interest			61
62			Total equity (Lines 60 + 61)	47,659,760	45,547,452	62
63			Total Liabilities & Shareholders' Equity	66,656,744	64,667,508	63

NOTES AND REMARKS

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

(Dollars in Thousands)

The notes listed below are provided to disclose supplementary information on matters which have an important effect on the financial condition of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the word "none"; and in addition thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the character commonly disclosed in financial statements under generally accepted accounting 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 funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts. \$0.
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 12 beginning 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 12 beginning on page 9.
- (c) Is any part of pension plan funded? Specify. Yes  No \_\_\_  
(i) If funding is by insurance, give name of insuring company Not Applicable.  
If funding is by trust agreement, list trustee(s). State Street Bank and Trust Company  
Date of trust agreement or latest amendment. September 1, 2023  
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 Note 12 beginning 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   
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  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  No \_\_\_ See Note 18 on page 15C.
5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$16,030,533.  
(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.

Continued on following page

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

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

Disclose the nature and amount of contingency that is material.

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

SEE NOTE 14 ON PAGE 15.

(a) Changes in valuation accounts.

8. Marketable equity securities

UPRR has no marketable equity securities.

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

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

	Gains	Losses
Current		
Noncurrent		

(c) A net unrealized gain (loss) of \$ \_\_\_\_\_ on the sale of marketable securities was included in net income for \_\_\_\_\_ (year)  
The cost of securities was based on the \_\_\_\_\_ (method) cost of all the shares of each security held at time of sale.

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

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

All stock is owned by the parent company Union Pacific Corporation. Please reference schedule "C" for details.

## 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” means the Comparative Statements of Financial Position, Results of Operations, Retained Earnings, and Cash Flows as well as the supplement notes and schedules included in the Class 1 Railroad Annual Report R-1.

**9. Accounting Pronouncements**

In September 2025, the FASB issued Accounting Standards Update No. (ASU) 2025-06, *Intangibles - Goodwill and Other - Internal-Use Software (Subtopic 350-40): Targeted Improvements to the Accounting for Internal-Use Software*, which details the criteria for capitalization of internal-use software costs. The ASU is effective for fiscal years beginning after December 15, 2027, and interim periods within those fiscal years, may be adopted on a prospective, modified, or retrospective transition approach, and early adoption is permitted. The Company is currently evaluating the effect that the new guidance will have on our consolidated financial statements and related disclosures.

In December 2025, the FASB issued ASU 2025-10, *Government Grants (Topic 832): Accounting for Government Grants Received by Business Entities*, which provides recognition, measurement, and presentation authoritative guidance for grants received by a business entity from a government. The ASU is effective for fiscal years beginning after December 15, 2028, and interim reporting periods within those fiscal years, may be adopted on a modified prospective, modified retrospective, or retrospective approach, and early adoption is permitted. The Company is currently evaluating the effect that the new guidance will have on our consolidated financial statements and related disclosures.

**10. Transactions with Affiliates**

We had working capital deficits of \$401 million and \$301 million at December 31, 2025 and 2024, respectively. Our working capital relates to UPC's management of our cash position. As part of UPC's cash management activities, we advance excess cash to UPC after satisfying all of our obligations. 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 lendings and borrowings in the Consolidated Statements of Financial Position.

In 2025, we declared and paid total cash dividends that approximated the net intercompany borrowings with UPC in the current year. We may continue to declare and pay cash dividends to UPC that approximate intercompany borrowings; however, there is no formal requirement to do so. Dividend declarations between us and UPC are determined solely by our Board of Directors.

**Intercompany transactions** – In December of 2008, UPC established a borrowing limit based on our borrowing capacity and UPC implemented a market based interest rate. The current annual rate effective through June 2026 is 4.9% for borrowings either to or from UPC. The annual rate was 5.2% for borrowings either to or from UPC from July 2024 through June 2025. The annual rate was 5.0% for borrowings either to or from UPC from July 2023 through June 2024. Interest accrues quarterly and is payable quarterly. Although payable on demand, we do not expect a payment from UPC within 12 months, or in the event of borrowing from UPC, 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. At December 31, 2025 and 2024, the Company had intercompany lendings/(borrowings) to/(from) UPC of \$1 billion and \$375 million, respectively.

**Related party transactions** – We and other North American railroad companies jointly own TTX Company (TTX). We have a 37.03% economic interest in TTX while the other North American railroads own the remaining interest. In accordance with ASC 323 *Investments – Equity Method and Joint Venture*, we apply the equity method of accounting to our investment in TTX.

TTX is a rail car pooling company that owns rail cars and intermodal wells to serve North America's railroads. TTX assists railroads in meeting the needs of their customers by providing rail cars in an efficient, pooled environment. All railroads may utilize TTX rail cars through car hire by renting rail cars at stated rates.

We had \$2.0 billion and \$1.9 billion recognized as investments related to TTX in our Consolidated Statements of Financial Position as of December 31, 2025 and 2024, respectively. TTX car hire expense of \$447 million in 2025, \$432 million in 2024, and \$399 million in 2023 are included in equipment and other rents. In addition, we had accounts payable to TTX of \$72 million and \$70 million at December 31, 2025 and 2024, respectively.

**11. Financial Instruments**

**Fair value of financial instruments** – The fair value of our short- and long-term debt was estimated using a market value price model, which utilizes applicable U.S. Treasury rates along with current market quotes on comparable debt securities. All of the inputs used to determine the fair market value of the Company's debts are Level 2 inputs and obtained from an independent source. At December 31, 2025, the fair value of total debt was \$793 million, approximately \$2 million less than the carrying value. At December 31, 2024, the fair value of total debt was \$815 million, approximately \$24 million less than the carrying value. The fair value of the Company's debt is a measure of its current value under present market conditions. The fair value of intercompany lendings to UPC approximates carrying value. The fair value of our cash equivalents approximates their carrying value due to the short-term maturities of these instruments.

**12. Retirement Plans****Pension benefits**

We provide defined benefit retirement income to eligible non-union employees through 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. Non-union employees hired on or after January 1, 2018, are no longer eligible for pension benefits, but are eligible for an enhanced 401(k) benefit as described below in other retirement programs.

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

## NOTES TO FINANCIAL STATEMENTS

**Funded status**

We are required by GAAP to separately recognize the overfunded or underfunded status of our pension plans as an asset or liability. The funded status represents the difference between the projected benefit obligation (PBO) and the fair value of the plan assets. Our non-qualified (supplemental) pension plan is unfunded by design. The PBO of the pension plans is the present value of benefits earned to date by plan participants, including the effect of assumed future compensation 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>	2025	2024
<b>Projected benefit obligation</b>		
Projected benefit obligation at beginning of year	\$ 3,513	\$ 3,880
Service cost	41	52
Interest cost	179	186
Actuarial loss/(gain)	(41)	(269)
Gross benefits paid	(417)	(336)
Projected benefit obligation at end of year	\$ 3,275	\$ 3,513
<b>Plan assets</b>		
Fair value of plan assets at beginning of year	\$ 4,068	\$ 4,400
Actual return/(loss) on plan assets	294	(28)
Non-qualified plan benefit contributions	33	32
Gross benefits paid	(417)	(336)
Fair value of plan assets at end of year	\$ 3,978	\$ 4,068
Funded status at end of year	\$ 703	\$ 555

The 2025 actuarial gains were insignificant. Actuarial gains that decrease the 2024 PBO were driven by an increase in discount rates from 5.00% to 5.61%.

Amounts recognized in the statement of financial position as of December 31, 2025 and 2024, consist of:

<i>Millions</i>	2025	2024
Noncurrent assets	\$ 1,083	\$ 950
Current liabilities	(32)	(32)
Noncurrent liabilities	(348)	(363)
Net amounts recognized at end of year	\$ 703	\$ 555

Pre-tax amounts recognized in accumulated other comprehensive income/loss consist of \$542 million and \$644 million net actuarial loss as of December 31, 2025 and 2024, respectively.

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

## NOTES TO FINANCIAL STATEMENTS

Pre-tax changes recognized in other comprehensive income/loss as of December 31, 2025, 2024, and 2023, were as follows:

<i>Millions</i>	2025	2024	2023
Net actuarial (loss)/gain	\$ 93	\$ (11)	\$ (159)
Amortization of:			
Actuarial loss	8	11	9
Total	\$ 101	\$ -	\$ (150)

*Underfunded accumulated benefit obligation* – The accumulated benefit obligation (ABO) is the present value of benefits earned to date, assuming no future compensation growth. The underfunded accumulated benefit obligation represents the difference between the ABO and the fair value of plan assets.

The following table discloses only the PBO, ABO, and fair value of plan assets for pension plans where the accumulated benefit obligation is in excess of the fair value of the plan assets as of December 31:

<b><i>Underfunded accumulated benefit obligation</i></b>			
<i>Millions</i>	2025	2024	
Projected benefit obligation	\$ 380	\$ 395	
Accumulated benefit obligation	\$ 376	\$ 389	
Fair value of plan assets	-	-	
Underfunded accumulated benefit obligation	\$ (376)	\$ (389)	

The ABO for all defined benefit pension plans was \$3.2 billion and \$3.3 billion at December 31, 2025 and 2024, respectively.

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

<i>Percentages</i>	2025	2024
Discount rate	5.53%	5.61%
Compensation increase	3.60%	4.00%

**Expense**

Pension expense is 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 5-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 in accumulated other comprehensive income/loss and, if necessary, amortized as pension expense.

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

<i>Millions</i>	2025	2024	2023
Service cost	\$ 41	\$ 52	\$ 52
Interest cost	179	186	187
Expected return on plan assets	(242)	(252)	(248)
Amortization of actuarial loss	8	11	9
Net periodic pension (benefit)/cost	\$ (14)	\$ (3)	\$ -

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

## NOTES TO FINANCIAL STATEMENTS

*Assumptions* – The weighted-average actuarial assumptions used to determine expense were as follows:

<i>Percentages</i>	2025	2024	2023
Discount rate for interest on benefit obligations	5.32%	4.91%	5.14%
Discount rate for service cost	5.75%	5.05%	5.19%
Discount rate for interest on service cost	5.68%	5.02%	5.21%
Expected return on plan assets	5.25%	5.25%	5.25%
Compensation increase	3.90%	4.00%	4.10%

We measure the service cost and interest cost components of our net periodic pension benefit/cost by using individual spot discount rates matched with separate cash flows for each future year. The discount rates were based on a yield curve of high-quality corporate bonds. 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.

**Cash contributions**

The following table details UPC's cash contributions, if any, for the qualified and non-qualified (supplemental) pension plans:

<i>Millions</i>	Qualified	Non-qualified
2025	\$ -	\$ 33
2024	-	32

UPC's 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.

The non-qualified pension plan is not funded and is not subject to any minimum regulatory funding requirements. Benefit payments for each year represent supplemental pension payments. We anticipate our 2026 supplemental pension payments will be made from cash generated from operations.

**Benefit payments**

The following table details expected benefit payments for the years 2026 through 2035:

<i>Millions</i>	
2026	\$ 213
2027	213
2028	214
2029	215
2030	216
Years 2031 - 2035	1,104

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

## NOTES TO FINANCIAL STATEMENTS

**Asset allocation strategy**

UPC's pension plan asset allocation at December 31, 2025 and 2024, and target allocation for 2026, are as follows:

	Target allocation 2026	Percentage of plan assets December 31,	
		2025	2024
Equity securities	20% to 30%	23%	24%
Debt securities	70% to 80%	76	75
Real estate	0% to 2%	1	1
Total		100%	100%

The pension plan investments are held in a master trust. The investment strategy for pension plan assets is to maintain a broadly diversified portfolio designed to achieve our target average long-term rate of return of 5.25%. While we believe we can achieve a long-term average rate of return of 5.25%, 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 consulting firm. Actual asset allocations are monitored monthly, and rebalancing actions are executed at least quarterly, as needed.

The weighted average credit rating of the debt portfolio was AA- at both December 31, 2025 and 2024. 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 21 years and 22 years as of December 31, 2025 and 2024.

The investment of pension plan assets in securities issued by UPC is explicitly 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.

**Federal government securities** – Federal 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. Federal government securities are classified as Level 2 investments.

**Bonds and debentures** – Bonds and debentures consist of debt securities issued by U.S. and non-U.S. corporations as well as state and local governments. These assets are valued using a bid evaluation process with bid data provided by independent pricing sources. Corporate, state, and municipal bonds and 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. Most common shares are traded actively on exchanges and price quotes for these shares are readily available. Common stock is classified as a Level 1 investment. Preferred shares included in this category are valued using a bid evaluation process with bid data provided by independent pricing sources. Preferred stock is classified as a Level 2 investment.

**Venture capital and buyout partnerships** – This investment category is comprised of interests in limited partnerships that invest primarily 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. The fair value recorded by the master trust is calculated using each partnership's net asset value (NAV).

**Real estate funds** – The plan's real estate investments are primarily interests in private real estate investment trusts, partnerships, limited liability companies, and similar structures. Valuations for the holdings in this category are not based on readily observable inputs and are primarily derived from property appraisals. The fair value recorded by the master trust is calculated using the NAV for each investment.

**Collective trust and other funds** – Collective trust and other funds are comprised of shares or units in commingled funds and limited liability companies that are not publicly traded. The underlying assets in these entities (global stock funds and short-term investment funds) are publicly traded on exchanges and price quotes for the assets held by these funds are readily available. The fair value recorded by the master trust is calculated using NAV for each investment.

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

## NOTES TO FINANCIAL STATEMENTS

**Collective trust and other funds** – Collective trust and other funds are comprised of shares or units in commingled funds and limited liability companies that are not publicly traded. The underlying assets in these entities (global stock funds and short-term investment funds) are publicly traded on exchanges and price quotes for the assets held by these funds are readily available. The fair value recorded by the master trust is calculated using NAV for each investment.

As of December 31, 2025, 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 at fair value:</b>				
Federal government securities	-	1,471	-	1,471
Bonds and debentures	-	1,492	-	1,492
Corporate stock	235	2	-	237
<b>Total plan assets at fair value</b>	<b>\$ 235</b>	<b>\$ 2,965</b>	<b>\$ -</b>	<b>\$ 3,200</b>
<b>Plan assets at NAV:</b>				
Venture capital and buyout partnerships				413
Real estate funds				20
Collective trust and other funds				306
<b>Total plan assets at NAV</b>			<b>\$</b>	<b>739</b>
<b>Other assets/(liabilities) [a]</b>				<b>39</b>
<b>Total plan assets</b>			<b>\$</b>	<b>3,978</b>

As of December 31, 2024, 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 at fair value:</b>				
Federal government securities	-	1,448	-	1,448
Bonds and debentures	-	1,512	-	1,512
Corporate stock	220	6	-	226
<b>Total plan assets at fair value</b>	<b>\$ 220</b>	<b>\$ 2,966</b>	<b>\$ -</b>	<b>\$ 3,186</b>
<b>Plan assets at NAV:</b>				
Venture capital and buyout partnerships				446
Real estate funds				26
Collective trust and other funds				370
<b>Total plan assets at NAV</b>			<b>\$</b>	<b>842</b>
<b>Other assets/(liabilities) [a]</b>				<b>40</b>
<b>Total plan assets</b>			<b>\$</b>	<b>4,068</b>

[a] Includes accrued receivables, net payables, and pending broker settlements.

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

## NOTES TO FINANCIAL STATEMENTS

The master trust's investments in limited partnerships and similar structures (used to invest in private equity and real estate) are valued at fair value based on their proportionate share of the partnerships' fair value as recorded in the limited partnerships' audited financial statements. The limited partnerships allocate gains, losses, and expenses to the partners based on the ownership percentage as described in the partnership agreements.

**Other retirement programs**

**Other post-retirement benefits (OPEB)** – We provide medical benefits for eligible retirees hired before January 1, 2004. These benefits are funded as medical claims are paid. In 2025, we completed a buyout of life insurance benefits for eligible retirees hired before January 1, 2024. OPEB expense is determined based upon the annual service cost of benefits and the interest cost on those liabilities plus amortization of net (gain)/loss amounts offset by amortization of prior service credits recorded in AOCI. Our OPEB liability was \$84 million and \$104 million at December 31, 2025 and 2024, respectively. The liability is based on discount rate assumptions of 5.42% and 5.53% at December 31, 2025 and 2024, respectively. OPEB net periodic (benefit)/cost was (\$2) million in 2025, (\$5) million in 2024, and (\$7) million in 2023.

**401(k)/Thrift plan** – For non-union employees hired prior to January 1, 2018, and eligible union employees for whom we make matching contributions, we provide a defined contribution plan (401(k)/thrift plan). We match 50% for each dollar contributed by employees up to the first 6% of compensation contributed. For non-union employees hired on or after January 1, 2018, we match 100% for each dollar, up to the first 6% of compensation contributed, in addition to contributing an annual amount of 3% of the employee's annual base salary. Our plan contributions were \$29 million in 2025, \$28 million in 2024, and \$27 million in 2023.

**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 \$681 million in 2025, \$671 million in 2024, and \$711 million in 2023.

**Collective bargaining agreements** – Under collective bargaining agreements, we participate in multi-employer benefit plans that provide certain post retirement health care and life insurance benefits for eligible union employees. Premiums paid under these plans are expensed as incurred and amounted to \$9 million in 2025, \$12 million in 2024, and \$16 million in 2023.

**13. 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 and Common Stock. 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. Accordingly, there is no market for our capital stock.

**14. 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. We have recorded a liability where asserted and unasserted claims are considered probable and where such claims can be reasonably estimated. We currently 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.

In December 2019, we received a putative class action complaint under the Illinois Biometric Information Privacy Act, alleging violation due to the use of a finger scan system developed and managed by third parties. While we believe that we have strong defenses to the claims made in the complaint and will vigorously defend ourselves, there is no assurance regarding the ultimate outcome. The outcome of this litigation is inherently uncertain, and we cannot reasonably estimate any loss or range of loss that may arise from this matter.

**Personal injury** – 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.

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 \$413 million to \$530 million. We record an accrual at the low end of the range as no amount of loss within the range is more probable than any other. Estimates can vary over time due to evolving trends in litigation.

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

## NOTES TO FINANCIAL STATEMENTS

Our personal injury liability activity was as follows:

<i>Millions</i>	2025	2024	2023
Beginning balance	\$ 379	\$ 383	\$ 361
Current year accruals	123	121	112
Changes in estimates for prior years	17	(14)	89
Payments	(106)	(111)	(179)
Ending balance at December 31	\$ 413	\$ 379	\$ 383
Current portion, ending balance at December 31	\$ 93	\$ 106	\$ 113

**Environmental costs** – We are subject to federal, state, and local environmental laws and regulations. We have identified 343 sites where we are or may be liable for remediation costs associated with alleged contamination or for violations of environmental requirements. This includes 29 sites that are the subject of actions taken by the U.S. government, including 17 that 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.

Our environmental liability activity was as follows:

<i>Millions</i>	2025	2024	2023
Beginning balance	\$ 268	\$ 245	\$ 253
Accruals	70	129	99
Payments	(79)	(106)	(107)
Ending balance at December 31	\$ 259	\$ 268	\$ 245
Current portion, ending balance at December 31	\$ 62	\$ 83	\$ 91

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.

**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

**15. Accounts Receivable**

Accounts receivable include freight and other receivables reduced by an allowance for doubtful accounts. At December 31, 2025 and 2024, our accounts receivable were reduced by \$4 million and \$6 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, 2025 and 2024, receivables classified as other assets were reduced by allowances of \$64 million and \$69 million, respectively.

**Receivables securitization facility** – On July 28, 2025, the Railroad completed the renewal of the receivables securitization facility (the Receivables Facility). The new \$600 million, 3-year facility replaces the prior \$800 million facility and will mature in July 2028. Under the Receivables Facility, the Railroad sells most of its eligible third-party receivables to Union Pacific Receivables, Inc. (UPRI), a consolidated, wholly-owned, bankruptcy-remote subsidiary that may subsequently transfer, without recourse, an undivided interest in accounts receivable to investors. The investors have no recourse to the Railroad's other assets except for customary warranty and indemnity claims. Creditors of the Railroad do not have recourse to the assets of UPRI.

The amount recorded under the Receivables Facility was \$0 at both December 31, 2025 and 2024. During the year ended December 31, 2025, we issued \$0 and repaid \$0 under the Receivables Facility. The Receivables Facility was supported by \$1.5 billion and \$1.6 billion of accounts receivable as collateral at December 31, 2025 and 2024, respectively, which, as a retained interest, is included in accounts receivable, net.

The outstanding amount the Railroad maintains under the Receivables Facility may fluctuate based on current cash needs. The maximum allowed under the Receivables Facility is \$600 million with availability directly impacted by eligible receivables, business volumes, and credit risks, including receivables payment quality measures such as default and dilution ratios. If default or dilution ratios increase one percent, the allowable outstanding amount under the Receivables Facility would not materially change.

The costs of the Receivables Facility include interest, which will vary based on prevailing benchmark and commercial paper rates, program fees paid to participating banks, commercial paper issuance costs, and fees of participating banks for unused commitment availability. The costs of the Receivables Facility are included in interest expense and were \$3 million, \$8 million, and \$9 million for 2025, 2024, and 2023, respectively.

**16. Leases**

We lease certain locomotives, freight cars, and other property for use in our rail operations.

The following are details related to our lease portfolio as of December 31:

		2025	2024
<b>Assets</b>			
Operating leases	Operating lease assets	\$ 1,008	\$ 1,266
Finance leases	Properties, net [a]	185	171
<b>Total leased assets</b>		<b>\$ 1,193</b>	<b>\$ 1,437</b>
<b>Liabilities</b>			
Current			
Operating	Accounts payable and other current liabilities	\$ 267	\$ 343
Finance	Third-party debt due within one year	39	37
Noncurrent			
Operating	Operating lease liabilities	712	897
Finance	Third-party debt due after one year	66	72
<b>Total lease liabilities</b>		<b>\$ 1,084</b>	<b>\$ 1,349</b>

[a] Finance lease assets are recorded net of accumulated amortization of \$455 million and \$472 million as of December 31, 2025 and 2024, respectively.

The following table presents the classification of lease cost components for the year ended December 31:

	2025	2024
Operating lease cost [a]	\$ 301	\$ 336
Short-term lease cost	23	24
Variable lease cost	39	37
Finance lease cost		
Amortization of leased assets [b]	28	31
Interest on lease liabilities [c]	5	5
<b>Net lease cost</b>	<b>\$ 396</b>	<b>\$ 433</b>

[a] Operating lease cost is primarily reported in equipment and other rents

[b] Amortization of leased assets is reported in depreciation

[c] Interest on lease liabilities is reported in interest expense

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

## NOTES TO FINANCIAL STATEMENTS

The following table presents aggregate lease maturities as of December 31, 2025:

<i>Millions</i>	<i>Operating leases</i>	<i>Finance leases</i>	<i>Total</i>
2026	\$ 272	\$ 42	\$ 314
2027	233	37	270
2028	186	14	200
2029	117	21	138
2030	115	-	115
After 2030	168	-	168
Total lease payments	\$ 1,091	\$ 114	\$ 1,205
Less: Interest	117	9	126
Present value of lease liabilities	\$ 974	\$ 105	\$ 1,079

The following table presents the weighted average remaining lease term and discount rate as of December 31:

	2025
Weighted-average remaining lease term (years)	
Operating leases	5.4
Finance leases	2.6
Weighted-average discount rate (%)	
Operating leases	3.9
Finance leases	4.5

The following table presents other information related to our operating and finance leases for the years ended December 31:

<i>Millions</i>	2025	2024
Cash paid for amounts included in the measurement of lease liabilities		
Operating cash flows from operating leases	\$ 306	\$ 315
Investing cash flows from operating leases	32	32
Operating cash flows from finance leases	4	6
Financing cash flows from finance leases	36	47
Leased assets obtained in exchange for operating lease liabilities	\$ 198	\$ 119

### 17. Employee Stock Purchase Plan (ESPP)

Employee and Company contributions are used to issue treasury shares the month after employee contributions are withheld based on the settlement date closing price. Effective with the June 10, 2025, purchase (for employee services rendered in May 2025), the Company match was changed from 40% to 20% of the amount contributed by the employee up to a maximum employee contribution of 5% of monthly salary (limited to \$15,000 annually). We expense the Company contributions in the month the employee services were rendered (i.e., the month the employee contributions were withheld).

### 18. 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.

**210. RESULTS OF OPERATIONS**

(Dollars in Thousands)

- |   |   |  |
|---|---|--|
| <p>1 Disclose requested information for respondent pertaining to results of operations for the year.</p> <p>2 Report total operating expenses from Sched. 410. Any differences between this schedule and Sched. 410 must be explained on page 18.</p> <p>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.</p> <p>4 All contra entries should be shown in parenthesis.</p> | <p><u>Schedule 210</u><br/>Line 15, col b<br/>Lines 47,48,49 col b<br/>Line 50, col b</p> <p>Line 14, col b<br/>Line 14, col d<br/>Line 14, col e</p> | <p><u>Schedule 210</u><br/>= Line 66, col b<br/>= Line 67, col b<br/>= Line 68, col b</p> <p><u>Schedule 410</u><br/>= Line 620, col h<br/>= Line 620, col f<br/>= Line 620, col g</p> |
|---|---|--|

Line No.	Cross Check	Item	Amount for current year	Amount for preceding year	Freight-related revenue & expenses	Passenger-related revenue & expenses	Line No.
		(a)	(b)	(c)	(d)	(e)	
		<b>ORDINARY ITEMS</b>					
		<b>OPERATING INCOME</b>					
		Railway Operating Income					
1		(101) Freight	23,219,904	22,811,127	23,219,904		1
2		(102) Passenger	67,131	62,267		67,131	2
3		(103) Passenger-related	205	34		205	3
4		(104) Switching	253,828	244,524	253,828		4
5		(105) Water transfers	28,291	28,166	28,291		5
6		(106) Demurrage	207,105	188,553	207,105		6
7		(110) Incidental	590,137	695,208	590,137		7
8		(121) Joint facility - credit	22,712	28,325	22,712		8
9		(122) Joint facility - debit					9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	24,389,313	24,058,204	24,321,977	67,336	10
11		(502) Railway operating revenues - transfers from government authorities	53,478	130,767		53,478	11
12		(503) Railway operating revenues - amortization of deferred transfers from government authorities					12
13		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	<b>24,442,791</b>	<b>24,188,971</b>	<b>24,321,977</b>	<b>120,814</b>	<b>13</b>
14	*	(531) Railway operating expenses	14,765,726	14,747,386	14,646,495	119,231	14
15	*	Net revenue from railway operations	9,677,065	9,441,585	9,675,482	1,583	15
		<b>OTHER INCOME</b>					
16		(506) Revenue from property used in other than carrier operations	47,784	47,617			16
17		(510) Miscellaneous rent income	223,378	211,512			17
18		(512) Separately operated properties - profit					18
19		(513) Dividend income (cost method)	67,926	99,094			19
20		(514) Interest income	173,096	7,268			20
21		(516) Income from sinking and other funds					21
22		(517) Release of premiums on funded debt					22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	318,724	37,506			24
25		Income from affiliated companies: 519					
		a. Dividends (equity method)	5,000	899			25
26		b. Equity in undistributed earnings (losses)	82,536	93,459			26
27		<b>TOTAL OTHER INCOME (lines 16-26)</b>	<b>918,444</b>	<b>497,355</b>			<b>27</b>
28		<b>TOTAL INCOME (lines 15, 27)</b>	<b>10,595,509</b>	<b>9,938,940</b>			<b>28</b>
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>					
29		(534) Expenses of property used in other than carrier operations	25,326	24,466			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	1,770	(21,678)			34
35		(553) Uncollectible accounts					35
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS</b>	<b>27,096</b>	<b>2,788</b>			<b>36</b>
37		Income available for fixed charges	10,568,413	9,936,152			37

<b>210. RESULTS OF OPERATIONS - (Concluded)</b>					
(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	12,734	28,855	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	0	68,895	40
41		(548) Amortization of discount on funded debt	1,010	1,061	41
42		TOTAL FIXED CHARGES (lines 38 through 41)	13,744	98,811	42
43		Income after fixed charges (line 37 minus line 42)	10,554,669	9,837,341	43
<b>OTHER DEDUCTIONS</b>					
44		(546) Interest on funded debt:			
		(c) Contingent interest	0	0	44
<b>UNUSUAL OR INFREQUENT ITEMS</b>					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before inc. taxes)	10,554,669	9,837,341	46
<b>PROVISIONS FOR INCOME TAXES</b>					
47	*	(556) Income taxes on ordinary income:			
		(a) Federal income taxes	1,785,622	2,017,763	47
48	*	(b) State income taxes	382,315	428,902	48
49	*	(c) Other income taxes	(1,698)	1,799	49
50	*	(557) Provision for deferred taxes	246,636	9,144	50
51		TOTAL PROVISION FOR INCOME TAXES (lines 47 through 52)	2,412,875	2,457,608	51
52		Income from continuing operations (line 46 minus line 51)	8,141,794	7,379,733	52
<b>DISCONTINUED OPERATIONS</b>					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$_____)	N/A	N/A	53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$_____)			54
55		Income before extraordinary items (lines 52 through 54)	8,141,794	7,379,733	55
<b>EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>					
56		(570) Extraordinary items (Net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes - Extraordinary items			58
59		TOTAL EXTRAORDINARY ITEMS (lines 56 through 58)			59
60		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$_____)			60
61	*	Net income (Loss) (lines 55 + 59 + 60)	8,141,794	7,379,733	61
62		Less: Net Income attributable to non-controlling interest			62
63		Net Income attributable to reporting railroad	8,141,794	7,379,733	63
64		Basic Earnings Per Share	N/A	N/A	64
65		Diluted Earnings Per Share	N/A	N/A	65
<b>RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)</b>					
66	*	Net revenues from railway operations	9,677,065	9,441,585	66
67	*	(556) Income taxes on ordinary income (-)	(2,166,239)	(2,448,464)	67
68	*	(557) Provision for deferred income taxes (-)	(246,636)	(9,144)	68
69		Income from lease of road and equipment (-)			69
70		Rent for leased roads and equipment (+)			70
71		Net railway operating income (loss)	7,264,190	6,983,977	71

Note: Line 49 reflects current foreign income taxes and unrecognized tax benefits expense.

**NOTES AND REMARKS**

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**210A. CONSOLIDATED STATEMENTS OF COMPREHENSIVE INCOME**

(Dollars in Thousands)

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

Cross-Checks

Schedule 210Schedule 210 A

Line 61, col b

= Line 1, col b

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

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

4. All contra entries should be shown in parenthesis.

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
1		Net Income	8,141,794	7,379,733	1
2		Other Comprehensive Income, net of tax: Foreign currency translation adjustments	-	-	2
3		Unrealized gains on securities: Unrealized holding gains arising during period			3
4		Less: reclassification adjustment for gains included in net income			4
5		Defined benefit pension plans: Prior service cost arising during period	-	-	5
6		Net loss arising during period	71,245	(13,987)	6
7		Less: amortization of prior service cost included in net periodic pension cost	(10,757)	(10,795)	7
8		Other Comprehensive Income (Loss)	10,026	10,830	8
9		Comprehensive Income (Loss)	8,212,308	7,365,781	9
10		Less: comprehensive income attributable to noncontrolling interest			10
11		Comprehensive Income attributable to reporting railroad (Loss)	8,212,308	7,365,781	11

Notes:

**220. RETAINED EARNINGS**

(Dollars in Thousands)

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

Line No.	Cross Check	Item (a)	Retained Earnings - Unappropriated (b)	Equity in Undistributed Earnings (Losses) of Affiliated Companies (c)	Line No.
1		Balances at beginning of year	39,164,510	2,078,940	1
2		(601.5) Prior period adjustments to beginning retained earnings			2
		CREDITS			
3		(602) Credit balance transferred from income	8,059,258	82,536	3
4		(603) Appropriations released	0		4
5		(606) Other credits to retained earnings			5
6		TOTAL CREDITS	8,059,258	82,536	6
		DEBITS			
7		(612) Debit balance transferred from income	0		7
8		(616) Other debits to retained earnings	0		8
9		(620) Appropriations for sinking and other funds	0		9
10		(621) Appropriations for other purposes	0		10
11		(623) Dividends: Common stock	6,100,000		11
12		Preferred stock (1)	0		12
13		TOTAL DEBITS	6,100,000	0	13
14		Net increase (decrease) during year (Line 6 minus line 13)	1,959,258	82,536	14
15		Balances at close of year (lines 1, 2, and 14)	41,123,768	2,161,476	15
16		Balances from line 15 (c)	2,161,476	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	43,285,244		17
18		(797) Total appropriated retained earnings:			18
19		Credits during year           0		N/A	19
20		Debits during year           0			20
21		Balance at close of year     0			21
22		Amount of assigned Federal income tax consequences			22
		Account 606   \$ _____			
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.

**240. STATEMENT OF CASH FLOWS**

(Dollars in Thousands)

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

**CASH FLOWS FROM OPERATING ACTIVITIES**

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

**RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES**

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
10		Income from continuing operations	8,141,794	7,379,733	10

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

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (b)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investments	(314,299)	(29,966)	11
12		Depreciation and amortization expenses	2,607,589	2,541,662	12
13		Net increase (decrease) in provision for Deferred Income Taxes	246,636	9,144	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	82,536	(93,459)	14
15		Decrease (increase) in accounts receivable	91,112	100,264	15
16		Decrease (increase) in material and supplies and other current assets	(32,850)	(22,035)	16
17		Increase (decrease) in current liabilities other than debt	(200,412)	64,903	17
18		Increase (decrease) in other - net	(195,484)	(166,014)	18
19		Net cash provided from continuing operations (lines 10 through 18)	10,426,622	9,784,232	19
20		Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items	0	0	20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20)	10,426,622	9,784,232	21

**CASH FLOWS FROM INVESTING ACTIVITIES**

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (b)	Line No.
22		Proceeds from sale of property	357,358	208,584	22
23		Capital expenditures	(3,788,179)	(3,448,617)	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	2,576	571	25
26		Purchase price of long-term investment and advances	(22,894)	(50,450)	26
27		Net decrease (increase) in sinking and other special funds	0	0	27
28		Other - net	(750,264)	(444,077)	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	(4,201,403)	(3,733,989)	29

(Continued on next page)

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

CASH FLOWS FROM FINANCING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
30		Proceeds from issuance of long-term debt	0	800,000	30
31		Principle payments of long-term debt	(77,614)	(887,355)	31
32		Proceeds from issuance of capital stock	0	0	32
33		Purchase price of acquiring treasury stock	0	0	33
34		Cash dividends paid	(6,100,000)	(4,471)	34
35		Other - net	(27)	(5,993,556)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(6,177,641)	(6,085,382)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36)	47,579	(35,139)	37
38		Cash and cash equivalents at beginning of the year	88,807	123,946	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	136,386	88,807	39
		Footnotes to Schedule Cash paid during the year for:			
40		Interest (net of amount capitalized) *	(59,000)	(51,000)	40
41		Income taxes (net) *	(2,176,000)	(2,489,000)	41

\* Only applies if indirect method is adopted

NOTES AND REMARKS

Non-cash capital investments accrued but not yet paid were \$131,000 and \$165,000 in 2025 and 2024, respectively.

**245. WORKING CAPITAL**  
**(Dollars in Thousands)**

- 1 This schedule should include only data pertaining to railway transportation services.  
2 Carry out calculations of lines 9, 10, 20, and 21 to the nearest whole number.

Line No.	Item (a)	Source	Amount (b)	Line No.
<b>CURRENT OPERATING ASSETS</b>				
1	Interline and other balances (705)	Sched. 200, line 5, col. b	87,578	1
2	Customers (706)	Sched. 200, line 6, col. b	1,502,259	2
3	Other (707)	Note A	95,018	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Lines 1 + 2 + 3	<b>1,684,855</b>	4
<b>OPERATING REVENUE</b>				
5	Railway operating revenue	Sched. 210, line 13, col. b	24,442,791	5
6	Rent income	Note B	227,938	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	<b>24,670,729</b>	7
8	Average daily operating revenues	Line 7 ÷ 360 days	68,530	8
9	Days of operating revenue in current operating assets	Line 4 ÷ line 8	25	9
10	Revenue delay days plus buffer	Line 9 + 15 days	40	10
<b>CURRENT OPERATING LIABILITIES</b>				
11	Interline and other balances (752)	Sched. 200, line 30, col. b	25,163	11
12	Audited accounts and wages payable (753)	Note A	182,123	12
13	Accounts payable - other (754)	Note A	40,157	13
14	Other taxes accrued (761.5)	Note A	436,402	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of lines 11 through 14	<b>683,844</b>	15
<b>OPERATING EXPENSES</b>				
16	Railway operating expenses	Sched. 210, line 14, col. b	14,765,726	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317 col h	2,607,589	17
18	Cash related operating expenses	Line 16 + line 6 - line 17	12,386,075	18
19	Average daily expenditures	Line 18 ÷ 360 days	34,406	19
20	Days of operating expenses in current operating liabilities	Line 15 ÷ line 19	20	20
21	Days of working capital required	Line 10 - line 20 (Note C)	20	21
22	Cash working capital required	Line 21 x line 19	688,120	22
23	Cash and temporary cash balance	Sched. 200, line 1 + line 2, col. b	136,386	23
24	Cash working capital allowed	Lesser of line 22 or line 23	136,386	24
<b>MATERIALS AND SUPPLIES</b>				
25	Total materials and supplies (712)	Note A	786,495	25
26	Scrap and obsolete material included in account 712	Note A	4,456	26
27	Materials and supplies held for common carrier purposes	Line 25 - line 26	782,039	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	<b>918,425</b>	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 - 29Companies Under Joint Control

<u>Company (UPRR Ownership)</u>	<u>Other Parties</u>	
Alameda Belt Line (50.00%)	BNSF (50.00%)	
Belt Railway of Chicago (8.33%)	NS (25.00%) BNSF (16.67%) CPKC (8.33%)	CSX (25.00%) CN (16.67%)
Brownsville & Matamoros Bridge Co. (50.00%)	Gobierno de Estados Unidos Mexicanos (50.00%)	
Grupo Ferroviario Mexicano (26.00%)	Mexican Consortium (74.00%)	
Houston Belt & Terminal Ry (50.00%)	BNSF (50.00%)	
Kansas City Terminal Ry Co. (41.67%)	BNSF (25.00%) CPKC (25.00%)	NS (8.33%)
Longview Switching Co (50.00%)	BNSF (50.00%)	
MT Properties, Inc. (42.10%)	BNSF (43.30%)	CPKC (14.60%)
Oakland Terminal Railway (50.00%)	BNSF (50.00%)	
Peoria and Pekin Union Railway (12.50%)	CN (46.86%)	NS (40.64%)
St. Joseph Terminal RR Co (50.00%)	BNSF (50.00%)	
Sunset Railway Co. (50.00%)	BNSF (50.00%)	
Terminal Railroad Association of St. Louis (42.84%)	BNSF (14.29%) CSX (14.29%)	CN (14.29%) NS (14.29%)
TTX (37.03%)	BNSF (17.41%) CN (3.16%) CPKC (2.21%) CSX (19.78%)	FXE (0.63%) NS (19.78%)
Wichita Union Terminal Railway Company (33.33%)	BNSF (66.67%)	

Wholly-owned companies that have a joint interest in subsidiaries

MeteorComm (Ekanet 25.00%)	BNSF (25.00%) CSX (25.00%)	NS (25.00%)
PTC-220 (Ekanet 14.29%)	BNSF (14.29%) CPKC (28.58%) NS (14.29%)	CN (14.29%) CSX (14.29%)
Railpulse (9.76%)	CPKC (9.76%) CSX (9.76%) NS (9.76%) Railroad Development Corporation (4.88%) Various other entities (36.56%)	G&W (9.76%) Watco (9.76%)

Wholly-owned non-US operations companies

Soluciones Logísticas Transfronterizas Mexicanas, S. de R.L. de C.V.

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

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

- |     |                                       |
|-----|---------------------------------------|
| (A) | Stocks                                |
| (1) | Carriers-active                       |
| (2) | Carriers-inactive                     |
| (3) | Noncarriers-active                    |
| (4) | Noncarriers-inactive                  |
| (B) | Bonds (including US government bonds) |
| (C) | Other secured obligations             |
| (D) | Unsecured notes                       |
| (E) | Investment advances                   |

3. The subclassification of classes (B), (C), (D), and (E) should be the same as those provided for class (A).
4. The kinds of industry represented by respondent's investments in the securities of other companies should be shown by symbol opposite the names of the issuing corporations. The symbols and industrial classifications are as follows:

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

**310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES**

(Dollars in Thousands)

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes, and investment advances of companies affiliated with respondent, from accounts 715 (sinking funds), 716 (capital funds), 721 (investments and advances affiliated companies), and 717 (other funds).
2. Entries in this schedule should be made in accordance with the definitions and general instructions given on page 25, classifying the investments by means of letters, figures, and symbols in columns (a), (b) and (c).
3. Indicate by means of an arbitrary mark in column (d) the obligation in support of which any security is pledged, mortgaged, or otherwise encumbered. Give names and other important particulars of such obligations in footnotes.
4. Give totals for each class and for each subclass and a grand total for each account.
5. Entries in column (d) should show date of maturity of bonds and other evidence of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially \_\_\_\_\_ to \_\_\_\_\_." Abbreviations in common use in standard financial publications may be used to conserve space.

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of Issuing Company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
1	721	A1	VII	<b>STOCKS - CARRIERS ACTIVE</b>		1
2						2
3				Alameda Belt Line	50.0	3
4				Belt Railway of Chicago	8.3	4
5				Brownsville & Matamoros Bridge Co.	50.0	5
6				Houston's Belt & Terminal Ry.	50.0	6
7				Kansas City Terminal Ry.	41.7	7
8				Longview Switching Co.	50.0	8
9				MT Properties, Inc.	42.1	9
10				Terminal Railroad Association of St. Louis	42.8	10
11				TTX	37.0	11
12				Sunset Railway	50.0	12
13				Grupo Ferroviano Mexicano	26.0	13
14						14
15						15
16	721	A3		<b>STOCKS - NONCARRIERS - ACTIVE</b>		16
17						17
18						18
19			X	PTC-220, LLC	14.3	19
20			X	MeteorComm, LLC	25.0	20
21			VI	AXA Financial Inc. (C)	0.0	21
22			VI	RailPulse	9.8	22
23						23
24				<b>TOTAL CLASS A</b>		24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35

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

(C) Less than 1%.

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

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

(Dollars in Thousands)

6. If any of the companies included in this schedule are controlled by respondent, the percent of control should be shown in column (e). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In case of joint control, give names of other parties and particulars of control.
7. If any advances reported are pledged, give particulars in a footnote.
8. Investments in companies in which neither the original cost or present equity in total assets are less than \$10,000 may be combined in 1 figure.
9. Also include investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis).
10. This schedule should not include securities issued or assumed by respondent.
11. For affiliates which do not report to the Surface Transportation Board and are jointly owned, give names and extent of control by other entities by footnotes.

Line No.	Investments and Advances				Disposed of: profit(loss) (j)	Adjustments 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	500			500				3
4	260			260				4
5	325			325				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	500			500				12
13	71,334			71,334				13
14								14
15								15
16								16
17								17
18	0			0				18
19	25,047	603		25,650				19
20	141,872	9,000		150,872				20
21	26			26				21
22	2,000			2,000				22
23								23
24	<b>381,696</b>	<b>9,603</b>	<b>0</b>	<b>391,299</b>				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

**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.
1						1
2	721	D3		<b>UNSECURED NOTES - NONCARRIERS - ACTIVE</b>		2
3						3
4			X	Union Pacific Corporation - Net		4
5			VII	Soluciones Logisticas Transfronterizas Mexicanas		5
6				<b>TOTAL CLASS D</b>		6
7						7
8						8
9	721	E1	VII	<b>INVESTMENT ADVANCES - CARRIERS - ACTIVE</b>		9
10						10
11						11
12				Houston Belt & Terminal Ry.		12
13				Kansas City Terminal Ry. Co.		13
14				Port Terminal Railroad Association		14
15				Wichita Terminal		15
16				Longview Switching		16
17						17
18						18
19						19
20						20
21				<b>TOTAL CLASS E</b>		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						45
46						46
47						47
48						48
49				<b>TOTAL ACCOUNT 721</b>		49

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)				
1								1
2								2
3								3
4	371,630	668,693	0	1,040,323				4
5	62,790	3,099	0	65,889				5
6	<b>434,420</b>	<b>671,792</b>	<b>0</b>	<b>1,106,212</b>				6
7								7
8								8
9								9
10								10
11								11
12	119,277	13,291	0	132,568				12
13	14,155	0	(2,575)	11,580				13
14	2,208	0	0	2,208				14
15	324	0	0	324				15
16	575	0	(1)	574				16
17								17
18								18
19								19
20								20
21	<b>136,539</b>	<b>13,291</b>	<b>(2,576)</b>	<b>147,254</b>				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								45
46								46
47								47
48								48
49	<b>952,655</b>	<b>694,686</b>	<b>(2,576)</b>	<b>1,644,765</b>				49

Note: Line 13 (h) reflects proportionate share of prior period accounting corrections at KCT impacting APIC and Retained Earnings

**310A. INVESTMENTS IN COMMON STOCK OF AFFILIATED COMPANIES**

(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustments for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
	<b>CARRIERS: (List specifics for each company)</b>							
1	Belt Ry. of Chicago	438	0	0			438	1
2	Brownsville & Matamoros Bridge Co.	5,070	24	(1,947)			3,147	2
3	Houston Belt & Terminal Rwy.	17,838	0	65			17,903	3
4	Kansas City Terminal Rwy.	8,438	188	5,025			13,651	4
5	MT Properties	1,605	0	179			1,784	5
6	Terminal RR Assn. of St. Louis	81,477	2,487	9,526			93,490	6
7	TTX	1,756,105	366	80,229			1,836,700	7
8	Sunset Railway	425	0	12			437	8
9								9
10								10
11								11
12	<b>TOTAL CARRIER</b>	<b>1,871,396</b>	<b>3,065</b>	<b>93,089</b>	<b>0</b>	<b>0</b>	<b>1,967,550</b>	12
13								13
14	<b>NONCARRIERS: (List specifics for each company)</b>							14
15								15
16	PTC-220, LLC	(7,360)		(519)			(7,879)	16
17	MeteorComm, LLC	(118,682)		(10,034)			(128,716)	17
18	<b>TOTAL NONCARRIER</b>	<b>(126,042)</b>	<b>0</b>	<b>(10,553)</b>	<b>0</b>	<b>0</b>	<b>(136,595)</b>	18
19								19
20								20
21								21
22								22
23								23
24								24
25								25
26								26
27	<b>TOTAL EQUITY</b>	<b>1,745,354</b>	<b>3,065</b>	<b>82,536</b>	<b>0</b>	<b>0</b>	<b>1,830,955</b>	27

**INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330**

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

**NOTES AND REMARKS**

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

(Dollars in Thousands)

Line No.	Cross No.	Account (a)	Balance at Beginning of year (b)	Expenditures during the year for original road & equipment & road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	5,055,554			1
2		(3) Grading	3,960,461			2
3		(4) Other right-of-way expenditures	213,197			3
4		(5) Tunnels and subways	355,873			4
5		(6) Bridges, trestles and culverts	5,675,132			5
6		(7) Elevated structures	0			6
7		(8) Ties	12,357,592			7
8		(9) Rail and other track material	19,280,393			8
9		(11) Ballast	6,495,094			9
10		(13) Fences, snowsheds and signs	171,210			10
11		(16) Station and office buildings	1,224,272			11
12		(17) Roadway buildings	30,960			12
13		(18) Water stations	8,864			13
14		(19) Fuel stations	408,119			14
15		(20) Shops and enginehouses	649,729			15
16		(22) Storage warehouses	1,003			16
17		(23) Wharves and docks	73,260			17
18		(24) Coal and ore wharves	898			18
19		(25) TOFC/COFC terminals	1,761,691			19
20		(26) Communications systems	820,660			20
21		(27) Signals and interlockers	5,324,376			21
22		(29) Power plants	0			22
23		(31) Power transmission systems	284,481			23
24		(35) Miscellaneous structures	20,250			24
25		(37) Roadway machines	1,288,967			25
26		(39) Public improvements - construction	1,347,331			26
27		(44) Shop machinery	206,622			27
28		(45) Power plant machinery	0			28
29		Other lease/rentals	0			29
30		TOTAL EXPENDITURES FOR ROAD	67,015,989	0	0	30
31		(52) Locomotives	9,517,023			31
32		(53) Freight train cars	3,001,899			32
33		(54) Passenger train cars	0			33
34		(55) Highway revenue equipment	360,907			34
35		(56) Floating equipment	0			35
36		(57) Work equipment	203,915			36
37		(58) Miscellaneous equipment	591,111			37
38		(59) Computer systems & word processing equipment	1,410,255			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	15,085,110	0	0	39
40		(76) Interest during construction	43,236			40
41		(80) Other elements of investment	0			41
42		(90) Construction work in progress	1,168,529			42
43		GRAND TOTAL	83,312,864	0	0	43

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

(Dollars in Thousands)

Line No.	Cross No.	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		45,910	6,653	39,257	5,094,811	1
2		117,731	26,897	90,834	4,051,295	2
3		6,596	2,123	4,473	217,670	3
4		2,090	2,715	(625)	355,248	4
5		273,435	51,395	222,040	5,897,172	5
6		0	0	0	0	6
7		595,871	174,352	421,519	12,779,111	7
8		707,743	243,568	464,175	19,744,568	8
9		216,055	66,321	149,734	6,644,828	9
10		5,766	709	5,057	176,267	10
11		50,795	16,093	34,702	1,258,974	11
12		0	0	0	30,960	12
13		0	0	0	8,864	13
14		15,033	3,882	11,151	419,270	14
15		4,710	875	3,835	653,564	15
16		4,328	0	4,328	5,331	16
17		3,491	0	3,491	76,751	17
18		0	0	0	898	18
19		52,878	12,575	40,303	1,801,994	19
20		36,531	33,217	3,314	823,974	20
21		254,336	122,640	131,696	5,456,072	21
22		0	0	0	0	22
23		8,033	1,589	6,444	290,925	23
24		0	0	0	20,250	24
25		111,335	17,946	93,389	1,382,356	25
26		64,385	23,632	40,753	1,388,084	26
27		2,500	2,454	46	206,668	27
28		0	0	0	0	28
29		0	0	0	0	29
30		2,579,552	809,636	1,769,916	68,785,905	30
31		794,969	386,262	408,707	9,925,730	31
32		142,936	73,825	69,111	3,071,010	32
33		0	0	0	0	33
34		18	1,467	(1,449)	359,458	34
35		0	0	0	0	35
36		24,406	309	24,097	228,012	36
37		79,972	9,584	70,388	661,499	37
38		102,327	118,621	(16,294)	1,393,961	38
39		1,144,628	590,068	554,560	15,639,670	39
40		0	0	0	43,236	40
41		0	0	0	0	41
42		244,651	0	244,651	1,413,180	42
43		3,968,831	1,399,704	2,569,127	85,881,991	43

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

(Dollars in Thousands)

- Show in columns (b) and (e), for each primary account, the depreciation base used to compute depreciation charges for the month of January, and in columns (c) and (f), the depreciation charges for the month of December. In columns (d) and (g) show the composite rates used in computing depreciation charges for December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December, and dividing that total by the total depreciation base for the same month. The depreciation base should not include cost of equipment used, but not owned, when the rents are included in rent for equipment and account nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment, accounts nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00., inclusive. Composite rates used should be those prescribed or authorized by the Board, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give particulars in a footnote.
- All leased property may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
- Show in columns (e), (f), and (g) data applicable to lessor property, when the rent therefore is included in accounts nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
- 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).
- Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively.

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation Base		Annual composite rate % (d)	Depreciation Base		Annual composite rate % (g)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	3,958,333	4,152,246	1.20				1
2	(4) Other right-of-way expenditures	213,098	218,891	2.44				2
3	(5) Tunnels and subways	355,650	355,248	0.89				3
4	(6) Bridges, trestles and culverts	5,669,521	5,920,915	1.49				4
5	(7) Elevated structures	0	0	0.00				5
6	(8) Ties	12,348,017	12,772,848	3.99				6
7	(9) Rail and other track material	19,263,203	19,949,389	2.86				7
8	(11) Ballast	6,488,866	6,653,859	2.94				8
9	(13) Fences, snowsheds and signs	171,119	190,419	1.82				9
10	(16) Station and office buildings	1,222,342	1,373,911	3.19				10
11	(17) Roadway buildings	30,960	30,960	2.78				11
12	(18) Water stations	8,864	8,864	2.17				12
13	(19) Fuel stations	408,114	433,070	2.70				13
14	(20) Shops and enginehouses	649,695	710,532	2.13				14
15	(22) Storage warehouses	1,003	5,240	2.00				15
16	(23) Wharves and docks	73,260	76,698	3.03				16
17	(24) Coal and ore wharves	898	898	2.56				17
18	(25) TOFC/COFC terminals	1,761,601	1,924,935	2.38				18
19	(26) Communications systems	817,682	832,084	3.70				19
20	(27) Signals and interlockers	5,310,777	5,527,653	4.35				20
21	(29) Power plants	0	0	0.00				21
22	(31) Power transmission systems	284,480	310,099	2.27				22
23	(35) Miscellaneous structures	20,250	20,250	2.22				23
24	(37) Roadway machines	1,288,029	1,370,520	5.65				24
25	(39) Public improvements - construction	1,346,065	1,389,970	2.33				25
26	(44) Shop machinery	206,373	206,739	3.27				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	61,898,200	64,436,238	3.05				30
	EQUIPMENT							
31	(52) Locomotives	9,489,238	9,834,066	4.32				31
32	(53) Freight train cars	2,993,548	3,060,116	4.30				32
33	(54) Passenger train cars	0	0	0.00				33
34	(55) Highway revenue equipment	360,950	359,549	5.75				34
35	(56) Floating equipment	0	0	0.00				35
36	(57) Work equipment	203,915	229,222	3.54				36
37	(58) Miscellaneous equipment	591,063	646,538	6.56				37
38	(59) Computer systems & WP equipment	1,407,636	1,556,135	10.46				38
39	TOTAL EQUIPMENT	15,046,350	15,685,626	4.98				39
40	GRAND TOTAL	76,944,550	80,121,864	N/A			N/A	40

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

(Dollars in Thousands)

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
<b>ROAD</b>									
1		(3) Grading	710,097	60,399	0	26,862	0	743,634	1
2		(4) Other right-of-way expenditures	41,762	5,187	0	2,123	0	44,826	2
3		(5) Tunnels and subways	50,926	4,321	0	2,715	0	52,532	3
4		(6) Bridges, trestles and culverts	880,809	112,090	0	50,429	0	942,470	4
5		(7) Elevated structures	0	0	0	0	0	0	5
6		(8) Ties	5,635,228	479,697	0	253,884	0	5,861,041	6
7		(9) Rail and other track material	8,215,855	582,114	0	292,750	0	8,505,219	7
8		(11) Ballast	2,158,398	195,152	0	67,158	0	2,286,392	8
9		(13) Fences, snowsheds and signs	40,328	3,265	0	591	0	43,002	9
10		(16) Station and office buildings	413,167	35,765	0	15,451	0	433,481	10
11		(17) Roadway buildings	24,132	740	0	0	0	24,872	11
12		(18) Water stations	6,744	112	0	(2)	0	6,858	12
13		(19) Fuel stations	180,897	10,408	0	3,405	0	187,900	13
14		(20) Shops and enginehouses	269,605	12,624	0	838	0	281,391	14
15		(22) Storage warehouses	632	36	0	(19)	0	687	15
16		(23) Wharves and docks	35,547	1,295	0	(689)	0	37,531	16
17		(24) Coal and ore wharves	889	20	0	(1)	0	910	17
18		(25) TOFC/COFC terminals	543,227	39,589	0	11,999	0	570,817	18
19		(26) Communications systems	208,386	34,503	0	33,297	0	209,592	19
20		(27) Signals and interlockers	1,185,963	272,420	0	122,198	0	1,336,185	20
21		(29) Power plants	0	0	0	0	0	0	21
22		(31) Power transmission systems	69,368	6,593	0	1,534	0	74,427	22
23		(35) Miscellaneous structures	13,992	376	0	(11)	0	14,379	23
24		(37) Roadway machines 1/	543,542	37,459	0	(17,134)	0	598,135	24
25		(39) Public improvements - const.	346,460	31,605	0	23,617	0	354,448	25
26		(44) Shop machinery 1/	111,947	4,947	0	860	0	116,034	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	0	0	0	0	0	29
30		<b>TOTAL ROAD</b>	<b>21,687,901</b>	<b>1,930,717</b>	<b>0</b>	<b>891,855</b>	<b>0</b>	<b>22,726,763</b>	<b>30</b>
<b>EQUIPMENT</b>									
31		(52) Locomotives 1/	3,722,664	347,374	0	258,035	0	3,812,003	31
32		(53) Freight train cars	1,031,286	123,655	0	53,847	0	1,101,094	32
33		(54) Passenger train cars	0	0	0	0	0	0	33
34		(55) Highway revenue equipment	243,971	12,523	0	497	0	255,997	34
35		(56) Floating equipment	0	0	0	0	0	0	35
36		(57) Work equipment 1/	41,964	7,562	0	(944)	0	50,470	36
37		(58) Miscellaneous equipment	161,409	38,153	0	8,703	0	190,859	37
38		(59) Computer systems & WP equip.	623,812	147,605	0	118,343	0	653,074	38
39		Amortization (adjustments)	0	0	0	0	0	0	39
40		<b>TOTAL EQUIPMENT</b>	<b>5,825,106</b>	<b>676,872</b>	<b>0</b>	<b>438,481</b>	<b>0</b>	<b>6,063,497</b>	<b>40</b>
41		<b>GRAND TOTAL</b>	<b>27,513,007</b>	<b>2,607,589</b>	<b>0</b>	<b>1,330,336</b>	<b>0</b>	<b>28,790,260</b>	<b>41</b>

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

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

(Dollars in Thousands)

1. Enter the required information concerning debits and credits to Account 733, "Accumulated Depreciation - Improvements on Leased Property," during the year relating to improvements made to road and equipment property leased from others, the depreciation charges for which are included in operating expenses of the respondent.
2. If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries in the notes and remarks section. A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr."
3. Any inconsistency between credits to the reserve as shown in column (c) and charges to operating expenses should be fully explained in the notes and remarks section for Schedule 342.
4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
		<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		Not Applicable					6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snowsheds and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communications systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public improvements - const.							25
26		(44) Shop machinery *							26
27		(45) Power plant machinery							27
28		All other road accounts							28
29		<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 & WP equip.							37
38		<b>TOTAL EQUIPMENT</b>							38
39		<b>GRAND TOTAL</b>	21,701	1,471	-	-	-	23,172	39

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

**NOTES AND REMARKS**Notes Referring to Schedule 352A, page 38:

- 1/ Actual value not known. Amounts reported in lieu of actual value represent results of capitalizing rentals at 6 percent.
- 2/ Amounts of depreciation and amortization accrued are not known.
- 3/ 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.
- 4/ No depreciation reserve is maintained by respondent or by Moffat Tunnel Improvement District.

Notes Referring to Schedule 352B, page 39:

- 1/ 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.
- 2/ 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 1/ "Actual Value Not Known." Amounts so reported on Schedule 352A represent results of capitalizing annual rental at 6 percent.

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

(Dollars in Thousands)

1. Disclose the investment in railway property used in transportation service at the close of the year. This investment represents the aggregate of property owned or leased by respondent and used in respondent's transportation service. Such property includes (a) investment reported in Accounts 731, "Road and Equipment Property" and 732, "improvements on Leased Property" of respondent, less any 731 or 732 property leased to others for their exclusive use of road, track, or bridges (including equipment or other railway property covered by the contract). Equipment leased to others under separate distinct contracts shall not be deducted from respondent's 731 or 732 property, and (b) the investment of other companies' 731 or 732 property (including operating and lessor railroads) used by respondent when the lease is for exclusive use or control of roads, tracks, or bridges (including equipment or other railway property covered by the contract). This excludes leased equipment from operating railroads under separate distinct contracts and the investment of other carriers in property jointly used by respondent.
2. In column (a), classify each company in this schedule as: "R" for respondent, "L" for lessor railroad, "P" for inactive or proprietary company or "O" for other leased properties.
3. In columns (a) to (e), inclusive, first show the data requested for respondent (R); next show data for companies whose entire properties are used in transportation service of the respondent, divided between lessor (L) and proprietary (P) companies; followed by data for carriers and others (O), portions of whose property are used in transportation service of respondent. Show a total for each class of company in columns (d) and (e). Then show, as deductions, data for transportation property leased to carriers and others.
4. In column (c), line-haul carriers report the miles of road used in line-haul service. Report miles in whole numbers.
5. In column (d), show the amount applicable to Accounts 731 and 732 on the books of companies whose names appear in column (b). Values of property of other carriers segregated by estimate or otherwise should correspond in amount to deductions made by the owners in their reports. If separate value is not available, an explanation should be provided. Differences between amounts shown in column (d) of this schedule and column (c), line 24, on the asset side of the general balance sheet of each individual railway should be explained in a footnote. Book values included in Accounts 731 and 732 of the owner should be reported in column (d) in reference to the investment of respondent in securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6% or otherwise) value of property of private owners, or portions of property of other carriers, should be explained.
6. In column (e), show the amount of depreciation and amortization accrued as of the close of the year in Accounts 733, 734, 735, 736, and 772, that is applicable to the property of the carriers whose names are listed in column (b), regardless of where reserves therefor are recorded.

Line No.	Class (See Ins. 2) (a)	Name of company (b)	Miles of road used (See Ins. 4) (whole number) (c)	Investments in property (See Ins. 5) (d)	Depreciation & amortization of defense projects (See Ins. 6) (e)	Line No.
1	R	Union Pacific Railroad	26,275	\$85,881,991	\$28,790,260	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			5
6	O	City of Kansas City, KS - Tracks		1/ 244	2/	6
7	O	General Motors		1/ 11	2/	7
8	O	Louisville & Nashville RR Co.,-SCL			16 2/	8
9	O	New Orleans Public Belt Railroad Co.			36 2/	9
10	O	Port of Corpus Christi		1/ 581	2/	10
11	O	Greater Baton Rouge Port Commission		1/ 2,960	2/	11
12	O	Lake Charles Harbor & Terminal District		1/ 104	2/	12
13	O	Port of Beaumont		1/ 419	2/	13
14	O	City and County of San Francisco (Formerly Ocean Shore Railway) yard switching tracks			34 2/	14
15						15
16	O	Medford Corp, Medford, Oregon-Way switching tracks			40 2/	16
17	O	Nueces County Navigation Dist. No. 1 Terminal				17
18		Properties Corpus Christi, TX			581 2/	18
19	O	Moffat Tunnel Improvement District	9	3/ 11,435	4/	19
20						20
21						21
22						22
23		Total Leased From Others	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	1/ 3,798	2/	27
28						28
29						29
30		Net Additions	7	12,663	0	30
31		TOTAL	26,282	\$85,894,654	\$28,790,260	31

See notes on page 37.

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

(Dollars in Thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Respondent (b)	1/ Lessor Railroads (c)	Inactive (proprietary companies) (d)	Other Leased Properties (e)	Line No.
1	(2)	Land for transportation purposes	5,090,745	4,066		16	1
2	(3)	Grading	4,044,722	6,573		108	2
3	(4)	Other right-of-way expenditures	217,442	228			3
4	(5)	Tunnels and subways	355,248	0		8,593	4
5	(6)	Bridges, trestles and culverts	5,888,176	8,996		72	5
6	(7)	Elevated structures	0	0			6
7	(8)	Ties	12,768,294	10,817		793	7
8	(9)	Rail and other track material	19,707,011	37,552		48	8
9	(11)	Ballast	6,632,152	12,676		324	9
10	(13)	Fences, snowsheds and signs	175,962	305		5	10
11	(16)	Station and office buildings	1,258,290	684		19	11
12	(17)	Roadway buildings	30,908	52		38	12
13	(18)	Water stations	8,855	9			13
14	(19)	Fuel stations	419,261	9			14
15	(20)	Shops and enginehouses	653,509	55			15
16	(22)	Storage warehouses	5,331	0			16
17	(23)	Wharves and docks	76,751	0			17
18	(24)	Coal and ore wharves	898	0			18
19	(25)	TOFC/COFC terminals	1,800,075	1,919			19
20	(26)	Communications systems	823,604	370			20
21	(27)	Signals and interlockers	5,449,724	6,348		78	21
22	(29)	Power plants	0	0			22
23	(31)	Power transmission systems	290,906	19			23
24	(35)	Miscellaneous structures	20,199	51			24
25	(37)	Roadway machines	1,382,352	4			25
26	(39)	Public improvements - construction	1,387,149	935		612	26
27	(44)	Shop machinery	206,668	0			27
28	(45)	Power plant machinery	0	0			28
29		Leased property (capitalized rentals)	0	0	2/	950	29
30		Other (specify and explain)	0	0			30
31		TOTAL ROAD	68,694,232	91,668		11,656	31
32	(52)	Locomotives	9,925,730	0			32
33	(53)	Freight train cars	3,071,010	0			33
34	(54)	Passenger train cars	0	0			34
35	(55)	Highway revenue equipment	359,458	0			35
36	(56)	Floating equipment	0	0			36
37	(57)	Work equipment	228,012	0			37
38	(58)	Miscellaneous equipment	661,498	1			38
39	(59)	Computer systems & WP equipment	1,393,961	0			39
40		TOTAL EQUIPMENT	15,639,669	1			40
41	(76)	Interest during construction	42,604	632		1,007	41
42	(80)	Other elements of investment	0	0			42
43	(90)	Construction work in progress	1,413,185	0			43
44		GRAND TOTAL	\$85,789,690	\$92,301		\$12,663	44

See note on page 37.

**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)

=  
 =  
 =

Line 136 thru 138 column (f)  
 Line 118 thru 123, and 130 thru 135, column (f)

=  
 =

Line 231, column (f)

=

Line 230, column (f)

=

Lines 207, 208, 211, 212, columns (f)

=

Lines 226, 227, column (f)

=

Lines 311, 312, 315, 316, column (f)

=

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

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

Line 507, column (f)

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Line 508, column (f)

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Line 509, column (f)

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Line 510, column (f)

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Line 511, column (f)

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Line 512, column (f)

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Line 513, column (f)

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Line 514, column (f)

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Line 515, column (f)

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Line 516, column (f)

=

Line 517, column (f)

=

**Schedule 450**

Line 4, column (b)

=

**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)

Lines 5, 38, column (b)

Lines 24, 39, column (b)

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)

**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 & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		WAYS & STRUCTURES								
		ADMINISTRATION								
1		Track	21,194	8,062	2,720	10,459	42,435	2,480	44,915	1
2		Bridge & building	680	855	163	0	1,698	1,892	3,590	2
3		Signal	18,166	5,315	10,696	2,092	36,269	1,796	38,065	3
4		Communication	117	119	108	0	344	351	695	4
5		Other	5,658	605	664	279	7,206	1,919	9,125	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	24,431	2,433	64,506	209	91,579	5,071	96,650	6
7		Roadway - switching	9,731	1,020	22,119	71	32,941	0	32,941	7
8		Tunnels & subways - running	6	0	26,304	0	26,310	860	27,170	8
9		Tunnels & subways - switching	2	0	7,939	0	7,941	0	7,941	9
10		Bridges & culverts - running	20,350	5,351	1,599	2,361	29,661	2,380	32,041	10
11		Bridges & culverts - switching	7,631	1,994	1,854	804	12,283	0	12,283	11
12		Ties - running	5,150	7,899	1,146	1,022	15,217	360	15,577	12
13		Ties - switching	1,778	2,788	390	348	5,304	0	5,304	13
14		Rail & other track material - running	147,451	28,983	60,205	6,172	242,811	8,491	251,302	14
15		Rail & other track material - switching	52,626	10,191	5,966	2,101	70,884	9	70,893	15
16		Ballast - running	30,025	1,581	3,627	0	35,233	215	35,448	16
17		Ballast - switching	10,224	577	1,286	0	12,087	0	12,087	17
18		Road property damaged - running	916	0	383	0	1,299	44	1,343	18
19		Road property damaged - switching	322	0	130	0	452	4	456	19
20		Road property damaged - other	102	0	41	0	143	0	143	20
21		Signals & interlockers - running	69,504	13,171	16,003	1,541	100,219	10,638	110,857	21
22		Signals & interlockers - switching	26,420	5,151	5,746	585	37,902	0	37,902	22
23		Communications systems	17,160	4,504	3,563	311	25,538	53	25,591	23
24		Power systems	1,691	0	0	0	1,691	731	2,422	24
25		Highway grade crossings - running	20,486	262	5,361	0	26,109	1,132	27,241	25
26		Highway grade crossings - switching	0	0	0	0	0	0	0	26
27		Station & office buildings	1,112	5,086	64,586	2	70,786	4,436	75,222	27
28		Shop buildings - locomotives	7,024	0	3,066	0	10,090	119	10,209	28
29		Shop buildings - freight cars	2	0	905	0	907	0	907	29
30		Shop buildings - other equipment	0	39,552	56	0	39,608	0	39,608	30

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

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Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
101		REPAIRS AND MAINTENANCE - (Continued) Locomotive servicing facilities	0	0	15,707	0	15,707	39	15,746	101
102		Miscellaneous buildings & structures	1,346	275	829	0	2,450	1,778	4,228	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	45,077	0	45,077	0	45,077	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	4,019	1,119	0	448	5,586	1,796	7,382	109
110		Small tools & supplies	0	0	0	0	0	0	0	110
111		Snow removal	148	4,267	14,022	0	18,437	1,392	19,829	111
112		Fringe benefits - running	0	0	0	123,690	123,690	10,247	133,937	112
113		Fringe benefits - switching	0	0	0	38,975	38,975	675	39,650	113
114		Fringe benefits - other	0	0	0	51,459	51,459	1,298	52,757	114
115		Casualties & insurance - running	0	0	0	16,077	16,077	0	16,077	115
116		Casualties & insurance - switching	0	0	0	5,846	5,846	0	5,846	116
117		Casualties & insurance - other	0	0	0	1,462	1,462	0	1,462	117
118	*	Lease rentals - debit - running	0	0	160	0	160	0	160	118
119	*	Lease rentals - debit - switching	0	0	0	0	0	0	0	119
120	*	Lease rentals - debit - other	0	0	55,687	0	55,687	576	56,263	120
121	*	Lease rentals - (credit) - running	0	0	0	0	0	0	0	121
122	*	Lease rentals - (credit) - switching	0	0	0	0	0	0	0	122
123	*	Lease rentals - (credit) - other	0	0	(1,252)	0	(1,252)	0	(1,252)	123
124		Joint facility rent - debit - running	0	0	22,431	0	22,431	0	22,431	124
125		Joint facility rent - debit - switching	0	0	2,793	0	2,793	0	2,793	125
126		Joint facility rent - debit - other	0	0	221	0	221	0	221	126
127		Joint facility rent - (credit) - running	0	0	(4,418)	0	(4,418)	0	(4,418)	127
128		Joint facility rent - (credit) - switching	0	0	(219)	0	(219)	0	(219)	128
129		Joint facility rent - (credit) - other	0	0	(289)	0	(289)	0	(289)	129
130	*	Other rents - debit - running	0	0	0	0	0	0	0	130
131	*	Other rents - debit - switching	0	0	0	0	0	0	0	131
132	*	Other rents - debit - other	0	0	0	0	0	0	0	132
133	*	Other rents - (credit) - running	0	0	0	0	0	0	0	133

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

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REPAIRS AND MAINTENANCE - (Continued)										
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	1,328,539	1,328,539	2,061	1,330,600	136
137	*	Depreciation - switching	N/A	N/A	N/A	453,215	453,215	0	453,215	137
138	*	Depreciation - other	N/A	N/A	N/A	141,955	141,955	0	141,955	138
139		Joint facility - debit - running	N/A	N/A	135,340	N/A	135,340	189	135,529	139
140		Joint facility - debit - switching	N/A	N/A	11,889	N/A	11,889	0	11,889	140
141		Joint facility - debit - other	N/A	N/A	255	N/A	255	0	255	141
142		Joint facility - (credit) - running	N/A	N/A	(30,747)	N/A	(30,747)	0	(30,747)	142
143		Joint facility - (credit) - switching	N/A	N/A	0	N/A	0	0	0	143
144		Joint facility - (credit) - other	N/A	N/A	(106)	N/A	(106)	0	(106)	144
145		Dismantling retired road property - running	4,357	1,292	8,760	7,728	22,137	0	22,137	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	0	888	39	0	927	0	927	150
151		<b>TOTAL WAY AND STRUCTURES</b>	<b>509,829</b>	<b>153,340</b>	<b>587,311</b>	<b>2,197,751</b>	<b>3,448,231</b>	<b>63,032</b>	<b>3,511,263</b>	<b>151</b>
EQUIPMENT - LOCOMOTIVES										
201		Administration	41,589	3,124	5,621	795	51,129	3,203	54,332	201
202	*	Repair & maintenance	104,802	315,195	162,897	1,721	584,615	797	585,412	202
203	*	Machinery repair	0	670	7,894	0	8,564	0	8,564	203
204		Equipment damaged	0	0	0	0	0	0	0	204
205		Fringe benefits	N/A	N/A	N/A	62,971	62,971	545	63,516	205
206		Other casualties & insurance	N/A	N/A	N/A	14,616	14,616	0	14,616	206
207	*	Lease rentals - debit	N/A	N/A	91,186	N/A	91,186	0	91,186	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	615	N/A	615	0	615	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	(29,754)	N/A	(29,754)	0	(29,754)	212
213	*	Depreciation	N/A	N/A	N/A	350,951	350,951	34	350,985	213
214		Joint facility - debit	N/A	N/A	560	N/A	560	0	560	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) Dismantling retired property	0	0	0	0	0	0	0	217
218		Other	3,562	42	162	457	4,223	0	4,223	218
219		TOTAL LOCOMOTIVES	149,953	319,031	239,181	431,511	1,139,676	4,579	1,144,255	219
220		FREIGHT CARS Administration	7,744	(2,479)	508	351	6,124	N/A	6,124	220
221	*	Repair & maintenance	64,975	271,012	98,027	2,658	436,672	N/A	436,672	221
222	*	Machinery repair	0	699	9,342	0	10,041	N/A	10,041	222
223		Equipment damaged	0	0	0	0	0	N/A	0	223
224		Fringe benefits	N/A	N/A	N/A	30,537	30,537	N/A	30,537	224
225		Other casualties & insurance	N/A	N/A	N/A	68,846	68,846	N/A	68,846	225
226	*	Lease rentals - debit	N/A	N/A	152,895	N/A	152,895	N/A	152,895	226
227	*	Lease rentals - (credit)	N/A	N/A	(254)	N/A	(254)	N/A	(254)	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	834,080	N/A	834,080	N/A	834,080	230
231	*	Other rents - (credit)	N/A	N/A	(191,138)	N/A	(191,138)	N/A	(191,138)	231
232	*	Depreciation	N/A	N/A	N/A	124,941	124,941	N/A	124,941	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 to others - (credit)	N/A	N/A	(301,037)	N/A	(301,037)	N/A	(301,037)	235
236		Dismantling retired property	0	0	0	0	0	N/A	0	236
237		Other	0	0	0	0	0	N/A	0	237
238		TOTAL FREIGHT CARS	72,719	269,232	602,423	227,333	1,171,707	N/A	1,171,707	238
301		OTHER EQUIPMENT Administration	0	0	0	0	0	1,647	1,647	301
		Repair & maintenance:	0	0	0	0				
302	*	Trucks, trailers, & containers - revenue service	1	2,777	12,021	6	14,805	N/A	14,805	302
303	*	Floating equipment - revenue service	0	0	0	0	0	N/A	0	303
304	*	Passenger & other revenue equipment	(684)	0	19	3	(662)	2,545	1,883	304
305	*	Computers and data processing equipment	0	3,820	73,415	0	77,235	25	77,260	305
306	*	Machinery	0	376	2,970	0	3,346	190	3,536	306
307	*	Work & other non-revenue equipment	1,938	1,767	69,060	0	72,765	2,280	75,045	307
308		Equipment damaged	0	0	27	0	27	0	27	308
309		Fringe benefits	N/A	N/A	N/A	527	527	297	824	309
310		Other casualties & insurance	N/A	N/A	N/A	0	0	0	0	310
311	*	Lease rentals - debit	N/A	N/A	64,793	N/A	64,793	693	65,486	311
312	*	Lease rentals - (credit)	N/A	N/A	(614)	N/A	(614)	0	(614)	312

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

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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	239	N/A	239	0	239	315
316		Other rents - (credit)	N/A	N/A	0	N/A	0	0	0	316
317		Depreciation	N/A	N/A	0	205,746	205,746	147	205,893	317
318		Joint facility - debit	N/A	N/A	9,088	N/A	9,088	0	9,088	318
319		Joint facility - (credit)	N/A	N/A	0	N/A	0	0	0	319
320		Repairs billed to others - (credit)	N/A	N/A	(5,875)	N/A	(5,875)	0	(5,875)	320
321		Dismantling retired property	0	0	0	0	0	0	0	321
322		Other	0	70	479	23	572	0	572	322
323		TOTAL OTHER EQUIPMENT	1,255	8,810	225,622	206,305	441,992	7,824	449,816	323
324		TOTAL EQUIPMENT	223,927	597,073	1,067,226	865,149	2,753,375	12,403	2,765,778	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	29,768	4,137	1,136	1,411	36,452	3,720	40,172	401
402		Engine crews	885,944	2,948	1,836	140,485	1,031,213	3,977	1,035,190	402
403		Train crews	551,802	536	71	5	552,414	11,442	563,856	403
404		Dispatching trains	49,240	42	0	141	49,423	700	50,123	404
405		Operating signals & interlockers	0	0	8,186	0	8,186	259	8,445	405
406		Operating drawbridges	0	0	0	0	0	0	0	406
407		Highway crossing protection	0	0	4,152	0	4,152	0	4,152	407
408		Train inspection & lubrication	62,698	38,149	2,089	9,891	112,827	18	112,845	408
409		Locomotive fuel	0	2,051,425	0	0	2,051,425	0	2,051,425	409
410		Electric power produced or purchased for motive power	0	0	0	0	0	0	0	410
411		Servicing locomotives	102,461	1,641	13,188	0	117,290	(7)	117,283	411
412		Freight lost or damaged - solely related	0	0	0	0	0	0	0	412
413		Clearing wrecks	70	66	45,289	0	45,425	0	45,425	413
414		Fringe benefits	0	0	0	686,450	686,450	6,581	693,031	414
415		Other casualties & insurance	0	0	0	75,999	75,999	0	75,999	415
416		Joint facility - debit	0	0	183,053	0	183,053	0	183,053	416
417		Joint facility - (credit)	0	0	(176,938)	0	(176,938)	0	(176,938)	417
418		Other	110,519	185	219,644	4,438	334,786	247	335,033	418
419		TOTAL TRAIN OPERATIONS	1,792,502	2,099,129	301,706	918,820	5,112,157	26,937	5,139,094	419
		YARD OPERATIONS								
420		Administration	6,188	786	11,138	178	18,290	4	18,294	420
421		Switch crews	242,892	8,029	4,299	46,335	301,555	537	302,092	421

410. RAILWAY OPERATING EXPENSES - (Continued)  
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422		YARD OPERATIONS - (Continued) Controlling operations	52,385	0	0	0	52,385	1,112	53,497	422
423		Yard and terminal clerical	2,729	352	0	38	3,119	1,011	4,130	423
424		Operating switches, signals, retarders, & humps	198	1	8,141	0	8,340	356	8,696	424
425		Locomotive fuel	0	276,692	0	0	276,692	0	276,692	425
426		Electric power produced or purchased 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	0	0	429
430		Fringe benefits	N/A	N/A	N/A	116,570	116,570	1,033	117,603	430
431		Other casualties & insurance	N/A	N/A	N/A	13,154	13,154	0	13,154	431
432		Joint facility - debit	N/A	N/A	74,247	N/A	74,247	0	74,247	432
433		Joint facility - (credit)	N/A	N/A	(3,626)	N/A	(3,626)	0	(3,626)	433
434		Other	0	0	0	0	0	0	0	434
435		TOTAL YARD OPERATIONS	304,392	285,860	94,199	176,275	860,726	4,053	864,779	435
501		TRAIN & YARD OPERATIONS COMMON: Cleaning car interiors	0	814	19,810	N/A	20,624	0	20,624	501
502		Adjusting & transferring loads	0	0	14,836	N/A	14,836	N/A	14,836	502
503		Car loading devices & grain docks	0	222	0	N/A	222	N/A	222	503
504		Freight lost or damaged - all other	0	N/A	0	90,648	90,648	0	90,648	504
505		Fringe benefits	0	N/A	0	0	0	0	0	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON:	0	1,036	34,646	90,648	126,330	0	126,330	506
507	*	SPECIALIZED SERVICE OPERATIONS Administration	4,406	780	9,951	108	15,245	N/A	15,245	507
508	*	Pickup & delivery and marine line haul	0	0	45,404	0	45,404	N/A	45,404	508
509	*	Loading & unloading and local marine	26,814	498	268,394	601	296,307	0	296,307	509
510	*	Protective services	0	0	23,311	0	23,311	N/A	23,311	510
511	*	Freight lost 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	15,592	15,592	N/A	15,592	512
513	*	Casualties & insurance	N/A	N/A	N/A	1,462	1,462	N/A	1,462	513
514	*	Joint facility - debit	N/A	N/A	0	0	0	N/A	0	514
515	*	Joint facility - (credit)	N/A	N/A	0	0	0	N/A	0	515
516	*	Other	9,495	0	3,737	73	13,305	N/A	13,305	516
517	*	TOTAL SPECIALIZED SERVICE OPERATIONS	40,715	1,278	350,797	17,836	410,626	0	410,626	517

**410. RAILWAY OPERATING EXPENSES - (Continued)**  
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518		ADMINISTRATIVE SUPPORT OPERATIONS: Administration	143,632	17,775	4,626	2,209	168,242	1,973	170,215	518
519		Employees performing clerical & accounting functions	7,387	5,924	9,674	121	23,106	2,753	25,859	519
520		Communication systems operations	4,591	0	10,103	261	14,955	880	15,835	520
521		Loss & damage claims processing	2,628	57	6,963	233	9,881	0	9,881	521
522		Fringe benefits	N/A	N/A	0	63,023	63,023	1,157	64,180	522
523		Casualties & insurance	N/A	N/A	0	7,308	7,308	0	7,308	523
524		Joint facility - debit	N/A	N/A	0	N/A	0	0	0	524
525		Joint facility - (credit)	N/A	N/A	(23)	N/A	(23)	0	(23)	525
526		Other	6,332	2	3,003	96	9,433	0	9,433	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	164,570	23,758	34,346	73,251	295,925	6,763	302,688	527
528		TOTAL TRANSPORTATION	2,302,179	2,411,061	815,694	1,276,830	6,805,764	37,753	6,843,517	528
601		GENERAL AND ADMINISTRATIVE Officers - general administration	97,629	7,229	49,693	29,003	183,554	206	183,760	601
602		Accounting, auditing, & finance	35,519	19	2,541	882	38,961	271	39,232	602
603		Management services & data processing	67,979	1,549	41,640	1,408	112,576	625	113,201	603
604		Marketing	43,275	1,036	16,585	5,778	66,674	16	66,690	604
605		Sales	0	0	532	0	532	0	532	605
606		Industrial development	3,210	1	3	232	3,446	0	3,446	606
607		Personnel & labor relations	27,135	1,007	3,514	17,834	49,490	1,421	50,911	607
608		Legal & secretarial	16,527	62	69,934	2,303	88,826	338	89,164	608
609		Public relations & advertising	4,549	14	1,112	13,617	19,292	67	19,359	609
610		Research & development	0	0	0	0	0	0	0	610
611		Fringe benefits	N/A	N/A	N/A	159,202	159,202	335	159,537	611
612		Casualties & insurance	N/A	N/A	N/A	86,547	86,547	0	86,547	612
613		Writedown of uncollectible accounts	N/A	N/A	N/A	23,726	23,726	0	23,726	613
614		Property taxes	N/A	N/A	N/A	615,376	615,376	2,719	618,095	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	62,642	62,642	36	62,678	615
616		Joint facility - debit	N/A	N/A	4,782	N/A	4,782	0	4,782	616
617		Joint facility - (credit)	N/A	N/A	0	N/A	0	0	0	617
618		Other	45,224	16,072	68,848	(6,645)	123,499	9	123,508	618
619		TOTAL GENERAL AND ADMINISTRATIVE	341,047	26,989	259,184	1,011,905	1,639,125	6,043	1,645,168	619
620	*	TOTAL CARRIER OPERATING EXPENSE	3,376,982	3,188,463	2,729,415	5,351,635	14,646,495	119,231	14,765,726	620

**412. WAY AND STRUCTURES**

(Dollars in Thousands)

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

Line No.	Cross Check	Property Account	Category (a)	Depreciation (b)	Lease/rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A		0	1
2		3	Grading	60,334		(1,062)	2
3		4	Other right-of-way expenditures	5,181		6	3
4		5	Tunnels and subways	4,316		(102)	4
5		6	Bridges, trestles and culverts	111,970		1,654	5
6		7	Elevated structures	0		0	6
7		8	Ties	479,184		(17,879)	7
8		9	Rail and other track material	581,491		21,851	8
9		11	Ballast	194,943		4,131	9
10		13	Fences, snowsheds and signs	3,262		105	10
11		16	Station and office buildings	35,725		(1,210)	11
12		17	Roadway buildings	739		(121)	12
13		18	Water stations	112		(72)	13
14		19	Fuel stations	10,397		(702)	14
15		20	Shops and enginehouses	12,610		(1,256)	15
16		22	Storage warehouses	36		0	16
17		23	Wharves and docks	1,294		0	17
18		24	Coal and ore wharves	21		(3)	18
19		25	TOFC/COFC terminals	39,547		(2,448)	19
20		26	Communications systems	34,466		4,033	20
21		27	Signals and interlockers	272,128		39,315	21
22		29	Power plants	0		0	22
23		31	Power transmission systems	6,586		94	23
24		35	Miscellaneous structures	376		(58)	24
25		37	Roadway machines	37,419		(3,518)	25
26		39	Public improvements; construction	31,572		(616)	26
27		45	Power plant machines	0		0	27
28			Other lease/rentals	N/A	54,595	N/A	28
29			TOTAL	1,923,709	54,595	42,142	29

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

(Dollars in Thousands)

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

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

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE 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)	
<b>CAR TYPES</b>									
1		Box - Plain 40 Foot		0	0	0	0	0	1
2		Box - Plain 50 Foot and Longer		1,440	6,839	3,857	2,393	5,219	2
3		Box - Equipped		3,348	15,018	76,804	10,622	23,838	3
4		Gondola - Plain		252	1,960	9,047	1,490	3,097	4
5		Gondola - Equipped		602	5,971	0	6,323	11,185	5
6		Hopper - Covered		7,625	24,872	63,860	8,333	15,733	6
7		Hopper - Open Top - General Service		90	1,011	0	176	221	7
8		Hopper - Open Top - Special Service		26	320	0	33	108	8
9		Refrigerator - Mechanical		1,530	7,381	32	5	52	9
10		Refrigerator - Nonmechanical		1	26	0	14	40	10
11		Flat - TOFC/COFC		0	0	210,216	21,898	48,991	11
12		Flat - Multi-Level		682	6,310	98,245	4,177	51,808	12
13		Flat - General Service		0	0	0	14	54	13
14		Flat - Other		304	2,346	47,789	5,438	13,990	14
15		Tank - Under 22,000 Gallons		0	0	419	0	0	15
16		Tank - 22,000 Gallons and Over		0	0	32	0	0	16
17		All Other Freight Cars		0	1	0	14	52	17
18		Auto Racks		0	103,183	0	0	88,461	18
19		<b>TOTAL FREIGHT TRAIN CARS</b>	0	15,900	175,238	510,301	60,930	262,849	19
<b>OTHER FREIGHT CARRYING EQUIPMENT</b>									
20		Refrigerated Trailers		0	0	0	0	0	20
21		Other Trailers		0	0	0	0	119	21
22		Refrigerated Containers		0	0	0	0	0	22
23		Other Containers		0	0	0	0	120	23
24	*	<b>TOTAL TRAILERS AND CONTAINERS</b>	0	0	0	0	0	239	24
25		<b>GRAND TOTAL (Lines 19 and 24)</b>	0	15,900	175,238	510,301	60,930	263,088	25

**NOTES AND REMARKS**

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**GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE TO SCHEDULE 415**

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

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

415. SUPPORTING SCHEDULE - EQUIPMENT							
(Dollars in Thousands)							
Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owned (c)	Capitalized lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotives - Yard	10,085	31,430	165	(23,293)	1
2		Diesel Locomotives - Road	574,530	289,680	26,064	(48,563)	2
3		Other Locomotives - Yard					3
4		Other Locomotives - Road					4
5	*	TOTAL LOCOMOTIVES	584,615	321,110	26,229	(71,856)	5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 foot	0	0	0	0	6
7		Box - Plain 50 foot and longer	1,482	12,606	0	362	7
8		Box - Equipped	14,004	4,100	0	(323)	8
9		Gondola - Plain	9,859	6,127	0	(1,241)	9
10		Gondola - Equipped	9,267	6,672	0	(134)	10
11		Hopper - Covered	65,281	25,749	0	(1,591)	11
12		Hopper - Open Top - General Service	6,814	5,068	0	(616)	12
13		Hopper - Open Top - Special Service	2,891	1,306	0	605	13
14		Refrigerator - Mechanical	19,601	20,686	0	168	14
15		Refrigerator - Nonmechanical	250	742	0	241	15
16		Flat - TOFC/COFC	0	8	0	(4)	16
17		Flat - Multi-level	951	(515)	0	(1,005)	17
18		Flat - General Service	0	(2)	0	(14)	18
19		Flat - Other	5,236	1,817	0	(533)	19
20		All Other Freight Cars	0	7	0	0	20
21		Cabooses	0	(106)	0	(106)	21
22		Auto Racks	0	36,850	0	(1,829)	22
23		Miscellaneous Accessories	0	2,540	0	0	23
24	*	TOTAL FREIGHT TRAIN CARS	135,636	123,655	0	(6,020)	24
		OTHER EQUIPMENT - REVENUE FREIGHT					
25		HIGHWAY EQUIPMENT Refrigerated Trailers					25
26		Other Trailers					26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equipment (Freight) 1/	8,930	12,523	0	(8,188)	31
32	*	TOTAL HIGHWAY EQUIPMENT	8,930	12,523	0	(8,188)	32
		FLOATING EQUIPMENT - REVENUE SERVICE					
33		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT	0	0	0	0	35
		OTHER EQUIPMENT					
36	*	Passenger & Other Revenue Equipment (Freight Portion)	(662)	0	0	0	36
37	*	Computer Systems & Word Processing Equip.	77,235	147,605	0	5,368	37
38	*	Machinery - Locomotives (1)	8,564	3,612	0	(483)	38
39	*	Machinery - Freight Cars (2)	10,040	1,286	0	(40)	39
40	*	Machinery - Other Equipment (3)	3,346	50	0	(4)	40
41	*	Work and Other Nonrevenue Equipment	72,765	45,568	0	(2,137)	41
42		TOTAL OTHER EQUIPMENT	171,288	198,121	0	2,704	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	900,469	655,409	26,229	(83,360)	43

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

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

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

1/ Includes containers, chassis and trailers.

415. SUPPORTING SCHEDULE - EQUIPMENT - (Continued)							
(Dollars in Thousands)							
Line No.	Cross Check	Lease & rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		0	909,993	2,677	534,133	2,061	1
2		61,432	8,440,233	572,827	2,958,979	316,830	2
3							3
4							4
5	*	61,432	9,350,226	575,504	3,493,112	318,891	5
6		0	0	0	0	0	6
7		3,970	210,889	0	22,571	0	7
8		32,813	130,367	0	48,708	0	8
9		14,245	171,643	0	99,634	0	9
10		14,013	186,703	0	46,098	0	10
11		54,950	947,457	0	295,402	0	11
12		0	98,490	0	78,229	0	12
13		4,000	13,826	0	6,720	0	13
14		6,097	448,048	0	139,702	0	14
15		0	9,596	0	11,509	0	15
16		794	239	0	222	0	16
17		14,907	6,978	0	8,031	0	17
18		0	193	0	(32)	0	18
19		5,357	47,889	0	26,975	0	19
20		1,495	86	0	(205)	0	20
21		0	0	0	(27)	0	21
22		0	759,848	0	314,605	0	22
23		0	38,758	0	2,952	0	23
24	*	152,641	3,071,010	0	1,101,094	0	24
25							25
26							26
27							27
28							28
29							29
30							30
31		64,268	359,458	0	255,997	0	31
32	*	64,268	359,458	0	255,997	0	32
33							33
34							34
35	*	0	0	0	0	0	35
36	*						36
37	*	0	1,393,961	0	653,074	0	37
38	*	0	155,364	0	87,952	0	38
39	*	0	48,069	0	25,405	0	39
40	*	0	3,235	0	2,677	0	40
41	*	(89)	889,511	0	241,329	0	41
42		(89)	2,490,140	0	1,010,437	0	42
43		278,252	15,270,834	575,504	5,860,640	318,891	43

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

**417. SPECIALIZED SERVICE SUBSCHEDULE - TRANSPORTATION**

(Dollars in Thousands)

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

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load & distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b) - (i) (j)	Line No.
1	*	Administration	15,245					0	0		15,245	1
2	*	Pick up and delivery, marine line haul	42,801					2,603	0		45,404	2
3	*	Loading and unloading and local marine	238,700				1,805	55,802	N/A		296,307	3
4	*	Protective services - total debits and credits	321					22,990	N/A		23,311	4
5	*	Freight lost or damaged - solely related	0					0	0		0	5
6	*	Fringe benefits	15,592					0	0		15,592	6
7	*	Casualty and insurance	1,178				9	275	0		1,462	7
8	*	Joint facility - debit	0					0	0		0	8
9	*	Joint facility - credit	0					0	0		0	9
10	*	Other	13,305					0	0		13,305	10
11	*	TOTAL	327,142				1,814	81,670	0		410,626	11

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

**A. Railway Taxes**

Line No.	Cross Check	Kind of Tax	Amount	Line No.
1		Other than U.S. Government Taxes	1,113,677	1
		U.S. Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	1,785,622	2
3		Excess Profits	0	3
4	*	Total - Income Taxes (Lines 2 and 3)	1,785,622	4
5		Railroad Retirement	629,900	5
6		Hospital Insurance	50,902	6
7		Supplemental Annuities	0	7
8		Unemployment Insurance	4,842	8
9		All Other United States Taxes	939	9
10		Total - U.S. Government Taxes	2,472,205	10
11		Total - Railway Taxes	3,585,882	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 totals of Accounts 714, 744, 762, and 786 applicable to each particular item in column (a).
- Indicate in column (c) the net changes in Accounts 714, 744, 762, and 786 for the net tax effect of timing differences originating and reversing in the current accounting period.
- Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or reinstate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or a loss carry-back.
- The total of line 19 in columns (c) and (d) should agree with the total of the contra charges (credits) to Account 557, Provision for Deferred Taxes, and Account 591, Provision for Deferred Taxes - Extraordinary Items, for the current year.
- Indicate in column (e) the cumulative total of columns (b), (c), and (d). The total of column (e) must agree with the total of Accounts 714, 744, 762, and 786.

Line No.	Particulars (a)	Beginning of year balance <sup>1/</sup> (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 IRC: Guideline lives pursuant to Rev. Proc. 62-21.					1
2	Accelerated amortization of facilities, Sec. 168 IRC					2
3	Accelerated amortization of rolling stock, Sec. 184 IRC					3
4	Amortization of rights of way, Sec. 185 IRC					4
5	Other (Specify)					5
6	Property	10,988,371	322,695	0	11,311,066	6
7	Deferred State Income Taxes - Net	1,464,558	(81,097)	4,116	1,387,577	7
8	Current Liabilities	(236,139)	6,365	0	(229,774)	8
9	Long-Term Liabilities	(357,812)	21,170	0	(336,642)	9
10	Retirement Benefits	25,102	8,620	19,076	52,798	10
11	Other Items	412,664	(31,117)	610	382,157	11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit *					18
19	TOTALS	12,296,744	246,636	23,802	12,567,182	19

450. ANALYSIS OF TAXES

(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 the deferral method for investment tax credit was elected:	
(1) Indicate amount of credit utilized as a reduction of tax liability for current year	
(2) Deduct the amount of the current year's credit applied to reduction of tax liability but deferred for accounting purposes	
(3) Balance of current year's credit used to reduce current year's tax accrual	
(4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual	
(5) Total decrease in current year's tax accrual resulting from use of investment tax credits	
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made	0

**501. GUARANTIES AND SURETYSHIPS**  
(Dollars in Thousands)

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

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1					1
2	Terminal Railroad Association of St Louis	Bridge Funding	31,726	Sole (Note 1)	2
3					3
4					4
5					5
6					6
7					7
8					8
9					9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
17					17
18	Note 1: Terminal Railroad Association of St. Louis has engaged in a credit agreement for the purpose of rebuilding the Merchants Bridge.				18
19	UPRR is severally, but not jointly, liable with BNSF, CSX, ICR, and NS for the bridge loan. UPRR's allocated percentage is 17.28% (of the total \$205M private placement offering). UPRR recorded both an asset and a liability to include our allocated portion of the principal.				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					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 two years after the date of issue, nor does it include ordinary surety bonds or undertakings on appeals in court proceedings.

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

**502. COMPENSATING BALANCES AND SHORT-TERM BORROWING AGREEMENTS**

(Dollars in Thousands)

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

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

The Company has outstanding letters of credit in the amount of \$10.1 million with various banks under which no borrowings were outstanding at December 31, 2025.

**510. SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT**

(Dollars in Thousands)

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

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

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)	Line No.
1	751	Loans and Notes Payable	Sch. 200, L. 29	0	1
2	764	Equip. Obligations and Other Debt due within one year	Sch. 200, L. 38	370,141	2
3	765/767	Funded Debt Unmatured	Sch. 200, L. 40	0	3
4	766	Equipment Obligations	Sch. 200, L. 41	360,332	4
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 42	65,629	5
6	768	Debt in Default	Sch. 200, L. 43	0	6
7	769	Accounts Payable: Affiliated Companies	Sch. 200, L. 44	0	7
8	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 45	(1,176)	8
9		Total Debt	Sum L. 1-8	794,925	9
10		Debt Directly Related to Road Property	Note 1	0	10
11		Debt Directly Related to Equipment	Note 1	796,152	11
12		Total Debt Directly Related to Road & Equipment	Sum L. 10 and L. 11	796,152	12
13		Percent Directly Related to Road	L. 10 divided by L. 12 Whole % plus 2 decimals	0.00%	13
14		Percent Directly Related to Equipment	L. 11 divided by L. 12 Whole % plus 2 decimals	100.00%	14
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	(1,227)	15
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	0	16
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	794,925	17

**II. Interest Accrued During the Year**

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)	Line No.
18	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L. 42	13,744	18
19	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	0	19
20	517	Release of Premium on Funded Debt	Sch. 210, L. 22	0	20
21		Total Interest (Note 3)	(L. 18 + L. 19) minus L. 20	13,744	21
22		Interest Directly Related to Road Property Debt	Note 4	0	22
23		Interest Directly Related to Equipment Debt	Note 4	26,136	23
24		Interest not directly related to road or equipment property debt <sup>1/</sup>	L. 21 minus (L. 22 + L. 23)	(12,392)	24
25		Interest on Road Property Debt (Note 5)	L. 22 plus (L. 24 x L. 13)	0	25
26		Interest on Equipment Debt (Note 5)	L. 23 plus (L. 24 x L. 14)	13,744	26
27		Embedded Rate of Debt Capital - Road Property	L. 25 divided by L. 16	N/A	27
28		Embedded Rate of Debt Capital - Equipment	L. 26 divided by L. 17	1.73%	28

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

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

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

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

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

<sup>1/</sup> Allocation of capitalized interest.

**INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512**

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

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

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

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

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

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

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

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

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

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

**512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED**

(Dollars in Thousands)

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	Union Pacific Corporation - net		Controlled	Various [see below (2)]	668,693	1,040,323 (R)	1
2	Wasatch Insurance Ltd.		Common	Insurance	(3,767)	(33,365) (P)	2
3	Transcontinental Surety						3
4	of Vermont		Common	Insurance	4,964	(85,083) (P)	4
5							5
6	Soluciones Logisticas Transfronterizas Mexicanas,						6
7	S. de R.L. de C.V. (SLTM)		Direct	Financing & Other	3,099	65,889 (R)	7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

(1) Respondent has 50% ownership

(2) Union Pacific Corporation - net transaction breakout:

<u>Balance 12-31-24</u>	\$ 371,630
Interest Expense/Income- Net	(160,249)
Dividends	6,100,000
Financing & Other	(5,271,058)
<u>Balance 12-31-25</u>	<u>\$ 1,040,323</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 classifications:

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

Give subtotals for each of the several numbered classes, in the order listed above, as well as the total for all classes. Lengths of track should be reported to the nearest WHOLE mile adjusted to accord with footings; i.e., counting one-half mile or over as a whole mile and disregarding any fraction less than one-half mile.

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

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

- RUNNING TRACKS - Running tracks, passing tracks, cross-overs, etc., including turn-outs from those tracks to clearance points.
- WAY SWITCHING TRACKS - Station, team, industry, and other switching tracks for which no separate service is maintained.
- YARD SWITCHING TRACKS - Yard where separate switching services are maintained, including classification, house, team, industry, and other tracks switched by yard locomotives.

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

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

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

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

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR										
Line No.	Class (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)				
1	1	100%	25,650	4,491	367	3,293	1,655	6,579	42,035	1
2										2
3	1J	12.5%	-	-	-	-	-	-	-	3
4	1J	23.0%	-	-	-	-	-	-	-	4
5	1J	25.0%	-	-	-	-	3	38	41	5
6	1J	33.3%	8	2	1	1	7	6	25	6
7	1J	37.5%	-	-	-	-	-	-	-	7
8	1J	40.0%	-	-	-	-	-	-	-	8
9	1J	44.0%	-	-	-	-	-	-	-	9
10	1J	50.0%	617	248	123	78	35	190	1,291	10
11	1J	62.5%	-	-	-	-	-	-	-	11
12	1J	66.7%	-	-	-	-	-	-	-	12
13		Total 1J	625	250	124	79	45	234	1,357	13
14										14
15		Total 1 and 1J	26,275	4,741	491	3,372	1,700	6,813	43,392	15
16										16
17	2	A&S	19	12	-	3	-	105	139	17
18	2		-	-	-	-	-	-	-	18
19		Total 2	19	12	-	3	-	105	139	19
20										20
21	3A		-	-	-	-	-	-	-	21
22	3B		316	-	-	16	12	44	388	22
23		Total 3	316	-	-	16	12	44	388	23
24										24
25										25
26										26
27	4B		-	-	-	-	-	-	-	27
28		Total 4	-	-	-	-	-	-	-	28
29										29
30										30
31										31
32	5		6,279	1,666	238	135	78	99	8,495	32
33	5J		-	-	-	-	-	-	-	33
34		Total 5	6,279	1,666	238	135	78	99	8,495	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	32,889	6,419	729	3,526	1,790	7,061	52,414	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 road owned but not operated. The respondent's proportion of operated road held by it as a joint or common owner, or under a joint lease, or under any joint arrangement, should be shown in columns (b), (c), (d), or (e), as may be appropriate. The remainder of jointly operated mileage should be shown in column (f). Respondent's proportion of road jointly owned but not operated should be shown in column (h), as appropriate. Mileage which has been permanently abandoned should not be included in column (h).

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

Line No.	Cross Check	State or territory (a)	MILES OF ROAD OPERATED BY RESPONDENT								Line No.
			Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)	
1		Arizona	691	-	-	-	-	691	-	-	1
2		Arkansas	1,314	-	5	-	5	1,324	149	-	2
3		California	2,798	-	-	-	563	3,361	641	-	3
4		Colorado	1,315	-	-	-	353	1,668	7	-	4
5		Idaho	868	-	-	-	4	872	41	-	5
6		Illinois	1,534	19	4	-	832	2,389	10	-	6
7		Indiana	-	-	-	-	19	19	-	-	7
8		Iowa	1,279	-	-	-	275	1,554	6	-	8
9		Kansas	1,564	-	-	-	635	2,199	313	-	9
10		Kentucky	-	-	-	-	12	12	-	-	10
11		Louisiana	1,094	-	-	-	54	1,148	24	-	11
12		Minnesota	418	-	-	-	226	644	16	-	12
13		Missouri	993	-	-	-	561	1,554	339	-	13
14		Montana	125	-	-	-	-	125	52	-	14
15		Nebraska	1,007	-	-	-	90	1,097	223	-	15
16		Nevada	1,193	-	-	-	-	1,193	-	-	16
17		New Mexico	535	-	-	-	83	618	-	-	17
18		Oklahoma	513	-	307	-	420	1,240	73	-	18
19		Oregon	862	-	-	-	205	1,067	405	-	19
20		Tennessee	9	-	-	-	8	17	-	-	20
21		Texas	5,189	-	-	-	1,314	6,503	225	-	21
22		Utah	1,245	-	-	-	20	1,265	61	-	22
23		Washington	271	-	-	-	269	540	87	-	23
24		Wisconsin	584	-	-	-	331	915	107	-	24
25		Wyoming	874	-	-	-	-	874	-	-	25
26											26
27											27
28											28
29											29
30											30
31											31
32		Total Mileage (Single Track)	26,275	19	316	-	6,279	32,889	2,779	-	32

**INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710**

Instructions for reporting locomotive and passenger-train car data.

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

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

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

9. Cross-checks

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

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

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

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year					Line No.
				Units Installed					Owned and used (h)	Leased from others (i)	Total in service of respondent [col (h) & (i)] (j)	Aggregate capacity of units reported in col (j) (See Ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
		Locomotive Units												
1		Diesel-freight units										(HP)		1
2		Diesel-passenger units	3	0	0	0	0	3	0	3	6,000	0	2	
3		Diesel-multiple purpose units	6,893	0	0	201	0	6,228	605	6,833	27,545,900	0	3	
4		Diesel-switching units	122	0	0	5	0	120	0	120	99,100	0	4	
5	*	TOTAL (lines 1 to 4) units	7,018	0	0	206	0	6,351	605	6,956	27,651,000	0	5	
6	*	Electric locomotives	0	0	0	0	0	0	0	0	0	0	6	
7	*	Other self-powered units (steam)	2	1	0	0	0	3	0	3	8,400	0	7	
8	*	TOTAL (lines 5, 6, and 7)	7,020	1	0	206	0	6,354	605	6,959	27,659,400	0	8	
9	*	Auxiliary units	6	0	0	0	0	5	0	5	N/A	0	9	
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	7,026	1	0	206	0	6,359	605	6,964	27,659,400	0	10	

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

Line No.	Cross Check	Type or design of units (a)	Before 1/1/2005 (b)	Between 1/1/2005 and 12/31/2009 (c)	Between 1/1/2010 and 12/31/2014 (d)	Between 1/1/2015 and 12/31/2019 (e)	Between 1/1/2020 and 12/31/2024 (f)	During Calendar Year					TOTAL (l)	Line No.
								2025 (g)	2026 (h)	2027 (i)	2028 (j)	2029 (k)		
11	*	Diesel	4,677	1,097	726	456	0	0	0	0	0	0	6,956	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	1	0	0	0	0	3	13
14	*	TOTAL (lines 11 to 13)	4,679	1,097	726	456	0	1	0	0	0	0	6,959	14
15	*	Auxiliary units	5	0	0	0	0	0	0	0	0	0	5	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	4,684	1,097	726	456	0	1	0	0	0	0	6,964	16

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent [col (h) & (i)] (j)	Aggregate capacity of units reported in col (j) (See Ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
17		Passenger-Train Cars Non-Self-Propelled Coaches (PA, PB, PBO)												17
18		Combined cars (All class C, except CSB)												18
19		Parlor cars (PBC, PC, PL, PO)												19
20		Sleeping cars (PS, PT, PAS, PDS)												20
21		Dining, grill, & tavern cars (All class D, PD)										N/A		21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)										N/A		22
23		TOTAL (Lines 17 to 22)	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	0		28
29		TOTAL (Lines 23 and 28)	0	0	0	0	0	0	0	0	0	0		29
30		Company Service Cars Business cars (PV)	60						60		60	N/A		30
31		Board outfit cars (MWX)	7				2	0	9	0	9	N/A		31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	49				2	0	51	0	51	N/A		32
33		Dump and ballast cars (MWB, MWD)	2,021				219	221	1,319	700	2,019	N/A		33
34		Other maintenance and service equipment cars	4,650				347	92	4,897	8	4,905	N/A		34
35		TOTAL (Lines 30 to 34)	6,787	0	0	0	570	313	6,336	708	7,044	N/A		35

## 710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations  (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars  (b)	All Others  (c)	Units installed				
					New units purchased or built  (d)	New or rebuilt units leased from others  (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts  (f)	All other units, including reclassification and second hand units purchased or leased from others  (g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B1__, B2__)	0						36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5__, B6__ B7__, B8__)	649					16	37
38		Equipped box cars (All Code A, Except A_5_)	8,618					5	38
39		Plain gondola cars (All Codes G & J, J_1, J_2, J_3, J_4)	4,353					0	39
40		Equipped gondola cars (All Code E)	6,191					1	40
41		Covered hopper cars (C_1, C_2, C_3, C_4)	23,539		700			57	41
42		Open top hopper cars - general service (All Code H)	3,761						42
43		Open top hopper cars - special service (J__O), and All Code K)	1,476					1	43
44		Refrigerator cars - mechanical (R_5__, R_6__, R_7__, R_8__, R_9_)	3,018						44
45		Refrigerator cars - nonmechanical (R_0__, R_1__, R_2_)	331						45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)	117						46
47		Flat cars - multilevel (All Code V)	1,924					704	47
48		Flat cars - general service (F10_, F20_, F30_)	7						48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	1,987					1	49
50		Tank cars - under 22,000 gal. (T_0, T_1, T_2, T_3, T_4, T_5)	0						50
51		Tank cars - 22,000 gal. and over (T_6, T_7, T_8, T_9)	205					20	51
52		All other freight cars (A_5_, F_7_, All Code L & Q8_)	0						52
53		TOTAL (Lines 36 to 52)	56,176	0	700	0	0	805	53
54		Caboose (All Code M-930)							54
55		TOTAL (Lines 53 and 54)	56,176	0	700	0	0	805	55

**710. INVENTORY OF EQUIPMENT - Continued**

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

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	
					Time-mileage cars (k)	All Others (l)			
36		0	0	0	0	0	0	0	36
37		74	76	515	591	0	57,494	0	37
38		908	3,458	4,257	7,715	0	710,806	0	38
39		111	2,394	1,848	4,242	0	486,862	0	39
40		638	3,736	1,818	5,554	0	592,308	0	40
41		962	16,205	7,129	23,334	0	2,565,452	0	41
42		398	3,363	0	3,363	0	362,015	0	42
43		67	891	519	1,410	0	163,847	0	43
44		229	1,998	791	2,789	0	265,629	0	44
45		59	272	0	272	0	23,100	0	45
46		14	0	103	103	0	29,390	0	46
47		131	563	1,934	2,497	0	113,684	0	47
48		0	7	0	7	0	497	0	48
49		269	1,024	695	1,719	0	178,442	0	49
50		0	0	0	0	0	0	0	50
51		31	0	194	194	0	19,351	0	51
52		0	0	0	0	0	0	0	52
53		3,891	33,987	19,803	53,790	0	5,568,877	0	53
54		0	0	0	0	0	0	0	54
55		3,891	33,987	19,803	53,790	0	5,568,877	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.
			Per diem  (b)	All Others  (c)	Units installed				
					New units purchased or built  (d)	New units leased from others  (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts  (f)	All other units, including reclassification and second hand units purchased or leased from others  (g)	
FLOATING EQUIPMENT									
56		Self-propelled vessels (tugboats, car ferries, etc.)	N/A						56
57		Non-self-propelled vessels (car floats, lighters, etc.)	N/A						57
58		TOTAL (Lines 56 and 57)	N/A						58
HIGHWAY REVENUE EQUIPMENT									
59		Chassis (Z1_, Z67_, Z68_, Z_69_)	1,229			0		0	59
60		Dry van (U2_, Z_, Z6_, I-6)							60
61		Flat bed (U3_, Z3_)							61
62		Open bed (U4_, Z4_)							62
63		Mechanical refrigerator (U5_, Z5_)							63
64		Bulk hopper (U0_, Z0_)							64
65		Insulated (U7_, Z7_)							65
66		Tank (Z0_, U6_) (See note)							66
67		Other trailer and container (Special equipped dry van U9_, Z8_, Z9_)	46,663	0	0	0	0	0	67
68		Tractor							68
69		Truck							69
70		TOTAL (Lines 59 to 69)	47,892	0	0	0	0	0	70

NOTES AND REMARKS

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

**710. INVENTORY OF EQUIPMENT - Concluded**

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year					Leased to Others	Line No.
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)		
					Per diem (k)	All Others (l)			
56						N/A			56
57						N/A			57
58						N/A			58
59		617	0	612	612	0	18,666		59
60		0	0	0	0	0	0		60
61		0	0	0	0	0	0		61
62		0	0	0	0	0	0		62
63		0	0	0	0	0	0		63
64		0	0	0	0	0	0		64
65		0	0	0	0	0	0		65
66		0	0	0	0	0	0		66
67		857	45,678	128	45,806	0	1,300,890		67
68									68
69									69
70		1,474	45,678	740	46,418	0	1,319,556		70

NOTES AND REMARKS

**710S. UNIT COST OF EQUIPMENT INSTALLED DURING THE YEAR**  
(Dollars in Thousands)

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

**NEW UNITS**

Line No.	Class of equipment	Number of Units	Total Weight (Tons)	Total Cost	Method of Acquisition (see instructions)	Line No.
1	<b>LOCOMOTIVES</b>					1
2	Heritage diesel-electric	1	196	2,036		2
3						3
4						4
5						5
6	<b>FREIGHT CARS</b>					6
7	COVERED HOPPERS	700	21,105	61,722		7
8						8
9						9
10						10
11	<b>TOTAL</b>	<b>701</b>	<b>21,301</b>	<b>63,758</b>		11
12						12
13						13
14						14
15						15
16						16
17						17
18			<b>REBUILT UNITS</b>			18
19	<b>LOCOMOTIVES</b>					19
20	GP38N	26	3,537	11,044		20
21	GP40N	15	2,112	6,217		21
22	C44ACM	1	215	1,666		22
23	C44-9W	25	5,385	41,645		23
24	C44ACCTE	118	25,419	196,564		24
25	C44AC	6	1,292	9,995		25
26	GP39N	3	408	882		26
27	SD40	1	136	81		27
28	C45ACCTE	9	1,877	5,518		28
29	SD70ACE	2	417	1,226		29
30						30
31	<b>TOTAL</b>	<b>206</b>	<b>40,797</b>	<b>274,838</b>		31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
41						41
42	<b>GRAND TOTAL</b>	<b>907</b>	<b>62,098</b>	<b>338,596</b>		42

**GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720**

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

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

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

**720. TRACK AND TRAFFIC CONDITIONS**

Disclose the requested information pertaining to track and traffic conditions.

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No.
1	A	18,307	45.86	N/A	87	1
2	B	7,230	12.46	N/A	74	2
3	C	3,104	2.92	N/A	43	3
4	D	6,604	0.27	N/A	47	4
5	E	8,674	N/A	N/A	0	5
6	TOTAL	43,919	21.67	N/A	251	6
7	F	9,561	N/A	N/A	N/A	7
8	Potential abandonments	637	N/A	N/A	N/A	8

\* 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.

**750. CONSUMPTION OF DIESEL FUEL**

(Dollars in Thousands)

Line No.	LOCOMOTIVES		Line No.
	Kind of locomotive service (a)	Diesel oil (gallons) (b)	
1	Freight	858,786,721	1
2	Passenger	0	2
3	Yard Switching	78,008,881	3
4	TOTAL	936,795,602	4
5	COST OF FUEL \$(000)	\$2,328,117	5
6	Work Train	8,295,525	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 reports. Unit train service is a specialized scheduled shuttle type service in equipment (railroad or privately owned) dedicated to such service, moving between origin and destination. The applicable tariffs and/or contracts generally require that a specific minimum tonnage or quantity of carloads be tendered as a unit for shipment on one bill of lading or other shipping document in a solid train for movement between origin and destination. Such tariffs and/or contracts generally contain restricted detention provisions and are subject to time-volume requirements which reflect the approximate capacity of the unit trains for the stated period. Way trains are defined as trains operated primarily to gather and distribute cars in road service and move them between way stations or way points. Through trains are those trains operated between two or more major concentration or distribution points. Do not include unit train statistics in way or through train statistics. A work train is a train operated solely or preponderantly for the purpose of transporting company freight, work equipment, or company employees. Statistics for work trains should be reported under Item 11, only. Statistics related to company equipment, company employees, and company freight moving in transportation trains are not to be reported in Item 11, but are to be reported in Items 4-17, 6-04, 7-02, 8-04, and 8-05, as instructed in notes I, K, and L.

(A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.

(B) A train-mile is a movement of a train a distance of one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions shall be considered as one mile. Train Miles-Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-Miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.

(C) A motorcar is a self-propelled unit of equipment designed to carry freight or passengers, and is not considered a locomotive.

(D) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of one mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.

(E) All locomotive unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instruction (B) regarding fractions and official time tables for computing locomotive miles.

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

(G) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed for yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.

(H) A car-mile is a movement of a unit of car equipment a distance of one mile. Use car designations shown in Schedule 710. Under Railroad Owned and Leased Cars, Items 4-01 and 4-11, report both foreign cars and respondent's own cars while on the line of the respondent railroad. In Items 4-13 and 4-15, report private-line cars and shipper owned cars. Loaded and empty miles should be reported whether or not the railroad reimbursed the owner on a loaded and/or empty mile basis. Report miles made by flatcars carrying empty highway trailers that are not moving under revenue billings as empty freight car-miles. Do not report miles made by motorcars or business cars.

(I) Exclude from Items 4-01, 4-11, 4-13, and 4-5, car-miles of work equipment, cars carrying company freight, and non-revenue private line cars moving in transportation trains. Include such car-miles in Items 4-17, 4-18, and 4-19. If private line cars move in revenue service, the loaded and empty miles should not be considered no-payment or non-revenue car-miles.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

755. RAILROAD OPERATING STATISTICS					
Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
1		1 Miles of Road Operated (A)	32,889	0	1
2		2 Train Miles - Running (B)			
		2-01 Unit Trains	22,817,345	XXXXXX	2
		2-02 Way Trains	6,203,303	XXXXXX	3
		2-03 Through Trains	69,217,534	0	4
		2-04 TOTAL TRAIN MILES (Lines 2-4)	98,238,182	0	5
		2-05 Motorcars (C)	0	0	6
		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	98,238,182	0	7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	77,732,193	XXXXXX	8
9		3-02 Way Trains	12,270,231	XXXXXX	9
10		3-03 Through Trains	247,720,730	0	10
11		3-04 TOTAL (Lines 8-10)	337,723,154	0	11
12		3-11 Train Switching (F)	7,788,987	XXXXXX	12
13		3-21 Yard Switching (G)	22,326,352	0	13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	367,838,493	0	14
		4 Freight Car-Miles (thousands) (H)			
		4-01 RR Owned and Leased Cars - Loaded			
15		4-010 Box-Plain 40-Foot	0	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	25,780	XXXXXX	16
17		4-012 Box-Equipped	109,159	XXXXXX	17
18		4-013 Gondola-Plain	57,094	XXXXXX	18
19		4-014 Gondola-Equipped	69,086	XXXXXX	19
20		4-015 Hopper-Covered	451,170	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	29,870	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	23,991	XXXXXX	22
23		4-018 Refrigerator-Mechanical	24,492	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	219	XXXXXX	24
25		4-020 Flat-TOFC/COFC	307,020	XXXXXX	25
26		4-021 Flat-Multi-Level	85,588	XXXXXX	26
27		4-022 Flat-General Service	76	XXXXXX	27
28		4-023 Flat-All Other	54,813	XXXXXX	28
29		4-024 All Other Car Types-Total	130	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	1,238,488	XXXXXX	30

## 755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
31		4-11 RR Owned and Leased Cars - Empty 4-110 Box-Plain 40-Foot	0	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	21,394	XXXXXX	32
33		4-112 Box-Equipped	102,769	XXXXXX	33
34		4-113 Gondola-Plain	61,173	XXXXXX	34
35		4-114 Gondola-Equipped	77,840	XXXXXX	35
36		4-115 Hopper-Covered	496,324	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	31,329	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	24,257	XXXXXX	38
39		4-118 Refrigerator-Mechanical	33,871	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	386	XXXXXX	40
41		4-120 Flat-TOFC/COFC	10,324	XXXXXX	41
42		4-121 Flat-Multi-Level	25,354	XXXXXX	42
43		4-122 Flat-General Service	76	XXXXXX	43
44		4-123 Flat-All Other	53,361	XXXXXX	44
45		4-124 All Other Car Types-Total	188	XXXXXX	45
46		4-125 TOTAL (Lines 31-45)	938,646	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	11,990	XXXXXX	48
49		4-132 Box-Equipped	174,619	XXXXXX	49
50		4-133 Gondola-Plain	618,440	XXXXXX	50
51		4-134 Gondola-Equipped	44,713	XXXXXX	51
52		4-135 Hopper-Covered	879,435	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	14,862	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	160,422	XXXXXX	54
55		4-138 Refrigerator-Mechanical	16,904	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	976	XXXXXX	56
57		4-140 Flat-TOFC/COFC	1,194,826	XXXXXX	57
58		4-141 Flat-Multi-Level	473,452	XXXXXX	58
59		4-142 Flat-General Service	255	XXXXXX	59
60		4-143 Flat-All Other	119,012	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	182,189	XXXXXX	61
62		4-145 Tank - 22,000 Gallons and Over	676,321	XXXXXX	62
63		4-146 All Other Car Types-Total	3,590	XXXXXX	63
64		4-147 TOTAL (Lines 47-63)	4,572,006	XXXXXX	64

## 755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
65		4-15 Private Line Cars - Empty (H)		XXXXXX	
		4-150 Box-Plain 40-Foot	0	XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	12,524	XXXXXX	66
67		4-152 Box-Equipped	123,570	XXXXXX	67
68		4-153 Gondola-Plain	614,633	XXXXXX	68
69		4-154 Gondola-Equipped	43,068	XXXXXX	69
70		4-155 Hopper-Covered	839,539	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	13,973	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	156,014	XXXXXX	72
73		4-158 Refrigerator-Mechanical	17,052	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	1,009	XXXXXX	74
75		4-160 Flat-TOFC/COFC	45,607	XXXXXX	75
76		4-161 Flat-Multi-Level	148,621	XXXXXX	76
77		4-162 Flat-General Service	163	XXXXXX	77
78		4-163 Flat-All Other	106,079	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	185,872	XXXXXX	79
80		4-165 Tank - 22,000 Gallons and Over	698,539	XXXXXX	80
81		4-166 All Other Car Types-Total	1,123	XXXXXX	81
82		4-167 TOTAL (Lines 65-81)	3,007,386	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	101,031	XXXXXX	83
84		4-18 No Payment Car-Miles (l) <1>	0	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)			
85		4-191 Unit Trains	2,978,199	XXXXXX	85
86		4-192 Way Trains	195,083	XXXXXX	86
87		4-193 Through Trains	6,684,275	XXXXXX	87
88		4-194 TOTAL (Lines 85-87)	9,857,557	XXXXXX	88
89		4-20 Caboose Miles	0	XXXXXX	89

<1> Total number of loaded miles \_\_\_0\_\_\_ and empty miles \_\_\_0\_\_\_ by roadrailer reported above.

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

## 755. RAILROAD OPERATING STATISTICS - (Concluded)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
98		6 Gross Ton-Miles (thousands) (K) 6-01 Road Locomotives	70,133,672		98
99		6-02 Freight Trains, Crs., Cnts, & Caboose 6-020 Unit Trains	249,008,450	XXXXXX	99
100		6-021 Way Trains	15,316,760	XXXXXX	100
101		6-022 Through Trains	600,945,654	XXXXXX	101
102		6-03 Passenger Trains, Crs, & Cnts.		0	102
103		6-04 Non-Revenue	8,373,525	XXXXXX	103
104		6-05 TOTAL (Lines 98-103)	943,778,061	0	104
105		7 Tons of Freight (thousands) 7-01 Revenue	470,261	XXXXXX	105
106		7-02 Non-Revenue	6,742	XXXXXX	106
107		7-03 TOTAL (Lines 105 and 106)	477,003	XXXXXX	107
108		8 Ton-Miles of Freight (thousands) (L) 8-01 Revenue - Road Service	426,936,393	XXXXXX	108
109		8-02 Revenue - Lake Transfer Service	0	XXXXXX	109
110		8-03 TOTAL (Lines 108 and 109)	426,936,393	XXXXXX	110
111		8-04 Non-Revenue - Road Service	3,456,126	XXXXXX	111
112		8-05 Non-Revenue - Lake Transfer Service	0	XXXXXX	112
113		8-06 TOTAL (Lines 111 and 112)	3,456,126	XXXXXX	113
114		8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	430,392,519	XXXXXX	114
115		9 Train Hours (M) 9-01 Road Service	4,481,899	XXXXXX	115
116		9-02 Train Switching	673,656	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	1,925,774	XXXXXX	117
118		11 Train-Miles Work Trains (O) 11-01 Locomotives	1,100,711	XXXXXX	118
119		11-02 Motorcars	0	XXXXXX	119
120		12. Number of Loaded Freight Cars (P) 12-01 Unit Trains	2,245,685	XXXXXX	120
121		12-02 Way Trains	2,902,930	XXXXXX	121
122		12-03 Through Trains	9,204,374	XXXXXX	122
123		13 TOFC/COFC-No. of Revenue Trailers & Containers Loaded and Unloaded (Q)	6,519,591	XXXXXX	123
124		14 Multi-Level Cars - No. of Motor Vehicles Loaded & Unloaded (Q)	2,966,751	XXXXXX	124
125		15 TOFC/COFC - No. of Revenue Trailers Picked Up & Delivered (R)	162,586	XXXXXX	125
126		16 Revenue-Tons Marine Terminal (S) 16-01 Marine Terminals - Coal	0	XXXXXX	126
127		16-02 Marine Terminals - Ore	0	XXXXXX	127
128		16-03 Marine Terminals - Other	54,658,665	XXXXXX	128
129		16-04 TOTAL (Lines 126 - 128)	54,658,665	XXXXXX	129
130		17 Number of Foreign Per-Diem Cars on Line (T) 17-01 Serviceable	37,984	XXXXXX	130
131		17-02 Unserviceable		XXXXXX	131
132		17-03 Surplus		XXXXXX	132
133		17-04 TOTAL (Lines 130 - 132)	37,984	XXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	4.5	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

Carrie Powers makes oath and states that he (she) is Vice President, Controller, and Chief Accounting Officer  
(Insert here name of the affiant) (Insert here the official title of the affiant)

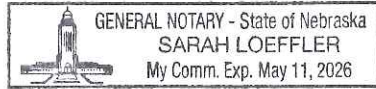
Of Union Pacific Railroad Company  
(Insert here the exact legal title or name of the respondent)

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, 2025, to and including December 31, 2025.

Carrie Powers  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 31<sup>st</sup> day of March, 20 26.  
My commission expires May 11, 2026

Use an  
LS  
impression seal



Sarah Loeffler  
(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

V. James Vena makes oath and states that he (she) is Chief Executive Officer  
(Insert here name of the affiant) (Insert here the official title of the affiant)

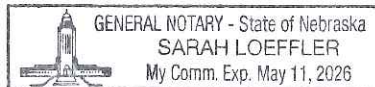
Of Union Pacific Railroad Company  
(Insert here the exact legal title or name of the respondent)

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, 2025, to and including December 31, 2025.

V. J. Vena  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 31<sup>st</sup> day of March, 20 26.  
My commission expires May 11, 2026

Use an  
LS  
impression seal



Sarah Loeffler  
(Signature of officer authorized to administer oaths)

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

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

**CORRECTIONS**

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

**EXPLANATORY REMARKS**

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