

209 Willow Road
Wallingford, PA 19086
May 1, 2008

222304

Surface Transportation Board
Attn: STB Ex Parte No. 677
395 E Street, S.W.
Washington, DC 20423-0001

Dear Surface Transportation Board:

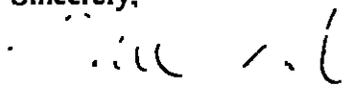
I attended the April 25, 2008 hearing and considered it an honor to sit before the board. The testimony and discussion regarding the CORP's Coos Bay Line and the Fortress Investment Group-RailAmerica control transaction raised some concern, as I care deeply about the railroad industry, in which I have been working my entire life (on the engineering side). Commissioner Buttrey's comment regarding the tunnels - "... this didn't happen overnight ..." - was most accurate. When I was at Conrail, we inspected our bridges on an annual basis (minimum), and the same for our tunnels.

As the barriers to entry have been relaxed in the deregulated environment, new entrants (or owners thereof) may or may not be aware of the role of the Federal Railroad Administration regarding infrastructure and operations safety (in contrast to motor carriers, where operating authority and safety regulations remain under one agency

Although addressed in the federal codes related to the OFA process, it may be advisable to also include performance of due diligence regarding physical plant inspection and maintenance records in the acquisition and Feeder Line Development codes, **49 USC 11325 & 10907 and 49 CFR Part 1151**. Bearing in mind the limited resources of many Class II and Class III carriers, any requirements ought not be overly burdensome; perhaps a statement requiring efforts to obtain the records (similar to OFA's), along with a reference to the FRA's mandated railroad safety governance and its recent (bridge inspection) *Safety Advisory, 2007-03* would suffice.

Thank you for your consideration.

Sincerely,


Randall Rook