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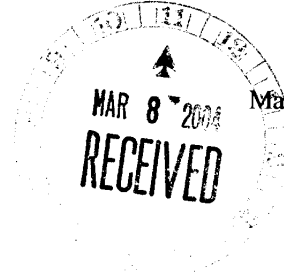
"where rail highway corridors form nation's heaviest density intersection...Amtrak NEC, two turnpikes, NS & CSX railroads"

Arthur B. Shenefelt
Director

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The Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

Subject: Shared Asset Hearing, April 2, 2004, Trenton, N.J.
Finance Docket No. 33388 (Sub. No. 91)

Gentlemen:

Notice herewith filed reference Service Date Late Release February 12, 2004, that the undersigned seeks and intends to appear before the Surface Transportation Board in request for time not to exceed ten minutes at STB Public Hearing "dealing with Shared Assets Areas," April 2, 2004 --scheduled 3rd floor, Clarkson Fisher Federal Building, 402 East State Street, Trenton, N.J.

I will appear as (1) Chairman of our affiliate, The Bucks HUB Conference, and as (2) former Press Secretary and Transportation Advisor to Senator Vance Hartke, Chairman, Senate Transportation Committee 1970-73 in preparation and passage of the Rail Reorganization Act(s) establishing USRA and Conrail in lieu of eastern bankrupt railroads. I will describe two problems and offer two solutions for your consideration.

In first instance (1) I shall appear on behalf of 7,000 residents, some 3,000 households, in severe and immediate jeopardy caused by several thousand quarry trucks per day literally destroying local township, and village roads. They haul an estimated eight million tons of aggregate each year over these small back roads from quarries in Central Bucks County, PA and northerly New Jersey. Yet a rail right of way exists between their major points of origin and destination, all within your jurisdiction known as the "South Jersey/Bucks, Philadelphia Asset Area." The aggregate deliveries are matched with return loads of sand – an ideal opportunity for a marketable, profitable, rail turnaround service. Two shortlines and one major railroad have expressed interest in the move. They are: Winchester and Western, CSX and New Hope and Ivyland RR. Feasibility is proved in an identical move over three railroads almost paralleling this service: The W&W, NS and Reading Blue Mountain & Northern Railroad. *Railway Age* Cited its "Year 2000 Railroad Award" (copy to be provided) to this profitable, well functioning, three-rail service in this *Asset Area and within* the Bucks HUB Conference region of interest.

*STB Shared Asset Hearing
Newtown ByPass Part II*

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All our concerns lie directly in relation to this most east and arguably most distressed of the shared asset regions. Forcefully expressed Federal attention, assistance and direction are necessary to activate reluctant and often uninformed local, regional and state government entities to accommodate -- even to consider -- this option to relieve citizens now literally caught in life-threatening situations. *We can elaborate upon these in considerable detail.*

In the second instance (2) I intend to offer a rail solution directly addressing shortline, regional rail problems in a set of considerations affecting national, transcontinental and intercontinental traffic *apart from* as well as within the Bucks Hub Conference five-state regions: i.e, portions of NJ, PA, MD, DE, and NY.

The BUCKS HUB was and is defined, from Paine Webber "1929 rail bankruptcy studies" onward, as the "heaviest density" surface-transportation rail highway corridor cross-over on the face of this planet. This fact has been recognized by multi-global corporate investment interests and by major shippers world-round but has never been grasped by local and state governments, whose citizens increasingly are placed at congestive highway risk as a consequence. A strong, Federal participant has not addressed salutary rail options with restructured highway formations (a) to speed up services; and (b) to remove arterial traffic from capillary, non-"systems"...i.e., farm roads and small township streets. This, to invent a phrase, is the province of what the Congress has defined as SURFACE TRANSPORTATION, under this Board's specified jurisdiction.

An exception to this local, regional and state lethargy and inaction has been the Newtown ByPass, a \$23 million two mile extension in Bucks County, Pennsylvania -- earmark mandated over the objections of Pennsylvania's PennDOT and a local, now long-gone, thoroughly repudiated congressman. This Pennsylvania bypass received undivided congressional attention because it served employee/resident transfers for largest scale corporate interests in Princeton, New Jersey! -- An arterial highway construction completed in Pennsylvania to serve principal interests in New Jersey! Mr. Moynihan in 1988 (S. 2088) was the last to offer a national mechanism for disbursing this sort of cross-state-border transportation funding. Over the ensuing years, alas, we have watched ever more emphasis on a state-by-state based address of what really are regional, multi-state needs. --Result: an enforced isolation from realistic, interlinked needs. The 1988 Transportation Senate House Conference Report set aside the Newtown ByPass funds in an unusual manner (copy to be supplied). Subsequent public testimony by both majority and minority appropriations committee chairs and ranking members of House and Senate credited the ByPass's unusual status to the hard work of the Bucks HUB Conference. A regionalization of common but multi-state needs.

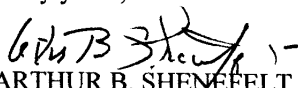
We call our new effort to remove horrendous road damage, personal danger and awesome congestion...BY and efficient RAIL System....*"Newtown Bypass Part II"*

*Shared Asset Hearing
Newtown ByPass Part II*

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We look forward to working with the Surface Transportation Board to solve both problems, the (2) longer range re-address of the national rail system and (1) a resultant better service within this Shared Asset Area.

Truly yours,


ARTHUR B. SHENEFELT
Chairman, OTTSPD & Affiliated
Bucks HUB Conference
ABS/ac