CLASS I RAILROAD ANNUAL REPORT

2008

The Kansas City Southern Railway Company

427 West 12th Street, Kansas City, MO 64105

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, 395 E St. N.W , 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 permanent black ink or typed. Those of a contrary character must be indicated in parentheses. Items of an unusual character must be indicated by appropriate symbols and explained in footnotes.

5. Money items, except averages, throughout the Annual Report 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 report have the following meanings:

   a) Board means *Surface Transportation Board.*
   b) Respondent means *the person or corporation on 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 for which the report is being made. If the report is made for a shorter period than one year, it means the close of the period covered by the report.*
   e) Beginning of the year means *the beginning of business on January 1 of the year for which the report is being made. If the report is made for a shorter period than one year, it means the beginning of that period.*
   f) Preceding year means *the year ended December 31 of the year preceding the year for which the report is made.*
   g) The Uniform System of Accounts for Railroad Companies means *the system of accounts in Part 1201 of Title 49, Code of Federal Regulation, as amended.*

7. The ICC Termination Act of 1995 abolished the Interstate Commerce Commission and replaced it with the Surface Transportation Board. Any references to the Interstate Commerce Commission or Commission contained in this report refer to the Surface Transportation Board.

8. Any references to the Bureau of Accounts or the Office of Economics contained in this report refer to the Office of Economics, Environmental Analysis and Administration of the Surface Transportation Board.

For Index, See Back of Form

ACAA-R1

ANNUAL REPORT

OF

THE KANSAS CITY SOUTHERN RAILWAY COMPANY

TO THE

SURFACE TRANSPORTATION BOARD

FOR THE

YEAR ENDED DECEMBER 31, 2008

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

(Name) Mary K. Stadler (Title) Senior Vice President and Chief Accounting Officer

(Telephone number) (816) 983-1371

(Office address) 427 West 12th Street Kansas City, Missouri 64105

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SPECIAL NOTICE

Docket No 38559 Railroad Classification Index, served January 20, 1983, modified the reporting requirements for class II, III and all Switching and terminal companies. These carriers will notify the Board only if the calculation results in a different revenue level than its current classification

The dark border on the schedules represents data that are captured for processing by the Surface Transportation Board.

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

A. SCHEDULES OMITTED BY RESPONDENT

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

Page	Schedule No.	Title
10 - 15	200	Comparative Statement of Financial Position - Explanatory Notes and Blank Pages
28 - 29	310	Investments and Advances Affiliated Companies - Continued Pages

B. IDENTITY OF RESPONDENT

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

1 *Give in full the exact name of the respondent*. Use the words "The" and "Company" only when they are parts of the corporate name Be careful to distinguish between railroad and railway The corporate name should be given uniformly throughout the report, notably on the cover, on the title page and in the "Verification" If the report is made by receivers, trustees, a committee of bondholders or individuals otherwise in possession of the property, state names and facts with precision If the report is for a consolidated group, pursuant to Special Permission from the Board, indicate such fact on line 1 below and list the consolidated group on page 4.

2 If incorporated under a special charter, give date of passage of the act; if under a general law, give date of filing certificate of organizations, if a reorganization has been effected, give date of reorganization If a receivership or other trust, give also date which 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 The Kansas City Southern Railway Company
   See note on page 4
2 Date of incorporation March 19, 1900
3 Under laws of what Government, State or Territory organized? If more than one, name all. If in bankruptcy, give court of jurisdiction and dates of beginning of receivership or trusteeship and of appointment of receivers or trustees

   State of Missouri

   Article II Chapter XII Revised Statutes of Missouri 1899

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

STOCKHOLDERS' REPORTS

5 The respondent is required to send to the Bureau of Accounts, immediately upon preparation, two copies of its latest annual report to stockholders.
Check appropriate box:

[X] Two copies are attached to this report

[ ] Two copies will be submitted _____ (date)

[ ] No annual report to stockholders is prepared

C. VOTING POWERS AND ELECTIONS

1 State the par value of each share of stock Common, $ No Par per share, first preferred, $ 350,000 per share, second preferred, $ None per share; debenture stock, $ None 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

3 Are voting rights proportional to holdings? Yes 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? No If so, name in a footnote each security, other than stock to which voting rights are attached (as of the close of the year), and state in detail the relation between holdings and corresponding voting rights, stating whether voting rights are actual or contingent, and if contingent, showing the contingency

5 Has any class or issue of securities any special privileges in the election of directors, trustees or managers or in the determination of corporate action by any method? No If so, 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 book last closed April 3, 1981

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. 9,840,057 votes, as of December 31, 2008
(Date)

8 State the total number of stockholders of record, as of the date shown in answer to inquiry No 7 1 stockholder.

9 Give the names of the thirty security holders of the respondent who, at the date of the latest closing of the stock book or compilation of 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 address, the number of votes to which he was entitled, which respect to securities held by him, such securities being classified as common stock, second preferred stock, first preferred stock and other securities, stating in a footnote the names of such other securities (if any) If any such holder held in trust, give (in a footnote) the particulars of the trust In the case of voting trust agreements, give as supplemental information the names and addresses of the thirty 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 thirty security holders as of the close of the year*

Line No.	Name of security holder	Address of security holder	Number of votes to which security holder was entitled	NUMBER OF VOTES, CLASSIFIED WITH RESPECT TO SECURITIES ON WHICH BASED			Line No
				Stock			
					PREFERRED		
				Common	Second	First	
	(a)	(b)	(c)	(d)	(e)	(f)	
1	Kansas City Southern	427 West 12th Street Kansas City, Missouri 64105	9,840,057	9,840,000		57	1
2							2
3							3
4							4
5							5
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C. VOTING POWERS AND ELECTIONS - Concluded

10. State the total number of votes cast at the latest general meeting for the election of directors of the respondent 9,840,057 votes cast.

11. Give the date of such meeting July 1, 2008

12. Give the place of such meeting Kansas City, Missouri 64105

NOTES AND REMARKS

List of consolidated companies, subsidiaries and affiliates
The Kansas City Southern Railway Company
Gateway Eastern Railway
Mexrail, Inc.
The Texas Mexican Railway Company
Meridian Speedway, LLC
Kansas City Southern - I&M Joint Agency

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 beginning of year (c)	Line No
			Current Assets			
1		701	Cash	180,049	20,638	1
2		702	Temporary Cash Investments	10,042	16,185	2
3		703	Special Deposits	-	-	3
			Accounts Receivable			
4		704	- Loan and Notes	-	-	4
5		705	- Interline and Other Balances	1,476	2 012	5
6		706	- Customers	60,263	69,652	6
7		707	- Other	18,130	24,875	7
8		709, 708	- Accrued Accounts Receivables	91 335	19,662	8
9		708 5	- Receivables from Affiliated Companies	551,363	542,984	9
10		709 5	- Less Allowance for Uncollectible Accounts	(6,933)	(5,679)	10
11		710, 711, 714	Working Funds Prepayments Deferred Income Tax Debits	10 283	55,869	11
12		712	Materials and Supplies	68,328	58,597	12
13		713	Other Current Assets - Restricted Cash	34 039	11,547	13
14			TOTAL CURRENT ASSETS	1,018 375	816,342	14
			Other Assets			
15		715, 716, 717	Special Funds	-	-	15
16		721, 721 5	Investments and Advances Affiliated Companies (Schedule 310 & 310A)	47 975	448,701	16
17		722, 723	Other Investments and Advances	12,432	12,432	17
18		724	Allowances for Net Unrealized Loss on Non-Current			
			Marketable Equity Securities-Cr	-	-	18
19		737, 738	Property Used in Other than Carrier Operation (less Depreciation)	15,372	15,755	19
20		739, 741	Other Assets	525	117	20
21		743	Other Deferred Debits	37 608	27,999	21
22		744	Accumulated Deferred Income Tax Debits	7,047	18,965	22
23			TOTAL OTHER ASSETS	120,959	523,969	23
			Road and Equipment			
24		731, 732	Road (Schedule 330) Line 30 Col h & b	2,498,415	2,215,463	24
25		731, 732	Equipment (Schedule 330) Line 39 Col h & b	349,782	359,451	25
26		731, 732	Unallocated Items	261,248	252 167	26
27		733, 735, 736	Accumulated Depreciation and Amortization (Schedules 335, 342 and 351)	(809,484)	(821,716)	27
28			Net Road and Equipment	2,299,961	2,005,365	28
29			TOTAL ASSETS	3,439,295	3,345,676	29

NOTES AND REMARKS

200. COMPARATIVE STATEMENT OF FINANCIAL POSITION - LIABILITIES AND STOCKHOLDERS' 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	21,566	18,478	31
32		753	Audited Accounts and Wages	47,517	29,963	32
33		754	Other Accounts Payable	30,430	18,588	33
34		755, 756	Interest and Dividends Payable	17,188	7,353	34
35		757	Payables to Affiliated Companies	-	-	35
36		759	Accrued Accounts Payable	130,167	178,803	36
37		760, 761, 761 5 762	Taxes Accrued	11,964	16,622	37
38		763	Other Current Liabilities	71,766	1,743	38
39		764	Equipment Obligations and Other Long-Term Debt Due within One Year	627,497	650,012	39
40			TOTAL CURRENT LIABILITIES	958,095	921,562	40
			Non-Current Liabilities			
41		765, 767	Funded Debt Unmatured	488,444	246,679	41
42		766	Equipment Obligations	497	738	42
43		766 5	Capitalized Lease Obligations	11,025	6,984	43
44		768	Debt in Default	-	-	44
45		769	Accounts Payable Affiliated Companies	238,530	224,799	45
46		770 1, 770 2	Unamortized Debt Premium	-	-	46
47		781	Interest in Default	-	-	47
48		783	Deferred Revenues-Transfers from Governmental Authorities	-	-	48
49		786	Accumulated Deferred Income Tax Credits	454,967	430,255	49
50		771, 772, 774, 775, 782, 784	Other Long-Term Liabilities and Deferred Credits	144,715	105,663	50
51			TOTAL NON-CURRENT LIABILITIES	1,338,178	1,015,118	51
			Stockholders' Equity			
52		791, 792	Total Capital Stock (Schedule 230) Lines 53, 54	57,504	57,504	52
53			Common Stock	36,504	36 504	53
54			Preferred Stock	21,000	21,000	54
55			Discount on Capital Stock	-	-	55
56		794, 795	Additional Capital (Schedule 230)	825,051	784,551	56
			Retained Earnings.			
57		797	Appropriated	-	-	57
58		798	Unappropriated (Schedule 220)	264,254	570,728	58
59		798 1	Net Unrealized Loss on Non-Current Marketable Equity Securities	-	-	59
60		798 5	Less Treasury Stock	(3 787)	(3,787)	60
61			Net Stockholders' Equity	1 143,022	1,408,996	61
62			TOTAL LIABILITIES AND STOCKHOLDERS' EQUITY	3,439,295	3,345,676	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 and reporting principles, except as shown in other schedules. This includes statements explaining (1) service interruption insurance policies and indicating the amount of indemnity to which respondent will be entitled for work stoppage losses and the maximum amount of additional premium respondent may be obligated to pay in the event such losses are sustained by other railroads; (2) particulars concerning obligations for stock purchase options granted to officers and employees, and (3) what entries have been made for net income or retained income restricted under provisions of mortgages and other arrangements.

1. Amount (estimated, if necessary) of net income or retained income which has to be provided for capital expenditures, and for sinking and other funds pursuant to provisions of reorganization plans, mortgages, deeds of trust or other contracts $ 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 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 Not Applicable

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

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

(i) If funding is by insurance, give name of insuring company ____

If funding is by trust agreement, list trustee(s) ____

Date of trust agreement or latest amendment ____

If respondent is affiliated in any way with the trustee(s), explain affiliation. ____

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

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

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

(ii) Are voting rights attached to any securities held by the pension plan? Specify Yes ____ No ____ If yes, who determines how stock is voted? ____

4. State whether a segregated political fund has been established as provided by the Federal Election Campaign Act of 1971 (18 U S.C 610). Yes X No ____

5. (a) The amount of employers contribution to employee stock ownership loans for the current year was $ None

(b) The amount of investment tax credit used to reduce current income tax expense resulting from contributions to qualified employee stock ownership plans for the current year was $ None

6 In reference to Docket No. 37465 specify the total amount of business entertainment expenditures charged to the non-operating expense account $ None

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)

Litigation:

The Company is a party to various legal proceedings and administrative actions, all of which, are of an ordinary, routine nature and incidental to its operations Included in these proceedings are various tort claims brought by current and former employees for job related injuries and by third parties for injuries related to railroad operations. KCSR aggressively defends these matters and has established liability reserves, which management believes are adequate to cover expected costs Although it is not possible to predict the outcome of any legal proceeding, in the opinion of management, other than those proceedings described in detail below, such proceedings and actions should not, individually, or in the aggregate, have a material adverse effect on the Company's financial condition and liquidity However, a material adverse outcome in one or more of these proceedings could have a material adverse impact on the operations of a particular period

Environmental Matters:

The Company's operations are subject to extensive federal, state and local environmental laws and regulations. The major environmental laws to which the Company is subject include, among others, the Federal Comprehensive Environmental Response, Compensation and Liability Act ("CERCLA," also known as the Superfund law), the Toxic Substances Control Act, the Federal Water Pollution Control Act, and the Hazardous Materials Transportation Act. CERCLA can impose joint and several liabilities for cleanup and investigation costs, without regard to fault or legality of the original conduct, on current and predecessor owners and operators of a site, as well as those who generate, or arrange for the disposal of, hazardous substances The Company does not believe that compliance with the requirements imposed by the environmental legislation will impair its competitive capability or result in any material additional capital expenditures, operating or maintenance costs The Company is, however, subject to environmental remediation costs as described below

KCSR conducts studies, as well as site surveys, to determine the extent of environmental remediation necessary to clean up a site These studies incorporate the analysis of internal and external environmental engineering staff and consultation with internal and external legal counsel From these studies and surveys, a range of estimates of the costs involved is derived These cost estimates are based on forecasts of the total future direct costs related to environmental remediation and change periodically as additional or better information becomes available as to the extent of site remediation required, if any KCSR accrues for the cost of remediation where the obligation is probable and such costs can be reasonably estimated.

Cost estimates can be influenced by advanced technologies related to the detection, appropriate remedial course of action and anticipated cost Certain changes could occur that would materially affect management's estimates and assumptions related to costs for environmental remediation If KCSR becomes subject to more stringent environmental remediation costs at known sites, discovers additional contamination, discovers previously unknown sites, or becomes subject to related personal or property damage, KCSR could incur additional costs that could be significant in connection with its environmental remediation Accordingly, management believes that estimates related to the accrual of environmental remediation liabilities are critical to KCSR's results of operations

The risk of incurring environmental liability is inherent in the railroad industry As part of serving the petroleum and chemicals industry, the Company transports hazardous materials and has a professional team available to respond to and handle environmental issues that might occur in the transport of such materials Additionally, the Company is a partner in the Responsible Care® program and, as a result, has initiated additional environmental, health and safety programs The Company performs ongoing reviews and evaluations of the various environmental programs and issues within the Company's operations, and, as necessary, takes actions intended to limit the Company's exposure to potential liability

The Company owns property that is, or has been, used for industrial purposes Use of these properties may subject the Company to potentially material liabilities relating to the investigation and cleanup of contaminants, claims alleging personal injury, or property damage as the result of exposures to, or release of, hazardous substances Although the Company is responsible for investigating and remediating contamination at several locations, based on currently available information, the Company does not expect any related liabilities, individually or collectively, to have a material impact on its financial position or cash flows Should the Company become subject to more stringent cleanup requirements at these sites, discover additional contamination, or become subject to related personal or property damage claims, the Company could incur material costs in connection with these sites.

The Company records liabilities for remediation and restoration costs related to past activities when the Company's obligation is probable and the costs can be reasonably estimated. Costs of ongoing compliance activities to current operations are expensed as incurred The Company's recorded liabilities for these issues represent its best estimates (on an undiscounted basis) of remediation and restoration costs that may be required to comply with present laws and regulations Although these costs cannot be predicted with certainty, management believes that the ultimate outcome of identified matters will not have a material adverse effect on the Company's consolidated financial position or cash flows

Casualty Claim Reserves.

Due to the nature of railroad operations, claims related to personal injuries and third party liabilities resulting from crossing collisions and derailments, as well as claims related to personal property damage and other casualties is a substantial expense to KCSR Claims are estimated and recorded for known reported occurrences as well as for incurred but not reported ("IBNR") occurrences Consistent with general practices within the railroad industry, the estimated liability for these casualty expenses is actuarially determined on an undiscounted basis In estimating the liability for casualty claims, KCSR bases the estimate on an updated study of casualty reserves, which calculates an estimate using historical experience and estimates of claim costs as well as numerous assumptions regarding factors relevant to the derivation of an estimate of future claim costs

Personal injury and other casualty claims are subject to a significant degree of uncertainty, especially estimates related to incurred but not reported personal injuries for which a party has yet to assert a claim In deriving an estimate of the provision for casualty claims, management must make assumptions related to substantially uncertain matters (injury severity, claimant age and legal jurisdiction) Changes in the assumptions used for actuarial studies could have a material effect on the estimate of the provision for casualty claims The most sensitive assumptions for personal injury accruals are the expected average cost per claim and the projected frequency rates for the number of claims that will ultimately result in payment Management believes that the accounting estimate related to the liability for personal injuries and other casualty claims is critical to KCSR's results of operations

Management believes that previous reserve estimates for prior claims were reasonable based on current information available The Company is continuing its practice of accruing monthly for estimated claim costs, including any changes recommended by studies performed and evaluation of recent known trends, based on this practice, management believes all accruals are appropriately reflected.

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

Long Term Debt and Credit Facility Activity

On May 8, 2008, pursuant to an offer to purchase, KCSR commenced a cash tender offer and consent solicitation for any and all outstanding $200 0 million 9½% Senior Notes. KCSR received consents in connection with the tender offer and consent solicitation from holders of over 99% of the 9½% Senior Notes and purchased the tendered notes in accordance with the terms of the tender offer with proceeds received from the issuance of $275 0 million of 8 0% Senior Notes

On May 30, 2008, KCSR issued the 8 0% Senior Notes due June 1, 2015, which bear interest semiannually at a fixed annual rate of 8 0% and are fully and unconditionally guaranteed by Kansas City Southern ("KCS") and certain subsidiaries of KCS who guarantee KCSR's 2006 Credit Agreement (the "Note Guarantors") The 8 0% Senior Notes and the note guarantees rank pari passu in right of payment with KCSR's, KCS', and the Note Guarantors' existing and future unsecured, unsubordinated obligations A portion of the proceeds from the issuance of the 8 0% Senior Notes was used to pay $198 7 million of the principal amount of the 9½% Senior Notes and the applicable premium and expenses associated with the redemption and the remaining $1 3 million principal amount upon maturity The remaining proceeds from the issuance were used to reduce borrowings under the KCSR revolving credit facility and for general corporate purposes The 8 0% Senior Notes are redeemable in whole or in part prior to June 1, 2012 by paying the greater of either 101% of the principal amount or a "make whole" premium and in whole or in part, at the following redemption prices (expressed as a percentage of principal amount) plus any accrued and unpaid interest 2012 — 104% 2013 — 102%, 2014 — 100% In addition, KCSR may redeem up to 35% of the notes using the proceeds of one or more equity offerings completed before June 1, 2011.

On December 18, 2008, KCSR issued the 13 0% Senior Notes due December 15, 2013, which bear interest semiannually at a fixed annual rate of 13 0% were issued at a discount to par value, resulting in a $22 0 million discount and a yield to maturity of 16 5% and are fully and unconditionally guaranteed by KCS and the Note Guarantors The 13 0% Senior Notes and the note guarantees rank pari passu in right of payment with KCSR's, KCS', and the Note Guarantors' existing and future unsecured, unsubordinated obligations KCSR used the net proceeds from the offering, along with other borrowings, to repurchase the 7½% Senior Notes tendered under an offer to purchase The notes are redeemable at KCSR's option in whole or in part prior to December 15, 2011 by paying the greater of either 101% of the principal amount or a "make whole" premium and in whole or in part, at the following redemption prices (expressed as percentages of principal amount) plus any accrued and unpaid interest 2011 — 113%, 2012 — 106 5% In addition, KCSR may redeem up to 35% of the notes using the proceeds of one or more equity offerings completed before December 15, 2010

On January 14, 2009, pursuant to an offer to purchase, KCSR commenced a cash tender offer and consent solicitation for any and all outstanding $200 0 million KCSR 7½% Senior Notes due June 5, 2009 As of January 28, 2009, (the consent deadline) KCSR received consents in connection with the tender offer and consent solicitation from holders of over 88% of the 7½% Senior Notes On January 29, 2009, KCSR purchased the tendered notes in accordance with the terms of the tender offer with proceeds received in 2008 from the issuance of the 13 0% Senior Notes and other borrowings

Antitrust Lawsuit:

As of December 31, 2008, 29 putative class actions were on file against KCSR, along with the other Class I U S railroads (and, in some cases, the Association of American Railroads), in various Federal district courts alleging that the railroads conspired to fix fuel surcharges in violation of U S antitrust laws. On November 6, 2007, the Judicial Panel on Multidistrict Litigation ordered that these putative class action cases be consolidated for pretrial handling before the United States District Court for the District of Columbia, where the matters remain pending ("the Multidistrict Litigation") All of the plaintiffs in the Multidistrict Litigation filed a Consolidated Amended Complaint on April 15, 2008 KCSR was not named as a defendant in that Consolidated Amended Complaint pursuant to an agreement with the Multidistrict Litigation plaintiffs to toll the statute of limitations, and the Multidistrict Litigation will not proceed with KCSR as a party In any event, KCSR maintains there is no merit to the price fixing allegations asserted against the Company If KCSR is named as a defendant in lawsuits making such claims in the future, either in the Multidistrict Litigation or otherwise, the Company intends to vigorously contest such allegations

The New Jersey Attorney General's office, which had sought information regarding fuel surcharges from KCSR and other railroads, has informed KCSR that it is discontinuing its investigation of KCSR with respect to fuel surcharges

Other Investments:

During 2007, Meridian Speedway, LLC ("MSLLC") invested in a financial institution cash management fund for which withdrawals have been restricted by the fund manager based on the changing liquidity of the underlying investments and to maintain the net book value and minimize potential losses to all of its investors As a result, MSLLC has the ability and intent to hold the underlying securities of the fund until maturity As of December 31, 2008, the fair value of the investment is $12 4 million which was included in investments and advances affiliated companies on the statement of financial position MSLLC performed an assessment and recorded an impairment allowance related to the investment of $0 8 million based on various factors including the credit status of each issuer for the year ended December 31, 2008 MSLLC has received par value for all maturities of the underlying investments that have matured to date As of December 31 2007, the carrying value of the investment was $37 8 million of which $11 5 million was included in other current assets – restricted cash and $26 4 million was included in investments and advances affiliated companies on the statement of financial position Scheduled maturities of the remaining investments, net of allowances at December 31, 2008 are as follows $10 8 million mature in one year, $0 1 million mature between one year and five years, $0 7 million mature between five years and ten years, and $0 8 million mature after ten years

(a) Changes in Valuation Accounts

8. Marketable Equity Securities **NONE**

		Cost	Market	Dr (Cr) to Income	Dr (Cr) to Stockholders' Equity
(Current Yr)	Current Portfolio				N / A
as of / /	Non-Current Portfolio			N / A	$
(Previous Yr)	Current Portfolio			N / A	N / A
as of / /	Non-Current Portfolio			N / A	N / A

(b) AT / / , gross unrealized gains and losses pertaining to marketable equity securities were as follows

	Gains	Losses
Current	$_____	$_____
Non-Current	_____	_____

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

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

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

210. RESULTS OF OPERATIONS
(Dollars in Thousands)

1. Disclose the requested information for the respondent pertaining to the results of operations for the year.
2. Report total operating expenses from Schedule 410 of this report. Any disparities in expense amounts shown in this schedule and expense amounts reported in Schedule 410 must be fully explained on page 18.
3. List dividends from investments accounted for under the cost method on the appropriate line No. 19 for Account No. 513 "Dividend Income." List dividends accounted for by the equity method on the appropriate dividend line No. 25 under the "Income from Affiliated Companies" subsection of this schedule.
4. All contra entries hereunder should be indicated in parentheses.
5. Cross checks.

Schedule 210	Schedule 210
Line 15, column (b)	= Line 62, column (b)
Line 47 plus 48 plus 49, column (b)	= Line 63, column (b)
Line 50, column (b)	= Line 64, column (b)
	Schedule 410
Line 14, column (b)	= Line 620, column (h)
Line 14, column (d)	= Line 620, column (f)
Line 14, column (e)	= Line 620, column (g)

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	980,022	880,149	980,022	NONE	1
2		(102) Passenger	-	-	-		2
3		(103) Passenger-Related	-	-	-		3
4		(104) Switching	17,381	20,779	17,381		4
5		(105) Water Transfers	-	-			5
6		(106) Demurrage	23,421	18,372	23,421		6
7		(110) Incidental	8,679	6,626	8,679		7
8		(121) Joint Facility - Credit	-	-	-		8
9		(122) Joint Facility - Debit	-	-	-		9
10		(501) Railway Operating Revenues (Exclusive of Transfers from Government Authorities - Lines 1-9)	1,029,503	925,926	1,029,503		10
11		(502) Railway Operating Revenues - Transfers from Government Authorities for Current Operations	-	-	-		11
12		(503) Railway Operating Revenues - Amortization of Deferred Transfers from Government Authorities	-	-	-		12
13		TOTAL RAILWAY OPERATING REVENUES (Lines 10-12)	1,029,503	925,926	1,029,503		13
14		(531) Railway Operating Expenses	851,965	770,390	851,965		14
15		Net Revenue from Railway Operations	177,538	155,536	177,538		15
		OTHER INCOME					
16		(506) Revenue from Property Used in Other Than Carrier Operations	82	17			16
17		(510) Miscellaneous Rent Income	40	-			17
18		(512) Separately Operated Properties - Profit	-	-			18
19		(513) Dividend Income (Cost Method)	2	2			19
20		(514) Interest Income	1,253	2,600			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	8,170	5,504			24
		Income from Affiliated Companies 519					
25		a Dividends (Equity Method)	-	-			25
26		b Equity in Undistributed Earnings (Losses)	56,614	4,818			26
27		TOTAL OTHER INCOME (Lines 16-26)	66,161	12,941			27
28		TOTAL INCOME (Lines 15, 27)	243,699	168,477			28
		MISCELLANEOUS DEDUCTIONS FROM INCOME					
29		(534) Expenses of Property Used in Other Than Carrier Operations	22	22			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	1,105	206			34
35		(553) Uncollectible Accounts	-	(3,221)			35
36		TOTAL MISCELLANEOUS DEDUCTIONS (Lines 29-35)	1,127	(2,993)			36
37		Income Available for Fixed Charges (Lines 28, 36)	242,572	171,470			37

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

Line No.	Cross Check	Item (a)	Amount for current year (b)	Amount for preceding year (c)	Line No
		FIXED CHARGES			
		(546) Interest on Funded Debt.			
38		(a) Fixed Interest Not in Default	56,822	62,907	38
39		(b) Interest in Default	-	-	39
40		(547) Interest on Unfunded Debt	(871)	1,049	40
41		(548) Amortization of Discount on Funded Debt	9,566	4,323	41
42		TOTAL FIXED CHARGES (Lines 38-41)	65,517	68,279	42
43		Income after Fixed Charges (Lines 37, 42)	177,055	103,191	43
		OTHER DEDUCTIONS			
44		(546) Interest on Funded Debt: (c) Contingent Interest	-	-	44
		UNUSUAL OR INFREQUENT ITEMS			
45		(555) Unusual or Infrequent Items (Debit) Credit	-	-	45
46		Income (Loss) from Continuing Operations (before Income Taxes)	177,055	103,191	46
		PROVISIONS FOR INCOME TAXES			
		(556) Income Taxes on Ordinary Income			
47		(a) Federal Income Taxes	768	-	47
48		(b) State Income Taxes	(127)	545	48
49		(c) Other Income Taxes	-	-	49
50		(557) Provision for Deferred Taxes	40,652	27,017	50
51		TOTAL PROVISIONS FOR INCOME TAXES (Lines 47-50)	41,293	27,562	51
52		Income from Continuing Operations (Lines 46-51)	135,762	75,629	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 Tax of $ -)	-	-	54
55		Income before Extraordinary Items (Lines 52 + 53 + 54)	135,762	75,629	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 56-58)	-	-	59
60		(592) Cumulative Effect of Changes in Accounting Principles (Less Applicable Tax of $ -)	-	-	60
61		Net Income (Loss) (Lines 55 + 59 + 60)	135,762	75,629	61
		RECONCILIATION OF NET RAILWAY OPERATING INCOME (NROI)			
62		Net Revenues from Railway Operations	177,538	155,536	62
63		(556) Income Taxes on Ordinary Income (-)	641	545	63
64		(557) Provision for Deferred Taxes (-)	40,652	27,017	64
65		Income from Lease of Road and Equipment (-)	-	-	65
66		Rent for Leased Roads and Equipment (+)	92	792	66
67		Net Railway Operating Income (Loss)	136,337	128,766	67

NOTES AND REMARKS FOR SCHEDULES 210 AND 220

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220. RETAINED EARNINGS

(Dollars in Thousands)

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

Line No	Cross Check	Item (a)	Retained earnings-unappropriated (b)	Equity in undistributed earnings (losses) of affiliated companies (c)	Line No.
1		Balances at Beginning of Year	517,704	53,024	1
2		(601 5) Prior Period Adjustments to Beginning Retained Earnings	-	-	2
		CREDITS			
3		(602) Credit Balance Transferred from Income	79,148	56,614	3
4		(603) Appropriations Released	-	-	4
5		(606) Other Credits to Retained Earnings	-	-	5
6		TOTAL CREDITS	79,148	56,614	6
		DEBITS			
7		(612) Debit Balance Transferred from Income	-	-	7
8		(616) Other Debits to Retained Earnings	-	-	8
9		(620) Appropriations for Sinking and Other Funds	-	-	9
10		(621) Appropriations for Other Purposes	-	-	10
11		(623) Dividends. Common Stock	442,236	-	11
12		Preferred Stock*	-	-	12
13		TOTAL DEBITS	442,236	-	13
14		Net Increase (Decrease) during Year (Line 6 minus Line 13)	(363,088)	56,614	14
15		Balances at Close of Year (Lines 1, 2 and 14)	154,616	109,638	15
16		Balances from Line 15 (c)	109,638	N/A	16
17		(798) Total Unappropriated Retained Earnings and Equity in Undistributed Earnings (Losses) of Affiliated Companies at End of Year	264,254	109,638	17
18		(797) Total Appropriated Retained Earnings			18
19		Credits during Year $ NONE			19
20		Debits during Year $ NONE			20
21		Balance at Close of Year $ NONE			21
		Amount of Assigned Federal Income Tax Consequences			
22		Account 606 $ NONE			22
23		Account 616 $ NONE			23

* If any dividends have not been declared on cumulative preferred stock, give cumulative undeclared dividends at beginning of year and end of year.

Line 11 KCSR declared an in-kind dividend to its parent company, Kansas City Southern, payable in the shares of Caymex stock held by KCSR.

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 purpose 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 cancelled or retired, they are considered to be nominally outstanding

Line No.	Class of Stock (a)	Par Value (b)	Number of Shares: Authorized (c)	Number of Shares: Issued (d)	Number of Shares: In Treasury (e)	Number of Shares: Outstanding (f)	Book Value at End of Year: Outstanding (g)	Book Value at End of Year: In Treasury (h)	Line No.
1	Common	No Par	10,140,000	10,140,000	300,000	9,840,000	33,767	2,737	1
2									2
3									3
4	Preferred	350,000	60	60	3	57	19,950	1,050	4
5									5
6									6
7									7
8									8
9									9
10	TOTAL	--	10,140,060	10,140,060	300,003	9,840,057	53,717	3,787	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 the applicable disclosure of the number of preferred, common and treasury stock, respectively, applicable to the items presented in column (a)
4. Columns (c), (e) and (g) require the applicable disclosure of the book values of preferred, common and treasury stock
5 Disclose in column (h) the additional paid-in capital realized from changes in capital stock during year
6 Unusual circumstances arising from changes in capital stock changes shall be fully explained in footnotes to this schedule

Line No	Items (a)	Preferred Stock: Number of Shares (b)	Preferred Stock: Amount $ (c)	Common Stock: Number of Shares (d)	Common Stock: Amount $ (e)	Treasury Stock: Number of Shares (f)	Treasury Stock: Amount $ (g)	Additional Capital $ (h)	Line No.
11	Balance at Beginning of Year	60	21,000	10,140,000	36,504	300,003	3,787	784,551	11
12	Capital Stock Sold [1]	-	-	-	-	-	-	-	12
13	Capital Stock Reacquired	-	-	-	-	-	-	-	13
14	Capital Stock Canceled	-	-	-	-	-	-	-	14
15	Capital Contribution	-	-	-	-	-	-	44,176	15
16	Accumulated Other Comprehensive Income	-	-	-	-	-	-	(3,676)	16
17	Balance at Close of Year	60	21,000	10,140,000	36,504	300,003	3,787	825,051	17

[1] By footnote on page 17 state the purpose of the issues and authority

Line 15 includes capital contribution of $30,510 from Norfolk Southern less members distribution by Meridian Speedway, LLC of $502 to Norfolk Southern and capital contribution of $14,168 from parent

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 as cash paid to suppliers and employees, the sum of which is net cash flow from operating activities The indirect method starts with net income and adjusts it for revenue and expense items that were not the result of operating cash transactions in the current period to reconcile it to net cash flow from operating activities. If direct method is used complete lines 1 - 41 indirect method complete lines 10 - 41 Cash for the purpose of this schedule shall include cash and cash equivalents which are short-term, highly liquid investments readily convertible to 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 financing activities which do not directly affect cash shall be separately disclosed in footnotes to this schedule. They shall clearly relate the cash (if any) and non cash 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)	Prior Year (c)	Line No.
1		Cash Received form Operating Revenues	USED INDIRECT METHOD		1
2		Dividends Received from Affiliates			2
3		Interest Received			3
4		Other Income			4
5		Cash Paid for Operating Expenses			5
+		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 - 8)			9

RECONCILIATION OF NET INCOME TO NET CASH PROVIDED BY OPERATING ACTIVITIES

Line No	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No.
10		Income from Continuing Operations	135,762	75,629	10

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

Line No.	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No
11		Loss (Gain) on Sale or Disposal of Tangible Property and Investments	(3,367)	(5,493)	11
12		Depreciation and Amortization Expenses	69,820	62,616	12
13		Increase (Decrease) in Provision for Deferred Income Taxes	40,652	27,017	13
14		Net Decrease (Increase) in Undistributed Earnings (Losses) of Affiliates	(56,614)	(4,818)	14
15		Decrease (Increase) in Accounts Receivable	(53,749)	51,203	15
16		Decrease (Increase) in Materials and Supplies and Other Current Assets	35,855	(65,360)	16
17		Increase (Decrease) in Current Liabilities Other Than Debt	64,401	(12,855)	17
18		Increase (Decrease) in Other - net	22,684	23,773	18
19		*Net Cash Provided from Continuing Operations (Lines 10-18)*	255,444	151,712	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 & 20)	255,444	151,712	21

CASH FLOWS FROM INVESTING ACTIVITIES

Line No	Cross Check	Description (a)	Current Year (b)	Prior Year (c)	Line No
22		Proceeds from Sale of Property	22,162	11,181	22
23		Capital Expenditures	(341,180)	(370,705)	23
24		Net Change in Temporary Cash Investments Not Qualifying as Cash Equivalen	-	-	24
25		Proceeds from Sale/Repayment of Investments and Advances	-	-	25
26		Purchase Price of Long-Term Investments and Advances	-	-	26
27		Net Decrease (Increase) in Sinking and Other Special Funds	-	-	27
28		Other - net	5,514	114,671	28
29		NET CASH USED IN INVESTING ACTIVITIES (Lines 22-28)	(313,504)	(244,853)	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)	Prior Year (c)	Line No
30		Proceeds from Issuance of Long-Term Debt	455,150	105,000	30
31		Principal Payments of Long-Term Debt	(237,679)	(18,523)	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	-	(3,491)	35
36		NET CASH FROM FINANCING ACTIVITIES (Lines 30-35)	217,471	82,986	36
37		NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS (Lines 21, 29 & 36)	159,411	(10,155)	37
38		Cash and Cash Equivalents at Beginning of the Year	20,638	30,793	38
39		CASH AND CASH EQUIVALENTS AT END OF THE YEAR (Lines 37 & 38)	180,049	20,638	39
		Footnotes to Schedule 240			
40		Cash Paid (Refunds) during the Year for Interest (Net of Amount Capitalized)*	56,081	66,769	40
41		Income Taxes (net)*	475	724	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 calculation 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)	Schedule 200, line 5, column b	1,476	1
2	Customers (706)	Schedule 200, line 6, column b	60,263	2
3	Other (707)	Note A	18,130	3
4	TOTAL CURRENT OPERATING ASSETS	Line 1 + 2 + 3	79,869	4
	OPERATING REVENUE			
5	Railway Operating Revenue	Schedule 210, line 13, column b	1,029,503	5
6	Rent Income	Note B	32,332	6
7	TOTAL OPERATING REVENUES	Lines 5 + 6	1,061,835	7
8	Average Daily Operating Revenues	Line 7 / 360 days	2,950	8
9	Days of Operating Revenue in			
	Current Operating Assets	Line 4 / line 8	27	9
10	Revenue Delay Days Plus Buffer	Line 9 + 15 days	42	10
	CURRENT OPERATING LIABILITIES			
11	Interline and Other Balances (752)	Schedule 200, line 31, column b	21,566	11
12	Audited Accounts and Wages Payable (753)	Note A	47,517	12
13	Accounts Payable - Other (754)	Note A	30,430	13
14	Other Taxes Accrued (761.5)	Note A	11,964	14
15	TOTAL CURRENT OPERATING LIABILITIES	Sum of lines 11 to 14	111,477	15
	OPERATING EXPENSES			
16	Railway Operating Expenses	Schedule 210, line 14, column b	851,965	16
17	Depreciation	Schedule 410, line 136, 137, 138, 213, 232, 317, column h	69,821	17
18	Cash Related Operating Expenses	Line 16 + line 6 - line 17	814,476	18
19	Average Daily Expenditures	Line 18 / 360 days	2,262	19
20	Days of Operating Expenses in Current Operating Liabilities	Line 15 / line 19	49	20
21	Days of Working Capital Required	Line 10 - line 20 (Note C)	-	21
22	Cash Working Capital Required	Line 21 * line 19	-	22
23	Cash and Temporary Cash Balance	Schedule 200, line 1 + line 2, column b	190,091	23
24	Cash Working Capital Allowed	Lesser line 22 and line 23	-	24
	MATERIALS AND SUPPLIES			
25	Total Material and Supplies (712)	Note A	68,328	25
26	Scrap and Obsolete Material included in Acct 712	Note A	-	26
27	Materials and Supplies Held for Common Carrier Purposes	Line 25 - line 26	68,328	27
28	TOTAL WORKING CAPITAL	Line 24 + line 27	68,328	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 AND 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 U S Government Bonds)
(c) Other secured obligations
(d) Unsecured notes
(e) Investment advances

3 The subclassification of classes (b) (c), (d) and (e) should be the same as that provided for class (a)

4 The kinds of industry represented by respondent's investments in the securities of other companies should be shown by symbol opposite the names of the issuing corporations, the symbols and industrial classifications to be as follows

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

5 By carriers, as the term is used here, is meant companies owning or operating railroads, facilities auxiliary thereto such as bridges, ferries, union depots and other terminal facilities, sleeping cars, parlor cars, dining cars, freight cars, express service and facilities, electric railways, highway motor vehicles steamboats and other marine transportation equipment, pipe lines (other than those for transportation of water), and other instrumentalities devoted to the transportation of persons or property for hire Telegraph and telephone companies are not meant to be included

6 Noncarrier companies should, for the purpose of these schedules, include telephone companies, telegraph companies, mining companies, manufacturing companies, hotel companies, etc Purely "holding companies" are to be classed as noncarrier companies, even though the securities held by such companies are largely or entirely those issued or assumed by carriers

7 By an active corporation is meant one which maintains an organization for operating property or administering its financial affairs An inactive corporation is one which has been practically absorbed in a controlling corporation and which neither operates property nor administers its financial affairs, if it maintains an organization it does so only for the purpose of complying with legal requirements and maintaining title to property or franchises

8 Combine, in one amount, investments in which the original cost or present equity in total assets is less than $10,000

9 Include investments in unincorporated entities such as lessee organizations Exclude amounts normally settled on a current basis

10 Do not include the value of securities issued or assumed by respondent

11 For affiliates which do not report to the Surface Transportation Board and are jointly owned, disclose in footnotes the name and extent of control of the other controlling entities

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES

1. Give particulars of investments in stocks, bonds, other secured obligations, unsecured notes and investment advances of companies affiliated with respondent, included in accounts Nos 715 "Sinking Funds", 716, "Capital Funds", 721, "Investments and Advances Affiliated Companies", and 717, "Other Funds."
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, giving names and other important particulars of such obligations in footnotes
4. Give totals for each class and for each subclass and a grand total for each account
5 Entries in column (d) should show date of maturity of bonds and other evidences of indebtedness In case obligations of the same designation mature serially, the date in column (d) may be reported as "Serially 19___ to 19___ " Abbreviations in common use in standard financial publications may

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				Investment in Affiliated Companies		1
2						2
3	721	A - 1	VI	Southern Development Company	100 0%	3
4			VII	Caymex Transportation , Inc.		4
5			VII	Joplin Union Depot Company	33 3%	5
6			VII	Kansas City Terminal Railway Company	16 6%	6
7			VII	Trailer Train Company	0 627%	7
8			VI	Southern Capital Corporation	50 0%	9
9			VII	MSLLC	72 7%	10
10			IV	Pabtex	100 0%	11
11			VII	Gateway Eastern	100 0%	12
12				Total Class A-1		14
13						15
14				Unsecured Notes		16
15						17
16						18
17	-			Total Unsecured Notes		19
18						20
19						21
20						22
21						23
22						24
23						25
24						26
25				Advances		27
26						28
27	721	E - 1	VII	Joplin Union Depot Company	33 3%	29
28			VII	Kansas City Terminal Railway Company	16 6%	31
29						32
30				Total Class E-1		33
31						34
32						35
33						36
34				Total Advances		37
35						38
36						39
37				Grand Total Account 721		40

(5) **Joplin Union Depot Company**

Kansas City Southern Railway Company	33 34%
Union Pacific Railway Company	33.33%
BNSF Railway Company	33 33%
	100 00%

(6) **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	8 33%
	100 00%

310. INVESTMENTS AND ADVANCES AFFILIATED COMPANIES - Concluded

(Dollars in Thousands)

be used to conserve space

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 cases of joint control, give names of other parties and particulars of control

7 If any advances reported are pledged, give particulars in a footnote

8 Investments in companies in which neither the original cost or present equity in total assets are less than $10,000 may be combined in one figure

9 Also included should be investments in unincorporated entities such as lessee organizations (exclusive of amounts nominally settled on a current basis)

10 *This schedule should not include securities issued or assumed by respondent.*

11 For affiliates which do not report to the Interstate Commerce Commission and are jointly owned, give names and extent of control of other entities by footnotes

Line No	Investments and Advances				Disposed of Profit (Loss)	Adjustments Account 721 5	Dividends or Interest Credited to Income	Line No
	Opening Balance (f)	Additions (g)	Deductions (if other than sale, explain) (h)	Closing Balance (i)	(j)	(k)	(l)	
1								1
2								2
3	592	3,287	-	3,879	NONE	NONE		3
4	252,324	-	252,324	-				4
5	10	-	-	10				5
6	183	-	-	183				6
7	20	-	-	20				7
9	5 841	-	3,761	2,080			4 000	9
10	26 411	-	13,966	12,445				10
11	26	-	26	-				11
12	56,764	-	56,764	-				12
14	342,171	3,287	326 841	18,617			4,000	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	127	-	-	127	-	-	-	29
31	3,144	-	-	3,144	-	-	-	31
32	-							32
33	3,271	-	-	3,271	-	-	-	33
34								34
35								35
36								36
37	3,271	-	-	3 271	-	-	-	37
38								38
39								39
40	345,442	3 287	326,841	21,888	-	-	4,000	40

Notes Line 4 Ownership of CayMex was transferred to Kansas City Southern which is not a STB reporting company

(7) **Trailer Train Company**

Union Pacific Railway Company	36 68%
CSX Transportation, Inc	19 59%
Norfolk Southern Railway	19 59%
BNSF Railway Company	17 24%
Canadian National Railway Company	3 13%
Canadian Pacific Limited	1 57%
Florida West Coast Railway Company	0 94%
Guilford Rail System	0 63%
Kansas City Southern Railway Company	0 63%
	100 00%

(8) **Southern Capital Corporation**

Kansas City Southern Railway Company	50 00%
General American Tank Car Corporation	50 00%
	100 00%

(9) **Meridian Speedway, LLC**

Kansas City Southern Holdings	72 74%
Norfolk Southern Railway	27 26%
	100 00%

310A. INVESTMENTS IN COMMON STOCKS OF AFFILIATED COMPANIES

(Dollars In Thousands)

Undistributed Earnings from Certain Investments in Affiliated Companies

1. Report below the details of all investments in common stocks included in Account 721, Investments and Advances Affiliated Companies
2. Enter in column (c) the amount necessary to retroactively adjust those investments (See instruction 5-2, Uniform System of Accounts)
3. Enter in column (d) the share of undistributed earnings (i e., less 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	Southern Capital Corporation - Holding Company	19,522	5,044	-	-	-	24,566	1
2	Southern Development Company	1,489	32	-	-	-	1,521	2
3	Caymex Transportation , Inc.	82,248	51,538	-	-	(133,786)	-	3
4								4
6								6
7								7
8								8
9								9
10			-					10
11								11
12								12
13	Total	103,259	56,614	-	-	(133,786)	26,087	13
	Noncarrier (List specifics for each company)							
14								14
15	NONE							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

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) 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 column (c) and (e) should be included all entries covering expenditures for additions and betterments, as defined, whether or not replacing other property

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 29 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 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 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 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.

NOTES AND REMARKS

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	Expenditures during the year for original road and equipment, and road extensions (c)	Expenditures during the year for purchase of existing lines, reorganizations, etc (d)	Line No
1		(2) Land for transportation purposes	77,117	-	-	1
2		(3) Grading	201,359	-	-	2
3		(4) Other right-of-way expenditures	770	-	-	3
4		(5) Tunnels and subways	36	-	-	4
5		(6) Bridges, trestles and culverts	216,613	-	-	5
6		(7) Elevated structures	-	-	-	6
7		(8) Ties	531,496	2,700	-	7
8		(9) Rail and other track material	661,162	4,501	-	8
9		(11) Ballast	186,946	1,800	-	9
10		(13) Fences, snow sheds and signs	1,123	-	-	10
11		(16) Station and office buildings	37,333	-	-	11
12		(17) Roadway buildings	508	-	-	12
13		(18) Water stations	70	-	-	13
14		(19) Fuel stations	8,202	-	-	14
15		(20) Shops and enginehouses	51,722	-	-	15
16		(22) Storage warehouses	-	-	-	16
17		(23) Wharves and docks	819	-	-	17
18		(24) Coal and ore wharves	-	-	-	18
19		(25) TOFC/COFC terminals	20,536	10,000	-	19
20		(26) Communication systems	67,491	-	-	20
21		(27) Signals and interlockers	76,048	-	-	21
22		(29) Power plants	23	-	-	22
23		(31) Power-transmission systems	1,013	-	-	23
24		(35) Miscellaneous structures	9,067	-	-	24
25		(37) Roadway machines	39,394	-	-	25
26		(39) Public improvements - Construction	17,575	-	-	26
27		(44) Shop machinery	8,983	-	-	27
28		(45) Power-plant machinery	57	-	-	28
29		Other (specify and explain)	-	-	-	29
30		TOTAL EXPENDITURES FOR ROAD	2,215,463	19,001	-	30
31		(52) Locomotives	127,400	-	-	31
32		(53) Freight-train cars	113,889	-	-	32
33		(54) Passenger-train cars	-	-	-	33
34		(55) Highway revenue equipment	-	-	-	34
35		(56) Floating equipment	-	-	-	35
36		(57) Work equipment	14,017	-	-	36
37		(58) Miscellaneous equipment	12,439	-	-	37
38		(59) Computer systems and word processing equipment	91,706	-	-	38
39		TOTAL EXPENDITURES FOR EQUIPMENT	359,451	-	-	39
40		(76) Interest during construction	2,147	1,739	-	40
41		(80) Other elements of investment	-	-	-	41
42		(90) Construction in progress	250,020	95,321	-	42
43		GRAND TOTAL	2,827,081	116,061	-	43

330. ROAD PROPERTY AND EQUIPMENT AND IMPROVEMENTS TO LEASED PROPERTY AND EQUIPMENT-*Concluded*

(Dollars in Thousands)

Line No.	Cross Check	Expenditures for additions during the year (e)	Credits for property retired during the year (f)	Net changes during the year (g)	Balance at close of year (h)	Line No
1		5,061	566	4,495	81,612	1
2		6,227	359	5,868	207,227	2
3		-	-	-	770	3
4		-	-	-	36	4
5		15,601	5,058	10,543	227,156	5
6		-	-	-	-	6
7		99,979	15,494	87,185	618,681	7
8		132,168	17,449	119,220	780,382	8
9		40,953	5,435	37,318	224,264	9
10		18	98	(80)	1,043	10
11		2,329	930	1,399	38,732	11
12		-	9	(9)	499	12
13		-	23	(23)	47	13
14		661	416	245	8,447	14
15		261	1,416	(1,155)	50,567	15
16		-	-	-	-	16
17		921	-	921	1,740	17
18		-	-	-	-	18
19		3,776	205	13,571	34,107	19
20		2,135	14,418	(12,283)	55,208	20
21		12,537	1,520	11,017	87,065	21
22		-	23	(23)	-	22
23		-	19	(19)	994	23
24		-	52	(52)	9,015	24
25		519	774	(255)	39,139	25
26		6,443	1,208	5,235	22,810	26
27		219	375	(156)	8,827	27
28		-	10	(10)	47	28
29		-	-	-	-	29
30		329,808	65,857	282,952	2,498,415	30
31		24,806	30,882	(6,076)	121,324	31
32		5,778	12,839	(7,061)	106,828	32
33		-	-	-	-	33
34		-	-	-	-	34
35		-	-	-	-	35
36		2,091	485	1,606	15,623	36
37		10	625	(615)	11,824	37
38		3,441	964	2,477	94,183	38
39		36,126	45,795	(9,669)	349,782	39
40		1,171	2,147	763	2,910	40
41		-	-	-	-	41
42		(87,003)	-	8,318	258,338	42
43		280,102	113,799	282,364	3,109,445	43

332. DEPRECIATION BASE AND RATES - ROAD AND EQUIPMENT OWNED AND USED AND LEASED FROM OTHERS

(Dollars in Thousands)

1 Show in columns (b) and (e), for each primary account, the depreciation base used to compute the depreciation charges for the month of January, and in columns (c) and (f) show the depreciation base used to compute the depreciation charges for the month of December. in columns (d) and (g) show the composite rates used in computing the depreciation charges for the month of 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 the total so computed by the total depreciation base for the same month The depreciation base should not include the cost of equipment used, but not owned, when the rents therefore are included in the rent for equipment and Account Nos 31-22-00, 31-23-00, 31-25-00, 31-21-00, 35-21-00, 35-23-00, 35-22-00 and 35-25-00 It should include the cost of equipment owned and leased to others when the rents therefrom are included in the rent for equipment 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 The composite rates used should be those prescribed or otherwise authorized by the Board, except that where the use of component rates has been authorized, the composite rates to be shown for the respective primary accounts should be recomputed from the December charges developed by the use of the authorized rates If any changes in rates were effective during the year, give full particulars in a footnote

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

3 Show in columns (e), (f) and (g) data applicable to Lessor property, when the rent therefore is included in Account Nos. 31-11-00, 31-12-00, 31-13-00, 31-21-00, 31-22-00 and 31-23-00 inclusive.

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

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	OWNED AND USED			LEASED FROM OTHERS			Line No
		Depreciation base		Annual composite rate (percent)	Depreciation base		Annual composite rate (percent)	
	(a)	At beginning of year (b)	At close of year (c)	(d)	At beginning of year (e)	At close of year (f)	(g)	
	ROAD							
1	(3) Grading	201,359	207,253	0 81				1
2	(4) Other, right-of-way expenditures	770	770	1 20				2
3	(5) Tunnels and subways	36	36	14 10				3
4	(6) Bridges, trestles and culverts	216,613	227,118	1 27				4
5	(7) Elevated structures	-	-	-				5
6	(8) Ties	531,496	616,103	2 92				6
7	(9) Rail and other track material	661,162	775,867	2 07	TOTAL ROAD AND			7
8	(11) Ballast	186,946	223,226	2.54	EQUIPMENT LEASED			8
9	(13) Fences, snow sheds and signs	1,123	1,043	1 23	FROM OTHERS IS			9
10	(16) Station and office buildings	37,333	38,727	2 88	LESS THAN 5% OF			10
11	(17) Roadway buildings	508	498	1.18	TOTAL OWNED			11
12	(18) Water stations	70	46	1 18				12
13	(19) Fuel stations	8,202	8,375	3 19				13
14	(20) Shops and enginehouses	51,722	50,566	0 96				14
15	(22) Storage warehouses	-	-	-				15
16	(23) Wharves and docks	819	819	(7.04)				16
17	(24) Coal and ore wharves	-	-	-				17
18	(25) TOFC/COFC terminals	20,536	24,107	1 48				18
19	(26) Communication systems	67,491	54,990	0.91				19
20	(27) Signals and interlockers	76,048	87,110	2 03				20
21	(29) Power plants	23	-	-				21
22	(31) Power-transmission systems	1,013	993	1 42				22
23	(35) Miscellaneous structures	9,067	9,015	(0.92)				23
24	(37) Roadway machines	39,394	39,140	1.82				24
25	(39) Public improvements—construction	17,575	22,750	1.67				25
26	(44) Shop machinery	8,983	8,826	0 72				26
27	(45) Power-plant machinery	57	47	0 95				27
28	All other road accounts	-	-	-				28
29	Amortization (adjustments)	-	-	-				29
30	TOTAL ROAD	2,138,346	2,397,425	2 08				30
	EQUIPMENT							
31	(52) Locomotives	127,400	122,863	4 52				31
32	(53) Freight-train cars	102 205	89,514	2 24	11,684	17,253	9 82	32
33	(54) Passenger-train cars	-	-	-				33
34	(55) Highway revenue equipment	-	-	-				34
35	(56) Floating equipment	-	-	-				35
36	(57) Work equipment	14,017	15,623	2 63				36
37	(58) Miscellaneous equipment	12,439	11,825	2.98				37
38	(59) Computer systems and word processing equipment	91,706	94,695	10 47 -				38
39	TOTAL EQUIPMENT	347,767	334,520	5 45	11,684	17,253		39
40	GRAND TOTAL	2,486,113	2,731,945	N/A	11,684	17,253	N/A	40

335. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT OWNED AND USED

(Dollars in Thousands)

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

Line No	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year: Charges to operating expenses ** (c)	CREDITS TO RESERVE During the year: Other credits *** (d)	DEBITS TO RESERVE During the year: Retirements (e)	DEBITS TO RESERVE During the year: Other debits (f)	Balance at close of year (g)	Line No
		ROAD							
1		(3) Grading	29,627	1,726	-	348	-	31,005	1
2		(4) Other right-of-way expenditures	450	9	-	-	-	459	2
3		(5) Tunnels and subways	22	5	-	-	-	27	3
4		(6) Bridges trestles and culverts	55,864	2,937	7	5,058	-	53,750	4
5		(7) Elevated structures	-	-	-	-	-	-	5
6		(8) Ties	170,704	19,662	1,549	15,464	-	176,451	6
7		(9) Rail and other track material	209,358	16,409	8,904	18,625	-	216,046	7
8		(11) Ballast	83,174	5,790	1	5,424	-	83,541	8
9		(13) Fences, snow sheds and signs	533	14	-	98	-	449	9
10		(16) Station and office buildings	10,424	619	-	930	-	10,113	10
11		(17) Roadway buildings	388	7	9	9	-	395	11
12		(18) Water stations	70	1	-	23	-	48	12
13		(19) Fuel stations	3,164	301	5	416	-	3,054	13
14		(20) Shops and enginehouses	20,781	544	-	1,416	-	19,909	14
15		(22) Storage warehouses	-	-	-	-	-	-	15
16		(23) Wharves and docks	596	(61)	31	-	-	566	16
17		(24) Coal and ore wharves	-	-	-	-	-	-	17
18		(25) TOFC/COFC terminals	10,111	402	-	205	-	10,308	18
19		(26) Communication systems	32,877	562	-	14,417	-	19,022	19
20		(27) Signals and interlockers	22,501	1,811	-	1,516	-	22,796	20
21		(29) Power plants	16	-	-	23	-	(7)	21
22		(31) Power-transmission systems	664	16	-	19	-	661	22
23		(35) Miscellaneous structures	8,771	(93)	-	52	-	8,626	23
24		(37) Roadway machines	22,974	763	134	766	-	23,105	24
25		(39) Public improvements–construction	5,260	389	-	1,206	-	4,443	25
26		(44) Shop machinery *	6,763	68	12	375	-	6,468	26
27		(45) Power-plant machinery	50	1	-	10	-	41	27
28		All other road accounts	-	-	-	2,147	-	(2,147)	28
29		Amortization adjustments	-	-	-	-	-	-	29
30		TOTAL ROAD	695,142	51,882	10,652	68,547	-	689,129	30
		EQUIPMENT							
31		(52) Locomotives	(837)	2,570	8,430	26,726	-	(16,563)	31
32		(53) Freight-train cars	55,856	3,796	7,268	12,837	-	54,083	32
33		(54) Passenger-train cars	-	-	-	-	-	-	33
34		(55) Highway revenue equipment	-	-	-	-	-	-	34
35		(56) Floating equipment	-	-	-	-	-	-	35
36		(57) Work equipment	4,532	392	-	485	-	4,439	36
37		(58) Miscellaneous equipment	9,093	377	8	595	-	8,883	37
38		(59) Computer systems and word processing equipment	35,988	- 10,633	-	843	-	45,778	38
39		Amortization adjustments	-	-	-	-	-	-	39
40		TOTAL EQUIPMENT	104,632	17,768	15,706	41,486	-	96,620	40
41		GRAND TOTAL	799,774	69,650	26,358	110,033	-	785,749	41

Column (c) Changes to Operating Expense (reported on schedules 335 and 342 differs from Schedule 410 reported charges by $4 4M This difference is driven primarily by the allocation of overhead credits to depreciation expense for roadway machines and other equipment used in the construction of capital projects

Column (d), Other Credits to Accumulated Depreciation, primarily includes transactions for proceeds from sales of assets Significant transactions include rail second-hand material ($3 4M), freight car sales proceeds ($7 1M), and locomotive sales proceeds (8 4M)

339. ACCRUED LIABILITY - LEASED PROPERTY

(Dollars in Thousands)

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

Line No.	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year Charges to operating expenses (c)	CREDITS TO RESERVE During the year Other credits (d)	DEBITS TO RESERVE During the year Retirements (e)	DEBITS TO RESERVE During the year Other debits (f)	Balance at close of year (g)	Line No.
		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							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 equipment							38
39		Amortization adjustments							39
40		TOTAL EQUIPMENT							40
41		GRAND TOTAL	NONE					NONE	41

TOTAL LEASED ROAD AND EQUIPMENT PROPERTY REPRESENTS LESS THAN 5% OF TOTAL PROPERTY OWNED AND USED

* 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 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 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 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: At beginning of year (b)	Depreciation base: At close of year (c)	Annual composite rate (percent) (d)	Line No.
	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	TOTAL IMPROVEMENTS TO ROAD LEASED FROM OTHERS IS LESS THAN 5% OF TOTAL ROAD OWNED			10
11	(17) Roadway Buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements--construction				25
26	(44) Shop machinery *				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	Amortization adjustments				29
30	TOTAL ROAD	23,958	25,805	4 01	30
	EQUIPMENT				
31	(52) Locomotives	32,406	38,186	8.30	31
32	(53) Freight-train cars	4,088	4,086	6.59	32
33	(54) Passenger-train cars	-	-	-	33
34	(55) Highway revenue equipment	-	-	-	34
35	(56) Floating equipment	-	-	-	35
36	(57) Work equipment	135	987	4 65	36
37	(58) Miscellaneous equipment	277	247	0 34	37
38	(59) Computer systems and word processing equipment	17	17	-	38
39	Amortization adjustments	-	-	-	39
40	TOTAL EQUIPMENT	36,923	43,523	8 01	40
41	GRAND TOTAL	60,881	69,328	N/A	41

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

1 Enter the required information concerning to 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 column (b) or (g) for any primary account should be shown in parenthesis or designated "Dr "
3 Any inconsistency between the credits to the reserve as shown in column (c) and the charges to operating expenses should be fully explained on page 35
4 Show in column (e) the debits to the reserve arising from retirements These debits should not exceed investment, etc
5. Details in the respective sections of this schedule may be omitted if either total road leased from others or total equipment leased from others represents less than 5% of total road owned or total equipment owned, respectively However, line 39, Grand Total, should be completed

Line No	Cross Check	Account (a)	Balance at beginning of year (b)	CREDITS TO RESERVE During the year: Charges to operating expenses (c)	CREDITS TO RESERVE During the year: Other credits (d)	DEBITS TO RESERVE During the year: Retirements (e)	DEBITS TO RESERVE During the year: Other debits (f)	Balance at close of year (g)	Line No
		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						-	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		TOTAL ROAD	6,343	1,035	1,798	1,356	-	7,820	29
		EQUIPMENT							
30		(52) Locomotives	13,808	3,170	-	3,138	-	13,840	30
31		(53) Freight-train cars	1,378	269	-	2	-	1,645	31
32		(54) Passenger-train cars	-	-	-	-	-	-	32
33		(55) Highway revenue equipment	-	-	-	-	-	-	33
34		(56) Floating equipment	-	-	-	-	-	-	34
35		(57) Work equipment	119	46	-	-	-	165	35
36		(58) Miscellaneous equipment	277	1	-	30	-	248	36
37		(59) Computer systems and word processing equipment	17	-	-	-	-	17	37
38		TOTAL EQUIPMENT	15,599	3 486	-	3,170	-	15,915	38
39		GRAND TOTAL	21,942	4,521	1,798	4,526	-	23,735	39

TOTAL IMPROVEMENTS TO ROAD LEASED FROM OTHERS IS LESS THAN 5% OF TOTAL ROAD OWNED.

* 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 includible in operating expenses of the respondent, but for which the depreciation reserve is recorded in the accounts of the respondent If the base for road is other than the original cost or estimated original cost as found by the 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 the depreciation for the month of December and on lines 29 and 38 of this column show the composite percentage for all road and equipment accounts, respectively, ascertained by applying the primary accounts composite rates to the depreciation base used to compute the depreciation for December and dividing the total also computed by the depreciation base

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

5 If total road leased to others is less than 5% of total road owned, omit If total equipment leased to others is less than 5% of total equipment owned, omit However, Line 39, Grand Total, should be completed

Line No.	Account (a)	Depreciation base At beginning of year (b)	Depreciation base At close of year (c)	Annual composite rate (percent) (d)	Line No
	ROAD				
1	(3) Grading				1
2	(4) Other, right-of-way expenditures				2
3	(5) Tunnels and subways	TOTAL ROAD LEASED TO OTHERS IS LESS THAN 5% OF 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 snow sheds and signs				9
10	(16) Station and office buildings				10
11	(17) Roadway Buildings				11
12	(18) Water stations				12
13	(19) Fuel stations				13
14	(20) Shops and enginehouses				14
15	(22) Storage warehouses				15
16	(23) Wharves and docks				16
17	(24) Coal and ore wharves				17
18	(25) TOFC/COFC terminals				18
19	(26) Communication systems				19
20	(27) Signals and interlockers				20
21	(29) Power plants				21
22	(31) Power-transmission systems				22
23	(35) Miscellaneous structures				23
24	(37) Roadway machines				24
25	(39) Public improvements—construction				25
26	(44) Shop machinery				26
27	(45) Power-plant machinery				27
28	All other road accounts				28
29	TOTAL ROAD				29
	EQUIPMENT				
30	(52) Locomotives				30
31	(53) Freight-train cars	TOTAL EQUIPMENT LEASED TO OTHERS IS LESS THAN 5% OF TOTAL EQUIPMENT OWNED.			31
32	(54) Passenger-train cars				32
33	(55) Highway revenue equipment				33
34	(56) Floating equipment				34
35	(57) Work equipment				35
36	(58) Miscellaneous equipment				36
37	(59) Computer systems and word processing equipment				37
38	TOTAL EQUIPMENT				38
39	GRAND TOTAL	107,863	107,831	N/A	39

351. ACCUMULATED DEPRECIATION - ROAD AND EQUIPMENT LEASED TO OTHERS

(Dollars in Thousands)

1 This schedule is to be used in cases where the depreciation reserve is carried in the accounts of the respondent and the rent therefrom is included in Accounts 32-11-00, 32-12-00, 32-13-00, 32-21-00, 32-22-00 and 32-23-00

2 Disclose credits and debits to Account 735, "Accumulated Depreciation--Road and Equipment Property," during the year relating to road and equipment leased to others, the department charges for which are not includible in operating expenses of the respondent (See Schedule 330 for the reserve relating to road and equipment owned and used by the respondent).

3 If any entries are made for "Other Credits" and "Other Debits," state the facts occasioning such entries A debit balance in columns (b) or (g) for any primary account should be shown in parenthesis or designated "Dr "

4 Details in the respective sections of this schedule may be omitted if either total road leased to others or total equipment leased from others represents less than 5% of the 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: Charges to operating expenses (c)	CREDITS TO RESERVE During the year: Other credits (d)	DEBITS TO RESERVE During the year: Retirements (e)	DEBITS TO RESERVE During the year: Other debits (f)	Balance at close of year (g)	Line No
		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							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		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 and word processing equipment							37
38		TOTAL EQUIPMENT							38
39		GRAND TOTAL	48,311	2,284	-	-	-	50,595	39

TOTAL ROAD LEASED TO OTHERS IS LESS THAN 5% OF TOTAL ROAD OWNED

TOTAL EQUIPMENT LEASED TO OTHERS IS LESS THAN 5% OF TOTAL EQUIPMENT OWNED.

* 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 the respondent and used in the respondent's transportation service Such property includes (a) the investment reported in Accounts 731, "Road and Equipment Property," and 732, "Improvements on Leased Property," of the respondent, less any 731 or 732 property leased to others for their exclusive use of road, track or bridges (including equipment or other railway property covered by the contract) Equipment leased to others under separate distinct contracts shall not be deducted from the respondent's 731 or 732 property, and (b) the investment of other companies 731 or 732 property (including operating and lessor railroads) used by the respondent when the lease is for exclusive use or control of roads, tracks or bridges (including equipment of other railway property covered by the contract) This excludes leased equipment from operating railroads under separate distinct contracts and the investment of other carriers in property jointly used by the respondent

2 In column (a), classify each company in this schedule as respondent (R), lessor railroad (L), inactive or proprietary company (P) and other leased properties (O)

3 In column (a) to (e), inclusive, first show the data requested for the respondent (R) next the 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 the respondent Show a total for each class of company in column (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 in Accounts 731 and 732 on the books of the companies whose names appear in column (b) Values of property of other carriers segregated by estimate or otherwise should correspond in amount to the deductions made by the owners in their reports If separate value is not available, explanations should be given Differences between the amounts in column (d) of this schedule and the amounts shown in column (c), line 24, on the asset side of the comparative general balance sheet of each individual railway, should be explained in a footnote. Book value included in Accounts 731 or 732 of the owner should be reported in column (d) in reference to the investment of the respondent in the securities of the owner unless a good reason can be given for the contrary. Methods of estimating (by capitalizing rentals at 6 percent or otherwise) value of property of private owners, or portions of property of 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 the reserves therefore are recorded

Line No	Class (See Ins 2) (a)	Name of company (b)	Miles of road used (See Ins 4) (whole number) (c)	Investments in property (See Ins 5) (d)	Depreciation and amortization of defense projects (See Ins 6) (e)	Line No
1	R	Kansas City Southern Railway Company	2,675	3,033,459	785,749	1
2		732 - 733 - 736 Improvements on Leased Property	-	75,986	23,735	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						20
21						21
22						22
23						23
24						24
25						25
26						26
27						27
28						28
29						29
30						30
31		TOTAL	2,675	3,109,445	809,484	31

352B. INVESTMENT IN RAILWAY PROPERTY USED IN TRANSPORTATION SERVICE - BY PROPERTY ACCOUNTS

(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 herein, should correspond with the amounts for each class of company and properties shown in schedule 352A Continuing records shall be maintained by respondent of the primary property accounts separately for each company or property included in the schedule

3 Report on line 29 amounts representing capitalization of rentals for leased property based on 6 percent per year where property is not classified by accounts by non-carrier owners, or where cost of property leased from other carriers is not ascertainable Identify non-carrier owners and briefly explain on page 37 methods of estimating value of property of non-carriers or property of other carriers

4. Report on line 30 amounts not includible in the accounts shown, or in line 29 The items reported should be briefly identified and explained Also include here those items after permission is obtained from the 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

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	81,612	NONE	NONE	NONE	1
2		(3) Grading	207,227				2
3		(4) Other, right-of-way expenditures	770				3
4		(5) Tunnels and subways	36				4
5		(6) Bridges, trestles and culverts	227,156				5
6		(7) Elevated structures	-				6
7		(8) Ties	618,681				7
8		(9) Rail and other track material	780,382				8
9		(11) Ballast	224,264				9
10		(13) Fences, snow sheds and signs	1,043				10
11		(16) Station and office buildings	38,732				11
12		(17) Roadway buildings	499				12
13		(18) Water stations	47				13
14		(19) Fuel stations	8,447				14
15		(20) Shops and enginehouses	50,567				15
16		(22) Storage warehouses	-				16
17		(23) Wharves and docks	1,740				17
18		(24) Coal and ore wharves	-				18
19		(25) TOFC/COFC terminals	34,107				19
20		(26) Communication systems	55,208				20
21		(27) Signals and interlockers	87,065				21
22		(29) Power plants	-				22
23		(31) Power-transmission systems	994				23
24		(35) Miscellaneous structures	9,015				24
25		(37) Roadway machines	39,139				25
26		(39) Public improvements--construction	22,810				26
27		(44) Shop machinery	8,827				27
28		(45) Power-plant machinery	47				28
29		Leased property capitalized rentals (explain)					29
30		Other (specify and explain)					30
31		TOTAL ROAD	2,498,415				31
32		(52) Locomotives	121,324				32
33		(53) Freight-train cars	106,828				33
34		(54) Passenger-train cars	-				34
35		(55) Highway revenue equipment	-				35
36		(56) Floating equipment	-				36
37		(57) Work equipment	15,623				37
38		(58) Miscellaneous equipment	11,824				38
39		(59) Computer systems and word					
		processing equipment	94,183				39
40		TOTAL EQUIPMENT	349,782				40
41		(76) Interest during construction	2,910				41
42		(80) Other elements of investment	-				42
43		(90) Construction work in progress	258,338				43
44		GRAND TOTAL	3,109,445				44

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 410

Cross Checks

Schedule 410		Schedule 210
Line 620, column (h)	=	Line 14, column (b)
Line 620, column (f)	=	Line 14, column (d)
Line 620, column (g)	=	Line 14, column (e)
		Schedule 412
Lines 136 thru 138 column (f)	=	Line 29, column (b)
Lines 118 thru 123, and 130 thru 135 column (f)	=	Line 29, column (c)
		Schedule 414
Line 231, column (f)	=	Line 19, columns (b) thru (d)
Line 230, column (f)	=	Line 19, columns (e) thru (g)
		Schedule 415
Lines 207, 208, 211, 212, column (f)	=	Lines 5, 38, column (f)
Lines 226, 227, column (f)	=	Lines 24, 39, column (f)
Lines 311, 312, 315, 316, column (f)	=	Lines 32, 35, 36, 37, 40, 41, column (f)
		and
		Schedule 414
		Minus line 24, columns (b) thru (d) plus line 24, columns (e) thru (g)
		Schedule 415
Line 213, column (f)	=	Lines 5, 38, columns (c) and (d)
Line 232, column (f)	=	Lines 24, 39, columns (c) and (d)
Line 317, column (f)	=	Lines 32, 35, 36, 37, 40, 41, columns (c) and (d)
Lines 202, 203, 216, column (f) - equal to or greater than, but variance cannot exceed line 216, column (f)		Lines 5, 38, column (b)
Lines 221, 222, 235, column (f) - equal to or greater than, but variance cannot exceed line 235, column (f)		Lines 24, 39, column (b)
Lines 302 thru 307 and 320, column (f) - equal to or greater than, but variance cannot exceed line 320, column (f)		Lines 32, 35, 36, 37, 40, 41, column (b)
		Schedule 417
Line 507, column (f)	=	Line 1, column (j)
Line 508, column (f)	=	Line 2, column (j)
Line 509, column (f)	=	Line 3, column (j)
Line 510, column (f)	=	Line 4, column (j)
Line 511, column (f)	=	Line 5, column (j)
Line 512, column (f)	=	Line 6, column (j)
Line 513, column (f)	=	Line 7, column (j)
Line 514, column (f)	=	Line 8, column (j)
Line 515, column (f)	=	Line 9, column (j)
Line 516, column (f)	=	Line 10, column (j)
Line 517, column (f)	=	Line 11, column (j)
Schedule 450		**Schedule 210**
Line 4, column b	=	Line 47, 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 operation expense in accordance with the commission's rules governing the separation of such expenses between freight and passenger services

Line No.	Cross Check	Name of railway operating expense account (a)	Freight: Salaries and wages (b)	Freight: Material, tools, supplies, fuels and lubricants (c)	Freight: Purchased services (d)	Freight: General (e)	Freight: Total freight expense (f)	Passenger (g)	Total (h)	Line No
		WAY AND STRUCTURES								
		ADMINISTRATION								
1		Track	3,102	354	279	997	4,732	NONE	4,732	1
2		Bridge and building	146	245	36	70	497		497	2
3		Signal	653	135	7	290	1,085		1,085	3
4		Communication	-	4	20	1	25		25	4
5		Other	62	30	262	97	451		451	5
		REPAIR AND MAINTENANCE								
6		Roadway - Running	2,583	279	3,152	644	6,658		6,658	6
7		Roadway - Switching	554	148	50	12	764		764	7
8		Tunnels and Subways - Running	-	-	-	-	-		-	8
9		Tunnels and Subways - Switching	-	-	-	-	-		-	9
10		Bridges and Culverts - Running	1,678	239	403	521	2,841		2 841	10
11		Bridges and Culverts - Switching	96	-	(12)	-	84		84	11
12		Ties - Running	309	358	590	1,377	2,634		2,634	12
13		Ties - Switching	46	163	(8)	-	201		201	13
14		Rail and other track material - Running	3,129	2,642	4,495	587	10,853		10,853	14
15		Rail and other track material - Switching	208	193	18	-	419		419	15
16		Ballast - Running	1,209	3	5	484	1,701		1,701	16
17		Ballast - Switching	117	-	-	-	117		117	17
18		Road Property Damaged - Running	333	13	307	2	655		655	18
19		Road Property Damaged - Switching	150	-	1,545	-	1,695		1,695	19
20		Road Property Damaged - Other	-	-	(15)	-	(15)		(15)	20
21		Signals and Interlockers - Running	3,893	2,362	212	-	6,467		6,467	21
22		Signals and Interlockers - Switching	52	254	2	-	308		308	22
23		Communications Systems	-	335	2,517	-	2,852		2,852	23
24		Power Systems	-	-	-	-	-		-	24
25		Highway Grade Crossings - Running	215	65	887	301	1,468		1,468	25
26		Highway Grade Crossings - Switching	69	-	36	-	105		105	26
27		Station and Office Buildings	289	3	1,464	14	1,770		1,770	27
28		Shop Building - Locomotives	-	77	439	-	516		516	28
29		Shop Building - Freight Cars	-	-	53	-	53		53	29
30		Shop Building - Other Equipment	588	16	67	-	671		671	30

410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

Line No	Cross Check	Name of railway operating expense account (a)	Freight: Salaries and wages (b)	Freight: Material, tools, supplies fuels and lubricants (c)	Freight: Purchased services (d)	Freight: General (e)	Freight: Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIR AND MAINTENANCE - Continued								
101		Locomotive Servicing Facilities	-	-	140	-	140	NONE	140	101
102		Miscellaneous Buildings and Structures	-	9	136	11	156		156	102
103		Coal Terminals	-	-	-	-	-		-	103
104		Ore Terminals	-	-	-	-	-		-	104
105		Other Marine Terminals	-	-	-	-	-		-	105
106		TOFC/COFC - Terminals	-	1	337	-	338		338	106
107		Motor Vehicle Loading and Distribution Facilities	-	-	-	-	-		-	107
108		Facilities for Other Specialized Service Operations	-	-	-	-	-		-	108
109		Roadway Machines	240	278	42	115	675		675	109
110		Small Tools and Supplies	-	382	5	-	387		387	110
111		Snow Removal	-	-	84	-	84		84	111
112		Fringe Benefits - Running	-	-	-	4,807	4,807		4,807	112
113		Fringe Benefits - Switching	-	-	-	465	465		465	113
114		Fringe Benefits - Other	-	-	-	1,834	1,834		1,834	114
115		Casualties and Insurance - Running	-	-	-	5,699	5,699		5,699	115
116		Casualties and Insurance - Switching	-	-	-	3,007	3,007		3,007	116
117		Casualties and Insurance - Other	-	-	-	120	120		120	117
118		Lease Rentals - Debit - Running	-	-	18	-	18		18	118
119		Lease Rentals - Debit - Switching	-	-	70	-	70		70	119
120		Lease Rentals - Debit - Other	-	-	362	-	362		362	120
121		Lease Rentals - [Credit] - Running	-	-	-	-	-		-	121
122		Lease Rentals - [Credit] - Switching	-	-	-	-	-		-	122
123		Lease Rentals - [Credit] - Other	-	-	-	-	-		-	123
124		Joint Facility Rent - Debit - Running	-	-	190	-	190		190	124
125		Joint Facility Rent - Debit - Switching	-	-	335	-	335		335	125
126		Joint Facility Rent - Debit - Other	-	-	44	-	44		44	126
127		Joint Facility Rent - [Credit] - Running	-	-	(449)	-	(449)		(449)	127
128		Joint Facility Rent - [Credit] - Switching	-	-	(26)	-	(26)		(26)	128
129		Joint Facility Rent - [Credit] - Other	-	-	(12)	-	(12)		(12)	129
130		Other Rents - Debit - Running	-	-	-	-	-		-	130
131		Other Rents - Debit - Switching	-	-	-	-	-		-	131
132		Other Rents - Debit - Other	-	-	112	-	112		112	132
133		Other Rents - [Credit] - Running	-	-	-	-	-		-	133

410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

Line No	Cross Check	Name of railway operating expense account (a)	Freight: Salaries and wages (b)	Freight: Material, tools, supplies, fuels and lubricants (c)	Freight: Purchased services (d)	Freight: General (e)	Freight: Total freight expense (f)	Passenger (g)	Total (h)	Line No
		REPAIR AND MAINTENANCE - Continued								
134		Other Rents - [Credit] - Switching	-	-	-	-	-	NONE	-	134
135		Other Rents - [Credit] - Other	-	-	-	-	-		-	135
136		Depreciation - Running	-	-	-	41,679	41,679		41,679	136
137		Depreciation - Switching	-	-	-	4,812	4,812		4,812	137
138		Depreciation - Other	-	-	-	3,329	3,329		3,329	138
139		Joint Facility - Debit - Running	-	-	1,148	-	1,148		1,148	139
140		Joint Facility - Debit - Switching	-	-	805	-	805		805	140
141		Joint Facility - Debit - Other	-	-	46	-	46		46	141
142		Joint Facility - [Credit] - Running	-	-	(4,887)	-	(4,887)		(4,887)	142
143		Joint Facility - [Credit] - Switching	-	-	(33)	-	(33)		(33)	143
144		Joint Facility - [Credit] - Other	-	-	-	-	-		-	144
145		Dismantling Retired Road Property - Running	-	-	282	1,380	1,662		1,662	145
146		Dismantling Retired Road Property - Switching	-	-	-	-	-		-	146
147		Dismantling Retired Road Property - Other	-	-	62	-	62		62	147
148		Other - Running	8	-	-	334	342		342	148
149		Other - Switching	-	10	-	-	10		10	149
150		Other - Other	4	71	4,482	23	4,580		4,580	150
151		TOTAL WAY AND STRUCTURES	19,733	8,669	20,104	73,012	121,518		121,518	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	1,902	362	578	713	3,555		3,555	201
202		Repair and Maintenance	8,508	20,176	9,103	149	37,936		37,936	202
203		Machinery Repair	-	-	-	-	-		-	203
204		Equipment Damaged	-	-	955	-	955		955	204
205		Fringe Benefits	-	-	-	3,748	3,748		3,748	205
206		Other Casualties and Insurance	-	-	-	2,804	2,804		2,804	206
207		Lease Rentals - Debit	-	-	35,120	-	35,120		35,120	207
208		Lease Rentals - [Credit]	-	-	-	-	-		-	208
209		Joint Facility Rent - Debit	-	-	-	-	-		-	209
210		Joint Facility Rent - [Credit]	-	-	-	-	-		-	210
211		Other Rents - Debit	-	-	543	-	543		543	211
212		Other Rents - [Credit]	-	-	(29)	-	(29)		(29)	212
213		Depreciation	-	-	-	5,584	5,584		5,584	213
214		Joint Facility - Debit	-	-	743	-	743		743	214
215		Joint Facility - [Credit]	-	-	(838)	-	(838)		(838)	215
216		Repairs Billed to Others - [Credit]	-	-	1	-	1		1	216

410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

Line No	Cross Check	Name of railway operating expense account (a)	Freight: Salaries and wages (b)	Freight: Material, tools, supplies, fuels and lubricants (c)	Freight: Purchased services (d)	Freight: General (e)	Freight: Total freight expense (f)	Passenger (g)	Total (h)	Line No.
217		LOCOMOTIVES - Continued Dismantling Retired Property	-	-	-	-	-	NONE	-	217
218		Other	-	-	236	-	236		236	218
219		TOTAL LOCOMOTIVES	10,410	20,538	46,412	12,998	90,358		90,358	219
220		FREIGHT CARS Administration	693	670	53	263	1,679		1,679	220
221		Repair and Maintenance	7,092	15,415	11,341	110	33,958		33,958	221
222		Machinery Repair	-	-	-	-	-		-	222
223		Equipment Damaged	-	-	-	-	-		-	223
224		Fringe Benefits	-	-	-	2,803	2,803		2,803	224
225		Other Casualties and Insurance	-	-	-	9,400	9,400		9,400	225
226		Lease Rentals - Debit	-	-	39,963	-	39,963		39,963	226
227		Lease Rentals - [Credit]	-	-	-	-	-		-	227
228		Joint Facility Rent - Debit	-	-	-	-	-		-	228
229		Joint Facility Rent - [Credit]	-	-	-	-	-		-	229
230		Other Rents - Debit	-	-	36,164	-	36,164		36,164	230
231		Other Rents - [Credit]	-	-	(31,215)	-	(31,215)		(31,215)	231
232		Depreciation	-	-	-	3,729	3,729		3,729	232
233		Joint Facility - Debit	-	-	-	-	-		-	233
234		Joint Facility - [Credit]	-	-	-	-	-		-	234
235		Repairs Billed to Others - [Credit]	-	-	(20,191)	-	(20,191)		(20,191)	235
236		Dismantling Retired Property	-	-	-	-	-		-	236
237		Other	-	-	4	779	783		783	237
238		TOTAL FREIGHT CARS	7,785	16,085	36,119	17,084	77,073		77,073	238
301		OTHER EQUIPMENT Administration	352	1	208	40	601		601	301
302		Repair and Maintenance Trucks, Trailers and Containers - Revenue Service	-	-	979	-	979		979	302
303		Floating Equipment - Revenue Service	-	-	-	-	-		-	303
304		Passenger and Other Revenue Equipment	-	-	-	-	-		-	304
305		Computer systems and word processing equipment	-	220	383	-	603		603	305
306		Machinery	-	30	-	-	30		30	306
307		Work and Other Non-Revenue Equipment	12	728	2,988	-	3,728		3,728	307
308		Equipment Damaged	-	-	-	-	-		-	308
309		Fringe Benefits	-	-	-	131	131		131	309
310		Other Casualties and Insurance	-	-	-	117	117		117	310
311		Lease Rentals - Debit	-	-	4,604	-	4,604		4,604	311
312		Lease Rentals - [Credit]	-	-	-	-	-		-	312

410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

Line No	Cross Check	Name of railway operating expense account (a)	Freight: Salaries and wages (b)	Freight: Material, tools, supplies, fuels and lubricants (c)	Freight: Purchased services (d)	Freight: General (e)	Freight: Total freight expense (f)	Passenger (g)	Total (h)	Line No
		OTHER EQUIPMENT - Continued								
313		Joint Facility Rent - Debit	-	-	1	-	1	NONE	1	313
314		Joint Facility Rent - [Credit]	-	-	-	-	-		-	314
315		Other Rents - Debit	-	-	1,411	-	1,411		1,411	315
316		Other Rents - [Credit]	-	-	(601)	-	(601)		(601)	316
317		Depreciation	-	-	-	10,688	10,688		10,688	317
318		Joint Facility - Debit	-	-	15	-	15		15	318
319		Joint Facility - [Credit]	-	-	-	-	-		-	319
320		Repairs Billed to Others - [Credit]	-	-	16	-	16		16	320
321		Dismantling Retired Property	-	-	-	-	-		-	321
322		Other	-	3	4	-	7		7	322
323		TOTAL OTHER EQUIPMENT	364	982	10,008	10,976	22,330		22,330	323
324		TOTAL EQUIPMENT	18,559	37,605	92,539	41,058	189,761		189,761	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	8,632	1,404	1,330	3,286	14,652		14,652	401
402		Engine Crews	31,115	7	-	6,810	37,932		37,932	402
403		Train Crews	37,250	16	7	5,875	43,148		43,148	403
404		Dispatching Trains	5,305	1	-	578	5,884		5,884	404
405		Operating Signals and Interlockers	217	-	-	-	217		217	405
406		Operating Drawbridges	-	-	-	-	-		-	406
407		Highway Crossing Protection	-	-	-	-	-		-	407
408		Train Inspection and Lubrication	3,137	-	-	-	3,137		3,137	408
409		Locomotive Fuel	-	207,526	-	-	207,526		207,526	409
410		Electric Power Purchased or Produced for Motive Power	-	-	-	-	-		-	410
411		Servicing Locomotives	491	167	-	-	658		658	411
412		Freight Lost or Damaged - Solely Related	-	-	-	21	21		21	412
413		Clearing Wrecks	-	-	-	-	-		-	413
414		Fringe Benefits	-	-	-	31,020	31,020		31,020	414
415		Other Casualties and Insurance	-	-	(2)	22,781	22,779		22,779	415
416		Joint Facility - Debit	-	-	24,058	-	24,058		24,058	416
417		Joint Facility - [Credit]	-	-	(919)	-	(919)		(919)	417
418		Other	-	-	103	535	638		638	418
419		TOTAL TRAIN OPERATIONS	86,147	209,121	24,577	70,906	390,751		390,751	419
		YARD OPERATIONS								
420		Administration	1,395	241	188	49	1,873		1,873	420
421		Switch Crews	18,105	18	57	156	18,336		18,336	421

410. RAILWAY OPERATING EXPENSES - Continued

(Dollars in Thousands)

Line No	Cross Check	Name of railway operating expense account (a)	Freight: Salaries and wages (b)	Freight: Material, tools, supplies, fuels and lubricants (c)	Freight: Purchased services (d)	Freight: General (e)	Freight: Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		YARD OPERATIONS - Continued								
422		Controlling Operations	1,698	-	-	-	1,698	NONE	1,698	422
423		Yard and Terminal Clerical	1,519	-	1	1	1,521		1,521	423
424		Operating Switches, Signals, Retarders and Humps	-	-	-	1	1		1	424
425		Locomotive Fuel	-	4,558	-	-	4,558		4,558	425
426		Electric Power Purchased or Produced for Motive Power	-	-	-	-	-		-	426
427		Servicing Locomotives	489	41	-	-	530		530	427
428		Freight Lost or Damaged - Solely Related	-	-	-	6	6		6	428
429		Clearing Wrecks	-	-	2,305	-	2,305		2,305	429
430		Fringe Benefits	-	-	-	8,356	8,356		8,356	430
431		Other Casualties and Insurance	-	-	-	1,189	1,189		1,189	431
432		Joint Facility - Debit	-	-	1,104	-	1,104		1,104	432
433		Joint Facility - (Credit)	-	-	(4,010)	-	(4,010)		(4,010)	433
434		Other	-	-	94	235	329		329	434
435		TOTAL YARD OPERATIONS	23,206	4,858	(261)	9,993	37,796		37,796	435
		TRAIN AND YARD OPERATIONS COMMON								
501		Cleaning Car Interiors	-	-	464	-	464		464	501
502		Adjusting and Transferring Loads	-	-	541	-	541		541	502
503		Car Loading Devices and Grain Doors	-	-	-	-	-		-	503
504		Freight Lost or Damaged - all other	-	-	-	435	435		435	504
505		Fringe Benefits	-	-	-	-	-		-	505
506		TOTAL TRAIN AND YARD OPERATIONS COMMON	-	-	1,005	435	1,440		1,440	506
		SPECIALIZED SERVICE OPERATIONS								
507		Administration	514	14	88	365	981		981	507
508		Pickup and Delivery and Marine Line Haul	-	-	-	-	-		-	508
509		Loading and Unloading and Local Marine	-	-	5,559	-	5,559		5,559	509
510		Protective Services	-	-	-	-	-		-	510
511		Freight Lost or Damaged - Solely Related	-	-	-	-	-		-	511
512		Fringe Benefits	-	-	-	294	294		294	512
513		Casualties and Insurance	-	-	-	-	-		-	513
514		Joint Facility - Debit	-	-	-	-	-		-	514
515		Joint Facility - (Credit)	-	-	-	-	-		-	515
516		Other	303	32	88	50	473		473	516
517		TOTAL SPECIALIZED SERVICES OPERATIONS	817	46	5,735	709	7,307		7,307	517

410. RAILWAY OPERATING EXPENSES - Concluded

(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Freight: Salaries and wages (b)	Freight: Material, tools, supplies, fuels and lubricants (c)	Freight: Purchased services (d)	Freight: General (e)	Freight: Total freight expense (f)	Passenger (g)	Total (h)	Line No
518		ADMINISTRATIVE SUPPORT OPERATIONS Administration	2,438	6	1,608	526	4,578	NONE	4,578	518
519		Employees Performing Clerical and Accounting Functions	3,637	-	351	137	4,125	-	4,125	519
520		Communications Systems Operation	-	-	-	-	-		-	520
521		Loss and Damage Claims Processing	52	-	-	48	100		100	521
522		Fringe Benefits	-	-	-	2,206	2,206		2,206	522
523		Casualties and Insurance	-	-	-	337	337		337	523
524		Joint Facility - Debit	-	-	40	-	40		40	524
525		Joint Facility - [Credit]	-	-	-	-	-		-	525
526		Other	-	-	59	-	59		59	526
527		TOTAL ADMINISTRATIVE SUPPORT OPERATIONS	6,127	6	2,058	3,254	11,445		11,445	527
528		TOTAL TRANSPORTATION	116,297	214,031	33,114	85,297	448,739		448,739	528
601		GENERAL AND ADMINISTRATIVE Officers - General Administration	9,490	242	1,155	1,784	12,671		12,671	601
602		Accounting, Auditing and Finance	7,350	11	1,727	1,029	10,117		10,117	602
603		Management Services and Data Processing	4,829	300	3,387	1,047	9,563		9,563	603
604		Marketing	3,635	118	1,413	2,002	7,168		7,168	604
605		Sales	-	-	-	-	-		-	605
606		Industrial Development	263	-	-	5	268		268	606
607		Personnel and Labor Relations	2,372	69	556	695	3,692		3,692	607
608		Legal and Secretarial	2,973	170	11,302	663	15,108		15,108	608
609		Public Relations and Advertising	1,052	6	294	188	1,540		1,540	609
610		Research and Development	-	-	-	-	-		-	610
611		Fringe Benefits	-	-	-	11,835	11,835		11,835	611
612		Casualties and Insurance	-	-	-	1,040	1,040		1,040	612
613		Writedown of Uncollectible Accounts	-	-	-	689	689		689	613
614		Property Taxes	-	-	-	8,574	8,574		8,574	614
615		Other Taxes Except on Corporate Income or Payrolls	-	-	-	4,534	4,534		4,534	615
616		Joint Facility - Debit	-	-	-	-	-		-	616
617		Joint Facility - [Credit]	-	-	(71)	-	(71)		(71)	617
618		Other	904	304	6,766	(2,755)	5,219		5,219	618
619		TOTAL GENERAL AND ADMINISTRATIVE	32,868	1,220	26,529	31,330	91,947		91,947	619
620		TOTAL CARRIER OPERATING EXPENSE	187,457	261,525	172,286	230,697	851,965		851,965	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 net lease/rental reported in column (c), line 29 should balance the net amount reported in schedule 410, column (f), lines 118 through 123, plus lines 130 through 135
If an entire road or segment of track is leased and if the actual breakdown of lease/rentals by property categories is not known, apportion the lease/rentals based on the percentage of the categories depreciation bases to the depreciation bases for all categories of depreciable leased property Use schedule 352B of this report for obtaining the depreciation bases of the categories of leased property.
4 Amortization adjustment of each road property type which is included in column (b) shall be repeated in column (d) as a debit or credit to the appropriate line item, the net adjustment on line 29 shall equal the adjustment reported on line 29 of schedule 335
5. Report on line 28 all other lease rentals not apportioned to any category listed on lines 1 - 27.
6 Line 11, Account 16, should not include computer and data processing equipment reported on line 37 of schedule 415

Line No.	Cross Check	Property account	Category (a)	Depreciation (b)	Lease/Rentals (net) (c)	Amortization adjustment during year (d)	Line No
1		2	Land for transportation purposes	N/A	-	NONE	1
2		3	Grading	1,684	1	-	2
3		4	Other right-of-way expenditures	9	-	-	3
4		5	Tunnels and subways	5	-	-	4
5		6	Bridges, trestles and culverts	2,880	-	-	5
6		7	Elevated structures	-	-	-	6
7		8	Ties	18,018	2	-	7
8		9	Rail and other track material	16,078	3	-	8
9		11	Ballast	5,665	1	-	9
10		13	Fences, snow sheds and signs	13	-	-	10
11		16	Station and office buildings	1,116	253	-	11
12		17	Roadway buildings	6	-	-	12
13		18	Water stations	1	-	-	13
14		19	Fuel stations	267	-	-	14
15		20	Shops and enginehouses	484	251	-	15
16		22	Storage warehouses	-	-	-	16
17		23	Wharves and docks	(58)	-	-	17
18		24	Coal and ore wharves	-	-	-	18
19		25	TOFC/COFC terminals	357	-	-	19
20		26	Communications systems	501	-	-	20
21		27	Signals and interlockers	1,771	-	-	21
22		29	Power plants	-	-	-	22
23		31	Power transmission systems	14	-	-	23
24		35	Miscellaneous structures	(83)	-	-	24
25		37	Roadway machines	711	51	-	25
26		39	Public improvements; construction	381	-	-	26
27		45	Power plant machines	-	-	-	27
28		—	Other lease/rentals	-	-	-	28
29			TOTAL	49,820	562	-	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 that carrier on railroad markings)
3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d) and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f), lines 231 (credits) and 230 (debits) Trailer and container rentals in this schedule are included in Schedule 410, column (f), lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (e) The balancing of Schedule 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 Commission in Ex Parte No. 334, for which rentals are settled on a combination mileage and time basis (basis per diem) Include railroad owned per diem tank cars on line 17
NOTES. Mechanical designations for each car type are shown in Schedule 710

Line No	Cross Check	Type of equipment (a)	GROSS AMOUNTS RECEIVABLE Per diem basis			GROSS AMOUNTS PAYABLE Per diem basis			Line No
			Private line cars (b)	Mileage (c)	Time (d)	Private line cars (e)	Mileage (f)	Time (g)	
		CAR TYPES							
1		Box-Plain 40 Foot	NONE	-	-	-	-	-	1
2		Box-Plain 50 Foot and Longer	-	9	15	718	375	1,112	2
3		Box-Equipped	-	5,577	13,023	404	3,057	7,270	3
4		Gondola-Plain	-	28	44	124	359	866	4
5		Gondola-Equipped	-	481	1,443	-	1,281	2,703	5
6		Hopper-Covered	-	2,539	3,639	649	1,288	4,234	6
7		Hopper-Open Top-General Service	-	1	2	1	148	382	7
8		Hopper-Open Top-Special Service	-	47	501	-	184	604	8
9		Refrigerator-Mechanical	-	-	-	-	4	55	9
10		Refrigerator-Non-Mechanical	-	-	-	-	3	24	10
11		Flat TOFC/COFC	-	453	1,371	3,327	366	1,279	11
12		Flat Multi-Level	-	150	960	1,001	7	96	12
13		Flat-General Service	-	-	-	2	22	175	13
14		Flat-Other	-	163	727	1,859	318	840	14
15		Tank-Under 22,000 Gallons	-	-	-	779	-	-	15
16		Tank-22,000 Gallons and Over	-	-	-	197	2	6	16
17		All Other Freight Cars	-	4	38	1	12	30	17
18		Auto Racks	-	-	-	-	-	-	18
19		TOTAL FREIGHT TRAIN CARS	-	9,452	21,763	9,062	7,426	19,676	19
		OTHER FREIGHT-CARRYING EQUIPMENT							
20		Refrigerated Trailers	-	-	-	-	-	-	20
21		Other Trailers	-	-	-	-	-		21
22		Refrigerated Containers	-	-	-	-	-	-	22
23		Other Containers	-	-	410	27	-	1,329	23
24	*	TOTAL TRAILERS AND CONTAINERS	-	-	410	27	-	1,329	24
25		GRAND TOTAL (LINES 19 AND 24)	-	9,452	22,173	9,089	7,426	21,005	25

NOTES AND REMARKS

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GENERAL INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 415

1 Report Freight expenses only

2 Report by type of equipment all natural expenses relating to the equipment functions (salaries and wages, materials, tools, 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 plus 216 (excluding wreck repairs) Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 204

(b) Freight Cars, line 24 plus line 39 compared to the sum of Schedule 410, lines 221, 222 plus 235 (excluding wreck repairs) Do not report in Schedule 415, Equipment Damaged from Schedule 410, line 223

(c) Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery-Other Equipment (line 40), plus Work and Other Non-Revenue Equipment (line 41 compared to Schedule 410, the sum of lines 302 through 307, inclusive, plus line 320 (excluding wreck repairs) Do not report in Schedule 415
Equipment Damaged from Schedule 410, line 308

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

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

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

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

(a) Locomotives, line 5 plus line 38 compared to Schedule 410, line 213

(b) Freight Cars, line 24 plus line 39 compared to Schedule 410 line 232

(c) Sum of Highway Equipment (line 32), Floating Equipment (line 35), Passenger and Other Revenue Equipment (line 36), Computer and Data Processing Equipment (line 37), Machinery-Other Equipment (line 40), and Work and Other Non-Revenue Equipment (line 41) compared to Schedule 410, line 317

5 Amortization adjustment of each equipment type which is included in column (c) shall be reported in column (e) as a debit or credit to the appropriate line item, the net adjustment on line 43 shall equal the equipment amortization adjustment applicable to equipment used in freight service included in line 38 column (c), schedule 335

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

(a) Locomotives, line 5 plus line 38 compared with Schedule 410, lines 207, 208, 211 and 212

(b) Freight Cars, line 24 plus line 39 compared with Schedule 410, lines 226 plus 227 (note that Schedule 410, lines 230 and 231, are reported in Schedule 414 and are not to be included in Schedule 415)

(c) Sum of Lease/Rentals for All Other Equipment, lines 32, 35, 36, 37, 40 and 41, will balance to Schedule 410, lines 311, 312, 315 and 316, except for the interchange rental on trailers and containers which is reported in Schedule 414 Therefore, both Schedules 414 and 415 should be used when balancing Lease/Rentals Other Equipment to Schedule 410 Do not report in Schedule 415 the Trailer and Container rentals reported in Schedule 414

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

Property Used But Not Owned should also be included when the rent is included in Account Nos 31-12-00, 31-13-00, 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 Owned (c)	Depreciation Capitalized lease (d)	Amortization Adjustment net during year (e)	Line No
		LOCOMOTIVES					
1		Diesel Locomotive-Yard	4,001	286	-		1
2		Diesel Locomotive-Road	33,936	2,102	-		2
3		Other Locomotive-Yard	-	-	-		3
4		Other Locomotive-Road	-	-	-		4
5	*	TOTAL	37,937	2,388	-	-	5
		FREIGHT TRAIN CARS					
6		Box-Plain 40 Foot	-	-	-		6
7		Box-Plain 50 Foot and Longer	-	163	-		7
8		Box-Equipped	293	1,026	-		8
9		Gondola-Plain	4,480	25	-		9
10		Gondola-Equipped	1,467	2	-		10
11		Hopper-Covered	1,092	369	-		11
12		Hopper-Open Top-General Service	4,711	28	-		12
13		Hopper-Open Top-Special Service	108	4	-		13
14		Refrigerator-Mechanical	298	-	-		14
15		Refrigerator-Nonmechanical	2	-	-		15
16		Flat TOFC/COFC	3	-	-		16
17		Flat Multi-level	882	-	-		17
18		Flat-General Service	10	-	-		18
19		Flat-Other	2	90	-		19
20		All Other Freight Cars	325	40	1,684		20
21		Cabooses	94	-	-		21
22		Auto Racks	-	-	-		22
23		Miscellaneous Accessories	-	-	-		23
24	*	TOTAL FREIGHT TRAIN CARS	13,767	1,747	1,684	-	24
		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers	-	-	-		25
26		Other Trailers	979	-	-		26
27		Refrigerated Containers	-	-	-		27
28		Other Containers	-	-	-		28
29		Bogies	-	-	-		29
30		Chassis	-	-	-		30
31		Other Highway Equipment (Freight)	-	-	-		31
32	*	TOTAL HIGHWAY EQUIPMENT	979	-	-	-	32
		FLOATING EQUIPMENT-REVENUE SERVICE					
33		Marine Line-Haul	-	-	-		33
34		Local Marine	-	-	-		34
35	*	TOTAL FLOATING EQUIPMENT	-	-	-	-	35
36		OTHER EQUIPMENT Passenger and Other Revenue Equipment					
	*	(Freight Portion)	-	-	-		36
37	*	Computer Systems and Word Processing Equip	603	9,915	-		37
38	*	Machinery-Locomotives 1	-	26	-		38
39	*	Machinery-Freight Cars 2	-	29	-		39
40	*	Machinery-Other Equipment 3	30	9	-		40
41	*	Work and Other Non-Revenue Equipment	3,744	717	-		41
42		TOTAL OTHER EQUIPMENT	4,377	10,696	-	-	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	57,060	14,831	1,684	-	43

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

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

Line No	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31 Owned (g)	Investment base as of 12/31 Capitalized lease (h)	Accumulated depreciation as of 12/31 Owned (i)	Accumulated depreciation as of 12/31 Capitalized lease (j)	Line No
1		4,587	9,846	-	(1,417)	-	1
2		31,047	66,634	-	(15,146)	-	2
3		-	-	-	-	-	3
4		-	-	-	-	-	4
5		35,634	76,480	-	(16,563)	-	5
6		-	-	-	-	-	6
7		-	5,292	-	2,815		7
8		16,755	47,899	-	26,854	-	8
9		360	1,088	-	783	-	9
10		2,431	147	-	89	-	10
11		14,358	22,271	-	11,537	-	11
12		-	768	-	454	-	12
13		1,312	198	-	124	-	13
14		-	-	-	-	-	14
15		-	-	-	-	-	15
16		1,150	15	-	1	-	16
17		1,930	2	-	2	-	17
18		-	116	-	115	-	18
19		1,204	5,554	-	3,302	-	19
20		463	2,118	17,253	1,745	6,241	20
21		-	21	-	21	-	21
22		-	-	-	-	-	22
23		-	-	-	-	-	23
24		39,963	85,489	17,253	47,842	6,241	24
25		-	-	-	-		25
26		311	-	-	-		26
27		-	-	-	-		27
28		-	-	-	-		28
29		-	-	-	-		29
30		16	-	-	-		30
31		-	-	-	-		31
32		327	-	-	-	-	32
33		-	-	-	-		33
34		-	-	-	-		34
35		-	-	-	-	-	35
36		-	-	-	-		36
37		3,352	94,166	-	45,778		37
38		-	3,587	-	2,628		38
39		-	4,010	-	2,939		39
40		-	1,230	-	901		40
41		789	26,213	-	13,322		41
42		4,141	129,206	-	65,568	-	42
43		80,065	291,175	17,253	96,847	6,241	43

1 The data to be reported on lines 38, 39 and 40 in columns (g) and (h) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars and Other Equipment

2 The depreciation to be 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)

415A. SUPPORTING SCHEDULE - EQUIPMENT IMPROVEMENTS ON LEASED PROPERTY

(Dollars in Thousands)

Line No	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation Owned (c)	Depreciation Capitalized lease (d)	Amortization Adjustment net during year (e)	Line No
1		LOCOMOTIVES Diesel Locomotive-Yard	NONE	46	NONE	NONE	1
2		Diesel Locomotive-Road	-	3,124	-	-	2
3		Other Locomotive-Yard	-	-	-	-	3
4		Other Locomotive-Road	-	-	-	-	4
5	*	TOTAL	-	3,170	-	-	5
6		FREIGHT TRAIN CARS Box-Plain 40 Foot	-	-	-	-	6
7		Box-Plain 50 Foot and Longer	-	266		-	7
8		Box-Equipped	-	-	-	-	8
9		Gondola-Plain	-	-	-	-	9
10		Gondola-Equipped	-	-	-	-	10
11		Hopper-Covered	-	-	-	-	11
12		Hopper-Open Top-General Service	-	-	-	-	12
13		Hopper-Open Top-Special Service	-	-	-	-	13
14		Refrigerator-Mechanical	-	-	-	-	14
15		Refrigerator-Nonmechanical	-	-	-	-	15
16		Flat TOFC/COFC	-	-	-	-	16
17		Flat Multi-level	-	-	-	-	17
18		Flat-General Service	-	-	-	-	18
19		Flat-Other	-	-	-	-	19
20		All Other Freight Cars	-	3		-	20
21		Cabooses	-	-	-	-	21
22		Auto Racks	-	-	-	-	22
23		Miscellaneous Accessories	-	-	-	-	23
24	*	TOTAL FREIGHT TRAIN CARS	-	269	-	-	24
25		OTHER EQUIPMENT-REVENUE FREIGHT HIGHWAY EQUIPMENT Refrigerated Trailers	-	-	-	-	25
26		Other Trailers	-	-	-	-	26
27		Refrigerated Containers	-	-	-	-	27
28		Other Containers	-	-	-	-	28
29		Bogies	-	-	-	-	29
30		Chassis	-	-	-	-	30
31		Other Highway Equipment (Freight)	-	-	-	-	31
32	*	TOTAL HIGHWAY EQUIPMENT	-	-	-	-	32
33		FLOATING EQUIPMENT-REVENUE SERVICE Marine Line-Haul	-	-	-	-	33
34		Local Marine	-	-	-	-	34
35	*	TOTAL FLOATING EQUIPMENT	-	-	-	-	35
36	*	OTHER EQUIPMENT Passenger and Other Revenue Equipment (Freight Portion)	-	-	-	-	36
37	*	Computer Systems and Word Processing Equip	-	-	-	-	37
38	*	Machinery-Locomotives 1	-	-	-	-	38
39	*	Machinery-Freight Cars 2	-	-	-	-	39
40	*	Machinery-Other Equipment 3	-	-	-	-	40
41	*	Work and Other Non-Revenue Equipment	-	47		-	41
42		TOTAL OTHER EQUIPMENT	-	47	-	-	42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	-	3,486	-	-	43

1 The data to be reported on line 38 in column (b) is the amount reported in Schedule 410, column (f), line 203, reduced by the allocable portion of line 216.

2 The data to be reported on line 39 in column (b) is the amount reported in Schedule 410, column (f), line 222, reduced by the allocable portion of line 235

3 The data to be reported on line 40 in column (b) is the amount reported in Schedule 410, column (f), lines 302 through 306, reduced by the allocable portion of line 320

415A. SUPPORTING SCHEDULE - EQUIPMENT IMPROVEMENTS ON LEASED PROPERTY - Concluded

(Dollars in Thousands)

Line No	Cross Check	Lease and rentals (net) (f)	Investment base as of 12/31 Owned (g)	Investment base as of 12/31 Capitalized lease (h)	Accumulated depreciation as of 12/31 Owned (i)	Accumulated depreciation as of 12/31 Capitalized lease (j)	Line No
1		NONE	603	NONE	249	NONE	1
2		-	44,241	-	13,591	-	2
3		-	-	-	-	-	3
4		-	-	-	-	-	4
5		-	44,844	-	13,840	-	5
6		-	-	-	-	-	6
7		-	3,514		1,140	-	7
8		-	-	-	-	-	8
9		-	-	-	-	-	9
10		-	-	-	-	-	10
11		-	-	-	-	-	11
12		-	-	-	-	-	12
13		-	-	-	-	-	13
14		-	-	-	-	-	14
15		-	-	-	-	-	15
16		-	435	-	435	-	16
17		-	-	-	-	-	17
18		-	-	-	-	-	18
19		-	-	-	-	-	19
20		-	137	-	71	-	20
21		-	-	-	-	-	21
22		-	-	-	-	-	22
23		-	-	-	-	-	23
24		-	4,086	-	1,646	-	24
25		-	-	-	-	-	25
26		-	-	-	-	-	26
27		-	-	-	-	-	27
28		-	-	-	-	-	28
29		-	-	-	-	-	29
30		-	-	-	-	-	30
31		-	-	-	-	-	31
32		-	-	-	-	-	32
33		-	-	-	-	-	33
34		-	-	-	-	-	34
35		-	-	-	-	-	35
36		-	-	-	-	-	36
37		-	17	-	412	-	37
38		-	-	-	-	-	38
39		-	-	-	-	-	39
40		-	-	-	-	-	40
41		-	1,234		17	-	41
42		-	1,251	-	429	-	42
43		-	50,181	-	15,915	-	43

1 The data to be reported on lines 38, 39 and 40 in columns (g) and (h) is the investment recorded in Property Account 44, allocated to Locomotives, Freight Cars and Other Equipment

2 The depreciation to be 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)

Line No	Density category (class) (a)	Account No (b)	Owned and used: Inv base (c)	Owned and used: Accum. depr (d)	Owned and used: Depr rate % (e)	Improvements to leased property: Inv base (f)	Improvements to leased property: Accum depr (g)	Improvements to leased property: Depr rate % (h)	Capitalized leases: Inv base (i)	Capitalized leases: Current year amort (j)	Capitalized leases: Accum amort (k)	TOTAL: Inv base (l)	TOTAL: Accum depr & amort (m)	Line No
1	I	3	47,935	13,249	0 77	TOTAL IMPROVEMENTS TO		-	NONE	NONE	NONE	47,935	13,249	1
2		8	228,933	50,442	4 40	PROPERTY LEASED FROM		-				228,933	50,442	2
3		9	253,469	67,239	3 19	OTHERS IS LESS THAN 5%		-				253,469	67,239	3
4		11	83,763	25,487	4 00	OF TOTAL PROPERTY OWNED		-				83,763	25,487	4
5	SUB-TOTAL		614,100	156,417	-	-	-	-				614,100	156,417	5
6	II	3	94,674	13,042	0 77	TOTAL IMPROVEMENTS TO		-				94,674	13,042	6
7		8	305 497	102,546	3 93	PROPERTY LEASED FROM		-				305,497	102,546	7
8		9	391,536	120,040	2 62	OTHERS IS LESS THAN 5%		-				391,536	120,040	8
9		11	101,184	46,565	3 67	OF TOTAL PROPERTY OWNED		-				101,184	46,565	9
10	SUB-TOTAL		892,891	282,193	-	-	-	-				892,891	282,193	10
11	III	3	-	-	-	TOTAL IMPROVEMENTS TO		-				-	-	11
12		8	-	-	-	PROPERTY LEASED FROM		-				-	-	12
13		9	-	-	-	OTHERS IS LESS THAN 5%		-				-	-	13
14		11	-	-	-	OF TOTAL PROPERTY OWNED		-				-	-	14
15	SUB-TOTAL		-	-	-	-	-	-				-	-	15
16	IV	3	64,617	4,795	0 77	TOTAL IMPROVEMENTS TO		-				64,617	4,795	16
17		8	84,251	25,787	2 75	PROPERTY LEASED FROM		-				84,251	25,787	17
18		9	135,377	30,099	1.60	OTHERS IS LESS THAN 5%		-				135,377	30,099	18
19		11	39,318	12,074	2 50	OF TOTAL PROPERTY OWNED		-				39,318	12,074	19
20	SUB-TOTAL		323,563	72,755	-	-	-	-				323,563	72,755	20
21	V	3	-	-	-	TOTAL IMPROVEMENTS TO		-				-	-	21
22		8	-	-	-	PROPERTY LEASED FROM		-				-	-	22
23		9	-	-	-	OTHERS IS LESS THAN 5%		-				-	-	23
24		11	-	-	-	OF TOTAL PROPERTY OWNED		-				-	-	24
25	SUB-TOTAL		-	-	-	-	-	-				-	-	25
26	GRAND TOTAL		1,830,554	511,365	N/A	12,104	4,322	N/A				1,830,554	511,365	26

(1) Columns (c) + (f) + (i) = Column 12
Columns (d) + (g) + (k) = Column 13

(2) 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

(3) Columns (c) and (d) include improvements to leased property Improvements to leased property are not separately included based on 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, purchases 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 related to heating and refrigeration of TOFC/COFC trailers and containers (total debits and credits) The expenses on line 4, column (h), relate to refrigerator cars only
8 Report in column (i) total expenses incurred in performing rail substitute service, other highway revenue service, LCL terminal operations, warehouse operations, freight car transloading, grain elevator terminal operations and livestock feeding operations only

Line No	Cross Check	Items (a)	TOFC/COFC terminal (b)	Floating equipment (c)	Coal marine terminal (d)	Ore marine terminal (e)	Other marine terminal (f)	Motor vehicle load and distribution (g)	Protective services refrigerator car (h)	Other special services (i)	Total columns (b-i) (j)	Line No
1		Administration	981	NONE	NONE	NONE	NONE	NONE	NONE	NONE	981	1
2		Pick up and delivery, marine line haul	-						N/A		-	2
3		Loading and unloading and local marine	5,559					-	N/A		5,559	3
4		Protective services, total debit and credits	-								-	4
5		Freight lost or damaged-solely related	-								-	5
6		Fringe benefits	294								294	6
7		Casualty and insurance	-								-	7
8		Joint facility - debit	-								-	8
9		Joint facility - credit	-								-	9
10		Other	473								473	10
11		TOTAL	7,307	-	-	-	-	-	-	-	7,307	11

418. SUPPORTING SCHEDULE - CAPITAL LEASES

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

(Dollars in Thousands)

Line No.	Primary Account No & Title (a)	Total Investment at End of Year (b)	Capital Leases			Line No
			Investment at End of Year (c)	Current Year Amortization (d)	Accumulated Amortization (e)	
1	53 - Freight Cars	106,828	17,253	1,684	6,241	1
2						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

NOTES AND REMARKS

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450. ANALYSIS OF TAXES

(Dollars in Thousands)

A. Railway Taxes

Line No	Cross Check	Kind of tax (a)	Amount (b)	Line No
1		Other than U S Government Taxes	14,441	1
		U S Government Taxes		
		Income Taxes		
2		Normal Tax and Surtax	768	2
3		Excess Profits	-	3
4		Total - Income Taxes L 2 + 3	768	4
5		Railroad Retirement	29,110	5
6		Hospital Insurance	3,286	6
7		Supplemental Annuities	-	7
8		Unemployment Insurance	809	8
9		All Other United States Taxes	-	9
10		Total - U S Government Taxes	33,973	10
11		Total - Railway Taxes	48,414	11

B. Adjustments to Federal Income Taxes

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

Line No	Particulars (a)	Beginning of year balance (b)	Net credits (charges) for current year (c)	Adjustments (d)	End of year balance (e)	Line No
1	Accelerated Depreciation, Sec. 167 I R C Guideline Lives Pursuant to Rev Proc 62-21	465,690	51,367	-	517,057	1
2	Accelerated Amortization of Facilities, Sec 168 I.R C	-	-	-	-	2
3	Accelerated Amortization of Rolling Stock, Sec 184 I R C	-	-	-	-	3
4	Amortization of Rights of Way, Sec 185 I R C	-	-	-	-	4
5	Other (specify)		-	-	-	5
6	Claims and Contingency Reserves	(67,011)	(6,077)	-	(73,088)	6
7	Investments	14,609	(3,832)	-	10,777	7
8	Deferred Gains	(95)	(5,410)	-	(5,505)	8
9	Prepaid Expenses and Deferred Tax Revenue	4,582	799	-	5,381	9
10	Net Operating Losses - Net of Valuation Allowance	(6 485)	(216)	-	(6,701)	10
11						11
12						12
13						13
14						14
15						15
16						16
17						17
18						18
19	TOTALS	411,290	36,631	-	447,921	19

450. ANALYSIS OF TAXES - Concluded

(Dollars in Thousands)

Footnotes

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

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

(Dollars in Thousands)

Give a brief description for all items, regardless of amount, included during the year in Accounts 555, Unusual or Infrequent Items, 560, Income or Loss from Operations of Discontinued Segments, 562, Gain or Loss on Disposal of Discontinued Segments, 570, Extraordinary Items, 590, Income Taxes on Extraordinary Items; 592, Cumulative Effect of Changes in Accounting Principles; 603, Appropriations Released, 606, Other Credits to Retained Earnings, 616, Other Debits to Retained Earnings, 620, Appropriations for Sinking and Other Funds; 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 (d)	Line No.
1	519	Miscellaneous Income	N/A	8,170	1
2	551	Miscellaneous Income Charges	1,105		2
3	555	Unusual or Infrequent Items	-	-	3
4	560	Operations of Discontinued Segments	-	-	4
5	562	Disposal of Discontinued Segments	-	-	5
6	570	Extraordinary Items	-	-	6
7	590	Income Taxes on Extraordinary Items	-	-	7
8	592	Changes in Accounting Principles	-	-	8
9	603	Appropriations Released	N/A	-	9
10	606	Other Credits to Retained Earnings	N/A	-	10
11	616	Other Debits to Retained Earnings	-	N/A	11
12	620	Appropriations for Sinking Funds	-	N/A	12
13	621	Appropriations for Other Purposes	-	N/A	13
14					14
15					15
16					16
17					17
18					18
19					19
20					20
21					21
22					22
23					23
24					24
25					25
26					26
27					27
28					28
29					29
30					30

MEMORANDA RELATING TO SELECTED INCOME AND RETAINED EARNINGS ACCOUNTS

501. GUARANTIES AND SURETYSHIPS

(Dollars in Thousands)

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

Line No	Names of all parties principally and primarily liable (a)	Description (b)	Amount of contingent liability (c)	Sole or joint contingent liability (d)	Line No
1					1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9					9
10					10
11					11
12					12

2 If any corporation or other associations 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 at the close of the year or entered into and expired during the year This inquiry does not cover the case of ordinary commercial paper maturing on demand or not later than 2 years after 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 consise 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	Gateway Eastern guarantees principal and interest obligations under the KCSR 7.5% senior notes	Kansas City Southern Gateway Eastern Railway Company Pabtex GP, LLC Pabtex I, LP SIS Bulk Holding, Inc Southern Development Company Southern Industrial Services, Inc Trans-Serve, Inc	$ 200,000	Joint and Several	1
2	Gateway Eastern guarantees principal and interest obligations under the KCSR 9 5% senior notes	Kansas City Southern Gateway Eastern Railway Company Southern Development Company Southern Industrial Services, Inc Trans-Serve, Inc	$ -	-	2
3	Gateway Eastern guarantees principal and interest obligations under the KCSR Amended and restated credit agreement	Kansas City Southern Gateway Eastern Railway Company Pabtex GP, LLC SIS Bulk Holding, Inc Southern Development Company Southern Industrial Services, Inc Trans-Serve, Inc The Kansas City Northern Railway Co Veals Inc	$ 413,856	Joint and Several	3
4	Gateway Eastern guarantees principal and interest obligations under the KCSR 8 0% senior notes	Kansas City Southern Gateway Eastern Railway Company Pabtex GP, LLC Pabtex I, LP SIS Bulk Holding, Inc Southern Development Company Southern Industrial Services, Inc Trans-Serve, Inc	$ 275,000	Joint and Several	4
5	Gateway Eastern guarantees principal and interest obligations under the KCSR 13 0% senior notes	Kansas City Southern Gateway Eastern Railway Company Pabtex GP, LLC Pabtex I, LP SIS Bulk Holding, Inc Southern Development Company Southern Industrial Services, Inc Trans-Serve, Inc	$ 190,000	Joint and Several	5
6	Mexrail guarantees principal and interest obligations under the Texmex RRIF loan	Mexrail	$ 46 679	Sole	6
7	Kansas City Southern guarantees principal and interest obligations under the Texmex RRIF loan	Kansas City Southern	$ 7,256	Sole	7
8					8
9					9

502. COMPENSATING BALANCES AND SHORT-TERM BORROWING ARRANGEMENTS

(Dollars in Thousands)

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

1 The Company maintains a $125 million revolving line of credit with a syndication of various lenders and Bank of Nova Scotia as agent
2 None
3 None
4 None
5 None
6 None

NOTES AND REMARKS

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

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

I. Debt Outstanding at End of Year:

Line No	Account No	Title	Source	Balance at Close of Year	Line No
1	751	Loans and Notes Payable	Sch 200, L 30	-	1
2	764	Equipment Obligations and Other Long-Term Debt due Within One Year	Sch. 200, L 39	627,497	2
3	765/767	Funded Debt Unmatured	Sch. 200, L 41	488,444	3
4	766	Equipment Obligations	Sch 200, L. 42	497	4
5	766 5	Capitalized Lease Obligations	Sch 200, L. 43	11,025	5
6	768	Debt in Default	Sch 200, L 44	-	6
7	769	Accounts Payable; Affiliated Companies	Sch 200, L. 45	238,530	7
8	770 1/770.2	Unamortized Debt Premium	Sch 200, L 46	-	8
9		Total Debt	Sum L. 1-8	1,365,993	9
10		Debt Directly Related to Road Property	Note 1	1,115,354	10
11		Debt Directly Related to Equipment	Note 1	12,109	11
12		Total Debt Directly Related to Road & Equipment	Sum L. 10 and L 11	1,127,463	12
13		Percent Directly Related to Road	L 10 div by L 12 Whole % + 2 decimals	98 93%	13
14		Percent Directly Related to Equipment	L 11 div by L 12 Whole % + 2 decimals	1 07%	14
15		Debt Not Directly Related to Road or Equipment	L 9 - L 12	238,530	15
16		Road Property Debt (Note 2)	(L 13 X L 15) + L 10	1,351,332	16
17		Equipment Debt (Note 2)	(L. 14 X L 15) + L 11	14,661	17

II. Interest Accrued During the Year:

Line No	Account No.	Title	Source	Balance at Close of Year	Line No.
18	546-548	Total Interest and Amortization (Fixed Charges)	Sch 210, L. 42	65,517	18
19	546	Contingent Interest on Funded Debt	Sch 210, L 44	-	19
20	517	Release of Premiums on Funded Debt	Sch 210 L 22	-	20
21		Total Interest	(L 18 + L 19) - L 20	65,517	21
22		Interest Directly Related to Road Property Debt	Note 4.	64,608	22
23		Interest Directly Related to Equipment Debt	Note 4	909	23
24		Interest Not Directly Related to Road or Equipment Property Debt	L. 21 - (L 22 + L 23)	-	24
25		Interest Road Property Debt	L 22 + (L 24 X L 13)	64,608	25
26		Interest Equipment Debt	L 23 + (L 24 X L. 14)	909	26
27		Embedded Rate of Debt Capital - Road Property	L 25 div by L 16	4 78%	27
28		Embedded Rate of Debt Capital - Equipment	L 26 div. by L 17	6 20%	28

Note 1 Directly related means the purpose which the funds were used when the debt was issued
Note 2 Line 16 plus Line 17 must equal Line 9.
Note 3 Line 21 includes interest on debt in Account 769--Account Payable, Affiliated companies
Note 4. This interest relates to debt reported in Lines 10 and 11, respectively
Note 5 Line 25 plus Line 26 must equal Line 21

NOTES AND REMARKS

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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 512

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

To be excluded are payments for the following types of services

(a) Lawful tariff charges for transportation services

(b) Payments to or from other carriers for interline services and interchange of equipment

(c) Payment to or from other carriers which may reasonably be regarded as ordinarily connected with routine operation or maintenance, but any special or unusual transactions should be reported

(d) Payments to public utility companies for rates or charges fixed in conformity with government authority.

2. In column (a) enter the name of the affiliated company, person or agent with which respondent received or provided services aggregating $50,000 or more for the year If an affiliated company provides services to more than one affiliate, and the aggregate compensation amounts to $50,000 or more for the year, list all the affiliates included in the agreement and describe the allocation of charges If the respondent provides services to more than one affiliate, and the aggregate compensation amounts to $50,000 or more for the year, reference to this fact should be made and the detail as to the allocation of charges should be stated. For those affiliates providing services to the respondent, also enter in column (a) the percent of affiliate's gross income derived from transactions with respondent

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

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

(a) If respondent directly controls affiliate, insert the word "direct"

(b) If respondent controls through another company, insert the word "indirect"

(c) If respondent is under common control with affiliate, insert the word "common"

(d) If respondent is controlled directly or indirectly by the company listed in column (a), insert word "controlled"

(e) If control is exercised by other means such as a management contract or other arrangement of whatever kind, insert the word "other" and footnote to describe such arrangements

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

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

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

512. TRANSACTIONS BETWEEN RESPONDENT AND COMPANIES OR PERSONS AFFILIATED WITH RESPONDENT FOR SERVICES RECEIVED OR PROVIDED

(Dollars in Thousands)

Line No.	Name of company or related party with percent of gross income (a)	%	Nature of relationship (b)	Description of transaction (c)	Dollar amounts of transactions (d)	Amount due from or to related parties (e)	Line No.
1	Kansas City Southern		Controlled	Shared Service Agreement		(190,036)	1
2	Southern Industries Inc		Common	Tie Treating, Insurance, Rentals, Freight and Management Services		(37,923)	2
3	Kansas City Southern de Mexico		Common	Shared Service Agreement		(9,796)	3
4	NAFTA		Common	Miscellaneous services		(775)	4
5	Kansas City Southern		Controlled	Management Services		485,277	5
6	Southern Industries Inc		Common	Tie Treating, Insurance, Rentals, Freight and Management Services		46,821	6
7	Veals		Common	Railcar Usage		18,888	7
8	Transfin		Common	Insurance		185	8
9	NAFTA		Common	Miscellaneous services		102	9
10	KCS Holdings		Common	Rail services/Operations		87	10
11	CayMex		Common	Taxes		3	11
12	Southern Development Company		Common	Real Estate		-	12
13	KCS Ventures I		Common	Rail services/Operations		-	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 respondent

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

(5) Line operated under trackage rights.

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

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

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

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

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 Yards where separate switching services are maintained, including classification, house, team, industry and other tracks switched by yard locomotives.

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

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

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

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

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

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

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

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

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

700. MILEAGE OPERATED AT CLOSE OF YEAR

Line No	Class (a)	Proportion owned or leased by respondent (b)	Running tracks passing tracks, cross-overs, etc: Miles of road (c)	Miles of second main track (d)	Miles of all other main tracks (e)	Miles of passing tracks, cross-overs and turnouts (f)	Miles of way switching tracks (g)	Miles of yard switching tracks (h)	Total (i)	Line No
1	1	100 %	2,634	16	-	314	237	579	3,780	1
2	1J	50 %	41	4	-	1	3	76	125	2
3	1J	33 %	-	-	-	-	1	1	2	3
4		Total 1J	41	4	-	1	4	77	127	4
5										5
6		Total 1 and 1J	2,675	20	-	315	241	656	3,907	6
7										7
8	3A	100 %	-	-	-	-	-	-	-	8
9	3B	100 %	3	-	-	-	4	-	7	9
10										10
11		Total 3A and 3B	3	-	-	-	4	-	7	11
12										12
13	5	100 %	487	10	2	6	15	7	527	13
14										14
15										15
16										16
17										17
18										18
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50										50
51										51
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53										53
54										54
55										55
56										56
57		TOTAL	3 165	30	2	321	260	663	4,441	57
58		Miles of electrified road or track included in preceding grand total	N/A	N/A	N/A	N/A	N/A	N/A	N/A	58

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

Give particulars, as of the close of the year, of all road operated and of all owned but not operated. The respondent's proportion of operated road held by it as joint or common owner, or under a joint lease or under any joint arrangement, should be shown in columns (b), (c), (d) or (e), as may be appropriate The remainder of jointly operated mileage should be shown in column (f) Respondent's proportion of road jointly owned, not operated, should be shown in column (h), as may be appropriate Mileage which has been permanently abandoned should not be included in column (h).
Mileage should be reported to the nearest WHOLE mile adjusted to accord with footings; i.e. counting one-half mile and over as a whole mile and disregarding and 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		Missouri	396	NONE	-	NONE	-	396	-	NONE	1
2											2
3		Kansas	18	-	-	-	-	18	-	-	3
4											4
5		Arkansas	158	-	-	-	4	162	59	-	5
6											6
7		Oklahoma	150	-	-	-	1	151	6	-	7
8											8
9		Louisiana	673	-	2	-	62	737	173	-	9
10											10
11		Texas	507	-	-	-	401	908	-	-	11
12											12
13		Tennessee	5	-	-	-	-	5	-	-	13
14											14
15		Mississippi	586	-	1	-	19	606	54	-	15
16											16
17		Alabama	-	-	-	-	-	-	79	-	17
18											18
19		Illinois	182	-	-	-	-	182	-	-	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		TOTAL MILEAGE (single track)	2,675	-	3	-	487	3,165	371	-	32

NOTES AND REMARKS

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INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 710

1 Give particulars of each of the various classes of equipment which respondent owned or leased during the year

2 In column (c) give the number of units purchased new or built in company shops. In column (d) give the number of new units leased from others The term "new" means a unit placed in service for the first time on any railroad

3 Units leased to others for a period of one year or more are reportable in column (l). Units temporarily out of respondent's service and rented to others for less than one year are to be included in column (h) Units rented from others for a period less than one year should not be included in column (i)

4 For reporting purposes, a "locomotive unit" is a self-propelled vehicle generating or converting energy into motion, and designed solely for moving other equipment An "A" unit is the least number of wheel bases with superstructure designed for use singly or as a lead locomotive unit in combination with other locomotive units A "B" unit is similar to an "A" unit, but not equipped for use singly or as a lead locomotive unit A "B" unit may be equipped with hostler controls for independent operation at terminals

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

6 A "diesel" unit includes all units propelled by diesel internal combustion engines irrespective of final drive or whether power may at times be supplied from an external conductor Units other than diesel-electric, e g , diesel-hydraulic, should be identified in a footnote giving the number and a brief description An "electric" unit includes all units which receive electric power from an overhead contact wire or a third rail, and 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., steam or gas turbine Show the type of unit, service and number, as appropriate, in a brief description sufficient for positive identification An "auxiliary unit" includes all units used in conjunction with locomotives, but which draw their power from the "mother" unit, e.g., boosters, slugs, etc For reporting purposes, indicate radio-controlled self-powered diesel units on lines 1 through 8, as appropriate Radio-controlled units that are not self-powered, i.e , those without a diesel, should be reported on line 13 under "auxiliary units "

7. Column (k) should show aggregate capacity for all units reported in column (j), as follows. For locomotive units, report the manufacturers' rated horsepower (the maximum continuous power output from the diesel engine or engines delivered to the main 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 thru 8, column (k) should have data on same lines.

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

710. INVENTORY OF EQUIPMENT

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 Installed: 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 re-classification and second hand units purchased or leased from others (f)	Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year: 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)	Line No
		Locomotive Units										(H P.)		
1		Diesel-freight	594	-	30	-	-	98	222	311	533	1,845,400	NONE	1
2		Diesel-passenger	3	-	-	-	-	-	3	-	3	5,250	-	2
3		Diesel-multiple purpose	-	-	-	-	-	-	-	-	-	-	-	3
4		Diesel-switching	48	-	-	-	-	-	48	-	48	70,500	-	4
5	*	TOTAL (lines 1 to 4)	645	-	30	-	-	98	273	311	584	1,921,150	-	5
6	*	Electric-locomotives	-	-	-	-	-	-	-	-	-	-	-	6
7	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-	-	7
8	*	TOTAL (lines 5, 6 and 7)	645	-	30	-	-	98	273	311	584	1,921,150	-	8
9	*	Auxiliary units	8	-	-	-	-	6	2	-	2	N/A	-	9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	653	-	30	-	-	104	275	311	586	1,921,150	-	10

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

Line No	Cross Check	Type or design of units (a)	Before Jan 1, 1985 (b)	Between Jan 1, 1985 and Dec 31, 1989 (c)	Between Jan 1, 1990 and Dec. 31, 1994 (d)	Between Jan 1, 1995 and Dec 31, 1999 (e)	Between Jan 1, 2000 and Dec 31, 2004 (f)	During Calendar Year: 2005 (g)	2006 (h)	2007 (i)	2008 (j)	2009 (k)	Total (l)	Line No
11	*	Diesel	306	28	NONE	127	3	30	NONE	60	30	NONE	584	11
12	*	Electric	-	-	-	-	-	-	-	-	-	-	-	12
13	*	Other self-powered units	-	-	-	-	-	-	-	-	-	-	-	13
14	*	TOTAL (lines 11 to 13)	306	28	-	127	3	30	-	60	30	-	584	14
15	*	Auxiliary units	2	-	-	-	-	-	-	-	-	-	2	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	308	28	-	127	3	30	-	60	30	N/A	586	16

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 Installed: 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 re-classification and second hand units purchased or leased from others (f)	Units retired from service of respondent whether owned or leased, including re-classification (g)	Units at Close of Year: 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)	Line No
		PASSENGER-TRAIN CARS												
		Non-Self-Propelled												
17		Coaches (PA, PB, PBO)	-	-	-	-	-	-	-	-	-	-	-	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 and tavern cars [All class D, PD]	-	-	-	-	-	-	-	-	-	-	-	21
22		Non-passenger-carrying cars [All class B, CSB, M, PSA, IA]	-	-	-	-	-	-	-	-	-	-	-	22
23		TOTAL (lines 17 to 22)	-	-	-	-	-	-	-	-	-	-	-	23
		Self-Propelled												
24		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 to 28)	-	-	-	-	-	-	-	-	-	-	-	29
		COMPANY SERVICE CARS												
30		Business cars [PV]	14	-	-	2	-	-	16	-	16	N/A	-	30
31		Board outfit cars [MWX]	-	-	-	-	-	-	-	-	-	N/A	-	31
32		Derrick and snow removal cars [MWU, MWV, MWW, MWK]	-	-	-	-	-	-	-	-	-	N/A	-	32
33		Dump and ballast cars [MWB, MWD]	283	-	-	-	-	182	14	87	101	N/A	-	33
34		Other maintenance and service equipment cars	57	-	-	-	-	-	17	40	57	N/A	-	34
35		TOTAL (lines 30 to 34)	354	-	-	2	-	182	47	127	174	N/A	-	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: Time-mileage cars (b)	Units in service of respondent at beginning of year: All others (c)	Changes during the year, 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)	Line No.
36		FREIGHT TRAIN CARS Plain box cars - 40' (B1_ _, B2_ _)	-	-	-	-	-	-	36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5_ _, B6_ _, B7_ _, B8_ _)	27	-	-	-	-	-	37
38		Equipped box cars (All Code A, Except A_5_)	6,183	-	-	-	-	-	38
39		Plain gondola cars (All Codes G & J_ _1, J_ _2, J_ _3, J_ _4)	137	-	-	-	-	-	39
40		Equipped gondola cars (All Code E)	811	-	-	-	-	-	40
41		Covered hopper cars (C_ _1, C_ _2, C_ _3, C_ _4)	3,824	-	-	940	-	-	41
42		Open top hopper cars-general service (All code H)	61	-	-	-	-	-	42
43		Open top hopper cars-special service (J_ _0 and All Codes K)	418	-	-	-	-	-	43
44		Refrigerator cars--mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	-	-	-	-	-	-	44
45		Refrigerator cars--non mechanical (R_0_, R_1_, R_2_)	-	-	-	-	-	-	45
46		Flat cars--TOFC/COFC (All Code P, Q and S, Except Q8_ _)	300	-	-	-	-	-	46
47		Flat cars--multi-level (All Code V)	198	-	-	-	-	-	47
48		Flat cars--general service (F10_, F20_, F30_)	-	-	-	-	-	-	48
49		Flat cars--other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	685	-	-	-	-	-	49
50		Tank cars--22,000 gallons (T_ _0, T_ _1 T_ _2, T_ _3, T_ _4, T_ _5)	14	-	-	-	-	-	50
51		Tank cars--22,000 gallons and over (T_ _6, T_ _7, T_ _8, T_ _9)	34	-	-	-	-	-	51
52		All other freight cars (A_5_, F_7_, All Code L and Q8_ _)	311	-	-	-	-	-	52
53		TOTAL (lines 36 to 52)	13,003	-	-	940	-	-	53
54		Caboose (All Code M-930)	3	3	-	-	-	-	54
55		TOTAL (lines 53, 54)	13,006	3	-	940	-	-	55

710. INVENTORY OF EQUIPMENT - Continued

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

5 Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease agreement, 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 at close of year						Line No
					Total in service of respondent (col (i) & (j))				
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Time-mileage cars (k)	All other (l)	Aggregate capacity of units reported in col (k) & (l) (see ins 4) (m)	Leased to others (n)	
36		-	-	-	-	-	-	-	36
37		9	18	-	18	-	1,260	-	37
38		388	1,024	4,771	5,795	-	579 500	-	38
39		18	44	75	119	-	11,900	-	39
40		129	51	631	682	-	68,200	-	40
41		740	547	3,477	4,024	-	402,400	375	41
42		1	60	-	60	-	6,000	-	42
43		26	-	392	392	-	39,200	-	43
44		-	-	-	-	-	-	-	44
45		-	-	-	-	-	-	-	45
46		-	-	300	300	-	22,800	200	46
47		-	-	198	198	-	10,494	94	47
48		-	-	-	-	-	-	-	48
49		194	169	322	491	-	45,172	-	49
50		-	-	14	14	-	1,078	-	50
51		9	15	10	25	-	2,025	-	51
52		100	-	211	211	-	14,770	-	52
53		1,614	1,928	10,401	12,329	-	1,204,799	669	53
54		-	3		3	-	N/A		54
55		1,614	1,931	10,401	12,332	-	1,204,799	669	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: Per diem (b)	Units in service of respondent at beginning of year: All others (c)	Changes during the year, 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)	Line No
		FLOATING EQUIPMENT							
56		Self-propelled vessels [Tugboats, car ferries, etc.]	-	-	-	-	-	-	56
57		Non-self-propelled vessels [Car floats, lighters, etc.]	-	-	-	-	-	-	57
58		TOTAL (lines 56 and 57)	-	-	-	-	-	-	58
		HIGHWAY REVENUE EQUIPMENT							
59		Chassis Z1__, Z67_, Z68_, Z69_	930	-	-	-	-	-	59
60		Dry van U__, Z__, Z6_, 1-6	529	-	-	-	-	-	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 [1] 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)	1,459					-	70

NOTES AND REMARKS

[1] Must have fitting code "CN" to qualify for 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
					Total in service of respondent (col (i) & (j))				
		Units retired from service of respondent whether owned or leased, including reclassification (h)	Owned and used (i)	Leased from others (j)	Per diem (k)	All other (l)	Aggregate capacity of units reported in col (k) & (l) (see ins 4) (m)	Leased to others (n)	
56		-	-	-	-	-	-	-	56
57		-	-	-	-	-	-	-	57
58		-	-	-	-	-	-	-	58
59		-	-	930	930	-	21,390	-	59
60		-	35	494	529	-	13,225	-	60
61		-	-	-	-	-	-	-	61
62		-	-	-	-	-	-	-	62
63		-	-	-	-	-	-	-	63
64		-	-	-	-	-	-	-	64
65		-	-	-	-	-	-	-	65
66		-	-	-	-	-	-	-	66
67		-	-	-	-		-	-	67
68		-	-	-	-	-	-	-	68
69		-	-	-	-	-	-	-	69
70		-	35	1,424	1,459		34,615	-	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 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 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 (d)	Method of acquisition (see instruction) (e)	Line No
1		NONE				1
2						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						20
21						21
22						22
23						23
24						24
25	TOTAL	-	N/A	-	N/A	25

REBUILT UNITS

26		NONE				26
27						27
28						28
29						29
30						30
31						31
32						32
33						33
34						34
35						35
36						36
37						37
38	TOTAL	-	N/A	-	N/A	38
39	GRAND TOTAL	-	N/A	-	N/A	39

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 (include passing tracks, turnouts and crossovers 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 2nd year.
4 Traffic density related to passenger service shall not be included in the determination of the track category of a line segment

720. TRACK AND TRAFFIC CONDITIONS

1 Disclose the requested information pertaining to track and traffic conditions

Line No	Track category (a)	Mileage of tracks at end of period (whole numbers) (b)	Average annual traffic density in millions of gross ton-miles per track-mile * (use two decimal places) (c)	Average running speed limit (use two decimal places) (d)	Track miles under slow orders at end of period (e)	Line No
1	A	1,976	20.19	47 20	47.50	1
2	B	766	16.63	42.00	3.90	2
3	C	1,051	2.03	27.20	9.20	3
4	D	121	0 48	18.70	-	4
5	E	-	-	-	-	5
6	TOTAL	3,914	14.00	39 52	60 60	6
7	F	-	-	-	-	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 in replacement
3 The term "spot maintenance" in column (k) means repairs to track components during routing inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total ties or board feet laid in replacement considered to be spot maintenance
4 In No. 9, the average cost per tie should include transportation charges on foreign lines, tie trains, loading, inspection and the cost of handling ties in general supply storage and seasoning yards and in the case of treating ties, also the cost of handling at treating plants and the cost of treatment The cost of unloading, hauling over carrier's own lines, and placing the ties in tracks and of train service other than that necessary in connection with loading or treatment should not be included in this schedule

Line No	Track category	Number of crossties laid in replacement							Total	Switch and bridge ties (board feet)	Crossties, switch and bridge ties	Line No.
		New ties				Second-hand ties						
		Wooden		Concrete	Other	Wooden		Other			Percent of spot maintenance	
		Treated	Untreated			Treated	Untreated					
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	
1	A	443,726	NONE	101	NONE	NONE	NONE	NONE	443,827	96,760	2.0%	1
2	B	70,984		68					71,052	36,088	1.0%	2
3	C	8,834		9					8,843	13,907	33 6%	3
4	D	2,400		-					2,400	1,860	26 2%	4
5	E	-		-					-	-	0 0%	5
6	TOTAL	525,944	-	178	-	-	-	-	526,122	148,615	2 5%	6
7	F	-		-					-	-	0%	7
8	Potential abandonments											8
9	Average cost per crosstie	$39 26	and switchtie (MBM)		$ 951.78							9

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

(Dollars in Thousands)

Give particulars of ties laid during the year in new construction during the year.
In column (a) classify the ties as follows
U -- Wooden ties untreated when applied
T -- Wooden ties treated before application
S -- Ties other than wooden (steel, concrete, etc) Indicate type in column (h)
Report new and second-hand (relay) ties separately, indicating in column (h) which ties are new.
In columns (d) and (g) show the total cost, including transportation charges on foreign lines, tie trains, loading, inspection and the cost of handling ties in general supply, storage and seasoning yard In the case of treated ties, also show the cost of handling at treating plants and the cost of treatment The cost of unloading, hauling over carrier's own lines and placing the ties in tracks, and of train service, other than that necessary in connection with loading or treatment, should not be included in this schedule

Line No	Class of ties (a)	CROSSTIES Total number of ties applied (b)	CROSSTIES Average cost per tie (c)	CROSSTIES Total cost of crossties laid in new tracks during year (d)	SWITCH AND BRIDGE TIES Number of feet (board measure) laid in tracks (e)	SWITCH AND BRIDGE TIES Average cost per M feet (board measure) (f)	SWITCH AND BRIDGE TIES Total cost of switch and bridge ties laid in new tracks during year (g)	Remarks (h)	Line No.
1	T	5,123	$ 41.89	$ 215	1,562	$ 5 87	$ 9	New	1
2	S	26,955	$ 71.00	$ 1,914				Concrete new	2
3	S	10,000	$ 28 00	$ 280				Bi-block second hand	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	42,078	$ 57 24	$ 2,409	1,562	$ 5.87	$ 9		20
21	Number of miles of new running tracks, passing tracks, cross-overs, etc in which ties were laid 14 73								21
22	Number of miles of new yard, station, team, industry and other switching tracks in which ties were laid 9 85 .								22

723. RAILS LAID IN REPLACEMENT

1 Furnish the requested information concerning rails laid in replacement.
2 The term "spot maintenance" in column (h) means repairs to track components during routine inspections, as opposed to programmed replacements aimed at upgrading the general condition of the tracks. "Percent of spot maintenance" refers to the percentage of total rails laid in replacement considered to be spot maintenance
3 In No 9, the average cost of new and relay rail should include the cost of loading at the point of purchase ready for shipment, the freight charges paid foreign lines, and the cost of handling rails in general supply and storage yards The cost of unloading, hauling over carrier's own lines and placing the rails in tracks and of train service in connection with the distribution of rails should not be included in this schedule

Line No	Track category (a)	Miles of rail laid in replacement (rail-miles)				Total		Percent of spot maintenance (h)	Line No
		New rail		Relay rail					
		Welded rail (b)	Bolted rail (c)	Welded rail (d)	Bolted rail (e)	Welded rail (f)	Bolted rail (g)		
1	A	4 74	18 60	4.61	5.91	9 35	24.51	30 6%	1
2	B	0 76	2.46	1 00	1 23	1 76	3.69	16 3%	2
3	C	0.93	1 19	5 01	0 82	5 94	2 01	8 3%	3
4	D	-	-	0 86	0 19	0.86	0 19	96 2%	4
5	E	-	-	-	-	-	-		5
6	TOTAL	6.43	22 25	11 48	8.15	17 91	30 40	8 7%	6
7	F								7
8	Potential Abandonments								8
9	Average cost of new and relay rail laid in replacement per gross ton			New	$ 1,831 42	Relay	$ 534 95		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 foreign lines, and the cost of handling rails in general supply and storage yards The cost of unloading, hauling over carrier's own lines, and placing the rails in tracks and of train service in connection with the distribution of the rail should not be included in this schedule

Line No	Class of rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY- AND OTHER SWITCHING TRACKS				Line No
		Weight of rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc, during year	Average cost per ton (2,000 lb)	Weight of rail		Total cost of rail applied in yard, station, team, industry and other switching tracks during year	Average cost per ton (2,000 lb)	
	(a)	Pounds per yard of rail (b)	Number of tons (2,000 lb) (c)	(d)	(e)	Pounds per yard of rail (f)	Number of tons (2,000 lb) (g)	(h)	(i)	
1	1	136	1,900	$ 1,426	$ 750	136	1	$ 1	$ 856	1
2	4	136	1	$ -	$ 504	none	none	none	none	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										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	1,901	1 426	750	N/A	1	1	856	33
34	Number of miles of new running tracks, passing tracks, cross-overs, etc in which rails were laid								16 00	34
35	Number of miles of new yard, station team, industry and other switching tracks in which rails were laid								0.01	35
36	Track-miles of welded rail installed on system this year 11.49 total to date 2,357 72									36

725. WEIGHT OF RAIL

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

Line No	Weight of rails per yard (a)	Line-haul companies (miles of main track) (b)	Switching and terminal companies (miles of all tracks) (c)	Remarks (d)	Line No
	Pounds				
1	152	1			1
2	141	5			2
3	136	835			3
4	133	8			4
5	132	69			5
6	131	6			6
7	130	2			7
8	127	24			8
9	119	33			9
10	115	951			10
11	113	6			11
12	112	312			12
13	110	51			13
14	105	4			14
15	100	132			15
16	90	493			16
17	85	120			17
18	80	13			18
19	75	4			19
20	65	1			20
21	60	-			21
22					22
23					23
24					24
25					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
38					38
39					39
40					40
41					41
42					42
43					43
44					44
45					45
46					46
47		-			47
48	TOTAL	3,070			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: Number of ties replaced: Crossties (b)	Ties: Number of ties replaced: Switch and bridge ties (board feet) (c)	Ties: Percent replaced: Crossties (d)	Ties: Percent replaced: Switch and bridge ties (board feet) (e)	Rail: Miles of rail replaced (rail-miles) (f)	Rail: Percentage replaced (g)	Ballast: Cubic yards of ballast placed (h)	Track surfacing: Miles surfaced (i)	Track surfacing: Percent surfaced (j)	Line No.
1	A	443,827	96,760	7 29%	3 89%	33 86	0 90%	627,974	2,401.8	128 23%	1
2	B	71,052	36,088	1 84%	0 74%	5.44	0 23%	330,556	686.8	57.83%	2
3	C	8,843	13,907	0 30%	1 82%	7.95	0 43%	8,771	205 9	22 51%	3
4	D	2,400	1,860	0 16%	1 07%	1 05	0.11%	5,084	35.8	7 69%	4
5	E										5
6	TOTAL	526,122	148,615	3 65%	1 79%	48 30	0 54%	972,385	3,330 3	74.99%	6
7	F										7
8	Potential Abandonments										8

750. CONSUMPTION OF DIESEL FUEL
(Dollars in Thousands)

LOCOMOTIVES

Line No.	Kind of locomotive service (a)	Diesel: Diesel oil (gallons) (b)	Line No
1	Freight	62,132,949	1
2	Passenger	-	2
3	Yard switching	1,816,759	3
4	TOTAL	63,949,708	4
5	Cost of fuel $(000)	$ 212,084	5
6	Work train	2,109,779	6

GL Account

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755

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

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

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

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

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

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

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

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

(H) 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 respondents' 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 car-miles Do not report miles made by motorcars or business cars

(I) Exclude from items 4-01, 4-11, 4-13 and 4-15 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 conductors' or dispatchers' train reports or other appropriate source, compute weight in tons, 2,000 pounds Item 6-01 includes weight of all locomotive units moved 1 mile in transportation trains. Ton miles of motorcars should be excluded. Items 6-02 and 6-03 represent tons behind locomotive units (cars and contents, cabooses) moved one mile in transportation trains (excluding non-revenue gross ton-miles). Non-revenue gross ton-miles in transportation trains include work equipment and cars carrying company freight (and their contents) Use 150 lbs. as the average weight per passenger, and 4 tons as the average weight of contents of each head-end car

INSTRUCTIONS CONCERNING RETURNS TO BE MADE IN SCHEDULE 755 - Concluded

(L) From conductors' train reports or other appropriate sources, compute ton-miles of freight. Ton-miles represent the number of tons of revenue and non-revenue freight moved one mile in transportation train. Include not ton-miles in motorcar trains Exclude I C I shipment of freight handled in mixed baggage express cars Total Ton-Miles Revenue Freight should correspond to the Ton-Miles reported on Form CBS

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

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

(O) Work-train miles inside the miles run by trains engaged in company service such as official inspection, inspection trains for railway commissioners for which no revenue is received, trains running special with fire apparatus to save carrier's property destruction, trains run for transporting the carrier's employees to and from work when no transportation charge is made, wrecking trains, trains run solely for the purpose of transporting company material, trains run for distributing material and supplies for use in connection with operations, and all other trains used in work-train services Exclude miles run by locomotives while engaged incidentally in switching company materials in company shops or material yards in connection with regular yard switching service or in switching equipment for repairs in 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 respondents lines No additional count is given because of crew change or changes in track identification number unless there is a physical transfer of the car between trains Each car moving under revenue billing shall be considered as a loaded car

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

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

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

(T) Report the total number of foreign railroad cars on line at the end of the year (except surplus cars, see below) Foreign railroad cars 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 yard (excluding cars which are to be repaired in train and without loss of time), car moving empty in trains en route to shop, and cars stored awaiting disposition

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

(U) Flat-TOFC/COFC Car-miles reported in lines 25 (4-020), 41 (41-120), 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 of 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)	3,165	NONE	1
		2 Train Miles - Running (B)		XXXXXX	
2		2-01 Unit Trains	4,235,175	XXXXXX	2
3		2-02 Way Trains	2,000,923	XXXXXX	3
4		2-03 Through Trains	2,646,623	XXXXXX	4
5		2-04 TOTAL TRAIN MILES (lines 2-4)	8,882,721	XXXXXX	5
6		2-05 Motorcars (C)	-	XXXXXX	6
7		2-06 TOTAL, ALL TRAINS (lines 5,6)	8,882,721	XXXXXX	7
		3 Locomotive Unit Miles (D)		XXXXXX	
		Road Service (E)		XXXXXX	
8		3-01 Unit Trains	11,945,363	XXXXXX	8
9		3-02 Way Trains	5,033,477	XXXXXX	9
10		3-03 Through Trains	7,656,742	XXXXXX	10
11		3-04 TOTAL (lines 8-10)	24,635,582	XXXXXX	11
12		3-11 Train Switching (F)	505,344	XXXXXX	12
13		3-21 Yard Switching (G)	2,399,262	XXXXXX	13
14		3-31 TOTAL ALL SERVICES (lines 11,12,13)	27,540,188	XXXXXX	14
		4 Freight Car-Miles (thousands) (H)		XXXXXX	
		4-01 RR Owned and Leased Cars-Loaded		XXXXXX	
15		4-010 Box-Plain 40-Foot	-	XXXXXX	15
16		4-011 Box-Plain 50-Foot and Longer	3,106	XXXXXX	16
17		4-012 Box-Equipped	47,525	XXXXXX	17
18		4-013 Gondola-Plain	15,562	XXXXXX	18
19		4-014 Gondola-Equipped	11,583	XXXXXX	19
20		4-015 Hopper-Covered	49,966	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	1,145	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	3,156	XXXXXX	22
23		4-018 Refrigerator-Mechanical	18	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	31	XXXXXX	24
25		4-020 Flat-TOFC/COFC	9,352	XXXXXX	25
26		4-021 Flat-Multi-Level	111	XXXXXX	26
27		4-022 Flat-General Service	19	XXXXXX	27
28		4-023 Flat-All Other	3,446	XXXXXX	28
29		4-024 All Other Car Types-Total	995	XXXXXX	29
30		4-025 TOTAL (lines 15-29)	146,015	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - Continued

Line No	Cross Check	Item description (a)	Freight train (b)	Passenger train (c)	Line No
		4-11 RR Owned and Leased Cars-Empty		XXXXXX	
31		4-110 Box-Plain 40-Foot	-	XXXXXX	31
32		4-111 Box-Plain 50-Foot and Longer	3,163	XXXXXX	32
33		4-112 Box-Equipped	43,278	XXXXXX	33
34		4-113 Gondola-Plain	16,139	XXXXXX	34
35		4-114 Gondola-Equipped	12,134	XXXXXX	35
36		4-115 Hopper-Covered	52,292	XXXXXX	36
37		4-116 Hopper-Open Top-General Service	1,196	XXXXXX	37
38		4-117 Hopper-Open Top-Special Service	3,495	XXXXXX	38
39		4-118 Refrigerator-Mechanical	20	XXXXXX	39
40		4-119 Refrigerator-Non-Mechanical	40	XXXXXX	40
41		4-120 Flat-TOFC/COFC	770	XXXXXX	41
42		4-121 Flat-Multi-Level	97	XXXXXX	42
43		4-122 Flat-General Service	80	XXXXXX	43
44		4-123 Flat-All Other	3,721	XXXXXX	44
45		4-124 All Other Car Types-Total	1,286	XXXXXX	45
46		4-125 TOTAL (lines 31-45)	137,711	XXXXXX	46
		4-13 Private Line Cars - Loaded (H)		XXXXXX	
47		4-130 Box-Plain 40-Foot	-	XXXXXX	47
48		4-131 Box-Plain 50-Foot and Longer	1,805	XXXXXX	48
49		4-132 Box-Equipped	685	XXXXXX	49
50		4-133 Gondola-Plain	32,799	XXXXXX	50
51		4-134 Gondola-Equipped	1,782	XXXXXX	51
52		4-135 Hopper-Covered	33,210	XXXXXX	52
53		4-136 Hopper-Open Top-General Service	1,081	XXXXXX	53
54		4-137 Hopper-Open Top-Special Service	48,142	XXXXXX	54
55		4-138 Refrigerator-Mechanical	1	XXXXXX	55
56		4-139 Refrigerator-Non-Mechanical	-	XXXXXX	56
57		4-140 Flat-TOFC/COFC	18,609	XXXXXX	57
58		4-141 Flat-Multi-Level	955	XXXXXX	58
59		4-142 Flat-General Service	10	XXXXXX	59
60		4-143 Flat-All Other	3,313	XXXXXX	60
61		4-144 Tank Under 22,000 Gallons	15,995	XXXXXX	61
62		4-145 Tank-22,000 Gallons and Over	22,276	XXXXXX	62
63		4-146 All Other Car Types	419	XXXXXX	63
64		4-147 TOTAL (lines 47-63)	181,082	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)	-	XXXXXX	
65		4-150 Box-Plain 40-Foot	-	XXXXXX	65
66		4-151 Box-Plain 50-Foot and Longer	478	XXXXXX	66
67		4-152 Box-Equipped	513	XXXXXX	67
68		4-153 Gondola-Plain	33,167	XXXXXX	68
69		4-154 Gondola-Equipped	1,993	XXXXXX	69
70		4-155 Hopper-Covered	35,025	XXXXXX	70
71		4-156 Hopper-Open Top-General Service	1,136	XXXXXX	71
72		4-157 Hopper-Open Top-Special Service	47,483	XXXXXX	72
73		4-158 Refrigerator-Mechanical	-	XXXXXX	73
74		4-159 Refrigerator-Non-Mechanical	1	XXXXXX	74
75		4-160 Flat-TOFC/COFC	1,961	XXXXXX	75
76		4-161 Flat-Multi-Level	686	XXXXXX	76
77		4-162 Flat-General Service	16	XXXXXX	77
78		4-163 Flat-All Other	2,706	XXXXXX	78
79		4-164 Tank Under 22,000 Gallons	16,448	XXXXXX	79
80		4-165 Tank-22,000 Gallons and Over	24,633	XXXXXX	80
81		4-166 All Other Car Types	493	XXXXXX	81
82		4-167 TOTAL (lines 65-81)	166,739	XXXXXX	82
83		4-17 Work Equipment and Company Freight Car-Miles	4,120	XXXXXX	83
84		4-18 No Payment Car-Miles (I)*	-	XXXXXX	84
		4-19 Total Car-Miles by Train Type (Note)		XXXXXX	
85		4-191 Unit Trains	182,236	XXXXXX	85
86		4-192 Way Trains	60,565	XXXXXX	86
87		4-193 Through Trains	392,866	XXXXXX	87
88		4-194 TOTAL (lines 85-87)	635,667	XXXXXX	88
89		4-20 Caboose Miles	-	XXXXXX	89

Note: Line 88, total car-miles by train type, 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)		XXXXXX	
98		6-01 Road Locomotives	4,671,420	XXXXXX	98
		6-02 Freight Trains, Crs , Cnts and Caboose	-	XXXXXX	
99		6-020 Unit Trains	22,621,786	XXXXXX	99
100		6-021 Way Trains	5,977,835	XXXXXX	100
101		6-022 Through Trains	20,230,160	XXXXXX	101
102		6-03 Passenger-Trains, Crs and Cnts	-	XXXXXX	102
103		6-04 Non-Revenue.	152,222	XXXXXX	103
104		6-05 TOTAL (lines 98-103)	53,653,423	XXXXXX	104
		7. Tons of Freight (thousands)	-	XXXXXX	
105		7-01 Revenue	79,239	XXXXXX	105
106		7-02 Non-Revenue	1,449	XXXXXX	106
107		7-03 TOTAL (lines 105,106)	80,688	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)	-	XXXXXX	
108		8-01 Revenue-Road Service	29,624,261	XXXXXX	108
109		8-02 Revenue-Lake Transfer Service	-	XXXXXX	109
110		8-03 TOTAL (lines 108,109)	29,624,261	XXXXXX	110
111		8-04 Non-Revenue-Road Service	6,077	XXXXXX	111
112		8-05 Non-Revenue-Lake Transfer Service	-	XXXXXX	112
113		8-06 TOTAL (lines 111,112)	6,077	XXXXXX	113
114		8-07 TOTAL-REVENUE AND NON-REVENUE (lines 110,113)	29,630,338	XXXXXX	114
		9. Train Hours (M)	-	XXXXXX	
115		9-01 Road Service	449,254	XXXXXX	115
116		9-02 Train Switching	78,671	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	427,887	XXXXXX	117
		11 Train-Miles Work Trains (O)	-	XXXXXX	
118		11-01 Locomotives	294,909	XXXXXX	118
119		11-02 Motorcars	-	XXXXXX	119
		12. Number of Loaded Freight Cars (P)	-	XXXXXX	
120		12-01 Unit Trains	238,200	XXXXXX	120
121		12-02 Way Trains	498,124	XXXXXX	121
122		12-03 Through Trains	633,436	XXXXXX	122
123		13. TOFC/COFC-No Rev Trlrs & Cntnrs Load & Unload(Q)	259,610	XXXXXX	123
124		14. Multi-Level Cars-No Motor Vhcls Load & Unload(Q)	2,554	XXXXXX	124
125		15. TOFC/COFC-No. of Rev. Trlrs Picked Up and Divrd(R)	-	XXXXXX	125
		16. Revenue Tons-Marine Terminal (S)	-	XXXXXX	
126		16-01 Marine Terminals-Coal	-	XXXXXX	126
127		16-02 Marine-Terminals-Ore	-	XXXXXX	127
128		16-03 Marine Terminals-Other	-	XXXXXX	128
129		16-04 TOTAL (lines 126-128)	-	XXXXXX	129
		17 Number of Foreign Per Diem Cars on Line (T)	-	XXXXXX	
130		17-01 Serviceable	3,286	XXXXXX	130
131		17-02 Unserviceable	-	XXXXXX	131
132		17-03 Surplus	-	XXXXXX	132
133		17-04 TOTAL (lines 130-132)	3,286	XXXXXX	133
134		TOFC/COFC - Average No of Units Loaded Per Car	3 23	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 MISSOURI
County of JACKSON

Edward E Scott (Insert here name of the affiant) makes oath and says that he is Vice President - Capital Investment Accounting (Insert here the official title of the affiant)

of THE KANSAS CITY SOUTHERN RAILWAY COMPANY (Insert here the exact legal title or name of the respondent)

that it is his duty to have supervision over the books of accounts of the respondent and to control the manner in which such books are kept, that he knows that such books have been kept in good faith during the period covered by this report, that he knows that the entries contained in this report relating to accounting matters have been prepared in accordance with the provisions of the Uniform System of Accounts for Railroads and other accounting and reporting directives this Commission, that he believes that all other statements of fact contained in this report are true, and that this 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, 20 08 to and including December 31, 20 08

(Signature of affiant)

Subscribed and sworn to before me, a NOTARY PUBLIC in and for the state

and county above named, this 31st day of March, 20 09

My commission expires Dec 1, 2012

NOTARY PUBLIC SEAL STATE OF MISSOURI

Impression seal

SARA J. TORRES
My Commission Expires
December 1, 2012
Jackson County
Commission #08384116

(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of MISSOURI
County of JACKSON

Mary K. Stadler (Insert here name of the affiant) makes oath and says that he is Senior Vice President and Chief Accounting Officer (Insert here the official title of the affiant)

of THE KANSAS CITY SOUTHERN RAILWAY COMPANY (Insert here the exact legal title or name of the respondent)

that he has carefully examined the foregoing report, that he 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, 20 08 to and including December 31, 20 08

(Signature of affiant)

Subscribed and sworn to before me, a NOTARY PUBLIC in and for the state

and county above named, this 31st day of March, 20 09

My commission expires Dec 1, 2012

NOTARY PUBLIC SEAL STATE OF MISSOURI

Impression seal

SARA J. TORRES
My Commission Expires
December 1, 2012
Jackson County
Commission #08384116

(Signature of officer authorized to administer oaths)

MEMORANDA
(FOR USE OF COMMISSION ONLY)
CORRESPONDENCE

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

CORRECTIONS

Date Correction			Page						Authority						Clerk Making Correction
									Date of Letter, Fax or Telegram			Officer Sending Letter, Fax or Telegram		Commission File Number	
Month	Day	Year							Month	Day	Year	Name	Title		

EXPLANATORY REMARKS

INDEX

515. RAILS LAID IN REPLACEMENT

Line No	Class of Rail	RAIL APPLIED IN RUNNING TRACKS, PASSING TRACKS, CROSS-OVERS, ETC				RAIL APPLIED IN YARD, STATION, TEAM, INDUSTRY AND OTHER SWITCHING TRACKS				Line No.
		Weight of Rail		Total cost of rail applied in running tracks, passing tracks, cross-overs, etc, during year	Average cost per ton (2,000 lb)	Weight of Rail		Total cost of rail applied in yard, station, team, industry and other switching tracks during year	Average cost per ton (2,000 lb)	
		Pounds per yard of rail	Number of tons (2,000 lb)			Pounds per yard of rail	Number of tons (2,000 lb)			
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	
1	New		3,354.99				0.88			1
2										2
3	Relay		1,931.87							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	XXX	5,286.86			XXX	0.88			20

250. CONSOLIDATED INFORMATION FOR REVENUE ADEQUACY DETERMINATION

(Dollars in Thousands)

Line No	Item (a)	Beginning of Year (b)	End of Year (c)	Line No
	Adjusted Net Railway Operating Income for Reporting Entity			
1	Combined/Consolidated Net Railway Operating Income for Reporting Entity		135,717	1
2	Add Interest Income from Working Capital Allowance - Cash Portion	N/A	1,253	2
3	Income Taxes Associated with Non-Rail Income and Deductions		39	3
4	Gain or (Loss) from Transfer/Reclassification to Nonrail-Status (Net of Income Taxes)			4
5	Adjusted Net Railway Operating Income (Lines 1 through 4)		137,009	5
	Adjusted Investment in Railroad Property for Reporting Entity			
6	Combined Investment in Railroad Property Used in Transportation Service	2,005,365	2,299,961	6
7	Less Interest During Construction	2,147	2,910	7
8	Other Elements of Investment (if debit balance)	0	0	8
9	Add Net Rail Assets of Rail-Related Affiliates	1,486	1,827	9
10	Working Capital Allowance	79,177	68,328	10
11	Net Investment Base before Adjustment for Deferred Taxes (Lines 6 through 10)	2,083,881	2,367,206	11
12	Less. Accumulated Deferred Income Tax Credits	433,308	457,014	12
13	Net Investment Base (Lines 11 and 12)	1,650,573	1,910,192	13

In the space provided, please list all railroads and rail-related affiliated companies which are being reported in this consolidation, along with the nature of the business for each company.

Name of Affiliate	Nature of Business
The Kansas City Southern Railway Company	Railroad
Kansas City Southern - I&M Joint Agency	Railroad
Gateway Eastern Railway Company	Railroad
Mexrail, Inc	Railroad
Meridian Speedway, LLC	Railroad
The Texas Mexican Railway Company	Railroad
Trans-Serve, Inc	Tie and Timber Treating Company
Transfin Insurance, Ltd	Insurance Company

THE KANSAS CITY SOUTHERN RAILWAY COMPANY **Year 2008**

SCHEDULE 250 - PART B
Determination of Nonrail Taxes

This table is designed to facilitate the calculation of taxes that are not rail-related, the amount to be reported on Schedule 250, Line 3

PART I - DETERMINE TAXES ON NONRAILROAD INCOME FOR ALL COMBINED/CONSOLIDATED RAILROADS (Excludes all Rail-Related Affiliates)

(1) Determine Combined/Consolidated Adjusted income from continuing operations (before taxes) for all affiliated railroads (all classes) Do not include rail-related affiliates that are not railroads in this part This represents the total combined/consolidated amounts for all items listed below for all railroads in the reporting entity

Income from continuing operations (before taxes) should be the equivalent of the numbers contained in the R-1 Schedule 210, Line 46 adjusted to include all railroads in the reporting entity	177,055
- Equity in undistributed earnings, which represents the total of Schedule 210, Line 26 for all railroads in the reporting entity	56,614
- Dividends in affiliated companies (If the affiliate is 80% or more controlled by the parent railroad, then deduct 100% of the affiliate's dividend If the affiliate is less than 80% controlled by the parent railroad, then deduct 80% of the affiliate's dividend)	0
= Adjusted income from continuing operations (before taxes) This represents "A" in item (3) below	120,441

(2) Determine Combined/Consolidated Adjusted Pre-tax NROI for all railroads in the reporting entity Combined/Consolidated Pre-tax NROI for the entire entity, which equals the amount shown on Schedule 250, Line 1

	135,717
+ Current Provisions for taxes, which represents the consolidated amounts of Schedule 210, Line 51 for all railroads in the reporting entity (This figure includes both Account 556, Income Taxes on Ordinary Income and Account 557, Provision for Deferred Taxes)	41,293
+ Interest income on working capital allowance, which represents the total consolidated interest income relative to the working capital component of the net investment base and should equal the amount shown in Schedule 250, Line 2 for all railroads in the reporting entity	1,253
+ Release of premiums on funded debt, which represents the consolidated total of release of premium on funded debt as shown on Schedule 210, Line 22 for all railroads in the reporting entity	0
- Total fixed charges, which represents the consolidated total of fixed charges as shown on Schedule 210, Line 42 for all railroads in the reporting entity	65,517
- Railroad-related income from affiliates (other than railroads) which was included in consolidated NROI (Schedule 250, Line 1)	(620)
= Combined/Consolidated Pre-Tax Adjusted NROI for all railroads This represents "B" in Item (3) below	113,366

(3) Calculate the railroad-related tax ratio "B/A" 94 13%

(4) Compute the nonrailraod-related complement (railroad-related income ratio) which equals the nonrailroad-related tax ratio 5 87%

(5) Compute the nonrailroad portion of the total provisions for taxes. This equals

The nonrailroad-related tax ratio (Item (4) above) times the total current income taxes accrued on ordinary income (Account 556) which represents the consolidated amounts of Schedule 210, Lines 47, 48 and 49 for all railroads in the reporting entity. 38

SCHEDULE 250 - PART B
Determination of Nonrail Taxes - Concluded

PART II - DETERMINE NONRAILROAD-RELATED TAXES FOR RAIL-RELATED AFFILIATES (Excludes all Affiliated Railroads)

(6) This is calculated by dividing the nonrailroad-related income for combined rail-related affiliates by the total pre-tax net income for all combined rail-related affiliates and multiplying this result by the total taxes (current provision plus deferred). This equals the taxes on nonrailroad income for all affiliated companies _____ 1

PART III - DETERMINE TOTAL NONRAILROAD-RELATED TAXES

(7) This is determined as follows.

Total income taxes on nonrailroad-related income for all railroads in the reporting entity (Item 5 above)	38
+ Total nonrailroad-related taxes for rail-related affiliates (Item 6 above)	1
= Total nonrailroad-related taxes (This amount should be transferred to Schedule 250, Part A, Line 3)	39