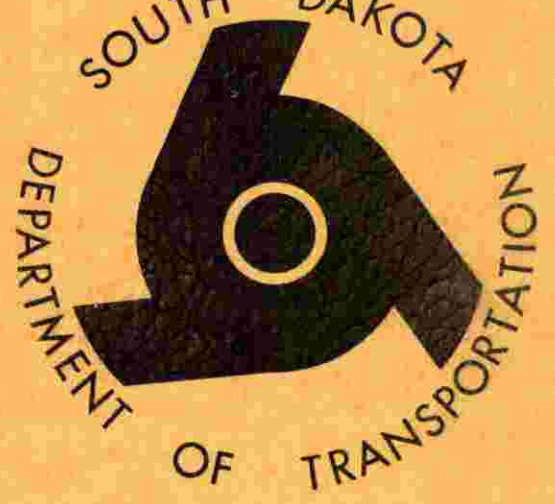
RAILPLAN

SOUTH DAKOTA



S.D. DEPT. OF TRANSPORTATION

VOL. I

MARCH 1978

BURLINGTON NORTHERN

EXECUTIVE DEPARTMENT

176 East Fifth Street
St. Paul, Minnesota 55101
Telephone (612) ~~xxxxxxxx~~
298-2726

June 9, 1978

Mr. Lloyd D. Wullweber
Rail Transportation Analyst
Division of Railroads
South Dakota Department of Transportation
Transportation Building
Pierre, South Dakota 57501

Dear Lloyd:

It was a pleasure to meet with you and the railroad commissioners in Sioux Falls on the 7th. I really mean that because the candor of people in South Dakota about the future of their rail service is most refreshing.

In looking over the Rail Plan which you sent a few weeks ago, I feel it is basically a good document, but I have several concerns. I note on pages 167 and 169, there is a reference to 42 trains a day currently being operated on our line through Edgemont, with a projection that this number will double. In fact, the numbers are far less. We are currently averaging about 26 trains a day on this line and predict the traffic will grow to about 33 trains a day by 1980. We find that erroneously high projections of train volumes are very harmful to us in our attempts to deal with communities along these lines. I would appreciate it very much if you could issue a correction to the Rail Plan and check with us before publicizing any more train frequency projections.

I was also concerned that Volume II still retains the consultant's language concerning our branch lines out of Sioux Falls. I object to the conclusion that the Yankton line is both profitable and viable for the future and the statement that the South Dakota DOT will oppose any abandonment application. I also object to the conclusion about the Hayti line to the effect that "a strong case can be made for continuing rail service." I realize that this is the language of the consultant and not the DOT, but I do not understand why you did not edit the consultant's work so that it would be consistent with your very excellent analysis in Volume I.

I have a request from Bob Stout of the AAR to ask states which have completed their rail plans to send him a copy. Would you please do so, at the following address:

Mr. Robert B. Stout
Manager-Rail Highway Programs
State-Rail Programs Division
Operations and Maintenance Department
Association of American Railroads
American Railroads Building
Washington, D. C. 20036

I am working on developing the data requested in Arnie Stenseth's April 21 letter and will send it to you as soon as we have finished our work.

Yours truly,

Allan R. Boyce
Assistant Vice President

RAILPLAN SOUTH DAKOTA

Submitted to the
FEDERAL RAILROAD ADMINISTRATION
U. S. DEPARTMENT OF TRANSPORTATION

This document is the official state Railroad Plan for the State of South Dakota. It was prepared by the South Dakota Department of Transportation, the Designated State Agency, and endorsed by Richard F. Kneip, Governor of the State of South Dakota.

SD Department of Transportation
Division of Railroads
Transportation Building
Pierre, South Dakota 57501

March 1978

300 copies of this document were printed at a cost of $5.08 per copy.

PREFACE

RAILPLAN SOUTH DAKOTA is the first endeavor to completely explore and document the state of the railroad industry in South Dakota. This Plan identifies the existing railroad network, identifies lines potentially subject to abandonment, identifies lines most important to the State because of their ability to meet statewide transportation goals and identifies possible alternatives available to solve rail problems.

RAILPLAN SOUTH DAKOTA was written for the following reasons:

1. South Dakota has a rail problem. Abandonments, poor condition of rail plant, numerous light density branch lines and the lack of sufficient year around guaranteed commodity movements all contribute to problems for the rail industry in South Dakota.

2. One of the key purposes of the RAILPLAN is to satisfy Federal rail planning requirements. Once this Plan is approved by the Federal Railroad Administration (FRA), South Dakota will qualify for Federal rail assistance under the Railroad Revitalization and Regulatory Reform Act of 1976 (4-R Act).

3. This Plan is necessary to identify rail needs in South Dakota and to guide the allocation of funds for the maintenance, improvement and preservation of those lines which are necessary for the movement of South Dakota's products.

4. This Plan will permit the South Dakota Department of Transportation (DOT) to coordinate transportation planning and project implementation on a multi-modal level.

5. This Plan is important in that it identifies rail lines on which continued service is recommended, thus inducing economic development through expanded or improved rail related facilities by rail users.

6. This Plan helps to inform the public of rail problems in South Dakota and alternatives available for solving transportation needs.

The 1978 South Dakota State Legislature passed timely legislation to aid rail lines. One bill allows the State and local users to cooperate in improving the physical condition of rail lines. This measure is very important in that it can be utilized in cooperation with federal funding obtained through the 4-R Act.

RAILPLAN SOUTH DAKOTA was accomplished under the direction of the South Dakota DOT, Division of Railroads, the designated state agency for rail planning. The Plan was funded by the FRA with funds made available through the 4-R Act.

The rail plan is designed to be a living, on-going and responsive plan subject to continual modification, updating and improvement depending upon additional information and changing conditions.

To aid in improving the Plan, comments and suggestions are welcome from those interested in South Dakota's railroads.

RAILPLAN SOUTH DAKOTA
TABLE OF CONTENTS

TABLES

FIGURES

CHAPTER I
INTRODUCTION

South Dakota was not densely built with rail lines like most of the states located to the east of it. The most concentrated building program took place in the Black Hills area where numerous narrow gauge lines were built to serve the feverous mining explorations during the late 1800's and early 1900's. This mining operation died down and the narrow gauge railroad lines have disappeared.

The dynamic westward race by the railroad companies to reach the west coast made the State of South Dakota look like a rock in the middle of a giant stream. Mainlines were built westward through Nebraska and North Dakota, around the State of South Dakota. Nearly all of western South Dakota was Indian Reservation at the time and the Federal Government prohibited railroads from crossing this land until the turn of the century. Railroads were built in this State, but they consisted mainly of Secondary main lines with numerous branch lines. These lines were left to support themselves with traffic originating and terminating on them as bridge traffic was very small or non existent on most lines.

South Dakota has yet to become densely populated or industralized like many of the eastern states. Today agriculture is the largest industry and there are fewer people living in the state now than recorded in the 1925 State census. The State suffered a severe blow by the devastating drought of the 1930's. The out migration of people was large and economic development was crippled. The State has been slow in recovering from this disaster. The western half of the state has historically been cattle grazing county and sparsely populated while the eastern half is dotted with small towns and consists of a diversified farming operation. During the steam days, the railroad served the majority of these small towns with partial car loads, mail service and enjoyed heavy outbound traffic during good crop production years. When the railroad discouraged and eliminated less than carload shipments, the small merchants along the way were forced to the highway for the transportation of their smaller than carload demand for goods. Today as the railroads are persuing unit train movements and the terminal markets are pushing for and favoring (rates) 100 ton covered hoppers, the small town businessman is again being forced to the highway to get his product to market and is facing higher transportation costs thus decreasing his competitive position.

Deferred maintenance, which has been practiced for many years by the railroad companies serving South Dakota, has dealt a severe blow to transportation in this state. Today we find many miles of light rail (56# to 72#) millions of rotted ties, ballast which has long been lost in the grade, and trestles which have been weakened with age. These conditions cause derailments, have caused speeds to drop sharpely, service to be irregular and slow, and prohibit the use of 100 ton covered hopper cars. Slow and irregular service has been stated by many as the reason for much of the shift of potential rail traffic from the rails to the highways.

This shift of transportation mode is of the utmost importance to the South Dakota Department of Transportation because most of the roads in the state are not structurally designed to safely accommodate a sudden influx, even a small one, of heavy truck traffic. Therefore, a significant increase in truck traffic will result in a noticeable need for increased highway maintenance and will ultimately necessitate the reconstruction of many South Dakota highways. Generally, communities on rail lines most likely to be abandoned are also on highways least capable of handling increased truck traffic. It is recognized that the State of South Dakota must have a sound, viable, multi-modal transportation system in order to satisfy our existing demands, to attract new industry to the state and to stimulate expansion of existing industry and commerce.

The abandonment of branch lines has been present in South Dakota for many years. This practice has affected South Dakota drastically in that about 30% of all railroad mileage ever constructed in this state has already been abandoned. Additionally, 51% of the existing miles of railroad have been designated by the railroads as in Category 1, 2 or 3 and are potentially subject to abandonment.

With large segments of track already approved for abandonment, with large segments of track potentially subject to abandonment and with its major railroads in perilous financial condition, South Dakota is justifiably concerned about the future role of its railroads.

Financial restrictions are a major issue. Many rail lines in South Dakota have deteriorated to the point where very large amount of money will be needed to rehabilitate them. We cannot expect to have quick rehabilitation with railroad funds because of the large amount of money needed and the fact that light density lines located in South Dakota are low on the railroads priority list for track upgrading and maintenance.

The State of South Dakota became actively concerned with the railroad problem in 1973 with the appointment of a task force to study the problem. The Division of Railroads within the South Dakota Department of Transportation was organized in 1975 to further study the problem and to find some solutions. The State of South Dakota, acting through the Division of Railroads, is endorsing this plan as the official Railroad Plan for the State. Lines listed under the Basic System, Category 1 and Category 2 are necessary for state-wide transportation needs or the abandonment of such would cause large social and economic losses to the state and its people. These lines should not be lost through abandonment if at all possible and have merit for financial assistance from whatever sources are available.

CHAPTER II

THE PLANNING PROCESS /1

The Analytical methodology employed by the South Dakota Department of Transportation for the development of the Statewide Rail Plan is documented in the following six (6) areas:

1. Identification of Rail related problems and issues
2. Identification of State criteria
3. Identification of Data
4. Development of Viability Assessment and Abandonment Impacts
5. Prioritization of Rail lines
6. Implementation

1. South Dakota railroads are unique to railroads in other states in many ways. First, there are no major classification yards, shops, terminals or other major capitol investments in the State with the exception that there is considerable activity on the Burlington Northern coal line through the extreme south-west corner of the state. Second, unlike the rest of the great plains states, South Dakota was denied a major transcontinental line until the Milwaukee Road was permitted to cross the Missouri River in 1905, many years after the first transcontinental railroad was completed. Third, the state lacks major north/south lines of interstate importance. Fourth, South Dakota lacks major industries and industrial centers (manufacturing and distribution) that rely on rail service. Raw materials such as grain, bentonite clay, pulpwood, coal, sand and gravel are mjor items hauled by rail in the state- - bulk materials that are carried at a lower rate than components and finished manufactured products. Fifth, the rail network in South Dakota consists of largely branch lines and lower volume secondary main lines and have been subjected to a deferred maintenance policy which has resulted in slower speeds on these lines today and the need for a complete rehabilitation of the lines. Sixth, 51% of the total statewide rail mileage has been designated by the railroads serving this state as in ICC Categories 1, 2 and 3, which means that they are in danger of being abandoned.

The following four (4) issues will be discussed in detail as they apply to South Dakotas rail network: (a) Drought, (b) Irrigation, (c) Passenger Service and (d) National Defense.

Drought is a fact of life which is constantly affecting the farming industry. The State has experienced such a situation in the years 1975 and 1976. Branch lines in South Dakota have been and will continue to become targets for abandonment as a consequence of drought. A significant drop in shipments along lines already marginal will meet the tests normally applied for approval of abandonment petitions.

The 1976 drought year severly crippled South Dakota's agriculture base. The extent of cattle sell-down, based upon the 1967-1974 average, was in the order of 40% statewide. Crop production in 1976 was even more severely reduced. The statewide average for major field crops was only one-third the 1967-1974 average. Depressed wheat and other grain prices contributed to the economic loss and in many instances the price returns were too meager to warrant the harvest of low yielding grain fields.

/1 Federal Directive § 266.15 (c) (1)

Some dangerous signs are beginning to appear which indicate that the effect of the drought are starting to have an impact on businesses. Some agriculture related retail sectors are beginning to show serious decreases. Farm implement sales declined 20% in the July-September quarter of 1976, after a 6¼% decrease the previous quarter. Total retail sales have also begun to decline in some counties that were hardest hit.

Another area of drought impact on business is the farm commodity transportation. The rail shipments of farm commodities originating in South Dakota declined 35% in 1975, with good indications that it dropped further in 1976. Although interstate truck shipment data is unavailable, it is safe to assume that the trucking industry also suffered a decline. In the case of railroads, decreasing revenues from farm commodities will no doubt increase the railroads desire to close branch lines.

There is currently an ardent pursuit by South Dakota farmers to maximize and guarantee a crop each season through the process of irrigation. The number of acres irrigated is increasing dramatically each year throughout the State with prospects excellent that this trend will continue for several years to come. This factor alone will guarantee greater crop production and more consistent year to year production which will increase the demand for transportation of farm products to market. Irrigated land also requires more fertilizer per acre which will create a transportation demand for inbound movements. There are some branch lines which are marginal today that could become viable operations in the future with this increased productivity through irrigation.

The State of South Dakota currently has no rail passenger service with the exception of two steam tourist operations. Rail passenger transportation does not appear to be a feasible alternative at this point in time due to the generally poor condition of much of the track and lack of demand for such service. The only areas which would be considered for such service today would be the Milwaukee Main Line through Aberdeen and one of the several routes connecting Sioux Falls to points east. Either route would probably not be economically feasible at this time. /1

Major efforts in planning for passenger service to this time have concentrated on a north-south, Minneapolis-Omaha (or Kansas City) route via Sioux Falls. By having big cities on either end, Sioux Falls would not be forced with the burden of filling a train by itself and direct connections with tourist oriented western trans-continental passenger trains would be possible. Such a service would lend itself well to connecting bus service to other South Dakota towns, thus bolstering sagging intra-state bus patronage.

National defense is an ever present issue. Some equipment and commodities necessary for our National defense cannot readily be transported by truck because of size and/or weight restrictions. There are certain lines which may have to be maintained or subsidized by the Federal government in the interest of National defense.

The US Department of Defense has issued a plan which lists rail lines necessary for national defense. The only segment touching South Dakota in that plan is the Burlington Northern main line through Edgemont. This will have no impact on the South Dakota rail network. It is felt that this designation is inadequate because a strategic air force base is located near

/1 Federal Directive § 266.15 (c)(2)(iii)

Rapid City and major cities in the State are National Guard bases including Sioux Falls which is an Air National Guard headquarters. The State of South Dakota would like to see the designation of a rail route connecting Rapid City to the designated National Defense system. This could be the Chicago and North Western line running south of Rapid City to a designated route as a minimum designation, or more preferably we would like to see one of the two rail lines running east out of Rapid City designated as a National defense route. Either of these lines would extend the entire width of the State and would connect with a designated route in Minnesota or Iowa. This plan would serve better the many facilities located in South Dakota.

2. The criteria identified in this section include State Policy and Goals, Multi-Modal planning and financial resources available for rail assistance.

The State Policy towards Railroads and Railroad Planning follows:

(a) South Dakota's recommended policy toward rail transportation can best be described as one of cooperation. Rail users, railroad companies, local governments and the State need to coordinate their efforts to solve transportation problems in this state.

(b) The South Dakota Department of Transportation will not openly appose all railroad abandonment applications, but will first consider the potential for the viable operation of the line, social and economic impacts caused by abandonment of a line, the determination of shipper and community interest in the effected area and other factors which may be unique to a given area or a given line.

(c) The South Dakota Department of Transportation will not advocate a subsidy for continued rail service unless it is for a short term in order to deter abandonment until other means of transportation are developed, to establish profitability of the line, or if it is found to be in the best interest of the State of South Dakota to foster such a program for a particular rail line.

The South Dakota Department of Transportation adheres to and conducts its operation with the following objectives:

1. To provide and maintain for the people of South Dakota an adequate, safe, efficient and economical transportation system for the movement of persons and goods.

2. To integrate the State's transportation system with that of neighboring states and with the national transportation system in order to facilitate interstate and nationwide travel, while at the same time giving consideration to state and local needs, desires and the social, economic, environmental and land use impacts.

3. To integrate the various modes of transportation in order that they might safely, efficiently, and economically supplement and complement each other in the movement of persons and goods.

Established, workable goals are necessary for the state rail planning process to outline courses of action and to define the desired future characteristics of the railroad system within the state of South Dakota. These GOALS are as follows:

1. To forster a rail transportation system that will dependably, efficiently, economically and profitably move South Dakota's agricultural, national resource and industrial production to market in a manner which will maintain and improve the competitive position of the State, its farmers and its industry.

2. To encourage and develop a rail system that will provide adequate, dependable service for all freight and passengers.

3. To promote increased use of rail service in those ways in which it is best suited.

4. To develop, in the rail system, flexibility and responsiveness to changing shipper requirements.

5. To develop, through multi-modal transportation arrangements, competitive transportation options for those communities which lose rail service.

6. To provide for the handling of unprofitable rail services where the loss of such service will cause severe economic or socio-economic hardship.

7. To promote financial stability and operational efficiency within the rail system serving South Dakota.

8. To develop, maintain and improve the institutional capability for implementing state railroad policy by legislation and funding.

Transportation planning and plan development must ultimately be on a multi-modal level because decisions in one area or mode can, and in many cases will, effect other modes. Although RAILPLAN South Dakota addresses only rail planning, this together with the Highway and Aeronautics Plans will provide South Dakota with comprehensive plans for all modes of transportation with which it is currently involved. Three (3) of the planned five (5) chapters of the Statewide Operations Plan have been completed to date. The remaining two (2) chapters are scheduled to be completed later this year and should be fully implemented by the time RAILPLAN is updated. The Operations Plan will integrate the planning processes of the modal divisions of the South Dakota Department of Transportation to insure intermodal planning and plan interaction. /1

The South Dakota DOT also operates under an approved Action Plan. The Plan outlines the process that the South Dakota DOT uses in planning and developing Federal-aid highway projects to insure that full consideration is given to social, economic and environmental (SEE) impacts which may result from its highway programs. The Action Plan also identifies organizational structures and assignments of responsibility, and details procedures for not only the identification of SEE effects, but also for obtaining and providing information on alternative courses of action in the planning, location and design phase of project development.

An additional feature of the South Dakota DOT which will insure coordination between modal planning and project interaction is the fact that all expenditures for transportation projects for all modes, must be approved by the South Dakota Board of Transportation.

/1 Federal Directive § 266.15 (c)(7)

3. The collection of pertinent data is necessary to be able to properly analyze and evaluate the statewide rail system in South Dakota and each rail line individually. Some basic data was collected to analyze the rail system on a statewide basis and is contained in Chapter IV, System Overview. This data consisted of identifying the rail system in the State as to its location and owning railroad company and to draft this information onto a statewide map. Freight traffic density characteristics in the form of Gross Ton per mile was collected for each rail line in South Dakota. The number of carloads by commodity type was collected for the state as a whole. Rail segments with clearance restrictions were calculated from the "Railway Line Clearances" publication. Rail lines classified as in ICC Categories 1, 2 and 3 were submitted by each railroad serving South Dakota. All of this information supplies a good overview of the rail industry in South Dakota.

Pertinent rail related data was collected on every rail segment in the state and is contained in Chapter V, Rail Line Inventory. The information shown for each segment include stations on each line, miles between stations, type of line, maximum weight limit, maximum speed limit, frequency of service, open agencies, yards, physical characteristics including rail weights, ballast information, steepest grade, sharpest curve and number of bridges and trestles. The majority of the above data originated form the railroads time tables and track charts. Information requested from each railroad company for all lines in South Dakota except main lines included number of cars originating and terminating on each line, revenue generated on each line, commodities originating and terminating on each line and train schedules. Highways serving the area and rail connections on each line is also identified. Also included in this line inventory is a summary of potential rail traffic as tabulated in the USD Impact Study which includes names and locations of grain elevators on each line, average bushels of grian sold from The area and estimated rail cars required for its movement, potential rail traffic for fertilizer and miscellaneous products and the total annual potential rail traffic. Other information was added as was pertinent to each rail line. The collection of this information was attempted for all rail lines in the State except certain main line information was not required. Because of the variation of information included in individual railroad companies time tables and track charts and because all data requested has not been received there will be certain omissions throughout this chapter. A part of the continuing planning process will be to fill in these voids and to update existing data.

The table following this line by line inventory lists TOFC/COFC locations by town. Following this is an explanation of substituted truck service which has been initiated in special areas where rail service was lost.

4. Those rail lines in South Dakota which were classified as in ICC Categories 1, 2 and 3 were designated as "Intensive Study Lines." Thirty-two (32) lines fell into these categories and totaled over 1,600 miles, which accounts for 51% of the total statewide mileage. After an intial analysis of these lines, it was determined to perform a "Viability Analysis" on twenty-five (25) of these thirty-two lines. Seven lines were omitted from this analysis as documented in Chapter VI. A summary of the Viability Analysis on the twenty-five lines is found in Chapter VI whereas the detailed analysis is found in RAILPLAN South Dakota, Volume II. This analysis addresses the following thirteen (13) areas of study for each rail line.

1. Freight traffic and characteristics of shippers including cars and tons transported by rail, number of elevators on the line with their capacity and other shippers located on the line.

2. Revenue and cost of rail service including profit or deficit of operation.

3. Condition of plant, equipment and facilities including an estimate for rehabilitation to Class 1, 2 and 3 and an estimate of accelerated maintenance cost.

4. Future freight service needs.

5. Effects of abandonment on State transportation needs.

6. Impacts of substituting alternate rail or other mode including economic impacts, environmental and energy issues and other impacts including job loss and out migration estimates.

7. Methods of achieving economics in line operations.

8. Effects on or by profitable carriers.

9. Potential for rail banking.

10. Future of line subsequent to federal assistance program.

11. Description of alternatives evaluated including cost benefit estimates.

12. Overall branchline assessments.

13. Relationship of decision to evaluation criteria.

Net operating costs calculated for Number 2 above are based on RSPO defined "Attributable Revenues" and "Avoidable Costs". These are strictly estimates as true costs are unknown.

Rehabilitation costs found in Number 3 above were computed using standarized quantities since physical inspections had not been performed. Detailed track inspections and updated rehabilitation calculations will be performed during the continuing planning phase.

The majority of the data used as input into Number 6 above was calculated by the University of South Dakota and made a part of the Railroad Impact and Potential Studies. This data includes calculations on personal income loss, sales loss, transportation cost, additional truck trips per day generated, additional gallons of fuel consumed by trucks and the number of jobs lost.

The benefit cost ratios calculated in Number 11 above were calculated using cost of discontinued rail service over the present value of continuing rail service, both with and without capital costs. When a ratio is substantially greater than one, a strong case can be made for continuing rail service on the basis of the social and economic benefits obtained.

5. Based upon all the data and analysis thus far performed, the thirty-two lines were grouped into one of four (4) priority groups. The impacts were measured against the State's goals and objectives and the lines were ranked in priority order in accordance with their contribution to achieving these goals and objectives. More explicitly, the following criteria was employed:

1. Viability of the line.
2. Necessary connection for statewide system.
3. Shipper interest.
4. Effects on Abandonment.
    a. Large social and economic impacts.
    b. Number of people effected.
    c. Additional travel-distance factor.
    d. Additional truck traffic generated.
5. Service to known fossil fuel deposits.

South Dakota's statewide priority classification of rail lines consists of the following five (5) parts as documented in Chapter VII.

1. Basic System - contains rail lines classified in ICC Category 5.
2. First Priority - Rail lines designated as in ICC Category 1, 2 or 3 which are most important to the statewide transportation network because of their contribution to achieving transportation goals and objectives.
3. Second Priority - Contain lines which have met several of the criteria and are feeder lines which help support the Basic System and First Priority lines.
4. Third Priority - lines recommended for rail banking if abandonment of the facility is approved by the ICC.
5. Fourth Priority - Rail lines of lesser importance to statewide transportation needs.

The above list of rail lines serves as the basis for determining priority of projects for rail service continuation assistance.

These procedures allow for all lines to be considered for continuation assistance and therefore satisfy the equitable distribution criteria of the regulations.

The South Dakota Department of Transportation, Division of Railroads was directed with the responsibility of preparing RAILPLAN South Dakota. An organization chart of the DOT can be found on the following page. Directly following this chart is a flow chart of activity which was used as the guide by the Division of Railroads for the development of RAILPLAN.

The Railroad Impact and Potential Studies as identified on this flow chart, along with the transportation users questionaire was performed by the Univeristy of South Dakota, Business Research Bureau. This was done under contract with the Division of Railroads. Some of the data and information obtained from these studies is contained in Chapter V, Rail Line Inventory and also in Volume II where the Intensive Study lines were analyzed for viability.

The analysis of the Intensive Study Lines as shown on the flow chart was performed by use of data and information from many sources. One of the major inputs was the viability analysis of these lines which was done by a consulting firm under contract with the Division of Railroads. Volume II was prepared by this consulting firm and contains this viability analysis.

The documentation of the multi-modal planning process as identified on the flow chart is being developed within the DOT.

The Railroad Advisory Commission was very instrumental in securing and providing public input and also supplied other urgently needed input into the prioritization of the rail lines.

The remaining data collection and analysis functions alluded to on the flow chart were performed by the Division of Railroads. The Division of Railroads was also responsible for pulling together all of the data and information, organizing it into meaningful form, constructing graphics, writing this report, conducting public hearings on the plan, and finally making final corrections for submittal to the Federal Railroad Administration.

The 1978 State Legislature passed two very important pieces of legislation in relation to railroads in South Dakota. These two bills were necessary to implement this RAILPLAN and are the mechanisms whereby the State and local units of government can invest monies into rail facilities to cooperate in a rehabilitation program for continued rail service.

The first of these two bills is similar to the "Iowa Plan". This sets the mechanism whereby the State of South Dakota can invest its monies in a cooperative rehabilitation program whereby the State, shippers and the railroad each share 1/3 of the cost incurred in rehabilitating a line.

The second bill makes it legal for local units of government to form bonding districts whereby they can raise money. This enables them to either share in the "Iowa Type Plan" or to enter into a project on their own to retain rail service or some form of substitute transportation service.

The passage of both of these pieces of legislation was indeed very necessary and timely in light of South Dakota's rail problems.

The planning process described previously in this chapter (Chapter II, Planning Process) conforms closely to that process outlined in the Planning Work Statement dated December 8, 1976.which was approved by the FRA. The following three (3) areas are the major deviations from that proposal:

1. Initially the State of South Dakota proposed to analyze intensive study lines to determine the condition of each line, the historical maintenance performed and the salvage value of each line. After we were well into the planning process and we determined the larger than expected number of intensive study lines it was decided that this would be too costly a venture for the initial rail plan. Also it was determined at this stage that many lines would be abandoned and the gathering of this extra data would be wasted time and money. It was determined to estimate rehabilitation and accelerated maintenance expenses on these lines instead. This would give estimates for continued rail service. More accurate and detailed data would be gathered as projects were selected.

2. Initially, the State of South Dakota proposed to determine the physical condition of the existing highway facilities in the state and determine their ability to safely and efficiently support additional truck traffic necessary to transport the goods required of the area affected by rail service curtailment. After an initial investigation into this area, it was found to be impossible to perform this detailed analysis on the large number of roads affected in the time frame outlined. This was determined to be a very complex issue and would require considerable manpower to perform this task. A study of this nature is proposed for the continuing planning process and is documented in Chapter VIII of this report as a recommendation for futher study.

3. The format of RAILPLAN was changed slightly over that proposed in the Planning Work Statement. The original format seemed awkward and irrational as the analysis was being performed and as the chapters were being structured. This revised format seemed to present the plan much better and be easier to follow even though it does not follow the same format as Federal Regulations outlined for contents of a state rail plan.

FIGURE 1
ORGANIZATIONAL CHART

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

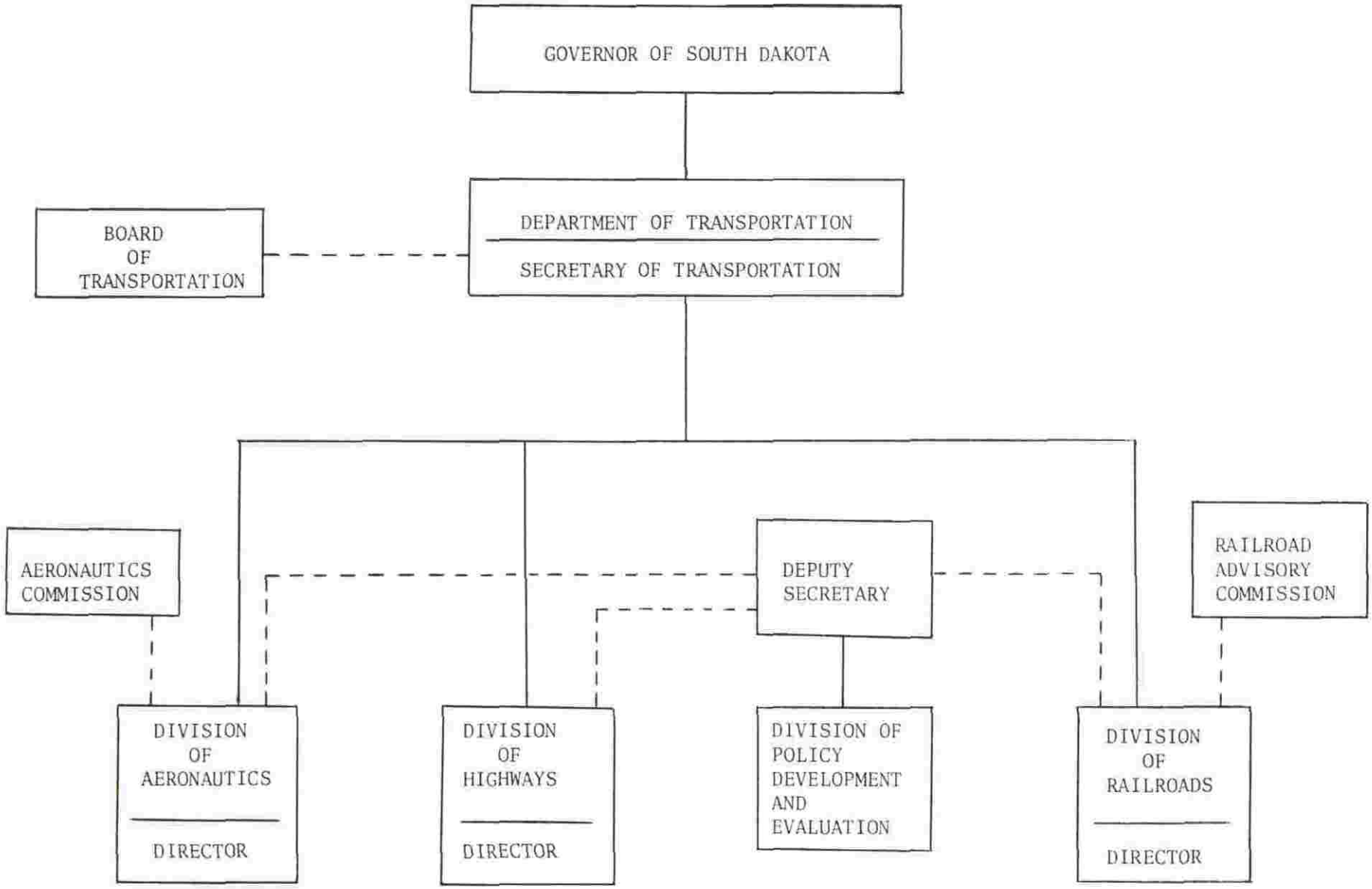
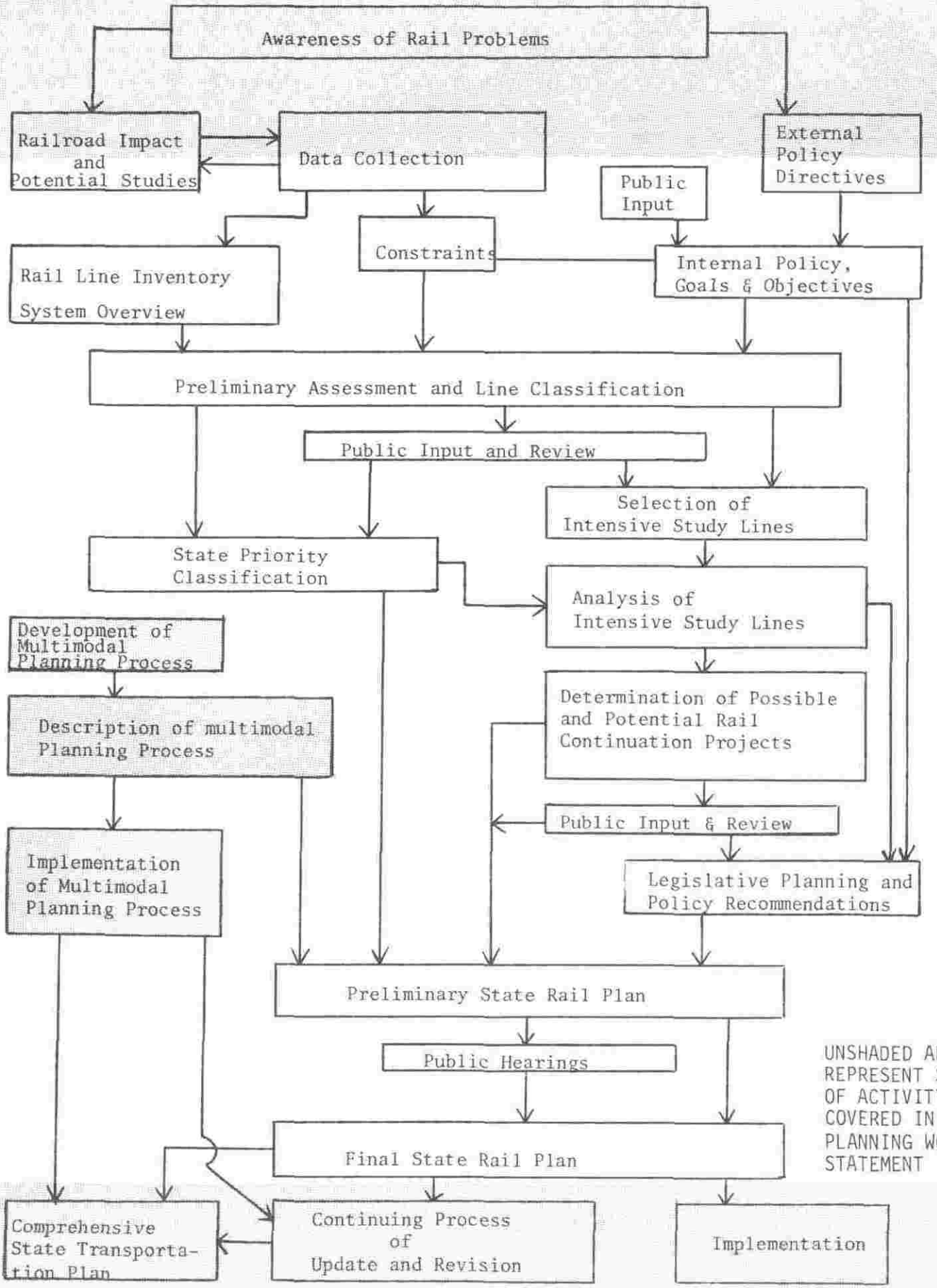


FIGURE 2
FLOW CHART OF ACTIVITIES



CHAPTER III
PARTICIPATION IN THE PLANNING PROCESS /1

Rail planning in South Dakota grew out of public awareness of the rail crisis in this state and the public's desire to solve the transportation problems developing. Because of threats of an increasing number of abandonments and the general deterioration of the statewide rail network and service, a Railroad Seminar was held in Sioux Falls in September 1973. This seminar was the first head to head confrontation of the various viewpoints and included inputs from State Agencies, Railroads, farm organizations, shippers, citizens and congressional representatives. This seminar had extensive news coverage which portrayed the issues and problems to a larger number of South Dakota citizens. As a result of this seminar and the public's desire to do something, a Railroad Policy Task Force was appointed by Governor Kneip in October 1973.

The Task Force was made up of 19 members of a good mixture of people who were interested in South Dakota rail transportation. This committee met frequently the following year and proved to be a working committee. They set the initial direction for rail planning and as a result pertinent data was collected, legislation was written, rail abandonment inpacts were studied and the public was brought into the planning process.

The Task Force held many of their meetings at different locations throughout the State to reach as many people as possible. They also met with citizens and other interested parties in areas where abandonment applications were filed or there appeared to be a rail problem. These meetings were instrumental in getting shippers organized and to oppose the abandonment if they were interested in retaining rail service. The shippers on some lines did not organize and did not oppose the abandonment of the line serving their area. Other areas saw great support for continued rail service and opposition to the rail abandonment.

The Task Force approved legislation to create a Division of Railroads within the South Dakota Department of Transportation with the Task Force serving in an advisory capacity. This was adopted by the 1975 legislature and the Division was created on July 1, 1975.

The following year the Task Force again met in towns throughout the State and met with concerned citizens, Planning and Development District Directors and their staff, railroad representatives, State agencies including personnel from Game, Fish and Parks Department and Agriculture Department, Rail Users Association, interested and concerned shippers and others.

The Task Force was instrumental in getting people aware of the rail problems in South Dakota, helping shippers get organized, writing and introducing pertinent legislation, creating the Division of Railroads, hiring consultants to perform work pertinent to rail planning, and generally were the major means whereby public input was injected into the planning process.

/1 Federal Directive § 266.15 (c)(6)

The Task Force was replaced on July 1, 1977 with a 5 member Railroad Advisory Commission. This commission is made up of people with varied background in rail transportation and come from different areas of the State so as to be representatives for all people of South Dakota. This Commission serves as an advisory committee to the Division of Railroads. There have been several meetings with this Commission and citizens throughout the State since their appointment and further citizen input has been obtained.

The State of South Dakota is divided into six (6) Planning and Development Districts. They range in physical size greatly, but were formed into areas which have similar population and physical characteristics. They are headed by a Director and serve county government and municipalities, therefore, they are responsive to all citizens in each multi-county area.

A Planning Work Statement was submitted to each Planning and Development District and the State Planning Bureau for A-95 review. Comments were addressed and included in the Planning Work Statement prior to submittal to FRA for their review and comment. RAILPLAN South Dakota followed the same A-95 review and comment procedure.

There have been several meetings between the Divison of Railroads staff and the Planning and Development Districts staff during the development of the plan. There has also been correspondence which was aimed at keeping the Districts informed. All Planning and Development Districts were represented at the public meetings which were held throughout the state on the RAILPLAN. There will continue to be close contact and interaction during the continuing planning phase of rail planning.

When the planning process reached the point of intensive involvement and large data collection activity requirements, a meeting was held in Pierre at which time representatives of the three (3) largest carriers serving South Dakota were in attendance. At this meeting the concept of the State Rail Classification was discussed and an agreement was reached on what material and data the railroad companies would supply for the State Rail planning process. The railroad companies were given a copy of the Planning Work Statement for review and comment.

A later meeting was held in Sioux Falls at which time the State Priority Classification system showing line priorities was illustrated and explained. a draft copy of the RAILPLAN was given to those present (the 3 largest carriers in South Dakota) plus Executive Summaries were sent to those not in attendance.

Some railroad officials were in attendance at our public hearing at which time they offered testimony and other comments.

Rail labor was represented at several of the meetings held throughout the State.

Rail union representation may not have been as extensive as desired, but possibly some members were in attendance at the public meetings and were not recorded. A representative of the UTU served on the Task Force and has been in close contact with the Division of Railroads after the Task Force was dissolved for further valuable input into the planning process.

A statewide Rail Users Association has been formed in South Dakota and is currently in the process of growing. This Association has subdivided to form "local chapters" to better represent individual branch lines as well as to provide input into the statewide association. This organization has been well informed of the rail planning process and has offered valuable local input into the statewide Railplan. Members of this group were well attended at all the public meetings on the plan. This association will continue to be a deciding factor in providing shipper and citizen input into the continuing planning process, plan update and project implementation.

Various State Departments or Agencies have also provided input into the planning process and plan development and will continue in this roll in the future.

The Board of Transportation has final authority on all expenditures of the Department of Transportation. This means that any money committed by the Division of Railroads will have to have the Boards approval. This 5 member Board represents separate areas of the state and are responsive to the people in their area.

The Division of Railroads has had close association with the Policy Development and Evaluation Division of the DOT. This division is currently working on the multi-modal approach to transportation planning and are very concerned and involved in the rail plan and planning as related to the statewide highway network.

A representative of the State Agriculture Department was a member of the Task Force. Because agriculture is South Dakotas largest industry, this Department will continue to be informed and will provide pertinent input.

The State Game, Fish and Parks Department has had involvement into the planning process in the past and will be a party to the continuing planning process. This agencies major concern is future recreational areas utilizing abandoned or rail banked railroad right-of-way. Some areas of right of way may be preserved through this agencies action.

The State Public Utilities Commission is the State Agency which is responsible for rate regulation and holds the legal power for abandonment proceedings. We have and will continue to closely coordinate our planning efforts with this Commission.

The Division of Railroads has investigated the nature and amount of natural resources currently utilized and also reserves not currently in production. The State Departments of Energy and Natural Resources will continue to be a party to the planning process along with State agencies responsible for industrial development and expansion.

The State Planning Bureau will continue to have input through the A-95 review process in plan updates.

The general public has been informed of the planning process and railroad issues,problems and plans through many sources. As major milestones are reached or as major development occurs, the State DOT has issued news releases which are carried by the major newspapers of this state. Also, on our mailing list are organizations such as the Farmers Union, Rural Electric Association, South Dakota Wheat Growers Association and others which have newsletters with large circulations. The Task Force, Railroad Users Association and Rail Advisory Commission have been instrumental in getting public involvement and input. With the rail issue being critical in this state, the local news media have been very eager to picking up and stressing rail related issues of national magnitude from FRA, Railroad companies and others.

As a result of Seminars, meetings and "Specials" there have been three TV shows with statewide coverage which have been instrumental in presenting rail issues, problems and possible solutions in South Dakota.

Staff of the Division of Railroads have made several public appearances throughout the state for various groups and organizations to inform the public and solicit public input into the planning process.

The largest minority group in South Dakota is the American Indian. There are certain rail lines which penetrate their designated reservation land. Special invitations were sent to the Tribal Chairman of each reservation to secure their input and comment on the RAILPLAN. It was hoped to identify any special transportation needs that they may have. No input was received from them and no special transportation needs were identified. The reservations are agriculture in nature with some light industry identified. A shipper questionaire distributed also did not identify any special transportation demands unique to this minority group.

The mechanism employed for securing final citizen and other input into the plan has been a series of 9 public meetings held throughout the State and one public hearing held in Pierre. The meetings were advertised through the news media as well as special invitations were sent to numerous organizations, individuals and States. Many of the agencies promoted these meetings through newsletters, local news media, and meetings. Some of the special notices were sent to Tribal Chairman of each Indian Reservation in South Dakota, Rail Users Association, Farmers Union, SD Wheat Growers Assoc., Planning and Development Districts, Neighboring States, Congressional representatives and others.

Meetings were held in all towns with 10,000 people or more with the exception of Brookings. Also meetings were held in towns with less than 10,000 people which have rail transportation problems. A meeting was not held in Brookings because it does not have a rail problem and because it is located close to towns where meetings were scheduled which have problems. The population of the towns represent approximately 1/3 of the statewide population plus the distribution of the meeting sites was such that the vast majority of the citizens had a relatively short driving distance to attend one or more meetings.

The 10 meetings held throughout the state were to present RAILPLAN including the line priorities to the public for review and comment. The staff and the Railroad Advisory Commission met following the final meeting and discussed the comments, conversations and testimony brought out at these meetings. There was incorporated as many suggested changes as was thought warranted and advisable due to the testimony given. The following are staff comments in response to these meetings.

In past years, the general mood of the South Dakota people toward railroads has been one of antagonism. People have been, for the most part, mad. They were mad because passenger trains left, mad because depots were closed, mad because service was poor, and mad because of receiving cars not fit to load. The bulk of the traffic shifted to highways and many people took the attitude that they would no longer consider or utilize railroads. They were trying to retaliate for various gripes, many of which were legitimate. People came to distrust railroads and hence the apathy towards abandonment prospects. Many people simply did not believe that South Dakota branch lines would ever disappear.

One obvious impression was that people in attendance were interested in retaining rail service. They stressed that increased railroad usage would result if service and facilities were improved. Of particular importance is the fact that these same people were located on lines prioritized as 1 and 2 by the Division of Railroads. They generally agreed with the Division's priorities, realizing that all lines cannot be saved. In fact, several comments were received that complimented the business-like approach taken in developing a statewide rail system to be retained.

Very little opposition regarding the line prioritization was expressed. It appears that people on priority 3 and 4 lines do not care if rail service is there or not. Following are some comments which were negative remarks concerning the line prioritization: 1/ The only shipper on the Keystone branch would like to see continued service. 2/ A representative from Irene felt that the Sioux Falls-Yankton line was a better candidate than others in the region for high priority as he understood it to be currently operating more profitably and not under serious consideration for abandonment. 3/ It was recommended at two meetings that the Cherokee-Sioux Falls line be studied further because of the fast service to Chicago. 4/ It was mentioned by one individual that either the Madison-Bryant or Sioux Falls-Hayti branch be preserved as a north-south route in that region. After the meeting it was recommended to rail bank the Madison to Lake Preston part of the Madison to Bryant line to preserve the north-south corridor for possible future use. 5/ It was suggested that the Woonsocket to Wessington Springs line be made a priority 1 line. 6/ The Rail Users expressed the desire to retain service in the corridor between Sioux Falls and Mitchell, two of South Dakotas largest cities. It was recommended by the Railroad Advisory Commission that the corridor be retained through rail banking. Many of the other comments on line prioritization were favorable and supported the attitude "let's get together and save those lines that are important and that are being used."

Additional comments that cropped up in several locations included: 1/ We should investigate the merits of rail banking. Some lines are not currently capable of becoming viable but they might be more promising in the future (e.g. Trail City-Faith line). Once the line is abandoned and right-of-way is dispersed and sold, it is gone forever. The Commission did take a look at rail banking possibilities and listed as Category 3 those lines or parts of lines which the land should be retained for possible future transportation use. 2/ Many people are cognizant of the ever increasing energy crunch and recognize the possible future advantages of the railroad as an energy efficient mode that should be strengthened and safe-guarded. 3/ Railroads are subject to Federal regulations and union rules that prevent imaginative and innovative business practices. These must be made more lenient in order for railroads to operate profitably on even those lines that are in good physical condition. 4/ Shippers are concerned that after rehabilitation is accomplished, railroad service may still be irregular and subject to car shortages. Some plan or guarantee in this regard should be secured before money is used to upgrade a line. 5/ Shippers are very concerned with the rail car condition that they are being supplied with. Many have to be rejected because of poor condition and inability to hold their grain. Others are in bad shape and take too long and too much money through materials to secure the car for loading. The shippers would like to see some sort of guarantee that "good" cars will be supplied them if they expend monies for improved facilities. 6/ It was questioned several times, do we need two lines extending across the state east-west to serve Rapid City? One major function of a rail system and one of our goals is to promote and maintain a system (rail network) which is needed to move those products which it is best suited. Rail is competitive with trucks for efficiency on short hauls of a few cars, but is much more efficient over long distances with heavy or numerous cars. With this in mind, we find the two long routes serving Rapid City much more valuable to retain than many shorter lines in a denser network due to the length of haul from farm to market. An integrated transportation network utilizing truck transport for short hauls and rail transportation for the longer hauls is the desirable arrangement. It is also desireable to maintain rail service to the Missouri River where considerable potential exists for future water-industrial usage. 7/ One railroad company suggested that we should not have started with their designations (ICC Category 5) as the basic network in our prioritization. They may be right at this point in time, but much has happened since rail planning began, and at the onset it was a convenient place to start. With 51% of the rail mileage potentially subject to abandonment it was determined to concentrate our efforts on these lines and to study those 49% in greater detail during the continuing planning process.

Railroad legislation introduced this year received broad support. It appears that, if enacted, the regional bonding authority and "Iowa Plan" would be actively participated in by people involved with priority 1 and 2 lines. Some concern was expressed over the fact that, under the South Dakota version of the "Iowa Plan", monies appropriated but not used during the year would revert to the general fund rather than be retained in a revolving fund. Reliance on money being appropriated each year may hamper the sequence of projects necessary for achievement of long range goals.

To sum up, lines in priorities 1 and 2, do have knowledgeable and concerned public, in general. They realize the dilemma and urgency of the situation and are starting to cooperate with the railroads in hopes of arriving at solutions. Shipping grain to northwest coast markets, involvement in South Dakota Rail User's Association, and testimony in behalf of Milwaukee Road at the FRA meeting in Chicago on January 18, 19 are promising indicators of cooperation and concern. The Milwaukee Road's filing of bankruptcy has emphasized that many claims by railroads of inability to help themselves and continue operations without assistance are, in fact, true. People are receptive to the idea that not all lines can or should be saved. They realize the importance of a RAILPLAN to provide a statewide rail system on a selective basis and not waste effort and resources on lines that our losers. Because little opposition was raised by line priority 3 and 4 representatives, we must conclude that they are in concurrence with the Division's plan or apathetic and unwilling to fight for retention of those lines.

If we are correct in our impressions, there is some hope of following RAILPLAN SOUTH DAKOTA and developing a dependable, viable state rail system. as help must come at the state and local level to solve our state's problem. In general, interest and involvement is being generated in the areas where the Division of Railroads feels it must. At the same time, it must be pointed out, there must be more active support than indicated by the number of people in attendance at the meetings. Before any projects can be initiated, there will have to be more people willing to share in the responsibility.

CHAPTER IV

SYSTEM OVERVIEW

The railroad system in South Dakota, which at one time totaled 4,420 miles, has dwindled to a 3,181 mile system (Jan.1978). In may 1977 the railroads companies collectively classified over 50% of the miles of track in South Dakota as in ICC categories 1, 2, and 3 - that they are currently pending abandonment proceedings or that they may be filed for abandonment within the upcoming few years. Of this total 525.2 miles were classified as category 1, 858.2 miles as category 2, 135.0 miles have been approved for abandonment (category 3 at the time of designation), 188.5 miles have been approved for abandonment but are not final as of this date (category 3 at the time of designation) and 11.9 miles are currently pending an ICC decision (currently category 3).

Over 80% of the current mileage is operated by two companies, the Milwaukee Road with 48% and the Chicago & North Western with 34% of the total mileage. Burlington Northern, Soo Line and Illinois Central Gulf Railroad companies account for the remainder of the mileage.

Total gross revenues for all of these companies operations in South Dakota amounted to a little over $56 million in 1976 with about all of this originating from freight charges.

Carloads of commodities originating and terminating in South Dakota totaled 97,230 in 1976, down from 128,776 in 1973. A large part of this decrease is attributable by the drought which occurred in 1975 and 1976. The number of cars originating in the state far out numbered those terminating at one time, but this picture has gradually changed so that the two movements are nearly equal today. This is reflective of the fact that much of the exported grain is currently being transported by truck to the terminal markets located outside of South Dakotas borders.

Farm products which accounted for 38% of the total rail movement in 1973 had decreased to only 18% in 1976. Coal imports skyrocketed from 5% of the traffic in 1973 to 29% in 1976. Most of the other commodities transported remained fairly stable over the four year period 1973 - 1976. Non-metalic minerals, stone and clay, and primary metal products accounted for an additional 28% of the total rail traffic in 1973.

According to the 1972 1% Waybill Sample, 83% of the total rail movement was interstate in nature with only 17% originating and terminating in South Dakota. Non-metalic minerals accounted for 73% of the intrastate carloads with clay, concrete and stone products accounting for an additional 21% of the carloads. Carloads destined for the states of Minnesota, Iowa, Wisconsin and Nebraska accounted for 59% of the total outbound movement. Cars originating in Wyoming, Iowa, Minnesota and Illinois accounted for 50% of the inbound traffic.

South Dakota does not have any severe clearance restrictions on its rail lines. Only one line, the Illinois Central Gulf line from Cherokee, Iowa to Sioux Falls, South Dakota does not meet the dimensions of the AAR Equipment Diagram Plates "B" And "C".

South Dakota has only one major military installation, that being Ellsworth Air Force Base located near Rapid City. This base has rail service, but it is not used extensively. The major commodity used at the base which has rail potential is jet fuel, which is currently not transported by rail. Several other towns in South Dakota are the sites of National Guard units. The National Guard historically has not used rail facilities to a great extent except for the Air National Guard headquarters located at Sioux Falls which transport jet fuel by rail to its base.

There are technically six (6) rail segments which are currently eligible for rail assistance under Section 5 of the 4-R Act. Of these, only part of one line is recommended for rail service continuation assistance. This line is identified as the Parker to Hawarden, Iowa part of the C & NW Wren, Iowa to Irquois, SD rail line. The six (6) lines in question are identified in a latter part of this Chapter.

Other assistance may be recommended in the Plan update in the form of "Substitute Service Assistance." These are discussed in greater detail in Chapter VII.

TABLE 1

RAILROAD MILES OPERATED

SYSTEM AND SOUTH DAKOTA TOTALS

RAILROAD	TOTAL SYSTEM MILES - 1976	CURRENT SOUTH DAKOTA MILES	% SD MILES OF SYSTEM
Milwaukee Road	10,074	1,582.5	16%
Chicago & North Western	9,977	995.6	10%
Burlington Northern	22,670	522.1	2%
Soo Line	4,590	66.3	1%
Illinois Central Gulf	9,159	14.9	0%
TOTAL	56,470	3,181.4	6%

OFFICIAL RAILROAD MAP
SOUTH DAKOTA

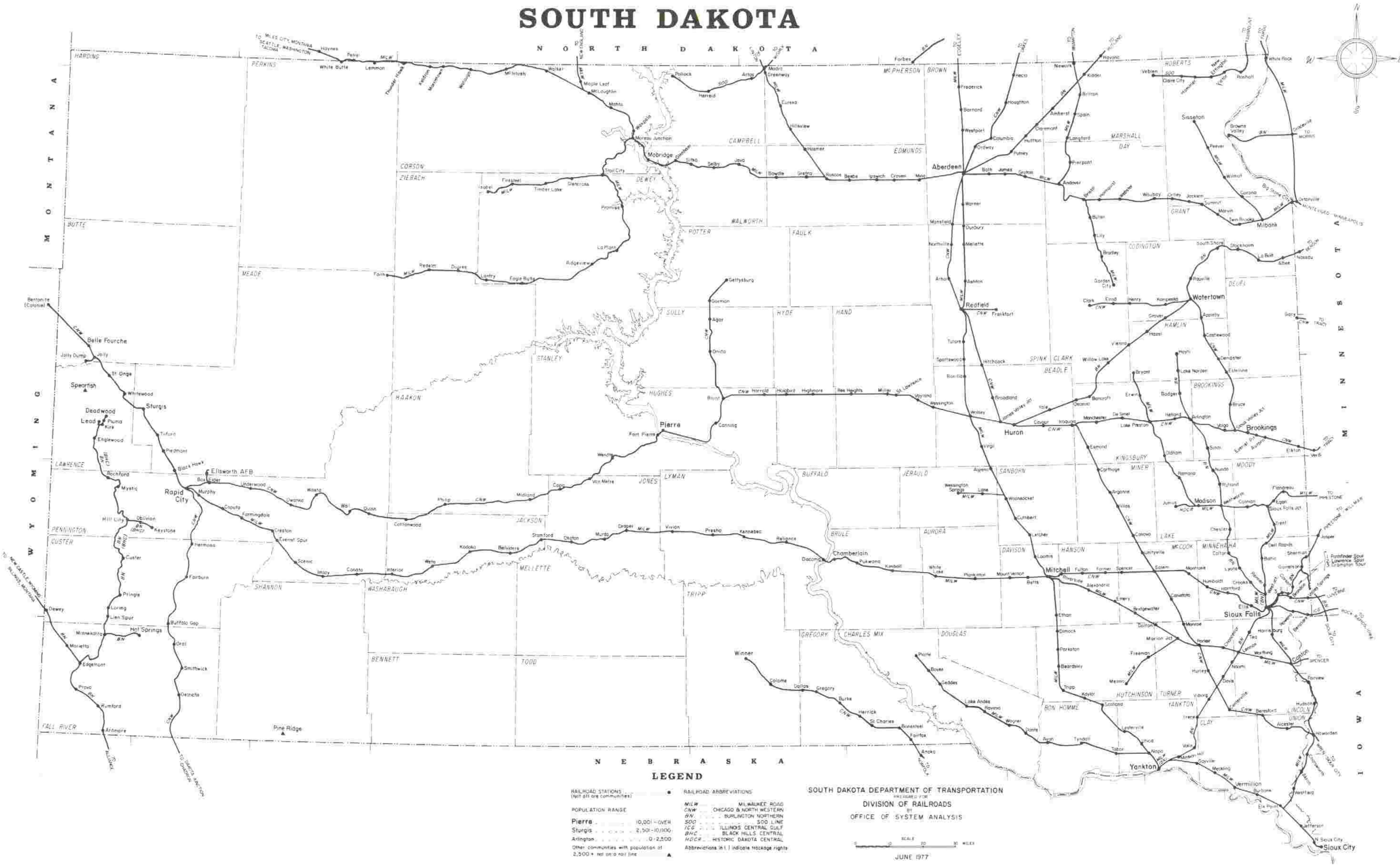


TABLE 2

GROSS REVENUE FOR RAILROAD OPERATIONS IN SOUTH DAKOTA BY ORIGIN OF REVENUE

	1974	1975	1976
CHICAGO & NORTH WESTERN			
Freight	$12,113,595	$11,665,642	$12,172,000
Switching	203,372	178,201	197,000
Misc.	8,628	(14,328)	64,000
Total	$12,325,595	$11,829,515	$12,433,000
MILWAUKEE ROAD			
Freight	$27,574,000	$28,434,000	$31,897,000
Mail Services	51,000	---	---
Switching	37,000	26,000	42,000
Misc.	49,000	47,000	43,000
Total	$27,711,000	$28,507,000	$31,982,000
BURLINGTON NORTHERN			
Freight	$ 8,721,645	$ 9,749,000	$11,643,000
Passengers	232	---	---
Mail Services	1,356	---	---
Switching	61,943	83,000	63,000
Misc.	19,177	18,000	39,000
Total	$ 8,804,353	$ 9,850,000	$11,745,000
SOO LINE			
Freight	$ 73,450	$ 61,354	$ 49,203
Misc.	129	229	160
Total	$ 73,579	$ 61,583	$ 49,363
ILLINOIS CENTRAL GULF			
Freight	$ 58,345	$ 51,157	$ 58,000
Switching	9,507	9,618	13,000
Misc.	25,040	10,721	10,000
Total	$ 92,892	$ 71,496	$ 81,000
STATE TOTAL			
Freight	$48,541,035	$49,961,153	$55,819,203
Passengers	232	---	---
Mail Services	52,356	---	---
Switching	311,822	296,819	315,000
Misc.	101,974	61,622	156,160
Total	$49,007,419	$50,319,594	$56,290,363

NOTE: Entries of a contrary character indicated by parenthesis.
These figures are mileage pro rate revenue and not station revenue.

Source: Annual reports of the Railroads to the Interstate Commerce Commission.

TABLE 3

NUMBER OF CARLOADS OF COMMODITIES ORIGINATING AND TERMINATING IN SOUTH DAKOTA

		1973	1974	1975	1976
Milwaukee Road					
Originating		29,360	27,360	17,951	13,032
Terminating		14,174	12,773	26,492	30,861
	Total	43,534	40,133	44,443	43,893
Chicago and North Western					
Originating		39,203	35,389	25,198	21,316
Terminating		17,045	15,829	13,352	11,679
	Total	56,248	51,218	38,550	32,995
Burlington Northern					
Originating		10,834	8,977	6,589	5,781
Terminating		10,877	10,419	9,095	9,900
	Total	21,711	19,396	15,684	15,681
Soo Line					
Originating		3,453	2,528	1,954	1,290
Terminating		211	95	106	106
	Total	3,664	2,623	2,060	1,396
Illinois Central Gulf					
Originating		1,816	3,625	2,316	1,891
Terminating		1,803	2,389	1,803	1,374
	Total	3,619	6,014	4,119	3,265
Total All Companies					
Originating		84,666	77,879	54,008	43,310
Terminating		44,110	41,505	50,848	53,920
	Total	128,776	119,384	104,856	97,230

Source: Annual Reports of the Railroads to the Interstate Commerce Commission.

TABLE 4

TOTAL NUMBER OF CARLOADS OF COMMODITIES ORIGINATING

AND TERMINATING IN SOUTH DAKOTA - ALL RAILROADS

CODE NO	COMMODITY	1973	1974	1975	1976
01	Farm Products	49,231	43,110	28,039	17,307
08	Forest Products	1	----	----	----
09	Fish & Marine Products	18	9	2	----
10	Metallic Ores	22	12	2	1
11	Coal	6,105	6,400	23,162	28,000
13	Crude Petroleum & Others	----	----	----	----
14	Non-Metallic Minerals	19,147	14,060	8,750	7,884
19	Ordnance & Acces	78	30	15	16
20	Food & Kindred Products	11,761	13,019	10,043	9,305
21	Tobacco Products	8	8	12	17
22	Basic Textiles	43	64	65	79
23	Other Textiles	3	25	5	10
24	Lumber & Wood Products	7,078	6,934	5,792	7,025
25	Furniture	608	649	480	422
26	Pulp, Paper & Others	1,320	1,435	1,155	1,441
27	Printed Matter	2	2	1	4
28	Chemicals & Allied Products	4,862	4,701	4,041	3,074
29	Petroleum & Coal Products	3,398	2,174	1,601	1,494
30	Rubber & Misc.	412	361	273	342
31	Leather & Related Products	----	----	45	25
32	Stone, Clay & Others	15,251	16,586	14,753	14,458
33	Primary Metal	1,567	1,399	919	818
34	Fabr. Metal Products	1,933	1,343	630	637
35	Machinery	1,348	1,493	1,428	1,110
36	Electrical Machinery	468	564	220	203
37	Transportation Equipment	452	420	264	231
38	Instruments & Others	----	----	4	6
39	Misc. Products	52	49	31	22
40	Waste & Scrap Metal	1,236	1,617	839	1,287
41	Misc. Freight Shipments	143	197	76	44
42	Containers & Others	317	292	154	123
44	Freight Forwarder Traffic	145	75	274	111
45	Shipper Assoc.	110	217	205	312
46	Misc. Mixed Shipments	1,657	2,139	1,576	1,422
	GRAND TOTAL	128,776	119,384	104,856	97,230

Source: Annual Reports of the Railroads to the Interstate Commerce Commission.

TABLE 5
RAIL FREIGHT CHARACTERISTICS
AND DESTINATIONS

The following data is based upon the 1972 1% Waybill Sample of South Dakota originating and terminating rail freight carloads.

55,800	- number of outbound carloads
23,800	- number of inbound carloads
79,600	Total Interstate carloads = 83% of total
15,900	- Total intrastate carloads = 17% of total
95,500	Total rail trarric

3,048,800	- Tons outbound
1,113,600	- Tons inbound
4,162,400	Tons total interstate = 80% of total
1,048,700	- Tons total intrastate = 20% of total
5,211,100	Total tons moved by rail

Intrastate number of carloads

11,600	- non-metalic minerals
3,400	- clay, concrete or stone products
900	- Other products
15,900	Total

Outbound number of carloads (rail traffic)

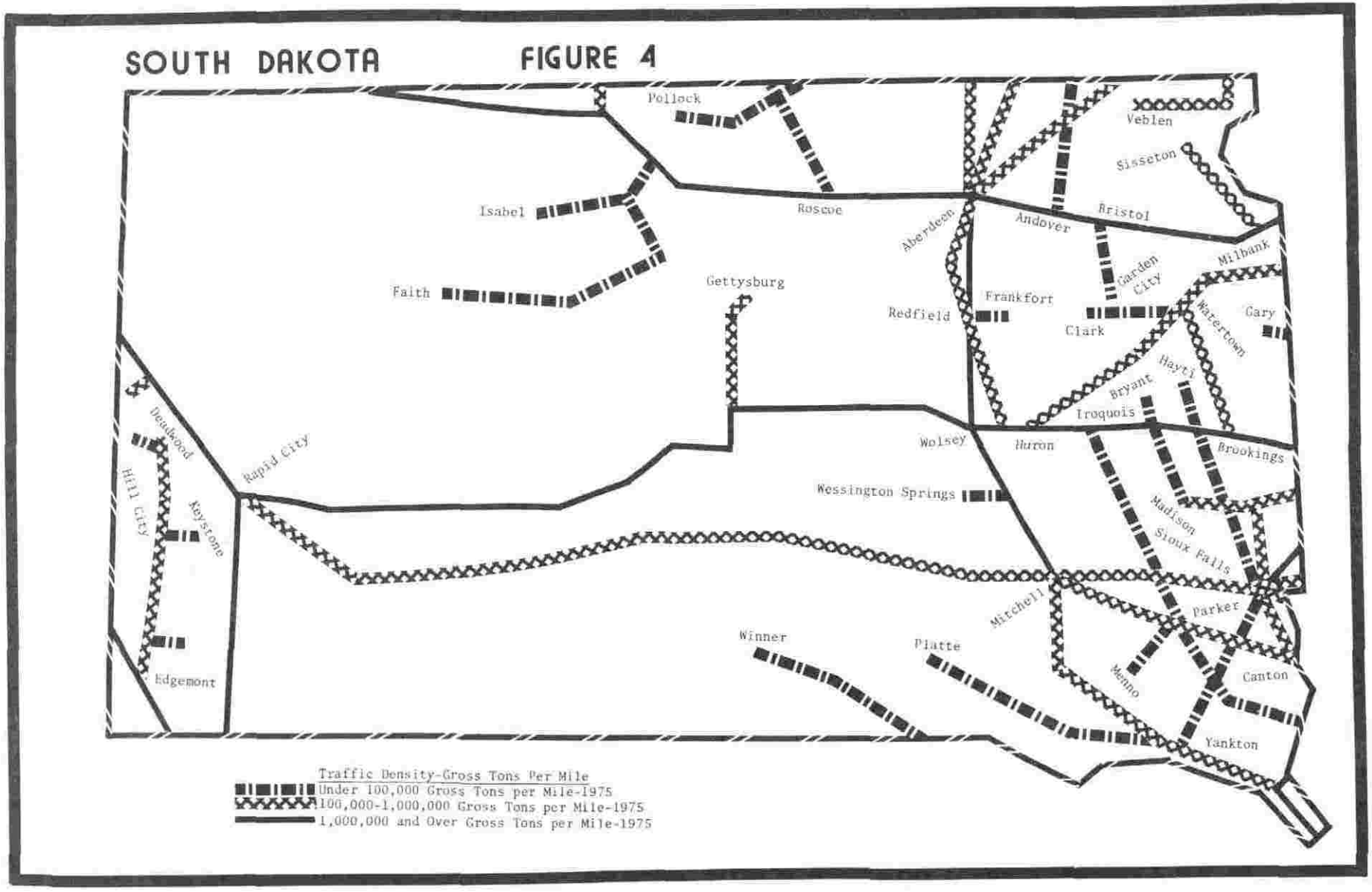
15,400	SD to Minn.	28%
6,100	SD to Iowa	11%
5,900	SD to Wisc.	11%
5,100	SD to Neb.	9%
4,400	SD to MO	8%
4,000	SD to Texas	7%
2,800	SD to Kan.	5%
1,900	SD to Ill.	3%
1,900	SD to Wa.	3%
8,300	SD to all other	15%
55,800	TOTAL States	

Inbound number of carloads (rail traffic)

5,800	Wyo to SD	24%
2,400	Iowa to SD	10%
1,800	Minn. to SD	8%
1,800	Ill to SD	8%
1,500	Wisc. to SD	6%
1,400	Kan to SD	6%
1,200	Neb. to SD	5%
1,000	Mo to SD	4%
6,900	All other states	29%
23,800	TOTAL to SD	

NOTE: This data is prior to the start of the ND coal movement to Big Stone City and also prior to the major shift of grain from the Twin Cities to Gulf PORTS.

SOUTH DAKOTA FIGURE 4

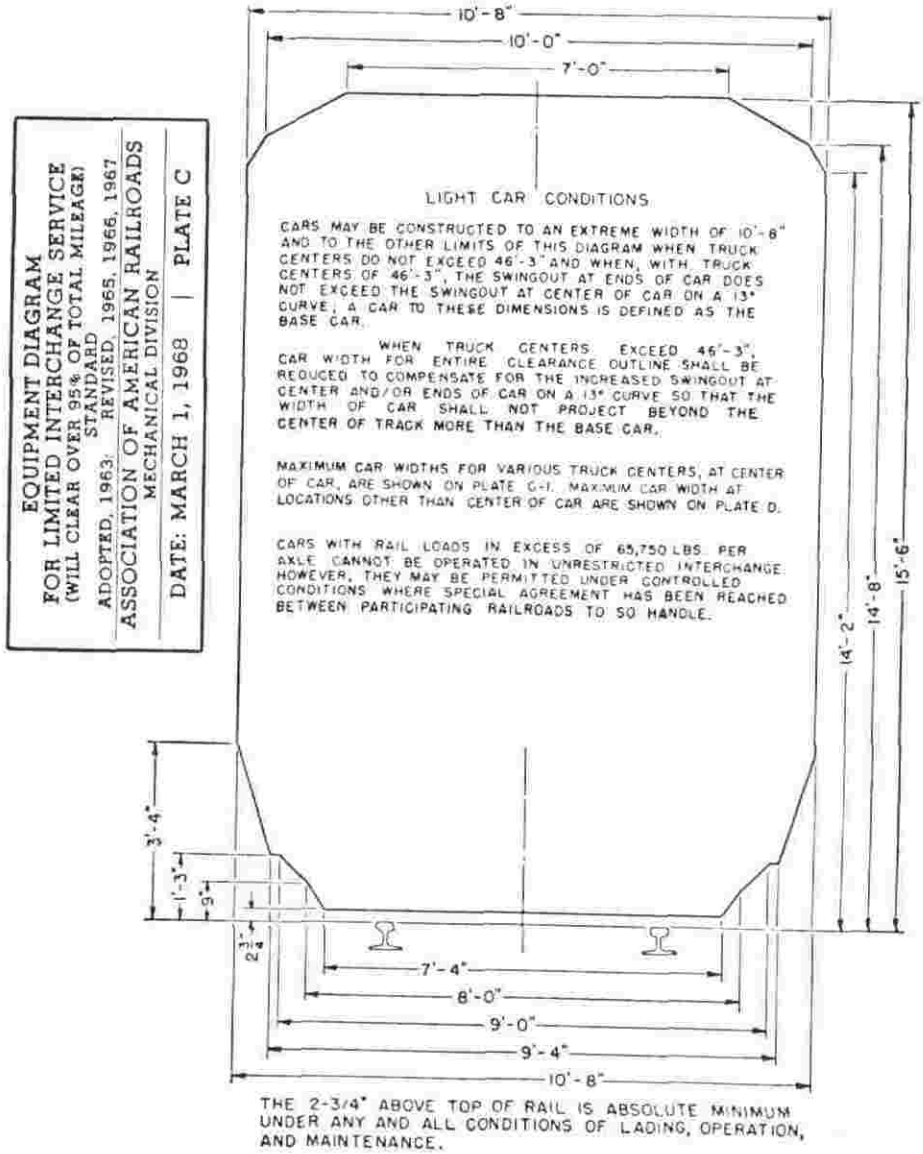


CLEARANCE RESTRICTIONS

Railroad cars meeting the dimensions of AAR Equipment Diagram Plates "B" and "C" can be handled on all lines in South Dakota, except that the ICG line from Cherokee, Iowa to Sioux Falls, SD has a width restriction of 10' 6" to a height of 3' 9" above the rail. (Plates "B" and "C" allow a width of 10' 8" for any point more than 3' 4" above the rail.)

Most rail lines in the State will handle high and wide loads consistent with the policy of the railroad operating the line. The Burlington Northern line from Hill City to Deadwood and Lead cannot handle loads with a width exceeding 6' 10" at a height of 16' 6" above the rail due to tunnel clearances. The ICG line cannot handle loads exceeding 7' in width at a height of 18'. Many C & NW lines will handle loads as wide as 13' and as high as 22' with the proper authorization.

The only rerouting of traffic due to size restrictions would be off of the ICG line (IC01) serving Sioux Falls from the east and onto one of the three other lines serving this city. /1



/1 Federal Directive § 266.15 (c) (3) (i)

RAIL FREIGHT SERVICES TO MILITARY INSTALLATIONS /1

The two largest military installations in South Dakota are located at Box Elder (Ellsworth Air Force Base) and Sioux Falls (Air National Guard Headquarters). The table on the following page shows rail traffic for defense commodities for April 1974 through March 1975 for all South Dakota towns. Of the total 268 cars originating and terminating in South Dakota, 101 originate and terminate in Sioux Falls and consequently are counted as 202 in the total. This traffic is cross town transportation of jet fuel. Thirty eight (38) of the remaining sixty six (66) cars originate or terminate at Box Elder.

Sioux Falls traffic is served by Burlington Northern and Chicago & North Western. Line BN 03 connects Sioux Falls to Garretson which is on the companies main line. This is classified as Category 5. CN09 connects Sioux Falls with Worthington, Minnesota which is also a Category 5 line. The National Guard facilities at Sioux Falls are located on Category 1 line (railroad designation- that they plan to file for abandonment within 3 years), but do to other local industry in this area this portion would likely be retained.

Box Elder traffic is served by Chicago & North Western. Lines CN01, CN02, & CN03 connects Rapid City with points in Minnesota and is classified as Category 5. CN06 connects Rapid City to Chadron, Nebraska which is on the companies main line. This is also in Category 5.

The Mitchell traffic is served by the Milwaukee Road. MW16 and MW17 connect Mitchell with the Milwaukee Main line at Aberdeen. This line is in Category 5. Mitchell is also connected to Sioux City to the south by MW14 & MW15 and also by line MW24. All these lines are in Category 2.

The Aberdeen traffic is served by the Burlington Northern line BN08 which connects to points in North Dakota. This line is in Category 5.

There are Army National Guard Units located in a total of 43 South Dakota communities. The traffic figures obtained indicated that almost none of these units receive any commodities by rail for the one year period studied. A further breakdown by location of these 43 units revealed that five (5) are currently not on a rail line, three (3) are located on lines in ICC Category 1, nine (9) are located on lines in ICC Category 2, two (2) are located on lines in ICC Category 3 and twenty four (24) are located on lines in ICC Category 5. No towns are threatened by rail service loss which had traffic originating or terminating by railroad during the period of study.

/1 Federal Directive § 266.15 (c)(3)(ii)

SOUTH DAKOTA

FIGURE 5

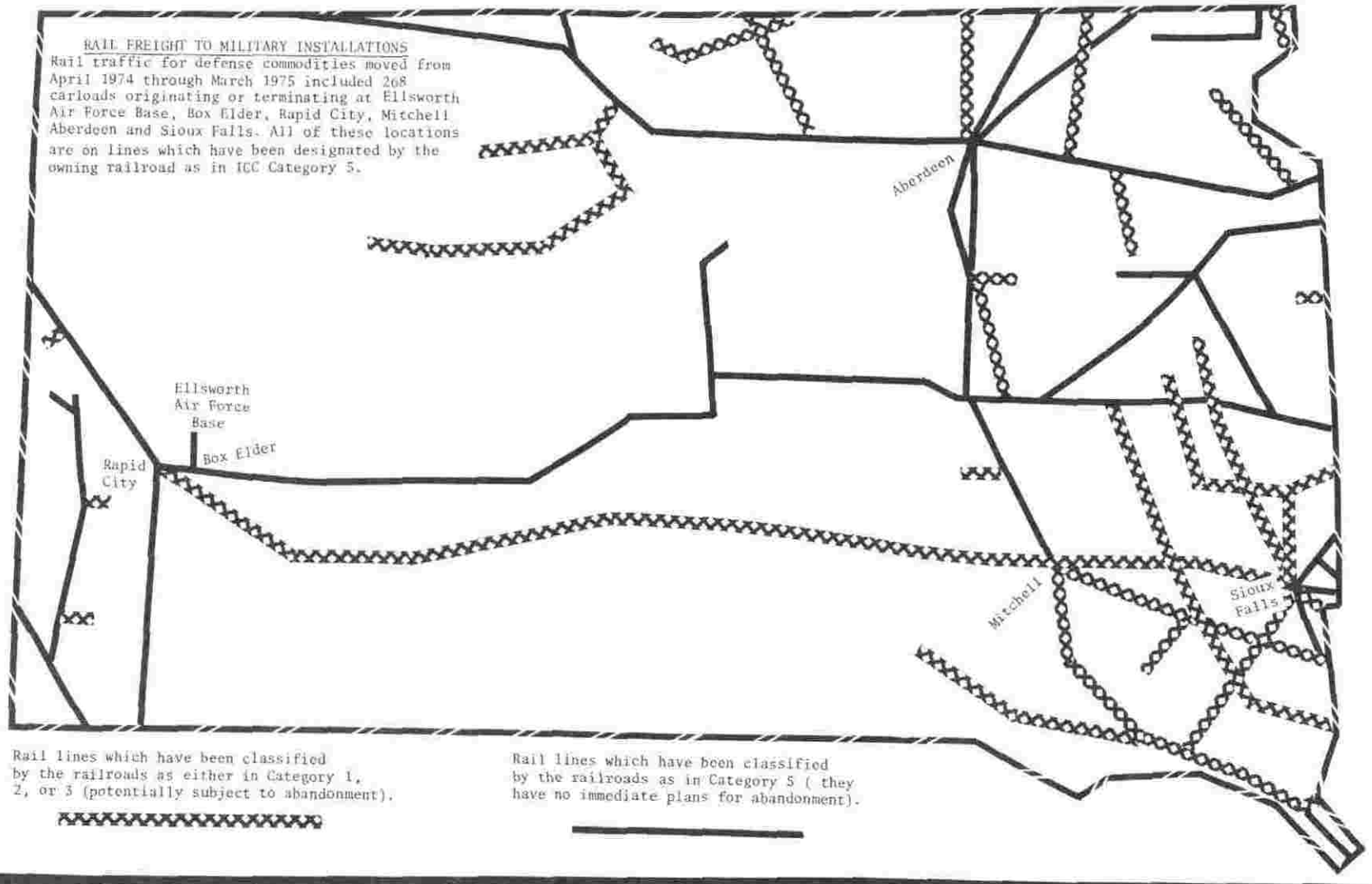


TABLE 6

RAIL TRAFFIC FOR DEFENSE COMMODITIES

APRIL 1974 THROUGH MARCH 1975

State or Station	To	State or Station	Cars	Weight
Colorado		Aberdeen	1	22,960
Illinois		Box Elder	7	159,000
Ohio		Box Elder	4	294,634
Pennsylvania		Box Elder	3	46,006
Virginia		Box Elder	1	12,663
California		Box Elder	4	113,310
Louisiana		Box Elder	1	12,320
Michigan		Box Elder	2	26,778
Utah		Ellsworth	5	472,100
California		Mitchell	2	92,000
New York		Rapid City	1	35,530
Tennessee		Rapid City	2	63,890
California		Rapid City	4	60,200
Sioux Falls		Sioux Falls	101	6,657,456
Alabama		Sioux Falls	2	100,050
Sioux Falls		North Dakota	9	602,106
Sioux Falls		California	2	51,360
Box Elder		Georgia	1	34,241
Box Elder		Wisconsin	1	31,200
Box Elder		Utah	8	558,540
Box Elder		Michigan	1	26,778
Box Elder		Montana	1	24,900
Box Elder		Washington	4	113,310

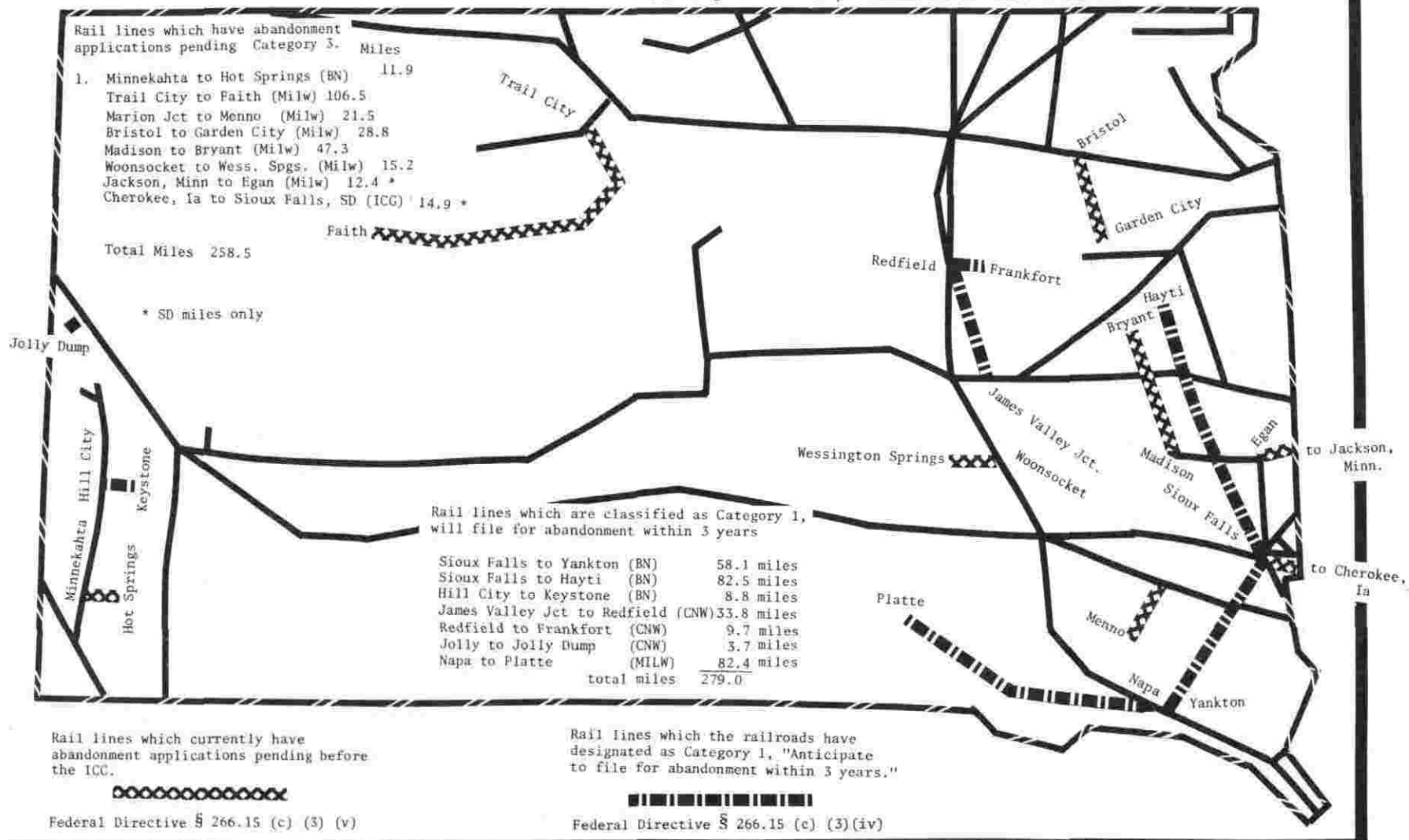
RAIL TRAFFIC FOR DEFENSE COMMODITIES

APRIL 1974 THROUGH MARCH 1975

	Origin		Destination		Total	
Station	Cars	Weight	Cars	Weight	Cars	Weight
Aberdeen	0		1	22,960	1	22,960
Box Elder	16	788,969	22	664,711	38	1,453,680
Ellsworth	0		5	472,100	5	472,100
Mitchell	0		2	92,000	2	92,000
Rapid City	0		7	159,620	7	159,620
Sioux Falls	112	7,310,922	103	6,757,506	215	14,068,428
Total	128	8,099,891	140	8,168,897	268	16,268,788

SOUTH DAKOTA FIGURE 6

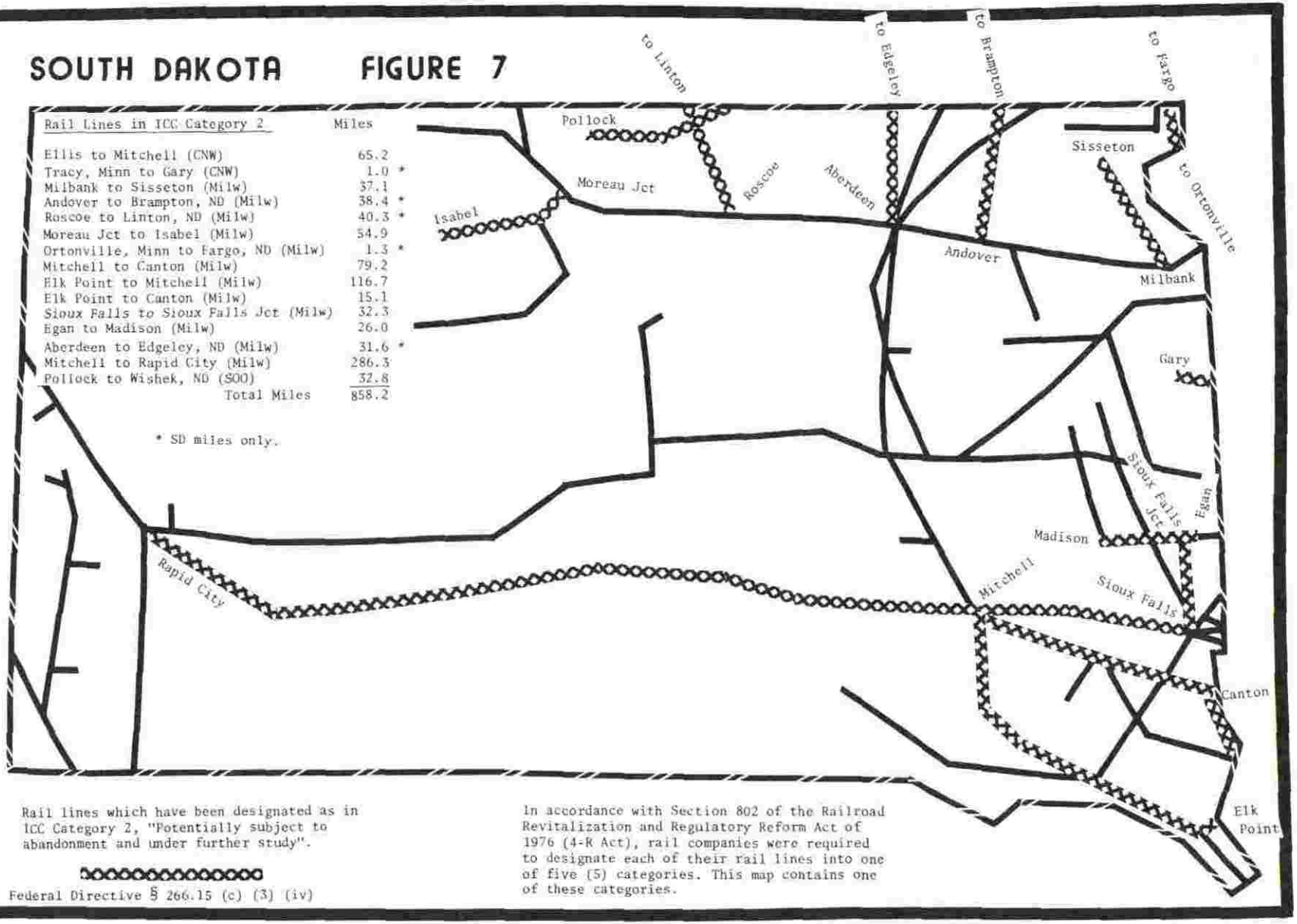
In accordance with Section 802 of the Railroad Revitalization and Regulatory Reform Act of 1976 (4-R Act), rail companies were required to designate each of their rail lines into one of five (5) categories. This map contains two of these categories.



SOUTH DAKOTA FIGURE 7

Rail Lines in ICC Category 2	Miles	
Ellis to Mitchell (CNW)	65.2	
Tracy, Minn to Gary (CNW)	1.0	*
Milbank to Sisseton (Milw)	37.1	
Andover to Brampton, ND (Milw)	38.4	*
Roscoe to Linton, ND (Milw)	40.3	*
Moreau Jct to Isabel (Milw)	54.9	
Ortonville, Minn to Fargo, ND (Milw)	1.3	*
Mitchell to Canton (Milw)	79.2	
Elk Point to Mitchell (Milw)	116.7	
Elk Point to Canton (Milw)	15.1	
Sioux Falls to Sioux Falls Jct (Milw)	32.3	
Egan to Madison (Milw)	26.0	
Aberdeen to Edgeley, ND (Milw)	31.6	*
Mitchell to Rapid City (Milw)	286.3	
Pollock to Wishek, ND (SOO)	32.8	
Total Miles	858.2	

* SD miles only.



Rail lines which have been designated as in ICC Category 2, "Potentially subject to abandonment and under further study".

Federal Directive § 266.15 (c) (3) (iv)

In accordance with Section 802 of the Railroad Revitalization and Regulatory Reform Act of 1976 (4-R Act), rail companies were required to designate each of their rail lines into one of five (5) categories. This map contains one of these categories.

SEGMENTS ELIGIBLE FOR RAIL ASSISTANCE UNDER SECTION 5 OF THE 4-R ACT /1

There have been five (5) rail lines or parts of same which have been approved for abandonment by the ICC which are not included in this RAILPLAN as rail segments considered for continued rail service assistance.These lines would technically be elegible for rail assistance, but have been eliminated as projects because they did not meet the States tests for projects. These lines are as follows:

1. Roscoe to Orient (Milwaukee Road) - 40.8 miles. This was a light density line and commodities are now moving by truck substitute service to Aberdeen. There was no shipper interest on the line. Abandonment approved in 1977.

2. Watertown to Stratford (Chicago & North Western) 71.4 miles. This was a light density line with little shipper interest. Abandonment approved in February 1977.

3. Clark to Doland (Chicago & North Western) 18.7 miles. This line was approved for abandonment in 1977 due to light usage. The Watertown to Clark part of this line was denied abandonment in 1977 by the ICC.

4. Yankton to 4.1 miles northeast (Burlington Northern) This segment was approved for abandonment in June 1976. Service on this branch line which connects Sioux Falls with Yankton was not impaired because operating rights were secured from the Milwaukee Road on a parallel four mile segment.

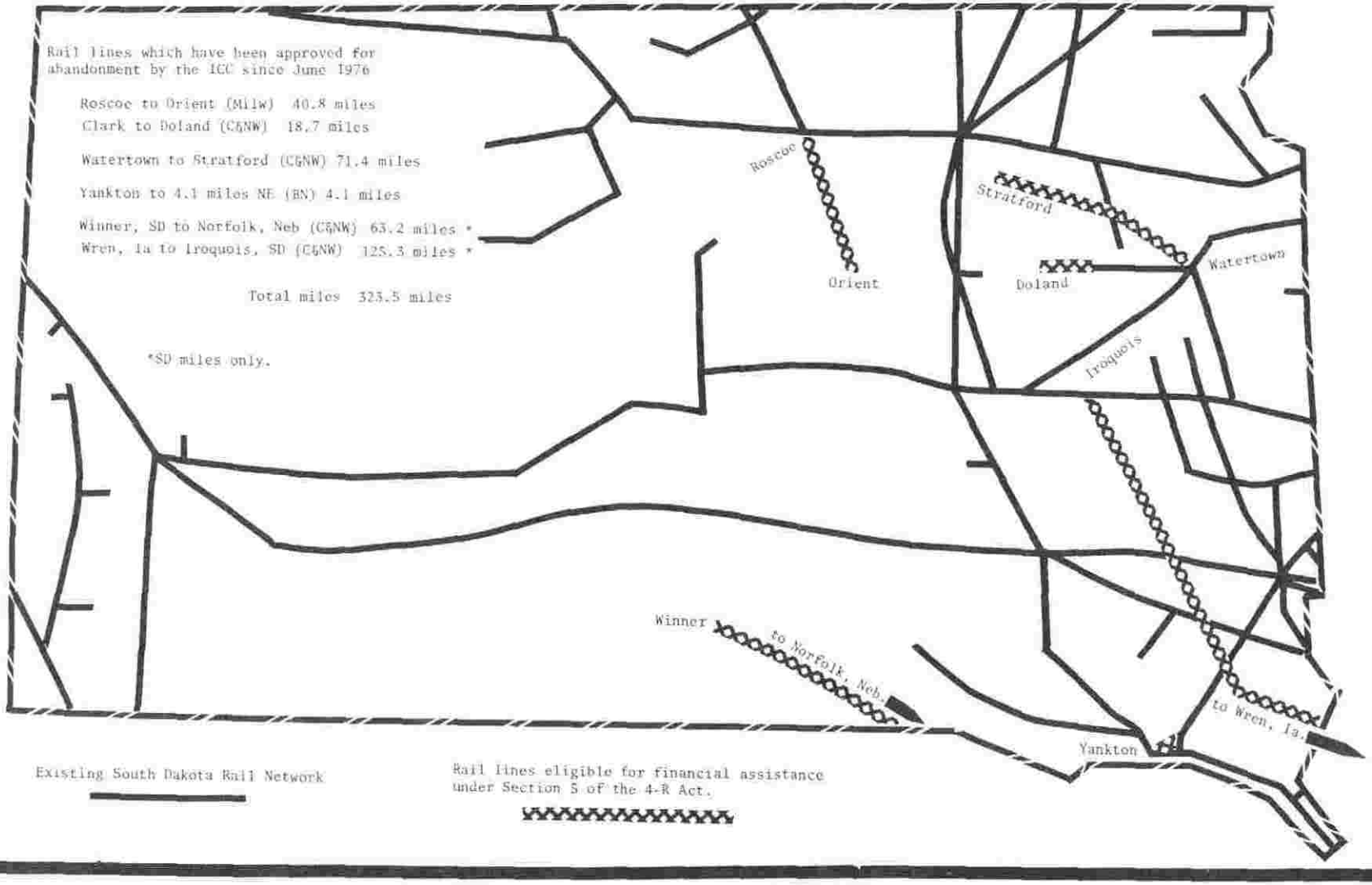
5. Winner, SD to Norfolk, Neb. (Chicago & North Western) 63.2 of the total 174.9 miles lie within the state of South Dakota. This line was approved for abandonment in 1977. The only rail connection to this line is in the state of Nebraska.

The only rail segment eligible for rail assistance under Section 5 of the 4-R Act as of this writting which the State does endorse for assistance is the Wren,Iowa to Iroquois, SD (C&NW) line. Abandonment of this 155.7 mile segment was approved in 1977. 125.3 miles are located in South Dakota. The part of this line which the State wishes to retain service on is from Hawarden, Iowa (at the South Dakota border) to Parker, South Dakota, a distance of approximately 49.3 miles. The ICC has issued a 6 month extension (until July 6,1978) on this decision for a negotiation period on continued rail service. This line is listed as a project in Chapter VII. /2

/1 Federal Directive § 266.15 (c)(3) (iii)

/2 Federal Directive § 266.15 (c)(3)(vi)

SOUTH DAKOTA FIGURE 8



CHAPTER V

RAIL LINE INVENTORY

The statewide rail network has been divided into 61 rail segments for study and analysis purposes. These segments follow generally the rail subdivision limits, but certain segments were divided into smaller segments for study purposes. The number of segments by owning railroad is as follows:

1.	Illinois Central Gulf -	1 segment
2.	Soo Line -	2 segments
3.	Burlington Northern -	14 segments
4.	Chicago & North Western -	18 segments
5.	Milwaukee Road -	26 segments
	TOTAL	61 segments

There was attempted to build an inventory for each rail segment to include a general description of the segment, physical characteristics of the segment, traffic characteristics of the segment, summary of potential rail traffic for the segment plus other information known about traffic or operation of the rail line. In addition, maps of the segment plus an illustration of the road network in the area are also shown.

Carload, revenue and commodity type data was requested from each railroad company for each of the rail segments excluding main line and overhead traffic information. All railroad companies, except one, responded willingly to this data request. This data is missing from parts of the following inventory, but it is hoped that it will be made available during the continuing phase and become a part of the plan update. Because data was not furnished for all branch lines, we have had to make certain decisions about certain lines which may have to be changed as additional data is acquired. Except for one railroad, carriers have recognized as branch lines, all lines so classified by the Federal Railroad Administration and the railroads themselves in their annual reports to the ICC.

Part of the inventory data will be monitored on a continuing basis to be alerted to changing conditions to help solve problem areas.

Following in this chapter is the rail line inventory for the 61 rail segments in the State of South Dakota. Following this is a list of TOFC/COFC locations and following this is a description of the truck substitute service in force in the State.

This inventory, plus the information presented in the preceding chapter, will supply sufficient information to classify these rail segments into one of the following categories:

(a) lines presumed necessary and will not be analyzed in depth at this time.
(b) segments with clearance restrictions.
(c) segments used in serving military installations.
(d) segments eligible for rail assistance.
(e) segments potentially subject to abandonment.
(f) segments with abandonment applications pending.
(g) segments for Intensive Study Analysis (Chapter VI).

RAIL SEGMENTS WHICH EMBODY SOUTH DAKOTA'S RAIL NETWORK

SEGMENT NO	LINE DESCRIPTION	ICC CATEGORY
MILWAUKEE ROAD		
MW01	Montevideo, Minn. - Aberdeen	Category 5
MW02	Aberdeen - Mobridge	Category 5
MW03	Mobridge - Marmarth, ND	Category 5
MW04	Milbank - Sisseton	Category 2
MW05	Bristol - Garden City	Category 1
MW06	Andover - Brampton, ND	Category 2
MW08	Roscoe - Linton, ND	Category 2
MW09	Moreau Jct. - Trail City	Category 2
MW10	Trail City - Isabel	Category 2
MW11	Trail City - Faith	Category 1
MW12	McLaughlin - New England, ND	Category 5
MW13	Ortonville, Minn. - Fargo, ND via White Rock	Category 2
MW14	Mason City, Ia - Canton	Category 5
MW15	Canton - Mitchell	Category 2
MW16	Mitchell - Wolsey	Category 5
MW17	Wolsey - Aberdeen	Category 5
MW18	Aberdeen - Edgeley, ND	Category 2
MW19	Marion Jct - Menno	Category 1
MW20	Woonsocket - Wessington Springs	Category 1
MW21 (a)	Mitchell - Murdo	Category 2
MW21 (b)	Murdo - Rapid City	Category 2
MW22	Sioux City, Ia - Sioux Falls	Category 2 & 5
MW23	Sioux Falls - Sioux Falls Jct	Category 2
MW24	East Wye Switch (Elk Point) - Mitchell	Category 2
MW25	Napa - Platte	Category 1
MW26	Jackson, Minn - Madison	Category 1 & 2
MW27	Madison - Bryant	Category 1
CHICAGO & NORTH WESTERN		
CN01	Tracy, Minn - Huron	Category 5
CN02	Huron - Pierre	Category 5
CN03	Pierre - Rapid City	Category 5
CN04 (a)	James Valley Jct - Redfield	Category 1
CN04 (b)	Redfield - Aberdeen	Category 5
CN05	Aberdeen - Oakes, ND	Category 5
CN06	Chadron, Neb - Rapid City	Category 5
CN07	Rapid City - Bentonite, Wyo	Category 5
CN08	Jolly - Jolly Dump	Category 1
CN09	Worthington, Minn - Sioux Falls	Category 5
CN10	Sioux Falls - Mitchell	Category 2
CN11	Iroquois - Wren, Ia	Category 3 /1
CN12	Sioux Valley Jct - Watertown	Category 5
CN13	Watertown - Clark	Category 5 /2
CN15	Redfield - Frankfort	Category 1

SEGMENT NO	LINE DESCRIPTION	ICC CATEGORY
CHICAGO & NORTH WESTERN (Continued)		
CN16	Blunt - Gettysburg	Category 5
CN17	Canby, Minn - Gary	Category 2
CN18	Norfolk, Neb - Winner	Category 3 /1
CN19	Box Elder - Ellsworth AFB	See Note
BURLINGTON NORTHERN		
BN01	Willmar, Minn - Garretson	Category 5
BN02	Garretson - Sioux City, Ia	Category 5
BN03	Garretson - Sioux Falls	Category 5
BN04	Sioux Falls - Yankton	Category 1
BN05	Sioux Falls - Hayti	Category 1
BN06	Benson, Minn - Watertown	Category 5
BN07	Watertown - Huron	Category 5
BN08	Geneseo Jct - Aberdeen	Category 5
BN09	Alliance, Neb - Edgemont	Category 5
BN10	Edgemont, SD - Gillette, Wyo	Category 5
BN11	Edgemont - Deadwood	Category 5
BN12	Minnekahta - Hot Springs	Category 3
BN13	Hill City - Keystone	Category 1
BN14	Kirk - Lead	Category 5
SOO LINE		
SL01	Veblen Jct., ND - Veblen, SD	Category 5
SL02	Wishek, ND - Pollock, SD	Category 2
ILLINOIS CENTRAL GULF		
IC01	Cherokee, Ia - Sioux Falls, SD	Category 1

/1 Abandonment approved by the ICC in 1977.
/2 This line was Category 3 at the beginning of the study period but the ICC ruled to not allow the abandonment.

NOTE: Owned by U.S. Government, operated by C & NW as industrial spur.

SOUTH DAKOTA
SEGMENT MW01 - MONTEVIDEO, MINN. TO ABERDEEN, SD (PORTION OF MAIN LINE)

MILWAUKEE ROAD - DAKOTA DIVISION - FIRST SUBDIVISION

STATIONS (1)	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Big Stone City	0.0	Yard	631
Milbank	8.9	Yard	3,727
Twin Brooks	16.1	26	122
Marvin	23.8	6	65
Summit	31.0	120	332
Jackson	35.2	89	-
Ortley	39.0	37	111
Waubay	44.4	37	696
Webster	55.0	93	2,252
Holmquist	61.4	55	-
Bristol	66.3	194	470
Andover	80.0	180	138
Groton	89.8	105	1,021
James	95.6	19	-
Bath	100.9	18	-
Aberdeen	109.3	Yard	26,476

Type of Line - Main
Length in Miles - 157.0 total, 109.3 in SD
Maximum Weight Limit - 263,000 lbs.
Maximum Speed Limit - 50 mph (17 miles operated under slow orders)
Frequency of Service - 5+ per day each way
Open Agencies (Depots) - Milbank, Webster, Groton and Aberdeen
Yards - Big Stone City, Milbank and Aberdeen
Connecting Lines - Milwaukee Road Main line at Big Stone City and Aberdeen, Milwaukee Road Branch lines at Milbank, Bristol, Andover and Aberdeen, Burlington Northern at Aberdeen and Chicago and North Western at Aberdeen.
Highways - US 12 parallels this line plus Milbank is served by US77, Summit by US 81, Webster by SD 25, Groton by SD37 and Aberdeen by US281.

Physical Characteristics of Segment

Rail: 112#
Ballast: Gravel applied from 1955 to 1970 from Big Stone City to near Webster and gravel applied on 1944-1947 for the remainder of this segment.
Steepest Grade: 1.2% Sharpest Curve: 2° 16'
Bridges and Trestles: 4 pile trestles ranging in length from 2 to 5 spans and totaling 19 spans plus 5 steel bridges, 10 concrete bridges and 2 combination steel and concrete bridges.

(1) SD stations only.

Other Information

This segment received extensive realignment after WWII.

Train service consists of eight scheduled daily thru freight trains, four in each direction; nine unit coal trains operate each week and return empty and trains 738 and 739 (Middle Way Freight) run from Montevideo, Minn. to Aberdeen and return on a weekly five day cycle.

A unit coal train operates six days a week from the Knife River Coal Co. at Gascoyne, ND. to the Otter Tail Power Company Plant at Big Stone City, SD and return. The other unit coal train is operated jointly with the Burlington Northern from a Montana mine to a Columbia, Wisc. power plant. This train operates three times per week with empty returns.

Grain Elevators and other Major Industries

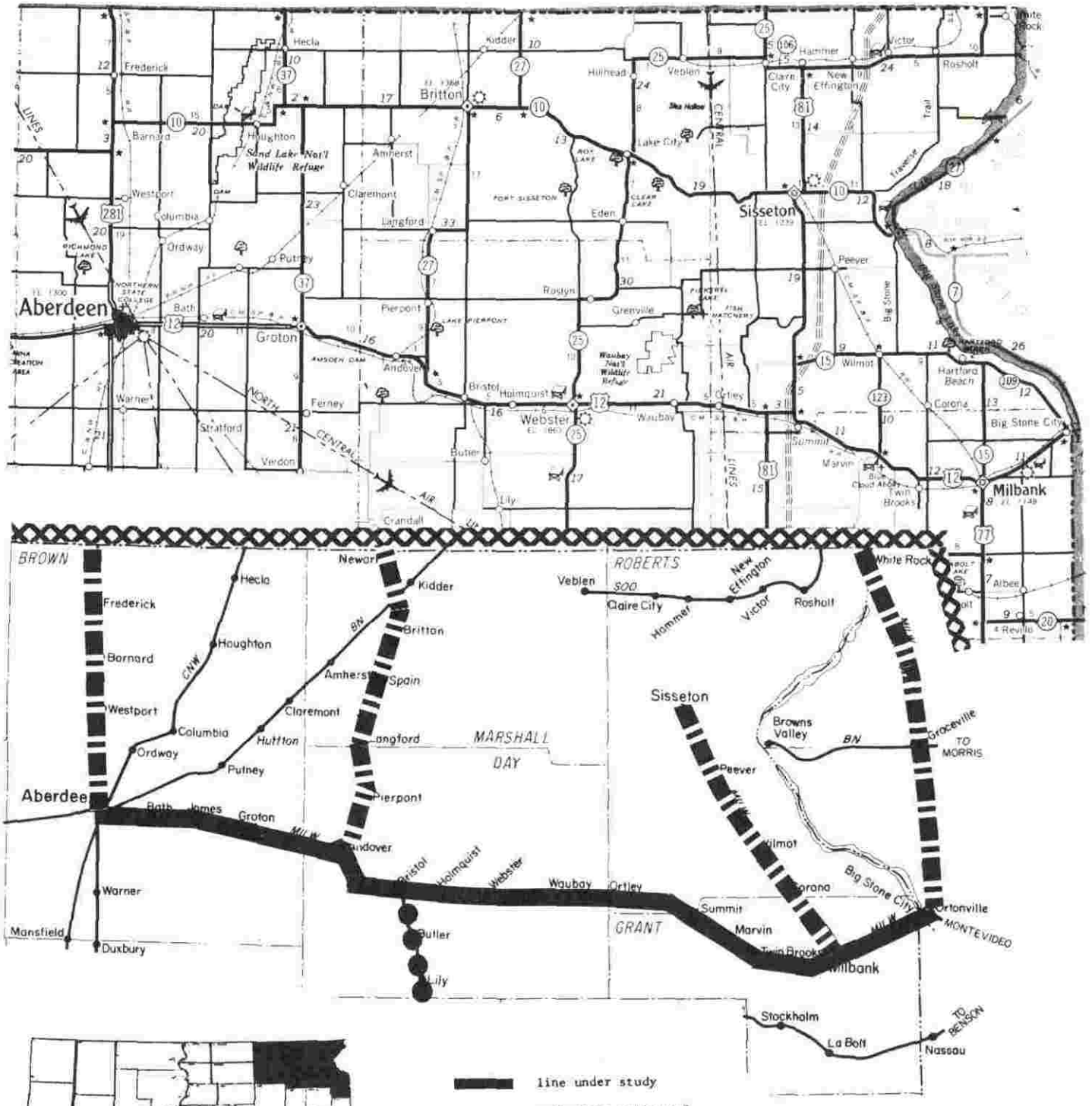
Otter Tail Power Co.	Big Stone City
Dakota Granite Co.	Milbank
Robert Hunter Granite Co.	Milbank
Big Stone Concrete Products	Milbank
Valley Queen Cheese Co.	Milbank
Cargill, Inc.	Milbank
Farmers Union GTA	Milbank
Farmers Union GTA	Summit
Bagley Grain Co.	Ortley
Bagley Grain Co.	Waubay
Farmers Union GTA	Waubay
Farmers Union GTA	Webster
Wallace Farmers Elevator Co.	Webster
Anderson Feed & Seed Co.	Webster
Farmers Elevator Co.	Holmquist
Hansmeier & Sons, Inc.	Bristol
Farmers Equity Exchange	Bristol
SD Wheat Growers Assn	Bristol
SD Wheat Growers Assn	Andover
Bagley Grain Co.	Andover
Groton Farmers Elevator Co.	Groton
Ferney Farmers Elevator Co.	Groton
Valley Farmers Inc.	Groton
SD Wheat Growers Assn	Bath

Traffic Characteristic of Segment	1974	1975
Gross tons per mile:	10,690,000	13,590,000

Direction of Traffic: In 1974, 59% of GTM were eastbound and 41% westbound whereas in 1975, 66% of GTM were eastbound and 34% westbound.

Commodities: Coal traffic on this line now amounts to about 29,000 cars per year. These are 100 ton cars moving in unit train service. Grain exports are another large commodity movement. The nature of the through freight is not known at this time, but includes automobiles, lumber and mail, in addition to grain and coal.

SOUTH DAKOTA
SEGMENT MW01 - MONTEVIDEO, MINN. TO ABERDEEN, SD (PORTION OF MAIN LINE)
(Continued)



SOUTH DAKOTA
SEGMENT MW02 - ABERDEEN TO MOBRIDGE (PORTION OF MAIN LINE)

MILWAUKEE ROAD - DAKOTA DIVISION - 7th SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Aberdeen	0.0	Yard	26,476
Mina	13.1	19	-
Craven	21.2	21	-
Ipswich	26.5	105	1,187
Beebe	34.6	-	-
Orient Line Jct	41.1	-	-
Roscoe	41.6	105	398
Gretna	50.2	19	-
Bowdle	56.9	42	667
Alamo	64.5	-	-
Java	69.8	-	305
Selby	77.1	35	957
Sitka	85.1	61	-
Glenham	89.4	21	178
Mobridge	98.2	Yard	4,545

Type of line - Main
Length in Miles - 98.2
Maximum Weight limit - 263,000 lbs.
Maximum Speed limit - 50 mph
Frequency of Service - 5+ per day each way
Open Agencies (Depots) - Aberdeen, Roscoe and Mobridge
Yards - Aberdeen and Mobridge
Connecting lines - Milwaukee Road main line at Aberdeen and Mobridge, Milwaukee Road branch lines at Aberdeen and Roscoe, Burlington Northern at Aberdeen and Chicago and North Western at Aberdeen.
Highways - US12 parallels this line. Aberdeen is also served by US 281, Ipswich and Craven by SD45, Roscoe by SD247, Bowdle by SD47, Java by SD 271 and Selby by US83.

Physical Characteristics of Segment

Rail: 112# rail except about 5 miles of 115# rail near Mobridge.
Ballast: Gravel applied in 1946 and 1947 except for about 8 miles of gravel applied in 1959 near Mobridge.
Steepest Grade: 1% Sharpest Curve: 2° (at Aberdeen)
Bridges and Trestles: One 2 span pile trestle, one 4 span pile and steel bridge and eleven concrete or steel bridges.

Other Information

Train service consists of eight scheduled daily thru freight trains, four in each direction, 18 unit coal trains per week and an as needed branch line way freight operating on this segment between Aberdeen and Roscoe.

SOUTH DAKOTA
SEGMENT MW02 - ABERDEEN TO MOBRIDGE (Continued)

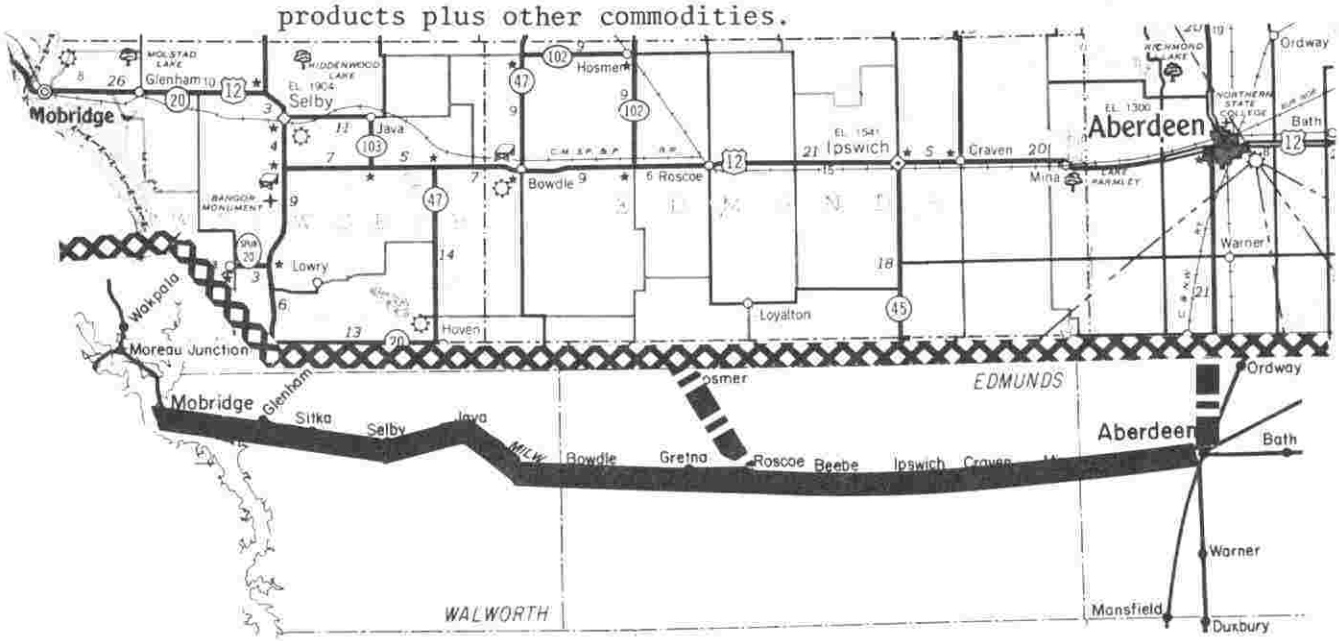
Grain Elevators or Other Major Industries

Mina Equity Exchange	Mina
Farmers Equity Elevator Co.	Craven
Farmers Equity Elevator Co.	Ipswich
Thares Bros., Inc.	Ipswich
Roscoe Grain & Feed Co.	Roscoe
Bowdle Equity Exchange	Bowdle
Litehiser Grain & Fuel Co.	Bowdle
Java Equity Exchange	Java
Selby Equity Union Exchange	Selby
Glenham Equity Exchange	Glenham
Glenham Equity Exchange	Mobridge
Mardian's Inc.	Mobridge

Traffic Characteristics of Segment	1974	1975
Gross Tons per mile:	9,920,000	12,530,000

Direction of Traffic: 59% of total GTM was eastbound in 1974 and 63% eastbound in 1975.

Commodities: The major traffic is overhead traffic consisting of coal and wood products plus other commodities.



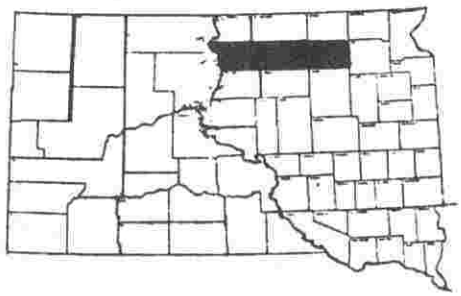
line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines



SOUTH DAKOTA
SEGMENT MW03 - MOBRIDGE, S.D. TO MARMARTH, N.D. (PORTION OF MAIN LINE)

MILWAUKEE ROAD - DAKOTA DIVISION - 10th SUBDIVISION

STATIONS (1)	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Mobridge	0.0	Yard	4,545
Moreau Jct.	8.2	-	-
Wakpala	12.0	-	195
Mahto	22.2	21	-
McLaughlin	29.8	204	863
Walker	45.0	28	-
McIntosh	58.0	31	563
Watauga	67.7	26	93
Morristown	76.5	19	144
Thunder Hawk	89.0	18	21
Lemmon	98.2	136	1,997
Petrel	104.1	18	-
White Butte	108.1	25	-

Type of Line - Main
Length in Miles - 189.5 total, 92.0 in S.D. (part of the segment between Thunder Hawk and White Butte is located in N.D.)
Maximum Weight Limit - 263,000 lbs.
Maximum Speed Limit - 50 mph
Frequency of Service - 5+ per day each way
Open Agencies (Depots) - (1) Mobridge, McLaughlin and Lemmon
Yards (1) - Mobridge

(1) S.D. Stations only

Connecting Lines - Milwaukee Road Main Line at Mobridge and Marmarth and Milwaukee Road branch lines at Moreau Jct. and McLaughlin
Highways - Highway US 12 parallels and McLaughlin served by SD 63, McIntosh by SD 65, and Lemmon by SD 73.

Physical Characteristics of Segment

Rail: 115# rail except about 18 miles of 112# rail west of Wakpala.
Ballast: Gravel placed between 1942 and 1949 except about 14 miles of gravel placed in 1961 (west of Mobridge).
Steepest Grade: 0.6% Sharpest Curve: 2° 02'
Bridges and Trestles: Two 3 span pile trestles, 16 creosoted ballast deck trestles ranging from 3 to 9 spans in length, one 7 trestle and steel combination bridge and the Missouri River steel bridge.

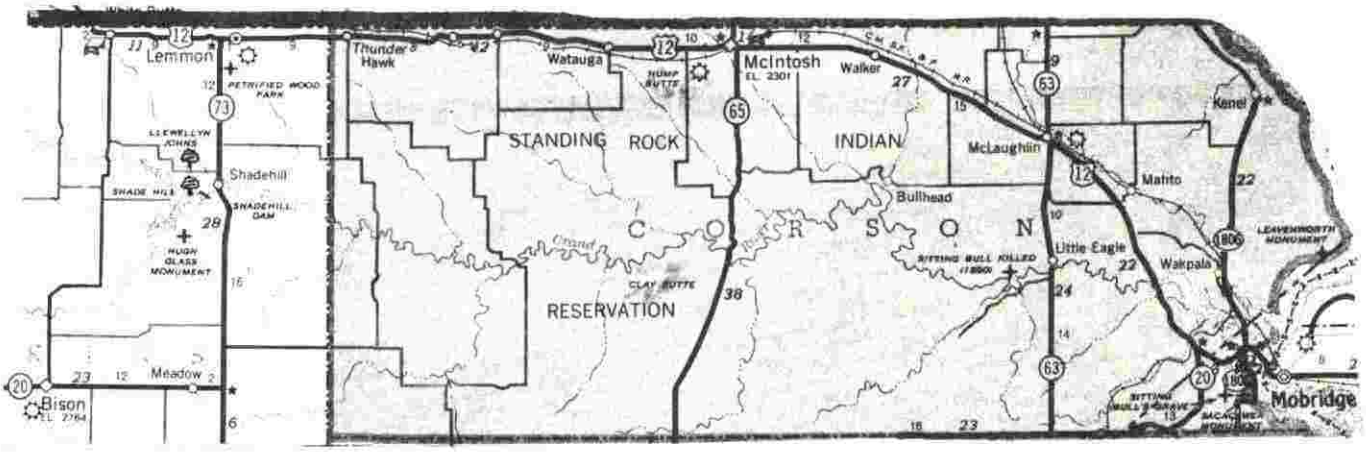
Other Information

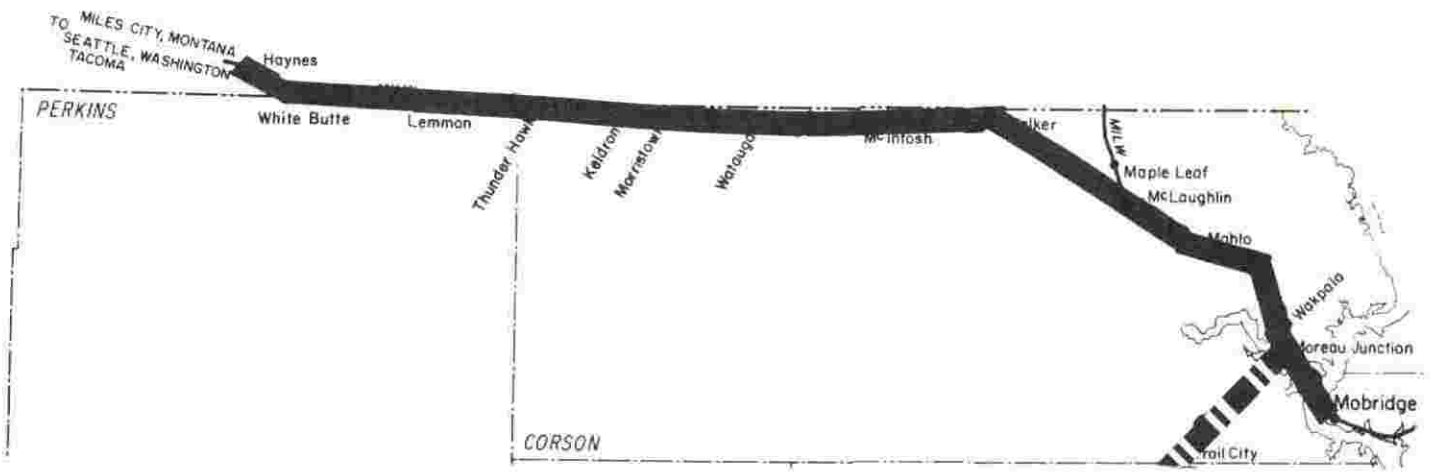
Train service consists of eight scheduled daily thru freight trains, four in each direction, 18 unit coal trains per week, a weekly way freight and branch line trains operating over a portion of the segment.

SOUTH DAKOTA
SEGMENT MW03 - MOBRIDGE, SD TO MARMARTH, ND (Continued)

Traffic Characteristics of Segment	1974	1975
Gross Ton per mile:	NA	11,480,000

Direction of traffic: 37% westbound GTM and 63% eastbound GTM
Commodities: The majority of the traffic is overhead traffic, with coal and lumber products being two large commodities hauled.





line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

SOUTH DAKOTA
SEGMENT MW04 - SISSETON BRANCH

MILWAUKEE ROAD - DAKOTA DIVISION - THIRD SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Milbank	0.0	Yard	3,727
Corona	10.1	23	133
Wilmot	17.0	30	518
Peever	27.4	20	202
Sisseton	37.1	Yard	3,094

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Type of line - Branch
Length in Miles - 37.1
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - One or two round trips per week
Open Agencies (Depots) - Milbank
Yards - Milbank and Sisseton
Connecting Lines - Milbank, Milwaukee Road Main Line
Highways - Sisseton is on US81 and SD10 and near I-29
Peever is on a hard surfaced road and near I-29
Wilmot and Corona are on hard surfaced roads

Physical Characteristics of Segment

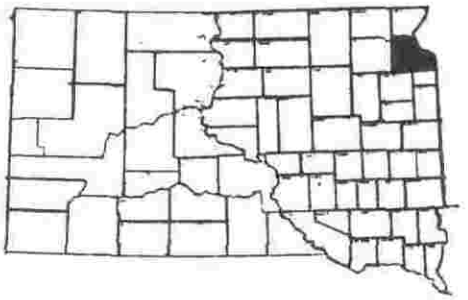
Rail: About 1.5 miles of 75#, mostly at Milbank, balance is 60# rail
Ballast: N/A
Steepest Grade: 0.72% Sharpest Curve: 7% (at Wye joining main line)
Bridges and Trestles: 27 pile trestles ranging in length from 2 to 11 spans and totaling 120 spans

Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:	120,000	120,000
Cars:	1,121	1,183
Cars per Mile:	30	32
Revenue:	$843,562	$576,692
Revenue per Mile:	$22,799	$15,586
Revenue per Carload:	$753	$487

Direction of Traffic: 88% of traffic is forwarded, 12% received
Commodities: Grain (87%), Petroleum, Fertilizer, Machinery, Lumber, Wood Products, Cement and Sand, Manufactured Goods, Farm Products, and Packing House Products (1975)

Other Information

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.



Other Information (continued)

Traffic on this branch is holding up very well. The impact of drought did not show up in 1975 but an estimated 91% crop loss in Roberts County could affect the line's traffic in 1976.

While scheduled for once a week train operation, two trains a week have often been dispatched due to traffic.

This line connects directly with the Milwaukee Road Main line at Milbank.

Nearest alternate rail point is the Milwaukee Main Line at Twin Brooks for Corona, and at Marvin for Wilmot. A BN branch at Browns Valley, Minn., is the nearest alternate rail point for Peever and Sisseton.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line: Corona Grain and Feed, Corona
Equity Cooperative Assn., Wilmot
Vig's Elevator, Peever
Farmers Coop Elevator, Sisseton
Sisseton Seed and Grain Company, Sisseton

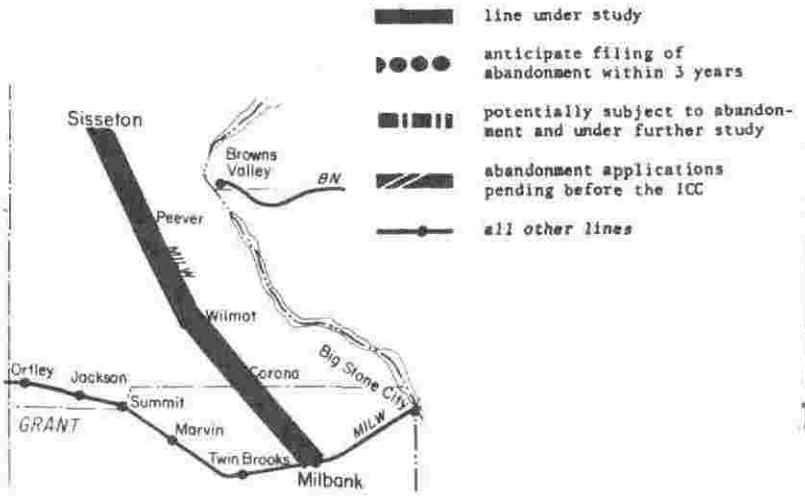
Total Capacity of Grain Elevators: 942,855 bushels

Ten Year average of Grain Sold from Trade Area to Non-Local Markets:
2,207,620 bushels - equivalent to 1,056 carloads (2,100 bushel boxcars)

Fertilizer Shipments Received which are considered Potential Rail Traffic:
1,813 tons - equivalent to 24 carloads

Miscellaneous Commodities Shipped or Received which are considered Potential Rail Traffic (Farm Machinery, Coal, Petroleum, Wood Products)
3,825 tons - equivalent to 88 carloads

Total Annual Potential Rail Traffic:
1,168 Carloads or 31.5 Cars per Mile



SOUTH DAKOTA
SEGMENT MW06 - BRAMPTON BRANCH

MILWAUKEE ROAD - DAKOTA DIVISION - FIFTH SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Andover, S.D.	0.0	180	138
Pierpont, S.D.	7.3	28	241
Langford, S.D.	14.9	39	328
Spain, S.D.	22.1	11	
Britton, S.D.	28.4	60	1,465
Newark, S.D.	38.4	18	12
Brampton, N.D.	42.9	Yard	

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Type of Line - Branch
Length in Miles - 42.9
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 20 mph
Frequency of Service - Weekly
Open Agencies (Depots) - None
Yards - Brampton, N.D.
Connecting Lines - Andover, Milwaukee Road Main Line. Burlington Northern intersects north of Britton.
Highways - Andover is on US 12, Langford and Pierpont are on SD 27, Britton is on SD 10 and SD 27, Brampton is on a paved road.

Physical Characteristics of Segment

Rail: 56#
Ballast: N/A
Steepest Grade: 1% Sharpest Curve: 8° (at Andover)
Bridges and Trestles: 14 pile trestles ranging in length from 2 to 11 spans and totaling 63 spans.

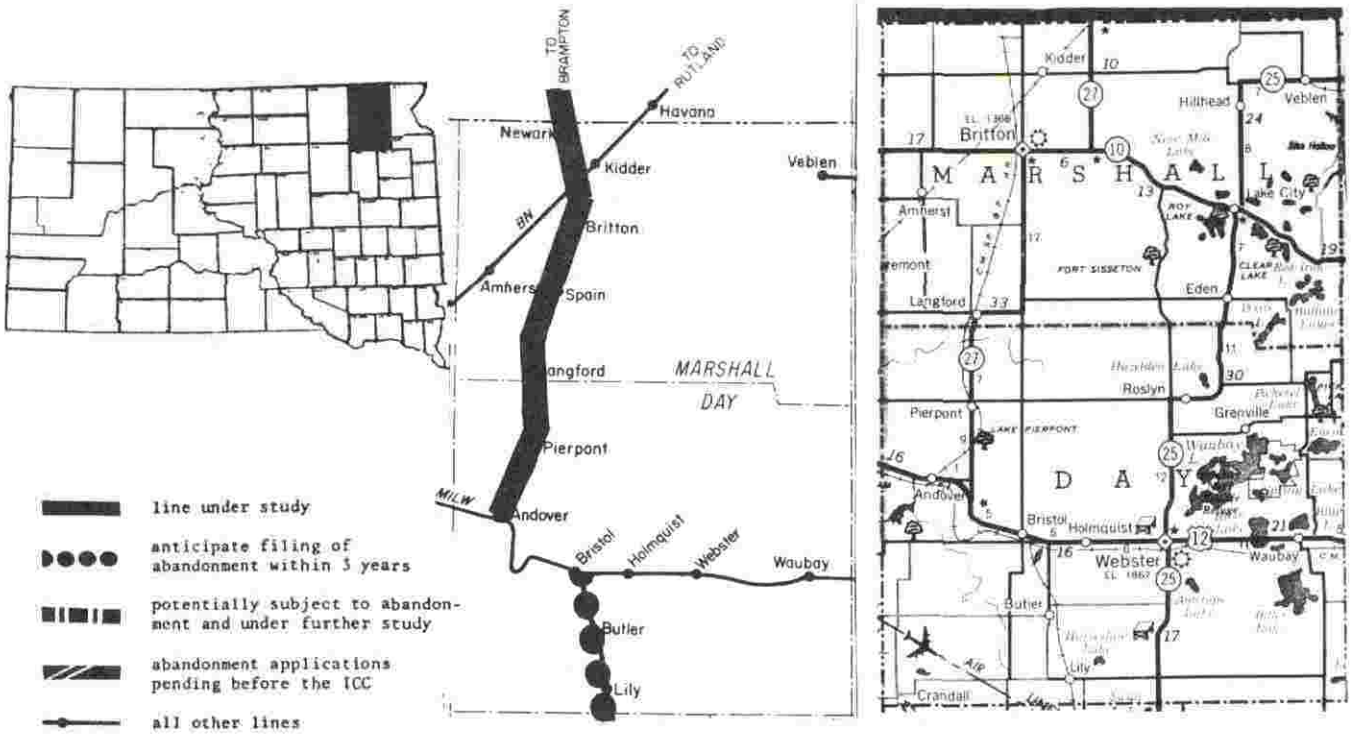
Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	100,000	90,000
Cars:	1,103	901
Cars Per Mile:	26	21
Revenue:	$662,696	$658,305
Revenue Per Mile:	$15,412	$15,309
Revenue Per Carload:	$601	$731

Direction of Traffic: 78% of traffic is forwarded, 22% received. (1975)
Commodities: Grain (77%), grain products, farm products, lumber, wood products, cement and ores, petroleum, chemicals and machinery. (1975)

Other Information

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

SOUTH DAKOTA
SEGMENT MW06 - ANDOVER TO BRAMPTON (Cont'd)



Summary of Potential Rail Traffic (from USD Impact Study) (1)

Grain Elevators on line:
Cooperative Elevator Co. - Pierpont
Farmers Coop Grain Co. - Langford
Farmers Coop Grain Co. - Britton
Total Capacity of Grain Elevators: 977,600 bushels

Ten year average of grain sold from trade area to non-local markets:
2,131,749 bushels - equivalent to 1,009 carloads (2,100 bu. box cars)

Fertilizer shipments received which are considered potential rail traffic:
7,610 tons - equivalent to 98 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic: 3034 tons - equivalent to 79 carloads

Total annual potential rail traffic: 1,186 carloads or 31 cars per mile

(1) S.D. data only

SOUTH DAKOTA
SEGMENT MW08 - LINTON BRANCH

MILWAUKEE ROAD - DAKOTA DIVISION - EIGHTH SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Roscoe, S.D.	0.0	105	398
Hosmer, S.D.	11.1	27	437
Hillsview, S.D.	18.3	22	19
Eureka, S.D.	26.3	61	1,547
Greenway, S.D.	37.1	19	57
Madra, S.D.	38.6	12	
Zeeland, N.D.	45.1	29	313
Hague, N.D.	54.1	19	146
Strasburg, N.D.	65.3	29	642
Linton, N.D.	75.3	Yard	1,695

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY
2
UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Type of Line - Branch
Length in Miles - 75.3 total, 40.3 in S.D.
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - As business requires
Open Agencies (Depots) - Roscoe, S.D.
Yards - Linton, N.D.
Connecting Lines - Roscoe, Milwaukee Road Main Line; Madra, Soo Line Branch intersects; Linton, Burlington Northern connects.
Highways - Roscoe is on US 12, Eureka is on SD 10, Hague is on state highway 11, Strasburg and Linton are on US 83, Hosmer and Hillsview are served by hard surfaced local roads.

Physical Characteristics of Segment

Rail: Most is 56# rail, there is about 11 miles of mixed (60# to 100#) rail near Roscoe.
Ballast: N/A
Steepest Grade: 1.14% Sharpest Curve: 3° 30'
Bridges and Trestles: 7 pile trestles ranging in length from 3 to 9 spans and totaling 33 spans.

Traffic Characteristics of Segment	1974	1975	1976	1977
Gross Ton Miles:	70,000	80,000		
Cars: (1)	499	386	222	146
Cars Per Mile: (1) (2)	12	10		
Revenue: (1)	$352,408	$343,514		
Revenue Per Mile: (1)	$8,810	$8,588		
Revenue Per Carload: (1)	$706	$890		

Direction of Traffic: 87% of traffic is forwarded, 13% received (1975)
Commodities: Grain (86%), canned goods and dairy products, lumber, paper, coal, cement, ores, petroleum, chemicals, machinery, scrap materials, and misc. products. (1975)

(1) S.D. part only.
(2) All South Dakota traffic is in the first 26.3 miles. Over this portion there were 19 cars per mile in 1974 and 15 in 1975.

Other Information

This segment became a gateway route, via Linton, ND as part of the conditions imposed in the Burlington Northern merger. However, very little traffic is interchanged between the Milwaukee and Burlington Northern at that point. In 1975, only 78 cars passed through the interchange. This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:

Hosmer Elevator Co.	Hosmer
North Central Marketing, Inc.	Hillsview
Wolff Company, Inc.	Eureka
Eureka Equity Exchange	Eureka
Philip Oster Jr. Elevator	Eureka

Total Capacity of grain elevators: 1,037,850 bushels

Ten year capacity of grain sold from trade area to non-local markets:
1,725,792 bushels - equivalent to 818 carloads (2,100 bu. box cars)(3)

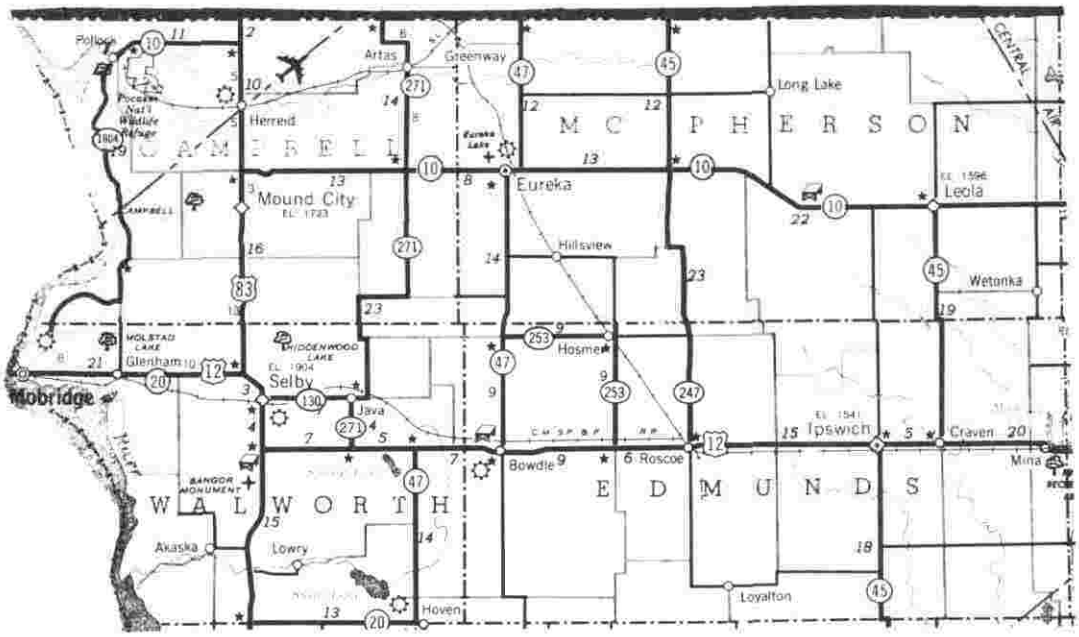
Fertilizer shipments received which are considered potential rail traffic:
40 tons - equivalent to one carload (3)

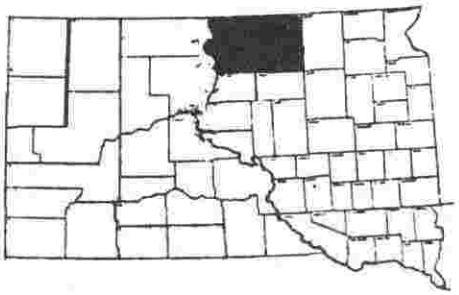
Miscellaneous commodities shipped or received which are considered potential rail traffic: 2,586 tons - equivalent to 65 carloads (3)

Total annual potential rail traffic:
884 carloads - equivalent to 34 cars per mile (3) (4)

(3) South Dakota stations only.
(4) Based on 26.3 miles from beginning of segment to last South Dakota station with traffic.

SOUTH DAKOTA
SEGMENT MW08 - LINTON BRANCH (Continued)





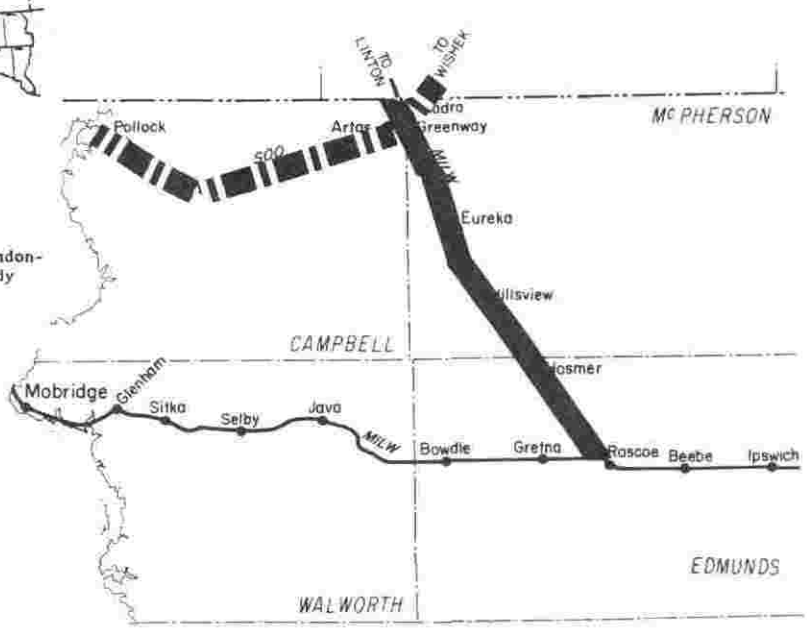
line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines



SOUTH DAKOTA
SEGMENT MW09 AND MW10 - ISABEL BRANCH

MILWAUKEE ROAD - DAKOTA DIVISION - ELEVENTH SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Moreau Jct.	0.0		
Trail City	18.8	37	80
Glencross	28.3	20	
Timber Lake	36.1	20	625
Firesteel	46.8	30	30
Isabel	54.9	40	394

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Type of Line - Branch
Length in Miles - 54.9
Maximum Weight Limit - 220,000 lbs.
Maximum Speed Limit - 25 mph
Frequency of Service - as business requires
Open Agencies (Depots) - None
Yards - None
Connecting Lines - Milwaukee Road Main Line at Moreau Jct. and Milwaukee Road branch line at Trail City
Highways - SD 20 parallels this line

Physical Characteristics of Segment

Rail: Mixed rail (65# to 100#) from Moreau Jct. to Trail City, 65# on remainder of line
Ballast: Mostly 1918-1922 cinders
Steepest Grade: 1.3% Sharpest Curve: 10° (near Trail City)
Bridges and Trestles: 19 pile trestles ranging in length from 1 to 6 spans and totaling 83 spans and one 6 span girder bridge

Traffic Characteristics of Segment		1974	1975
Gross Ton Miles:	Moreau Jct-Trail City	80,000	40,000
	Trail City-Isabel	40,000	20,000
Cars:		330	172
Cars Per Mile:		6	3
Revenue:		$239,514	$134,866
Revenue Per Mile:		$4,355	$2,452
Revenue Per Carload:		$726	$784

Direction of Traffic: 66% of traffic is forwarded, 34% received (1975)
Commodities: Grain (66%), coal, cement, ores, petroleum, chemicals, metal products, machinery and misc. products (1975)

SOUTH DAKOTA
SEGMENT MW09 AND MW10 - ISABEL BRANCH (Continued)

Other Information

This is the only South Dakota rail line serving an area of proven coal reserves. These reserves have never been mined on a large scale. In fact, the year 1975 saw four carloads of coal brought into the area served by the branch. Development of remaining higher quality coal reserves in neighboring states will probably occur before the energy companies begin developing reserves near Isabel and Firesteel on this line.

The portion of the branch from Moreau Jct to Trail City has no originating or terminating traffic other than a few cars of grain at Trail City. However, this provides the only access to the remainder of the segment, as well as the only access to the Faith Branch.

This line was designated as an intensive study line and additional analysis is found in Chapter VI.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on Line: Bagley Grain Company, Trail City
Bagley Grain Company, Glencross
Firesteel Grain Corp., Timber Lake
Isabel Exchange, Inc., Isabel

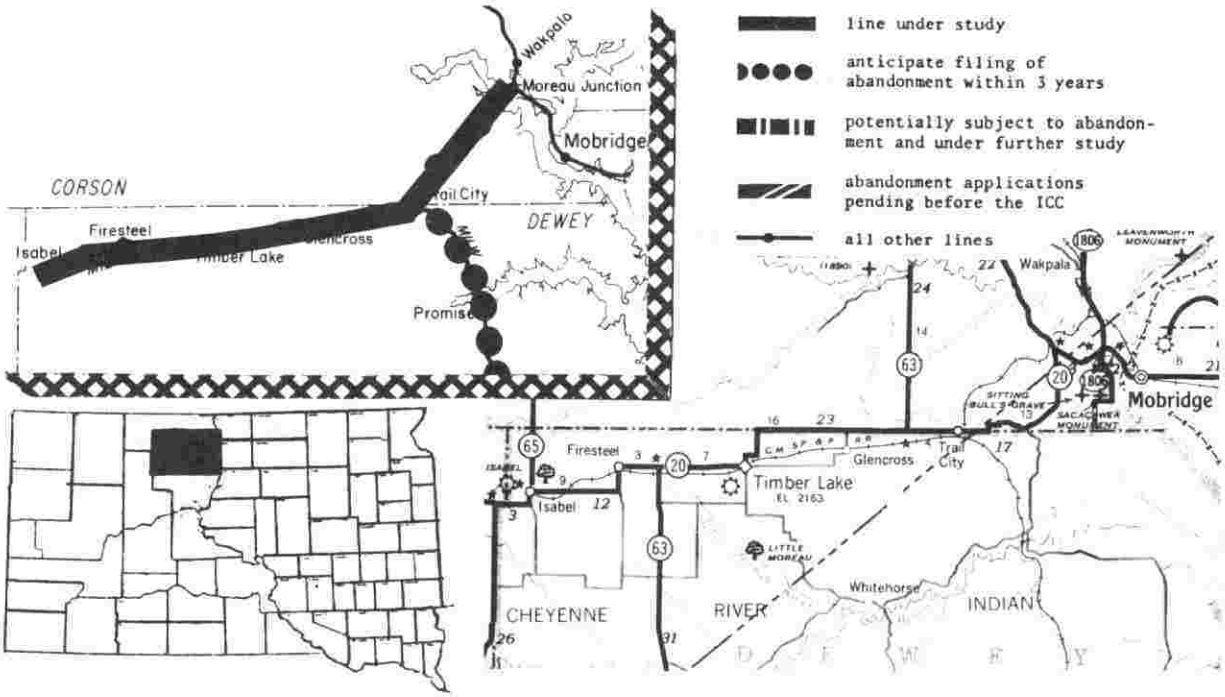
Total Capacity of Grain Elevators: 454,617 bushels

Ten Year Average of Grain Sold from Trade Area to Non-Local Markets:
840,777 bushels - equivalent to 396 carloads (2,100 bushel boxcars)

Fertilizer Shipments received which are considered Potential Rail Traffic:
275 tons - equivalent to 4 carloads

Miscellaneous Commodities Shipped or received which are considered Potential Rail Traffic (Farm Machinery): 250 tons - equivalent to 17 carloads

TOTAL ANNUAL POTENTIAL RAIL TRAFFIC: 417 cars or 7.6 cars per mile.



SOUTH DAKOTA
SEGMENT MW11 - FAITH BRANCH

MILWAUKEE ROAD - DAKOTA DIVISION - TWELTH SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Trail City	0.0	37	81
Promise	12.9	17	
LaPlant	29.6	11	
Ridgeview	39.7	18	
Eagle Butte	63.7	25	530
Lantry	73.7	19	
Dupree	83.3	18	523
Red Elm	92.4	10	
Faith	106.1	42	576

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

1

ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

Type of Line - Branch
Length in Miles - 106.1
Maximum Weight Limit - 220,000 lbs.
Maximum Speed Limit - 25 mph
Frequency of Service - as business requires
Open Agencies (Depots) - None
Yards - None
Connecting Lines - Trail City, Milwaukee Road Branch line
Highways - US 212 parallels part of this line, the remainder is not served by any state or federal highway

Physical Characteristics of Segment

Rail: 65# rail
Ballast: most of the line has cinders placed between 1918 and 1921
Steepest Grade: 2% Sharpest Curve: 10° (near Trail City)
Bridges and Trestles: 46 pile trestles ranging in length from 1 to 17 spans and totaling 305 spans. There are 7 other types of bridges ranging from 1 to 5 spans.

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	40,000	20,000
Cars:	310	95
Cars Per Mile:	3	0.9
Revenue:	$235,408	$90,066
Revenue Per Mile:	$2,221	$850
Revenue Per Carload:	$759	$948

Direction of Traffic: 47% of traffic is forwarded, 53% of traffic is received (1975)
Commodities: Grain (47%), grain products, canned goods and dairy products, coal, cement, ore, machinery and scrap products (1975)

Other Information

This line was desgnated as an Intensive Study Line and additional analysis is found in Chapter VI.

This is the lightest density rail line in South Dakota (measured in cars per mile) which still receives rail service. A few years ago, the Interstate Commerce Commission denied the railroad's application to abandon the branch after it was shown that the line made a profit with very little traffic provided the grain moved to the West Coast. Since that time traffic has deteriorated further.

The drought was less severe in the area served by this branch than in South Dakota as a whole. 1976 estimated crop loss was 39.9 percent in Ziebach County and 58.7 percent in Dewey County.

Nearly all of this line is located within the Cheyenne River Indian Reservation.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line: Bagley Grain Company, Ridgeview
Bagley Grain Company, Eagle Butte
Eagle Butte Coop Assn., Eagle Butte
Farmers Cooperative Elevator, Dupree
Woodward Grain Company, Dupree
Faith Grain Company, Faith
Bagley Grain Company, Faith

Total Capacity of Grain Elevators: 1,038,840 bushels

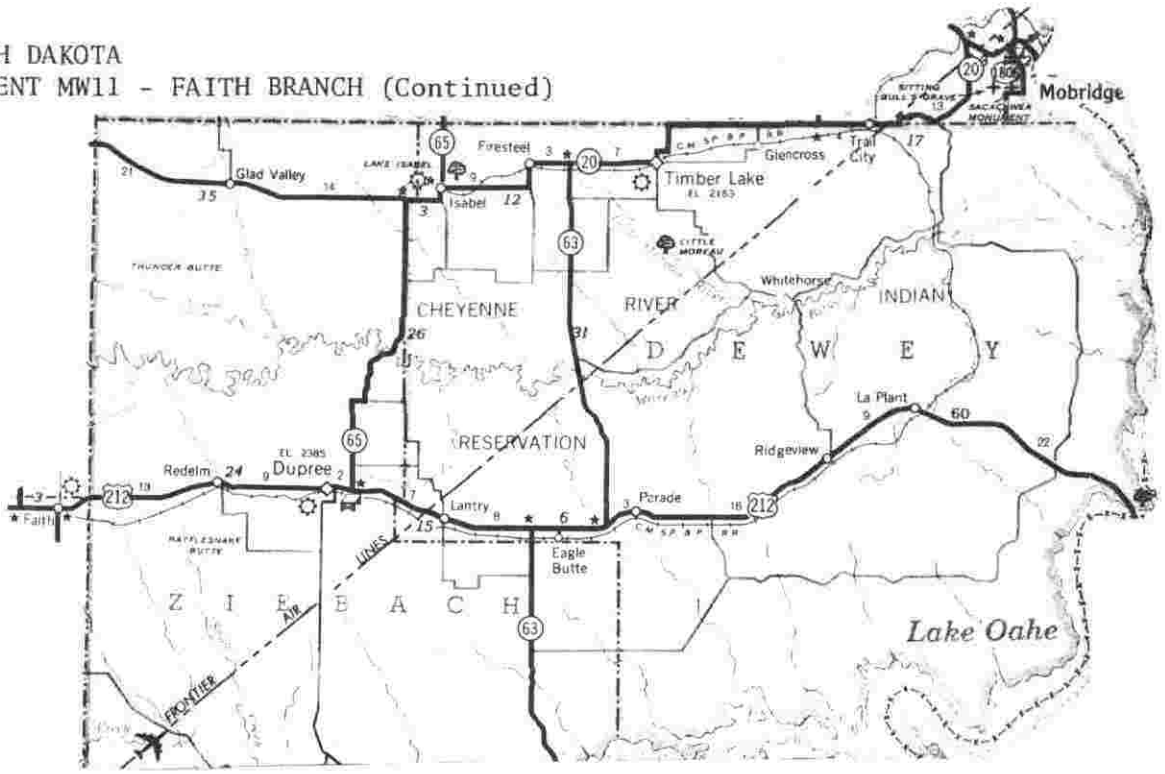
Ten year average of Grain Sold from Trade Area to Non-local Markets:
3,538,986 bushels - equivalent to 1,056 carloads (2,100 bushel box cars)

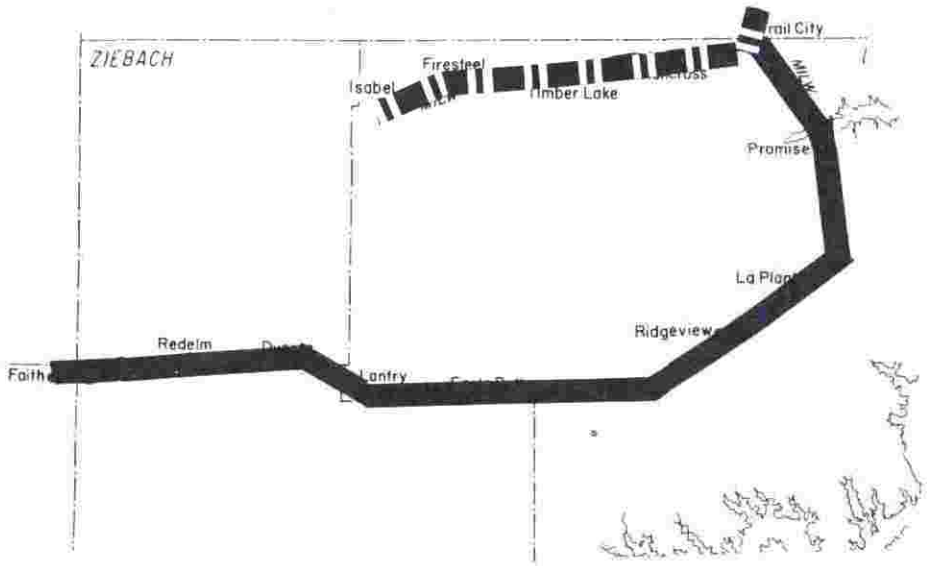
Fertilizer shipments received which are considered Potential Rail Traffic: None

Miscellaneous Commodities Shipped or Received which are considered Potential Rail Traffic (Feed): 250 tons - equivalent to 10 carloads

Total Annual Potential Rail Traffic: 1,066 carloads or 10 cars per mile.

SOUTH DAKOTA
SEGMENT MW11 - FAITH BRANCH (Continued)





line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

SOUTH DAKOTA
SEGMENT MW12 - MCLAUGHLIN, SD TO NEW ENGLAND, ND

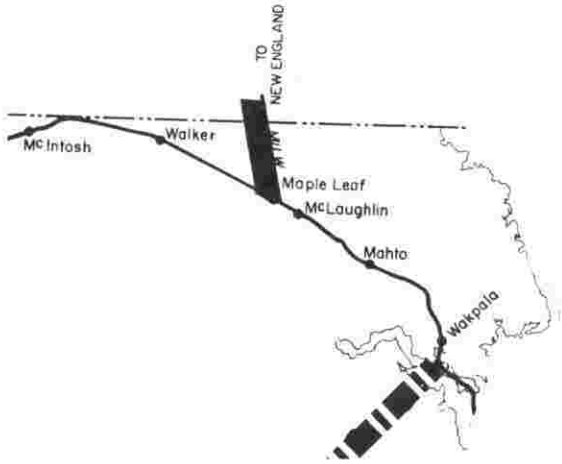
MILWAUKEE ROAD - DAKOTA DIVISION - 13th SUBDIVISION

This branch line was not inventoried and analyzed to the same extent afforded most other lines in South Dakota due to the fact that only 9.7 of the 133.9 miles are located in this State. North Dakota's decision on this line will determine its fate. Currently the Milwaukee Road has designated this line as in Category 5 which means it is not in immediate danger of abandonment.

There were 190,000 Gross Tons per mile in 1975 with all traffic originating or terminating in North Dakota. There are only two stations in South Dakota, McLaughlin and Maple Leaf. The Milwaukee Road main line connects at McLaughlin and Burlington Northern connects at Mott, North Dakota. McLaughlin and New England are the only open agencies on this line.

The entire line is laid with 65# rail placed in 1910 with the exception of about 3 miles of 85# rail outside McLaughlin. 220,000 lb. wt. limit.

The States position on this line is neutral in that it is not necessary for the movement of South Dakota products but may be needed for traffic originating or terminating in North Dakota. We will cooperate with North Dakota in their planning effort and their designation of this line.



line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

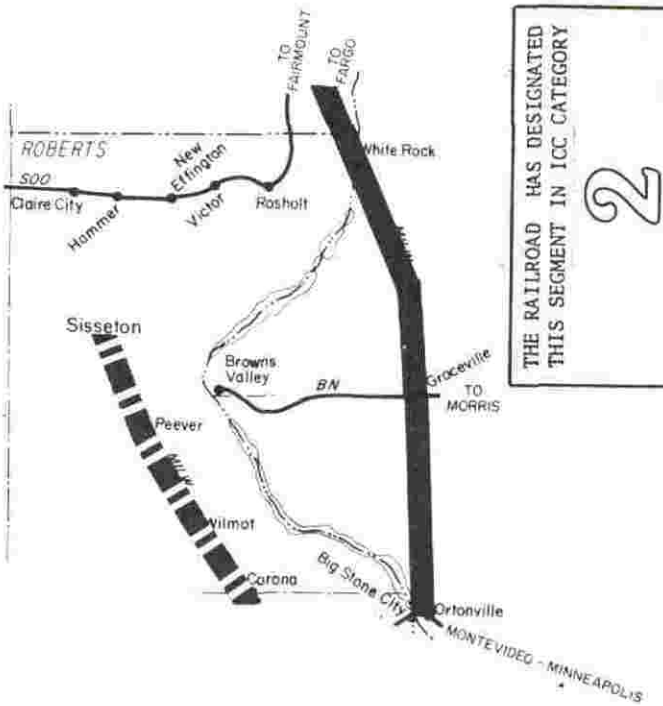
SOUTH DAKOTA
SEGMENT MW13 - ORTONVILLE, MINN. TO FARGO, ND

MILWAUKEE ROAD - DAKOTA DIVISION - 2nd SUBDIVISION

This branch line was not inventoried and analyzed to the same extent afforded most other lines in South Dakota due to the fact that only 1.3 of the 118.2 miles are located in this State. North Dakota and Minnesota's decision on this line will determine its fate. Currently, the Milwaukee Road has designated this line as Category 2, potentially subject to abandonment and under further study.

White Rock is the only station in South Dakota. There were 340,000 gross ton per mile in 1974 on this line. The only open agency is Fargo, North Dakota. There are no other rail connections in this state, but has numerous crossings with other lines in Minnesota and North Dakota. The majority of this line is laid with 56# rail laid in 1884. 220,000 lb. wt. limit.

The States position on this line is neutral in that it is not necessary for the movement of South Dakota products, but may be necessary for traffic originating or terminating in Minnesota and North Dakota. We will cooperate with these two states in their planning effort and their designation of this line.



THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

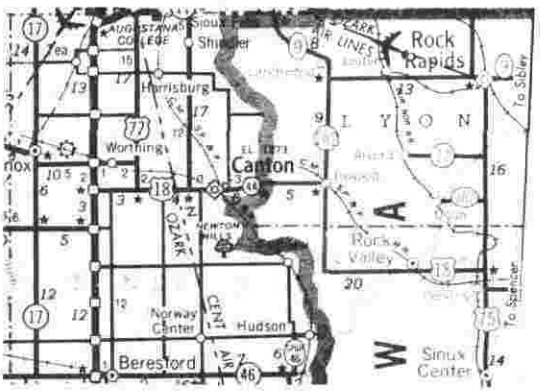
SOUTH DAKOTA
SEGMENT MW14 - MASON CITY, IOWA TO CANTON, SD

MILWAUKEE ROAD - MINNESOTA DIVISION - 24th SUBDIVISION

This line was not inventoried and analyzed to the same extent afforded most other lines in South Dakota due to the fact that only about 3 of the 178 miles are located within South Dakota. Iowa's decision on this line will determine its fate. Currently, the Milwaukee Road has designated this line as Category 5 which means that it is not in immediate danger of abandonment.

Canton is one of eleven open agencies on this line and the only station in South Dakota. There were 1,340,000 gross tons per mile on this line in 1974. The Milwaukee Road connects at Canton with a Category 2 line west to Mitchell, a Category 2 line south to Elk Point and a Category 5 line north to Sioux Falls. The South Dakota portion of this line is laid with 90# rail. 263,000 lb. wt. limit.

The State's position on this line is that it is necessary for the movement of South Dakota products even though the majority of the line is located in Iowa.



line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications *pending before the ICC*

all other lines

SOUTH DAKOTA
SEGMENT MW15 - CANTON TO MITCHELL

MILWAUKEE ROAD - DAKOTA DIVISION - 20th SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACTIY IN CARS	1970 POPULATION
Canton	0.0	Yard	2,665
Worthing	9.0	20	294
Lennox	15.8	35	1,487
Chancellor	20.7	17	220
Parker	28.5	33	1,005
Marion Jct.	35.0	26	844
Dolton	42.9	14	60
Bridgewater	49.9	28	633
Emery	57.0	26	452
Alexandria	65.9	47	598
Mitchell	79.2	Yard	13,425

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Type of Line - Branch
Length in Miles - 79.2
Maximum Weight Limit - 263,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - Daily except Sunday
Open Agencies (Depots) - Canton, Parker, Marion Jct., Bridgewater and Mitchell
Yards - Canton and Mitchell
Connecting Lines - Milwaukee Road at Canton, Marion Jct., and Mitchell; Chicago and North Western at Parker and Mitchell; and Burlington Northern at Lennox
Highways - Canton is served by US 18; Worthing, Lennox, Chancellor and Parker served by SD 44; Bridgewater, Emery and Alexandria served by SD 262; Mitchell served by I90 and SD 37; and Marion Jct., served by a local hard surfaced road

Physical Characteristics of Segment

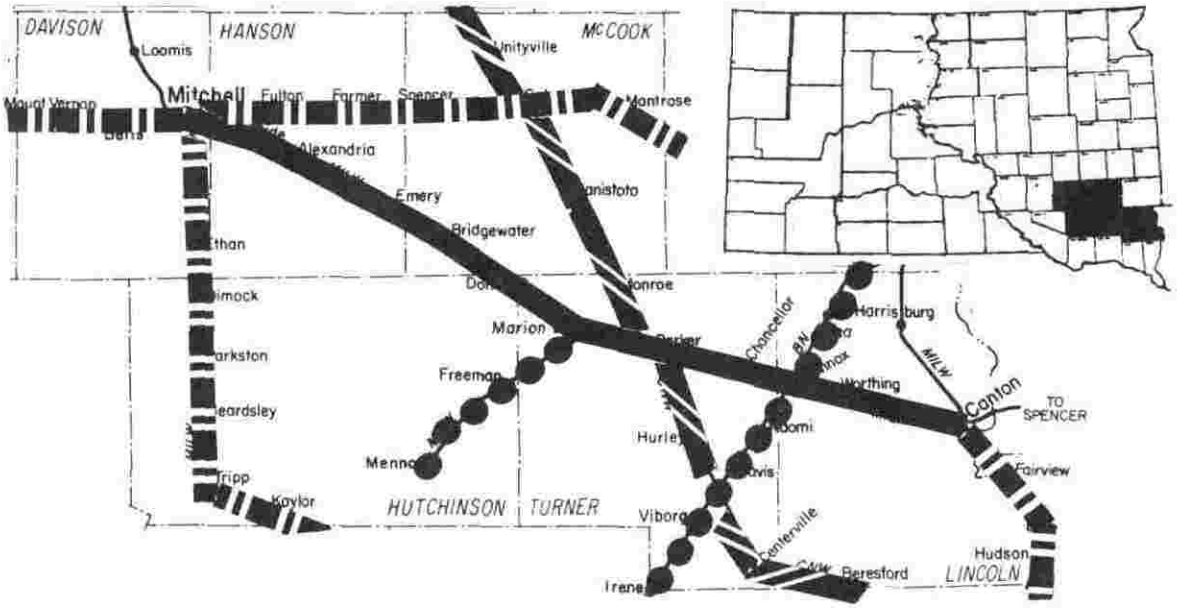
Rail: 4 miles of 100# rail near Canton, about 9 miles of 75# rail from Lennox to near Worthing, 85# rail between Lennox and Parker, 90# rail between Parker and Mitchell
Ballast: N/A
Steepest Grade: 1% Sharpest Curve: 2° 47'
Bridges and Trestles: 26 pile trestles ranging in length from 1 to 20 spans and totaling 155 spans and 6 other types of steel and concrete bridges

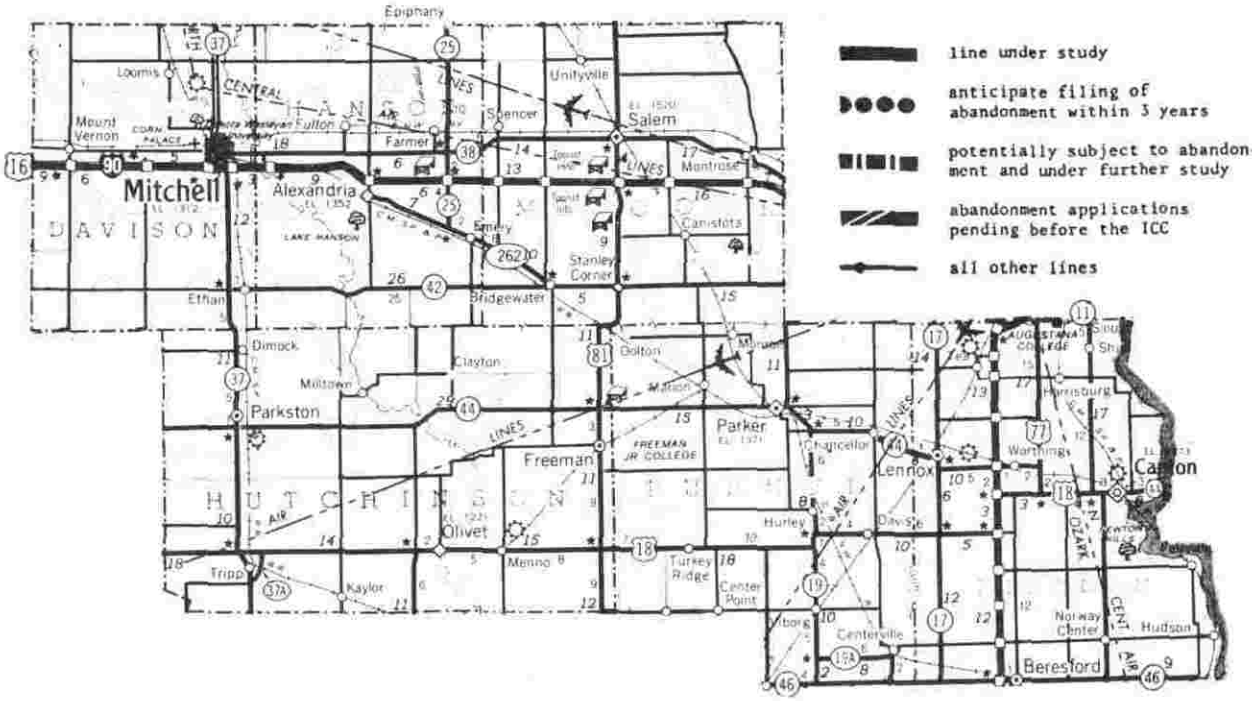
SOUTH DAKOTA
SEGMENT MW15 - CANTON TO MITCHELL (Continued)

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	710,000	620,000
Cars:	2,830	2,144
Cars Per Mile:	36	27
Revenue:	$1,359,814	$1,076,559
Revenue Per Mile:	$17,213	$13,627
Revenue Per Carload:	$480	$502

Direction of Traffic: 65% of traffic is forwarded, 35% received (1975)

Commodities: Grain (64%), grain mill products, packing house products, lumber, wood and millwork products, cement and ores, petroleum, chemicals, metal products, machinery, scrap materials and misc. products. (1975)





Other Information

While traffic on the branch at present is nearly all local, the Milwaukee Road is considering this route as part of a secondary mainline from Iowa to Aberdeen.

Several rail lines intersecting with the branch face possible abandonment. This could result in additional traffic at stations such as Mitchell, Dolton, Parker and Lennox.

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:

New Farmers Grain Co.	Alexandria
Alexandria Grain & Oil	Alexandria
Farmers Union GTA	Emery
Coyote Seed Mills, Inc.	Bridgewater
Schroeder Elevator, Inc.	Bridgewater
Shanard Elevator Co.	Dolton
Farmers Coop Assn.	Marion
Terminal Grain Corp.	Marion
Terminal Grain Corp.	Parker
Farmers Union GTA	Chancellor
Hoogestraat Grain Co.	Chancellor
Cargill, Inc.	Lennox
Brenner Elevator	Worthing
Huntline Elevator Co.	Canton
Fars Elevator Co.	Canton

Total Capacity of Grain Elevators: 2,358,755 bushels

Ten year average of grain sold from trade area to non-local markets:
4,210,748 bushels - equivalent to 1,996 carloads (2,100 bu. box cars)

Fertilizer shipments received which are considered potential rail traffic:
9,434 tons - equivalent to 132 carloads *

Miscellaneous Commodities shipped or received which are considered potential rail traffic (Limestone, Coal, Concrete Products, Cement, Feed, Furniture, Farm Machinery): 33,808 tons - equivalent to 631 carloads *

Total annual potential rail traffic: 2,759 carloads or 35 cars per mile

*Includes Canton, but not Mitchell, some traffic from both communities could reasonably be expected to be routed over this line and some over other connecting Milwaukee Road lines.

SOUTH DAKOTA
SEGMENT MW16 - MITCHELL TO WOLSEY

MILWAUKEE ROAD - DAKOTA DIVISION - FIFTEENTH SUBDIVISION (SOUTH PORTION)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Mitchell	0.0	Yard	13,425
Loomis	7.5	18	
Letcher	15.0	69	201
Cuthbert	21.8	33	
Woonsocket	28.2	100	852
Alpena	37.9	103	307
Virgil	46.1	20	43
Wolsey	54.6	36	436

Type of Line - Secondary Main
Length in Miles - 54.6
Maximum Weight Limit -
Maximum Speed Limit - 40 mph
Frequency of Service - 3 round trips per week
Open Agencies (Depots) - Mitchell and Woonsocket
Yards - Mitchell
Connecting Lines - Milwaukee Road and C&NW at Mitchell
Milwaukee Road Branch at Woonsocket
Milwaukee Road and C&NW at Wolsey
Highways - Mitchell is served by I90 and SD 37, Woonsocket is served by SD 34, Wolsey is served by US 281 and US 14, the other stations are served by hard surfaced local roads.

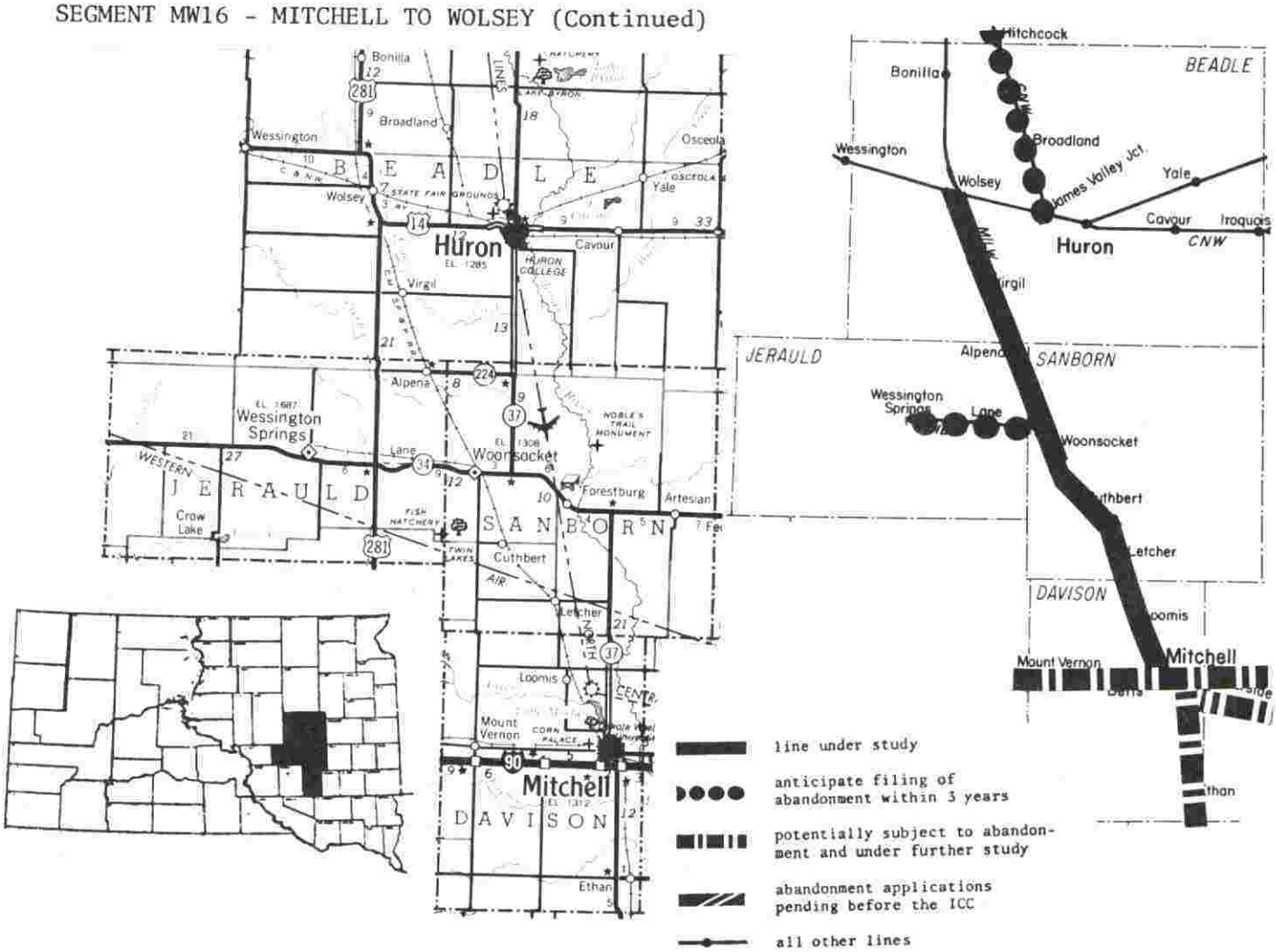
Physical Characteristics of Segment

Rail: 85# from Mitchell to Letcher and 90# on the remainder of this segment.
Ballast: Gravel dating from 1919 to 1929.
Steepest Grade: 1% Sharpest Curve: 3°
Bridges and Trestles: 12 pile trestles ranging in length from 2 to 8 spans and totaling 55 spans, and also 3 other bridges of steel or concrete.

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles: (1)	1,220,000	1,110,000
Cars: (2)	620	289
Cars Per Mile: (2)	11	5
Revenue: (2)	$188,755	$141,927
Revenue Per Mile: (2)	$3,457	$2,599
Revenue Per Carload: (2)	$304	$491

Direction of Traffic: 59% forwarded traffic and 41% received traffic(1).
Commodities: Grain (46%), grain products, farm products, packing house products, beverages and malt, lumber, wood, paper and pulp products, coal, cement, sand and ores, petroleum, chemicals, machinery, motor vehicles, scrap materials, freight forwarder traffic and misc. products.(1) (2)

(1) Data for entire line from Aberdeen to Mitchell.
(2) Does not include bridge traffic.



Other Information

The line from Mitchell to Aberdeen has been split at Wolsey for planning purposes because of the involvement of the Aberdeen to Wolsey portion (MW17) in the probable consolidation of Milwaukee Road and Chicago & North Western operations between Aberdeen and Wolsey-Huron.

While local traffic on the segment is light, the line is a key portion of a secondary Milwaukee Road route from Chicago and Iowa points to the West Coast. It is expected to figure prominently in the railroad's efforts to develop West Coast grain traffic in Iowa and Southeastern South Dakota.

As the figures for carloads originated and terminated indicate, the segment was hard hit by the drought. In 1976, the four counties served by the line sustained crop losses estimated at between 91 and 98.7 percent, among the hardest hit areas in the state.

Some bridge traffic is exchanged with the Chicago & North Western at Wolsey.

Summary of Potential Rail Traffic (from USD Impact Study)

This information is not available at this time.

SOUTH DAKOTA
SEGMENT MW17 - WOLSEY TO ABERDEEN

MILWAUKEE ROAD - DAKOTA DIVISION - FIFTEENTH SUBDIVISION (NORTH PORTION)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Wolsey	0.0	36	436
Bonilla	12.4	83	57
Tulare	23.1	26	211
Redfield	33.2	43	2,943
Ashton	41.4	24	137
Mellette	52.4	26	199
Duxbury	58.3	15	-
Warner	64.1	26	132
Aberdeen	74.0	Yard	26,476

Type of Line - Secondary Main
Length in Miles - 74.0
Maximum Weight Limit - 263,000 lbs
Maximum Speed Limit - 40 mph
Frequency of Service - 3 round trips per week
Open Agencies (Depots) - Aberdeen
Yards - Aberdeen
Connecting Lines - C&NW at Wolsey, Redfield, and Aberdeen;
Milwaukee Road at Wolsey and Aberdeen; and
Burlington Northern at Aberdeen.
Highways - US 281 parallels this line and in addition Wolsey is served by US 14, Redfield by US 212, Mellette by SD 20 and Aberdeen by US 12.

Physical Characteristics of Segment

Rail: 90# rail between Wolsey and Tulare, 85# rail between Tulare and near Redfield, and 90# rail for the remainder of the line.
Ballast: Gravel placed in 1919 from Wolsey north about 5 miles, 4" gravel placed in 1945 from here north to near Bonilla, gravel placed in 1909 from here north to near Redfield, 4" gravel placed in 1942 to Ashton, Surf.-Shiele Proc. Gr. 1970 north to Warner and gravel placed in 1929 from here to Aberdeen.
Steepest Grade: 1% Sharpest Curve: 3°
Bridges and Trestles: 6 pile trestles ranging in length from 1 to 15 spans and totaling 29 spans and also 4 other steel bridges.

Other Information

This rail line is involved in a probable consolidation of Milwaukee Road and Chicago & North Western rail lines between Aberdeen and Wolsey. The likely surviving route appears certain to include the portion of this segment between Redfield and Wolsey. North of Redfield, the choice is not so clear. The Chicago & North Western would like their line to balance trackage rights wheel charges, but the Milwaukee believes their track to be in better condition.

The area served by this line was hard hit by the drought. The 1976 estimated crop loss ranged from 80 to 98 percent.

Summary of Potential Rail Traffic (From USD Impact Study)

Grain Elevators on line: Warner Cooperative Elevator, Warner
South Dakota Wheat Growers Assn, Mellette
Bunge Corporation, Ashton
South Dakota Wheat Growers Assn, Redfield
South Dakota Wheat Growers Assn., Tulare
Sexaur Co., Wolsey

Total Capcity of Grain Elevators: 1,954,000 bushels

Ten year average of Grain Sold from Trade Area to Non-local Markets (includes Redfield and Wolsey but not Aberdeen): 2,684,337 bushels - equivalent to 1,274 carloads (2,100 bushel boxcars)

Fertilizer Shipments Received which are considered Potential Rail Traffic: 2,233 tons - equivalent to 44 carloads.

Miscellaneous Commodities Shipped which are considered Potential Rail Traffic (farm machinery): 177 tons - equivalent to 12 carloads.

Total Annual Potential Rail Traffic:
1,330 Carloads or 18 Cars per mile.

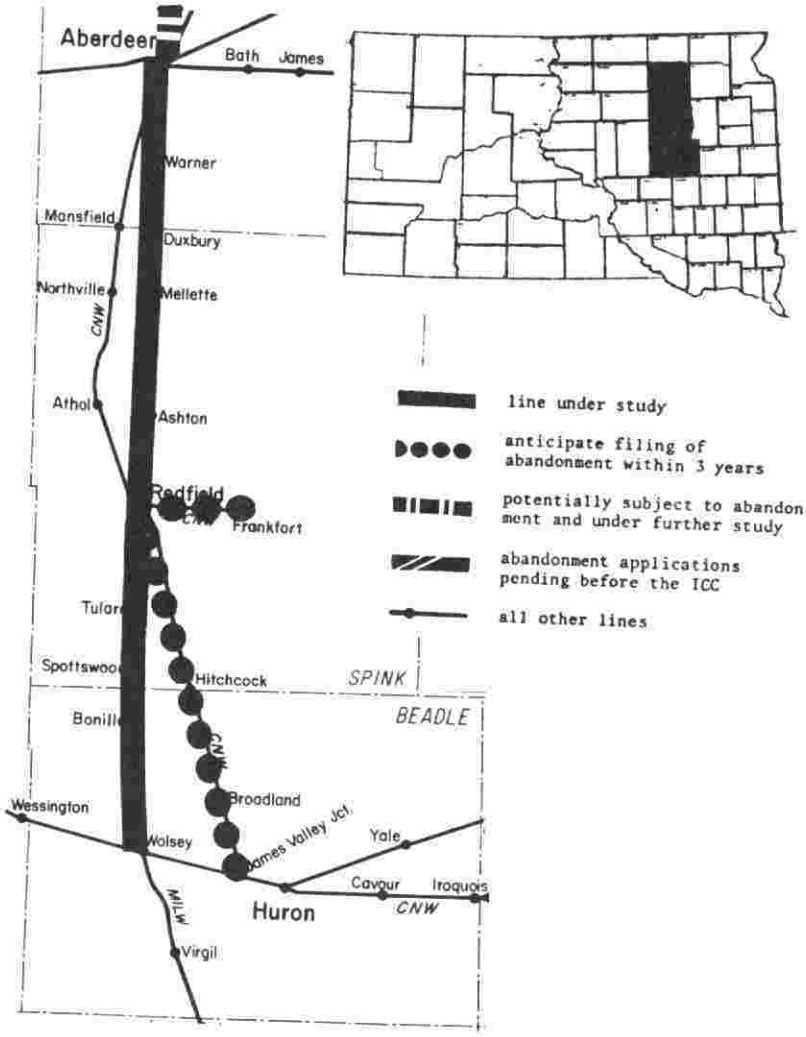
SOUTH DAKOTA
SEGMENT MW17 - WOLSEY TO ABERDEEN (Continued)

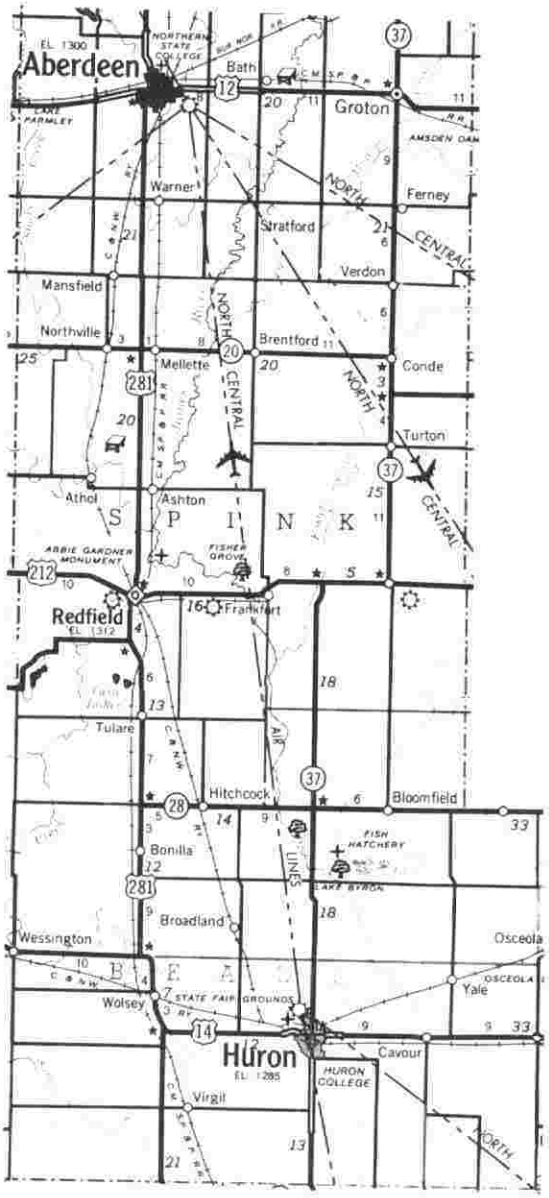
Traffic Characteristics of Segment	1974	1975
Gross Ton Miles: (1)	1,220,000	1,110,000
Cars: (2) (3)	799	503
Cars per Mile: (2) (3)	11	7
Revenue: (2) (3)	$548,394	$460,113
Revenue per Mile: (2) (3)	$7,411	$6,218
Revenue per Carload: (2) (3)	$686	$915

Direction of Traffic: 59% forwarded traffic and 41% received (1)

Commodities: Grain (46%, grain products, farm products, packing house products, beverages and malt, lumber, wood, paper and pulp products, coal, cement, sand and ores, petroleum, chemicals, machinery, motor vehicles, scrap materials, freight forwarder traffic and misc. products. (1) (3)

(1) Data for entire line from Aberdeen to Mitchell.
(2) Does not include Wolsey or Aberdeen data.
(3) Does not include bridge traffic.





SOUTH DAKOTA
SEGMENT MW18 - EDGELEY BRANCH

MILWAUKEE ROAD - DAKOTA DIVISION - SIXTH SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Aberdeen, SD	0.0	Yard	26,476
Westport, SD	12.8	21	
Barnard, SD	18.7	16	
Frederick, SD	25.6	43	359
Ellendale, ND	37.4	58	1,517
Monango Crossing, ND	48.6	15	
Monango, ND	49.8	22	112
Edgeley, ND	63.9	Yard	888

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Type of line -
Length in Miles - 63.9 total; 31.6 in SD
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - One round trip per week
Open Agencies (Depots) - Aberdeen
Yards - Aberdeen and Edgeley
Connecting lines - Aberdeen, Milwaukee Road Main Line, Burlington Northern branch line and Chicago and North Western. (SD connections only)
Highways - US 281 parallels and US 12 intersects at Aberdeen

Physical Characteristics of Segment

Rail: about 39 miles of 56# rail, 15 miles of 60# (15#) rail and 10 miles of 65# - 75# rail
Ballast: NA
Steepest Grade: 1% Sharpest Curve: 3°
Bridges and Trestles: 11 pile trestles ranging in length from 2 to 13 spans and totaling 69 spans, also one 55' steel bridge and one 25' steel girder

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	100,000	120,000
Cars:	236 (1)	155 (1) (2)
Cars Per Mile: (25.6 Miles)	9.2 (1)	6.5 (1) (2)
Revenue:	$120,445 (1)	$104,994 (1)
Revenue Per Mile:	$3,764 (1)	$3,281 (1)
Revenue Per Carload:	$510 (1)	$677 (1)

Direction of Traffic: 89% of traffic is forwarded, 11% received (1975, SD part only)
Commodities: Grain (97%), grain products, coal, petroleum, chemicals and manufactured and misc. products (1975)

(1) South Dakota portion.
(2) In 1975, entire branch generated 1,164 cars or 18 cars per mile.

Other Information

The bulk of the traffic of this segment originates and terminates in North Dakota. A small amount of traffic is interchanged with the Burlington Northern at Edgeley.

Grain constitutes virtually all of the traffic on this segment. In 1976, the estimated crop loss due to the drought was about 80 percent.

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

Summary of Potential Rail Traffic (from USD Impact Study) (3)

Grain Elevators on line: Barnard Coop Assn., Barnard
Frederick Equity Exchange, Frederick

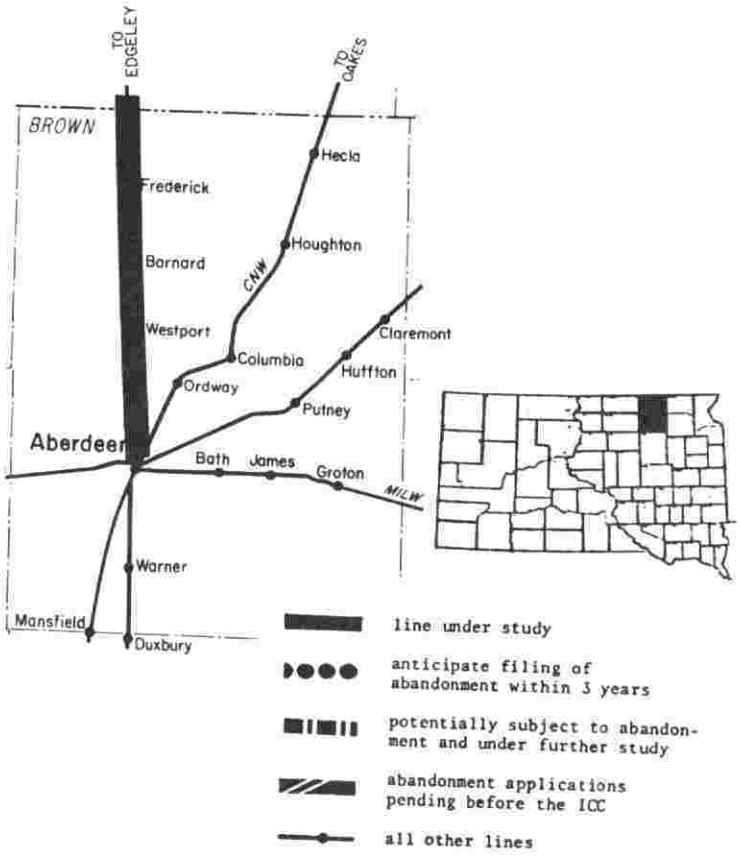
Total Capacity of Grain Elevators: 352,578 bushels

Ten Year Average of Grain Sold from Trade Area to Non-local Markets:
1,836,629 bushels - equivalent to 872 carloads (2,100 bushel boxcars)

Fertilzer Shipments Received which are considered Potential Rail Traffic:
122 tons - equivalent to 2 carloads

Miscellaneous Commodities Shipped or Received which are considered Potential Rail Traffic (Coal): 52 tons - equivalent to 1 carload.

(3) South Dakota portion only.



SOUTH DAKOTA
SEGMENT MW19 - MENNO BRANCH

MILWAUKEE ROAD - DAKOTA DIVISION - TWENTY-FIRST SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACTIY IN CARS	1970 POPULATION
Marion Jct.	0.0	26	(Marion) 844
Freeman	10.4	25	1,357
Menno	21.3	30	796

Type of Line - Branch
Length in Miles - 21.3
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 10 mph
Frequency of Service - Twice weekly if required
Open Agencies (Depots) - Marion Jct.
Yards - None
Connecting Lines - Marion Jct., Milwaukee Road
Highways - Freeman is on US 81, Menno is on US 18

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

1

ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

Physical Characteristics of Segment

Rail: About 2 miles of 65# rail near Marion Jct., 2 miles of 56# rail near Menno and the remainder 60# rail
Ballast:
Steepest Grade: 0.73% Sharpest Curve: 1°
Bridges and Trestles: 11 pile trestles ranging in length from 1 to 5 spans and totaling 25 spans and one 25' steel bridge

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	40,000	40,000
Cars:	429	302
Cars Per Mile:	20	14
Revenue:	$169,270	$132,152
Revenue Per Mile:	$8,060	$6,293
Revenue Per Carload:	$395	$438

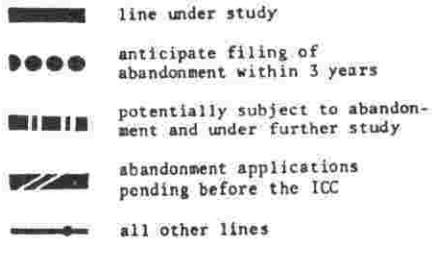
Direction of Traffic: 65% of traffic is forwarded, 35% received (1975)
Commodities: Grain, Farm products, canned goods and dairy products, lumber, cement and ores, petroleum, chemicals, machinery, and misc. products (1975)

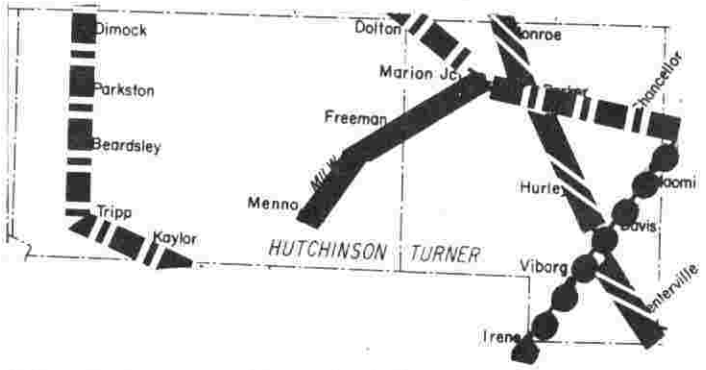
Other Information

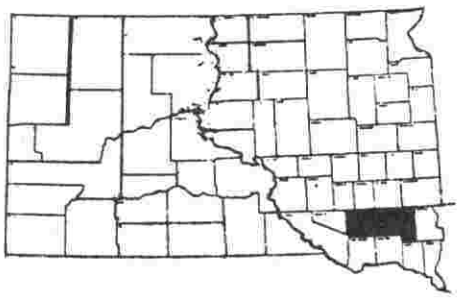
The railroad is considering abandonment of this 21 mile branch because of poor track. Physically this line is considered by the Milwaukee Road as their worst line in S.D. It is the only Milwaukee line with a ten m.p.h. timetable speed limit. Line is unusual in that dairy products, not grain, is the major commodity. This traffic, amounting to 100 cars in 1975, is not reflected in potential traffic because shipper questionaires were not returned.

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

MENNO BRANCH (Cont'd)







Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on Line:
- Freeman Farmers Elevator - Freeman
- Park Lane Feeds, Inc. - Freeman
- Shanard Elevator Co. - Freeman
- Farmers Grain and Stock Co. - Menno

Total Capacity of grain elevators: 422,000 bu.

Ten year average of grain sold from trade area to non-local markets:
1,839,308 bushels - equivalent to 875 carloads (2,100 bu. box cars)

Fertilizer shipments received which are considered potentail rail traffic:
3,482 tons - equivalent to 58 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic: 85 carloads

Total annual potential rail traffic: 1,018 rail cars per year or 48 cars per mile

SOUTH DAKOTA
SEGMENT MW20 - WESSINGTON SPRINGS BRANCH

MILWAUKEE ROAD - DAKOTA DIVISION - SIXTEENTH SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACTIY IN CARS	1970 POPULATION
Woonsocket	0.0	100	852
Lane	7.8	20	94
Wessington Springs	15.1	51	1,300

Type of Line - Branch
Length in Miles - 15.1
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 20 mph
Frequency of Service - Operates as needed
Open Agencies (Depots) - None
Yards - Woonsocket
Connecting Lines - Woonsocket, Milwaukee Road
Highways - SD 34 parallels. US 281 intersects approximately midpoint

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

1

ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

Physical Characteristics of Segment

Rail: 60#
Ballast: NA
Steepest Grade: 1.20% Sharpest Curve: 3°
Bridges and Trestles: 5 pile trestles ranging in length from 2 to 16 spans and totaling 37 spans

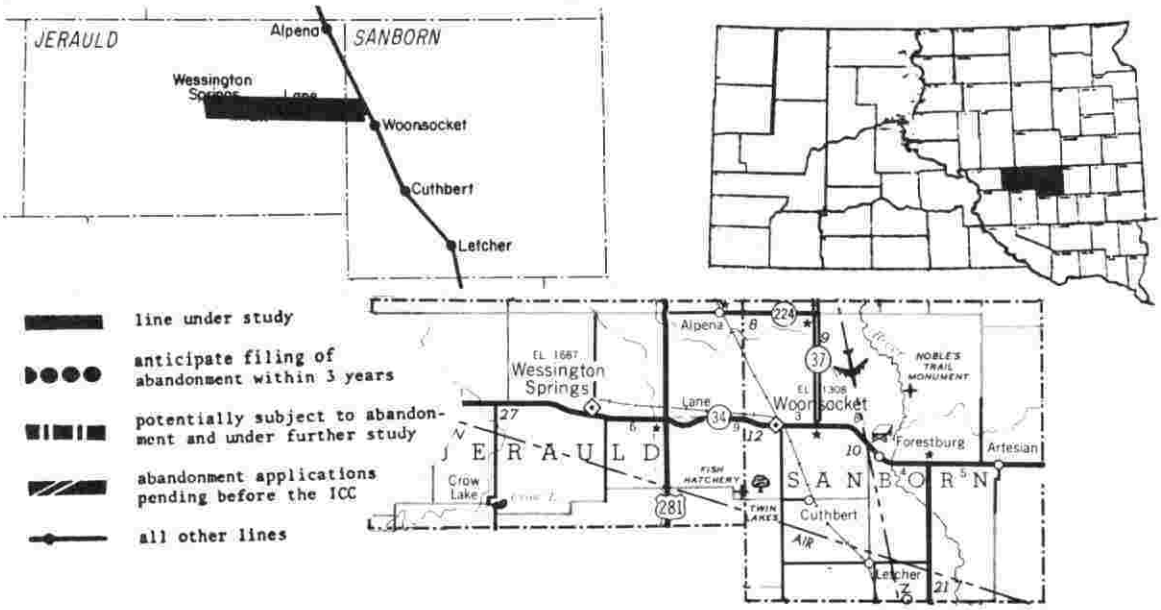
Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	40,000	20,000
Cars:	314	163
Cars Per Mile:	21	11
Revenue:	$165,179	$93,526
Revenue Per Mile:	$11,012	$6,235
Revenue Per Carload:	$526	$574

Direction of Traffic: 78% of traffic is forwarded, 22% received (1975)
Commodities: Grain (75%), farm products, coal, cement, ore, petroleum, and chemicals (1975)

Other Information

While rail is light, this segment is physically in good condition. Traffic levels held up well until the drought. 1976 crop loss for Jerauld County has been estimated at 98.7 percent, the highest for any county in the state.

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.



Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line: Jensen Grain Co., Lane
Jerauld County Farmers Union, Wessington Springs

Total Capacity of Grain Elevators: 592,000 bushels

Ten year average of Grain Sold from Trade Area to Non-local Markets:
501,315 bushels - equivalent to 236 carloads (2,100 bushel box cars)

Fertilizer Shipments Received which are considered Potential Rail Traffic:
1,500 ton - equivalent to 19 carloads

Miscellaneous Commodities Shipped or Received which are considered Potential Rail Traffic (Coal, Salt, Wood Products):
315 tons - equivalent to 7 carloads

Total Annual Potential Rail Traffic:
262 carloads or 17 cars per mile

SOUTH DAKOTA
SEGMENT MW21A - MITCHELL TO MURDO

MILWAUKEE ROAD - DAKOTA DIVISION - 22nd SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Mitchell	0.0	Yard	13,425
Betts	6.1	14	
Mt. Vernon	11.8	26	398
Plankinton	23.1	44	613
White Lake	34.5	28	395
Kimball	47.0	48	825
Pukwana	58.6	28	208
Chamberlain	67.1	Yard	2,626
Oacoma	71.0	48	215
Reliance	83.8	56	204
Kennebec	97.1	15	372
Presho	107.1	39	922
Vivian	119.0	30	162
Draper	131.9	14	200
Murdo	142.3	85	865

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Type of Line - Branch
Length in Miles - 142.3
Maximum Weight Limit - 220,000 lbs.
Maximum Speed Limit - 30 mph
Frequency of Service - 3 round trips per week
Open Agencies (Depots) - Mitchell, Chamberlain, Kennebec and Murdo.
Yards - Mitchell and Chamberlain
Connecting Lines - Milwaukee Road and C&NW at Mitchell, and Milwaukee Road at Murdo.
Highways - I90 parallels this line. Mitchell is served by SD 37, Plankinton by US 281, Kimball by SD 45, Chamberlain by SD 50, Reliance by SD 47, Vivian and Murdo by US 83 and Presho by US 183.

Physical Characteristics of Segment

Rail: This line has 65# rail except for 20 miles of 75# and 11 miles of 85# rail from near Chamberlain to Kennebec.
Ballast: Gravel laid in 1962 from White Lake to Chamberlain, gravel laid in 1971 from Reliance to Kennebec, about 21 miles of gravel placed in 1971 and 1972 and information on ballast on the remainder of the line is unavailable.
Steepest Grade: 1% Sharpest Curve: 5°
Bridges and Trestles: 68 pile trestles ranging in length from 1 to 15 spans and totaling 434 spans and 4 steel bridges including that crossing the Missouri River.

Other Information

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

SOUTH DAKOTA
SEGMENT MW21A - MITCHELL TO MURDO (Continued)

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles: (1)	640,000	520,000
Cars: (2)	3,280	1,891
Cars per Mile: (2)	23	13
Revenue: (2)	$1,928,663	$1,271,024
Revenue per Mile: (2)	$13,553	$8,932
Revenue per Carload: (2)	$588	$672

Direction of Traffic: 66% forwarded traffic and 34% received (1)

Commodities: Grain (27%), grain products, farm products, packing house products, canned goods and dairy products, beverages and malt, food products, forest, lumber, wood and paper products, coal, cement and ores, petroleum, chemicals, metal products, machinery, scrap materials, freight forwarder traffic and misc. products. (1)

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:

Simpson Feed Mills	Betts
Farmers Elevator Co.	Mt. Vernon
Miller & Meade Mill & Elevator	Plankinton
Plankinton Coop Elevator Co.	Plankinton
Hanton Grain Co.	White Lake
White Lake Grain Co.	White Lake
Kimball Grain Co.	Kimball
O.G. Bradshaw Elevator	Kimball
Missouri Valley Grain	Pukwana
Missouri Valley Grain	Chamberlain
Shanard Elevator	Reliance
Farmers Union Coop Elevator	Kennebec
Farmers Elevator Co., Inc.	Presho
Hubbard Milling Co.	Presho
Hubbard Milling Co.	Vivian
Farmers Elevator Co.	Draper
Hubbard Milling Co.	Murdo

Total capacity of grain elevators: 3,918,100 bushels

Ten Year average of grain sold from trade area to non-local markets:
8,217,954 bushels - equivalent to 3904 carloads (2,100 bushels box cars)

Fertilizer shipments received which are considered potential rail traffic:
2,206 tons - equivalent to 28 carloads

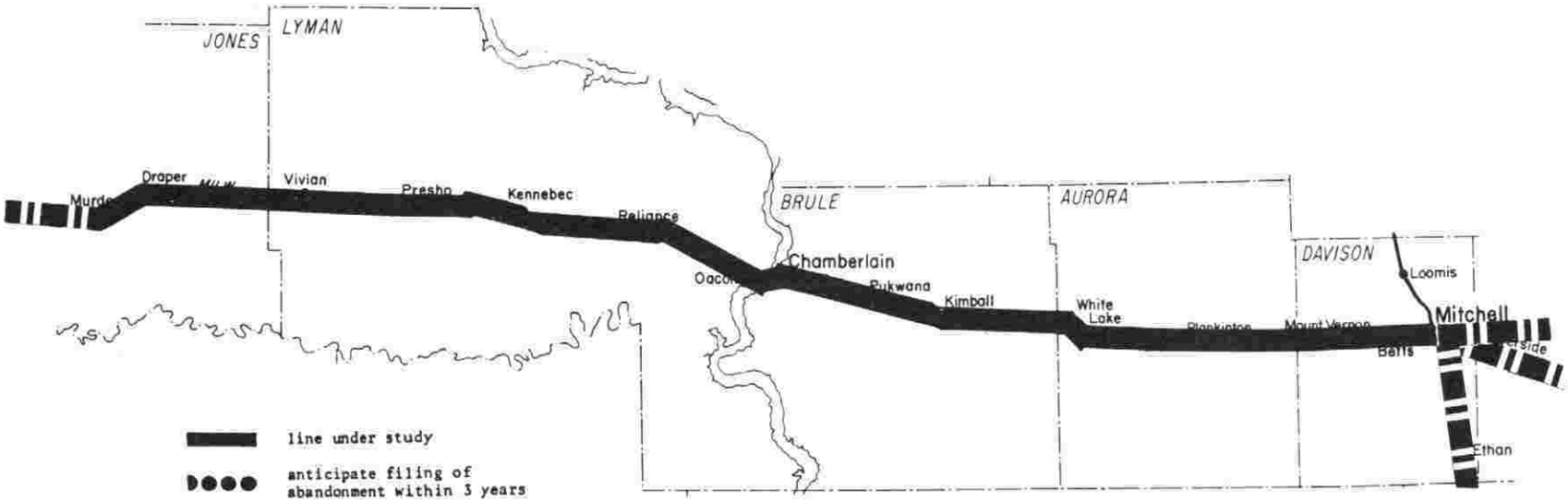
Miscellaneous commodities shipped or received which are considered potential rail traffic: 2,606 tons - equivalent to 105 carloads

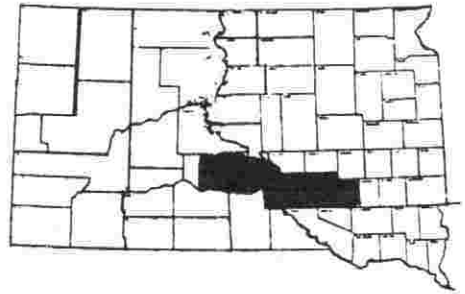
Total annual potential rail traffic: 4,037 carloads or 28 cars per mile.

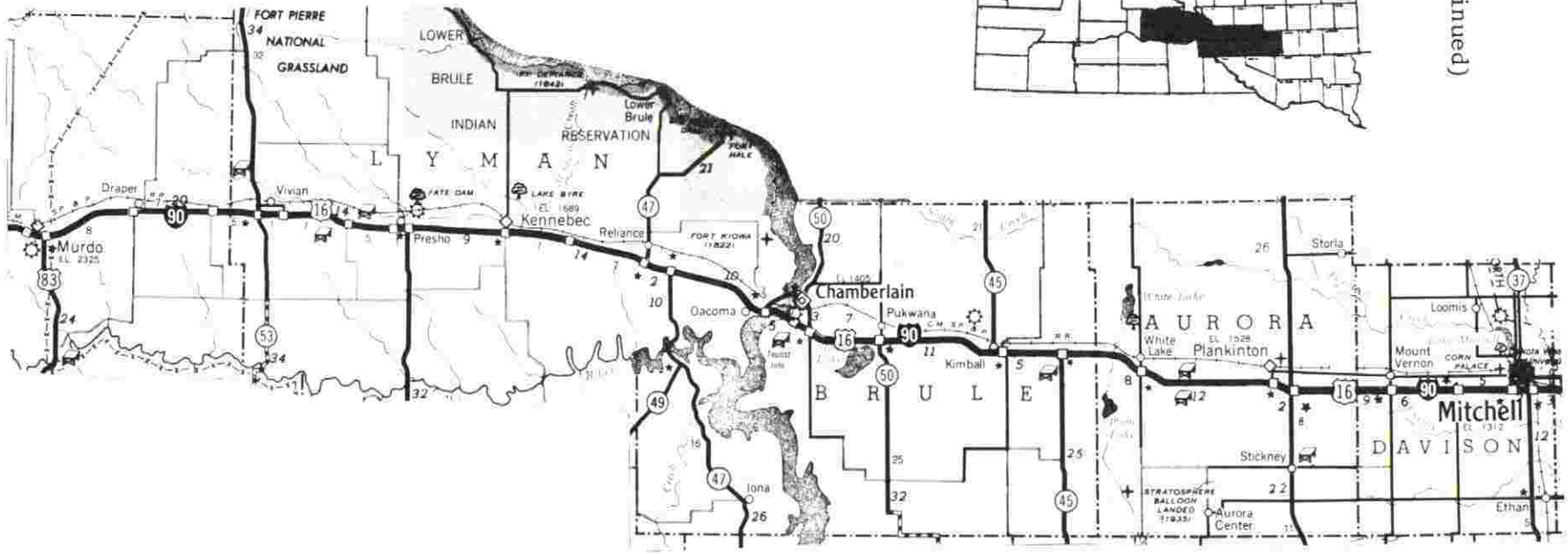
(1) Data for entire Mitchell to Rapid City line.

(2) Does not include bridge traffic.

SOUTH DAKOTA
SEGMENT MW21A - MITCHELL TO MURDO (Continued)







SOUTH DAKOTA
SEGMENT MW21B- MURDO TO RAPID CITY

MILWAUKEE ROAD - DAKOTA DIVISION - 23rd SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Murdo	0.0	85	865
Okaton	10.5	24	
Stamford	21.3	15	
Belvidere	32.5	44	96
Kadoka	45.5	37	815
Weta	57.2	17	
Interior	72.0	50	81
Conata	82.3	15	
Imlay	92.8	17	
Scenic	102.1	16	54
Creston	114.6		
Farmingdale	124.8	18	
Caputa	130.2	22	
Murphy	138.3	17	
Rapid City	144.0	Yard	43,836

Type of Line -
Length in Miles - 144.0
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 30 mph
Frequency of Service - Daily except Sunday
Open Agencies (Depots) - Murdo, Kadoka and Rapid City.
Yards - Rapid City
Connecting Lines - Milwaukee Road at Murdo and C&NW at Rapid City.
Highways - I90 parallels from Murdo to Kadoka, and SD 44 parallels and serves the remaining stations.

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Physical Characteristics of Segment

Rail: 65#
Ballast: Gravel placed in 1966 and 1971 from Murdo to Kadoka and ballast information unavailable for the remainder of the route.
Steepest Grade: 0.75%
Sharpest Curve: 6° (in Rapid City) and 4° elsewhere on the line.
Bridges and Trestles: 86 pile trestles ranging in length from 1 to 13 spans and totaling 533 spans and also 2 concrete bridges and 5 steel bridges.

Other Information

This line was designated as an intensive study line and additional analysis is found in Chapter VI.

SOUTH DAKOTA
SEGMENT MW21B - MURDO TO RAPID CITY (Continued)

Traffic Characteristics of Segment (1)	1974	1975
Gross Ton Miles: (2)	640,000	520,000
Cars:	5,174	4,097
Cars per Mile:	36	28
Revenue:	$2,773,400	$2,525,853
Revenue per Mile:	$19,260	$17,541
Revenue per Carload:	$536	$617

Direction of Traffic: 66% forwarded and 34% received (2).

Commodities: Grain (27%), grain products, farm products, packing house products, canned goods and dairy products, beverages and malt, food products, forest, lumber, wood and paper products, coal, cement and ores, petroleum, chemicals, metal products, machinery, scrap materials, freight forwarder traffic and misc. products (2)

Summary of Potential Traffic (from USD Impact Study) (1) (3)

Grain Elevators on Line:

Hubbard Milling Co.	Belvidere
Kadoka Equity Union Exchange	Kadoka
Hubbard Milling Co.	Kadoka
Hubbard Milling Co.	Interior

Total Capacity of Grain Elevators: 547,222 bushels

Ten year average of grain sold from trade area to non-local markets:
1,422,605 bushels - equivalent to 671 box cars (2,100 bu. box cars)

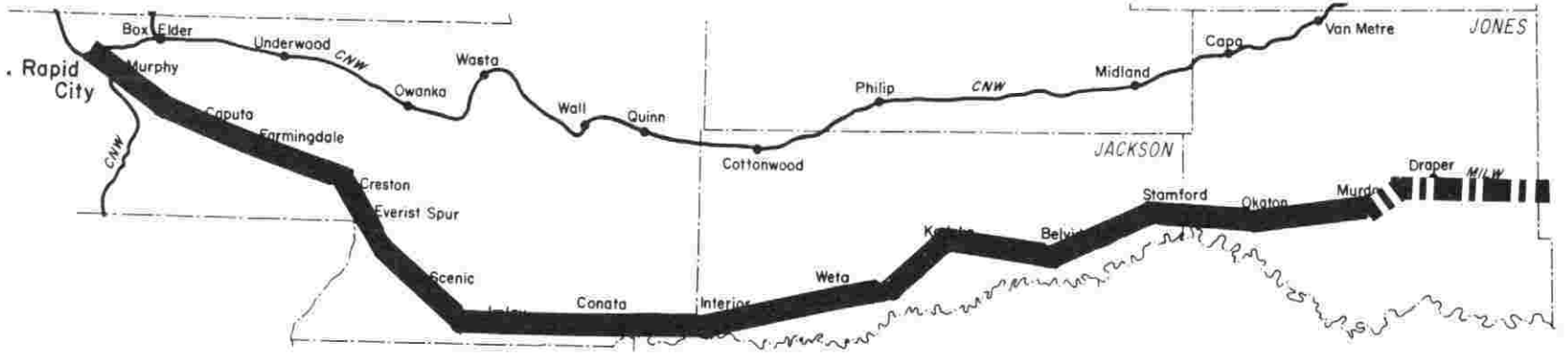
Fertilizer shipments received which are considered potential rail traffic: none

Miscellaneous commodities shipped or received which are considered potential rail traffic (feed, seed, lumber, cement products, hardware, and millwork):
390 tons - equivalent to 12 carloads

Total annual potential rail traffic:
683 carloads or 5 cars per mile

(1) Does not include Murdo traffic
(2) Data for entire Mitchell to Rapid City line.
(3) Does not include Rapid City data

SOUTH DAKOTA
SEGMENT MW21B - MURDO TO RAPID CITY (Continued)



line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

SOUTH DAKOTA
SEGMENT MW22 - SIOUX CITY, IOWA TO SIOUX FALLS, S.D.

MILWAUKEE ROAD - DAKOTA DIVISION - 19th SUBDIVISION (portion)

STATIONS	MILES	SIDE TRACK CAPACITY	POPULATION
Sioux City, Ia.	0.0	Yard	85,925
Shore Acres, Ia.	3.9	-	-
Military Rd., Ia.	5.1	-	-
West Yard, S.D.	5.6	Yard	(1)
Jefferson, S.D.	12.1	30	474
East Wye Switch, S.D.	19.8	-	(2)
Westfield, Ia.	25.9	15	148
Akron, Ia.	31.4	36	1,324
Chatsworth, Ia.	38.1	8	90
Hawarden, Ia.	44.2	16	2,789
Hudson, S.D.	53.8	53	366
Fairview, S.D.	60.5	12	72
Canton, S.D.	68.9	Yard	2,665
Harrisburg, S.D.	80.3	17	338
South Yard, S.D.	88.5	Yard	-
Sioux Falls, S.D.	89.7	Yard	72,488

SEE NEXT PAGE FOR LINE DESIGNATION

Type of Line -
Length in Miles - 89.7 Total; 48.6 in S.D.
Maximum Weight Limit - 263,000 lbs.
Maximum Speed Limit - 20 mph between Sioux City and MP519 and 40 mph between MP519 and Sioux Falls.
Frequency of Service - Daily except Sunday (3)
Open Agencies (Depots) - Sioux City, Canton and Sioux Falls
Yards - Sioux City, West Yard, Canton, South Yard and Sioux Falls
Connecting Lines in S.D. - Milwaukee Road at East Wye Switch, Canton and Sioux Falls; Chicago and North Western connects at Sioux Falls; Burlington Northern and Illinois Central Gulf both connect at Sioux Falls.
Highways Serving S.D. Stations - I29 serves West Yard, Jefferson and East Wye Switch; Hudson, Fairview and Harrisburg are served by local hard surfaced roads; Canton is served by US18 and Sioux Falls is served by I29, I90, US77, SD42, and SD38.

Physical Characteristics of Segment

Rail: 90# from Sioux City to Westfield, 85# from Westfield to Hudson, 90# from Hudson to Sioux Falls.
Ballast: Gravel placed in the 1930's from Sioux City to Canton and gravel placed in 1942 from Canton to Sioux Falls.
Steepest Grade: 1.5% Sharpest Curve: 10° 32'
Bridges and Trestles: 41 pile trestles ranging in length from 1 to 15 spans and totaling 177 spans and 9 other bridges of pile trestle and steel combination ranging from 2 spans to 46 spans.

(1) North Sioux City - 860 population
(2) Elk Point - 1,372 population
(3) See other information for addition service.

SOUTH DAKOTA
SEGMENT MW22 - SIOUX CITY, IA TO SIOUX FALLS, SD (Continued)

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:		
Sioux City to East Wye Switch	2,890,000	2,240,000
East Wye Switch to Canton	1,390,000	1,160,000
Canton to Sioux Falls Jct	890,000	750,000
Cars: (4)	3,074	1,962
Cars per Mile: (4)	63	
Revenue: (4)	$1,316,491	$1,050,651
Revenue per Mile: (4)	$27,088	$21,618
Revenue per Carload: (4)	$428	$536

Direction of Traffic: 70% forwarded and 30% received (5)
Commodities: Includes some shipments from 22 of the 24 commodity groups with cement, sand, ores and minerals comprising 55% of total traffic.

(4) Includes SD station data only. Does not include Canton, SD.
(5) Data for SD stations only for line Sioux City to Sioux Falls Jct.

Other Information

Train service in addition to daily, except Sunday, Sioux Falls - Sioux City round trip, includes a daily, except Sunday round trip from Sioux Falls to Canton to Savanna, Ill., and tri-weekly round trip from Sioux City to East Wye Switch to Aberdeen, SD.

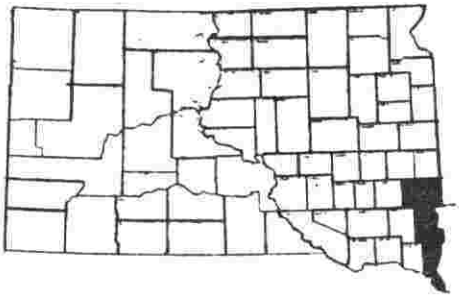
Because 88 per cent of the South Dakota traffic on this segment originates or terminates in Sioux Falls and because the segment weaves back and forth between South Dakota and Iowa, an impact study has not been made for this line. Canton traffic has been included in the totals for segment MW15 (Canton-Mitchell).

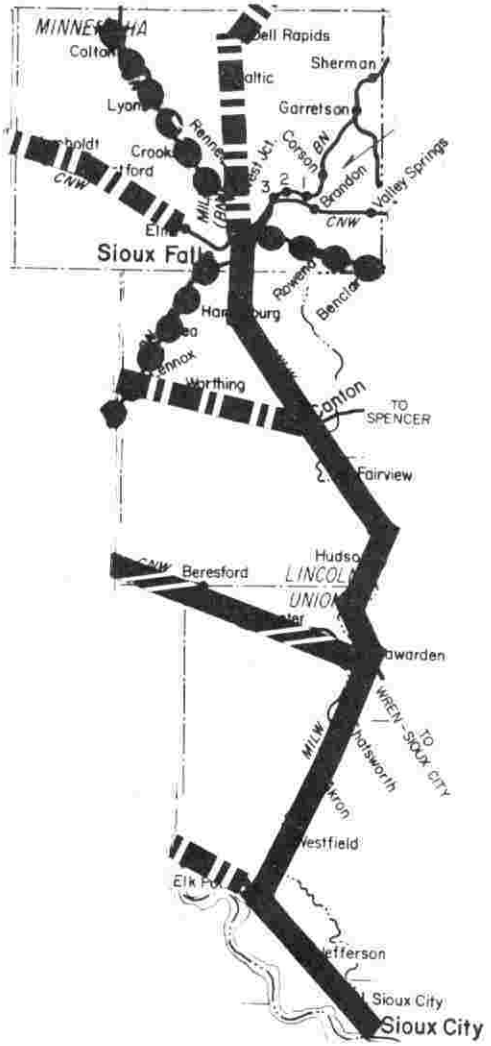
THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

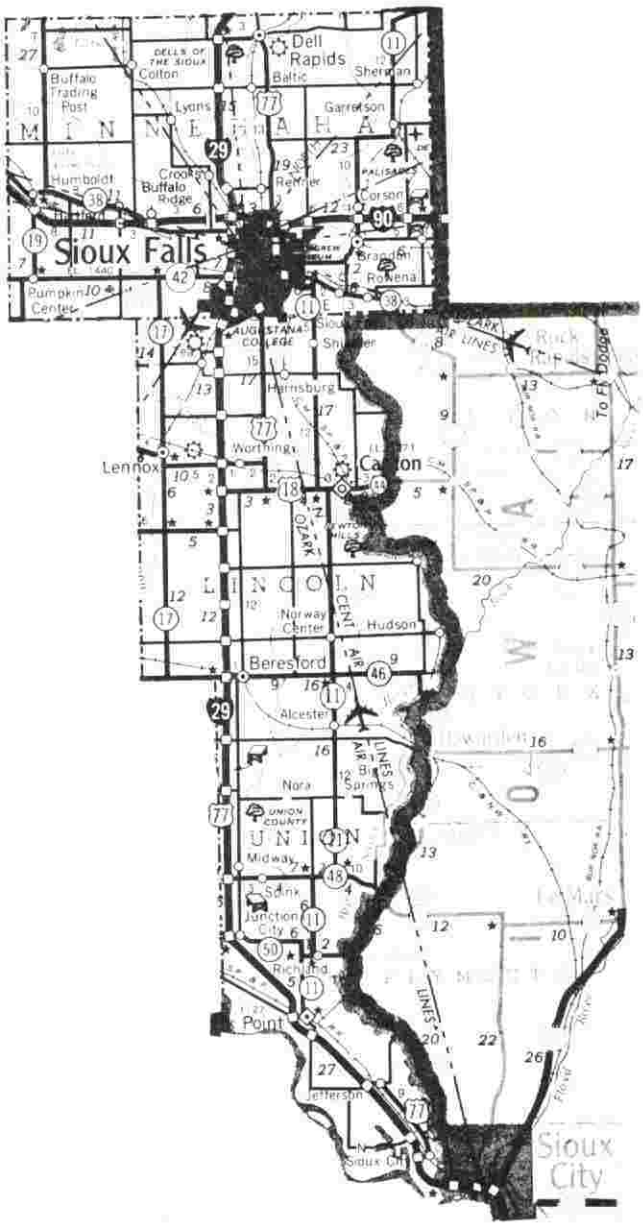
ELK POINT 2 TO CANTON

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

SOUTH DAKOTA
SEGMENT MW22 - SIOUX CITY, IA TO SIOUX FALLS, SD (Continued)







IOWA

line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

SOUTH DAKOTA
SEGMENT MW23 - SIOUX FALLS TO SIOUX FALLS JCT.

MILWAUKEE ROAD - DAKOTA DIVISION - 19th SUBDIVISION (portion)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Sioux Falls	0.0	Yard	72,488
East Jct.	0.8	-	-
Peaks	0.9	35	-
West Jct.	2.7	-	-
Renner	6.5	16	-
Baltic	14.4	30	364
Dell Rapids	19.5	Yard	1,991
Trent	26.6	13	177
Sioux Falls Jct.	32.3	-	-

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Type of Line - Branch
Length of Miles - 32.3
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - Daily except Sunday
Open Agencies (Depots) - Sioux Falls and Dell Rapids
Yards - Sioux Falls and Dell Rapids
Connecting Lines - Milwaukee Road at Sioux Falls, Sioux Falls Jct., C&NW at Sioux Falls, Burlington Northern at West Jct. and Sioux Falls, Illinois Central Gulf at Sioux Falls and L.G. Everest Co. (private RR) at Dell Rapids.
Highways - Sioux Falls is served by I29 and I90, Renner, Baltic and Dell Rapids are served by US77 and Trent is served by a hard surfaced local road. I29 and US77 both parallel this route.

Physical Characteristics of Segment

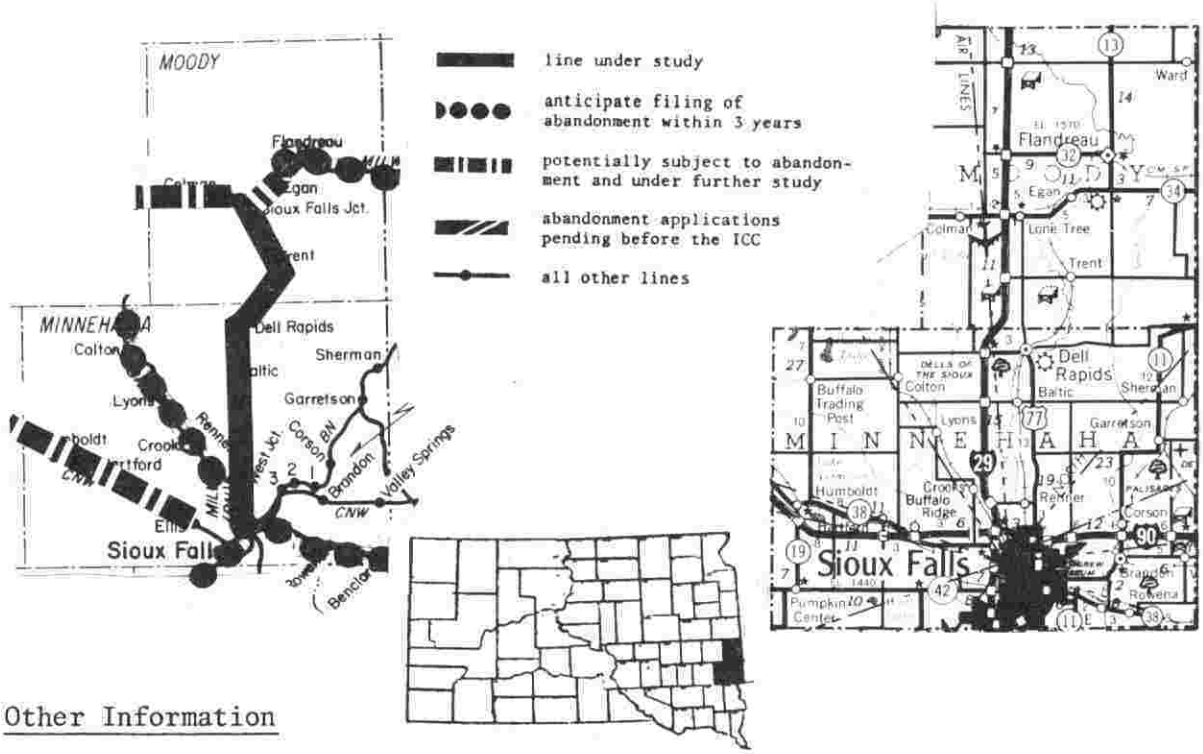
Rail: 65#
Ballast: Gravel placed in 1962 from Sioux Falls to near Renner, gravel placed in 1971 from near Renner to near Dell Rapids and data unavailable for remainder of the line.
Steepest Grade: 1.05% Sharpest Curve: 6° 40' (near Dell Rapids)
Bridges and Trestles: 14 pile trestles ranging in length from 1 to 8 spans and totaling 54 spans and 3 combination pile and steel bridges totaling 34 spans and 3 steel bridges.

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles: (1)	890,000	750,000
Cars: (2)	2,994	2,252
Cars Per Mile: (2)	93	70
Revenue: (2)	$669,447	$548,068
Revenue Per Mile: (2)	$20,726	$16,968
Revenue Per Carload: (2)	$224	$243

SOUTH DAKOTA
SEGMENT MW23 - SIOUX FALLS TO SIOUX FALLS JCT. (Continued)

Direction of Traffic: (3) 70% is forwarded and 30% received.
Commodities: (3) Grains, cement, sand, ores and minerals make up the bulk of the originating and terminating traffic on this line.

(1) Data for segment from Canton to Sioux Falls Jct.
(2) Does not include Sioux Falls traffic, overhead traffic and approximately 4,000 cars of ballast annually sold to Milwaukee Road for railroad use.
(3) Data for entire line from Sioux City, Ia. to Sioux Falls Jct.



Other Information

In addition to the revenue traffic shown on the preceeding page, this segment originates about 4,000 carloads of ballast for use by the Milwaukee Road in maintaining its roadbeds.

The 220,000 lb. weight limit is adequate for the aggregate traffic which constitutes the major commodity on the line. However, grain elevator operators on the segment have indicated a desire to see the weight limit increased to 263,000 lbs to enable use of jumbo covered hoppers.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators and Major Industries on line:

Renner Elevator	Renner
Farmers Elevator Co.	Baltic
L.G. Everest, Inc (Aggregates)	Dell Rapids
Dell Rapids Coop Grain Co.	Dell Rapids
Cargill, Inc.	Trent

Total Capacity of Grain Elevators: 1,059,700 bushels

Ten year average of grain sold from trade area to non-local markets:
1,769,007 - equivalent to 843 carloads (2,100 bu. box cars)

Fertilizer shipments received which are considered potential rail traffic:
13,500 tons - equivalent to 175 carloads

Revenue rock and gravel shipments which are considered potential rail traffic:
260,000 tons - equivalent to 3,059 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic (Building materials, chemicals, coal, lumber, farm machinery, others): 10,508 tons - equivalent to 202 carloads

Total annual potential rail traffic:
4,279 carloads or 134 cars per mile

SOUTH DAKOTA
SEGMENT MW24 - EAST WYE SWITCH TO MITCHELL

MILWAUKEE ROAD - DAKOTA DIVISION - SEVENTEENTH SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
East Wye Switch	0.0		
Elk Point	0.7	57	1,372
Burbank	9.3	42	75
Vermillion	15.2	58	9,128
Meckling	23.4	15	99
Gayville	29.6	19	269
Yankton	41.7	Yard	11,919
Napa	47.3		
Utica	50.9	13	89
Lesterville	57.6	17	181
Scotland	68.9	44	984
Kaylor	75.5	17	138
Tripp	82.5	54	851
Beardsley	88.1	12	
Parkston	94.6	27	1,611
Dimock	100.0	19	167
Ethan	105.1	20	309
Mitchell	116.7	Yard	13,425

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Type of Line - Secondary Main
Length in Miles - 116.7
Maximum Weight Limit - 263,000 lbs.
Maximum Speed Limit - 40 mph
Frequency of Service - Daily
Open Agencies (Depots) - Vermillion, Yankton, Scotland, Parkston and Mitchell.
Yards - Yankton and Mitchell
Connecting Lines - Milwaukee Road at East Wye Switch, Napa and Mitchell; Burlington Northern branch at Yankton; and Chicago and North Western at Mitchell.
Highways - Elk Point is on I29; Vermillion, Meckling and Yankton on SD 50; Tripp, Parkston and Dimock on SD 37; Mitchell on I90 and SD 37; all other stations except Napa and Beardsley are on hard surfaced local roads.

Physical Characteristics of Segment

Rail: 85# from East Wye Switch to Burbank and from Beardsley to Ethan, 90# from Burbank to Beardsley and 100#-112# from Ethan to Mitchell.
Ballast: Mostly gravel dating from 1918 to 1928.
Steepest Grade: 1% Sharpest Curve: 8° & 6° at Mitchell and 5° at Tripp.
Bridges and Trestles: 25 pile trestles ranging in length from 1 to 11 spans and totaling 99 spans and 7 other bridges of steel or concrete.

SOUTH DAKOTA
SEGMENT MW24 - EAST WYE SWITCH TO MITCHELL (Continued)

MILWAUKEE ROAD - DAKOTA DIVISION - SEVENTEENTH SUBDIVISION

Trafffic Characteristics of Segment	1974	1975
Gross Ton Miles:		
East Wye Switch to Napa	1,330,000	940,000
Napa to Mitchell	1,090,000	800,000
Cars: (1)	2,105	1,422
Cars per Mile: (1)	18	12
Revenue: (1)	$940,985	$655,082
Revenue per Mile: (1)	$8,063	$5,613
Revenue per Carload: (1)	$447	$461

Direction of Traffic: (1) 58% of traffic is forwarded, 42% received. (1975)

Commodities: (1) Grain (44%), grain products, farm products, canned goods and dairy products, beverages and malt, food products, wood products including lumber and pulp, paper, cement and ores, petroleum, chemicals, metal products, machinery, scrap materials and misc. products. (1975)

(1) Does not include overhead or Mitchell traffic.

Other Information

This segment is presently part of a secondary mainline between Iowa and Aberdeen. It's status is being reevaluated and it is possible that through traffic could be shifted to Segment MW15 (Mitchell - Canton).

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators:

The Farmers Elevator Co of Elk Point	Elk Point
Bird Grain Co.	Elk Point
Burbank Gain Co.	Burbank
Farmers Elevator, Inc.	Vermillion
Terminal Grain Corp.	Vermillion
Gayville Grain & Milling	Gayville
Zip Feed Mills, Inc.	Yankton
Yaggies', Inc.	Yankton
Cargill, Inc.	Yankton
Utica Lumber & Grain Co.	Utica
Weber's Grain & Feed, Inc.	Lesterville
Cargill, Inc.	Scotland
Kaylor Grain Co.	Kaylor
Farmers Elevator Co. of Tripp	Tripp

SOUTH DAKOTA
SEGMENT MW24 - EAST WYE SWITCH TO MITCHELL (Continued)

MILWAUKEE ROAD - DAKOTA DIVISION - SEVENTEENTH SUBDIVISION

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line: (Continued)

Tripp Grain Co.	Tripp
Terminal Grain Corp	Beardsley
Parkston Grain Co.	Parkston
Farmers Elevator Co.	Parkston
Dimock Farmers Grain & Stock Co.	Dimock
Farmers Coop Assn of Ethan	Ethan
Farmers Union Coop Assn Elevator Assn of Mitchell	Mitchell
Disco Seeds	Mitchell

Total Capacity of Grain Elevators: 2,612,776 bushels

Ten year average of grain sold from trade area to non-local markets:
8,820,923 bushels - equivalent to 4,184 carloads (2,100 bushel box cars) (2)

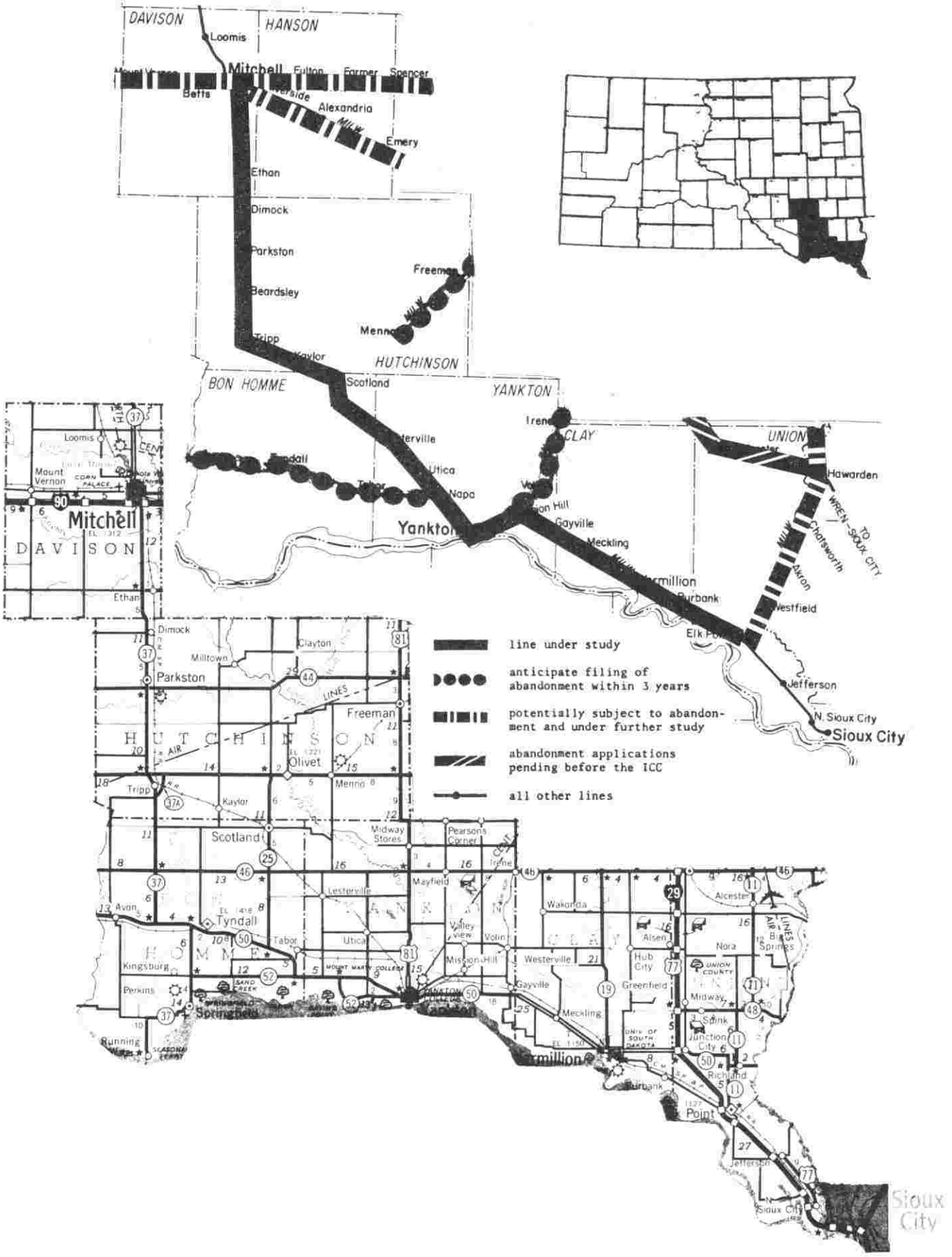
Fertilizer shipments received which are considered potential rail traffic:
13,671 tons - equivalent to 177 carloads (2)

Miscellaneous commodities shipped or received which are considred potential rail traffic (Beer, Bricks, Cement, Chemicals, Feed, Metal Products, Aggregates): 8,102 tons - equivalent to 346 carloads (2)

Total annual potential rail traffic:
4,707 carloads or 40 cars per mile (2)

(2) Potential traffic does not include Mitchell where several rail routes are available. It does include both BN and MILW Yankton potential since abandonment of BN Yankton Branch is a very real possibility. If abandonment occurs, BN Yankton business would shift to Milwaukee Road.

SOUTH DAKOTA
SEGMENT MW24 - EAST WYE SWITCH TO MITCHELL (Continued)



SOUTH DAKOTA
SEGMENT MW25 - PLATTE BRANCH

MILWAUKEE ROAD - DAKOTA DIVISION - EIGHTEENTH SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Napa	0.0		
Tabor	10.5	25	388
Tyndall	21.4	46	1,245
Avon	32.5	41	610
Dante	39.5	15	88
Wagner	46.1	31	1,655
Ravinia	54.0	21	109
Lake Andes	60.0	45	948
Geddes	70.5	29	308
Bovee	76.5	13	-
Platte	82.4	68	1,351

Type of Line - Branch
Length in Miles - 82.4
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - Twice per week
Open Agencies (Depots) - Wagner
Yards - None
Connecting Lines - Napa, Milwaukee Road
Highways - S.D. 50 parallels
Platte also served by SD Highway 44
Wagner also served by SD Highway 46

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

1

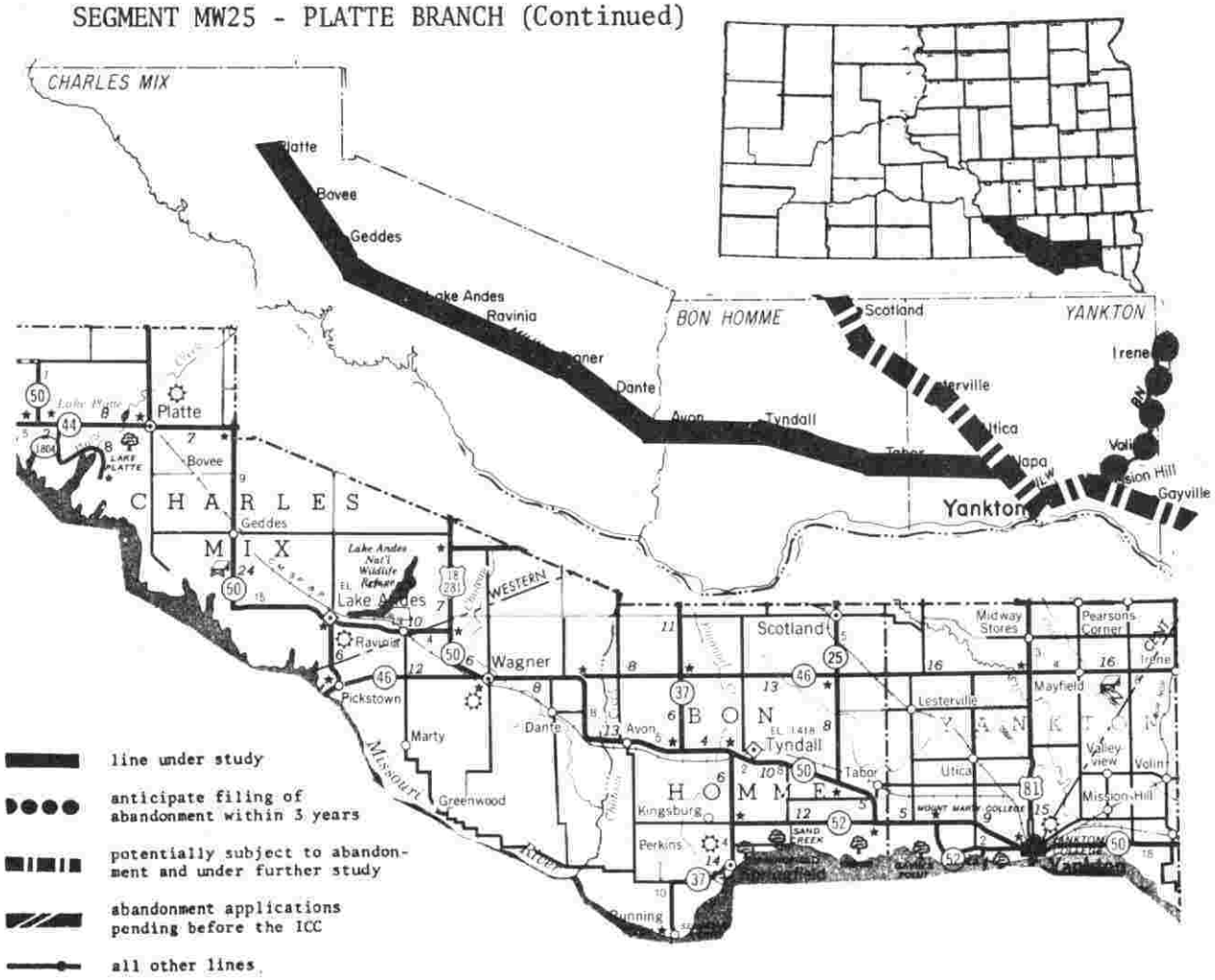
ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

Physical Characteristics of Segment

Rail: About 8 miles of mixed 75, 85 and 95# rail near Napa, the balance is 60# - 1900.
Ballast: NA
Steepest Grade: 1% Sharpest Curve: 7° 30' (at Tyndall)
Bridges and Trestles: 38 pile trestles ranging in length from 1-19 spans and totaling 249 spans, and one (1) steel girder bridge with one span.

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	110,000	90,000
Cars:	1,136	904
Cars Per Mile:	14	11
Revenue:	$441,172	$390,609
Revenue Per Mile:	$5,380	$4,764
Revenue Per Carload:	$388	$432

Direction of Traffic (1975): 80% of traffic is forwarded, 20% received.
Commodities: Grain (73%), farm products, lumber, wood products, coal, cement and sand, petroleum, chemicals, machinery, scrap materials, and manufactured and miscellaneous products (1975).



Other Information

The problem with this line is not so much one of insufficient traffic as it is one of insufficient revenue. Much of the grain shipped from the branch is committed to grain terminals in Sioux City, Iowa, and, therefore constitutes a short, low revenue haul for the railroad.

Extensive irrigation is taking place in the area. Shippers on the line believe this will dramatically increase grain shipments from stations on this segment.

Summary of Potential Rail Traffic (From USD Impact Study)

Grain Elevators on line: Cimple Feed and Grain Co., Tabor
Coop, Inc, Tyndall
Cargill, Inc, Avon
Dante Farmers Elevator, Inc, Dante
Farmers Coop Assn., Inc, Wagner
Terminal Grain Corp., Wagner
Ravinia Feed and Grain, Ravinia
Lake Andes Farmers Coop Co., Lake Andes

SUMMARY OF POTENTIAL RAIL TRAFFIC (Continued)

Farmers Coop Elevator Co., Geddes
Farmers Elevator Co. of Platte, Platte
Feeders' Mill, Inc, Platte

Total Capacity of Grain Elevators: 1,227,981 bushels

Ten year average of grain sold from trade area to non-local markets:
5,797,640 bushels - equivalent to 2760 carloads (2,100 bushel box cars)

Fertilizer shipments received which were considered potential rail traffic:
10,777 tons - equivalent to 139 carloads

Miscellaneous commodites shipped or received which are considered potential rail traffic (Farm machinery
3,641 tons - equivalent to 163 carloads

Total annual potential rail traffic: 3,055 carloads or 37.1 cars per mile

Note: This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

SOUTH DAKOTA
SEGMENT MW26 - JACKSON, MINN. TO MADISON, S.D.

MILWAUKEE ROAD - MINNESOTA DIVISION - 19th SUBDIVISION

Stations (1)	Miles	Side Track Capacity in Cars	1970 Population
Madison	0.0	Yard	6,315
Wentworth	7.7	20	196
Colman	15.5	42	456
Sioux Falls Jct.	23.2	--	---
Egan	25.1	55	281
Flandreau	29.5	36	2,027
Minnesota Border	37.5	--	---

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2 MADISON TO EGAN

1 EGAN TO JACKSON

Type of Line -
Length in Miles - 124.0 total, 37.5 in S.D.
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - week days except Wednesday
Open Agencies (Depots) (1) - Egan and Madison
Yards (1) - Madison
Connecting Lines (1) - Milwaukee Road extends to Jackson connects at Madison and Sioux Falls Jct. Burlington Northern connects at Wentworth, and Historic Dakota Central at Madison.
Highways (1) - Flandreau is served by SD 32 and the other stations are served by SD 34.

(1) S.D. part only.

Physical Characteristics of Segment

Rail: Mixed 65# and 75# from Minnesota border to Sioux Falls Jct., and mostly 65# for the remainder.
Ballast: 4" gravel dating from 1942-1944.
Steepest Grade: 1.07% Sharpest Curve: 3 50'
Bridges and Trestles: 17 pile trestles ranging in length from 1 to 9 spans and totaling 56 spans and also 2 steel bridges.

Traffic Characteristics of Segment		1974	1975	1976
Gross ton miles:	Jackson, Minn. to S.F.Jct.	190,000	190,000	
	S.F. Jct. to Madison	140,000	110,000	
Cars:				896
Cars Per Mile:				24
Revenue:				$452,282
Revenue per Mile:				$12,061
Revenue Per Carload:				$512

Direction of Traffic: 45% is forwarded, 55% received
Commodities: Grain (38%), chemicals & fertilizer (22%), cement and sand, grain mill products, farm products, packing house products, beverages, lumber, millwork, paper, boxes, machinery, manufactured products, metal products, scrap, petroleum products and auto parts (1976)

SOUTH DAKOTA
SEGMENT MW26 - JACKSON, MINN TO MADISON, S.D. (Continued)

MILWAUKEE ROAD - MINNESOTA DIVISION - 19th SUBDIVISION

Other Comments

More than half the traffic on this segment either originates or terminates at Madison, the western termines of the line. The railroad is anticipating abandonment of this line east of Egan. Flandreau is the only South Dakota station that would be affected by such an abandonment. There is very little traffic at that station. Flandreau is 4.4 miles from Egan. This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

Summary of Potential Rail Traffic - S.D. Part Only (from USD Impact Study)

Grain Elevators on line:

Colman Farmers Coop	Colman
Farmers Coop Elevator	Egan
Lloyd G. Duncan	Flandreau
William Duncan	Flandreau
Western Grain Co.	Flandreau
Applewick Grain	Madison
Domestic Seed and Supply Inc.	Madison
Madison Farmers Elevator Co.	Madison
Domestic Seed and Supply	Wentworth

line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

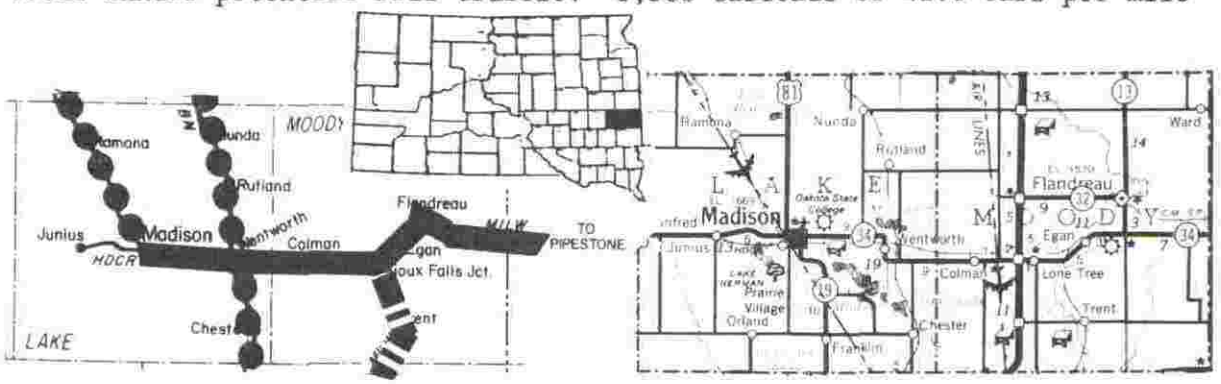
Total capacity of grain elevators: 2,537,150 total bushels

Ten year average of grain sold from trade area to non-local markets:
2,891,724 bushels - equivalent to 1,374 carloads (2,100 bu. box cars)

Fertilizer shipments received which are considered potential rail traffic:
11,770 tons - equivalent to 153 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic (farm machinery, cement, wood products):
1,498 tons - equivalent to 41 carloads

Total annual potential rail traffic: 1,568 carloads or 42.3 cars per mile



SOUTH DAKOTA
SEGMENT MW27 - BRYANT BRANCH

MILWAUKEE ROAD - MINNESOTA DIVISION - 21st SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Madison	0.0	Yard	6,315
Ramona	10.3	31	227
Oldham	19.9	26	244
Lake Preston	30.3	19	812
Erwin	40.0	23	106
Bryant	47.5	55	502

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

1

ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

Type of Line - Branch
Length in Miles - 47.5
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - Weekly
Open Agencies (Depots) - Madison
Yards - Madison
Connecting Lines - Madison, Milwaukee Road and Historic Dakota Central; Lake Preston, Chicago and North Western
Highways - Madison is on US 81 and SD 34, Lake Preston is on US 14, Bryant is on SD 28 and the other towns are served by local hard surfaced roads

Physical Characteristics of Segment

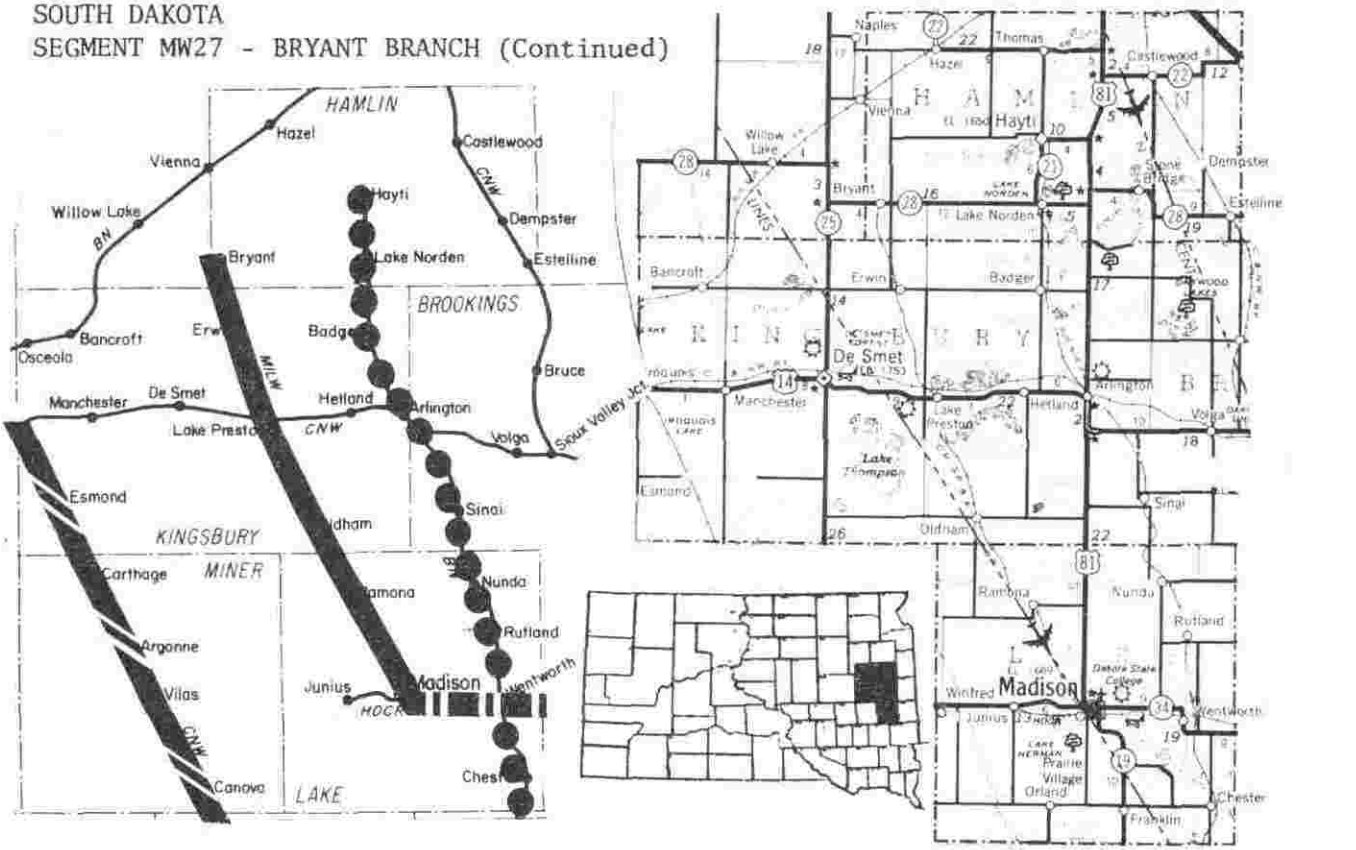
Rail: 65# between Madison and Lake Preston, 56# between Lake Preston and Erwin and the remainder 65# rail
Ballast: N/A
Steepest Grade: 1% Sharpest Curve: 4°
Bridges and Trestles: None

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	40,000	20,000
Cars:	501	272
Cars Per Mile:	10	6
Revenue:	$204,624	$143,015
Revenue Per Mile:	$4,263	$2,979
Revenue Per Carload:	$408	$526
Direction of Traffic:		
Commodities:		

Other Information

This line was once part of a route from Bristol to Madison, SD, connecting at both ends with other Milwaukee Road lines. Segment from Garden City to Bryant, 25.99 miles was abandoned in 1974. This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

SOUTH DAKOTA
SEGMENT MW27 - BRYANT BRANCH (Continued)



Summary of Potential Rail Traffic (from USD Impact Study)

line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

Grain Elevators on line:
- Madison Farmers Elevator Co. - Ramona
- Oldham Farmers Elevator - Oldham
- The Sexaur Co. - Erwin
- The Farmers Elevator Co. - Bryant
- Lake Preston Coop Assn. - Lake Preston (1)

Total Capacity of Grain Elevators:
- Total all elevators on line - 829,100 bu.
- Total less those served by another line - 624,100 bu.

Ten year average of grain sold from trade area to non-local markets:
- Conservative = 1,765,022 bu. - equivalent to 838 carloads (2,100 bu. box cars)
- Normal = 1,917,797 bu. - equivalent to 912 carloads (2,100 bu. box cars)

(1) Served by more than one rail line.

Fertilizer shipments received which are considered potential rail traffic:
- 1,100 tons - equivalent to 14 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic:
- 6,015 tons - equivalent to 114 carloads

Total annual potential rail traffic:
- Conservative - 853 carloads or 18 cars per mile
- Normal - 1,039 carloads or 22 cars per mile

SOUTH DAKOTA
SEGMENT CN01 - TRACY, MINN. TO HURON, SD

CHICAGO & NORTH WESTERN - CENTRAL DIVISION - HURON SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Tracy, Minn.	0.0		2,516
Garvin, Minn.	7.2		201
Balaton, Minn.	13.0	50	649
Burchard, Minn.	19.5		--
Tyler, Minn.	27.1	90	1,069
Lake Benton, Minn.	34.9		759
Verdi, Minn.	41.2		--
Elkton, SD	47.8	100	541
Aurora, SD	58.5		237
Brookings, SD	64.3	60	13,717
Sioux Valley Jct, SD	67.7		--
Volga, SD	70.8		982
(BN Crossing)	80.7		--
Arlington, SD	81.7		954
Hetland, SD	87.2		81
Lake Preston, SD	94.4	50	812
DeSmet, SD	103.0	80	1,336
Manchester, SD	111.8		--
Iroquois, SD	118.1	45	375
Cavour, SD	127.4		134
Huron, SD	136.4		14,299

Type of Line -
Length in Miles - 136.4 Total, 90.2 in SD
Maximum Weight Limit - 263,000 Lbs
Maximum Speed Limit - 35 mph
Frequency of Service - Daily through freight Winona, Minn to Huron
Open Agencies (Depots) - Tracy, Tyler, Brookings & Huron
Yards - Tracy, Brookings, Arlington, Iroquois & Huron
Connecting Lines - Chicago and North Western at Tracy, Sioux Valley Jct, Iroquois and Huron, Milwaukee Road at Lake Preston and Burlington Northern at Huron, near Arlington and near Burchard

Highways-

US 14 serves all stations in Minnesota except Garvin, which is served by US 59 and Verdi which is served by a local road and in addition, Lake Benton is served by US 75. Elkton is served by SD 218, Aurora by a local hard surfaced road and the remainder of the stations are served by US 14, plus I29 serves Brookings, US 81 serves Arlington, SD 25 serves DeSmet, and SD 37 serves Huron.

SOUTH DAKOTA
SEGMENT CN01 - TRACY, MINN TO HURON, SD

Physical Characteristics of Segment (SD part only)

Rail: 100# from the Minnesota border to Iroquois and 90# from Iroqouis to Huron.
Ballast: Gravel dating to around 1940 from the Minnesota border to Sioux Valley Jct., Rock dating to 1960-1970 from Sioux Valley Jct. to Iroquois and gravel dating from 1926 to 1954 for the remainder of this segment.
Steepest Grade: 1.2% Sharpest Curve: 4° (near Arlington)
Bridges and Trestles: 46 pile trestles ranging in length from 2 to 19 spans and totaling 306 spans plus one combination steel and pile trestle.

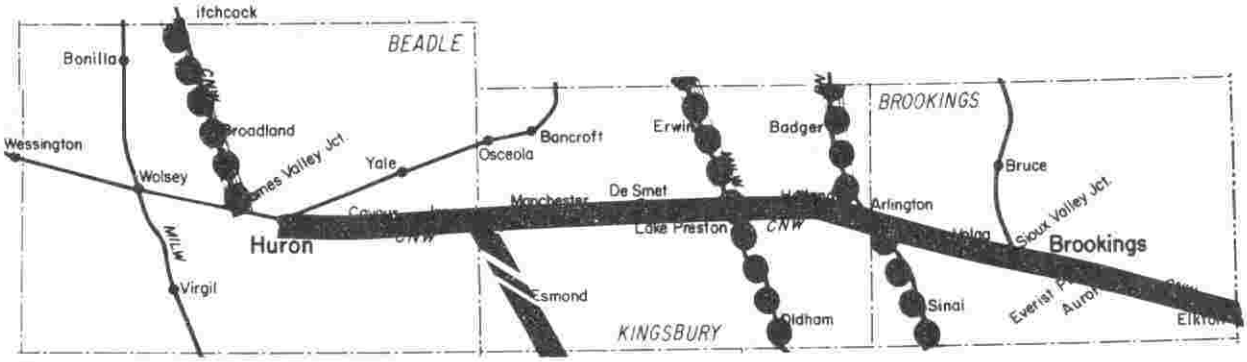
Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:		
Minnesota border to Sioux Valley Jct		2,810,000
Sioux Valley Jct to Iroquois		2,650,000
Iroquois to Huron		2,710,000
Cars:		
Cars per Mile:		
Revenue:		
Revenue per Mile:		
Revenue per Carload:		
Direction of Traffic:		
Commodities:		

Other Information

This line is necessary for the Chicago & North Western operation of bridge traffic from points west and north.

Locomotive and car shops are located at Huron. Huron is the maintenance point for the railroads entire remaining fleet of Alco (manufacturers) diesel locomotives. Due to track conditions, six axle Alco locomotives are the only diesels that can be operated over some South Dakota line. Most of these units are scheduled for retirement.

SOUTH DAKOTA
SEGMENT CN 01 TRACY, MINNESOTA TO HURON, SOUTH DAKOTA



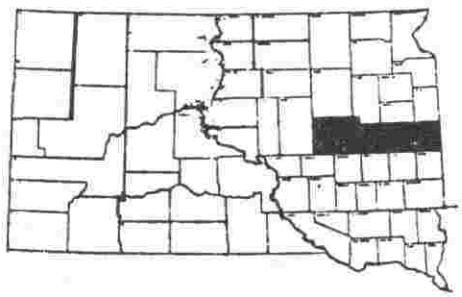
line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines



SOUTH DAKOTA
SEGMENT CN02 - HURON TO PIERRE

CHICAGO & NORTH WESTERN - WESTERN DIVISION - PIERRE SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Huron	0.0		14,299
James Valley Jct.	4.2		--
Wolsey	13.3	46	436
Wessington	24.7	28	380
Vayland	30.4		--
St. Lawrence	37.6		249
Miller	40.1	68	2,148
Ree Heights	50.6		183
Highmore	62.4	45	1,173
Holabird	70.2		--
Harrold	77.2	45	184
Blunt	90.0	57	445
Canning	98.2		27
Pierre	117.7	110	9,699

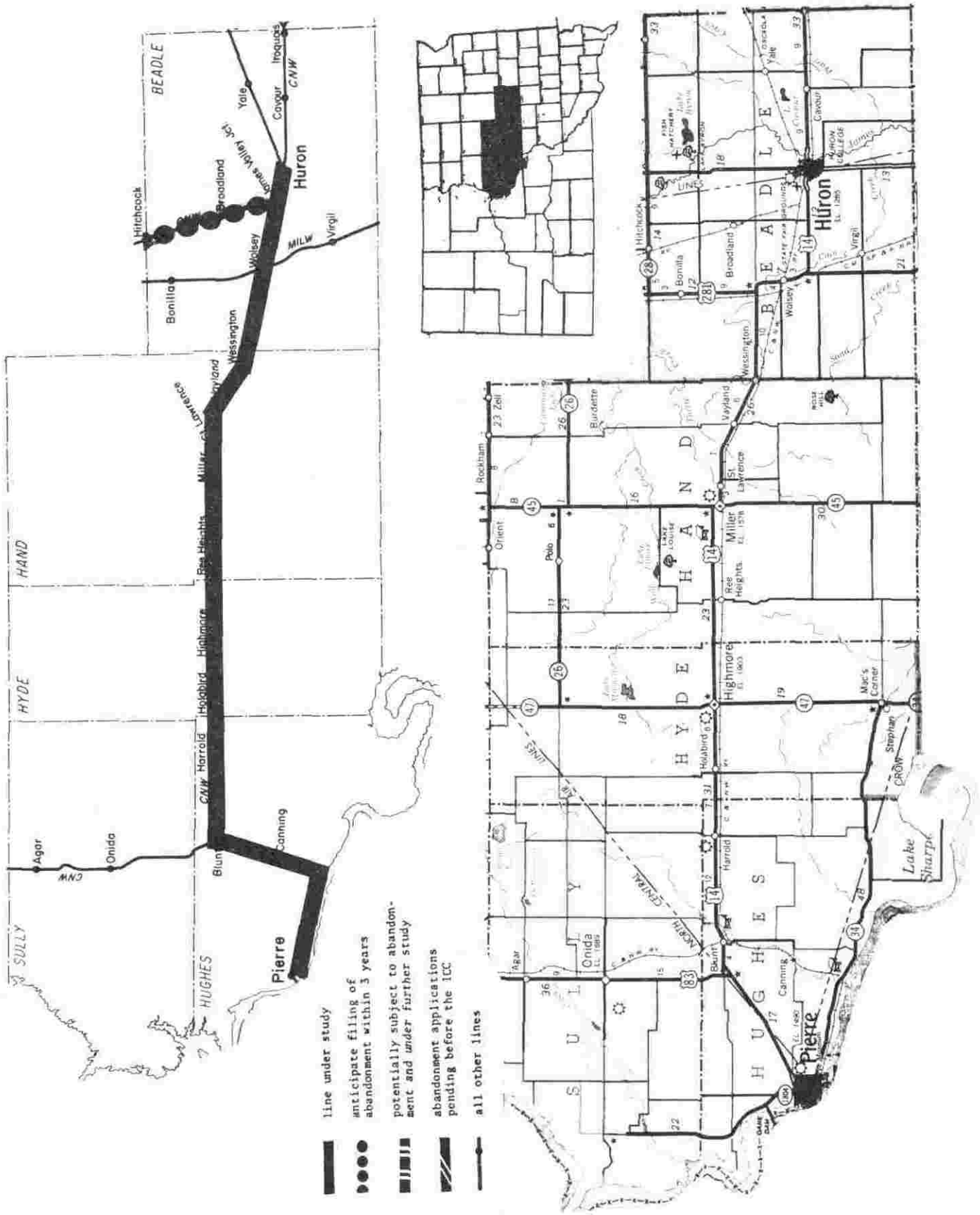
Type of Line -
Length in Miles - 117.7
Maximum Weight Limit - 251,000 lbs
Maximum Speed Limit - 30 mph
Frequency of Service - Daily 3 to 7 round trips per week depending on traffic.
Open Agencies (Depots) - Huron, Miller and Pierre
Yards - Huron, Wolsey, Blunt and Pierre
Connecting Lines - Chicago & North Western at Huron, James Valley Jct, Blunt and Pierre. Burlington Northern at Huron. Milwaukee Road at Wolsey.
Highways - US 14 Serves all stations except James Valley Jct and Canning which are served by local roads. Additionally Huron is served by SD 37, Wolsey by US 281, Miller by SD 45, Highmore by SD 47 and Pierre by US 83 and SD 34.

Physical Characteristics of Segment

Rail: 100# & 112# from Huron to James Valley Jct and the remainder 72#.
Ballast: The majority is rock, stone and gravel dating from around 1960.
Steepest Grade: 1% Sharpest Curve: 4° 30'
Bridges and Trestles: 50 pile trestles ranging in length from 1 to 9 spans and totaling 213 spans in addition to 2 steel and pile trestle combination bridges.

Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:		
Huron to James Valley Jct		2,530,000
James Valley Jct to Blunt		1,540,000
Blunt to Pierre		1,200,000

SOUTH DAKOTA
SEGMENT CN 02 HURON TO PIERRE



SOUTH DAKOTA
SEGMENT CN03 - PIERRE TO RAPID CITY

CHICAGO & NORTH WESTERN - WESTERN DIVISION - PRC SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Pierre	0.0	110	9,699
Ft. Pierre	3.9		1,448
Wendte	22.8		--
Van Metre	32.4	49	--
Capa	42.9		--
Midland	52.7	44	270
Philip	79.2	44	983
Cottonwood	92.9		16
Quinn	104.1		105
Wall	110.5	44	786
Wasta	124.5	33	127
Owanka	134.8		--
Underwood	148.5		416
Box Elder	160.1	51	607
Rapid City	170.8		43,836

Type of line -
Length in Miles - 170.8
Maximum Weight Limit - 210,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - 3 to 7 trips per week depending on traffic
Open Agencies (Depots) - Pierre, Philip and Rapid City
Yards - Pierre, Wall, Box Elder and Rapid City
Connecting Lines - Chicago & North Western at Pierre and Rapid City.
Milwaukee Road at Rapid City.
Highways - US 14 serves Pierre, Ft. Pierre, Midland, Philip, Cottonwood, and Quinn, local gravel roads serve Wendt, Van Meter and Capa, I 90 serves Wall, Wasta, Underwood, Box Elder, and Rapid City; Owanka is served by a local hard surfaced road. Additionally, Pierre is served by US 83 and SD 34, Philip by SD 73, Rapid City by SD 44, SD 79 and US 16.

Physical Characteristics of Segment

Rail: Mostly 100# and 112#.
Ballast: Mostly gravel placed in 1958-1960 from Pierre to Quinn and the remainder is mostly gravel dating back to the 1920's.
Steepest Grade: 1.5% Sharpest Curve: 11°
at Rapid City, elsewhere 6°
Bridges and Trestles: 164 pile trestles ranging in length from 1 to 35 spans and totaling 1,370 spans in addition there are 47 pile trestle and other type construction combination bridges.

SOUTH DAKOTA
SEGMENT CN03 - PIERRE TO RAPID CITY (continued)

Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:		1,200,000
Cars:		
Cars per Mile:		
Revenue:		
Revenue Per Mile:		
Revenue per Carload:		
Direction of Traffic:		
Commodities:		

Cement and grain are major originating products. Extensive overhead movements of pulpwood and wood chips to Wisconsin mills are also routed over this line.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:

Stanley County Coop Mktg Assn.	Fort Pierre
Midland Coop Marketing Assn.	Midland
Midland Grain and Lumber Co.	Midland
Farmers Coop Assn of Philip	Philip
Hubbard Milling Co.	Philip
Parsons Elevator	Quinn
Hubbard Milling Co.	Wall
Hubbard Milling Co.	New Underwood
Underwood Grain Exchange	New Underwood

Total capacity of Grain Elevators: 1,923,800 bushels

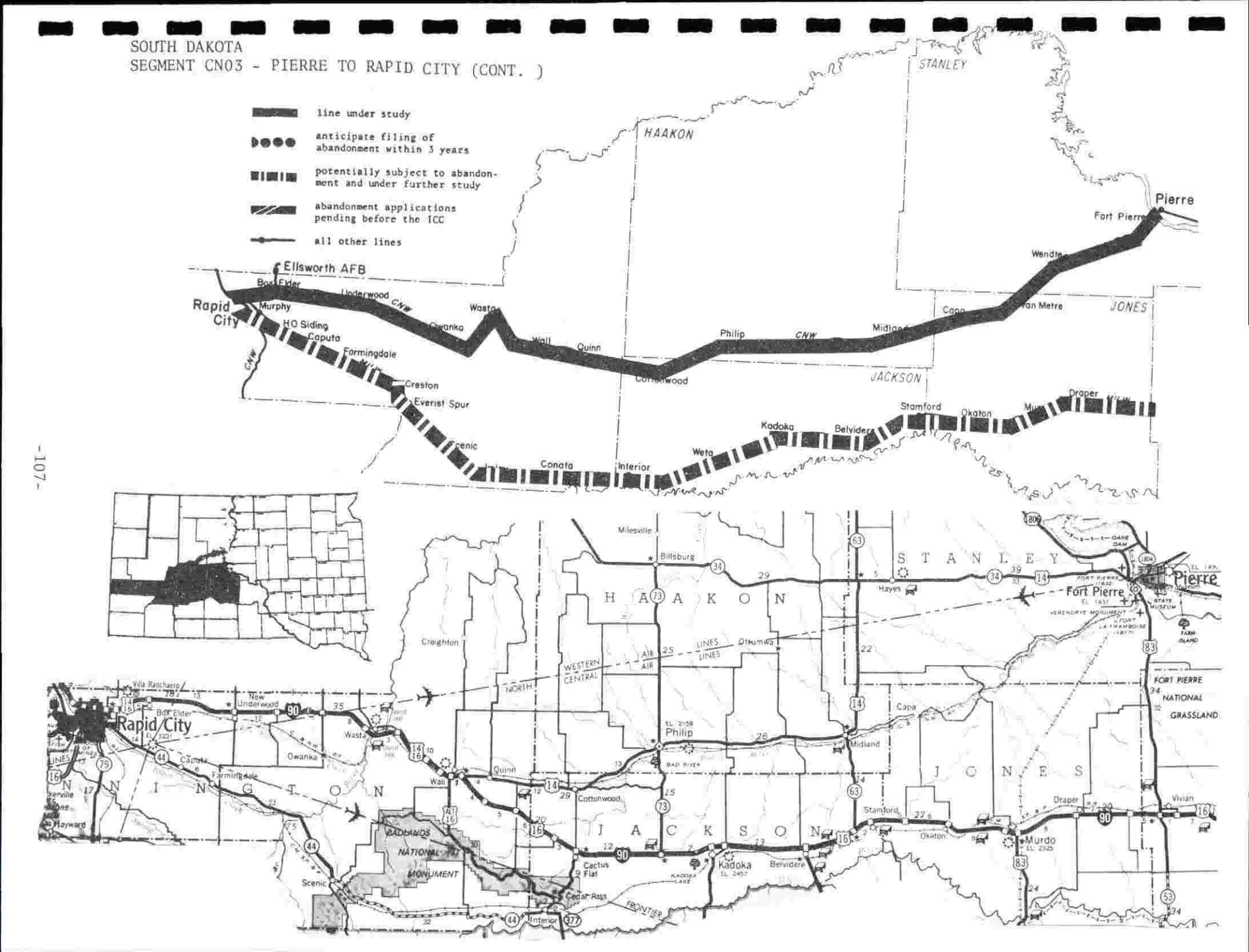
Ten year average of grain sold from trade area to non-local markets:
4,735,826 bushels - equivalent to 2,250 carloads
(2,100 bushel box cars)

Fertilizer shipments received which are considered potential rail traffic:
890 tons - equivalent to 16 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic:
2,400 tons - equivalent to 45 carloads

Total annual potential rail traffic:
2,333 carloads or 14 cars per mile

SOUTH DAKOTA
SEGMENT CN03 - PIERRE TO RAPID CITY (CONT.)



SOUTH DAKOTA
SEGMENT CN04 - JAMES VALLEY JCT TO ABERDEEN

CHICAGO & NORTH WESTERN - WESTERN DIVISION - OAKES SUBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
James Valley Jct.	0.0		--
Broadland	8.1		45
Hitchcock	18.0		150
Redfield	36.2		2,943
Athol	46.2		72
Northville	56.5		119
Mansfield	62.5		111
Aberdeen	78.4		26,476

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY part only 1
ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

Type of Line -
Length in Miles - 78.4
Maximum Weight Limit - 263,000 lbs from James Valley Jct to Redfield and 210,000 from Redfield to Aberdeen.
Maximum Speed Limit - 10 mph
Frequency of Service - three round trips per week
Open Agencies (Depots) - Redfield and Aberdeen
Yards - James Valley Jct, Redfield and Aberdeen
Connecting Lines - Chicago & North Western at James Valley Jct, Chicago & North Western branch at Redfield, Milwaukee Road at Redfield and Chicago & North Western, Milwaukee Road and Burlington Northern at Aberdeen
Highways - Broadland, Athol and Mansfield are served by local hard surfaced roads, Hitchcock by SD 28, Redfield by US 281 and US 212, Northville by SD 20 and Aberdeen By US 12 and US 281.

Physical Characteristics of Segment

Rail: About 50 miles of 90#, 17 miles of 72#, 6 miles of 80# and 5 miles of 100# rail
Ballast: Largely gravel dating from 1919 to 1940 from James Valley Jct to Northville and mainly stone and rock placed in the 1960's for the remainder of the line with one 6 mile segment of dirt.
Steepest Grade: 1% Sharpest Curve: 2^{o}
Bridges and Trestles: 12 pile trestles ranging in length from 1 to 10 spans and totaling 57 spans and one bridge at Redfield which is a trestle and steel combination with a total of 13 spans.

(1) Oakes subdivision includes all of the line from James Valley Jct. to Oakes,ND

SOUTH DAKOTA
SEGMENT CN04 - JAMES VALLEY JCT TO ABERDEEN (continued)

Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles: James Valley Jct-Redfield		910,000
Redfield-Aberdeen		840,000
Cars:	97 (1)	20 (1)
Cars per Mile:	3 (1)	0.5 (1)
Revenue:	$48,379 (1)	$13,283 (1)
Revenue per Mile:	$1,336 (1)	$367 (1)
Revenue per Carload:	$499 (1)	$664 (1)

Direction of Traffic: Mostly north to south.
Commodities: (1) Grain (78%), Lumber (9%), Chemicals (5%), Misc. (4%)

Other Information

James Valley Jct. to Redfield has been designated as Category 1, and Redfield to Aberdeen as Category 5. The abandonment of the segment from James Valley Jct to Redfield is contingent upon the Chicago and North Western obtaining operating rights on the Milwaukee Road track from Wolsey to Redfield. This line is necessary for overhead traffic.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:

Hitchcock Grain & Feed	Hitchcock
Kegler Grain Co., Inc.	Athol
Northville Grain Co.	Northville
Mansfield Grain Co., Inc.	Mansfield

Total capacity of Grain Elevators:
2,214,390 bushels total, 1,094,390 bushels excluding Redfield

Ten Year average of grain sold from trade area to non-local markets:
2,416,915 bushels-equivalent to 1,147 carloads (2,100 bushel box cars) conservative
2,761,784 bushels-equivalent to 1,309 carloads (2,100 bushel box cars) normal

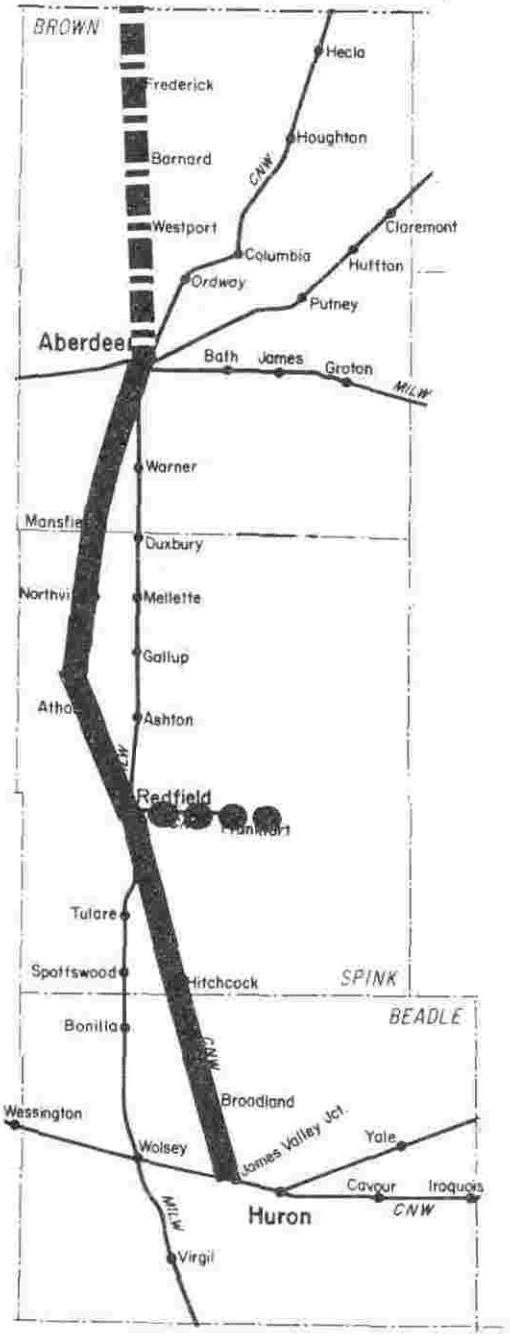
Fertilizer shipments received which are considered potential rail traffic:
500 tons-equivalent to 6 carloads (Conservative)
3,546 tons-equivalent to 46 carloads (normal)

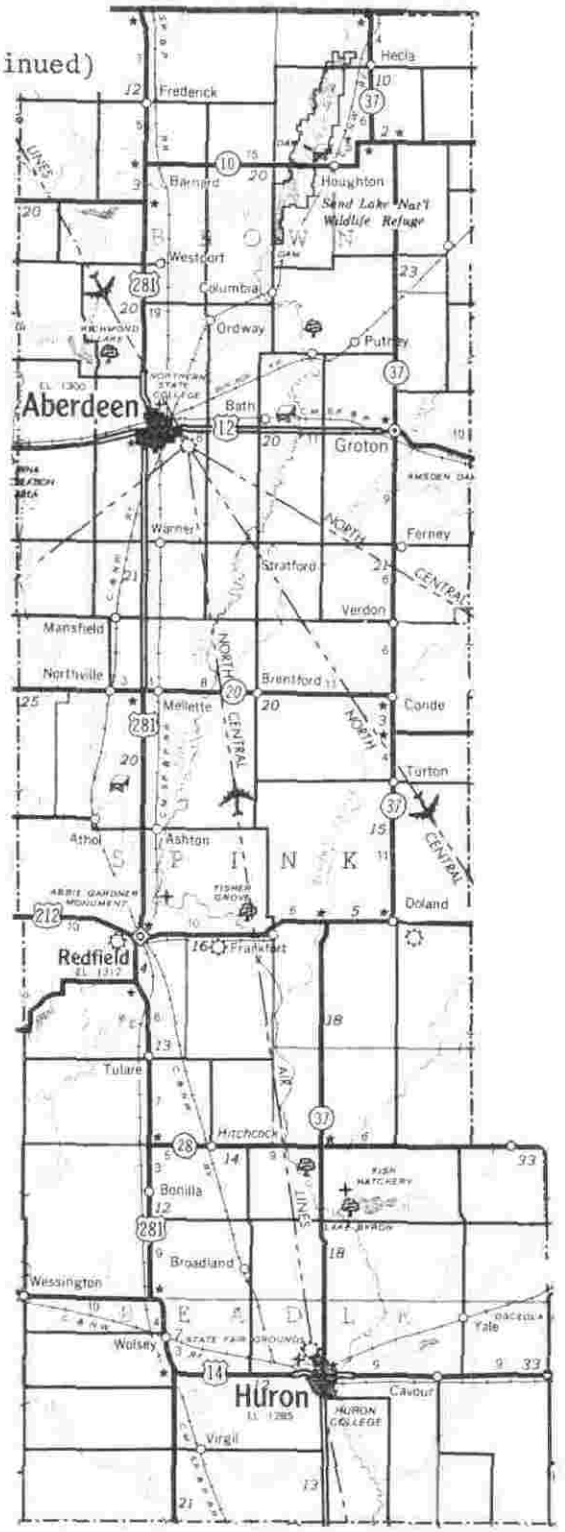
Miscellaneous commodities shipped or received which are considered potential rail traffic:
1,000 tons-equivalent to 29 carloads (Conservative)
3,968 tons-equivalent to 75 carloads (normal)

Total annual potential rail traffic:
1,182 carloads or 15 cars per mile (Conservative)
1,430 carloads or 18 cars per mile (Normal)

(1) James Valley Jct to Redfield-does not include Redfield.

SOUTH DAKOTA
SEGMENT CN04 - JAMES VALLEY JCT TO ABERDEEN (continued)





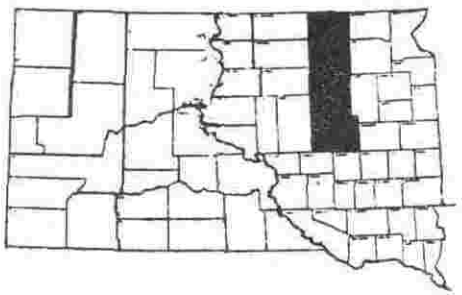
line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines



SOUTH DAKOTA
SEGMENT CN05 - ABERDEEN, SD TO OAKES, ND

CHICAGO & NORTH WESTERN - WESTERN DIVISION - OAKES SIBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Aberdeen, SD	0.0	41	26,476
Ordway, SD	8.4		--
Columbia, SD	14.2		240
Houghton, SD	26.0		105
Hecla, SD	34.7		407
Ludden, ND	43.6		44
Ludden Jct, ND	45.0		--
Oakes, ND	52.7	25	1,742

Type of line -
Length in Miles - 52.7 total; 38.6 miles in SD
Maximum Weight Limit - 210,000 lbs
Maximum Speed Limit - 10 mph
Frequency of Service - 3 round trips per week
Open Agencies (Depots) - Aberdeen and Oakes
Yards - Aberdeen and Ludden Jct - Oakes
Connecting Lines - Burlington Northern, Milwaukee Road and Chicago & North Western at Aberdeen; Soo Line and Burlington Northern at Oakes; and Burlington Northern crosses this line near Ludden
Highways - Aberdeen is served by US 281 and US 12, Ordway and Columbia by local hard surfaced roads, Houghton by SD 10, Hecla by SD 37, Ludden by ND 1 and 11, and Oakes by ND 1

Physical Characteristics of Segment

Rail: 65# from Aberdeen to Columbia, 60# from Columbia to Oakes
Ballast: Mostly gravel and rock applied since 1954.
Steepest Grade: 0.8% Sharpest Curve: 5° (at Columbia)
Bridges and Trestles: 17 pile trestles ranging in length from 1 to 24 spans and totaling 75 spans and also one pile trestle and steel combination bridge with 7 spans.

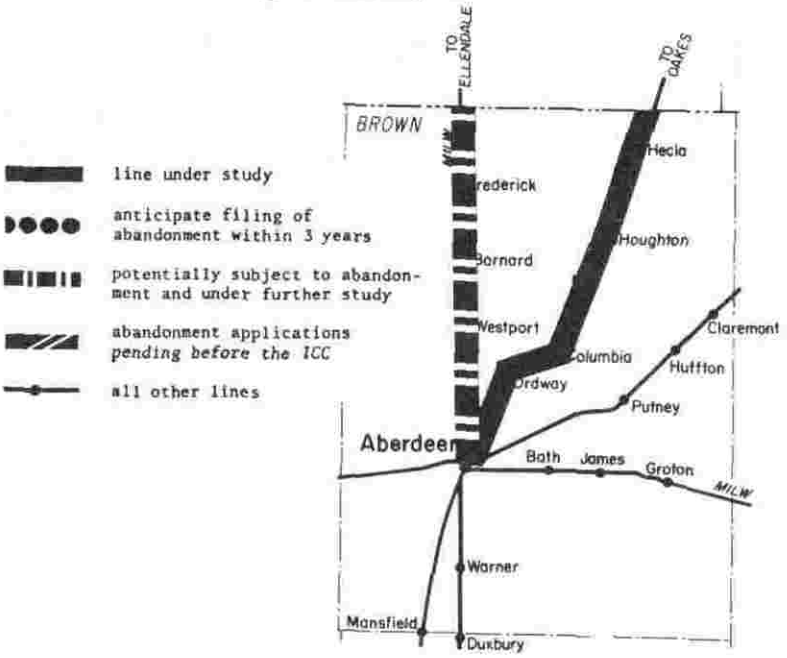
Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:		560,000
Cars:	~~2,500~~ 7,915	
Cars per Mile:		
Revenue:		
Revenue per Mile:		
Revenue per Carload:		
Direction of Traffic:		
Commodities:		

Revenue Cars interchanged at Oakes (1976) w.th The BN (2)

(1) Oakes Subdivision includes entire line between James Valley Jct and Oakes, ND

(2) Source P ~~69~~ 69 of ~~70~~ 10 Exhibit No. A-13 (ii) (A) - BN Volume 4 of BN -111 Frisco merger application

SOUTH DAKOTA
SEGMENT CN05 - ABERDEEN, SD TO OAKES, ND
(Continued)



Summary of Potential Rail Traffic (from USD Impact Study) (1)

Grain Elevators on line:

Weismantel Grain Co.	Ordway
SD Wheat Growners Assn.	Columbia
Farmers Union GTA.	Hecla
Hecla Grain & Seed Co.	Hecla

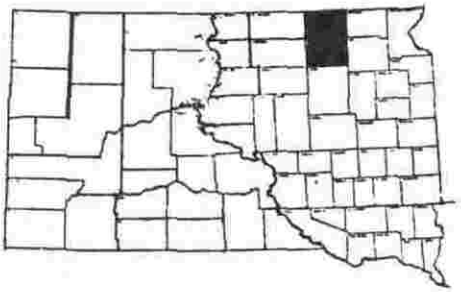
Total capacity of grain elevators: 635,025 bu.

Ten year average of grain sold from trade area to non-local markets:
1,715,091 bushels - equivalent to 813 carloads (2,100 bu. box cars)

Fertilizer shipments received which are considered potential rail traffic:
6,087 tons - equivalent to 96 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic (wood, machinery products and feed):
270 tons - equivalent to 7 carloads

Total annual potential rail traffic:
916 carloads or 24 cars per mile



(1) Data for SD portion of this line only.

does not include Aberdeen.

SOUTH DAKOTA
SEGMENT CN06 - CHADRON, NEB TO RAPID CITY, SD

CHICAGO & NORTH WESTERN - WESTERN DIVISION - RAPID CITY SUBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Chadron, Neb	0.0		6,016
Dakota Jct, Neb	5.1	69	--
Wayside, Neb	17.1		--
Oelrichs, SD	31.9		94
Smithwick, SD	41.5		--
Oral, SD	48.7	48	--
Buffalo Gap, SD	55.7		155
Fairburn, SD	72.1		50
Hermosa, SD	83.8		150
Rapid City, SD	102.2		43,836

Type of Line -
Length in miles - 102.2 total, 84.0 in SD
Maximum Weight Limits - 251,000 lbs
Maximum Speed Limit - 30 mph
Frequency of Service - Daily
Open Agencies (Depots) - Chadron and Rapid City
Yards - Chadron, Oral and Rapid City
Connecting lines - Chicago & North Western at Rapid City, Dakota Jct and Chadron, Milwaukee Road at Rapid City
Highways - US 20 and US 385 serve Chadron; US 385 serves Dakota Jct, Wayside and Oelrichs; SD 79 serves Buffalo Gap, Fairburn, Hermosa and Rapid City; local roads serve Smithwick and Oral and in addition Rapid City is served by I 90, US 16 and SD 44

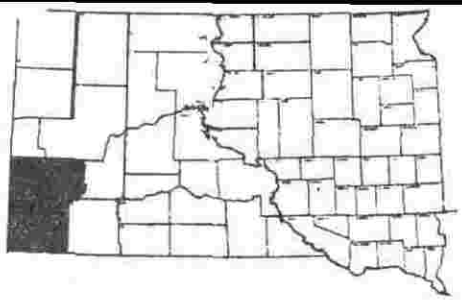
Physical Characteristics of Segment

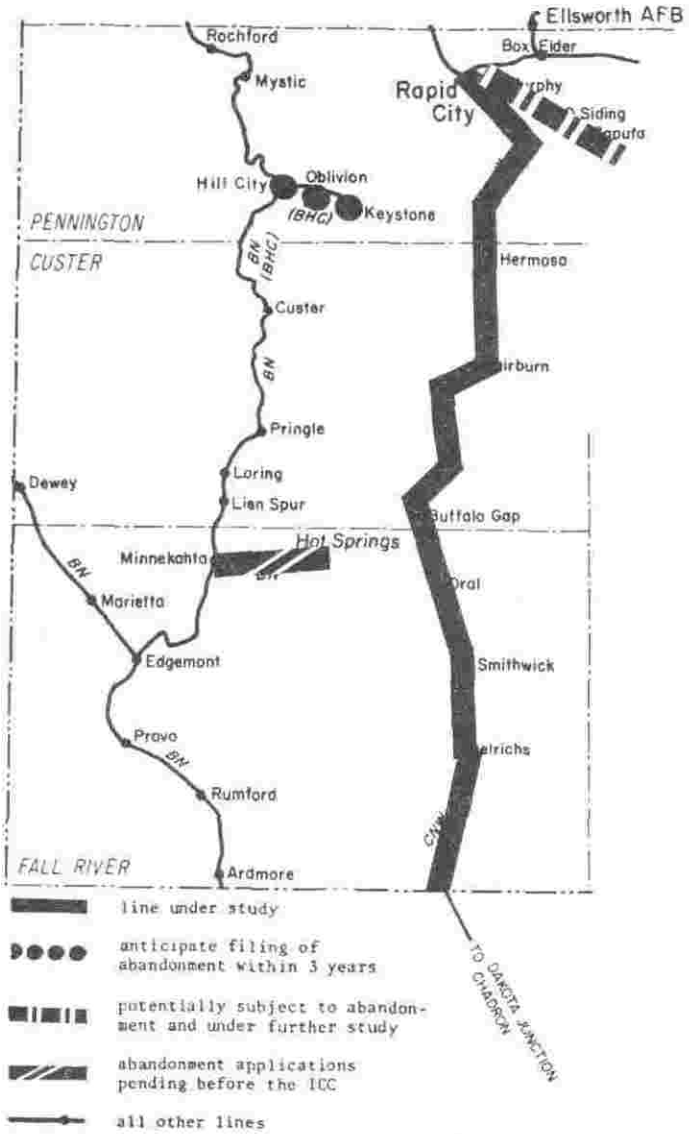
Rail: 72#
Ballast: Rock and stone dating from 1964-1972 from Chadron to Hermosa and gravel dating from 1904-1935 for the remainder of this line
Steepest Grade: 1.52% Sharpest Curve: 4°
Bridges and Trestles: 71 pile trestles ranging in length from 3 to 27 spans and totaling 571 spans and in addition there are 6 pile trestle and steel combination type bridges.

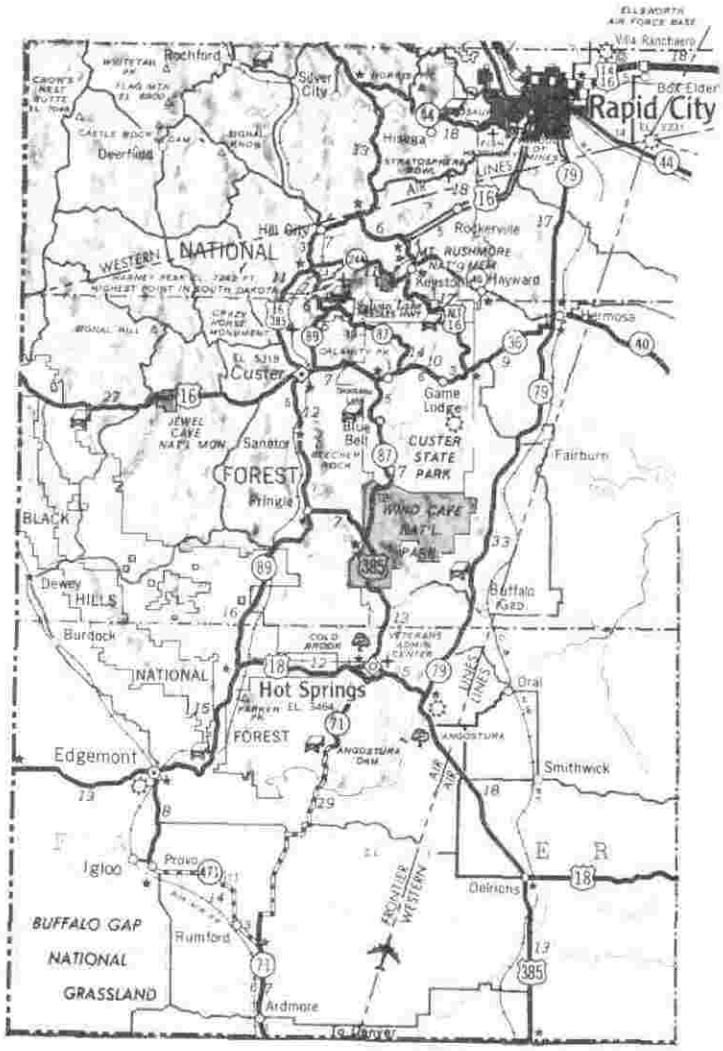
Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles		2,710,000

(1) The Rapid City Subdivision includes all of the line from Dakota Jct.Neb. to Bentonite, Wyoming.

SOUTH DAKOTA
SEGMENT CN06 - CHADRON, NEB TO RAPID CITY, SD (Continued)







Summary of Potential Rail Traffic (from USD Impact Study) (1)

Grain Elevators on line:
Hubbard Milling Co. - Oelrichs

Total capacity of grain elevators: 128,000 bushels

Fertilizer shipments received which are considered potential rail traffic:
250 tons - equivalent to 4 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic: 68,000 tons - equivalent to 800 carloads

Total annual potential rail traffic:
804 carloads or 10 cars per mile

(1) South Dakota part only. Does not include Rapid City

SOUTH DAKOTA
SEGMENT CN07 - RAPID CITY TO BENTONITE, WYOMING

CHICAGO & NORTH WESTERN - WESTERN DIVISION - RAPID CITY SUBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Rapid City	0.0		43,836
Black Hawk	9.5		--
Piedmont	16.6		174
Tilford	21.8		--
Sturgis	31.5		4,536
Whitewood	38.2		689
St. Onge	45.6		90
Jolly	53.3		--
Belle Fourche	57.0		4,236
Bentonite, Wy	77.6		--

Type of Line - Branch
Length in miles - 77.6 total; 71.0 in SD
Maximum Weight Limits - 251,000 lbs
Maximum Speed Limit - 20 mph (RC to Jolly), 30 mph (Jolly to Bentonite)
Frequency of Service - 6 times a week
Open Agencies (Depots) - Rapid City, Sturgis and Belle Fourche
Yards - Rapid City, Whitewood, Sturgis, Belle Fourche & Bentonite
Connecting Lines - Chicago & North Western at Rapid City, Chicago & North Western branch at Jolly and Milwaukee Road at Rapid City
Highways - I90 serves Rapid City, Black Hawk, Piedmont, Tilford, Sturgis, and Whitewood, SD 34 serves St. Onge and Jolly, US 212 and US 85 serve Belle Fourche, State Highway 24 serves Bentonite. In addition SD 44, SD 79 and US 16 serves Rapid City

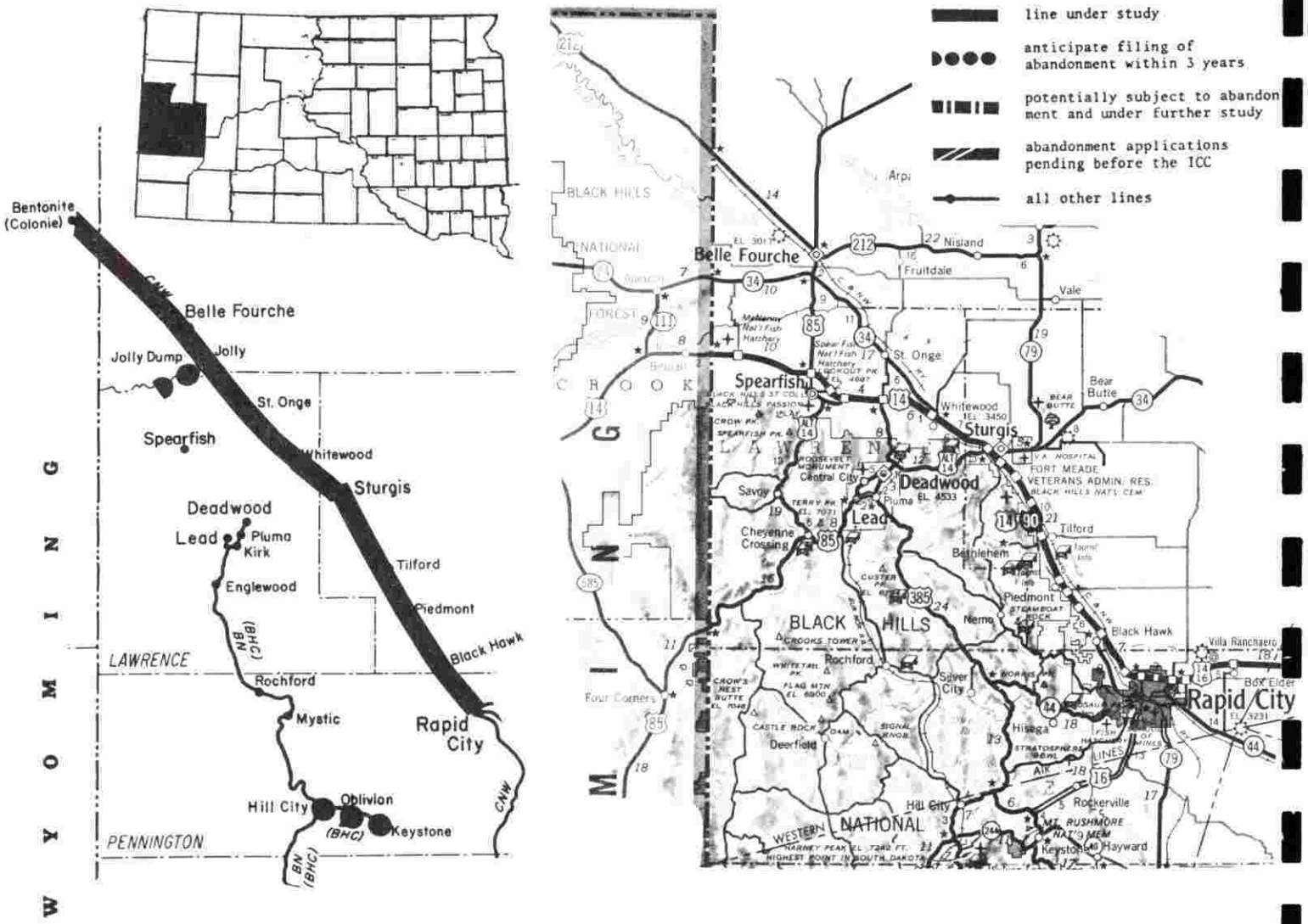
Physical Characteristics of Segment

Rail: 72# from Rapid City to Whitewood, 90# from Whitewood to Belle Fourche, 80# from Belle Fourche to the Wyoming border and 72# for that segment in Wyoming
Ballast: Stone and rock placed since 1966.
Steepest Grade: 1.5% Sharpest Curve: 7° at Bentonite, elsewhere 4°
Bridges and Trestles: 45 pile trestles ranging in length from 1 to 17 spans and totaling 332 spans and three other bridges of steel and pile trestle combination

Traffic Characteristics of Segment		(1974)	(1975)
Gross Ton Miles:	Rapid City to Jolly		2,710,000
	Jolly to Bentonite		1,650,000

(1) The Rapid City Subdivision includes all of the line from Chadron, Nebraska to Bentonite, Wyoming.

SOUTH DAKOTA
SEGMENT CN07 - RAPID CITY, SD TO BENTONITE, WYO (Continued)



Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:

Farmers - Ranchers Cooperative	Belle Fourche
Hubbard Milling Co.	Belle Fourche
Farmers Feed and Seed Co.	Sturgis
Hubbard Milling Co.	Sturgis

Total capacity of grain elevators: 963,000 bushels

Fertilizer shipments received which are considered potential rail traffic:
500 tons - equivalent to 7 carloads

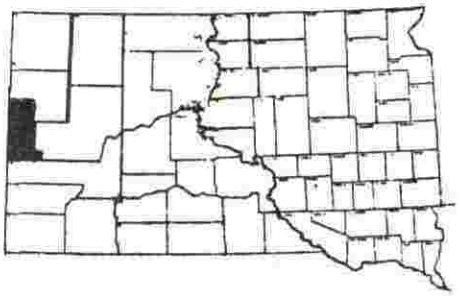
Miscellaneous commodities shipped or received which are considered potential rail traffic: 4,686,118 tons - equivalent to 88,424 carloads

Total annual potential rail traffic:
88,431 carloads or 1,140 cars per mile

Commodities: Bentonite and wood products comprise the majority of the traffic. This is outbound traffic.

SOUTH DAKOTA
SEGMENT CN 08 JOLLY TO JOLLY DUMP

STATIONS	MILES
Jolly	0.0
Jolly Dump	3.7



Type of Line - Branch

Frequency of Service - as needed

up to 6 times per week

Highways - US 85 served Jolly Dump

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

1

ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

Other Information

This is a 3.7 mile track used mainly for the loading of timber products. It has been designated by the Chicago and North Western as in Category 1. The shippers on the line are currently in the process of moving their facilities to the Rapid City to Bentonite line so this spur will no longer be needed. Therefore, this line was not included in the Intensive Study Analysis.

SOUTH DAKOTA
SEGMENT CN09 - WORTHINGTON, MINN. TO SIOUX FALLS, SD

CHICAGO & NORTH WESTERN - TWIN CITIES DIVISION - SIOUX FALLS SUBDIVISION (1)

SD STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Minn. border	0.0		--
Valley Springs	0.7		566
Brandon	7.2		1,431
Sioux Falls	15.8		72,488

Type of line - Branch
Length in Miles - 61.9 total; 15.8 in SD
Maximum Weight Limits - 210,000 lbs
Maximum Speed Limit - 40 mph
Frequency of Service - daily except Saturday
Open Agencies (Depots) in SD - Sioux Falls
Yards in SD - Sioux Falls
Connecting Lines in SD - Burlington Northern, Illinois Central Gulf, Milwaukee Road and Chicago & North Western at Sioux Falls
Highways - A local hard surfaced highway serves Valley Springs, SD11 serves Brandon, and Sioux Falls is served by Interstate 90 & 29 plus other state and local roads.

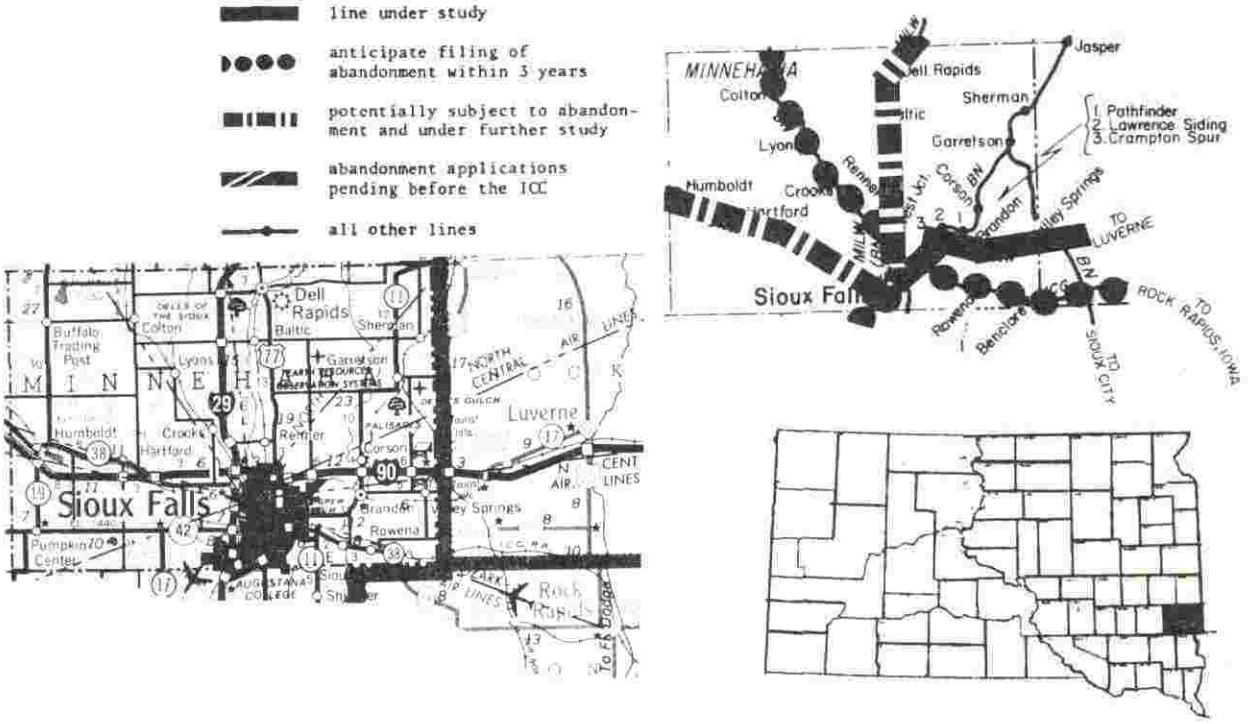
Physical Characteristics of Segment (SD part)

Rail: 90 & 100#
Ballast: Gravel dating to 1936
Steepest Grade: 1% Sharpest Curve: 3° 01'
Bridges and Trestles: 7 pile trestles ranging in length from 2 to 25 spans and totaling 51 spans, one I beam and 2 span pile trestle combination, one deck plate girder and 9 span pile trestle, one through riveted truss and 16 span pile trestle and one through riveted truss and 25 span pile trestle.

Traffic Characteristic of Segment	1974	1975
Gross Ton Miles:		390,000

(1) Sioux Falls Subdivision includes all of line from Agate, Minnesota to Mitchell, South Dakota.

SOUTH DAKOTA
SEGMENT CN 09 WORTHINGTON, MINN. TO SIOUX FALLS, SD



Other Information

The potential rail traffic following does not include Sioux Falls traffic. This rail line is currently used to bridge traffic for the Sioux Falls to Mitchel rail line.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:
Farmers Elevator Co. Valley Springs Does not include Sioux Falls

Total capacity of grain elevators: 120,000 bu.

Ten Year average of grain sold from trade area to non-local markets:
216,726 bu - equivalent to 102 carloads (2,100 bu. box cars)

Fertilizer Shipments received which are considered potential rail traffic: 0

Miscellaneous commodities shipped or received which are considered potential Rail Traffic: none

Total Annual Potential Rail Traffic:
102 carloads or 7 cars per mile

SOUTH DAKOTA

SEGMENT CN10 - SIOUX FALLS TO MITCHELL

CHICAGO & NORTH WESTERN - TWIN CITIES DIVISION - SIOUX FALLS SUBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Sioux Falls	0.0		72,488
Ellis	6.7		
Hartford	14.3	24	800
Humbolt	21.1	22	411
Montrose	28.1		377
Salem	39.6	12	1,391
Spencer	49.7		385
Farmer	54.5		58
Fulton	61.2		101
Riverside	67.4		
Mitchell	72.0		13,425

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY
Ellis to Mitchell 2 portion
UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Type of Line - Branch
Length in Miles - 72.0
Maximum Weight Limit - 210,000 lbs
Maximum Speed Limit - 10 mph
Frequency of Service - daily except Saturday
Open Agencies (Depots) - Sioux Falls, Salem and Mitchell
Yards - Sioux Falls, Salem-Spencer and Mitchell
Connecting Lines - Chicago & North Western, Burlington Northern, Milwaukee Road and Illinois Central Gulf at Sioux Falls, Milwaukee Road at Mitchell and Chicago & North Western at Salem (2)
Highways - Sioux Falls is served by I90, I29, SD38, US77 and 42, while SD38 serves Hartford, Humbolt, Montrose, Salem and Spencer; Mitchell is served by SD38, SD37 and I90; Fulton, Ellis and Farmer are served by local hard surfaced roads. I90 also parallels this line and all stations have easy access to this highway.

Physical Characteristics of Segment

Rail: 80# except about 10 mi. of 90# E of Salem Ballast: Early 1900's Gravel
Steepest Grade: 1.26% Sharpest Curve: 3^{o} 40'
Bridges and Trestles: 16 pile Trestles ranging in length from 2 to 18 spans and totaling 121 spans, a bridge consisting of 6 spans of pile trestles, and I beam construction and two pile trestle and steel combination bridges totaling 64 spans.

Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles: Sioux Falls to Salem		140,000
Salem to Mitchell		100,000
Cars:	1,545 (3)	1,128 (3)
Cars per Mile:	24	17
Revenue:	$559,385 (3)	$456,385 (3)
Revenue per Mile:	$8,566	$6,989
Revenue per Carload:	$362	$405

Commodities: Grain (43%), Non-Metallic Minerals (25%), Chemicals (11%), Stone (8%), Coal (5%), Lumber, Machinery, Furniture, Scrap Metal & Miscellaneous.

Other Information

The segment from Mitchell to Ellis (6.7 miles west of Sioux Falls) has been classified as Category 2. That part of this segment from Sioux Falls to Ellis is Category 5. Additional analysis is found in Chapter VI.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line: Coop Farmers Elevator Co., Hartford
Bones Elevator Co., Hartford
Farmers Elevator Co., Humbolt
Coop Grain & Lumber Co., Montrose
Spencer Grain Co., Inc., Spencer
Fulton Farmers Elevator Co., Fulton
Hanson, Inc., Salem

Total Capacity of Grain Elevators: 1,175,100 bushels total
990,800 bushels without Salem

Ten Year Average of Grain Sold from Trade Area to Non-Local Markets:
3,023,953 bu. - equivalent to 1,438 carloads (Conservative)
3,255,315 bu. - equivalent to 1,548 carloads (Normal)

Fertilizer Shipments Received which are considered Potential Rail Traffic:
5,087 tons - equivalent to 66 carloads (Conservative)
5,922 tons - equivalent to 82 carloads (Normal)

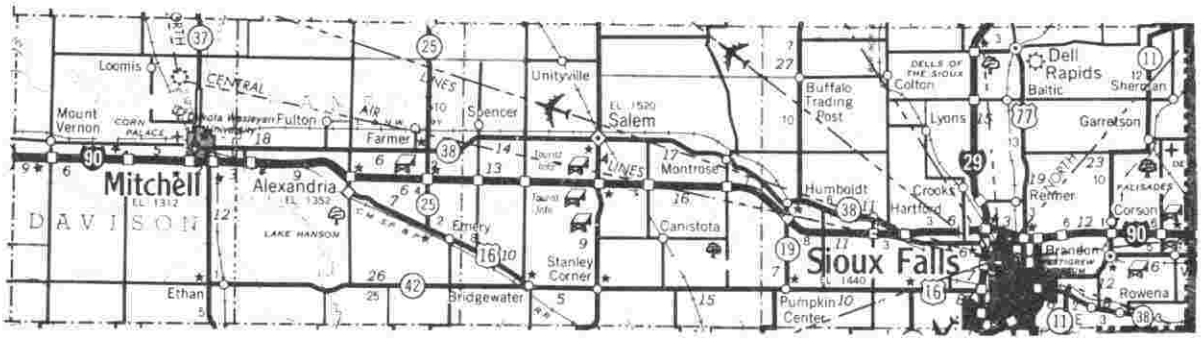
Miscellaneous Commodities Shipped or Received which are Considered Potential Rail Traffic: Cement, Chemicals, Coal, Concrete Products, Feed, Lumber Metal Products, Rock, Sand, Gravel, Seed, Miscellaneous and Farm Machinery)

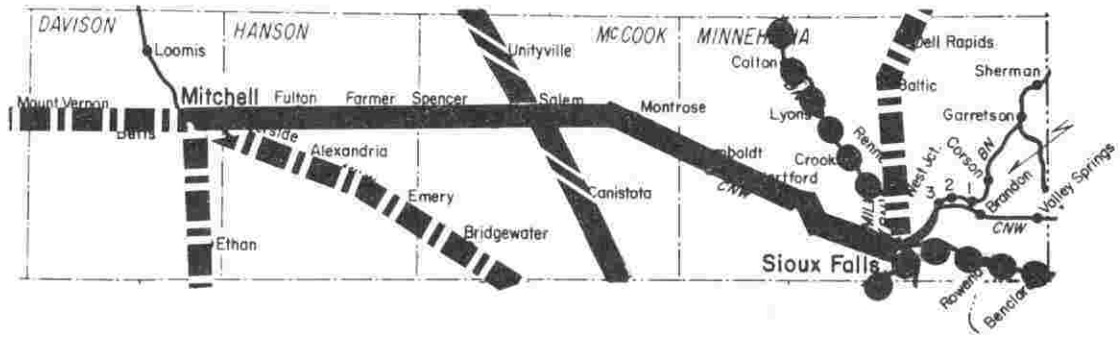
Miscellaneous Commodities Shipped or Received which are Considered Potential Rail Traffic: 99,169 Tons - equivalent to 1,184 carloads (Conservative)
100,285 tons - equivalent to 1,211 carloads (Normal)

Total Annual Potential Rail Traffic:
2,688 carloads (Conservative) or 37 cars per mile
2,841 carloads (Normal) or 39 cars per mile

(1) The Sioux Falls Subdivision includes segment from Agate, Minnesota to Mitchell, South Dakota.
(2) The Chicago & North Western line at Salem is pending abandonment.
(3) Does not include Ellis or Sioux Falls and does include Mitchell.

SOUTH DAKOTA
SEGMENT CN10 - SIOUX FALLS TO MITCHELL (Continued)





line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

SOUTH DAKOTA
SEGMENT CN11 - WREN, IOWA TO IROQUOIS, SOUTH DAKOTA

CHICAGO & NORTH WESTERN - CENTRAL DIVISION - HAWARDEN SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Wren, Ia	0.0		--
Merrill, Ia	5.6		790
Brunsville, Ia	12.3		125
Craig, Ia	18.8		98
McNally, Ia	24.0		--
Hawarden, Ia	30.4		2,789
SD Border	31.1		--
Alcester, SD	39.1		627
Beresford, SD	47.8		1,655
Centerville, SD	58.0		910
BN Crossing	65.8		--
Hurley, SD	71.0		399
Parker, SD	79.9	42	1,005
Monroe, SD	87.6		134
Canistota, SD	96.2		636
Salem, SD	106.2	70	1,391
Unityville, SD	112.4		--
Canova, SD	118.4		204
Vilas, SD	128.7		33
Argonne, SD	133.3		--
Carthage, SD	141.2		362
Esmond, SD	148.2		19
Iroquois, SD	156.6		375

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

3

AN ABANDONMENT APPLICATION HAS BEEN FILED WITH THE ICC

Type of Line - Branch
Length in Miles - 156.6 Total, 125.5 in SD
Maximum Weight Limit - 251,000 lbs
Maximum Speed Limit - 30 mph
Frequency of Service - Irregular (no service north of Canova)
Open Agencies (Depots) - Hawarden, Beresford and Salem
Yards - Hawarden, Salem and Iroquois
Connecting Lines - Chicago & North Western at Wren, near Hawarden, Salem and Iroquois. Milwaukee Road at Hawarden and Parker. Burlington Northern between Centerville and Hurley.
Highways - US 75 serves Wren and Merrill, local hard surfaced roads serve Brunsville, Craig and McNally, Hawarden is served by State highways 10 and 12, Alcester is served by SD 11, Beresford by SD 46 and I 29, Centerville by SD 19A, Hurley by SD 19, Parker by SD 44 and 19, Monroe and Canistota by local hard surfaced roads, Salem by US 81 and SD 38, Unityville, Canova, Carthage and Esmond by local hard surfaced roads, Argonne by local gravel roads, Vilas by SD 34 and Iroquois by US 14.

SOUTH DAKOTA
SEGMENT CN11 - WREN, IOWA TO IROQUOIS, SOUTH DAKOTA (Continued)

Physical Characteristics of Segment

Rail (SD part): About 20 miles of 110 - 112#, 13 miles of 90# and 92 miles of 80#. The 110-112# rail is from Hawarden to near Beresford and the 90# rail located in the Parker area.

Ballast (SD part): Rock and gravel dating from 1954-1965 from the SD border to ear Centerville and gravel dating from 1913 for the majority of the remaining track.

Steepest Grade (SD part): 1.8%

Sharpest Curve (SD part): 4° at Beresford

Bridges and Trestles (SD part): 49 pile trestles ranging in length from 1 to 46 spans and totaling 240 spans and 7 other bridges of other construction.

Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:		80,000
Cars: Iowa part	299	120
SD border to Canova	2,424	953
Cars per Mile: Iowa Part	10	4
SD order to Canova	28	11
Revenue: Iowa part	$120,940	$48,811
SD border to Canova	$961,350	$376,968
Wren to Canova	$1,082,290	$425,779
Revenue per Mile: Iowa part	$3,889	$1,569
SD border to Canova	$11,012	$4,318
Wren to Canova	$9,141	$3,596
Revenue per Carload:	$397	$397

Direction of Traffic: 1974
Iowa part - 74% forwarded & 26% received
SD part - 92% forwarded & 8% received
Entire line - 90% forwarded & 10% received

Commodities: Grain (77%), Corncobs, rock, gravel, wood products, fertilizer, petroleum products, machinery, scrap iron, feed and misc. products

Other Information

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

This line was approved for abandonment by the ICC in 1977 but the ICC granted a 6 month extension onto the effective date of their order (to July 5, 1978) to allow time for the State and shippers on the line to negotiate the purchase of part of this line from the C & NW Transportation Company. The part that the State and shippers want to retain service on is from Hawarden, Iowa to Parker, South Dakota. The State has requested financial assistance under the 4-R act for this purchase (See Chapter VII under implementation).

SOUTH DAKOTA
SEGMENT CN11 WREN, IA TO IROQUOIS, SD (Continued)

Summary of Potential Rail Traffic (from USD Impact Study) (1)

Grain Elevators on line:

Alcester Feed & Grain Co.	Alcester
Farmers Elevator	Beresford
Fruen	Beresford
Lens Feed Mill	Beresford
McMasters Grain Co.	Centerville
Centerville Grain Co.	Centerville
Hurley Elevator Co.	Hurley
Terminal Grain Elevator	Parker (2)
Terminal Grain Corp.	Monroe
Shanard Elevator Co.	Canistota
Little Shamrock, Inc.	Canistota
Hansen, Inc.	Salem (2)
Hansen, Inc.	Unityville
Canova Farmers Elevator Co.	Canova
Argonne Elevator	Argonne
Farmers Elevator Co.	Carthage
Osceola Farmers Elevator	Iroquois (2)

Total capacity of grain elevators on rail line: 2,690,417 bu.

Total capacity of grain elevators on rail line excluding those towns served by more than one railroad: 2,266,117 bu.

Ten Year average of grain sold from trade area to non-local markets:
(2,100 bu. box cars)
7,472,401 bu - equivalent to 3,560 carloads (Conservative)
8,174,841 bu - equivalent to 3,895 carloads (Normal)

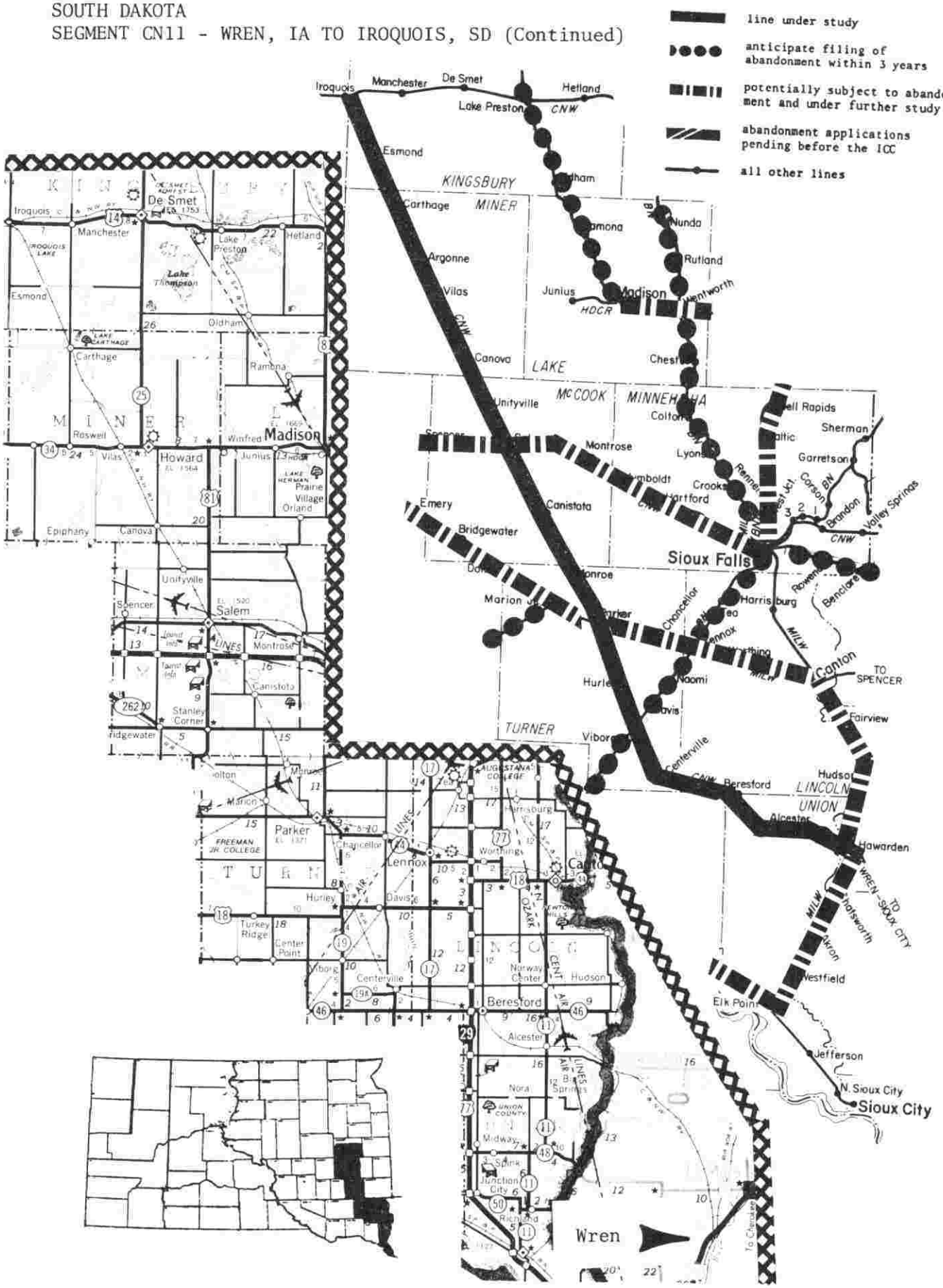
Fertilizer shipments received which are considered potential rail traffic:
26,976 tons - equivalent to 432 carloads (Conservative)
34,261 tons - equivalent to 535 carloads (Normal)

Miscellaneous commodities shipped or received which are considered potential rail traffic:
42,265 tons - equivalent to 1,216 carloads (Conservative)
68,750 tons - equivalent to 1,823 carloads (Normal)

Total annual potential rail traffic:
5,208 carloads or 41 cars per mile (Conservative)
6,252 carloads or 50 cars per mile (Normal)

(1) South Dakota part only.
(2) Served by more than one railroad.

SOUTH DAKOTA
SEGMENT CN11 - WREN, IA TO IROQUOIS, SD (Continued)



SOUTH DAKOTA
SEGMENT CN11 (Part) - HAWARDEN, IOWA TO PARKER, SD

CHICAGO & NORTH WESTERN - CENTRAL DIVISION - HAWARDEN SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Hawarden, Ia	0.0		2,789
SD Border	0.7		
Alcester, SD	8.7		627
Beresford, SD	17.4		1,655
Centerville, SD	27.6		910
BN Crossing	35.4		
Hurley, SD	40.6		399
Parker, SD	49.5	42	1,005

Type of Line - Branch
Length in Miles - 49.5
Maximum Weight Limit - 251,000 lbs
Maximum Speed Limit - 30 MPH
Frequency of Service - Irregular
Open Agencies (Depots) - Hawarden and Beresford
Yards - Hawarden
Connecting Lines - Milwaukee Road at Hawarden. Milwaukee Road crosses at Parker, but does not connect. Burlington Northern crosses between Centerville and Hurley.
Highways -Hawarden is served by State Highways 10 and 12, Alcester is served by SD11, Beresford by SD46 and I29, Centerville by SD19A, Hurley by SD19 and Parker by SD44.

Physical Characteristics of Segment

Rail: Approximately 26 miles of 110#, 13 miles of 80# and 10 miles of 90#.
Ballast: Mixture of rock, gravel and stone placed from mid 1950's to mid 1960's from Hawarden to near Centerville and 1913-1919 gravel for remainder of line.
Steepest Grade: 1.1%
Sharpest Curve: 4° in Beresford and 3° elsewhere.
Bridges and Trestles: 28 pile trestles ranging in length from 1 to 46 spans and totaling 191 spans, and bridge of other construction across the Big Sioux River.

Traffic Characteristics of Segment /1	1974	1975
Gross Ton Miles:		80,000
Cars:	1,637	600
Cars per Mile:	33	12
Tons:	101,699	35,445
Revenue:	$661,987	$239,854
Revenue per Mile:	13,373	4,846
Revenue per Carload:	404	400

SOUTH DAKOTA
SEGMENT CN11 (Part) - HAWARDEN, IA TO PARKER, SD (Continued)

Traffic Characteristics of Segment (Continued)

Direction of Traffic: 1974 - 91% forwarded and 9% received
Commodities: Grain, Corncobs, rock, gravel, wood products, fertilizer, petroleum products, machinery, scrap iron, feed and misc. products.

Other Information

This is part of the Wren, Iowa to Iroquois, South Dakota rail line which was approved for abandonment. The ICC granted a 6 month extension onto the effective data of their order (to July 5, 1978) to allow time for the State and shippers on the line to negotiate the purchase of this line from the C & NW Transportation Co. The State has requested financial assistance under th 4-R Act for this purchase (See Chapter VII under implementation).

Summary of Potential Rail Traffic (from USD Impact Study) /1

Grain Elevators on Line:

Alcester Feed & Grain Co.	Alcester
Farmers Elevator	Beresford
Fruen	Beresford
Lens Feed Mill	Beresford
McMasters Grain Co.	Centerville
Centerville Grain Co.	Centerville
Hurley Elevator Co.	Hurley

Total Capacity of grain elevators on the line: 1,656,800 bu.

Ten year average of grain sold from trade area to non-local markets:
(2,100 bu box cars) 4,284,000 bu - equivalent to 2,040 carloads

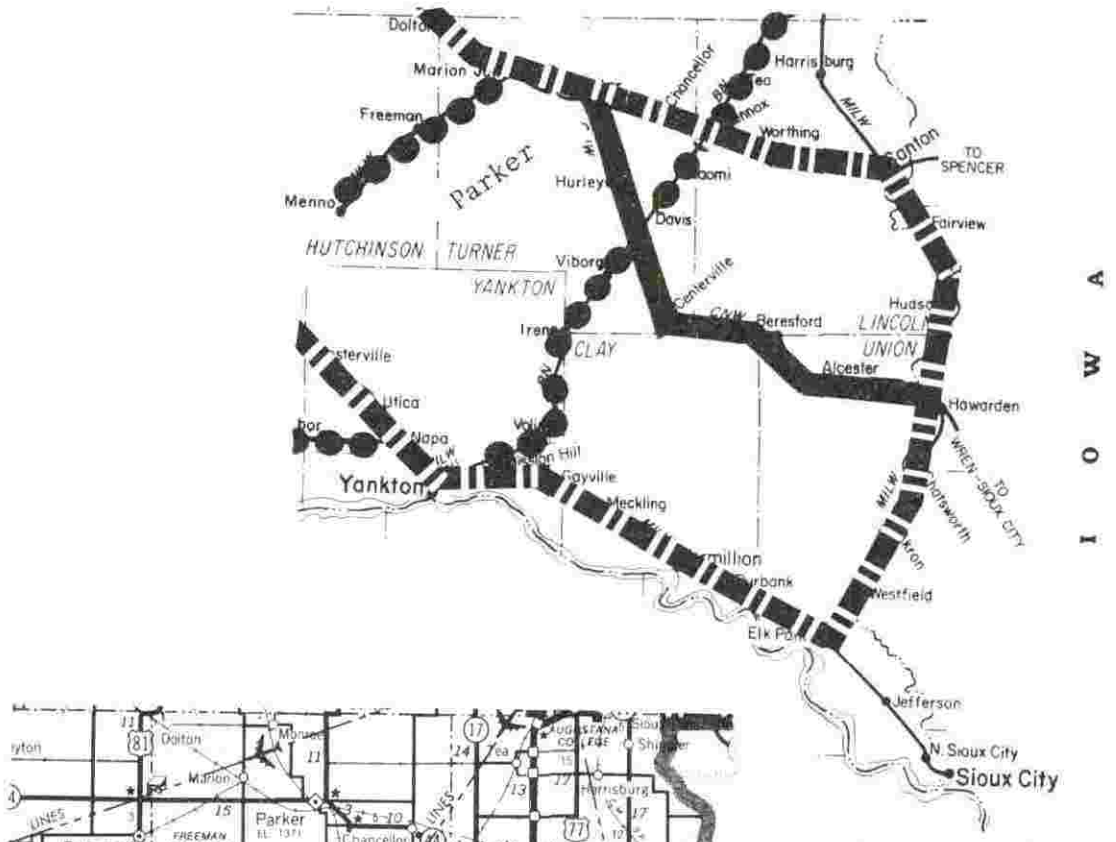
Fertilizer shipments received which are considered potential rail traffic:
352 carloads

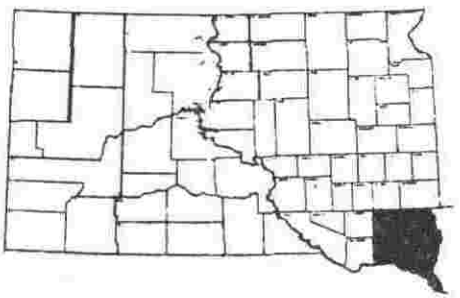
Miscellaneous commodities shipped or received which are considered potential rail traffic: 921 carloads

Total annual potential rail traffic: 3,313 carloads

/1 Excludes Hawarden and Parker because they are served by another rail line also.

SOUTH DAKOTA
SEGMENT CN11 (part) Hawarden,Ia to Parker,SD (continued)





line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

SOUTH DAKOTA
SEGMENT CN12 - SIOUX VALLEY JCT TO WATERTOWN

CHICAGO & NORTH WESTERN - CENTRAL DIVISION - WATERTOWN SUBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Sioux Valley Jct	0.0		0
Bruce	8.2		217
Estelline	18.3		624
Dempster	23.1		84
Castlewood	30.5		523
Appleby	37.0		0
Watertown	44.2		13,388

Type of Line - Branch
Length in Miles - 44.2
Maximum Weight Limit - 210,000 lbs
Maximum Speed Limit - 30 mph
Frequency of Service - Daily except Sunday
Open Agencies (Depots) - Watertown
Yards - Sioux Valley Jct and Watertown
Connecting Lines - Chicago & North Western at Sioux Valley Jct, Chicago & North Western branch at Watertown and Burlington Northern at Watertown
Highways - US 14 serves Sioux Valley Jct; SD 30 serves Bruce; SD 28 serves Estelline; SD 22 serves Castlewood; a local hard surfaced road serves Dempster; a local road serves Appleby and Watertown is served by US 212, I29 and US81

Physical Characteristics of Segment

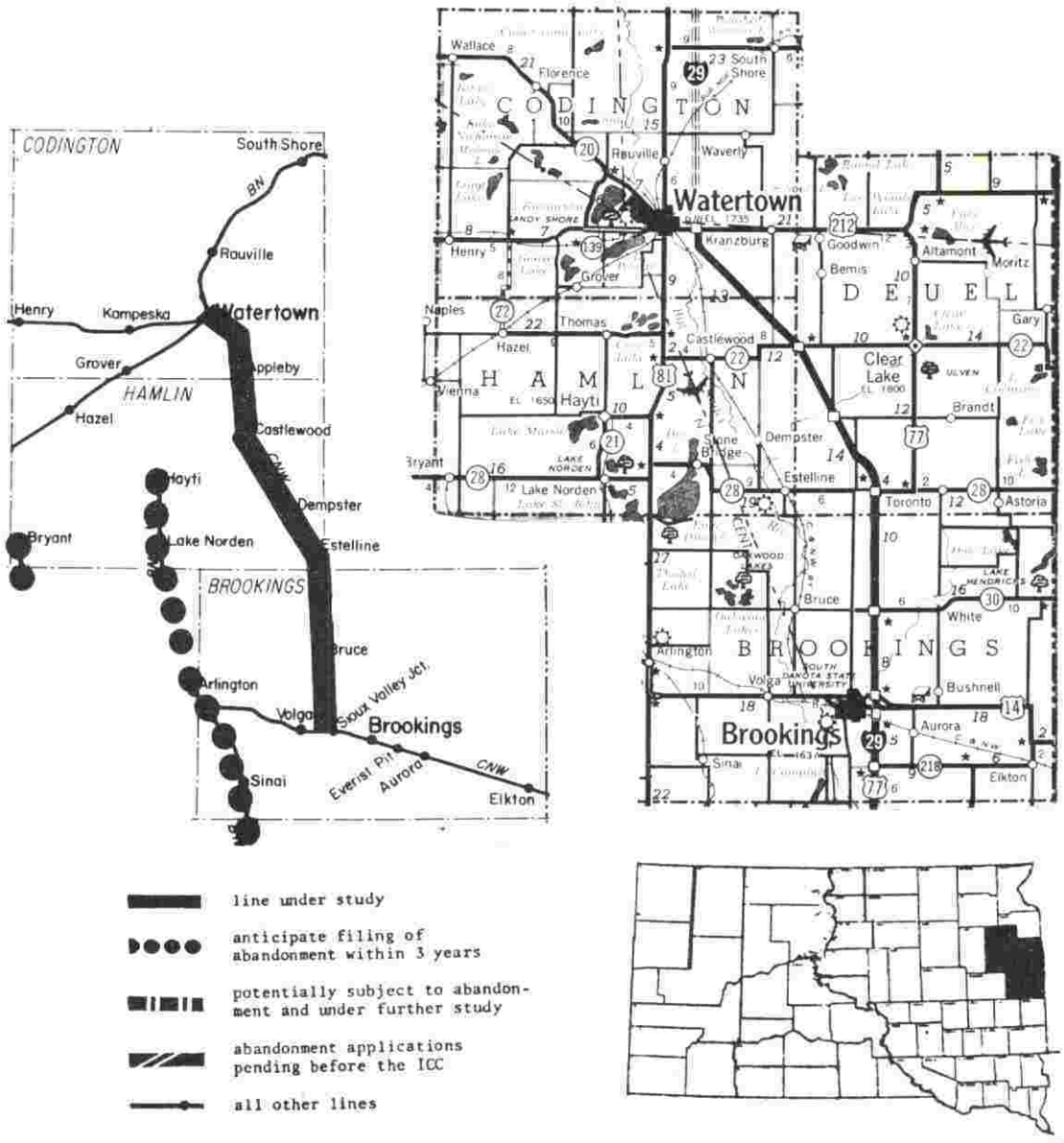
Rail: 72#
Ballast: Consists of old gravel and cinders and some segments being dirt
Steepest Grade: 0.77% (at Watertown) Sharpest Curve: 4° at Watertown and Sioux Valley Jct
Bridges and Trestles: 50 pile trestles ranging in length from 1 to 22 spans and totaling 233 spans

(1) The Watertown Subdivision includes the entire segment from Sioux Valley Jct to Clark.

SOUTH DAKOTA
SEGMENT CN12 - SIOUX VALLEY JCT TO WATERTOWN (Continued)

Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:		390,000
Cars:		
Cars per Mile:		
Revenue:		
Revenue per Mile:		
Revenue per Carload:		
Direction of Traffic:		

Commodities:



Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:

Farmers Cooperative Assn	Bruce	
Estelline Coop Grain Co.	Estelline	
Dempster Coop Grain Co.	Dempster	
Farmers Grain & Produce Co.	Castlewood	
Olsen's Grain Co.	Castlewood	
Hubbard Milling Co.	Watertown	(1)
Dakota Seed & Grain Inc.	Watertown	(1)
Watertown Coop Elev. Assn.	Watertown	(1)
Northeast Terminal	Watertown	(1)

Total capacity of grain elevators on rail line:
1,758,300 bushels

Total capacity of grain elevators on rail line excluding Watertown:
1,119,300 bushels

Ten year average of grain sold from trade area to non-local markets:
3,317,184 bushels - conservative estimate and
3,652,567 bushels - normal estimate
equivalent to 1,578 carloads conservative and 1,734 carloads normal
(2,100 bushel box cars)

Fertilizer shipments received which are considered potential rail traffic:
7,833 tons equivalent to 87 carloads

Miscellaneous Commodities shipped or received which are considered potential rail traffic: 2,404 tons equivalent to 68 carloads

Total annual potential rail traffic:
1,642 conservative plus 262 normal which is equal to 1,904 total cars, which is equivalent to 43 cars per mile

(1) Served by more than one line.

SOUTH DAKOTA
SEGMENT CN13 - CLARK BRANCH

CHICAGO & NORTH WESTERN - CENTRAL DIVISION - WATERTOWN SUBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Watertown	0.0		13,388
Kampeska	8.1		--
Henry	18.0		182
Elrod	23.5		--
Clark	31.1		1,356

Type of Line - Branch
Length in Miles - 31.1
Maximum Weight Limit - 210,000 lbs
Maximum Speed Limit - 10 mph
Frequency of Service - Irregular
Open Agencies (Depots) - Watertown
Yards - Watertown
Connecting Lines - Chicago & North Western and Burlington Northern at Watertown
Highways - US 212 parallels and serves the stations

Physical Characteristics of Segment

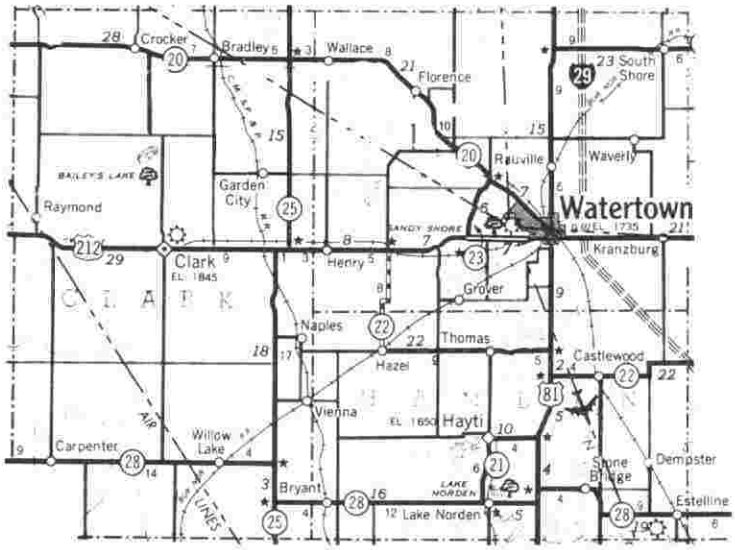
Rail: 72#
Ballast: About 12 miles dirt and the remainder gravel which was placed in 1916 and 1917.
Steepest Grade: 1% Sharpest Curve: 3°
Bridges and Trestles: 3 pile trestles which are 4 or 6 spans each and one bridge which is a combination I Beam and 4 spans of pile trestles.

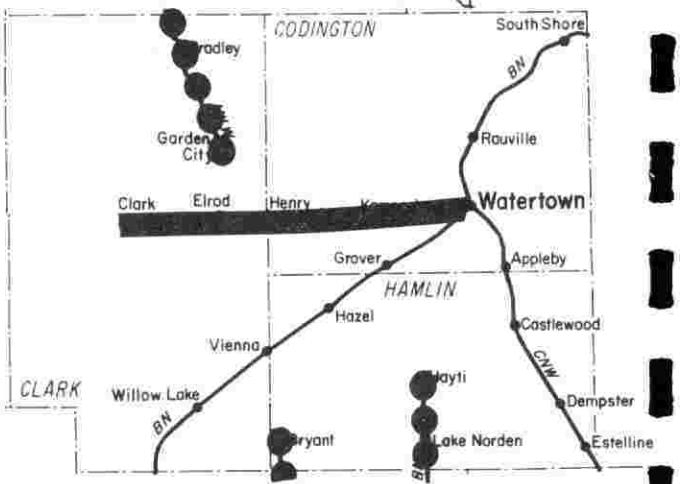
Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:		20,000
Cars:	409	337
Cars per Mile:	13	11
Revenue:		
Revenue per Mile:		
Revenue per Carload:		

Direction of Traffic: 81% forwarded and 19% received (1974).
Commodities: Grain, Potatoe Products, Lumber, Fertilizer, Cement, Machinery and misc. products.

(1) The Watertown Subdivision includes all of line from Sioux Valley Jct to Clark.

SOUTH DAKOTA
SEGMENT CN13 - WATERTOWN TO CLARK (Continued)





Other Information

The Chicago & North Western filed for abandonment on the Watertown to Doland rail line (Doland is 18.7 miles west of Clark) in 1974. The ICC granted abandonment from Clark to Doland and denied abandonment from Watertown to Clark - effective 1977.

Summary of Potential Rail Traffic (from USD Impact Study)

line under study
anticipate filing of abandonment within 3 years
potentially subject to abandonment and under further study
abandonment applications pending before the ICC
all other lines

Grain Elevators on line:

Clark Roller Feed Mill, Inc.	Clark
Clark Co. Farmers Elev. Co.	Clark
Hendry Seed House	Clark
Henry Grain Co.	Henry

Total Capacity of grain elevators: 531,000 bushels

Ten Year average of grain sold from trade area to non-local markets:
1,858,920 bu. - equivalent to 885 carloads (2,100 bu. box cars)

Fertilizer shipments received which are considered potential rail traffic:
5,869 tons - equivalent to 78 carloads

Potato & Potato products shipped which are considered potential rail traffic:
30,000 tons - equivalent to 789 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic: (Scrap metal, farm machinery and Misc.)
21,252 tons - equivalent to 417 carloads

Total Annual potential rail traffic: 2,169 carloads or 70 cars per mile

SOUTH DAKOTA
SEGMENT CN15 - FRANKFORT BRANCH

CHICAGO & NORTH WESTERN - WESTERN DIVISION - OAKES SUBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Redfield	0.0		2,943
Frankfort	10.7		192

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

1

ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

Type of line - Branch
Length in Miles - 10.7
Maximum Weight Limit - 210,000 lbs
Maximum Speed Limit - 10 mph
Frequency of Service - Irregular
Open Agencies (Depots) - Redfield
Yards - Redfield
Connecting lines - Chicago & North Western and Milwaukee Road at Redfield.
Highways - US 212 serves Frankfort and US 212 and US 281 serve Redfield.

Physical Characteristics of Segment

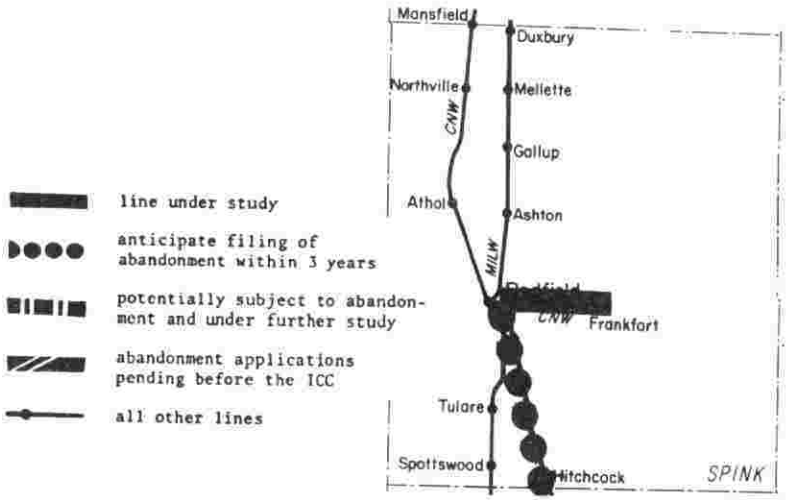
Rail: About 3.5 miles 90# and 7.2 miles 72# rail
Ballast: Gravel
Steepest Grade: 1% Sharpest Curve: 2^{o}
Bridges and Trestles: One bridge across the James River which is a 20 span pile bridge and a 148' truss

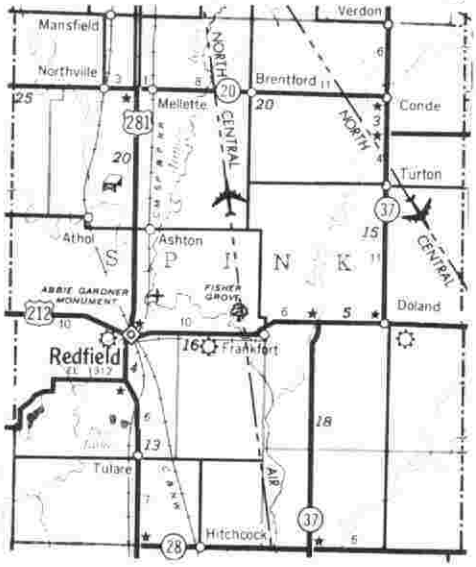
Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:		20,000
Cars:	289	211
Cars per Mile:	27	20
Revenue:	$153,008	$114,483
Revenue per Mile:	$14,300	$10,699
Revenue per Carload:	$529	$543

Direction of Traffic:
Commodities: Grain (97%) Chemicals and petroleum products.

(1) Oakes Subdivision includes all of line between James Valley Jct and Oakes, North Dakota.

SOUTH DAKOTA
SEGMENT CN15 - FRANKFORT BRANCH (Continued)





Other Information

This line was designated as an intensive study line and additional analysis is found in Chapter VI.

The first mile of this branch, at Redfield is not included in the Category 1 designation.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line: South Dakota Wheat Growers Assn., Franfort

Total Capacity of Grain Elevators: 498,000 bushels

Ten Year Average of Grain Sold from Trade Area to Non-Local Markets:
763,823 bu - equivalent to 364 carloads (2,100 bu. box cars)

Fertilizer Shipments received which are considered Potential Rail Traffic:
511 tons - equivalent to 9 carloads

Miscellaneous Commodities shipped or received which are considered Potential Rail Traffic: None

Total Annual Potential Rail Traffic:
373 carloads or 35 cars per mile.

SOUTH DAKOTA
SEGMENT CN16 - GETTYSBURG BRANCH

CHICAGO & NORTH WESTERN - WESTERN DIVISION - GETTYSBURG SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Blunt	0.0	57	445
Onida	15.6		785
Agar	25.3		156
Gorman	31.5		--
Gettysburg	40.3		1,915

Type of Line - Branch
Length in Miles - 40.3
Maximum Weight Limit - 178,000 lbs
Maximum Speed Limit - 10 mph
Frequency of Service - As needed, 0 to 6 round trips per week.
Open Agencies (Depots) - Onida
Yards - Blunt & Gettysburg
Connecting Lines - Chicago & North Western at Blunt
Highways - Blunt is served by US 14, Onida, Agar and Gorman by US 83 and Gettysburg by US 212

Physical Characteristics of Segment

Rail: 60#
Ballast: mostly 1910 gravel or dirt
Steepest Grade: 1% Sharpest Curve: 9^{o} at blunt and 4^{o} elsewhere on the line
Bridges and Trestles: 26 pile trestles ranging in length from 1-17 spans and totaling 167 spans

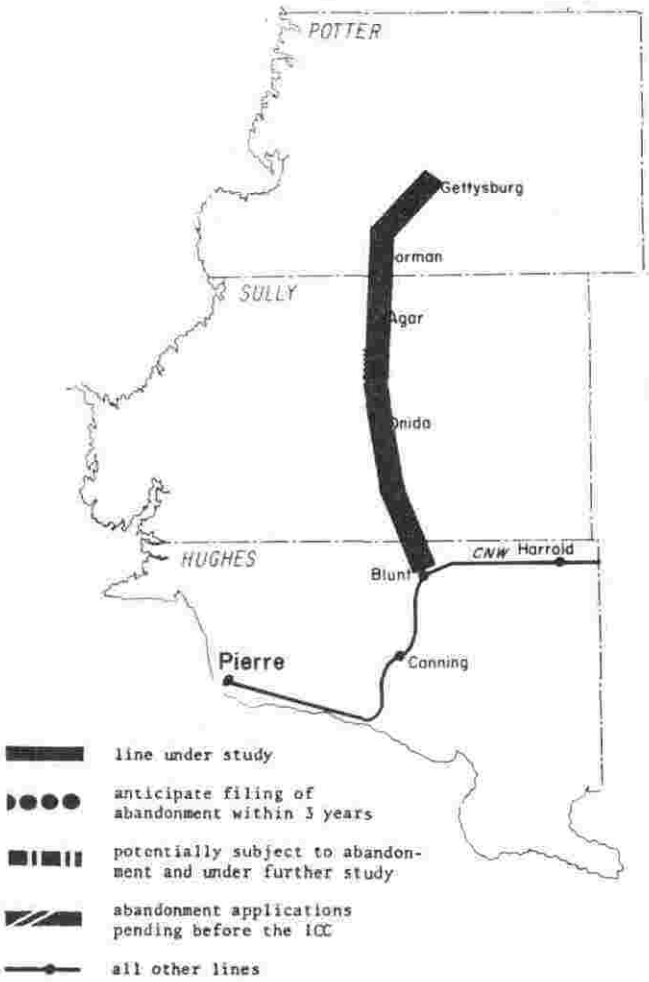
Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:		110,000
Cars:		
Cars per Mile:		
Revenue:		
Revenue per mile:		
Revenue per Carload:		
Direction of Traffic:		

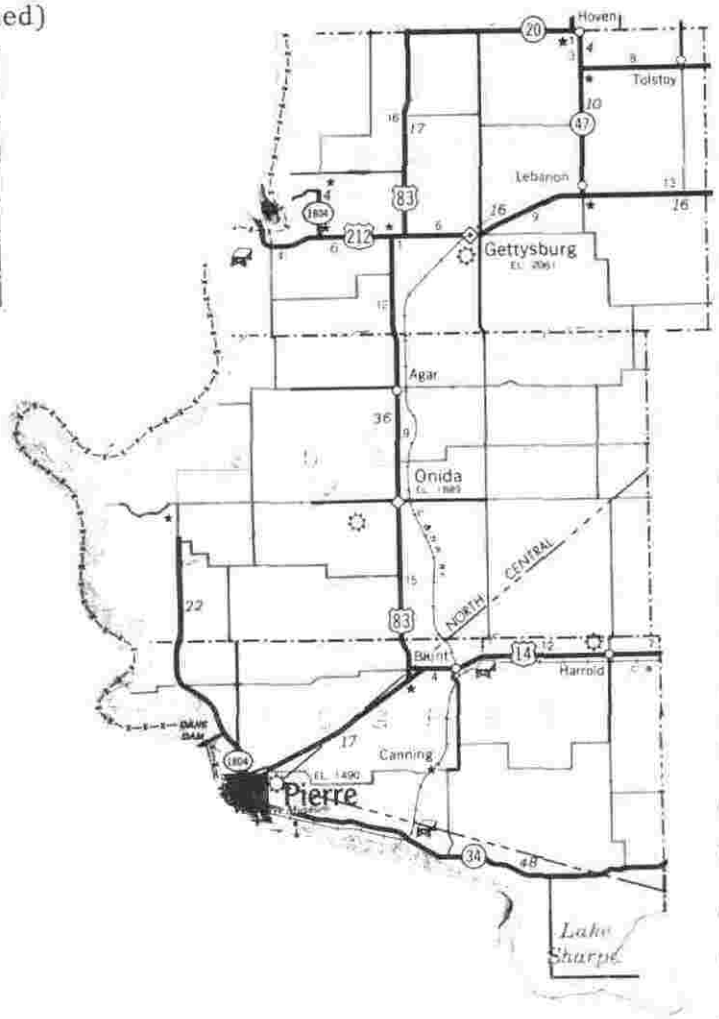
Commodities: Mostly grain outbound and fertilizer and lumber inbound.

Other Information

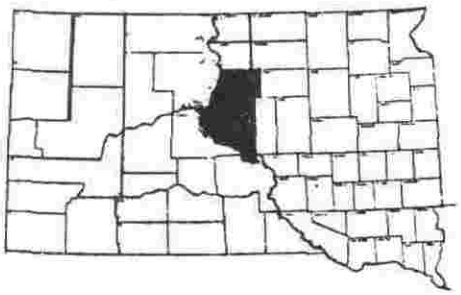
Extensive irrigation is beginning to take place in the area served by this segment.

SOUTH DAKOTA
SEGMENT CN16 - GETTYSBURG BRANCH (Continued)





Summary of Potential Rail Traffic (from USD Impact Study)



Grain Elevators on Line:

Oahe Grain Corp.	Onida
Sully Co. Coop Assn.	Onida
Sexauer Co.	Agar
Peavey Co.	Agar
Peavey Co.	Gorman
Peavey Co.	Gettysburg
Potter Co. Grain Coop.	Gettysburg
Sexauer Co.	Gettysburg

Total Capacity of Grain Elevators: 3,859,000 bu.

Ten year average of grain sold from trade area to non-local markets:
5,794,142 bushels - equivalent to 2,757 carloads (2,100 bu box cars)

Fertilizer shipments received which are considered potential rail traffic:
5,712 tons - equivalent to 81 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic: 72,741 tons - equivalent to 1,384 carloads

Total annual potential rail traffic:
4,222 carloads or 105 cars per mile

SOUTH DAKOTA

SEGMENT CN17 - GARY BRANCH

CHICAGO & NORTH WESTERN - CENTRAL DIVISION - MARSHALL SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Tracy, Minn.	0.0		2,516
Amiret, Minn.	7.0		
Marshall Jct, Minn.	15.5		
Marshall, Minn.	17.3		10,215
Ghent, Minn.	24.2		301
Minneota, Minn.	29.9		1,320
Taunton, Minn.	34.4		195
Porter, Minn.	40.2		207
Canby, Minn.	47.4		2,147
Burr, Minn.	52.3		
Gary, SD	58.0		366

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

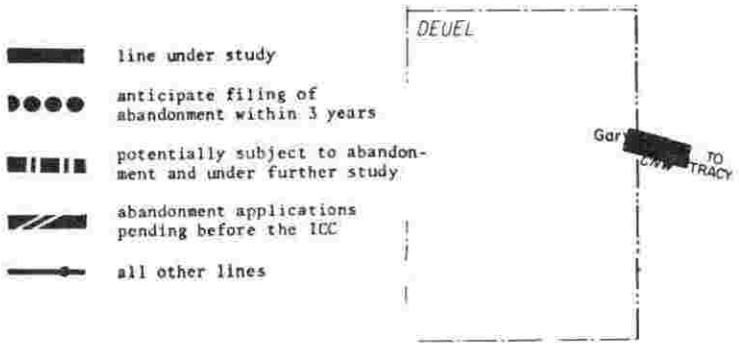
Type of line - Branch
Length in Miles -58.0 Total, Approx. 1 in S.D.
Maximum Weight Limit - 210,000 lbs
Maximum Speed Limit - 5 mph
Frequency of Service - Weekly
Open Agencies (Depots) - None in S.D.
Yards - Entire Subdivision
Connecting Lines - Burlington Northern at Marshall,
Chicago & North Western at Marshall and Tracy
Highways - Gary is served by a local hard surfaced road; State Highway 68 parallels this line from Canby to Marshall; and Tracy is served by US 14.

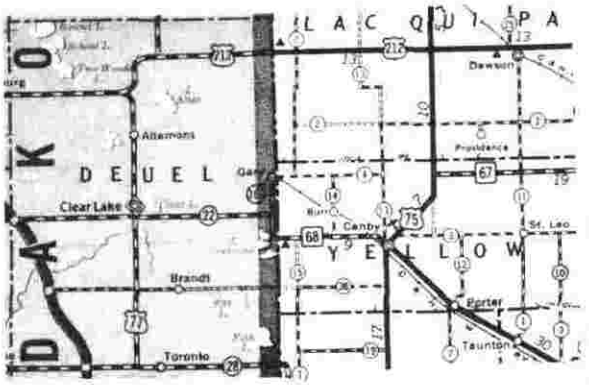
Physical Characteristics of Segment

Rail: 72# from Canby to Burr and 60# & 65# rail from Burr to Gary
Ballast: Gravel placed in 1916 from Canby to near Burr and dirt the last 4 miles of line
Steepest Grade: (Canby to Gary): 1% Sharpest Curve (Canby to Gary): 1°
Bridges and Trestles (Canby to Gary): 17 pile trestles ranging in length from 2 to 12 spans and totaling 84 spans.

Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:		60,000

SOUTH DAKOTA
SEGMENT CN 17 CANBY, MINN. TO GARY, SD





Other Information

This line was designated as an intensive study line and additional analysis is found in Chapter VI.

Summary of Potential Rail Traffic (from USD Impact Study) (1)

Grain Elevators on line:

Sexaur Co. Gary

Total capacity of grain elevators: 81,800 bu.

Ten year average of grain sold from trade area to non-local markets:
1,056,334 bu. - equivalent to 500 carloads (2,100 bu. box cars)

Fertilizer shipments received which are considered potential rail traffic:
710 tons - equivalent to 11 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic: None

Total annual potential rail traffic: 511 carloads

(1) South Dakota data only.

SOUTH DAKOTA
SEGMENT CN18 - WINNER BRANCH

CHICAGO & NORTH WESTERN - WESTERN DIVISION - WINNER SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Norfolk, Neb.	0.0		16,607
Neb. Stations Omitted			
SD Border	111.7		--
Fairfax, SD	116.4		199
Bonesteel, SD	121.1		354
St. Charles, SD	128.7		154
Herrick, SD	133.9		126
Burke, SD	140.5		892
Gregory, SD	148.9		1,756
Dallas, SD	153.5		233
Colome, SD	164.0		375
Winner, SD	174.9		3,789

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

3

AN ABANDONMENT APPLICATION HAS BEEN FILED WITH THE ICC

Type of Line - Branch
Length in Miles - 174.9 Total; 63.2 miles in SD
Maximum Weight Limit - 210,000 lbs
Maximum Speed Limit - 10 mph
Frequency of Service - Irregular
Open Agencies (Depots) in SD - Winner, SD
Yards - Entire Subdivision
Connecting Lines - Chicago & North Western and Union Pacific at Norfolk, and Burlington Northern at Plainview (31.7 miles from Norfolk).
Highways in SD - US 18 serves all SD Stations plus SD 44 serves Winner, US 183 serves Winner and Colome and SD 47 serves Gregory and Burke.

Physical Characteristics of Segment (SD Part Only)

Rail: 60# except about 10 miles 72#
Ballast: mostly gravel and cinders (gravel dates to 1920)
Steepest Grade: 1.04% Sharpest Curve: 3°
Bridges and Trestles: 20 pile trestles ranging in length from 1 to 11 spans and totaling 106 spans plus two bridges of pile trestle and I beam construction totaling 11 spans

Traffic Characteristics of Segment	(1974)	(1975)
Gross Ton Miles:		50,000
Cars: Neb.	645	489
SD	855	374
Total	1,500	863
Cars per Mile:	9	5
Revenue:	$648,079	$396,905
Revenue per Mile:	$3,705	$2,269

Traffic Characteristics of Segment (Con't)	(1974)	(1975)
Revenue per Carload:	$432	$460

Direction of Traffic: (1974) 69% forwarded and 31% received
Commodities: (1974) Grain (67%), Hay, Wool, Coal, Rock, Sand, Food Products, Feed, Lumber, Wood Products, Furniture, Fertilizer (10%) Salt, Petroleum Products, Cement, Steel Products, Machinery (5%), Scrap Metal and Misc. Commodities.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:

Deaver-Meyer Grain Co.	Winner, SD
Farmers Union GTA	Winner, SD
Nelson Farms	Winner, SD
Rosebud Grain Co.	Winner, SD
Farmers Coop Assn.	Colome, SD
Farmers Coop Assn.	Dallas, SD
Gregory Farmers Elevator Co.	Gregory, SD
Von Seggern Bros.	Gregory, SD
Burke Farmers Elevator	Burke, SD
Herrick Feed Mills	Herrick, SD
St. Charles Elevator	St. Charles, SD
Nat'l Farm Products	Bonesteel, SD
Fairfax Coop Assn.	Fairfax, SD
Morrill Grain Co.	Creighton, Neb
Farmers Grain & Livestock Co.	Hader, Neb
Farmers Union Coop. Assn.	Lynch, Neb
Nielson Grain & Hay	Niobrara, Neb
Clausen Grain Co.	Pierce, Neb
Bennett Grain Co.	Pierce, Neb
Farmers Union Coop Elevator Co.	Spencer, Neb
Allied Mills, Inc.	Verdel, Neb
Farmers Coop Assn.	Verdigre, Neb
North Central Grain Co.	Winnetoon, Neb
Buss Farm Service	Plainsview, Neb (1)
Dickinson Grain Co., Inc.	Plainsview, Neb (1)
Columbian Hog & Cattle Powder Co.	Norfolk, Neb (1)
Norfolk Feed Mills Co.	Norfolk, Neb (1)
Walnut Grove Products	Norfolk, Neb (1)

Total Capacity of grain elevators on rail line: 5,139,181 bu.

Total Capacity of grain elevators excluding those towns served by more than one rail line: 4,258,181 bu.

Ten year average of grain sold from trade area to non-local markets: 10,040,378 bushels - equivalent to 4,781 carloads (2,100 bu. box cars)

(1) Towns located on more than one rail line.

SOUTH DAKOTA
SEGMENT CN18 - NORFOLK, NEB TO WINNER, SD (Continued)

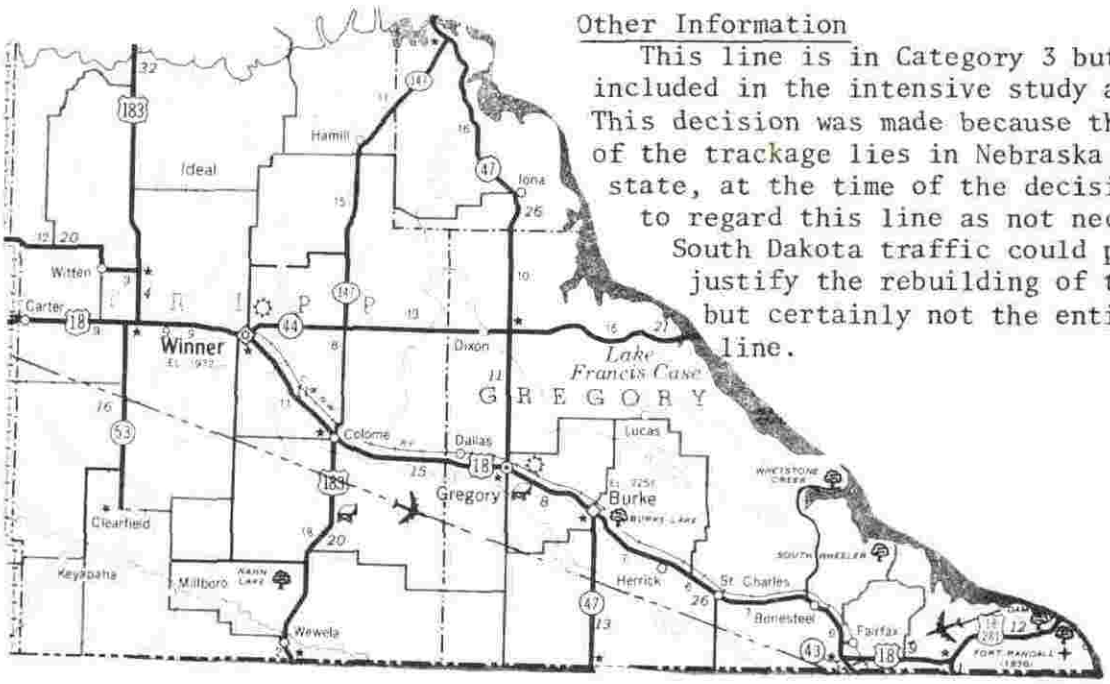
Summary of Potential Rail Traffic (from USD Impact Study)

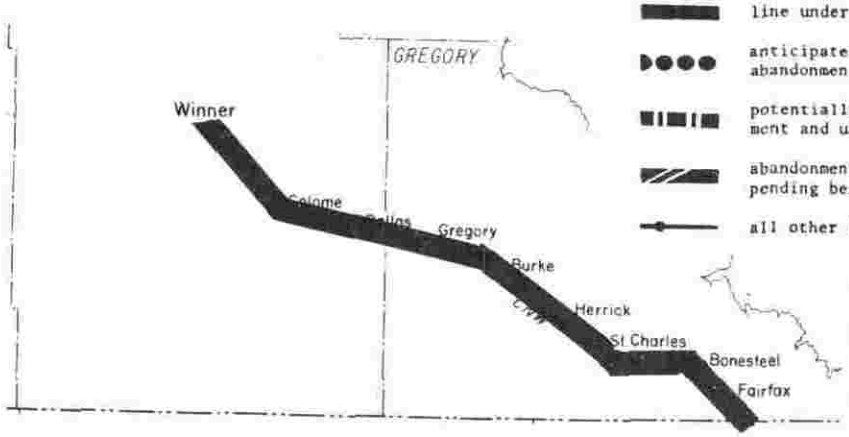
Fertilizer shipments received which are considered potential rail traffic:
21,498 tons - equivalent to 319 carloads

Farm machinery received which is considered potential rail traffic:
2,736 tons - equivalent to 183 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic: 40,710 tons - equivalent to 1,238 carloads

Total annual potential rail traffic: 6,521 carloads or 38 cars per mile





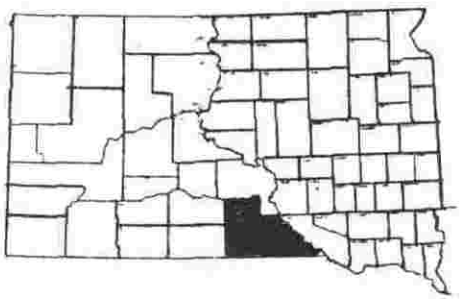
line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines



Other Information

This line is in Category 3 but was not included in the intensive study analysis. This decision was made because the majority of the trackage lies in Nebraska and that state, at the time of the decision, appeared to regard this line as not necessary. The South Dakota traffic could possibly justify the rebuilding of the SD segment, but certainly not the entire branch line.

SOUTH DAKOTA
SEGMENT CN19 - BOX ELDER TO ELLSWORTH AIR FORCE BASE

CHICAGO & NORTH WESTERN - WESTERN DIVISION - PART OF THE PRC SUBDIVISION

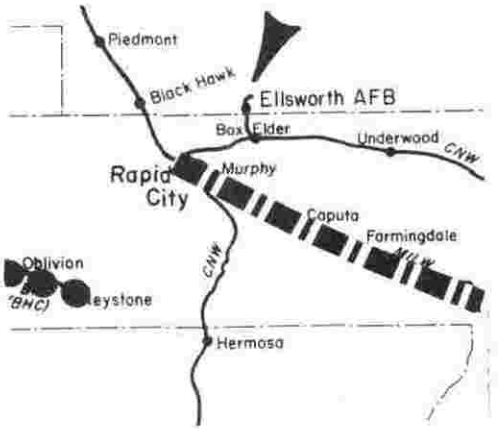
This short spur is owned by the Chicago and North Western from Box Elder north to the Air Force Base boundary and federally owned for that part located on the base.

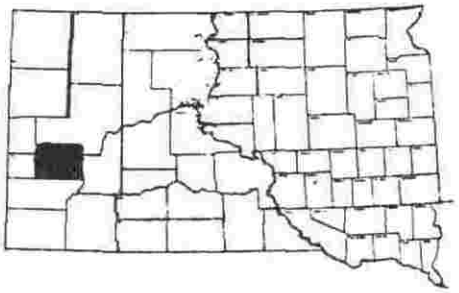
This spur connects with the Chicago and North Western line extending from Rapid City eastward across the entire state and into Minnesota. There are Chicago & North Western and Milwaukee Road connections at Rapid City.

Ellsworth AFB is located near Interstate Highway 90 which crosses the state from east to west. South Dakota Highway 79 extends from Rapid City south into Nebraska.

The Department of Defense has indentified a Strategic Rail Corridor Network necessary for National Defense which was based upon Peacetime movements by rail. This designated system did not connect with Ellsworth Air Force Base.

Rail traffic is presently light on this line, but it is the state's position that this line should connect with and be a part of the National Defense System. The State would like to see the connecting rail lines both east and south be a part of this system. Therefore, the spur from Box Elder to Ellsworth Air Force Base will be designated as a necessary route in the statewide system.





line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

SOUTH DAKOTA
SEGMENT BN01 - WILLMAR, MINN. TO GARRETSON, SD

BURLINGTON NORTHERN - MINNESOTA DIVISION - 3rd SUBDIVISION (1)

SD STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
SD Border	0.0		
Sherman	1.3		82
Garretson	3.3	55	847

Type of line - Main
Length in Miles - 127.9 total: 4.6 in SD
Maximum Weight Limit - 263,000 lbs
Maximum Speed Limit - 49 mph
Frequency of Service - 7 to 10 trains daily
Open Agencies (Depots) in SD - Garretson
Yards in SD -
Connecting lines in SD - Burlington Northern at Garretson
Highways in SD - SD11 serves Garretson and a local hard surfaced road serves Sherman

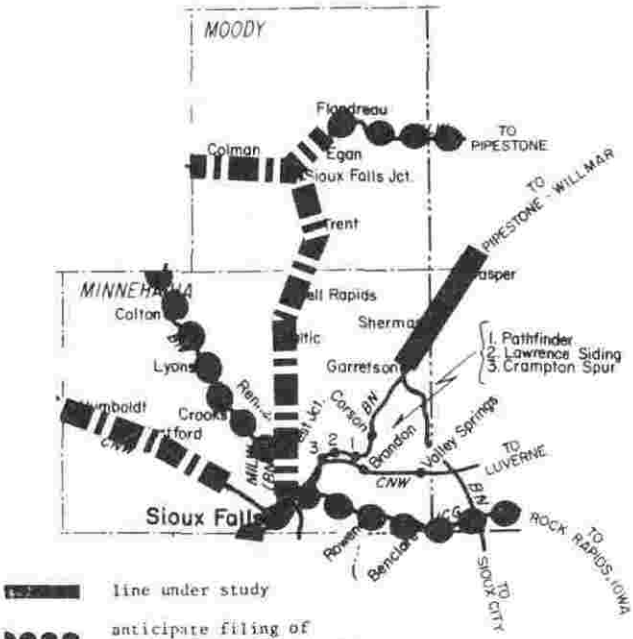
Physical Characteristics of Segment (SD part only)

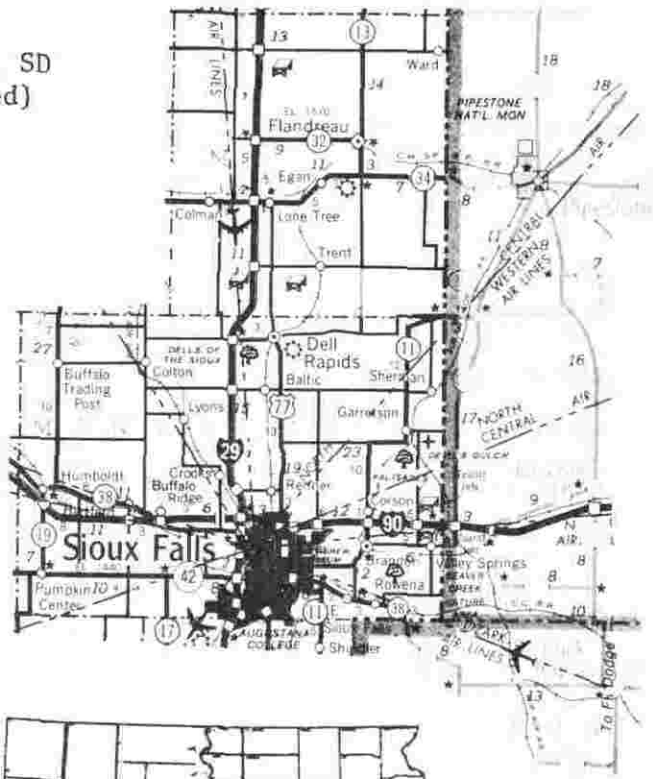
Rail:
Ballast: N/A
Steepest Grade: 0.67% Sharpest Curve: 3° 33'
Bridges and Trestles: N/A

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	6,950,200	5,850,000
Cars:		
Cars per mile:		
Revenue:		
Revenue per mile:		
Revenue per carload:		
Direction of Traffic:		
Commodities:		

(1) The 3rd Subdivision is 227.3 miles in length and extends from Perry, Iowa to Willmar, Minnesota.

SOUTH DAKOTA
SEGMENT BN01 - WILMAR, MINN. TO GARRETSON, SD
(Continued)





Other Information

This line originates very little traffic but carries mostly bridge traffic.

SOUTH DAKOTA
SEGMENT BN02 - GARRETSON, SD TO SIOUX CITY, IOWA

BURLINGTON NORTHERN - MINNESOTA DIVISION - 3rd SUBDIVISION (1)

SD STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	POPULATION
Garretson	0.0		847
SD Border	8.1		

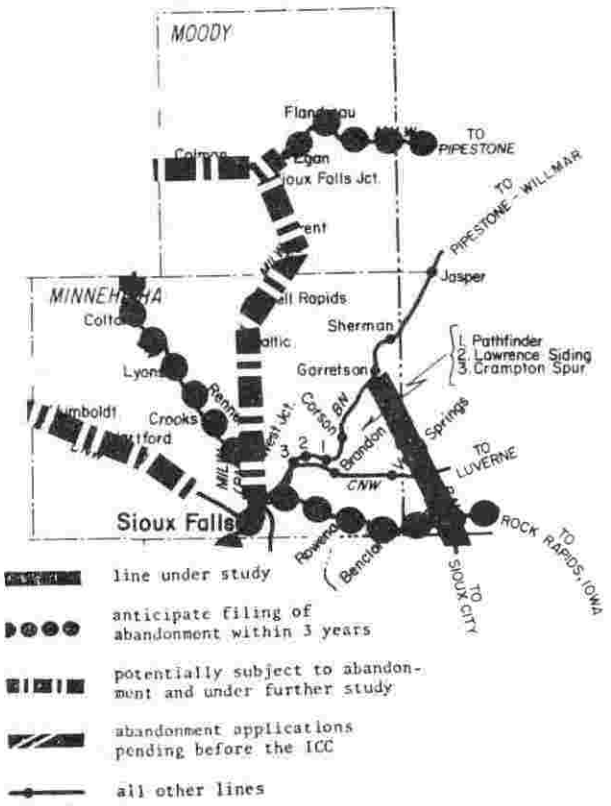
Type of line - Main
Length in miles - 94.6 Total; 8.1 in SD
Maximum Weight Limit - 220,000 lbs (40 ft or less in length)
263,000 lbs (Over 40 ft in length)
Maximum Speed Limit - 49 mph
Frequency of Service -
Open Agencies (Depots) in SD - Garretson
Yards -
Connecting lines in SD - Burlington Northern at Garretson
Highways - SD Highway 11 serves Garretson

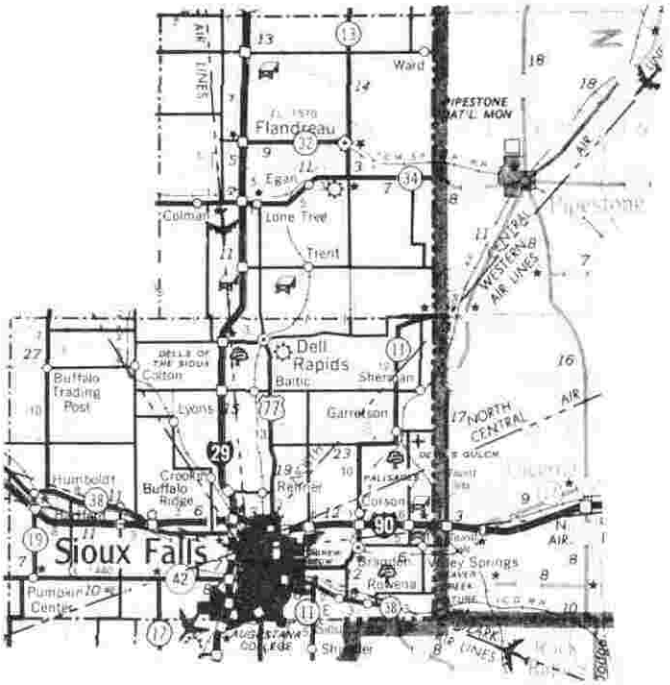
Physical Characteristics of Segment (SD part only)

Rail: N/A
Ballast: N/A
Steepest Grade: 0.60% Sharpest Curve: 3° 36'
Bridges and Trestles: N/A

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	6,280,700	5,049,700
Cars:		
Cars per mile:		
Revenue:		
Revenue per mile:		
Revenue per carload:		
Direction of Traffic:		
Commodities:		

(1) The 3rd Subdivision is 227.3 miles in length and extends from Perry, Iowa (near Sioux City) to Willmar, Minnesota.





Other Information

This line originates very little traffic but carries mostly bridge traffic.

SOUTH DAKOTA
SEGMENT BN03 - GARRETSON TO SIOUX FALLS

BURLINGTON NORTHERN - MINNESOTA DIVISION - 15th SUBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Garretson	0.0		847
Corson	8.2		--
Pathfinder Spur	12.3		--
Lawrence Spur	13.7		--
Crampton Spur	15.2		--
Sioux Falls	18.5		72,488

Type of line - Branch
Length in miles - 18.5
Maximum Weight Limit - 220,000 lbs (40 ft or less in length)
263,000 lbs (over 40 ft in length)
Maximum Speed Limit - 30 mph
Frequency of Service - Twice daily
Open Agencies (Depots) - Garretson and Sioux Falls
Yards - Sioux Falls
Connecting lines - Burlington Northern at Garretson and Sioux Falls, Chicago & North Western, Milwaukee Road and Illinois Central Gulf at Sioux Falls
Highways - SD 11 serves Garretson and Corson, I90, I29, SD38 and SD42 serve Sioux Falls

Physical Characteristics of Segment

Rail: N/A
Ballast: N/A
Steepest Grade: 0.64% Sharpest Curve: 3° 30' (7° 30' at Sioux Falls)
Bridges and Trestles: N/A

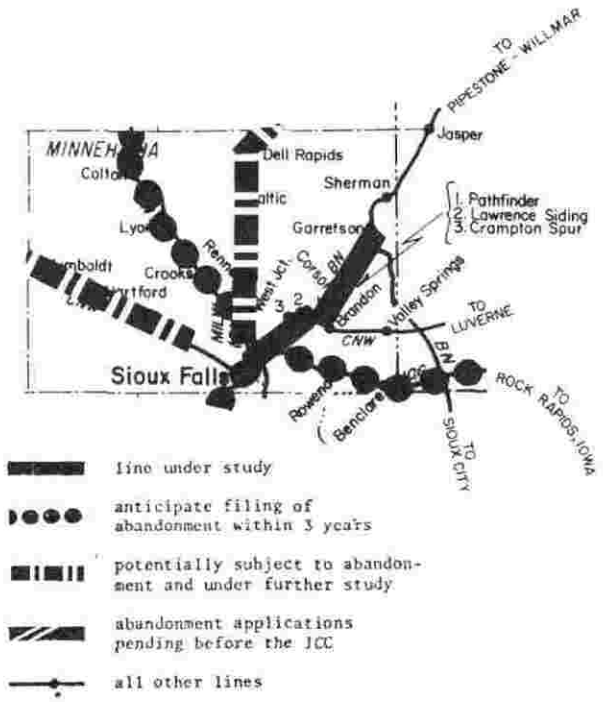
Traffic Characteristics of Segment (2)	1974	1975
Gross Ton Miles:	650,300	1,010,600
Cars:	788	808
Cars per Mile:	43	44
Revenue:	$621,968	$989,974
Revenue per Mile:	$33,620	$53,512
Revenue per Carload:	$789	$1,225

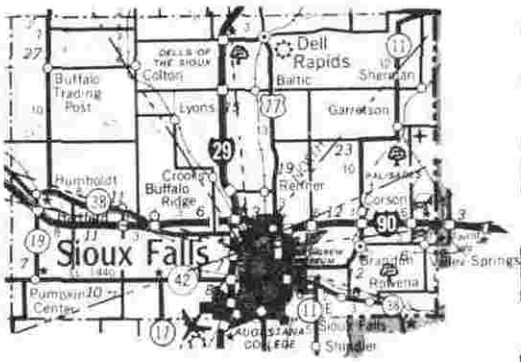
Direction of Traffic:
Commodities: The majority of the traffic is coal for an electrical generating plant. This generating plant ceased operation in 1977. A second plant on this line uses fuel oil which is transported by rail. This traffic accounts for about 200 cars per year.

(1) The 15th Subdivision includes all of line from Garretson to Yankton.
(2) Does not include Sioux Falls or Garretson traffic except for Gross Ton Miles.

SOUTH DAKOTA

SEGMENT BN03 - GARRETSON TO SIOUX FALLS
(Continued)





Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:
Corson Coop Co. Corson

Does not include Sioux Falls

Total Capacity of Grain Elevators - 158,000 bushels

Ten Year Average of Grain Sold from Trade Area to non-local Markets:
344,867 bu - equivalent to 165 carloads (2,100 bu. box cars)

Fertilizer Shipments received which are considered Potential Rail Traffic:
1,000 Tons - equivalent to 13 carloads

Miscellaneous Commodities Shipped or received which are Considered Potential Rail Traffic: None

Total Annual Potential Rail Traffic:
178 carloads or 10 cars per mile

SOUTH DAKOTA
SEGMENT BN04 - SIOUX FALLS TO YANKTON

BURLINGTON NORTHERN - MINNESOTA DIVISION - 15th SUBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Sioux Falls	0.0		72,488
Tea	10.9		302
Lennox	17.6		1,487
Naomi	20.1		--
Davis	26.2		101
Viborg	33.6		662
Irene	41.0		461
Volin	50.1		157
Mission Hill	56.3		161
Yankton	63.1		11,919

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

1

ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

Type of line - Branch
Length in Miles - 63.1
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - Weekly
Open Agencies (Depots) - Sioux Falls and Yankton
Yards - Sioux Falls
Connecting Lines - Milwaukee Road at Sioux Falls, Lennox and Yankton, Burlington Northern at Sioux Falls, Chicago & North Western at Sioux Falls and near Viborg, Illinois Central at Sioux Falls
Highways - Sioux Falls is served by I90 and I29, Lennox by SD44 and SD17, Davis by US18, Viborg by SD19, Irene by SD46, Yankton by US81 and SD50 and the other stations are served by hard surfaced local roads.

Physical Characteristics of Segment

Rail: (N/A) 56# & 77½ II
Ballast: N/A
Steepest Grade: 0.8% Sharpest Curve: 4°
Bridges and Trestles: N/A

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	147,900	98,200
Cars:	1,425	924
Cars per Mile:	23	15
Revenue:	$607,864	$429,151
Revenue per Mile:	$9,633	$6,801
Revenue per Carload:	$427	$464

Direction of Traffic:
Commodities: Farm products, food and kindred products, scrap metal, lumber and wood products, chemicals, stone, clay and other related commodities.

(1) The 15th Subdivision includes all of line from Garretson to Yankton.

Other Information

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:	Huntting Elevator Co.	Tea
	Cargill, Inc.	Lennox (1)
	Davis Elevator	Davis
	Cooperative Elevator Assn	Viborg
	Riley Co.	Irene
	Coop Farm Store	Irene
	Farmers Trading Co.	Volin
	Farmers Elevator Co.	Mission Hill
	Zip Feed Bin	Yankton (1)
	Yaggie's Inc.	Yankton (1)
	Cargill, Inc.	Yankton (1)

Total Capacity of Grain Elevators on line -
1,309,945 bu. Capacity less those towns served by more than one rail line - 883,100 bushels

Ten Year Average of Grain Sold from Trade Area to Non-Local Markets:
3,222,369 bu - equivalent to 1,531 cars (Conservative)
3,583,569 bu - equivalent to 1,703 cars (Normal)

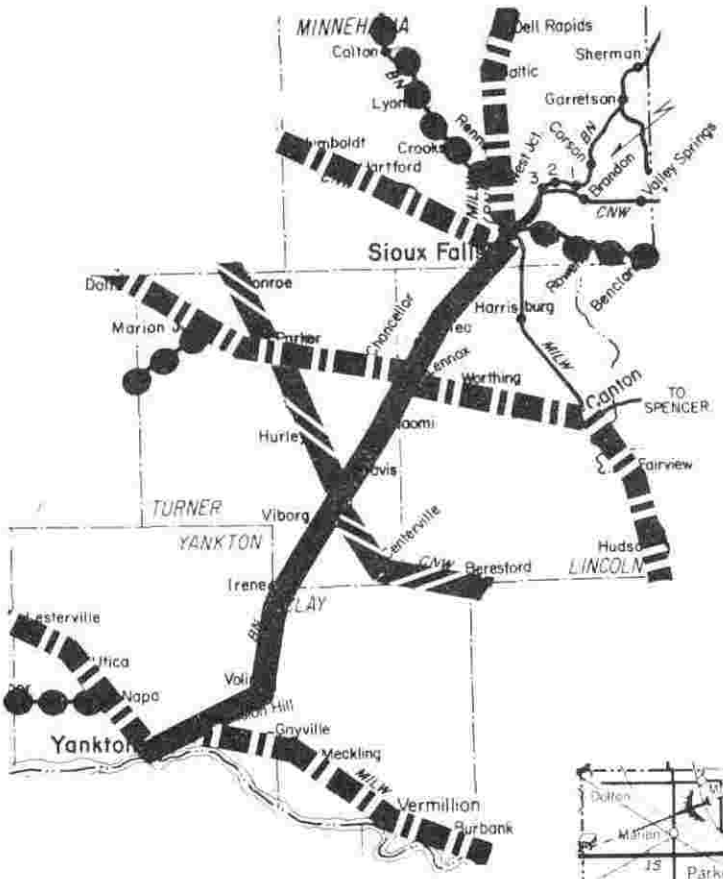
Fertilizer Shipments received which are Considered Potential Rail Traffic:
12,851 Tons - equivalent to 166 Carloads (Conservative)
14,201 Tons - equivalent to 184 Carloads (Normal)

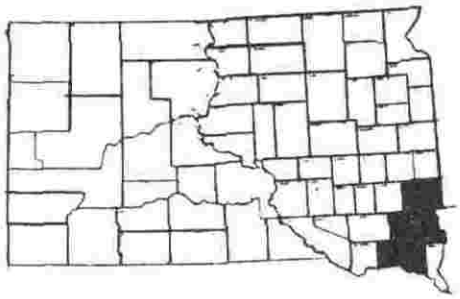
Miscellaneous Commodities Shipped or Received which are Considered Potential Rail Traffic:
12,070 Tons - equivalent to 227 Carloads (Conservative)
13,147 Tons - equivalent to 406 Carloads (Normal)

Total Annual Potential Rail Traffic:
1,924 Carloads or 30 cars per mile (Conservative)
2,293 Carloads or 36 cars per mile (Normal)

(1) Served by more than on rail line.

SOUTH DAKOTA
SEGMENT BN04 - SIOUX FALLS TO YANKTON (Continued)





SOUTH DAKOTA
SEGMENT BN05 - SIOUX FALLS TO HAYTI

BURLINGTON NORTHERN - MINNESOTA DIVISION - 16th SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Sioux Falls	0.0		72,488
East Jct	1.4		--
West Jct	3.1		--
Crooks	9.8		165
Lyons	15.4		--
Colton	21.2		601
Chester	28.8		177
Wentworth	36.4		196
Rutland	42.6		45
Nunda	48.4		85
Sinai	54.5		147
Arlington	64.3		954
Badger	73.7		122
Lake Norden	80.3		393
Hayti	85.6		393

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

1

ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

Type of line - Branch
Length in Miles - 85.6 (1)
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - Weekly
Open Agencies (Depots) - Sioux Falls & Mobile Agency Van
Yards - Sioux Falls
Connecting lines - Burlington Northern at Sioux Falls, Chicago & North Western at Arlington and Sioux Falls, Milwaukee Road at Sioux Falls, Wentworth and West Jct., Illinois Central Gulf at Sioux Falls
Highways - Sioux Falls is served by I29 and I90, Arlington by US14 and US81, Lake Norden by SD21 & 28, Hayti by SD21 and the remaining stations by local hard surfaced roads.

Physical Characteristics of Segment

Rail: 60#, 70# & 90#
Ballast: N/A
Steepest Grade: 2% Sharpest Curve: 5°
Bridges and Trestles: N/A

(1) 1.7 miles between East Jct & West Jct is Milwaukee Road owned.

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	119,400	81,300
Cars:	1,384	813
Cars per Mile:	16	9
Revenue:	$606,775	$470,658
Revenue per Mile:	$7,088	$5,498
Revenue per carload:	$438	$579

Direction of Traffic:

Commodities: Farm products, food & kindred products, chemicals and allied products.

Other Information

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line:

Farmers Cooperative Elevator	Crooks
Farmers Union GTA	Lyons
Farmers Elevator Co.	Colton
Feed Service	Colton
Colman Farmers Coop Co.	Chester
Domestic Seed & Supply Inc.	Wentworth (1)
Farmers Union GTA	Rutland
Nunda Coop Assn	Nunda
Sinai Coop Elevator Co.	Sinai
Arlington Farmers Elevator Co.	Arlington (1)
Hugh M. Bennett	Arlington (1)
Farmers Coop Grain Co.	Badger
Farmers Elevator Co.	Lake Norden
Hayti Farmers Elevator Co.	Hayti

Total Capacity of Grain Elevators on line - 1,914,800 bu.

Total Capacity of Grain Elevators on line less those towns served by more than one rail line - 1,482,800 bushels

Ten Year Average of Grain Sold from Trade Area to non-local markets:
4,090,470 bu. equivalent to 1,937 carloads (Conservative)
4,406,835 bu. equivalent to 2,080 carloads (Normal)

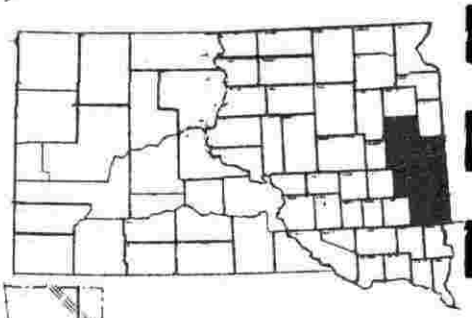
Fertilizer Shipments received which are Considered Potential Rail Traffic:
4,459 Tons - equivalent to 58 carloads (Conservative)
5,959 Tons - equivalent to 77 carloads (Normal)

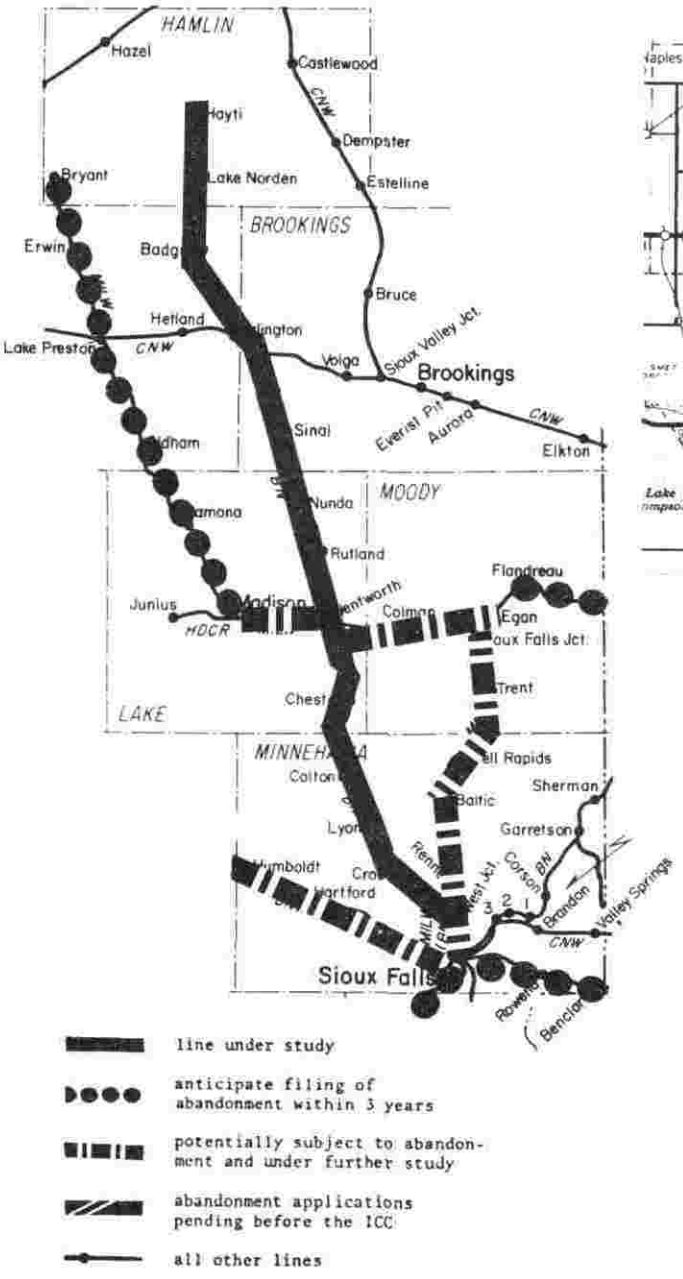
SOUTH DAKOTA
SEGMENT BN05 - SIOUX FALLS TO HAYTI (Continued)

Miscellaneous Commodities Shipped or received which are Considered Potential Rail Traffic:
740 Tons - equivalent to 14 carloads (Conservative)
1,666 Tons - equivalent to 59 carloads (Normal)

Total Annual Potential Rail Traffic:
2,009 carloads or 23 cars per mile (Conservative)
2,216 carloads or 26 cars per mile (Normal)

(1) Served by more than one rail line.





line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines

SOUTH DAKOTA
SEGMENT BN06 - BENSON, MINN. TO WATERTOWN, SD

BURLINGTON NORTHERN - MINNESOTA DIVISION - 12th SUBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Albee	51.7		26
LaBolt	58.0		90
Stockholm	65.5		116
South Shore	72.8		199
Rauville	86.0		--
Watertown	92.0		13,388

Type of Line -
Length in Miles - 92.0 total, 45.1 in SD
Maximum Weight Limit - 220,000 lbs (40 ft or less in length)
263,000 lbs (Over 40 ft in length)
Maximum Speed Limit - 35 mph
Frequency of Service - Three trips per week
Open Agencies (Depots) (2) - Watertown
Yards - Watertown
Connecting lines in SD - Chicago & North Western at Watertown, Burlington Northern continues on to Huron
Highways in SD - Stockholm and South Shore are served by SD 20, Watertown is served by I 29, US 212 and US81 and the other stations are served by local hard surfaced roads

Physical Characteristics of Segment

Rail: (N/A) 75 #
Ballast: N/A
Steepest Grade: 0.81% Sharpest Curve: 3° 06'
Bridges and Trestles: N/A

Traffic Characteristics of Segment (2)	1974	1975
Gross Ton Miles:	644,000	566,100
Cars:	2,188	2,299
Cars per Mile:	48	50
Revenue:	$943,317	$1,511,164
Revenue per Mile:	$20,642	$33,067
Revenue per Carload:	$431	$657

Direction of Traffic:
Commodities: (Huron to Minnesota Border) farm products, non-metalic minerals, food and kindred products, lumber and wood products, chemicals and allied products.

(1) The 12th Subdivision includes the entire line from Benson, Minn. to Huron, SD.
(2) SD Stations only.

SOUTH DAKOTA
SEGMENT BN06 - BENSON, MINNESOTA
TO WATERTOWN, SOUTH DAKOTA
(Continued)

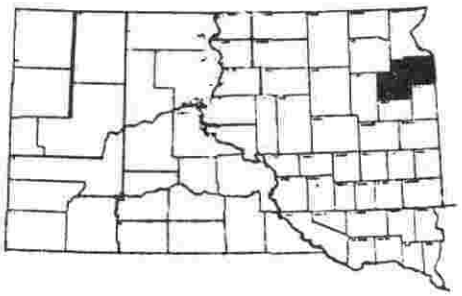
line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines



Other Information

Summary of Potential Rail Traffic (from USD Impact Study) (1)

Grain Elevators on line:

Farmers Grain Co.	Labolt
Stockholm Farmers Elevator Co.	Stockholm
South Shore Grain Co.	South Shore
Rauville Grain & Pelleting Co.	Rauville
Northeast Terminal	Watertown (2)
Watertown Cooperative Elevator Assn	Watertown (2)
Dakota Seed & Grain Inc.	Watertown (2)
Hubbard Milling Co.	Watertown (2)

Total Capacity of Grain Elevators: 1,677,083 bushels

Ten Year Average of Grain sold from Trade area to non-local markets:
Conservative - 2,663,405 bu - equivalent to 1,267 carloads (2,100 bu box cars)
Normal - 3,019,484 bu - equivalent to 1,436 carloads (2,100 bu box cars)

(1) South Dakota data only.
(2) Served by more than one line.

SOUTH DAKOTA
SEGMENT BN06 - BENSON, MINNESOTA TO WATERTOWN, SOUTH DAKOTA (Continued)

Fertilizer Shipments received which are Considered Potential Rail Traffic:
(Trade Area)
Conservative - 2,236 Tons - equivalent to 29 carloads
Normal - 4,966 Tons - equivalent to 64 carloads

Miscellaneous Commodities Shipped or received Which are Considered Potential Rail Traffic (Coal, feed, seed, metal products and misc. Commodities):
1,328 Tons - equivalent to 25 carloads

Total Annual Potential Rail Traffic:
1,321 carloads or 29 cars per mile (Conservative)
1,525 carloads or 34 cars per mile (Normal)

SOUTH DAKOTA
SEGMENT BN07 - WATERTOWN TO HURON

BURLINGTON NORTHERN - MINNESOTA DIVISION - 12th SUBDIVISION (1)

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Watertown	0.0		13,388
Grover	9.9		--
Hazel	16.2		101
Vienna	23.1		119
Willow Lake	32.0		353
Bancroft	44.1		48
Osceola	48.5		--
Yale	56.6		148
Huron	69.8		14,299

Type of line -
Length in Miles - 69.8
Maximum Weight Limit - 220,000 lbs (40 ft or less in length)
263,000 lbs (Over 40 ft in length)
Maximum Speed Limit - 35 mph
Frequency of Service - two trips per week
Open Agencies (Depots) - Watertown, Willow Lake & Huron
Yards -
Connecting lines - The Chicago & North Western connects at Huron and Watertown and the Burlington Northern connects at Watertown
Highways - I 29, US212 and US81 serve Watertown, Hazel is served by SD22, Willow Lake by SD28, Huron by US 14 and SD37 and the other stations are served by hard surfaced local roads.

Physical Characteristics of Segment

Rail: (N/A) 75#, 80#, 85# & 90#
Ballast: N/A
Steepest Grade: 0.60% Sharpest Curve: 3°
Bridges and Trestles: N/A

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	353,700	234,000
Cars:	2,605	1,556
Cars per Mile:	37	22
Revenue:	$1,773,407	$1,024,458
Revenue per Mile:	$25,407	$14,677
Revenue per Carload:	$681	$658
Direction of Traffic:		

(1) The 12th Subdivision includes the entire line from Benson, Minn. to Huron, SD.

SOUTH DAKOTA
SEGMENT BN07 - WATERTOWN TO HURON (Continued)

Traffic Characteristics of Segment 1974 1975

Commodities: (Huron to Minnesota Border) Farm products, non-metalic minerals, food and kindred products, lumber and wood products, chemicals and allied products.

Other Information

Summary of Potential Rail Traffic (from USD Impact Study)

Grain Elevators on line: (excluding Huron & Watertown)

Grover Farmers Elevator Co.	Grover
Hazel Farmers Elevator	Hazel
Vienna Grain Co.	Vienna
Farmers Union GTA	Willow Lake
Farmers Elevator Co.	Willow Lake
Osceola Farmers Elevator	Bancroft
Osceola Farmers Elevator	Osceola
Farmers Coop Elevator Co.	Yale

Total Capacity of Grain Elevators:
2,319,986 bu. Total excluding Watertown and 1,573,986 bu. excluding Both Huron and Watertown

Ten Year average of Grain sold from Trade Area to non-local markets:
2,856,546 bu. from the Conservative Trade area and
3,105,777 bu. from the Normal Trade area which is equivalent to 1,347 and 1,466 carloads respectively (2,100 bu. box cars)

Fertilizer Shipments received which are Considered Potential Rail Traffic:
1,280 Tons from the Conservative Trade Area and
1,880 Tons from the Normal Trade Area which is equivalent to 17 and 25 cars respectively.

Miscellaneous Commodities Shipped or received which are considered Potential Rail Traffic:
454 carloads from Normal area and 3 carloads from the Conservative Area

Total Annual Potential Rail Traffic:
1,367 carloads or 20 cars per mile (Conservative)
1,948 carloads or 28 cars per mile (Normal)

SOUTH DAKOTA
SEGMENT BN07 - WATERTOWN TO HURON
(Continued)

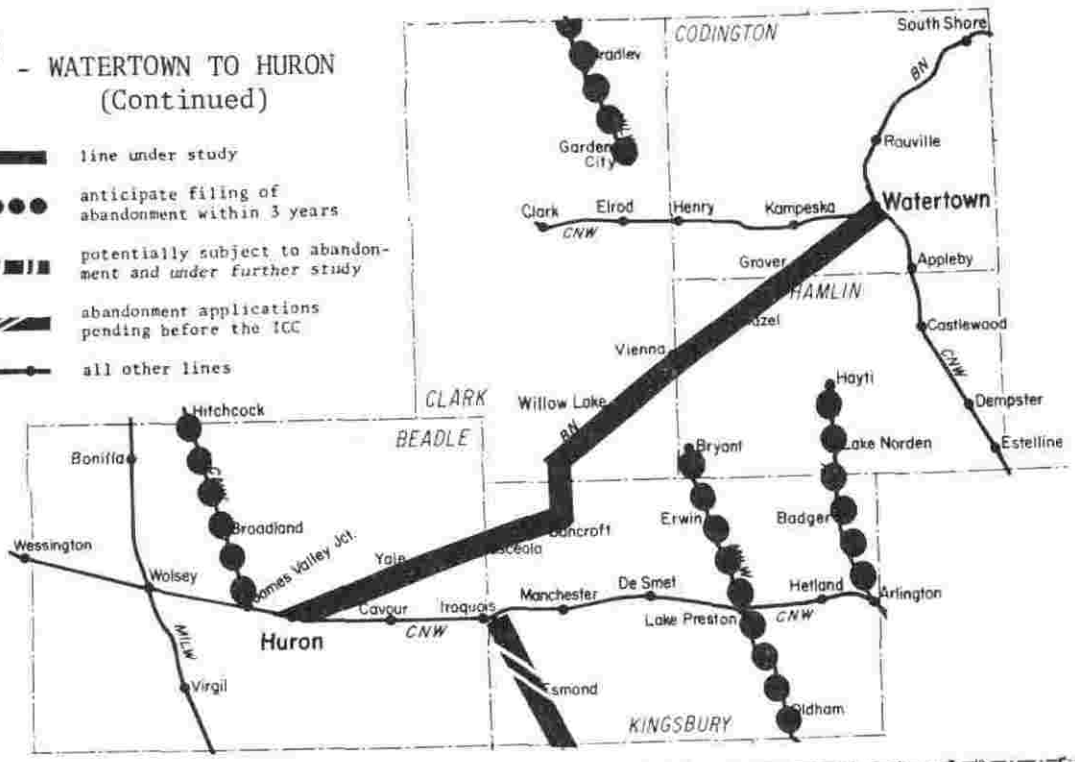
line under study

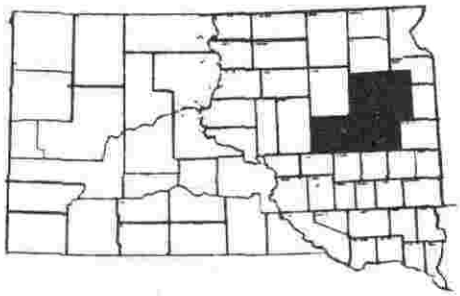
anticipate filing of abandonment within 3 years

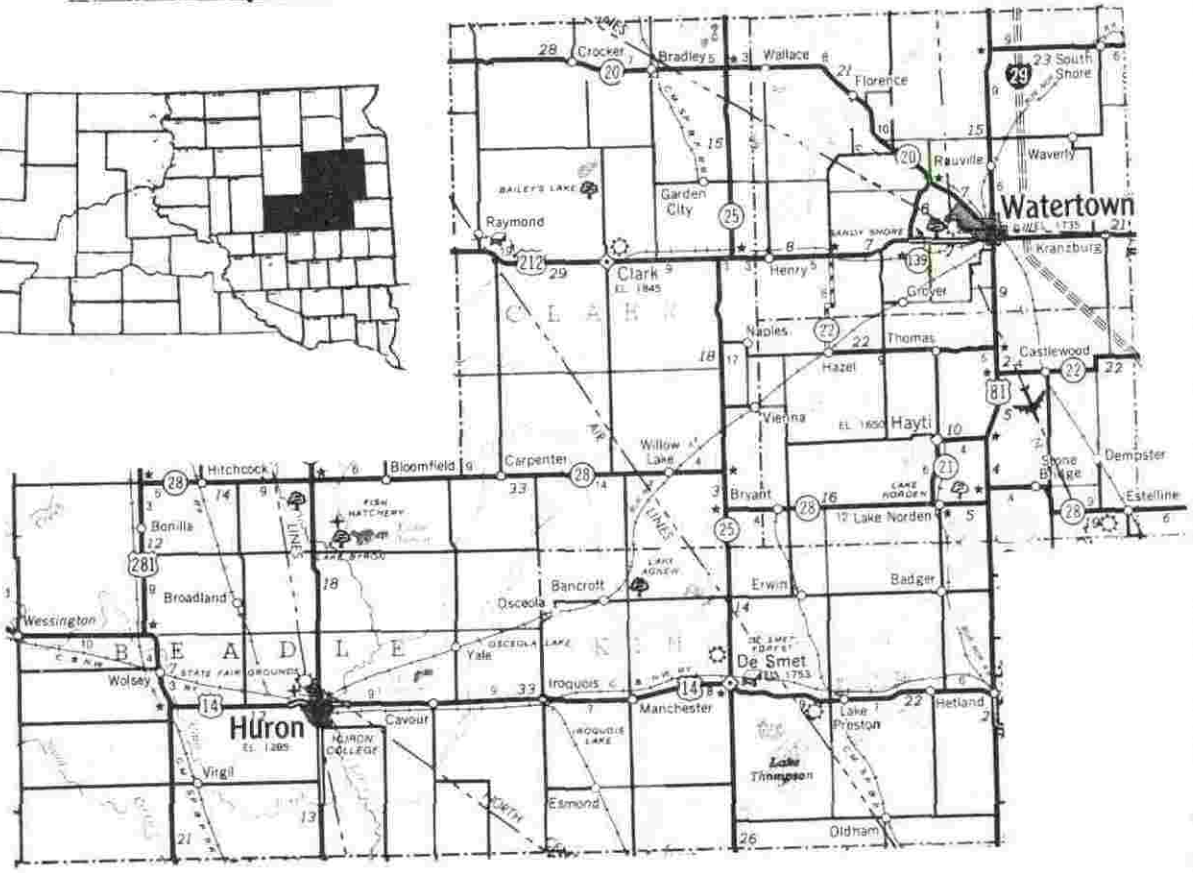
potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines







SOUTH DAKOTA
SEGMENT BN08 - GENESEO JCT., ND, TO ABERDEEN, SD

BURLINGTON NORTHERN - MINNESOTA DIVISION - 14th SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Geneseo Jct, ND	0.0		--
Geneseo, ND	0.9		--
Cayuga, ND	6.1		116
Rutland, ND	12.2		225
Havana, ND	21.6		156
Kidder, ND	28.1		123
Amherst, SD	42.4		--
Claremont, SD	48.8		214
Huffton, SD	54.1		--
Putney, SD	59.6		--
Aberdeen, SD	76.5		26,476

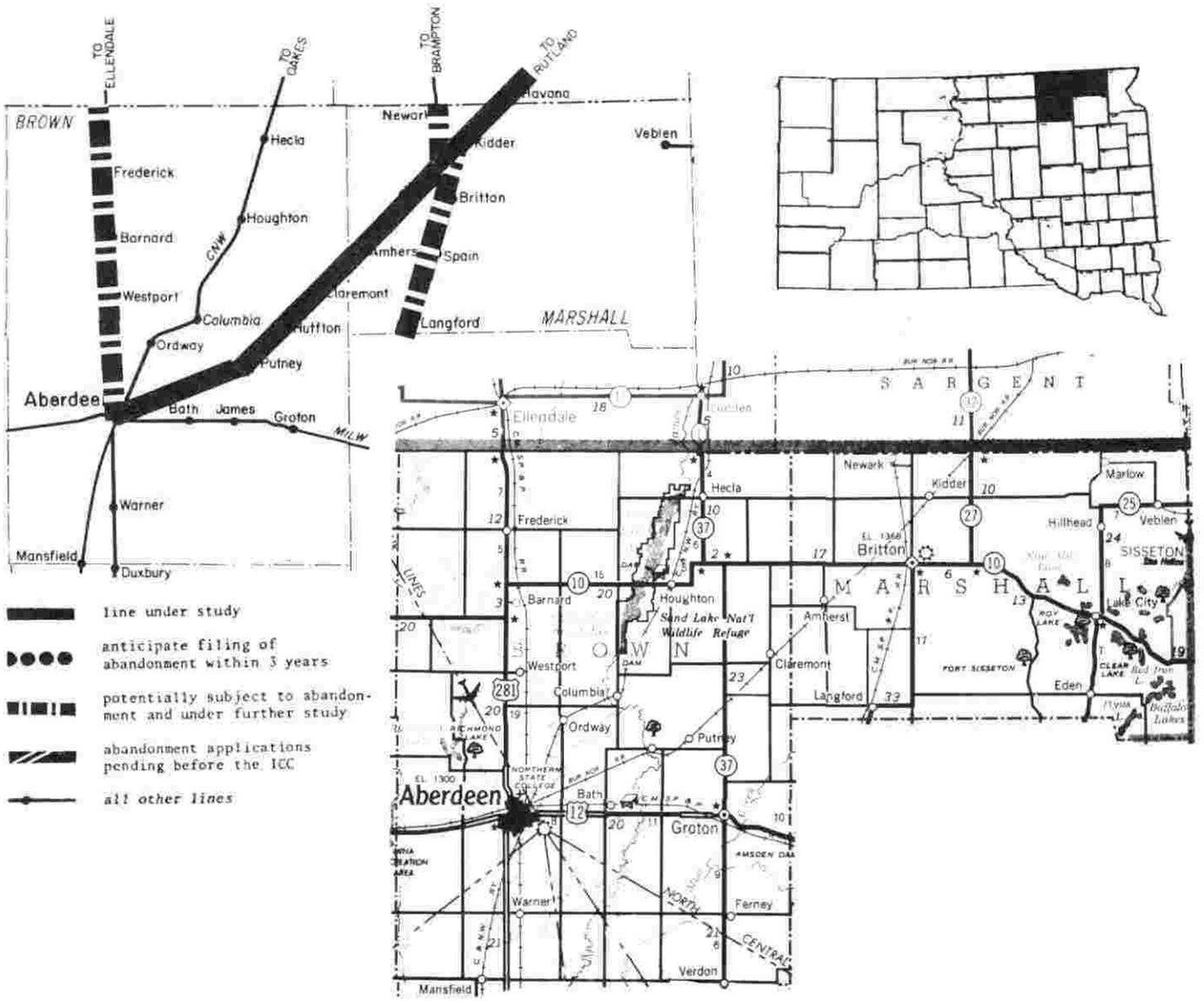
Type of Line - Branch
Length in Miles - 76.5 total, 53.6 in SD
Maximum Weight Limit - 220,000 lbs (40 ft or less in length)
263,000 lbs (Over 40 ft long)
Maximum Speed Limit - 35 mph
Frequency of Service - Twice weekly
Open Agencies (Depots) - Aberdeen, SD
Yards -
Connecting Lines in SD - Milwaukee Road in Aberdeen and near Britton
Chicago & North Western in Aberdeen
Highways in SD - Aberdeen in served by US12 and US281 and the other stations are served by hard surfaced local roads.

Physical Characteristics of Segment

Rail: (N/A) 77#, 80#, 90#, 100# & 110#.
Ballast: N/A
Steepest Grade: 0.60% Sharpest Curve: 3°
Bridges and Trestles: N/A

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	231,700	192,900
Cars:	1,233	951
Cars per Mile:	22	17
Revenue:	$861,931	$696,955
Revenue per Mile:	$15,700	$12,695
Revenue per Carload:	$699	$733

Direction of Traffic:
Commodities: farm products, coal, lumber and wood products, chemicals and petroleum.



Other Information

Summary of Potential Rail Traffic (from USD Impact Study) (1)

Grain Elevators on line:	Putney Farmers Elevator Co.	Putney
	Brown County Farmers Elevator Co.	Claremont
	Northern Grain Co.	*Claremont*
	Farmers Coop Co.	Amherst
	Farmers Union GTA	Kidder
	SD Wheat Growers Assn.	Aberdeen (2)
	Cargill Inc.	Aberdeen (2)
	Dakota Seed Service, Inc.	Aberdeen (2)

(1) Information for SD part only.
(2) Served by more than one line.

SOUTH DAKOTA
SEGMENT BN08 - GENESEO JCT. TO ABERDEEN (Continued)

Summary of Potential Rail Traffic (from USD Impact Study) (1)

Total Capacity of Grain Elevators on line -
3,811,400 bu. total and 1,275,400 bu. excluding Aberdeen facilities

Ten Year Average of Grain Sold from Trade Area to Non-Local Markets:
2,075,447 bu - equivalent to 986 carloads (2,100 bu. box cars)

Fertilizer Shipments received which are Considered Potential Rail Traffic:
1,050 Tons - equivalent to 66 carloads

Miscellaneous Commodities Shipped or received which are Considered Potential Rail Traffic:
455 Tons - equivalent to 17 carloads

Total Annual Potential Rail Traffic:
1,069 Carloads or 20 cars per mile

(1) Information for SD part of this line only.

SOUTH DAKOTA
SEGMENT BN09 - ALLIANCE, NEB. TO EDGEMONT, SD

BURLINGTON NORTHERN - ALLIANCE DIVISION - 2nd SUBDIVISION

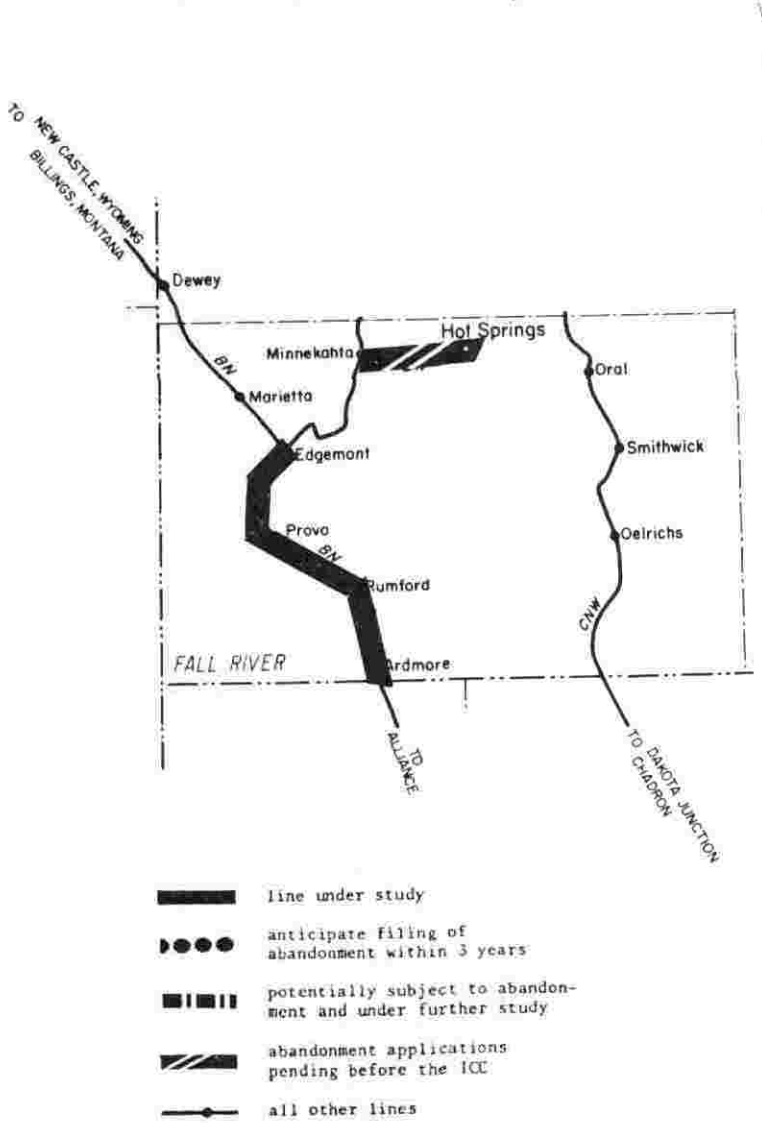
SD STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
SD Border	0.0		
Ardmore	1.6		14
Rumford	9.9		0
Provo	18.2		108
Edgemont	27.4		1,174

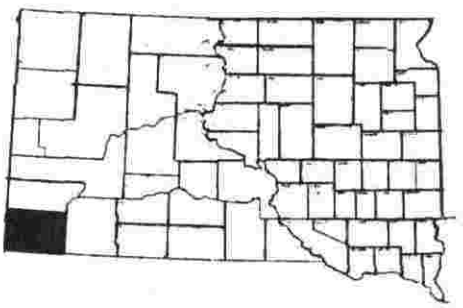
Type of line - Main
Length in Miles - 110.6 total: 27.4 in SD
Maximum Weight Limit - 220,000 lbs if cars are 40 ft or less in length
Maximum Speed Limit - 49 mph
Frequency of Service - 42 times daily
Open Agencies (Depots) in SD - Provo and Edgemont
Yards in SD -
Connecting lines in SD - Burlington Northern at Edgemont
Highways in SD - SD 71 serves Ardmore, SD 471 serves Rumford and Provo and US 18 serves Edgemont

Physical Characteristics of Segment (SD part only)

Rail:
Ballast:
Steepst Grade: Sharpest Curve:
Bridges and Trestles:

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	27,566,800	28,980,800
Cars:		
Cars per mile:		
Revenue:		
Revenue per mile:		
Revenue per Carload:		
Direction of Traffic:		
Commodities:		





Other Information

This line currently handles 42 trains per day with the projected traffic to about double. Most of the traffic is unit coal trains from the Gillette, Wyoming area for transportation to points east.

SOUTH DAKOTA
SEGMENT BN10 - EDGEMONT, SD TO GILLETTE, WYO.

BURLINGTON NORTHERN - ALLIANCE DIVISION - 3rd SUBDIVISION

SD STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Edgemont	0.0		1,174
Marietta	8.2		
Dewey	19.6		
SD Border	21.4		

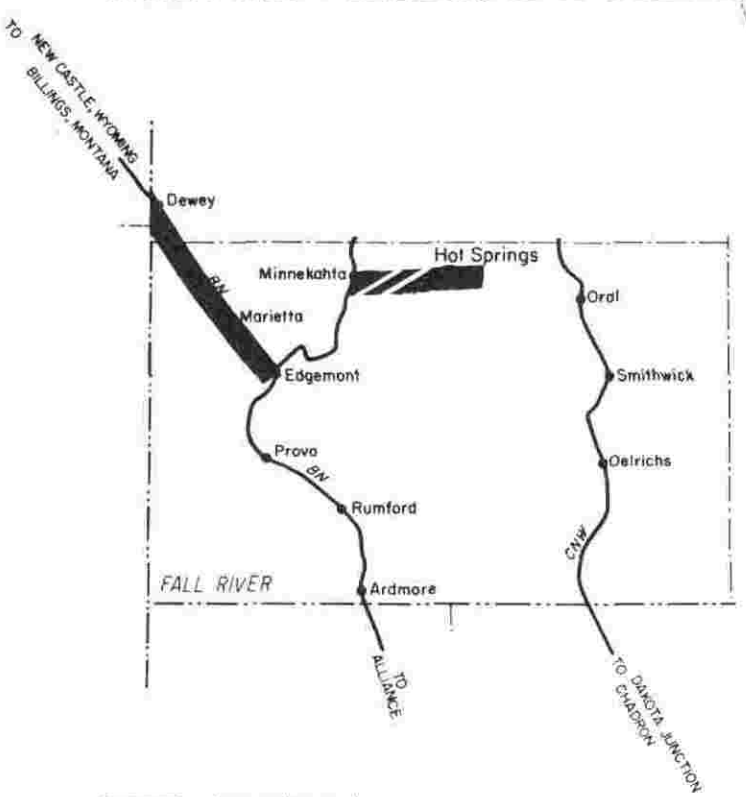
Type of line - Main
Length in miles - 121.1 Total: 21.4 in SD
Maximum Weight Limit - 220,000 lbs if cars are 40 ft or less in length
Maximum Speed Limit - 49 mph
Frequency of Service - 42 times daily
Open Agencies (Depots) in SD - Edgemont and Dewey
Yards -
Connecting lines in SD - Burlington Northern at Edgemont
Highways in SD - Edgemont is served by US 18 and the other stations are served by local roads

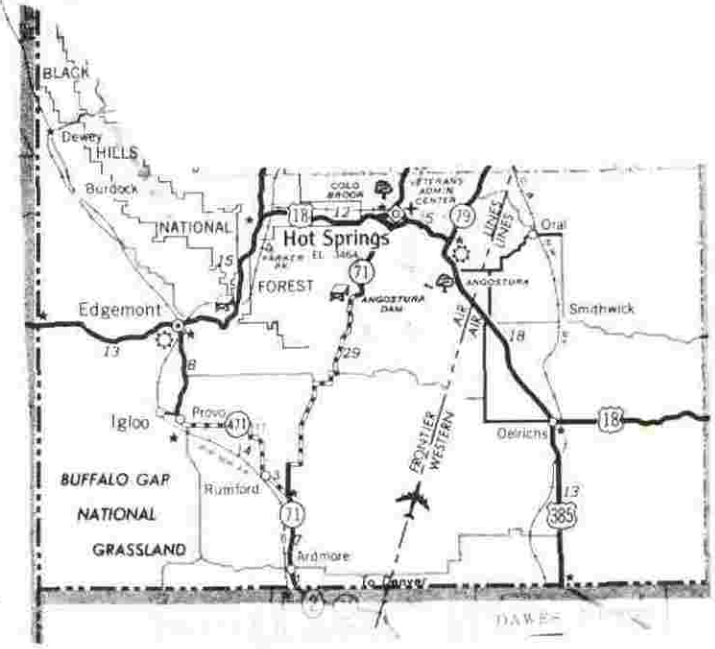
Physical Characteristics of Segment (SD part only)

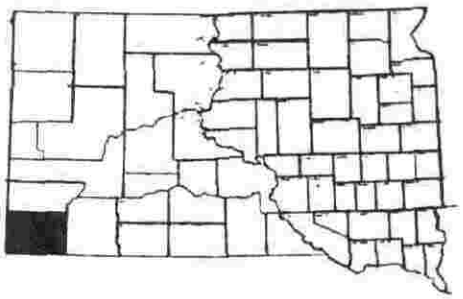
Rail: N/A
Ballast: N/A
Steepest Grade: 0.80% Sharpest Curve: 2° 03'
Bridges and Trestles: 10 bridges

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	27,621,800	28,681,200
Cars:		
Cars per mile:		
Revenue:		
Revenue per mile:		
Revenue per carload:		
Direction of Traffic:		
Commodities:		

SOUTH DAKOTA
SEGMENT BN10 - EDGEMONT, SD TO GILLETTE, WYO. (Continued)







Other Information

This line currently handles 42 trains per day with the projected traffic to about double. Most of the traffic is unit coal trains from the Gillette, Wyoming area for transportation to points east.

SOUTH DAKOTA
SEGMENT BN11 - EDGEMONT TO DEADWOOD

BURLINGTON NORTHERN - ALLIANCE DIVISION - 4th SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Edgemont	0.0		1,174
Deadwood Jct	0.6		--
Minnekahta	16.0		--
Lien Spur	22.1		--
Loring	27.5		--
Pringle	32.3		86
Custer	44.5		1,597
Hill City	60.4		389
Mystic	74.8		--
Rochford	82.1		--
Englewood	98.6		--
Kirk	102.9		--
Pluma	105.1		--
Deadwood	106.9		2,409

Type of Line - Branch
Length in Miles - 106.9
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 25 mph
Frequency of Service - three times per week
Open Agencies (Depots) - Edgemont, Custer, Hill City & Deadwood
Yards -
Connecting Lines - Burlington Northern main line at Edgemont and Burlington Northern branch lines at Minnekahta, Hill City and Kirk
Highways - Edgemont is served by US18 and SD89, SD89 serves stations from Edgemont to Custer, US 385 serves Hill City, Pluma and Deadwood are served by US85 and US385, and Rochford is served by a local hard surfaced road.

Physical Characteristics of Segment

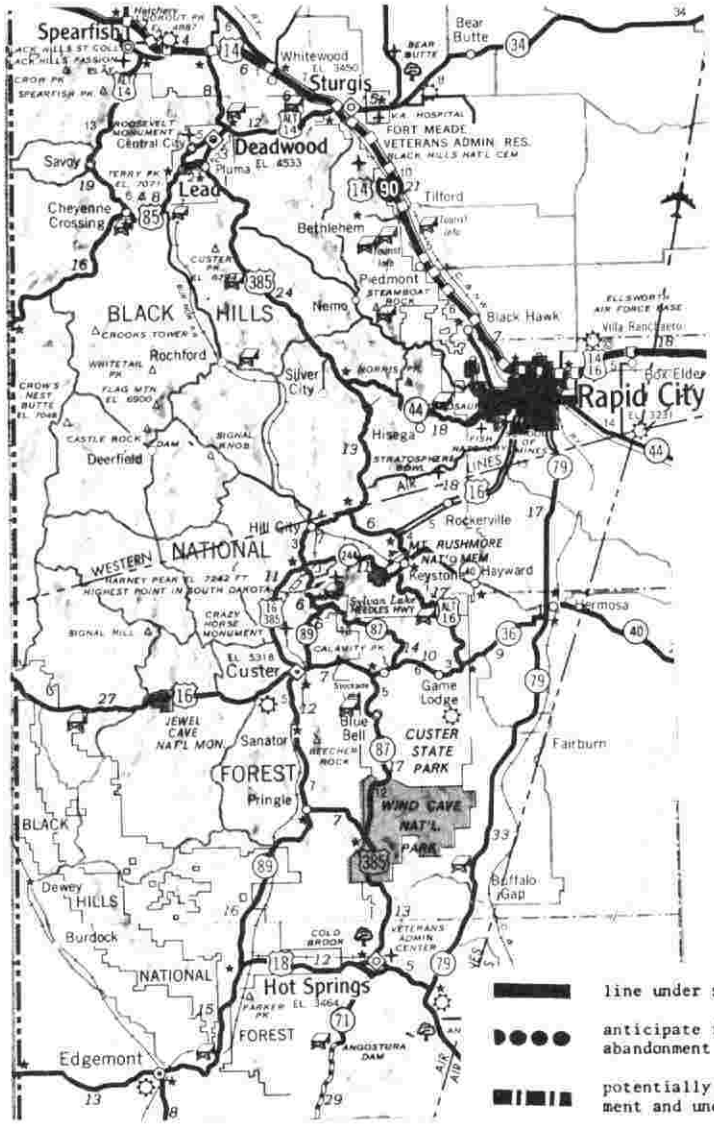
Rail: (N/A) Mostly 85# with some 90#
Ballast: N/A
Steepest Grade: 3% Sharpest Curve: 16° 08'
Bridges and Trestles: N/A

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	634,700	550,300
Cars:	3,256	3,250
Cars per Mile:	30	30
Revenue:	$1,440,520	$1,447,114
Revenue per Mile:	$13,475	$13,537
Revenue per Carload:	$442	$445

SOUTH DAKOTA
SEGMENT BN11 - EDGEMONT TO DEADWOOD (Continued)

Traffic Characteristics of Segment 1974 1975

Direction of Traffic:
Commodities: Non-Metalic minerals, stone, clay, coal and primary metals.



Other Information

If Black Hills Power & Light shifts its inbound coal traffic to truck, this segment would loose most of its traffic.

Summary of Potential Rail Traffic (from USD Impact Study)

Miscellaneous Commodities Shipped or received which are Considered Potential Rail Traffic: 253,106 Tons - equivalent to 4,895 carloads or 46 cars per mile.

SOUTH DAKOTA
SEGMENT BN12 - HOT SPRINGS BRANCH

BURLINGTON NORTHERN - ALLIANCE DIVISION - 4th SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Minnekahta	0.0		
Hot Springs	12.9		4,434

Type of Line - Branch
Length in Miles - 12.9
Maximum Weight Limit - 220,000 lbs
Maximum Speed Limit - 30 mph for 5 miles and 15 mph on the remainder of the line
Frequency of Service - Irregular
Open Agencies (Depots) - None
Yards -
Connecting Lines - Burlington Northern at Minnekahta
Highways - US18 parallels this line

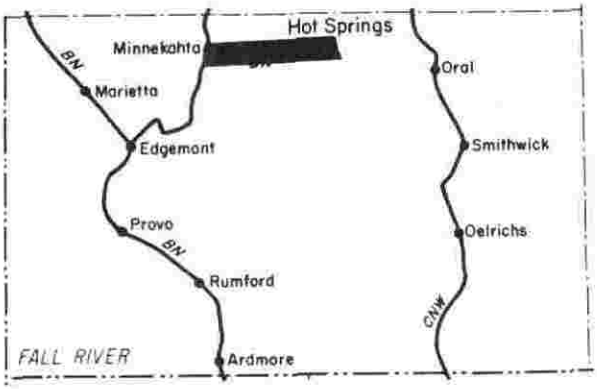
THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY
3
AN ABANDONMENT APPLICATION HAS BEEN FILED WITH THE ICC

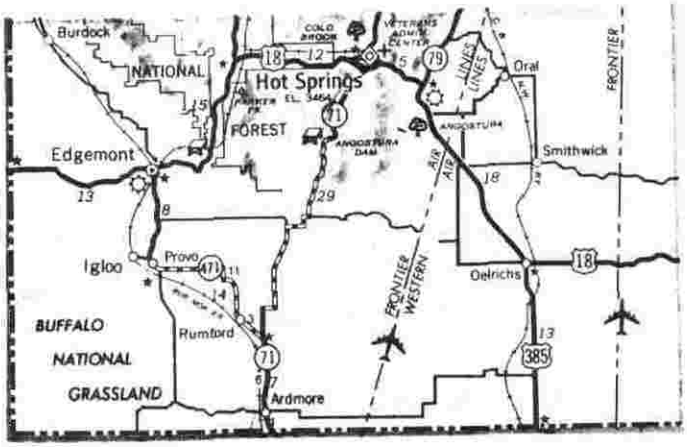
Physical Characteristics of Segment

Rail: N/A
Ballast: N/A
Steepest Grade: 2.5% Sharpest Curve: 16° 08'
Bridges and Trestles: N/A

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	30,400	44,400
Cars:	110	119
Cars per Mile:	9	9
Revenue:	$23,336	$22,208
Revenue per Mile:	$1,809	$1,722
Revenue per Carload:	$212	$187

Direction of Traffic:
Commodities: Limestone, sand and gravel





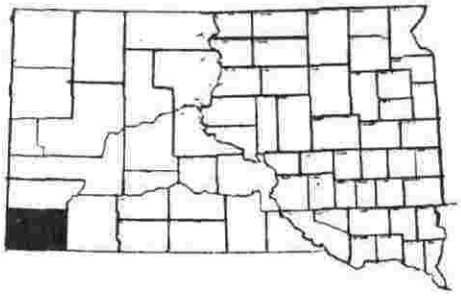
line under study

anticipate filing of abandonment within 3 years

potentially subject to abandonment and under further study

abandonment applications pending before the ICC

all other lines



Other Information

This line was not designated as an Intensive Study Line. This is largely a one shipper line, has low traffic volume, the majority of the traffic is low revenue generating and there exists little potential for growth in traffic volume. These factors have resulted in the non protest to the abandonment of this line. The declining usage resulted from the conversion from coal to fuel oil for heating by a on line federal and state institutions.

Summary of Actual Rail Traffic - 1975

Limestone, sand and gravel - 117 carloads
Other Products transported - 3 carloads
Total Carloads - 120 or 9 cars per mile

SOUTH DAKOTA
SEGMENT BN13 - KEYSTONE BRANCH

BURLINGTON NORTHERN - ALLIANCE DIVISION - 5th SUBDIVISION

STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Hill City	0.0		389
Oblivion	4.3		--
Keystone	8.8		165

Type of Line - Branch
Length in Miles - 8.8
Maximum Weight Limit - 220,000 lbs (263,000 lbs if cars are over 40 ft long)
Maximum Speed Limit - 15 mph
Frequency of Service - Irregular (freight)
Open Agencies (Depots) - Hill City
Yards -
Connecting Lines - Burlington Northern at Hill City
Highways - Hill City is served by US385 and Keystone served by Alt US16.

Physical Characteristics of Segment

Rail: N/A
Ballast: N/A
Steepest Grade: 5% Sharpest Curve: 16° 08'
Bridges and Trestles: N/A

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	10,400	4,700
Cars:	48	34
Cars per mile:	5	4
Revenue:	$26,731	$34,469
Revenue per Mile:	$3,038	$3,917
Revenue per Carload:	$557	$1,014

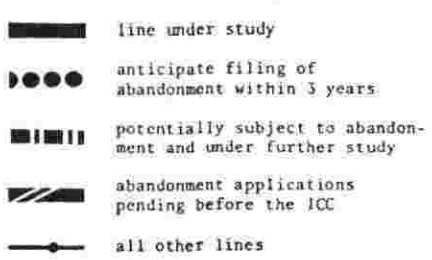
Direction of Traffic: all outbound
Commodities: Non-Metalic minerals

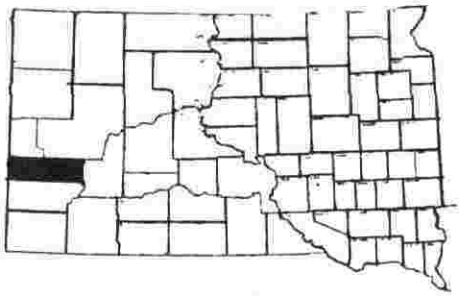
THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

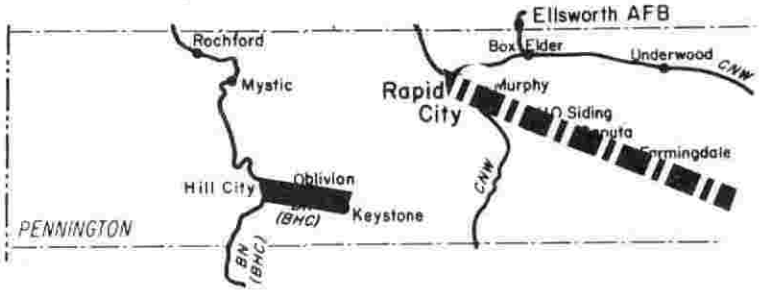
1

ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

SOUTH DAKOTA
SEGMENT BN13 - HILL CITY TO KEYSTONE (Continued)







Other Information

This line was not designated as an Intensive Study Line. The traffic is largely low revenue generating non-metalic minerals and is a one shipper line. There has been expressed interest by a local steam tourist railroad operator in acquisition if the line was abandoned, therefore, service would be retained. The Black Hills Central operates several daily passenger trains over this route in the summer. The portion of this line from Hill City to Oblivion is dual gauge and can accommodate narrow gauge (3 ft) trains. The Black Hills Central operated narrow gauge trains for several years beginning in the mid-1950's.

Summary of Rail Traffic

1974 - 48 outbound cars or 5 cars per mile
1975 - 34 outbound cars or 4 cars per mile

SOUTH DAKOTA
SEGMENT BN14 - LEAD BRANCH

BURLINGTON NORTHERN - ALLIANCE DIVISION - 4th SUBDIVISION

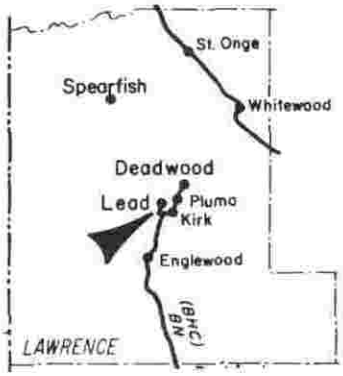
STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
Kirk	0.0		--
Lead	3.2		5,420

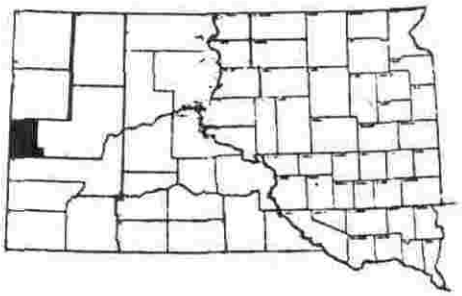
Type of line - Branch
Length in Miles - 3.2
Maximum Weight Limit - 220,000
Maximum Speed Limit - 15 mph
Frequency of Service - Irregular
Open Agencies (Depots) - None
Yards -
Connecting Lines - Burlington Northern at Kirk
Highways - US 85 serves both stations

Physical Characteristics of Segment

Rail: N/A 66# & 75#
Ballast: N/A
Steepest Grade: 4.6% Sharpest Curve: 16°
Bridges and Trestles: N/A

Traffic Characteristics of Segment	1974	1975
Gross Ton Miles:	17,100	19,000
Cars:	158	138
Cars per mile:	49	43
Revenue:	$108,699	$110,399
Revenue per Mile:	$33,968	$34,500
Revenue per Carload:	$688	$800
Direction of Traffic:		
Commodities:		





Other Information

Summary of Rail Traffic

1974 - 13 outbound and 145 inbound carloads
1975 - 13 outbound and 125 inbound carloads
Sand, gravel and primary metals are major inbound traffic.

SOUTH DAKOTA
SEGMENT SL01 - VEBLEN JCT., N.D. TO VEBLEN, S.D.

SOO LINE - WESTERN DIVISION - FIRST SUBDIVISION

STATIONS	MILES	SIDING CAPACITY IN CARS	POPULATION
Veblen Jct., N.D.	0.0	-	-
LaMars, N.D.	6.9	-	-
Rosholt, S.D.	14.6	19	456
Victor, S.D.	19.6	-	-
New Effington, S.D.	24.1	8	258
Hammer, S.D.	29.2	-	-
Claire City, S.D.	33.2	-	100
Veblen, S.D.	42.1	-	377

Type of Line - Branch
Length in Miles - 42.1 total, 33.5 in S.D.
Maximum Weight Limit -
Maximum Speed Limit - 20 mph
Frequency of Service - Weekly to Veblen, Twice/week to Rosholt
Open Agencies (Depots) -
Yards - None
Connecting Lines - Soo Line at Veblen Jct., N.D.
Highways - US81 serves Rosholt, Victor, New Effington and Hammer, Claire City and Veblen are served by SD highway 25, N.D. highway 11 serves Veblen Jct. N.D. and no major roads serve LaMars, N.D.

Physical Characteristics of Segment

Rail:
Ballast:
Steepest Grade: Sharpest Curve:
Bridges and Trestles:

Traffic Characteristics of Segment(1)	1974	1975	1976	1977
Gross Ton Miles:	171,000	146,000		
Cars:	2,403	1,836	1,234	1,264
Cars Per Mile:	72	55		
Revenue:	$1,057,371	$939,368	711,606	837,20
Revenue Per Mile:	$31,563	$28,041		
Revenue Per Carload:	$440	$512		

Direction of Traffic: 74% forwarded & 26% received (1974)
Commodities: farm products (96%), coal, food products, lumber and wood, chemicals, petroleum, metal products, machinery scrap material and misc. shipments. (1974)

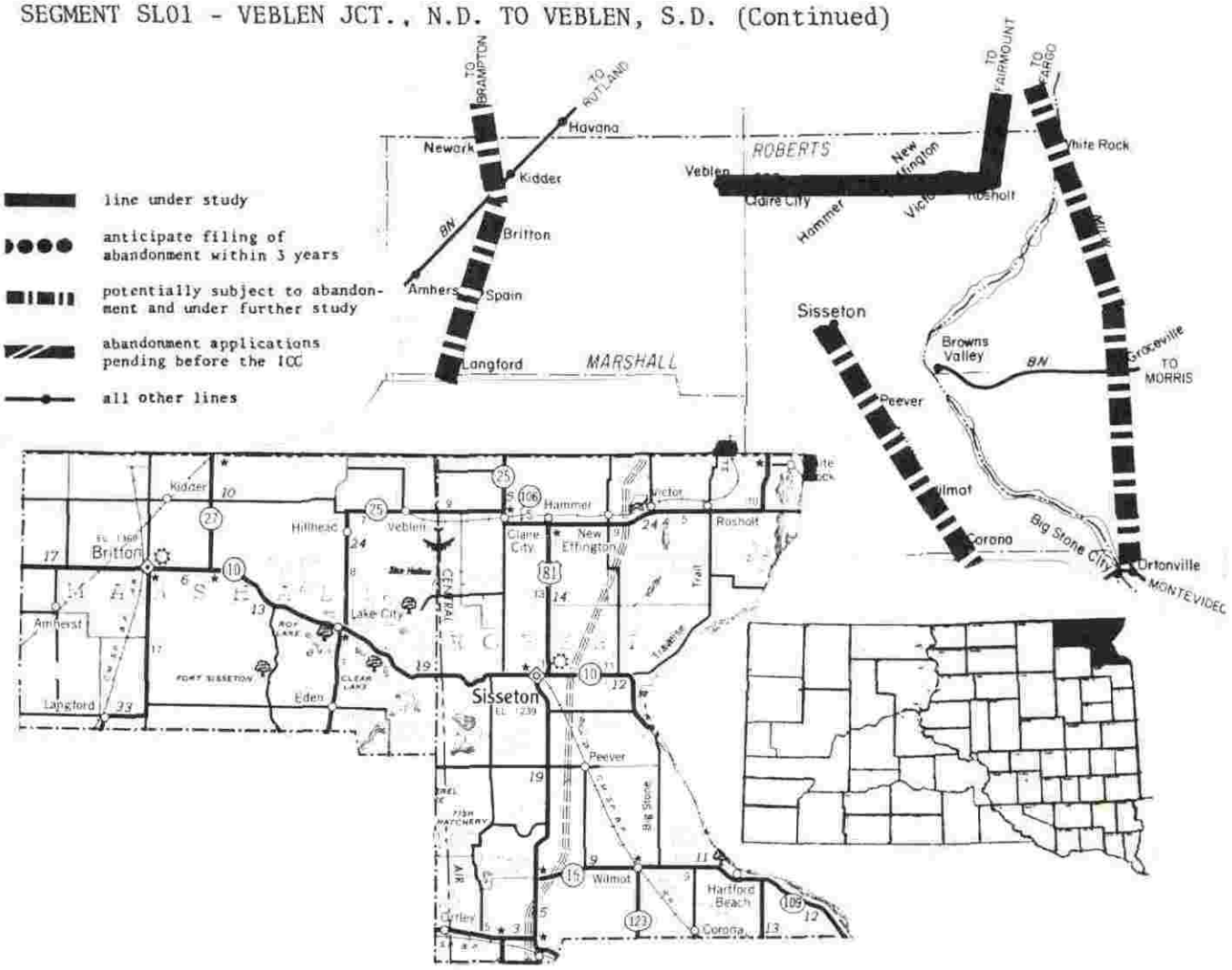
Commodities 1977 (Cars) (includes ND Traffic)
01 - 1830; 08 - 3; 20 - 4; 24 - 42; 25 - 1; 26 - 1; 28 - 313; 29 - 129; 32 - 13; 35 - 12; 36 - 1; 40 - 5.

1976 TONS (SD) = 80,894
1977 TONS (SD) = 93,131
(1) S.D. data only.

1976 Cars Total line = 2378 Rev = 1,372,028 TONS = 159,993

1977 Cars Total line = 2,354 Rev = 1,519,971 TONS = 172,525

SOUTH DAKOTA
SEGMENT SL01 - VEBLEN JCT., N.D. TO VEBLEN, S.D. (Continued)



Summary of Potential Rail Traffic (from USD Impact Study) (1)

Grain Elevators on Line:
- Producers Marketing Co. - Veblen
- Farmers Union GTA - Claire City
- Hammer Grain Co. - Hammer
- New Effington Coop Elevator Inc. - New Effington
- Farmers Cooperative Assn. - Victor
- Farmers Coop Elevator Co. - Rosholt

Total Capacity of grain elevators: 1,411,000 bushels

Ten year average of grain sold from trade area to non-local markets:
2,229,899 bushels - equivalent to 1,062 carloads (2,100 bu. box cars)

Fertilizer shipments received which are considered potential rail traffic:
8,600 tons - equivalent to 112 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic: 31 carloads

Total annual potential rail traffic: 1,205 carloads or 36 cars per mile (only SD portion of line)

(1) SD part only

SOUTH DAKOTA
SEGMENT SL02 - WISHEK, N.D. TO POLLOCK, S.D.

SOO LINE - WESTERN DIVISION - SEVENTH SUBDIVISION

STATIONS	MILES	SIDING CAPACITY IN CARS	POPULATION
Wishek, N.D.	0.0	Yard	1,275
Danzig, N.D.	10.5	-	-
Ashley, N.D.	19.8	-	1,236
Venturia, N.D.	28.6	-	77
Madra, S.D.	38.2	-	-
Artas, S.D.	44.2	-	73
Herreid, S.D.	57.5	-	672
Pollock, S.D.	70.1	Yard	341

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

2

UNDER STUDY FOR POSSIBLE FUTURE ABANDONMENT

Type of Line - Branch
Length in Miles - 70.1 total, 32.8 in S.D.
Maximum Weight Limit -
Maximum Speed Limit - 20 mph
Frequency of Service - Weekly, and more often if needed
Open Agencies (Depots) - Wishek, Ashley, Herreid and Pollock
Yards - Wishek and Pollock
Connecting Lines - Soo Line at Wishek and Milwaukee Road at Madra
Highways - S.D. highway 10 serves Pollock, US 83 serves Herreid, S.D. highway 271 serves Artas, Ashley is served by state highway 11, Wishek is served by state highway 13 and Danzig, Venturia and Madra are served by local roads.

Physical Characteristics of Segment

Rail:
Ballast:
Steepest Grade: Sharpest Curve:
Bridges and Trestles:

Traffic Characteristics of Segment(1)	1974	1975	(2) 1976	(2) 1977
Gross Ton Miles:	42,000	51,000		
Cars:	220	230	587	400
Cars Per Mile:	7	7		
Revenue:	$139,647	$203,200	489,011	394,075
Revenue Per Mile:	$4,258	$6,195		
Revenue Per Carload:	$635	$883		

1977 Commodities including N.D. Traffic - Cars 01-316; 11-10; 14-1; 24-4; 26-2; 28-25; 29-15; 32-3; 33-1; ~~35-1~~; 35-21; 40-2.

Direction of Traffic: 64% forwarded, 36% received (1974)
Commodities: Farm products (90%), coal, chemicals, petroleum, machinery, scrap metal and misc. shipments (1974).

1976 TONS: 43,656 1977 TONS: 32,913

(1) S.D. data only.
(2) Includes ND & SD Traffic (SD Cars = 163 for 1976 and 81 for 1977)
(SD Rev = $128,790 for 1976 & $71,791 for 1977)
(SD TONS = 11,540 for 1976 & 6092 for 1977)

Other Information

This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI.

Summary of Potential Rail Traffic (from USD Impact Study) (1)

Grain Elevators on line:

Pollock Farmers Elevator	Pollock
Herreid Equity Exchange	Herreid
Bunge Corp	Herreid

Total capacity of grain elevators: 989,157 bushels

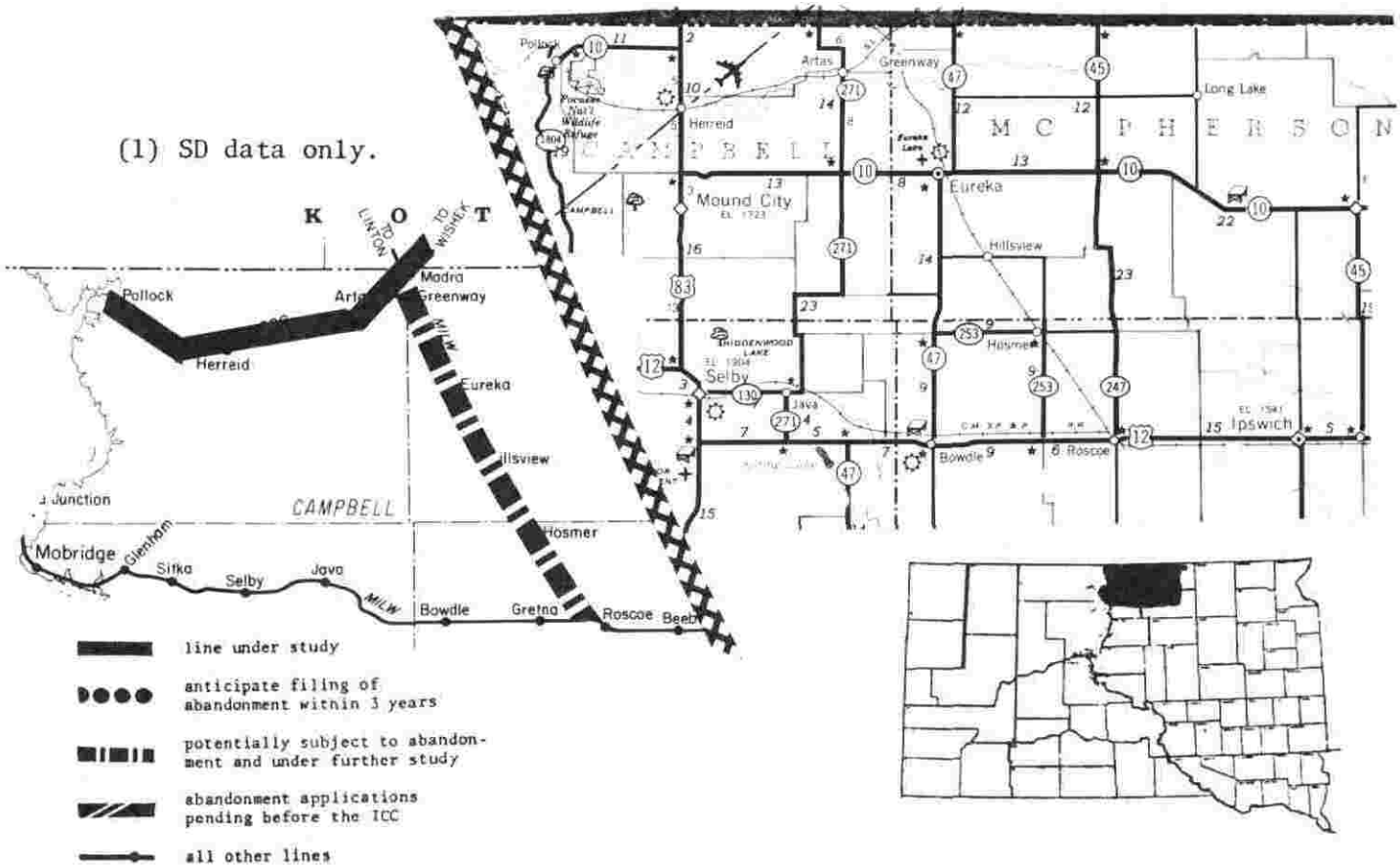
Ten year average of grain sold from trade area to non-local markets:
1,092,456 bushels - equivalent to 519 carloads (2,100 bu. box cars)

Fertilizer shipments received which are considered potential rail traffic:
1,378 tons - equivalent to 17 carloads

Miscellaneous commodities shipped or received which are considered potential rail traffic: none

Total annual potential rail traffic: 536 carloads or 16 cars per mile

(1) SD data only.



SOUTH DAKOTA
SEGMENT IC01 - CHEROKEE, IA TO SIOUX FALLS, SD

ILLINOIS CENTRAL GULF - SIOUX FALLS DIVISION

SD STATIONS	MILES	SIDE TRACK CAPACITY IN CARS	1970 POPULATION
SD Border	0.0	-	-
Benclare	1.3	-	-
Rowena	5.5	-	-
Sioux Falls	14.9	-	72,488

Type of line - Branch
Length in miles - 96.4 total, 14.9 in SD
Maximum Weight Limit - 177,000 lbs (due to condition of bridges)
Maximum Speed limit - 40 mph
Frequency of Service - Daily except Saturday & Sunday
Open Agencies (Depots) in SD - Sioux Falls
Yards in SD - Sioux Falls
Connecting lines in SD - Milwaukee Road, Chicago & North Western and Burlington Northern at Sioux Falls
Highways in SD - SD 38 parallels this route plus Sioux Falls is served by I29 & I90 plus other state and local roads.

THE RAILROAD HAS DESIGNATED THIS SEGMENT IN ICC CATEGORY

1

ANTICIPATED TO BE THE SUBJECT OF AN ABANDONMENT APPLICATION FILED WITHIN THE NEXT 3 YEARS

Physical Characteristics of Segment (SD part only)

Rail: 90#
Ballast: NA
Steepest Grade: 0.53% Sharpest Curve: 3°
Bridges and Trestles: NA

Traffic Characteristics of Segment (entire line)	1974	1975
Gross Ton Miles:	610,000	410,000
Cars:	7,491	4,816
Cars per Mile:	78	50
Revenue:	$3,389,612	$2,219,428
Revenue per Mile:	$35,162	$23,023
Revenue per carload:	$452	$461

Direction of Traffic: 61% forwarded, 39% received
Commodities: Dressed beef shipped from Sioux Falls to Chicago account for the majority of the traffic. Products transported are farm products, non metalic minerals, food & kindred products, and miscellaneous products

Other Information

South Dakota traffic accounts for over 80% of traffic on this line in 1974. This line provides the fastest service from Sioux Falls to Chicago which is of importance due to the nature of the products transported. This line was designated as an Intensive Study Line and additional analysis is found in Chapter VI. The bulk of the inbound loaded trailers are United Parcel loading. Most of the outbound meat originates as highway traffic at a Luverne, Minnesota packing house.

SOUTH DAKOTA
SEGMENT IC01 - CHEROKEE, IA TO SIOUX FALLS, SD (Continued)

Summary of Potential Rail Traffic (from USD Impact Study) (1)

Grain Elevators on line:

Jones Mill & Elevator Co. Rowena

Total capacity of grain elevators: 30,000 bushels

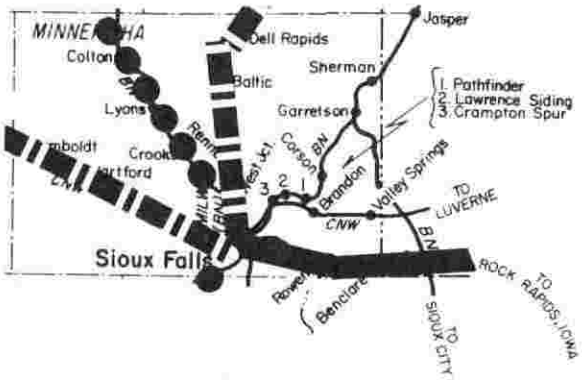
Ten year average of grain sold from the trade area to non-local markets:
217,805 bushels - equivalent to 102 carloads (2,100 bu. box cars)

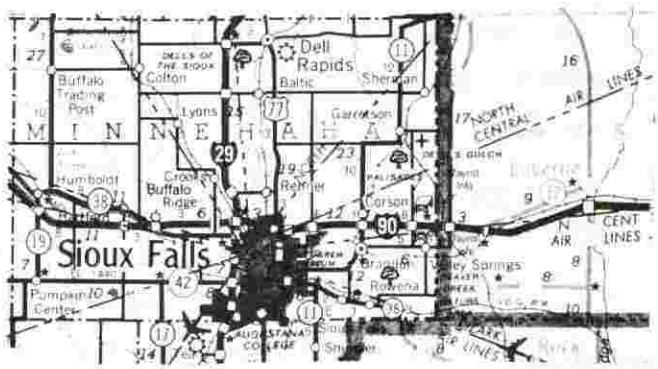
Fertilizer shipments received which are considered potential rail traffic:
None

Miscellaneous commodities shipped or received which are considered potential rail traffic: none

Total annual potential rail traffic:
102 carloads or 7 cars per mile

(1) SD data only & does not include Sioux Falls traffic.





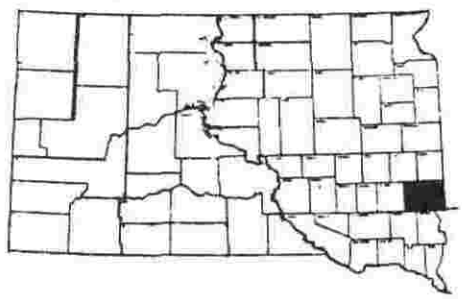


TABLE 7
TRAILER-ON-FLATCAR (TOFC) FACILITY LOCATIONS
WITHIN THE STATE OF SOUTH DAKOTA

TOWN	NAME OF RAILROAD
Aberdeen	Burlington Northern
	Chicago &North Western
	Milwaukee Road
Chamberlain	Milwaukee Road
Edgemont	Burlington Northern
Huron	Burlington Northern
	Chicago & North Western
Mitchell	Chicago & North Western
	Milwaukee Road
Mobridge	Milwaukee Road
Pierre	Chicago & North Western
Rapid City	Chicago & North Western
	Milwaukee Road
Sioux Falls	Burlington Northern
	Chicago & North Western
	Illinois Central Gulf
	Milwaukee Road
Watertown	Burlington Northern
	Chicago & North Western

TABLE 8

TRUCK - RAIL SERVICE (AT RAIL RATES) FOR OUTBOUND GRAIN SHIPMENTS

FORMER RAIL ROUTE	SERVICE PROVIDED BY	RAILROAD	TRANSFER POINT
DOLAND - GROTON	DAKOTA TRANSFER	C&NW	ABERDEEN
GETTYSBURG - REDFIELD	" "	"	"
AKASKA - CONDE (1)	" "	"	"
LONG LAKE - ABERDEEN	" "	"	"
SPECIAL (BISON) (3)	" "	"	"
GRENVILLE - VEBLEN (2)	" "	SooLine	Veblen
ROSCOE - ORIENT	Milwaukee Motor Transport	Milw. Road	Redfield
WINNER - WOOD	Chicago & North Western	C & NW	Winner

(1) The first, and still the most successful, truck substitute service is on the route from Akaska to Conde. It was initiated by the Minneapolis and St.Louis Railway in the late 1930's. The rail line was abandoned in 1940.

(2) The Soo Line route from Grenville to Veblen was the only one ordered by the ICC.

(3) There has never been rail service to Bison, but the C&NW subsidizes connecting truck service.

SOUTH DAKOTA
SEGMENT TR-1 - FORMER SOO LINE GRENVILLE BRANCH

DAKOTA TRANSFER COMPANY - VEBLIN TO GRENVILLE

STATIONS (1)	STA. NO (1)	1970 POPULATION
Lake City	DAKT 5	44
Eden	DAKT 10	132
Roslyn	DAKT 15	250
Grenville	DAKT 20	154

This truck service replaces rail service abandoned by the Soo Line in 1971. Grain is transfered to rail cars at Veblin.

SOUTH DAKOTA
SEGMENT TR-2 - FORMER MINNEAPOLIS & ST. LOUIS LONG LAKE BRANCH

DAKOTA TRANSFER COMPANY - ABERDEEN TO LONG LAKE

STATIONS (1)	STA. NO (1)	1970 POPULATION
Richmond	DAKT 25	--
Wetonka	DAKT 30	31
Leola	DAKT 35	787
Long Lake	DAKT 40	128

On this route, the truck service replaces rail service between Leola and Long Lake abandoned by the Minneapolis & St. Louis Rly. in 1940 and rail service between Aberdeen and Leola abandoned by the Chicago & North Western in 1968. Grain is transferred to rail cars at Aberdeen.

SOUTH DAKOTA
SEGMENT TR-3 - FORMER CHICAGO & NORTH WESTERN GROTON BRANCH

DAKOTA TRANSFER COMPANY - DOLAND TO GROTON

STATIONS (1)	STA. NO (1)	1970 POPULATION
Groton	DAKT 45	1,021
Ferney	DAKT 50	51
Turton	DAKT 55	121

Truck service to these three stations replaces rail service abandoned by the Chicago & North Western in 1970. Grain is transferred to rail cars at Aberdeen. Groton is the only station with substitute truck service which also has rail service. (It is on the Milwaukee Road Mainline).

TRUCK/RAIL SERVICE (continued)

SOUTH DAKOTA
SEGMENT TR-4 - FORMER MINNEAPOLIS & ST. LOUIS AKASKA BRANCH

DAKOTA TRANSFER COMPANY - CONDE TO AKASKA

STATIONS (1)	STA. NO (1)	1970 POPULATION
Adelaide	DAKT 60	--
Brentford	DAKT 65	94
Chelsea	DAKT 70	45
Cresbard	DAKT 75	224
Wecota	DAKT 80	--
Onaka	DAKT 85	69
Tolstoy	DAKT 90	99
Hoven	DAKT 95	671
Lowry	DAKT 100	35
Akaska	DAKT 105	46

Initiated in December 1937, this route is oldest continuing substitute truck service in the nation. It was started by the Minneapolis & St. Louis Rly. in preparation for their 1940 abandonment of the rail line between Conde and Akaska - the longest single abandonment ever granted in South Dakota (102.8 miles) , prior to 1977.

Dakota Transfer has operated the substitute truck service since its inception.

Originally the grain was hauled to the nearest rail shipping point during harvest. At other times it was loaded into M & St. L box cars at Conde. During the 1940's, seven to eight truck loads were needed to fill a box car.

In 1960, the Chicago & North Western purchased the Minneapolis & St. Louis and has continued the substitute truck service agreement.

As rail service at Conde deteriorated rapidly in the 1970's, Dakota Transfer shifted the truck/rail transfer operations for this route to its Aberdeen facilities.

Prior to C & NW acquisition of "The Louie", grain elevators on the line used the truck/rail service exclusively. In 1975, with heavy competition from unregulated truckers, and the drought, Dakota Transfer still hauled 295 rail boxcar loads of grain from elevators on the route. Adelaide, which no longer has a grain elevator, was the only station which failed to use the service that year. (2)

SOUTH DAKOTA
SEGMENT TR-5 - FORMER CHICAGO & NORTH WESTERN REDFIELD-GETTYSBURG LINE

DAKOTA TRANSGER COMPANY - REDFIELD TO GETTYSBURG

STATIONS (1)	STA.NO (1)	1970 POPULATION
Zell	DAKT 110	69
Rockham	DAKT 115	60
Miranda	DAKT 120	--
Faulkton	DAKT 125	955
Burkmere	DAKT 135	--
Seneca	DAKT 130	118
Lebanon	DAKT 140	182

This substitute truck service replaces rail service abandoned by the Chicago & North Western in 1970. This route was initially operated for the C & NW by another trucking firm. Besides outbound grain shipments, inbound loads of fertilizer and lumber were handled. Loading and unloading were done at Redfield.

The original truck firm ran into financial difficulties, and Dakota Transfer took over the route in its third year. The inbound shipments ceased at that time and grain is now loaded into rail cars at Aberdeen.

During 1975, only 18 rail carloads of grain were hauled from stations on this route.(2)

SOUTH DAKOTA
SEGMENT TR-6 - BISON SERVICE

DAKOTA TRANSFER COMPANY - BISON TO ABERDEEN

STATION (1)	STA.NO (1)	1970 POPULATION
Bison	DAKT 145	406

This route is unusual in that it is operated under an agreement with the Chicago & North Western, even though it does not replace an abandoned rail service. There has never been rail service to Bison.

TRUCK/RAIL SERVICE (continued)

SOUTH DAKOTA
SEGMENT TR-7 - FORMER CHICAGO & NORTH WESTERN WOOD BRANCH

CHICAGO & NORTH WESTERN MOTOR VEHICLE OPERATIONS - WINNER TO WOOD

STATIONS (1)	STA.NO (1)	1970 POPULATION
Witten	CNWM 8469	102
Mosher	CNWM 8473	--
Wood	CNWM 8477	132

Substitute truck service on this route replaces rail service abandoned by the Chicago & North Western in 1969. Grain is transferred to rail cars at Winner. It is expected that this service will be discontinued when the Winner Branch rail service is terminated.

SOUTH DAKOTA
SEGMENT TR-8 - FORMER MILWAUKEE ROAD ORIENT BRANCH

MILWAUKEE MOTOR TRANSPORTATION COMPANY - ROSCOE TO ORIENT

STATIONS (1)	STA.NO (1)	1970 POPULATION
Loyalton	MILW 8370	10
Norbeck	MILW 8375	--
Faulkton	MILW 8385	955
Orient	MILW 8290	131

This route is the Milwaukee Road's first substitute truck service in South Dakota. It was initiated in late 1973, when the railroad discontinued train service on the line. The rail line was abandoned in 1977. Grain is transferred to rail cars at Redfield.

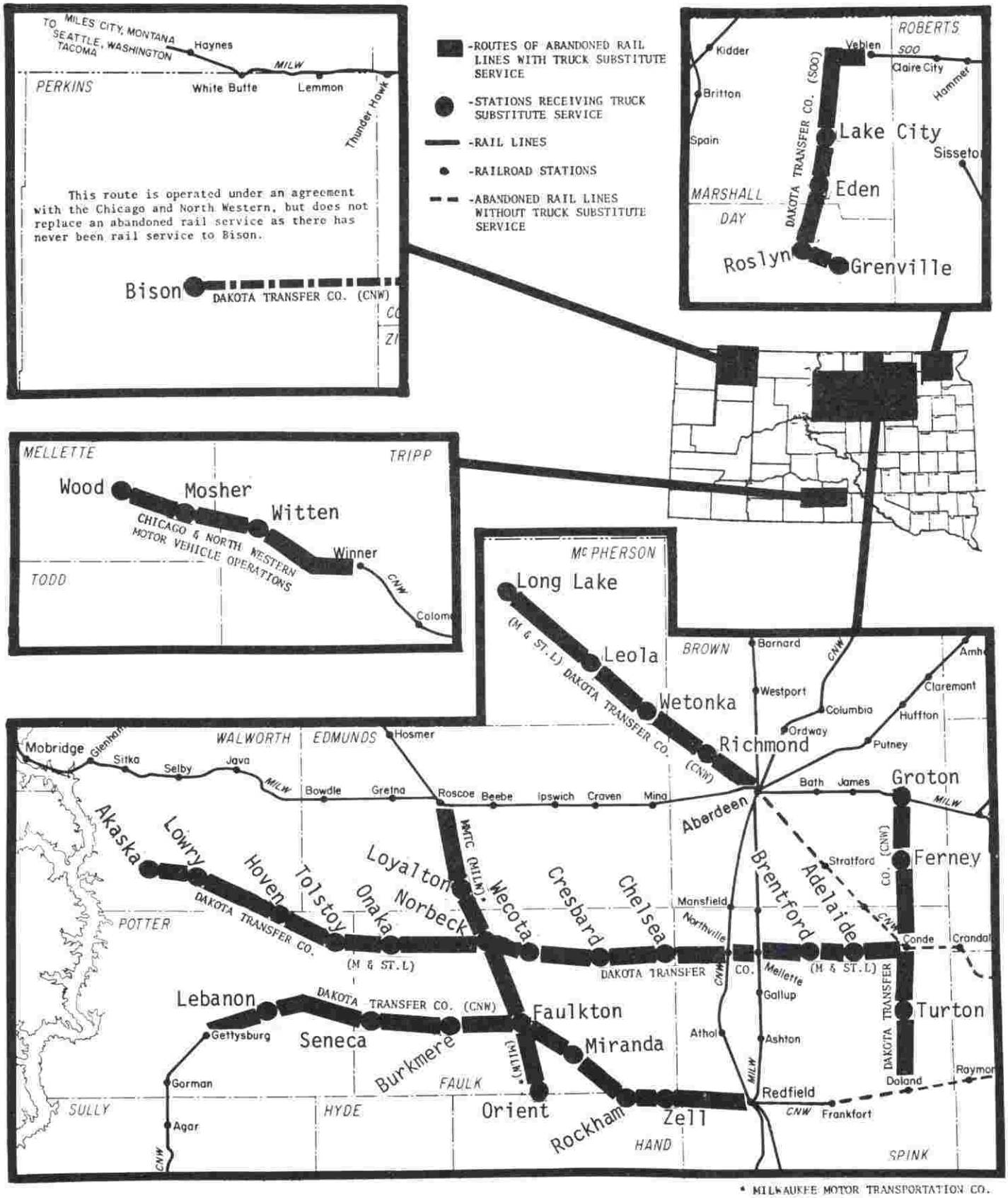
In 1974, there were 265 rail cars of grain hauled from stations on this route. In 1975, grain from this route filled 155 rail cars. (3)

(1) Official List of Open and Prepay Stations #91, Station List Publishing Co., St. Louis, MO, 1976.

(2) Stoebe, Kurt, Study of the Effects of Substitute Rail/Truck Service Upon South Dakota Communities, South Dakota Department of Transportation. Pierre, SD, 1976 (based on information supplied in part by Dakota Transfer Co., Aberdeen, SD).

(3) Milwaukee Road, Chicago, IL.

FIGURE 9
LOCATIONS OF TRUCK-RAIL
SERVICE OPERATIONS



CHAPTER VI
INTENSIVE STUDY LINES

The 4-R Act required each railroad company to classify each of their rail lines into one of five categories as identified in the Act. Categories 1,2 and 3 of this designation identified rail segments which were potentially subject to abandonment at some point in time. When all the designations were made (about May 1, 1977) it was discovered that the railroads had designated 32 rail segments or 1,632 miles in Categories 1, 2 and 3 in the State of South Dakota. This 1,632 miles represents 51% of the total statewide rail mileage. Following is a breakdown showing mileage by rail designation category:

1. Category 1 (anticipate filing for abandonment within 3 years) 525.2 miles = 16% of total mileage

2. Category 2 (under study by the railroad company for possible future abandonment) 858.2 miles = 27% of total mileage

3. Category 3 (abandonment application currently pending before the ICC) 248.6 miles = 8% of total mileage

It was decided to study those 32 rail segments which made up 51% of the statewide system in great detail for the RAILPLAN, because these lines were in the most immediate danger of being abandoned. The remainder of the lines would be studied in detail during the continuing planning process as warranted. After preliminary analysis, it was decided that only 25 of the 32 lines needed to be intensively studied. The reasons for eliminating 7 of these lines from intensive study is documented on a following page.

The Intensive Study Lines were studied in great depth on the viability of each line and also the cost of discontinued service (economic factors) vs continued service, which are two of the criteria used to prioritize rail lines in South Dakota. The ranking of these lines by viability and economic factors is found in a following table. However, other factors were considered and employed to prioritize lines as documented in Chapter VII.

An estimate of the capital required for accelerated maintenance and rehabilitation to FRA Track Class 2 are found on a following table. These costs were computed using standarized quantities since physical inspections were not performed on these lines. They are based on the concept of strengthening the track structure rather than replacing the light weight rail typically found on these lines. These should be viewed as "reasonable estimates for this type of work.

An estimate of net operating costs under varying conditions was also computed and included in a following table. These costs are based on RSPO defined "attributable revenues" and "avoidable costs". They are strictly estimates--true costs are unknown at this time. Operating costs (with or without capital costs) then become the cost of continuing rail service.

The 25 Intensive Study Lines are grouped in the following table into the following 4 groups:

1. Group 1. The calculations imply that these lines are quite profitable. However, they represent special situations, the details of which are contained on the individual lines assessments found in Volume II.

2. Group 2. The calculations show that while these lines do earn a small profit, the return is not sufficient to cover anticipated accelerated maintenance or rehabilitation capitol needs.

3. Group 3. The calculations indicate that these lines are not profitable although were these lines upgraded (through accelerated maintenance or rehabilitation) and a major effort made to increase traffic, they could become marginally profitable.

4. Group 4. The calculations indicate that these lines are unprofitable under any reasonable assumptions concerning traffic growth and upgrading. There are special circumstances surrounding some of the lines in this group which have made them essential to the State of South Dakota for continued rail service despite their ranking in this group. It is believed that some of these lines can be profitable in the future or are necessary to the railroad for its operation.

The computed costs of discontinuing service are used to prioritize lines within a particular group and to indicate whether operating assistance and capital investment in accelerated maintenance or rehabilitation can be justified on a socio-economic basis.

The detailed analysis performed on the 25 Intensive Study lines is found in RAILPLAN South Dakota, Volume II.

THE FOLLOWING 25 RAIL LINES WERE DESIGNATED BY THE SOUTH DAKOTA DOT AS INTENSIVE STUDY LINES. ALL LINES WERE DESIGNATED BY THE OWNING RAILROAD COMPANY AS EITHER CATEGORY 1, 2 OR 3.

MILWAUKEE ROAD

1. Bristol - Garden City (1)
2. Trail City - Faith (1)
3. Marion - Menno (1)
4. Woonsocket - Wessington Springs (1)
5. Napa (near Yankton) - Platte (1)
6. Madison - Bryant (1)

7. Milbank - Sisseton (2)
8. Andover, SD - Brampton, ND (2)
9. Roscoe, SD - Linton, ND (2)
10. Moreau Jct (near Mobridge) - Isabel (2)
11. Mitchell - Canton (2)
12. Mitchell - Yankton - Elk Point (2)
13. Sioux Falls - Sioux Falls Jct (near Egan) (2)
14. Egan - Madison (2)
15. Aberdeen - Edgeley, ND (2)
16. Mitchell - Rapid City (2)

CHICAGO & NORTH WESTERN

17. Redfield - Frankfort (1)

18. Ellis (6.8 miles west of Sioux Falls) - Mitchell (2)
19. Gary, SD - Tracy, Minn. (2)

20. Wren, Iowa - Iroquois, SD (3)
21. Watertown - Clark (3)

BURLINGTON NORTHERN

22. Sioux Falls - Yankton (1)
23. Sioux Falls (West Jct) - Hayti (1)

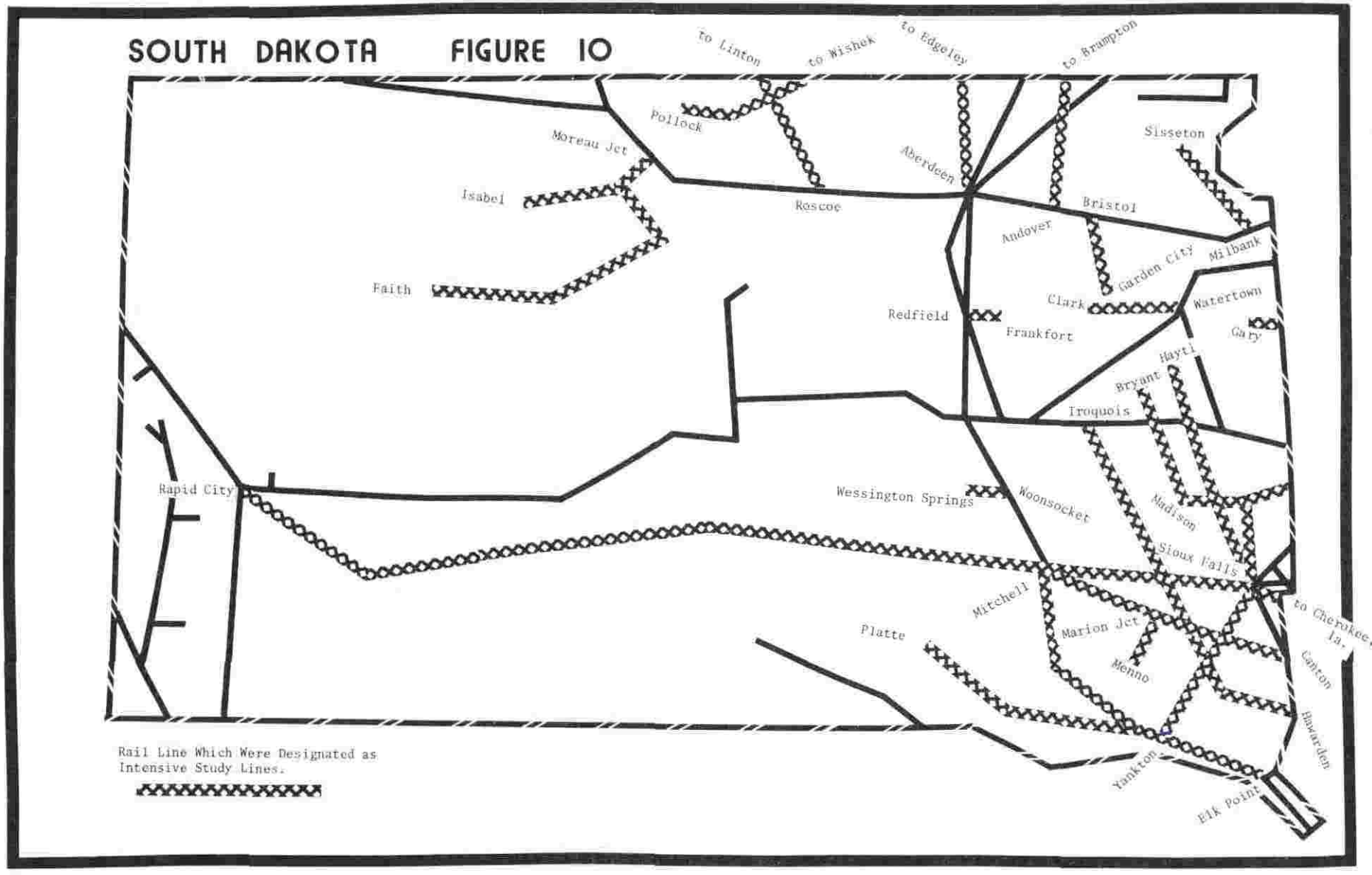
SOO LINE

24. Pollock, SD - Wishek, ND (2)

ILLINOIS CENTRAL GULF

25. Sioux Falls - Cherokee, Iowa (1)

LEGEND: Designations as of May 1, 1977
(1) System Category 1 Designation- will file for abandonment within 3 years.
(2) System Category 2 Designation- currently under study
(3) System Category 3 Designation- abandonment application pending.


SOUTH DAKOTA FIGURE 10
to Linton
to Wishek
to Edgeley
to Brampton
Pollock
Moreau Jct
Aberdeen
Sisseton
Isabel
Roscoe
Bristol
Andover
Milbank
Garden City
Faith
Clark
Watertown
Redfield
Frankfort
Gary
Hayti
Bryant
Iroquois
Rapid City
Wessington Springs
Woonsocket
Madison
Sioux Falls
Mitchell
Marion Jct
to Cherokee, Ia.
Platte
Menno
Canton
Hawarden
Yankton
Elk Point
Rail Line Which Were Designated as Intensive Study Lines.

THE FOLLOWING SEVEN (7) RAIL LINES WERE DESIGNATED BY THE OWNING RAILROADS AS EITHER CATEGORY 1, 2 OR 3 BUT FOR REASONS DOCUMENTED BELOW WERE OMITTED FROM INTENSIVE STUDY ANALYSIS IN THE STATE RAILPLAN:

1. Elk Point to Canton (Milwaukee Road) (2)
   The majority of the Stations on this line are located in the State of Iowa and traffic data was not available for Intensive Study at this time. It was assumed at this time that this rail line will be necessary for the railroads operation.

2. Winner to Norfolk, Neb. (Chicago & North Western) (3)
   This line has no connecting links in South Dakota. The majority of this line lies in the State of Nebraska and its fate rests with this state's decision. This line is currently undergoing abandonment proceedings and from the data presented it does not appear that this could become a viable line, through the South Dakota efforts alone.

3. James Valley Jct to Redfield (Chicago & North Western) (1)
   The railroads decision to abandon this line is hinged upon the railroad (Chicago & North Western) being granted operating rights over the parallel Milwaukee Road Route between these approximate two points. There is only one station on this line which has demonstrated any interest in rail transportation.

4. Ortonville, Minnesota to Fargo, North Dakota (Milwaukee Road)(2)
   This line passes through the extreme northeastern tip of the State and serves only one station in South Dakota which does not use the railroad for transportation.

5. Hill City to Keystone (Burlington Northern) (1)
   This is a one shipper line which moves only small quantities of minerals. The Black Hills Central, a tourist railroad is the principal user of this line and may acquire it. If they do, rail facilities would remain intact.

6. Minnekahta to Hot Springs (Burlington Northern) (3)
   This is basically a one shipper line which transports aggregates. It is quite certain that this line will be abandoned and the shipper will convert to trucks. Only about 7% of this shipper's product moves over this rail line.

7. Jolly to Jolly Dump (Chicago & North Western) (1)
   This is a short segment of track which is used mainly as a loading point for wood products by two companies. These companies are currently moving to the nearby Chicago & North Western Rapid City to Bentonite line eliminating the need for this segment.

(1) These lines were classified by the owning railroad as a Category 1 line in that they anticipate filing for abandonment on the line within the upcoming 3 year period.

(2) These were classified as Category 2 which meant they are potentially subject to abandonment and are under further study at this time by the railroads.

(3) These lines were classified as Category 3 and abandonment applications were pending at the time this list was put together.

TABLE 9

SOUTH DAKOTA INTENSIVE STUDY BRANCH LINES

SEGMENT	RR CO.	SD MILES	1974 SD DATA CARS	C/M	REVENUE	GTM	SPEED LIMIT	RAIL WT.#	WEIGHT LIMIT
Milbank - Sisseton	MILW	37.1	1,121	30	$843,562	120,000	25	60	220,000
Bristol - Garden City	MILW	29.0	238	8	146,499	20,000	20	56	220,000
Andover - Brampton, ND	MILW	42.9	1,103	26	662,696	100,000	20	56	220,000
Roscoe - Linton, ND	MILW	40.3	499	12	352,408	70,000	25	56	220,000
Moreau Jct. - Isabel	MILW	54.9	330	6	239,514	40,000	25	65-100	220,000
Trail City - Faith	MILW	106.1	310	3	235,408	40,000	25	65	220,000
Canton - Mitchell	MILW	79.2	2,830	36	1,359,814	710,000	25	75-100	263,000
Aberdeen - Edgeley, ND	MILW	31.6	236	9	120,445	100,000	25	56- 65	220,000
Marion - Menno	MILW	21.3	429	20	169,270	40,000	10	60	220,000
Woonsocket - Wess.Spgs.	MILW	15.1	314	21	165,179	40,000	20	60	220,000
Mitchell - Rapid City	MILW	286.3	8,454	30	4,702,063	640,000	30	65	220,000
Sioux Falls - S.F.Jct.	MILW	32.3	2,994	93	669,447	890,000	25	65	220,000
Elk Point - Mitchell	MILW	116.7	2,105	18	940,985	1,330,000	40	85-112	263,000
Napa - Platte	MILW	82.4	1,136	14	441,172	110,000	25	60	220,000
Madison - Jackson, Minn.	MILW	37.5	896	24	452,282	190,000	25	65	220,000
Madison - Bryant	MILW	47.5	501	10	204,624	40,000	25	65	220,000
Sioux Falls - Mitchell	CNW	72.0	1,543	24	559,385	140,000	10	80- 90	210,000
Hawarden, Ia - Parker	CNW	49.5	1,637	33	661,987	80,000	30	80-112	251,000
Watertown - Clark	CNW	31.1	409	13		20,000	10	72	210,000
Redfield - Frankfort	CNW	10.7	289	27	153,008	20,000	10	72	210,000
Gary - Canby, Minn.	CNW	1.0	139		54,194	60,000	5	65	210,000
Sioux Falls - Yankton	BN	63.1	1,425	23	607,864	147,900	25		220,000
Sioux Falls - Hayti	BN	85.6	1,384	16	606,775	119,400	25	60	220,000
Pollock - Wishek, ND	SOO	32.8	220	7	139,647	42,000	20		
Sioux Falls-Cherokee, Ia	ICG	14.9	7,491	78	3,389,612	610,000	40	90	177,000

TABLE 10
INFORMATION RELATIVE TO THE
UPGRADING ESTIMATES FOR THE
25 INTENSIVE STUDY LINES

LINE NO.	DESCRIPTION/RAILROAD	LENGTH (MILES)	ESTIMATED TRACK UPGRADING COSTS (000) AM	CLASS 2
IC01	Cherokee, IA-Sioux Falls	15.0	216	390
MW21	Mitchell-Rapid City	286.3	4123	7444
MW06	Andover-Brampton, ND	42.9	652	1630
CN11 (Part)	Hawarden, Ia - Parker	49.5	524	946
MW04	Milbank-Sisseton	37.1	564	1410
MW20	Woonsocket-Wessington Springs	15.1	230	574
MW26	Jackson,MN-Madison	38.2	581	1452
BN04	Sioux Falls-Yankton	63.1	959	2398
MW08	Roscoe-Linton,ND	40.3	613	1531
CN13	Watertown-Clark	28.6	97	- - -
CN15	Redfield-Frankfort	9.7	116	485
BN05	Sioux Falls-Hayti	85.6	1301	3253
SL02	Wishek,ND-Pollock	32.8	499	1246
MW09-10	Moreau Jct-Isabel	54.9	834	2086
MW23	Sioux Falls-Sioux Falls Jct.	32.3	491	1227
CN10	Sioux Falls-Mitchell	65.2	782	3260
MW19	Marion Jct-Menno	21.3	256	1065
MW24	Elk Point-Mitchell	116.7	1680	3034
MW15	Canton-Mitchell	79.2	1204	3010
MW25	Napa-Platte	82.4	1252	3131
MW05	Bristol-Garden City	29.0	441	1102
MW27	Madison-Bryant	47.5	722	1805
MW18	Aberdeen-Edgeley, ND	31.6	480	1201
MW11	Trail City-Faith	106.1	1613	4032
CN17	Canby, MN-Gary	1.0	12	50

NOTE: AM = accelerated maintenance
miles and cost figures are for SD parts of the line only.

TABLE 11
LINE RANKING BY VIABILITY ANALYSIS AND SUMMARY OF COSTS
OF CONTINUING/DISCONTINUING RAIL SERVICE
25 INTENSIVE STUDY LINES

COST OF CONTINUING RAIL SERVICE (PRESENT VALUE IN THOUSANDS)

RANK	LINE NO	DESCRIPTION	FIRST QRTR	FINAL QRTR AFTER UPGRADING AM	FINAL QRTR AFTER UPGRADING 2	FOUR-YEAR TOTALS AM	FOUR-YEAR TOTALS 2	COST OF DISC. RAIL SERVICE (4 yrs-000) /1
		Group 1						
1	IC01	Cherokee,IA-Sioux Falls	(351)	(285)	(291)	(5156)	(5173)	42
2	MW21	Mitchell-Rapid City	(155)	(60)	(215)	(2785)	(3441)	9875
3	MW06	Andover-Brampton,ND	(57)	(36)	(57)	(887)	(980)	1167
		Group 2						
4	CN11 (Part)	Salem-Hawarden, IA /2	(7)	4	(40)	(364)	(558)	2916
5	MW04	Milbank-Sisseton	(18)	(13)	(31)	(401)	(474)	1052
6	MW20	Woonsocket-Wessington Springs	(5)	0	(8)	(93)	(124)	450
7	MW26	Jackson, MN-Madison	(7)	(1)	(19)	(208)	(283)	1107
8	BN04	Sioux Falls-Yankton	(4)	(9)	(40)	(410)	(534)	1220
9	MW08	Roscoe-Linton, ND	(4)	3	(17)	(155)	(234)	883
		Group 3						
10	CN13	Watertown-Clark	(1)	12		36		1263
11	CN15	Redfield-Frankfort	5	5		45		348
12	BN05	Sioux Falls-Hayti	45	39	(3)	299	131	1688
13	SL02	Wishek, ND-Pollock	13	18	1	137	66	287
14	MW09-10	Moreau Jct-Isabel	36	35	8	352	244	438
		Group 4						
15	MW23	Sioux Falls-Sioux Falls Jct	51	44	29	635	571	4131
16	CN10	Sioux Falls-Mitchell	36	36		350		1863
17	MW19	Marion Jct-Menno	13	13		136		569
18	MW24	Elk Point-Mitchell	121	110	53	1345	1156	3635
19	MW15	Canton-Mitchell	60	58	20	640	485	1822
20	MW25	Napa-Platte	57	59	19	620	458	1586
21	MW05	Bristol-Garden City	21	21	6	225	163	311
22	MW27	Madison-Bryant	52	48	25	622	529	584
23	MW18	Aberdeen-Edgeley,ND	29	26	11	312	250	290
24	MW11	Trail City-Faith	110	103	51	1297	1089	436
25	CN17	Canby,MN-Gary	n.a.	n.a.	n.a.	n.a.	n.a.	125

Note: Parenthesis indicate a profit.
/1 cost to communities and area affected

/2 This longer segment was studied in lieu of Parker to Hawarden.

3,244.7 TOTAL miles

CHAPTER VII
STATE PRIORITY CLASSIFICATION

The South Dakota Department of Transportation has ranked all of its rail lines as to their general importance to statewide transportation needs and also according to their contribution to achieving transportation goals and objectives. This ranking is essential because of the large number of rail miles potentially subject to abandonment in this State. The ranking is also important because the limited resources readily available are not anywhere near the amount necessary to aid all lines in this State. Some lines will be abandoned and justifiably so. Our aim is to identify those lines most important to transportation needs in South Dakota and do everything we can to strengthen these lines so that they will be self supporting in the future.

The South Dakota statewide priority classification of rail lines consists of the following five (5) parts:

1. Basic System - This category contains those rail lines classified as in ICC category 5. With about 50% of our statewide trackage "potentially" subject to abandonment, it was decided to use the 50% that appears to be relatively free from abandonment (at the onset anyway) as the basic system of rail lines on which to build our statewide network. These rail lines all carry over 100,000 gross tons per mile with the exception of two lines, the Burlington Northern line from Kirk to Lead and the Chicago and North Western line from Watertown to Clark. The Clark branch is technically not Category 5 as when the designations were made it was category 3, in that application for abandonment was before the ICC. The ICC ruled against the railroad on this line so service was retained. The Lead branch is important in that it occasionally carries large and heavy equipment and machines to a large mining operation at its terminus.

   During the "Continuing Planning Process" the lines which currently make up the basic system will be analyzed in greater depth to determine each lines importance to the statewide system. Especially to be studied is the corridor between Redfield and Aberdeen where one line with arbitrary siding arrangements and trackage rights agreements could serve the area well. A second area which will be studied is the area north and north-east of Aberdeen where four (4) lines and three (3) companies serve the area.

   This list of rail lines is not the basic skeletal system recommended for the statewide network, but is the basic starting point on which to build the system. There are strategic areas void of rail service in this basic system which the first and second priorities will satisfy. This system totals 1621 miles.

50%

The priority classification is the result of analyzing each of the rail lines "potentially" subject to abandonment against the goals and objectives of the South Dakota Department of Transportation and the following criteria:

1. Viability
2. Necessary connection for statewide system.
3. Shipper interest
4. Effects of Abandonment
   (a) large social and economic impact
   (b) number of people effected
   (c) additional travel-distance factor
   (d) additional truck traffic generated

2. First Priority - These rail lines include those which have been designated as in ICC Category 1,2 or 3 and consist of lines which are necessary to complement the above basic system to form the skeletal statewide rail system. These lines have been included here because they have met several of the criteria for line prioritization described above. This priority totals 588.7 miles.
18%

3. Second Priority - This group of lines also contain positive factors which warrant their inclusion in the plan as lines on which rail service should be retained if at all possible after the first priority lines are satisfied. This priority contains generally feeder lines with potential to be viable lines in the future and are important in that they will help support the basic system and the first priority rail lines. This priority totals 320.2 miles.
10%

78% The basic system plus those rail lines in priorities 1 and 2 are lines which the South Dakota DOT supports continued rail service at this time and is the minimum network necessary for South Dakotas statewide rail system.

4. Third Priority - This group of rail lines are those which will be recommended for "Rail Banking" if abandonment of the facility is approved by the ICC. It is recommended that just the land and structures be retained in rail bank and that the track and ties be disposed of. These lines have light rail and mostly poor ties so if the line would be needed in the future it would have to be completely re-built. The Moreau Jct to Isabel and Trail City to Faith lines lead to areas which has the potential for future mineral development. The Madison to Lake Preston line should be rail banked for a future N-S connector if the need arises for more than one such connector in this state. The Mitchell to Ellis line would be rail banked because of possible future expansion of the rock quarry operation adjacent to this line and also because it connects two of the states larger cities. The Yankton to the C & NW crossing is proposed for rail bank because of intensified agriculture development in the area and also because it would tie two lines together at a strategic point. This priority contains 286.1 miles.
9%

Priority 3 shall include all lines in the Basic System, First Priority and Second Priority groups should abandonment of these lines be permitted. However, South Dakota does reserve the right to consider implementation of rail bank on a case by case basis.

3rd + 4th = 22% 714.8 miles

5. Fourth Priority - This group of lines generally carry little traffic, have little shipper interest in rail service retention, have no potential for a viable operation and will result in small impacts if abandoned. There is little chance that any of these lines will be recommended for State or Federal financial support with the exception that we will cooperate with our neighboring states on lines which cross mutual boundaries.

   We will not discourage local interests from supporting individual rail lines if they so believe that continued rail service is vital to their area. They will, however, have to bear the brunt of the financial responsibility for this continued service as the South Dakota DOT will give first consideration to those lines in higher priorities for financial support. It is believed that the demand will be so great for the higher priorities that no support will be available for this 4th priority group of rail lines. This group contains 428.7 miles.

The rail lines within each priority are not ranked in any form of priority.

The previous documented four (4) priorities plus the Basic System were established as broad categories in which to group each of South Dakota's 61 rail segments. The task at hand at this point was to logically and realistically assign each rail line to a category which best represents the characteristics associated with each line.

It was decided at the onset not to use a battery of sophisticated factors to rank rail lines in South Dakota. Each rail line would be analyzed individually, utilizing those criteria outlined in RAILPLAN. Based upon each line's merits, or lack of merits, each line was placed into one of the four (4) priority groups. There was, of course, much additional input into the prioritization process through the many discussions, meetings and correspondence which is difficult to document.

There were certain broad parometers assigned to assess the impact on each of the four (4) inputs which comprise the "effects of abandonment". These parometers are identified in a footnote to a following table. This table illustrates how each rail line was impacted by the criteria previously established.

SOUTH DAKOTA'S RATIONAL IN RAIL LINE PRIORITIZATION

First of all we had to be realistic. We are a state of light density branch lines. The major commodities carried on many lines are agriculture products which are seasonable and also controlled by the weather. Many farmers and shippers have decided to truck their products to the terminal market for various reasons. Therefore, rail traffic is not up to the maximum.

Second, traffic and revenues on many lines are not sufficient to pay for the cost of providing the transportation. Being realistic therefore, some lines are not self-supporting.

Third, South Dakota is served by three carriers who are not financially sound, therefore, they are looking for ways to cut losses.

Fourth, it is difficult to win (retain rail service) an abandonment case once it has been filed with the ICC.

With these thoughts in mind, we (South Dakota) knew that we could and would loose many branch lines in this State. Our major concern was how can we save those rail lines which are necessary and important to the transportation needs of the State of South Dakota. We realized that some lines were loosing money for the already crippled carrier. The abandonment of some lines could very well strengthen some marginal lines if traffic could be diverted and other new traffic generated. It has been the goal of the Division of Railroads to promote rail usage. Through news releases and meetings the past two years, we have reached many people who are now aware of the rail crisis in this State. The problem was that this State was in a three year drought and there was very little to ship by any mode.

The State DOT set out to identify those rail lines which were not being used and others which were not all that essential to the State transportation needs. It was decided that the State DOT would not oppose the abandonment on these lines (Priority 4) in hopes of allowing the timely discontinuance of service and hopefully the diversion of traffic to rail lines in the first and second priority groups. The rational behind placing seven of the sixteen (16) lines in the 4th priority is documented in Chapter VI as lines on which "Intensive Study Analysis" was not performed. The remaining lines in this priority group will be discussed later.

First of all, we identified those rail lines which were currently viable or were marginal. These lines, as identified on the attached table, were initially all placed in the first priority group in that rail service should continue on these lines. A later analysis divided these lines into the first and second priority and removed three lines to the fourth priority group. These will be discussed later.

After plotting these viable lines onto the statewide map, it was found that the system didn't make sense in that there were several necessary connections missing. One line was isolated with no rail connection while others needed to be added to reach the desired market. These four lines which are identified as necessary connections were placed in the first priority group. Rail lines MW15, MW22 and MW24 are necessary to connect traffic to the Sioux City market area and are necessary to serve the area through which they run. This Southeast area of the State is the best producing agriculture land in South Dakota. Also the physical condition of these lines are better than most branch lines in the state so minimum rehabilitation is expected for continued service. The fourth line MW23 is also a necessary connecting line to serve MW26. It is, however, more important than just a connector. This line serves a large rock quarry. The railroad loads out about 4,000 carloads of non-revenue generating traffic per year for their own use as ballast on their lines. This line is important to the State in that this volume of traffic if converted to trucks, would literally tear up the highway system in this part of the State.

Rail line MW26 was placed in the first priority group for those reasons shown on the attached table plus it appeared very likely three branch lines in this immediate area would be abandoned. These abandonments would undoubtedly make this line much more productive and necessary to the rail network in South Dakota.

The only other line to be placed in the 1st priority group is MW21. Mitchell to Rapid City. One of the most crutial decisions in prioritizing lines was determining if two lines east-west to Rapid City were essential, and if not, which line is most important. The C & NW line is in ICC Category 5 whereas the Milwaukee Road line is currently in ICC Category 2. Both companies have indicated that they don't think there is enough business for both companies to serve Rapid City. The C&NW has heavier rail whereas the Milwaukee Road has a better grade and 28% fewer wooden trestles. The C&NW lines carries about twice the gross tons per mile than the Milwaukee line. Both lines are important in that they reach the Missouri River, an area with large potential for industry. One major function of a rail system and one of South Dakota's goals is to promote and maintain a system (rail network) which is needed to move those products which it is best suited. Rail is competitive with trucks for efficiency on short hauls of a few cars, but is much more efficient over long distances with heavy or numerous cars. In the best interests of the State of South Dakota, both lines serving Rapid City should be retained and be a first priority. The existing traffic into and out of this area by all modes should be analyzed along with the identification of potential traffic to try and generate additional traffic for the rail industry. Both lines will be analyzed in greater detail during the continuing planning process.

The remaining lines which were shown to be viable were placed in the 2nd priority group because they were determined to be feeder lines into basic and 1st priority system. These lines are identified on the attached table. There were also placed three additional lines into this 2nd priority group. Rail line MW18, Aberdeen to Edgeley, North Dakota, was placed in this group not so much for its importance to South Dakota, but because this may be an important feeder line for North Dakota. This line will be studied further and coordinated with North Dakota's planning. Rail line MW19, Marion Jct to Menno was placed in the 2nd priority group because of the great shipper interest in the area. They have expressed their need for continued rail service and their desire to help in ways they could to maintain service. The last line in this priority group is MW25, Napa to Platte. The area served by this line is an area of great irrigation development. The amount of increased agriculture production and additional imported fertilizer will increase the transportation demand in this area many fold in upcoming years. The people in this area are very much interested in retaining rail service and will participate in ways they can to attain their goal. Also a factor on this line is the potential increased usage due to the abandonment of CN18, Winner to Norfolk line which appears likely.

When all of these lines were plotted onto the statewide map, it was determined to pull out lines CN15, BN04 and IC01 and place these in the 4th priority even though they were shown to be viable or marginal. Rail line CN15 was lowered because this is a one shipper line and no shipper interest was generated. The profits on this line would not be sufficient to rehabilitate the line and there appeared to be little impacts if the line was abandoned. Rail line BN04 was pulled out because this line pretty much saturated the southeast area and really did not offer that much to the network. The elimination of this line would strengthen three other lines in this area which have shown to be much more important. The last line removed was IC01. At the time of the analysis there was considerable traffic on this line, but since that time the major shipper has discontinued rail usage thus decreasing the current carloadings considerably. Also, Sioux Falls would still be served by three other carriers and other shippers on the IC01 line could retain rail service by these carriers.

The Third Priority group of rail lines are those which will be recommended for "Rail Banking" if abandonment of the facility is approved by the ICC. It is recommended that just the land and structures be retained in rail bank and that the track and ties be disposed of. These lines have light rail and mostly poor ties so if the line would be needed in the future, it would have to be completely re-built. The Moreau Jct to Isabel and Trail City to Faith lines lead to areas which has the potential for future mineral development. The Madison to Lake Preston line should be rail banked for a future N-S connector if the need arises for more than one such connector in this state. The Mitchell to Ellis line would be rail banked because of possible future expansion of the rock quarry operation adjacent to this line and also because it connects two of the states larger cities. The Yankton to the C & NW crossing is proposed for rail bank because it would tie two lines together at a strategic point. This priority contains 286.1 miles.

Priority 3 shall include all lines in the Basic System, First Priority and Second Priority groups should abandonment of these lines be permitted. However, South Dakota does reserve the right to consider implementation of rail bank on a case by case basis.

Those rail lines remaining were placed into the 4th priority group because their impacts if service discontinued would be minimal. The attached table documents this fact. The traffic is low on most of the lines indicating that traffic has already diverted to the highway mode of transportation in these areas. The public meeting still did not generate any public support for retaining service on these lines. The only exception in this group is line CN18 on which the abandonment has already been approved by the ICC. The outlet for this line is in the State of Nebraska and very little interest in service retention has been expressed from that State. It is hoped that if rail service is discontinued on the lines in this group, that this traffic will be diverted to a neighboring line, thus possibly helping some marginal line become profitable.

TABLE 12

	LINE DESCRIPTION	ID NO.	CRITERIA FOR PRIORITIZATION						
			VIABILITY	NECESSARY CONNECTION	SHIPPER INTEREST	EFFECTS OF ABANDONMENT			
						ECONOMIC IMPACT	PEOPLE AFFECTED	ADDITIONAL TRAVEL	ADDITIONAL TRUCKS
1st priority	Canton to Mitchell	MW15		X	X	L	L	L	L
	Mitchell to Rapid City	MW21	X		X	L	L	L	L
	East Wye Switch to Canton	MW22		X	X	S	S	L	
	Sioux Falls to Sioux Falls Jct	MW23		X	X	L	L	L	L
	Elk Point to Mitchell	MW24		X	X	L	L	L	L
	Egan to Madison	MW26	X		X	L	L	S	S
2nd priority	Milbank to Sisseton	MW04	X		X	L	L	L	L
	Andover, SD to Brampton, ND	MW06	X		X	L	S	S	L
	Roscoe, SD to Linton, ND	MW08	X		X	S	S	L	S
	Aberdeen, SD to Edgeley, ND	MW18				S	S	S	S
	Marion Jct to Menno	MW19			X	S	L	S	S
	Woonsocket to Wessington Springs	MW20	X		X	S	S	S	S
	Napa to Platte	MW25			X	L	L	L	L
	Hawarden, Ia to Parker, SD	CN11	X		X	L	L	S	L
3rd priority	Moreau Jct to Isabel	MW09,10				S	S	L	S
	Trail City to Faith	MW11				S	L	L	S
	Madison to Lake Preston	MW27				S	S	S	S
	Ellis to Mitchell	CN10				L	L	S	L
	Near Mission Hill to C & NW Xing	BN04				S	S	S	L
4th priority	Bristol to Garden City	MW05				S	S	S	S
	Ortonville, Minn. to Fargo, ND	MW13				S	S	S	S
	Minn. Border to Egan	MW26				S	S	S	S
	Lake Preston to Bryant	MW27				S	S	S	S
	James Valley to Redfield	CN04				S	S	S	S
	Jolly to Jolly Dump	CN08				S	S	S	S
	Parker to Iroquois	CN11				S	S	L	S
	Redfield to Frankfort	CN15	X			S	S	S	S
	Canby, Minn. to Gary	CN17				S	S	L	S
	Winner, SD to Norfolk, Neb.	CN18				L	L	L	L
	Sioux Falls to C & NW Xing	BN04				L	S	S	S
	Sioux Falls to Hayti	BN05				L	L	S	L
	Minnekahta to Hot Springs	BN12				S	S	S	S
	Hill City to Keystone	BN13				S	S	S	S
	Wishek, ND to Pollock, SD	SL02				S	S	S	S
	Cherokee, Ia to Sioux Falls, SD	IC01	X			L	S	S	L

NOTE: Large economic impact is one over $1,000,000 for a 4 year total = L
Large number of people effected is 5,000 and over = L
Large additional travel is over 25 miles of distance to nearest rail line with service = L
Large additional number of trucks is equal to 1,000 or more rail cars moved on the line during the 1974 season = L

TABLE 13
SOUTH DAKOTA RAIL PRIORITIES
BASIC SYSTEM

SEGMENT NO (1)	MILES (2)	LIMITS OF SEGMENT
BN01	4.6	Willmar, Minn. to Garretson, SD
BN02	8.1	Garretson, SD to Sioux City, IA
BN03	18.5	Garretson, SD to Sioux Falls
BN06	45.1	Benson, Minn to Watertown, SD
BN07	69.8	Watertown to Huron
BN08	53.6	Geneseo Jct. to Aberdeen, SD
BN09	27.4	Alliance, Neb. to Edgemont, SD
BN10	21.4	Edgemont, SD to Gillette, Wyo.
BN11	106.9	Edgemont to Deadwood
BN14	3.2	Kirk to Lead
SL01	33.5	Veblen Jct., ND to Veblen, SD
CN01	90.2	Tracy, Minn to Huron, SD
CN02	117.7	Huron to Pierre
CN03	170.8	Pierre to Rapid City
CN04 (Part)(3)	42.2	Redfield to Aberdeen
CN05	38.6	Aberdeen to Oakes, ND
CN06	84.0	Chadron, Neb. to Rapid City, SD
CN07	71.0	Rapid City, SD to Bentonite, Wyo
CN09	15.8	Worthington, Minn to Sioux Falls, SD
CN10 (Part)	6.7	Sioux Falls to Ellis
CN12	44.2	Sioux Valley Jct to Watertown
CN13	31.1	Watertown to Clark
CN16	40.3	Blunt to Gettysburg
CN19		Box Elder to Ellsworth AFB
MW01	109.3	Montevideo, Minn to Aberdeen, SD
MW02	98.2	Aberdeen to Mobridge
MW03	92.0	Mobridge, SD to Marmarth, ND
MW12	9.7	McLaughlin, SD to New England, ND
MW14	3.0	Mason City, Ia to Canton, SD
MW16	54.6	Mitchell to Wolsey
MW17	74.0	Wolsey to Aberdeen
MW22 (Part)	14.7	Sioux City to East Wye Switch (Elk Point)
MW22 (Part)	20.8	Canton to Sioux Falls
TOTAL MILES	1,621.0	

(1) CN (Chicago & North Western), MW (Milwaukee Road), BN (Burlington Northern), SL (Soo Line) and IC (Illinois Cnetral Gulf).
(2) Figures shown are South Dakota mileage only.
(3) This rail line and MW17 both serve the same corridor. One line could serve the area and shippers if arbitrary siding arrangements and operating rights could be compromised by the two railroad companies.

TABLE 14
SOUTH DAKOTA RAIL PRIORITIES
FIRST PRIORITY

SEGMENT NO (1)	MILES (2)	LIMITS OF SEGMENT
MW15	79.2	Canton to Mitchell
MW21	286.3	Mitchell to Rapid City
MW22 (Part)	49.1	East Wye Switch to Canton
MW23	32.3	Sioux Falls to Sioux Falls Jct
MW24	116.7	Elk Point to Mitchell
MW26 (Part)	25.1	Egan to Mitchell
TOTAL MILES	588.7	

TABLE 15
SOUTH DAKOTA RAIL PRIORITIES
SECOND PRIORITY

SEGMENT NO (1)	MILES (2)	LIMITS OF SEGMENT
MW04	37.1	Milbank to Sisseton
MW06	42.9	Andover, SD to Brampton, ND
MW08	40.3	Roscoe, SD to Linton, ND
MW18	31.6	Aberdeen, SD to Edgeley, ND
MW19	21.3	Marion Jct to Menno
MW20	15.1	Woonsocket to Wessington Springs
MW25	82.4	Napa to Platte
CN11 (Part)	49.5	Hawarden, Ia to Parker, SD
TOTAL MILES	320.2	

TABLE 16
SOUTH DAKOTA RAIL PRIORITIES
THIRD PRIORITY

SEGMENT NO (1)	MILES (2)	LIMITS OF SEGMENT
MW09, 10	54.9	Moreau Jct to Isabel
MW11	106.1	Trail City to Faith
MW27 (Part)	30.3	Madison to Lake Preston
CN10 (Part)	65.3	Ellis to Mitchell
BN04 (Part)	29.5	near Mission Hill to C & NW Xing
TOTAL MILES	286.1	

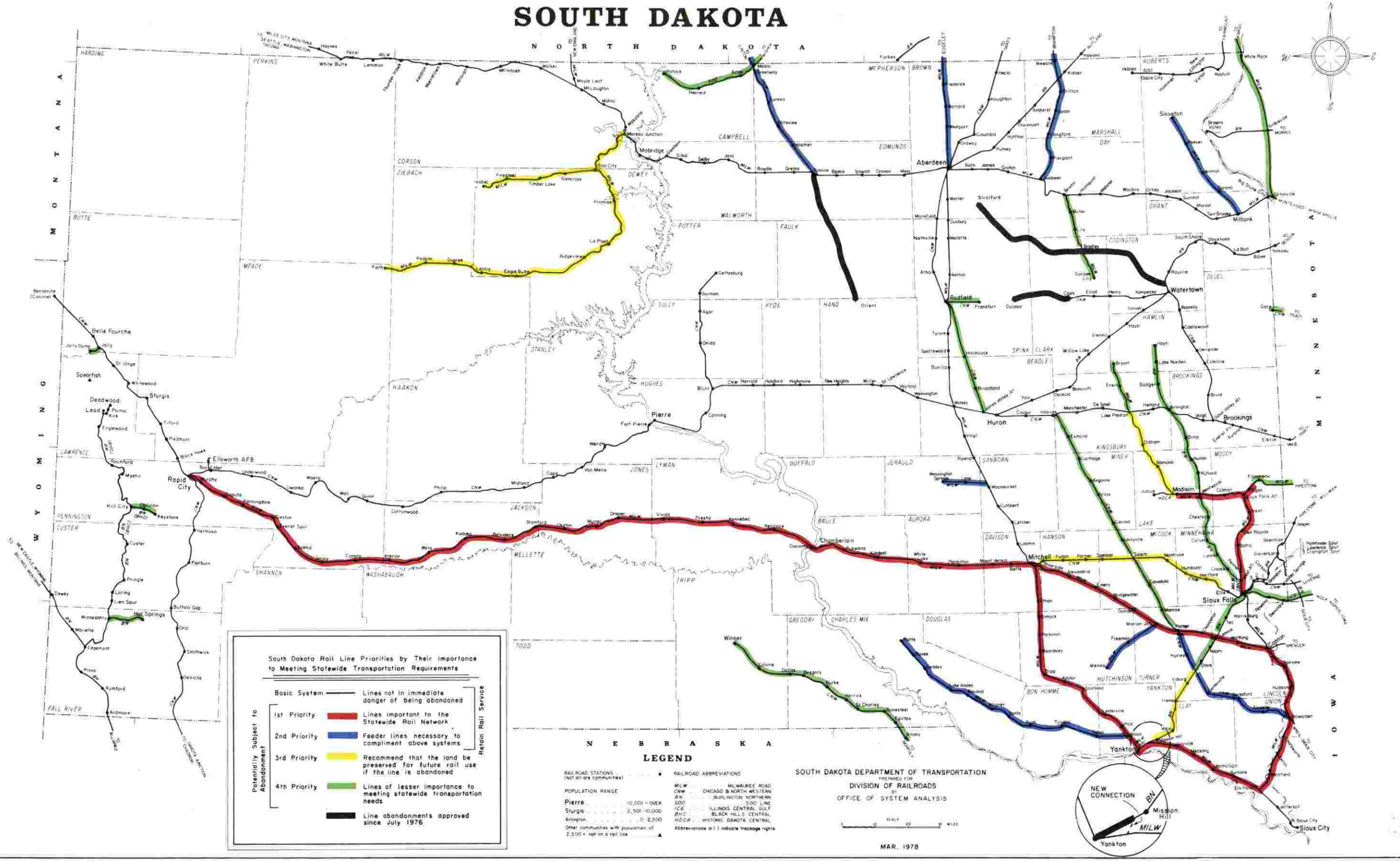
(1) CN (Chicago & North Western), MW (Milwaukee Road) and BN (Burlington Northern)
(2) Figures shown are South Dakota miles only.

TABLE 17
SOUTH DAKOTA RAIL PRIORITIES
FOURTH PRIORITY

SEGMENT NO (1)	MILES (2)	LIMIT OF SEGMENT
FOURTH PRIORITY RAIL LINES		
MW05	29.0	Bristol to Graden City
MW13	1.3	Ortonville, Minn to Fargo, ND
MW26 (Part)	8.0	Minn. Border to Egan
MW27 (Part)	17.2	Lake Preston to Bryant
CN04 (Part)	36.2	James Valley Jct to Redfield
CN08	3.7	Jolly to Jolly Dump
CN11 (Part)	76.7	Parker to Iroquois
CN15	10.7	Redfield to Frankfort
CN17	1.0	Canby, Minn to Gary
CN18	63.2	Winner, SD to Norfolk, Neb.
BN04 (Part)	29.8	Sioux Falls to C & NW xing (near Viborg)
BN05	82.5	Sioux Falls to Hayti
BN12	12.9	Minnekahta to Hot Springs
BN13	8.8	Hill City to Keystone
SL02	32.8	Wishek, ND to Pollock, SD
IC01	14.9	Cherokee, IA to Sioux Falls, SD
TOTAL MILES	428.7	

(1) CN (Chicago & North Western), MW (Milwaukee Road), BN (Burlington Northern), SL (Soo Line) and IC (Illilois Central Gulf).
(2) Figures shown are South Dakota mileage only.

OFFICIAL RAILROAD MAP
SOUTH DAKOTA



South Dakota Rail Line Priorities by Their Importance to Meeting Statewide Transportation Requirements

Basic System		Lines not in immediate danger of being abandoned	Retain Rail Service
Potentially Subject to Abandonment	1st Priority	Lines important to the Statewide Rail Network	
	2nd Priority	Feeder lines necessary to compliment above systems	
	3rd Priority	Recommend that the land be preserved for future rail use if the line is abandoned	
	4th Priority	Lines of lesser importance to meeting statewide transportation needs	
		Line abandonments approved since July 1976	

LEGEND

RAILROAD STATIONS (Not all are communities) ●

POPULATION RANGE

Pierre	10,001 - OVER
Sturgis	2,501 - 10,000
Arlington	0 - 2,500

Other communities with population of 2,500 + not on a rail line ▲

RAILROAD ABBREVIATIONS

MILW	MILWAUKEE ROAD
CNW	CHICAGO & NORTH WESTERN
BN	BURLINGTON NORTHERN
SOO	SOO LINE
ICG	ILLINOIS CENTRAL GULF
BHC	BLACK HILLS CENTRAL
HDCR	HISTORIC DAKOTA CENTRAL

Abbreviations in ( ) indicate trackage rights

SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION
PREPARED FOR
DIVISION OF RAILROADS
BY
OFFICE OF SYSTEM ANALYSIS

SCALE 0 10 20 30 MILES

MAR. 1978

"Projects for which the State wishes to receive assistance under the 4-R Act, including where practicable, projects not yet eligible for Federal assistance but expect to become eligible during the ensuing year." /1

There is only one project which is eligible to receive rail service continuation assistance under the 4-R Act at this time which the State considers warrants inclusion in this category. This project is as follows: /2

PARKER TO HAWARDEN, IOWA

The Wren, Iowa to Iroquois, SD, C & NW line was approved for abandonment by the ICC in 1977. This line is 155.7 miles long with 125.3 miles located in South Dakota. The State wishes to use 4-R Act funds to purchase and retain service on approximately 49.3 miles from Parker, SD to the Iowa border, and to construct an interchange at Parker to connect with the Milwaukee Road line at this point. Negotiations will be initiated with the Milwaukee Road to provide service on this segment. Investigation will begin on ways to maintain service to the Hawarden connection.

The State was initially interested in purchasing a longer segment of this line (88.9 miles) at which time a negotiated figure of $1.9 million was introduced by the C & NW Railroad for purchase. A negotiated figure for this shorter (49.3 miles) segment has not, at this time, been proposed. The shippers on the line have agreed to supply all of the match money to purchase this rail line. Work has started on securing shipper committment for match, Milwaukee Road agreement and collecting data for project application. Negotiations with the C & NW Railroad will start on establishing purchase price of this segment. The ICC has granted a six (6) month extension (to July 5, 1978) for negotiation of this purchase.

This project was selected for continued rail service and assistance under the 4-R Act for the following reasons: /3

1. There are large grain storage facilities located on this line which are capable of multi-car loadings.
2. The majority of the rail on this line is heavy enough to support the large jumbo hopper cars.
3. The line has the potential to be viable thus enabling it to be self supporting and not requiring a subsidy in the future. /4
4. The abandonment of this line would create a sizeable increase in truck traffic which would be detrimental to the area highways.
5. The abandonment of this line would cause a large social and economic impact.

/1 Federal Directive § 266.15 (c)(5)
/2 Federal Directive § 266.15 (c)(4)(xii)
/3 Federal Directive § 266.15 (c)(4)(xiii)
/4 Federal Directive § 266.15 (c)(4)(x)

There are other financial assistance provisions under the 4-R Act other than continued rail service assistance which the State will investigate as lines are approved for abandonment. Included here is the possibility of utilizing "Substitute Service" arrangements to aid shippers in the advent of rail service discontinuation. This substitute service may be in many forms such as arbitrary siding arrangements, physical relocation of facilities, establishing loading points or the creation of terminal elevators to name but a few of the options to be investigated.

Because we do not know which lines will first become eligible for funding under the 4-R Act, we feel it a waste of time to try to guess and prioritize lines and list projects not yet eligible. Rather we prefer to list lines by the four priority groups of which the first group consists of the top priority lines according to the States goals and criteria for line selection. These first priority lines will be projects for first consideration for any type of financial assistance and they will be dealt with individually. The abandonment of one line or financial assistance to one line may well create a shift in line priority and each action will be analyzed and weighed individually as conditions change. The only logical approach to todays problem is to have a living, ongoing, responsive, continuing planning process and periodic plan updates. This approach will be the most effective in the overall long range planning and will also be a method of having continual shipper and citizen input and review of the plan. Shipper relocation assistance will also be investigated for those rail lines in Priority 3 and Priority 4 as they become eligible providing that the assistance is available.

There are, however, four tentative projects which will be investigated further and may become projects under the 4-R Act when they become eligible. These are as follows:

I. Purchase of anticipated abandoned trackage at Lake Preston to permit C & NW to service elevators on the C.M. St.P & P line.

II. Purchase of anticipated abandoned trackage at Bristol adjoining the C.M. St.P & P mainline to serve a potential industrial development area.

III. Purchase of cars to be leased to railroads in hopes of improvement in service and rates for South Dakota shippers.

IV. Grain terminal storage facilities at Madison.

"Rail projects for which the State of South Dakota plans to provide assistance from sources other than the Section 5 program, including the estimated cost of each such project." /1

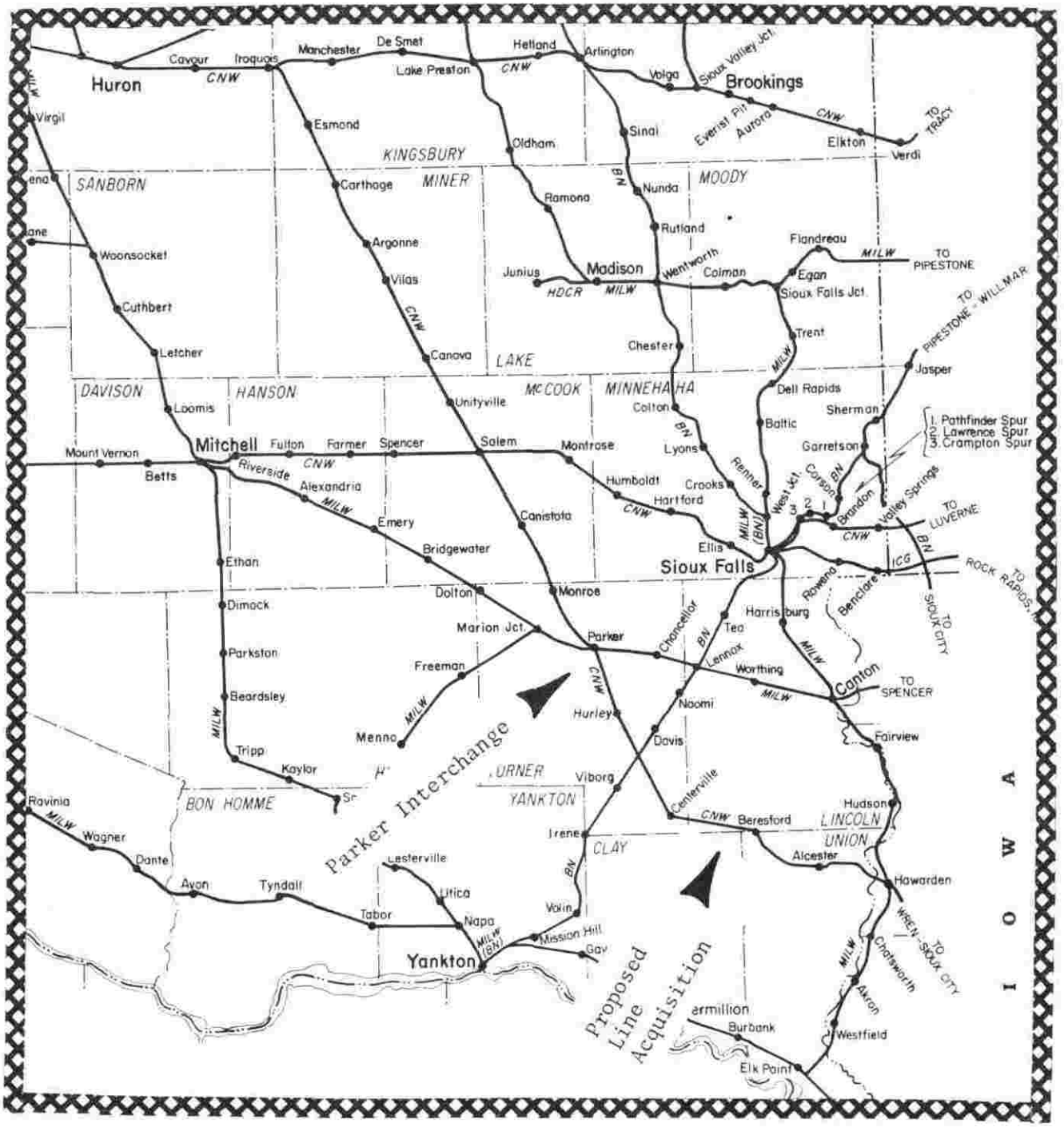
The State of South Dakota is not placing any rail segments in this category in this first RAILPLAN. Legislation was introduced and passed by the 1978 South Dakota Legislature which gives it the power and funding whereby it can participate in a cooperative rehabilitation program with shippers and the owning railroad. This legislation is similar to the "Iowa Plan" whereby each of the three parties will contribute 1/3 of the total rehabilitation cost with pay back provisions depending on carloads moved. Because the legislation was recently passed, there have been no firm recommendations as of this writing for a project. There are two lines which may be considered first for this type improvement, but the shippers are currently getting organized. The plan update will address this area in more detail as there will undoubtedly be projects investigated for State assistance by this time.

The first and second priority lines outlined previously will be given first consideration for this type of financial assistance and they will have to be dealt with individually.

/1 Federal Directive § 266.15 (c)(3)(vii)

FIGURE 12

PROJECTS WHICH THE STATE OF SOUTH DAKOTA PROPOSES FOR FEDERAL ASSISTANCE FOR RAIL SERVICE CONTINUATION UNDER THE 4-R ACT.

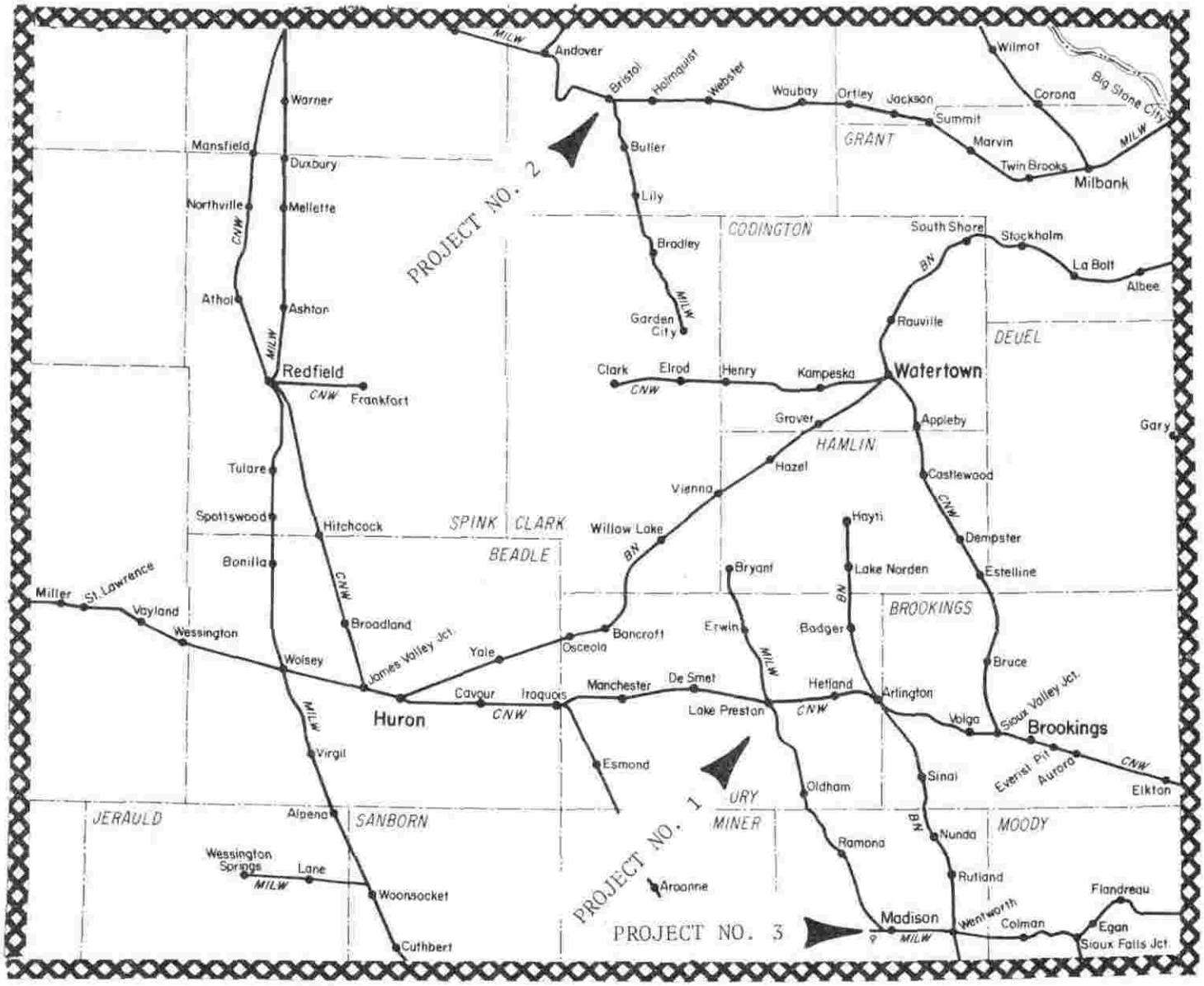


1. Purchase of the Parker to Hawarden, Iowa (middle of the Big Sioux River Bridge) part of the Wren, Iowa to Iroquois, South Dakota (C & NW) rail line. (Approx. 49.3 miles)

2. Construct new interchange with the above project line to connect to the Mitchell to Canton line at Parker.

FIGURE 13

THREE PROJECTS WHICH WILL BE INVESTIGATED DURING THE CONTINUING PLANNING PROCESS FOR POSSIBLE "SUBSTITUTE SERVICE" PROJECTS ELIGIBLE FOR FUNDING UNDER THE 4-R ACT



PROJECT NO.

1. Retain and keep intact interchange and Milwaukee Road track in Lake Preston to allow service by the C & NW when service is discontinued on the Madison to Bryant branch line. This project would include the interchange and approximately .75 miles of track.

2. Retain and keep intact the "Y" and approximately 800 feet of track located in the city of Bristol to serve as an industrial track when service on the Bristol to Garden City branch line is discontinued.

3. To provide grain storage facilities (either new construction or relocate existing facilities) at Madison to serve those stations on the Madison to Bryant branch line when rail service is discontinued on this branch line.

CHAPTER VIII
RECOMMENDATIONS FOR FURTHER STUDY

The attainment of South Dakota Transportation goals will take time and much continued effort. One of the basic and utmost accomplishments in attaining these goals is the completion of this document, RAILPLAN SOUTH DAKOTA. Here we have pointed out which lines are the most important for the statewide rail network. By so doing this, we are saying that these lines should be given first consideration for time and dollar involvement to continue rail service. We are admitting that with our highly developed highway system and maneuverability of the modern day truck that a tight woven rail network is not necessary in South Dakota. The two modes should compliment one another. We are in the same sense saying that rail transportation is important and vital to this state and a network must be retained and operated. Agriculture and mining are our State's major industries. The agriculture commodity terminal markets are located many miles beyond our states borders. To attain our goals we need the cooperation of all connected with transportation and its problems and cures. The State needs to cooperate with the railroads, shippers, and the federal government because the rehabilitation of our needed rail lines will require a sizeable amount of money. The cooperation of shippers and their committment to use the railroads as their transportation mode will guarantee their future as a viable operation. The railroads are the most energy efficient form of transportation for the movement of South Dakota goods and we must look into the future far enough to see that we need to preserve a rail network. The Division of Railroads will continue to generate cooperation between the parties involved and will continue to promote the increased usage of rail transportation. There will need to, however, be a financial committment on the part of the shippers to save some of the segments deemed necessary.

One of the most critical areas that is currently being explored and should be continued is in the area of legislation. Work will continue in the area of Federal legislation. The State of South Dakota has expressed its views that the 4-R Act should be changed to allow more flexibility in choosing projects for federal assistance. The State would like to see assistance for lines before they are abandoned, because many times the traffic is lost to highways by this time and converting it back to rails could be impossible. We would also like to see lines upgraded to a higher than Class I standard because many South Dakota lines are long. We would also recommend upgrading lines sufficiently to handle the 263,000 pound covered hopper cars.

An area of great accomplishment during this past year was the enactment of rail related State legislation. One bill passed in this 1978 legislative session enables the State, local governments and shippers to aid rail lines before they are abandoned. This bill is similar to the "Iowa" program where the State, shippers and the railroad each contribute 1/3 of the cost of rehabilitating a rail line. We have already received much interest in this area and proposed projects are expected soon. This piece of legislation is really important in that all three parties share in the expense of providing continued rail service and if shippers have an investment in this mode of transportation they are going to use it to guarantee the safety of their money. It is felt that many shippers in South Dakota are willing to enter into a program such as this. Farmers should also favor this approach because they are the ones who will pay for higher transportation costs if rail service is discontinued.

A second bill passed by the 1978 State Legislature allows the creation of a "Regional local (multi-county) Bonding Authority". This mechanism allows local units of government to secure needed capital to invest in rail transportation facilities in their area. Without this power, the shippers and local entities would not be capable of generating the capital necessary to aid rail transportation whether it be purchase, rehabilitation or subsidy. These two pieces of legislation will definitely be useful tools to financially aid rail segments not currently eligible under the 4-R Act.

The State will continue to monitor and propose changes or deletions of current legislation which is outdated or needs to be changed to be better utilitzed. This would include both State and Federal legislation.

An area of concern among shippers is how safe are their investments in facilities which will use rail transportation. With the deterioration of rail lines and the uncertainty of continued service in the future, many elevator operators and others are hesitant to modernize or expand their facilities. Legislation will be explored whereby this investment in improvements can somehow be guaranteed or insured against loss of rail service. Hopefully, this RAILPLAN will create confidence and spur growth on lines which are recommended for continued rail service, but some other measure may also be desireable.

Other areas of legislation will be explored during the continuing planning process as warranted.

Corridor studies are scheduled to be performed during the continuing planning process. These studies will be performed in such areas where there is possible track or service duplication. These could include the corridor between Redfield and Aberdeen, the corridor from Aberdeen northerly to the North Dakota border, and possible study of the two lines serving Rapid City from the east.

A planning study will be undertaken this coming year on highway deterioration in areas where abandonment has occurred or in areas where there exists a large shift in transportation mode from rail to truck. This study will be expanded as time permits to also include areas of possible future abandonments.

Other studies will be performed as time and interest warrant. Included under this heading will be such areas of interest as "substitute service" for shippers in the advent of rail service discontinuation. This may include different types of substitute service arrangements for different lines in question as the needs for service may vary from line to line. These substitute service arrangements may include arbitrary siding arrangements, physical relocation or rebuilding of structure facilities, rate guarantees, truck transportation and others. One such study would be the feasibility and effect of constructing and/or creating terminal elevators. As lines are abandoned there will undoubtedly be a demand for more storage facilities at points on rail lines which have continued rail service. The creation of such a terminal may very well secure a line which is currently marginal.

The continuing planning process will include monitoring the rail industry in South Dakota and to cause the preparation of a plan update. More indepth studies will be made on some lines which were contained in the basic system of priorities to determine better their contribution to achieving state transportation goals. The Division of Railroads will monitor all rail abandonments in this state and aid shippers in those ways which is determined necessary. One such area we have received interest in and which we will be active in is to retain rail lines, especially sidings, in towns which are served by more than one company or lines when one of the lines are abandoned. The shippers in towns on these abandoned lines can be guaranteed rail service through this effort.

The State will continue to promote increased use of rail service in those ways in which it is best suited. The State will also monitor the other transportation goals to determine if they are still current.

The State will, during the continuing planning process, monitor this plans effectiveness. This will be done in many ways, some more readily measurable than others. We will continue to monitor the agriculture industry and rail usage. The rail movement of agriculture products has historically declined over the past several years and it is hoped through all efforts that this trend will reverse itself.

How abandonments and rail service curtailments conform to the RAILPLAN is also an indicator of plan evaluation. We will monitor to see if some lines increase carloadings as neighboring lines are abandoned. We will monitor to see if track repair is taking place in light of increased carloadings and if service and car conditions are improving across the state. Another area which can be used to monitor plan effectiveness is the attitude toward and utilization of the pending State legislation. How many areas, shippers, towns, etc. are participating in some project to insure continued rail service in the future.

It is expected that there will be many changes in South Dakota's rail network and service during the upcoming year. The Plan will be updated at no later than one year from approval of this initial RAILPLAN and more often as projects become available or conditions change which warrant a more frequent update.

The Division of Railroads will continue to work with the other Divisions of the South Dakota Department of Transportation this upcoming year to arrive at a multi-modal transportation approach to planning and implementation.

An area of planning which hopefully will see much activity this upcoming year is in the area of projects. It is hoped that there will be rail assistance projects underway utilizing funds administered under the 4-R Act as well as projects funded under pending State Legislation. Planning for and administration of these projects will take considerable time and effort in the coming year.

Other routine planning acitivities will be carried on and special projects, correspondents and meetings will be administered to as warranted during the continuing planning phase of rail transportation planning.

01 Farm Products
08 Forest Products
10 metalic ores
11 Coal
13 Crude Petroleum, Natural Gas or Gasoline
14 Non metallic minerals
19 ordnance or Accessories
20 food or Kindred Products
21 Tobacco Products
22 Textile mill Products
23 Apparel
24 Lumber or Wood Products
25 furniture or fixtures
26 Pulp, Paper or Allied Products
27 Printed matter
28 Chemicals or Allied Products
29 Petroleum or Coal Products
30 Rubber or misc Plastics Products
31 Leather or Leather Products
32 Clay, Concrete, Glass or Stone Products
33 Primary metal Products
34 fabricated metal Products
35 machinery
36 Electrical machinery
37 Transportation Equipment
38 Instruments or Photographic Goods
39 misc Products of Mfg.
40 Waste or Scrap materials
41 misc. freight Shipments
42 Containers
43 mail & Express
44 freight forwarder Traffic
45 Shipper Association Traffic

46. misc mixed Shipment
47. Small Package
48.
49. Hazardous materials