# State Statistics



## IDAHO

## **Union Pacific Railroad Company**

### For Year Ending December 31, 2002

For sale of the Superintendent of Documents, U.S. Government Printing Office

Washington, D.C. 20402

	SC-330. ROAD AND EQUIPMENT PROPERTY WITHIN THE STATE								
Line No.	Account (Dollars in thousands)	Balance at beginning of year	Expenditures during the year for original road and equipment, and road extensions	Expenditures during the year for purchase of existing lines, reorganizations, etc.					
	(a)	(b)	(c)	(d)					
1	(1) Engineering	\$	\$	\$					
2	(2) Land for transportation purposes								
3	(3) Grading								
4	(4) Other right-of-way expenditures								
5	(5) Tunnels and subways								
6	(6) Bridges, trestles, and culverts								
7	(7) Elevated structures								
8	(8) Ties								
9	(9) Rails								
10	(10) Other track material								
11	(11) Ballast								
12	(12) Track laying and surfacing								
13	(13) Fences, snowsheds, and signs								
14	(16) Station and office buildings								
15	(17) Roadway buildings								
16	(18) Water stations								
17	(19) Fuel stations								
18	(20) Shops and enginehouses								
19	(22) Storage warehouses								
20	(23) Wharves and docks								
21	(24) Coal and ore wharves								
22	(25) TOFC/COFC terminals								
23	(26) Communication systems								
24	(27) Signals and interlockers								
25	(29) Power plants								
26	(31) Power-transmission systems								
27	(35) Miscellaneous structures								
28	(37) Roadway machines								
29	(39) Public improvements - Construction								
30	(44) Shop machinery								
31	(45) Power-plant machinery								
32	Other (specify and explain)								
33	Total expenditures for road								
34	(52) Locomotives								
35	(53) Freight-train cars								
36	(54) Passenger-train cars								
37	(55) Highway revenue equipment								
38	(56) Floating equipment								
39	(57) Work equipment								
40	(58) Miscellaneous equipment								
41	Total expenditures for equipment								
42	(76) Interest during construction								
43	(77) Other expenditures - General								
44	Total general expenditures	·							
45	Total								
46	(80) Other elements of investment								
47	(90) Construction work in progress								
_ 48	Grand Total								

; 	SC-330. ROAD AND EQUIPME	NT PROPERTY WITHIN THE		
Expenditures for additions and betterments during the year	Credits for property retired during the year	Net changes during the year	Balance at close of year	Line No.
(e)	(f)	(9)	(h)	
	\$	\$	\$	1
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	SC-3	30A. IMPROVEMENTS ON LEA	SED PROPERTY W	VITHIN THE STATE	
Line No.	Account	(Dollars in thousands)	Balance at beginning of year	Expenditures during the year for original road and equipment, and road extensions	Expenditures during the year for purchase of existing lines, reorganizations, etc.
NO.	Account	(a)	(b)	(c)	(d)
	(1) Engineering		\$	\$	\$
_2	(2) Land for transportati	on purposes		·	
3	(3) Grading	waadituraa			<u> </u>
_4	<ul><li>(4) Other right-of-way e.</li><li>(5) Tunnels and subway</li></ul>				
5				<u> </u>	<b>+</b>
6 7	<ul><li>(6) Bridges, trestles, an</li><li>(7) Elevated structures</li></ul>			<u> </u>	<u> </u>
8	(8) Ties			<del> </del>	
9	(9) Rails	·		+	
<del>9</del> 10	(10) Other track material	······	+	<u>+</u>	
11	(11) Ballast	<u> </u>		1	1
12	(12) Track laying and su	rfacing			
13	(13) Fences, snowsheds				
14	(16) Station and office bu		<u> </u>		
15	(17) Roadway buildings				
16	(18) Water stations	· · · · · · · · · · · · · · · · · · ·			
17	(19) Fuel stations		-		
18	(20) Shops and engineho	0uses	1		
19	(22) Storage warehouse				
20	(23) Wharves and docks	)			
_21	(24) Coal and ore wharv	es			
22	(25) TOFC/COFC termin	nals			
23	(26) Communication sys	tems			
_24	(27) Signals and interloc	kers			
_25	(29) Power plants				
26	(31) Power-transmission				
_27	(35) Miscellaneous struc				
28	(37) Roadway machines				
_29	(39) Public improvement	ts - Construction	<u> </u>		
30	(44) Shop machinery				
31	(45) Power-plant machir			<u> </u>	
32	Other (specify and				
33	Total expenditur	es tor road			
34	(52) Locomotives			_ <u></u>	
35	(53) Freight-train cars				
36	(54) Passenger-train Cal				
37	(55) Highway revenue e				+
<u>38</u> 39	(56) Floating equipment (57) Work equipment				
- <del>39</del> - 40	(58) Miscellaneous equi	inment			
40		res for equipment			
41	(76) Interest during cons		+		
43	(77) Other expenditures				
43	Total general ex				1
45	Total				
46	(80) Other elements of i	investment			
47	(90) Construction work				
	Grand Total				

sc.:	330A. IMPROVEMENTS ON LE	ASED PROPERTY WITHIN T	HE STATE	T
xpenditures for additions and betterments during the year	Credits for property retired during the year	Net changes during the year	Balance at close of year	Line No.
(e)	(f)	(g)	(h)	
	\$	\$	\$	1
	ð	υ 	<u>*</u>	2
				3
				4
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		<u> </u>		6
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#### INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE SC-330 AND SC-330A ROAD AND EQUIPMENT PROPERTY-WITHIN THE STATE

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. If account No. 732 for road or for equipment is less than 5% of account No. 731 at the beginning and end of year, the corresponding portion of Schedule 330A may be omitted. 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 (h) is the aggregate of columns (b) to (f), inclusive. Grand totals of columns (b) and (h) should equal the sum of accounts 731 and 732 for the respective periods; if not, full explanation should be made in a footnote.

2. In column (c) are to be shown 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," of the Uniform System of Accounts for Railroad Companies, for such items.

3. In column (d) is to be shown 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. In columns (c) and (e), should be included all entries covering expenditures for additions and betterments, as defined, whether replacing other property or not.

5. In column (f) should be entered all credits representing property sold, abandoned, or otherwise retired.

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 in a footnote the cost, location, area, and other details which will identify the property.

8. Report on line 34 amounts not includible 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 Commission 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 Commission.

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 termini and the cost of the property to the respondent. Also furnish a statement of the amount included in each primary account representing such property acquired, referring to the column or columns in which the entries appear.

10. If an amount of less than \$2,000 is used as the minimum debit or credit 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 in a footnote the amount used.

11. Show dollars in thousands.

#### NOTES AND REMARKS

#### SC-7

#### SC-210 RAILWAY OPERATING REVENUES EARNED WITHIN THE STATE

(For roads making operating reports)

State the railway operating revenues of the respondent for the year classifying them in accordance with the Uniform System of Accounts for Railroad Companies and the comparison of such revenues with those of the preceding year (showing increases in black and decrease in red) for each of the several classes. The proportion of joint traffic receipts belonging to other carriers should not be included in column (b).

#### Show dollars in thousands.

Line		Total amount of revenue for	Comparison with total revenue of preceding year.	Revenues	Earned Within th	e State	
No.	Class of railway operating revenues	the year	(Increase in black decrease in red)	On intrastate traffic	On interstate traffic	Total	
	(a)	(b)	(c)	(d)	(e)	(f)	
	ORDINARY ITEMS						
	OPERATING INCOME						
	Railway Operating Income						
1	(101) Freight **	286,665		13,179	273,486	286,665	
	(102) Passenger **	-		-		-	
	(103) Passenger-Related						
4		39		2	37	39	
5							
6	(106) Demurrage	1,432		-	1,432	1,432	
7	(110) Incidental	5,228		-	5,228	5,228	
8	(121) Joint Facility-Credit	28		28	-	28	
9	(122) Joint Facility-Debit						
10	(501) Railway operating revenues	293,392		13,209	280,183	293,392	
	(Exclusive of transfers from						
	Government Authorities)						
11	(502) Railway operating revenues-	-		-		-	
	Transfers from Government				1 1		
	Authorities for current		ļ	1			
	operations	ļ					
12	(503) Railway operating revenues-						
	Amortization of deferred						
	transfers from Government				1		
	Authorities		1				
13	Total railway operating						
	revenues (lines 10-12)	293,392		13,209	280,183	293,392	
	** Report hereunder the charges to the revenue acco	unts representing pa	ayments made to othe	rs for			
14	Terminal collection and delivery services when perfor	med in connection v	vith line-haul transport	tation of freight o	n the		
	basis of freight tariff rates					\$	
	(a) Of the amount reported for "Net revenue from	n railway operations	s,"	% (to neare	est whole number)	Ī	
	represents payments for collection and deliv	ery of LCL freight ei	ther in TOFC trailers of	or otherwise. Th	e percentage repo	orted	
	is (Check one): Actual ( ). Estimated ( ).						
15	Switching services when performed in connection wit		ation of freight on the	basis of switchir	ng tariffs and		
	allowances out of freight rates, including the switching						
	\$						
Substitute highway motor service in lieu of line-haul rail services performed under tariffs published by rail carriers (does not include							
	traffic moved on joint rail-motor rates):	•	•	_			
16						\$	
17						\$	
	State the rule or rules used by the respondent in assi	igning revenues fror	n interstate traffic to th	ne several States	s in which such tra	ffic	

#### 410 - RAILWAY OPERATING EXPENSES -WITHIN THE STATE

2.	71	%
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#### FREIGHT Salaries Material, tools, Purchased Total freight Line and supplies, fuels General expense Passenger Total No. Name of railway operating expense account wages & lubricants services (b) (d) (e) (f) (g) (h) (C) (a) WAY AND STRUCTURES ADMINISTRATION Track 1 2 Bridge and Building 3 Signal Communication 4 5 Other 737 0 737 89 178 123 TOTAL ADMINISTRATION 347 REPAIR AND MAINTENANCE 6 Roadway - Running 7 Roadway - Switching Tunnels and Subways - Running 8 9 Tunnels and Subways - Switching 10 Bridges and Culverts - Running Bridges and Culverts - Switching 11 12 Ties - Running 13 Ties - Switching Rail and other track material - Running 14 15 Rail and other track material - Switching 16 Ballast - Running 17 Ballast - Switching Road Property Damaged - Running 18 19 Road Property Damaged - Switching 20 Road Property Damaged - Other Signals and Interlockers - Running 21 Signals and Interlockers - Switching 22 Communications Systems 23 24 Power Systems 25 Highway Grade Crossings - Running 26 Highway Grade Crossings - Switching 27 Station and Office Buildings 28 Shop Buildings - Locomotives Shop Buildings - Freight Cars 29 30 Shop Buildings - Other Equipment 101 Locomotive Servicing Facilities 102 **Miscellaneous Buildings and Structures** 103 **Coal Terminals** Ore Terminals 104 Other Marine Terminals 105 106 **TOFC/COFC** Terminals Motor Vehicle Loading and Distribution Facilities 107 Facilities for Other Specialized Service Operations 108 109 **Roadway Machines** 111 Snow Removal 112 Fringe Benefits - Running Fringe Benefits - Switching 113 Fringe Benefits - Other 114 115 Casualties and Insurance - Running 116 Casualties and Insurance - Switching 117 Casualties and Insurance - Other Lease Rentals - Debit - Running 118

			FREIGHT					
		Salaries	Material, tools,					
Line		and	supplies, fuels	Purchased		Total freight		
No.	Name of railway operating expense account	wages	& lubricants	services	General	expense	Passenger	Total
140.	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)
119	Lease Rentals - Debit -Switching							
	Lease Rentals - Debit -Other						l l	
120 121	Lease Rentals - [Credit] -Running						, ł	
122	Lease Rentals - [Credit] - Switching							
122	Lease Rentals - [Credit] -Other							
123	Joint Facility Rent - Debit -Running							
124	Joint Facility Rent - Debit -Switching							
126	Joint Facility Rent - Debit -Other							
127	Joint Facility Rent - [Credit] -Running			ĮĮĮ				
128	Joint Facility Rent - [Credit] - Switching						L 1	
129	Joint Facility Rent - [Credit] -Other			1				
130	Other Rents - Debit - Running							
131	Other Rents - Debit - Switching					ļ		
132	Other Rents - Debit - Other	1						
133	Other Rents - [Credit] - Running							
134				ļ				
135	Other Rents - [Credit] - Other					Į	1	
136	Depreciation - Running							
137	Depreciation - Switching					1		
138	Depreciation - Other							
139	•			1			1	
140	· · · · ·					1	1	
141	-					ł		
142	Joint Facility [Credit] - Running							ļ
143	Joint Facility [Credit] - Switching							
144	Joint Facility [Credit] - Other							1
145						1	ļ	
146	•							
147	•	1				1	1	
148							1	
149	-							
150	Other -Other							
	TOTAL REPAIR AND MAINTENANCE	6,92	9 1,529	4,868	26,624	39,950	0 0	39,95
151	TOTAL WAY AND STRUCTURES	7,27	6 1,618	5,046	26,747	40,687	0	40,68
	EQUIPMENT							
	LOCOMOTIVES		1		1	1	1	1
201	Administration				1	i i		
202					1			
203							1	
204			1					1
205				1	1		1	1
206						1	1	
207							1	1
208					1			
209				1	1	1		
210								
211			1		1	1		1
212			1	1				
213						1		
214	-	1	1		1	1	1	
215	Joint Facility - [Credit]							

<u></u>				FREIGHT			T	
Line No.	Name of railway operating expense account (a)	Salaries and wages (b)	Material, tools, supplies, fuels & lubricants (C)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)
216 217 218	Repairs Billed to Others - [Credit] Dismantling Retired Property Other							
219	TOTAL LOCOMOTIVES	3,839	4,230	10,185	7,801	26,055	0	26,055
220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235	FREIGHT CARS Administration Repair and Maintenance Machinery Repair Equipment Damaged Fringe Benefits Other Casualties and Insurance Lease Rentals - Debit Lease Rentals - [Credit] Joint Facility Rent - Debit Joint Facility Rent - [Credit] Other Rents - Debit Other Rents - [Credit] Depreciation Joint Facility - Debit Joint Facility - [Credit] Repairs Billed to Others - [Credit]							
236 237	Dismantling Retired Property Other							
238 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322	TOTAL FREIGHT CARS OTHER EQUIPMENT Administration Repair and Maintenance Trucks, Trailers, and Containers - Revenue Service Floating Equipment - Revenue Service Passenger and Other Revenue Equipment Computers and Data Processing Systems Machinery Work and Other Non-Revenue Equipment Equipment Damaged Fringe Benefits Other Casualties and Insurance Lease Rentals - Debit Lease Rentals - [Credit] Joint Facility Rent - Debit Joint Facility Rent - [Credit] Other Rents - Debit Other Rents - Debit Joint Facility - Debit Joint Facility - [Credit] Repairs Billed to Others - [Credit] Dismantling Retired Property Other	3,264	4,771	19,903	5,380	33,318	0	33,318
323	TOTAL OTHER EQUIPMENT	52	369	4,882	1,173	6,476	6 0	6,47

				FREIGHT				
Line No.	Name of railway operating expense account (a)	Salaries and wages (b)	Material, tools, supplies, fuels & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)
							-	
324	TOTAL EQUIPMENT	7,155	9,370	34,970	14,354	65,849	0	65,849
	TRANSPORTATION:							
	TRAIN OPERATIONS							
401	Administration							
402	Engine Crews							
403	Train Crews						1	
404	Dispatching Trains							
405	Operating Signals and Interlockers Operating Drawbridges							
406 407	Highway Crossing Protection							
408	Train Inspection and Lubrication							
409	Locomotive Fuel		1					
410	Electric Power Purchased or Produced for Motive Power							
411	Servicing Locomotives					1		
412	Freight Lost or Damaged - Solely Related					ļ		
413	Clearing Wrecks							
414	Fringe Benefits							
415	Other Casualties and Insurance Joint Facility - Debit					ļ		
416 417	Joint Facility - [Credit]							
418	Other							
419	TOTAL TRAIN OPERATIONS	32,063	24,344	1,638	18,301	76,346	0	76,346
	YARD OPERATIONS							
420	Administration							
421	Switch Crews					1		
422	Controlling Operations							
423	Yard and Terminal Clerical						Ì	
424	Operating Switches, Signals, Retarders and Humps			1				
425 426	Locomotive Fuel Electric Power Purchased or Produced for Motive Power						1	
420	Servicing Locomotives							
428	Freight Lost or Damaged - Solely Related							
429	Clearing Wrecks		1					
430								]
431	Other Casualties and Insurance						1	
432	Joint Facility - Debit				ļ			
433								
434	Other							
435	TOTAL YARD OPERATIONS	7,839	2,674	1,159	4,640	16,312	0	16,31
	TRAIN AND YARD OPERATIONS COMMON			1	1			
501	Cleaning Car Interiors							
502	Adjusting and Transferring Loads						1	
503								
504							1	1
505	Fringe Benefits	1						
506	TOTAL TRAIN AND YARD OPERATIONS COMMON	1	9 7	1,086	1,03	3 2,150	o   o	2,15

Line No.	Name of railway operating expense account (a)	Salaries and wages (b)	Material, tools, supplies, fuels & lubricants (c)	FREIGHT Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)
	SPECIALIZED SERVICE OPERATIONS							
507	Administration							
508	Pickup and Delivery and Marine Line Haul							
509 510	Loading and Unloading Local Marine Protective Services							
511	Freight Lost or Damaged - Solely Related							
512	Fringe Benefits							
513	Other Casualties and Insurance							
514	Joint Facility - Debit							
515	Joint Facility - [Credit]						1 1	
516	Other							
517	TOTAL SPECIALIZED SERVICE OPERATIONS	460	25	3,699	116	4,300	0	4,300
518	ADMINISTRATIVE SUPPORT OPERATIONS Administration							
519	Employees Performing Clerical and Accounting Functions							
520	Communication Systems Operation							
521	Loss and Damage Claims Processing							
522	Fringe Benefits							
523	Other Casualties and Insurance							
524 525	Joint Facility - Debit Joint Facility - [Credit]							
526	Other							
527	TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	3,750	188	482	2,276	6,696	0	6,696
528	TOTAL TRANSPORTATION	44,131	27,238	8,064	26,371	105,804	0	105,804
	GENERAL AND ADMINISTRATIVE						;	
601	Officers - General Administration							ł
602	Accounting, Auditing, and Finance						1	
603	Management Services and Data Processing							
604	Marketing							
605								
606 607	Industrial Development Personnel and Labor Relations							
608			1					
609								
610	•				1			
611	Fringe Benefits							
612	Casualties and Insurance						1	1
613					1			
614	Property Taxes		1					
615	Other Taxes Except on Corporate Income or Payrolls			1				
616								
617 618	Joint Facility - [Credit] Other							
619	TOTAL GENERAL AND ADMINISTRATIVE	7,306	131	7,072	9,846	24,355	o	24,355
620	TOTAL CARRIER OPERATING EXPENSES	65,868	38,357	55,152	77,318	236,695	, o	236,695
			1	1	1	1		

#### 410 - RAILWAY OPERATING EXPENSES -WITHIN THE STATE - Concluded

Rules for the determination of earnings and expenses applicable to each state, prescribed by the Railway Commissioners of Iowa, Nebraska, Colorado and other states, and used by Union Pacific Railroad. These rules were recommended by a resolution adopted by the Twentieth Annual Convention of the National Association of Railway Commissioners:

- 1. Each state is credited with all revenues derived from its intrastate traffic.
- 2. Transportation Revenues from Interstate Traffic are apportioned to states, in each case, on the basis of the mileage traversed in each state by the individual passenger or the individual shipments.
- 3. Revenues from other sources than transportation are apportioned to all states through which the Company's lines run, on the basis of the road mileage in each state.
- 4. The total Operating Expenses are apportioned to all states through which the Company's lines run, on the basis of the total train mileage in each state.

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#### INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE SC-700

#### MILEAGE OPERATED AT CLOSE OF YEAR-WITHIN STATE

State particulars of all tracks *operated* by the respondent at the close of the year, according to the following classification: (1) Line owned by respondent:

(2) Line owned by proprietary companies:

(3) Line operated under lease for a specified sum, lessor being (A) an affiliated corporation, or (B) independent or not affiliated with respondent:

(4) Line operated under contract or agreement for contingent rent, owner being (A) an affiliated corporation, or (B) independent or not affiliated with respondent;

(5) Line operated under trackage rights.

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

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

In column (a) insert the figure (and letter, if any) indicating its class in accordance with the preceding classification.

In column (b) give the various proportions of each class owned or leased by respondent, listing each proportion once in any grouping. Canadian mileage should be segregated and identified on separate lines in the various groupings. For each listing, in column (d) give its entire length (the distances between termini of signal 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 tum-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 track. - Yards where separate switching services are maintained, including classification, house team, industry and other tracks switched by yard locomotives.

The returns in columns (h) and (i) should include tracks serving industries, such as mines, mills, smelters, factories, etc., not classifiable under "branch lines" as defined below. 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.

In classifying the line between main and branch (column (c)), use the distinction usually followed by respondent. Branch lines are distinguished from industrial tracks or yard tracks and sidings in that branch lines serve one or more stations beyond the point of junction with the main line or another branch line and to or from which stations train service, or its equivalent, is performed.

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

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

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

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

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

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

Switching and terminal companies leave column (c) (Miles of Branch Lines) blank. They should prepare also the following schedule for tracks operated at cost for joint benefit.

	TRACKS OPERATED AT C	COST FOR JOINT BENEFIT (For Switching and Term	inal Companies Only)
Line	Name of owner(s)	Joint or common title holder(s)	Total mileage operated
No.			
1			
2			
3			
4			
5			
6			
7			
8			
- 9			
10			
11			
12			
13			

#### UNION PACIFIC RAILROAD CO. SC700 - ROAD OPERATED AT CLOSE OF YEAR STATE OF IDAHO FOR THE YEAR ENDING DECEMBER 31, 2002

CL.	ROAD	PROPORTION OWNED OR LEASED BY RESPONDENT	M/B	FIRST MAIN	SECOND	OTHER MAIN	RUNNING	- A.	YARD	
1	UP	VARIOUS 100% OWNED	M	747.15	2000	Security Contraction			SWITCHING	TOTAL
	UP	VARIOUS 100% OWNED	B	124.59	<u>119.31</u> 0.00	0.00	117.27	115.86	159.81	1259.40
_		TOTAL CLASS 1 M&B		871.74	119.31		5.69	13.50	3.05	146.83
				0/1./4	119.31	0.00	122.96	129.36	162.86	1406.23
							·			
1J	UP	VARIOUS 12.5% OWNED	М	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1J	UP	VARIOUS 23% OWNED	М	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1J	UP	VARIOUS 25% OWNED	М	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1J	UP	VARIOUS 33.33% OWNED	М	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1J	_UP	VARIOUS 37.5% OWNED	М	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1J	UP	VARIOUS 40% OWNED	м	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1J	UP	VARIOUS 44% OWNED	м	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1J	UP	VARIOUS 50% OWNED	м	0.00	0.00	0.00	0.00	0.00	0,10	0.10
1J	UP	VARIOUS 62.5% OWNED	M	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1J	UP	VARIOUS 66.6% OWNED	м	0.00	0.00	0.00	0.00	0.00	0.00	0.00
┝──┤		TOTAL CLASS 1J M		0.00	0.00	0.00	0.00	0.00	0.10	0.10
								ļ		
1J	UP	VARIOUS 12.5% OWNED	в	0.00			· · · · · · · · · · · · · · · · · · ·			
1J	UP	VARIOUS 25% OWNED	В	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1J	UP	VARIOUS 33.33% OWNED	B	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1J	UP	VARIOUS 50% OWNED	В	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1J	UP	VARIOUS 66.6% OWNED	В	0.00	0.00	0.00	0.00		0.00	0.00
		TOTAL CLASS 1J B		0.00		0.00	0.00	0.00	0.00	0.00
				0.00	0.00	0.00	0.00	0.00	0.00	0.00
<u> </u>								<u> </u>		
		TOTAL CLASS 1, 1J M&B		871.74	119.31	0.00	122.96	129.36	162.96	1406.33
								120.00	102.00	1400.33
2	UP									
2	UP	PROPRIETARY COMPANY	M B	0.00	0.00	0.00	0.00	0.00	0.00	0.00
<u> </u>	UF	TOTAL CLASS 2 M&B	в	0.00	0.00	0.00	0.00		0.00	0.00
		TOTAL CLASS 2 Mab		0.00	0.00	0.00	0.00	0.00	0.00	0.00
		· · · · · · · · · · · · · · · · · · ·				·····				
3A	UP	VARIOUS LEASED	М	0.00	0.00	0.00	0.00	0.00	0.00	0.00
ЗB	UP	VARIOUS LEASED	М	0.00	0.00	0.00	0.00			0.00
3B	UP	VARIOUS LEASED	В	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4B	UP	VARIOUS LEASED	М	0,00	0.00	0.00	0.00	0.00	0.00	0.00
4B	UP	VARIOUS LEASED	В	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		TOTAL CLASS 3, 4 M&B		0.00	0.00	0.00	0.00	0.00	0.00	0.00
			<b> </b>							
5	UP	VARIOUS TRACKAGE RIGHTS	м	4.00						
5 5J	UP	VARIOUS TRACKAGE RIGHTS	M	4.33	0.00	0.00				4.33
5	UP	VARIOUS TRACKAGE RIGHTS	B	0.00	0.00	0.00	· · · · · · · · · · · · · · · · · · ·			0.00
<b>-</b>		TOTAL CLASS 5 M&B			0.00	0.00				0.00
				4.33	0.00	0.00	0.00	0.00	0.00	4.33
			<u> </u>							
		GRAND TOTAL ALL CLASSES	-	876.07	119.31	0.00	122.96	129.36	162.96	1410.66

SUMMARY STATEMENT OF TRACK MILEAGE WITHIN THE STATE AND OF TITLES THERETO AT CLOSE OF YEAR (For companies (other than switching and terminal) making operating report) Entries in columns headed "Added during year" should show net increases. Track which have been permanently abandoned should not be included in columns (n) and (o).	ARY STATEM (I ded during yea	SUMMARY STATEMENT OF TRACK MILEAGE WITHIN THE STATE AND OF TITLES THERETO A (For companies (other than switching and terminal) making operating report) led "Added during year" should show net increases. Track which have been permanently abandoned sh	K MILEAGE (other than net increase	E WITHIN THI switching a ss. Track whi	E STATE ANI and terminal) ich have been	MILEAGE WITHIN THE STATE AND OF TITLES THERETO AT CLOSE OF YEAR other than switching and terminal) making operating report) st increases. Track which have been permanently abandoned should not be included	THERETO A ating report) abandoned sh	CLOSE OF )	rEAR studed in colum	ins (n) and (o).		
						Line Operated By Respondent	By Respond	ent				
	Class 1: 1	Class 1: Line Owned	Class 2: 1	Class 2: Line of Pro-	Class 3: Ll	Class 3: Line Operated	Class 4: Li Under (	Class 4: Line Operated Under Contract	Class 5: Lir Under Trach	Class 5: Line Operated Under Trackage Rights	Total Line	Total Line Operated
ine			prietary C	prietary Companies	Addad	Under Lease	Added	Total at	Added	Total at	Added	Total at
No.	Added during vear	Total at end of vear	Added during year	end of year	during year	end of year	during year	end of year	during year	end of year	during year	end of year (m)
(a)	(p)	с) Э	(p)	(e)	€	(6)	Ē	9	3	141		
1 Miles of Road												
2 Miles of second main track												
-												
4 Miles of passing tracks, cross-overs, and turn-outs												
5 Miles of way switching tracks												
	Line Owr	Line Owned but Not										
	Operated by	<b>Operated by Respondent</b>										
Line	Added	Total at	-									
No. Item	during year	end										
(a)	Ð	0										
			-									
4 Miles of passing ridoxs, cross-overs, and with our												_
-												

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	SC-931 STATISTICS OF RAIL-LINE OPERA (See page SC-19 for ins		STATE	
Line No.	ltem (a)	Freight trains (b)	Passenger trains (c)	Total transportation service (d)
1	Average mileage of road operated			
	Train-Miles			
2	Diesel locomotives	4,368,906	-	4,368,906
3	Other locomotives	-	-	
4	Total locomotives	4,368,906		4,368,906
<u>5</u> 6	Motorcars Total train-miles	4 262 006	-	4.000.000
	Locomotive Unit-Miles	4,368,906		4,368,906
7	Road service	12,723,046	-	12,723,046
	Train switching	641,880		641,880
_	Yard switching	737,280		737,280
10	Total locomotive unit-miles	14,102,206	-	14,102,206
	Car-Miles (Thousands)			
	Total motorcar car-miles	-	-	
	Loaded time-mileage freight cars	196,918	-	196,918
	Loaded other freight cars	-	-	
	Empty time-mileage freight cars	117,921	-	117,921
	Empty other freight cars Caboose	-	-	
<u>16</u> 17		1		1
	Total freight car-miles (lines 12, 13, 14, 15 and 16) Passenger coaches	314,840	-	314,840
	Combination passenger cars (mail, express, or baggage, etc.,	-		·
	with passenger)	xx	xx	~~
20	Sleeping and parlor cars			XX
21	Dining, grill and tavern cars	-	-	
22	Head-end cars	-	-	
23	Total (lines 18, 19, 20, 21 and 22)	-	-	
24	Business cars	-	-	
25	Crew cars (other than caboose)	XX	XX	XX
26	Grand total car miles (lines 11, 17, 23, 24 and 25)	314,840	-	314,840
	Gross Ton-Miles and Train-Hours in Road Service			
	Gross-ton miles of locomotives and tenders (thousands)	2,532,811	-	2,532,811
28	Gross-ton miles of freight-train cars, contents,			
	and cabooses (thousands)	23,276,956	-	23,276,956
29	Gross-ton miles of passenger-train cars and contents (thousands)		-	
30	Train-hours Total			· · · · · · · · · · · · · · · · · · ·
31	Revenue and Nonrevenue Freight Traffic Tons of revenue freight			20 507 000
32	Tons of nonrevenue freight	XX XX	XX	39,527,303 390,970
33	Total tons revenue and nonrevenue freight	X	XX	39,918,273
34	Ton-milesRevenue freight in road service (thousands)	X	XX	11,250,797
35	Ton-milesRevenue freight in lake transfer service (thousands)	X	XX	
36	Total ton-miles Revenue freight (thousands)	XX	XX	11,250,797
37	Ton-milesNonrevenue freight in road service (thousands)	xx	xx	107,532
38	Ton-milesNonrevenue freight in lake transfer service (thousands)	xx	xx	
39	Total ton-miles Nonrevenue freight (thousands)	XX	xx	107,532
40	Net ton-miles of freightRevenue and nonrevenue (thousands)	XX	XX	11,358,329
	Revenue Passenger Traffic			
41	Passengers carriedTotal	XX	XX	
42	Passenger-milesTotal	XX	xx	
	Train-Miles Work Trains			
43 44	Locomotives Motorcars	49,427	-	49,427

#### SC-931 STATISTICS OF RAIL-LINE OPERATIONS -- WITHIN THE STATE - Concluded

State hereunder the car-miles made on the lines of the respondent within the State by privately owned freight cars and included in the items above given.

				Total transportation
Line	Item	Freight trains	Passenger trains	service
No.	(a)	(b)	(c)	(d)
46	Loaded freight cars	40,810,159	-	40,810,159
47	Empty freight cars	15,536,864	-	15,536,864
48	Sum of loaded and empty	56,347,023	-	56,347,023
	INSTRUCTIONS CONCERNING SCHEDU	ILE 931 ON PAGE SC	-18	

INSTRUCTIONS CONCERNING	SCHEDULE 931	ON PAGE SC-18
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1. Give the various statistical items called for concerning the rail-line operations of respondent's road during the year. Train-miles, car-miles and other particulars are to be reported in accordance with the classification of train-miles and car-miles prescribed in the Uniform System of Accounts for Railroad Companies (Mileage Accounts 800 to 805 and 820 to 825). Locomotive unit-miles should include all miles made by each locomotive unit.

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

3. Line No. I includes miles of road operated under trackage rights.

4. All statistics should be reported in whole numbers unless otherwise indicated in thousands. For gross ton-miles compute from conductors' or dispatchers' train reports weight in tons (2,000 pounds). Line 27 includes weight of all locomotive units moved one mile in transportation trains. Ton-miles of motorcars should be excluded. Lines 28 and 29 represent tons behind locomotive units (cars and contents, company-service equipment and cabooses) moved one mile in transportation trains. Include ton-miles of exclusive work service equipment and motorcars moving in transportation trains. Use 150 pounds as the average weight per passenger and four tons as the average weight of contents of each head-end car.

5. Line No. 35 should represent the ton-miles of revenue freight in water transfer service on the Great Lakes involving a rail-line haul, the revenue from which is includible in account No. 101, which was moved on the basis of lawful local tariff rates, the revenue from which is creditable to account No. 113, "Water transfers," should be excluded. Line 36, Total ton-miles--Revenue freight, should correspond to ton-miles reported on Form OS-B., Item 2.

6. For net ton-miles, Line 40, compute from conductors' train reports. This item represents the number of tons of revenue and non-revenue freight moved one mile in transportation trains. Include a reasonable proportion of the freight of exclusive work equipment moved one mile. Include net ton-miles in motorcar trains. Exclude LCL shipments handled in mixed baggage-express cars.

7. The mileage of company service equipment, designed exclusively for work service and moved in transportation trains, should be classed as loaded freight car-miles.

8. Highway vehicle operations should not be included in Schedule 931 but particulars thereof given in a footnote below.

Footnotes and remarks

	SCS	SC-941. REVENUE FR	EREIGHT CARRIE	DURING THI	(EIGHT CARRIED DURING THE YEAR - WITHIN THE STATE	E STATE"				30-20
G 1963, year, year	Give the particulars called for concerning the respondent's freight traffic statistics during the year, compiled in accordance with the Interstate Commerce Commission's Order of September 13, 1963, in the Matter of Freight Commodity Statistics. Special attention is here directed to the following providsions of the said order: Carload and L.C.L. Traffic Denied. Codes 01 through 46 shall incluse only carload traffic. All Shipments. "A carload" for the purpose of this order shall be included in code 47, "Small Packaged Freight Shipments." A "carload" for the purpose of this order shall be included in code 47, "Small Packaged Freight forms of one commodity. A mixed carload for the purpose of this order shall be reported as a carload of that commodity which forms the major portion of the shipment in weight. If a single shipment is loaded into one car, each shipment shall be reorted separately as a carload. "Originating on respondent's road" means: (a) Shipments credit on the schoment shall be reorted separately as a carload. (b) shipment is loaded from water lines and highway motor fruck lines, except when identi-	traffic statistics sion's Order of le said order: luse only carfor e 47, "Small P: at of not less th rder shall be tr rder shall be tr rder as a carload e reorted sepa ting directly on ck lines, excep?	s during the September 13, ad traffic. All ackaged Freight an 10,000 eated as a car- a single ship- 1. If more than rately as a car- respondent's t when identi-	fied as having spondent's roa ent's road; (d) "Terminatin "Terminatin ent's road; (b) ent's road; (d) expo United as to rec ent's road; (d) expo United States. "Piggyback tified; where th tified; where th Code 44, "	fied as having had previous rail transportation; © shipments which received first line haul on re- spondent's road, but originated on switching lines connecting directly or indirectly with respond- ent's road; (d) import traffic received from water carriers, and traffic from outlying possessions the United States: (e) outbound freight which has been accorded transit privileges. "Terminating on respondent's road" means: (a) Shipments terminating directly on respond- ent's road; (b) shipments delivered to water lines and highway motor truck lines, except when iden- ent's road, but are delivered to water lines and highway motor truck lines, except when iden- tified as to receive further rail transportation; © shipments which receive last line haul on respond- ent's road, but are delivered to water carriers and shipments to outlying possessions of the United States. "Piggyback traffic" is classified in the applicable commodity code if the commodity can be iden- tified; where the commodity cannot be identified, classify in code 46. "Code 44, "Freight Forwarder Traffic," includes freight traffic in cardoads shipped by or con- signed to any forwarder holding a permit under Part IV of the Interstate Commerce Act.	portation; © shij vitching lines con from water cerri ht which has be a means: (a) S o water lines and ortation; © shipn ning road conne ater carriers and ater carriers and the applicable c is includes fre fic," includes fre mit under Part	oments which receiv necting directly or i ers, and traffic from an accorded transit hipments termination hipments to outly i shipments to outly ommodity code if th ommodity code d6. ight traffic in carloac iV of the Interstate (a	ed first line haul indirectly with re- outlying posses privileges. ig directly on res id fines, except v last line haul on rectly with respoins rectly with respoins ong possessions ng possessions e commodity ca & shipped by or Ss shipped by or Commerce Act.	on re- spond- sions pond- dent's of the n be iden- con-	
					All Other Revenue Freight	Total Revenu	Total Revenue Freight Carried	Total Revenu	<b>Total Revenue Freight Terminating</b>	
		Revenue rreign Despondent's R	Revenue Freign Ungunaung on Descondent's Road Within the		Within the State	Within	Within the Sate	Respondent's	<u>9</u> 1	
Code		Number of	Number of tons	Number	Number of tons	Number of carloads	Number of tons (2.000 pounds)	Number of carloads	Number of tons (2,000	
	Commodity (a)	carloads (b)	(c)	(d)	(e)	(j)	(g)	( <b>4</b> )	()	
2	Corre acoditate									
5 8										
g	1-									
9										
Ę	1									
13										
4										
€										
ຊີ										
3 6										
ន										
24										
25										
26										
22										
8 8 8	<ul> <li>Cnemicals allo alleo products</li> <li>Detroieum and coal products</li> </ul>									<u> </u>
R 08	_									<b></b> -
36										
33										<b></b>
33										
]	1									

SC-20

					Ks											*Not required from switching and terminal companies *Not required from switching and terminal companies Note Gross for protective services to perishable freight, without deduction for any proportion thereof credited to account No. 101, "Freight (a) Charges for services for the protection against heat (b) Charges for services for the protection against heat (c) Charges for services for the protection against heat (c) Charges for services for the protection against heat (c) Charges for services for the protection against cold (c) Charges for services for the protection against heat (c) Charges for the protection against heat (c) C) Charges for th
	34 Fabr Metal Prd. Exe Ordn. Machy & Transp	Machinery, except electrical	Electrical machinery, equipment, and supplies	Transportation equipment	Instruments, PHOT and optical GD watches and clocks	Miscellaneous products of manufacturing	Waste and scrap materials	MISC freight shipments	Containers, shipping, returned empty	Freight forwarder traffic	Shipper association or similar traffic	Misc Mixed shipment Exc Fwdr & Shpr Assn	Grand Total, Carload Traffic	Small packaged freight shipments	Grand Total, Carload and LCL Traffic	<ul> <li>Not required from switching and terminal companies</li> <li>Note Gross charges for protective services to perishable</li> <li>(a) Charges for services for the protection against theat</li> </ul>

# ABBREVIATIONS USED IN COMMODITY DESCRIPTIONS

PETRO Petroleum PHOT Photographic PRD Products SHPR Shipper TRANSP Transportation	
INC Including LCL Less than carload MACHY Machinery MISC Miscellaneous NAT Natural ORDN Ordnance	
Association Except Fabricated Forwarder Goods Gasoline	
ASSN EXC FABR FWDR GSLN GSLN	1

COMMODITY	ORIG	ORIGINATING	ALL	ALL OTHER	TOTAI	TOTAL MOVES	TERMINATING	ATING
CODE	UNITS	TONS	UNITS	TONS	UNITS	TONS	UNITS	TONS
01	31,392	2,733,566	50,233	5,089,234	81,625	7,822,800	25,495	2,586,114 
08	12	797	58	1,070	20	1,866	~	n N
60	0	0	128	8,965	128	8,965	0	0
10	7	684	496	44,686	503	45,370	7	675
11	250	24,022	6,659	646,668	6,909	670,689	4,298	421,090
	0	0	108	8,474	108	8,474	0	0
14	21.054	1.891.694	10,671	996,086	31,725	2,887,780	26,784	2,480,625
1 0	19	1.204	95	4,565	114	5,769	28	3,071
00	23,634	1.734.845	41,815	3,038,472	65,449	4,773,317	8,562	765,249
22 22	Ċ	0	249	4,548	249	4,548	2	148
23		0	1.407	24,277	1,407	24,277	-	~
2 2	10 163	830.978	70.461	5,837,173	80,624	6,668,151	2,661	246,393
17	001.01	0	1.365	20,351	1,365	20,351	0	0
52	105	5 257	18 799	1.012.219	18,904	1,017,476	3,048	198,585
	2	10210	415	8,162	415	8,162	0	0
71	002.01	1 028 163	71 160	7.016.535	81.889	8,044,697	15,298	1,461,120
07	221'01	12 055	11 602	944,853	11.739	956,908	4,114	373,516
29	2	000,21	3 225	72.527	3,225	72,527	24	776
50 24			301	4.521	301	4,521	-	18
10	1 2/8	139.971	10.020	881,929	11,368	1,021,900	1,318	132,399
20	040'I	5.617	7.357	585,515	7,424	591,132	300	24,908
00	5 5	783	843	20.654	854	21,437	33	1,790
04 25	σ	242	1.396	22,291	1,405	22,533	121	3,734
50 26	о <del>С</del>	934	4.517	54,297	4,530	55,231	8	604
20	302	3 945	35.202	732,750	35,504	736,695	541	8,467
10	400		63		63	666	0	0
00		• c	553	7,296	553	7,296	10	208
00	1 077	75 756	11.762	695,094	12,839	770,850	2,878	184,177
4 C	71	2 714	2.699	68,123	2,770	70,837	942	20,673
4- 2	1 0 2 2	14 172	48.070	118.463	49,993	132,636	53	1,946
44	0,00		2	43	5	43	0	0
40 • •			4 646	73.546	4,646	73,546	0	0
44			22	277	22	277	0	0
40 40	с В	1 677	204.580	2.843.518	204,666	2,845,195	34	2,795
40	g <b>c</b>	0	2,787	29,921	2,787	29,921	•	0
40	124	11 196	1.707	87,211	1,831	98,407	1,473	66,529
40			-	86	~	86	0	0
4 9 50		0	27	1,966	27	1,966	27	1,966
2	,	1						

2/12/03 7:01:17 AM

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# A - Railroad with Railroad

A crossing of a railroad with a railroad means the intersection of all the tracks on one right-ofway with all of the tracks on another right-of-way, whether or not owned or operated by the same company: thus, the intersection of one double-track line with another double-track line shall be reported as one crossing. Each such crossing shall be reported only by the carrier who performs the actual maintenance of the signal or interlocking protection if so provided, or by the carrier who maintains the crossing frogs where no protection exists. The carrier which actually performs the maintenance shall be the reporting carrier, even though other party, or parties, assume a part of all of the expense of such maintenance. Where portions of the apparatus are maintained by two or more companies, as, for example, the condition where one crossing frog is maintained by two or more companies, as, for example, the condition where one crossing frog is maintained by two or which shall report. Report should be made of each crossing, whether main line, branch line, or switching tracks are involved, so long as separate fights-of-way are involved, regardless of whether or not the rights-of-way involved are owned or leased by the same company. A cross-over from

one track to another on the same right-of-way, or the use of a crossing frog from the intersection of two tracks in the same right-of-way, is not to be considered as a crossing in this connection. If one right-of-way intersects two or more rights-of-way in the same vicinity, a separate crossing shall be reported for each such intersection, even though all are controlled by one interlocking plant. In such case, this fact should be explained in a footnote in order that the interlocking plant may not be counted more than once.

The term "Protection" as used in the connection should include all signaling or derailing devices which may restrict the use of the crossing by either carrier. It shall not include stationary or other cautionary signs which merely indicate the proximity of a crossing. Where crossings are protected by more than one of the types of protection shown in columns (b) to (i) inclusive, the kind of protection, etc., should be reported in only one classification and that of the more elaborate type.

Interface     Number of crassings     Number of crassings     Number of crassings     Total specially     Total specially     Total not specially       Number of crassings     Number of crassings     Number of crassings     Number of crassings     Total specially     Total specially     Total not specially       1     Number of crassings     Number of crassings     Number of crassings     Number of crassings     Total specially     Total specially     Total specially       2     Crassings     0)     0)     0)     0)     0)     0)       1     Number at beginning of year     0)     0)     0)     0)     0)       2     Crassings     0     0)     0)     0)     0)     0)       0     0     0     0)     0)     0)     0)     0)       1     Number at close of year     0     0     0     0     0	- <del></del>		<b></b>	<b>.</b>	<del></del>	<b>r</b>	<b>r</b>		<del>1</del>	<b></b>	 	r-	-	_	-T	<b>-</b>	-1-	-r	- <b>T</b> -		 		 
Number of crossings     Automatic signals     Derails on one interlocating     Hand-operated (in on protection interlocating)     Total specially (in (g))       Number of crossings     Interlocating     Interlocating     Construction (g)     Total specially       Number of crossings     Interlocating     (g)     (g)     (g)     (g)       Interlocating     (g)     (g)     (g)     (g)     (g)       Interlocating     (g)     (g)     (g)     (g)     (g)       Interlocating     (g)     (g)     (g)     (g)     (g)       Interlocating     Interlocating     (g)     (g)     (g)     (g)       Intercates     Inter		Grand total (i)																					
Number of crossings     Number of crossings     Intertocking     Deraits on one (auto-matic (a)     Hand-operated (auto-matic (a)       Number of crossings     Intertocking     Intertocking     Intertocking     Intertocking       (a)     (b)     (c)     (d)     (e)       (a)     (b)     (d)     (e)       (b)     (c)     (d)     (e)       (c)     (d)     (e)     (f)       (c)     (d)     (e)     (f)       (c)     (c)     (d)     (e)       (c)     (c)     (d)     (e)       (c)     (c)     (c)     (d)       (c)     (c)     (c)     (c)       (c)     (c)     (c)       (c)     (c)     (c)       (c)     (c)     (c)       (c)     (c)     (c)       (c)     (c)     (c)       (c)     (c)     (c)       (c)     (c)     (c)		Total not specially protected (h)																					
Number of crossings     Number of crossings     Interlocking     Automatic signals     Derails on one signals, without (auto-matic)       Number at beginning of Year     (a)     (a)     (d)     (e)       (b)     (c)     (d)     (d)     (e)       (c)     (d)     (d)     (e)     (e)       Other at beginning of Year     (b)     (c)     (d)     (e)       (c)     (d)     (d)     (e)     (e)       Other at beginning of Year     (c)     (d)     (e)       (c)     (c)     (d)     (e)     (e)       (c)     (c)     (c)     (d)     (e)       (c)     (c)     (c)     (c)     (c)       (c)     (c)     (c)     (c)       <		Total specially protected (g)																					
Image: Provide construction     Automatic signals     Derails on one (auto-matic)       Number of crossings     Number of crossings     Interlocking     Automatic signals       Image: Provide construction     (b)     (c)     (d)       Image: Inprotection     (b)     (c)     (d)       Crossings added:     New of grade     (c)     (d)       Crossings eliminated:     Separation of grade     (c)     (d)       Other causes     Number at close of year     Number at close of year     (d)		Gates (f)																					
Number of crossings     Automatic signals (a)       Number at beginning of (a)     (b)       (a)     (b)       (c)     (c)		Hand-operated signals, without interlocking (e)																					
Automatic       Number of crossings     Interlocking       (a)     (b)       (b)     (b)       (c)     (c)       Number at beginning of year     (b)       Crossing added:     New crossings       Number at beginning of year     (c)       (c)     (c)	-	Derails on one line, no protection on other (d)																					
Number at beginning of year (a) Number at beginning of year Crossings added: New crossings Change in protection Crossings eliminated: Separation of grade Crossings eliminated: Separation of grade Other causes Number at close of year		Automatic signals (auto-matic interlocking) (c)																					
Line No. 1 Number at beginning of year 2 Crossing added: New crossings 3 Change in protection 4 Crossings eliminated: Separation of grade 5 Other causes 7 Number at close of year		Interlocking (b)																					
		Number of crossings (a)	Number at beginning of year	Crossing added: New crossings	Change in protection	Crossings eliminated: Separation of grade	Change in protection	Other causes	Number at close of year														
		No.	1					9				ľ	T	T	T	T				1			

# B - Railroad With Highway

1. A highway grade crossing is to be regarded as a single crossing of all of the tracks within the adjacent owned or leased right(s) of way of the railroad(s) at the point of intersection with a publicty maintained highway, street or avenue at the same grade to the extent that the tracks are located within the limits of a single set of grade crossing signs or protective devices having an integrated set of auctuating circuits.

2. Not to be included are crossings of tracks with private roads leading to or within industrial 2. Not to be included are crossings of tracks with private roads leading to or within industrial plants, or with other roads or driveways not dedicated to public use. All crossings of tracks at grade with public roads and streets should be included if any railroad operations are conducted thereover by the reporting company whether or not the track is located on railroad right-of-way.

by the reporting cumpany whether of not we way to during the year should be reported as a new 3. A private grade crossing which becomes public during the year should be reported as a new grade crossing. A grade crossing of a dual or multi-lane highway should be reported as one crossing. In the classification of protection, a crossing having more than one of the classes of protection listed below should be reported once only, using the furthest left column that applies. To avoid

duplicate reporting of jointty owned, jointly maintained or jointly used crossings, one railroad shall be designated the reporting road by mutual agreement of the interested partles. 4. In columns (b) and (c), include grade crossings with or without audible signals. In columns (d) and (e) include grade crossings with or without any type of audible or visible supplemental device. Exclude from columns (f) and (g) those crossings where train movement is protected only by a member of the train crew. Audible signals reportable in column (h) include any train-actuated bell, whistle, siren or other audible supplements. Include in the crossing. Other, automatic signals reportable in column (j) include wigwags. Highway Traffic Signals or special types of train-actuated bell, crossing crossbuck, any other static sign (except "Number of Tracks" sign) or any non-traincrossing crossbuck. Totals amber continuous-flashing lights. In column (n), in addition to "Railroad crossbuck. Totals in column (o), lines 9 and 10 should be equal, resulting in no change in the total number of crossings.

						Matchine	vino no								
Ļ				Gates n	Gates manually					Total					
		Automatic Automatic gates with flashing	Automatic					Audible		00	"Railroad Crossing"	"Railroad Crossbuck f Crossing" signs with	Other fixed sinns		Total
	(	flashing	light	24 hours	24 hours	24 hours 24 hours ber day	_	signals a only	signals	approach	signs only	signs		sa[	at grade
	Item of Annual Change (a)	(q)		(q)	+		(6)	Ð	Ξ	9	S	Ξ	Ē	6	6)
_JZ	Number at heatinning of vear							╋	T						
<u>_</u>	Added: By new, extended or relocated highway														
<u>.</u>	By new, extended or relocated railroad														
_	Total added							T							
լա	Fliminated: By closing or relocation of highway														
1	By relocation or abandonment of railroad														
	By separation of grades														
_	Total eliminated														
10	Changes in protection: Number of each type added														
1	Number of each type deducted														
<u> </u>	Net of all Changes							t							
14	12 Number at close of year														
1															
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MEMORANDA (FOR USE OF STATE COMMISSION ONLY)

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	VERIFICATION	
also by the oath of the president or othe	y the oath of the officer having control of the acc er chief officer of the respondent, unless the resp ntrol over the accounting of the respondent. The	bondent states on the last preceding page of this
	laws of the State in which the same is taken.	
	ОАТН	
(To	o be made by the officer having control over the	accounting of the respondent)
State of Nebraska ss:		
County of Douglas		
R.J. Putz	makes oath and says that he is	Chief Accounting Officer and Controller
(Insert here name of the affiant)		(Insert here the official title of the affiant)
Of	Union Pacific Railroad	d Company
	(Insert here the exact legal title or	name of the respondent)
kept; that he knows that such books ha the accounting and other orders of the said report and to the best of his knowl account, been accurately taken from th statements of fact contained in the said	ave, during the period covered by the foregoing I	lance therewith; that he believes that all other
January 1, 2002 to and including Dece	ember 31, 2002	AL
		(Signature of attant)
Subscribed and sworn to before me, a	Notary Public in and for the State and county al	bove named, this <u>2/57</u> day of <u>March</u> , 2023.
a l	NUMPER AND	•
My commission expires	JUDY E. MCGOWAN NOTARY MY COMMISSION EXPIRES	
Use an	July 31, 2005	) Q ha Havia
L.S.		May C. Mccoulin
impression seal	/	Signature of officer authorized to administer oaths)
	v	
	SUPPLEMENTAL OA	
State of	(By the president or other chief office	to the respondent)
SS:		
County of		
	makes oath and says that he (she) is	
(Insert here name of the affiant)		(Insert here the official title of the affiant)
~	Lister Bestie Baike	ad Company
Of	Union Pacific Railro (Insert here the exact legal title o	
	the foregoing report: that he or she believes the	at all statements of fact contained in the said report are true, and
	mplete statement of the business and affairs of	the above-named respondent and the operations of its
that the said report is a correct and co	mplete statement of the business and affairs of n and including	
that the said report is a correct and co property during the period of time from	mplete statement of the business and affairs of n and including	
that the said report is a correct and co property during the period of time from January 1, 2001, to and including Dec	omplete statement of the business and affairs of n and including cember 31, 2001	the above-named respondent and the operations of its
that the said report is a correct and co property during the period of time from January 1, 2001, to and including Dec	omplete statement of the business and affairs of n and including cember 31, 2001	the above-named respondent and the operations of its (Signature of affiant)
that the said report is a correct and co property during the period of time from January 1, 2001, to and including Dec Subscribed and sworn to before me, a	omplete statement of the business and affairs of n and including cember 31, 2001	the above-named respondent and the operations of its (Signature of affiant)
that the said report is a correct and co property during the period of time from January 1, 2001, to and including Dec Subscribed and sworn to before me, a My commission expires	omplete statement of the business and affairs of n and including cember 31, 2001	the above-named respondent and the operations of its (Signature of affiant)