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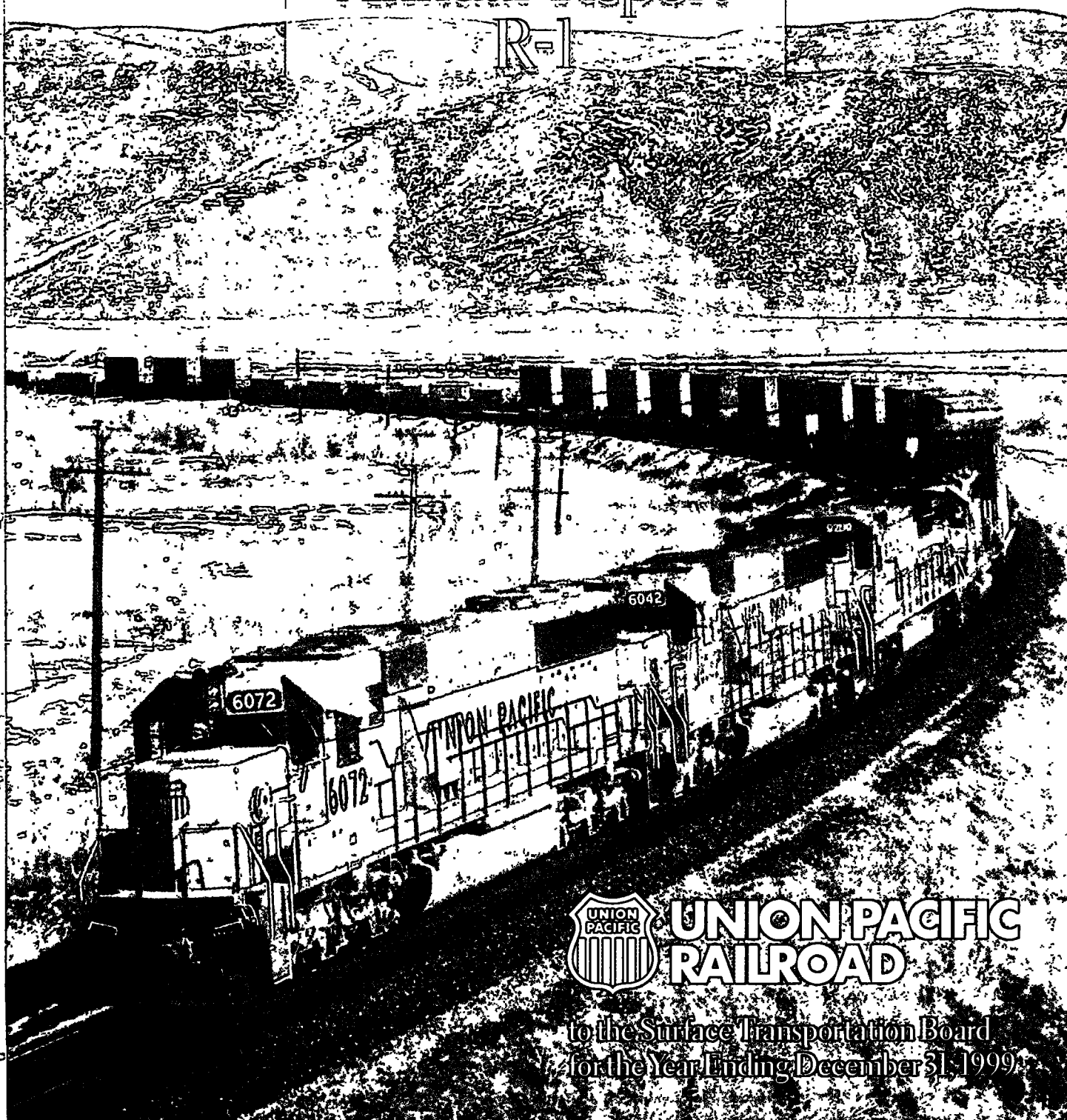
RC-139300 UNION PACIFIC 1999

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APPROVED BY OMB  
2140-0009  
EXPIRES 11/30/2000

# Class I Railroad Annual Report R-1



**UNION PACIFIC  
RAILROAD**

to the Surface Transportation Board  
for the Year Ending December 31, 1999

# NOTICE

1. This report is required for every class I railroad operating within the United States. Three copies of this Annual Report should be completed. Two of the copies must be filed with the Surface Transportation Board, Office of Economics, Environmental Analysis, and Administration, The Mercury Building, 1925 K St., N.W., Suite 500, Washington, DC 20423, by March 31 of the year following that for which the report is made. One copy should be retained by the carrier.
2. Every inquiry must be definitely answered. Where the word "none" truly and completely states the fact, it should be given as the answer. If any inquiry is inapplicable, the words "not applicable" should be used.
3. Wherever the space provided in the schedules is insufficient to permit a full and complete statement of the requested information, inserts should be prepared and appropriately identified by the number of the schedule.
4. All entries should be made in a permanent black ink or typed. Those of a contrary character must be indicated in parenthesis. Items of an unusual character must be indicated by appropriate symbols and explained in footnotes.
5. Money items, except averages, throughout the annual report form should be shown in thousands of dollars adjusted to accord with footings. Totals for amounts reported in subsidiary accounts included in supporting schedules must be in agreement with related primary accounts. For purposes of rounding, amounts of \$500 but less than \$1,000 should be raised to the nearest thousand dollars, and amounts of less than \$500 should be lowered.
6. Except where the context clearly indicates some other meaning, the following terms when used in this Form have the following meanings:
  - (a) Board means *Surface Transportation Board*.
  - (b) Respondent means *the person or corporation in whose behalf the report is made*.
  - (c) Year means *the year ended December 31 for which the report is being made*.
  - (d) Close of the Year means *the close of business on December 31 for the year in which the report is being made*. If the report is made for a shorter period than one year, it means *the close of the period covered by the report*.
  - (e) Beginning of the Year means *the beginning of business on January 1 of the year for which the report is being made*. If the report is made for a shorter period than one year, it means *the beginning of that period*.
  - (f) Preceding Year means *the year ended December 31 of the year preceding the year for which the report is made*.
  - (g) The Uniform System of Accounts for Railroad Companies means *the system of accounts in Part 1201 of Title 49, Code of Federal Regulations, as amended*.
7. The ICC Termination Act of 1995 abolished the Interstate Commerce Commission and replaced it with the Surface Transportation Board. Any references to the Interstate Commerce Commission or Commission contained in this report refer to the Surface Transportation Board.
8. Any references to the Bureau of Accounts or the Office of Economics contained in this report refer to the Office of Economics, Environmental Analysis, and Administration of the Surface Transportation Board.

For Index, See Back of Form

**ANNUAL REPORT**

Of

**UNION PACIFIC RAILROAD COMPANY**

To The

**SURFACE TRANSPORTATION BOARD**

For The

**Year Ended December 31, 1999**

RECEIVED  
OFFICE OF ECONOMICS  
DIRECTOR'S OFFICE  
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SURFACE TRANSPORTATION  
BOARD

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

(Name) J. R. Young (Title) Chief Financial Officer

(Telephone number) (402) 271-6655 (Or Contact Matt Modica at (402) 280-6072)

(Office address) 1416 Dodge Street - Rm 1230, Omaha, Nebraska 68179

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### **SPECIAL NOTICE**

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

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

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

## A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
		NONE

## B. IDENTITY OF RESPONDENT

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

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

1. Exact name of common carrier making this report - Union Pacific Railroad Company \*
2. Date of incorporation - February 20, 1969
3. Under laws of what Government, State, or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees:  
Under the General Corporation Law of the State of Delaware. Articles Amended February 24, 1969, June 8, 1987, April 13, 1989, and August 10, 1993, in Perpetuity. Name changed from Southern Pacific Transportation Company, February 1, 1998.
4. If the respondent was reorganized during the year, involved in a consolidation or merger, or conducted its business under a different name, give full particulars: See Note 9 on page 9.

### Stockholders' Reports

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

Check appropriate box:

- ☐ Two copies are attached to this report.  
☐ Two copies will be submitted on: (date) \_\_\_\_\_  
☒ No annual report to stockholders is prepared.

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



## C. VOTING POWERS AND ELECTIONS

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

Line No.	Name of Security Holder	Address of Security Holder	Number of Votes to Which Security Holder Was Entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No.
				Stock			
				Common	Preferred		
	(a)	(b)	(c)	(d)	(e)	(f)	
1	Union Pacific	1416 Dodge Street	Common Stock - 4,465	4,465			1
2	Corporation	Omaha, Nebraska 68179	Class A Stock - 388	388			2
3							3
4							4
5							5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15	Notes and Remarks:	Excludes stock owned by Southern Pacific Rail Corporation (See Note 13 on page 12).					15
16							16
17	Excludes non-voting FRA Preference Shares listed in Schedule 230 on page 20.						17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25
26							26
27							27
28							28
29							29

## C. VOTING POWERS AND ELECTIONS - Continued

10. State the total number of votes cast at the latest general meeting for the election of the respondent - N/A
11. Give the date of such meeting - April 15, 1999
12. Give the place of such meeting - Via written consent

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

Alton & Southern Railway  
Arkansas & Memphis Railway Bridge and Terminal Company  
Chicago & Western Indiana Railroad Company  
Chicago Heights Terminal Transfer Company  
Doniphan, Kensett & Searcy Railway Company  
Midwestern Railroad Properties, Incorporated  
Missouri Pacific Corporation  
MP Equipment Corporation  
MP Redevelopment Corporation  
Ogden Union Railway & Depot Company  
Southern Illinois and Missouri Bridge Company  
Southern Pacific Rail Corporation  
Union Pacific Railroad Company (UP)  
Union Pacific Receivables Inc.

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - ASSETS

(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at begin- ning of year (c)	Line No.
<b>CURRENT ASSETS</b>						
1		701	Cash	76,838	29,729	1
2		702	Temporary Cash Investments	0	0	2
3		703	Special Deposits	3,843	3,912	3
4		704	Accounts Receivable (A) - Loan and Notes	0	0	4
5		705	- Interline and Other Balances	63,601	62,876	5
6		706	- Customers	153,462	205,359	6
7		707	- Other	133,285	130,918	7
8		709,708	- Accrued Accounts Receivables	109,852	138,199	8
9		708.5	- Receivables from Affiliated Companies	0	0	9
10		709.5	- Less: Allowance for Uncollectible Accounts	0	0	10
11		710,711,714	Working Funds Prepayments Deferred Income Tax Debits	55,749	149,023	11
12		712	Materials and Supplies	328,702	335,439	12
13		713	Other Current Assets	0	115,590	13
14			<b>TOTAL CURRENT ASSETS</b>	<b>925,332</b>	<b>1,171,045</b>	<b>14</b>
<b>OTHER ASSETS</b>						
15		715, 716, 717	Special Funds	6,659	6,222	15
16		721, 721.5	Investments and Advances Affiliated Companies (Schedules 310 and 310A)	1,239,979	1,019,032	16
17		722, 723	Other Investments and Advances	65,782	142,362	17
18		724	Allowances for Net Unrealized Loss on Noncurrent Marketable Equity Securities - Cr.	0	0	18
19		737, 738	Property Used in Other than Carrier Operation (Less Depreciation) \$13,393	169,866	193,604	19
20		739, 741	Other Assets	82,777	69,510	20
21		743	Other Deferred Debits	49,065	55,673	21
22		744	Accumulated Deferred Income Tax Debits	0	0	22
23			<b>TOTAL OTHER ASSETS</b>	<b>1,614,128</b>	<b>1,486,403</b>	<b>23</b>
<b>ROAD AND EQUIPMENT</b>						
24		731, 732	Road (Schedule 330) L-30 Cols. h & b	24,982,645	23,726,657	24
25		731, 732	Equipment (Schedule 330) L-39 Cols. h & b	7,638,046	7,461,271	25
26		731, 732	Unallocated Items	633,565	836,226	26
27		733, 735	Accumulated Depreciation and Amortization (Schedules 335, 342, 351)	(6,437,519)	(5,817,435)	27
28			Net Road and Equipment	26,816,737	26,206,719	28
29			<b>TOTAL ASSETS</b>	<b>29,356,197</b>	<b>28,864,167</b>	<b>29</b>

(A) See Note 11 on page 10.

## 200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITY AND SHAREHOLDER'S EQUITY

(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at begin- ning of year (c)	Line No.
<b>CURRENT LIABILITIES</b>						
30		751	Loans and Notes Payable	0	0	30
31		752	Accounts Payable; Interline and Other Balances	35,616	45,764	31
32		753	Audited Accounts and Wages	315,577	280,790	32
33		754	Other Accounts Payable	50,287	48,700	33
34		755, 756	Interest and Dividends Payable	96,982	109,874	34
35		757	Payables to Affiliated Companies	0	0	35
36		759	Accrued Accounts Payable	1,481,950	1,599,188	36
37		760, 761, 761.5, 762	Taxes Accrued	219,499	269,337	37
38		763	Other Current Liabilities	14,386	5,538	38
39		764	Equipment Obligations and Other Long-Term Debt due Within One Year	209,985	178,487	39
40			<b>TOTAL CURRENT LIABILITIES</b>	<b>2,424,282</b>	<b>2,537,678</b>	<b>40</b>
<b>NON-CURRENT LIABILITIES</b>						
41		765, 767	Funded Debt Unmatured	513,384	524,607	41
42		766	Equipment Obligations	715,774	787,457	42
43		766.5	Capitalized Lease Obligations	1,240,394	1,343,550	43
44		768	Debt in Default	0	0	44
45		769	Accounts Payable; Affiliated Companies	5,646,768	5,713,836	45
46		770.1, 770.2	Unamortized Debt Premium	(51,028)	(49,526)	46
47		781	Interest in Default	0	0	47
48		783	Deferred Revenues-Transfers from Government Authorities	0	0	48
49		786	Accumulated Deferred Income Tax Credits	7,309,827	6,799,617	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	2,284,509	2,580,781	50
51			<b>TOTAL NON-CURRENT LIABILITIES</b>	<b>17,659,628</b>	<b>17,700,322</b>	<b>51</b>
<b>SHAREHOLDER'S EQUITY</b>						
52		791, 792	Total Capital Stock:(Schedule 230) (L-10 Col. g, L-17 Col. e)	25,179	27,168	52
53			Common Stock	49	49	53
54			Preferred Stock	25,130	27,119	54
55			Discount on Capital Stock	0	0	55
56		794, 795	Additional Capital (Schedule 230) (L-17 Col. h)	4,781,906	4,781,906	56
<b>Retained Earnings:</b>						
57		797	Appropriated	2,354	123	57
58		798	Unappropriated (Schedule 220) (L-17 Col. b)	4,468,935	3,816,970	58
59		798.1	Net Unrealized Loss on Non-current Marketable Equity Securities (B)	(6,087)	0	59
60		798.5	Less Treasury Stock	0	0	60
61			Net Stockholder's Equity	9,272,287	8,626,167	61
62	*		<b>TOTAL LIABILITIES AND SHAREHOLDER'S EQUITY</b>	<b>29,356,197</b>	<b>28,864,167</b>	<b>62</b>

(B) Amount represents Other Comprehensive Income (See Note 16 on page 14)

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

Dollars in Thousands

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

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts Schedule 460. \$2,354.
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. - See Note 2 on Schedule 450, page 64.
3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year \_\_\_\_\_  
See Explanatory Note 12 on pages 10 through 12.
- (b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund. Not Available. \$\_\_\_\_\_.
- (c) Is any part of pension plan funded? Specify. Yes ☒ No \_\_\_\_  
(i) If funding is by insurance, give name of insuring company Not Applicable.  
If funding is by trust agreement, list trustee(s). The Northern Trust Company  
Date of trust agreement or latest amendment. June 30, 1998  
If respondent is affiliated in any way with the trustee(s), explain affiliation: Not Applicable.
- (d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement. See Note 12, page 12.
- (e) (i) Is any part of the pension plan fund invested in stock or other securities of the respondent or any of its affiliates?  
Specify. Yes \_\_\_\_ No ☒  
If yes, give number of the shares for each class of stock or other security: \_\_\_\_\_  
\_\_\_\_\_.
- (ii) Are voting rights attached to any securities held by the pension plan? Specify. Yes \_\_\_\_ No ☒ If yes, who determines how stock is voted? \_\_\_\_\_  
\_\_\_\_\_.
4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U.S.C. 610). Yes \_\_\_\_ No ☒ See additional Note 17 on page 14.
5. (a) The amount of employers contribution to employee stock ownership plans for the current year was \$ NONE.  
(b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was \$ NONE.
6. In reference to Docket No. 37465 specify the total amount of business entertainment expenditures charged to the non-operating expense account. \$ NONE.

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

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

Disclose the nature and amount of contingency that is material.

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

SEE NOTE 14 ON PAGE 13.

(a) Changes in Valuation Accounts

8. Marketable Equity Securities

UP has no marketable equity securities.

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

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

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

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

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

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

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

## NOTES TO FINANCIAL STATEMENTS

## 9. Acquisitions

**Southern Pacific - Union Pacific Corporation** (UPC or the Corporation) consummated the acquisition of Southern Pacific Rail Corporation (SP or Southern Pacific) in September 1996. Southern Pacific was acquired for \$4.1 billion (60% of the outstanding Southern Pacific common shares were converted into UPC common stock, and the remaining 40% of the outstanding shares were acquired for cash). UPC's investment in Southern Pacific was subsequently pushed down to the Railroad. The acquisition of Southern Pacific has been accounted for using the purchase method and was fully consolidated into the Company's results beginning October 1996.

**Merger Consolidation Activities** - In connection with the acquisition and continuing integration of Union Pacific Railroad Company, a Utah corporation (UPRR), and predecessor to the respondent, and Southern Pacific's rail operations, the Company is in the process of eliminating 5,200 duplicate positions, primarily employees involved in activities other than train, engine and yard activities. The Company is also relocating 4,700 positions, merging or disposing of redundant facilities, and disposing of certain rail lines. The Company is also canceling uneconomical and duplicative SP contracts.

To date the Company has severed 3,100 employees and relocated 4,300 employees due to merger implementation activities. The Company recognized a \$958 million pre-tax liability in the SP purchase price allocation for costs associated with SP's portion of these activities. In addition, the Company expects to incur between \$65 million and \$95 million over the remaining merger implementation period in pre-tax, acquisition-related costs for severing or relocating UPRR employees, disposing of certain UPRR facilities, and training and equipment upgrading. Earnings for 1999 and 1998 included \$63 million pre-tax or \$39 million after-tax, and \$69 million pre-tax or \$43 million after-tax, respectively, for acquisition-related costs for UPRR consolidation activities.

The components of the merger liability as of December 31, 1999 were as follows:

<i>(Millions of Dollars)</i>	<i>Original Reserve</i>	<i>Cumulative Activity</i>	<i>Current Reserve</i>
Labor protection related to legislated and contractual obligations	\$361	\$361	\$ -
Severance costs	343	265	78
Contract cancellation fees and facility and line closure costs	145	141	4
Relocation costs	109	92	17
Total	\$958	\$859	\$99

**Merger Liabilities** - Merger liability activity reflected cash payments for merger consolidation activities and reclassification of contractual obligations from merger liabilities to contractual liabilities. In addition, where merger implementation has varied from the original merger plan, the Company has adjusted the merger liability and the fair value allocation of SP's purchase price to fixed assets to eliminate the variance. Where the merger implementation has caused the Company to incur more costs than were envisioned in the original merger plan, such costs are charged to expense in the period incurred. The Company charged \$45 million and \$474 million against the merger liability in 1999 and 1998, respectively. The Company expects that the remaining merger payments will be made over the course of the next 24 months as labor negotiations are completed and implemented, and related merger consolidation activities are finalized.

**Mexican Railway Concession** - During 1997, the Company and a consortium of partners were granted a 50-year concession to operate the Pacific-North and Chihuahua Pacific lines in Mexico and a 25% stake in the Mexico City Terminal Company at a price of \$525 million. The consortium assumed operational control of both lines in 1998. In March 1999, the Company purchased an additional 13% ownership interest for \$87 million from one of its partners. The Company now holds a 26% ownership share in the consortium. The investment is accounted for under the equity method. The Company's portion of the consortium's assets and liabilities are translated into U.S. dollars using current exchange rates in effect at the balance sheet date. The Company's portion of the consortium's net income is translated into U.S. dollars at weighted-average exchange rates prevailing during the year (Note 16). The resulting translation adjustments are reflected within the stockholders' equity component, accumulated other comprehensive income.

## 10. Related Party Transactions

Amounts due to and from affiliates, including advances to and borrowings from the Corporation, bear interest at an annually determined rate which considers the Corporation's cost of debt. Net intercompany interest expense charged on such amounts was \$420 million, \$399 million and \$279 million in 1999, 1998 and 1997, respectively.

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

## NOTES TO FINANCIAL STATEMENTS

## 11. Financial Instruments

**Strategy and Risk** - The Company uses derivative financial instruments in limited instances and for other than trading purposes to manage risk related to changes in fuel prices. The Company uses swaps, futures and/or forward contracts to mitigate the downside risk of adverse price movements; however, the use of these instruments also limits future gains from favorable movements.

**Market and Credit Risk** - The Company addresses market risk related to these instruments by selecting instruments whose value fluctuations highly correlate with the underlying item being hedged. Credit risk related to derivative financial instruments, which is minimal, is managed by requiring high credit standards for counterparties and periodic settlements. The total credit risk associated with the Company's counterparties was \$22 million at December 31, 1999. The Company has not been required to provide collateral; however, the Company has received collateral relating to its hedging activity where the concentration of credit risk was substantial.

**Determination of Fair Value** - The fair market values of the Company's derivative financial instrument positions at December 31, 1999 and 1998, detailed below, were determined based upon current fair market values as quoted by recognized dealers or developed based upon the present value of expected future cash flows discounted at the applicable U.S. Treasury rate and swap spread.

**Fuel Strategy** - Fuel costs are a significant portion of the Company's total operating expenses. As a result of the significance of fuel costs and the historical volatility of fuel prices, the Company periodically use swaps, futures and/or forward contracts to mitigate the impact of fuel price volatility. The purpose of this program is to protect the Company's operating margins and overall profitability from adverse fuel price changes.

The following is a summary of the Company's financial instruments at December 31, 1999 and December 31, 1998:

<i>Millions, Except Percentages and Average Commodity Prices</i>	<i>1999</i>	<i>1998</i>
<b>Fuel Hedging:</b>		
Number of gallons hedged for 1999	-	844
Percentage of forecasted 1999 fuel consumption hedged	-	64%
Average price of 1999 hedges outstanding (per gallon) [a]	-	\$0.41
Number of gallons hedged for 2000	126	-
Percentage of forecasted 2000 fuel consumption hedged	10%	-
Average price of 2000 hedges outstanding (per gallon) [a]	\$0.40	-

[a] Excluded taxes and transportation costs.

The asset and liability positions of the Company's outstanding financial instruments at December 31, 1999 and December 31, 1998 were as follows:

<i>Millions of Dollars</i>	<i>1999</i>	<i>1998</i>
<b>Fuel Hedging:</b>		
Gross fair market asset position	\$22	\$ -
Gross fair market (liability) position	-	(49)
<b>Total asset (liability) position</b>	<b>\$22</b>	<b>\$(49)</b>

The Company's use of financial instruments for fuel hedging decreased fuel costs by \$53 million in 1999, increased 1998 fuel costs by \$87 million and had no significant effect on 1997 fuel costs.

**Fair Value of Debt Instruments** - The fair value of the Company's long- and short-term debt has been estimated using quoted market prices or current borrowing rates. At December 31, 1999, the fair value of total debt was less than the carrying value by approximately \$55 million. Approximately \$445 million of fixed-rate debt securities contain call provisions that allow the Company to retire the debt instruments prior to final maturity subject, in certain cases, to the payment of premiums.

**Sale of Receivables** - The Railroad has sold, on a revolving basis, an undivided percentage ownership interest in a designated pool of accounts receivable to third parties through a bankruptcy-remote subsidiary (the Subsidiary). The Subsidiary is collateralized by a \$66 million note from the respondent. The amount of receivables sold fluctuates based upon the availability of the designated pool of receivables and is directly affected by changing business volumes and credit risks. At December 31, 1999 and December 31, 1998, accounts receivable are presented net of \$576 million and \$580 million, respectively, of receivables sold.

## 12. Retirement Plans

**Benefit Summary** - The Company provides defined benefit retirement income to eligible non-union employees through qualified and non-qualified (supplemental) pension plans of the Company. In addition, all non-union and certain of the Company's union employees participate in defined contribution medical and life insurance programs for retirees. All Railroad employees are covered by the Railroad Retirement System (System).



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

## NOTES TO FINANCIAL STATEMENTS

**Funding and Benefit Payments** - Qualified and non-qualified pension benefits are based on years of service and the highest compensation during the latest years of employment. The qualified plans are funded based on the Projected Unit Credit actuarial funding method and are funded at not less than the minimum funding standards set forth in the Employee Retirement Income Security Act of 1974, as amended. The Company has settled a portion of the non-qualified unfunded supplemental plan's accumulated benefit obligation by purchasing annuities. The Company also provides medical and life insurance benefits on a cost sharing basis for qualifying employees. These costs are funded as incurred. In addition, contributions made to the System are expensed as incurred and amounted to approximately \$426 million in 1999, \$411 million in 1998 and \$392 million in 1997.

The following illustrates the change in the Company's projected benefit obligation for 1999 and 1998:

(Millions of Dollars)	Pension Benefits		Other Postretirement Benefits	
	1999	1998	1999	1998
Net benefit obligation at beginning of year	\$1,516	\$1,385	\$378	\$368
Service cost	26	20	4	4
Interest cost	98	100	25	25
Plan amendments	33	2	-	(1)
Actuarial (gain) loss	(201)	95	(19)	6
Gross benefits paid	(90)	(86)	(31)	(24)
Net benefit obligation at end of year	\$1,382	\$1,516	\$357	\$378

Changes in the Company's benefit plan assets are summarized as follows for 1999 and 1998:

(Millions of Dollars)	Pension Benefits		Other Postretirement Benefits	
	1999	1998	1999	1998
Fair value of plan assets at beginning of year	\$1,557	\$1,390	\$ -	\$ -
Actual return on plan assets	254	249	-	-
Employer contributions	30	4	31	24
Gross benefits paid	(90)	(86)	(31)	(24)
Fair value of plan assets at end of year	\$1,751	\$1,557	\$ -	\$ -

The components of funded status of the benefit plans for 1999 and 1998 are as follows:

(Millions of Dollars)	Pension Benefits		Other Postretirement Benefits	
	1999	1998	1999	1998
Funded status at end of year	\$369	\$ 41	\$(357)	\$(378)
Unrecognized net actuarial gain	(747)	(399)	(18)	(20)
Unrecognized prior service cost (credit)	111	71	(53)	(36)
Unrecognized net transition obligation	(8)	(10)	-	-
Net liability recognized at end of year	\$(275)	\$(297)	\$(428)	\$(434)

In 1999 and 1998, \$26 million and \$24 million, respectively, of total pension and other postretirement liability were reclassified as a current liability. Amounts recognized for the benefit plan liabilities in the statement of consolidated financial position for 1999 and 1998 consist of:

(Millions of Dollars)	Pension Benefits		Other Postretirement Benefits	
	1999	1998	1999	1998
Prepaid benefit cost	\$ 2	\$ 2	\$ -	\$ -
Accrued benefit cost	(277)	(299)	(428)	(434)
Additional minimum liability	(31)	(14)	-	-
Intangible asset	28	14	-	-
Accumulated other comprehensive income	3	-	-	-
Net liability recognized at end of year	\$(275)	\$(297)	\$(428)	\$(434)

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

## NOTES TO FINANCIAL STATEMENTS

The components of the Company's net periodic pension costs for the years ended December 31, 1999, 1998 and 1997 were as follows:

	Pension Benefits			Other Postretirement Benefits		
	1999	1998	1997	1999	1998	1997
Service cost	\$ 26	\$ 20	\$ 16	\$ 4	\$ 4	\$ 4
Interest cost	98	100	87	25	25	26
Expected return on assets	(116)	(107)	(81)	-	-	-
Amortization of:						
Transition obligation	(2)	3	3	-	-	-
Prior service cost (credit)	11	8	7	(3)	(3)	(3)
Actuarial gain (loss)	(9)	3	(9)	(1)	(1)	(2)
Total net periodic benefit cost	\$ 8	\$ 27	\$ 23	\$25	\$25	\$25

As of year-end 1999 and 1998, approximately 25% and 31%, respectively, of the funded plans' assets were held in fixed-income and short-term securities, with the remainder in equity securities.

The weighted-average actuarial assumptions for the years ended December 31, 1999, 1998 and 1997 were as follows:

	Pension Benefits			Other Postretirement Benefits		
	1999	1998	1997	1999	1998	1997
Discount rate	8.0%	6.75%	7.0%	8.0%	6.75%	7.0%
Expected return on plan assets	10.0	9.0	9.0	N/A	N/A	N/A
Rate of compensation increase	5.0	4.75	5.0	5.0	4.75	5.0
Health care cost trend:						
Current	N/A	N/A	N/A	7.7	9.0	9.0
Level in 2005	N/A	N/A	N/A	5.5	4.50	4.5

Assumed health care cost trend rates have a significant effect on the amount reported for health care plans. A one-percentage point change in the assumed health care cost trend rates would have the following effects:

(Millions of Dollars)	One percentage point increase	One percentage point decrease
Effect on total service and interest cost components	\$ 3	\$ (3)
Effect on postretirement benefit obligation	34	(29)

**Affiliates Covered by the Plan** - Salaried employees of the following Affiliated Companies, and their non-rail subsidiaries, are covered by the Corporation's funded pension plan for salaried employees: Note: Charges are allocated on basis of actuarial valuation for each company participating in the Plan.

Union Pacific Corporation  
Southern Pacific Rail Corporation  
American Refrigerator Transit Co.  
Union Pacific Carrier Services, Inc.  
Southern Pacific Real Estate Enterprises

PS Technology, Inc.  
Standard Realty & Development Company  
Union Pacific Freight Services Company  
Southern Pacific Asset Management

Delta Finance Company, Ltd  
Pacific Fruit Express Company  
Union Pacific Distribution Services, Inc.  
Southern Pacific Land Corporation

### 13. Capital Stock

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

The Company's capital structure consists of Class A Stock and Common Stock. The Class A Stock is entitled to a cash dividend whenever a dividend is declared on the Common Stock, in an amount which equals 8 percent of the sum of the dividends on both the Class A Stock and the Common Stock. However, dividends may be declared and paid on the Class A Stock only when there is unappropriated available income in respect of prior calendar years which is sufficient to make a sinking fund payment equal to 25 percent of such dividend for the benefit of certain debentures and certificates originally issued by the Missouri-Kansas-Texas Railroad Company (MKT). To the extent that dividends are paid on the Common Stock but not the Class A Stock because the amount of unappropriated available income is insufficient to make such a sinking fund payment, a special cash dividend on the Class A Stock shall be paid when sufficient unappropriated available income exists to make the sinking fund payment. Such insufficiency does not affect the Company's right to declare dividends on the Common Stock. For calendar year 1998, the Company did not have sufficient available income to declare a special cash dividend on the Class A Stock. Dividends in arrears on the Class A Stock total \$99 million.

The number of shares shown in the Schedule 230 on page 20 excludes 2,665 shares of Common Stock and 232 shares of Class A Stock owned by Southern Pacific Rail Corporation, whose results are included in this report.

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

## NOTES TO FINANCIAL STATEMENTS

## 14. Commitments and Contingencies

There are various claims and lawsuits pending against the Company. The Company is also subject to federal, state and local environmental laws and regulations, pursuant to which it is currently participating in the investigation and remediation of numerous sites. In addition, the Company periodically enters into financial and other commitments in connection with its business, and has retained certain contingent liabilities upon the disposition of formerly-owned operations. It is not possible at this time for the Company to determine fully the effect of all unasserted claims on its consolidated financial condition, results of operations or liquidity; however, to the extent possible, where unasserted claims can be estimated and where such claims are considered probable, the Company has recorded a liability. The Company does not expect that any known lawsuits, claims, environmental costs, commitments or guarantees will have a material adverse effect on its consolidated financial condition, results of operations or liquidity. Certain potentially significant contingencies relating to the Company are detailed below:

*Customer Claims* - Some customers have submitted claims for damages related to shipments delayed by the Railroad as a result of congestion problems in 1997 and 1998, and certain customers have filed lawsuits seeking relief related to such delays. Some customers also asserted that they have the right to cancel contracts as a result of alleged material breaches of such contracts by the Railroad. The Company accrued amounts for these claims in 1998 and 1997. No additional amounts were accrued in 1999.

*Environmental Issues* - For environmental sites where remediation costs can be reasonably determined, and where such remediation is probable, the Company has recorded a liability. At December 31, 1999, the Company had accrued \$197 million for estimated future environmental costs and believes it is reasonably possible that actual environmental costs could be lower or significantly higher than the recorded reserve.

*Shareholder Lawsuits* - The Corporation and certain of its directors and officers (who are also directors of the Railroad) are defendants in two purported class actions that have been consolidated into one proceeding. The consolidated complaint alleges, among other things, that the Corporation violated the federal securities laws by failing to disclose material facts and making materially false and misleading statements concerning the service, congestion and safety problems encountered following the Corporation's acquisition of Southern Pacific in 1996. These lawsuits were filed in late 1997 in the United States District Court for the Northern District of Texas and seek to recover unspecified amounts of damages. Management believes that the plaintiffs' claims are without merit and has been defending them vigorously. The defendants have moved to dismiss this action, and the motion was briefed and submitted to the Court for decision in 1998. In February 2000, prior to a ruling on the motion, the parties jointly advised the Court that they were engaged in discussions concerning the possible settlement of the action and asked the Court to defer ruling on the motion to dismiss pending the outcome of these discussions. The Court has entered an order dated February 29, 2000 agreeing to such deferral, subject to the motion of either party to reactivate the action and the pending motion to dismiss at any time. Although settlement discussions are proceeding in good faith, there can be no assurance that they will be successful.

In addition to the class action litigation, a purported derivative action was filed on behalf of the Corporation and the Railroad in September 1998 in the District Court for Tarrant County, Texas, naming as defendants the then-current and certain former directors of the Corporation and the Railroad and, as nominal defendants, the Corporation and the Railroad. The derivative action alleges, among other things, that the named directors breached their fiduciary duties to the Corporation and the Railroad by approving and implementing the Southern Pacific merger without informing themselves of its impact or ensuring that adequate controls were put in place and by causing UPC and the Railroad to make misrepresentations about the Railroad's service problems to the financial markets and regulatory authorities. The Corporation's Board of Directors established a special litigation committee consisting of three independent directors to review the plaintiff's allegations and determine whether it is in UPC's best interest to pursue them. In February 1999, the committee rendered its report, in which it unanimously concluded that further prosecution of the derivative action on behalf of the Corporation and the Railroad is not in the best interest of either such company. Accordingly, the Corporation and the Railroad have filed a motion with the Court to dismiss the derivative action. The plaintiff has not yet responded to the motion. The individual defendants also believe that these claims are without merit and intend to defend them vigorously.

## 15. Accounting Pronouncements

In June 1998, the Financial Accounting Standards Board issued Statement No. 133, "Accounting for Derivative Instruments and Hedging Activities" (FAS 133), that would have been effective January 1, 2000. In June 1999, the Financial Accounting Standards Board issued Statement No. 137, "Accounting for Derivatives Instruments and Hedging Activities-Deferral of the Effective Date of FASB Statement No. 133" postponing the effective date for implementing FAS 133 to fiscal years beginning after June 15, 2000. While management is still in the process of determining the full effect FAS 133 will have on the Company's financial statements, management has determined that FAS 133 will increase the volatility of the Company's asset, liability and equity (comprehensive income) positions as the change in the fair market value of all financial instruments the Company uses for fuel hedging purposes will, upon adoption of FAS 133, be recorded in the Company's Statement of Financial Position (Note 11). In addition, to the extent fuel hedges are ineffective due to pricing differentials resulting from the geographic dispersion of the Company's operations, income statement recognition of the ineffective portion of the hedge position will be required. Management does not anticipate that the final adoption of FAS 133 will have a material impact on Company's consolidated financial statements.

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

## NOTES TO FINANCIAL STATEMENTS

## 16. Comprehensive Income

The Company adopted Statement of Financial Accounting Standards No. 130, "Reporting Comprehensive Income" in 1998.

The components of comprehensive income were as follows:

<i>Millions of Dollars</i>	<i>1999</i>	<i>1998</i>	<i>1997</i>
Net Income	\$854	\$27	\$620
Other comprehensive income (loss):			
Minimum pension liability adjustment			
(net of tax benefit of \$1)	(2)	-	-
Change in accumulated translation adjustment			
(net of tax benefit of \$2)	(4)	-	-
Total comprehensive income	\$848	\$27	\$620

## 17. Union Pacific Fund for Effective Government

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

## 18. Change in Presentation

Certain prior year amounts have been reclassified to conform to the 1999 financial statement presentation.

**200. COMPARATIVE STATEMENT OF FINANCIAL POSITION – EXPLANATORY NOTES - CONCLUDED**  
**NOTES TO FINANCIAL STATEMENTS**

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**210. RESULTS OF OPERATIONS**  
(Dollars in Thousands)

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

Cross-checks

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

Schedule 210

Line 15, col b

Lines 47, 48, 49 col b

Line 50, col b

Schedule 210

= Line 62, col b

= Line 63, col b

= Line 64, col b

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

Line 14, col b

Line 14, col d

Line 14, col e

Schedule 410

= Line 620, col h

= Line 620, col f

= Line 620, col g

4 All contra entries should be shown in parenthesis.

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Freight-related revenue and expenses (d)	Passenger-related revenue and expenses (e)	Line No.
		<b>ORDINARY ITEMS OPERATING INCOME Railway Operating Income</b>					
1		(101) Freight	9,703,510	8,852,992	9,703,510		1
2		(102) Passenger	60,742	60,113		60,742	2
3		(103) Passenger-Related	401	410		401	3
4		(104) Switching	122,150	126,955	122,150		4
5		(105) Water Transfers					5
6		(106) Demurrage	39,243	99,219	39,243		6
7		(110) Incidental	11,941	16,410	11,941		7
8		(121) Joint Facility-Credit	6,321	6,013	6,321		8
9		(122) Joint Facility-Debit					9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	9,944,308	9,162,112	9,883,165	61,143	10
11		(502) Railway operating revenues-transfers from government authorities	42,642	36,253		42,642	11
12		(503) Railway operating revenues-amortization of deferred transfers from government authorities					12
13		<b>TOTAL RAILWAY OPERATING REVENUES (lines 10-12)</b>	9,986,950	9,198,365	9,883,165	103,785	13
14	*	(531) Railway operating expenses	8,222,313	8,821,103	8,122,576	99,737	14
15	*	<b>Net revenue from railway operations</b>	1,764,637	377,262	1,760,589	4,048	15
		<b>OTHER INCOME</b>					
16		(506) Revenue from property used in other than carrier operations	12,598	12,284			16
17		(510) Miscellaneous rent income	100,839	118,720			17
18		(512) Separately operated properties-Profit					18
19		(513) Dividend income (cost method)	3	84			19
20		(514) Interest income	10,129	19,739			20
21		(516) Income from sinking and other funds					21
22		(517) Release of premiums on funded debt	10,268	16,563			22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	77,939	127,999			24
25		Income from affiliated companies: 519					
		a. Dividends (equity method)	8,588	7,890			25
26		b. Equity in undistributed earnings (losses)	48,742	53,954			26
27		<b>TOTAL OTHER INCOME (lines 16-26)</b>	269,106	357,233			27
28		<b>TOTAL INCOME (lines 15, 27)</b>	2,033,743	734,495			28
		<b>MISCELLANEOUS DEDUCTIONS FROM INCOME</b>					
29		(534) Expenses of property used in other than carrier operations	20,778	33,643			29
30		(544) Miscellaneous taxes					30
31		(545) Separately operated properties-Loss					31
32		(549) Maintenance of investment organization					32
33		(550) Income transferred under contracts and agreements					33
34		(551) Miscellaneous income charges	69,148	72,641			34
35		(553) Uncollectible accounts					35
36		<b>TOTAL MISCELLANEOUS DEDUCTIONS</b>	89,926	106,284			36
37		<b>Income available for fixed charges</b>	1,943,817	628,211			37

**210. RESULTS OF OPERATIONS - Concluded**  
(Dollars in Thousands)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
<b>FIXED CHARGES</b>					
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	196,578	205,248	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt	420,082	398,598	40
41		(548) Amortization of discount on funded debt	7,589	11,719	41
42		<b>TOTAL FIXED CHARGES (lines 38-41)</b>	<b>624,249</b>	<b>615,565</b>	<b>42</b>
43		Income after fixed charges (line 37 minus line 42)	1,319,568	12,646	43
<b>OTHER DEDUCTIONS</b>					
		(546) Interest on funded debt:			
44		(c) Contingent interest	4,387	4,363	44
<b>UNUSUAL OR INFREQUENT ITEMS</b>					
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before income taxes)	1,315,181	8,283	46
<b>PROVISIONS FOR INCOME TAXES</b>					
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	(130,470)	(21,193)	47
48	*	(b) State income taxes	(3,434)	(3,611)	48
49	*	(c) Other income taxes			49
50	*	(557) Provision for deferred taxes	594,889	5,729	50
51		<b>TOTAL PROVISIONS FOR INCOME TAXES (lines 47-52)</b>	<b>460,985</b>	<b>(19,075)</b>	<b>51</b>
52		Income from continuing operations (line 46 minus line 51)	854,196	27,358	52
<b>DISCONTINUED OPERATIONS</b>					
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$ _____)			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$ _____)			54
55		Income before extraordinary items (lines 52 - 54)	854,196	27,358	55
<b>EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES</b>					
56		(570) Extraordinary items (Net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes - Extraordinary items			58
59		<b>TOTAL EXTRAORDINARY ITEMS (lines 56-58)</b>			<b>59</b>
60		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$ _____)			60
61	*	Net income (Loss) (Lines 55 + 59 + 60)	854,196	27,358	61
<b>RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)</b>					
62	*	Net revenues from railway operations	1,764,637	377,262	62
63	*	(556) Income taxes on ordinary income (-)	133,904	24,804	63
64	*	(557) Provision for deferred income taxes (-)	(594,889)	(5,729)	64
65		Income from lease of road and equipment (-)			65
66		Rent for leased roads and equipment (+)	2,651	2,313	66
67		Net railway operating income (loss)	1,306,303	398,650	67

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

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## 220. RETAINED EARNINGS

(Dollars in Thousands)

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

Line No.	Cross Check	Item (a)	Retained earnings — Unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
1		Balances at beginning of year	3,260,980	555,990	1
2		(601.5) Prior period adjustments to beginning retained earnings	(2,328)	2,328	2
		<b>CREDITS</b>			
3		(602) Credit balance transferred from income	805,454	48,742	3
4		(603) Appropriations released	123		4
5		(606) Other credits to retained earnings			5
6		<b>TOTAL CREDITS</b>	805,577	48,742	6
		<b>DEBITS</b>			
7		(612) Debit balance transferred from income			7
8		(616) Other debits to retained earnings			8
9		(620) Appropriations for sinking and other funds	2,354		9
10		(621) Appropriations for other purposes			10
11		(623) Dividends: Common stock	200,000		11
12		Preferred stock (1)			12
13		<b>TOTAL DEBITS</b>	202,354		13
14		Net increase (decrease) during year (line 6 minus line 13)	603,223	48,742	14
15		Balances at close of year (lines 1, 2, and 14)	3,861,875	607,060	15
16		Balances from line 15(c)	607,060	N/A	16
17		(798) Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	4,468,935	N/A	17
18		(797) Total appropriated retained earnings:			18
19		Credits during year 2,354			19
20		Debits during year 123			20
21		Balance at Close of year 2,354			21
		<b>Amount of assigned Federal income tax consequences:</b>			
22		Account 606 \$ _____			22
23		Account 616 \$ _____			23

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

## 230. CAPITAL STOCK

PART I. CAPITAL STOCK  
(Dollars in Thousands)

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

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares			Book Value at End of Year		Line No.
			Authorized (c)	Issued (d)	In Treasury (e)	Outstanding (f)	Outstanding (g)	
1	Common							1
2	UP - Common Stock 1/	10.00	9,200	4,465		4,465	45	2
3	UP - Class A Stock 1/	10.00	800	388		388	4	3
4								4
5	Preferred							5
6	FRA Preference Shares - Series A	10,000	5,000	4,829		4,829	24,109	6
7	FRA Preference Shares - Series B	10,000	500	436		436	1,021	7
8								8
9								9
10	TOTAL		15,500	10,118	0	10,118	25,179	10

1/ See note 13 on page 12

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

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

Line No.	Items (a)	Preferred Stock		Common Stock		Treasury Stock		Line No.
		Number of Shares (b)	Amount \$ (c)	Number of Shares (d)	Amount \$ (e)	Number of Shares (f)	Amount \$ (g)	
11	Balance at beginning of year	5,265	27,119	4,853	49			11
12								12
13	Payments of Preference Shares		(1,989)					13
14								14
15								15
16								16
17	Balance at close of year	5,265	25,130	4,853	49		4,781,906	17

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

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

**CASH FLOWS FROM OPERATING ACTIVITIES**

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

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

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10		Income from continuing operations	854,196	27,358	10

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

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investments	(70,715)	(126,276)	11
12		Depreciation and amortization expenses	1,030,952	1,000,783	12
13		Increase (decrease) in provision for Deferred Income Taxes	594,889	5,729	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	(48,742)	(53,954)	14
15		Decrease (increase) in accounts receivable	77,152	93,085	15
16		Decrease (increase) in material and supplies and other current assets	215,670	(124,431)	16
17		Increase (decrease) in current liabilities other than debt	(144,894)	(188,731)	17
18		Increase (decrease) in other - net	(445,146)	(31,780)	18
19		Net cash provided from continuing operations (Lines 10-18)	2,063,362	601,783	19
20		Add (Subtract) cash generated (paid) by reason of discontinued operations and extraordinary items			20
21		NET CASH PROVIDED FROM OPERATING ACTIVITIES (lines 19 and 20)	2,063,362	601,783	21

**CASH FLOWS FROM INVESTING ACTIVITIES**

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
22		Proceeds from sale of property	186,133	304,544	22
23		Capital expenditures	(1,778,370)	(2,113,547)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayment of investment and advances	(49,905)	(66,448)	25
26		Purchase price of long-term investment and advances			26
27		Net decrease (increase) in sinking and other special funds	(437)	548	27
28		Other - net			28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	(1,642,579)	(1,874,903)	29

(Continued on next page)

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

**CASH FLOWS FROM OPERATING ACTIVITIES**

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>					
30		Proceeds from issuance of long-term debt	76,915	485,719	30
31		Prnciple payments of long-term debt	(238,509)	(275,506)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid	(200,000)	(320,000)	34
35		Other - net	(12,080)	1,371,880	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(373,674)	1,262,093	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29 & 36)	47,109	(11,027)	37
38		Cash and cash equivalents at beginning of the year	29,729	40,756	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	76,838	29,729	39
		Footnotes to Schedule 240 Cash paid during the year for:			
40		Interest (net of amount capitalized)*	1/	1/	40
41		Income taxes (net) * 2/	(134,000)	(49,000)	41

\* Only applies if indirect method is adopted.

1/ Fixed charges include intercompany interest expense of \$420,000 and \$399,000 for 1999 and 1998, respectively. Interest payments approximates fixed charges less intercompany interest. See note 10 on page 9.

2/ Both 1999 and 1998 amounts represent a refund.

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

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

Line No.	Item (a)	Source	Amount (b)	Line No.
<b>CURRENT OPERATING ASSETS</b>				
1	Interline and Other Balances (705)	Schedule 200, line 5, column b	63,601	1
2	Customers (706)	Schedule 200, line 6, column b	153,462	2
3	Other (707)	Note A	27,909	3
4	<b>TOTAL CURRENT OPERATING ASSETS</b>	Line 1 + 2 + 3	244,972	4
<b>OPERATING REVENUE</b>				
5	Railway Operating Revenue	Schedule 210, line 13, column b	9,986,950	5
6	Rent Income	Note B	209,900	6
7	<b>TOTAL OPERATING REVENUES</b>	Lines 5 + 6	10,196,850	7
8	Average Daily Operating Revenues	Line 7 divided by 360 days	28,325	8
9	Days of Operating Revenue in Current Operating Assets	Line 4 divided by line 8	9	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	24	10
<b>CURRENT OPERATING LIABILITIES</b>				
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	35,616	11
12	Audited Accounts and Wages Payable (753)	Note A	315,577	12
13	Accounts Payable - Other (754)	Note A	50,287	13
14	Other Taxes Accrued (761.5)	Note A	216,458	14
15	<b>TOTAL CURRENT OPERATING LIABILITIES</b>	Sum of lines 11 to 14	617,938	15
<b>OPERATING EXPENSES</b>				
16	Railway Operating Expenses	Schedule 210, line 14, column b	8,222,313	16
17	Depreciation	Schedule 410, lines 136, 137, 138, 213, 232, 317, column h	1,030,952	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	7,401,261	18
19	Average Daily Expenditures	Line 18 divided by 360 days	20,559	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 divided by line 19	30	20
21	Days of Working Capital Required	Line 10 - Line 20 (Note C)	0	21
22	Cash Working Capital Required	Line 21 x line 19	0	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	76,838	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	0	24
<b>MATERIALS AND SUPPLIES</b>				
25	Total Material and Supplies (712)	Note A	328,702	25
26	Scrap and Obsolete Material included in Acct. 712	Note A	7,521	26
27	Materials and Supplies held for Common Carrier Purposes	Line 25 - line 26	321,181	27
28	<b>TOTAL WORKING CAPITAL</b>	Line 24 + line 27	321,181	28

**NOTES:**

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

## NOTES AND REMARKS

Note to Schedule 310 on pages 26 - 29Lien References

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

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

(C) Companies Under Joint Control

<u>Company (UPRR Ownership)</u>	<u>Other Parties</u>
Alameda Belt Line (50.0%)	BNSF (50.0%)
Belt Railway of Chicago (8.33%)	BNSF (16.66%) IC (8.33%)
	Conrail (16.68%) NS (8.33%)
	CSX (25.01%) SOO (8.33%)
	GTW (8.33%)
Brownsville & Matamoros Bridge Co. (50.0%)	Gobierno de Estados Unidos Mexicanos (50.0%)
Central California Traction Co. (66.67%)	BNSF (33.33%)
Denver Union Terminal Ry. Co. (33.33%)	CKR (16.67%) Trillium (50.0%)
Houston Belt & Terminal Ry (50.0%)	BNSF (50.0%)
Iowa Transfer Ry Co. (25.0%)	BNSF (25.0%) NS (25.0%)
	Chicago Pacific Corp. (25.0%)
Kansas City Terminal Ry Co. (41.67%)	BNSF (25.01%) NS (8.33%)
	GWR (8.33%) SOO (8.33%)
	KCS (8.33%)
Longview Switching Co (50.0%)	BNSF (50.0%)
Monument Place (50.0%)	EGDC - Fairfax, Inc. (50.0%)
MT Properties, Inc. (42.1%)	BNSF (43.3%) SOO (14.6%)
Oakland Terminal Ry (50.0%)	BNSF (50.0%)
Peoria & Pekins Union Ry Co. (12.5%)	Conrail (25.64%) NS (15.0%)
	IC (46.86%)
Portland Terminal RR Co (60.0%)	BNSF (40.0%)
St. Joseph Terminal RR Co (50.0%)	BNSF (50.0%)
Sunset Railway Co. (50.0%)	BNSF (50.0%) and operated by each company alternately for 5-year periods.
Terminal Railroad Association of St. Louis (42.88%)	BNSF (14.28%) IC (14.28%)
	CSX (14.28%) NS (14.28%)
Texas City Terminal Ry (66.67%)	BNSF (33.33%)
TTX (36.68%)	BNSF (17.24%) CSX (19.59%)
	Boston & Maine (.63%) Florida East Coast (.94%)
	CN/IC (3.13%) KCS (.63%)
	CP (1.57%) NS (19.59%)

Wholly-owned companies that have a joint interest in subsidiaries

Transborder Rail owns a 26% interest in Grupo Ferroviario Mexicano

Union Pacific Baseball Enterprises owns a 50% interest in the Omaha Golden Spikes minor league baseball team

Union Pacific Venture Leasing owns a 50% interest in Bay Pacific

Union Pacific Venture Leasing owns a 50% interest in Helm Pacific

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

1. Schedule 310 should give particulars of stocks, bonds, other secured obligations, unsecured notes, and investment advances of affiliated companies held by respondent at close of year. Also, disclose the investments made, disposed of, and written down during the year and the applicable dividends and interest credited to income as a result of those investments. They should exclude securities issued or assumed by respondent. For definitions of affiliated companies, see the rules governing Account No. 721 "Investments and advances; affiliated companies," in the Uniform System of Accounts for Railroad Companies.
2. List the investments in the following order and show a total for each group and each class of investments by accounts in numerical order:
  - (A) Stocks
    - (1) Carriers-active
    - (2) Carriers-inactive
    - (3) Noncarriers-active
    - (4) Noncarriers-inactive
  - (B) Bonds (including U.S. Government Bonds)
  - (C) Other secured obligations
  - (D) Unsecured notes
  - (E) Investment advances
3. The subclassification of classes (B), (C), (D), and (E) should be the same as that provided for class (A).
4. The kinds of industry represented by respondent's investments in the securities of other companies should be shown by symbol opposite the names of the issuing corporations, the symbols and industrial classifications to be as follows:

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

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

## 310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

(Dollars in Thousands)

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

Entries in this schedule should be made in accordance with the definitions and general instructions given on page 18, classifying the investments by means of letters, figures, and symbols in columns (a), (b), and (c).

3. Indicate by means of an arbitrary mark in column (d) the obligation in support of which any security is pledged, mortgaged, or otherwise encumbered, giving names and other important particulars of such obligations in footnotes.
4. Give totals for each class and for each subclass and a grand total for each account.
5. Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness. In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19\_\_ to 19\_\_." Abbreviations in common use in standard financial publications may be used to conserve space.

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
1	721	A1	VII	<b>STOCKS - CARRIERS ACTIVE</b>		1
2				Alameda Belt Line (C)	50.0	2
3				American Refrigerator Transit Co. (A)	100.0	3
4				Belt Railway of Chicago (C)	8.3	4
5				Brownsville & Matamoros Bridge Co. (A) (C)	50.0	5
6				Central California Traction Co. (C)	66.7	6
7				Denver Union Terminal Ry. Co. (C)	33.3	7
8				Houston Belt & Terminal Ry. (A) (B) (C)	50.0	8
9				Iowa Transfer Railway Co. (C)	25.0	9
10				Jonesboro Rice & Mill 1/		10
11				Kansas City Terminal Ry. (A) (B) (C) 1/	41.7	11
12				Longview Switching Co. (C)	50.0	12
13				MT Properties, Inc. (C)	42.1	13
14				Oakland Terminal Railway (C)	50.0	14
15				Pacific Fruit Express	100.0	15
16				Peoria & Pekins Union Rwy Co. 1/ (C)	12.5	16
17				Portland Terminal RR Co. (C)	60.0	17
18				Portland Traction Co.	100.0	18
19				St. Joseph Terminal RR Co. (C) 1/	50.0	19
20				Southern Pacific Motor Trucking	100.0	20
21				Sunset Railway (C)	50.0	21
22				Terminal Railroad Association of St. Louis (C) 1/	42.9	22
23				Texas City Terminal Ry. (C)	66.7	23
24				Trailer Train Co. (C)	36.7	24
25				Transborder Rail (D)	100.0	25
26				Union Pacific Fruit Express Corp.	100.0	26
27						27
28	721	A3		<b>STOCKS - NONCARRIERS - ACTIVE</b>		28
29				Automated Monitoring & Control International	67.3	29
30				Bay Pacific (C)	50.0	30
31			VI	Donland Development Company	100.0	31
32			VI	Missouri Improvement Co. (A)	100.0	32
33				Missouri Pacific Intermodal Transport, Inc.	100.0	33
34			VI	Montwood	100.0	34
35			VI	Monument Place (C)	50.0	35
36			VI	RG Holding	100.0	36
37			VI	RG Land	100.0	37

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

(A) (B) Lien references as described on page 24. (C) Companies under joint control listed on page 24.

1/ Carried at nominal value of \$1.00. (D) Column (h) - Other Comprehensive Income (See Notes 9 & 16 on pages 9 & 14, respectively).



## 310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - Continued

(Dollars in Thousands)

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

Line No.	Investments and Advances				Disposed of: profit(loss) (j)	Adjustments Acct. 721.5 (k)	Dividends or interest credited to income (l)	Line No.
	Opening Balance (f)	Additions (g)	Deductions (if other) than sale, explain (h)	Closing Balance (i)				
1								1
2	0			0				2
3	378			378				3
4	260			260				4
5	250			250				5
6	2,286			2,286				6
7	30			30				7
8	13			13				8
9	55			55				9
10	1			1				10
11	0			0				11
12	1			1				12
13	672			672				13
14	0			0				14
15	6,000			6,000				15
16	0			0				16
17	1,800			1,800				17
18	1,300			1,300				18
19	0			0				19
20	14,906			14,906				20
21	0			0				21
22	0			0				22
23	3,869			3,869				23
24	138,231			138,231				24
25	77,239	87,003	6,278	157,964				25
26	1,000			1,000				26
27								27
28								28
29	2,379		2,379	0				29
30	571			571				30
31	250			250				31
32	5,589			5,589				32
33	1			1				33
34	3,070			3,070				34
35	3,189	76		3,265				35
36	104,118			104,118				36
37	2,486			2,486				37

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

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of issuing company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
38			VI	Southern Pacific Asset Management	100.0	38
39				Southern Pacific Warehouse	100.0	39
40				Southern Pacific International	100.0	40
41			X	SP Environmental Systems	100.0	41
42			X	SP Environmental Waste Systems	100.0	42
43				SP Fleet Acquisition	100.0	43
44			VI	SP Land Co.	100.0	44
45			VI	Southern Pacific Receivables, Inc.	100.0	45
46			VI	Standard Realty & Development	100.0	46
47				Union Pacific Distribution Services	100.0	47
48			X	UP Baseball Enterprises, Inc.	100.0	48
49				UP Expressair	100.0	49
50			VI	UP Financial Corp.	100.0	50
51				UP Venture Leasing	100.0	51
52			VI	Wisconsin Town Lot	100.0	52
53				TOTAL CLASS A		53
54	721	D1		<b>UNSECURED NOTES - CARRIERS - ACTIVE</b>		54
55				St. Joseph Terminal RR Co.		55
56				Terminal RR Assn. of St. Louis		56
57				Trailer Train Co.		57
58				TOTAL CLASS D		58
59	721	E1		<b>INVESTMENT ADVANCES - CARRIERS - ACTIVE</b>		59
60				Alameda Belt Line		60
61				Denver Union Terminal Ry. Co.		61
62				Houston Belt & Terminal Ry.		62
63				Kansas City Terminal Ry. Co.		63
64				Longview Switching Co.		64
65				Pacific Fruit Express		65
66				Port Terminal Ry. Assn.		66
67				Southern Pacific International		67
68				Southern Pacific Motor Trucking		68
69				St. Joseph Terminal RR Co.		69
70				Sunset Railway		70
71				Terminal Railroad Assn. of St. Louis		71
72				Transborder Rail		72
73				UP International Advisors		73
74				Wichita Terminal		74
75	721	E3		<b>INVESTMENT ADVANCES - NONCARRIERS - ACTIVE</b>		75
76				Motor Vehicle Logistics Corp.		76
77			VI	Park Springs		77
78			VI	Rio Grande Holding, Inc.		78
79				Southern Pacific Warehouse		79
80			X	SP Environmental		80
81			VI	SP Land Co.		81
82			VI	Stonegate Park		82
83			X	UP Baseball Enterprises, Inc.		83
84				UP de Mexico		84
85				UP Venture Leasing		85
86			VI	Wisconsin Town Lot		86
87				TOTAL CLASS E		87
88						88
89				TOTAL ACCOUNT 721		89

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

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

Line No.	Investments and Advances				Disposed of: profit (loss) (j)	Adjustments Acct. 721.5 (k)	Dividends or interest credited to income (l)	Line No.
	Opening Balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing Balance (i)				
38	1			1				38
39	19			19				39
40	823			823				40
41	1			1				41
42	1			1				42
43	1			1				43
44	1			1				44
45	21,400			21,400				45
46	100			100				46
47	1			1				47
48	1			1				48
49	1			1				49
50	1			1				50
51	498			498				51
52	574			574				52
53	393,367	87,079	8,657	471,789				53
54								54
55	175			175				55
56	0			0				56
57	1,841		1,841	0				57
58	2,016	0	1,841	175				58
59								59
60	20			20				60
61	667	260		927				61
62	4,722	9,937		14,659				62
63	10,893			10,893				63
64	37			37				64
65	3,440		240	3,200				65
66	452			452				66
67	3,992			3,992				67
68	19,320	440		19,760				68
69	79			79				69
70	358			358				70
71	2,310			2,310				71
72	34	74		108				72
73	218	721		939				73
74	114			114				74
75								75
76	25			25				76
77	4,197		58	4,139				77
78	510	79,203		79,713				78
79	2,337			2,337				79
80	466		466	0				80
81	2,079		91	1,988				81
82	1,552			1,552				82
83	994	165		1,159				83
84	8,763	2,296		11,059				84
85	0	932		932				85
86	80	123		203				86
87	67,659	94,151	855	160,955				87
88								88
89	463,042	181,230	11,353	632,919				89

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

(Dollars in Thousands)

## Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustment for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
<b>CARRIERS:</b> (List specifics for each company)								
1	American Refrigerator Transit Co.	11,004		397			11,401	1
2	Belt Ry. of Chicago	438		0			438	2
3	Brownsville & Matamoros Bridge Co.	4,036		470			4,506	3
4	Central California Traction	240		0			240	4
5	Chicago Western Indiana RR	(151)		0			(151)	5
6	Denver Union Terminal	67		66			133	6
7	Houston Belt & Terminal Rwy.	8,866		637			9,503	7
8	Kansas City Terminal Rwy.	729		1			730	8
9	MT Properties	539		(29)			510	9
10	Pacific Fruit Express Co.	(3,422)		(940)			(4,362)	10
11	Portland Terminal Railroad Company	(675)		(1)			(676)	11
12	Portland Traction Co.	65		(3)			62	12
13	Terminal RR Assn. of St. Louis	18,945		2,468			21,413	13
14	Texas City Terminal Ry.	12,714		133			12,847	14
15	Trailer Train Co.	237,010		32,292			269,302	15
16	Transborder Rail Corp.	8,531		6,572			15,103	16
17	UP Fruit Express Co.	147,992		665			148,657	17
18	TOTAL CARRIER	446,928		42,728		0	489,656	18
<b>NONCARRIER:</b> (List specifics for each company)								
19	Automated Monitoring & Control International	(2,328)		0		2,328	0	19
20	Bay Pacific Logistics	130		0			130	20
21	Delta Finance	2,200		0			2,200	21
22	Donland Development Company	5,711		(57)			5,654	22
23	Missouri Improvement Co.	6,422		(628)			5,794	23
24	Missouri Pacific Intermodal Transport	(48)		0			(48)	24
25	Montwood Corporation	1,128		288			1,416	25
26	Monument Place	83		(43)			40	26
27	Motor Vehicle Logistics Corp.	(25)		0			(25)	27
28	Rio Grande Holding	875		50			925	28
29	Rio Grande Land	95		10			105	29
30	Signage	2,622		0			2,622	30
31	Southern Pacific Receivables, Inc.	2,819		0			2,819	31
32	SP Asset Management	1,374		55			1,429	32
33	SP Land Corporation	(431)		0			(431)	33
34	SP Motor Trucking	(381)		(56)			(437)	34
35	SP Warehouse	8,133		0			8,133	35
36	Standard Realty & Development	48,933		0			48,933	36
37	Transportation Service Systems	(269)		(29)			(298)	37
38	UP Baseball Enterprises	271		(42)			229	38
39	UP Carrier Services	683		389			1,072	39
40	UP de Mexico	242		25			267	40
41	UP Distribution Co.	21,908		2,770			24,678	41
42	UP Expressair	1,513		0			1,513	42
43	UP Financial Corp.	(331)		0			(331)	43
44	UP Venture Leasing	5,633		3,279			8,912	44
45	UPRR Land Companies	2,207		2			2,209	45
46	Wisconsin Town Lot	(107)		1			(106)	46
47	TOTAL NONCARRIER	109,062		6,014		2,328	117,404	47
48	TOTAL EQUITY	555,990		48,742		2,328	607,060	48

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 330

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

## NOTES AND REMARKS

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditure during the Year for original road and equipment and road extensions (c)	Expenditures during the year for purchase of existing lines, lines reorganizations, etc. (d)	Line No.
1		(2) Land for transportation purposes	4,772,625			1
2		(3) Grading	2,571,716			2
3		(4) Other, right-of-way expenditures	43,014			3
4		(5) Tunnels and subways	357,631			4
5		(6) Bridges, trestles, and culverts	1,949,772			5
6		(7) Elevated structures	0			6
7		(8) Ties	2,944,864			7
8		(9) Rail and other track material	5,965,661			8
9		(11) Ballast	1,790,332			9
10		(13) Fences, snowsheds and signs	39,676			10
11		(16) Station and office buildings	387,133			11
12		(17) Roadway buildings	32,264			12
13		(18) Water stations	5,326			13
14		(19) Fuel stations	92,173			14
15		(20) Shops and enginehouses	267,462			15
16		(22) Storage warehouses	1			16
17		(23) Wharves and docks	228			17
18		(24) Coal and ore wharves	3,338			18
19		(25) TOFC/COFC terminals	239,350			19
20		(26) Communication systems	211,014			20
21		(27) Signals and interlockers	1,126,796			21
22		(29) Power plants	2,026			22
23		(31) Power-transmission systems	31,904			23
24		(35) Miscellaneous structures	8,961			24
25		(37) Roadway machines	334,354			25
26		(39) Public improvements-construction	395,337			26
27		(44) Shop machinery	148,092			27
28		(45) Power-plant machinery	4,298			28
29		Other lease/rentals	1,309			29
30		<b>TOTAL EXPENDITURES FOR ROAD</b>	<b>23,726,657</b>	<b>0</b>	<b>0</b>	<b>30</b>
31		(52) Locomotives	4,479,264			31
32		(53) Freight train cars	2,555,483			32
33		(54) Passenger train cars	91			33
34		(55) Highway revenue equipment	4,801			34
35		(56) Floating equipment	0			35
36		(57) Work equipment	117,630			36
37		(58) Miscellaneous equipment	20,592			37
38		(59) Computer systems and word processing equipment	283,410			38
39		<b>TOTAL EXPENDITURES FOR EQUIPMENT</b>	<b>7,461,271</b>	<b>0</b>	<b>0</b>	<b>39</b>
40		(76) Interest during construction	45,338			40
41		(80) Other elements of investment 1/	13,252			41
42		(90) Construction work in progress	777,636			42
43		<b>GRAND TOTAL</b>	<b>32,024,154</b>	<b>0</b>	<b>0</b>	<b>43</b>

1/ Amount primarily relates to the conversion of Alton & Southern Railway to a terminal railroad company status under Internal Revenue Code Section 281. Alton & Southern Railway became consolidated in UP's R-1 in 1997.

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

Line No.	Cross Check	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1		13,847	65,659	(51,812)	4,720,813	1
2		71,920	41,023	30,897	2,602,613	2
3		3,533	(274)	3,807	46,821	3
4		3,296	5,901	(2,605)	355,026	4
5		91,177	28,547	62,630	2,012,402	5
6		0	0	0	0	6
7		291,672	(28,433)	320,105	3,264,969	7
8		604,567	115,950	488,617	6,454,278	8
9		184,945	10,582	174,363	1,964,695	9
10		1,869	(176)	2,045	41,721	10
11		16,871	(1,070)	17,941	405,074	11
12		1,449	(375)	1,824	34,088	12
13		134	(117)	251	5,577	13
14		2,820	(580)	3,400	95,573	14
15		16,012	3,957	12,055	279,517	15
16		0	0	0	1	16
17		0	25	(25)	203	17
18		0	28	(28)	3,310	18
19		58,598	(2,957)	61,555	300,905	19
20		14,986	(4,677)	19,663	230,677	20
21		127,207	(4,461)	131,668	1,258,464	21
22		5	(31)	36	2,062	22
23		2,423	(335)	2,758	34,662	23
24		513	(69)	582	9,543	24
25		22,951	69,320	(46,369)	287,985	25
26		15,315	1,126	14,189	409,526	26
27		4,139	(2,995)	7,134	155,226	27
28		902	(450)	1,352	5,650	28
29		0	45	(45)	1,264	29
30		1,551,151	295,163	1,255,988	24,982,645	30
31		310,925	171,042	139,883	4,619,147	31
32		90,481	46,703	43,778	2,599,261	32
33		0	13	(13)	78	33
34		0	(391)	391	5,192	34
35		0	0	0	0	35
36		3,387	12,027	(8,640)	108,990	36
37		30	(515)	545	21,137	37
38		25,057	24,226	831	284,241	38
39		429,880	253,105	176,775	7,638,046	39
40		0	0	0	45,338	40
41		0	0	0	13,252	41
42		(202,661)	0	(202,661)	574,975	42
43		1,778,370	548,268	1,230,102	33,254,256	43

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

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

Line No.	Account (a)	OWNED AND USED			LEASED FROM OTHERS			Line No.
		Depreciation base		Annual composite rate (percent) (d)	Depreciation base		Annual composite rate (percent) (g)	
		1/1 At beginning of year (b)	12/1 At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	2,571,715	2,594,549	1.11			1	
2	(4) Other, right-of-way expenditures	43,016	46,110	2.86			2	
3	(5) Tunnels and subways	357,631	351,090	0.89			3	
4	(6) Bridges, trestles, and culverts	1,949,772	1,993,754	1.35			4	
5	(7) Elevated structures	0	0	0			5	
6	(8) Ties	2,943,287	3,201,449	4.29			6	
7	(9) Rail and other track material	5,959,875	6,350,248	3.71			7	
8	(11) Ballast	1,789,930	1,932,751	2.78			8	
9	(13) Fences, snow sheds, and signs	39,676	41,571	1.52			9	
10	(16) Station and office buildings	387,134	404,787	3.17			10	
11	(17) Roadway buildings	32,263	34,013	3.13			11	
12	(18) Water stations	5,325	5,454	3.70			12	
13	(19) Fuel Stations	92,173	95,522	3.33			13	
14	(20) Shops and enginehouse	267,463	279,366	2.38			14	
15	(22) Storage warehouses	1	1	3.33			15	
16	(23) Wharves and docks	228	203	4.00			16	
17	(24) Coal and ore wharves	3,338	3,310	1.85			17	
18	(25) TOFC/COFC terminals	239,350	300,916	3.33			18	
19	(26) Communication systems	211,014	229,479	2.83			19	
20	(27) Signals and interlockers	1,126,795	1,250,868	2.44			20	
21	(29) Power plants	2,026	2,062	2.94			21	
22	(31) Power-transmission systems	31,904	34,412	2.22			22	
23	(35) Miscellaneous structures	8,961	9,543	2.63			23	
24	(37) Roadway machines	334,354	287,533	5.28			24	
25	(39) Public improvements-Construction	395,337	407,288	2.86			25	
26	(44) Shop machinery	148,088	154,511	3.65			26	
27	(45) Power-plant machinery	4,299	5,650	3.85			27	
28	All other road accounts	0	0	0			28	
29	Amortization (other than def. projects)	0	0	0			29	
30	TOTAL ROAD	18,944,955	20,016,440	3.29			30	
	EQUIPMENT							
31	(52) Locomotives	4,479,265	4,551,418	4.13			31	
32	(53) Freight-train cars	2,555,482	2,599,118	3.59			32	
33	(54) Passenger-train cars	91	78	6.43			33	
34	(55) Highway revenue equipment	4,801	5,192	7.00			34	
35	(56) Floating equipment	0	0	0			35	
36	(57) Work equipment	117,630	108,959	2.53			36	
37	(58) Miscellaneous equipment	4,413	4,962	5.49			37	
38	(59) Computer systems and WP equipment	299,590	297,174	15.24			38	
39	TOTAL EQUIPMENT	7,461,272	7,566,901	4.38			39	
40	GRAND TOTAL	26,406,227	27,583,341	N/A			N/A 40	



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

(Dollars in Thousands)

1. Disclose the required information in regard to credits and debits to Account No. 735, "Accumulated Depreciation: Road and Equipment Property," during the year relating to owned and used road and equipment. Include entries for depreciation of equipment owned but not used when the resulting rents are included in the "Lease Rentals-Credit-Equipment" accounts and "Other Rents-Credit-Equipment" accounts. Exclude any entries for depreciation of equipment that is used but not owned when the resulting rents are included in "Lease Rental-Debit-Equipment" accounts and "Other Rents-Debit-Equipment" accounts. (See Schedule 351 for the accumulated depreciation to road and equipment owned and leased to others.)

2. If any data are included in columns (d) or (f), explain the entries in detail.

3. A debit balance in columns (b) or (g) for any primary account should be designated "Dr."

4. If there is any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses, a full explanation should be given.

5. Enter amounts representing amortization under an authorized amortization program other than for defense projects on lines 29 and 39.

Line No.	Cross Check	Account (a)	3/ Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		3/ Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	2/ Other debits (f)		
		ROAD							
1		(3) Grading	98,121	36,306	0	27,743	(41,056)	147,740	1
2		(4) Other, right-of-way expenditures	4,214	1,391	0	(232)	296	5,541	2
3		(5) Tunnels and subways	1,063	4,994	0	4,207	(18,083)	19,933	3
4		(6) Bridges, trestles, and culverts	101,055	39,247	0	21,553	41,047	77,702	4
5		(7) Elevated structures	0	0	0	0	0	0	5
6		(8) Ties	514,528	138,829	0	1,064	30,597	621,696	6
7		(9) Rail and other track material	1,616,411	287,145	0	124,601	(731,184)	2,510,139	7
8		(11) Ballast	183,203	64,925	0	7,748	33,679	206,701	8
9		(13) Fences, snow sheds and signs	6,853	914	0	(214)	6,197	1,784	9
10		(16) Station and office buildings	50,854	14,087	0	(2,135)	23,511	43,565	10
11		(17) Roadway buildings	6,890	1,187	0	(386)	2,170	6,293	11
12		(18) Water stations	686	241	0	(122)	(1,087)	2,136	12
13		(19) Fuel stations	19,627	3,266	0	(581)	(1,141)	24,615	13
14		(20) Shops and enginehouses 1/	76,887	6,173	0	(4,287)	(1,110)	88,457	14
15		(22) Storage warehouses	1	0	0	0	0	1	15
16		(23) Wharves and docks	8	18	0	22	65	(61)	16
17		(24) Coal and ore wharves	1,383	100	0	14	390	1,079	17
18		(25) TOFC/COFC terminals	64,401	10,302	0	(3,012)	36,887	40,828	18
19		(26) Communication systems	58,088	6,529	0	(4,465)	21,686	47,396	19
20		(27) Signals and interlockers	174,406	31,856	0	(5,126)	8,797	202,591	20
21		(29) Power plants	284	30	0	(30)	(568)	912	21
22		(31) Power-transmission systems	5,723	799	0	(355)	3,354	3,523	22
23		(35) Miscellaneous structures	3,126	264	0	(72)	(259)	3,721	23
24		(37) Roadway machines 1/	143,093	6,690	0	56,445	79,738	13,600	24
25		(39) Public improvements-Construction	83,412	12,039	0	723	32,044	62,684	25
26		(44) Shop machinery* 1/	45,432	4,092	0	(5,651)	13,369	41,806	26
27		(45) Power-plant machinery	2,540	126	0	(453)	72	3,047	27
28		All other road accounts	0	0	0	0	0	0	28
29		Amortization (Adjustments)	0	0	0	0	0	0	29
30		TOTAL ROAD	3,262,289	671,550	0	216,999	(460,589)	4,177,429	30
		EQUIPMENT							
31		(52) Locomotives 1/	1,360,951	197,110	0	137,579	233,446	1,187,036	31
32		(53) Freight-train cars	1,071,633	113,534	0	37,114	219,271	928,782	32
33		(54) Passenger-train cars	(2)	16	0	13	(1)	2	33
34		(55) Highway revenue equipment	(2,024)	323	0	(326)	(4,301)	2,926	34
35		(56) Floating equipment	0	0	0	0	0	0	35
36		(57) Work equipment 1/	14,291	2,908	0	(3,614)	10,047	10,766	36
37		(58) Miscellaneous equipment	7,020	1,854	0	(1,125)	12,490	(2,491)	37
38		(59) Computer systems and WP equip.	103,277	43,657	0	24,228	(10,363)	133,069	38
39		Amortization Adjustments	0	0	0	0	0	0	39
40		TOTAL EQUIPMENT	2,555,146	359,402	0	193,869	460,589	2,260,090	40
41		GRAND TOTAL	5,817,435	1,030,952	0	410,868	0	6,437,519	41

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

2/ Column (f) other debits - Reallocation of Accumulated Depreciation as authorized by the Surface Transportation Board Sub Order No.R-327-0 with Service Date of September 30, 1999.

3/ ( ) in Columns (b) and (g) represent a debit balance.

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

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

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

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

**340. DEPRECIATION BASE AND RATES -- IMPROVEMENTS TO ROAD AND EQUIPMENT LEASED FROM OTHERS**

(Dollars in Thousands)

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

Line No.	Account (a)	Depreciation base		Annual composite rate (percent) (d)	Line No.
		At beginning of year (b)	At close of year (c)		
	<b>ROAD</b>				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snow sheds, and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel Stations				13
14	(20) Shops and enginehouse				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements-Construction				25
26	(44) Shop machinery*				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	Amortization (Adjustments)				29
30	<b>TOTAL ROAD</b>				30
	<b>EQUIPMENT</b>				
31	(52) Locomotives				31
32	(53) Freight-train cars				32
33	(54) Passenger-train cars				33
34	(55) Highway revenue equipment				34
35	(56) Floating equipment				35
36	(57) Work equipment				36
37	(58) Miscellaneous equipment				37
38	(59) Computer systems and word processing equipment				38
39	Amortization Adjustments				39
40	<b>TOTAL EQUIPMENT</b>				40
41	<b>GRAND TOTAL</b>				41

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

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

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

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

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

## NOTES AND REMARKS

Notes Referring to Schedule 352A, page 42:

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

Notes Referring to Schedule 352B, page 43:

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

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

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

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

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

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

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

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

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

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

Line No.	Class (See Ins. 2) (a)	Name of Company (b)	Miles of road used (See Ins. 4) (whole number) (c)	Investments in property (See Ins. 5) (d)	Depreciation and amortization of defense projects (See Ins. 6) (e)	Line No.
1	R	Union Pacific Railroad	28,874	\$33,254,256	\$6,437,519	1
2						2
3		<b>Add - Leased From Others</b>				3
4						4
5	O	U.S. Government - Sable to Bunell, CO used under contract	1/ 1			5
6	O	City of Kansas City, KS - Tracks		2/ 244	3/	6
7	O	Mid States Port Authority, Track Rental Fairbury to Hallam, NE		2/ 4,800	3/	7
8	O	General Motors		2/ 11	3/	8
9	O	Louisville & Nashville RR Co.,-SCL		16	3/	9
10	O	New Orleans Public Belt Railroad Co.		36	3/	10
11	O	Port of Corpus Christi		2/ 581	3/	11
12	O	Greater Baton Rouge Port Commission		2/ 2,960	3/	12
13	O	Lake Charles Harbor & Terminal District		2/ 104	3/	13
14	O	Port of Beaumont		2/ 419	3/	14
15	O	City and County of San Francisco (Formerly Ocean				15
16		Shore Railway) yard switching tracks		34	3/	16
17	O	Medford Corp, Medford, Oregon-Way switching tracks		40	3/	17
18	O	Nueces County Navigation Dist. No. 1 Terminal				18
19		Properties Corpus Chnsti, TX		581	3/	19
20	O	Moffat Tunnel Improvement District	9 4/	11,435	5/	20
21	O	Montwood Corporation		6/ 5,474	6/ 1,294	21
22						22
23		<b>Total Leased From Others</b>	10	26,735	1,294	23
24						24
25		<b>Deduct - Leased to Others:</b>				25
26						26
27	O	Houston Belt & Terminal Rwy. Co.	3 2/	3,798	3/	27
28						28
29		<b>Total Leased to Others</b>	3	3,798	0	29
30						30
31		<b>TOTAL</b>	<b>28,881</b>	<b>33,277,193</b>	<b>6,438,813</b>	<b>31</b>

1/, 2/, 3/, 4/, 5/, 6/ See notes on page 39.



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

1. In columns (b) through (e) give, by primary accounts, the amount of investment at the close of the year in property of respondent and each group or class of companies and properties.
2. The amounts for respondent and for each group or class of companies and properties on line 44 should correspond with the amounts for each class of company and property shown in Schedule 352A. Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in this schedule.
3. Report on line 29 amounts representing capitalization of rentals for leased property based on 6% per year where property is not classified by accounts by noncarrier owners, or where the cost of property leased from other carriers is not ascertainable. Identify noncarrier owners, and briefly explain on page 39 the methods of estimating value of property of noncarriers or property of other carriers.
4. Report on line 30 amounts not included in the accounts shown, or in line 29. The items reported should be briefly identified and explained. Also include here those items after permission is obtained from the Board for exceptions to prescribed accounting. Reference to such authority should be made when explaining the amounts reported. Respondents must not make arbitrary changes to the printed stub or column headings without specific authority from the Board.

Line No.	Cross Check	Account (a)	Respondent (b)	Lessor Railroads (c)	Inactive (proprietary companies) (d)	Other Leased Properties (e)	Line No.
1		(2) Land for transportation purposes	4,716,747	4,066		127	1
2		(3) Grading	2,596,040	6,573		3,205	2
3		(4) Other, right-of-way expenditures	46,593	228			3
4		(5) Tunnels and subways	355,026			9,244	4
5		(6) Bridges, trestles, and culverts	2,003,406	8,996		72	5
6		(7) Elevated structures	0				6
7		(8) Ties	3,254,152	10,817		793	7
8		(9) Rail and other track material	6,416,721	37,557		1,663	8
9		(11) Ballast	1,952,019	12,676		324	9
10		(13) Fences, snowsheds and signs	41,416	305		5	10
11		(16) Station and office buildings	404,390	684		19	11
12		(17) Roadway buildings	34,036	52		38	12
13		(18) Water stations	5,568	9			13
14		(19) Fuel stations	95,564	9			14
15		(20) Shops and enginehouses	279,462	55			15
16		(22) Storage warehouses	1				16
17		(23) Wharves and docks	203				17
18		(24) Coal and ore wharves	3,310				18
19		(25) TOFC/COFC terminals	298,986	1,919			19
20		(26) Communication systems	230,307	370			20
21		(27) Signals and interlockers	1,252,116	6,348		78	21
22		(29) Power plants	2,062				22
23		(31) Power transmission systems	34,643	19			23
24		(35) Miscellaneous structures	9,492	51			24
25		(37) Roadway machines	287,981	4			25
26		(39) Public improvements-construction	408,591	935		612	26
27		(44) Shop machinery	155,226				27
28		(45) Power-plant machinery	5,650				28
29		Leased property capitalized rentals (explain)	0			1/ 5,749	29
30		Other (specify and explain)	1,264				30
31		TOTAL ROAD	24,890,972	91,673		21,929	31
32		(52) Locomotives	4,619,147				32
33		(53) Freight-train cars	2,599,261				33
34		(54) Passenger-train cars	78				34
35		(55) Highway revenue equipment	5,192				35
36		(56) Floating equipment	0				36
37		(57) Work equipment	108,990				37
38		(58) Miscellaneous equipment	21,136	1			38
39		(59) Computer systems & WP equipment	284,241				39
40		TOTAL EQUIPMENT	7,638,045	1			40
41		(76) Interest during construction	44,706	632		1,008	41
42		(80) Other elements of investment	13,252				42
43		(90) Construction work in progress	574,975				43
44		GRAND TOTAL	33,161,950	92,306		22,937	44

2/

1/ See note on page 39.

2/ See note on page 39.

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

## Cross-checks

**Schedule 410**

Line 620, column (h)

Line 620, column (f)

Line 620, column (g)

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=

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**Schedule 210**

Line 14, column (b)

Line 14, column (d)

Line 14, column (e)

**Schedule 412**

Line 29, column (b)

Line 29, column (c)

**Schedule 414**

Line 19, columns (b) thru (d)

Line 19, columns (e) thru (g)

**Schedule 415**

Lines 5, 38, column (f)

Lines 24, 39, column (f)

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

And

**Schedule 414**Minus line 24, columns (b) thru (d) plus  
line 24, columns (e) thru (g)**Schedule 415**

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

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

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

Line 213, column (f)

=

Line 232, column (f)

=

Line 317, column (f)

=

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

Lines 5, 38, column (b)

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

Lines 24, 39, column (b)

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

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

**Schedule 417**

Line 1, column (j)

Line 2, column (j)

Line 3, column (j)

Line 4, column (j)

Line 5, column (j)

Line 6, column (j)

Line 7, column (j)

Line 8, column (j)

Line 9, column (j)

Line 10, column (j)

Line 11, column (j)

Line 507, column (f)

=

Line 508, column (f)

=

Line 509, column (f)

=

Line 510, column (f)

=

Line 511, column (f)

=

Line 512, column (f)

=

Line 513, column (f)

=

Line 514, column (f)

=

Line 515, column (f)

=

Line 516, column (f)

=

Line 517, column (f)

=

**Schedule 450**

Line 4, column (b)

=

**Schedule 210**

Line 47, column (b)

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

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		WAY AND STRUCTURES ADMINISTRATION								
1		Track	14,091	1,384	1,969	3,322	20,766	653	21,419	1
2		Bridge & Building	6,998	344	779	1,139	9,260	459	9,719	2
3		Signal	3,338	449	3,171	(1,575)	5,383	472	5,855	3
4		Communication	4,374	96	916	434	5,820	45	5,865	4
5		Other	1,794	208	3,541	2,056	7,599	102	7,701	5
		REPAIR AND MAINTENANCE								
6		Roadway - Running	12,378	998	19,742	1	33,119	1,171	34,290	6
7		Roadway - Switching	3,128	224	4,724	9	8,085	0	8,085	7
8		Tunnels and Subways - Running	240	0	1,529	0	1,769	159	1,928	8
9		Tunnels and Subways - Switching	57	0	459	0	516	0	516	9
10		Bridges - Culverts - Running	15,676	3,533	276	3,797	23,282	242	23,524	10
11		Bridges - Culverts - Switching	3,560	853	65	901	5,379	0	5,379	11
12		Ties - Running	9,164	1,109	223	643	11,139	495	11,634	12
13		Ties - Switching	2,229	894	121	199	3,443	0	3,443	13
14		Rail & Other Track Material - Running	92,776	6,986	3,990	4,208	107,960	2,458	110,418	14
15		Rail & Other Track Material - Switching	22,290	3,506	1,068	1,193	28,057	7	28,064	15
16		Ballast - Running	540	122	78	0	740	129	869	16
17		Ballast - Switching	139	41	20	0	200	0	200	17
18		Road Property Damaged - Running	996	0	250	0	1,246	12	1,258	18
19		Road Property Damaged - Switching	232	0	57	0	289	3	292	19
20		Road Property Damaged - Other	93	0	24	0	117	0	117	20
21		Signal & Interlockers-Running	38,155	6,259	4,831	2,048	51,293	3,796	55,089	21
22		Signal & Interlockers-Switching	9,429	2,061	415	601	12,506	0	12,506	22
23		Communications Systems	20,248	15,301	1,157	1,203	37,909	28	37,935	23
24		Power Systems	1,447	0	0	0	1,447	146	1,593	24
25		Highway Grade Crossing - Running	10,810	336	2,288	0	13,434	462	13,896	25
26		Highway Grade Crossing - Switching	0	0	0	0	0	0	0	26
27		Station & Office Buildings	5,785	8,158	18,410	(429)	31,924	1,582	33,506	27
28		Shop Buildings - Locomotives	18,876	0	1,049	0	19,925	309	20,234	28
29		Shop Buildings - Freight Cars	376	0	599	0	975	N/A	975	29
30		Shop Buildings - Other Equipment	0	44	27	0	71	0	71	30

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

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		<b>REPAIR AND MAINTENANCE - (Continued)</b>								
101		Locomotive Servicing Facilities	527	990	3,036	91	4,644	111	4,755	101
102		Miscellaneous Buildings & Structures	3,948	332	411	24	4,715	856	5,571	102
103		Coal Terminals	0	0	0	0	0	0	0	103
104		Ore Terminals	0	0	0	0	0	0	0	104
105		Other Marine Terminals	0	0	0	0	0	0	0	105
106		TOFC/COFC-Terminals	0	0	13,158	0	13,158	0	13,158	106
107		Motor Vehicle Loading & Distribution Facilities	0	0	0	0	0	0	0	107
108		Facilities for Other Specialized Service Operations	0	0	0	0	0	0	0	108
109		Roadway Machines	10,275	18,929	305	1,585	31,094	725	31,819	109
110		Small Tools and Supplies	0	0	0	0	0	0	0	110
111		Snow Removal	2,107	1,378	3,074	0	6,559	1,477	8,036	111
112		Fringe Benefits - Running	N/A	N/A	N/A	59,543	59,543	2,974	62,517	112
113		Fringe Benefits - Switching	N/A	N/A	N/A	13,273	13,273	196	13,469	113
114		Fringe Benefits - Other	N/A	N/A	N/A	38,555	38,555	377	38,932	114
115		Casualties & Insurance - Running	N/A	N/A	N/A	23,805	23,805	51	23,856	115
116		Casualties & Insurance - Switching	N/A	N/A	N/A	5,196	5,196	0	5,196	116
117		Casualties & Insurance - Other	N/A	N/A	N/A	6,968	6,968	0	6,968	117
118		Lease Rentals - Debit - Running	N/A	N/A	2,664	N/A	2,664	0	2,664	118
119		Lease Rentals - Debit - Switching	N/A	N/A	0	N/A	0	0	0	119
120		Lease Rentals - Debit - Other	N/A	N/A	22,076	N/A	22,076	164	22,240	120
121		Lease Rentals - (Credit) - Running	N/A	N/A	0	N/A	0	0	0	121
122		Lease Rentals - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	122
123		Lease Rentals - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	123
124		Joint Facility Rent - Debit - Running	N/A	N/A	23,171	N/A	23,171	0	23,171	124
125		Joint Facility Rent - Debit - Switching	N/A	N/A	231	N/A	231	0	231	125
126		Joint Facility Rent - Debit - Other	N/A	N/A	123	N/A	123	0	123	126
127		Joint Facility Rent - (Credit) - Running	N/A	N/A	(9,659)	N/A	(9,659)	0	(9,659)	127
128		Joint Facility Rent - (Credit) - Switching	N/A	N/A	(130)	N/A	(130)	0	(130)	128
129		Joint Facility Rent - (Credit) - Other	N/A	N/A	(39)	N/A	(39)	0	(39)	129
130		Other Rents - Debit - Running	N/A	N/A	16	N/A	16	0	16	130
131		Other Rents - Debit - Switching	N/A	N/A	0	N/A	0	0	0	131
132		Other Rents - Debit - Other	N/A	N/A	1	N/A	1	0	1	132
133		Other Rents - (Credit) - Running	N/A	N/A	0	N/A	0	0	0	133

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

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
134		REPAIR AND MAINTENANCE - (Continued)								134
135		Other Rents - (Credit) - Switching	N/A	N/A	0	N/A	0	0	0	135
136		Other Rents - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	136
137		Depreciation - Running	N/A	N/A	N/A	497,611	497,611	1,762	499,373	137
138		Depreciation - Switching	N/A	N/A	N/A	118,842	118,842	0	118,842	138
139		Depreciation - Other	N/A	N/A	N/A	49,243	49,243	0	49,243	139
140		Joint Facility - Debit - Running	N/A	N/A	76,582	N/A	76,582	83	76,665	140
141		Joint Facility - Debit - Switching	N/A	N/A	11,184	N/A	11,184	0	11,184	141
142		Joint Facility - Debit - Other	N/A	N/A	303	N/A	303	0	303	142
143		Joint Facility - (Credit) - Running	N/A	N/A	(33,495)	N/A	(33,495)	0	(33,495)	143
144		Joint Facility - (Credit) - Switching	N/A	N/A	(6)	N/A	(6)	0	(6)	144
145		Joint Facility - (Credit) - Other	N/A	N/A	0	N/A	0	0	0	145
146		Dismantling Retired Road Property - Running	0	0	0	0	0	0	0	146
147		Dismantling Retired Road Property - Switching	0	0	0	0	0	0	0	147
148		Dismantling Retired Road Property - Other	0	0	0	0	0	0	0	148
149		Other - Running	0	0	0	0	0	0	0	149
150		Other - Switching	0	0	0	0	0	0	0	150
151		Other - Other	0	149	0	500	649	11	660	151
		TOTAL WAY & STRUCTURE	316,076	74,684	184,784	834,986	1,410,530	21,515	1,432,045	
		EQUIPMENT - LOCOMOTIVES								
201		Administration	9,794	1,447	8,470	830	20,541	362	20,903	201
202		Repair & Maintenance	118,946	223,891	86,499	4,249	433,585	3,409	436,994	202
203		Machinery Repair	0	3,792	1,127	0	4,919	0	4,919	203
204		Equipment Damaged	213	554	0	3	770	0	770	204
205		Fringe Benefits	N/A	N/A	N/A	45,855	45,855	1,247	47,102	205
206		Other Casualties and Insurance	N/A	N/A	N/A	17,114	17,114	10	17,124	206
207		Lease Rentals - Debit	N/A	N/A	188,566	N/A	188,566	0	188,566	207
208		Lease Rentals - (Credit)	N/A	N/A	(7,847)	N/A	(7,847)	0	(7,847)	208
209		Joint Facility Rent - Debit	N/A	N/A	23	N/A	23	0	23	209
210		Joint Facility Rent - (Credit)	N/A	N/A	(15)	N/A	(15)	0	(15)	210
211		Other Rents - Debit	N/A	N/A	656	N/A	656	0	656	211
212		Other Rents - (Credit)	N/A	N/A	(581)	N/A	(581)	0	(581)	212
213		Depreciation	N/A	N/A	N/A	199,301	199,301	28	199,329	213
214		Joint Facility - Debit	N/A	N/A	0	N/A	0	0	0	214
215		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	215
216		Repairs Billed to Others - (Credit)	N/A	N/A	0	N/A	0	0	0	216

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

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
217		LOCOMOTIVES - (Continued)								217
218		Dismantling Retired Property	0	0	0	0	0	0	0	218
219		Other	570	33	2,489	286	3,378	1	3,379	219
220		TOTAL LOCOMOTIVES	129,523	229,717	279,387	267,638	906,265	5,057	911,322	220
221		FREIGHT CARS								221
222		Administration	9,641	1,221	1,851	864	13,577	N/A	13,577	222
223		Repair & Maintenance	110,848	132,066	67,601	6,132	316,647	N/A	316,647	223
224		Machinery Repair	0	3,048	2,076	0	5,124	N/A	5,124	224
225		Equipment Damaged	0	0	0	0	0	N/A	0	225
226		Fringe Benefits	N/A	N/A	N/A	42,763	42,763	N/A	42,763	226
227		Other Casualties & Insurance	N/A	N/A	N/A	34,793	34,793	N/A	34,793	227
228		Lease Rentals - Debit	N/A	N/A	268,968	N/A	268,968	N/A	268,968	228
229		Lease Rentals - (Credit)	N/A	N/A	(6,369)	N/A	(6,369)	N/A	(6,369)	229
230		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	N/A	0	230
231		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	N/A	0	231
232		Other Rents - Debit	N/A	N/A	768,799	N/A	768,799	N/A	768,799	232
233		Other Rents - (Credit)	N/A	N/A	(185,066)	N/A	(185,066)	N/A	(185,066)	233
234		Depreciation	N/A	N/A	N/A	115,101	115,101	N/A	115,101	234
235		Joint Facility - Debit	N/A	N/A	0	N/A	0	N/A	0	235
236		Joint Facility - (Credit)	N/A	N/A	(26)	N/A	(26)	N/A	(26)	236
237		Repairs Billed Other - (Credit)	N/A	N/A	(177,953)	N/A	(177,953)	N/A	(177,953)	237
238		Dismantling Retired Property	0	0	0	0	0	N/A	0	238
239		Others	299	0	0	4	303	N/A	303	239
240		TOTAL FREIGHT CARS	120,788	136,335	739,881	199,657	1,196,661	N/A	1,196,661	240
241		OTHER EQUIPMENT								241
242		Administration	0	0	0	0	0	108	108	242
243		Repair and Maintenance:								243
244		Truck, Trailers & Containers - Revenue Service	653	8,010	17,134	320	26,117	N/A	26,117	244
245		Floating Equipment - Revenue Services	0	0	0	0	0	N/A	0	245
246		Passenger & Other Revenue Equipment	829	42	0	0	871	12,068	12,939	246
247		Computers & Data Process Systems	0	4,786	37,236	0	42,022	67	42,089	247
248		Machinery	0	898	249	0	1,147	339	1,486	248
249		Work & Other Nonrevenue Equipment	855	564	20,169	0	21,588	499	22,087	249
250		Equipment Damaged	0	0	0	0	0	0	0	250
251		Fringe Benefits	N/A	N/A	N/A	852	852	3,629	4,481	251
252		Other Casualties & Insurance	N/A	N/A	N/A	435	435	14	449	252
253		Lease Rentals - Debit	N/A	N/A	98,555	N/A	98,555	1,097	99,652	253
254		Lease Rentals - (Credit)	N/A	N/A	(182)	N/A	(182)	0	(182)	254

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

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		OTHER EQUIPMENT - (Continued)								
313		Joint Facility Rent - Debit	N/A	N/A	0	N/A	0	0	0	313
314		Joint Facility Rent - (Credit)	N/A	N/A	0	N/A	0	0	0	314
315		Other Rents - Debit	N/A	N/A	46,075	N/A	46,075	0	46,075	315
316		Other Rents - (Credit)	N/A	N/A	(12)	N/A	(12)	0	(12)	316
317		Depreciation	N/A	N/A	N/A	48,934	48,934	130	49,064	317
318		Joint Facility - Debit	N/A	N/A	2,580	N/A	2,580	0	2,580	318
319		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	319
320		Repairs Billed Other - (Credit)	N/A	N/A	(8,591)	N/A	(8,591)	0	(8,591)	320
321		Dismantling Retired Equipment	0	0	0	0	0	0	0	321
322		Other	119	43	461	16	639	1	640	322
323		TOTAL OTHER EQUIPMENT	2,456	14,343	213,674	50,557	281,030	17,952	298,982	323
324		TOTAL EQUIPMENT	252,767	380,395	1,232,942	517,852	2,383,956	23,009	2,406,965	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	31,873	2,866	15,590	3,279	53,608	2,145	55,753	401
402		Engine Crews	577,941	1,032	4,161	89,982	673,116	5,094	678,210	402
403		Train Crews	464,658	25	36	97	464,816	10,243	475,059	403
404		Dispatching Trains	34,895	20	3,101	299	38,315	427	38,742	404
405		Operating Signal & Interlockers	307	0	2,228	0	2,535	240	2,775	405
406		Operating Drawbridges	0	0	0	0	0	0	0	406
407		Highway Crossing Protection	0	0	1,239	0	1,239	0	1,239	407
408		Train Inspection & Lubricants	91,921	23,537	434	2,594	118,486	564	119,050	408
409		Locomotive Fuel	0	608,804	0	0	608,804	4,947	613,751	409
410		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	410
411		Servicing Locomotives	55,820	8,487	2,288	95	66,690	1,956	68,646	411
412		Freight Lost or Damaged	N/A	N/A	N/A	0	0	0	0	412
413		Clearing Wrecks	2,326	160	23,623	0	26,109	0	26,109	413
414		Fringe Benefits	N/A	N/A	N/A	405,086	405,086	5,938	411,024	414
415		Other Casualties & Insurance	N/A	N/A	N/A	114,093	114,093	2,353	116,446	415
416		Joint Facility - Debit	N/A	N/A	72,851	N/A	72,851	0	72,851	416
417		Joint Facility - (Credit)	N/A	N/A	(81,792)	N/A	(81,792)	0	(81,792)	417
418		Other	23,142	39	29	2,709	25,919	82	26,001	418
419		TOTAL TRAIN OPERATIONS	1,282,883	644,970	43,788	618,234	2,589,875	33,989	2,623,864	419
		YARD OPERATIONS								
420		Administration	18,198	1,316	8,035	647	28,196	0	28,196	420
421		Switch Crews	238,807	2,629	5,357	28,112	274,905	802	275,707	421

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

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		<b>YARD OPERATIONS - (Continued)</b>								
422		Controlling Operations	22,773	0	0	0	22,773	505	23,278	422
423		Yard & Terminal Clerical	21,774	274	369	91	22,508	595	23,103	423
424		Operating Switches, Signals, Retarders & Humps	107	0	1,303	0	1,410	49	1,459	424
425		Locomotive Fuel	0	77,629	0	0	77,629	0	77,629	425
426		Electric Power Purchased or Produced for Motive Power	0	0	0	0	0	0	0	426
427		Servicing Locomotives	0	0	0	0	0	0	0	427
428		Freight Lost or Damaged - Solely Related	N/A	N/A	N/A	0	0	0	0	428
429		Clearing Wrecks	0	0	0	0	0	0	0	429
430		Fringe Benefits	N/A	N/A	N/A	95,338	95,338	649	95,987	430
431		Other Casualties & Insurance	N/A	N/A	N/A	25,324	25,324	0	25,324	431
432		Joint Facility - Debit	N/A	N/A	23,541	N/A	23,541	0	23,541	432
433		Joint Facility - (Credit)	N/A	N/A	(1,594)	N/A	(1,594)	0	(1,594)	433
434		Other	0	0	1	0	1	0	1	434
435		<b>TOTAL YARD OPERATION</b>	301,659	81,848	37,012	149,512	570,031	2,600	572,631	435
		<b>TRAIN &amp; YARD OPERATIONS COMMON</b>								
501		Cleaning Car Interiors	441	0	5,875	N/A	6,316	0	6,316	501
502		Adjusting & Transferring Loads	61	0	7,729	N/A	7,790	N/A	7,790	502
503		Car Loading Devices & Grain Doors	384	31	22,180	N/A	22,595	N/A	22,595	503
504		Freight Loss or Damaged - All Other	N/A	N/A	N/A	48,000	48,000	3,210	51,210	504
505		Fringe Benefits	N/A	N/A	N/A	286	286	0	286	505
506		<b>TOTAL TRAIN &amp; YARD OPERATIONS COMMON</b>	886	31	35,784	48,286	84,987	3,210	88,197	506
		<b>SPECIALIZED SERVICE OPERATIONS</b>								
507		Administration	3,237	167	1,300	2,883	7,587	N/A	7,587	507
508		Picking & Delivery & Marine Line Haul	43	0	14,725	0	14,768	N/A	14,768	508
509		Loading & Unloading Local Marine	6,194	1,604	104,664	(405)	112,057	N/A	112,057	509
510		Protective Services	0	0	229	0	229	N/A	229	510
511		Freight Loss or Damaged - Solely Related	N/A	N/A	N/A	0	0	N/A	0	511
512		Fringe Benefits	N/A	N/A	N/A	3,109	3,109	N/A	3,109	512
513		Casualties & Insurance	N/A	N/A	N/A	1,286	1,286	N/A	1,286	513
514		Joint Facility - Debit	N/A	N/A	0	N/A	0	N/A	0	514
515		Joint Facility - (Credit)	N/A	N/A	(639)	N/A	(639)	N/A	(639)	515
516		Others	365	367	545	39	1,316	N/A	1,316	516
517		<b>TOTAL SPECIALIZED SERVICES OPERATIONS</b>	9,839	2,138	120,824	6,912	139,713	N/A	139,713	517



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

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries and Wages (b)	Material, tools, supplies, fuels and lubricants (c)	Purchased Services (d)	General (e)	Total Freight Expense (f)	Passenger (g)	Total (h)	Line No.
		ADMINISTRATIVE SUPPORT OPERATIONS								
518		Administration	89,255	4,343	9,967	7,220	110,785	909	111,694	518
519		Employees Performing Clerical & Acctg Functions	54,077	3,632	3,471	1,432	62,612	4,446	67,058	519
520		Communication Systems Operations	6,053	549	3,408	386	10,396	424	10,820	520
521		Loss & Damage Claims Process	12,607	503	1,758	1,293	16,161	0	16,161	521
522		Fringe Benefits	N/A	N/A	N/A	52,605	52,605	1,316	53,921	522
523		Casualties & Insurance	N/A	N/A	N/A	17,833	17,833	0	17,833	523
524		Joint Facility - Debit	N/A	N/A	350	N/A	350	0	350	524
525		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	525
526		Other	4,627	46	79	143	4,895	0	4,895	526
527		TOTAL ADMINISTRATION SUPPORT OPERATIONS	166,619	9,073	19,033	80,912	275,637	7,095	282,732	527
528		TOTAL TRANSPORTATION	1,761,886	738,060	256,441	903,856	3,660,243	46,894	3,707,137	528
		GENERAL & ADMINISTRATIVE								
601		Officers General & Administration	35,720	3,698	22,347	18,422	80,187	535	80,722	601
602		Accounting, Auditing & Finance	41,440	401	8,069	2,132	52,042	665	52,707	602
603		Management Services & Data Processing	31,792	330	32,173	4,709	69,004	1,537	70,541	603
604		Marketing	33,379	526	11,237	7,054	52,196	0	52,196	604
605		Sales	0	0	0	0	0	0	0	605
606		Industrial Development	1,435	18	2,862	212	4,527	N/A	4,527	606
607		Personnel & Labor Relations	14,549	967	4,389	13,177	33,082	1,108	34,190	607
608		Legal & Secretarial	11,576	192	36,217	1,543	49,528	1,307	50,835	608
609		Public Relations & Advertising	3,651	45	1,956	895	6,547	186	6,733	609
610		Research & Development	0	0	557	0	557	0	557	610
611		Fringe Benefits	N/A	N/A	N/A	79,650	79,650	1,260	80,910	611
612		Casualties & Insurance	N/A	N/A	N/A	12,783	12,783	7	12,790	612
613		Writedown of Uncollectible Accounts	N/A	N/A	N/A	12,987	12,987	33	13,020	613
614		Property Taxes	N/A	N/A	N/A	99,247	99,247	1,229	100,476	614
615		Other Taxes	N/A	N/A	N/A	11,352	11,352	102	11,454	615
616		Joint Facility - Debit	N/A	N/A	2,844	N/A	2,844	0	2,844	616
617		Joint Facility - (Credit)	N/A	N/A	0	N/A	0	0	0	617
618		Other	66,558	133	29,821	4,802	101,314	350	101,664	618
619		TOTAL GENERAL & ADMINISTRATIVE	240,100	6,310	152,472	268,965	667,847	8,319	676,166	619
620		TOTAL OPERATING EXPENSE	2,570,829	1,199,449	1,826,639	2,525,659	8,122,576	99,737	8,222,313	620

## 412. WAY AND STRUCTURES

(Dollars in Thousands)

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

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	N/A			1
2		3	Grading	36,306			2
3		4	Other right-of-way expenditures	1,391			3
4		5	Tunnels and subways	4,994			4
5		6	Bridges, trestles and culverts	39,247			5
6		7	Elevated structures	0			6
7		8	Ties	138,829			7
8		9	Rail and other track material	285,383			8
9		11	Ballast	64,925			9
10		13	Fences, snowsheds and signs	914			10
11		16	Station and office buildings	14,087			11
12		17	Roadway buildings	1,187			12
13		18	Water stations	241			13
14		19	Fuel stations	3,266			14
15		20	Shops and enginehouses	6,173			15
16		22	Storage warehouses	0			16
17		23	Wharves and docks	18			17
18		24	Coal and ore wharves	100			18
19		25	TOFC/COFC terminals	10,302			19
20		26	Communications systems	6,529			20
21		27	Signals and interlockers	31,856			21
22		29	Power plants	30			22
23		31	Power transmission systems	799			23
24		35	Miscellaneous structures	264			24
25		37	Roadway machines	6,690			25
26		39	Public improvements; construction	12,039			26
27		45	Power plant machines	126			27
28			Other lease/rentals	N/A	24,757	N/A	28
29			TOTAL	665,696	24,757		29

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

(Dollars in Thousands)

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

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

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No.
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
		CAR TYPES							
1		Box - Plain 40 Foot						3	1
2		Box - Plain 50 Foot and Longer		102	388	15,753	3,228	18,698	2
3		Box - Equipped		9,366	32,029	2	19,860	77,479	3
4		Gondola - Plain		48	340	3,192	1,359	4,866	4
5		Gondola - Equipped		1,824	7,469	9	6,834	25,072	5
6		Hopper - Covered		6,173	27,210	102,695	6,745	34,212	6
7		Hopper - Open Top - General Service		1,212	4,719	37	2,360	5,411	7
8		Hopper - Open Top - Special Service		111	544	22	627	3,150	8
9		Refrigerator - Mechanical				159	998	1,947	9
10		Refrigerator - Non-Mechanical		1,308	4,446	14,618	1,288	4,812	10
11		Flat - TOFC/COFC		1,866	8,805	116,499	8,927	34,088	11
12		Flat - Multi-Level		2,191	9,228	70,934	3,811	5,693	12
13		Flat - General Service		12	46	14	180	455	13
14		Flat - Other		666	4,203	32,509	4,808	20,008	14
15		Tank - Under 22,000 Gallons				26,893	2	13	15
16		Tank - 22,000 Gallons and Over			1	41,927	7	47	16
17		All Other Freight Cars		51	945	34	41	208	17
18		Auto Racks			59,763			46,265	18
19		TOTAL FREIGHT TRAIN CARS	0	24,930	160,136	425,297	61,075	282,427	19
		OTHER FREIGHT-CARRYING EQUIPMENT							
20		Refrigerated Trailers							20
21		Other Trailers			12			46,075	21
22		Refrigerated Containers							22
23		Other Containers							23
24	*	TOTAL TRAILERS AND CONTAINERS	0	0	12	0	0	46,075	24
25		GRAND TOTAL (Lines 19 and 24)	0	24,930	160,148	425,297	61,075	328,502	25

## NOTES AND REMARKS

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

1. Report freight expenses only
2. Report by type of equipment all natural expenses relating to the equipment functions (salaries and wages, materials, tools, suppliers, fuels and lubricants, purchased services and general)
3. Report in column (b) net repair expense excluding the cost to repair damaged equipment

Schedule 415, column (b), will balance to Schedule 410, column (f), as follows

- (a) Locomotives, line 5 plus line 38 compared to the sum of Schedule 410, lines 202, 203 plus 216 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 204
- (b) Freight Cars, line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 223
- (c) Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery-Other Equipment (line 40), plus Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, the sum of lines 302 through 307, inclusive, plus line 320 (excluding wreck repairs). Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 308.

NOTE: Lines 216, 235, and 320 of Schedule 410 are credit amounts

The allocation of freight car repair expense reportable on Schedule 415 by car types shall be in accordance with Instruction 2-21, Freight train repair costing, 49 CFR 1201

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

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

- (a) Locomotives, line 5 plus 38 compared to Schedule 410, line 213
- (b) Freight Cars, line 24 plus line 39 compared to Schedule 410, line 232
- (c) Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery-Other Equipment (line 40), and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, line 317

5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item, the net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 39, column c of Schedule 335

6. Lease/Rentals reported in column (f) should balance to column (f) of Schedule 410 as follows

- (a) Locomotives, line 5 plus 38 compared to Schedule 410, lines 207, 208, 211 and 212
- (b) Freight Cars, line 24 plus line 39 compared to Schedule 410, line 226 plus 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be included in Schedule 415).
- (c) Sum of Lease/Rentals for All Other Equipment, lines 32, 35, 36, 37, 40 and 41, will balance to Schedule 410, lines 311, 312, 315 and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing Lease/Rentals Other Equipment to Schedule 410. Do not report in Schedule 415 the Trailer and Container rentals reported in Schedule 414

7. Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of Equipment Used But Not Owned when the rents therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00 and 35-23-00. It should include the Cost of Equipment Owned and Leased to Others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00 and 36-23-00

Property Used But Not Owned should also be included when the rent is included in Accounts Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00 and 31-23-00, inclusive

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

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

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

Line No.	Cross Check	Types of equipment (a)	Repairs (net expenses) (b)	Depreciation		Amortization adjustment net during year (e)	Line No.
				Owned (c)	Capital lease (d)		
		<b>LOCOMOTIVES</b>					
1		Diesel Locomotive - Yard	32,838	3,955	222		1
2		Diesel Locomotive - Road	400,747	137,911	54,994		2
3		Other Locomotive - Yard					3
4		Other Locomotive - Road					4
5	*	<b>TOTAL LOCOMOTIVES</b>	<b>433,585</b>	<b>141,866</b>	<b>55,216</b>		<b>5</b>
		<b>FREIGHT TRAIN CARS</b>					
6		Box - Plain-40 foot	3	26	0		6
7		Box - Plain-50 foot and Longer	4,058	7,909	384		7
8		Box - Equipped	15,079	13,553	2,430		8
9		Gondola - Plain	1,326	8,137	480		9
10		Gondola - Equipped	6,646	3,457	793		10
11		Hopper - Covered	25,500	16,714	1,641		11
12		Hopper - Open Top Gen Svc	10,364	11,630	5,146		12
13		Hopper - Open Top Spec Svc	1,779	1,466	0		13
14		Refrigerator - Mechanical	0	3,782	0		14
15		Refrig - Non-mechanical	1,654	4,697	1,955		15
16		Flat - TOFC/COFC	660	120	874		16
17		Flat - Multi-level	0	2,756	0		17
18		Flat - General Service	2,083	517	0		18
19		Flat - Other	435	3,755	2		19
20		All Other Freight Cars	36	200	0		20
21		Cabooses	73	655	0		21
22		Auto Racks	68,998	17,670	1,215		22
23		Misc. Accessories	0	1,304	266		23
24	*	<b>TOTAL FREIGHT TRAIN CARS</b>	<b>138,694</b>	<b>98,348</b>	<b>15,186</b>	<b>0</b>	<b>24</b>
		<b>OTHER EQUIPMENT-REVENUE FREIGHT</b>					
25		Refrigerated Trailers					25
26		Other Trailers	26,117	323			26
27		Refrigerated Containers					27
28		Other Containers					28
29		Bogies					29
30		Chassis					30
31		Other Highway Equip (Freight)					31
32	*	<b>TOTAL HIGHWAY EQUIPMENT</b>	<b>26,117</b>	<b>323</b>	<b>0</b>	<b>0</b>	<b>32</b>
		<b>FLOATING EQUIP-REVENUE SERVICE</b>					
33		Marine Line-Haul					33
34		Local Marine					34
35	*	<b>TOTAL FLOATING EQUIPMENT</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
		<b>OTHER EQUIPMENT</b>					
36	*	Pass and Other Revenue Equip (Freight Portion)	871	16			36
37	*	Comp Sys & Word Proc. Equip.	42,022	41,324	2,203		37
38	*	Machinery - Locomotives (1)	4,919	2,219			38
39	*	Machinery - Freight Cars (2)	5,124	1,567			39
40	*	Machinery - Other Equipment (3)	1,147	306			40
41	*	Work and Non-revenue Equip	21,588	4,560	202		41
42		<b>TOTAL OTHER EQUIPMENT</b>	<b>75,671</b>	<b>49,992</b>	<b>2,405</b>	<b>0</b>	<b>42</b>
43		<b>TOTAL ALL EQUIPMENT (Freight Portion)</b>	<b>674,067</b>	<b>290,529</b>	<b>72,807</b>	<b>0</b>	<b>43</b>

- (1) Data reported on line 38, column (b) is the amount reported in Schedule 410, column (f), line 203 reduced by the allocated portion of line 216.
- (2) Data reported on line 39, column (b) is the amount reported in Schedule 410, column (f), line 222, reduced by the allocable portion of line 235.
- (3) Data reported on line 40, column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320.

## 415. SUPPORTING SCHEDULE -- EQUIPMENT - Concluded

(Dollars in Thousands)

Line No.	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1		3,248	104,234	6,554	30,671	302	1
2		177,546	3,185,441	1,322,918	850,699	305,364	2
3							3
4							4
5	*	180,794	3,289,675	1,329,472	881,370	305,666	5
6		0	476	0	44	0	6
7		24,135	130,194	7,486	36,209	472	7
8		6,767	289,776	60,618	111,879	19,889	8
9		13,083	203,934	12,882	78,929	1,746	9
10		7,444	91,759	17,870	28,838	3,608	10
11		127,959	485,752	53,834	173,659	13,416	11
12		45,113	289,158	84,629	132,088	21,974	12
13		0	44,123	0	14,302	0	13
14		11,278	79,961	0	30,566	0	14
15		0	84,319	41,691	28,463	14,138	15
16		0	1,464	16,185	454	5,244	16
17		0	43,316	0	25,100	0	17
18		451	13,512	0	6,738	0	18
19		4,511	107,828	73	40,459	3	19
20		880	3,894	0	1,093	0	20
21		0	7,854	0	2,879	0	21
22		26,165	385,183	7,453	124,220	7,142	22
23		(5,187)	26,281	7,756	3,499	1,731	23
24	*	262,599	2,288,784	310,477	839,419	89,363	24
25							25
26		39,202	5,192		2,926		26
27							27
28							28
29							29
30							30
31							31
32	*	39,202	5,192	0	2,926	0	32
33							33
34							34
35	*	0	0	0	0	0	35
36	*		78		2		36
37	*	16,302	279,836	4,405	129,032	4,037	37
38	*		80,896		20,246		38
39	*		66,416		18,695		39
40	*		7,914		2,865		40
41	*	42,869	130,127		8,275		41
42		59,171	565,267	4,405	179,115	4,037	42
43		541,766	6,148,918	1,644,354	1,902,830	399,066	43

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

**416. SUPPORTING SCHEDULE - ROAD**  
(Dollars in Thousands)

Line No.	Density Category (Class) (a)	Account No. (b)	Owned and Used			Improvements to Leased Property			Capitalized leases			TOTAL		Line No.
			Investment Base (c)	Accumulated Depreciation (d)	Depr. rate % (e)	Investment Base (f)	Accumulated Depreciation (g)	Depr. rate % (h)	Investment Base (i)	Current Year Amortization (j)	Accumulated Amortization (k)	Investment Base (l)	Accumulated Depreciation & Amortization (m)	
1	I	3	1,351,667	80,237	1.11							1,351,667	80,237	1
2		8	1,672,803	241,736	4.12							1,672,803	241,736	2
3		9	3,352,030	1,363,352	4.96							3,352,030	1,363,352	3
4		11	1,078,762	92,543	2.78							1,078,762	92,543	4
5	SUB-TOTAL		7,455,262	1,777,868								7,455,262	1,777,868	5
6	II	3	679,423	36,625	1.11							679,423	36,625	6
7		8	918,282	208,748	4.23							918,282	208,748	7
8		9	1,684,916	622,182	2.05							1,684,916	622,182	8
9		11	545,036	68,124	2.78							545,036	68,124	9
10	SUB-TOTAL		3,827,657	935,679					0	0	0	3,827,657	935,679	10
11	III	3	25,674	N/A	N/A		N/A	N/A		N/A	N/A	25,674	N/A	11
12		8	42,734	N/A	N/A		N/A	N/A		N/A	N/A	42,734	N/A	12
13		9	63,669	N/A	N/A		N/A	N/A		N/A	N/A	63,669	N/A	13
14		11	22,341	N/A	N/A		N/A	N/A		N/A	N/A	22,341	N/A	14
15	SUB-TOTAL		154,418	N/A	N/A		N/A	N/A		N/A	N/A	154,418	N/A	15
16	IV	3	513,828	27,007	1.11							513,828	27,007	16
17		8	588,592	148,573	4.23							588,592	148,573	17
18		9	1,274,254	458,737	3.28							1,274,254	458,737	18
19		11	291,668	39,511	2.78							291,668	39,511	19
20	SUB-TOTAL		2,668,342	673,828					0	0	0	2,668,342	673,828	20
21	V	3	32,021	2,320	1.11							32,021	2,320	21
22		8	42,558	9,685	4.34							42,558	9,685	22
23		9	79,409	39,395	3.28							79,409	39,395	23
24		11	26,888	2,800	2.78							26,888	2,800	24
25	SUB-TOTAL		180,876	54,200								180,876	54,200	25
26	GRAND TOTAL	N/A	14,286,555	3,441,575	N/A			N/A	0	0	0	14,286,555	3,441,575	26

## Notes:

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



NOTES AND REMARKS

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## 417. SPECIALIZED SERVICE SUBSCHEDULE -- TRANSPORTATION

(Dollars in Thousands)

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

Line No.	Cross Check	Items (a)	TOFC/COFC Terminal (b)	Floating Equipment (c)	Coal Marine Terminal (d)	Ore Marine Terminal (e)	Other Marine Terminal (f)	Motor Vehicle Load and Distribution (g)	Protective Services Refrigerator Car (h)	Other Special Services (i)	Total Columns (b-i) (j)	Line No.
1	*	Administration	6,940					293	354		7,587	1
2	*	Pick up and delivery, marine line haul	14,632					136	N/A		14,768	2
3	*	Loading and unloading and local marine	86,753					25,304	N/A		112,057	3
4	*	Protective services, total debit and credits	0					229	0		229	4
5	*	Freight lost or damaged-solely related	0					0	0		0	5
6	*	Fringe benefits	2,844					120	145		3,109	6
7	*	Casualty and insurance	1,181					105	0		1,286	7
8	*	Joint facility - Debit	0					0	0		0	8
9	*	Joint facility - Credit	(639)					0	0		(639)	9
10	*	Other	1,316					0	0		1,316	10
11	*	TOTAL	113,027					26,187	499		139,713	11

## SCHEDULE 418

## Instructions:

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

## COLUMN

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

## 418. SUPPORTING SCHEDULE - CAPITAL LEASES

(Dollars in thousands)

Primary Account No. and Title (a)	Total Investment At End of Year (b)	Capital Leases		
		Investment At End of Year (c)	Current Year Amortization (d)	Accumulated Amortization (e)
52 Locomotives	4,619,147	1,329,472	55,216	305,666
53 Freight-Train Cars	2,599,261	310,477	15,186	89,363
57 Work Equipment	108,990	0	202	0
59 Computer Systems And Word Processing Equipment	284,241	4,405	2,203	4,037
TOTAL	7,611,639	1,644,354	72,807	399,066

## NOTES AND REMARKS

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## 450. ANALYSIS OF TAXES

(Dollars in Thousands)

## A. Railway Taxes

Line No.	Cross Check	Kind of tax (a)	Amount (b)	Line No.
1		Other than U.S. Government Taxes	109,696	1
2		U.S. Government Taxes		
		Income Taxes:		
2		Normal Tax and Surtax	(130,470)	2
3		Excess Profits		3
4		Total - Income Taxes L 2 + 3	(130,470)	4
5		Railroad Retirement	586,755	5
6		Hospital Insurance	43,093	6
7		Supplemental Annuities	26,454	7
8		Unemployment Insurance	13,710	8
9		All Other United States Taxes	54,478	9
10		Total - U.S. Government Taxes	594,020	10
11		Total - Railway Taxes	703,716	11

## B. Adjustments to Federal Income Taxes

1. 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)."
2. Indicate in column (b) the beginning of the year total of Accounts 714, 744, 762 and 786 applicable to each particular item in column (a).
3. 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.
4. 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.
5. 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.
6. Indicate in column (e) the cumulative total of columns (b), (c), and (d). The total of column (e) must agree with the total of Accounts 714, 744, 762 and 786.

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Accelerated depreciation, Sec. 167 I.R.C.: Guideline lives pursuant to Rev. Proc. 62-21.	7,313,461	170,340		7,483,801	1
2	Accelerated amortization of facilities, Sec. 168 I.R.C.					2
3	Accelerated amortization of rolling stock, Sec. 184 I.R.C.					3
4	Amortization of rights of way, Sec. 185 I.R.C.					4
5	Other (Specify)					5
6	SP Merger Reserves	(50,071)	14,754		(35,317)	6
7	Retirement Benefits	(270,982)	17,510		(253,472)	7
8	Long-Term Liabilities	(306,898)	13,343		(293,555)	8
9	Deferred State Income Taxes - Net	528,650	16,684	(172)	545,162	9
10	Tax Loss Carryforwards	(807,639)	321,779		(485,860)	10
11	Alternative Minimum Tax Credit Carryforwards	(4,524)	0		(4,524)	11
12	Other Items	267,256	40,479	(2,197)	305,538	12
13						13
14						14
15						15
16						16
17						17
18	Investment tax credit*	0			0	18
19	TOTALS	6,669,253	594,889	(2,369)	7,261,773	19

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

**\* Footnotes:**

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

**Note>**

UP has Net Operating Loss (NOL) carryovers of \$1,388 million. The Internal Revenue Code limits a corporation's ability to utilize NOLs after certain ownership changes. UP does not expect these limits to cause any of the NOLs to expire unused. However, these limits and other Internal Revenue Code provisions will result in UP paying Federal income taxes before utilizing all of the NOLs.

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

(Dollars in Thousands)

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

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (d)	Line No.
1					1
2	603	Appropriations Released:			2
3		- Income Debenture (CE&I)		123	3
4		TOTAL		123	4
5					5
6					6
7					7
8	620	Appropriations Established:			8
9		- First Mortgage	1,543		9
10		- General Mortgage Bond	688		10
11		- Income Debenture (CE&I)	123		11
12		TOTAL	2,354		12
13					13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

**MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS**

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

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

Line No.	Names of all parties principally and primary liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Terminal RR Association of St. Louis				1
2	Union Pacific Railroad Company	Sinking Fund & Int on RFT & Mtge	1/ 7,787	Joint	2
3	Burlington Northern Santa Fe Railway Co	Bonds Series C due 7-1-2019			3
4	CSX Transportation, Inc.	(FD 14553)			4
5	Illinois Central Railroad Co				5
6	Norfolk Southern Railway Co				6
7					7
8					8
9	Union Pacific Railroad Company	Helm - Pacific Leasing - various lease agreements	3,600	Sole	9
10					10
11					11
12	Union Pacific Railroad Company	Equipment Management Provider Venture	6,344	Sole	12
13		container and chassis rental.			13
14					14
15					15
16	Union Pacific Railroad Company	Crew Lodging Facilities	54,379	Sole	16
17					17
18					18
19					19
20	Kansas City Terminal Flyover				20
21	Union Pacific Railroad Company	6.8884% Railway Bridge System Bond	75,000	Joint	21
22	Burlington Northern Santa Fe Railway Co				22
23					23
24					24
25	Union Pacific Railroad Company	Japanese Leverage Lease Yen Deposit	80,908	Sole	25
26					26
27					27
28					28
29					29
30					30
31					31
32					32
33	1/ Terminal Railroad Association of St. Louis Mortgage Bonds are fully funded by TRRA through a Sinking Fund established with a balance in the amount of approximately \$10 million as of December 31, 1999. This fund covers future interest and principal payments through the remainder of the bonds term				33
34					34
35					35
36					36
37					37
38					38

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

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



**502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS**  
(Dollars in Thousands)

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

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

The Company has outstanding letters of credit in the amount of \$8.4 million with various banks under which no borrowings were outstanding at December 31, 1999.

## NOTES AND REMARKS

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

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

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

Line No.	Account No. (a)	Title (b)	Source (c)	Balance at Close of Year (d)	Line No.
1	751	Loans and Notes Payable	Sch. 200, L. 30	0	1
2	764	Equip. Obligations and Other Debt due within one year	Sch. 200, L. 39	209,985	2
3	765/767	Funded Debt Unmatured	Sch. 200, L. 41	513,384	3
4	766	Equipment Obligations	Sch. 200, L. 42	715,774	4
5	766.5	Capitalized Lease Obligations	Sch. 200, L. 43	1,240,394	5
6	768	Debt in Default	Sch. 200, L. 44	0	6
7	769	Accounts Payable: Affiliated Companies	Sch. 200, L. 45	5,646,768	7
8	770.1/770.2	Unamortized Debt Premium	Sch. 200, L. 46	(51,028)	8
9		Total Debt	Sum L. 1-8	8,275,277	9
10		Debt Directly Related to Road Property	Note 1	255,393	10
11		Debt Directly Related to Equipment	Note 1	2,131,771	11
12		Total Debt Directly Related to Road & Equipment	Sum L. 10 and L. 11	2,387,164	12
13		Percent Directly Related to Road	L. 10 divided by L. 12 Whole % plus 2 decimals	10.70%	13
14		Percent Directly Related to Equipment	L. 11 divided by L. 12 Whole % plus 2 decimals	89.30%	14
15		Debt Not Directly Related to Road or Equipment	L. 9 minus L. 12	5,888,113	15
16		Road Property Debt (Note 2)	(L. 13 x L. 15) plus L. 10	885,421	16
17		Equipment Debt (Note 2)	(L. 14 x L. 15) plus L. 11	7,389,856	17

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

Line No.	Account No. (a)	Title (b)	Source (c)	Balance at Close of Year (d)	Line No.
18	546-548	Total Interest and Amortization (Fixed Charges)	Sch. 210, L. 42	624,249	18
19	546	Contingent Interest on Funded Debt	Sch. 210, L. 44	4,387	19
20	517	Release of Premium on Funded Debt	Sch. 210, L. 22	10,268	20
21		Total Interest (Note 3)	(L. 18 + L. 19) minus L. 20	618,368	21
22		Interest Directly Related to Road Property Debt	Note 4	13,080	22
23		Interest Directly Related to Equipment Debt	Note 4	183,068	23
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 minus (L. 22 + L. 23)	422,220	24
25		Interest on Road Property Debt (Note 5)	L. 22 plus (L. 24 x L. 13)	58,258	25
26		Interest on Equipment Debt (Note 5)	L. 23 plus (L. 24 x L. 14)	560,110	26
27		Embedded Rate of Debt Capital - Road Property	L. 25 divided by L. 16	6.58%	27
28		Embedded Rate of Debt Capital - Equipment	L. 26 divided by L. 17	7.58%	28

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

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

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

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

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

## NOTES AND REMARKS

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## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

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

- (a) Lawful tariff charges for transportation services
  - (b) Payments to or from other carriers for interline services and interchange of equipment
  - (c) Payment to or from other carriers which may reasonably be regarded as ordinarily connected with routine operation or maintenance, but any special or unusual transactions should be reported.
  - (d) Payments to public utility companies for rates or charges fixed in conformity with government authority.
2. In column (a) enter the name of the affiliated company, person, or agent with which respondent received or provided services aggregating \$50,000 or more for the year. If an affiliated company provides services to more than one affiliate and the aggregate compensation amounts to \$50,000 or more for the year, list all the affiliates included in the agreement and describe the allocation of charges. If the respondent provides services to more than one affiliate and the aggregate compensation amounts to \$50,000 or more for the year, reference to this fact should be made and the detail as to the allocation of charges should be stated. For those affiliates providing services to the respondent, also enter in column (a) the percent of affiliate's gross income derived from transactions with respondent.

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

3. In column (b) indicate nature of relationship or control between the respondent and the company or person identified in column (a) as follows:
  - (a) If respondent directly controls affiliate, insert the word "direct"
  - (b) If respondent controls through another company, insert the word "indirect"
  - (c) If respondent is under common control with affiliate, insert the word "common"
  - (d) If respondent is controlled directly or indirectly by the company listed in column (a), insert the word "controlled"
  - (e) If control is exercised by other means such as a management contract or other arrangement of whatever kind, insert the word "other" and footnote to describe such arrangements.
4. In column (c) fully describe the transactions involved such as management fees, lease of building, purchase of material, etc. When the affiliate listed in column (a) provides more than one type of service in column (c), list each type of service separately and show total for the affiliate. When services are both provided and received between the respondent and an affiliate, they should be listed separately and the amounts shown separately in column (e).
5. In column (d) report the dollar amounts of transaction shown and the effect of any change in the method of establishing the terms from that used in the preceding period.
6. In column (e) report the dollar amounts due from or to related parties and, if not otherwise apparent, the terms and manner of settlement. Insert (P) paid and (R) received by the amount in column (e).

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

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	Union Pacific Corporation		Controlled	Various (see below)	10,000	5,357,500 (P)	1
2	Wasatch Insurance Ltd.		Common	Insurance	6,182		2
3	UP Fruit Express Company		Direct	Repair & Service Equip.	4,203		3
4	UP Fruit Express Company		Direct	Equipment Rental	14,551		4
5	UP Distribution Services		Direct	Freight Brokerage	84,825		5
6							6
7							7
8							8
9							9
10							10
11							11
12							12
13							13
14							14
15							15
16							16
17							17
18							18
19							19
20							20
21							21
22							22
23							23
24							24
25							25

<u>Balance 12-31-98</u>	5,367,500
Interest Expense	420,000
Financing Net	(571,200)
Taxes	(149,700)
UP Tech Charges	40,100
Insurance	50,800
Dividends	200,000
<u>Balance 12-31-99</u>	<u>5,357,500</u>

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

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

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

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

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

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

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

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

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

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

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

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

## 700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class (a)	Proportion owned or leased by Respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	Total (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks cross-overs, and turnouts (f)				
1	1	100%	28,614	3,680	249	3,922	4,038	6,388	46,891	1
2										2
3	1J	12.5%	4				30	5	39	3
4	1J	23.0%	1	-				5	6	4
5	1J	25.0%	1	1			7	14	23	5
6	1J	33.3%					16	30	46	6
7	1J	37.5%							-	7
8	1J	40.0%							-	8
9	1J	44.0%	1	1				11	13	9
10	1J	50.0%	249	154		50	104	300	857	10
11	1J	62.5%	2	2				3	7	11
12	1J	66.7%	2				21	5	28	12
13		Total 1J	260	158	-	50	178	373	1,019	13
14										14
15		Total 1 and 1J	28,874	3,838	249	3,972	4,216	6,761	47,910	15
16										16
17	2	A&S	21	11		4	17	89	142	17
18	2	OUR&D						5	5	18
19		Total 2	21	11	-	4	17	94	147	19
20										20
21	3A							2	2	21
22	3B		321	5		36	188	123	673	22
23										23
24		Total 3	321	5	-	36	188	125	675	24
25										25
26										26
27	4B						35	3	38	27
28										28
29		Total 4	-	-	-	-	35	3	38	29
30										30
31										31
32	5		4,125	1,169	41	228	382	286	6,231	32
33										33
34										34
35										35
36										36
37										37
38										38
39										39
40										40
41										41
42										42
43										43
44										44
45										45
46										46
47										47
48										48
49										49
50										50
51										51
52										52
53										53
54										54
55										55
56										56
57		TOTAL	33,341	5,023	290	4,240	4,838	7,269	55,001	57
58		Miles of electrified road or track included in preceding grand total	N/A							58



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

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

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

Line No.	Cross Check	State or Territory (a)	Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)	Line No.
1		Arkansas	1,455				8	1,463	140		1
2		Arizona	738					738			2
3		California	3,466		2		240	3,708	14		3
4		Colorado	1,564				79	1,643	3		4
5		Idaho	947					947	41		5
6		Illinois	1,740	21			975	2,736	3		6
7		Indiana	0				6	6			7
8		Iowa	1,626				77	1,703			8
9		Kansas	1,667				669	2,336	572		9
10		Louisiana	928				58	986			10
11		Minnesota	485				239	724			11
12		Missouri	1,050		6		165	1,221	335		12
13		Montana	125					125	52		13
14		Nebraska	1,104				6	1,110	252	19	14
15		Nevada	1,107					1,107			15
16		New Mexico	566					566			16
17		Oklahoma	596		310		304	1,210	5		17
18		Oregon	866				137	1,003	289		18
19		Tennessee	10				23	33	2		19
20		Texas	5,638		3		597	6,238	312		20
21		Utah	1,305				24	1,329	24		21
22		Washington	280				214	494	86		22
23		Wisconsin	653				304	957	74		23
24		Wyoming	958					958	1		24
25											25
26											26
27											27
28											28
29											29
30											30
31		TOTAL MILEAGE (single track)	28,874	21	321	0	4,125	33,341	2,205	19	31
32											32

**NOTES AND REMARKS****Notes to Schedule 710S**

1. Includes 112 locomotives, 357 covered gondola cars, 105 gondola cars, 300 bi-level auto racks purchased in previous years and 70 locomotives, 345 plain gondola cars, 8 flat cars, 304 plain box cars, 131 covered gondola cars, 275 mechanical refrigerator cars, 29 equipped box cars, 98 insulated box cars, 6 track panel cars, 10 flat cars and 20 equipment cars rebuilt in previous years, but financially complete this year.
2. Excludes 270 locomotives, 160 gondola cars, 1,154 bi-level auto racks purchased and 126 locomotives, 39 covered gondola cars and 35 plain box cars rebuilt, but not financially complete this year.

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

Instructions for reporting locomotive and passenger-train car data.

1. Give particulars of each of the various classes of equipment which respondent owned or leased during the year.
2. In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad.
3. Units leased to others for a period of one year or more are reportable in column (l). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h). Units rented from others for a period less than one year should not be included in column (i).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit, but not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.

5. A "self-propelled" car is a rail motor car propelled by electric motors receiving power from a third rail or overhead or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.

6. A "diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote giving the number and a brief description. An "electric" unit includes all units which receive electric power from an overhead contact wire or a third rail, and includes all units other than diesel, or electric, e.g., steam, gas turbine. Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification. An "auxiliary unit" includes all units used in conjunction with

locomotives, but which draw their power from the "mother" unit, e.g., boosters, slugs, etc. For reporting purposes, indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate. Radio-controlled units that are self-propelled, i.e., those without a diesel, should be reported on line 13 under "auxiliary units."

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

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

9. Cross-checks

Schedule 710Schedule 710

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

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

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

## 710 INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Type of design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased or including reclassification (g)	Units at Close of Year					Leased to others (l)	Line No.
				Units installed					Owned and used (h)	Leased from others (i)	Total in service of respondent (col (h)&(i)) (j)	Aggregate capacity of units reported in col. (j) (see ins. 7) (k)			
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)								
		LOCOMOTIVE UNITS										(H.P.)			1
1		Diesel-freight units	59					1	5	53	58	179,400			2
2		Diesel-passenger units	6,390	116	71	115	111	454	4,221	2,128	6,349	21,811,950			3
3		Diesel-multiple purpose units	591				12	78	440	85	525	842,600			4
4		Diesel-switching units	7,040	116	71	115	123	533	4,666	2,266	6,932	22,833,950	-	0	5
5	*	TOTAL (lines 1 to 4) units													6
6	*	Electric-locomotives													7
7	*	Other self-powered units (steam)	2						2		2	N/A			8
8	*	TOTAL (lines 5, 6 and 7)	7,042	116	71	115	123	533	4,668	2,266	6,934	22,833,950		0	9
9	*	Auxiliary units	43					1	42		42	N/A			10
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	7,085	116	71	115	123	534	4,710	2,266	6,976	N/A		0	10

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

Line No	Cross Check	Type of design of units	(a)	Between Jan 1, 1975 and Dec 31, 1979 (c)	Between Jan 1, 1980 and Dec 31, 1984 (d)	Between Jan 1, 1985 and Dec 31, 1989 (e)	Between Jan. 1, 1990 and Dec. 31, 1994 (f)	During Calendar Year					TOTAL (l)	Line No
								1995 (g)	1996 (h)	1997 (i)	1998 (j)	1999 (k)		
11	*	Diesel	1,347	1,466	1,136	800	883	387	194	276	256	187	6,932	11
12	*	Electric												12
13	*	Other self-powered units (steam)	2										2	13
14	*	TOTAL (lines 11 to 13)	1,349	1,466	1,136	800	883	387	194	276	256	187	6,934	14
15	*	Auxiliary units	10	7	18		3		4				42	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	1,359	1,473	1,154	800	886	387	198	276	256	187	6,976	16

710 INVENTORY OF EQUIPMENT - Continued													
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS													
Line No.	Cross Check	Type of design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased or including reclassification (g)	Units at Close of Year				Line No
				Units Installed			All other units including reclassification and second hand units purchased or leased from others (f)		Owned and used (h)	Leased from others (i)	Total in service of respondent (col (h)&(i)) (j)	Aggregate capacity of units reported in col (j) (see Ins. 7) (k)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)							
17		PASSENGER-TRAIN CARS Non-Self-Propelled Coaches (PA,PB, PBO)											17
18		Combined cars											18
19		(All class C, except CSB)											19
20		Parlor cars (PBC,PC,PL,PO)											20
21		Sleeping cars (PS,PT,PAS,PDS)											21
22		Dining, grill and tavern cars											22
23		(All class D, PD)											23
24		Non-passenger-carrying cars											24
25		(All Class B,CSB,M,PSA,IA)											25
26		TOTAL (lines 17 to 22)											26
27		Self-Propelled											27
28		Electric passenger cars (EP,ET)											28
29		Electric combined cars (EC)											29
30		Internal combustion rail motorcars (ED, EG)											30
31		Other self-propelled cars (Specify types)											31
32		TOTAL (lines 24 to 27)											32
33		TOTAL (lines 23 to 28)											33
34		COMPANY SERVICE CARS											34
35		Business car (PV)	78								78		35
36		Board outfit cars (MWX)	204								204		36
37		Derrick and snow removal cars (MWU,MWV,MWW,MWK)	387								387		37
38		Dump and ballast cars (MWB,MWD)	3,076								3,076		38
39		Other maintenance and service equipment cars	5,473		960			251			6,182		39
40		TOTAL (lines 30 to 34)	9,218	0	960	0	0	251			9,927		40

## 710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units including reclassification and second hand units purchased or leased from others (g)	
		FREIGHT TRAIN CARS							
36		Plain box cars - 40' (B1__, B2__)	21						36
37		Plain box cars - 50' longer (B3_0-7, B4_0-7, B5__, B6__, B7__, B8__)	399						37
38		Equipped box cars (All Code A, Except A_5_)	22,843		205				38
39		Plain gondola cars (All Codes, G & J__1,J__2,J__3,J__4)	3,460						39
40		Equipped gondola cars (All Code E)	14,368		105	346			40
41		Covered hopper cars (C__1, C__2, C__3, C__4)	40,097			371			41
42		Open top hopper cars--general service (All Code H)	16,962						42
43		Open top hopper cars--special service (J__Q, and All Code K)	3,362		143	46			43
44		Refrigerator cars -- mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	5,946						44
45		Refrigerator cars -- non-mechanical (R_0_, R_1_, R_2_)	5,053						45
46		Flat cars -- TOFC/COFC (All Code P, Q and S, Except Q8__)	1,065						46
47		Flat cars -- multi-level (All Code V)	0					1,415	47
48		Flat cars -- general service (F10_, F20_, F30_)	766						48
49		Flat cars -- other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6) (F_8_, F40_)	5,188					(1,415)	49
50		Tank cars -- under 22,000 gallons (T__0, T__1, T__2, T__3, T__4, T__5)	61					1	50
51		Tank cars -- 22,000 gallons and over (T__6, T__7, T__8, T__9)	49					2	51
52		All other freight cars (A_5_, F_7_, All Code L and Q8__)	136					(3)	52
53		TOTAL (lines 36 to 52)	119,776	0	453	763	0	0	53
54		Caboose (All Code M-930)	N/A	215					54
55		TOTAL (lines 53 and 54)	119,776	215	453	763	0	0	55

## 710. INVENTORY OF EQUIPMENT - Continued

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

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

Line No	Changes during the year (concluded)  Units retired from service respondent whether owned or leased, including reclassification (h)	Units at Close of Year						Line No.
		Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in cols. (k) & (l) (see ins. 4) (m)	Leased to others (n)	
				Time-mileage cars (k)	All other (l)			
36	9	12		12		661		36
37	76	323		323		24,952		37
38	2,519	14,437	6,092	20,529		1,630,002		38
39	156	2,879	425	3,304		261,016		39
40	24	10,990	3,805	14,795		1,168,805		40
41	1,256	23,617	15,595	39,212		3,811,407	600	41
42	236	12,908	3,818	16,726		1,697,679	485	42
43	449	2,946	156	3,102		310,665		43
44	1,060	4,494	392	4,886		437,785		44
45	66	2,884	2,103	4,987		329,641		45
46	44	1,021		1,021		75,503		46
47		1,415		1,415		110,140		47
48	31	734	1	735		55,419		48
49	204	3,569		3,569		269,101		49
50		62		62		4,992		50
51		49	2	51		4,107		51
52	133			0				52
53	6,263	82,340	32,389	114,729	0	10,191,875	1,085	53
54	208	7		N/A	7	N/A		54
55	6,471	82,347	32,389	114,729	7	10,191,875	1,085	55

## 710. INVENTORY OF EQUIPMENT - Continued

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No
			Per diem (b)	All others (c)	Units installed			All other units including reclassification and second hand units purchased or leased from others (g)	
					New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)		
56		FLOATING EQUIPMENT Self-propelled vessels (Tugboats, car ferries, etc )							56
57		Non-self-propelled vessels (Car floats, lighters, etc )							57
58		TOTAL (lines 56 and 57)							58
59		HIGHWAY REVENUE EQUIPMENT Chassis Z1__, Z67__, Z68__, Z69__	12,669			5,783			59
60		Dry van U2__, Z__, Z6__, 1-6							60
61		Flat bed U3__, Z3__							61
62		Open bed U4__, Z4__							62
63		Mechanical refrigerator U5__, Z5__							63
64		Bulk hopper U0__, Z0__							64
65		Insulated U7__, Z7__							65
66		Tank Z0__, U6__ (See Note)							66
67		Other trailer and container (Special equipped dry van U9__,Z8__,Z9__)	3,134						67
68		Tractor							68
69		Truck							69
70		TOTAL (lines 59 and 69)	15,803	0	0	5,783	0	0	70

## NOTES AND REMARKS

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



## 710. INVENTORY OF EQUIPMENT - Concluded

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

Line No	Cross Check	Changes during the year (Concluded)	Units at Close of Year						Line No
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col (i) & (j))		Aggregate capacity of units reported in cols (k) & (l) (see ins 4) (m)	Leased to others (n)	
					Per diem (k)	All other (l)			
56									56
57									57
58									58
59				18,452	18,452				59
60									60
61									61
62									62
63									63
64									64
65									65
66									66
67		740		2,394	2,394				67
68									68
69									69
70		740	0	20,846	20,846				70

NOTES AND REMARKS

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

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

**NEW UNITS**

Line No	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (d)	Method of acquisition (see instructions) (e)	Line No
1	Locomotive					1
2	Diesel Road Freight					2
3	4300 HP SD9043AC	104	21,580	\$215,483		3
4	6000 HP SD90AC	8	1,660	19,754		4
5	Freight Train Cars					5
6	Covered Gondola	357	11,689	22,809		6
7	Plain Gondola	105	2,520	6,372		7
8	Equipped Box	205	8,466	17,789		8
9	Bi-Level Auto Rack	408	7,040	16,910		9
10						10
11	1/ 2/ TOTAL	1,187	N/A	\$299,117		11

**REBUILT UNITS**

12	Locomotive					12
13	SD38-2	6	1,178	\$2,124		13
14	SD40-2	64	12,523	27,466		14
15	Freight Train Cars					15
16	Plain Gondola	345	13,448	12,367		16
17	Flat Car	8	497	480		17
18	Plain Box	439	14,638	13,261		18
19	Covered Gondola	131	4,906	4,503		19
20	Mechanical Refrigerator	375	16,334	12,938		20
21	Equipped Box	36	2,042	1,609		21
22	Insulated Box	130	5,654	4,462		22
23	Covered Hopper	99	3,460	2,494		23
24	Work Equipment					24
25	Track Panel Car	6	205	52		25
26	Flat Car	10	361	677		26
27	Equipment Car	20	680	308		27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38						38
39						39
40						40
41	1/ 2/ TOTAL	1,669	N/A	\$82,741		41
42						42
43	1/ 2/ GRAND TOTAL	2,856	N/A	\$381,858	N/A	43

1/, 2/ See note on Page 76.

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

1. For purposes of these schedules, the track categories are defined as follows:  
Track category (1)  
A - Freight density of 20 million or more gross ton miles per track mile per year (include passing tracks, turnouts and crossovers).  
B - Freight density of less than 20 million gross ton miles per track mile per year, but at least 5 million (include passing tracks, turnouts and crossovers).  
C - Freight density of less 5 million gross ton miles per track mile per year, but at least 1 million (include passing tracks, turnouts and crossovers).  
D - Freight density of less 1 million gross ton miles per track mile per year (include passing tracks, turnouts and crossovers).  
E - Way and yard switching tracks (passing tracks, crossovers and turnouts shall be included in category A, B, C, D, F, and Potential abandonments, as appropriate.)  
F - Track over which any passenger service is provided (other than potential abandonments). Mileage should be included within track categories A through E unless it is dedicated entirely to passenger service, category F.  
  
Potential abandonments -- Route segments identified by railroads as potentially subject to abandonment as required by Section 10903 of the ICC Termination Act of 1995.
2. This schedule should include all class 1, 2, 3, or 4 track from Schedule 700 that is maintained by the respondent (class 5 is assumed to be maintained by others).
3. If, for two consecutive years, a line segment classified in one track category maintains a traffic density which would place it in another, it shall be reclassified into that category as of the beginning of the second year.
4. Traffic density related to passenger service shall not be included in the determination of the track category of a line segment.

## 720. TRACK AND TRAFFIC CONDITIONS

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

Line No.	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)
1	A	16,822	52.03	N/A	N/A
2	B	9,348	9.87	N/A	N/A
3	C	4,164	2.49	N/A	N/A
4	D	6,997	0.18	N/A	N/A
5	E	11,439	XXXXXXX	XXXXXXX	
6	TOTAL	48,770	26.23		
7	F	6,087	XXXXXXX	XXXXXXX	
8	Potential abandonments	389			

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

N/A - Information is not available.

## 721. TIES LAID IN REPLACEMENT

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

Line No.	Track category (a)	Number of crossties laid in replacement										Switch and bridge ties (board feet) (j)	Crossties switch and bridge ties Percent of spot maintenance (k)	Line No.
		New ties				Second-hand ties								
		Wooden		Concrete (d)	Other (e)	Wooden								
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)	Other (h)						
1	A	1,174,999		355,271	21	37,024		20,675	1,587,990	2,226,403	N/A	1		
2	B	768,746		29,190				41,341	839,277	1,050,196	N/A	2		
3	C	86,376		3,280				4,645	94,301	117,999	N/A	3		
4	D	8,638		328				465	9,431	11,800	N/A	4		
5	E	238,368		1,242	862	12,100		30,471	283,043	3,441,458	N/A	5		
6	TOTAL	2,277,127		389,311	883	49,124		97,597	2,814,042	6,847,856	N/A	6		
7	F										N/A	7		
8	Potential abandonment										N/A	8		
9	Average cost per crossties	\$34.86	and switchtie (MBM)				\$854.75							

\* Concrete and steel switch ties are not included in column (j). In lieu of board measure, number of concrete and steel switch ties was 333 at an average cost of \$76.28.

N/A - Information is not available.

## 722. TIES LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

(Dollars in Thousands)

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

In column (a) classify the ties as follows:

U - Wooden ties untreated when applied.

T - Wooden ties treated before application.

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

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

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

Line No.	Class of ties (a)	CROSSTIES			SWITCH AND BRIDGE TIES				Remarks (h)	Line No.	
		Total number of ties applied (b)	Average cost per tie (c)	Total cost of cross-ties laid in new tracks during year (d)	Number of feet (board measure) laid in tracks (e)	Average cost per M feet (board measure) (f)	Total cost of switch and bridge ties laid in new tracks during year (g)				
1	T	210,601	\$44.98	\$9,473	321,485	\$1,083.76	\$348	New		1	
2	T	34,476	14.23	491				Secondhand		2	
3	S	236,321	36.05	8,592				Concrete		3	
4	S				4,662	284.00	1,324	Concrete - Reported per tie in lieu of board measure		4	
5										5 -	
6										6	
7										7	
8										8	
9										9	
10										10	
11										11	
12										12	
13										13	
14										14	
15										15	
16										16	
17										17	
18										18	
19										19	
20	TOTAL	483,398		\$18,556	N/M		\$1,672			20	
21	Number of miles of new running tracks, crossovers, etc., in which ties were laid _____ N/A _____										21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid _____ N/A _____										22

## 723. RAILS LAID IN REPLACEMENT

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

Line No.	Track category (a)	Miles of rail laid in replacement (rail miles)					Total		Percent of spot maintenance (h)	Line No.
		New rail		Relay rail		Welded rail (f)	Bolted rail (g)			
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)					
1	A	1,274.27	12.20	74.07	6.07	1,348.34	18.27	N/A	1	
2	B	344.52	6.98	501.47	4.00	845.99	10.98	N/A	2	
3	C	21.99	0.45	32.01	0.26	54.00	0.71	N/A	3	
4	D					0.00	0.00	N/A	4	
5	E	4.83	8.80	157.44	6.84	162.27	15.44	N/A	5	
6	TOTAL	1,645.61	28.43	764.99	16.97	2,410.60	45.40	N/A	6	
7	F							N/A	7	
8	Potential abandonment							N/A	8	
9	Average cost of new and relay rail laid in replacement per gross ton	New		\$579		Relay	\$204		9	

N/A - Information is not available.

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

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

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

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

- 2 Returns in columns (c) and (g) should be reported in WHOLE numbers. Fractions of less than one-half should be disregarded, and fractions of one-half or more should be counted as one

- 3 The returns in columns (d) and (h) should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks, as well as train service in connection with the distribution of the rail should not be included in this schedule.

Line No.	Class of rail (a)	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC.				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY AND OTHER SWITCHING TRACKS				Line No	
		Weight of rail		Total cost of rail applied in running tracks passing tracks, cross-overs, etc., during year (d)	Average cost per ton (2,000 lbs.) (e)	Weight of rail		Total cost of rail applied in yard station, team, industry, and other switching tracks during year (h)	Average cost per ton (2,000 lbs ) (i)		
		Pounds per yard of rail (b)	Number of tons (2,000 lbs ) (c)			Pounds per yard of rail (f)	Number of tons (2,000 lbs ) (g)				
1	2	133	23,754	\$14,238	\$599	133	2,901	\$1,665	\$574	1	
2	2					115	5	3	552	2	
3										3	
4	4					133	11,643	2,346	202	4	
5	4					119	290	73	250	5	
6	4					115	316	67	213	6	
7										7	
8										8	
9										9	
10										10	
11										11	
12										12	
13										13	
14										14	
15										15	
16										16	
17										17	
18										18	
19										19	
20										20	
21										21	
22										22	
23										23	
24										24	
25										25	
26										26	
27										27	
28										28	
29										29	
30										30	
31										31	
32										32	
33	TOTAL	N/A	23,754	\$14,238		N/A	15,155	\$4,154		33	
34	Number of miles new running tracks, passing tracks, cross-over, etc , in which rails were laid										34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid										35
36	Track-miles of welded rail installed on system this year N/A ; total to date N/A										36

## 725. WEIGHT OF RAIL

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

Line No.	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No.
	Pounds				
1					1
2	140	23			2
3	136	8,339	28		3
4	133	10,013	21		4
5	132	1,303			5
6	131	661			6
7	130	20			7
8	127	10			8
9	119	2,041	6		9
10	115	3,556	9		10
11	113	1,005			11
12	112	2,696	25		12
13	110	370	17		13
14	100	648			14
15	90	1,062			15
16	85	559	41		16
17	80	205			17
18	75	483			18
19	72	43			19
20	70	7			20
21	66	1			21
22	65	33			22
23	60	0			23
24	Under 60	0			24
25					25
26					26
27	TOTAL	33,078	147		27
28					28
29					29
30					30
31					31
32					32
33					33
34					34
35					35
36					36
37					37
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46



## 726. SUMMARY OF TRACK REPLACEMENTS

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

Line No.	Track category (a)	Ties					Rail		Ballast	Track surfacing		Line No.
		Number of ties replaced		Percent replaced		Miles of rail replaced (rail-miles) (f)	Cubic yards of ballast placed (h)	Miles surfaced (i)		Percent surfaced (j)		
		Crossties (b)	Switch and bridge ties (board feet) (c)	Crossties (d)	Switch and bridge ties (board feet) (e)							
1	A	1,587,990	2,226,403	3.6%	N/A	1,366.61	2,629,449	2,498	14.8%	1		
2	B	839,277	1,050,196	3.4%	N/A	856.97	717,922	682	7.3%	2		
3	C	94,301	117,999	0.9%	N/A	54.71	196,720	186	4.5%	3		
4	D	9,431	11,800	0.1%	N/A	0.00	1,171,550	1,113	15.9%	4		
5	E	283,043	3,441,458	0.9%	N/A	177.71	104,601	100	90.0%	5		
6	TOTAL	2,814,042	6,847,856	2.2%	N/A	2,456.00	4,820,242	4,579	9.4%	6		
7	F									7		
8	Potential abandonments									8		

750. CONSUMPTION OF DIESEL FUEL  
(Dollars in Thousands)

LOCOMOTIVES				
Line No.	Kind of locomotive service (a)	Diesel		Line No.
		Diesel oil (gallons) (b)		
1	Freight	1,097,062,470		1
2	Passenger	8,276,733		2
3	Yard switching	146,772,530		3
4	TOTAL	1,252,111,733		4
5	COST OF FUEL \$(000)	\$691,380		5
6	Work Train	7,945,088		6

## INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

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

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

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

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

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

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

(H) Use car designations shown in Schedule 710 Under Railroad Owned and Leased Cars, Items 4-01 and 4-11, report both foreign cars and respondents' 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 lien 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 1 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 car of other than reporting carrier as sleeping car-miles in Item 5-03. Report mail, express baggage cars and combination cars other than 5-02 combination cars, in Item 5-05.

(I) Exclude from Item 4-01, 4-11, 4-13, and 4-15 car-miles of work equipment, cars carrying company freight and no-payment cars moving in transportation trains. Include such car-miles in Item 4-17, 4-18, and 4-19. No payment car-miles are miles made by private-line cars (other than railroad 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 tariff fares without extra charge for space occupied, miles run by combination passenger and baggage, passenger and mail, passenger and express, miles run by sleeping, parlor and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; and miles run by other passenger-train cars where services are combined such as baggage, express and mail.

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

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

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

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

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

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

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

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

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

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

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

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

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

## 755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
1		1. Miles of Road Operated (A)	33,341		1
2		2. Train Miles - Running (B)			
2		2-01 Unit Trains	39,083,109	XXXXXX	2
3		2-02 Way Trains	9,919,647	XXXXXX	3
4		2-03 Through Trains	106,962,883	87,246	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	155,965,639	87,246	5
6		2-05 Motorcars (C)	0	0	6
7		2-07 TOTAL ALL TRAINS (lines 5 and 6)	155,965,639	87,246	7
		3. Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	118,183,305	XXXXXX	8
9		3-02 Way Trains	23,604,685	XXXXXX	9
10		3-03 Through Trains	320,301,731	188,756	10
11		3-04 TOTAL (lines 8-10)	462,089,721	188,756	11
12		3-11 Train Switching (F)	32,854,359	XXXXXX	12
13		3-21 Yard Switching (G)	42,986,412	0	13
14		3-31 TOTAL ALL SERVICES (line 11-13)	537,930,492	188,756	14
		4. Freight Car-Miles (thousands) (H)			
		4-01 RR Owned and Leased Cars - Loaded			
15		4-010 Box-Plain 40-Foot	10	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	41,405	XXXXXX	16
17		4-012 Box-Equipped	417,152	XXXXXX	17
18		4-013 Gondola-Plain	93,247	XXXXXX	18
19		4-014 Gondola-Equipped	135,591	XXXXXX	19
20		4-015 Hopper-Covered	409,274	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	381,103	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	32,146	XXXXXX	22
23		4-018 Refrigerator-Mechanical	73,252	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	68,268	XXXXXX	24
25		4-020 Flat-TOFC/COFC	558,354	XXXXXX	25
26		4-021 Flat-Multi-Level	56,206	XXXXXX	26
27		4-022 Flat-General Service	1,297	XXXXXX	27
28		4-023 Flat-All Other	97,998	XXXXXX	28
29		4-024 All Other Car Types-Total	2,043	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	2,367,346	XXXXXX	30

## 755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
31		4-11 RR Owned and Leased Cars - Empty			
		4-110 Box-Plain 40-Foot	7	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	18,019	XXXXXX	32
33		4-112 Box-Equipped	332,769	XXXXXX	33
34		4-113 Gondola-Plain	92,192	XXXXXX	34
35		4-114 Gondola-Equipped	114,003	XXXXXX	35
36		4-115 Hopper-Covered	411,759	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	346,870	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	33,790	XXXXXX	38
39		4-118 Refrigerator-Mechanical	41,515	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	52,443	XXXXXX	40
41		4-120 Flat-TOFC/COFC	39,844	XXXXXX	41
42		4-121 Flat-Multi-Level	31,752	XXXXXX	42
43		4-122 Flat-General Service	2,148	XXXXXX	43
44		4-123 Flat-All Other	96,885	XXXXXX	44
45		4-124 All Other Car Types	1,418	XXXXXX	45
46		4-125 TOTAL (Lines 31-45)	1,615,414	XXXXXX	46
47		4-13 Private Line Cars - Loaded (H)			
		4-130 Box-Plain 40-Foot	0	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	68,170	XXXXXX	48
49		4-132 Box-Equipped	7,463	XXXXXX	49
50		4-133 Gondola-Plain	523,143	XXXXXX	50
51		4-134 Gondola-Equipped	14,143	XXXXXX	51
52		4-135 Hopper-Covered	600,475	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	59,937	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	245,439	XXXXXX	54
55		4-138 Refrigerator-Mechanical	1,997	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	7,906	XXXXXX	56
57		4-140 Flat-TOFC/COFC	462,407	XXXXXX	57
58		4-141 Flat-Multi-Level	506,361	XXXXXX	58
59		4-142 Flat-General Service	25	XXXXXX	59
60		4-143 Flat-All Other	83,780	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	159,264	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	226,230	XXXXXX	62
63		4-146 All Other Car Types	2,935	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	2,969,675	XXXXXX	64

## 755. RAILROAD OPERATING STATISTICS - Continued

Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
65		4-15 Private Line Cars - Empty (H)	XXXXXX	XXXXXX	
		4-150 Box-Plain 40-Foot	0	XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	20,400	XXXXXX	66
67		4-152 Box-Equipped	5,055	XXXXXX	67
68		4-153 Gondola-Plain	493,421	XXXXXX	68
69		4-154 Gondola-Equipped	12,201	XXXXXX	69
70		4-155 Hopper-Covered	575,807	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	59,203	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	244,122	XXXXXX	72
73		4-158 Refrigerator-Mechanical	2,091	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	7,550	XXXXXX	74
75		4-160 Flat-TOFC/COFC	28,358	XXXXXX	75
76		4-161 Flat-Multi-Level	237,627	XXXXXX	76
77		4-162 Flat-General Service	134	XXXXXX	77
78		4-163 Flat-All Other	72,780	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	160,216	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	225,937	XXXXXX	80
81		4-166 All Other Car Types	1,017	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	2,145,919	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	1,100,411	XXXXXX	83
84		4-18 No Payment Car-Miles (I) (1)	2,646,749	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)			
85		4-191 Unit Trains	4,498,434	XXXXXX	85
86		4-192 Way Trains	400,097	XXXXXX	86
87		4-193 Through Trains	7,946,983	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	12,845,514	XXXXXX	88
89		4-20 Caboose Miles	137	XXXXXX	89

- (1) Total number of loaded miles 0 and empty miles 0 by roadrailer reported above.  
 (2) As in prior years, the passenger statistics exclude results from commuter operations.

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

## 755. RAILROAD OPERATING STATISTICS - Concluded

Line No.	Cross Check	Item description (a)	Freight train (b)	(2) Passenger train (c)	Line No.
		6. Gross Ton-Miles (thousands) (K)			
98		6-01 Road Locomotives	89,292,504	36,594	98
99		6-02 Freight Trains, Cars, Cnts., and Caboose			
		6-020 Unit Trains	350,973,816	XXXXXX	99
100		6-021 Way Trains	26,023,383	XXXXXX	100
101		6-022 Through Trains	521,192,134	XXXXXX	101
102		6-03 Passenger-Trains, Cars, and Cnts.	3,343	81,273	102
103		6-04 Non-Revenue	8,201,447	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	995,686,627	117,867	104
		7. Tons of Freight (thousands)			
105		7-01 Revenue	538,575	XXXXXX	105
106		7-02 Non-Revenue	13,968	XXXXXX	106
107		7-03 TOTAL (lines 105 and 106)	552,543	XXXXXX	107
		8. Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue-Road Service	473,100,691	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service	0	XXXXXX	109
110		8-03 TOTAL (lines 108, 109)	473,100,691	XXXXXX	110
111		8-04 Non-Revenue-Road Service	5,852,265	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service	0	XXXXXX	112
113		8-06 TOTAL (lines 111 and 112)	5,852,265	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110 and 113)	478,952,956	XXXXXX	114
		9. Train Hours (M)			
115		9-01 Road Service	6,946,021	XXXXXX	115
116		9-02 Train Switching	1,935,278	XXXXXX	116
117		10. TOTAL YARD-SWITCHING HOURS (N)	2,520,752	XXXXXX	117
		11. Train-Miles Work Trains (O)			
118		11-01 Locomotives	2,003,438	XXXXXX	118
119		11-02 Motorcars	0	XXXXXX	119
		12. Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	2,943,520	XXXXXX	120
121		12-02 Way Trains	3,587,819	XXXXXX	121
122		12-03 Through Trains	8,833,215	XXXXXX	122
123		13. TOFC/COFC-No. of Rev. Trailers and Containers Loaded and Unloaded (Q)	4,932,213	XXXXXX	123
124		14. Multi-Level Cars-No. of Motor Vehicles Loaded and Unloaded (Q)	4,965,685	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trailers Picked Up and Delivered (R)	15,747	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)			
126		16-01 Marine Terminals-Coal	0	XXXXXX	126
127		16-02 Marine Terminals-Ore	0	XXXXXX	127
128		16-03 Marine Terminals-Other	0	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	0	XXXXXX	129
		17. Number of Foreign Per Diem Cars on Line (T)			
130		17-01 Serviceable	53,309	XXXXXX	130
131		17-02 Unserviceable	686	XXXXXX	131
132		17-03 Surplus	0	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	53,995	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 oath of the president or other chief officer of the respondent, unless the respondent states that such officer has no control over the respondent's accounting and reporting.

## OATH

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

State of Nebraska  
County of Douglas

J R Young  
(Insert here name of the affiant)

makes oath and says that he (she) is

Chief Financial Officer  
(Insert here the official title of the affiant)

Of

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

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

January 1, 1999 to and including December 31, 1999

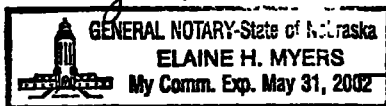
James R Young  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 22<sup>ND</sup> day of March, 2000.

My commission expires

May 31, 2002

Use an  
L S.  
impression seal



Elaine H Myers  
(Signature of officer authorized to administer oaths)

## SUPPLEMENTAL OATH

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

State of Nebraska  
County of Douglas

R K Davidson  
(Insert here name of the affiant)

makes oath and says that he (she) is

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

Of

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

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

January 1, 1999, to and including December 31, 1999

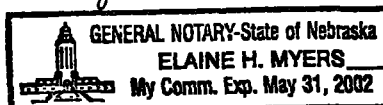
Richard K. Davidson  
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 22<sup>ND</sup> day of March, 2000.

My commission expires

May 31, 2002

Use an  
L S.  
impression seal



Elaine H Myers  
(Signature of officer authorized to administer oaths)



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

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

**CORRECTIONS**

Date Correction			Page						Date of Letter, Fax or Telegram of			Authority		Board File Number	Clerk Making Correction Name
Month	Day	Year													

**EXPLANATORY REMARKS**

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Fuel consumed diesel	91	Value per share	3
Cost	91	Voting rights	3
Funded debt (see Debt holdings)		Supporting schedule - Road	56-57
Guaranties and suretyships	66	Suretyships - Guaranties and	66
Identity of respondent	2	Ties laid in replacement	86
Items in selected income and retained earnings accounts	65	Ties - Additional tracks, new lines and extensions	87
Investments in common stocks of affiliated companies	30	Tracks operated at close of year	74
Investments and advances of affiliated companies	26-29	Miles of, at close of year	75
Railway property used in transportation service	42-43	Track and traffic conditions	85
Road and equipment	32-33	Train hours, yard switching	97
Changes during year	32-33	Train miles	94
Leased property-improvements made during the year	32-33	Tons of freight	97
Leases	61	Ton-miles of freight	97
Locomotive equipment	78	TOFC/COFC number of revenue trailers and containers	
Electric and other	78	loaded and unloaded	97
Consumption of diesel fuel	91	Voting powers and elections	3
Locomotive unit miles	94	Weight of rail	90