

December 4, 2003

Dear Valued Customer

This letter is to address questions and concerns regarding the new Hours of Service regulations. Beginning January 4, 2004 Federal Motor Carrier Safety Regulations governing Hours of Service (HOS) for commercial motor carriers will take effect. In summary, the new regulations will allow drivers 11 hours of driving time out of a maximum workday of 14 hours. They must then rest 10 hours before starting another workday. This compares to the current 10 hours of driving time out of a maximum workday of 15 hours followed by 8 hours of rest.

An additional and more significant change is that the ability to "log off duty" during the workday will no longer be permitted. Logging off allowed drivers to extend their workday by not counting idle hours that might occur during the loading or unloading of a trailer. The loss of this practice will greatly increase the opportunity cost of driver delays that might occur during pick-ups, deliveries and stop offs.

A great deal of speculation has been written about the positive and negative effects the new HOS regulations will have on Productivity, Capacity, Costs and Safety. TDIS supports all initiatives that will further enhance the safety of our highways, but we do not believe that the final costs of the new regulations can be estimated at this time. However, we can predict that in this new environment customers who are able to efficiently process drivers will experience less of an impact.

As we prepare for the changes to come, we thought it would be helpful to restate our rules and rates for driver detention and stop offs (copy attached). We hope to be able to protect these levels of charges into the future. If changes in rules or rates are necessary do to the impact of HOS, we plan to provide our customers with at least 30 days written notice.

Sincerely,

Joe Dryburgh
General Manager
Thoroughbred Direct Intermodal Services, Inc.

THOROUGHBRED DIRECT INTERMODAL SERVICE

Free Time

Free time is defined as non-chargeable time for a Tractor to wait for a Trailer/Container to be loaded or unloaded at an Origin, Destination or Stop-off point.

TDIS will offer one (1) hour of free time at the first Origin Load Point and one (1) hour of free time at the Final Destination Unload Point.

Intermediate Stop Offs to Load additional items will entitle the shipper to one (1) additional hour of free time. The total (2) two hours of free time will then be available to handle all Loading points. Unused Loading free time will be carried over to additional Intermediate Stop Offs to Load freight.

Intermediate Stop Offs to Unload additional items will entitle the shipper to one (1) additional hour of free time. The total (2) two hours of free time will then be available to handle all Unloading points. Unused Unloading free time will be carried over to additional Intermediate Stop Offs to Unload freight.

Free time hours cannot be combined or carried over from loading to unloading, nor to future moves.

Detention

TDIS will charge \$20 for every quarter (1/4) hour or fraction thereof after the free time has elapsed for a tractor to wait while a trailer is being loaded or unloaded.

Driver Assist

If a Driver is requested to assist with the loading or unloading of a trailer or container an additional charge of \$15 for every quarter (1/4) hour or fraction thereof will be applicable. This charge will be in addition to the Tractor Detention charge should the Free time elapse as defined above.

Stop Off Charges

Stop Offs to Load or Unload will be assessed a stop off charge as follows:

1 st Stop Off	Included in the rate.
2 nd Stop Off	\$80
3 rd Stop Off	\$100
4 th Stop Off	\$140
5 th + Stop Off	Charge and Feasibility to be determined.
