Union Pacific Corporation

2015 INVESTOR FACT BOOK

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Investor Inquiries

Union Pacific's investor relations are coordinated through the Corporate Treasurer. Requests for meetings and general information should be directed to: (402) 544-4227 or (877) 547-7261 or investor.relations@up.com

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Financials

Website Information

To receive new information as it becomes available, we invite you to regularly visit www.up.com. In the Investors section you can view online or download a variety of informative documents, including SEC filings, annual reports, proxy statements, quarterly earnings, press releases, company presentations and corporate governance information. For automatic updates, please subscribe to the Company's RSS (Really Simple Syndication) feed, which provides links to new headlines and summaries through your news reader.

About Union Pacific

Union Pacific Railroad is the principal operating company of Union Pacific Corporation (NYSE: UNP). One of America's most recognized companies, Union Pacific Railroad connects 23 states in the western two-thirds of the country by rail, providing a critical link in the global supply chain. From 2006-2015, Union Pacific invested approximately $33 billion in its network and operations to support America's transportation infrastructure. The railroad's diversified business mix includes Agricultural Products, Automotive, Chemicals, Coal, Industrial Products and Intermodal. Union Pacific serves many of the fastest-growing U.S. population centers, operates from all major West Coast and Gulf Coast ports to eastern gateways, connects with Canada's rail systems and is the only railroad serving all six major Mexico gateways. Union Pacific provides value to its roughly 10,000 customers by delivering products in a safe, reliable, fuel-efficient and environmentally responsible manner.

Letter from the CFO

Welcome to the 2015 edition of the Union Pacific Corporation Investor Fact Book, a comprehensive resource that provides meaningful insight into our Company, including information on key market drivers, financial results, and operations.+

Our network includes 32,000 route miles that travel through 23 states in the Western U.S., supporting a balanced mix of six strong business groups. As we take a look across our franchise, we believe the diversity of the markets we access is second to none in the industry and is truly a competitive strength in the marketplace.

While 2015 was a challenging year in many respects as we adjusted to a lower volume environment, it is our diverse franchise that gives us confidence in our long-term outlook going forward.

We are well-positioned to efficiently serve customers in existing markets as they rebound. The strength and diversity of the Union Pacific franchise also will provide opportunity for new business development as both domestic and global markets evolve.

Along with volume growth opportunities, core pricing alongside productivity gains are expected to drive our operating ratio to 60 percent, plus or minus, on a full year basis by 2019.

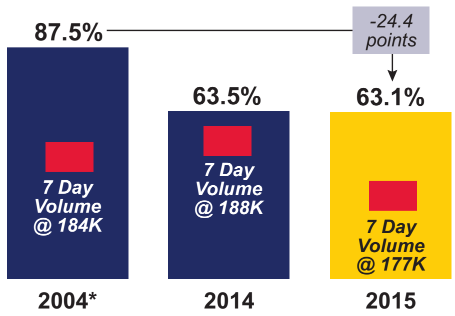
Beyond this formal operating ratio guidance, we are also focused on further improving our financial results over the longer term through our “G55 + 0” initiative. You can read more about this Company-wide effort in the Financial Results section of this publication.

As always, no matter what the environment, we remain committed to running a safe, efficient, and productive railroad. Our strategy is based on six value tracks – world-class safety, excellent customer experience, innovation, resource productivity, maximized franchise, and engaged team. Taken together, these provide the framework for creating value for customers, stability and satisfaction for employees, economic strength for communities, and strong returns for our shareholders.

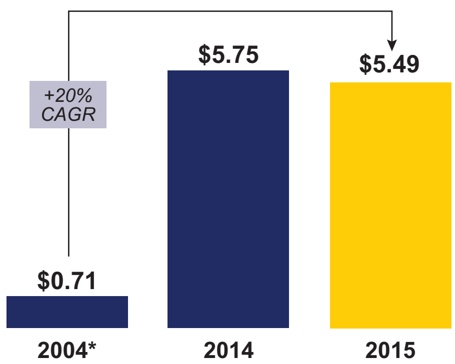
Rob Knight
EVP - Finance & CFO

Successful Track Record
(2004 to 2015)

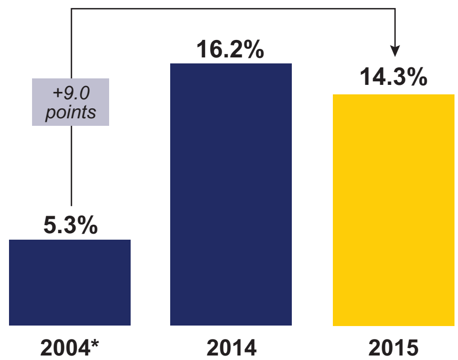
Operating Ratio



Earnings Per Share



Return on Invested Capital



** 2004 adjusted for asbestos charge of $247.4 million.*
+ See cautionary information on page 51.

Company Overview

VISION

Building America

Our vision symbolizes the Union Pacific experience for all the people whose lives we touch. It connects the importance of UP's rail transportation to America's economy, honors the generations that preceded us and is the promise for the generations that will follow us.

MISSION

The Men and Women of Union Pacific Are Dedicated to Serve

Union Pacific works for the good of our customers, shareholders, communities, and one another. Our commitment defines us and drives the economic strength of our company and our country.

VALUES

Passion for Performance

Our passion, concentration and determination will drive our safety, customer satisfaction and quality results.

High Ethical Standards

Our reputation will always be a source of pride for our employees and a bond with our customers, shareholders, and community partners.

Work as a Team

We are all part of the same team, and working together to reach our common goals is one of our strengths. Communication and respect are the foundation of great teamwork.

Key Metrics and Facts

Key Financial and Operating Metrics	2015	2014	2013	2012
Operating revenues *(millions)*	$21,813	$23,988	$21,963	$20,926
Operating income *(millions)*	$8,052	$8,753	$7,446	$6,745
Operating ratio	63.1%	63.5%	66.1%	67.8%
Operating margin	36.9%	36.5%	33.9%	32.2%
Revenue carloads *(thousands)*	9,062	9,625	9,022	9,048
Revenue ton-miles *(millions)*	485,035	549,629	514,272	521,111
Gross ton-miles (GTMs) *(millions)*	927,677	1,014,905	949,065	959,280
Fuel consumed in gallons *(millions)*	1,064	1,158	1,091	1,085
Average fuel price per gallon consumed	$1.84	$2.97	$3.15	$3.22
Employees *(average)*	47,457	47,201	46,445	45,928
GTMs *(millions)* per employee	19.55	21.50	20.43	20.89
Average train speed *(miles per hour) (a)*	25.4	24.0	26.0	26.5
Average terminal dwell time *(hours) (a)*	29.3	30.3	27.1	26.2

(a) As reported to the Association of American Railroads (AAR).

2015 Facts (As of 12/31/15)

Track Miles

Route	32,084
Other main line	7,012
Passing lines and turnouts	3,235
Switching and classification yard lines	9,108
Total miles	51,439

	2015
Track miles of rail replaced	767
Track miles of rail capacity expansion	103
Miles of track surfaced	10,076
Total new ties installed (thousands)	4,178

Rail Equipment

Locomotives	*Owned*	*Leased*	*Total*	*Average Age (yrs.)*
Multiple purpose	5,917	2,135	8,052	18.7
Switching	273	12	285	35.0
Other	70	57	127	36.6
Total locomotives	6,260	2,204	8,464	N/A

Freight cars	*Owned*	*Leased*	*Total*	*Average Age (yrs.)*
Covered hoppers	12,693	15,189	27,882	20.2
Open hoppers	7,272	3,464	10,736	29.0
Gondolas	5,856	3,674	9,530	25.2
Boxcars	3,147	4,432	7,579	32.9
Refrigerated cars	2,681	4,006	6,687	25.1
Flat cars	2,617	1,447	4,064	29.3
Other	33	352	385	22.2
Total freight cars	34,299	32,564	66,863	N/A

Highway revenue equipment	*Owned*	*Leased*	*Total*	*Average Age (yrs.)*
Containers	33,633	25,998	59,631	8.0
Chassis	22,086	26,837	48,923	9.6
Total highway revenue equipment	55,719	52,835	108,554	N/A

Financial Results

A Challenging Year in 2015

This past year was a challenging one in many respects as the Company experienced a significant decline in volume along with business mix shifts. While we did generate a record operating ratio in 2015, the Company's earnings per share of $5.49 fell short of 2014's $5.75 per share record.

Operating revenue declined 9 percent in 2015 as a 6 percent decline in volume combined with lower fuel surcharge revenue and mix headwinds to more than offset solid core pricing gains.

In 2014, the Company diligently brought on the locomotives, crews, and capacity needed to improve fluidity and handle the robust volumes that we experienced during the year. Toward the end of 2014, our resources were largely in line with the demand. However, volumes reversed trend early in 2015 and we began aligning resources to lower demand. By the second half of 2015, our operating metrics showed step function improvement and our resources were more in line with volume, both of which helped generate meaningful productivity gains.

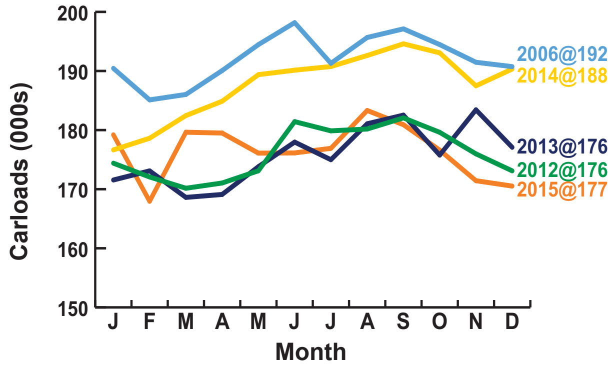
For the full year 2015, operating expenses decreased 10 percent, or nearly $1.5 billion, when compared to 2014. Significantly lower fuel prices and volume-related cost savings were the primary drivers of the decrease. These declines were partially offset by wage inflation, higher depreciation, and property taxes.

The Company's effectiveness in right-sizing resources to demand, realizing productivity, and achieving solid core pricing helped generate a best-ever operating ratio of 63.1 percent, a 0.4 point improvement compared to 2014.

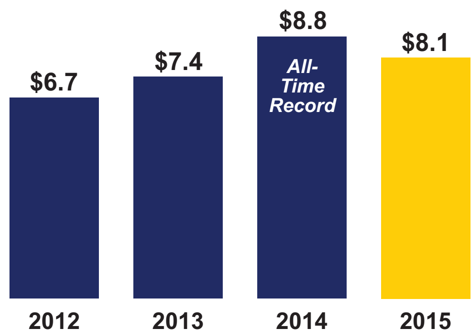
UP's 2015 capital program totaled $4.3 billion, driven by higher asset replacement costs and investments in safety, service, and growth initiatives, along with continued spending on Positive Train Control (PTC). Driven primarily as a result of lower earnings, our return on invested capital (ROIC) decreased 1.9 points in 2015 to 14.3 percent.

In 2015, cash from operations totaled more than $7.3 billion, down slightly when compared to 2014. The net impact of bonus deprecation on 2015 cash flow was close to neutral, as the benefit from 2014 bonus depreciation offset cash tax payments associated with prior years.

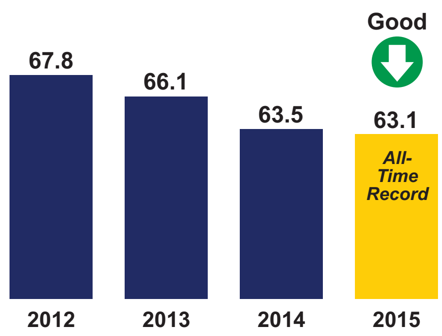
7-Day Volume



Operating Income
(Billions)



Operating Ratio
(Percent)



After dividends, free cash flow totaled just over $500 million in 2015, down almost $1 billion from 2014. Lower earnings along with higher cash capital and dividend payments drove the decrease.

The Company changed the timing of quarterly dividend payments so that the cash outlay occurs within the same quarter for which the divided is declared. As a result, we had two dividend payments during the First Quarter of 2015 and five payments during the full year.

In 2015, the Company also increased its total declared dividends per share by 15 percent and made approximately $3.5 billion in share repurchases. Between dividend payments and share repurchases, the Company returned more than $5.8 billion to shareholders in 2015, a 20 percent increased when compared to 2014.

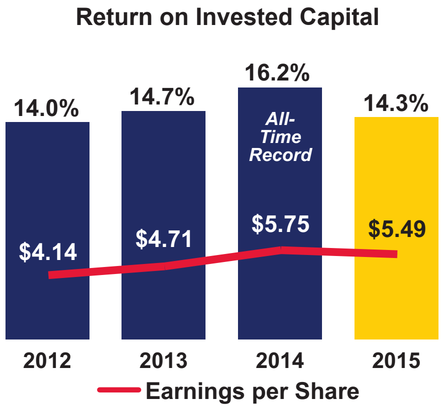
We also continued to fine tune our capital structure in 2015 as our adjusted Debt-to-EBITDA increased from 1.4 times at year-end 2014 to 1.7 times at year-end 2015.

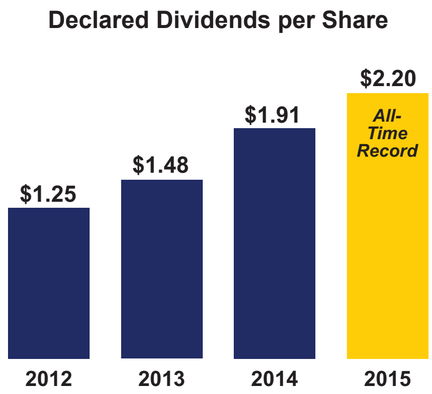
Driving Shareholder Returns in 2016 and Beyond

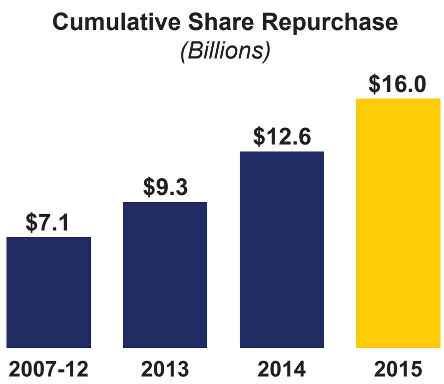
As we look out at 2016 and beyond, our strong value proposition with customers will be instrumental in our ability to price our services to market and generate real pricing gains, as we work toward our longer term operating ratio target of 60 percent, plus or minus, on a full year basis, by 2019.

The Company's 2016 capital plan of approximately $3.675 billion represents a reduction of more than $600 million from last year's capital program. While the declines in fuel surcharge revenue and volume elevated UP's capital investment as a percent of revenue in 2015, the Company expects capital spending to average around 16 to 17 percent of revenue over its planning horizon, assuming business conditions warrant and that potential new laws or regulations do not impact our ability to generate sufficient returns on these investments.

With respect to cash in 2016, we will see the benefit from both 2015 and 2016 bonus depreciation, since the legislation was passed just before year end. As such, we will see a tailwind on this year's cash as we recognize two years worth of benefits that will be partially offset by payments from prior year programs.







From a leverage perspective, we expect to maintain a strong balance sheet and an investment grade credit rating as we continue to target an adjusted Debt-to-EBITDA ratio of less than two times.

The Company has a target dividend payout ratio of around 35 percent, with continued opportunistic share repurchases. As of the end of 2015, approximately 53 million shares remain on the four-year authorization that began on January 1, 2014.

Beyond our formal OR guidance, the Company commenced its "G55 + 0" initiative in the fall of 2015 that is designed to further improve financial results over the longer term. The "G55" stands for growing our franchise to a 55 percent operating ratio over time while the "0" reminds us that our focus has always been, and will continue to be on zero injuries.

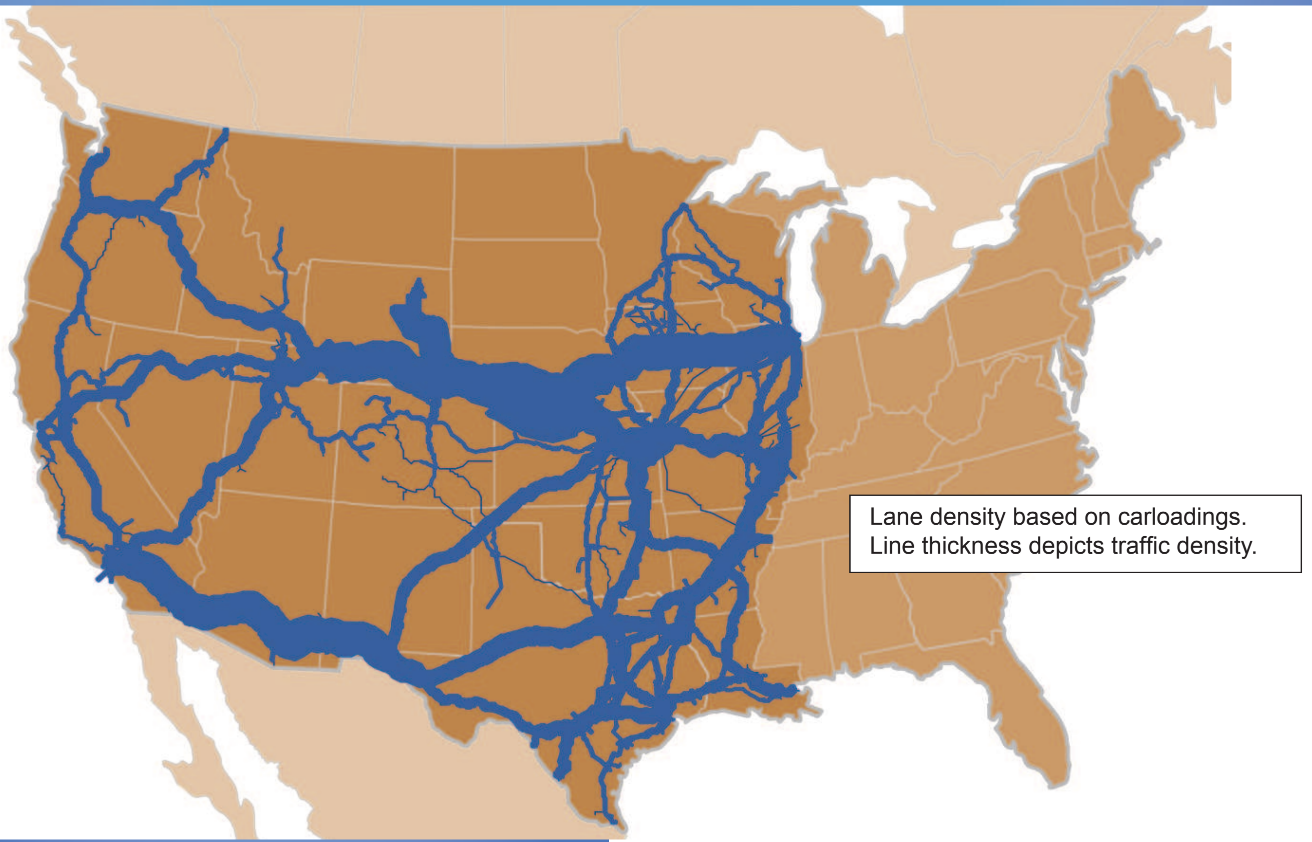
This effort is a way of re-energizing the organization to aspire to new and better levels of performance in productivity, innovation, customer experience, and safety.

At the core of this effort, we want to turbo-charge our productivity – not by just taking out costs, but by doing things better. Naturally, not only will we continue to remove unnecessary spending, but we will also focus on taking everything we do to the "next level" in efficiency. That means efficient capital spending as well, with an intense focus on new ways to deploy our investment and improve returns.

In order to grow our operating ratio to 55, we are also focusing on improving the customer experience, driving new business development, and ensuring our pricing is completely aligned with our service product and value proposition.

It is the mindset of "G55 + 0" that will drive not only the Company's operating ratio, but ultimately earnings, cash flow, and returns to new levels in the years ahead.

Track and Terminal Density



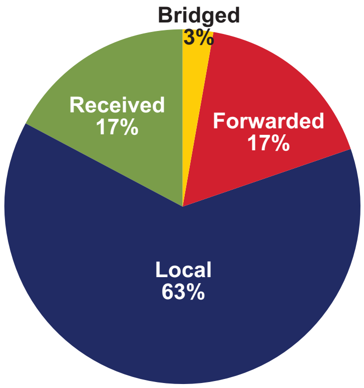
Major Classification Yards

North Platte, Nebraska (2)
North Little Rock, Arkansas
Englewood (Houston), Texas
Proviso (Chicago), Illinois
Fort Worth, Texas
Livonia, Louisiana
Roseville, California
Pine Bluff, Arkansas
West Colton, California
Neff (Kansas City), Missouri

Major Intermodal Terminals

ICTF (Los Angeles), California
Joliet (Global 4), Illinois
East Los Angeles, California
DIT (Dallas), Texas
Global I (Chicago), Illinois
Marion (Memphis), Tennessee
Global II (Chicago), Illinois
Mesquite, Texas
City of Industry, California
Lathrop, California

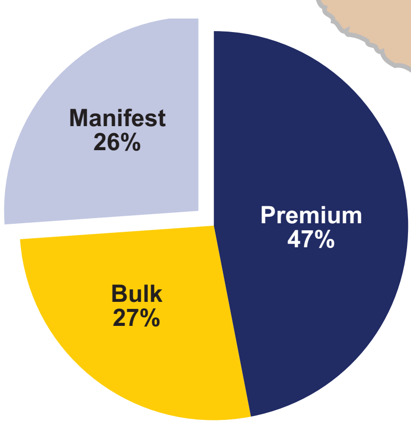
Traffic Classification - 2015 Carloads



Local = UP Origin + UP Destination
Forwarded = UP Origin + Other Destination
Received = Other Origin + UP Destination
Bridged = Other Origin + UP Intermediate + Other Destination

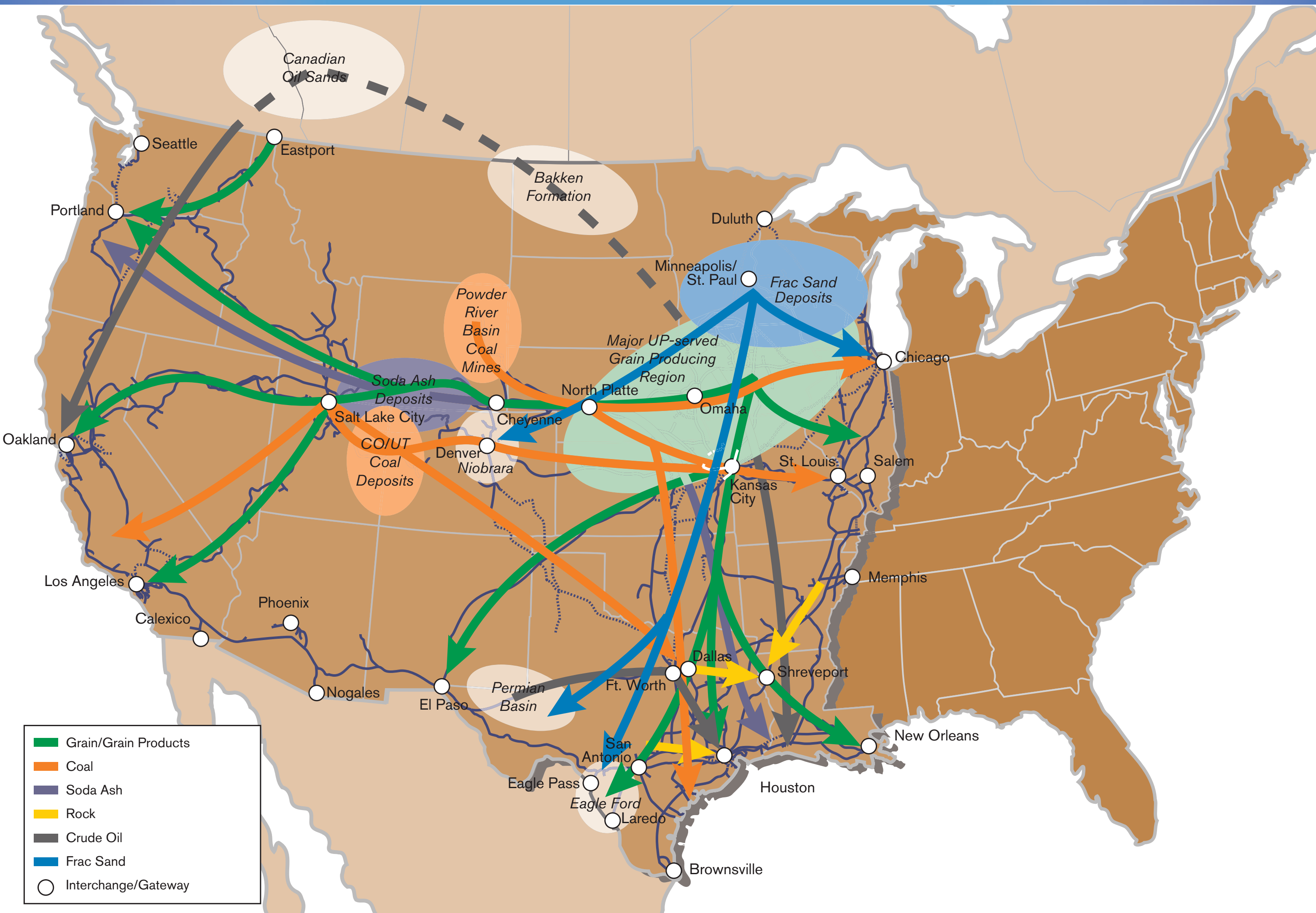
Manifest Network

Freight Traffic - 2015 Carloads



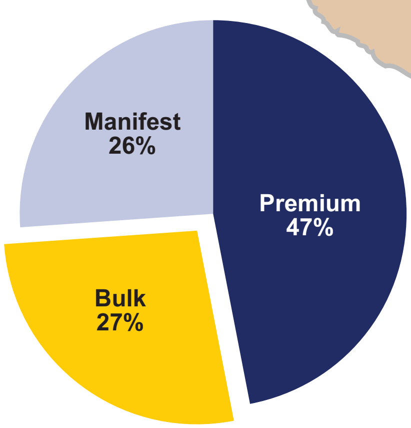
Manifest traffic includes individual carload or less-than-trainload business, involving commodities such as lumber, steel, paper, frac sand, food, and chemicals, all transported from thousands of locations across Union Pacific's network. The Railroad's extensive manifest infrastructure includes terminal locations throughout its system and storage-in-transit facilities in the Gulf Coast region, which allow our chemical customers to store their products at our facilities prior to final delivery. This unique aspect of UP's franchise serves customers in virtually every segment of the economy. Through rail industry partnerships, UP can access approximately 90 percent of the North American population. In 2015, manifest traffic represented 26 percent of the Company's volume and 43 percent of freight revenue.

Bulk Network



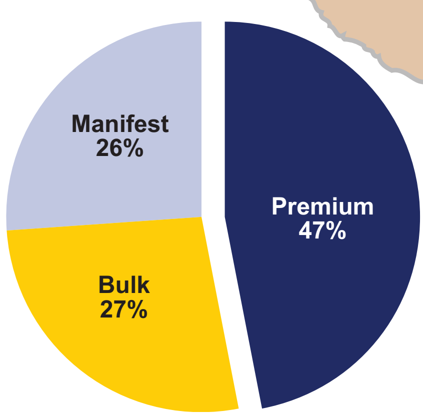
Bulk traffic primarily consists of coal, grain, soda ash, rock, crude oil, and frac sand shipped in unit trains - trains transporting a single commodity from one origin to one destination. Most of UP's coal traffic originates from the Powder River Basin (PRB) of northeastern Wyoming and the Uinta Basin of Colorado and Utah. Grain and grain products move out of the Midwest to domestic markets and for export to Mexico and elsewhere through ports in the Gulf Coast and Pacific Northwest (PNW). Producers mine soda ash near Green River, Wyoming, destined for export through Gulf Coast and PNW ports. Rock trains move primarily in and around Texas. The majority of our crude oil unit trains currently move to the Gulf area. The Railroad designed its bulk network to handle high-volume, efficient, point-to-point moves. Operating this network represents a core competency and franchise strength for UP. In 2015, bulk traffic represented 27 percent of the Company's volume and 27 percent of freight revenue.

Freight Traffic - 2015 Carloads



Premium Network

Freight Traffic - 2015 Carloads



Union Pacific's premium business includes the transportation of finished vehicles, auto parts, intermodal containers and trailers. UP is the largest automotive carrier west of the Mississippi River. The Railroad's extensive franchise serves vehicle assembly plants and connects to West Coast ports and the Port of Houston to accommodate import and export shipments. UP's unique network can directly access all six U.S. / Mexico rail gateways, providing expedited handling of growing cross-border automotive traffic. Intermodal and automotive import traffic benefits from excellent service in competitive long-haul routes connecting the West Coast ports to Eastern gateways, particularly along the Sunset Corridor from Los Angeles to El Paso. Additionally, time-sensitive domestic intermodal shippers benefit from the ramp-to-ramp and door-to-door service UP provides across its network. In 2015, premium traffic represented 47 percent of the Company's volume and 30 percent of freight revenue.

Marketing Review

With UP's extensive geographic coverage, our unparalleled access to Gulf and West Coast ports, and the industry's best access to Mexico, UP is well-positioned to compete successfully across a wide variety of markets.

During 2014, we experienced robust volume growth of 7 percent. However, total volume decreased 6 percent in 2015, driven by declines in five of the Company's six business groups.

Core pricing gains averaged 3.7 percent for the full year 2015. Pricing was higher when compared to the previous year, partially driven by a half point of legacy benefit in 2015. Overall, pricing gains continued to outpace inflation, helping to drive a record operating ratio of 63.1 percent.

However, pricing gains were not enough to offset decreased fuel surcharge and mix headwinds as average revenue per car declined 4 percent for the full year.

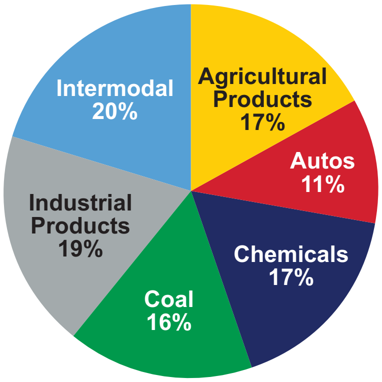
Overall, the decline in volume and lower average revenue per car drove a 10 percent reduction in freight revenue in 2015. Freight revenues declined in each of the Company's business groups with the exception of Automotive.

Agricultural Products shipments decreased 3 percent in 2015 when compared to 2014. The decrease was primarily driven by an 11 percent decline in 2015 grain shipments, as higher global grain inventories, a strong U.S. dollar, along with lower grain commodity prices adversely impacted U.S. grain exports. Grain products volume decreased 1 percent while food and refrigerated products shipments were flat when compared to 2014.

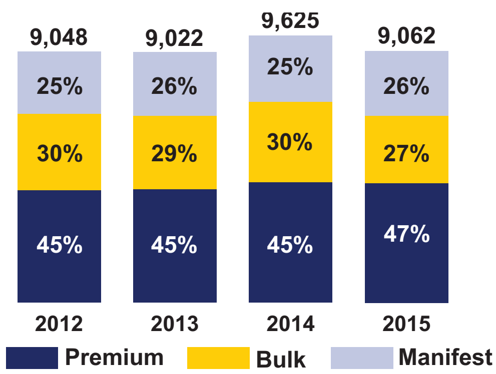
Automotive shipments increased 7 percent in 2015 when compared to 2014. Finished vehicle shipments increased 8 percent while automotive parts shipments grew 5 percent. Higher automotive production and robust sales levels drove the increases.

Chemical shipments were down 2 percent in 2015 when compared to 2014. Crude oil shipments declined 37 percent as a result of lower crude oil prices and unfavorable regional price differentials, more than offsetting strength in export plastics markets and industrial chemical shipments.

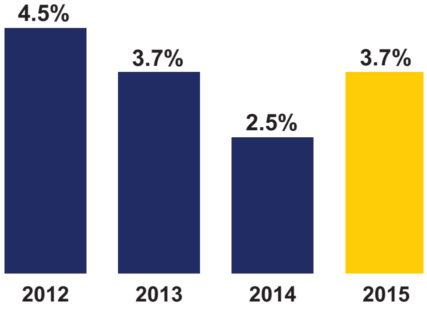
2015 Freight Revenue



Freight Traffic Trends



Annual Core Pricing Trend



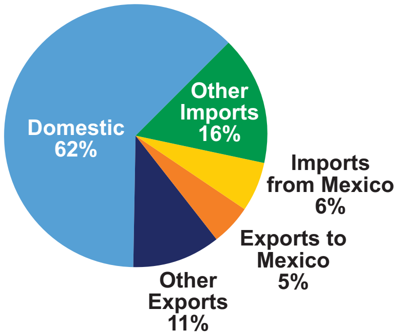
Coal volume decreased 17 percent compared to 2014 as market fundamentals were challenged by low natural gas prices, high coal inventory levels, and mild weather. Southern Powder River Basin (SPRB) shipments declined 17 percent while shipments from Colorado and Utah mines decreased 33 percent.

Industrial Products volume decreased 11 percent in 2015 when compared to 2014. Frac sand shipments to support drilling activity for energy products decreased 30 percent. Steel shipments also declined as a result of reductions in shale drilling activity, low commodity prices, and increased imports. A stronger U.S. dollar, along with low commodity prices for lumber, resulted in inventory reductions that reduced lumber shipments.

Intermodal traffic decreased 3 percent compared to 2014, driven by an 8 percent decline in international shipments that was partially offset by a 3 percent increase in domestic volumes. International shipments declined as a result of West Coast port work disruptions and historically high retail inventories. The growth in domestic volume was driven by continued conversions from truck and new premium services, which more than offset the impact of high retail inventory levels and modest retail sales.

Overall economic conditions, uncertainty in the energy markets, commodity prices, and the strength of the U.S. dollar will continue to have a major impact on our business in 2016.

2015 Carload Composition



The Company remains committed to its strategy of pricing for reinvestibility, which is supported by the value we create for our customers with an excellent customer experience, and is required to generate the returns needed for continued investment in our franchise.

Annual Summary by Quarter

	Freight Revenue *(millions)*	Revenue Ton Miles *(millions)*	Revenue Carloads *(thousands)*	Average Revenue per Car
1Q2014	$5,286	131,543	2,274	$2,324
2Q2014	5,661	135,763	2,431	2,329
3Q2014	5,819	140,605	2,496	2,331
4Q2014	5,794	141,718	2,424	2,390
FY2014	**$22,560**	**549,629**	**9,625**	**$2,344**
1Q2015	$5,251	126,410	2,231	$2,354
2Q2015	5,068	116,259	2,289	2,213
3Q2015	5,215	125,648	2,339	2,229
4Q2015	4,863	116,718	2,203	2,208
FY2015	**$20,397**	**485,035**	**9,062**	**$2,251**
Pct Change vs. 2014	**(10)%**	**(12)%**	**(6)%**	**(4)%**

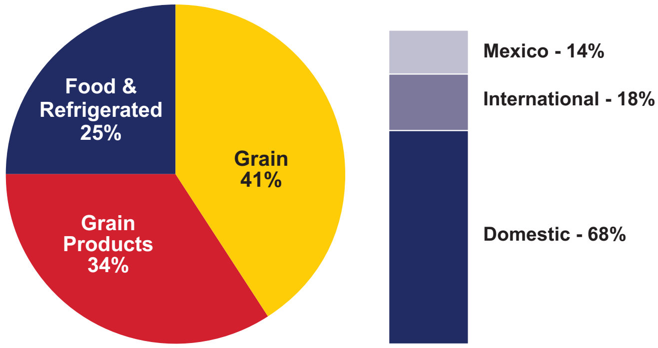
Agricultural Products

Transportation of grain, grain products, and food and refrigerated shipments generated 17 percent of the Railroad's 2015 freight revenue. Union Pacific accesses most major grain markets, linking the Midwest and Western U.S. producing areas to export terminals in the Pacific Northwest, Gulf Coast ports, and Mexico. UP also serves various domestic markets, including grain processors, livestock producers, and ethanol facilities in the Midwest, West, South, and Rocky Mountain states.

Approximately 60 percent of UP's Agricultural Products business moves on the Railroad's manifest network, allowing shippers of all sizes to benefit from efficient, value-added rail service. Unit trains, which transport a single commodity efficiently between producers and export terminals or domestic markets, comprise the remaining 40 percent of Agricultural Products shipments. Almost 70 percent of these unit trains operate within the confines of UP's shuttle program, which allows qualifying customers exclusive use of unit train sets for a pre-determined amount of time, providing guaranteed capacity in exchange for their commitment.

U.S. grain production is a principal volume driver within our Agricultural Products portfolio, with corn supply and demand having the largest impact as average corn yields are roughly three times that of soybeans or wheat. Grain production and its impact on domestic commodity prices also has a secondary impact on many commodities within grain products, including ethanol, soybean meal, soybean oil, distiller's dried grains with solubles (DDGs), and biodiesel.

2015 Carloads



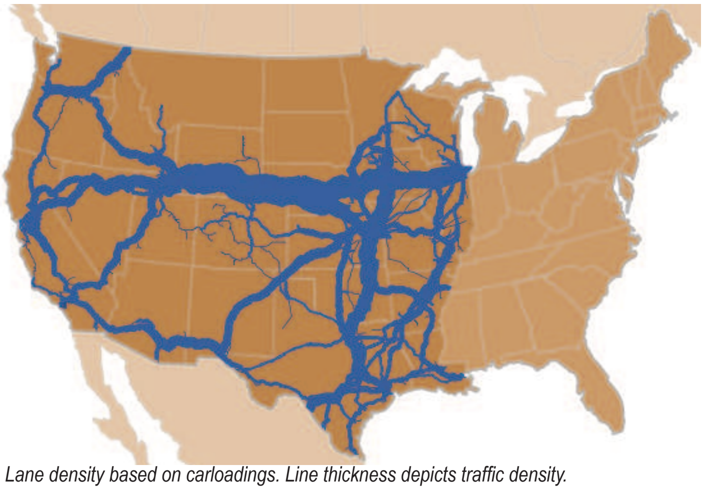
Union Pacific's unique franchise, coupled with the ownership of nearly 85 percent of the rail-owned refrigerated boxcar fleet in North America, creates a competitive advantage in the shipment of perishables. Our Food Train Network carries fresh and frozen food from the West Coast to the Northeast and Southeast. The Railroad also transports frozen meat and poultry from the Midwest and Mid-South to the West Coast for export. In addition, we offer door-to-door service in collaboration with our subsidiary, Union Pacific Distribution Services (UPDS), to help extend UP's reach beyond our physical network and to serve customers with smaller volume requirements.

UP has the ability to serve Canadian and Mexican markets through interchange agreements with other railroads. In 2015, almost 55 percent of Agricultural Products shipments to and from Mexico consisted of southbound moves. This traffic mix primarily consisted of soybeans, corn, soybean meal, DDGs, wheat, and rice. Shipments of beer accounted for most of the northbound agricultural shipments from Mexico.

Agricultural Products revenue decreased 5 percent in 2015, driven by a 3 percent decrease in volume and a 2 percent decline in average revenue per car. Grain shipments decreased 11 percent, resulting from high global grain inventories, lower grain commodity prices, and the strong U.S. dollar.

Grain products volume was down 1 percent in 2015 while food and refrigerated products volume was flat as strength in import beer shipments from Mexico was offset by declines in fresh and frozen food shipments.

Agricultural Products Lane Density Map



Lane density based on carloadings. Line thickness depicts traffic density.

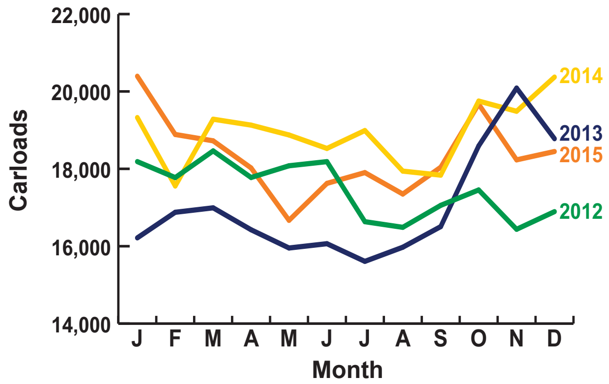
2016 Market Drivers

Although U.S. grain production in 2015 fell short of 2014 record levels, it was another year of solid production. However, worldwide grain production was also robust, hampering global demand for U.S. grain. Combined with the strong U.S. dollar, we expect to see continued headwinds within export grain during 2016. As in any year, grain production in the second half of the year will be contingent upon weather conditions throughout the growing season in our served territories.

Ethanol and biodiesel shipments will be largely dependent on fuel demand and domestic commodity prices. Shipments of DDGs will be driven by domestic demand as well as strength in the export market. Soybean meal should have another strong export year, but will likely fall short of the record level reached in 2015.

In our food and refrigerated shipments, we expect changes in consumer preferences to continue driving growth in our import beer shipments from Mexico.

7-Day Agricultural Products Volume



Jason Hess,
VP & GM Agricultural Products

Given current economic projections, what are the most significant opportunities and challenges for the Agricultural Products group over the next five years?

Numerous factors such as weather and currency valuations make agriculture an economic sector with a high degree of variability. However, our Agricultural Products volumes over the longer term have been highly correlated with population growth and food consumption, which have relatively predictable growth patterns.

Prospects for solid U.S. grain production over the next several years remain favorable, which should create supply chain opportunities to fill the need for growing world food demand. Increased production is also forecasted as a result of shifting crop acres, acreage growth, and higher crop yields. The trend-line yield for corn production has an upward slope, driven by advances in biotech corn hybrids, advanced farming practices, and fertilizer application.

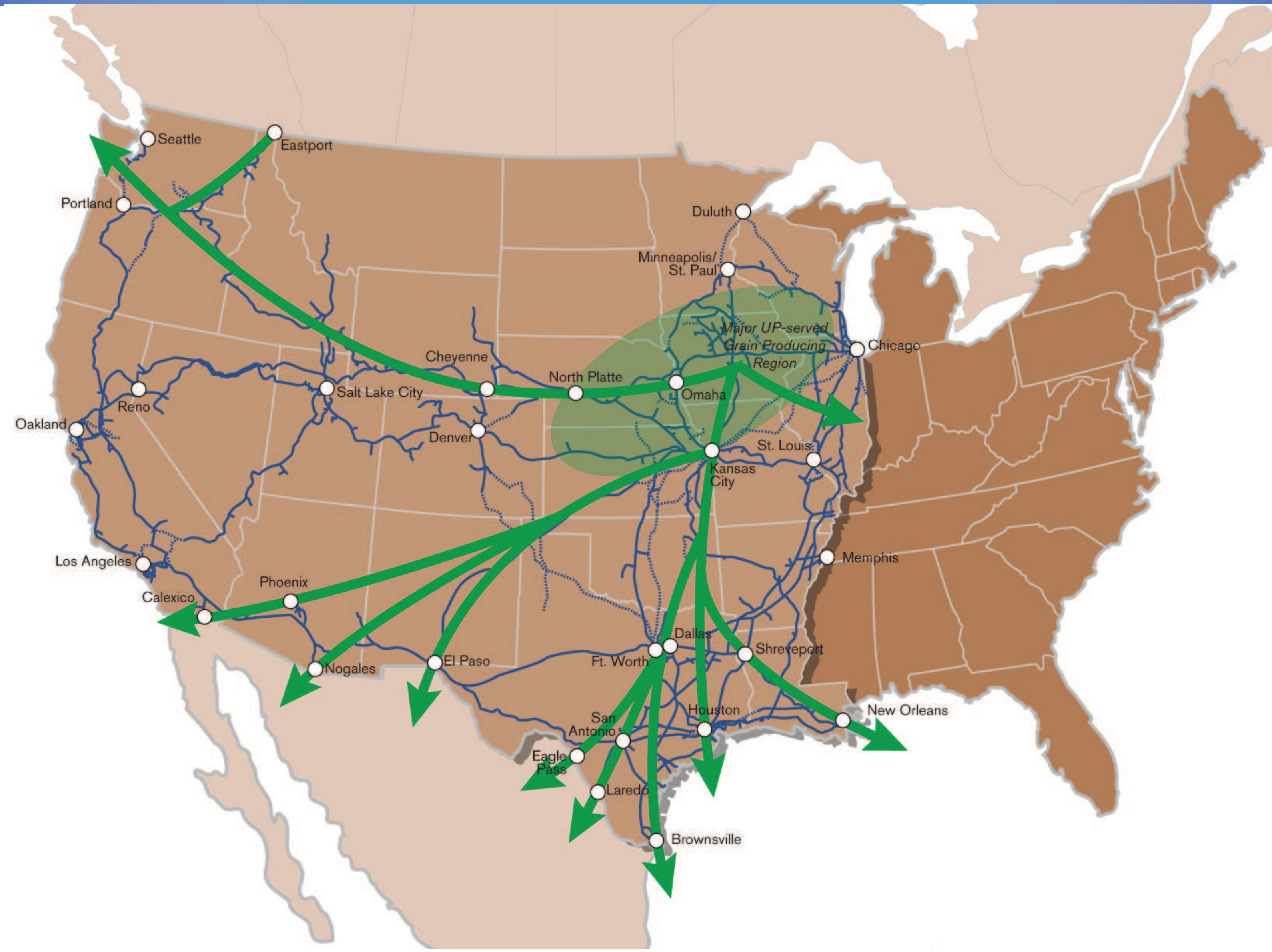
While the sustainability of biofuels is no longer solely dependent on subsidies or mandates, the potential for market volatility remains dependent upon future crop production and changes in gasoline prices. While uncertainty remains, prospects for longer-term growth will be dependent upon ethanol's cost competitiveness versus octane alternatives.

Grain, soybean meal, ethanol, DDGs, and meat should provide export opportunities over the next few years as population growth in Asian countries coupled with standard of living improvements are expected to drive continued demand for these products.

We expect volume in our food and refrigerated markets to be driven by an increasing population base and further penetration into the historically truck-served food and beverage market. In particular, as Mexican beer increases its U.S. market share, we expect to effectively compete for some of those growth opportunities. To accommodate these opportunities, the Company opened the Kinney County Railport in early 2016. This facility will prepare boxcars to meet food-grade guidelines and help improve operational efficiency and network fluidity.

We also anticipate growth resulting from the normalization of animal units returning alongside the growing global demand for protein. Overall, we are well positioned to meet the growing demand for food with the largest refrigerated boxcar fleet in the United States.

Export Grain Flows



Annual Summary by Quarter - Agricultural Products

	Freight Revenue *(millions)*	Revenue Ton Miles *(millions)*	Revenue Carloads *(thousands)*	Average Revenue per Car
1Q2014	$910	23,723	239	$3,815
2Q2014	934	23,088	243	3,833
3Q2014	915	22,552	239	3,836
4Q2014	1,018	24,910	252	4,031
FY2014	**$3,777**	**94,273**	**973**	**$3,881**
1Q2015	$939	22,982	245	$3,838
2Q2015	867	21,281	225	3,844
3Q2015	880	22,095	232	3,793
4Q2015	895	22,695	239	3,745
FY2015	**$3,581**	**89,053**	**941**	**$3,805**
Pct Change vs. 2014	**(5)%**	**(6)%**	**(3)%**	**(2)%**

Automotive

Union Pacific's Automotive franchise comprises two segments: finished vehicles and auto parts. In total, Automotive shipments generated 11 percent of Union Pacific's 2015 freight revenue.

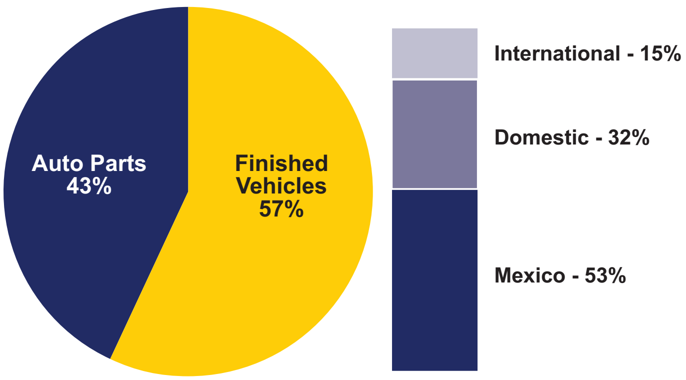
Union Pacific is the largest automotive carrier west of the Mississippi River, handling more than 70 percent of Western U.S. rail automotive carload shipments in 2015. The Railroad's extensive franchise operates or has access to over 40 vehicle distribution centers, directly serves 5 vehicle assembly plants, and connects to West Coast ports, all six major Mexico gateways, and the Port of Houston to accommodate both import and export shipments.

The geographic locations of our distribution facilities provide advantages to our customers in terms of final truck delivery to their markets. Additionally, our routing capabilities and traffic density create an efficient flow of vehicles across our network in premium automotive trains.

In addition to transporting finished vehicles, UP provides expedited handling of automotive parts in boxcars / flatcars and intermodal containers destined for Mexico, the U.S., and Canada. To accommodate the various needs of customers, UP provides different service offerings, including boxcar direct, cross-dock coordination for non-rail served facilities, and intermodal service. Our premium intermodal and boxcar service has been connecting parts suppliers and production plants for years, providing a proven, consistent, and value-added service.

An increase in both finished vehicle shipments and auto parts volume contributed to the 7 percent growth in Automotive volumes in 2015. Finished vehicle shipments grew 8 percent driven by improved sales and production. Auto parts shipments grew 5 percent driven by continued strength in production and truck market penetration.

2015 Carloads



In total, Automotive freight revenue increased 2 percent in 2015 as lower fuel surcharge revenue partially offset higher volume and pricing gains.

During 2015, just over two-thirds of UP's automotive volume crossed an international border, driven primarily by traffic to and from Mexico, which represented more than half of overall automotive volumes. This included shipments of finished vehicles as well as parts and materials moving in intermodal or boxcar / flatcar service. Crossing international borders can come with customs and clearance challenges. Our national automotive sales team, our premium, auto and Mexico operations personnel, and our dedicated International Customer Service Center in San Antonio work together to provide our customers with the expertise and business processes that make Union Pacific connections seamless.

Union Pacific continues to expand opportunities to serve additional markets, including within Mexico. Offered in conjunction with Ferromex, UP expanded its Eagle Premium Service in 2015, adding service from Silao (Mexico) to Chicago and Memphis.

The Company's subsidiaries also enhance UP's competitive positioning within the automotive sector. These subsidiaries, ShipCarsNow (SCN) and Union Pacific Distribution Services (UPDS), offer supply chain logistic services for major automotive manufacturers. Additionally, SCN continues to make inroads

Automotive Lane Density Map

Lane density based on carloadings. Line thickness depicts traffic density.

into the used car remarketing area by providing multi-modal transportation services for automotive finance companies and rental car firms. Both subsidiaries are marketed jointly with UP's rail services and assist manufacturers in meeting customers' changing inventory needs while providing continued growth opportunities and extending UP's reach to non-rail served customers.

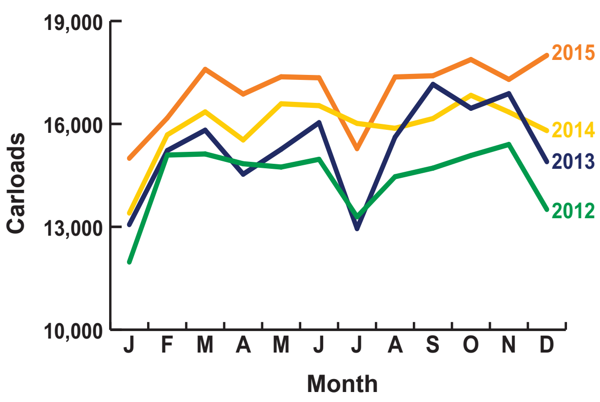
In 2015, Union Pacific continued production of the AutoFlex© rail car that was first produced in 2011. The AutoFlex©, designed by Union Pacific, is a convertible multi-level rail car that can be adjusted to accommodate bi-level (large vehicles) or tri-level (small vehicles) transport with the same rack structure. The AutoFlex© improves safety, service, and security and demonstrates UP's leadership in, and commitment to, the automotive industry.

2016 Market Drivers

As of March, IHS Global Insight Inc. (IHS) projects improvement in general economic conditions and forecasts a 2.1 percent increase in U.S. light vehicle sales and a 4.1 percent increase in North American light vehicle production during 2016. Additionally, IHS projects a 3.5 percent increase in Mexico light vehicle production, driven by the continued capacity expansion of various auto manufacturers in Mexico. Union Pacific is the only railroad to serve all six major Mexican gateways, allowing us unparalleled access to the growing North American automotive market.

While we expect low interest rates and gasoline prices will continue to positively impact demand in 2016, we are cautious about finished vehicle sales sustaining current robust levels.

7-Day Automotive Volume



Jennifer Hamann,
VP & GM Automotive

Given current economic projections, what are the most significant opportunities and challenges for the Automotive group over the next five years?

U.S. light vehicle sales rebounded from a recession-impacted low of 10.4 million vehicles in 2009 to 17.5 million vehicles in 2015. According to IHS, this cyclical growth pattern is expected to level off and remain around 18 million vehicles over the next five years.

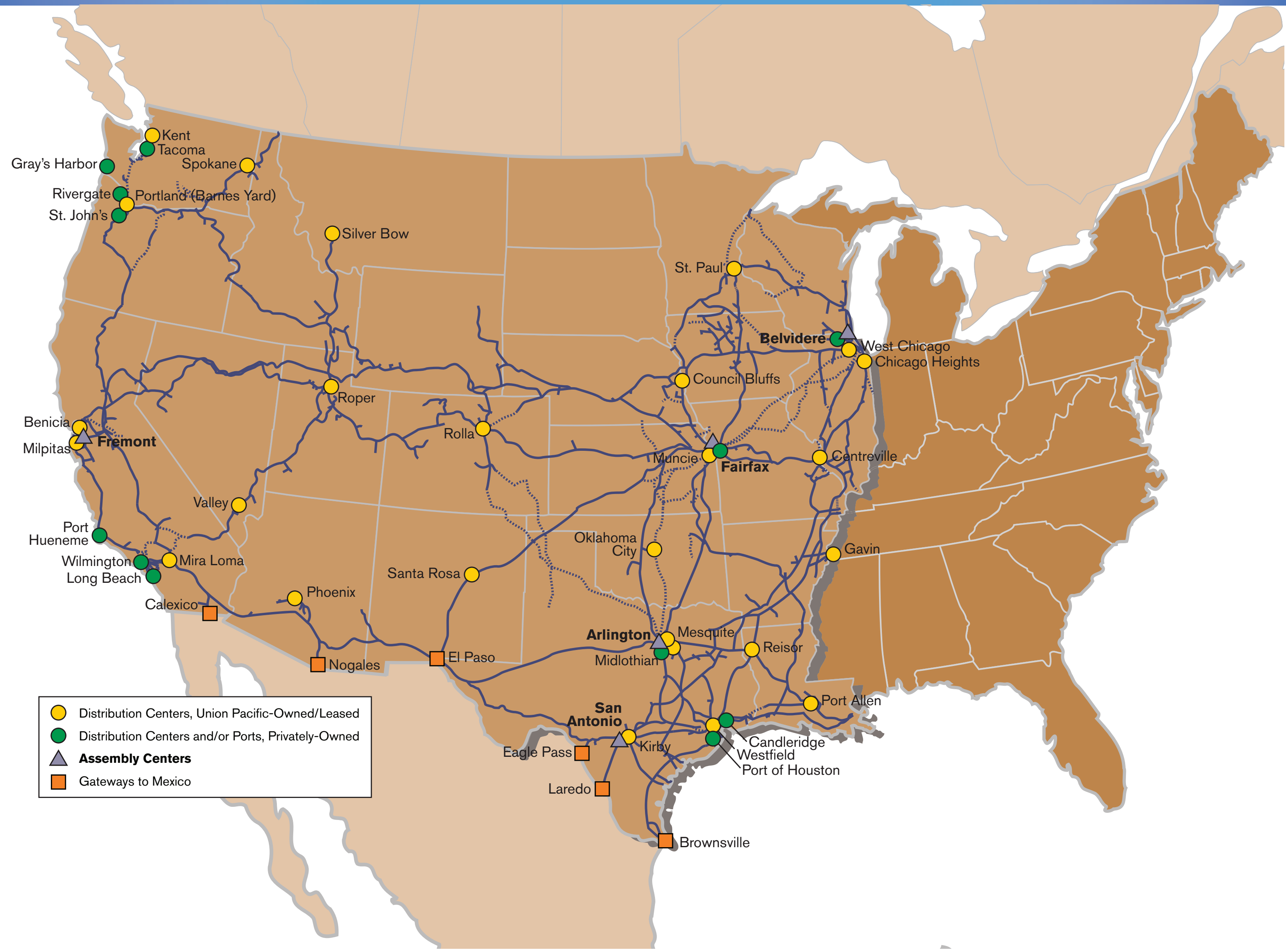
However, shifting global production trends are anticipated to drive volume growth opportunities for the Company in the years ahead. A desire to build closer to U.S. markets is resulting in production moving from Asia to North America, as well as moving within North America itself. Coupled with a skilled labor force, these factors are the primary drivers behind significant foreign direct investment flowing into Mexico, particularly within the sectors of automotive manufacturing and tier parts suppliers. With expanded production capacity as a result of these investments, IHS forecasts production of finished autos in Mexico to increase from 3.4 million vehicles in 2015 to nearly 5 million by 2019.

Of this anticipated Mexican production growth, a large portion is projected to be imported by Mexico's NAFTA trading partners - the U.S. and Canada - which consumed more than 80 percent of Mexico's exported vehicles in 2015. An increase in assembled vehicles production within Mexico not only drives an increase in northbound vehicle shipments, but also presents a southbound and northbound opportunity for automotive parts shipments. Regardless of which Mexican carrier is selected by an assembly plant or tier supplier, customers can connect their products to Union Pacific's wide network of distribution facilities and interchange locations to reach Western, Eastern, and Canadian markets.

In addition to absolute sales and production levels, our volumes can also be impacted by the type of light vehicles sold and produced. Over the past few years, we have experienced a shift from sedans to more light trucks and SUVs. From a volume perspective, a continuation of this trend would be favorable as larger vehicles require the use of a bi-level autorack, which accommodates fewer VINS per railcar than a tri-level.

The strength of UP's automotive franchise supports our ability to participate in the entire lifecycle of a vehicle. While we are heavily penetrated in the shipment of finished vehicles, we are less so on parts and used cars. However, we are able to use our position and knowledge in the industry to support innovative service offerings and truck conversion opportunities with both existing and non-traditional rail customers.

Automotive Facilities and Assembly Centers



Annual Summary by Quarter - Automotive

	Freight Revenue *(millions)*	Revenue Ton Miles *(millions)*	Revenue Carloads *(thousands)*	Average Revenue per Car
1Q2014	$488	3,958	188	$2,591
2Q2014	545	4,340	208	2,619
3Q2014	527	4,183	204	2,590
4Q2014	543	4,316	209	2,607
FY2014	**$2,103**	**16,797**	**809**	**$2,602**
1Q2015	$516	4,293	202	$2,553
2Q2015	560	4,749	222	2,528
3Q2015	529	4,446	214	2,469
4Q2015	549	4,704	225	2,447
FY2015	**$2,154**	**18,193**	**863**	**$2,498**
Pct Change vs. 2014	**2%**	**8%**	**7%**	**(4)%**

Chemicals

Chemical shipments generated 17 percent of Union Pacific's freight revenue in 2015. The Railroad's unique franchise serves the chemical producing areas along the Gulf Coast, where roughly 60 percent of the Company's Chemical business originates, terminates, or traverses through. UP's Chemical franchise also accesses chemical producers in the Rocky Mountains and on the West Coast.

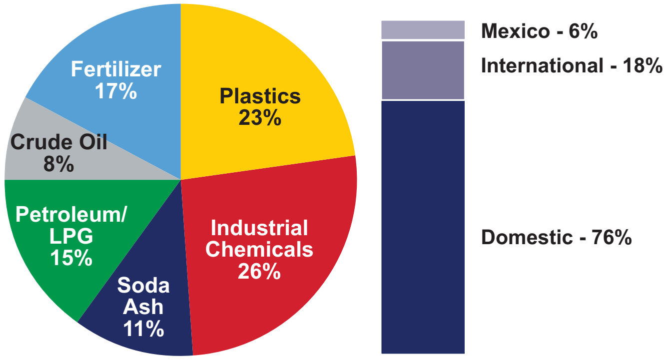
The Company's Chemical shipments are grouped into six different categories: industrial chemicals, plastics, fertilizer, petroleum and liquid petroleum gases (LPG), crude oil, and soda ash. The key end-use markets in the chemicals segment are heavily weighted toward consumer goods, but also include a fairly significant presence in energy markets, crop production, construction, and automotive manufacturing.

UP's infrastructure support of chemicals manufacturing is unparalleled in the rail industry with a strong terminal network, access to key ports, and a wide geographic reach enabling customers to reach their target markets, both domestically and around the globe. While soda ash, potash, and crude oil shipments move mainly in unit train service, the predominance of the Chemicals business utilizes UP's strong manifest network.

The industrial chemicals market consists of a vast number of chemical compounds that support the manufacturing of more complex chemicals. The largest segment of industrial chemicals is chlor-alkali, which is utilized in numerous industries including construction, automotive, plastics, glass, oil and gas, food processing, and water treatment.

Plastics shipments support automotive, housing, and the durable and disposable consumer goods markets. UP is an important link in the plastics supply chain through its ownership and operation of rail storage-in-transit (SIT) facilities. Plastics customers utilize these SIT yards for intermediate storage of plastic resins. With UP having more SIT capacity than any other railroad, the Company has a distinct competitive advantage in the shipment of plastic resins.

2015 Carloads



Fertilizer movements, which include shipments of nitrogen, phosphate, and potash, originate in the Gulf Coast region, the Western U.S., and Canada (through interline access) for delivery to major agricultural users in the Midwest and Western U.S., as well as abroad.

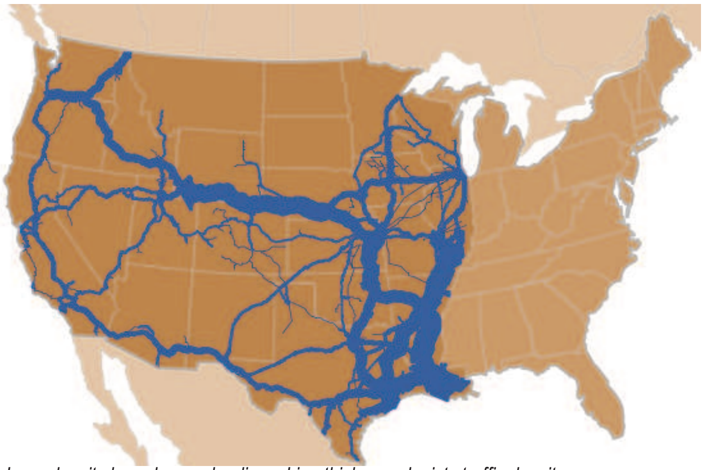
The Company's petroleum and LPG shipments are primarily impacted by refinery utilization rates and the use of asphalt for road programs.

A majority of UP's crude oil shipments are transported from shale formations or taken in interchange and destined primarily for the Gulf Coast. Shipments of crude oil are driven by absolute production levels, available pipeline capacity, and regional crude price differentials.

Soda ash shipments originate in southwestern Wyoming and California, and are destined for chemical and glass producing markets in North America and abroad. UP directly serves the world's largest natural soda ash reserve and production region at Green River, Wyoming.

UP's Chemical shipments decreased 2 percent in 2015 as a 37 percent decline in crude oil shipments more than offset growth in base chemical volume. The decrease in crude-by-rail shipments was driven by the decline in crude oil prices and unfavorable regional pricing differentials for crude oil. Excluding crude oil

Chemicals Lane Density Map



Lane density based on carloadings. Line thickness depicts traffic density.

shipments, Chemicals volume grew 4 percent in 2015 driven by strength in export plastics markets and industrial chemical shipments.

Freight revenue from Chemical shipments decreased 3 percent in 2015 as the decline in volume and lower fuel surcharge revenue more than offset core price improvements.

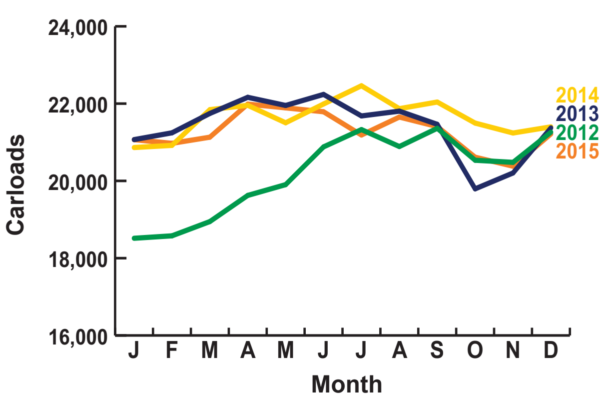
2016 Market Drivers

Driven by the availability of low cost natural gas feedstock, we expect most of our Chemicals markets to remain solid in 2016, with particular strength in LPG markets. The health of certain U.S. market sectors, including automotive, housing, and consumer products, is expected to have an impact on overall demand for plastics and industrial chemical products.

Low crude oil prices and unfavorable price spreads are expected to be significant headwinds for crude-by-rail shipments during 2016. In addition, current headwinds impacting U.S. grain exports are expected to negatively impact fertilizer shipments.

We are evaluating the potential opportunity to move refined petroleum products including gasoline and diesel fuel into Mexico. Starting in 2016, companies other than Mexican state-owned Petróleos Mexicanos (Pemex) will be allowed to import refined petroleum products. We view this as an opportunity given our competitive position in the U.S. Gulf Coast where nameplate refinery capacity exists, along with our ability to interchange at all six major gateways in and out of Mexico.

7-Day Chemicals Volume



Beth Whited,
VP & GM Chemicals

Given current economic projections, what are the most significant challenges and opportunities for the Chemicals group over the next five years?

Our service offering in the market is supported by our unparalleled infrastructure that includes terminals, regional yards, and SIT facilities. Combined with access to key ports, a wide geographic reach, and a strong value proposition, we are well positioned to compete for future growth opportunities.

The chemicals industry is dependent on the cost of raw feedstock, which has been favorable for U.S. chemical production over the past several years. Evidence of this is the significant number of plant expansion projects announced for North America, primarily intended for plastics, industrial chemicals, and fertilizer production. Many of these plants are located on the U.S. Gulf Coast and are under construction, while others are in various stages of planning or permitting.

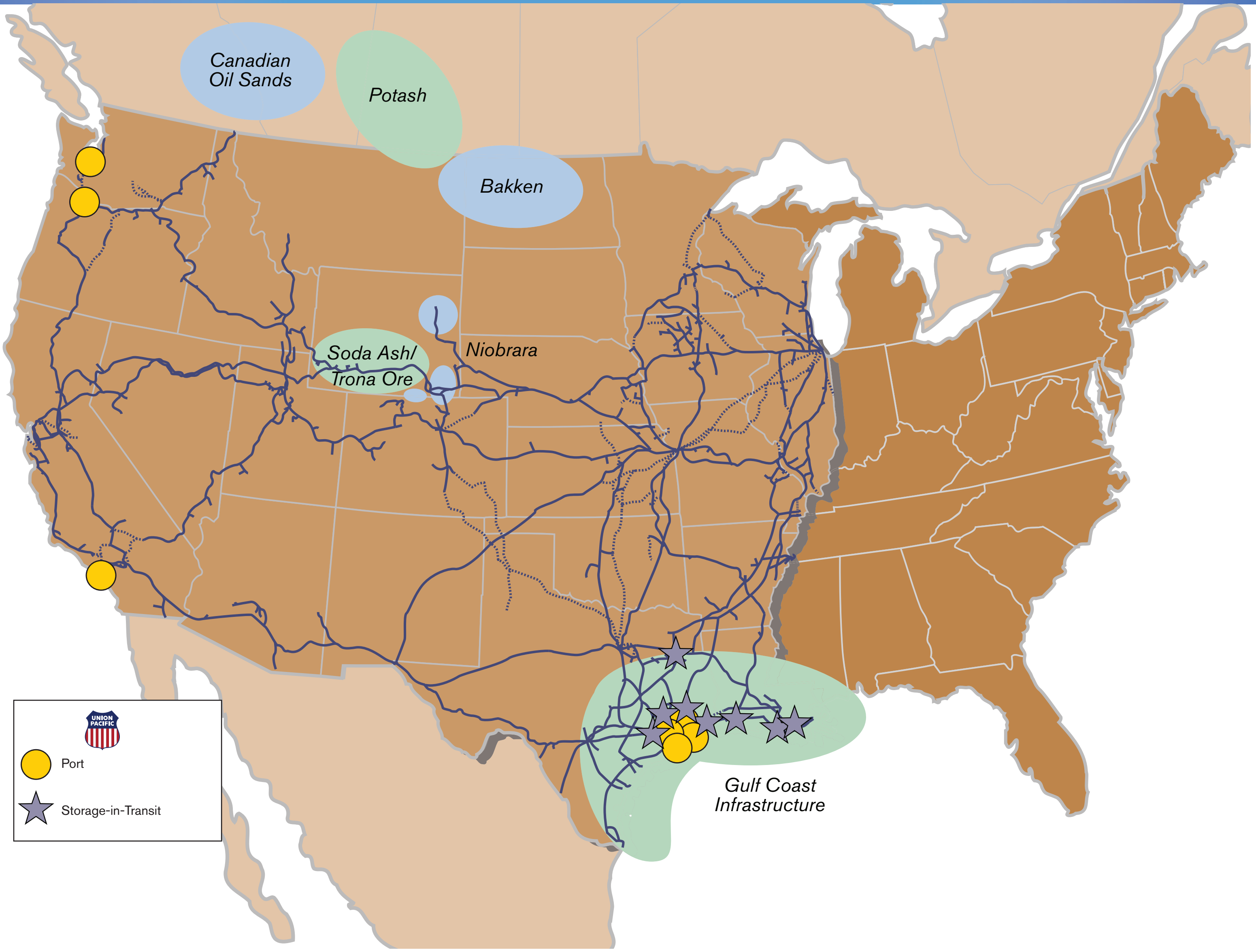
With this expanding capacity, North American plastics production is projected to exceed domestic demand as new plants come online. The excess product will require an export solution to key consuming markets in Asia, South America, Europe, and Africa.

Although it is too early to know how these developments will exactly impact our business, our franchise provides us with a great opportunity to develop service solutions allowing customers to export their products from ports on the East, West, and Gulf Coasts of the U.S. as well as potentially the East and West Coasts of Mexico.

One of the export solutions that we have developed is called Dallas to Dock. From the Gulf Coast, plastic pellets will be transported to Dallas in carload service. In Dallas, plastic pellets will then be packaged and loaded into intermodal containers. From our Dallas Intermodal Terminal, the containers will travel to ocean ports on our premium intermodal service. The benefits of this service product will include minimal drayage from packager to the intermodal terminal, greater container availability in Dallas, and expedited intermodal service from Dallas to the ports.

While we expect headwinds to persist in the shipment of crude oil, we see opportunities in other segments of our Chemicals portfolio, with a customer base that includes worldwide leaders who will be expanding and growing to take advantage of favorable global dynamics. We believe we are positioned to support this growth with the strengths of our franchise.

Key Chemicals Markets



Annual Summary by Quarter - Chemicals

	Freight Revenue *(millions)*	Revenue Ton Miles *(millions)*	Revenue Carloads *(thousands)*	Average Revenue per Car
1Q2014	$893	18,814	270	$3,307
2Q2014	913	18,850	283	3,230
3Q2014	936	19,159	288	3,249
4Q2014	922	18,696	275	3,344
FY2014	**$3,664**	**75,519**	**1,116**	**$3,282**
1Q2015	$897	18,209	267	$3,362
2Q2015	905	18,676	283	3,197
3Q2015	882	17,697	278	3,165
4Q2015	859	17,124	270	3,188
FY2015	**$3,543**	**71,707**	**1,098**	**$3,227**
Pct Change vs. 2014	**(3)%**	**(5)%**	**(2)%**	**(2)%**

The transportation of coal, petroleum coke, and biomass generated 16 percent of UP's freight revenue during 2015.

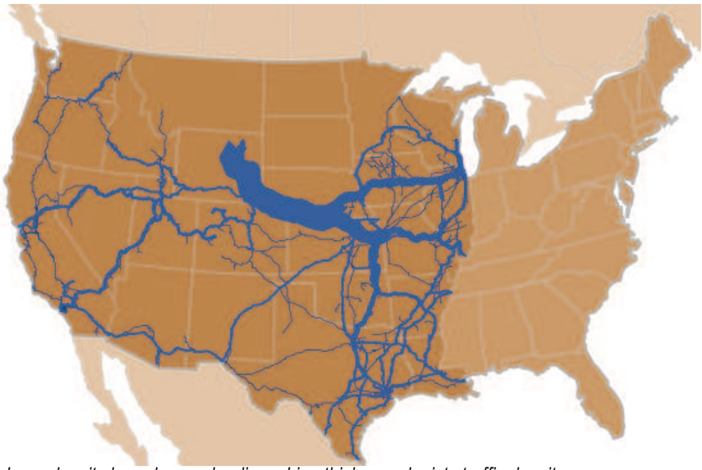
The Railroad's network supports the transportation of coal, petroleum coke, and biomass to independent and regulated power companies and industrial facilities located throughout the United States. Through interchange gateways and ports, UP's reach extends to utilities in the Eastern U.S., Mexico, Europe, and Asia. Water terminals allow the Railroad to move Western U.S. coal east via the Mississippi and Ohio Rivers, as well as the Great Lakes. Export coal moves through West Coast ports to Asia, and through Mississippi River terminals and Houston to Europe. In 2015, UP delivered coal directly or indirectly through various connections to 34 U.S. states, Canada, Mexico, Europe, and Japan, among other countries. With its extensive access, UP has the ability to merge the best of rail and barge or rail direct economics to competitively deliver coal to a broad base of customers around the world.

Coal traffic originating in the Southern Powder River Basin (SPRB) area of Wyoming is the largest segment of UP's Coal business, comprising 74 percent of total carloads in 2015. This reliable, low-cost, low-sulfur, sub-bituminous coal is attractive to utilities in the competitive electricity generation market.

Coal produced in the Uinta Basin region of Colorado and Utah is the second largest source of UP coal volume, representing 11 percent of 2015 carloads. This mostly sub-surface coal has a relatively high BTU (British Thermal Unit) and low sulfur content.

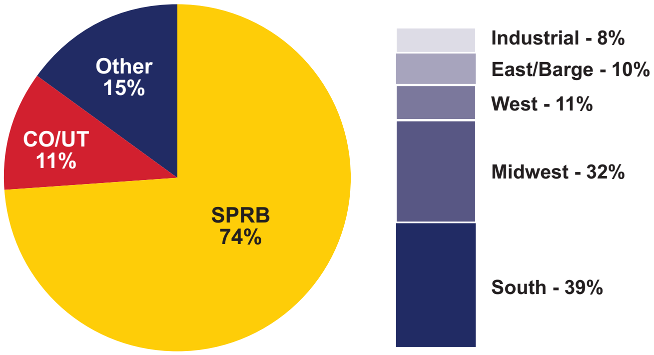
The remaining traffic consists of coal forwarded to UP from other carriers, as well as shipments originating from southern

Coal Lane Density Map



Lane density based on carloadings. Line thickness depicts traffic density.

2015 Carloads



Wyoming's Hanna Basin, the Illinois Basin, and New Mexico, along with petroleum coke originating from oil refineries throughout the country. Almost all of the coal UP transports is thermal coal.

Petroleum coke is a residual of the oil refining process. It is a source of high sulfur fuel for electricity generation and is utilized by industrial customers in the production of aluminum, steel, and cement. This traffic originates mainly on the Gulf Coast, as well as in Oklahoma, Kansas, Wyoming, Minnesota, and California, principally at refineries and a limited number of processing and distribution facilities. While the primary destination is Texas, shipments also move to the Midwest, California, and Louisiana.

Freight revenue from coal shipments decreased 22 percent in 2015 compared to 2014. Coal volume declined 17 percent while average revenue per car decreased 5 percent, negatively impacted by lower fuel surcharge revenue.

SPRB shipments decreased 17 percent in 2015 as a result of a challenging coal market due to low natural gas prices and high coal inventory levels. Shipments from Colorado and Utah mines declined 33% in 2015 due to domestic source shifts. In addition, coal exports, which comprised just under 3 percent of UP's coal shipments in 2015, declined due to a soft global market. Most of the export coal we ship is sourced from the Colorado and Utah mines and is destined for export out of Gulf Coast and West Coast ports.

2016 Market Drivers

Low natural gas prices and high coal inventory levels at utilities are expected to be headwinds to Coal shipments in 2016.

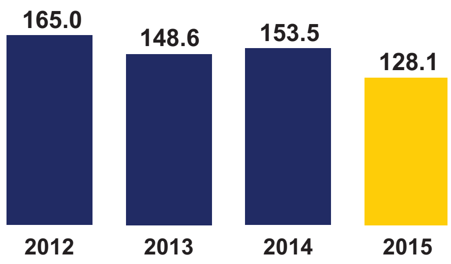
Coal

As always, Coal volumes will also be impacted by weather conditions in our served territories as well as by overall economic activity.

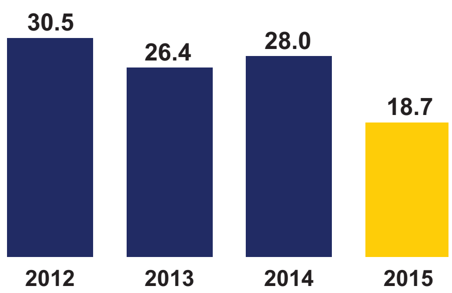
Coal as a percentage of U.S. electricity generation declined from around 38.5 percent in 2014 to just over 33 percent in 2015. As for 2016, the Energy Information Association has projected coal to comprise around 31 percent of U.S. electricity generation.

While it is a relatively small portion of our portfolio, coal exports are likely to experience continued pressure in 2016 as current global supply and demand fundamentals and a stronger U.S. dollar remain as headwinds.

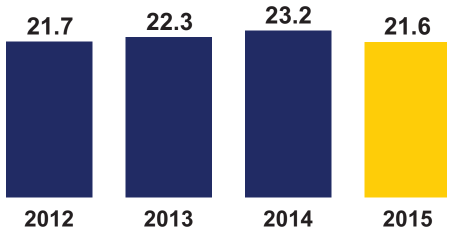
SPRB Coal Tonnage
(Millions)



CO/UT Coal Tonnage
(Millions)



Other Coal Tonnage
(Millions)



Linda Brandl,
VP & GM Coal

Given current economic projections, what are the most significant opportunities and challenges for the Coal group over the next five years?

While widespread long-term growth prospects for coal-fired generation in the U.S. are limited, coal consumption is still expected to remain an important fuel source for electrical generation for the foreseeable future. Exactly how big of a role coal will play going forward will be contingent upon a number of different factors, including regulatory outcomes.

Proposed new domestic power plant emission regulations will continue to challenge the coal industry in the years to come.

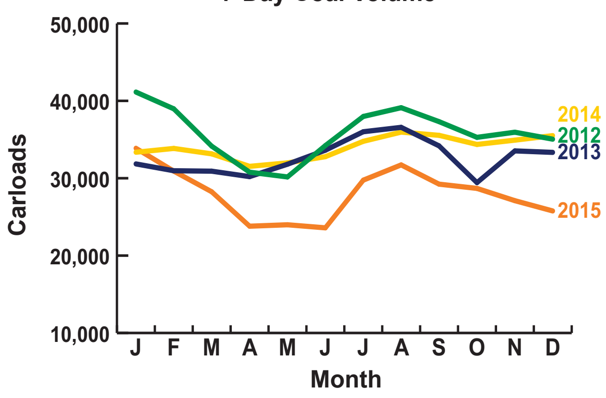
The potential impact that the EPA's Clean Power Plan might have on coal volumes is yet to be determined. The EPA plans to use regulations to reduce carbon emissions by 30 percent relative to 2005 levels, but there is uncertainty as to whether this level is realistically achievable in the timeframe set forth. In addition, the Supreme Court stayed the legislation in early 2016, temporarily halting enforcement of the plan until after legal challenges are resolved.

Low natural gas prices have driven an expansion of its share of U.S. electricity generation, largely at the expense of coal. While there is uncertainty as to the sustainability of natural gas prices at current levels, additional planned natural gas capacity could potentially displace a portion of coal's current share of electrical generation.

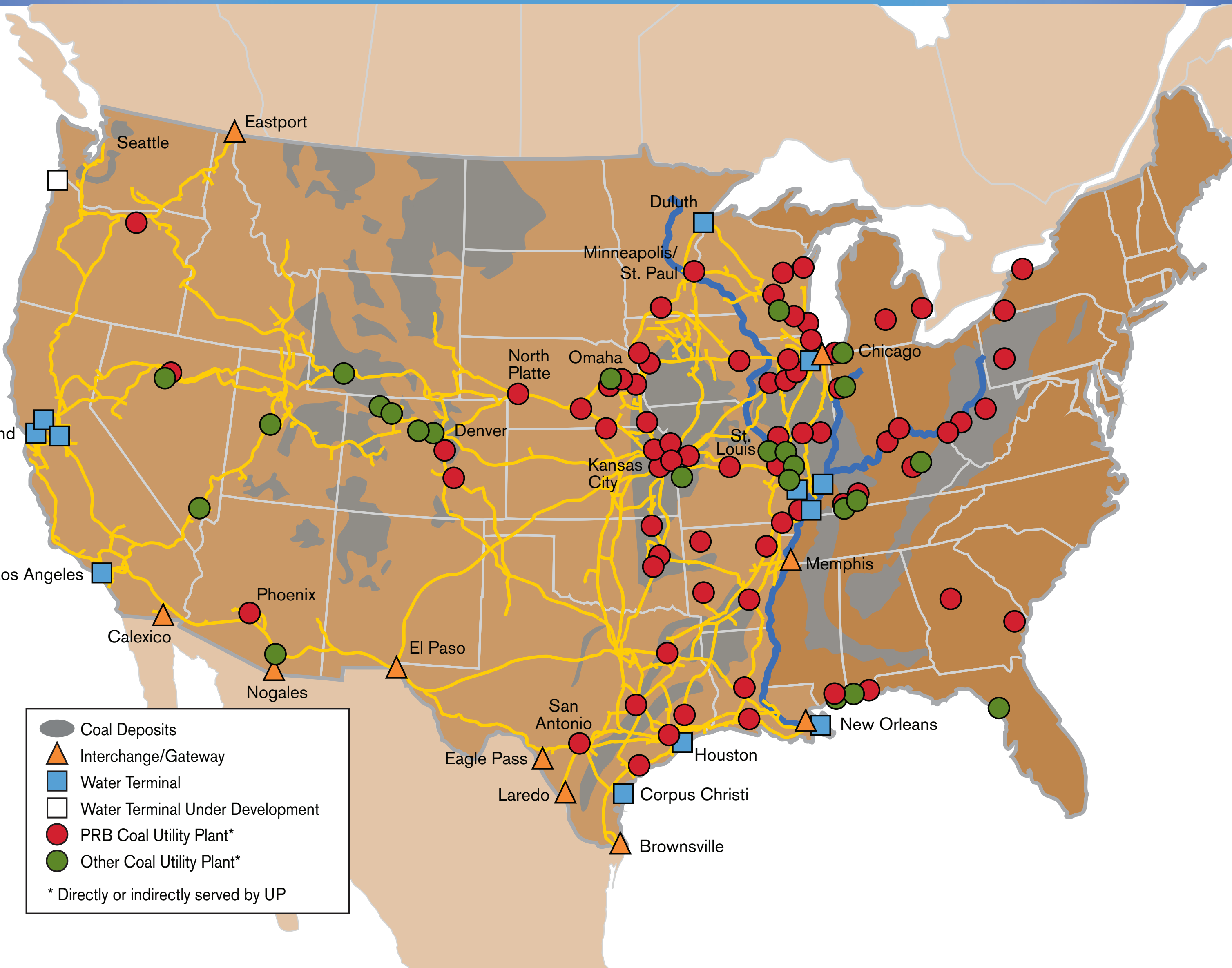
While there are clearly challenges and uncertainties within the industry, coal will remain an important source of power generation for the U.S. and other countries. UP is uniquely positioned with access to low-cost, high-quality Western coals to meet this demand.

As new developments unfold, we will continue to focus on meeting and exceeding customer expectations through innovative supply chain solutions, world-class service, ongoing productivity initiatives, and expanded use of new technologies that improve deliveries.

7-Day Coal Volume



Key Coal Markets



Annual Summary by Quarter - Coal

	Freight Revenue *(millions)*	Revenue Ton Miles *(millions)*	Revenue Carloads *(thousands)*	Average Revenue per Car
1Q2014	$961	44,683	430	$2,236
2Q2014	989	45,573	417	2,369
3Q2014	1,099	50,660	466	2,362
4Q2014	1,078	50,443	455	2,366
FY2014	**$4,127**	**191,359**	**1,768**	**$2,334**
1Q2015	$915	41,710	399	$2,293
2Q2015	679	31,233	309	2,197
3Q2015	898	42,215	398	2,259
4Q2015	745	35,953	353	2,107
FY2015	**$3,237**	**151,110**	**1,459**	**$2,218**
Pct Change vs. 2014	**(22)%**	**(21)%**	**(17)%**	**(5)%**

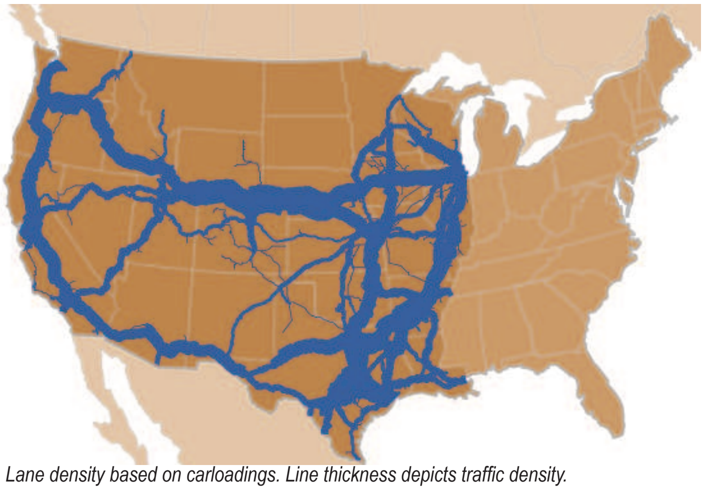
Industrial Products

Union Pacific's Industrial Products business is categorized into six major groupings: construction products, minerals (including frac sand), metals, lumber, paper, and other specialty products (primarily waste and government shipments).

In 2015, the Industrial Products business group generated 19 percent of Union Pacific's total freight revenue. We move these shipments between more than 26,000 different origin and destination pairs across North America, a significant portion of which utilizes our strong manifest network. UP also has an extensive network of transload terminals where products can be transferred between rail cars and trucks, allowing Union Pacific to serve customers who do not have direct rail access but wish to take advantage of cost-effective, rail-based supply chains. In addition to providing efficient rail interchange options, we also serve the largest number of bulk ports on the West and Gulf Coasts.

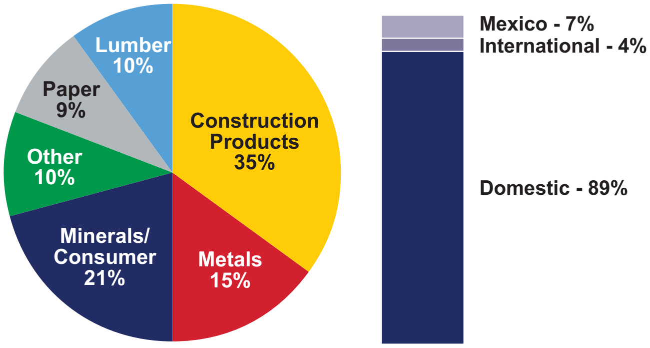
Commercial, residential, and governmental infrastructure investments drive shipments of steel, aggregates, cement, and wood products. Industrial and light manufacturing plants receive steel, non-ferrous materials, minerals, and other raw materials. Consumer spending drives demand for paper and packaging commodities, as well as for appliances. Lumber shipments originate primarily in the PNW or Western Canada and move throughout the U.S. for use in new home construction, repairs, and remodeling.

Industrial Products Lane Density Map



Lane density based on carloadings. Line thickness depicts traffic density.

2015 Carloads



Oil and gas drilling generates demand for raw steel, finished pipe, frac sand, stone, and drilling fluid commodities. Global commodity demand drives shipments of ores and concentrates for export and domestic production. In addition, the Railroad provides safe and efficient transportation for governmental entities and waste management companies.

In 2015, freight revenue from Industrial Products shipments decreased 13 percent as an 11 percent decline in volume, lower fuel surcharge revenue, and negative business mix more than offset core price improvements.

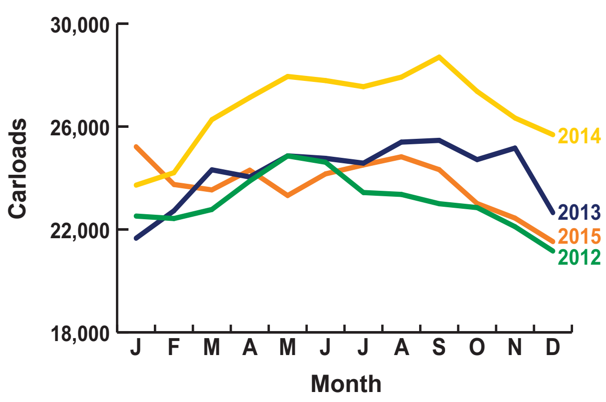
Frac sand volumes decreased 30 percent as a result of declines in shale drilling activity. The reduction in shale drilling activity along with low commodity prices and increased imports drove a 24 percent decrease in metals shipments when compared to 2014. Low commodity prices and the strong U.S. dollar also resulted in inventory reductions that reduced lumber shipments by 3 percent.

2016 Market Drivers

With the diversity of the Industrial Products portfolio, a multitude of market drivers can impact the business. At a high level, macro-economic factors such as industrial production are expected to drive demand for many components of the Industrial Products group in 2016.

Demand for Construction Products and Specialized Markets should remain solid in 2016. We anticipate growth in lumber shipments driven by the slowly strengthening housing market.

Low energy prices are expected to continue challenging frac sand volumes. However, given our access to many of the premier frac sand sources in the upper Midwest coupled with our access to current active drilling rigs in the United States, we are well positioned to participate in the drilling activity that does ultimately take place.



Brad Thrasher,
VP & GM Industrial Products

Given current economic projections, what are the most significant opportunities and challenges for the Industrial Products group over the next five years?

The U.S. continues to have latent demand in a number of market sectors, particularly in housing. In 2015, housing starts grew to just over 1.1 million, which is still well below historically sustainable levels of around 1.4 to 1.6 million per year. According to IHS Global Insight, housing starts are projected to reach the low end of that range by 2017, offering potential upside for our lumber and panel shipments. Additional housing also drives the need for new highways, roads, and other non-residential construction that should be a positive for our aggregates, rebar, structural steel, and other commodities within Industrial Products.

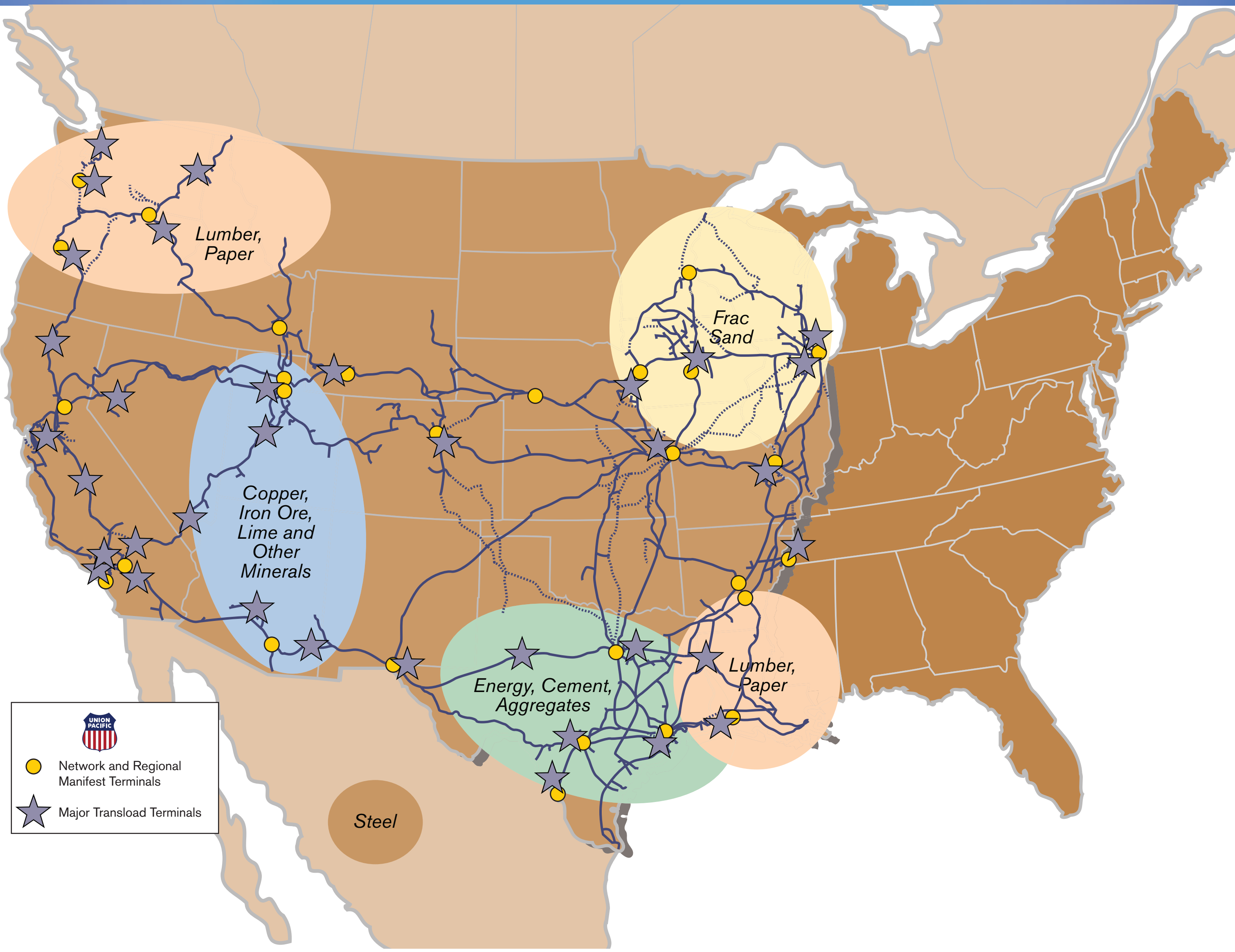
Over our planning horizon, we see opportunities for growth in cement and rock shipments as demand is projected to increase alongside population growth, state highway funding, and commercial construction. A significant portion of domestic cement production has been shuttered since the recession, and there are minimal capacity expansions expected in the near term. Given our extensive port access, we are well positioned to participate should imports be needed to fill in the supply and demand gap.

Given the uncertainty in energy markets, it is difficult to project how frac sand and pipe volumes look going forward. Volumes of these commodities used in the drilling process will be correlated with the number of active wells, the type of production method used (i.e., vertical or horizontal drilling), and the productivity of wells. We have a strong franchise position in these markets that should keep us well-positioned to capitalize on future drilling activity and potential growth opportunities.

Longer term, Mexico energy reform could drive potential opportunities to originate shipments of high-quality frac sand from the upper Midwest to Mexico. In the near term, we expect to see demand from pipeline construction in Mexico as there are significant pipeline expansions already under construction, with additional projects in the planning phase. From a broad economic perspective, the energy reform should help moderate or reduce electricity prices and provide a benefit to Mexico's growing industrial sector.

Our ongoing business development efforts should continue to bring new business to the Railroad, including truckload conversions. Union Pacific Distribution Services plays a vital role in allowing us to reach non-rail served customers. Longer-term, our flexibility and agility in participating in emerging markets, combined with developing new service offerings, should create growth opportunities across most of our industrial market sectors.

Key Industrial Products Markets



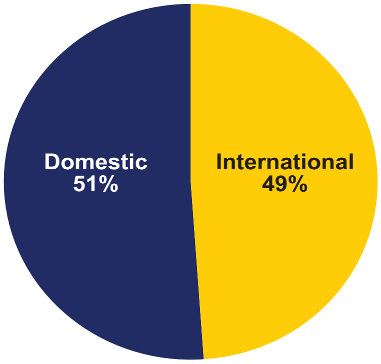
Annual Summary by Quarter - Industrial Products

	Freight Revenue *(millions)*	Revenue Ton Miles *(millions)*	Revenue Carloads *(thousands)*	Average Revenue per Car
1Q2014	$1,011	20,425	314	$3,218
2Q2014	1,130	22,592	356	3,175
3Q2014	1,161	22,859	363	3,195
4Q2014	1,098	22,178	335	3,283
FY2014	**$4,400**	**88,054**	**1,368**	**$3,217**
1Q2015	$1,017	20,168	306	$3,325
2Q2015	970	19,334	308	3,144
3Q2015	979	19,280	319	3,073
4Q2015	842	17,120	280	3,004
FY2015	**$3,808**	**75,902**	**1,213**	**$3,139**
Pct Change vs. 2014	**(13)%**	**(14)%**	**(11)%**	**(2)%**

Intermodal

Union Pacific's Intermodal franchise includes two segments: international and domestic. International business consists of import and export container traffic that mainly passes through West Coast ports served by UP's extensive terminal network. Domestic business includes container and trailer traffic picked up and delivered within North America for intermodal marketing companies (primarily shipper agents and logistics companies), as well as truckload carriers. Less-than-truckload and package carriers with time-sensitive business requirements are also an important part of domestic shipments. Combined, international and domestic intermodal business generated 20 percent of UP's freight revenue in 2015.

2015 Carloads

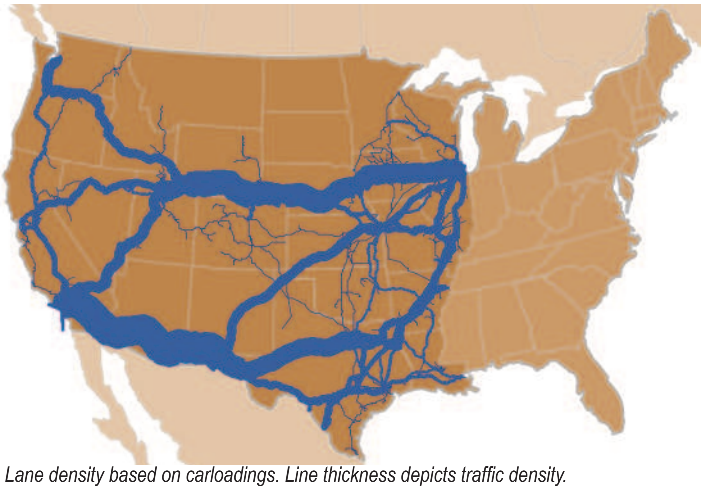


International traffic primarily moves in 20 or 40-foot shipping containers through ports on the West Coast. Domestic shipments move in 53-foot containers or trailers to and from points within the U.S., Canada, and Mexico. U.S. import volume transloaded into domestic containers at the ports is classified as domestic.

Overall, intermodal utilizes just over half of the route miles of the Union Pacific network, routing freight between 32 UP-owned or operated intermodal terminals, as well as customer-operated, on-dock rail facilities.

Union Pacific's network includes several key intermodal lanes. Our east / west lanes connect the West Coast to Chicago, Texas and interchange connections with Eastern U.S. railroads. The north / south intermodal lanes operate between Los Angeles and the Pacific Northwest, as well as between Chicago and the upper Midwest to locations in Texas and Mexico. UP can also directly access all six major Mexico gateways and serves most of the major metropolitan areas in the Western two-thirds of the United States. Virtually all routes are competitive with other railroads and are comparable to shipping distances on highways.

Intermodal Lane Density Map



Lane density based on carloadings. Line thickness depicts traffic density.

In addition to an extensive network reach, UP also offers the largest dedicated container fleet for domestic customers, with more than 100,000 containers offered exclusively by the Company and its partners, including the EMP and UMAX service offerings. EMP is a domestic interline container service offered by Union Pacific and Norfolk Southern, along with various agent railroads. UMAX is a domestic interline container service offered in conjunction with CSX. Both EMP and UMAX each have a fleet of more than 40,000 containers.

Introduced in early 2011, Union Pacific's Mutual Commitment Program prioritizes domestic intermodal customers with year-round container availability at pre-determined pricing in exchange for off-season volume commitments. Since its inception, UP has successfully provided participating customers with box capacity to meet demand during each domestic peak season.

In 2015, intermodal freight revenue decreased 9 percent as a 3 percent volume decline and lower fuel surcharge revenue more than offset core pricing gains. Domestic volumes grew 3 percent in 2015, marking it as the seventh consecutive record year of domestic intermodal shipments. The growth was driven by continued conversion from truck transportation to rail along with new premium services. This growth more than offset the impact of high retail inventory levels and modest retail sales activity. International shipments declined 8 percent resulting from supply chain disruptions stemming from the West Coast port work disruptions and historically high retail inventories.

2016 Market Drivers

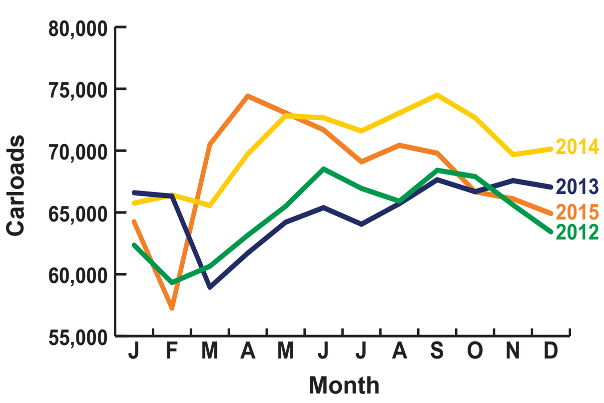
UP's value proposition, competitive service offerings, and integrated network should continue to drive freight conversions from truck to rail in 2016.

While the West Coast port work disruptions caused at least some temporary share diversion over to East Coast ports in 2015, we believe that the West Coast ports remain well positioned as the most efficient and economical supply chain for Transpacific imports. However, high retail inventories and sluggish retail demand are expected to mute growth in our international intermodal volumes in 2016.

In addition, foreign exchange rates may also impact our international volumes, as a stronger U.S. dollar could potentially drive additional imports while providing a headwind to U.S. exports.

To support current volumes and provide for future growth opportunities, UP continues to invest in its intermodal network. In 2015, UP commenced construction on the first phase of a terminal expansion project at its Port Laredo, TX facility. This expansion will enhance the terminal's ability to serve as a strategic focal point for freight moving across the border and across the United States. During the year, we also added new service offerings, including enhancements to our Eagle Premium Service to further support our cross-border business development initiatives.

7-Day Intermodal Volume



John Kaiser,
VP & GM Intermodal

Given current economic projections, what are the most significant opportunities and challenges for the Intermodal group over the next five years?

Since 2000, we've invested $1.6 billion in our terminal network to support our intermodal service offerings. This investment reflects our expectations of significant long-term opportunities to continue converting highway freight to rail, with the support of our integrated network and strong value proposition, which offers customers reliable, truck-competitive service.

A critical element in our ongoing ability to profitably capture highway freight is the addition of both new truck competitive rail services as well as enhancements to the performance and capacity of our existing train network.

While trucking capacity constraints have been perhaps alleviated a bit in the short term, the motor carrier industry continues to face longer-term impacts from regulations. Highway congestion and a deteriorating infrastructure also present service challenges for the industry. Rail shipments move reliably and consistently over a privately owned, maintained, and controlled right-of-way.

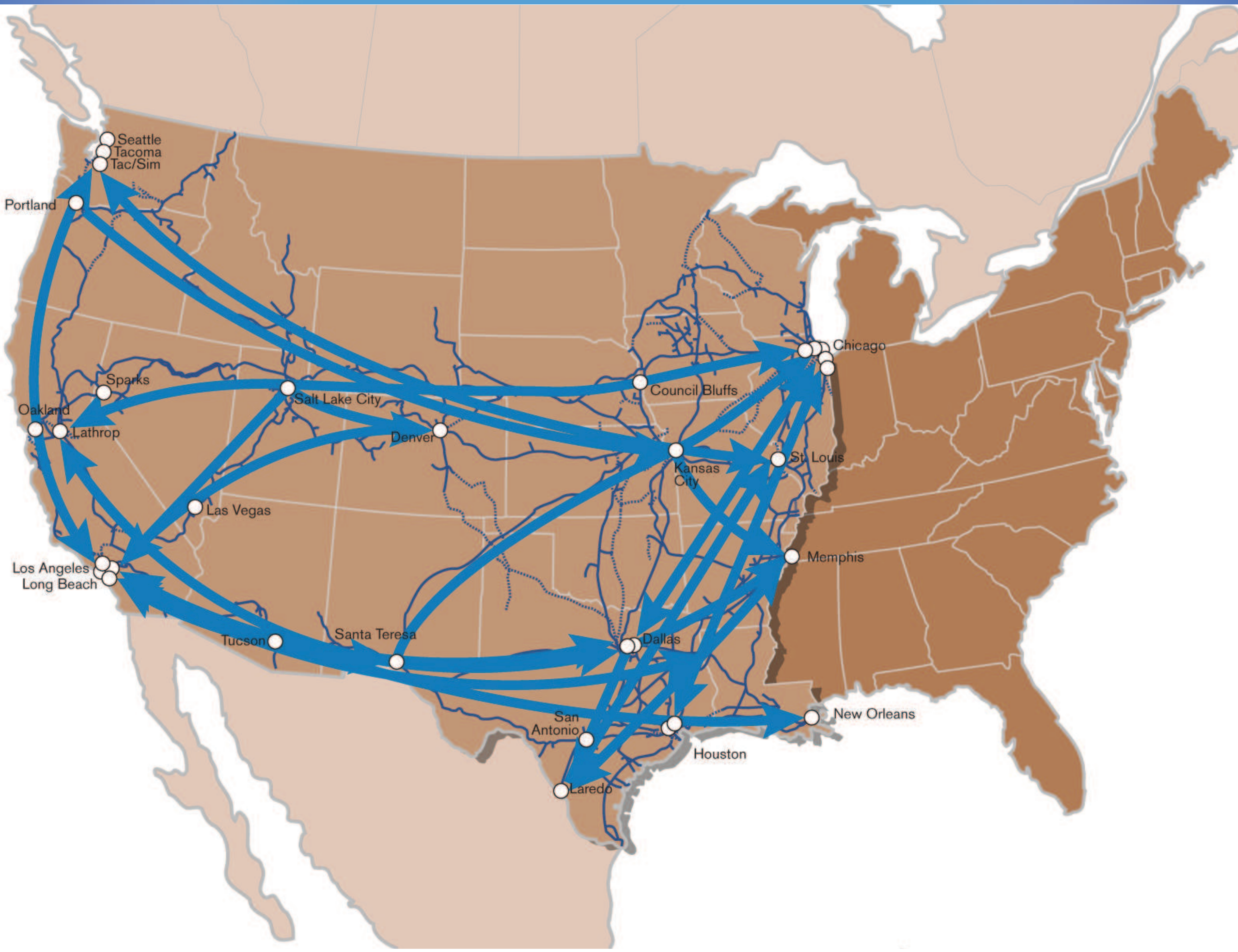
UP's better fuel efficiency also creates a more economically viable option relative to trucks. While lower fuel prices may help truck's competitive position versus rails on the margin in short-haul segments, UP's customers have also experienced a cost reduction benefit in the form of lower fuel surcharges, helping maintain a cost advantage versus truck. In addition, freight trains provide an environmental benefit as rails generate a carbon footprint that is on average, 75 percent less than trucks.

One area where the Company is targeting over-the-road conversions is within the refrigerated freight market. Currently, less than 15 percent of long haul refrigerated shipments move on rail. We have experienced solid growth in this segment since introducing new service offerings in 2012 and continue to see significant highway conversion opportunity in the years ahead.

While international volumes were impacted in early 2015 from the deterioration of productivity at West Coast ports, we believe the significant cost savings available to the ocean carrier industry by deploying super post-Panamax vessels is very likely to favor the use of West Coast ports. The West Coast has the required infrastructure to handle post-Panamax vessels and the transit time for Transpacific shipments to reach the U.S. is almost two weeks less when compared to the alternate route of moving through the Panama Canal. With the cost efficiencies associated with running larger vessels and shorter transit times, we believe the West Coast ports are well positioned to handle a large share of U.S. imports.

Whether the business is originating across the ocean, across the border or somewhere across the country, UP is well positioned to capture future intermodal growth opportunities.

Intermodal Terminals and Traffic Flows



Annual Summary by Quarter - Intermodal

	Freight Revenue (millions)	Revenue Ton Miles (millions)	Revenue Carloads (thousands)	Average Revenue per Car
1Q2014	$1,023	19,940	833	$1,227
2Q2014	1,150	21,320	924	1,246
3Q2014	1,181	21,192	936	1,260
4Q2014	1,135	21,175	898	1,265
FY2014	**$4,489**	**83,627**	**3,591**	**$1,250**
1Q2015	$967	19,048	812	$1,191
2Q2015	1,087	20,986	942	1,154
3Q2015	1,047	19,915	898	1,166
4Q2015	973	19,122	836	1,165
FY2015	**$4,074**	**79,070**	**3,488**	**$1,168**
Pct Change vs. 2014	**(9)%**	**(5)%**	**(3)%**	**(7)%**

Union Pacific's unique franchise has the industry's best access to Mexico as the Company is the only railroad that serves all six major rail gateways between the U.S. and Mexico. Cross-border traffic with Mexico comprised approximately 11 percent of UP's total 2015 volume.

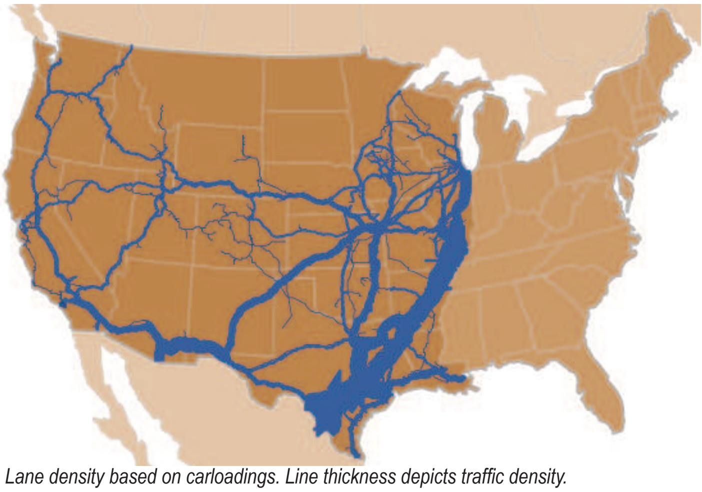
While UP does not physically operate within Mexico, the Company is able to interchange traffic at the border, working primarily in cooperation with the two largest Mexican railroads, Kansas City Southern de Mexico (KCSM) and Ferrocarril Mexicano (Ferromex or FXE). This enables UP to capture opportunities created by the North American Free Trade Agreement (NAFTA) and by Mexico's enhanced competitive position in today's global economic landscape.

In 2015, 54 percent of UP shipments to and from Mexico were interchanged with FXE, with the remaining 46 percent interchanged with KCSM. Union Pacific also retains a 26 percent minority ownership interest in FXE.

While automotive volume makes up nearly half of UP's Mexico portfolio, a diversified mix of commodities comprises the other half of cross-border shipments.

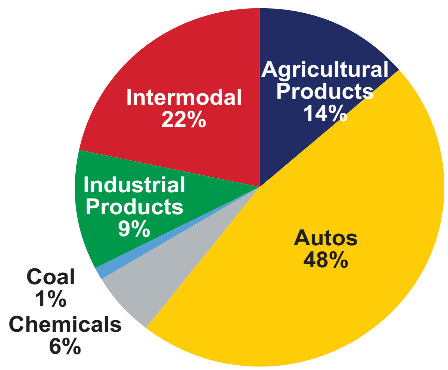
Northbound shipments, which account for just over one-half of UP's overall cross-border traffic with Mexico, have grown during the past nine years alongside increased Mexican manufacturing. Automotive, beer and food products, and intermodal shipments represent 90 percent of northbound moves. Southbound shipments primarily consist of auto parts, grain, minerals, steel, intermodal, meals and oils, and dry feed ingredients.

Mexico Lane Density Map



Lane density based on carloadings. Line thickness depicts traffic density.

2015 Carloads



After growing 8 percent in 2014, UP's Mexico volume was flat in 2015 as Automotive volume growth of 5 percent was offset by a 7 percent decline in cross-border Intermodal shipments, and a 10 percent decline in Industrial Products volume.

Across UP's six business groups, freight revenue associated with cross-border shipments generated just under $2.2 billion in 2015, down 4 percent when compared with 2014. Automotive represented the largest share of UP's Mexico revenue and volume during the year.

Building upon our franchise strengths, customer relationships, and a sales presence strategically located throughout Mexico, we provide value-added services to our customers. We also offer a compelling product to new companies that have decided to invest in Mexico as they seek competitive production alternatives.

2016 Market Drivers

Within its diversified portfolio, Union Pacific continues to see growth opportunities in Mexico traffic during 2016. The combination of additional Mexico automotive production capacity and growth in U.S. auto sales should drive volume opportunities in vehicle and parts shipments.

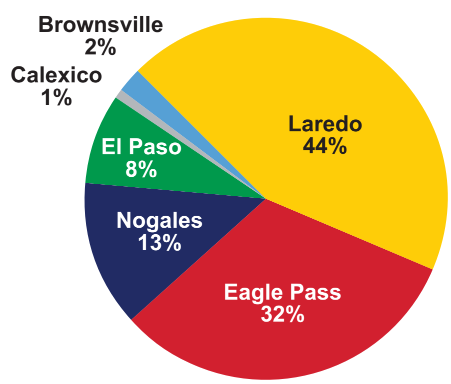
We also look for strength to continue in U.S. import beer shipments, driven by changes in consumer preferences toward craft and import beer products. To accommodate this growth opportunity, the Company opened the Kinney County Railport in early 2016. This facility will prepare boxcars to meet food-grade guidelines and help improve operational efficiency and network fluidity.

We also believe there are opportunities for growth through our cross-border intermodal service offerings, which have been expanded over the past few years. These offerings provide seamless, truck-competitive premium service between Mexico and the United States and are aimed at converting highway freight to rail. Coupled with access to the largest rail-owned container fleet, UP has the capabilities to take advantage of the growing opportunities between the U.S. and Mexico while also simplifying border crossings.

To facilitate future intermodal growth opportunities, UP has continued to invest in terminal infrastructure, including in those facilities strategically positioned near Mexico gateways. In 2014, UP introduced new services in concert with the opening of the Santa Teresa, N.M., intermodal facility. In 2015, UP commenced the first phase of a terminal expansion at its Port Laredo, TX facility. Both of these facilities serve as strategic focal points for freight moving across the border.

In addition to supporting intermodal growth, we continue to make investments to support growth in all business groups. We have expanded yard capacity and constructed double-track infrastructure at our Eagle Pass gateway and have made line upgrades at Nogales. These, along with other investments, help ensure Union Pacific is well positioned to handle potential growth in Mexico freight.

Percent of 2015 UP Carloads at Border Crossings



Bernardo Ayala,
VP Mexico Markets

Given current economic projections, what are the most significant opportunities and challenges for Mexico market growth over the next five years?

Already one of the United States' largest trading partners, Mexico continues to become an increasingly attractive global option as manufacturers seek cost efficiencies along with a desire to keep production in close proximity to U.S. demand markets. Relative to overseas alternatives, nearshoring in Mexico results in shortened transit times, which translates into lower inventory costs and better consistency. Coupled with a skilled labor force, these attributes have helped increase Mexico's share of U.S. imports to 13 percent. In total, almost 80 percent of Mexico's exports in 2015 were destined for the United States.

Economic reforms in industries ranging from energy to telecommunications have attracted a growing amount of foreign direct investment in Mexico, including $28 billion in 2015. Over the past few years, these investments have been particularly significant within automotive manufacturing. In 2015, announced investments from the automotive sector totaled $4.5 billion.

Finished vehicle exports accounted for almost 2.8 million of the 3.4 million units produced in Mexico during 2015, which ranked the country as the world's fourth largest automotive exporter and seventh largest automotive producer. Of the units exported, more than 80 percent were destined to the U.S. or Canada. Ford, Nissan, Audi, FCA, Honda, Mazda, Toyota, and General Motors, among others, have made the decision to invest in Mexico due to the desire to regionalize production and the country's competitive cost positioning. With vehicles assembled in Mexico projected to reach nearly 5 million units by 2019, UP is well positioned to compete for future growth, with its unparalleled network, facilities, equipment, access to demand markets, and premium service offerings.

There could also be longer-term potential growth opportunities associated with Mexico's constitutional energy reform that was passed in late 2013. The legislation opens up access to certain energy reserves, allowing multinational firms to explore and extract oil and gas. With our access to upper Midwest high-quality sands used for drilling, UP is well-positioned if drilling activity expands in Mexico. The legislation has also opened up the importation of liquid fuels, which offers more immediate potential opportunities to handle southbound shipments of refined petroleum products.

UP could also benefit from additional pipeline construction as significant pipeline expansions are already under construction, with additional projects in the planning phase. From a broad economic perspective, the reform should help moderate or reduce electricity prices to Mexico's growing industrial sector. With electricity prices significantly higher than the U.S., the reform could ensure that the level of foreign direct investment we're seeing today in Mexico and the resulting manufacturing expansion will continue.

To help support these growing opportunities and improve service, Mexican railroads have invested significantly in equipment, facilities, and track infrastructure. Additional Union Pacific investments are being made to further expand capacity at our border crossings. We will also continue to work closely with customs officials to better enhance our customer experience at the gateways.

Mexico Intermodal – Three Ways In and Out of Mexico

Border Service - Service to and from the U.S. / Mexico border. EMP and UMAX programs provide expanded access to markets across North America, utilizing four Union Pacific border gateways: El Paso, Laredo and Rio Valley, Texas, and Tucson, Ariz. Intermodal Marketing Companies (IMCs) monitor the customs clearance process at the border, eliminating the need for customers to do so and making the customs process simple and efficient.

Mexico Direct - An all-rail, seamless option, offering intermodal service between the U.S. and Canada, and major Mexican markets. With Mexico Direct, shipments do not stop at the border for customs clearance. Instead, they travel in-bond, clearing customs at interior Mexican origins and destinations. Mexico Direct offers a through-rate structure that provides customers the convenience of a single price and a single bill for their ramp-to-ramp shipments to and from Mexico.

Streamline Passport - A door-to-door intermodal freight transportation solution for customers throughout Mexico, backed by the industry's largest intermodal container fleet and Streamline's (a Union Pacific subsidiary company) extensive drayage network. Streamline Passport shipments clear customs at the border and are serviced to and from Union Pacific's border terminals, including Laredo and El Paso, Texas; and Nogales, Ariz., with drayage in and out of Mexico.

During 2015, Union Pacific made a step function improvement in network performance versus the previous year. As reported to the AAR, full year 2015 velocity of 25.4 miles per hour was 6 percent faster compared to 2014. Terminal dwell also improved 3 percent versus 2014.

By the fourth quarter, velocity was running at 27.0 miles per hour, a best-ever for the level of volume handled during the quarter. In fact, the last time the Company ran at this velocity level was in the Fourth Quarter of 2009, a period in which the network was handling 7 percent fewer carloads.

In 2015, a 6 percent volume decline along with business mix shifts led the Company to make frequent adjustments to its transportation plan and resource position throughout the year.

Building upon the significant improvements made in operating performance, we will continue to focus on making further improvement in service and efficiency going forward.

Safety

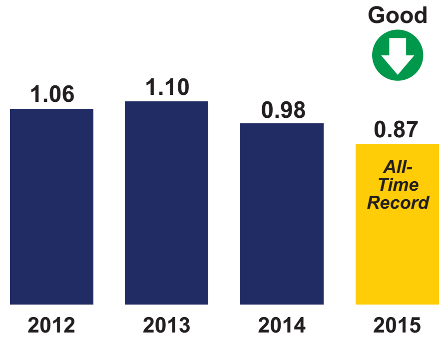
Positive safety performance benefits all aspects of UP's business, from velocity, productivity, and service, to employees, customers, and communities. Our focus on safety creates a culture that emphasizes safe practices and behaviors.

The reportable employee injury rate decreased 11 percent for a second consecutive year to an all-time record performance in 2015. Successfully finding and addressing risk in the workplace is a cornerstone of UP's safety strategy and is clearly having a positive impact as the Company achieves annual records on the way toward an incident free environment. To make incremental progress going forward, UP will continue to employ a safety strategy that focuses on training, process improvement, capital investment, and further implementation of Total Safety Culture (TSC), which promotes safety amongst employees by implementing best practices.

The Company's reportable rail equipment incident rate increased 14 percent compared to 2014. While UP's reportable rate took a step backwards in 2015, we are confident that our multifaceted approach to identifying and mitigating risk will lead to improved results going forward. This strategy includes the use of advanced technology such as lasers, ultrasound and acoustic vibration monitoring, as well as visual inspection by dedicated track safety experts. In addition, we continue to make capital investments

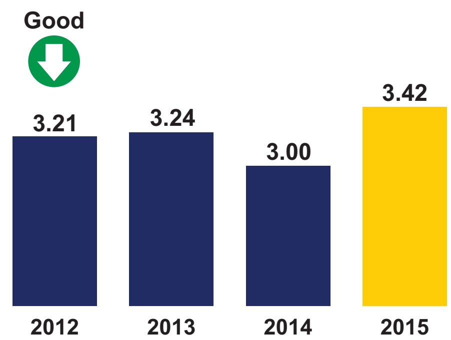
Employee Safety

(Reportable Personal Injury Incidents per 200,000 Employee-Hours)



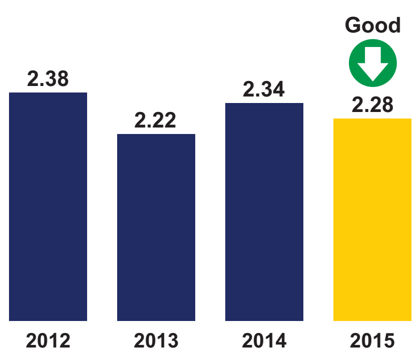
Rail Equipment Safety

(Reportable Rail Equipment Incidents per Million Train Miles)



Public Safety

(Crossing Accidents per Million Train Miles)



that harden our infrastructure and improve the safety of the network. We will also focus on reducing human factor incidents through enhanced training and process improvements.

Our crossing accident rate improved 3 percent versus 2014. To make continued progress going forward, the Company will continue to focus on reinforcing public awareness through community partnership and public safety campaigns, including efforts such as Operation Lifesaver and UP CARES.

Network Operations and Productivity

After a year in which the Company brought on additional resources to handle a robust 7 percent volume growth in 2014, the Company worked hard to realign resources to lower demand in 2015. In addition to adjusting to lower volumes, the Company's improvement in network performance resulted in fewer recrews, lessening the resource demands of the network.

By year-end 2015, the Company had about 3,900 Train, Engine and Yard (TE&Y) employees either furloughed or in alternative work status and about 1,400 locomotives in storage. To optimize fleet reliability, the Company placed less reliable and less efficient locomotives in storage, while continuing to utilize the most dependable and efficient units within the fleet.

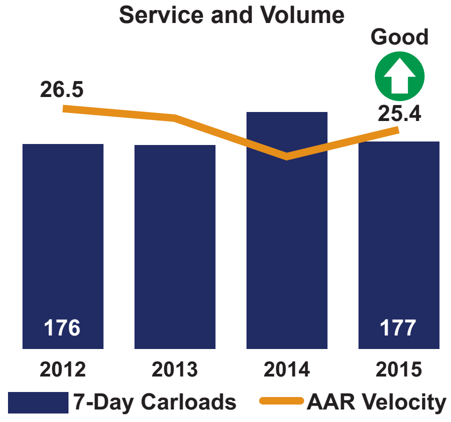
We also adjusted network operations and transportation plans to handle the lower volume and to mitigate the impacts of significant shifts in business mix.

As a result of these efforts, the Company realized meaningful productivity during the year. Despite the decline in volume, train size grew to record or near record lengths in several categories while terminal productivity set an all-time record.

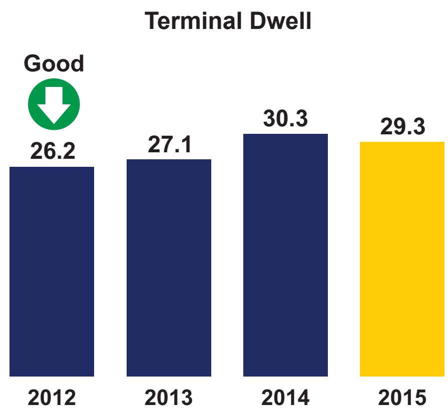
Productivity initiatives, along with continued pricing gains, helped generate a record full year operating ratio of 63.1 percent, as we work towards our longer term operating ratio target of 60 percent, plus or minus, on a full year basis by 2019.

Fuel Efficiency

Improvements in the Railroad's operating practices save fuel and reduce emissions. The implementation of automatic locomotive shutdown technology, locomotive assignment to trains on a tons-per-axle basis, and distributed power (DPU) equipped locomotives all contribute to this effort.



* as reported to the AAR



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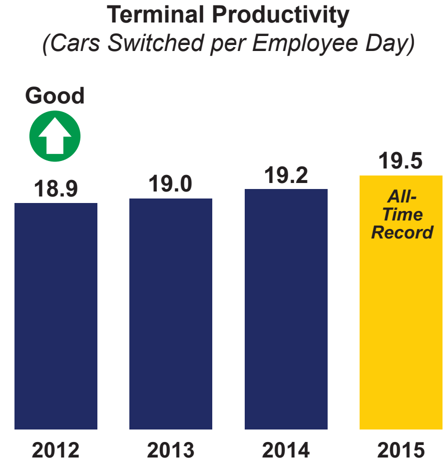


The use of newer, more fuel efficient locomotives also helps save fuel. UP operates one of, if not the cleanest and most modern, fleet in North America. From 2000 through 2015, UP spent around $8 billion to purchase more than 4,300 locomotives that meet EPA Tier 0, Tier 1, Tier 2, Tier 3, or Tier 4 guidelines. Reduced fuel consumption is also achieved from robust employee training as well as implementing emerging technologies such as advanced throttling technology, wheel / rail lubrication, and aerodynamic enhancements.

These fuel efficiency initiatives helped mitigate the impact associated with negative mix as the decline in heavier, more fuel efficient commodities drove a 1 percent increase in UP's fuel consumption rate in 2015.

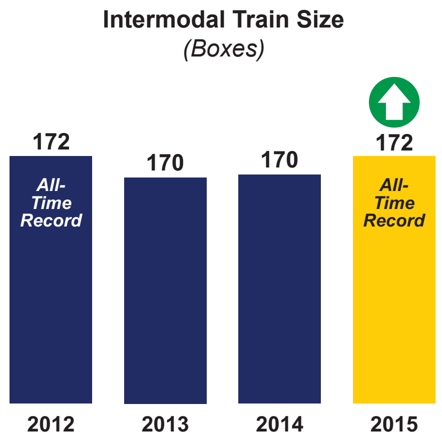
Technology

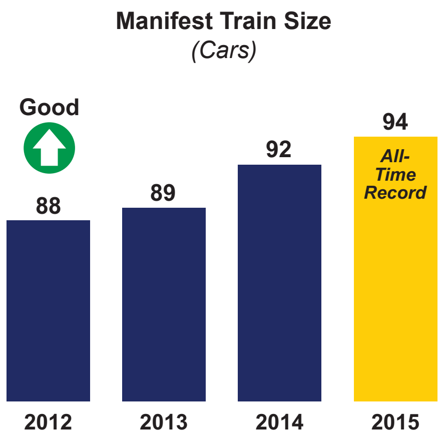
Technology has long served as a catalyst for improving operations, which in turn enhances the customer experience. Operational efficiencies attained through improved capacity scheduling and standardized workflow mean faster and more predictable service. This enhanced service enables customers to more cost-effectively manage inventory levels and opens the door to new customers.

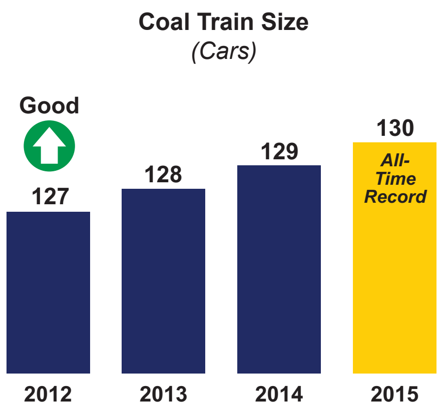
We also continue to invest in the Positive Train Control (PTC) initiative, one of the largest technological undertakings in the history of the industry. PTC is a legislative mandate contained within the Rail Safety Improvement Act of 2008, which aims to enhance safety by ensuring a train operates within authorized limits as it traverses PTC-equipped territories. Integration with other railroads adds complexity and cost, as equipment must flow unimpeded across territories, while under the control of its respective PTC system.

Growth with Excellence

Our operating initiatives are focused on delivering world-class safety, reducing variability, being agile with resources, leveraging innovation, and investing in the business where returns justify the investments. These principles are foundational to our operating strategy designed to enable growing volumes with higher levels of service. Ultimately, running a safe, reliable, and efficient railroad creates value for our customers with an excellent customer experience and drives strong returns for our shareholders.







Capital investments in Union Pacific's network enhance safety, service, and network efficiency, while also expanding capacity to meet the transportation needs of current and future customers. Investments include the replacement, improvement, and expansion of track and facilities, as well as the acquisition of new locomotives, freight cars, containers, and chassis.

Union Pacific's capital spending is broadly classified into three categories: replacement; service, growth and productivity; and Positive Train Control (PTC). Replacement capital enhances safety and efficiency by replacing current infrastructure, such as track, facilities, structures, and equipment. Service, growth and productivity capital targets the future needs of the company and its customers, supporting both volume expansion and network efficiencies. Equipment acquisitions can be categorized as either replacement or service, growth and productivity. PTC capital spending primarily consists of signal and telecommunications infrastructure and locomotive hardware installations.

The Company employs a rigorous investment analysis to ensure that anticipated project returns meet the Company's minimum threshold of reinvestability.

2015 Capital Program: $4.3 billion

During 2015, UP's capital program totaled $4.3 billion, including more than $2 billion in replacement capital to harden infrastructure and improve the safety and resiliency of the network. Additional replacement capital consisted of locomotive upgrades and rebuilds, improvements to service facilities, along with replacements / upgrades of freight cars and other assets.

Beyond replacement capital, we also continued to advance our service, growth and productivity initiatives through our investments in capacity, commercial facilities, and equipment acquisitions. Growth spending included more than $400 million of capacity and commercial facilities investments in the Southern Region to support our diverse book of business in that region.

Union Pacific acquired new equipment during 2015, including 218 new road locomotives, 400 AutoFlex© auto racks, and 300 refrigerated boxcars. During the year, UP also purchased 5,900 domestic containers and 6,900 chassis to replace retired units and units on lease.

In addition, we invested $380 million in PTC during 2015, bringing our cumulative PTC investment to approximately $2 billion by year end.

2016 Capital Plan: ~$3.675 billion

For 2016, the Company plans to invest approximately $3.675 billion of capital, down more than $600 million versus 2015.

While down from the previous year, UP's capital plan will continue to represent a core strategy of maintaining a safe, strong, and resilient network while also investing in service, growth and productivity projects that meet the Company's return thresholds.

While asset replacements will fluctuate as part of our renewal strategy, we expect to use 55 to 60 percent of our capital investments to renew and improve existing capital assets. We will continue to invest in our network and terminals where appropriate, balancing terminal capacity with mainline capacity.

Our engineering replacement program, which primarily consists of track, signal, and bridge replacement, is the largest component of our renewal spend and is projected to total more than $1.8 billion in 2016. The remaining replacement capital primarily consists of fleet rebuilds / upgrades, other equipment, and facility needs.

We also expect to continue increasing network and terminal capacity with investments focused on service, growth and productivity initiatives. New capacity investments will continue in the Southern Region. We also plan to advance corridor strategies that balance terminal capacity with mainline capacity and reduce bottlenecks across the system.

The Company plans to acquire 230 new road locomotives as part of a previous purchase commitment. These new units will improve fleet reliability and fuel efficiency, expand distributed power capability, and reduce emissions. Planned additions of new equipment also include 450 freight cars. These equipment acquisitions will not only serve as replacements for older assets but will also help meet future business growth.

Spending on PTC is expected to be approximately $390 million in 2016.

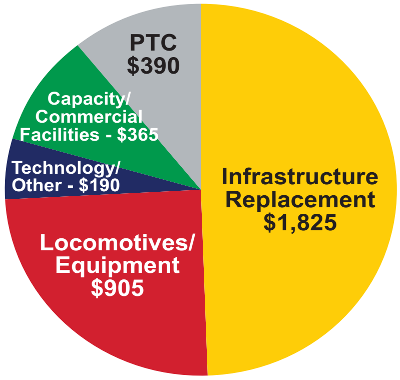
Longer-Term Outlook

While the decline in fuel surcharge revenue and volume elevated UP's capital investment as a percent of revenue in 2015, the Company expects capital spending to average around 16 to 17 percent of revenue over the planning horizon.

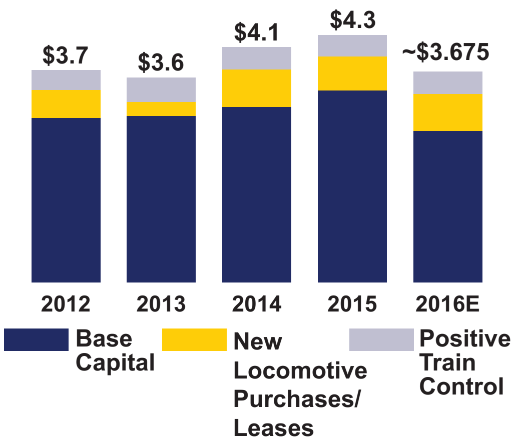
The Company's capital planning is a robust, bottoms-up approach predicated upon earning reinvestable rates of return. As such, capital spending may be revised if business conditions warrant, or if new laws or regulations impede our ability to generate sufficient returns on these investments.

As for the implementation of PTC, Congress extended the December 31, 2015 implementation deadline until December 31, 2018. Union Pacific's goal is to complete PTC system implementation by the end of 2018, but with the unknowns of a new system comprised of many unique technologies, software programs, and hardware components, delays are possible. UP is planning on submitting the required PTC safety plan to the FRA in the first half of 2016.

2016 Capital Plan
($ in Millions)

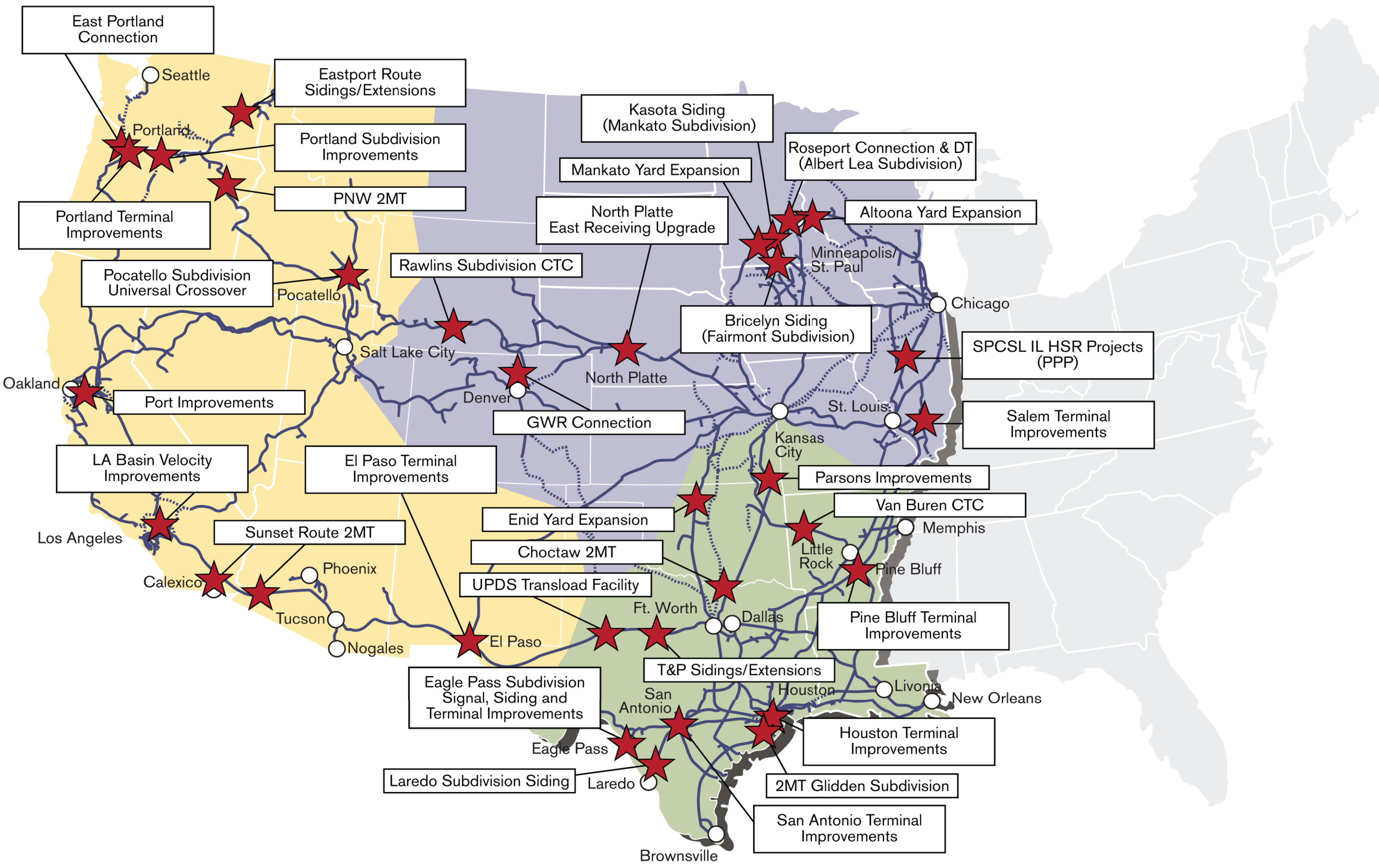


Capital Program*
($ In Billions)



** Includes cash capital, leases and other non-cash capital*

2015 Capacity / Commercial Projects



UNION PACIFIC

BUILDING AMERICA®

SELECTED FINANCIAL DATA *(unaudited)*
Union Pacific Corporation and Subsidiary Companies

Millions, Except per Share Amounts, Carloads, Employee Statistics, and Ratios	***2015***	*2014*	*2013*	*2012*
For the Year Ended December 31				
Operating revenues [a]	**$ 21,813**	$ 23,988	$ 21,963	$ 20,926
Operating income	**8,052**	8,753	7,446	6,745
Net income	**4,772**	5,180	4,388	3,943
Earnings per share - basic [b]	**5.51**	5.77	4.74	4.17
Earnings per share - diluted [b]	**5.49**	5.75	4.71	4.14
Dividends declared per share [b]	**2.20**	1.91	1.48	1.245
Cash provided by operating activities	**7,344**	7,385	6,823	6,161
Cash used in investing activities	**(4,476)**	(4,249)	(3,405)	(3,633)
Cash used in financing activities	**(3,063)**	(2,982)	(3,049)	(2,682)
Cash used for common share repurchases	**(3,465)**	(3,225)	(2,218)	(1,474)
At December 31				
Total assets [c]	**$ 54,600**	$ 52,372	$ 49,410	$ 46,842
Long-term obligations [c] [d]	**30,692**	27,419	24,395	23,847
Debt due after one year [c]	**13,607**	10,952	8,820	8,754
Common shareholders' equity	**20,702**	21,189	21,225	19,877
Additional Data				
Freight revenues [a]	**$ 20,397**	$ 22,560	$ 20,684	$ 19,686
Revenue carloads (units) (000)	**9,062**	9,625	9,022	9,048
Operating ratio (%) [e]	**63.1**	63.5	66.1	67.8
Average employees (000)	**47.5**	47.2	46.4	45.9
Financial Ratios (%)				
Debt to capital [c] [f]	**40.7**	35.0	31.0	31.0
Return on average common shareholders' equity [g]	**22.8**	24.4	21.4	20.5

[a] Includes fuel surcharge revenue of $1.3 billion, $2.8 billion, $2.6 billion, and $2.6 billion for 2015, 2014, 2013, and 2012, respectively, which partially offsets increased operating expenses for fuel. See 2015 SEC Form 10-K for more information.

[b] Earnings per share and dividends declared per share are retroactively adjusted to reflect the June 6, 2014 stock split.

[c] Total assets, long-term obligations, debt due after one year, and debt to capital are retroactively adjusted to reflect the adoption of accounting standard updates on deferred debt issuance costs and deferred taxes. See 2015 SEC Form 10-K for more information.

[d] Long-term obligations is determined as follows: total liabilities less current liabilities.

[e] Operating ratio is defined as operating expenses divided by operating revenues.

[f] Debt to capital is determined as follows: total debt divided by total debt plus common shareholders' equity.

[g] Return on average common shareholders' equity is determined as follows: Net income divided by average common shareholders' equity.

CONSOLIDATED STATEMENTS OF INCOME *(unaudited)*
Union Pacific Corporation and Subsidiary Companies

	2015				
Millions, Except Per Share Amounts and Percentages	***1st Qtr***	***2nd Qtr***	***3rd Qtr***	***4th Qtr***	***Full Year***
Operating Revenues					
Freight revenues	$ 5,251	$ 5,068	$ 5,215	$ 4,863	$ 20,397
Other revenues	363	361	347	345	1,416
Total operating revenues	5,614	5,429	5,562	5,208	21,813
Operating Expenses					
Compensation and benefits	1,369	1,305	1,267	1,220	5,161
Purchased services and materials	643	600	589	589	2,421
Fuel	564	541	484	424	2,013
Depreciation	491	497	507	517	2,012
Equipment and other rents	311	312	302	305	1,230
Other	259	225	205	235	924
Total operating expenses	3,637	3,480	3,354	3,290	13,761
Operating Income	1,977	1,949	2,208	1,918	8,052
Other income	26	142	30	28	226
Interest expense	(148)	(153)	(157)	(164)	(622)
Income before income taxes	1,855	1,938	2,081	1,782	7,656
Income taxes	(704)	(734)	(781)	(665)	(2,884)
Net Income	$ 1,151	$ 1,204	$ 1,300	$ 1,117	$ 4,772
Share and Per Share					
Earnings per share - basic	$ 1.31	$ 1.38	$ 1.51	$ 1.31	$ 5.51
Earnings per share - diluted	$ 1.30	$ 1.38	$ 1.50	$ 1.31	$ 5.49
Weighted average number of shares - basic	879.3	872.2	862.9	850.6	866.2
Weighted average number of shares - diluted	882.8	875.2	865.8	853.7	869.4
Dividends declared per share	$ 0.55	$ 0.55	$ 0.55	$ 0.55	$ 2.20
Operating Ratio	64.8%	64.1%	60.3%	63.2%	63.1%
Effective Tax Rate	38.0%	37.9%	37.5%	37.3%	37.7%

Refer to the Union Pacific Corporation 2015 SEC Form 10-K for additional information, including audited financial statements and related footnotes.

CONSOLIDATED STATEMENTS OF INCOME *(unaudited)*
Union Pacific Corporation and Subsidiary Companies

Millions, Except Per Share Amounts and Percentages	***2014*** ***1st Qtr***	***2nd Qtr***	***3rd Qtr***	***4th Qtr***	***Full Year***
Operating Revenues					
Freight revenues	$ 5,286	$ 5,661	$ 5,819	$ 5,794	$ 22,560
Other revenues	352	354	363	359	1,428
Total operating revenues	5,638	6,015	6,182	6,153	23,988
Operating Expenses					
Compensation and benefits	1,254	1,246	1,287	1,289	5,076
Fuel	921	923	882	813	3,539
Purchased services and materials	607	636	650	665	2,558
Depreciation	464	470	481	489	1,904
Equipment and other rents	312	316	310	296	1,234
Other	226	228	242	228	924
Total operating expenses	3,784	3,819	3,852	3,780	15,235
Operating Income	1,854	2,196	2,330	2,373	8,753
Other income	38	22	20	71	151
Interest expense	(133)	(138)	(144)	(146)	(561)
Income before income taxes	1,759	2,080	2,206	2,298	8,343
Income taxes	(671)	(789)	(836)	(867)	(3,163)
Net Income	$ 1,088	$ 1,291	$ 1,370	$ 1,431	$ 5,180
Share and Per Share					
Earnings per share - basic	$ 1.20	$ 1.43	$ 1.53	$ 1.62	$ 5.77
Earnings per share - diluted	$ 1.19	$ 1.43	$ 1.53	$ 1.61	$ 5.75
Weighted average number of shares - basic	908.1	901.5	893.2	885.7	897.1
Weighted average number of shares - diluted	912.5	905.0	896.9	889.8	901.1
Dividends declared per share	$ 0.455	$ 0.455	$ 0.50	$ 0.50	$ 1.91
Operating Ratio	67.1%	63.5%	62.3%	61.4%	63.5%
Effective Tax Rate	38.1%	37.9%	37.9%	37.7%	37.9%

Refer to the Union Pacific Corporation 2015 SEC Form 10-K for additional information, including audited financial statements and related footnotes.

CONSOLIDATED STATEMENTS OF FINANCIAL POSITION *(unaudited)*
Union Pacific Corporation and Subsidiary Companies

Millions, Except Share and Per Share Amounts as of December 31,		***2015***		*2014*
Assets				
Current assets:				
Cash and cash equivalents	**$**	**1,391**	$	1,586
Accounts receivable, net		**1,356**		1,611
Materials and supplies		**736**		712
Other current assets		**647**		492
Total current assets		**4,130**		4,401
Investments		**1,410**		1,390
Properties:				
Land		**5,195**		5,194
Road		**47,073**		44,992
Equipment		**12,127**		11,076
Technology and other		**2,169**		1,952
Accumulated depreciation		**(17,698)**		(16,942)
Net properties		**48,866**		46,272
Other assets		**194**		309
Total assets	**$**	**54,600**	$	52,372
Liabilities and Common Shareholders' Equity				
Current liabilities:				
Accounts payable	**$**	**743**	$	877
Debt due within one year		**594**		461
Income and other taxes payable		**434**		412
Accrued wages and vacation		**391**		409
Interest payable		**208**		178
Accrued casualty costs		**181**		249
Equipment rents payable		**105**		100
Dividends payable		**-**		438
Other		**550**		640
Total current liabilities		**3,206**		3,764
Debt due after one year		**13,607**		10,952
Deferred income taxes		**15,241**		14,403
Other long-term liabilities		**1,844**		2,064
Commitments and contingencies				
Total liabilities		**33,898**		31,183
Common shareholders' equity:				
Common shares, $2.50 par value, 1,400,000,000 authorized; 1,110,426,354 and 1,110,100,423 issued; 849,211,436 and 883,366,476 outstanding, respectively		**2,776**		2,775
Paid-in-surplus		**4,417**		4,321
Retained earnings		**30,233**		27,367
Treasury stock		**(15,529)**		(12,064)
Accumulated other comprehensive loss		**(1,195)**		(1,210)
Total common shareholders' equity		**20,702**		21,189
Total liabilities and common shareholders' equity	**$**	**54,600**	$	52,372

Refer to the Union Pacific Corporation 2015 SEC Form 10-K for additional information.

CONSOLIDATED STATEMENTS OF CASH FLOWS *(unaudited)*
Union Pacific Corporation and Subsidiary Companies

Millions, for the Years Ended December 31,	***2015***	*2014*	*2013*	*2012*
Operating Activities				
Net income	**$ 4,772**	$ 5,180	$ 4,388	$ 3,943
Adjustments to reconcile net income to cash provided				
Depreciation	**2,012**	1,904	1,777	1,760
Deferred and other income taxes	**765**	895	723	887
Net gain on non-operating asset dispositions	**(144)**	(69)	(32)	(29)
Other operating activities, net	**116**	(216)	(194)	(131)
Changes in current assets and liabilities:				
Accounts receivable, net	**255**	(197)	(83)	70
Materials and supplies	**(24)**	(59)	7	(46)
Other current assets	**(47)**	(35)	1	(35)
Accounts payable and other current liabilities	**(276)**	295	40	(71)
Income and other taxes	**(85)**	(313)	196	(187)
Cash provided by operating activities	**7,344**	7,385	6,823	6,161
Investing Activities				
Capital investments	**(4,650)**	(4,346)	(3,496)	(3,738)
Proceeds from asset sales	**251**	138	98	80
Acquisition of equipment pending financing	**-**	-	-	(274)
Proceeds from sale of assets financed	**-**	-	-	274
Other investing activities, net	**(77)**	(41)	(7)	25
Cash used in investing activities	**(4,476)**	(4,249)	(3,405)	(3,633)
Financing Activities				
Common share repurchases	**(3,465)**	(3,225)	(2,218)	(1,474)
Debt issued	**3,328**	2,588	1,443	695
Dividends paid	**(2,344)**	(1,632)	(1,333)	(1,146)
Debt repaid	**(556)**	(710)	(640)	(758)
Debt exchange	**-**	-	(289)	-
Other financing activities, net	**(26)**	(3)	(12)	1
Cash used in financing activities	**(3,063)**	(2,982)	(3,049)	(2,682)
Net change in cash and cash equivalents	**(195)**	154	369	(154)
Cash and cash equivalents at beginning of year	**1,586**	1,432	1,063	1,217
Cash and cash equivalents at end of year	**$ 1,391**	$ 1,586	$ 1,432	$ 1,063
Supplemental Cash Flow Information				
Non-cash investing and financing activities:				
Capital investments accrued but not yet paid	**$ 100**	$ 174	$ 133	$ 136
Capital lease financings	**13**	-	39	290
Cash dividends declared but not yet paid	**-**	438	356	318
Cash paid during the year for:				
Income taxes, net of refunds	**$ (2,156)**	$ (2,492)	$ (1,656)	$ (1,552)
Interest, net of amounts capitalized	**(592)**	(554)	(528)	(561)

Refer to the Union Pacific Corporation 2015 SEC Form 10-K for additional information.

FINANCIAL AND OPERATING STATISTICS *(unaudited)*
Union Pacific Corporation and Subsidiary Companies

	2015				
Financial and Revenue Statistics	*1st Qtr*	*2nd Qtr*	*3rd Qtr*	*4th Qtr*	***Full Year***
Operating revenues (millions)	$ 5,614	$ 5,429	$ 5,562	$ 5,208	**$ 21,813**
Operating expenses (millions)	$ 3,637	$ 3,480	$ 3,354	$ 3,290	**$ 13,761**
Operating ratio (%)	64.8	64.1	60.3	63.2	**63.1**
Compensation and benefits (millions)	$ 1,369	$ 1,305	$ 1,267	$ 1,220	**$ 5,161**
Compensation and benefits/Operating revenue (%)	24.4	24.0	22.8	23.4	**23.7**
Freight revenue/Average employees (000)	107.5	103.4	109.8	109.3	**429.8**
Fuel expense (million)	$ 564	$ 541	$ 484	$ 424	**$ 2,013**
Average fuel price per gallon consumed [a]	$ 1.95	$ 1.99	$ 1.81	$ 1.61	**$ 1.84**
Freight revenues (millions)	$ 5,251	$ 5,068	$ 5,215	$ 4,863	**$ 20,397**
Average revenue per car	$ 2,354	$ 2,213	$ 2,229	$ 2,208	**$ 2,251**
Freight revenue/Revenue ton-mile (cents)	$ 4.17	$ 4.37	$ 4.14	$ 4.16	**$ 4.21**
Effective tax rate (%)	38.0	37.9	37.5	37.3	**37.7**
Debt to capital (%) [b] [c]	36.9	38.9	39.3	40.7	**40.7**
Adjusted debt to capital (%) [c] [d]	42.6	44.2	44.5	45.7	**45.7**
Operating Statistics					
Revenue carloads (thousands)	2,231	2,289	2,339	2,203	**9,062**
Revenue ton-miles (billions)	126	116	126	117	**485**
Gross ton-miles (billions)	237	228	238	225	**928**
Average train speed (miles per hour) [e]	24.6	24.6	25.6	27.0	**25.4**
Average system dwell (hours) [e]	30.6	28.4	28.7	29.4	**29.3**
Fuel consumed (millions of gallons)	282	264	261	257	**1,064**
Employees (average)	48,830	48,992	47,515	44,490	**47,457**
GTMs per employee (millions)	4.86	4.65	5.01	5.05	**19.55**

[a] Including taxes and transportation costs.
[b] Debt to capital is computed as follows: total debt divided by total debt plus equity.
[c] Full year amounts have been adjusted for the retrospective adoption of Accounting Standard Update 2015-03 related to the presentation of deferred debt issuance costs.
[d] Adjusted debt to capital is determined as follows: total debt plus net present value of operating leases plus after-tax unfunded pension and OPEB obligation divided by total debt plus net present value of operating leases plus after-tax unfunded pension and OPEB obligation plus equity.
[e] As reported to the Association of American Railroads.

FINANCIAL AND OPERATING STATISTICS *(unaudited)*
Union Pacific Corporation and Subsidiary Companies

		2014			
Financial and Revenue Statistics	*1st Qtr*	*2nd Qtr*	*3rd Qtr*	*4th Qtr*	***Full Year***
Operating revenues (millions)	$ 5,638	$ 6,015	$ 6,182	$ 6,153	**$ 23,988**
Operating expenses (millions)	$ 3,784	$ 3,819	$ 3,852	$ 3,780	**$ 15,235**
Operating ratio (%)	67.1	63.5	62.3	61.4	**63.5**
Compensation and benefits (millions)	$ 1,254	$ 1,246	$ 1,287	$ 1,289	**$ 5,076**
Compensation and benefits/Operating revenue (%)	22.2	20.7	20.8	20.9	**21.2**
Freight revenue/Average employees (000)	114.5	120.3	122.4	120.6	**478.0**
Fuel expense (million)	$ 921	$ 923	$ 882	$ 813	**$ 3,539**
Average fuel price per gallon consumed [a]	$ 3.12	$ 3.10	$ 3.01	$ 2.66	**$ 2.97**
Freight revenues (millions)	$ 5,286	$ 5,661	$ 5,819	$ 5,794	**$ 22,560**
Average revenue per car	$ 2,324	$ 2,329	$ 2,331	$ 2,390	**$ 2,344**
Freight revenue/Revenue ton-mile (cents)	$ 4.04	$ 4.16	$ 4.13	$ 4.08	**$ 4.10**
Effective tax rate (%)	38.1	37.9	37.9	37.7	**37.9**
Debt to capital (%) [b] [c]	32.4	33.6	34.8	35.0	**35.0**
Adjusted debt to capital (%) [c] [d]	38.4	39.4	40.2	41.2	**41.2**
Operating Statistics					
Revenue carloads (thousands)	2,274	2,431	2,496	2,424	**9,625**
Revenue ton-miles (billions)	131	136	141	142	**550**
Gross ton-miles (billions)	240	253	260	262	**1,015**
Average train speed (miles per hour) [e]	24.5	23.9	23.8	23.8	**24.0**
Average system dwell (hours) [e]	30.7	29.8	29.7	31.0	**30.3**
Fuel consumed (millions of gallons)	287	290	283	298	**1,158**
Employees (average)	46,166	47,052	47,550	48,037	**47,201**
GTMs per employee (millions)	5.20	5.37	5.47	5.46	**21.50**

[a] Including taxes and transportation costs.
[b] Debt to capital is computed as follows: total debt divided by total debt plus equity.
[c] Full year amounts have been adjusted for the retrospective adoption of Accounting Standard Update 2015-03 related to the presentation of deferred debt issuance costs.
[d] Adjusted debt to capital is determined as follows: total debt plus net present value of operating leases plus after-tax unfunded pension and OPEB obligation divided by total debt plus net present value of operating leases plus after-tax unfunded pension and OPEB obligation plus equity.
[e] As reported to the Association of American Railroads.

NON-GAAP DEFINITIONS

The following are non-GAAP financial measures under SEC Regulation G and Item 10 of SEC Regulation S-K, and may not be defined and calculated by other companies in the same manner. We believe these measures provide an alternative presentation of the results that more accurately reflect ongoing Company operations. These should be considered in addition to, not a substitute for, the reported GAAP results.

Free Cash Flow

Cash provided by operating activities less cash used in investing activities and dividends paid. Free cash flow is considered a non-GAAP financial measure by SEC Regulation G and Item 10 of SEC Regulation S-K, and may not be defined and calculated by other companies in the same manner. We believe this measure is important to management and investors in evaluating our financial performance and measures our ability to generate cash without additional external financing. Free cash flow should be considered in addition to, rather than as a substitute for, cash provided by operating activities.

Return on Invested Capital

Net income plus interest expense and interest on average present value of operating leases less taxes on interest divided by average equity plus average debt plus average present value of operating leases. ROIC is considered a non-GAAP financial measure by SEC Regulation G and Item 10 of SEC Regulation S-K, and may not be defined and calculated by other companies in the same manner. We believe this measure is important to management and investors in evaluating the efficiency and effectiveness of the Company's long-term capital investments, and we currently use ROIC as a performance criteria in determining certain elements of equity compensation for our executives. ROIC should be considered in addition to, rather than as a substitute for, other information provided in accordance with GAAP. The most comparable GAAP measure is Return on Average Common Shareholders' Equity.

Adjusted Debt to Capital

Total debt plus net present value of operating leases plus after-tax unfunded pension and OPEB obligation divided by total debt plus net present value of operating leases plus after-tax unfunded pension and OPEB obligation plus equity. Operating leases were discounted using 4.8%, 5.3%, 5.7%, and 6.0% at December 31, 2015, 2014, 2013, and 2012, respectively. The discount rate reflects our effective interest rate. Adjusted debt to capital is considered a non-GAAP financial measure by SEC Regulation G and Item 10 of SEC Regulation S-K, and may not be defined and calculated by other companies in the same manner. We believe this measure is important to management and investors in evaluating the total amount of leverage in our capital structure including off-balance sheet lease obligations.

Adjusted Debt to EBITDA

Total debt plus net present value of operating leases plus after-tax unfunded pension and OPEB obligation divided by operating income plus depreciation plus interest on present value of operating leases. Operating leases were discounted using 4.8%, 5.3, 5.7%, and 6.0% at December 31, 2015, 2014, 2013, and 2012, respectively. Adjusted debt to adjusted EBITDA (earnings before interest, taxes, depreciation, and amortization) is considered a non-GAAP financial measure by SEC Regulation G and Item 10 of SEC Regulation S-K, and may not be defined and calculated by other companies in the same manner. We believe this measure is important to management and investors in evaluating the Company's ability to sustain given debt levels (including leases) with the cash generated from operations. In addition, a comparable measure is used by rating agencies when reviewing the Company's credit rating.

UNION PACIFIC CORPORATION AND SUBSIDIARY COMPANIES
Non-GAAP Measures Reconciliation to GAAP (unaudited)

Free Cash Flow

Millions	***2015***	*2014*	*2013*	*2012*
Cash provided by operating activities	**$ 7,344**	$ 7,385	$ 6,823	$ 6,161
Cash used in investing activities	**(4,476)**	(4,249)	(3,405)	(3,633)
Dividends paid	**(2,344)**	(1,632)	(1,333)	(1,146)
Free cash flow	**$ 524**	$ 1,504	$ 2,085	$ 1,382

Return on Invested Capital as Adjusted (ROIC)

Millions, Except Percentages	***2015***	*2014*	*2013*	*2012*
Net income	**$ 4,772**	$ 5,180	$ 4,388	$ 3,943
Interest expense	**622**	561	526	535
Interest on average present value of operating leases	**135**	158	175	189
Taxes on interest	**(285)**	(273)	(264)	(273)
Net operating profit after taxes as adjusted (a)	**$ 5,244**	$ 5,626	$ 4,825	$ 4,394
Average equity	**$ 20,946**	$ 21,207	$ 20,551	$ 19,228
Average debt*	**12,807**	10,469	9,237	8,904
Average present value of operating leases	**2,814**	2,980	3,077	3,152
Average invested capital as adjusted (b)	**$ 36,567**	$ 34,656	$ 32,865	$ 31,284
Return on invested capital as adjusted (a/b)	**14.3%**	16.2%	14.7%	14.0%

* *The prior period amounts have been adjusted for the retrospective adoption of Accounting Standard Update 2015-03 related to the presentation of deferred debt issuance costs.*

UNION PACIFIC CORPORATION AND SUBSIDIARY COMPANIES
Non-GAAP Measures Reconciliation to GAAP (unaudited)

Adjusted Debt to Capital, Reconciliation to GAAP

Millions, Except Percentages	***Dec. 31, 2015***	*Dec. 31, 2014*	*Dec. 31, 2013*	*Dec. 31, 2012*
Debt*	**$ 14,201**	$ 11,413	$ 9,524	$ 8,949
Net present value of operating leases	**2,726**	2,902	3,057	3,096
Unfunded pension and OPEB, after tax	**463**	523	170	679
Adjusted debt (a)	**17,390**	14,838	12,751	12,724
Equity	**20,702**	21,189	21,225	19,877
Adjusted capital (b)	**$ 38,092**	$ 36,027	$ 33,976	$ 32,601
Adjusted debt to capital (a/b)	**45.7%**	41.2%	37.5%	39.0%

* *The prior period amounts have been adjusted for the retrospective adoption of Accounting Standard Update 2015-03 related to the presentation of deferred debt issuance costs.*

Adjusted Debt / Adjusted EBITDA

Millions, Except Ratios	***Dec. 31, 2015***	*Dec. 31, 2014*	*Dec. 31, 2013*	*Dec. 31, 2012*
Operating income	**$ 8,052**	$ 8,753	$ 7,446	$ 6,745
Depreciation	**2,012**	1,904	1,777	1,760
EBITDA	**$ 10,064**	$ 10,657	$ 9,223	$ 8,505
Interest on present value of operating leases	**131**	154	174	186
Adjusted EBITDA (a)	**$ 10,195**	$ 10,811	$ 9,397	$ 8,691
Debt*	**$ 14,201**	$ 11,413	$ 9,524	$ 8,949
Net present value of operating leases	**2,726**	2,902	3,057	3,096
Unfunded pension and OPEB, after tax	**463**	523	170	679
Adjusted debt (b)	**$ 17,390**	$ 14,838	$ 12,751	$ 12,724
Adjusted debt / Adjusted EBITDA (b/a)	**1.7**	1.4	1.4	1.5

* *The prior period amounts have been adjusted for the retrospective adoption of Accounting Standard Update 2015-03 related to the presentation of deferred debt issuance costs.*

CAUTIONARY INFORMATION

The 2015 Investor "Fact Book" provides additional explanatory information regarding Union Pacific that may not be available, included or directly derived from information in the Company's Annual Report as filed with the SEC. The information provided is supplemental in nature and is not, and should not be considered or deemed to be better than that available in the Company's publicly available reports filed with the SEC. Additionally, some of the information in the Fact Book is derived from the Company's audited financial statements, but the Fact Book and its contents have not been, and should not be considered, audited.

This document includes statements about the Company's future that are not statements of historical fact, including, specifically, the statements regarding the Company's expectations with respect to increasing shareholder returns and revenue; challenges and opportunities for each of the Company's commodity groups and its Mexico business; market drivers in 2016 and beyond; capital investments in 2016; and future growth of capital investments. These statements are, or will be, forward-looking statements as defined by the Securities Act of 1933 and the Securities Exchange Act of 1934. Forward-looking statements also generally include, without limitation, information or statements regarding: projections, predictions, expectations, estimates or forecasts as to the Company's and its subsidiaries' business, financial, and operational results, and future economic performance; and management's beliefs, expectations, goals, and objectives and other similar expressions concerning matters that are not historical facts.

Forward-looking statements should not be read as a guarantee of future performance or results and will not necessarily be accurate indications of the times that, or by which, such performance or results will be achieved. Forward-looking information, including expectations regarding operational and financial improvements and the Company's future performance or results are subject to risks and uncertainties that could cause actual performance or results to differ materially from those expressed in the statement. Important factors, including risk factors, could affect the Company's and its subsidiaries' future results and could cause those results or other outcomes to differ materially from those expressed or implied in the forward-looking statements. Information regarding risk factors and other cautionary information are available in the Company's Annual Report on Form 10-K for 2015, which was filed with the SEC on February 5, 2016. The Company updates information regarding risk factors if circumstances require such updates in its periodic reports on Form 10-Q and its subsequent Annual Reports on Form 10-K (or such other reports that may be filed with the SEC).

Forward-looking statements speak only as of, and are based only upon information available on, the date the statements were made. The Company assumes no obligation to update forward-looking information to reflect actual results, changes in assumptions or changes in other factors affecting forward-looking information. If the Company does update one or more forward-looking statements, no inference should be drawn that the Company will make additional updates with respect thereto or with respect to other forward-looking statements. References to our website are provided for convenience and, therefore, information on or available through the website is not, and should not be deemed to be, incorporated by reference herein.

The Company's financial statements are included solely as a convenience. The financial statements should be read in conjunction with the notes to the Financial Statements and Supplementary Data in Item 8 of the Company's 2015 Annual Report on Form 10-K.