

BNSF Railway Company

Leased Lines and Wholly-Owned Subsidiaries

2650 Lou Menk Drive
Fort Worth, Texas 76131

ACAA - R1



BNSFSM
RAILWAY

Class I Railroad Annual Report

To The Surface Transportation Board
For the Year Ending December 31, 2010

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*.

(1) 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.

9. NOTE - An additional line has been added to Schedule 755 (Line 134) effective with the 2004 R-1. Also note that the instructions for completion of Schedule 755 now have two additional items (Instructions U and V).

10. NOTE - The columns in Schedule 710-Distribution of Locomotive Units In Service of Respondent At Close Of Year, Disregarding Year Of Rebuilding have been revised to reflect new five year periods.

11. NOTE - The following supplemental information about STB information collections is provided in compliance with OMB requirements and pursuant to the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 et seq.:

Supplemental Information about the Annual Report (R-1)

This information collection is mandatory pursuant to 49 U.S.C. 11145.

The estimated hour burden for filing this report is less than 800 hours.

Information in the Annual Reports is used to monitor and assess railroad industry growth, financial stability, traffic, and operations and to identify industry changes that may affect national transportation policy. In addition, the Board uses data from these reports to more effectively carry out regulatory responsibilities, such as acting on railroad requests for authority to engage in Board regulated financial transactions (for example, mergers, acquisitions of control, consolidations, and abandonments); conducting investigations and rulemakings; conducting rail revenue adequacy proceedings; developing rail cost adjustment factors; and developing the URCS, which is a cost measurement methodology. URCS was developed by the Board pursuant to 49 U.S.C. 11161 and is used as a tool in rail rate proceedings to calculate the variable costs associated with providing a particular service in accordance with 49 U.S.C. 10707(d). The Board also uses URCS to analyze the information that it obtains through the annual railroad industry waybill sample, see 49 CFR 1244, and in railroad abandonment proceedings to measure off-branch costs, pursuant to 49 U.S.C. 10904(a) and in accordance with 49 CFR 1152.32(n).

The information in this report is ordinarily maintained by the agency in hard copy for 10 years, after which it is transferred to the National Archives, where it is maintained as a permanent record. These reports are also maintained by the agency indefinitely on microfiche. In addition, some of this information is posted on the Board's website, www.stb.dot.gov, where it may remain indefinitely. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0009. The display of a currently valid OMB control number is required by law.

Supplemental Information about the Quarterly Condensed Balance Sheet (CBS)

This information collection is mandatory under 49 CFR 1243.2.

The estimated hour burden for filing this report is six hours per report.

The Board uses the information in this report to ensure competitive, efficient, and safe transportation through general oversight programs that monitor and forecast the financial and operating condition of railroads, and through specific regulation of railroad-rate and service issues and rail-restructuring proposals, including railroad mergers, consolidations, acquisitions of control, and abandonments. Information from the reports is used by the Board, other Federal agencies, and industry groups, including the Association of American Railroads, to assess industry growth and operations, detect changes in carrier financial stability, and identify trends that may affect the national transportation system.

Information from these reports is compiled by the Board and published on its website, www.stb.dot.gov, where it may be maintained indefinitely. The compilation report is entitled Class I Railroads. Selected Earning Data. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The display of a currently valid OMB control number for this collection is required by law.

Supplemental Information about the Quarterly Report of Revenues, Expenses, and Income (Form RE&I)

This information collection is mandatory pursuant to 49 U.S.C. 11164 and 49 CFR 1243.1.

The estimated hour burden for filing this report is six hours per report.

The Board uses the information in this report to ensure competitive, efficient, and safe transportation through general oversight programs that monitor and forecast the financial and operating condition of railroads, and through regulation of railroad rate and service issues and rail restructuring proposals, including railroad mergers, consolidations, acquisitions of control and abandonments. Information from the reports is used by the Board, other Federal agencies and industry groups to monitor and assess industry growth and operations, detect changes in carrier financial stability, and identify trends that may affect the national transportation system. Individual and aggregate carrier information is needed in our decision making process.

Information from these reports is compiled by the Board and published on its [website, www.stb.dot.gov](http://www.stb.dot.gov), where it may be maintained indefinitely. The compilation report is entitled Class I Railroads, Selected Earnings Data. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The display of a currently valid OMB control number for this collection is required by law.

Supplemental Information about the Report of Railroad Employees, Service, and Compensation (Wage Forms A & B)

This information collection is mandatory pursuant to 49 D.S.C. 11145 and 49 CFR 1245.2.

The estimated hour burden for filing this report is 30 hours per quarterly report and 40 hours per annual report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. The information is also used by the Board to evaluate proposed regulated transactions that may impact rail employees. These transactions include mergers and consolidations, acquisitions of control, purchases, and abandonments. Other Federal agencies and industry groups, including the Railroad Retirement Board, the Bureau of Labor Statistics, and the Association of American Railroads, depend on the information contained in the reports to monitor railroad operations.

Certain information from the reports is compiled and published on the Board's website, www.stb.dot.gov, where it may be maintained indefinitely. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0004. The display of a currently valid OMB control number is required by law.

Supplemental Information about the Monthly Report of Number of Employees of Class I Railroads (Wage Form C)

This information collection is mandatory pursuant to 49 D.S.C. 11145 and 49 CFR 1246.1.

The estimated hour burden for filing this report is 1.25 hours per monthly report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. The information is also used by the Board to evaluate proposed regulated transactions that may impact rail employees, including mergers and consolidations, acquisitions of control, purchases, and abandonments. Other Federal agencies and industry groups, including the Railroad Retirement Board, the Bureau of Labor Statistics, and the Association of American Railroads, depend on the information contained in the reports to monitor railroad operations.

The information in this report is compiled and published on the Board's website, www.stb.dot.gov, where it may be maintained indefinitely. In addition, paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed. All information collected through this report is available to the public.

The OMB control number for this collection is 2140-0007. The display of a currently valid OMB Control number is required by law.

Supplemental Information about the Annual Report of Cars Loaded and Cars Terminated (Form STB-54)

This information collection is mandatory pursuant to 49 U.S.C. 11162 and 49 CFR 1247.

The estimated hour burden for filing this report is four hours per report.

The Board uses information in this report to forecast labor costs and measure the efficiency of the reporting railroads. Information in this report is entered into the Board's URCS. In addition, many other Federal agencies and industry groups, including the Department of Transportation and the Association of American Railroads (AAR), depend on Form STB-54 for information regarding the number of cars loaded and terminated on the reporting carrier's line.

All information collected through this report is available to the public. Paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed.

The OMB control number for this collection is 2140-0011. The display of a currently valid OMB control number is required by law.

Supplemental Information about the Quarterly Report of Freight Commodity Statistics (Form QCS)

This information collection is mandatory pursuant to 49 U.S.C. 11145 and 49 CFR 1248.

The estimated hour burden for filing this report is 217 hours per report.

Information in this report is entered into the Board's URCS.

All information collected through this report is available to the public. Paper copies of individual reports are maintained by the Board for ten years, after which they are destroyed.

The OMB control number for this collection is 2140-0001. The display of a currently valid OMB control number is required by law.

For Index, See Back of Form

ANNUAL REPORT

OF

BNSF RAILWAY COMPANY

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 31, 2010

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

(Name) Julie A. Piggott (Title) VP Planning and Studies and Controller

(Telephone number) (817) 352-4830
(Area code) (Telephone number)

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

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SPECIAL NOTICE

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

The dark borders on the schedules 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.

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, as well as the schedule number and title, in the space provided below.
3. If no schedules were omitted indicate "NONE."

Page	Schedule No.	Title
		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 the exact name of the respondent in full. Use the words, "The" and "Company" only when they are parts of the corporate name. Be careful to distinguish between railroad and railway. The corporate name should be given uniformly throughout the report, notably on the cover, on the title page, and in the "Verification." If the report is made by receivers, trustees, a committee of bondholders, or individuals otherwise in possession of the property, state names and facts with precision. If the report is for a consolidated group, pursuant to Special Permission from the Board, indicate such fact on line 1 below and list the consolidated group on page 4.

2. If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organization; if a reorganization has been effected, give date of reorganization. If a receivership or other trust, also give date when such receivership or other possession began. If a partnership, give date of formation and also names in full of present partners.

3. State the occasion for the reorganization, whether by reason of foreclosure of mortgage or otherwise, according to the fact. Give date of organization of original corporation and refer to laws under which organized.

1. Exact Name of common carrier making this report:

BNSF Railway Company

2. Date of incorporation:

January 13, 1961

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

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

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

On February 12, 2010, Berkshire Hathaway Inc., acquired 100% of the shares of Burlington Northern Santa Fe Corporation (BNSF) common stock that it did not already own. BNSF was merged with Berkshire and was renamed Burlington Northern Santa Fe, LLC. BNSF Railway Company is a wholly owned subsidiary of Burlington Northern Santa Fe, LLC. (See Schedule 200 Notes - Note 1.)

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)

(X) No annual report to stockholders is prepared.

Two copies of BNSF Railway Company SEC Form 10-K are attached.

C. VOTING POWERS AND ELECTIONS

1. State the par value of each share of stock: Common \$1.00 per share; first preferred, \$ N/A per share; second preferred, \$ N/A per share; debenture stock, \$ N/A per share.
2. State whether or not each share of stock has the right to one vote; if not, give full particulars in a footnote. Yes No
3. Are voting rights proportional to holdings? Yes No. If not, state in a footnote the relation between holdings and corresponding voting rights.
4. Are voting rights attached to any securities other than stock? Yes No. If yes, name in a footnote each security, other than stock, to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, indicating whether voting rights are actual or contingent and, if contingent, showing the contingency.
5. Has any class or issue of securities any special privileges in the election of directors, trustees, or managers, or in the determination of corporate action by any method? Yes No. If yes, describe fully in a footnote each such class or issue and give a succinct statement showing clearly the character and extent of such privileges.
6. Give the date of the latest closing of the stock book prior to the actual filing of this report, and state the purpose of such closing.
Stock books not closed and not required to be closed.
7. State the total voting power of all security holders of the respondent at the date of such closing, if within one year of the date of such filing; if not, state as of the close of the year.
1,000 votes, as of December 31, 2010.
8. State the total number of stockholders of record, as of the date shown in answer to inquiry 7. One (1) stockholder.
9. Give the names of 30 security holders of the respondent who, at the date of the latest closing of the stock book or compilation of the list of stockholders of the respondent (if within 1 year prior to the actual filing of this report), had the highest voting powers in the respondent, showing for each his or her address, the number of votes he or she would have had a right to cast on that date had a meeting then been in order, and the classification of the number of votes to which he or she was entitled, with respect to securities held by him or her, such securities being classified as common stock, second preferred stock, first preferred stock, and other securities (stating in a footnote the names of such other securities, if any). If any such holder held in trust, give (in a footnote) the particulars of the trust. In the case of voting trust agreements, give as supplemental information and the names and addresses of the 30 largest holders of the voting trust certificates and the amount of their individual holdings. If the stock book was not closed or the list of stockholders compiled within such year, show such 30 security holders as of the close of the year.

Line No.	Name of Security Holder (a)	Address of Security Holder (b)	Number of Votes to Which Security Holder Was Entitled (c)	Number of Votes, Classified With Respect to Securities on Which Based			Line No.
				Stock			
				Common (d)	Second Preferred (e)	First Preferred (f)	
1	Burlington Northern Santa Fe, LLC	2650 Lou Menk Drive	1,000	1,000			1
2		Fort Worth, TX 76131					2
3							3
4							4
5							5
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30							30

C. VOTING POWERS AND ELECTIONS - Continued

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

NOTES AND REMARKS

Consolidated Subsidiaries:

BNSF Railway Company
 SFP Pipeline, Inc.
 Los Angeles Junction Railroad
 Star Lake Railroad Company
 Santa Fe Receivables Corp
 The Zia Company
 Santa Fe Pacific Pipeline Holdings, Inc.
 BNSF Manitoba, Inc.
 BNSF de Mexico SA de CV
 Pine Canyon Land Company
 Santa Fe Pacific Insurance Company
 Santa Fe Pacific Railroad Company
 BNSF British Columbia, Ltd
 BNSF Properties
 BN Manitoba, Ltd
 Western Fruit Express Company
 BNRR Holdings
 Winona Bridge Railway Company
 Burlington Northern International Services, Inc.
 Burlington Northern Leasing Corp
 Midwest Northwest Property Inc.
 BNSF Equipment Acquisition Co. LLC
 Bayrail, LLC
 Bayport Systems, Inc.
 San Jacinto Rail, Ltd
 BNSF Communications Inc
 BNSF Spectrum Inc

Inactive Subsidiaries:

Northern Radio Limited (British Columbia)

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- ing of year (c)	Line No.
Current Assets						
1		701	Cash	10,190	20,134	1
2		702	Temporary cash investments	-	-	2
3		703	Special deposits	-	-	3
Accounts receivable						
4		704	- Loan and notes	-	-	4
5		705	- Interline and other balances	108,881	93,214	5
6		706	- Customers	664,123	552,848	6
7		707	- Other	106,277	104,165	7
8		709, 708	- Accrued accounts receivables	67,000	73,787	8
9		708.5	- Receivables from affiliated companies	131,934	43,286	9
10		709.5	- Less: Allowance for uncollectible accounts	(46,780)	(57,415)	10
11		710, 711, 714	Working funds prepayments deferred income tax debits	342,685	482,751	11
12		712	Materials and supplies	652,503	632,038	12
13		713	Other current assets	237,779	173,886	13
14			TOTAL CURRENT ASSETS	2,274,572	2,118,694	14
Other Assets						
15		715, 716, 717	Special funds	4,999	6,077	15
16		721, 721.5	Investments and advances affiliated companies (Schs. 310 and 310A)	424,871	344,907	16
17		722, 723	Other investments and advances	-	-	17
18		724	Allowances for net unrealized loss on noncurrent marketable equity securities - Cr.	-	-	18
19		737, 738	Property used in other than carrier operation (Less depreciation)	874,673	65,178	19
20		739, 741	Other assets	15,380,380	206,241	20
21		743	Other deferred debits	1,239,449	1,393,941	21
22		744	Accumulated deferred income tax debits	-	-	22
23			TOTAL OTHER ASSETS	17,924,372	2,016,344	23
Road and Equipment						
24		731, 732	Road (Sch. 330) L-30 Col h & b	40,920,232	35,216,361	24
25		731, 732	Equipment (Sch 330) L-39 Col h & b	6,176,802	8,380,757	25
26		731, 732	Unallocated items	528,981	595,889	26
27		733, 735	Accumulated depreciation and amortization (Schs. 335, 342, 351)	(1,041,818)	(11,249,558)	27
28			Net Road and Equipment	46,584,197	32,943,449	28
29			TOTAL ASSETS	66,783,141	37,078,487	29

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND SHAREHOLDERS' EQUITY
(Dollars in Thousands)

Line No.	Cross Check	Account	Title (a)	Balance at close of year (b)	Balance at beginning of year (c)	Line No.
			Current Liabilities			
30		751	Loans and notes payable	-	-	30
31		752	Accounts payable: interline and other balances	56,317	60,461	31
32		753	Audited accounts and wages	200,455	193,416	32
33		754	Other accounts payable	225,845	155,933	33
34		755, 756	Interest and dividends payable	28,854	31,729	34
35		757	Payables to affiliated companies	39,521	66,334	35
36		759	Accrued accounts payable	1,689,961	1,657,798	36
37		760, 761, 761.5				37
		762	Taxes accrued	488,503	328,917	
38		763	Other current liabilities	99,239	51,871	38
39		764	Equipment obligations and other long-term debt due within one year	299,307	335,394	39
40			TOTAL CURRENT LIABILITIES	3,128,002	2,881,853	40
			Non-Current Liabilities			
41		765, 767	Funded debt unmatured	650,707	606,425	41
42		766	Equipment obligations	200,606	224,896	42
43		766.5	Capitalized lease obligations	1,244,314	1,311,317	43
44		768	Debt in default	-	-	44
45		769	Accounts payable: affiliated companies	-	-	45
46		770.1, 770.2	Unamortized debt premium	-	(24,917)	46
47		781	Interest in default	-	-	47
48		783	Deferred revenues - transfers from govt. authorities	-	531,290	48
49		786	Accumulated deferred income tax credits	14,528,492	9,166,949	49
50		771, 772, 774, 775, 782, 784	Other long-term liabilities and deferred credits	4,060,568	2,942,899	50
51			TOTAL NON-CURRENT LIABILITIES	20,684,687	14,758,859	51
			Shareholders' Equity			
52		791, 792	Total capital stock	1	1	52
53			Common stock	1	1	53
54			Preferred stock	-	-	54
55			Discount on capital stock	-	-	55
56		794, 795	Additional capital	42,919,547	6,330,942	56
			Retained earnings:			
57		797	Appropriated		-	57
58		798	Unappropriated	50,904	13,106,832	58
59		798.1	Net unrealized loss on noncurrent marketable equity securities	-	-	59
60		798.5	Less treasury stock	-	-	60
61			Net stockholders equity	42,970,452	19,437,775	61
62			TOTAL LIABILITIES AND SHAREHOLDERS EQUITY	66,783,141	37,078,487	62

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - EXPLANATORY NOTES
(Dollars in Thousands)

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

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking funds, pursuant to provisions of reorganization plans, mortgages, deeds of trust, or other contracts. \$ None

2. Estimated amount of future earnings which can be realized before paying Federal income taxes because of unused and available net operating loss carryover on January 1 of the year following that for which the report is made. \$ None

3. (a) Explain the procedure in accounting for pension funds and recording in the accounts the current and past service pension costs, indicating whether or not consistent with the prior year.

See Note 2 on page 9 - 15C

(b) State amount, if any, representing the excess of the actuarially computed value of vested benefits over the total of the pension fund.

See Note 2 on page 9 - 15C

(c) Is any part of the pension plan funded? Specify. Yes No

If funding is by insurance, give name of insuring company None

If funding is by trust agreement, list trustee(s) Northern Trust Company

Date of trust agreement or latest amendment February 12, 2010

If respondent is affiliated in any way with the trustee(s), explain affiliation: Not Affiliated

(d) List affiliated companies which are included in the pension plan funding agreement and describe basis for allocating charges under the agreement.

See Note 2 on page 9 - 15C

(e) Is any part of the pension plan fund invested in stock or other securities of the respondent or its affiliates? Specify Yes No

If yes, give number of the shares for each class of stock or other security.

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

5. (a) The amount of employer's 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 37465, specify the total amount of business entertainment expenditures charged to the non-operating expense account. \$ None

Continued on following page

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

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

Disclose the nature and amount of contingency that is material.

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

See Note 3 on pages 15C -15J

(a) Changes in valuation accounts.

8. Marketable equity securities.

None

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

(b) At 12/31/10, gross unrealized gains and losses pertaining to marketable equity securities were as follows:

	Gains	Losses
Current	\$0	\$0
Noncurrent	\$0	\$0

(c) A net unrealized gain (loss) of \$ 0 on the sale of marketable equity securities was included in net income for 2010.

The cost of securities was based on the N/A (method) cost of all the shares of each security held at time of sale.

Significant net realized and net unrealized gains and losses arising after date of the financial statements but prior to the filing, applicable to marketable equity securities owned at balance sheet date shall be disclosed below: None

NOTE: 12 / 31 / 10 Balance sheet date of reported year unless specified as previous year.

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION-EXPLANATORY NOTES

NOTES TO FINANCIAL STATEMENTS

Note 1**The Company**

BNSF Railway Company and its majority-owned subsidiaries, (collectively, BNSF Railway or Company) is a wholly-owned subsidiary of Burlington Northern Santa Fe, LLC (BNSF). BNSF Railway operates one of the largest railroad networks in North America with approximately 32,000 route miles in 28 states and two Canadian provinces. Through one operating transportation services segment, BNSF Railway transports a wide range of products and commodities including the transportation of Consumer Products, Coal, Industrial Products and Agricultural Products, derived from manufacturing, agricultural and natural resource industries, which constituted 31 percent, 27 percent, 20 percent and 22 percent, respectively, of total freight revenues for the year ended December 31, 2010.

On February 12, 2010, Berkshire Hathaway Inc., a Delaware corporation (Berkshire), acquired 100% of the outstanding shares of Burlington Northern Santa Fe Corporation common stock that it did not already own. The acquisition was completed through the merger (the Merger) of Burlington Northern Santa Fe Corporation with and into R Acquisition Company, LLC, a Delaware limited liability company and an indirect wholly-owned subsidiary of Berkshire (Merger Sub), with Merger Sub continuing as the surviving entity. In connection with the Merger, Merger Sub changed its name to "Burlington Northern Santa Fe, LLC" and remains an indirect, wholly-owned subsidiary of Berkshire.

The Merger was accounted for using the acquisition method, as required by Accounting Standards Codification (ASC) Topic 805, *Business Combinations*. Under the acquisition method, the new basis of accounting totaling \$42,919 million, was pushed down and allocated to the underlying tangible and intangible assets acquired and liabilities assumed based on their respective fair values, with the remainder of \$14,803 million allocated to goodwill (included in other assets). None of the goodwill recorded in connection with the Merger will be deductible for income tax purposes. The purchase price allocation at December 31, 2010, is complete and is summarized in the following tables (in millions):

Assets		Liabilities and net assets acquired	
Cash	\$ 14	Accounts payable, Taxes accrued and Other current liabilities	\$ 2,197
Accounts receivable	829	Equipment obligations and other long-term debt due within on year	342
Materials and supplies	629	Long-term debt	2,326
Working funds prepayments deferred income tax debits	202	Accumulated deferred income tax credits	13,696
Other current assets	272	Other long-term liabilities and deferred credits	4,341
Property and equipment	45,666	Retained Earnings	42,919
Other assets	16,735	Intercompany note receivable	(838)
Other deferred debits	636	Unappropriated Retained Earnings	42,081
Total assets	\$ 64,983	Total liabilities and net assets acquired	\$ 64,983

The above adjustments are included in the December 31, 2010 balances of various accounts and schedules included in this annual R-1 report consistent with Code of Federal Regulation Title 49 requirements.

Note 2**Employment Benefit Plans**

BNSF provides a funded, noncontributory qualified pension plan, the BNSF Retirement Plan, which covers most non-union employees, and an unfunded non-tax-qualified pension plan, the BNSF Supplemental Retirement Plan, which covers certain officers and other employees. The benefits under these pension plans are based on years of credited service and the highest consecutive sixty months of compensation for the last ten years of salaried employment with BNSF Railway. The Company also provides two funded, noncontributory qualified pension plans which cover certain union employees of the former The Atchison, Topeka and Santa Fe Railway Company. The benefits under these pension plans are based on elections made at the time the plans were implemented. BNSF's funding policy is to contribute annually not less than the regulatory minimum and not more than the maximum amount deductible for income tax purposes with respect to the funded plans.

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

NOTES TO FINANCIAL STATEMENTS

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

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

	Pension Benefits		
	Year ended December 31, 2010	Year ended December 31, 2009	Year ended December 31, 2008
Service cost	\$ 31	\$ 28	\$ 25
Interest cost	107	102	102
Expected return on plan assets	(122)	(107)	(112)
Amortization of net loss	4	24	16
Net cost recognized	\$ 20	\$ 47	\$ 31

	Retiree Health and Welfare Benefits		
	Year ended December 31, 2010	Year ended December 31, 2009	Year ended December 31, 2008
Service cost	\$ 1	\$ 3	\$ 2
Interest cost	15	15	18
Amortization of net loss	-	1	5
Amortization of prior service credit	-	(6)	(8)
Net cost recognized	\$ 16	\$ 13	\$ 17

The projected benefit obligation is the present value of benefit earned to date by plan participants, including the effect of assumed future salary increases and expected healthcare cost trend rate increases. The following table shows the change in projected benefit obligation (in millions):

Change in Benefit Obligation	Pension Benefits	
	Year ended December 31, 2010	Year ended December 31, 2009
Projected benefit obligation at beginning of period	\$ 1,864	\$ 1,840
Purchase Accounting ^a	118	-
Service cost	31	28
Interest cost	107	102
Actuarial loss	100	35
Benefits paid	(137)	(141)
Settlements	(15)	-
Projected benefit obligation at end of period	2,068	1,864
Component representing future salary increases	(63)	(53)
Accumulated benefit obligation at end of period	\$ 2,005	\$ 1,811

a Fair value adjustment under acquisition method accounting.

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

NOTES TO FINANCIAL STATEMENTS

Change in Benefit Obligation	Retiree Health and Welfare Benefits	
	Year ended December 31, 2010	Year ended December 31, 2009
Projected benefit obligation at beginning of period	\$ 266	\$ 269
Service cost	1	3
Interest cost	15	15
Plan participants' contributions	7	9
Actuarial loss	18	-
Medicare subsidy	1	2
Benefits paid	(29)	(32)
Projected benefit obligation at end of period	\$ 279	\$ 266

The Company's pension plans had accumulated and projected benefit obligations in excess of plan assets at December 31, 2010 and 2009.

The following table shows the change in plan assets of the plans (in millions):

Change in Plan Assets	Pension Benefits	
	Year ended December 31, 2010	Year ended December 31, 2009
Fair value of plan assets at beginning of period	\$ 1,319	\$ 1,034
Purchase Accounting ^a	20	-
Actual return on plan assets	219	160
Employer contributions	422	266
Benefits paid	(137)	(141)
Settlements	(15)	-
Fair value of plan assets at measurement date	\$ 1,828	\$ 1,319

a Fair value adjustment under acquisition method accounting.

Change in Plan Assets	Retiree Health and Welfare Benefits	
	Year ended December 31, 2010	Year ended December 31, 2009
Fair value of plan assets at beginning of period	\$ -	\$ -
Employer contributions	22	21
Plan participants' contributions	7	9
Medicare subsidy	-	2
Benefits paid	(29)	(32)
Fair value of plan assets at measurement date	\$ -	\$ -

The following table shows the funded status, defined as plan assets less the projected benefit obligation (in millions):

	Pension Benefits		Retiree Health and Welfare Benefits	
	December 31, 2010	December 31, 2009	December 31, 2010	December 31, 2009
Funded status (plan assets less projected benefit obligations)	\$ (240)	\$ (545)	\$ (279)	\$ (266)

Of the combined pension and retiree health and welfare benefits liability of \$519 million and \$811 million recognized as of December 31, 2010 and 2009, respectively, \$29 million and \$28 million was included in other current liabilities, respectively.

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

NOTES TO FINANCIAL STATEMENTS

Actuarial gains and losses and prior service credits are recognized in the Consolidated Balance Sheets through an adjustment to AOCI. Beginning in 2007, the Company recognized actuarial gains and losses and prior service credits in AOCI as they arose. The following table shows the pre-tax change in AOCI attributable to the components of the net cost and the change in benefit obligation (in millions):

Change in AOCI	Pension Benefits		
	Year ended December 31, 2010	Year ended December 31, 2009	Year ended December 31, 2008
Beginning balance	\$ 792	\$ 834	\$ 233
Purchase Accounting ^a	(789)	-	-
Measurement date adjustment pursuant to adoption of authoritative accounting guidance issued September 2006	-	-	(4)
Amortization of actuarial loss	(3)	(24)	(16)
Actuarial loss (gain)	2	(18)	621
Ending balance	\$ 2	\$ 792	\$ 834

a Upon application of acquisition method accounting due to the Merger, the Company eliminated the beginning balance in AOCI.

Change in AOCI	Retiree Health and Welfare Benefits		
	Year ended December 31, 2010	Year ended December 31, 2009	Year ended December 31, 2008
Beginning balance	\$ 19	\$ 14	\$ 46
Purchase Accounting ^a	(19)	-	-
Measurement date adjustment pursuant to adoption of authoritative accounting guidance issued September 2006	-	-	1
Amortization of actuarial loss	-	(1)	(5)
Amortization of prior service credit	-	6	8
Actuarial loss (gain)	19	-	(36)
Ending balance	\$ 19	\$ 19	\$ 14

a Upon application of acquisition method accounting due to the Merger, the Company eliminated the beginning balance in AOCI to Retained Earnings.

None of the actuarial losses from defined benefit pension plans or retiree health and welfare benefit plans in AOCI are required to be amortized into net periodic benefit cost over the next fiscal year. Pre-tax amounts currently recognized in AOCI consist of the following (in millions):

	Pension Benefits		Retiree Health and Welfare Benefits	
	2010	2009	2010	2009
Net actuarial loss	\$ 2	\$ 792	\$ 19	\$ 25
Prior service credit	-	-	-	(6)
Pre-tax amount recognized in AOCI at December 31,	2	792	19	19
After-tax amount recognized in AOCI at December 31,	\$ 1	\$ 489	\$ 12	\$ 11

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

NOTES TO FINANCIAL STATEMENTS

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

Assumptions Used to Determine Net Cost	Pension Benefits		
	Year ended December 31, 2010	Year ended December 31, 2009	Year ended December 31, 2008
Discount rate	5.75%	5.75%	6.00%
Expected long-term rate of return on plan assets	8.00%	8.00%	8.00%
Rate of compensation increase	3.80%	3.80%	3.80%

Assumptions Used to Determine Net Cost	Retiree Health and Welfare Benefits		
	Year ended December 31, 2010	Year ended December 31, 2009	Year ended December 31, 2008
Discount rate	5.75%	5.75%	6.00%
Rate of compensation increase	3.80%	3.80%	3.80%

Assumptions Used to Determine Benefit Obligations	Pension Benefits		Retiree Health and Welfare Benefits	
	December 31, 2010	December 31, 2009	December 31, 2010	December 31, 2009
Discount rate	5.25%	5.75%	5.25%	5.75%
Rate of compensation increase	3.80%	3.80%	3.80%	3.80%

BNSF determined the discount rate based on year-end market yields of high-quality corporate bonds whose maturities match expected payments. The discount rate used for the 2011 calculation of net benefit cost decreased to 5.25 percent which reflects market conditions at the December 31, 2010, measurement date.

The expected long-term rate of return is the return the Company anticipates earning, net of plan expenses, over the period that benefits are paid. It reflects the rate of return on present investments and on expected contributions. In determining the expected long-term rate of return, BNSF considered the following: (i) forward looking capital market forecasts; (ii) historical returns for individual asset classes; and (iii) the impact of active portfolio management. The expected rate of return on plan assets was 8.00 percent and 7.50 percent for 2010 and 2011, respectively, and the Company does not expect any near-term significant changes to the current investment allocation of assets. However, unforeseen changes in the investment markets or other external factors could prompt changes in these estimates in future years.

The following table is an estimate of the impact on future net benefit cost that could result from hypothetical changes to the most sensitive assumptions, the discount rate and rate of return on plan assets:

Sensitivity Analysis		
Hypothetical Discount Rate Change	Change in Net Benefit Cost	
	Pension	Retiree Health and Welfare
50 basis point decrease	\$4 million increase	\$300 thousand increase
50 basis point increase	\$1 million increase	\$400 thousand increase
Hypothetical Rate of Return on Plan Assets Change		
Hypothetical Rate of Return on Plan Assets Change	Pension	
	50 basis point decrease	\$8 million increase
50 basis point increase	\$8 million decrease	

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

NOTES TO FINANCIAL STATEMENTS

The following table presents assumed health care cost trend rates:

	Year ended December 31, 2010*	Year ended December 31, 2009	Year ended December 31, 2008
Assumed health care cost trend rate for next year	9.00%	9.00%	9.75%
Rate to which health care cost trend rate is expected to decline and remain	4.80%	5.00%	5.00%
Year that the rate reaches the ultimate trend rate	2022	2016	2016

a Represents post merger assumptions.

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

	One Percentage- Point Increase	One Percentage- Point Decrease
Effect on total service and interest cost	\$ 1	\$ (1)
Effect on postretirement benefit obligation	\$ 22	\$ (19)

BNSF's asset allocation for its funded pension plans at December 31, 2010 and 2009, and the target allocation for 2010 by asset category are as follows:

	Target Allocation	Percentage of Pension Plan Assets	
	2010	2010	2009
Equity Securities	45 – 75%	60%	62%
Fixed Income Securities	25 – 45%	34	30
Real Estate	0 – 10%	6	8
Total		100%	100%

The general investment objective of BNSF's funded pension plans is to grow the plan assets in relation to the plan liabilities while prudently managing the risk of a decrease in the plan's assets relative to those liabilities. To meet this objective, the Company's management has adopted the above asset allocation ranges. This allows flexibility to accommodate market changes in the asset classes within defined parameters.

Assets are primarily managed by external Investment Managers each with a specific asset class mandate as directed by management.

Concentration in a single security or credit issuer is generally limited to 5% of each Investment Manager's portfolio (excluding U.S. government and agencies, authorized commingled funds, and other manager specific exceptions as authorized by management). Real estate investment trust investments may not exceed 10% of any equity manager's portfolio.

The Fixed Income allocation may include Core, Core "Plus", and/or Long Duration portfolios. "Plus" strategies (higher risk investments such as high yield, emerging markets, and non-dollar denominated securities) are limited to 30% of the Core Plus portfolio value.

Real Estate is generally accessed through direct investment in one or more commingled funds with reasonable diversification by property type and geographic location.

Derivative investments are permitted under certain circumstances.

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

NOTES TO FINANCIAL STATEMENT

Investments are stated at fair value. The various types of investments are valued as follows: (i) Equity securities are valued at the last trade price at primary exchange close time on the last business day of the year (Level 1 input). If the last trade price is not available, values are based on bid, ask/offer quotes from contracted pricing vendors, brokers, or investment managers (Level 3 input or Level 2 if corroborated). (ii) Corporate debt securities, government debt securities, and collateralized obligations and mortgage backed securities are valued based on institutional bid evaluations from contracted vendors. Where available, vendors use observable market-based data to evaluate prices (Level 2 input). This also applies to U.S. Treasury securities included in cash and cash equivalents. If observable market-based data is not available, unobservable inputs such as extrapolated data, proprietary models, and indicative quotes are used to arrive at estimated prices representing the price a dealer would pay for the security (Level 3 input). (iii) Shares of real estate commingled funds are valued at the quarterly net asset value of units held at year end. Net asset value is based on significant unobservable inputs such as discount rates, capitalization rates and cash flows (Level 3 input). (iv) Registered investment companies and common/collective trusts are valued at the daily net asset value of shares held at year end. Net asset value is considered a Level 1 input if net asset value is computed daily and redemptions at this value are available to all shareholders without restriction. Net asset value is considered a Level 2 input if the fund may restrict share redemptions under limited circumstances or if net asset value is not computed daily. Net asset value is considered a Level 3 input if shares could not be redeemed on the reporting date and net asset value can not be corroborated by trading activity.

The following table summarizes the investments of BNSF's funded pension plans as of December 31, 2010, based on the inputs used to value them (in millions):

Asset Category	Total as of December 31, 2010	Level 1 Inputs	Level 2 Inputs	Level 3 Inputs
Equity securities:				
U.S.	\$ 367	\$ 367	\$ -	\$ -
International	322	322	-	-
Corporate debt securities	356	-	356	-
Registered investment companies	298	298	-	-
Government debt securities:				
U.S.	150	-	149	1
International	8	-	8	-
Real estate	116	-	-	116
Common/collective trust	108	-	108	-
Collateralized obligations and mortgage backed securities (MBS)	64	-	61	3
Cash and cash equivalents	28	-	28	-
Total ^a	\$ 1,817	\$ 987	\$ 710	\$ 120

^a Excludes \$11 million accrued for dividend and interest receivable.

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

NOTES TO FINANCIAL STATEMENTS

The table below sets forth a summary of changes in the fair value of Level 3 assets held by BNSF's funded pension plans for the year ended December 31, 2010 (in millions):

Level 3 Inputs	Total	U.S. Government Debt Securities	Real Estate	Collateralized Obligations & MBS
Balance as of December 31, 2009	\$ 104	\$ -	\$ 103	\$ 1
Actual return on plan assets:				
Relating to assets still held at reporting date	17	-	17	-
Relating to assets sold during the period	(4)	-	(4)	-
Purchases, sales and settlements	4	1	-	3
Transfers out of Level 3	(1)	-	-	(1)
Balance as of December 31, 2010	\$ 120	\$ 1	\$ 116	\$ 3

Comparative Prior Year Information

The following table summarizes the investments of BNSF's funded pension plans as of December 31, 2009, based on the inputs used to value them (in millions):

Asset Category	Total as of December 31, 2009	Level 1 Inputs	Level 2 Inputs	Level 3 Inputs
Equity securities:				
U.S.	\$ 443	\$ 443	\$ -	\$ -
International	336	336	-	-
Corporate debt securities	157	-	157	-
Registered investment companies	34	23	11	-
Government debt securities				
U.S.	113	-	113	-
International	1	-	1	-
Real estate	103	-	-	103
Collateralized obligations and mortgage backed securities (MBS)	78	-	77	1
Cash and cash equivalents	48	38	10	-
Total ^a	\$ 1,313	\$ 840	\$ 369	\$ 104

^a Excludes \$6 million accrued for dividend and interest receivable.

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

NOTES TO FINANCIAL STATEMENTS

The table below sets forth a summary of changes in the fair value of Level 3 assets held by BNSF's funded pension plans for the year ended December 31, 2009 (in millions):

Level 3 Inputs	Total	U.S. Equity Securities	Corporate Debt Securities	Registered Investment Companies	Real Estate	Collateralized Obligations & MBS	Cash and Cash Equivalents ^a
Balance as of December 31, 2008	\$ 162	\$ 1	\$ 6	\$ 2	\$ 151	\$ 4	\$ (2)
Actual return on plan assets:							
Relating to assets still held at reporting date	(39)	-	2	-	(42)	(1)	2
Relating to assets sold during the period	(5)	(1)	-	-	(2)	-	(2)
Purchases, sales and settlements	(8)	-	(3)	(2)	(4)	(1)	2
Transfers out of Level 3	(6)	-	(5)	-	-	(1)	-
Balance as of December 31, 2009	\$ 104	\$ -	\$ -	\$ -	\$ 103	\$ 1	\$ -

a Balance at December 31, 2008, represents a temporary deficit in a securities lending program. As of December 31, 2009, the Company no longer participated in the program.

The Company is not required to make contributions to the BNSF Retirement Plan in 2011. The Company is required to make contributions of \$9 million to its other funded pension plans. The Company expects to make benefit payments in 2011 of \$8 million from its unfunded non-qualified pension plan.

The following table shows expected benefit payments from its defined benefit pension plans and expected claim payments and Medicare Part D subsidy receipts for the retiree health and welfare plan for the next five fiscal years and the aggregate five years thereafter (in millions):

Fiscal year	Expected Pension Plan Benefit Payments ^a	Expected Retiree Health and Welfare Payments	Expected Medicare Subsidy
2011	\$ 158	\$ 23	\$ (2)
2012	156	24	(3)
2013	158	24	(3)
2014	161	24	(3)
2015	158	24	(3)
2016-2020	761	118	(17)

a Primarily consists of the BNSF Retirement Plan payments, which are made from the plan trust and do not represent an immediate cash outflow to the Company.

Defined Contribution Plans

BNSF and BNSF Railway sponsor qualified 401(k) plans that cover substantially all employees and a non-qualified defined contribution plan that covers certain officers and other employees. The Company matches 50 percent of the first six percent of non-union employees' contributions and matches 25 percent on the first four percent of a limited number of union employees' contributions, which are subject to certain percentage limits of the employees' earnings, at each pay period. Non-union employees are eligible to receive an annual discretionary matching contribution of up to 30 percent of the first six percent of their contributions. Employer contributions are subject to a five-year length of service vesting schedule. The Company's 401(k) matching expense was \$25 million, \$3 million, \$22 million and \$29 million during the periods February 13 - December 31, 2010 (Successor), January 1 - February 12, 2010 (Predecessor), and the years ended December 31, 2009 and 2008 (Predecessor), respectively.

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

NOTES TO FINANCIAL STATEMENTS

Other

Under collective bargaining agreements, BNSF Railway participates in multi-employer benefit plans that provide certain postretirement health care and life insurance benefits for eligible union employees. Insurance premiums paid attributable to retirees, which are generally expensed as incurred, were \$55 million, \$8 million, \$54 million and \$54 million during the periods February 13 – December 31, 2010 (Successor), January 1 – February 12, 2010 (Predecessor), and the years ended December 31, 2009 and 2008 (Predecessor), respectively.

Note 3**Commitments and Contingencies**Lease Commitments

BNSF Railway has substantial lease commitments for locomotives, freight cars, trailers and containers, office buildings, operating facilities and other property, and many of these leases provide the option to purchase the leased item at fair market value at the end of the lease. However, some provide fixed price purchase options. Future minimum lease payments as of December 31, 2010, are summarized as follows (in millions):

December 31,	Capital Leases	Operating Leases ^a
2011	\$ 311	\$ 594
2012	229	571
2013	176	554
2014	145	534
2015	113	508
Thereafter	828	3,477
Total	1,802	6,238
Less amount representing interest		(424)
Present value of minimum lease payments	\$ 1,378	

a Excludes leases having non-cancelable lease terms of less than one year and per diem leases.

Lease rental expense for all operating leases, excluding per diem leases, was \$530 million, \$82 million, \$643 million and \$689 million for the periods February 13 – December 31, 2010 (Successor), January 1 – February 12, 2010 (Predecessor), and the years ended December 31, 2009 and 2008 (Predecessor), respectively. When rental payments are not made on a straight-line basis, the Company recognizes rental expense on a straight-line basis over the lease term. Contingent rentals and sublease rentals were not significant.

Other Commitments

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

Guarantees

As of December 31, 2010, BNSF Railway has not been called upon to perform under the guarantees specifically disclosed in this footnote and does not anticipate a significant performance risk in the foreseeable future.

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

NOTES TO FINANCIAL STATEMENTS

Debt and other obligations of non-consolidated entities guaranteed by the Company as of December 31, 2010, were as follows (dollars in millions):

	Guarantees					Capitalized Obligations
	BNSF Railway Ownership Percentage	Principal Amount Guaranteed	Maximum Future Payments	Maximum Recourse Amount ^a	Remaining Term (in years)	
Kinder Morgan Energy Partners, L.P.	0.5%	\$ 190	\$ 190	\$ -	Termination of Ownership	\$ 2 ^b
Chevron Phillips Chemical Company, LP	0.0%	N/A ^d	N/A ^d	N/A ^d	7	\$ 11 ^c
All other	0.0%	\$ 2	\$ 2	\$ -	Various	\$ -

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

b Reflects capitalized obligations that are recorded on the Company's Consolidated Balance Sheet.

c Reflects the asset and corresponding liability for the fair value of these guarantees required by authoritative accounting guidance related to guarantees.

d There is no cap to the liability that can be sought from BNSF Railway for BNSF Railway's negligence or the negligence of the indemnified party. However, BNSF Railway could receive reimbursement from certain insurance policies if the liability exceeds a certain amount.

Kinder Morgan Energy Partners, L.P.

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

Chevron Phillips Chemical Company, LP

In the third quarter of 2007, BNSF Railway entered into an indemnity agreement with Chevron Phillips Chemical Company, LP (Chevron Phillips), granting certain rights of indemnity from BNSF Railway, in order to facilitate access to a new storage facility. Under certain circumstances, payment under this obligation may be required in the event Chevron Phillips were to incur certain liabilities or other incremental costs resulting from trackage access.

All Other

As of December 31, 2010, BNSF Railway guaranteed \$2 million of other debt and leases. These guarantees expire between 2011 and 2013.

Indemnities

In the ordinary course of business, BNSF Railway enters into agreements with third parties that include indemnification clauses. The Company believes that these clauses are generally customary for the types of agreements in which they are included. At times, these clauses may involve indemnification for the acts of the Company, its employees and agents, indemnification for another party's acts, indemnification for future events, indemnification based upon a certain standard of performance, indemnification for liabilities arising out of the Company's use of leased equipment or other property, or other types of indemnification. Despite the uncertainty whether events which would trigger the indemnification obligations would ever occur, the Company does not believe that these indemnity agreements will have a material adverse effect on the Company's results of operations, financial position or liquidity. Additionally, the Company believes that, due to lack of historical payment experience, the fair value of indemnities cannot be estimated with any amount of certainty. However, the fair value of any such amount would be immaterial to the Consolidated Financial Statements. Agreements that contain unique circumstances, particularly agreements that contain guarantees that indemnify for another party's acts are disclosed separately if appropriate. Unless separately disclosed above, no fair value liability related to indemnities has been recorded in the Consolidated Financial Statements.

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

NOTES TO FINANCIAL STATEMENTS

Variable Interest Entities – Leases

On January 1, 2010, the Company prospectively adopted authoritative accounting guidance which amended accounting guidance related to VIEs.

BNSF Railway has entered into various equipment lease transactions in which the structure of the lease contains VIEs. These VIEs were created solely for the lease transactions and have no other activities, assets or liabilities outside of the lease transactions. In some of the arrangements, BNSF Railway has the option to purchase some or all of the equipment at a fixed-price, thereby creating variable interests for BNSF Railway in the VIEs. The future minimum lease payments associated with the VIE leases were approximately \$5 billion as of December 31, 2010.

In the event the leased equipment is destroyed, BNSF Railway is obligated to either replace the equipment or pay a fixed loss amount. The inclusion of the fixed loss amount is a standard clause within equipment lease arrangements. Historically, BNSF Railway has not incurred significant losses related to this clause. As such, it is not anticipated that the maximum exposure to loss would materially differ from the future minimum lease payments.

BNSF Railway does not provide financial support to the VIEs that it was not previously contractually obligated to provide.

BNSF Railway maintains and operates the equipment based on contractual obligations within the lease arrangements, which set specific guidelines consistent within the industry. As such, BNSF Railway has no control over activities that could materially impact the fair value of the leased equipment. BNSF Railway does not hold the power to direct the activities of the VIEs and therefore does not control the ongoing activities that have a significant impact on the economic performance of the VIEs. Additionally, BNSF Railway does not have the obligation to absorb losses of the VIEs or the right to receive benefits of the VIEs that could potentially be significant to the VIEs. Depending on market conditions, the fixed-price purchase options could potentially provide benefit to the Company; however, any benefits potentially received from a fixed-price purchase option are expected to be minimal. Based on these factors, BNSF Railway is not the primary beneficiary of the VIEs. As BNSF Railway is not the primary beneficiary and the VIE leases are classified as operating leases, there are no assets or liabilities related to the VIEs recorded in the Company's Consolidated Balance Sheet.

Personal Injury and Environmental Costs*Personal Injury*

Personal injury claims, including asbestos claims and employee work-related injuries and third-party injuries (collectively, other personal injury), are a significant expense for the railroad industry. Personal injury claims by BNSF Railway employees are subject to the provisions of the Federal Employers' Liability Act (FELA) rather than state workers' compensation laws. FELA's system of requiring the finding of fault, coupled with unscheduled awards and reliance on the jury system, contributed to increased expenses in past years. Other proceedings include claims by non-employees for punitive as well as compensatory damages. A few proceedings purport to be class actions. The variability present in settling these claims, including non-employee personal injury and matters in which punitive damages are alleged, could result in increased expenses in future years. BNSF Railway has implemented a number of safety programs designed to reduce the number of personal injuries as well as the associated claims and personal injury expense.

Other than the fair value adjustments recorded in the application of acquisition method accounting, as discussed in Note 1 to the Consolidated Financial Statements, BNSF Railway records an undiscounted liability for personal injury claims when the expected loss is both probable and reasonably estimable. The liability and ultimate expense projections are estimated using standard actuarial methodologies. Liabilities recorded for unasserted personal injury claims are based on information currently available. Due to the inherent uncertainty involved in projecting future events such as the number of claims filed each year, developments in judicial and legislative standards and the average costs to settle projected claims, actual costs may differ from amounts recorded. BNSF Railway has obtained insurance coverage for certain claims, as discussed under the heading "BNSF Insurance Company." Expense accruals and any required adjustments are classified as materials and other in the Consolidated Statements of Income.

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

NOTES TO FINANCIAL STATEMENTS

Asbestos

The Company is party to a number of personal injury claims by employees and non-employees who may have been exposed to asbestos. The heaviest exposure for BNSF Railway employees was due to work conducted in and around the use of steam locomotive engines that were phased out between the years of 1950 and 1967. However, other types of exposures, including exposure from locomotive component parts and building materials, continued after 1967 until they were substantially eliminated at BNSF Railway by 1985.

BNSF Railway assesses its unasserted asbestos liability exposure on an annual basis during the third quarter. BNSF Railway determines its asbestos liability by estimating its exposed population, the number of claims likely to be filed, the number of claims that will likely require payment and the estimated cost per claim. Estimated filing and dismissal rates and average cost per claim are determined utilizing recent claim data and trends.

Key elements of the assessment include:

- Because BNSF Railway did not have detailed employment records in order to compute the population of potentially exposed employees, it computed an estimate using Company employee data from 1970 forward and estimated the BNSF Railway employee base from 1938-1969 using railroad industry historical census data and estimating BNSF Railway's representation in the total railroad population.
- The projected incidence of disease was estimated based on epidemiological studies using employees' age, duration and intensity of exposure while employed.
- An estimate of the future anticipated claims filing rate by type of disease (non-malignant, cancer and mesothelioma) was computed using the Company's average historical claim filing rates for the period 2004-2006.
- An estimate of the future anticipated dismissal rate by type of claim was computed using the Company's historical average dismissal rates observed in 2005-2007.
- An estimate of the future anticipated settlement by type of disease was computed using the Company's historical average of dollars paid per claim for pending and future claims using the average settlement by type of incidence observed during 2005-2007.

From these assumptions, BNSF Railway projected the incidence of each type of disease to the estimated population to arrive at an estimate of the total number of employees that could potentially assert a claim. Historical claim filing rates were applied for each type of disease to the total number of employees that could potentially assert a claim to determine the total number of anticipated claim filings by disease type. Historical dismissal rates, which represent claims that are closed without payment, were then applied to calculate the number of future claims by disease type that would likely require payment by the Company. Finally, the number of such claims was multiplied by the average settlement value to estimate BNSF Railway's future liability for unasserted asbestos claims.

The most sensitive assumptions for this accrual are the estimated future filing rates and estimated average claim values. Asbestos claim filings are typically sporadic and may include large batches of claims solicited by law firms. To reflect these factors, BNSF Railway used a multi-year calibration period (i.e., the average historical filing rate for the period 2004-2006) because it believed it would be most representative of its future claim experience. In addition, for non-malignant claims, the number of future claims to be filed against BNSF Railway declines at a rate consistent with both mortality and age as there is a decreasing propensity to file a claim as the population ages. BNSF Railway believes the average claim values by type of disease from the historical period 2005-2007 are most representative of future claim values. Non-malignant claims, which represent approximately 90 percent of the total number and 75 percent of the cost of estimated future asbestos claims, were priced by age of the projected claimants. Historically, the ultimate settlement value of these types of claims is most sensitive to the age of the claimant.

During the third quarters of 2010, 2009 and 2008, the Company analyzed recent filing and payment trends to ensure the assumptions used by BNSF Railway to estimate its future asbestos liability were reasonable. In 2010, 2009 and 2008, management determined that the liability remained appropriate and no change was recorded. The Company plans to update its study again in the third quarter of 2011.

Throughout the year, BNSF Railway monitors actual experience against the number of forecasted claims and expected claim payments and will record adjustments to the Company's estimates as necessary .

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

NOTES TO FINANCIAL STATEMENTS

Based on BNSF Railway's estimate of the potentially exposed employees and related mortality assumptions, it is anticipated that unasserted asbestos claims will continue to be filed through the year 2050. The Company recorded an amount for the full estimated filing period through 2050 because it had a relatively finite exposed population (former and current employees hired prior to 1985), which it was able to identify and reasonably estimate and about which it had obtained reliable demographic data (including age, hire date and occupation) derived from industry or BNSF Railway specific data that was the basis for the study. BNSF Railway projects that approximately 55, 75 and 90 percent of the future unasserted asbestos claims will be filed within the next 10, 15 and 25 years, respectively.

Other Personal Injury

BNSF Railway estimates its other personal injury liability claims and expense quarterly based on the covered population, activity levels and trends in frequency and the costs of covered injuries. Estimates include unasserted claims except for certain repetitive stress and other occupational trauma claims that allegedly result from prolonged repeated events or exposure. Such claims are estimated on an as-reported basis because the Company cannot estimate the range of reasonably possible loss due to other non-work related contributing causes of such injuries and the fact that continued exposure is required for the potential injury to manifest itself as a claim. BNSF Railway has not experienced any significant adverse trends related to these types of claims in recent years.

Key elements of the actuarial assessment include:

- Size and demographics (employee age and craft) of the workforce.
- Activity levels (manhours by employee craft and carloadings).
- Expected claim frequency rates by type of claim (employee FELA or third-party liability) based on historical claim frequency trends.
- Expected dismissal rates by type of claim based on historical dismissal rates.
- Expected average paid amounts by type of claim for open and incurred but not reported claims that eventually close with payment.

From these assumptions, BNSF Railway estimates the number of open claims by accident year that will likely require payment by the Company. The projected number of open claims by accident year that will require payment is multiplied by the expected average cost per claim by accident year and type to determine BNSF Railway's estimated liability for all asserted claims. Additionally, BNSF Railway estimates the number of its incurred but not reported claims that will likely result in payment based upon historical emergence patterns by type of claim. The estimated number of projected claims by accident year requiring payment is multiplied by the expected average cost per claim by accident year and type to determine BNSF Railway's estimated liability for incurred but not reported claims.

BNSF Railway monitors quarterly actual experience against the number of forecasted claims to be received, the forecasted number of claims closing with payment and expected claim payments. Adjustments to the Company's estimates are recorded quarterly as necessary or more frequently as new events or revised estimates develop.

The following table summarizes the activity in the Company's accrued obligations for asbestos and other personal injury matters (in millions):

	Year ended December 31, 2010	Year ended December 31, 2009	Year ended December 31, 2008
Beginning balance	\$ 632	\$ 693	\$ 709
Purchase Accounting ^a	31	-	-
Accruals	31	73	159
Payments	(119)	(134)	(175)
Ending balance	\$ 575	\$ 632	\$ 693

a Fair value adjustment under acquisition method accounting.

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

NOTES TO FINANCIAL STATEMENTS

At December 31, 2010 and 2009, \$135 million and \$160 million were included in current liabilities, respectively. In addition, defense and processing costs, which are recorded on an as-reported basis, were not included in the recorded liability. The Company is primarily self-insured for personal injury claims.

Because of the uncertainty surrounding the ultimate outcome of personal injury claims, it is reasonably possible that future costs to settle personal injury claims may range from approximately \$510 million to \$675 million. However, BNSF Railway believes that the \$575 million recorded at December 31, 2010, is the best estimate of the Company's future obligation for the settlement of personal injury claims.

The amounts recorded by BNSF Railway for personal injury liabilities were based upon currently known facts. Future events, such as the number of new claims to be filed each year, the average cost of disposing of claims, as well as the numerous uncertainties surrounding personal injury litigation in the United States, could cause the actual costs to be higher or lower than projected.

While the final outcome of personal injury matters cannot be predicted with certainty, considering among other things the meritorious legal defenses available and liabilities that have been recorded, it is the opinion of BNSF Railway that none of these items, when finally resolved, will have a material adverse effect on the Company's financial position or liquidity. However, the occurrence of a number of these items in the same period could have a material adverse effect on the results of operations in a particular quarter or fiscal year.

BNSF Insurance Company

Burlington Northern Santa Fe Insurance Company, Ltd. (BNSF IC), a wholly owned subsidiary of BNSF, provides insurance coverage for certain risks, FELA claims, railroad protective, force account insurance claims and certain excess general liability coverage, and certain other claims which are subject to reinsurance. During the periods of February 13 – December 31, 2010 (Successor), January 1 – February 12, 2010 (Predecessor), and the years ended December 31, 2009 and 2008 (Predecessor), BNSF IC wrote insurance coverage with premiums totaling \$19 million, \$116 million, \$155 million and \$168 million, respectively, for BNSF Railway, net of reimbursements from third parties. During this same time, BNSF Railway recognized \$119 million, \$16 million, \$155 million and \$168 million, respectively, in expense related to those premiums, which is classified as purchased services in the Consolidated Statements of Income. At December 31, 2010, unamortized premiums remaining on the Consolidated Balance Sheet were \$4 million. During the periods of February 13 – December 31, 2010 (Successor), January 1 – February 12, 2010 (Predecessor), and the years ended December 31, 2009 and 2008 (Predecessor), BNSF IC made claim payments totaling \$57 million, \$11 million and \$111 million and \$118 million, respectively, for settlement of covered claims. At December 31, 2010 and 2009, receivables from BNSF IC for claims paid were \$9 million and \$6 million, respectively.

Environmental

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

BNSF Railway is involved in a number of administrative and judicial proceedings and other mandatory cleanup efforts for 286 sites, including 19 Superfund sites, at which it is participating in the study or cleanup, or both, of alleged environmental contamination.

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

NOTES TO FINANCIAL STATEMENTS

Liabilities for environmental cleanup costs are recorded when BNSF Railway's liability for environmental cleanup is probable and reasonably estimable. Subsequent adjustments to initial estimates are recorded as necessary based upon additional information developed in subsequent periods. Environmental costs include initial site surveys and environmental studies as well as costs for remediation of sites determined to be contaminated.

BNSF Railway estimates the ultimate cost of cleanup efforts at its known environmental sites on an annual basis during the third quarter. Ultimate cost estimates for environmental sites are based on historical payment patterns, current estimated percentage to closure ratios and benchmark patterns developed from data accumulated from industry and public sources, including the Environmental Protection Agency and other governmental agencies. These factors incorporate into the estimates experience gained from cleanup efforts at other similar sites. The most significant assumptions are as follows: (i) historical payment patterns of site development and (ii) variance from benchmark costs.

Annual studies do not include (i) contaminated sites of which the Company is not aware; (ii) additional amounts for third-party tort claims, which arise out of contaminants allegedly migrating from BNSF Railway property, due to a limited number of sites; or (iii) natural resource damage claims. BNSF Railway continues to estimate third-party tort claims on a site by site basis when the liability for such claims is probable and reasonably estimable. BNSF Railway's recorded liability for third-party tort claims as of December 31, 2010, is \$12 million.

On a quarterly basis, BNSF Railway monitors actual experience against the forecasted remediation and related payments made on existing sites and conducts ongoing environmental contingency analyses, which consider a combination of factors including independent consulting reports, site visits, legal reviews and analysis of the likelihood of participation in, and the ability to pay for, cleanup of other PRPs. Adjustments to the Company's estimates will continue to be recorded as necessary based on developments in subsequent periods. Additionally, environmental accruals, which are classified as materials and other in the Consolidated Statements of Income, include amounts for newly identified sites or contaminants, third-party claims and legal fees incurred for defense of third-party claims and recovery efforts.

The following table summarizes the activity in the Company's accrued obligations for environmental matters (in millions):

	Year ended December 31, 2010	Year ended December 31, 2009	Year ended December 31, 2008
Beginning balance	\$ 517	\$ 546	\$ 380
Accruals	150	64	251
Payments	(89)	(93)	(85)
Ending balance	<u>\$ 578</u>	<u>\$ 517</u>	<u>\$ 546</u>

At December 31, 2010 and 2009, \$80 million and \$90 million were included in current liabilities, respectively.

During the third quarters of 2010, 2009 and 2008, the Company analyzed recent data and trends to ensure the assumptions used by BNSF Railway to estimate its future environmental liability were reasonable. As a result of this study, in the third quarters of 2010, 2009 and 2008, management recorded additional expense of approximately \$73 million, \$25 million and \$13 million as of the June 30 measurement date, respectively. The Company plans to update its study again in the third quarter of 2011.

In the fourth quarter of 2010, as part of BNSF Railway's ongoing quarterly environmental contingency analyses, BNSF Railway recorded additional expense of approximately \$100 million related to changes in estimates at approximately 20 of its more complex sites. The total cost of remediation at these sites has a higher degree of uncertainty than the majority of its sites, driven by higher regulatory volatility and more complex, longer term, and costly type remedies than BNSF Railway typically experiences. These factors highlighted a need for BNSF Railway to incorporate other potential outcomes into its current estimates.

In 2008, the Company completed an analysis of its Montana sites to determine its legal exposure related to the potential effect of a Montana Supreme Court decision. The decision, which did not involve BNSF Railway, held that restoration damages (damages equating to clean-up costs which are intended to return property to its original condition) may be awarded under certain circumstances even where such damages may exceed the property's actual value. The legal situation in Montana, the increase in the number of claims against BNSF Railway and others resulting from this decision, and the completion of the analysis caused BNSF Railway to record additional pre-tax environmental expenses of \$175 million, for environmental liabilities primarily related to the effect of the aforementioned Montana Supreme Court decision on certain of BNSF Railway's Montana sites. In the third quarter of 2010, additional test results and negotiations with various parties at certain sites resulted in a reduction in expense of approximately \$40 million.

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

NOTES TO FINANCIAL STATEMENTS

BNSF Railway's environmental liabilities are not discounted. BNSF Railway anticipates that the majority of the accrued costs at December 31, 2010, will be paid over the next ten years, and no individual site is considered to be material.

Liabilities recorded for environmental costs represent BNSF Railway's best estimate of its probable future obligation for the remediation and settlement of these sites and include both asserted and unasserted claims. Although recorded liabilities include BNSF Railway's best estimate of all probable costs, without reduction for anticipated recoveries from third parties, BNSF Railway's total cleanup costs at these sites cannot be predicted with certainty due to various factors such as the extent of corrective actions that may be required, evolving environmental laws and regulations, advances in environmental technology, the extent of other parties' participation in cleanup efforts, developments in ongoing environmental analyses related to sites determined to be contaminated and developments in environmental surveys and studies of contaminated sites.

Because of the uncertainty surrounding these factors, it is reasonably possible that future costs for environmental liabilities may range from approximately \$430 million to \$865 million. However, BNSF Railway believes that the \$578 million recorded at December 31, 2010, is the best estimate of the Company's future obligation for environmental costs.

Although the final outcome of these environmental matters cannot be predicted with certainty, it is the opinion of BNSF Railway that none of these items, when finally resolved, will have a material adverse effect on the Company's financial position or liquidity. However, the occurrence of a number of these items in the same period could have a material adverse effect on the results of operations in a particular quarter or fiscal year.

Other Claims and Litigation

In addition to asbestos, other personal injury and environmental matters discussed above, BNSF Railway and its subsidiaries are also parties to a number of other legal actions and claims, governmental proceedings and private civil suits arising in the ordinary course of business, including those related to disputes and complaints involving certain transportation rates and charges. Some of the legal proceedings include claims for punitive as well as compensatory damages, and a few proceedings purport to be class actions. Although the final outcome of these matters cannot be predicted with certainty, considering among other things the meritorious legal defenses available and liabilities that have been recorded along with applicable insurance, BNSF Railway currently believes that none of these items, when finally resolved, will have a material adverse effect on the Company's financial position or liquidity. However, an unexpected adverse resolution of one or more of these items could have a material adverse effect on the results of operations in a particular quarter or fiscal year.

Coal Rate Case Decision

On February 17, 2009, the United States Surface Transportation Board (STB) issued a new decision in a rate dispute between Western Fuels Association, Inc. and Basin Electric Power Cooperative, Inc. (collectively, WFA) and BNSF Railway Company (BNSF Railway). (*Western Fuels Association, Inc. and Basin Electric Power Cooperative v. BNSF Railway Company*, STB Docket No. 42088). The dispute relates to the reasonableness of rates BNSF Railway charges to WFA for the transportation of approximately 8 million tons of coal a year from Powder River Basin mines in Wyoming to the Laramie River Station Plant at Moba Junction, Wyoming. The STB previously ruled in this matter in 2007 that the challenged rates were not shown unreasonable. During the pendency of the case, the STB issued new guidelines for reviewing the reasonableness of rates in cases such as this and then permitted WFA to submit new evidence. In its new 2009 decision, the STB found that these same challenged rates were not commercially reasonable. The STB ordered BNSF Railway to reimburse WFA for amounts previously collected above the new levels prescribed for prior periods. The STB also prescribed maximum rates through 2024 at levels substantially below the rates previously set by BNSF Railway. In compliance with the STB's decision, BNSF Railway published new rates to the Laramie River Station effective March 20, 2009. WFA challenged BNSF Railway's methodology for implementing those rates before the STB and on July 27, 2009, the STB issued a decision that largely adopted the methodology advocated for by BNSF Railway. The final amount of approximately \$120 million in reparations, which includes interest, was submitted by WFA to the STB with BNSF Railway's concurrence. The STB approved the final amount of reparations. BNSF Railway paid the reparations during the fourth quarter of 2009.

The net impact in 2009 resulting from the STB's decision was a loss of \$74 million in excess of amounts previously accrued. Of the total loss, \$66 million and \$8 million were recorded as a reduction to freight revenues and an increase to interest expense, respectively.

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

NOTES TO FINANCIAL STATEMENTS

Note 4**Hedging Activities**

The Company uses derivative financial instruments to hedge against increases in diesel fuel prices. The Company does not use derivative financial instruments for trading or speculative purposes. The Company formally documents the relationship between the hedging instrument and the hedged item, as well as the risk management objective and strategy for the use of the hedging instrument. This documentation includes linking the derivatives that are designated as cash flow hedges to specific assets or liabilities on the balance sheet, commitments or forecasted transactions. The Company assesses at the time a derivative contract is entered into, and at least quarterly thereafter, whether the derivative item is effective in offsetting the changes in cash flows. Any change in fair value resulting from ineffectiveness, as defined by authoritative accounting guidance related to derivatives and hedging, is recognized in current period earnings. For derivative instruments that are designated and qualify as cash flow hedges, the effective portion of the gain or loss on the derivative instrument is recorded in accumulated other comprehensive income (AOCI) as a separate component of stockholder's equity and reclassified into earnings in the period during which the hedge transaction affects earnings. Cash flows related to fuel derivatives are classified as operating activities in the Consolidated Statements of Cash Flows.

Upon application of acquisition method accounting due to the Merger, the Company was required to re-designate its outstanding derivatives as hedges under authoritative accounting guidance. Certain costless collar derivatives did not qualify for re-designation as they were in net written positions as of the Merger date. As a result, hedge accounting was discontinued on these instruments. The Company will continue to hold these financial instruments to hedge against increases in diesel fuel prices, recognizing any gains and losses from changes in fair value in current period earnings.

No additional derivative contracts have been entered into subsequent to the Merger.

BNSF Railway monitors its derivative instrument positions and credit ratings of its counterparties and does not anticipate any losses due to counterparty nonperformance. All counterparties were financial institutions with credit ratings of A2/A or higher as of December 31, 2010. The maximum amount of loss the Company could incur from credit risk based on the gross fair value of derivative instruments in asset positions as of December 31, 2010 and 2009, was \$87 million and \$73 million, respectively. Other than as disclosed under the heading "Fuel; Total Fuel-Derivative Activities," the Company's derivative agreements do not include provisions requiring collateral. Certain of the Company's derivative instruments are covered by master netting arrangements whereby, in the event of a default, the non-defaulting party has the right to setoff any amounts payable against any obligation of the defaulting party under the same counterparty agreement. As such, the Company's net asset exposure to counterparty credit risk was \$86 million and \$59 million as of December 31, 2010 and 2009, respectively.

The amounts recorded in the Consolidated Balance Sheets for derivative transactions were as follows, presented net of any master netting arrangements (in millions):

	December 31, 2010	December 31, 2009
Short-term derivative asset	\$ 69	\$ 20
Long-term derivative asset	17	40
Short-term derivative liability	(4)	(25)
Long-term derivative liability	-	(12)
Total derivatives	\$ 82	\$ 23

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

NOTES TO FINANCIAL STATEMENTS

The tables below contain summaries of all derivative positions reported in the Consolidated Financial Statements, presented gross of any master netting arrangements (in millions):

Fair Value of Derivative Instruments			
	Asset Derivatives		Balance Sheet Location
	December 31, 2010	December 31, 2009	
Asset derivatives designated as hedging instruments under ASC 815-20			
Fuel Contracts	\$ 60	\$ 20	Other current assets
Fuel Contracts	17	40	Other assets
Fuel Contracts	-	10	Accounts payable and other current liabilities
Fuel Contracts	-	3	Other liabilities
Total asset derivatives designated as hedging instruments under ASC 815-20	\$ 77	\$ 73	
Asset derivatives not designated as hedging instruments under ASC 815-20			
Fuel contracts	\$ 10	\$ -	Other current assets
Total asset derivatives not designated as hedging instruments under ASC 815-20	\$ 10	\$ -	
Total asset derivatives	\$ 87	\$ 73	
Liability Derivatives			
	December 31, 2010	December 31, 2009	Balance Sheet Location
Liability derivatives designated as hedging instruments under ASC 815-20			
Fuel Contracts	\$ 1	\$ -	Other current assets
Fuel Contracts	4	35	Accounts payable and other current liabilities
Fuel Contracts	-	15	Other liabilities
Total liability derivatives designated as hedging instruments under ASC 815-20	\$ 5	\$ 50	
Total liability derivatives	\$ 5	\$ 50	

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

NOTES TO FINANCIAL STATEMENTS

The Effects of Derivative Instruments Gains and Losses for the Years Ended December 31, 2010; 2009 and 2008

Derivatives in ASC 815-20 Cash Flow Hedging Relationships

	Amount of Gain or (Loss) Recognized in OCI on Derivatives (Effective Portion)		
	Year ended December 31, 2010	Year Ended December 31, 2009	Year Ended December 31, 2008
Fuel Contracts	\$ 14	\$ 268	\$ (499)
Total derivatives	\$ 14	\$ 268	\$ (499)

	Location of Gain or (Loss) Recognized from AOCI into Income	Amount of Gain or (Loss) Recognized from AOCI into Income (Effective Portion)		
		Year ended December 31, 2010	Year Ended December 31, 2009	Year Ended December 31, 2008
Fuel Contracts	Fuel expense	\$ 20	\$ (227)	\$ 12
Total derivatives		\$ 20	\$ (227)	\$ 12

	Location of Gain or (Loss) Recognized in Income on Derivatives	Amount of Gain or (Loss) Recognized in Income on Derivatives (Ineffective Portion and Amount Excluded from Effectiveness Testing) ^a		
		Year ended December 31, 2010	Year Ended December 31, 2009	Year Ended December 31, 2008
Fuel Contracts	Fuel expense	\$ 3	\$ 32	\$ (17)
Total derivatives		\$ 3	\$ 32	\$ (17)

a No portion of the gain or (loss) was excluded from the assessment of hedge effectiveness for the periods then ended.

Derivatives Not Designated as Hedging Instruments under ASC 815-20

	Location of Gain or (Loss) Recognized in Income on Derivatives	Amount of Gain or (Loss) Recognized in Income on Derivatives		
		Year ended December 31, 2010	Year Ended December 31, 2009	Year Ended December 31, 2008
Fuel Contracts	Fuel expense	\$ 13	\$ -	\$ -
Total derivatives		\$ 13	\$ -	\$ -

As of December 31, 2010, the Company estimates that within the next twelve months approximately \$59 million in pre-tax hedge instrument gains will be reclassified from accumulated other comprehensive income into earnings.

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

NOTES TO FINANCIAL STATEMENTS

Fuel

Fuel costs represented 25 percent, 26 percent, 22 percent and 33 percent of total operating expenses during the periods February 13 – December 31, 2010 (Successor), January 1 – February 12, 2010 (Predecessor), and the years ended December 31, 2009 and 2008 (Predecessor), respectively. Due to the significance of diesel fuel expenses to the operations of BNSF Railway and the historical volatility of fuel prices, the Company has entered into derivatives to partially mitigate the risk of fluctuations in the price of its diesel fuel purchases. The fuel derivatives include the use of derivatives that are accounted for as cash flow hedges. The Company enters into fuel-derivative instruments based on management's evaluation of current and expected diesel fuel price trends with the intent of protecting operating margins and overall profitability from adverse fuel price changes. However, to the extent the Company hedges portions of its fuel purchases, it may not realize the impact of decreases in fuel prices. Conversely, to the extent the Company does not hedge portions of its fuel purchases, it may be adversely affected by increases in fuel prices.

Total Fuel-Derivative Activities

As of December 31, 2010, BNSF Railway's total fuel-derivative positions for 2011 and 2012, of which the majority are designated as cash flow hedges, covered approximately 19 percent and 3 percent, respectively, of the average annual locomotive fuel consumption over the past three years. Derivative positions are closely monitored to ensure that they will not exceed actual fuel requirements in any period. As of December 31, 2010 and 2009, BNSF Railway had entered into fuel-derivative agreements covering approximately 284 million gallons and 561 million gallons, respectively.

Certain of the Company's fuel-derivative instruments are covered by an agreement which includes a provision such that the Company either receives or posts cash collateral if the fair value of the instruments exceeds a certain net asset or net liability threshold, respectively. The threshold is based on a sliding scale, utilizing either the counterparty's credit rating, if the instruments are in a net asset position, or BNSF's credit rating, if the instruments are in a net liability position. If the applicable credit rating should fall below Ba3 (Moody's) or BB- (S&P), the threshold would be eliminated and collateral would be required for the entire fair value amount. All cash collateral paid is held on deposit by the payee and earns interest to the benefit of the payor based on the London Interbank Offered Rate (LIBOR). The aggregate fair value of all open fuel-derivative instruments under these provisions was in a net liability position on December 31, 2010 and 2009, of \$4 million and \$18 million, respectively, which was below the collateral threshold. As such, there was no posted collateral outstanding at December 31, 2010 or 2009.

The Company utilizes a market approach using the forward commodity price for the periods hedged to value its fuel-derivative swaps and costless collars. As such, the fair values of these instruments are classified as Level 2 valuations under authoritative accounting guidance related to fair value measurements.

Note 5**Stock-Based Compensation**Predecessor

On April 15, 1999, BNSF shareholders approved the Burlington Northern Santa Fe 1999 Stock Incentive Plan and authorized 20 million shares of BNSF common stock to be issued in connection with stock options, restricted stock, restricted stock units and performance stock. On April 18, 2001, April 17, 2002, April 21, 2004 and April 19, 2006, BNSF shareholders approved the amendments to the Burlington Northern Santa Fe 1999 Stock Incentive Plan, which authorized additional awards of 9 million, 6 million, 7 million and 11 million shares, respectively, of BNSF common stock to be issued in connection with stock options, restricted stock, restricted stock units and performance stock. Additionally, on April 18, 1996, BNSF shareholders approved the non-employee directors' stock plan and authorized 900 thousand shares of BNSF common stock to be issued in connection with this plan.

No further grants of BNSF stock will be made under the BNSF stock-based compensation plans.

Under BNSF's Predecessor stock plans, options were granted to directors, officers and salaried employees of BNSF Railway at the fair market value of BNSF's common stock on the date of grant. Stock option grants generally vest ratably over three years and expire within ten years after the date of grant. Shares issued upon exercise of options were issued from treasury shares or from authorized but unissued shares.

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

NOTES TO FINANCIAL STATEMENTS

Successor

Following the Merger, each outstanding stock option or share award of BNSF common stock was converted into an option or restricted stock unit of Berkshire Class B Common Stock, in accordance with a formula to convert such awards.

Additionally, following the Merger, the Berkshire Hathaway Inc. 2010 Umbrella Plan for BNSF Equity Plans became effective, authorizing approximately 16 million shares of Berkshire Class B Common Stock to be issued in connection with the conversion of BNSF stock options, restricted stock units and performance stock. Included in this amount is approximately 300 thousand shares for certain outstanding option awards that provide for a reload feature if the eligible employee pays all or a portion of the purchase price with Berkshire stock. In that event, the employee is issued new options to purchase additional shares of Berkshire Class B Common Stock equal to the number of shares of stock surrendered in such payment. Approximately 220 thousand shares of Berkshire Class B Common Stock were available for future reload grants at December 31, 2010.

Stock Options

The fair value of each option award is estimated on the date of grant using the Black-Scholes option-pricing model. The following assumptions apply to the options granted for the periods presented:

	Year ended December 31, 2010	Year ended December 31, 2009	Year ended December 31, 2008
Weighted average expected life (years)	2.4	4.8	4.7
Weighted average expected volatility	26.0%	29.6%	24.0%
Weighted average expected dividend yield	0.00%	1.96%	1.50%
Weighted average risk free interest rate	0.73%	2.15%	3.09%
Weighted average fair value per share at date of grant	\$ 13.29	\$ 15.09	\$ 22.92

Expected volatilities are based on historical volatility of Berkshire (Successor) and BNSF (Predecessor), implied volatilities from traded options and other factors. The Company uses historical experience with exercise and post-vesting employment termination behavior to determine the options' expected life. The expected life represents the period of time that options granted are expected to be outstanding. The risk-free rate is based on the U.S. Treasury rate with a maturity date corresponding to the options' expected life.

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

NOTES TO FINANCIAL STATEMENTS

A summary of the status of stock options is presented below (options in thousands, aggregate intrinsic value in millions):

Successor	Options	Weighted Average Exercise Prices	Weighted Average Remaining Contractual Term (in years)	Aggregate Intrinsic Value
Balance at February 13, 2010	12,685	\$ 52.14		
Granted	78	80.67		
Exercised	(1,706)	39.62		
Cancelled	(54)	53.32		
Balance at December 31, 2010	11,003	\$ 54.28	5.51	\$ 285
Options exercisable at December 31, 2010	8,486	\$ 53.79	4.77	\$ 224

Predecessor	Options	Weighted Average Exercise Prices
Balance at January 1, 2010	10,020	\$ 68.24
Granted	-	-
Exercised	(544)	38.43
Cancelled	(21)	68.67
Balance at February 12, 2010	9,455	\$ 69.96

The total intrinsic value of options exercised was \$71 million, \$33 million, \$87 million and \$207 million during the periods February 13 – December 31, 2010 (Successor), January 1 – February 12, 2010 (Predecessor), and the years ended December 31, 2009 and 2008 (Predecessor), respectively.

Other Incentive Programs

BNSF had other long-term incentive programs that utilized restricted shares/units. A summary of the status of restricted shares/units and the weighted average grant date fair values as of, and for the year ended December 31, 2010, is presented below (shares in thousands):

Successor	Time Based	Performance Based Units	Performance Stock	Total
Balance at February 13, 2010	364 \$ 76.90	1,816 \$ 76.90	884 \$ 76.90	3,064 \$ 76.90
Granted	-	-	-	-
Vested	(189) 76.90	(31) 76.90	-	(220) 76.90
Forfeited	-	(671) 76.90	(332) 76.90	(1,003) 76.90
Balance at December 31, 2010	175 \$ 76.90	1,114 \$ 76.90	552 \$ 76.90	1,841 \$ 76.90

Predecessor	Time Based	Performance Based Units	Performance Stock	Total
Balance at January 1, 2010	276 \$ 74.89	1,365 \$ 83.24	666 \$ 79.67	2,307 \$ 81.21
Granted	-	-	-	-
Vested	-	(4) 69.08	-	(4) 69.08
Forfeited	(5) 83.21	(7) 75.07	(6) 75.39	(18) 77.13
Balance at February 12, 2010	271 \$ 74.72	1,354 \$ 83.32	660 \$ 79.71	2,285 \$ 81.25

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

NOTES TO FINANCIAL STATEMENTS

A summary of the weighted average grant date fair market values of the restricted share/units as of, and for the years ended December 31, 2009 and 2008 (Predecessor), is presented below:

Grant Date Fair Market Value of Awards Granted	Time Based	Performance Based Units	Performance Stock
Year ended December 31, 2009	\$ 66.67	\$ 64.97	\$ 59.75
Year ended December 31, 2008	\$ 102.06	\$ 105.23	\$ 100.13

A summary of the fair value of the restricted share/units vested during the periods February 13 – December 31, 2010 (Successor), January 1 – February 12, 2010 (Predecessor), and the years ended December 31, 2009 and 2008 (Predecessor), respectively, is presented below:

Total Fair Value of Shares Vested (in millions)	Time Based	Performance Based Units	Performance Stock	Total
February 13 – December 31, 2010 (Successor)	\$ 15	\$ 2	\$ –	\$ 17
January 1 – February 12, 2010 (Predecessor)	\$ –	\$ –	\$ –	\$ –
Year ended December 31, 2009	\$ 15	\$ 14	\$ 4	\$ 33
Year ended December 31, 2008	\$ 31	\$ 30	\$ 15	\$ 76

Time-based awards were granted to senior managers within BNSF Railway primarily as a retention tool and to encourage ownership in BNSF. They generally vest over three years, although in some cases up to five years, and are contingent on continued salaried employment.

Performance-based units were granted to senior managers within BNSF Railway to encourage ownership in BNSF and to align management's interest with those of its shareholders. Performance-based units generally vest over three years and are contingent on the achievement of certain predetermined corporate performance goals (e.g., return on invested capital (ROIC)) and continued salaried employment.

Additionally, eligible employees could earn performance stock contingent upon achievement of higher ROIC goals and continued salaried employment.

Shares awarded under each of the plans may not be sold or used as collateral and are generally not transferable by the holder until the shares awarded become free of restrictions. Compensation cost, net of tax, recorded under the various stock incentive plans is shown in the following table (in millions):

	Successor	Predecessor		
	February 13 – December 31, 2010	January 1 – February 12, 2010	Year ended December 31, 2009	Year ended December 31, 2008
Compensation cost	\$ 114	\$ 8	\$ 41	\$ 69
Income tax benefit	(40)	(3)	(15)	(25)
Total	\$ 74	\$ 5	\$ 26	\$ 44
Compensation cost capitalized	\$ 4	\$ –	\$ 6	\$ 6

Subsequent to the completion of the Merger, the Company immediately recognized \$32 million of expense related to the excess fair value of the converted vested awards at the Merger date.

At December 31, 2010, there was \$83 million of total unrecognized compensation cost related to unvested share-based compensation arrangements. That cost is expected to be recognized over a weighted-average period of 0.95 years.

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210. RESULTS OF OPERATIONS

(Dollars in Thousands)

1. Disclose requested information for respondent pertaining to results of operations for the year. Cross-Checks
Schedule 210
Line 15, col b = Schedule 210
= Line 62, col b
2. Report total operating expenses from Sched. 410. Any differences between this schedule and Sched. 410 must be explained on page 18. Lines 47,48,49 col b = Line 63, col b
Line 50, 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. Schedule 410
Line 14, col b = Line 620, col h
Line 14, col d = Line 620, col f
Line 14, col e = 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 & expenses (d)	Passenger-related revenue & expenses (e)	Line No.
ORDINARY ITEMS							
OPERATING INCOME							
Railway Operating Income							
1		(101) Freight	16,657,495	13,863,416	16,657,495		1
2		(102) Passenger					2
3		(103) Passenger-related					3
4		(104) Switching	30,475	30,690	30,475		4
5		(105) Water transfers					5
6		(106) Demurrage	115,102	120,652	115,102		6
7		(110) Incidental	114,097	96,622	114,097		7
8		(121) Joint facility - credit	12,152	12,148	12,152		8
9		(122) Joint facility - debit					9
10		(501) Railway operating revenues (Exclusive of transfers from government authorities-lines 1-9)	16,929,321	14,123,528	16,929,321		10
11		(502) Railway operating revenues - transfers from government authorities					11
12		(503) Railway operating revenues - amortization of deferred transfers from government authorities					12
13		TOTAL RAILWAY OPERATING REVENUES (lines 10-12)	16,929,321	14,123,528	16,929,321		13
14	*	(531) Railway operating expenses	12,631,816	11,015,853	12,631,816		14
15	*	Net revenue from railway operations	4,297,505	3,107,675	4,297,505		15
OTHER INCOME							
16		(506) Revenue from property used in other than carrier operations					16
17		(510) Miscellaneous rent income					17
18		(512) Separately operated properties - profit					18
19		(513) Dividend income (cost method)	400	400			19
20		(514) Interest income	26,424	17,499			20
21		(516) Income from sinking and other funds					21
22		(517) Release of premiums on funded debt					22
23		(518) Reimbursements received under contracts and agreements					23
24		(519) Miscellaneous income	91,851	31,842			24
25		Income from affiliated companies: 519 a. Dividends (equity method)					25
26		b. Equity in undistributed earnings (losses)					26
27		TOTAL OTHER INCOME (lines 16-26)	118,475	49,741			27
28		TOTAL INCOME (lines 15, 27)	4,415,980	3,157,416			28
MISCELLANEOUS DEDUCTIONS FROM INCOME							
29		(534) Expenses of property used in other than carrier operations					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	20,928	27,269			34
35		(553) Uncollectible accounts					35
36		TOTAL MISCELLANEOUS DEDUCTIONS	20,928	27,269			36
37		Income available for fixed charges	4,395,052	3,130,147			37

210. RESULTS OF OPERATIONS - Continued
(Dollars in Thousands)

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No.
		FIXED CHARGES			
		(546) Interest on funded debt:			
38		(a) Fixed interest not in default	93,108	123,524	38
39		(b) Interest in default			39
40		(547) Interest on unfunded debt			40
41		(548) Amortization of discount on funded debt	2,819	2,872	41
42		TOTAL FIXED CHARGES (lines 38 through 41)	95,927	126,396	42
43		Income after fixed charges (line 37 minus line 42)	4,299,125	3,003,751	43
		OTHER DEDUCTIONS			
		(546) Interest on funded debt:			
44		(c) Contingent interest			44
		UNUSUAL OR INFREQUENT ITEMS			
45		(555) Unusual or infrequent items (debit) credit			45
46		Income (Loss) from continuing operations (before inc. taxes)	4,299,125	3,003,751	46
		PROVISIONS FOR INCOME TAXES			
		(556) Income taxes on ordinary income:			
47	*	(a) Federal income taxes	768,086	419,615	47
48	*	(b) State income taxes	140,821	38,023	48
49	*	(c) Other income taxes			49
50	*	(557) Provision for deferred taxes	776,782	579,970	50
51		TOTAL PROVISION FOR INCOME TAXES (lines 47 through 52)	1,685,689	1,037,608	51
52		Income from continuing operations (line 46 minus line 51)	2,613,436	1,966,143	52
		DISCONTINUED OPERATIONS			
53		(560) Income or loss from operations of discontinued segments (less applicable income taxes of \$)			53
54		(562) Gain or loss on disposal of discontinued segments (less applicable income taxes of \$)			54
55		Income before extraordinary items (lines 52 through 54)	2,613,436	1,966,143	55
		EXTRAORDINARY ITEMS AND ACCOUNTING CHANGES			
56		(570) Extraordinary items (Net)			56
57		(590) Income taxes on extraordinary items			57
58		(591) Provision for deferred taxes - Extraordinary items			58
59		TOTAL EXTRAORDINARY ITEMS (lines 56 through 58)			59
60		(592) Cumulative effect of changes in accounting principles (less applicable income taxes of \$)			60
61	*	Net income (Loss) (lines 55 + 59 + 60)	2,613,436	1,966,143	61
		RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)			
62	*	Net revenues from railway operations	4,297,505	3,107,675	62
63	*	(556) Income taxes on ordinary income (-)	908,907	457,638	63
64	*	(557) Provision for deferred income taxes (-)	776,782	579,970	64
65		Income from lease of road and equipment (-)	12,848	12,272	65
66		Rent for leased roads and equipment (+)			66
67		Net railway operating income (loss)	2,598,968	2,057,795	67

NOTES AND REMARKS FOR SCHEDULE 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 a debit balance), column (c), should agree with line 26, column (b), in Schedule 210. The total of columns (b) and (c), lines 3 and 7, should agree with line 61, column (b) in Schedule 210.
6. Include in column (b) only amounts applicable to retained earnings exclusive of any amounts included in column (c).

Line No.	Cross Check	Item (a)	Retained Earnings - Unappropriated (b)	Equity in Undistributed Earnings (Losses) of Affiliated Companies (c)	Line No.
1		Balances at beginning of year	12,812,672	294,160	1
2	(601.5)	Prior period adjustments to beginning retained earnings			2
		CREDITS			
3	(602)	Credit balance transferred from income	2,597,765	15,671	3
4	(603)	Appropriations released			4
5	(606)	Other credits to retained earnings	696,679		5
6		TOTAL CREDITS	3,294,444	15,671	6
		DEBITS			
7	(612)	Debit balance transferred from income			7
8	(616)	Other debits to retained earnings	16,070,961	295,082	8
9	(620)	Appropriations for sinking and other funds			9
10	(621)	Appropriations for other purposes			10
11	(623)	Dividends: Common stock			11
12		Preferred stock (1)			12
13		TOTAL DEBITS	16,070,961	295,082	13
14		Net increase (decrease) during year (Line 6 minus line 13)	(12,776,517)	(279,411)	14
15		Balances at close of year (lines 1, 2, and 14)	36,155	14,749	15
16		Balances from line 15 (c)	14,749	N/A	16
17	(798)	Total unappropriated retained earnings and equity in undistributed earnings (losses) of affiliated companies at end of year	50,904		17
18	(797)	Total appropriated retained earnings:		N/A	18
19		Credits during year \$ 0			19
20		Debits during year \$ 0			20
21		Balance at close of year \$ 0			21
22		Amount of assigned Federal income tax consequences			22
		Account 606 \$ 0			
23		Account 616 \$ 0			23

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)	In Treasury (h)	
1	Common - BNSF	1,000	1,000	1,000	NONE	1,000	1	NONE	1
2									2
3									3
4									4
5									5
6									6
7									7
8									8
9									9
10		1,000	1,000	1,000	NONE	1,000	1	NONE	10

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 disclosure of the number of shares of preferred, common, and treasury stock applicable to the items in column (a).
- 4 Columns (c), (e), and (g) require the disclosure of the book value of preferred, common, and treasury stock.
- 5 Disclose in column (h) the additional paid-in capital realized from changes in capital stock during the year.
- 6 Unusual circumstances arising from changes in capital stock shall be fully explained in footnotes to this schedule.

Line No.	Item (a)	Preferred Stock		Common Stock		Treasury Stock		Additional Capital \$ (h)	Line No.
		No. of Shares (b)	\$ Amount (c)	No. of Shares (d)	\$ Amount (e)	No. of Shares (f)	\$ Amount (g)		
11	Balance at beginning of year	NONE	NONE	1,000	1	NONE	NONE	6,330,942	11
12	Capital stock sold								12
13	Capital stock reacquired								13
14	Capital stock cancelled								14
15	Write-off of February 12, 2010 balance							(6,330,942)	15
16	Net contribution from Berkshire Hathaway, Inc.							42,918,876	16
17	Capital contribution for Meteorcomm (MCC)							671	17
18	Balance at close of year	NONE	NONE	1,000	1	NONE	NONE	42,919,547	18

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Road Initials: BNSF

Year 2010

240. STATEMENT OF CASH FLOWS
(Dollars in Thousands)

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

CASH FLOWS FROM OPERATING ACTIVITIES

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

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
10		Income from continuing operations	2,613,436	1,966,143	10

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

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
11		Loss (gain) on sale or disposal of tangible property and investments	(84,199)	(22,755)	11
12		Depreciation and amortization expenses	1,732,895	1,562,041	12
13		Net increase (decrease) in provision for Deferred Income Taxes	776,782	579,970	13
14		Net decrease (increase) in undistributed earnings (losses) of affiliates	15,671	9,497	14
15		Decrease (increase) in accounts receivable	(227,060)	70,306	15
16		Decrease (increase) in material and supplies and other current assets	(46,511)	(143,871)	16
17		Increase (decrease) in current liabilities other than debt	351,901	(244,490)	17
18		Increase (decrease) in other - net	(507,797)	(347,688)	18
19		Net cash provided from continuing operations (lines 10 through 18)	4,625,118	3,429,153	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)	4,625,118	3,429,153	21

CASH FLOWS FROM INVESTING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
22		Proceeds from sale of property	84,199	22,755	22
23		Capital expenditures	(2,427,498)	(2,371,218)	23
24		Net change in temporary cash investments not qualifying as cash equivalents			24
25		Proceeds from sale/repayment of investment and advances			25
26		Purchase price of long-term investment and advances			26
27		Net decrease (increase) in sinking and other special funds			27
28		Other - net	(698,175)	(220,197)	28
29		NET CASH USED IN INVESTING ACTIVITIES (lines 22 through 28)	(3,041,474)	(2,568,660)	29

(Continued on next page)

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

CASH FLOWS FROM FINANCING ACTIVITIES

Line No.	Cross Check	Description (a)	Current Year (b)	Previous Year (c)	Line No.
30		Proceeds from issuance of long-term debt		74,912	30
31		Principal payments of long-term debt	(223,024)	(228,355)	31
32		Proceeds from issuance of capital stock			32
33		Purchase price of acquiring treasury stock			33
34		Cash dividends paid			34
35		Other - net	(1,370,564)	(895,988)	35
36		NET CASH FROM FINANCING ACTIVITIES (lines 30 through 35)	(1,593,588)	(1,049,431)	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (lines 21, 29, and 36)	(9,944)	(188,938)	37
38		Cash and cash equivalents at beginning of the year	20,134	209,072	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (lines 37 & 38)	10,190	20,134	39
		Footnotes to Schedule Cash paid during the year for:			
40		Interest (net of amount capitalized) *	118,538	113,204	40
41		Income taxes (net) *	737,490	626,498	41

* Only applies if indirect method is adopted

NOTES AND REMARKS

245. WORKING CAPITAL
(Dollars in Thousands)

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

2 Carry out calculations of lines 9, 10, 20, and 21 to the nearest whole number.

Line No.	Item (a)	Source	Amount (b)	Line No.
CURRENT OPERATING ASSETS				
1	Interline and other balances (705)	Sched. 200, line 5, col. b	108,861	1
2	Customers (706)	Sched. 200, line 6, col. b	664,123	2
3	Other (707)	Note A	88,912	3
4	TOTAL CURRENT OPERATING ASSETS	Lines 1 + 2 + 3	861,896	4
OPERATING REVENUE				
5	Railway operating revenue	Sched. 210, line 13, col. b	16,929,321	5
6	Rent income	Note B	137,844	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	17,067,165	7
8	Average daily operating revenues	Line 7 + 360 days	47,409	8
9	Days of operating revenue in current operating assets	Line 4 + line 8	18	9
10	Revenue delay days plus buffer	Line 9 + 15 days	33	10
CURRENT OPERATING LIABILITIES				
11	Interline and other balances (752)	Sched. 200, line 31, col. b	56,317	11
12	Audited accounts and wages payable (753)	Sched. 200, line 32, col. b	200,455	12
13	Accounts payable - other (754)	Sched. 200, line 33, col. b	225,845	13
14	Other taxes accrued (761.5)	Note A	228,403	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 through 14	711,020	15
OPERATING EXPENSES				
16	Railway operating expenses	Sched. 210, line 14, col. b	12,631,816	16
17	Depreciation	Sched 410, lines 136, 137, 138, 213, 232, 317, col. h	1,732,895	17
18	Cash related operating expenses	Line 16 + line 6 - line 17	11,036,765	18
19	Average daily expenditures	Line 18 + 360 days	30,658	19
20	Days of operating expenses in current operating liabilities	Line 15 + line 19	23	20
21	Days of working capital required	Line 10 - line 20 (Note C)	10	21
22	Cash working capital required	Line 21 x line 19	306,580	22
23	Cash and temporary cash balance	Sched. 200, line 1 + line 2, col. b	10,190	23
24	Cash working capital allowed	Lesser of line 22 or line 23	10,190	24
MATERIALS AND SUPPLIES				
25	Total materials and supplies (712)	Sched. 200, line 12, col. b	652,503	25
26	Scrap and obsolete material included in account 712	Note A		26
27	Materials and supplies held for common carrier purposes	Line 25 - line 26	652,503	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	662,693	28

NOTES:

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

(B) Rent income is the sum of Schedule 410, column h, lines 121, 122, 123, 127, 128, 129, 133, 134, 135, 208, 210, 212, 227, 229, 231, 312, 314, and 316. Rent income is added to railway operating revenues to produce total revenues. Rent income is also added to total operating expenses to exclude the rent revenue items from operating expense.

(C) If result is negative, use zero.

NOTES AND REMARKS

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GENERAL INSTRUCTIONS CONCERNING RETURNS IN SCHEDULES 310, 310A

1. Schedule 310 should give particulars of stocks, bonds, other secured obligations, unsecured notes, and investment advances of affiliated companies held by respondent at close of year. Also, disclose the investments made, disposed of, and written down during the year and the applicable dividends and interest credited to income as a result of those investments. They should exclude securities issued or assumed by respondent. For definition of affiliated companies, see the rules governing Account No. 721 "Investments and Advances; Affiliated Companies", in the Uniform System 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 US government bonds)
- (C) Other secured obligations
- (D) Unsecured notes
- (E) Investment advances

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

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

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of Issuing Company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.	
1	721	A-1	VII	Alameda Belt Line	Common	50.00	1
2			VII	Belt Railway Company of Chicago, The	Common	16.67	2
3			VII	Central California Traction Company	Common	33.33	3
4			VII	Central California Traction Company	Preferred	33.33	4
5			VII	Houston Belt & Terminal Railway Company	Common	50.00	5
6			VII	Kansas City Terminal Railway Company	Common	25.00	6
7			VII	Longview Switching Company	Common	50.00	7
8			VII	MT Properties Inc.	Common	43.30	8
9			VII	Oakland Terminal Railway	Common	50.00	9
10			VII	Paducah & Illinois Railroad Company	Common	33.34	10
11			VII	Portland Terminal Railroad Company	Common	40.00	11
12			VII	St. Joseph Terminal Railroad Company	Common	50.00	12
13			VII	Sunset Railway Company	Common	50.00	13
14			VII	Terminal Railroad Association of St. Louis	Common	14.29	14
15			VII	Texas City Terminal Railway Company	Common	33.30	15
16			VII	TTX Company	Common	17.30	16
17			VII	Wichita Union Terminal Railway Company	Common	66.67	17
18				Total Class A-1			18
19							19
20	721	A-3	X	Meteorcomm, LLC		25.00	20
21			X	PTC 220, LLC		25.00	21
22			VII	Railmarketplace.com, Inc.	Preferred	18.85	22
23				Total Class A-3			23
24							24
25	798	D-3	X	Burlington Northern Santa Fe, LLC - BNSF Railway's parent company			25
26				Total Class D-3			26
27							27
28							28
29							29
30							30
31							31
32							32
33							33
34							34
35							35
36							36
37							37
38							38
39							39
40							40
41							41
42							42
43							43
44							44
45							45
46							46
47							47
48							48
49							49
50							50

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

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

Line No.	Investments and Advances				Disposed of profit (loss) (j)	Adjustments Account 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	914	2,124		3,038			1	
2	520	14,380		14,900			2	
3	1,548			1,548			3	
4	264			264			4	
5	9	5,197		5,206			5	
6	163			163			6	
7	2			2			7	
8	355			355			8	
9	113	1,036		1,149			9	
10	3			3			10	
11	1,368			1,368			11	
12	325			325			12	
13	54			54			13	
14							14	
15	1,406	24,816		26,221			15	
16	15,961			15,961			16	
17	46			46			17	
18	23,050	47,553	-	70,603			18	
19							19	
20	-	9,000		9,000			20	
21	-	8,379		8,379			21	
22	-			-			22	
23	-	17,379	-	17,379			23	
24							24	
25	948,030	2,045,850	(675,271)	2,318,609 *			25	
26	948,030	2,045,850	(675,271)	2,318,609 *			26	
27							27	
28							28	
29							29	
30							30	
31							31	
32							32	
33							33	
34							34	
35							35	
36							36	
37							37	
38							38	
39							39	
40							40	
41							41	
42							42	
43							43	
44							44	
45							45	
46							46	
47							47	
48							48	
49							49	
50							50	

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

Line No.	Account No. (a)	Class No. (b)	Kind of Industry (c)	Name of issuing Company and also lien reference, if any (include rate for preferred stocks and bonds) (d)	Extent of Control (e)	Line No.
1	721	E-1	VII	Alameda Belt Line		1
2			VII	Central California Traction Company		2
3			VII	Houston Belt & Terminal Railway Company		3
4			VII	Kansas City Terminal Railway Company		4
5			VII	Longview Switching Company		5
6			VII	MT Properties Inc.		6
7			VII	Paducah & Illinois Railroad Company		7
8			VII	Port Terminal Railroad Association		8
9			VII	St. Joseph Terminal Railroad Company		9
10			VII	Sunset Railway Company		10
11			VII	Terminal Railroad Association of St. Louis		11
12			VII	Texas City Terminal Railway Company		12
13			VII	Wichita Terminal Association		13
14			VII	Wichita Union Terminal Railway Company		14
15				Total Class E-1		15
16						16
17	721	E-3	X	Kinder Morgan Energy Partners L. P.	0.50	17
18			X	Meteorcomm, LLC		18
19			X	Montauk Synfuels LLC	50.00	19
20			X	PTC 220, LLC		20
21				Total Class E-3 X		21
22						22
23	721			Equity Earning (Loss) - Schedule 310A		23
24						24
25				Grand Total Account 721		25
26						26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37

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

Line No.	Investments and Advances				Disposed of profit (loss) (j)	Adjustments Account 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	(500)			(500)				1
2	1,494			1,494				2
3	24,773	3,417		28,190				3
4	8,982			8,982				4
5	63			63				5
6	(369)			(369)				6
7	575			575				7
8	1,100			1,100				8
9	191			191				9
10	845			845				10
11								11
12	30			30				12
13	4			4				13
14	844			844				14
15	38,032	3,417	-	41,449				15
16								16
17	4,500	2,393		6,893				17
18		4,900		4,900				18
19								19
20								20
21	4,500	7,293	-	11,793				21
22								22
23	279,325	11,310	(6,988)	283,647				23
24								24
25	1,292,937	2,132,802	(682,259)	2,743,480 *				25
26								26
27								27
28								28
29								29
30								30
31								31
32								32
33								33
34								34
35								35
36								36
37								37

* Includes \$2,318,609K intercompany note receivable from Burlington Northern Santa Fe, LLC classified as equity in accordance with GAAP and the BNSF Railway 10K

310. NOTES AND REMARKS

	<u>% Ownership</u>
1 ALAMEDA BELT LINE	
BNSF Railway Company	50.00
Union Pacific Railroad Company	<u>50.00</u>
	<u>100.00</u>
2 BELT RAILWAY COMPANY OF CHICAGO, THE	
CSX Transportation, Inc.	25.00
Norfolk Southern Company	25.00
BNSF Railway Company	16.67
Grand Trunk Western Railroad Illinois Central Railroad Company	16.67
Soo Line Railroad Company	8.33
Union Pacific Railroad Company	<u>8.33</u>
	<u>100.00</u>
5,198 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI Consolidated Mortgage.	
3 CENTRAL CALIFORNIA TRACTION COMPANY	
Union Pacific Railroad Company	66.67
BNSF Railway Company	<u>33.33</u>
	<u>100.00</u>
4 HOUSTON BELT & TERMINAL RAILWAY COMPANY	
BNSF Railway Company	50.00
Union Pacific Railroad Company	<u>50.00</u>
	<u>100.00</u>
121 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI Consolidated Mortgage.	
5 KANSAS CITY TERMINAL RAILWAY COMPANY	
Union Pacific Railroad Company	41.67
BNSF Railway Company	25.00
Kansas City Southern Railway Company	16.67
Iowa & Missouri Railway Company	8.33
Norfolk Southern Railway Company	<u>8.33</u>
	<u>100.00</u>
5,485 shares are held by UMB of Kansas City, Missouri, Trustee, under Stock Trust Agreement dated June 12, 1909, and 5 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI Consolidated Mortgage.	
6 LONGVIEW SWITCHING COMPANY	
BNSF Railway Company	50.00
Union Pacific Railroad Company	<u>50.00</u>
	<u>100.00</u>
7 Meteorcomm, LLC	
BNSF Communications, Inc. (BNSF Railway Company)	25.00
Ekanet, Inc. (Union Pacific Railroad Company)	25.00
CSX Transportation, Inc.	25.00
NS Spectrum Corporation (Norfolk Southern Company)	<u>25.00</u>
	<u>100.00</u>
8 MT PROPERTIES INC.	
BNSF Railway Company	43.30
Union Pacific Railroad Company	42.09
Soo Line Railroad Company	<u>14.61</u>
	<u>100.00</u>
30,498 shares are subject to the liens of the BNI Consolidated Mortgage and the NP General Lien Mortgage and held as collateral by U.S. Bank, N.A., Trustee, of the BNI Consolidated Mortgage and Citibank, N.A., Trustee under the NP General Lien Mortgage.	

310. NOTES AND REMARKS

	<u>% Ownership</u>
9 OAKLAND TERMINAL RAILWAY	
BNSF Railway Company	50.00
Union Pacific Railroad Company	50.00
	<u>100.00</u>
10 PADUCAH & ILLINOIS RAILROAD COMPANY	
BNSF Railway Company	33.34
Paducah & Louisville Railroad Company	33.33
Canadian National Railroad Company	33.33
	<u>100.00</u>
33 1/3 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI Consolidated Mortgage.	
11 PORTLAND TERMINAL RAILROAD COMPANY	
Union Pacific Railroad Company	60.00
BNSF Railway Company	40.00
	<u>100.00</u>
12 PTC 220, LLC	
BNSF Communications, Inc. (BNSF Railway Company)	25.00
Ekanet, Inc. (Union Pacific Railroad Company)	25.00
CSX Transportation, Inc.	25.00
NS Spectrum Corporation (Norfolk Southern Company)	25.00
	<u>100.00</u>
13 ST JOSEPH TERMINAL RAILROAD COMPANY	
BNSF Railway Company	50.00
Union Pacific Railroad Company	50.00
	<u>100.00</u>
14 SUNSET RAILWAY COMPANY	
BNSF Railway Company	50.00
Union Pacific Railroad Company	50.00
	<u>100.00</u>
15 TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS	
Missouri Pacific Railroad Company	28.57
CSX Transportation, Inc.	14.28
Illinois Central Railroad Company	14.29
BNSF Railway Company	14.29
St. Louis Southwestern Railway Company	14.29
Norfolk Southern Railway Company	14.28
	<u>100.00</u>
2,058 shares are held by U.S. Bank, N.A., Trustee, as collateral under the BNI Consolidated Mortgage.	
16 TEXAS CITY TERMINAL RAILWAY COMPANY	
Union Pacific Railroad Company	66.60
BNSF Railway Company	33.30
Texas City Terminal Railway Company	0.10
	<u>100.00</u>
17 TTX COMPANY	
Union Pacific Railroad Company	36.79
CSX Transportation, Inc.	19.65
Norfolk Southern Railway Company	19.65
BNSF Railway Company	17.30
Canadian National Railway Company	3.14
Canadian Pacific Limited	1.57
Guilford Rail System	0.63
Kansas City Southern Railway Company	0.63
FXE Railroad	0.64
	<u>100.00</u>
250 voting shares are held by TTX Company.	

310. NOTES AND REMARKS

		<u>% Ownership</u>
18	WICHITA UNION TERMINAL RAILWAY COMPANY	
	BNSF Railway Company	66.67
	Union Pacific Railroad Company	33.33
		<u>100.00</u>
19	RAILMARKETPLACE.COM, INC.	
	BNSF Railway Company	18.85
	Canadian National Railway Company	18.85
	Canadian Pacific Railway Company	18.85
	CSX Transportation, Inc.	18.85
	Union Pacific Railroad Company	18.85
	GE Information Services, Inc.	5.75
		<u>100.00</u>
20	MONTAUK SYNFUELS, LLC	
	BNSF Railway Company	50.00
	Montauk Energy Capital, Inc.	50.00
		<u>100.00</u>
21	KINDER MORGAN ENERGY PARTNERS L.P.	
	BNSF Railway Company	0.50
	Various	99.50
		<u>100.00</u>

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310A. INVESTMENTS IN COMMON STOCK OF AFFILIATED COMPANIES

(Dollars in Thousands)

Undistributed Earnings From Certain Investments in Affiliated Companies

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

Line No.	Name of issuing company and description of security held (a)	Balance at beginning of year (b)	Adjustments for investments equity method (c)	Equity in undistributed earnings (losses) during year (d)	Amortization during year (e)	Adjustment for investments disposed of or written down during year (f)	Balance at close of year (g)	Line No.
	Carriers: (List specifics for each company)							
1	Alameda Belt Line	(2,536)		245			(2,291)	1
2	Central California Traction Company	(2,984)					(2,984)	2
3	Houston Belt & Terminal Railway Company	(8,781)		(2,479)			(11,260)	3
4	Kansas City Terminal Railway Company	(4,862)	(135)	203			(4,794)	4
5	Longview Switching Company	(63)					(63)	5
6	MT Properties Inc.	1,437		86			1,523	6
7	Oakland Terminal Railway	(1,148)		(122)			(1,270)	7
8	Paducah & Illinois Railroad Company	(24)					(24)	8
9	Portland Terminal Railroad Company	(810)					(810)	9
10	St. Joseph Terminal Railroad Company	(366)					(366)	10
11	Sunset Railway Company	61		(28)			33	11
12	Texas City Terminal Railway Company	11,648	(221)	1,397			12,824	12
13	TTX Company	288,394	1,973	11,695			302,062	13
14	Wichita Union Terminal Railway Company	(641)					(641)	14
15								15
16								16
17								17
18	TOTAL CARRIERS	279,325	1,617	10,997			291,939	18
19								19
20								20
	Noncarriers: (List specifics for each company)							
21	Meteorcomm, LLC			(1,276)		(6,988)	(8,264)	21
22	PTC 220, LLC			(28)			(28)	22
23	TOTAL NONCARRIERS			(1,304)		(6,988)	(8,292)	23
24								24
25								25
26	TOTAL INVESTMENTS IN COMMON STOCK	279,325	1,617	9,693		(6,988)	283,647	26

Note: Column (d) reflects equity in undistributed earnings (losses) during the year net of approximately \$5M dividends received for Texas City Terminal Railway Company

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Road Initials: BNSF

Year 2010

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 cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.
10. If an amount of less than \$5,000 is used as the minimum for additions and betterments to property investment accounts as provided for in Instruction 2-2 of the Uniform System of Accounts for Railroad Companies, state the amount used in a footnote.

NOTES AND REMARKS

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT						
(Dollars in Thousands)						
Line No.	Cross No.	Account (a)	Balance at Beginning of year (b)	Expenditures during the year for original road & equipment & road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc. (d)	Line No.
1	2	(2) Land for transportation purposes	1,793,861		4,034,198	1
2	3	(3) Grading	2,503,248		7,712,599	2
3	4	(4) Other right-of-way expenditures	40,743		(5,844)	3
4	5	(5) Tunnels and subways	109,179		403,905	4
5	6	(6) Bridges, trestles and culverts	2,442,972		867,057	5
6	7	(7) Elevated structures				6
7	8	(8) Ties	5,031,909		(883,369)	7
8	9	(9) Rail and other track material	11,191,408		(3,252,738)	8
9	11	(11) Ballast	4,075,627		(1,324,468)	9
10	13	(13) Fences, snowsheds and signs	79,454		12,733	10
11	16	(16) Station and office buildings	661,349		(329,628)	11
12	17	(17) Roadway buildings	45,623		(24,397)	12
13	18	(18) Water stations	5,783		(4,079)	13
14	19	(19) Fuel stations	380,977		(102,272)	14
15	20	(20) Shops and enginehouses	654,492		(176,120)	15
16	22	(22) Storage warehouses				16
17	23	(23) Wharves and docks	14,078		600	17
18	24	(24) Coal and ore wharves	12,252		2,590	18
19	25	(25) TOFC/COFC terminals	1,244,246		(340,052)	19
20	26	(26) Communications systems	946,963		(416,161)	20
21	27	(27) Signals and interlockers	2,625,754		(1,739,062)	21
22	29	(29) Power plants	3,113		(1,345)	22
23	31	(31) Power transmission systems	32,855		(6,441)	23
24	35	(35) Miscellaneous structures	34,782		(3,278)	24
25	37	(37) Roadway machines	522,934		(198,869)	25
26	39	(39) Public improvements - construction	531,766		(11,885)	26
27	44	(44) Shop machinery	227,664		(72,042)	27
28	45	(45) Power plant machinery	3,429		(3,286)	28
29		Other lease/rentals				29
30		TOTAL EXPENDITURES FOR ROAD	35,216,361		4,138,346	30
31	52	(52) Locomotives	5,411,895		(2,684,821)	31
32	53	(53) Freight train cars	1,645,768		(675,830)	32
33	54	(54) Passenger train cars				33
34	55	(55) Highway revenue equipment	15,154		(11,732)	34
35	56	(56) Floating equipment				35
36	57	(57) Work equipment	249,059		(16,071)	36
37	58	(58) Miscellaneous equipment	394,582		(341,805)	37
38	59	(59) Computer systems & word processing equipment	664,299		909,251	38
39		TOTAL EXPENDITURES FOR EQUIPMENT	8,380,757		(2,821,008)	39
40	76	(76) Interest during construction				40
41	80	(80) Other elements of investment				41
42	90	(90) Construction work in progress	595,889		(5,607)	42
43		GRAND TOTAL	44,193,007		1,311,731	43

Note: Amounts in Column (d) represents the purchase accounting fair valuation of assets net of the accumulated depreciation write-off due to acquisition of BNSF by Berkshire Hathaway.

Due to a change in methodology for equipment awaiting financing, Column (b) Balance at Beginning of Year was restated by \$715,536K on lines 31 and 32 for locomotives and freight train cars. Column (e) Expenditures for additions during the year would have been \$3,601,442K without the restatement.

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

(Dollars in Thousands)

Line No.	Cross No.	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No.
1	2	76,610	5,418	4,105,390	5,899,251	1
2	3	128,306	11,758	7,829,147	10,332,395	2
3	4	(277)	934	(7,055)	33,688	3
4	5	153	197	403,861	513,040	4
5	6	119,750	18,667	968,140	3,411,112	5
6	7					6
7	8	378,740	188,206	(692,835)	4,339,074	7
8	9	652,968	147,438	(2,747,208)	8,444,200	8
9	11	347,075	170,814	(1,148,207)	2,927,420	9
10	13	3,114	425	15,422	94,876	10
11	16	6,777	2,036	(324,887)	336,462	11
12	17	4,075	(126)	(20,196)	25,327	12
13	18	1,556		(2,523)	3,260	13
14	19	24,750	921	(78,443)	302,534	14
15	20	13,167	1,272	(164,225)	490,267	15
16	22					16
17	23	1,181		1,781	15,859	17
18	24			2,590	14,842	18
19	25	31,206	19	(308,866)	935,381	19
20	26	(1,503)	(13,289)	(404,375)	542,588	20
21	27	226,691	(15,846)	(1,496,525)	1,129,229	21
22	29			(1,345)	1,768	22
23	31	1,398	38	(5,081)	27,774	23
24	35	(144)	54	(3,476)	31,306	24
25	37	45,982	8,592	(161,479)	361,455	25
26	39	27,965	6,758	9,322	541,088	26
27	44	10,363	88	(61,737)	165,927	27
28	45		34	(3,320)	109	28
29						29
30		2,099,933	534,408	5,703,871	40,920,232	30
31	52	561,507	64,730	(2,188,044)	3,223,851	31
32	53	116,276	48,013	(607,567)	1,038,201	32
33	54					33
34	55			(11,732)	3,422	34
35	56					35
36	57	10,466	1,405	(7,010)	242,049	36
37	58	74,295	69,253	(336,763)	57,819	37
38	59	87,676	49,766	947,161	1,611,460	38
39		850,220	233,167	(2,203,955)	6,176,802	39
40	76					40
41	80					41
42	90	(61,301)		(66,908)	528,981	42
43		2,888,852	767,575	3,433,008	47,626,015	43

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

1. Show in columns (b) and (e), for each primary account, the depreciation base used to compute depreciation charges for the month of January, and in columns (c) and (f), the depreciation charges for the month of December. In columns (d) and (g) show the composite rates used in computing depreciation charges for December, and on lines 30 and 39 of these columns show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used in computing the charges for December, and dividing that total by the total depreciation base for the same month. The depreciation base should not include cost of equipment used, but not owned, when the rents are included in rent for equipment and account nos. 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00, and 35-25-00. It should include cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment, accounts nos. 32-21-00, 32-22-00, 32-23-00, 32-25-00, 36-21-00, 36-22-00, 36-23-00, and 36-25-00., inclusive. Composite rates used should be those prescribed or authorized by the Board, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates. If any changes in rates were effective during the year, give particulars in a footnote.
2. All leased property may be combined and one composite rate computed for each primary account, or a separate schedule may be included for each such property.
3. Show in columns (e), (f), and (g) data applicable to lessor property, when the rent therefor is included in accounts nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
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 % (d)	Depreciation Base		Annual composite rate % (g)	
		At beginning of year (b)	At close of year (c)		At beginning of year (e)	At close of year (f)		
	ROAD							
1	(3) Grading	2,503,248	10,332,395	1.03%				1
2	(4) Other right-of-way expenditures	40,743	33,688	3.13%				2
3	(5) Tunnels and subways	109,179	513,040	1.67%				3
4	(6) Bridges, trestles and culverts	2,442,972	3,411,112	1.70%				4
5	(7) Elevated structures	-	-	0.00%				5
6	(8) Ties	5,031,909	4,339,074	3.33%	TOTAL ROAD AND			6
7	(9) Rail and other track material	11,191,408	8,444,200	3.33%	EQUIPMENT LEASED FROM			7
8	(11) Ballast	4,075,627	2,927,420	3.68%	OTHERS IS LESS THAN 5%			8
9	(13) Fences, snowsheds and signs	79,454	94,876	1.35%				9
10	(16) Station and office buildings	661,349	336,462	2.70%	OF TOTAL OWNED			10
11	(17) Roadway buildings	45,523	25,327	4.25%				11
12	(18) Water stations	5,783	3,280	1.82%				12
13	(19) Fuel stations	380,977	302,534	3.39%				13
14	(20) Shops and enginehouses	654,492	490,267	2.10%				14
15	(22) Storage warehouses	-	-	0.00%				15
16	(23) Wharves and docks	14,078	15,859	2.21%				16
17	(24) Coal and ore wharves	12,252	14,842	3.08%				17
18	(25) TOFC/COFC terminals	1,244,246	935,381	3.11%				18
19	(26) Communications systems	946,963	542,588	4.55%				19
20	(27) Signals and interlockers	2,625,754	1,129,229	-3.88%				20
21	(29) Power plants	3,113	1,768	5.07%				21
22	(31) Power transmission systems	32,855	27,774	2.83%				22
23	(35) Miscellaneous structures	34,782	31,306	4.70%				23
24	(37) Roadway machines	522,934	361,455	5.45%				24
25	(39) Public improvements - construction	531,766	541,088	2.22%				25
26	(44) Shop machinery	227,864	165,927	4.15%				26
27	(45) Power plant machinery	3,429	109	-103.55%				27
28	All other road accounts	-	-					28
29	Amortization (other than def. projects)	-	-					29
30	TOTAL ROAD	33,422,500	35,020,981	2.29%				30
	EQUIPMENT							
31	(52) Locomotives	5,411,895	3,223,851	6.43%				31
32	(53) Freight train cars	1,645,768	1,038,201	2.66%				32
33	(54) Passenger train cars	-	-	0.00%				33
34	(55) Highway revenue equipment	15,154	3,422	-8.70%				34
35	(56) Floating equipment	-	-	0.00%				35
36	(57) Work equipment	249,059	242,049	3.38%				36
37	(58) Miscellaneous equipment	394,582	57,819	18.32%				37
38	(59) Computer systems & WP equipment	864,299	1,811,460	16.95%				38
39	TOTAL EQUIPMENT	8,380,757	6,176,802	8.21%				39
40	GRAND TOTAL	41,803,257	41,197,783	N/A			NA	40

Notes: Annual composite rate includes the purchase accounting fair valuation of assets due to acquisition of BNSF by Berkshire Hathaway.
Column (b) Balance at Beginning of Year was restated by \$715,535 on lines 31 and 32 for locomotive and freight train cars.

335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

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

Notes and Remarks

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)		
ROAD									
1		(3) Grading	335,779	93,340	9,691	10,530	339,601	88,679	1
2		(4) Other right-of-way expenditures	11,050	1,388	-	1,006	11,081	351	2
3		(5) Tunnels and subways	29,964	8,415	-	187	30,100	8,092	3
4		(6) Bridges, trestles and culverts	321,832	60,218	-	17,906	314,902	49,242	4
5		(7) Elevated structures	-	-	-	-	-	-	5
6		(8) Ties	1,745,612	284,011	2,415	210,309	1,771,538	50,191	6
7		(9) Rail and other track material	2,628,039	355,397	4,775	49,390	2,686,802	252,019	7
8		(11) Ballast	1,035,755	141,808	1,905	170,411	1,052,754	(43,697)	8
9		(13) Fences, snowsheds and signs	11,739	1,571	-	413	11,873	1,024	9
10		(16) Station and office buildings	239,317	16,134	1,675	1,934	243,068	12,124	10
11		(17) Roadway buildings	24,042	1,843	191	(130)	24,273	1,933	11
12		(18) Water stations	4,042	128	-	(29)	4,076	123	12
13		(19) Fuel stations	99,667	13,469	-	919	101,177	11,040	13
14		(20) Shops and enginehouses	174,495	13,432	881	945	176,116	11,747	14
15		(22) Storage warehouses	-	-	-	-	-	-	15
16		(23) Wharves and docks	192	815	-	499	(285)	793	16
17		(24) Coal and ore wharves	5,555	596	-	-	5,585	566	17
18		(25) TOFC/COFC terminals	271,109	36,781	-	(15)	250,400	57,505	18
19		(26) Communications systems	292,128	34,142	3,545	(10,956)	293,921	46,850	19
20		(27) Signals and interlockers	545,994	(58,602)	-	(15,566)	554,713	(51,755)	20
21		(29) Power plants	2,213	192	-	-	2,221	184	21
22		(31) Power transmission systems	11,528	1,058	-	12	11,652	922	22
23		(35) Miscellaneous structures	24,369	2,458	-	59	24,388	2,380	23
24		(37) Roadway machines	197,412	27,256	2,830	9,003	200,241	18,254	24
25		(39) Public improvements - const.	88,697	13,682	-	6,730	89,801	5,848	25
26		(44) Shop machinery	101,733	10,086	662	27	102,629	9,825	26
27		(45) Power plant machinery	294	(426)	-	35	273	(440)	27
28		All other road accounts	-	-	-	-	-	-	28
29		Amortization (adjustments)	-	-	-	-	-	-	29
30		TOTAL ROAD	8,202,557	1,059,192	28,570	453,619	8,302,900	533,800	30
EQUIPMENT									
31		(52) Locomotives	1,967,347	327,802	2,038	59,835	1,995,058	242,294	31
32		(53) Freight train cars	430,717	40,455	-	47,257	429,870	(5,955)	32
33		(54) Passenger train cars	-	-	-	-	-	-	33
34		(55) Highway revenue equipment	10,378	(1,496)	-	(1)	10,206	(1,323)	34
35		(56) Floating equipment	-	-	-	-	-	-	35
36		(57) Work equipment	73,256	9,790	1,040	966	74,076	9,044	36
37		(58) Miscellaneous equipment	224,431	41,181	4,508	67,890	222,207	(19,977)	37
38		(59) Computer systems & WP equip.	340,119	265,945	29,130	51,835	299,424	283,935	38
39		Amortization (adjustments)	-	-	-	-	-	-	39
40		TOTAL EQUIPMENT	3,046,248	683,677	36,716	227,782	3,030,841	508,018	40
41		GRAND TOTAL	11,248,805	1,742,869	65,286	681,401	11,333,741	1,041,818	41

NOTE: Credits in Column (d) represent transfers from depreciation expense to inventory and capital accounts to recognize allocated overhead costs. Amounts in Column (f) represent the accumulated depreciation write-off net of retirements due to acquisition of BNSF by Berkshire Hathaway.

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 accounts arising from retirements. In column (f), enter amounts paid to lessor.
3. Any inconsistencies between credits to account, charges to operating expenses, and payment to lessors should be fully explained.
4. Required disclosure may be omitted 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)		
		ROAD							
1		(3) Grading							1
2		(4) Other right-of-way expenditures							2
3		(5) Tunnels and subways							3
4		(6) Bridges, trestles and culverts							4
5		(7) Elevated structures							5
6		(8) Ties							6
7		(9) Rail and other track material							7
8		(11) Ballast							8
9		(13) Fences, snowsheds and signs							9
10		(16) Station and office buildings							10
11		(17) Roadway buildings							11
12		(18) Water stations							12
13		(19) Fuel stations		N/A BASED ON 5% RULE					13
14		(20) Shops and enginehouses							14
15		(22) Storage warehouses							15
16		(23) Wharves and docks							16
17		(24) Coal and ore wharves							17
18		(25) TOFC/COFC terminals							18
19		(26) Communications systems							19
20		(27) Signals and interlockers							20
21		(29) Power plants							21
22		(31) Power transmission systems							22
23		(35) Miscellaneous structures							23
24		(37) Roadway machines							24
25		(39) Public Improvements - const.							25
26		(44) Shop machinery *							26
27		(45) Power plant machinery							27
28		All other road accounts							28
29		Amortization (adjustments)							29
30		TOTAL ROAD							30
		EQUIPMENT							
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 & WP equip.							38
39		Amortization (adjustments)							39
40		TOTAL EQUIPMENT							40
41			None					None	41

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

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

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

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

3. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for the discontinuance of accruals should be shown in a footnote indicating the account(s) affected.

4. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, 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)		
	ROAD				
1	(3) Grading				1
2	(4) Other right-of-way expenditures				2
3	(5) Tunnels and subways				3
4	(6) Bridges, trestles, and culverts				4
5	(7) Elevated structures				5
6	(8) Ties				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	N/A BASED ON 5% RULE			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	Amortization (Adjustments)				29
30	TOTAL ROAD				30
	EQUIPMENT				
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 equip.				38
39	Amortization Adjustments				39
40	TOTAL EQUIPMENT				40
41	GRAND TOTAL	102,094	60,548		41

*To be reported with equipment expenses rather than W&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 credits to the reserve as shown in column (c) and charges to operating expenses should be fully explained on page 39.
4. Show in column (e) the debits to the reserve arising from retirements. These debits should not exceed investment, etc.
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.	
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)			
ROAD										
1		(3) Grading							1	
2		(4) Other right-of-way expenditures							2	
3		(5) Tunnels and subways	TOTAL IMPROVEMENTS TO ROAD LEASED FROM OTHERS IS LESS THAN 5%							3
4		(6) Bridges, trestles and culverts	OF TOTAL ROAD OWNED							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, snowsheds and signs							9	
10		(16) Station and office buildings							10	
11		(17) Roadway buildings							11	
12		(18) Water stations							12	
13		(19) Fuel stations							13	
14		(20) Shops and enginehouses							14	
15		(22) Storage warehouses							15	
16		(23) Wharves and docks							16	
17		(24) Coal and ore wharves							17	
18		(25) TOFC/COFC terminals							18	
19		(26) Communications systems							19	
20		(27) Signals and interlockers							20	
21		(29) Power plants							21	
22		(31) Power transmission systems							22	
23		(35) Miscellaneous structures							23	
24		(37) Roadway machines							24	
25		(39) Public improvements - const.							25	
26		(44) Shop machinery *							26	
27		(45) Power plant machinery							27	
28		All other road accounts							28	
29		TOTAL ROAD							29	
EQUIPMENT										
30		(52) Locomotives							30	
31		(53) Freight train cars	TOTAL IMPROVEMENTS TO EQUIPMENT LEASED FROM OTHERS IS LESS THAN							31
32		(54) Passenger train cars	5% OF TOTAL EQUIPMENT OWNED							32
33		(55) Highway revenue equipment							33	
34		(56) Floating equipment							34	
35		(57) Work equipment							35	
36		(58) Miscellaneous equipment							36	
37		(59) Computer systems & WP equip.							37	
38		TOTAL EQUIPMENT							38	
39		GRAND TOTAL	40,666	9,903		1,990	43,347	5,232	39	

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

NOTES AND REMARKS FOR SCHEDULE 342

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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 included in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent. If the base for road is other than the original cost or estimated original cost as found by the Board's Office of Economic and Environmental Analysis, brought to a current date by the respondent from its Order No. 3 records and accounts, or is other than ledger value for equipment, a full explanation should be given.
3. In column (d) show the composite rates used to compute depreciation for December, and on lines 29 and 38 of this column show the composite percentage of all road and equipment accounts, respectively, ascertained by applying the primary account composite rates to the depreciation base used to compute depreciation for December and dividing the total also computed by the depreciation base.
4. If depreciation accruals have been discontinued for any account, the depreciation base should be reported, nevertheless, in support of depreciation reserves. Authority for discontinuance of accruals should be shown in a footnote, indicating the effected account(s).
5. Disclosures in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased to others represents less than 5% of total road owned or total equipment owned, respectively. However, line 39, Grand Total, should be completed.

Line No.	Account (a)	Depreciation Base		Annual composite rate (percent) (d)	Line No.
		Beginning of year (b)	Close of year (c)		
	ROAD				
1	(3) Grading	ALL DEPRECIATION EXPENSE FOR OWNED ROAD AND			1
2	(4) Other right-of-way expenditures	EQUIPMENT LEASED TO OTHERS IS RECORDED IN BNSF'S			2
3	(5) Tunnels and subways	OPERATING EXPENSE AND TOTAL ROAD AND EQUIPMENT			3
4	(6) Bridges, trestles and culverts	LEASED TO OTHERS IS LESS THAN 5% OF TOTAL OWNED			4
5	(7) Elevated structures	ROAD AND EQUIPMENT.			5
6	(8) Ties				6
7	(9) Rail and other track material				7
8	(11) Ballast				8
9	(13) Fences, snowsheds and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communications systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements - const.				25
26	(44) Shop machinery *				26
27	(45) Power plant machinery				27
28	All other road accounts				28
29	TOTAL ROAD				29
	EQUIPMENT				
30	(52) Locomotives				30
31	(53) Freight train cars				31
32	(54) Passenger train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment				36
37	(59) Computer systems & WP equip.				37
38	TOTAL EQUIPMENT				38
39	GRAND TOTAL	420,089	293,010		39

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

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year		DEBITS TO RESERVE During the year		Balance at close of year (g)	Line No.	
				Charges to operating expenses (c)	Other credits (d)	Retirements (e)	Other debits (f)			
ROAD										
1		(3) Grading							1	
2		(4) Other right-of-way expenditures		TOTAL ROAD LEASED TO OTHERS IS LESS THAN 5%						2
3		(5) Tunnels and subways		OF TOTAL ROAD OWNED.						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, snowsheds and signs							9	
10		(16) Station and office buildings							10	
11		(17) Roadway buildings							11	
12		(18) Water stations							12	
13		(19) Fuel stations							13	
14		(20) Shops and enginehouses							14	
15		(22) Storage warehouses							15	
16		(23) Wharves and docks							16	
17		(24) Coal and ore wharves							17	
18		(25) TOFC/COFC terminals							18	
19		(26) Communications systems							19	
20		(27) Signals and interlockers							20	
21		(29) Power plants							21	
22		(31) Power transmission systems							22	
23		(35) Miscellaneous structures							23	
24		(37) Roadway machines							24	
25		(39) Public improvements - const.							25	
26		(44) Shop machinery *							26	
27		(45) Power plant machinery							27	
28		All other road accounts							28	
29		TOTAL ROAD							29	
EQUIPMENT										
30		(52) Locomotives							30	
31		(53) Freight train cars		TOTAL EQUIPMENT LEASED TO OTHERS IS LESS THAN 5%						31
32		(54) Passenger train cars		OF TOTAL EQUIPMENT OWNED.						32
33		(55) Highway revenue equipment							33	
34		(56) Floating equipment							34	
35		(57) Work equipment							35	
36		(58) Miscellaneous equipment							36	
37		(59) Computer systems & WP equip.							37	
38		TOTAL EQUIPMENT							38	
39		GRAND TOTAL	180,135					9,199	39	

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

Line No.	Class (See Ins. 2) (a)	Name of company (b)	Miles of road used (See Ins. 4) (whole number) (c)	Investments in property (See Ins. 5) (d)	Depreciation & amortization of defense projects (See Ins. 6) (e)	Line No.
1	R	The Burlington Northern and Santa Fe Railway Company	23,004	47,626,015	1,041,818	1
2						2
3		Add Leased from Others:				3
4	L	Dayton, TX - Yard	***	**	*	4
5	L	Copper City, MT	51	**	*	5
6		Total Leased from Others	51			6
7						7
8		Deduct Leased to Others:				8
9	O	Timber Rock Railroad (TIBR) - Silsbee, TX Yard	***	7,121	291	9
10	O	Portland & Western Railroad (PNWR) - Salem Yard, Albany Yard, Eugene Yard	***	976	67	10
11	O	Alabama & Gulf Coast Railway (AGR) - Mobile Yard, AL	***	529	22	11
12	O	METRA - Aurora, IL Yard	***	354	11	12
13	O	Timber Rock Railroad (TIBR) - Silsbee, TX to Tenaha, TX	129	38,805	149	13
14	O	South Kansas and Oklahoma Railroad (SKOL) - Pittsburg to Cherokee, KS	6	910	2	14
15	O	Portland & Western Railroad (PNWR) - Quincy to Eugene, OR	77	12,515	385	15
16	O	Burlington Junction (BJRY) - Quincy, IL to Marblehead, IL	6	1,739	409	16
17	O	Alabama & Gulf Coast Railway (AGR) - Bucks, AL to Mobile, AL	22	238	18	17
18	O	Southwestern Railroad (SW) - Clovis, NM to Loving, NM	196	22,759	922	18
19	O	Southwestern Railroad (SW) - Rincon, NM to Deming, NM	53	4,189	157	19
20	O	Southwestern Railroad (SW) - MCC Jct - NMPI	5	1,476	63	20
21	O	Kettle Falls International Railway (KFR) - Chewallah, WA to Columbia Gardens, BC & Kettle Falls, WA	53	12,129	307	21
22	O	Southwestern Railroad (SW) - Carlsbad, NM to Eddy Potash	20	41	2	22
23	O	KAW River Railroad (KAW) - Birmingham to Kearney, MO	16	5,219	45	23
24	O	Mission Mountain Railroad (MMT) - Columbia Falls to Kalispell, MT	16	239	46	24
25	O	Northern Lines (NLR) - St. Cloud to East St. Cloud & St. Cloud to Cold Springs, MN	23	179	(6)	25
26	O	Yellowstone Valley RR (YSVR) - Bainville to Scobey, MT & Glendive to Snowden, MT	172	15,440	674	26
27	O	R.J. Corman - Tennessee Yard (Memphis Terminal) and Airport Park	***	75,825	1,801	27
28	O	Dakota Northern Railroad (DNR) - Grafton to Waltham & Grafton to Glasston, ND	70	2,764	131	28
29	O	Central Washington Railroad - Gibbon, WA to Granger, WA	29	1,641	45	29
30	O	Industry (INDY) - Reno Jct., WY to Jacobs Jct., WY	5	1,918	109	30
31	O	Tacoma Rail (TRMW) - Lakeview, WA to Nisqually, WA	11	3	14	31
32	O	Minnesota National Guard (MNG) - Little Falls, MN to Camp Riley, MN	8	92	25	32
33	O	Minnesota Commercial Railway Company (MNNR) - E MPLS M&D Jct	10	(383)	83	33
34	O	Industry (INDY) - Red Oak, IA	2	97	3	34
35	O	Industry (INDY) - Red Cloud, NE	3	223	3	35
36	O	Alabama & Gulf Coast Railway (AGR) - Columbus to Whitbury, MS	5	634	(13)	36
37	O	Nebraska, Kansas & Colorado Railway (NKCR) - Imperial Sub	48	(327)	150	37
38	O	Stillwater Central Railroad (SLWC) - Greig, OK to Wheatland, OK	10	1,550	77	38
39	O	Union Pacific Railroad (UP) - Marton to Hulbert, AR	5	233	14	39
40	O	Canadian National (CN) - Fraser River Jct, BC to Vancouver, BC	15	39,738	463	40
41	O	Central Washington Railroad (CWA) - Yakima to Moxee City, WA	11	1,987	49	41
42	O	Chicago Lumber District (CLRY) - Chicago, IL Lumber District Yard	***	1,424	71	42
43	O	Blue Mountain Railroad (BLMR) - Wallula Jct, WA to Zanger, WA	4	405	22	43
44	O	Missouri & Valley Park Railroad (M&VP) - Yard	***	3,788	144	44
45	O	Richmond Pacific Railroad Corporation (RPRC) - Yard	***	37,595	1,657	45
46	O	Minnesota Northern Railroad (MNN) - Yard	***	398	34	46
47	O	Tacoma Rail (TRMW) - Tacoma, WA to Lakeview, WA	7	436	14	47
48	O	Tacoma Rail (TRMW) - Olympia WA to Belmore, WA, and St. Clair, WA to Quadlok, WA	10	370	(2)	48
49	O	York Canyon, CO	12	694	8	49
50		Total Leased to Others	1,059	295,943	8,466	50
51						51
52		Deduct Operated by Others:				52
53	O	Grainbelt Corporation (GNBC)	186	950	337	53
54	O	Red River Valley & Western Railway (RRVW)	681	(3,883)	396	54
55		Total Operated by Others	867	(2,933)	733	55
56		Net Deductions	(1,875)	(293,010)	(9,199)	56
57		TOTAL	21,129	47,333,005	1,032,619	57

- * Depreciation not available to respondent.
- ** Investment not available to respondent.
- *** Miles of road used not available to respondent.

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

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

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	5,899,251			(56,911)	1
2		(3) Grading	10,332,395			(13,358)	2
3		(4) Other right-of-way expenditures	33,688			(289)	3
4		(5) Tunnels and subways	513,040			(252)	4
5		(6) Bridges, trestles and culverts	3,411,112			(17,821)	5
6		(7) Elevated structures	-			-	6
7		(8) Ties	4,339,074			(37,981)	7
8		(9) Rail and other track material	8,444,200			(59,364)	8
9		(11) Ballast	2,927,420			(15,336)	9
10		(13) Fences, snowsheds and signs	94,876			(668)	10
11		(16) Station and office buildings	336,462			(4,207)	11
12		(17) Roadway buildings	25,327			(68)	12
13		(18) Water stations	3,260			2	13
14		(19) Fuel stations	302,534			(6,556)	14
15		(20) Shops and enginehouses	490,267			(8,628)	15
16		(22) Storage warehouses	-			-	16
17		(23) Wharves and docks	15,859			-	17
18		(24) Coal and ore wharves	14,842			-	18
19		(25) TOFC/COFC terminals	935,381			(56,653)	19
20		(26) Communications systems	542,588			(3,356)	20
21		(27) Signals and interlockers	1,129,229			(7,311)	21
22		(29) Power plants	1,768			-	22
23		(31) Power transmission systems	27,774			(587)	23
24		(35) Miscellaneous structures	31,306			1	24
25		(37) Roadway machines	361,455			-	25
26		(39) Public improvements - construction	541,088			(2,387)	26
27		(44) Shop machinery	165,927			(1,141)	27
28		(45) Power plant machinery	109			-	28
29		Leased property (capitalized rentals)	-			-	29
30		Other (specify and explain)	-			-	30
31		TOTAL ROAD	40,920,232			(292,871)	31
32		(52) Locomotives	3,223,851			-	32
33		(53) Freight train cars	1,038,201			-	33
34		(54) Passenger train cars	-			-	34
35		(55) Highway revenue equipment	3,422			-	35
36		(56) Floating equipment	-			-	36
37		(57) Work equipment	242,049			-	37
38		(58) Miscellaneous equipment	57,819			-	38
39		(59) Computer systems & WP equipment	1,611,460			(139)	39
40		TOTAL EQUIPMENT	6,176,802			(139)	40
41		(76) Interest during construction	-			-	41
42		(80) Other elements of investment	-			-	42
43		(90) Construction work in progress	528,981			-	43
44		GRAND TOTAL	47,626,015			(293,010)	44

* Includes property leased to and operated by others.

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross Checks

Schedule 410

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

Schedule 210

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

Schedule 414

Line 231, column (f)
 Line 230, column (f)

= Line 19, columns (b) through (d)
 = Line 19, columns (e) through (g)

Schedule 417

Line 507, column (f)
 Line 508, column (f)
 Line 509, column (f)
 Line 510, column (f)
 Line 511, column (f)
 Line 512, column (f)
 Line 513, column (f)
 Line 514, column (f)
 Line 515, column (f)
 Line 516, column (f)
 Line 517, column (f)

= Line 1, column (j)
 = Line 2, column (j)
 = Line 3, column (j)
 = Line 4, column (j)
 = Line 5, column (j)
 = Line 6, column (j)
 = Line 7, column (j)
 = Line 8, column (j)
 = Line 9, column (j)
 = Line 10, column (j)
 = Line 11, column (j)

Schedule 410

Lines 136 through 138, column (f)
 Lines 118 through 123, and 130
 through 135, column (f)

Lines 207, 208, 211, 212, column (f)
 Lines 226, 227, column (f)
 Lines 311, 312, 315, 316, column (f)

Line 213, column (f)
 Line 232, column (f)
 Line 317, column (f)

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

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

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

Schedule 412

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

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) through (d)
 plus line 24, columns (e) through (g)

Schedule 415

= Lines 5, 38, columns (c) and (d)
 = Lines 24, 39, columns (c) and (d)
 = Lines 32, 35, 36, 37, 40, 41,
 columns (c) and (d)

Lines 5, 38, column (b)

Lines 24, 39, column (b)

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

410. RAILWAY OPERATING EXPENSES
(Dollars in Thousands)

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		WAYS & STRUCTURES ADMINISTRATION								
1		Track	61,655	18,409	9,133	15,513	104,710		104,710	1
2		Bridge & building	19,344	5,775	2,865	4,837	32,821		32,821	2
3		Signal	18,130	5,415	2,687	4,537	30,769		30,769	3
4		Communication	8,455	2,525	1,252	2,116	14,348		14,348	4
5		Other	13,298	3,968	1,969	3,326	22,561		22,561	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	39,152	733	25,771	959	66,615		66,615	6
7		Roadway - switching	10,401	195	6,850	255	17,701		17,701	7
8		Tunnels & subways - running			61		61		61	8
9		Tunnels & subways - switching			16		16		16	9
10		Bridges & culverts - running	14,297	711	8,835	1,988	25,831		25,831	10
11		Bridges & culverts - switching	3,792	189	2,349	527	6,857		6,857	11
12		Ties - running	7,163	453	12,395	148	20,159		20,159	12
13		Ties - switching	1,901	120	3,295	39	5,355		5,355	13
14		Rail & other track material - running	71,898	17,180	46,641	3,107	138,826		138,826	14
15		Rail & other track material - switching	19,110	4,564	12,399	826	36,899		36,899	15
16		Ballast - running	4,980	1,232	4,494	602	11,308		11,308	16
17		Ballast - switching	1,330	327	1,195	160	3,012		3,012	17
18		Road property damaged - running	(1)				(1)		(1)	18
19		Road property damaged - switching								19
20		Road property damaged - other								20
21		Signals & interlockers - running	45,691	10,530	12,299	682	69,202		69,202	21
22		Signals & interlockers - switching	12,144	2,789	3,270	180	18,383		18,383	22
23		Communications systems	22,458	8,158	(3,325)	24	27,315		27,315	23
24		Power systems	6	605	1,106		1,717		1,717	24
25		Highway grade crossings - running	1,934	20	1,127		3,081		3,081	25
26		Highway grade crossings - switching	515	7	300		822		822	26
27		Station & office buildings	1,149	2,887	15,980	11	20,027		20,027	27
28		Shop buildings - locomotives	2,113	1,434	6,413	3	9,963		9,963	28
29		Shop buildings - freight cars	602	417	1,856	1	2,876	N/A	2,876	29
30		Shop buildings - other equipment	1,925	1,345	5,997	3	9,270		9,270	30

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
101		Locomotive servicing facilities	1,068	318	8,520		9,906		9,906	101
102		Miscellaneous buildings & structures	7,670	3,625	6,903	11	18,209		18,209	102
103		Coal terminals						N/A		103
104		Ore terminals	401	21	1,313		1,735	N/A	1,735	104
105		Other marine terminals	2,989	137			3,126	N/A	3,126	105
106		TOFC/COFC terminals		20	3,450		3,470	N/A	3,470	106
107		Motor vehicle loading & distribution facilities						N/A		107
108		Facilities for other specialized service operations						N/A		108
109		Roadway machines	3,332	12,520	4,656		20,508		20,508	109
110		Small tools & supplies		33,535	3,410	4,437	41,382		41,382	110
111		Snow removal	10,938	279	397	984	12,598		12,598	111
112		Fringe benefits - running	N/A	N/A	N/A	110,707	110,707		110,707	112
113		Fringe benefits - switching	N/A	N/A	N/A	30,049	30,049		30,049	113
114		Fringe benefits - other	N/A	N/A	N/A	17,394	17,394		17,394	114
115		Casualties & insurance - running	N/A	N/A	N/A	31,778	31,778		31,778	115
116		Casualties & insurance - switching	N/A	N/A	N/A	8,311	8,311		8,311	116
117		Casualties & insurance - other	N/A	N/A	N/A	8,801	8,801		8,801	117
118	*	Lease rentals - debit - running	N/A	N/A	227	N/A	227		227	118
119	*	Lease rentals - debit - switching	N/A	N/A	60	N/A	60		60	119
120	*	Lease rentals - debit - other	N/A	N/A		N/A				120
121	*	Lease rentals - (credit) - running	N/A	N/A		N/A				121
122	*	Lease rentals - (credit) - switching	N/A	N/A		N/A				122
123	*	Lease rentals - (credit) - other	N/A	N/A		N/A				123
124		Joint facility rent - debit - running	N/A	N/A	5,205	N/A	5,205		5,205	124
125		Joint facility rent - debit - switching	N/A	N/A	1,341	N/A	1,341		1,341	125
126		Joint facility rent - debit - other	N/A	N/A	1,341	N/A	1,341		1,341	126
127		Joint facility rent - (credit) - running	N/A	N/A	(9,277)	N/A	(9,277)		(9,277)	127
128		Joint facility rent - (credit) - switching	N/A	N/A	(2,389)	N/A	(2,389)		(2,389)	128
129		Joint facility rent - (credit) - other	N/A	N/A	(2,389)	N/A	(2,389)		(2,389)	129
130	*	Other rents - debit - running	N/A	N/A	6	N/A	6		6	130
131	*	Other rents - debit - switching	N/A	N/A	2	N/A	2		2	131
132	*	Other rents - debit - other	N/A	N/A		N/A				132
133	*	Other rents - (credit) - running	N/A	N/A		N/A				133

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
REPAIRS AND MAINTENANCE - (Continued)										
134	*	Other rents - (credit) - switching	N/A	N/A		N/A				134
135	*	Other rents - (credit) - other	N/A	N/A		N/A				135
136	*	Depreciation - running	N/A	N/A		628,378	628,378		628,378	136
137	*	Depreciation - switching	N/A	N/A		166,323	166,323		166,323	137
138	*	Depreciation - other	N/A	N/A		253,499	253,499		253,499	138
139		Joint facility - debit - running	N/A	N/A	104,350	N/A	104,350		104,350	139
140		Joint facility - debit - switching	N/A	N/A	41,454	N/A	41,454		41,454	140
141		Joint facility - debit - other	N/A	N/A		N/A				141
142		Joint facility - (credit) - running	N/A	N/A	(57,910)	N/A	(57,910)		(57,910)	142
143		Joint facility - (credit) - switching	N/A	N/A	(20,405)	N/A	(20,405)		(20,405)	143
144		Joint facility - (credit) - other	N/A	N/A		N/A				144
145		Dismantling retired road property - running	16		5		21		21	145
146		Dismantling retired road property - switching	4		1		5		5	146
147		Dismantling retired road property - other								147
148		Other - running	60	179	868	1,944	3,051		3,051	148
149		Other - switching	21	48	235	527	831		831	149
150		Other - other	8	29	136	306	479		479	150
151		TOTAL WAY AND STRUCTURES	409,949	140,699	278,740	1,303,293	2,132,681		2,132,681	151
EQUIPMENT										
LOCOMOTIVES										
201		Administration	11,041	4,798	13,736	6,504	36,079		36,079	201
202	*	Repair & maintenance	158,699	126,635	439,794	981	726,109		726,109	202
203	*	Machinery repair	166	1,588	489		2,243		2,243	203
204		Equipment damaged	408	209			617		617	204
205		Fringe benefits	N/A	N/A	N/A	69,676	69,676		69,676	205
206		Other casualties & insurance	N/A	N/A	N/A	10,790	10,790		10,790	206
207	*	Lease rentals - debit	N/A	N/A	288,488	N/A	288,488		288,488	207
208	*	Lease rentals - (credit)	N/A	N/A	(4,314)	N/A	(4,314)		(4,314)	208
209		Joint facility rent - debit	N/A	N/A		N/A				209
210		Joint facility rent - (credit)	N/A	N/A		N/A				210
211	*	Other rents - debit	N/A	N/A		N/A				211
212	*	Other rents - (credit)	N/A	N/A		N/A				212
213	*	Depreciation	N/A	N/A		331,763	331,763		331,763	213
214		Joint facility - debit	N/A	N/A	4,823	N/A	4,823		4,823	214
215		Joint facility - (credit)	N/A	N/A		N/A				215
216	*	Repairs billed to others - (credit)	N/A		(97,436)	N/A	(97,436)		(97,436)	216

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

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Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
217		LOCOMOTIVES - (Continued)								
		Dismantling retired property								217
218		Other		1,159	198	524	1,881		1,881	218
219		TOTAL LOCOMOTIVES	170,314	134,389	645,778	420,238	1,370,719		1,370,719	219
		FREIGHT CARS								
220		Administration	7,555	3,285	9,399	4,450	24,689	N/A	24,689	220
221	*	Repair & maintenance	110,646	167,684	124,986	44,819	448,135	N/A	448,135	221
222	*	Machinery repair	113	1,087	335		1,535	N/A	1,535	222
223		Equipment damaged	179	1		20,975	21,155	N/A	21,155	223
224		Fringe benefits	N/A	N/A	N/A	47,654	47,654	N/A	47,654	224
225		Other casualties & insurance	N/A	N/A	N/A	7,508	7,508	N/A	7,508	225
226	*	Lease rentals - debit	N/A	N/A	257,444		257,444	N/A	257,444	226
227	*	Lease rentals - (credit)	N/A	N/A	(4,915)	N/A	(4,915)	N/A	(4,915)	227
228		Joint facility rent - debit	N/A	N/A		N/A		N/A		228
229		Joint facility rent - (credit)	N/A	N/A		N/A		N/A		229
230	*	Other rents - debit	N/A	N/A	324,899	N/A	324,899	N/A	324,899	230
231	*	Other rents - (credit)	N/A	N/A	(114,560)	N/A	(114,560)	N/A	(114,560)	231
232	*	Depreciation	N/A	N/A	N/A	42,793	42,793	N/A	42,793	232
233		Joint facility - debit	N/A	N/A		N/A		N/A		233
234		Joint facility - (credit)	N/A	N/A		N/A		N/A		234
235	*	Repairs billed to others - (credit)	N/A	N/A	(160,812)	N/A	(160,812)	N/A	(160,812)	235
236		Dismantling retired property						N/A		236
237		Other		792	135	359	1,286	N/A	1,286	237
238		TOTAL FREIGHT CARS	118,493	172,849	436,911	168,558	896,811	N/A	896,811	238
		OTHER EQUIPMENT								
301		Administration	775	338	965	456	2,534		2,534	301
		Repair & maintenance:								
302	*	Trucks, trailers, & containers - revenue service	40	1	16,724	321	17,086	N/A	17,086	302
303	*	Floating equipment - revenue service						N/A		303
304	*	Passenger & other revenue equipment	4,509	1,866	(1)		6,374		6,374	304
305	*	Computers and data processing equipment		1			1		1	305
306	*	Machinery	12	112	35		159		159	306
307	*	Work & other non-revenue equipment	10,662	8,464	6,151	72	25,349		25,349	307
308		Equipment damaged			17,801	575	18,376		18,376	308
309		Fringe benefits	N/A	N/A	N/A	3,716	3,716		3,716	309
310		Other casualties & insurance	N/A	N/A	N/A	1,195	1,195		1,195	310
311	*	Lease rentals - debit	N/A	N/A	11,770		11,770		11,770	311
312	*	Lease rentals - (credit)	N/A	N/A						312

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
OTHER EQUIPMENT (Continued)										
313		Joint facility rent - debit	N/A	N/A		N/A				313
314		Joint facility rent - (credit)	N/A	N/A		N/A				314
315		Other rents - debit	N/A	N/A	29	N/A	29		29	315
316		Other rents - (credit)	N/A	N/A		N/A				316
317		Depreciation	N/A	N/A	N/A	310,139	310,139		310,139	317
318		Joint facility - debit	N/A	N/A	139	N/A	139		139	318
319		Joint facility - (credit)	N/A	N/A		N/A				319
320		Repairs billed to others - (credit)	N/A	N/A		N/A				320
321		Dismantling retired property								321
322		Other		79	14	36	129		129	322
323		TOTAL OTHER EQUIPMENT	15,998	10,861	53,627	316,510	396,996		396,996	323
324		TOTAL EQUIPMENT	304,805	318,099	1,136,316	905,306	2,664,526		2,664,526	324
TRANSPORTATION										
TRAIN OPERATIONS										
401		Administration	100,570	6,807	43,536	17,542	168,455		168,455	401
402		Engine crews	594,623		54,977	17	649,617		649,617	402
403		Train crews	501,298		58,962	74	560,334		560,334	403
404		Dispatching trains	43,292		(378)		42,914		42,914	404
405		Operating signals & interlockers	1	(1)	5,243		5,243		5,243	405
406		Operating drawbridges	3,703				3,703		3,703	406
407		Highway crossing protection	1		8,205		8,206		8,206	407
408		Train inspection & lubrication	54,893				54,893		54,893	408
409		Locomotive fuel		2,784,875			2,784,875		2,784,875	409
410		Electric power produced or purchased for motive power								410
411		Servicing locomotives	48,050	651	(9,936)		38,765		38,765	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A					412
413		Clearing wrecks	2				2		2	413
414		Fringe benefits	N/A	N/A	N/A	456,103	456,103		456,103	414
415		Other casualties & insurance	N/A	N/A	N/A	62,023	62,023		62,023	415
416		Joint facility - debit	N/A	N/A	889	N/A	889		889	416
417		Joint facility - (credit)	N/A	N/A		N/A				417
418		Other	2,429	1,444	554,603	778	559,254		559,254	418
419		TOTAL TRAIN OPERATIONS	1,348,862	2,793,776	716,101	538,537	5,395,276		5,395,276	419
YARD OPERATIONS										
420		Administration	9,143	675	3,959	1,604	15,381		15,381	420
421		Switch crews	261,379	47	39,130		300,556		300,556	421

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
422		YARD OPERATIONS (Continued)								
		Controlling operations	33,815		883		34,698		34,698	422
423		Yard and terminal clerical	61	438	885	559	1,943		1,943	423
424		Operating switches, signals, retarders, & humps								424
425		Locomotive fuel		101,305			101,305		101,305	425
426		Electric power electric power produced or purchased for motive power								426
427		Servicing locomotives	9,603				9,603		9,603	427
428		Freight lost or damaged - solely related	N/A	N/A	N/A					428
429		Clearing wrecks			55,530		55,530		55,530	429
430		Fringe benefits	N/A	N/A	N/A	125,192	125,192		125,192	430
431		Other casualties & insurance	N/A	N/A	N/A	14,393	14,393		14,393	431
432		Joint facility - debit	N/A	N/A	14,470		14,470		14,470	432
433		Joint facility - (credit)	N/A	N/A						433
434		Other		12	150		162		162	434
435		TOTAL YARD OPERATIONS	314,001	102,477	115,007	141,748	673,233		673,233	435
		TRAIN & YARD OPERATIONS COMMON:								
501		Cleaning car interiors	2,323	51	4,398	N/A	6,772		6,772	501
502		Adjusting & transferring loads			10,035	N/A	10,035	N/A	10,035	502
503		Car loading devices & grain docks				N/A		N/A		503
504		Freight lost or damaged - all other	N/A	N/A	N/A	(6)	(6)		(6)	504
505		Fringe benefits	N/A	N/A	N/A	1,075	1,075		1,075	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON:	2,323	51	14,433	1,069	17,876		17,876	506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	2,293	151	990	399	3,833	N/A	3,833	507
508	*	Pickup & delivery and marine line haul			26,886	203	27,089	N/A	27,089	508
509	*	Loading & unloading and local marine		19,396	274,630	194	294,220	N/A	294,220	509
510	*	Protective services	526	8,627	313	250	9,716	N/A	9,716	510
511	*	Freight lost or damaged - solely related	N/A	N/A	N/A			N/A		511
512	*	Fringe benefits	N/A	N/A	N/A	1,161	1,161	N/A	1,161	512
513	*	Casualties & insurance	N/A	N/A	N/A	243	243	N/A	243	513
514	*	Joint facility - debit	N/A	N/A		N/A		N/A		514
515	*	Joint facility - (credit)	N/A	N/A		N/A		N/A		515
516	*	Other						N/A		516
517	*	TOTAL SPECIALIZED SERVICE OPERATIONS	2,819	28,174	302,819	2,450	336,262	N/A	336,262	517

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

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		ADMINISTRATIVE support OPERATIONS:								
518		Administration	116,562	7,713	50,475	23,758	198,508		198,508	518
519		Employees performing clerical & accounting function	13,050	651	3,418	318	17,437		17,437	519
520		Communication systems operations	726	111	17,341		18,178		18,178	520
521		Loss & damage claims processing								521
522		Fringe benefits	N/A	N/A	N/A	36,037	36,037		36,037	522
523		Casualties & insurance	N/A	N/A	N/A	6,343	6,343		6,343	523
524		Joint facility - debit	N/A	N/A		N/A				524
525		Joint facility - (credit)	N/A	N/A		N/A				525
526		Other		547			547		547	526
527		TOTAL ADMINISTRATIVE support OPERATIONS	130,338	9,022	71,234	66,456	277,050		277,050	527
528		TOTAL TRANSPORTATION	1,798,343	2,933,500	1,219,594	748,260	6,699,697		6,699,697	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	41,603	4,928	45,880	36,277	128,688		128,688	601
602		Accounting, auditing, & finance	41,677	574	9,795	1,409	53,455		53,455	602
603		Management services & data processing	26,314	603	110,051	1,309	138,277		138,277	603
604		Marketing	32,322	813	7,789	6,357	47,281		47,281	604
605		Sales	32,322	812	7,788	6,357	47,279		47,279	605
606		Industrial development	2,645	12	1,576	798	5,031	N/A	5,031	606
607		Personnel & labor relations	21,630		905	752	23,287		23,287	607
608		Legal & secretarial	17,386	742	63,202	2,991	84,321		84,321	608
609		Public relations & advertising	2,076	1,894	1,188	3,697	8,855		8,855	609
610		Research & development								610
611		Fringe benefits	N/A	N/A	N/A	97,523	97,523		97,523	611
612		Casualties & insurance	N/A	N/A	N/A	5,815	5,815		5,815	612
613		Writedown of uncollectible accounts	N/A	N/A	N/A	1,145	1,145		1,145	613
614		Property taxes	N/A	N/A	N/A	211,509	211,509		211,509	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	7,729	7,729		7,729	615
616		Joint facility - debit	N/A	N/A	7,071		7,071		7,071	616
617		Joint facility - (credit)	N/A		(1,945)		(1,945)		(1,945)	617
618		Other	21,825		4,940	242,826	269,591		269,591	618
619		TOTAL GENERAL AND ADMINISTRATIVE	239,800	10,378	258,240	626,494	1,134,912		1,134,912	619
620	*	TOTAL CARRIER OPERATING EXPENSE	2,752,897	3,402,676	2,892,890	3,583,353	12,631,816		12,631,816	620

412. WAY AND STRUCTURES

(Dollars in Thousands)

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

Line No.	Cross Check	Property Account	Category (a)	Depreciation (b)	Lease/rentals (net) (c)	Amortization adjustment during year (d)	Line No.
1		2	Land for transportation purposes	-			1
2		3	Grading	93,252			2
3		4	Other right-of-way expenditures	1,388			3
4		5	Tunnels and subways	8,415			4
5		6	Bridges, trestles and culverts	60,218			5
6		7	Elevated structures	-			6
7		8	Ties	283,746			7
8		9	Rail and other track material	355,064			8
9		11	Ballast	141,675			9
10		13	Fences, snowsheds and signs	1,571			10
11		16	Station and office buildings	16,119			11
12		17	Roadway buildings	1,841			12
13		18	Water stations	128			13
14		19	Fuel stations	13,469			14
15		20	Shops and enginehouses	13,420			15
16		22	Storage warehouses	-			16
17		23	Wharves and docks	815			17
18		24	Coal and ore wharves	596			18
19		25	TOFC/COFC terminals	36,781			19
20		26	Communications systems	34,110			20
21		27	Signals and interlockers	(58,602)			21
22		29	Power plants	192			22
23		31	Power transmission systems	1,058			23
24		35	Miscellaneous structures	2,458			24
25		37	Roadway machines	27,230			25
26		39	Public improvements; construction	13,682			26
27		45	Power plant machines	(426)			27
28			Other lease/rentals		295	N/A	28
29			TOTAL	1,048,200	295		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 (f). 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 Part No. 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.
- NOTE: Mechanical designations for each car type are shown in Schedule 710.

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per Diem Basis			GROSS AMOUNTS PAYABLE Per Diem Basis			Line No.
			Private Line Cars (b)	Mileage (c)	Time (d)	Private Line Cars (e)	Mileage (f)	Time (g)	
CAR TYPES									
1		Box - Plain 40 Foot	-						1
2		Box - Plain 50 Foot and Longer	-	-	1	1,498	785	1,824	2
3		Box - Equipped	-	2,646	7,024	10,962	9,702	17,486	3
4		Gondola - Plain	-	739	640	4,711	1,392	1,734	4
5		Gondola - Equipped	-	1,361	4,159	1	3,406	5,738	5
6		Hopper - Covered	-	17,784	26,980	4,569	5,324	15,443	6
7		Hopper - Open Top - General Service	-	687	2,692	165	573	1,223	7
8		Hopper - Open Top - Special Service	-	4,259	2,631	586	27	75	8
9		Refrigerator - Mechanical	-	928	2,433	2	53	127	9
10		Refrigerator - Nonmechanical	-	952	2,074	-	412	1,011	10
11		Flat - TOFC/COFC	-	9,155	20,386	121,829	8,038	16,899	11
12		Flat - Multi-Level	-	1,248	3,223	25,872	2,357	7,693	12
13		Flat - General Service	-	6	15	28	71	65	13
14		Flat - Other	-	939	1,356	23,937	3,456	5,443	14
15		Tank - Under 22,000 Gallons	-	1	3	2,927	-	-	15
16		Tank - 22,000 Gallons and Over	-	5	12	(94)	-	-	16
17		All Other Freight Cars	-	3	17	-	53	164	17
18		Auto Racks	-	-	201	16,409	-	923	18
19		TOTAL FREIGHT TRAIN CARS	-	40,713	73,847	213,402	35,649	75,848	19
OTHER FREIGHT CARRYING EQUIPMENT									
20		Refrigerated Trailers	-	-	-	-	-	-	29
21		Other Trailers	-	-	-	-	-	-	21
22		Refrigerated Containers	-	-	-	-	-	-	22
23		Other Containers	-	-	-	-	-	-	23
24	*	TOTAL TRAILERS AND CONTAINERS	-	-	-	-	-	-	29
25		GRAND TOTAL (Lines 19 and 24)	-	40,713	73,847	213,402	35,649	75,877	25

NOTES AND REMARKS

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GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE TO SCHEDULE 415

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

Note: Lines 216, 235, and 320 of Schedule 410 are credit amounts.
The allocation of freight car repair expenses reportable on Schedule 415 by car types shall be in accordance with Instruction 2-21, Freight train repair costing, 49 CFR 1201.
4. Depreciation expense for each class of equipment by car type shall be reported in columns (c) and (d). For improvements on leased property, Accounts 732 and 733, use a supplementary Schedule 415, which will relate to Schedules 340 and 342.
Depreciation charges reported in columns (c) and (d) will balance to Schedule 410, column (f) as follows:
 - (a) Locomotives, lines 5 and 38, compared to Schedule 410, line 213.
 - (b) Freight cars, lines 24 and 39, compared to Schedule 410, line 232.
 - (c) Sum of highway equipment (line 32), floating equipment (line 35), passenger and other revenue equipment (line 36), computer and data processing equipment (line 37), machinery-other equipment (line 40), and work and other non-revenue equipment (line 41), compared to Schedule 410, line 317.
5. Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item. The net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 39, column (c), of Schedule 335.
6. Lease/rentals reported in column (f) should balance to column (f) of Schedule 410 as follows:
 - (a) Locomotives, lines 5 and 38, compared to Schedule 410, lines 207, 208, 211, and 212.
 - (b) Freight cars, lines 24 and 39, compared to Schedule 410, lines 226 and 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 415, and are not included in Schedule 415).
 - (c) Sum of lease/rentals for all other equipment, lines 32, 35, 36, 37, 40, and 41, will balance to Schedule 410, lines 311, 312, 315, and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414. Therefore, both Schedules 414 and 415 should be used when balancing lease/rentals other equipment to Schedule 410. Do not report in Schedule 415, the trailer and container rentals reported in Schedule 414.
7. Investment base by types of equipment shall be reported in columns (g) and (h) and should not include the cost of equipment used but not owned when rents therefore are included in the rent for equipment and Account Nos. 31-21-00, 31-22-00, 31-23-00, 35-21-00, 35-22-00, and 35-23-00. It should include the cost of equipment owned and leased to others when the rents are included in the rent for Equipment Account Nos. 32-21-00, 32-22-00, 32-23-00, 36-21-00, 36-22-00, and 36-23-00.
Property used but not owned should also be included when the rent is included in Account Nos. 31-12-00, 31-13-00, 31-21-00, 31-22-00, and 31-23-00, inclusive.
The grand total of each equipment account in column (h) of Schedule 330 should equal the totals of line items constituting the equipment account totals of columns (g) and (h) of Schedule 415.
8. Accumulated depreciation for each class of equipment shall be reported in columns (i) and (j). The grand total of each equipment reserve account in column (g), Schedule 335, shall equal the combined aggregate total accumulated depreciation for line items constituting the corresponding equipment accounts reported in columns (i) and (j), on Schedule 415.

415. SUPPORTING SCHEDULE - EQUIPMENT							
(Dollars in Thousands)							
Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation		Amortization Adjustment net during year (e)	Line No.
				Owned (c)	Capitalized lease (d)		
1		LOCOMOTIVES					1
		Diesel Locomotives - Yard					
2		Diesel Locomotives - Road	628,673	188,098	103,647		2
3		Other Locomotives - Yard		34,269			3
4		Other Locomotives - Road					4
5	*	TOTAL LOCOMOTIVES	628,673	222,367	103,647		5
6		FREIGHT TRAIN CARS					
		Box - Plain 40 foot		1			6
7		Box - Plain 50 foot and longer	1,379	(12)			7
8		Box - Equipped	19,735	2,209			8
9		Gondola - Plain	64,147	1,906			9
10		Gondola - Equipped	16,029	2,030			10
11		Hopper - Covered	77,015	7,179	3,773		11
12		Hopper - Open Top - General Service	8,704	2,506			12
13		Hopper - Open Top - Special Service	20,598	730	220		13
14		Refrigerator - Mechanical	3,821	20			14
15		Refrigerator - Nonmechanical	1,379	1,990			15
16		Flat - TOFC/COFC	22,436	1,096	2,437		16
17		Flat - Multi-level	201	239	1,902		17
18		Flat - General Service	7,928	31			18
19		Flat - Other	12,438	399	959		19
20		All Other Freight Cars	31,025	172			20
21		Cabooses	287	384			21
22		Auto Racks		1,005			22
23		Miscellaneous Accessories	201	7,683			23
24	*	TOTAL FREIGHT TRAIN CARS	287,323	29,568	9,291		24
25		OTHER EQUIPMENT - REVENUE FREIGHT HIGHWAY EQUIPMENT					
		Refrigerated Trailers	1,538				25
26		Other Trailers	4,955				26
27		Refrigerated Containers					27
28		Other Containers	2,904	(759)			28
29		Bogies					29
30		Chassis	7,689	(737)			30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	17,086	(1,496)			32
33		FLOATING EQUIPMENT - REVENUE SERVICE					
		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
36		OTHER EQUIPMENT					
	*	Passenger & Other Revenue Equipment (Freight Portion)	6,374				36
37	*	Computer Systems & Word Processing Equip.	1	265,945			37
38	*	Machinery - Locomotives	2,243	5,749			38
39	*	Machinery - Freight Cars	1,535	3,934			39
40	*	Machinery - Other Equipment	159	403			40
41	*	Work and Other Nonrevenue Equipment	25,349	(5,298)	50,585		41
42		TOTAL OTHER EQUIPMENT	35,661	270,733	50,585		42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	968,743	521,172	163,523		43

415. SUPPORTING SCHEDULE - EQUIPMENT - (Continued)

Line No.	Cross Check	Lease & rentals (net) (f)	Investment base as of 12/31		Accumulated depreciation as of 12/31		Line No.
			Owned (g)	Capitalized lease (h)	Owned (i)	Capitalized lease (j)	
1							1
2		284,174	1,970,654	1,126,161	130,434	90,202	2
3			127,036		21,658		3
4							4
5	*	284,174	2,097,690	1,126,161	152,092	90,202	5
6			28		(1)		6
7			24		5		7
8		10,644	53,611		(1,024)		8
9			38,650		(884)		9
10		32,823	62,816		(941)		10
11		77,534	229,096	136,017	(3,480)	3,300	11
12			70,904		(1,162)		12
13		22,823	30,060	9,210	(347)	192	13
14			107		(9)		14
15		10,115	51,983		(923)		15
16		71,695	30,769	64,240	(606)	2,132	16
17			34,312	66,790	(187)	1,665	17
18			1,268		(14)		18
19		11,147	5,969	31,311	(224)	839	19
20		3,002	8,605		(80)		20
21			6,766		(178)		21
22		12,746	18,503		(466)		22
23			87,162		(3,562)		23
24	*	252,529	730,633	307,568	(14,083)	8,128	24
25							25
26							26
27							27
28		987	1,740		(671)		28
29							29
30		10,783	1,682		(652)		30
31							31
32	*	11,770	3,422		(1,323)		32
33							33
34							34
35	*						35
36	*						36
37	*		1,611,460		283,935		37
38	*		94,578		5,600		38
39	*		64,712		3,832		39
40	*		6,637		393		40
41	*		134,040	165,828	(52,401)	41,468	41
42			1,911,427	165,828	241,359	41,468	42
43		548,473	4,743,172	1,599,557	378,045	139,798	43

(1) Data reported on lines 38, 39, and 40 in columns (g) and (h) are investment recorded in property account 44, allocated to locomotives, freight cars, and other equipment.

(2) Depreciation reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for property account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

416. SUPPORTING SCHEDULE - ROAD

(Dollars in Thousands)

58

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	8,108,047	69,587	1.05%	TOTAL IMPROVEMENTS TO						8,108,047	69,587	1
2		8	3,231,286	38,121	5.49%	PROPERTY LEASED FROM						3,231,286	38,121	2
3		9	6,874,904	233,291	3.30%	OTHERS IS LESS THAN 5%						6,874,904	233,291	3
4		11	2,203,853	(32,226)	4.00%	OF TOTAL PROPERTY OWNED.						2,203,853	(32,226)	4
5		SUB TOTAL	20,418,090	308,773								20,418,090	308,773	5
6	II	3	1,305,831	11,207	1.05%							1,305,831	11,207	6
7		8	695,842	5,416	4.47%							695,842	5,416	7
8		9	921,927	(948)	2.67%							921,927	(948)	8
9		11	385,945	(6,083)	3.57%							385,945	(6,083)	9
10		SUB TOTAL	3,309,545	9,592								3,309,545	9,592	10
11	III	3	-	-								-	-	11
12		8	-	-								-	-	12
13		9	-	-								-	-	13
14		11	-	-								-	-	14
15		SUB TOTAL	-	-								-	-	15
16	IV	3	918,507	7,883	1.05%							918,507	7,883	16
17		8	411,945	6,654	3.86%							411,945	6,654	17
18		9	647,370	19,676	2.20%							647,370	19,676	18
19		11	336,625	(5,544)	2.33%							336,625	(5,544)	19
20		SUB TOTAL	2,314,447	28,669								2,314,447	28,669	20
21														21
22														22
23														23
24														24
25														25
26		GRAND TOTAL	26,042,082	347,034	N/A	1,007	158					26,042,082	347,034	26

Notes:

- (1) 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.
- (2) Columns (c) and (d) include improvements to leased property. Improvements to leased property are not separately included based on the 5% rule.

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, such as administrative expenses to two or more services, they shall be apportioned on the most equitable basis available to the respondent and only to the services they support. The total expenses in column (j) should balance with the respective line items in Schedule 410, Railway Operating Expenses.
4. Report in column (b), line 2, the expenses incurred in highway movements of trailers and containers performed at the expense of the reporting railroad within a terminal area for the purpose of pick-up, delivery, or highway interchange service. Report in column (b), line 3, the expenses incurred in operating facilities for handling trailers and/or containers, including storage expenses. See Schedule 755, note R.
5. The operation of floating equipment in line-haul service (between distinct terminals) should be reported in column (c) on line 2.. Floating operations conducted within a general terminal or harbor area should be reported in column (c), line 3.
6. Report in column (g), line 3, the expenses incurred by the railroad in loading and unloading automobiles, trucks, etc., to and from bi-level and tri-level auto rack cars. Report on line 2, column (g), the expense incurred by the railroad in moving automobiles, etc., between bi-level and tri-level loading and unloading facilities over the highway to shippers, receivers, or connecting carriers. Report in column (f) operating expenses for land facilities in support of floating operations, including the operation of docks and wharves.
7. Report on line 4, column (b), the expenses relating to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits). The expenses on line 4, column (h) relate to refrigerator cars only.
8. Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations, and livestock feeding operations only.

Line No.	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load & distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b) - (i) (j)	Line No.
1	*	Administration	66	-	-	-	-	3,767	-	-	3,833	1
2	*	Pick up and delivery, marine line haul	26,908					181	N/A		27,089	2
3	*	Loading and unloading and local marine	273,262			353		20,605	N/A		294,220	3
4	*	Protective services - total debits and credits	307					766	8,643		9,716	4
5	*	Freight lost or damaged - solely related										5
6	*	Fringe benefits	883			257		21			1,161	6
7	*	Casualty and insurance	185			54		4			243	7
8	*	Joint facility - debit										8
9	*	Joint facility - credit	()	()	()	()	()	()	()	()	()	9
10	*	Other	-	-	-	-	-	-	-	-		10
11	*	TOTAL	301,611			664		25,344	8,643		336,262	11

418. SUPPORTING SCHEDULE - CAPITAL LEASES
(Dollars in Thousands)

Instructions:

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

Column

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

Primary Account No. & Title (a)	Total Investment At End of Year (b)	Capital Leases		
		Investment at End of Year (c)	Current Year Amortization (d)	Accumulated Amortization (e)
25 - TOFC/COFC	935,381	108,649	4,634	4,055
37 - Roadway Machines	361,455	204,036	13,205	11,498
52 - Locomotives	3,223,851	1,126,161	103,647	90,202
53 - Freight-Train Cars	1,038,201	307,568	9,291	8,128
57 - Work Equipment	242,049	6,667	1,944	1,701
58 - Miscellaneous Equipment	57,819	159,161	48,641	39,767

NOTES AND REMARKS

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450. ANALYSIS OF TAXES
(Dollars in Thousands)

A. Railway Taxes

Line No.	Cross Check	Kind of Tax	Amount	Line No.
1		Other than U.S. Government Taxes	381,699	1
		U.S. Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	768,086	2
3		Excess Profits		3
4	*	Total - Income Taxes (Lines 2 and 3)	768,086	4
5		Railroad Retirement	495,661	5
6		Hospital Insurance	43,503	6
7		Supplemental Annuities	-	7
8		Unemployment Insurance	13,416	8
9		All Other United States Taxes	-	9
10		Total - U.S. Government Taxes	1,320,666	10
11		Total - Railway Taxes	1,702,365	11

B. Adjustments to Federal Income Taxes

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

Line No.	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No.
1	Deferred debits:					1
2	Accrued liabilities not deductible until paid:					2
3	Intangible assets & liabilities	-	92,264	(565,913)	(473,649)	3
4	Casualty and environmental costs	(382,124)	10,598	(12,024)	(383,550)	4
5	Compensation and benefits	(138,895)	(122,647)	(109,747)	(371,389)	5
6	Postretirement benefits	(328,415)	157,552	(35,761)	(206,624)	6
7	Long-term debt fair value adjustment under acquisition accounting	-	15,288	(83,909)	(68,621)	7
8	Other	(202,195)	(177,127)	166,363	(212,959)	8
9	Subtotal	(1,051,729)	(24,072)	(640,991)	(1,716,792)	9
10	Deferred tax credits:					10
11	Depreciation and amortization	9,745,214	645,796	5,021,799	15,412,809	11
12	Hedging	9,861	(256)	19,409	29,014	12
13	Other	181,951	155,314	(42,298)	294,967	13
14	Subtotal	9,937,026	800,854	4,998,910	15,736,790	14
15						15
16						16
17						17
18						18
19	TOTALS	8,885,297	776,782	4,357,919	14,019,998	19

450. ANALYSIS OF TAXES

(Dollars in Thousands)

* Footnotes:

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

Notes and Remarks:

Adjustment is to reflect income taxes on balance sheet adjustment which, in accordance with generally accepted accounting principles, are not reflected in Railway income tax expense.

Minimum pension liability	\$ (3,888)
SFAS 133 - Fuel hedges	19,409
Purchase Price Accounting Adjustments - Depreciation & Amortization	5,021,777
Purchase Price Accounting Adjustments - Other	(717,165)
Other	22
FIN 48	37,764
Total	<u>\$ 4,357,919</u>

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

(Dollars in Thousands)

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

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

Line No.	Account No. (a)	Item (b)	Debits (c)	Credits (c)	Line No.
1					1
2					2
3	616	Other Comprehensive Income - Fuel Hedging (Predecessor)	44,667		3
4	606	Other Comprehensive Income - BNSF Pension and Retiree Benefits (Predecessor)		2,128	4
5	606	Other Comprehensive Income - Equity Method Investments (Predecessor)		1,467	5
6	606	Intercompany Notes Receivable from Burlington Northern Santa Fe, Inc. (Predecessor)		109,871	6
7					7
8	555	Write-off of February 12, 2010 Retained Earnings balance	14,532,453		8
9	555	Write-off of February 12, 2010 Retained Earnings balance (Equity Earnings portion)	295,082		9
10	555	Write-off of February 12, 2010 Accumulated Other Comprehensive Loss		541,841	10
11					11
12	606	Other Comprehensive Income - Fuel Hedging (Successor)		41,372	12
13	616	Other Comprehensive Income - BNSF Pension and Retiree Benefits (Successor)	12,721		13
14	616	Other Comprehensive Income - Equity Method Investments (Successor)	670		14
15	616	Intercompany Notes Receivable from Burlington Northern Santa Fe, LLC* (Successor)	1,480,450		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

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

* BNSF Railway classified the intercompany note receivable as equity in accordance with GAAP and the BNSF Railway 10-K.

501. GUARANTIES AND SURETYSHIPS

(Dollars in Thousands)

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

Line No.	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No.
1	Terminal Railroad Association of St Louis				1
2	BNSF Railway	Sinking Fund and interest	7,114	Joint (Note 1)	2
3	CSX Transportation, Inc.	on Refunding and Improvement			3
4	Illinois Central Gulf Railroad Co.	Mortgage Bonds Series C			4
5	Norfolk and Southern Railway Company	due 7/01/2019			5
6	Union Pacific Railroad Company				6
7	St. Louis Southwestern Railway Company				7
8					8
9	Kinder Morgan Energy Partners, L.P.		190,000	Sole (Note 2)	9
10	BNSF Railway				10
11					11
12	Other debt and lease guarantees related to various facilities		1,794	Sole	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	Note 1: Terminal Railroad Association of St. Louis Mortgage Bonds are fully funded by TRRA through a Sinking fund established with a balance in the				31
32	amount of approximately \$18 million as of December 31, 2010. This fund covers future interest and principal payments through the remainder of the bonds				32
33	term.				33
34	Note 2: Santa Fe Pacific Pipelines, Inc (SFPP), an indirect, wholly-owned subsidiary of BNSF Railway, has a guarantee in connection with its remaining special				34
35	limited partnership interest in SFPP, L.P. All obligations with respect to the guarantee will cease upon termination of ownership rights which would occur upon				35
36	a put notice issued by BNSF Railway or the exercise of the call rights by the general partners of SFPP, L.P. The company has recorded a \$2 million asset and				36
37	corresponding liability for the fair value of the guarantee as of 12/31/2010.				37
38					38
39					39
40					40

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

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

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

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

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

1. None
2. None
3. None
4. None
5. None
6. None

NOTES AND REMARKS

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510. SEPARATION OF DEBT HOLDINGS BETWEEN ROAD PROPERTY AND EQUIPMENT

(Dollars in Thousands)

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

I. Debt Outstanding at End of Year

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)
1	751	Loans and notes payable	Sch 200, Line 30	
2	764	Equipment obligations and other long-term debt due within one year	Sch 200, Line 39	299,307
3	765/767	Funded debt unmatured	Sch 200, Line 41	650,707
4	766	Equipment obligations	Sch 200, Line 42	200,606
5	766.5	Capitalized lease obligations	Sch 200, Line 43	1,244,314
6	768	Debt in default	Sch 200, Line 44	
7	769	Accounts payable - affiliated companies	Sch 200, Line 45	
8	770.1/770.2	Unamortized debt premium	Sch 200, Line 46	
9		Total debt	Sum of Lines 1 through 8	2,394,934
10		Debt directly related to road property	Note 1	403,754
11		Debt directly related to equipment	Note 1	1,736,200
12		Total debt related to road and equipment	Lines 10 and 11	2,139,954
13		Percent directly related to road	Line 10 / Line 12 Whole % + 2 decimals	18.87%
14		Percent directly related to equipment	Line 11 / Line 12 Whole % + 2 decimals	81.13%
15		Debt not directly related to road and equipment	Line 9 - Line 12	254,980
16		Road property debt (Note 2)	(Line 13 x Line 15) + Line 10	451,869
17		Equipment debt (Note 2)	(Line 14 x Line 15) + Line 11	1,943,065

II. Interest Accrued During the Year

Line No.	Account No. (a)	Title (b)	Source (c)	Balance Close of Year (d)
18	546-548	Total interest and amortization (fixed charges)	Sch. 210, Line 42	95,927
19	546	Contingent interest on funded debt	Sch. 210, Line 44	
20	517	Release of premium on funded debt	Sch. 210, Line 22	
21		Total interest (Note 3)	(Line 18 + Line 19) - Line 20	95,927
22		Interest directly related to road property debt	Note 4	7,670
23		Interest directly related to equipment debt	Note 4	75,055
24		Interest not directly related to road or equipment property debt	Line 21 - (Lines 22 + 23)	13,202
25		Interest on road property debt (Note 5)	Line 22 + (Line 24 x Line 13)	10,161
26		Interest on equipment debt (Note 5)	Line 23 + (Line 24 x Line 14)	85,766
27		Embedded rate of debt capital - road property	Line 25 / Line 16	2.25%
28		Embedded rate of debt capital - equipment	Line 26 / Line 17	4.41%

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

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

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

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

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

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 types of service including the furnishing of materials, supplies, purchase of equipment, leasing of structures, land and equipment, and agreements relating to allocation of officers' salaries and other common costs between affiliated companies.

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

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

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

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

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

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

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

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

512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED
(Dollars in Thousands)

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transactions (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	Burlington Northern Santa Fe, LLC		Controlled	Services Rendered	24,879	113,530	1
2							2
3	Freightwise, Inc		Common			(952)	3
4							4
5	BNSF Insurance Co, Ltd		Common	Insurance Premiums	135,339	8,652	5
6				Claims Paid	68,526	see above	6
7							7
8	BNSF Logistics, LLC		Common	Services Rendered	16	164	8
9				Rail Transp. Provided	37,081		9
10				Truck Transp. Purchased	26,583		10
11							11
12	BNSF Logistics International, Inc		Common	Services Rendered		27	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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 700

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

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

Give subtotals for each of the several numbered classes, in the order listed above, as well as the total for all classes.

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

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

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

RUNNING TRACKS - Running tracks, passing tracks, cross-overs, etc., including turn-outs from those tracks to clearance points.

WAY SWITCHING TRACKS - Station, team, industry, and other switching tracks for which no separate service is maintained.

YARD SWITCHING TRACKS - Yard where separate switching services are maintained, including classification, house, team, industry, and other tracks switched by yard locomotives.

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

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

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

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

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No.	Class (a)	Proportion owned or leased by respondent (b)	Running tracks, passing tracks, cross-overs, etc.				Miles of way switching tracks (g)	Miles of yard switching tracks (h)	TOTAL (i)	Line No.
			Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs, and turnouts (f)				
1	1	100%	22,502	4,497	200	3,230	2,405	5,543	38,377	1
2	1J	75%						5	5	2
3	1J	66.7%						17	17	3
4	1J	50%	500	121	146	51	80	246	1,144	4
5	1J	33.3%	2			1	6	35	44	5
6	1J	25%					1	55	56	6
7	1J	20%								7
8	1J	16.7%								8
9		Total 1J	502	121	146	52	87	358	1,266	9
10										10
11		Total 1 and 1J	23,004	4,618	346	3,282	2,492	5,901	39,643	11
12										12
13	2		123			10	9	25	167	13
14	3							34	34	14
15	4		15			4	1	72	92	15
16	5		9,236	333	26	110	546	161	10,412	16
17										17
57		Grand Total	32,378	4,951	372	3,406	3,048	6,193	50,348	57
58		Miles of electrified road or track included in the preceding grand total	NONE	NONE	NONE	NONE	NONE	NONE	NONE	58

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

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%	22			8	2	12	44	1
2	1J	50%	5						5	2
3		Total 1 and 1J	27			8	2	12	49	3
4	2		4				1	5	10	4
5	5		80	2		5	9	5	101	5
57		Grand Total Canadian Miles	111	2		13	12	22	160	57

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

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

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

Line No.	Cross Check	State or territory (a)	MILES OF ROAD OPERATED BY RESPONDENT								Line No.
			Line owned (b)	Line of proprietary companies (c)	Line operated under lease (d)	Line operated under contract, etc. (e)	Line operated under trackage rights (f)	Total mileage operated (g)	Line owned, not operated by respondent (h)	New line constructed during year (i)	
1		Alabama	115				155	300	22		1
2		Arizona	595					595			2
3		Arkansas	198				849	1,047			3
4		British Columbia	27				11	38	14		4
5		California	1,150				975	2,125	16		5
6		Colorado	773	96			533	1,402	3		6
7		Idaho	122				1	123	33		7
8		Illinois	1,174			2	376	1,552	5		8
9		Iowa	635				38	673	2		9
10		Kansas	1,231	3			475	1,709	6		10
11		Kentucky				13	86	99			11
12		Louisiana	237				111	348			12
13		Manitoba		4			69	73			13
14		Minnesota	1,584				102	1,686	10		14
15		Mississippi	166				13	179			15
16		Missouri	1,593				166	1,759	15		16
17		Montana	1,909				52	1,961	792		17
18		Nebraska	1,435				94	1,529			18
19		Nevada					805	805			19
20		New Mexico	896				461	1,357	248		20
21		North Dakota	1,716				16	1,732	730		21
22		Oklahoma	1,037				372	1,409	189		22
23		Oregon	235				151	386	127		23
24		South Dakota	898				28	926			24
25		Tennessee	17				127	144			25
26		Texas	2,566	20			2,524	5,110	100		26
27		Utah					433	433			27
28		Washington	1,463				172	1,635	113		28
29		Wisconsin	267				6	273			29
30		Wyoming	965				5	970	5		30
31											31
32		Total Mileage (Single Track)	23,004	123		15	9,236	32,378	2,430		32

NOTES AND REMARKS

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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 (l).
4. For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment. An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units. A "B" unit is similar to an "A" unit but it is not equipped for use singly or as a lead locomotive unit. A "B" unit may be equipped with hostler controls for independent operation at terminals.
5. A "self-propelled" car is a rail motor car propelled by electric motors receiving power from a third rail or overhead, or internal combustion engines located on the car itself. Trailers equipped for use only in trains of cars that are self-propelled are to be included as self-propelled equipment.
6. A "diesel" unit includes all units propelled by diesel internal combustion engines regardless of final drive or whether power may at times be supplied from an external conductor. Units other than diesel-electric, e.g., diesel-hydraulic, should be identified in a footnote, giving the number and a brief description. An "electric" unit includes all units which receive electric power from a third rail or overhead contact wire, and use the power to drive one or more electric motors that propel the vehicle. An "other self-powered unit" includes all units other than diesel or electric, e.g., gas turbine, steam. Show the type of unit, service, and number, as appropriate, in a brief description sufficient for positive identification. An "Auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g., boosters, slugs, etc. For reporting purposes, indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate. Radio-controlled units that are not self-propelled, i.e., those without a diesel, should be reported on line 13 under "auxiliary units."

7. Column (k) should show aggregate capacity for all units reported in column (j), as follows: For locomotive units, report the manufacturer's rated horsepower (the maximum continuous power output from the diesel engines or engines delivered to the main generator or generators for tractive purposes). Exclude capacity data for steam locomotives. For passenger-train cars, report the number of passenger seats available for revenue service, counting one passenger to each berth in sleeping cars.
8. Passenger-train car types and service equipment car types correspond to AAR Mechanical Division designations. Descriptions of car codes and designations are published in The Official Railway Equipment Register.

9. Cross-checks

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

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

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

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

78

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year					Line No.
				Units Installed					Owned and used (h)	Leased from others (i)	Total in service of respondent [col (h) & (i)] (j)	Aggregate capacity of units reported in col (j) (See Ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
Locomotive Units														
1		Diesel-freight units	5,337	196			(394)	153	2,557	2,429	4,986	21,346,372	(HP)	1
2		Diesel-passenger units												2
3		Diesel-multiple purpose units	1,192	11			582	148	1,546	91	1,637	3,853,195		3
4		Diesel-switching units	156				(111)	45						4
5	*	TOTAL (lines 1 to 4) units	6,685	207			77	346	4,103	2,520	6,623	25,199,567		5
6	*	Electric locomotives												6
7	*	Other self-powered units	4							4	4	4,800		7
8	*	TOTAL (lines 5, 6, and 7)	6,689	207			77	346	4,103	2,524	6,627	25,204,367		8
9	*	Auxiliary units	70					7	63		63	N/A		9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	6,759	207			77	353	4,166	2,524	6,690	25,204,367		10

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

Line No.	Cross Check	Type or design of units (a)	Before Jan 1, 1990 (b)	Between				During Calendar Year					Line No.		
				Jan 1, 1990 and Dec 31, 1994 (c)	Jan 1, 1995 and Dec 31, 1999 (d)	Jan 1, 2000 and Dec 31, 2004 (e)	Jan 1, 2005 and Dec 31, 2009 (f)	2010 (g)	2011 (h)	2012 (i)	2013 (j)	2014 (k)		TOTAL (l)	
11	*	Diesel	1,563	624	1,584	996	1,649	207						6,623	11
12	*	Electric													12
13	*	Other self-powered units			4									4	13
14	*	TOTAL (lines 11 to 13)	1,563	624	1,588	996	1,649	207						6,627	14
15	*	Auxiliary units	63											63	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	1,626	624	1,588	996	1,649	207						6,690	16

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Road Initials

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

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year				Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year					Line No.
				Units Installed					Owned and used (h)	Leased from others (i)	Total in service of respondent [col (h) & (i)] (j)	Aggregate capacity of units reported in col (j) (See Ins. 7) (k)	Leased to others (l)	
				New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)							
17		Passenger-Train Cars Non-Self-Propelled Coaches (PA, PB, PBO)	91						91	91	13,087		17	
18		Combined cars (All class C, except CSB)											18	
19		Parlor cars (PBC, PC, PL, PO)											19	
20		Sleeping cars (PS, PT, PAS, PDS)											20	
21		Dining, grill, & tavern cars (All class D, PD)											21	
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)											22	
23		TOTAL (Lines 17 to 22)	91						91	91	13,087		23	
24		Self-Propelled Electric passenger cars (EP, ET)											24	
25		Electric combined cars (EC)											25	
26		Internal combustion rail motorcars (ED, EG)											26	
27		Other self-propelled cars (Specify types)											27	
28		TOTAL (Lines 24 to 27)											28	
29		TOTAL (Lines 23 and 28)	91						91	91	13,087		29	
30		Company Service Cars Business cars (PV)	37						37		37		30	
31		Board outfit cars (MWX)	64					5	59		59		31	
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	92						92		92		32	
33		Dump and ballast cars (MWB, MWD)	1,565				2	157	1,248	162	1,410		33	
34		Other maintenance and service equipment cars	2,879	100			44	70	2,855	98	2,953		34	
35		TOTAL (Lines 30 to 34)	4,637	100			46	232	4,291	260	4,551		35	

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

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

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

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Time-mileage cars (b)	All Others (c)	Units installed				
					New units purchased or built (d)	New or rebuilt units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
FREIGHT TRAIN CARS									
36		Plain box cars - 40' (B1_, B2_)	17						36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5_, B6_, B7_, B8_)	4						37
38		Equipped box cars (All Code A, Except A_5_)	5,472						38
39		Plain gondola cars (All Codes G & J, J_1, J_2, J_3, J_4)	7,871						39
40		Equipped gondola cars (All Code E)	5,688						40
41		Covered hopper cars (C_1, C_2, C_3, C_4)	33,878		837				41
42		Open top hopper cars - general service (All Code H)	6,027						42
43		Open top hopper cars - special service (J_O), and All Code K)	5,001						43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	1,280						44
45		Refrigerator cars - nonmechanical (R_0_, R_1_, R_2_)	2,373						45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)	5,984		279				46
47		Flat cars - multilevel (All Code V)	709						47
48		Flat cars - general service (F10_, F20_, F30_)	131						48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	4,064						49
50		Tank cars - under 22,000 gal. (T_0_, T_1_, T_2_, T_3_, T_4_, T_5_)	111						50
51		Tank cars - 22,000 gal. and over (T_6_, T_7_, T_8_, T_9_)	322						51
52		All other freight cars (A_5_, F_7_, All Code L & Q8_)	166						52
53		TOTAL (Lines 36 to 52)	79,098		1,116				53
54		Caboose (All Code M-930)	N/A	231					54
55		TOTAL (Lines 53 and 54)	79,098	231	1,116				55

710. INVENTORY OF EQUIPMENT - Continued

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

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

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

Line No.	Cross Check	Changes during year (concluded) Units retired from service of respondent whether owned or leased including reclassification (h)	Units at close of year						Line No.	
			Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (k) & (l))		Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)		
					Time-mileage cars (k)	All Others (l)				
36		5	12			12		724		36
37			4			4		271		37
38		223	3,647	1,602		5,249		477,848		38
39		46	1,983	5,842		7,825		912,031		39
40		156	4,114	1,418		5,532		545,332		40
41		1,311	16,728	16,676		33,404		3,595,929		41
42		186	5,487	354		5,841		569,710		42
43		224	1,288	3,489		4,777		539,113		43
44		281	9	990		999		88,718		44
45		33	2,340			2,340		190,453		45
46		29	873	5,361		6,234		1,539,723		46
47		6	703			703		34,992		47
48		14	117			117		8,816		48
49		1,022	1,744	1,298		3,042		288,999		49
50			111			111		8,608		50
51		57	243	22		265		25,024		51
52		97	69			69		5,134		52
53		3,690	39,472	37,052		76,524		8,831,425		53
54		4	227			N/A	227	N/A		54
55		3,694	39,699	37,052		76,524	227	8,831,425		55

710. INVENTORY OF EQUIPMENT - Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS									
Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year		Changes during the year				Line No.
			Per diem (b)	All Others (c)	Units installed				
					New units purchased or built (d)	New units leased from others (e)	Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	All other units, including reclassification and second hand units purchased or leased from others (g)	
		FLOATING EQUIPMENT							
56		Self-propelled vessels (tugboats, car ferries, etc.)							
57		Non-self-propelled vessels (car floats, lighters, etc.)							
58		TOTAL (Lines 56 and 57)							
		HIGHWAY REVENUE EQUIPMENT							
59		Chassis (Z1, Z67, Z68, Z69)		6,034					59
60		Dry van (U2, Z, Z6, 1-6)		775		929			60
61		Flat bed (U3, Z3)							61
62		Open bed (U4, Z4)							62
63		Mechanical refrigerator (U5, Z5)							63
64		Bulk hopper (U0, Z0)							64
65		Insulated (U7, Z7)							65
66		Tank (Z0, U6) (See note)							66
67		Other trailer and container (Special equipped dry van U9, Z8, Z9)							67
68		Tractor							68
69		Truck							69
70		TOTAL (Lines 59 to 69)		6,809		929			70

NOTES AND REMARKS

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

710. INVENTORY OF EQUIPMENT - Concluded

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

Line No.	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j))		Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	
					Per diem (k)	All Others (l)			
									56
									57
									58
59		6	958	5,070		6,028	391,820		59
60			775	929		1,704	114,509		60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70		6	1,733	5,999		7,732	506,329		70

NOTES AND REMARKS

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

1. Give particulars as requested, separately, for the various classes of new units and rebuilt units of equipment installed by respondent during the year. If information regarding the cost of any units installed is not complete at time of filing of report, the units should be omitted, but reference to the number of units omitted should be given in a footnote, the details as to cost to be given in the report of the following year. The cost of units under construction at the close of the year should not be reflected in this schedule even though part of the cost appears in the property account for the year. Indicate in column (e) whether an installation represents equipment purchased (P), built or rebuilt by contract in outside railroad shops (C), or built or rebuilt in company or system shops (S) including units acquired through capitalized leases (L).
2. In column (a) list each class or type of locomotive unit, car, or TOFC/COFC equipment on a separate line. By class is meant the standard classification used to distinguish types of locomotive units, freight cars or other equipment adopted by the Association of American Railroads, and should include physical characteristics requested by Schedule 710. Locomotive units should be identified as to power source, wheel arrangement, and horsepower per unit, such as multiple-purpose diesel locomotive A units (B-B), 2,500 HP. Cars should be identified as to special construction or service characteristics, such as aluminum-covered hopper car (LO), steel boxcars-special service (XAP), etc. For TOFC/COFC show type of equipment as enumerated in Schedule 710.
3. In column (c) show the total weight in tons of 2,000 pounds. The weight of the equipment acquired should be the weight empty.
4. The cost should be the complete cost as entered on the ledger, including foreign line freight charges and handling charges.
5. Data for this schedule should be confined to the units reported in Schedule 710, columns (c) and (e) for locomotive units, passenger-train cars and company service cars and columns (d) and (f) for freight train cars, floating equipment and highway revenue equipment. Disclose new units in the upper section of this schedule and in the lower section disclose rebuilt units acquired or rewritten into the respondent's accounts. The term "new" as used herein shall mean a unit or units placed in service for the first time on any railroad.
6. All unequipped boxcars acquired in whole or in part with incentive per diem funds should be reported on separate lines and appropriately identified by footnote or sub-heading.

NEW UNITS

Line No.	Class of equipment (a)	Number of units (b)	Total weight (tons) (c)	Total cost (000) (d)	Method of acquisition (see instructions) (e)	Line No.
1	Diesel-Freight Locomotives	196	41,160	\$ 377,493	P	1
2	Diesel-Multi Purpose Locomotives	11	1,535	\$ 6,764	P	2
3	Freight-Train Cars					3
4	Covered hopper cars	837	26,260	62,034	P	4
5	Flat cars - TOFC/COFC	279	17,810	50,041	P	5
6	Work Equipment Cars					6
7	Work equipment cars - Other Maintenance and Service cars	100	3,201	3,220	P	7
8						8
9						9
10						10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19	TOTAL	1,423	89,966	\$ 499,552		19

REBUILT UNITS

20	Freight-Train Cars					20
21	Equipped box cars					21
22	Covered hopper cars					22
23	Flat cars - TOFC/COFC					23
24	Work Equipment Cars					24
25	Work equipment cars - Business Car					25
26	Work equipment cars - Dump and ballast					26
27	Work equipment cars - Other Maintenance and Service cars					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	TOTAL					40
41	GRAND TOTAL (NEW AND REBUILT)	1,423	89,966	\$ 499,552	N/A	41

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 than 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 than 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 there is dedicated entirely to passenger service F.

Potential abandonments - Route segments identified by railroads as potentially subject to abandonment as required by Section 10904 of the Interstate Commerce Act.

- 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	Mileage of tracks at end of period (whole numbers)	Average annual traffic density in millions of gross ton-miles per track-mile* (use two decimal places)	Average running speed limit (use two decimal places)	Track miles under slow orders at end of period	Line No.
	(a)	(b)	(c)	(d)	(e)	
1	A	20,500	61.05	58.26	906.7	1
2	B	6,742	12.22	46.09	334.0	2
3	C	2,170	2.84	34.92	406.1	3
4	D	1,990	0.33	29.11	248.8	4
5	E	8,534	n/a	n/a		5
6	TOTAL	39,936	34.22	52.19	1,895.6	6
7	F	10,601	n/a	n/a		7
8	Potential abandonments					8

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

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 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 ties or board feet laid in replacement that are considered to be spot maintenance.
4. In line 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 the 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						Total (i)	Switch and bridge ties (board feet) (j)	Crossties switch and bridge ties % of spot maintenance (k)	Line No.	
		New Ties			Second-hand Ties							
		Wooden		Concrete (d)	Other (e)	Wooden						Other (h)
		Treated (b)	Untreated (c)			Treated (f)	Untreated (g)					
1	A	2,249,440		168,319	21,865			2,439,624	3,639,815		1	
2	B	739,983			11,682			751,665	963,798		2	
3	C	15,681						15,681	211,600		3	
4	D	28,858						28,858	46,833		4	
5	E	124,861						124,861	1,244,164		5	
6	TOTAL	3,158,823		168,319	33,547			3,360,689	6,106,210		6	
7	F										7	
8	Potential abandonments										8	
9	Average cost per crosstie	\$ 44.62	and switchtie (MBM)	\$ 1,279.71								

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

(Dollars in Thousands)

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

In column (a), classify the ties as follows:

U - Wooden ties, untreated when applied.

T - Wooden ties, treated before application.

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

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

In columns (d) and (g), show the total cost, including transportation charges on foreign lines, 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 crossties 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 & bridge ties laid in new tracks during year (g)			
1	T	4,584	95.27	435				New	1	
2	S	63,401	63.02	3,996				Concrete	2	
3									3	
4									4	
5									5	
6									6	
7									7	
8									8	
9									9	
10									10	
11									11	
12									12	
13									13	
14									14	
15									15	
16									16	
17									17	
18									18	
19									19	
20	TOTAL	67,965		4,431					20	
21	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which ties were laid						28.81			21
22	Number of miles of new yard, station, team, industry, and other switching tracks in which ties were laid						0.02			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 that are 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, freight charges paid to foreign lines, and the cost of handling rails in general supply and storage yards. The cost of unloading, hauling over the 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	800.47	0.26	170.41	0.31	970.88	0.57	1	
2	B	285.51	0.09	60.78	0.11	346.29	0.20	2	
3	C	51.90	0.02	11.05	0.02	62.95	0.04	3	
4	D	143.11	0.05	30.47	0.05	173.58	0.10	4	
5	E	148.68	0.05	31.64	0.06	180.32	0.11	5	
6	TOTAL	1,429.67	0.47	304.35	0.55	1,734.02	1.02	6	
7	F							7	
8	Potential Abandonments							8	
9	Average cost of new and relay rail laid in replacement per gross ton		\$823.24	New	\$659.71	Relay	\$619.67	9	

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 to 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, Crossovers, Etc.				Rail Applied in Yard, Station, Team, Industry and Other Switching Tracks				Line No.	
		Weight of rail		Total cost of rail applied in running track, passing track, crossovers, etc., during year (d)	Average cost per ton (2000 lbs) (e)	Weight of rail		Total cost of rail applied in yard, station, team, industry, and other switching track during year (h)	Average cost per ton (2000 lbs) (i)		
		Pounds per yard of rail (b)	Number of tons (2000 lbs) (c)			Pounds per yard of rail (f)	Number of tons (2000 lbs) (g)				
1	1	136	557	468	0.84					1	
2	1	141	5,480	5,028	0.92					2	
3	1									3	
4	1					141	5	4	0.97	4	
5										5	
6										6	
7	4	136	1,053	662	0.63					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	7,090	6,158	0.87	N/A	5	4	0.97	33	
34	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid.									28.81	34
35	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid.									0.02	35
36	Track-miles of welded rail installed on system this year				28.83		Total to date		2,883.56		36

725. WEIGHT OF RAIL

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

Line No.	Weight of rails per yard (pounds) (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all track) (c)	Remarks (d)	Line No.
1	52				1
2	56				2
3	60				3
4	65				4
5	66	1			5
6	67				6
7	68	9			7
8	70	8			8
9	72	4			9
10	75	57	11		10
11	76				11
12	77	15			12
13	80	13			13
14	85	203	5		14
15	90	877	7		15
16	100	139			16
17	105				17
18	110	207	19		18
19	112	1,976	39		19
20	115	2,974	19		20
21	119	514			21
22	128		1		22
23	129	268			23
24	130	3			24
25	131	874	1		25
26	132	5,999			26
27	133	12			27
28	136	11,057			28
29	140	12			29
30	141	2,548			30
31	155	2			31
32	Unknown	196			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	TOTAL	27,968	102		48

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)	Percent Replaced (g)	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	2,439,624	3,639,815	3.74%	N/A	971.45	2.37%	821,280	13,865	67.63%	1
2	B	751,665	963,798	3.50%	N/A	346.49	2.57%	602,535	1,878	27.86%	2
3	C	15,681	211,600	0.23%	N/A	62.99	1.45%	572	238	10.97%	3
4	D	28,858	46,833	0.46%	N/A	173.68	4.36%	2,589	62	3.12%	4
5	E	124,861	1,244,164	0.46%	N/A	180.43	1.06%	7,203	263	3.08%	5
6	TOTAL	3,360,689	6,106,210	2.64%	N/A	1,735.04	2.17%	1,434,179	16,306	40.83%	6
7	F				N/A						7
8	Potential abandonments				N/A						8

750. CONSUMPTION OF DIESEL FUEL

(Dollars in Thousands)

LOCOMOTIVES			
Line No.	Kind of locomotive service (a)	Diesel oil (gallons) (b)	Line No.
1	Freight	1,249,687,340	1
2	Passenger		2
3	Yard Switching	45,459,660	3
4	TOTAL	1,295,147,000	4
5	COST OF FUEL \$(000)*	\$ 2,886,180	5
6	Work Train	1,333,283	6

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

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

- (A) Report miles of road operated at close of year, excluding industrial tracks, yard tracks, and sidings.
- (B) A train-mile is a movement of a train a distance of one mile. In computing train-miles, fractions representing less than one-half mile shall be disregarded and other fractions shall be considered as one mile. Train Miles-Running shall be based on the actual distance run between terminals and/or stations and shall be computed from the official time tables or distance tables. Train-Miles shall not be increased to cover the running of locomotives from shops to terminals, doubling hills, switching, or other work at way stations, or for the service of helper or pusher locomotives or of extra locomotives on double-head or triple-head trains. When the carrier's trains are detoured over foreign roads, the miles shall be computed on the basis of the miles actually run and in accordance with the service performed. Train-miles shall be kept separately for trains hauled by locomotives and trains moved by motorcars.
- (C) A motorcar is a self-propelled unit of equipment designed to carry freight or passengers, and is not considered a locomotive.
- (D) A locomotive is a self-propelled unit of equipment designed solely for moving other equipment. A locomotive unit-mile is a movement of a locomotive unit a distance of one mile under its own power. Include miles made by all locomotive units. Exclude miles made by motorcars. Miles of locomotives in helper service shall be computed on the basis of actual distance run in such service.
- (E) All locomotive unit-miles in road service shall be based on the actual distance run between terminals and/or stations. Follow instruction (B) regarding fractions and official time tables for computing locomotive miles.
- (F) Train switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in such service. Include miles allowed for train locomotives for performing switching service at terminals and way stations.
- (G) Yard switching locomotive-miles shall be computed at the rate of six miles per hour for the time actually engaged in yard switching service. Include miles allowed for yard locomotives for switching service in yards where regular switching service is maintained and in terminal switching and transfer service.
- (H) A car-mile is a movement of a unit of car equipment a distance of one mile. Use car designations shown in Schedule 710. Under Railroad Owned and Leased Cars, items 4-01 and 4-11, report both foreign cars and respondent's own cars while on the line of the respondent railroad. In items 4-13 and 4-15, report private-line cars and shipper owned cars. Loaded and empty miles should be reported whether or not the railroad reimbursed the owner on a loaded and/or empty mile basis. Report miles made by flatcars carrying empty highway trailers that are not moving under revenue billings as empty freight cars-miles. Do not report miles made by motorcars or business cars.
- (I) Exclude from Items 4-01, 4-11, 4-13, and 4-5, car-miles of work equipment, cars carrying company freight, and non-revenue private line cars moving in transportation trains. Include such car-miles in Items 4-17, 4-18, and 4-19. If private line cars move in revenue service, the loaded and empty miles should not be considered no-payment or non-revenue car-miles.
- (J) Report miles actually run by passenger-train cars in transportation service. Passenger-train car-miles include miles run by coaches and cars in which passengers are carried at regular tariff fares without extra charge for space occupied; miles run by combination passenger and baggage, passenger and mail, passenger and express; miles run by sleeping, parlor, and other cars for which an extra fare is charged; miles run by dining, cafe, and other cars devoted exclusively to the serving of meals and other refreshments and by club, lounge, and observation cars; and miles run by other passenger-train cars where services are combined, such as baggage, express, and mail.
- (K) From conductor's or dispatcher's train reports or other appropriate sources, compute weight in tons (2,000 pounds). Item 6-01 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Nonrevenue gross ton-miles in transportation trains include work equipment and cars carrying company freight and their contents. Use 150 pounds as the average weight per passenger and four tons as the average weight of contents of each head-end car.
- (L) From conductor's train reports or other appropriate sources, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and nonrevenue freight moved one mile in a transportation train. Include net ton-miles in motorcar trains. Exclude l.c.l. shipment of freight handled in mixed baggage express cars. Total ton-miles of revenue freight should correspond to the ton-miles reported on Form CBS.

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

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

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

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

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

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

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

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

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

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

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

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

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

755. RAILROAD OPERATING STATISTICS

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
1		1 Miles of Road Operated (A)	32,378		1
		2 Train Miles - Running (B)			
2		2-01 Unit Trains	57,963,345	XXXXXX	2
3		2-02 Way Trains	5,502,728	XXXXXX	3
4		2-03 Through Trains	88,973,350		4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	152,439,423		5
6		2-05 Motorcars (C)			6
7		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	152,439,423		7
		3 Locomotive Unit Miles (D)			
		Road Service (E)			
8		3-01 Unit Trains	188,363,913	XXXXXX	8
9		3-02 Way Trains	12,021,140	XXXXXX	9
10		3-03 Through Trains	284,798,078		10
11		3-04 TOTAL (Lines 8-10)	485,183,131		11
12		3-11 Train Switching (F)	3,894,882	XXXXXX	12
13		3-21 Yard Switching (G)	13,740,241		13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	502,818,254		14
		4 Freight Car-Miles (thousands) (H)			
		4-01 RR Owned and Leased Cars - Loaded			
15		4-010 Box-Plain 40-Foot	1	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	9,338	XXXXXX	16
17		4-012 Box-Equipped	147,226	XXXXXX	17
18		4-013 Gondola-Plain	379,762	XXXXXX	18
19		4-014 Gondola-Equipped	75,894	XXXXXX	19
20		4-015 Hopper-Covered	758,442	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	65,077	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	137,449	XXXXXX	22
23		4-018 Refrigerator-Mechanical	19,272	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	32,910	XXXXXX	24
25		4-020 Flat-TOFC/COFC	520,521	XXXXXX	25
26		4-021 Flat-Multi-Level	38,624	XXXXXX	26
27		4-022 Flat-General Service	357	XXXXXX	27
28		4-023 Flat-All Other	71,826	XXXXXX	28
29		4-024 All Other Car Types-Total	20,146	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	2,276,845	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
31		4-11 RR Owned and Leased Cars - Empty			31
		4-110 Box-Plain 40-Foot	10	XXXXXX	
32		4-111 Box-Plain 50-Foot and Longer	6,444	XXXXXX	32
33		4-112 Box-Equipped	107,885	XXXXXX	33
34		4-113 Gondola-Plain	376,047	XXXXXX	34
35		4-114 Gondola-Equipped	73,296	XXXXXX	35
36		4-115 Hopper-Covered	738,595	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	68,311	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	139,590	XXXXXX	38
39		4-118 Refrigerator-Mechanical	10,913	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	25,156	XXXXXX	40
41		4-120 Flat-TOFC/COFC	62,145	XXXXXX	41
42		4-121 Flat-Multi-Level	9,405	XXXXXX	42
43		4-122 Flat-General Service	827	XXXXXX	43
44		4-123 Flat-All Other	70,929	XXXXXX	44
45		4-124 All Other Car Types-Total	18,942	XXXXXX	45
46		4-125 TOTAL (Lines 31-45)	1,708,495	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)			
47		4-130 Box-Plain 40-Foot		XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	4,117	XXXXXX	48
49		4-132 Box-Equipped	26,487	XXXXXX	49
50		4-133 Gondola-Plain	1,135,625	XXXXXX	50
51		4-134 Gondola-Equipped	14,644	XXXXXX	51
52		4-135 Hopper-Covered	400,620	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	91,699	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	721,738	XXXXXX	54
55		4-138 Refrigerator-Mechanical	6,324	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	819	XXXXXX	56
57		4-140 Flat-TOFC/COFC	841,219	XXXXXX	57
58		4-141 Flat-Multi-Level	171,081	XXXXXX	58
59		4-142 Flat-General Service	5	XXXXXX	59
60		4-143 Flat-All Other	43,997	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	154,530	XXXXXX	61
62		4-145 Tank - 22,000 Gallons and Over	407,594	XXXXXX	62
63		4-146 All Other Car Types-Total	14,591	XXXXXX	63
64		4-147 TOTAL (Lines 47-63)	4,035,090	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		4-15 Private Line Cars - Empty (H)			
65		4-150 Box-Plain 40-Foot		XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	3,426	XXXXXX	66
67		4-152 Box-Equipped	10,772	XXXXXX	67
68		4-153 Gondola-Plain	1,154,714	XXXXXX	68
69		4-154 Gondola-Equipped	14,870	XXXXXX	69
70		4-155 Hopper-Covered	403,996	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	91,477	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	746,717	XXXXXX	72
73		4-158 Refrigerator-Mechanical	6,352	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	802	XXXXXX	74
75		4-160 Flat-TOFC/COFC	92,100	XXXXXX	75
76		4-161 Flat-Multi-Level	31,345	XXXXXX	76
77		4-162 Flat-General Service	17	XXXXXX	77
78		4-163 Flat-All Other	43,385	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	160,570	XXXXXX	79
80		4-165 Tank - 22,000 Gallons and Over	438,347	XXXXXX	80
81		4-166 All Other Car Types-Total	11,674	XXXXXX	81
82		4-167 TOTAL (Lines 65-81)	3,210,564	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	68,037	XXXXXX	83
84		4-18 No Payment Car-Miles (1) <1>		XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)			
85		4-191 Unit Trains	6,547,019	XXXXXX	85
86		4-192 Way Trains	171,298	XXXXXX	86
87		4-193 Through Trains	4,580,714	XXXXXX	87
88		4-194 TOTAL (Lines 85-87)	11,299,031	XXXXXX	88
89		4-20 Caboose Miles	146	XXXXXX	89

<1> Total number of loaded miles _____ and empty miles _____ by roadrailer reported above.

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

755. RAILROAD OPERATING STATISTICS - (Concluded)

Line No.	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No.
		6 Gross Ton-Miles (thousands) (K)			
98		6-01 Road Locomotives	99,410,503		98
		6-02 Freight Trains, Crs., Cnts, & Caboose			
99		6-020 Unit Trains	558,760,917	XXXXXX	99
100		6-021 Way Trains	11,219,514	XXXXXX	100
101		6-022 Through Trains	504,683,919	XXXXXX	101
102		6-03 Passenger Trains, Crs, & Cnts.			102
103		6-04 Non-Revenue	12,015,970	XXXXXX	103
104		6-05 TOTAL (Lines 98 - 103)	1,166,080,823		104
		7 Tons of Freight (thousands)			
105		7-01 Revenue	580,206	XXXXXX	105
106		7-02 Non-Revenue	10,526	XXXXXX	106
107		7-03 TOTAL (Lines 105 and 106)	590,732	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue - Road Service	646,549,059	XXXXXX	108
109		8-02 Revenue - Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (Lines 108 and 109)	646,549,059	XXXXXX	110
111		8-04 Non-Revenue - Road Service	5,677,887	XXXXXX	111
112		8-05 Non-Revenue - Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (Lines 111 and 112)	5,677,887	XXXXXX	113
114		8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	652,226,946	XXXXXX	114
		9 Train Hours (M)			
115		9-01 Road Service	7,861,849	XXXXXX	115
116		9-0 Train Switching	245,392	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,290,040	XXXXXX	117
		11 Train-Miles Work Trains (O)			
118		11-01 Locomotives	1,959,678	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12 Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	4,256,200	XXXXXX	120
121		12-02 Way Trains	2,432,733	XXXXXX	121
122		12-03 Through Trains	5,589,165	XXXXXX	122
123		13 TOFC/COFC - No. of Revenue Trailers & Containers Loaded and Unloaded (Q)	6,691,213	XXXXXX	123
124		14 Multi-Level Cars - No. of Motor Vehicles Loaded & Unloaded (Q)	1,285,066	XXXXXX	124
125		15 TOFC/COFC - No. of Revenue Trailers Picked Up & Delivered (R)	254,164	XXXXXX	125
		16 Revenue-Tons Marine Terminal (S)			
126		16-01 Marine Terminals - Coal		XXXXXX	126
127		16-02 Marine Terminals - Ore	7,358,104	XXXXXX	127
128		16-03 Marine Terminals - Other		XXXXXX	128
129		16-04 TOTAL (Lines 126 - 128)	7,358,104	XXXXXX	129
		17 Number of Foreign Per-Diem Cars on Line (T)			
130		17-01 Serviceable	13,734	XXXXXX	130
131		17-02 Unserviceable	95	XXXXXX	131
132		17-03 Surplus	310	XXXXXX	132
133		17-04 TOTAL (Lines 130 - 132)	14,139	XXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	5.90	XXXXXX	134

VERIFICATION

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

OATH

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

State of Texas
County of Tarrant

Stacey M. Brewer makes oath and states that she is General Director of Accounting of BNSF Railway Company; that it is 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 she knows that such books have been kept in good faith during the period covered by this report; that 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 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, 2010 to and including December 31, 2010.

/s/ Stacey M. Brewer
(Signature of affiant)

Subscribed and sworn to before me, a _____ in and for the State and county above named, this _____ day of _____, 20____.

My commission expires _____

Use an
L.S.
impression seal

(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of Texas
County of Tarrant

Julie A. Piggott makes oath and states that she is VP Planning and Studies and Controller of BNSF Railway Company; that she has carefully examined the foregoing report; that 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, 2010, to and including December 31, 2010.

/s/ Julie A. Piggott
(Signature of affiant)

Subscribed and sworn to before me, a _____ in and for the State and county above named, this _____ day of _____, 20____.

My commission expires _____

Use an
L.S.
impression seal

(Signature of officer authorized to administer oaths)

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