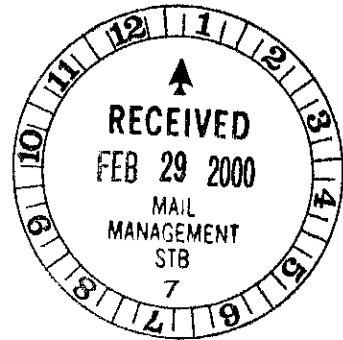


197154

From the Desk of . . .

Michele Willenborg



Date: February 25, 2000

To: Mr. Vernon Williams
Surface Transportation Board

LETTERED
Office of the Secretary

Re: Ex Parte No 582

FEB 29 2000

Part of
Public Record

In this package, please find my letter to you and the Surface Transportation Board, 10 copies of this letter and a disk with the document of this letter on it.

Thank you,

Michele Willenborg

197154



G&W Distribution, Inc.

2301 South Banker, Suite B
Effingham, IL 62401
Phone: (217) 347-5614
Fax: (217) 347-5621
Email: gwdist@advancenet.net

RECEIVED
Office of the Secretary

FEB 29 2000

Part of
Public Record



February 25, 2000

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
Office of the Secretary
Case Control Unit
Attn: STB EX Parte No. 582
1925 K Street, N.W.
Washington, D.C. 20423-0001

Dear Mr. Williams:

G&W Distribution, Inc. is a transload distribution center located on the Canadian National Illinois Central Rail lines. Ninety Percent of our inbound freight utilizes the rail service in the U.S. and Canada. The purpose of this letter is to comment on the issues to be discussed on March 8, 2000 in Ex Parte 582.

We encourage the Surface Transportation Board to focus on whether the proposed CN-BNSF combination is good for shippers and transloading facilities, not on potential downstream effects. The CN-BNSF combination should be judged on its merits just as other carriers should have their proposed mergers evaluated on their individual merits.

The proposed CN-BNSF combination's timing is not the central issue for our company. Service, as always, is our main concern. Recent mergers have failed on service, not because of the timing. Therefore, we feel the Surface Transportation Board should focus on ensuring that the CN-BNSF combination, as well as any future mergers, delivers uninterrupted high-quality service.

We understand that the Surface Transportation Board has a comprehensive process to evaluate railroad transactions and protect the public interest. It should be fairly evaluate the CN-BNSF combination according to that process. Do not let other railroads use the Surface Transportation Board process to protect themselves and not the shippers and transloading facilities.

Sincerely,

A handwritten signature in cursive script that reads 'Michele Willenborg'.

Michele Willenborg
Business Manager