



Pursuing World Class Excellence

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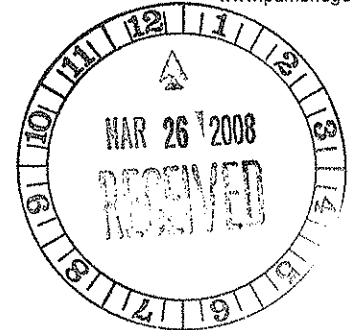
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www.pdmbridge.com

March 21, 2008

Ms. Anne Quinlan
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001



Dear Ms. Quinlan,

Recently, I received a card in the mail thanking me for participating in the STB scoping process, for the Canadian National's proposed acquisition of the EJ&E Railroad.

My letter to you dated January 30, 2008 was not intended for that purpose, but rather was a complaint against the business practices of the Canadian National Railroad in central Wisconsin.

I have included a copy of the original letter for your review. The level of service that PDM Bridge is experiencing has declined even further. We would appreciate your immediate attention in this matter.

Respectfully,

PDM Bridge, LLC

Jerry Berenz
Logistics Manager
Wausau, Wisconsin

Surface Transportation Board

CN-EJ&E HIS - FD-35087

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Enclosure



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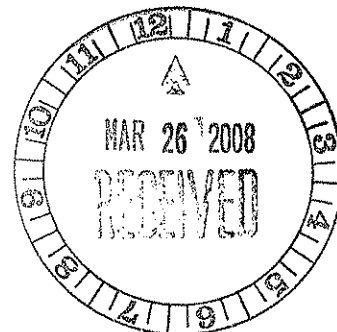
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January 30, 2008

Ms. Anne Quinlan
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001



Dear Ms. Quinlan,

I am writing on behalf of my employer, PDM Bridge, in order to register a formal complaint against the business practices of the Canadian National Railroad (CN).

It is our contention that the CN has not fulfilled its promises to the STB or to central Wisconsin businesses, which were made prior to the merger of the Wisconsin Central Ltd. and the CN Railroads, in 2001. The CN stated that they would provide service levels equal to or better than current levels. They also stated that through the merger, they would provide the best most efficient service available. In an effort to gain support of the merger from Wisconsin businesses, many claims were made, but it has been our experience that customer service and customer efficiencies are of little importance to the CN. It appears as though the CN was only interested in acquiring the Chicago to Duluth track which connected Canada to the central states.

In 2005, the CN reduced our train service from five to three days per week. Consequently we cannot receive and unload rail cars fast enough to supply our manufacturing needs. This also prevents us from avoiding the excessive demurrage charges, which also increased in 2005 from a rate of \$50 to \$75 per day. Since these changes occurred in 2005 our railroad related costs have increased dramatically, decreasing our competitiveness.

There are periods throughout the year that we need four or five switches per week. We consider this to be normal customer service, not an extra service worthy of extra switching charges. Four or five weekly switches - would allow us to operate more efficiently and to avoid the excessive demurrage charges. The CN would also benefit by relieving track congestion and by freeing up empty rail cars for reuse.

Along with the privilege of owning the track connecting Chicago to Canada, comes the responsibility to provide adequate rail service for local businesses on the adjoining lines. As owner of this rail system, there are also obligations to the state of Wisconsin and its entire economy. PDM Bridge, LLC would greatly appreciate the assistance of the STB in the resolution of these service issues.

Respectfully,

PDM Bridge, LLC

Jerry Berenz
Logistics Manager
Wausau

Attachments