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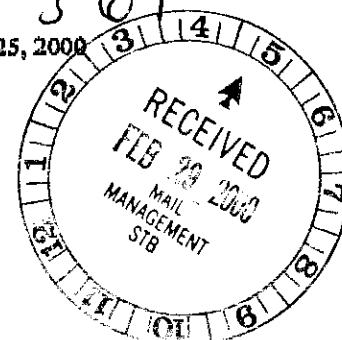
197361
 February 25, 2000

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

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 Office of the Secretary

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 Public Record



Dear Sir

International Catalyst Corporation is a catalyst logistics business that utilizes rail service in the U.S. and Canada. The purpose of this letter is to comment on the issues to be discussed on March 8th, 2000 in Ex Parte 582.

I would encourage the Surface Transportation Board to focus on whether the proposed CN-BNSF combination is good for shippers, not on potential downstream effects. The CN-BNSF combination should be judged on its merits and if other carriers propose mergers, then these cases ought to be evaluated on their merits.

The timing of the proposal CN-BNSF combination is not the central issue for the company. Our concern is service and cost. Recent mergers have failed on service not because of timing. Accordingly, the Surface Transportation Board should focus on ensuring that CN-BNSF combination, and any future mergers, will deliver service at a cost effective rate.

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

Since the CN-IC merger our cycle times have on our railcars has decreased. We have also had a rate reduction of twenty-five percent. We have experienced no concern at all with this recent merger.

Should you have any questions give me a call at 780-875-3271.

Sincerely,

Bryan Morrison

Your Complete Catalyst Logistics Specialists