



Class I Railroad Annual Report R-1

to the Surface Transportation Board for the Year Ending Dec. 31, 2018

OEEAA-R1
Union Pacific Railroad ▪ 1400 Douglas, Omaha, NE 68179



BUILDING AMERICA®

NOTICE

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

For Index, See Back of Form

ANNUAL REPORT

OF

UNION PACIFIC RAILROAD COMPANY

To The

SURFACE TRANSPORTATION BOARD

For The

Year Ended December 31, 2018

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

(Name) Todd M. Rynaski (Title) Vice President and Controller

(Telephone number) (402) 544-5565 (or contact Jeffrey Hultgren at (402) 544-8168)

(Office address) 1400 Douglas Street - Stop 1780, Omaha, Nebraska 68179

NOTES AND REMARKS

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SPECIAL NOTICE

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

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

Supplemental Information about the Annual Report (R-1)

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

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

A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
		<div data-bbox="901 703 1291 793" style="border: 1px solid black; padding: 5px; display: inline-block;"> NONE </div>

B. IDENTITY OF RESPONDENT

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

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

1. Exact name of common carrier making this report - Union Pacific Railroad Company *
2. Date of incorporation - February 20, 1969
3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees:
Under the General Corporation Law of the State of Delaware. Articles Amended February 24, 1969, June 8, 1987, April 13, 1989, and August 10, 1993, in perpetuity. Name changed from Southern Pacific Transportation Company, February 1, 1998.
4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars:

Stockholders' Reports

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

Check appropriate box:

- Two copies are attached to this report.
- Two copies will be submitted on: (date) April 5, 2019.
- No annual report to stockholders is prepared.

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

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common - Common Stock and Class A Stock both \$10/ per share; First preferred - None; Second preferred - None; Debenture stock - None.
2. State whether or not each share of stock has the right to one vote; if not, give particulars in a footnote. Yes No
3. Are voting rights proportional to holdings? Yes No. If no, state in a footnote the relationship between holdings and corresponding
4. Are voting rights attached to any securities other than stock? Yes No. If yes, name in a footnote each security, other than stock, to which voting rights are attached (as of the close of the year), and state in detail the relationship between holdings and corresponding voting rights, indicating whether voting rights are actual or contingent and, if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? Yes No. If yes, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing: N/A
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year - 4,853 votes, as of 12/31/2018.
8. State the total number of stockholders of record, as of the date shown in answer to Inquiry No. 7. One stockholder.
9. Give the names of the 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of the list of stockholders of the respondent (if within one year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each, his or her address, the number of votes he or she would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he or she was entitled, with respect to securities held by him or her, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities (stating in a footnote the names of such other securities, if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information the names and addresses of the 30 largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such 30 security holders at the close of the year.

Line No.	Name of Security Holder	Address of Security Holder	Number of Votes to Which Security Holder Was Entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
				Stock			
				Common	Second Preferred	First	
	(a)	(b)	(c)	(d)	(e)	(f)	
1	Union Pacific Corporation	1400 Douglas Street	Common Stock - 4,465	4,465			1
2	"	Omaha, Nebraska 68179	Class A Stock - 388	388			2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26

C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of the respondent - N/A
11. Give the date of such meeting - March 14, 2019
12. Give the place of such meeting - Omaha, NE

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

Alton & Southern Railway	Southern Pacific Motor Trucking Company
Arkansas & Memphis Railway Bridge and Terminal Company	Southern Pacific Receivables, Inc.
Central California Traction Company	Southern Pacific Warehouse Company
Chicago & Western Indiana Railroad Company	SP Environmental Systems, Inc.
Chicago Heights Terminal Transfer Company	SP Environmental Waste Systems, Inc.
Doniphan, Kensett & Searcy Railway Company	Standard Realty and Development Company
Donland Development Company	St. Joseph & Grand Island Railway Company
Ekanet, Inc.	Stonegate Park, Inc.
Insight Network Logistics de Mexico	Texas City Terminal Railway Company
Loup Logistics Company	Transborder Logistics I LLC
Mexican Pacific, LLC	Transborder Logistics II LLC
Midwestern Railroad Properties, Inc.	Transborder Rail Corporation
Missouri Improvement Company	Transportation Service Systems, Inc.
Montwood Corporation	Union Pacific Container Logistics Company
MRT Exploration Company	Union Pacific de Mexico, S.A. de C.V.
Ogden Union Railway & Depot Company	Union Pacific Fruit Express Company
Pacific Fruit Express Company	Union Pacific Railroad Company
Park Spring, Inc.	Union Pacific Receivables, Inc.
Portland Terminal Railroad Company	Union Pacific Venture Leasing, Inc.
PS Technology, Inc.	UP International Advisors, Inc.
Rio Grande Land Company	UP Logistics de Mexico
Soluciones Logísticas Transfronterizas Mexicanas, S. de R.L. de C.V.	UP Transportation Services Canada Corporation
Southern Illinois and Missouri Bridge Company	UPCA, LLC
Southern Pacific Asset Management Company	UPDS de Mexico, S. de R.L. de C.V.
Southern Pacific Fleet Acquisition Company	Wisconsin Town Lot Company
Southern Pacific International, Inc.	WHL Dallas 45 Advisors, LLC
Southern Pacific Land Corporation	WHL Dallas 45, LLC

NOTES AND REMARKS

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200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS

(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at begin- ning of year (c)	Line No.
CURRENT ASSETS						
1		701	Cash	181,906	236,891	1
2		702	Temporary Cash Investments	66,613	42,937	2
3		703	Special Deposits	18,218	16	3
4		704	Accounts Receivable - Loan and Notes	279	729	4
5		705	- Interline and Other Balances	105,269	88,711	5
6		706	- Customers	1,292,746	1,184,500	6
7		707	- Other	206,458	221,280	7
8		709,708	- Accrued Accounts Receivables	389,933	199,464	8
9		708.5	- Receivables from Affiliated Companies			9
10		709.5	- Less: Allowance for Uncollectible Accounts	(11,753)	(9,091)	10
11		710,711,714	Working Funds Prepayments Deferred Income Tax Debits	34,057	32,580	11
12		712	Materials and Supplies	741,605	749,560	12
13		713, 713.5, 713.6	Other Current Assets	30,097	158,344	13
14			TOTAL CURRENT ASSETS	3,055,428	2,905,921	14
OTHER ASSETS						
15		715, 716, 717	Special Funds	7,521	6,511	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedules 310 and 310A)	1,911,440	12,202,441	16
17		722, 723	Other Investments and Advances	1,019	1,361	17
18		737, 738	Property Used in Other than Carrier Operation (Less Depreciation) 2017-\$10,512; 2016-\$10,930	367,983	368,339	18
19		739, 741	Other Assets	359,017	384,899	19
20		743	Other Deferred Debits	1,562	5,332	20
21		744	Accumulated Deferred Income Tax Debits	810	0	21
22			TOTAL OTHER ASSETS	2,649,352	12,968,883	22
ROAD AND EQUIPMENT						
23		731, 732	Road (Schedule 330) L-30 Cols. h & b	57,194,770	55,686,252	23
24		731, 732	Equipment (Schedule 330) L-39 Cols. h & b	14,140,480	13,941,025	24
25		731, 732	Unallocated Items	1,067,234	779,116	25
26		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(21,892,035)	(20,962,750)	26
27			Net Road and Equipment	50,510,449	49,443,643	27
28			TOTAL ASSETS	56,215,229	65,318,447	28

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITY AND SHAREHOLDERS' EQUITY

(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at begin- ning of year (c)	Line No.
CURRENT LIABILITIES						
29		751	Loans and Notes Payable			29
30		752	Accounts Payable; Interline and Other Balances	28,228	33,032	30
31		753	Audited Accounts and Wages	177,344	212,037	31
32		754	Other Accounts Payable	41,170	39,623	32
33		755, 756	Interest and Dividends Payable	26,306	37,817	33
34		757	Payables to Affiliated Companies			34
35		759	Accrued Accounts Payable	1,946,877	2,096,438	35
36		760, 761, 761.5, 762	Taxes Accrued	652,091	530,102	36
37		763, 763.5, 763.6	Other Current Liabilities	9,923	9,098	37
38		764	Equipment Obligations and Other Long-Term Debt due Within One Year	557,287	171,111	38
39			TOTAL CURRENT LIABILITIES	3,439,226	3,129,258	39
NON-CURRENT LIABILITIES						
40		765, 767	Funded Debt Unmatured	0	656,426	40
41		766	Equipment Obligations	923,240	968,901	41
42		766.5	Capitalized Lease Obligations	642,642	766,743	42
43		768	Debt in Default			43
44		769	Accounts Payable; Affiliated Companies	5,626,402	0	44
45		770.1, 770.2	Unamortized Debt Premium	(8,511)	(91,842)	45
46		781	Interest in Default			46
47		783	Deferred Revenues-Transfers from Government Authorities			47
48		786	Accumulated Deferred Income Tax Credits	10,743,429	10,371,648	48
49		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	1,789,045	1,856,178	49
50			TOTAL NON-CURRENT LIABILITIES	19,716,247	14,528,054	50
SHAREHOLDERS' EQUITY						
51		791, 792	Total Capital Stock	49	49	51
52			Common Stock	49	49	52
53			Preferred Stock			53
54		793	Discount on Capital Stock			54
55		794, 795	Additional Capital	4,781,906	4,781,906	55
Retained Earnings:						
56		797	Appropriated	0	811	56
57		798	Unappropriated	29,692,676	44,019,539	57
58		798.5	Less Treasury Stock			58
59		799	Accumulated Other Comprehensive Income or (Loss)	(1,414,875)	(1,141,170)	59
60			Total Stockholder's Equity	33,059,756	47,661,135	60
61			Noncontrolling Interest			61
62			Total Equity (Lines 61 + 62)	33,059,756	47,661,135	62
63			Total Liabilities & Shareholders' Equity	56,215,229	65,318,447	63

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION -- EXPLANATORY NOTES

(Dollars in Thousands)

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

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts. \$0.
2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made. None.
3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year _____
See Explanatory Note 11 beginning on page 10.
- (b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund. \$_____. See Explanatory Note 11 beginning on page 10.
- (c) Is any part of pension plan funded? Specify. Yes No ___
(i) If funding is by insurance, give name of insuring company Not Applicable.
If funding is by trust agreement, list trustee(s). The Northern Trust Company
Date of trust agreement or latest amendment. March 11, 2016
If respondent is affiliated in any way with the trustee(s), explain affiliation: Not Applicable.
- (d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement. See Explanatory Note 11 beginning on page 9.
- (e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates?
Specify. Yes ___ No
If yes, give number of the shares for each class of stock or other security: _____
_____.
- (ii) Are voting rights attached to any securities held by the pension plan? Specify. Yes No ___ If yes,
who determines how stock is voted? Voting rights are delegated to investment managers
_____.
4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610). Yes NO _____ See Note 14 on page 15D.
5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ NONE.
(b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was NONE.
6. In reference to Docket No. 37465 specify the total amount of business entertainment expenditures charged to the non-operating expense account. NONE.

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

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

Disclose the nature and amount of contingency that is material.

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

SEE NOTE 13 ON PAGE 15A.

(a) Changes in Valuation Accounts

8. Marketable Equity Securities

UPRR has no marketable equity securities.

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

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

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

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

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

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

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

NOTES TO FINANCIAL STATEMENTS

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

9. Accounting Pronouncements

In March 2017, the FASB issued Accounting Standards Update No. 2017-07 (ASU 2017-07), Improving the Presentation of Net Periodic Pension Cost and Net Periodic Postretirement Benefit Cost (Topic 715). ASU 2017-07 requires the service cost component be reported separately from the other components of net benefit costs in the income statement, provides explicit guidance on the presentation of the service cost component and the other components of net benefit cost in the income statement, and allows only the service cost component of net benefit cost to be eligible for capitalization. Effective January 1, 2018, we adopted the standard, and as a result of the adoption, only service costs are recorded within compensation and benefits expense, and the other components of net benefit costs are now recorded within other income, net.

10. Transactions with Affiliates

We had working capital deficits of \$362 million and \$198 million at December 31, 2018 and 2017, respectively. Our working capital relates to UPC’s management of our cash position. As part of UPC’s cash management activities, we advance excess cash (cash available after satisfying all of our obligations and paying dividends to UPC) to UPC. To the extent we require additional cash for use in our operations, UPC makes such funds available to us for borrowing. We treat these transactions as intercompany lendings and borrowings in the Consolidated Statements of Financial Position.

We may declare and pay cash dividends to UPC that typically approximate the dividends UPC declares to its shareholders; however, there is no formal requirement to do so. In addition, on December 27, 2018, a \$19.2 billion noncash dividend was declared to UPC in satisfaction of intercompany lendings. This noncash dividend was reflected as a reduction of retained earnings and intercompany lendings to UPC in the Consolidated Statements of Financial Position. Dividend declarations between us and UPC are determined solely by our Board of Directors.

Intercompany Transactions – In December of 2008, UPC established a borrowing limit based on our borrowing capacity and UPC implemented a market based interest rate. Currently, the annual rate is 4.0% for borrowings either to or from UPC and is effective through June 2019. The annual rate was 3.1% from July 2017 through June 2018 and 2.5% from July 2016 through June 2017. Interest accrues quarterly and is payable quarterly. Although payable on demand, we do not expect a payment from UPC within 12 months, or in the event of borrowing from UPC, we do not expect to be required by UPC to pay back the intercompany borrowings within the next 12 months. Intercompany borrowings are unsecured and rank equally with all of our other unsecured indebtedness. At December 31, 2018, the Company had intercompany borrowings from UPC of \$5.6 billion, and at December 31, 2017, the company had intercompany lendings to UPC of \$10.4 billion.

Related Party Transactions – We and other North American railroad companies jointly own TTX Company (TTX). We have a 36.79% economic and voting interest in TTX while the other North American railroads own the remaining interest. In accordance with ASC 323 *Investments - Equity Method and Joint Venture*, we apply the equity method of accounting to our investment in TTX.

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

We had \$1.3 billion and \$1.2 billion recognized as investments related to TTX in our Consolidated Statements of Financial Position as of December 31, 2018 and 2017, respectively. TTX car hire expenses of \$429 million in 2018, \$388 million in 2017, and \$368 million in 2016 are included in equipment and other rents in our Consolidated Statements of Income. In addition, we had accounts payable to TTX of \$66 million and \$69 million at December 31, 2018 and 2017, respectively.

11. Financial Instruments

Fair Value of Financial Instruments – The fair value of our short- and long-term debt was estimated using a market value price model, which utilizes applicable U.S. Treasury rates along with current market quotes on comparable debt securities. All of the inputs used to determine the fair market value of the Company’s long-term debt are Level 2 inputs and obtained from an independent source. At December 31, 2018, the fair value of total debt was \$2.1 billion, approximately \$10 million more than the carrying value. At December 31, 2017, the fair value of total debt was \$2.6 billion, approximately \$131 million more than the carrying value. The fair value of the Company’s debt is a measure of its current value under present market conditions. It does not impact the financial statements under current accounting rules. At December 31, 2018, and 2017, approximately \$0 and \$155 million, respectively of debt securities contained call provisions that allow us to retire the debt instruments prior to final maturity, at par, without the payment of fixed call premiums. The fair value of intercompany lendings to UPC approximates carrying value. The fair value of our cash equivalents approximates their carrying value due to the short-term maturities of these instruments.

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

Pension Plans – We provide defined benefit retirement income to eligible non-union employees through qualified and non-qualified (supplemental) pension plans. Qualified and non-qualified pension benefits are based on years of service and the highest compensation during the latest years of employment, with specific reductions made for early retirements. Non-union employees hired on or after January 1, 2018 are no longer eligible for pension benefits, but are eligible for an enhanced 401(k) plan as described below in other retirement programs.

Other Postretirement Benefits (OPEB) – We provide medical and life insurance benefits for eligible retirees hired before January 1, 2004. These benefits are funded as medical claims and life insurance premiums are paid.

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

NOTES TO FINANCIAL STATEMENTS

Funded Status

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

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

Funded Status <i>Millions</i>	<i>Pension</i>		<i>OPEB</i>	
	2018	2017	2018	2017
Projected Benefit Obligation				
Projected benefit obligation at beginning of year	\$ 4,529	\$ 4,110	\$ 330	\$ 334
Service cost	105	90	2	2
Interest cost	145	142	10	10
Plan curtailment cost	-	20	-	(1)
Special termination cost	-	49	-	-
Actuarial loss/(gain)	(371)	382	(20)	7
Gross benefits paid	(227)	(264)	(24)	(22)
Projected benefit obligation at end of year	\$ 4,181	\$ 4,529	\$ 298	\$ 330
Plan Assets				
Fair value of plan assets at beginning of year	\$ 4,224	\$ 3,748	\$ -	\$ -
Actual return on plan assets	(139)	716	-	-
Voluntary funded pension plan contributions	-	-	-	-
Non-qualified plan benefit contributions	29	24	24	22
Gross benefits paid	(227)	(264)	(24)	(22)
Fair value of plan assets at end of year	\$ 3,887	\$ 4,224	\$ -	\$ -
Funded status at end of year	\$ (294)	\$ (305)	\$ (298)	\$ (330)

Amounts recognized in the statement of financial position as of December 31, 2018 and 2017 consist of:

<i>Millions</i>	<i>Pension</i>		<i>OPEB</i>	
	2018	2017	2018	2017
Noncurrent assets	\$ 172	\$ 196	\$ -	\$ -
Current liabilities	(28)	(27)	(22)	(23)
Noncurrent liabilities	(438)	(474)	(276)	(307)
Net amounts recognized at end of year	\$ (294)	\$ (305)	\$ (298)	\$ (330)

Pre-tax amounts recognized in accumulated other comprehensive income/(loss) as of December 31, 2018 and 2017 consist of:

<i>Millions</i>	2018			2017		
	<i>Pension</i>	<i>OPEB</i>	<i>Total</i>	<i>Pension</i>	<i>OPEB</i>	<i>Total</i>
Prior service (cost)/credit	\$ -	\$ -	\$ -	\$ -	\$ (1)	\$ (1)
Net actuarial loss	(1,480)	(90)	(1,570)	(1,533)	(120)	(1,653)
Total	\$ (1,480)	\$ (90)	\$ (1,570)	\$ (1,533)	\$ (121)	\$ (1,654)

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

NOTES TO FINANCIAL STATEMENTS

Pre-tax changes recognized in other comprehensive income/(loss) during 2018, 2017 and 2016 were as follows:

Millions	Pension			OPEB		
	2018	2017	2016	2018	2017	2016
Net actuarial (loss)/gain	\$ (40)	\$ 67	\$ (112)	\$ 20	\$ (6)	\$ (16)
Amortization of:						
Prior service cost/(credit)	-	-	-	1	1	(9)
Actuarial loss	93	81	83	10	9	10
Total	\$ 53	\$ 148	\$ (29)	\$ 31	\$ 4	\$ (15)

Amounts included in accumulated other comprehensive income/(loss) expected to be amortized into net periodic cost during 2019:

Millions	Pension	OPEB	Total
Prior service credit	\$ -	\$ -	\$ -
Net actuarial loss	(63)	(7)	(70)
Total	\$ (63)	\$ (7)	\$ (70)

Underfunded Accumulated Benefit Obligation – The accumulated benefit obligation (ABO) is the present value of benefits earned to date, assuming no future compensation growth. The underfunded accumulated benefit obligation represents the difference between the ABO and the fair value of plan assets. At December 31, 2018, and 2017, the non-qualified (supplemental) plan ABO was \$446 million and \$481 million, respectively.

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

Underfunded Accumulated Benefit Obligation

Millions	2018	2017
Projected benefit obligation	\$ 465	\$ 501
Accumulated benefit obligation	\$ 446	\$ 481
Fair value of plan assets	-	-
Underfunded accumulated benefit obligation	\$ (446)	\$ (481)

The ABO for all defined benefit pension plans was \$3.9 billion and \$4.2 billion at December 31, 2018, and 2017, respectively.

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

Percentages	Pension		OPEB	
	2018	2017	2018	2017
Discount rate	4.23%	3.62%	4.17%	3.53%
Compensation increase	4.19%	4.20%	N/A	N/A
Health care cost trend rate (employees under 65)	N/A	N/A	5.87%	6.09%
Ultimate health care cost trend rate	N/A	N/A	4.50%	4.50%
Year ultimate trend rate reached	N/A	N/A	2038	2038

Expense

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

The workforce reduction plan initiated in the third quarter of 2017 included a curtailment loss of \$20 million and a special termination benefit of \$49 million as a result of a rereasurement as of September 30, 2017, due to the eliminated future service for approximately 460 management employees.

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

NOTES TO FINANCIAL STATEMENTS

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

Millions	Pension			OPEB		
	2018	2017	2016	2018	2017	2016
Net Periodic Benefit Cost:						
Service cost	\$ 105	\$ 90	\$ 84	\$ 2	\$ 2	\$ 1
Interest cost	145	142	143	10	10	11
Expected return on plan assets	(272)	(267)	(267)	-	-	-
Plan curtailment cost	-	20	-	-	-	-
Special termination cost	-	49	-	-	-	-
Amortization of:						
Prior service cost/(credit)	-	-	-	1	1	(9)
Actuarial loss	93	81	83	10	9	10
Net periodic benefit cost/(benefit)	\$ 71	\$ 115	\$ 43	\$ 23	\$ 22	\$ 13

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

Percentages	Pension			OPEB		
	2018	2017	2016	2018	2017	2016
Discount rate for benefit obligations	3.62%	4.09%	4.37%	3.54%	3.89%	4.13%
Discount rate for interest on benefit obligations	3.27%	3.47%	3.65%	3.14%	3.25%	3.34%
Discount rate for service cost	3.77%	4.41%	4.69%	3.71%	4.25%	4.59%
Discount rate for interest on service cost	3.72%	4.27%	4.55%	3.64%	4.11%	4.44%
Expected return on plan assets	7.00%	7.00%	7.50%	N/A	N/A	N/A
Compensation increase	4.19%	4.13%	4.20%	N/A	N/A	N/A
Health care cost trend rate (employees under 65)	N/A	N/A	N/A	6.09%	6.31%	6.52%
Ultimate health care cost trend rate	N/A	N/A	N/A	4.50%	4.50%	4.50%
Year ultimate trend reached	N/A	N/A	N/A	2038	2038	2028

Beginning in 2016, we measure the service cost and interest cost components of our net periodic benefit cost by using individual spot discount rates matched with separate cash flows for each future year. The discount rates were based on a yield curve of high quality corporate bonds. The expected return on plan assets is based on our asset allocation mix and our historical return, taking into account current and expected market conditions. The actual return/(loss) on pension plan assets, net of fees, was approximately (2)% in 2018, 19% in 2017, and 8% in 2016.

Assumed health care cost trend rates have an effect on the expense and liabilities reported for health care plans. The assumed health care cost trend rate is based on historical rates and expected market conditions. The 2019 assumed health care cost trend rate for employees under 65 is 5.87%. It is assumed the rate will decrease gradually to an ultimate rate of 4.5% in 2038 and will remain at that level. A one-percentage point change in the assumed health care cost trend rates would have the following effects on OPEB:

Millions	One % pt. Increase	One % pt. Decrease
Effect on total service and interest cost components	\$ 1	\$ (1)
Effect on accumulated benefit obligation	21	(17)

Cash Contributions

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

Millions	Pension		OPEB
	Qualified	Non-qualified	
2018	-	29	24
2017	-	24	22

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

The non-qualified pension and OPEB plans are not funded and are not subject to any minimum regulatory funding requirements. Benefit payments for each year represent supplemental pension payments and claims paid for medical and life insurance. We anticipate our 2019 supplemental pension and OPEB payments will be made from cash generated from operations.

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

NOTES TO FINANCIAL STATEMENTS

Benefit Payments

The following table details expected benefit payments for the years 2019 through 2028:

<i>Millions</i>	<i>Pension</i>	<i>OPEB</i>
2019	223	22
2020	220	21
2021	218	20
2022	217	20
2023	217	19
Years 2024 - 2028	1,113	86

Asset Allocation Strategy

UPC's pension plan asset allocation at December 31, 2018 and 2017, and target allocation for 2019, are as follows:

	<i>Target Allocation 2019</i>	<i>Percentage of Plan Assets December 31,</i>	
		2018	2017
Equity securities	60% to 70%	56%	69%
Debt securities	20% to 30%	36	22
Real estate	2% to 8%	6	5
Commodities	4% to 6%	2	4
Total		100%	100%

The investment strategy for pension plan assets is to maintain a broadly diversified portfolio designed to achieve our target average long-term rate of return of 7.0%. While we believe we can achieve a long-term average rate of return of 7.0%, we cannot be certain that the portfolio will perform to our expectations. Assets are strategically allocated among equity, debt, and other investments in order to achieve a diversification level that reduces fluctuations in investment returns. Asset allocation target ranges for equity, debt, and other portfolios are evaluated at least every three years with the assistance of an independent consulting firm. Actual asset allocations are monitored monthly, and rebalancing actions are executed at least quarterly, as needed.

The pension plan investments are held in a Master Trust. The majority of pension plan assets are invested in equity securities because equity portfolios have historically provided higher returns than debt and other asset classes over extended time horizons and are expected to do so in the future. Correspondingly, equity investments also entail greater risks than other investments. Equity risks are balanced by investing a significant portion of the plans' assets in high quality debt securities. The average credit rating of the debt portfolio exceeded A at both December 31, 2018 and 2017. The debt portfolio is also broadly diversified and invested primarily in U.S. Treasury, mortgage, and corporate securities. The weighted-average maturity of the debt portfolio was 13 years at both December 31, 2018 and 2017.

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

Fair Value Measurements

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

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

Registered Investment Companies – Registered Investment Companies are entities primarily engaged in the business of investing in securities and are registered with the Securities and Exchange Commission. The Plan's holdings of Registered Investment Companies include both public and private fund vehicles. The public vehicles are exchange-traded funds (stocks), which are classified as Level 1 investments. The private vehicles (bonds) do not have published pricing and are valued using Net Asset Value (NAV).

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

Bonds and Debentures – Bonds and debentures consist of debt securities issued by U.S. and non-U.S. corporations as well as state and local governments. These assets are valued using a bid evaluation process with bid data provided by independent pricing sources. Corporate, state, and municipal bonds and debentures are classified as Level 2 investments.

Corporate Stock – This investment category consists of common and preferred stock issued by U.S. and non-U.S. corporations. Most common shares are traded actively on exchanges and price quotes for these shares are readily available. Common stock is classified as a

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

NOTES TO FINANCIAL STATEMENTS

Level 1 investment. Preferred shares included in this category are valued using a bid evaluation process with bid data provided by independent pricing sources. Preferred stock is classified as a Level 2 investment.

Venture Capital and Buyout Partnerships – This investment category is comprised of interests in limited partnerships that invest primarily in privately-held companies. Due to the private nature of the partnership investments, pricing inputs are not readily observable. Asset valuations are developed by the general partners that manage the partnerships. These valuations are based on the application of public market multiples to private company cash flows, market transactions that provide valuation information for comparable companies, and other methods. The fair value recorded by the Plan is calculated using each partnership's NAV.

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

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

As of December 31, 2018, the pension plan assets measured at fair value on a recurring basis were as follows:

<i>Millions</i>	<i>Quoted Prices in Active Markets for Identical Inputs (Level 1)</i>	<i>Significant Other Observable Inputs (Level 2)</i>	<i>Significant Unobservable Inputs (Level 3)</i>	<i>Total</i>
Plan assets:				
Temporary cash investments	\$ 21	\$ -	\$ -	\$ 21
Registered investment companies [a]	1	-	-	1
Federal government securities	-	191	-	191
Bonds and debentures	-	538	-	538
Corporate stock	1,355	12	-	1,367
Total plan assets at fair value	\$ 1,377	\$ 741	\$ -	2,118
Plan assets at NAV:				
Registered investment companies [b]				378
Venture capital and buyout partnerships				443
Real estate partnerships				222
Collective trust and other funds				745
Total plan assets at NAV				1,788
Other assets [c]				(19)
Total plan assets				\$ 3,887

[a] Registered investment companies measured at fair value include stock investments.

[b] Registered investment companies measured at NAV include bond investments.

[c] Other assets include accrued receivables net payables and pending broker settlements.

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

NOTES TO FINANCIAL STATEMENTS

As of December 31, 2017, the pension plan assets measured at fair value on a recurring basis were as follows:

<i>Millions</i>	<i>Quoted Prices in Active Markets for Identical Inputs (Level 1)</i>	<i>Significant Other Observable Inputs (Level 2)</i>	<i>Significant Unobservable Inputs (Level 3)</i>	<i>Total</i>
Plan assets:				
Temporary cash investments	\$ 27	\$ -	\$ -	\$ 27
Registered investment companies [a]	4	-	-	4
Federal government securities	-	182	-	182
Bonds and debentures	-	389	-	389
Corporate stock	1,171	8	-	1,179
Total plan assets at fair value	\$ 1,202	\$ 579	\$ -	\$ 1,781
Plan assets at NAV:				
Registered investment companies [b]				329
Venture capital and buyout partnerships				358
Real estate partnerships				226
Collective trust and other funds				1,552
Total plan assets at NAV				2,465
Other assets [c]				(22)
Total plan assets				\$ 4,224

[a] Registered investment companies measured at fair value include stock and real estate investments.

[b] Registered investment companies measured at NAV include bond investments.

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

For the years ended December 31, 2018 and 2017, there were no significant transfers in or out of Levels 1, 2, or 3.

The Master Trust's investments in limited partnerships and similar structures (used to invest in private equity and real estate) are valued at fair value based on their proportionate share of the partnerships' fair value as recorded in the limited partnerships' audited financial statements. The limited partnerships allocate gains, losses and expenses to the partners based on the ownership percentage as described in the partnership agreements. At December 31, 2018 and 2017, the Master Trust had future commitments for additional contributions to private equity partnerships totaling \$248 million and \$359 million, respectively, and to real estate partnerships and funds totaling \$54 million and \$67 million, respectively.

Other Retirement Programs

401(k)/Thrift Plan – For non-union employees hired prior to January 1, 2018, and eligible union employees for whom we make matching contributions, we provide a defined contribution plan (401(k)/thrift plan). We match 50 cents for each dollar contributed by employees up to the first 6% of compensation contributed. Our plan contributions were \$18 million in 2018, \$19 million in 2017, and \$19 million in 2016. For non-union employees hired on or after January 1, 2018, we match dollar-for-dollar, up to the first 6% of compensation contributed, in addition to contributing an annual amount of 3% of the employee's annual base salary.

Railroad Retirement System – All Railroad employees are covered by the Railroad Retirement System (the System). Contributions made to the System are expensed as incurred and amounted to approximately \$710 million in 2018, \$672 million in 2017, and \$671 million in 2016.

Collective Bargaining Agreements – Under collective bargaining agreements, we participate in multi-employer benefit plans that provide certain postretirement health care and life insurance benefits for eligible union employees. Premiums paid under these plans are expensed as incurred and amounted to \$50 million in 2018, \$60 million in 2017, and \$50 million in 2016.

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

NOTES TO FINANCIAL STATEMENTS

13. Capital Stock and Dividend Restrictions

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

Our capital structure consists of Class A Stock and Common Stock. The Class A Stock is entitled to a cash dividend whenever a dividend is declared on the Common Stock, in an amount which equals 8 percent of the sum of the dividends on both the Class A Stock and the Common Stock. All of our Common Stock and our Class A Stock, which constitutes all of the voting capital stock, is owned by the Corporation. Accordingly, there is no market for our capital stock.

14. Commitments and Contingencies

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

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

Our personal injury liability is not discounted to present value due to the uncertainty surrounding the timing of future payments. Approximately 94% of the recorded liability is related to asserted claims and approximately 6% is related to unasserted claims at December 31, 2018. Because of the uncertainty surrounding the ultimate outcome of personal injury claims, it is reasonably possible that future costs to settle these claims may range from approximately \$270 million to \$296 million. We record an accrual at the low end of the range as no amount of loss within the range is more probable than any other. Estimates can vary over time due to evolving trends in litigation.

Our personal injury liability activity was as follows:

<i>Millions</i>	2018	2017	2016
Beginning balance	\$ 284	\$ 290	\$ 318
Current year accruals	74	77	75
Changes in estimates for prior years	(16)	(7)	(29)
Payments	(72)	(76)	(74)
Ending balance at December 31	\$ 270	\$ 284	\$ 290
Current portion, ending balance at December 31	\$ 71	\$ 66	\$ 61

We reassess our estimated insurance recoveries annually and have recognized an asset for estimated insurance recoveries at December 31, 2018, and 2017. Any changes to recorded insurance recoveries are included in the above table in the Changes in estimates for prior years category.

Environmental Costs – We are subject to federal, state, and local environmental laws and regulations. We have identified 334 sites at which we are or may be liable for remediation costs associated with alleged contamination or for violations of environmental requirements. This includes 33 sites that are the subject of actions taken by the U.S. government, 21 of which are currently on the Superfund National Priorities List. Certain federal legislation imposes joint and several liability for the remediation of identified sites; consequently, our ultimate environmental liability may include costs relating to activities of other parties, in addition to costs relating to our own activities at each site.

When we identify an environmental issue with respect to property owned, leased, or otherwise used in our business, we perform, with assistance of our consultants, environmental assessments on the property. We expense the cost of the assessments as incurred. We accrue the cost of remediation where our obligation is probable and such costs can be reasonably estimated. Our environmental liability is not discounted to present value due to the uncertainty surrounding the timing of future payments.

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

NOTES TO FINANCIAL STATEMENTS

Our environmental liability activity was as follows:

<i>Millions</i>	2018	2017	2016
Beginning balance	\$ 196	\$ 212	\$ 190
Accruals	84	45	84
Payments	(57)	(61)	(62)
Ending balance at December 31	\$ 223	\$ 196	\$ 212
Current portion, ending balance at December 31	\$ 59	\$ 57	\$ 55

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

Insurance – The Company has a consolidated, wholly-owned captive insurance subsidiary (the captive), that provides insurance coverage for certain risks including FELA claims and property coverage which are subject to reinsurance. The captive entered into annual reinsurance treaty agreements that insure workers compensation, general liability, auto liability and FELA risk. The captive cedes a portion of its FELA exposure through the treaty and assumes a proportionate share of the entire risk. The captive receives direct premiums, which are netted against the Company's premium costs in other expenses in the Consolidated Statements of Income. The treaty agreements provide for certain protections against the risk of treaty participants' non-performance, and we do not believe our exposure to treaty participants' non-performance is material at this time. We record both liabilities and reinsurance receivables using an actuarial analysis based on historical experience in our Consolidated Statements of Financial Position. Effective January 2019, the captive insurance subsidiary will no longer participate in the reinsurance treaty agreement. The Company established a trust in the fourth quarter of 2018 for the purpose of providing collateral as required under the reinsurance treaty agreement for prior years' participation.

Guarantees – At December 31, 2018, and 2017, we were contingently liable for \$22 million and \$33 million, respectively, in guarantees. The fair value of these obligations as of both December 31, 2018, and 2017 was \$0. We entered into these contingent guarantees in the normal course of business, and they include guaranteed obligations related to our affiliated operations. The final guarantee expires in 2022. We are not aware of any existing event of default that would require us to satisfy these guarantees. We do not expect that these guarantees will have a material adverse effect on our consolidated financial condition, results of operations, or liquidity.

Indemnities – We are contingently obligated under a variety of indemnification arrangements, although in some cases the extent of our potential liability is limited, depending on the nature of the transactions and the agreements. Due to uncertainty as to whether claims will be made or how they will be resolved, we cannot reasonably determine the probability of an adverse claim or reasonably estimate any adverse liability or the total maximum exposure under these indemnification arrangements. We do not have any reason to believe that we will be required to make any material payments under these indemnity provisions.

Gain Contingency – UPRR filed multiple claims with the IRS for refunds of railroad retirement taxes (Railroad Retirement Taxes) paid on (i) certain stock awards to its employees and (ii) certain bonus payments it made to labor agreement employees during the years 1991 – 2017. In 2016, the U.S. District Court for the District of Nebraska (the District Court) denied UPRR recovery of these Railroad Retirement Taxes. UPRR appealed this denial to the U.S. Court of Appeals for the 8th Circuit (8th Circuit) and the 8th Circuit ruled in favor of UPRR and remanded the case to the District Court. The IRS appealed the 8th Circuit ruling to the U.S. Supreme Court. In June 2018, a similar case for another railroad was decided by the U.S. Supreme Court against the IRS and in favor of that railroad (Wisconsin Central LTD., Et. Al. v. U.S.). As a result, the U.S. Supreme Court denied the IRS request to appeal the 8th Circuit ruling. On November 28, 2018 the District Court issued an order granting summary judgment to UPRR pursuant to the mandate of the 8th Circuit. UPRR, the Department of Justice (DOJ), and the IRS have since agreed upon the tax refund amounts owed UPRR and its employees. UPRR's employer refund of \$78 million will be recognized as a reduction of compensation and benefit expenses and approximately \$30 million of interest will be recognized in other income. UPRR expects to receive the refunds in 2019, but the refunds may be received in multiple portions at different times. UPRR is in the process of seeking consent from approximately 75,000 current and former employees to obtain their employee share of the refunds. UPRR anticipates having this consent process completed in the first half of 2019, but further actions by the IRS and Railroad Retirement Board may delay completion until later in 2019.

These refund claims are considered gain contingencies and no refund amounts have been recorded in the Consolidated Financial Statements as of December 31, 2018. The claims will be recorded when a final judgment from the District Court has been issued and all IRS requirements for UPRR's refunds have been fulfilled.

On February 12, 2019, we received a favorable court judgment covering a portion of the tax refund amounts. As a result, the Company will recognize approximately \$42 million as a reduction of compensation and benefits expenses and approximately \$27 million of interest in other income, net in the first quarter of 2019. The remaining portion of the tax refund amounts is still pending with the IRS.

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

NOTES TO FINANCIAL STATEMENTS

15. Union Pacific Fund for Effective Government

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

16. Accounts Receivable

Accounts receivable includes freight and other receivables reduced by an allowance for doubtful accounts. The allowance is based upon historical losses, credit worthiness of customers, and current economic conditions. At both December 31, 2018, and 2017, our accounts receivable were reduced by \$3 million. Receivables not expected to be collected in one year and the associated allowances are classified as other assets in our Consolidated Statements of Financial Position. At December 31, 2018, and 2017, receivables classified as other assets were reduced by allowances of \$27 million and \$17 million, respectively.

Receivables Securitization Facility – The Railroad maintains a \$650 million, 3-year receivables securitization facility (the Receivables Facility), maturing in July 2019. Under the Receivables Facility, the Railroad sells most of its eligible third-party receivables to Union Pacific Receivables, Inc. (UPRI), a consolidated, wholly-owned, bankruptcy-remote subsidiary that may subsequently transfer, without recourse, an undivided interest in accounts receivable to investors. The investors have no recourse to the Railroad's other assets except for customary warranty and indemnity claims. Creditors of the Railroad do not have recourse to the assets of UPRI.

The amount outstanding under the Receivables Facility was \$400 million and \$500 million at December 31, 2018, and December 31, 2017, respectively. The Receivables Facility was supported by \$1.4 billion and \$1.1 billion of accounts receivable as collateral at December 31, 2018, and December 31, 2017, respectively, which, as a retained interest, is included in accounts receivable, net in our Consolidated Statements of Financial Position.

The outstanding amount the Railroad is allowed to maintain under the Receivables Facility, with a maximum of \$650 million, may fluctuate based on the availability of eligible receivables and is directly affected by business volumes and credit risks, including receivables payment quality measures such as default and dilution ratios. If default or dilution ratios increase one percent, the allowable outstanding amount under the Receivables Facility would not materially change.

The costs of the Receivables Facility include interest, which will vary based on prevailing benchmark and commercial paper rates, program fees paid to participating banks, commercial paper issuance costs, and fees of participating banks for unused commitment availability. The costs of the Receivables Facility are included in interest expense and were \$15 million, \$6 million, and \$7 million for 2018, 2017, and 2016, respectively.

210. RESULTS OF OPERATIONS

(Dollars in Thousands)

- 1 Disclose the requested information for respondent pertaining to results of operations for the year. Cross-checks
- 2 Report total operating expenses from Schedule 410. Any differences between this schedule and Schedule 410 must be explained on page 18. Schedule 210
Line 15, col b
Lines 47,48,49 col b
Line 50, col b Schedule 210
= Line 65, col b
= Line 66, col b
= Line 67, col b
- 3 List dividends from investments accounted for under the cost method on line 19, and list dividends accounted for under the equity method on line 25. Schedule 410
= Line 620, col h
- 4 All contra entries should be shown in parenthesis. Line 14, col b
Line 14, col d
Line 14, col e = Line 620, col f
= Line 620, col g

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue and expenses (d)	Passenger-related revenue and expenses (e)	Line No.
		ORDINARY ITEMS					
		OPERATING INCOME					
		Railway Operating Income					
1		(101) Freight	21,383,917	19,837,273	21,383,917		1
2		(102) Passenger	133,206	127,048		133,206	2
3		(103) Passenger-Related	702	1,177		702	3
4		(104) Switching	173,316	163,634	173,316		4
5		(105) Water Transfers	23,660	19,875	23,660		5
6		(106) Demurrage	149,063	114,603	149,063		6
7		(110) Incidental	870,037	879,991	870,037		7
8		(121) Joint Facility-Credit	14,970	13,604	14,970		8
9		(122) Joint Facility-Debit					9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	22,748,871	21,157,205	22,614,963	133,908	10
11		(502) Railway operating revenues-transfers from government authorities	82,548	82,759		82,548	11
12		(503) Railway operating revenues-amortization of deferred transfers from government authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	22,831,419	21,239,964	22,614,963	216,456	13
14	*	(531) Railway operating expenses	14,499,095	13,551,333	14,287,166	211,929	14
15	*	Net revenue from railway operations	8,332,324	7,688,631	8,327,797	4,527	15
		OTHER INCOME					
16		(506) Revenue from property used in other than carrier operations	25,845	85,887			16
17		(510) Miscellaneous rent income	123,736	120,646			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend income (cost method)	438	0			19
20		(514) Interest income	393,311	264,461			20
21		(516) Income from sinking and other funds					21
22		(517) Release of premiums on funded debt	0	104			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	45,647	120,270			24
25		Income from affiliated companies: 519					
		a. Dividends (equity method)	96,093	83,230			25
26		b. Equity in undistributed earnings (losses)	138,789	308,215			26
27		TOTAL OTHER INCOME (lines 16-26)	823,859	982,813			27
28		TOTAL INCOME (lines 15, 27)	9,156,183	8,671,444			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of property used in other than carrier operations	13,850	12,569			29
30		(544) Miscellaneous taxes					30
31		(545) Separately operated properties-Loss					31
32		(549) Maintenance of investment organization					32
33		(550) Income transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	122,038	42,318			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS	135,888	54,887			36
37		Income available for fixed charges	9,020,295	8,616,557			37

210. RESULTS OF OPERATIONS - (Concluded)					
(Dollars in Thousands)					
Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
FIXED CHARGES					
38		(546) Interest on funded debt:			
		(a) Fixed interest not in default	78,069	83,318	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt			40
41		(548) Amortization of discount on funded debt	2,086	4,670	41
42		TOTAL FIXED CHARGES (lines 38-41)	80,155	87,988	42
43		Income after fixed charges (line 37 minus line 42)	8,940,140	8,528,569	43
OTHER DEDUCTIONS					
44		(546) Interest on funded debt:			
		(c) Contingent interest	1,460	7,772	44
UNUSUAL OR INFREQUENT ITEMS					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before income taxes)	8,938,680	8,520,797	46
PROVISIONS FOR INCOME TAXES					
47	*	(556) Income taxes on ordinary income:			
		(a) Federal income taxes	1,377,782	2,047,664	47
48	*	(b) State income taxes	338,608	271,685	48
49	*	(c) Other income taxes	(2,718)	60,101	49
50	*	(557) Provision for deferred taxes	350,406	(4,823,491)	50
51		TOTAL PROVISIONS FOR INCOME TAXES (lines 47-52)	2,064,078	(2,444,041)	51
52		Income from continuing operations (line 46 minus line 51)	6,874,602	10,964,838	52
DISCONTINUED OPERATIONS					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$ _____)			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$ _____)			54
55		Income before extraordinary items (lines 52 - 54)	6,874,602	10,964,838	55
EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES					
56		(570) Extraordinary items (Net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes - Extraordinary items			58
59		TOTAL EXTRAORDINARY ITEMS (lines 56-58)			59
60		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$ _____)			60
61	*	Net income (Loss) (Lines 55 + 59 + 60)	6,874,602	10,964,838	61
62		Less: Net Income attributable to noncontrolling interest			62
63		Net Income attributable to reporting railroad	6,874,602	10,964,838	63
64		Basic Earnings Per Share	N/A	N/A	64
65		Diluted Earnings Per Share	N/A	N/A	65
RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)					
66	*	Net revenues from railway operations	8,332,324	7,688,631	66
67	*	(556) Income taxes on ordinary income (-)	(1,713,672)	(2,379,450)	67
68	*	(557) Provision for deferred income taxes (-)	(350,406)	4,823,491	68
69		Income from lease of road and equipment (-)			69
70		Rent for leased roads and equipment (+)			70
71		Net railway operating income (loss)	6,268,246	10,132,672	71

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

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

2017 Net Railway Operating income includes a \$5.6 billion non-cash reduction to income tax expense. Additionally, total net income includes a \$212 million non-cash increase to equity in undistributed earnings (losses). Both of these adjustments relate to the Tax Cuts and Jobs Act enacted on December 22, 2017.

210 A. CONSOLIDATED STATEMENTS OF COMPREHENSIVE INCOME

(Dollars in Thousands)

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

Cross-Checks

Schedule 210

Schedule 210 A

Line 61, col b

= Line 1, col b

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

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
1		Net Income	6,874,602	10,964,838	1
2		Other Comprehensive Income, net of tax: Foreign currency translation adjustments	36,308	(120,422)	2
3		Unrealized gains on securities: Unrealized holding gains arising during period			3
4		Less: reclassification adjustment for gains included in net income			4
5		Defined benefit pension plans: Prior service cost arising during period	792	469	5
6		Net loss arising during period	(15,007)	46,670	6
7		Less: amortization of prior service cost included in net periodic pension cost			7
8		Other Comprehensive Income (Loss)	77,351	68,149	8
9		Comprehensive Income (Loss)	6,974,046	10,959,704	9
10		Less: comprehensive income attributable to noncontrolling interest			10
11		Comprehensive Income attributable to reporting railroad (Loss)	6,974,046	10,959,704	11

Notes:

220. RETAINED EARNINGS

(Dollars in Thousands)

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

Line No.	Cross Check	Item (a)	Retained earnings --- Unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
1		Balances at beginning of year	42,587,674	1,431,865	1
2	(601.5)	Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	(602)	Credit balance transferred from income	6,735,813	243,236	3
4	(603)	Appropriations released	811	0	4
5	(606)	Other credits to retained earnings	338,659	3,245	5
6		TOTAL CREDITS	7,075,283	246,481	6
		DEBITS			
7	(612)	Debit balance transferred from income		104,447	7
8	(616)	Other debits to retained earnings	3,245	38,935	8
9	(620)	Appropriations for sinking and other funds	0		9
10	(621)	Appropriations for other purposes	0		10
11	(623)	Dividends: Common stock	21,502,000		11
12		Preferred stock (1)			12
13		TOTAL DEBITS	21,505,245	143,382	13
14		Net increase (decrease) during year (line 6 minus line 13)	(14,429,962)	103,099	14
15		Balances at close of year (lines 1, 2, and 14)	28,157,712	1,534,964	15
16		Balances from line 15(c)	1,534,964	N/A	16
17	(798)	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	29,692,676	N/A	17
18	(797)	Total appropriated retained earnings:			18
19		Credits during year	0		19
20		Debits during year	0		20
21		Balance at Close of year	0		21
22		Amount of assigned Federal income tax consequences:			22
23		Account 606 \$ _____			23
		Account 616 \$ _____			

(1) If any dividends have not been declared on cumulative preferred stock, give cumulative undeclared dividends at beginning of year and end of year. NONE

240. STATEMENT OF CASH FLOWS

(Dollars in Thousands)

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

CASH FLOWS FROM OPERATING ACTIVITIES

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

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10		Income from continuing operations	6,874,602	10,964,838	10

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

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investments	(30,272)	(111,169)	11
12		Depreciation and amortization expenses	2,291,000	2,197,032	12
13		Net increase (decrease) in Provision for Deferred Income Taxes	350,406	(4,823,491)	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(138,789)	(308,215)	14
15		Decrease (increase) in accounts receivable	(297,339)	(213,945)	15
16		Decrease (increase) in material and supplies and other current assets	134,725	(152,435)	16
17		Increase (decrease) in current liabilities other than debt	(76,208)	263,167	17
18		Increase (decrease) in other - net	185,650	(129,854)	18
19		Net cash provided from continuing operations (Lines 10-18)	9,293,775	7,685,928	19
20		Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20)	9,293,775	7,685,928	21

CASH FLOWS FROM INVESTING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
22		Proceeds from sale of property	62,860	167,560	22
23		Capital expenditures	(3,437,056)	(3,240,537)	23
24		Net change in temporary cash investments not qualifying as cash equivalents	0	0	24
25		Proceeds from sale/repayment of investment and advances	9,231	0	25
26		Purchase price of long-term investment and advances	(9,046)	(4,927)	26
27		Net decrease (increase) in sinking and other special funds	(1,010)	(862)	27
28		Other - net	(35,750)	26,229	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	(3,410,771)	(3,052,537)	29

(Continued on next page)

240. STATEMENT OF CASH FLOWS - Concluded

(Dollars in Thousands)

CASH FLOWS FROM OPERATING ACTIVITIES					
Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
CASH FLOWS FROM FINANCING ACTIVITIES					
30		Proceeds from issuance of long-term debt	150,000	500,000	30
31		Principle payments of long-term debt	(606,340)	(284,950)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid	(2,302,000)	(1,981,000)	34
35		Other - net	(3,179,649)	(2,716,606)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(5,937,989)	(4,482,556)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29 & 36)	(54,985)	150,835	37
38		Cash and cash equivalents at beginning of the year	236,891	86,056	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	181,906	236,891	39
		Footnotes to Schedule 240 Cash paid during the year for:			
40		Interest (net of amount capitalized)*	(96,000)	(96,000)	40
41		Income taxes (net of refunds) *	(1,488,000)	(2,438,000)	41

* Only applies if indirect method is adopted.

NOTES AND REMARKS

Non-cash capital investments accrued but not yet paid were \$205,000 and \$366,000 in 2018 and 2017, respectively.

Non-cash capital lease financings were \$12,000 and \$19,000 in 2018 and 2017, respectively.

Non-cash dividends declared in satisfaction of intercompany borrowings were \$19,200,000 and \$0 in 2018 and 2017, respectively.

245. WORKING CAPITAL
(Dollars in Thousands)

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

Line No.	Item (a)	Source	Amount (b)	Line No.
CURRENT OPERATING ASSETS				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	105,269	1
2	Customers (706)	Schedule 200, line 6, column b	1,292,746	2
3	Other (707)	Note A	67,707	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2+ 3	1,465,722	4
OPERATING REVENUE				
5	Railway Operating Revenue	Schedule 210, line 13, column b	22,831,419	5
6	Rent Income	Note B	162,042	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	22,993,461	7
8	Average Daily Operating Revenues	Line 7 divided by 360 days	63,871	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 divided by line 8	23	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	38	10
CURRENT OPERATING LIABILITIES				
11	Interline and Other Balances (752)	Schedule 200, line 30, column b	28,228	11
12	Audited Accounts and Wages Payable (753)	Note A	177,344	12
13	Accounts Payable - Other (754)	Note A	41,170	13
14	Other Taxes Accrued (761.5)	Note A	652,091	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	898,833	15
OPERATING EXPENSES				
16	Railway Operating Expenses	Schedule 210, line 14, column b	14,499,095	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	2,291,000	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	12,370,137	18
19	Average Daily Expenditures	Line 18 divided by 360 days	34,361	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 divided by line 19	26	20
21	Days of Working Capital Required	Line 10 - Line 20 (Note C)	12	21
22	Cash Working Capital Required	Line 21 x line 19	412,332	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	248,519	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	248,519	24
MATERIALS AND SUPPLIES				
25	Total Material and Supplies (712)	Note A	741,605	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	710	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	740,895	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	989,414	28

NOTES:

- (A) Use common carrier portion only. Common carrier refers to railway transportation service.
 (B) Rent Income is the sum of Schedule 410, column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 135, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.
 (C) If result is negative, use zero.

NOTES AND REMARKS

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NOTES AND REMARKS

Note to Schedule 310 on pages 26 - 29Lien References

- (A) All securities are pledged as security for the First Mortgage with Boatmen's National Bank of St. Louis, Trustee; also, under the General Mortgage, with Manufacturers Hanover Trust Company, Trustee.
- (B) Securities are deposited with the Trustees of the Mortgages as further assurance of performance of the Operating Agreements.
- (C) Companies Under Joint Control

<u>Company (UPRR Ownership)</u>	<u>Other Parties</u>	
Alameda Belt Line (50%)	BNSF (50%)	
Belt Railway of Chicago (8.33%)	NS (25.00%) BNSF (16.67%) CP (8.33%)	CSX (25.00%) CN (16.67%)
Brownsville & Matamoros Bridge Co. (50%)	Gobierno de Estados Unidos Mexicanos (50%)	
Grupo Ferroviario Mexicano (26%)	Mexican Consortium (74%)	
Helm Pacific Leasing (50%)	First Union Rail (50%)	
Houston Belt & Terminal Ry (50%)	BNSF (50%)	
Kansas City Terminal Ry Co. (41.67%)	BNSF (25.00%) CP (8.33%)	KCS (16.67%) NS (8.33%)
Longview Switching Co (50%)	BNSF (50%)	
MT Properties, Inc. (42.1%)	BNSF (43.3%)	CP (14.6%)
Oakland Terminal Railway (50%)	BNSF (50%)	
Peoria and Pekin Union Railway (12.50%)	CN (46.86%)	NS (40.64%)
St. Joseph Terminal RR Co (50%)	BNSF (50%)	
Sunset Railway Co. (50%)	BNSF (50%)	
Terminal Railroad Association of St. Louis (42.84%)	BNSF (14.29%) CSX (14.29%)	CN (14.29%) NS (14.29%)
TTX (36.79%)	BNSF (17.30%) CN (3.14%) CP (1.57%) CSX (19.65%)	FXE (0.63%) KCS (0.63%) Pan Am (0.63%) NS (19.65%)
Wichita Union Terminal Railway Company (33.33%)	BNSF (66.67%)	

Wholly-owned companies that have a joint interest in subsidiaries

PTC-220 (Ekanet 14.29%)	BNSF (14.29%) CP (14.29%) KCS (14.29%)	CN (14.29%) CSX (14.29%) NS (14.29%)
MeteorComm (Ekanet 25%)	BNSF (25%) CSX (25%)	NS (25%)

GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

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

2. List the investments in the following order and show a total for each group and each class of investments by accounts in numerical order:

- (A) Stocks
 - (1) Carriers-active
 - (2) Carriers-inactive
 - (3) Noncarriers-active
 - (4) Noncarriers-inactive
- (B) Bonds (including U.S. Government Bonds)
- (C) Other secured obligations
- (D) Unsecured notes
- (E) Investment advances

3. The subclassification of classes (B), (C), (D), and (E) should be the same as that provided for class (A).

4. The kinds of industry represented by respondent's investments in the securities of other companies should be shown by symbol opposite the names of the issuing corporations, the symbols and industrial classifications to be as follows:

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

5. By carriers, as the term is used here, is meant companies owning or operating railroads, facilities auxiliary thereto such as bridges, ferries, union depots, and other terminal facilities, sleeping cars, parlor cars, dining cars, freight cars, express service and facilities, electric railways, highway motor vehicles, steamboats and other marine transportation equipment, pipe lines (other than those for transportation of water), and other instrumentalities devoted to the transportation of persons or property for hire. Telegraph and telephone companies are not meant to be included.

6. Noncarrier companies should, for the purpose of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc. Purely holding companies are to be classed as noncarrier companies, even though the securities held by such companies are largely or entirely those issued or assumed by carriers.

7. By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs; if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.

8. Combine in one account investments in which the original cost or present equity in total assets is less than \$10,000.

9. Include investments in unincorporated entities such as lessee organizations. Exclude amounts normally settled on a current basis.

10. Do not include the value of securities issued or assumed by respondent.

11. For affiliates which do not report to the Surface Transportation Board and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities.

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

(Dollars in Thousands)

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

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
1	721	A1	VII	STOCKS - CARRIERS ACTIVE		1
2						2
3				Belt Railway of Chicago	8.3	3
4				Brownsville & Matamoros Bridge Co. (A)	50.0	4
5				Grupo Ferroviario Mexicano	26.0	5
6				Houston's Belt & Terminal Ry. (A) (B)	50.0	6
7				Kansas City Terminal Ry. (A) (B)	41.7	7
8				Longview Switching Co.	50.0	8
9				MT Properties, Inc.	42.1	9
10				Terminal Railroad Association of St. Louis	42.8	10
11				TTX	36.8	11
12						12
13						13
14						14
15						15
16	721	A3		STOCKS - NONCARRIERS - ACTIVE		16
17						17
18			VI	Helm Pacific Leasing	50.0	18
19			X	PTC-220, LLC	14.3	19
20			X	MeteorComm, LLC	25.0	20
21			VI	AXA Financial Inc. (C)	0.0	21
22						22
23						23
24				TOTAL CLASS A		24
25						25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35

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

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

(C) Less than 1%.

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

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

6. In any of the companies included in this schedule are controlled by respondent the percent of control should be shown in column (3). In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In case of joint control, give names of other parties and particulars of control.
7. If any advances reported are pledged, give particulars in a footnote.
8. Investments in companies in which neither the original cost or present equity in total assets are less than \$10,000 may be combined in one figure.
9. Also include investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis).
10. This schedule should not include securities issued or assumed by respondent.
11. For affiliates which do not report to the Surface Transportation Board and are jointly owned, give names and extent of control by other entities by footnotes.

Line No.	Investments and Advances				Disposed of: profit(loss) (j)	Adjustments Acct. 721.5 (k)	Dividends or interest credited to income (l)	Line No.
	Opening Balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing Balance (i)				
1								1
2								2
3	260			260				3
4	325			325				4
5	81,688			81,688				5
6	13			13				6
7	917			917				7
8	1			1				8
9	664			664				9
10	6			6				10
11	138,231			138,231				11
12								12
13								13
14								14
15								15
16								16
17								17
18	498			498				18
19	8,630	1,046		9,676				19
20	79,872	8,000		87,872				20
21	26			26				21
22								22
23								23
24	311,131	9,046	0	320,177				24
25								25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Continued)

(Dollars in Thousands)

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
1						37
2	721	D3		UNSECURED NOTES - NONCARRIERS - ACTIVE		38
3						39
4			X	Union Pacific Corporation - Net		40
5						41
6				TOTAL CLASS D		42
7						43
8						44
9	721	E1	VII	INVESTMENT ADVANCES - CARRIERS - ACTIVE		45
10						46
11						47
12				Houston Belt & Terminal Ry.		48
13				Kansas City Terminal Ry. Co.		49
14				Port Terminal Railroad Association		50
15				Wichita Terminal		51
16				Longview Switching		52
17				TOTAL CLASS E		53
18						54
19						55
20						56
21						57
22						58
23						59
24						60
25						61
26						62
27						63
28						64
29						65
30						66
31						67
32						68
33						69
34						70
35						71
36						72
37						73
38						74
39						75
40						76
41						77
42						78
43						79
44						80
45						81
46						82
47						83
48						84
49				TOTAL ACCOUNT 721		85

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

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - (Concluded)

(Dollars in Thousands)

Line No.	Investments and Advances				Disposed of: profit (loss) (j)	Adjustments Acct. 721.5 (k)	Dividends or interest credited to income (l)	Line No.
	Opening Balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing Balance (i)				
1								37
2								38
3								39
4	10,393,915	0	1/ (10,393,915)	0				40
5								41
6	10,393,915	0	(10,393,915)	0				42
7								43
8								44
9								45
10								46
11								47
12	41,959	0	(8,112)	33,847				48
13	15,245	0	(1,090)	14,155				49
14	7,477	0	(27)	7,450				50
15	397	0	0	397				51
16	452	0	(2)	450				52
17	65,530	0	(9,231)	56,299				53
18								54
19								55
20								56
21								57
22								58
23								59
24								60
25								61
26								62
27								63
28								64
29								65
30								66
31								67
32								68
33								69
34								70
35								71
36								72
37								73
38								74
39								75
40								76
41								77
42								78
43								79
44								80
45								81
46								82
47								83
48								84
49	10,770,576	9,046	(10,403,146)	376,476				85

1/ Deductions related to the satisfaction of intercompany lendings, including the \$19.2 billion noncash dividend declared to UPC.

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustment for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
	CARRIERS: (List specifics for each company)							
1	Belt Ry. of Chicago	438	0	0			438	1
2	Brownsville & Matamoros Bridge Co.	2,626	(14)	533			3,145	2
3	Grupo Ferrocarril Mexicano	336,890	(36,276)	14,631			315,245	3
4	Houston Belt & Terminal Rwy.	14,066	0	219			14,285	4
5	Kansas City Terminal Rwy.	(7,223)	(10)	1,568			(5,665)	5
6	MT Properties	819	0	73			892	6
7	Terminal RR Assn. of St. Louis	57,474	3,228	1,374			62,076	7
8	TTX	1,034,091	(2,635)	126,240			1,157,696	8
9	Sunset Railway	986	0	33			1,019	9
10								10
11								11
12	TOTAL CARRIER	1,440,167	(35,707)	144,671	0	0	1,549,131	12
13								13
14								14
15								15
16								16
17	NONCARRIER: (List specifics for each company)							17
18	Helm Pacific Leasing	47,088	17	2,472			49,577	18
19	PTC-220, LLC	734	0	0			734	19
20	MeteorComm, LLC	(56,124)	0	(8,354)			(64,478)	20
21	TOTAL NONCARRIER	(8,302)	17	(5,882)	0	0	(14,167)	21
22								22
23								23
24								24
25								25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37
38								38
39								39
40								40
41								41
42								42
43								43
44								44
45	TOTAL EQUITY	1,431,865	(35,690)	138,789	0	0	1,534,964	45

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

NOTES AND REMARKS

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT - Continued

(Dollars in Thousands)

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditure during the Year for original road and equipment and road extensions (c)	Expenditures during the year for purchase of existing lines, lines reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	4,892,575			1
2		(3) Grading	3,312,139			2
3		(4) Other, right-of-way expenditures	133,061			3
4		(5) Tunnels and subways	349,741			4
5		(6) Bridges, trestles, and culverts	4,023,587			5
6		(7) Elevated structures	0			6
7		(8) Ties	10,131,593			7
8		(9) Rail and other track material	16,326,958			8
9		(11) Ballast	5,406,193			9
10		(13) Fences, snowsheds and signs	127,001			10
11		(16) Station and office buildings	1,022,729			11
12		(17) Roadway buildings	30,952			12
13		(18) Water stations	7,727			13
14		(19) Fuel stations	377,512			14
15		(20) Shops and enginehouses	569,187			15
16		(22) Storage warehouses	1,003			16
17		(23) Wharves and docks	64,749			17
18		(24) Coal and ore wharves	898			18
19		(25) TOFC/COFC terminals	1,245,484			19
20		(26) Communication systems	814,943			20
21		(27) Signals and interlockers	4,544,723			21
22		(29) Power plants	0			22
23		(31) Power-transmission systems	230,238			23
24		(35) Miscellaneous structures	20,139			24
25		(37) Roadway machines	788,548			25
26		(39) Public improvements-construction	1,061,457			26
27		(44) Shop machinery	203,115			27
28		(45) Power-plant machinery	0			28
29		Other lease/rentals	0			29
30		TOTAL EXPENDITURES FOR ROAD	55,686,252	0	0	30
31		(52) Locomotives	9,686,064			31
32		(53) Freight train cars	2,248,958			32
33		(54) Passenger train cars	0			33
34		(55) Highway revenue equipment	624,609			34
35		(56) Floating equipment	0			35
36		(57) Work equipment	197,437			36
37		(58) Miscellaneous equipment	113,907			37
38		(59) Computer systems and word processing equipment	1,070,050			38
39		TOTAL EXPENDITURES FOR EQUIPMENT	13,941,025	0	0	39
40		(76) Interest during construction	43,251			40
41		(80) Other elements of investment	0			41
42		(90) Construction work in progress	735,865			42
43		GRAND TOTAL	70,406,393	0	0	43

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT - Concluded

(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		23,611	17,258	6,353	4,898,928	1
2		70,669	34,475	36,194	3,348,333	2
3		13,566	1,867	11,699	144,760	3
4		5,168	2,806	2,362	352,103	4
5		262,171	48,990	213,181	4,236,768	5
6		0	0	0	0	6
7		470,342	192,486	277,856	10,409,449	7
8		698,843	240,691	458,152	16,785,110	8
9		236,566	82,371	154,195	5,560,388	9
10		11,171	620	10,551	137,552	10
11		16,904	8,809	8,095	1,030,824	11
12		0	13	(13)	30,939	12
13		8	(4)	12	7,739	13
14		6,102	2,291	3,811	381,323	14
15		2,823	170	2,653	571,840	15
16		0	0	0	1,003	16
17		1,497	0	1,497	66,246	17
18		0	0	0	898	18
19		105,559	5,283	100,276	1,345,760	19
20		32,889	21,272	11,617	826,560	20
21		224,153	115,285	108,868	4,653,591	21
22		0	0	0	0	22
23		12,694	1,057	11,637	241,875	23
24		0	(1)	1	20,140	24
25		69,265	21,384	47,881	836,429	25
26		53,063	12,600	40,463	1,101,920	26
27		3,554	2,377	1,177	204,292	27
28		0	0	0	0	28
29		0	0	0	0	29
30		2,320,618	812,100	1,508,518	57,194,770	30
31		567,299	461,781	105,518	9,791,582	31
32		115,004	138,897	(23,893)	2,225,065	32
33		0	0	0	0	33
34		70,964	13,476	57,488	682,097	34
35		0	0	0	0	35
36		16,546	10,299	6,247	203,684	36
37		40,595	111	40,484	154,391	37
38		99,684	86,073	13,611	1,083,661	38
39		910,092	710,637	199,455	14,140,480	39
40		0	1	(1)	43,250	40
41		0	0	0	0	41
42		288,119	0	288,119	1,023,984	42
43		3,518,829	1,522,738	1,996,091	72,402,484	43

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

(Dollars in Thousands)

- Show in columns (b) and (e), for each primary account, the depreciation base used to compute depreciation charges for the month of January and in columns (c) and (f), the depreciation charges for the month of December. In columns (d) and (g) show the composite rates used in computing depreciation charges for December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December, and dividing that total by the total depreciation base for the same month. The depreciation base should not include cost of equipment used, but no owned, when the rents are included in rent for equipment and account nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00 and 35-25-00. It should include cost of equipment owned and leased to others when the rents there from are included in the rent for equipment, accounts nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00., inclusive. Composite rates used should be those prescribed or authorized by the Board, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If an changes in rates were effective during the year, give particulars in a footnote
- All leased property may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
- Show in columns (e), (f), and (g) data applicable to lessor property, when the rent therefore is included in accounts nos. 31-11-00, 31-12-00 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive
- If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for discontinuance of accruals should be shown in a footnote, indicating the effected account(s)
- Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	3,310,125	3,335,941	1.16				1
2	(4) Other right-of-way expenditures	132,681	144,161	2.38				2
3	(5) Tunnels and subways	349,515	352,186	0.85				3
4	(6) Bridges, trestles and culverts	4,019,703	4,204,117	1.41				4
5	(7) Elevated structures	0	0	0.00				5
6	(8) Ties	10,123,993	10,374,241	4.07				6
7	(9) Rail and other track material	16,310,840	16,721,335	2.87				7
8	(11) Ballast	5,400,601	5,540,528	2.94				8
9	(13) Fences, snowsheds and signs	126,982	134,425	1.82				9
10	(16) Station and office buildings	1,018,593	1,028,948	3.38				10
11	(17) Roadway buildings	30,952	30,938	2.83				11
12	(18) Water stations	7,727	7,738	2.63				12
13	(19) Fuel stations	376,932	380,832	2.86				13
14	(20) Shops and enginehouses	568,944	571,778	2.13				14
15	(22) Storage warehouses	1,002	1,002	2.00				15
16	(23) Wharves and docks	65,104	66,004	3.03				16
17	(24) Coal and ore wharves	898	898	2.56				17
18	(25) TOFC/COFC terminals	1,243,719	1,343,182	2.56				18
19	(26) Communications systems	811,676	823,468	3.45				19
20	(27) Signals and interlockers	4,528,082	4,635,755	3.85				20
21	(29) Power plants	0	0	0.00				21
22	(31) Power transmission systems	229,675	237,975	2.27				22
23	(35) Miscellaneous structures	20,139	20,140	2.33				23
24	(37) Roadway machines	788,554	814,964	5.93				24
25	(39) Public improvements - construction	1,059,421	1,096,598	2.33				25
26	(44) Shop machinery	202,875	203,497	3.27				26
27	(45) Power plant machinery	0	0	0				27
28	All other road accounts	0	0	0				28
29	Amortization (other than def. projects)	0	0	0				29
30	TOTAL ROAD	50,728,733	52,070,651	3.05				30
	EQUIPMENT							
31	(52) Locomotives	9,615,013	9,617,902	5.70				31
32	(53) Freight train cars	2,247,324	2,219,032	3.53				32
33	(54) Passenger train cars	0	0	0.00				33
34	(55) Highway revenue equipment	624,974	687,046	6.13				34
35	(56) Floating equipment	0	0	0.00				35
36	(57) Work equipment	197,418	190,279	2.93				36
37	(58) Miscellaneous equipment	113,908	146,869	5.86				37
38	(59) Computer systems & WP equipment	1,065,860	1,078,655	11.01				38
39	TOTAL EQUIPMENT	13,864,497	13,939,783	5.73				39
40	GRAND TOTAL	64,593,230	66,010,434	N/A			N/A	40

Note: New Equipment depreciation rates were authorized by the Surface Transportation Board effective January 1, 2016.

335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

1. Disclose the required information regarding credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property." during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals - Credit - Equipment" accounts and "Other Rents - Credit - Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental - Debit - Equipment" accounts and "Other Rents - Debit - Equipment" accounts. (See Schedule 351 for accumulated depreciation to road and equipment owned and leased to others.)
2. If any data are included in columns (d) or (f), explain the entries in detail.
3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."
4. If there is any inconsistency between credits to reserves as shown in column (c) and charges to operating expenses, a full explanation should be given.
5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 39.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
ROAD									
1		(3) Grading	513,580	49,370	0	25,154	0	537,796	1
2		(4) Other right-of-way expenditures	33,984	3,090	0	1,865	0	35,209	2
3		(5) Tunnels and subways	40,813	4,024	0	2,807	0	42,030	3
4		(6) Bridges, trestles and culverts	533,522	80,561	0	45,577	0	568,506	4
5		(7) Elevated structures	0	0	0	0	0	0	5
6		(8) Ties	4,141,364	431,205	0	253,095	0	4,319,474	6
7		(9) Rail and other track material	6,477,541	454,969	0	253,971	0	6,678,539	7
8		(11) Ballast	1,476,020	166,025	0	77,940	0	1,564,105	8
9		(13) Fences, snowsheds and signs	24,114	2,497	0	595	0	26,016	9
10		(16) Station and office buildings	257,243	33,174	0	8,235	0	282,182	10
11		(17) Roadway buildings	19,632	551	0	13	0	20,170	11
12		(18) Water stations	6,214	66	0	(7)	0	6,287	12
13		(19) Fuel stations	119,842	10,513	0	2,291	0	128,064	13
14		(20) Shops and enginehouses	205,963	10,213	0	161	0	216,015	14
15		(22) Storage warehouses	505	13	0	(6)	0	524	15
16		(23) Wharves and docks	22,697	1,163	0	(568)	0	24,428	16
17		(24) Coal and ore wharves	623	31	0	0	0	654	17
18		(25) TOFC/COFC terminals	378,171	32,115	0	5,198	0	405,088	18
19		(26) Communications systems	181,912	28,810	0	21,178	0	189,544	19
20		(27) Signals and interlockers	419,321	203,169	0	112,689	0	509,801	20
21		(29) Power plants	0	0	0	0	0	0	21
22		(31) Power transmission systems	35,202	5,452	0	1,036	0	39,618	22
23		(35) Miscellaneous structures	11,114	430	0	(19)	0	11,563	23
24		(37) Roadway machines 1/	339,780	32,625	0	3,080	0	369,325	24
25		(39) Public improvements - const.	255,572	24,916	0	12,591	0	267,897	25
26		(44) Shop machinery 1/	82,602	5,610	0	1,083	0	87,129	26
27		(45) Power plant machinery	0	0	0	0	0	0	27
28		All other road accounts	0	0	0	0	0	0	28
29		Amortization (Adjustments)	0	0	0	0	0	0	29
30		TOTAL ROAD	15,577,331	1,580,592	0	827,959	0	16,329,964	30
EQUIPMENT									
31		(52) Locomotives 1/	3,695,855	475,653	0	312,579	0	3,858,929	31
32		(53) Freight train cars	979,726	69,374	0	122,565	0	926,535	32
33		(54) Passenger train cars	0	0	0	0	0	0	33
34		(55) Highway revenue equipment	201,121	40,961	0	11,073	0	231,009	34
35		(56) Floating equipment	0	0	0	0	0	0	35
36		(57) Work equipment 1/	51,928	1,013	0	1,531	0	51,410	36
37		(58) Miscellaneous equipment	13,836	5,294	0	23	0	19,107	37
38		(59) Computer systems & WP equip.	442,953	118,113	0	85,985	0	475,081	38
39		Amortization Adjustments	0	0	0	0	0	0	39
40		TOTAL EQUIPMENT	5,385,419	710,408	0	533,756	0	5,562,071	40
41		GRAND TOTAL	20,962,750	2,291,000	0	1,361,715	0	21,892,035	41

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

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

(Dollars in Thousands)

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO ACCOUNTS During the Year		DEBITS TO ACCOUNTS During the year		Balance at close of year (g)	Line No.		
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)				
		ROAD									
1		(3) Grading							1		
2		(4) Other, right-of-way expenditures							2		
3		(5) Tunnels and subways							3		
4		(6) Bridges, trestles, and culverts							4		
5		(7) Elevated structures							5		
6		(8) Ties		Not Applicable					6		
7		(9) Rail and other track material									7
8		(11) Ballast									8
9		(13) Fences, snow sheds, and signs							9		
10		(16) Station and office buildings							10		
11		(17) Roadway buildings							11		
12		(18) Water stations							12		
13		(19) Fuel Stations							13		
14		(20) Shops and enginehouse							14		
15		(22) Storage warehouses							15		
16		(23) Wharves and docks							16		
17		(24) Coal and ore wharves							17		
18		(25) TOFC/COFC terminals							18		
19		(26) Communication systems							19		
20		(27) Signals and interlockers							20		
21		(29) Power plants							21		
22		(31) Power-transmission systems							22		
23		(35) Miscellaneous structures							23		
24		(37) Roadway machines							24		
25		(39) Public improvements-Construction							25		
26		(44) Shop machinery*							26		
27		(45) Power-plant machinery							27		
28		All other road accounts							28		
29		TOTAL ROAD							29		
		EQUIPMENT									
30		(52) Locomotives							30		
31		(53) Freight-train cars							31		
32		(54) Passenger-train cars							32		
33		(55) Highway revenue equipment							33		
34		(56) Floating equipment							34		
35		(57) Work equipment							35		
36		(58) Miscellaneous equipment							36		
37		(59) Computer systems & WP equip.							37		
38		TOTAL EQUIPMENT							38		
39		GRAND TOTAL							39		

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

NOTES AND REMARKSNotes Referring to Schedule 352A, page 38:

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

Notes Referring to Schedule 352B, page 39:

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

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

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

Line No.	Class (See Ins. 2) (a)	Name of Company (b)	Miles of road used (See Ins. 4) (whole number) (c)	Investments in property (See Ins. 5) (d)	Depreciation and amortization of defense projects (See Ins. 6) (e)	Line No.
1	R	Union Pacific Railroad	26,023	\$72,402,484	\$21,892,035	1
2						2
3		Add - Leased From Others				3
4						4
5	O	U.S. Government - Sable to Bunell, CO used under contract	1			5
6	O	City of Kansas City, KS - Tracks		1/ 244	2/	6
7	O	General Motors		1/ 11	2/	7
8	O	Louisville & Nashville RR Co.,-SCL			16 2/	8
9	O	New Orleans Public Belt Railroad Co.			36 2/	9
10	O	Port of Corpus Christi		1/ 581	2/	10
11	O	Greater Baton Rouge Port Commission		1/ 2,960	2/	11
12	O	Lake Charles Harbor & Terminal District		1/ 104	2/	12
13	O	Port of Beaumont		1/ 419	2/	13
14	O	City and County of San Francisco (Formerly Ocean Shore Railway) yard switching tracks			34 2/	14
15						15
16	O	Medford Corp, Medford, Oregon-Way switching tracks			40 2/	16
17	O	Nueces County Navigation Dist. No. 1 Terminal Properties Corpus Christi, TX			581 2/	17
18						18
19	O	Moffat Tunnel Improvement District	9	3/ 11,435	4/	19
20						20
21						21
22						22
23		Total Leased From Others	10	16,461	0	23
24						24
25		Deduct - Leased to Others:				25
26						26
27	O	Houston Belt & Terminal Rwy. Co.	3	1/ 3,798	2/ 0	27
28						28
29						29
30		Net Additions	7	12,663	0	30
31		TOTAL	26,030	\$72,415,147	\$21,892,035	31

See notes on page 37.

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

(Dollars in Thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Respondent (b)	1/ Lessor Railroads (c)	Inactive (proprietary companies) (d)	Other Leased Properties (e)	Line No.
1	(2)	Land for transportation purposes	\$4,894,862	\$4,066		\$16	1
2	(3)	Grading	3,341,760	6,573		108	2
3	(4)	Other, right-of-way expenditures	144,532	228			3
4	(5)	Tunnels and subways	352,103	0		8,593	4
5	(6)	Bridges, trestles, and culverts	4,227,772	8,996		72	5
6	(7)	Elevated structures	0	0			6
7	(8)	Ties	10,398,632	10,817		793	7
8	(9)	Rail and other track material	16,747,553	37,557		48	8
9	(11)	Ballast	5,547,712	12,676		324	9
10	(13)	Fences, snowsheds and signs	137,247	305		5	10
11	(16)	Station and office buildings	1,030,140	684		19	11
12	(17)	Roadway buildings	30,887	52		38	12
13	(18)	Water stations	7,730	9			13
14	(19)	Fuel stations	381,314	9			14
15	(20)	Shops and enginehouses	571,785	55			15
16	(22)	Storage warehouses	1,003	0			16
17	(23)	Wharves and docks	66,246	0			17
18	(24)	Coal and ore wharves	898	0			18
19	(25)	TOFC/COFC terminals	1,343,841	1,919			19
20	(26)	Communication systems	826,190	370			20
21	(27)	Signals and interlockers	4,647,243	6,348		78	21
22	(29)	Power plants	0	0			22
23	(31)	Power transmission systems	241,856	19			23
24	(35)	Miscellaneous structures	20,089	51			24
25	(37)	Roadway machines	836,425	4			25
26	(39)	Public improvements-construction	1,100,985	935		612	26
27	(44)	Shop machinery	204,292	0			27
28	(45)	Power-plant machinery	0	0			28
29		Leased property capitalized rentals (explain)	0	0		2/ 950	29
30		Other (specify and explain)	0	0			30
31		TOTAL ROAD	57,103,097	91,673		11,656	31
32	(52)	Locomotives	9,791,582	0			32
33	(53)	Freight-train cars	2,225,065	0			33
34	(54)	Passenger-train cars	0	0			34
35	(55)	Highway revenue equipment	682,097	0			35
36	(56)	Floating equipment	0	0			36
37	(57)	Work equipment	203,684	0			37
38	(58)	Miscellaneous equipment	154,390	1			38
39	(59)	Computer systems & WP equipment	1,083,661	0			39
40		TOTAL EQUIPMENT	14,140,479	1			40
41	(76)	Interest during construction	42,617	632		1,007	41
42	(80)	Other elements of investment	0	0			42
43	(90)	Construction work in progress	1,023,985	0			43
44		GRAND TOTAL	\$72,310,178	\$92,306		\$12,663	44

See note on page 37.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross-checks

Schedule 410

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

=
=
=

Schedule 210

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

Schedule 412

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

=
=

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

Schedule 414

Line 231, column (f)

=

Line 19, columns (b) thru (d)

Line 230, column (f)

=

Line 19, columns (e) thru (g)

Schedule 415

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

=

Lines 5, 38, column (f)

Lines 226, 227, column (f)

=

Lines 24, 39, column (f)

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

=

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

And

Schedule 414

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

Line 213, column (f)

=

Schedule 415

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

Line 232, column (f)

=

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

Line 317, column (f)

=

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

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

Lines 5, 38, column (b)

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

Lines 24, 39, column (b)

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

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

Schedule 417

Line 507, column (f)
Line 508, column (f)
Line 509, column (f)
Line 510, column (f)
Line 511, column (f)
Line 512, column (f)
Line 513, column (f)
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Line 1, column (j)
Line 2, column (j)
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Line 4, column (j)
Line 5, column (j)
Line 6, column (j)
Line 7, column (j)
Line 8, column (j)
Line 9, column (j)
Line 10, column (j)
Line 11, column (j)

Schedule 450

Line 4, column (b)

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Schedule 210

Line 47, column (b)

410. RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		WAY AND STRUCTURES								
		ADMINISTRATION								
1		Track	33,807	8,170	6,042	11,299	59,318	2,206	61,524	1
2		Bridge & Building	2,592	1,269	278	336	4,475	1,876	6,351	2
3		Signal	20,262	24,900	10,104	2,303	57,569	1,567	59,136	3
4		Communication	827	82	928	115	1,952	293	2,245	4
5		Other	8,810	1,702	1,283	4,057	15,852	1,218	17,070	5
		REPAIRS AND MAINTENANCE								
6		Roadway - Running	20,181	1,786	46,707	284	68,958	2,840	71,798	6
7		Roadway - Switching	7,378	701	15,557	94	23,730	0	23,730	7
8		Tunnels and Subways - Running	17	0	19,746	0	19,763	114	19,877	8
9		Tunnels and Subways - Switching	6	0	6,563	0	6,569	0	6,569	9
10		Bridges - Culverts - Running	17,337	5,561	172	1,707	24,777	663	25,440	10
11		Bridges - Culverts - Switching	5,902	1,885	57	564	8,408	0	8,408	11
12		Ties - Running	6,532	9,481	693	1,944	18,650	341	18,991	12
13		Ties - Switching	2,186	3,219	229	643	6,277	0	6,277	13
14		Rail & Other Track Material - Running	124,710	40,595	54,546	5,619	225,470	6,066	231,536	14
15		Rail & Other Track Material - Switching	42,930	12,022	4,426	1,857	61,235	13	61,248	15
16		Ballast - Running	36,799	1,885	4,201	0	42,885	14	42,899	16
17		Ballast - Switching	12,162	628	1,388	0	14,178	0	14,178	17
18		Road Property Damaged - Running	902	0	350	0	1,252	83	1,335	18
19		Road Property Damaged - Switching	319	0	115	0	434	6	440	19
20		Road Property Damaged - Other	107	0	38	34	179	0	179	20
21		Signal & Interlockers-Running	64,349	14,966	10,755	1,827	91,897	6,332	98,229	21
22		Signal & Interlockers-Switching	22,827	5,183	3,807	633	32,450	0	32,450	22
23		Communications Systems	22,752	5,250	3,844	1,342	33,188	88	33,276	23
24		Power Systems	2,506	0	0	0	2,506	961	3,467	24
25		Highway Grade Crossing - Running	17,109	120	3,421	0	20,650	903	21,553	25
26		Highway Grade Crossing - Switching	0	0	0	0	0	0	0	26
27		Station & Office Buildings	3,734	7,496	44,552	85	55,867	4,391	60,258	27
28		Shop Buildings - Locomotives	21,439	0	2,591	0	24,030	436	24,466	28
29		Shop Buildings - Freight Cars	43	0	450	0	493	33	526	29
30		Shop Buildings - Other Equipment	0	21,481	9	0	21,490	0	21,490	30

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

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
101		Locomotive Servicing Facilities	1,056	107	17,333	82	18,578	85	18,663	101
102		Miscellaneous Buildings & Structures	1,739	1,168	985	104	3,996	385	4,381	102
103		Coal Terminals	0	0	0	0	0	0	0	103
104		Ore Terminals	0	0	0	0	0	0	0	104
105		Other Marine Terminals	0	0	0	0	0	0	0	105
106		TOFC/COFC-Terminals	0	0	29,526	0	29,526	1	29,527	106
107		Motor Vehicle Loading & Distribution Facilities	0	0	0	0	0	0	0	107
108		Facilities for Other Specialized Service Operations	0	0	0	0	0	0	0	108
109		Roadway Machines	9,472	10,200	1,285	2,453	23,410	1,503	24,913	109
110		Small Tools and Supplies	0	0	0	0	0	0	0	110
111		Snow Removal	268	4,415	7,357	0	12,040	1,145	13,185	111
112		Fringe Benefits - Running	0	0	0	147,927	147,927	8,258	156,185	112
113		Fringe Benefits - Switching	0	0	0	43,048	43,048	545	43,593	113
114		Fringe Benefits - Other	0	0	0	97,946	97,946	1,049	98,995	114
115		Casualties & Insurance - Running	0	0	0	4,443	4,443	4	4,447	115
116		Casualties & Insurance - Switching	0	0	0	1,450	1,450	0	1,450	116
117		Casualties & Insurance - Other	0	0	0	921	921	0	921	117
118		Lease Rentals - Debit - Running	0	0	287	0	287	0	287	118
119		Lease Rentals - Debit - Switching	0	0	0	0	0	0	0	119
120		Lease Rentals - Debit - Other	0	0	35,667	0	35,667	485	36,152	120
121		Lease Rentals - (Credit) - Running	0	0	0	0	0	0	0	121
122		Lease Rentals - (Credit) - Switching	0	0	0	0	0	0	0	122
123		Lease Rentals - (Credit) - Other	0	0	(1,373)	0	(1,373)	0	(1,373)	123
124		Joint Facility Rent - Debit - Running	0	0	28,986	0	28,986	0	28,986	124
125		Joint Facility Rent - Debit - Switching	0	0	1,237	0	1,237	0	1,237	125
126		Joint Facility Rent - Debit - Other	0	0	229	0	229	0	229	126
127		Joint Facility Rent - (Credit) - Running	0	0	(11,271)	0	(11,271)	0	(11,271)	127
128		Joint Facility Rent - (Credit) - Switching	0	0	(240)	0	(240)	0	(240)	128
129		Joint Facility Rent - (Credit) - Other	0	0	(853)	0	(853)	0	(853)	129
130		Other Rents - Debit - Running	0	0	0	0	0	0	0	130
131		Other Rents - Debit - Switching	0	0	0	0	0	0	0	131
132		Other Rents - Debit - Other	0	0	0	0	0	0	0	132
133		Other Rents - (Credit) - Running	0	0	0	0	0	0	0	133

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

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
134		Other Rents - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	134
135		Other Rents - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	135
136		Depreciation - Running	N/A	N/A	N/A	1,092,068	1,092,068	2,061	1,094,129	136
137		Depreciation - Switching	N/A	N/A	N/A	361,623	361,623	0	361,623	137
138		Depreciation - Other	N/A	N/A	N/A	119,230	119,230	0	119,230	138
139		Joint Facility - Debit - Running	N/A	N/A	94,711	N/A	94,711	131	94,842	139
140		Joint Facility -Debit - Switching	N/A	N/A	9,656	N/A	9,656	0	9,656	140
141		Joint Facility - Debit - Other	N/A	N/A	553	N/A	553	0	553	141
142		Joint Facility - (Credit) - Running	N/A	N/A	(29,570)	N/A	(29,570)	0	(29,570)	142
143		Joint Facility - (Credit) - Switching	N/A	N/A	(812)	N/A	(812)	0	(812)	143
144		Joint Facility - (Credit) - Other	N/A	N/A	(77)	N/A	(77)	0	(77)	144
145		Dismantling Retired Road Property - Running	2,022	9,248	6,454	5,983	23,707	0	23,707	145
146		Dismantling Retired Road Property - Switching	0	0	0	0	0	0	0	146
147		Dismantling Retired Road Property - Other	0	0	0	0	0	0	0	147
148		Other - Running	0	0	0	0	0	0	0	148
149		Other - Switching	0	0	0	0	0	0	0	149
150		Other - Other	0	51	0	0	51	1	52	150
151		TOTAL WAY & STRUCTURE	513,082	193,571	432,922	1,912,021	3,051,596	46,097	3,097,693	151
		EQUIPMENT - LOCOMOTIVES								
201		Administration	11,754	1,772	5,777	618	19,921	2,874	22,795	201
202		Repair & Maintenance	192,273	323,604	121,768	723	638,368	11,464	649,832	202
203		Machinery Repair	0	1,719	4,854	0	6,573	0	6,573	203
204		Equipment Damaged	0	258	0	0	258	0	258	204
205		Fringe Benefits	N/A	N/A	N/A	112,283	112,283	5,194	117,477	205
206		Other Casualties and Insurance	N/A	N/A	N/A	4,459	4,459	0	4,459	206
207		Lease Rentals - Debit	N/A	N/A	185,689	N/A	185,689	0	185,689	207
208		Lease Rentals - (Credit)	N/A	N/A	0	N/A	0	0	0	208
209		Joint Facility Rent - Debit	N/A	N/A	182	N/A	182	0	182	209
210		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	0	0	210
211		Other Rents - Debit	N/A	N/A	0	N/A	0	0	0	211
212		Other Rents - (Credit)	N/A	N/A	(1,089)	N/A	(1,089)	0	(1,089)	212
213		Depreciation	N/A	N/A	N/A	480,467	480,467	34	480,501	213
214		Joint Facility - Debit	N/A	N/A	555	N/A	555	0	555	214
215		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	215
216		Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0	0	0	216

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

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

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217		LOCOMOTIVES - (Continued) Dismantling Retired Property	0	0	0	0	0	0	0	217
218		Other	2,488	33	673	236	3,430	1	3,431	218
219		TOTAL LOCOMOTIVES	206,515	327,386	318,409	598,786	1,451,096	19,567	1,470,663	219
220		FREIGHT CARS Administration	8,197	1,504	2,025	427	12,153	N/A	12,153	220
221		Repair & Maintenance	137,812	221,988	62,617	1,408	423,825	N/A	423,825	221
222		Machinery Repair	0	2,495	3,049	0	5,544	N/A	5,544	222
223		Equipment Damaged	0	0	0	0	0	N/A	0	223
224		Fringe Benefits	N/A	N/A	N/A	79,681	79,681	N/A	79,681	224
225		Other Casualties & Insurance	N/A	N/A	N/A	31,597	31,597	N/A	31,597	225
226		Lease Rentals - Debit	N/A	N/A	140,570	N/A	140,570	N/A	140,570	226
227		Lease Rentals - (Credit)	N/A	N/A	(689)	N/A	(689)	N/A	(689)	227
228		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	N/A	0	228
229		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	N/A	0	229
230		Other Rents - Debit	N/A	N/A	816,880	N/A	816,880	N/A	816,880	230
231		Other Rents - (Credit)	N/A	N/A	(141,580)	N/A	(141,580)	N/A	(141,580)	231
232		Depreciation	N/A	N/A	N/A	70,081	70,081	N/A	70,081	232
233		Joint Facility - Debit	N/A	N/A	0	N/A	0	N/A	0	233
234		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	N/A	0	234
235		Repairs Billed Other - (Credit)	N/A	N/A	(221,906)	N/A	(221,906)	N/A	(221,906)	235
236		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
237		Others	1	0	0	0	1	N/A	1	237
238		TOTAL FREIGHT CARS	146,010	225,987	660,966	183,194	1,216,157	N/A	1,216,157	238
301		OTHER EQUIPMENT Administration	0	0	0	0	0	1,370	1,370	301
		Repair and Maintenance:								
302		Truck, Trailers & Containers - Revenue Service	453	15,743	39,694	101	55,991	N/A	55,991	302
303		Floating Equipment - Revenue Services	0	0	0	0	0	N/A	0	303
304		Passenger & Other Revenue Equipment	404	0	23	98	525	18,766	19,291	304
305		Computers & Data Process Systems	0	4,398	35,148	0	39,546	61	39,607	305
306		Machinery	0	222	1,320	0	1,542	424	1,966	306
307		Work & Other Nonrevenue Equipment	1,703	1,605	48,658	0	51,966	1,758	53,724	307
308		Equipment Damaged	0	0	15	0	15	0	15	308
309		Fringe Benefits	N/A	N/A	N/A	646	646	6,640	7,286	309
310		Other Casualties & Insurance	N/A	N/A	N/A	16	16	0	16	310
311		Lease Rentals - Debit	N/A	N/A	143,985	N/A	143,985	2,475	146,460	311
312		Lease Rentals - (Credit)	N/A	N/A	(4,947)	N/A	(4,947)	0	(4,947)	312

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

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		OTHER EQUIPMENT - (Continued)								
313		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	0	0	313
314		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	0	0	314
315		Other Rents - Debit	N/A	N/A	9	N/A	9	0	9	315
316		Other Rents - (Credit)	N/A	N/A	0	N/A	0	0	0	316
317		Depreciation	N/A	N/A	0	165,290	165,290	146	165,436	317
318		Joint Facility - Debit	N/A	N/A	6,379	N/A	6,379	0	6,379	318
319		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	319
320		Repairs Billed Other - (Credit)	N/A	N/A	(6,956)	N/A	(6,956)	0	(6,956)	320
321		Dismantling Retired Equipment	0	0	0	0	0	0	0	321
322		Other	281	2,533	469	1	3,284	2	3,286	322
323		TOTAL OTHER EQUIPMENT	2,841	24,501	263,797	166,152	457,291	31,642	488,933	323
324		TOTAL EQUIPMENT	355,366	577,874	1,243,172	948,132	3,124,544	51,209	3,175,753	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	38,155	4,456	2,712	2,099	47,422	5,341	52,763	401
402		Engine Crews	680,602	5,201	6,656	123,555	816,014	9,034	825,048	402
403		Train Crews	580,405	433	75	91	581,004	26,690	607,694	403
404		Dispatching Trains	57,275	14	776	248	58,313	653	58,966	404
405		Operating Signal & Interlockers	194	0	6,270	0	6,464	415	6,879	405
406		Operating Drawbridges	0	0	0	0	0	0	0	406
407		Highway Crossing Protection	0	0	2,846	0	2,846	0	2,846	407
408		Train Inspection & Lubricants	72,898	26,215	3,440	3,951	106,504	90	106,594	408
409		Locomotive Fuel	0	2,148,811	0	0	2,148,811	23,626	2,172,437	409
410		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	410
411		Servicing Locomotives	89,748	2,428	8,031	0	100,207	3,023	103,230	411
412		Freight Lost or Damaged	0	0	0	0	0	0	0	412
413		Clearing Wrecks	240	202	29,199	0	29,641	0	29,641	413
414		Fringe Benefits	0	0	0	645,703	645,703	16,594	662,297	414
415		Other Casualties & Insurance	0	0	0	29,479	29,479	1,342	30,821	415
416		Joint Facility - Debit	0	0	110,136	0	110,136	0	110,136	416
417		Joint Facility - (Credit)	0	0	(164,809)	0	(164,809)	0	(164,809)	417
418		Other	67,507	460	341,225	5,604	414,796	519	415,315	418
419		TOTAL TRAIN OPERATIONS	1,587,024	2,188,220	346,557	810,730	4,932,531	87,327	5,019,858	419
		YARD OPERATIONS								
420		Administration	4,519	434	11,365	123	16,441	15	16,456	420
421		Switch Crews	263,105	7,614	5,275	64,301	340,295	1,870	342,165	421

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

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		YARD OPERATIONS - (Continued)								
422		Controlling Operations	45,777	0	0	0	45,777	844	46,621	422
423		Yard & Terminal Clerical	7,672	291	0	41	8,004	779	8,783	423
424		Operating Switches, Signals, Retarders & Humps	193	2	5,911	1	6,107	113	6,220	424
425		Locomotive Fuel	0	283,145	0	0	283,145	0	283,145	425
426		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	426
427		Servicing Locomotives	0	0	0	0	0	0	0	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0	0	0	428
429		Clearing Wrecks	0	0	0	0	0	0	0	429
430		Fringe Benefits	N/A	N/A	N/A	130,499	130,499	1,434	131,933	430
431		Other Casualties & Insurance	N/A	N/A	N/A	6,660	6,660	0	6,660	431
432		Joint Facility - Debit	N/A	N/A	48,512	N/A	48,512	0	48,512	432
433		Joint Facility - (Credit)	N/A	N/A	(2,938)	N/A	(2,938)	0	(2,938)	433
434		Other	0	0	0	0	0	0	0	434
435		TOTAL YARD OPERATIONS	321,266	291,486	68,125	201,625	882,502	5,055	887,557	435
		TRAIN & YARD OPERATIONS COMMON								
501		Cleaning Car Interiors	9	1,589	17,513	N/A	19,111	3,870	22,981	501
502		Adjusting & Transferring Loads	0	0	8,439	N/A	8,439	N/A	8,439	502
503		Car Loading Devices & Grain Doors	0	393	23,569	N/A	23,962	N/A	23,962	503
504		Freight Loss or Damaged - All Other	0	N/A	0	24,851	24,851	0	24,851	504
505		Fringe Benefits	0	N/A	0	1,572	1,572	2	1,574	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON	9	1,982	49,521	26,423	77,935	3,872	81,807	506
		SPECIALIZED SERVICE OPERATIONS								
507		Administration	11,710	387	6,824	362	19,283	N/A	19,283	507
508		Picking & Delivery & Marine Line Haul	0	0	45,366	0	45,366	N/A	45,366	508
509		Loading & Unloading Local Marine	27,374	699	309,715	649	338,437	8	338,445	509
510		Protective Services	0	0	7,199	0	7,199	N/A	7,199	510
511		Freight Loss or Damaged - Solely Related	N/A	N/A	N/A	0	0	N/A	0	511
512		Fringe Benefits	N/A	N/A	N/A	11,167	11,167	N/A	11,167	512
513		Casualties & Insurance	N/A	N/A	N/A	918	918	N/A	918	513
514		Joint Facility - Debit	N/A	N/A	0	0	0	N/A	0	514
515		Joint Facility - (Credit)	N/A	N/A	0	0	0	N/A	0	515
516		Other	10,083	40	4,978	202	15,303	N/A	15,303	516
517		TOTAL SPECIALIZED SERVICES OPERATIONS	49,167	1,126	374,082	13,298	437,673	8	437,681	517

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

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		ADMINISTRATIVE SUPPORT OPERATIONS								
518		Administration	147,967	7,087	6,158	5,739	166,951	1,653	168,604	518
519		Employees Performing Clerical & Acctg Functions	7,164	4,130	2,371	124	13,789	6,584	20,373	519
520		Communication Systems Operations	5,009	426	12,380	1,152	18,967	721	19,688	520
521		Loss & Damage Claims Process	3,992	34	5,886	203	10,115	0	10,115	521
522		Fringe Benefits	N/A	N/A	0	43,677	43,677	2,732	46,409	522
523		Casualties & Insurance	N/A	N/A	0	3,139	3,139	0	3,139	523
524		Joint Facility - Debit	N/A	N/A	0	N/A	0	0	0	524
525		Joint Facility - (Credit)	N/A	N/A	(267)	N/A	(267)	0	(267)	525
526		Other	4,060	1	143	163	4,367	0	4,367	526
527		TOTAL ADMINISTRATION SUPPORT OPERATIONS	168,192	11,678	26,671	54,197	260,738	11,690	272,428	527
528		TOTAL TRANSPORTATION	2,125,658	2,494,492	864,956	1,106,273	6,591,379	107,952	6,699,331	528
		GENERAL & ADMINISTRATIVE								
601		Officers General & Administration	66,890	8,249	57,859	23,141	156,139	186	156,325	601
602		Accounting, Auditing & Finance	31,728	22	8,530	389	40,669	236	40,905	602
603		Management Services & Data Processing	63,049	1,477	39,911	1,641	106,078	537	106,615	603
604		Marketing	49,633	852	15,500	7,287	73,272	55	73,327	604
605		Sales	0	0	924	0	924	0	924	605
606		Industrial Development	4,242	1	50	456	4,749	0	4,749	606
607		Personnel & Labor Relations	36,524	3,665	5,708	13,521	59,418	1,378	60,796	607
608		Legal & Secretarial	16,998	97	70,268	2,908	90,271	996	91,267	608
609		Public Relations & Advertising	3,430	155	2,239	9,342	15,166	58	15,224	609
610		Research & Development	0	0	0	0	0	0	0	610
611		Fringe Benefits	N/A	N/A	N/A	205,576	205,576	650	206,226	611
612		Casualties & Insurance	N/A	N/A	N/A	42,062	42,062	12	42,074	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	7,232	7,232	1	7,233	613
614		Property Taxes	N/A	N/A	N/A	505,865	505,865	2,234	508,099	614
615		Other Taxes	N/A	N/A	N/A	50,737	50,737	257	50,994	615
616		Joint Facility - Debit	N/A	N/A	4,036	N/A	4,036	0	4,036	616
617		Joint Facility - (Credit)	N/A	N/A	(51)	N/A	(51)	0	(51)	617
618		Other	52,343	4,912	66,869	33,380	157,504	71	157,575	618
619		TOTAL GENERAL & ADMINISTRATIVE	324,837	19,430	271,843	903,537	1,519,647	6,671	1,526,318	619
620		TOTAL OPERATING EXPENSE	3,318,943	3,285,367	2,812,893	4,869,963	14,287,166	211,929	14,499,095	620

412. WAY AND STRUCTURES

(Dollars in Thousands)

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

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A		0	1
2		3	Grading	49,305		(1,119)	2
3		4	Other right-of-way expenditures	3,086		(103)	3
4		5	Tunnels and subways	4,019		(123)	4
5		6	Bridges, trestles and culverts	80,456		518	5
6		7	Elevated structures	0		0	6
7		8	Ties	430,641		(12,478)	7
8		9	Rail and other track material	454,373		(14,800)	8
9		11	Ballast	165,808		5,487	9
10		13	Fences, snowsheds and signs	2,494		126	10
11		16	Station and office buildings	33,131		(429)	11
12		17	Roadway buildings	550		(326)	12
13		18	Water stations	66		(130)	13
14		19	Fuel stations	10,499		(338)	14
15		20	Shops and enginehouses	10,200		(1,236)	15
16		22	Storage warehouses	13		0	16
17		23	Wharves and docks	1,162		0	17
18		24	Coal and ore wharves	31		8	18
19		25	TOFC/COFC terminals	32,073		(1,266)	19
20		26	Communications systems	28,772		2,177	20
21		27	Signals and interlockers	202,903		27,566	21
22		29	Power plants	0		0	22
23		31	Power transmission systems	5,445		98	23
24		35	Miscellaneous structures	429		(40)	24
25		37	Roadway machines	32,582		1,771	25
26		39	Public improvements; construction	24,883		(710)	26
27		45	Power plant machines	0		0	27
28			Other lease/rentals	N/A	34,581	N/A	28
29			TOTAL	1,572,921	34,581	4,653	29

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

(Dollars in Thousands)

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

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

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box - Plain 40 Foot		0	0	0	0	0	1
2		Box - Plain 50 Foot and Longer		282	1,160	15,242	1,438	3,423	2
3		Box - Equipped		5,511	22,843	43,543	15,238	35,930	3
4		Gondola - Plain		199	938	9,905	1,459	4,307	4
5		Gondola - Equipped		775	5,767	0	6,119	14,991	5
6		Hopper - Covered		5,706	21,400	72,821	6,544	17,943	6
7		Hopper - Open Top - General Service		777	2,956	0	155	464	7
8		Hopper - Open Top - Special Service		216	1,141	0	21	39	8
9		Refrigerator - Mechanical		4,419	13,057	29	7	232	9
10		Refrigerator - Non-Mechanical		434	1,493	0	67	288	10
11		Flat - TOFC/COFC		0	1	198,713	16,930	43,086	11
12		Flat - Multi-Level		1,526	4,354	104,083	4,929	30,510	12
13		Flat - General Service		0	0	0	44	146	13
14		Flat - Other		486	3,868	59,647	6,722	20,747	14
15		Tank - Under 22,000 Gallons		0	0	171	0	2	15
16		Tank - 22,000 Gallons and Over		0	0	25	0	0	16
17		All Other Freight Cars		0	3	0	26	137	17
18		Auto Racks		0	42,268	0	0	80,757	18
19		TOTAL FREIGHT TRAIN CARS		20,331	121,249	504,179	59,699	253,002	19
OTHER FREIGHT-CARRYING EQUIPMENT									
20		Refrigerated Trailers							20
21		Other Trailers			0			4	21
22		Refrigerated Containers							22
23		Other Containers			0			5	23
24	*	TOTAL TRAILERS AND CONTAINERS	0	0	0	0	0	9	24
25		GRAND TOTAL (Lines 19 and 24)	0	20,331	121,249	504,179	59,699	253,011	25

NOTES AND REMARKS

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GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE TO SCHEDULE 415

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

Note: Lines 216, 235, and 320 of Schedule 410 are credit amounts.
The allocation of freight car repair expenses reportable on Schedule 415 by car types shall be in accordance with Instruction 2-21, Freight train repair costing, 49 CFR 1201.
4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). For improvements on leased property, Accounts 732 and 733, use a supplementary Schedule 415, which will relate to Schedules 340 and 342.
Depreciation charges reported in columns (c) and (d) will balance to Schedule 410, column (f) as follows:
 - (a) Locomotives, lines 5 and 38, compared to Schedule 410, line 213.
 - (b) Freight cars, lines 24 and 39, compared to Schedule 410, line 232.
 - (c) Sum of highway equipment (line 32), floating equipment (line 35), passenger and other revenue equipment (line 36), computer and data processing equipment (line 37), machinery-other equipment (line 40), and work and other non-revenue equipment (line 41), compared to Schedule 410, line 317.
5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item.
6. Lease/rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:
 - (a) Locomotives, lines 5 and 38, compared to Schedule 410, lines 207, 208, 211, and 212.
 - (b) Freight cars, lines 24 and 39, compared to Schedule 410, lines 226 and 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 415, and are not included in Schedule 415).
 - (c) Sum of lease/rentals for all other equipment, lines 32, 35, 36, 37, 40, and 41, will balance to Schedule 410, lines 311, 312, 315, and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing lease/rentals other equipment to Schedule 410. Do not report in Schedule 415, the trailer and container rentals reported in Schedule 414.
7. Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of equipment used but not owned when rents therefor are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00, and 35-23-00. It should include the cost of equipment owned and leased to others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.
Property used but not owned should also be included when the rent is included in Account Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
The grand total of each equipment account in column (h) of Schedule 330 should equal the totals of line items constituting the equipment account totals of columns (g) and (h) of Schedule 415.
8. Accumulated depreciation for each class of equipment shall be reported in columns (i) and (j). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items constituting the corresponding equipment accounts reported in columns (i) and (j), on Schedule 415.

415. SUPPORTING SCHEDULE -- EQUIPMENT

(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expenses) (b)	Depreciation		Amortization adjustment net during year (e)	Line No.
				Owned (c)	Capital lease (d)		
		LOCOMOTIVES					
1		Diesel Locomotive - Yard	16,495	70,924	2,792	(18,480)	1
2		Diesel Locomotive - Road	621,873	334,316	67,589	(42,574)	2
3		Other Locomotive - Yard	0	0	0	0	3
4		Other Locomotive - Road	0	0	0	0	4
5	*	TOTAL LOCOMOTIVES	638,368	405,240	70,381	(61,054)	5
		FREIGHT TRAIN CARS					
6		Box - Plain-40 foot	0	0	0	0	6
7		Box - Plain-50 foot and Longer	2,026	(127)	0	(1,673)	7
8		Box - Equipped	41,143	1,292	0	(2,055)	8
9		Gondola - Plain	10,594	3,729	0	(2,373)	9
10		Gondola - Equipped	11,113	2,287	0	(94)	10
11		Hopper - Covered	65,922	19,384	0	(3,109)	11
12		Hopper - Open Top General Service	11,274	1,021	483	(4,436)	12
13		Hopper - Open Top Special Service	4,625	613	0	86	13
14		Refrigerator - Mechanical	42,775	13,908	0	(859)	14
15		Refrig - Non-mechanical	3,947	(360)	0	(1,914)	15
16		Flat - TOFC/COFC	0	(17)	0	(29)	16
17		Flat - Multi-level	1,469	1,526	0	480	17
18		Flat - General Service	7	(49)	0	(111)	18
19		Flat - Other	7,024	1,416	0	(694)	19
20		All Other Freight Cars	0	20	0	20	20
21		Cabooses	0	133	0	133	21
22		Auto Racks	0	23,947	163	6,278	22
23		Miscellaneous Accessories	0	5	0	0	23
24	*	TOTAL FREIGHT TRAIN CARS	201,919	68,728	646	(10,350)	24
		OTHER EQUIPMENT-REVENUE FREIGHT					
25		Refrigerated Trailers	0	0	0	0	25
26		Other Trailers	0	0	0	0	26
27		Refrigerated Containers	0	0	0	0	27
28		Other Containers	0	0	0	0	28
29		Bogies	0	0	0	0	29
30		Chassis	0	0	0	0	30
31		Other Highway Equipment (Freight) 1/	49,035	36,749	4,212	(836)	31
32	*	TOTAL HIGHWAY EQUIPMENT	49,035	36,749	4,212	(836)	32
		FLOATING EQUIP-REVENUE SERVICE					
33		Marine Line-Haul	0	0	0	0	33
34		Local Marine	0	0	0	0	34
35	*	TOTAL FLOATING EQUIPMENT	0	0	0	0	35
		OTHER EQUIPMENT					
36	*	Pass and Other Revenue Equip (Freight Portion)	525	0	0	0	36
37	*	Comp Sys & Word Proc. Equip.	39,546	118,113	0	(2,037)	37
38	*	Machinery - Locomotives (1)	6,573	4,846	0	(360)	38
39	*	Machinery - Freight Cars (2)	5,544	707	0	(61)	39
40	*	Machinery - Other Equipment (3)	1,542	57	0	(2)	40
41	*	Work and Non-revenue Equip	51,966	6,159	0	745	41
42		TOTAL OTHER EQUIPMENT	105,696	129,882	0	(1,715)	42
43		TOTAL ALL EQUIPMENT (Freight Portion)	995,018	640,599	75,239	(73,955)	43

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

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

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

1/ Includes containers, chassis and trailers.

415. SUPPORTING SCHEDULE -- EQUIPMENT - Concluded

(Dollars in Thousands)

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		0	1,066,278	73,864	440,461	32,475	1
2		184,600	7,355,544	1,295,896	2,582,698	803,295	2
3		0	0	0	0	0	3
4		0	0	0	0	0	4
5	*	184,600	8,421,822	1,369,760	3,023,159	835,770	5
6		0	0	0	0	0	6
7		1,868	29,400	0	9,507	0	7
8		33,316	82,841	0	49,048	0	8
9		6,941	184,868	0	89,468	0	9
10		3,711	64,051	0	27,121	0	10
11		58,851	748,360	0	253,318	0	11
12		2,477	146,561	0	91,761	(185)	12
13		9,454	17,004	0	3,765	0	13
14		16,306	343,767	0	75,981	0	14
15		20	28,495	0	26,048	0	15
16		829	243	162	257	162	16
17		260	20,791	0	19,561	0	17
18		0	2,191	0	1,652	0	18
19		5,019	68,828	0	42,203	0	19
20		829	92	0	49	0	20
21		0	0	0	(239)	0	21
22		0	485,712	1,597	235,698	1,257	22
23		0	102	0	103	0	23
24	*	139,881	2,223,306	1,759	925,301	1,234	24
25		0	0	0	0	0	25
26		0	0	0	0	0	26
27		0	0	0	0	0	27
28		0	0	0	0	0	28
29		0	0	0	0	0	29
30		0	0	0	0	0	30
31		74,329	651,583	30,514	204,256	26,753	31
32	*	74,329	651,583	30,514	204,256	26,753	32
33		0	0	0	0	0	33
34		0	0	0	0	0	34
35	*	0	0	0	0	0	35
36	*	0	0	0	0	0	36
37	*	2,897	1,083,661	0	475,081	0	37
38	*	0	163,682	0	69,003	0	38
39	*	0	37,195	0	16,568	0	39
40	*	0	3,415	0	1,558	0	40
41	*	61,812	358,075	0	70,517	0	41
42		64,709	1,646,028	0	632,727	0	42
43		463,519	12,942,739	1,402,033	4,785,443	863,757	43

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

417. SPECIALIZED SERVICE SUBSCHEDULE -- TRANSPORTATION

(Dollars in Thousands)

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

Line No.	Cross Check	Items (a)	TOFC/COFC Terminal (b)	Floating Equipment (c)	Coal Marine Terminal (d)	Ore Marine Terminal (e)	Other Marine Terminal (f)	Motor Vehicle Load and Distribution (g)	Protective Services Refrigerator Car (h)	Other Special Services (i)	Total Columns (b-i) (j)	Line No.
1	*	Administration	19,283					0	0		19,283	1
2	*	Pick up and delivery, marine line haul	44,151					1,215	0		45,366	2
3	*	Loading and unloading and local marine	297,120				854	40,463	N/A		338,437	3
4	*	Protective services, total debit and credits	1,276					5,923	N/A		7,199	4
5	*	Freight lost or damaged-solely related	0					0	0		0	5
6	*	Fringe benefits	11,167					0	0		11,167	6
7	*	Casualty and insurance	806				2	110	0		918	7
8	*	Joint facility - Debit	0					0	0		0	8
9	*	Joint facility - Credit	0					0	0		0	9
10	*	Other	15,303					0	0		15,303	10
11	*	TOTAL	389,106				856	47,711	0		437,673	11

450. ANALYSIS OF TAXES
(Dollars in Thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	956,509	1
		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	1,377,782	2
3		Excess Profits	0	3
4	*	Total - Income Taxes (Lines 2 and 3)	1,377,782	4
5		Railroad Retirement	638,426	5
6		Hospital Insurance	52,012	6
7		Supplemental Annuities	0	7
8		Unemployment Insurance	16,180	8
9		All Other United States Taxes	1,115	9
10		Total - U.S. Government Taxes	2,085,515	10
11		Total - Railway Taxes	3,042,024	11

B. Adjustments to Federal Income Taxes

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

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.					1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.					2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.					3
4	Amortization of rights of way, Sec. 185 I.R.C.					4
5	Other (Specify)					5
6	Property	9,223,868	321,200	0	9,545,068	6
7	Deferred State Income Taxes - Net	1,492,430	8,144	5,269	1,505,843	7
8	Current Liabilities	(139,345)	7,286	0	(132,059)	8
9	Long-Term Liabilities	(196,355)	57,483	0	(138,872)	9
10	Retirement Benefits	(114,581)	(25,856)	17,682	(122,755)	10
11	Other Items	105,631	(17,851)	(2,386)	85,394	11
12						12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit*	0			0	18
19	TOTALS	10,371,648	350,406	20,565	10,742,619	19

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

* Footnotes:

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

NOTES AND REMARKS

501. GUARANTEES AND SURETYSHIPS

(Dollars in Thousands)

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

Line No.	Names of all parties principally and primary liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Terminal RR Association of St. Louis				1
2	Union Pacific Railroad Company	Sinking Fund & Int. on RFT & Mtge	3,006	Joint	2
3	Burlington Northern Santa Fe Railway Co.	Bonds Series C due 7-1-2019			3
4	CSX Transportation, Inc.	(FD 14553)			4
5	Canadian National				5
6	Norfolk Southern Railway Co.				6
7					7
8					8
9	Union Pacific Railroad Company	Kansas and Missouri Highline Project	18,855	Sole	9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
17					17
18					18
19					19
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26					26
27					27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38

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

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

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

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

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

The Company has outstanding letters of credit in the amount of \$ 9.1 million with various banks under which no borrowings were outstanding at December 31, 2018.

510. SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT

(Dollars in Thousands)

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

I. Debt Outstanding at End of Year:

Line No.	Account No. (a)	Title (b)	Source (c)	Balance at Close of Year (d)	Line No.
1	751	Loans and Notes Payable	Sch. 200, L. 29	0	1
2	764	Equip. Obligations and Other Debt due within one year	Sch. 200, L. 38	557,287	2
3	765/767	Funded Debt Unmatured	Sch. 200, L. 40	0	3
4	766	Equipment Obligations	Sch. 200, L. 41	923,240	4
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 42	642,642	5
6	768	Debt in Default	Sch. 200, L. 43	0	6
7	769	Accounts Payable: Affiliated Companies	Sch. 200, L. 44	5,626,402	7
8	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 45	(8,511)	8
9		Total Debt	Sum L. 1-8	7,741,060	9
10		Debt Directly Related to Road Property	Note 1	1,664	10
11		Debt Directly Related to Equipment	Note 1	1,713,213	11
12		Total Debt Directly Related to Road & Equipment	Sum L. 10 and L. 11	1,714,877	12
13		Percent Directly Related to Road	L. 10 divided by L. 12 Whole % plus 2 decimals	0.10%	13
14		Percent Directly Related to Equipment	L. 11 divided by L. 12 Whole % plus 2 decimals	99.90%	14
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	6,026,183	15
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	7,690	16
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	7,733,370	17

II. Interest Accrued During the Year:

Line No.	Account No. (a)	Title (b)	Source (c)	Balance at Close of Year (d)	Line No.
18	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L. 42	80,155	18
19	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	1,460	19
20	517	Release of Premium on Funded Debt	Sch. 210, L. 22	0	20
21		Total Interest (Note 3)	(L. 18 + L. 19) minus L. 20	81,615	21
22		Interest Directly Related to Road Property Debt	Note 4	555	22
23		Interest Directly Related to Equipment Debt	Note 4	72,768	23
24		Interest Not Directly Related to Road or Equipment Property Debt 1/	L. 21 minus (L. 22 + L. 23)	8,292	24
25		Interest on Road Property Debt (Note 5)	L. 22 plus (L. 24 x L. 13)	563	25
26		Interest on Equipment Debt (Note 5)	L. 23 plus (L. 24 x L. 14)	81,052	26
27		Embedded Rate of Debt Capital - Road Property	L. 25 divided by L. 16	7.32%	27
28		Embedded Rate of Debt Capital - Equipment	L. 26 divided by L. 17	1.05%	28

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

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

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

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

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

1/ Allocation of capitalized interest and interest not directly related to road or equipment debt.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

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

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

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

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

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

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

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

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

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	Union Pacific Corporation - net		Controlled	Various (see below)	16,020,317	5,626,402 (P)	1
2	Wasatch Insurance Ltd.		Common	Insurance	35,021		2
3	Transcontinental Surety						3
4	of Vermont		Common	Insurance	43,690		4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

<u>Balance 12-31-16</u>	\$ (10,393,915)
Interest Expense/Income- Net	(388,243)
Dividends	21,502,000
Financing & Other	(5,093,440)
<u>Balance 12-31-17</u>	<u>\$ 5,626,402</u>

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

Give subtotals for each of the several numbered classes, in the order listed above, as well as the total for all classes. Lengths of track should be reported to the nearest WHOLE mile adjusted to accord with footings: i.e., counting one-half mile and over as a whole mile and disregarding any fraction less than one-half mile. In column (a) insert the figure (and letter, if any) indicating its class in accordance with the preceding classification. In column (b) give the various proportions of each class owned or leased by respondent, listing each proportion once in any grouping. Canadian mileage should be segregated and identified on separate lines in the various groupings. For each listing, in column (d) give its entire length (the distances between termini of single or first main track), and in the following columns the lengths of second main track; all other main tracks, passing tracks, cross-overs and turn-outs; way switching tracks; and yard switching tracks. These classes of tracks are defined as follows:

<u>Running tracks.</u>	Running tracks, passing tracks, cross-overs, etc., including turn-outs from those tracks to clearance points.
<u>Way switching tracks.</u>	Station, team, industry and other switching tracks for which no separate service is maintained.
<u>Yard switching tracks.</u>	Yards where separate switching services are maintained, including classification, house, team, industry and other tracks switched by yard locomotives.

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

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

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

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

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR										
Line No.	Class (a)	Proportion owned or leased by Respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	Total (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks cross-overs, and turnouts (f)				
1	1	100%	25,396	4,446	358	3,056	1,748	6,610	41,614	1
2										2
3	1J	12.5%	-	-	-	-	-	-	-	3
4	1J	23.0%	-	-	-	-	-	-	-	4
5	1J	25.0%	-	-	-	-	4	38	42	5
6	1J	33.3%	8	2	1	-	7	9	27	6
7	1J	37.5%	-	-	-	-	-	-	-	7
8	1J	40.0%	-	-	-	-	-	-	-	8
9	1J	44.0%	-	-	-	-	-	-	-	9
10	1J	50.0%	619	240	124	79	30	180	1,272	10
11	1J	62.5%	-	-	-	-	-	-	-	11
12	1J	66.7%	-	-	-	-	-	-	-	12
13		Total 1J	627	242	125	79	41	227	1,341	13
14										14
15		Total 1 and 1J	26,023	4,688	483	3,135	1,789	6,837	42,955	15
16										16
17	2	A&S	19	12	-	4	-	103	138	17
18	2		-	-	-	-	-	-	-	18
19		Total 2	19	12	-	4	-	103	138	19
20										20
21	3A		-	-	-	-	-	-	-	21
22	3B		316	-	-	16	14	50	396	22
23		Total 3	316	-	-	16	14	50	396	23
24										24
25										25
26										26
27	4B		-	-	-	-	-	-	-	27
28		Total 4	-	-	-	-	-	-	-	28
29										29
30										30
31										31
32	5		5,878	1,655	236	119	56	121	8,065	32
33	5J		-	-	-	-	-	-	-	33
34		Total 5	5,878	1,655	236	119	56	121	8,065	34
35										35
36										36
37										37
38										38
39										39
40										40
41										41
42										42
43										43
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45										45
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49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57		TOTAL	32,236	6,355	719	3,274	1,859	7,111	51,554	57
58		Miles of electrified road or track included in preceding grand total	N/A							58

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

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

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

Line No.	Cross Check	State or Territory (a)	Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)	Line No.
1		Arizona	691	-	-	-	-	691	0	-	1
2		Arkansas	1,316	-	5	-	2	1,323	74	-	2
3		California	2,752	-	-	-	551	3,303	663	-	3
4		Colorado	1,153	-	-	-	352	1,505	171	-	4
5		Idaho	843	-	-	-	4	847	43	-	5
6		Illinois	1,541	19	4	-	747	2,311	10	-	6
7		Indiana	-	-	-	-	19	19	-	-	7
8		Iowa	1,288	-	-	-	152	1,440	6	-	8
9		Kansas	1,564	-	-	-	635	2,199	313	-	9
10		Kentucky	-	-	-	-	12	12	-	-	10
11		Louisiana	1,087	-	-	-	56	1,143	30	-	11
12		Minnesota	418	-	-	-	227	645	16	-	12
13		Missouri	973	-	-	-	568	1,541	360	-	13
14		Montana	125	-	-	-	-	125	52	-	14
15		Nebraska	975	-	-	-	91	1,066	254	-	15
16		Nevada	1,193	-	-	-	-	1,193	-	-	16
17		New Mexico	535	-	-	-	83	618	-	-	17
18		Oklahoma	513	-	307	-	435	1,255	73	-	18
19		Oregon	868	-	-	-	205	1,073	396	-	19
20		Tennessee	9	-	-	-	8	17	-	-	20
21		Texas	5,190	-	-	-	1,108	6,298	282	-	21
22		Utah	1,248	-	-	-	20	1,268	60	-	22
23		Washington	273	-	-	-	269	542	60	-	23
24		Wisconsin	595	-	-	-	334	929	107	-	24
25		Wyoming	873	-	-	-	-	873	-	-	25
26											26
27											27
28											28
29											29
30											30
31		TOTAL MILEAGE	26,023	19	316	-	5,878	32,236	2,970	-	31
32		(single track)									32

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

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

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

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

9. Cross-checks

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

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

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

710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Type of design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or or leased including reclassification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent [col. (h)&(i)] (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
1		LOCOMOTIVE UNITS Diesel-freight units										(H.P.)		1
2		Diesel-passenger units	61	0	0	0	0	4	57	61	195,000	0	2	
3		Diesel-multiple purpose units	8,244	48	0	194	12	6,387	1,582	7,969	31,033,810	0	3	
4		Diesel-switching units	225	0	0	9	0	21	12	213	279,100	0	4	
5	*	TOTAL (lines 1 to 4) units	8,530	48	0	203	12	6,592	1,651	8,243	31,507,910	0	5	
6	*	Electric-locomotives	0	0	0	0	0	0	0	0	0	0	6	
7	*	Other self-powered units (steam)	3	0	0	0	0	3	0	3	6,000	0	7	
8	*	TOTAL (lines 5, 6 and 7)	8,533	48	0	203	12	6,595	1,651	8,246	31,513,910	0	8	
9	*	Auxiliary units	40	0	0	0	0	28	0	28	N/A	0	9	
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	8,573	48	0	203	12	6,623	1,651	8,274	31,513,910	0	10	

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

Line No.	Cross Check	Type of design of units (a)	Before Jan. 1, 1995 (b)	During Calendar Year					TOTAL (l)	Line No.				
				Between Jan. 1, 1995 and Dec. 31, 1999 (c)	Between Jan. 1, 2000 and Dec. 31, 2004 (d)	Between Jan. 1, 2005 and Dec. 31, 2009 (e)	Between Jan. 1, 2010 and Dec. 31, 2014 (f)	2015 (g)			2016 (h)	2017 (i)	2018 (j)	2019 (k)
				11	*	Diesel	2,528	1,181			2,086	1,256	734	163
12	*	Electric	0	0	0	0	0	0	0	0	0	0	0	12
13	*	Other self-powered units (steam)	3	0	0	0	0	0	0	0	0	0	3	13
14	*	TOTAL (lines 11 to 13)	2,531	1,181	2,086	1,256	734	163	213	34	48	0	8,246	14
15	*	Auxiliary units	25	3	0	0	0	0	0	0	0	0	28	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	2,556	1,184	2,086	1,256	734	163	213	34	48	0	8,274	16

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

Line No.	Cross Check	Type of design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or or leased including reclassification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent [col. (h)&(i)] (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches (PA,PB, PBO)												17
18		Combined cars (All class C, except CSB)												18
19		Parlor cars (PBC,PC,PL,PO)												19
20		Sleeping cars (PS,PT,PAS,PDS)												20
21		Dining, grill and tavern cars (All class D, PD)												21
22		Non-passenger-carrying cars (All Class B,CSB,M,PSA,IA)												22
23		TOTAL (lines 17 to 22)	0	0	0	0	0	0	0	0	0	0		23
24		Self-Propelled Electric passenger cars (EP,ET)												24
25		Electric combined cars (EC)												25
26		Internal combustion rail motorcars (ED, EG)												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (lines 24 to 27)	0	0	0	0	0	0	0	0	0			28
29		TOTAL (lines 23 to 28)	0	0	0	0	0	0	0	0	0			29
30		COMPANY SERVICE CARS Business car (PV)	60		0		0	0	60	0	60	N/A		30
31		Board outfit cars (MWX)	18		0		0	7	11	0	11	N/A		31
32		Derrick and snow removal cars (MWU,MWV,MWW,MWK)	33		0		0	4	29	0	29	N/A		32
33		Dump and ballast cars (MWB,MWD)	3,635		0		0	0	1,400	2,258	3,658	N/A		33
34		Other maintenance and service equipment cars	3,548		0		0	182	3,147	219	3,366	N/A		34
35		TOTAL (lines 30 to 34)	7,294		0		0	193	4,647	2,477	7,124	N/A		35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units including reclassification and second hand units purchased or leased from others (g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B1__, B2__)	0						36
37		Plain box cars - 50' longer (B3_0-7, B4_0-7, B5__, B6__, B7__, B8__)	482					8	37
38		Equipped box cars (All Code A, Except A_5_)	9,255					389	38
39		Plain gondola cars (All Codes, G & J_1,J_2,J_3,J_4)	3,560					0	39
40		Equipped gondola cars (All Code E)	5,010					0	40
41		Covered hopper cars (C_1, C_2, C_3, C_4)	26,433		689	644		598	41
42		Open top hopper cars--general service (All Code H)	6,941					0	42
43		Open top hopper cars--special service (J_0,J_5,J_6,J_7,J_8,J_9, and K)	2,383					521	43
44		Refrigerator cars -- mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	4,653		0			0	44
45		Refrigerator cars -- non-mechanical (R_0_, R_1_, R_2_)	1,433					0	45
46		Flat cars -- TOFC/COFC (All Code P, Q and S, Except Q8__)	176					0	46
47		Flat cars -- multi-level (All Code V)	1,012					0	47
48		Flat cars -- general service (F10_, F20_, F30_)	5						48
49		Flat cars -- other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6) (F_8_, F40_)	2,663					46	49
50		Tank cars -- under 22,000 gallons (T_0_, T_1_, T_2_, T_3_, T_4_, T_5)	0						50
51		Tank cars -- 22,000 gallons and over (T_6_, T_7_, T_8_, T_9)	185					12	51
52		All other freight cars (A_5_, F_7_, All Code L and Q8__)	0						52
53		TOTAL (lines 36 to 52)	64,191	0	689	644	0	1,574	53
54		Caboose (All Code M-930)	0	0	0	0	0	0	54
55		TOTAL (lines 53 and 54)	64,191	0	689	644	0	1,574	55

710. INVENTORY OF EQUIPMENT - Continued

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

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

Line No.	Changes during the year (concluded) Units retired from service respondent whether owned or leased, including reclassification (h)	Units at Close of Year						Line No.
		Owned and used (i)	Leased from others (j)	Total in service of respondent col. (i) & (j)		Aggregate capacity of units reported in cols. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
				Time-mileage cars (k)	All other (l)			
36	0	0	0	0	0	0	0	36
37	4	112	374	486	0	39,600	0	37
38	309	2,664	6,671	9,335	0	764,146	0	38
39	25	2,145	1,390	3,535	0	418,067	0	39
40	307	3,960	743	4,703	0	476,229	0	40
41	2,579	14,001	11,784	25,785	0	2,803,326	0	41
42	930	5,515	496	6,011	0	646,209	0	42
43	41	970	1,893	2,863	0	334,630	0	43
44	297	1,091	3,265	4,356	0	371,268	0	44
45	148	1,281	4	1,285	0	102,789	0	45
46	2	8	166	174	0	47,817	0	46
47	105	855	52	907	0	35,089	0	47
48	1	4	0	4	0	242	0	48
49	159	1,545	1,005	2,550	0	258,715	0	49
50	0	0	0	0	0	0	0	50
51	31	0	166	166	0	16,183	0	51
52	0	0	0	0	0	0	0	52
53	4,938	34,151	28,009	62,160	0	6,314,310	0	53
54	0	0	0	0	0	0	0	54
55	4,938	34,151	28,009	62,160	0	6,314,310	0	55

710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All others (c)	Units installed				
					New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units including reclassification and second hand units purchased or leased from others (g)	
FLOATING EQUIPMENT									
56		Self-propelled vessels (Tugboats, car ferries, etc.)							56
57		Non-self-propelled vessels (Car floats, lighters, etc.)							57
58		TOTAL (lines 56 and 57)							58
HIGHWAY REVENUE EQUIPMENT									
59		Chassis Z1__, Z67__, Z68__, Z69__	45,482	0	2,850	23			59
60		Dry van U2__, Z__, Z6__, 1-6							60
61		Flat bed U3__, Z3__							61
62		Open bed U4__, Z4__							62
63		Mechanical refrigerator U5__, Z5__							63
64		Bulk hopper U0__, Z0__							64
65		Insulated U7__, Z7__							65
66		Tank Z0__, U6__ (See Note)							66
67		Other trailer and container (Special equipped dry van U9__, Z8__, Z9__)	53,982	0	3,550	0	0	3,313	67
70		TOTAL (lines 59 and 69)	99,464	0	6,400	23	0	3,313	70

NOTES AND REMARKS

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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during the year (Concluded)	Units at Close of Year						Line No.
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent [col. (i) & (j)]		Aggregate capacity of units reported in cols. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56									56
57									57
58									58
59		149	26,242	21,964	48,206		1,470,283		59
60									60
61									61
62									62
63									63
64									64
65									65
66									66
67		4,088	47,752	9,005	56,757		1,611,899		67
70		4,237	73,994	30,969	104,963		3,082,182		70

NOTES AND REMARKS

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

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

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (In Thousands) (d)	Method of acquisition (see instructions) (e)	Line No.
1	LOCOMOTIVES 1/					1
2	SD70AH	48	10,268	155,628		2
3		0	0	0		3
4						4
5						5
6	FREIGHT CARS					6
7	GRAIN COVERED HOPPERS	689	21,561	49,977		7
8						8
9						9
10	HIGHWAY REVENUE EQUIPMENT					10
11	CONTAINERS	3,550	18,025	35,840		11
12	CHASSIS	2,850	11,596	33,680		12
13						13
14	TOTAL	7,137	N/A	275,125		14
15						15
16						16
17			REBUILT UNITS			17
18	LOCOMOTIVES 1/ 2/					18
19	C44AC	86	17,849	31,744		19
20	C44ACCTE	29	6,010	7,603		20
21	GP15	9	1,216	3,621		21
22	GP38	25	3,399	10,900		22
23	GP38N	2	276	258		23
24	GP40	13	1,757	5,231		24
25	GP40N	3	413	387		25
26	GP60	12	1,962	4,525		26
27	SD40-2	8	1,544	2,892		27
28	SD60	6	975	2,155		28
29	SD62	1	167	431		29
30	SD70M	9	1,865	2,360		30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39	TOTAL	203	N/A	72,107		39
40						40
41	1/ 2/ GRAND TOTAL	7,340	N/A	347,232	N/A	41

1/ Includes cost incurred in the current year related to units included in the prior year.

2/ Excludes one rebuilt steam locomotive not financially complete this year.

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULES 720

1. For purposes of these schedules, the track categories are defined as follows:
 Track category (1)
 A - Freight density of 20 million or more gross ton miles per track mile per year (including passing tracks, turnouts and crossovers).

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

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

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

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

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

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

720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)
1	A	19,870	49.68	N/A	419
2	B	6,541	12.50	N/A	75
3	C	2,805	2.50	N/A	34
4	D	5,480	0.30	N/A	54
5	E	8,793	N/A	N/A	0
6	TOTAL	43,489	25.00	N/A	582
7	F	9,123	N/A	N/A	N/A
8	Potential abandonments	0	N/A	N/A	N/A

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

N/A - Information is not available.

750. CONSUMPTION OF DIESEL FUEL

(Dollars in Thousands)

Line No.	LOCOMOTIVES		Line No.
	Kind of locomotive service (a)	Diesel oil (gallons) (b)	
1	Freight	978,040,257	1
2	Passenger	10,931,782	2
3	Yard Switching	90,996,161	3
4	TOTAL	1,079,968,201	4
5	COST OF FUEL \$(000)	\$2,455,582	5
6	Work Train	10,751,252	6

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

NOTES AND REMARKS

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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

(B) A train-mile is the movement of a train a distance of 1 mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions considered as 1 mile. Train Miles -- Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.

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

(D) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of 1 mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.

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

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

(G) Yard switching locomotive-miles shall be computed at the rate of 6 miles per hour for the time actually engaged in yard switching service. Include miles allowed to yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.

(H) A car-mile is a movement of a unit of car equipment a distance of 1 mile. Use car designations shown in Schedule 710. Under Railroad Owned and Leased Cars, Items 4-01 and 4-11, report both foreign cars and respondent's own cars while on the line of the respondent railroad. In Items 4-13 and 4-15, report private-line cars and shipper-owned cars. Loaded and empty miles should be reported whether or not the railroad reimbursed the owner on a loaded and/or empty miles basis. Report miles made by flatcars carrying empty highway trailers that are not moving under revenue billings as empty freight car-miles. Do not report miles made by motorcars or business cars.

(I) Exclude from Item 4-01, 4-11, 4-13, and 4-15 car-miles of work equipment, cars carrying company freight and non-revenue private line cars moving in transportation trains. Include such car-miles in Item 4-17, 4-18, and 4-19. If private line cars move in revenue service, the loaded and empty miles should not be considered no-payment or non-revenue car-miles.

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

(K) From conductors' or dispatchers' train reports or other appropriate source, compute weight in tons (2,000 pounds). Item 6-01 includes weight of all locomotive units moved 1 mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and other contents). Use 150 lbs. as the average weight per passenger, and 4 tons as the average weight of contents of each head-end car.

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - Concluded

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

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

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

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

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

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

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

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

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

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

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

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

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	32,236	0	1
2		2. Train Miles - Running (B)			
		2-01 Unit Trains	32,004,755	XXXXXX	2
3		2-02 Way Trains	6,534,898	XXXXXX	3
4		2-03 Through Trains	93,131,328	0	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	131,670,981	0	5
6		2-05 Motorcars (C)	0	0	6
7		2-07 TOTAL ALL TRAINS (lines 5 and 6)	131,670,981	0	7
		3. Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	103,213,804	XXXXXX	8
9		3-02 Way Trains	14,011,369	XXXXXX	9
10		3-03 Through Trains	301,693,880	0	10
11		3-04 TOTAL (lines 8-10)	418,919,053	0	11
12		3-11 Train Switching (F)	9,550,852	XXXXXX	12
13		3-21 Yard Switching (G)	28,921,506	0	13
14		3-31 TOTAL ALL SERVICES (line 11-13)	457,391,411	0	14
		4. Freight Car-Miles (thousands) (H)			
		4-01 RR Owned and Leased Cars - Loaded			
15		4-010 Box-Plain 40-Foot	0	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	14,886	XXXXXX	16
17		4-012 Box-Equipped	211,908	XXXXXX	17
18		4-013 Gondola-Plain	83,304	XXXXXX	18
19		4-014 Gondola-Equipped	75,350	XXXXXX	19
20		4-015 Hopper-Covered	384,947	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	76,524	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	52,556	XXXXXX	22
23		4-018 Refrigerator-Mechanical	68,651	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	11,870	XXXXXX	24
25		4-020 Flat-TOFC/COFC	295,224	XXXXXX	25
26		4-021 Flat-Multi-Level	76,199	XXXXXX	26
27		4-022 Flat-General Service	237	XXXXXX	27
28		4-023 Flat-All Other	75,824	XXXXXX	28
29		4-024 All Other Car Types-Total	552	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	1,428,032	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
31		4-11 RR Owned and Leased Cars - Empty 4-110 Box-Plain 40-Foot	0	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	12,339	XXXXXX	32
33		4-112 Box-Equipped	145,657	XXXXXX	33
34		4-113 Gondola-Plain	84,552	XXXXXX	34
35		4-114 Gondola-Equipped	69,900	XXXXXX	35
36		4-115 Hopper-Covered	412,792	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	84,312	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	53,988	XXXXXX	38
39		4-118 Refrigerator-Mechanical	59,850	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	14,991	XXXXXX	40
41		4-120 Flat-TOFC/COFC	11,475	XXXXXX	41
42		4-121 Flat-Multi-Level	27,838	XXXXXX	42
43		4-122 Flat-General Service	241	XXXXXX	43
44		4-123 Flat-All Other	74,167	XXXXXX	44
45		4-124 All Other Car Types	303	XXXXXX	45
46		4-125 TOTAL (Lines 31-45)	1,052,405	XXXXXX	46
47		4-13 Private Line Cars - Loaded (H) 4-130 Box-Plain 40-Foot	0	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	47,149	XXXXXX	48
49		4-132 Box-Equipped	109,096	XXXXXX	49
50		4-133 Gondola-Plain	702,742	XXXXXX	50
51		4-134 Gondola-Equipped	26,961	XXXXXX	51
52		4-135 Hopper-Covered	993,661	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	26,035	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	243,974	XXXXXX	54
55		4-138 Refrigerator-Mechanical	17,718	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	6,835	XXXXXX	56
57		4-140 Flat-TOFC/COFC	1,142,526	XXXXXX	57
58		4-141 Flat-Multi-Level	506,054	XXXXXX	58
59		4-142 Flat-General Service	212	XXXXXX	59
60		4-143 Flat-All Other	145,112	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	165,961	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	565,129	XXXXXX	62
63		4-146 All Other Car Types	3,770	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	4,702,935	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
65		4-15 Private Line Cars - Empty (H)		XXXXXX	
		4-150 Box-Plain 40-Foot	0	XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	29,935	XXXXXX	66
67		4-152 Box-Equipped	62,110	XXXXXX	67
68		4-153 Gondola-Plain	697,847	XXXXXX	68
69		4-154 Gondola-Equipped	24,785	XXXXXX	69
70		4-155 Hopper-Covered	964,910	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	24,946	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	242,505	XXXXXX	72
73		4-158 Refrigerator-Mechanical	13,425	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	6,762	XXXXXX	74
75		4-160 Flat-TOFC/COFC	51,461	XXXXXX	75
76		4-161 Flat-Multi-Level	177,529	XXXXXX	76
77		4-162 Flat-General Service	226	XXXXXX	77
78		4-163 Flat-All Other	136,946	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	166,399	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	570,614	XXXXXX	80
81		4-166 All Other Car Types	1,349	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	3,171,749	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	129,983	XXXXXX	83
84		4-18 No Payment Car-Miles (I) (1)	0	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)			
85		4-191 Unit Trains	3,683,732	XXXXXX	85
86		4-192 Way Trains	188,775	XXXXXX	86
87		4-193 Through Trains	6,612,597	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	10,485,104	XXXXXX	88
89		4-20 Caboose Miles	28	XXXXXX	89

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

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

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

755. RAILROAD OPERATING STATISTICS - Concluded					
Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
98		6. Gross Ton-Miles (thousands) (K) 6-01 Road Locomotives	86,278,042	XXXXXX	98
99		6-02 Freight Trains, Cars, Cnts., and Caboose 6-020 Unit Trains	308,016,791	XXXXXX	99
100		6-021 Way Trains	14,421,067	XXXXXX	100
101		6-022 Through Trains	595,973,809	XXXXXX	101
102		6-03 Passenger-Trains, Cars, and Cnts.	0	0	102
103		6-04 Non-Revenue	10,175,327	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	1,014,865,036	0	104
105		7. Tons of Freight (thousands) 7-01 Revenue	501,640	XXXXXX	105
106		7-02 Non-Revenue	9,459	XXXXXX	106
107		7-03 TOTAL (lines 105 and 106)	511,099	XXXXXX	107
108		8. Ton-Miles of Freight (thousands) (L) 8-01 Revenue-Road Service	473,957,370	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service	0	XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	473,957,370	XXXXXX	110
111		8-04 Non-Revenue-Road Service	4,763,278	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service	0	XXXXXX	112
113		8-06 TOTAL (lines 111 and 112)	4,763,278	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110 and 113)	478,720,648	XXXXXX	114
115		9. Train Hours (M) 9-01 Road Service	6,140,336	XXXXXX	115
116		9-02 Train Switching	761,280	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	2,369,806	XXXXXX	117
118		11. Train-Miles Work Trains (O) 11-01 Locomotives	1,762,171	XXXXXX	118
119		11-02 Motorcars	0	XXXXXX	119
120		12. Number of Loaded Freight Cars (P) 12-01 Unit Trains	2,333,010	XXXXXX	120
121		12-02 Way Trains	2,788,610	XXXXXX	121
122		12-03 Through Trains	7,983,155	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	6,737,925	XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	3,945,453	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	174,047	XXXXXX	125
126		16. Revenue Tons-Marine Terminal (S) 16-01 Marine Terminals-Coal	0	XXXXXX	126
127		16-02 Marine Terminals-Ore	0	XXXXXX	127
128		16-03 Marine Terminals-Other	61,938,525	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	61,938,525	XXXXXX	129
130		17. Number of Foreign Per Diem Cars on Line (T) 17-01 Serviceable	34,399	XXXXXX	130
131		17-02 Unserviceable	0	XXXXXX	131
132		17-03 Surplus	0	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	34,399	XXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	4.6	XXXXXX	134

PTC Supplement

Schedules 330, 332, 335, 352B, 410, 700, 710, 710S, and 720

TO THE
SURFACE TRANSPORTATION BOARD
FOR THE
YEAR ENDED DECEMBER 31, 2018

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditure during the Year for original road and equipment and road extensions (c)	Expenditures during the year for purchase of existing lines, lines reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	275	0	0	1
2		(3) Grading	0	0	0	2
3		(4) Other, right-of-way expenditures	0	0	0	3
4		(5) Tunnels and subways	0	0	0	4
5		(6) Bridges, trestles, and culverts	40	0	0	5
6		(7) Elevated structures	0	0	0	6
7		(8) Ties	83	0	0	7
8		(9) Rail and other track material	32,139	0	0	8
9		(11) Ballast	167	0	0	9
10		(13) Fences, snowsheds and signs	0	0	0	10
11		(16) Station and office buildings	0	0	0	11
12		(17) Roadway buildings	0	0	0	12
13		(18) Water stations	0	0	0	13
14		(19) Fuel stations	0	0	0	14
15		(20) Shops and enginehouses	0	0	0	15
16		(22) Storage warehouses	0	0	0	16
17		(23) Wharves and docks	0	0	0	17
18		(24) Coal and ore wharves	0	0	0	18
19		(25) TOFC/COFC terminals	0	0	0	19
20		(26) Communication systems	334,296	0	0	20
21		(27) Signals and interlockers	1,231,150	0	0	21
22		(29) Power plants	0	0	0	22
23		(31) Power-transmission systems	105,088	0	0	23
24		(35) Miscellaneous structures	0	0	0	24
25		(37) Roadway machines	0	0	0	25
26		(39) Public improvements-construction	0	0	0	26
27		(44) Shop machinery	0	0	0	27
28		(45) Power-plant machinery	0	0	0	28
29		Other lease/rentals	0	0	0	29
30		TOTAL EXPENDITURES FOR ROAD	1,703,238	0	0	30
31		(52) Locomotives	628,170	0	0	31
32		(53) Freight train cars	0	0	0	32
33		(54) Passenger train cars	0	0	0	33
34		(55) Highway revenue equipment	0	0	0	34
35		(56) Floating equipment	0	0	0	35
36		(57) Work equipment	2,400	0	0	36
37		(58) Miscellaneous equipment	1,029	0	0	37
38		(59) Computer systems and word processing equipment	228,127	0	0	38
39		TOTAL EXPENDITURES FOR EQUIPMENT	859,726	0	0	39
40		(76) Interest during construction	0	0	0	40
41		(80) Other elements of investment	0	0	0	41
42		(90) Construction work in progress	61	0	0	42
43		GRAND TOTAL	2,563,025	0	0	43

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

Line No.	Cross Check	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		0	0	0	275	1
2		0	0	0	0	2
3		0	0	0	0	3
4		0	0	0	0	4
5		42	0	42	82	5
6		0	0	0	0	6
7		40	0	40	123	7
8		290	0	290	32,429	8
9		1	0	1	168	9
10		0	0	0	0	10
11		0	0	0	0	11
12		0	0	0	0	12
13		0	0	0	0	13
14		0	0	0	0	14
15		0	0	0	0	15
16		0	0	0	0	16
17		0	0	0	0	17
18		0	0	0	0	18
19		0	0	0	0	19
20		8,157	0	8,157	342,453	20
21		7,629	570	7,059	1,238,209	21
22		0	0	0	0	22
23		479	0	479	105,567	23
24		0	0	0	0	24
25		0	0	0	0	25
26		4	0	4	4	26
27		0	0	0	0	27
28		0	0	0	0	28
29		0	0	0	0	29
30		16,642	570	16,072	1,719,310	30
31		86,545	0	86,545	714,715	31
32		0	0	0	0	32
33		0	0	0	0	33
34		0	0	0	0	34
35		0	0	0	0	35
36		0	0	0	2,400	36
37		0	0	0	1,029	37
38		29,527	47,637	(18,110)	210,017	38
39		116,072	47,637	68,435	928,161	39
40		0	0	0	0	40
41		0	0	0	0	41
42		25,770	0	25,770	25,831	42
43		158,484	48,207	110,277	2,673,302	43

NOTE: Not included in the schedule above are the following capital contributions by UPRR to investees for the development of PTC:
 MeteorComm, LLC: \$8,000 in 2018; total of \$87,872 PTC-220 LLC: \$1,046 in 2018; total of \$9,676

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

(Dollars in Thousands)

- Show in columns (b) and (e), for each primary account, the depreciation base used to compute depreciation charges for the month of January and in columns (c) and (f), the depreciation charges for the month of December. In columns (d) and (g) show the composite rates used in computing depreciation charges for December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December, and dividing that total by the total depreciation base for the same month. The depreciation base should not include cost of equipment used, but no owned, when the rents are included in rent for equipment and account nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00 and 35-25-00. It should include cost of equipment owned and leased to others when the rents there from are included in the rent for equipment, accounts nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00., inclusive. Composite rates used should be those prescribed or authorized by the Board, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give particulars in a footnote
- All leased property may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
- Show in columns (e), (f), and (g) data applicable to lessor property, when the rent therefore is included in accounts nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive
- If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for discontinuance of accruals should be shown in a footnote, indicating the effected account(s)
- Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
		At beginning of year (b)	At close of year (c)		At beginning of year (e)	At close of year (f)		
ROAD								
1	(3) Grading	0	0	0.00				1
2	(4) Other right-of-way expenditures	0	0	0.00				2
3	(5) Tunnels and subways	0	0	0.00				3
4	(6) Bridges, trestles and culverts	40	42	1.41				4
5	(7) Elevated structures	0	0	0.00				5
6	(8) Ties	83	123	4.22				6
7	(9) Rail and other track material	32,139	32,429	2.81				7
8	(11) Ballast	167	168	2.94				8
9	(13) Fences, snowsheds and signs	0	0	0.00				9
10	(16) Station and office buildings	0	0	0.00				10
11	(17) Roadway buildings	0	0	0.00				11
12	(18) Water stations	0	0	0.00				12
13	(19) Fuel stations	0	0	0.00				13
14	(20) Shops and enginehouses	0	0	0.00				14
15	(22) Storage warehouses	0	0	0.00				15
16	(23) Wharves and docks	0	0	0.00				16
17	(24) Coal and ore wharves	0	0	0.00				17
18	(25) TOFC/COFC terminals	0	0	0.00				18
19	(26) Communications systems	334,296	342,408	3.45				19
20	(27) Signals and interlockers	1,231,150	1,237,699	3.85				20
21	(29) Power plants	0	0	0.00				21
22	(31) Power transmission systems	105,088	105,567	2.27				22
23	(35) Miscellaneous structures	0	0	0.00				23
24	(37) Roadway machines	0	0	0.00				24
25	(39) Public improvements - construction	0	4	2.33				25
26	(44) Shop machinery	0	0	0.00				26
27	(45) Power plant machinery	0	0	0.00				27
28	All other road accounts	0	0	0.00				28
29	Amortization (other than def. projects)	0	0	0.00				29
30	TOTAL ROAD	1,702,963	1,718,440	3.65				30
EQUIPMENT								
31	(52) Locomotives	628,170	707,204	8.02				31
32	(53) Freight train cars	0	0	0.00				32
33	(54) Passenger train cars	0	0	0.00				33
34	(55) Highway revenue equipment	0	0	0.00				34
35	(56) Floating equipment	0	0	0.00				35
36	(57) Work equipment	2,400	2,400	2.93				36
37	(58) Miscellaneous equipment	1,029	1,029	5.78				37
38	(59) Computer systems & WP equipment	228,127	208,416	8.82				38
39	TOTAL EQUIPMENT	859,726	919,049	8.19				39
40	GRAND TOTAL	2,562,689	2,637,489	N/A			N/A	40

Note: New Equipment depreciation rates were authorized by the Surface Transportation Board effective January 1, 2016.

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

1. Disclose the required information regarding credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals - Credit - Equipment" accounts and "Other Rents - Credit - Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental - Debit - Equipment" accounts and Other Rents - Debit - Equipment accounts. (See Schedule 351 for accumulated depreciation to road and equipment owned and leased to others.)
2. If any data are included in columns (d) or (f), explain the entries in detail.
3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."
4. If there is any inconsistency between credits to reserves as shown in column (c) and charges to operating expenses, a full explanation should be given.
5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 39

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
ROAD									
1		(3) Grading	0	0	0	0	0	0	1
2		(4) Other right-of-way expenditures	0	0	0	0	0	0	2
3		(5) Tunnels and subways	0	0	0	0	0	0	3
4		(6) Bridges, trestles and culverts	4	1	0	0	0	5	4
5		(7) Elevated structures	0	0	0	0	0	0	5
6		(8) Ties	6	4	0	0	0	10	6
7		(9) Rail and other track material	4,062	907	0	0	0	4,969	7
8		(11) Ballast	21	5	0	0	0	26	8
9		(13) Fences, snowsheds and signs	0	0	0	0	0	0	9
10		(16) Station and office buildings	0	0	0	0	0	0	10
11		(17) Roadway buildings	0	0	0	0	0	0	11
12		(18) Water stations	0	0	0	0	0	0	12
13		(19) Fuel stations	0	0	0	0	0	0	13
14		(20) Shops and enginehouses	0	0	0	0	0	0	14
15		(22) Storage warehouses	0	0	0	0	0	0	15
16		(23) Wharves and docks	0	0	0	0	0	0	16
17		(24) Coal and ore wharves	0	0	0	0	0	0	17
18		(25) TOFC/COFC terminals	0	0	0	0	0	0	18
19		(26) Communications systems	29,896	11,694	0	0	0	41,590	19
20		(27) Signals and interlockers	183,415	47,537	0	570	0	230,382	20
21		(29) Power plants	0	0	0	0	0	0	21
22		(31) Power transmission systems	7,327	2,390	0	0	0	9,717	22
23		(35) Miscellaneous structures	0	0	0	0	0	0	23
24		(37) Roadway machines	0	0	0	0	0	0	24
25		(39) Public improvements - const.	0	0	0	0	0	0	25
26		(44) Shop machinery	0	0	0	0	0	0	26
27		(45) Power plant machinery	0	0	0	0	0	0	27
28		All other road accounts	0	0	0	0	0	0	28
29		Amortization (Adjustments)	0	0	0	0	0	0	29
30		TOTAL ROAD	224,731	62,538	0	570	0	286,699	30
EQUIPMENT									
31		(52) Locomotives	180,461	53,508	0	0	0	233,969	31
32		(53) Freight train cars	0	0	0	0	0	0	32
33		(54) Passenger train cars	0	0	0	0	0	0	33
34		(55) Highway revenue equipment	0	0	0	0	0	0	34
35		(56) Floating equipment	0	0	0	0	0	0	35
36		(57) Work equipment	344	70	0	0	0	414	36
37		(58) Miscellaneous equipment	262	60	0	0	0	322	37
38		(59) Computer systems & WP equip.	76,999	21,908	0	47,637	0	51,270	38
39		Amortization Adjustments	0	0	0	0	0	0	39
40		TOTAL EQUIPMENT	258,066	75,546	0	47,637	0	285,975	40
41		GRAND TOTAL	482,797	138,084	0	48,207	0	572,674	41

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

(Dollars in Thousands)

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

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

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

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

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor Railroads (c)	Inactive (proprietary companies) (d)	Other Leased Properties (e)	Line No.
1		(2) Land for transportation purposes	\$275	\$0			1
2		(3) Grading	0	0			2
3		(4) Other, right-of-way expenditures	0	0			3
4		(5) Tunnels and subways	0	0			4
5		(6) Bridges, trestles, and culverts	82	0			5
6		(7) Elevated structures	0	0			6
7		(8) Ties	123	0			7
8		(9) Rail and other track material	32,429	0			8
9		(11) Ballast	168	0			9
10		(13) Fences, snowsheds and signs	0	0			10
11		(16) Station and office buildings	0	0			11
12		(17) Roadway buildings	0	0			12
13		(18) Water stations	0	0			13
14		(19) Fuel stations	0	0			14
15		(20) Shops and enginehouses	0	0			15
16		(22) Storage warehouses	0	0			16
17		(23) Wharves and docks	0	0			17
18		(24) Coal and ore wharves	0	0			18
19		(25) TOFC/COFC terminals	0	0			19
20		(26) Communication systems	342,453	0			20
21		(27) Signals and interlockers	1,238,209	0			21
22		(29) Power plants	0	0			22
23		(31) Power transmission systems	105,567	0			23
24		(35) Miscellaneous structures	0	0			24
25		(37) Roadway machines	0	0			25
26		(39) Public improvements-construction	4	0			26
27		(44) Shop machinery	0	0			27
28		(45) Power-plant machinery	0	0			28
29		Leased property capitalized rentals (explain)	0	0			29
30		Other (specify and explain)	0	0			30
31		TOTAL ROAD	1,719,310	0			31
32		(52) Locomotives	714,715	0			32
33		(53) Freight-train cars	0	0			33
34		(54) Passenger-train cars	0	0			34
35		(55) Highway revenue equipment	0	0			35
36		(56) Floating equipment	0	0			36
37		(57) Work equipment	2,400	0			37
38		(58) Miscellaneous equipment	1,029	0			38
39		(59) Computer systems & WP equipment	210,017	0			39
40		TOTAL EQUIPMENT	928,161	0			40
41		(76) Interest during construction	0	0			41
42		(80) Other elements of investment	0	0			42
43		(90) Construction work in progress	25,831	0			43
44		GRAND TOTAL	\$2,673,302	\$0			44

PTC 410. RAILWAY OPERATING EXPENSES

(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		WAY AND STRUCTURES								
		ADMINISTRATION								
1		Track	0	0	0	0	0	0	0	1
2		Bridge & Building	0	0	0	0	0	0	0	2
3		Signal	3,018	10,967	7,333	473	21,791	0	21,791	3
4		Communication	0	0	0	0	0	0	0	4
5		Other	0	0	0	0	0	0	0	5
		REPAIR AND MAINTENANCE								
6		Roadway - Running	0	0	0	0	0	0	0	6
7		Roadway - Switching	0	0	0	0	0	0	0	7
8		Tunnels and Subways - Running	0	0	0	0	0	0	0	8
9		Tunnels and Subways - Switching	0	0	0	0	0	0	0	9
10		Bridges - Culverts - Running	0	0	0	0	0	0	0	10
11		Bridges - Culverts - Switching	0	0	0	0	0	0	0	11
12		Ties - Running	0	0	0	0	0	0	0	12
13		Ties - Switching	0	0	0	0	0	0	0	13
14		Rail & Other Track Material - Running	2	4	0	0	6	0	6	14
15		Rail & Other Track Material - Switching	1	1	0	0	2	0	2	15
16		Ballast - Running	0	0	0	0	0	0	0	16
17		Ballast - Switching	0	0	0	0	0	0	0	17
18		Road Property Damaged - Running	0	0	0	0	0	0	0	18
19		Road Property Damaged - Switching	0	0	0	0	0	0	0	19
20		Road Property Damaged - Other	0	0	0	0	0	0	0	20
21		Signal & Interlockers-Running	47	131	1	0	179	0	179	21
22		Signal & Interlockers-Switching	16	44	0	0	60	0	60	22
23		Communications Systems	0	0	0	0	0	0	0	23
24		Power Systems	0	0	0	0	0	0	0	24
25		Highway Grade Crossing - Running	1	0	0	0	1	0	1	25
26		Highway Grade Crossing - Switching	0	0	0	0	0	0	0	26
27		Station & Office Buildings	0	0	0	0	0	0	0	27
28		Shop Buildings - Locomotives	0	0	0	0	0	0	0	28
29		Shop Buildings - Freight Cars	0	0	0	0	0	0	0	29
30		Shop Buildings - Other Equipment	0	0	0	0	0	0	0	30

PTC 410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIR AND MAINTENANCE - (Continued)								
101		Locomotive Servicing Facilities	0	0	0	0	0	0	0	101
102		Miscellaneous Buildings & Structures	0	0	0	0	0	0	0	102
103		Coal Terminals	0	0	0	0	0	0	0	103
104		Ore Terminals	0	0	0	0	0	0	0	104
105		Other Marine Terminals	0	0	0	0	0	0	0	105
106		TOFC/COFC-Terminals	0	0	0	0	0	0	0	106
107		Motor Vehicle Loading & Distribution Facilities	0	0	0	0	0	0	0	107
108		Facilities for Other Specialized Service Operations	0	0	0	0	0	0	0	108
109		Roadway Machines	0	227	0	0	227	0	227	109
110		Small Tools and Supplies	0	0	0	0	0	0	0	110
111		Snow Removal	0	0	0	0	0	0	0	111
112		Fringe Benefits - Running	0	0	0	0	0	0	0	112
113		Fringe Benefits - Switching	0	0	0	0	0	0	0	113
114		Fringe Benefits - Other	0	0	0	2,609	2,609	0	2,609	114
115		Casualties & Insurance - Running	0	0	0	0	0	0	0	115
116		Casualties & Insurance - Switching	0	0	0	0	0	0	0	116
117		Casualties & Insurance - Other	0	0	0	0	0	0	0	117
118		Lease Rentals - Debit - Running	0	0	0	0	0	0	0	118
119		Lease Rentals - Debit - Switching	0	0	0	0	0	0	0	119
120		Lease Rentals - Debit - Other	0	0	0	0	0	0	0	120
121		Lease Rentals - (Credit) - Running	0	0	0	0	0	0	0	121
122		Lease Rentals - (Credit) - Switching	0	0	0	0	0	0	0	122
123		Lease Rentals - (Credit) - Other	0	0	0	0	0	0	0	123
124		Joint Facility Rent - Debit - Running	0	0	0	0	0	0	0	124
125		Joint Facility Rent - Debit - Switching	0	0	0	0	0	0	0	125
126		Joint Facility Rent - Debit - Other	0	0	0	0	0	0	0	126
127		Joint Facility Rent - (Credit) - Running	0	0	0	0	0	0	0	127
128		Joint Facility Rent - (Credit) - Switching	0	0	0	0	0	0	0	128
129		Joint Facility Rent - (Credit) - Other	0	0	0	0	0	0	0	129
130		Other Rents - Debit - Running	0	0	0	0	0	0	0	130
131		Other Rents - Debit - Switching	0	0	0	0	0	0	0	131
132		Other Rents - Debit - Other	0	0	0	0	0	0	0	132
133		Other Rents - (Credit) - Running	0	0	0	0	0	0	0	133

PTC 410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIR AND MAINTENANCE - (Continued)								
134		Other Rents - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	134
135		Other Rents - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	135
136		Depreciation - Running	N/A	N/A	N/A	62,538	62,538	0	62,538	136
137		Depreciation - Switching	N/A	N/A	N/A	0	0	0	0	137
138		Depreciation - Other	N/A	N/A	N/A	0	0	0	0	138
139		Joint Facility - Debit - Running	N/A	N/A	0	N/A	0	0	0	139
140		Joint Facility -Debit - Switching	N/A	N/A	0	N/A	0	0	0	140
141		Joint Facility - Debit - Other	N/A	N/A	0	N/A	0	0	0	141
142		Joint Facility - (Credit) - Running	N/A	N/A	0	N/A	0	0	0	142
143		Joint Facility - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	143
144		Joint Facility - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	144
145		Dismantling Retired Road Property - Running	0	0	0	0	0	0	0	145
146		Dismantling Retired Road Property - Switching	0	0	0	0	0	0	0	146
147		Dismantling Retired Road Property - Other	0	0	0	0	0	0	0	147
148		Other - Running	0	0	0	0	0	0	0	148
149		Other - Switching	0	0	0	0	0	0	0	149
150		Other - Other	0	0	0	0	0	0	0	150
151		TOTAL WAY & STRUCTURE	3,085	11,374	7,334	65,620	87,413	0	87,413	151
		EQUIPMENT - LOCOMOTIVES								
201		Administration	0	0	0	0	0	0	0	201
202		Repair & Maintenance	0	0	0	0	0	0	0	202
203		Machinery Repair	0	0	0	0	0	0	0	203
204		Equipment Damaged	0	0	0	0	0	0	0	204
205		Fringe Benefits	N/A	N/A	N/A	0	0	0	0	205
206		Other Casualties and Insurance	N/A	N/A	N/A	0	0	0	0	206
207		Lease Rentals - Debit	N/A	N/A	0	N/A	0	0	0	207
208		Lease Rentals - (Credit)	N/A	N/A	0	N/A	0	0	0	208
209		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	0	0	209
210		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	0	0	210
211		Other Rents - Debit	N/A	N/A	0	N/A	0	0	0	211
212		Other Rents - (Credit)	N/A	N/A	0	N/A	0	0	0	212
213		Depreciation	N/A	N/A	N/A	53,508	53,508	0	53,508	213
214		Joint Facility - Debit	N/A	N/A	0	N/A	0	0	0	214
215		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	215
216		Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0	0	0	216

PTC 410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
217		LOCOMOTIVES - (Continued)								
		Dismantling Retired Property	0	0	0	0	0	0	0	217
218		Other	0	0	0	0	0	0	0	218
219		TOTAL LOCOMOTIVES	0	0	0	53,508	53,508	0	53,508	219
220		FREIGHT CARS								
		Administration	0	0	0	0	0	N/A	0	220
221		Repair & Maintenance	0	0	0	0	0	N/A	0	221
222		Machinery Repair	0	0	0	0	0	N/A	0	222
223		Equipment Damaged	0	0	0	0	0	N/A	0	223
224		Fringe Benefits	N/A	N/A	N/A	0	0	N/A	0	224
225		Other Casualties & Insurance	N/A	N/A	N/A	0	0	N/A	0	225
226		Lease Rentals - Debit	N/A	N/A	0	N/A	0	N/A	0	226
227		Lease Rentals - (Credit)	N/A	N/A	0	N/A	0	N/A	0	227
228		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	N/A	0	228
229		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	N/A	0	229
230		Other Rents - Debit	N/A	N/A	0	N/A	0	N/A	0	230
231		Other Rents - (Credit)	N/A	N/A	0	N/A	0	N/A	0	231
232		Depreciation	N/A	N/A	N/A	0	0	N/A	0	232
233		Joint Facility - Debit	N/A	N/A	0	N/A	0	N/A	0	233
234		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	N/A	0	234
235		Repairs Billed Other - (Credit)	N/A	N/A	0	N/A	0	N/A	0	235
236		Dismantling Retired Property	0	0	0	0	0	N/A	0	236
237		Others	0	0	0	0	0	N/A	0	237
238		TOTAL FREIGHT CARS	0	0	0	0	0	N/A	0	238
301		OTHER EQUIPMENT								
		Administration	0	0	0	0	0	0	0	301
		Repair and Maintenance:	0	0	0	0	0	0	0	
302		Truck, Trailers & Containers - Revenue Service	0	0	0	0	0	N/A	0	302
303		Floating Equipment - Revenue Services	0	0	0	0	0	N/A	0	303
304		Passenger & Other Revenue Equipment	0	0	0	0	0	0	0	304
305		Computers & Data Process Systems	0	19	97	0	116	0	116	305
306		Machinery	0	0	0	0	0	0	0	306
307		Work & Other Nonrevenue Equipment	0	0	0	0	0	0	0	307
308		Equipment Damaged	0	0	0	0	0	0	0	308
309		Fringe Benefits	N/A	N/A	N/A	0	0	0	0	309
310		Other Casualties & Insurance	N/A	N/A	N/A	0	0	0	0	310
311		Lease Rentals - Debit	N/A	N/A	3	N/A	3	0	3	311
312		Lease Rentals - (Credit)	N/A	N/A	0	N/A	0	0	0	312

PTC 410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		OTHER EQUIPMENT - (Continued)								
313		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	0	0	313
314		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	0	0	314
315		Other Rents - Debit	N/A	N/A	0	N/A	0	0	0	315
316		Other Rents - (Credit)	N/A	N/A	0	N/A	0	0	0	316
317		Depreciation	N/A	N/A	0	22,038	22,038	0	22,038	317
318		Joint Facility - Debit	N/A	N/A	0	N/A	0	0	0	318
319		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	319
320		Repairs Billed Other - (Credit)	N/A	N/A	0	N/A	0	0	0	320
321		Dismantling Retired Equipment	0	0	0	0	0	0	0	321
322		Other	0	0	0	0	0	0	0	322
323		TOTAL OTHER EQUIPMENT	0	19	100	22,038	22,157	0	22,157	323
324		TOTAL EQUIPMENT	0	19	100	75,546	75,665	0	75,665	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	0	0	0	0	0	0	0	401
402		Engine Crews	0	0	0	0	0	0	0	402
403		Train Crews	0	0	0	0	0	0	0	403
404		Dispatching Trains	0	0	0	0	0	0	0	404
405		Operating Signal & Interlockers	0	0	0	0	0	0	0	405
406		Operating Drawbridges	0	0	0	0	0	0	0	406
407		Highway Crossing Protection	0	0	0	0	0	0	0	407
408		Train Inspection & Lubricants	0	0	0	0	0	0	0	408
409		Locomotive Fuel	0	0	0	0	0	0	0	409
410		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	410
411		Servicing Locomotives	0	0	0	0	0	0	0	411
412		Freight Lost or Damaged	0	0	0	0	0	0	0	412
413		Clearing Wrecks	0	0	0	0	0	0	0	413
414		Fringe Benefits	0	0	0	0	0	0	0	414
415		Other Casualties & Insurance	0	0	0	0	0	0	0	415
416		Joint Facility - Debit	0	0	0	0	0	0	0	416
417		Joint Facility - (Credit)	0	0	0	0	0	0	0	417
418		Other	0	0	0	0	0	0	0	418
419		TOTAL TRAIN OPERATIONS	0	0	0	0	0	0	0	419
		YARD OPERATIONS								
420		Administration	0	0	0	0	0	0	0	420
421		Switch Crews	0	0	0	0	0	0	0	421

PTC 410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		YARD OPERATIONS - (Continued)								
422		Controlling Operations	0	0	0	0	0	0	0	422
423		Yard & Terminal Clerical	0	0	0	0	0	0	0	423
424		Operating Switches, Signals, Retarders & Humps	0	0	0	0	0	0	0	424
425		Locomotive Fuel	0	0	0	0	0	0	0	425
426		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	426
427		Servicing Locomotives	0	0	0	0	0	0	0	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0	0	0	428
429		Clearing Wrecks	0	0	0	0	0	0	0	429
430		Fringe Benefits	N/A	N/A	N/A	0	0	0	0	430
431		Other Casualties & Insurance	N/A	N/A	N/A	0	0	0	0	431
432		Joint Facility - Debit	N/A	N/A	0	N/A	0	0	0	432
433		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	433
434		Other	0	0	0	0	0	0	0	434
435		TOTAL YARD OPERATION	0	0	0	0	0	0	0	435
		TRAIN & YARD OPERATIONS COMMON								
501		Cleaning Car Interiors	0	0	0	N/A	0	0	0	501
502		Adjusting & Transferring Loads	0	0	0	N/A	0	N/A	0	502
503		Car Loading Devices & Grain Doors	0	0	0	N/A	0	N/A	0	503
504		Freight Loss or Damaged - All Other	0	N/A	0	0	0	0	0	504
505		Fringe Benefits	0	N/A	0	0	0	0	0	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON	0	0	0	0	0	0	0	506
		SPECIALIZED SERVICE OPERATIONS								
507		Administration	0	0	0	0	0	N/A	0	507
508		Picking & Delivery & Marine Line Haul	0	0	0	0	0	N/A	0	508
509		Loading & Unloading Local Marine	0	0	0	0	0	N/A	0	509
510		Protective Services	0	0	0	0	0	N/A	0	510
511		Freight Loss or Damaged - Solely Related	N/A	N/A	N/A	0	0	N/A	0	511
512		Fringe Benefits	N/A	N/A	N/A	0	0	N/A	0	512
513		Casualties & Insurance	N/A	N/A	N/A	0	0	N/A	0	513
514		Joint Facility - Debit	N/A	N/A	0	0	0	N/A	0	514
515		Joint Facility - (Credit)	N/A	N/A	0	0	0	N/A	0	515
516		Others	0	0	0	0	0	N/A	0	516
517		TOTAL SPECIALIZED SERVICES OPERATIONS	0	0	0	0	0	N/A	0	517

PTC 410. RAILWAY OPERATING EXPENSES -Concluded

(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		ADMINISTRATIVE SUPPORT OPERATIONS								
518		Administration	0	0	0	0	0	0	0	518
519		Employees Performing Clerical & Acctg Functions	0	0	0	0	0	0	0	519
520		Communication Systems Operations	0	1	1	8	10	0	10	520
521		Loss & Damage Claims Process	0	0	0	0	0	0	0	521
522		Fringe Benefits	N/A	N/A	0	0	0	0	0	522
523		Casualties & Insurance	N/A	N/A	0	0	0	0	0	523
524		Joint Facility - Debit	N/A	N/A	0	N/A	0	0	0	524
525		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	525
526		Other	0	0	0	0	0	0	0	526
527		TOTAL ADMINISTRATION SUPPORT OPERATIONS	0	1	1	8	10	0	10	527
528		TOTAL TRANSPORTATION	0	1	1	8	10	0	10	528
		GENERAL & ADMINISTRATIVE								
601		Officers General & Administration	0	0	0	0	0	0	0	601
602		Accounting, Auditing & Finance	0	0	0	0	0	0	0	602
603		Management Services & Data Processing	0	0	0	0	0	0	0	603
604		Marketing	0	0	0	0	0	0	0	604
605		Sales	0	0	0	0	0	0	0	605
606		Industrial Development	0	0	0	0	0	0	0	606
607		Personnel & Labor Relations	0	0	0	0	0	0	0	607
608		Legal & Secretarial	0	0	0	0	0	0	0	608
609		Public Relations & Advertising	0	0	0	0	0	0	0	609
610		Research & Development	0	0	0	0	0	0	0	610
611		Fringe Benefits	N/A	N/A	N/A	365	365	0	365	611
612		Casualties & Insurance	N/A	N/A	N/A	0	0	0	0	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	0	0	0	0	613
614		Property Taxes	N/A	N/A	N/A	0	0	0	0	614
615		Other Taxes	N/A	N/A	N/A	0	0	0	0	615
616		Joint Facility - Debit	N/A	N/A	0	N/A	0	0	0	616
617		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	617
618		Other	1,764	32	28	54	1,878	0	1,878	618
619		TOTAL GENERAL & ADMINISTRATIVE	1,764	32	28	419	2,243	0	2,243	619
620		TOTAL OPERATING EXPENSE	4,849	11,426	7,463	141,593	165,331	0	165,331	620

PTC 700. MILEAGE OPERATED AT CLOSE OF YEAR										
Line No.	Class (a)	Proportion owned or leased by Respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	Total (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks cross-overs, and turnouts (f)				
1	1	100%	-	-	-	-	-	-	-	1
2										2
3	1J	12.5%	-	-	-	-	-	-	-	3
4	1J	23.0%	-	-	-	-	-	-	-	4
5	1J	25.0%	-	-	-	-	-	-	-	5
6	1J	33.3%	-	-	-	-	-	-	-	6
7	1J	37.5%	-	-	-	-	-	-	-	7
8	1J	40.0%	-	-	-	-	-	-	-	8
9	1J	44.0%	-	-	-	-	-	-	-	9
10	1J	50.0%	-	-	-	-	-	-	-	10
11	1J	62.5%	-	-	-	-	-	-	-	11
12	1J	66.7%	-	-	-	-	-	-	-	12
13		Total 1J	-	-	-	-	-	-	-	13
14										14
15		Total 1 and 1J	-	-	-	-	-	-	-	15
16										16
17	2	A&S	-	-	-	-	-	-	-	17
18	2		-	-	-	-	-	-	-	18
19		Total 2	-	-	-	-	-	-	-	19
20										20
21	3A		-	-	-	-	-	-	-	21
22	3B		-	-	-	-	-	-	-	22
23		Total 3	-	-	-	-	-	-	-	23
24										24
25										25
26										26
27	4B		-	-	-	-	-	-	-	27
28		Total 4	-	-	-	-	-	-	-	28
29			-	-	-	-	-	-	-	29
30										30
31										31
32	5		-	-	-	-	-	-	-	32
33	5J		-	-	-	-	-	-	-	33
34		Total 5	-	-	-	-	-	-	-	34
35										35
36										36
37										37
38										38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57		TOTAL	0	0	0	0	0	0	0	57
58		Miles of electrified road or track included in preceding grand total	N/A							58

PTC 710. INVENTORY OF EQUIPMENT

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

Line No.	Cross Check	Type of design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased including reclassification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent [col. (h)&(i)] (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
1		LOCOMOTIVE UNITS Diesel-freight units									(H.P.)		1	
2		Diesel-passenger units											2	
3		Diesel-multiple purpose units											3	
4		Diesel-switching units											4	
5	*	TOTAL (lines 1 to 4) units	0	0	0	0	0	0	0	0	0	0	5	
6	*	Electric-locomotives											6	
7	*	Other self-powered units (steam)											7	
8	*	TOTAL (lines 5, 6 and 7)	0	0	0	0	0	0	0	0	0	0	8	
9	*	Auxiliary units									N/A		9	
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	0	0	0	0	0	0	0	0	0	0	10	

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

Line No.	Cross Check	Type of design of units (a)	Before Jan. 1, 1995 (b)	During Calendar Year				TOTAL (l)	Line No.
				Between Jan. 1, 1995 and Dec. 31, 1999 (c)	Between Jan. 1, 2000 and Dec. 31, 2004 (d)	Between Jan. 1, 2005 and Dec. 31, 2009 (e)	Between Jan. 1, 2010 and Dec. 31, 2014 (f)		
				2015 (g)	2016 (h)	2017 (i)	2018 (j)		
11	*	Diesel						0	11
12	*	Electric						0	12
13	*	Other self-powered units (steam)						0	13
14	*	TOTAL (lines 11 to 13)	0	0	0	0	0	0	14
15	*	Auxiliary units						0	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	0	0	0	0	0	0	16

NOTE: Units will not be reported in this schedule until the full PTC installation is complete, including the final software

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

Line No.	Cross Check	Type of design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or or leased including reclassification (g)	Units at Close of Year					Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent [col. (h)&(i)] (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches (PA,PB, PBO)												17
18		Combined cars (All class C, except CSB)												18
19		Parlor cars (PBC,PC,PL,PO)												19
20		Sleeping cars (PS,PT,PAS,PDS)												20
21		Dining, grill and tavern cars (All class D, PD)												21
22		Non-passenger-carrying cars (All Class B,CSB,M,PSA,IA)												22
23		TOTAL (lines 17 to 22)	0	0	0	0	0	0	0	0				23
24		Self-Propelled Electric passenger cars (EP,ET)												24
25		Electric combined cars (EC)												25
26		Internal combustion rail motorcars (ED, EG)												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (lines 24 to 27)	0	0	0	0	0	0	0	0				28
29		TOTAL (lines 23 to 28)	0	0	0	0	0	0	0	0				29
30		COMPANY SERVICE CARS Business car (PV)										N/A		30
31		Board outfit cars (MWX)										N/A		31
32		Derrick and snow removal cars (MWU,MWV,MWW,MWK)										N/A		32
33		Dump and ballast cars (MWB,MWD)										N/A		33
34		Other maintenance and service equipment cars										N/A		34
35		TOTAL (lines 30 to 34)	0	0	0	0	0	0	0	0		N/A		35

PTC 710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units including reclassification and second hand units purchased or leased from others (g)	
		FREIGHT TRAIN CARS							
36		Plain box cars - 40' (B1_, B2_)							36
37		Plain box cars - 50' longer (B3_0-7, B4_0-7, B5_, B6_, B7_, B8_)							37
38		Equipped box cars (All Code A, Except A_5_)							38
39		Plain gondola cars (All Codes, G & J_1, J_2, J_3, J_4)							39
40		Equipped gondola cars (All Code E)							40
41		Covered hopper cars (C_1, C_2, C_3, C_4)							41
42		Open top hopper cars--general service (All Code H)							42
43		Open top hopper cars--special service (J_0, J_5, J_6, J_7, J_8, J_9, and K)							43
44		Refrigerator cars -- mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)							44
45		Refrigerator cars -- non-mechanical (R_0_, R_1_, R_2_)							45
46		Flat cars -- TOFC/COFC (All Code P, Q and S, Except Q8_)							46
47		Flat cars -- multi-level (All Code V)							47
48		Flat cars -- general service (F10_, F20_, F30_)							48
49		Flat cars -- other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6) (F_8_, F40_)							49
50		Tank cars -- under 22,000 gallons (T_0_, T_1_, T_2_, T_3_, T_4_, T_5)							50
51		Tank cars -- 22,000 gallons and over (T_6_, T_7_, T_8_, T_9)							51
52		All other freight cars (A_5_, F_7_, All Code L and Q8_)							52
53		TOTAL (lines 36 to 52)	0	0	0	0	0	0	53
54		Caboose (All Code M-930)							54
55		TOTAL (lines 53 and 54)	0	0	0	0	0	0	55

PTC 710. INVENTORY OF EQUIPMENT - Continued

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

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

Line No.	Changes during the year (concluded) Units retired from service respondent whether owned or leased, including reclassification (h)	Units at Close of Year						Line No.
		Owned and used (i)	Leased from others (j)	Total in service of respondent col. (i) & (j)		Aggregate capacity of units reported in cols. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
				Time-mileage cars (k)	All other (l)			
36								36
37								37
38								38
39								39
40								40
41								41
42								42
43								43
44								44
45								45
46								46
47								47
48								48
49								49
50								50
51								51
52								52
53	0	0	0	0	0	0	0	53
54								54
55	0	0	0	0	0	0	0	55

PTC 710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All others (c)	Units installed			All other units including reclassification and second hand units purchased or leased from others (g)	
					New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)		
56		FLOATING EQUIPMENT Self-propelled vessels (Tugboats, car ferries, etc.)							56
57		Non-self-propelled vessels (Car floats, lighters, etc.)							57
58		TOTAL (lines 56 and 57)							58
59		HIGHWAY REVENUE EQUIPMENT Chassis Z1__, Z67__, Z68__, Z69__							59
60		Dry van U2__, Z__, Z6__, 1-6							60
61		Flat bed U3__, Z3__							61
62		Open bed U4__, Z4__							62
63		Mechanical refrigerator U5__, Z5__							63
64		Bulk hopper U0__, Z0__							64
65		Insulated U7__, Z7__							65
66		Tank Z0__, U6__ (See Note)							66
67		Other trailer and container (Special equipped dry van U9__, Z8__, Z9__)							67
70		TOTAL (lines 59 and 69)	0	0	0	0	0	0	70

NOTES AND REMARKS

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

PTC 710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during the year (Concluded) Units retired from service of respondent whether owned or leased, including reclassification (h)	Units at Close of Year						Line No.
			Owned and used (i)	Leased from others (j)	Total in service of respondent [col. (i) & (j)]		Aggregate capacity of units reported in cols. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56									56
57									57
58									58
59									59
60									60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
70		0	0	0	0	0	0	0	70

NOTES AND REMARKS

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

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

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No.
1	LOCOMOTIVES					1
2		-	-	-	-	2
3		-	-	-	-	3
4		-	-	-	-	4
5		-	-	-	-	5
6	FREIGHT CARS					6
7		-	-	-	-	7
8		-	-	-	-	8
9		-	-	-	-	9
10		-	-	-	-	10
11	HIGHWAY REVENUE EQUIPMENT					11
12		-	-	-	-	12
13		-	-	-	-	13
14		-	-	-	-	14
15	WORK EQUIPMENT					15
16		-	-	-	-	16
17		-	-	-	-	17
18		-	-	-	-	18
19	TOTAL	-	N/A	-	-	19

REBUILT UNITS

20	LOCOMOTIVES					20
21		-	-	-	-	21
22		-	-	-	-	22
23		-	-	-	-	23
24		-	-	-	-	24
25		-	-	-	-	25
26		-	-	-	-	26
27		-	-	-	-	27
28		-	-	-	-	28
29		-	-	-	-	29
30		-	-	-	-	30
31	FREIGHT CARS					31
32		-	-	-	-	32
33	WORK EQUIPMENT					33
34		-	-	-	-	34
35		-	-	-	-	35
36		-	-	-	-	36
37	TOTAL	-	N/A	-	-	37
38		-	-	-	-	38
39	GRAND TOTAL	-	N/A	-	N/A	39

NOTE: Units and dollars will not be reported in this schedule until the full PTC installation is complete, including the final software.

GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE PTC 720

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

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

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

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

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

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

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

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

2. This schedule should include all class 1, 2, 3, or 4 track from Schedule 700 that is maintained by the respondent (class 5 is assumed to be maintained by others).

3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.

4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

PTC 720. TRACK AND TRAFFIC CONDITIONS

Disclose the requested information pertaining to track and traffic conditions.

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)
1	A	0	0.00	N/A	0
2	B	0	0.00	N/A	0
3	C	0	0.00	N/A	0
4	D	0	0.00	N/A	0
5	E	0	N/A	N/A	0
6	TOTAL	0	0.00	N/A	0
7	F	0	N/A	N/A	N/A
8	Potential abandonments	0	N/A	N/A	N/A

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

N/A - Information is not available.

Footnote: PTC Grants
(Dollars in Thousands)

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

Line No.	Entity Receiving Funds	Entity Dispensing Funds	Name of Program Providing Funding	Location(s) of the Project Funded	Amount of Funding Received	Line No.
1			NONE			1
2						2
3						3
4						4
5						5
6						6
7						7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19						19
20						20
21						21
22						22
23						23
24						24

VERIFICATION

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

OATH

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

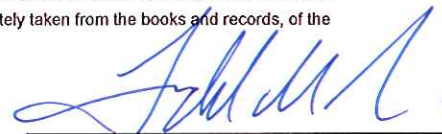
State of Nebraska
County of Douglas

Todd M. Rynaski makes oath and states that he (she) is Chief Accounting Officer and Controller
(Insert here name of the affiant) (Insert here the official title of the affiant)

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

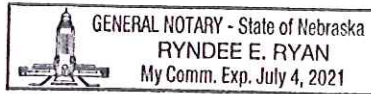
that it is his or her duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept; that he or she knows that such books have been kept in good faith during the period covered by this report; that he or she knows that the entries contained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


January 1, 2018, to and including December 31, 2018.


(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 28 day of March, 2019.
My commission expires July 4, 2021

Use an
LS
impression seal




(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

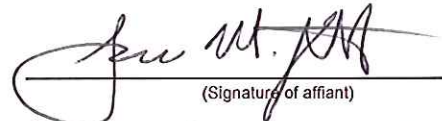
State of Nebraska
County of Douglas

Lance M. Fritz makes oath and states that he (she) is Chairman, President, and Chief Executive Officer
(Insert here name of the affiant) (Insert here the official title of the affiant)

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

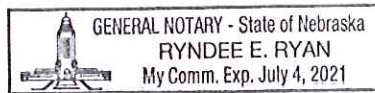
that he or she has carefully examined the foregoing report; that he or she believes that all statements of fact contained in the said report are true; and that the said report is a correct and complete statement of the business and affairs of the above-named respondent and the operations of its property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

January 1, 2018, to and including December 31, 2018.


(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 28 day of March, 2019.
My commission expires July 4, 2021

Use an
LS
impression seal




(Signature of officer authorized to administer oaths)

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

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

CORRECTIONS

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

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