

KEOKUK JUNCTION RAILWAY CO. (KJRY)

www.pioneer-railcorp.com

Emergency number: 800-914-7851

Corporate Headquarters

1318 S. Johanson Road
Peoria, IL 61607
Phone: 309-697-1400

Overview

KJRY, a wholly owned subsidiary of Pioneer Railcorp, operates 114 miles of track from Peoria, Illinois, to Keokuk, Iowa, 12 miles of track in Illinois from La Harpe to Lomax; and has trackage rights from Lomax, Illinois, to Fort Madison, Iowa, a distance of approximately 15.5 miles over the BNSF, allowing the KJRY to interchange traffic with the UP. KJRY also provides service to other Keokuk shippers via reciprocal switching and transloading. The railroad's principal commodities are corn, corn germ, corn syrup, meal, gluten feed, and railroad wheels.

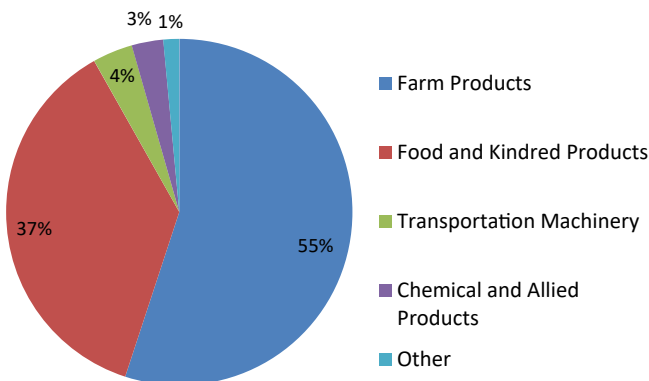
Transloading

Keokuk, IA

Railroad interchanges

| | |
|-------------------------|---|
| Keokuk, IA | BNSF |
| Fort Madison, IA | UP |
| Peoria, IL | BNSF, UP, CN, NS, IAIS, TPW, IMRL, TZPR |

Commodities



Contact(s)

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Storage, purchasing, emergencies

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Transportation, safety

Nathan Johns njohns@pioneer-railcorp.com
Governmental affairs, pricing, business development, general inquiry

Angela Ibbotson aibbotson@pioneer-railcorp.com
Customer service

Frank May fmay@pioneer-railcorp.com
Real estate, right of way, utilities

KJRY in Iowa

Miles of track owned/leased/serviced in Iowa 5

Miles operated under trackage rights in Iowa 3

Employees in Iowa 17

Marketing development summary

KJRY, through its multiple Class 1 interchanges, is able to offer reliable, cost-effective service allowing its shippers access to the entire North American freight rail network. KJRY continues to make significant investments in its infrastructure so Iowa's rail network remains a valuable asset for the expansion of existing industry and development of new industry. When rail service is not available at a shipper's/customer's facility, transloading can provide a competitive mode, as well as the opportunity to expand their markets. Transloading provides shippers and customers with the ability to combine the economics of rail with the flexibility of trucks. KJRY has several sites for transloading, giving customers that are not directly rail served, with the advantages of rail.

