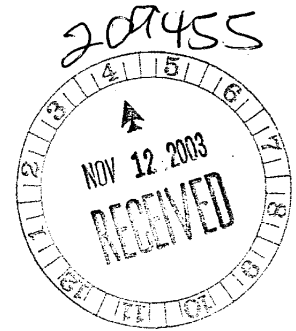


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November 10, 2003

Re: Canadian National Railway Company, *et al.* – Control – Duluth, Missabe and Iron Range Railway Company, *et al.* (STB Finance Docket No. 34424)

TO RECIPIENTS OF THE ENVIRONMENTAL APPENDIX OF NOVEMBER 5, 2003:

On November 5, 2003, copies of an Environmental Appendix, describing potential environmental effects resulting from the proposed acquisition of Duluth, Missabe and Iron Range Railway Company, Bessemer and Lake Erie Railroad Company, and The Pittsburgh & Conneaut Dock Company by Canadian National Railway and Grand Trunk Corporation, were distributed to appropriate federal, state, and local agencies serving the area directly affected by the proposed transaction.

It has come to our attention that the tables for Exhibit C (Potential Changes in Tonnage and Train Counts on Affected Rail Line Segments) were omitted from the copies of the Environmental Appendix that were distributed. A complete copy of that Exhibit is attached.

Also, it has come to our attention that certain words were inadvertently omitted from the first sentence of the second paragraph of the cover letter to the Environmental Appendix. That sentence should be corrected to read:

CN has filed an application with the Surface Transportation Board (the "Board") seeking approval under 49 U.S.C. §§ 11321-11325 to acquire control of three rail carriers – Duluth, Missabe and Iron Range Railway Company, Bessemer and Lake Erie Railroad Company, and The Pittsburgh & Conneaut Dock Company – that it has agreed to purchase from Great Lakes Transportation, LLC ("GLT").

Enclosure

PHILADELPHIA
2800 One Commerce Square
2005 Market Street
Philadelphia, PA 19103-7042
215.851.6700

NEW YORK
One Penn Plaza
25th Floor
New York, NY 10119-2532
212.329.1750

Exhibit C
Potential Changes in
Tonnage and Train Counts
on Affected Rail Line Segments

Exhibit C
Potential Changes in Tonnage and Train Counts
on Affected Rail Line Segments

DMIR Line

GROSS TONNAGE PER YEAR (millions)

Segment	PRE-MERGER				POST-MERGER										Overall		
	DMIR				Plus CN trains		Less DMIR Trains				DMIR TOTAL		Increase/(Decrease)			% Increase/(Decrease)	
	NB		SB		NB	SB	NB	SB	NB	SB	NB	SB	NB	SB		NB	SB
Shelton Junction-Wolf (2.9 mi.)	1.8		5.0		0.0	22.1	0.0	0.0	0.0	1.8	27.1	0.0	0.0	22.1	0%	438%	323%
Wolf-Iron Jct. (2.2 mi.)	10.9		31.7		0.0	22.1	0.0	0.0	0.0	10.9	53.8	0.0	0.0	22.1	0%	70%	52%
Iron Jct.-Fairlane (4.4 mi.)	5.0		9.5		0.0	22.1	0.0	-1.2	0.0	3.8	31.6	-1.2	-1.2	22.1	-25%	232%	143%
Fairlane-Adolph (48.2 mi.)	5.0		9.5		0.0	22.1	0.0	-1.2	0.0	3.8	31.6	-1.2	-1.2	22.1	-25%	232%	143%
Adolph-Nepemung Jct. (6.0 mi.)	1.1		4.0		0.0	22.1	0.0	-1.1	0.0	0.0	26.1	0.0	0.0	22.1	-98%	548%	407%

Segment	PRE-MERGER				POST-MERGER										Overall										
	DMIR				Plus CN Trains				Less DMIR Trains				DMIR TOTAL				Increase/(Decrease)				% Increase/(Decrease)				
	NB		SB		NB		SB		NB		SB		NB			SB		NB		SB		NB		SB	
Shelton Junction-Wolf (2.9 mi.)	7.6		26.3		0.0	22.1	0.0	0.0	0.0	0.0	7.6	48.4		0.0	22.1	0.0	0.0	0.0	22.1	0.0	0%	84%		65%	
Wolf-Iron Jct. (2.2 mi.)	16.7		53.0		0.0	22.1	0.0	0.0	0.0	0.0	16.7	75.1		0.0	22.1	0.0	0.0	0.0	22.1	0.0	0%	42%		32%	
Iron Jct.-Fairlane (4.4 mi.)	10.8		30.8		0.0	22.1	-1.2	0.0	0.0	0.0	9.5	52.9		-1.2	22.1	-1.2	0.0	0.0	22.1	-1.2	-12%	72%		50%	
Fairlane-Adolph (48.2 mi.)	6.3		15.1		0.0	22.1	-1.2	0.0	0.0	0.0	5.1	37.2		-1.2	22.1	-1.2	0.0	0.0	22.1	-1.2	-20%	146%		97%	
Adolph-Nepemung Jct. (6.0 mi.)	1.5		5.4		0.0	22.1	-1.2	0.0	0.0	0.0	0.2	27.5		-1.2	22.1	-1.2	0.0	0.0	22.1	-1.2	-86%	411%		305%	

TRAIN COUNT PER DAY

Segment	PRE-MERGER		POST-MERGER		DMIR TOTAL		Increase/(Decrease)	
	DMIR		Less DMIR Trains		NB		NB	
	NB	SB	NB	SB	NB	SB	NB	SB
Shelton Junction-Wolf (2.9 mi.)	1.3	1.3	0.0	0.0	1.3	7.8	0.0	6.5
Wolf-Iron Jct. (2.2 mi.)	7.0	7.0	0.0	0.0	7.0	13.5	0.0	6.5
Iron Jct.-Fairlane (4.4 mi.)	2.6	2.6	0.0	0.0	2.6	9.1	0.0	6.5
Fairlane-Adolph (48.2 mi.)	2.6	2.6	0.0	0.0	2.6	9.1	0.0	6.5
Adolph-Nepemung Jct. (6.0 mi.)	0.5	0.5	0.0	0.0	0.5	7.0	0.0	6.5

Segment	PRE-MERGER		POST-MERGER		DMIR TOTAL		Increase/(Decrease)	
	DMIR		Less DMIR Trains		NB		NB	
	NB	SB	NB	SB	NB	SB	NB	SB
Shelton Junction-Wolf (2.9 mi.)	7.3	7.3	0.0	0.0	7.3	13.8	0.0	6.5
Wolf-Iron Jct. (2.2 mi.)	13.0	13.0	0.0	0.0	13.0	19.5	0.0	6.5
Iron Jct.-Fairlane (4.4 mi.)	8.6	8.6	0.0	0.0	8.6	15.1	0.0	6.5
Fairlane-Adolph (48.2 mi.)	3.8	3.8	0.0	0.0	3.8	10.3	0.0	6.5
Adolph-Nepemung Jct. (6.0 mi.)	0.8	0.8	0.0	0.0	0.8	7.3	0.0	6.5

Exhibit C
Potential Change in Tonnage and Train Counts
on Affected Rail Line Segments

DWP Line

GROSS TONNAGE PER YEAR (millions)

	PRE-MERGER				POST-MERGER							
	DWP				Less CN Trains		Plus DMIR Trains		DWP TOTAL		Increase/(Decrease)	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Segment												
Shelton Junction - Nopemung Jct (60.0 mi.)	9.2	22.1			0.0	-22.1	1.2	0.0	10.4	0.0	1.2	-22.1
											14%	-100%
												-87%

	PRE-MERGER				POST-MERGER							
	DWP				Less CN Trains		Plus DMIR Trains		DWP TOTAL		Increase/(Decrease)	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Segment												
Shelton Junction - Nopemung Jct (60.0 mi.)	9.2	22.1			0.0	-22.1	1.2	0.0	10.4	0.0	1.2	-22.1
											14%	-100%
												-87%

TRAIN COUNT PER DAY

	PRE-MERGER				POST-MERGER							
	DWP				Less CN Trains		Plus DMIR Trains		DWP TOTAL		Increase/(Decrease)	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Segment												
Shelton Junction - Nopemung Jct (60.0 mi.)	6.5	6.5			0.0	-6.5	1.1	0.0	7.6	0.0	1.1	-6.5

	PRE-MERGER				POST-MERGER							
	DWP				Less CN Trains		Plus DMIR Trains		DWP TOTAL		Increase/(Decrease)	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Segment												
Shelton Junction - Nopemung Jct (60.0 mi.)	6.5	6.5			0.0	-6.5	0.8	0.0	7.3	0.0	0.8	-6.5