

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

DOCKET NO. FD 36744 (SUB-NO. 3)

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

APRIL 30, 2025 INTERCHANGE DATA SUBMISSION

Pursuant to the Board's decision served March 13, 2025, as clarified by staff reporting instructions,¹ the FD 36744 Applicants Canadian National Railway Company, Grand Trunk Corporation, and Iowa Northern Railway Company (collectively, "CN") provide this initial data submission in the above-captioned proceeding. CN has compiled the requested data based on available Iowa Northern historical information.

I. Interchange Data for Two-Year Historic Period.

Today's data submission includes annual Iowa Northern interchange data for the two-year historic period of January 1, 2023 to December 31, 2024.² The public data submission reports the count of cars interchanged in total and by interchange

¹ Staff reporting instructions were posted in the docket on March 13 and April 4, 2025.

² The Board's prior decisions directed CN to provide historical quarterly interchange data "for a two-year period dating back from the effective date of Decision No. 3," *see, e.g.*, Decision at 2, Docket No. FD 36744 (Sub-No. 3) (STB served Mar. 13, 2025). Subsequent staff instructions in this sub-docket indicate that the Board seeks data for calendar years 2023 and 2024.

partner. The highly confidential portion of the data submission reports interchange counts for each two-digit STCC. Iowa Northern's available records track certain hazardous materials traffic by the Hazardous Material Response Code (STCC 49) rather than the underlying commodity code (e.g., STCC 28). STCC 49 has thus been added as a line item to those spreadsheets in the highly confidential submission.

For the historical reported interchange data, CN counted Iowa Northern revenue carloads and revenue empties that were interchanged in linehaul service with other carriers at the following four interchange locations in Iowa: Nora Springs, Manly, Waterloo, and Cedar Rapids. Interchange reporting is based on the revenue waybill. Both historical interchange reporting and the first quarter interchange reporting discussed below excludes interchange volumes between CN and Iowa Northern at Waterloo and Cedar Rapids, consistent with interchange reporting in prior proceedings like CPKC.

II. Interchange Data for the First Quarter of 2025.

Today's submission also includes interchange data for the first quarter of 2025. Grand Trunk Corporation assumed control of Iowa Northern on March 1, 2025. As with the historical data, CN's public interchange data submission reports the count of cars Iowa Northern interchanged in total and by interchange partner, for the first quarter of 2025, while the highly confidential portion of the data submission reports interchange counts for each two-digit STCC for that same period. And consistent with the historical data, CN counted revenue carloads and revenue empties that were interchanged in linehaul service with other carriers at

Nora Springs, Manly, Waterloo, and Cedar Rapids, based on the revenue waybill.

As discussed above, STCC 49 was added to the highly confidential submission, reflecting the treatment of hazardous material traffic in Iowa Northern's available records.

Respectfully submitted,

/s/ Matthew J. Warren

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Dated: April 30, 2025

CERTIFICATE OF SERVICE

I hereby certify that, on this 30th day of April 2025, the foregoing April 30, 2025 Interchange Data Submission was served by first-class mail or more expeditious means on all parties of record in Finance Docket No. 36744 (Sub-No. 3).

/s/ Stephen S. Laudone

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