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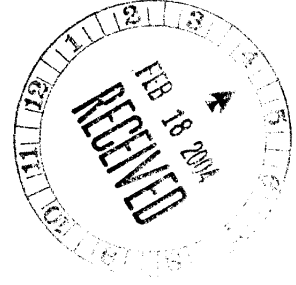
DAVID L. MEYER
TEL 202.662.5582
FAX 202.778.5582
DMEYER@COV.COM

February 18, 2004

BY HAND

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

2/0095



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

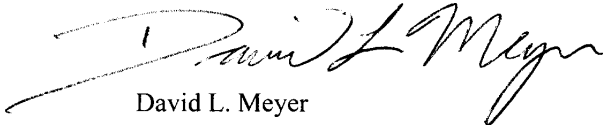
Dear Secretary Williams:

As a supplement to TTX Company's Application in the above-captioned proceeding, I am enclosing an original and 10 copies of TTX's Submission of Additional Comments 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

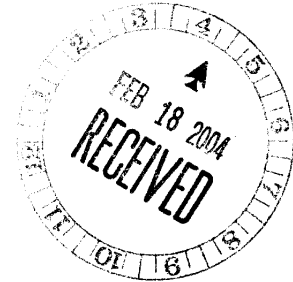
Enclosures

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

ENTERED
Office of Proceedings

FEB 18 2004

Part of
Public Record

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

February 18, 2004

BEFORE THE
SURFACE TRANSPORTATION BOARD

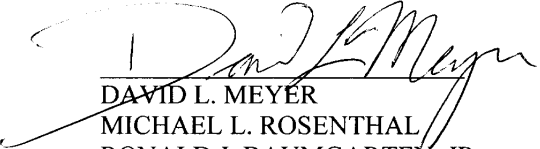
Finance Docket No. 27590 (Sub-No. 3)

**TTX COMPANY'S 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 sixteen additional letters from shippers and other beneficiaries of the TTX flatcar pool urging approval of TTX's application for reauthorization of its flatcar pooling agreement. These supporters include intermodal marketing companies, steamship companies, trucking companies, intermodal customers, forest products shippers, and ports. The accompanying statements, as well as the five statements submitted with the application (at Tab K), 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



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

February 18, 2004

**INDEX OF STATEMENTS SUPPORTING APPROVAL OF APPLICATION
(AS OF FEBRUARY 17, 2004)**

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CANADIAN TIRE

January 26, 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:

We understand that TTX is seeking reauthorization of its flatcar pool and as Divisional Vice President of Transportation for Canadian Tire Corporation, I would like to voice our support for the application to extend TTX's flatcar pooling authority.

As one of Canada's most-shopped retailers with 1,000 stores and gas bars, Canadian Tire's North American supply chain creates heavy demand on rail services. TTX support of our transportation system through the flatcar pool services, primarily through our carrier partnerships, is an essential component of our supply chain system.

Our continued commitment to look for ways of improving our supply chain network through increased efficiencies and reduction in costs includes the use of rail.

We take an integrated approach to our supply chain planning and execution, including optimizing the use of rail to afford us operating and cost efficiencies in the transportation of goods across Canada. We have made a significant investment in rail transportation:

- We operate over 1,200 of our own domestic intermodal containers to support our distribution network.
- We are the largest private owner of 53' domestic intermodal containers in Canada.

The benefits we receive from a single shared pool facilitated by TTX ensures that cars move freely across the rail network and are available for shipments on all railroads in all lanes. This allows us to maintain our competitive advantage and meet service level commitments to our stores. The utilization of TTX rail network also enables us routing optimization, a reduction in miles traveled over the road, a reduction in the congestion of main corridors and a reduction in overall energy consumption.

The industry's trend to increase the use of intermodal transportation benefits the global environment as it provides ways to conserve fuel and reduce the congestion and wear on our nation's highways. To support intermodal rail growth and a healthy, productive economy, it is critical to have a strong intermodal transportation network in place.

CANADIAN TIRE CORPORATION, LIMITED

2180 YONGE ST. P.O. BOX 770, STATION K, TORONTO, ONTARIO, CANADA M4P 2V8
TELEPHONE 416 480-3000 FAX 416 544-7715

In conclusion, we support TTX's application for a fifteen-year extension of its pooling authority to ensure that they will continue to supply an efficient and economical flat car service to Canadian Tire in the years to come.

Sincerely,



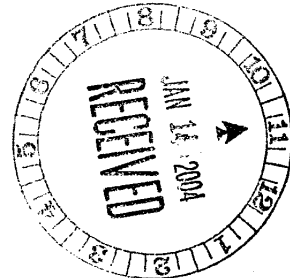
Matthew Mucciacito
Divisional Vice President, Transportation
Canadian Tire Corporation

Background

Canadian Tire Corporation, Limited operates more than 1,000 stores and gas bars in an inter-related network of businesses engaged in retail, financial services and petroleum. *Mark's Work Wearhouse* is a specialty retail organization that operates 306 stores in Canada, selling work and work-related apparel. *Canadian Tire Retail*, with 451 stores operated by Associate Dealers across Canada, is the country's most-shopped retailer, offering a unique mix of products and services through three specialty categories in which the organization is the market leader – Automotive, Sports and Leisure, and Home Products. www.canadiantire.ca offers Canadians the opportunity to shop online. *PartSource* is an automotive parts specialty chain with 33 stores designed to meet the needs of major purchasers of automotive parts – professional automotive installers and serious do-it-yourselfers. *Canadian Tire Petroleum* is one of the country's largest and most productive independent retailers of gasoline, operating 212 gas bars and 33 car washes. *Canadian Tire Financial Services* manages related financial products and services for retail and petroleum customers, and also markets other value-added products to our customers. More than 45,000 Canadians work across Canadian Tire's organization from coast-to-coast in the enterprise's retail, financial services, and petroleum businesses.



100 Plaza Drive,
Secaucus, NJ 07094



December 10, 2003

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 William Weng, Director of Intermodal Services for China Shipping (North America) Holding Co., Ltd. My responsibility in China Shipping is to manage and ensure the smooth transit and delivery of International freights by various modes including rail, truck and barge within the USA. I have held this position for three years, prior to that I worked for Evergreen America Corp., another well known International Shipping Company as Logistics Manager.

China Shipping Holding Co is the general agent in USA for China Shipping Container Lines . China Shipping Container Lines ships over 200,000 containers intermodally on US freight railroads each year on most major traffic lanes using various types of flatcars. As rail intermodal transportation has been the fastest growing major segment of the US freight railroads industry over the past ten years, it is very important that we get timely and sufficient flatcar supply to make cargo flow quickly and smoothly between US seaports and inland points.

We understand that TTX is seeking authorization of its flatcar pool. We support an extension of TTX's flatcar pooling authority, because we rely on the smooth functioning of the TTX services for the growth and success of our business.

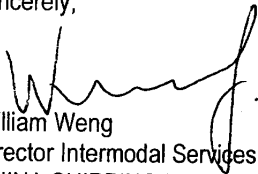
Our support of TTX request is based on the benefit CSNA receives from their operation. This involves TTX pool cars moving across the USA railroad network without restrictions; the availability of sharing a pool for intermodal cars ensures that we have access to a consistent supply of

railcars, optimizes flexibility on choice of railroads and lanes, the functionality of TTX's pool enhances fluid shipments rather than being tied up by switching of cars of different ownership, etc.

TTX has demonstrated its commitment to provide a fleet of high-quality, well maintain intermodal cars which contributes to the intermodal growth important to the U.S. economy, railroad companies, steamship lines as well as importers and exporters. Furthermore, the increase of intermodal transportation conserves fuel and reduces congestion and wear to our nation's highways. The continued growth of intermodal transportation and the continuation of the TTX flatcar pool will increase our company's ability to operate successfully.

We consider approval of TTX's application for a fifteen-year extension to be of critical importance. This will ensure that TTX will continue to supply efficient /economical flatcar service in the years to come for the benefit of the Shipping Industry.

Sincerely,



William Weng
Director Intermodal Services
CHINA SHIPPING N.A. HOLDING Co., LTD



February 6, 2004

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

Dear Mr. Williams:

I am Ronald C. MacDonald, Sr. Vice President Marketing, Cornerstone Systems headquartered in Memphis, Tennessee. I am over the Intermodal Marketing and Pricing for Cornerstone and I handle the intermodal contracts with railroads. I have been involved in the rail/intermodal marketing/pricing since 1967. I have been in my position since the inception of Cornerstone in 1997. Before that I was with an IMC in Memphis, intermodal truck line in Cincinnati and a railroad (marketing department) in Jacksonville. I have a BS in Commerce and Transportation Certificate from the University of Louisville.

Cornerstone Systems provides transportation of products from the shipper to the receiver in the USA, Canada and Mexico. Our primary volume is via intermodal (truck/rail/truck). We move the majority of the intermodal loads on east/west lanes involving UP/BNSF and CSX/NS. The equipment primarily used is 48' and 53' containers.

Most of our customers are trying to reduce transportation cost. We are able to provide the reduction by using rail intermodal transportation. Our gross transportation sales exceed \$100,000,000.00 per year with 70% being intermodal.

The railroads must match the crews, engine power, flatcars and containers to allow our loaded containers to move on schedule. TTX in the past has, in our opinion, been successful in working with the railroads to provide enough flatcars. The pooling of flatcars has allowed all railroads the ability to handle the same freight with less equipment. 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.

5101 Wheelis Drive, Suite 300 • Memphis, TN 38117
(901) 842-0660 • Fax (901) 842-0671 • (800) 278-7677

A Tennessee Corporation

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority because we rely on the smooth functioning of the TTX flatcar pool arrangement for the growth and success of our business. We consider approval of TTX's application to be of critical importance to the continued growth and success of our intermodal business.

Sincerely,

CORNERSTONE SYSTEMS

A handwritten signature in black ink, reading "Ronald C. MacDonald". The signature is fluid and cursive, with the first name "Ronald" being the most prominent.

Ronald C. MacDonald
Sr. Vice President Marketing



Georgia-Pacific

Georgia-Pacific Corporation
Transportation & Logistics Division

55 Park Place, 12th Floor
P.O. Box 740075 (30374)
Atlanta, Georgia 30303

February 6, 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:

After careful consideration of TTX's application for STB reauthorization of the TTX flatcar pool, we would like to offer our support in favor of this reauthorization.

Railroad transportation, and flatcar availability, are important to Georgia-Pacific Corporation. As a major forest products company that spends about \$500 million annually on rail transportation, it is critical to our business - especially our lumber, particleboard, and gypsum business - that we maintain an adequate supply of flatcars for our manufacturing locations.

To support our rail equipment supply, we strongly rely on the TTX flatcar pool. For 2003, 42% of G-P's flatcar shipments (totaling over 10,000) were on TTX equipment.

TTX's commonly-owned and shared pool of cars ensures that all railroads we use will have access to a sufficient body of low-cost railroad cars. To continue this access for our flatcar rail shipments, we strongly support an extension of TTX's flatcar pooling authority.

Sincerely,

William A. Dozier, Jr.
Group Manager, Rail Logistics

cc:

Robert R. Hewett, Director Market Development, TTX Company
Robert T. Pugh, Vice President - Logistics, Georgia-Pacific Corporation

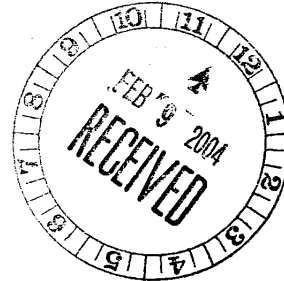


HANJIN SHIPPING COMPANY, LTD.

80 EAST ROUTE 4, SUITE 490. PARAMUS, NJ 07652-2655 • TEL: (201)291-4600 • FAX: (201)291-9393

February 3, 2004

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



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

Dear Secretary Williams:

My name is Ole A. Sweedlund and I represent Hanjin Shipping Co., Ltd at their American Headquarters based in Paramus, NJ. Hanjin Shipping, a Korean Corporation, is a major containerized shipping company trading throughout the world. We are currently the second largest container carrier trading to/from the United States based on the latest statistics accumulated by *The Journal of Commerce*, a leading industry news magazine. At the present time I am the Deputy Managing Director responsible for Hanjin's sales, marketing and logistics activities in the Americas.

Hanjin is a major user of the United States intermodal rail system. In 2003 we moved in excess of 225,000 loaded ISO Marine Containers on the US rail system. We provide service for our customers to all major locations throughout the United States. We do this at an intermodal rail expense of over \$350,000,000. Our business plan is certainly focused on this aspect of our capabilities. We fully expect that we will continue to enjoy annual growth in this area.

We understand that TTX has applied for an extension of its flatcar pooling authority. We strongly support reauthorization of this authority, as it will strengthen the intermodal transportation system, which is integral to the smooth movement of commerce in the United States.

The rail system is the underlying backbone of the United States ability to move commerce. TTX plays an integral role in ensuring that the rail system operates efficiently in moving any and all types of goods to market. TTX has for years proved themselves to be an effective manager and provider of equipment to the rail system. They have consistently forecasted accurate levels of equipment needs and have been able to provide for the financing to acquire new equipment when necessary.

TTX provides a stable and flexible mechanism for managing the car supply necessary to handle the US rail requirements. They do not limit the ability of different



supply options and have always encouraged new ways of meeting the demand that would encompass some of these alternatives.

Therefore we would like to once again reiterate our support for the reauthorization of TTX's application for a fifteen (15) year extension of its pooling authority. Hanjin is confident that by so doing we can ensure ourselves of a safe, efficient and economical railcar supply in the years to come.

Thank you very much for your kind attention to and consideration of this most important matter.

Very truly yours,

Ole A. Sweedlund
Deputy Managing Director & Vice President
Hanjin Shipping American Headquarters



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

Re: finance docket no. 25590 (sub-no.3)
TTX Company – application for pooling reauthorization

Dear Mr. Williams:

My name is Paul Bergant. I am President of J.B.Hunt Intermodal which is one of the largest Intermodal companies in North America. We generate approx 750,000 intermodal rail car events per year with about 10 different railroads. Our expectation has been that when a load of our freight arrives at the railroads' terminal, there will be a flatcar waiting for it. Our expectations, over the last 15 years, have largely been met.

I am therefore writing in strong support of TTX application for a 15 year extension of its flatcar pooling authority. Over these last 15 years, TTX has clearly kept its promise of providing a clean, up to date, and well maintained fleet of flatcars. In addition they have stayed ahead of the curve in the research and development of new flatcars to keep up with the changing needs of a dynamic industry. In 1989 when J.B.Hunt Intermodal entered the market, TTX was there with a modified trailer flatcar to fit our needs. In 1993, J.B.Hunt Intermodal converted 20,000 trailers into 22,000 containers and TTX was there again, quickly and effectively transitioning us into a specially engineered, double stack car. This conversion was completed in less than one year. Over the remaining years, TTX has been there to develop new and improved products that meet ours as well as our customer's needs.

In conclusion, we support TTX's application for a 15 year extension and ask for your approval of the TTX application.

Sincerely, I am

A handwritten signature in dark ink, appearing to read 'Paul Bergant', written over the typed name.

Paul Bergant
President and Chief Marketing Officer
J.B.Hunt Transportation



"K" LINE AMERICA, INC.

8730 Stony Point Parkway, Suite 400
Richmond, VA 23235
TEL: (804) 560-2600

January 7, 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'm writing you in support of TTX's application to have its authority to provide pool of railcars extended.

I am Vice President of Liner Operations for "K" Line America, headquartered in Richmond, VA. "K" Line is a global transportation carrier that is heavily involved in the movement of containerized cargo to and from North America. While "K" Line is currently twelfth largest carrier in the US trades, we are the fifth largest consolidated shipping company in the world. Over 50% of our international container traffic moves via rail through the US and Canada. The cargo we move is primarily moved to or from overseas locations, but we are also involved in the movement of cargo domestically.

The movement of intermodal traffic by rail in North America is a significant part of the point-to-point service we offer. We move over 300,000 containers per year by rail. This includes containers moved loaded with import cargo, export cargo, and domestic freight. We serve every major market in the U.S and Canada. by rail from many different port cities.

While we own or charter the vessels we operate, we contract the railroads to move our traffic by rail in the U.S. Railcar supply is a critical component of the service provided by the railroads as we offer a scheduled product that requires a reliable flow in order to support production line and distribution demands.

We understand that TTX is applying with the STB to extend its authorization to provide a railcar pool to the railroads. We are strongly in support of this application as a reliable, efficient supply of railcars is essential for our customers supply chains and the stability of the intermodal product.

The existence of the TTX railcar pool has provided stability in the industry due to TTX's ability to react to rapid shifts in demand in the industry through effective fleet management and capital investment. We rely on the structure TTX has put in place to ensure that cars flow freely between the railroads, car maintenance is kept up, and sufficient cars are brought into the inventory to support fluctuating demand.

The rising costs associated with not having this stability and not having this shared pool of railcars would impede the continued growth of intermodal transportation. The results of this would result in more cargo moved over the highway and the higher costs of the consumer products we move.

"K" Line considers the approval of TTX's application to be of great importance to the continued growth of our business.

Sincerely,

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

Steven L. Rubin
Vice President Liner Operations
"K" Line America, Inc

MAERSK INC.



January 14, 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 Philip V. Connors. I represent Maersk as Executive Vice President of Maersk, Inc., and President of Maersk, Inc. Agencies, a business unit of Maersk Inc. responsible for all the USA activities of Maersk Sealand and Safmarine. I am also a Board member of Bridge Terminal Transport, the largest container haulage company in the USA, and have 19 years experience in a broad range of management positions with Maersk.

Maersk, Inc. was established in 1943 as the General Agent in North America for the A. P. Moller – Maersk group, a container shipping company with over 250 vessels, and many other businesses around the world. Today Maersk, Inc. operates approximately 100 Agency or container related offices in North America with a staff of 3,000 serving the United States, Canada, Central America, and the Caribbean

Maersk ships over 580,000 units per year on North American rail services. Included in this number are 35 weekly dedicated east/westbound lanes with nine rail vendors. Primary lanes in land-bridge service include Los Angeles, Oakland, and Tacoma to/from Chicago, New York, Atlanta, Charleston, Jacksonville, Memphis, New Orleans, and Miami. We are also a major player in movement of US Government AID cargo and military cargo. Our cargo on the rail in the US moves primarily in railcars supplied and managed through the TTX pooling arrangements.

Giralda Farms, Madison Avenue, P.O. Box 880, Madison NJ 07940-0880, USA
Telephone: 973-514-5000. Fax: 973-514-5410.
Internet: <http://www.maersksealand.com>

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MANAGEMENT
STB

Honorable Vernon A. Williams

- 2 -

January 14, 2004

As you can see, with the large volume of shipments, reliable, consistent, economical, and environmental issues are critical to our continued success in the inland rail network. We feel that TTX's management of the rail flatcar fleet is the best option in rail car management to support our achievement of these goals in rail transportation. We also understand that TTX is seeking reauthorization of its flatcar pool. We strongly support 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.

Some of the benefits we see include:

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

Benefits from TTX management of a pooled fleet: 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.

Benefits from TTX's efficient and high-quality maintenance: TTX provides high-quality, well-maintained cars and maintains them efficiently.

Benefits from TTX's research and design 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's benefits in promoting the growth of rail intermodal traffic: 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.

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. 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 and the quality of its fleet.

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.

MAERSK

Honorable Vernon A. Williams

- 3 -

January 14, 2004

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, and believe it to be of critical importance. We see continued growth in North American Intermodal and believe that TTX pooling is the best option to support the growth and management of rail flatcars.

Sincerely,

Maersk Inc.



Philip V. Connors
Executive Vice President

PVC/gc

**NYK LINE****NYK LINE (NORTH AMERICA) INC.****CORPORATE HEADQUARTERS**

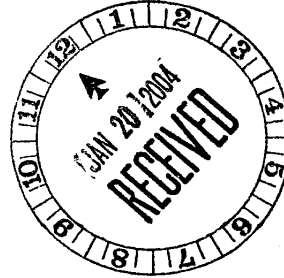
300 LIGHTING WAY, 5th FLOOR

SECAUCUS, N.J. 07094

Telephone: (201) 330-3000

Fax: (201) 867-9059, (201) 864-9180

January 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 Honorable Williams,

I am Senior Vice President of Operating Services at NYK Line (North America), the wholly owned unit of Nippon Yusen Kaisha of Tokyo, Japan. I am responsible for over \$150 million in annual rail intermodal expenditures as well as the safe, responsible and fluid movement of these assets.

I am a graduate of the University of California, Berkeley and numerous vessel and intermodal specific certifications. I have been engaged in intermodal operations for over 25 years.

The purpose of this letter is to clearly support the TTX Company's application before the Surface Transportation Board (STB) for reauthorization of its flat car pooling authority, which expires on October 1, 2004.

My company's utilization of the services of TTX supports over 200,000 individual ocean container units per year of international cargo between seaports and inland destinations. This cargo moves during the year in cyclical "peak seasons" to support American buying patterns, which could not be met without the TTX pooling agreement. This is a model that ocean carriers have reviewed with respect to managing our own assets such as containers and chassis to improve efficiency and fluidity in the U. S. transportation system.



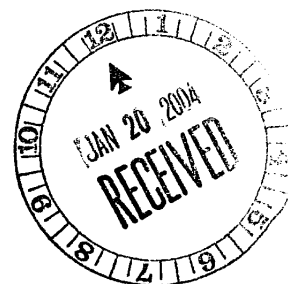
NYK LINE (NORTH AMERICA) INC.

TTX facilitates continuing investment in rail intermodal equipment, adheres to the strictest maintenance standards, removes unfit rolling stock, undertakes extensive market and infrastructure research, conducts its pooling with clear and disciplined business rules without which there would be chaos.

We are a strong supporter of the application of TTX Company's extension for the reasons articulated above and would be happy to answer any questions your office may pose of NYK Line (North America).

Sincerely,

William F. Payne,
Senior Vice President
NA Operating Services



January 9, 2004

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 King 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 T. F. Hau, Senior Vice President, Operations and Logistics, for OOCL (USA) Inc., an ocean carrier and transportation logistics company. OOCL transports over 400,000 container-loads of goods intermodally on U. S. freight railroads each year. Rail intermodal transportation, the movement of ocean-going containers by rail has been the fastest growing major segment of the U. S. freight railroad industry over the last ten years. Intermodal rail service represents a significant portion of OOCL's transportation services in North America, and I am writing to express my strong support of TTX Company's Application for Pooling Reauthorization.

To provide rail transportation in North America, OOCL relies on the fleet of specially designed railcars that make up the TTX flatcar pool. This flatcar pool of shared intermodal cars ensures rail cars can move freely across the North American rail network and are available to every railroad. The flatcar pool moves without restriction to accommodate seasonal, competitive and other demand changes. The TTX fleet and ability to move flatcars between rail carriers has allowed OOCL to expand its business with reliable and consistent service.

OOCL considers approval of TTX's application to be of critical importance to the continued growth and success of our business. I thank you in advance for your consideration of this critical issue.

Very truly yours,

Captain T. F. Hau
Senior Vice President, Operations & Logistics
OOCL (USA) Inc.
2633 Camino Ramon, Suite 400
San Ramon, CA 94583



PORT OF OAKLAND

January 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:

My name is Barbara N. O'Neill and I work for the Port of Oakland in the Maritime Division. I am a Manager in the Marketing Department, working with railroads, importers, exporters and ocean carriers. I have been in the transportation and logistics fields for 26 years. I have been in my present position for four years. My previous work experience was with the Southern Pacific, Union Pacific and CSXT railroads. During my tenure at the railroads, I held various Managerial positions in the Marketing and Sales departments. I have worked with various commodity groups including chemicals, metals, and food products. I also worked in the International Intermodal group for Southern Pacific with responsibility for several ocean carriers.

The Port of Oakland is the fourth busiest U.S. port. In 2002, the Port handled 1.7 million teu's. The Port expects the final numbers for 2003 to be close to 2.0 million teu's. The Port's maritime and commercial activities occupy some 1,000 acres, along 19 miles of waterfront on the inland side of the San Francisco Bay. Oakland's 10 container terminals are home to 32 global and domestic shipping lines covering every major trade lane. Within the Port boundaries, the Union Pacific Railroad and the Burlington Northern Santa Fe both operate near-dock rail terminals. Importers and exporters that ship through the Port of Oakland, often use the railroads for their intermodal shipments. Approximately 10% of the cargo moving through the Port of Oakland moves via rail to and from Salt Lake City, Chicago and beyond to East Coast destinations.

Intermodal transportation is an integral part of the service offerings within the Port. Good intermodal connections help attract discretionary cargo to Oakland. Ocean carriers and shippers have various options up and down the West Coast for their intermodal cargo. By having two excellent near-dock rail facilities and available flatcars to handle their business, we hope to attract more of the discretionary cargo through the Port of Oakland. One of the Port's strategic goals for the next five years is to grow intermodal cargo volume from 10% to 30% of Oakland's overall cargo throughput. This makes it increasingly important to have a pool of TTX flatcars that can handle the increasing volume of intermodal shipments.

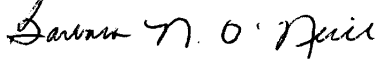
It is our understanding that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority. Our business growth plans rely heavily on the efficient functioning of the TTX flatcar pool. The TTX flatcar pool allows all railroads to benefit from a smooth operation with one point of contact.

Global trade is expected to grow at double-digit rates over the next 20 years. We must be prepared to handle this business in the most expeditious and efficient manner possible. The only way we will accomplish this goal to insure a pool of high quality, well-maintained flatcars.

The Port of Oakland is also working with various stakeholders to establish short-haul rail options from Oakland to the San Joaquin and Kern counties. If a dedicated rail service of this kind were established, there would be an increased need for intermodal pool cars to handle this business. These types of programs are being investigated throughout the U.S., to help ease congestion on the highways and improve air-quality. Rail transportation will continue to be an excellent way to expand transportation options for many companies, both international and domestic.

The Port's desire to expand the use of rail intermodal makes it imperative that TTX's application is approved. We feel that the benefits of this approval will be far-reaching and allow the economy to grow and prosper.

Sincerely,



Barbara N. O'Neill
Manager
Marketing & Business Development

Cc: Mr. Jerry Bridges



December 23, 2003



The 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 Managing Director of the Port of Seattle Seaport Division, I am writing to express our support of TTX's application to the Surface Transportation Board for reauthorization of its flatcar pooling authority. The Seaport Division is responsible for overseeing cargo and cruise terminals, harbor services, business development, property management, and professional and technical services groups.

The Port of Seattle, our nation's seventh largest load port in 2002, relies heavily on rail intermodal transportation to service customers throughout the country. Over 60% of 1.44 million TEU (twenty foot equivalent unit) containers handled in 2002 involved railroad use.

Reliable railroad intermodal transportation in general, and flatcar availability in particular, are essential for the Port of Seattle to continue to provide consistent service to shippers in key target locations such as the mid-West and East coast markets.

Management of a pooled fleet by TTX ensures that cars can move freely across the rail network, increasing availability for shipments on all lanes and across all railroads.

The Port of Seattle's 2020 growth plan for increasing container throughput to 3 million TEU will result in greater reliance on railroad terminals' fluidity. The availability of a shared pool of intermodal flatcars works to eliminate car supply issues by increasing rail-to-rail competition.

We strongly support a fifteen-year extension of TTX pooling authority to assist the Port of Seattle continue to supply efficient and economically viable intermodal solutions our customers.

Sincerely,

A handwritten signature in dark ink, appearing to read "CS", written over the name "Charles Sheldon".

Charles Sheldon
Managing Director, Seaport Division

CS/vm

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(206) 728-3000
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January 2, 2004

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-001

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

Dear Mr. Williams:

My name is Brian Bowers. I am Senior Vice President, Intermodal Services, for Schneider National, Inc. I have held this position for five years and have been involved with intermodal transportation for over fifteen years.

Schneider National, Inc. is the largest truckload carrier in North America and is the third largest provider of domestic intermodal services. Intermodal is the fastest growing business unit at Schneider and will generate over \$700 million in revenue this year. Each of our forty-eight thousand trailers is equipped with lift-pads to allow customers full access to intermodal and highway service. The versatility, scope and quality of the TTX flatcar fleet plays an important role in facilitating this process.

We understand that TTX is seeking reauthorization of its flatcar pool. Schneider National, Inc. supports an extension of TTX's flatcar pooling authority because it provides a well maintained capacity network that enables intermodal to grow. Increased use of intermodal transportation conserves fuel, reduces highway congestion and provides cost savings to customers striving to compete in the global marketplace.

TTX has demonstrated a commitment to improve the quality of its fleet and has been responsive to our need for both TOFC and COFC flatcar capacity. They play a crucial role in research and development of new flatcar technology. It is important that the design of flatcar capacity keep pace with customer needs for ride quality and low tare weight.

Schneider National, Inc. supports the TTX application for a fifteen year extension of its pooling authority. Approval will ensure that TTX will continue to supply efficient and economical flatcar service. I thank you in advance for your consideration of this critical issue.

Sincerely,



Brian H. Bowers
Senior Vice President
Intermodal Services

PORTS AUTHORITY

WILLIAM McLEAN
Vice President of Operations

January 6, 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 William A. McLean and I am the Vice-President of Operations for the South Carolina State Ports Authority (SCSPA) based in Charleston, South Carolina. I have held this position for seven years and prior to being with the SCSPA, I was with Sea-Land Service, Inc. for 12 years in various general steamship line management positions.

My company is one of the largest Ports Authorities in the United States and we currently enjoy the number four ranking in terms of total TEU throughput in the United States. We handle a wide variety and mix of cargoes that require the consistent and timely availability of intermodal rail cars in order for our customers, the major global steamship lines, to competitively service their accounts. Of the top ten global steamship lines, as ranked by PIERs, all ten currently serve their customers through facilities owned and operated by the SCSPA. The market served is the southeast, Midwest, and gulf state regions of the United States.

Their annual throughput at the SCSPA is approximately 1.8 million TEU's per year of which 25% of 450,000 TEU's moves either in or out of Charleston via rail. The majority of these rail moves require the usage and consistent availability of double stack flatcars that are provided by TTX.

Without the timely and consistent availability of intermodal rail cars at the Port of Charleston, we would soon become non-competitive with competing ports and would be a major hindrance to the continued economic well being of the State of South Carolina.



P.O. BOX 22287
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FAX: (843) 577-8626

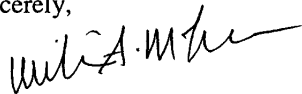
Honorable Vernon A. Williams
January 6, 2004
Page 2

We understand that TTX is seeking reauthorization of its flat car pool. We strongly support 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.

TTX provides high-quality, well-maintained cars and maintains them efficiently and they operate 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.

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.

Sincerely,

A handwritten signature in dark ink, appearing to read "William A. McLean", with a stylized flourish at the end.

William A. McLean

WAM:mar



December 10, 2003

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. Vernon A. Williams:

My name is Christian Wann, Assistant Vice President of Equipment Control Dept. for Yang Ming (America) Corp. I've held this position for 15 years in this category.

We are the global Import - Export Shipping Company. Every year we ship thousands of containers from / to all over the world to United States Of America. Then we distribute all these containers from the sea port to inland by rail or by truck for the Import. Vice Versa for the Export.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support 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.

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.

TTX rapidly expanded it's double-stack fleet in response to the increasing importance of double-stack traffic, including international container traffic is a very important factor to Yang Ming Marine Corp.

TTX's experience and expertise in maintaining intermodal cars and its incentives to provide high-quality equipment ensure that our rail traffic moves with minimum disruption.

In the future, TTX has worked with us and other shippers to develop new and improved intermodal equipment to meet our evolving needs.

Intermodal transportation has grown dramatically, and its future expansion is critical to a healthy, productive economy.

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

Sincerely Yours

Christian Wann
AVP for Yang Ming (America) Corp.

YANG MING (AMERICA) CORP.

525 Washington Blvd., 25th Floor, Jersey City, New Jersey 07310 TEL: 201-222-8899 FAX: 201-222-6699 <http://www.yml.com.tw>

1.800.610.6500



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December 12, 2003

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 Robert Simpson and I have been employed by Yellow Transportation since 1974. In my current position as Vice President/Transportation, my duties include all aspects of freight movement, including intermodal transportation.

Yellow Transportation is the largest LTL carrier in the United States. Our current Teamsters Agreement allows Yellow to utilize intermodal for 26% of our total miles. Although our use of intermodal transportation is primarily in the Western United States, we also utilize intermodal to and from both Coasts as well as to and from the Southeast, Southwest, Northern and Southern tiers of the US. Due to the fact that we utilize nearly all US railroads, it is critical that all railroads have access to an interchangeable and well-maintained pool of flatcars.

We understand that TTX is seeking reauthorization of its flatcar pool. We strongly support an extension of TTX's flatcar pooling authority, because we rely on the smooth functioning of the TTX flatcar pool for growth and success of our business. We consider approval of TTX's application to be of critical importance to the success of our intermodal business.

Very truly yours,

A handwritten signature in cursive script that reads "Robert Simpson".

Robert Simpson
Yellow Transportation
10990 Roe Avenue
Overland Park, KS 66207