

APPENDIX B

Freight Railroad Profiles





The railroad profiles included in this appendix have been developed using annual reports and direct input from Iowa railroads.

Please contact the respective companies directly for detailed information on specific services and available resources.



BNSF Railway (BNSF)

www.bnsf.com

Emergency number: 800-832-5452

Corporate HQ: 2650 Lou Menk Dr., Fort Worth, TX 76131

General offices: Sioux City Iowa

BNSF in Iowa

Miles of track owned/leased/served in Iowa	624
Miles operated under trackage rights in Iowa	35
Employees in Iowa	701

Transloading

Altoona, IA	Council Bluffs, IA	Ottumwa, IA
Burlington, IA	Des Moines, IA	Sioux City, IA
Camanche, IA	Hawarden, IA	Savanna, IL
Clinton, IA	Mount Pleasant, IA	

Intermodal

Omaha, NE: Omaha Intermodal Facility

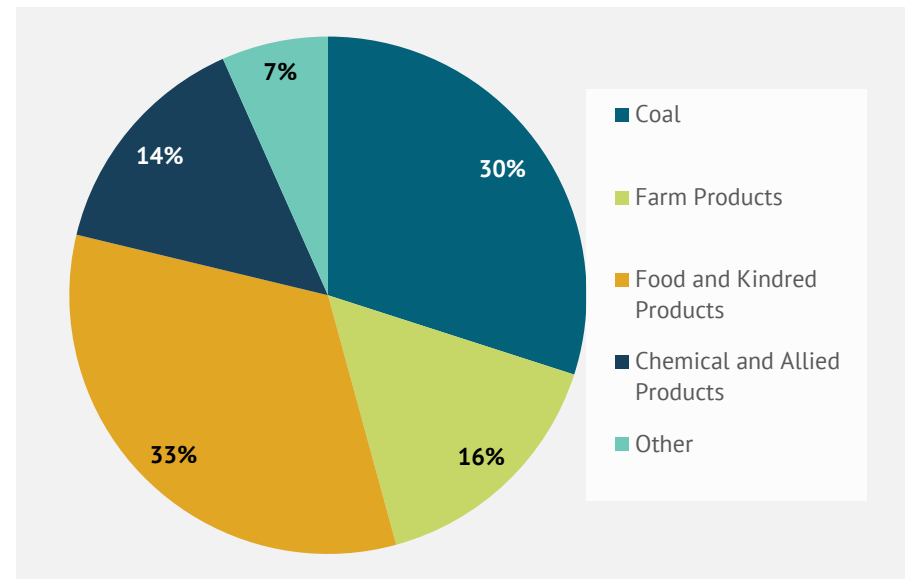
Railroad Interchanges

Albia	APNC	Keokuk	KJRY
Burlington	BJRY	Mount Pleasant	BJRY
Clinton	CPKC	Ottumwa	BJRY, IAIS, CPKC
Council Bluffs	CN	Quad Cities	CPKC
Davenport	IAIS	Sioux City	CN, DAIR
Des Moines	IAIS		

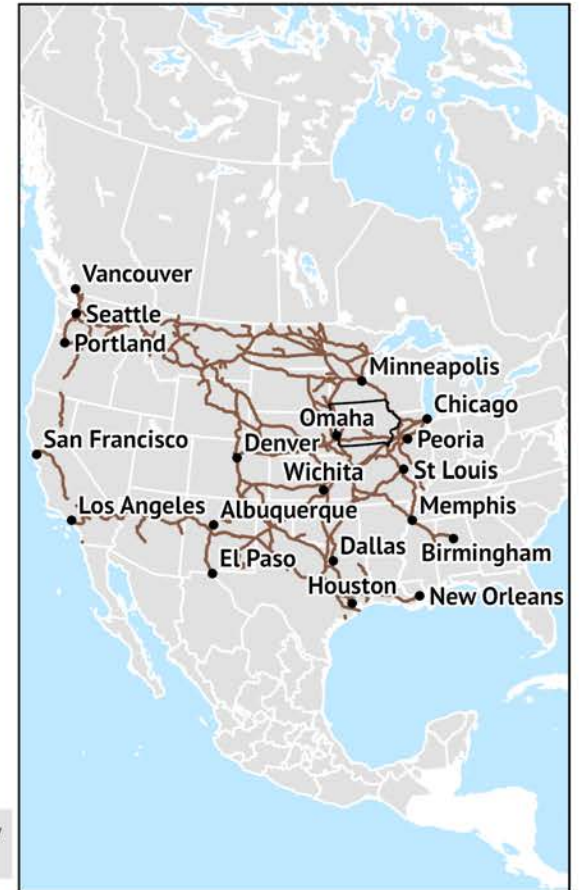
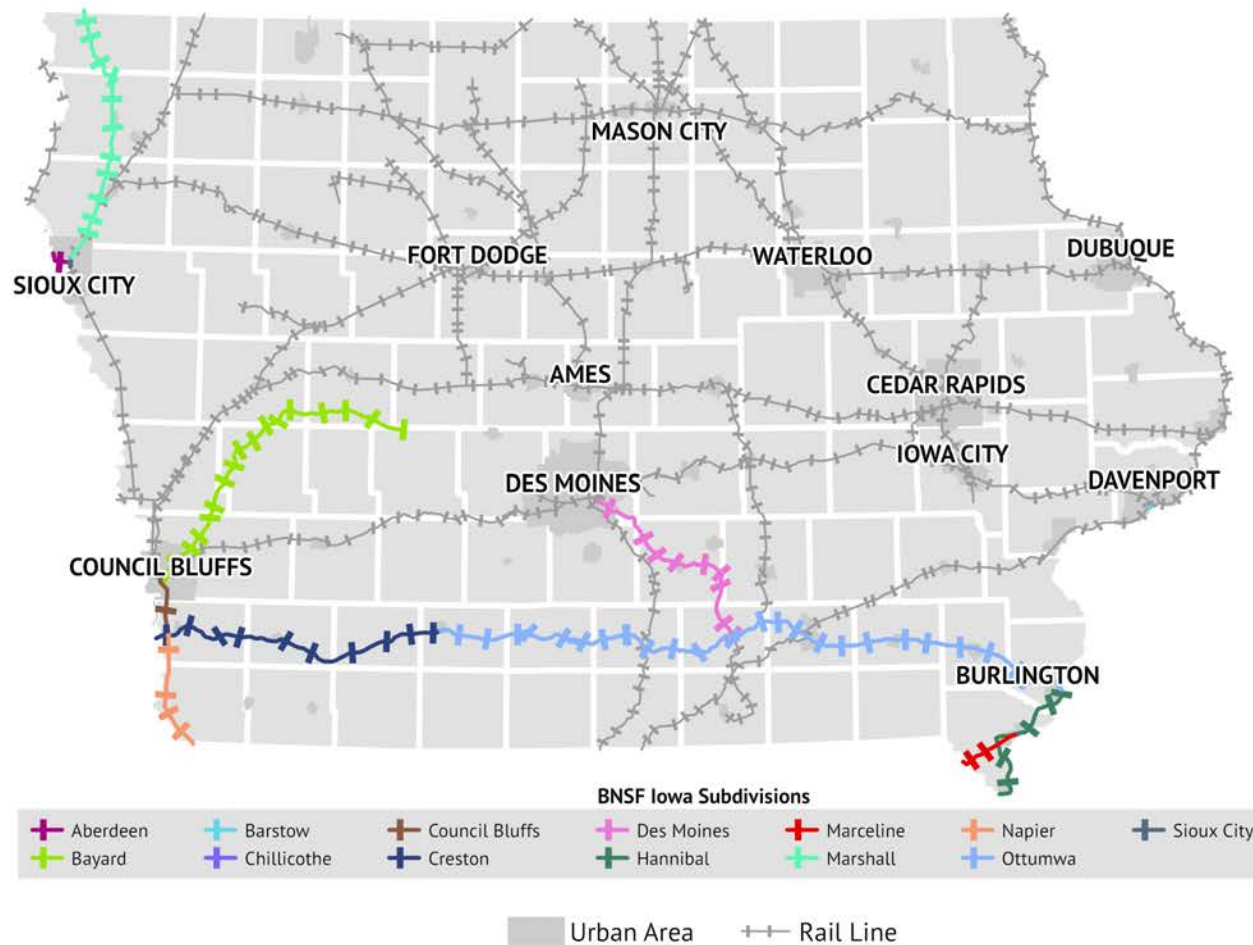
Overview

BNSF is a major U.S. railroad with over 32,000 miles across 28 states and three Canadian provinces. It covers the western two-thirds of the United States connecting Pacific ports to the Midwest, Southeast, and Southwest, and from Canada to Mexico. In Iowa, BNSF operates 659 miles, primarily from Burlington to Glenwood. Operations are on mainline tracks in the east, south, and west parts of the state as well as several branch lines.

Commodities



BNSF Service



BNSF Subdivisions in Iowa (section 1 of 2)

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Ottumwa	Chicago	BNSF	BNSF	Class 4	Two main tracks	A mixture of Centralized Traffic Control (CTC) and Automatic Block Signals (ABS)	A mixture of Centralized Traffic Control (CTC), Track Warrant Control (TWC), and Yard Limits (YL)	286,000 lbs.	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and auto-max equipment
Creston	Nebraska	BNSF	BNSF	Class 4	A combination of two main tracks and one main track	Centralized Traffic Control (CTC)	Centralized Traffic Control (CTC)	286,000 lbs.	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and auto-max equipment
Napier	Nebraska	BNSF	BNSF	Class 4	One main track with passing sidings	None	<ul style="list-style-type: none"> • Restricted Limits (RL) at Pacific Junction, IA • Track Warrant Control (TWC) Pacific Junction, IA-IA/ MO state line near Hamburg, IA 	286,000 lbs.	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and auto-max equipment
Sioux City	Nebraska	BNSF	BNSF	Class 3	One main track with passing sidings	None	Track Warrant Control (TWC)	286,000 lbs.	Not cleared for double-stacks, hi-trilevel, and auto-max equipment
Council Bluffs	Nebraska	BNSF	BNSF	Class 2	One main track with passing sidings	None	<ul style="list-style-type: none"> • Restricted Limits (RL) at Pacific Junction, IA • Track Warrant Control (TWC) Pacific Junction, IA-Council Bluffs, IA • Yard Limits (YL) at Council Bluffs, IA 	286,000 lbs.	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and auto-max equipment
Barstow	Chicago	BNSF	BNSF	Class1	One main track	None	GCOR Rule 6.28	263,000 lbs.	18' 6" Above Top of Rail; can accommodate TOFC equipment and COFC equipment only one container high



BNSF Subdivisions in Iowa (section 2 of 2)

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Aberdeen	Twin Cities	BNSF	BNSF	Class 2/ Class 3	One main track with passing sidings	None	Restricted Limits (RL)	286,000 lbs.	Unknown
Des Moines	Chicago	BNSF	BNSF	Class 3	One main track with passing sidings	None	<ul style="list-style-type: none"> • Restricted Limits (RL) at Albia, IA • Track Warrant Control (TWC) Albia, IA-Des Moines, IA • Restricted Limits (RL) at Des Moines, IA • Yard Limits (YL) at Des Moines, IA 	286,000 lbs.	Unknown
Bayard	Nebraska	BNSF	BNSF	Class 2	One main track with passing sidings	None	<ul style="list-style-type: none"> • Yard Limits (YL) at Council Bluffs, IA • Track Warrant Control (TWC) Council Bluffs, IA-Bayard, IA 	286,000 lbs.	Unknown
Chillicothe	Chicago	BNSF	BNSF	Class 4	Two main tracks	Centralized Traffic Control (CTC)	Centralized Traffic Control (CTC)	286,000 lbs.	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and auto-max equipment
Marceline	Chicago	BNSF	BNSF	Class 5	Two main tracks	Centralized Traffic Control (CTC) and Automatic Train Stop (ATS)	Centralized Traffic Control (CTC)	286,000 lbs.	Cleared for trailers (TOFC), double-stacks (COFC), hi-trilevel, and auto-max equipment
Marshall	Twin Cities	BNSF	BNSF	Class 4	One main track with passing sidings	None	Track Warrant Control (TWC)	286,000 Lbs.	Cleared For Trailer (TOFC) And Double-Stack (COFC) Equipment
Hannibal	Heartland	BNSF	BNSF	Class 3	One main track with passing sidings	None	Track Warrant Control (TWC)	286,000 lbs.	Clearance Above Top of Rail unknown; not cleared for double-stacks, hi-trilevel, and auto max equipment

Boone & Scenic Valley Railroad (BSV)

www.bsvrr.com

Emergency number: 515-433-0524

Corporate HQ: 225 10th St, P.O. Box 603, Boone, IA 50036

BSV in Iowa

Miles of track owned/leased/serviced in Iowa	1.7
Miles operated under trackage rights in Iowa	0
Employees in Iowa	4

Transloading

Boone, IA

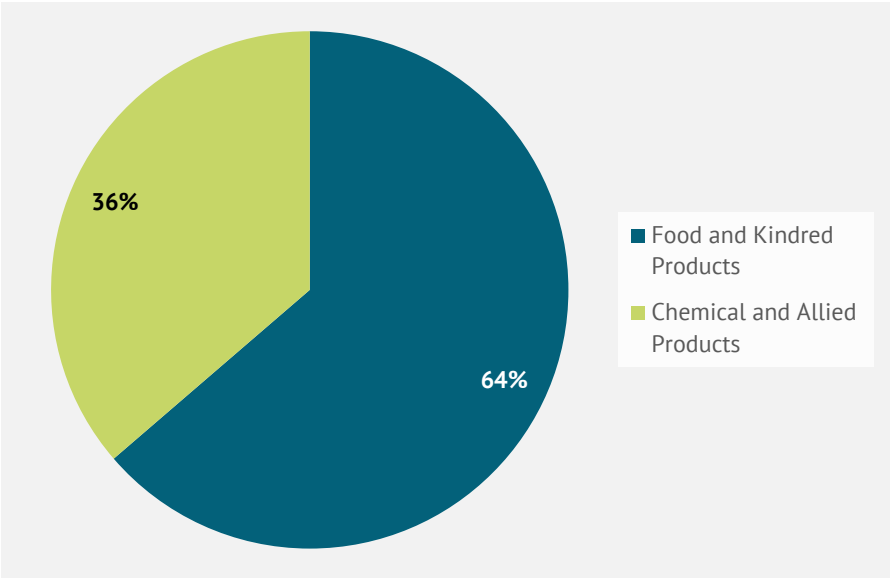
Railroad Interchanges

Boone	UP
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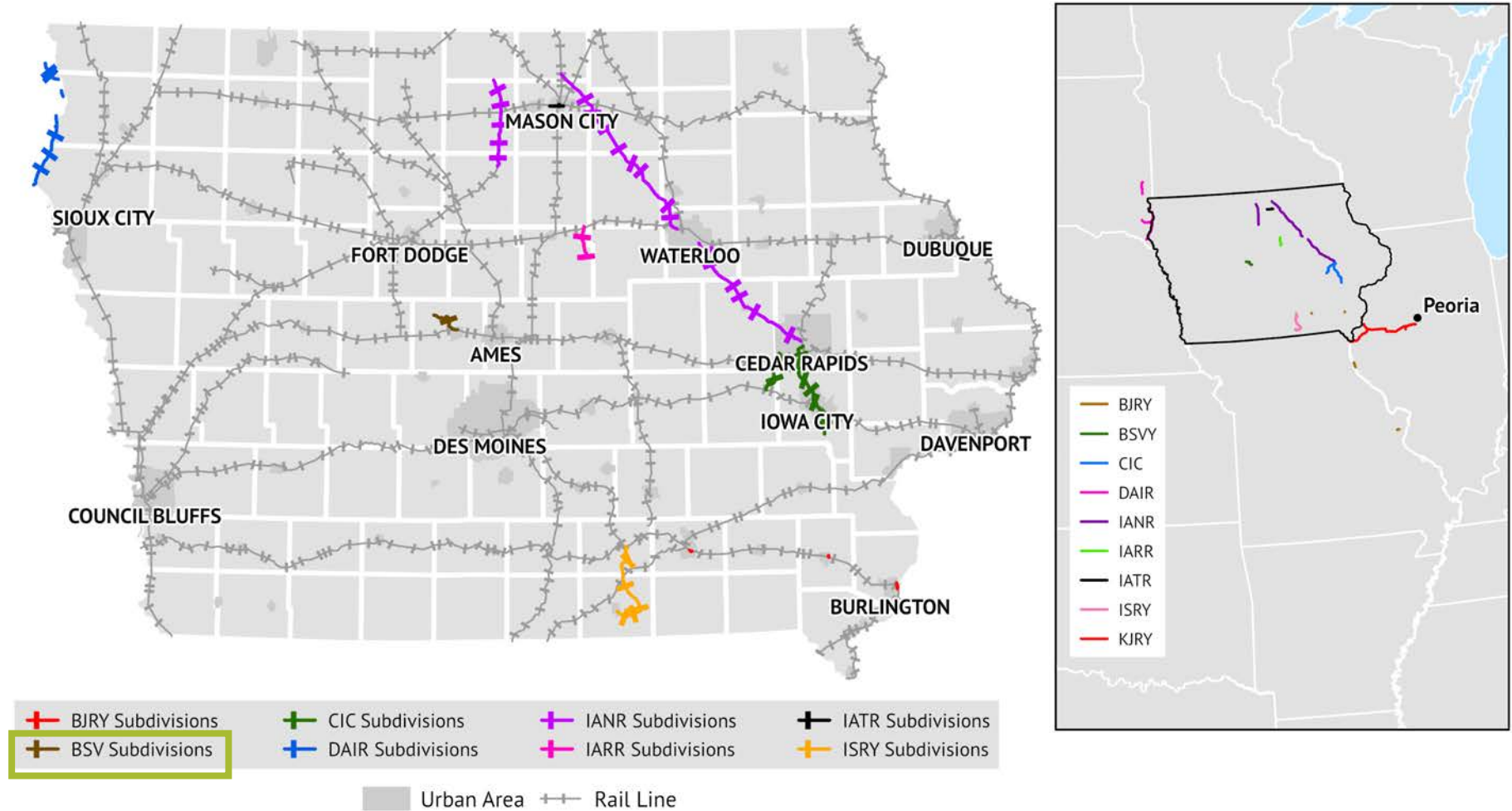
Overview

BSV, a nonprofit museum based in Boone, Iowa, was established in 1983 after acquiring 12 miles of track slated for abandonment by the Chicago and North Western Railway. That same year, a historical society was formed, and BSV began operating passenger excursion trains between Boone and Wolf. In February 2001, BSV expanded its operations by acquiring an additional 1.7 miles of right-of-way from Union Pacific Railroad, connecting downtown Boone to the Boone Industrial Park to support local industries. Currently, freight service is provided exclusively on this 1.7-mile section. BSV employs four individuals, all based in Iowa.

Commodities



Class III Service in Iowa and BSV Subdivisions



Subdivision	Railroad Owner	Railroad operator	FRA Track Class	Signal Type	Maximum Allowable Weight	Clearances
Boone	BSV	BSV	Class 1	None	268,000 lbs.	Unknown

Burlington Junction Railway (BJRY)

www.bjryrail.com

Emergency number: 888-753-6157

Corporate HQ: 200 Jefferson St., Burlington, IA 52601

Phone: 319-754-5000

General offices: 1510 Bluff Rd., P.O. Box 37, Burlington, IA 52601

Phone: 319-753-6157

BJRY in Iowa

Miles of track owned/leased/serviced in Iowa	5.8
Miles operated under trackage rights in Iowa	2.3
Employees in Iowa	26

Overview

BJRY is a shortline railroad that was established in 1985 and is headquartered in Burlington, Iowa. BJRY provides rail switching and commodity transloading services in Burlington, Mount Pleasant, Le Mars, and Ottumwa, Iowa, and locations across Illinois and Missouri.

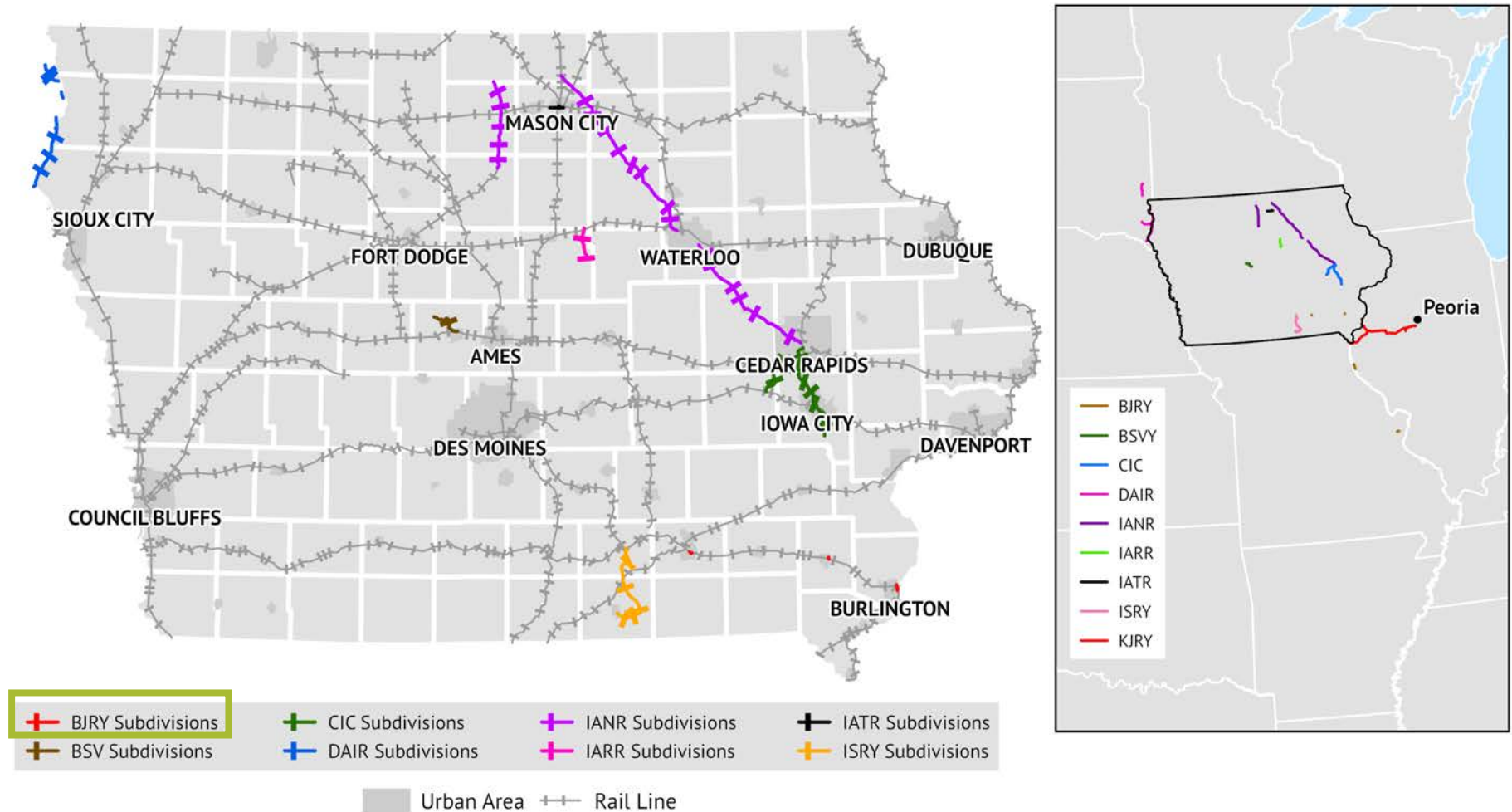
Transloading

Burlington, IA
Le Mars, IA
Mount Pleasant, IA
Ottumwa, IA

Railroad Interchanges

Burlington	BNSF
Le Mars	CN
Mount Pleasant	BNSF
Ottumwa	BNSF

Class III Service in Iowa and BJRY Subdivisions



Subdivision	Railroad Owner	Railroad operator	FRA Track Class	Signal Type	Maximum Allowable Weight	Clearances
Burlington; Le Mars; Mount Pleasant; Ottumwa	BJRY	BJRY	Class 1	None	286,000 lbs.	Unknown

CPKC Railway (CPKC)

Operates in Iowa as the Dakota, Minnesota, and Eastern Railroad (DME)
www.cpkcr.com/en

Emergency number: 800-716-9132
Corporate HQ: 7550 Ogden Dale Rd. SE, Calgary, AB T2C 4X9
General offices: 120 S Sixth St., Minneapolis, MN 55402

CPKC in Iowa

Miles of track owned/leased/served in Iowa	649.8
Miles operated under trackage rights in Iowa	38.9
Employees in Iowa	582

Transloading

Camanche, IA	Mason City, IA
Clayton, IA	Muscatine, IA
Clinton, IA	New Hampton, IA
Davenport, IA	Ottumwa, IA

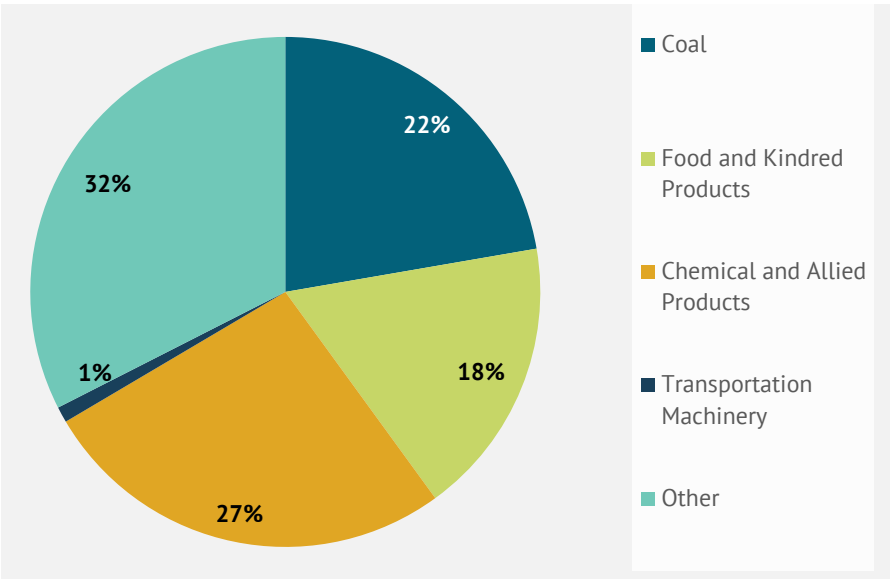
Railroad Interchanges

Clinton	UP, BNSF	Nora Spring	IANR
Dubuque	CN	Ottumwa	BNSF, NS
Mason City	UP	Quad Cities	IAIS, BNSF
Moravia	ISRY	Sheldon	UP

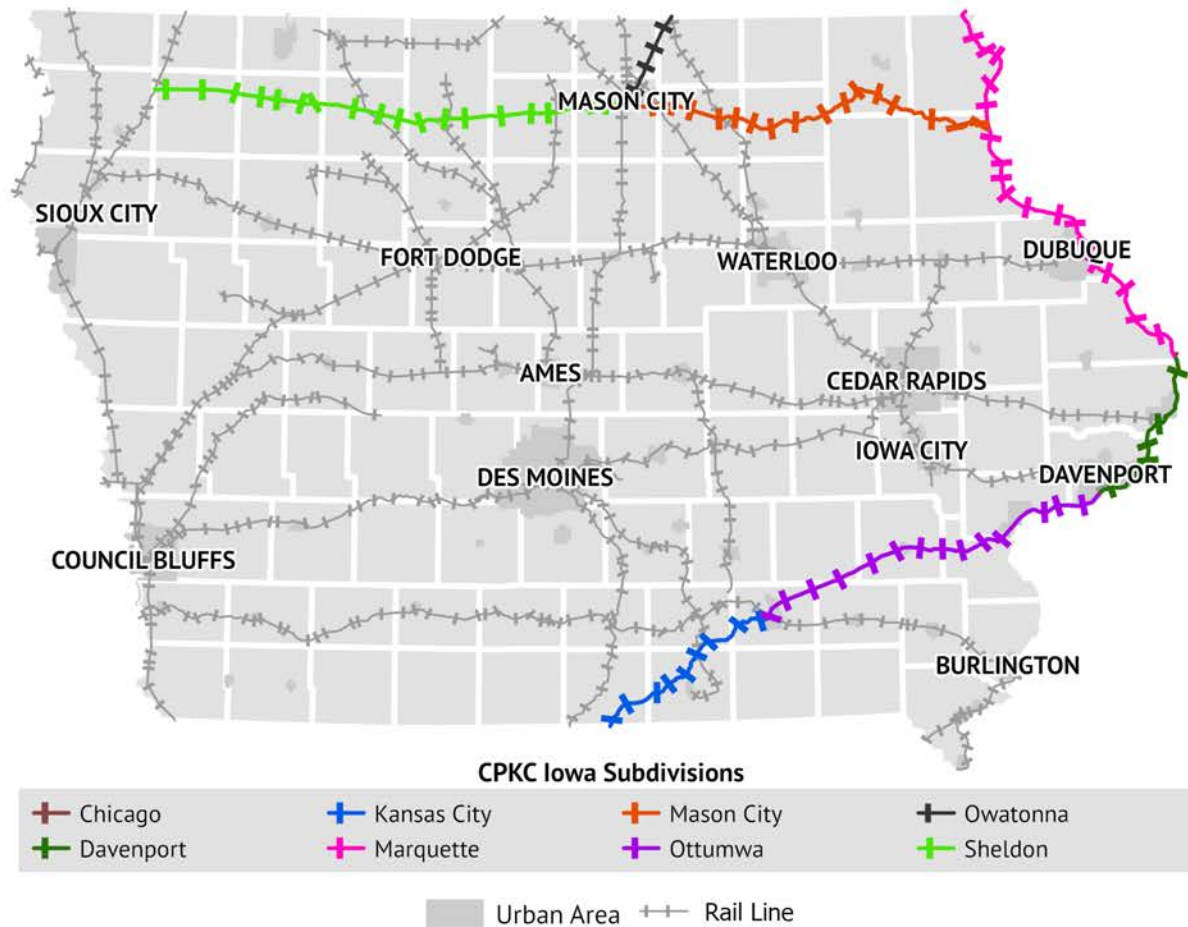
Overview

CPKC was born following the 2023 merger of two railroads – Canadian Pacific and Kansas City Southern. CPKC operates in Iowa through the DME. CPKC’s 20,000-mile transcontinental network spans the U.S., Canada, and Mexico connecting ports like Montreal and Vancouver to key U.S. cities such as Chicago and Kansas City. Headquartered in Calgary, Alberta, with U.S. operations in Minneapolis, CPKC’s Iowa routes run along the Mississippi River from the Minnesota border to Muscatine, crossing at Sabula toward Chicago, and extending to Ottumwa and on to the Missouri border, plus routes operating from Mason City west to Sheldon, east to Marquette, and north into Minnesota.

Commodities



CPKC Service



CPKC Subdivisions in Iowa (section 1 of 2)

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Davenport	U.S. Southern Region	CPKC (DME)	CPKC	Class 3	One main track with passing sidings	<ul style="list-style-type: none"> Centralized Traffic Control (CTC) Sabula Junction, IA-Deer Creek, IA Automatic Block Signals (ABS) North Wye Switch (Davenport), IA-Nahant, IA 	<ul style="list-style-type: none"> Centralized Traffic Control (CTC) Sabula Junction, IA-Deer Creek, IA Track Warrant Control (TWC) Deer Creek, IA-North Wye Switch (Davenport), IA Yard Limits (YL) North Wye Switch (Davenport), IA-Nahant, IA 	The Davenport Industrial Railroad is limited by a bridge that can't support 286k, hindering major rail traffic interchanging with CPKC's transcontinental network.	Supports multi-level intermodal and automotive rail equipment up to 19' 1" above the rail.
Ottumwa	U.S. Southern Region	CPKC (DME)	CPKC	Class 3	One main track with passing sidings	<ul style="list-style-type: none"> Centralized Traffic Control (CTC) Montpelier, Iowa-Heinz, IA; Fruitland, IA-Cotter, IA; Rutledge, IA-Ottumwa, IA Automatic Block System (ABS) Nahant, IA-Montpelier, IA; Heinz, IA-Fruitland, IA 	<ul style="list-style-type: none"> Yard Limits (YL) at Nahant, IA Centralized Traffic Control (CTC) Montpelier, IA-Heinz, IA; Fruitland, IA-Cotter, IA; Rutledge, Iowa-Ottumwa, IA Track Warrant Control (TWC) Nahant, IA-Montpelier, IA; Heinz, IA-Fruitland, IA; Cotter, IA-Rutledge, IA Yard Limits (YL) at Ottumwa, IA 	286,000 lbs.	Supports multi-level intermodal and automotive rail equipment up to 19' 1" above the rail.
Sheldon	U.S. Southern Region	CPKC (DME)	CPKC	Class 2	One main track	None	<ul style="list-style-type: none"> Yard Limits (YL) at Mason City, IA Track Warrant Control (TWC) Mason City, IA-Sheldon, IA Yard Limits (YL) at Sheldon, IA 	286,000 lbs.	Accommodates trailer (TOFC) equipment not exceeding 17' 6" Above Top of the Rail



CPKC Subdivisions in Iowa (section 2 of 2)

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Chicago	U.S. Southern Region	CPKC (DME)	CPKC	Class 3	One main track	Centralized Traffic Control (CTC) IL/IA state line at Sabula, IA- Sabula Junction, IA	Centralized Traffic Control (CTC)	286,000 lbs.	Supports multi-level intermodal and automotive rail equipment up to 19' 1" above the rail.
Mason City	U.S. Southern Region	CPKC (DME)	CPKC	Class 3	One main track with passing sidings	None	<ul style="list-style-type: none"> • Yard Limits (YL) at Marquette, IA • Track Warrant Control (TWC) Marquette, IA- Mason City, IA • Yard Limits (YL) at Mason City, IA 	286,000 lbs.	Accommodates trailer (TOFC) equipment not exceeding 17' 6" Above Top of the Rail
Marquette	U.S. Southern Region	CPKC (DME)	CPKC	Class 3	One main track with passing sidings	Centralized Traffic Control (CTC) Sabula Junction, IA-Lake, IA	<ul style="list-style-type: none"> • Centralized Traffic Control (CTC) Sabula Junction, IA-Lake, IA • Track Warrant Control (TWC) Lake, IA-Wood (Dubuque), IA; Dubuque Junction, IA-IA/MN state line at New Albin, IA 	286,000 lbs.	Supports multi-level intermodal and automotive rail equipment up to 19' 1" above the rail.
Kansas City-Ottumwa	U.S. Southern Region	CPKC (DME)	CPKC	Class 3	One main track with passing sidings	None	<ul style="list-style-type: none"> • Yard Limits (YL) at Ottumwa, IA • Track Warrant Control (TWC) Ottumwa, IA- IA/MN state line near Sewal, IA 	286,000 lbs.	Supports multi-level intermodal and automotive rail equipment up to 19' 1" above the rail.
Owatonna	U.S. Southern Region	CPKC (DME)	CPKC	Class 3	One main track with passing sidings	None	<ul style="list-style-type: none"> • Yard Limits (YL) at Mason City, IA • Track Warrant Control (TWC) Mason City, IA- IA/MN state line at Lyle, MN 	286,000 lbs.	Accommodates trailer (TOFC) equipment not exceeding 17' 6" Above Top of the Rail

Cedar Rapids and Iowa City Railway Company (CRANDIC; CIC)

www.travero.com

Emergency number: 319-786-3645

Corporate HQ: 2020 Lefebure Rd SW, Fairfax, IA 52228

Phone 319-786-3686

CRANDIC in Iowa

Miles of track owned/leased/serviced in Iowa	100
Miles operated under trackage rights in Iowa	22.7
Employees in Iowa	90

Transloading

Cedar Rapids, IA

Fairfax, IA

Major Existing Customers

Alliant Energy

Archer Daniels Midland Co.

Cargill

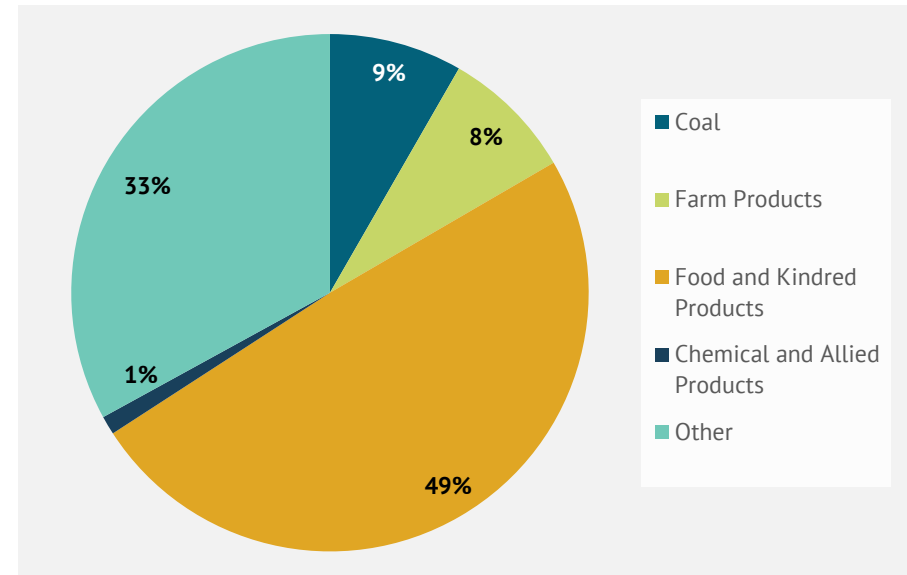
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International Paper

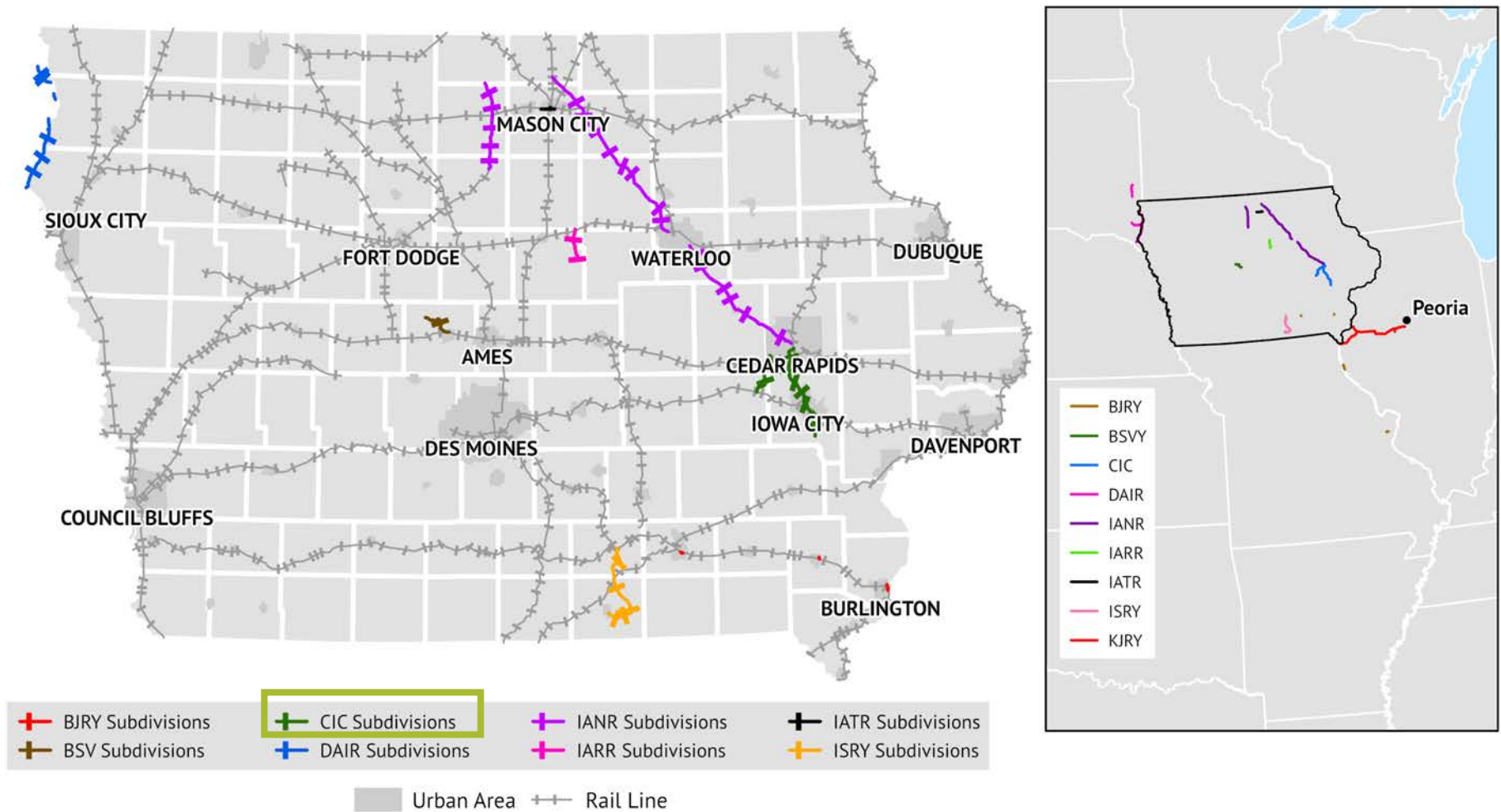
Overview

CRANDIC, owned by Traverro, is a shortline railroad providing freight service between Cedar Rapids and Iowa City. It connects with Class I railroads UP and CN, as well as shortlines IANR and IAIS. Known for customer service and flexibility, CRANDIC plays a vital role in economic growth and industrial development in eastern Iowa.

Commodities



Class III Service in Iowa and CRANDIC/CIC Subdivisions



CRANDIC/CIC Subdivisions in Iowa

Subdivision	Railroad Owner	Railroad operator	FRA Track Class	Signal Type	Maximum Allowable Weight
Cedar Rapids-Hills	CIC	CIC	Class 1 / Class 2 (varies by segment)	None	286,000 lbs. (Cedar Rapids to Iowa City), 263,000 lbs. (Iowa City to Hills)
Cedar Rapids-Yocum	CIC	IAIS	Class 1 / Class 2 (varies by segment)	None	286,000 lbs.
Other main tracks in Cedar Rapids	CIC	CIC	Class 1 / Class 2 (varies by segment)	None	286,000 lbs.



Canadian National Railway (CN)

Operates in Iowa as Chicago Central & Pacific (CCP) and Cedar River Railroad (CEDR). CN is in the process of acquiring IANR.

www.cn.ca/en

Emergency number: 800-465-9239

Corporate HQ: 935 de La Gauchetiere St. W, Montreal PQ H3B 2M9

General offices: 17641 S. Ashland Ave., Homewood, IL 60430

CN in Iowa

Miles of track owned/leased/served in Iowa	596.3
Miles operated under trackage rights in Iowa	19.3
Employees in Iowa	182

Transloading

Cedar Falls, IA	Le Mars, IA
Cedar Rapids, IA	Sioux City, IA
Cherokee, IA	Williams, IA
Dubuque, IA	

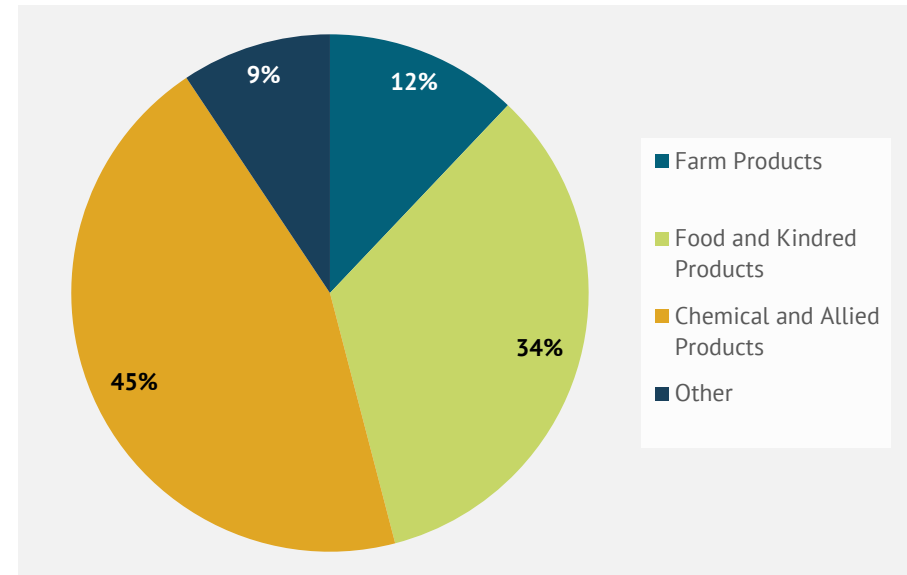
Railroad Interchanges

Cedar Rapids	UP, CIC, IAIS, IANR	Iowa Falls	UP
Council Bluffs	IAIS, UP, BNSF	Sioux City	DAIR, UP, BNSF
Dubuque	CPKC	Waterloo	IANR, UP

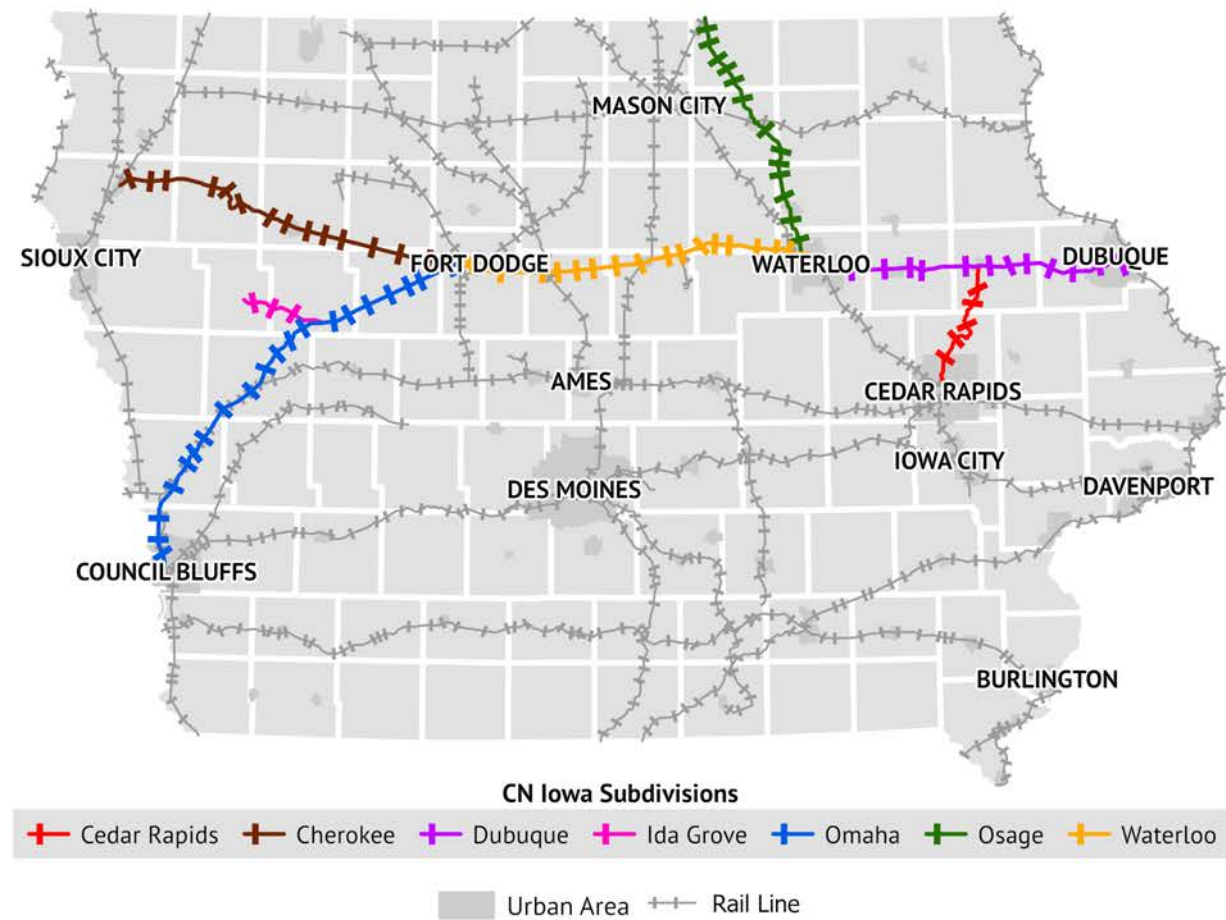
Overview

Through its subsidiaries CCP and CEDR, CN operates a vital rail network across Iowa from the Missouri River to the Mississippi River. CN transports a wide range of products, including food, machinery, chemicals, and primary metals, while also supporting a strong ethanol franchise with plants along the routes between Dubuque and Sioux City and Council Bluffs corridor. The largest rail yard in CN's Iowa network is in Waterloo.

Commodities



CN Service





CN Subdivisions in Iowa (section 1 of 2)

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Dubuque	North Division - Iowa Zone	CN (CCP)	CN	Class 4	One main track with passing sidings	Centralized Traffic Control (CTC)	Centralized Traffic Control (CTC)	286,000 lbs.	Height above top of rail unknown; subdivision can accommodate Trailer on Flat Car (TOFC) equipment.
Waterloo	North Division - Iowa Zone	CN (CCP)	CN	Class 4	One main track with passing sidings and sections of two main tracks	<ul style="list-style-type: none"> Centralized Traffic Control (CTC) Hilltop, Iowa-Waterloo, Iowa Automatic Block Signals (ABS) at Waterloo, Iowa Centralized Traffic Control (CTC) Waterloo, Iowa-Tara, Iowa 	<ul style="list-style-type: none"> Centralized Traffic Control (CTC) Hilltop, IA-Waterloo, IA Yard Limits (YL) at Waterloo, IA Centralized Traffic Control (CTC) Waterloo, IA-Tara, IA 	286,000 lbs.	Height above top of rail unknown; subdivision can accommodate Trailer on Flat Car (TOFC) equipment.
Cherokee	North Division - Iowa Zone	CN (CCP)	CN	<ul style="list-style-type: none"> Class 3 (Tara-Le Mars) Class 4 (Le Mars-Sioux City) 	One main track with passing sidings	Automatic Block Signals (ABS) Le Mars, Iowa-Sioux City, Iowa	<ul style="list-style-type: none"> Yard Limits (YL) at Tara, IA Track Authority (TA) Tara, Iowa-Le Mars, IA Track Warrant Control (TWC) Le Mars, IA-Sioux City, IA Rule 520 (Non-Main Track) at Sioux City, IA 	286,000 lbs.	Height above top of rail unknown; subdivision can accommodate Trailer on Flat Car (TOFC) equipment.

CN Subdivisions in Iowa (section 2 of 2)

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Ida Grove	North Division - Iowa Zone	CN (CCP)	CN	Class 2	One main track with passing sidings	Centralized Traffic Control (CTC) at Ida, Iowa	Track Authority (TA)	286,000 lbs.	Unknown
Omaha	North Division - Iowa Zone	CN (CCP)	CN	Class 2	One main track with passing sidings	<ul style="list-style-type: none"> Centralized Traffic Control (CTC) at Tara, IA Centralized Traffic Control (CTC) at Ida, IA 	<ul style="list-style-type: none"> Track Authority (TA) Tara, IA-Council Bluffs, IA Rule 520 (Non-Main Track) at Council Bluffs, IA 	286,000 lbs.	Height above top of rail unknown; subdivision can accommodate Trailer on Flat Car (TOFC) equipment.
Cedar Rapids	North Division - Iowa Zone	CN (CCP)	CN	Class 3 / Class 2 (varies by segment)	One main track	None	<ul style="list-style-type: none"> Rule 520 (Non-Main Track) at Manchester, IA Track Authority (TA) Manchester, IA-Cedar Rapids, IA Rule 520 (Non-Main Track) at Cedar Rapids, IA 	286,000 lbs.	Height above top of rail unknown; subdivision can accommodate Trailer on Flat Car (TOFC) equipment.
Osage	North Division - Iowa Zone	CN (CEDR)	CN	Class 3	One main track	None	Track Authority (TA)	286,000 lbs.	Unknown



D & I Railroad (DAIR)

www.lgeverist.com/dirailroad.php

Emergency number: 800-843-7992

Corporate HQ: 350 S. Main Ave. Suite 400, Sioux Falls, SD 57104

Phone: 605-334-5000

DAIR in Iowa

Miles of track owned/leased/served in Iowa	0
Miles operated under trackage rights in Iowa	42
Employees in Iowa	0

Transloading

Hawarden, IA

Sioux City, IA

Various locations, CO

Railroad Interchanges

Sioux City, IA	BNSF, CN, UP
Sioux Falls, SD	BNSF

Major Existing Customers

L.G. Everist Inc.

Poet Biorefining - Hudson

Siouxland Energy Transload

GCC Dacotah Cement

Poet Nutrition

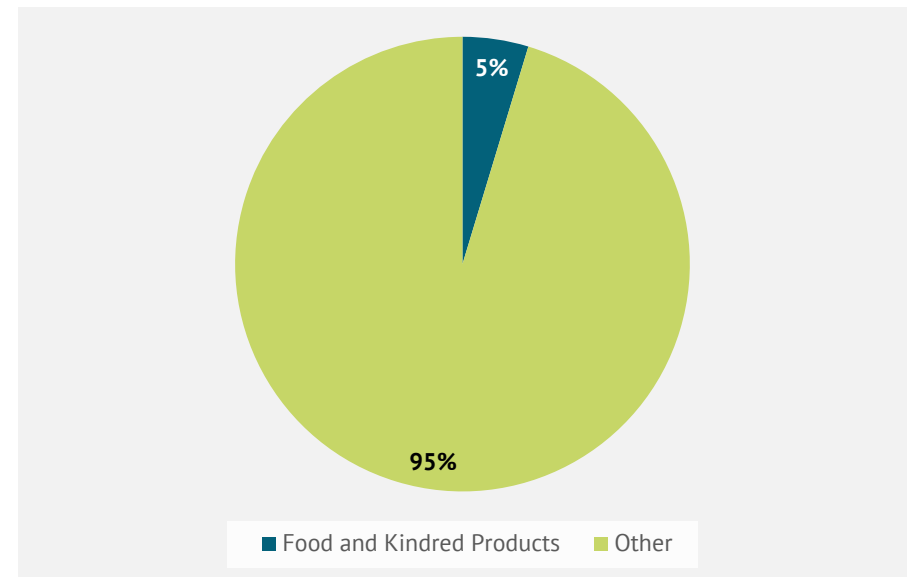
Prinsco Inc.

BX Civil & Construction Inc.

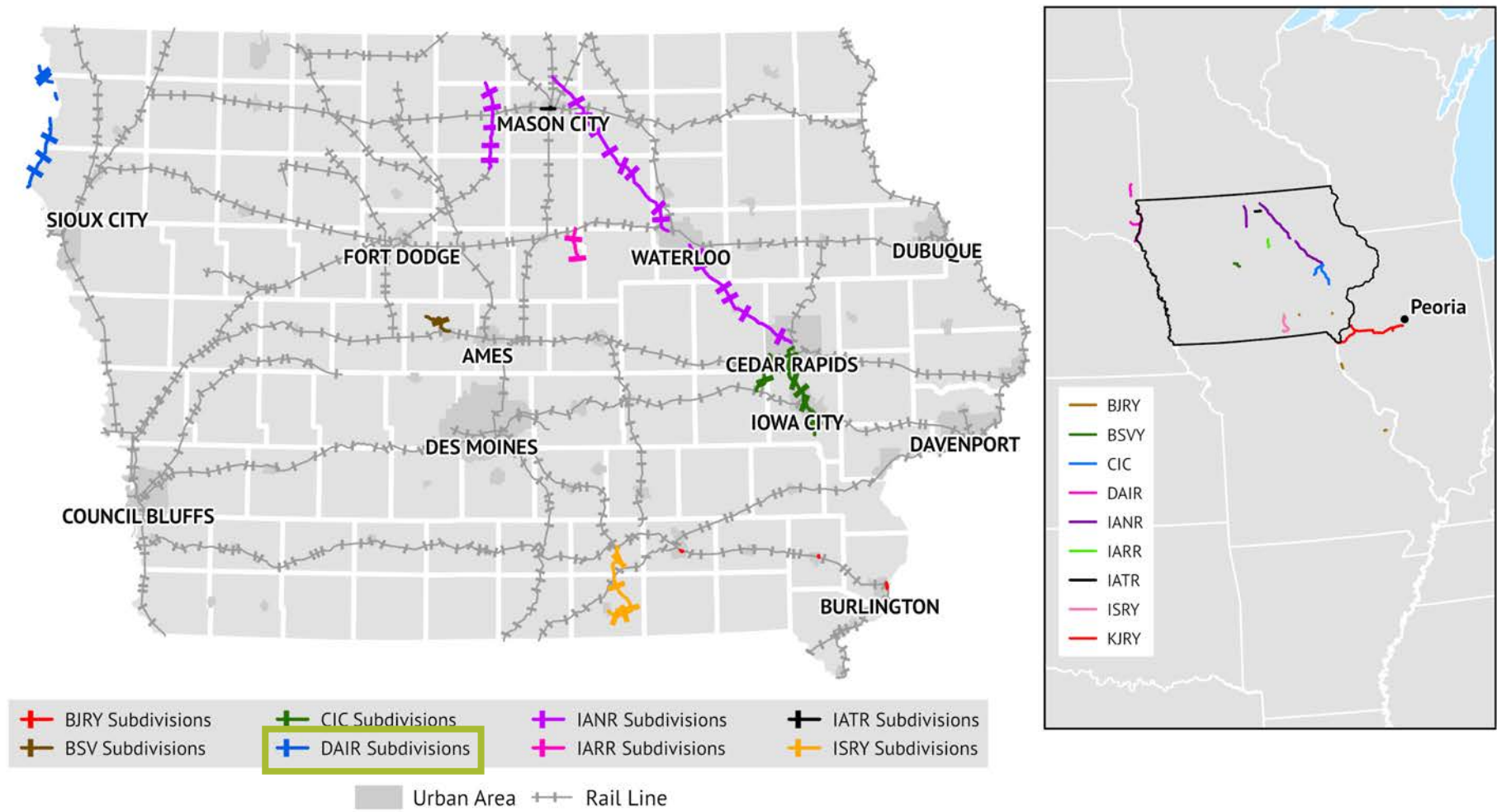
Overview

DAIR was established in 1981 following the bankruptcy of the Milwaukee Road. The State of South Dakota acquired most of the rail lines within the state, as well as a portion of the track miles extending into Iowa. Owned by L.G. Everist, Inc., DAIR plays a vital role in regional transportation, providing freight services and interchanging with major railroads—BNSF, CN, and UP—in Sioux City, Iowa. This strategic positioning enhances DAIR's ability to support local industries and facilitate broader national connectivity.

Commodities



Class III Service in Iowa and DAIR Subdivisions





DAIR Subdivisions in Iowa

Subdivision	Railroad Owner	Railroad operator	FRA Track Class	Signal Type	Maximum Allowable Weight	Clearances
Sioux City-Iowa/South Dakota state line	BNSF	DAIR	Class 1	None	286,000 lbs.	Unknown
DAIR Hawarden Subdivision State of South Dakota Sioux Valley Line	State of South Dakota	DAIR	Class 2	None	286,000 lbs.	Unknown
DAIR Beresford Subdivision – State of South Dakota Sioux Valley Line	State of South Dakota	DAIR	Class 2	None	286,000 lbs.	Unknown

Iowa Interstate Railroad (IAIS)

Also operates CBED Railway (CBRX) trackage (5 miles total) in Iowa.

www.iaisrr.com

Emergency number: 800-321-3891

Corporate HQ: 203 2nd St. SE, Suite 500, Cedar Rapids, IA 52404

Phone: 319-298-5400

IAIS in Iowa

Miles of track owned/leased/served in Iowa	305.3
Miles operated under trackage rights in Iowa	27.3
Employees in Iowa	210

Transloading

Altoona, IA	Dexter, IA	West Liberty, IA
Atlantic, IA	De Soto, IA	Wilton, IA
Council Bluffs, IA	Newton, IA	Wiota, IA
Des Moines, IA		

Intermodal

Council Bluffs, IA	Blue Island, IL
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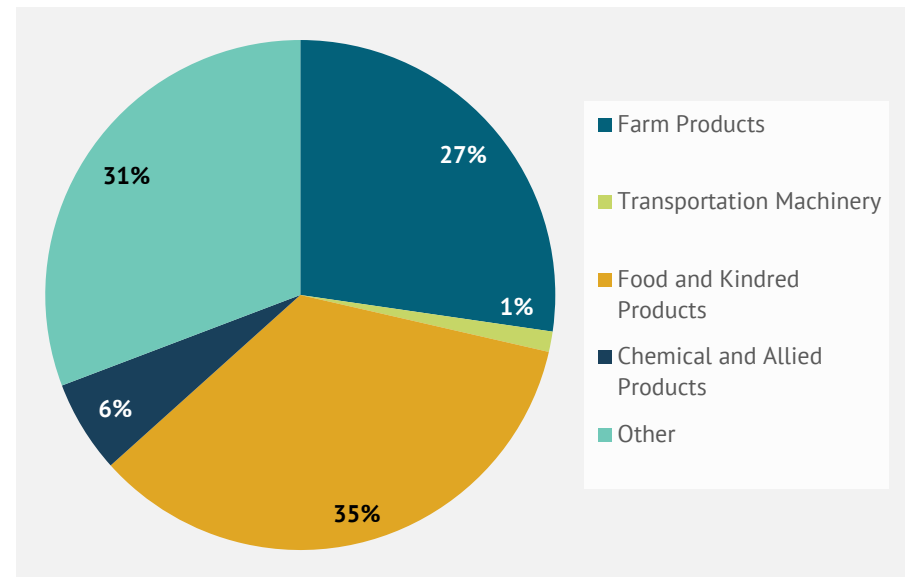
Railroad Interchanges

Blue Island, IL	IHB, CSXT, NS, CPRS, CN, UP, CFE, BNSF
Cedar Rapids, IA	CIC
Council Bluffs, IA	BNSF, UP, CN, CPKC
Davenport, IA/ Rock Island, IL	BNSF, CPRS
Des Moines, IA	BNSF, NS, UP

Overview

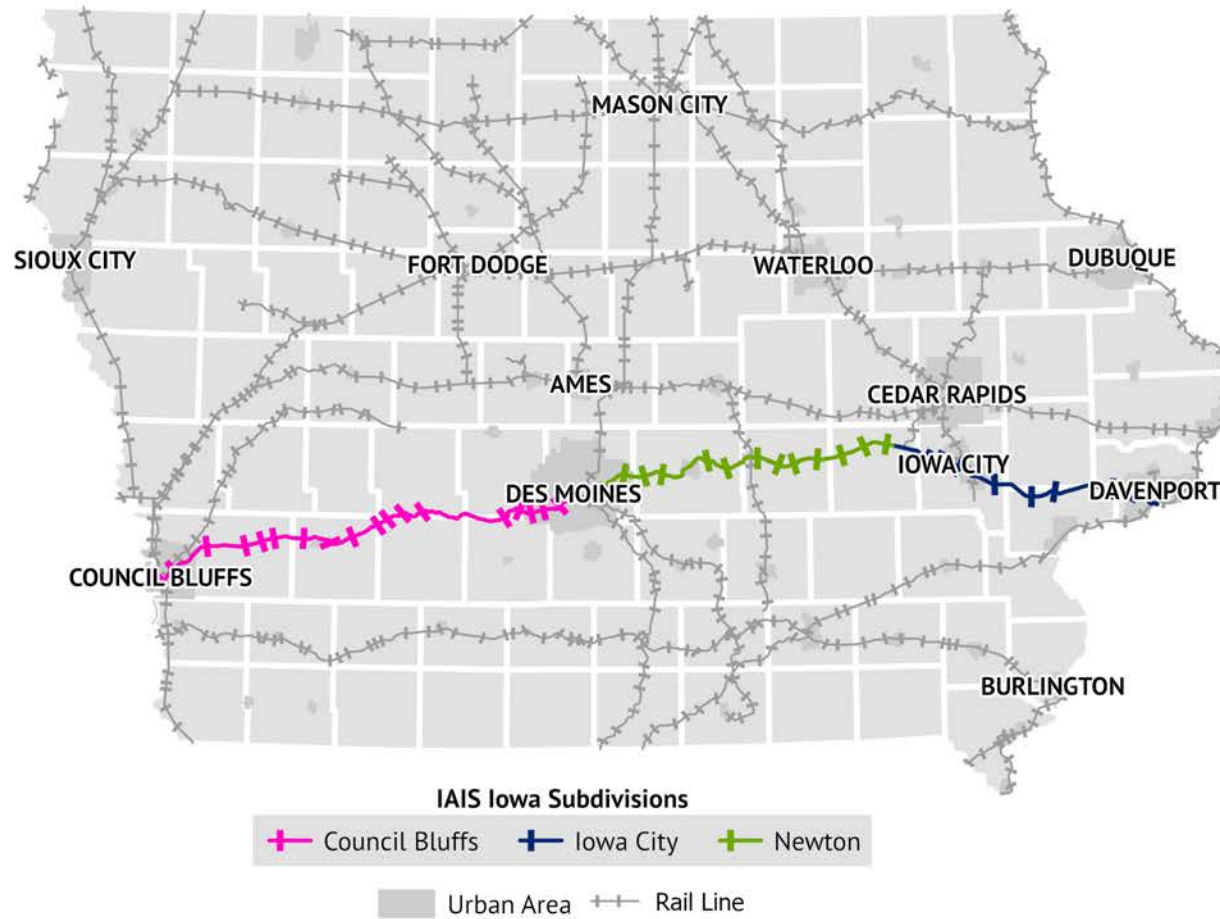
IAIS is one of the few regional railroads that connect with the entire Class I railroad network, including BNSF, UP, CN, CPKC, CSXT, and NS, at multiple interchange locations. The IAIS main line runs from Council Bluffs through Des Moines, Iowa City, and Davenport, Iowa, extending to Chicago and Peoria, Illinois. This extensive connectivity enhances IAIS's ability to serve regional industries.

Commodities



Iowa City, IA	CIC
Peoria, IL	TZPR, TPW, IMRR, NS, UP, BNSF, CN, KJRY
Utica, IL	CSXT

IAIS Service



IAIS Subdivisions in Iowa

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Iowa City	IAIS	IAIS	IAIS	Class 3	One main track with passing sidings	None	Track Warrant Control (TWC)	286,000 lbs.	Double stack capable (20' 2" above the top of the rail)
Newton	IAIS	IAIS	IAIS	Class 3	One main track with passing sidings	None	Track Warrant Control (TWC)	286,000 lbs.	Double stack capable (20' 2" above the top of the rail)
Council Bluffs	IAIS	IAIS	IAIS	Class 3	One main track with passing sidings	None	Track Warrant Control (TWC)	286,000 lbs.	Double stack capable (20' 2" above the top of the rail)
Cedar Rapids	IAIS Cedar Rapids subdivision (CIC subdivision 3)	CIC	IAIS	Class 2	One main track	None	Track Warrant Control (TWC)	286,000 lbs.	Double stack capable (21' 3" above the top of the rail)



Iowa Northern Railway (IANR)

IANR is in the process of being acquired by CN.

www.iowanorthern.com

Emergency number: 800-383-5810

Corporate HQ: 201 Tower Park Dr., Suite 300, Waterloo, IA 50701

Phone: 319-297-6000

IANR in Iowa

Miles of track owned/leased/served in Iowa	174.3
Miles operated under trackage rights in Iowa	43
Employees in Iowa	113

Transloading

Manly, IA
Shell Rock, IA
Waterloo, IA

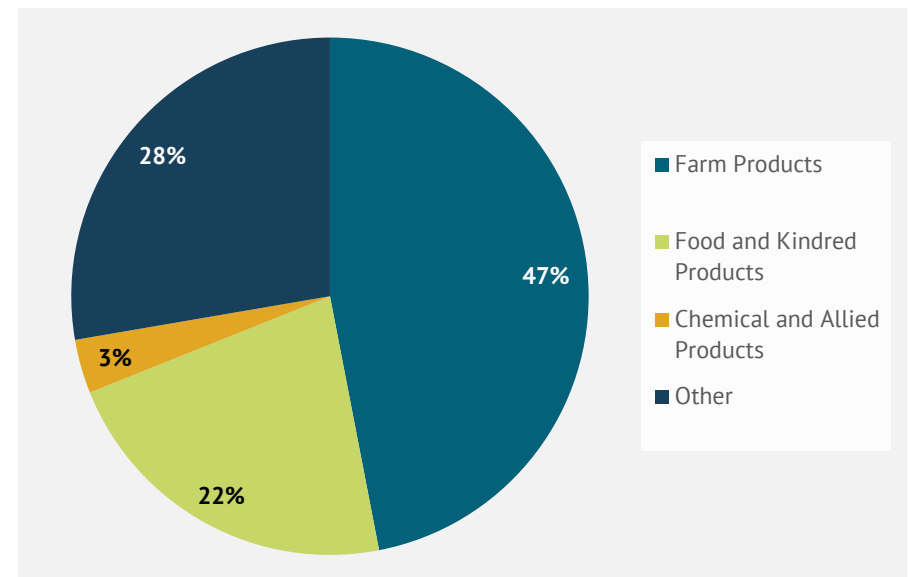
Railroad Interchanges

Cedar Rapids	UP, CN, CIC to IAIS
Manly	UP
Nora Spring	CPKC to CSXT, and NS
Waterloo	CN to BNSF, CSXT, and NS

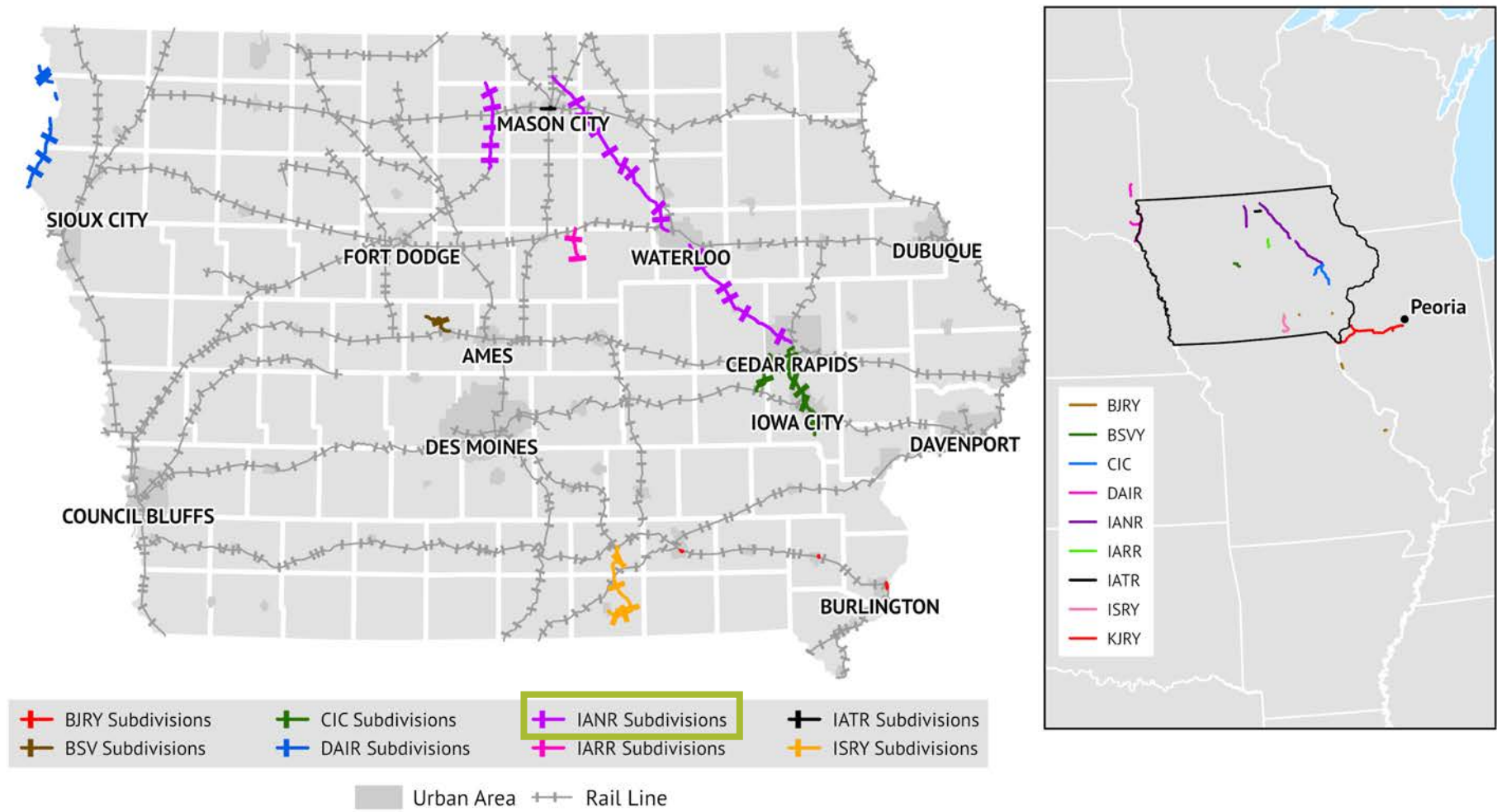
Overview

IANR operates 217.3 miles of track in northeast Iowa running diagonally from Manly to Cedar Rapids, passing through key cities such as Mason City, Waterloo, and Cedar Rapids. IANR also maintains two branch lines: one connecting Waterloo to Oelwein and another running from Forest City south to Belmond. This network provides essential freight service to industries across the region, contributing to the economic vitality of northeast Iowa.

Commodities



Class III Service in Iowa and IANR Subdivisions





IANR Subdivisions in Iowa

Subdivision	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Manly	IANR	IANR	Class 2	One main track with passing sidings	None	<ul style="list-style-type: none"> • Yard Limits (YL) Manly, IA-Reindl, IA • Track Warrant Control (TWC) Reindl, IA-Cedar Falls Junction, IA 	286,000 lbs.	Double-stack capable; Clears Plate H 20'-9" (Manly, IA-Cedar Falls Junction, IA)
Cedar Rapids	IANR	IANR	Class 2	One main track with passing sidings	None	Track Warrant Control (TWC)	286,000 lbs.	Double-stack capable; Clears Plate H 20'-9" (Waterloo, IA-Cedar Rapids, IA)
Oelwein	D&W	IANR	Class 1	One main track with passing sidings	None	<ul style="list-style-type: none"> • Track Warrant Control (TWC) Dewar, IA-Oelwein, IA • Yard Limits (YL) at Oelwein, IA • Yard Limit (YL) Waterloo, IA-Dewar, IA 	286,000 lbs.	Clears Plate H 20' 9" Above Top of Rail (Dewar, IA-Oelwein, IA)
Garner	NCIRC	IANR	Class 1	One main track with passing sidings	None	<ul style="list-style-type: none"> • Track Warrant Control (TWC) Belmond, IA-Garner, IA • Yard Limits (YL) Garner, IA • Track Warrant Control (TWC) Garner, IA-Forest City, IA 	263,000 lbs.	21' 0" Above Top of Rail (Belmond, IA-Forest City, IA)

Iowa River Railroad (IARR)

Emergency number: 641-858-0656; 641-751-5105 after hours
Corporate HQ: 33371 170th St., Steamboat Rock, IA 50627
Phone: 641-868-2676

IARR in Iowa

Miles of track owned/leased/served in Iowa	11
Miles operated under trackage rights in Iowa	0
Employees in Iowa	5

Railroad Interchanges

Ackley	CN
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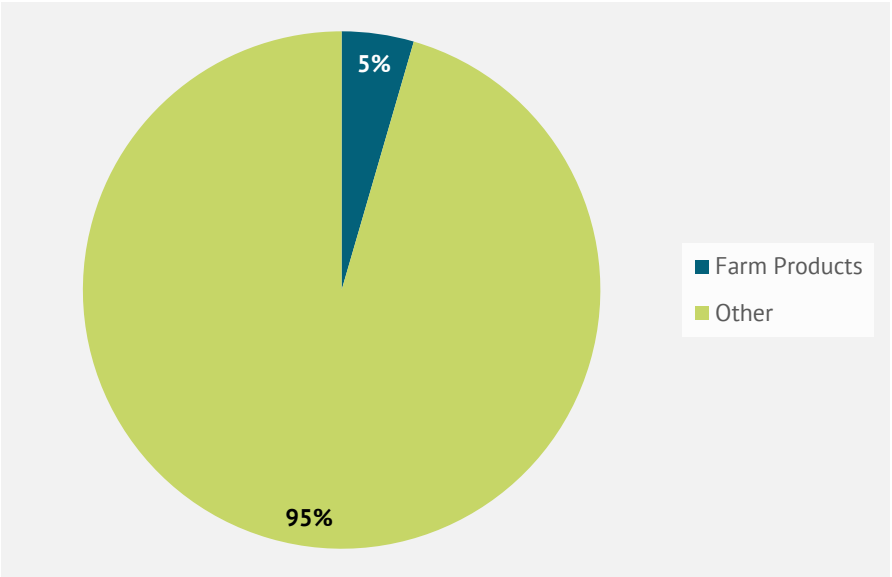
Major Existing Customers

Pine Lake Corn Processors LLC Steamboat Rock, IA

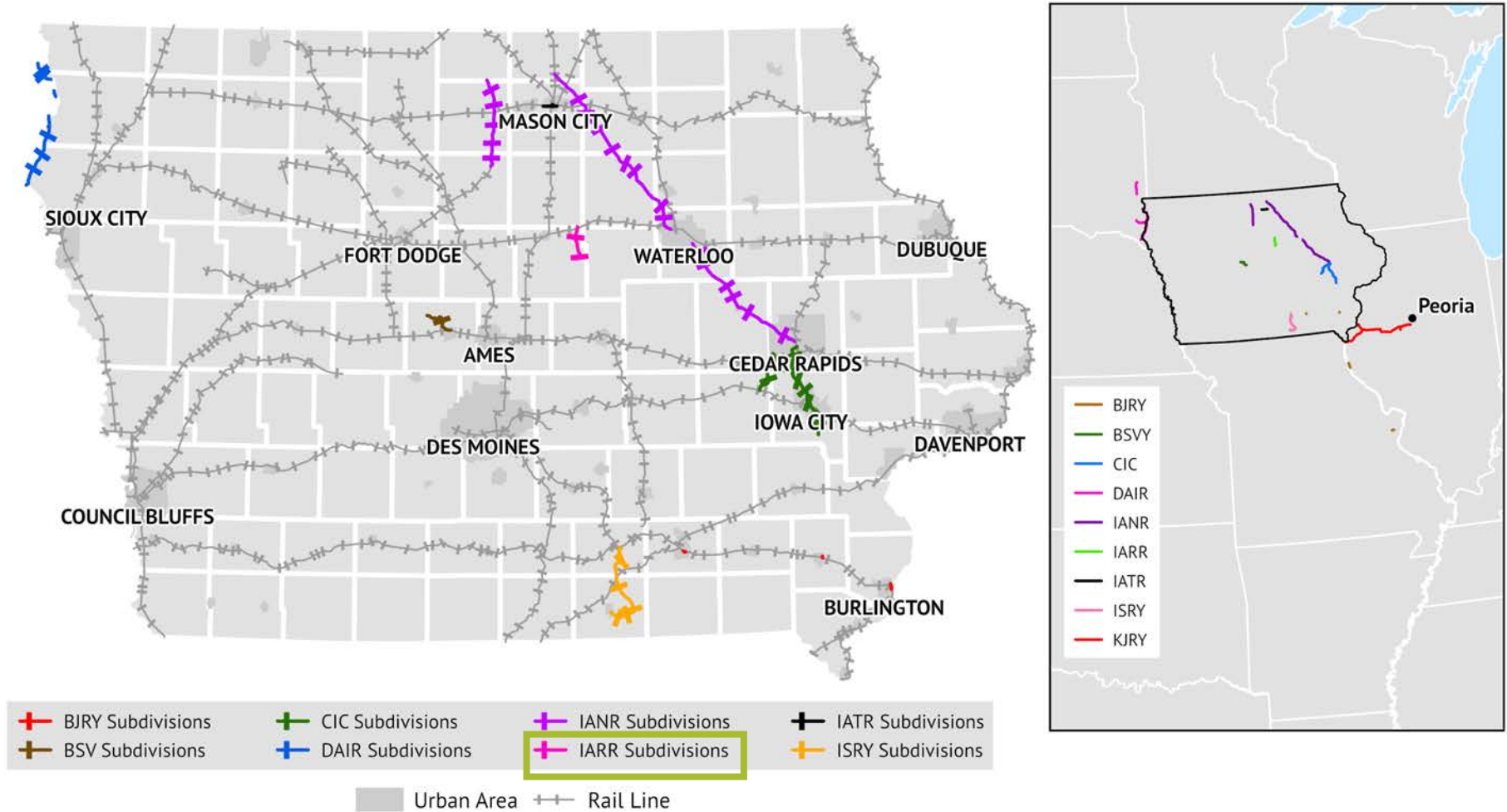
Overview

IARR, headquartered in Steamboat Rock, Iowa, operates a rail line between Steamboat Rock and Ackley, Iowa. The railroad primarily transports corn byproducts and ethanol produced by Pine Lake Corn Processors, facilitating the transfer of goods to the CN at their interchange point.

Commodities



Class III Service in Iowa and IARR Subdivisions



Subdivision	Railroad Owner	Railroad operator	FRA Track Class	Signal Type	Maximum Allowable Weight	Clearances
Ackley-Steamboat Rock	IARR	IARR	Class 1	None	265,000 lbs.	Unknown

Iowa Southern Railway (ISRY)

www.progressiverail.com/rrisry/isry.html

Emergency number: 641-437-7029; 641-529-0061 after hours
Corporate HQ: 1303 S. 21st St., P.O. Box 321, Centerville, IA 52544

ISRY in Iowa

Miles of track owned/leased/served in Iowa	35
Employees in Iowa	7

Transloading

Centerville, IA

Railroad Interchanges

Albia	BNSF, NS
Moravia	CPKC

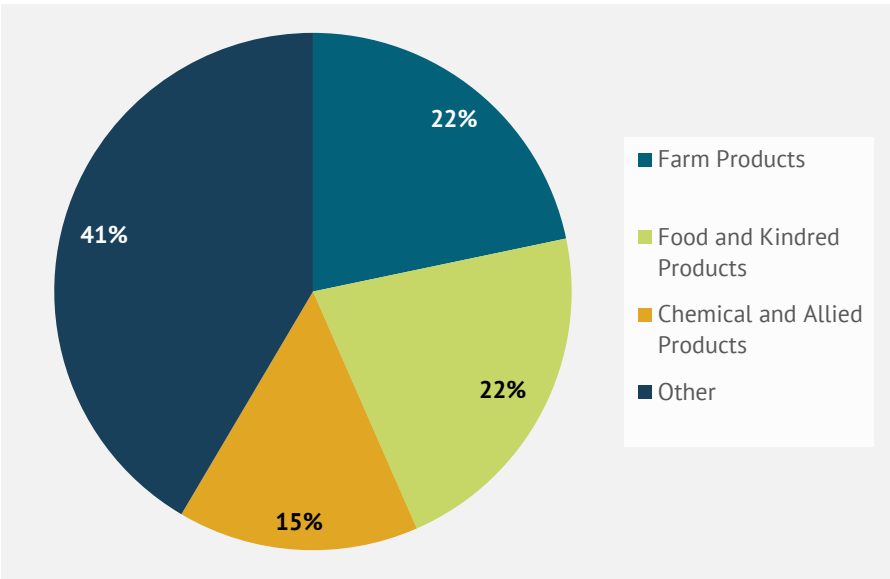
Major Existing Customers

RELCO, Inc.	Albia
Lee Container, Inc.	Centerville
Bemis Corporation	Centerville
Centerville Iron & Metals	Centerville
Rio Tinto Aluminum	Centerville
Iowa Steel & Wire	Centerville
World Foods Processing, Inc.	Centerville
Growmark, Inc.	Moravia
Performance Pipe, Inc.	Centerville

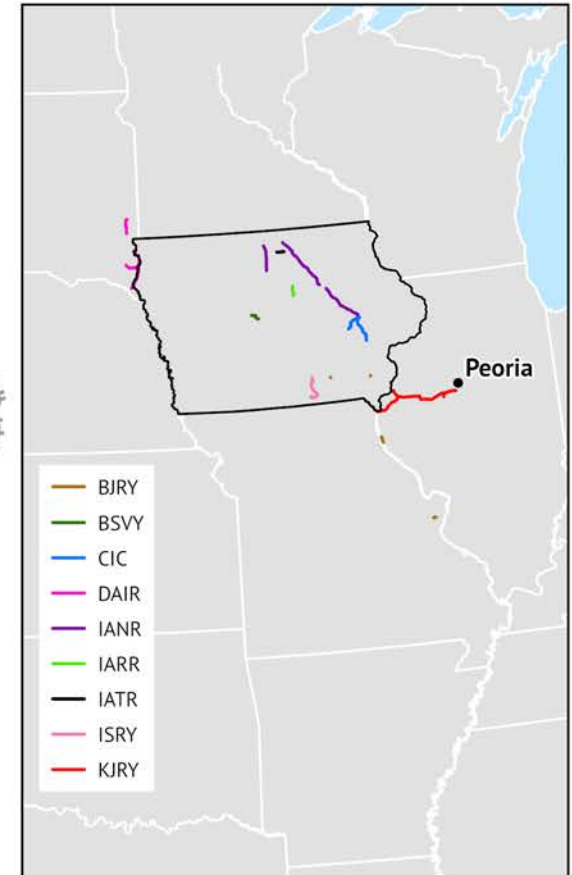
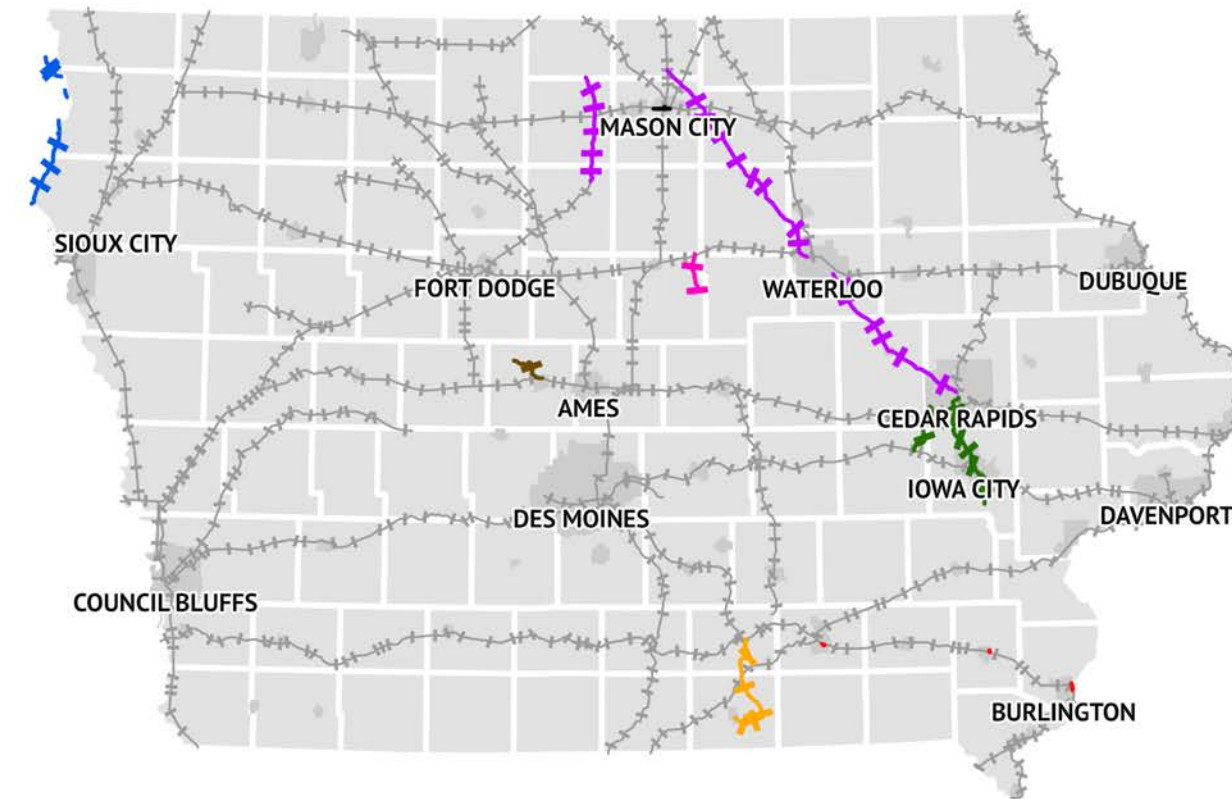
Overview

ISRY became part of the Progressive Rail family of shortline railroads in 2016. The ISRY operates 35 miles of track in Monroe and Appanoose counties, Iowa. This track was previously operated by major railroads such as BNSF, the Wabash Railroad, and the Rock Island Line.

Commodities



Class III Service in Iowa and ISRY Subdivisions



Urban Area Rail Line

Subdivision	Railroad Owner	Railroad operator	FRA Track Class	Signal Type	Maximum Allowable Weight	Clearances
Centerville-Albia	ISRY	PGR	Class 1	None	268,000 lbs.	Unknown

Iowa Traction Railway (IATR)

www.progressiverail.com/rriatr/iatr.html

Emergency number: 641-424-4600

Corporate HQ: 21778 Highview Ave., Lakeville, MN 55044

Phone: 612-791-1190

General offices: 12045 W. State St., P.O. Box 309, Mason City, IA 50401

Phone: 641-424-2600

IATR in Iowa

Miles of track owned/leased/served in Iowa	10.4
Miles operated under trackage rights in Iowa	0
Employees in Iowa	9

Transloading

Mason City, IA

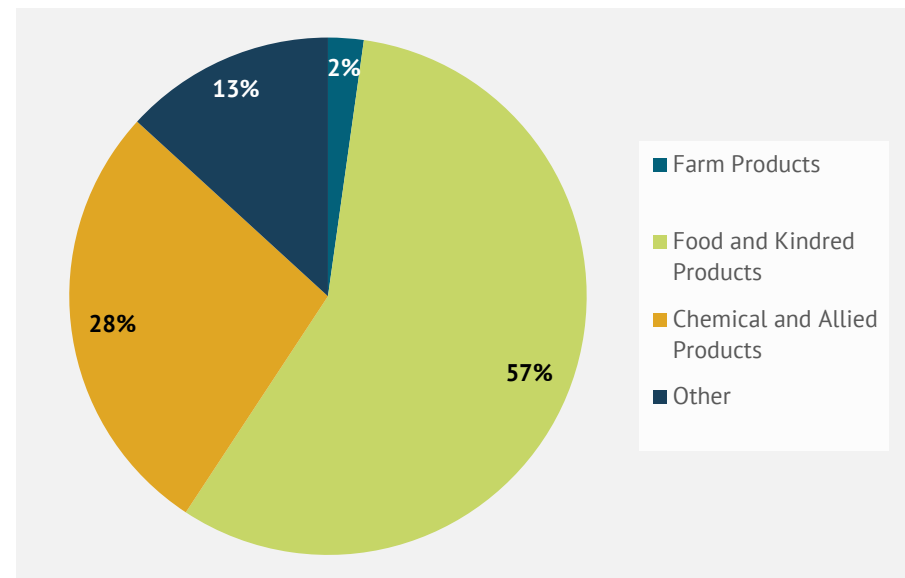
Railroad Interchanges

Mason City UP, CPKC

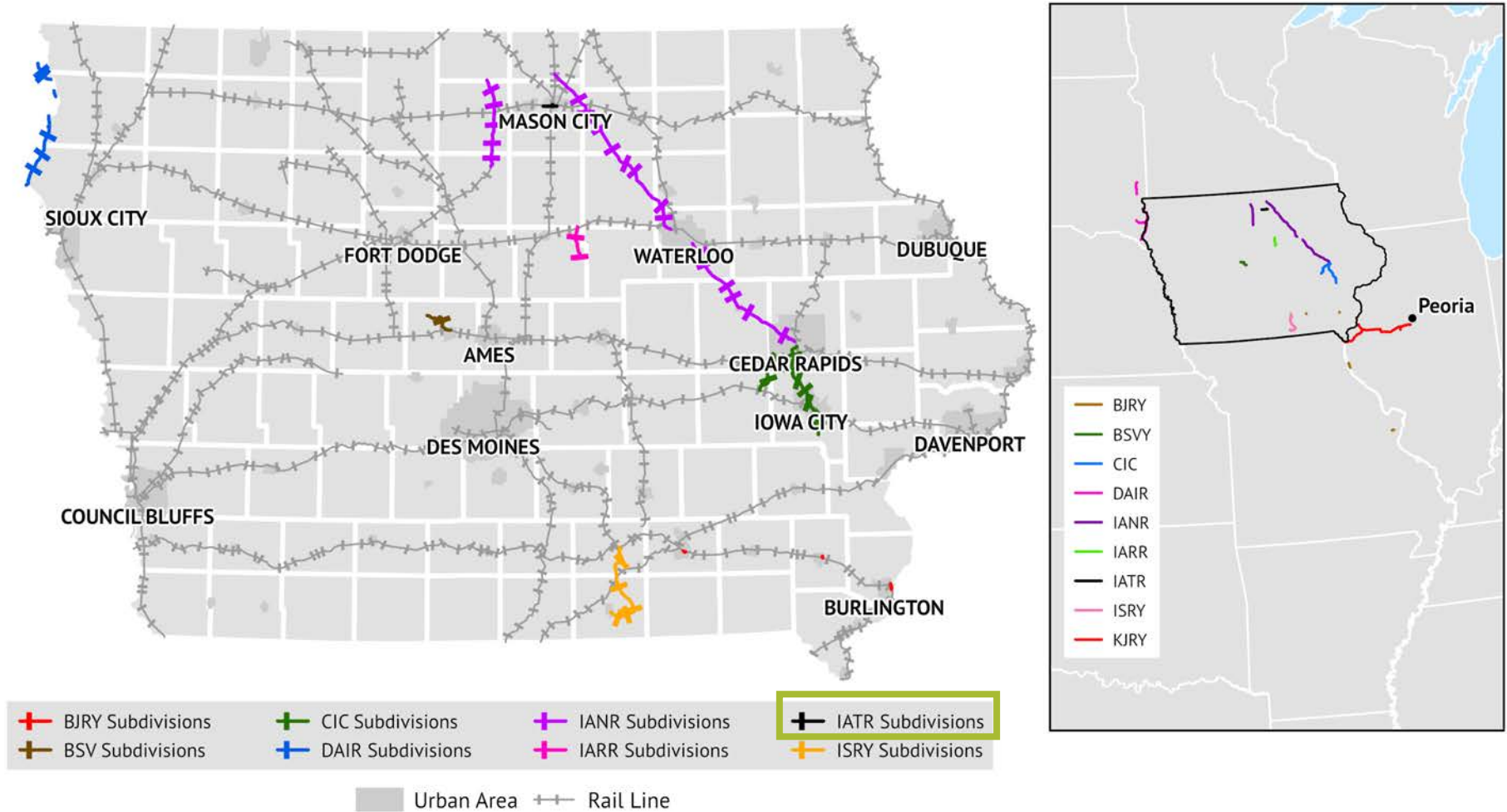
Overview

IATR is one of seven railroads owned and operated by Progressive Rail Inc., headquartered in Lakeville, Minnesota. As an electric railway, IATR operates on 10.4 miles of track between Mason City and Clear Lake, Iowa, supporting agribusiness and industrial operations in northern Iowa and southern Minnesota. Its facility in Emery, Iowa, offers direct switching of railcars and provides transloading services, facilitating efficient transfer between trucks and trains.

Commodities



Class III Service in Iowa and IATR Subdivisions



Subdivision	Railroad Owner	Railroad operator	FRA Track Class	Signal Type	Maximum Allowable Weight	Clearances
Mason City-Clear Lake	IATR	IATR	Class 1	None	286,000 lbs.	19' 6" Above Top of Rail

Keokuk Junction Railway (KJRY)

www.patriotrail.com/rail/keokuk-junction-railway-co-kjry

Emergency number: 855-258-4514

Corporate HQ: 10752 Deerwood Park Blvd. #300, Jacksonville, FL 32256
Phone: 904-423-2540

Site Contact: KJRY, 300 Main St. Suite 490, Keokuk, IA 52632

KJRY in Iowa

Miles of track owned/leased/served in Iowa	1
Miles operated under trackage rights in Iowa	0
Employees in Iowa	12

Transloading

Keokuk, IA

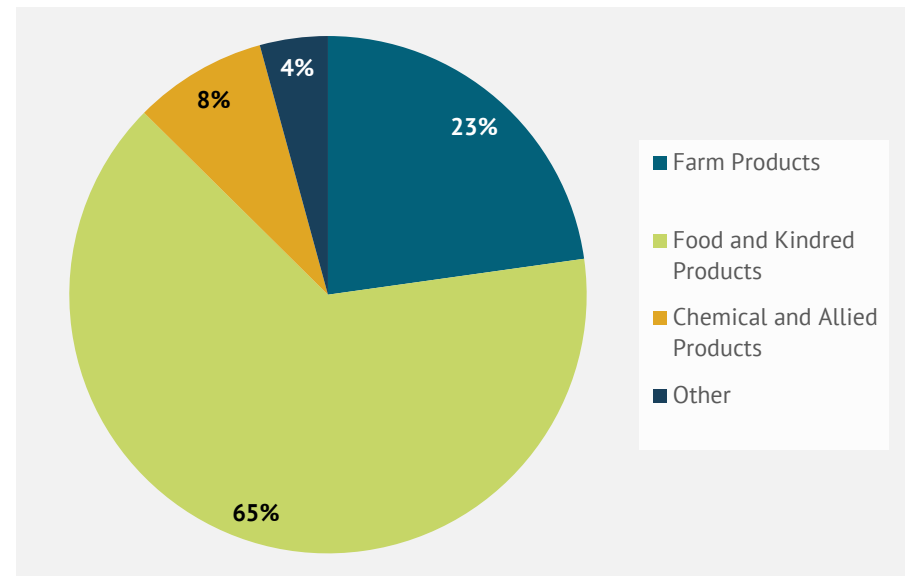
Railroad Interchanges

Fort Madison, IA	UP
Keokuk, IA	BNSF
Peoria, IL	BNSF, CN, NS, UP
Sommer, IL	UP

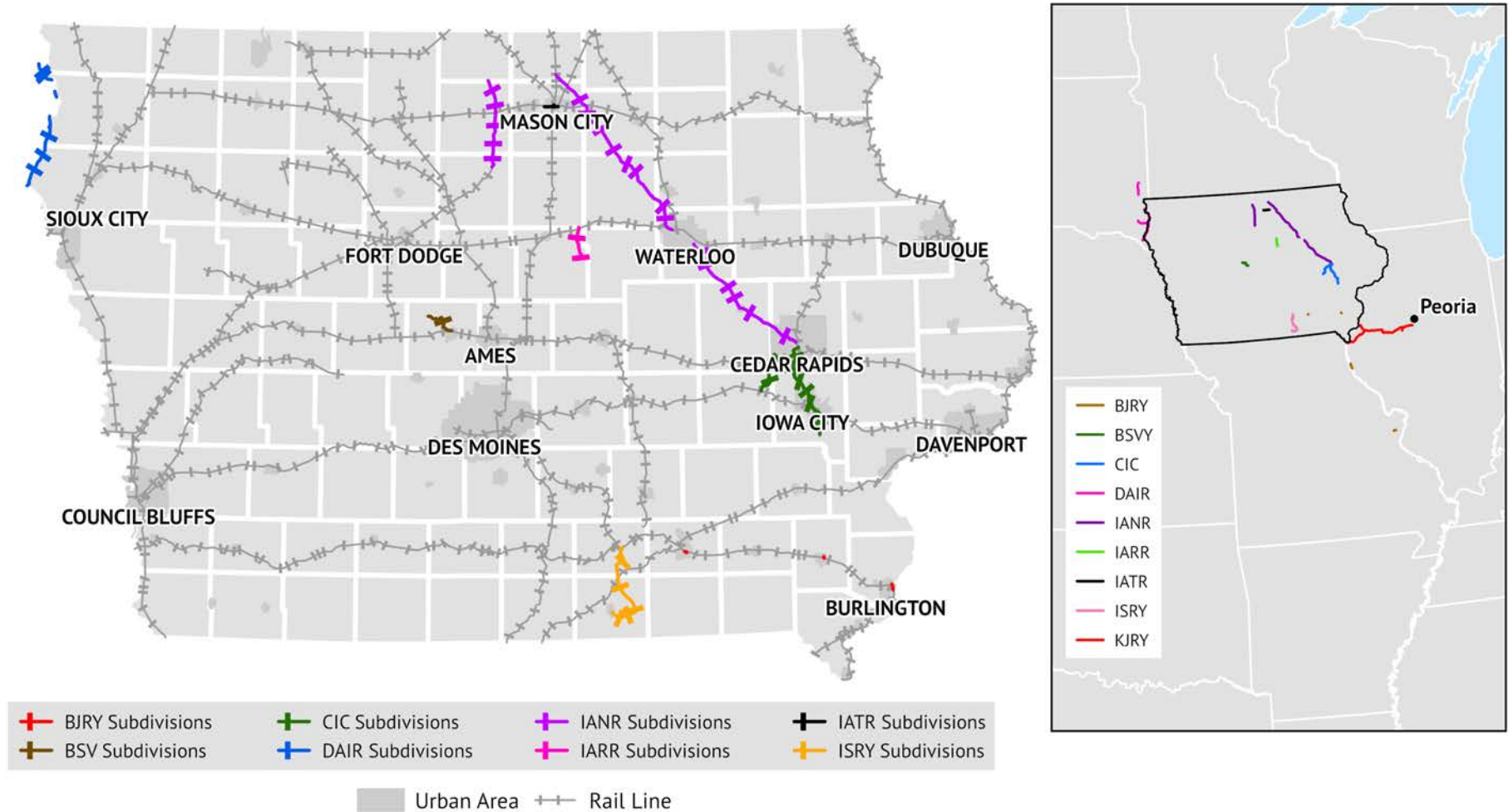
Overview

KJRY, a wholly owned subsidiary of Patriot Rail, operates a 114-mile rail line from Peoria, Illinois, to Keokuk, Iowa, along with an additional 12-mile section between La Harpe and Lomax, Illinois. KJRY also holds trackage rights over a 15.5-mile segment of BNSF Railway from Lomax, Illinois, to Fort Madison, Iowa, enabling seamless interchange with UP. In addition to these routes, KJRY provides local shippers in Keokuk with services like reciprocal switching and transloading. The railway primarily transports agricultural and industrial products, including corn syrup, fertilizer, grain, minerals, scrap iron, and steel.

Commodities



Class III Service in Iowa and KJRY Subdivisions (see inset)



Subdivision	Railroad Owner	Railroad operator	FRA Track Class	Signal Type	Maximum Allowable Weight	Clearances
KJRY Iowa Subdivision	KJRY	KJRY	Class 1	None	263,000 lbs	Unknown
IA/IL state line at Fort Madison	BNSF	KJRY	Class 1	None	260,000 lbs	Unknown

Norfolk Southern (NS)

www.norfolksouthern.com

Emergency number: 800-453-2530

Corporate HQ: 650 W. Peachtree St. NW, Atlanta, GA 30308

NS in Iowa

Miles of track owned/leased/served in Iowa	5.1
Miles operated under trackage rights in Iowa	36.9
Employees in Iowa	0

Transloading

Altoona, IA
Des Moines, IA

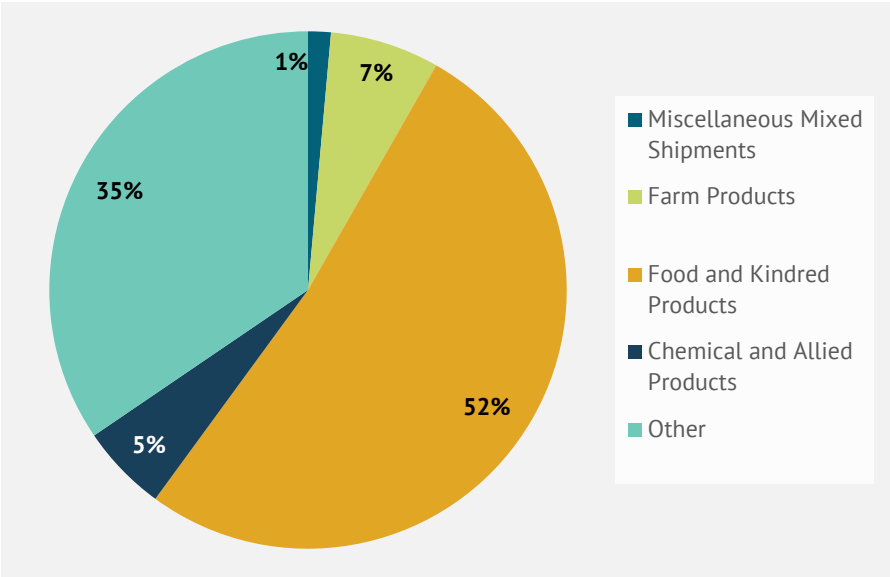
Railroad Interchanges

Des Moines	UP, IAIS
Ottumwa	CPKC

Overview

NS operates a vast rail network spanning 20,000 miles across 22 states and Washington, D.C. The company plays a critical role in international trade, providing rail service to all major eastern seaports, along with 10 river ports and nine lake ports. In Iowa, NS has operating agreements with BNSF, allowing it to run on tracks from Keokuk through Burlington and into Des Moines, expanding its reach in the Midwest.

Commodities





NS Subdivisions in Iowa

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Des Moines Terminal	Illinois	NS	<p>Total miles of NS-owned trackage in Iowa: Approximately 44.0 miles, as follows:</p> <ul style="list-style-type: none"> • Tracy, IA-Hamilton, IA; operated by BNSF as part of the BNSF Des Moines Subdivision (approximately 11.0 miles) • Swan, IA-Des Moines, IA; operated by BNSF as part of the BNSF Des Moines Subdivision (approximately 16.0 miles) • Des Moines, IA; operated by NS as the NS Des Moines Terminal (approximately 5.0 miles) 	<ul style="list-style-type: none"> • Class 2 (Tracy-Hamilton) • Class 2 (Swan-Des Moines) 	One main track	None	<ul style="list-style-type: none"> • Track Warrant Control (TWC) Tracy, IA-Hamilton, IA; dispatched by BNSF • Track Warrant Control (TWC) Tracy, IA-Des Moines, IA; dispatched by BNSF • Restricted Speed (RS) at Des Moines, IA • Yard Limits (YL) at Des Moines, IA 	286,000 lbs.	<ul style="list-style-type: none"> • Unknown for NS-operated trackage in Des Moines. • Clearances on routes in Iowa over which NS has haulage rights are established by host railroads, BNSF, and IAIS.

Union Pacific Railroad (UP)

www.up.com/index.htm

Emergency number: 888-877-7267

Corporate HQ: 1400 Douglas St., Omaha, NE 68179

Phone: 402-544-5000

UP in Iowa

Miles of track owned/leased/served in Iowa	1,278
Miles operated under trackage rights in Iowa	275
Employees in Iowa	1,528

Transloading

Altoona, IA	Des Moines, IA	Mason City, IA
Camanche, IA	Emery, IA	Shell Rock, IA
Cedar Rapids, IA	Fairfax, IA	Sioux City, IA
Clinton, IA	Hawarden, IA	Waterloo, IA
Council Bluffs, IA	Manly, IA	Omaha, NE

Intermodal

Council Bluffs, IA

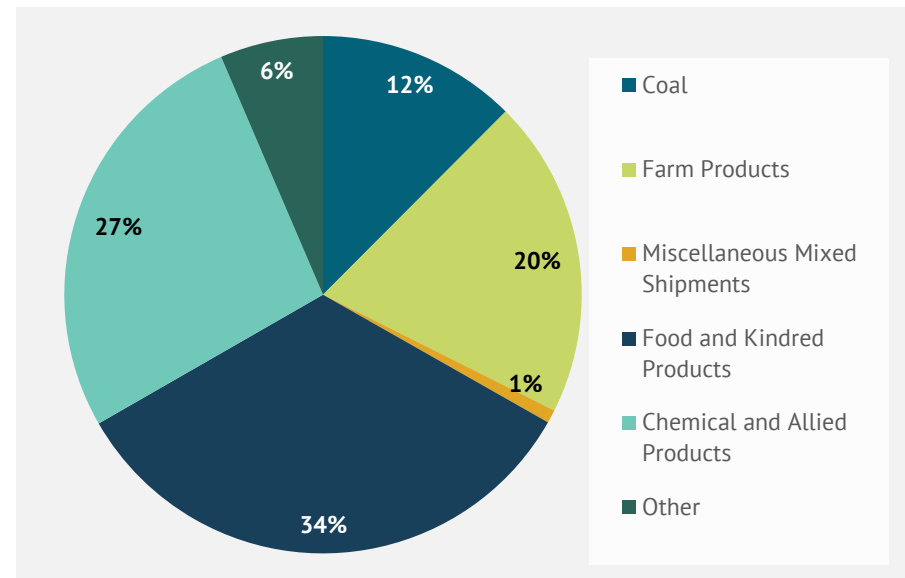
Railroad Interchanges

Boone	BSV	Iowa Falls	CN
Cedar Rapids	CIC, CN, IANR	Manly	IANR
Clinton	CPKC	Mason City	CPKC, IATR
Council Bluffs	CN, IAIS	Sheldon	CPKC
Des Moines	IAIS, NS	Sioux City	CN
Emmetsburg	KJRY	Waterloo	CN, DAIR
Fort Madison	KJRY		

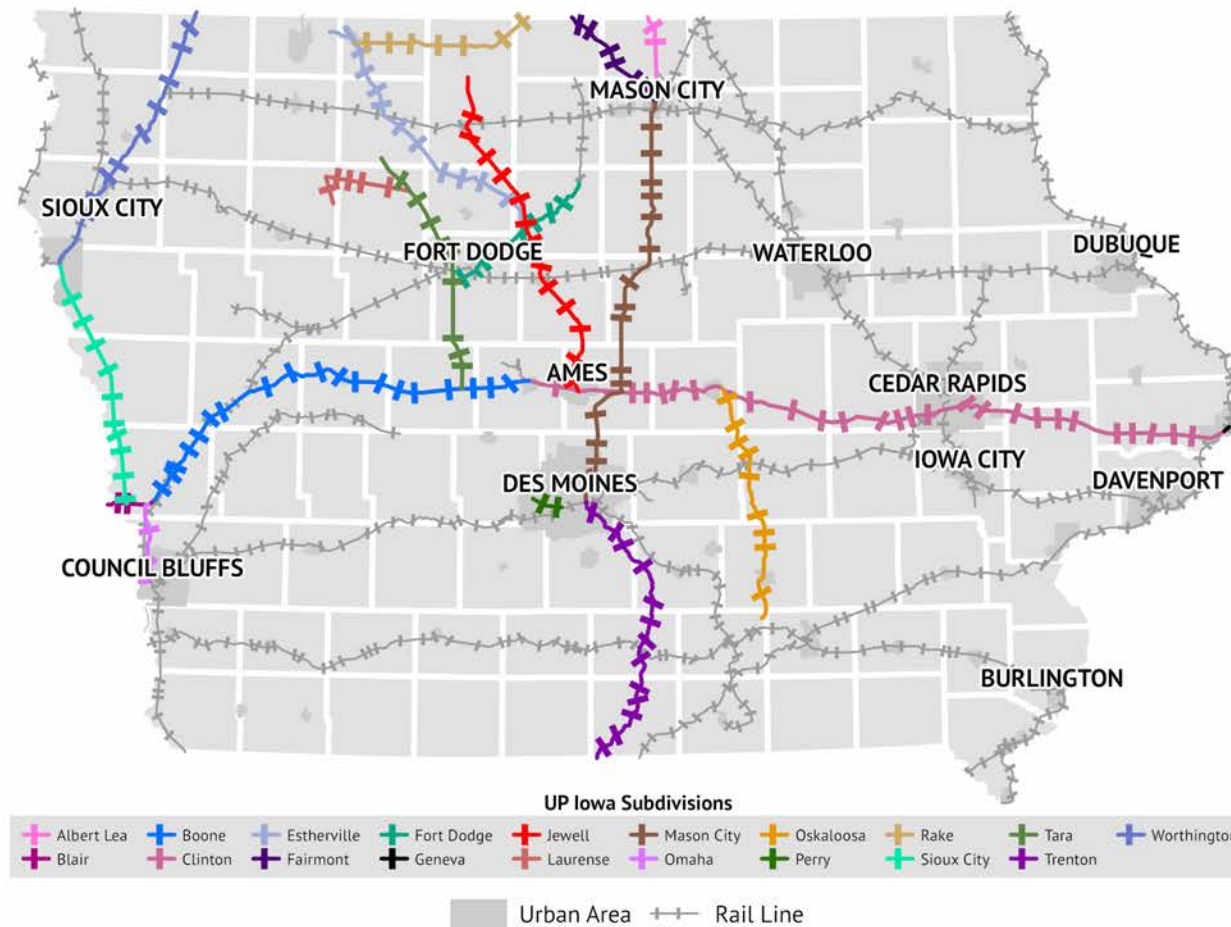
Overview

Union Pacific Railroad and the Chicago & North Western Transportation Co., which merged in 1995, have been part of the Iowa landscape since the 1850s. Today, UP's rail network stretches across the state, with its primary east-west main line serving as a vital corridor connecting Chicago to the West Coast. The north-south "Spine Line," which runs through Des Moines and Mason City, links Minneapolis-St. Paul with Kansas City, further enhancing the railroad's regional connectivity. UP operates an extensive branch line network in northwest Iowa supporting local industries and communities.

Commodities



UP Service



UP Subdivisions in Iowa (section 1 of 5)

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Geneva	Chicago Area	UP	UP	Class 5	Two main tracks	Centralized Traffic Control (CTC) and Automatic Train Control (ATC) IL/IA state line at Clinton, IA-Clinton, IA	Centralized Traffic Control (CTC)	286,000 lbs.	Approximately 20' 2" Above Top of Rail
Clinton	Iowa Area	UP	UP	Class 5	Two main tracks	Centralized Traffic Control (CTC) and Automatic Train Control (ATC) Clinton, IA-Boone, IA	Centralized Traffic Control (CTC)	286,000 lbs.	Approximately 20' 2" Above Top of Rail (nine bridges on the subdivision will not clear 21' 6" Above Top of Rail)
Boone	Iowa Area	UP	UP	Class 5	Two main tracks	Centralized Traffic Control (CTC) and Automatic Train Control (ATC) Boone, IA-East Missouri Valley, IA	Centralized Traffic Control (CTC)	286,000 lbs.	Approximately 20' 2" Above Top of Rail (four bridges on the subdivision in Iowa will not clear 21' 6" Above Top of Rail)
Oskaloosa	Iowa Area	UP	UP	Class 2	One main track with passing sidings	None	<ul style="list-style-type: none"> • Yard Limits (YL) at Marshalltown, IA • Track Warrant Control (TWC) Marshalltown, IA-Oskaloosa, IA • Yard Limits (YL) at Oskaloosa, IA • Track Warrant Control (TWC) Oskaloosa, IA-Bridgeport, IA • Yard Limits (YL) at Bridgeport, IA 	286,000 lbs.	Height Above Top of Rail unknown (six bridges on the subdivision in Iowa will not clear 21' 6" Above Top of Rail)



UP Subdivisions in Iowa (section 2 of 5)

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Estherville	Iowa Area	UP	UP	Class 4	One main track with passing sidings	None	Track Warrant Control (TWC)	<ul style="list-style-type: none"> • 286,000 lbs. (Goldfield-Emmetsburg) • 268,000 lbs. (Emmetsburg-Superior) 	Unknown
Tara	Iowa Area	UP	UP	Class 3	One main track	None	Track Warrant Control (TWC)	<ul style="list-style-type: none"> • 286,000 lbs. East Grand Junction-Tara) • 268,000 lbs. (Tara-Mallard) 	Unknown
Mason City	Iowa Area	UP	UP	Class 4	One main track with passing sidings	<ul style="list-style-type: none"> • Centralized Traffic Control (CTC) Des Moines, IA-Nevada, IA • Automatic Block Signals (ABS) Nevada, IA-Mason City, IA 	<ul style="list-style-type: none"> • Centralized Traffic Control (CTC) Des Moines, IA-Nevada, IA • Track Warrant Control (TWC) Nevada, IA-Flint, IA • Yard Limits (YL) Flint, IA-Mason City, IA 	286,000 lbs.	Approximately 20' 2" Above Top of Rail (one bridge on the subdivision in Iowa will not clear 21' 6" Above Top of Rail)
Jewell	Iowa Area	UP	UP	Class 3	One main track with passing sidings	None	<ul style="list-style-type: none"> • Track Warrant Control (TWC) West Ames, IA-Eagle Grove, IA • Yard Limits (YL) at Eagle Grove, IA • Track Warrant Control (TWC) Eagle Grove, IA-North Burt, IA 	286,000 lbs.	Approximate height Above the Top of the Rail is 20' 9"
Rake	Iowa Area	UP	UP	Class 3	One main track	None	Track Warrant Control (TWC)	<ul style="list-style-type: none"> • 286,000 lbs. (Rake-IA/MN state line near Rake, IA) • 268,000 lbs. Estherville-Rake) 	Unknown

UP Subdivisions in Iowa (section 3 of 5)

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Laurens	Iowa Area	UP	UP	Class 2	One main track	None	Track Warrant Control (TWC)	268,000 lbs.	Unknown
Fort Dodge	Iowa Area	UP	UP	<ul style="list-style-type: none"> • Class 4 (Moorland-Eagle Grove) • Class 3 (Eagle Grove-Belmond) 	One main track with passing sidings	None	<ul style="list-style-type: none"> • Track Warrant Control (TWC) Moorland, IA-Eagle Grove, IA • Yard Limits (YL) at Eagle Grove, IA • Track Warrant Control (TWC) Eagle Grove, IA-Belmond, IA 	<ul style="list-style-type: none"> • 286,000 lbs. (Moorland-South Fort Dodge) • 268,000 lbs. (South Fort Dodge-Vincent) • 286,000 lbs. (Vincent-Eagle Grove) • 268,000 lbs. (Eagle Grove-Belmond) 	<ul style="list-style-type: none"> • Approximate height Above the Top of the Rail is 20' 9" (Belmond-Eagle Grove) • Height above the Top of Rail unknown (Eagle Grove-Moorland)
Blair	Council Bluffs Area	UP	UP	Class 4	<ul style="list-style-type: none"> • Two main tracks (East Missouri Valley-Allen Creek) • One main track with passing sidings (Allen Creek-IA/NE state line near Blair, NE) 	<ul style="list-style-type: none"> • Centralized Traffic Control (CTC) and Automatic Train Control (ATC) East Missouri Valley, IA- Missouri Valley Junction, IA • Centralized Traffic Control (CTC) Missouri Valley Junction, IA-IA/NE state line near Blair, NE 	Centralized Traffic Control (CTC)	286,000 lbs.	Approximately 20' 2" Above the Top of the Rail (one bridge on the subdivision in Iowa will not clear 21' 6" Above the Top of the Rail)
Worthington	Twin Cities Area	UP	UP	Class 4	One main track with passing sidings	None	Track Warrant Control (TWC) Le Mars, IA - IA/MN state line near Bigelow, MN	286,000 lbs.	Approximately 20' 2" Above the Top of the Rail



UP Subdivisions in Iowa (section 4 of 5)

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Sioux City	Council Bluffs Area	UP	UP	Class 3	One main track with passing sidings	<ul style="list-style-type: none"> • Centralized Traffic Control (CTC) California Junction, Iowa-Modale, IA • Automatic Block Signals (ABS) Modale, IA -Sioux City, IA 	<ul style="list-style-type: none"> • Centralized Traffic Control (CTC) California Junction, IA -Modale, IA • Track Warrant Control (TWC) Modale, IA -Sioux City, IA • Yard Limits (YL) at Sioux City, IA 	286,000 lbs.	Approximately 20' 2" Above the Top of the Rail (two bridges on the subdivision in Iowa will not clear 21' 6" Above the Top of the Rail)
Perry	Iowa Area	UP	UP	Class 1	One main track	None	Restricted Limits (RL) / Yard Limits (YL) East Des Moines, IA- West Des Moines, IA	286,000 lbs.	<ul style="list-style-type: none"> • Double-stack compliant (approximately 20' 2" Above Top of Rail) – East Des Moines-West Des Moines • Unknown – West Des Moines-Waukee
Trenton	Kansas City Area	UP	UP	Class 4	One main track with passing sidings	<ul style="list-style-type: none"> • Centralized Traffic Control (CTC) Des Moines, IA-Beech, IA • Automatic Block Signals (ABS) Beech, IA-Williamson, IA • Centralized Traffic Control (CTC) Beech, IA-IA/MO state line near Lineville, IA 	<ul style="list-style-type: none"> • Centralized Traffic Control (CTC) Des Moines, IA-Beech, IA • Track Warrant Control (TWC) Beech, IA-Williamson, IA • Centralized Traffic Control (CTC) Williamson, IA-IA/MO state line near Lineville, IA 	286,000 lbs.	Approximately 20' 2" Above the Top of the Rail (two bridges on the subdivision in Iowa will not clear 21' 6" Above the Top of the Rail)

UP Subdivisions in Iowa (section 5 of 5)

Subdivision	Division	Railroad Owner	Railroad operator	FRA Track Class	Track Configuration	Signal Type	Method of Operation	Maximum Allowable Weight	Clearances
Fairmont	Twin Cities Area	UP	UP	Class 2	One main track with passing sidings	None	<ul style="list-style-type: none"> • Yard Limits (YL) Mason City, IA-River City, IA • Track Warrant Control (TWC) River City, IA-IA/MN state line near Scarville, IA 	286,000 lbs.	Unknown
Albert Lea	Twin Cities Area	UP	UP	Class 4	One main track with passing sidings	Centralized Traffic Control (CTC)	<ul style="list-style-type: none"> • Yard Limits (YL) at Mason City, IA • Centralized Traffic Control (CTC) Mason City, IA - IA/MN state line near Northwood, IA 	286,000 lbs.	Approximately 20' 2" Above the Top of the Rail
Omaha	Council Bluffs Area	UP	UP	Class 4	<ul style="list-style-type: none"> • Two main tracks (Missouri Valley-South Missouri Valley) • One main track (South Missouri Valley-North Council Bluffs) • Two main tracks (North Council Bluffs-Council Bluffs) • Three main tracks / two main tracks (Council Bluffs-IA/NE state line at Council Bluffs) 	<ul style="list-style-type: none"> • Centralized Traffic Control (CTC) and Automatic Train Control (ATC) Missouri Valley, IA - North Council Bluffs, IA • Automatic Block Signals (ABS) North Council Bluffs, IA-Council Bluffs, IA • Centralized Traffic Control (CTC) Council Bluffs, IA-IA/NE state line at Council Bluffs, IA 	<ul style="list-style-type: none"> • Centralized Traffic Control (CTC) Missouri Valley, IA-North Council Bluffs, IA • Yard Limits (YL) North Council Bluffs, IA -Council Bluffs, IA • Centralized Traffic Control (CTC) Council Bluffs, IA - IA/NE state line at Council Bluffs, IA 	<ul style="list-style-type: none"> • 286,000 lbs. (Missouri Valley-Council Bluffs) • 315,000 lbs. (Council Bluffs-IA/NE state line at Council Bluffs, IA) 	21' 6" Above Top of Rail



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