

PC 137300

ST. LOUIS SOUTHWESTERN RY CO

1979 3

724. RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

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.

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 reckoned as one.

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 rails, should not be included in this schedule. In these columns, "total cost" is to be reported in thousands.

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			
		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	2					119	16	6	
2									
3	4					112	40	1	30.00
4	4					119	178	5	30.00
5									
6									
7									
8				See Note, Page 106					
9									
10									
11									
12									
13									
14									
15									
16	Total	X X X				X X X	234	12	
17	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								-0-
18	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								1.13
19	Track-miles of welded rail installed this year								-0- : total to date 20.65

725. WEIGHT OF RAIL

Give the particulars below called for 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 lease 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)
	Pounds			
1	136	219.21		
2	132	3.05		
3	119	149.48		
4	115	211.16		
5	113	15.32		
6	112	246.09		
7	110	5.13		
8	90	1.05		
9	85	305.68		
10	80	3.27		
11	75	72.31		
12	70	2.97		
13	56	.12		
14	TOTAL	1,234.84		
15				
16				

724. RAILS LAID IN ADDITIONAL TRACKS AND IN NEW LINES AND EXTENSIONS

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.

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 reckoned as one.

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 rails, should not be included in this schedule. In these columns, "total cost" is to be reported in thousands.

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			
		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	2					119	16	6	
2									
3	4					112	40	1	30.00
4	4					119	178	5	30.00
5									
6									
7									
8				See Note, Page 106					
9									
10									
11									
12									
13									
14									
15									
16	Total	X X X				X X X	234	12	
17	Number of miles of new running tracks, passing tracks, cross-overs, etc., in which rails were laid								-0-
18	Number of miles of new yard, station, team, industry, and other switching tracks in which rails were laid								1.13
19	Track-miles of welded rail installed this year								-0- : total to date 20.65

725. WEIGHT OF RAIL

Give the particulars below called for 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	Line-haul companies (miles of main track)	Switching and terminal companies (miles of all tracks)	Remarks
	(a)	(b)	(c)	(d)
	Pounds			
1	136	219.21		
2	132	3.05		
3	119	149.48		
4	115	211.16		
5	113	15.32		
6	112	246.09		
7	110	5.13		
8	90	1.05		
9	85	305.68		
10	80	3.27		
11	75	72.31		
12	70	2.97		
13	56	.12		
14	TOTAL	1,234.84		
15				
16				

726. SUMMARY OF TRACK MAINTENANCE

1. Disclose the requested information concerning the summary of track maintenance.
2. In column (d), (f), and (h) give the percentage of replacements to total units of property at year end.

Line No.	Track category (a)	Ties			Rail		Ballast	Track surfacing	
		Number of ties replaced Switch and Bridge Ties (Board Feet) (c)	(b)	Percent replaced (d)	Miles of rail replaced (rail-miles) (e)	Percent replaced (f)		Cubic yards of ballast placed (g)	Miles surfaced (h)
1	A	171,609	*	7.25	88.96	5.82	117,360	198.10	25.92
2	B	22,291	*	11.04	1.47	1.11	2,465	2.07	3.13
3	C	3,098	*	0.37	0.85	0.14	1,739	-	-
4	D	2,773	*	0.60	0.33	0.10	11,032	16.13	9.51
5	E	25,298	*	2.55	8.63	1.05	11,359	14.00	3.39
6	F	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Potential abandonments	1,250	*	0.42	0.15	0.17	442	-	-
8	Total	226,319	614,916	4.42	100.39	2.74	144,397	230.30	12.57

727. TEN-YEAR SUMMARY OF TRACK MAINTENANCE

1. Report in appropriate columns total numbers of replacements for all categories of track lines and the percentage of replacements to the units of property.
2. Explain in "Remarks" changes in track mileage due to acquisition, merger, major abandonments and other disposals.

Line No.	Year (a)	Ties			Rail		Ballast	Track surfacing	
		Number of ties replaced Cross-ties (b)	Switch and Bridge Ties (Board Feet) (c)	Percent replaced (d)	Miles of rail replaced (rail-miles) (e)	Percent replaced (f)		Cubic yards of ballast placed (g)	Miles surfaced (h)
1	Current year	226,319	614,916	4.42	100.39	2.74	144,397	230.30	12.57
2	First preceding	212,760	*	4.14	125.20	3.42	161,979	232.24	12.70
3	Second preceding	208,506	*	3.99	127.40	3.51	183,711	276.60	15.24
4	Third preceding	144,427	*	2.77	91.73	2.53	180,451	Unavailable	Unavailable
5	Fourth preceding	132,769	*	2.55	65.77	1.82	262,366	"	"
6	Fifth preceding	249,456	*	4.80	117.66	3.26	215,539	"	"
7	Sixth preceding	190,337	*	3.68	85.22	2.37	173,469	"	"
8	Seventh preceding	242,643	*	4.72	183.69	5.13	195,389	"	"
9	Eighth preceding	221,630	*	4.11	121.83	3.25	106,198	"	"
10	Ninth preceding	223,597	*	4.15	105.89	2.83	101,323	"	"

REMARKS

*Unavailable

Road Initials: SSW

Year 19__

728. DEFERRED MAINTENANCE-TRACKS

- (1) Disclose the requested information concerning the monetary and quantity of deferred maintenance of tracks.
 (2) Explain in remarks section below the methods and/or calculations used in determining the amounts and quantities reported.

Line No.	Type of Track	Monetary Amount of Deferred Maintenance		
		End of the Year (b)	Beginning of the Year (c)	
1	A	\$	\$	
2	B			
3	C			
4	D			
5	E			
6	F			
7	Potential Abandonments			
8	Total Tracks			
Selected Track Maintenance		Quantities of Deferred Maintenance		
		End of the Year	Beginning of the Year	
9	Crossties			
10	Rail			
11	Ballast			

Remarks Respondent maintains its physical plant, including track structure, at a level which will allow it to carry out its obligations as a common carrier in transporting existing volume traffic in a safe and efficient manner.

NOTES AND REMARKS

The difference of 298 between columns (d) and (h), Line 16 of this Schedule, the amount charged to Additions and Betterments and amount charged to Account 9, Schedule 330 consists of the following:

Schedule 330, Account 9(c), (e) and (f)		465
Schedule 724, Columns (d) and (h)	12	
Amount chargeable to Additions and Betterments	<u>155</u>	<u>167</u>
Difference		<u>298</u>

Detail:

Prior year adjustment	7
Ribbon rail welding	240
Miscellaneous adjustments	<u>51</u>
	<u>298</u>

SCHEDULE 729-A—REVENUES OBTAINED

	Thousands
1. Total revenues from Ex Parte No. 305 during year	\$ 15,796
2. Allowance for increased cost of materials and supplies other than fuel (not to exceed 3 percentage points of the authorized increase)	5,191
3. Allowance for increased income taxes ¹	1,651
4. Yield from Ex Parte No. 305 during year [1 - (2 + 3)]	8,954

¹The allowance for income taxes should include the effect of applicable tax benefits. The tax allowance shown on line 3 is on an incremental basis. (See accounting circular 156.)

SCHEDULE 729-B—FUNDS SEGREGATED IN ACCOUNT 176, CAPITAL AND OTHER RESERVE FUNDS
(EX PARTE NO. 305 REVENUES ONLY)

	Thousands
1. Balance at beginning of year	\$ -
2. Funds received from increased revenues	10,605
3. Income from investment of earmarked funds	75
4. Income taxes applicable to funds received and income from investments	1,659
5. Total Ex Parte No. 305 funds available (lines 1 + 2 + 3 + 4)	9,021
<i>Funds disbursed</i>	
6. a. Deferred maintenance	-
7. b. Capital improvements	9,021
8. c. Current operations ¹	-
9. Total disbursements (total of lines 6 through 8)	9,021
10. Balance of Ex Parte No. 305 revenues in account at close of year (line 5 - line 9)	-

¹Include disbursements for the transfer of funds to account 741, which have been authorized by the Commission.

SCHEDULE 729-C—DEFERRED MAINTENANCE, ROADWAY AND EQUIPMENT AT YEAR END

		Monetary amount of deferred maintenance	
		End of the year	Beginning of the year
		Thousands ¹	
Roadway:			
1. Tracks (total from schedule 728)	None	\$	\$
2. Other roadway accounts ²			
3. Total roadway (lines 1 + 2)			
Equipment:			
4. Freight train cars			
5. Locomotives			
6. Work equipment			
7. All other equipment			
8. Total equipment (lines 4 through 7)			
9. Grand total—roadway and equipment (lines 3 + 8)			

¹Costs should be expressed in terms of wage rates and prices as of the end of the current report year.

²Includes bridges and tunnels, buildings, shops and enginehouses, wharves and docks, communications and signalling, and other roadway facilities.

SCHEDULE 729-D—CAPITAL IMPROVEMENTS AT YEAR END

		Amount Thousands ¹
1. Total roadway		\$
2. Total equipment	None	
3. Other elements of investment		
4. Construction in progress		
5. Grand total—all investment accounts (lines 1 through 4)		

¹Costs should be expressed in terms of wage rates and prices as of the end of the current reporting year.

SCHEDULE 729-E—EQUIPMENT DATA AT YEAR END

Line No.	Type of car (a)	Number owned or leased (b)	Home cars undergoing or awaiting repairs	
			Number (c)	Percent (d)
			<i>(whole numbers)</i>	
1.	Boxcars	7,406	329	4
2.	Refrigerator cars	4,198	123	3
3.	Gondolas	404	5	1
4.	Hoppers	113	9	8
5.	Covered hoppers	4,715	270	6
6.	Flatcars	3,032	200	7
7.	Other revenue cars	192	4	2
8.	Total—revenue cars	20,060	940	5
9.	Company service cars	110	7	6
Line No.	Locomotives (a)	Number owned or leased (b)	Number serviceable (c)	Number unserviceable (d)
10.	Locomotive units	291	241	50

750. CONSUMPTION OF FUEL BY MOTIVE-POWER UNITS

Show hereunder the amounts of the various kinds of fuel consumed by locomotive units and motors or other self-propelled rail cars in the service of the respondent during the year, and the number of kilowatt-hours for such tractive equipment as was propelled by electricity. The ton of 2,000 pounds should be used.

Kilowatt-hours, for entry in column (c) of section A, and column (h) of section B, are to be figures at high tension taps (point of production or point of purchase), and divided among the several classes of service, the division being made on the respondent's best estimate if actual figures are not available.

A. LOCOMOTIVES

Line No.	Kind of locomotive service (a)	Diesel	Electric	Other (Steam, Gas Turbine, Etc.)	
		Diesel oil (gallons) (b)	Kilowatt-hours (c)	Coal (tons) (d)	Fuel oil (gallons) (e)
1	Freight	40,943,357			
2	Passenger				
3	Yard switching	2,183,138			
4	Total	43,126,495			
5	Cost of Fuel*	\$ 24,673	\$	\$	\$
6	Work Train	69,285			

B. RAIL MOTORCARS

Line No.	Kind of locomotive service (f)	Diesel	Electric	Gasoline
		Diesel oil (gallons) (g)	Kilowatt-hours (h)	Gasoline (gallons) (i)
7	Freight			
8	Passenger			
9	Yard switching			
10	Total			
11	Cost of Fuel*	\$	\$	\$
12	Work Train			

*Show cost of fuel charged to train and yard service (Functions 67-Loco. Fuels and 68-Electric Power Purchased/Produced for Motive Power). The cost stated for the various kinds of fuel should be the total charges in the accounts specified, including freight charges and handling expenses. The cost stated for electric current should be the total charges in the accounts enumerated. Fuel and power consumed by mixed and special trains that are predominantly freight should be included in freight service, but where the service of mixed or special trains is predominantly passenger, the fuel and power used should be included in passenger service. (Dollars in thousands)

760. GRADE CROSSINGS

A—Railroad With Railroad

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

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

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

Line No.	Number of crossings (a)	Interlocking (b)	Automatic signals (automatic interlocking) (c)	Derails on one line, no protection on other (d)	Hand-operated signals, without interlocking (e)	Gates (f)	Total specially protected (g)	Total not specially protected (h)	Grand total (i)
1	Number at beginning of year	1	12	2		9	24	14	38
2	Crossing added: New crossings								
3	Change in protection								
4	Crossings eliminated: Separation of grade								
5	Change in protection								
6	Other causes								
7	Number at close of year	1	12	2		9	24	15	39
	Number at Close of Year by States:								
8									
9	Texas	1	4	2		4	11	8	19
10	Louisiana	-	1	-		1	2	-	2
11	Arkansas	-	4	-		-	4	5	9
12	Missouri	-	3	-		4	7	1	8
13	Illinois	-	-	-		-	-	-	-
14	Tennessee	-	-	-		-	-	1	1
15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									

760. GRADE CROSSINGS—Continued

B—Railroad With Highway

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

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

3. A private grade crossing which becomes public during the year should be reported as a new grade crossing. A grade crossing of a dual or multi-lane highway should be reported as one crossing. In the classification of protection, a crossing having more than one of the classes of protection listed below should be reported once only, using the farthest left column that applies. To avoid

duplicate reporting of jointly owned, jointly maintained or jointly used crossings, one railroad shall be designated the reporting road by mutual agreement of the interested parties.

4. In columns (b) and (c) include grade crossings with or without audible signals. In column (d) and (e) include grade crossings with or without any type of audible or visible supplemental device. Exclude from columns (f) and (g) those crossings where train movement is protected only by a member of the train crew. Audible signals reportable in column (h) include any train-actuated bell, whistle, siren or other audible device located adjacent to the crossing. Other automatic signals reportable in column (i) include highway Traffic Signals or special types of train-actuated devices with or without audible supplements. Include in column (j), in addition to "Railroad Crossing" crossbuck, any other static sign (except "Narrow Gauge" sign) or any non-train-actuated signal such as amber continuous-flashing lights. In column (m) report other than railroad crossbuck. Totals in column (n), lines 5 and 10 should be equal, resulting in no change in the total number of crossings.

TYPES OF PROTECTION FOR, AND NUMBERS OF CROSSINGS AT GRADE

Line No.	Item of Annual Change	(a)	Automatic gates with flashing lights		Automatic flashing light signals		Gates manually operated		Watchmen only		Audible signals only	Other automatic signals	Total indicating warning of train approach	"Railroad crossing" crossbuck	Crossbuck signs with other fixed signs	Other fixed signs only	No signs or signals	Total crossings at grade
			(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)								
1	Number at beginning of year		132	261									393	1,201				1,594
2	Added: By new, extended or relocated highway			1									1	-				2
3	By new, extended or relocated railroad														2			2
4	Total added			1									1	1	2			4
5	Eliminated: By closing or relocation of highway																	
6	By relocation or abandonment of railroad		1										1	1				1
7	By separation of grades		1										1	1				1
8	Total eliminated		4	1									5					5
9	Changes in protection: Number of each type added																	
10	Number of each type deducted																	
11	Net of all changes		3	2									5	(5)	2			2
12	Number at close of year		135	263									398	1,196	2			1,596
13	Number at close of year by State																	
14	Texas		59	147									206	513				719
15	Louisiana		2	3									7	27				34
16	Arkansas		55	82									137	444				581
17	Missouri		19	29									48	210				258
18	Illinois		-	-									-	2	2			2
19	Tennessee		-	-									-	-	-			2
20																		
21																		
22																		
23																		
24																		
25																		
26																		

761. GRADE SEPARATIONS

Highway-Railroad

1. (a) A highway-railroad grade separation is to be regarded as a single crossing of all of the tracks within the owned or leased right-of-way or contiguous rights-of-way of the railroad(s) at the point of intersection with a publicly maintained highway, street or avenue at separate grades.

(b) Not to be included are structures which serve some major purpose other than the avoidance of conflict of railway movements with highway movements and which contain no design features required for accommodation of the intersecting traffic flow as in the case of major tunnels.

(c) In order to avoid duplicate reporting and possible confusion, in reporting grade separations used or maintained by more than one railroad, the interested parties in each case should designate one line to be the reporting railroad.

2. All separated crossings of tracks with public roads and streets should be included if any railroad operations are conducted thereover by the reporting company whether or not the track is located on railroad owned right-of-way.

3. Not to be included are crossings of tracks with private roads leading to or within industrial plants, or with other roads not dedicated to public use.

4. A private crossing which becomes public during the year should be reported as a new crossing.

5. A crossing of a dual or multi-lane highway should be reported as one crossing.

Line No.	Items of Annual Change (a)	Types and numbers of highway-railroad grade separations		
		Overpass (Highway above railroad) (b)	Underpass (Railroad above highway) (c)	TOTAL (d)
1	Number at beginning of year	57	37	94
2	Added: By new, extended or relocated highway			
3	By new, extended or relocated railroad			
4	By elimination of grade crossing			
5	Total added			
6	Deducted: By closing or relocation of highway			
7	By relocation or abandonment of railroad			
8	Total deducted			
9	Net of all changes			
10	Number at close of year	57	37	94
	Number at close of year by States:			
11				
12	6 143 Texas	27	31	58
13	3 118 Louisiana	4		4
14	1 104 Arkansas	17	5	22
15	4 135 Missouri	9	1	10
16	2 113 Illinois	-	-	-
17	5 142 Tennessee	-	-	-
18				
19				
20				
21				
22				
23				
24				
25				
26				
27				
28				
29				

800. CONTRACTS, AGREEMENTS, ETC.

1. Hereunder give a concise statement of each important contract, agreement, arrangement, etc., with other companies or persons, together with important revisions, modifications, terminations, and other changes thereof, which became effective during the year, and concerned in any way the transportation of persons or things at other than tariff rates, or the purchase of equipment under conditional sales plans without the issuance of securities by respondent, making such statements in the following order:

- (a) Freight or transportation companies or lines.
- (b) Other railway companies.
- (c) Steamboat or steamship companies.
- (d) Telegraph companies.
- (e) Telephone companies.
- (f) Equipment purchased under conditional sales contracts.
- (g) Routing traffic of affiliated companies.
- (h) Other contracts.

2. Under item 1(b), include particulars of joint facility arrangements entered into during the year by the respondent, including those maintained or operated by other carriers as well as those maintained or operated by respondent. For each joint facility, give a brief statement of the basis or bases on which revenues, expenses, taxes, interest on investment, and other items, if any, related to the facility are apportioned among the carriers using the facility or otherwise deriving benefit therefrom.

3. Under item 1(f), give particulars of conditional sales agreements, lease or rental contracts, and other similar instruments, entered into by respondent for the purchase of equipment, which provide for payment in installments and do not involve the issuance of securities by respondent. State the names of the parties to the contracts or agreements, the number of units of each class of equipment covered, and the terms and conditions of payment.

4. Under item 1(g), give particulars of arrangements, written or

oral with affiliated companies for routing of traffic. Through route arrangements for handling of traffic interchanged with carrier affiliates should not be reported.

5. Under item 1(h), Other contracts, describe briefly the particulars of all contracts or agreements, including estimated amounts receivable, under which a government agency, or instrumentality thereof, seeks to assist respondent with grants or aid for providing passenger commuter or other passenger train services.

6. Information concerning contracts of minor importance may be omitted. A contract of minor importance is defined as one involving receipts or payments of less than \$50,000 per year, and which, by its terms, is otherwise unimportant.

7. In lieu of giving abstracts, copies of contracts may be filed. Every copy of a contract furnished in connection with the foregoing requirement should be listed hereunder.

8. The basis for computing receipts and payments should be fully stated in the case of each such contract, agreement, or arrangement.

9. Compliance with the requirements of this schedule does not relieve the respondent of the duty placed upon common carriers by section 6(5), Part I, of the Interstate Commerce Act, which reads as follows:

"Every common carrier subject to this part shall also file with said Commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provisions of this part to which it may be a party. Provided, however, that the Commission, by regulations, may provide for exceptions from the requirements of this paragraph in the case of any class or classes of contracts, agreements, or arrangements, the filing of which, in its opinion, is not necessary in the public interest."

- 1 (a) Freight or transportation companies or lines: None
- 1 (b) Other railway companies: None
- 1 (c) Steamboat or steamship companies: None
- 1 (d) Telegraph companies: None
- 1 (e) Telephone companies: None
- 1 (f) Equipment purchased under conditional sales contracts: None
- 1 (g) Routing traffic of affiliated companies: None
- 1 (h) Other contracts:

Agreement between Ferrocarril del Pacifico and St. Louis Southwestern Railway Company, dated 5-31-79, covering sale of 29 hopper cars and 25 refrigerator cars on installment basis. Payment of \$562,100.00, payable quarterly to SPTCo.

Agreement between Kaiser Steel Corporation and St. Louis Southwestern Railway Company dated 3-15-79, covering operation and management service for Grumman Gulfstream II Aircraft. SSW shall pay Kaiser \$181,660.00 for the services and other related costs.

900. COMPENSATION OF OFFICERS, DIRECTORS, ETC.

1. In columns (a) and (b) enter the name and position of each of the persons named in Schedule 110 of this report to whom the respondent paid the largest amount during the year as compensation for current or past service over and above necessary expenses incurred in discharge of duties. In addition, list all other officers, directors, pensioners or employees, if any, to whom the respondent paid \$75,000 or more in total compensation during the year.

2. The salary per annum to be entered in column (c) is the annual rate at which an employee is paid rather than the amount actually paid for a part of a year. If the salary of an individual was increased or decreased during the year, show salary before each change as well as at close of year.

3. If an officer, director, etc., receives compensation from one or more of the affiliated companies listed in Schedule 112 reference to this fact should be made if the aggregate compensation from all companies amounts to \$75,000 or more.

4. Report in column (d) the total amount of compensation other than annual salary paid to each listed employee during the year. This includes forms of nonmonetary compensation given which directly benefits each employee. Examples:

Fair value of property given, such as exclusive use of an automobile;

Amounts paid for membership of the employee in nonbusiness associations, private clubs, etc.;

Commissions, bonuses, shares in profits;

Contingent compensation plans;

Monies paid or accrued for any pension, retirement, savings, retirement annuities, deferred compensation, or similar plan;

Premiums on life insurance where the respondent is not the beneficiary. Do not report premiums on group life insurance for benefits less than \$50,000.

Give the details of any plan not previously reported, the basis of determining the ultimate benefits payable, and the payments or provisions made during the year.

5. Also include in column (d) all remuneration paid, directly or indirectly, in the form of securities, options, warrants, rights or other property. Furnish particulars concerning any options, warrants, or rights issued or granted during the year including prices, expiration dates and other information relating to exercise of the options, warrants, or rights. Specify the amount of such securities or assets so entitled to be purchased by each officer, director, etc. (Dollars in thousands)

Line No.	Name of person (a)	Position or Title (b)	Salary per annum as of close of year (see instructions) (c)	Other compensation during the year (d)
1	NONE		\$	\$
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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 California

County of San Francisco

L. C. Yarberry

(Insert here name of the affiant)

makes oath and says that he is Assistant Manager of Accounting

(Insert here the official title of the affiant)

Of St. Louis Southwestern Railway Company and Subsidiary Companies

(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 of this Commission; that he believes that all other statements of fact contained in this report are true, and that this report is a correct and complete statement, accurately taken from the books and records, of the business and affairs of the above-named respondent during the period of time from and including

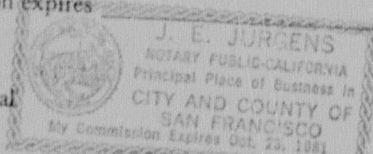
January 1, 19 79, to and including December 31, 19 79

L. C. Yarberry
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 21st day of March, 19 80

My commission expires

Use an
L.S.
impression seal



J. E. Jurgens
(Signature of officer authorized to administer oaths)

SUPPLEMENTAL OATH

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

State of California

County of San Francisco

D. K. McNear

(Insert here name of the affiant)

makes oath and says that he is President

(Insert here the official title of the affiant)

Of St. Louis Southwestern Railway Company and Subsidiary Companies

(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

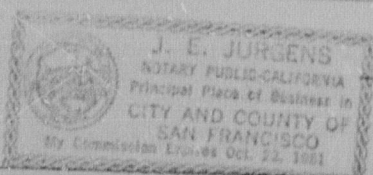
January 1, 19 79, to and including December 31, 19 79

D. K. McNear
(Signature of affiant)

Subscribed and sworn to before me, a Notary Public in and for the State and county above named, this 21st day of March, 19 80

My commission expires

Use an
L.S.
impression seal



J. E. Jurgens
(Signature of officer authorized to administer oaths)

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