

R1 Reports for 2019
7 Class I Railroad Companies
Schedule 750
Fuel Consumption

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Fuel Consumption Totals

BNSF	1,365,879,827	(gals)
CSX	391,789,172	(gals)
GTC	121,385,446	(gals)
KCS	66,093,931	(gals)
NS	450,600,488	(gals)
SOO	69,180,249	(gals)
UP	965,706,090	(gals)
Total:	3,430,635,203	(gals)

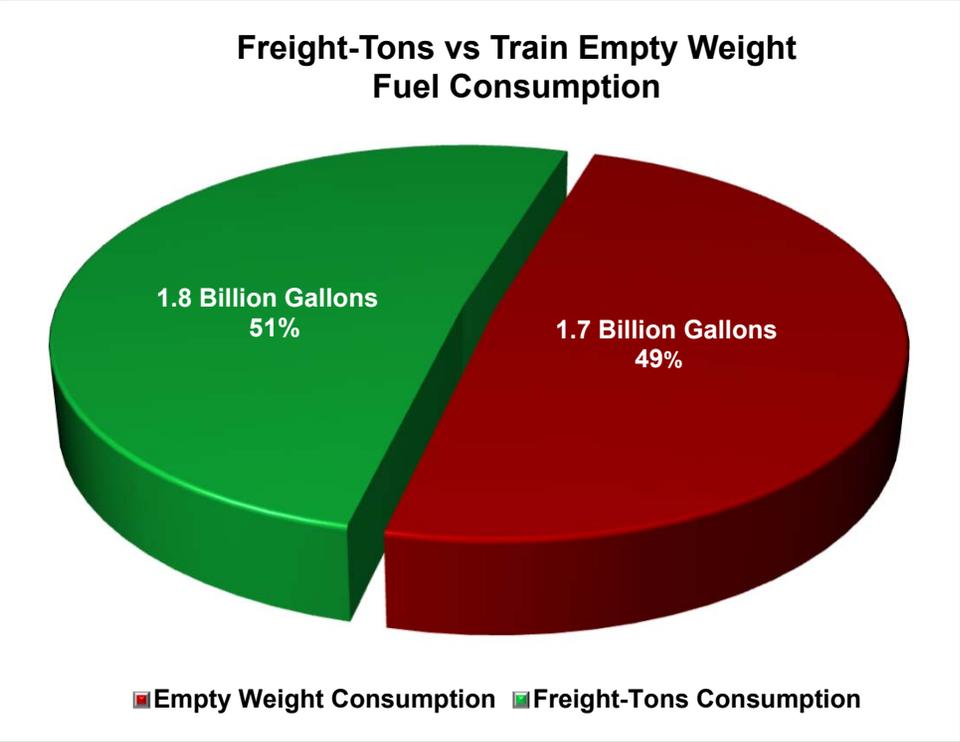
Variable Data

Freight-Tons Percentage: (%)

Empty Weight Percentage: (%)

Fuel Consumption Calculations:

Empty Weight:	1,681,011,250 (gals)	49% (as %)
Freight-Tons:	1,749,623,954 (gals)	51% (as %)



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BNSF
R1 Report
Year: 2019

750. CONSUMPTION OF DIESEL FUEL (Dollars in Thousands)			
LOCOMOTIVES			
Line No.	Kind of locomotive service (a)	Diesel oil (gallons) (b)	Line No.
1	Freight	1,318,892,873	1
2	Passenger		2
3	Yard Switching	46,986,954	3
4	TOTAL	1,365,879,827	4
5	COST OF FUEL \$(000)	\$ 2,806,257	5
6	Work Train	14,642,124	6

CSXR1 Report
Year: 2019

750. CONSUMPTION OF DIESEL FUEL (Dollars in Thousands)			
Line No.	LOCOMOTIVES		Line No.
	Kind of locomotive service (a)	Diesel oil (gallons) (b)	
1	Freight	372,199,713	1
2	Passenger	-	2
3	Yard Switching	19,589,459	3
4	TOTAL	391,789,172	4
5	COST OF FUEL \$(000)	\$ 821,740	5
6	Work Train	3,677,849	6

GTC**R1 Report
Year: 2019****750 CONSUMPTION OF DIESEL FUEL**
(Dollars in Thousands)

Line No.	LOCOMOTIVES		Line No.
	Kind of locomotive service (a)	Diesel oil (gallons) (b)	
1	Freight	114,321,967	1
2	Passenger	-	2
3	Yard switching	7,063,479	3
4	TOTAL	121,385,446	4
5	COST OF FUEL \$(000) *	\$251,591	5
6	Work Train	497,657	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 predominately freight should be included in freight service, but where the service of mixed or special trains is predominately passenger, the fuel should be included in passenger service.

KCSR1 Report
Year: 2019

750. CONSUMPTION OF DIESEL FUEL (Dollars in Thousands)				
Line No.	LOCOMOTIVES			Line No.
	Kind of locomotive service (a)	Diesel oil (gallons) (b)		
1	Freight		62,740,837	1
2	Passenger		-	2
3	Yard switching		3,353,094	3
4	TOTAL		66,093,931	4
5	Cost of fuel \$(000)		\$ 133,788	5
6	Work train		508,353	6

NS

**R1 Report
Year: 2019**

750. CONSUMPTION OF DIESEL FUEL
(Dollars in Thousands)

Line No.	Locomotives		Line No.
	Kind of locomotive service (a)	Diesel oil (gallons) (b)	
1	Freight	417,609,465	1
2	Passenger		2
3	Yard switching	32,991,023	3
4	TOTAL	450,600,488	4
5	COST OF FUEL \$(000)	\$ 900,135	5
6	Work Train	3,047,172	6

SOO

R1 Report

Year: 2019

750. CONSUMPTION OF DIESEL FUEL

(Dollars in thousands)

Line No.	LOCOMOTIVES		Line No.
	Kind of locomotive service (a)	Diesel oil (gallons) (b)	
1	Freight	67,335,420	1
2	Passenger	0	2
3	Yard switching	1,367,400	3
4	TOTAL	69,180,249	4
5	COST OF FUEL \$(000) *	141,310	5
6	Work Train	477,429	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.

UP

**R1 Report
Year: 2019**

750. CONSUMPTION OF DIESEL FUEL (Dollars in Thousands)			
LOCOMOTIVES			
Line No.	Kind of locomotive service (a)	Diesel oil (gallons) (b)	Line No.
1	Freight	870,814,873	1
2	Passenger	11,106,241	2
3	Yard Switching	83,784,976	3
4	TOTAL	965,706,090	4
5	COST OF FUEL \$(000)	\$2,048,685	5
6	Work Train	10,885,836	6

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