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THOMAS F. MCFARLAND

November 6, 2006

By e-filing

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

Re: Finance Docket No. 34917, *Pioneer Industrial Railway Co. -- Alternative Rail Service -- Central Illinois Railroad Company*

Dear Mr. Williams:

This responds to allegations in a letter filed by Carver Lumber Company (Carver) on October 17, 2006.

I have been advised by Mr. John A. Darling, President of Central Illinois Railroad Company (CIRY), as follows:

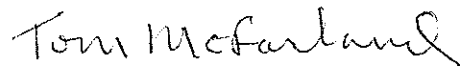
1. The Allen Road Project of the City of Peoria required closing of the UP connecting track from Monday afternoon, October 9, 2006, to Thursday afternoon, October 12, 2006.
2. Carver was advised of that closure well in advance so that it could schedule its deliveries accordingly.
3. No cars were delivered to, or picked up from, the UP interchange during the period of closure. If a car had been on the UP interchange track on October 11, 2006, it would have been delivered to Carver, but there was no car on that track on that date.
4. The "Western Connection" has been open for service continuously since the afternoon of October 12, 2006.

THOMAS F. MCFARLAND

Vernon A. Williams
November 6, 2006
Page 2

5. CIRY cannot accept cars via interchange with Tazewell & Peoria Railroad because the south portion of the Kellar Branch is out-of-service. Carver and its ally, Pioneer, are aware of that track being out-of-service. Cars are routed via that interchange to create "incidents".

Very truly yours,

A handwritten signature in cursive script that reads "Tom McFarland".

Thomas F. McFarland
*Attorney for Central Illinois
Railroad Company*

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cc: William Mullins, Esq.
Daniel LaKemper, Esq.
Mr. Lee Miller
Melinda Sammons, Esq.
Randall Ray, Esq.