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LAW OFFICES
FRITZ R. KAHN, P.C.
EIGHTH FLOOR
1920 N STREET, N.W.
WASHINGTON, D.C. 20036-1601

(202) 263-4152
FAX (202) 331-8330
e-mail: xiccgc@worldnet.att.net

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January 28, 2003

Hon. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW (7th fl.)
Washington, DC 20423-0001

Dear Secretary Williams:

This refers to STB Finance Docket No. 34310, Keokuk Junction Railway Company-Alternative Rail Service-Line of SF&L Railway, Inc., and the original and ten copies of the Reply of SF&L Railway, Inc., filed January 27, 2003.

In copying the pleading, evidently the first page of the Verified Statement of Steven J. Van Wagenen inadvertently was omitted. Eleven copies of the omitted page are attached.

I apologize for any inconvenience this error occasioned.

Additional copies of this letter and of the omitted are enclosed for you to stamp to acknowledge your receipt of them and to return to me in the enclosed stamped and self-addressed envelope.

If you have any question concerning the foregoing which you believe I may be able to answer or if I otherwise can be of assistance, please let me know.

Sincerely yours,


Fritz R. Kahn

enc.

cc: William A. Mullins, Esq.
Louis E. Gitormer, Esq.

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, D.C.**

STB Finance Docket No. 34310

**KEOKUK JUNCTION RAILWAY COMPANY
- ALTERNATIVE RAIL SERVICE -
LINE OF SF&L RAILWAY, INC.**

**VERIFIED STATEMENT
OF
STEVEN J. VAN WAGENEN**

My name is Steven J. Van Wagenen, and I am the Assistant Vice President of SF&L Railway, Inc. ("SFL"), with corporate offices at 1505 South Redwood Road, Salt Lake City, Utah 84104. I am well familiar with SFL's purchase of the La Harpe-to-Peoria railroad line from the Toledo, Peoria and Western Railway Corporation ("TPW") and have superintended operations on the line since SFL itself began rendering service on the line, effective December 12, 2001.

I have read the Petition to Provide Alternative Service, filed by Keokuk Junction Railway Company ("KJRY") on January 21, 2003, and, in my opinion, it is wholly lacking in merit and warrants denial.

As I understand it, the Board's authorization of alternative rail service is an extraordinary remedy, one to be used only when there has been a demonstration of prolonged inadequate railroad service to the shippers on the affected railroad line. As the Board said in the Decision in which it adopted the alternative rail service regulation, "We emphasize that the temporary service relief to be offered under these rules is meant only to address serious service problems and only to