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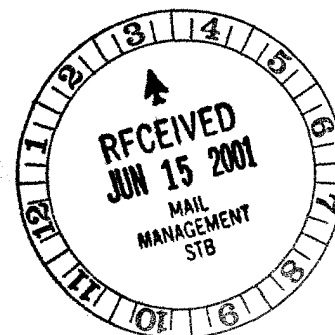
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June 15, 2001

(AKS-5)

VIA HAND DELIVERY

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
Case Control Unit
1925 K Street, N.W.
Washington, D.C. 20423-0001



Re: Finance Docket No. 34000, Canadian National
Railway Company, et al. -- Control -- Wisconsin
Central Transportation Corporation, et al.

Dear Secretary Williams:

On June 11, 2001, AK Steel Corporation filed its Motion to Compel Great Lakes Transportation LLC's ("Great Lakes") Production of Documents (AKS-3). Late yesterday afternoon, AK Steel received Great Lakes' Reply to that Motion (GLT-10), and received additional document production from Great Lakes, consisting of a U.S. Steel transportation contract (albeit without the contract's rate schedules) that AK Steel sought through a portion of its Motion.

In its Reply, Great Lakes indicates that it:

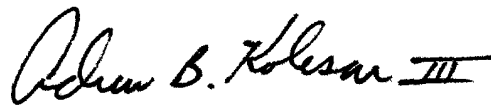
. . . has had an opportunity to review the B&LE traffic in greater depth and has concluded that, even if there were substantial diversions of taconite traffic to all-rail, B&LE would continue to serve customers on the southern part of its line. Thus, Great Lakes no longer expects to argue that AK Steel and other shippers on the southern part of the B&LE line are likely to lose rail service if the merger is approved.

The Honorable Vernon A. Williams
June 15, 2001
Page 2

GLT-10 at 5; see also id. at 7 (stating that there is no issue as to whether taconite traffic would be diverted away from DM&IR as a result of the merger).

On the basis of these representations (and notwithstanding Great Lakes' expressed concerns regarding Slover & Loftus and L.E. Peabody & Associates to which AK Steel firmly objects), AK Steel hereby withdraws its Motion to Compel.

Sincerely,

A handwritten signature in black ink, reading "Andrew B. Kolesar III". The signature is written in a cursive, slightly slanted style.

Andrew B. Kolesar III
An Attorney for AK Steel
Corporation

cc: Nicholas W. Fels, Esq. (via telecopier)
Parties of Record