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April 30, 2026

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VIA ELECTRONIC FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

ENTERED
Office of Chief Counsel
April 30, 2026
Part of
Public Record

Re: **Docket No. FD 36744 (Sub-No. 3)**
Canadian National Railway Company and Grand Trunk
Corporation – Control – Iowa Northern Railway Company
(General Oversight)

Dear Case Administration Chief:

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") previously provided public and highly confidential historic interchange data reports for Iowa Northern traffic for 2023 and 2024, as well as quarterly reports for 2025. CN is herewith submitting amended reports for certain of those periods, reflecting minor changes in the number and categorization of cars interchanged. CN's interchange reporting for the first quarter of 2026 is being submitted separately.

The changes are predominantly the result of two corrections made with respect to traffic interchanged with the Cedar Rapids & Iowa City Railway Company ("CIC") at Cedar Rapids, Iowa. First, while CN's reporting is intended to reflect linehaul interchange traffic with other carriers, reports generated by Iowa Northern's legacy systems prior to the cutover to CN's systems on June 1, 2025, inadvertently included reciprocal switching traffic exchanged with CIC. This change affects the public and highly confidential historic interchange reports for 2023 and 2024, as well as the reports for the first two quarters of 2025, and results in a slight decrease in the total number of reported cars interchanged.

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

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Second, due to a coding error, certain traffic interchanged to Iowa Interstate Railroad, LLC (“IAIS”) via CIC (intended to be shown in the public interchange report as “IAIS (via CIC)”) was instead shown as interchanged with CIC itself or, in a limited number of instances, with Union Pacific Railroad Company (“UP”). This correction does not change the total number of reported cars interchanged, but simply shifts a small number of cars from one category to another in the public interchange reports. This change affects the public interchange reports (not the corresponding highly confidential interchange reports) for historic 2023 and 2024 data and for the first three quarters of 2025.

Finally, a very small number of cars interchanged with UP were double-counted in successive reports and have been removed.

In the attached amended reports for 2023, 2024 and the first three quarters of 2025, line items that have been modified are indicated as “TRUE” in Column R. There are no other changes to those reports, and no amendments to the reports for the fourth quarter of 2025.

I certify that a copy of this filing has been served by electronic mail upon all parties of record in Docket No. FD 36744 (Sub-No. 3).

Respectfully submitted,

/s/ *Thomas J. Litwiler*

Thomas J. Litwiler
Attorney for Canadian National Railway Company,
Grand Trunk Corporation and Iowa Northern
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TJL:tl

Attachments

cc: Parties of Record