

Iowa Rail Toolkit

October 2014



 **IOWA DOT**

Railroad index

| <i>It is not uncommon for a railroad to be owned by one entity and the operations of the rail line contracted out to another railroad. Also, when a railroad is acquired by another, it is not uncommon for the acquired railroad to continue operating under an individual or legacy name. Those relationships are noted in parentheses.</i> | Abbr. | Type of railroad* | Profile page with more information |
|---|--------------|--------------------------|---|
| Appanoose County Community Railroad | APNC | Short line | 44 |
| BNSF Railway | BNSF | Class I | 46 |
| Boone & Scenic Valley Railroad | BSV | Short line/ Tourist | 48 |
| Burlington Junction Railway | BJRY | Short line | 50 |
| Canadian Pacific Railway Ltd. (owner of Dakota, Minneapolis & Eastern Railroad) | CP | Class I | 52 |
| CBEC Railway (operated by Iowa Interstate Railroad) | CBEX | Short line | (see IAIS) |
| Cedar Rapids & Iowa City Railway Co. (also known as CRANDIC) | CIC | Short line | 54 |
| Cedar River Railroad Co. (owned by CN) | CEDR | (see CN) | (see CN) |
| Chicago, Central & Pacific Railroad (owned by CN) | CC | (see CN) | (see CN) |
| CN (owner of Cedar River Railroad and Chicago, Central & Pacific Railroad) | CN | Class I | 56 |
| D & I Railroad Co. (owned by State of South Dakota) | DAIR | Short line | 58 |
| D & W Railroad (operated by Iowa Northern Railway Co.) | DWRR | Short line | (see IANR) |
| Dakota, Minnesota & Eastern Railroad (owned by Canadian Pacific) | DME | (see CP) | (see CP) |
| Iowa Interstate Railroad Ltd. | IAIS | Short line | 60 |
| Iowa Northern Railway Co. | IANR | Short line | 62 |
| Iowa River Railroad | IARR | Short line | 64 |
| Iowa Traction Railway Co. (owned by Progressive Rail Inc.) | IATR | Short line | 66 |
| Keokuk Junction Railway Co. (owned by Pioneer Railcorp) | KJRY | Short line | 68 |
| Norfolk Southern | NS | Class I | 70 |
| North Central Iowa Rail Corridor LLC (operated by Iowa Northern Railway Co.) | NCIRC | Short line | (see IANR) |
| Union Pacific Railroad | UP | Class I | 72 |

***Class I railroads** include the largest freight-hauling railroads. The rail lines of the seven Class I railroads span the North American continent.

Regional railroads are midsize freight-hauling railroads that normally operate at least 350 miles of track and may span multiple states.

Shortline railroads are smaller railroads that include local railroads as well as railroads that primarily do car switching. Tourist railroads offer passenger rides usually in restored historic rail equipment and often accompanied by an on-site museum.

Index to referenced organizations

| | Abbr |
|--|-------------|
| Iowa Department of Transportation | Iowa DOT |
| Iowa Economic Development Authority | IEDA |
| Federal Railroad Administration | FRA |
| Federal Highway Administration | FHWA |
| Association of American Railroads | AAR |
| American Short Line and Regional Railroad Association | ASLRRA |

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Railroads in Iowa are essential to the state's economy and the region's economic competitiveness. There are 18 railroads in Iowa that connect shippers, manufacturers, and producers to a robust North American network of trading partners. Iowa shippers benefit from a rail network of 3,854 miles that moves the equivalent of 18.7 million truckloads per year.

Almost every product you can think of can move by rail with proper planning.

The Iowa Department of Transportation, with assistance from the Iowa Economic Development Authority, has assembled this Iowa Rail Toolkit to support the exploration of rail transportation services in the state. Information is included to help make shipping by rail in Iowa easier and more understandable. Chapters have been assembled to provide current information on the benefits of rail transportation and basic explanations of how to access the rail network. A directory of Iowa railroad companies is included listing contact information and a basic profile of each network. Economic development resources are also identified to help new users find resources for using and establishing rail access.

The Iowa DOT is committed to providing a safe and robust multimodal transportation network that supports the region's economy. We hope that this Iowa Rail Toolkit will help you and your business find benefits in utilizing Iowa's rail transportation system.

Sincerely,

Paul Trombino III
Iowa Department of Transportation Director

Are you a rail shipper? Is this toolkit for you?

If you answer more than five questions “yes,” it might be worth evaluating your rail options.

YES

- Do you ship more than three truckloads to any destination within a week?
- Do your shipments move more than 300 miles?
- If transporting by rail takes longer but is reliable, could you include rail in your supply chain?
- Is it becoming more difficult to get a truck to move your freight?
- Is a rail transload located within 50 miles of your customers?
- Are your suppliers accessible by rail?
- Are your customers accessible by rail?
- Have your transportation prices increased?
- Do you manage your own logistics?
- Do you pay the transportation bill for your inbound or outbound freight?
- Does your company or do your customers measure their carbon footprint?

If the answers to these questions surprise you, you might be a candidate for using rail transportation in your supply chain network. We hope you find this Iowa Rail Toolkit helpful as a resource and basic guide.

Success stories

Over the past 10 years railroads have been reinvesting in track, structures, and equipment to handle a growing number of new customers and business interests. Rail service has improved during this same time period and new services and facilities have been developed. If you have not used or considered using rail service, based on previous experiences, it might be time to consider giving rail transportation another look.

Below is a sampling of success stories that may highlight an opportunity to re-think your railroad transportation strategies in Iowa.



Burlington Junction Railway (BJRY): Your logistics partner.

Located in southeastern Iowa, the Burlington Junction Railroad helps shippers new to rail understand how to improve supply chain effectiveness through the use of rail. With transload operations in Iowa at Burlington, Mount Pleasant, and Ottumwa, products such as shingles, rebar, frozen pork, potash, and tallow can be moved cost-effectively on a direct line haul or via transload service from origins or destinations 60-90 miles away from Burlington. Burlington Junction Railway hopes that shippers know that three to four truckloads can move in a single rail car, often more cost-effectively and reliably than by the coordination of multiple trucking companies.

North Central Railway Association and Iowa Northern Railroad (IANR): A renaissance railroad in Iowa.

Forest City Economic Development helped Forest City maintain rail service to the local cooperative and other businesses. Local investors, with help from the Iowa Department of Transportation, purchased and rehabilitated the Forest City to Belmond line when it was scheduled for abandonment. Now operated by Iowa Northern Railroad, the Forest City to Belmond line traffic grew to three times the past annual traffic during just the first few weeks of operation. Short lines can provide the expertise and customized service to meet the needs of small users to maximize their transportation costs.



Iowa Governor Terry Branstad (driving the train) cutting the red ribbon with an Iowa Northern locomotive to officially reopen the line.

Cedar Rapids Iowa City Railway Company (CRANDIC): An innovator.

Small railroads can be technology innovators. CRANDIC helps keep freight on the railroad by investing in locomotive technology, infrastructure, and services that link local markets to the BNSF Railway Co., CN, and Union Pacific. With software interfaces that simplify billing and provide more transparency, rail users know they can count on CRANDIC. New locomotive technology helps keep shipments economical and environmentally sound. Investments in bridge replacements in Amana and Walford will handle increased traffic and eliminate the potential for disrupted shipments when flooding occurs.



D & I Railroad (DAIR): Provides rail access for those without rail access.

The D & I Railroad has access to three Class I rail carriers and operates in the northwest corner of Iowa. Recently, the railroad entered into an agreement with the city of Hawarden where the railroad exchanged a gravel pit operation they owned for an airport site with a 2,000-foot-long runway. The site will be repurposed into a transload operation for lumber and bulk materials and rail-served industrial sites. The city of Hawarden rehabilitated the gravel pit into a park providing community recreational benefits. This success story illustrates the collaboration between short line railroads and local community leadership. The benefits include new rail access to shippers not served by rail and a new park for the community members of Hawarden.



These stories and many more are a product of the Iowa Department of Transportation's vision for true multimodal transportation service. The following chapters of this toolkit are meant to be a resource for you to help demystify rail service. The toolkit also provides references and contacts to find out more about including rail service in your transportation portfolio.