

STEPTOE & JOHNSON LLP

ATTORNEYS AT LAW

1330 Connecticut Avenue, NW
Washington, DC 20036-1795

Telephone 202.429.3000
Facsimile 202.429.3902
www.steptoel.com

DAVID H. COBURN
(202) 429-8063
dcoburn@steptoel.com



March 18, 2002

VIA HAND DELIVERY

204926

ENTERED
Office of the Secretary
MAR 18 2002
Part of
Public Record

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W., Room 711
Washington, DC 20423-0001

**Re: Finance Docket No. 34040 – Riverview Trenton Railroad Company –
Petition for an Exemption from 49 U.S.C. 10901 to Acquire and
Operate a Rail Line in Wayne County, MI**

Dear Secretary Williams:

On March 7, 2002, as part of its supplemental evidence submitted in response to the Board's request, petitioner Riverview Trenton Railroad Company ("RTRR") submitted an exhibit to the Verified Statement of Mr. Arnold M. Mistura under a "highly confidential" designation, together with a Motion for Protective Order. By decision served March 15, 2002 the Board denied RTRR's Motion for Protective Order. Accordingly, RTRR hereby resubmits ten copies of that same exhibit with the "highly confidential" designation removed. Copies of this exhibit are also being served on all parties of record.

Respectfully,

David H. Coburn
Attorney for Riverview Trenton Railroad
Company

DHC:dj
Enclosure

cc: All parties of record (by hand delivery or federal express)

001

WASHINGTON

PHOENIX

LOS ANGELES

LONDON

**BEFORE THE
SURFACE TRANSPORTATION BOARD**



Finance Docket No. 34040

**RIVERVIEW TRENTON RAILROAD COMPANY – PETITION FOR AN EXEMPTION
FROM 49 U.S.C. 10901 TO ACQUIRE AND OPERATE A RAIL LINE IN WAYNE
COUNTY, MI**

**EXHIBIT NO. 1 TO VERIFIED STATEMENT OF MR. ARNOLD M. MISTURA
SUBMITTED AS PART OF RESPONSE TO RIVERVIEW TRENTON RAILROAD
COMPANY TO FEBRUARY 15 REQUEST TO SUPPLEMENT RECORD**

J. William Koegel, Jr.
David H. Coburn
Carolyn D. Clayton
STEPTOE & JOHNSON LLP
1330 Connecticut Avenue, N.W.
Washington, DC 20036
(202) 429-3000

March 7, 2002

MISTURA EXHIBIT 1

AUTOMOBILE MANUFACTURERS

Ford Motor Company

February 28, 2002

Ford - Brownstown
Parts Distribution Center
25555 Brownstown
Romulus, MI 48174

Mr. Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

Michael McCoy
Traffic Supervisor

**Re: Letter of Support – Finance Docket No. 34040, Riverview Trenton
Railroad Company – Petition for an Exemption**

Dear Mr. Mistura:

I am writing you in order to express the support of Ford Motor for the petition for exemption filed in the above docket by Riverview Trenton Railroad Company ("RTRR"). We are an automotive manufacturer. Transportation is important to our business. We currently ship and receive large volumes of carload and truckload freight, consisting primarily of auto parts, per week between our facilities in Brownstown, Michigan and various points.

We are aware of RTRR's plans to operate a shortline railroad and a related intermodal yard in the Riverview/Trenton area, and we support those plans. We anticipate that we would utilize the RTRR facility to more efficiently interchange much of our freight with the Class I railroads. We are particularly interested in the fact that RTRR is located not only proximate to our facilities in the area, but also to the lines of the three major Class I railroads that serve the area. This proximity would serve to enhance the flexibility of our intermodal transportation options by allowing us more efficient access to the national rail system and reducing our drayage costs.

We anticipate that the RTRR line and facility will not only allow us to save local drayage costs and miles, but that we may be able to shift some of our freight from all-highway routings to rail routings utilizing the services offered by RTRR.

In short, we believe that RTRR's plans will facilitate the flow of interstate commerce to the benefit of our business and the shipping public generally. We thus urge the Board to approve the RTRR Petition for Exemption.

Sincerely,

Mike McCoy
Ford Brownstown

VOLKSWAGEN



February 28, 2002

3800 Hamlin Road
Auburn Hills, MI 48326
Tel. (248) 340-5000

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

Re: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

We applaud your efforts and submit this letter in support of Riverview Trenton Railroad (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only the auto industry, but other industries as well who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates, and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

Without a doubt, your proposal falls in line also with the efforts being made by Wayne County in developing industrial parks near Detroit Metropolitan Airport like the Pinnacle Aeropark and others. It's entrepreneurialship like yours which is found at Centra Inc. that will continue to have a positive effect on the continual growth in Southeastern Michigan.

We look forward to having access to the additional intermodal facilities and await your confirmation of the inaugural celebration.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Chris Raptoplous', is written over a horizontal line.

Chris Raptoplous
Volkswagen of America
Manager, Mexico Logistics & Purchasing

SHIPPERS OTHER THAN AUTOMOBILE MANUFACTURERS



General Electric Company
Corporate Initiatives Group
1000 Winward Course, Suite 1W
P.O. Box 3300 (Zip 30023)
Alpharetta, GA 30005

March 1, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,

Ronnie L. Painter
Manager, Corporate Transportation Programs



Always Christmas

INC.

P.O. Box 67 • Lake Orion, MI 48361 • Phone (248) 391-5700 • Fax (248) 391-5777

February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

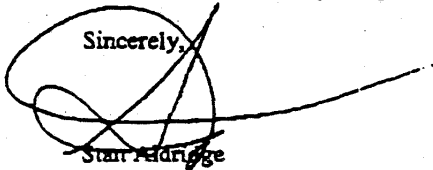
Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,


Stan Adridge

MUSTANG FENCE CO.

3244 WYOMING
DEARBORN, MI 48120

(313) 277-6277
Fax (313) 277-8258

March 1, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, Mi. 48089

RE: Riverview Trenton Railroad Intermodal Proposal

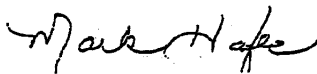
Dear Mr. Mistura:

I'am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



EURO-CAN

PET PRODUCTS

367 Victoria Street, New Hamburg, Ontario, N0B 2G0; Phone: (519)662-6464; Fax: (519)662-1083

February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

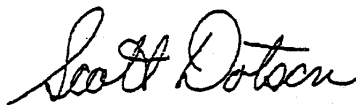
Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



Scott Dotson
Packaging and Traffic Manager
Euro-Can Manufacturing Inc.

Delta Air Lines

*Bob Newcom
General Manager Transportation & Logistics
Supply Chain Management
Delta Air Lines, Inc.
1030 Delta Boulevard
Admin Bldg 1st Floor
Atlanta, GA 30354
Phone: (404) 677-1167
Facsimile: (404) 677-1174
bob.newcom@delta.com*

Friday, March 01, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

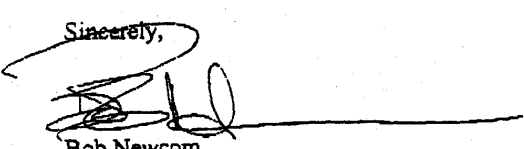
Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



Bob Newcom
General Manager Transportation & Logistics Sourcing
Delta Air Lines, Inc.



Manufacturers of CENTURION® Healthcare Products
301 Catrell Drive • Howell, MI 48843
(517) 546-5400 • Nationwide: (800) 248-4058 • Fax (517) 546-9388

March 4, 2002

Mr. Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

**Re: Letter of Support -- Finance Docket No. 34040, Riverview Trenton
Railroad Company -- Petition for an Exemption**

Dear Mr. Mistura:

I am writing you in order to express the support of the Riverview/Trenton intermodal proposal to petition for exemption filed in the above docket by Riverview Trenton Railroad Company ("RTRR"). We are a medical supply corporation and transportation is vital to our business. We currently receive 2-3 truckloads per week consisting of procedure kits bound for sterilization from our facility in Calexico, CA, to Howell, MI and Salisbury, NC.

We are aware of RTRR's plans to operate a shortline railroad and a related intermodal yard in the Riverview/Trenton area, and we support those plans. We anticipate that we would utilize the RTRR facility to more efficiently interchange much of our freight with the Class I railroads. We are particularly interested in the fact that RTRR is located not only proximate to our facilities in the area, but also to the lines of the three major Class I railroads that serve the area. This proximity would serve to enhance the flexibility of our intermodal transportation options by allowing us more efficient access to the national rail system and reducing our drayage costs. Specifically, moving through the Chicago railyard has caused many delays, which we feel the R/T facility would alleviate.

We anticipate that the RTRR line and facility will not only allow us to save local drayage costs and miles, but that we may be able to shift some of our freight from all-highway routings to highway/rail routings utilizing the services offered by RTRR. There is additional outbound freight moving west from MI and NC that could be considered for intermodal if this proposal were to pass.

In short, we believe that RTRR's plans will facilitate the flow of interstate commerce to the benefit of our business and the shipping public generally. We thus urge the Board to approve the RTRR Petition for Exemption.

Sincerely, Brian Kunde

A handwritten signature in cursive script that reads "Brian Kunde".
Traffic Manager Tri-State Hospital Supply Corp.

Phoenix • San Francisco • Los Angeles • Denver • Tampa • Miami • Atlanta • Chicago • Indianapolis • Lexington • New Orleans • Boston
Baltimore • Detroit • Minneapolis • St. Louis • Kansas City • Omaha • New York • Syracuse • Salisbury • Columbus • Cleveland • Oklahoma
City • Philadelphia • Pittsburgh • Memphis • Dallas • Houston • San Antonio • Seattle • Milwaukee



February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,

Matthew Sosnoski
Vice President – Purchasing & Logistics
Guardian Automotive

BorgWarner
TorqTransfer
Systems

8401
Kilgore
Avenue

Muncie
Indiana
47304

Telephone
783 286 6213
Fax
783 286 6572
email:
jcoats@tts.kwauto.com

March 1, 2002



**BorgWarner
TorqTransfer Systems**

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI. 48089

Ref: Riverview Trenton Railroad Intermodal Proposal

Dear: Mr. Mistura,

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but also other shippers who could use an additional option for container interchange service in our region.

The benefits to our region could include fewer trucks on the road, more competitively priced freight rates, and increased flexibility in shipping and receiving options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study, which was prepared under the authority of the Michigan Department of Transportation. RTRR's proposal seems consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,

James W. Coats
Traffic Manager

BorgWarner
TorqTransfer
Systems

Seneca
Plant

1554S
Wells
Highway

Seneca
South
Carolina
29678

Telephone
864 985 0568
Fax
864 985-5005

March 1, 2002



**BorgWarner
TorqTransfer Systems**

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,

Ed Overstreet
BorgWarner Seneca
Materials Leader

metaldyne

March 1, 2002

Mr. Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

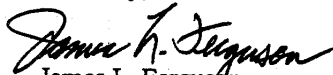
Dear Mr. Mistura:

I am submitting this letter in support of the Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but also other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We applaud your efforts and look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



James L. Ferguson
Logistics Manager &
3rd Party Logistics Provider for
Metaldyne

SOFO FOODS

A Family

Tradition

253 Waggoner Blvd.

Toledo, Ohio

43612

419.476.4211

800.447.4211

February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

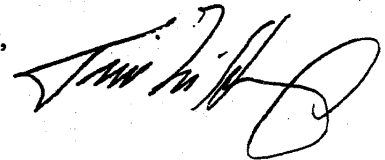
Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



KAY TOLEDO TAG, INC.

KAY

6050 Benore Rd., Toledo, OH 43612 • P.O. Box 5038, Toledo, OH 43611
419-729-5479 • 800-822-8247 • FAX 419-729-0315

February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,

Robert Kay

Manufacturers
Tags • Labels • Business Forms • Commercial Printing



ABC Group Inc.

March 4, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, Mi. 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above mentioned proposal. The proposed intermodal facility will be a benefit to not only our company, but to other shippers who could use an additional option for container interchange service in this region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for this region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study, which was prepared under the authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Yours truly,

A handwritten signature in black ink, appearing to read "Richard Strachan", written over a horizontal line.

Richard Strachan
Traffic Manager.

2 Norelco Drive
Toronto, Ontario
Canada M9L 2X6
Tel: 416-246-1782
Fax: 416-246-1552

AETNA industries, Inc.

MAILING ADDRESS: PO BOX 3067

24331 SHERWOOD AVENUE

CENTER LINE, MICHIGAN 48015

PHONE (586) 759-2200

FAX (586) 759-1453

February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study, which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



David Widmer
Purchasing Manager



DAVID W. CARLSON
TRANSPORTATION SPECIALIST

Seagram Americas

3 CANNETT DRIVE • WHITE PLAINS, NY 10604
(914) 641-4100 FAX (914) 641-4448
e-mail: david_carlson@seagram.com

February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



Val-Tile Floor Store Inc.
2488 Tecumseh Rd. West
Windsor, Ontario N9B 1W3
Bus: (519) 258-1866 • Fax: (519) 258-9285

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
WARREN, MI 48089

March 5, 2002

Dear Mr. Mistura:

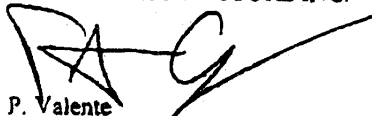
RE: Riverview Trenton Railroad Intermodal Proposal

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange services in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Best regards
VAL-TILE FLOOR STORE INC.


P. Valente



**CERAMIC
RESOURCE
WHOLESALE**

www.ceramicresourcewholesale.com

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
WARREN, MI 48089

March 5, 2002

Dear Mr. Mistura:

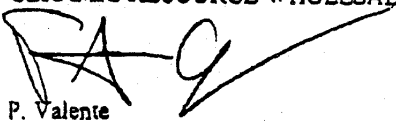
RE: Riverview Trenton Railroad Intermodal Proposal

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange services in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Best regards
CERAMIC RESOURCE WHOLESALE


P. Valente

3393 W. Fort • Detroit, Michigan 48216 • Toll Free: (800) 540-5507 • Fax: (313) 964-1278
- CERAMIC TILE - GRANITE - MARBLE -



STEINER COMPANY, INC.

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



LIGHTING TECHNOLOGIES
of Mexico S. de R.L.

Arnold Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,

Robert C. Jennings
Corporate Transportation Manager

INTERNATIONAL

March 5, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

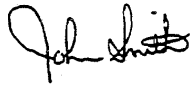
Re: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am writing you this letter in support of the Riverview Trenton Railroad Company (RTRR) and its proposal of the intermodal facility. This facility will be a benefit to our company as well as other shippers who may use this as another option for container interchange service within our area.

We look forward to the opening of this additional intermodal facility.

Sincerely,



John Smith
Corporate Facilities, Security and
Environmental Manager

/pab

275 Rex Boulevard
Auburn Hills, MI 48326
248 299-1000

ADAMS

MEDIA CORPORATION

March 4, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI. 48089

RE Riverview Trenton Railroad Intermodal Proposal

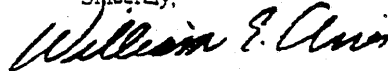
Dear Mr. Mistura

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



William E. Amis VP Operations

LEAR
CORPORATION
4600 Nancy St.
Detroit, Michigan 48212

February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

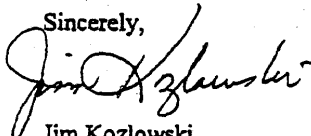
Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



Jim Kozlowski

LEAR
CORPORATION
Lear Corporation
Detroit Plant-N.A.I.V.D.
Jim Kozlowski
Traffic/Purchasing Coordinator
Main-313-852-7800
Direct-313-852-7850
Cell-586-634-4842
Fax-313-852-7861
e-mail-jkozlowski@lear.com

ArvinMeritor™

2135 W. Maple Rd.
Troy, MI 48084

arvinmeritorinc.com

March 4, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: RIVERVIEW TRENTON RAILROAD INTERMODAL PROPOSAL

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



William Edwards
Director Worldwide Facilities

EATON

STEEL CORPORATION

Producers of Cold Drawn Steel Bars
Distributors of Hot Rolled Steel Bars



ISO 9002

February 27, 2002

Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48090

Attn: Donald Cochran

Eaton Steel is not serviced at any of their locations in the metro Detroit area by the railroads. When we choose to use the railroads for their ability to economically deliver our needed products they have to be delivered by rail to an outside facility and then shipped by truck to our warehouses.

While looking for such a facility in Detroit we found the area has very limited capabilities to offer the type of services we are in need of. We did finally make arrangements with an outside facility to unload inbound railcars and reload on to trucks for delivery to our various locations.

Eaton Steel is in support of additional facilities in metro Detroit to provide a more competitive market to choose from and to keep our products competitively priced. We are hopefully that the differences with the local government's in your pursue of such a facility in the downriver area can be favorably resolved.

Please keep us informed on the progress of the proposed down river facility.

Sincerely,

EATON STEEL CORPORATION

A handwritten signature in cursive script that reads 'Daniel R. Bales'.

Daniel R. Bales
Logistics

10221 Capital Avenue • Oak Park, Michigan 48237
(248) 398-3434 • Fax: (248) 398-1434
Toll Free: 800 527-3851
<http://www.eatonsteel.com>



March 01, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

Flint Ink Corporation ships over 4000 TEU's annually. Flint Ink also distributes over 15,000 bulk tanker shipments throughout North America. Having an Intermodal Transloading interchange will be in our best interest.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,

A handwritten signature in black ink, reading "Dennis P. Jenssen". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Dennis P. Jenssen
Director of Distribution

FLINT INK CORPORATION
4800 ARROWHEAD DRIVE ANN ARBOR MI 48106 TEL 734 612 8900 FAX 734 612 8980 WWW.FLINTINK.COM

MOTOR CARRIER INTERESTS

MICHIGAN TRUCKING ASSOCIATION, INC.

1131 Centennial Way • Lansing, Michigan 48917-9280
Phone (517) 321-1951 • Fax (517) 321-0684
www.mitrucking.org

Walter G. Heinritz, Executive Director



February 28, 2002

Mr. Arnie Mistura
Riverview Trenton Railroad
12225 Stephens Road
Warren, MI 48089

RE: MTA Letter of Support for RTRC
Petition of Exemption before the
Surface Transportation Board

Dear Mr. Mistura:

The Michigan Trucking Association (MTA) represents 600 for-hire and private motor carrier trucking companies that provide quality service to ensure Michigan's economic competitiveness. Trucks complement all modes of transportation, aiding in the movement of Michigan's products to markets throughout the world. Michigan and interstate trucking companies serve as the integral link to ports and railheads ensuring that goods get from manufacturer to consumer in the most efficient manner.

The trend toward intermodal transportation of freight continues to grow, and the efficient interchange between the various modes and new facilities must rise to meet the challenge of providing reliable, necessary service to customers. The service that would be offered by the Riverview Trenton Railroad Company (RTRC) at its facility is precisely the type of integration that will maximize the benefits and strengths of each respective mode in the transportation supply chain. Redundant drayage and repositioning moves by truck can be eliminated, and the shortline interface of the RTRC and its connection to the major national railroad is unique as a transportation service offering in the region.

MTA has long participated in the development of improved intermodal system improvements via the Motor Carrier Advisory Board, Freight Stakeholder forums, and through consultation with Michigan Department of Transportation on the Detroit Intermodal Freight Terminal. Beneficial improvements such as those offered by RTRC are consistent with efforts enjoying the support of MTA. Environmental effects have been thoroughly reviewed and addressed within the Environmental Analysis and Post EA. The RTRC rail operation will provide favorable improvements that will ultimately be advantageous -- not only for trucking companies, but also for the shipping public served by our industry. MTA supports approval of the RTRC Petition for Exemption under consideration by the Surface Transportation Board.

Sincerely,

Walter Heinritz
Executive Director



The Mason and Dixon Lines, Inc.

MARINE CONTAINER DIVISION

4440 WYOMING AVENUE • DEARBORN, MI 48126

(313) 846-0640 • (800) 722-9665 • FAX (313) 846-3457

February 25, 2002

Mr. Arnold M. Mistura, Pres.
Riverview Trenton Railroad
12225 Stephens Road
Warren, MI 48089

Dear Mr. Mistura,

I am an owner operator for a company called Mason & Dixon Lines. I transport containerized cargo in the Detroit and downriver area. I am writing this letter to voice support for the new Riverview Trenton Railroad facility. Being from the Detroit area I have had a chance to read some of the press in relation to the facility, and would like you to have a look at a group of hard working owner operators who will benefit from it. Over the last couple of years the Intermodal owner operator base in Detroit has been pressed against hard times. From Escalating fuel cost to sub standard Intermodal facilities, truck owner operators are the businessmen who have been severely affected. We are contractors trying to make a living on rates that are sometimes less than they were twenty years ago.

The RTRR facility and its proposed development should help the intermodal community with a large multi rail facility that is built with future in mind. Speaking as a small businessman, if you are unable to operate in a timely well-organized manner it is very hard to make a profit. By having a facility utilized by a multitude of steamship lines for both loads and empties, contractors will not perform as much bobtailing and cross-towning for equipment. The facility is positioned well to handle traffic from the Michigan, Ohio and Indiana area.

I believe the whole Intermodal community will benefit from this facility. It only goes to reason, if container contractors can frequent one facility to drop-off and pick-up it will save time and money. Please take a second to look at the whole picture. The Containerized shipping and trucking industry supplies many jobs to the Detroit area. If a project of this magnitude can make conditions better, I think people should listen.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Harris". The signature is fluid and cursive, with a large, stylized "R" and "H".

Robert Harris
Contractor for Mason Dixon



The Mason and Dixon Lines, Inc.

MARINE CONTAINER DIVISION

4440 WYOMING AVENUE • DEARBORN, MI 48126

(313) 846-0640 • (800) 722-9665 • FAX (313) 846-3457

March 1, 2002

Mr. Arnold M. Mistura, Pres.
Riverview Trenton Railroad
12225 Stephens Road
Warren, MI 48089

Dear Mr. Mistura,

I am writing to you as an owner operator in the Detroit area to express my support for the Riverview Trenton Railroad. I would like to make a point that sometimes gets overlooked in such proceedings, the livelihood of an everyday owner operator. As my day goes, the more efficiently I can transport the intermodal containers, the increased possibility of a good pay check at weeks end. I am completely reliant on being paid by the number of containers I am able to move in a day. This becomes increasingly difficult with rate cuts, congested freeways, and mismanaged intermodal facilities.

My normal day consist of moving loaded containers from TDS USA in Riverview, Michigan to the various rail facilities including CP Rail, Canadian Nation Railroad, N&S railroad, and the CSX Railroad. From the various rails I am usually forced to deadhead cross-town to one of the areas Depot facilities to get an empty container to replenish the TDS Pool.

Since the Detroit rail yards have not been revamped in many years, the facilities are usually overcrowded with minimal inhancements. This is compounded by the ability of rail management to conform to the times. The frequent lack facilities and management at the various railheads and depots leads to long dwell times. Much of our working day is spent sitting at these facilities. Once again, if I am not moving, I am not getting paid.

Currently, with the configuration of the Detroit rails, 30 miles is the shortest turn I have per load. If I look at the worst-case scenario, which involves going to CNRR, and deadheading cross-town to pick up an empty, I will drive well over 60miles. The distance alone does not take into account traffic, construction, poor turn times at the rails. On a good day staying within the confines of D.O.T. regulations, I am lucky to get four roundtrips in a day.

It is for these simple reasons why I think the RTRR facility will benefit my lively hood as well as other container owner operators. The possibility of a central rail facility with the space to store empty containers as well as loaded containers would equate to less bobtailing to the various rails and depots, shorter drive times, and possibly a shorter workday.

Sincerely,

Carlos Anaya
Mason Dixon Contractor

RYE GENTRY TRUCKING, INC.

12804 Lutz Avenue
Warren, Michigan 48088-1833
(810) 977-2347

February 28, 2002

Mr. Arnold M. Mistura, President
Riverview Trenton Railroad
12225 Stephens Road
Warren, MI 48089

Re: Finance docket No. 34040, Riverview Trenton Railroad Company
Local trucking Support for RTRR Operation

Dear Mr. Mistura,

We wish to express our company's full support for the petition for exemption filed with the Surface Transportation Board by Riverview Trenton Railroad Company("RTRR"). We are a cartage company based in Detroit. We specialize in freight movement between shippers and rail yards and other transportation facilities in Southeast Michigan. We operate approximately 35 trucks and have been in business since 1982. Most of what we haul is intermodal.

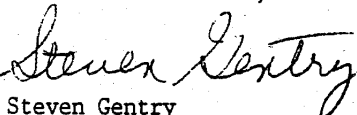
We believe that the RTRR facility will benefit our business and help serve the transportation needs of our customers. We feel that the RTRR facility offers an efficient option to make it more advantageous for shippers to attain the benefits of intermodal transportation, and that this will serve to generate more business for our company and for the major railroads with which RTRR will connect.

We understand that RTRR will operate a rail shortline and yard that will be designed to specifically service and promote intermodal traffic. RTRR is conveniently located relative to many major manufacturing facilities, and it is proximate to the lines of Conrail and Grand Trunk Western Railroad. Being relatively close to the interstate highway system, it will be a valuable addition to our intermodal industry.

For reasons mentioned above, we fully support the RTRR petition and hope the Board will allow RTRR to move forward with its plans.

Yours truly,

RYE GENTRY TRUCKING, INC.



Steven Gentry
President

SG/cg



February 26, 2002

4401 Stecker Avenue
P.O. Box 4387
Dearborn, MI 48126-0387
(313) 945-9522
(313) 945-9606 - fax

Mr. Arnold M. Mistura, Pres.
Riverview Trenton Railroad
12225 Stephens Rd.
Warren, MI 48089

**Re: Finance Docket No. 34040, Riverview Trenton Railroad Co.
-Local Trucking Support For RTRR Operation**

Dear Mr. Mistura:

I am writing to express our Company's full support for the petition for exemption filed with the Surface Transportation Board by Riverview Trenton Railroad Company ("RTRR"). We are a Cartage Company based in Dearborn, Michigan. We specialize in transporting freight between shipper facilities and rail yards and other Transportation Facilities in Southeast Michigan. We operate a fleet of approximately 75 trucks and have been in business for over 80 years. Much of the freight that we transport is intermodal in nature. For example, we frequently transport freight to and from the Detroit area.

We believe that the RTRR facility will benefit our transportation business, and help serve the transportation needs of our customers. Today, we know that some of our customers use long-haul trucking services in lieu of intermodal service due to perceived logistical problems associated with interchanging freight between modes. To the extent that the RTRR facility offers an efficient option to facilitate that interchange and to make it more advantageous for shippers to attain the benefits of intermodal transportation, we believe that this will generate more intermodal business for our company and for the major railroads with which RTRR will connect. It will also produce benefits for the area as a whole because there should be fewer long-haul trucks using Detroit-area highways.

The RTRR facility appears well positioned to produce these benefits. We understand that RTRR will operate a rail short line and yard that will be designed to specifically service and promote intermodal traffic. RTRR is conveniently located relative to many major manufacturing facilities and it is proximate to the lines of Conrail and Grand Trunk Western Railroad. It is relatively close to the interstate highway system, and thus be a valuable addition to an area that could benefit from additional intermodal capacity.

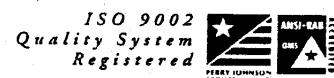
For these reasons, we fully support the RTRR petition and hope that the Board will allow RTRR to move forward with its plans.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. E. Ryan".

J. E. Ryan

*Driving the Industry Standards...
Safety, Quality and Customer Service*



ALL POINTS EQUIPMENT INC.



12851 PROSPECT STREET ■ DEARBORN, MICHIGAN 48126

February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but also other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,

R-WAY OF NJ INC.
3 DEER TRAIL DRIVE
CLARKSBURG, NJ 08510
(732-247-3000)

March 4, 2002

Mr. Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, Mi. 48089

RE: Riverview Trenton Railroad Intermodal Proposal.

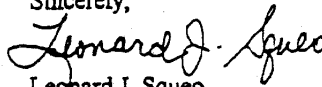
Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in the region.

The benefits to the region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for the region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



Leonard J. Squeo
Vice President

LOGISTICS AND OCEAN CARRIER INTERESTS

HAMBURG SUD

HSAC

LOGISTICS

March 1, 2002

Mr. Mickey Blashfield
Centra Inc.
12225 Stephens Road
Warren, MI 48089

Re: **Finance Docket No. 34040, Riverview Trenton Railroad Company
Petition for an Exemption from 49 U.S.C. 10901 to Acquire and
Operate a Rail Line in Wayne County, Michigan**

Dear Mr. Blashfield:

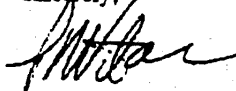
I am writing you in order to express the support of HSAC Logistics, Inc. for the petition for exemption filed in the above docket by Riverview Trenton Railroad Company ("RTRR"). We are a Logistics Company that represents a major international steamship line. Transportation is important to our business. We currently ship approximately 130+ truckloads of freight, consisting primarily of auto parts, per week between our facilities in Detroit, MI to Jacksonville, FL.

We are aware of RTRR's plans to operate a shortline railroad and a related intermodal yard in the Riverview/Trenton area and we support those plans. Were RTRR allowed to operate, we anticipate that we would utilize that facility to more efficiently interchange much of our freight with the class I railroads. We are particularly interested in the fact that RTRR is located not only close to our facilities in the area, but also to the lines of the three major class I railroads that serve the area. This proximity would serve to enhance the flexibility of our intermodal transportation options by allowing us more efficient access to the national rail system and reducing our drayage costs.

We anticipate that the RTRR line and facility will not only allow us to save local drayage costs, but that we may be able to shift some of our freight from all-highway routings to highway/rail routings utilizing the services offered by RTRR.

In short, we believe that RTRR's plans will facilitate the flow of interstate commerce to the benefit of our business and the shipping public generally. We thus urge the Board to approve the RTRR Petition for Exemption.

Sincerely,



Paul Vikan
Manager, Intermodal

February 28, 2002



Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

**RE: Finance Docket No. 34040, Riverview Trenton Railroad
Company Petition for an Exemption from 49 U.S.C. #10901 to acquire
And Operate a Rail Line in Wayne County, Michigan**

Dear Mr. Mistura:

I am writing you in order to express the support of APL Limited for the petition for exemption filed in the above docket by Riverview Trenton Railroad Company ("RTRR"). We are an International Steamship Line and Transportation is important to our business. We currently ship approximately 200 containers per week between our facilities in Detroit Michigan and West Coast Points.

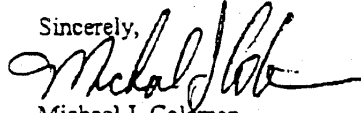
We are aware of RTRR's plans to operate a shortline railroad and a related intermodal yard in the Riverview/Trenton area, and we support those plans. Were RTRR allowed to operate, we anticipate that we would utilize that facility to more efficiently interchange much of our freight with the Class I railroads. We are particularly interested in the fact that RTRR is located not only proximate to our facilities in the area, but also to the lines of the three major Class I railroads that serve the area. This proximity would serve to enhance the flexibility of our intermodal transportation options by allowing us more efficient access to the national rail system and reducing our drayage costs. Further, to the extent that RTRR is able to develop a deep-water port near its facility, which we understand is a longer-range goal, this would open up additional transportation options that will likely be of interest to us since our company (imports)(exports) freight via ocean carriage.

APL Limited
1301 South Paulina
Chicago, IL 60608 USA

We anticipate that the RTRR line and facility will not only allow us to save local drayage costs, but that we may be able to shift some of our freight from all-highway routings to highway/rail routings utilizing the services offered by RTRR.

In short, we believe the RTRR's plans will facilitate the flow of interstate commerce to the benefit of our business and the shipping public generally. We this urge the Board to approve the RTRR Petition for Exemption.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael J. Coleman".

Michael J. Coleman
Transportation Manager
APL
2302 S. Paulina
Chicago, Illinois 60608

CP Ships Logistics (North America)

34405 W. 12 Mile Road
Suite 376
Farmington Hills, MI 48331
Telephone: (248) 324-1392
Fax: (248) 324-1438

February 27, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Finance Docket No. 34040, Riverview Trenton Railroad Company
-Petition for an exemption from 49 U.S.C 10901 to acquire and operate a rail line in
Wayne County, Michigan.

Dear Mr. Mistura:

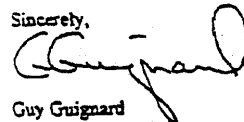
I am writing you in order to express the support of CP Ships Logistics for the petition for exemption filed in the above docket by Riverview Trenton Railroad Company ("RTRR"). We are a steamship line. Transportation is important to our business. We currently ship approximately 5000 container loads of freight, consisting primarily of 100 per week between our facilities in Michigan and Montreal.

We are aware of RTRR's plans to operate a shortline railroad and a related intermodal yard in the Riverview/Trenton area, and we support those plans. Were RTRR allowed to operate, we anticipate that we would utilize that facility to more efficiently interchange much of our freight with the Class 1 railroads. We are particularly interested in the fact that RTRR is located not only proximate to our facilities in the area, but also to the lines of the three major Class 1 railroads that serve the area. This proximity would serve to enhance the flexibility of our intermodal transportation options by allowing us more efficient access to the national rail system and reducing our drayage costs. Further, to the extent that RTRR is able to develop a deep-water port near its facility, which we understand is a longer-range goal, this would open up additional transportation options that will likely be of interest to us since our company imports and exports freight via ocean carriage.

We anticipate that the RTRR line and facility will not only allow us to save local drayage costs, but that we may be able to shift some of our freight from all-highway routings to highway/rail routings utilizing the services offered by RTRR.

In short, we believe that RTRR's plans will facilitate the flow of interstate commerce to the benefit of our business and the shipping public generally. We thus urge the Board to approve the RTRR Petition for Exemption.

Sincerely,



Guy Guignard
Regional Manager
CP Ships Logistics



www.ponl.com

P&O Nedlloyd Limited
One Meadowlands Plaza
East Rutherford
New Jersey 07073 USA
Phone 201 896 6200
Fax 201 896 6342

February 27, 2002

Mr. Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

**Re: Letter of Support -- Finance Docket No. 34040, Riverview
Trenton Railroad Company -- Petition for an Exemption**

Dear Mr. Mistura:

I am writing you in order to express the support of P&O Nedlloyd for the petition for exemption filed in the above docket by Riverview Trenton Railroad Company ("RTRR"). We are a steamship company and transportation is important to our business. We currently ship approximately twenty container-loads of freight, consisting primarily of auto parts per week between our facilities in Brownstown Michigan and Egypt.

We are aware of RTRR's plans to operate a shortline railroad and a related intermodal yard in the Riverview/Trenton area, and we support those plans. We anticipate that we would utilize the RTRR facility to more efficiently interchange much of our freight with the Class I railroads. We are particularly interested in the fact that RTRR is located not only proximate to our facilities in the area, but also to the lines of the three major Class I railroads that serve the area. This proximity would serve to enhance the flexibility of our intermodal transportation options by allowing us more efficient access to the national rail system and reducing our drayage costs. The 20 TEUs per week, we are currently draying to the local Detroit rails would then be drayed to the RTRR facility saving additional drayage costs, time, and mileage. Further, to the extent that RTRR is able to develop a deep-water port near its facility, which we understand is a longer-range goal, this would open up additional transportation options that will likely be of interest to us since our company exports and imports freight via ocean carriage.

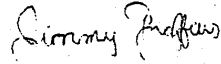
We anticipate that the RTRR line and facility will not only allow us to save local drayage costs and miles, but that we may be able to shift some of our freight from all-highway routings to highway/rail routings utilizing the services offered by RTRR.

Registered Office
Beagle House, Braham Street, London G1 8EP
Registered in England 857789

Goods are accepted for transportation
upon the terms and conditions of the
appropriate Tariff and Bill of Lading
copies of which are available upon request.

In short, we believe that RTRR's plans will facilitate the flow of interstate commerce to the benefit of our business and the shipping public generally. We thus urge the Board to approve the RTRR Petition for Exemption.

Sincerely,



Jimmy Graffius



February 25, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Finance Docket No. 34040, Riverview Trenton Railroad Company
– Petition for an Exemption From 49 U.S.C. 10901 to Acquire and
Operate a Rail Line in Wayne County, Michigan

Dear Mr. Mistura:

I am writing you in order to express the support of Central Global Express, Inc. for the petition for the exemption filed in the above docket by RTRR. We are a freight forwarder handling all modes of transportation, both domestic and international. Transportation is important to our business. Ocean freight is our fastest growing business line, and our Romulus, Michigan facility is our most important terminal. From this facility we manage air and ocean freight transportation to and from points worldwide.

We are aware of RTRR's plans to operate a shortline railroad and a related intermodal yard in the Riverview/Trenton area, and we support those plans. Were RTRR allowed to operate, we anticipate that we would utilize that facility to more efficiently interchange much of our freight with the Class I railroads. We are particularly interested in the fact that RTRR is located not only proximate to our facilities in the area, but also to the lines of the three major Class I railroads that serve the area. This proximity would serve to enhance the flexibility of our intermodal transportation options by allowing us more efficient access to the national rail system and reducing our drayage costs. Further, to the extent that RTRR is able to develop a deep-water port near its facility, which we understand is a longer-range goal, this would open up additional transportation options that will certainly be of interest to us, given our ocean freight growth.

The Solution ®

Corporate Offices: P.O. Box 698, Taylor, MI 48180-0698 U.S.A. * Ph 734-955-2555 * Fax 734-955-2830 * www.centralglobalexpress.com

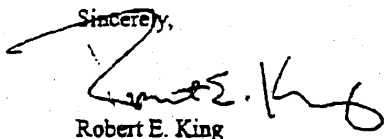


The Solution[®]
Page 2

We anticipate that the RTRR line and facility will not only allow us to save local drayage costs, but that we may be able to shift some of the freight from all-highway routings to highway/rail routings utilizing the services offered by RTRR.

In short, we believe that RTRR's plans will facilitate the flow of interstate commerce to the benefit of our business and the shipping public generally. We thus urge the Board to approve the RTRR Petition for Exemption.

Sincerely,



Robert E. King
President

/dkr



2758 Commerce Drive
Kokomo, IN 46902
Internet: www.isi-warehouse.com
765-454-0500
888-232-2712
Fax: 765-454-0510

February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

Subject: Letter of support for Riverview Trenton Railroad Company (Finance Docket # 34040)

Dear Mr. Mistura:

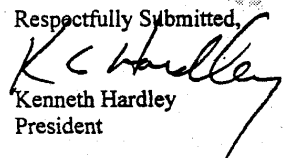
I am writing this letter in support of the Riverview Trenton Railroad Company. ISI is an asset based 3PL (third party logistics) service provider. We have our own fleet of tractor/trailers along with a fleet of straight trucks and cargo vans. We own and operate our own warehouse facilities and deal with intermodal companies on a daily basis. Currently, the majority of our intermodal business utilizes interchanges in the Chicago area.

However, metro Detroit would be more beneficial for our operation and our core customers could be offered additional flexibility with their intermodal transportation needs. This is a need my customers have requested for many years. Unfortunately, our options have been limited.

The RTRR line and facility will reduce transportation miles/costs for our clients by shifting some of our freight from all-hiway routings to highway/rail routings and using Detroit vs. Chicago.

We look forward to doing additional business in the metro Detroit area by using the RTRR line.

Respectfully Submitted,


Kenneth Hardley
President



March 1, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Respectfully,

Barry Griesinger
Vice President Corporate Development

G-3367 Corunna Road, Flint, MI 48532



March 1, 2002

Mr. Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Rd.
Warren, MI 48089

**RE: Letter of support, Riverview Trenton Railroad Company
Finance Docket No. 34040, Petition for Exemption**

Dear Mr. Mistura:

I am writing you in order to express the support of my company, LogiSys, Inc., for the petition for exemption filed in the above referenced docket number by the Riverview Trenton Railroad Company (RTRR). We are a Third Party Logistics Provider Company and transportation is important to our clients' and our business. We currently ship and manage the movement of, on average, of six truckloads of freight, of various commodities, per week, between our clients' facilities in Southeast Michigan and a myriad of destinations such as:

Chicago, IL
Decatur, IL
Cleveland, OH
Harrisburg, PA
Minneapolis, MN
Indianapolis, IN
Louisville, KY
Newark, NJ
New York, NY
Atlanta, GA
Miami, FL
Charlotte, NC
Denver, CO
Dallas, TX
Kansas City, MO
City of Industry, CA
Portland, OR
Seattle, WA

LogiSys, Inc.

2655 Oakley Park Road, Walled Lake, MI 48390-1684

[248] 926-2400 • FAX [248] 926-8790 • Toll Free: [877] LOGISYS [564-4797]



We are aware of RTRR's plans to operate a shortline railroad and a related intermodal yard in the Riverview/Trenton area and we support and encourage those plans. We anticipate that we would utilize the RTRR facility to more efficiently interchange our freight with the large, Class 1 railroads. We are especially interested in the fact that the RTRR is located in close proximity to our origin ship points as well as proximate to the lines of the three major Class 1 railroads that service Southeastern Michigan. This facility would serve to enhance the flexibility of our intermodal transportation options by allowing us more efficient access to the national railway system and reducing our drayage cost.

We also understand that the RTRR has as a part of its long range plans, desires to develop a deep-water port near its facility. We heartily endorse this initiative as long overdue for Southeast Michigan shippers in general and our client's in particular. It would be our intent to utilize this capability for import and export of our clients' products and/or materials.

The main reason we are in support of this docket is mainly financial. There will be significant cost savings available to us, and our clients, from both a reduction in cost for local transportation as well as the potential to divert some of our over the road, all-highway type loads to truck/rail/truck applications. We anticipate that the RTRR line and intermodal facility will play a significant role in reducing costs for all of Southeastern Michigan shippers and eagerly await its opening.

I personally have been in the transportation and distribution business for 39 years. In every instance where additional options are open to shippers to lower costs, we jump on those opportunities. Our country thrives when we allow and promote competition, in any segment of business, as it invariably lowers costs for all. I believe that the RTRR's plans will definitely, favorably impact the flow of interstate commerce and benefit not only our business but also the shipping public in general. Therefore, I strongly urge the Board to approve the RTRR Petition for Exemption. Thank you.

Respectfully submitted,
LogiSys, Inc.

Ronald M. Griggs
C E O

LogiSys, Inc.

2655 Oakley Park Road, Walled Lake, MI 48390-1684

[248] 926-2400 • FAX [248] 926-8790 • Toll Free: [877] LOGISYS [564-4797]



20495 Pennsylvania Road
Brownstown, MI 48192
(734) 246-4244
Fax (734) 246-4309
www.tdsinternational.com

February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken L'Heureux". The signature is stylized with a large, sweeping "K" and "L".

*Ken L'Heureux
Plant Manager*

TI Group[®]
Automotive Systems

TI Group Automotive Systems Corp.
Ossian #47
1200 Baker Drive
Ossian, IN 46777

Telephone: 219-622-7900 x 139
Facsimile: 219-622-6909

March 1, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



Douglas P. Gower
Materials Supervisor





February 28, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,

A handwritten signature in dark ink, appearing to be 'DJ' or 'Dennis Johnson', written over a horizontal line.

Dennis Johnson
Director - Managed Services
TNT Logistics North America
10407 Centurion Parkway North
Jacksonville, FL 32256

Cargotec, Inc.

Corporate Office:

307 Broadway

Swanton, Ohio 43558

Tel: 419-825-2331 Fax: 419-826-8439

website: www.cargotec.com

Cargotec

March 1, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

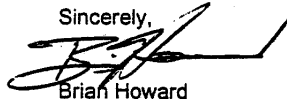
Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use as additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



Brian Howard

Branches in Arizona, California, Florida, Georgia, Illinois, Massachusetts, New Jersey, North Carolina, Ohio, Texas & Utah



MOFFETT



COMBI LIFT



March 5, 2002

Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



12225 Stephens Rd
Warren, MI 48089

March 1, 2002

Mr. Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

Dear Mr. Mistura:

Logistics Insights Corporation (LINC) is writing you to support Riverview Trenton Railroad's Petition for Exemption. LINC is a third party logistics company and freight forwarder of property serving multiple customers. These customers include automotive OEM's, Tier one and Tier two part manufacturers and other 3PL/4PL logistics providers. In this capacity we route, both directly and indirectly in excess of 18,000 intermodal shipments annually through Detroit. With continued growth of international traffic encompassed under NAFTA, driver shortages and escalation of fuel costs we envision substantial growth in utilization of intermodal service.

The Michigan Department of Transportation's Detroit Intermodal Freight Terminal (DIFT) study has documented the need for additional intermodal service for this region. Riverview Trenton Railroad's proposal supports this need. Additionally, the unique ability to have a single site served by three major but operated independent of Class I railroads would promote competitiveness in both service and price. This competitiveness is critical to LINC meeting our customer's expectations and the RTRR shortline exemption will be beneficial to the shipping public.

We await the opportunity for access to additional intermodal facilities in this region. Please advise confirmation of your opening.

Sincerely,

A handwritten signature in dark ink, appearing to read "H. E. Wolfe", with a long, sweeping horizontal line extending to the right.

H. E. Wolfe
CEO

DELL WILL

CUSTOMS BROKERS (USA)

Taylor, Michigan 48180
Phone (734) 946-3040
Fax (734) 946-2829

March 5, 2002

Mr. Arnold M. Mistura
Riverview Trenton Railroad Co.
12225 Stephens Road
Warren, MI 48089

RE: Riverview Trenton Railroad Intermodal Proposal

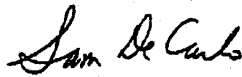
Dear Mr. Mistura:

On behalf of Dell Will Customs Brokers (USA) Inc., I am submitting this letter in support of Riverview Trenton Railroad Company (RTRR) with respect to the above-mentioned proposal. It is without question that the proposed intermodal facility will be a benefit to not only our company, but other shippers who could use an additional option for container interchange service in our region.

The benefits to our region would include fewer trucks on the road, more competitively priced freight rates and increased flexibility in shipping options including access to all three major rail lines while reducing long waits at other sites. It is well known that additional intermodal service for our region is a priority as outlined in the Detroit Intermodal Freight Terminal (DIFT) Study which was prepared under authority of the Michigan Department of Transportation. RTRR's proposal is consistent with and furthers the priorities as indicated within the DIFT Study.

We look forward to having access to the additional intermodal facilities and await your confirmation of opening.

Sincerely,



Samuel C. De Carlo
Senior Director

"Providing USA & Canada Customs Clearances"
Visit our Website at www.dellwill.com for the most up to date information
Bridge Phone (313) 961-1752 Bridge Fax (313) 961-1798