

Information about

MINNESOTA'S RAILROADS

2021-2022



PHOTO BY JULIE CHALICH



**MINNESOTA
REGIONAL
RAILROADS
ASSOCIATION**

<http://www.mnrailroads.com>

MINNESOTA'S RAILROADS AT A GLANCE

Number of railroads	21
Total mileage	4,274
Total carloads carried	2,077,900
Total tons of freight carried	238,600,000
Employees	4,281
Total wages and fringe benefits paid	\$550,707,840
Average wages and fringe benefits per employee	\$122,140
Railroad retirees	12,900
Payments to retirees	\$330,500,000
Property taxes	\$68,296,800

	Tons (million)	Percent of State's total
Top commodities originated in state		
Iron ore/taconite	52.4	48%
Farm products including grain	12.2	15%
Food products	7.9	8%
Nonmetallic Minerals	6.0	6%
Chemicals	3.5	4%
Other	6.5	19%
TOTAL	88.6	

Top commodities terminated in state		
Iron ore/taconite	39.6	53 %
Coal	11.4	10%
Chemicals	3.6	4%
Farm products	3.5	4%
Nonmetallic Minerals	3.0	3%
Other	8.6	26%
TOTAL	69.7	

Sources: Association of American Railroads for the year 2019 and U.S. Surface Transportation Board, State of Minnesota: Department of Transportation, Department of Revenue.

Cover photo:

Northern Plains Railroad was formed in 1997 when it leased 348 route miles of Canadian Pacific track from Thief River Falls, Minn. to Devils Lake, N.D., plus a branch line in North Dakota between Russell and a connection with CP at Kenmare. Principal commodities include grain, aggregates, oil seeds, frac sand and fertilizer. Northern Plains Rail Services, a NPR affiliate, operates freight car and locomotive repair facilities in Erskine, Minn. and Grand Forks, Fordville and Lansford, N.D.

Photo by Julie Chalich

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This information directory on Minnesota's railroads is in the form of an Adobe Acrobat® PDF document.



INTRODUCTION

MINNESOTA'S RAILROADS — *Cleaner, safer than trucks*

Because railroad steel wheels on steel rail are so much more efficient, trains can move freight with up to 75 percent less fuel and emit ten times lower greenhouse gas emissions, compared to truck freight haulers.

According to a 2021 report by the United States Environmental Protection Agency¹, nearly 83 percent of greenhouse gas emissions produced by transportation sources come from passenger cars and freight/light duty trucks, of which motor carriers account for 23 percent. Railroads, by comparison, emit only 2.1 percent or one-tenth that of trucks.

Customers save money

Railroads' lower shipping costs help make Minnesota farmers, miners, and manufacturers more competitive and able to reach customers farther across the nation and around the world.

In 2019, Minnesota was fourth in the United States loading outbound rail shipments. Currently, railroads handle 25 percent of Minnesota's freight. Taconite and iron ore totaled 52.4 million tons—about 89 percent of the U.S. total. The state's shipments of food products in 2019 totaled 7.9 million tons and ranked third in the nation, after Iowa and Illinois. Minnesota's grain shipments of 12.2 million tons ranked fifth after Illinois, Nebraska, North Dakota and Kansas.

Spending for the future

Minnesota railroads are investing in the future by increasing capacity with more tracks and passing sidings, adding freight cars that can carry heavier loads, and using more powerful locomotives with lower emissions. In addition, Minnesota railroads have a new guidance system called Positive Train

Control—helping to assure that train movements are safer and more reliable.

In 2020, Minnesota's railroads budgeted approximately \$200 million upgrading track, bridges and equipment. Railroads nationally spend six times more on capital expenditures as a percentage of revenue than the average U.S. manufacturer.

Minnesota railroaders benefit too. On average, employees are paid \$122,140 in wages and benefits.

Railroads pay taxes

Minnesota taxpayers benefit from railroads. Unlike publicly supported highways, airports, locks and dams, railroads pay for and maintain their own tracks, bridges and train control systems. Keeping freight on the rails, instead of roads, reduces highway damage.

Railroads also pay property taxes. In 2020, Minnesota's railroads paid \$68.3 million to the Minnesota Department of Revenue—money that helps support local schools and government.

Freight railroads are safer

Freight railroads are safer

Freight railroads are 42 times safer than large trucks. Referring to U.S. Department of Transportation sources, in 2018, there were 151,000 injuries in crashes involving large trucks, versus 3,554 injuries related to rail freight.

Railroad operations in Minnesota are the safest on record. According to the Federal Railroad Administration, from 2012 to 2020, total train accidents annually have declined from 44 to 28 or 36.4 percent. Track-related accidents are down 73.3 percent. During the same period, only five freight cars involved in accidents released hazardous material.

Minnesota's Railroads provides background information about the railroad companies that operate in the state. Included are maps showing communities they serve, key personnel at each company, and a list of major commodities they carry.

¹ United States Environmental Protection Agency (2021). Inventory of U.S. Greenhouse Gas Emissions and Sinks Report, 1990 – 2019: Retrieved from: <https://www.epa.gov/sites/production/files/2021-04/documents/us-ghg-inventory-2021-main-text.pdf>



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WEBSITES OF MINNESOTA RAILROADS

RAILROADS:

Amtrak (National Railroad Passenger Corp.):
<http://Amtrak.com>

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

CN:
<http://www.cn.ca>

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

Ellis & Eastern Company
<http://www.ellisandeastern.com/>

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

Minnesota Prairie Line:
<https://tcwr.net/about/minnesota-prairie-line-mpl/>

Northern Lines Railway:
<http://www.anacostia.com/railroads/nlr>

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

North Shore Scenic Railroad:
<https://duluthtrains.com/>

Otter Tail Valley Railroad:
<http://www.gwrr.com/otvr>

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

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

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 RRs Assn:
<http://www.aslrra.org>

Association of American Railroads:
<https://www.aar.org/>

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 2021, there are 21 railroads operating in Minnesota on 4,274 route miles of track.

Railroads are divided into three “classes” by the Surface Transportation Board (STB), which is the federal economic regulator of railroads. Based on 2019 statistics, Class I railroads are those that had annual operating revenue of \$504.8 million or more. A total of 3,417 miles, or 80 percent of the mileage, is owned by the state’s Class I railroads.

Class II railroads have annual operating revenue between \$40.4 million and \$504.8 million. In addition, Minnesota has 13 Class III railroads, which have annual operating revenue of less than \$40.4 million.

Some of these are referred to as “Regional Railroads.” They are line-haul carriers operating at least 350 miles of road and/or earning revenue exceeding \$40.4 million, but less than a Class I.

Regional and short-line railroads generally are lighter-density lines that have been spun off by Class I carriers in the 1980s following passage of the Fed-

eral Stagers Act. This legislation ended most of the economic regulation on the rail industry. While some of these smaller lines have existed independently for years, most were created when Stagers facilitated sale of unprofitable and redundant lines as a result of mergers.

All carrier-owned railroad track in Minnesota must comply with safety standards set forth by the Federal Railroad Administration and is subject to regular 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. Railroad engineers must be certified by the FRA in order to operate a locomotive and go through recertification every three years.

Minnesota’s Railroads

Railroad	Mileage owned in Minnesota
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Class I¹

BNSF Railway (BNSF)	1,490
Canadian Pacific (CP)	1,132
Union Pacific Railroad (UP)	418
CN (Canadian National Railway)	377
National Railroad Passenger Corp. (Amtrak)	0

Class II

Rapid City, Pierre & Eastern Railroad (RCPE)	43
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Class III

Twin Cities & Western Railroad Co. (TCWR)	146
Minnesota Commercial Railway Co. (MNCR)	128
Minnesota Northern Railroad (MNN)	120
Minnesota Prairie Line Inc. (MPLI)	94

¹ As reported by Class I railroads to U.S. Surface Transportation Board for 2020.

Otter Tail Valley Railroad (OTVR)	81
Northern Plains Railroad (NPR)	45
Ellis & Eastern Company (EE)	42
St. Croix Valley Railroad (SCXY)	36
Progressive Rail Inc. (PGR)	22
Northern Lines Railway, LLC (NLR)	17
Cloquet Terminal Railroad Co. (CTRR)	4
Minnesota, Dakota & Western Ry. Co. (MDW)	4
Red River Valley & Western Railroad (RRVW)	3

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Northshore Mining (NSMX) <i>(Privately owned by Cleveland-Cliffs Inc.)</i>	47
North Shore Scenic Railroad (NSSR) <i>(St. Louis & Lake Counties Regional Rail Authority between Duluth and Two Harbors)</i>	25



'PTC' IS MAKING RAILROADS SAFER, MORE TO COME

BY KEVIN P. KEEFE

The installation of Positive Train Control (PTC) has been an industrywide achievement of historic proportion. Simply put, PTC's satellite GPS, data radio networks and cell communications now provide continuous streams of data so trains operate safer and more reliably on tracks carrying passengers and certain hazardous materials.

What PTC does and doesn't do

Positive Train Control is intended to prevent accidents caused primarily by human error such as:

- Train-to-train collisions,
- Derailments due to overspeed,
- Unauthorized movements where track workers are present, and
- Movement through a track switch that is misaligned.

PTC can't prevent people from trespassing or going around gates—the chief causes of rail-related deaths on all railroads in 2020 (529 trespasser and 197 highway crossing deaths, versus 11 employee and two passenger deaths).

National statistics indicate that railroads have made great progress in reducing collisions, with PTC recently getting its share of the credit. The Federal Railroad Administration (FRA) reports that mainline collisions fell from a total of 79 in 2005 to 38 in 2012. In 2020, there were 17.

Since a federal mandate was approved in 2008, Class I railroads have spent approximately \$10 billion for PTC software, equipment and training. In December 2020, the FRA reported that approximately 58,000 route miles (about one-third) of all mainline track in the U.S. has been equipped with PTC. This includes 1,600 miles in Minnesota.

"It's a good news story," said former FRA Administrator Ron Batory. "With or without PTC, railroad operating practices have come a long way. The numbers speak for themselves. And now that we have PTC, we have further risk reduction."

A key achievement of PTC is interoperability, which allows any PTC-equipped locomotive to operate over any other railroad's PTC territory, regard-

less of whether those locomotives belong to the host or tenant railroad.

PTC affects smaller railroads

Although mostly a development affecting the large Class I and passenger railroads, PTC also impacts certain regional and short lines. In Minnesota, for instance, both Twin Cities & Western and Red River Valley & Western have been involved. TC&W is a tenant using trackage rights on BNSF and Canadian Pacific to reach St. Paul. Similarly, RRV&W connects with the same two Class Is in western Minnesota and North Dakota. Both railroads have adapted locomotives for PTC.

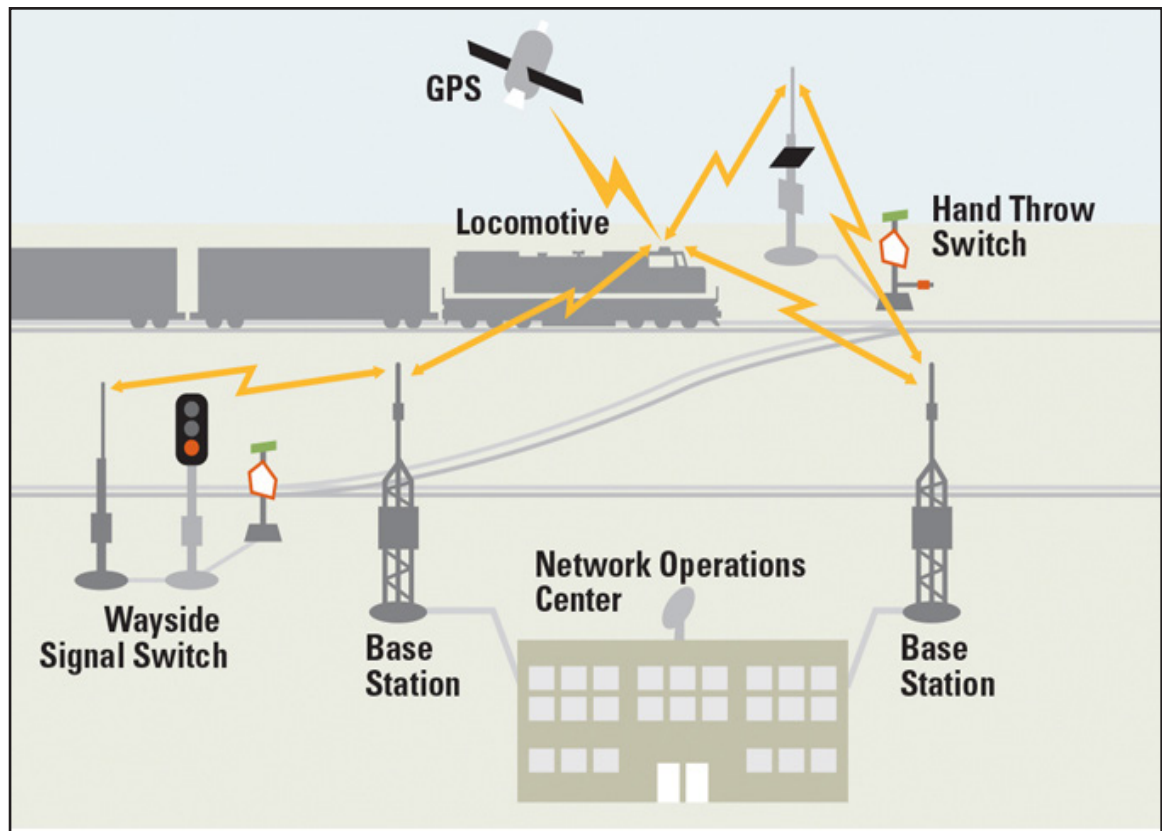
Next Generation Train Control

But there's more to come. Just over the horizon is what's called Next-Generation Train Control (NGTC). It will take PTC beyond preventing four specific causes of accidents: collisions, excessive speed, trains on the wrong tracks or on tracks undergoing maintenance.

NGTC's targets are to improve efficiency and reliability, specifically:

- **MORE, SAFER TRAINS:** Instant indications of speed and stopping distances will allow trains to run more frequently and closer together within blocks or track sections, while maintaining safe braking intervals.
- **FLEETING OF TRAINS:** Fleeting—running groups of trains in the same direction within signal blocks—is possible with NGTC. Potentially, fleeting can improve performance, particularly for slower, lower-priority trains.
- **IMPROVED CUSTOMER INFORMATION:** Increased volume of data created by Next Generation Train Control can be shared with customers helping them keep track of the location, condition and progress of their shipments.
- **TRAIN PERFORMANCE MANAGEMENT:** Onboard data systems can improve use of distributed power—helper locomotives that are placed in the middle and the end of trains. By quickly adjusting for changes in curvature, grades and track condition, NGTC will enable separate advanced train control systems that can improve over-the-road performance and fuel efficiency.





COURTESY BNSF

Positive Train Control (PTC) uses GPS, private data radio networks and cell communications to determine location, direction and speed of trains—stopping them if necessary.

- **DIAGNOSTICS:** NGTC data constantly gathered from train operations can enable mechanical personnel to monitor the condition of freight cars and locomotives. Seeing how equipment performs real time in various freight consists, and over a range of topography and weather conditions will permit railroads to do a better job of planning maintenance and repairs.

Former FRA chief Batory likes how all this bodes for the future: “Now that PTC 1.0 is complete, it affords an abundance of ‘lessons learned’ and a foundation for determining the future. That future is unlimited utilizing more robust and efficient technology, while respecting standardization and acknowledging the need for a sense of urgency.”

PRECISION SCHEDULED RAILROADING

Precision Scheduled Railroading (PSR) is an operating strategy designed to boost asset utilization by providing the service promised; controlling costs; increasing productivity; keeping safety a top priority; and developing employees to be their best.

PSR focuses on:

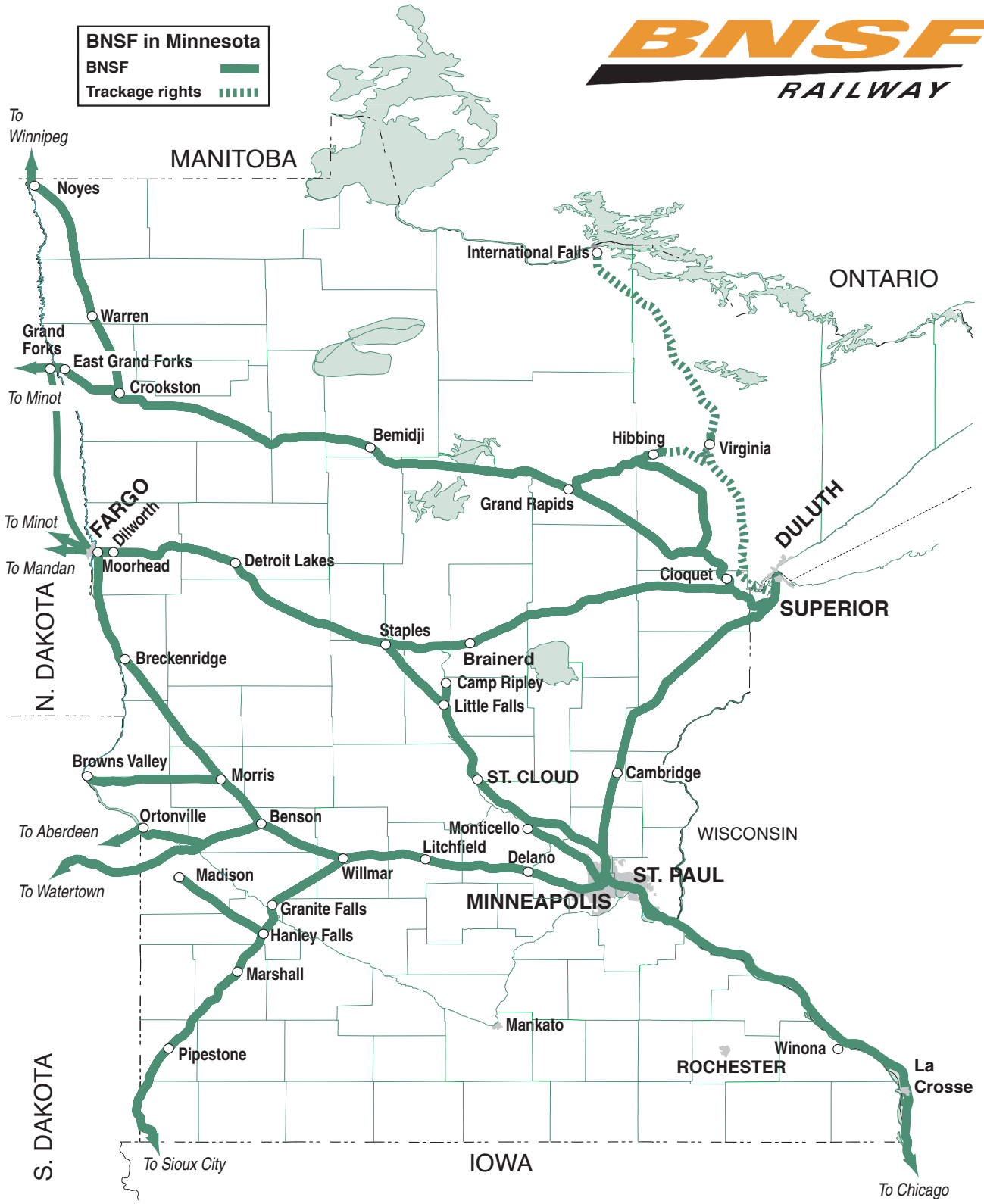
- Reducing the time rail cars spend in yards;
- Having more than one route to destinations;
- Run general-purpose trains, not unit trains;
- Balancing train movements by direction;
- Maintaining an optimum locomotive fleet.

Kevin P. Keefe, journalist and author, was born in Chicago in 1951 and graduated from Michigan State University’s School of Journalism in 1973. He has worked for daily newspapers in Michigan and Wisconsin including the Milwaukee JOURNAL, and as an associate editor and editor-in-chief (1992-2000) of TRAINS. He became associate publisher in 2000, and, from 2005 to 2016, served as vice-president-editorial and publisher for TRAINS’ parent, Kalmbach Media Co., Waukesha, Wisconsin.



BNSF RAILWAY

BNSF in Minnesota
 BNSF 
 Trackage rights 



BNSF RAILWAY

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Burlington Northern Santa Fe Corporation through its subsidiary, BNSF Railway Company, operates one of the largest railroad networks in North America with approximately 32,500 route miles serving 28 states and three 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. The company has 44,000 employees, including 7,360 military veterans.

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). BNSF Railway Company became a subsidiary of Berkshire Hathaway Inc. on February 12, 2010.

BNSF is Minnesota's largest railroad and owns 1,490 route miles of track and has 2,096 employees. Moving more than 2.1 million carloads of the state's freight annually, BNSF originated 379,662 carloads in 2019 and terminated 247,079 carloads.

BNSF is one of the nation's largest grain-hauling railroads, moving more than 115,000 carloads of Minnesota corn, wheat, soybeans and other agricultural products annually. Other outbound shipments include taconite, food products, timber and paper. BNSF brings in coal for the state's power plants and a variety of consumer products, packaged goods, paper products, clothes, appliances and automobiles.

From 2018 through 2020, BNSF invested about \$290 million in Minnesota to improve the railroad for safe and reliable operation. Systemwide in 2021, BNSF expects to spend approximately \$2.99 billion on maintenance, expansion projects, Positive Train Control, new locomotives, freight cars and other equipment that will benefit the state and shippers.

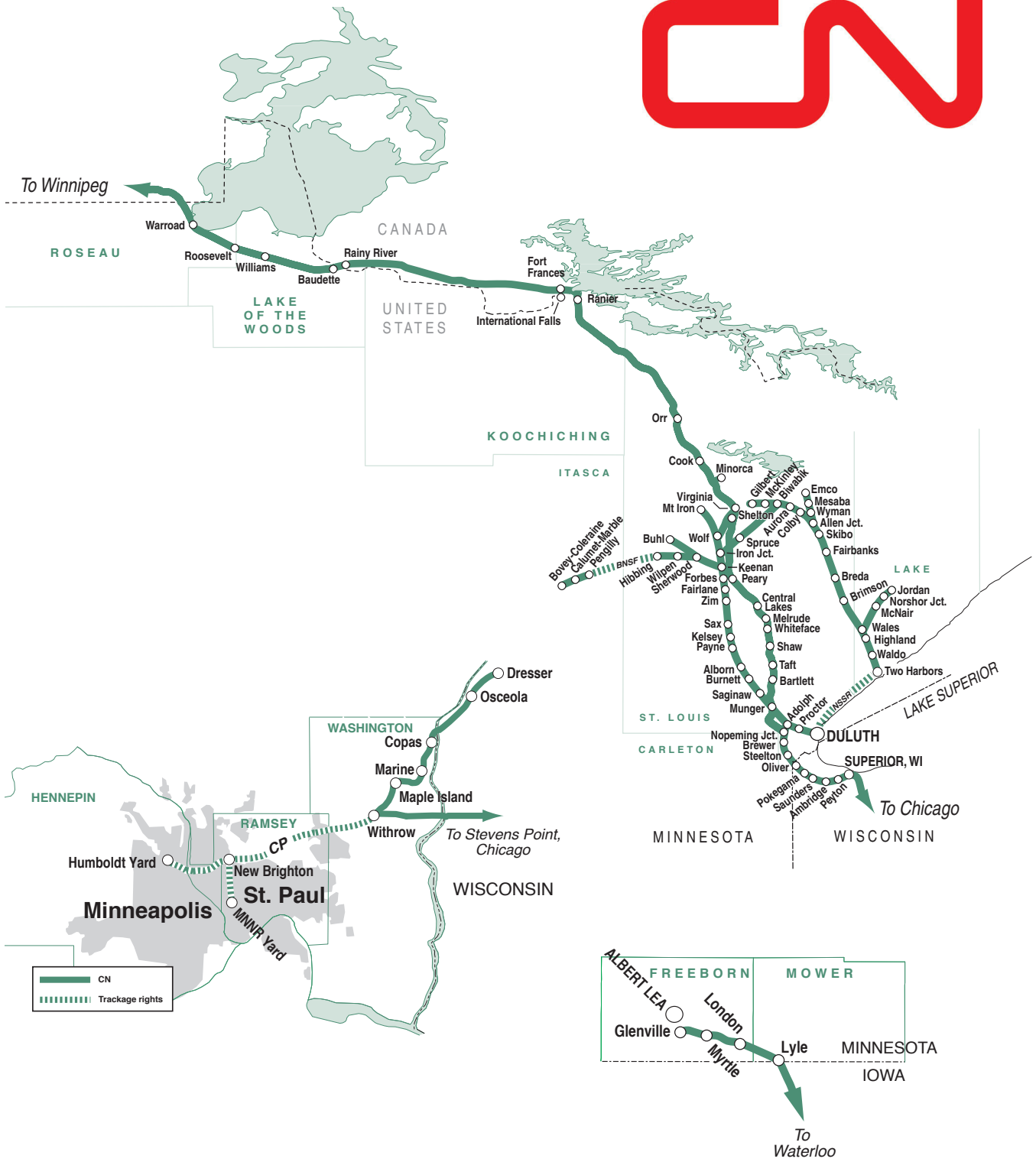
BNSF's largest predecessor, Burlington Northern, was formed on March 2, 1970 through the merger of the Burlington, Great Northern, Northern Pacific, and Spokane, Portland & Seattle railways. Both Great Northern and Northern Pacific had extensive rail networks in the state.

A predecessor of the Great Northern Railway was Minnesota's first railroad, completing 10 miles of track from St. Paul to St. Anthony, now Minneapolis, in 1862.

BNSF in Minnesota

Miles of track owned:	1,490
Employees (2019):	2,096
Payroll (2019):	\$177.1 million
Rail Yards:	Dilworth, Minneapolis, St. Paul, Willmar
Intermodal, auto facilities:	Dilworth, St. Paul
Shops:	Brainerd, Dilworth, Minneapolis
Administrative offices:	St. Paul
Division Headquarters	Minneapolis





CN

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CN, created June 6, 1919 as Canadian National Railway Company, operates approximately 19,500 route miles of line in the U.S. and Canada. It is the only rail network that connects all three coasts: the Pacific, the Atlantic, and the Gulf of Mexico. CN has about 25,000 employees in the U.S. and Canada.

Minnesota is an important CN gateway with Canada, via Ranier and Duluth, en route to Chicago. Another main line via Wisconsin connects the Twin Cities with Chicago. CN's border facility at Ranier is the busiest international rail crossing in North America. CN serves the iron ore docks of Duluth and Two Harbors, Minn. and is the largest rail carrier of iron ore in North America. In addition to its two ore docks, CN's major facilities in Minnesota include an intermodal terminal in Duluth, and a rail classification yard and railcar/locomotive repair shop in Proctor.

In 2020, CN invested about US\$25 million in Minnesota improving rail and crosssties, ore docks, bridges, signal systems and other track infrastructure. In 2021, CN opened a new intermodal and autoport facility in New Richmond, Wis., serving the Twin Cities region.

In 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 1999.

In 2001, CN purchased Wisconsin Central Transportation Corporation (WC). 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.

In 2004, CN acquired the Duluth, Missabe and Iron Range Railway (DMIR) from Great Lakes Transportation LLC. The DMIR was formed in 1938 when the Duluth, Missabe and Northern and the Duluth and Iron Range railroads were merged.

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 in 1900. Canadian Northern became part of CN in 1919. Its U.S. subsidiaries (Grand Trunk Western and the DWP) retained their separate identities into the 1990s, when they were integrated into CN's U.S. operations.

The Cedar River Railroad (CEDR) 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

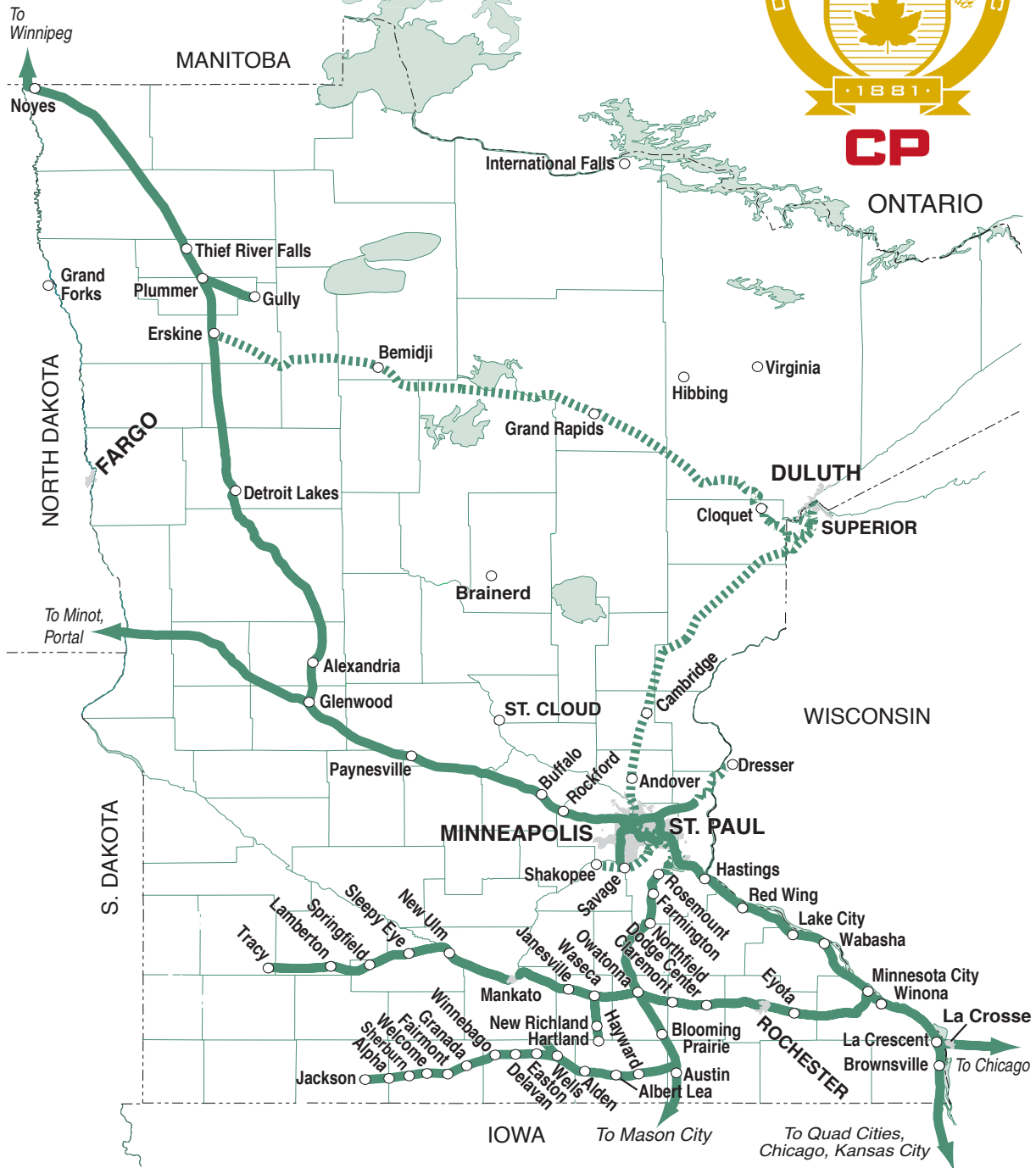
Miles of track owned:	377
Employees:	512
Capital improvements:	\$25 million
Local purchases:	\$129 million
Minnesota taxes paid	\$13 million
Principal commodities:	Iron ore, potash, energy commodities, forest products, paper, intermodal



Canadian Pacific in Minnesota
 CP 
 Trackage rights 



CP



CANADIAN PACIFIC RAILWAY

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Canadian Pacific Railway Limited operates a 13,000-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 & Hudson Railway. Alliances with other carriers extend CP's market reach throughout the U.S. and into Mexico.

CP generated revenues of C\$7.7 billion in 2020 of which 43 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 36 percent of CP's revenues. The remaining 21 percent came from intermodal traffic moving in containers and trailers.

CP operates a fleet of 1,412 diesel-electric locomotives. The fleet is composed largely of alternating current ("AC") units, which are more fuel efficient and reliable and have superior hauling capacity. CP's freight car fleet totals 35,064 cars.

CP owns and operates 1,701 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. In 2008, CP assumed control of the DM&E Railroad, which operated more than 2,500 route miles from Chicago west to Kansas City, Mo. 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, Minn. 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.



CP operates an intermodal terminal in Minneapolis, loading and unloading domestic and international containers flowing 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 auto carriers to take them to dealers across five states.

CP in Minnesota

Miles of track owned:	1,132
Operated under trackage rights:	569
Employees:	950
Locomotives:	1,412
Major employment locations:	Glenwood, Minneapolis, St. Paul, Thief River Falls



Union Pacific in Minnesota

Union Pacific 
Trackage rights 



UNION PACIFIC RAILROAD



UNION PACIFIC RAILROAD

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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 32,313 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 trans-continental 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 had an average of 31,000 employees in 2020.

Union Pacific owns and operates 645 miles of track in Minnesota, with 329 employees. In 2020, the company had a payroll of \$34.9 million and made purchases in Minnesota totaling \$93.7 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, Mo. The other major corridor runs southwest from the Twin Cities through Mankato and Worthington to Sioux City, Iowa. Since it was acquired from the C&NW, this line has been extensively rebuilt with new ties, ballast and welded rail. UP also has main lines to Chicago and Duluth that uses trackage rights over the BNSF Railway.

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.

From 2016-2020, Union Pacific invested more than \$77 million improving its infrastructure in Minnesota. UP's 52,900 freight cars and 7,600 locomotives benefit the state.

In 2020, UP originated 86,250 carloads of freight in Minnesota with 22,267 carloads terminating in the state. Principal commodities handled by the Union Pacific in Minnesota include biofuels and sweeteners, grain, meals and oils, petroleum coke, assembled automobiles, coal, fertilizer, industrial chemicals and non-metallic minerals. UP serves unit train shippers in prime corn and soybean areas including flour mills, malt houses, soybean processors, ethanol plants and rail-to-river transfer stations.

UP provided more than \$230,000 last year to charitable groups in Minnesota.

Union Pacific in Minnesota

Miles of track owned:	418
Employees:	329
Payroll:	\$34.9 million
In-state purchases:	\$93.7 million
Rail yards:	Albert Lea, East Minneapolis, Mankato, Savage, St. Paul, South St. Paul
Auto distribution facility:	St. Paul (Drake Street)
Administrative offices:	St. Paul



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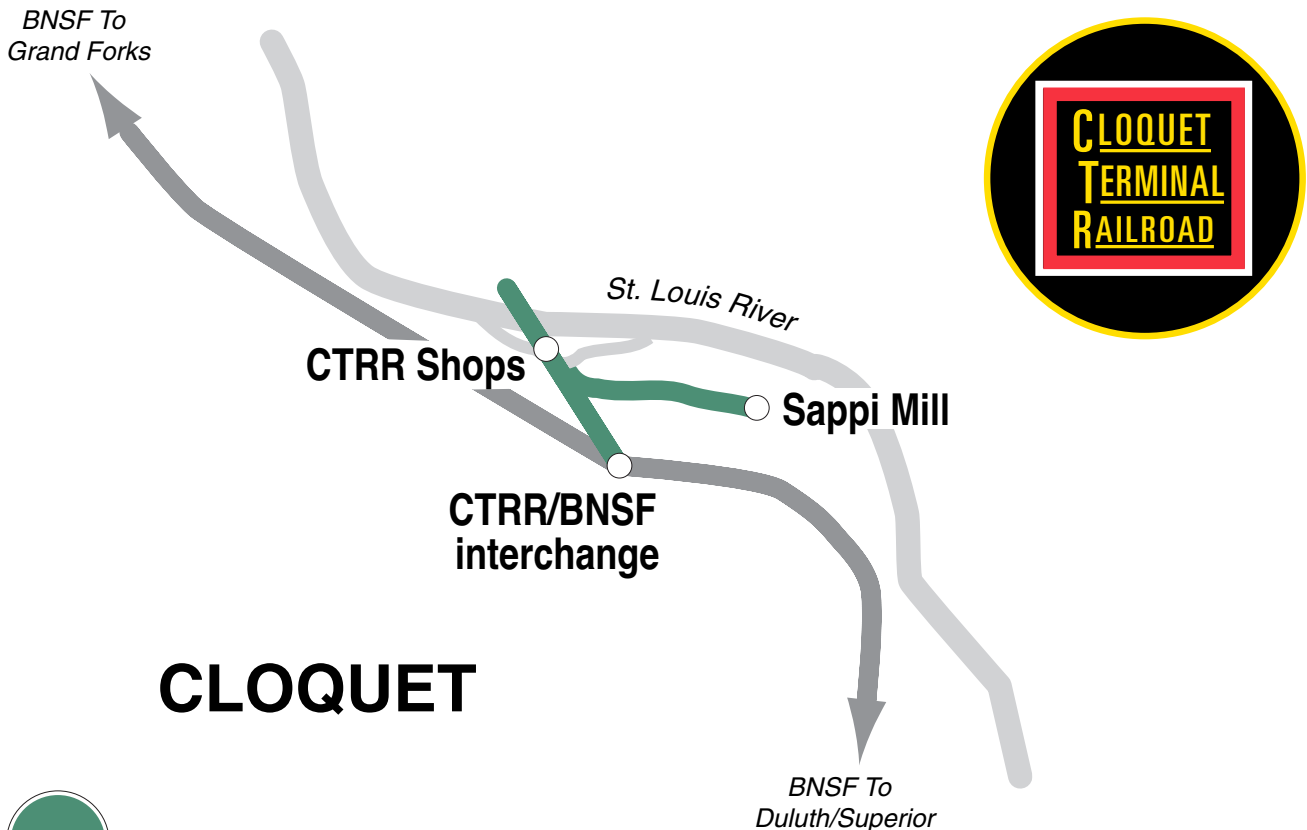
The Cloquet Terminal Railroad Company (CTRR), a subsidiary of Sappi Fine Paper North America, owns four miles of track in the city of Cloquet. The railroad has running rights on about 20 miles of yard track in Cloquet, and interchanges traffic with the BNSF Railway and Canadian Pacific.

The railroad has 23 full-time employees. The company owns four diesel-electric locomotives.

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



ELLIS & EASTERN COMPANY

1500 N. Sweetman Place
 P.O. Box 84140, Sioux Falls, SD 57118
 Sioux Falls, SD 57107
 Contact: Clark Meyer, President

Ryan Hunsaid, Supervisor of Train Operations

Eric Berning, Supervisor of Track Maintenance

Phone: 605-357-6075
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The Ellis & Eastern (EE) operates 42 miles of track in Minnesota from a connection with the Union Pacific at Agate (south of Worthington) to a connection with the BNSF Railway at Manley. EE acquired the line from Minnesota Southern Railway June 1, 2017.

Ellis & Eastern, which is owned by Sweetman Construction Co., Sioux Falls, S.D., also operates 23 route miles of line in South Dakota from Ellis, through downtown Sioux Falls, to Manley, Minn. In late 2018, Sweetman Construction Co. was purchased by Knife River Corp., which is a division of MDU Resources in Bismarck, N.D.

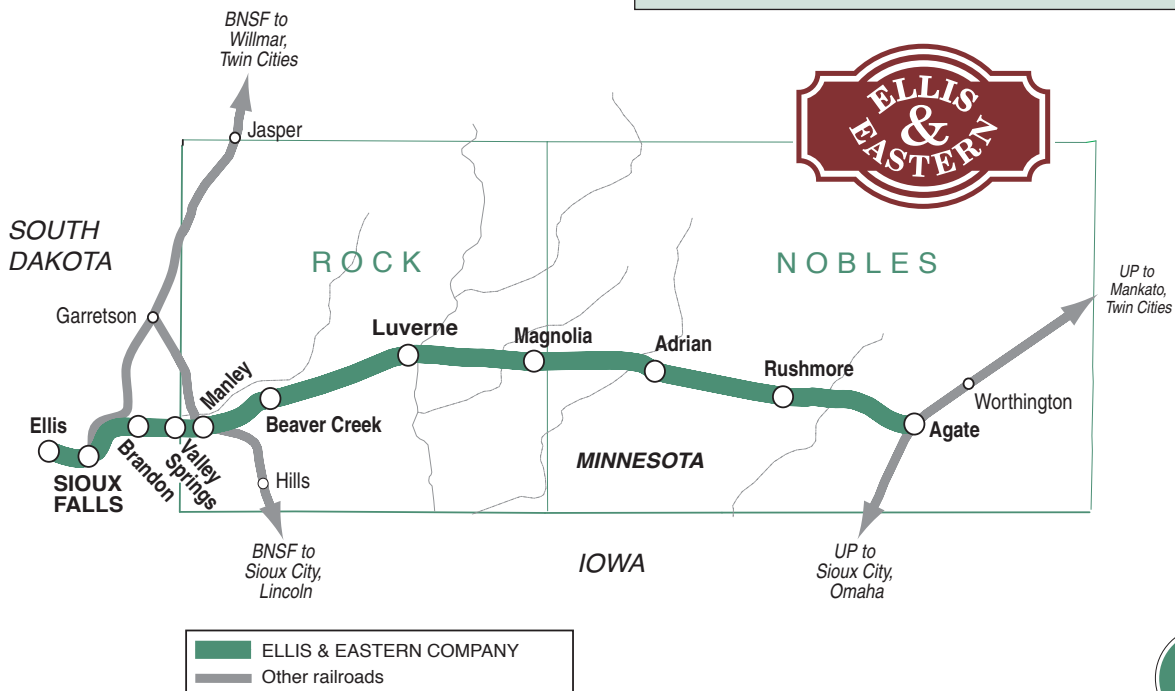
Based in Sioux Falls and employing 17 people, including 10 in Minnesota, the railroad operates in Nobles and Rock counties and serves five Minnesota communities.

Ellis & Eastern handles approximately 9,000 carloads annually, which helps keep more than 36,000 trucks off the highways.

Truck/rail transload facilities at Luverne and Agate can store up to 1,000 rail cars.

Ellis & Eastern operates the railroad under a lease agreement with the Buffalo Ridge Rail Authority. 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 Mitchell, S.D.

EE in Minnesota	
Miles of track:	65 (42 in Minnesota)
Employees:	10
Locomotives:	4
Total carloads:	9,000
Commodities:	Animal feed, cement, corn oil, ethanol, fertilizer, fly ash, grain, lumber, rebar, and waste oil.
Transload yards:	Agate, Luverne, Magnolia



MINNESOTA COMMERCIAL RAILWAY

508 Cleveland Avenue North
St. Paul, MN 55114

Contact:

Wayne Hall, Co-president, Chief Operating Officer
Mike Lebakken, Co-president, Chief Financial Off.
Josh Waltman, Chief Mech. Officer-Cars
Joe Kellner, Chief Marketing Officer
Robert Bagaus, Chief Maint. of Way Officer & Sig.

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FAX: 651-646-8337
Website: <http://www.mnrr.net>

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651-632-9013, rbagaus@mnrr.net

The Minnesota Commercial Railway (MNNR) owns or leases 128 miles of track 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.

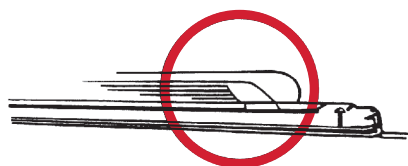
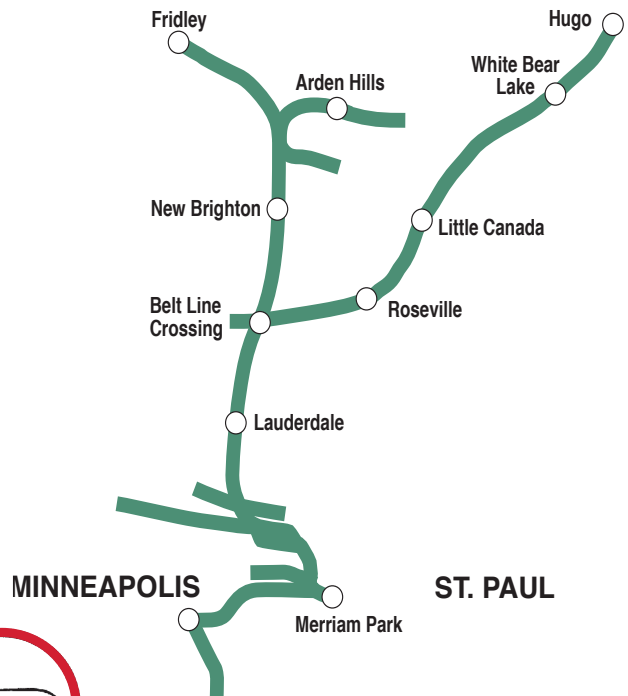
The railroad serves a total of ten Minnesota communities with a main line extending from St. Paul into the northern suburbs of Anoka County and east to Hugo. Amtrak trains travel over the Minnesota Commercial to reach the St. Paul Union Depot. In addition, MNNR services Amtrak trains.

The railroad serves 82 customers, including: WestRock, Rather, SSAB, Weekes Forest Products, 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 2020, the Minnesota Commercial handled more than 32,000 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.

MNNR in Minnesota	
Miles of track owned or leased:	128
Employees:	96
Annual payroll:	\$6 million
Total revenue units:	32,000
Commodities carried:	Consumer goods, grain and grain products, lumber, paper, potash, steel
Number of locomotives:	28
Freight cars:	20



MINNESOTA COMMERCIAL

MINNESOTA, DAKOTA & WESTERN RAILWAY

101 2nd Street
International Falls, MN 56649

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Contact: Darwin Joslyn, General Manager

Email: darwinjoslyn@packagingcorp.com

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.

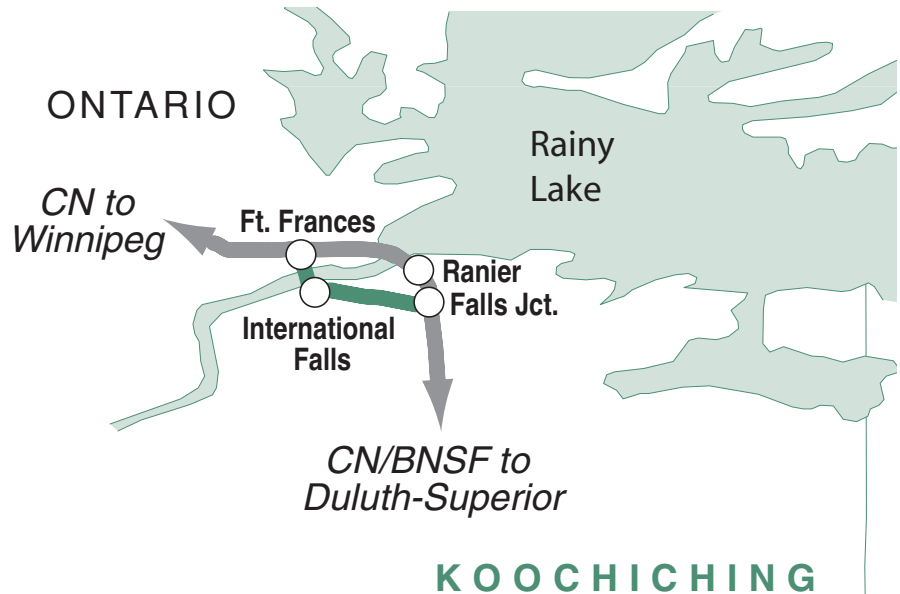
The Minnesota, Dakota & Western dates to August 15, 1910 and is one of the last vestiges of Minnesota's once vast logging railroad system. Its predecessor, the International Bridge & Terminal Company, was incorporated in 1906.

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 20 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.

MD&W in Minnesota

Miles of track owned:	4
Employees:	20
Revenue units:	10,000
Commodities carried:	chemicals, finished paper products, other raw materials, pulpwood, wood pulp
Number of freight cars:	2,000
Number of locomotives:	4
Payroll:	\$1,500,000
Headquarters, rail yard, shops:	International Falls



MINNESOTA NORTHERN RAILROAD COMPANY

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 1420 S. Main St.
 Crookston, MN 56716

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 Don Porter, Superintendent of Operations
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Email: mnnll@rrv.net
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 Email: dncustserv@rrv.net

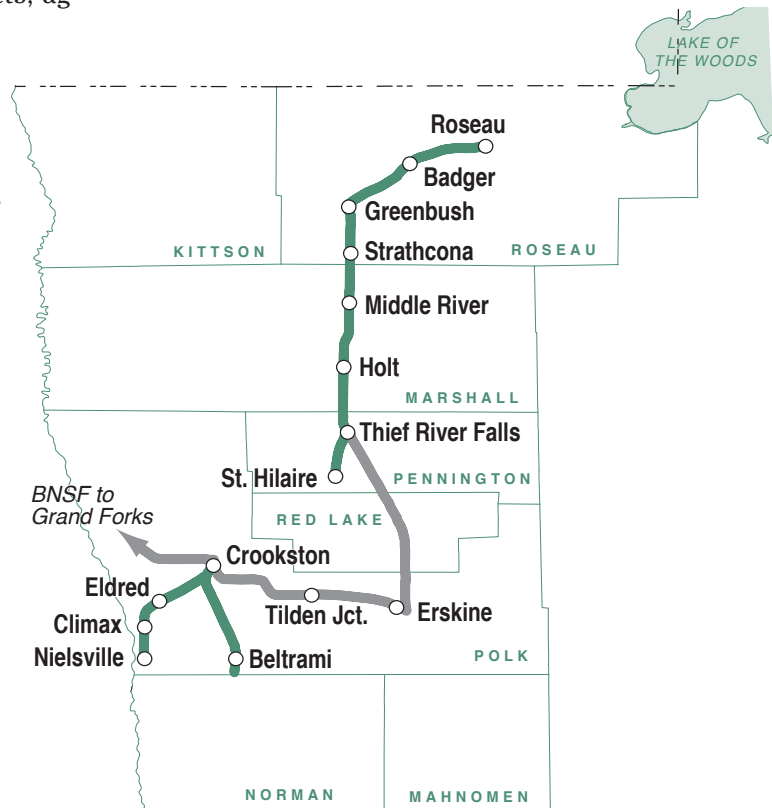
The Minnesota Northern Railroad Company (MNN) was formed in December 1996 when the company purchased 204 miles of track from the BNSF Railway. Lines extend from Crookston north to Roseau and St. Hilaire, south from Crookston to Nielsville and east to Tilden Junction. Minnesota Northern also serves the “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 192, including trackage rights over other railroads.

Based in Crookston, Minnesota Northern has 15 employees and handles approximately 15,000 carloads annually. Principal commodities carried are grain, seeds, sugar and sugar by-products, aggregates, coal, feeds and fertilizers.

Minnesota Northern operates eight locomotives with freight cars supplied by BNSF or CP. MNN owns ten grain hopper cars. Grain customers can reach markets throughout North America, via MNN’s connections with BNSF and CP.

Minnesota Northern in Minnesota	
Miles of track owned:	115
Employees:	15
Total carloads:	15,000
Commodities:	Grain, seeds, sugar and sugar by-products, aggregates, coal, feeds and fertilizer
Number of locomotives:	8
Number of freight cars:	10
Headquarters, rail yards, shops:	Crookston



MINNESOTA PRAIRIE LINE INC.

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 Website:

Contact:
 Mark Wegner, President

Minnesota Valley Regional Rail Authority

Julie Rath, MVRRA, Administrator
 200 S. Mill Street
 Redwood Falls, MN 56283

Phone: 320-864-7200

<https://tcwr.net/about/minnesota-prairie-line-mpl/>

Phone: 320-864-7204

Email: mwegner@tcwr.net

Phone: (507) 637-4084

Website: <http://www.mvrra.org>

Email: mvrra19@gmail.com

Minnesota Prairie Line Inc. (MPL) is a wholly owned subsidiary of the Twin Cities & Western Railroad, based in Glencoe, Minn.

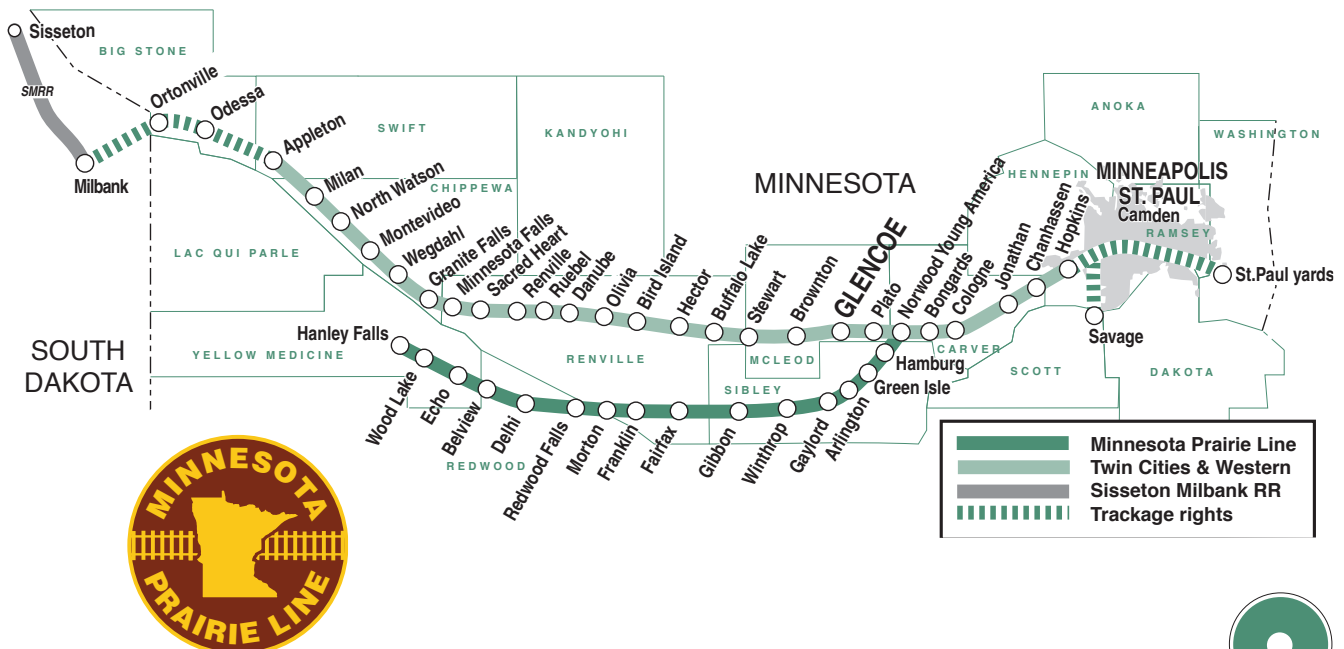
MPL operates 94 miles of track owned by the Minnesota Valley Regional Railroad Authority (MVRRA) between Norwood Young America and Hanley Falls, Minn. MPL works in partnership with the MVRRA and the 16 communities it serves to enhance rural economic development.

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 2018 from Gibbon east to Norwood.

Approximately \$40 million has been invested to upgrade 44 of the 94 miles of track with new continuous-welded rail.

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

MPL in Minnesota	
Miles of track operated:	94
Total carloads:	7,000
Commodities:	Grains, fertilizer, DDGs, salt, ethanol, butter, magnesium chloride
Headquarters:	Glencoe
Maintenance shops:	Glencoe, Morton



NORTHERN LINES RAILWAY, LLC

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Contacts:
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Mark Muraski, Lead Transportation Specialist
Kathleen M. Sackett, Sr. Dir. of Sales & Marketing

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320-253-8130, mmuraski@anacostia.com
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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, Minn.

and expects traffic to double to more than 1,200 cars annually.

In 2019, Northern Lines replaced two older locomotives with newer, more efficient units.

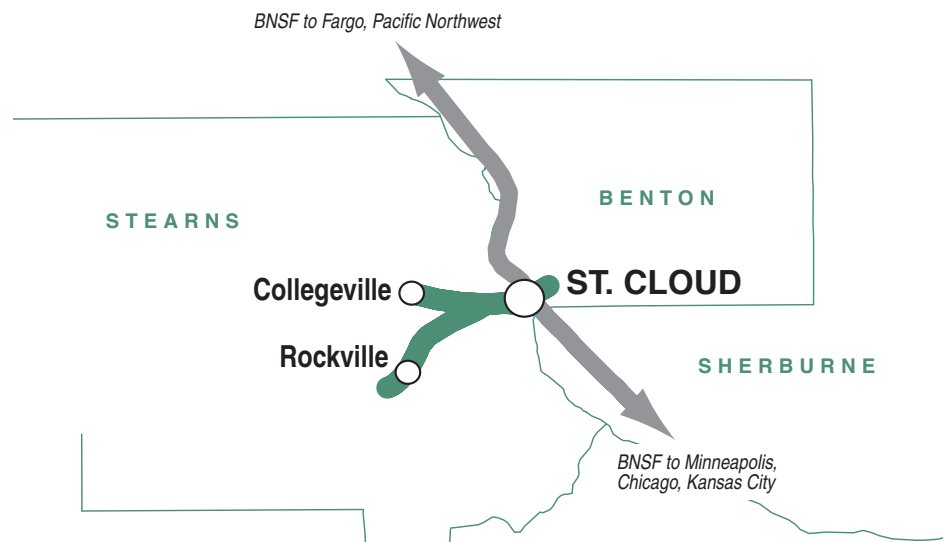
NLR connects with BNSF at St. Cloud and handles approximately 10,500 carloads annually, providing daily switching service to major customers including Archer Daniels Midland, Borgert Products, Inc., Central Minnesota Dust Control, CHS, Cold Spring Granite, Herdering, Knife River Corp., Landwehr Construction, Maiers Transport & Warehousing, Manion's Wholesale Building Supply, Martin Marietta, Northern Metals Recycling, Performance Seed, Renneberg Hardwoods, Simonson Lumber, Tamarack Materials, Tru-stone Technologies, Wenner Company and WestRock. NLR offers storage space for rail cars and multiple transload locations for customers lacking a rail siding.

NLR is a subsidiary of Anacostia Rail Holdings (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.

Since beginning operations, 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 and CHS expanded the Rockville Propane Terminal into one of the largest transfer facilities in the U.S., handling approximately 1,200 carloads annually. Knife River enlarged its facility

Northern Lines Railway	
Miles of track operated:	17
Employees:	8
Total carloads:	10,500
Locomotives:	3
Principal commodities:	Aggregates, grain, hydraulic cement, lumber, paper and pulpboard.
Administrative offices:	St. Cloud



NORTHERN PLAINS RAILROAD, INC.

114 Main Street South
 P.O. Box 38
 Fordville, ND 58231

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 Web: www.nprail.com

Contact:
**Brock Lautenschlager, Director of Marketing,
 Sales and Business Development**

Email: brock_lautenschlager@nprail.com
 Phone: 651-202-1565

Northern Plains Railroad (NPR) was formed in January 1997 when the company leased 348 miles of branch lines in Minnesota and North Dakota from Canadian Pacific Railway (CP). Lines extend west from Thief River Falls to Devils Lake, N.D. and north and west from Fordville, N.D. to a connection with CP at Bisbee, N.D. A branch line runs from Russell to Kenmare, N.D., connecting with the CP.

and track. Freight car facilities are located in Erskine, Minn. and Grand Forks, N.D. A mobile repair service is available throughout Minnesota. In addition, NPRS maintains, inspects and leases locomotives used by industries and other short line railroads.

In addition to NPR trackage, there are three feeder lines that connect with this network—each operating as separate subsidiaries of Northern Plains—serving customers and communities that otherwise wouldn't have rail service.

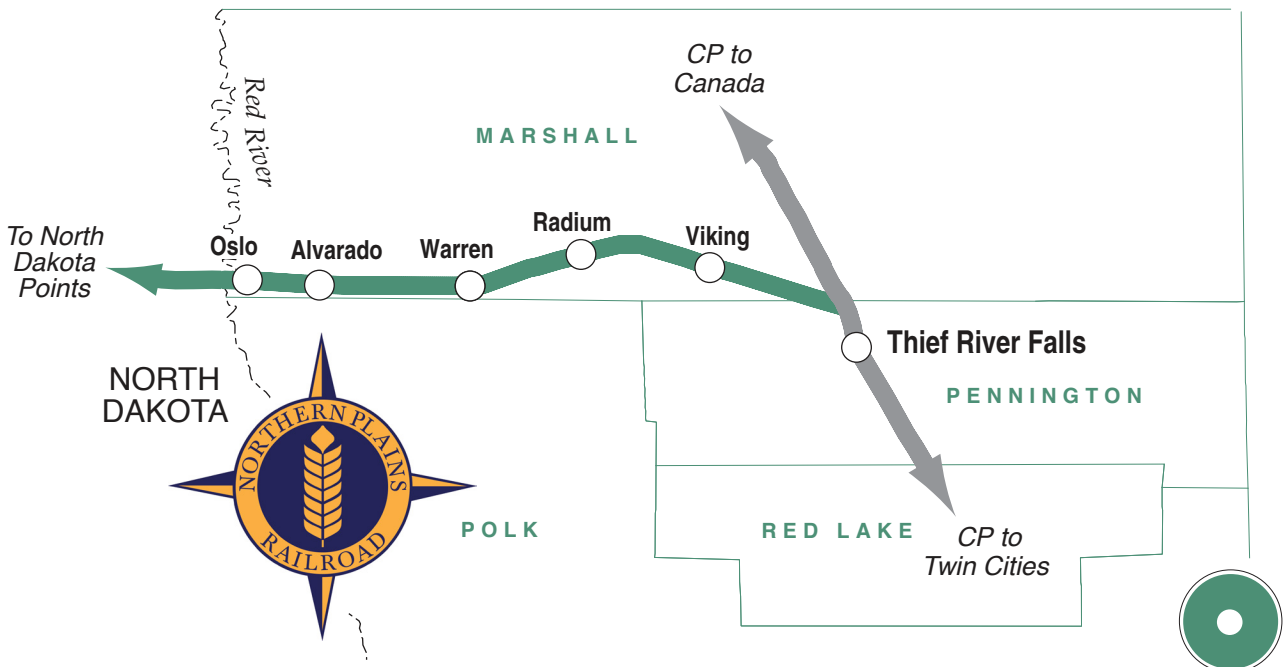
A separate division, based in Minneapolis, builds and maintains tracks for railroads and rail customers. The company also offers rail safety training and general consulting.

Based in Fordville, NPR has 33 employees and serves more than 40 communities, including six in Minnesota.

Northern Plains Railroad	
Miles of track:	348 (45 miles in Minnesota)
Employees assigned to NPR:	33
Total carloads:	20,000
Locomotives:	20
Freight cars:	60
Principal commodities:	Small grains, aggregates, oil seeds, frac sand and fertilizer
Administrative and rail offices:	Fordville, N.D., Minneapolis, Warren, Minn.

Northern Plains shippers, including many that operate modern shuttle-train loading facilities, can reach all destination markets in North America, via NPR's connections with CP.

A NPR affiliate, Northern Plains Rail Services (NPRS), maintains railroad freight cars, locomotives



OTTER TAIL VALLEY RAILROAD COMPANY, INC.

200 North Mill Street
Fergus Falls, MN 56537

Phone: 218-736-6073
FAX: 218-736-7636
Website: <http://www.gwrr.com/otvr>

Contact:
Troy Dodds, Assistant General Manager
Nick Smith, Manager of Sales and Marketing

Email: troy.dodds@gwrr.com
Phone: 605-877-4512
Email: nick.smith@gwrr.com

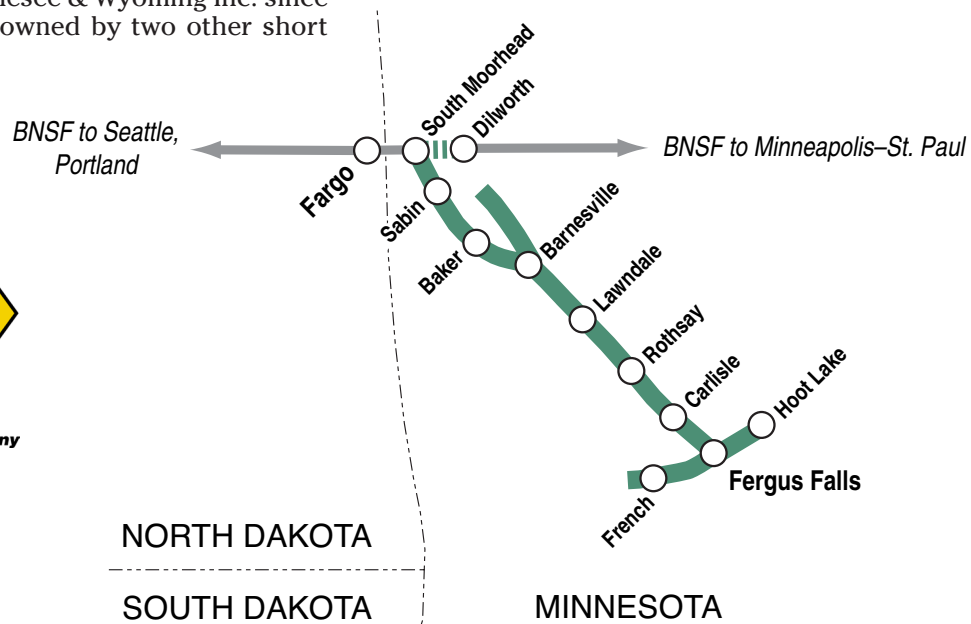
Otter Tail Valley Railroad Company, Inc. (OTVR) operates 81 miles of former Burlington Northern (now BNSF) trackage between Fergus Falls and Moorhead/Dilworth, Minn. Branch lines extend from Fergus Falls to French and Hoot Lake, plus a five-mile branch from Barnesville to Downer. OTVR serves six communities as well as the Moorhead McCARA Industrial Park.

Principal commodities transported by OTVR are grain, ethanol and lumber. 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.

OTVR was formed in 1986 and has been a wholly owned subsidiary of Genesee & Wyoming Inc. since 2012. It previously was owned by two other short line companies.

OTVR's lines were once part of the Great Northern Railway's main line between St. Cloud and Fargo/Moorhead. Great Northern merged into Burlington Northern Railroad (BN) when it was formed in 1970 and now operates as BNSF Railway.

Otter Tail Valley in Minnesota	
Miles of track owned:	81
Employees:	9
Locomotives:	3
Principal commodities:	Grain, ethanol, lumber
Administrative offices:	Fergus Falls



	Otter Tail Valley Railroad
	Trackage rights



PROGRESSIVE RAIL INCORPORATED

Airlake Industrial Park
21778 Highview Ave.
Lakeville, MN 55044

Contacts:

Dave Fellon, Owner
Lon Van Gemert, Chief Executive Officer
Layne Leitner, Chief Operating Officer
Andrea Dobbelmann, Chief Financial Officer
Jeanette Lentz, General Mgr. - Customer Service

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1-888-PRO-RAIL (776-7245)
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Progressive Rail Incorporated (PGR) is a contract rail carrier that owns or leases 71 miles of line in the greater Twin Cities area, including operations to Cannon Falls, Northfield, Lakeville and Faribault, Minn. Administration offices are located in Lakeville.

PGR operates a total of 13 railroads in eight states with 134 employees and 43 locomotives.

Progressive Rail began operations on September 25, 1996 in Airlake Industrial Park in Lakeville, formerly operated by the Canadian Pacific Railway (CP). 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 (UP), PGR leased the former Cannon Falls subdivision, which operates as the Cannon Valley Railroad (CVRC) to Northfield, Minn. This expansion

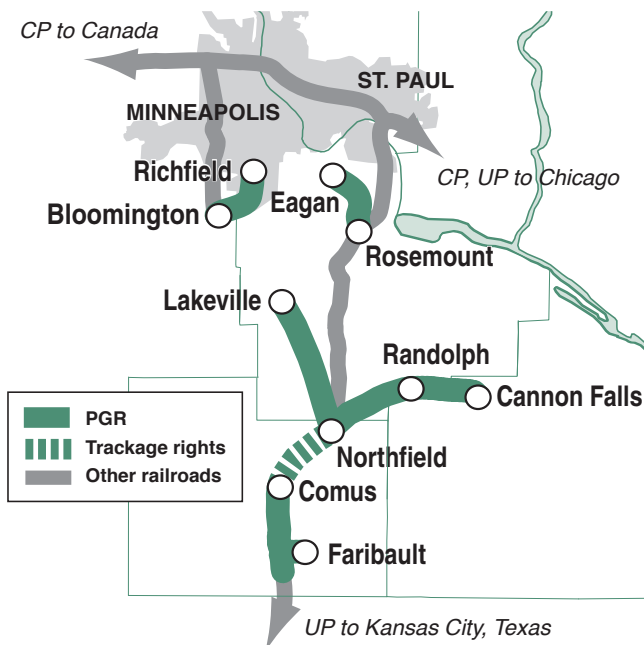
provides PGR with access to more than 450 acres of rail-served industrial development property.

In May 2004, PGR assumed operations of Canadian Pacific's yard in Northfield, Minn., tying into its current Airlake Industrial Park operation and the Rosemount to Eagandale industrial spur. In January 2019, PGR assumed operations of CP's seven-mile line from Faribault to a connection with the Union Pacific at Comus, Minn.

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:	22
Employees:	73
Locomotives:	10
Total carloads:	15,000
Principal commodities:	Building products, canned goods, cement/flyash, chemicals, forest products, grain, paper, pipe, plastics, propane, salt
Administrative offices:	Lakeville



RAPID CITY, PIERRE & EASTERN RAILROAD, INC.

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FAX: 605-341-3703
Website: <http://www.gwrr.com/rcpe>

Contacts:

Rod Wiseman, General Manager
Nick Smith, Manager of Sales and Marketing

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605-877-4512, nick.smith@gwrr.com

The Rapid City, Pierre & Eastern Railroad (RCPE) is a Class II regional railroad, headquartered in Rapid City, S.D. It operates 743 route miles of track in four states. Lines extend from Tracy, Minn. (with trackage rights to Mankato, Minn.) to Rapid City, and north to Colony, Wyo. and south to Crawford, Neb.

RCPE's lines were originally built by the Chicago and North Western (C&NW) and its predecessors, reaching Rapid City in 1907. These and other C&NW lines were sold to the Dakota, Minnesota & Eastern Railroad in 1986.

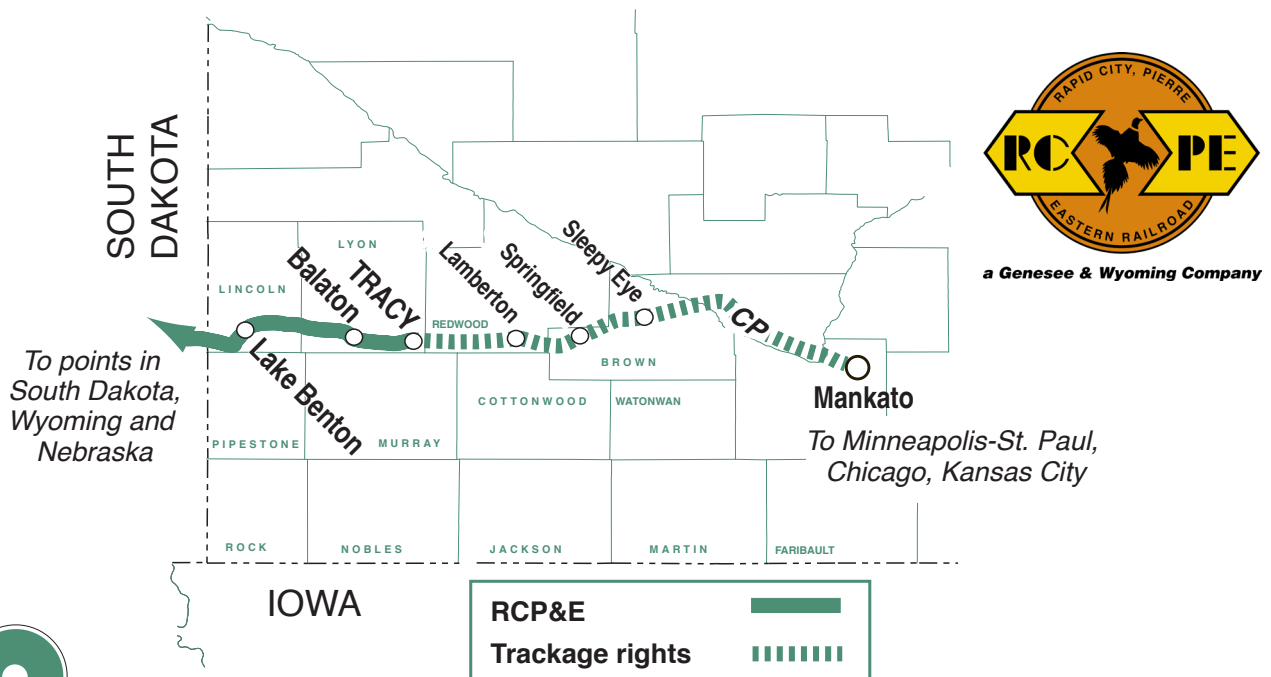
RCP&E is a wholly owned subsidiary of Genesee & Wyoming Inc. and began freight service on June 1, 2014 when Canadian Pacific sold the west end of the Dakota, Minnesota & Eastern Railroad.

Genesee & Wyoming Inc., based in Darien, Conn., owns or leases 113 freight railroads in the U.S. and Canada totaling more than 13,000 track-miles in 42 states and four provinces.

The railroad interchanges with BNSF at Florence, Minn., Wolsey, S.D. and Crawford, Neb. and with Canadian Pacific at Tracy, Minn. and Union Pacific at Mankato, Minn.

RCP&E in Minnesota	
Miles of track owned:	670 (43 in Minnesota)
Employees:	150
Locomotives:	50
Rail yard in Minnesota:	Tracy
Commodities:	Grain, bentonite clay, ethanol, cement, fertilizer

In 2019, Rapid City, Pierre & Eastern was named "Regional Railroad of the Year" by RAILWAY AGE. RCP&E's achievements include growing revenues 20 percent since 2015. With help from federal and state grants, RCPE invested more than \$80 million to upgrade its line which, in turn, helped attract new customer investments exceeding \$300 million.



RED RIVER VALLEY & WESTERN RAILROAD CO.

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Daniel L. Zink, VP Economic Development and Community Affairs

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Phone: 701-642-8257
FAX: 701-642-5102

Rich Jaehning, Director of Marketing
Mike Burlaga, Operations Manager
Jamie Martin, Track & Structures Manager
Paul Vig, Freight Car Repair Manager

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Breckenridge, MN 56520 FAX: 218-643-4980

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 more than 1.3 million carloads of freight for customers. RRVW employs about 110 people, up from 45 at start-up.

road and customers. Specialized equipment includes an automated washer for cleaning tank cars.

Since 1987, more than \$50 million has been allocated for capital projects. In 2015, RRVW spent 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 owns and operates on 577 route miles of track (31 miles in Minnesota, including trackage rights). One of the larger of approximately 600 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 more than 80 customers in Minnesota and North Dakota. The railroad serves some 37 grain elevators (including 11 shuttle facilities), which generate more than 50 percent of the traffic, and two ethanol plants. The railroad's locomotive shops and a large marshaling yard are located in Breckenridge, Minn. RRVW can store up to 3,000 freight cars.

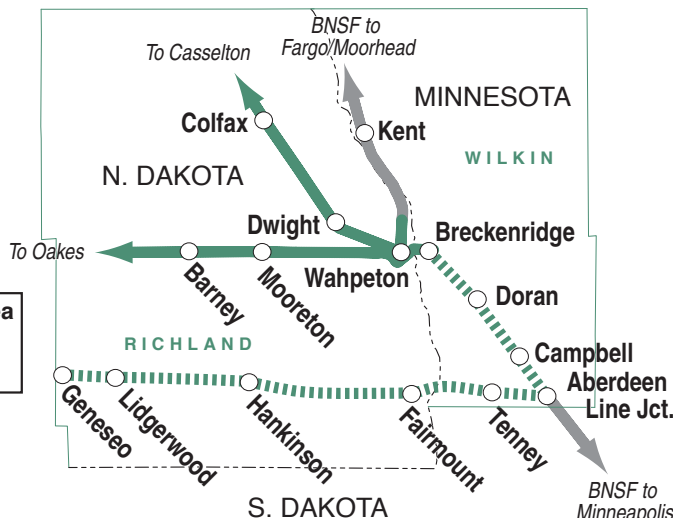
In mid-2009, RRVW dedicated a new two-track, 19,200 sq.ft. freight car repair facility in Breckenridge to handle running and contract repairs for the rail-

RRVW in Minnesota

Miles of track owned:	440 (3 in Minnesota)
Employees:	110
Annual carloads (average):	more than 65,000
Locomotives:	17 (4 PTC equipped)
Commodities:	Grain, sugar, corn syrup, aggregates, lumber, plastic, fertilizer, petroleum products, coal, steel, farm machinery, ag processing by-products, and wind turbine components.
Administrative offices:	Wahpeton, N.D.
Operations and car repair facility:	Breckenridge



RRV&W Breckenridge Area
RRV&W ———
Trackage rights - - - - -



ST. CROIX VALLEY RAILROAD

175 West 4th Street
Rush City, MN 55069

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Don Porter, Superintendent of Operations
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LeAnn Halland, Customer Service

Email: mnn@rrv.net
Email: mnndp@rrv.net
Email: mnnjb@kbninc.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, Minn. Interchange is made with BNSF at Hinckley. SCXY was purchased from BNSF in September 1997.

Principal commodities carried include grain, flour, fertilizers and frac sand. St. Croix Valley is locally managed and handles approximately 1,000 carloads annually. The railroad owns four locomotives. All freight cars are supplied by BNSF.

St. Croix Valley has three 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).

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:	3
Annual carloads:	1,000
Principal commodities:	Grain, flour, fertilizers and frac sand
Locomotives:	4
Headquarters, rail yards, shops:	Rush City



TWIN CITIES & WESTERN RAILROAD COMPANY

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Phone: 320-864-7204
Email: mwegner@tcwr.net

The Twin Cities & Western Railroad (TC&W) operates 229 miles of track and serves some of Minnesota's most productive agricultural counties. TC&W shipments consist largely of agricultural products. The railroad also provides truck/rail transload sites at Montevideo and Glencoe, Minn. along with railcar storage services.

Operations began on July 27, 1991 between Minneapolis-St. Paul and Milbank, S.D. 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.

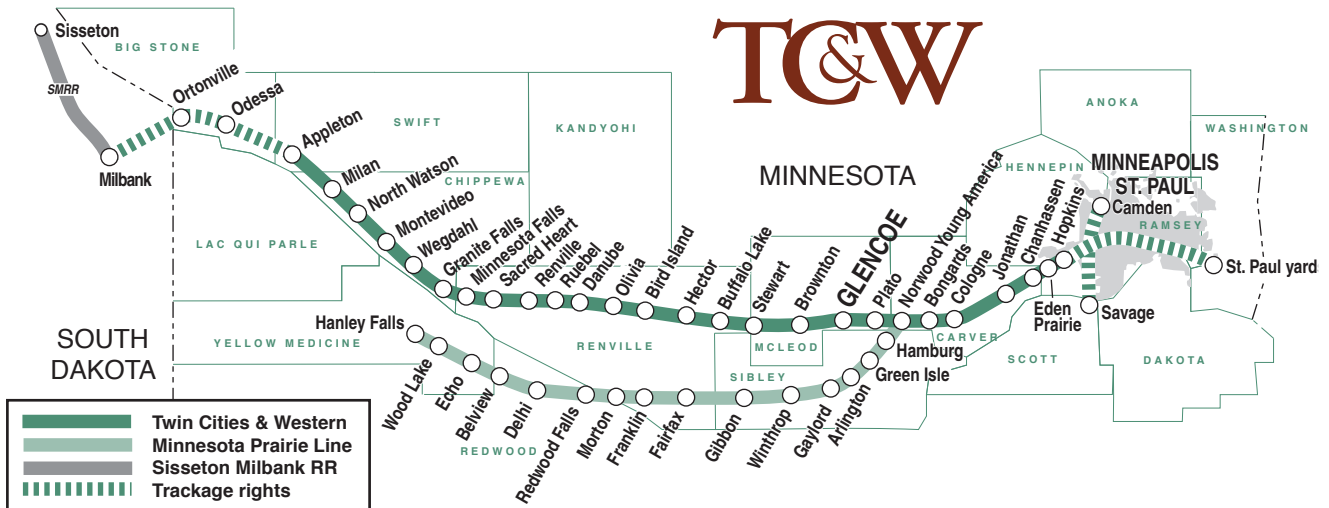
TC&W interchanges in the Twin Cities with BNSF, Canadian Pacific, CN, Minnesota Commercial and Union Pacific railroads. TC&W serves Minnesota River terminals at Savage and can also access all other major river terminals via its connecting rail carriers.

TC&W has approximately 85 employees, most of them working out of the Glencoe terminal.

Subsidiaries include Minnesota Prairie Line, Inc. and Sisseton Milbank Railroad Company.

TC&W in Minnesota

Miles of track owned:	146
Employees:	85
Locomotives:	16
Freight cars:	More than 500
Total carloads:	18,000
Commodities:	Grains, edible beans, sugar, coal, fertilizers, beet pulp pellets, DDGs, plastics, lumber, limestone, canned and frozen vegetables, ethanol, LPG, animal fats/tallow, corn oil, crushed rock, machinery, animal feeds
Headquarters:	Glencoe
Maintenance shops:	Glencoe, Morton



OTHER RAILROADS SERVING MINNESOTA

AMTRAK

(National Railroad Passenger Corporation)
500 West Jackson Boulevard
2nd Floor
Chicago, IL 60661

Website: <http://Amtrak.com>

Tel: 312-502-5047

Contact: Derrick L. James
Senior Manager, Government Affairs

Email: GovernmentAffairsCHI@Amtrak.com

Amtrak's Chicago to Seattle, Wash. and Portland, Ore. *Empire Builder* passenger train operates daily on 373 miles of BNSF Railway, Canadian Pacific Railway and Minnesota Commercial Railway trackage in Minnesota, 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 131,973 passengers to and from the six Minnesota stations in the 12 months ending Sept. 30, 2019.

Amtrak has 34 employees in Minnesota. Payroll in 2019 was approximately \$3.5 million. In the same period, Amtrak spent \$71.8 million for goods and services in the state. Minnesota is in Amtrak's Central-Northwest 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 21,300 route miles connecting 46 states, the District of Columbia, and three Canadian provinces. Amtrak operates more than 300 trains daily, connecting more than 500 destinations and carrying more than 32.5 million trips taken on Amtrak trains in Fiscal Year 2019.

Amtrak is preparing for the future with the "Amtrak Connects Us" 2035 plan. If funded by Congress as part of surface transportation reauthorization, the plan could generate 20 million more annual rail passengers using 30 new and 20 improved routes to 160 new communities across America. In Minnesota, Amtrak is already taking steps to realize aspects of the plan by partnering with the Department of Transportation and local county railroad authorities to implement plans for additional service between the Twin Cities and Chicago, and the Twin Cities and Duluth. The Twin Cities to Chicago service has already been awarded a \$31.8 million Federal grant. The \$53 million project would upgrade freight railroad right-of-way and bridges in La Crescent, Winona, and St. Paul to accommodate timely operation of new and existing passenger train frequencies along the route. Wisconsin Department of Transportation and Amtrak have also pledged financial contributions to the project.

NORTH SHORE SCENIC RAILROAD
St. Louis & Lake Counties Regional Rail Authority
506 West Michigan Street

Phone: 218-722-1273 or 1-800-423-1273
FAX: 218-733-7596
Website: <https://duluthtrains.com/>

Contact: Tim Schandel, Director of Railroad Operations

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.



NORTHSHORE MINING
10 Outer Drive
Silver Bay, MN 55614

Phone: 216-694-5700
Website: <http://www.clevelandcliffs.com>

Contact: Paul Carlson
General Manager - Northshore Mining

Phone: 218-226-6057
Email: paul.carlson@clevelandcliffs.com

Northshore Mining, a subsidiary of Cleveland-Cliffs Inc., operates a 47-mile railroad (NSMX) extending from the Peter Mitchell Mine and crushing facility in Babbitt, Minn. to the taconite concentrator and pellet plant in Silver Bay, where taconite pellets are transloaded into ore boats.

A Northshore predecessor, Reserve Mining Company, built the railroad in 1956 to serve the first taconite processing facility in North America. It was subsequently bought by Cyprus Minerals, which operated the company from 1989 to 1994, when Cleveland-Cliffs became the sole owner.

Northshore has 17 locomotives including five SD70ACe 4,300-horsepower units. Although privately owned, the railroad connects with CN at Northshore Junction to interchange shipments of bentonite and other freight to make taconite pellets.

In 2019, Cliffs completed a \$100 million capital upgrade of its Northshore Mining operation to produce higher iron content, low silica, DR-grade (direct reduced) taconite pellets that exceed 66 percent BF (blast furnace) pellets. Northshore is the only facility in the United States capable of producing both types of pellets.



