

BEFORE THE SURFACE TRANSPORTATION BOARD
FINANCE DOCKET 35147

223243

NORFOLK SOUTHERN RAILWAY COMPANY, PAN AMERICAN RAILWAYS,
INC., ET AL. JOINT CONTROL AND OPERATING POOLING AGREEMENTS AS
PAN AMERICAN SOUTHERN, LLC.

**Motion of Captain Dirck Hecking and Locomotive Engineer William Remington
For the Forced Sale of All STB Railroad Assets Where
Mellon Group Operatives Assert Control**

August 6, 2008

Authority: 49 U.S.C. 10907.

Source: 48 FR 9654, Mar. 8, 1983, unless otherwise noted.

This part governs applications filed under 49 U.S.C. 10907. The Board can require the sale of a rail line to a financially responsible person. A rail line is eligible for a forced sale if it appears in category 1 or 2 of the owning railroad's system diagram map (but the railroad has not filed an application to abandon the line), or the public convenience and necessity, as defined in 49 U.S.C. 10907(c)(1), permit or require the sale of the line.

[48 FR 9654, Mar. 8, 1983, as amended at 56 FR 37861, Aug. 9, 1991; 64 FR 53268, Oct. 1, 1999]

Pursuant to the Board's decision served June 26, 2008, Captain Dirck Hecking and Locomotive Engineer William Remington¹ present these disqualifying comments. From the following text the reader should come to know the Mellon Group bosses and minions, conned the Department of Transportation, Legislators, Administrators and others. The Mellon Group, with unlawful intent and contemplated harm, created documents, submittals, pleadings replete with false, deceptive and misleading text, arranged to defeat the public policy safeguards in order to obtain a benefit to which they were not entitled. The Group then sent each artifice by wire and mail, in furtherance of a scheme to defraud selected marks within its own entities, personal dealings, public policy appointees, staffers, jurists, employees and the like.

¹ At all times as a LLC

On July 30, 2008, the Authors of this text, victims, Captain Dirck Hecking and Locomotive Engineer William Remington, served irrefutable evidence upon the Board, showing Mellon Group operating practices, since September 24th, 2001 and October 10, 1989 respectively go to suggest; that the members of the Mellon Group,² can not be relied upon to be honest and straightforward, administratively or contractually compliant, or at the very least proceed in simple good faith.

The duo sets forth that its pleadings of July 30, 2008, broadcast sufficient prima facie fact and inference, to defeat any responsive Motion to Dismiss or Respondent Pleading; not the least of which, came in the form of Sirs. Mellon and Fink's banishment from aviation by the dictum of the USDOT, for what boils down to crimes against the Department and as such, public policy.

Moreover, we view this an emergency situation, in need of an operating custodian to bring the railroad into compliance. During the short time of our presence here, a reasonable man could conclude surface compliance is the norm. In banishing the notorious Frank Lorenzo from commercial aviation the DOT cited in "ATX" a compelling argument,³ *...that for the life of his management there has been no tangible proof that suggests Mr Lorenzo will, going forward, ever be compliant*

Thank you...

/s/ /s/

Captain Dirck Hecking
Engineer William Remington

Certification

I certify that the foregoing text has been wired into the docket and provided via First Class US Mail to the members of the list as of this date.

/s/

William Remington

² Boston Maine Airways Corp (BMAC) and its sister airline, Pan American Airways Corp ("Pan Am") are wholly-owned subsidiaries of Pan American Airlines, Inc ("PAA") PAA, in turn, is owned primarily by Timothy Mellon (95%) and David Fink (5%) Mr Mellon serves as Chairman of the Board, Mr Fink as President, and Mr Robert Culliford as general counsel, of PAA, BMAC and Pan Am These three individuals hold the same positions at Pan Am Systems Inc a holding company that, among other things, owns several railroads in New England such as PARC, STRC, B&M, MEC, GRS, Pan Am Southern, LLC (Sirs Mellon Fink and Culliford and their minions, are hereinafter referred to as the "Mellon Group ")

³ Paraphrasing