



Railway Supply Institute, Inc.

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PAUL V WILSON
Loren Maintenance of Way, Inc
Chairman

August 7, 2007

W MATTHEW TONN
Zetek Inc
Vice Chairman

Vernon A. Williams, Esq.
Secretary
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

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Re: STB Ex Parte No. 670
Establishment of Rail Energy Transportation Advisory Council

Dear Secretary Williams:

On behalf of the Railway Supply Institute ("RSI"), I am pleased to nominate Jay T. Wileman, President and CEO of GE Equipment Services – Rail Services, for one of the "owners, lessors and manufacturers" positions on the Rail Energy Transportation Advisory Committee ("RETAC").

RSI is the international trade association of the railway and rail rapid transit supply industry. Currently, RSI has over 225 members who provide essential goods and services to our nation's -- and, in many cases, global -- rail systems. RSI member companies actively are engaged in all facets of the rail industry and provide expertise in the engineering, design, manufacture, leasing and maintenance of railcars, locomotives, track and signaling systems. The railcar builders represented by RSI manufacture virtually all the freight cars ordered and delivered in North America. Members of RSI's Committee on Tank Cars build virtually all of the tank cars ordered and delivered in North America and lease 70% of the North American tank car fleet.

THOMAS D SIMPSON
Executive Director - Washington

HOWARD E TONN
Executive Director - Chicago

CHICAGO, ILLINOIS
29W 140 Butterfield Road, Suite 103-A
Warrenville, Illinois 60555
Phone (630) 393-0106 • Fax (630) 393-0108

WASHINGTON, D.C.
50 F Street, N W . Suite 7030
Washington, D C 20001
Phone (202) 347-4664 • Fax (202) 347-0047

www.rsiweb.org

One of the principal missions of RSI is improving the quality and safety of the rail system. To that end, RSI has funded and provided technical resources for a number of initiatives, most notably the Tank Car Safety Project, a joint effort with the Association of American Railroads and the Federal Railway Administration. RSI also has provided thought leadership on emerging issues such as grade crossing safety, intermodalism, train control technologies and track and roadbed maintenance.

Given RSI's vast and diverse rail supplier membership and its proven track record of fostering open and effective communication and coordination among industry stakeholders, it believes one of its members ideally would be suited for the RETAC.

Our particular nominee, Mr. Jay T. Wileman is a 13 year veteran of the General Electric Company. A nuclear engineer, Mr. Wileman has spent his entire career in energy-related fields. Prior to joining GE, Mr. Wileman was a nuclear fuel engineer and commercial manager for Southern Company. Since 1994, Mr. Wileman has held executive positions in GE's global oil and gas and nuclear businesses.

In his current role as President and CEO of GE Equipment Services – Rail Services, Mr. Wileman is responsible for managing and leading GE's extensive railcar and intermodal fleet. GE Equipment Services – Rail Services owns and manages the largest and most diverse railroad freight car fleet in North America including tank cars, hopper cars and coal cars used in the production and transportation of ethanol, coal and other biofuels. Its customers include a variety of railroads and ethanol and biodiesel producers. Mr. Wileman also is charged with global expansion and the development of new service and solution offerings to address issues of rail performance, safety and capacity constraints. Mr. Wileman sits on RSI's Committee on Tank Cars and RSI's Equipment Leasing Committee.

As RSI's delegate, Mr. Wileman will be representing a membership with a large stake in the energy sector. Without question, the resolution of emerging issues concerning the transportation of energy resources will have a profound impact upon the freight car building and leasing industry. Accordingly, RSI urges the STB to name Mr. Wileman to this important Committee. His position within GE also will enable him to draw upon that Company's wide-ranging experience in the energy business to provide unique insights for the Board and the RETAC.

Mr. Wileman, who is willing to serve a two-year term as a RETAC member, may be contacted as follows:

Mr. Jay T. Wileman
President and CEO
General Electric Railcar Leasing Corporation
161 N. Clark Street, 7th Floor
Chicago, IL 60601
(o) (312) 853-5626
jay.wileman@ge.com

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas D. Simpson". The signature is written in a cursive style with a long horizontal flourish extending to the right.

Thomas D. Simpson