



September 25, 2006

Vernon A. Williams, Secretary
Surface Transportation Board
Case Control Unit, Suite 713
1925 K Street, N.W.
Washington, DC 20423-0001

ENTERED
Office of Proceedings

OCT 02 2006

Part of
Public Record

RE: Emergency Request - STB Docket No. FD-34917;
Also re. STB Docket No. AB-1066X and STB Docket No. AB-878

Dear Mr. Williams:

We are, by this letter, respectfully requesting that the Board take immediate action to address the service failures of Central Illinois Railroad Company, and grant the Alternative Service Request of Pioneer Industrial Railway Co. ("PIRY").

As the Board knows, this matter has been pending for some time. Central Illinois Railroad Company ("CIRY") is now taking retaliatory action against Carver Lumber Company for its support of PIRY's Alternative Service Request, and its refusal to submit to becoming a captive shipper.

Specifically, we are informed and believe that Union Pacific Railroad delivered four cars to the CIRY interchange at Pioneer Junction on Monday, September 18 and/or Tuesday, September 19, 2006. Because the Carver employee who generally goes out to Pioneer Junction and checks for deliveries and informs CIRY that cars have been delivered was on vacation last week, we are informed and believe that nobody informed CIRY that cars were interchanged. Apparently, CIRY does not have the normal electronic data systems to inform it of interchanges, or such system is not being used.

In any event, Lee Miller phoned our shipper inquiring about the status of the cars, and was informed they were delivered to CIRY. Mr. Miller also received a highly offensive phone call on Friday, September 22, from "Ken," a representative of Union Pacific. He told us to reject the cars or they would start charging demurrage. When Mr. Miller asked him if he had notified CIRY that the UP had dropped cars for us, he informed us that the UP has no obligation to contact CIRY when they drop cars. Mr. Miller then contacted CIRY's engineer, Mike, who informed us that he had no knowledge of any cars for Carver and that CIRY was relying upon Carver to inform CIRY if there were cars at Pioneer Junction. This situation is ridiculous and needs immediate attention and

resolution. Mr. Miller explained to Mike that we needed the cars immediately. He said he would have a crew out on Monday (today). Mr. Miller also placed a call to Ray Fuchs that has not been returned.

As of the writing of this letter, 5:30 p.m. EDT, Monday, September 25, only two of the four cars have been delivered. We do not have a schedule for delivery of the other two cars. We have no idea why CIRY only delivered two cars. To make matters worse, the cars delivered were not the two cars we urgently need.

We also received an e-mail from another of our shippers (copy attached), claiming that "CIRY is a closed line and subject to further charges." We are uncertain what this means, other than we will likely experience more trouble with our service.

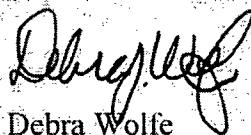
Carver Lumber needed these cars last week. We reasonably believe that CIRY is either retaliating against us for bringing this matter to the Board's attention or is grossly out of touch with their responsibilities as the common carrier railroad for our rail service, or both. We are also informed and believe that CIRY does not want to serve Pioneer Park, and desires to exit the property.

Carver Lumber Company desperately needs reliable rail service, and it is not getting such from CIRY. Carver respectfully urges the Board to act immediately to grant PIRY's Alternative Service Request, and to act as expeditiously as possible to correct this situation permanently, by restoring PIRY's authority over the Kellar Branch.

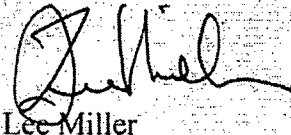
Sincerely,
Carver Lumber Company Board of Directors



Mark Booth



Debra Wolfe



Lee Miller

Attachment.

cc: Melvin F. Clemens, STB.

CERTIFICATE OF SERVICE

I certify that on September 26, 2006, I served the foregoing letter by United States Mail, postage fully prepaid, on each of the parties of record, at their address as disclosed by the filings of record in the above-referenced proceedings.

A handwritten signature in black ink, appearing to read "Daniel A. LaKemper". The signature is fluid and cursive, with the first name "Daniel" and last name "LaKemper" clearly distinguishable.

Daniel A. LaKemper
1318 S. Johanson Road
Peoria, Illinois 61607