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Information about

# MINNESOTA'S RAILROADS



2006



# MINNESOTA'S RAILROADS AT A GLANCE

Number of railroads	21
Total mileage (8th in the nation)	4,496
Total carloads carried	3,338,132
Total tons of freight carried	209,245,235
Employees (13th in the nation)	4,989
Total wages paid	\$325,874,000
Average wages per employee, and fringe benefits	\$90,800
Railroad retirees	16,615
Payments to retirees	\$230,511,694
Property taxes (paid in 2005)	\$19,741,431

	Millions of tons	Percent of state's total
<b>Top commodities originated in state</b>		
Metallic ores	37.6	53%
Farm products	14.1	20%
Food products	7.7	11%
Nonmetallic minerals	2.7	4%
Chemicals	1.9	3%
All other	7.2	10%
<b>TOTAL (6th in the nation)</b>	<b>71.2</b>	
<b>Top commodities terminated in state</b>		
Coal	21.1	34%
Metallic ores	20.0	32%
Chemicals	4.7	8%
Farm products	4.2	7%
Glass and stone	2.1	3%
All other	9.8	16%
<b>TOTAL (11th in the nation)</b>	<b>62.0</b>	

Source: Association of American Railroads for the year 2004

Cover: Northern Lines Railway, which began operations in April 2005, serves Phillips Recycling at St. Cloud, Minnesota. Photo by Dan Rickel.



# INTRODUCTION

## Minnesota's Railroads — Contributing to the Economic Vitality of the State

**R**ailroads have been a part of the Minnesota landscape since the first train operated between St. Paul and St. Anthony (now Minneapolis) in 1862. Railroads helped build the state, reaching west from the Mississippi and St. Croix rivers, where goods were offloaded onto rail cars for settlers to move west and north. For more than 140 years, railroads have contributed to the economic well being of the state by providing vital transportation services to its citizens and industries, while paying millions of dollars to the state in taxes.

Railroads provide important 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, which helps promote stability and economic growth in greater Minnesota. For example, the cost of shipping agricultural products by rail is much less than the cost of shipping by truck, which 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, enabling Minnesota's mining industry to remain competitive in world markets.

Each year, Minnesota's railroads move thousands of containers of freight that otherwise would move by truck. By keeping this freight on the rails rather than the road, there is less pollution and highway damage — saving Minnesota taxpayers millions of dollars in highway maintenance costs. Railroads are also fuel-efficient, which helps to conserve energy and reduce pollution. According to the U.S. Department of Energy, railroads are three times more fuel efficient than trucks and roughly equal to waterborne freight. Emissions from railroad locomotives are one-third that of trucks, according to the U.S. Environmental Protection Agency.

Minnesota's railroads are rarely in the spotlight, but go about their business quietly and efficiently. This CD provides background information about the railroad companies that operate in the state. Included are maps, a list of major commodities they carry, railroads' economic contribution to the state and communities they serve, and a list of key personnel at each company.

### DID YOU KNOW ...

- Minnesota railroads rank first in nation in the movement of iron ore, third in origination of food products and fifth in the origination of farm products.
- A railroad car typically handles three times more freight than the average large truck.
- Railroads are roughly three times more fuel efficient than trucks, while emissions from locomotives are one-third that of trucks.



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## WEB SITES OF MINNESOTA RAILROADS

### RAILROADS:

#### Amtrak (National Railroad Passenger Corp.):

<http://www.amtrak.com>

#### BNSF Railway:

<http://www.bnsf.com>

#### CN:

<http://www.cn.ca>

#### Canadian Pacific Railway:

<http://www.cpr.ca>

#### Dakota, Minnesota & Eastern Railroad:

<http://www.dmerail.com>

#### Iowa, Chicago & Eastern Railroad:

<http://www.icerail.com>

#### Minnesota Prairie Line:

<http://www.tcwr.net/mpli.html>

#### 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.railamerica.com>

#### Progressive Rail:

<http://www.progressiverail.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 RRs Assn:

<http://www.aslrra.org>

#### Association of American Railroads:

<http://www.aar.org>

#### Federal Railroad Administration:

<http://www.fra.dot.gov>

#### MN DOT, Off. of Freight, Railroads & Waterways:

<http://www.dot.state.mn.us/ofrw>

#### MN Regional Railroads Association:

<http://www.minnesotarailroads.com>





# MINNESOTA RAILROADS AND MILEAGE

In 2006, there are 21 railroad companies operating in Minnesota on 4,496 route miles of track. A total of 3,246 miles, or 72% 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 replaced the Interstate Commerce Commission as the federal economic regulator of railroads. Based on 2004 statistics, Class I railroads are those that had annual operating revenue exceeding \$289.4 million.

Class II railroads have annual operating revenue between \$23.1 million and \$289.3 million. Minnesota has two Class II railroads operating in the state. In addition, Minnesota has 14 Class III railroads, which have annual operating revenue of less than \$23.1 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

Railroad	Mileage owned in Minnesota
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### Class I

BNSF Railway (BNSF)	1,598
Canadian Pacific Railway (CPR)	750
Union Pacific Railroad (UP)	462
CN (Canadian National Railway)	436
National Railroad Passenger Corp. (Amtrak)	0

### Class II

Dakota, Minnesota & Eastern RR Corp. (DME)	278
Iowa, Chicago & Eastern (ICE)	194

### Class III

Minnesota Northern Railroad (MNN)	171
Twin Cities & Western Railroad Co. (TCWR)	146
Minnesota Prairie Line Inc. (MPLI)	94
Progressive Rail Inc. (PGR)	80

Otter Tail Valley Railroad (OTVR)	71
Northern Plains Railroad (NPR)	45
Minnesota Southern Railroad Co. (MSWY)	42
St. Croix Valley Railroad (SCXY)	36
Minnesota Commercial Railway Co. (MNNR)	35
North Shore Scenic Railroad (NSSR) <i>(St. Louis &amp; Lake Counties Regional Rail Authority between Duluth and Two Harbors)</i>	25
Northern Lines Railway, LLC (NLR)	23
Cloquet Terminal Railroad Co. (CTRR)	4
Minnesota, Dakota & Western Ry. Co. (MDW)	4
Red River Valley & Western Railroad (RRVW)	2



**BNSF in Minnesota**  
 BNSF  
 Trackage rights

**BNSF**<sup>SM</sup>  
**RAILWAY**



# BNSF RAILWAY

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Burlington Northern Santa Fe Corporation through its subsidiary, The BNSF Railway Company, operates one of the largest railroad networks in North America with 33,000 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 2,422 employees and 1,598 miles of track. The railroad is the largest transporter of grain by rail in North America, operating 33,000 grain cars.

BNSF originated 364,000 carloads of freight in Minnesota in 2005 with 394,000 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 the last five years, BNSF has spent more than \$250 million on capital improvements in Minnesota, primarily for track and capacity improvements.

In addition to money spent in Minnesota, other BNSF projects benefit the state and its shippers. For

example, BNSF recently acquired 6,000 new covered hopper cars over a three-year period for grain loading, which gives Minnesota grain producers the benefits of shipping in more modern, higher capacity cars. Since 1996, BNSF has purchased 2,500 new locomotives, increasing the horsepower of the fleet and improving fuel efficiency. Today, about one out of three road locomotives is less than four years old. BNSF currently has approximately 5,000 locomotives and 88,000 freight cars.

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

Miles of track owned:	1,598
Employees:	2,422
Payroll (2005):	124 million
Minnesota taxes paid:	\$22.0 million
	<i>(Property, sales, income, etc.)</i>
Rail Yards:	Dilworth, Minneapolis, St. Paul, Willmar
Intermodal Hub Centers:	Dilworth, St. Paul
Shops:	Brainerd, Dilworth, Minneapolis
Administrative offices:	St. Paul







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CN operates nearly 18,000 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 22,000 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 DMIR, 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 pre-

decessor 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:	436
Employees:	440
Payroll:	\$23.0 million
Principal commodities:	Grain, lumber, potash, wood pulp, sulphur paper products, iron ore, fertilizer, coal, petroleum coke



**Canadian Pacific in Minnesota**

CP 

Trackage rights 



# CANADIAN PACIFIC RAILWAY



# CANADIAN PACIFIC RAILWAY

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Canadian Pacific Railway Limited and its subsidiaries (collectively CPR) operate a transcontinental railway in the United States and Canada. Its 13,850 mile rail network serves the principal centers of Canada from Montreal to Vancouver and the U.S. Midwest and Northeast regions. CPR feeds directly into America's Heartland from the East and West coasts. Alliances with other carriers extend its market reach throughout the U.S. and into Mexico.

The company's freight traffic generated approximately \$3.3 billion in revenue in 2005: 44% from bulk products (primarily coal, grain, fertilizers and sulphur); 28% from carload (primarily automotive, forest and industrial products); and 28% from intermodal (primarily products moving in containers and trailers).

CPR operates a fleet of 1,600 locomotives including 500 AC traction locomotives acquired since 1995, which have improved overall fuel efficiency and reliability. CPR is the first railway in North America to operate trains with mid-train remote control locomotives. This application enables the railway to run trains approaching 10,000 feet in length in the winter. In recent years, CPR acquired approximately 7,000 high capacity grain hoppers, which are popular in the farm belt for moving grain and fertilizers.

The U.S. portion of CPR's businesses is operated through two wholly owned subsidiaries: Soo Line Railroad Company in the Midwest and the Delaware and Hudson Railway Company in the Northeast.

A longtime majority owner of the Soo, Canadian Pacific purchased full control of the railroad in 1990 and today system operations are fully integrated. Because of different laws, labor contracts and other unique characteristics, however, Soo Line remains a separate company, but operates under the CPR name. The Midwestern territory includes 3,211 miles of line extending from the Dakotas through Minnesota to Wisconsin, Illinois, Michigan, Ohio, Indiana and Kentucky. CPR owns and operates 1,240 miles of track in Minnesota. On an average day, CPR will operate

some 275 freight trains and yard assignments in the U.S. Midwest. In St. Paul, crews at CPR's freight car classification yard will sort out as many as 1,600 freight cars each day, which are delivered to local customers or moved to other cities.

CPR has concentrated administrative departments, equipment maintenance, train dispatching and crew calling facilities in Minnesota. The railway's U.S. training facility for engineers and conductors is located in Maplewood and uses state of the art simulators and other equipment to prepare and certify crews for train assignments. Shop capacity has been expanded several times in St. Paul, which is now one of eight facilities system-wide that repair and service locomotives. Approximately 360 locomotives are assigned to the shops for maintenance.

CPR operates an intermodal terminal in Minneapolis, where more than 88,000 containers from across the world flow to and from every part of Minnesota. Adjacent to the intermodal site is a new transload facility for handling goods to and from traditional freight cars. CPR also operates a large distribution center for new and used automobiles in Cottage Grove, where hundreds of vehicles arrive by train and are transferred to highway auto carriers to take them to dealers in five states.

## CPR in Minnesota

Miles of track owned:	750
Operated under trackage rights:	490
Employees:	1,400
Payroll including benefits (2005):	\$105 million
Major employment locations:	St. Paul, Minneapolis, Glenwood, 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 and is the largest railroad in North America. UP serves 23 states with 32,400 miles of track linking every major West Coast and Gulf Coast port.

Union Pacific traces its history back more than 140 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 employs about 50,000 people.

Union Pacific owns and operates 667 miles of track in Minnesota, with 423 employees. In 2004 in Minnesota, the company had a payroll of \$27.6 million, and made purchases totaling \$55.1 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. 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. Between 1996 and 2000, Union Pacific made over \$50 million of capital improvements to its Minnesota lines. In 2000 and 2001, UP installed new rail and ties on its line between Butterfield and Bricelyn (to Mason City, Iowa), making this line able to handle 286,000-pound

gross weight cars. UP's equipment fleet benefits the state. UP owns 8,000 locomotives and 107,000 freight cars.

Principal commodities handled by the Union Pacific in Minnesota include coal, taconite, 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 is serving the rapidly growing 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. In 2004, UP instituted Triple Crown (RoadRailer®) service between Chicago and its East Minneapolis yard.

## Union Pacific in Minnesota

Miles of track owned:	462
Employees:	423
Payroll (2004):	\$27.6 million
Purchases from MN vendors:	\$55.1 million
Rail yards:	Albert Lea, Mankato, St. Paul, Savage, East Minneapolis, South St. Paul
Auto distribution facility:	St. Paul (Drake Street)
Administrative offices:	St. Paul





# CLOQUET TERMINAL RAILROAD COMPANY INC.

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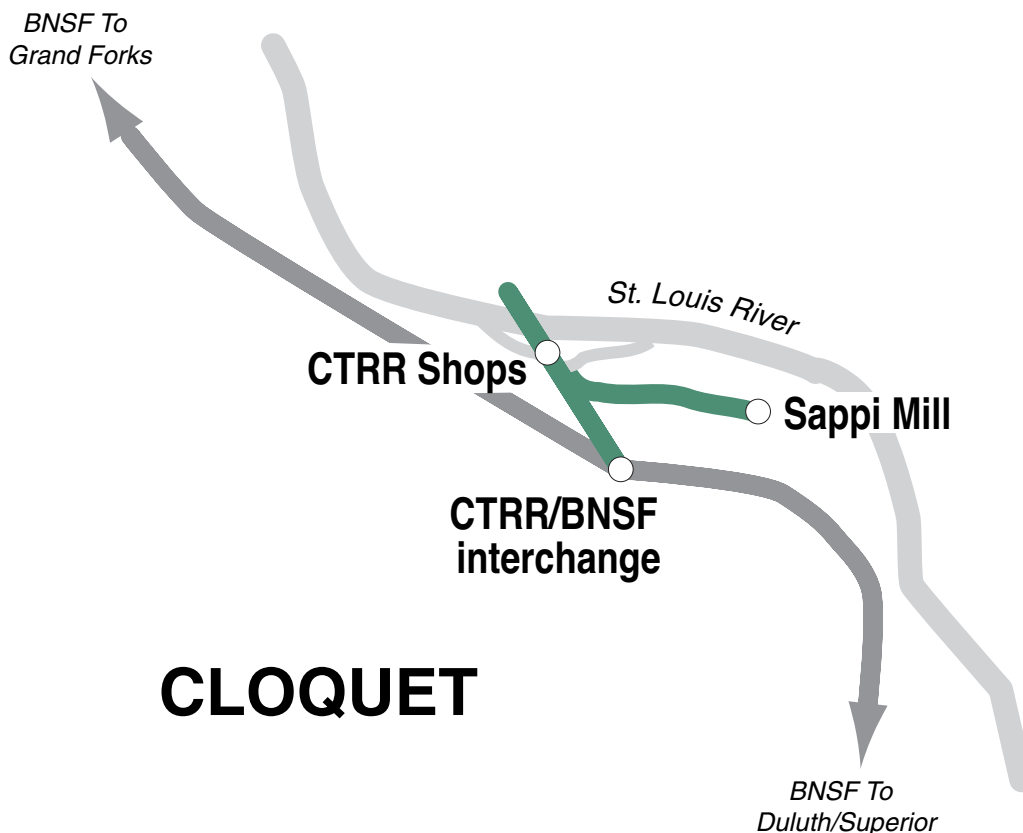
The Cloquet Terminal Railroad Company (CTRR), a subsidiary of Sappi Fine Paper North America, owns four miles of track in the city of Cloquet. The railroad has running rights on about 20 miles of yard track in Cloquet, and interchanges traffic with the BNSF Railway and Canadian Pacific.

The railroad has 23 full-time employees: 20 hourly and 3 salaried. The company owns four diesel locomotives: three 600-h.p. units and one 1,000-h.p. unit. CTRR owns 160 freight cars, including 75 used exclusively to serve the Sappi mill.

Cloquet Terminal's major shipper is Sappi. The railroad also serves the United States Gypsum (USG) factory in Cloquet, which makes ceiling tiles. CTRR handles approximately 10,000 cars per year.

## CTRR in Minnesota

Miles of track owned:	4
Employees:	23
Locomotives:	4
Total carloads:	10,000
Principal commodities:	Logs, paper products and pulp
Administrative offices:	Cloquet



# DAKOTA, MINNESOTA & EASTERN RAILROAD

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The Dakota, Minnesota & Eastern and its sister railroad, Iowa, Chicago & Eastern, operate in eight states from Wyoming to Illinois and from Minnesota to Missouri. DM&E and IC&E are the largest Class II rail system and together comprise the eighth largest railroad system in the country. The two railroads provide direct connections with every major Class I railroad along with access to a number of grain terminals on the Mississippi River in Minnesota and Iowa.

DM&E is a privately held corporation headquartered in Sioux Falls, S.D. and is one of the largest regional railroads in the United States with 1,103 route miles of track located principally in South Dakota and Minnesota. DM&E's main line extends from the Mississippi River at Winona across southern Minnesota and central South Dakota to Rapid City, S.D. At Rapid City, lines head northwest to Colony, Wyo. and south to Crawford, Neb. The DM&E currently owns or leases approximately 4,700 rail cars and has about 290 employees.

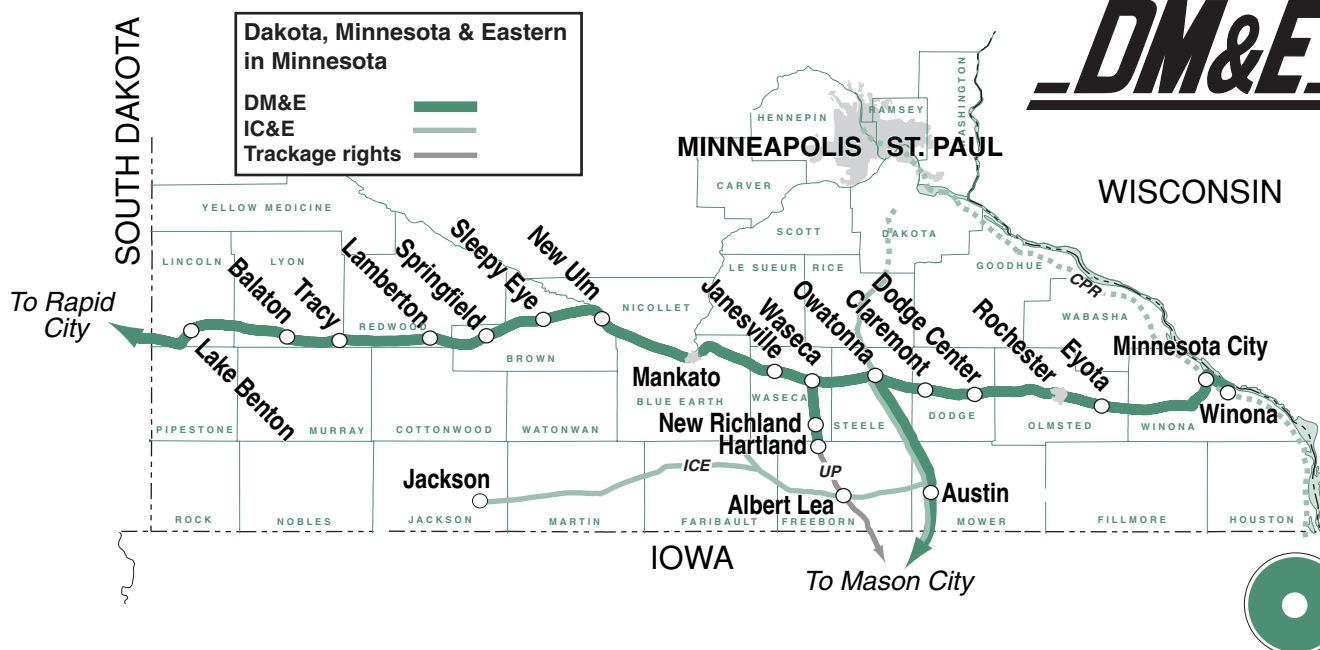
Cedar American Rail Holdings was formed at the startup of the IC&E as a holding company and to help bridge the operations and administration

of the DM&E and IC&E railroads. Cedar American has approximately 150 employees who provide accounting, marketing, and many other services for both railroads.

The Dakota, Minnesota & Eastern began operations on September 5, 1986 over track acquired from the Chicago and North Western Transportation Company (C&NW). The lines from Rapid City to Colony and Crawford were acquired on May 4, 1996 from Union Pacific, which purchased C&NW in 1995.

## DM&E In Minnesota

Miles of track owned:	278
Employees: (DM&E/IC&E)	110
Annual carloads: (2005)	78,000
Freight cars: (DM&E/IC&E)	8,000
Rail yards:	Waseca, New Ulm, Tracy
Commodities:	Grain, grain products, clay and cement
Locomotives: (DM&E/IC&E)	155



# IOWA, CHICAGO & EASTERN RAILROAD

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Iowa, Chicago & Eastern Railroad and its sister railroad, Dakota, Minnesota & Eastern, are the largest Class II rail system in the U.S. Together, they comprise the eighth largest railroad system in the country totaling 2,500 route miles including 466 in Minnesota. IC&E is the only regional railroad that connects with every major Class I railroad. Principal routes extend from the Twin Cities to Kansas City and Chicago, plus branch lines in Minnesota from Austin to Jackson and from Mason City, Iowa north to Rosemount, and a major branch line from Marquette to Sheldon, Iowa.

IC&E began operations on July 31, 2002, after acquiring approximately 1,100 miles of track in Illinois, Iowa, Minnesota, Missouri and Wisconsin, plus 275 miles of trackage rights formerly operated by I&M Rail Link. IC&E owns or leases 3,300 rail cars and has approximately 500 employees.

Cedar American Rail Holdings is a holding com-

pany that was formed at the startup of the IC&E to help bridge the operations and administration of the DM&E and IC&E.

Most IC&E trackage was formerly owned by the Milwaukee Road, which was purchased by Soo Line (part of Canadian Pacific) in 1985.

## IC&E in Minnesota

Miles of track owned:	194
Employees (DM&E-IC&E):	110
Locomotives (DM&E-IC&E):	155
Freight cars (DM&E-IC&E):	8,000
Annual carloads: (2005):	176,000
Administrative office:	Bettendorf, IA
General office:	Sioux Falls, SD
Principal commodities:	Coal, grain, grain products, steel products and scrap iron

# ***IC&E***

Iowa, Chicago & Eastern

IC&E

DM&E

Trackage rights



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The Minnesota Commercial Railway (MNNR) operates on 120 miles of track (including operating rights on other railroads) in Anoka, Hennepin, Ramsey and Washington counties. Minnesota Commercial connects with all the railroads that serve the Twin Cities area. The railroad employs 99 Minnesotans full time, up from 22 in 1987 when the railroad began operations.

The company also operates a trucking division that handles 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. Industrial development efforts have helped expand the Northco Industrial Park in Fridley, the Pacal Industrial Park in Roseville and, most recently, the Bald Eagle Industrial Park in Hugo. The company has a marketing and service alliance with Union Pacific and Norfolk Southern Triple Crown intermodal service.

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

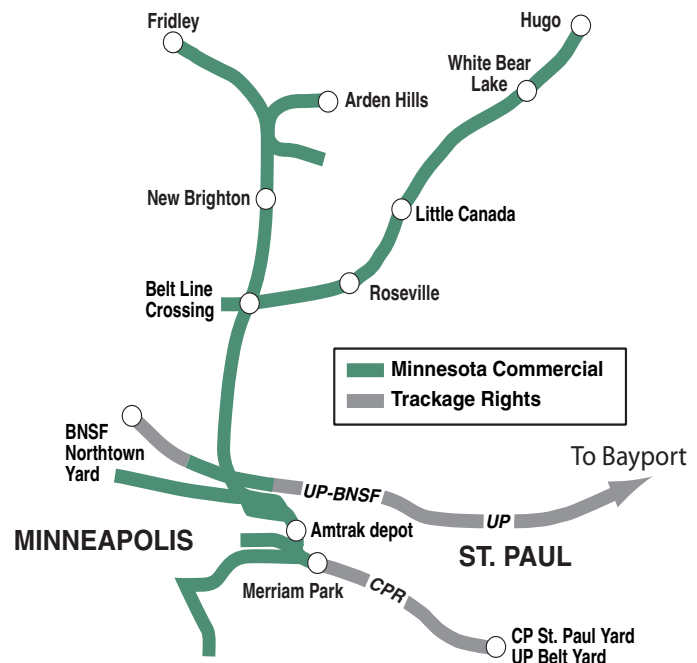
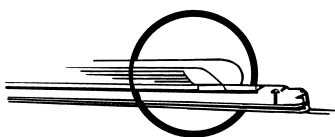
over the Minnesota Commercial to reach the Midway depot in St. Paul. The railroad serves 130 customers including seven grain elevators and two flour mills in the Twin Cities.

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 2005, the Minnesota Commercial handled about 54,000 revenue units. Since operations began, the Minnesota Commercial has spent about \$24 million for capital improvements, additions, equipment and betterments.

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:	35
Employees:	99
Annual payroll:	\$4.5 million
Total revenue units (2005):	54,000
Commodities carried:	Lumber, steel, paper, wines and beers, potash, consumer goods
Number of locomotives:	35



# MINNESOTA, DAKOTA & WESTERN RAILWAY

101 2nd Street  
International Falls, MN 56649

Phone: (218) 285-5290  
FAX: (218) 283-3000

Contact: Garry Neumann, General Manager

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 3,100 freight cars, which helps assure prompt, cost-effective rail service for Boise Cascade—the largest employer in Koochiching County and the owner of the railway.

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 40 employees. MD&W invests \$100,000 annually to rehabilitate track and \$100,000 on machinery and vehicles. The company handled 11,841 carloads in 2005, mostly related to paper or paper products. Along with its rail operation, the MD&W operates an Intermodal Hub Center with CN to handle paper shipments from International Falls, Fort Frances and Kenora.

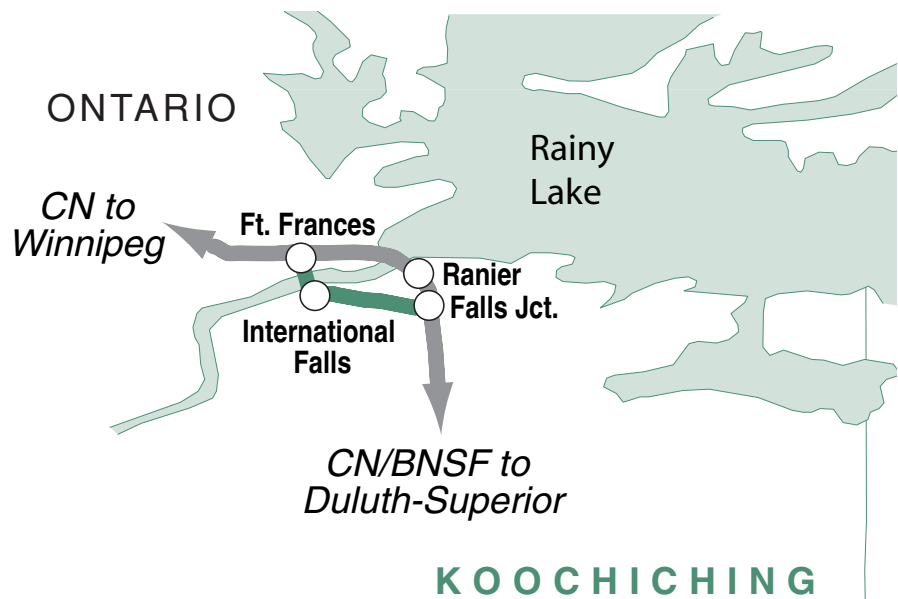
The Minnesota, Dakota & Western dates to August 15, 1910 and is one of the last vestiges of Minnesota's once vast logging railroad system. Its predecessor, the International Bridge & Terminal Company, was incorporated in 1906.

## MD&W in Minnesota

Miles of track owned:	4
Employees:	39
Revenue units (2005):	11,841
Commodities carried:	Wood pulp, pulpwood, chemicals, other raw materials and finished paper products
Number of freight cars:	3,100
Number of locomotives:	4
Payroll: (2005)	\$2,165,000
Headquarters, rail yard, shops:	International Falls

# BOISE

MD&W Railway  
a Boise Company





# MINNESOTA NORTHERN RAILROAD COMPANY

P.O. Box 705 (mailing address)  
28997 255th Ave. SW  
Crookston, MN 56716

Phone: 1-888-200-0415  
(218) 281-4704  
FAX: (218) 281-4705

## Contacts:

George LaPray, General Manager  
Richard Spiering, Operations Supervisor  
Lee Lutt, Customer Service

mnn@rrv.net  
mnnrs@rrv.net  
mnnll@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 Warroad and St. Hilaire, south from Crookston to Ada and Perley, and east to Tilden Junction. Minnesota Northern also serves the "Wilds" industrial yard in the southwest corner of Crookston.

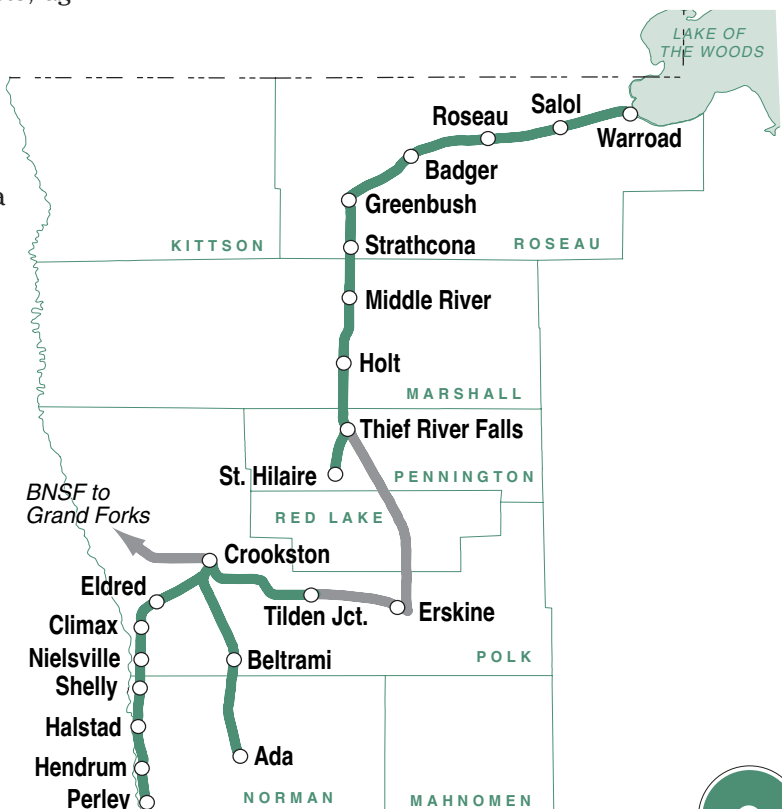
Minnesota Northern connects with BNSF at Crookston and CPR at Thief River Falls. Total mileage owned and operated is 245, including trackage rights over other railroads. Eighteen Minnesota communities are served by MNN.

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 ten locomotives; freight cars are supplied by BNSF or CPR and MNN has leased 80 grain hopper cars. Minnesota Northern grain customers can reach markets throughout North America via MNN's connections with BNSF and CPR.

## Minnesota Northern in Minnesota

Miles of track owned:	171
Employees:	16
Payroll: (2005)	\$600,000
Total carloads:	11,000
Commodities:	Grain, seeds, sugar and sugar by-products, aggregates, coal, feeds, fertilizers
Number of locomotives:	10
Number of freight cars:	120
Headquarters, rail yards, shops:	Crookston



# MINNESOTA PRAIRIE LINE INC.

2925 12th Street East  
Glencoe, MN 55336

**Contact:** William F. Drusch, CEO  
Mark Wegner, Exec. VP & COO  
Lloyd Host, VP Marketing and Sales  
Craig Glaeser, Dir. Marketing & Sales  
Bob Suko, Gen. Manager, Operations  
Julie Rath, Administrator for MVRRA

**Phone:** (320) 864-7200  
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**FAX:** (320) 864-7220

**Phone:** (763) 746-7214 wdrusch@tcwr.net  
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(320) 864-7211 lhost@tcwr.net  
(320) 864-7206 cglaeser@tcwr.net  
(320) 864-7210 bsuko@tcwr.net  
(507) 637-4084 julie@redwoodfalls.org

The Minnesota Prairie Line Inc. (MPL), is a wholly owned subsidiary of the Twin Cities & Western Railroad based in Glencoe, Minn. MPL serves some of the most productive agricultural counties of Minnesota. MPL is the operator on 94 miles of track between Norwood and Hanley Falls, Minn., which is owned by the Minnesota Valley Regional Railroad Authority (MVRRA).

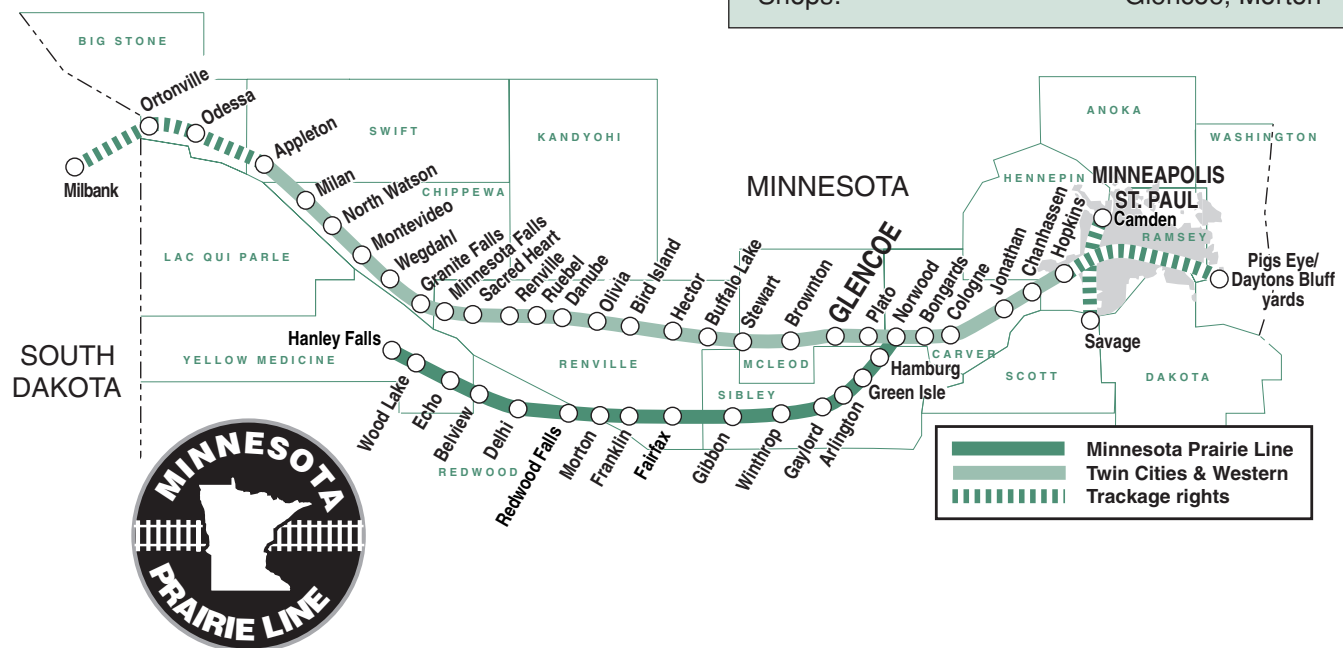
Restoration started in April 2002 and MPL began operations in October 2002. Rail traffic has been increasing now that dependable rail service has been restored. Future plans involve further upgrading with a goal of achieving 25 mph operation in 2007 from Winthrop east to Norwood. MPL is the first railroad in Minnesota and the first in the nation to operate locomotives using 5% biodiesel fuel, which is supplied by FUMPA Biofuels in Redwood Falls.

MPL works in partnership with the MVRRA and the communities it serves to enhance rural economic development.

Prior to MPL's operation, 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

Miles of track operated:	94
Employees:	(Supplied by TC&W)
Payroll and fringes:	\$442,000
Locomotives	2
Freight cars:	175
Total carloads	2,292
Commodities:	Corn, fertilizer, biodiesel, distillers dried grains (DDG), soybeans, vegetables
Headquarters and shops:	Glencoe
Shops:	Glencoe, Morton



# MINNESOTA SOUTHERN RAILWAY, INC.

106 East Fletcher Street  
P.O. Box 562  
Luverne, MN 56156

Phone: (507) 283-4269  
FAX: (507) 283-4272

Contact: Brent Polanchek

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.

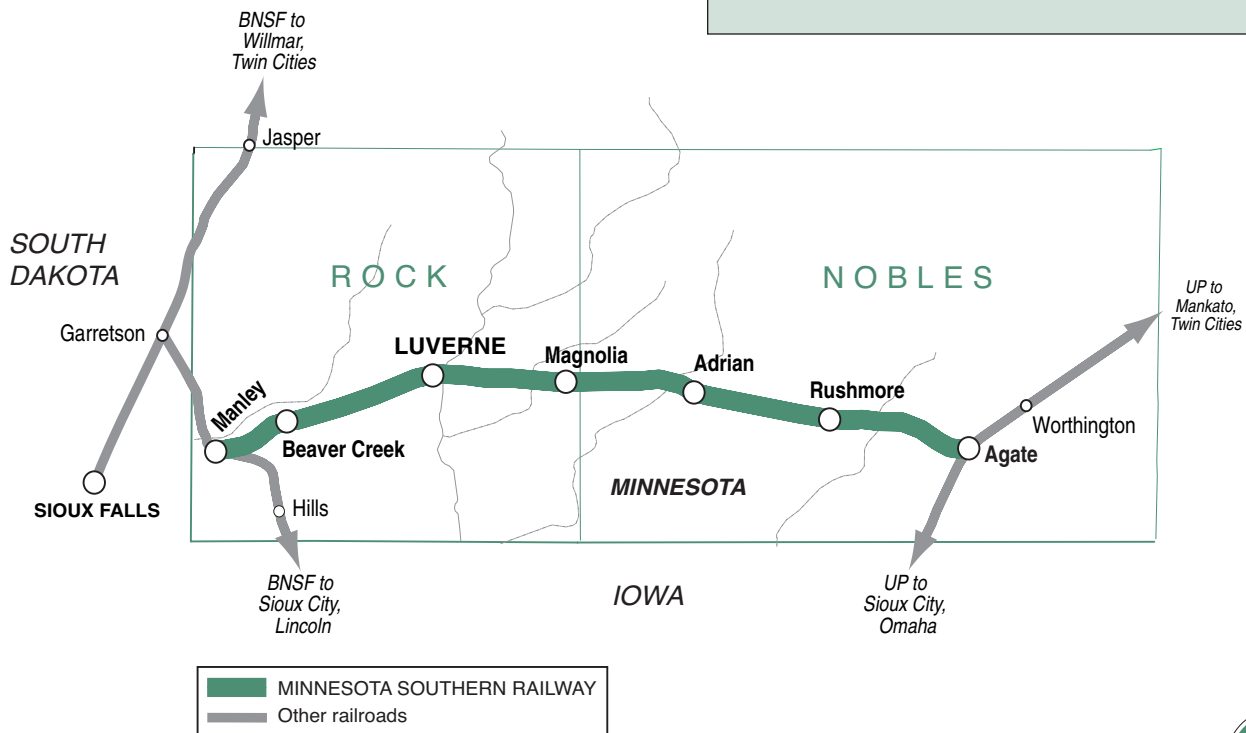
Minnesota Southern is based in Luverne and employs seven people. The railroad operates in Nobles and Rock counties and serves seven Minnesota communities. Principal commodities carried include animal feed, ethanol, DDG, fertilizer, organic corn and soybeans. Minnesota Southern carried 901 carloads in 2005—a 4% increase over 2004, which helped keep 3,000 trucks off the highways last year.

The railroad is a large contributor to the local economy. In 2005, the company spent approximately \$200,000 on purchases in the state. For the last three years, the railroad has focused on right-of-way improvements. Thousands of new ties have been installed, rock ballast distributed to improve drainage, and bridges removed.

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.

## MSWY in Minnesota

Miles of track operated:	42
Employees:	7
Annual purchases:	\$200,000
Locomotives	2
Freight cars:	175
Total carloads	901
Commodities:	Corn, feed, ethanol, soybeans DDG (distillers dried grains)
Administrative offices:	Luverne



# NORTHERN LINES RAILWAY, LLC

14 North 7th Avenue, Suite 115  
St. Cloud, MN 56303

Phone: (320) 259-4076  
FAX: (320) 259-4089

## Contacts:

Daniel C. Rickel, President  
James Zanoth, Office Manager - Customer Service

Phone: (320) 259-4010  
(320) 259-4076

Northern Lines Railway (NLR) was formed in late 2004 and on April 23, 2005 began operating on 23 miles of track leased from BNSF Railway in St. Cloud, Minn., with branch lines extending to St. Joseph and Cold Spring, Minn.

NLR connects with BNSF at St. Cloud and handles approximately 7,200 carloads annually, providing daily switching service to major customers including Cold Spring Granite, Gold 'n Plump Poultry, Maier's Transport, Phillips Recycling, American Iron, Manion's Wholesale, Mathew Hall Lumber, Quebecor World, Martin Marietta, and Smurfit-Stone Container Corp.

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

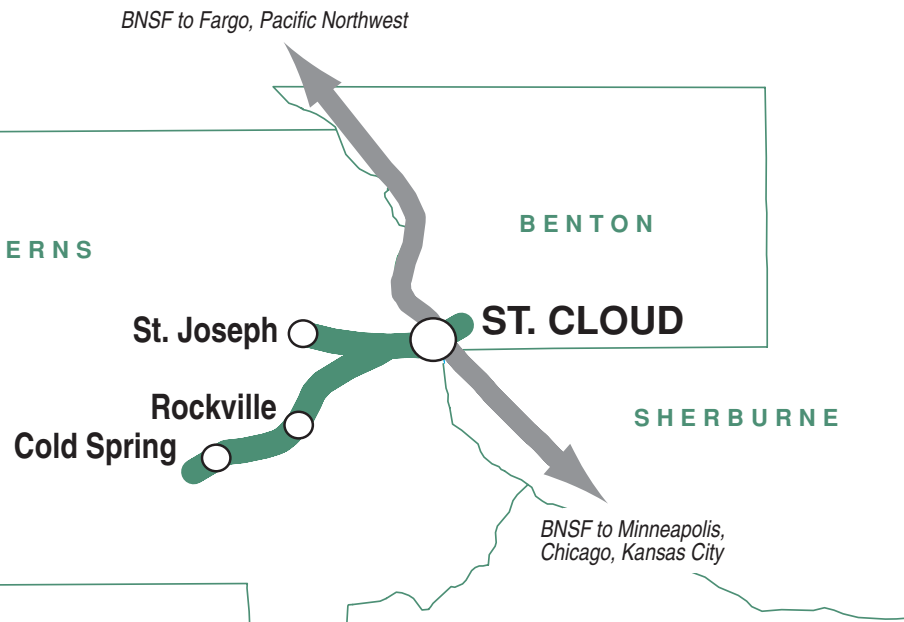
NLR is a member of the Anacostia & Pacific Company, Inc. ([www.anacostia.com](http://www.anacostia.com)), a transportation and development firm based in Chicago and New York,

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.

## Northern Lines Railway

Miles of track operated:	23
Employees:	7
Total carloads:	7,195
Locomotives	2
Purchases in Minnesota	\$288,000
Principal commodities:	Aggregate, scrap steel, pulp board, paper and lumber.
Administrative offices:	St. Cloud



# NORTHERN PLAINS RAILROAD, INC.

100 Railroad Avenue  
P.O. Box 38  
Fordville, ND 58231

Phone: (701) 229-3330  
FAX: (701) 229-3365  
Web: [www.nprail.com](http://www.nprail.com)

## Contacts:

Gregg F. Haug, President  
Larry R. Jamieson, Vice President  
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Robin C. Omdahl, Manager Rail Cars  
Todd L. Gullickson, Manager Operations

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[rcomdahl@nprail.com](mailto:rcomdahl@nprail.com)  
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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 (CPR). Lines extend west from Thief River Falls to Devils Lake, N.D. and run north and west from Fordville, N.D. to a connection with the CPR at Kenmare, N.D. Northern Plains also connects with CPR at Thief River Falls.

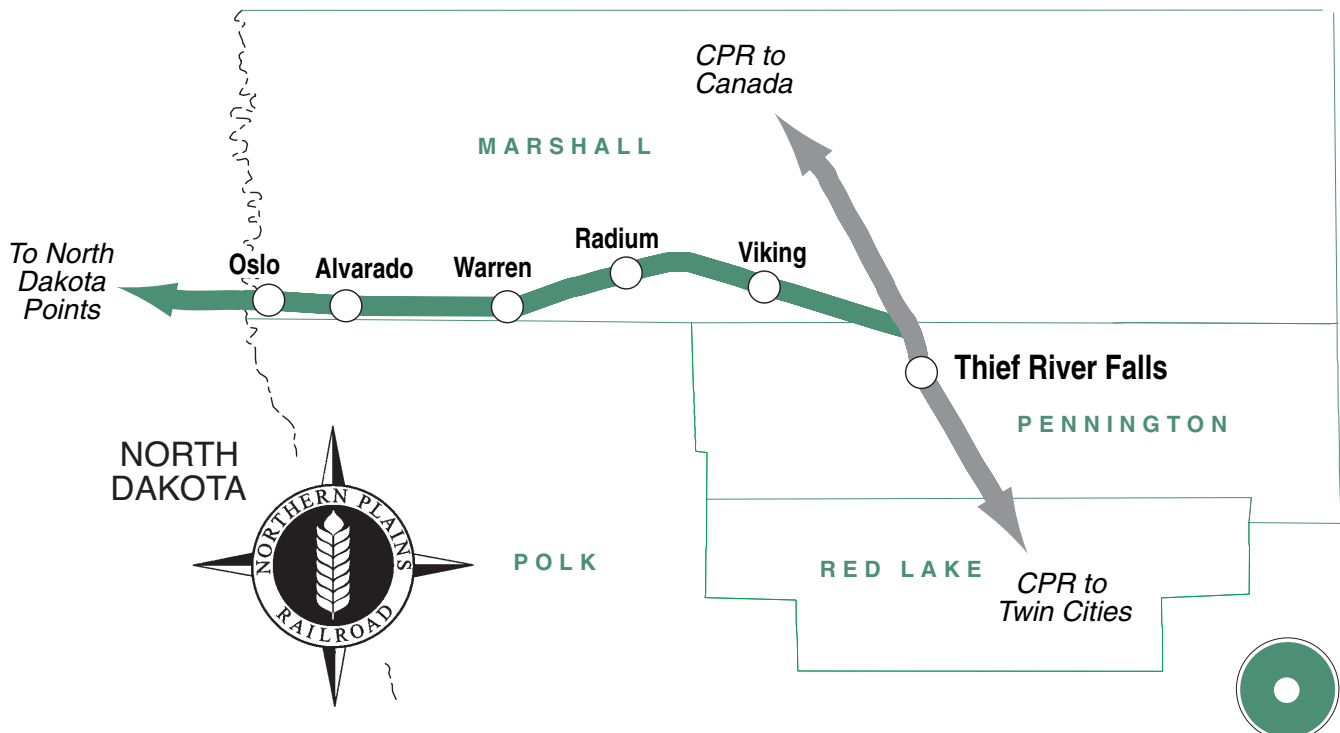
Based in Fordville N.D., Northern Plains has 43 employees. Northern Plains serves 40 communities, including six in Minnesota. In 2005, NPR invested \$3.3 million improving track and structures, including a bridge at Oslo, Minn. Approximately \$3.6 million has been budgeted for capital improvements in 2006.

The company has 21 locomotives. Freight cars are supplied by CPR. Northern Plains grain customers can reach all grain markets through NPR's connections with CPR.

Northern Plains Rail Services is a NPR affiliate, which performs running repairs, contract car repairs and locomotive painting at its shop located in Fordville.

## Northern Plains

Miles of track:	483 (45 miles in Minnesota)
Employees:	43
Payroll (2005)	\$1.8 million
Total carloads:	16,808
Locomotives:	21
Principal commodities:	Grain, aggregates, fertilizer
Administrative offices:	Fordville, N.D.





# OTTER TAIL VALLEY RAILROAD COMPANY

200 North Mill Street  
Fergus Falls, MN 56537

Phone: 1-800-726-7921  
FAX: (218) 736-7636

## Contacts:

Pam Slifka, Vice President & General Manager  
Harry Krog, Assistant General Manager

Cell: (218) 205-7431  
Cell: (218) 205-6448

Otter Tail Valley Railroad Company (OTVR) operates 71 miles of former Burlington Northern 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 Business Park. There are six communities that are served by Otter Tail Valley.

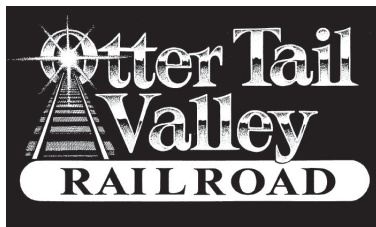
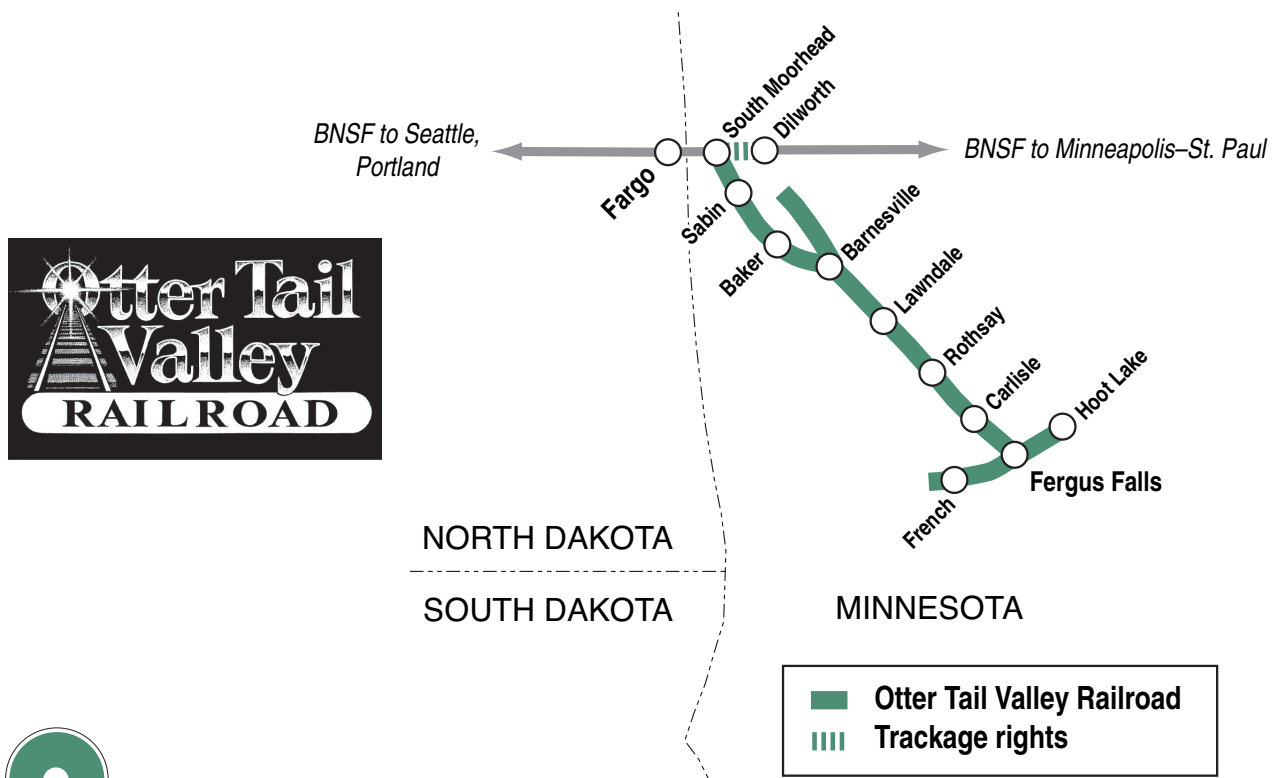
Otter Tail Valley was formed in 1986. RailAmerica, Inc. purchased the railroad in September 1996 from its owners, Anacostia & Pacific Company, Inc. OTVR is one of more than 40 railroads owned by RailAmerica. Principal commodities handled by Otter Tail Valley are grain and coal. The railroad handles approximately 10,000 carloads annually and is locally managed. The company owns four 1,750-1,800 h.p. diesel locomotives. Freight cars are supplied by the BNSF Railway. OTVR interchanges traffic with BNSF at Dilworth yard, just east of Moorhead.

OTVR spends more than \$850,000 annually to maintain and improve track and locomotives.

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.

## Otter Tail Valley in Minnesota

Miles of track owned:	71
Employees:	12
Annual payroll	\$675,000
Total carloads:	10,000
Principal commodities:	Grain, coal
Administrative offices:	Fergus Falls



# PROGRESSIVE RAIL INCORPORATED

Airlake Industrial Park  
21778 Highview Ave.  
Lakeville, MN 55044

## Contacts:

Dave Fellon, President  
Tim Wiens, VP Administration  
Bill Kutka, VP Sales and Marketing  
Lon Van Gemert, VP Railroad Operations  
Doug Whiteley, VP Finance  
Duane Jenkins, VP Customer Service

Phone: (952) 985-7245  
1-888-PRO-RAIL (776-7245)  
FAX: (952) 985-7626  
E-mail: info@progressiverail.com

E-mail: dfellon@progressiverail.com  
twiens@progressiverail.com  
bkutka@progressiverail.com  
lvangemert@progressiverail.com  
dwhiteley@progressiverail.com  
djenkins@progressiverail.com

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 and Faribault, Minn. Administration offices are located in Lakeville.

The railroad has 50 full-time employees and owns nine diesel locomotives and a fleet of 75 60-ft. RBL and other equipped boxcars.

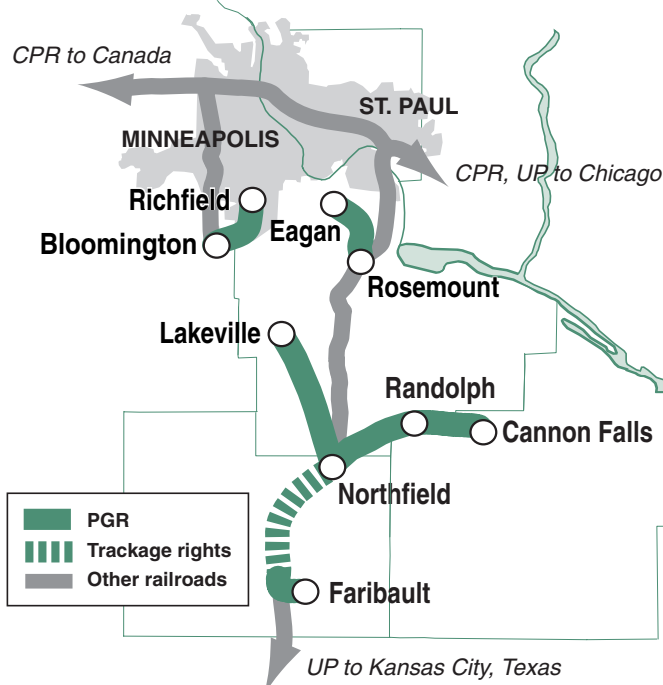
Progressive Rail began operations on September 25, 1996 in Airlake Industrial Park in Lakeville. With the help of the Canadian Pacific Railway, traffic on the Northfield to Lakeville line has grown from 600 cars to more than 7,200 in 2005. In February 2001, Progressive Rail leased nine miles of track from CPR, known as the Dan Patch Line, from Bloomington to south Minneapolis. Traffic has grown from 900 cars to 2,400 cars in 2005.

In March 2004, in partnership with the Union Pacific, PGR acquired the former Cannon Falls subdivision and operations to Faribault, Minn. This expansion, which handled about 600 cars in 2005, 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, Minn, tying into its current Airlake Industrial Park operation and the Rosemount to Eagandale industrial spur. Last year, this segment handled about 2,300 cars.

Progressive Rail also offers transloading services, which allows customers to transfer cargo from rail to truck, as well as provide temporary storage of materials.

## Progressive Rail in Minnesota

Miles of track owned and operated:	80
Employees:	50
Locomotives:	9
Total carloads:	12,500
Principal commodities:	Forest products, cement/flyash, pipe, paper, plastics, canned goods, chemicals, building products
Administrative offices:	Lakeville



# RED RIVER VALLEY & WESTERN RAILROAD CO.

## Contacts:

William F. Drusch, Chief Executive Officer  
 Andrew J. Thompson, President & COO  
 Daniel L. Zink, Director of Administration

Sharon Trudell, VP Marketing  
 Dan Keogh, Manager Transportation  
 Jack Anderson, Chief Mechanical Officer  
 Pat Badgley, Accounting Manager  
 Cal Gruebele, Manager Track & Structures  
 Dave Volk, Manager - Car Shop

P.O. Box 608  
 116 South Fourth St.  
 Wahpeton, ND 58074

Phone: (701) 642-8257  
 FAX: (701) 642-5102  
 Website: [www.rrvw.net](http://www.rrvw.net)

501 Minnesota Ave.  
 Breckenridge, MN 56520

Phone: (218) 643-4994  
 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. Since then, RRVW has experienced solid growth in terms of freight volume, employment, and physical improvements. It has moved more than 575,000 carloads of freight for customers. At 488 miles (31 miles in Minnesota, including trackage rights), RRVW 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.

The railroad has 13 locomotives and handles about 47,000 carloads annually, doubling business since start-up. RRVW presently has about 60 customers in Minnesota and North Dakota. Approximately 35 grain elevators are served by the railroad (including two shuttle train facilities in Breckenridge), which generate more than 50% of the traffic. The railroad's locomotive shops and a large marshaling yard are located in Breckenridge, Minn., while administrative offices are located across the Red River in Wahpeton, N.D. RRVW maintains a four-bay freight car repair facility in Breckenridge to handle running and contract repairs for the railroad and customers

RRVW employs a total of 77 people, up from 45 at start-up. Since 1987, more than \$18 million has been allocated for capital projects, including relaying 50 miles of track with heavier rail. In addition, RRVW spends about \$3 million each year on track maintenance. More than 100 miles of track are surfaced each year for smoother operation.

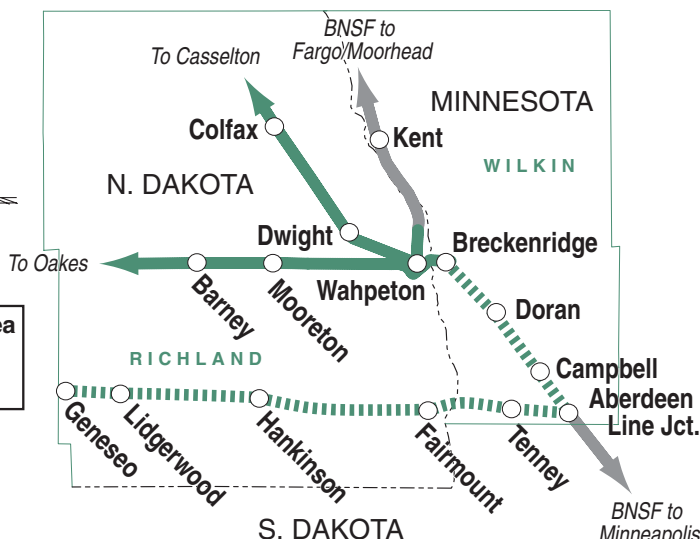
RRVW also operates Rutland Line Inc. (a short line created in 1997) with over 63 miles of trackage rights between Breckenridge and Geneseo, N.D.

## RRVW in Minnesota

Miles of track owned:	2
Employees:	58
Total carloads:	47,000
Commodities:	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



RRV&W Breckenridge Area  
 RRV&W  
 Trackage rights



# ST. CROIX VALLEY RAILROAD

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

Phone: 1-888-200-0415  
(320) 358-0383  
FAX: (320) 358-0276

## Contacts:

George LaPray, General manager  
Richard Spiering, Operations supervisor  
Lee Lautt, Customer Service  
Martin Johnson, Superintendent

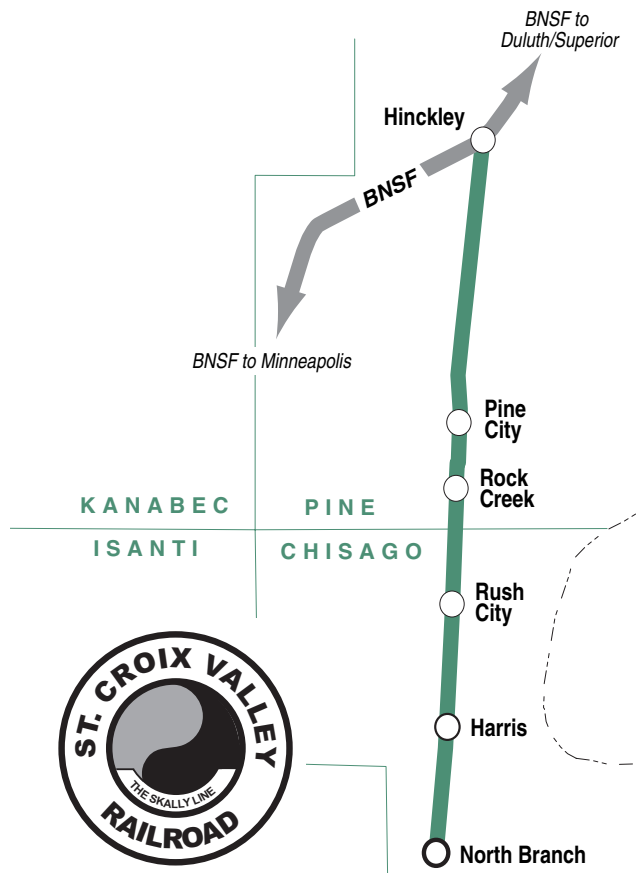
[mnn@rrv.net](mailto:mnn@rrv.net)  
[mnnrs@rrv.net](mailto:mnnrs@rrv.net)  
[mnnll@rrv.net](mailto:mnnll@rrv.net)  
[scxyrr@youbetnet.net](mailto:scxyrr@youbetnet.net)

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 two 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 3,000 carloads annually and is locally managed. The railroad owns two 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:	2
Payroll: (2005)	\$100,000
Annual carloads:	3,000
Principal commodities:	Grain, flour, fertilizers
Locomotives:	2
Headquarters, rail yards, shops:	Rush City



# TWIN CITIES & WESTERN RAILROAD COMPANY

2925 12th Street East  
Glencoe, MN 55336

Phone: (320) 864-7200  
1-800-290-TCWR (8297)  
FAX: (320) 864-7220

Contact: William F. Drusch, CEO  
Mark Wegner, Exec. VP & COO  
Lloyd Host, VP Marketing and Sales  
Craig Glaeser, Dir. Marketing and Sales  
Bob Suko, Gen. Manager, Operations  
Tim Jeske, Dir. Mechanical & Maintenance

Phone: (763) 746-7214 wdrusch@tcwr.net  
(320) 864-7204 mwegner@tcwr.net  
(320) 864-7211 lhost@tcwr.net  
(320) 864-7206 cglaeser@tcwr.net  
(320) 864-7210 bsuko@tcwr.net  
(320) 864-7214 tjjeske@tcwr.net

The Twin Cities and Western Railroad Company (TC&W) is a regional railroad serving some of the most productive agricultural counties of Minnesota and South Dakota. Based in Glencoe, TC&W began operations in July 1991 over track and trackage rights acquired from the Soo Line Railroad (now Canadian Pacific Railway) between the Twin Cities and Milbank, S.D. Today the railroad operates 229 miles of track and trackage rights and employs 60 individuals.

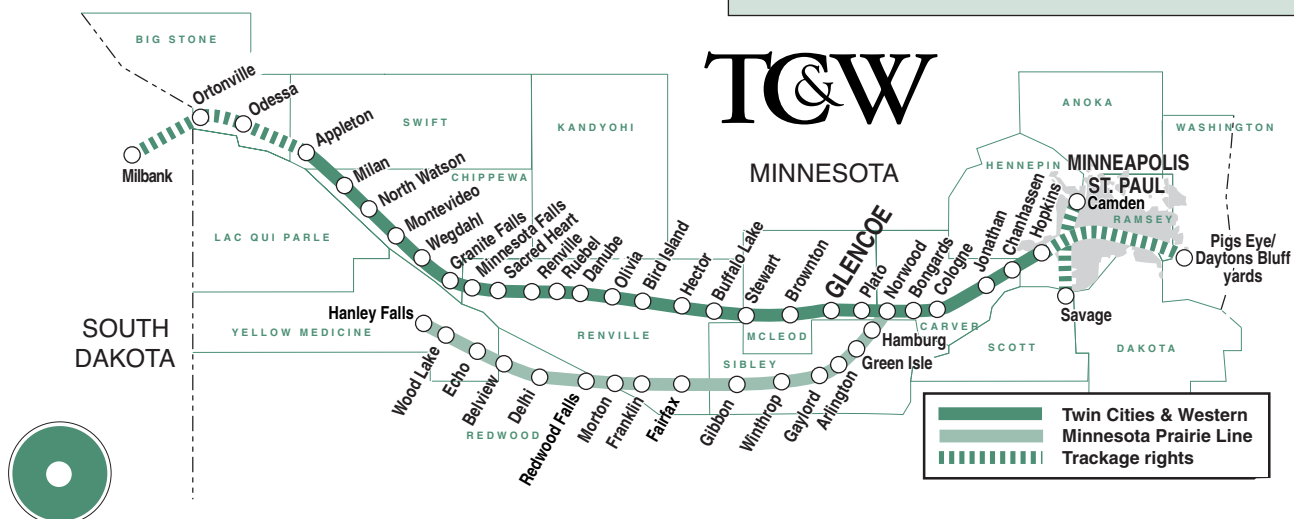
Glencoe is the operating hub for all TC&W trains and is the site of the railroad's maintenance facility. In 1998, TC&W spent \$1.2 million for covered hopper cars to give grain elevators along TC&W lines a better supply of cars. Also, TC&W has acquired "Airslide" cars to handle bulk sugar shipped from the sugar plant in Renville. In late 1996, TC&W improved its locomotive fleet by entering into a lease/purchase agreement for Generation II Caterpillar-powered diesel locomotives valued at \$4.7 million. In 1997, the company spent \$200,000 to replace worn rail and an additional \$300,000 on various capital improvement projects, including a snowplow, track equipment and improvements to the Glencoe shop. TC&W anticipates spending an additional \$875,000 on capital improvements in 2006. TC&W's fleet has operated locomotives on 5% biodiesel.

TC&W's traffic base consists largely of coal, grains (corn, wheat, barley), soybeans, sugar, beet pulp pellets, lumber and other forest products, canned and frozen vegetables, edible beans, clay, fertilizers, ethanol, distillers dried grains (DDG), crushed rock and agricultural machinery.

Prior to TC&W and Soo Line operation, this line was part of the Milwaukee Road's main line to the Pacific Northwest. It was originally constructed in the 1870s by the Hastings & Dakota Railway.

## TC&W in Minnesota

Miles of track owned and operated:	146
Employees:	60
Payroll and fringes:	\$3.3 million
Capital investments 1991-2005:	\$11 million
Locomotives:	8
Freight cars:	597
Total carloads:	14,877
Commodities:	Coal, corn, soybeans, ethanol DDG, sugar, wheat
Headquarters:	Glencoe
Shops:	Glencoe, Montevideo





## OTHER RAILROADS SERVING MINNESOTA

### **AMTRAK**

(National Railroad Passenger Corporation)

525 West Van Buren Street

Second Floor

Chicago, IL 60607

Contact: Ray Lang

Director State and Local Government Affairs

Phone: (312) 880-5233

FAX: (312) 880-5167

E-mail: raylang@amtrak.com

Amtrak provides daily passenger train service over 373 miles of BNSF Railway and Canadian Pacific Railway trackage. Minnesota communities served by the EMPIRE BUILDER are Winona, Red Wing, Minneapolis/St. Paul, St. Cloud, Staples, and Detroit Lakes. Amtrak is upgrading equipment and amenities on selected long-distance trains, and the first train to be relaunched with these upgrades was the EMPIRE BUILDER, in August 2005. Total Minnesota ridership in fiscal year 2005 was 182,739. Amtrak employs 70 Minnesotans. Payroll in the state in fiscal year 2005 was approximately \$4.1 million. Amtrak expended \$4.6 million for goods and services in Minnesota in FY 2005.

### **NORTH SHORE SCENIC RAILROAD**

St. Louis & Lake Counties Regional Rail Authority

506 West Michigan Street

Duluth, MN 55802

Phone: (218) 722-1273 or 1-800-423-1273

FAX: (218) 733-7596

Contact: Tim Schandel, Dir. of RR 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.





