Information about MINNESOTA’S RAILROADS

http://www.minnesotarailroads.com
MINNESOTA’S RAILROADS AT A GLANCE

Number of railroads 20
Total mileage (8th in the nation) 4,485
Total carloads carried 3,837,800
Total tons of freight carried 248,400,000
Employees (14th in the nation) 4,566
Total wages paid $361,300,000
Average wages per employee, and fringe benefits $113,270
Railroad retirees 14,518
Payments to retirees $297,600,000
Property taxes $42,136,000

Top commodities originated in state

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Carloads</th>
<th>Percent of State’s total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iron ore/taconite</td>
<td>631,800</td>
<td>57%</td>
</tr>
<tr>
<td>Farm products</td>
<td>141,800</td>
<td>15%</td>
</tr>
<tr>
<td>Food products</td>
<td>85,000</td>
<td>8%</td>
</tr>
<tr>
<td>Stone, sand, gravel</td>
<td>74,900</td>
<td>7%</td>
</tr>
<tr>
<td>Chemicals</td>
<td>32,900</td>
<td>3%</td>
</tr>
<tr>
<td>All other</td>
<td>204,800</td>
<td>8%</td>
</tr>
<tr>
<td>TOTAL (5th in the nation)</td>
<td>1,171,300</td>
<td></td>
</tr>
</tbody>
</table>

Top commodities terminated in state

<table>
<thead>
<tr>
<th>Commodity</th>
<th>Carloads</th>
<th>Percent of State’s total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Iron ore/taconite</td>
<td>509,200</td>
<td>55%</td>
</tr>
<tr>
<td>Coal</td>
<td>101,600</td>
<td>1%</td>
</tr>
<tr>
<td>Farm products</td>
<td>48,700</td>
<td>7%</td>
</tr>
<tr>
<td>Chemicals</td>
<td>41,600</td>
<td>6%</td>
</tr>
<tr>
<td>Stone, sand, gravel</td>
<td>25,900</td>
<td>3%</td>
</tr>
<tr>
<td>All other</td>
<td>240,400</td>
<td>12%</td>
</tr>
<tr>
<td>TOTAL (9th in the nation)</td>
<td>967,500</td>
<td></td>
</tr>
</tbody>
</table>

Source: Association of American Railroads for the year 2012

Cover photo: Rapid City, Pierre & Eastern Railroad, Inc., a subsidiary of Genesee & Wyoming Inc., began freight service on June 1, 2014 on 670 miles of former Dakota, Minnesota & Eastern Railroad track acquired from Canadian Pacific Railway. RCP&E operates between Tracy, Minnesota and the Black Hills of South Dakota.

Genesee & Wyoming photo by Robert M. Reynolds
INTRODUCTION

Minnesota’s Railroads — Contributing to the Economic Vitality of the State

Minnesota’s first train operated between St. Paul and St. Anthony (now Minneapolis) in 1862. Ever since then, railroads have helped the state grow by providing vital transportation services to its citizens and industries.

Railroads benefit the state in many ways by offering cost-effective and environmentally sound logistics options often sought by industries looking to locate or expand plants in the upper Midwest. Railroads are key commercial links for Minnesota farmers, the taconite industry, manufacturers, and other businesses. Since railroads are able to move goods at very competitive rates, they are able to hold down costs for shippers, fostering economic growth in Minnesota. For example, the cost of shipping agricultural products by rail is much less than the cost of shipping by truck. This helps farmers earn higher profits and lowers the costs of products for consumers.

Minnesota railroads provide a vital pathway for the movement of taconite pellets from plants on the Mesabi Iron Range to Lake Superior ports and inland steel mills. Minnesota originates three-fourths of the iron ore mined in America.

Each year, Minnesota’s railroads move thousands of containers of freight that otherwise would move by truck. Keeping freight on the rails, instead of roads, reduces pollution and highway damage — saving Minnesota taxpayers millions of dollars in highway maintenance costs.

Railroads are four times more fuel efficient than trucks. This helps conserve energy and reduce pollution. According to the U.S. Environmental Protection Agency, emissions from railroad locomotives are 75 percent less than trucks.

Railroads are here for the long haul in Minnesota. In 2015 alone, railroads will invest more than $500 million in the state to reduce congestion, improve service and increase safety. Unlike trucks, these physical improvements are paid for by the railroads—not taxpayers.

DID YOU KNOW ...

- Minnesota railroads rank first in the nation in the number of tons of iron ore originated and third in origination of farm products and food products.
- A railroad car typically handles three times more freight than the average large truck.
- Railroads are roughly four times more fuel efficient than trucks and reduce greenhouse gas emissions by 75 percent.
- According to the Federal Railroad Administration, railroads have increased fuel efficiency 99 percent since 1980—doubling their freight volume using the same amount of fuel.
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Canadian Pacific Railway 10-11
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RAILROADS:

Amtrak (National Railroad Passenger Corp.):
http://www.amtrak.com/about-amtrak

BNSF Railway:
http://www.bnsf.com

CN:
http://www.cn.ca

Canadian Pacific Railway:
http://www.cpr.ca

Minnesota Commercial:
http://www.mnnr.net

Minnesota Prairie Line:
http://www.tcwr.net/mpl

Minnesota Southern Railway
http://www.mnsouthernrail.com

Northern Lines Railway:
http://www.anacostia.com/nlr/nlr.html

Northern Plains Railroad:
http://www.nprail.com

North Shore Scenic Railroad:
http://www.northshorescenicrailroad.org

Otter Tail Valley Railroad:
http://www.gwrr.com

Progressive Rail:
http://www.progressiverail.com

Rapid City, Pierre & Eastern Railroad:
http://www.gwrr.com

Red River Valley & Western Railroad Company:
http://www.rrvw.net

Twin Cities & Western Railroad Company:
http://www.tcwr.net

Union Pacific Railroad:
http://www.uprr.com

RAILROAD ORGANIZATIONS/ASSOCIATIONS:

American Short Line and Regional RRAs Assn:
http://www.aslrra.org

Association of American Railroads:
https://www.aar.org/Pages/Home.aspx

Federal Railroad Administration:
http://www.fra.dot.gov

MN DOT, Off. of Freight, Railroads & Waterways:
http://www.dot.state.mn.us/aboutrail

MN Regional Railroads Association:
http://www.mnrailroads.com
MINNESOTA RAILROADS AND MILEAGE

In 2015, there are 20 railroad companies operating in Minnesota on 4,485 route miles of track. A total of 3,586 miles, or 81 percent of the mileage, is owned by the state’s Class I railroads.

Railroads are divided into three “classes” by the Surface Transportation Board (STB), which is the federal economic regulator of railroads. Based on 2013 statistics, Class I railroads are those that had annual operating revenue of $467.1 million or more.

Class II railroads have annual operating revenue between $37.4 million and $433.2 million. In addition, Minnesota has 14 Class III railroads, which have annual operating revenue of less than $37.4 million. “Regional railroads” are line-haul carriers operating at least 350 miles of road and/or earning revenue exceeding $40 million, but less than a Class I. Regional and short-line railroads generally are lighter-density lines that have been spun off by a Class I carrier.

While some of these smaller lines have existed independently for years, most were created in the 1980s following passage of the Staggers Act, which helped restore railroads to profitability by freeing them from overregulation.

All carrier-owned railroad track in Minnesota must comply with safety standards set forth by the Federal Railroad Administration and is subject to periodic inspections. About two-thirds of the track in the state is FRA Class 3 or 4, permitting freight trains to operate at speeds up to 40 and 60 mph, respectively. All railroad equipment must also comply with federal safety standards, including regular maintenance. In addition, railroad operating personnel must be familiar with FRA rules and regulations and successfully complete training on safety and operating rules. Locomotive engineers must be certified by the FRA in order to operate a locomotive and go through recertification every three years.

**Minnesota’s Railroads**

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Mileage owned in Minnesota</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Class I</strong></td>
<td></td>
</tr>
<tr>
<td>BNSF Railway (BNSF)</td>
<td>1,572</td>
</tr>
<tr>
<td>Canadian Pacific Railway (CP)</td>
<td>1,155</td>
</tr>
<tr>
<td>CN (Canadian National Railway)</td>
<td>424</td>
</tr>
<tr>
<td>Union Pacific Railroad (UP)</td>
<td>435</td>
</tr>
<tr>
<td>National Railroad Passenger Corp. (Amtrak)</td>
<td>0</td>
</tr>
<tr>
<td><strong>Class II</strong></td>
<td></td>
</tr>
<tr>
<td>Rapid City, Pierre &amp; Eastern Railroad (RCPE)</td>
<td>45</td>
</tr>
<tr>
<td><strong>Class III</strong></td>
<td></td>
</tr>
<tr>
<td>Twin Cities &amp; Western Railroad Co. (TCWR)</td>
<td>146</td>
</tr>
<tr>
<td>Minnesota Commercial Railway Co. (MNNR)</td>
<td>128</td>
</tr>
<tr>
<td>Minnesota Northern Railroad (MNN)</td>
<td>120</td>
</tr>
<tr>
<td>Minnesota Prairie Line Inc. (MPLI)</td>
<td>94</td>
</tr>
<tr>
<td>Progressive Rail Inc. (PGR)</td>
<td>80</td>
</tr>
<tr>
<td>Otter Tail Valley Railroad (OTVR)</td>
<td>71</td>
</tr>
<tr>
<td>Northern Plains Railroad (NPR)</td>
<td>45</td>
</tr>
<tr>
<td>Minnesota Southern Railroad Co. (MSWY)</td>
<td>42</td>
</tr>
<tr>
<td>St. Croix Valley Railroad (SCXY)</td>
<td>36</td>
</tr>
<tr>
<td>North Shore Scenic Railroad (NSSR)</td>
<td>25</td>
</tr>
<tr>
<td>(St. Louis &amp; Lake Counties Regional Rail Authority between Duluth and Two Harbors)</td>
<td></td>
</tr>
<tr>
<td>Northern Lines Railway, LLC (NLR)</td>
<td>17</td>
</tr>
<tr>
<td>Cloquet Terminal Railroad Co. (CTRR)</td>
<td>4</td>
</tr>
<tr>
<td>Minnesota, Dakota &amp; Western Ry. Co. (MDW)</td>
<td>4</td>
</tr>
<tr>
<td>Red River Valley &amp; Western Railroad (RRVVW)</td>
<td>2</td>
</tr>
</tbody>
</table>
Burlington Northern Santa Fe Corporation through its subsidiary, The BNSF Railway Company, operates one of the largest railroad networks in North America with 32,000 route miles serving 28 states and two Canadian provinces. BNSF covers the western two-thirds of the United States, stretching from major ports in the Pacific Northwest and Southern California to the Midwest, Southeast and Southwest, and from the Gulf of Mexico to Canada. BNSF was created on September 22, 1995, from the merger of Burlington Northern Inc. (parent company of Burlington Northern Railroad) and Santa Fe Pacific Corporation (parent company of the Atchison, Topeka and Santa Fe Railway). The company has more than 40,000 employees.

BNSF is the largest railroad in Minnesota and has 2,628 employees and 1,572 miles of track. The railroad is the largest transporter of grain by rail in North America, operating 33,000 grain cars.

BNSF originated 388,241 carloads of freight in Minnesota in 2013 with 278,178 carloads terminating in the state. Principal commodities originating in Minnesota included taconite, farm products, food products, pulp and paper, and chemicals. Commodities terminating in the state include coal, farm products, lumber, pulp and paper, chemicals and food products. BNSF trains also carry much of the United Parcel Service traffic in and out of the Twin Cities.

In 2014, BNSF embarked on a major program to expand its capacity along its northern corridor. In 2015, BNSF plans to spend $326 million in Minnesota to build additional tracks, install new signal systems, and build sidings, as well as replace and upgrade rail and cross ties.

In addition to money spent in Minnesota, other BNSF projects benefit the state and its shippers. For example, in the past ten years, BNSF has spent more than $1 billion just to acquire new covered hopper cars, which give Minnesota grain producers the benefits of shipping in more modern, higher capacity cars. Since 1996, BNSF has purchased more than 4,500 new locomotives, increasing the horsepower of the fleet and improving fuel efficiency.

BNSF’s largest predecessor, Burlington Northern, was formed on March 2, 1970 through the merger of the Burlington, Great Northern, Northern Pacific, and Spokane, Portland & Seattle railways. Both Great Northern and Northern Pacific had extensive rail networks in the state.

### BNSF in Minnesota

<table>
<thead>
<tr>
<th>Miles of track owned:</th>
<th>1,572</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employees:</td>
<td>2,628</td>
</tr>
<tr>
<td>Payroll:</td>
<td>$192 million</td>
</tr>
<tr>
<td>Rail Yards:</td>
<td>Dilworth, Minneapolis, St. Paul, Willmar</td>
</tr>
<tr>
<td>Intermodal Hub Centers:</td>
<td>Dilworth, St. Paul</td>
</tr>
<tr>
<td>Shops:</td>
<td>Brainerd, Dilworth, Minneapolis</td>
</tr>
<tr>
<td>Administrative offices:</td>
<td>St. Paul</td>
</tr>
</tbody>
</table>

BURLINGTON NORTHERN SANTA FE CORPORATION
2650 Lou Menk Drive, 2nd Floor
P.O. Box 96105, Fort Worth, TX 76161-0057

Contacts:
Brian J. Sweeney, State Government Affairs
325 Cedar St., Ste. 620
St. Paul, MN 55101

Customer Service
Industrial Development, Justin Pearson

Media Relations, Amy McBeth

Website: http://www.bnsf.com

Phone: (651) 298-2458
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Email: brian.sweeney@bnsf.com

Phone: 1-888-428-2673
Phone: (701) 566-1116
Email: justin.pearson@bnsf.com

Phone: (763) 782-3212
Email: amy.mcbeth@bnsf.com
CN operates approximately 20,000 route miles of line in the U.S. and Canada and is the only rail network that connects all three coasts: the Pacific, the Atlantic, and the Gulf of Mexico. CN has approximately 22,300 employees.

In November 1995, the CN became a publicly owned company with U.S. shareholders owning about two-thirds of the stock. CN acquired control of Illinois Central Corp. in July 1999. In October 2001, CN acquired Wisconsin Central Transportation Corporation. On May 10, 2004, CN acquired the Duluth, Missabe and Iron Range Railway from Great Lakes Transportation LLC. The Duluth, Winnipeg & Pacific Railway, which has been a CN subsidiary since 1912, was integrated into CN’s U.S. operations in the 1990s.

CN’s principal main line in Minnesota extends across the northeastern part of the state via the Duluth/Superior gateway, providing an essential link between Western Canada and the Midwest. Another CN main line connects the Twin Cities with central Wisconsin, Green Bay and Chicago. Other CN lines in the Upper Midwest serve Michigan’s Upper Peninsula and Sault Ste. Marie, Ontario.

The Duluth, Missabe and Iron Range was formed in 1938 when the Duluth, Missabe and Northern and the Duluth and Iron Range merged. With the acquisition of the DMI, CN has become the largest rail carrier of iron ore in North America.

Duluth, Winnipeg & Pacific started as a logging railroad serving mills in the Virginia area with predecessor companies dating back to 1901. The DWP was incorporated in 1912 under the control of the Canadian Northern, which had constructed the line south of Lake of the Woods through Minnesota in 1900 under its subsidiary Minnesota & Manitoba. Canadian Northern became part of CN in 1919, but its U.S. subsidiaries (Grand Trunk Western and the DWP) retained their separate identities into the 1990s.

Wisconsin Central’s roots go back more than a century to 1871, when the original Wisconsin Central Railway was formed. It was operated by the Soo Line (now Canadian Pacific) from 1909 until 1987, when it was acquired by WC.

The Cedar River Railroad was an Illinois Central subsidiary until mid-1999, when IC merged with CN. CEDR track extends north from CN’s Chicago-Omaha main line at Waterloo, Iowa to Glenville, Minn, near Albert Lea. Total mileage is 102, including 19 miles of track in Minnesota.

### CN in Minnesota

- **Miles of track owned:** 424
- **Employees:** 485
- **Principal commodities:** Iron ore, potash, energy commodities, wood, paper, intermodal
Canadian Pacific Railway Limited operates a 13,700-mile rail network linking the principal cities of Canada from Montreal to Vancouver, and the U.S. Midwest and Northeast. CP’s U.S. operations are conducted by its subsidiaries: Soo Line; Dakota, Minnesota & Eastern; and the Delaware and Hudson Railway. Alliances with other carriers extend CP’s market reach throughout the U.S. and into Mexico.

CP’s freight traffic generated revenues of C$6.6 billion in 2014 of which 42 percent came from bulk products such as grain, coal, sulfur and fertilizers. Carload shipments of industrial and consumer products, automotive and forest products accounted for 37 percent of CP’s revenues. The remaining 21 percent came from intermodal traffic moving in containers and trailers.

CP operates a fleet of 1,578 diesel-electric locomotives. Seventy percent are alternating current (“AC”) units, which are more fuel efficient and reliable and have superior hauling capacity. CP’s freight car fleet totals 45,700 cars.

CP owns and operates 1,155 miles of track in Minnesota with major classification yards at Minneapolis, St. Paul and Glenwood. CP also has major locomotive and freight car repair facilities in St. Paul, where shop capacity has been expanded several times.

CP has held a major stake in the Soo Line since 1888 and purchased full control of the railroad in 1990. The Soo Line operates 750 miles in Minnesota from the Mississippi River at La Crosse through the Twin Cities and north to North Dakota and Canada. Soo Line also accesses Duluth-Superior.

In October 2008, CP assumed control of the DM&E Railroad, which operated more than 2,500 route miles from Chicago west to Kansas City, Missouri and the Black Hills of South Dakota. On May 30, 2014, Genesee & Wyoming Inc. bought the west end of the DM&E, consisting of 670 miles of line from Tracy, Minnesota to South Dakota, Wyoming and Nebraska—operating as the Rapid City, Pierre & Eastern Railroad, Inc.

Although system operations are fully integrated with CP, Soo Line and DM&E remain as separate companies due to different laws, labor contracts and other unique characteristics in the U.S.

CP’s administrative departments, equipment maintenance, train dispatching and crew calling facilities are concentrated in Minnesota. The railway’s U.S. training facility for locomotive engineers and conductors is located in the Twin Cities and uses state-of-the-art simulators and other equipment to prepare and certify crews for their assignments.

CP operates an intermodal terminal in Minneapolis, loading highway trailers and international containers, which flow across the world to and from Minnesota. Adjacent to the intermodal site is a facility for transloading goods between trucks and freight cars. CP also operates a large distribution center for new and used automobiles at Cottage Grove, where hundreds of vehicles arrive by train and are transferred to highway auto carriers to take them to dealers across five states.

### CP in Minnesota

- **Miles of track owned:** 1,155
- **Operated under trackage rights:** 520
- **Employees:** 1,300
- **Locomotives (2014):** 1,578
- **Major employment locations:** Glenwood, Minneapolis, St. Paul, Thief River Falls
Union Pacific in Minnesota

- Union Pacific
- Trackage rights

IOWA

- MINNEAPOLIS
- St. Peter
- New Prague
- Belle Plaine
- Randolph
- Montgomery
- Buckingham
- Mankato
- Madison Center
- Le Sueur
- Belle Plaine
- St. Peter
- Northfield
- St. James
- Albert Lea
- Clarks Grove
- Owatonna

SOUTH DAKOTA

- Worthington
- Windom
- Le Sueur
- Ellendale
- Fairmount
- Trumbull
- Ellendale
- Winona
- La Crosse

ONTARIO

- Hibbing
- Virginia
- Superior

WISCONSIN

- Bayport
- Hudson
- Cambridge
- Shakopee
- Montgomery
- Northfield
- Faribault
- Owatonna

MANITOBA

- St. Paul
- South St. Paul
- Hudson
- Bayport
- Hibbing
- Superior
- International Falls

FARGO

- Grand Forks
- Moorhead

NORTH DAKOTA

- Little Falls
- Brainerd
- Grand Rapids

DULUTH

- Superior

IOWA

- To Sioux City
- To Mason City
Union Pacific Railroad (UP), a subsidiary of Union Pacific Corporation, operates in the western two-thirds of the United States. UP serves 23 states with 32,000 miles of track linking every major West Coast and Gulf Coast port.

Union Pacific traces its history back more than 150 years when it was created to build the first transcontinental railroad, which was completed on May 10, 1869. All of UP’s Minnesota trackage was part of the former Chicago and North Western Railway (C&NW), which was purchased by UP in 1995. The company employs more than 47,200 people.

Union Pacific owns and operates 646 miles of track in Minnesota, with 566 employees. In 2014, the company had a payroll of $50.8 million and made purchases in Minnesota totaling $400.5 million.

Union Pacific owns two busy rail corridors in the southern portion of Minnesota. The “Spine Line” runs south from the Twin Cities to Kansas City, Missouri. The other major corridor runs southwest from the Twin Cities through Mankato and Worthington to Sioux City, Iowa. This line has been extensively rebuilt with new ties, ballast and welded rail since it was acquired from the C&NW. UP also has trackage rights over the BNSF Railway from the Twin Cities to Duluth.

The transportation and engineering departments that oversee the track territory in Minnesota, northern Iowa and Wisconsin are part of the “Twin Cities Service Unit,” which is based in St. Paul. In 2014, Union Pacific spent $55.1 million on capital improvements to its Minnesota lines. UP’s 66,218 freight cars and 8,463 locomotives benefit the state.

In 2014, UP originated 185,016 carloads of freight in Minnesota with 83,166 carloads terminating in the state. Principal commodities handled by the Union Pacific in Minnesota include coal, talc, agricultural products, automobiles and sand. UP serves unit train shippers in prime corn and soybean areas including flour mills, malt houses, soybean processors and many rail-to-river transfer stations. Also, UP serves the ethanol market in southern Minnesota.

The railroad’s top customers in Minnesota are Xcel Energy and Unimin. Unimin is the largest producer of industrial sand in the U.S. Its twin sand plants at Kasota and Ottawa (both served by UP) represent the largest production facilities for frac sand in the nation. Inbound shipments of Mazda, Mitsubishi and Toyota automobiles are handled at the railroad’s Drake Street ramp in St. Paul.
The Cloquet Terminal Railroad Company (CTRR), a subsidiary of Sappi Fine Paper North America, owns four miles of track in the city of Cloquet. The railroad has running rights on about 20 miles of yard track in Cloquet, and interchanges traffic with the BNSF Railway and Canadian Pacific.

The railroad has 23 full-time employees. The company owns four locomotives: three diesel-electric units and one 2,000-h.p. hybrid unit.

Cloquet Terminal’s major shipper is Sappi. The railroad also serves the United States Gypsum (USG) factory in Cloquet, which makes ceiling tiles and Specialty Minerals Inc. (SMI). CTRR handles approximately 6,000 cars per year.

CTRR in Minnesota
- Miles of track owned: 4
- Employees: 23
- Locomotives: 4
- Total carloads: 6,000
- Principal commodities: Logs, paper products and pulp
- Administrative offices: Cloquet

CLOQUET TERMINAL RAILROAD COMPANY INC.
2201 Avenue B
P.O. Box 511
Cloquet, MN 55720
Contact: Bruce Baker, General Manager

Phone: (218) 878-0604
Mobile: (218) 391-6667
FAX: (218) 879-6558
Email: Bruce.Baker@cloquet-trc.com

Miles of track owned: 4
Employees: 23
Locomotives: 4
Total carloads: 6,000
Principal commodities: Logs, paper products and pulp
Administrative offices: Cloquet
The Minnesota Commercial Railway (MNNR) owns or leases 128 miles of track (plus rights to operate on 20 miles of other railroads) in Anoka, Hennepin, Ramsey and Washington counties. Minnesota Commercial connects with all Twin Cities railroads.

MNNR extends the railroad’s economic benefits to non-rail served customers through truck-rail transload programs. Its Commercial Transload subsidiary provides a 60,000 sq. ft. warehouse that specializes in handling heavy steel and other materials. CTM Trucklines, Inc. is licensed by the U.S. DOT and operates 18 trucks handling steel, lumber, heavy equipment and other commodities. A warehouse, transload facility and team track in Fridley offer reload services for much of the metro area.

The railroad serves a total of ten Minnesota communities with a main line extending from St. Paul into the northern suburbs of Anoka County and east to Bayport and Hugo. Minnesota Commercial trains also use BNSF, Canadian Pacific, and Union Pacific tracks to reach other carriers’ yards in Minneapolis and St. Paul for interchange. Amtrak trains travel over the Minnesota Commercial to reach the St. Paul Union Depot. In addition, MNNR services Amtrak trains.

The railroad serves 82 customers, including seven grain elevators and two flour mills in the Twin Cities. Other major customers include: RockTenn, Andersen Window, Rather, Saab, Weekes Forest Products, Murphy Warehouse and the Hugo and Roseville industrial parks.

The Minnesota Commercial began operations in 1987 when it acquired the Minnesota Transfer Railway Company—at the time handling only 8,000 revenue units. In 2014, the Minnesota Commercial handled 53,200 revenue units. In the past four years, Minnesota Commercial has spent about $9.5 million for capital improvements.

The Minnesota Transfer Railway was incorporated in 1883 as a switching line and was owned by the major railroads in the Twin Cities area. Rail lines operated today by Minnesota Commercial include those acquired from the old Minnesota Transfer in 1987, plus lines from other Class I carriers.
The Minnesota, Dakota & Western Railway (MD&W) serves a vital role in northern Minnesota’s papermaking industry by providing rail service to paper mills in International Falls, Minn. and Fort Frances, Ontario.

The railway switches pulpwood, chemicals and other raw materials used in the papermaking process and removes the finished paper products for interchange with the CN. The MD&W has a fleet of 2,000 freight cars, which helps assure prompt, cost-effective rail service for Boise Inc.—the largest employer in Koochiching County and the owner of the railway. Boise was acquired by Packaging Corporation of America in October 2013.

Minnesota, Dakota & Western consists of four route miles of track and four locomotives. A modern car and locomotive shop has been constructed by the railway at International Falls. All track and equipment is operated and maintained locally by a work force of 30 employees. MD&W invests $200,000 annually to improve track, machinery and vehicles. The company handles about 10,000 carloads annually, mostly related to paper or paper products. Along with its rail operation, the MD&W operates an Intermodal Hub Center with CN to transport paper shipments from International Falls, Fort Frances and Kenora.

The Minnesota, Dakota & Western dates to August 15, 1910 and is one of the last vestiges of Minnesota’s once vast logging railroad system. Its predecessor, the International Bridge & Terminal Company, was incorporated in 1906.

---

**MD&W in Minnesota**

- **Miles of track owned:** 4
- **Employees:** 21
- **Revenue units:** 10,000
- **Commodities carried:** Wood pulp, pulpwood, chemicals, other raw materials and finished paper products
- **Number of freight cars:** 2,000
- **Number of locomotives:** 4
- **Payroll:** $1,200,000

Headquarters, rail yard, shops: International Falls

---

**ONTARIO**

- **CN to Winnipeg**
- **Ft. Frances**
- **Ranier Falls Jct.**
- **International Falls**
- **CN/BNSF to Duluth-Superior**

---

**BOiSE**

MD&W Railway

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**KOOCHICHING**
The Minnesota Northern Railroad Company (MNN) was formed in December 1996 when the company purchased 204 miles of track from the BNSF Railway. Lines extend from Crookston north to Roseau and St. Hilaire, south from Crookston to Shelly and east to Tilden Junction. Minnesota Northern also serves the “Wilds” industrial yard in the southwest corner of Crookston.

Minnesota Northern connects with BNSF at Crookston and CP at Thief River Falls. Total mileage owned and operated is 197, including trackage rights over other railroads.

Based in Crookston, Minnesota Northern has 16 employees and handles approximately 11,000 carloads annually. Principal commodities carried are grain, seeds, sugar and sugar by-products, aggregates, coal, feeds and fertilizers.

The company has eight locomotives; freight cars are supplied by BNSF or CP and MNN owns ten grain hopper cars. Minnesota Northern grain customers can reach markets throughout North America, via MNN’s connections with BNSF and CP.
Minnesota Prairie Line Inc. (MPL) is a wholly owned subsidiary of the Twin Cities & Western Railroad, based in Glencoe, Minnesota.

MPL operates 94 miles of track owned by the Minnesota Valley Regional Railroad Authority (MVRRA) between Norwood and Hanley Falls, Minnesota. MPL works in partnership with the MVRRA and the communities it serves to enhance rural economic development.

Restoration started in April 2002 and MPL began operations in October 2002. Since then, rail traffic has increased year after year. Annual track upgrades permitted track speeds to increase to 25 mph in December 2012 from Winthrop east to Norwood.

Prior to MPL, the rail line was operated by a series of short lines following abandonment by the Chicago and North Western in 1980. The line was originally part of the Minneapolis & St. Louis Railway’s line to the Missouri River.

**MPL in Minnesota**

<table>
<thead>
<tr>
<th>Miles of track operated:</th>
<th>94</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total carloads:</td>
<td>More than 5,000</td>
</tr>
<tr>
<td>Commodities:</td>
<td>Grains, fertilizer, DDGs, salt, canned vegetables, ethanol, butter, magnesium chloride</td>
</tr>
<tr>
<td>Headquarters:</td>
<td>Glencoe</td>
</tr>
<tr>
<td>Maintenance shops:</td>
<td>Glencoe, Morton</td>
</tr>
</tbody>
</table>
The Minnesota Southern Railway (MSWY) operates freight service on 42 miles of track from a connection with the Union Pacific at Agate (south of Worthington) to a connection with the BNSF Railway at Manley.

Minnesota Southern is based in Luverne and employs seven people. The railroad operates in Nobles and Rock counties and serves seven Minnesota communities. Principal commodities carried include animal feed, corn oil, ethanol, fertilizer, lumber, and rebar. Minnesota Southern handles approximately 600 carloads annually, which helps keep more than 2,000 trucks off the highways.

The railroad opened a 10-acre truck/rail transload facility at Luverne in 2012 to handle corn oil and construction materials. Unused trackage provides seasonal storage for up to 500 freight cars.

In 2014, MSWY doubled its locomotive fleet by acquiring two 3,000-h.p. SD40-2 locomotives. For the last five years, the railroad has focused on right-of-way improvements installing new ties and rock ballast to strengthen the track structure.

The company was founded in November 2001 and is privately owned. The track is owned by a regional rail authority, and is operated by Minnesota Southern under a 20-year lease agreement. The line from Agate to Manley once belonged to the Chicago, St. Paul, Minneapolis & Omaha Railway (later part of the Chicago and North Western) and was part of a branch line from Worthington to Sioux Falls, S.D.
Northern Lines Railway (NLR) began operations on April 23, 2005 and currently operates on 17 miles of track leased from BNSF Railway in St. Cloud, Minn., with branch lines extending to Collegeville and Rockville, Minnesota.

NLR connects with BNSF at St. Cloud and handles approximately 10,000 carloads annually, providing daily switching service to major customers including Archer Daniels Midland, Borgert Products, Inc., CHS, Cold Spring Granite, Electrolux, Maiers Transport & Warehousing, American Iron, Knife River Corp., Manion’s Wholesale Building Supply, Mathew Hall Lumber, Northern Metals, Quad Graphics, Martin Marietta, RockTenn and Wenner Gas Co. In addition, NLR offers multiple transload locations for customers lacking a rail siding.

Since beginning operations in 2005, NLR has completed tie replacement projects on the Collegeville and Rockville spurs and constructed about 1.5 miles of main track to facilitate a new road in Waite Park. In 2014, Wenner Gas and CHS expanded the Rockville Propane Terminal into one of the largest transfer facilities in the U.S., handling more than 1,000 carloads annually.

Northern Lines Railway has three locomotives and a wide range of freight cars are supplied by BNSF.

NLR is a member of the Anacostia & Pacific Company, Inc. (www.anacostia.com), a transportation and development firm based in Chicago and New York, which has developed eight new railroads since it was formed in 1985.

At one time, NLR’s lines were operated by the Great Northern Railway, which was merged into Burlington Northern when it was created in 1970.
The Northern Plains Railroad was formed in January 1997 when the company leased 388 miles of branch lines in Minnesota and North Dakota from Canadian Pacific Railway (CP). Lines extend west from Thief River Falls to Devils Lake, North Dakota and run north and west from Fordville, North Dakota to a connection with the CP at Kenmare, North Dakota. Northern Plains also connects with CP at Thief River Falls.

Based in Fordville, Northern Plains has 75 employees and serves 40 communities, including six in Minnesota.

The company has 25 locomotives and 60 freight cars. A majority of freight cars are supplied by CP. Northern Plains grain customers can reach all grain markets through NPR’s connections with CP.

Northern Plains Rail Services, a NPR affiliate, performs running repairs, contract maintenance services, and painting for locomotives and freight cars at its shops located in Erskine, Minnesota and Fordville. NPRS is a M1003 AAR certified shop. In addition, NPRS constructs and maintains tracks on a contract basis. NPRS services locomotives on a contract basis as well.

Northern Plains was named 2010 Regional Railroad of the Year by Railway Age magazine.

Northern Plains
Miles of track: 348 (45 miles in Minnesota)
Employees: 75
Total carloads: 20,000
Locomotives: 25
Freight cars: 60
Principal commodities: Small grains, aggregates, frac sand and fertilizer
Administrative offices: Fordville, N.D.
Otter Tail Valley Railroad Company (OTVR) operates 71 miles of former Burlington Northern (now BNSF) trackage between Fergus Falls and Moorhead/Dilworth, Minn. Branch lines extend from Fergus Falls to French and Hoot Lake, plus a five-mile branch from Barnesville to Downer. OTVR also serves the Moorhead McCara Industrial Park. There are six communities served by the Otter Tail Valley Railroad.

Otter Tail Valley was formed in 1986 and is one of 120 freight railroads owned by Genesee & Wyoming. RailAmerica, Inc. purchased the railroad in September 1996 from its owners, Anacostia & Pacific Company, Inc. Genesee & Wyoming Inc. acquired RailAmerica on October 1, 2012.

Principal commodities transported by Otter Tail Valley are grain, coal and ethanol. The railroad is locally managed. OTVR owns three 2,000-to-3,000 h.p. diesel locomotives. Freight cars are supplied through BNSF Railway, or are customer leased/owned. OTVR interchanges traffic with BNSF at Dilworth yard, just east of Moorhead.

The line now operated by OTVR was once part of the Great Northern Railway’s main line between St. Cloud and Fargo/Moorhead. Great Northern merged into Burlington Northern when it was created in 1970 and now operates as BNSF Railway.

<table>
<thead>
<tr>
<th>Otter Tail Valley in Minnesota</th>
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</thead>
<tbody>
<tr>
<td>Miles of track owned:</td>
</tr>
<tr>
<td>Employees:</td>
</tr>
<tr>
<td>Locomotives:</td>
</tr>
<tr>
<td>Principal commodities:</td>
</tr>
<tr>
<td>Administrative offices:</td>
</tr>
</tbody>
</table>

The line now operated by OTVR was once part of the Great Northern Railway’s main line between St. Cloud and Fargo/Moorhead. Great Northern merged into Burlington Northern when it was created in 1970 and now operates as BNSF Railway.
Progressive Rail Incorporated is a contract rail carrier that operates nearly 80 miles of line on behalf of the Canadian Pacific and Union Pacific railroads in the greater Twin Cities area, including operations to Cannon Falls, Northfield, Lakeville and Faribault, Minn. Administration offices are located in Lakeville.

The railroad has 130 full-time employees and owns or leases 11 diesel-electric locomotives.

Progressive Rail began operations on September 25, 1996 in Airlake Industrial Park in Lakeville, formerly operated by the Canadian Pacific Railway. In February 2001, Progressive Rail leased nine miles of track from CP, known as the Dan Patch Line, from Bloomington to south Minneapolis.

In March 2004, in partnership with the Union Pacific, PGR acquired the former Cannon Falls subdivision and operations to Faribault, Minn. This expansion provides PGR with access to over 450 acres of rail-served industrial development property. In May 2004, PGR assumed operations of Canadian Pacific’s yard in Northfield, Minnesota, tying into its current Airlake Industrial Park operation and the Rosemount to Eagandle industrial spur.

Progressive Rail also offers transloading services, which allows customers to transfer cargo from rail to truck. In addition, PGR can provide temporary storage of materials in heated, 110,000 sq. ft. warehouses in Lakeville and Bloomington.

### Progressive Rail in Minnesota

- **Miles of track owned and operated:** 80
- **Employees:** 134
- **Locomotives:** 9
- **Total carloads:** 13,000
- **Principal commodities:** Forest products, cement/flyash, pipe, paper, plastics, canned goods, chemicals, building products, salt
- **Administrative offices:** Lakeville
The Rapid City, Pierre & Eastern Railroad operates 670 route miles of track in four states extending from Tracy, Minnesota to Rapid City, South Dakota, north to Colony, Wyoming, south to Dakota Jct., Nebraska, as well as trackage from Dakota Junction to Crawford, Nebraska.

RCP&E, a subsidiary of Genesee & Wyoming Inc., began freight service on June 1, 2014 on former Dakota, Minnesota & Eastern Railroad track acquired May 30, 2014 from Canadian Pacific Railway.

Based in Rapid City, RCP&E has 183 employees; most were hired from the DM&E.

RCP&E connects with BNSF, Canadian Pacific and Union Pacific and handles more than 60,000 carloads annually. Mechanical shops are located in Huron and Rapid City, South Dakota.

The original line from Tracy to the South Dakota state line was built in 1879 by the Chicago & Dakota Railway, a predecessor of the Chicago and North Western. The line was completed to Rapid City in 1907.

Dakota, Minnesota & Eastern bought this and other trackage in 1986, which was subsequently acquired by Canadian Pacific on October 30, 2008.

Genesee & Wyoming Inc., based in Darien, Connecticut, owns or leases 113 freight railroads in 41 states and four Canadian provinces with more than 13,000 track miles.

## RCP&E In Minnesota

<table>
<thead>
<tr>
<th>Miles of track owned:</th>
<th>670 (45 in Minnesota)</th>
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<tbody>
<tr>
<td>Employees:</td>
<td>183</td>
</tr>
<tr>
<td>Locomotives:</td>
<td>53</td>
</tr>
<tr>
<td>Annual carloads:</td>
<td>More than 60,000</td>
</tr>
<tr>
<td>Rail yard in Minnesota:</td>
<td>Tracy</td>
</tr>
<tr>
<td>Commodities:</td>
<td>Grain, bentonite clay, ethanol, fertilizer, and other products</td>
</tr>
</tbody>
</table>

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**RCP&E**

- **246 Founders Park Drive, Suite 202**
- **Rapid City, SD 57701**
- **Phone:** (605) 877-3699
- **FAX:** (605) 341-3703
- **Website:** [http://www.gwrr.com](http://www.gwrr.com)
- **Contacts:**
  - **Brad Ovitt,** President
  - **Todd Bjornstad,** General Manager
  - **Alicia Martin,** Asst. VP Sales & Marketing

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The Red River Valley & Western Railroad Company (RRVW) began operations on July 19, 1987 over track acquired from Burlington Northern Railroad (now BNSF). Since then, RRVW has tripled its freight volume and has moved nearly one million carloads of freight for customers. RRVW employs about 100 people, up from 45 at start-up.

RRVW owns or operates on 576 route miles of track (31 miles in Minnesota, including trackage rights). It is one of the larger of the approximately 550 regional and short line railroads operating in the United States. RRVW was named 2005 Regional Railroad of the Year by Railway Age.

RRVW presently has about 75 customers in Minnesota and North Dakota. The railroad serves some 40 grain elevators (including two shuttle facilities in Breckenridge), which generate more than 50 percent of the traffic. The railroad’s locomotive shops and a large marshaling yard are located in Breckenridge, Minnesota, while administrative offices are located across the Red River in Wahpeton, North Dakota.

In mid-2009, RRVW dedicated a new two-track, 19,200 sq.ft. freight car repair facility in Breckenridge to handle running and contract repairs for the railroad and customers. Specialized equipment includes an automated washer for cleaning tank cars.

Since 1987, more than $28 million has been allocated for capital projects. In 2015, RRVW plans to spend an additional $14 million to replace 37 miles of track with heavier rail—the largest capital project to date. More than 100 miles of track are surfaced each year for smoother operation.

RRVW in Minnesota

Miles of track owned: 440 (2 in Minnesota)
Employees: 100
Total carloads (2014): 56,940
Locomotives: 15
Commodities: Grain, sugar, corn syrup, aggregates, lumber, plastic, fertilizer, petroleum products, coal, steel, farm machinery, ag processing by-products
Administrative offices: Wahpeton, N.D.
Operations and car repair facility: Breckenridge
ST. CROIX VALLEY RAILROAD

175 West 4th Street
P.O. Box 563 (mailing address)
Rush City, MN 55069

Contacts:
Monique Hollands, Manager of Administration
Jason Bierwerth, Manager of Operations
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Phone: 1-888-200-0415
Phone: (218) 281-1750
FAX: (320) 358-0383
Email: mnn@rrv.net
Email: mnnjb@rrv.net
Email: mnnll@rrv.net

The St. Croix Valley Railroad owns and operates 36 miles of former BNSF Railway trackage from Hinckley to North Branch. Interchange is made with BNSF at Hinckley.

St. Croix Valley has five employees and serves three communities: North Branch, Pine City and Rush City. The railroad is operated as a subsidiary of Minnesota Northern Railroad Co. (MNN). SCXY was purchased from BNSF in September 1997.

Principal commodities carried include grain, flour, and fertilizers. The railroad handles approximately 7,000 carloads annually and is locally managed. The railroad owns four locomotives; all freight cars are supplied by BNSF.

The line from Hinckley to North Branch once belonged to the Northern Pacific Railway and was part of its main line from Duluth to St. Paul.

St. Croix Valley in Minnesota

Miles of track owned: 36
Employees: 5
Annual carloads: 7,000
Principal commodities: Grain, flour, fertilizers and frac sand
Locomotives: 4
Headquarters, rail yards, shops: Rush City
The Twin Cities and Western Railroad (TC&W) operates 229 miles of track and serves some of Minnesota’s most productive agricultural counties. TC&W shipments consist primarily of agricultural products. The railroad also provides a truck/rail transload service at Montevideo and Glencoe, Minnesota and rail car storage services.

Operations began on July 27, 1991 between Minneapolis-St. Paul and Milbank, South Dakota over what was formerly known as the “Ortonville Line,” operated by the Soo Line (now Canadian Pacific). Previously, it was part of the former Milwaukee Road’s main line to the Pacific Northwest. Track was constructed in the 1870s by the Hastings & Dakota Railway.

TC&W interchanges in the Twin Cities with BNSF, Canadian Pacific, CN, Minnesota Commercial and Union Pacific. TC&W serves Minnesota River terminals at Savage and can also access all other major river terminals via its connecting rail carriers.

TC&W has about 80 employees, most of them working out of the Glencoe terminal.

Subsidiaries include Minnesota Prairie Line, Inc. and Sisseton Milbank Railroad Company.
Amtrak’s long-distance, Chicago to Seattle, Wash. and Portland, Ore., *Empire Builder* passenger train operates over 373 miles of BNSF Railway, Canadian Pacific Railway and Minnesota Commercial Railway trackage in Minnesota. The *Empire Builder* operates daily serving Winona, Red Wing, St. Paul-Minneapolis, St. Cloud, Staples and Detroit Lakes.

One of the most popular long-distance passenger trains in America, the *Empire Builder* carried a total of 142,262 passengers to and from Minnesota stations in FY 2014.

Amtrak has more than 20,000 employees including 43 in Minnesota. Payroll in the state in FY 2014 was approximately $4.0 million. In the same period, Amtrak spent $24.8 million for goods and services in the state. Minnesota is in Amtrak’s Central Division, which is based in Chicago.

Amtrak returned passenger train service to St. Paul Union Depot on May 7, 2014. Union Depot and the track within the 33-acre property are owned by the Ramsey County Regional Railroad Authority.

Headquartered in Washington, D.C., Amtrak provides passenger rail service over a nationwide network of 21,000 route miles connecting 46 states, the District of Columbia, and three Canadian provinces. In FY 2013, Amtrak carried a record 31.6 million passengers on more than 300 daily trains.

In 2015, Amtrak completed an analysis for the Minnesota and Wisconsin Departments of Transportation for potential ridership, revenue and operating costs for a second daily, state-supported round-trip between Chicago and St. Paul-Minneapolis, using the same route as the *Empire Builder*, and possibly extending service to St. Cloud.

The North Shore Scenic Railroad provides tourist passenger service during the summer and fall months between Duluth and Two Harbors, 25 miles. The track is owned by the St. Louis & Lake Counties Regional Rail Authority, which purchased the track from the Duluth, Missabe & Iron Range Railway. The railroad is operated under contract by the Lake Superior Railroad Museum of Duluth.