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Office of Proceedings
April 8, 2015
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Public Record

April 8, 2015

Ms. Rachel D. Campbell, Director
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Re: STB Docket FD 35914, Fort Transfer Company – Alternative Rail Service—
Toledo, Peoria & Western Railway Corp.

Dear Ms. Campbell:

As you are aware, the Board, by Decision served March 30, 2015, directed all parties of record to attend a meeting with Board staff regarding this matter. Given the extreme importance of this matter to Fort Transfer Company, its President, Brad Kahler, changed his schedule and flew to Washington in order to attend the meeting along with me in my capacity as outside counsel to Fort Transfer.

At the end of the meeting, we were told that a transcript of the meeting would be provided to all parties in an expedited fashion by close of business on April 3. As of this date, the transcript has not yet appeared. In the meantime, Fort Transfer has been advised by its major customer that the temporary storage facilities in Farmer City to which its shipments of product have been diverted by Toledo, Peoria & Western Railway Corp. ("TP&W") are near capacity and that Fort Transit must somehow start making immediate arrangements to receive product at its Morton, Illinois storage facility.

Simply put, it is Fort Transfer's belief, based on the operations conducted by TP&W by which it removed empty tank cars from the line on March 22, despite the fact that the track was placed out of service and embargoed on March 16, that trains can be safely operated over the length of the line with one exception. That exception involves the cracked rail at the crossing at Harding Road. During the course of the meeting with Board staff, counsel for Keokuk Junction Railway ("KJRY") advised the parties that it has an agreement with the township to assist in the replacement of the broken rail and that it would take only a short period of time to make the needed repairs.

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Because the parties have been unfortunately placed in limbo awaiting the transcript, nothing has been done to make the minor repairs that would allow rail service to be reinstated. Because the planting season is expected to start this next week, further inaction will inflict needless, additional harm on Fort Transfer, its customers and the many farmers in the region who depend on their ability to receive delivery service from Fort Transfer. As Fort Transfer advised Board staff, it is currently in need of an additional 37 qualified drivers to deliver product. As a result, it is not in a position to divert any of its current drivers to make the 120-mile round trip to Farmer City to transload shipments back to its Morton facility.

In closing, Fort Transfer greatly appreciates the steps that the Board has already taken. However, it has no alternative but to respectfully request the Board to act immediately without awaiting the delivery of the transcript. Without question, the Board's staff were well aware of the past pleadings and took sufficient notes to be able to advise the Board regarding this matter. If you have any questions, feel free to give me a call.

Yours truly,

/s/ Richard H. Streeter

Richard H. Streeter
Counsel for Fort Transfer Company

RHS:rs
Cc: All parties of record via email.