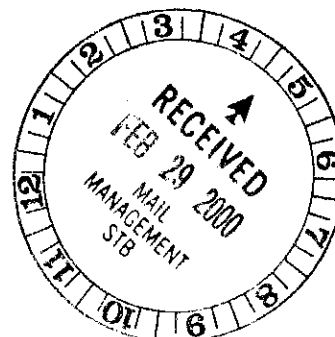


THE TRANSPORTATION
CENTER
AT NORTHWESTERN UNIVERSITY

OFFICE OF THE DIRECTOR

191252
600 FOSTER STREET
EVANSTON, ILLINOIS 60208-4055
Phone: 847-491-7286
Fax: 847-467-2485



February 29, 2000

VIA HAND DELIVERY

The Honorable Vernon A. Williams
Secretary
The Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

RECEIVED
FEB 29 2000
MAIL
MANAGEMENT
STB

FEB 29 2000

Part of
Public Record

Re: Ex Parte No. 582 – Public Views on Major Rail Consolidations

Dear Secretary Williams:

Enclosed for filing in the above-captioned proceeding is the original and ten (10) copies of the text of the statement of [Aaron J. Gellman]. Also enclosed is a 3.5 inch disk, containing the statement in WordPerfect 8.0 format.

Please date-stamp the enclosed extra copy of the statement and return it to the messenger for my files.

Sincerely,

Aaron J. Gellman
Director

Enclosures

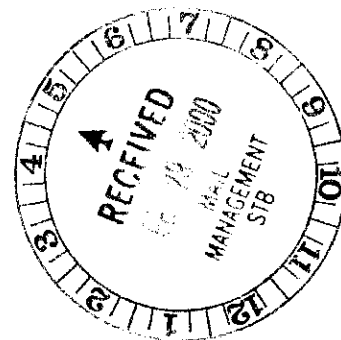
Page 1 of 2

THE TRANSPORTATION
CENTER
AT NORTHWESTERN UNIVERSITY

600 FOSTER STREET
EVANSTON, ILLINOIS 60208-4055
Phone: 847-491-7286
Fax: 847-467-2485

STATEMENT OF AARON J. GELLMAN,
DIRECTOR OF THE TRANSPORTATION CENTER,
NORTHWESTERN UNIVERSITY

Surface Transportation Board
Ex Parte 582



As the Surface Transportation Board (STB) considers present and future restructuring initiatives of railroads in North America (i.e., U.S., Canada and Mexico), I strongly urge that its policies and decisions be reviewed before adoption to assure certain results –

- That nothing is done to encourage any form of “open access” (which has proven so hurtful to the public interest where employed in Europe);
- Recognition that time is a valuable and irreplaceable resource and that any delay in reaching a decision where public benefits net of public costs would result is to deny the full measure of those benefits to society merely by the delay. (It should not be difficult to determine social benefit-cost relations in the ample time provided for such purpose in the STB’s underlying legislation.)
- Avoidance of anything that can reasonably be characterized as the economic re-regulation of railroads

Finally, I express the hope the STB will always act as the apolitical judicial body it is supposed to be and thereby thwart the politicization of the processes it employs to reach decisions. In the long-run, an apolitical approach to the issues best serves the public interest.

U.S. DEPT. OF TRANSPORTATION
OFFICE OF THE DIRECTOR

FEB 29 2000

Part of
Public Record