



# MINNESOTA FREIGHT RAILROAD MAP

Office of Freight and Commercial Vehicle Operations

January 2015



## LEGEND

### Major Railroads (Class I)

- BNSF (1,584 Miles)
- CN (425 Miles)
- CP (1,222 Miles)
- UP (435 Miles)

### Other Railroads

- Class III and Private (778 Miles)

### Out of Service

- Out of Service
- Abandoned Lines

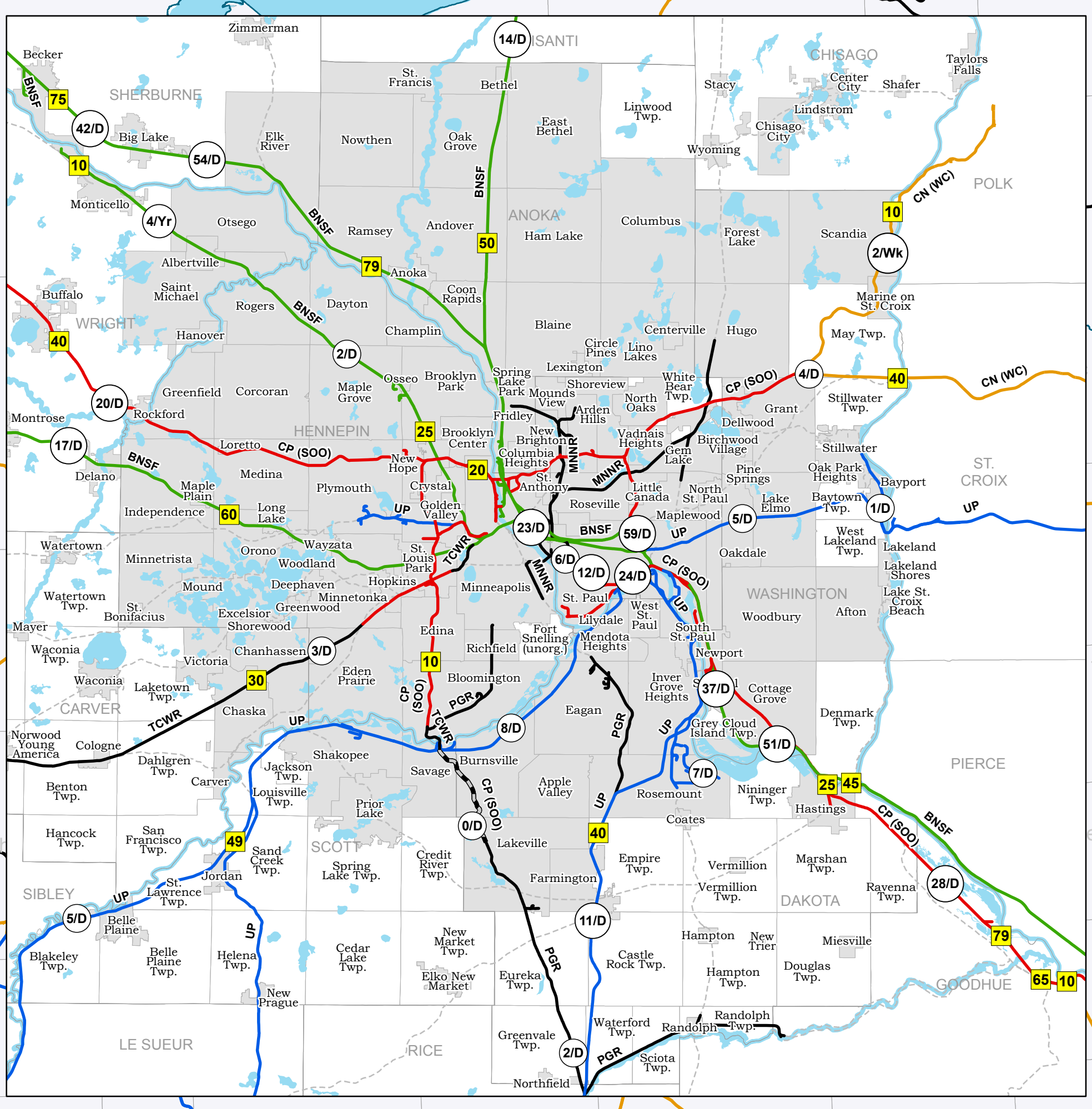
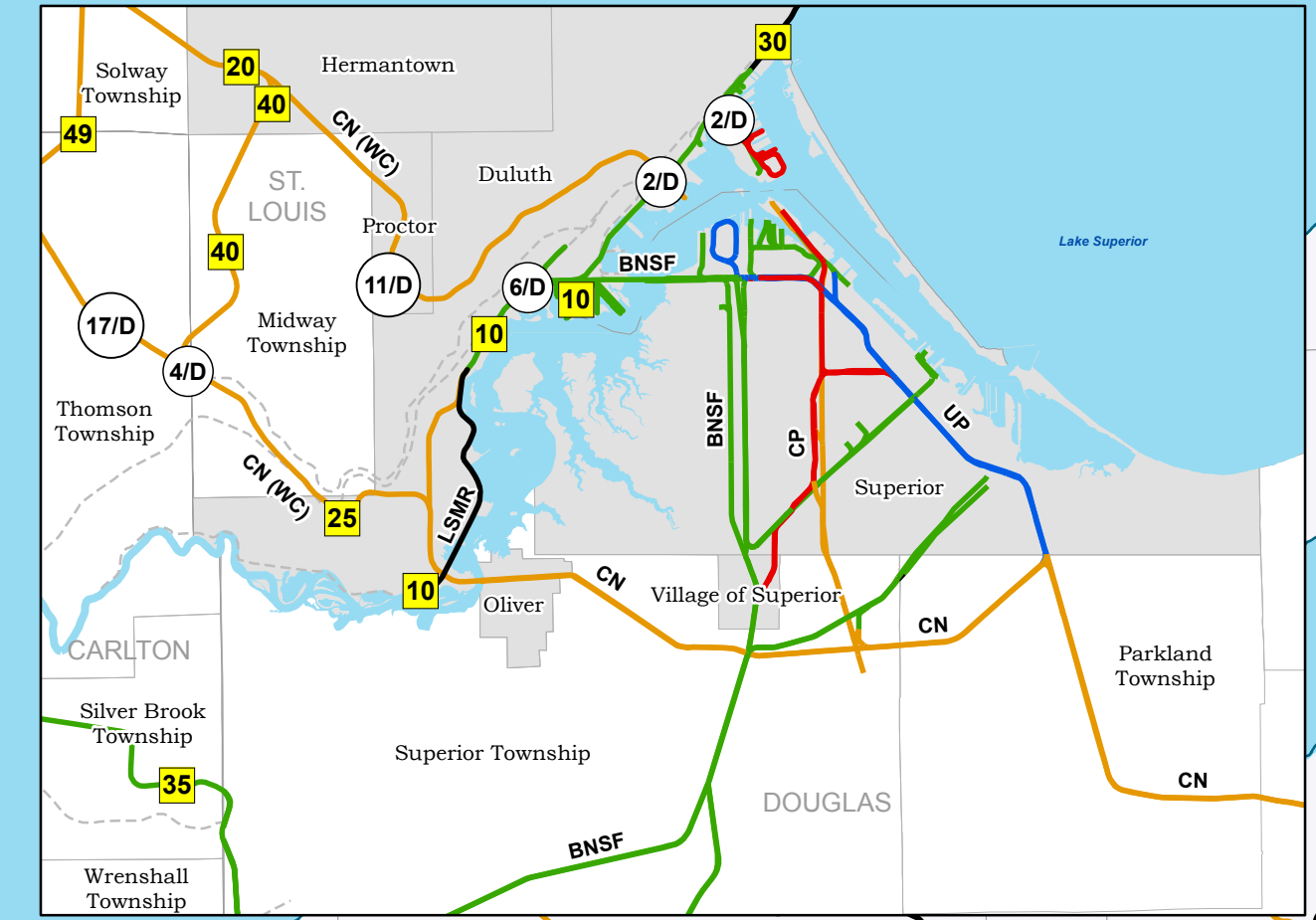
A city name on the statewide map indicates by its size the approximate population

Examples:

- Staples Under 10,000
- Brainerd 10,000 to 50,000
- Minneapolis Over 50,000

### Railroads Lines:

- BNSF.....Primary Operator
- (SOO).....Subsidiary Operating Company
- (48/D).....Train Volume D = Trains per day  
W = Trains per week  
Y = Trains per year
- 79.....Maximum Authorized Speed (MPH)



## RAILROADS

- Class I Railroads:**
  - BNSF – BNSF
  - CN – Canadian National
  - CP – Canadian Pacific
  - UP – Union Pacific
- Class I Subsidiaries:**
  - SOO – Soo Line
  - WC – Wisconsin Central
- Class II Railroads**
  - RCPE – Rapid City, Pierre & Eastern
- Class III and Private Railroads:**
  - CTTR – Cloquet Terminal
  - LSMR – Lake Superior & Mississippi
  - MNN – Minnesota Northern
  - MNR – Minnesota Commercial
  - MPLI – Minnesota Prairie Line
  - MSWY – Minnesota Southern
  - NLR – Northern Lines
  - NPR – Northern Plains
  - NMCZ – North Shore Mining
  - NSSR – North Shore Scenic
  - OTVR – Otter Tail Valley
  - PGR – Progressive Rail
  - RRVW – Red River Valley & Western
  - TCWR – Twin Cities & Western
  - ZLTV – LTV Steel Mining

Disclaimer: The Minnesota Department of Transportation makes no representation or warranties, express or implied, with respect to the reuse of data provided herewith, regardless of its format or the means of its transmission. There is no guarantee or representation to the user as to the accuracy, currency, suitability, or reliability of this data for any purpose. The user accepts the data 'as is' and assumes all risks associated with its use. By accepting this data, the user agrees not to transmit this data or provide access to it or any part of it to another party unless the user shall include with the data a copy of this disclaimer. The Minnesota Department of Transportation assumes no responsibility for actual or consequential damage incurred as a result of any user's reliance on this data.

Train volumes and train speeds vary along individual rail corridors. Given the scale of a statewide map, it is not possible to accurately depict individual changes in volumes and speeds along rail corridors. Therefore, these train volumes and train speeds should be considered for planning purposes only.

Source: Train speeds from individual railroad timetables (maximum timetable). Train volumes from individual railroads.

