



Iowa Rail Transportation **FACTS**

Updated June 1, 2006

On average, it costs 32 percent less to move freight by rail now than in 1985. The cost per ton-mile declined from 2.64 cents in 1985 to 1.79 cents in 2004.

Iowa freight railroads contribute \$245.4 million per year to the economy in wages and benefits to the 3,716 employees who live in the state. In addition, 9,239 retired railroad workers and family members living in Iowa receive \$128 million in retirement benefits each year.

Railroads operating in Iowa routinely invest between 25 and 30 percent of their revenue in track system maintenance and improvements.

In 2004, Iowa railroads spent an estimated \$152 million on maintenance and \$146 million on upgrades.

Iowa railroad fuel efficiency has increased 41 percent since 1985, when a gallon of diesel fuel moved a ton of freight approximately 294 miles. In 2004, railroads moved a ton of freight about 414 miles on a gallon of fuel. In comparison, trucks move a ton of freight approximately 60 miles per gallon of fuel.

In 2005, there were 70 highway-rail crossing crashes in Iowa at public crossings.

Six persons lost their lives in highway-rail crossing crashes in 2005.

Since 1990, crashes at highway-rail crossings have decreased by 57 percent, despite the fact that rail car miles have increased by 86 percent and motor vehicle miles traveled have increased by 38 percent.

In 2005, four incidents occurred involving the death or injury of a trespasser on railroad property.



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Iowa's freight rail system runs on 4,023 miles of track.

Iowa is served by 20 railroad companies.

Rail accounts for only three percent of Iowa's 130,000-mile freight system, but carries 43 percent of Iowa's freight.

Between 1985 and 2004, rail car miles increased by 141 percent and rail ton miles increased by 202 percent.

Approximately 3,678 miles of track in Iowa have been abandoned since 1975.

Each year, 54.2 million tons of rail freight originate in Iowa.

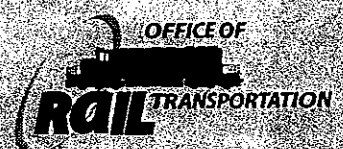
Each year, 42.6 million tons of rail freight terminate in the state.

Each year, 236.9 million tons of rail freight travel through Iowa to other destinations.

Since 1985, the tonnage of rail freight originating in Iowa has increased by 159 percent. The tonnage of rail freight terminating in Iowa has increased by 101 percent. The tonnage of rail freight traveling through Iowa has increased by 178 percent.

Railroads move goods in trains consisting of 100 or more cars, with each car holding 100-110 tons. One covered hopper car is capable of hauling 3,500 to 3,900 bushels of grain, the equivalent of more than four semi tractor-trailers.

It would require more than 1.1 million semi tractor-trailer loads (3,039 per day for one year) to move the amount of Iowa grain shipped by rail in 2004 (over 28.8 million tons).



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PM 140 11-26-07

NEED ANSWERS

IF YOU HAVE QUESTIONS ABOUT TRANSPORTATION IN IOWA, ONE OF OUR REPRESENTATIVES CAN HELP YOU.

 Iowa Department
of Transportation

Prepared by the Operations and Finance Division
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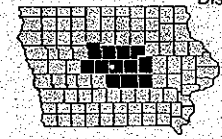
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I-235 Project Office.....		515-237-3299
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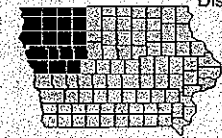
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Construction Engineer.....	Dave Roeber, PE.....	641-422-9448
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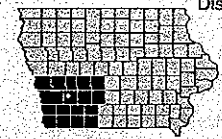
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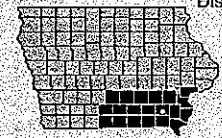
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Materials Engineer.....	Daniel Redmond, PE.....	712-243-7629

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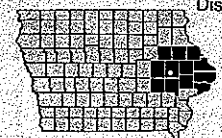
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Can a city require a railroad to operate at a specific speed?

No. Federal regulations preempt any local speed restrictions on trains. (Section 20106 of Title 49, United States Code.)

Can a city require a railroad to not blow the train whistle?

Currently, state law requires the sounding of the locomotive's horn at least 1,000 feet before a road crossing is reached. Railroad companies require their employees to blow their horns at crossings.

The FRA has issued a proposed rule (scheduled to go into effect Dec. 18, 2004) that will require all locomotives to blow their horns. This federal rule will preempt any local or state statutes. Under the rule, local jurisdictions meeting certain safety requirements can apply for a "quiet zone" where train horns are not routinely sounded. The Federal Railroad Administration will be the final authority on the safety improvements and other measures that must be in place to qualify for a quiet zone. For further information refer to the Federal Railroad Administration's web site at www.fra.gov or contact the regional FRA office at 816-407-9651.

Does the Iowa DOT have jurisdiction over every crossing in the state?

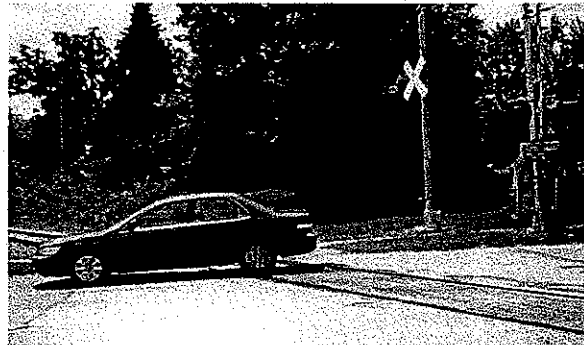
No, the DOT only has jurisdiction over highway railroad crossings on the state highway system. The local highway authority (city or county) has jurisdiction over their respective crossings.

Contact the Office of Rail Transportation with crossing concerns on the state highway system (highways designated as Iowa or U.S. highways) at 515-239-1140.

How can I get flashing lights at a crossing that has only a crossbuck?

Contact the highway authority responsible for the particular roadway or the railroad to express your concern. The Iowa DOT administers federal crossing safety funds which assist in installing active warning devices such as signals. The local highway authority (city or county) or railroad must apply for those funds.

How do I get a rough rail crossing fixed?



Contact the highway authority (city or county) responsible for the particular roadway and ask them to work with the railroad to seek repairs to the crossing. Under Iowa Code, the railroads have the legal responsibility for "safe and sufficient" crossings. The Iowa DOT administers crossing surface repair funds that assist in payment for reconstruction of public grade crossings. The local highway authority (city or county) or railroad must apply for those funds. Applications are processed in the order in which they are received. However, because funding is limited, a project may not receive funding for several years.

Private roadway/railroad crossings are not eligible for this funding program. Crossings on the primary road system (roadways designated as Iowa or U.S. highways) are handled between the Iowa DOT and the operating railroad company.

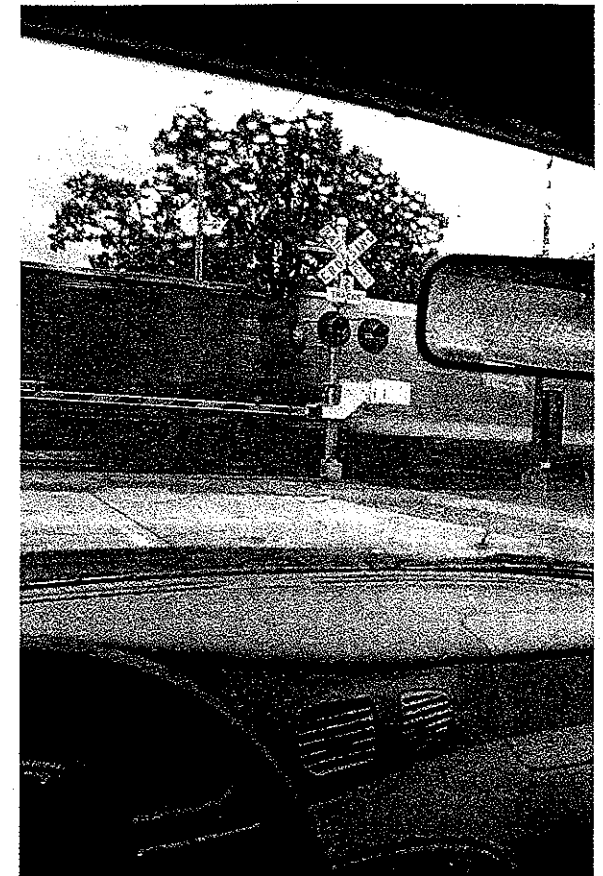
I can't figure out who to contact about a railroad or rail/highway crossing issue I am concerned about. How can I get help?

The Iowa DOT's Office of Rail Transportation can assist you in locating the correct contact person at the operating railroad or the appropriate highway jurisdiction.

How can I get more information about Iowa's railroads?

For more detailed and additional information about rail transportation in Iowa refer to the Iowa DOT's Office of Rail Transportation Web site at www.iowarail.com, or call 515-239-1140.

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IOWA'S RAILROADS AND YOU



Iowa's Railroads and You

Like most motorists, you want your trips to go as quickly and smoothly as possible. Things like having to wait at a railroad crossing while the train crosses, or having to slow for a rough railroad crossing may seem like an inconvenience. But, when you look at the overall picture, you will find there are many things that affect your trips: heavy traffic, including large trucks, on the interstates; congestion on urban freeways; a lot of pedestrian traffic at crosswalks; a bus stopped on the street while passengers are boarding or exiting; slow-moving farm equipment or bicyclists on a rural road; or any number of other disruptions. The reality is that Iowa's transportation system is extremely complex. Iowa has many diverse transportation users and all types of vehicles traveling at differing speeds over the same or intersecting routes.

Many Iowa industries depend on rail transportation to deliver raw goods for manufacturing and to ship finished products. Iowa's agricultural commodities, including value-added products like ethanol, are highly dependent on rail transportation. Without the economical bulk transport that rail provides, many of these industries would either cease to exist or their profitability would seriously decline.

Railroads make up only 3 percent of Iowa's complex 130,000-mile transportation system, yet rail carries an impressive 37 percent of the freight that moves into or out of Iowa – in 2002 that was over 84 million tons. That equates to more than 8,800 semitrailer loads per day, 365 days a year that are taken off Iowa's highways. This use of rail shipping decreases traffic congestion

on streets and highways, decreases air pollution, and helps our roadways last longer while supporting the growth of Iowa's agricultural and manufacturing industries.

The top priority for all modes of transportation is safety. Therefore, you need to balance your desire for a quick, smooth trip with all the factors that go into creating a safe traveling environment for everyone.

So how can you safely and effectively interact with Iowa's railroads? The following questions and answers provide you with information on some of the issues related to Iowa's railroads and how you can address any concerns you may have.

How many highway/railroad crossing accidents occur in Iowa each year?

In 2003 there were 58 accidents in Iowa. Fortunately, safety at rail crossings is improving. During the last 30 years, the number of accidents has fallen dramatically despite increased highway and railroad traffic.

How can I not be one of those statistics?

Be aware and attentive when approaching a railroad crossing. If the crossing is equipped with lights and signals, obey the warnings. It is illegal, as well as dangerous, to drive around lowered gates. If no lights and signals are present, it is your responsibility to watch for and yield to any approaching train traffic. Don't even think about "beating" a train or taking any risks. A freight train striking a standard motor vehicle is roughly equivalent to a car hitting an empty pop can – about a 4,000-to-1 weight ratio. When a car and a train collide it is always the car, and far too often the occupants, who lose.

Can I go hunting or take a hike on the railroad right-of-way?

No, the railroad right-of-way (the tracks and the area adjacent to the tracks) is private property and you will be considered a trespasser and subject to state laws governing trespassing. More importantly, you are putting yourself in danger when you are on railroad property. It is both unsafe and illegal to hunt or hike along the tracks, take the shortcut through the right-of-way, or fish off the railroad bridge. Children in particular are drawn to the open area of the right of way and should be warned that this is a very dangerous place to be.

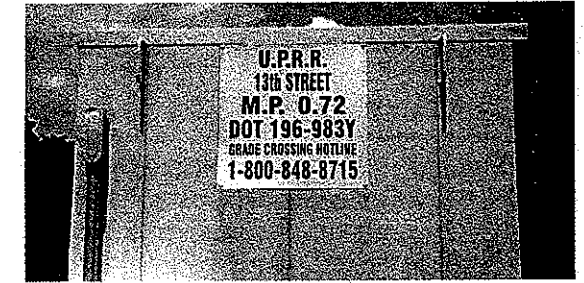
How can I identify a railroad crossing?



Each railroad crossing should have an identification tag with the name of the railroad company and a unique identifying AAR-DOT number. The embossed metal tag, similar in appearance to a license plate, is 4 inches by 9 inches,

and is generally located on the post supporting the signal or the crossbuck sign. If you cannot find the identification number, then the street name and general location may be sufficient for identification.

How can I report a railroad/highway signal that is not working?



At many crossings, a toll-free number is listed on the signal house or crossbuck near the crossing, along with the rail crossing identification number. Contact the railroad at the listed number and provide the crossing identification number or crossing location and the nature of the problem. If you are unable to identify the railroad to contact, notify your local law enforcement agency of the problem.

How long can a train block a rail/highway crossing?

Iowa Code Section 327G.32 states that a railroad corporation or its employees shall not operate a train in such a manner as to prevent vehicular use of a highway, street or alley for more than 10 minutes except in any of the following circumstances:

- when necessary to comply with signals affecting the safety of the movement of the trains;
- when necessary to avoid striking an object or person on the track;
- when the train is disabled; or
- when necessary to comply with governmental safety regulations, including but not limited to speed ordinances and speed regulations.

City and county law enforcement officers can issue tickets to railroads that violate this code section.

Just as the railroad tracks guide trains toward their destination, Iowa's railroads play a vital role in keeping our state's economic health and growth "on track" for the future.

Moves Iowa's products to market

Railroads ship a diverse mix of commodities into and out of Iowa—from lumber to vegetables, coal to orange juice, grain to automobiles, and scrap iron to chemicals.

Supports Iowa's agricultural production

Much of Iowa's grain is shipped by rail to processing plants and export markets. Value-added products produced from Iowa's grain, such as ethanol and its byproducts, bio-diesel, corn syrup, and many other food products, are shipped by rail.

Attracts and sustains industry

When new or existing industries decide to relocate or expand, access to convenient and cost-effective transportation is an essential consideration. Rail transportation can supply that "edge" that many firms are seeking.

Rail service continues to be an excellent buy for Iowa shippers, improving the competitiveness of Iowa businesses. On average it costs 32 percent less (adjusted for inflation) to move freight by rail now, than in 1985. Many of Iowa's current industries depend upon affordable and reliable rail service for their continuing existence and profitability.

Boosts Iowa's Economy

Railroads operating in Iowa spend more than \$298 million annually to maintain and improve their rail infrastructure. As private industries, railroads contribute significantly to Iowa's tax base through payment of income and property taxes.

Iowa's freight railroads employ nearly 3,700 people, and pay \$245 million a year in wages and benefits to Iowans. More than 9,200 retired railroad workers and family members receive \$128 million in retirement benefits each year.

Provides options for travelers

Two transcontinental passenger routes pass through Iowa with stops at six passenger rail stations. Over 61,000 passengers annually use Amtrak as an alternative to motor vehicle or air travel.

Lessens highway congestion

Railroads ship freight very efficiently in high-capacity rail cars. Each rail car carries roughly the equivalent of four semi-trailer loads. Overall, railroads annually ship over 86.8 million tons of freight into and out of Iowa. Additionally, another 246 million tons of freight travel through Iowa en route to other destinations. In total, railroads haul the equivalent of 12.8 million semi-trailer loads of freight into, out of, and through the state.

Protects Iowa's environment

Rail transportation helps protect Iowa's environment and air quality through energy efficiency. Compared to truck transportation, railroads are three to six times more fuel-efficient. On average, today's trains can move a ton of freight over 400 miles on a gallon of diesel fuel.

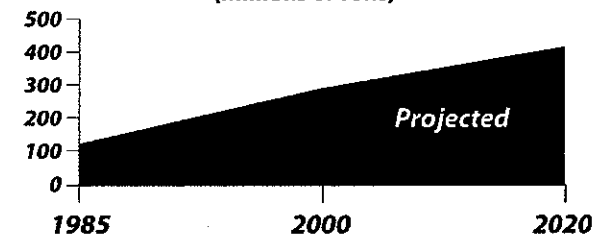
Looking ahead

Though rail makes up only 3 percent of Iowa's 140,000-mile transportation system, railroads carry over 40 percent of Iowa's freight tonnage.

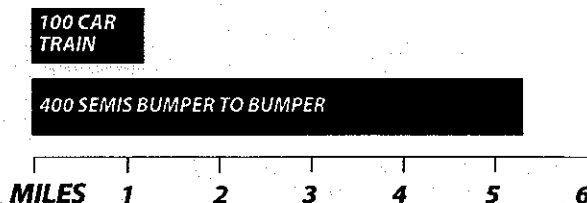
Iowa's rail traffic has more than doubled during the last 20 years and continues to rise. Intermodal shipments (where goods are shipped on multiple transportation modes throughout their journey) are rapidly increasing as foreign imports rise. Freight carried on all modes of travel, including that which is hauled by rail, is anticipated to nearly double within the next 15 years.

Iowa's Rail Freight Growth

(Millions of Tons)



Rail vs truck length comparison for equal volume



As freight volumes grow and Iowa strives to remain competitive in an increasingly global marketplace, the efficiency, economy and access to distant markets provided by rail transportation will become even more critical to keeping Iowa's economy "on track" as we move into the future.

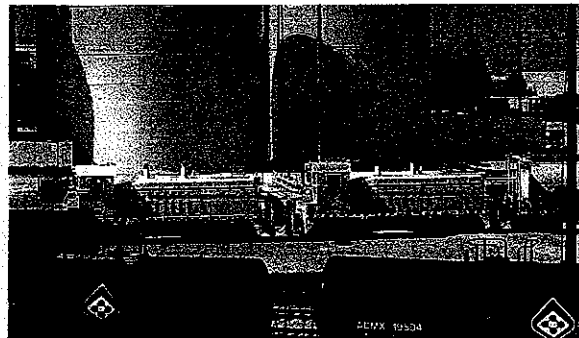
Top products shipped by rail (by volume)

Out of Iowa
Grain
Food products
Chemicals and Fertilizer

Into Iowa
Coal
Grain
Chemicals and Fertilizer



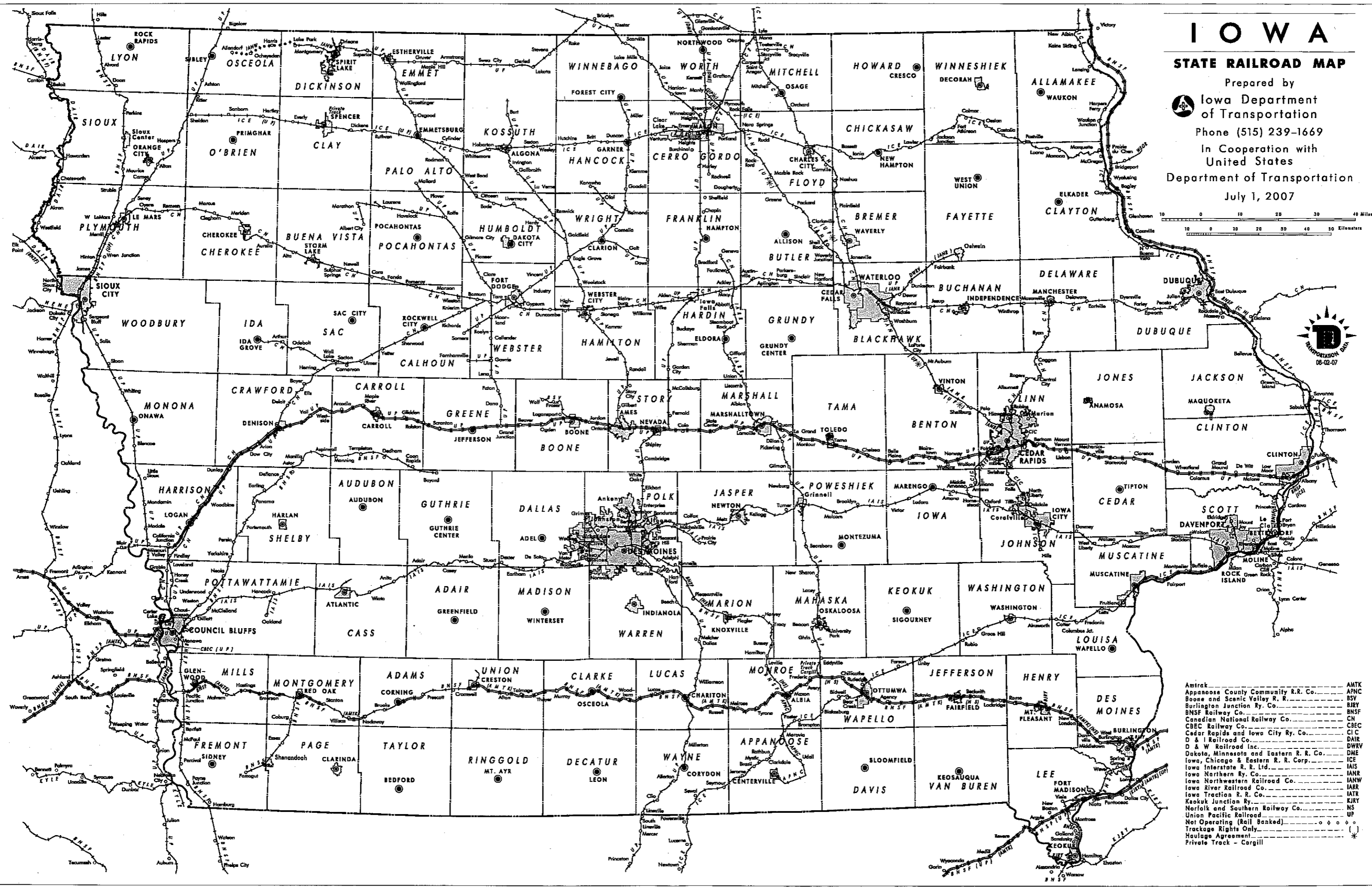
Rail transportation supplies links to distant markets, which makes it possible for Iowa's products and commodities to be sold worldwide.



IOWA

STATE RAILROAD MAP

Prepared by
 Iowa Department of Transportation
 Phone (515) 239-1669
 In Cooperation with
 United States Department of Transportation
 July 1, 2007



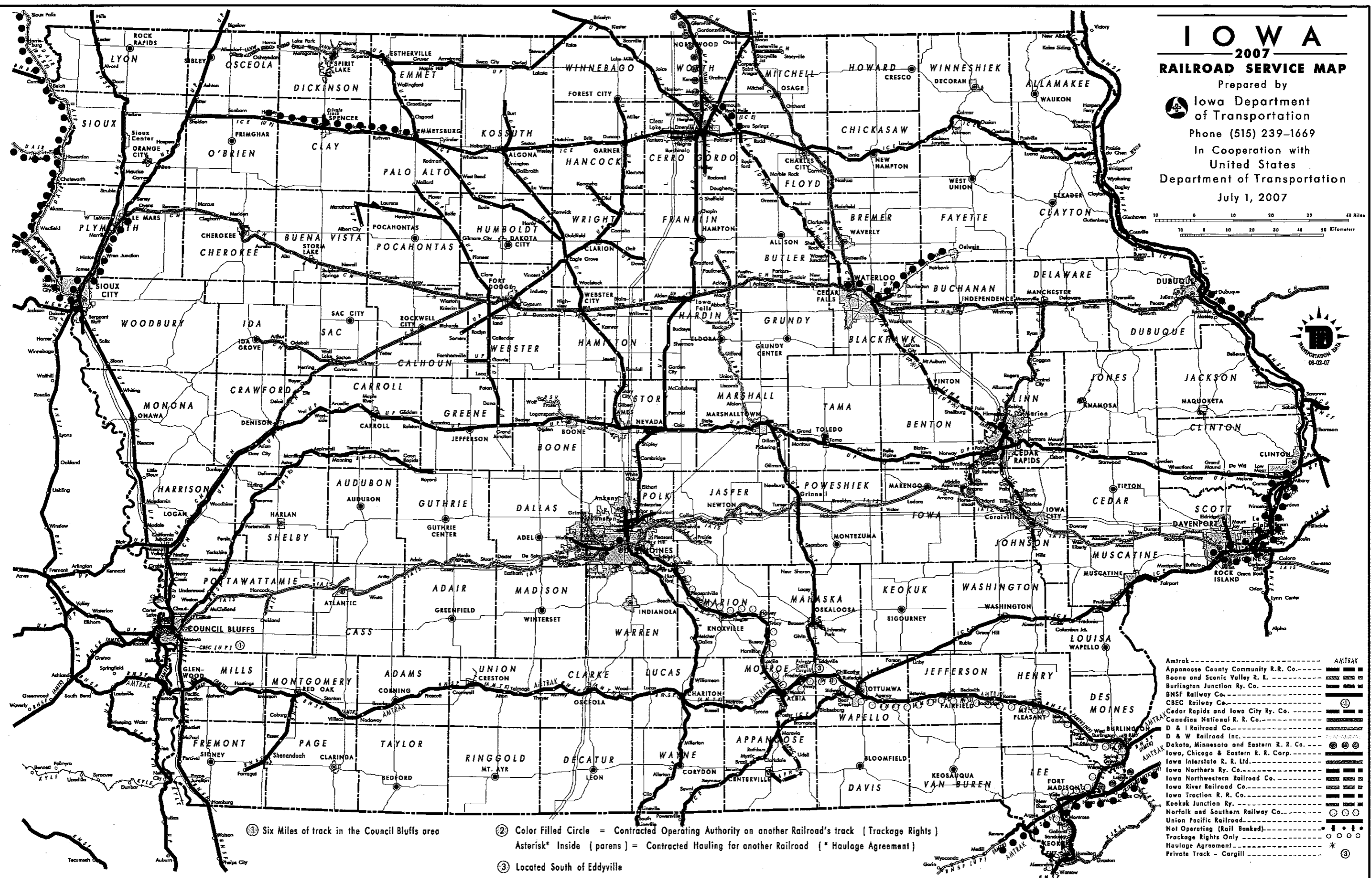
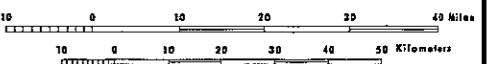
Amtrak	-----	AMTK
Appanoose County Community R.R. Co.	-----	APNC
Boone and Scanlon Valley R.R.	-----	BSV
Burlington Junction Ry. Co.	-----	BJRY
BNSF Railway Co.	-----	BNSF
Canadian National Railway Co.	-----	CN
CBEC Railway Co.	-----	CBEC
Cedar Rapids and Iowa City Ry. Co.	-----	CIC
D & W Railroad Co.	-----	DWR
Dakota, Minnesota and Eastern R.R. Co.	-----	DME
Iowa, Chicago & Eastern R.R. Corp.	-----	ICE
Iowa Interstate R.R. Ltd.	-----	IAIS
Iowa Northern Ry. Co.	-----	IANR
Iowa Northwestern Railroad Co.	-----	IANW
Iowa River Railroad Co.	-----	IARR
Iowa Traction R.R. Co.	-----	IATR
Keokuk Junction Ry.	-----	KJRY
Norfolk and Southern Railway Co.	-----	NS
Union Pacific Railroad	-----	UP
Not Operating (Rail Banked)	-----	
Trackage Rights Only	-----	
Haulage Agreement	-----	
Private Track - Cargill	-----	

IOWA

2007

RAILROAD SERVICE MAP

Prepared by
 Iowa Department of Transportation
 Phone (515) 239-1669
 In Cooperation with
 United States Department of Transportation
 July 1, 2007



Amtrak	AMTRAK
Appanoose County Community R.R. Co.	-----
Boone and Scenic Valley R.R.	-----
Burlington Junction Ry. Co.	-----
BNSF Railway Co.	-----
CB&Q Railway Co.	-----
Cedar Rapids and Iowa City Ry. Co.	-----
Canadian National R.R. Co.	-----
D & I Railroad Co.	-----
D & W Railroad Inc.	-----
Dakota, Minnesota and Eastern R.R. Co.	-----
Iowa, Chicago & Eastern R.R. Corp.	-----
Iowa Interstate R.R. Ltd.	-----
Iowa Northern Ry. Co.	-----
Iowa Northwestern Railroad Co.	-----
Iowa River Railroad Co.	-----
Iowa Traction R.R. Co.	-----
Keokuk Junction Ry.	-----
Norfolk and Southern Railway Co.	-----
Union Pacific Railroad	-----
Not Operating (Rail Banked)	-----
Trackage Rights Only	-----
Haulage Agreement	-----
Private Track - Cargill	-----

① Six Miles of track in the Council Bluffs area

② Color Filled Circle = Contracted Operating Authority on another Railroad's track (Trackage Rights)
 Asterisk* Inside (parens) = Contracted Hauling for another Railroad (* Haulage Agreement)

③ Located South of Eddyville

IOWA

GRAIN FACILITIES MAP

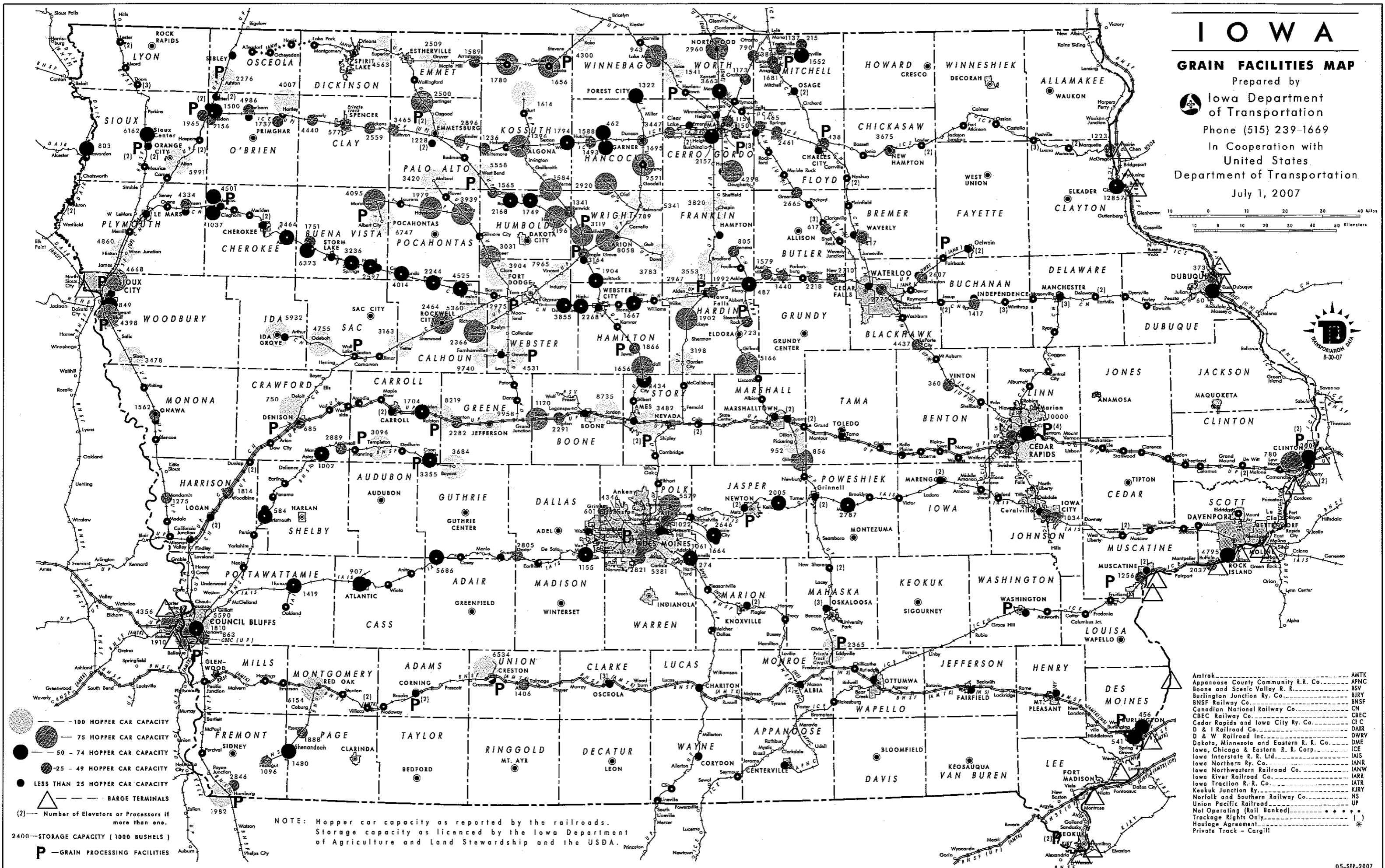
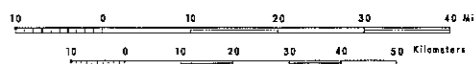
Prepared by









 Iowa Department of Transportation

Phone (515) 239-1669

In Cooperation with
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Department of Transportation

July 1, 2007



-  100 HOPPER CAR CAPACITY
-  75 HOPPER CAR CAPACITY
-  50 - 74 HOPPER CAR CAPACITY
-  25 - 49 HOPPER CAR CAPACITY
-  LESS THAN 25 HOPPER CAR CAPACITY
-  BARGE TERMINALS
-  (2) Number of Elevators or Processors if more than one.
-  2400-STORAGE CAPACITY (1000 BUSHEL) P - GRAIN PROCESSING FACILITIES

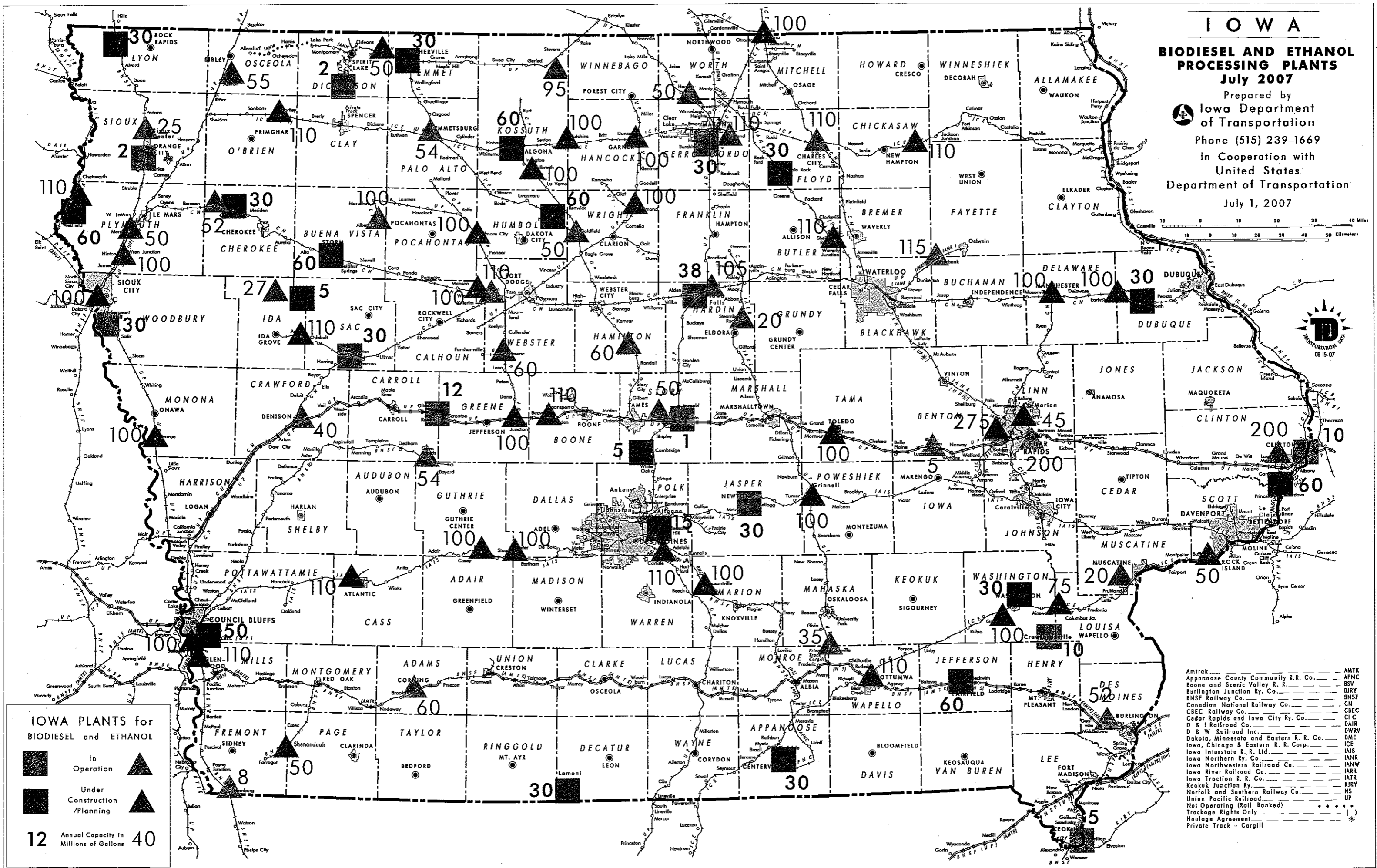
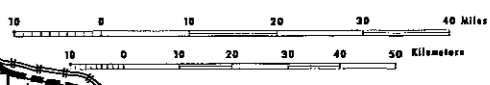
NOTE: Hopper car capacity as reported by the railroads.
Storage capacity as licensed by the Iowa Department
of Agriculture and Land Stewardship and the USDA.

- AMTK
- Appanoose County Community R.R. Co.
- Boone and Scenic Valley R. R.
- Burlington Junction Ry. Co.
- BNSF Railway Co.
- Canadian National Railway Co.
- CBC Railway Co.
- Cedar Rapids and Iowa City Ry. Co.
- D & I Railroad Co.
- D & W Railroad Inc.
- Dakota, Minnesota and Eastern R. R. Co.
- Iowa, Chicago & Eastern R. R. Corp.
- Iowa Interstate R. R. Ltd.
- Iowa Northern Ry. Co.
- Iowa Northwestern Railroad Co.
- Iowa River Railroad Co.
- Iowa Traction R. R. Co.
- Keokuk Junction Ry.
- Norfolk and Southern Railway Co.
- Union Pacific Railroad
- Not Operating (Rail Banked)
- Trackage Rights Only
- Haulage Agreement
- Private Track - Cargill
- AMNC
- BSV
- BIRY
- BNSF
- CN
- CBC
- CI
- DAIR
- DWRV
- DME
- ICE
- IAIS
- IANR
- IANW
- IARR
- IATR
- KJRY
- NS
- UP
- Not Operating (Rail Banked)
- Trackage Rights Only
- Haulage Agreement
- Private Track - Cargill

IOWA

BIODIESEL AND ETHANOL PROCESSING PLANTS July 2007

Prepared by
Iowa Department
of Transportation
Phone (515) 239-1669
In Cooperation with
United States
Department of Transportation
July 1, 2007




**IOWA PLANTS for
BIODIESEL and ETHANOL**

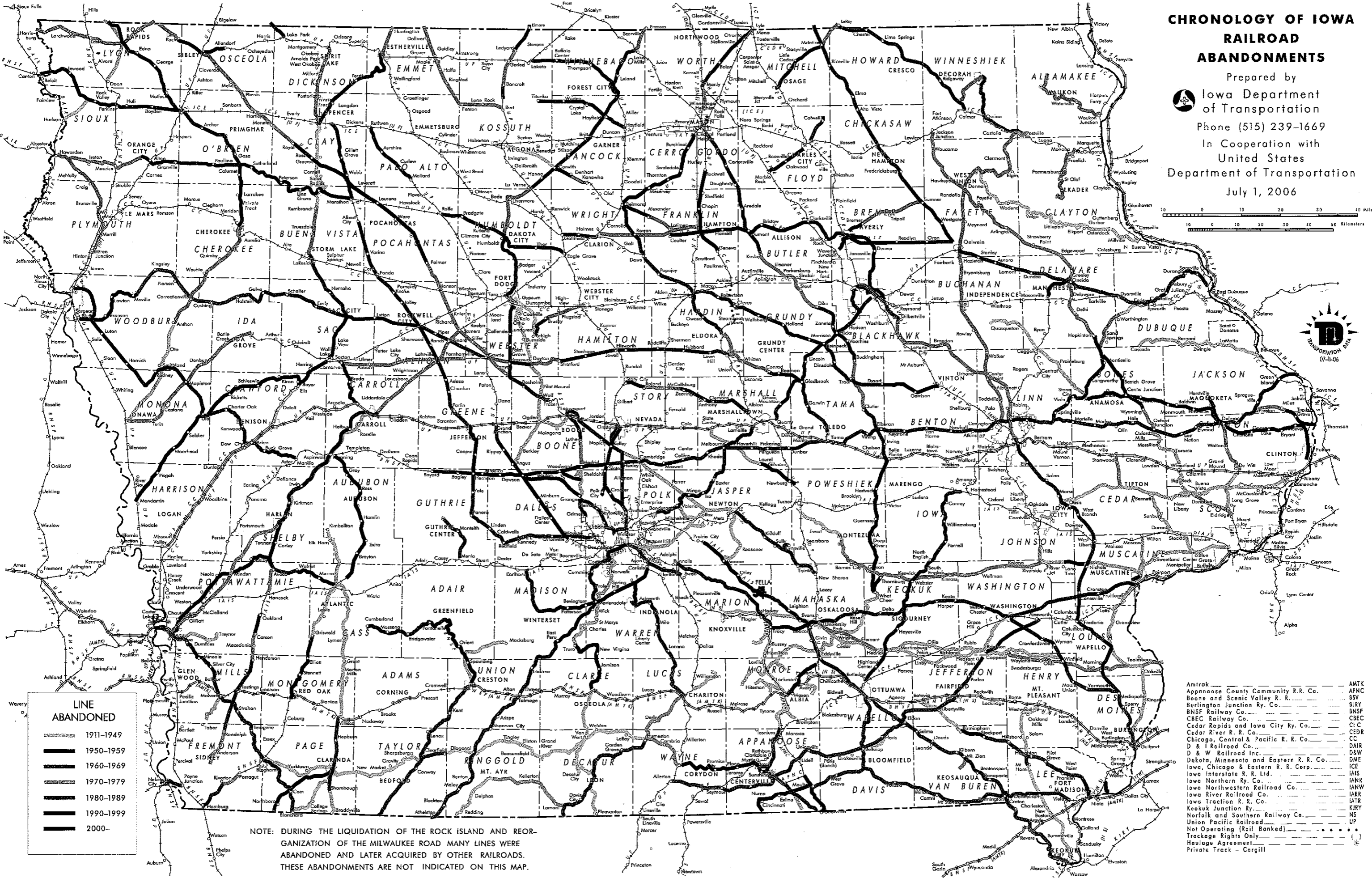
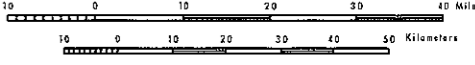
In Operation Under Construction /Planning

12 Annual Capacity in Millions of Gallons 40

Amtrak	AMTK
Appanoose County Community R.R. Co.	APNC
Boone and Scenic Valley R. R.	BSV
Burlington Junction Ry. Co.	BJR
BNSF Railway Co.	BNSF
Canadian National Railway Co.	CN
CB&Q Railway Co.	CB&Q
Cedar Rapids and Iowa City Ry. Co.	CI&C
D & W Railroad Inc.	D&W
Dakota, Minnesota and Eastern R.R. Co.	DME
Iowa Chicago & Eastern R.R. Corp.	ICE
Iowa Interstate R. R. Ltd.	II&S
Iowa Northern Ry. Co.	IANR
Iowa Northwestern Railroad Co.	IANW
Iowa River Railroad Co.	IARR
Iowa Traction R. R. Co.	IATR
Keokuk Junction Ry.	KJR
Norfolk and Southern Railway Co.	NS
Union Pacific Railroad	UP
Not Operating (Rail Banked)	---
Trackage Rights Only	---
Moorage Agreement	---
Private Track - Cargill	---

CHRONOLOGY OF IOWA RAILROAD ABANDONMENTS

Prepared by
 Iowa Department of Transportation
 Phone (515) 239-1669
 In Cooperation with
 United States Department of Transportation
 July 1, 2006



LINE ABANDONED

	1911-1949
	1950-1959
	1960-1969
	1970-1979
	1980-1989
	1990-1999
	2000-

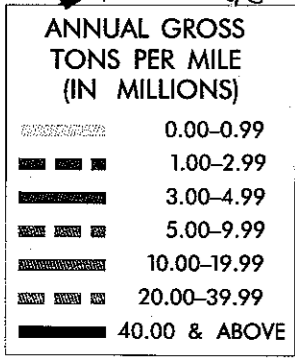
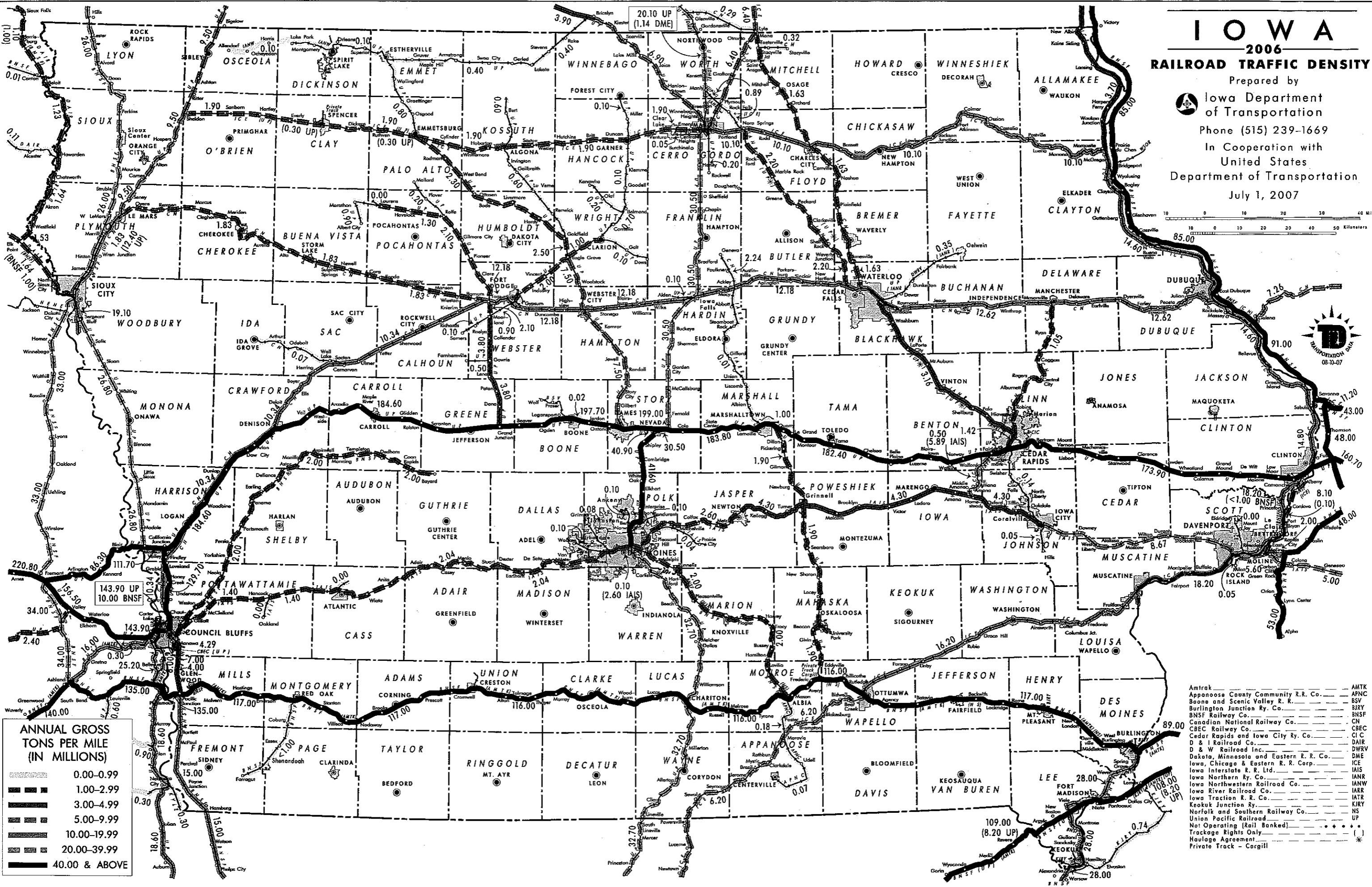
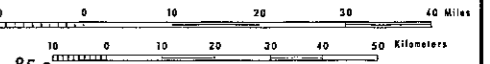
NOTE: DURING THE LIQUIDATION OF THE ROCK ISLAND AND REORGANIZATION OF THE MILWAUKEE ROAD MANY LINES WERE ABANDONED AND LATER ACQUIRED BY OTHER RAILROADS. THESE ABANDONMENTS ARE NOT INDICATED ON THIS MAP.

Amtrak	AMTK
Appanoose County Community R.R. Co.	APNC
Boone and Scenic Valley R.R.	BSV
Burlington Junction Ry. Co.	BJR
BNSF Railway Co.	BNSF
CB&Q Railway Co.	CB&Q
Cedar Rapids and Iowa City Ry. Co.	CIC
Cedar River R.R. Co.	CC
Chicago, Central & Pacific R.R. Co.	CC&P
D & I Railroad Co.	DAIR
D & W Railroad Inc.	D&W
Dakota, Minnesota and Eastern R.R. Co.	DME
Iowa, Chicago & Eastern R.R. Corp.	ICE
Iowa Interstate R.R. Ltd.	IIIS
Iowa Northern Ry. Co.	INR
Iowa Northwestern Railroad Co.	INRW
Iowa River Railroad Co.	IARR
Iowa Traction R.R. Co.	IATR
Keokuk Junction Ry.	KJR
Korfolk and Southern Railway Co.	NS
Union Pacific Railroad	UP
Not Operating (Rail Banked)
Trackage Rights Only	---
Hausage Agreement	---
Private Track - Cargill	---

IOWA

2006 RAILROAD TRAFFIC DENSITY

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 July 1, 2007



- Amtrak
- Appanoose County Community R.R. Co.
- Boone and Centric Valley R.R.
- Burlington Junction Ry. Co.
- BNSF Railway Co.
- Canadian National Railway Co.
- CBC Railway Co.
- Cedar Rapids and Iowa City Ry. Co.
- D & I Railroad Co.
- D & W Railroad Inc.
- Dakota, Minnesota and Eastern R.R. Co.
- Iowa Interstate R.R. Ltd.
- Iowa Northern Ry. Co.
- Iowa Northwestern Railroad Co.
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- Keokuk Junction Ry.
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- AMTK
- BSV
- RIRY
- BNSF
- CN
- CBC
- CI
- DAIR
- DWRV
- DME
- ICE
- IAIS
- IANR
- IANW
- IAER
- IATR
- KIRY
- NS
- UP
- ()
- *