

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB DOCKET NO. AB-103 (Sub- No. 21X)

KANSAS CITY SOUTHERN RAILWAY COMPANY
ABANDONMENT EXEMPTION
LINE IN WARREN COUNTY, MS

SUPPLEMENT TO
REQUEST FOR COMPENSATION
DUE TO INCREASED COSTS OF RESTORING LINE TO SERVICE
CAUSED BY PARTIAL DISMANTLING OF THE GLASS ROAD BRIDGE

1. Now comes Raymond B English and James Riffin ("E&R"), who herewith file this Supplement to Request for Compensation Due to Increased Costs of Restoring Line to Service Caused By Partial Dismantling of the Glass Road Bridge, and say.

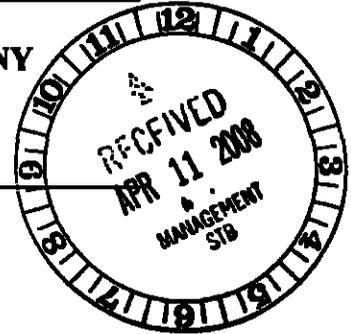
BACKGROUND INFORMATION

2 On February 22, 2008, the Board Served its decision In The Matter Of A Request To Set Terms and Conditions ("Decision") in the above entitled proceeding In its Decision, the Board stated *inter alia*:

If the Offerors accept the terms and conditions for the Entire Line, then by March 24, 2008, the Offerors may return to the Board with a request to determine the compensation, if any, owed by the Kansas City Railway Company ("KCSR") due to increased costs of restoring the Remainder to service that was caused by the partial dismantling of the Glass Road Bridge ("Bridge").

3 On March 21, 2008, the Offerors filed their Request for Compensation, which listed the estimated cost to restore the Glass Road bridge. That Request for Compensation did not include the cost to prepare the Request for Compensation.

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SUPPLEMENT TO REQUEST FOR COMPENSATION

4 Offerors herewith argue their increased costs of restoring the Remainder to service, includes not only the cost to restore the Glass Road bridge, but also the costs associated with determining how much it would cost to restore the Glass Road bridge. Had the Glass Road bridge not been removed, Offerors would not have been placed in a position where they had to expend a substantial sum of money on professional services, in order to be restored to the position they were in at the time they filed their Request to Set Terms and Conditions

5 Offerors herewith request permission to amend their Request for Compensation. for the purpose of including within that Request, their costs to prepare the Request for Compensation.

6. Offerors costs to prepare the Request for Compensation, was not available at the time the Request for Compensation was filed with the Board Offerors, as of this date, have now received and tallied the costs associated with preparing the Request for Compensation These costs are summarized below.

A. Professional fees	\$6,400 00
B Document reproduction costs	360 00
C Courier fees;	<u>180 00</u>
TOTAL, COSTS TO PREPARE REQUEST:	\$6,940.00

7. The Offerors herewith Amend their March 21, 2008 Request for Compensation Due To The Increased Costs of Restoring The Line to Service Caused By The Partial Dismantling of the Glass Road Bridge, to include the costs associated with preparing the Request for Compensation:

Costs to restore Glass Road bridge	
(labor, materials, equipment rentals, taxes):	\$237,610.00
Costs to prepare Request for Compensation	<u>6,940.00</u>
TOTAL, REQUEST FOR COMPENSATION:	\$244,550.00

Respectfully submitted,


Raymond B English


James Riffin

CERTIFICATE OF SERVICE

I hereby certify that on this 10th day of April, 2008, a copy of the foregoing Supplement to Request for Compensation Due to Increased Costs of Restoring Line to Service Caused By Partial Dismantling of the Glass Road Bridge, was mailed via first class mail, postage prepaid, to **William A. Mullins, Baker & Miller PLLC**, Ste 300, 2401 Pennsylvania Ave. N.W., Washington, DC 20037, attorney for Kansas City Southern Railway Company, and to **Craig Richey**, 315 W. 3rd Street, Pittsburg, KS 66762, attorney for Vicksburg Southern Railroad, Inc.


James Riffin