

Before the U.S. Surface Transportation Board

STB Finance Docket No. 36744

Canadian National Railway Company and Grand Trunk Corporation
– Control –
Iowa Northern Railway Company

Comments of the
U.S. Department of Agriculture

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Marketing and Regulatory Programs
U.S. Department of Agriculture
Washington, D.C. 20250

Date: April 29, 2024

Authority and Interest

The Agricultural Adjustment Act of 1938 and the Agricultural Marketing Act of 1946 entrust the Secretary of Agriculture with representing the interests of agricultural producers and shippers in improving transportation services and facilities. As one of many ways to accomplish this mission, the U.S. Department of Agriculture (USDA) initiates and participates in Surface Transportation Board (STB or Board) proceedings involving rates, charges, tariffs, practices, and services.

Introduction

On January 30, 2024, Canadian National Railway Company and Grand Trunk Corporation (collectively, CNR), together with the Iowa Northern Railway Company (IANR) (collectively, Applicants), filed an application (Application) seeking approval for CNR to acquire control of IANR (Proposed Transaction). On February 29, 2024, the Board accepted the Application for consideration as a “Minor Transaction” under 49 CFR § 1180.2.

USDA does not take a stance on whether the Board should approve the Proposed Transaction. Although USDA appreciates the Applicants’ commitment to maintain existing gateways on commercially reasonable terms, USDA does have concerns about the Proposed Transaction—especially related to service levels and rates for small and medium-sized shippers. To allay these concerns, USDA is proposing a number of conditions for the Board to consider imposing on this transaction.

Summary

USDA’s main points, discussed in detail in these comments, include the following:

- Despite its relatively small size, IANR is significant to the Nation’s agricultural economy. A “post-Staggers success” story, the short line railroad has consistently grown rail traffic and prevented rail abandonments, and it built a loyal customer base among both small and large shippers over its 40-year history. If the Proposed Transaction is approved, it is imperative to preserve IANR’s strengths of high-quality, low-cost, efficient service. USDA encourages the Board to consider IANR’s history and success when deciding what conditions to impose on the Proposed Transaction.
- If the Board ultimately approves this transaction, USDA requests that the Board impose an oversight period of at least 5 years—subject to the following conditions:
 - The Board should provide concrete guidance on what it expects “commercially reasonable” terms to entail over time.
 - As a way to keep existing gateways open at commercially reasonable terms, the Board should maintain price transparency for IANR shippers. Such a process could include requiring CNR to continue all public tariff documents for existing IANR routes. CNR should also be required to provide shippers with written justification for any rate increase above the rate of inflation.
 - The Board should collect historical and future service metrics for all traffic on lines currently served by IANR. Examples of possible service metrics include origin dwell times; unfilled car orders; spot and pull fulfillment; carloadings; and the number of cars online.

- In order to resolve rate and service disputes as they arise, the Board should include a requirement that CNR give shippers the option to resolve disputes through arbitration.

Background Related to the Proposed Transaction

This section provides background that USDA hopes will inform the Board’s decision on potential conditions for this transaction.

IANR primarily serves agricultural shippers in one of the Nation’s most productive agricultural regions. In addition to agricultural production, the broader region has significant grain processing operations (including biofuels) that rely on IANR service. IANR has a stellar reputation among shippers (both large and small), and the short line has an impressive history of growing traffic and preserving rail service on low-density lines that were candidates for abandonment.

The IANR Region Is Important to the Nation’s Agricultural Economy

IANR serves 19 counties across Northeast Iowa (IANR Region) that collectively make up about 10,600 square miles (Application, Exhibit B-2).¹ According to the Applicants, the Proposed Transaction is “straightforward...involving a single Class III carrier, which operates only approximately 218 route miles located entirely in one state” (Application at 6). Although IANR does operate within a relatively small geographic area and entirely within Iowa, the Applicants’ characterization understates the IANR Region’s outsized importance to the Nation’s agricultural economy.

Recent USDA data on the Nation’s farm economy points to the IANR Region’s national significance. In February 2024, USDA released the results of the 2022 *Census of Agriculture* (2022 Census). USDA’s *Census of Agriculture* “provides a detailed picture of U.S. farms and ranches every five years. It is the leading source of uniform, comprehensive agricultural data for every State and county or county equivalent.”²

According to the 2022 Census, the IANR Region is home to 17,758 farms that made over \$9.3 billion in sales in 2022. The results are even more striking at the commodity level—particularly, for corn, soybeans, and pork. In 2022, farmers in the IANR Region harvested 624 million bushels of corn. This was one-quarter of Iowa’s total corn production, and 5 percent of the Nation’s total corn harvest that year. Put another way, the IANR Region’s corn harvest was larger than the entire corn harvest in South Dakota—the Nation’s sixth-largest corn-producing State in 2022.

Similarly, in 2022, farmers in the IANR Region harvested 120 million bushels of soybeans—22 percent of Iowa’s total crop that year, and 3 percent of the Nation’s total harvest. The IANR Region is also significant to the pork industry. Farmers in the IANR Region had 5.2 million hogs and pigs on hand at the end of 2022. This was 22 percent of Iowa’s total hog inventory, and 7 percent of the Nation’s.

¹ In the Application, the “IANR Region” is defined as the 19 counties served by IANR. The Iowa counties include Benton, Black Hawk, Bremer, Buchanan, Butler, Cerro Gordo, Chickasaw, Fayette, Floyd, Franklin, Grundy, Hancock, Howard, Linn, Mitchell, Tama, Winnebago, Worth, and Wright.

² UDA, National Agricultural Statistics Service. *2022 Census of Agriculture*, U.S. Summary and State Data. Volume 1, Geographic Area Series, Part 51. February 2024.

IANR Is One of the Great Success Stories of the Post-Staggers Era

Shippers have long held short line railroads in high regard for their superior customer service.³ It is worth recognizing IANR's stellar reputation among local shippers, and IANR is one of the great success stories of the "Post-Staggers era." Repeatedly, over its 40-year history, IANR has shown a willingness to grow rail traffic, prevent abandonments of low-density rail lines, and provide high-quality customer service to both large and small shippers.

IANR was founded in 1984 on a section of the Chicago, Rock Island & Pacific Railroad Company (which went bankrupt a few years earlier in 1980). This was a fraught time for the Nation's freight rail network—particularly for agricultural shippers in Iowa. Between 1965 and 1997, Iowa lost an estimated 49 percent of its Class I rail network to abandonments—the highest percentage among all States.⁴

Over the past 20 years, IANR has been involved in two efforts to preserve rail service on low density lines, which were candidates for abandonment. In 2003, IANR began operations on a branch line from Dewar, IA, to Oelwein, IA.⁵ This rail line was owned by Union Pacific Railroad (Union Pacific) and was a candidate for abandonment. Because of IANR's willingness to provide rail service on this line, agricultural shippers in Dunkerton, IA, and Dewar were able to ship corn by rail to processors in Cedar Rapids, IA, for the first time in nearly 20 years—reducing the number of trucks on local roads and saving shippers on freight rates.⁶ Since then, IANR has been able to provide service to an ethanol plant along the Oelwein branch line.

A few years later, IANR was again instrumental in preserving rail service for a branch line. In 2009, Union Pacific filed a Notice of Intent to Abandon a 28-mile branch line from Belmond, IA, to Forest City, IA. According to Union Pacific's filing, the line's traffic was no longer sufficient to cover day-to-day operating expenses.⁷ Rather than lose rail service entirely, shippers in the local community rallied together to purchase the line from Union Pacific. IANR became the line's operator and continues to operate it.⁸

Over its 40-year history, IANR has developed a "valuable customer-facing business model" (Application – Verified Statement of Sandra Ellis at 3) that has allowed the railroad to grow from 15,000 carloads to over 60,000 carloads per year. Part of IANR's success is that the railroad

³ See, for instance, Interstate Commerce Commission, *A Survey of Shipper Satisfaction with Service and Rates of Shortline and Regional Railroads* (August 1989); Bitzan et al., "The Importance of Short Line Railroads to Rural and Agricultural America" (August 2003).

⁴ Prater, M. *Long-Term Trends in Railroad Service and Capacity for US Agriculture*. Vol. 1. U.S. Department of Agriculture, Agricultural Marketing Service, 2000.

⁵ FD No. 34401 D&W Railroad, Inc. – Acquisition Exemption – Rail line of Union Pacific Railroad Company in Black Hawk, Buchanan and Fayette Counties, IA, and FD No. 34402 Iowa Northern Railway Company – Operation Exemption – Rail Line of D&W Railroad, Inc. in Black Hawk, Buchanan, and Fayette Counties, IA.

⁶ "Preserving the Past in Oelwein." *Inside Magazine*, March, 2004. Iowa Department of Transportation.

⁷ STB Docket No. AB-33 (Sub-No. 276) Abandonment of the Fort Dodge Subdivision from M.P. 48.12 near Belmond to M.P. 75.95 near Forest City, a distance of 27.83 miles in Hancock, Winnebago, and Wright Counties, IA.

⁸ FD No. 35507 North Central Iowa Rail Corridor, LLC - Acquisition Exemption - Rail Line of Union Pacific Railroad Company in Hancock, Winnebago and Wright Counties, IA and FD No. 35508 Iowa Northern Railway Company - Operation Exemption - Rail Line Of North Central Iowa Rail Corridor, LLC, in Hancock, Winnebago and Wright Counties, IA.

successfully serves both large shippers (i.e., grain processing/ethanol facilities) and small and medium-sized grain elevators (also sometimes referred to as “country elevators”).

IANR Serves Large Shippers That Support the Growing Biofuels Industry

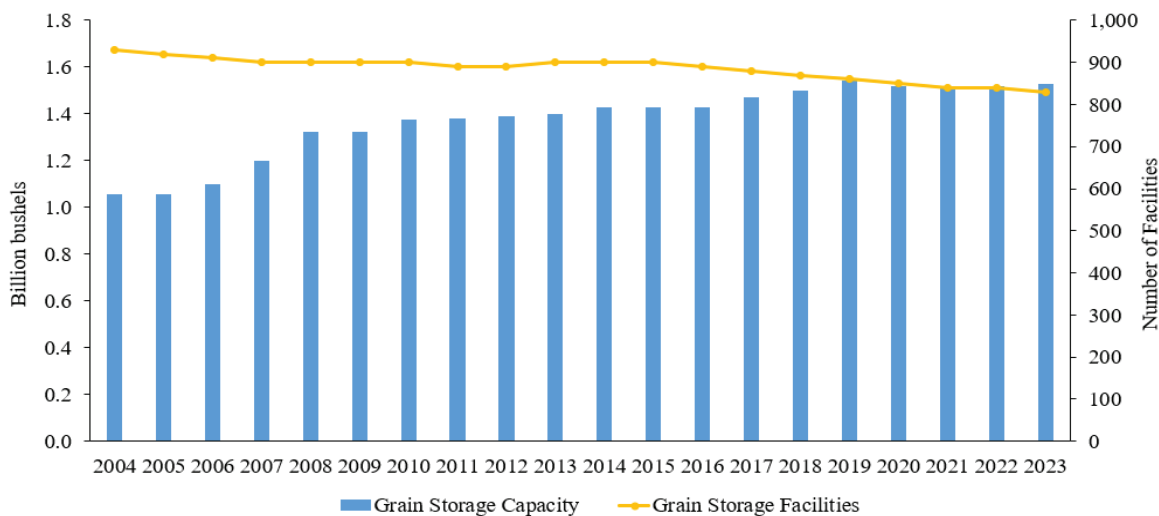
The IANR Region’s importance to the Nation’s agricultural economy goes well beyond production agriculture, as the IANR Region includes significant grain processing and biofuels operations. IANR directly serves two ethanol plants and one soybean crush facility, and additional grain processing and biofuels plants populate the broader IANR Region. IANR also facilitates biofuels transportation through its liquid transload facility at its northern terminal in Manly, IA. This facility features one 3-million-gallon tank for ethanol storage and two 1-million-gallon tanks for other liquid products.

In general, biofuels are shipped to destinations across the country. Although ethanol is produced mostly in Iowa and other “Corn Belt” States, it is consumed as a gasoline fuel additive across the country. Similar to the process for other renewable diesel feedstocks, most soybean oil is shipped from crush plants in the Midwest to renewable diesel plants in the U.S. Gulf region and other regions outside of the Midwest.⁹ This dispersed shipping pattern for biofuels contrasts with the localized pattern for IANR’s other customer segment—grain elevators who tend to ship to local processors (Application – Verified Statement of Tracy Robinson at 4).

IANR Serves Small and Medium-Sized Shippers With Local Traffic

In addition to serving larger shippers involved in the burgeoning biofuels sector, IANR also serves small and medium elevators that load out small lots (e.g., less than 25 cars) primarily destined to grain processors at local destinations.

Figure 1. Off-farm grain storage capacity in Iowa



Source: USDA, National Agricultural Statistics Service.

IANR’s dedicated service to small and medium elevators stands in contrast to broader industry trends. Iowa (like other States) has experienced significant consolidation in its grain handling and storage industry (fig. 1). In 2004, Iowa had 1.1 billion bushels of off-farm (commercial)

⁹ See, for instance, Gerveni, M., T. Hubbs, and S. Irwin. “Overview of the Production Capacity of U.S. Renewable Diesel Plants through December 2022.” *farmdoc daily* (13):42, Department of Agricultural and Consumer Economics, University of Illinois at Urbana-Champaign, March 8, 2023.

grain storage capacity at 930 grain storage facilities. By 2023, off-farm storage capacity rose 45 percent, to 1.5 billion bushels, while the number of grain storage facilities fell 11 percent, to 830. In 2004, the average grain storage facility in Iowa had a capacity of 1.1 million bushels. By 2023, the average grain storage facility had a capacity of 1.8 million bushels—a 62 percent increase from 2004.

One reason for the grain storage industry’s consolidation involves the growth of shuttle train programs since railroad deregulation in the 1980s. Made up of a large group of grain cars, typically 75 or more, shuttle trains move as a single unit from an origin to a destination and have shorter load/unload times. Shuttle trains cycle faster than manifest grain car movements (i.e., grain cars that are part of a mixed commodity train). Shuttle service enables railroads and shippers to take advantage of economies of scale (lower unit costs with higher output). The resulting efficiencies can benefit railroads and shippers, through lower costs, and aid farmers, through higher grain prices.

Despite shuttle trains’ clear efficiencies, they do not benefit everyone. Especially neglected are small and medium elevators, which have insufficient volumes and capacity to support a shuttle station. As the number of grain elevators has decreased (both in Iowa and in the United States, more generally), farmers in remote areas have diminishing options when marketing their grain. In some cases, the closure of a nearby small or medium elevator may require farmers to haul their grain farther to reach the next closest elevator—increasing the number of trucks and wear-and-tear on local roads.¹⁰

Certainly, benefits exist from the growth of shuttle train programs. However, USDA believes small and medium elevators are still key elements of the grain supply chain and these shippers are entitled to rail service under the common carrier obligation. IANR plays a critical role in providing cost-effective and reliable rail service to about 20 grain elevators in Northeast Iowa.

Requested Conditions on the Transaction

USDA does not take a stance on whether the Board should approve the Proposed Transaction. USDA believes some shippers could benefit from obtaining single-line service to more locations across North America. However, USDA also believes that heightened scrutiny of the Applicants’ diversion analysis is warranted. For instance, the assumed switching impedance costs in the rail-to-rail diversion analysis seem to excessively avoid routes with one or more switches, and to overstate the benefit of potential single-line service. With respect to any potential benefits from the Proposed Transaction, USDA encourages the Board to closely scrutinize the Applicants’ truck and rail diversion analysis. If the benefits of the transaction are overstated, the Board should place additional emphasis on protecting shippers from increases in rates or reductions in service quality.

USDA is concerned that CNR’s ownership of the line may result in a loss of IANR’s customer-focused service and reasonable rates, especially for local traffic. If the Board approves the Proposed Transaction, the persistence of high-quality local service can be ensured by the Board’s judicious use of its conditioning power. IANR’s success over the last 40 years is ample evidence that a carrier can provide longstanding quality local service to the IANR region.

¹⁰ USDA’s Agricultural Marketing Service, *The Effects of Increased Shuttle-Train Movements of Grain and Oilseeds*, August 2013.

USDA’s proposed conditions are meant to protect current conditions for all shippers and provide a framework for keeping CNR accountable to its stated intention to “maintain existing active gateway access on commercially reasonable terms” (Application at 7) as the firm competes to offer the benefits of new single-line service.

USDA requests that the Board impose a 5-year oversight period subject to the following conditions:

The Board Should Maintain Price Transparency for IANR Shippers

USDA appreciates that CNR is committed “to ensure that Iowa Northern customers will continue to have access to interline options on commercially reasonable terms” (Application at 4). Nevertheless, USDA would like to see the Board take additional steps to define, monitor, and enforce this condition during the oversight period.

The term “commercially reasonable” is vague, and USDA encourages the Board to provide some concrete guidance on what it entails for CNR’s ability to adjust rates and change service in the future.

Table 1: Selected Corn Freight Tariff Rates for Single Car Service to Cedar Rapids, IA

Iowa Northern Railroad		Canadian National Railway	
Manly to Cedar Rapids – 125 miles		Osage to Cedar Rapids – 151 miles	
Low-capacity hoppers	High-capacity hoppers	Low-capacity hoppers	High-capacity hoppers
\$692	\$747	\$1,315	\$1,315
Oelwein to Cedar Rapids – 76 miles		Independence to Cedar Rapids – 64 miles	
Low-capacity hoppers	High-capacity hoppers	Low-capacity hoppers	High-capacity hoppers
\$624	\$684	\$1,036	\$1,140

Note: Rates are for railroad-owned covered hoppers, as delivered to Cedar Rapids and Iowa City Railway in Cedar Rapids. IANR route mileage is estimated based on segment lengths.

Source: Tariff CN 004012-A7 (5) Item No. 2060000-AE (Exhibit 1) and IANR Freight Tariff 3101S (Exhibit 2).

Table 2: Selected Soybean Meal and Soybean Oil Freight Tariff Rates for Single Car Service to Chicago, IL

Iowa Northern Railroad		Canadian National Railway	
Butler, IA to Chicago, IL – 342 miles IANR-CIC-IAIS		Iowa Falls, IA to Chicago IL – 324 miles CNR Single-line Service	
Soybean Meal	Soybean Oil	Soybean Meal	Soybean Oil
\$2,418	\$2,605	\$2,970	\$3,075

Note: Rates are for shipper-supplied equipment. The IANR route includes switches to the Cedar Rapids and Iowa City Railway (CIC) in Cedar Rapids, IA and to the Iowa Interstate Railroad (IAIS) in Iowa City, IA.

Source: Tariff CN 004080-A3 (20) Item No. 1120000-AC (Exhibit 3), Tariff CN 004070-BO (41) Item No. 1260000-AB (Exhibit 4), IANR Freight Tariff 4310A (Exhibit 5), and IANR Freight Tariff 43230A (Exhibit 6).

Tables 1 and 2 display common carrier (public) freight tariff rates for both IANR and CNR. Table 1 represents local traffic—corn to Cedar Rapids—and Table 2 represents interline traffic—soybean meal and soybean oil to Chicago. The sources for these rail tariffs are included in Exhibits 1 through 6 of these comments. The left side of tables 1 and 2 feature an IANR route, and the right sides of tables 1 and 2 feature a current CNR route that is comparable in length.

For local traffic (table 1), shipping corn from Osage to Cedar Rapids (using a low-capacity hopper) is \$1,315 per rail car—about 90 percent higher than shipping from Manly to Cedar Rapids (\$692 per rail car)—despite their comparable distance. Likewise, a shipment of soybean meal originating in Butler, IA, on IANR destined to Chicago costs \$2,418 per (private) rail car. At the same time, a similar shipment originating on CNR from nearby Iowa Falls, IA, to Chicago cost \$2,970 per (private) rail car—23 percent higher (table 2).

It is worth noting that the IANR shipments in table 2 involve multiple interchanges and railroads to reach Chicago (e.g., IANR to Cedar Rapids and Iowa City Railway to Iowa Interstate Railroad) and yet is *still cheaper* than the direct CN shipment. In its Application, CNR repeatedly emphasized the benefits “of more efficient single-line service” (Application at 3). This rate disparity raises questions of whether the so-called “more efficient” service will indeed result in lower costs for agricultural shippers and higher netbacks to farmers, as the Applicants claim (Application at 26).

Granted, the agricultural product corridors featured in tables 1 and 2 likely have differences—such as distinct products, demands, and cost structures. Nevertheless, these comparisons are useful indicators of the current rate disparity between IANR and CNR in the region. USDA is concerned that CNR could raise freight rates for current IANR shippers to reflect rates they currently offer for other Northeast Iowa shipments. If CNR’s higher rates are any indication, then (without proper oversight) CNR could substantially increase freight rates for IANR shippers if the Proposed Transaction is approved.

At a minimum, CNR should be required to publish all tariffs for agricultural products that IANR currently publishes. A decision by CNR to discontinue any IANR public tariff should require Board approval. Additionally, upon a shipper’s request, CNR should be required to provide a written justification for any rate increase above the rate of inflation. These conditions will ensure that shippers and interested stakeholders will have price transparency if the Proposed Transaction is approved.

The Board Should Collect and Monitor Service Metrics Over the IANR Line

As discussed previously, a key benefit of the short line rail industry over the past 40 years has been its exceptional customer service to rail shippers. USDA believes that while single-line service may benefit some shippers—because the railroads are common carriers—those benefits should not come at the cost of reduced service to other shippers. Although IANR is a Class III railroad, its volumes are substantial for its size and could affect CNR’s U.S. network and its ability to service IANR-line customers. If the Proposed Transaction is approved, USDA encourages the Board to do all that it can to ensure CNR maintains the superior quality of service that IANR has provided.

The Board should collect service data particular to shippers affected by the Proposed Transaction. Additionally, the Board should collect historical data from IANR to benchmark service quality. USDA believes some useful metrics in monitoring CNR performance on the IANR network could include the following: origin dwell times, unfilled car orders, spot and pull

fulfillment, carloadings, and cars online (or another metric to track the number of grain cars devoted to IANR shippers).¹¹

If the Board is concerned about confidentiality issues of such data, it could take an approach similar to its recent reciprocal switching proposal in Ex Parte (EP) 711 (Sub-No. 2) (Reciprocal Switching for Inadequate Service). That is, the Board could mandate that CNR provide current IANR shippers with metrics (including historical data) that capture the quality of service they receive. The Board could then provide guidance on what would be considered unreasonably poor service, such as a significant decline from pre-transaction service levels.

USDA believes transparency is essential and that the service data through EP 724 (and EP 770) have been an important tool in monitoring performance. In general, USDA encourages the Board to take a similar approach and make data available for inspection to help ensure CNR's service meets the level agricultural shippers require.

The Board Should Provide IANR Shippers With Arbitration to Resolve Disputes

To address rate and service challenges, USDA urges the Board to impose a “Binding Agreement to Arbitrate” on CNR during the oversight period. USDA strongly supports the Board's efforts in recent years to improve its processes for providing rate relief and improved service. However, USDA still believes arbitration is the most effective way to resolve these kinds of disputes.

Small and medium-sized shippers currently served by IANR are unlikely to be able to afford to bring a rate case before the Board. Additionally, disputes before the Board often entail high stakes for the railroad—leading to lengthy, complex, and expensive cases. At the same time, these barriers to quick resolution before the Board mean that railroads have little incentive to voluntarily participate in arbitration. The Board should use this opportunity to provide existing IANR customers with an arbitration solution that helps enforce the need for commercially reasonable rates and service.

At the same time, it is worth emphasizing that the arbitration solution will be most effective with clear guidelines on what is considered a commercially reasonable rate and acceptable service, along with transparent price and service data, available to both shippers and the public.

Conclusion

USDA appreciates the Board's close attention to the Proposed Transaction and the concerns raised herein. Agricultural shippers depend on efficient rail transportation, and short line railroads play an important role in the rail transportation system—particularly for agricultural shippers. USDA acknowledges that this transaction may benefit some agricultural shippers.


However, the transaction may also negatively affect some agricultural shippers. It is important that, if the Proposed Transaction is approved, CNR should at least maintain the rates and service levels IANR has been providing to agriculture. With a combination of clear guidance on what is “commercially reasonable,” transparent price and service data, and an arbitration mandate, USDA believes the Proposed Transaction could provide benefits to some shippers while protecting the quality service IANR has provided agricultural shippers in Northeast Iowa for decades.

¹¹ USDA appreciates that CNR “plans to retain Iowa Northern's existing fleet of railroad-owned cars and leased cars” (Application – Exhibit 15 “Operating Plan—Minor” at 29).

Respectfully submitted,

**JENNIFER
MOFFITT**  Digitally signed by
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Jennifer Moffitt
Under Secretary
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U.S. Department of Agriculture
Washington, D.C. 20250


	SUPPLEMENT 5 TO TARIFF CN 004012-A7	FROM: IA, IL, MN TO: IA
CANADIAN NATIONAL	Effective January 1, 2024. Expires August 31, 2024.	Item No: 2060000-AE Item Pages: 2

General Conditions Applicable Against All Traffic shipped under this Item	
Commodities :	Applies on STCCs 0113210 or 0113211 or 0113215 or 0113216 or 0113225 or 0113230 or 0113231 or 0113240 or 0115972. See "Commodity List 1" in item 9999900 for STCC descriptions.
Route(s) :	CN CN 0: CN - DIRECT
Rate(s) Unit of Measure :	PER CAR
Note(s) :	<ul style="list-style-type: none"> - Price applies in U.S. funds and must be prepaid which means invoicing by the origin carrier. - In addition, rates herein are subject to optional services fees, where incurred, in accordance with Tariff CN 9000, CN 9001, CN 9002, CN 9003, and CN 9004, supplements thereto and reissues thereof. - Subject to movements defined in CN routing protocol for this gateway. These specified gateways can be found at www.cn.ca/GetRoute. - Rates herein are subject to Fuel Surcharge Tariff CN 7403 series, supplements thereto or reissues thereof, mileage division of fuel between carriers. - CN may, in its sole discretion, modify the rates published herein with 30 days notice, which shall be provided exclusively by direct communication to subscribers of this publication. Failure to subscribe shall be considered an absolute waiver to such notice period. Subscribing to a publication can be done using the Price Documents tool on CN eBusiness at www.cn.ca. - Claims Liability: Except as otherwise provided, the rates contained herein are based on a limitation of carrier liability for loss or damage arising from the transportation of goods, as expressly stated in this price publication. - Price excludes reciprocal switch at destination. - Price excludes reciprocal switch at origin.

Rate Column Definitions	
A	- Applicable in covered hopper cars not exceeding 5149 cubic feet capacity. - Price applies in railway supplied equipment.
B	- Applicable in covered hopper cars exceeding 5149 cubic feet capacity. - Price applies in railway supplied equipment.
C	- Applicable in covered hopper cars not exceeding 5149 cubic feet capacity. - Price applies in shipper supplied equipment. - Rate is exclusive of mileage equalization.
D	- Applicable in covered hopper cars exceeding 5149 cubic feet capacity. - Price applies in shipper supplied equipment. - Rate is exclusive of mileage equalization.

Origin	Destination	A	B	C	D	Note(s)
IA ALDEN	IA CEDAR RAPIDS	\$ 1,036	\$ 1,140	\$ 836	\$ 920	1
IA ALDEN	IA CEDAR RAPIDS	\$ 786	\$ 865	\$ 586	\$ 645	2
IA ALTA	IA CEDAR RAPIDS	\$ 1,365	\$ 1,502	\$ 1,165	\$ 1,282	1
IA ALTA	IA CEDAR RAPIDS	\$ 1,115	\$ 1,227	\$ 915	\$ 1,007	2
IA APLINGTON	IA CEDAR RAPIDS	\$ 1,036	\$ 1,140	\$ 836	\$ 920	1
IA APLINGTON	IA CEDAR RAPIDS	\$ 786	\$ 865	\$ 586	\$ 645	2
IA AURELIA	IA CEDAR RAPIDS	\$ 1,432	\$ 1,575	\$ 1,232	\$ 1,355	1
IA AURELIA	IA CEDAR RAPIDS	\$ 1,182	\$ 1,300	\$ 982	\$ 1,080	2
IA DUBUQUE	IA CEDAR RAPIDS	\$ 1,036	\$ 1,140	\$ 836	\$ 920	1
IA DUBUQUE	IA CEDAR RAPIDS	\$ 786	\$ 865	\$ 586	\$ 645	2
IA FONDA	IA CEDAR RAPIDS	\$ 1,365	\$ 1,502	\$ 1,165	\$ 1,282	1
IA FONDA	IA CEDAR RAPIDS	\$ 1,115	\$ 1,227	\$ 915	\$ 1,007	2
IA HINTON	IA CEDAR RAPIDS	\$ 1,624	\$ 1,786	\$ 1,424	\$ 1,566	1
IA HINTON	IA CEDAR RAPIDS	\$ 1,374	\$ 1,511	\$ 1,174	\$ 1,291	2

Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 9001.

 CANADIAN NATIONAL	SUPPLEMENT 5 TO TARIFF CN 004012-A7	FROM: IA, IL, MN TO: IA
	Effective January 1, 2024. Expires August 31, 2024.	Item No: 2060000-AE Item Pages: 2

Origin	Destination	A	B	C	D	Note(s)
IA IDA GROVE	IA CEDAR RAPIDS	\$ 1,432	\$ 1,575	\$ 1,232	\$ 1,355	1
IA IDA GROVE	IA CEDAR RAPIDS	\$ 1,182	\$ 1,300	\$ 982	\$ 1,080	2
IA INDEPENDENCE	IA CEDAR RAPIDS	\$ 1,036	\$ 1,140	\$ 836	\$ 920	1
IA INDEPENDENCE	IA CEDAR RAPIDS	\$ 786	\$ 865	\$ 586	\$ 645	2
IA KNIERIM	IA CEDAR RAPIDS	\$ 1,315	\$ 1,447	\$ 1,115	\$ 1,227	1
IA KNIERIM	IA CEDAR RAPIDS	\$ 1,065	\$ 1,172	\$ 865	\$ 952	2
IA MANSON	IA CEDAR RAPIDS	\$ 1,315	\$ 1,447	\$ 1,115	\$ 1,227	1
IA MANSON	IA CEDAR RAPIDS	\$ 1,065	\$ 1,172	\$ 865	\$ 952	2
IA NEW HARTFORD	IA CEDAR RAPIDS	\$ 1,036	\$ 1,140	\$ 836	\$ 920	1
IA NEW HARTFORD	IA CEDAR RAPIDS	\$ 786	\$ 865	\$ 586	\$ 645	2
IA OSAGE	IA CEDAR RAPIDS	\$ 1,315	\$ 1,315	\$ 1,115	\$ 1,115	1
IA OSAGE	IA CEDAR RAPIDS	\$ 1,065	\$ 1,065	\$ 865	\$ 865	2
IA POMEROY	IA CEDAR RAPIDS	\$ 1,315	\$ 1,447	\$ 1,115	\$ 1,227	1
IA POMEROY	IA CEDAR RAPIDS	\$ 1,065	\$ 1,172	\$ 865	\$ 952	2
IA SAINT ANSGAR	IA CEDAR RAPIDS	\$ 1,315	\$ 1,315	\$ 1,115	\$ 1,115	1
IA SAINT ANSGAR	IA CEDAR RAPIDS	\$ 1,065	\$ 1,065	\$ 865	\$ 865	2
IA STACYVILLE	IA CEDAR RAPIDS	\$ 1,315	\$ 1,315	\$ 1,115	\$ 1,115	1
IA STACYVILLE	IA CEDAR RAPIDS	\$ 1,065	\$ 1,065	\$ 865	\$ 865	2
IA TOETERVILLE	IA CEDAR RAPIDS	\$ 1,315	\$ 1,315	\$ 1,115	\$ 1,115	1
IA TOETERVILLE	IA CEDAR RAPIDS	\$ 1,065	\$ 1,065	\$ 865	\$ 865	2
IA YETTER	IA CEDAR RAPIDS	\$ 1,365	\$ 1,502	\$ 1,165	\$ 1,282	1
IA YETTER	IA CEDAR RAPIDS	\$ 1,115	\$ 1,227	\$ 915	\$ 1,007	2
IL FREEPORT	IA CEDAR RAPIDS	\$ 1,315	\$ 1,447		\$ 1,227	1 (C)
IL FREEPORT	IA CEDAR RAPIDS	\$ 1,065	\$ 1,172	\$ 865	\$ 952	2 (C)
IL SEWARD	IA CEDAR RAPIDS	\$ 1,315	\$ 1,447	\$ 1,115	\$ 1,227	1 (C)
IL SEWARD	IA CEDAR RAPIDS	\$ 1,065	\$ 1,172	\$ 865	\$ 952	2 (C)
MN LONDON	IA CEDAR RAPIDS	\$ 1,315	\$ 1,315	\$ 1,115	\$ 1,115	1
MN LONDON	IA CEDAR RAPIDS	\$ 1,065	\$ 1,065	\$ 865	\$ 865	2

Note(s) Description

Explanation of Note(s) Applicable Against Specific Traffic

- 1- Applicable in shipments of car blocks of from 1 to 24 cars.
- 2- Applicable in shipments of car blocks of 25 cars or more.
- (C) Change

Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 9001.

IANR FREIGHT TARIFF 3101S

COMMODITY, APPLICATION AND PRICE

CHANGE: Rate
COMMODITY: CORN
STCC: 01 132 15
EQUIPMENT: RATES ARE APPLICABLE IN IANR HOPPER EQUIPMENT
GENERAL CONDITIONS: FREIGHT CHARGES ARE RULE 11

This tariff applies to single car shipments, as delivered to CIC in Cedar Rapids and does NOT include the CIC switch in Cedar Rapids. All weighing charges will be in addition to all applicable rates published.

APPLICABLE ONLY ON SHIPMENTS MOVING TO CEDAR RAPIDS FROM IANR ORIGINS

FROM: **SEE BELOW**
TO: **CEDAR RAPIDS, IA**


RATE IN DOLLARS PER CAR See Below

ROUTE: **IANR-Cedar Rapids**

GOVERNING PUBLICATIONS: UFC 6000-SERIES-UNIFORM FREIGHT CLASSIFICATION
OPSL 6000-SERIES-OFFICIAL RAILROAD STATION LIST
STCC 6001-SERIES-STANDARD TRANSPORTATION COMMODITY CODE
IANR 3001-SERIES-RULES AND REGULATIONS
IANR 3005 Series Mileage Fuel Surcharge Governs
IANR 3006 Mileage Tariff Governs


ISSUED: November 9, 2023
EFFECTIVE: January 1, 2024
EXPIRATION: December 31, 2024

	1/1/2024	1/1/2024
	12/31/2024	12/31/2024
Manly	692	747
Rock Falls	692	747
Nora Springs - IANR origin only	692	747
Rockford	692	747
Marble Rock	692	747
Greene	692	747
Packard	610	659
Clarksville	610	659
Shell Rock	610	659
Washburn	558	603
LaPorte City	534	576
Vinton	491	530
Dewar	597	645
Dunkerton	603	683
Oelwein	624	684
Forest City	790	N/A
Garner	773	827

 CANADIAN NATIONAL	SUPPLEMENT 2 TO TARIFF CN 004080-A3 Effective April 1, 2024. Expires August 31, 2024.	FROM: IA TO: IL, IN, KY, LA, MI, MS, NB, NE, NS, ON, PQ, SK, TN, VT, WI Item No: 1120000-AC Item Pages: 6
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Actual rigin	ybill rigin	ybill Destination	Actual Destination	A	B	C	oute	Note(s)
IA IOWA FALLS	IA IOWA FALLS	IL MARKHAM	IL MARKHAM	\$ 3,770	\$ 4,147	\$ 3,020	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	IL MOUND CITY	IL MOUND CITY	\$ 4,365	\$ 4,802	\$ 3,615	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	IL PHOENIX (WILL)	IL PHOENIX (WILL)	\$ 3,770	\$ 4,147	\$ 3,020	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	IN KINGSBURY	IN KINGSBURY	\$ 3,941	\$ 4,336	\$ 3,191	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	KY MAYFIELD	KY MAYFIELD	\$ 5,381	\$ 5,920	\$ 4,631	CN PAL 138	2
IA IOWA FALLS	IA IOWA FALLS	MS JACKSON	MS JACKSON	\$ 5,529	\$ 6,082	\$ 4,779	CN CN 0	1-2
IA IOWA FALLS	IA IOWA FALLS	LA ARCOLA	LA ARCOLA	\$ 6,43	\$ 7,073	\$ 5,68	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	LA HAMMOND	LA HAMMOND	\$ 6,43	\$ 7,073	\$ 5,68	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	LA KENTWOOD	LA KENTWOOD	\$ 6,43	\$ 7,073	\$ 5,68	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	MI LANSING	MI LANSING	\$ 4,644	\$ 5,109	\$ 3,894	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	MI MCBAIN	MI MCBAIN	\$ 5,256	\$ 5,782	\$ 4,475	CN GLC 10	2
IA IOWA FALLS	IA IOWA FALLS	MI OWOSSO	MI OWOSSO	\$ 4,855	\$ 5,341	\$ 4,074	CN GLC 10	2
IA IOWA FALLS	IA IOWA FALLS	MS COLLINS	MS COLLINS	\$ 6,270	\$ 6,897	\$ 5,52	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	MS FERNWOOD	MS FERNWOOD	\$ 6,325	\$ 6,958	\$ 5,575	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	MS GALLMAN	MS GALLMAN	\$ 6,270	\$ 6,897	\$ 5,52	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	MS HEATHMAN	MS HEATHMAN	\$ 6,374	\$ 7,012	\$ 5,624	CN CAGY 74	2
IA IOWA FALLS	IA IOWA FALLS	MS INDIANOLA	MS INDIANOLA	\$ 6,374	\$ 7,012	\$ 5,624	CN CAGY 74	2
IA IOWA FALLS	IA IOWA FALLS	MS JACKSON	MS JACKSON	\$ 5,75	\$ 6,325	\$ 5,000	CN CN 0	2-4


Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 9001

 CANADIAN NATIONAL	SUPPLEMENT 20 TO TARIFF CN 004080-A3 Effective April 1, 2024. Expires August 1, 2024.	FROM: IA TO: L, TN, Item No: 1120000-AC Item Pages:
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Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	A	B	C	Route	Note(s)
IA IOWA FALLS	IA IOWA FALLS	MS LUCEDALE	MS LUCEDALE	\$ 6,	\$ 7, 8	\$ 5, 75	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	MS MAGEE	MS MAGEE	\$ 6, 0	\$ 6,	\$ 5, 0	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	MS MOORHEAD	MS MOORHEAD	\$ 6,	\$ 7,	\$ 5,	CN CAGY 7	
IA IOWA FALLS	IA IOWA FALLS	MS YAZOO C TY	MS YAZOO C TY	\$ 6, 0	\$ 7,		CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	NB MONCTON	NB MONCTON	\$ 9, 0	\$ 10,	0	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	NE OMAHA	NE OMAHA	\$ 3,	\$,	6	CN CN 0	1-2
IA IOWA FALLS	IA IOWA FALLS	NS TRURO	NS TRURO	\$ 8,		\$ 7,	CN CN 0	-5
IA IOWA FALLS	IA IOWA FALLS	NS TRURO	NS SCOTSBURN	\$ 9,		\$ 8,	CN CN 0	-6
IA IOWA FALLS	IA IOWA FALLS	ON BRESLAU	ON BRESLAU	\$ 6,	\$ 6,	\$ 5,	CN CN 0	
A IOWA FALLS	A IOWA FALLS	ON GUELPH	ON GUELPH	\$ 6,	\$ 6,	\$ 5,	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	ON STRATFORD	ON STRATFORD	\$ 5,	\$ 6,	\$,7	CN CN 0	1-2
IA IOWA FALLS	IA IOWA FALLS	ON MAXVILLE	ON MAXVILLE	\$ 6,	\$ 6,		CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	ON PRESCOTT	ON PRESCOTT	\$ 6,	\$ 6,	\$ 5,	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	ON SHAKESPEARE	ON SHAKESPEARE	\$ 6,			CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	ON ST MARYS	ON ST MARYS	\$ 6,			CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	ON STRATFORD	ON STRATFORD	\$ 6,		\$ 5,	CN CN 0	-4
A IOWA FALLS	A IOWA FALLS	SK LANGHAM	SK LANGHAM	\$ 7, 9	\$ 8,	9	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	PQ BAGOT	PQ BAGOT	\$ 6,	\$ 7, 7	\$ 5,	CN CN 0	


Except as provided herein, all rates include one switch at origin and one at destination, either to a customer loading or unloading track or to a storage facility. CN offers additional switches, required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 9001.

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 CANADIAN NATIONAL	SUPPLEMENT 2 TO TARIFF CN 004080-A3 Effective April , 2024. Expires August 31, 2024.	FROM: IA TO: IL, IN, KY, LA, MI, MS, NB, NE, NS, ON, PQ, SK, TN, VT, WI Item No: 20000-AC Item Pages: 6
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Actual rigin	ybill rigin	ybill Destination	Actual Destination	A	B	C	oute	Note(s)
IA IOWA FALLS	IA IOWA FALLS	PQ BIC	PQ BIC	\$ 7,730	\$ 8,503	\$ 6,730	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	PQ CARRIER	PQ CARRIER	\$ 7,325	\$ 8,058	\$ 6,325	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	PQ DRUMMONDVILLE	PQ DRUMMONDVILLE	\$ 6,975	\$ 7,673	\$ 5,975	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	PQ JOFFRE	PQ JOFFRE	\$ 7,325	\$ 8,058	\$ 6,325	CN CN 0	-2
IA IOWA FALLS	IA IOWA FALLS	PQ JOLIETTE	PQ JOLIETTE	\$ 6,975	\$ 7,673	\$ 5,975	CN CN 0	2-7
IA IOWA FALLS	IA IOWA FALLS	PQ MONTREAL	PQ MONTREAL	\$ 6,975	\$ 7,673	\$ 5,975	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	PQ SAGUENAY POWER	PQ SAGUENAY POWER	\$ 7,730	\$ 8,503	\$ 6,730	CN CN 0	2-7
IA IOWA FALLS	IA IOWA FALLS	HA INIGAN	PQ YAMACHICHE	\$ 7,890	\$ 8,679	\$ 6,890	CN CN 0	2-8
IA IOWA FALLS	IA IOWA FALLS	PQ SILLERY	PQ SILLERY	\$ 7,325	\$ 8,058	\$ 6,325	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	PQ ST CYRILLE	PQ ST CYRILLE	\$ 6,975	\$ 7,673	\$ 5,975	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	PQ ST HYACINTHE	PQ ST HYACINTHE	\$ 6,975	\$ 7,673	\$ 5,975	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	PQ ST ISIDORE DE DORCHESTER	PQ ST ISIDORE DE DORCHESTER	\$ 7,325	\$ 8,058	\$ 6,325	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	PQ ST JEAN-SUR-RICHELIEU	PQ ST JEAN-SUR-RICHELIEU	\$ 6,975	\$ 7,673	\$ 5,975	CN CN 0	2-7
IA IOWA FALLS	IA IOWA FALLS	PQ ST LUC	PQ ST LUC	\$ 6,975	\$ 7,673	\$ 5,975	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	PQ ST ROMUALD	PQ ST ROMUALD	\$ 7,325	\$ 8,058	\$ 6,325	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	PQ STE FOY	PQ STE FOY	\$ 7,325	\$ 8,058	\$ 6,325	CN CN 0	2
IA IOWA FALLS	IA IOWA FALLS	PQ ST LAMBERT DE LEVIS	PQ ST LAMBERT DE LEVIS	\$ 7,455	\$ 8,201	\$ 6,455	CN CFS	2
IA IOWA FALLS	IA IOWA FALLS	PQ STE ROSALIE	PQ STE ROSALIE	\$ 6,975	\$ 7,673	\$ 5,975	CN CN 0	2-7

Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN' Tariff 9000 and Tariff 9001.

 CANADIAN NATIONAL	SUPPLEMENT 20 TO TARIFF CN 004080-A3 Effective April 1, 2024. Expires August 1, 2024.	FROM: IA TO: IL, IN, KY, LA, MI, MS, NB, NE, NS, ON, PQ, SK, TN, VT, WI Item No: 1120000-AC Item Pages:
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Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	A	B	C	Route	Note(s)
IA IOWA FALLS	IA IOWA FALLS	PQ STE ROSALIE JCT	PQ STE ROSALIE JCT	\$ 6,975	\$ 7,673	\$ 5,975	CN CN 0	2-7
IA IOWA FALLS	IA IOWA FALLS	PQ UPTON	PQ UPTON	\$ 6,975	\$ 7,673	\$ 5,975	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	TN FRUITLAND	TN FRUITLAND			\$ 4,626	CN WTNN 10	
IA IOWA FALLS	IA IOWA FALLS	VT BURLINGTON	VT BURLINGTON	\$ 7,238	\$ 7,962	\$ 6,238	CN NECR	
IA IOWA FALLS	IA IOWA FALLS	VT SAINT ALBANS	VT SAINT ALBANS	\$ 7,238	\$ 7,962	\$ 6,238	CN NECR	
IA IOWA FALLS	IA IOWA FALLS	VT SWANTON	VT SWANTON	\$ 7,238	\$ 7,962	\$ 6,238	CN NECR	
IA IOWA FALLS	IA IOWA FALLS	WI ALLENTON	WI ALLENTON	\$ 4,711	\$,183	\$,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI APPLETON	WI APPLETON	\$ 4,711	\$,183	\$ 3,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI AUBURNDALE	WI AUBURNDALE	\$ 4,711	\$,183	\$,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI DENMARK	WI DENMARK	\$ 4,711	\$,183	\$ 3,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI FOND DU LAC	WI FOND DU LAC	\$ 4,711	\$,183	\$ 3,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI GREEN BAY	W GREEN BAY	\$ 4,711	\$,183	\$ 3,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI HILBERT JCT	W HILBERT JCT	\$ 4,711	\$,183	\$,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI LITTLE CHUTE	WI LITTLE CHUTE	\$ 4,711	\$,183	\$ 3,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI LUXEMBURG	W LUXEMBURG	\$ 4,711	\$,183	\$,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	W OWEN	W OWEN	\$ 4,711	\$,183	\$ 3,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI SHAWANO	WI SHAWANO	\$ 4,711	\$,183	\$,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI SPENCER	WI SPENCER	\$ 4,711	\$,183	\$ 3,961	CN CN 0	


Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 9001.

 CANADIAN NATIONAL	SUPPLEMENT 0 O TARIFF CN 004080-A3 Effective April , 024. Expires August 31, 2024.	FROM: IA TO: IL, IN, KY, LA, MI, MS, NB, NE, NS, ON, PQ, SK, TN, VT, WI <p style="text-align: right;"> Item No: 0000-AC Item Pages: </p>
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Actual Origin	Waybill Origin	Waybill Destination	Actual Destination	A	B	C	Route	Note(s)
IA IOWA FALLS	IA IOWA FALLS	WI VALDERS	WI VALDERS	\$ 4,711	\$ 5,183	\$ 3,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI WEYAUWEGA	WI WEYAUWEGA	\$ 4,711	\$ 5,183	\$ 3,961	CN CN 0	
IA IOWA FALLS	IA IOWA FALLS	WI WRIGHTSTOWN	WI WRIGHTSTOWN	\$ 4,711	\$ 5,183	\$ 3,961	CN CN 0	

<p>Note(s) Description Explanation of Note(s) Applicable Against Specific Traffic</p> <ul style="list-style-type: none"> - Subject to AAR Accounting Rule 11 billing at destination. - Price includes reciprocal switch at origin. 3- Price excludes reciprocal switch at destination. 4- Not subject to ARR Accounting Rule 11 billing at destination. 5- Rates are exclusive of transloading and trucking charges. 6- RATE INCLUDES TRANSLOADING FROM RAIL TO TRUCK AND DELIVERY TO SCOTSBURN, NS. 7- Price excludes interswitching charges at destination. 8- Price includes interswitching charges at destination. (C) Change
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Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 900

 CANADIAN NATIONAL	SUPPLEMENT 41 TO TARIFF CN 004070-BO	FROM: IA TO: IA, IL
	Effective February 1, 2024, except as noted. Expires May 31, 2024, except as noted.	(C) Item No: 1260000-AB Item Pages: 1

General Conditions Applicable Against All Traffic shipped under this Item	
Commodities :	See "Commodity List 4" in item 9999900 for STCC descriptions.
Route(s) :	CN CN : CN - DIRECT
Rate(s) Unit of Measure :	PER CAR
Note(s) :	<p>In addition, rates herein are subject to optional services fees, where incurred, in accordance with Tariff CN 9000, CN 9001, CN 9002, CN 9003, and CN 9004, supplements thereto and reissues thereof.</p> <p>Price applies in shipper supplied equipment. Rate is exclusive of mileage equalization.</p> <p>Rates herein are subject to Fuel Surcharge Tariff CN 7403 series, supplements thereto or reissues thereof.</p> <p>Subject to movements defined in CN routing protocol for this gateway. These specified gateways can be found at www.cn.ca/GetRoute.</p> <p>CN may, in its sole discretion, modify the rates published herein with 3 days notice, which shall be provided exclusively by direct communication to subscribers of this publication. Failure to subscribe shall be considered an absolute waiver to such notice period. Subscribing to a publication can be done using the Price Documents tool on CN eBusiness at www.cn.ca</p> <p>Claims Liability: Except as otherwise provided, the rates contained herein are based on a limitation of carrier liability for loss or damage arising from the transportation of goods, as expressly stated in this price publication.</p> <p>Price applies in U.S. funds and must be prepaid which means invoicing by the origin carrier. Applicable in tank cars. Price includes reciprocal switch at origin.</p> <p>(C) Change</p>

Origin	Destination	Rate(s)	Note(s)
IA IOWA FALLS	IA SIOUX CITY	\$ 2,665	
IA IOWA FALLS	IL CHICAGO	\$ 2,635	2-E1
IA IOWA FALLS	IL CHICAGO	\$ 3,075	2-G1
IA IOWA FALLS	IA FARLEY	\$ 2,410	
IA IOWA FALLS	IA MACY	\$ 1,280	

Note(s) Description Explanation of Note(s) Applicable Against Specific Traffic	
	Price excludes reciprocal switch at origin.
2-	Price excludes reciprocal switch at destination.
E1-	Expires with March 16, 2024.
G	Effective March 17, 2024.

Except as provided herein, all rates include one switch at origin and one at destination, which can be either to a customer loading or unloading track or to a storage facility. CN offers additional switches, if required, including those out of storage to a local customer unloading track and vice versa. The conditions and fees for additional switches are specified in CN's Tariff 9000 and Tariff 9001.



COMMODITY, APPLICATION AND PRICE

CHANGE:	Rate
COMMODITY:	SOYBEAN MEAL
STCC:	2092390
EQUIPMENT:	Hopper Cars/Pvt Zero or IAIS Hoppers
GENERAL CONDITIONS:	FREIGHT CHARGES ARE PREPAID
FROM:	Butler, IA
TO:	CHICAGO, IL for Beyond RULE 11
RATE IN DOLLARS PER CAR	Singles Shipments per BOL Pvt Car = \$2,418/car Singles Shipments per BOL IAIS/RR Car = \$2,658/car
ROUTE:	IANR-CRAPI-CIC-IOWAC-IAIS-CHICAGO for Beyond
GOVERNING PUBLICATIONS:	UFC 6000-SERIES-UNIFORM FREIGHT CLASSIFICATION OPSL 6000-SERIES-OFFICIAL RAILROAD STATION LIST STCC 6001-SERIES-STANDARD TRANSPORTATION COMMODITY CODE IANR 3001-SERIES-RULES AND REGULATIONS IANR Fuel Surcharge to apply, 342 Total Miles IAIS will absorb one intermediate switch in Chicago up to \$136 \$2,000 IAIS imposed penalty for non IAIS routed shipments when using IAIS equipment
ISSUED:	December 10, 2023
EFFECTIVE:	January 1, 2024
EXPIRATION:	December 31, 2024
ISSUED BY:	Iowa Northern Railway Company, 201 Tower Park Drive, Waterloo, 50701



IANR FREIGHT TARIFF 43230A

COMMODITY, APPLICATION AND PRICE

CHANGE: **Rate**

COMMODITY: **Soybean Oil**

STCC: **2092110**

EQUIPMENT: **Private Tank Car, zero mileage compensation**

GENERAL CONDITIONS: **Freight Charges are Prepaid to Chicago and via AAR accounting Rule 11 Beyond**

Applicable only on shipments moving beyond Chicago, IL

Price applies in US Funds

FROM: **Butler, IA**

TO: **Beyond Chicago Served Destinations**

RATE IN DOLLARS **<14 car single/blocks = \$2,605 PER CAR**
>15 car single/blocks but less than unit train = \$2,457 PER CAR

ROUTE: **IANR-CRAPI-CIC-IOWAC-IAIS-CHGO FOR BEYOND**

GOVERNING CLASSIFICATION: **UFC 6000-SERIES-UNIFORM FREIGHT CLASSIFICATION**

PUBLICATIONS: **OPSL 6000-SERIES-OFFICIAL RAILROAD STATION LIST**
STCC 6001-SERIES-STANDARD TRANSPORTATION COMMODITY CODE
IANR 3001-SERIES-RULES AND REGULATIONS
IANR 3005 Series Mileage Fuel Surcharge Governs
IANR 3006 Mileage Chart Governs
IAIS will absorb one intermediate switch up to \$136/car
Total Miles = 341

ISSUED: **November 22, 2023**

EFFECTIVE: **January 1, 2024**

EXPIRATION DATE: **December 31, 2024**

ISSUED BY: **Iowa Northern Railway Company, 201 Tower Park Drive, Waterloo, IA 50701**

CERTIFICATE OF SERVICE

I, Adam Sparger, certify that on this 29th day of April 2024, a copy of the foregoing document has been electronically filed via the STB's e-filing system and served by electronic mail to all parties of record in STB Docket Number FD 36744, including CNR's and GTC's representative, Matthew J. Warren, and Iowa Northern's representative, Kevin M. Sheys.

A handwritten signature in black ink, appearing to read "Adam Sparger", written over a horizontal line.

Adam Sparger
Director
Transportation Economics Division
U.S. Department of Agriculture
Washington, D.C. 20250