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VIA ELECTRONIC FILING

Ms. Cynthia T. Brown
Chief, Section of Administration Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Re: FD 36744 – *Canadian National Railway Company – Control – Iowa Northern
Railway Company.*

Dear Ms. Brown:

Attached please find a Supplemental Verified Statement of Nathaniel S. Zebrowski hereby filed in the above-captioned proceeding by Canadian Pacific Kansas City Limited to its Comment on Proposed Classification of Transaction as “Minor.” In assembling his workpapers, Mr. Zebrowski identified minor technical corrections to his analysis, which resulted in finding a greater extent of overlap between commodities and counties served by both CN and IANR, now including Butler County.

If you have any questions regarding this filing, please feel free to contact me. Thank you for your assistance on this matter.

Respectfully submitted,

A handwritten signature in black ink that reads 'John M. Scheib'.

John M. Scheib

Attachment

cc: All Parties of Record

REDACTED PUBLIC RECORD VERSION

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

FINANCE DOCKET NO. 36744

**CANADIAN NATIONAL RAILWAY COMPANY AND GRAND TRUCK CORPORATION—CONTROL—
IOWA NORTHERN RAILWAY COMPANY**

SUPPLEMENTAL VERIFIED STATEMENT OF NATHANIEL S. ZEBROWSKI

1. I am Nathaniel S. Zebrowski. I previously submitted a verified statement to the STB in this proceeding on February 26, 2024.
2. In the course of assembling workpapers for my February 26 statement in response to a request by Canadian National Railway (CN), I discovered that my calculations had inadvertently omitted traffic originating or terminating at certain stations within the counties served by the IANR. I am providing herewith revised tables that reflect the inclusion of this traffic and correct a data input error in Table 1B. Appendix A contains a revised set of Tables 1-5, which were set forth in the body of my February 26 statement, while Appendix B contains a revised set of Tables 1B-5B, which were set forth in Appendix B to my prior statement.
3. These adjustments have no effect on the validity of the conclusions I reported in my September 26 statement. To the contrary, as shown in Tables 1-5 (in Appendix A) and Tables 1b-5b (in Appendix B), including the omitted data in my analysis increases the amount of traffic originating and terminating within the same counties served by CN and IANR and within the same commodity groups.

VERIFICATION

I, Nathaniel S. Zebrowski, declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge. Further, I certify that I am qualified and authorized to file this statement.

Executed on this 28th day of February, 2024.



Nathaniel S. Zebrowski

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APPENDIX A

REVISED TABLES 1-5

TABLE 1
ORIGINATING AND TERMINATING UNITS FOR COUNTIES SERVED BY BOTH CN AND IANR FOR
INTERSTATE MOVEMENTS

		{	}	{	}	{	}	
Black Hawk County								
Linn County								
Butler County								
		}	}	}	}	}	}	

TABLE 2
INBOUND INTERSTATE UNITS BY 2-DIGIT STCC AND TERMINATING CARRIER FOR COUNTIES
SERVED BY BOTH CN AND IANR

Diagram illustrating a 2-Digit STCC structure. The structure is a large black rectangle divided into a 10x10 grid of smaller black squares. The top-left square is labeled "2-Digit STCC" in white text. Above the grid, there are three curly braces "}" indicating a horizontal grouping. Below the grid, there are three curly braces "}" indicating a horizontal grouping.

TABLE 3
OUTBOUND INTERSTATE UNITS BY 2-DIGIT STCC AND ORIGINATING CARRIER FOR COUNTIES
SERVED BY BOTH CN AND IANR

} } }**TABLE 4**} } }

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TABLE 5
INBOUND INTERSTATE UNITS BY 2-DIGIT STCC AND TERMINATING CARRIER FOR COUNTIES
SERVED BY BOTH CN AND IANR FROM CN-SERVED STATES AND PROVINCES

[illegible]

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APPENDIX B

REVISED TABLES 1B-5B

TABLE 1B
ORIGINATING AND TERMINATING UNITS FOR COUNTIES SERVED BY BOTH CN AND IANR
FOR INTERSTATE MOVEMENTS

Black Hawk County	
Linn County	
Butler County	

TABLE 2B
INBOUND INTERSTATE UNITS BY 2-DIGIT STCC AND TERMINATING CARRIER FOR COUNTIES
SERVED BY BOTH CN AND IANR

Timing diagram for 2-Digit STCC. The diagram shows a sequence of events over time. A gray box labeled "2 Digit STCC" is followed by a black box. Above the black box is the label "{{{", and below it is "}}}". The diagram is divided into four segments by vertical lines, with tick marks on the axes.

TABLE 3B
OUTBOUND INTERSTATE UNITS BY 2-DIGIT STCC AND ORIGINATING CARRIER FOR COUNTIES
SERVED BY BOTH CN AND IANR

TABLE 4B
OUTBOUND INTERSTATE UNITS BY 2-DIGIT STCC AND ORIGINATING CARRIER FOR COUNTIES
SERVED BY BOTH CN AND IANR TO CN-SERVED STATES AND PROVINCES

TABLE 5B
INBOUND INTERSTATE UNITS BY 2-DIGIT STCC AND TERMINATING CARRIER FOR COUNTIES
SERVED BY BOTH CN AND IANR FROM CN-SERVED STATES AND PROVINCES

B2