

Toledo, Peoria & Western Railway

1990 East Washington St. • East Peoria, IL • 61611 • 309-698-2600

FT TPW 4100-N



Toledo, Peoria & Western Railway

A RailAmerica Company



FREIGHT TARIFF TPW 4100-N

(Cancels TPW 4100-M and all Supplements)

NAMING
LOCAL & PROPORTIONAL RATES
ON CARLOADS OF GRAIN BETWEEN STATIONS
OF
THE TOLEDO, PEORIA & WESTERN RAILWAY

This tariff applies on interstate traffic and intrastate traffic in the States of Illinois and Indiana

NOTICE

The provisions herein will, if effective, not have a negative impact on the quality of the human environment or energy consumption

Governed, except as otherwise noted, by the Uniform Freight Classification (UFC), as provided in Item 5

Issued: February 28, 2011

Effective: March 21, 2011

Issued By:
Toledo, Peoria & Western Railway
1990 East Washington Street
East Peoria, IL 61611

Toledo, Peoria & Western Railway

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ITEM	APPLICATION OF RULES AND ACCESSORIAL CHARGES
10	This Tariff, unless otherwise noted, is governed by all rules and charges of TPW RA 1000 Series TPW RA 7006 series and Mileage Fuel Surcharge TPW T 9002 Series
ITEM	PAYMENT AND CREDIT TERMS
90	<p>All charges under this tariff must be prepaid, unless a satisfactory line of credit is established with TPW. Charges for services rendered under terms of this tariff will accrue against the customer located on the TPW, unless other arrangements have been made with TPW prior to performance of service. An Application for Credit Form is appended to this tariff.</p> <p>All payments for services covered herein are due and payable within fifteen (15) days following the Freight Bill date. The rules applicable to payments and credit terms are in accordance with those found in 49 CFR 1320. Payments received after the expiration of the credit period shall be subject to a service charge of one and one-half percent (1 1/2%) per month (or fraction thereof) of the outstanding balance.</p>
ITEM	LIST OF COMMODITIES
200	Rates named in this Tariff apply on the following commodities as described in STCC 6001 Series
ITEM	RATE INDEX
400	Unless otherwise provided, TPW will not absorb any switch charges at origin or destination. All switch charges will be in addition to these rates. Reverse application applies on all rates for rejected loads going back to origin only.
	LOCAL RATES
ITEM	<p>General Rules and Application of Rates:</p> <ol style="list-style-type: none"> (1) Column 1 Rates – Applicable in shipments of 1 to 14 cars with cubic capacity not exceeding 5000 cu. ft. (2) Column 2 Rates – Applicable in shipments of 15 to 24 cars with cubic capacity not exceeding 5000 cu. ft. (3) Column 3 Rates – Applicable in shipments of 25 or more cars with cubic capacity not exceeding 5000 cu. ft. (4) Column 4 Rates – Applicable in shipments of 1 to 14 cars with cubic capacity exceeding 5000 cu. ft. (5) Column 5 Rates – Applicable in shipments of 15 to 24 cars with cubic capacity exceeding 5000 cu. ft. (6) Column 6 Rates – Applicable in shipments of 25 or more cars with cubic capacity exceeding 5000 cu. ft. (7) Unless exception is made elsewhere in Section 1 of this tariff, application of these rates require shipment to be made on one day from one consignor at one location to one consignee at one destination on one bill of lading. Cars must be spotted in one cut. (8) Rates applicable in privately owned or leased equipment (See Note 9); TPW controlled equipment, subject to availability; or in foreign rail line equipment (See Note 10). (9) NO mileage allowance will be paid on privately controlled cars. (10) On shipments in foreign railroad controlled equipment, Rates will be increased by \$75 per car. (11) ROUTE: TPW direct; reverse application applies on all rates for rejected loads returning to origin only.

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ITEM 405.1(R)	Commodity: Corn (STCC 01-132-XX); Grain Screenings (STCC 01-139-30); Sorghum (STCC 01-136-XX); Wheat (STCC 01-137-XX), Soybeans (STCC 01-144-XX);																																																																																																																																																			
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ITEM								
405.3(R)	Commodity: Soybeans (STCC 01-144-XX)							
Destination: Gilman, IL		Rates in dollars per car						
		Origin (1)	Col 1	Col 2	Col 3	Col 4	Col 5 6	
		Illinois Stations:						
		Sommer	445	408	371	481	441	401
		Peoria	445	408	371	481	441	401
		Cruger	376	339	302	406	367	326
		Gridley	376	339	302	406	367	326
		Meadows	376	339	302	406	367	326
		Weston	376	339	302	406	367	326
		Fairbury	376	339	302	406	367	326
		Forrest	376	339	302	406	367	326
		Chatsworth	323	286	249	349	310	269
		Piper City	323	286	249	349	310	269
		La Hogue	323	286	249	349	310	269
		Crescent City	323	286	249	349	310	269
		Webster (when from rail beyond only)	323	N/A	N/A	349	N/A	N/A
		(2)						
		Sheldon (2)	323	286	249	349	310	269
		Indiana Stations:						
		Goodland	376	339	302	406	367	326
		Remington	376	339	302	406	367	326
		Wolcott	376	339	302	406	367	326
		Reynolds	376	339	302	406	367	326
		Logansport	435	398	360	464	425	388
Note 1 – No switching is absorbed. Note 2 – May be used as proportional rates.								

ITEM	LOCAL RATES
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ITEM 406.1 (A)	<p>Commodity: Corn (STCC 01-132-XX); Soybeans (STCC 01-144-XX); Grain Screenings (STCC 01-139-30); Sorghum (STCC 01-136-XX); Wheat (STCC 01-137-XX)</p>																																																																																																																																											
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Webster (when from rail beyond only) (2)	890	N/A	N/A	961	N/A	N/A																																																																																																																																						
Sheldon (2)	890	599	562	961	647	606																																																																																																																																						
Indiana Stations:																																																																																																																																												
Goodland	890	599	562	961	647	606																																																																																																																																						
Remington	890	599	562	961	647	606																																																																																																																																						
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Reynolds	890	599	562	961	647	606																																																																																																																																						
<p>Note 1 – Includes full absorption of TZPR reciprocal switching at destination. Note 2 – May be used as proportional rates. Note 3 – TZPR Group includes Peoria, Pekin, and Creve Coeur, IL. Note 4 – Excludes ADM Peoria, IL</p>																																																																																																																																												

Toledo, Peoria & Western Railway

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	PROPORTIONAL RATES (FOR MOVEMENT BEYOND DESTINATION SUBJECT TO AAR RULE 11)
ITEM 410(A)	<p>General Rules and Application of Rates:</p> <ul style="list-style-type: none"> (1) Subject to TPW T 9002 fuel surcharge provisions (2) Unit Train Gathering: Application of these rates requires shipments to be made on one day from one or more locations within the Unit Train Loader Group as identified in Note 2 of each individual Item, to one destination. When using these rates to build unit trains, the Consignor is responsible for providing a bill of lading showing how many cars are being released from each facility. Rates will be applied based on the total number of cars in the gathered unit, in addition to any Split Train Charges which may be applicable to the specific rate item. (3) Unit Train Switching: If multiple switches are requested at one facility for the purpose of building unit trains, rates will be INCREASED \$5.00 per car for all cars in the unit. (8) Route: TPW direct (for movement beyond destination subject to AAR Rule 11). Reverse application applies on all rates for rejected loads returning to origin only.

	Commodity: Grains (STCC 01-XXX-XX)																																																																																																													
ITEM 410.1	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="3" style="width: 35%;"></th> <th colspan="4" style="text-align: center;">Rates in dollars per car</th> </tr> <tr> <th style="width: 15%;"></th> <th style="width: 15%;">1-59 cars</th> <th style="width: 15%;">60+ cars</th> <th style="width: 15%;">1-59 cars</th> <th style="width: 15%;">60+ cars</th> </tr> <tr> <th style="text-align: center;">Origin (1) (2)</th> <th style="text-align: center;">RR Col 1</th> <th style="text-align: center;">RR Col 2</th> <th style="text-align: center;">PVT Col 3</th> <th style="text-align: center;">PVT Col 4</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Destination: Reynolds, IN (when for beyond on CSXT)</td> <td colspan="4">Illinois Stations:</td> </tr> <tr> <td></td> <td style="text-align: center;">Cruger</td> <td style="text-align: center;">588</td> <td style="text-align: center;">509</td> <td style="text-align: center;">509</td> <td style="text-align: center;">429</td> </tr> <tr> <td></td> <td style="text-align: center;">Gridley</td> <td style="text-align: center;">557</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">477</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td></td> <td style="text-align: center;">Meadows</td> <td style="text-align: center;">557</td> <td style="text-align: center;">477</td> <td style="text-align: center;">477</td> <td style="text-align: center;">398</td> </tr> <tr> <td></td> <td style="text-align: center;">Weston</td> <td style="text-align: center;">557</td> <td style="text-align: center;">477</td> <td style="text-align: center;">477</td> <td style="text-align: center;">398</td> </tr> <tr> <td></td> <td style="text-align: center;">Fairbury</td> <td style="text-align: center;">557</td> <td style="text-align: center;">477</td> <td style="text-align: center;">477</td> <td style="text-align: center;">398</td> </tr> <tr> <td></td> <td style="text-align: center;">Forrest</td> <td style="text-align: center;">557</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">477</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td></td> <td style="text-align: center;">Chatsworth</td> <td style="text-align: center;">525</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">445</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td></td> <td style="text-align: center;">Piper City</td> <td style="text-align: center;">525</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">445</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td></td> <td style="text-align: center;">La Hogue</td> <td style="text-align: center;">525</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">445</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td></td> <td style="text-align: center;">Crescent City</td> <td style="text-align: center;">525</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">445</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td></td> <td style="text-align: center;">Sheldon</td> <td style="text-align: center;">387</td> <td style="text-align: center;">307</td> <td style="text-align: center;">307</td> <td style="text-align: center;">228</td> </tr> <tr> <td></td> <td colspan="4">Indiana Stations:</td> </tr> <tr> <td></td> <td style="text-align: center;">Goodland</td> <td style="text-align: center;">387</td> <td style="text-align: center;">307</td> <td style="text-align: center;">307</td> <td style="text-align: center;">228</td> </tr> <tr> <td></td> <td style="text-align: center;">Remington</td> <td style="text-align: center;">387</td> <td style="text-align: center;">307</td> <td style="text-align: center;">307</td> <td style="text-align: center;">228</td> </tr> <tr> <td></td> <td style="text-align: center;">Wolcott</td> <td style="text-align: center;">387</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">307</td> <td style="text-align: center;">N/A</td> </tr> </tbody> </table>		Rates in dollars per car					1-59 cars	60+ cars	1-59 cars	60+ cars	Origin (1) (2)	RR Col 1	RR Col 2	PVT Col 3	PVT Col 4	Destination: Reynolds, IN (when for beyond on CSXT)	Illinois Stations:					Cruger	588	509	509	429		Gridley	557	N/A	477	N/A		Meadows	557	477	477	398		Weston	557	477	477	398		Fairbury	557	477	477	398		Forrest	557	N/A	477	N/A		Chatsworth	525	N/A	445	N/A		Piper City	525	N/A	445	N/A		La Hogue	525	N/A	445	N/A		Crescent City	525	N/A	445	N/A		Sheldon	387	307	307	228		Indiana Stations:					Goodland	387	307	307	228		Remington	387	307	307	228		Wolcott	387	N/A	307	N/A
	Rates in dollars per car																																																																																																													
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	Reynolds	387	N/A	307	N/A
Note 1 No switching is absorbed.					
Note 2 – 65-Car Unit Train Loader Groups					
1. Cruger, IL					
2. Meadows, Weston & Fairbury, IL					
3. Sheldon, IL					
4. Goodland & Remington, IN					
SPLIT TRAIN CHARGE					
TPW will assess a split train charge of \$3,000.00 per train to split within the listed “65-Car Unit Train Loader Groups”.					

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ITEM	Commodity: Grains (STCC 01-XXX-XX)					
410.2						
		Rates in dollars per car				
		1-44 cars	45+ cars	1-44 cars	45+ cars	
		RR	RR	PVT	PVT	
		Col 1	Col 2	Col 3	Col 4	
		Origin (1) (2)				
Destination: Logansport, IN (when for beyond on NS)		Illinois Stations:				
		Cruger	604	525	535	456
		Gridley	583	N/A	504	N/A
		Meadows	583	504	504	424
		Weston	583	504	504	424
		Fairbury	583	504	504	424
		Forrest	551	N/A	504	N/A
		Chatsworth	551	N/A	504	N/A
		Piper City	551	N/A	504	N/A
		La Hogue	551	N/A	504	N/A
		Crescent City	551	N/A	504	N/A
		Sheldon	504	424	424	345
		Indiana Stations:				
		Goodland	504	424	424	345
		Remington	504	424	424	345
		Wolcott	504	N/A	424	N/A
		Reynolds	504	N/A	424	N/A
<p>Note 1 No switching is absorbed. Note 2 – 50-Car Unit Train Loader Groups</p> <ol style="list-style-type: none"> 1. Cruger, IL 2. Meadows, Weston & Fairbury, IL 3. Sheldon, IL 4. Goodland & Remington, IN <p>SPLIT TRAIN CHARGE TPW will assess a split train charge of \$3,000.00 per train to split within the listed “50-Car Unit Train Loader Groups”.</p>						

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ITEM 410.3(A)	Commodity: Grains (STCC 01-XXX-XX)																																																																																																							
	<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="3" style="width: 30%;"></th> <th colspan="4" style="text-align: center;">Rates in dollars per car</th> </tr> <tr> <th style="text-align: center;">1-44 cars</th> <th style="text-align: center;">45+ cars</th> <th style="text-align: center;">1-44 cars</th> <th style="text-align: center;">45+ cars</th> </tr> <tr> <th style="text-align: center;">RR</th> <th style="text-align: center;">RR</th> <th style="text-align: center;">PVT</th> <th style="text-align: center;">PVT</th> </tr> <tr> <th style="text-align: center;">Origin</th> <th style="text-align: center;">Col 1</th> <th style="text-align: center;">Col 2</th> <th style="text-align: center;">Col 3</th> <th style="text-align: center;">Col 4</th> </tr> </thead> <tbody> <tr> <td colspan="5">Illinois Stations:</td> </tr> <tr> <td style="padding-left: 40px;">Cruger</td> <td style="text-align: center;">424</td> <td style="text-align: center;">338</td> <td style="text-align: center;">338</td> <td style="text-align: center;">265</td> </tr> <tr> <td style="padding-left: 40px;">Gridley</td> <td style="text-align: center;">519</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">440</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td style="padding-left: 40px;">Meadows</td> <td style="text-align: center;">519</td> <td style="text-align: center;">440</td> <td style="text-align: center;">440</td> <td style="text-align: center;">360</td> </tr> <tr> <td style="padding-left: 40px;">Weston</td> <td style="text-align: center;">519</td> <td style="text-align: center;">440</td> <td style="text-align: center;">440</td> <td style="text-align: center;">360</td> </tr> <tr> <td style="padding-left: 40px;">Fairbury</td> <td style="text-align: center;">519</td> <td style="text-align: center;">440</td> <td style="text-align: center;">440</td> <td style="text-align: center;">360</td> </tr> <tr> <td style="padding-left: 40px;">Forrest</td> <td style="text-align: center;">519</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">440</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td style="padding-left: 40px;">Chatsworth</td> <td style="text-align: center;">551</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">472</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td style="padding-left: 40px;">Piper City</td> <td style="text-align: center;">551</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">472</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td style="padding-left: 40px;">La Hogue</td> <td style="text-align: center;">551</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">472</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td style="padding-left: 40px;">Crescent City</td> <td style="text-align: center;">551</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">472</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td style="padding-left: 40px;">Sheldon</td> <td style="text-align: center;">588</td> <td style="text-align: center;">509</td> <td style="text-align: center;">509</td> <td style="text-align: center;">429</td> </tr> <tr> <td colspan="5">Indiana Stations:</td> </tr> <tr> <td style="padding-left: 40px;">Goodland</td> <td style="text-align: center;">588</td> <td style="text-align: center;">509</td> <td style="text-align: center;">509</td> <td style="text-align: center;">429</td> </tr> <tr> <td style="padding-left: 40px;">Remington</td> <td style="text-align: center;">588</td> <td style="text-align: center;">509</td> <td style="text-align: center;">509</td> <td style="text-align: center;">429</td> </tr> <tr> <td style="padding-left: 40px;">Wolcott</td> <td style="text-align: center;">588</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">509</td> <td style="text-align: center;">N/A</td> </tr> <tr> <td style="padding-left: 40px;">Reynolds</td> <td style="text-align: center;">588</td> <td style="text-align: center;">N/A</td> <td style="text-align: center;">509</td> <td style="text-align: center;">N/A</td> </tr> </tbody> </table>		Rates in dollars per car				1-44 cars	45+ cars	1-44 cars	45+ cars	RR	RR	PVT	PVT	Origin	Col 1	Col 2	Col 3	Col 4	Illinois Stations:					Cruger	424	338	338	265	Gridley	519	N/A	440	N/A	Meadows	519	440	440	360	Weston	519	440	440	360	Fairbury	519	440	440	360	Forrest	519	N/A	440	N/A	Chatsworth	551	N/A	472	N/A	Piper City	551	N/A	472	N/A	La Hogue	551	N/A	472	N/A	Crescent City	551	N/A	472	N/A	Sheldon	588	509	509	429	Indiana Stations:					Goodland	588	509	509	429	Remington	588	509	509	429	Wolcott	588	N/A	509	N/A	Reynolds	588	N/A	509	N/A
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Fairbury	519	440	440	360																																																																																																				
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Reynolds	588	N/A	509	N/A																																																																																																				
	<p style="text-align: center;">Destinations:</p> <p>Sommer, IL (when for beyond on UP) Farmdale, IL (when for beyond on NS)</p>																																																																																																							
<p>Note 1 No switching is absorbed. Note 2 – 50-Car Unit Train Loader Groups</p> <ol style="list-style-type: none"> 1. Cruger, IL 2. Meadows, Weston & Fairbury, IL 3. Sheldon, IL 4. Goodland & Remington, IN <p>SPLIT TRAIN CHARGE</p> <p>TPW will assess a split train charge of \$3,000.00 per train to split within the listed “50-Car Unit Train Loader Groups”.</p>																																																																																																								

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ITEM 410.4(A)	Commodity: Grains (STCC 01-XXX-XX)	Rates in dollars per car			
		1-44 cars	45+ cars	1-44 cars	45+ cars
		RR	RR	PVT	PVT
	Origin	Col 1	Col 2	Col 3	Col 4
	Illinois Stations:				
	Cruger	530	443	443	403
	Gridley	625	N/A	546	N/A
	Meadows	625	546	546	466
	Weston	625	546	546	466
	Fairbury	625	546	546	466
	Forrest	625	N/A	546	N/A
	Chatsworth	657	N/A	578	N/A
	Piper City	657	N/A	578	N/A
	La Hogue	657	N/A	578	N/A
	Crescent City	657	N/A	578	N/A
	Sheldon	689	610	610	530
	Indiana Stations:				
	Goodland	689	610	610	530
	Remington	689	610	610	530
	Wolcott	689	N/A	610	N/A
	Reynolds	689	N/A	610	N/A
	Destination: Peoria, IL Includes absorption of TZPR intermediate switch charge at Peoria, IL. (when for beyond on TZPR served carriers)				
<p>Note 1 – TZPR intermediate switch absorbed. Note 2 – 50-Car Unit Train Loader Groups</p> <ol style="list-style-type: none"> 1. Cruger, IL 2. Meadows, Weston & Fairbury, IL 3. Sheldon, IL 4. Goodland & Remington, IN <p>SPLIT TRAIN CHARGE TPW will assess a split train charge of \$3,000.00 per train to split within the listed “50-Car Unit Train Loader Groups”.</p>					

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ITEM 410.5	Commodity: Grains (STCC 01-XXX-XX)	Rates in dollars per car			
		1-44 cars	45+ cars	1-44 cars	45+ cars
		RR	RR	PVT	PVT
	Origin	Col 1	Col 2	Col 3	Col 4
	Illinois Stations:				
	Cruger	528	445	445	366
	Gridley	451	N/A	371	N/A
	Meadows	451	371	371	292
	Weston	451	371	371	292
	Fairbury	451	371	371	292
	Forrest	345	N/A	265	N/A
	Chatsworth	345	N/A	265	N/A
	Piper City	345	N/A	265	N/A
	La Hogue	345	N/A	265	N/A
	Crescent City	345	N/A	265	N/A
	Sheldon	387	307	307	228
	Indiana Stations:				
	Goodland	451	371	371	292
	Remington	451	371	371	292
	Wolcott	451	N/A	371	N/A
	Reynolds	451	N/A	371	N/A
	Destination: Gilman, IL (when for beyond on CN)				
<p>Note 1 – TZPR intermediate switch absorbed. Note 2 – 50-Car Unit Train Loader Groups</p> <ol style="list-style-type: none"> 1. Cruger, IL 2. Meadows, Weston & Fairbury, IL 3. Sheldon, IL 4. Goodland & Remington, IN <p>SPLIT TRAIN CHARGE TPW will assess a split train charge of \$3,000.00 per train to split within the listed “50-Car Unit Train Loader Groups”.</p>					

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ITEM 600(C)	EXPLANATION OF ABBREVIATIONS
------------------------------	-------------------------------------

BLOL	Bloomer Shippers Connecting Railroad Company
BNSF	Burlington Northern Santa Fe Railway
CERA	Central Railroad Company of Indianapolis
CN	Canadian National Railway
CSX	CSX Transportation
IAIS	Iowa Interstate Railroad, LTD.
IL	Illinois
IMRR	Illinois & Midland Railroad, Inc.
IN	Indiana
	Kankakee, Beaverville and Southern Railroad Company
KBSR	
LER	Logansport & Eel River Short-Line Co., Inc.
NEC	Not Elsewhere Classified
NS	Norfolk Southern
STCC	Standard Transportation Commodity Code
TZPR	Tazwell & Peoria Railway
UP	Union Pacific Railroad