



# **Right of Way Technical Training**

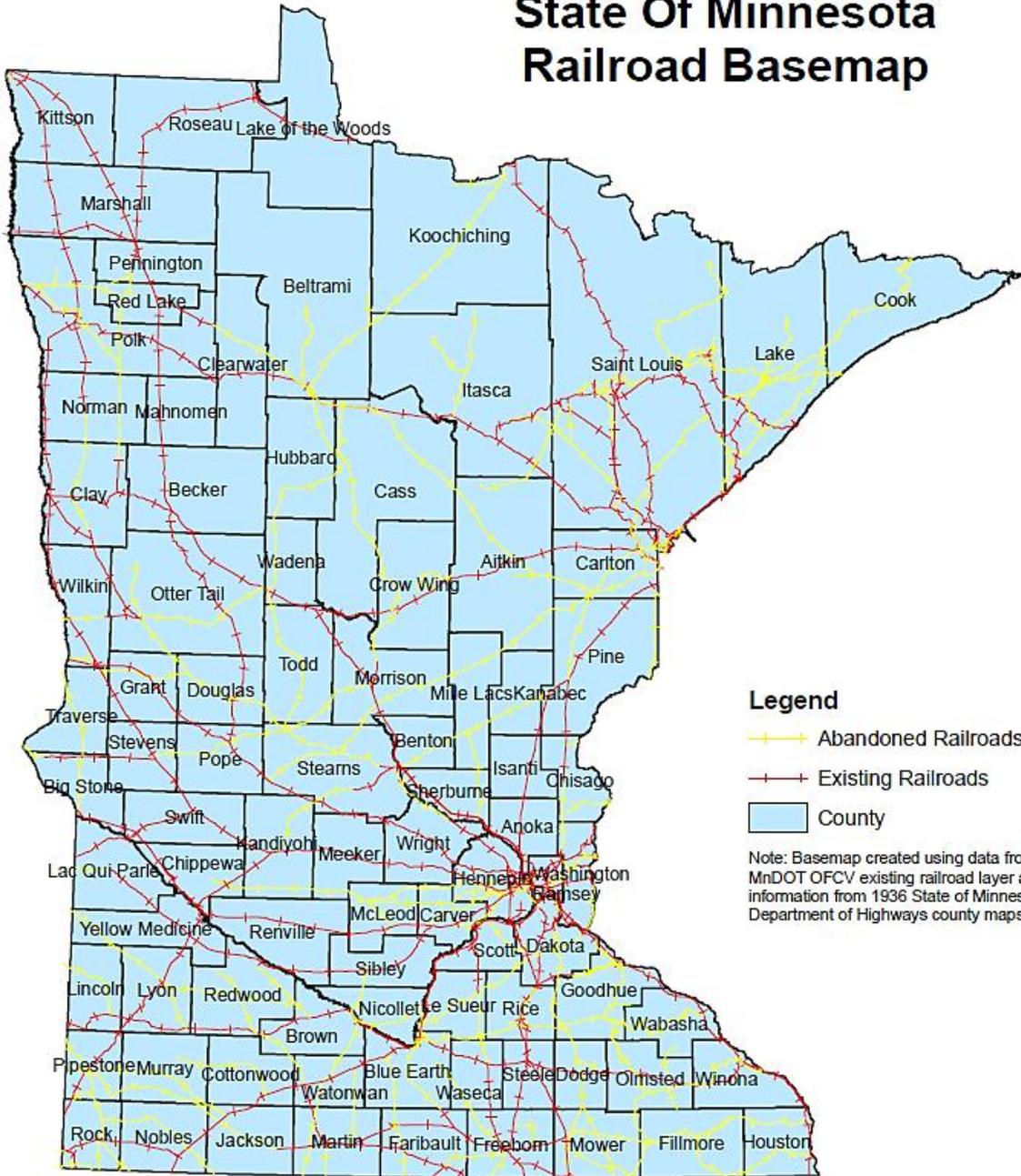
**SESSION NO. 1**

**RAILROADS**

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# State Of Minnesota Railroad Basemap



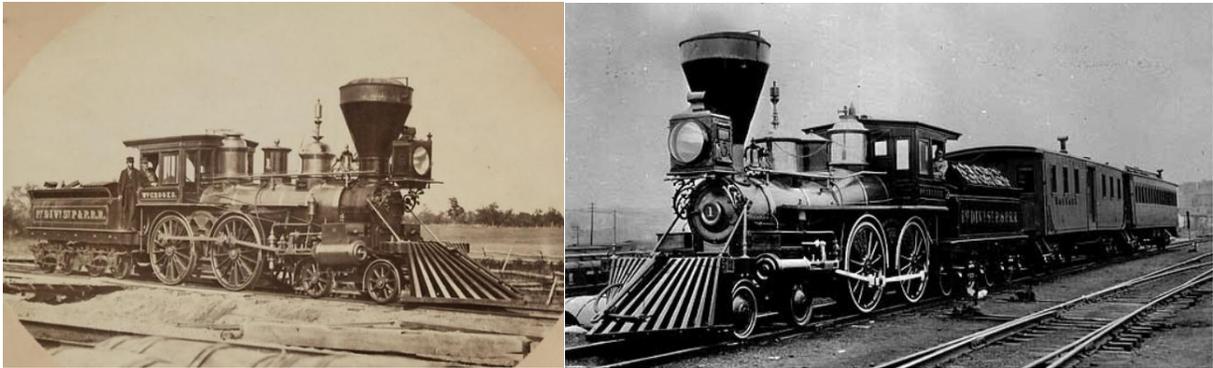
## Chapter 1: History



What brought the early railroads to Minnesota was not only the vast timber, fertile soils and iron ore, but to aid immigration and colonization. Propaganda brought tens of thousands of European emigrants to the land and it was in the best interest of the railroad's to have these potential shippers and consumers to regions along their rail lines. To be profitable they needed to convince the immigrants to make the long journey to this uninhabited region with the bitter cold winters.



Minnesota was established in 1858. At that time the primary transportation to the interior parts of the state was by riverboat. The state was in competition with other states to attract the flow of European settlers looking to make their new homes in the Mississippi River Valley. Government officials knew that railroads would help the state thrive. Construction began on the first track in 1861 in St. Paul and was completed in 1862. The first run was on June 28, 1862 from St. Paul to St. Anthony (now Minneapolis). It was a passenger train pulled by a steam locomotive named the 'William Crooks'. This steam engine locomotive is on display at the Lake Superior Railroad Museum.



The government and railroad companies worked together to attract immigrants and to colonize the country. In Minnesota, the railroads provided funding for state agents to travel and advertise as well as provide their own advertising with brochures and in newspapers. The federal and state governments also provided incentives to the railroads with Land Grants. The Minnesota State Land Office was established in 1862 under the state auditor. One of its duties was to manage federal lands granted by Congress to specific corporations. The state also granted public lands for each mile of track that was constructed, typically the odd numbered sections within six miles on each side of the tracks. About 10 companies were approved for land grants in Minnesota. The railroad companies submitted three types of maps to the State Land Office to gain right of way for the tracks. Location maps that showed their prospective route as surveyed and staked. Construction maps, showing the actual line as built and equipped. And the right of way maps, with dimensions and acreages of land claimed for railroad right of way. These maps are in the State Land Office collection at the Minnesota Historical Society. From 1857 to 1866 the amount of land granted to the railroads exceeded 8 million acres, nearly one sixth of the total area of the state.

“Railroad Engineering is the art of making a dollar earn the most interest.” E.H. McHenry

Construction of railroads continued at an increasing rate until about 1880 with about 3100 miles of track. It was the main source of transportation of goods and people throughout the state. Some of the large railroad companies were based out of Minnesota, including the Great Northern Railway created by James J. Hill. It was the northern most route from St. Paul to Seattle, Washington and was all privately funded (no land grants).



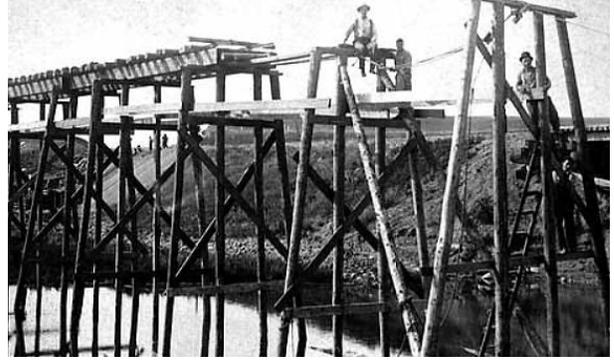
We also had the Northern Pacific Railway, another transcontinental railroad. They were given nearly 40 million acres of land grants by Congress. Headquarters were originally in Brainerd and then moved to St. Paul.



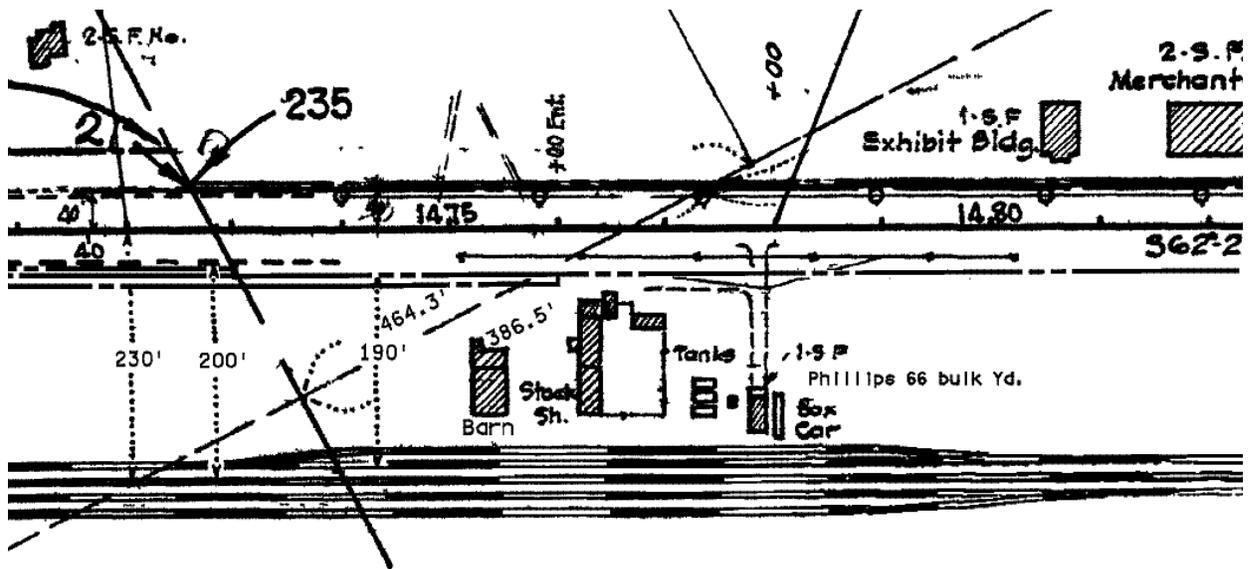
Each railroad company has a unique history of changing hands, merging and selling off portions of tracks. For example, the Minneapolis, St. Paul and Sault Ste. Marie Railroad (Soo Line) was founded in 1883 by 12 men without public money or land grants. They opened up a rail line to the port of Sault Ste Marie for grains to be shipped directly from Minneapolis instead of the current route through Chicago/Milwaukee based railroads. They primarily hauled grain. Recovered from bankruptcy during the Depression and continued with passenger rail until the late 1950s. They merged with the Wisconsin Central Railway and the Canadian Pacific, South Shore Atlantic Railroad in 1961 and became the Soo Line. In 1985, Soo Line bought the Chicago Milwaukee St. Paul and Pacific (Milwaukee Road). In 1987 a portion of the Soo Line spun off to form a new Wisconsin Central and in the 1990s, Canadian Pacific Railway took over the remainder.



The transfer of records while these railroads changed hands is why we can't rely on the railroad companies to have copies of agreements and easements.



State government created a highway commission in 1905 but didn't become active in road building until 1917. They nominated Charles Babcock, who established a network of roads throughout Minnesota. The road network ran adjacent to and crossed the rail network.



Anytime that highway right of way is dependent on the location of the railroad, research has to be done to determine and establish that location. In the same regard, anytime that a highway crosses the railroad, a document has to be in place granting the right to do so.

Chapter 2: Make Tracks to the Rail Maps

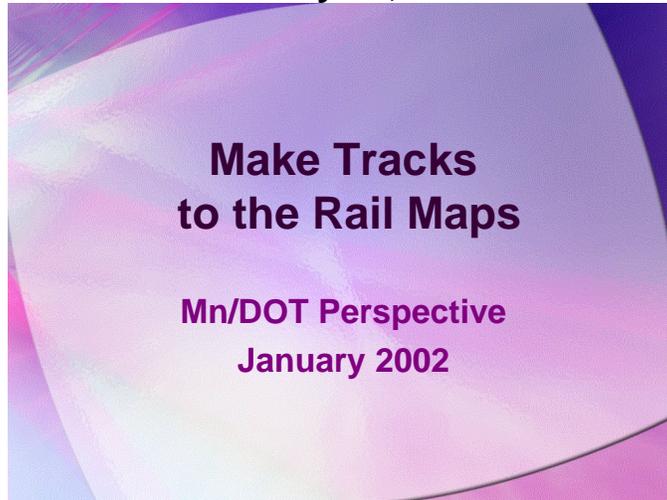
**Make Tracks to the Rail Maps**

**George Thibault**

**Mn/DOT's 2002 Right-of-Way Technical Conference**

**Breezy Point, Minnesota**

**January 30, 2002**



*Note: This paper was composed at a later date by joining the original MS PowerPoint presentation with a transcription taken from videotape taken during the training session on 01/30/2002.*

Jay Krafthefer (Session Moderator): I'm going to do a little introduction here for George.

George Thibault is currently a temporary employee for MnDOT, and he's working on a project to preserve and develop access to approximately 5,000 railroad maps, and by computer convert them into digital form and develop access to them. George retired from MnDOT in 1997 after working for the department for 43 years. During that period of time, George was project manager in Management Computer Services Office and in Freight, Rail and Waterways Office. He was a squad leader in the Land Surveyor's Office and the Right of Way Office. George worked on the development of the first Traffic Engineering Manual while working in the Traffic Engineering Office. He's also worked on location surveys and construction inspections in Districts 2, 4, and 7. Over the years, George has been on many committees related to automation and information management for MnDOT. Let's give a hand for George and welcome him.

**G. Thibault:** Thank you. If you don't recognize me, I'm the old guy that Kurt referred to this morning. As Jay says, I'm going to **Make Tracks to the Rail Maps**. The department has probably more rail maps than most of you are aware of. I'll give you some background of the maps—where they came from, what some of the uses is, current status of the maps that MnDOT has, as well as the current status of what the railroads have--and then some of the proposed actions that I see happening.



As far as the background, one set of maps that MnDOT has are maps that belonged to the Railroad and Warehouse Commission, which later became the Department of Public Service.<sup>1</sup> When the Department of Public Service got out of the railroad regulation business, they sent all of their information to MnDOT. That included profile maps, land valuation maps, ICC (Interstate Commerce Commission) reports. The Interstate Commerce Commission land and engineering reports, those last two, we didn't keep. I just threw them in because they all came in one package.

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The ICC reports we gave to the Minnesota Historical Society. The profile maps MnDOT turned over to the Department of Natural Resources, which they have in cold storage. The line valuation maps is one set of maps that MnDOT has, and it includes maps that run a long stretch—up to 15 feet long—they're also included as station maps. The other set of maps that I show on this slide is the railroad company right-of-way maps.

In 1972 when the then Minnesota Highway Department set out to develop its first large database, which was known as TDA or Transportation Data System, they included in that large database all kinds of information about railroads—number of trains per day on lines, the type of material that was hauled, and all the stations they had. When they did that, they got a complete set of maps from all the railroads that operated in the state in 1972. That's another set of maps that we have out at the Records Center.

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<sup>1</sup> In the original transcript this entry was incorrectly stated as Department of Commerce and later corrected by George Thibault to be Department of Public Service. Noted on 04Jan2010.

### Some maps cover active railroad lines



### Some of railroad maps cover lines that have been abandoned and turned into trails



Some of these lines are still active today, and some of them cover lines that have been turned into bike trails or have been abandoned and sold to private individuals or are just lying there dormant.

The reason for having these rail maps and what they're good for could help in re-establishing public land survey corner positions because some of these rail maps have land ties on them, the distance from the railroad center line to a section corner along the section line. It has the alignments, it also helps establish boundary lines that are common between like the highway and the railroad or private property and the railroad, and it helps to establish alignment of abandoned railroad lines. One of the things that the department has tried to do when they become aware of railroad abandoning a line is they try to set up some photo control and order aerial photos along the center line of that rail line in question, but that still isn't all that you need to re-establish that alignment. These rail valuation maps have ownership information as to how the railroad acquired their right of way, who they bought it from, what date they bought it, whether they bought it by deed or by condemnation or by Congressional Act. It also gives the recording information in the courthouse—when the railroad bought it. All that information is helpful to people who are doing title work for MnDOT projects that involve getting railroad properties.

### Uses for the Rail Maps

- Help in establishing public land survey corners
- Help in establishing boundary lines common to the railroad
- Help in establishing alignment of abandoned railroad lines
- Determine title ownership of current or former railroad right of way



**Example of boundaries involving railroad, highway and private property**

Here's an example of where you need to actually establish a railroad right of way first in order to come up with the right-of-way lines on the highway, which is common to the railroad, and on one side there's private property behind those trees so you've actually got three different types of property lines that you can use these maps to establish. (South of Cliff Road along T.H. 3 in Eagan.)

## **Current Status of Mn\DOT Railroad Maps**

- **Indexing**
- **2400 railroad valuation maps**  
**Paper blue prints**  
**35 – 80 years old**

Right now MnDOT has more maps than you probably are aware of. There are 2,400 valuation maps in the Records Center. Some of them are out in the district offices because the districts sign them out, and sometimes the Records Center never gets them back. If we're going to preserve them, we'll have to gather them all up. Those maps are predominantly all paper maps like I've got here. They're blue lined, and they average 70 to 80 years old so the paper is getting really fragile. The valuation maps are put in cardboard tubes for storage and, just like these two, have a separate file number on them.

**Mn/DOT currently stores approximately 2400 land valuation maps in these cardboard tubes**



## Current Status of Mn\DOT Railroad Maps

- Indexing
- 2900 railroad **right of way** maps  
Paper blue lines & blue prints  
25 – 30 years old



Mn/DOT stores 2900 railroad right of way maps in the Records Center

The other MnDOT map that I talked about--the Office of Planning and Programming got 2,900 right-of-way maps—includes right-of-way maps and station plats. Those are all much newer. To retrieve those from the Records Center, there's only one index, and it's a set of 1971 county maps that reside in MnDOT's Freight, Rails and Waterways Office in St. Paul in the Central Office. All 2,900 of them are stored in 4 inch metal drawers. There may be anywhere from six to ten maps in one drawer, but they're retrievable, and they're in better shape. The thing about the right-of-way maps is they don't contain nearly as much information as the valuation maps. They don't have any of the title information or ownership information on them. They have alignment, right-of-way widths; and they may show parcel numbers, but no information about those parcels; and they may have land ties, or they may not.

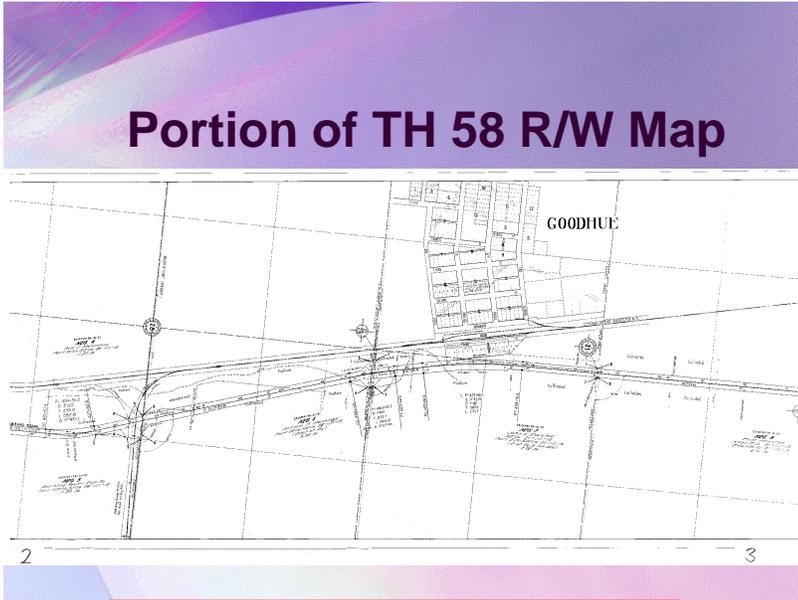
I've put up samples of all of the various types of maps here so after today's session if you want to look at them, you're certainly welcome to.

### How to find which map you need

- Determine which RR Co is involved
- Look up RR Co in RR map index
- Determine which RR maps cover the area you are interested in
- Get the RR map you need
- Retrieve the information you need

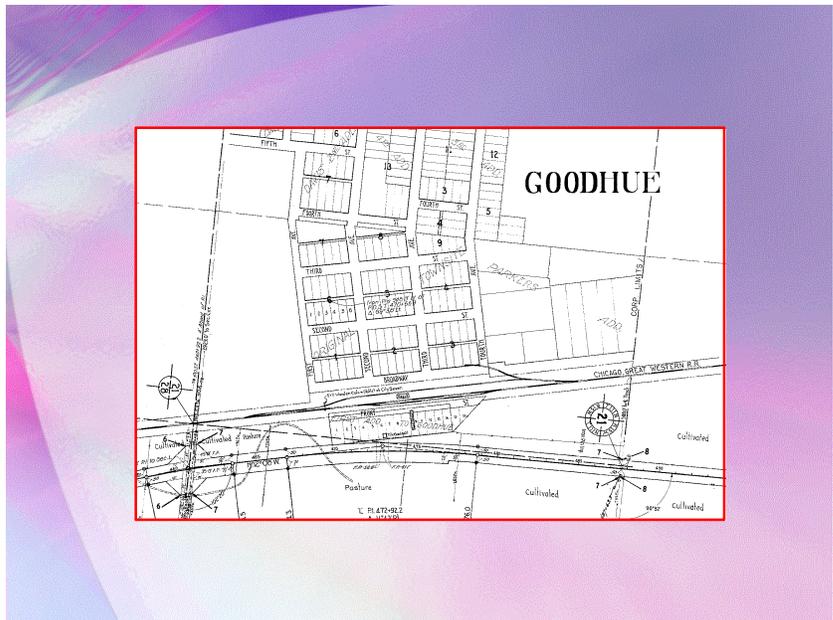
How do you find which map you need? I'm going to go through a little exercise here after I get through with this slide. First you've got to determine which railroad company is involved. If it's a current railroad, active railroad, that's fairly easy to do. If it happens to be an abandoned line, it's a little more difficult. If you're looking for the valuation map, I hope all the districts have a railroad map index,

[see figure on page 7] which should look something like this. I happen to have tabs on mine, and I don't know that any of the districts do, but if you have tabs, it's really helpful. I'll show you why in a minute. You go through that index and figure out which map covers the area you're interested in and then call for the right-of-way map from the Records Center. Once you get the map, you can retrieve the information.



What I did was I took a portion of T.H. 58 right-of-way map in Goodhue County. T.H. 58 has got parcel information, the alignment, and everything. You see there's a railroad here. For example, if you were going to be doing some work on T.H. 58—widening it or taking some curves out or whatever—you pull this map out and say, "Oh, I've got a railroad that's pretty close to where the highway is. I should really check and find any information that's on the railroad

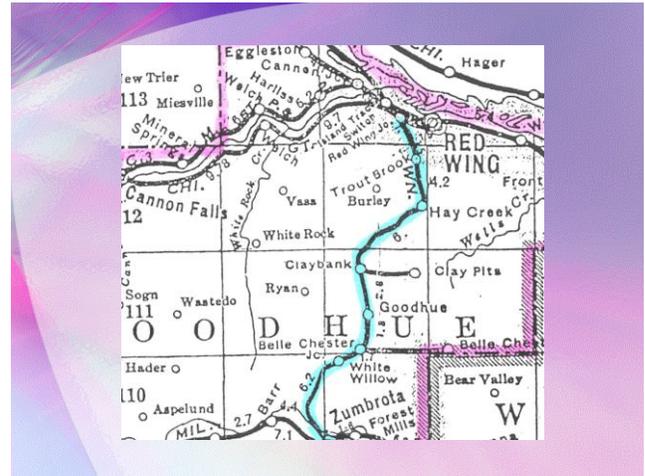
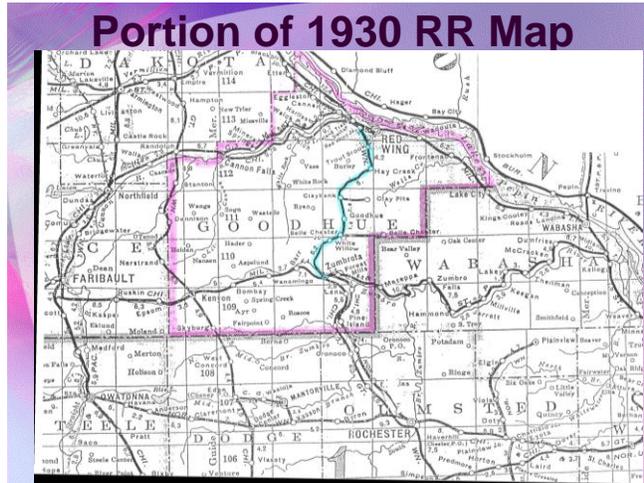
This is just a blow-up of the area right in the village of Goodhue. Again, you can see this is the right of way with the parcels and section line information. The name of the railroad is the Chicago Great Western. By the way, this happens to be a line that was abandoned a long time ago and is no longer in existence.





pottery type facilities down here—clay pipe manufacturing because there were good clay pits. But I do double check where that map is.

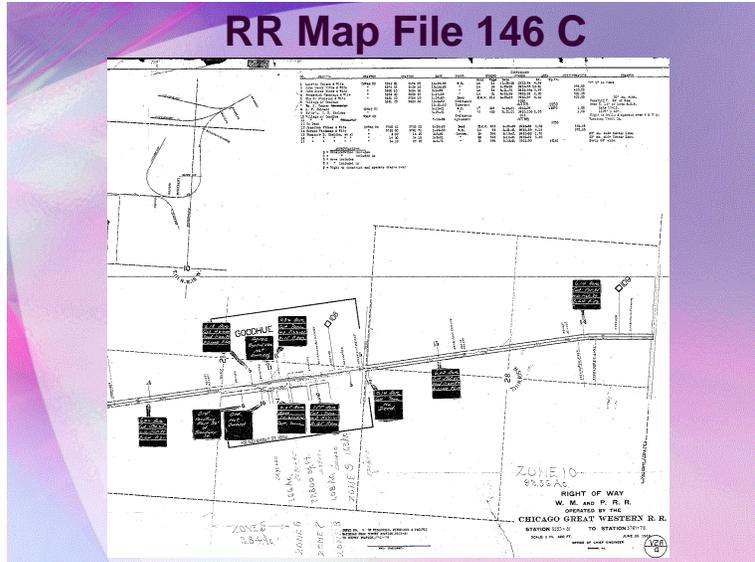
On the back wall framed is a 1930 Railroad and Warehouse Commission map that shows all the rail lines that were in existence in 1930. 1930 was probably the peak of rails in Minnesota. At that time we had 9,000 and some miles of rail lines in Minnesota; right now we're down to less than half that. We're at about 4,500 miles.



Anyway, I found Goodhue County on the blow-up of the 1930 rail map. Here I blew it up a little larger. You can see Red Wing Junction. If you look down at the bottom, here's Rochester. This line only covers it through Zumbrota, but it continues on downward. If you follow that line, you can see Simpson. That's where that map ran from Red Wing Junction down to Simpson. The highway map that I had out on T.H. 58 was of Goodhue so that map probably covers what we need. Here you can see the spur. You have to remember that these aren't highways; these are rail lines so this is a Chicago Great Western line. Here's that spur that went over the clay pits. Here's another spur that I do have colored up, it goes from Belle Chester Jct. over to Belle Chester. As an example, 58 crosses that abandoned line over here so you'd also want to look at the rail information in that area.

## RR Map File 146 C

When I went to the index, the map that it called for was 146C. Call the Records Center and get it; they only have one 146C. This is a 4 foot section of a 50 foot map; actually, 146C is about 50 feet long.



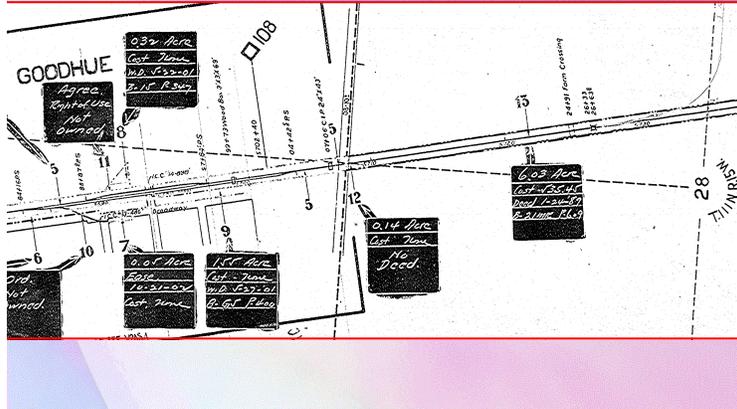
## RR Map File 146 C

NO.	DEED	GRANTOR	DATE	INSTR.	BOOK	PAGE	AREA	ADJACENT PARTS	REMARKS
1	1847	1847	11-24-83	W.D.	108	108	108	108	108
2	1848	1848	11-24-83	W.D.	109	109	109	109	109
3	1849	1849	11-24-83	W.D.	110	110	110	110	110
4	1850	1850	11-24-83	W.D.	111	111	111	111	111
5	1851	1851	11-24-83	W.D.	112	112	112	112	112
6	1852	1852	11-24-83	W.D.	113	113	113	113	113
7	1853	1853	11-24-83	W.D.	114	114	114	114	114
8	1854	1854	11-24-83	W.D.	115	115	115	115	115
9	1855	1855	11-24-83	W.D.	116	116	116	116	116
10	1856	1856	11-24-83	W.D.	117	117	117	117	117
11	1857	1857	11-24-83	W.D.	118	118	118	118	118
12	1858	1858	11-24-83	W.D.	119	119	119	119	119
13	1859	1859	11-24-83	W.D.	120	120	120	120	120
14	1860	1860	11-24-83	W.D.	121	121	121	121	121
15	1861	1861	11-24-83	W.D.	122	122	122	122	122
16	1862	1862	11-24-83	W.D.	123	123	123	123	123
17	1863	1863	11-24-83	W.D.	124	124	124	124	124

This is where it's got the title information, parcel numbers, owners, stations, railroad stations, and who the deed ran to. In this particular case it isn't even the Chicago Great Western; it's the predecessor to the Chicago Great Western. And it's got the date of the deed, warranty deeds, book and page, where it's recorded, and that type of information.

Down below are the parcel numbers. When you see something like this on a railroad map (a diamond with a 108), that would be the mile post marker. If a rail line is in operation, you can find those along the railroad today. It will be a pretty good size sign. They're whole numbers. Normally, they don't have tenths of miles or anything here, just whole numbers.

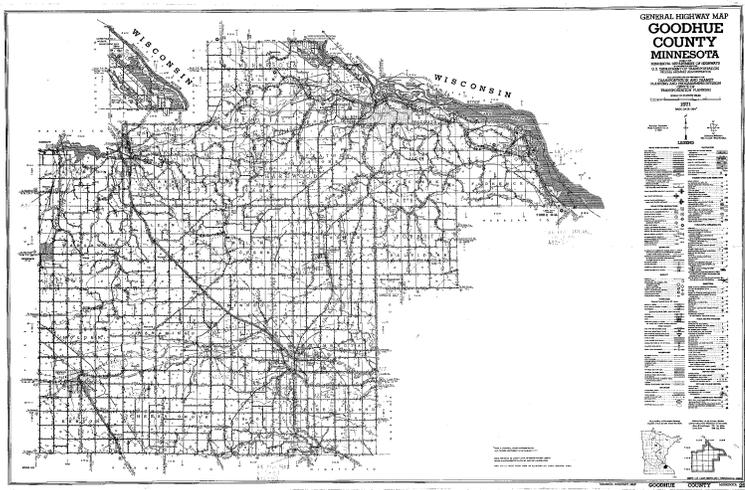
## RR Map File 146 C



This particular section of map doesn't show much alignment seeing it's a hunk of tangent, but there's a curve in here that shows up going to the clay pits that is actually on the inset of this map, that shows the alignment information. But it gives you the beginning point and the end point of the curves and the sharpness of the curve, what it is in degrees, and I imagine the beginning and end stationing.

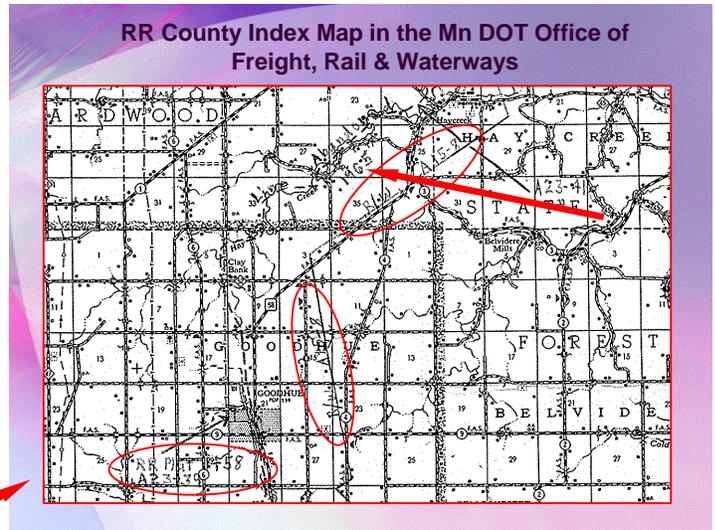
Another thing that's showing up on here is the spurs or sidings that were in the Goodhue area. See this heavy line here? That indicates a station plat for Goodhue.

## RR County Index Map in the Mn DOT Office of Freight, Rail & Waterways

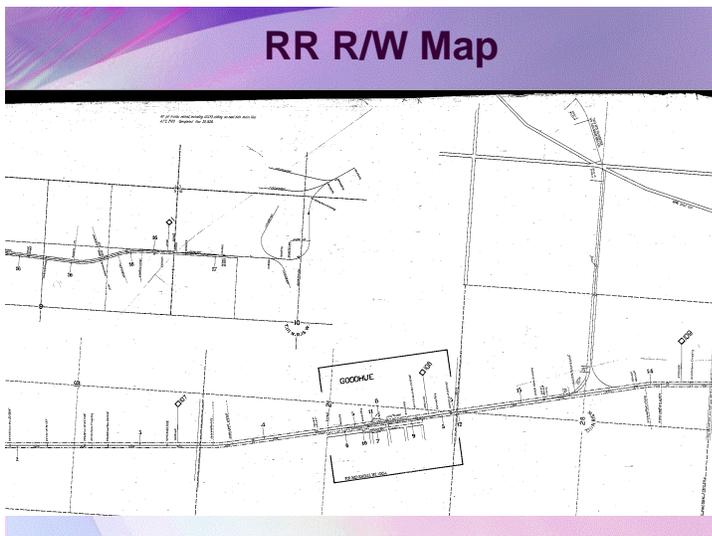


The other set of maps I said we have were the index maps for the 2900 railroad right of way maps. I'm sure all of you have seen this type of county map.

You can't see it right here, but somebody has put a pencil line here that comes down to here and over to the railroad. It says "Right of Way A15-8," and it says it again up here, indicating that there's a railroad right-of-way map covering that stretch. You can call the Records Center for file A15-8.



Another thing that's shown here is the right-of-way plat, which is the station plat for the town of Goodhue. It says "A23-39." That's the file number at the Records Center so you'd call and ask for that.



Now this is that A15-8 map. Notice that it doesn't have nearly as much information on it as the valuation map I showed you in this area before. It does show some parcel numbers, alignment, and right-of-way width; and that's about it. But at least that's some more information if the rail valuation map isn't available.

Again, this is a blow-up of the area right in Goodhue.



Another thing that shows up here is ICC no. 14838 or whatever it is. That's an Interstate Commerce Commission order allowing them to put in a siding in this area. This has a different ICC number. Sometimes you can get hold of the railroad. For example, if you're trying to establish this spur—they bought some right of way for that and depending on how they bought it—and if they bought it off that spur line, you could get that information from an active railroad company.

## Indexing MnDOT's rail maps

- Determine data attributes needed to index the maps
- Index existing lines using the state base maps railroad line level
- Digitize abandoned lines using 1930 rail map as reference
- Index abandoned lines using digitized line work

One of the things that we're right in the early stages of doing is indexing all of these rail maps to our state base maps, the GIS maps. Currently, the state base map has all the active rail lines in there at

one particular level, but it doesn't have any of the abandoned lines. What we want to do is get somebody to digitize all the lines that show up on that 1930 map on a separate level of the GIS map. Then once we have all those lines in, we'll start putting some intelligence on those lines. That intelligence would be to put file numbers of rail maps that covers particular areas so you could bring up the map, click on it in the area where you've got a project, and up pops a window with five different map numbers that cover that area. That part of the line would also be highlighted

We took that 1930 map and had somebody in the GIM Unit of MnDOT's Office of Transportation Data and Analysis bring it in as a reference map. It was amazing how well that thing fit. It had to be rectified a little bit, but not very much. A 72-year-old map—those draftsmen that made that map really did a great job.



The railroad companies that have active lines have right-of-way maps and valuation maps to this day. I don't know if any of you have ever contacted a railroad to get a map. Sometimes you get what you want; other times they just ignore you. They're a pretty independent group. A couple of the railroads that I've contacted do have their maps in digital format. The Burlington Northern Santa Fe, which has the largest number of miles in the state, has all their maps in digital form; and they use them that way. The Union Pacific, which bought out the Chicago Northwestern, did digitize or scan all their maps so they have them in digital form; but they don't have an application developed to use them. When I talked to them last year, I had to go about four levels deep before I found anybody who even knew what I was talking about, and he wasn't even sure where they were stored.

Abandoned lines—some of the original maps from the railroads they used linens just like we did for our old right-of-way maps. Some of those original linens were sent to the Minnesota Historical Society so they do have some. But in a lot of cases, the only maps for the abandoned lines are the blueprints or the blue lines that we've got out at the Records Center.

In the back of the room next to the 1930 map is a black-and-white scanned print of the 1930 map. I didn't have a color scanner when I scanned the 1930 map so it just came out in black and white. I think it would be helpful if all the districts at least had a copy of that tif file. Then you could bring it up when you're doing some railroad stuff. If you want, you can contact me, and I'll just attach a tif file to a GroupWise e-mail and send it out to you.

Next to that back there is just a little short section that probably covers the south border of the state. Using a yellow highlighter, I colored all the abandoned lines in the southern quarter of the state. It blew me away to see how many abandoned lines there were down there and how many of them are gone. As far as a company, there's nothing to get a hold of.

## Get maps into Digital Form

- Determine what maps are available in digital format
- Scan MnDOT maps that weren't already available in digital format
- Get all maps loaded onto a server
- Make the files available on a web page

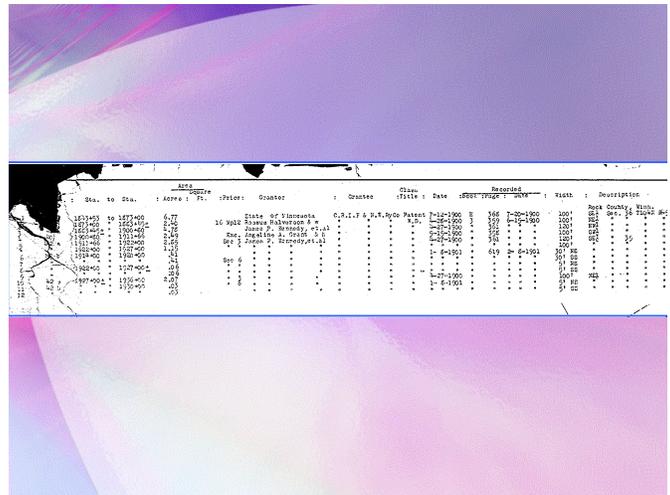
Getting the map into a digital form—the first thing is to see if any of the railroads have them in digital form and will give, sell, or allow us to have their digital files. The Duluth Winnipeg & Pacific (DWP) Railroad Company runs from International Falls down to Duluth and then over to Superior. They're also part of the Canadian National line that runs around the south side of Lake of the Woods. They've got all of their original maps for both of those lines in Superior, their headquarters. They were willing to let us scan their maps as long as we would give them a copy of the digital file.

If we can't get digital files from the rail maps, then we're forced to scan all those maps that we've got. To scan these old blue lines—a lot of them are fragile—you have to take good care of them while you're scanning. It's fairly simple to scan. This map down here is an actual print that I ran off a scanned file of this one. Again, if you want to look at how these came out, I'm impressed that it reverses the image so you don't have all that blue background.



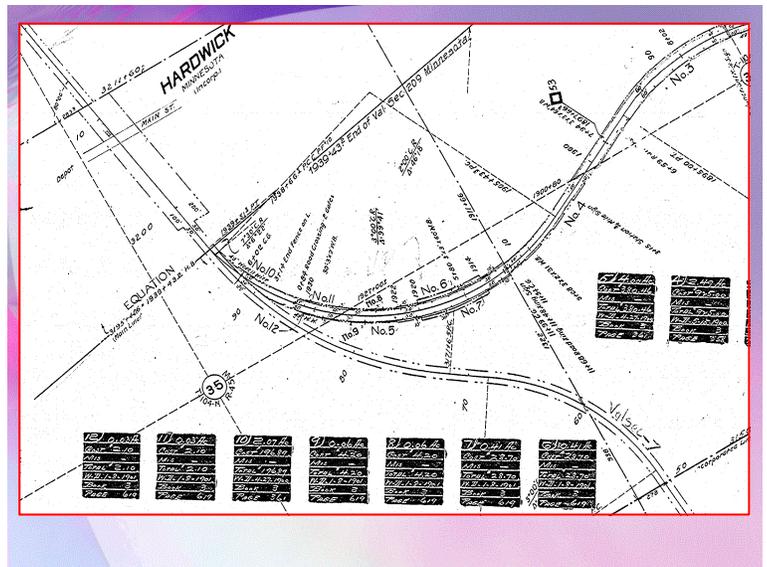
One of the other things that happens when you scan blueprints, the Railroad Warehouse Commission eradicated blue areas and wrote in parcel information. When you have a light area on a

blueprint, and you reverse that image, it comes out black. It's pretty hard to read. One good thing about it is that all of this information in these black boxes is actually contained up here in this title block with the parcel information.



I just threw this one in. It's on the back wall. I took one blueprint out of the file from the Records Center and scanned it without any preparation whatsoever. It really came out good. When you get it into digital form, you get a viewer on your computer to bring up a tif file. You can zoom in or zoom out on those, and you can read all the text information on that map.

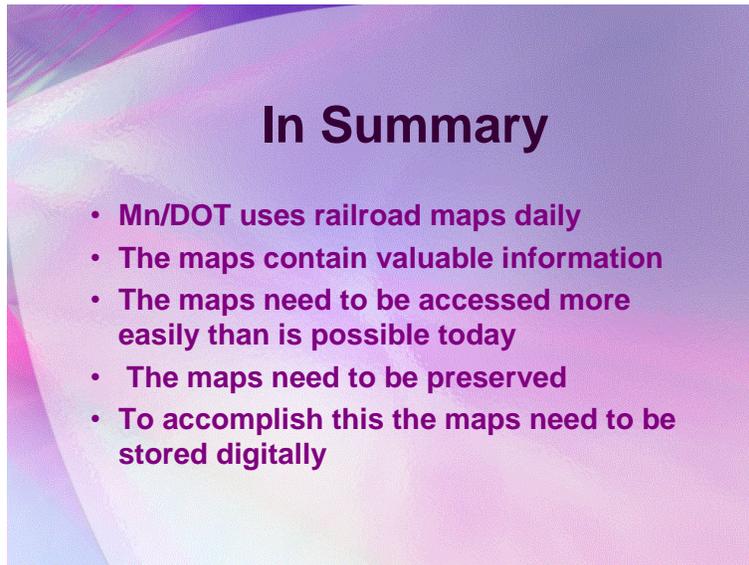
Here's just a blow-up of it.



Another thing that I should have mentioned is the valuation maps are typically 1" = 400'; the station plats are 1" = 100' so you usually get a little more alignment detail, which you can read better. The right-of-way maps are basically the same scale as the valuation maps, usually 1" = 400'.

Another thing I should mention as far as the difference between valuation maps and rail right of way maps is that valuation maps, active lines are kept in the real estate offices usually, and the right-of-

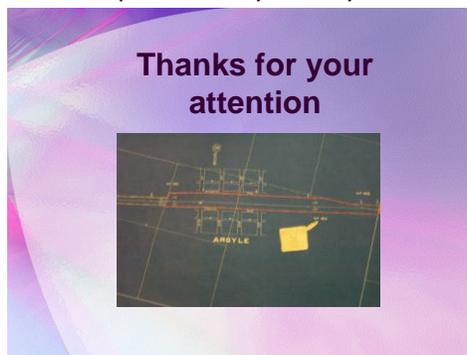
way maps are kept in their engineering departments. This shows you title information or ownership information from this map.



In summary, Mn/DOT uses rail maps daily. I'm continually surprised by people who either call me or contact somebody else in Land Management, Central Office or the Rail Office asking for information about rail maps. I've gone out to the districts, and they say, "Oh, yes, we've got all of ours here." They've got them stuffed on top of a cabinet. They are being used, and they do contain a lot of valuable information. They need to be accessed more easily. The first thing, I think, that needs to be done to make it easier to access them is the indexing—where we have it indexed so that you can click on the GIS maps and get the map numbers that you want.

They need to be preserved, and the best way I can think of is to scan them. To scan 5,000 maps of varying lengths—the majority of them are 30 to 50 feet long; some of the right-of-way maps are shorter than that. The other thing about those 50 foot maps is that if you would go to the railroad company that was in existence when they were made, the maps were either 4 feet or 6 feet long sheets of linen. To make the valuation maps that we've got in the Records Center, the Railroad Warehouse Commission ran prints from the linens and glued them together to make one big role.

That's my story of the railroad maps. I thank you for your attention.



I just took a digital photo so you could see a little section of a blueprint, but I brought some of them along with me. Does anyone have any questions?

**Audience:** This 1930s map that you have in the back there, those stations that are on that map, we're not talking about a numbered station by name?

**G. Thibault:** Railroad station, by name not a numbered station. It's better than 80% of them. A lot of those maps in this index use junction points, not all of them; a lot of them use junction points or rail stations. If they're using rail stations, most of them are on that map, and a lot of the rail junction points are.

I was talking to somebody when they were looking at that map. I had sent them a digital file of it. They said, "Hey, we want to check this out." One of the guys remembered a rail junction that he was looking for at one time. They looked and said, "Oh, look, it shows up on there."

**Audience:** You said you made copies of it in black and white because you didn't have a color scanner. We have a color scanner at Metro.

**G. Thibault:** If Metro has a color scanner, I'd like to know where it is because I'll go out and use it and get in color. All of the rail lines are in different colors for different companies. One of the great lines in the state in the 1930s was the Northern Pacific. It's in a yellow-orange color. It didn't scan real well. If you zoom in, you can see it on my black-and-white print, but if I find a color scanner . . .

**Audience:** I do believe that we have a color scanner. You think it would be more beneficial to have it, great.

**G. Thibault:** Absolutely, yes. Give me a call, Sophia, and I'll bring a map out. This one I borrowed yesterday from the Freight, Rails and Waterways Office. They said, "You can't take it out of the frame." I said "okay." But I know where there is at least one other and I think I know where there are two others that have been folded up.

**Audience:** If they're as bad as 20% that they can't find on that map, the junctions, where do you find those if you get into a problem like that?

**G. Thibault:** One thing that you can do . . . the Minnesota Historical Society just put up a site in the last two or three months called Minnesota Place Names. I don't know how many they've got in there, but if you go into that, you might find it in there. You might find what county it was in or what area of the state it was in.

**Audience:** You were saying that you may be able to get the maps by just asking the railroad for them. They've never given me maps. In fact, some of them say that their maps are all down in Texas. You never mentioned anything about that, and I was just wondering about it.

**G. Thibault:** You keep bugging them until you find the right guy. He may send you a segment. As far as getting your whole digital set of files, I'm not sure who to contact. There are probably half a dozen people at the B-N Santa Fe and found out quite a bit about their system, find out how they've got it set up. They had this work done by a consulting engineering firm somewhere in Arizona. They actually scanned all the maps, set up the applications for accessing those maps. I haven't found anybody who can say, "Oh, yes, we can make you a set of CDs for all the maps in Minnesota." I don't know if you have to go up or down in the organization to do that.

**Audience:** Do you try to get hold of the engineering part of the railroad or do you go to the real estate or who do you usually go to?

**G. Thibault:** I try to talk to the real estate people because they've got the title information. That's off the maps that the real estate department has.

**Audience:** The valuation maps?

**G. Thibault:** Yes. That's why I've gone over to the CP Rail or what used to be the Soo Line, and they say, "You guys aren't even supposed to know about that information" because they're new. In the old days when the Railroad Warehouse Commission was set up, they had to turn that information in to the Railroad Warehouse Commission.

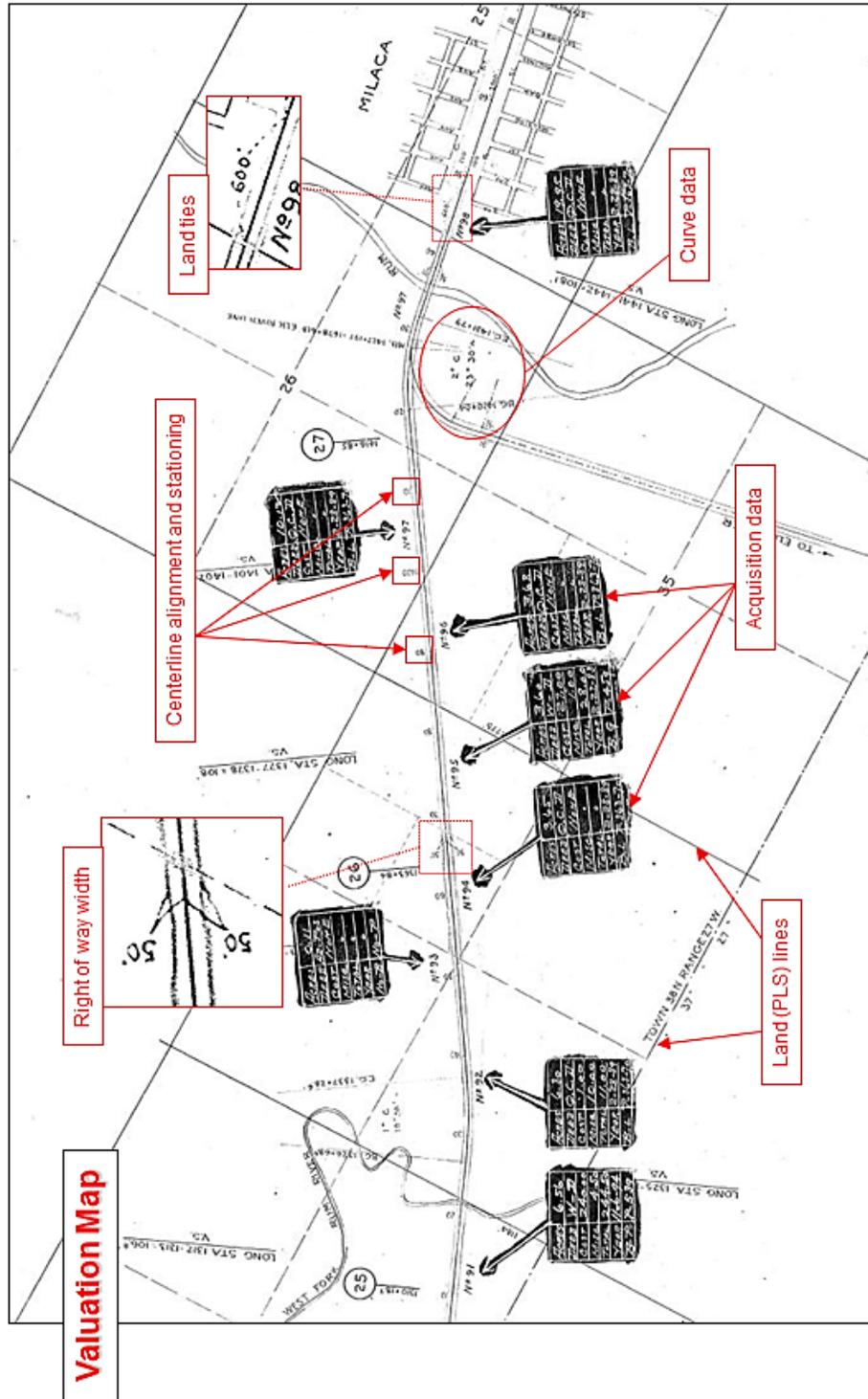
**Audience:** She was talking about Dick Ebenstein had it tested as a 1930s map. We couldn't find a junction that wasn't on there so the 20% that you're talking about, I think, are some abandoned lines prior to a 1930 map they had. I don't know how often you get into that.

**G. Thibault:** When I was going through that index, remember I went to page 1 of tabbed 6, and it said, "Chicago Great Western?" When I went to the second page behind tabbed 6, the top listed the rail company. It wasn't the Chicago Great Western, but it was the predecessor to Chicago Great Western; it was the Wisconsin-Minnesota and Pacific Railroad Company. That was the company that actually bought that right of way and eventually built the rail in that area, but then they sold it to the Chicago Great Western later.

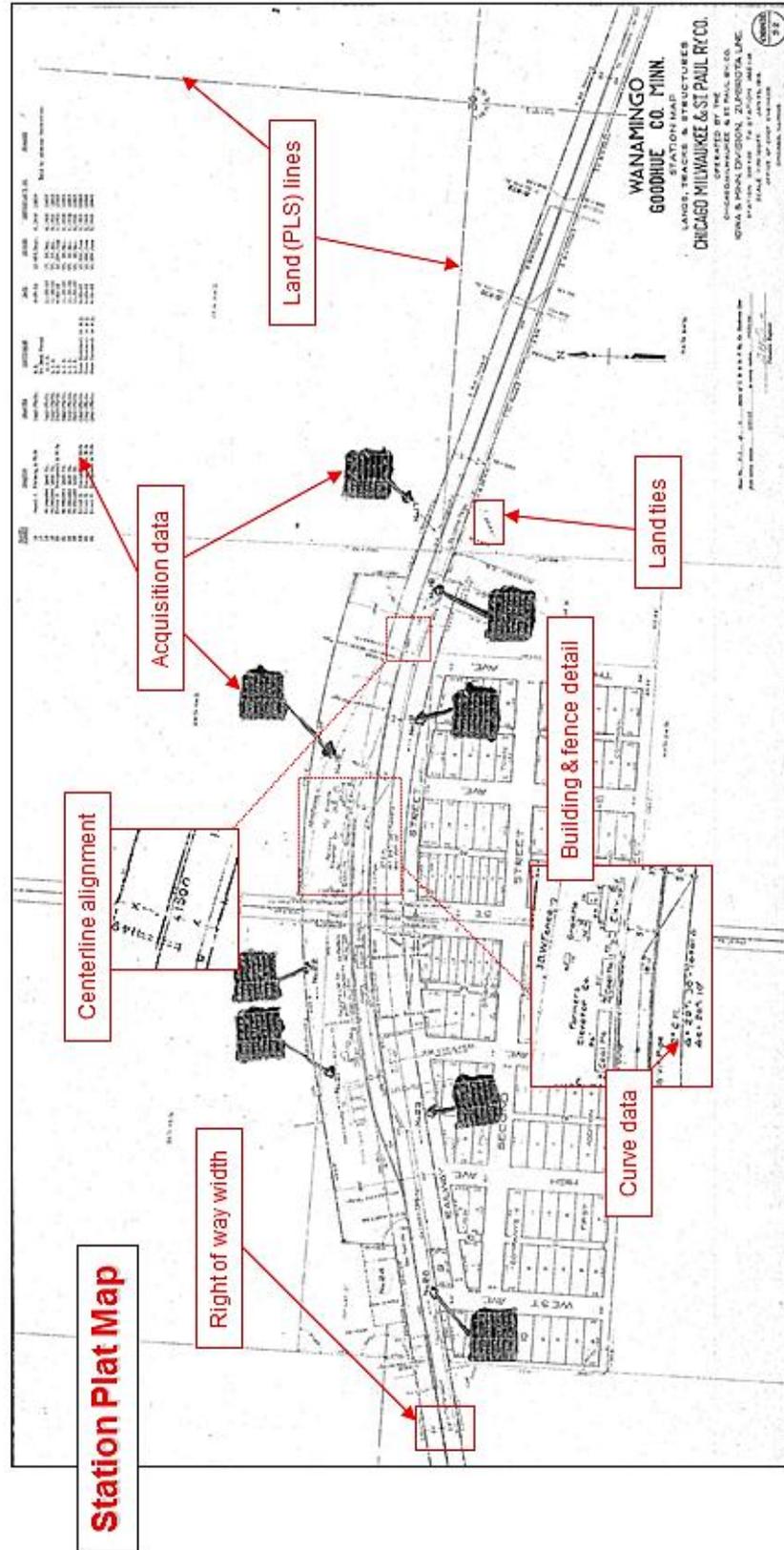
On the back table are a set of sheets that list railroad predecessors prior to 1962, I think. As an example, you've got the Chicago Great Western. You look at the Chicago Great Western and can't find anything; then you look at that sheet, which shows others that Chicago Great Western bought out. If anybody wants a copy of those, there are about 30 sets back there. I'd like to say don't take more than two to a district. That information came out of a book that's out of print. It was called *Rails to the North Star*, and it was printed in the early 1960s. That book has more information about railroads in Minnesota than any other book I've ever seen. It lists what year the railroad was incorporated, how it was incorporated, what type of funding it had, what year it was built, which segment of line, what was it supposed to build a line between. I had to have the Mn/DOT Library go through the interlibrary organizations, and they came up with one copy of it. I made a copy of it for myself, but I don't want to give out copies of the whole book to everybody. If you ever run across that book—buy it or get hold of it some way—by all means, I recommend it. It really has a lot of valuable railroad information in it.

Any other questions? If not, thank you for your attention, again.

Railroad right of way maps have the following data relative to the right of way: land lines (e.g. Public Land Survey section lines, quarter lines and sixteenth lines), centerline alignment including curve data used to define the right of way, land ties (e.g. distances and angles between the centerline and land lines) and the right of way width. The valuation maps contain the same data as the right of way maps plus data relative to the acquisition of the railroad right of way. This acquisition data includes: the grantor, grantee, type of acquisition (e.g. warranty deed, quit claim deed, easement, land grant, etc.), date of acquisition, purchase price and book and page where acquisition documents are recorded.



The larger scale of the station plat maps enables the depiction of greater detail as such as physical improvements including utilities, buildings, and fences with size and location measurements. If there are subdivision plats in the area, right of way is often located relative to platted lots and blocks with measurements shown.





# MnDOT's Electronic Document Access (EDMS) Website

**Check one or more, click OK**

**If desired, use wild card search, see method here**

**Add county number**

**Select Perform Search to query database after criteria fields have been filled in**

**Click name to view map**

**Sort order by clicking on column heading**

**To download the map Left click More Actions icon, then select Get Copy**

Doc. Name	Doc. Type	Actions
GREENLAND STATION PLAT 1584C.TIF	RRSTAPLT	[More] [Download]
WATERVILLE STATION PLAT 47C.TIF	RRSTAPLT	[More] [Download]
ELVANSVILLE STATION PLAT 1551C.TIF	RRSTAPLT	[More] [Download]
RAILROAD VALUATION MAP 1177AC56.TIF	RRVALMAP	[More] [Download]
RAILROAD VALUATION MAP 1177AC57.TIF	RRVALMAP	[More] [Download]
RAILROAD VALUATION MAP 1177AC58.TIF	RRVALMAP	[More] [Download]
RAILROAD VALUATION MAP 1177AC59.TIF	RRVALMAP	[More] [Download]
RAILROAD VALUATION MAP 1177AC60.TIF	RRVALMAP	[More] [Download]

30 October 2014 1:38

- Custom search capability
  - Search can be as simple as entering a county number and them Perform Search
  - Narrow the number of returned documents by completing more of the fields
  - May include multiple document types
  - Use a \* wildcard to search the Description field of the documents
  - Search by county, can also be multiple counties
- See Sectional County Maps for general centerline info
- Documents come from EDMS
- This can be a helpful alternative when RWMM is down
- Downloaded files are 1/3 the size of the same file downloaded from RWMM
- This site is available to the public

## MnDOT's Right of Way Mapping & Monitoring Website

**Display map image on GIS Basemap**

**Active rail line**

**Abandoned rail line**

**Valuation Map footprint**

**Click link to view map in AutoVue**

**Scale for viewing threshold**

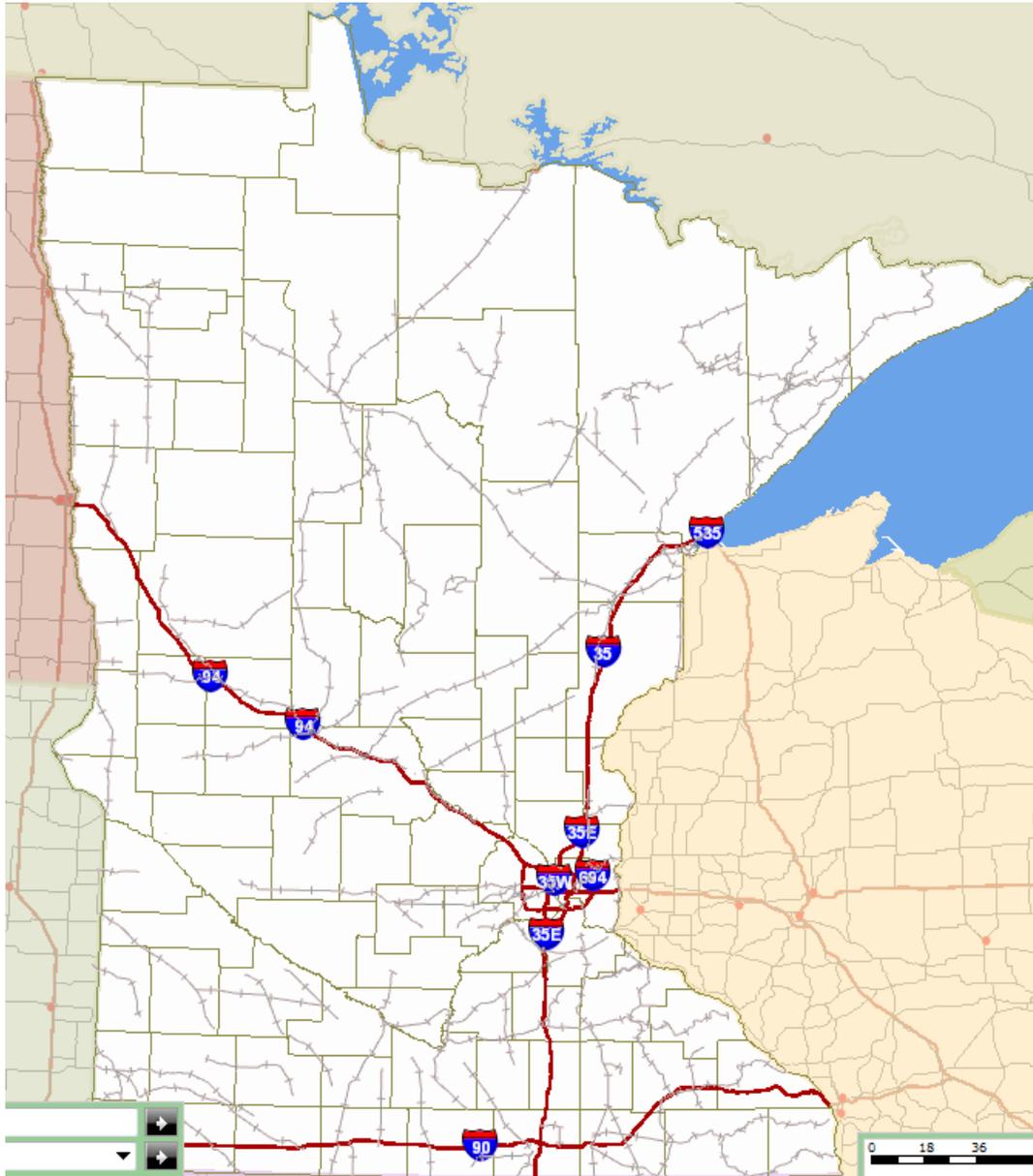
**Station Plat point with label**

**ROW Rail Footprints**  
 View ROW Rail Map 1130207.TIF in AutoVue  
 Download ROW Rail Map 1130207.TIF  
 Download TIF file for map 1130207.TIF  
 View ROW Rail Map 1170218.TIF in AutoVue  
 Download ROW Rail Map 1170218.TIF  
 Download TIF file for map 1170218.TIF

**Public Land Survey**  
 Certification of Location of Government Corner  
 Section Breakdown  
 Survey Notes

- Spatial search capability
- 2,433 railroad valuation maps
- Railroad valuation map footprints are green
- Map footprints viewable at 1:250,000
- 1,914 railroad station plat maps
- Railroad station plats are point features, yellow orange with station name label
- Station plat points are viewable at 1:100,000
- Can search for maps by PLS Section, Township & Range, see Toolbox QuickSearch
- For active and abandoned railroad centerlines look in the Transportation folder, then Rail subfolder on left sidebar
- Railroad map documents do not appear by default, check desired data box
- Railroad maps comprise a static data set unless other maps are found and added (report any new discoveries to the LIS & R/W Mapping Unit)
- Map images can be viewed as overlay with the MnDOT GIS Basemap and aerial photography
- Map documents from this site reside outside of the MnDOT firewall
- Files are LZW compression, 3X larger than same map files from EDMS
- Use Link button on top bar for optional view list and downloading
- See You Tube videos and HELP button for quick training reference
- This site is available to the public

### Chapter 3: Abandoned Railroads and Rail Bank



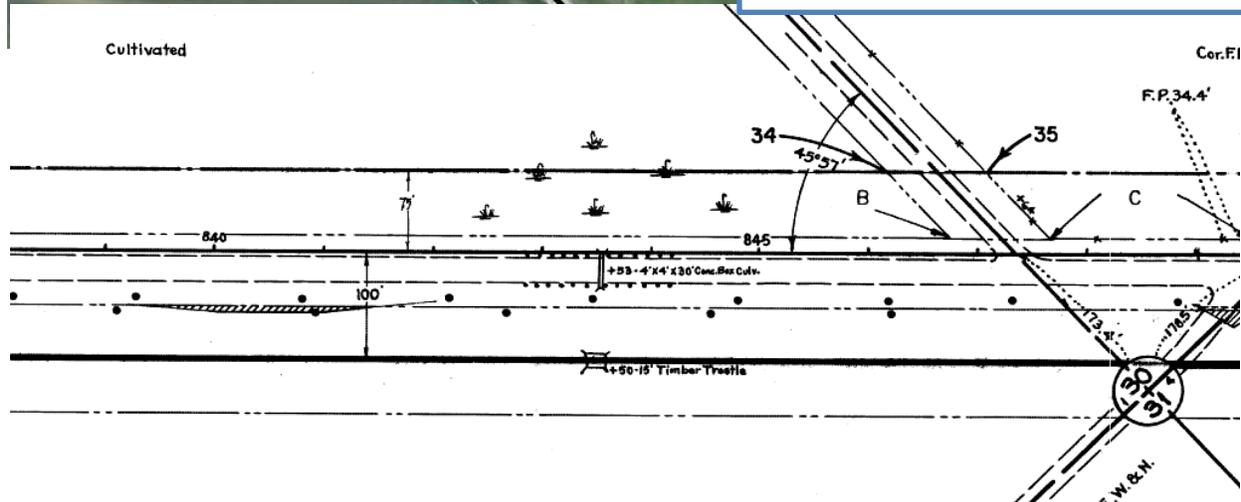
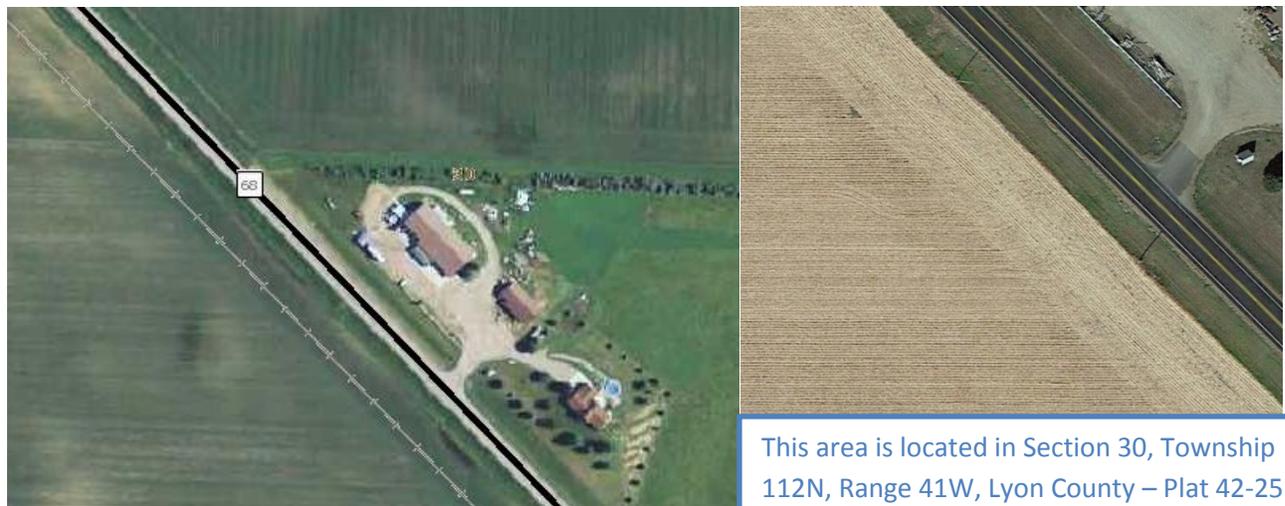
[www.abandonedrails.com/Minnesota](http://www.abandonedrails.com/Minnesota)

This website gives some background information for each of the abandoned rails.

Majority of these abandonments happened between 1965 and 2005 for a number of different reasons. The bottom line is profit; railroads are a business, if a line is no longer an asset to the company and more of a liability, they can make the move to abandon. It may have been that the resources that they were transporting became exhausted, like timber and mined materials or that the cost to repair or maintain are more than it's worth. The economy has played a role, forcing some companies into bankruptcy. Companies that merge have also obtained redundant and excess lines.

Abandoning a line is controlled under Title 49, Chapter 10, Part 1152 of the Code of Federal Regulations. No line of railroad may be abandoned or discontinued without the approval of the Surface Transportation Board of the U.S. Department of Transportation. It is an involved process beginning with the company submitting a notice to the board about their intent to abandon. They have to conduct a study to substantiate the abandonment. There is a timeframe allotted for others to purchase the line or offer financial assistance to keep the rail line in use. There are also procedures included to allow the rail corridor to be converted to a public trail or other public use, known as "rail banking". If the abandonment is successful, the resulting distribution of the railroad corridor varies. The land may have been acquired in Fee, Easement or Grant. It may be necessary to complete title research beyond the 40 year Marketable Title Act requirement.

An abandoned railroad presents challenges for locating our existing right of way. Often times our existing right of way line is defined by the railroad right of way (or main track centerline) and the railroad right of way is typically defined by a distance on either side of the main track centerline. Once the tracks have been removed, so has the best evidence for the location of the true right of way line of the railroad and consequently the trunk highway right of way line. Re-establishing the line is not impossible, but can be challenging.



The Final Right of Way maps provide indicators to the location of the main track centerline. This document should be used in combination with other sources to determine where the former railroad centerline existed.

In several areas throughout the state, abandoned rail corridors have been converted to trails. The right of way was acquired by the DNR or by the Regional Rail Authorities. In these situations, the problem of identifying the right of way still exists because the tracks have been removed. With programs such as the Parks and Trails Legacy Plan, there is an increase of the abandoned rail corridors being converted to trails and MnDOT may collaborate with other government agencies on projects dealing with this land.



[http://www.dnr.state.mn.us/state\\_trails/map.html](http://www.dnr.state.mn.us/state_trails/map.html)

## Rails to Trails (Rail Banking):

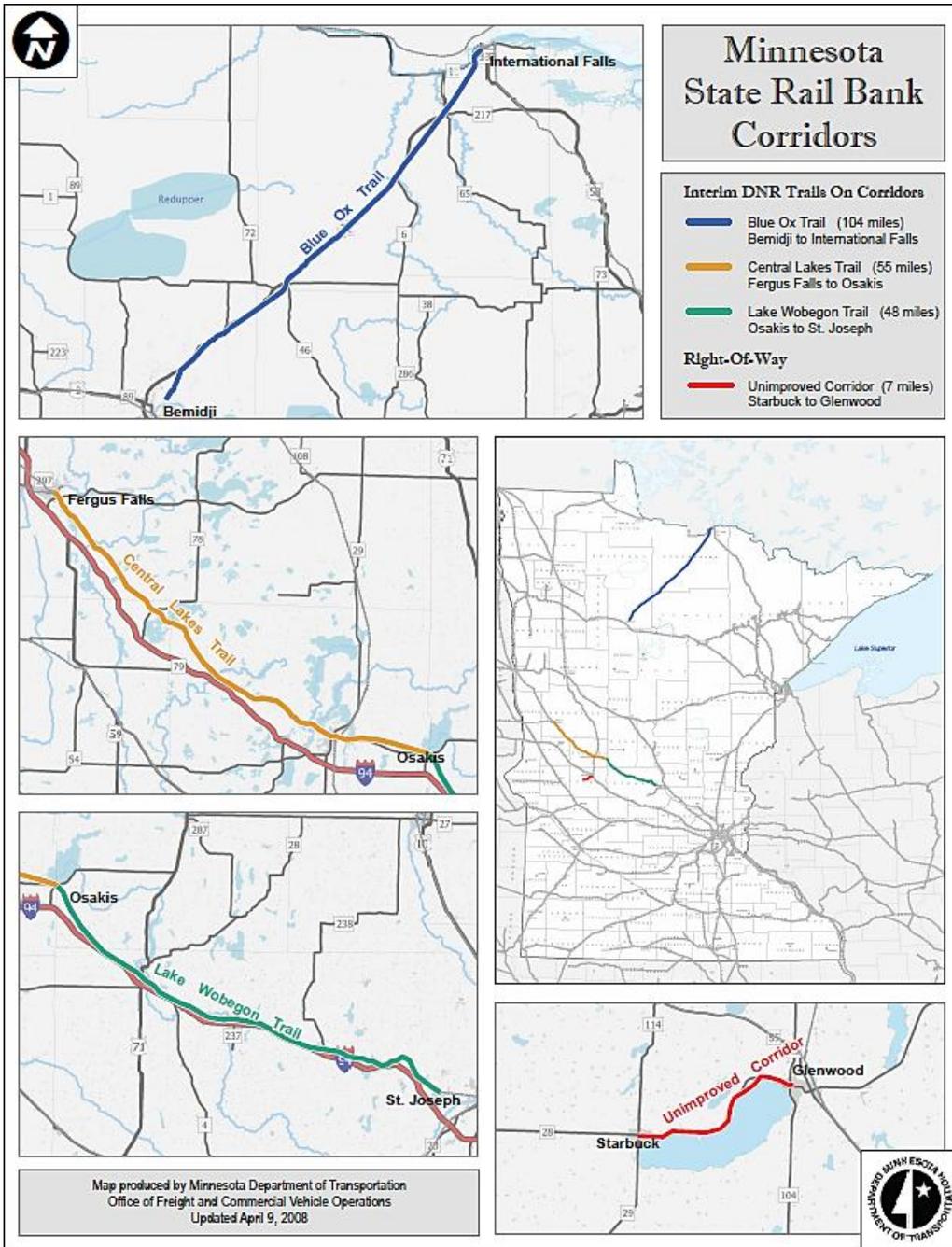
The following is from an article in the POB Magazine: <http://www.pobonline.com/articles/92355-workin-on-the-railroad>

The National Trails System Act of 1968 was amended by Congress in 1983 to include provisions that protected the nation's railroad corridors. Congress' first attempt at preserving the railroad rights-of-way appeared as the Railroad Revitalization and Regulatory Reform Act of 1976. This act came at a time when railroads were abandoning many of their less-profitable lines at an alarming rate, which caused concerns that the nation's railroad network would become fragmented.

Part of the solution was to use the inactive railroad beds as trails for recreation and non-motorized transportation. This action not only preserved the railroad rights-of-way but also complemented the National Trails System Act. Section 8(d) of the act gives "the national policy to preserve established railroad rights-of-way for future reactivation of rail service, to protect rail transportation corridors, and to encourage energy efficient transportation use." This law permits a railroad, through permission granted by the Surface Transportation Board, to free itself from the task of maintaining an unprofitable rail line by temporarily transferring it to a qualified agency (public or private) for use as a trail system. The law includes provisions that such a corridor may be reactivated for future rail use if the need arises through a process known as "rail banking." The rail banking law was upheld by the U.S. Supreme Court in 1990 when it was deemed as a "valid exercise of Congress's power under the Commerce Clause of the U.S. Constitution." By noting what formerly active railroad beds are targeted for rail banking, surveyors can offer their services with the transfer of ownership to provide the necessary documentation once the tracks have been removed.

The Rails to Trails Conservancy is a nonprofit organization that serves as a depot for rail-trail information. The group is highly active with the legislation and funding for the preservation of many former rail corridors. Currently, more than 13,000 miles of formerly active railroad rights of way are being preserved for trail use throughout the United States. For more information, visit <http://www.railstotrails.org/index.html>

For Minnesota, rail bank is governed by State Statute 222.63. It is defined as abandoned rail lines and right of way acquired by the Commissioner of Transportation. It is acquired primarily by the Department of Transportation but under special circumstances can be acquired by another state agency. The Administrative rules can be found under Chapter 8830.5810 through 8830.5860 (<https://www.revisor.leg.state.mn.us/rules/?id=8830.5810>).



## Chapter 4: Existing Agreements and Easements

The Department has had two file types involving the railroads, Rail/Highway Construction files and Land Management Railroad files. They have been in existence for years. The construction files were for agreements with the railroads regarding construction issues that involved the railroads on trunk highway projects (bridges, common ditches, borrow materials, etc...). The land management files were for the department to acquire various land rights. However, some of the construction files contained wording that conveyed land rights as well.

When the department had their own record center, the right of way unit was in charge of the right of way files and the rail office was in charge of the rail/highway files. When the department files were sent to a private company, they assigned bar coding to each of the files.

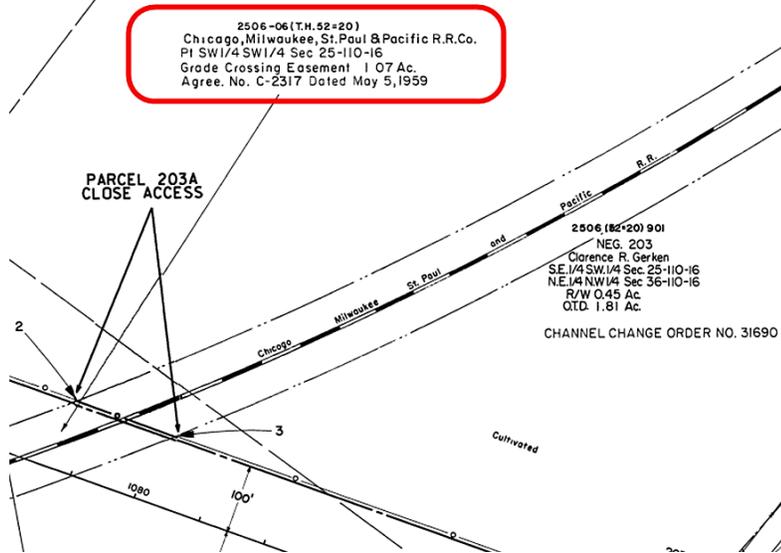
Blue Labeled files were filed with the Land Management parcel files. They are labeled similar to the parcel files with the Control Section Number, 900 number and the Railroad Name, but do not have a parcel number. These files are on open shelving like the Land Management files and are filed at the beginning of the Control Section.

There are approximately 2,200 red label files at the record center. Below you can see the format for the bar coding assigned by the record center. Many of them just contained correspondence. The ones that have agreements or land documents in them are being entered into REALMS and scanned into EDMS.

BOC BARCODE	FILE BARCODE	DESCRIPTION
100000340	SPRL00XXRRM	TH 94 ST PAUL NP RY
100000340	SPRL00XXRRN	TH 94 ST PAUL GN TY
100000327	SPRL00XXRRP	TH 96 STILLWATER NP RY
000003105	SPRL00XXRRQ	TH 1 COOK DW&P SIGNALS ARE GONE
100000447	SPRL0103RR1	TH 18 MCGRATH SOO LINE GRXING SIGNALS
100000439	SPRL0106RR1	SOO LINE T H 169 MISC
100000446	SPRL0109RR1	TH 65 MCGRATH UPBR# 5766 SOO LINE
100000436	SPRL0111RR1	CRI &P AITKIN T H 65 (T H 65=5)
100000333	SPRL0112RR1	TH 65 JACOBSON/LIBBY NP RY
100000333	SPRL0112RR2	TH 65 AITKIN CO GN RY

Example:

# Right of Way Map



The Final Maps typically have information regarding the crossing. The next step is to do a Control Section search in REALMS. Click on the Rail Road Document at the bottom of the list.

Control Section Search

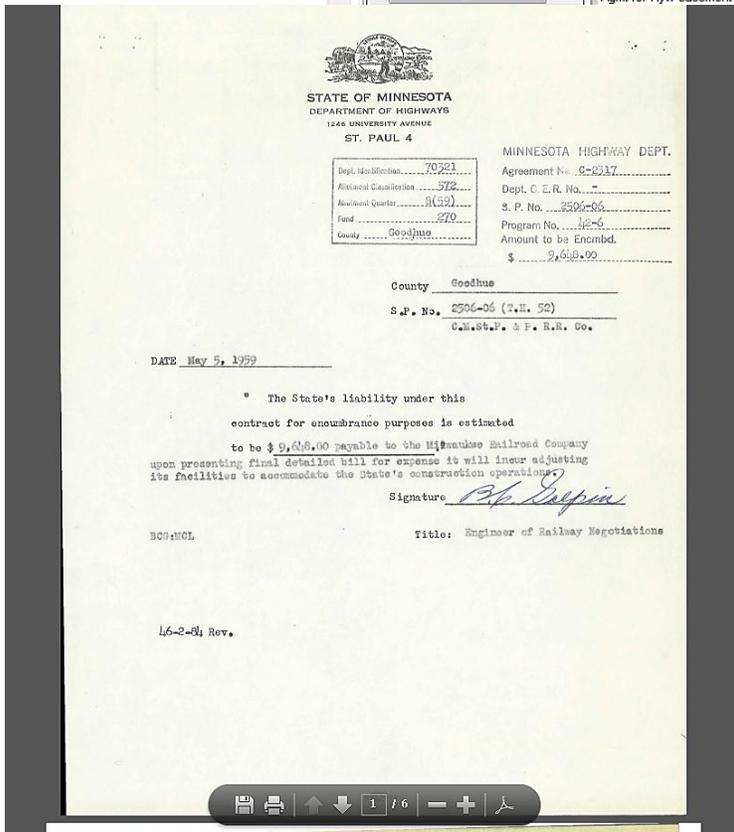
Type	Agree #
Construction	C-2317

Rail Road Document

Agreement Number: C-2317  
 Agreement Type: Construction  
 Agreement Date: 05/05/1959  
 Agreement with: Chicago, Milwaukee, St. Paul and Pacific R.R. Co.  
 Record Center #: SPRL2506RR1  
 Document Type: Agreement/Deed  
 Database Row #: 677  
 Agreement Status: Inactive  
 District: D6-Rochester  
 TH: 52  
 Section: 25, Township: 110N, Range: 16W  
 Location: west of Zumbrota  
 Comments: Agmt for Hwy easement is shown on map 16-50\_003

Click on the agreement that is populated in the middle pane. In this particular case, the agreement is the same number that is depicted on the Final Map. To view the scanned document, click on the 'Document Type' and select 'View Scanned RWA'.

The screenshot shows a software interface with several panes. On the left is a search filter pane with fields for Control Section # (2506), Trunk Highway, Turnback File #, etc. In the center is a table with columns 'Type' and 'Agree #', showing a row for 'Construction' with 'C-2317'. On the right is a detailed view for agreement C-2317, including fields for Agreement Number, Type (Construction), Date (05/05/1959), and Record Center # (SPRL2506RR1). A red circle highlights the 'Document Type' dropdown menu set to 'Agreement/Deed' and the 'EDMS' checkbox checked. A red arrow points from this area to the 'View Scanned RWA' button in the bottom right corner of the interface.



The scanned document opens in a separate window.

The following is an example of an agreement. This document is not giving us the right of entry; it is stating all the conditions agreed upon for the highway.

043

AGREEMENT made this 25th day of October, 1926, between  
NORTHERN PACIFIC RAILWAY COMPANY, hereinafter called the "Railway  
Company", and the STATE OF MINNESOTA, by C. W. Babcock, Commission-  
er of Highways, hereinafter called the "State":

WHEREAS the State Desires to occupy right of way of  
the Railway Company on south side of main line from crossing at  
Mile Post 207 plus 4123 and westward into Detroit Lakes in order  
to eliminate the crossing of the Railway Company tracks by trunk  
highway No. 3 at Mile Post 207 plus 4123 and on Washington Avenue  
at Detroit Lakes, Minnesota, as is more clearly shown on the blue  
print map hereto attached marked "Exhibit A" and made a part hereof;

NOW THEREFORE, in consideration of the premises and the  
mutual dependent promises herein set forth, the parties agree as  
follows:

1. The State shall cooperate with the Railway Company to  
obtain an agreement with the City of Detroit Lakes to eliminate  
the existing grade crossing over the track of the Railway Company  
at Mile Post 209 plus 2300 and the traveled highway on the south  
side of the Railway Company's right of way between Detroit Lakes  
and that point; accepting in lieu thereof the new trunk highway  
No. 2.
2. The State will make the necessary arrangements with  
the Fargo-Detroit Ice Company for moving and reconstructing the  
following buildings and ice platforms in new locations adjacent  
to the track of the Railway Company as shown on print "Exhibit A":  

Large Ice House	Size	110 ft. x 150 ft.
New Ice House	"	60 ft. x 72 ft.
Dwelling House	"	22 ft. x 36 ft.
Bunk House	"	40 ft. x 60 ft.
Barn	"	22 ft. x 30 ft.
Bottling Works	"	38 ft. x 92 ft.
Ice Loading platform and moving machinery connected with same.		

The cost of moving and reconstructing the above fa-  
cilities in new locations is agreed to be \$25,090.32, and on  
completion of said work the Railway Company will pay to the  
State \$12,545.16.

T

3. The Railway Company will construct at its own expense, necessary trackage for serving the bottling works, ice houses and platform of the Fargo-Detroit Ice Company in their new locations as shown on print "Exhibit A".

4. In grading for the tracks to serve the Fargo-Detroit Ice Company in the new location there will be a surplus of earth material which the Railway Company's contractor will place in the nearest embankment of the proposed highway. The State will pay the Railway Company for such embankment material measured in excavation, the price that the State will contract for in the construction of the highway. The Railway Company will cause such material to be deposited in accordance with directions of the State's Engineers.

5. The Railway Company agrees to furnish the State an easement (in form containing the usual conditions as to strips of right of way granted for highway purposes) for the highway on its right of way in the location shown colored red on the attached plat.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers, the day and year first above written.

IN THE PRESENCE OF:

*[Signature]*

NORTHERN PACIFIC RAILWAY COMPANY,

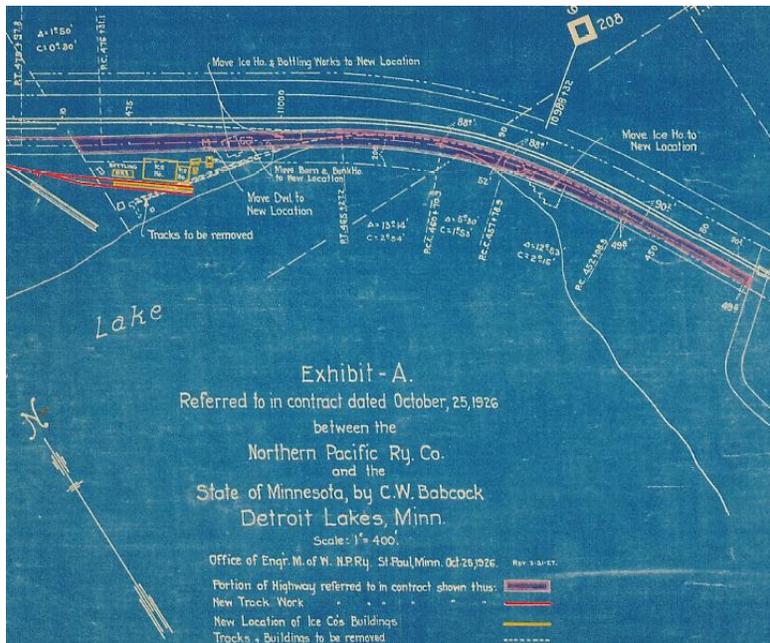
by *[Signature]*

V. PRESIDENT.

*[Signature]*  
*[Signature]*

STATE OF MINNESOTA,

by *[Signature]*



There are approximately 800 Land Management Railroad Files. Below is an example of the bar coding format that the Record Center created for the files.

SET	BARCODE	DESCRIPTION
BLUE RR	SP0103000R1	SOO LINE R.R.
BLUE RR	SP0104000R1	C. R. I. & P. R.R.
BLUE RR	SP0105000R1	GREAT NORTHWESTERN R.R. C.
BLUE RR	SP0106000R1	GREAT NORTHERN R.R. C.
BLUE RR	SP0106000R2	HILL CITY R.R. CO. E. O.
BLUE RR	SP0109000R1	SOO LINE R.R.
BLUE RR	SP0112000R1	GREAT NORTHERN R.R.
BLUE RR	SP0112000R2	N. P. R.R. CO. BETWEEN L
BLUE RR	SP0113000R1	F ANSCHUTZ
BLUE RR	SP0118000R1	NORTHERN PACIFIC R.R.

To search for a Land Management file, follow the same steps as described for an agreement:

The screenshot shows a software interface with several key elements highlighted by red circles and arrows:

- Search Filters:** The 'Rail Road Document' checkbox is selected in the 'Project Search' section.
- Results List:** A table shows search results with 'Land Acquisition' selected in the 'Type' column and 'R.W. 3396' in the 'Agree #' column.
- Document Type:** In the 'Document Type' dropdown menu, 'Agreement/Deed' is selected.
- Action:** The 'View Scanned RWA' button is located at the bottom right of the interface.

NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, in consideration of the sum of Ten Dollars (\$10.00) to it paid, the receipt whereof is acknowledged, and of the agreements herein contained, does hereby grant to the STATE OF MINNESOTA permission, save as herein limited, to use for a public road and for no other purpose those portions of its right of way in the County of Becker and State of Minnesota, described as follows:

That portion of the four hundred (400) foot right of way of the Northern Pacific Railway Company for its main line extending across the West half Southeast quarter ( $W\frac{1}{2}SE\frac{1}{4}$ ) of Section thirty-five (35), Township one hundred thirty-eight (138) North, Range forty (40) West, Fifth Principal Meridian, lying westerly of a line drawn parallel with and distant fifty (50) feet easterly, measured at right angles, from the revised center line of State Highway No. 2 as the same is to be constructed, excepting from the above described premises, however, that portion thereof included in that certain easement from the Northern Pacific Railway Company to the State of Minnesota dated September 20, 1922.

Also that portion of the two hundred (200) foot right of way of said Railway Company extending across the Southwest quarter Northeast quarter ( $SW\frac{1}{2}NE\frac{1}{4}$ ) of said Section thirty-five (35) which lies between two lines drawn parallel with and distant respectively seventy-five (75) feet and one hundred (100) feet westerly, measured at right angles, from the center line of the original main track of said Railway Company as formerly constructed.

Also that portion of said two hundred (200) foot right of way in the Southeast quarter Northwest quarter ( $SE\frac{1}{4}NW\frac{1}{4}$ ) of said Section thirty-five (35) which lies southwesterly of a line drawn parallel with and distant forty (40) feet northeasterly, measured at right angles, from said highway center line and extending from the east line of said subdivision, northwesterly, for a distance of four hundred thirty-five (435) feet, measured along said highway center line.

Also that portion of said two hundred (200) foot right of way in the Northeast quarter Northwest quarter ( $NE\frac{1}{4}NW\frac{1}{4}$ ) of said section thirty-five (35) lying southeasterly of the southeasterly line of Mill Street in the Townsite of Frazee which lies southwesterly of a line drawn parallel with and distant thirty (30) feet northeasterly, measured at right angles, from said highway center line.

Also that portion of said two hundred (200) foot right of way in the North half Northwest quarter ( $N\frac{1}{2}NW\frac{1}{4}$ ) of said Section thirty-five (35) which lies between two lines drawn parallel with and distant respectively eighty-five (85) feet and one hundred (100) feet southwesterly, measured at right angles, from the center line of the west bound main track of said Railway Company and extending from the southeasterly line of Mill Street northwesterly, a distance of thirteen hundred (1300) feet.

Also those portions of said four hundred (400) foot right of way extending across the Southwest quarter Southwest quarter ( $SW\frac{1}{4}SW\frac{1}{4}$ ) of Section twenty-six (26), North half Southwest quarter ( $N\frac{1}{2}SW\frac{1}{4}$ ) Section twenty-seven (27), Lot four (4) of Section twenty-eight (28), Northeast quarter Southeast quarter ( $NE\frac{1}{4}SE\frac{1}{4}$ ), South half Northeast quarter ( $S\frac{1}{2}NE\frac{1}{4}$ ) and Northwest quarter Northeast quarter ( $NW\frac{1}{4}NE\frac{1}{4}$ ) of Section eighteen (18), Township one hundred thirty-eight (138) North, Range forty (40) West, Fifth Principal Meridian, which lie southwesterly of a line drawn parallel with and distant fifty (50) feet northeasterly measured at right angles, from said highway center line.

Also that portion of said two hundred (200) foot right of way in Lots six (6) and seven (7) of said Section twenty-seven (27) which lies southwesterly of a line drawn parallel with and distant fifty (50) feet northeasterly, measured at right angles, from said highway center line.

Also that portion of said two hundred (200) foot right of way in Lots three (3) and four (4) of Section one (1), Township one hundred thirty-eight (138) North, Range forty-one (41) West, Fifth Principal Meridian, which lies westerly of a line drawn parallel with and distant fifty (50) feet easterly, measured at right angles, from said highway center line, and extending from the northwesterly line of the present road crossing said right of way, southeasterly, to the point where said highway leaves the right of way of the Railway Company.

For a more particular description and as explanatory hereof, reference is made to the attached plat which is hereby made a part hereof and shows colored red the strips above described.

The rights hereby granted are subject, however, to existing permits and leases heretofore granted by said Railway Company along or across the above described premises.

The State agrees that it will take such reasonable measures as it can under all the circumstances to keep down and lay the dust by treating the graveled road with oil or some other suitable substance at such intervals as it reasonably can.

All changes of fences interfering with said highway shall be made by the State.

The State agrees to cut and remove or cause to be cut and removed at its sole expense all noxious weeds and vegetation growing on the strips of land above described, said work of cutting and removal to be done at such times and with such frequency as to comply with state and local laws and regulations.

The State shall at its sole cost and expense provide and maintain connections with existing culverts of the Railway Company so as to divert the drainage therefrom through the highway grade on the easement strips. If at any time in the future drainage conditions require a change in existing culverts or placing of new culverts through the roadbed of the Railway Company, the State shall provide and maintain corresponding culverts through the highway grade when necessary.

If said highway shall interfere with the telegraph poles of the Railway Company or the Western Union Telegraph Company, the Railway Company may relocate such poles as it may deem necessary and the State will pay the cost of such work upon presentation of bills therefor.

In the event that the Railway Company shall find that the right of way or any part thereof, the use of which is hereby permitted, will be required for railroad purposes, said Railway Company will give to the State six months' notice of its intention to resume possession, and will re-establish the highway on a new location in as good condition as it was at the time of taking possession, provided that a new right of way therefor is furnished by the State.

Dated this 6th day of August, 1931

Witnesses:

Edwin Irle /S/

NORTHERN PACIFIC RAILWAY COMPANY

H G BOGGE /S/ (SEAL)

By CW Bunn JLW /S/  
Vice President

Attest:

R H Relf /S/  
Assistant Secretary

STATE OF MINNESOTA )  
: ss  
COUNTY OF RAMSEY )

On this 6th day of August in the year 1931, before me Edwin Irle /S/, a notary public, personally appeared C. W. BUNN to me known to be the Vice President of the Northern Pacific Railway Company, the corporation which executed the foregoing instrument, and who being duly sworn did say that the seal affixed to said instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and the said C. W. Bunn acknowledged said instrument to be the free act and deed of said corporation.

(SEAL)

Edwin Irle /S/  
Notary public, Ramsey Co., Minn  
My commission expires August 14, 1935

### Railroad File Reference Index

There is a spreadsheet containing both the Red Labeled and Blue Labeled file indexes and is available on MnDOT's Wiki page

<http://oituxs300.dot.state.mn.us:9080/wiki/jsp/Wiki?Railroad+File+Reference+Index>

Or type WIKI into your web browser address box, select OLM, LIS and ROW Mapping Unit, then Railroad File Reference Index.

- RecentChanges
- TextFormattingRules
- AllWikiTopics
- ToDoWikiTopics
- WikiLockList
- RSS
- Export2HTML
- WikiSearch
- SetUsername
- VeryQuickWiki

## StartingPoints

Welcome to the root of the Very Quick Wiki. Please select an office or topic from the list below. Be sure to bookmark your office's Wiki page once you select from below.

Guide for The Very Quick Wiki: [att:The Very Quick Wiki-Guide.docx](#)

## Office

- [TDA](#) - Office of Transportation Data and Analysis
- [Traffic](#) - Traffic Forecasting and Analysis Section
- [Transit](#) - Office of Transit
- [OLM](#) - Office of Land Management
- [OHR](#) - Office of Human Resources
- [OIM](#) - Office of Investment Management
- [OCPPM](#) - Office of Capital Programs and Performance Measures
- [OSMP](#) - Office of Statewide Multimodal Planning
- [OITS](#) - Office of Information Technology and Services
- [Operations](#) - Operations Division
- [PARI](#) - Policy, Analysis, Research, and Innovation
- [OFCVO](#) - Office of Freight and Commercial Vehicle Operations
- [OES](#) - Office of Environmental Stewardship
- [OFM](#) - Office of Financial Management

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File Home Insert Page Layout Formulas Data Review View DM

**Protected View** This file originated from an Internet location and might be unsafe. Click for more details. Enable Editing

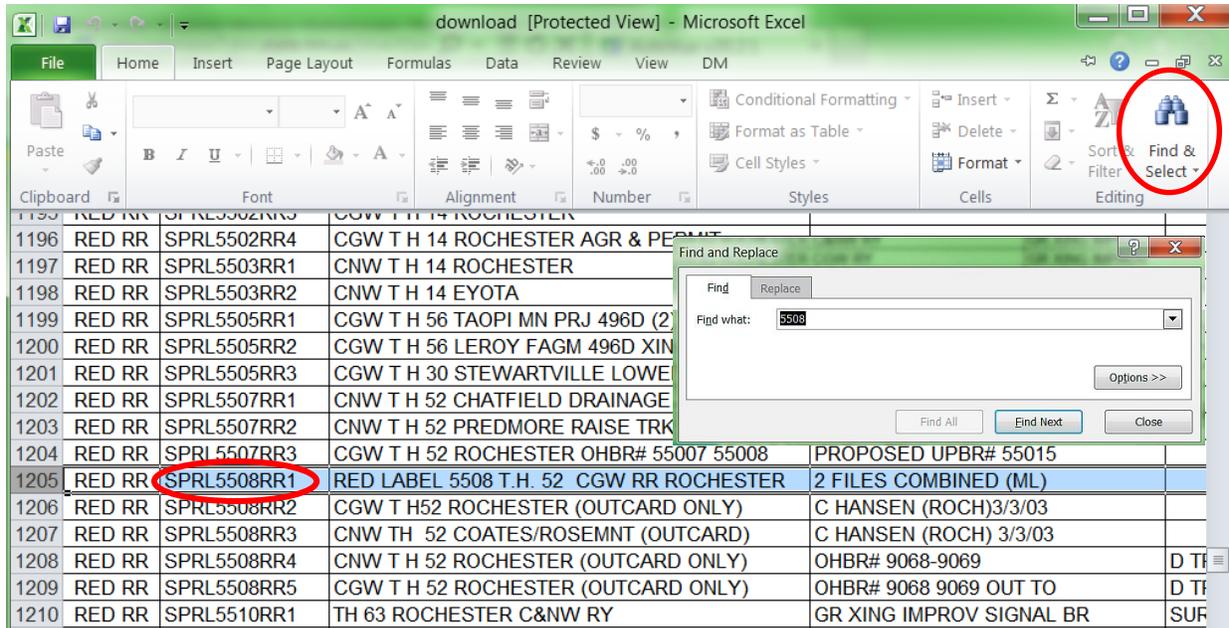
A33 BLUE RR

	A	B	C	D	E
1	SET	BARCODE	DESCRIPTION	A	B
15	BLUE RR	SP0121000R1	NORTHERN PACIFIC R.Y.		
16	BLUE RR	SP0121000R2	SOO LINE R.R.		
17	BLUE RR	SP0121000R3	NORTHERN PACIFIC R.R.		
18	BLUE RR	SP0122000R1	SOO LINE R.R. AT PALI		
19	BLUE RR	SP0200000R1	GREAT NORTHERN R.R.		
20	BLUE RR	SP0200000R2	MARSHALL ST. NE MPLS.		
21	BLUE RR	SP0200000R3	NORTHERN PACIFIC R.R.		
22	BLUE RR	SP0200000R4	MPLS. A. & C. R. R.R. E. R.		
23	BLUE RR	SP0200000R5	GREAT NORTHERN R.R.		
24	BLUE RR	SP0202000R1	NORTHERN PACIFIC R.R.		
25	BLUE RR	SP0202000R2	GREAT NORTHERN R.R.		
26	BLUE RR	SP0202000R3	NORTHERN PACIFIC R.R.		
27	BLUE RR	SP0203000R1	MPLS ANOKA CUYUNA R.		
28	BLUE RR	SP0203000R2	MPLS A C. R. R.R. E. COR		
29	BLUE RR	SP0207000R1	MINN TRANSFER R.R. CO.		
30	BLUE RR	SP0210000R1	GREAT NORTHERN R.R. N.		
31	BLUE RR	SP0212000R1	GN R.R. E. OF E. LIMITS		
32	BLUE RR	SP0301000R1	N P RR SPUR TRACKS		
33	BLUE RR	SP0302000R1	NORTH PACIFIC R.R.		
34	BLUE RR	SP0303000R1	SOO LINE R.R. CO.		
35	BLUE RR	SP0304000R1	NORTHERN PACIFIC R.R.		
36	BLUE RR	SP0304000R1	0304 SOO LINE RAILROAD		
37	BLUE RR	SP0305000R1	SOO LINE RR		
38	BLUE RR	SP0406000R1	GREAT NORTHERN R.R. C.		
39	BLUE RR	SP0407000R1	0407000 RAILROAD MN INTL RR		
40	BLUE RR	SP0407000R1	MINN INTL RR AT BEM		
41	BLUE RR	SP0407000R2	NORTHERN PACIFIC RR		
42	BLUE RR	SP0409000R1	N P R R BETWEEN ICT		

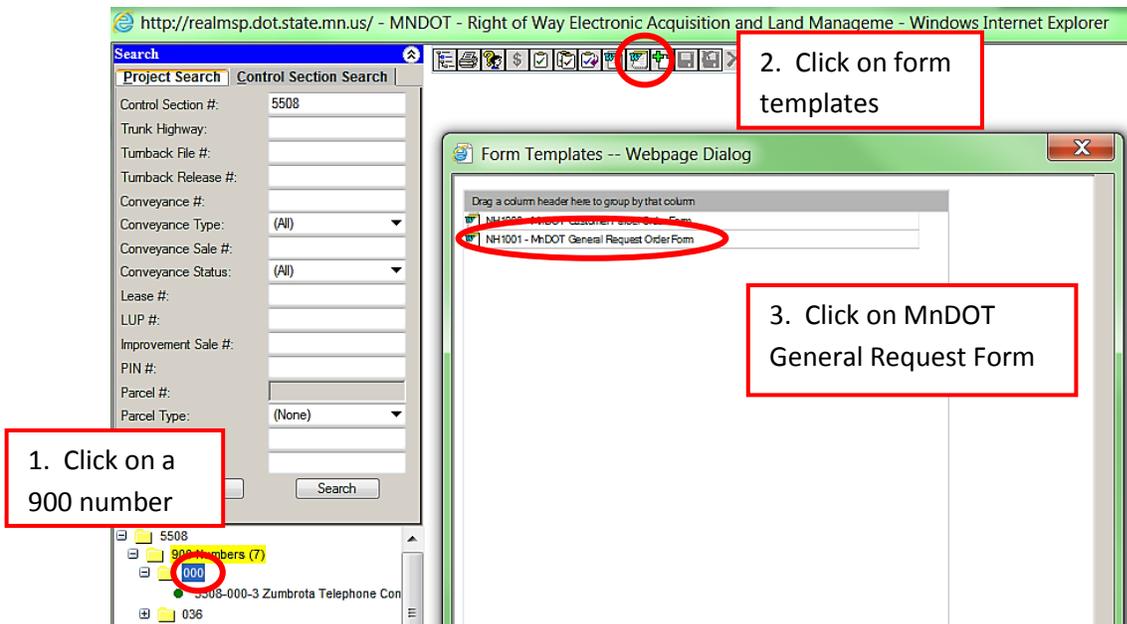
Blue RR RW files wo Par #s Red Label RR TH files Sheet3

Ready 91%

When REALMS does not have scanned documents, you can request these files from the Record Center. It helps to locate the bar code for the file you are requesting. Use the 'find & select' tool and search by the Control Section number.



Use this code when making a General Request Order to the Records Center:



Mn/DOT Customer Request Order Form

<b>Customer Name:</b> Dawna Butcher	<b>For Record Center Use Only</b>
<b>Phone:</b> 651-366-3507	<b>MnDOT Order No.</b>
<b>Mail Stop:</b>	<b>Signature</b>
<b>Date Requested:</b> October 23, 2014	

<b>Rush Delivery Service Type</b>	<b>Check Preference</b>	(If this is not a rush leave check boxes unchecked)
24 Hour	<input type="checkbox"/>	
Emergency / Same Day	<input type="checkbox"/>	

**Special Instructions and Comments:**

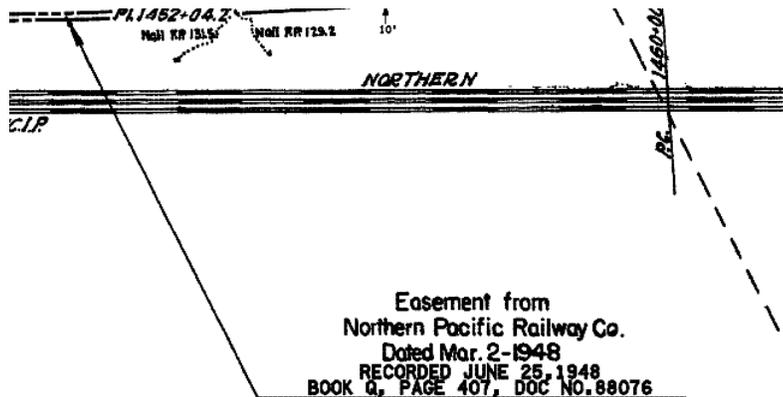
Enter in barcode, C.S. and County

Material Requested			
Maps/Scrolls	Box/Boxes	Film/Photo Logs	Files

If you are unable to find an easement document within our records, try searching these other locations:

- Bridge files (copies may have been added)
- County Recorder's
- Jeff Schouweiler (Department of Finance has a copy of the deeds for the state's land interests)

Occasionally there will be easements that have not been recorded. They are still valid. Even though a signed and notarized document will hold up in court it is best to have these documents of public record. Assign a parcel number and create a file, even if the document is scanned into REALMS. This will allow the document to be more accessible and consistent with our methods of tracking and storing our records. Add the document with the recording information to the file. Include a note referring the red railroad file that you found it in. Also, send an email to the Final Mapping unit so they can add a note on the proper map.



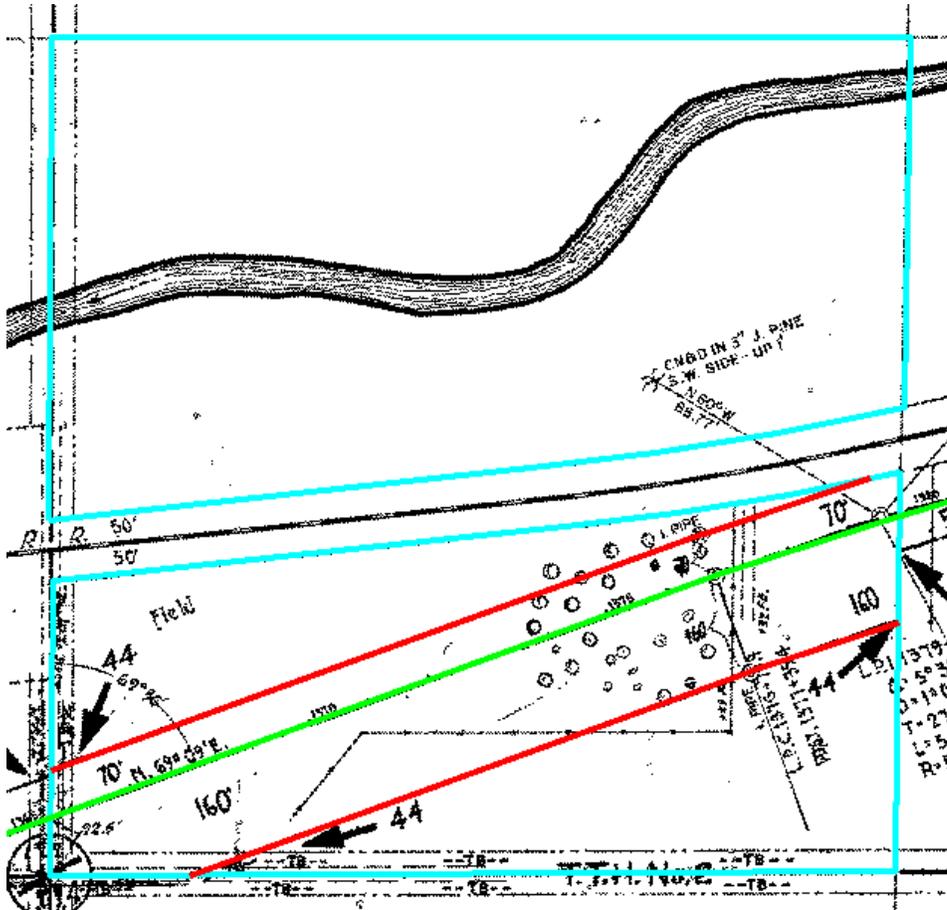
A new document may have to be created for an existing area if one cannot be located. Contact the MnDOT's Rail Project Manager for the region the project is located within for assistance.

## Chapter 5: Analysis of Existing Highway Easements

### Highways adjacent to Railroads

Note: If there is a call to a railroad main track but there are several tracks depicted, the east bound track is superior to the west bound.

Calls to design centerline but adjacent to railroad:



Map 0-35, TH 210 east of McGregor, C. S. 0121(2-28-1) Parcel 44

### Parcel 44

All that part of the following described tract:

Southwest Quarter of Southeast Quarter (SW  $\frac{1}{4}$  SE  $\frac{1}{4}$ ) of Section 22, Township 48 North, Range 23, except right of way of the Northern Pacific Railway Company crossing the same, and subject to unpaid taxes and to judgment lien of Farmers Terminal Packing Company;

which lies within a distance of 70 feet on the northwesterly side and 160 feet on the southeasterly side of the following described center line:

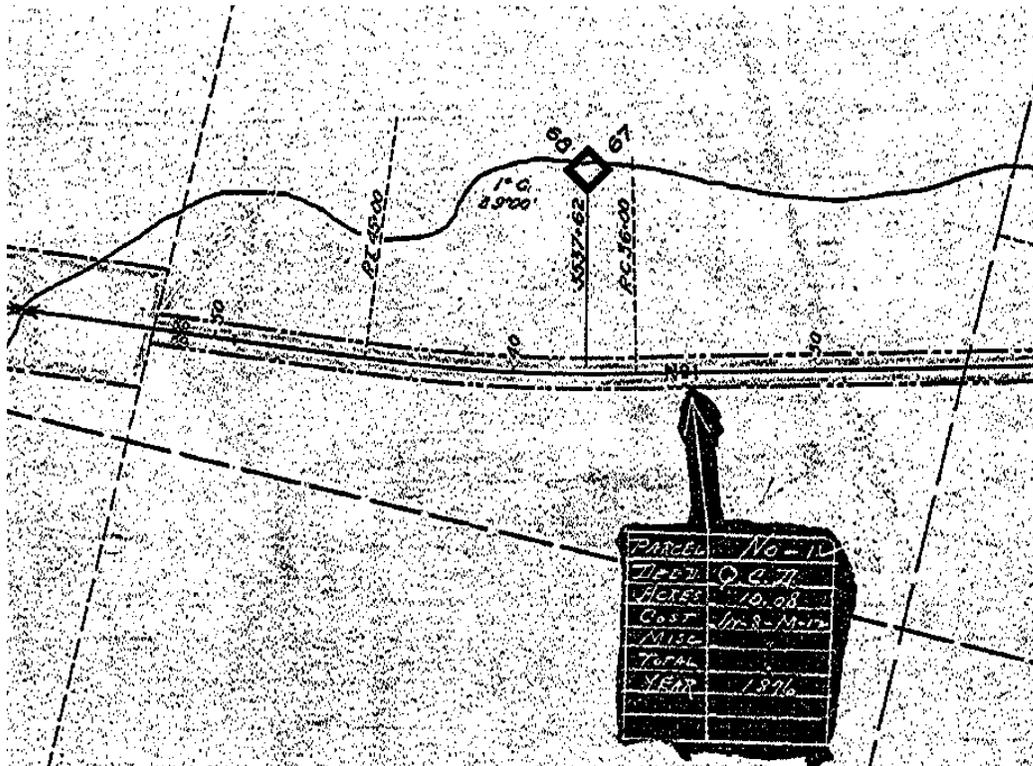
Beginning at a point on the westerly boundary of the above described tract, distant 92.5 feet northerly of the southwest corner thereof; thence run northeasterly at an angle of 69 degrees 36

minutes with said westerly boundary for a distance of 1110.9 feet; thence deflect to the right on a 1 degree 00 minute curve radius of 5729.65 feet for a distance of 350 feet and there terminating; excepting therefrom the right of way of existing highways;

containing 7.00 acres, more or less.

Dated January 9<sup>th</sup>, 1932

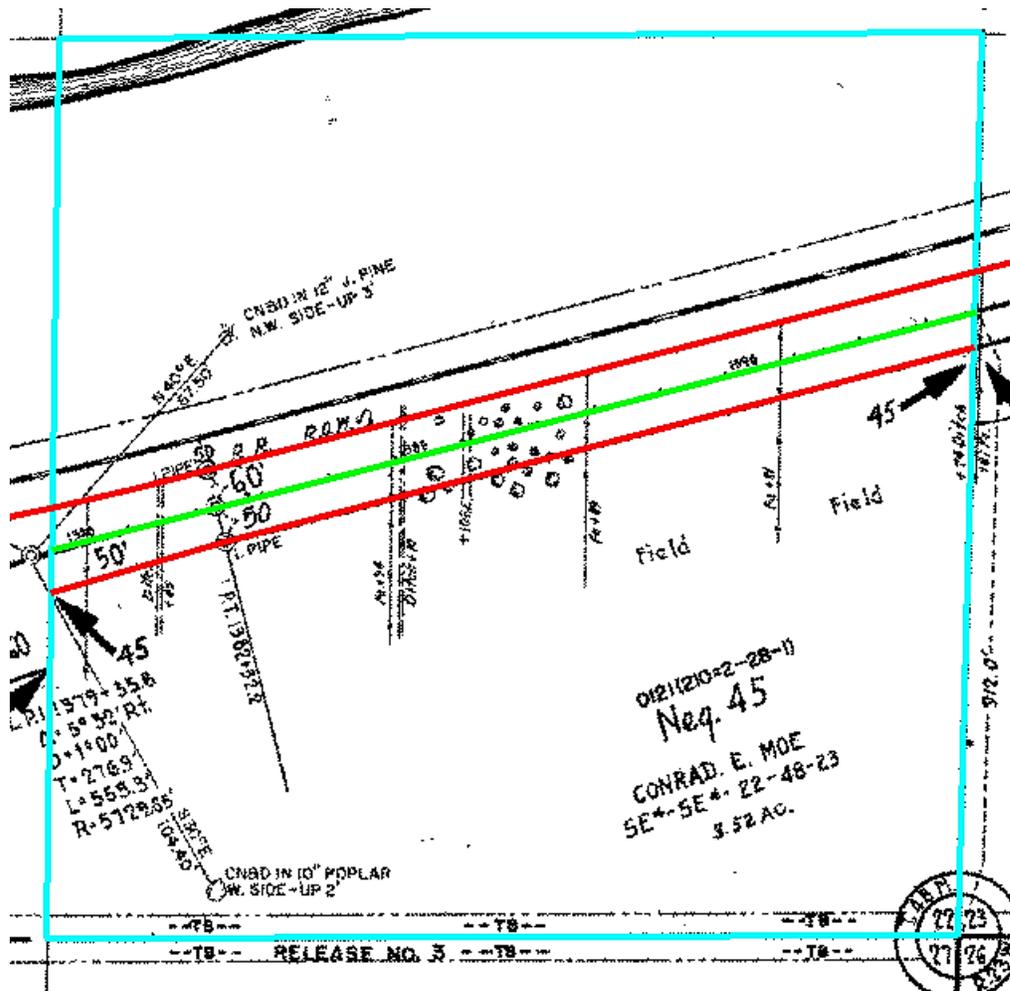
For Parcel 44, the tract description excludes the railroad right of way. In the northeasterly corner of the tract, the northerly highway right of way line intersects the southerly railroad right of way line approximately 50 feet west of the east tract line. The railroad right of way is the highway right of way line and not dimensioned from the acquisition centerline.



The following screen capture is from the railroad valuation map of that area, 95CS2:

The railroad parcel was acquired in 1876, 56 years prior to the acquisition of the state highway parcel in 1932.

Calls that bound the parcel by the railroad right of way:



Map 0-35, TH 210 east of McGregor, C. S. 0121(2-28-1) Parcel 45

**Parcel 45**

All that part of the following described tract:

That part of the Southeast Quarter of the Southeast Quarter (SE ¼ SE ¼) of Section 22, Township 48 North, Range 23 West;

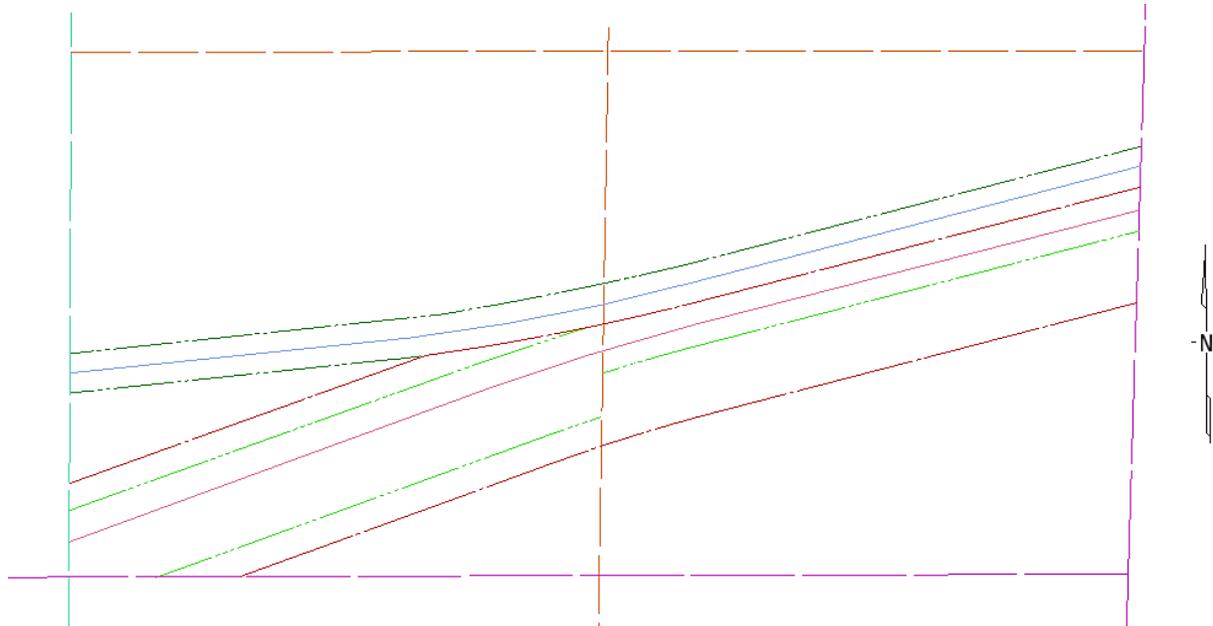
which lies immediately adjacent to and southeasterly of the southeasterly boundary of the Northern Pacific Railway Company's Right of Way, as same is now located and established over and across said tract and northwesterly of a line run 50 feet southeasterly of and parallel to the following described center line:

Beginning at a point on the easterly boundary of the above described tract, distant 912 feet northerly of the southeast corner thereof; thence run southwesterly at an angle of 74 degrees 23 minutes with said easterly boundary for a distance of 1141.8 feet; thence deflect to the left on a 1 degree 00 minute curve, radius of 5729.65 feet for a distance of 400 feet and there terminating;

containing 3.52 acres, more or less.

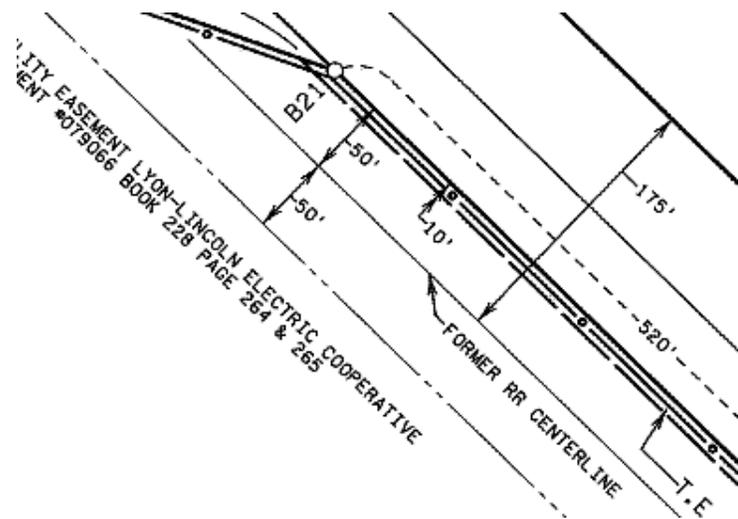
Dated January 9<sup>th</sup>, 1932.

**Labeling Practice:**



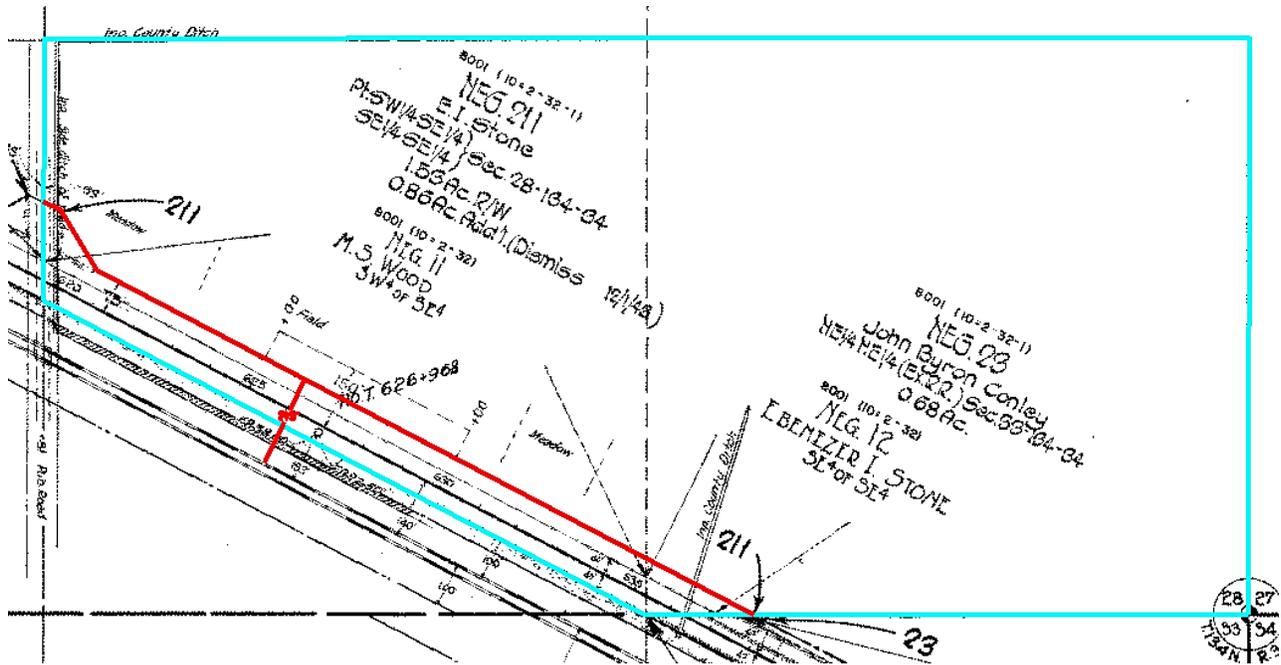
For Parcel 45, the northerly right of way of the highway is the southerly right of way of the railroad. Although a dimension is shown on the final map from the acquisition line to the right of way line, it should not be shown on a highway right of way plat. Some research will need to be done to determine how that railroad right of way line was established and then depicted that way on the plat. For instance, if it is described as 50 feet on each side of the main track and a dimension to a 50 foot parallel line should be shown on the plat to portray that existing highway right of way.

**Example: Plat 42-25**





Call to main track of railroad:



**Parcel 211**

All that part of the two following described tracts:

1. The Southwest Quarter of the Southeast Quarter (SW ¼ - SE 1/4) of Section 28, Township 134 North, Range 34 West, north of the railway right of way;
2. The Southeast Quarter of the Southeast Quarter (SE ¼- SE ¼) of Section 28, Township 134 North, Range 34 West;

which lies within a distance of 215 feet northeasterly of the most northeasterly main track center line of the Northern Pacific Railway Company, as same is now located and established over and across the two above described tracts;

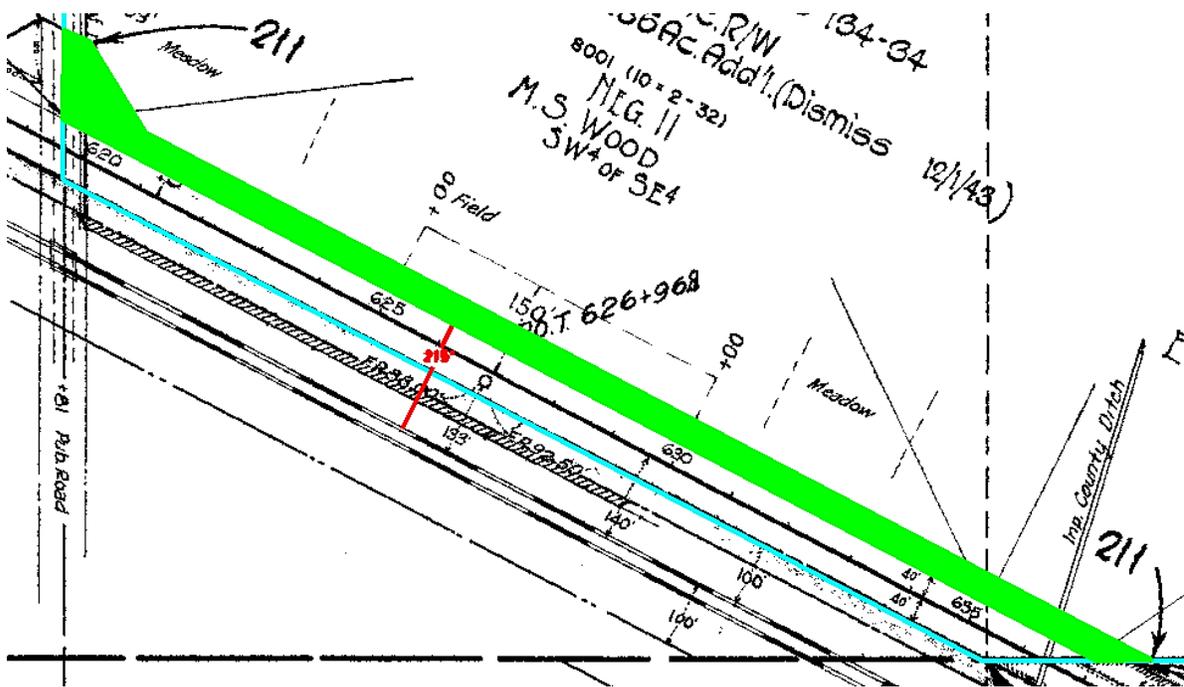
together with all that part of the first above described tract lying northeasterly of the above described strip and southwesterly of the following described line: Beginning at a point on the northeasterly boundary of said above described strip, distance 100 feet southeasterly of its intersection with a line run parallel with and distant 33 feet easterly of the north and south quarter line of said Section 28; thence run northwesterly to a point on said 33 foot parallel line distant 100 feet northerly of said intersection; thence run northwesterly and parallel with said main track center line to a point on said north and south quarter line;

excepting therefrom the right of way of existing highways;

containing 1.53 acres, more or less.

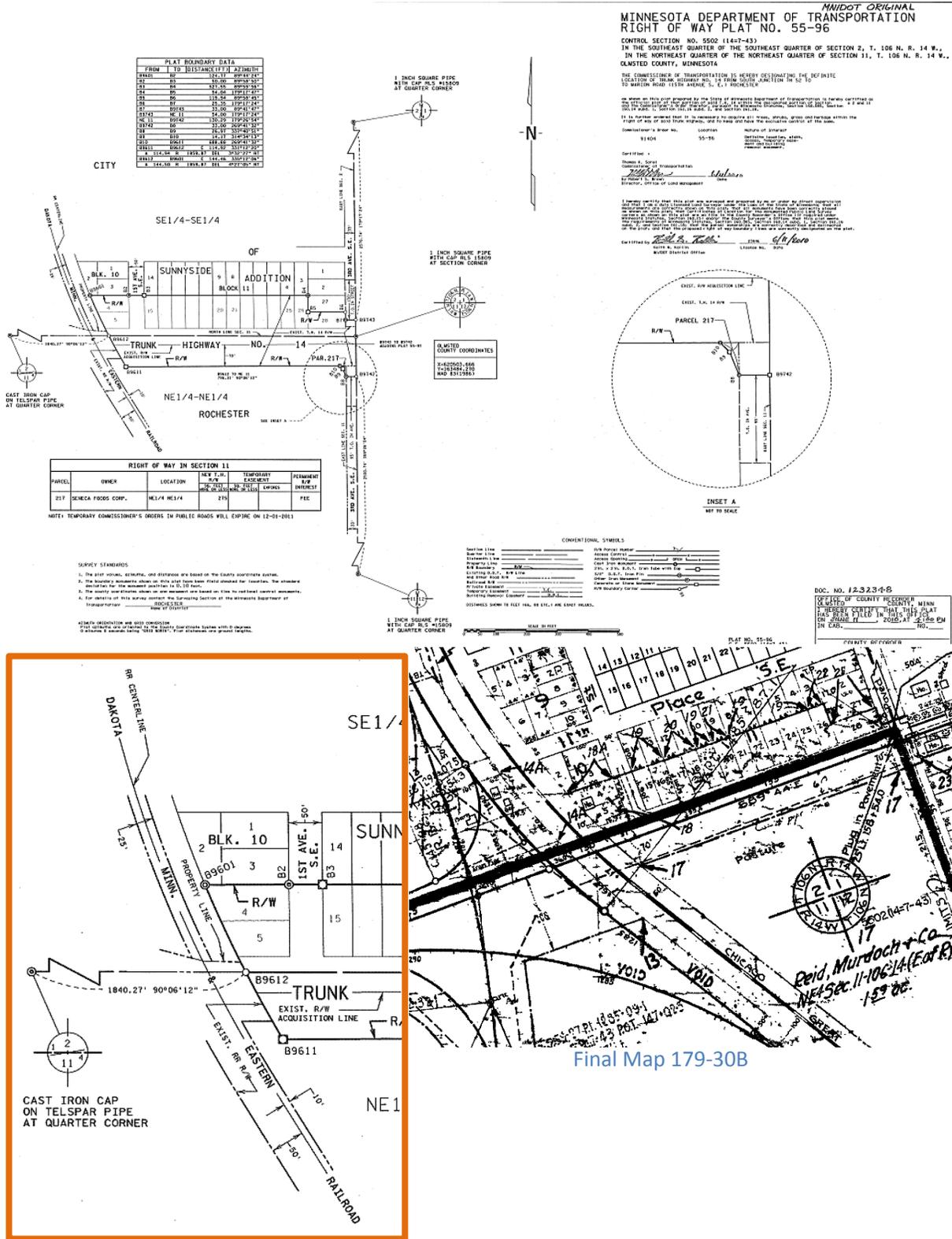
The final map depicts dimensions from an acquisition center line; however, the actual description makes no reference to this line.

The actual area of Parcel 211 shaded in green below. The description excepts out the existing highway right of way, which was acquired with parcel 11. It is important to be aware of this concept and make sure that you determine what was actually acquired. We have and still do acquire strips of fee outside of the easement area and occasionally there is an assumption made that we acquired the entire right of way in fee. The area figure is a good indication of what was acquired.



# Chapter 6: Platting

## Plat 55-96









## Chapter 7: Creating New Easements

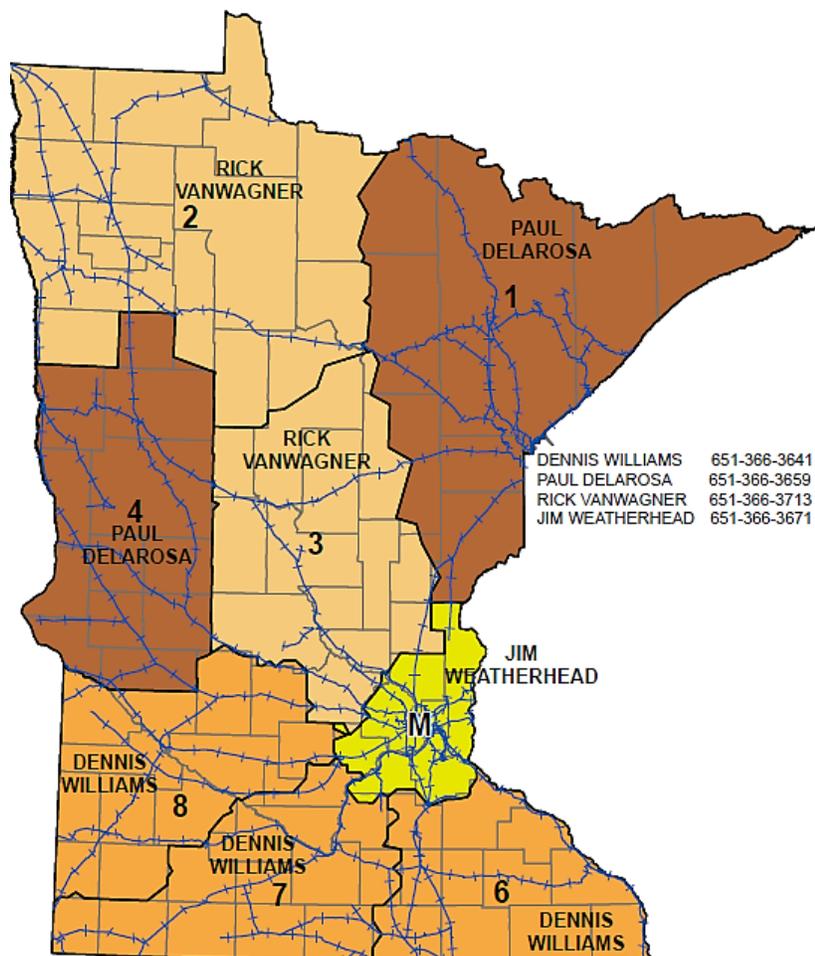
For projects that need additional right of way:

MnDOT's office of Freight and Commercial Vehicle Operations has Rail Project Managers that assist with construction projects that involve active railroads. The Rail Project Managers should receive an Early Notification Memo indicating that an agreement will be necessary for a construction project. The design group should also contact them when they know that there will be a railroad issue. They discuss the issue with the design group and the railroad company and discuss if right of way will be needed. Each Railroad company is different. In general, the class 1 railroad such as Union Pacific, Canadian Pacific and BNSF are more concerned about their right of way and their compensation. The agreements can take months to negotiate. Canadian Pacific is based out of Canada and tends to be the slowest at reviewing the project. The class 3 railroads are typically easier to work with and may not even require compensation.

If Temporary Easement is required, the rail Project Manager will take care of it by agreement. In situations that Permanent Easement is required, the District Right of Way people deal directly with the railroad property management departments. Rail Project Managers can assist the districts with the railroads. They may be able to direct you to the best contacts for the each railroad company and assist with questions. It is wise to contact them before the railroad company.

### Railroad-Highway Projects

RAIL ADMIN. Project Managers



There are laws, both state and federal, that have to be adhered to for the acquisition of railway right of way. MN State Statute 161.241 is an example:

**161.241 RELOCATION OF RAILROAD TRACKS, ACQUISITION OF LAND.**

Subdivision 1. **Acquisition.** Whenever the construction, reconstruction, or improvement of a trunk highway will require the acquisition by the state of lands or interests in lands owned by a railroad company, and will require the railroad company to relocate its tracks in order to provide right-of-way for the trunk highway, the commissioner of transportation may either reimburse the railroad company for replacement lands including all reasonable costs directly related to acquiring the replacement lands, necessary for relocation of its tracks or may acquire, by purchase, gift, or eminent domain proceedings, the lands or interests in lands necessary for the relocation of such tracks. Such acquisition is deemed to be for a trunk highway purpose. The commissioner and the railroad company shall mutually agree whether the replacement lands will be provided by the commissioner or acquired by the railroad company.

Subd. 2. **Agreement.** The lands to be acquired from the railroad company, and the lands necessary for the relocation of the railroad tracks to be acquired by the state, shall be described in a voluntary agreement between the railroad company and the commissioner. Such agreement shall set forth the consideration to be paid for the lands involved. The consideration may be an even exchange of land if the market value is equal, or there may be money payment or services to be rendered by one party or the other to the agreement in addition to the exchange of land, depending on the relative market values of the lands involved. Any money paid to the state shall be credited to the trunk highway fund.

Subd. 3. **Form of conveyance.** The commissioner shall convey to the railroad company, by quitclaim deed, lands or interests in lands acquired by the state pursuant to the provisions of subdivisions 1 to 3.

Subd. 4. **Highway lands no longer needed.** The commissioner shall convey to a railroad company, by quitclaim deed, lands owned by the state in fee for trunk highway purposes, but no longer needed for such purposes, when the lands are needed by a railroad company for the relocation of its tracks which is required by the construction, reconstruction, or improvement of a trunk highway. The consideration must be set forth in a voluntary agreement between the railroad company and the commissioner of transportation and must be as provided in subdivision 2.

**PRE-ACQUISITION (5-491.100)**  
**RAILWAY NEGOTIATIONS (5-491.125)**

**125.1 POLICY**

Acquisition of highway right of way over operating railway right of way (and associated plant improvements) requires in depth consideration of the impacts of the planned road construction and real estate acquisition on the continuous operation of the railroad.

It is Mn/DOT policy that highway right of way acquired across operating railway right of way must be obtained as an easement interest only. Right of way being acquired from non-operating, railway property is obtained in fee simple unless the owner can justify a lesser interest.

The construction plan, profile and cross section sheets must be completed by the Design Engineer/Supervisor (in accordance with Sections 4-8.02, 4-8.04, 9-2.05 and 11-6.0 of the Road Design Manual) and forwarded to the District Right of Way Engineer/Supervisor in accordance with project delivery schedule defined in Program Project Management System (PPMS). Concurrent to this submittal, the Design Engineer/Supervisor must formally notify the Office of Freight & Commercial Vehicle Operations (Railroad Administration Section) of the planned acquisition of real estate rights from an operating railroad company. This notification is required to determine if a construction and maintenance agreement will be required. The railroad company generally will not sign a conveyance document until such an agreement has been executed.

The Design Engineer/Supervisor is reminded that sufficient review time must be afforded to the Office of Land Management so as to identify potential difficulties which could impact the negotiation process with the railroad company.

**125.2 PROCEDURE****Direct Purchase Unit**

1. Records receipt of the railway parcel, following the same procedure set forth for regular right of way acquisition (See 5-491.302)
2. The District negotiates with the railway company for the needed right of way. After negotiations have been resolved, following the same procedure thereafter as in processing any other parcel for payment. (See 5-491.303).

## Chapter 7: Entering Railroad Property



Railroad companies take safety and security issues seriously. The railroad corridor is private property and each person that needs to enter has to follow the necessary procedures and rules in place by federal regulations and the specific railroad company owning the tracks.

To enter railroad property, a contractor safety course must be completed. For example, BNSF has a website available to complete this training. It costs \$15 and after completion you are given a badge good for one year. You are required to carry a current copy of the badge while on railroad property. <http://bnsfcontractor.com/#>

Before entering the property, contact the railroad company for prior approval and explain the work planned. A right of way permit or warrant to trespass may be required. Often surveyors are required to locate the main track centerline. This is considered fouling the track and a railroad flagger may be required. Their job is to ensure that the trains and equipment pass safely and without delays. The railroad companies often charge for the use of a flagger so plan accordingly.

The following are some tips provided by Fisher Associates:

- As part of the permit process, provide the railroad company with enough details and as soon as possible so they can analyze the impacts and identify the mitigation measures.
- Submit your requested track time and notify the railroad of any changes as soon as you are aware of them. Your flagger will do their best to fulfill your needs. Track time may not be available if it overlaps with train run time.
- Once on site, it's your responsibility to coordinate the presence of your staff, equipment and material, and the duration of work, with the flagger.
- Mark out the railroad area beforehand and let your staff know the procedures and communication protocol for working in this area.
- Conduct a meeting with your staff and flagger at the start of each work day and shift to ensure that operations are coordinated.
- Notify the flagger every time you're within the railroad area, and then proceed only when the flagger indicates it's safe to do so.
- Quickly clear the track any time the flagger tells you to do so.
- Everyone must know the warning signals that the flagger will use. Take advantage of the meetings to remind everyone of the meaning of each signal.
- No one should enter the work area if the railroad flagger and signal are not visible or if the signal is unclear.

[http://www.fisherassoc.com/articles/187/Railroad\\_Protocol\\_Working\\_with\\_a\\_rail\\_road\\_flagger\\_](http://www.fisherassoc.com/articles/187/Railroad_Protocol_Working_with_a_rail_road_flagger_)