GUIDELINES FOR
INVENTORY AND EVALUATION OF
RAILROADS IN MINNESOTA

Minnesota State Historic Preservation Office
and
Minnesota Department of Transportation

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Introduction

This document provides guidelines for inventorying and evaluating historic-period railroad corridors. It is the result of the Railroad Data Organization and Procedures Documentation (Railroad Data) project, which was co-sponsored by the Minnesota State Historic Preservation Office (SHPO) and the Minnesota Department of Transportation (MnDOT). Although guidance is provided for railroad corridors, the focus of this document is railroad roadways, which tend to be the most challenging among railroad resources to inventory and evaluate, as discussed below (for distinctions between railroad corridors, railroad roadways, and railroad segments, see Definitions and Figures 1 and 2).

A notable outcome of the Railroad Data project is the reorganization of the inventory files for railroad roadways and railroad bridges at the SHPO, as well as establishment of a railroad-specific inventory numbering system. The filing system for inventory forms for railroad roadways and bridges and the inventory numbering are explained in this document. Through the application of the guidelines, consistency can be achieved in the identification and evaluation of the linear roadway element of railroad corridors. This document does not replace the Section 106 process, however, and railroad roadways should be evaluated as part of railroad corridors, using the Multiple Property Documentation Form “Railroads in Minnesota, 1862-1956” (Railroads MPDF).¹

The need for the Railroad Data project became apparent as the registration requirements of the Railroads MPDF were applied to the railroad roadway element of railroad corridors. When the Railroads MPDF was being completed during 2006-2007, it was understood that the methods for inventorying railroad corridors may need to be adjusted. When evaluating the railroad roadway portion of a segment of a railroad corridor within the statewide contexts developed for the Railroads MPDF, it was critical to know if another railroad roadway segment of the corridor had been previously inventoried or evaluated. For example, inventoried railroad roadway segments of a railroad corridor sometimes could be separated by hundreds of miles, but previous determinations of eligibility would be relevant to all segments of the corridor.

When the Railroads MPDF was first being applied to the inventory and evaluation of railroad corridors in the late 2000s, the issue of previously inventoried railroad roadway segments was less troublesome. Railroad corridors being evaluated for project reviews would need to be evaluated under the new registration and integrity requirements specified in the Railroads MPDF regardless of whether any railroad segments of the corridor had been previously inventoried or evaluated. Because railroad corridors were being evaluated under the registration requirements of the Railroads MPDF, previous findings regarding National Register of Historic Places (National Register) eligibility were reasonably subject to revision due to new information. As time passed and railroad roadway segments and railroad corridors were inventoried and evaluated according to the Railroads MPDF, it became increasingly important to identify those recently inventoried railroad roadway segments that met the standards of the MPDF.

¹ The Railroads MPDF was accepted by MnDOT and SHPO in 2007, and it has been in use for evaluating railroad corridors and other railroad resources since then.
In addition to issues regarding how best to inventory and evaluate railroad corridors when geographically disparate railroad roadway segments have been previously inventoried, the method of assigning inventory numbers to segments impacted the accessibility of previously completed inventory forms. For example, as information regarding inventoried railroad roadway segments was entered into the SHPO database, and the hard-copy inventory forms were filed, it was subsequently challenging for researchers to locate that information because it was filed geographically. When railroad roadway segments and railroad bridges first began to be inventoried in the 1970s, they were assigned numbers according to the existing SHPO trinomial system for buildings and structures. Because this system is organized by civil subdivision (county, then city or township), a linear resource, such as a railroad corridor, could have many inventory numbers spread across numerous civil subdivisions. However, a geographically based query of the SHPO database, such as a city or the township-range-section of a project area, would not capture the records of previously inventoried railroad resources outside of that area.

Adding to the challenges regarding SHPO inventory numbers for railroad corridors, the inventory numbering system for railroad roadway segments has evolved over time, including use of “RRD” numbers assigned by county and, later, on a statewide basis. Although the later inventory numbering separated out railroad properties, it did not cross-reference previously inventoried railroad roadway segments of a given railroad corridor or company. Compounding this issue was the naming of railroad corridors. Because railroad ownership changed over time due to mergers, acquisitions, and company re-organizations, names given to railroad corridors were not consistent.

The Railroad Data project addressed these issues and developed guidelines for use of the SHPO railroad records and for literature searches and inventories of railroad roadways and evaluation of railroad corridors. The guidelines for inventories focus on railroad roadways because, as the linear feature of railroad resources, this is where the issues described above are most challenging.

The Railroad Data project had the following tasks:
1. Separate out and organize the hard-copy inventory files for railroad roadways and railroad bridges at SHPO and organize them according to 15 railroad companies;²
2. Develop an information sheet and map for each company, to be included in each company’s group of files, that describes the various railroad companies associated with it and lists inventory numbers of previously inventoried railroad segments and bridges;
3. Develop a naming and inventory numbering convention for railroad properties going forward;
4. Identify standard survey methods for inventorying railroad roadways going forward;
5. Prepare a User’s Guide to provide consistency for researchers and the SHPO and other agency staff in treating railroads; and
6. Develop a spread sheet of railroad roadways and railroad bridges that had an entry in the SHPO data base as of December 31, 2018, with eligibility notes based on existing inventory forms to help researchers find properties that were inventoried prior to 2019.

This user’s guide consists of several sections, starting with a brief glossary of definitions. Following the “Definitions” section, the “Literature Searches” section describes the steps for

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² The Railroads MPDF includes historic contexts for 14 railroad companies. In addition, the Illinois Central Railroad operated a small amount of right of way in Minnesota in Freeborn, Mower, and Rock Counties. The introductory paragraph to Appendix B further discusses the selection of these 15 companies.
completing background research to establish if a railroad segment or corridor has been previously 
evaluated for National Register eligibility. The “Evaluating Railroad Corridors” section provides 
a summary of the registration and integrity requirements for the evaluation of railroad corridors 
from the Railroads MPDF. The “Inventorying Railroad Roadways” section provides guidance 
regarding field surveys and documentation of railroad roadways. The guidelines are organized 
this way because that is how a historic railroad resources study would progress. This is different 
than the typical sequence of a literature search, followed by Phase I survey, followed by Phase II 
evaluation, as needed. Because a railroad corridor may constitute a historic district, the corridor 
is evaluated prior to field survey, using the Railroads MPDF. This process is further explained in 
subsequent sections of this users’ guide.

3 The full text of the Railroads MPDF can be found in hard copy at the SHPO and in .pdf format on the MnDOT 
website at: https://www.dot.state.mn.us/culturalresources/railroads.html.
For a full glossary of railroad terms, see the Glossary section of the Railroads MPDF. Definitions for several railroad terms, specific to this users’ guide, are provided here.

**Acquisition Company:** A railroad company that is purchased by and merged into another railroad company. The acquisition company may have retained its name and independent operations for a period of time but would eventually be merged into the owning company.

**Branch Line:** A secondary line that branches off of a main line.

**Main Line:** Rail line used for through trains or as the principal artery of a system, to which branches, yards, and spurs are connected. Main line tracks are typically constructed for the operation of trains at higher speeds, and these trains are typically given preference in time tables over branch lines. Main lines are also maintained to a higher standard than yards and branch lines.

**Predecessor Company:** A railroad company that is reorganized as a new railroad company. This often occurred as a result of bankruptcy or in combination with other railroad companies to form a larger company.

**Railroad Corridor:** The linear area that encompasses the right of way within which a railroad operated and all of the buildings, structures, and objects that worked together for the dedicated purpose of running trains to transport freight and passengers. Railroad corridors extend from major resource procurement areas or transfer points to major processing centers or transfer or terminal points (see Figures 1 and 2).

**Railroad Corridor Historic District:** A railroad corridor that meets at least one of the registration requirements as well as the integrity requirements of the Railroads MPDF is a railroad corridor historic district. Note: for administrative purposes, a railroad corridor historic district designation may end at the Minnesota state line, even if the railroad continued into neighboring states.

**Railroad Roadway:** The portion of the railroad right of way modified to support the railroad tracks. This will include, at minimum, a graded surface with ballast and may include fills (raised grades), cuts (depressed grades), bridges carrying railroads, and ditches (see Figures 2 and 3).

**Railroad Segment:** A portion of a railroad corridor. For the purposes of inventorying railroads, a railroad segment should be a length of railroad corridor between two reasonable endpoints, such as from historic station to station or within the area of an identifiable construction episode. This user’s guide also uses the phrase “railroad roadway segment” because typically it is the roadway being inventoried. Note: the end points of a railroad segment do not need to be important points or areas, as they do for a railroad corridor (see Figure 1).

**Railroad Station:** Location on a railroad line with a specific name designation in a timetable. A station can be any point on a railroad and may or may not have a depot. A station can be as basic as a siding or a junction with another railroad. Many depots are also commonly called “stations” since they are located at a “station” on the railroad (see Figure 1).
Mesabi Iron Range (Resource Procurement Area)

Duluth (Railroad Terminal)

French River

Hornby

Lakewood

Larsmont

Lester Park

Palmers

Reno

Rollins

Skibo

Two Harbors

Waldo

Wyman

Pineville

McKinley

Knife River

Fairbanks

Colby

Clifton

Clappers

Brimfield

Breda

Biwabik

Belgrade

Aurora

Allen

Virginia

Koochiching

St. Louis

Cook

Lake

Carlton

Pine

Morrison

Mille Lacs

Kanabec

Benton

Isanti

Chisago

Figure 1
Example Railroad Corridor and Railroad Segment

Legend

- Major City
- Railroad Stations
- Major Streams and Rivers
- Water Body
- County Boundary

Duluth and Iron Range Railroad (Duluth Missabe and Iron Range Railway)

This map is based on the 1930 edition of the "Railroad Commissioners' Map of Minnesota" and DigitalGlobe Vivid Aerial Imagery, dated 9/9/2015.

File: RR_MN_EXAMPLE_LINE.mxd
Figure 2. Railroad Corridor, Young America Vicinity, Ca. 1915
(from Railroads MPDF, Figures Section)

Figure 3. Typical railroad roadway cross section
(from Railroads MPDF, Figures Section)
Reference Guide for Literature Searches and Evaluation of Railroad Corridors and Field Survey and Inventory of Railroad Segments

This page is a quick reference supplement to the users’ guide. More detailed guidance is provided in the following pages regarding railroad literature searches, railroad corridor evaluations, and railroad roadway segment inventories. The numbered steps have corresponding numbered steps in the flow chart on the following page.

1. Literature search: identify the railroad corridor and the original railroad company using the railroads master map, the railroad company master list, and the railroad company maps, as needed. Consult the railroad company information sheets in the SHPO railroad files and review previous inventory forms for the railroad corridor, railroad segments within the corridor, or railroad bridges.

2. Identify whether the railroad corridor has been previously evaluated for National Register eligibility.
   2a. Not previously evaluated: go to Step 3.
   2b. Previously evaluated prior to (or not using) the Railroad MPDF: go to Step 3.
   2c. Previously evaluated as eligible, using the Railroads MPDF: go to Step 6.
   2d. Previously evaluated as not eligible, using the Railroads MPDF: go to Step 8.

3. Evaluate the significance of the railroad corridor using the Railroads MPDF. This evaluation can be based on information in the Railroads MPDF and with supplemental information, as needed. If the corridor is not significant, go to Step 4; if the corridor is significant, go to Step 5.

4. If the railroad corridor is not significant or lacks integrity, no further study is needed. A new or updated multiple property inventory form should be completed for the railroad corridor.

5. Assess the overall integrity of the railroad corridor. Typically, this can be a desktop review, using an aerial photograph application, such as Google Earth. If the corridor lacks integrity, go to Step 3; if the corridor retains integrity, go to Step 6.

6. Complete a field survey of the railroad segment for a more detailed assessment of the integrity of the railroad roadway and to identify any other contributing structures present, such as bridges. Go to Step 7.

7. Determine whether the segment is contributing or non-contributing to the railroad corridor. A new or updated multiple property inventory form should be completed for the railroad corridor, and a new or updated individual property inventory form should be completed for the railroad roadway segment.

8. No further study is needed. Complete a multiple property inventory form for the railroad corridor if one has not been completed previously.

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4 As noted in the Introduction, this process is different than the typical literature search/Phase I/Phase II process for identifying historic properties.
Steps for Evaluating and Inventorying Railroads in Minnesota

1. Literature Search
   Identify railroad corridor and whether it has been previously evaluated

2a. Not Previously Evaluated
   Further study needed

2b. Previously Evaluated, Did Not Use MPDF
   Further study needed

2c. Previously Evaluated, Used MPDF, Eligible
   Further study needed

2d. Previously Evaluated, Used MPDF, Not Eligible

3. Evaluate Significance of Corridor
   - Not Significant
   - Significant

4. No Further Study
   Complete new or updated multiple property inventory form for the corridor

5. Assess Overall Integrity of Corridor
   - Lacks Integrity
   - Retains Integrity

6. Field Survey for Integrity of Segment

7. Contributing or Non-Contributing Segment
   Complete new or updated multiple property form for corridor and individual inventory form for segment

8. No Further Study Needed
   Complete updated multiple property inventory form for the corridor, if needed
Section 3

Literature Searches

The first step in inventorying and evaluating railroad resources is to complete a literature search at SHPO to establish if the railroad corridor has been previously evaluated or if any segments of the railroad roadway have been previously inventoried.

When undertaking a literature search regarding a railroad segment, the segment’s railroad corridor should be identified by consulting the Railroads MPDF, using the company histories in “Section E” and maps in the “Maps” section. The master map from the Railroads MPDF has been included in Appendix A of this users’ guide for reference. The railroad maps identify all railroad corridors in Minnesota in 1930 as addressed by the Railroads MPDF and group the railroad corridors according to the railroad company names as of 1962. The year 1930 was selected for mapping purposes because that was the approximate peak mileage of railroads in Minnesota. As with the Railroads MPDF, 1962 was selected for naming because it was near the 1956 end date of the period of significance, and the information was available for that year in Richard Prosser’s seminal *Rails to the North Star* (1966).

The SHPO inventory files for railroad roadway segments, railroad corridors, and railroad bridges have been removed from the county-based files for architectural history properties and placed in dedicated railroad files. The railroad files are organized according to 15 railroad company groupings. Within each company-based group of files, the inventory forms have been subdivided according to the company that built the railroad line, which was often a predecessor company to or an acquisition by one of the 15 companies.

An example of the file organization is the current BNSF Railway railroad corridor between St. Paul and Duluth. The railroad was originally built during 1868 to 1870 by the Lake Superior and Mississippi Railroad Company (LS&M). In 1877, the LS&M was acquired by the St. Paul and Duluth Railroad Company (StP&D). After leasing the corridor between St. Paul and Duluth for a number of years, in 1900 the Northern Pacific Railway Company acquired the StP&D. In 1970, the Northern Pacific merged with several other companies to form the Burlington Northern Railroad (later BNSF). Based on this corporate history, inventory forms prepared prior to 2019 for railroad roadway segments and bridges of this railroad corridor are filed at SHPO with the Northern Pacific inventory forms and sub-grouped under the LS&M. Inventory forms prepared in 2019 or later are filed in the Northern Pacific file group as explained in Inventoring Railroad Roadways below.

To assist with identifying predecessor or acquisition companies as well as finding previously completed inventory forms, information sheets are located at the beginning of each of the 15 file groups in the SHPO railroad files. Each inventory form includes a summary of the railroad company and a table of all associated railroad companies (predecessors and acquisitions) with previously assigned inventory numbers for railroad roadways and corridors associated with those

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5 Two discrepancies in this map should be noted: “Canadian Northern” should be “Canadian National” and “Duluth Missabe and Northern” should be “Duluth Missabe and Iron Range.”
6 These companies were identified in Prosser as railroad corporations in Minnesota in existence as of 1962. See additional discussion in Appendix B.
companies. In addition, the information sheets include a list of counties within which the company operated, a brief bibliography, and a map showing the company’s railroad corridors with labels identifying predecessor, acquisition, and major branch lines.

To further assist with identification of predecessor or acquisition companies, a master list has been created for all railroad companies in Minnesota. The list includes companies that built railroads in Minnesota with cross references to subsequent companies, including all acquisitions, mergers, and re-organizations, down to one of the 15 companies corresponding with the 15 inventory-form file groups. Some entries in the master list are a single railroad company, such as “Northern Pacific Railway Company.” Other entries may include several iterations of company ownership, such as “Minnesota Valley Railroad Company/St. Paul and Sioux City Railroad Company/Chicago St. Paul Minneapolis and Omaha Railway Company/Chicago and North Western Railway Company.” In addition, common railroad company or railroad corridor nicknames are cross referenced, for example: “Milwaukee Road (see Chicago Milwaukee St. Paul and Pacific Railroad Company).”

The master list of railroad companies does not include single-purpose railroads, such as logging railroads and mining spurs. These railroads typically were owned by companies focused on resource extraction, such as logging or mining, rather than transportation and tended to be in operation for short periods, 10 to 20 years, until the resource played out. Similarly, interurban or streetcar lines, such as those of the Twin City Rapid Transit Company, are not included in the master list. Because these railroads and interurbans are not addressed in the Railroads MPDF, they are also not included in the railroads filing system. Inventory forms for these properties are identified by the standard SHPO trinomials and are located in the county-based SHPO files.

The following steps should be taken when searching the SHPO files to determine whether any railroad roadway segments within a railroad corridor have been previously inventoried.

1. Identify the segment’s railroad corridor and the railroad company with which it was associated (among the 15 railroad company file groups). Using the geographic location of the railroad segment, the railroad corridor and railroad company can be identified using the maps from the Railroads MPDF Maps Section (the master map is included in Appendix A of this document). If a predecessor or acquisition company name is known, this can be checked and cross-referenced with the master list of railroad companies (located at the front of the railroad files at SHPO and in Appendix B of this document). For example, if the segment is within a corridor built by the Minneapolis and St. Louis Railway Company, previous inventory forms would be within the Chicago and North Western file group.

2. Once the railroad company file group has been identified, the information sheet for that company (located at the front of each of the 15 file groups at SHPO) should be checked for railroad inventory forms completed prior to 2019. This can be done by identifying the predecessor or acquisition company or major branch line from the map attached to the information sheet. The Associated Companies list on the information sheet identifies inventory numbers for previously inventoried railroad roadway segments, bridges, and corridors.

3. Inventory forms for railroad roadway segments, bridges, and corridors inventoried prior to 2019 are filed under the associated company (predecessor or acquisition) within the 15 file
groups. Within each associated company file group, the inventory forms are filed alphabetically according to inventory numbers.

4. The XX-RRD section of the file group should be checked for inventory forms completed after 2018 (see Inventories below for an explanation of the inventory numbering system).

The following are examples of searches of the SHPO railroad files where only location information was known.

**Previously Eligible Railroad Corridor.** The project review included a railroad crossing near the intersection of Trunk Highway 75 and 460th Street NW between Donaldson and Stephen in Marshall County.

1. A review of the railroads master map from the Railroads MPDF indicated that the railroad corridor was associated with the Great Northern Railway Company.

2. The map included in the Great Northern information sheet in the SHPO railroad files further indicated that the railroad corridor was constructed as part of the St. Vincent Extension of the St. Paul and Pacific Railway Company. The Associated Companies table in the Great Northern information sheet listed numerous inventory numbers for previously surveyed railroad segments of the St. Vincent Extension railroad corridor: MA-SNT-004, OT-FFC-229, OT-FFC-290, SN-ALT-006, SN-ALT-007, SN-SCC-002, SN-SCT-004, SN-SJC-026, SN-SJT-001, SN-SKC-001, SN-SWT-006. In addition, the information sheet noted that the years of independent operation for the St. Vincent Extension was 1871-1879, and that the St. Paul and Pacific was a predecessor company of the St. Paul Minneapolis and Manitoba Railway Company, which was a predecessor of the Great Northern.

3. Using the associated inventory numbers, a review of previously completed inventory forms established that the corridor was determined eligible for listing in the National Register in 1997 prior to development of the Railroads MPDF, and it was re-evaluated and recommended eligible in 2011 using the Railroads MPDF.

In this example, the project intersected a railroad corridor that was previously recommended eligible using the Railroads MPDF. Therefore, field survey would be needed to inventory a segment of the railroad roadway to determine whether the segment is contributing or non-contributing to the eligible railroad corridor historic district. Note: if the evaluation of the railroad corridor had been completed prior to the Railroads MPDF, a re-evaluation would be necessary.

**Previously Not Eligible Railroad Corridor.** The project review included a railroad crossing about ½ mile south of the intersection of 120th Street NE and Trunk Highway 32 between Thief River Falls and St. Hilare in Pennington County.

1. A review of the railroads master map from the Railroads MPDF indicated that the railroad corridor was associated with the Great Northern Railway Company.
2. The map included in the Great Northern information sheet in the SHPO railroad files further indicated that the railroad corridor was constructed by the St. Paul Minneapolis and Manitoba Railway Company as the Red Lake Falls to Thief River Falls Branch. The Associated Companies table in the Great Northern information sheet listed several inventory numbers for previously surveyed railroad segments of this branch line railroad corridor: PE-ROC-003, RL-RLC-013, RL-RLC-031, XX-RRD-038. In addition, the information sheet noted that the branch line was built in 1892, and that the St. Paul Minneapolis and Manitoba Railway Company was a predecessor of the Great Northern.

3. Using the associated inventory numbers, a review of previously completed inventory forms established that the corridor was evaluated and recommended not eligible in 2016 using the Railroads MPDF.

In this example, it is likely that no further study would be needed because the project crossed a railroad corridor that was previously recommended not eligible using the Railroads MPDF. Note: if the evaluation of the railroad corridor had been completed prior to the Railroads MPDF, a re-evaluation would be necessary.

Previously Unevaluated Railroad Corridor. The project review included a railroad crossing near the intersection of Trunk Highway 92 and 380th Avenue SE between Gully and Trail in Polk County.

1. A review of the railroads master map from the Railroads MPDF indicated that the railroad corridor was associated with the Minneapolis St. Paul and Sault Ste. Marie Railway Company (Soo Line).

2. The map included in the Soo Line information sheet in the SHPO railroad files further indicated that the railroad corridor was constructed as the Plummer Branch Line of the Soo Line. The Associated Companies table in the Soo Line information sheet listed three associated inventory numbers: AK-LGN-003, BL-BJC-106, and PL-GUL-002. In addition, the information sheet noted that the Plummer Line was built in 1905.

3. Using the associated inventory numbers, a review of previously completed inventory forms indicated that three bridges outside of the project area had been previously inventoried individually, but the corridor had not been previously evaluated.

In this example, further study would be needed because the project crossed a railroad corridor that had not been previously evaluated.
Section 4

Evaluating Railroad Corridors

After a railroad corridor has been identified, if it has not been previously evaluated or was evaluated without using the Railroads MPDF, an evaluation should be completed. This evaluation will be completed prior to the field survey and inventory of the railroad roadway.

The Railroads MPDF identifies the property type “railroad corridor historic district” (see Definitions above), which will include, at minimum, a railroad roadway and may include other railroad buildings and structures. When evaluating railroads for National Register eligibility, railroad corridors, rather than railroad segments, should be considered for significance using the registration requirements of the MPDF (summarized below). If the railroad corridor is eligible for listing in the National Register, it is considered a railroad corridor historic district. This evaluation of the railroad corridor and can be “desktop,” using the information and guidance from the Railroads MPDF and supplemented as needed with online resources or published sources. These evaluations are different than a typical Phase I survey followed by Phase II evaluation because the significance of the railroad corridor, if any, must first be understood in order to evaluate a segment of railroad roadway.

Evaluation of a railroad corridor historic district should utilize the registration requirements (significance and integrity) specified in the Railroads MPDF. The following is a summary of the requirements; for the full discussion, see Section F, pages 194-203 of the Railroads MPDF.

Summary of Eligibility Requirements

A railroad corridor historic district is a substantive concentration of railroad-related buildings and structures that were built and operated within a railroad right of way in Minnesota between the years 1862 and 1956. To be eligible for listing in the National Register within the Railroads MPDF, a railroad corridor historic district must meet one of the following significance criteria, and it must retain historic integrity.

Criterion A
To meet National Register Criterion A, a railroad corridor historic district will have significant and demonstrable association with the Transportation area of significance. The significant association may be within any of the contexts described in Section E of the Railroads MPDF. Significant railroad corridors can be characterized by the important connections they made or by the types and volumes of traffic they carried. For a railroad corridor to be eligible for association with Transportation, it must meet at least one of the following significance requirements.

1. A railroad corridor historic district opened to settlement a region of the state with no, or virtually no, regional roads or navigable rivers by providing the only long-distance transportation option, and construction of the railroad was followed by a significant increase in the rate of settlement. By definition, this first requirement (though not requirements two through four) would exclude southeastern Minnesota (the area southeast of the lower Minnesota River), as well as areas along navigable portions of the Mississippi, Minnesota, and St. Croix rivers. Approximate geographic regions consist of the following:
• Southwestern Minnesota—south of the Minnesota River and approximately west of Mankato
• South-Central Minnesota—between the Minnesota and Mississippi Rivers
• Red River Valley
• Central Minnesota—approximately from St. Cloud to Walker
• Northeastern Minnesota
• North Central Minnesota

2. A railroad corridor historic district provided transportation between a significant class of resource or a significant manufacturing or commerce node and an important transfer point or terminal market for commodities, products, or services. Furthermore, the railroad corridor historic district either established a railroad connection that did not previously exist or served as the dominant transportation corridor, and establishment of the connection was followed by a significant expansion of an industrial, commercial, or agricultural practice.

3. A railroad corridor historic district was an influential component of the state’s railroad network, or it made important early connections within the network or with other modes of transportation.

4. A railroad corridor historic district provided a critical link or junction between two or more important railroad corridors, and the connection led to significant expansion of operations in the transportation network or in commerce or industry. The corridor directly contributed to the development of the commercial or industrial operations, or it influenced transportation patterns in an area of particularly heavy railroad traffic.

**Periods of Significance**

The period of significance of a railroad corridor historic district will begin with its date of construction or establishment of significant operations and will be no earlier than 1862 (the earliest operating railroad in Minnesota). Railroad corridors may have relatively long periods of significance, depending on the area of significance and contexts with which they are associated, but the period will end no later than 1956 (the end date of the MPDF). When a railroad corridor is associated with broad historic patterns, its period of significance will be the time when the corridor provided the significant transportation connection to a region or to specific commercial, industrial, or tourist operations. If a railroad corridor is significant for its association with the opening of a region of the state to settlement, its period of significance will end when another railroad line provided additional service into the area. If the corridor is significant for its association with the opening of a resource procurement area or for connecting significant commercial or industrial operations: the end date of the period of significance will coincide with the end of the significance of the resource or commercial/industrial operation; or it will end when another railroad corridor provided similar service.

A railroad corridor historic district will have a single period of significance even if there are multiple construction episodes; the period of significance should encompass all significant construction episodes. This approach reflects that railroad corridors often were built and rebuilt over a time span that is within the railroad corridor’s historically significant period of time.
Integrity Requirements

To be eligible for the National Register, a railroad corridor historic district must not only meet the National Register significance criteria, but it must also retain historic integrity. The seven aspects of integrity must be applied to the railroad corridor historic district to assess its historic integrity. At minimum, a railroad corridor historic district must retain integrity of location, design and materials of its railroad roadway. Railroad corridor historic districts may include many contributing elements but must include, at minimum, a railroad roadway that retains historic integrity. It was common for early railroads to be realigned during the late-nineteenth and early-twentieth centuries, sometimes minor realignments to soften curves and sometimes through cutoffs to reduce distances. Whether the existing railroad corridor alignment dates to the period of significance or, if not, the extent to which it was realigned are important factors in assessing the integrity of location. The integrity of location, design, and materials of railroad buildings and structures within a railroad corridor historic district will determine whether they contribute to the district.

The Setting of a railroad corridor that still reflects the historic appearance of the historic district can mitigate for the loss of railroad tracks and railroad support buildings and structures within the right of way, provided the railroad bed and other elements of the roadway are intact. The loss of setting, however, in combination with the loss of railroad tracks and railroad support buildings and structures within the right of way, further diminishes a railroad corridor historic district’s overall historic integrity and may lead to a loss of integrity. If a railroad corridor historic district retains the other aspects of integrity, it will also retain integrity of feeling and association. Integrity of workmanship in contributing elements, such as bridges and depots, will contribute to a railroad corridor historic district’s overall historic integrity. The historic integrity of a railroad corridor historic district should be judged based on its conditions at the end of the period of significance.

Contributing vs. Non-Contributing Railroad Segments

The length of a railroad corridor historic district can be subdivided into railroad segments, or linear portions, of the whole; the district will consist of contributing railroad segments, and it may include non-contributing railroad segments. A non-contributing segment of a railroad corridor historic district is a portion of the railroad corridor historic district that lacks historic integrity. If the non-contributing segment of a railroad corridor historic district retains some visible expression on the landscape of the former railroad roadway, then the district as a whole may retain integrity.

A railroad corridor historic district retains historic integrity when enough of its contributing railroad segments are sufficiently intact to convey that the linear corridor is, in fact, a railroad corridor that connected regions of the state or opened them up to settlement. Contributing railroad segments should constitute a majority of the linear mileage of a railroad corridor historic district. It is not practical, however, to define a minimum required percentage of contributing railroad segments necessary for a railroad corridor historic district to retain integrity because this integrity threshold will vary to some extent. If a group of railroad segments retains integrity and is critical to conveying the historic character of a railroad corridor, these segments may encompass a railroad corridor historic district even if the segments together do not comprise a majority of the railroad corridor’s historic linear mileage. Conversely, a railroad corridor significant for the connections it once made does not retain historic integrity if the railroad segment providing connection to its significant terminal, transfer, or resource procurement area lacks historic integrity and if the
portion lacking historic integrity is of sufficient length that the railroad corridor no longer approaches the area of significant connection.

**Railroad Corridor Historic District Boundaries**

The starting point for delineating boundaries for a railroad corridor historic district is the historic right of way and an important junction, transfer, or terminal of the railroad corridor. Railroad corridor historic district boundaries, however, may also be delineated based on historic integrity. Because the critical associative characteristic of a railroad corridor historic district is the linear quality, at least some visual continuity along the entire corridor is necessary to provide cohesiveness to the contributing elements of the district and maintain the overall linear quality of the district.

A railroad corridor historic district cannot include a railroad segment where the associative quality is not present. For a segment of a railroad corridor to be considered within the boundaries of a railroad corridor historic district, there must be some remaining visible expression on the landscape of the railroad. For example, when a portion of a railroad corridor has been abandoned, all elements of the corridor have been removed, and the railroad bed has been plowed over, the potential historic district boundaries would end where that removed railroad segment begins. These physical conditions are to be distinguished from railroad segments that have lost historic integrity but retain some visual presence; such segments are non-contributing segments within a railroad corridor historic district, as discussed above.

If a segment of a railroad corridor has completely lost its integrity, such that there is no visible expression on the landscape, the railroad corridor has lost its ability to convey the operation of the railroad as a single transportation corridor. A railroad corridor historic district cannot jump over this type of missing gap to connect railroad segments retaining integrity any more than a train traveling along a railroad corridor could jump such a gap.

When a segment of a railroad corridor retains integrity, that railroad segment will be a railroad corridor historic district eligible for the National Register if, by itself and exclusive of other railroad segments, it meets the significance criteria. For example, when a railroad corridor historic district retains historic integrity between a resource procurement area and an intermediary transfer or commercial market, but it has been completely removed between the intermediary and terminal markets, it will be eligible if the intact connection to the intermediary market is historically significant. Also, when a railroad corridor historic district retains historic integrity up to its destination city, but not the exact terminal point, such as the railroad station or junction, the district retains integrity as a whole because it still conveys the important association of connecting two cities or a resource procurement area with a city.
After the eligibility status of a railroad corridor has been established, inventorying railroad roadway segments should be completed according to the following guidance. This section includes guidance for field surveys and naming conventions and explains the system for assigning inventory numbers to railroad roadway segments and railroad corridors.

Because inventorying an entire railroad corridor is typically beyond the scope of a project, the inventory numbering system for railroads assists in the inventory of railroad segments, which are smaller portions of a railroad corridor. Furthermore, the railroad inventory numbers (as opposed to the county-based inventory numbers) are specific to the linear elements of railroad resources: the railroad roadway of a segment or a railroad corridor. The field survey should cover as much of a railroad corridor as is reasonable and at least a railroad segment.

**Field Surveys**

When conducting a Section 106 review, all buildings and structures associated with the railroad within the area of potential effects (APE) should be inventoried. Beyond the APE, the field survey and inventory may be limited to the railroad roadway within a segment.

Although a railroad corridor that is being evaluated could extend hundreds of miles across the state, the field survey typically will cover only a portion, or segment, of the railroad corridor, and the inventoried segment will only consist of railroad roadway (see Figures 1 and 2). The railroad segment that is surveyed should encompass a portion of the railroad corridor between two reasonable end points to provide an adequate analysis, such as between historic-period railroad stations or the area of an identifiable construction episode. Unlike the end points of a railroad corridor, the end points of a segment do not need to have historic significance.

The field survey should be conducted on foot within a railroad segment, or at minimum, a sample pedestrian survey supplemented by windshield survey within the railroad segment. Field surveys should follow standard methods for architectural history surveys, including representative photographs (oblique views, setting, details of materials, and if safety allows, direct views down the line) and field notes (approximate height or depth of fills and cuts, historic materials such as type of ballast and rails, non-historic materials such as paving or vegetation, and setting). When surveying a railroad segment on an active railroad, safety is paramount. **Field surveyors should never enter a railroad right of way without the permission of the current railroad company and should follow the railroad’s safety training and access protocols.**

A windshield survey should cover as much of the railroad corridor as is feasible. This should include notes regarding variations in alignment (horizontal and vertical), materials, and setting, as well as representative photographs. Depending on the location of vehicular roads, the windshield survey may be limited to points where roads cross the railroad corridor. When windshield survey of an entire railroad corridor is not feasible, such as for a corridor hundreds of miles in length, aerial photography can be used to compliment the field survey to assess the basic integrity of a corridor. For example, if aerial photography shows that there is at least some visual expression of...
the railroad within its historic-period alignment, the railroad corridor likely retains sufficient integrity to convey its linear quality, which is the critical associative characteristic.

If a railroad corridor is recommended eligible for listing in the National Register, then based on the field survey, the railroad segment being inventoried should be recommended as contributing or non-contributing to the railroad corridor historic district. In addition, all contributing and non-contributing railroad-related buildings and structures within the survey area should be identified. When windshield survey is employed, however, it may not be practical to identify all of the contributing and non-contributing elements within the railroad segment. In these cases, the contributing and non-contributing elements should be identified within the intensive survey area, such as the APE.

**Inventories**

The Minnesota Individual Property Inventory Form developed by SHPO should be used to inventory railroad roadway segments and other railroad buildings and structures, such as bridges or depots. When an individual property form is completed for a railroad roadway segment, a Minnesota Multiple Property Inventory Form should be completed for the associated railroad corridor. If a multiple property form has been previously prepared for the associated railroad corridor, then the form should be updated to include reference to the newly inventoried railroad roadway segment.

When identifying the historic name of a segment of a railroad corridor, the original company name should be identified, as well as subsequent companies, if any, because the corridor may have more than one significant association. Railroad company names are separated by a “forward slash” with no spaces, and the branch (or segment) is separated by a colon and single space. The name and inventory number of the railroad corridor should be entered in the “Associated Multiple Property Form” field of the individual inventory form for the railroad segment.

An example of the railroad naming convention is the Great Northern railroad corridor on the west side of the Mississippi River between Minneapolis and St. Cloud, which has multiple significant associations. The railroad was built during 1881-1882 by the Minneapolis and Northwestern Railroad Company, and soon after that time it was acquired by the St. Paul Minneapolis and Manitoba. In this capacity, the corridor provided the Manitoba with its main access into Minneapolis from the Red River Valley wheat farms. After the Great Northern completed its transcontinental line in 1893 and acquired the Manitoba, the Minneapolis-to-St. Cloud corridor gained additional significance for its association with the transcontinental route. In addition, a portion of this corridor is significant for its connection between Minneapolis and the potato-growing region around Osseo. To capture all of its significant associations, this corridor is labeled as, “Minneapolis and Northwestern Railroad Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company: West Side Line, Osseo Branch.”

If a railroad corridor or company had a nickname, this should be identified in the Other Names field of the inventory form. For example, the Minneapolis St. Paul and Sault Ste. Marie Railway Company would be entered as the Historic Name, and Soo Line would be entered in Other Names.
Railroad roadway segments and railroad corridors are assigned SHPO inventory numbers specific to railroads and according to the railroad company with which it is associated. The inventory numbers are coded XX-RRD in recognition that most railroad corridors are located in multiple counties. Railroad roadway segments and corridors located within a single county will still use the railroad numbering system. In addition, railroad corridors are further grouped by a code for each of the 15 railroad companies and a sequential number for corridors and for each railroad roadway segment (see Appendix C for a list of the company codes).

For example, if a railroad segment of the St. Paul and Duluth Railroad Company is being inventoried, the railroad corridor would be assigned an inventory number, if it does not have one already within the Northern Pacific grouping, such as XX-RRD-NPR005. The railroad roadway segment would be assigned the next sequential inventory number, XX-RRD-NPR006. No additional inventory numbers would be assigned for this railroad corridor. Other railroad roadway segments within this corridor, as well as other railroad corridors and roadway segments would be assigned sequential numbers within the Northern Pacific group, such as XX-RRD-NPR007 and so on. The inventory numbers indicate that this railroad corridor and roadway segment are associated with the Northern Pacific, and the inventory forms will be located in the Northern Pacific file group.

Because railroad bridges were integral parts of railroad roadways, their inventory forms are filed with their associated railroad corridors. Recognizing, however, that railroad bridges are individual structures and may have individual significance under Criterion C independent of a railroad corridor, railroad bridges will continue to be assigned inventory numbers according to the county-based numbering. A bridge should be named according to the railroad company that built it, but which one of the 15 railroad companies eventually owned it (if different) should also be identified. In addition, the railroad company inventory code (e.g. XX-RRD-CNW) should be entered in the “Associated Multiple Property Form” field of the inventory form so the inventory form for the bridge can be properly filed. If a multiple property form has not yet been prepared for the associated railroad corridor, one should be completed even if project work is limited to the bridge itself because the bridge may contribute to a railroad corridor historic district.

The following is an example of railroad bridge naming and numbering conventions. A bridge built in the early twentieth century by the Chicago St. Paul Minneapolis and Omaha Railway Company should be identified by that company name. In addition, the Chicago and North Western should be identified as a later owner, the company code should be identified (XX-RRD-CNW), and an associated railroad corridor inventory number should be entered in the “Associated Multiple Property Form” field. Note: depots and other railroad buildings and structures are assigned county-based inventory numbers and are filed in the county-based inventory files because, while important to railroad operations, they were not part of the railroad roadway.

Location information on inventory forms can be limited to the area of the railroad roadway segment inventoried. For example, UTM points would be provided for each end of the segment, and the Section, Township, and Range values would be limited to those crossed by the railroad roadway within the segment.
On the inventory form continuation sheets, the Statement of Significance should discuss the railroad corridor’s association with the relevant context(s) in Section E of the Railroads MPDF, noting how the railroad corridor may have significant associations within that context. In addition, this section should include an overview of construction episodes and company ownership history. The evaluation of significance should encompass the railroad corridor and should be based on the four registration requirements in the Railroads MPDF. If the railroad corridor meets at least one of the registration requirements (and is, therefore, a railroad corridor historic district), the specific railroad roadway segment being inventoried should be assessed for integrity and recommended as a contributing or noncontributing segment of the railroad corridor (see Section F, pages 198 – 203 of the Railroads MPDF).

Railroad corridors are evaluated as a whole, and an inventory number will be assigned for each corridor. In addition, inventory numbers are assigned for each railroad roadway segment. If the inventory is being completed as part of a Section 106 review, the project APE would be encompassed by the railroad roadway segment. Therefore, a separate inventory number would not be assigned to the portion of the railroad roadway within the APE.
Appendix A

Map of Minnesota Railroads in 1930
Master List of Railroad Companies in Minnesota

The following is a list of railroad companies that built in Minnesota. Company names separated by a “/” indicate that the company to the left of the slash mark was re-organized as or was acquired by the company on the right. The final name in each entry is one of the 15 railroad companies represented in the SHPO railroad file groups. In addition, some of the more common company nicknames are cross-referenced with the full company name.

Companies included in this list generally were common carrier railroads and do not include single-purpose railroads, such as logging and mining railroads and interurban passenger lines. In some cases, railroads are included that began as single-purpose railroads but later were acquired by or functioned as common carriers or that remained in operation for a long period of time.

Regarding the 15 railroad company file groups at SHPO, these companies were identified by Prosser as the railroads operating in Minnesota as of 1962. This was fitting because it was near the end of the period of significance for the Railroads MPDF. It is also consistent with the company histories section of the Railroads MPDF, which included 14 of the 15 companies. The additional company is the Illinois Central Railroad Company, which was not included in the company histories of the Railroads MPDF because the company had a large presence in other states but only two short branch lines that extended into Minnesota.

Albert Lea and Southern Railroad Company/Dubuque and Sioux City Railroad/Illinois Central Railroad Company
Barnesville and Moorhead Railway Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
Big Fork and International Falls Railway/Northern Pacific Railway Company
Big Fork and Northern Railway Company/Minnesota and International Railway Company/Northern Pacific Railway Company
Brainerd and Northern Minnesota Railway Company/Minnesota and International Railway Company/Northern Pacific Railway Company
Brooten Line (see Minneapolis St. Paul and Sault Ste. Marie Railway Company)
Burlington Cedar Rapids and Northern Railway Company/Chicago Rock Island and Pacific Railway Company
Burlington Northern Railroad (see Chicago Burlington and Quincy Railroad Company, Great Northern Railway Company, and Northern Pacific Railway Company)
Caledonia and Mississippi Railroad Company/Chicago Clinton Dubuque and Minnesota Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Caledonia Mississippi and Western/Chicago Clinton Dubuque and Minnesota Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Canadian National Railway
Canadian Northern Railway Company/Canadian National Railway
Cedar Rapids Iowa Falls and Northwestern Railway Company/Burlington Cedar Rapids and Northern Railway/Chicago Rock Island and Pacific Railway Company
Central Railroad Company of Minnesota/Southern Minnesota Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Chatfield Railroad Company/Winona and St. Peter Railroad Company/Chicago and North Western Railway Company
Cherokee and Dakota Railroad Company/Dubuque and Sioux City Railroad Company/Illinois Central Railroad Company
Chicago and Dakota Railway Company/Chicago and North Western Railway Company
Chicago and North Western Railway Company
Chicago Burlington and Northern Railway Company/Chicago Burlington and Quincy Railway Company
Chicago Burlington and Quincy Railway Company
Chicago Burlington and Northern Railway Company/Chicago Burlington and Quincy Railway Company
Chicago Clinton Dubuque and Minnesota Railroad Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Chicago Dubuque and Minnesota Railroad Company/Chicago Clinton Dubuque and Minnesota Railroad Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Chicago Great Western Railway Company
Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Chicago Rock Island and Pacific Railway Company
Chicago St. Paul and Kansas City Railway Company/Chicago Great Western Railway Company
Chicago St. Paul Minneapolis and Omaha Railway Company/Chicago and North Western Railway Company
Chippewa Valley and Superior Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Cuyuna Iron Range Railway Company/Minneapolis St. Paul and Sault Ste. Marie Railway Company
Cuyuna Northern Railway Company/Northern Pacific Railway Company
Dan Patch Line (see Minneapolis St. Paul Rochester and Dubuque Electric Traction Company)
Des Moines Valley Railway Company of Minnesota/Chicago St. Paul Minneapolis and Omaha Railway Company/Chicago and North Western Railway Company
Dubuque and Sioux City Railroad Company/Illinois Central Railroad Company
Duluth and Iron Range Railroad/Duluth Missabe and Iron Range Railroad
Duluth and Manitoba Railway Company/Northern Pacific Railway Company
Duluth and Northeastern Railroad Company
Duluth and Winnipeg Railroad/Eastern Railway Company/Great Northern Railway Company
Duluth Crookston and Northern Railway Company/Northern Pacific Railway Company
Duluth Missabe and Iron Range Railway Company
Duluth Missabe and Northern Railway Company/Duluth Missabe and Iron Range Railway Company
Duluth Mississippi River and Northern Railroad Company/Eastern Railway Company/Great Northern Railway Company
Duluth Rainy Lake and Winnipeg Railway Company/Canadian National Railway
Duluth Red Wing and Southern Railroad Company/Wisconsin Minnesota and Pacific Railroad Company / Chicago Great Western Railway Company
Duluth St. Cloud Glencoe and Mankato Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Duluth Short Line Railway Company/St. Paul and Duluth Railroad Company/Northern Pacific Railway Company
Duluth Superior and Western Railway/Eastern Railway Company/Great Northern Railway Company
Duluth Terminal Railway Company/Great Northern Railway Company
Duluth Transfer Railway Company/Northern Pacific Railway Company
Duluth Union Depot and Transfer Company/Northern Pacific Railway Company
Duluth Virginia and Rainy Lake Railway Company/Duluth Rainy Lake and Winnipeg Railway Company/Canadian National Railway
Duluth Winnipeg and Pacific Railway Company/Canadian National Railway
Eastern Railway Company of Minnesota/Great Northern Railway Company
Electric Short Line Railway (Luce Line)/Minneapolis and St. Louis Railway Company/Chicago and North Western Railway Company
Electric Short Line Railroad Company/Electric Short Line Terminal Company/Minneapolis Northfield and Southern Railway Company
Fargo and Southern Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Grantsburg Rush City and St. Cloud Railroad Company/St. Paul and Duluth Railroad Company/Northern Pacific Railway Company
Great Northern Railway Company
Hastings and Dakota Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Hill City Railway Company/Great Northern Railway Company
Illinois Central Railroad Company
International Bridge and Terminal Company/Minnesota Dakota and Western Railway Company
Iowa Minnesota and Northwestern Railway/Chicago and North Western Railway Company
Kettle River Railway Company/St. Paul and Duluth Railroad Company/Northern Pacific Railway Company
Lake Superior and Mississippi Railroad Company/St. Paul and Duluth Railroad Company/Northern Pacific Railway Company
Little Falls and Dakota Railroad Company/Northern Pacific Railway Company
Little Falls and Southern Railroad Company/Northern Pacific Railway Company
Luce Line (see Electric Short Line)
Mankato and New Ulm Railway/Chicago and North Western Railway Company
Mantorville Railway and Transfer Company/Chicago Great Western Railway Company
Mason City and Fort Dodge Railroad Company/Chicago Great Western Railway Company
McGregor Western Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Milwaukee and St. Paul Railway Company/Chicago Milwaukee and St. Paul Railway Company
Milwaukee Road (see Chicago Milwaukee St. Paul and Pacific Railroad Company)
Minneapolis and Duluth Railway Company/Northern Pacific Railway Company
Minneapolis and Cedar Valley Railroad Company/Minnesota Central Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Minneapolis and Duluth Railway Company/Minnesota and St. Louis Railway Company/Chicago and North Western Railway Company
Minneapolis and Northwestern Railroad Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company (Osseo Branch)
Minneapolis and Pacific Railway Company/Minneapolis St. Paul and Sault Ste. Marie Railway Company
Minneapolis and Rainy River Railway/Great Northern Railway Company
Minneapolis and St. Cloud Railroad Company/Great Northern Railway Company
Minneapolis and St. Croix Railway Company/Minneapolis St. Paul and Sault Ste. Marie Railway Company
Minneapolis and St. Louis Railway Company/Chicago and North Western Railway Company
Minneapolis and St. Louis Pacific Extension/Minneapolis and St. Louis Railway Company/Chicago and North Western Railway Company
Minneapolis Belt Line Company/Great Northern Railway Company
Minneapolis Eastern Railway Company/Chicago and North Western Railway Company (Chicago Milwaukee St. Paul and Pacific Railway Company)
Minneapolis New Ulm and Southwestern Railroad Company/Minneapolis and St. Louis Railway Company/Chicago and North Western Railway Company
Minneapolis Northfield and Southern Railway Company
Minneapolis St. Paul and Sault Ste. Marie Railway Company
Minneapolis St. Paul Rochester and Dubuque Electric Traction Company/Minneapolis Northfield and Southern Railway Company
Minneapolis Union Railway Company/Great Northern Railway Company
Minneapolis Western Railway Company/Great Northern Railway Company
Minnesota and Black Hills Railroad Company/St. Paul and Sioux City Railroad Company/Chicago St. Paul Minneapolis and Omaha Railway Company/Chicago and North Western Railway Company
Minnesota and Dakota Northern Railroad Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
Minnesota and Great Northern Railway Company/Great Northern Railway Company
Minnesota and International Railway Company/Northern Pacific Railway Company
Minnesota and Iowa Railway Company/Chicago and North Western Railway Company
Minnesota and Manitoba Railroad Company/Canadian National Railway
Minnesota and Northwestern Railroad Company/Minnesota Central Railroad Company/Wisconsin Minnesota and Pacific Railroad Company/Chicago Great Western Railway Company
Minnesota and North Western Railroad Company/Chicago St. Paul and Kansas City Railway Company/Chicago Great Western Railway Company
Minnesota and Pacific Railroad Company/St. Paul and Pacific Railway Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
Minnesota and Ontario Bridge Company/Canadian National Railway

Appendix B. Master List of Railroad Companies in Minnesota
Minnesota and South Dakota Railway Company/Chicago and North Western Railway Company
Minnesota Belt Line Railway and Transfer Company/Minnesota Transfer Railway
Minnesota Central Railroad Company/Wisconsin Minnesota and Pacific Railroad Company/Chicago Great Western Railway Company
Minnesota Central Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Minnesota Dakota and Western Railway Company
Minnesota Midland Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Minnesota Northwestern Electric Railway Company/Minneapolis St. Paul and Sioux Ste. Marie Railway Company
Minnesota St. Croix and Wisconsin Railroad Company/Wisconsin Central Railroad/Wisconsin Central Railway/Minneapolis St. Paul and Sault Ste. Marie Railway Company
Minnesota Transfer Railway Company
Minnesota Valley Railroad Company/St. Paul and Sioux City Railroad Company/Chicago St. Paul Minneapolis and Omaha Railway Company/Chicago and North Western Railway Company
Minnesota Valley Railway Company/Winona and St. Peter Railroad Company/Chicago and North Western Railway Company
Minnesota Western Railroad Company/Minneapolis and St. Louis Railway Company/Chicago and North Western Railway Company
Minnesota Western Railway Company/Chicago and North Western Railway Company
Mississippi Hill City and Western Railway Company/Hill City Railway Company/Great Northern Railway Company
Moorhead and Southeastern Railway Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
Northern Pacific Fergus and Black Hills Railroad Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
Northern Pacific Fergus and Black Hills Railroad/Northern Pacific Railway Company
Omaha Road (see Chicago St. Paul Minneapolis and Omaha Railway Company)
Park Rapids and Leech Lake Railway Company/Great Northern Railway Company
Plainview Railroad Company/Winona and St. Peter Railroad Company/Chicago and North Western Railway Company
Plummer Line (see Minneapolis St. Paul and Sault Ste. Marie Railway Company)
Port Arthur Duluth and Western Railway Company/Canadian National Railway
Red River and Lake of the Woods Railway Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
Red River and Manitoba Railroad Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
Red River Valley Railroad Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
Rochester and Northern Minnesota Railway Company/Winona and St. Peter Railroad Company/Chicago and North Western Railway Company
Sauk Center and Northern Railroad Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
St. Cloud and Lake Traverse Railway Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
St. Cloud Mankato and Austin Railroad/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
St. Paul and Dakota Railroad Company/Worthington and Sioux Falls Railroad/St. Paul and Sioux City Railroad Company/Chicago St. Paul Minneapolis and Omaha Railway Company/Chicago and North Western Railway Company
St. Paul and Duluth Railroad Company/Northern Pacific Railway Company
St. Paul and Northern Pacific Railway Company/Northern Pacific Railway Company
St. Paul and Pacific Railroad Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
St. Paul and Pacific Railroad Company (First Division)/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
St. Paul and St. Croix Falls Railroad/Wisconsin Central Railroad/Wisconsin Central Railway/Minneapolis St. Paul and Sault Ste. Marie Railway Company
St. Paul and Sioux City Railroad/Chicago St. Paul Minneapolis and Omaha Railway Company/Chicago and North Western Railway Company
St. Paul Bridge and Terminal Railway Company/Chicago Great Western Railway Company
St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
St. Paul Stillwater and Taylors Falls Railroad/Chicago and North Western Railway Company
St. Paul Union Depot Company (jointly owned)
St. Vincent Extension (see St. Paul Minneapolis and Manitoba Railway Company)
Sauk Center and Northern Railway Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
Sioux City and Northern Railway Company/Willmar and Sioux Falls Railway Company/Great Northern Railway Company
Sioux City and St. Paul Railroad Company/Chicago and North Western Railway Company
Skally Line (see Lake Superior and Mississippi Railroad Company)
Soo Line (see Minneapolis St. Paul and Sault Ste. Marie Railway Company)
Southern Minnesota Railroad Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Spirit Lake Transfer Railway Company/Duluth Missabe and Iron Range Railway Company
Stillwater and Hastings Railway Company/Chicago Milwaukee and St. Paul Railway Company/Chicago Milwaukee St. Paul and Pacific Railroad Company
Stillwater and St. Paul Railroad Company/St. Paul and Duluth Railroad Company/Northern Pacific Railway Company
Stockyards Terminal Railway Company/Chicago Great Western Railway Company
Superior Short Line Railway Company of Minnesota/Chicago and North Western Railway Company
Swan River Logging Company, Barclay Junction to Virginia Line/Eastern Railway Company/Great Northern Railway Company
Taylors Falls and Lake Superior Railroad Company/St. Paul and Duluth Railroad Company/Northern Pacific Railway Company
Appendix B. Master List of Railroad Companies in Minnesota

Transit Railroad Company/Winona and St. Peter Railroad Company/Chicago and North Western Railway Company
Union Stockyards – Minnesota Transfer/Minnesota Transfer
Wadena and Park Rapids Railroad Company/St. Paul Minneapolis and Manitoba Railway Company/Great Northern Railway Company
Watonwan Valley Railway Company/Chicago and North Western Railway Company
West Wisconsin Railway Company/St. Paul Minneapolis and Omaha Railway Company/Chicago and North Western Railway Company
Western Railroad Company of Minnesota/St. Paul and Northern Pacific Railway Company/Northern Pacific Railway Company
Wheat Line (see Minneapolis St. Paul and Sault Ste. Marie Railway Company)
Willmar and Sioux Falls Railway Company/Great Northern Railway Company
Winona and St. Peter Railroad Company/Chicago and North Western Railway Company
Winona and Southwestern Railroad Company/Winona and Western Railway Company/Wisconsin and Pacific Railroad Company/Chicago Great Western Railway Company
Winona and Western Railway Company/Wisconsin Minnesota and Pacific Railroad Company/Chicago Great Western Railway Company
Winona Bridge Railway Company/Chicago Burlington and Quincy
Winona Mankato and New Ulm Railroad Company/Chicago and North Western Railway Company
Wisconsin Central Railway/Minneapolis St. Paul and Sault Ste. Marie Railway Company
Wisconsin Central Railroad/Wisconsin Central Railway/Minneapolis St. Paul and Sault Ste. Marie Railway Company
Wisconsin Minnesota and Pacific Railway Company/Chicago Great Western Railway Company
Wisconsin Minnesota and Pacific Railroad Company (Pacific Division)/Minneapolis and St. Louis Railway Company/Chicago and North Western Railway Company
Worthington and Sioux Falls Railroad/St. Paul and Sioux City Railroad/Chicago St. Paul Minneapolis and Omaha Railway Company/Chicago and North Western Railway Company
Railroad Company Codes for Inventory Numbers

Canadian National Railway: CNR
Chicago Burlington and Quincy Railway Company: CBQ
Chicago Great Western Railway Company: CGW
Chicago Milwaukee St. Paul and Pacific Railroad Company: CSP
Chicago and North Western Railway Company: CNW
Chicago Rock Island and Pacific Railway Company: CRI
Duluth Missabe and Iron Range Railroad: DMR
Duluth and Northeastern Railroad: DNE
Great Northern Railway Company: GNR
Illinois Central Railroad: ICR
Minnesota Dakota and Western Railway Company: MDW
Minneapolis Northfield and Southern Railway Company: MNS
Minnesota Transfer Railway: MTR
Northern Pacific Railway Company: NPR