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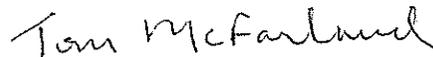
Vernon A. Williams, Secretary
Surface Transportation Board
395 E Street, S.W., Suite 1149
Washington, DC 20024

Re: STB Finance Docket No. 34870, *PYCO Industries, Inc. v. South Plains Switching, Ltd. Co.*

Dear Mr. Williams:

There is an error on page 10 of the Reply filed in behalf of South Plains Switching, Ltd. Co. on August 21, 2007; in the third line below the quotation on that page the word "prior" should be "poor". A corrected page 10 is submitted with this notification of errata.

Respectfully submitted,



Thomas F. McFarland
*Attorney for South Plains
Switching, Ltd. Co.*

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cc: All parties of record
James L. Gorsuch, Esq.
Messrs. Larry Wisener
Dennis Olmstead

provide such service in an adequate manner, not by threats or cuss words. There is absolutely no rational support in law for the Board's novel determination in a related proceeding that -

. . . A shipper's affirmative statement that it fears that it could suffer retaliation in the form of poor service for criticizing its rail service provider is sufficient in our view to constitute a showing of inadequate service to the shipper that makes the statement.

See PYCO Industries, Inc. -- Feeder Line Applic. -- South Plains Switching, Ltd. Co., Finance Docket No. 34844, et al., decision served July 5, 2006, at 5. If that were the law, a rail carrier could be found to be in violation of the adequate-service statutes not for actually providing poor service, or even for threatening to provide poor service, but for a shipper's subjective fear that the carrier might provide poor service in the future. That radically lower standard cannot be the law.

Thus, even if Mr. Wisener was the worst ogre in the world from a personality standpoint, there would be no legal basis for PYCO's complaint if PYCO's cottonseed shipments had not been trucked to Plainview for transloading; and if PYCO had not been denied access over SAW's tracks to reach its cottonseed stockpile; and if PYCO had not been assessed surcharges and constructive placement charges. This case will turn on the transportation facts and circumstances surrounding SAW's rail service and charges to PYCO in those respects, and the legal basis for SAW's refusal to permit PYCO to cross its tracks, not on whether Mr. Wisener is a hothead. PYCO's incessant rantings about Mr. Wisener's "bullying" and "threats of retaliation" have been a smokescreen from the start, designed to obscure the real issues in this matter. SAW will focus on those proper issues, even if PYCO will not.