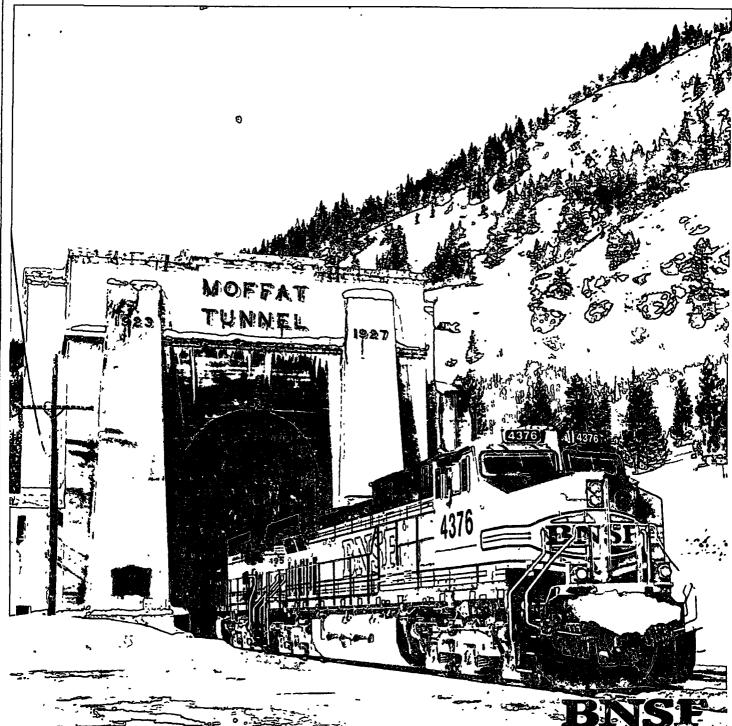
The Burlington Northern and Santa Fe Railway Company

Leased Lines and Wholly-Owned Subsidiaries 2500 Lou Menk Drive Fort Worth, Texas 76131

ACAA - R1



Class I Railroad Annual Report

To The Surface Transportation Board For the Year-Ending December 31, 2002



Notice

- 1. This report is required for every class ! railroad operating within the United States. Three copies of this Annual Report should be completed. Two of the copies must be filed with the Surface Transportation board. Office of Economics, Environmental Analysis, and Administration, The Mercury Building, 1925 K St. N.W., Suite 500, Washington, DC 20423, by March 31 of the year following that for which the report is made. Once 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 in 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 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

THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 31, 2002

<u>n de la companya de</u> La companya de la comp

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

(Name) Dennis R. Johnson (Title) Vice President and Controller

the second control of the second control of

(Telephone number) (817) 352-4805

(Area code) (Telephone number)

(Office address) 2500 Lou Menk Dr - 2nd Floor, Fort Worth, Texas 76131 (Street and number, City, State, and ZIP code)

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Road Initials: BNSF

SPECIAL NOTICE

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

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

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

A. SCHEDULES OMITTED BY RESPONDENT

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

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Page	Schedule No.	Title
		· · · NONE · ·
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B IDENTITY OF RESPONDENT

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

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

The Burlington Northern and Santa Fe Raitway Company

2 Date of incorporation

January 13, 1961

3 Under laws of what Government, State or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership and of appointment of receivers or trustees

Organized under the provisions of the General Corporation Law of the State of Delaware

4 If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give

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 boy

- () Two copies are attached to this report
- () Two copies will be submitted on (date)
- (X) No annual report to stockholders is prepared -

. .

Two copies of the Burlington Northern Santa Fe Corporation Annual Report to Shareholders are attached

Two copies of The Burlington Northern and Santa Fe Railway Company SEC Form 10-K are attached

C VOTING POWERS AND ELECTIONS

1 State the par value of each share of stock Common \$1 00 per share, first preferred, \$ N/A per share, second preferred,

\$ N/A per share, debenture stock, \$ N/A per share

Railroad Annual Report R-1

- 2 State whether or not each share of stock has the right to one vote, if not, give full particulars in a footnote [X] Yes [1] No., i.
- 3 Are voting rights proportional to holdings? [X] Yes [] No. If not, state in a footnote the relation between holdings and corresponding voting rights.
- 4 Are voting rights attached to any securities other than stock? [] Yes [X] No. If yes, name in a footnote each socurity, other than stock, to which voting rights are, attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, indicating whether voting rights are actual or contingent and, if contingent, showing the contingency
- 5 Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method?
- [] Yes [X] No II 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 filling of this report, and state the purpose of such closing Stock books not closed and not required to be closed
- 7 State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing, if not, state as of the close of the year 1.000 votes, as of December 31, 2002
- 8 State the total number of stockholders of record, as of the date shown in answer to inquiry 7 One (1) stockholder
- 9 Give the names of 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of the list of stockholders of the respondent (if within 1 year pnor to the actual filing of this report), had the highest voting powers in the respondent, showing for each his or her address, the number of votes he or she would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he or she was entitled, with respect to securities held by him or her, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities (stating in a footnote the names of such other securities, if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information and the names and addresses of the 30 largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such 30 security holders as of the close of the year.

Number of Votes, Classified With Respect to Securities on Which Based Number of Votes Stock to Which Preferred ---Security Holder No Line Address of Security Holder Name of Security Holder Was Entitled Second First Νo Common -(f) ... -- ... 4 20 113 1 Burlington Northern Santa Fe Corporation 2500 Lou Menk Drive -41.000 1.000 1. 2 Fort Worth, TX 76131 2 - - ~ 3 3 4 ā 5 5 6 6 7 R 8 9 9 10 10 11 11 12 12 13 13 14 POCES BUT DESCRIBED TO A VALUE OF 14 15 15 16 16 17 17 18 18 19 19 20 20 21 21 22 22 23 23 24 24 25 25 26 26 27 27 28 28 29 29 30

C VOTING POWERS AND ELECTIONS - Continued

10 State the total number of votes cast at the latest general meeting for the election of directors of the respondent "Not Applicable" Refer to note shown under inquiry 9

The second secon

- 11 Give the date of such meeting "Not Applicable" Refer to note shown under inquiry 9

		NOTES AND REMARKS
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200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS (Dollars in Thousands)

Line	Cross	Account '4	Title	• • •	Balance at close	Balance at begin-	Line
No	Check	i			of year	` ing of year	-No
			(a) ' ' ' ' '	•	· - (b)	(c) ~	<u>. </u>
				•	•	,	
•			Current Assets			-	
1		701	Cash		27,999	77,909	1
2		702	Temporary cash investments	mporary cash investments			2
3		703	Special deposits				3
			Accounts receivable				
4		704	- Loan and notes				4
5		705	- Interline and other balances		35,327	54,593	5
6		706	- Customers		178,869	156,246	6
7		707	- Other	Other			7
8		709, 708	- Accrued accounts receivables	Accrued accounts receivables			8
9		708 5	- Receivables from affiliated companies	Receivables from affiliated companies			
10		709 5	- Less Allowance for uncollectible accounts	Less Allowance for uncollectible accounts			
11		710, 711, 714	Working funds prepayments deferred income ta	312,454	323,119	11	
12		712	Materials and supplies	fatenals and supplies			12
13	-	713	Other current assets		62,564	3,794	13
14			TOTAL CURRENT ASSETS	846,897	905,088	14	
			Other Assets	-			
15		715, 716, 717	Special funds		2,525	4,745	15
16		721, 721 5	Investments and advances affiliated companies				16
i			(Schs 310 and 310A)		1,438,920	940,090	
17		722, 723	Other investments and advances		19,989	28,620	17
18		724	Allowances for net unrealized loss on noncurrent				18
			marketable equity securities - Cr				
19		737, 738	Property used in other than carner operation				19
- 1	Ì		(Less depreciation) \$ 2,641		66,272	66,339	
20		739, 741	Other assets		23,263	14,387	20
21		743	Other deferred debits		553,401	572,977	21
22		744	Accumulated deferred income tax debits				22
23			TOTAL OTHER ASSETS		2,104,370	1,627,158	23
	_		Road and Equipment				
24		731, 732	Road (Sch 330) L-30 Col h &	ь	23,894,048	22,967,064	24
25		731, 732	Equipment (Sch 330) L-39 Col h &	_	4,507,231	4,452,353	25
26		731, 732	Unallocated items		395,414	501,694	26
27		733, 735	Accumulated depreciation and amortization		,		27
J	j		(Schs 335, 342, 351)		(4,894,536)	(4,931,269)	
28			Net Road and Equipment		23,902,157	22,989,842	28
29	•		TOTAL ASSETS		26,853,424	25,522,088	29

NOTES AND REMARKS

Road Initials: BNSF Year 2002

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND SHAREHOLDERS' EQUITY (Dollars in Thousands) Balance at close Balance at begin-Line Line Cross Account Title ing of year No Check of year No (a) (b) (C) **Current Liabilities** 30 30 751 Loans and notes payable 94,901 31 752 Accounts payable interline and other balances 117,231 31 Audited accounts and wages 32 753 150,107 159.328 32 100,401 94,655 33 754 Other accounts payable 33 755, 756 41,844 47,152 34 34 Interest and dividends payable 757 7,289 35 35 Payables to affiliated companies 36 759 Accrued accounts payable 1,205,980 1,185,551 36 37 760, 761, 761 5 37 762 258,505 Taxes accrued 291,474 763 Other current liabilities 64,771 38 38 66,779 764 Equipment obligations and other long-term debt 39 due within one year 173,377 288,296 TOTAL CURRENT LIABILITIES 40 2 129,505 2.228.136 40 Non-Current Liabilities 765, 767 Funded debt unmatured 851,695 881,917 Equipment obligations 42 766 557,170 628,513 42 711,800 43 766 5 Capitalized lease obligations 605,827 43 768 44 Debt in default 44 45 769 45 Accounts payable affiliated companies 46 770.1, 770 2 Unamortized debt premium (37,556 (40,118) 46 47 781 Interest in default 47 783 Deferred revenues - transfers from govt authorities 226,276 48 48 160,506 49 Accumulated deferred income tax credits 6,966,135 6,723,256 49 50 771, 772, 774; 50 775, 762, 784 Other long term liabilities and deferred credits 1,861,278 1 509,591 51 **TOTAL NON-CURRENT LIABILITIES** 11,136,798 10.469.492 51 Shareholders' Equity 791, 792 52 Total capital stock 52 53 Common stock 53 54 Preferred stock 54 55 Discount on capital stock 55 56 794, 795 Addit:onal capital 6,077,848 6,276,040 56 Retained earnings 57 797 Appropriated 57 58 796 7,509,272 Unappropriated 6,548,419 58 59 798 1 Net unrealized loss on noncurrent marketable 59 equity securities 60 798 5 Less treasury stock 60 61 Net stockholders equity 13,587,121 12,824,460 61 62 TOTAL LIABILITIES AND SHAREHOLDERS EQUITY 26,853,424 25,522,088 62 NOTES AND REMARKS

	Initials: BNSF · · · Year 2002 · · · · · · · · · · · · · · · · ·	
	200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTE (Dollars in Thousands)	S'C'
	Solution Information	_
	The notes listed below are provided to disclose supplementary information on matters which have an important effect	on the financial
ndıti	on of the carrier. The carrier shall give the particulars called for herein and where there is nothing to report, insert the w	
	tion thereto shall enter in separate notes with suitable particulars other matters involving material amounts of the chara-	
	ted in financial statements under generally accepted accounting principles, except as shown in other schedules. This in	
	ing (1) service interruption insurance policies and indicating the amount of indemnity to which respondent will be entitle ge losses and the maximum amount of additional premium respondent may be obligated to pay in the event such losse	
her r	ailroads, (2) particulars concerning obligations for stock purchase options granted to officers and employees, and (3) w	
ve b	een made for net income or retained income restricted under provisions of mortgages and other arrangements	
 Amo	ount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and to	orsinking funds,
rsua	nt to provisions of reorganization plans, mortgages, deeds of trust, or other contracts	• • • • • •
Setu	nated amount of future earnings which can be realized before paying Federal income-taxes because of unused and ava	alable net
	ng loss carryover on January 1 of the year following that for which the report is made \$ None	
-	en la companya de la companya de la companya de la companya de la companya de la companya de la companya de la La companya de la co	
• •	Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension with the prior year	on costs,
Cat	See Note 2 on page 9	
		-
	The second of th	
(D)	State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the See Note 2 on page 9	pension runa
(c)	Is any part of the pension plan funded?Specify Yes X No 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
	If funding is by insurance, give name of insuring company None	: : : : : : : : : : : : : : : : : :
	3	
••	If funding is by trust agreement, list trustee(s) Northern Trust Company	
	Date of trust agreement or latest amendment June 21, 1996 If respondent is affiliated in any way with the trustee(s), explain affiliation Not Affiliated	
	- See-Note 2 on page 9	
		- ,
(d)	List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating chargement	narges under the
	See Note 2 on page 9	
_		_ _ ,
(e)	Is any part of the pension plan fund invested in stock or other securities of the respondent or its affillates? Specify Ye if yes, give number of the shares for each class of stock or other security	No X
-	if yes, give, number of the shales for each class of stock of other security	
	A the street of	
	Are voting rights attached to any securities held by the pension plan? Specify Yes - No X	
٠-	If yes, who determines how stock is voted?	1
	whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610)
State	Yes X No	
State		,
-		
•	The amount of employer's contribution to employee stock ownership plans for the current year was \$-None	
a) -	The amount of employer's contribution to employee stock ownership plans for the current year was -\$-None	

7	Give particulars with respect to contingent assets and liabilities at the o	close of th	ie yea	ar, in accordance with instruction 5-6 in the Uniform
Sy	stem of Accounts for Railroad Companies, that are not reflected in the	amounts	of the	respondent
Dis	sclose 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 3 on page 12

- (a) Changes in valuation accounts
- Marketable equity securities
 None

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

(b) At 12/31/02, gross unrealized gains and losses pertaining to marketable equity securities were as follows

	Gains	l.osses
Current	\$0	\$0
Noncurrent	\$0	\$0

(c) A net unrealized gain (loss) of \$0 on the sale of marketable equity socurities was included in net income for 2002. The cost of securities was based on the N/A (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. None

NOTE 12/31 / 02 Balance sheet date of reported year unless specified as previous year

•

NOTES TO FINANCIAL STATEMENTS

Note 1

Communication of the second Changes to Company Organization and Reporting Presentation

Section of the second The Burlington Northern and Santa Fe Railway Company and its majority-owned subsidiaries (collectively, BNSF Railway or Company) is a wholly-owned subsidiary of Burlington Northern Santa Fe Corporation (BNSF). BNSF Railway operates one of the largest railroad networks in North America with approximately 33,000 route miles covering 28 states and two Canadian provinces. Through one operating transportation services segment, BNSF Railway transports a wide range of products and commodities including the transportation of Consumer Products, Coal, Industrial Products and Agricultural Products, derived from manufacturing; agricultural and natural resource industries, which constituted 38 percent, 23 percent, 23 percent and 16 percent, respectively, of total freight revenues for the year ended December 31, 2002.

BNSF Railway was formerly known as the Burlington Northern Railroad Company (BNRR). On December 31, 1996, The Atchison, Topeka and Santa Fe Railway Company (ATSF) merged with and into BNRR and the name of the surviving entity, BNRR, was changed to The Burlington Northern and Santa Fe Railway Company. Additionally, on January 2, 1998, BNSF Railway's parent, Santa Fe Pacific Corporation (SFP), merged with and into BNSF Railway.

Note 2

Retirement and Contribution Plans

BNSF Railway sponsors a funded, noncontributory qualified BNSF-Railway Retirement Plan, which covers substantially all non-union employees and an unfunded, nonqualified BNSF Railway Supplemental Retirement Plan, which covers certain officers and other employees. The benefits under these BNSF Railway plans are based on years of credited service and the highest fiveyear average compensation levels BNSF Railway's funding policy is to contribute annually not less than the regulatory minimum and not more than the maximum amount deductible for income tax purposes with respect to the funded plan.

Certain salaried employees of BNSF Railway that have met certain age and years of service requirements are eligible for medical benefits and life insurance coverage during retirement. The retiree medical plan is contributory and provides benefits to retirees, their covered dependents and beneficiaries. Retiree contributions are adjusted annually. The plan also contains fixed deductibles, coinsurance and out-of pocket limitations. The basic life insurance plan is noncontributory and covers retirees only. Optional life insurance coverage is available for some retirees; however, the retiree is responsible for the full cost. BNSF Railway's policy is to fund benefits payable under the medical and life insurance plans as they come due. Employees beginning salaried employment with BNSF Railway subsequent to September 22, 1995, are not eligible for medical benefits during retirement. The state and the second district and the second district a state of second sec

Components of the net (benefit) cost for these plans were as follows (in millions):

Medical and Life

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Year Ended December 31,	int ⇔ tole of t	2	002****	2.5 - 2.5	2001 ^{a c h} 1	200	2	20	001
Service cost	· ·	\$	15	\$	13	\$	6	\$	4
Interest cost	Deam leader		· 100°	1. Jes. 10.	ਾਂ 10 2 ਪ	a esta p	21· `	•	18
Expected return on plan assets			(127)		(136)		-		
Curtailments/settlements			-		10		-		3
Special termination benefits			2		18		-		-
Actuarial loss			1		1		3		-
Net amortization and deferred amounts			2		2		-		-
Net (benefit) cost		\$	(7)	\$	10	\$	30	\$	25

NOTES TO FINANCIAL STATEMENTS

The following tables show the change in benefit obligation and plan assets of the plans based on a September 30 measurement date (in millions):

Medical and Life

	Pension E	Benefits			
Change in Benefit Obligation	2002	2001	2002	2001	
Benefit obligation at beginning of period	\$ 1,507	\$ 1,419	\$ 314	\$ 247	
Service cost	15	13	6	4	
Interest cost	100	102	21	18	
Plan participants' contributions	-	-	5	4	
Amendments	2	-	(12)	-	
Actuarial loss	117	68	54	61	
Curtailments/sottlements	(13)	8	-	3	
Special termination benefits	, 2	18	-	-	
Benefits paid	(119)	(121)	(25)	(23)	
Benefit obligation at end of period	\$ 1,611	\$ 1,597	\$ 363	\$ 314	

Medical and Life

	Pension	Benefits	Benefits			
Change in Plan Assets	2002	2001	2002	2001		
Fair value of plan assets at beginning of period	· \$ 1,345	\$ 1,577	\$ -	\$ -		
Actual return on plan assets	(67)	(115)	-	· <u>-</u>		
Settlements	(13)	-	-	-		
Employer contribution	5	4	20	19		
Plan participants' contributions	-	•	5	4		
Benefits paid	(119)	(121)	(25)	(23)		
Fair value of plan assets at end of period	\$ 1,151	\$ 1,345	\$ -	<u> </u>		

The following tables show the reconciliation of the funded status of the plans with amounts recorded in the Consolidated Balance Sheets (in milions):

Medicai and Life Pension Benefits **Benefits** December 31, 2002 2001 2002 2001 Funded status \$ (460) \$ (162) \$ (363) \$ (314) Unrecognized net loss 479 169 111 60 Unrecognized prior service cost (3) (6) (12)(1) Unamortized net transition obligation Net amount recognized 16 4 (264)(255)

NOTES TO FINANCIAL STATEMENTS

Medical and Life

							Medica	il and L	.ite	- 1
The second second second second	1	Pension	Benefits		-Benefits					
December 31,		20	002	200)1	2	002		2001	-
Amounts recognized in the consolidated										
balance sheets consist of:										
Prepaid benefit cost		- \$	-	\$	42	\$	-		\$	-
Accrued benefit liability	. :: :		(352)		(50)		(264)	: `	(25	5)
Accumulated other comprehensive loss	•, •		368		12	".	32.5	• •	1	- :
Net amount recognized	_	\$	16	\$	4	\$	(264)		\$ (25	<u></u> 5)
•	-									_

The assumptions used in accounting for the BNSF Railway plans were as follows:

Medical and Life -

California i

		Pension Be	enefits	Benefits		
Assumptions		2002	2001	2002 ' ' 2001		
Discount rate	 -	6.5%	7.0%	6.5% ' 7.0%		
Rate of increase in compensation levels		3.9%	4.0%	Turnesconding to the Li		
Expected return on plan assets		8.5%	9.5%			

For purposes of the medical and life benefits calculations for 2002, the assumed health care cost trend rate for both managed care and non-managed care medical costs is 11 percent and is assumed to decrease one percent for each future year until the ultimate rate of five percent is reached in 2009 and remain constant thereafter. Increasing the assumed health care cost trend rates by one percentage point would increase the accumulated post-retirement benefit obligation by \$36 million and the combined service and interest components of net post-retirement benefit cost recognized in 2002 by \$3 million. Decreasing the assumed health care cost trend rates by one percentage point would decrease the accumulated post-retirement benefit obligation by \$30 million and the combined service and interest components of net post-retirement benefit cost recognized in 2002 by \$3 million.

Defined Contribution Plans

BNSF Railway sponsors 401(k) plans which cover substantially all employees. BNSF Railway matches 50-percent of the first six percent of non-union employees' contributions and matches 25 percent on the first four percent of a limited number of union employees' contributions, which are subject to certain percentage limits of the employees' earnings, at each pay period. Depending on BNSF Railway's performance, non-union employees can receive an additional matching contribution of up to 30 percent of the first six percent at the end of the year. Employer contributions for all non-union employees are subject to a five-year length of service vesting schedule. BNSF Railway's 401(k) matching expense was \$15 million, \$14 million and \$16 million in 2002, 2001 and 2000, respectively.

· Other

Under collective bargaining agreements, BNSF Railway participates in multi-employer benefit plans which provide certain post-retirement health care and life insurance benefits for eligible union employees. Insurance premiums paid attributable to retirees, which are generally expensed as incurred, were \$20 million, \$18 million and \$15 million; in 2002, 2001 and 2000, respectively.

NOTES TO FINANCIAL STATEMENTS

Note 3

Contingent assets and liabilities

Guarantees

Debt guaranteed by the Company is as follows:

				(uarantee	s		
	BNSF Railway Ownership Percentage	,	Principal Amount Guaranteed		Maximum Future Payments		aximum ecourse unt (a)	Remaining Term (in years)
Counterparty								
Kinder Morgan Energy Partners LP Kansas City Terminal Intermodal	0.5%	\$	190	\$	190	\$	-	Termination of Ownership
Transportation Corporation The Unified Government of Wyandotte County/Kansas City,	0.0%	\$	70	\$	118	\$	118	16
Kansas	. 0.0%	\$	14	\$	24	\$	-	20
Westside Internodal Transportation								
Corporation	0.0%	\$	45	\$	78	\$	-	20
San Jacinto Partnership	49.0%	\$	-	\$	-	\$	-	N/A
All other	0.0%	\$	19	\$	23	\$	7	Various

(a) - Reflects the maximum amount the Company could recover from a third party other than the counterparty.

Kinder Morgan Energy Partners LP

Santa Fe Pacific Pipelines, Inc (SFPP), an indirect, wholly-owned subsidiary of BNSF Railway, has a guarantee in connection with its remaining special limited partnership interest in SFPP, L.P. All obligations with respect to the guarantee will cease upon termination of ownership rights which would occur upon a put notice issued by BNSF Railway or the exercise of the call rights by the general partners of SFPP, L.P.

Kansas City Terminal Intermodal Transportation Corporation

BNSF Railway and another mejor railroad jointly and severally guarantee \$70 million of debt of Kansas City Terminal Intermodal Transcortation Corporation, the proceeds of which were used to finance construction of a double track grade separation bridge in Kansas City, Missouri, which is operated and used by Kansas City Terminal Railway Company (KCTRC). BNSF Railway has a 25 percent ownership in KCTRC and accounts for its interest using the equity method of accounting.

The Unified Government of Wyandons County/Kansas City, Kansas and Westside Intermedal Transportation Corporation
Proceeds of guaranteed debt are being used to finance construction of a bridge that will connect BNSF Railway's Argentine
Yard in Kansas City, Kansas, with the KCTRC mainline tracks in Kansas City, Missouri. The bridge will be operated by KCTRC.

San Jacinto Partnership

BNSF Railway has agreed to guarantee approximately \$85 million of debt, none of which was issued as of December 31, 2002. The proceeds from the debt are to be used to construct and operate a 13-mile railroad which will service several chemical and plastics manufacturing facilities in the Houston, Texas area. In addition, BNSF Railway has advanced the San Jacinto Partnership \$16 million in interim construction financing which is expected to be repaid in 2003 when the debt is expected to be issued.

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

41, -

CONTACT AND SINCE SHOW

All other

BNSF Railway guarantees \$19 million of other debt and leases including the guarantee of the residual value of certain leased assets totaling approximately \$6 million BNSF holds a performance bond and has the option to sub-lease property to recover up to \$7 million of the \$19 million of guarantees. These guarantees expire between 2006 and 2014.

Other than the performance bond discussed above, there is no collateral held by a third party which BNSF Railwav could obtain and liquidate to recover any amounts paid under the above guarantees

Other than amounts recorded for capitalized leases, none of the guarantees above are recorded in the Consolidated Financial Statements of the Company. BNSF Railway does not expect performance under these guarantees to have a material effect on the Company in the foreseeable future. 11-2-2 142-17

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Hedging activities

Fuel

Fuel costs represented 11, 13 and 13 percent of total operating expenses during 2002, 2001 and 2000, respectively. Due to the significance of diesel fuel expenses to the operations of BNSF Railway and the historical volatility of fuel prices, the Company maintains a program to hedge against fluctuations in the price of its diesel fuel purchases. The intent of the program is to protect the Company's operating margins and overall profitability from adverse fuel price changes by entering into fuel-hedge instruments. based on management's evaluation of current and expected diesel fuel price trends. However, to the extent the Company hedges portions of its fuel purchases, it may not realize the impact of decreases in fuel prices. Conversely, to the extent the Company does not hedge portions of its fuel purchases, it may be adversely affected by increases in fuel prices. Based on fuel consumption during 2002 and excluding the impact of the hedging program, each one-cent increase in the price of fuel would result in approximately \$11, million of additional fuel expense on an annual basis.

The fuel hedging program includes the use of derivatives that are accounted for as cash flow hedges. As of December 31, 2002, BNSF Railway had entered into fuel swap and costless collar agreements utilizing West Texas Intermediate crude oil (WTI). The hedge prices do not include taxes, transportation costs, certain other fuel handling costs, and any differences which may occur between the prices of WTI and the purchase price of BNSF Railway's diesel fuel, including refining costs. The sum of all such costs typically ranges between 12 and 30 cents per gallon. The tables below provide fuel hedge data for the WTI fuel hedges outstanding at December 31, 2002. AND THE SECOND REPORTED TO A CONTRACT OF A PROPERTY OF THE PRO

·		Qu	larter Ended ੀ ੀ ਜੀਵ	y den central de la li	
2003	March 31,	June 30,	September 30,	December 31,	Annual
WTI Swaps		-,61.,	1 13 anda 14 151T (F24, THE 11 EHR 12	15 4 5 7 5
Barrels hedged (in thousands) Equivalent gallons hedged (in millions)		, 600	600		, 2,400
Equivalent gallons hedged (in millions)	^{25.20}	25.20	25.20	25.20	100.80
Average swap price (per barrel)	\$20.41	\$20:52	20.59 \$20.59	19.00 TOTE \$20.67	\$20.55
Fair value (in millions)	- \$4 ء . ، -	1X12.≪ \$3 ,	A 55199900 01 7 \$2/	municalM : hD \$2 a	a i i o \$11
WTI Collars	5 574 20 % 1	The transfer of the second	daleout uns DETO	X or desension of Sc	ato a Corp.
Barrels hedged (in thousands)	3,450	3,450	2,100	2,100	11,100
Equivalent gallons hedged (in millions)	144.90	:CuEX 144.903	つみ yini こ J 88.20i	<i>ยาก</i> ายาเสย 88.20 ป	``ro∵.466.20
Average cap price (per barrel)	\$29,16	\$27.89	\$26.63,	343, 24, 326,05	5; \$27.70
Average floor price (per barrel)	\$24.92	\$23.50	\$22.24	\$21.65	\$23.35
Fair value (in millions)	\$7	\$4	\$1	\$1	\$13
				70 27.	

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NOTES TO FINANCIAL STATEMENTS

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u	Jan le		

2004	March 31,	June 30,	September 30,	December 31,	Annual				
WTI Swaps '									
Barrels hedged (in thousands)	525	525	525	525	2,100				
Equivalent gallons hedged (in millions)	22.05	22.05	22.05	22.05	88.20				
Average swap price (per barrel)	\$20.68	\$20.64	\$20.61	\$20.58	\$20.63				
Fair value (in millions)	\$2	\$2	\$1	\$1	\$6				
WTI Collars			•						
Barrels hedged (in thousands)	90 0	900	900	900	3,600				
Equivalent gallons hedged (in militions)	37.80	37.80	37.80	37.80	151.20				
Average cap price (per barrel)	\$25.10	\$24.96	\$24.90	\$24.88	\$24.96				
Average floor price (per barrel)	\$20.69	\$20.51	\$20.38	\$20.35	\$20.48				
Fair value (in millions)	\$1	\$ -	\$ -	\$ -	\$1				

Quarter Ended

2005	March 31,	June 30,	September 30,	December 31,	Annual	
WTI Collars						
Barrels hedged (in thousands)	750	750	750	750	3,000	
Equivalent gallons hedged (in millions)	31.50	31.50	31.50	31.50	126.00	
Averago cap price (per barrel)	\$24.89	\$24.88	\$24.68	\$24.88	\$24.88	
Average floor price (per barrel)	\$20.41	\$20.40	\$20.37	\$20.35	\$20.38	
Fair value (in millions)	\$ -	\$ -	\$ -	\$ -	\$ -	

As of December 31, 2002, BNSF Railway's total fuel hedging program covered approximately 49 percent, 20 percent and 10 percent of estimated fuel purchases for 2003, 2004 and 2005, respectively. Hedge positions are closely monitored to ensure that they will not exceed actual fuel requirements in any period.

As a result of adopting SFAS No. 133, the Company recorded a cumulative transition benefit of \$56 million, net of tax, to AOCI related to fuel hedging transactions as of January 1, 2001. Subsequent changes in fair value for the effective portion of derivatives qualifying as hedges are recognized in Other Comprehensive Income (OCI) until the purchase of the related hedged item is recognized in earnings, at which time changes in fair value previously recorded in OCI are reclassified to earnings and recognized in fuel expense.

The amounts recorded in the Consolidated Statements of Income since the adoption of SFAS No. 133 for fuel hedge transactions were as follows (in millions):

Year Ended December 31,	2002		2001	
Hedge benefit	\$	50	\$	48
Tax effect		19		18
Hedge benefit, net of tax	\$	31	\$	30

Since the adoption of SPAS No. 133, the ineffective portion of fuel hedge transactions has been de minimis.

The amounts recorded in the Consolidated Balance Sheets for fuel hedge transactions were as follows (in millions):

December 31,	2002		2001	
Fuel hedging asset (liability)	\$	31	\$	(4)
Tax effect		12		(2)
Amount included in AOCI, not of tax	\$	19	\$	(2)
Settled fuel hedging contracts receivable (payable)	\$	29	\$	(3)

Amounts recorded in AOCI represent the fair value less the ineffective portion of unexpired hedges.

BNSF Railway measures the fair value of hedges from data provided by various external counterparties. To value a swap, the Company uses a three-month average of forward commodity prices for the period hedged. The fair values of costless collars are calculated and provided by the corresponding counterparties.

Year 2002 Road Initials: BNSF

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANTORY NOTES-Continued THE STATE WHEE GRANT BEAUTY OF A SAME PARTY OF A PARTY OF A PARTY OF A PARTY OF A SAME

NOTES TO FINANCIAL STATEMENTS COLUMN A WORLD DISTOR

Interest Rate

From time to time, BNSF Railway enters into various interest rate hedging transactions for purposes of managing exposure to fluctuations in interest rates and establishing rates in anticipation of future debt issuances as well as to convert a portion' of its fixed-rate long-term debt to floating-rate debt. The Company uses an interest rate swap as part of its interest rate risk management strategy.

As of December 31, 2002, BNSF Railway had entered into one swap on a notional amount of \$100 million in which it pays a floating rate, which fluctuates quarterly, based on LIBOR. The floating rate to be paid by BNSF Railway as of December 31, 2002, was 5.98 percent and the fixed rate BNSF Railway is to receive is 8.63 percent. This swap will expire in 2004r

The amounts recorded in the Consolidated Statements of Income since the adoption of SFAS No. 133 for the interest rate fair value hedge transaction was as follows (in millions):

Year Ended December 31,	2002	2001
Hedge benefit	\$ 2	\$ -
Tax effect	- · <u> </u>	
Hedge benefit, net of tax	\$ 1	\$ -

A CHAMBOOK AND SERVICE The amounts recorded in other assets with a corresponding increase to debt on the Consolidated Balance Sheets for the interest rate fair value hedge transaction, which represents the fair value of the unexpired hedge, was as follows (in millions):

	December 31, -		 -	-				 2002		2001	
į	Short-term interest rate hedging ass	et		_				 , \$, 1		\$	-
	Long-term interest rate hedging asset	et		. '	•	:	.,	' \$ - À	- '*"(- \$	-
							 -	 	-	5 0 0 5 1	

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Lease Commitments

BNSF Railway has substantial lease commitments for locomotives, freight cars, trailers and containers, office buildings and other property, and many of these leases provide the option to purchase the leased item at fair market value at the end of the lease. However, some provide fixed price purchase options. Future minimum lease payments (which reflect leases having noncancelable lease terms in excess of one year) as of December 31, 2002, are summarized as follows (in millions):

	CAPITAL	OPERATING
DECEMBER 31,	LEASES	LEASES
2003		, s. \$10, 23, 425
2004	109	428
2005	·109·	
2006	108	367 2 4 4
2007.	96	X31 TO 19 334 19 C
Thereafter the control of the contro	e <u>ee. al 927281</u>	, -286;6 6 adet non c
Total	803.	\$ 5,537
Less amount representing interest	157	
Present value of minimum lease payments	\$646-	0.760.50 (0.660.0

Lease rental expense for all operating leases was \$448 million, \$443 million and \$428 million for the years ended December 31, 2002, 2001 and 2000, respectively. Contingent rentals and sublease rentals were not significant.

Other Commitments

In the normal course of business, the Company enters into long-term contractual requirements for future goods and services needed for the operations of the business. Such commitments are not in excess of expected requirements and are not reasonably likely to result in performance penalties or payments that would have a material adverse effect on the Company's liquidity.

Road Initials: BNSF Year 2002

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

Casually and Environmental

Personal injury claims, including work-related injuries to employees, are a significant expense for the railroad industry. Employees of BNSF Railway are compensated for work-related injuries according to the provisions of the Federal Employers' Liability Act (FELA). FELA's system of requiring the finding of fault, coupled with unscheduled awards and reliance on the jury system, contributed to significant increases in expense in past years. ENSF Railway has implemented a number of safety programs to reduce the number of personal injuries as well as the associated claims and personal injury expense.

BNSF formed a wholly-owned subsidiary, Budington Northern Santa Fe Insurance Company, Ltd. (BNSF IC), in the second quarter of 2002. BNSF IC provides insurance coverage for certain punitive damage risks incurred after April 1, 1998, FELA claims, railroad protective and force account insurance claims incurred after January 1, 2002, and certain other claims which are subject to reinsurance. During the year ended December 31, 2002, BNSF Railway had paid and expensed premiums of \$133 million to BNSF IC for such coverage. At December 31, 2002, there was no unamortized premium remaining in the Consolidated Balance Sheets.

The Company recognized personal injury expenses of approximately \$94 million, \$195 million and \$168 million during 2002, 2001 and 2000, respectively for claims not insured by BNSF IC. BNSF Railway made payments for personal injuries of approximately \$179 million, \$173 million and \$178 million in 2002, 2001 and 2000, respectively. At December 31, 2002 and 2001, the Company had recorded liabilities of \$373 million and \$458 million, respectively, related to both asserted and unasserted personal injury claims. Of these amounts, \$166 million and \$184 million, respectively, are included in current liabilities. BNSF Railway's liabilities for both asserted and unasserted personal injury claims are undiscounted.

The Company's operations, as well as those of its competitors, are subject to extensive federal, state and local environmental regulation. BNSF Railway's operating procedures include practices to protect the environment from the risks inherent in railroad operations, which frequently involve transporting chemicals and other hazardous materials. Additionally, many of BNSF Railway's land holdings are and have been used for industrial or transportation-related purposes or leased to commercial or industrial companies whose activities may have resulted in discharges onto the property. As a result, BNSF Railway is subject to environmental cleanup and enforcement actions. In particular, the Federal Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA), also known as the Superfund law, as well as similar state laws generally impose joint and several liability for cleanup and enforcement costs on current and former owners and operators of a site without regard to fault or the legality of the original conduct. BNSF Railway has been notified that it is a potentially responsible party (PRP) for study and cleanup costs at approximately 30 Superfund sites for which investigation and remediation payments are or will be made or are yet to be determined (the Superfund sites) and, in many instances, is one of several PRPs. In addition, BNSF Railway may be considered a PRP under certain other laws. Accordingly, under CERCLA and other federal and state statutes, BNSF Railway may be held jointly and severally liable for all environmental costs associated with a particular site. If there are other PRPs, BNSF Railway generally participates in the cleanup of these sites through cost-sharing agreements with terms that vary from site to site. Costs are typically allocated based on relative volumetric contribution of material, the amount of time the site was owned or operated, and/or the portion of the total site owned or operated by each PRP.

Environmental costs include initial site surveys and environmental studies of potentially contaminated sites as well as costs for remediation and restoration of sites determined to be contaminated. Liabilities for environmental cleanup costs are initially recorded when BNSF Railway's liability for environmental cleanup is both probable and a reasonable estimate of associated costs can be made. Adjustments to initial estimates are recorded as necessary based upon additional information developed in subsequent periods. BNSF Railway conducts an ongoing environmental contingency analysis, which considers a combination of factors including independent consulting reports, site visits, legal reviews, analysis of the likelihood of participation in and the ability of other PRPs to pay for cleanup, and historical trend analyses.

BNSF Railway is involved in a number of administrative and judicial proceedings and other mandatory cleanup efforts at approximately 415 sites, including the Superfund sites, at which it is participating in the study or cleanup, or both, of alleged environmental contamination. The Company recognized environmental expenses of approximately \$43 million, \$51 million and \$40 million during 2002, 2001 and 2000, respectively. BNSF Railway paid approximately \$49 million, \$72 million and \$49 million during 2002, 2001 and 2000, respectively, for mandatory and unasserted cleanup efforts, including amounts expended under federal and state voluntary cleanup programs. BNSF Railway has recorded liabilities for remediation and restoration of all known sites of \$196

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Road Initials: BNSF Year 2002 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANTORY NOTES-Continued

NOTES TO FINANCIAL STATEMENTS

million at December 31, 2002, compared with \$202 million at December 31, 2001. Of these amounts, \$51 million and \$53 million, respectively, are included in current liabilities. BNSF Railway's environmental liabilities are not discounted. BNSF Railway anticipates that the majority of the accrued costs at December 31, 2002, will be paid over the next five years and no individual site is considered to be material.

Liabilities recorded for environmental costs represent BNSF Railway's best estimates for remediation and restoration of these sites and include both asserted and unasserted claims. Unasserted claims are not considered to be a material component of the liability. Although recorded liabilities include BNSF Railway's best estimates of all costs, without reduction for anticipated recoveries from third parties, BNSF Railway's total cleanup costs at these sites cannot be predicted with certainty due to various factors such as the extent of corrective actions that may be required, evolving environmental laws and regulations, advances in environmental technology, the extent of other parties' participation in cleanup efforts, developments in ongoing environmental analyses related to sites determined to be contaminated, and developments in environmental surveys and studies of potentially contaminated sites. As a result, future charges to income for environmental liabilities could have a significant effect on results of operations in a particular quarter or fiscal year as individual site studies and remediation and restoration efforts proceed or as new sites arise. However, management believes it is unlikely any identified matters, either individually or in the aggregate, will have a material adverse effect on BNSF Railway's results of operations, financial position or liquidity.

Other Claims and Litigation

BNSF Railway and its subsidiaries are parties to a number of legal actions and claims, various governmental proceedings and private civil suits arising in the ordinary course of business, including those related to environmental matters, Federal Employers! Liability Act claims by BNSF Railway employees, other personal injury claims, and disputes and complaints involving certain transportation rates and charges (including complaints seeking refunds of prior charges paid for coal transportation and the prescription of future rates for such movements). Some of the legal proceedings include claims for punitive as well as compensatory damages, and a few proceedings purport to be class actions. While the final outcome of these matters cannot be predicted with certainty, considering among other things the meritorious legal defenses available and liabilities that have been recorded along with applicable insurance, it is the opinion of BNSF Railway's management that none of these items, when finally resolved, will have a material adverse effect on the results of operations, financial position or liquidity of BNSF Railway, although an adverse resolution of a number of these items could have a material adverse effect on the results of operations in a particular quarter or fiscal year.

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Railroad Annual Report R-1

of operations for the year

on line 25

ine i No	Cross Check	Item	Amount for current year	Arnount for preceding year	_	Passenger-related revenue & expenses	Lir
í		(a)	(b)	(c)	(d)	(e)	1
		ORDINARY ITEMS					
		OPERATING INCOME					l
ı		Railway Operating Income					ı
1		(101) Freight	8,866,158	9,084,283	8,866,158		1
2		(102) Passenger	1				2
3		(193) Passenger-related			11.71 (C. 11.71)		3
4		(104) Switching	27,734	25,019	27,734		14
5		(105) Water transfers					5
6		(106) Demurrage	33,994	58,513	33,994		1
7		(110) Incidental	29,433	26,755	29,433		7
8		(121) Joint facility - credit	5,601	6,452	5,601		L
9		(122) Joint facility - debit					٤
10		(501) Railway operating revenues (Exclusive of transfers	<u> </u>	[1
		from government authorities-lines 1-9)	8,962,920	9,201,022	8,962,920		L
11		(502) Railway operating revenues - transfers from					1
		government authorities		Registre, and the delete.			L
12	ļ	(503) Railway operating revenues - amortization of	Į.				!
		deferred transfers from government authorities					L
13.		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	8,962,920	9,201,022	8,962,920		
14	•	(531) Railway operating exp∈nses	7,337,877	7,452,194	7,337,877		Ľ
15		Net revenue from railway operations	1,625,043	1,748,828	1,625,043		Ľ
16		OTHER INCOME (506) Revenue from property used in other than carrier operations					
17		(510) Miscellaneous rent income	<u> </u>			at Lang gran	Ť
18		(512) Separately operated properties - profit			E LIE		-
19		(513) Dividend income (cost method)	400	425		GARAGE AND	T
20		(514) Interest income	27,608	33,467	3124. 72-42-3765	The state of the s	1:
21		(516) Income from sinking and other funds	22			医学生 50% 东海	T
22		(517) Release of premiums on funded debt	1		學是多學術的	25 种人品车辆炸	Γ
23		(518) Reimbursements received under contracts and		,			Γ
		agreements	l		地名美国		
24		(519) Miscellaneous income	52,451	21,534	は文学的は一部	医除了一种人的基础	Γ
		Income from affiliated companies 519	1				Г
25		a. Dividends (equity rnethod)					1
26		b Equity in undistributed earnings (losses)				是是特數學例	Ŀ
7		TOTAL OTHER INCOME (lines 16-26)	80,481			经验, 多数。	Ŀ
8		TOTAL INCOME (lines 15, 27)	1,705,524	1,804,449	是一种自然的	"""""""""""""""""""""""	Ŀ
. 1		MISCELLANEOUS DEDUCTIONS FROM INCOME	i	Š			ı
9		(534) Expenses of property used in other than carner			3.75		1
_		operations	<u> </u>		种。主党和的	4. "是这个	┡
30		(544) Miscellaneous taxes		ļ		· 通知的 · 1980年	Ŀ
1		(545) Separately operated properties-Loss	 			では、行業を利用さ	Ľ
2		(549) Maintenance of investment organization	_			HANL PROGRE	Ŀ
3		(550) Income transferred under contracts and agreements	 			的自然的	-
4		(551) Miscellaneous income charges	21,222	84,045		のない。実施を記録	Ŀ
5		(553) Uncollectible accounts TOTAL MISCELLANEOUS DEDUCTIONS	ļ		西京 福等部位 。	2400 Sept. 400	L
6			21,222	84,045			l :

18	Road Initials: BNSF	Year 2002
NOTES AND REMARKS FOR SCHEDULE 210 AND	220	
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220. RETAINED EARNINGS

(Dollars in Thousands) من المنظمة الم

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

Line	Cross	Item	Retained	Equity in Undistributed	Line
No	Check		Earnings -	Earnings (Losses) of	No
140	CHOOK		Unappropriated	Affiliated Companies	'''
	l	(a)	(b)	(c)	Į
1		Balances at beginning of year	6,368,146	180,273	1
2		(601 5) Prior period adjustments to beginning retained earnings		 	2
		CREDITS	T		
3		(602) Credit balance transferred from income	948,364	12,477	3
4		(603) Appropriations released			4
5		(606) Other credits to retained earnings	12		5
6		TOTAL CREDITS	948,376	12,477	6
		DEBITS			
7	1	(612) Debit balance transferred from income	1	Ì	7
8		(616) Other debits to retained earnings			8
9		(620) Appropriations for sinking and other funds			9
10		(621) Appropriations for other purposes			10
11		(623) Dividends. Common stock			11
12		Preferred stock (1)			12
13		TOTAL DEBITS			13
14		Net increase (decrease) during year (Line 6 minus line 13)	948,376	12,477	14
15		Balances at close of year (lines 1, 2, and 14)	7,316,522	192,750	15
16		Balances from line 15 (c)	192,750	N/A	16
17		(798) Total unappropriated retained earnings and equity in			17
		undistributed earnings (losses) of affiliated companies	1		
		at end of year	7,509,272		
18		(797) Total appropriated retained earnings			18
19		Credits during year \$ 0		N/A	19
20		Debits during year \$ 0			20
21		Balance at close of year \$ 0			21
\dashv		Amount of assigned Federal income tax consequences	†		
22	i	Account 606 S 0			22
23	l	Account 616 \$ 0	1		23

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

20 .			_	_	,	<u></u>	_			_						·	-T			·	""	ad	7~-	_	: E	3N5	SF Year	2002
		ş. Ş	-	2	3	4	o d	P	- -	6	2			٧				Line	2 €	Ξ			╄	₽	╄—	2		
	t End of Year	in Treasuny (h)	JNCN						-		NONE			· .	-	• • •	Additional	Capital S	(a)	6,275,040			21.621		(219,813)	6,077,848		
ale and delivery or are y the respondent All y are considered to	Book Value at End of Year	Outstanding (9)	-						-		-		,		•	=	y Stock	S Amount	(8)	ENCN						NONE		
ny respect Issues It e propur oxficer for site propur oxficer for sites from control to anceled or mined, they		Outstanding	jö,								1,300						Treasury Stock	No of Shares	(0)	FINCN						NCN		
al class, if different in a standing for the various seeled and placed with purchaser who holds if respondent, and not o	f Snarus	In Treasury (NONE					· · · · · · · · · · · · · · · · · · ·			NONE	JURING YEAR	٠	-	ilum (a))	Stock	- F Amount	(6)	-						-	-	
AL STOCK TAL STOCK housands) is issues of any genera d, in treasury, und outs icates are signed and is ien sold to a bone fide en sold to a bone fide eacquired by in for the	Number of Sharus	pensal :	000'1				† -				000'1	PART II. SUMMARIY OF CAPITAL STOCK CHANGES DURING YEAR	housands)		cable to the dems in co		Common Stock	No. of Shares	(p)	1,000		+				1,000		
230. CAPITAL STOCK PARIT CAPITAL STOCK (Dollars in Thousands) (distinguishing separate issues of an eres authorized, issued, in treasury, ally issued when certificates are sign to be actually issued when sold to a bottlally outstanding it reacquired by:		, Authorized	1,000		•					 	1,000	RIV OF CAPITAL'S	(Dollars in Thousands)	•	in treasury stock arolin	treasury stock ring the year stes to this schedule	Stock	S Amount	(c)	EINON		 	- 			HONE	_	
cck of the respondent, state in the respondent, state in the number of sn haldered to be noming they are considered to be seen sidered to be acceptant to be acceptant to be acceptant to the see considered to be acceptant to the see considered to be acceptant.		, Far Vatue , (b).	06.007						 	- - 	1,000.00	PART II. SUMMA).eai	orgianec, common an	ferec, common, and to see in capitel stock du	Professed Stock	No of Spares	(£)	NONE				— · 		NONE	, seed.	
Disclose in column (a) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect. Present in column (b) the particulars of the various issues of capital stock of the respondent, distinguishing separate issues of any general class, if different in any respect. Disclose in columns (c), (d), (e), and (f) the required information concerning the number of shares authorized, issued, in treasury, and outstanding for this report, rupins, stock and other separatemy to be normally issued when certificates are signed and issued with the propor ontoer for sale and delivery or are pleaged or otherwase placed in items specially in the respondent are considered to be actually issued when said to a borna fide purchase who holds them free from centrel by the respondent are considered to be actually outstanding.		Class of Stock	Common BNSf											The purpose of this pair is to disclose capital stoor, charges during the year. Column (a) presents the items to be disclosed	committy presents are tens to two usus, but the number of strates of professional and treasury stock ambitrable to the tens in column (a). Columns (a), and (f) people disclosure of the number of strates of professional and treasury stock ambitrable to	Columns (s), (e), and (g) require the disclosure of the book value of prefered, common, and treasury stock Disclose in column (h) the additional paid-in cepital realized from changes in capital stock during the year Unusual circumstances arising from changes in capital stock shall be fully explained in focinates to this schedule		Teri Tieri	į	Balance at beginning of year	Capital stock sold	Capital stock reacquired	Other (1) OCI Fuel	Salary Exchange Program	Minimum Pension Liability Adj. (2)	Balance at close of year	(1) Vanous posting adjustments (2) Based on axtuanal figures, the supplemental pension liabil.fy was oecreased.	
1 Dis 2 Pre 4 For 886	<u> </u>	No.	1 Co	2	- -	4	, "	_	80	6	10		F	- 8			-	E e	▔▔	7	2 5	╀	15	16	Ц	_ 	(1) Van (2) Bası	

240. STATEMENT OF CASH FLOWS! (Dollars in Thousands)

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

No Check Cash received from operating revenues Dividends received from affiliates Cash pad for operating expenses Interest received Interest received Cash pad for operating expenses Interest pad (net of amounts capitalized) Income taxes pad RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES Line Cross Description Check (a) Cincent Year Previous Year Income from continuing operations Description Check Check Check Check Coss Description Corest Description Corest Check Check Corest Description Corest Check C			ons are part cash and part noncash, only the cash portion shall be reported directly in the	statement of cash	flows Refer to F	AS
Line Cross Description (a) (b) (c) No. Chreck (b) (c) No. Check (c) (c) No. Check (c)	Statem	ent No	95, Statement of Cash Flows, for further details		√ - .	
No Check Cash received from operating revenues 2 Dividends received from affiliates 2 Dividends received from affiliates 3 Interest received 1 State 1 State 1 State 1 State 1 State 2			CASH FLOWS FROM OPERATING ACTIVITIES		 =	
No Check Cash received from operating revenues 2 Dividends received from affiliates 2 Dividends received from affiliates 3 Interest received 1 State 1 State 1 State 1 State 1 State 2	Line	Cross	Description	Current Year	Previous Year	Line
2 Dividends received from affiliates 2 3 Interest received 3 Interest received 3 3 Interest received 3 3 3 1 1 1 1 1 1 1	No	Check	(a)			∍ No '
3	1		Cash received from operating revenues		:	1
Other income Income taxes paid Other net Sociate provided from a present paid (a) Income taxes paid Other net Sociate provided from season paid Net CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES Line Cross Description Other from continuing operations Other from continuing operations ADJUSTMENTS TO RECONCILE INCOME FROM CONTINUING OPERATIONS TO NET CASH PROVIDED BY OPERATING ACTIVITIES Line Cross Description (a) Current Year (b) No Check Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations Other from continuing operations of the from continuing operations of the from continuing operations of the from continuing operations of the from continuing operations of the from continuing operations of the from continuing operations of the from continuing operations (insess) of affiliates; 12,477 18,277 18 Obercase (increase) in undistributed earnings (losses) of affiliates; 12,477 18,277 19 Net cash provided from continuing operations (lines 10 through 18) 10,2237,794 11,235,504 11,2437,794 12,235,047 12 12 13 14 14 15 16 16 16 16 16 16 16 16 16 16 16 16 16	2	1	Dividends received from affiliates			2
Cash pard for operating expenses Interest paid (net of amounts capitalized) City Income laxes paid City Income laxes paid RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES Line Cross Description Current Year (b) Income from continuing operations ADJUSTMENTS TO RECONCILE INCOME FROM CONTINUING OPERATIONS TO NET CASH PROVIDED BY OPERATING ACTIVITIES Line Cross Description Cross Description (c) Incurrent Year (d) Previous Year (d) No Check Cross Description Cross Description (e) Incurrent Year (p) Previous Year (p) No Check Cross Description (a) Incurrent Year (b) Cross Description (c) No Check Incurrent Year (d) Incurrent Year (e) No Check Incurrent Year (e) No Check Incurrent Year (e) No Check Incurrent Year (g) No Check In	3	1	Interest received			3
Interest paid (net of amounts capitalized)	4		Other income .		•	. 4
7 Income taxes paid 7 8 Other - niet 7 9 NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 1 through 8) 9 RECONCILIATION OF NET INCOME TO NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 1 through 1 thro	5		Cash paid for operating expenses			<u>" 5</u>
8 Other-niet 9 NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8) RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES Line Cross Description (a) (b) Previous Year (c) Net Check (a) (c) Net Check (a) (b) Previous Year (b) Net Check (b) Previous Year (b) Net Check (c) Net Check (a) (c) Net Check (d) Previous Year (b) Net Check (d) Previous Year (d) Net Check (d) Net Check (d) Previous Year (d) Net Check (d) Net Change in temporary cash investments not qualifying as cash (d) Net Change in temporary cash investments not qualifying as cash (d) Net Change in temporary cash investments and advances (d) Net Change in temporary cash investments and advances (d) Net Change in temporary cash investments not qualifying as cash (d) Net Change in temporary cash investments not qualifying as cash (d) Net Change in temporary cash investments not qualifying as cash (d) Net Change in temporary cash investment and advances (d) Net Change	6		Interest paid (net of amounts capitalized)	. ,		. 6
RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES Line Cross Description (b) (c) No (c) N	7		Income taxes paid		1	7
Line Cross	8		Other - net			8
Line Cross Description Current Year Previous Year Line Check (a) (b) (c) (9	I	NET CASH PROVIDED BY OPERATING ACTIVITIES (lines 1 through 8)	t ,		9
No Check (a)	Line	Cross		` '	3	Line
Income from continuing operations				l .		- No
ADJUSTMENTS TO RECONCILE INCOME FROM CONTINUING OPERATIONS TO NET CASH PROVIDED BY OPERATING ACTIVITIES Line Cross					`,,	10
Cross Description Current Year Previous Year Lin (b) (c) No (c) (d) (d) (e)		JUSTME				·
No Check (a)	,,,,,,			1		:
No Check (a)	Line	Cross	Description	Current Year	Previous Year	Line
Depreciation and amortization expenses 929,843 907,885 12 13 Net increase (decrease) in provision for Deferred Income Taxes 440,816 .319,287 13 14 Net decrease (increase) in undistributed earnings (losses) of affiliates 12,477 18,277 14 15 Decrease (increase) in accounts receivable .88,980 .125,520 15 15 Decrease (increase) in material and supplies and other current assets (24,656) -22,306 16 17 Increase (decrease) in current liabilities other than debt (23,790) .102,673 17 18 Increase (decrease) in other - net .	No		(a)	· i (b) ·		. No
Net increase (decrease) in provision for Deferted Income Taxes 440,816 .319,287 11	11		Loss (gain) on sale or disposal of tangible properly and investments	(50,462)	(19,783)	11
Net decrease (increase) in undistributed earnings (losses) of affiliates 12,477 18,277 14	12		Depreciation and amortization expenses :	929,843	907,885	12
Decrease (increase) in accounts receivable -88,980 125,520 15	13		Net increase (decrease) in provision for Deferted Income Taxes	440,816	-319,287	13
Decrease (increase) in material and supplies and other current assets (24,656) - 29,306 16 Increase (decrease) in current liabilities other than debt (23,790) 102,673 17 Increase (decrease) in other - net (95,255) (100,080) 18 Increase (decrease) in other - net (95,255) (100,080) 18 Net cash provided from continuing operations (lines 10 through 18) 2,237,794 2,335,047 19 Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items Increase (decrease) in other - net (95,255) (100,080) 18 Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20) 2,237,794 2,335,047 21 CASH FLOWS FROM INVESTING ACTIVITIES (Current Year Previous Year Line (a) (b) (b) (c) 10,254 22 Proceeds from sale of property (a) (c) 1,358,236) (1,459,187) 22 And (Subtract) cash generated (paid) by reason of discontinued (b) (c) 1,358,236) (1,459,187) 22 Capital expenditures (1,358,236) (1,459,187) 22 Proceeds from sale of property (1,358,236) (1,459,187) 22 Proceeds from sale/repayment of investment and advances (25)	114		Net decrease (increase) in undistributed earnings (losses) of affiliates;	12,477	18,277	14
Decrease (increase) in material and supplies and other current assets (24,656) - 29,306 16 Increase (decrease) in current liabilities other than debt (23,790) 102,673 17 Increase (decrease) in other - net (95,255) (100,080) 18 Increase (decrease) in other - net (95,255) (100,080) 18 Net cash provided from continuing operations (lines 10 through 18) 2,237,794 2,335,047 19 Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items Increase (decrease) in other - net (95,255) (100,080) 18 Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20) 2,237,794 2,335,047 21 CASH FLOWS FROM INVESTING ACTIVITIES (Current Year Previous Year Line (a) (b) (b) (c) 10,254 22 Proceeds from sale of property (a) (c) 1,358,236) (1,459,187) 22 And (Subtract) cash generated (paid) by reason of discontinued (b) (c) 1,358,236) (1,459,187) 22 Capital expenditures (1,358,236) (1,459,187) 22 Proceeds from sale of property (1,358,236) (1,459,187) 22 Proceeds from sale/repayment of investment and advances (25)	15		Decrease (increase) in accounts receivable	- 88,980	125,520	15
Increase (decrease) in other - net (98,255) (100,080) 18 Net cash provided from continuing operations (lines 10 through 18) 2,237,794 2,335,047 19 Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20) 2,237,794 2,335,047 21 CASH FLOWS FROM INVESTING ACTIVITIES (Current Year (b) Previous Year Line (c) (a) (b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c	16) (24,656)	29,306	16
Increase (decrease) in other - net (98,255) (100,080) 18 Net cash provided from continuing operations (lines 10 through 18) 2,237,794 2,335,047 19 Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20) 2,335,047 21 CASH FLOWS FROM INVESTING ACTIVITIES Line Cross Description (b) 2,237,794 2,335,047 21 Cash Flows From Investment and advances (1,358,236) (1,459,167) 22 Proceeds from sale of property 62,167 21,548 22 And (Subtract) cash generated (paid) by reason of discontinued (peration) 2,237,794 2,335,047 21 Cash Flows From Investment and advances (2,335,047) 21 Carrent Year Previous Year Line (b) (c) (c) (d) (d) (d) (d) (d) (d) (d) (d) (d) (d	17		Increase (decrease) in current liabilities other than debt	(23,790)	102,673	17
Net cash provided from continuing operations (lines 10 through 18) 2,237,794 2,335,047 19 Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20) 2,337,794 2,335,047 21 CASH FLOWS FROM INVESTING ACTIVITIES Line Cross Description Current Year (b) 2 (c) 4 No (b) 2 (c) 4 No (c) 4 (d) (d) (d) (d) (d) (d) (d) (d) (d) (d)	·18		Increase (decrease) in other - net		(100,C80)	· 18
Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items 21 NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20): 2,237,794 2,335,047 21 CASH FLOWS FROM INVESTING ACTIVITIES Line Cross Description Current Year (b): 2 (c): No (b): 2 (c): No (19			2,237,794		19
operations and extraordinary items 21 NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20): 2,237,794 2,335,047 21 CASH FLOWS FROM INVESTING ACTIVITIES Line Cross Description (a) Current Year Previous Year (b) = (c) = No (b)	20		Add (Subtract) cash generated (paid) by reason of discontinued	. · : i		. 20
CASH FLOWS FROM INVESTING ACTIVITIES Line Cross Description Current Year Previous Year Line (b) = (c) = No Check (a) (b) = (c) = No Check (a) (b) = (c) = No Check (a) (b) = (c) = No Check (a) (b) = (c) = No Check (b) = (c) = No Check (a) (b) = (c) = No Check (b) = (c) = No Check (b) = (c) = No Check (c) = (c) = (c) = No Check (c) = (1 1 1		
Line Cross Description Current Year Previous Year Line No Check (a) Current Year Previous Year Line (b) (b) (c) (c) No Check (a) (b) (d) (d) (e) (e) No Check (a) (d) (d) (e) (e) (e) (e) (e) (e) (e) (e) (e) (e	21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20): ; ; ;	2,237,794	2,335,047	21
No Check (a)			CASH FLOWS FROM INVESTING ACTIVITIES		<u> </u>	,
Proceeds from sale of property Capital expenditures Net change in temporary cash investments not qualifying as cash equivalents Proceeds from sale/repayment of investment and advances 25 Proceeds from sale/repayment of investment and advances 26 27 28 29 20 21 21 24 25 26 27 27 28 29 20 20 20 20 20 20 20 20 20	- 1			1		Line
Capital expenditures : (1,358,238) (1,459,187) = 23 Net change in temporary cash investments not qualifying as cash equivalents Proceeds from sale/repayment of investment and advances : 25	_	Check				No
Net change in temporary cash investments not qualifying as cash equivalents Proceeds from sale/repayment of investment and advances	_					22
equivalents 25 Proceeds from sale/repayment of investment and advances 25 25				i · (1,358,236)	(1,459,187)	≥ 23
	24					- 24
OS Durchage area of long form investment and advances	25		Proceeds from sale/repayment of investment and advances : i	, ,		25
zo Furchase price of long-term investment and advances 26	26		Purchase price of long-term investment and advances			26
27 Net decrease (increase) in sinking and other special funds	27		Net decrease (increase) in sinking and other special funds			27
				(222,648)	(127,417)	28
29 NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28) (1,518,719) (1,565,056) 29	29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	(1,518,719)	(1,565,056)	29

(Continued on next page)

_	. Road Initials: BNSF	Year 2002	
OWS (Cor	rcluded)		
nde)	•	1	

240. STATEMENT OF CASH FL (Dollars in Thousands)

CASH FLOWS FROM FINANCING ACTIVITIES

Lirie	Cross	Description	Current Year	Previous Year	Line
No	Check	(a)	(b)	(c)	No.
30		Proceeds from issuance of long-term debt			30
31		Principal payments of long-term debt	(289,884)	(277,356)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid		(358,228)	34
35		Other - not .	(479,101)	(179,921)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(768,985)	(815,505)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS			37
[(lines 21, 25, and 36)	(49,910)	(45,514)	İ
38		Cash and cash equivalents at beginning of the year -	77,909	123,423	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 36)	27,999	77,909	39
		Footnotes to Schedule	1		İ
Ī	ĺ	Cash paid during the year for			
40		Interest (net of amount capitalized) *	174,239	212,363	40
41		income taxes (net) *	178,006	278,181	41

* Only applies if indirect method is adopted

NOTES AND REMARKS

Year 2002 245. WORKING CAPITAL (Dollars in Thousands)

100

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

2 Carry out calculations of lines 9; 10, 20, and 24 to the nearest whole number.

١.				
Line	ltem	Source	Amount	Line
No	(a)		(b)	No.
	CURRENT OPERATING ASSETS			П
1	Interline and other balances (705)	Sched 200, line 5, col b	35,327	1
2	Customers (706)	Sched 200, line 6, col b	178,869	2
3	Other (707)	Note A	8,379	3
4	TOTAL CURRENT OPERATING ASSETS	Lines 1 + 2 + 3	222,575	4
Г	OPERATING REVENUE	The state of the same of the s		-
5	Railway operating revenue	Sched 210, line 13, col b	···~ · · · · 8,962,920	-5
6	Rent income	Note B	205,557	6
7	TOTAL OPERATING REVENUES "	Lines 5 + 6 · ·	9,168,477	7.
8	Average daily operating revenues	Line 7 – 360 days	25,468	8
9	Days of operating revenue in current			9
	operating assets	Line 4 - line 8	9	1
10	Revenue delay days plus buffer	Line 9 + 15 days	24	10
	CURRENT OPERATING LIABILITIES	\$ 1 · 1		
11	Interline and other balances (752)	Sched 200, line 31, col b	117,231	11
12	Audited accounts and wages payable (753)	Note A	160,107	12
13	Accounts payable - other (754)	Note A	100,401	13
14	Other taxes accrued (761 5)	Note A	162,281	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 through 14	540,020	15
	OPERATING EXPENSES	, ,		Г
16	Railway operating expenses	Sched 210, line 14, col b	7,337,877	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317, col h	896,170	17
18	Cash related operating expenses	Line 16 + line 6 - line 17	6,647,264	18
19	Average daily expenditures	Line 18 - 360 days	18,465	19
20	Days of operating expenses in current			20
	operating liabilities	Line 15 - line 19	29	
21	Days of working capital required	Line 10 - line 20 (Note C)		21
22	Cash working capital required	Line 21 x line 19		22
23	Cash and temporary cash balance	Sched 200, line 1 + line 2, col b	27,999	23
24	Cash working capital allowed	Lesser of line 22 or line 23		24
	MATERIALS AND SUPPLIES			
25	Total materials and supplies (712)	Note A	225,860	25
26	Scrap and obsolete material included in account 712	Note A		26
27	Matenals and supplies held for common carrier			27
'	purposes	Line 25 - line 26	225,860	
28	TOTAL WORKING CAPITAL	Line 24 + line 27	225,860	28

NOTES:

- (A) Use common carrier portion only Common carrier refers to railway transportation service
- (5) 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

24	Road Initials: BNSF	Year 2002
NOTES AND REMARKS		
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	Railroad Ann	uai Report R-1

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 definition of affiliated companies, see the rules governing Account No. 721 "Investments and Advances, Affiliated Companies", in the Uniform System os 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) Carners-active
 - (2) Carriers-inactive
 - (3) Noncarriers-active
 - (4) Noncarriers-inactive
 - (B) Bonds (including US government bonds)
 - (C) Other secured obligations
 - (D) Unsecured notes
 - (E) Investment advances
- 3 The subclassification of classes (B), (C), (D), and (E) should be the same as 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 the names of the issuing corporations, the symbols and industrial classifications to be as follows

Symbol	Kind of Industry
I	Agriculture, forestry, and fisheries
H .	Mining
m	Construction
IV	Manufacuring
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 deposts, 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 noncamer companies, even though the securities held by such companies are largely or entirely those issued or assumed by carriers
- 7 By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs. An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs. If it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises.
 - 8. Combine, in one amount, investments in which the original cost or present equity in total assets is less than \$10 000
 - 9 Include investments in unincorporated entities such as lessee organizations. Exclude amounts normally settled on a current basis
- 10 Do not include the value of securities issued or assumed by respondent
- 11. For affiliates which do not report to the Surface Transportation Board and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities

313 INVESTMENTS AND ADVANCES AFFILIATED COMPANIES Dollars in Thousands

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

Line No.	Account No. (a)	Class No (b)	Kınd of Industry (c) VII	Name of Issuing Company and also lien referenc (include rate to: preferred stocks and bond (d)	is)	Extent of Control (e)	Line No
<u> </u>	721	A-1		Alameda Belt Line	Common	50.00	
2			VII	Belt Railway Company of Chicago, The	Common	16.66	
3			VII	Central California Traction Company	Common	33.33	
4			VII	Central California Traction Company	Preterred	33 33	
5			VII	Houston Belt & Terminal Railway Company	Common	50.00	
6			VII	lowa Transfer Railway Company	Common	25.00	
7			VII	Kansas City Terminal Railway Company	Common	25.01	
8			VII	Longview Switching Company	Common	50.00	
9			VII	MT Properties Inc.	Common	43 30	
10			VII	Oakland Terminal Railway	Common	50.00	
31			VII	Paducah & Illinois Railroad Company Portland Terminal Railroad Company	Common	33.34	
12			VII	San Jacinto Rail Limited	General	40 00 49.00	
13			VII I VII	St. Joseph Terminal Railroad Company	Common	50.00	
15			- V	Sunset Railway Company	Common	50.00	
16			<u>\\</u>	Texas City Terminal Ra:lway Company	Common	33 13	
17			\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \	TTX Company	Common	17.24	
18			VII	Wichita Union Terminal Railway Company	Common	66.67	
19				Total Class A-1	COMMINION	00.07	19
20			 	TORE OLDER			20
21	721	Λ-3	VII	IRailMarketplace.com Inc	Preferred	14.98	
22			} ''	Total Class A-3		14.50	22
23			 				23
24	721	D-1	VII	St Joseph Terminal Railroad Company 6% Demand Note			24
25				Ti'X Company			25
26				Total Class D-1			26
27							27
28	721	D-3	X	Burlington Northern Santa Fe Corporation - BNSF Railway's pa	rent company		28
29	1			Kindar Morgan Energy Partners L. P			29
30				Total Class D-3			_30
31							31
32							32
33							33
34	[34
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47							47
48							17/
49							48 49
50							50
51							51

Road Initials BNSF

Year 2002

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

27

- 6. If any of the companies included in this schedule are controlled by respondent, the percent of control should be shown in column (e), In case any company listed is controlled other than through actual ownership of securities, give particulars in a footnote. In case of joint control, give names of other parties and particulars of control. Section 19 (19) And the second section of the second section of the second section (19) and the second section (19) are section (19) and the second section (1.75
- 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 the state of the s
- 9. Also include investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis). and the second second second
- 10. This schedule should not include securities issued or assumed by respondent 90.2 0.00
- Control of the Control of the State 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 10 500 65

<u> </u>		investments ar	nd Advances					1
. 「	$\overline{}$		Deductions (if		B	*	Dividends or	1.
.ine	Opening	Additions	other than sale,	Closing '	Disposed of	Adjustments	interest credited	
No.	Balance		' explain) '-	· : Balance	profit (loss)	Account 721.5	to income	١
_	<u>(f)</u>	(g)	(h)	(i)	(ι)	(k)	(1)	1
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Road Initials BNSF 310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES (Continued) (Dollars in Thousands)

No. 1 2 3 4 5 6 7 8	Account No (a). 721	Class No. (b) E-1	Kind of Industry (c) VII VII VII VII VII VII VII VII VII VI	Name of Issuing Company and also lien reference, if any (include rate for preferred stocks and bonds) (d) Alameda Selt Line Central California Traction Company Houston Belt & Terminal Railway Company Kansas City Terminal Railway Company Lorgovew Switching Company MT Properties Inc.	Extent of Control (e)	Line No.
1 2 3 4 5 6 7 8	(a).	(b)	(c) VII VII VII VII VII	(d) Alameda Selt Line Central California Traction Company Houston Belt & Terminal Railway Company Kansas City Terminal Railway Company Lorigview Switching Company	•	1 2 3 4
2 3 4 5 6 7			VII VII VII VII VII	Alameda Selt Line Central California Traction Company Houston Belt & Terminal Railway Company Kansas City Terminal Railway Company Lorigview Switching Company		3 4
2 3 4 5 6 7	721	<u></u>	. VII VII VII VII	Central California Traction Company Houston Belt & Terminal Railway Company Kansas City Terminal Railway Company Lorigview Switching Company		3 4
3 4 5 6 7 8		-	VII . VII VII	Houston Belt & Terminal Railway Company Kansas City Terminal Railway Company Lorigview Switching Company		3
5 6 7 8			VII VII	Kansas City Terminal Railway Company Longview Switching Company		4
5 6 7			VII	Lorigview Switching Company		
B 7 8			. VII		•	1 5
7 8						 6
8				Paducah & Illinois Railroad Company		 7
	i			Port Terminal Railroad Association		1 8
9			l vii	RailMarketplace.com Inc -		1 9
10	———-j·		Vii	St. Joseph Terminal Railroad Company		10
171	—— 		i vii	Sunset Railway Company		111
12	 -		Vii -	Tenninal Railroad Association of St. Louis		12
13			VII	Texas City Terminal Railway Company		13
14		<u> </u>	Vii	Wichita Terminal Association		14
15			VII	Wichita Union Terminal Railway Company		15
16				Total Class E-1		16
17			 			17
18				Equity Earning (Loss) - Schedule 310A		18
19			 			19
20			 	Grand Total Account ?21		20
21			i			21
22			<u> </u>			22
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29

Road Initials. BNSF

... Year 2002
310: INVESTMENTS AND ADVANCES: AFFILIATED COMPANIES .- (Concluded) (Dollars in Thousands)

<u> </u>	·—————	Investments ar	nd Advances				1 -	
Line No.	Opening Balance	Additions	Deductions (if other than sale, explain)	Closing : Balance	Disposed of profit (loss)	Adjustments Account 721 5	Dividends or interest credited to income	Line
	(f)	(g)	(h)	(i)	<u> </u>	(k)	(1)	1
1	(500)	<u> </u>		(500)				1.1
2	1,494	· · · · · · · · · · · · · · · · · · ·		1,494	<u></u>			2
3	11,125	3,370		14,495				3
4	. , 8,982			8,982		10000		-4
5	63			63				5
6	(369)			(369) 7 575			<u> </u>	6
7	575			, 575 1,100	······································	·		7
9 .	1,100	292		292	7			8
10	191	292		191	~	- : 	** #= #*	10
11	845			845				11
12	170			170		. 		112
13	. 30			30		,		12 13
14	4			4				1 13
15	844	··		844	7. 1. 1.			14 15
16	24,554	3,662		28,216				16
17		3,002			· · · · · · · · · · · · · · · · · · ·			17
18	180,273	12,477		192:750				18
19	100,270	12,777		102,700	****	 	, , , , , , , , , , , , , , , , , , , 	19
20	940,090	498,830		1,438,920		4	···· ; · · · · · · · · · · · ·	19 20 21 22 23 24 25
21	540,000	750,000		., .55,525	· · · · · · · · · · · · · · · · · · ·			21
22						- '		22
22 23						***************************************		23
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39						· · · · · · · · · · · · · · · · · · ·		39
40								40

310. NOTES AND REMARKS

	310. NOTES AND REMARKS	
		% Ownership
(1)	ALAMEDA BELT LINE	
1	The Burlington Northern and Santa Fe Railway Company	50.00
l	Union Pacific Railroad Company	50 00
l	•	100.00
(2)	BELT RAILWAY COMPANY OF CHICAGO, THE	
	CSX Transportation, Inc.	25 01
	Norfolk Southern Company	25.01
	The Burlington Northern and Santa Fe Railway Company	16 66
ł	Grand Trunk Western Railroad and Illinois Central Railroad Company	16.66
•	Soo Line Railroad Company	8.33
l	Union Pacific Railroad Company	<u>8 33</u> 100.00
	5,198 shares are held by Citibank, N A., Trustee, as collateral under the CB&Q Railroad	100.00
	Company First and Refunding Mortgage	
(2)	CENTRAL CALIFORNIA TRACTION COMPANY	
(3)	Union Pacific Railroad Company	56.67
	The Burlington Northern and Santa Fe Railway Company	33 33
	The Sallington College of the Colleg	100.00
(4)	HOUSTON BELT & TERMINAL RAILWAY COMPANY	
	The Burlington Northern and Santa Fe Railway Company	50.00
	Union Pacific Railroad Company	50.00
1	121 shares are held by Citibank, N.A., Trusteee, as collateral under the GN General Gold	100.00
	Bond Mortgage and the BNI Consolidated Mortgage.	
/ E\	WARA TRANSFER RAILWAY COMPANY	
(5)	IOWA TRANSFER RAILWAY COMPANY The Burlington Northern and Santa Fe Railway Company	25.00
	Union Pacific Railroad Company	25.00 25.00
	Heartland Rail	25.00
	Norfolk and Western Railway Company	25.00
		100.00
	161 shares are held by Citibank, N. A , Trustee, as collateral under the CB&Q Railroad Company	
	First and Refunding Mortgage.	
(6)	KANSAS CITY TERMINAL RAILWAY COMPANY	
	Uniori Pacific Railroad Company	41.67
	The Burlington Northern and Santa Fe Railway Company	25.01
	Kansas City Southern Railway Company	16.66
	iowa & Missouri Railway Company	8.33
	Norfolk Southern Railway Company	8.33
	5,485 shares are held by UMB of Kansas City, Missoun, Trustee, under Stock Trust Agreement dated	100.00
	June 12, 1909, and 5 shares are held by Citibank, N.A., Trustee, and on the CB&Q	
	Railroad Company First and Refunding Mortgage	
<i>(</i> 7`	LONOVIEW CHIEFO CONTAIN	
(7)	LONGVIEW SWITCHING COMPANY The Burlington Northern and Santa Fe Railway Company	E0.00
	Union Pacific Railroad Company	50.00 50.00
		100.00
	·	

'210 NOTES AND REMARKS

	'310 NOTE	ES AND FIEMARKS
	· · ' ·	% Ownership
(8)	MT PROPERTIES INC	,
ζ,	The Burlington Northern and Santa Fe Railway Company	43.30
	Union Pacific Railroad Company	42.09
,	-Soo Line Railroad Company	14 61
		100.00
	30,498 shares are subject to the liens of the BNI Consolidated Mort	
	Company First and Refunding Mortgage, the GN General Gold Bor Lien Mortgage and held as collateral by US Bank Trust Company, I	
	in the case of the BNI Consolidated Mortgage, and Citibank, N.A.,	
	mortgages listed.	Troatee, in the case of the other
9)	OAKLAND TERMINAL RAILWAY	the state of the s
	The Burlington Northern and Santa Fe Railway Company	50 00
	Union Pacific Railroad Company	50 00
		100,00
10)	PADUCAH & ILLINOIS RAILROAD COMPANY	Act of the transfer of the second
١٠,	The Burlington Northern and Santa Fe Railway Company	33.34
	Paducah & Louisville Railroad Company	33.33
	Canadian National Railroad Company	33.33
	Al A Trioton as collatoral unit	ter the CB&O Bailroad Company
	33 1/3 shares are held by Citibank, N.A, Trustee, as collateral under First and Refunding Mortgage.	er the CB&Q Railroad Company
	רוואל פווט הפוטווטוווט ואטינטפטים.	The second secon
	• •	gramma and the second s
11)	PORTLAND TERMINAL RAILROAD COMPANY	The second of th
	Union Pacific Railroad Company	60 00
	The Burlington Northern and Santa Fe Railway Company	<u> </u>
	-	100 00_
12)	SAN JACINTO RAIL LIMITED	
	The Burlington Northern and Santa Fe Railway Company	, , , , , , 48.00
	Bayport LLC (wholly-owned by The Burlington Northern and Santa	a Fe Railway Company) 1.00
	Bay Junction Inc.	17:00
	Basell Impact Holding Company	17.00 miles and the second of the control of the co
	Equistar Bayport, LLC Lyondell Bayport, LLC	8.50 8.50
	Lybriden Dayport, LLO	100.00
		(*)_ · · · · · · · · · · · · · · · · · ·
13)	ST JOSEPH TERMINAL RAILROAD COMPANY	in the control of the
	The Burlington Northern and Santa Fe Railway Company	50.00
	Union Pacific Railroad Company	50.00
		100.00
14)	CLINCET DAILWAY COMDANY	
4-7	The Burlington Northern and Santa Fe Railway Company	STEET OF THE SECOND VIEW OF THE SECURIOR OF STORES 00.
	Union Pacific Railroad Company	50'00
		100.00
451	TERMINAL BALLOCAR ARROCOLATION OF ST. LOUIS	WAS MIDDE BROTHER WEIN TO C
15)	TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS Missouri Pacific Railroad Company	1977 (2011) 14 FT 15 No. 2 T 5 13 T 1984 (14 T 1982 28,57
	CSX Transportation, Inc.	VICTOR OF NO A 1 stop 14:28
	Illinois Central Railroad Company	14.29
	The Burlington Northern and Santa Fe Railway Company	14.29
	St. Louis Southwestern Railway Company	14.29
	Norfolk Southern Railway Company	14.28
	2.059 sharps are hold by Citihaak N.A. Truston as collatoral unde	ar the CR&O Railroad Company
	2,058 shares are held by Citibank, N.A., Trustee, as collateral unde First and Refunding Mortgage dated February 1, 1921.	я те свач нашово сотрапу
	That and Heranding mongage dated February 1, 1921.	
6)	TEXAS CITY TERMINAL RAILWAY COMPANY	
•	Union Pacific Railroad Company	66.87
	The Burlington Northern and Santa Fe Railway Company	33 13
		100.00

	310 NOTES AND REMARKS	
		% Ownership
(17)	TTX COMPANY	
j '	Union Pacific Railroad Company	36.68
ŀ	CSX Transportation, Inc.	19 59
1	Norfolk Southern Railway Company	19.59
1	The Burlington Northern and Santa Fe Railway Company	17.24
	Canadian National Railway Company	1.57
l	Canadian Pacific Limited	1 57
	Illinois Central Railroad Company	1.57
ŀ	Florida East Coast Railway Company	0.93
1	Boston and Main Corporation	0.63
ĺ	Kansas City Southern Railway Company	0.63
		100.00
(18)	WICHITA UNION TERMINAL RAILWAY COMPANY	
[` '	The Burlington Northern and Santa Fe Railway Company	66.67
	Union Pacific Railroad Company	33.33
	. ,	100 00
(19)	RAILMARKETPLACE.COM. INC	
 ` '	The Burlington Northern and Santa Fe Railway Company	14 98
	Canadian National Railway Company	14.98
ł	Canadian Pacific Railway Company	14.98
i	CSX Transportation, Inc.	14.98
l	Norfolk Southern Railway Company	14.98
	Union Pacific Railroad Company	14.98
l	GE Information Services, Inc.	10 12_
		100 00
		

Road initials, BNSF	Year 2002		29D
			1.5%
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Undistributed Earnings From Certain Investments in common above included in Account 721, investments and Advances Affinised Companies Enter in column (c) the amount necessary to retreactively adjust those investments. (See instruction 5-2, Uniform System of Accounts) Enter in column (d) the share of undistributed earnings (i.e. drividends) or losses. 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 for definitions of carrier and noncarrier, see general instructions.	Undistributed mmcn stock included in Account 72	Undistributed Earnings From Certain Investments in Affiliated Companies of in Account 721, Investments and Advances Affiliated Companies so investments. (See instruction 5.2, Uniform System of Accounts).	un Investments in A	filiated Companies				
	mmen stock included in Account 72	1, Investments and Adv. (See instruction 5-2, U						•
	roactively adjust those investments smings (1 e., cividends) or losses of cost over equity in teral instructions.	net asset; (equity over	rentents and waveness Amaleo Configures instruction 5-2, Uniform System of Accounts) sets (equity over cost) at date of acquistion	mes Julis) Ion			,	
		200	Adustrania for	Equity in un-		Adjustment for investments dis-	200	
Line Name of issuing company and description of security held No	cription of security held	beginning of year	investments equity method	eamings (losces) during year	Amortization during year	written down during year	at close of year	Lina No.
Carriers (List specifics for each company) 1 Alameda Beit Line		(504)		(9)	(a)	Θ.	(9)	,
2 Central California Traction Company		(2,604)					(2,504)	2
		3,930		(1,851)			2,079	6
T		24					24	4
5 Kansas City Terminal Railway Company		09		(4,109)			(1,029)	49
7		(84)					(94)	
8 Oakland Terminal Railway		356		205			552	- [
		27		(6)			21	<u> </u>
10 Portland Terminal Railroad Company		(C:8)					(31C)	Ľ.
_		(380)		183			(207)	=
\neg		(253)		54			(204)	12
_		55		28			84	(3
		7,713		198			7,911	14
_		173,674		15,492			189 166	15
16 Wichita Union Termina! Railway Company		(641)					(641)	
							-	=
18 TOTAL CARRIERS	RS	180,273		12,477			192,750	₽
19								19
20				-				ន
21 Noncarriers (List specifics for each company)								21
22								22
								23
24 TOTAL NONCARRIERS	RERS							24
								32
26 TOTAL INVESTMENTS IN COMMON STOCK	OWMCN STOCK	180,273		12,477			192,750	5 8

Note Column (d) reflects equity in undistributed earnings (losses) during the year net of \$3,284 dividends received

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 930

	and the company of th
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
- All credits representing property sold, abandoned, or otherwise retires should be shown in column (f)

and the control of th

- 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 brior years' debits or credits from investment in road and equipment to operating expenses or other accounts, or vice versa, should be included in the column applicable to current items of like nature. Each such transfer, adjustment, or clearance should be fully explained when in excess of \$100,000.
- 7. If during the year an individual charge of \$100,000 or more was made to Account No 2, "Land for Transportation Purposes," state the cost, location, area, and other details which will identify the property in a footnote
- 8. Report on line 29, amounts not included in the primary road accounts. The items reported should be briefly identified and explained under Notes and Remarks," below. Amounts should be reported on this line only under special circumstances, usually after permission is obtained from the Board for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Board.
- 9 If during the year a segment of transportation property was acquired, state in a footnote the name of the vendor, the mileage acquired, and the date of acquisition, giving location and cost of the property to the respondent. Also furnish, a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.
- 10. If an amount of less than \$5,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state the amount used in a footnote

NOTES AND REMARKS

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

		·		Expenditures during	Expenditures during	1
			Balance at	the year for onginal	the year for purchase	l
Line	Cross		Beginning	road & equipment	of existing lines,	Lin
No	No.	Account	of year	& road extensions	reorganizations, etc.	N
		(a)	(b)	(c)	(d)	<u> </u>
1		(2) Land for transportation purposes	1,432,669			Ŀ
2		(3) Grading	1,881,901			نــا
3		(4) Other right-of-way expenditures	27,520	-		Ŀ
4		(5) Tunnels and subways	88,922			Ŀ
5		(6) Bridges, tresties and culverts	1,705,319			L
6		(7) Elevated structures			<u> </u>	Ľ
7		(8) Ties	3,284,757			Ŀ
8		(9) Rail and other track material	6,926,671		<u> </u>	Ľ
9		(11) Ballast	2,330,441			Ľ
10		(13) Fences, snowsheds and signs	51,824		ļ	Ľ
11		(16) Station and office buildings	600,970			Ľ
12		(17) Roadway buildings	37,736		<u> </u>	Ľ
13		(18) Water stations	6,071		ļ	╚
14		(19) Fuel stations	191,128		<u> </u>	Ľ
15		(20) Shops and enginehouses	437,298		ļ	Ľ
16		(22) Storage warehouses	ļ			_1
17		(23) Wharves and docks	2,489			Ľ
18		(24) Cost and ore wharves	22.913			Ľ
19		(25) TOFC/COFC terminals	477,629			_1
20		(26) Communications systems	660,620			_2
21	ļ	(2?) Signals and interlockers	1,955,857		ļ	_2
22		(29) Power plants	2,947		<u> </u>	_2
23		(31) Power transmission systems	23,766			2
24		(35) Miscellaneous structures	51,031			_2
25		(37) Roadway machines	278,860		<u> </u>	2
26		(39) Public improvements - construction	331,631			_2
27	—-	(44) Shop machinery	152,097			_2
28	;	(45) Power plant machinery .	3,997			1-2
29		Other lease/rentals	<u> </u>			<u> </u> _2
30		TOTAL EXPENDITURES FOR ROAD	22,967,064			<u> 3</u>
31		(52) Locomotives	2,530,048			_3
32	 	(53)- Freight train cars	1,255,205			$\frac{3}{2}$
33		(54) Passenger train cars				_3
34	`	(55) Highway revenue equipment	14,003			3
35	 -, ¦	(56) Floating equipment				3
36	~╁	(57) Work equipment	119,783		1	3
37		(58) Miscellaneous equipment	255.308			3
38	 ∔	(59) Computer systems & word processing equipment	278,006			3
39	}	TOTAL EXPENDITURES FOR EQUIPMENT	4,452,353			
40	,-	(76) Interest during construction	62,495			4
41 1	<u>}</u>	(80) Other elements of investment	10,165			4
42		(90) Construction work in progress GRAND TOTAL	428,850 27,920,927	 		4

	T :	1		T .	I	Т
		,	- :	'	}	
		Expenditures for additions	Credits for property retired	, Net changes	Balance at	١,
ne	Cross		1	, i	close of year	
lo	No	during the year	during the year	during the year (g)	(h)	"
_	 	,(e)	10.100	69,501	1,502,170	t
<u>1</u> 2					1,885,907	1
		- 36,144		4,006	30,420	1
3	-	2,990		2,900	88,984	1
<u>4</u> -		315.	253	47,341	7 1,752,660	1
5 5-	 	73,016	25,675	47,341	2 1,752,080	t
<u>}-</u>	 	200,892	20.000	164,627	3,449,384	H
_	 		36,265			1
<u>-</u>		434,310	188,014	246,296	7,172,967	7
9		201,304	37,722	163,582	2,494,023	1
0	 , 	3,044		2,469	54,293	•
1	┷	19,376	12,537	6,839	607,809	Т
2_		293		261	37,997	╀
3	 	(16)		706	6,777	╂╌
4			(35)		198,567	╀
5		39,693		34,786,	472,084	╀
6		·	<u> </u>		7 7 7 7 7	╀
7_		9,533		9,533	12,022	т
В.	 		10,637	(10,637)	12,276	_
9		181,288	1,027	180,261_	657,890	Т
<u> </u>	<u> </u>				729,912	•
1	-		232,927	(91,938)	1,863,919	1
2		(38)	5		2,904	1
3 _	- '		102		24,042	•
4	· . :	360_	''11	349	51,380	1
5	<u>'</u>	14,760	24.916	(10.156)	268,704	Ľ
6				29,939	361,570	Ľ
<u> </u>	. '	6,304		(629)	151,468	L
3				(78)	3,919	•
9,	<u> </u>					L
٥.		1,592,878				نبل
<u> </u>		184,843.	114,110.	70,733	2,600,781	L
<u></u>			. 60,160	(22,045)	1,233,160	
<u>.</u>	:		1	·	An in the Spherical Section 1	نسا
<u>-</u>			526	(526)	13,477	نــ
<u> </u>	. ,				aner_q 1. 9	نا
<u>.</u> .	٠, ـ	4,106	1,536	2,570_	122,353	نــا
,	, <u>.</u>	<u>.</u> 41		1	248,108	نبا
3_	٠. '	42,588	31.242	11,346	289,352	<u>L:</u>
_		. 269,693		54,878	4,507,231	نيا
_			6.115.	6,998	12 17 17 1 15 15 17 1 69,493	Ľ
	·		233	. ' (233)	9,932	Ľ
		(112,861)		(112,861)	315,989	Ľ
		1,762,823	- 887,057	875,766	28,796,693	. '
38 ₋ 39 40 41 42 43		. 269,693 			24	4,507,231 69,493 9,932 315,989

394

A 86 1

332. DEPRECIATION BASE AND RATES - ROAD AND EQUIPMENT-OWNED AND LEASED FROM OTHERS - (Dollars in Thousands)

- 1 Show in columns (b) and (e), for each primary account, the depreciation base used to compute depreciation charges for the month of January, and in columns (c) and (f), the depreciation charges for the month of December. In columns (d) and (g) show the composite rates used in computing depreciation charges for December, and on tines 30 and 39 or these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by apprying the primary account composite rates to the depreciation base used in computing the charges to December, and dividing that total by the total depreciation base for the same month. The depreciation base should not include cost of equipment used, but not owned, when the rents are included in rent for equipment and ≥ccount 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 thereform are included in the rent for equipment, accounts nos 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-22-00, 36-23-00, and 36-25-00. Inclusive. Composite rates used should be those prescribed or authorized by the Board, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give particulars in a footnote.
- 2 All leased property may be combined and one composite rate computed for each primary secount, or a separate schedule may be included for each such property
- 3 Show in columns (e), (f), and (g) data applicable to lessor property, when the rent therefore is included in accounts nos 31-11-00, 31-12-00, 31-21-00, 31-22-00, and 31-23-00, inclusive
- 4 If depreciation accruals have been discontinued for any account, the depreciation hase should be reported, nevertheless, in support of depreciation reserves. Authority for discontinuance of accruals should be shown in a footnote, indicating the effected account(s)
- 5 Disclosures in the respective sections of this schedule may be omitted it 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

		<u>ov</u>	NED AND USED		LEAS	ED FROM OTH	ERS	1
		r - Depreciat	on Dase	Annual	Depreciat	ion Dasa	Annual]
	,	1/1	12/1	composite			composite	1
Line	Account	At beginning	At close	rate	At beginning	At close	rate	Ы
No]	of year	of year	. %	of year	of year	%	İN
	(a) .	(b) -	_(c)	. (d)	(e)	(f)	(g)	İ
	noad		174					⇈
1	(3) Grading	1,881,901	1,621,232	121%	-	-	1	1
è	(4) Other right-of-way expenditures	27,520	29,507	2 10%			 	1 2
3	(5) Tunnels and subways	88,922	88,054	1 10%	-			1
4	(6) Bridges, trectles and culverts · ·	. 1,705,319	. 1,703,420	1,36%			1	+-
5	(7) Elevated sinuctures	1 1/14/21	- 1,110,121	l			 	١.
6	(8) lies	3,284,757	3,421,609	4 75%	TÚ I'AL ROAD AI	L	 	+
	(9) Rail and other track material	6,926,671	6,992,592	3 68%	TOTAL HOAD A	<u> </u>	 	
	(11) Ballast	2,330,441	2,443.945		EQUIPMENT LE	ASED EDOM	 	†-;
8		2,330,447	53,081	1 37%	EGOIPMENT LE	RSED FROM	 	† ;
١	(13) Fences, snowsheds and organs				OTHER IS I SO	C TILAN CO		_
10	(10) Station and office buildings	~ ~ GGC,970	603,401		OT: ICR3 IS LES	S I HAN 5%	 	∔- <u>¦</u>
11	(17) Floadway buildings	37,736	38,620	3 87%			 	₽1
12	(18) Water stations	6,071	7,585		OF TOTAL OWN	ED	 _	Ļ1
13	(19) Fuel stations	191,128	193.989	3 32%			! -	1-1-
14	(20) Shops and enginehouses	437,2 <u>09</u>	464,976	2 0 7%			ļ	1.
15	(22) Sturage warehouses		·				<u> </u>	1
16	(23) Wharves and docks	2,489	2,929	2 65%			<u> </u>	<u> </u>
17	(24) Coal and ore wharves	22,913	12,276	1 54%		**************************************		1
18	(25) TOFC/COFC terminals	477,629	500,392	3 69%			<u> </u>	11
19	(26) Communications systems	650,620	713,054	4 37%			<u></u>	14
20	(27) Signais and interlockers	1,955;857	1,860,636	3 26%			<u> </u>	2
21	(29) Power plants = = === +=== -=====================	2,947	2,903	··- 351%				<u> 2</u>
22	(31) Power transmission systems -	23,766	23,914	2 44%				2
23	(35) Miscellaneous structures ,	51,051	50,869	. 293%				2
24	(37) Roadway muclines	278,8£0	267,280	5 52%				2
25	(39) Public improvements - construction	331 631	356 032	1 86%			<u> </u>	7:
26	(41)-Shop machingry.	152,067-	152,558	4 27%			!	25
27	(45) Power plant machinery	3,997	3,751	3 24%				27
28	All other road accounts							2
29	Amortization (other than def projects)						 	T 25
30	TOTAL ROAD	21,534,395	21,812,720	3 19%]	30
	EQUIPMENT,						Î	Ť
31	(52) Locomotives" " ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' ' '	2,530,048	2,648,909	ว์ วัช%			i	31
32	(53) Freight train cars	1,255,205	1,284,290	3.97%				32
33	(54) Passenger train cars						I	33
34	(55) Highway revenue equipment	14,003	5,750	6 86%			1	34
35	(56) Floating equipment						I	35
36	(57) Work equipment	119,783	123,636	2 96%				3
37	(58) Miscellaneous equipment	255,308	248,988	9 76%				3
38	(59) Computer systems & WP equipment	278,006	255,651	16.89%				3
39	TOTAL EQUIPMENT	4,452,353	4,567,224	5 86%				39
40	GRAND TOTAL	25,986,748	26,379,944	NA			NA	40

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335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USED

1. 朱、智慧等。

(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

\vdash			Release		O RESERVE the year		RESERVE	Baiance	
I.	ا ا		Balance		trie year	During	the year	4	1,,,,,
Line			f at v	 Charges to 	, ,	Davi	Other	at close	Line No
No.	Check	Account	beginning	operating	Other	Retirements	debits		I MO.
	i . I	. (2)	of year	expenses (c)	credits (d)	(0)	(t)	year (g)	
<u> </u>	<u> </u>	(a)	· · -(p) · ·		· · (u) ·	(e)	(1)	(9)	├ ──
١.		ROAD		20.700	,	32.878		070 700	١.
1		(3) Grading	285,953	20,708	ļ			273,783	╁
2		(4) Other right-of-way expenditures	. 3,534	- 570 914	3	90 253		4,014	3
3	-	(5) Tunnels and subways	26,585					27,246	
4		(6) Bridges, trestles and culverts	220,732	22,452		27,126		216,058	-5-
5	\vdash	(7) Elevated structures				00.054		707 004	
6		(8) Ties	666,938	162,637		92,254		737,321	6
7_		. (9) Rail and other track material .	. 939,279	246,038		233,906	<u> </u>	. 951,411	7
8		(11) Ballast	569,394	97,752		42,723	• • • • • • • • • • • • • • • • • • • •	624,423	8
9		(13) Fences, snowsheds and signs	11,332	622		614	+ + + + + + + + + + + + + + + + + + +	11,340	9
10	<u> </u>	(16) Station and office buildings	129,756	7,568	5,651	6,892		136,083	10
11		(17) Roadway buildings	10,771	1,285				12,045	11.
12		- (18) Water stations	3,052	837	<u> </u>			3,889-	
13		. (19), Fuel stations	. 30,436	6,301				36,737	_13_
14		(20) Shops and enginehouses	106,892	3,007	~ 2,825	2,092		110,632	14
15		(22) Storage warehouses			· · · · · · · · · · · · · · · · · · ·				15
16		(23) Wharves and docks	1,239			95	-	1,144	16
17	انسا	(24) Coal and ore wharves	9,234	- 271		10,641		(1,136)	
18	-	(25) TOFC/COFC terminals	120,474 -	- 17,838		1,290		137,022	18
19		(26) Communications systems.	89,756	. 7.642	19,018	_21.430	ìn.		19
20		(27) Signals and interlockers	352,599	54,581		232,067		175,113	20
21		(29) Power plants	1,566	80		4		1,642	21.
22		(31) Power transmission systems	5,278	567		100		5,745	22
23		~(35) Miscellaneous structures ·-·	13,599	· · · -1 , 466	** == -	19-		15,046	23
24		(37) Roadway machines	102,680	4,368	5,137	19,779		92,406	24
<u>2</u> 5		(39) Public improvements - const.	43.203	6_115.		1,657		47,661	25
26		(44) Shop machinery	49,658	2,653	2.055	4,874		49,492	26
27		(45) Power plant machinery	(711)	74		76	2	(713)	
28		All other road accounts							28
29-		Amortization (adjustments)							29
30-		TOTAL ROAD ·	3,793;229	666,346	25,686	730;871		3,754,390	30
;· ·	·	EQUIPMENT							
31	۱۰	. (52)-Locomotives	- 527,388	122,300	1,337.		3737;1;	540.920	. 31 - 31
32		(53) Freight train cars	328,818	40,219		51,492	enti uns è	317,545	32
.33		(54) Passenger train cars	, ,, - , - , - ,				. ^		33
34		(55) Highway revenue equipment	9,837,	207		526.	31 mm h	9,518	34
35	-	(56) Floating equipment							35
36		(57) Work equipment	43,658	2,089		1,595		44:132	36
37		(58) Miscellaneous equipment .	137,099 -	18,986		7,037		149.048	-37
38		(59) Computer systems & WP equip	90,129	19,080		31,192		· ` + 78.017	38
39		Amortization (adjustments)					;-		39
40		TOTAL EQUIPMENT	1,136,929	202,801	. 1,337	201,887	-1	1,139,180	40
41		GRAND TOTAL	4.930,158	869.147	27.023	932.758		4.893,570	41
لنتا		GRAND TOTAL ,	+,33U,130	008,147	21,023	302,700		4,083,370	4'

NOTE: Credits in Column (d) represent transfers from depreciation expense to inventory and capital accounts to recognize allocated overhead costs

339. ACCRUED LIABILITY - LEASED PROPERTY

(Dollars in Thousands)

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

		I			ACCOUNTS		ACCOUNTS		1
			Balance		the year	During	the year	Balance	I.
	Cross	,	at	Charges to			45.11	at close	Line
No	Check	Account	beginning	operating	Other	Retirements	Other	Of	No
			of year	expenses	credits	(0)	debits (f)	year (g)	1
		(a)	(D)	(c)	(d)	(e)	(1)	(9)	╅——
		HOAD	}]	,				١.
1		(3) Grading	}	} _					1 1
٦	-	(4) Other right-of-way expenditures		<u> </u>	<u>'</u>				3
_3		(5) Tunnels and subways	↓ -	 					4
4		(6) Bridges, trestles and culverts	<u> </u>						5
5	-	(7) Elevated structures	 -			 			_
6		(8) Ties							6 7
7		(9) Rail and other track material		}		ļ			 ' 8
8		(11) Ballast	<u></u>	 					9
9		(13) Fences, snowsheds and signs	<u> </u>	<u> </u>					
10		(16) Station and office buildings	 _						10
11		(17) Roadway buildings	<u> </u>		<u> </u>	<u> </u>			
12		(18) Water stations	<u> </u>	NIA BAGER	DUI C				12
13		(19) Fuel stations		N/A BASED	JN 5% HULE				13
14		(20) Shops and enginehouses	<u> </u>	<u> </u>					14
15		(22) Storage warehouses	ļ	<u> </u>					15
16		(23) Wharves and docks		 					16
17		(24) Coal and ore wharves		ļ					17
18		(25) TOFC/COFC terminals	<u> </u>	ļ					18
19		(26) Communications systems]					19
20		(27) Signals and interlockers		<u></u>					20
21		(29) Power plants						,	21
22		(31) Power transmission systems		 					22_
23		(35) Miscellaneous structures		}					23
24	·	(37) Roadway machines		<u> </u>		ļ <u></u> -			24
25		(39) Public improvements - const		<u> </u>					25
26 27		(44) Strop machinery.* (45) Power plant machinery		<u> </u>					26 27
28 29		All other roan accounts Amortization (adjustments)	<u> </u>						28 29
30		TOTAL ROAD							30
30		ECUIPMENT							1
31		(52) Locomotives		1					31
32		(53) Freight train cars		 					32
33		(5.4) 5		}		<u>`</u>			33
34	·	. (54) Passenger train cars . (55) Highway revenue equipment		 					34
35	<u> </u>			 -					35
36		(56) Floating equipment	<u> </u>	}		———			36
37		(58) Miscellaneous equipment		 					37
38		(59) Computer-systems & WP equip							38
33		- Amortization (adjustments)		 					39
40		OTAL EQUIPMENT							1 40
31 1		- بساند المتالية المساحد	None ·	 				None	41

^{*} To be reported with equipment expenses rather than W&S expenses

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

Contract of the objective of

1 Show in column (b) for each primary account the depreciation base used in computing the depreciation charges for the month of January, and in column (c) show the depreciation base used in computing the depreciation charges for the month of December, in column (d) show the composite rates used in computing the depreciation charges for the month of December, and on lines 30 and 40 of these columns show the composite percentage of all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December and dividing the total so computed by the total depreciation base for the same month. This schedule should include only improvements to leased property charged to Account 732, "improvements on Leased Property." The composite rates used should be those prescribed or otherwise authorized by the Commission, 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 authorized rates. If any charges in rates were effective during the year, give full particulars in a footnote.

2 All improvements to leased properties may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property

3 If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves.

Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.

4 Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively 'However, tine 41; Grand Total, should be completed.

		Depreciatio	n hasa. —	Annual composite	7 <u> </u>
١		Depreciatio	T.	1	1
Line				rate	Line
No	Account		At close of year	- (percent)	No
┝	(a)	· · · · (b) · · ·	· ······ (c) · · · · · · · · · · · · · · · · · · ·	(d)'	↓
	The same of the sa				-
		'			, ,
1	(3) Grading			%	1 1
2	(4) Other right-of-way expenditures			* *	. 2
_	(5) Tunnels and subways		C 3.	14 'C 2 ' ' .	3
4	(6) Bndges, trestles, and culverts			1311'- 37 .	. 4
_	(7) Elevated structures			4.5	5
.6	(8) Ties		***************************************		6
		···-			7
_7.	 				
_)				8
_	(13) Fences, snow sheds, and signs				9
	(16) Station and office buildings		<u> </u>	 	10
	(17) Roadway buildings		L		11
12	(18) Water stations	N/A BASED OF	N 5% RULE	L	12
13	(19) Fuel stations			<u> </u>	13
14	(20) Shops and enginehouses	,		,	14
15	(22) Storage warehouses		-1 1 -5 H		15
_		, ,	2 "1 1	.:5	16
_	(24) Coal and ore wharves		- " ([17
Ī	(25) TOFC/COFC terminals		12011 1/2 :		18
	(26) Communication systems				19
	(27) Signals and interlockers				20
			5 W12 WT 15		
_	(29) Power plants		3 1 1/ 4/1 6 - 14	9 to 100 common and the common of	21
	(31):Power-transmission systems			<u> </u>	22
	(35) Miscellaneous structures	· · · · · · · · · · · · · · · · · · ·	J. 10, 11	, ,	23
	(37) Roadway machines				24
	(39) Public improvements - Construction	· ·	25.11		25
26	(44) Shop machinery *				26
27	(45) Power-plant machinery		115		27
28	All other road accounts				28
29	Amortization (Adjustments)				29
30					30
	EQUIPMENT				
31	(52) Locomotives			9-1 6-10 PM	31
	(53) Freight-train cars	4			32
	(54) Passenger-train cars				33
	(de) inginia) foreign adaption				34
	(56) Floating equipment	U-40 1/1 4/ 1 1 100 11 11			. 35
	(57) Work equipment				36
	(58) Miscellaneous equipment			ļ	37
	(59) Computer systems and word processing equip				38
	Amortization Adjustments				39
40	TOTAL EQUIPMENT				40
41	GRAND TOTAL	90,033	71,069		41

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

(Dollars in Thousands)

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

			Balance		O RESERVE the year		RESERVE the year	Balance	
Line No	Cross Check	Account	at beginning of year	Charges to operating expenses	Other credits	Retirements	Other debits	at close of year	Line No
	l	(a)	(b)	(c)	(d)	(e)	(f)	(g)	
		ROAD							П
1	<u> </u>	(3) Grading	<u> </u>		<u> </u>			L	1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways	TOTAL IMPRO	VEMENTS TO	ROAD LEAS	ED FROM O	HERS IS LE	SS THAN 5%	3
4	<u> </u>	(6) Bridges, trestles and culverts	OF TOTAL RO	AD OWNED		<u></u>			4
5		(7) Elevated structures	<u> </u>			<u> </u>			5
6		(8) Ties	<u> </u>		<u> </u>	<u></u>			6
	ļ	(9) Rail and other track material	<u> </u>						7
88	L	(11) Ballast	 		<u> </u>	<u> </u>			8
9		(13) Fences, snowsheds and signs	}						9
10	 -	(16) Station and office buildings			 				10
11	 	(17) Roadway buildings	_		 				11
12	<u> </u>	(18) Water stations			 				12
13		(19) Fuel stations							13
14		(20) Shops and enginehouses	 -		 				14
15 16		(22) Storage warehouses (23) Wharves and docks	å		<u> </u>				15
17		(24) Coal and ore wharves	-		 				16 17
18		(25) TOFC/COFC terminals	 		 				18
19		(26) Communications systems			<u> </u>				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	1		 				24
25		(39) Public improvements - const.			<u> </u>			·	25
26		(44) Shop machinory *			 				26
27		(45) Power plant machinery			d- :				27
28		All other road accounts							28
29		TOTAL ROAD							29
		EQUIPMENT							
30_	ــــا	(52) Locomotives			İ				30
31		(53) Freight train cars	TOTAL IMPRO	VEMENTS TO	EQUIPMENT	LEASED FR	OM OTHERS	IS LESS THAN	31
32		(54) Passenger train cars	5% OF TOTAL	EQUIPMENT	OWNED				32
33		(55) Highway revenus equipment							33
34		(56) Floating equipment							34
35		(57) Work equipment	<u> </u>						35
36		(58) Miscellansous equipment	Į						36
37		(59) Computer systems & WP equip	[37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL	19,386	4,633		18,960		5,059	39

^{*} To be reported with equipment expenses rather than W&S expenses

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350. DEPRECIATION BASE AND HATES - ROAD AND EQUIPMENT LEASED TO UTHERS

(Dollars in Thousands)

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

Depreciation Base Annual Beginning composite rate Line Line of year (percent) No No Account of year (c) (b) (d) (a) ROAD ALL DEPRECIATION EXPENSE FOR OWNED EQUIPMENT (3) Grading . (4) Other right-of-way expenditures LEASED TO OTHERS IS RECORDED IN BNSF'S OPERATING 2 (5) Tunnels and subways -EXPENSE AND TOTAL ROAD AND EQUIPMENT LEASED 3 TO OTHERS IS LESS THAN 5% OF TOTAL OWNED ROAD 4 · (6) · Bridges, treatics and culverts 4 AND EQUIPMENT - -(7) - Elevated structures 5 6 (8) Ties '* (9) Raii and other track material 8 (11) Bailası 9 (13) Fences, snowsneds and rights 10 10 | (16) Station and office buildings 11 (17) Roadway buildings 11 12 12 (18) Water stations 13 (19) Fuel stations 13 14 14 (20) Shops and enginehouses 15 (22) Storage warehouses 15 16 (23) Wharves and docks 16 (24) Coal and ore wharves 17 (25) TOFC/COFC terminals 18 19 (26) Communications systems 19 20 (27) Signals and interlockers , 20 21 (29) Power plants 21 22 22 (31) Power transmission systems 23 (35) Miscollaneous structures 23 24 (37) Roadway machines.... 24 25 (39) Public improvements - const. 25 (44)-Shop machinery *-----26 27 (45) Power plant machinery - -27 _ - All other road accounts --- --28 - TOTAL-ROAD -- EQUIPMENT 29 30 1(62) Locomotive's Full 1975 12 11 12 12 12 13 30 31/ (53) Froight train cors -- - - - - - - - - - -31 32 (54) Passenger train cars 32 (55) Highway revenue equipment 33 (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 **GRAND TOTAL** 39

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

Road Initials: BNSF ...

Year 2002 1

351. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT LEASED TO OTHERS....

... (Dollars in Thousands)

- 1 This schedule is to be used in cases where the related degreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00, and 32-23-00
- 2 Disclose credits and debits to Account 735, "Accumulated Depreciation Road and Equipment Property," during the year relating to road and equipment leased to others, the depreciation charges for which are not included in operating expenses of the respondent. (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent
- 3 If any entries are made for column (d) "Other credits" or column (f) "Other debits," state the facts occasioning such entries on page 39 A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr "
- 4 Disclosures in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased to others represents less than 5% of total road owned or total equipment owned, respectively However, line 39, Grand Total, should be completed.

			4.57.5	CREDITS T	O RESERVE	DEBITS TO	O RESERVE	T	
	l	.,	Balance-	√ ∿During	the year ·	During	the year	Balance	
Line	Cross -	.	at .	Charges to	T	1		at close	Line
No	Check	Account	beginning	operating	Other	Retirements	Other `	of ·	No
			of year	expenses	credits '	· · · · ·	debits	' ' year	٠ ا
_]		(a)	(b)	(c)	(d)	(e)	(f)	(g)	l
		ROAD							
1	}	(3) Grading	1]	1	<u>. </u>	.]	1
2		(4). Other right-of-way, expenditures		ALL DEPREC	IATION EXPEN	SE FOR OWN	ED EQUIPMEN	IT LEASED	2
3		' (5) Tunnels and subways	*	TO OTHERS	IS RECORDED	IN BNSF'S OF	PERATING EXP	ENSE IN	3
4		(6) Bridges, trestles and culverts		ADDITION, TO	OTAL ROAD AN	ID EQUIPMEN	T LEASED TO	OTHERS IS	. 4
5		(7) Elevated structures		LESS THAN	% OF TOTAL O	OWNED ROAD	AND EQUIPM	ENT	5
6		(8) Ties						[6
7		(9) Rail and other track material							7
В		(11) Ballast	2.		·				٠ 8
9		(13) Fences, snowsheds and signs			1				-9
10		(16) Station and office buildings					-1 4 100-		10
11		(17) Roadway buildings		-					11
12		(18) Water stations	•	•	-		/*** · · ·		-12
13		(19) Fuel stations		. 1-0	-				13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							.15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves			-				17
18		(25)-TOFG/COFC-terminals	. ــــ ــــ ــــــــــــــــــــــــــ			.,		<u>.</u> ,	. 18_
19		(26) Communications systems		wa				.,	19
20		(27)- Signals and interlockers					-	5V	20
21		(29) Power plants			-		*****	1	21
22		.(31) Power transmission systems_						I	22
23	~	(35) Miscellangous structures	12.002.20						23
24		(37) Roadway machines							24
25		(39) Public improvements - const					-1."	r -	25
26		(44) Shop machinery *					2, 2, 4,	. "5"	26
27		(45) Power plant machinery						1,70	27
28		All other road accounts					-	j	28
29		TOTAL ROAD	,, ,						29
. 1		EQUIPMENT			i i	2.7	5 8/t 770 - 1, T +	- d = 40 - 1	
3Õ	~	(52) Locomotives	;					- a-,	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	- 1 20	* **	L == · ==	227722	-· 		- 37 -
38		TOTAL EQUIPMENT							38
39	- 7	GRAND TOTAL · ·							39
	ليب	GIAND IOIAL							

	-6	 	 	471
•	• • • • •	 	 	
	•	 	 	
-		 	 	

To be reported with equipment expenses rather than W&S expenses ---- ---

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

- 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 temparities 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 contributions 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 toothore. 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

,			i		Depreciation	1
. i	'Class '		'Miles of road	invesiments	& amortization of	
Line	(See ~	· · · Name of company · · ·	used (See ins 4)	in property	defense projects	į linė
Νo	`(ins '2)		(whole number)	(See las 5)	· (See Ins. 6)	No.
	(a) · ·	(b)	(c)	(d)	(a)	l
1	, A	The Burington Normern and Santa Fe Railway Company	26,051	20,798,693	4,894,536	1
2						2
3		*Add Leased from Cihers*				3
4						4
5	Ö	SP- Klamath Falls, OR - Switch-Track & Track	•		•	5
C	C ~	STESW - Rio to Hampton, TX - 2nd Track-			•	6
7	O ·	U.S. Government - Sholton to Bangor & Bremerton, WA - Track -	49			7
ខ	O -	City of Pueblo, CO- Way Switching Tracks at Devine, CO-		53	•	8
6	·C	Conrail - Turnouts and-Yard Tracks at Chicago		á	•	9
10		Total Leased from Others	. 49	62	· · ·	10
11						11
12		Deduct Leased-to-Others				-12
13	0	MODISTR HSI	507	210.096	. 170,237	13
14	Q	IMKT - Rosedale, KS - Driveway		2		14
15	Ö	DMIR Hibbing, MN Turnout (4th Ave, West)		5	. 4	15
16		Brandon Com. S. Omaha, NE. Yard		33	. 18	16
18		Timber Bock Railroad - Kirbyville to Tenaha, TX	99	31,049	12,884	18
19	0	South Kansas and Oklahoma Railrond - Cherokee to Pittsberu KS		10	· 4	19
20	0	Portland & Western Railroad - Quinaby to Bethel, CR	77	16,626	9,442	20
21						21
22		Total Leased to Others	683	257,823	192,589	20
23						21
24		Deduct Operated by Others				22
25	0	Grainbelt Corporation	189	15,254	8,675	23
26	0	Red River Valley & Western	653	40,739	29,082	24
27		Total Operated by Others	842	55,993	37,757	25
28						26
29						27
30		Net Deductions	(1,476)	(313,754)	(230,346)	28
31		TOTAL	24,575	28,482,939	4,664,190	29

^{*} Depreciation not available to respondent

^{**} Investment not available to respondent

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.

						1 20	T
Line	Cross	Account - Account	Respondent	Lessor	Inactive (proprie-		Line
No	Check		1	Railroads	tary companies)	properties	No
		(a)	ı_ (b) _	(c)	· (d) .	, (e)*	ŀ
1		(2) Land for transportation purposes	1,502,170			(2,658)	1
2		(3) Grading	1,885,907	• ,		(33,066)	2
3		(4) Other right-of-way expenditures	30,420		, , , , , , ,	" (49)	3
4		(5) Tunnels and subways	-88,984			(4,414)	
5		(6) Bridges, trestles and culverts	1,752,660		 `	(16,045)	
-6		(7) Elevated structures	1,702,000	 		.,,	. 6
7			3,449,384			∪°. ')⁻(65;683)	7
							
8		(9) Rail and other track material	7,172,967		1-	(123,919)	8
9		(11) Ballast	2,494,023		ļ	(35,868)	9
10		(13) Fences, snowsheds and signs	54,293	7.	C 274 1 317 1 14	(732)	10
11		(16) Station and office buildings	607,809	·		(3,506)	11
12		(17) Roadway buildings	37,997			(1,182)	12
13		(18) Water stations	6,777			_ (17)	13
14		(19) Fuel stations	198,567			(834)	14
15		(20) Shops and enginehouses	472,084			(1,618)	15
16		(22) Storage warehouses	1		-		16
17 -		(23) Wharves and docks	12,022	 			17.
18	<u> </u>	(24) Goal and ore wharves	12,276	 			18
		^				(101)	
19		(25) TOFC/COFC terminals	657,890			(191)	19
20		(26) Communications systems	729,912	***********		(7,210)	20
21		(27) Signals and interlockers	1,863,919			(12,776)	21
22		-(29) -Power plants	2,904			(2)	22
23		(31) Power transmission systems-	24,042			(312)	23
24		(35) Miscellaneous structures	· - 51,380	· ·		(289)	24
25	-	(37) Roadway machines	268,704				25
26		(39) Public improvements - construction	361,570			~ ; (3;090)	- 26
27		(44) Shop machinery -	151,468			(122)	27
28		(45) Power plant machinery	3,919			-1	28
29		Leased property (capitalized rentals)					-29
30	, en -	Other (specify and explain)					- 30
31		TOTAL ROAD	23,894,048			(313,583)	- 31
32		(52) Locomotivés	2,600,781			(0.0,000)	32
33.		<u> </u>	1.233,160	 		1015	32
		· · · · · · · · · · · · · · · · · · ·	1,233,100		ت _م ت <i>داد و - ح</i> الم	· - 1	
34		(54) Passenger train cars	72.		٠٠٠٠	7	34
35		(55) Highway revenue equipment	13,477			715, C71	35
36		(56) Floating equipment					36
37		(57) Work equipment	122,353		27-97 <u>1</u> 2-01-1		37
38		(58) Miscellaneous equipment	248,108				38
39	7	(59) Computer systems & WP equipment	289,352	٦٠	1	(171)	39
40		TOTAL EQUIPMENT	4,507,231			· · (171)	40
41		(76) Interest during construction	69,493				41
42		(80) Other elements of investment	9,932				42
43		(90) Construction work in progress	315,989			-	43
44		GRAND TOTAL	28,796,693			(313,754)	$\frac{70}{44}$

^{*} Includes property leased from and to and operated by others

	INSI	TRUCTIONS CONCERNIN	INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410		44
			Cross Checks	-	
Schedule 410	Scnacule 210	:	Schedule 410	Schedule 412	
Line 520, column (h)	- 5	an party are	Lines 136 through 138, column (f)	= Line 29 column (b)	
Line 620, column (g)	Line 14, column (e)		through 135, column (f)	= Lire 29 column (c)	
	Schedule 414	C I		Schedule 415	
Line 231, column (f)	Line 19, columns (b) through (d)	(b) (c)	Lines 201, 208, 211, 212, column (f)	= Lines 5, 38, column (f) = Lines 24, 39, column (f)	-
			Lines 311, 312, 315, 316, column (f)	= Lires 32, 35, 36, 37, 40, 41, column (f)	
., -	binneing			Schedule 414	:
Line 507, column (1) Line 508, column (1) Line 509, column (1)	Line 1, cournn () Line 2, column () Line 3, column ()			Minus line 24, columns (b) through (d) plus line 24, columns (e) through (g)	
Line 510, column (f) Line 511, column (f)	Line 4, column (j)	. we . st	,	Schadule 415	
Line 512, column (f)	E Line 6, column ()				
Line 513, column (f) Line 514, column (f)	Line 7, column () Line 3, column ()		Line 213, column (f) Line 232, column (f)	= Lines 5, 38, columns (c) and (d) = Lines 24, 39, columns (c) and (d)	
Line 515, column (f) Line 516, column (f)	Line 9, column (j)	• • پريف	Line 317, column (f)	= Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)	
Line 517, column (f)	= Line 11, column (j)	٠			
	Schedule 210	- •	Line 202, 203, 216, column (f), equal to or greater than, but vanance cannot exceed line 216, column (f)	Lines 5, 38, column (b)	
Line 4, column (b)	= Line 47, 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 through 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)	

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state the raliway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Raliroad Companies, and allocate the common	fying them in acco	rdance with the Unife nses between freight	orm System of Accourand passenger servi-	ints for Railroad Cor ces	npanies, and allocal	te the common		
perating expenses in accordance with the Board's rules governing the separation of such expenses between freight and passenger services								
		Material, tocls,			Total			L.
Name of railway operating expense account	Salaries & Wages	supplies, fueis,	Purchased	General	freight	Passenger	Total	e Ci
(a)	(0)	(0)	9	(e)	ε	(5)	ε	2
WAYS & STRUCTURES ADMINISTRATION						,		
	11,989	co/'y	(3,404)	525,1	218,21 25,00		12,815	-
Signal Signal	6.917	800'1	(1,999)	96/	7 387		8,371	N
	3.228		(833)	406	3.446		3446	<u>'</u>
	16,138	6	(4,664)	2,031	17.230		17,230	- 4
REPAIRS AND MAINTENANCE						-		
	37,344		15,496	2,847	57,603		. 57,603	ဖ
· Roadway - switching · · · · · · · · ·	5,092	٠	2,144	388	7,885		7	7
	217	113	236	14	280	ं की किन्त	. 580	æ
Tunnels & subways - switching, "", ";	30		32	2	64		64	6
E	13,076	1	3,113	3,180	20,765	1 411	20,765	10
	1,783		454	434	2,831		2,831	11
-	6,004		(4,402)	28	1,970	· .	1,970	12
Ties - switching - f " , ' ' ';	818		(009)	4	569	,	. 269	13
Rail & other track material - running 15.	50,666		15,293	3,637	79,410		79,410	-
ᆲ	606'9	1,339	2,085	496	10,829	,	10,829	15
Ballast - running' '.'.	7,457	654	1,100	277	9,488		., 9,488	16
Ballast - switching	1,017	Cire 108	150	37	1,312	1.5	1 1,312	17
Road property damaged* running '*** '** 15000011111	6	131	200		137	30 1 to 100	137	18
Road property damaged - switching are a many in a	1	, 18.		1	- 19		19	19
Road property damaged - other								8
Signals & interlockers - ruming:: 1	42,359	6,917	2,854	3,152	55,282	1. 1	55,282	21
Signals & interlockers - switching	5,780		389	354	7,765		7,765	22
Communications systems, 1 : 1-1111/1/1/1/1/1/	20,338	5	1 1 11 11	72	26,160		26,160	23
Power systems ייין ייין אייביין איינייין אייביין אייביין אייניין איינייין אייניין אייניין אייניין אייניין אייניין אייניין אייניין אייניין אייניין אייניין אייניין איייין אייניין אייניין אייניין אייניין אייניין איייין איינייין אייניין אייניין אייניין אייייין איינייין אייייין אייייין אייייין איי	408	362	1: 71 15: 615.	. 201	1,586		1,586	24
Highway grade crossings - เนกุกเกษณ์ 🗥	3,589	384	" (731)	431	3,673.	•	3,673	52
Highway grade crossings - switching	489	85	(66)	59	531		531	92
Station & office buildings, r. n.	5,444	1,088	11,774	2,685	20,991,		20,991	22
Shop buildings - locomotives	2,936		7,570	190	28,091		28,091	28
Shon buildings - freight cars								l
	<u> </u>	3,211	1,399	38	5,186	N/A	5.186	8

6 <u> </u>		<u> </u>	<u></u>			<u> </u>		<u> </u>							r	-	-	R	oac	Ini	tial	s:	ΒŅ	ISF	=			Y	ar	20	02
	oN .	101	당 :	<u> </u>	<u> </u>	107	8	<u>g</u>		12	133	Ϋ́L	115	ليسا	٠.,١	=	2	1				2	پ	; 28		128	129	130	131	132	133
, _	Total (h)	5,191	10,250	3,558	27,178		,		18,253	67,154	12,488	20,234	120,'021	5,215	006'6	1,254	171		(11,899)	(1,064)		6,273	948	1,355	(9,181)	(1,275)	(2,295)	45	9	229	
	Passenger (g)		N/A	YN S	N/A	N/A	N/A			\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\] . 																				
	Total Treight expense (f)	5,191	10,250	3,558	27,178				18,253	67.154	12,488	20,234	37,021	5,215	006'8	1,254	171		(11,899)	(1,064)		6,273	848	1,356	(9,181)	(1,275)	(2,295)	45	9	229	
nued)	General (e)	164	421	301	2,101				100	67.154	12,438	20,234	37,021	5,215	006'6	N/A	N/A	N/A	N/A	W/A	N/N	¥¥.	ΝΑ	. N/A .	N/A	N/A	N/A	N/A	A/A	N/A	****
PENSES - (Conti sands)	Purchased services (d)	3,004	4,358	1,467	25,049	† –			(129)	N/A	ΑN	N/A	N/A	N/A	N/A	1,254	13		(11,899)	(1,054)	-	6,273	848	1,556	(9,181)	(1,275)	(2,295)	45	9	229	
RAILWAY OPERATING EXPENSES - (Continued) (Dollers in Thousands)	Matenal, tools, supplies, fuels, & lutricants (C)	1,135	2.064	1,422	25				18,362	N/A	ΑN	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Y/N.	V/V	ž	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
410. RAILWAY	Salaries & Wages (b)	J . K	3 397	368	3 [8				8,0%	N/A	N/A	N/A	N/A.	N/F.	N/A	N/A	NA	N/A	N/A	YN.	Y.	Y.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Name of ratiway operating expense account (a)	REPAIRS AND MAINT ENANCE. (Continued).	Miscellaneous buildings & structures. Coal terminals	Ora terminals	TOFC/COFC terminals	Motor vehicle loading & distribution facilities	Facilities for omer specialized service operations	Roadway machines	Snow removal	Frings benefits - runting		Fringe benefits - other	Casualites & insurance - running	Casualties & insurance - switching	Casualties & Insurance - other	Lease renials - debit -running	Lease rentels - debit -switching	Lease rentals - debit -other	Lease rentals - (credit) - running	Lease rentals - (credit) - switching	Lease rentais - (credit) - other	Joint facility rent - debit - running .	Joint facility rent - debit - switching	Joint facility rent - debrt - orner	Joint facility rent - (credit) - running	Joint facility rent - (credit) - switching	Joint facility rent - (credit) - other	Other rents - debit - running	Other rents - debit - switching	Other rents - debit - other	O
	Cross							T							Ī	\cdot		•	•	. [.			1			\Box		·			
ľ	Line	<u>5</u>	<u> </u>	ទី ខ្	3 8	107	8	8		2=	113	114	115	116	11	==	139	120	121	2 2	2	2	25	£	127	<u>8</u>	82	130	131	132	00,

	itials		_		Ė	4	┿	т-	т	002	$\overline{}$	0	T-	~	60	4	w	g	<u></u>	<u></u>	á	6	<u>-</u>	<u> - آ</u>	- [~	6	<u>:</u>	ري ا	9	~	e .	<u>-</u>	ö	[<u>-</u>]	:::	e .	÷	4 اق
	<u> </u>	- L	2		Ŀ	134	135	▙	╄	-	139	140	14	ᆫ	143	<u>14</u>	<u>. </u>	. 146	-147	-	٠	┡	15	Ě	4		١.	202	L	202	508	508	210	211	212	213	214	215
,		Total	;	· (u) · ·				445,648	60,779	180,897	64,630	8,819		(33,264)	(4,536)))	(2)	2		2,187	-412	1,405	- 1,335,220	39066	417,696	1,315:	813	57,463	17,046	184,942	(466)					126,086	2,968	
		Passender		(B)			 												;; } •					.,						,						ı		
	Total	freight	_expense	())				445,648	622'09	180,897	64,630	8,819		(33,264)	(4,536)	, ,	(5)	2		2,187	412	1,405	1,335,220	sog sc	417,696	1,315	813.	57,463,	17,046,	184,942	(466)	4			1	126,086	2,968	
, , , , , , , , , , , , , , , , , , ,	· .	General	;	(e) · ·		N/A	A/N	445,648	622'09	180,897	N/A	N/A	N/A	N/A	N/A	N/A	. (14)	10		6.61	385	1,272	- 871,190	2148	19,604	. 26	4:	57,463	17,046	N/A	N/A	. V/A	N/A	N/A	N/A	126,086	N/A	Ψ.N
(Dollars in Thousands)		Purchased	services	(p)	JA1						64,630	8,819	-	(33,264)	(4,536)	,	11	2			4	15.	105,148	925 8	195,376,		1	N/A	N/A	184,942	(466)	1	5 mg + 1/1	-		Jan. 1000.00	, 2,968	
(Dollars in Thousands)	Material, toolš.	súpplies, fuels,	& lubnicants	· (c) ·		· N/A ·	N/A-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		1. 1		691	24	109	- 89,345	4 047	74,411	1,124	317	N/A	A/N	N/A	N/A	, W/N	N/A ··	N/A	· A/A	. N/A	N/A	ΑN
		Salaries	& Wages	(q)		. N/A .	· N/A · -	- N/A	- N/A -	N/A	N/A	. N/A	N/A	N/A	, V/V	N/A	. 1		h -1	71	7	6	269,537	, buc 8	128,305	66,	492	N/A	. Y/N	N/A	. A/A	. N/A	N/A	N/A	N/A	N/A	N/A	A/A
		Name of railway operating expense account	ſ	(a)	REPAIRS AND MAINTENANCE - (Continued)	Other rents - (credit) - switching	Other rents - (credit) - other	Depreciation - running	Depreciation - switching	Depreciation - other	Joint facility - debit - running	Joint facility - debit, switching	Joint facility - debit - other	Joint facility - (credit) - running	Joint facility - (credit) - switching	Joint facility - (credit) - other	Dismantling retired road property - running	Dismantling retired road property - switching	Dismantling retired road property - other	Other - running	hing: "	Other other	TOTAL WAY AND STRUCTURES:	EQUIPMENT TO THE STATE OF THE S	enance		Equipment damaged	Fringe benefits.	Other casualties & insurance	Lease fentals - debit	Lease rentals - (credit) '''	Joint facility rent - debit	Joint facility rent? (credit) , ind and more more min.	Other rents - debit	Other rents - (credit)	Depreciation	Joint facility - debit	Joint facility - (credit)
		Cross	Check			٠	•		ŀ	٠													.	_		.				٠				٠	٠			-
ľ		Line	ž	٦			135	136	137	38	8	5	141	142	143	144	145	146 ·	147	148	149	8	151	<u></u>	202	203	204	202	206	202	208	క్ట	윉	悥	212	213	214	215

8					سمتيس	-		مے طف							·					-34	-15-				R	oad li	itials	: E	3NS	SF.				Ye	э: :	200
		E E	2	3	710	9 6		8	S 8	3 5	3 %	225	528	122	Ñ	233	230	231	232	8	Š	33	538	237	238	321	302	303	8	305	306	307	308	309	310	311
		Total	Ξ	,	170	782.671		15,617	286,617	300	37.156	10.954	189,425	(1,407)			418,405	(145,520)	.: 41,820			(89,859)		1,010	787,595	6,444	26.318		4,986	144	1,124		41,544	2,294	510	44,955
,		Passenger	6					ΨN.	V N	W/N	N/A	N/A	¥N N	A/N	4/k	Y.N.	N/A	A/A	iv/A	- N/A	A/A	N/A	N/A	N/A	N/A		M N	NAN NA								
	Total	freight	(t)			782.671	1010	15,617	286.617 1	1990	116.22	10.954	189,425	(1.407)			418,405	(145,520)	41,820		•	(69,859)		1,010	787,595	6,444	26.31R		4.986	144	1,124		41,544	2,294	510	44,955
,		General	(e) _.		100	223 657		2,063	44,692	2 20	37 456	10.054		V/N	N.A	14/A	N/A	N/A	41,620	ΝΆ	N/A·	N/A		131	158,710	863			(92)	434	33			2,294	510	
ands)	ACCES NO. ACCES	Purchased	services (d)			340.605		5,477	70,645		V/V	A/N	199,425	(1,407)			418,405	(145,520)	N/A			(89,859)			447,247	2,254	25.890		2		750		40,929	N/A	N/A	44,955
(Doilars in Thousands)	Matenal, tools,	supplies, fuels,	o inontariis (c)		1 305	81.204		2,645	88 710	90.7	N/A	N/A	N/A	V/N	NA	N/A	N/A	N/A	N/A	ŅÀ	Ν̈́Α	N/A		629	93'396	1,090	353		2,442	7	313		615	N/A	N/A	N/A
		Salaries	(b)			137.205		5,432	R2.570	8	N/A	N/A	A/W	V/iv	- N/A	- N'A	N/A	N/A	A/N ·	A/A	N/A	N/A			88,242	2,237	75		2.618		28			N/A	N/A	N'A
		Name of railway operating expense account		LOCOMOTIVES - (Continued)	Other	TOTAL LOCOMOTIVES	FREIGHT CARS	Aphinistration	neoair e mainerance	Macillaty Robality	Tition Descrite	Other casualties & Insurance	Lease rentals - debrt	. ease remais - (credit) .	Joint facility rent - dobit	Joint facility rem: (credit)	Other rents - debit	Other rents - (creart)	Depreciation	Join facility - gent	Joint facility - (credity	Repairs biiled to ciriers - (credit)	Dismanting retired property	Other	TOTAL FREIGHT CARS	OTHER EQUIPMENT Administration	Repair & maintenance Trucks, railers, & containers - revenue service	Floating equipment - revenue service	Passenger & other revenue equipment	Computers and data processing equipment	Machinery	Work & other non-revenue aquipment	Equipment damaged	Fringe benefits	Other casualties & insurance	Lease rentals - debit
		Cross	5	1		T		ŀ].	[.]			\cdot	$\cdot $				$\tilde{ }$	1		_		•	ŀ	ŀ			٠				
			╌╌╏		⊹ -	} -	8		-j-	3 8	+-	82	226		228	╼╛	230 230	+		ᆎ	}	~+	4	{					 - -	┝┪	Н	\dashv		Н	-	311

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Road Initi	als: BNSF	<u>.: .:</u>	Ye	aŗ.	ŞÒ(<u>)2</u>	۱. ۱						-				_		_		_	_			_	_	_	_							49
	. So .	313	314	315	316	317	318	319	320	321	322	323	324	! :	, 6	402	<u>\$</u>	404	405	406	407	8	409	410	411	412	413	414	415	416	417	418	419	420	421
	Total (h)			41,580	(32,450)	40,940	-	-	(2,469)		(477)	170,740	1,741,006	10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	116 405	-418.308	453,043	32,054	3,671	. 2,818	6,070	38,287	791,754	·	33.194		1.847	408,180	112,827	4,367	(2,862)	103,596	2,523,289	10.002	225.943
	Passenger (g)									,		;	was seen a		1		;																		
	Total freight expense (1)		,	41,580	(32,450)	40,940			(7,469)	3 117	(477)	170,740	1,741,006		116 (25	418,308	453,043	32,054	3,671	. 2,818	0/0'9	38,287	791,754		33.194		1,847	408,180	112,827	4,367	(2,862)	103,596	2,523,289	700 01	225,943
(penul	General (e)	N/A	N/A	N/A	N/A	40,940	N/A	N/A	N/A		(840)	-: 44,158	426,525	: :	18 751	9	7.1		1	29	1.71	146			2.213	-	1,848	408,180	112,827	ΝA	N/A	1,504	543,682	377	
OPERATING EXPENSES - (Continued) (Dollars in Thousands)	Purchased services (d)		-	41,580	(32,450)	N/A			(469)	1		116,441	904,293	1		42,111	46,124	(137)	3,669	2	590'9 7	194	- 4		(7.550)	N/A		A/A	Α/A	4,367	(2,862)	1, 98,955	209,145	F03 F	7.873
OPERATING EXPENSI (Dollars in Thousands)	Material, tools, supplies, fuels, g fubricants (c)	NA	N/A	N/A	N/A	N/A	N/A	N/Ā	. V/A			5,183	179,783				-			. 3		202	791,754	` 	4.806	ΑN		N/A	ΑN	N/A	A/A	1,393	804,745		
410. FAILWAY	Salanes & Wages	N/A	N/A	N/A	N/A	N/A	N/A.	ΝA	- AW			4,958	230,405		36 32		406,741	32,191	1 1	2,784	4	37,240		1 11	33.725	N/A	Ē	ΨN	ΨN	N/A	W/A	1,744	965,717		218.070
		OTHER EQUIPMENT (Continued) Joint facility rent - debit	Joint facility rent - (credit)	Other rents - debit	Other rents - (credit)	Depreciation	Joint facility - debit	Joint facility - (credit)	Repairs billed to others - (credit)	Dismantling retired property	Other	TOTAL OTHER EQUIPMENT ******	TOTAL EQUIPMENT	TRANSPORTATION	TRAIN OPERATIONS	Engine crews		Dispatching trains	Operating signals & interlockers	Operating drawbridges	Highway crossing protection	Train Inspection & lubrication	Locomotive fuel	Electric bower' progluced or courchased for motive power	Servicina locomotives	Freight lost or damaged - solely related	Clearing wrecks	Fringe benefits . 1 10000	Other casualties & insurance	Joint facility - debit	Joint facility - (credit)	Other and consult office and a factor and a consult	TOTAL TRAIN OPERATIONS	YARD OPERATIONS	Switch crews
	Cross			Ц								L													L	_	L	L		_					\downarrow
	Line No.	313	314	315	316	317	318	319	350	321	322	323	324		. 6	405	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	65	421

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	, S	422	┿	272 424	у.	426	727 427	٠.,	-	-	!	!	62) 433	79 434	81 435	78 501	63 502	ļ.,	<u>l</u>	اريد	46 506	77 507	52 508	76 509		511		871 513	514	515	3 516
	Total (f.)	31.348	3,776	2	41,671	: ;	206'2		36,860	.110,932	30,366	17,592	(1,562)	3,1	187,91		2,763		24,410	K)	36,046	7.877	24,552	178,376	7,946		3,085	8			
	Passenger (g)																N.A	N/A				¥.	N/A	N/A	A/A	ΑN	N/A	N/A	ΝΑ	NA	A/A
	Total freight expense (f)	31.348	3,776	272	41,671		7,907		. 35,8 6 0	10,932	30,365	17,592	(1,562)	1,579	516,781	872 g	2,763		24,410	595	36,046	7.8.7	24,552	178,376	7,946		3,065	871			3
, , , , , , , , , , , , , , , , , , ,	General (e)		<u> </u>	268		,	9			110,932	30,266			7	143,028	Ø/N	NA	N/A	24,410	595	25,005	365	-	1,816	19		3,065	871	N/A	N/A	
ands)	Purchased services (a)	962	2.418				,	A/A	36,860	A/N	A'A	17,592	(1,562)	1,406	995'99	6.452	2,747		IN.	N/A	9.199	200	24,542	173,056	086	A'N	N/A	N/A			
HAILWAT OPERATING EXPENSES - (Continued) (Dollars in Thousands)	Matenal, tools. Supplies, fuels, & lubricants (c)	-	486	8	41.671	 	<u>ئ</u>	N/A		ΝΆ	V/V	ΓVΑ	N/A	. 169	43,082		16		NÆ	N/A	244	132	6	3,466	5,930	K/N	ΑΝ	N/A	NA	N/A	3
410. KAILWAY	Salaries & Wages (b)	30,552	674				7,840	N/A		N/A	N/A	A	ΝΑ		263,705	1,598			. tw	N/A	1,598	. 88.9		38	1,017	N/A	ΝA	N/A	N/A	N/A	
	Name of railway operating expense account	VARD OPERATIONS (Continued) Controlling operations	Vard and terminal clerical	Cperating switches, signals, retarders, & humps	Loccmotive fuel	Electric power electric power produced or purchased for motive power	Servicing locomotives	Freignt lost or damaged - solely related.	Clearing wrecks	Fringe benefits	Other casualties & insurance	Soint facility - cebit	Joint facility - (credit)	Other	TOTAL YARD OPERATIONS	THAIN & YARD OPERATIONS COMMON. Cleaning car unterlors	Adjusting & transferring loads	Car loading devices & grain docks	Freight lost or damaged - all other	Fringe benefits	TOTAL TRAIN & YARD OPERATIONS COMMON	SPECIALIZED SERVICE OPERATIONS Administration	Pickup & delivery and marine line hau:	Loading & unloading and local marine	Protective services	Freight lost or damaged - solely related	Fringe benefits	Casualties & Insurance	Joint facility - debit	Joint facility - (credit)	Other
	Cross																					•	ŀ			•	•	•	•	•	•
	Line	422	£3	424	425	426	427	428	423	430	431	432	£3	<u>\$</u>	435	501	202	503	504	ş	206	507	g	509	510	511	512	513	514	515	516

Railroad Initi	ials: BNSF	•••	Yea	r 200	2																						_		51
: -	- No	518	519	520 521	522	523	254	525	22/2	528	. 108	8	603	604	902	909	200	88	610	611	612	613	614	615	616	617	918	619	620 620
	Total.	129,600	22,821	34,068	36,009	9,646	;	214	232,358	_ 3,531,164	102,356	49,134	- 89,561	48,751	36,664	1,317	26,868	3.287		91,774	6,471	. 17,735	150,723	42,686	1,392	(501)	3,300	730,487	7,337,877
f .	Passenger - (9)							!			; :					- N/A			1 1			¥							
	Total freight expense	129,600	. 22,821	34,068	36,009	. 9,646	:	214	232,358	3,531,164	102,356	461,134	89,561	~ 48,751	36,664	1,317	26,868	3.287		91,774	6,471		150,723	42,686	1,392.	(501)	. 3,300	730,487	7.337.877
llnued)	General (e)	23,731	6,994	. 887	36,009	. 9,646	N/A	N/A	.77,267	- 795,119	44,388	1,569	2,511	. 3,480	2,782	279	943	813) i	91,774	6,471	17,735	150,723	42,686		-	(37,747)	331,619	2 424 453
(PENSES - (Contisands)	Purchased services (d)	19,393	986'9	32,323	N/A	. N/A .	;		58,102	542,490	28,674	3,475	59,632	7,691	7,819	43	9/5	144	, , ,	N/A	N/A · · ·	N/A	N/A		1,392	(201)	12,512	163,634	1715 565
RAILWAY OPERATING EXPENSES - (Continued) (Dollars in Thousands)	Material, tools, supplies, fuels, & lubricants (c)	6,484	1,122	354	N/A	. N/A	W.	N/A 214	8,144	- 865,755	4,853	. 1,438	. 2,454	1,724	1,775	. 62	/ 090	576	1 2	. N/A	N/A		N/A	. N/A .	N/A	ال	3,101 ,	16,249	1 151 132
410. RAILWAY	Salaries. & Wages (b)	79,992	8,319	4.7	N/A	N/A	N/A	Y/Y	88,845		. 24,441	42,652	24,964	35,857		933	24,943	1,754		N/A	N/A:	N/A	N/A	N/A.	N/A	N/A	25,434	218,985	2 046 727
		ADMINISTRATIVE support, OPERATIONS Administration	Employees performing clerical & accounting functions	Loss & damage claims processing	Fringe benefits	Casualties & insurance	Joint facility - debit	Other 'Crearly' (crearly	TOTAL ADMINISTRATIVE SUPPORT OPERATIONS.	TOTAL TRANSPORTATION	GENERAL AND ADMINISTRATIVEOfficers -: general administration	Accounting, auditing, & finance	Management services & data processing.	Marketung	Sales	Industrial development	reisonnei & labor relations	Public relations & advertising	Research & development	Fringe benefits". '' ''	Casualties & insurance	Wntedown of uncollectible accounts	Property taxes	Other taxes except on corporate income or payroll	Joint facility - debit?	Joint facility - (credit)	Other	TOTAL GENERAL AND ADMINISTRATIVE	I O AL CARRIER OF ERATING EXPENSE
	Check		4	<u> </u>		_	1	_	\bigsqcup	$\bigsqcup_{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline{\underline$				_	4	1	1	L		Ц			_	4		\downarrow	_	1	-
1	Line	518	윎	22	252	ន្ត្រ	20 20	8 88	527	228	601	802	8	ğ	ဒ္ဓု			8	610	611	612	613	614	615	99	617	618	619	3

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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 113 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 Americation adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item. The net adjustment on line 29, shall equal the adjustment reported on line 29 of Schedule 335
- 5 Report on line 28, all other lease rentals not apportioned in any category listed on lines 1 through 27
- 6 Line 11, Account 16, should not include computer and data processing equipment reponde on line 37 of Schedule 415.

			,	!		Amortization	- 1
-me	Cross	Property			Lease/rentals	adjustment	Line
No	Check	Account	Category .	Depreciation	(net)	dunng year	No
			· (a)	(b) ;	(c)	(d)	
1		2	Land for transportation purposes	, N/A			1
2		3	Grading	20,708			2
3		4 .	Other right-of-way expenditures	570			3
4		5	Tunnels and subways	914			4
5		6	Bridges, trestles and culveits	22,452			5
6		7 '	Elevated structures	<u> </u>			6
7		. 8	Ties	162,637			7
6		9	Rail and other track material	246,038			8
9		11	Ballast	97,752			9
10		13 ·	Fences, snowsheds and signs	622			10
11		16	Station and office buildings	13,219			11
12		17	Roadway buildings	1,285			12
13		18	Water stations	837			13
14		19	Fuel stations	6,301			14
15		20	Shops and enginehouses	5,832			15
16		22	Storage warehouses	<u> </u>			16
17		23 ·	Wharves and docks	-			17
18		24	Coal and ore wharves	' 271			18
19		25	TOFC/COFC terminals	17,838			19
<u> 20]</u>		26	Communications systems :	17,660			20
21		27	Signals and interlockers	54,581			21
22		29	Power plants	80			22
23		31	Power transmission systems	567			23
24		35.	Miscellaneous structures	1,466			24
25		37	Roadway machines	9,505			25
26		39	Public improvements, construction	6,115			26
27	\Box	45	Power plant machines .	74			27
28]		Other lease/rentals		(10,810)	N/A	28
29		;	TOTAL;	687,324	(10,810)		29

Road Initials: BNSF	Year 2002	_	، ناه <u>ر آن</u>		7	.,70	<u>. </u>	<u>.</u> .	, °	• [··	-			•		- -	•- ·-			••••		-	53	<u></u> .
			Line No	01.4	П	e .	4 r.	ြဖ	7	8	۾	=	12	13	4	5	2	- @	6	20	2	22	23	24	<u>ج</u>
	3 .0 .0		Time- (g) .	+ 7 ₁ 9	-2,779	33,837	7.518	17,825	1,881	432	3.012	19,461	3,263	. 97	13,480	8	1 365	956	106,833		3,566			3,566	110,399
S S S S S S S S S S S S S S S S S S S	• .	ABLE .				٠,				;		٠					2							Ц	
A14. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT CARRYING EQUIPMENT (Dollars in Thousands) Report freight expenses only Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad owned or leased equipment and privately owned equipment covers equipment with the carrier's own railroad markings). The gross amounts receivable and payable for freight-train cas; (line 19, columns (b), through (d), and line 19, columns (p) through (d), and line 19, columns (g) through (d), and line 19, columns (d) through (d), and line 19, columns (d) through (d), and line 19, columns (d) through (d) t	contbination mileage and time basis (basic	GROSS AMOUNTS PAYABL Per Diem Basis	Mileage (f)		1,138	14,742	4.330	7,750	919	137	1,552.	7,689	1,604	69	4,705	2	(66)	,	45,238						45,238
:NT and prive Schedu	and time	AOSS A		1.	, N	(1) g	-	8	-	2 23	2 (2)	6	- 2	,	ا	 	20,00	1	4		4		H	4	
EREIGHT TRAIN CARS AND OTHER FREIGHT CARRYING EQUIPMENT (Dollars in Thousands) -carrying equipment relating to the interchange of railroad owned or leased equipment and privately owned own railroad markings) (b) through (d), and line 19, columns (e) through (g), respectively, should balance with Schedule 410, columate in included in Schedule 410, column (f) lines 315 and 316. However, the trailer and container rentals in the include rents, for Other Equipment, which is reported in Schedule 415, column (f). The balancing of Schedule 15, column (g).	on mileage	B	- Private - Line Cars (e)	٠.	7,482	(1) (2)	8	34,798		នុ		127,779	24,692	. 47	24,480	12,635	20,07	15.821	266,334	-	. 38,014	,		38,014	404,00
PYING	vribinati		,,,,,,												-		\downarrow						Ц		
R FREIGHT CARRYIN FOR railroad owned or leas 19 (9), respectively, shoul 19 3 35 and 316 However, 18 reported in Schedule 41		 	Time (d)	-	. 21	, 12,783	5,479	25,774	2,574	384	5,589	27,427	2,441	32	2,813	- 66	454	30.548	119,314		32,450	-		32,450	5,101
FREIG if railroad if (g), res	are settled	IVABLE	- · ·				-			1].			-	-		<u> </u>			· · ·	-		-		1.
THER change of through (f) lines 3 which is	Trentals	'S RECE n Basis	eg -	-	4	3,678	1.298	8,182	739	243	1,610	6,978	.1,155	14	733	-	· 7		26,206			,		- 00	, 20,670 ,
ARS AND Cousands) ousands) g to the intent (column) (column) (column) (Equipmen)*	owned cars 334, for which	GROSS AMOUNTS RECEIVABL	Mileage (c)	-			ŀ		-			-	~	.	1		1					-		-	
T TRAIN CARS ANI (Dollars in Thousands) pment relating to the in narkings) i), and line 19, column in Schedule 410; column its for "Other Equipme	ipper ow	SROSS.	, yo			+		H		+	-		-	1	-	-	1	-						\dagger	1
VGED FREIGHT TRAIN CA (Dollars in The control of th	ot) and shipper in Ex Part No		Private- Line Cars (b)				-					,						.		: : ::			- 	2	ľ
FREIGHT (" " " " " " " " " " " " " " " " " "	oad control of no		-,	~-		 	+			+	-			-	+	+		-	H	· .	·	Н		+	-
ANGED I	ilroad co				 - 		-			-	1	 - -				· .	1			 	 _		·		" ,
FOR INTERCHAN Car type and other tre Lipment with the Carri ain cars (line 19. colu or rentals in this sche rentals in this sche ule 410 becatisettnos	Jule 415 under ra rs prescr ; ; ; ; ;					<u>.</u>		-	-	-			:		-		1			ENT.				-	
OR INT	to Scher whether wned ca ine 17.1							•		<u></u>	E			; ; ;,		-				 ₹	٠		-		
NTS F.	n note 6 ne cars (allroad o allroad o ars on te	1 411 5 5	Equipment (a)	YPES YPES	}	- -	-	-		_	-			_	· [SNIYE 		-	·	2	
414. RENTS	outlined i private-lii itals for ri em tank dem tank dem tank dem		Type of Equipment	SAR TYPES					ervice	ZGG									RS	SHT CA				NTAINE	(43 D
Report freight expenses only Report in this supporting schedule rental information by car type and other freequipment. Reporting for leased equipment covers equipment with the carry. The gross amounts receivable and payable for freight-train cars. (line 19, coluines 231 (credits) and 230 (debits). Trailer and container rentals in this schesofthos	410, 414, and 415 'Other Equipment' is outlined in note 6 to Schedule 415 in the second of not) and shipper jowned cars. Report in columns (b) and (e) rentals for private-line cars (whether under railroad control of not) and shipper jowned cars. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed; by the Board in Ex Part No. 334, for whit per diem). Include railroad owned per diem tank cars on line 17.		-		Box - Plain 50 Foot and Longer				Hopper - Open Top - General Service	Hopper - Open Top - Special Service Refriogrator - Mechanical	vechanical			8		Tank - Under 22,000 Gallons Tank - 22 000 Gallons and Over	ES CONTRACTOR		TOTAL FREIGHT TRAIN CARS	OTHER FREIGHT CARRYING EQUIPMENT		iners		TOTAL TRAILERS AND CONTAINERS-	(Lines 15 ar
Report freight expenses only Report in this supporting schiequipment. (Reporting for leight gross amounts receivablines 231 (credits) and 230 (dischaus) and 230 (dischaus).	5 *Other Ec s (b) and (e s (c), (d), (f is railroad o cal designal			Box - Plain 40 Foot	ain 50 Foot	upped - Plain	Gondola - Equipped	Covered	Open Top	Hopper - Open Top - Spe Refriderator - Mechanical	Refrigerator - Nonmechanical	Flat - TOFC/COFC	Flat - Multi-Level	Flat - General Service	Flat - Other	2 000 Gallo	All Other Freight Cars	cks	N. FREIGH	OT Refrigerated Trailers	arlers	Refrigerated Containers	Other Containers	AL TRAILE	7
reight ex nn this sur mn this sur mn this sur mn this sur mn this sur se amour l (credits	4, and 41 n column n column n) Incluc Mechani			Box - Pl	Box - Plain 50 F	Gondola - Plain	Gondola	Hopper -	Hopper	Refriger	Refriger	Flat - TC	Flat - Mt	Flat G	Teat - Orner	Tark - C	All Other	Auto Racks	TOT,	Refriger	Other Trailers	Refriger	Other C	TOT	5
Report fi Report a equipme The grow lines 23'	A10, 410, 410, 410, A10, A10, A10, A10, A10, A10, A10, A		Cross													\int							\int	\cdot]
	 4 rc		Line No	1	20	4 د	5	9	^	Σ σ	10	11	12	13	2 4	<u> </u>	1	18	6	20	21	8	ន	2 %	}

Market Children

54	Road Initials:	BNSF	Year 2002
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. The net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 39, column (c), of Schedule 335
- 6. Lease/rentals reported in column (f) should balance to column (f) of Schedule 410 as follows
 - (a) Locomotives, lines 5 and 38, compared to Schedule 410, lines 207, 208, 211, and 212
 - (b) Freight cars, lines 24 and 39, compared to Schedule 410, lines 226 and 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 415, and are not included in Schedule 415)
 - (c) Sum of lease/rentals for all other equipment, lines 32, 35, 36, 37, 40, and 41, will balance to Schedule 410, lines 311, 312, 315, and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing lease/rentals other equipment to Schedule 410. Do not report in Schedule 415, the trailer and container rentals reported in Schedule 414.
- 7. Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of equipment used but not owned when rents therefore are included in the rent for equipment and Account Nos 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00, and 35-23-00. It should include the cost of equipment owned and leased to others when the rents are included in the rent for Equipment Account Nos 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.

Property used but not owned should also be included when the rent is included in Account Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive

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

6 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.

56		415. SUPPORTIN	kg schedule - e	QUIPMENT.			
		(Do	lars in Thousands)				
Line No,	Cross Check	Types of equipment	, Flepairs (net expense)	Owned	Capitalized . lease	Amortization Adjustment net during year	Lin No
		(a)	(b)	(c)	(d)	(e)	
		LOCOMOTIVES	40.055				
1		Diesel Locomotives - Yard	18,355	829	. es 001		$-\frac{1}{2}$
2		Diesel Locomotives - Road	348,750	54,332	65,001		1 3
3		Other Locomotives - Yard	 	3,475	_;		1 4
4		Other Locomotives - Road	367,105	58,636	65,001		1 5
5		TOTAL LOCOMOTIVES	307,103	56,630	05,001		╂∸
_		FREIGHT TRAIN CARS	27	3			6
6		Box - Plain 40 foot	55	510			7
7_		Box - Plain 50 foot and longer	40,610	4,311			8
8		Box - Equipped					9
9		Gondola - Plain	20,615	2,199 3,206			10
10		Gondola - Equipped		10,064			1
11		Hopper - Covered	50,389 15,343	3,883		·	12
12		Hopper - Open Top - General Service	9,921	1,082			1:
		Hopper - Open Top - Special Service	6,940	695 [10
14 15		Refrigerator - Mechanical	8,153	4,009			1
_		Refrigerator - Nonmechanical		4,009			10
16 17		Flat - Multi-level	14,790 126	313			1
18		CART LAND THE CART OF THE CART	312	61			11
	m ~~~~~	Flat - General Service	6,528	2,690			
19							11
20		All Other Freight Cars	2,586 219	278 653			20
21		Cabooses	219				1 2·
22 23		Auto Racks Miscellaneous Accessories	95	4,338			2
24		TOTAL FREIGHT TRAIN CARS	196,758	1,478			2
		OTHER EQUIPMENT - REVENUE FREIGHT	190,730	40,219			2
1		HIGHWAY EQUIPMENT	i		[•	1
25		Retrigerated Trailers	1,533				2!
26		Other Trailers	7,337			· · · · · · · · · · · · · · · · · · ·	2
27		Refrigerated Containers	7,557				2
28		Other Containers	6,192	131			2
29		Bogies	0,132	1311			2
30		Chassis	3,550	. 74			30
31		Other Highway Equipment (Freight)	237	2			3
32	 -	TOTAL HIGHWAY EQUIPMENT	18,049	207			3
32		FLOATING EQUIPMENT - REVENUE SERVICE	10,045	201			1-3
33		Marine Line-Haul		ŀ			3:
34		Local Marine	 				3
35		TOTAL FLOATING EQUIPMENT	{				35
33		OTHER EQUIPMENT	-				-3
36		Passenger & Other Revenue Equipment	4,986				36
"		(Freight Portion)	4,360	į	İ	•	30
37		Computer Systems & Word Processing Equip	441	19,080			37
38		Machinery - Locomotives (1)	1,315	2,449			•
39		Machinery - Freight Cars (2)	1,315	1,601			38
39 40		Machinery - Preight Cars (2)	1,124	658			<u> </u>
41		Work and Other Nonrevenue Equipment	1,124	20,898	97		40
42		TOTAL OTHER EQUIPMENT	8,726	44,686	97		41 42
43		TOTAL OTHER EQUIPMENT	591,438	143,748	65,098		42

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

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

⁽³⁾ Data reported on line 40, column (5) is the amount reported in Schedi 410, column (f), line 306, reduced by the allocable portion of line 320

			Investment ba	ase as of 12/31	Accumulated depr	eciation as of 12/31	
Line-	Cross	Lease & rentals	Owned	- Capitalized	Owned &	Capitalized	Line
No,	Check	(net)		lease		lease	No,
		, <u>, , (f)</u> , ,,,	(g)	' (h)	(1)	<u>()</u>	
	;			3,	2.005		١.
1.	<u> </u>		36,997		6,095	040.005	1 2
2.		184,476	1,293,254	1,198,966	276,114 10,386	248,325	3
3 ₋					10,360		4
5	•	184,476	1,401,815	1,198,966	292,595	248,325	5
Ť	,	2 2 2 10 4 120					_
6	1			, i	(69)		6
7.			13,391		6,515		7
8		12,699	132,021		33,325		8
9.		9,781	74,542		8,040		9
10_		17,882	107,460		32,467		10
11		57,969	380,734		94,363		11
12		2,278	131,662		35,390		12
13	`	7,170	45,290	<u> </u>	8,863		13
14,		1,550	21,031		2,908	<u> </u>	14
15		. 5,506	113,533		27,553	<u> </u>	15
16		45,907	11,642	1	2,792		16
17		A CEA	11,560 2,211		2,940 373		17 18
18 19		4,554	79,376		23,976		19
20		702	13,855		3,649	+ + 1.5	20
21		702	12,000		5,109		21
22		22,020	76,043		27,837	·	22
23		1	6,732		1,514		23
24	•	188,018	1,233,160	•	317,545		24
	$\overline{}$	<u> </u>		1			
	: 1				-	海州地区美俚 医乳头	
25	,			2			25
26		13,348					26
27		<u></u>					27
28		12,347	7,727		6,078		28
29							29
30		19,234	5,750	· · · · · · · · · · · · · · · · · · ·	3,496		30
31	 -	44.000	40.422		(56)		31
32		44,929	13,477		9,518		32
33	;		ı	;	1"	-1	33
33	;					, T	34
35	•		<u></u>		175 5 1		35
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36	١.	;	ł	,1(nue Equipment	. State 33 & Jaker Filev.	. 36
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37	•	27	289,352	. 4	י י578,617	48 70 6 20 7	37
38			78,764	3.	25,736	A KLIMIC IN HISTORY	38
39	•		49,984		16,332	to the same of the	39
40	•		22,720	•	7,424	APER COUNTY	40
41	•	(1)	349,818	20,643	192;765	415	41
42		26	790,638	20,643	320,274	415	3 42
43	ſ	417,449	3,439,090	1,219,609	939;932	248,740	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, the freight cars, and other equipment to the first of the control of the first of the control of the cars.

⁽²⁾ Depreciation reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for property account 44, and then adding or subtracting the adjustment reported in column (e). This calculation

56	7			ø	_			_	_	٣-	ĭ	_	۳	Т	Т	<u></u>	r <u>:</u>	ترا	<u> </u>	í∓	أمال	7	וֹגְוֹן	<u></u>	<u> </u>	5	Π_	٦	e-	4	[2]	_ω
	L	т		Line	ž		Ľ	2		4		ĭ		8	_	-	Ξ	12	2	Ľ	Ë	16	+	18	6	20	121		23	24	25	1 26
	le	Accumulated	Depreciation	ಳ	Amortization	Œ	148,297	341,289	715,835	367,458	1,572,879	77,008	284,132	103,116	186,117	650,373						41,499	100,961	122,830	65,786	331,076	6,979	10,939	9,630	5,062	32,610	2,586,938
	Total			Investment	Base	€	1,290,708	2,153,309	5,103,690	1,545,441	10,093,148	383,730	990'296	1,431,713	553,594	3,336,103						153,083	290,471	541,781	376,890	1,362,225	58,386	38,538	95,783	18,098	210,805	15,002,281
				Accumulated	Amortization	(<u>K</u>																										
	Capitalized Leases		Current	Year	Amortization	0																										
LE - ROAD				Investment	Base	(i)																										
HEDU			Depr	Pate	%	Ξ										100									77.57			- August				
416. SUPPORTING SCHEDULE - ROAD (Dollars in Thousands)	Improvements to Leased Property		•	Accumulated	Depreciation	(6)	/EMENTS TO	ASED FROM	SS THAN 5%	ERTY OWNED																						(2,162)
416. SI	Improvement		`	investment	Base	(i)		PROPERTY LEASED FROM	OTHERS IS LESS THAN 5%	OF TOTAL PROPERTY OWNED																						10,431
			Depr	Rate	%	(e)	1.07%	475%	367%	4 35%		1 07%	421%	291%	4 13%					24		40;	367%	*08 ;	2 54%		1 07%	367%	177%	2.54%		V/V
	Owned and Used			Accumulated	Depreciation	(0)	148,297	341.289	715,835	367,458	1,572,879 Å	77,008	284,132	103,116	186,117	650,373						41,499	100,961	122,830	65,785	331,075	6,979	10,939	9,630	5,062	32,610	2,586,938
	Own		ELLI V	Investment	Base	(0)	1,290,708	2,153,309	5,103 690	1,545,441	10,093,148	383,730	967,066	1,431,713	553,594	3,336,103						153,083	290,471	541,781	376,890	1,362,225	58,386	38,538	95,783	18,098	210,805	15,002,281
	-	<u> </u>		Account	2	(2)	3	8	6	11	TAL	ε 	8	9	11	TAL	9	8	6	11	TAL	3	8	6	11	_ TAL	3	80	6	11	TAL	OTAL
	F		Density	Category #	(Class)	(a)	-				SUB TOTAL					SUB TOTAL	=				SUB TOTAL			7		SUB TOTAL	>		+		SUB TOTAL	GRAND TOTAL
	┝	-	_	C e	<u>ė</u>		-	2	3	4	5	9	7	8	6	10	Ξ	12	13	14	15	9	-	<u></u>	19	20	21	ន	ន	24	25	92

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

Schedule 330
(4) Columns (c) and (d) include improvements to leased property Improvements to leased property are not separately included based on the 5% rule

oad Initials: BNSF	NOTES AND REMARKS
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	"真是会是自己国际教育基督,我们我会我的教育基础的基本的基础,这个人会会
	"表达工学学工",是自己是自己的专作,是自己的专作,是"教育",是"教育"。 医肾
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Road Initials: BNSF 418. SUPPORTING SCHEDULE - CAPITAL LEASES (Dollars in Thousands) Instructions This schedule will show the investment in capitalized leases in road and equipment by primary account Column , · (a) = primary account number and title for which capital lease amounts are included therein (b) = the total investment in that primary account (c) = the investment in capital leases at the end of the year (d); = the current year amortization the accumulated amortization relating to the leased properties (e) = . Capital Leases Total Investment Primary Account Investment at · Current Year Accumulated At End of Year End of Year No & Title - Amortization Amortization (a) ' .(b). 19 - Fuel Stations 198,567 1,159 369 25 - TOFC/COFC 657,890 138.860 684 684 1,198,966 65,001 52 - Locomotives 2,600,781. 57 - Work Equipment : 122,353 20,643 415

Railroad Annual Report R-1

Road	Initials		_	6
		450, ANALYSIS OF TAXES (Dollars in Thousands)	distribution of the state of allegen stayed from the speed to be of	
A.	Railwa	ay Taxes		
Line	Cross			Line
No	Check	Kind of Tax	Amount	No
1	 	Other than U.S. Government Taxes	229,534	1
	Γ	U S Government Taxes		
		Income Taxes	1	
2	l	Normal Tax and Surtax	114,672	2
3		Excess Profits		3
4	•	Total - Income Taxes (Lines 2 and 3)	114,672	4
5		Railroad Retirement	472,529	5_
6		Hospital Insurance	34,558	6
7		Supplemental Annuities	(3)	7
8		Unemployment Insurance	25,953	8
9		All Other United States Taxes		9
10		Total - U S. Government Taxes	647,709	10

B. Adjustments to Federal Income Taxes

Total - Railway 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 year totals of Accounts 714, 744, 762, and 786 applicable to each particular item in column (a)
- Indicate in column (c) the net changes in Accounts 714, 744, 762, and 786 for the net tax effect of timing differences originating and reversing in the current accounting period.
- Indicate in column (d) any adjustments, as appropriate, including adjustments to eliminate or reinstate deferred tax effects (credits or debits) due to applying or recognizing a loss carry-forward or a loss carry-back
- The total of line 19 in columns (c) and (d) should agree with the total of the contra charges (credits) to Account 557, Provision for Deferred Taxes, and Account 591, Provision for Deferred Taxes - Extraordinary Items, for the current year
- Indicate in column (e) the cumulative total of columns (b), (c), and (d) The total of column (e) must agree with the total of Accounts 714, 744, 762, and 786

Line No	Particulars	Beginning of year balance	Net credits (charges) for current year	Adjustments	End of year balance	Line No
	(a)	(b)	(c)	(d)	(e)	
1	Deferred debits				_	1
2	Accrued liabilities not deductible until paid					2
3	Casualty and Environmental Costs	(253,013)	34,972		(218,041)	3
4	Postretirement benefits	(98,708)	(2,571)	(136,401)	(237,680)	4
5_	Employee Merger and Separation Costs	(105,294)	24,986	-	(80,308)	5
· 6	Other	(218,450)	(145,633)	13,245	(350,838)	6
7	Subtotal	(675,465)	(88,246)	(123,156)	(886,867)	7
8	Deferred tax credits					8
- 9	Depreciation and Amortization	6,670,553	548,129	(71,139)	7,147,543	9
10	Other	422,603	(19,066)		403,537	10
11	Subtotal	7,093,156	529,063	(71,139)	7,551,080	11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19	TOTALS	6,417,691	440,817	(194,295)	6,664,213	19

•	/ear	2002

64 Hoad initials: BNSI 450. AHALYSIS OF TAXES	r tear 2002
(Dollars in Theusands)	
* Footnotes	
1 If the flow-through method was elected, indicate the net decrease (or increase) ::: ax accrual because of investment tax credit.	
If the deferral method for investment tax credit was elected	
(1) Indicate amount of credit utilized as a refluction of tax liability for current year	N/A
(2) Deduct the amount of the current year's credit applied to reduction of tax liability but deferred for accounting purposes	N/A
(3) Balance of current yoar's credit used to reduce current year's tax accrual	N/A
(4) Add amount of prior year's deferred credits being amortized to reduce current year's tax accrual	N/A
(5) Total decrease in current year's tax accrual resulting from use of investment tax credits	N/A
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	
to the territory of the second	
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Notes and Remarks	•
e de la martina de la compania de la compania de la compania de la compania de la compania de la compania de l	
Adjustment is to roflect income taxes on balance sheet adjustment which, in accordance with generally accepted accounting principles, are not reflected in Railway income tax expense	-
Minimum pension liability \$ 136,401 Peclass depreciation - Rev. Proc 2001-46 \$ 71,139	
Peclass depreciation - Rev. Proc. 2001-46 \$ 71,139 \$ SFAS 133 - Fuel hedges \$ (13,245) **	
Fotal \$ " 194,295 "	
	•
The state of the s	-
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460. ITEMS IN SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS FOR THE YEAR (Dollars in Thousands)

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

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

Line Account No No (a) (b) (c) (c) (c) (d) (d) (d) (d) (d) (e) (e) (e) (e) (f) (<u>··· · · · · · · · · · · · · · · · · · </u>		
(a) (b) (c) (c) (1) 1 (a) (a) (b) (c) (c) (c) 1 1 2 3 606 Market Equity Securities - Investment in Clarus 12 3 4 0 5 12 3 4 0 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	Line	Account	, Item	Debits	Credits	Line
1	No [*]	" No" '	The state of the s	2	<u></u>	No
1		(a)	(b)	(c) _	(c)	
3 606 Market Equity Securities - Investment in Clarus	1					1
4 4 5 6 6 6 7 7 8 8 9 9 10 10 11 11 12 12 13 13 14 14 15 15 16 15 17 17 18 18 19 19 20 19 20 19 20 19 21 10 22 10 23 10 24 10 25 10 26 10 27 28 28 28 29 29	2					2
4	3	606	Market Equity Securities - Investment in Clarus		12	3
6	4					4
7 8 8 9 9 9 9 9 9 9 10 10 11 11 12 12 13 14 14 15 15 15 15 15 16 16 17 17 18 18 19 19 20 17 17 18 18 19 19 20 19 20 19 20 19 20 20 21 22 22 23 24 25 26 27 28 29 29 29	5					5
7 8 8 9 9 9 9 9 9 9 9 9 9 11 11 11 12 12 13 14 14 15 15 15 15 16 17 17 18 18 19 19 19 20 19 19 19 20 19 19 20 19 20 19 20 19 20 22 22 23 24 25 26 26 27 28 29 29 29	6					6
9 9 10 10 10 11 11 11 11	7					
10	8					8
11	9					9
12	10					10
13	11					11
14 15 15 16 18 17 17 18 18 19 19 20 19 21 19 22 21 23 22 23 23 24 24 25 25 26 10 27 27 28 29	12					12
15 16 17 17 18 18 19 19 20 19 21 19 22 21 23 22 23 24 25 26 27 28 29 29						
16 16 17 17 18 18 19 19 20 19 21 19 22 21 23 22 23 23 24 23 25 26 27 27 28 29	14					14
17 18 19 19 20 19 21 20 22 21 23 22 23 23 24 24 25 25 26 27 28 28 29 29	15					15
18 19 20 19 21 19 22 21 23 24 25 26 27 27 28 29	16					16
.19 <td>17</td> <td></td> <td></td> <td></td> <td></td> <td>17</td>	17					17
20	18					18
21	.19					19
22 23 24 24 25 26 27 27 28 28 29 29	20		the transfer of the transfer o	1 17 705		20
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24 \$\frac{1}{2}\text{Col}^2\text{V} \text{Col}^2\text{V} }^2\text{Col} \text{Col}^2\text{Col} \text{Col}^2\text{Col}^2\text{Col}^2\text{Col} \text{Col}^2\text{Col} \text{Col}^2\text{Col}^2\text{Col} \text{Col}^2\text{Col}^2\text{Col}^2\text{Col} \text{Col}^2\text{Col} \text{Col}^2\text{Col}	22					22
25 26 27 27 28 28 29 29	-23					23
26 <td>24</td> <td></td> <td></td> <td>107 CU 2 A .</td> <td>יייזן, יי</td> <td>24</td>	24			107 CU 2 A .	יייזן, יי	24
26 <td>25</td> <td></td> <td></td> <td>4</td> <td>· 1</td> <td></td>	25			4	· 1	
27 27 28 28 29 29	26				à, ,	
29 29	27					
29 29	28					28
	30					

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

Information pertaining to items in accounts 519 and 551 are omitted due to 10% rule above.

501. GUARANTIES AND SUFIETYSHIPS

(Dollars in Thousarids)

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

					
Line	Names of all parties principally	Description ·	Amount of	Sale or joint	Line
No	and primarily liable		contingent liability	contingent liability	No
	(a) <u> </u>	(b)	(c)	(d)	ــــــ
1	Terminal Railroad Association of St Louis	51 -			1
2	Burlington Northern and Santa Fe Railway Company	Sinking Fund and interest	7,787	Joint (Note 1)	2
3	CSX Transportation, Inc	on Refunding and Improvement			3
4	Illinois Central Gulf Rathoad Co	Mortgage Bonds Series C			4
5	Norfolk and Southern Railway Company	due 7/01/2019			5
6	Union Pacific Railroad Company				6
7	St Louis Southwestern Railway Company				7
8					8
9					9
10	KCT Intermodal Transportation Corporation				10
11	Burlington Northern Santa Fe Railway Company	6 884% Railway Bridge System Bonds	70,000	Joint	11
12	Union Pacific Railroad Company	Series 1998 Bonds due			12
13		August 1, 2018			13
14					14
15					15
16	The Unfied Government of Wyandotte County/Kansas	s City, KS			16
17	Burlington Northern Santa Fe Railway Company	5 684% Railway Bridge System Bonds		<u></u>	17
18		(KCT Argentine Connection Project)	13,925	Sole (Note 2)	18
19		June 15, 2023			19
20					20
21	Westside Intermodal Transportation Corporation				21
22	Burlington Northern Santa Fe Railway Company	5 684% Railway Bridge System Bonds	44,860	Sole (Note 3)	22
23		(KCT Argentine Connection Project)			23
24		June 15, 2023			24
25					25
26					26
27	Other debt and lease guarantees related to various	L	19,000	Sole	27
28	facilities				28
29					29
30					30
31	Note 1 Terminal Railroad Association of St. Louis Mo				31
32	amount of approximately \$12 million as of December 3	31, 2002 This fund covers future interest	and principal payments	through the remainder of the bonds	32
_	term				33
34					34
_	Note 2 At 12/31/02, using the percentage of complete	on method, \$4 million of the \$14 million w	as included in schedule	510 as a capital lease	35
36					36
37	Note 3 At 12/31/02, using the percentage of completi	on method, \$12 million of the \$45 million	was included in schedul	e 510 as a capital lease	37
38					38

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

Line	Finance cocket number, title maturity date and concise descrip-	Names of all	Amount of contingent	Sole or joint	Line
No	tion of agreement or obligation	guarantors and sureties	liability of guarantors	contingent liability	No
L_l	(a)	(b)	(c)	(d)	
1					1
2					2
3		None			3
4			l		4
5					5
6					6
7					7
8					8
9					9

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Year 2002 502. COMPENSATING BALANCES AND SHORT-TERM BORROWING AGREEMENTS

(Dollars mathousands)

	FAT SLUT IN THE FAT
	Using the following notes as a guideline, show the requirements of compensating balances and short-term borrowing agreements Footnote
dıs	closure is required even the arrangement is not reduced to writing
_	
	Ten 900 10 10 10 10 10 10 10 10 10 10 10 10 1
, 1	Disclose compensating balances not legally restricted, lines of credit used and unused, average interest rate of short-term borrowings that are
	standing 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
	eement balances amount to 15% or more of liquid assets (current cash balances, restricted and unrestricted, plus marketable securities)
6	When a carrier is not in compliance with a compensating balance requirement, that fact should be disclosed, along with stated and possible
sar	ctions, whenever such possible sanctions may be immediate (not vague or unpredictable) and material
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1.	None
.2	None
3	None
7	None
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510. SEPARATION OF DEBTHOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT

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

I. Debt Outstanding at End of Year

Line	Account	Title	Source	Balance
No	No	1	i	Close of Year
	(a)	(b)	(c)	(d)
1	751	Loans and notes payable	Sch 200, Line 30	
2	764	Equipment obligations and other long-term debt due within one year	Sch 200, Line 39	173,377
3	765/767	Funded debt unmatured	Sch 200, Line 41	851,695
4	766	Equipment obligations	Sch 200, Line 42	557,170
5	766 5	Capitalized lease obligations	Sch 200, Line 43	711,800
6	768	Debt in default	Sch 200, Line 44	
7	769	Accounts payable - affiliated companies	Sch 200, Line 45	
8	770.1/770.2	Unamortized debt premium	Sch 200, Line 46	(37,556
9		Total debt	Sum of Lines 1 through 8	2,256,486
10		Debt directly related to road property	Note 1	385,559
11		Debt directly related to equipment	Note 1	1,406,113
12		Total debt related to road and equipment	Lines 10 and 11	1,791,672
13		Percent directly related to road	Line 10 /Line 12	
			Whole % + 2 decimals	21.52%
14		Percent directly related to equipment	Line 11 /Line 12	
l			Whole % + 2 decimals	78.48%
15		Debt not directly related to road and equipment	Line 9 - Line 12	464,814
16		Road property debt (Note 2)	(Line 13 x Line 15) + Line 10	485,587
17		Equipment debt (Note 2)	(Line 14 x Line 15) + Line 11	1,770,899

II. Interest Accrued During the Year

Line	Account	Title	Source	Balance
No.	No	f	ſ	Close of Year
	(a)	(b)	(c)	(d)
· 18	546-548	Total interest and amortization (fixed charges)	Sch. 210, Line 42	153,187
19	546	Contingent interest on funded debt	Sch. 210, Line 44	
20	517	Release of premium on funded debt	Sch. 210, Line 22	
21		Total interest (Note 3)	(Line 18 + Line 19) - Line 20	153,187
22		Interest directly related to road property debt	Note 4	20,375
23		Interest directly related to equipment debt	Note 4	88,971
24		Interest not directly related to road or equipment property debt	Line 21 - (Lines 22 + 23)	43,841
_25 _		Interest on road property debt (Note 5)	Line 22 + (Line 24 x Line 13)	29,810
- 26		Interest on equipment debt (Note 5)	Line 23 + (Line 24 x Line 14)	123,377
27		Embedded rate of debt capital - road property	Line 25 / Line 16	6.14%
28		Embedded rate of debt capital - equipment	Line 26 / Line 17	6.97%

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

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

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

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

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

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	Line No.]-	، ا	١,		1	-	6 ~	Ī«		12	=	12	2	3	:	, ,		.] <u>.</u>	۽ اِد	2 8	3 2	ş [۶	3 8	3 2	25			 		
OVIDED	Amount due from or to related parties	(459 650)	(105,009)	0.70	010	14 900	(1,829)	180 801	100																						
VICES RECEIVED OR PR	Dollar amounts of transactions	24 870	0.015					132 889																							
TH RESPONDENT FOR SER	Description of transactions	Services Bendered						Services Rendered	,																		-	,	-		-
PANIES OR PERSONS AFFILIATED WIT (Dollars in Thousands)	Nature of relationship (b)	Controlled		Indirect		Indirect		Indirect																							
ND COM	%									-																				•	
512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED (Dollars in Thousands)		Burlington Northern Santa Fe Corporation	\neg	BN Acquisition		Freightwise	$\overline{}$	BNSFIC																							
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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

INSTRUCTION	NS CO	/NOE		د سنآه	L 1									
State particulars of all tracks operated by the	, ,	ondoni	at the c	loce of	he year	accordi	nn to th	e follow	uina els	secifica	tions.	,		
(1) Line owned by respondent	ie iesp	Çi ldəi li	,	(ine year,	, 2000101	ng to th	e longi	mig cii	10011100	'	•	-	
(2) Line owned by proprietary companies.	; ;	' '	; ;			ļ		۸	•	;	12-	,	•	
(3) Line operated under lease for a specific	ied sun	n, lesso	or being	(A) an	affiliated	corporat	tion, or ((B) inde	epende	nt or n	ot affilia	ated wi	th the	
respondent	:	1	١ ,	11	٠, ;			٠.			;		-	•
(4) Line operated under contract or agreer	ment fo	or conti	ngenț rei	nt, own	er being	(A) an a	ffiliated	corpor	auon, d	on (B) 11	ndepen	dent o	r not	
affiliated with the respondent.	-		1		<u> </u>				· :	-	' .			
(5) Line operated under trackage rights		, i				,	<i>1</i> 11 11	; 	i :		· i	Į.		•
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mile and disregarding any fraction less than or In Column (a) insert the figure (and letter, if			n ite clas	,	· ·cordanc	e with th	e above	list of	i classif	ication		· · ·		•
In Column (b) give the various proportions of												aroupi	กa	•
Canadian mileage should be segregated and i														tire
length (the distances between terminals of sin														
tracks, passing tracks, cross-overs and turn-or	uts, wa	y switc	hìng trac	kš, and	yard sw	vitching t	racks.	Thesé	clāsse	s of tra	cks are	define	ed as fo	llows:
RUNNING TRACKS - Running tracks, pass	-	-										1		
WAY SWITCHING TRACKS - Station, team														;
YARD SWITCHING TRACKS - Yard where	separa	ate swil	ching se	ervices	are main	ntained, i	ncludinį	g class	ificatio	n, hous	sé, tean	nļ Indu	stry, an	d other
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700. MILEAGE OPERATED AT CLOSE OF YEAR

						·				
l	}	1	Running	tracks, pass	ing tracks, ci	oss-overs, etc.]
l	1	Proportion	i			Miles of				
	ł	owned or	Miles	Miles of	Miles of	passing tracks,	Miles of	Miles of		İ
Line	Class	leased by	of	second	all other	cross-overs,	way switching	yard switching	TOTAL	Line
No.		responderit	road	main track	main tracks	and tumouts	tracks	tracks		No.
L	(a)	(d)	(c)	(ď)	(e)	<u>() · </u>	(g)	(h)	(i)	<u> </u>
1	1	100%	24,038	4,180	103	3,247	2,665	5,554	39,787	_1
2	1J	75%		L				5	5	2
3	1J	66.7%				`		16	16	3
4	1J	50%	535	122	57	46	83	244	1,087	4
5	1J	33.3%	2				7 -	36	45	5
6	1J	25%					1	55	56	6
_7	1J	20%								7
8										8
9	ł	Total 1J	537	122	57	46	91	356	1,209	9
10		44								10
11		Total 1 and 1J	24,575	4,302	160	3,293	2,756	5,910	40,996	11
<u>. 12</u>	4									12
13	2					·				13,
14	3							34	34	14
15	4		363			1	42	21	427	15
16	5		7,574	324	20	93	109	146	8,271	16
17			أجبيجي				ورد نون و د ساوی			17
57	نحد سمحط	Grand Total	32.512	4,626	180	3,392	2,907	6,111	49,728	57
		electrified road								58
		included in the	j					ļ		
	precedir	ng grand totai			NONE_					

700. CANADIAN MILEAGE OPERATED AT THE CLOSE OF YEAR (INCLUDED IN SCHEDULE 700 ABOVE)

			Running	tracks, pass	ing tracks, cr	oss-overs, etc.		}		Г
Line No.	Class (a)	Proportion owned or leased by respondent (b)	Miles of road (c)	Miles of second main track (d)	Miles of સા other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts	Miles of way switching tracks	Miles of yard switching tracks (h)	TOTAL	Line No.
1	1	100%	56	10		7	_ 5	18	96	TT
2	1J	50%	5						5	2
3		Total 1 and 1J	61	10		7	5	18	101	3
4	2									4
5	5		70	2		5	6		83	5
57	Grand	Total Canadian Mi:es'	13%	12		. 12	11	18	184	57

Cross Schould be reported to Mileage should be reported to Check Alabama Anzona Ankansas British Columbia Colorado Florida	Mileage should be reported to the nearest WHOLE mile adjusted in accord with footings. Line Cross State or Line Line proprie command (a) Check territory (b) (b) (c) (c) (c) (d) (d) (d) (d) (d) (d) (d) (d) (d) (d	ed should be sho	wh in co		appropri	as appropriate Mileage which has been permanently abandoned should not be included in column (h)	ich has been p	armanently	abandor	ned should	not be inc	loo ul peon	(r)	`. - ,:		-
Cross Check Alabama Anzona Arkansas British Co California Colorado Florida	State or territory (a) (a)	le adjusted in ac	Cord will		3., COUNT											
	lumbi		-			i.e., counting one-half mile, and over as a whole mile and disregarding any fraction less than one-half mile	and over as a w	whole mile	and disre	garding a	ny fraction	ess than on	-half mile			_
	lumbi	-7	-	-		Σ.	MILES OF ROAD OPERATED BY RESPONDENT	OPERAT	EO BY F	ESPOND	- H3	- : -		,	-	
							Line operated	erated .	e i	Line operated	-:	Total	Line owned,	New line		
		Fig.		proprietary	٠.	· Line operated	under contract	untract,	under	under trackage	. Ē	mileage i	not operated	constructed	-	ë
Alabama Anzona Arkansas British Col California Colorado Florida	lumbia	peuwo:		companies	• •	under lease.	. etc			rights '	8	operated :	by respondent			g
Anzona Arkansas British Col California Colorado Florida	olumbia		246	<u>-</u>	T		<u>.</u>	-[-	-	 -	.) { (B)	Ξ	3	+	
Arkansas British Col California Colorado Florida	ılumbia	-	ă	-	T				-	- - - - .		og i			1	-
British Col California Colorado Florida	lumbia		Ę,	 -				Ţ <u>.</u>	-	. i		88			+	~
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Kansas				-	1	ľ		-	-	8 - -		. 677		·	٦	'≐
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South Dakota	kota	7	542	-		_	-	883	-	\ \ '%		6			+	; z
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Total Mileage (Single Track)	32 Total Mileage (Single Track) 24,575	Ž	24,575				177	363	-	7.574		32.512	-	795	1	; s

76		Road Initials: BNSF	Year 2002
	NOTES AND REM. TRES		ı
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		Railroad Annual R	eport H-1

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
- 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
 Units leased to others for a period of one year or many or properties.
 - 3 Units leased to others for a period of one year or more are reportable in column (I). Units temporanily 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 (l)
- 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 unit. 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 hostier controls for independent operation at terminals.
- 5 A *self-propelled* car is a rall motor car propelled by electric motors receiving power from a third rall 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 regardiess 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 overthead 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.
- Cross-checks

Schedule 710 Line 11, column (I) Line 12, column (I) Line 13, column (I) Line 14, column (I) Line 15, column (I)	= Line 15, column (!) = Line 14, column (!) = Line 15, column (!) = Line 15, column (!) = Line 16, column (!)	Schedule 710
	=	Schedule 710

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 38 through 53, and 55, column (m) should have data on the same lines.

<u> </u>																				· · · · · · · · · · · · · · · · · · ·			R	oad	lnitia	als	_		BN	ISF	Ye	ar 20
						Line	Š.	Ţ	,	-[~	-	-	-	۰ (د	2	ŀ		ſ	9			L		Line	ĝ	E	2	5	=	15	16	4
	Ī					Leased	to others	Ξ																	TOTAL ()	5.184		9	5,187	39	5.226	
Par	04		Aggregate capacity of	unrts	petroder	(i) [co 1	(See Ins 7)	Ξ	(HP)	10,42,500	1 053 450	237 300	47 733 016	010:557,71	4 500	47 797 516	V/N		Α X X		5				2004							
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Changes During the Year	I inite inetallad			rebuilt units	÷	into property	accounts (e)								,			-		NDENT AT C			Between Jan 1, 1990	T)	Dec 31, 1994	859		C	862	12	874	
Changes Du	I mile i		;	New units	leased	LLO:	others	,,,	- 00				100			100			100	OF RESPO			Between Jan 1, 1985		Dec 31, 1989 (d)	355			355	4	359	
			,	,	New units	purchasod	or built							T	ľ					S SERVICE			Between Jan 1, 1980	יבי	Dec 31, 1984 [121			171		171	
	-		. Units in	, אפיניוניש טל	rospondent.	at boginning [of year	The second second	4.551		581	183	5.315		e.	5,316	සි		5,357	OTIVE UNIT					Jan 1.1980 (b)	1,561			1,561	23	1,584	
			,			:	Lats		ş,un	units	suun .	units	units						-	DISTRIBUTION OF LOCOROTIVE UNITS IN S		-741	- Pas W		ınıts						·	
							Type or design of units (a)	Locomotive Units	Diasel-freight	Diesel-passerger	Diesel-multiple purpose	esel-switching	TOTAL (lines 1 to 4)	Electric locomotives	Other self-powered units	TOTAL (lines 5, 6, and 7)	Auxliary units	TOTAL LOCOMOTIVE UNITS	(lines R and 9)	DISTRIBUTIO					Type or design of units (a)	Diesel	Electric	Other self-powered units	TOTAL (lines 11 to 13)	Auxiliary units	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	
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	/ear	·[Aggregate	capacity of	reported	(See Ins 7)	(i)	000 00	75,000				¥⁄Z	A/M	22 880	2000	* ,		,	4		000 00	22,880	N/A	- N/A -	Y.Y	N/A		¥N N	V.					•
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ed) ASED FROM			Units retired from service of respondent	whether	leased;	·····Including·· reclassification (a)	 -	-	1:								* ************************************		! !	;	-			:	4			- 5	100		 - - -		 ! : -		
710. INVENTORY OF EQUIPMENT (Continued) D, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS	- 44		All other units including reclassification	and second	purchased	or leased from others		•																			, peatic		111111111111111111111111111111111111111		- W		 -! -:	· · · · · · · · · · · · · · · · · · ·	
OF EQUIPM TMENT ACC	ring the Year	Units Installed .	Rebuilt units	acquired and	rewritten	accounts (e)	-	:	:	1 1 1 1	1											<u> </u>		;	-		*	4,110,11	111111	-			:		
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VED, ÍNCLUD				۱ ; ;	New urits	or built (c)		- : ;-	* * ***	7. W. 1. 131 C						!!		-		1	51		ļ			-	h'd , t	to allo seeds	L				1	1	a
UNIT'S OWNE			177	Units in Service of	respondent	of year (b)		160		1 11 11/11	1				160		. ,1.	** ** * *	. 6 2			160		30	/0	96	1,257	de la constant	4,132	-	B-1-9- 4	-			A. S. S.
						,	Passenger-Train Cars Nor-Self-Propelled	Coaches (PA, PB, PBO)	Combined cars (All class C. except CSB)	Parlor cars (PBC, PC, PL, PO)	Sleeping cars (PS, PT, PAS, PDS)	Dining, grill, & tavem cars	Nomes of PU)	(All class B, CSB, M, PSA, IA)	TOTAL (Lines 17 to 22)	Self-Propelled	CleCiff passenger cars (EP, ET)	<u>u</u>	motorcars (ED, EG)	Other self-propalled cars	TOTAL (Lines 24 to 27)	TOTAL (Lines 23 and 28)	y Service Cars	ł	Derrick & enougenment care	(MWU, MWV, MWW, NWK)	Dump and ballast cars J. J. 111; (MWB, MWD)	Other maintenance and service	TOTAL (Lines 30 to 34)		-		-		
Baile		Δ-	nnual Re		P-1	ĝ		17	₽	19	8	21	66	3	ន		3	18	8	- 22	88	53		೫೫	5 8			<u>ਲ</u>	35						

Road Initials BNSF Year 2002

1 710. 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 temporanty 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)

	Г		LUDED IN INVEST				luring the year		1
			dent at begin				installed		1
	1		- CO.II. G	T			Rebuilt units	All other units,	1
	l						acquired and	including	
	l		1	Ì	New units	New or	rebuilt units	reclassification	l
	ĺ	Class of equipment	Time-	1	purchased	rebuilt units	rewritten	and second hand	
Line	Cross	and	mileage	Ail	OL	leased	inte	unds purchased	
No	Check	car designations	cars	Others	built	from others	property	or leased	No
NU	Crieck	car designations	Cars	Others	Dulk	i nom oners	accounts	from others	ĺ™°
	ł	- (a)	(6)	(c)	(d)	(e)	accounts	(g)	1
		FREIGHT TRAIN CARS	1	(0)				19/	╂
36	i .	Plain box cars - 40'	36						١.,
30			35			1		1	36
		(B1 B2) .							ļ
		Plam box cars - 50' and longer							
37	1	(B3_0-7, B4_0-7, B5, B6	545				23		37
			<u> </u>						ـــ
		Equipped box cars	, , , ,					1	
38	ļ	(All Codo A, Except A_5_)	9 641			374	433		38
		Plain gondola cars	1						1.
39		(All Codes G & J, J1, J_2,	6,507	18			1	100	39
									L
		Equipped gondola cars					,		ł
40		(All Code E)	A,550				40		40
		Covered hopper cars	1 1						1
41		(C_1, C_2, C_3, C_4)	38,007				252		41
	j	Open top hopper cars - general	ţ						
42		service (All Cede H)	7,712				102		42
		Open top hopper cars - special	1 1						1
43		service (J_C), and All Code K)	- 3,382	·					43
		Refrigerator cars - mechanical	1						
44		(R_5, , R_6, R_7, R_8, P_9) -	1,592			422			44
- 1	ĺ	Refrigerator cars - nonmechanical							Γ
45		(R_0_, R_1_, R_2_)	3,900	62			229		45
		Flat cars - TOFC/COFC							
46		(All Codo P, Q, & S, Except Q8_)	3,333			200			46
	1	Flat cars - multilevel							
47		(All Code V)	877						47
		Flat cars - general service					*	;	
48		(F10_, F20_, F30_)	172					' '	48
		Flat cars - other							
49	l	(F_1_, F_2_, F_3_, F_4_, F_5_,	4,339				38		49
		F_5_, F_8_, F40_}	, !	. !		l l			
		Tank cars - under 22,000 gal							
50 [- !	(T0, T1, T2, T3, T4,	136	ł					50
	!	T_5)		. !	. !	i			
ヿ		Tank cars - 22,000 gal. and over	 	_ 		i			
51	}	(T_e, T_7, T_6, T_9)	. 370	.	. 1				£1
ヿ		All other freight cars	, 			j			
i2	Į	(A_5_F_7_All Code L & Q9)	28		ĺ	ĺ	í		52
53		TOTAL (Lines 36 to 52)	89,127	80	i	996	1,118	100	53
54		Cabcose (All Code M-930)	N/A	315	i				54
55 1		TOTAL (Lines 53 and 54)	89 127	395		996	1,118	100	55

710. INVENTORY OF EQUIPMENT - Continued

4 Column (m) should show aggregate capacity for all units-reported in Columns (k) and (l), as follows. For freight-train cars, report the nominal capacity (in tons of 2,000 lbs) as provided for in Rule 86 of the AAR Code of Rules Governing Cars in Interchange. Convert the capacity of tank cars to capacity in tons of the commodity which the car is intended to customarily carry.

5 Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease arrangement, whose interline rental is settled on a per diem and line haul mileage basis under "Code of Car Hire Rules" or would be so settled if used by another railroad

			JNITS OWNED, INC	LÜDED IN INVES	THENT ACCOUNT	AND LEASED FR	OM OTHERS -		
		Changes during yea				lose of year	OM OTHER	·	
	1 7.	(concluded)				service of , I	Υ		
	·		4	7	TOTAL INC.	ondent		1	1
	i .	Units retired	1 ' 1	•			Aggregate]	ŀ
		, from service	,		(coi ((i) & (j)) i	capacity	Ì	i
		of respondent	٦~	. ,.			of units		
	,	whether owned	Owned -	Leased	Time-	1 .	reported in	Leased	1
Line	Cross	or leased	and	. from -	¹ mileage ı	. All	col (k) & (l)	' to	Line
	Check	including	· · used		cars	Others		Others	, No
No.	Check		i - t	rothers.,.	Calls	. Culeis	(see ins. 4)	Unlers	1. 140
		reclassification .	*.a		l	h !	1 .	l	Ŀ
		(h)	(i)	(y) 11	(k)	(1)	(m)	(n)	<u>. </u>
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36	1 ' 1	' 8	. 28	4	28.		2,085	115 - 15" G	, 36
				<u>:</u>	<u> </u>	<u> </u>			
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37	. ?	·37	, 531	į	531	. i	62,091	1.000 30	37
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38		030	5,773	3,039	8,012		005,205		
			' 1	1		1		0.00 - 12.41	
39		44	2,270	4,312	6,564	j a 18	653,181,	1 5 -7 -7 14	39
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40		230	6,029	2,331	8,360		770,222		40
					~~~~~~	* * * 1			
41	:	650	20,278	17,331	37,609	,	. 3,834,950	ACCH FIRE TO	41
			*** *** ***						
42	1	344	7,015	455	7,470	ſ	728,884	5 44.57 K 1 2	42
				+30			720,004		
		1			0.000		343,665	1 53., 3	
43			1,318	2,060	3,378		343,065		43
1	1			1		7	171,744	f - Ni-Direc	
44		261	885	1 868	1,753		171,744		44
	ì					[	7.10.70	-716	ŧ
45 -	,	356	3,500	335	3,773	62	330,359	- 5/1	45
					***************************************				- ~
46	'	' 1	. 164	3,368	3,532	:	248,284		46
		· · · · · · · · · · · · · · · · · · ·		1					
47	. ,	' 34	614	229	843		35,137	. 11.	47
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43 .			165		165		12,109		48
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49 :	1	r -128	2,925	1,324	4,249	2.5	326,278	2 3 2 7 7 7	49
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7	77								
50		. 2	134		, 134		10,417		50
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51	<u> </u>	3	337	30	367	. 1	35,644	_ <del></del>	51
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52	<u> </u>	<u>}</u>	28	<u>1</u>		28	,3,258		52
53		2,945	51,994	36,482	88,368	801,	8,457,634	a man and a factor of the	- 53
54	- 1	24	291	<del> </del>	N/A	291	N/A		54
55		2,969	52,285	36.482	88:368		8,457,634		55
		-1000			9-,000		-1.10.1004.		~

## 710. INVENTORY OF EQUIPMENT - Continued

		UNITS OWNED, INCL			INT. PUND CEA				,
			Units in service				luring the year		
			dent at begin	ning of year		Units	ınstalled	T	l
			1 1				Rebuilt units	All other units,	
İ.	J.		j j			j	acquired and	including	
					New units	i	rebuilt units	reclassification	
		Class of equipment	1		purchased	New units	rewritten	and second hand	
Line	Cross	and	Per	/VII	or	leased	into	units purchased	
No	Check	car designations	diem	Others	buit	from others	property	or leased	No.
	ł		j j				accounts	from others	ı
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	
		FLOATING EQUIPMENT							İ
		Self-propelled vessels	],					1	ĺ
56		(tugboats, car fernes, etc.)	N/A						56
		Non-self-propelled vessels	I I			1	l	]	ı
57		(car floats, lighters, etc.)	N/A						57
58		TOTAL (Lines 56 and 57)	N/A	AL SERVICE				<u> </u>	58
		HIGHWAY REVENUE							ĺ
		EQUIPMENT	1 1	i		Ì			
59		Chassis (Z1 _, Z67_, Z68_, Z_69_)	<u> </u>	6,205		<u></u>			59
60		Dry van (U2_, Z_ , Z6_, I-6)	7,867	2,592				<u> </u>	60
61		Flat bed (U3, Z3)							61
62		Open bed (U4, Z4)	<u> </u>					<u> </u>	62
63		Mechanical refrigerator (U5_, Z5_)	<u> </u>	إحصم			<u> </u>		63
64		Bulk hopper (U0, Z0)	<u>                                     </u>					:	64
65		Insulated (U7_, Z7)						L	65
66		Tank (Z0, U6) (See note)	<u> </u>	-	<del></del>			L	66
i		Other trailer and container	1 !	i		'	1		ļ
67	i i	(Special equipped dry van U9,	1 1	ľ					67
		Z8, Z9)	<u> </u>						
68		Tractor	<u> </u>						68
69	<u>.</u>	Truck	<u></u>						69
70		TOTAL (Lines 59 to 69)	7,867	10,797					70

## NOTES AND REMARKS

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

Road	Initials .	BNSF	Year 2002			<del></del>			8
			710	). INVENTORY	OF: EQUIPMENT: -	Concluded			
	· · · ·		UNITS OWNED, INC	LUDED IN INVEST	TMENT ACCOUNT,	AND LEASED FRO	M OTHERS		
<u> </u>	Ť.	Changes during yea			Units at clo	ose.of year			
•	ļ _.	. (concluded)		I	· · · · · Total in se				
	'	Units retired trom service	" -	t : $t$	respor		Aggregate	1	1
	Ì	from service of respondent	1		f (40, 10	& (J))	capacity of units	1	
	. ,	or respondent whether owned	Owned'	Leased	1 1	. 1	or units reported in	. Leased	1
Line	Cross		and c	from .	Per	All	col (k) & (l)	to	Line
No.	Check	including	used	others	j dietn	Others	(see ins. 4)		, No.
	-	rectassification	1	1	ľ	ŀ		1	1
		, , (h)	υ	<u>(i)</u>	(k) :	(1)	(m)	(n)	
	,	,		i			11		
_	1.	1	,	1 1	£	!		, ,	<b>I</b>
56		<u> </u>	<del> </del>	·	' N/A		<del></del>	<del> </del>	56
57	•	1 '	1 )		NA .	1	. •	, , , , , ,	57
57 58	┝╌╼┩	<del> </del>	<del></del>	<del></del>	N/A		<del></del>	<del>                                      </del>	57
3ų,	<del></del>	<del> </del>	-	<del></del>					<del></del>
	1:	1 1	1 . 1	ı J		,	2171	f. * * * * * * * * * * * * * * * * * * *	1
59 _	l j		905	7,275	· - · <u>'</u>	8,180	21,949	<u></u>	59
60			759	9,601	7,768	2,592	153,670	**************************************	60
61								27.1	61
62	لسنا							,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	62
63					<del></del>		2	<u> </u>	63
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65		<del>,</del>	<del></del>	<del></del>	<del></del>	<del></del>	<del></del>		65
66	<b></b>	<del></del>	<del>/</del>		<del>/</del>		7 5-	- 2	66
67 .	1 . ]	. ,	1	ι	٠	i J	1.5 d 1. 0.15	12/5 . 1 191	87
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68									- 68 ·
69									69
70		124	1,664	16,876	7,768	10,772	175,619		70

Railroad Annual Report R-1

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

- 1 Give particulars as requested, separately, for the various classes of new white and round units of equipment installed by respondent during the year. It information regarding the cost of any units installed c 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 10 cost to be given in the report of the fullowing 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 in 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 Ratiroads, 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), 2,5',0' 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. Fo: TOFC/CCFC 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 fart with incentive per clerii funds should be reported on separate lines and appropriately identified by footnote or sub-heading

  NEW LINES

		ICAA OIALIA	المسمود كنسود			
Line No.	Class of equipment	Number of units	Total weight (tons)	Total cost	Method of acquisition (see instructions)	Line No
	Company Service Cars					1
2	, Dump and Ballest Cars	54	3,996	11,416	L	2
3				<del>-</del> -		.3
4						4
5						5
6				·		6
7						7
8						8
_ 9 ]						9
10						10
						11
12						12
13						13
14						14
15						15
16						18
17						17
18						18
19	TOTAL	54	3,996	11,416		19

ŀ		REBUILT UNITS				
00.10	Fuel III Tools Com	PEDUIL UNITS	<del>,</del>			
	Freight-Train Cars	·		<u> </u>		20
21	Plain Box Cars - 50'	23	1,876	454	<u>s</u>	21
22 [	Equipped Box Cars	433	31,306	7,785	S	22
23	Plain Goridola Cars	1	99	20	S	23
24	Equipped Gondola Cars	40	2,713	569	S	24
25	Covered Hopper Cars	252	14,93 i	3,365	S	25
26	Open Top Hopper Cars - General Service	102	6,067	1,088	S	26
27	Refrigerator Cars - Non-Mechanical	229	20,794	6,973	S	27
28	Flat Cars - Other	38	2,918	622	S	28
29	Total Freight Cars	1,118	80,704	20,856	S	29
30						36
31						31
32						32
33	4					33
34						34
35		<u> </u>				35
36						35
37						37
38		T				38
39		T:				39
40	, O'AL	1,118	80,704	20,856	NA	40
41	GRAND TOTAL (NEW AND REBUILT)		84,700	32,272	NA	41

Road Initials' BNSF	Year 2002	<u> </u>	8
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		(1) (1) (1) (1) (1) (1)	
•	<u>v</u>	A Line Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the Community of the	siow orders at end of period at end of period (e) 1103 347 7 348 0 358 0 362.6
appropriate)	egones A through E unless there is a Interstate Commerce Act maintained by others) all be reclassified into that category	The second	A THE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE STATE
TO BE MADE IN SCHEDULES 720, 721, 723, AND 726  s passing tracks; turnouts and crossovers)  t least 5 million (include passing tracks, turnouts and crossovers)  least 1 million, (include passing tracks, turnouts and crossovers)  s passing tracks, turnouts and crossovers)  rollided in category A, B, C, D, F, and Potential abandonments, as	Mileage should be included within track categories A through E unless there is somether as required by Section 10904 of the Interstate Commerce Act the respondent (class 5 is assumed to be maintained by others) density which would place it in another, it shall be reclassified into that category of a line segment		Average running speed timit (use two decimal places) (d) (d) (d) (d) (d) (d) (d) (d) (d) (d
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# 722. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

(Dollars in Thousands)

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

In column (a), classify the ties as follows

U - Wooden ties, untreated when applied.

T - Wooden ties, treated before application.

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

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

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

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Furnish the requested information concerning rails fuld in replacement. The term "spot maintenance" in column (in) nears repears to track componing tracks. "Percent of spot maintenance," refers to the percentage of total rails in line 9, the average cost of rew and relay rail should include the cost of the percentage of the cost of unicading, hat, ing over the be included in this inchedule.  Thack  Thack  Thack  Thack  Thack  Potential Abandomments  F  Potential Abandomments  Average cost of new and relay rail faid in replacement pergoss ton  (1) Track miles of welced rail installed this year 674 12.  (2) Total system track miles of welced rail to date 30797.51.	723. HA	erts curing routine hispe Laid in replatement that ading at the point of pure carriers own lines, and	Wiss of rail laid in replace	] .	إ	1.55	. 035	0.03	0.26	7 43	-				
Furnish the requested information concerning rational tracks. The term 'spot maintenance' in colurum (h) means tracks. Percent of spot maintenance' refers to the in line 9, the average cost of rew and relay rail is the general supply and storage yards. The cost of un be included in this ischadule.  Thack  C  D  E  TOTAL  F  Potential Abandonments  Average cost of new and relay rail laid in replacential abandonments and relay rail laid in replacential abandonments.  (1) Track miles of weloed rail installed this year 6 (2) Total system track miles of we load rail to date.	-	taid in replacement is repears to track compone percentagy of total rails build include the cost of look itoading, hat ing over the	Now rai	ļ	(5)	215 25.	49.21	4.34	93.56	1,033.85			nant perigrass ton	30797.51	;
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## 724. RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

(Dollars in Thousands)

- Give particulars of all rails applied during the year in connection with the construction of new track. In Column (a) classify the kind of rail applied as follows:
  - (1) New steel rails, Bessemer process
  - (2) New steel rails, open-hearth process
  - (3) New rails, special alloy (describe more fully in a footnote).
  - (4) Relay rails
- 2. Returns in Columns (c) and (g) should be reported in WHOLE numbers Fractions of less than one-half should be disregarded and fractions of one-half or more should be counted as one
- 3 The returns in Columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid to toreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks, as well as train service in connection with the distribution of the rail, should not be included in this schedule.

		Boil	Applied in Pos	nning Tracks, Passin		l B	ail Applied in Vari	, Station, Team, Inc	luetru -	
	1	I Hail /			ig racks		all Applied in Yard and Other		iustry-	1
	1	<b></b>	UI	ossovers, Etc	<del>,                                    </del>			Total cost of rail		ł
		l		Total cost of rail	1	, ,		,	;	
	1	Weigh	t of rail	applied in running	[ -	we	ight of rail	applied in yard,		ĺ
				track, passing	<b>\</b>	<b></b>		station, team,		l
	Class	Pounds	Number	track, crossovers,	Average cost	Pounds 's		industry, and other	Average cost	1
Line	of	per yard	of tons	etc , during	per ton :	per yard	of tons	switching track	per ton	Line
No	rail	of rail	(2000 lbs)	year	(2000 lbs)-	of rail	(2000 lbs) -	during year	(2000 lbs)	No.
	(a)	(b) '	(c)	(d)	(e)	(1)	(g)	- (h)	¯ (i)	]
1	1	136	12	6	0 50	136	, 107	47	: - 044	1
2	4					136	708	182	- 0.26	2
3	4					132	. 143	38	0.27	3
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31						; [ ]	1 1	1		31
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_	TOTAL	N/A	12	6		· N/A ¹	958	1 267		33
				ks, passing tracks, o	cross-overs, etc.,			1	0.05	34
35				n, team, industry, and					4.02	35
36				on system this year	4 07		al to date ,	2,148.44		36
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## 725. WEIGHT OF RAIL .

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

}	Weight of	Line-haul	Switching and	<u> </u>	١.
Line	rails per yard	companies (miles	terminal companias	Fiermarks .	Line
No	(pounds)	of main track)	(miles of all track)	1.	No.
	(a)	(b)	(c)	(d)	—
1	52				1
2	56	. 7		<u> </u>	2
3	60	<u></u>			3
4	65	<u> </u>		, , , , , , , , , , , , , , , , , , ,	4
5	66	6		<u> </u>	5
6	67	<u> </u>			6
7	68	29			7
8	70	6			8
9	72	4			9
10	75	95	11		10
11	76	1		,	11
12	77	- ~- 78			12
13	. '80 -	60			13
14	85	364	5		14
15	90	1,250	7		15
16	100	166			16
17	105	4			17
18	110	289	19		18
19	112	2,672	39		19
20	115	3,487	19		20
21	119	935			21
22	128		1		22
23	129	300	<del></del>		23
24	130	5			24
25	131	1,051	1		25
26	132	7,308	·		26
27	133	12			27
28	136	10,676			28
29	140	15			29
30	141	163	······································	:	30
31	155	6			31
32	Unknown	41			32
33	<del></del>		<del></del>		33
34		<u> </u>	**************************************		34
35			<del></del>		35
36		1			36
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38		<u>   </u>			38
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43			<del></del>		43
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45					45
46					46
47		<del></del>			47
48	TOTAL	29,030	102		48
<del>,</del> "	· · · · · · · ·		102		40

Note: This schedule includes all track mileage maintained by BNSF, whether under ownership or trackage rights.

Hōad lnitiāls: E	NSF		Year	20	02						3 7 3 727				۰	- ~					·	91 .
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	l_	_ <u>يا ع</u>		1,615,774	414,853	3  3	28/85	32,320	립-	1		<b>-</b>	- 1			-				<b>-</b>		ŀ
	Ballast	Te all a	Ē	힐	\$   ;	= ;	-  ?	٤١٥	-	1		<b>†</b>	-	,	1	ŀ	ŀ :	-		-		- 1
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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 reports. Unit train service is a specialized scheduled shuttle type service in equipment (railroad or privately owned) dedicated to such service, moving between origin and destination. The applicable tarifs and/or contracts generally require that a specific minimum tonnage or quantity of carloads be tendered as a unit for shipment on one bill of lading or other shipping document in a solid train for movement between origin and destination. Such tariffs and/or contracts generally contain restricted detention provisions and are subject to time-volume requirements which reflect the approximate capacity of the unit trains for the stated period. Way trains are defined as trains operated primarily to gather and distribute cars in road service and move them between way stations or way points. Through trains are those trains operated between two or more major concentration or distribution points. Do not include unit train statistics in way or through train statistics. A work train is a train operated solely or preponderantly for the purpose of transporting company freight, work equipment, or company employees. Statistics for work trains should be reported under Item 11, only. Statistics related to company equipment, company employees, and company freight moving in transportation trains are not to be reported in Item 11, but are to be reported in Items 4-17, 6-04, 7-02, 8-04, and 8-05, as instructed in notes I, K, and L.

- (A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings
- (B) A train-mile is a movement of a train a distance of one mile. In computing train-miles, fractions representing less that one-half mile shall be disregarded and other fractions shall be considered as one mile. Train Miles-Fiunting shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-Miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.
- (C) A motorcar is a self-propelled unit of equipment designed to carry freight or passengers, and is not considered a locomotive.
- (D) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-inile is a movement of a locomotive unit a distance of one mile under its own power—include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.
- (E) All locomotive unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instruction (B) regarding fractions and official time tables for computing locomotive miles.
- (F) Train switching locomotive-mites shall be computed at the rate of six mites per hour for the time actually engaged in such service. Include mites allowed for train locomotives for performing switching service at terminals and way stations.
- (G) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed for yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.
- (H) 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 the private-line categories, miles for private-line cars (whether or not under railroad control), and shipper-owned cars. A car-mile is a movement of a unit of car equipment a distance of one mile. Report miles made by flatcars carrying loaded highway trailers or empty highway trailers moving under revenue billings as loaded freight car-miles and miles made by flatcars carrying other empty highway trailers as empty freight car-miles. Exclude miles made by motorcars and report miles made by business cars of other than the reporting carrier as sleeping car-miles in Item 5-03. Report mail, express baggage cars, and combination cars, other than 5-02 combination cars, it item 5-05.
- (i) Exclude from Items 4-01, 4-11, 4-13, and 4-5, car-miles of work equipment, cars carrying company freight, and no-payment cars moving in transportation trains. Include such car-miles in Items 4-17, 4-18, and 4-19. No-payment car-miles are miles made by private-line cars (other than rairoad controlled) and shipper-owned cars for which the railroad does not reimburse the owner on a loaded and/or empty mile basis. If the payment for the loaded miles includes the empty miles, the loaded and empty miles should not be considered no-payment 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 tanff 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, care, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; and miles run by other passenger-train cars where services are combined, such as baggage, express, and mail.
- (K) From conductor's or dispatcher's train reports or other appropriate sources, compute weight in tons (2,000 pounds). Item 6-01 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles) Nonrevenue gross ton-miles in transportation trains include work equipment and cars carrying company freight and their contents. Use 150 pounds as the average weight per passenger and four tons as the average weight of contents of each head-end car.

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

- (L) From conductor's train reports or other appropriate sources, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and nonrevenue freight moved one mile in a transportation train, include net ton miles in motorcar trains Exclude i.c.i shipment of freight handled in mixed baggage express cars. Total ton-miles of revenue freight should correspond to the ion-miles The state of contrasts that the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the reported on Form CBS
- (M) Road service represents elapse time of transportation trains, (both ordinary, and light) between the time of leaving the initial terminals and the time at final terminals, including trains switching at way stations and delays on road as shown by conductor's or dispatcher's train reports. Include time of motorcar service performed by train locomotives at terminals and way stations. Report in Item 9-02, train switching hours included in Item 9-01 Train switching is the time spent by the train while performing switching service at terminals and way stations where no regular yard service is maintained. A train hour is independent of the number of locomotives in the train anger his enter most
- (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
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- (P) The number of loaded freight cars shall be obtained from the conductors wheel report and shall be the sum of all loaded cars. handled by each train. For example, if a car moves loaded (1) in a way train from the origination points, (2) in two through trains, and (3) in a way-train to the destination point, the total count of loaded cars would be four, two counts for the movements in the way trains and two counts for the movements in through trains. Therefore, each car originated or received from a connecting carrier receives an initial count, plus one count for each subsequent physical transfer between trains on respondent's lines. No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains. Each car moving under revenue billing shall be considered as a loaded car.
- (Q) Report vehicles (TOFC trailers/containers, automobiles and trucks) loaded and unloaded to and from TOFC and multiple level freight cars when the work is performed at the railroad's expense
- (R) Report the number of loaded revenue trailers/containers picked up, plus revenue trailers/containers delivered in TOFC/COFC and in highway interchange service, when the work is performed at the railroad's expense (Performed at railroad's expense means that railroad employees perform the service or that the railroad hires a subsidiary or outside contractor to perform the service.) Do not include those trailers/containers which are picked up or delivered by a shipper or motor carner, etc. when a tariff provision requires that the shipper or motor carner, etc., and not the railroad, perform that service. Note: The count should reflect the trailers/containers for which expenses are reported in Schedule 417, line 2, column (b).
- (S) Report under Marine Terminals, Item 16, the tons loaded onto and unloaded from marine vessels at the expense of the reporting and the contraction of the property of the second of the contraction of the property of the property of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the contraction of the
- (T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below). Foreign railroad cars refers to freight cars owned by other railroads whose interline rental is settled on time (by hour) and actual line hauf mileage charges under the Code of Car Hire Bules. (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1997) (1

Carners 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 undergoing or awaiting repairs switching, cars awaiting movement to repair tracks held in trains an outle to shop, and yards (excluding cars which are to be repaired in the train yard without loss of time), cars moving empty in trains en route to shop, and 

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 TO DESCRIPTION AND THE SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PROPERTY OF SECOND PR

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## 755. RAILROAD OPERATING STATISTICS

Line	Cross	Item Description	Freight	Passenger	Line
No.	Check		Train	Train	No
140.	O.I.O.	(a)	(b)	(c)	1
1		1 Miles of Road Operated (A)	32,474	38	1
		2 Train Miles - Running (B)			
2		2-01 Unit Trains	42,019,587	XXXXXX	2
3		2-02 . Way Trains	10,737,524	XXXXXX	3
4		2-03 Through Trains	92,475,878		4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	- 145,232,989		5
6		2-05 Motorcars (C)			6
7		. 2-07 TOTAL ALL TRAINS (Lines 5 and 6)	145,232,989		7
		3 Locomotive Unit Miles (D)			
		Road Service (E)	i i	•	i
8		_ 3-01 Unit Trains	113,079,733	xxxxxx	8
9		3-02 Way Trains	23,553,908	XXXXXX	9
10		3-03 Through Trains	283,893,714		10
11		3-04 TOTAL (Lines 8-10)	420,527,355		11
12		_3-11 Train Switching (F)	4,890,406	XXXXXX	12
13 -		3-21 Yard Switching (G)	12,343,758		13
14		3-31 TOTAL ALL SEFIVICES (Lines 11-13)	437,761,519		14
		4 Freight Car-Miles (thousands) (H)			Г
- 1		. 4-01 RR Owned and Leased Cars - Loaded	ł		l
15_		4-010 Box-Plain 40-Font	4	xxxxxx	15
16		4-011 Box-Plain 50-Foot and Longer	9,492	XXXXXX	16
17		4-012 Box-Equipped	235,515	XXXXXX	17
18		4-013 Gondola-Plain	198,562	XXXXXX	18
19		4-014 Gendola-Equipped	93,477	XXXXXX	19
20		4-015: Hopper-Covered	535,786	XXXXXX	20
21		4-016 Hopper-Open Tcp-General Service	67,233	XXXXXX	21
22 .		4-017 Hopper-Open Tcp-Special Service	78,917	XXXXXX	22
23		4-018 Refrigerator-Mechanical	30,052	XXXXXX	23
24		4-019. Perrigerator-Non-Mechanical	73,903	XXXXXX	24
25		4-020 Flat-TOFC/COFC	204,471	XXXXXX	25
26		4-021 Flat-Multi-Level	32,205	XXXXXX	26
27		4-022 Flat-General Service	446	XXXXXX	27
28		4-023 Flat-All Other	79,654	XXXXXX	28
29		4-024 Ali Other Car Types-Total	120,936	XXXXXX	29
30		- 4-025 TOTAL (Lines 15-29)	1,760,653	XXXXXXX	30

## 755. RAILROAD OPERATING STATISTICS - (Continued)

	,				
Line	Cross	Item Description	Freight	Passenger	Line
No	Check	stan.	Train	Train	- No
		(a)	(b)	(c)	
		4-11 . RR Owned and Leased Cars - Empty		"	
31		4-110 Box-Plain 40-Foot	- 80	- XXXXXXX	31
32		. 4-111. Box-Plain 50-Foot and Longer	8,765	XXXXXX	32
33		4-112 Box-Equipped	183,305	XXXXXX	33
34		4-1,13 Gondola-Plain	, 200,766	XXXXXX	34
35		4-114 Gondola-Equipped	88,385	XXXXXXX	35
36		4-115 Hopper-Covered	508,664	XXXXXX	36
37	٠	4-116 Hopper-Open Top-General Service :	75,066	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	67,258	XXXXXXX	38
39	-	4-118 Refrigerator-Mechanical	17,795	XXXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	s - , 48,235	~ XXXXXXX	40
41		4-120 Flat-TOFC/COFG	47,479	XXXXXXX	41
42		4-121 Flat-Multi-Level	12,708	XXXXXX	42
43		4-122 Flat-General Service	1,114	XXXXXX	43
44 .	·	4-123 Flat-All Other	76,049	XXXXXX	- 42
45		4-124 All Other Car Types-Total	48,084	xxxxxx	45
46		4-125 - TOTAL (Lines 31-45)	1,383,753	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)	, N 21 4	4 7 2 300 1	
47	1	4-130 Box-Plain 40-Foot	in the ball and	xxxxxx	'47
48		4-131 Box-Plain 50-Foot and Longer	26,680	··· xxxxxx	48
49		4-132 Box-Equipped	1,773	XXXXXX	49
50		4-133 Gondola-Plain	6,417	XXXXXX	50
51		4-134 Gondola-Equipped	4,280	XXXXXX	~51
52		4-135 Hopper-Covered	- 297,156	XXXXXXX	52
53		4-136 Hopper-Open Top-General Service	9,804	XXXXXX	53
54	: "	4-137 - Hopper-Open Top-Special Service	9,678	XXXXXX	54
55	<del>,                                    </del>	4-138 Refingerator-Mechanical	4.239	XXXXXXX	55
56	<del>, "  </del>	4-139 Refrigerator-Non-Mechanical	- 440	XXXXXXX	56
57		4-140 Flat-TOFC/COFC	857,328	XXXXXXX	57
58		' □4-141	127,538	xxxxxxx	58
59	<del>`</del>	4-142 Flat-General Service	7.37 176	XXXXXXXX	- 59 59
60		4-143 Flat-All Other	79,285	XXXXXXX	60
61	<del>``</del>	4-144 Tank Under 22,000 Gallons	137,626	XXXXXXX	61
62		4-145 Tank - 22,000 Gallons and Over	195,117	XXXXXXX	62
63		4-146 All Other Car Types-Total	161,500	XXXXXX	63
64	<del></del>	4-147 TOTAL (Lines 47-63)	1,918,037	XXXXXX	64

## 755. RAILROAD OPERATING STATISTICS - (Continued) -

Line	Cross		Item Description	Freight	Passenge:	Lin
No.	Check	•		Train	Train	No
			(a)	(b)	(c)	
		4-15	Private Line Cars - Empty (H)			ì
65		4-150	Box-Plain 40-Foot		XXXXXX	6
66		4-151	Box-Plain 50-Foot and Longer	4,482	XXXXXX	6
67		4-152	Box-Equipped	1,099	XXXXXX	6
68		4-153	Gondola-Plain	4,861	XXXXXX	6
69		4-154	Gondola-Equipped	3,834	XXXXXXX	6
70		4-155	Hopper-Covered	129,114	XXXXXXX	
71_		4-156	Hopper-Open Top-General Service	5,745	XXXXXX	7
72		4-157	Hopper-Open Top-Special Service	8,815	XXXXXX	7:
73		4-158	Refrigerator-Me chanical	1,988	XXXXXX	7:
74		4-159	Refrigerator-Non-Mechanical	229	XXXXXXX	7
75		4-160	Flat-TOFC/COFC	85,354	XXXXXXX	7
76		4-161	Flat-Multi-Level	26,574	XXXXXX	7
77		4-162	Flat-General Service	70	XXXXXXX	7
78		4-163	Fiat-All Other	37,387	XXXXXX	7
. 79	-	4-164	Tank Under 22,000 Gallons	€3,055	XXXXXX	7
80	<u>-</u>	4-165	Tank - 22,000 Gallons and Over	100,935	XXXXXXX	8
81		4 166	All Other Car Types-Total	28,006	XXXXXXX	8
82		4-167	TOTAL (Lines 65-81)	501,548	XXXXXXX	8:
83		4-17	Work Equipment and Company Freight Car-Miles	55,424	XXXXXXX	8:
64		4-18	No Payment Car-Miles (I) <1>	3,559,520	XXXXXXX	8
		4-19	Total Car-Miles by Train Type (Note)			
85		4-191	Unit Trains	4,636,966	XXXXXX	8!
86		4-192	Way Trams	230,237	XXXXXX	8
87		4 193	Through Trains	4 311,732	XXXXXX	8
88		4-194	TOTAL (Lines 85-87)	9,178,935	XXXXXX	8
69		4-20	Caboose Miles	169	XXXXXX	8

Note:	Line 88, total car miles, are to be allocated to !	• • •		•	and 84. Acc		es reported on lines 83	and 84
-			•	•		•	·.	

Railroad Annual Report R-1

755.	RAILROAD	OPERATING	STATISTICS	- (Concluded)	•

Line Cr		Freight	Passenger	Line
No. 1 Ch	ck   ' '	Train	Train !	No.
[ i	(a)	(b)	(c) !	
,	6 Gross Ton-Miles (thousands) (K)	3 A Same		1
98 .	- 6-01 Road Locomotives	. , 82,638,883		
	6-02 Freight Trains, Crs., Cnts, & Caboose	<u> </u>	1 :	
99	6-020 Unit Trains	391,879,644	, XXXXXX	
100	6-021 Way Trains	. 19,056,527	xxxxxx	10
101	6-022 Through Trains	461,901,638	XXXXXXX	11
102	6-03 Passenger Trains, Crs, & Cnts			10
103 -,	6-04 Non-Revenue	3,386,302	XXXXXX	10
104		958,862,994	1 (1)	10
	. 7. Tons of Freight (thousands)			
105	. 7-01 Revenue	497,145	- XXXXXX	10
106	7-02 Non-Revenue		, XXXXXX	710
107		, 503,092	XXXXXX	10
	8 Ton-Miles of Freight (thousands) (L)	10.10 = =		
108)	8-01 Revenue - Road Service	486,330,590	XXXXXX	7 10
109	8-02 Revenue - Lake Transfer Service	Magical part of the contra	XXXXXX	10
110	8-03 - TOTAL (Lines 108 and 109)	488,330,590	XXXXXX	11
111 .	8-04 Non-Revenue - Road Service	- 1,903,102	XXXXXX	11
112	_ 8-05 Non-Revenue - Lake Transfer Service	٠. ٠. ٠٠	XXXXXX	11
113	8-06 : TOTAL (Lines 111 and 112)	1,993,102	. XXXXXX	11
114	8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110	and 113) 490,233,692	XXXXXX	. 11
	9 Train Hours (M)	्र के अन्तर है।	-	
115	9-01 Road Service	·· , 7,021,341	xxxxxxx	11
116	9-0 Train Switching	,304,088	XXXXXXX	11
117	10 TOTAL YARD-SWITCHING HOURS (N)	_15 + _⊃ 2,057,293	XXXXXX	11
	11 Train-Miles Work Trains (O)	, 2 - 1)-	j. 6	
118	11-01 Locomotives	1,544,890	XXXXXX	11
119	11-02 Motorcars		XXXXXXX	11
	12 Number of Loaded Freight Cars (P)	17 a 27 a 27 a 27 a 27 a 27 a 27 a 27 a	יים ריבה על היים על היים על היים על היים על היים על היים על היים על היים על היים על היים על היים על היים על הי	
120	12-01 Unit Trains	3,374,216	XXXXXX	12
121	12-02 Way Trains	. 2,684,691 ع د د د د د د د د د د د د د د د د د د	,s, XXXXXXX	12
122	12-03 Through Trains Contractor years	tetulo nie Timne (g.=4,839,238-	, XXXXXXX	12
123	13 TOFC/COFC- No. of Revenue Trailers & Containers Loaded and U	nloaded (Q) 7,212,821	XXXXXXX	12
124	14 Multi-Level Cars - No of Motor Vehicles Loaded & Unloaded (Q)	1,619,089	XXXXXXX	12
125	15 TOFC/COFC - No of Revenue Trailers Picked Up & Delivered (R)	303,142	XXXXXXX	12
	16 Revenue-Tons Marine Terminal (S)			1
126	16-01 Marine Terminals - Coal		XXXXXX	12
127	16-02 Marine Terminals - Ore	10,578,984	XXXXXX	12
128	16-03 Manne Terminals - Other		XXXXXX	12
129	16-04 TOTAL (Lines 126 - 128)	10,578,984	XXXXXX	12
	17 Number of Foreign Per-Diem Cars on Line (T)			7
130	17-01 Serviceable	17,540	XXXXXX	13
131	17-02 Unserviceable	180	XXXXXXX	13
132	17-03 Surplus	476	XXXXXX	132
133	17-04 TOTAL (Lines 130 - 132)	18,196	XXXXXX	133

## 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 cuth 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.

officer has no control over the responder	t's accounting and reporting.		
	TAO	•	
(To be mad	e by the officer having control	of the accounting of the resp	ondent)
State of Texas			
County of Tarrant .		•	
Julie A. Piggott makes cath and s	tates that she is Assistant Vice	President and Assistant Co	ntroller of Burlington Northern
Santa Fe Corporation; that it is her duty to	o have supervision over the bo	ooks of accounts of the respo	ndent and to control the manner
in which such books are kept; that she kr			
that she knows that the entries contained	•		•
provisions of the Uniform System of According Transportation Board; that she believes to			
correct and complete statement, accurate			
respondent during the period of time from			
	, k 3 *		
		/s/ Julie A. Piggott	· •
<u>-</u>		(Signature of affiant)	· ·
Subscribed and sworn to before me,	â		in and for the State and
county above named, this	day or	, 20	
My commission expires			
My continuation expires		······································	<del></del>
Use an _	_		
L.S.			•
impression seal	(Signature of of	fficer authorized to administer	oaths)
,	SUPPLEMENT	AL OATH	
	By the president or other chief		
	•		-
State of Texas			•
County of Tarrant	- `	•	_
Dennis R. Johnson makes oath ar	-		• • • • • • • • • • • • • • • • • • • •
Northern Santa Fe Corporation that he ha	•		•
contained in the said report are true, and of the above-named respondent and the o	•	•	
to and including December 31, 2002.	perations of its property durin	g the period of time from and	including January 1, 2002,
to and medding bootings of, cooc.			
	/	s/ Dennis R. Johnson	
	<del></del>	(Signature of affiant)	<del></del>
Subscribed and sworn to before me			and for the State and
county above named, this	day of	, 20	
My commission expires			<del></del>
Use an			
L.S.			
impression seal	(Signature of of	ficer authorized to administer	oaths)

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Ordinary income	12.7 m of 10.0 mg 16
Private line cars loaded	. 95
Private line cars empty 39 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 175 - 1	mer tim in it was so then then 495-1
Rails	المراجع المراجع المراجع المراجع المراجع المراجع المراجع المراجع المراجع المراجع المراجع المراجع المراجع المراج
Laid in replacement	r in divinos in the 88 yr
Charges to operating expenses	45-
Additional tracks, new lines, and extensions	շ Վ 89 ೖ
Miles of new track in which rails were laid	5465 (115 1
Weight of	bake a transperse to 19 <b>89</b> %
RailwayOperating expenses	-, 45-53
RailwayOperating revenues	or <i>≥ 1.</i> 6 , ∞ , 1,6
Results of Operations	₃₁₄ 16-17
Retained income unappropriated	£ 1,9 € 1,9 € 1,9 € 1,9 € 1,9 €
Miscellaneous items in accounts for year	BELT ET ON PRIVATE ALS ATAB
Revenues	of PCF Spermernup as
Freight	
Passenger	- 6k+ ng
Road and equipment-investment in	515 NIG32-33
Improvements to leased property	1 = 10
Reserve	£ அவ்ளு-, ஓ <b>⊌ 38</b>
Leased to others-Depreciation base and rates	15 ~ <b>40</b>
Reserve	one is uncertainted, se i sout des44.5
Owned-Depreciation base and rates	ali ini kalendari kangan kan <b>34</b> E
Reserve	.⊤ਦ <b>⊬35</b> ,≑
Used-Depreciation base and rates	uvienkimi ve <b>34</b> t
Reserve	51 tyl <b>35</b>
Road-Mileage operated at close of year	.∵ ₂ · .7 <b>4</b>
By States and Territories	. 75
	tick busing wheet done of it to the
Short-term borrowing arrangements-compensating ba	alances and - 7 67
Sinking funds	છે. <mark>કે</mark> કે હ્રક્ષકાના માન્ય પૂર્વ છે. લાંગ
Source and application of working capital	* 35.0 m. n <b>21c22</b> s 2
Specialized service subschedule	Fe <b>09</b> alimborne lexes
Statement of changes in financial position	и верти 15-то паста <b>21,22</b> 5 Я
Stock outstanding	ארם אם החופרי. ביים
Cnanges during year	e <mark>⊘§</mark> n cent loccod
Number of security holders	ชายว ก.สม <b>ะ</b> เก <b>อู</b> นี้, สั
Total voting power	Serm 130 J €94-17
Value per share	דר ל כניני הודפה הילאפ
Voting rights	:233
Supporting schedule-Road	175,775,000 teles, 64, 113 <b>9; 56-57.</b> [5
Suretyships-Guaranties and	The second several second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second second seco
Ties Additional tracks new lines and extensions	10-286 y 10-20-20-20-20-20-20-20-20-20-20-20-20-20
Tracks operated at close of year	per in a property of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the second of the secon
	Lean to the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control o
Miles of, at close of year  Track and traffic conditions	Terror Michigan Strategy (1996) in the Company of the Market Strategy (1996) in the Company of the Market Strategy (1996) in the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of the Company of t
Train hours, yard switching Train miles	4000 _ 5 Un √5 <b>97</b> 5
••••	_~
Tons of freight	50 97
Ton-miles of freight	97 rs - loaded & unloaded 97
TOFC/COFC number of revenue trailers and containe Voting powers and elections	
Weight of rail	3 90
MANAGE OF ION	4.3 90
	•

Road Instals, BNSF Year 2002

250. CONSOLIDATED INFORMATION FOR REVENUE ADEQUACY DETERMINATION
(Dollars in Thousands)

	<b>!</b>	Beginning	End of	
Line	Jen Jen	of year	year	Line
No.	(u)	(6)	(c)	No.
	Adjusted Net Railway Operating Income For Reporting Entity			
1	Cambined/Consolidated Not Railway Operating Income for			1
	Reporting Entity		\$1,045, <b>85</b> 0	
2	Add: Interest Income from Working Capital Allowance-Cash Portion	N/A	0	2
3	Income Taxes Associated with Non-Rail Income and Deductions		6,497	3
4	Gain or (loss) from transfer/reclassification to nonrall-status			4
	(not of income baxes)		31,584	
5	Adjusted Net Railway Operating Income (Lines 1, 2, 3 & 4)		\$1,083,931	5
	Adjusted Investment in Unitrose Property for Reporting Entity			
6	Combined Investment in Railroad Property Used in Transportation		į	6
	Sorvice	\$22,919,829	523,818,749	_
7	Less: Interest During Construction	62,495	69,493	7
8	Other Elaments of Investment (if debit balance)	10,165	9,932	R
9	Add. Net Rail Assets of Roll-Rolated Affiliates	53,688	52,621	9
10	Working Capital Allowance	190,903	225,860	10
11	Net Investment Base Before Adjustment for Deferred Taxes			11
	(Lines 6 through 10)	\$23,091,760	\$24,017,805	
12	Less: Accumulated Deferred Income Tax Credits	6,436,095	6,682,617	12
13	Not Investment Base (Line 11-12)	\$16,655,665	\$17,335,188	13

In the space provided, please list all railroads and rail-related affiliated companies which are being reported in this consolidation, along with the nature of the business for each company.

Name of Affiliate	Nature of Business
The Burlington Northern and Santa Fe Rallway Company	Transportation
Bayraii, LLC	Financial
UNSP Manitoba Inc	Financial
BNSF Manitoba Limitod	Transportation
Burlington Northern Dock Corporation	Tacomia dock facility
BN Leasing Corporation	Leasing of railfoad related property and equipment
Burlington Northern Railroad Holdings	Owns railroad land
BNSF Acquisition, Inc. (1)	Transportation
DNB Corp	Financial
Los Angeles Junction Railway Company	Transportation
Oklahoma City Junction Railway Company	Transportation
Pine Canyon Land Company	Environmental
Santa Fe Pacific Insuranco Co.	Insurance
Sonts Pe Pacific Pipeline Holdings, Inc.	Severance/Benefits
Santa Fe Receivables Corporation	Financial
Sants Fe Terminal Services, Inc.	Transportation
Star Lake Rathroad Company	Trensportation
Western Fruit Express Company	Railroad refrigerated cars
BNSF British Columbia, Inc.	Leasing of railroad related property and equipment
Zia Company, The	Financial
Sunset Communications Company	Communications
Midwest Northwest Property Inc	Pinencial
Sente Po Pacific Railroad Company	Transportation
Leasted Lines	
Dodge City and Cimetron Valley Rajiway Company	Transportation
Reo Grande, El Paso & Santa Pe Railroad Company	Transportation
(1) The Washington Central Railroad Company, Inc. was acquired by BNSF A Northern Santa Fe Corporation) on December 4,1996.	Equisition, Inc. (a subsidiary of Burlington

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SCHEDULE 250 - PART B (a thousands)

Determination of Nonrail Taxes

This table is designated to facilitate the calculation of taxes that are not rail-related. The amount to be reported on Schedule 250, Line 3.

	part 1 - Determine taxes on nonrailroad income for all combined/consolidated railroads	
	(EXCLUDES ALL RAIL-RELATED AFFILIATES)	
(1)	Determine Combined/Consolidated Adjusted income from continuing operations (before luxes) for all affiliated raffroads (all	
	classes). Do not include rail-related affiliates that are not railroads in this part. This represents the total combined/consolidated	
	amounts for all items listed below for railroads in the reporting entity.	
	Income from continuing operations (before taxes) should be the equivalent of the numbers contained in the R-1 Schedule 210, Line	
	46, adjusted to include all railroads in the reporting entity.	1,502,451
	- Equity in undertributed earnings, which represents the lotal of Schedule 210, Line 26, for all railroads in the reporting entity	0
	- Dividends in affiliated companies. (If the offiliate is 80% of more controlled by the parent railroad, then deduct 100% of the	
	affiliate's dividend. If the affihate is loss than 80% controlled by the parent rulroad, than deduct 80% of the affihate's dividend.	
	- Adjusted income from continuing operations (before taxes). This represents 'A' in item (3) below.	1,502,451
(2)	Determine Combined/Consolidated Adjusted Pro-Tax NROI for all railroads in the reporting entity	
	Combined/Consolidated After-Tax NROI for the ontire entity, which equals the amount shown on Schedule 250, Line 1	1,045,850
	+ Current provision for taxes, which represents the consolidated amounts of Schedule 210, Line 51, for all railroads in the	
	reporting entity. (This figure includes both Account 556, Incomes Taxes on Ordinary Income and Account 557, Provision for	
	Deforted Taxes	565,126
	+ Interest Income on working capital allowance, which represents the total consolidated interest income relative to the working capital	
	component of the new investment bese and should equal the amount shown in Schedulc 250. Line 2, for all entroads in the	
	reporting entity.	0
	+ Release of premiums of funded debt, which represents the consolidated total of release of premium on funded debt as shown	
	on Schedule 210, Line 22, for all railroads in the reporting entity.	0
	- Total fixed charges, which represents the equivalent of the consolidated total of fixed charges as shown on Schedule 210,	
	Line 42 for all railroads in the reporting entity.	132,936
	- Reilroad-related income from affiliates (other than reilroads) which was included in consolidated NROI (Schedule 250, Line 1).	45,627
	Combined/Consolidated Pre-Tax Adjusted NROI for all restreads. This represents B' in item (3) below	1,432,413
(3)	Calculate the rationad-related fax ratio. "(B/A)"	95.34 %
(4)	Compute the NONRAILROAD-related complement (I - Restroad-related income rate) which equals the Nonrestroad-related tax ratio.	4.66X
(5)	Compute the nonrelicoad partian of the lotal provisions for taxes. This equals:	
	The Nongairoad-misted tax ratio (liem (4) above) Aimes the total current taxes accrued on ordinary sucome (Account 556)	
	which represents the consolidated amounts of Schodule 210, Lines 47, 48, and 49 for all railroads in the reporting entity.	6,497
	Part II - det brmine nonrallroad-rélatéd taxes for rail-related affiliates (excludes all affiliated haif	ROADS)
(6)	This is calculated by dividing the nonrelinear-related income for combined cul-related affiliates by the total pre-sex net income for	
	all combined cal-related affiliates and multiplying this result by the total taxes (current provision plus deferred). This equals the	
	taxes on nonrelleoad income for all affiliated companies.	
0	PART III - DETERMINE TOTAL NONRAILROAD-KELATED TAXES This is determined as follows:	
••		
	Total income taxes on nonrellroad-related income for all ratiroads in the reporting entity (Item (5) above).	6,497
	<ul> <li>Total Nonzaliroad-related taxes for all rail-related affiliates (tom (6) above).</li> </ul>	0
	Equals total nonratiroad-related taxes. (This amount should be transferred to Schedule 250, Part A, Line 3).	6A97

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### C VOTING POWERS AND ELECTIONS

- 1 State the par value of each share of stock Common \$1 00 per share, first preferred, \$ N/A per share, second preferred,
- \$ N/A per share, debenture stock, \$ N/A per share
- 2 State whether or not each share of stock has the right to one vote, if not, give full particulars in a footnote [X] Yes [] No
- 3 Are voting rights proportional to holdings? [X] Yes [] No If not, state in a footnote the relation between holdings and corresponding voting rights
- 4 Are voting rights attached to any securities other than stock? [] Yes [X] No If yes, name in a footnote each security, other than stock, to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, indicating whether voting rights are actual or contingent and, if contingent, showing the contingency
- 5 Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method?
- [] Yes [X] No If yes, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges
- 6 Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing

## Stock books not closed and not required to be closed

- 7 State the total voting power of all secunty holders of the respondent at the date of such closing, if within one year of the date of such filing, if not, state as of the close of the year 1,000 votes, as of December 31, 2002
- 8 State the total number of stockholders of record, as of the date shown in answer to Inquiry 7 One (1) stockholder
- 9 Give the names of 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of the list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his or her address, the number of votes he dishe 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 foothote the names of such other securities, if any). If any such holder held in trust, give (in a foothote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information and the names and addresses of the 30 largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such 30 security holders as of the close of the year.

					Number of Votes, Classi		
1			Number of Votes	R	espect to Secunties on W	hich Based	_
Line			to Which		Stock	_	
No			Secunty Holder		Pref	erred	Line
ł	Name of Secunty Holder	Address of Security Holder	Was Entitled	Common	Second	Fırst	No
	(a)	(b)	(c)	(d)	(e)	(f)	
1	Burlington Northern Santa Fe Corporation	2500 Lou Menk Drive	1,000	1,000			1
2		Fort Worth, TX 76131					2
3_							3
4							4
5							_5
6_							6
7							7
8_					_		8
9_							9
10							10
							11
12							12
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16	*********						16
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19		<del>                                     </del>					19
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26							26
27							27
28							28
29		<del></del>				-	29
30							30

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## C VOTING POWERS AND ELECTIONS - Continued

- 10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent. "Not Applicable" Refer to note shown under inquiry 9.
- 11 Give the date of such meeting "Not Applicable" Refer to note shown under inquiry 9.
- 12 Give the place of such meeting "Not Applicable" Refer to note shown under inquiry 9.

## NOTES AND REMARKS

## Consolidated Subsidianes

BNSF Railway Company

Dodge City & Cimarron Valley Railroad

Rio Grande, El Paso and Santa Fe Railroad

Santa Fe Terminal Services, Inc.

Los Angeles Junction Railroad

Oklahoma City Junction Railway Company

Star Lake Railroad Company

Santa Fe Receivables Corp

Limited Partnership Manage, Inc

The Zia Company

Sunset Communications Company

Santa Fe Pacific Pipeline Holdings, Inc

BNSF Manitoba, Inc

BNSF de Mexico SA de CV

Pine Canyon Land Company

Santa Fe Pacific Insurance Company

Santa Fe Pacific Railroad Company

BNSF British Columbia, Ltd

**BNSF Properties** 

BN Manitoba, Ltd

Western Fruit Express Company

**BN Dock Corporation** 

BNRR Holdings

Winona Bridge Railway Company

BN Worldwide, Inc

Burlington Northern International Servces, Inc.

BN Mexico, Inc

Brulington Northern Leasing Corp, Inc

INB Corporation

Midwest Northwest Property Inc

BNSF BC, Inc

BNSF Equipment Acquisition Co LLC

Bayrail, LLC