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April 6, 2004

BY HAND

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

ENTERED
Office of Proceedings

APR - 6 2004

Part of
Public Record



**Re: Finance Docket No. 27590 (Sub-No. 3),
Application of TTX Company for Approval of
Pooling of Car Service With Respect to Flatcars**

Dear Secretary Williams:

As a supplement to TTX Company's Application in the above-captioned proceeding, I am enclosing an original and 10 copies of TTX's Second Submission of Additional Statements of Shippers and Others in Support of the Application for Reauthorization of the TTX Flatcar Pool.

Please date-stamp the enclosed extra copy of this document and return it with our waiting messenger.

Thank you very much for your cooperation in this matter.

Sincerely,

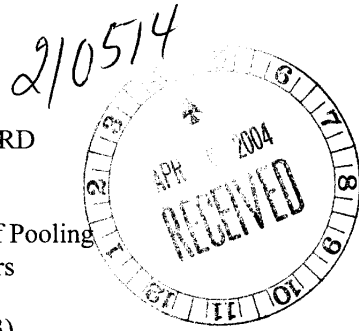
David L. Meyer

Enclosures

BEFORE THE
SURFACE TRANSPORTATION BOARD

TTX Company – Application for Approval of Pooling
of Car Service With Respect to Flatcars

Finance Docket No. 27590 (Sub-No. 3)



**TTX COMPANY'S SECOND SUBMISSION OF ADDITIONAL
STATEMENTS OF SHIPPERS AND OTHERS IN SUPPORT OF THE
APPLICATION FOR REAUTHORIZATION OF THE TTX FLATCAR POOL**

PATRICK B. LOFTUS
General Counsel and Corporate
Secretary
TTX Company
101 North Wacker Drive
Chicago, Illinois 60606
(312) 984-3838

DAVID L. MEYER
MICHAEL L. ROSENTHAL
RONALD J. BAUMGARTEN, JR.
Covington & Burling
1201 Pennsylvania Avenue, N.W.
Washington, D.C. 20004-2401
(202) 662-5582

Attorneys for Applicants

ENTERED
Office of Proceedings

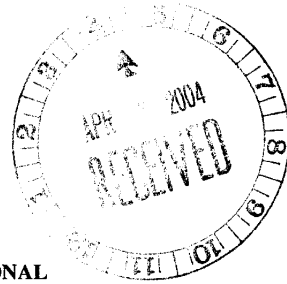
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Public Record

April 6, 2004

BEFORE THE
SURFACE TRANSPORTATION BOARD

Finance Docket No. 27590 (Sub-No. 3)



**TTX COMPANY'S SECOND SUBMISSION OF ADDITIONAL
STATEMENTS OF SHIPPERS AND OTHERS IN SUPPORT OF THE
APPLICATION FOR REAUTHORIZATION OF THE TTX FLATCAR POOL**

TTX Company is submitting herewith 30 additional letters urging approval of TTX's application for reauthorization of its flatcar pooling agreement. The supporters whose letters are included in this submission include the Intermodal Association of North America; the Port of Los Angeles; Johnstown America Corporation, a major car builder; numerous other suppliers of railroad equipment; automotive, forest products and intermodal shippers; and JRC Transportation, the entity that arranged the first-ever delivery of motor homes via rail using TTX's innovative "Uni-Level" cars. The accompanying statements, as well as the 21 statements previously submitted to the Board, are listed in the attached index.

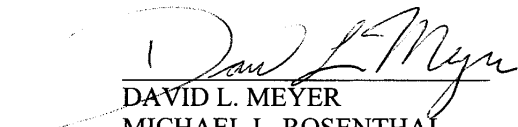
Respectfully submitted,

PATRICK B. LOFTUS
General Counsel and Corporate Secretary
TTX Company
101 North Wacker Drive
Chicago, Illinois 60606
(312) 984-3838

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April 6, 2004

Attorneys for Applicants

**INDEX OF STATEMENTS SUPPORTING APPROVAL OF APPLICATION
(AS OF APRIL 6, 2004)**

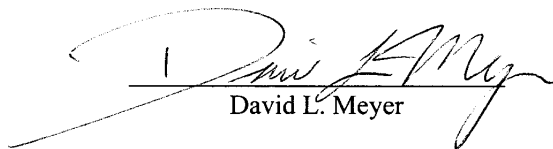
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CERTIFICATE OF SERVICE

I hereby certify that on April 6, 2004, a true and correct copy of the foregoing document was served by first class mail, postage pre-paid, or other more expeditious means on all known parties of record.


David L. Meyer

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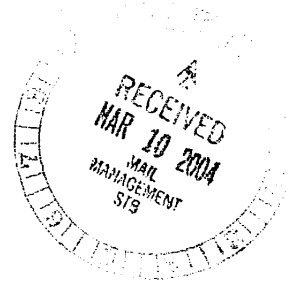
A. STUCKI C O M P A N Y

Improving ride quality since 1911.

February 24, 2004

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

Re: Finance Docket No: 27590 (Sub - No. 3)
TTX Company - Application for Pooling Reauthorization



Dear Mr. Williams:

As a preface to this letter, I would like to take a moment to introduce myself. My name is William R. Kiefer and I am the president of A. Stucki Company and Independent Draft Gear. My educational background includes an undergraduate degree in engineering with a minor in mathematics and a post graduate degree in business administration. My tenure in the rail industry has included engineering, executive management and ownership of a railroad supply company.

Both component supply companies mentioned above are involved in the engineering, manufacturing and distribution of freight car components that protect both the freight car itself and its lading while allowing the train to operate safely and efficiently at ever increasing speeds. More specifically, A. Stucki Company side bearings help control car-hunting while Stucki Hydraulic Stabilizers reduce rock and roll as the freight car travels over uneven track. Independent Draft Gear produces products that allow freight cars to be coupled together without damage to the freight car or its cargo and allows the train to accelerate and decelerate safely and efficiently.

Recently it has come to my attention that TTX is seeking the reauthorization of its flatcar pool. As a TTX supplier, we strongly support the reauthorization of the flatcar pool for a variety of reasons. First and foremost, the continued health and growth of TTX helps assure the continued growth and strength of our nation's rail system, which is obviously of supreme importance to our nation's economy as a whole. Secondly, the flatcar pool operated by TTX continues to foster the growth of intermodal traffic thereby creating a demand for railcars which ultimately contributes to the health of our nation's car-building industry.

Along with the economic benefits mentioned above, the research and design activities that TTX is involved in benefits not only the supply community, of which the companies I manager are a member, but the rail industry in general. TTX continually promotes new and technically superior product development and tends to make component parts decisions based on objective criteria as specified in the TTX SECO program.

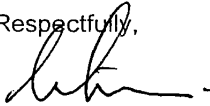
Page 2
Honorable Vernon A. Williams

The SECO program has helped create a measuring stick by which all suppliers that participate in the industry can measure the overall quality of their products. This measuring stick benefits TTX suppliers by allowing them to offer their products to other buyers with an assured level of quality as measured by their SECO rating.

In general, TTX promotes intermodal growth through its continued attention to providing an efficient and adequate supply of the highest quality flat-cars. It then follows that the continued growth of intermodal traffic spurs the growth of the car building and equipment supply industries. Consequently, TTX becomes a critically important factor in the growth of the companies I manage. More so, TTX's efforts in the intermodal industry have resulted in much higher traffic levels than would have been seen should the railroads pursued this business on their own. In turn, the sales volumes of the products my companies supply are much higher than they would have been otherwise. However, this is not to say that the railroads are restricted by TTX in any as to other options for their flat car needs.

In closing, I want to reiterate our support for TTX's application for a fifteen – year extension of its pooling authority to assure that TTX will continue to supply efficient and economical flatcar service for many years to come. We here at A. Stucki Company and Independent Draft Gear feel confident that the continued success of TTX heavily contributes to the continued success of our companies and the industry as a whole.

Respectfully,

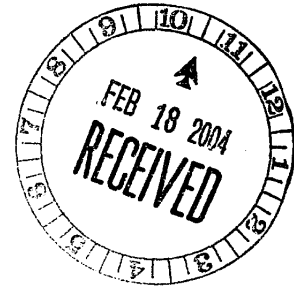


William R. Kiefer
President
A. Stucki Company
Independent Draft Gear

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February 16, 2004

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



RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams:

My name is Jorge A. De la Fuente, General Manager of Acertek S.A. de C.V., I am a Mechanical & Electrical Engineer, and I hold the responsibility for the complete operation of the company, from financial, engineering, manufacturing & quality, to sales & customer service.

I've held this later position for 1 year so far, but have grown in it by working for this company a total of 8 years from 1988 to 1993, and from 2000 until present, holding different responsibilities. In the period of 1994-1999 I've worked at Alstom Transportation in the 1st. step of the privatization process held in Mexico for the Mexican Railroad FNM, as the Engineering & Projects Manager for Locomotives Overhaul and Maintenance, as well as freight cars repairs, and later as the Overhaul Operations Manager.

In Acertek we produce steel manufactured products, in particular a freight car specialty component described as a "Brake Beam", which we hold the patents and manufacturing process within, and we have been providing this AAR certified product to the American Railroad Industry, including the TTX company, since our company foundation back in 1985, at a rate of about 60,000 components each year.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority, because TTX is an important customer, and because its successful growth will benefit us as well as many other suppliers within our Railroad Industry.

TTX are not only a Leasing company that facilitates a continuing investment by the U.S. railroad industry in Intermodal equipment supply, but it is also a technology leader that holds a large share of the technical knowledge necessary in respect to freight cars and the specialty products that go in them, making this industry move on with holding a top quality and interchangeability, but also adding this knowledge for the improvement of such specialty elements thus leading the continuous modernization of the American Railroads.

Over the last decade or more, TTX has played a very positive role in the railroad industry, fostering a significant expansion of Intermodal traffic and contributing to the health of the car building industry.

We do not believe that individual railroads alone could have sustained the same level of investment and growth in car supply without the capital TTX makes available and the efficiencies of operation that TTX achieves.

TTX has worked with car builders, parts suppliers, and shippers to develop new equipment types and improve the performance of existing cars in its fleet.

TTX chooses suppliers based on objective criteria embodied in its SECO program, and we at Acertek have held the well respected SECO award for 12 consecutive years. We believe that the TTX's SECO program benefits the entire industry, not just TTX; it allows our company to offer buyers a measure of the quality we provide and helps us compete for orders.

TTX works closely with us to improve the design and reliability of our equipment, it facilitates rapid adoption of new ideas and new technologies for improving equipment in the flatcar fleet.

TTX orders reflect an acknowledgement of quality that is an important selling point in our sales to other equipment buyers.

TTX promotes intermodal growth through all of its efforts to provide an efficient and adequate supply of high-quality flatcars.

Over the past 30 years, TTX has played a critical role in promoting the growth of rail intermodal traffic. The continued expansion of rail intermodal traffic is critical to the growth of the car building and equipment supply industries.

The continued growth of intermodal transportation and success of TTX will help assure the continued growth and success of our company.

TTX's efforts to promote intermodal growth have paid off and resulted in far higher sales than could have been achieved if railroads were left to their own devices.

If other equipment supply options – such as car leasing – could provide additional benefits, TTX would not prevent railroads from taking advantage of those options.

The TTX's impact on the industry as a significant buyer of flatcars and related equipment, have been procompetitive and have increased the supply of flatcar equipment.

We strongly support TTX's application for a fifteen-year extension of its pooling authority to ensure that TTX will continue to supply efficient and economical flatcar service in the years to come. We also consider the approval of TTX's application to be of critical importance to the continued growth and success of our business.

Sincerely,

Jorge A. De la Fuente
General Manager
ACERTEK

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aare co

American Allied Railway Equipment Co., Inc.

302 West Holland Street • Washington, Illinois 61571 • Phone 309-444-4334

February 25, 2004

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



RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company - Application for Pooling Reauthorization

Dear Honorable Williams:

My name is Robert T. Coup, Vice President of American Allied Railway Equipment Co., Inc. I have been with the railroad industry for 20 years.

American Allied is a reconditioner and supplier of freight car components. We currently supply TTX Company with high quality reconditioned wheel sets.

We understand that TTX is requesting reauthorization of its flatcar pool. We support this flatcar pooling authority because TTX is an important customer to us. TTX's growth will benefit our country, rail industry and American Allied Railway.

Some of the benefits from TTX investment in equipment would be TTX facilitates continuing investment by the U.S. railroad industry in intermodal equipment supply. Over several years, TTX has played a positive role in the railroad industry, providing expansion of intermodal traffic and contributing to the car building industry. The positive roll includes creating new car designs and efficiencies that would not exist without them.

February 25, 2004
Honorable Vernon A. Williams
Page 2

TTX Company has worked with car builders, parts suppliers, and shippers to develop new equipment types and improve the performance of existing carts in its fleet. TTX chooses suppliers based on objective criteria in its SECO program. TTX's SECO program benefits the entire industry, not just TTX; it allows our company to offer buyers a measure of the quality we provide and helps us compete for orders.

Over the past 30 years, TTX has played a critical role in promoting the growth of rail intermodal traffic. The continued expansion of rail intermodal traffic is critical to the growth of the car building and equipment supply industries.

We consider approval of TTX's application to be of critical importance to the continued growth and success of our business.

Sincerely yours,

A handwritten signature in black ink that reads "Robert Coup". The signature is written in a cursive, flowing style with a large initial "R".

Robert Coup
Vice President

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American Hydraulics, Inc.

March 24, 2004

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



Subject: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams:

My name is Kenneth J. Jackson and I am President of American Hydraulics, Inc. located in Omaha, Nebraska. I manage 2 plants in Omaha that consists of approximately 80 employees. My management tenure here is 16 years.

American Hydraulics manufactures and reconditions hydraulic cushioning units for freight cars. The company started in 1982 and TTX Company has been a major customer since our inception. We furnish units to all of the TTX owned repair facilities; the FMO locations and contract shops that do TTX repair work.

TTX is seeking reauthorization of flatcar pooling agreement and AHI strongly supports an extension of their pooling authority. TTX has been and will continue to be an important customer of our shop and its' continued growth is a big benefit to us.

The continuing investment by TTX in intermodal equipment and repair of it has benefited many suppliers and the U.S. rail industry as a whole. TTX has played a major role in the increase of intermodal traffic to the Class 1 Railroads and has contributed positively to the car builders and suppliers in our industry. AHI does not believe that the railroads alone could have sustained the same levels of investment or growth in equipment supply without the capital that TTX makes available to the industry.

TTX has worked with AHI and many suppliers to develop new products to benefit our industry. Their quality program (SECO) has improved the performance of the intermodal fleet. Quality is measured by TTX in all areas of performance and this helps us to be a better supplier to TTX and all of our customers. TTX has played a critical role in intermodal growth and the success of TTX will help assure our growth and continued success. Other suppliers of intermodal equipment such as car lessors are not prohibited from supplying equipment to the railroads on a competing basis so the railroads options remain open.

All of the employees of American Hydraulics support the application by TTX for a fifteen-year extension of their pooling authority. This will ensure the rail industry will continue to be supplied with economical flatcar service for years to come. This extension will also ensure our growth and success in the rail industry.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth J. Jackson", with a long horizontal flourish extending to the right.

Kenneth J. Jackson
President

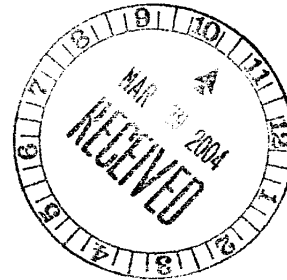
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AAR Complete Certified Facility
"Over 25 Years of Quality Service & Dependability"

February 27, 2004

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



RE: Finance Docket No. 27590 (Sub-No.3)
TTX Company-Application For Pooling Reauthorization

Dear Mr. Williams:

I would like to take this opportunity to introduce my self to you and my affiliation to TTX. My name is James (Rocky) Kight and I am President of Augusta Air Brake Co. Inc.. I have been in the rail business for 25 years and I have owned Augusta Air Brake for 23 years.

Augusta Air Brake Co. Inc has been in business for 34 years reconditioning air brake valves for freight cars and for the last 20 years we have been fabricating new components for railcars along with reconditioning side frames, bolsters, and hitch components. Augusta Air Brake was founded in 1969 to do air brakes for Hamburg, which is a division of TTX.

Augusta Air Brakes definitely supports TTX's application for STB reauthorization. Should TTX not be allowed to continue its intermodal fleet and flatcar pool it could be devastating not only to Augusta Air Brake but also to many of the business we support. TTX has provided excellent service to the transportation of raw material for our entire Nation.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support and extension of TTX's flatcar pooling authority, because TTX is an important customer and because its successful growth will benefit us as well as our local economy.

TTX has been an important customer to our business. It provides 70% of our revenue each year and has helped us maintain 40 employees which include welding, handbrakes specialist, airbrake mechanic etc. TTX provides us with a payroll of over \$800,000 per year and over \$2,500,000 in sales and revenue for our local economy.

Over the last decade or more TTX has played a very positive role in the railroad industry, fostering a significant expansion of intermodal traffic and contributing to the health of the car building industry.

We do not believe that individual railroads alone could have sustained the same level of investment and growth in car supply without the capital TTX makes available and the efficiencies of operation that TTX achieves.

TTX chooses suppliers based on objective criteria embodied in its SECO program. We at Augusta Air Brake have benefited from the SECO program and have won the SECO (9) times and (7) times consecutively.

TTX's SECO program benefits the entire industry, not just TTX. It allows our company to offer buyers a measure of the quality we provide and helps us compete for orders.

TTX works closely with us to improve the design and reliability of our manufactured and reconditioned components.

TTX facilitates rapid adoption of new ideas and new technologies for improving equipment in the flatcar fleet, which we have participated in.

TTX orders reflect an acknowledgment of quality that is an important selling point in our sales to other railroad buyers. The SECO has been a great selling tool for us.

Over the past 30 years, TTX has played a critical role in promoting the growth of rail intermodal traffic. The continued expansion of rail intermodal traffic is critical to the growth of the car building and equipment supply industries.

The continued growth of intermodal transportation and success of TTX will help assure the continued growth and success of Augusta Air Brake.

TTX's efforts to promote intermodal growth has paid off and resulted in far higher sales that could not have been achieved if railroads were left to their own devices.

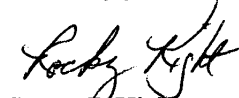
TTX has always sent out for competitive bids and has always tried to share their business with small companies and utilized their expertise. TTX appreciates businesses competing as it allows them to spread sales and revenue throughout the community rather keeping it in house.

We support TTX's application for a fifteen-year extension of its pooling authority to ensure that TTX will continue to supply efficient and economical flatcar service in the years to come.

We consider approval of TTX's application to be of critical importance to the continued growth and success of our business. We feel certain that should TTX fail in their application for "pooling reauthorization" we would not be able to stay in business and would greatly effect our local economy in the Augusta, Georgia area.

Please if you have any questions or concerns, please contact me at my office 803-279-9323.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "James R. Kight", written over the printed name.

**James R Kight
President**

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ELLCON



NATIONAL



ENGINEERED PRODUCTS FOR RAILROAD,
TRANSIT, MARINE
AND TRUCKING INDUSTRIES

February 23, 2004

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



RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams:

My name is Douglass E. Kondra, President & COO of Ellcon-National, Inc. I have been with Ellcon-National, Inc. for twenty-five years, and have held my present position for sixteen years. In this position, I oversee all operations of the company.

Ellcon-National currently produces products for the rail industry, which include Truck Mounted Brakes, Empty Load Brakes, Slack Adjusters, Hand Brakes, and Body Mounted Brake Cylinders. These products are used very extensively by the TTX Company.

We also produce window sash and doors for the transit industry. On a smaller scale, we produce fabrications and light gauge stampings for other non-related industries.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority, because TTX is an important customer, and because its successful growth will benefit us.

TTX facilitates continuing investment by the United States railroad industry in intermodal equipment supply.

Over the last decade or more, TTX has played a very positive role in the railroad industry, fostering a significant expansion of intermodal traffic and contributing to the health of the car building industry.

We do not believe that individual railroads alone could have sustained the same level of investment and growth in car supply without the capital TTX makes available and the efficiencies of operation that TTX achieves.

TTX has worked with car builders, parts suppliers, and shippers to develop new equipment types and improve the performance of existing cars in its fleet.

TTX chooses suppliers based on objective criteria embodied in its SECO program. TTX's SECO program benefits the entire industry, not just TTX. It allows our company to offer buyers a measure of the quality we provide and helps us compete for orders.

TTX works closely with us to improve the design and reliability of our equipment. TTX facilitates rapid adoption of new ideas and new technologies for improving equipment in the flatcar fleet.

TTX orders reflect an acknowledgement of quality that is an important selling point in our sales to other equipment buyers.

TTX promotes intermodal growth through all of its efforts to provide an efficient and adequate supply of high-quality flatcars. Over the past 30 years, TTX has played a critical role in promoting the growth of rail intermodal traffic. The continued expansion of rail intermodal traffic is critical to the growth of the car building and equipment supply industries.

The continued growth of intermodal transportation and success of TTX will help assure the continued growth and success of our company. TTX's efforts to promote intermodal growth have paid off and resulted in far higher sales than could have been achieved if railroads were left to their own devices.

If other equipment supply options – such as car leasing – could provide additional benefits, we are certain that TTX would not prevent railroads from taking advantage of those options.

We support TTX's application for a fifteen-year extension of its pooling authority to ensure that TTX will continue to supply efficient and economical flatcar service in the years to come. We consider approval of TTX's application to be of critical importance to the continued growth and success of our business.

Sincerely,

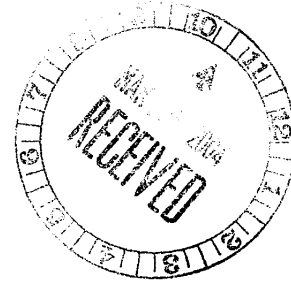


Douglass E. Kondra
President & COO

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March 22, 2004



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

RE: Finance Docket No. 2790 (Sub-No. 3)
TTX Company – Application for Pooling Reauthorization

Dear Mr. Williams:

My name is Phil Moeller and I am President of the Holland Company, 1000 Holland Drive, Crete, IL 60417. I have been President of Holland for 16 years.

Holland is a company dedicated to providing the highest quality railway supplies and services around the world. We supply services and equipment to assist railroads in maintaining their track structures. In addition, we design and supply unique rail car components. Specifically for TTX, we are a major supplier of load securement and cargo restraint systems.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority. TTX is an important customer of Holland and their successful growth is important to us.

Over the last decade or more, TTX has played a very positive role in the railroad industry, fostering a significant expansion of intermodal traffic and contributing to the health of the carbuilding industry. We do not believe that individual railroads alone could have sustained the same level of investment and growth in car supply without the capital TTX makes available and the efficiencies of operation that TTX achieves.

TTX has worked with car builders, parts suppliers and shippers to develop new equipment types and improve the performance of existing cars in its fleet. We know that they choose suppliers based on objective criteria embodied in its SECO program. They work closely with us to improve the design and reliability of our equipment. TTX orders reflect an acknowledgement of quality that is an important selling point in our sales to other equipment buyers.



TTX promotes intermodal growth through all of its efforts to provide an efficient and adequate supply of high-quality flatcars. Over the past 30 years, TTX has played a critical role in promoting the growth of rail intermodal traffic. The continued expansion of rail intermodal traffic is critical to the growth of the car building and equipment supply industries.

We consider approval of TTX's application to be of critical importance to the continued growth and success of our business and the railroad industry in total.

Sincerely,

A handwritten signature in cursive script, appearing to read "P.C. Moeller".

Philip Moeller
President

24



March 4, 2004

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



RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams:

I am responding to TTX's request for support of their Application For Pooling Reauthorization. I represent Hyundai Intermodal Inc. (HII) an exclusive agency for Hyundai Merchant Marine. HII's primary responsibility is to execute all logistic operational functions for our steamship parent company. HII is one of the largest international customers for the North American Rails. Hyundai spent over 300 Million dollars in intermodal rail transportation in 2003.

Our company is heavily reliant on the North American railroads to provide inland transportation for our international intermodal cargo. The service our customers demand requires a seamless and efficient operation by all North American railroads. The ability to interchange equipment from one rail to another is crucial. Without this capability, our customer base will not support the resulting delays and added cost.

Hyundai strongly supports reauthorization of TTX's flatcar pool. Hyundai's reasons for supporting the pooling authority are, but not limited to the following:

- TTX facilitates continuing investment by the U.S. railroad industry in intermodal equipment supply.
- A single pool of shared intermodal cars ensures that cars can move freely across the rail network and are available for shipments on all railroads in all lanes.
- Intermodal growth is important to the U.S. economy, and TTX promotes intermodal growth through all of its efforts to provide an efficient and adequate supply of high-quality flatcars.
- Since TTX takes the capital and ownership risk, expansion of the intermodal fleet with new and modified equipment can occur more rapidly in response to market demands.

△ HYUNDAI INTERMODAL, INC.

TWO HICKORY CENTER 1750 VALLEY VIEW LANE, SUITE 300 DALLAS, TEXAS 75234 TEL: (972) 677-2500 FAX: (972) 677-2509



- TTX rapidly expanded its double-stack fleet in response to the increasing importance of double-stack traffic, including international container traffic.
- TTX pool cars move across the railroad network without restrictions.
- The TTX pool accommodates seasonal, competitive, and other shifts in demand.
- The availability of a shared pool of intermodal cars ensures that, whichever railroad we use, and whichever lanes we use, we will have access to a supply of railcars.
- The TTX pool ensures that railroad terminals we use remain as fluid as possible, rather than being tied up by switching of cars of different ownership.
- TTX is involved in a major effort to convert 48-foot well cars into cars more suited to carrying 20-foot and 40-foot international containers.

In conclusion Hyundai supports TTX's application for a fifteen-year extension of its pooling authority to ensure that TTX will continue to supply efficient and economical flatcar service in the years to come.

Sincerely,

A handwritten signature in black ink, appearing to read "HK Jung", is written over the typed name and title. The signature is fluid and extends to the right.

HK Jung
President
Hyundai Intermodal Inc.

△ HYUNDAI INTERMODAL, INC.

TWO HICKORY CENTER □ 1750 VALLEY VIEW LANE, SUITE 300 □ DALLAS, TEXAS 75234 □ TEL: (972) 677-2500 FAX: (972) 677-2509

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INTERMODAL ASSOCIATION OF NORTH AMERICA

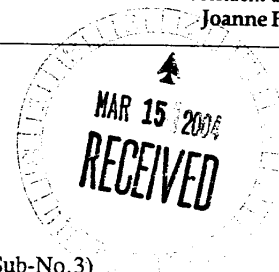
Chairman
Barry D. Michaels
Union Pacific Railroad Company

President and CEO
Joanne F. Casey

March 15, 2004

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

RE: Finance Docket No. 27590 (Sub-No.3)
TTX Company – Application for Pooling Reauthorization



Dear Mr. Williams:

On behalf of the Intermodal Association of North America (IANA), I would like to encourage the Surface Transportation Board to reauthorize the flatcar pooling authority for TTX Company.

IANA represents the combined interests of 500+ intermodal freight transportation companies, including railroads, intermodal drayage and highway motor carriers, intermodal marketing companies, ocean carriers and industry equipment and service suppliers. IANA promotes the benefits of intermodal freight transportation and encourages growth of the industry through innovation, improved service and operating efficiencies. Its members represent both owners and users of intermodal equipment.

It is my understanding that TTX has applied for an extension of its flatcar pooling authority. IANA strongly supports the reauthorization of this authority. The intermodal equipment pool provided and managed by TTX is an integral part of the overall intermodal transportation system that the Association represents.

Specific benefits that are an outgrowth of the TTX flatcar pool include:

- Operating efficiencies and service enhancements resulting from increased equipment utilization;
- Facilitation and consistency in capital investment in intermodal equipment;
- Ability to take advantage of new technology and equipment innovations; and
- Increased intermodal line haul capacity, which contributes to congestion management.

Intermodal freight transportation is one of the fastest growing segments of our country's transportation network. In a recent study, the U.S. Chamber of Commerce has projected that cargo volumes will increase by 67% by the year 2020. Equipment pools, such as those operated by TTX, make a positive contribution to the intermodal system by adding capacity that is needed to handle the increase in freight shipments, while affording customers an efficient and economical way to manage assets. IANA, therefore, respectfully urges the Surface Transportation Board to approve the TTX application for reauthorization of its flatcar pool.

Sincerely,

Joanne F. Casey

cc: Tom Wells, Senior VP – Fleet Management, TTX Company

7501 Greenway Center Dr., S-720 ■ Greenbelt, MD 20770-6705 ■ Phone: 301.982.3400 ■ Fax: 301.982.4815
Email: IANA@intermodal.org ■ Web-site: www.intermodal.org

26



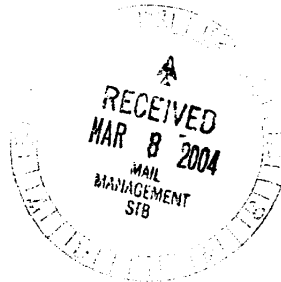
J. Bard McLean, Inc.

610-644-1466

P.O. BOX 1010 • 309 FRIENDSHIP DRIVE • PAOLI, PENNSYLVANIA 19301 • FAX 610-644-1975

February 29, 2004

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



Re: Finance Docket No. 27590(Sub-No. 3)
TTX Company-Application for Pooling Reauthorization

Dear Mr. Williams,

My name is J. Derek McLean. I am president and owner of J. Bard McLean, Inc., a manufacturers representative organization in the rail industry. I have held this position for the past ten years and have been in the rail industry for over twenty years and manage several employees.

J. Bard McLean, Inc. represents numerous supply companies which produce products such as forgings, fabrications, services, etc. sold to TTX. We are a third generation company that has done business with TTX for over forty years.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority, because TTX is an important and valued customer, and because its successful growth will benefit my company.

In order to continue a positive working relationship with TTX, I fully support the continued flatcar pooling for numerous reasons. TTX continued investment in intermodal equipment benefits J. Bard McLean, Inc. because of the equipment we sell to TTX to put on their new flatcars. Over the last decade or more, TTX has played a very positive role in the railroad industry, fostering a significant expansion of intermodal traffic which contributes to the health of the carbuilding industry which has also had a very positive effect on J. Bard McLean, Inc. I do not believe that the individual railroads alone could have sustained the same level of investment (\$4.2 billion since 1994) and growth in car supply without the capitol TTX makes available and the efficiencies of operation that TTX achieves.

TTX has worked with several of the companies I represent in research and design to improve performance of existing cars in its fleet. TTX chooses suppliers based on objective criteria embodied in its SECO program. (SECO is a quality evaluation program) TTX's SECO program benefits the entire industry, not just TTX; it allows our company to offer buyers a measure of the quality we provide and helps us compete for orders. TTX works closely with the companies I represent to improve the design and reliability of our products. TTX facilitates rapid adoption of new ideas and new technologies for improving equipment in flatcar fleet. Having TTX's SECO award and approvals helps J. Bard McLean, Inc. sell to other equipment companies, which is critical to my success.

Over the past thirty years, TTX has played a critical role in promoting the growth of rail intermodal traffic. The continued expansion of rail intermodal traffic is critical to the growth of the car building and equipment supply industries. The continued growth of intermodal transportation and success of TTX will help assure the continued growth and success of J. Bard McLean, Inc. TTX's efforts to promote intermodal growth have paid off and resulted in far higher sales than could have been achieved if railroads were left to their own devices.

In closing, I support TTX's application for a fifteen year extension of its pooling authority to ensure that TTX will continue to supply efficient and economical flatcar service in the years to come which would impact the growth and success of J. Bard McLean, Inc.

If you would like to discuss this further, please feel to contact me at my office. Thank you for your time and consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Derek McLean', with a stylized flourish at the end.

J. Derek McLean
President, J. Bard McLean, Inc.

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**Johnstown
America
Corporation**

March 30, 2004

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

RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Intermodal Flat Car Pooling
Reauthorization

Dear Mr. Williams,

My name is Edward J. Whalen, I am Senior Vice President, Marketing and Sales for Johnstown America Corporation. I have worked in the railroad supply industry for the past thirty-two years having worked for various divisions of Pullman, Incorporated prior to joining Johnstown America Corporation in 1991.

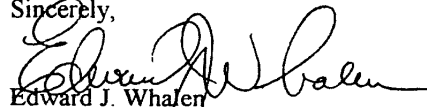
For over a century Johnstown America Corporation has been a leading producer of new railcars in North America. Some of the car types Johnstown America Corporation designs and builds include aluminum coal cars (it is the industry leader), flat cars, mill gondola cars, heavy haul flat cars, the AVC aluminum motor vehicle carrier, and the VersaCoil steel coil car. Johnstown America also is a rebuilder of railcars.

Johnstown America Corporation has produced various types of flat cars, intermodal spine cars, heavy haul flat cars and mill gondola cars for TTX.

TTX is seeking reauthorization of its intermodal flat car pool. We support the extension of TTX's intermodal flat car pooling authority because of the positive impact that pool has had on the growth of intermodal traffic on America's railroads. TTX has been instrumental in the development and evolution of intermodalism on America's railroads and fostered significant expansion in intermodal traffic for the benefit of the American economy, the railroads and railroad industry suppliers. Intermodal traffic now represents approximately 30 % of the rail traffic in America today.

We support TTX's application for an extension of its intermodal flat car pooling authority to help insure that the American economy and railroad system will continue to be supported by an efficient and adequate supply of intermodal flat cars.

Sincerely,



Edward J. Whalen
Senior Vice President,
Marketing and Sales

Two North Riverside Plaza
Suite 1250
Chicago, IL 60606 USA

312.928.0850
Fax 312.928.0890
www.johnstownamerica.com

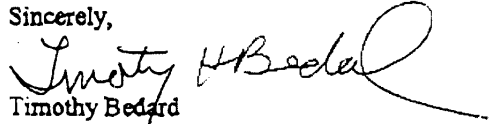
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We understand that TTX is applying for an extension of its flatcar pooling authority. We strongly support the reauthorization of TTX's flatcar pooling authority, because we rely on the smooth functioning of the TTX's flatcar pool for the continuing success and growth of our business. Without TTX, the sharing of railcars wouldn't happen.

JRC Transportation's utilization of TTX's flatcar pool is essential to our current and future business. We consider the approval of TTX's application to be critical to ensure that they will continue to supply efficient and economical flatcar service in the years to come.

Please feel free to contact me at one of the numbers listed below if you have further questions or concerns, and thank you in advance for your consideration.

Sincerely,



Timothy Bedard
Corporate Services
JRC Transportation
1541 S. Lookout Pt.
Homosassa, FL 34448

352-794-5073 (Homosassa office)
800-344-4027 (Seville Facility)
407-402-9123 (Cell Phone)
Timb@jrctransportation.com

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Mazda North American Operations



January 23, 2004

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

RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams:

My name is Ronald Hitter, and I am the Director, Logistics at Mazda North American Operations. As such, I am responsible for managing the transportation of our automobiles from manufacturing plants and ports to dealerships throughout the United States and Canada. I have been employed by Mazda for nearly 15 years. Prior to joining Mazda, I spent a number of years with Ford Motor Company in a logistics role. Together, my background contains over 25 years working in an automotive logistics capacity.

My department moves vehicles all over the country from seven main port facilities and three manufacturing plants. Most of our vehicles are transported using railroads and trucks.

I understand that TTX is seeking reauthorization to manage the flatcar pool. Mazda strongly supports an extension of TTX's flatcar pooling authority because we rely on the smooth functioning of the TTX flatcar pool for the growth and success of our business. Moreover, TTX works with the auto industry to develop and implement improvements to its equipment to improve ride quality and reduce damage to our products. TTX provides a pool of standardized flatcars for the attachment of autoracks; a single pool of shared flatcars ensures that cars can move freely across the rail network and are available for shipments on all railroads in all lanes. The autorack fleet would not exist without the underlying flatcars being part of a standardized pool of shared equipment.

Page Two
Honorable Vernon A. Williams
January 23, 2004

TTX has demonstrated its commitment to provide a fleet of high-quality, well-maintained autorack cars. TTX's proactive and efficient maintenance practices make TTX equipment more dependable and allow rail networks to operate more reliably, lowering our company's costs from delays due to malfunctioning equipment. By maintaining its cars to achieve a high degree of reliability, TTX contributes substantially to the efficiencies of railroad transportation.

In conclusion, we support TTX's application for a fifteen-year extension of its pooling authority to ensure that TTX will continue to supply efficient and economical flatcar service in the years to come. As we continue to grow our business at Mazda, our desire to expand the use of rail transportation makes it essential that TTX's application be approved.

Please contact me at (949) 727-6421 if you have questions or if you require further information.

Regards,

A handwritten signature in black ink, appearing to read "Ronald W. Hitter". The signature is written in a cursive, flowing style.

Ronald W. Hitter
Director, Logistics

RWH/as

30

MERIDIAN

19625 Silverside Drive
Tinley Park, Illinois 60477
Tel. 815-464-4984
Fax. 815-464-7898
cristellif@meridianrail.com

February 17, 2004

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

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RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams:

My name is Frank Cristelli. I am Vice President of Sales and Marketing for MeridianRail Services, a position I have held for the past 4 years. Prior to my current position, I've held various positions over the past 15 years including Plant Controller, Plant Manager and Sales Manager within various forms of the same company.

MeridianRail Services is a company of approximately 250 employees that provides freight car wheel set services and reconditioned parts to the North American railroad industry. We are one of two major suppliers and several smaller suppliers that compete in the \$700 million annual freight car wheel set and reconditioned parts market.

Our customer base is made up of class 1 and short-line railroads, railcar repair entities, new railcar builders and leasing companies like TTX. Our North American network of 6 wheel service facilities allows us to provide wheel sets and services to TTX for both new railcar production and railcar maintenance applications.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority. TTX is an important customer of MeridianRail Services. The successful growth of TTX will benefit MeridianRail Services as well as the entire Railway Supply Industry.

TTX has played a major role in the railroad industry, driving a significant expansion of intermodal traffic and contributing to the overall health of the car building industry and associated industries. In many instances over the years, TTX has single handedly carried the car building and related industries which supporting many companies who otherwise might not have survived. TTX has consistently driven continued growth in the intermodal equipment supply throughout periods where the Class 1 Railroads themselves were not enough of a force on their own to support this segment.

I can attest to this personally in that, what is now MeridianRail Services has withstood a merger, bankruptcy and sale in the past 5 years. TTX played a very critical role in the survival of our wheel services operations by their steadfast support through out these very difficult times.

This same support was given to Rail Products Division of our company, extending their operational life long enough for a suitable purchaser to be found.

MERIDIAN

Furthermore, TTX's approach to supplier selection and its supplier evaluation criteria promote a stronger and more stable supply base. TTX has worked with their suppliers and potential suppliers to help improve productivity as well as the quality of the products and services offered.

TTX shares many of the best practices from its own operations with the supply community in order to improve our operations wherever possible. TTX promotes the atmosphere of a partnership in helping suppliers to become the best that they can become. The benefits derived from TTX initiatives are realized not only by TTX but also by other buyers throughout the industry.

MeridianRail has achieved significant improvements in our quality and productivity measurements as a result of feedback received from TTX supplier evaluation audits. TTX evaluations have become as much if not more of a benchmark for our operations than any other industry rating.

TTX has worked with car builders, parts suppliers, and shippers to develop new equipment types and improve the performance of existing cars in its fleet. They are at the forefront of many critical quality, design and safety initiatives.

TTX activity in the intermodal new car arena appears to have the side effect of promoting additional activity, not only in the intermodal area but also in the entire new car industry. If TTX is building, the confidence level of the entire industry is elevated and new car activity increases.

The end result of this increase in activity is additional equipment alternatives for railroads, shippers and other railcar users.

In closing, many suppliers in our industry have been decimated in recent years. For many of us TTX has been one of the few highlights in an otherwise bleak economic outlook. There is a definite feeling in MeridianRail that the success of our company is directly related to the success of TTX.

MeridianRail supports TTX's application for a fifteen-year extension of its pooling authority to ensure that TTX will continue to supply efficient and economical flatcar service in the years to come. We consider approval of TTX's application to be of critical importance to the continued growth and success of TTX and therefore to be of critical importance to the growth and success of MeridianRail Services also.

Respectfully,



Frank M. Cristelli
Vice President – Sales and Marketing
MeridianRail Services

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W. H. MINER DIVISION
1200 EAST STATE STREET
GENEVA, ILLINOIS 60134
PHONE: 630-232-3000
FAX: 630-232-3123
WWW.MINERENT.COM

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February 20, 2004

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

Dear Mr. Williams:

RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application for Pooling Reauthorization

I'm Kris Jurasek, President of Miner. The functional areas necessary to deliver the products Miner provides to the freight railcar market are under my organizational authority. I've worked for Miner for over 30 years, most of that time as CFO. I've been in my current position for 3 ½ years.

For over 100 years, W. H. Miner Division has been a worldwide supplier to the Railroad Industry of the following products:

- ▶ AggreGate® Ballast Gates
- ▶ AutoLOK™ gates, SaniLOK™ Gates
- ▶ Enterprise Versa Flow™
- ▶ European TecsPak® Buffer and Traction Springs
- ▶ Higher capacity AAR approved Draft Gears
- ▶ Series 2000 Brake Beams
- ▶ TecsPak® Constant Contact Side Bearings
- ▶ Type "D" Mechanisms

Our customers can rely on Miner products to maximize their railcar value and minimize railcar life cycle costs. Miner products are backed by exhaustive R&D testing, comprehensive service analysis and over a century of real-world rail experience. Miner supplies TTX Company with brake beams, constant contact side bearings, and draft gears.



The Honorable Vernon A. Williams

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February 20, 2004

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority, because TTX is an important customer, and because its successful growth will benefit us.

Benefits from TTX investment in equipment: TTX facilitates continuing investment by the U.S. railroad industry in intermodal equipment supply.

- ▶ Over the last decade or more, TTX has played a very positive role in the railroad industry, fostering a significant expansion of intermodal traffic and contributing to the health of the car building industry.
- ▶ We do not believe that individual railroads alone could have sustained the same level of investment and growth in car supply without the capital TTX makes available and the efficiencies of operation that TTX achieves.

Benefits from TTX's research, design, and acquisition activities: TTX has worked with car builders, parts suppliers, and shippers to develop new equipment types and improve the performance of existing cars in its fleet.

- ▶ TTX chooses suppliers based on objective criteria embodied in its SECO program.
- ▶ TTX's SECO program benefits the entire industry, not just TTX; it allows our company to offer buyers a measure of the quality we provide and helps us compete for orders.
- ▶ TTX works closely with us to improve the design and reliability of our products.
- ▶ TTX facilitates rapid adoption of new ideas and new technologies for improving equipment in the flatcar fleet.
- ▶ TTX orders reflect an acknowledgement of quality that is an important selling point in our sales to other product buyers.



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The Honorable Vernon A. Williams

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February 20, 2004

TTX's benefits in promoting the growth of rail intermodal traffic: TTX promotes intermodal growth through all of its efforts to provide an efficient and adequate supply of high-quality flatcars.

- ▶ Over the past 30 years, TTX has played a critical role in promoting the growth of rail intermodal traffic. The continued expansion of rail intermodal traffic is critical to the growth of the car building and equipment supply industries.
- ▶ The continued growth of intermodal transportation and success of TTX will help assure the continued growth and success of our company.
- ▶ TTX's efforts to promote intermodal growth have paid off and resulted in far higher sales than could have been achieved if railroads were left to their own devices.

TTX does not foreclose any other equipment supply options: If other equipment supply options such as car leasing could provide additional benefits, TTX would not prevent railroads from taking advantage of those options.

TTX's activities have been procompetitive and have increased the supply of flatcar equipment.

We support TTX's application for a fifteen-year extension of its pooling authority to ensure that TTX will continue to supply efficient and economical flatcar service in the years to come.

Yours truly,

A handwritten signature in dark ink, appearing to read "Kris C. Jurasek". The signature is fluid and cursive, with the first name "Kris" being more prominent.

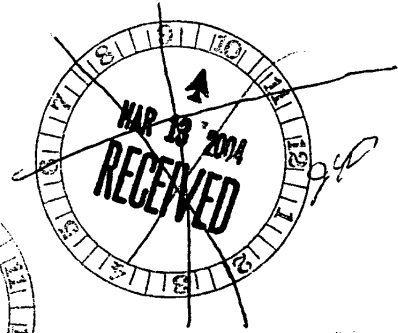
Kris C. Jurasek
President

32

The NORTHSTAR Group, Inc.
The Team Approach To Business Graphic Solutions!

March 10, 2004

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



Dear Mr. Williams:

FD-27590 Sub 3

As the President of the Northstar Group, Inc. for the past ten years we have supplied the TTX Company with many of its printed products and promotional items.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's authority, because TTX is an important customer and because its growth will benefit the Northstar Group Inc. and our Industry as a whole.

We supply TTX with most of its printed products and promotional items. If TTX continues to grow and prosper Northstar, our production facilities and their workers here in the United States will continue to prosper as well. The business relationship between our companies has developed into one of cooperation in working to create value added products to the rail industry as a whole.

Due to the competitive nature of our industry, every cost saving move is of the utmost importance. The use of TTX's flatcars, intermodal, and Railbox cars has helped us to compete and secure additional business in our market place.

The use of Railbox cars to move paper between the mills and our production facilities is the preferred method of transportation. The quality of TTX's Railbox cars assures us the paper that arrives has ultimately no spoilage. Over the road trucks and other rail boxcars have proved to have a less than desired result. The difference between keeping and order or assuring the profitability of one can swing on the rate of spoilage in a shipment of paper.

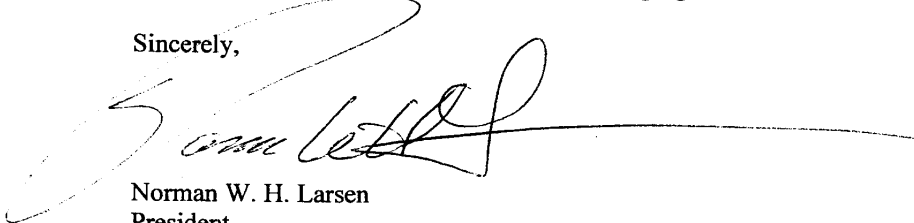
If not for TTX's continued attention to the quality and the dependability of the freight car pool we may be forced to move some of our production out of the United States. This would lead to the elimination of jobs and effect lives of our employees.

We feel that if the individual railroads did not have access to TTX's pool of lease cars the quality and reliability we depend on would cease to exist. This would affect the printing and paper industry as a whole

In an ever growing global market an effective means of transporting goods across the country for import and export is critical. The rail system is our most efficient means to accomplish this. With out the quality, reliability and the innovation of TTX this system would fall into disrepair. It is a simple case of economics for the rail industry and the industries that depend on the railroads.

I cannot stress enough the importance to The Northstar Group, our industry and our workers that TTX's application of flatcar pooling be extended. TTX's continued success helps us to continue to compete in an ever changing market.

Sincerely,

A handwritten signature in black ink, appearing to read "Norman W. H. Larsen", with a long horizontal flourish extending to the right.

Norman W. H. Larsen
President

33

PENNSY CORPORATION

404 Willowbrook Lane • West Chester, PA 19382 • 610-692-8618 • Fx 610-692-6478



March 19, 2004



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

RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams:

I am John W. Rudibaugh, President - Pennsy Corporation

I founded and have been President of Pennsy Corporation for twenty years. We are a leading Engineer firm supplying the Railroads with new and updated parts to help railroad cars run more economically and with less wear on equipment and track.

We produce many products for TTX and other Railroad companies. Some of these products are different Split Wedge Inserts, Split Wedge Damping Shoes, Air Hose Straps, Column Wear Plates, Deck Plug Assemblies, Greaseless Door Parts, Lumber Corner Protectors, Pennsy Slack Adjusters, Flexible Hitch Barriers, Train Line Trolley Polymer Shackles, Brake Hanger Wear Protectors and TTX Actuator Indicators.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority, because TTX is an important customer to Pennsy, and because its successful growth will benefit our supply industry. We have earned their Supplier Excellence Award (SECO) since 1996.

Benefits from TTX investment in equipment: TTX facilitates continuing investment by the U.S. railroad industry in intermodal equipment supply. TTX uses our products in their flatcars on a continuing basis which in turn gives us continuing business. TTX has us design new products for them, which gives us business.

Over the last decade or more, TTX has played a very positive role in the railroad industry, fostering a significant expansion of intermodal traffic and contributing to the health of the car building industry.

We do not believe that individual railroads alone could have sustained the same level of investment and growth in car supply without the capital TTX makes available and the efficiencies of operation that TTX achieves.

Benefits from TTX's research, design, and acquisition activities: TTX has worked with car builders, parts suppliers, and shippers to develop new equipment types and improve the performance of existing cars in its fleet.

- TTX chooses suppliers based on objective criteria embodied in its SECO program.
- TTX's SECO program benefits the entire industry, not just TTX; it allows our company to offer buyers a measure of the quality we provide and helps us compete for orders.
- TTX works closely with us to improve the design and reliability of our equipment.
- TTX facilitates rapid adoption of new ideas and new technologies for improving equipment in the flatcar fleet.
- TTX orders reflect an acknowledgement of quality that is an important selling point in our sales to other equipment buyers.

TTX's benefits in promoting the growth of rail intermodal traffic:

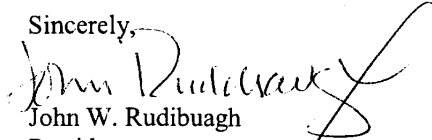
- TTX promotes intermodal growth through all of its efforts to provide an efficient and adequate supply of high-quality flatcars. Over the past 30 years, TTX has played a critical role in promoting the growth of rail intermodal traffic. The continued expansion of rail intermodal traffic is critical to the growth of the car building and equipment supply industries. The continued growth of intermodal transportation and success of TTX will help assure the continued growth and success of our company.
- TTX's efforts to promote intermodal growth have paid off and resulted in far higher sales than could have been achieved if railroads were left to their own devices.

TTX does not foreclose any other equipment supply options: If other equipment supply options – such as car leasing – could provide additional benefits, TTX would not prevent railroads from taking advantage of those options.

The STB may also be interested in TTX's impact on the industry as a significant buyer of flatcars and related equipment. It would be helpful if your company could reassure the STB that TTX's activities have been procompetitive and have increased the supply of flatcar equipment.

We strongly support TTX's application for a fifteen-year extension of its pooling authority to ensure that TTX will continue to supply efficient and economical flatcar service in the years to come. We consider approval of TTX's application to be of critical importance to the continued growth and success of Pennsy and our industry.

Sincerely,

A handwritten signature in dark ink, appearing to read "John W. Rudibuagh", with a large, sweeping flourish extending from the end of the signature.

John W. Rudibuagh
President
Pennsy Corporation
404 Willowbrook Lane
West Chester, PA 19382

34

March 16th, 2004

425 S. Picos Verdes Street

Post Office Box 151

San Pedro, CA 90733-0151

Tel/TDD 310 SEA PORT

www.portoflosangeles.org



James K. Hahn, Mayor
City of Los Angeles

Board of Harbor
Commissioners

Nicholas G. Tonsch, President

Erwood Lui, Vice President

James E. Acevedo

Camilla T. Koco

Thomas H. Warren

Larry A. Keller
Executive Director

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

Subject: Finance Docket No. 27590 (Sub-No. 3)
TTX Company - Application For Pooling

Reauthorization

Dear Mr. Williams:

The Port of Los Angeles is the largest container port in the United States and is the key gateway for intermodal cargo between Asia and the United States. Approximately one half of our inbound cargo is railed to markets throughout the country. The need for a sufficient supply of flat cars for this intermodal trade is vital to ensuring the smooth flow of commerce for the nation.

Therefore, we wish to express our support for TTX's application for STB reauthorization of the flatcar pool. Without this pooling arrangement we feel that there would be frequent disruption to intermodal equipment supply operations at critical times.

In terms of professional projections of future equipment need, prompt response to market changes, massive capital investment and the efficient management of a very complex national fleet, there is no doubt that TTX supplies an invaluable need to our Port complex and to the nation.

Additionally, the TTX system does not prevent any other equipment supply options. If other equipment supply options - such as car leasing - could provide additional benefits, TTX would not prevent railroads from taking advantage of those options.

Following is a summary of the advantages derived from the TTX pooled fleet system:

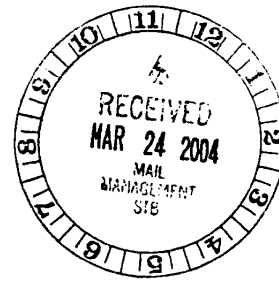
Benefits from TTX Management of a Pooled Fleet

ENTERED
Office of Proceedings

MAR 25 2004

Part of
Public Record

- TTX pool cars move across the railroad network without restrictions.



Honorable Vernon A. Williams
March 17, 2004
Page 2

- The TTX pool accommodates seasonal, competitive, and other shifts in demand.
- The availability of a shared pool of intermodal cars ensures that, whichever railroad our customers use, and whichever lanes our customers use, our customers will have access to a supply of railcars.
- The availability of a shared pool of intermodal flatcars increases rail-to-rail competition by eliminating car supply issues as a possible impediment to competition.
- The size of TTX's fleet and its ability to move flatcars among rail carriers has allowed our customers to expand our business, relying on TTX's ability to provide a higher number of flatcars as needed.
- The TTX pool ensures that railroad terminals our customers use remain as fluid as possible, rather than being tied up by switching of cars of different ownership.

Benefits from TTX's Efficient and High-Quality Maintenance

- TTX has demonstrated its commitment to provide a fleet of high-quality, well-maintained intermodal cars.
- TTX's experience and expertise in maintaining intermodal cars and its incentives to provide high-quality equipment ensures that rail traffic moves with minimum disruption.
- TTX's proactive and efficient maintenance practices make TTX equipment dependable and allows rail networks to operate more reliably

Benefits from TTX Research and Design Activities

- TTX has demonstrated a commitment to improve the quality of its fleet.
- TTX has worked with shippers to develop new and improved intermodal equipment to meet our evolving needs.
- The port and transportation sector has benefited from TTX's research and design efforts to develop new types of intermodal equipment and improve the quality of existing equipment.
- The port and transportation sector has benefited from TTX's efforts to redeploy existing equipment to new uses in response to evolving demand.

Honorable Vernon A. Williams
March 17, 2004
Page 3

- TTX is involved in a major effort to convert 48-foot well cars into cars more suited to carrying 20-foot and 40-foot international containers.
- TTX is undertaking a new effort to modify 48-foot spine cars to handle 53-foot trailers

Benefits in Promoting the Growth of Intermodal Traffic

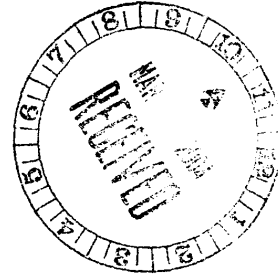
- Intermodal transportation has grown dramatically, and its future expansion is critical to a healthy, productive economy.
- Increased use of intermodal transportation conserves fuel and reduces congestion and wear on our nation's highways.
- TTX provides a national vision of intermodal car needs.
- TTX's flatcar pool is the base upon which rail intermodal's success is built.
- TTX's ability to achieve operational and maintenance savings creates lower car costs, which can be passed along to the shipper community, thus encouraging further growth of intermodal traffic.

In closing, we wish to state that the steady expansion of intermodal rail from our region makes it important to approve the TTX application. The alternative would be a disruption to international trade and commerce that might have negative consequences to both the local and national economy.

Yours truly,


James MacLellan
Director of Marketing
Port of Los Angeles

35



March 15th, 2004

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

Re: Finance Docket No. 27590 (Sub-No.3)
TTX Company – Application for Pooling Reauthorization

Dear Mr. Williams:

I am Dean M. Bartolini, President, Rail Exchange, Inc. We are proud to announce that we just celebrated our 25th anniversary, in the Railroad supply business.

TTX has been a customer of ours since our inception. Rail Exchange supplies a myriad of items to TTX including; safety appliances, hitch pins, coupler pins and follower blocks.

In an effort to be pro-active in our industry Rail Exchange attempts to support causes or issues that hopefully benefit our customers and us. This is why Rail Exchange supports an extension of TTX's flatcar pooling authority.

TTX continues to be one of the largest buyers of freight cars. Due to this buying activity Rail Exchange is able to remain healthy and even grow.

TTX is always looking to be on the cutting edge of technology and quality within our industry. TTX, in my opinion, is the backbone of our industry through their creative thinking, planning and doing. The rail industry growth is both thru TTX along with TTX. The intermodal growth of rail traffic is the state of the art.

I strongly believe it is imperative that approval of TTX's application is a must for our industry's growth!

Thank you,

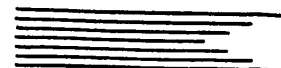
A handwritten signature in dark ink, appearing to read "Dean Bartolini".

Dean M. Bartolini
President

36



R. H. LITTLE COMPANY



4434 Southway St., S.W.
CANTON, OHIO 44706

Phone: (330) 477-3455

Fax: (330) 477-7312

MAR 15 2004
RECEIVED 3/4/04

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

Re: Finance Docket No. 27590 (Sub-No. 3)
TTX Company - Application for Pooling Reauthorization

Dear Mr. Williams:

Please let me introduce myself. I am David Little, President of the R.H. Little Company, a primary supplier of Roller Bearing Adapters to TTX.

The R.H. Little Co. has been producing railroad related machined parts since August 1940 and has specialized in bearing adapters since 1959. We make only bearing adapters and have led the industry in its production for many years, developing new designs as the industry demands.

Our relationship with TTX has been a long standing commitment to excellence and growth, and it is with this in mind that I wish to state my support for TTX's application for STB reauthorization of the TTX flatcar pool. It is our position that reauthorization will benefit us as well as TTX.

TTX has been a leader in the rail industry for years, consistently fostering expansion of intermodal traffic, hence expanding the health of the new car industry. This growth would not have happened without the capital expenditures and expertise that TTX brings to the table. It is critical that they remain in a position of leadership.

TTX has also worked with its vendors in a collective effort to improve the performance of cars already in its fleet. Their SECO program has greatly benefited the industry, as well as The R.H. Little Co., by putting its suppliers on an interactive level. This two-way street has improved the overall quality and reliability of all related rail parts, and as a quality supplier, receiving SECO scores well into the 90's since its inception, the R.H. Little Co. supports TTX's commitment to engineering excellence.

In closing, let me emphatically restate that TTX has been a critical player in the growth of intermodal traffic, providing solid, positive growth for the new car industry. It is this growth that the R.H. Little Co. has enjoyed, a growth that simply would not have happened without TTX. Therefore, I feel that continued expansion of intermodal traffic is critical to the growth of the rail industry and our business. I enthusiastically support TTX's application for a 15-year extension of its pooling authority.

Sincerely,

A handwritten signature in dark ink, appearing to read 'David Little', with a stylized, cursive script.

David Little
President, R.H. Little Co.

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ROSEBURG

FOREST PRODUCTS

March 16, 2004

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

RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams:

My name is Andrew E. Jeffers, I am Traffic Manager – Rail for Roseburg Forest Products Company. In my current position, I am in charge of all rail shipments. I am responsible for all outbound and inbound rail shipments averaging 13,000 railcars per year. My duties include freight rate negotiation, quoting freight rates and auditing rail freight bills and filing freight claims. I am also in charge of monitoring rail car loading procedures to ensure we are in compliance with AAR regulations. I also monitor transit times and all of Roseburg's outbound rail shipments. I provide liaison between the railroad's and Roseburg's customers as well as Roseburg's Sales people. I am also involved with various local switching issues involving our mills. Finally, I am responsible for monitoring inbound empty car supply. Roseburg Forest Products is a manufacturer of lumber, plywood, particleboard, and engineered wood products. We have eight mills located in Southern Oregon; Northern California and Missoula, MT and we ship over 13,000 rail cars per year. I have been Traffic Manager with Roseburg for nearly seven years. Prior to that, I worked for the Denver & Rio Grande Western Railroad and the Southern Pacific Railroad for 20 years. I started on the railroad in 1977 as an operating clerk. In 1979 I moved into the traffic department and worked as a Steno Clerk and a short time as a Tariff Compiler. In 1986, I became a Customer Service Representative for the D&RGW servicing primarily forest product accounts. After the SP/DRGW merger, I moved into Marketing and served as a Market Manager in both Lumber and Plywood.

Roseburg Forest Products ships to Destinations throughout the United States but our primary markets are in the Eastern and Midwestern United States as well as California. Virtually all of our mills are in remote locations and a considerable distance from our primary markets. We depend on rail to access our markets in the most cost effective manner. Roseburg predominately ships our product in boxcars but we have found an ever increasing need for shipping on flatcars. We use flatcars for shipping particleboard, lumber and engineered wood products.

We manufacture particleboard in a variety of lengths and widths. Loading product over 49 inches wide and longer than 97 inches into a boxcar can present a number of problems. Specialized equipment needs to be used so the material can be loaded without damage. Once the boxcar reaches Destination, the consignee must have the same equipment for unloading or resort to hand unloading the car piece by piece. Use of a bulkhead flatcar eliminates the need for specialized loading equipment. Customers have full access to the lading on the car, can unload from one or both sides of the car and not have to contend with jockeying longer length material out of the doorway of a boxcar. Our particleboard business on bulkhead flatcars has grown substantially in the past 12 months. We were shipping 25-40 flatcars per month and we are now shipping 80-100 bulkhead flatcars per month of particleboard.

We also manufacture stud lumber. Stud lumber is two inch by four inch dimension stock in either eight or nine foot lengths. This material can be loaded into boxcars and this has been the car of choice for stud shippers for a number of years. However, the versatility of the centerbeam flatcar has made significant inroads with stud shipments and is fast becoming the car of choice for both shippers and consignees. The centerbeams are equipped with tie-downs and winches that significantly reduce or eliminate the need for the traditional strapping, blocking and bracing required for loading boxcars. Since less strapping, blocking and bracing material is used at origin; there is less dunnage to dispose of at Destination. Loading a centerbeam is simpler than loading a boxcar and it's also quicker to load than a boxcar. Conversely, it's quicker to unload a centerbeam than a boxcar. Also, you can get more footage on a centerbeam flat versus a boxcar which generally drives down your transportation cost per unit. For these reasons, both the shipper and consignee experience a significant level of savings when using a centerbeam versus a boxcar and will request a centerbeam whenever possible. We currently ship five centerbeams of studs per day. Roseburg Forest is in the process of expanding our production of stud lumber; when this expansion is complete later this year we expect to be shipping eight to ten centerbeams of studs per day.

Two years ago, Roseburg launched into a new venture, the manufacture of engineered wood products more commonly known as laminated veneer lumber (LVL) or laminated beams. This material is manufactured in lengths from 20 to 66 feet. The length of this material is not conducive for loading into a boxcar and the only practical railcars for loading are non-bulkhead flatcars, bulkhead flatcars and centerbeam flatcars. The benefits for loading lumber on centerbeams would also apply for loading this material on centerbeams as well. Thus, the centerbeam is the preferred car to load here as well. In 2003, Roseburg shipped 991 flatcars of engineered wood, primarily centerbeams. With the inroads we have made, we expect to ship 1300 flatcars this year.

Roseburg is a sizeable manufacturing facility. We depend on a reliable and consistent supply of empty railcars to get our product to market. Our 13,000 average railcar shipments per year equate to approximately 50 carload shipments per day. If we are unable to ship due to lack of car supply, our facilities must either curtail production or shut down entirely.

This letter is in regards to TTX seeking reauthorization of it's flatcar pool. Roseburg supports the extension of TTX's flatcar pooling authority. The TTX flatcar pool has been a reliable source of equipment that shippers and railroads have relied upon for a number of years. Maintaining the flatcar pool in it's present state is imperative to ensure Roseburg's growth and success in the forest products industry.

It is imperative that Roseburg has access to high quality, well maintained flatcar equipment. Just as important as having an empty flat in the right place at the right time is getting the loaded flatcar to the customer without unexpected transit delays due to the flatcar being shopped for mechanical defect. In order to keep flatcars in top operating condition it is essential that railroads continually invest in flatcar equipment supply. TTX has long been a facilitator of that investment and should be allowed to continue being the facilitator. Railroad's are constantly barraged by a variety of investment needs. TTX has helped ensure that the nations flatcars are not overlooked and are given the proper attention they deserve. Roseburg regularly uses flatcars owned both by the railroad and TTX.

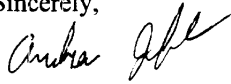
A pool of shared flatcars ensures that cars can move freely across the rail network and are available for shipments on all railroads in all lanes. All one needs to do is look at the nations 50 and 52 ft boxcar fleet to get a feel for how a rail system without TTX would work. The 50 and 52 ft boxcar fleet is predominately owned by the individual railroads and is in a terrible state of repair. Doors frequently do not close and seal up properly, floors and roofs have holes in them and are often rejected and a loaded car is often delayed in transit for various bad order reasons. Railroads try to coordinate with one another to allow for reloading of non-system equipment but the effort is poor at best and often requires a shipper to reload to specific destinations. Roseburg has mills on the BNSF and the UP and TTX supplies equipment to both mills. The existence of TTX's commonly owned and shared pool of cars ensures that all railroads have access to a sufficient body of low cost railroad cars. The TTX flatcars are generally in good condition and able to be loaded without fear of mechanical defect.

Roseburg has experienced other benefits from TTX. On occasion, an issue with proper loading procedures has come up and we have been able to consult with TTX engineers to ensure we are in compliance. We also have had discussions with TTX regarding a possible change in flatcar design for loading engineered wood products.

Should any railroad decide to look at other equipment options, TTX does not limit these options. Railroads are free to use TTX equipment and/or go out and lease their own equipment.

Roseburg supports TTX's application for a fifteen-year extension of its pooling authority. This will ensure that TTX will continue to supply efficient and economical flatcar service in the years to come.

Sincerely,

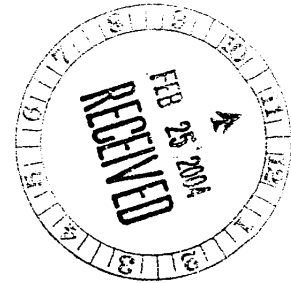
A handwritten signature in black ink, appearing to read "Andrew E. Jeffers". The signature is fluid and cursive, with the first name "Andrew" being more prominent than the last name "Jeffers".

Andrew E. Jeffers
Traffic Manager - Rail

38

SCHAEFER EQUIPMENT, INC.

1590 Phoenix Road, N.E.
Warren, Ohio 44483-2896
(330) 372-4006 FAX (330) 372-4089



February 19, 2004

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

RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams:

As President of Schaefer Equipment, Inc., I am responsible for overseeing the day-to-day operations of our manufacturing plant, as well as insuring it's profitability for growth in the future. I have been involved in the railroad industry for 37 years, most recently as President of our company since 1994.

Schaefer Equipment has served the railroad industry for over 90 years. We are a forge shop that manufactures carbon and low alloy steel components for the foundation braking system on railroad freight cars. Our customers include all major freight car manufacturers in the United States, Mexico and Canada, all railroads operating in North America, and all privately owned shops that perform maintenance on rolling stock.

We understand that TTX Company is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority, because they are an important customer, and because their successful growth will benefit all of the employees of Schaefer Equipment.

During the last decade, TTX has played a very positive role in the railroad industry, fostering a significant expansion of intermodal traffic and contributing to the health of the carbuilding industry. We do not believe that individual railroads alone could have sustained the same level of investment and growth in car supply without the capital TTX makes available and the efficiencies of operation that TTX achieves.

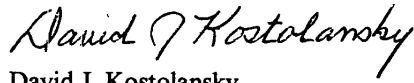
Over the past 30 years, TTX has played a decisive role in promoting the growth of rail intermodal traffic. The continued expansion of this traffic is critical to the growth of the car building and equipment supply industries, and the success of TTX will help assure the continued growth and success of Schaefer Equipment.

TTX's efforts to promote intermodal growth have paid off and resulted in far higher sales than could have been achieved if railroads were left to do this on their own.

If it were not for TTX's continuing efforts to improve the supply of quality flatcar equipment, the inventory of intermodal equipment available to shippers would be in sad shape.

We support TTX's application for a fifteen-year extension of its pooling authority to ensure that they will continue to supply efficient and economical flatcar service in the years to come. Approval of TTX's application is of critical importance to the continued growth and success of our business.

Sincerely,

A handwritten signature in cursive script, reading "David J. Kostolansky".

David J. Kostolansky
President

39

Standard Car Truck Company

865 BUSSE HIGHWAY
PHONE (847) 692-6050

PARK RIDGE, ILLINOIS 60068
FAX (847) 692-7404

March 2, 2004

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

MAR 8 2004
RECEIVED

RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams,

I am the Chief Executive Officer of Standard Car Truck Company. I've held this position for 15 years, and I have been in the rail business for 30 plus years.

Standard Car Truck Company is an industry leader in providing stabilization systems for freight cars. Headquartered in Park Ridge, Illinois, Standard Car Truck provides Barber stabilization designs that are available for every major truck manufactured in North America. In addition, Standard Car Truck Company serves as headquarters to car and locomotive component suppliers such as, Anchor Brake Shoes, Barber Springs, Durox seals and gaskets, Triangle air compressors and REA rebuilt engine detectors. These companies all represent the Barber group of products.

Standard Car Truck Company is aware that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority, because TTX is an important customer, and because its successful growth will benefit our company. It is our belief that TTX facilitates continuing investment by the U.S. railroad industry in intermodal equipment supply. Over the last decade or more, TTX has played a very positive role in the railroad industry, fostering a significant expansion of intermodal traffic and contributing to the health of the carbuilding industry.

As you may be aware TTX chooses suppliers based on objective criteria embodied in its SECO program. TTS's SECO program benefits the entire industry, not just TTS; it allows our company to offer buyers a measure of the quality we provide and helps us compete for orders. TTX has always worked closely with Standard Car Truck Company to improve the design and reliability of their equipment. The continued growth of intermodal transportation and success of TTX will help assure the continued growth and success of our company.



Licensed throughout the World

Standard Car Truck Company

In conclusion we support TTX's application for a fifteen-year extension for its pooling authority to ensure that TTX will continue to supply efficient and economical flatcar service in the years to come. Standard Car Truck Company considers such approval to be of critical importance to the continued growth and success of our business.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Mathes". The signature is fluid and cursive, with the first name "Richard" and last name "Mathes" clearly distinguishable.

Richard A. Mathes
CEO

40



STANDARD STEEL

Michael J. Farrell
President & CEO

Standard Steel, LLC
500 North Walnut Street
Burnham, PA 17009

March 12, 2004

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



RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams:

Since 2001, I have been the President and CEO of Standard Steel, a supplier of wheels and axles to the railroad industry. We work very closely with railcar builders throughout North America. Prior to this position I have worked in the railroad industry for approximately 20 years including being the President of Motor Coils Manufacturing and MK Rail.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority, because TTX is an important customer to Standard Steel, and because its successful growth will continue to benefit us.

We do not believe that individual railroads alone could have sustained the same level of investment and growth in car supply without the capital TTX makes available and the efficiencies of operation that TTX achieves. TTX has worked with car builders, parts suppliers such as Standard Steel, and shippers to develop new equipment types and improve the performance of existing cars in its fleet.

TTX promotes intermodal growth through all of its efforts to provide an efficient and adequate supply of high-quality flatcars. Over the past 30 years, TTX has played a critical role in promoting the growth of rail intermodal traffic. The continued expansion of rail intermodal traffic is critical to the growth of the car building and equipment supply industries. The continued growth of intermodal transportation and success of TTX will help assure the continued growth and success of Standard Steel. TTX's efforts to promote intermodal growth have paid off and resulted in far higher sales than could have been achieved if railroads were left to their own devices. However, if other equipment supply options – such as car leasing – could provide additional benefits, TTX would not prevent railroads from taking advantage of those options.

TTX continues to be a significant buyer of flatcars and related equipment. In the course of these purchasing activities we have noted TTX to be procompetitive and increase the supply of flatcar equipment.

We strongly support TTX's application for a fifteen-year extension of its pooling authority to ensure that TTX will continue to supply efficient and economical flatcar service in the years to come. We consider approval of TTX's application to be of critical importance to the continued growth and success of our business.

Sincerely,

A handwritten signature in cursive script that reads "Michael J. Farrell/jv". The signature is written in dark ink and is positioned above the printed name.

Michael J. Farrell

41

STANRAIL CORPORATION

1225 Martin Luther King Dr. • Gary, IN 46402-3013

Gary 219/932-5200 • Chicago 773/768-3588

Fax 219/844-8512

March 22, 2004



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

Refer: Finance Docket No. 27590 (Sub-No.3)
TTX Company – Application for Pooling Reauthorization

Dear Mr. Williams:

My name is Don Bodinger Sr. and I am the Vice President and General Manager of the Stanrail Corporation. I am responsible for the day to day operations of the company. I have spent thirty-seven years in the railroad industry, thirty-five of those years with Trinity Industries, a major carbuilder. I have held my present position with Stanrail for the past two years.

Stanrail provides Box Car Doors, Floors, Roofs, and Ends to the industry. We also provide Flooring for certain types of Flat Cars. In addition we provide all of the industries uncoupling devices. Many of our products are sold to TTX.

We understand that TTX is seeking reauthorization of its Flat Car pool. We strongly support an extension of TTX's Flat Car pooling authority, because TTX is an important customer, and because its successful growth will benefit us.

TTX facilitates continuing investment by the railroad industry in intermodal and other types of equipment. Over the past decade or more, TTX has played a very positive role in the railroad industry, fostering a significant expansion of intermodal traffic which has greatly contributed to the overall health of the industry. Without TTX, the railroads alone would not have sustained this type of investment.

TTX encourages and works with carbuilders, parts suppliers, and shippers to develop new equipment types and improve the performance of existing cars in the fleet.

TTX chooses suppliers based on objective criteria embodied in its SECO program. Its SECO program benefits the entire industry, not just TTX; it allows our company to offer buyers a measure of quality we provide to them.

STANRAIL CORPORATION

TTX works closely with us to improve the design and reliability of our equipment. TTX facilitates rapid adoption of new ideas and new technologies for improving the flat car fleet.

TTX purchase orders reflect an acknowledgement of quality that is an important selling point in our sales to other buyers.

TTX promotes intermodal growth through all of its efforts to provide an efficient and adequate supply of high quality flat cars.

TTX has played a critical role for more than thirty-years in promoting the growth of rail intermodal traffic. The continued expansion of rail intermodal traffic is critical to the growth of the car building and the equipment supply industry.

This continued growth and the success of TTX will help ensure the survival of our company and its six hundred employees.

TTX does not hinder other equipment supply options to the railroads; they can and do lease cars and /or purchase them directly.

All of TTX's actions have had a very positive impact on our company and the supply industry in general, without TTX; the supply industry would not be able to make the investments in equipment and tooling to continually improve their products.

We support TTX's application for a fifteen-year extension of its pooling authority to ensure that TTX will continue to supply efficient and economical flat car service in the years to come.

Sincerely,



Don Bodinger Sr.

Vice President and General Manager

DCB/dcb

42



February 23, 2004

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

RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

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Dear Mr. Williams:

My name is Mike Foxx. I am the owner of Strato Inc. and have been the Chief Executive as well as Chief Operating Officer of it for the past 20 years. I and other members of our company are active committee participants of key industry organizations such as the Railway Supply Institute, Association of American Railroads, and the American Railway Car Institute.

We engineer and manufacture products for the airbrake system and related functions for freight and passenger cars as well as locomotives. Our customers include all North American original equipment manufacturers, first class railroads, transit rail systems, railroad repair facilities, and owners and leasers of rail equipment including TTX Company.

The products that we provide to companies including TTX consist of air brake hose assemblies, castings that connect piping for the purpose of conveying air within the air brake system, structural castings and fabrications that assure that the flow of air is properly distributed throughout the train without disruption, and test apparatus to assure that airflow falls within the standards set forth by the rail industry.

We have been informed that TTX is seeking reauthorization of its flatcar pool of railcars. We fully support their request and urge that they be granted reauthorization. TTX, in our opinion, has been a leader in our industry in providing safe, reliable service for the transport of all types of products for our country and has benefited all facets of American manufacturing in assisting them in supplying our consumers with consumable and durable goods in a timely manner. In addition, their pool of flatcars provides an extremely cost effective and fuel efficient means of transporting containerized products without causing wear and tear of our state and federal highway system. Granting them reauthorization assures the American consumer will continue to benefit from their expertise and keep TTX a major link in our transportation system. Needless to say, TTX's expertise and success is also a key contributor to the positive growth of our company as well.

Our company benefits from TTX's operation and growth of their flatcar pool in the following ways:

- The expansion of their fleet has invested billions of dollars in the building of new intermodal cars. At the same time, significant investment has been made in the maintenance of the

200,000 or so in their existing fleet of pool railcars. These expenditures have obviously had a drop down effect with suppliers such as us for products and engineering services leading to expansion and growth of our own company.

- We have been fortunate to expand our breadth of product offerings to meet TTX's needs and provide product life cycle value to assist TTX in maintaining a competitive posture in transportation costs.
- We do not believe that individual railroads alone could have sustained the same level of investment and growth in car and ultimately a means of transportation of goods without the capital TTX makes available and the efficiencies of operation that TTX achieves.

Although TTX's major function is to supply railcars to transport products, benefits from TTX's research, design, and acquisition activities include:

- Working with its suppliers and customers to develop new equipment types that will provide greater efficiencies in transporting products.
- Its SECO program provides suppliers such as us with incentive to develop new products that will improve performance and reduce TTX's operating costs. TTX chooses suppliers based on objective criteria embodied in its SECO program.
- TTX's SECO program benefits the entire industry, not just TTX; it allows our company to offer buyers a measure of the quality we provide and helps us compete for orders.
- TTX, more than any of our other customers, works closely with us to improve the design and reliability of our products, facilitates rapid adoption of new ideas and new technologies for improving equipment in the flatcar fleet, and our orders from them reflect an acknowledgement of quality that is an important selling point in our sales to other equipment makers and buyers.

TTX promotes intermodal growth through all of its efforts to provide an efficient and adequate supply of high-quality flatcars.

- In our opinion, TTX's role is critical in providing rail intermodal traffic. The expansion of rail intermodal traffic is critical to the growth of our nation's economy as well the car building and equipment supply industries.
- Our company's growth in both sales and technology advances to a great deal is due to our involvement in our relationship and intermodal transportation success of TTX. We believe that TTX pool efforts have promoted intermodal growth far beyond what could have been achieved if railroads had pursued these opportunities individually.
- Some might ask if TTX supplies too large a share of short term intermodal car pool leasing and precludes individual railroads from participating in this business. It is our opinion that TTX saves the railroads a considerable amount of money on capital equipment purchases and maintenance by providing this service. If the railroads were to purchase intermodal platforms for short-term needs, they would be expending capital funds for equipment that

would not be used to capacity and present an undue financial burden on the railroads. For those routes that are in dedicated service, it would be advantageous for a railroad to purchase their own equipment and utilize it efficiently without the need of a pool service from TTX. Unfortunately these cases are limited in intermodal service and the use and ultimately the need of TTX's pool service is virtually necessary. If it were not for TTX, we feel that there would be a shortage of intermodal equipment particularly at this time when container hauling capacity is limited.

In closing, Strato Inc. supports TTX's application for a fifteen-year extension of its pooling authority. We feel that your approval of their application will ensure that TTX will continue to supply efficient and economical flatcar service for the growing North American intermodal business and contribute to Strato's success for years to come.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike Foxx', with a long horizontal line extending to the left.

Mike Foxx
President / CEO
Strato Inc.

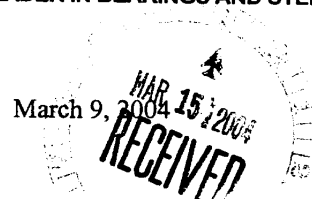
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TIMKEN

Mathew W. Happach
President-Rail

WORLDWIDE LEADER IN BEARINGS AND STEEL

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



RE: Finance Docket No. 27590 (Sub-No. 3)
TTX Company – Application For Pooling Reauthorization

Dear Mr. Williams:

The Timken Company is a US based \$4 billion global manufacturer of bearings and steel. One of our core businesses is serving the US railroad market. Additionally, we transport our products to meet the demands of diverse markets throughout the world.

We understand that TTX is seeking reauthorization of its flatcar pool. We support an extension of TTX's flatcar pooling authority, because we believe TTX's successful growth has and will continue to benefit all rail component suppliers.

TTX has played a very positive role in the railroad industry, fostering expansion of intermodal traffic and contributing to the health of the rail car building industry. Particularly in recent years when the freight car build has been the lowest in the past 2 decades, individual railroads alone could not sustain the same level of investment and growth that TTX provided.

TTX's SECO program drives our company to ensure we provide the broad base Rail market a measure of the quality, performance and cost effectiveness to meet the competitive supply base offering. TTX continues to strive for even higher levels of performance and efficiency from its supply base and itself, which benefit the industry as a whole.

We consider approval of TTX's application to be of critical importance to the continued growth and success of our business, the US Railroads, as well as the transportation industry. We ask that you approve TTX's application for flatcar pooling authority.

Thank you for your consideration,

THE TIMKEN CORPORATION

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1835 Dueber Ave SW
PO Box 6929
Canton Oh 44706-0929
United States

Telephone: 330-471-5037
Facsimile: 330-471-2119
E-mail: happach@timken.com

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TRANSDYNE, INC.

8 S. MICHIGAN AVENUE
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CHICAGO, IL 60603

312-782-6880
FAX 312-782-6899

RECEIVED
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MANAGEMENT
570

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

Re: Finance Docket No. 27590 (Sub-No. 3)
TTX Company - Application for Pooling Reauthorization

Dear Mr. Williams:

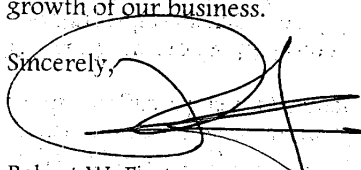
We understand TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority. My name is Robert First and I am the president of TransDyne, Inc. We are a supplier of hot formed wear plates and suspension/braking devices. I have been with TransDyne in the rail supply industry for 15 years, and we have grown right along with our best customer - TTX Company. Its continued growth is very important to TransDyne, Inc.

TTX continues to facilitate continuing investment in the U.S. railroad industry. Their investment has driven growth in car supply which the individual railroads alone could not have sustained. TTX is not only a leader in investment, their leadership in research and design has improved quality and efficiency industry wide. Their implementation of the SECO program benefits the entire industry and allows our company to offer other customers a measure of the quality we provide. SECO is also a quantifiable criteria on which TTX chooses its suppliers. An order from TTX reflects an acknowledgment of quality which is an important selling point in our sales to other equipment buyers.

TTX promotion of intermodal growth has spurred growth in the car building and equipment supply industries. The continued growth of intermodal transportation is crucial for our industry and TransDyne's specifically. They have been able to promote and inspire growth without jeopardizing other competitive options, such as car leasing. TTX remains procompetitive and have continued to only increase the supply of flatcar equipment.

We support TTX's application for a fifteen year extension of its pooling authority to ensure TTX will continue to supply efficient and economical flatcar service for many years. The approval of their application is of critical importance for the continued growth of our business.

Sincerely,



Robert W. First
President

45

TrinityEquipment Co.

30311 Clemens Road, Suite 30 • Westlake, OH 44145-1023

Phone: 440/871-4771 • Fax: 440/871-3464

February 19, 2004

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

Subject: Finance Docket No. 27590 (Sub-No. 3)
TTX Company - Application for Pooling Reauthorization

Dear Mr. Williams:

My name is Robert H. Erdmann, President of Trinity Equipment Company, which I founded in 1986. I have a B.S. in Mechanical Engineering and have previously served as Sales Manager of Hyatt Clark Industries, Chief Engineer of American Koyo, Project Engineer at Timken, all related to the railroad industry.

Our company performs both sales representation and product distribution out of our own warehouse. Several of these products are sold to TTX including alloy steel wear plates, proprietary liners, and lubricants for freight car center bowls. These products are essential for the safe and reliable performance of the freight car fleet that TTX engineers and maintains so carefully.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's pooling authority because yes, TTX is an important customer to us, but also because its successful growth is a benefit to the entire industry. Here are some ways by which TTX provides an ongoing benefit to Trinity Equipment as well as the rest of the railroad industry:

Benefits from TTX investment in equipment:

TTX facilitates continuing investment by the U.S. railroad industry in intermodal equipment supply.

- ▶ Over the last decade or more, TTX has played a very positive role in the railroad industry, fostering a significant expansion of intermodal traffic and contributing to the health of the car building industry.
- ▶ We do not believe that individual railroads alone could have sustained the same level of investment and growth in car supply without the capital TTX makes available and the efficiencies of operation that TTX achieves.

Benefits from TTX's research, design, and acquisition activities:

TTX has worked with car builders, parts suppliers, and shippers to develop new equipment types and improve the performance of existing cars in its fleet.

"Committed to Excellence"

- ▶ TTX chooses suppliers based on objective criteria embodied in its SECO program.
- ▶ TTX's SECO program benefits the entire industry, not just TTX; it allows our company to offer buyers a measure of the quality we provide and helps us compete for orders.
- ▶ TTX works closely with us to improve the design and reliability of our equipment.
- ▶ TTX facilitates rapid adoption of new ideas and new technologies for improving equipment in the flatcar fleet.
- ▶ TTX orders reflect an acknowledgement of quality that is an important selling point in our sales to other equipment buyers.

TTX's benefits in promoting the growth of rail intermodal traffic:

TTX promotes intermodal growth through all of its efforts to provide an efficient and adequate supply of high-quality flatcars.

- ▶ Over the past 30 years, TTX has played a critical role in promoting the growth of rail intermodal traffic. The continued expansion of rail intermodal traffic is critical to the growth of the car building and equipment supply industries.
- ▶ The continued growth of intermodal transportation and success of TTX will help assure the continued growth and success of our company.
- ▶ TTX's efforts to promote intermodal growth have paid off and resulted in far higher sales than could have been achieved if railroads were left to their own devices.

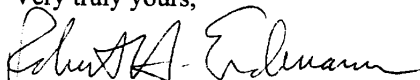
TTX does not foreclose any other equipment supply options:

If other equipment supply options - such as car leasing - could provide additional benefits, TTX would not prevent railroads from taking advantage of those options.

TTX has for many years been a major purchaser of flat cars and related equipment. This has especially been true in the last two years when their equipment purchases have increased the supply of flatcar equipment at a time when capital equipment purchases by other users had been reduced.

We consider approval of TTX's application for a fifteen year extension of its pooling authority to be of critical importance to the continued growth of our business and the railroad industry as a whole.

Very truly yours,


Robert H. Erdmann
President

RHE/rs

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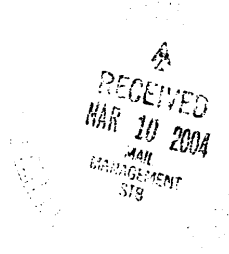


ZefTek, Inc.

2175 Aucutt Road
Montgomery, IL 60538

(630) 801-1616

FAX: (630) 801-0013



March 4, 2004

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

Re: Finance Docket No. 27590 (Sub-No.3)
TTX Company -- Application For Pooling Reauthorization

Dear Mr. Williams:

My name is Michael K. Murphy. I am the President of ZefTek, Inc., a privately held railway supply company. I have been with ZefTek, Inc. since its inception back in 1986. Prior to that I worked for the Holland Company, another Rail Supply company for seven years.

ZefTek, Inc. is the industry leader in supplying wear and damage prevention products. We typically employ engineered grade non-metallics to eliminate or greatly reduce freight car component wear, thus improving freight car utilization. Another large business segment is Autorack DoorEdge Protection. This product is installed inside the freight car to eliminate automobile door damage while loading and unloading.

TTX is a major customer to ZefTek and looks to us to solve certain railcar problems resulting in lowering their maintenance costs. We jointly develop numerous innovative railcar products.

It has come to my attention that TTX is requesting reauthorization for its flatcar pool. ZefTek clearly realizes TTX's value and important role it plays in the rail industry and whole-heartedly supports an extension. Please allow me to illustrate what I believe are key elements on what and why I support this extension.

TTX's ability to fully utilize its flatcar pool in many types of freight service, i.e. intermodal, auto rack, heavy duty and etc., is the result of tremendous R & D efforts resulting in car modifications to suit the specific customer needs. This has fostered significant expansion to all those who have and will use their equipment. Railroads clearly cannot commit this type of involvement and railcar flexibility that TTX has concentrated on over the past years. This is what makes TTX.



Capital investments in equipment made by TTX has been sizable and well calculated which to say it mildly, has enhanced intermodal growth. This continued growth has greatly benefited both the carbuilder and component suppliers. ZefTek has certainly enjoyed great success in working TTX.

As past winners of TTX's "SECO" Quality Program, I can attest to the value it brings not only selling product to them but to most major Railroads and Private Carowners. Most component suppliers have benefited by this program as it has caused all of us to improve our quality efficiencies.

In closing, ZefTek supports the fifteen year extension request and all what TTX does for our industry by supplying a well engineered, economical product that unequivocally increased intermodal growth in our country.

Sincerely,

Michael K. Murphy
President