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

RECEIVED
Office of the Secretary

MAK 07 2000
Public Record



Dear Sir:

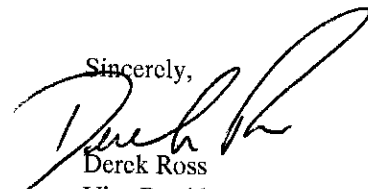
John Ross & Sons Ltd is a purchaser of Ferrous and Non-Ferrous scrap metal. We have been a major user of rail service in Canada for over 50 years and we have had a great relationship and customer support from CN for those years. The purpose of this letter is to comment on the issues to be discussed on March 8, 2000 in Ex Parte 582.

We do recommend that the Surface Transportation Board focus on how the proposed CN-BNSF merger will be good for the customer and not on its downstream effects. How is the customer going to benefit, what type of savings or more efficiencies will this merger bring should be the main focus. If other carriers decide to merge then their mergers should also be judged on its own merits.

The time that this merger is proposed should be irrelevant. The merits of the merger should again be based on the customer service which will be increased by the proposed merger and how the proposed merged companies will ensure that customer service will not be diminished.

In closing, mergers are formed to be able to compete more cost effectively in a competitive market. With sea and land freight increasing rapidly it is only necessary that rail companies merge to be able to sustain a competitive advantage over its competitors. This in turn will benefit the consumer whom which the rail companies must compete for business.

Sincerely,


Derek Ross
Vice President