Great Northern Railway

GREAT NORTHERN RAILWAY. .................................................................
Name change, September 18, 1889

Trackage, June 30, 1915:
7,089.084 mi. First main track
204.685 mi. Second main track
2,116.173 mi. Yard track and sidings

Equipment

Steam locomotives 1,250
Electric locomotives 1
Freight cars 52,930
Passenger cars 1,172
Work equipment 3,320

Equipment, leased to Canadian companies

Steam locomotives 26
Freight cars 744
Passenger cars 9
Work equipment 264

The Great Northern Railway controls the following companies:

Company:                                                                 Percentage of control:
Duluth Terminal Railway                                                      100
Manitoba Great Northern Railway                                              100
The Brandon, Saskatchewan & Hudson's Bay Railway                             100
Crows Nest Southern Railway                                                  100
Bedlington & Nelson Railway                                                   100
The Nelson & Fort Sheppard Railway                                           100
Red Mountain Railway                                                          100
The New Westminster Southern Railway                                         100
Minneapolis Western Railway                                                   100
Brandon, Devils Lake and Southern Railway                                    100
Farmers' Grain and Shipping Co., controlled through Brandon, Devils Lake & Southern Ry 60 ½
Vancouver, Victoria & Eastern Railway and Navigation Company                 100
Montana Eastern                                                               100
Idaho Central Railway                                                         100
Victoria Terminal Railway & Ferry Company                                     100
Victoria & Sidney Railway                                                     100
Duluth, Superior & Western Terminal Company                                  100
Penicton Railway                                                              100
The Saint Paul, Minneapolis and Manitoba Railway                             71 6/17
The Duluth and Superior Bridge Company                                       100
Chelan Electric Company                                                       100
Great Northern Equipment Company                                              100
Great Northern Steamship Company                                              100
Northern Steamship Company                                                    100
Great Northern Express Company                                                100
Cottonwood Coal Company                                                       100
South Butte Mining Company                                                    100
Rens Copper & Silver Mining Company                                           100
Skagit Coal & Coke Company                                                    100
The Great Northern Railway controls the following companies:

<table>
<thead>
<tr>
<th>Company</th>
<th>Percentage of control</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington &amp; Great Northern Townsite Company</td>
<td>100</td>
</tr>
<tr>
<td>Glacier Park Hotel Company,</td>
<td>through Washington &amp; Great Northern Townsite Company 100</td>
</tr>
<tr>
<td>Dakota &amp; Great Northern Townsite Company</td>
<td>100</td>
</tr>
<tr>
<td>Whitefish Townsite Company</td>
<td>75</td>
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<tr>
<td>Great Northern Office Building Company</td>
<td>100</td>
</tr>
<tr>
<td>Chelan Water Power Company, through Chelan Electric Company</td>
<td>100</td>
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The Great Northern Railway jointly controls the following companies:

<table>
<thead>
<tr>
<th>Company</th>
<th>Percentage of control</th>
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<tbody>
<tr>
<td>The Midland Railway Company of Manitoba</td>
<td>50</td>
</tr>
<tr>
<td>St. Paul Union Depot Company</td>
<td>11 1/9</td>
</tr>
<tr>
<td>Minnesota Transfer Railway</td>
<td>11 1/9</td>
</tr>
<tr>
<td>Lake Superior Terminal &amp; Transfer Railway</td>
<td>33 1/3</td>
</tr>
<tr>
<td>Chicago, Burlington and Quincy Railroad</td>
<td>48 ½</td>
</tr>
<tr>
<td>Spokane, Portland and Seattle Railway</td>
<td>50</td>
</tr>
<tr>
<td>Ruth Realty Company</td>
<td>50</td>
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The Great Northern Railway has investments the following companies:

<table>
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<tr>
<th>Affiliated companies, stocks</th>
<th>Par Value:</th>
<th>Book Value:</th>
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<tbody>
<tr>
<td>Brandon, Devils Lake and Southern Railway</td>
<td>650,000.00</td>
<td>650,000.00</td>
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<tr>
<td>The Brandon, Saskatchewan &amp; Hudson's Bay Railway</td>
<td>2,150,000.00</td>
<td>2,150,000.00</td>
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<tr>
<td>Bedlington &amp; Nelson Railway</td>
<td>1,000,000.00</td>
<td>1,000,000.00</td>
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<tr>
<td>Chicago, Burlington and Quincy Railroad</td>
<td>53,856,350.00</td>
<td>109,235,888.30</td>
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<tr>
<td>Crow's Nest and Southern Railway</td>
<td>4,210,000.00</td>
<td>4,210,000.00</td>
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<tr>
<td>The Duluth and Superior Bridge Company</td>
<td>200,000.00</td>
<td>200,000.00</td>
</tr>
<tr>
<td>Duluth, Superior and Western Terminal Company</td>
<td>500.00</td>
<td>500.00</td>
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<tr>
<td>Duluth Terminal Railway</td>
<td>400,000.00</td>
<td>400,000.00</td>
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<tr>
<td>Great Northern Steamship Company</td>
<td>6,000,000.00</td>
<td>2,625,000.00</td>
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<tr>
<td>Great Northern Express Company</td>
<td>1,000,000.00</td>
<td>1,000,000.00</td>
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<tr>
<td>Great Northern Equipment Company</td>
<td>1,750,000.00</td>
<td>1,750,000.00</td>
</tr>
<tr>
<td>Idaho Central Railway</td>
<td>20,000.00</td>
<td>20,000.00</td>
</tr>
<tr>
<td>The Lake Superior Terminal and Transfer Railway Co. of the State of Wisconsin</td>
<td>165,200.00</td>
<td>165,200.00</td>
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<tr>
<td>The Minnesota Transfer Railway</td>
<td>7,000.00</td>
<td>7,000.00</td>
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<tr>
<td>Minneapolis Western Railway</td>
<td>750,000.00</td>
<td>750,000.00</td>
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<tr>
<td>Manitoba Great Northern Railway</td>
<td>2,066,000.00</td>
<td>2,066,000.00</td>
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<tr>
<td>The Midland Railway of Manitoba</td>
<td>2,150,000.00</td>
<td>2,150,000.00</td>
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<tr>
<td>Montana Eastern</td>
<td>615,000.00</td>
<td>615,000.00</td>
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<tr>
<td>The Nelson and Fort Sheppard Railway</td>
<td>2,846,800.00</td>
<td>2,119,019.51</td>
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<tr>
<td>The New Westminster Southern Railway</td>
<td>600,000.00</td>
<td>260,000.00</td>
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<td>Northern Steamship Company</td>
<td>1,500,000.00</td>
<td>225,000.00</td>
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<td>The Red Mountain Railway Company</td>
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<td>The St. Paul Union Depot Company</td>
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<tr>
<td>Spokane, Portland and Seattle Railway</td>
<td>20,000,000.00</td>
<td>20,000,000.00</td>
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<tr>
<td>Vancouver, Victoria and Eastern Railway and Navigation Company</td>
<td>20,850,000.00</td>
<td>20,850,000.00</td>
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<tr>
<td>Victoria Terminal Railway and Ferry Company</td>
<td>500.00</td>
<td>500.00</td>
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<tr>
<td>Victoria &amp; Sidney Railway</td>
<td>103,000.00</td>
<td>103,000.00</td>
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<tr>
<td>Penticton Railway</td>
<td>20,000,000.00</td>
<td>20,000,000.00</td>
</tr>
<tr>
<td>Company Name</td>
<td>Par Value</td>
<td>Book Value</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
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</tr>
<tr>
<td>The Saint Paul, Minneapolis and Manitoba Railway</td>
<td>1,000.00</td>
<td>1,750.00</td>
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<tr>
<td>Cottonwood Coal Company</td>
<td>1,000,000.00</td>
<td>1,000,000.00</td>
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<tr>
<td>Chelan Electric Company</td>
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<td>Northern Land Company</td>
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<tr>
<td>Skagit Coal &amp; Coke Company</td>
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<tr>
<td>Somers Lumber Company</td>
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<td>South Butte Mining Company</td>
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<td>Washington and Great Northern Townsite Company</td>
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<td>Company</td>
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<td>Common</td>
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<td>East Wenatchee Land Company</td>
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<td>Great Lakes Towing Company</td>
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<tr>
<td>Preferred</td>
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<td>Common</td>
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<td>St. Paul Foundry Company</td>
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<tr>
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<td>Par Value:</td>
<td>Book Value:</td>
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<td>Le Roi Mining Company</td>
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<td>Northern Pacific-Great Northern</td>
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<td>Montana Western Railway</td>
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<td>Pillsbury-Washburn Flour Milling Company</td>
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<td>Davenport Hotel Company</td>
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<td>Spokane and Inland Empire Railroad</td>
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<td>Cyrus F. Clapp</td>
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<td>James Davis &amp; Company</td>
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<tr>
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<td>J. I. Goldsmith</td>
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<td>Sylvester Brothers</td>
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<td>Icicle Canal Company, Inc.</td>
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<td>Grand Forks, N. Dak. warrants</td>
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<td>A. E. Willis</td>
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<td>Grand View Land and Trust Company</td>
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<tr>
<td>J. D. Bird</td>
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<td>Restmore Manufacturing Company</td>
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<tr>
<td>M. W. Hingley</td>
<td>50.00</td>
<td>1.00</td>
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<tr>
<td>Fred Anschultz and C. W. Meyers</td>
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<td>1.00</td>
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<tr>
<td>Cordis Tipton</td>
<td>30.40</td>
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<tr>
<td>Valler-Montana Land &amp; Water Company</td>
<td>30,000.00</td>
<td>30,000.00</td>
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By construction:
- 23.40 mi. Kelly Lake to Fermoy, MN, 9/10/1907
- .52 mi. at Grand Forks, ND, 1908
- 5.34 mi. Walhalla to International Boundary ND, 12/16/1907
- 57.72 mi. Aneta to Devils Lake, ND, 9/10/1907
- 89.16 mi. Berthold to Crosby, ND, 11/1/1907
- 92.63 mi. Armington to Judith Gap, MT, 11/1/1908
- 48.46 mi. Molson, WA to International Boundary, 10/5/1907
- 10.45 mi. Kalispell to Somers, MT, 11/1/1908
1.44 mi. Bray Line Spur, MN, 1909
43.15 mi. Greenbush to Warroad, MN, 12/21/1908
101.90 mi. Judith Gap to Laurel, MT, 11/1/1908
1.99 mi. Fidelity Lumber Co. Spur, ID, 1909
2.96 mi. Blaine, WA to International Boundary, 3/15/1909
22.07 mi. Nashwauk to Gunn, MN, 12/13/1909
60.62 mi. Columbia River to Mansfield, WA, 11/1/1909
53.19 mi. Bainville to Plentywood, MT, 3/31/1911
2.69 mi. Emmert to Chisholm, MN, 7/1/1910
.57 mi. at Gerber, MT, 1910
226.07 mi. Fargo to Surrey, ND, 10/1/1912
40.28 mi. Vaughn to Gilman, MT, 12/2/1912
30.27 mi. Mocassin to Lewiston, MT, 12/8/1912
21.69 mi. Niobe to International Boundary, ND, 11/1/1913
1.34 mi. at Barnesville, MT, 1914
.11 mi. State Line, WI, minor changes, 1914
.07 mi. Minot, ND, minor changes, 1914
.16 mi. Bonners Ferry, ID, side track changes, 1914
44.64 mi. Plentywood to Scobey, MT, 8/1/1914
135.88 mi. Wenatchee to Oroville, WA, 7/1/1914
4.72 mi. Lehigh Mine Branch, MT, to side track, 12/31/1914
Abandonments presented before the ICC:
16.96 mi. Northport, WA to Rossland, British Columbia (Application for trackage to be abandoned within US, 7.49 mi.) Approved, 12/11/1921 (FD 1521)
3.69 mi. Portland to Mayville branch connection at Portland Jct, ND. Denied, 6/19/1922 (FD 1608)
20.50 mil Olcott to Fermoy, MN, approved 12/10/1924 (FD 4401)
4.70 mi. Windham southward and
2.36 mi. Off of Windham branch, approved 4/20/1925 (FD 4645)

Minneapolis & St. Cloud Railroad (9/18/1899)
The Saint Paul, Minneapolis and Manitoba Railway (11/1/1907)
Eastern Railway Company of Minnesota (7/1/1907)
Montana and Great Northern Railway (7/1/1907)
Seattle and Montana Railroad (7/1/1907)
The Wilmar and Sioux Falls Railway (7/1/1907)
Duluth, Watertown and Pacific Railway (7/1/1907)
Minneapolis Union Railway (7/1/1907)
Park Rapids and Leech Lake Railway (7/1/1907)
Minnesota and Great Northern Railway (7/1/1907)
Dakota and Great Northern Railway (7/1/1907)
The Montana Central Railway (7/1/1907)
Billings & Northern Railroad (7/1/1907)
Columbian and Red Mountain Railway (7/1/1907)
Washington and Great Northern Railway (7/1/1907)
The Spokane Falls and Northern Railway (7/1/1907)
Duluth, Superior and Western Terminal Co. (8/1/1908)
Iowa and Great Northern Railway (6/30/1910)
The Union Terminal Railway (6/30/1910)
Everett and Cherry Valley Traction Company (6/21/1912)
The Allouez Bay Dock Company (4/22/1913)
Kootenai Valley Railway (8/8/1913)
Great Falls & Teton County Railway (11/16/1914)

MINNEAPOLIS & ST. CLOUD RAILROAD. .......................... Great Northern Ry
Name change, February 28, 1865
  66.43 mi. St. Cloud to Hinckley, MN, 1882
Sold to Saint Paul, Minneapolis and Manitoba Ry, 4/23/1883:
  -66.43 mi. St. Cloud to Hinckley, MN
Minneapolis and St. Cloud Railroad (2/28/1865)

MINNEAPOLIS AND ST. CLOUD RAILROAD. ................. Minneapolis & St. Cloud RR
Inc. in MN Terr., March 1, 1856
  No trackage constructed

THE SAINT PAUL, MINNEAPOLIS AND MANITOBA RAILWAY........ Great Northern Ry
Inc. in MN, May 23, 1879
  By construction:
    3.52 mi. Carlisle Junction to Elizabeth, MN, 1882
    5.93 mi. Wayzata to Spring Park, MN, 1881
    40.94 mi. 4 mi. south of Grafton, ND to International Boundary, 1882
    3.00 mi. Everest to Casselton, ND, 1882
    29.77 mi. Ripon to Hope, ND, 1882
    39.80 mi. 1.6 mi. west of Laramore to 1 mi. west of Bartlett, ND, 1882
    3.34 mi. Hamlin to University Swith, MN, 1883
    20.29 mi. Bartlett to Devils Lake, ND, 1883
    2.12 mi. St. Vincent Junction to St. Vincent, MN, 1884
    31.43 mi. Portland to Laramore, ND, 1884
    4.19 mi. Mayville to Portland Junction, ND, 1884
    34.78 mi. Park River Junction to Park River, ND, 1884
    0.64 mi. State Fair Grounds to St. Paul, MN, 1885
    31.80 mi. Elk River to Milaca, MN, 1886
    32.95 mi. Tintah Jct., MN to Stiles, ND, 1886
    22.15 mi. Stiles to Rutland, ND, 1886
    121.16 mi. Devils Lake to near Minot, ND, 1886
    32.03 mi. Evansville, ND to Tintah, MN, 1887
    49.22 mi. Rutland to Ellendale, ND, 1887
    91.62 mi. Benson, MN to Watertown, SD, 1887
    39.10 mi. Park River to Langdon, ND, 1887
    38.66 mi. Rugby Jct. to Bottineau, ND, 1887
    545.61 mi. near Minot, ND, to Sun River, MT, 1887
    3.10 mi. Johnstown Jct. to junction with Sand Coulee Branch, MT, 1887
    44.69 mi. Redland to Fosston, MN, 1888
    55.21 mi. Church's Ferry to St. John, ND, 1888
    5.33 mi. Silver Smelter to Great Falls, MT, 1888
    2.53 mi. St. Cloud Mill Spur to St. Cloud, MN, 1888
    31.71 mi. Grafton to Cavalier, ND, 1890
    4.27 mi. Great Falls to Butte & Montana Smelter, MT, 1890
    1.26 mi. Great Falls & Canada connection to Great Falls, MT, 1890
    818.83 mi. Pacific Junction, MT to Everett, WA, 1893
    10.38 mi. Halstad, MN to Alton, MD, 1891
7.59 mi. St. Hillaire to Thief River Falls, MN, 1892
10.13 mi. St. Hillaire to Red Lake Falls, MN, 1892
0.33 mi. Yard tracks and Minneapolis, MN, 1893
28.07 mi. Hope to Aneta, ND, 1896
32.23 mi. Halstad to Carmen (Redland), MN, 1896
16.13 mi. Cavalier to Walhalla, ND, 1897
21.06 mi. Langdon to Hannah, ND, 1897
7.95 mi. Spring Park to St. Bonifacius, MN, 1900
11.11 mi. Minor Adjustments
34.09 mi. Moorhead to Halstad, MN, 1883
55.20 mi. St. Cloud to Willmar, MN, 1883
64.00 mi. Aberdeen, SD to Rutland, ND, 1887

Abandoned:
28.49 mi. Breckenridge to Barnesville, MN, 1890
7.52 mi. Shirley to Ives, MN, 1906-1907
29.03 mi. Melbourne to Jennings, MT, 1905
19.66 mi. Hopkins to St. Bonifacius, MN, 1901
12.66 mi. Switchback over Cascade Mountains, WA, 1901
4.79 mi. Everest to Fleming, ND, 1896
3.52 mi. Carlisle to Elizabeth, MN, 1898

The St. Paul and Pacific Railroad (6/14/1879)
First Division of the St. Paul and Pacific Railroad (6/14/1879)
Red River Valley Railroad (6/21/1879)
The Red River and Manitoba Railroad (6/21/1879)
Barnesville & Moorhead Railway (10/29/1880)
St. Cloud and Lake Traverse Railway (10/29/1880)
Minneapolis and Dakota Northern Railroad (11/24/1883)
Minneapolis and Northwestern Railroad (4/23/1883)
Sauk Canter Northern Railway (11/23/1884)
Casselton Branch Railroad (8/25/1883)
Northern Pacific, Fergus Falls and Black Hills Railway (7/11/1883)
Red River and Lake of the Woods Railway (7/11/1883)
St. Cloud, Mankato and Austin Railroad (5/24/1886)
Aberdeen, Fergus Falls and Pierre Rail Road (12/30/1886)
Minneapolis, Lyndale and Minnetonka Railway
Moorhead and South Eastern Railway (1/28/1891)
Wadena and Park Rapids Railroad (8/1/1891)
Red River Valley and Western Railroad (10/28/1893)

THE ST. PAUL AND PACIFIC RAILROAD. . . . . . . . . . The Saint Paul, Minneapolis and Manitoba Ry
Inc. in MN, March 10, 1862
35.00 mi. St. Cloud to Melrose, MN, 1872
31.50 mi. Melrose to Alexandria, MN, 1878
45.01 mi. Alexandria to Fergus Falls, MN, 1879
32.26 mi. Fergus Falls to 1.4 mi. north of Barnesville, MN, 1879
104.00 mi. 4.9 mi. sou. of Barnesville to 2.3 mi. sou. of Warren, MN, 1872
62.10 mi. 2.3 mi. south of Warren to St. Vincent, MN
2.62 mi. St. Vincent to International Boundary, MN, 1878

Minnesota and Pacific Railroad (6/14/1879)
MINNESOTA AND PACIFIC RAILROAD. The St. Paul and Pacific RR
Spec. act of MN, May 22, 1857
No property constructed

FIRST DIVISION OF THE ST. PAUL AND PACIFIC RAILROAD. St. Paul, Minn and Man Ry
Inc. in MN, February 6, 1864
9.90 mi. St. Paul to Minneapolis, MN, 1862
28.60 mi. Minneapolis to Elk River, MN, 1864
36.40 mi. Elk River to St. Cloud, MN, 1866
 2.14 mi. East St. Cloud to Sauk Rapids, MN, 1867
14.70 mi. Minneapolis Jct. to Lake Jct., MN, 1867
29.00 mi. Lake Junction to Howard Lake, MN, 1868
49.00 mi. Howard Lake to Willmar, MN, 1869
31.00 mi. Willmar to Benson, MN, 1870
81.12 mi. Benson to Breckenridge, MN, 1871

RED RIVER VALLEY RAILROAD. Inc. in MN, June 12, 1875
12.00 mi. Crookston to Fisher's Landing, MN, 1875
11.75 mi. Fisher's Landing to East Grand Forks, MN, 1879

THE RED RIVER AND MANITOBA RAILROAD. Inc. in MN, August 12, 1877
33.50 mi. Breckenridge to a point near Barnesville, MN, 1877

BARNESVILLE & MOORHEAD RAILWAY. Inc. in MN, August 10, 1880
22.79 mi. Barnesville to Moorhead, MN, 1880

ST. CLOUD AND LAKE TRAVERSE RAILWAY. Inc. in MN, May 1, 1880
46.68 mi. Morris to Brown's Valley, MN, 1880

MINNESOTA AND DAKOTA NORTHERN RAILROAD. Inc. in MN, March 4, 1879
34.09 mi. begun, Moorhead to Halstead, MN

MINNEAPOLIS AND NORTHWESTERN RAILROAD. Inc. in MN, February 5, 1878
63.07 mi. Minneapolis to St. Cloud, MN, 1882

SAUK CENTER NORTHERN RAILWAY. Inc. in MN, February 23, 1881
31.30 mi. Sauk Center to Clarissa, MN, 1882
 4.68 mi. Clarissa to Eagle Bend, MN, 1883

CASSELTON BRANCH RAILROAD. Inc. in Dakota Territory, August 26, 1880
43.33 mi. Casselton to Mayville, ND, 1882
NORTHERN PACIFIC, FERGUS FALLS AND BLACK HILLS RAILWAY. . . . . St. P., Minn. & Man. RR
Inc. Date unknown
21.65 mi. Fergus Falls to Pelican Rapids, MN, 1882

RED RIVER AND LAKE OF THE WOODS RAILWAY. . . . . . . . . St. Paul, Minneapolis and Manitoba RR
Inc. in MN, April 3, 1882
21.61 mi. Shirley to St. Hilaire, MN, 1883

ST. CLOUD, MANKATO AND AUSTIN RAILROAD. . . . . St. Paul, Minneapolis and Manitoba RR
Spec. act of MN, February 28, 1865
55.20 mi. begun, St. Cloud to Willmar, MN
Austin and Mankato Railroad (11/22/1881)

AUSTIN AND MANKATO RAILROAD. . . . . . . . . . . . . . . . . St. Cloud, Mankato and Austin RR
Inc. in MN, January 28, 1880
No property constructed

ABERDEEN, FERGUS FALLS AND PIERRE RAIL ROAD. . . . . The St. Paul, Minn. & Manitoba RR
Inc. in Dakota Terr., April 19, 1886
64.00 mi. begun, Aberdeen, SD to Rutland, ND

MINNEAPOLIS, LYNDALE AND MINNETONKA RAILWAY. The St. Paul, Minneapolis and Manitoba RR
Inc. date unknown
53.13 mi. Hutchinson Jct. to Hutchinson, MN, 1887

MOORHEAD AND SOUTH EASTERN RAILWAY. . . . . The St. Paul, Minneapolis and Manitoba RR
Inc. in MN, September 15, 1884
42.91 mi. Moorhead to Wahpeton, MN, 1888

WADENA AND PARK RAPIDS RAILROAD. . . . . The St. Paul, Minneapolis and Manitoba RR
Inc. in MN, June 4, 1883
54.52 mi. Eagle Bend to Park Rapids, MN, 1891

RED RIVER VALLEY AND WESTERN RAILROAD. . . . . St. Paul, Minneapolis and Manitoba RR
Inc. in ND, July 18, 1893
11.78 mi. Addison to Rita (now Chaffee), ND, 1893

EASTERN RAILWAY COMPANY OF MINNESOTA. . . . . . . . Great Northern Ry
Inc. in MN, August 13, 1887
69.78 mi. Hinckley, MN to West Superior, WI, 1888
98.59 mi. Deer River to Fosston, MN, 1898
64.72 mi. Hinckley to Fridley, MN, 1899
87.53 mi. Boylston, WI to Cloquet, MN, 1899
46.49 mi. Brookston to Ellis, MN, 1901
0.05 mi. at Saunders, WI, 1903
42.56 mi. Various mine spurs in Minnesota, 1900-07
Abandoned:
23.10 mi. Track removed and revisions
The Lake Superior and South Western Railway (1/12/1888)
The Kettle River Railroad (6/30/1893)
Duluth, Superior and Western Railway (6/22/1898)
Duluth, Mississippi River and Northern Railroad (5/1/1899)
Superior Belt Line and Terminal Railway (3/27/1900)

THE LAKE SUPERIOR AND SOUTH WESTERN RAILWAY. . . . . . . . . . . . . . Eastern Ry Co. of MN
Inc. in WI, August 6, 1885
No property constructed

THE KETTLE RIVER RAILROAD. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Eastern Ry Co. of MN
Inc. in MN, August 26, 1886
2.61 mi. Sand Stone to Kettle River quarries, MN, 1887-93

DULUTH, SUPERIOR AND WESTERN RAILROAD. . . . . . . . . . . . . . . . . . . . . Eastern Ry Co. of MN
Inc. in MN, September 24, 1896
No property constructed
Duluth and Winnepag Railroad (12/1/1896)
Superior Belt Line and Terminal Railway (4/18/1900)

DULUTH AND WINNEPEG RAILROAD. . . . . . . . . . . . . . . . . . . . . . Duluth, Superior and Western RR
Inc. in MN, February 1, 1878
84.94 mi. Cloquet to Deer River, MN, 1890-92
14.84 mi. Cloquet to St. Louis River, MN

DULUTH, MISSISSIPPI RIVER AND NORTHERN RAILROAD. . . . . . . . . Eastern Ry Co. of MN
Inc. in MN, March 21, 1892
48.47 mi. Mississippi to Dewey Lake, MN, 1892-1897

SUPERIOR BELT LINE AND TERMINAL RAILWAY. . . . . . . . . . . . . . . . . . . . . Eastern Ry Co. of MN
Name change, November 9, 1891
5.87 mi. New Duluth, MN to Saunders, WI, 1892-94
5.28 mi. Belt Line Junction to Saunders, WI, 1892-94
Sold to Eastern Ry Co. of MN, March 27, 1900
5.87 mi. New Duluth, MN to Saunders, WI, 1892-94
Sold to Duluth, Superior and Western Railroad, July 18, 1899
5.28 mi. Belt Line Junction to Saunders, WI, 1892-94

SWAN RIVER LOGGING COMPANY. . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . Eastern Ry Co. of MN
Inc. in MN, Date unknown
Sold to Eastern Ry Company of Minnesota, 1892:
18.78 mi. Barclay Junction to Virginia, MN

MONTANA AND GREAT NORTHERN RAILWAY. . . . . . . . . . . . . . . . . . . . . . . . . Great Northern Ry
Inc. in MT, June 6, 1901
42.52 mi. Jennings to Rexford, MT, 1901-02
68.92 mi. Columbia Falls to Rexford, MT, 1903-04
8.99 mi. Rexford to Gateway, MT, 1902
134.00 mi. Converted to Std. Ga., 1/4/1903
Sold to The Saint Paul, Minneapolis and Manitoba Railway, 5/17/1905:
111.44 mi. Columbia Falls via Rexford to Jennings, MT
Sold to Great Northern Railway, 7/1/1907:
142.99 mi. Great Falls to Sweet Grass, MT and Gateway to Rexford, MT
The Great Falls and Canada Railway (8/1/1901)

THE GREAT FALLS AND CANADA RAILWAY....................... Montana and Great Northern Ry
Inc. in MT Terr., October 3, 1889
134.00 mi. 3'ga. Great Falls, MT to International Boundary at Sweet Grass, MT, 1890
14.00 mi. 3'ga. Sidings

SEATTLE AND MONTANA RAILROAD............................. Great Northern Ry
Inc. in WA, March 29, 1898
18.82 mi. Fairhaven to Belleville, WA, 1902-06
9.45 mi. Short Branches and line changes
Abandoned:
26.72 mi. Abandonments and line revisions
Fairhaven and Southern Railroad (3/30/1898)
Seattle and Montana Railway (3/30/1898)
Seattle and Northern Railway (2/11/1902)
The Union Wharf Company of Anacortes (5/26/1906)

FAIRHAVEN AND SOUTHERN RAILROAD........................ Seattle and Montana RR
Inc. in WA Terr., November 27, 1888
40.80 mi. Sedro-Woolley to Blaine, WA, 1891
16.00 mi. Fairhaven and Southern Junction to Cokedale, WA, 1891

SEATTLE AND MONTANA RAILWAY.............................. Seattle and Montana RR
Inc. in WA, March 7, 1890
78.20 mi. Seattle to a point near Burlington, WA, 1891

SEATTLE AND NORTHERN RAILWAY............................ Seattle and Montana RR
Inc. in WA Terr., August 9, 1888
34.14 mi. Anacortes to Hamilton, WA, 1890-91
18.84 mi. Hamilton to Sauk, WA, 1900
2.36 mi. Sauk to Rockport, WA, 1901

THE UNION WHARF COMPANY OF ANACORTES.............. Seattle and Montana RR
Inc. in WA, January 22, 1892
No property constructed

THE WILLMAR AND SIOUX FALLS RAILWAY...................... Great Northern Ry
Inc. in MN, March 11, 1886
147.25 mi. Willmar to Sioux Falls, SD, 1887-88
Sioux Falls, Yankton and Southwestern Railway (7/27/1893)
The Sioux City and Northern Railroad (1/15/1900)
Sioux Falls Terminal Railroad (4/1/1900)

SIOUX FALLS, YANKTON AND SOUTHWESTERN RAILWAY. . . The Willmar and Sioux Falls Ry
Inc. in Dakota Terr., July 23, 1889
58.00 mi. Sioux Falls to Yankton, SD, 1893

THE SIOUX CITY AND NORTHERN RAILROAD............... The Willmar and Sioux Falls Ry
Inc. in IA, October 3, 1887
96.00 mi. Garretson, SD to Sioux City, IA, 1889-90

SIOUX FALLS TERMINAL RAILROAD. . . . . . . . . . . . . . . . . . . . . The Willmar and Sioux Falls Ry
Name change, March 28, 1890
3.00 mi. at Sioux Falls, SD, 1888-92
South Sioux Falls Railroad and Rapid Transit Co. (3/28/1890)

SOUTH SIOUX FALLS RAILROAD AND RAPID TRANSIT CO. . . . Sioux Falls Terminal RR
Inc. in Dakota Terr., December 17, 1888
3.00 mi. begun at Sioux Falls, SD

DULUTH, WATERTOWN AND PACIFIC RAILWAY. . . . . . . . . . Great Northern Ry
Inc. in Dakota Terr., August 21, 1885
69.84 mi. Watertown to Huron, SD, 1887-88

MINNEAPOLIS UNION RAILWAY. . . . . . . . . . . . . . . . . . . . Great Northern Ry
Inc. in MN, December 1, 1881
2.63 mi. University Switch to Hennepin Ave. in Minneapolis, MN, 1881-85

PARK RAPIDS AND LEECH LAKE RAILWAY. . . . . . . . . . . Great Northern Ry
Inc. in MN, October 6, 1897
49.04 mi. Park Rapids to Cass Lake, MN, 1897-99

MINNESOTA AND GREAT NORTHERN RAILWAY. . . . . . . . . . Great Northern Ry
Inc. in MN, March 31, 1904
41.09 mi. Thief River Falls to Greenbush, MN, 1904

DAKOTA AND GREAT NORTHERN RAILWAY. . . . . . . . . . . Great Northern Ry
Inc. in ND, June 21, 1900
12.72 mi. Bottineau to Souris, ND, 1901
16.41 mi. Souris to Westhope, ND, 1903
12.76 mi. Westhope to Antler, ND, 1905
27.72 mi. Lakota to Edmore, ND, 1901-02
24.87 mi. Edmore to Munich, ND, 1904
20.53 mi. Munich to Sarles, ND, 1905
46.97 mi. Granville to Mohall, ND, 1903
14.85 mi. Mohall to Sherwood, ND, 1904
34.68 mi. York to Thorne, ND, 1905
7.61 mi. Thorn to Dunseith, ND, 1906
46.12 mi. Towner to Maxbass, ND, 1905
13.36 mi. Ellendale to Forbes, ND, 1905
3.75 mi. St. John, ND to Canadian Boundary, 1905

THE MONTANA CENTRAL RAILWAY. . . . . . . . . . . . . . . . . . Great Northern Ry
Inc. in MT, January 26, 1886
By construction:
95.82 mi. Sun River to Helena, MT, 1887
73.33 mi. Helena to Butte, MT, 1888
6.42 mi. Silver to Marysville, MT, 1888
14.52 mi. Great Falls to Sand Coulee, MT, 1888
1.60 mi. Red Mountain Branch to Helena, MT, 1888
0.85 mi. Fair Grounds Branch at Helena, MT, 1888
56.24 mi. Allen to Neihart, MT, 1891
10.79 mi. Monarch to Barker, MT, 1891
0.07 mi. Correction in mileage, 1892
3.38 mi. Mountain View Branch at Butte, MT, 1893
0.14 mi. Extension, East Yard at Helena, MT
4.95 mi. Lewis to Stockett, MT, 1898
0.26 mi. Lewis Junction to Stockett, MT, 1898
0.68 mi. Fair Ground Spur to Helena, MT
Abandoned:
   6.42 mi. Silver to Marysville, MT, 1892
   0.85 mi. Fair Grounds at Helena, MT, 1902
   0.59 mi. Correction in mileage account change in 1902
   1.14 mi. Red Mountain Branch at Helena, MT, 1903
   10.79 mi. Monarch to Barker, MT, 1907

BILLINGS & NORTHERN RAILROAD. . . . . . . . . . . . . . . . . . . . . . . . . . . Great Northern Ry Inc. in MT, April 10, 1902
   No property owned

COLUMBIA AND RED MOUNTAIN RAILWAY. . . . . . . . . . . . . . . . . . . . Great Northern Ry Inc. in WA, January 25, 1895
   7.51 mi. Northport to near Velvet, WA, 1896

WASHINGTON AND GREAT NORTHERN RAILWAY. . . . . . . . . . . . . Great Northern Ry Inc. in WA, June 21, 1901
   27.66 mi. Marcus to Laurier, WA, 1901-02
   41.50 mi. Danville to Eureka Gulch, WA, 1901-02
   14.52 mi. Curlew to Midway, WA, 1904-05

THE SPOKANE FALLS AND NORTHERN RAILWAY. . . . . . . . . . . . . Great Northern Ry Inc. in WA terr., April 14, 1888
   88.10 mi. Spokane to Colville (now Dean), WA, 1899
   35.90 mi. Colville to Little Dalles, WA, 1890
   6.40 mi. Little Dalles to Northport, WA, 1892
   10.20 mi. Northport to Canadian Boundary, 1893
Abandoned:
   10.09 mi. Hillyard to Colbert, WA

DULUTH, SUPERIOR AND WESTERN TERMINAL CO. . . . . . . . . . . . Great Northern Ry Inc. in WV, July 22, 1897
   No property constructed
   Duluth and Winnipeeg Terminal Co. (5/15/1897)

DULUTH AND WINNEPEG TERMINAL CO. . . . . . . . . . . . . . . . . . . . Duluth, Superior and Western Terminal Co Inc. in WV, June 13, 1892
   Tracks and 100 pocket ore dock at Superior, WI, 1892-93
   150 more pockets added, 5/12/1896
IOWA AND GREAT NORTHERN RAILWAY.  
Inc. in IA, January 23, 1905  
No property constructed

THE UNION TERMINAL RAILWAY COMPANY.  
Inc. in IA, June 22, 1900  
No property constructed  
Sioux City Terminal Railroad and Warehouse Co. (7/16/1900)

SIOUX CITY TERMINAL RAILROAD AND WAREHOUSE COMPANY.  
The Union Terminal Ry Co  
Inc. in IA, October 23, 1899  
1.28 mi. in Sioux City, IA, 1899

EVERETT & CHERRY VALLEY TRACTION COMPANY.  
Inc. in WA, August 31, 1907  
17.84 mi. Monroe to Tolt, WA, 1909-11

THE ALLOUEZ BAY DOCK COMPANY.  
Inc. in WI, April 7, 1903  
0.92 mi. at Allouez Bay, Superior, WI, 1892-93

KOOTENAI VALLEY RAILWAY.  
Inc. in WA, October 19, 1898  
25.79 mi. Bonners Ferry to Port Hill, ID, 1899-1900

GREAT FALLS & TETON COUNTY RAILWAY.  
Inc. in MT, September 12, 1912  
42.97 mi. Power to Bynum, MT, 1912-13

Great Northern Railway, Lessor:
Montana Eastern Railway

MONTANA EASTERN RAILWAY.  
Inc. in MT, November 23, 1912  
Trackage, June 30, 1915:  
83.607 mi. First main track  
11.071 mi. Yard tracks and sidings  
Equipment  
No equipment owned  
By construction:  
83.607 mi. Main Track, Snowden to Fairview, MT, 7/1/1915  
Branches: Fairview, MT to Watford, ND; Fairview to Sidney, MT

Great Northern Subsidiary Companies:
Farmer's Grain and Shipping Company

FARMER'S GRAIN AND SHIPPING COMPANY.  
Inc. in ND, October 16, 1902
Trackage, June 30, 1915:
  53.206 mi. First main track
  5.237 mi. Yard tracks and sidings

Equipment
  Steam locomotives   2
  Freight cars        10
  Passenger cars      4

By construction:
  53.206 mi. Devils Lake to Rock Lake, ND, 9/15/1902

Controlled by:
  Brandon, Devils Lake and Southern Railway

Brandon, Devils Lake and Southern Railway

BRANDON, DEVILS LAKE AND SOUTHERN RAILWAY. ..............................
  Inc. in ND, July 17, 1905
  Trackage, June 30, 1915:
    13.052 mi. First main track
    2.332 mi. Yard tracks and sidings
  Equipment
    Steam locomotives   1
    Work equipment     Not listed

Brandon, Devils Lake and Southern controls the following companies:
  Company:                                          Percent of control:
  Farmers' Grain and Shipping Company               60 ½

By construction:
  13.052 mi. Rock Lake to Hansboro, ND, 10/13/1905

Operated by:
  Farmers' Grain and Shipping Company

Montana Western Railway

MONTANA WESTERN RAILWAY. ............................................................
  Inc. in MT, May 3, 1909
  Trackage, June 30, 1915:
    20.199 mi. First main track
    2.720 mi. Yard tracks and sidings
  Equipment
    Steam locomotives   2
    Freight cars        8
    Passenger cars      2

By construction:
  20.199 mi. Conrad to Valier, MT, 12/31/1909

Minneapolis Western Railway

MINNEAPOLIS WESTERN RAILWAY........................................................
Inc. in MN, October 29, 1884
Trackage, June 30, 1915:
  1.847 mi. First main track
  4.859 mi. Yard tracks and sidings
Equipment
  Steam locomotives        2
  Work equipment           1
By construction:
  1.847 mi. Main track in Minneapolis, MN, 1/1/1892

Duluth Terminal Railway

DULUTH TERMINAL RAILWAY. .................................................................
Inc. in MN, August 31, 1887
Trackage, June 30, 1915:
  1.826 mi. First main track
  4.527 mi. Yard tracks and sidings
Equipment
  No equipment owned
By construction:
  1.826 mi. NP connection, over St. Louis River to Union Passenger Station in Duluth, MN, 5/14/1889

Duluth and Superior Bridge Company

DULUTH AND SUPERIOR BRIDGE COMPANY...........................................
Not a common carrier, valuation vacated and included in that of the Duluth Terminal Railway
(Bridge over St. Louis River)
The Great Northern Railway was a transcontinental railroad system that extended from St. Paul to Seattle. Among the transcontinental railroads, it was the only one that used no public funding and only a few land grants. As the northernmost of these lines, the railroad spurred immigration and the development of lands along the route, especially in Minnesota.