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Ms. Cynthia Brown
 Section of Administration
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Ms. Brown,

Below figures are in response to the Surface Transportation Board request for further information related to Railroad Revenue Adequacy – 2017 Determination.

In appended link, the STB requested additional information from Class I railroads:

“the Board will require all Class I carriers to file revised figures with the accounting impacts of the rail carriers’ deferred tax revaluations removed for Line Nos. 1 and 12 of Schedule 250; Line No. 48 of Schedule 200; and the “Net Income” and “Deferred Taxes” lines of the cash flow calculation, including supporting documentation, for the cost of capital determination”

We already footnoted the impact of tax reform on schedules 200, 210, 240 and 250, but here are the explicit numbers you requested:

<u>Schedule</u>	<u>Line#</u>	<u>Amount as reported</u>	<u>Pro-forma amount Excl. Tax reform</u>
250	1	762,656	315,815
250	12	896,141	1,342,982
200	48	896,141	1,342,982
240	Net income	658,454	211,613
240	Def. taxes (350,817)		96,024

Given these numbers match to numbers in footnotes on these schedules when Deloitte reviewed them, I am assuming you will not require further supporting documentation.

Let me know if you require anything further.

Sincerely,
 David Krautkremer
 Specialist Regulatory Reporting
 Soo Line Railroad Company

[https://www.stb.gov/decisions/readingroom.nsf/UNID/B7B48C74C47378DB852582D700771610/\\$file/46549.pdf](https://www.stb.gov/decisions/readingroom.nsf/UNID/B7B48C74C47378DB852582D700771610/$file/46549.pdf)

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