



Track Segment Listings
(***BNSF*** History Project & Annual Review)

10

Current, abandoned, out of service, & sold lines

Supercedes all previous versions

Revised- May 1, 2007

Compiled by Alan Eisenberg

With help from many others-see Reference Section

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Although great care was taken in preparing this document, there may be some errors. Some of the known errors are the “opening” of a given segment, due to conflicts in various referenced material. When these conflicts occur, I have tried to point them out. For the serious researcher, I advise to study the references found in the back of this document.

Helpful Hint: If you print this document, get a 3-inch binder and 29 dividers and mark the dividers in such a manner that follows the contents above (not counting the cover, of course). You can combine the 7000-series into one chapter as well as the 8000 series. I split them due to the number of pages.

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BNSF TRACK SEGMENTS-PREFACE

PREFACE:

Here we are again, with the 10th revision of BNSF Track Segment Listings. This one adds many segments that were provided by a Master List and BNSF management. It is the most complete listing to date, but probably not “perfect” but at least it is getting there.

This year, I am using this page to acknowledge my “network of experts” who were instrumental in completing this version of the document. Some will be acknowledge in the Reference section, but they all deserve special recognition here.

Rich Batie, retiring Network Manager-BNSF Railway, for line sales, abandonments, mentoring me for the past 16 years.

Bruce Kahre-BNSF Railway, Engineering Services, my “new” mentor.

Roger Taylor-Frisco expert and co-compiler of the BNSF Station Lists.

Keel Middleton-ATSF Midwest Expert.

Dean Ogle-Canadian Operations-BNSF, GN, and NP expert.

Roger Burrows-Canadian Railroads

Peter Thompson-foremost authority on interlocking plants and provider of CB&Q track charts

Paul D. Curtiss- CMSgt, USAF retired, State of Washington Railroad Corporate expert

Norm Metcalf-Colorado Railroads expert as well as other contributions on the predecessors of BNSF

Steve Goen-Texas Railroads expert and author

Hudson Leighton-Minnesota expert.

Glen Icanberry-ATSF California Lines and stations

Dave Sprau-GN, NP, MILW, and Pacific Coast RR (WA) expert..

Paul Hobbs-Oregon Trunk

Dan Stinson-Montana Railroads

If I omitted anyone for 2006-2007, my apologies.

BNSF TRACK SEGMENT-INTRODUCTION

Introduction-Version 10

This document is about the track segment plans of the various divisions and subdivisions of the Burlington Northern and Santa Fe Railway. It is intended for research purposes only, and it is not authorized, nor should it be construed that this document is under authority of the Burlington Northern and Santa Fe Railway.

It is not the most complete history of BNSF or its predecessors, but it entails much research and is very close to being accurate of the building of the various railroads that evolved into BNSF Railway. It is a work in progress, as you might guess with the revision number. I've also tried to include the history of trackage rights that BNSF has over other railroads or "foreign" lines as it is called. In doing the research of the predecessor railroads, I have found no two books can agree on who built what and when.

This revision, #10, is a revision of version 9, that includes the following revisions: New abandonments, line sales, and corrections in some dates of construction since the last revision. It also corrects more typos that I and others found. Some of this document will have older revision numbers in the footers. This reflects no changes in those pages. In addition, some footers will have 10.X, where X is an updated revision. Certain sections of this document were released to selected contributors for proofreading and corrections. A summary of what is new is listed on a separate page, as was done for the first time in Version 8.

This revision reflects a most complete line segment number system was acquired since last revision, making this version the most complete issue to date. Included are line segments of predecessor railroads that were abandoned long before the merger, some as much as 100 years or more. Because of this list, especially when referring to yard segments, it will be assumed if the line is not abandoned or sold, that these segments are still in use, despite not being on the current timetables.

This document represents over 15 years of research. As you can see in the reference section, volumes of books have been read, as well as other documents pertaining to the research of the BNSF Track Segments. It is a work in progress, and probably will never be finished in my lifetime.

It was always my intention to take a segment and research it from the construction to the current, whether the "current" was in use, sold, or abandoned. Burlington Northern, Incorporated came about in March 3, 1970 by a merger of four major and one minor railroad. Subsidiaries of these four major railroads were merged at a later date.

In 1977 BN started numbering their timetables with a segment number. Just about all types of tracks were numbered, i.e., main line, branch lines, yards, shops, ballast pits, and the like. That was my starting point. I created a data base, based on these track segment numbers to compile a comprehensive list. This list was compiled off of BN/BNSF timetables, and BNSF route maps up to mid-2006, as I previously stated, prior to receiving a copy of the Master Segment Listings.

I originally started my segment listings based on the timetables alone. Using my Commodore 64, I compiled a data base based on these timetables. Eventually, the PC came about and I transferred the data to the PC, where it has been ever since.

Next, I researched the "originating" merging railroads for comparison. After researching the above, Frisco was merged in 1980, and I started over. Next, ATSF merged, and BNSF was created, adding more research.

After the completed data base was added, I started researching the history of the building of the segment itself. This was not an easy task. Out of the many volumes written about the various railroads involved, there were conflicting dates including "opening", "construction", lease, sale, acquisitions, etc. Where found, I used the dates that appeared the most frequent.

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The predecessor railroads were another problem. One might think that the original merger of CB&Q, GN, NP, Pacific Coast, & SP&S railways was all that was included. In researching the segments, I found that a majority of the segments were built by either other railroad companies, or under a different name of the “final” existing company.

For example, The Milwaukee Road, which BN took over a lot of tracks when they exited the west coast, was comprised 100 different names or companies. The Great Northern, 33 different names or companies. The Northern Pacific 82 different names or companies. The CB&Q, 139 different names or companies. Just those 4 railroads 354 different names. Add Santa Fe, with their numerous names and Frisco with their numerous names, and you can see it was a formidable task. Add trackage rights of various companies and the names and companies approached close to 800. Then, add Frisco with about 250 more railroads.

The best books to track history were the Hidy, et al book on the Great Northern; the Marshall book on the Santa Fe; and by far the Robertson books on the Encyclopedia of Western Railroad History. Miner’s book on the Frisco wasn’t bad, but it didn’t cover the entire road. Individual “divisional” books, found in the reference section, on the Burlington Route were excellent. Clearer and less confusing than the Overton books, although the Overton books are very good. Not satisfied, I purchased some track diagrams of available railroads, which gave actual track construction dates. I did not do this for every railroad that BNSF absorbed or had rights over, but just selected railroads to assist in filling the “gaps” where “no history” were found in books. Also, some railroads, such as ATSF did not have “construction” dates on their plans.

In researching, I used employee timetables from various divisions from the mid-60’s or in Frisco’s case, the 70’s. This was all well and good, until I found out NP and GN merged some divisions. With Northern Pacific, it was the merger of the Lake Superior and St. Paul Divisions. That wasn’t too bad. With Great Northern, it was a different story. In 1967, they reestablished the Spokane Division from the 1940’s, eliminating part of the Kalispell Division. At the same time, the Butte Division was eliminated and a reestablished Montana Division returned, absorbing both the Butte Division and the rest of the Kalispell Division, as a span between where the Spokane Division left off and the Dakota and Minot Divisions began. The “new” Cascade Division included the old Klamath Division, eliminating that division.

CB&Q ended several divisions, starting in the 1950’s. The “Q” started combining divisions until about 1967 when there were just 5 divisions in two regions left. A list of divisions is found in Appendix 5, which will show selected CB&Q “classic” divisions as well as a list of entire divisional lineups according to track plans.

Frisco was a bit easier, as even when they went to a “System wide” timetable, they left the divisions relatively intact. That lasted just one year. However, finding out about all segment history of Frisco proved to be very difficult. It was the most incomplete section of all railroads that BN/BNSF merged. Not very books were written on the Frisco and the one that I did find, only focused on the Atlantic & Pacific, which was split between Santa Fe & Frisco. Valuation reports helped, but there are still many gaps. Then, by luck, I went to the Frisco Yahoo group asking for help, and Mr. Roger Taylor answered the call. His 25 years of research on the Frisco lines proved invaluable in filling in most all the blanks I had on that system. Mr. Taylor is also the co-compiler of the BNSF Station Lists which coincides with this revision.

Next, adding to the confusion, was BN, and then BNSF’s way of playing “musical” divisions. Starting in 1970, they had basically, individual divisions paralleling the railroads they absorbed. That lasted to the fall of that year, when they went to several regions of two and three divisions each. In 1988, came the 8 division lineup, then in 1993, the three corridors, with several divisions each.

Along with playing “musical” divisions, it seemed like every time a new timetable was issued, several subdivision’s numbers changed. As you can see from the individual segment listings how this plays.

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Not satisfied, in 1994, 27 individual divisions were created. Next, the Santa Fe merger brought 22 divisions, starting in 1996. 1998, still had 22 divisions, some with different names, then dropping the Kansas City Division for a 21 division lineup. 2002 brought another change with just 13 divisions. All through that, in 1993 introduced the subdivision name rather than number. That probably was one of the best decisions BNSF made to date. As you read through individual segments, you'll discover that subdivision numbers changed rather frequently, even though the segment numbers remained the same.

The reader will notice in this revision abandonments prior to merger. It has always been the intention of giving the entire history of a line segment, if numbered, from "beginning" to current status. With Mr. Taylor proofing the Frisco lines and Mr. Middleton proofing the ATSF lines, it is hoped that this is the most accurate document to date. Also, with the master list adding prior abandoned track, most everything owned by a predecessor railroad (or partially owned) is now included. Any reader noticing a minor discrepancy is urged to email me and correct this for next year's release, if there is a release next year.

With the release of Version A of the BNSF Station List that coincided with Version 7, all the station pages affected by sales, abandonments, etc., were also changed. Unlike this document, which is released "new", the Station List was put together, so that supplements could be made by printing the new pages, and replacing the old pages. At least that was the intention. Apparently, where these documents were posted, it was too confusing. So, with the release of this document, the updated Station Lists will also be released.

Black will be used for notes, unknown dispositions, history, and former information. Blue will be used for the current BNSF information. Red will be used for abandon segments. Green will be used for line sales and other operators. In addition, all tracks abandoned as well as line sales are included in the history section for better reading. Also, the color Orange represents out of service lines, which means the line is not in use, but not officially abandoned, *or* a proposed line that has been given a segment number, but has yet to be used and/or constructed.

I sincerely hope you find this document helpful in research or other purposes. Questions, comments, criticisms or anything else can be addressed to me via e-mail at alaneisenberg@juno.com. Supplements, regarding line sales, abandonments or other information will be issued as time allows. I thank you.

As a final note, this document could not have been compiled without the help of many, many persons across the nation and in Canada. These people are mentioned in the Reference Section, but some deservedly need special recognition. Rich Batie, retiring BN/BNSF Network Manager has been a mentor to me for the entire 15 years of research. His knowledge of the system will be missed by all. Roger Taylor, the "Frisco" ultimate researcher for that road. Keel Middleton, the ATSF main reference point. Paul Curtiss for Washington Corporate Railroad Names, Norm Metcalf, the "Colorado" guy, Hudson Leighton, the "Minnesota" guy, Glen Icanberry, "ATSF California" expert, Dan Stinson for Montana, and Steve Goen, the "Texas" expert. Dean Ogle, GN and BC operations as well as Northern Washington. Bruce Kahre, BNSF engineering department, for his help in identifying many line segments and locations. Dave Sprau for NP, GN, and Pacific Coast Railway. Jim Fredrickson, for all the timetables he allowed me to copy for NP. There are many others, as listed in the reference section, all contributing on this project to preserve the history of this giant railroad, before it is lost or forgotten.

BNSF TRACK SEGMENTS-CHANGES

REVISIONS

Revisions are listed as follows: Additions/Changes-existing changes since Version 9 were added to or changed. Corrections-existing segments were corrected either by misinformation or typographical errors. New-these are new segments discovered since the last release.

Additions/Changes: 1, 2, 3, 4, 5, 6, 7, 9, 11, 12, 13, 18, 19, 20, 21, 22, 23, 25, 32, 36, 37, 40, 41, 45, 47, 53, 55, 56, 57, 58, 59, 60, 62, 63, 64, 66, 67, 68, 69, 71, 72, 80, 81, 82, 83, 87, 88, 94, 95, 96, 104, 107, 108, 109, 111, 112, 116, 117, 118, 119, 125, 130, 135, 138, 139, 146, 154, 161, 164, 175, 176, 177, 178, 179, 181, 182, 183, 184, 185, 187, 198, 200, 207, 209, 213, 214, 216, 218, 227, 229, 232, 233, 239, 240, 242, 243, 246, 247, 248, 249, 250, 251, 253, 254, 255, 256, 257, 269, 279, 281, 283, 284, 286, 291, 301, 302, 308, 312, 314, 317, 320, 330, 335, 354, 368, 369, 370, 376, 377, 378, 380, 381, 383, 388, 392, 393, 395, 397, 402, 403, 405, 408, 410, 424, 435, 437, 440, 441, 442, 443, 444, 455, 463, 476, 477, 478, 480, 482, 483, 484, 485, 487, 488, 489, 490, 492, 493, 494, 495, 496, 500, 506, 507, 512, 515, 518, 519, 526, 533, 535, 536, 537, 541, 542, 545, 557, 562, 557, 563, 572, 574, 580, 582, 583, 584, 586, 607, 619, 621, 627, 631, 636, 639, 640, 641, 644, 648, 650, 651, 652, 653, 654, 655, 671, 673, 676, 677, 678, 680, 681, 683, 685, 686, 703, 705, 706, 707, 708, 714, 717, 718, 720, 721, 722, 724, 725, 728, 736, 739, 750, 760, 764, 791, 792, 793, 794, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 812, 813, 815, 816, 817, 818, 820, 821, 822, 823, 830, 831, 832, 833, 834, 843, 853, 854, 855, 856, 858, 862, 864, 878, 880, 883, 884, 889, 890, 891, 892, 894, 895, 900, 901, 902, 903, 904, 905, 907, 908, 909, 910, 945, 946, 947, 949, 951, 952, 984, 1001, 1002, 1004, 1008, 1009, 1010, 1012, 1013, 1014, 1015, 1016, 1017, 1020, 1021, 1023, 1025, 1026, 1041, 1043, 1044, 1046, 1050, 1051, 1052, 1059, 1104, 1105, 1106, 1108, 1124, 1127, 1144, 1234, 1236, 1237, 1252, 1273, 1281, 2003, 2103, 2119, 2120, 2208, 2900, 7000, 7050, 7051, 7052, 7053, 7054, 7056, 7061, 7100, 7101, 7104, 7105, 7110, 7114, 7115, 7116, 7118, 7120, 7150, 7151, 7152, 7158, 7159, 7164, 7170, 7171, 7177, 7178, 7184, 7200, 7209, 7210, 7211, 7213, 7214, 7218, 7221, 7254, 7255, 7256, 7257, 7258, 7261, 7262, 7263, 7268, 7270, 7280, 7289, 7290, 7291, 7300, 7304, 7308, 7310, 7312, 7313, 7314, 321, 7350, 7353, 7354, 7357, 7358, 7364, 7404, 7500, 7501, 7502, 7503, 7505, 7507, 7508, 7511, 7514, 7550, 7551, 7552, 7553, 7554, 7555, 7560, 7595, 7597, 7598, 7600, 7653, 7864, 8009, 8010, 8012, 8013, 8025, 8026, 8100, 8103, 8107, 8502, 8503, 8505, 8506, 8511, 8550, 8901, 8902, 8904, 8905, 8914, 8920, 8921, 8922, O201, O354 (462)

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Other Revisions: Appendixes 1 thru 6, References.

Divisional Changes:

Colorado Division (reestablished):

Added from Montana Division: Casper & Cody Subs

Added from Powder River Division: Akron, Boise City, Brush, Dalhart, Front Range, Golden, Pikes Peak, Pueblo, Spanish Peaks, and Twin Peaks

Montana Division:

Added-Kootenai River Sub from the Northwest Division

Changed: Sweet Grass Sub

Created: Great Falls Sub by taking Shelby-Great Falls section from the Sweet Grass Sub

Deleted: Casper & Cody Subs to new Colorado Division; Big Horn & Dutch Subs to Powder River Division

Northwest Division:

Deleted: Kootenai River Sub to the Montana Division

Powder River Division:

Added: Big Horn & Dutch Subs from the Montana Division

Deleted: Akron, Boise City, Brush, Dalhart, Front Range, Golden, Pikes Peak, Pueblo, Spanish Peaks, and Twin Peaks to Colorado Division

No Division Name:

Copper City Subdivision

BNSF TRACK SEGMENTS-HISTORY

Permanent History

This section, placed before the track segments, will give some “permanent” historical data of the railroads prior to merger. It is to save space on some of the history of the individual segments.

For Chicago, Burlington, & Quincy (CB&Q), the two major railroads merged into the Burlington System were Burlington & Missouri River (Iowa) in 1873 and Burlington & Missouri River (Nebraska) in 1880. Both systems continued to operate as a separate railroad until about 1904, when most all subsidiaries stopped issuing tickets separately. Also, CB&Q started out as the Aurora Branch RR until 1852 when it became the Chicago & Aurora RR. In 1855, the Chicago & Aurora RR became CB&Q. These dates will not be repeated.

For Burlington Northern, merger day of March 3, 1970, took the Chicago, Burlington, & Quincy, Great Northern, Northern Pacific, Pacific Coast, and Spokane, Portland, & Seattle. At that time, Colorado & Southern, Ft. Worth & Denver, Oregon Electric, Oregon Trunk, and Walla Walla Valley became subsidiaries of BN, but not merged until a later date. Those later dates will listed under the individual track segments. Also, Camas Prairie became half-owned by BN with Union Pacific.

In 1980, St. Louis-San Francisco (FRISCO) became part of the BN system. Any subsidiaries not merged into the Frisco System at that time, will be listed individually. In addition, when the history section states merged into FRISCO the following is applicable:

1882-1896-sold to St. Louis & San Francisco Railway Company, which in turn went in 1896 to:
1896-1916-sold to St. Louis & San Francisco Railroad Company, which in turn went in 1916 to
1916-St. Louis-San Francisco Railway Company .

PLEASE NOTE: KCFS&M was sold to Frisco in 1926. This was omitted in some places.

In 1995, the Atchison, Topeka, & Santa Fe merged with BN, forming BNSF. The two major subsidiaries, Gulf, Colorado, & Santa Fe and Panhandle & Santa Fe merged in 1965. Any other subsidiaries not merged will be listed individually.

St. Paul & Pacific became St. Paul, Minneapolis, & Manitoba in 1879 and the Great Northern in 1890. Those dates will not be repeated.

The Northern Pacific Railroad of 1864 became the Northern Pacific Railway in 1896 and will not be differentiated.

Eventually, as time allows, I will try and make a complete organizational chart, showing the predecessors in its entirety.

BNSF TRACK SEGMENTS-FORMAT

Format of Track Segments

The format of the BNSF track segments are as follows:

A. Station-Station

This would be the original Station-Station from which the segment derives. It can be in **BLUE** for current BNSF listings, **GREEN**, if the segment was sold to a current operator or a “foreign“ railroad (rights over another line), **ORANGE** if it is out of service or a proposed line, **RED**, if it is abandoned, **BLACK**, if the disposition is unknown, or a combination of colors. A note that throughout the document, subdivisions are abbreviated as Sub.

History: This would be the history of each segment, as found in track charts, books, or other references. If there is a conflict with the dates, I tried to point this out. Included are abandoned dates, lease or sale dates, where known. History is expressed in year only, and I tried to keep it consistent with actual construction year or year first operated.

Former Divisions: These would list the former railroads and divisions, as well as former BN/BNSF divisions, in chronological order, concluding with the current, if applicable. Subdivisions are also included.

Notes: Miscellaneous information are included in the notes including conflicts of information.

Track Segments

Note: Original BN Divisions/Subdivisions of 1970 are marked with a star (*)

Also note that “original” building railroad followed by a railroad in parenthesis, means that originating building road was controlled by the railroad in parenthesis.

1. Aurora-Montgomery-Pacific Junction

History: 1853-Aurora-Mendota by Chicago & Aurora RR
1854-Mendota-Galesburg by Central Military Tract RR
1856-Central Military Tract RR merged into CB&Q
1857-Burlington-Slaton by Burlington & Missouri River (Iowa)
1859-Slaton-Ottumwa by Burlington & Missouri River (Iowa)
1866-Albia-Ottumwa (per track record)
1867-Woodburn-Albia (per track record)
1868-Mississippi River bridge by Quincy RR Bridge Co.
1868-Chariton-Nebraska State Line by Kansas City, St. Joseph & Council Bluffs RR
1868-Afton-Woodburn (per track record)
1869-MP 400-Afton (per track record)
1869-Creston-Red Oak (per track record)
1870-Red Oak-Plattsmouth (per track record)
1872-Ottumwa-Pacific Jct. by Burlington & Missouri River (Iowa)
1872-Red Oak-Hamburg by Burlington & Missouri River (Iowa)
1872-Burlington & Missouri River (Iowa) leased by CB&Q
1880-Plattsmouth Bridge
1880-CB&Q controls KC, SJ & CB RR
1900-CB&Q purchases KC, SJ, & CB RR
1900-track reconstructed-Fairfield-Batavia
1900-track reconstructed MP 272-278 (old right-of-way is now Hwy 34)
1900-reconstructed both mains MP 186.8-196.4
1901-KC, SJ, & CB RR merged into CB&Q
1903-reconstructed MP 460.5-474.0
1930-CTC installed-MP 441.61-MP 467.83
1933-CTC installed-Halipin-Maxon
1948-CTC installed-MP 467.83-Pacific Junction
1964-CTC installed-Aurora-Bristol
1965-CTC installed-Bristol-Mendota
1966-CTC installed-Mendota-Buda

Former CB&Q: Aurora-Mendota-Chicago Division, Chicago & Mendota Sub
(partial-1894) Mendota-Burlington-Galesburg Division, Mendota & Burlington Sub

Former CB&Q: Ottumwa-Creston-Iowa Division, Middle Iowa Division, Ottumwa to Creston/Creston
(partial) To Ottumwa
Creston-Pacific Division-Iowa Division, West Iowa Division, Creston to Council Bluffs/
Council Bluffs to Creston

Former CB&Q: Aurora-Galesburg-Chicago & Aurora Divisions, Galesburg to Aurora/Aurora to Galesburg Subs
Galesburg-Ottumwa-Ottumwa & Creston Divisions, Galesburg to Ottumwa/Ottumwa to Galesburg Subs
Ottumwa-Creston-Ottumwa & Creston Divisions, Ottumwa to Creston/Creston to Ottumwa Subs
Creston-Pacific Jct.-Ottumwa & Creston Divisions, Creston to Omaha/Omaha to Creston Subs

Former CB&Q: Aurora-Galesburg-Chicago & Aurora Divisions, Galesburg to Aurora/Aurora to Galesburg Subs
Galesburg-Ottumwa-Ottumwa Division, Galesburg & Ottumwa Sub
Ottumwa-Pacific Jct.-Ottumwa Division, Ottumwa to UP Transfer/UP Transfer to Ottumwa Subs

BNSF TRACK SEGMENTS-1-99

Former CB&Q: Aurora-Galesburg-Chicago Division, 2d Sub
Galesburg-Ottumwa-Ottumwa Division, 12th Sub
Ottumwa-Pacific Jct.-Ottumwa Division, 13th Sub

Former BN: Aurora-Galesburg-Chicago Division 2d Sub
Galesburg-Ottumwa-Ottumwa Division 12th Sub then 1st Sub
Ottumwa-Pacific Jct.-Ottumwa Division 13th Sub then 2d Sub

Former BN: Aurora-Galesburg-Chicago Division 2d Sub
Galesburg-Pacific Jct.-Galesburg Division 1st Sub

Former BN: Aurora-Galesburg-Galesburg Division, 1st Sub then 4th Sub
Galesburg-Creston-Galesburg Division, 2nd Sub then 6th Sub
Creston-Pacific Jct.-Nebraska Division, 3rd Sub

Former BN: Aurora-Montgomery-Chicago Division, Chicago Sub
Montgomery-Galesburg-Galesburg Division, Mendota Sub
Galesburg-Creston-Galesburg Division, Ottumwa Sub
Creston-Pacific Jct.-Lincoln Division, Creston Sub

Note: Aurora -Montgomery changed to Segment 71

Former BNSF: Montgomery-Galesburg-Illinois Division, Mendota Sub
Galesburg-Creston-Illinois Division, Ottumwa Sub
Creston-Pacific Jct.-Nebraska Division, Creston Sub

Current BNSF: [Montgomery-Galesburg-Chicago Division, Mendota Sub](#)
[Galesburg-Creston-Nebraska Division, Ottumwa Sub](#)
[Creston-Pacific Jct.-Nebraska Division, Creston Sub](#)

2. Pacific Junction-Denver

History: 1867-Pacific Jct.-Omaha (per track record)
1869-Pacific Jct.-MP 12 (per another track record-Omaha bypass)
1870-MP 12-MP 64
1871-MP 64-Inland by St. Joseph & Denver Ry
1871-Lincoln-Harvard by Burlington & Missouri River (Nebraska)
1872-Inland-Hastings by Burlington & Missouri River (Nebraska)
1872-Harvard-Kenesaw by Burlington & Missouri River (Nebraska)
1880-Oxford-Indianola by Burlington & Missouri River (Nebraska)
1881-Indianola-MP 301.12 by B&MR (NE) (relocated at this point)
1881-MP 320,06-Benkelman by B&MR (NE)
1882-Benkelman-Brush by Ft. Morgan, Carr City, & Denver
1882-Brush-Denver by Burlington & Colorado
1883-Kenewsaw-Holdrege by Burlington & Missouri River (Nebraska)
1884-Oxford-Holdrege cutoff by Burlington & Missouri River (Nebraska)
1885-Burlington & Colorado controlled by Burlington & Missouri River (NE)
1886-line relocated MP 33.2-34.88
1907-line relocated MP 34.88-35.9
1908-Burlington & Colorado sold to CB&Q
1910-Cushman-Cobb (new cutoff, see Segment 163 for old line) by CB&Q
1910-line relocated-MP 521.27-Barr
1913-CTC installed-Hastings-MP 160; MP 49.58-154.33
1918-line relocated MP 35.9-38
1922-2nd main line MP 541.33-MP 541.88
1926-line relocated-MP 29.65-30.2
1927-line relocated-MP 22-MP 23
1928-CTC installed-Glenwood-MP 49.12
1932-CTC installed-Pacific Jct.-MP 5

BNSF TRACK SEGMENTS-1-99

1935-relocated-MP 244.44-MP 247.98; MP 253.6-MP 260.85; MP 284.997-MP 285.284.69
1936-relocated MP 128.54-130.3
1937-CTC installed-MP 154.23-Gaines; Akron-MP 535.98; line relocated-MP 374.2-MP 374.04; MP 377.9
MP 378.8; MP 380.0-MP 383.95; MP 382.0-MP 383.95-Akron
1941-line relocated MP 360.11-MP 361.74
1944-CTC installed-Lincoln-MP 149.58
1945-CTC installed-Cushman-Cobb; Gaines-MP 289.0
1946-CTC installed-MP 289.0-MP 301.23; MP 320.06-MP
1947-line relocated MP 42.66-43.43
1948-CTC installed-Pacific Jct.-Council Bluffs
1948-line relocated-MP 6.77-MP 7.55
1952-line relocated-MP 301.23-MP 320.06; CTC installed at the same time
1953-CTC installed-MP 29.19-MP 33
1954-CTC installed-MP 5-MP 29.19 and MP 57.34-Lincoln

Former CB&Q: Pacific Jct.-Lincoln-Omaha Division, Pacific Jct.-Lincoln/Lincoln-Pacific Jct. Subs
Lincoln-Gaines-Lincoln Division, Lincoln to Gaines/Gaines to Lincoln Subs
Hastings-Mc Cook-Mc Cook Division, Hastings to Mc Cook/Mc Cook-Hastings Subs
(including 24.73 miles via Lincoln Division, Hastings-Kenesaw)
Mc Cook-Akron-Mc Cook Division, Mc Cook & Akron Sub
Akron-Denver-Mc Cook Division, Akron & Denver Sub

Former CB&Q: Pacific Jct.-Lincoln-Omaha Division, Pacific Jct.-Lincoln/Lincoln-Pacific Jct. Subs
Lincoln-Hastings-Lincoln Division, Lincoln to Gaines/Gaines to Lincoln Subs
Hastings-Mc Cook-Mc Cook Division, Hastings & Mc Cook Sub
Mc Cook-Denver, Mc Cook Division, Mc Cook & Denver Sub

Former CB&Q: Pacific Jct.-Oreapolis-Lincoln Division, 2d Sub
Oreapolis-Ashland-Lincoln Division, 3d Sub
Ashland-Carling-Lincoln Division 2d Sub
Hall-Carling-Lincoln Division, 8th Sub
Lincoln-Hastings-Lincoln Division 4th Sub
Hastings-Mc Cook-Mc Cook Division 19th Sub
Mc Cook-Denver-Mc Cook Division 20th Sub

Former CB&Q & BN: Pacific Jct.-Oreapolis-Lincoln Division, 2d Sub
Oreapolis-Ashland-Lincoln Division, 3d Sub
Ashland-Carling-Lincoln Division 2d Sub
Hall-Carling-Lincoln Division, 8th Sub
Lincoln-Hastings-Lincoln Division 4th Sub
Hastings-Mc Cook-Lincoln & Alliance Divisions 19th Sub
Mc Cook-Denver-Alliance Division 20th Sub

Former BN: Pacific Jct.-Oreapolis-Lincoln Division, 2d Sub
Oreapolis-Ashland-Lincoln Division, 3d Sub
Ashland-Carling-Lincoln Division, 2d Sub
Hall-Carling-Lincoln Division, 8th Sub
Lincoln-MP 172.00-Lincoln Division, 4th Sub
MP 172.00-Mc Cook-Alliance Division, 1st Sub
Mc Cook-Denver-Alliance Division, 2d Sub

Former BN: Pacific Jct.-Oreapolis-Lincoln Division, 2d Sub
Oreapolis-Ashland-Lincoln Division, 3d Sub
Ashland-Carling-Lincoln Division, 2d Sub
Hall-Carling-Lincoln Division, 8th Sub
Lincoln-Kenesaw-Lincoln Division, 4th Sub
Kenesaw-McCook-Alliance Division, 1st Sub
McCook-Denver-Alliance Division, 2d Sub

Former BN: Pacific Jct.-Oreapolis-Nebraska Division, 2d Sub
Oreapolis-Ashland-Nebraska Division, 3d Sub
Ashland-Carling-Nebraska Division 2d Sub

BNSF TRACK SEGMENTS-1-99

	Hall-Carling-Nebraska Division, 8th Sub Lincoln-Hastings-Nebraska Division 4th Sub Hastings-Mc Cook-Colorado Division 1st Sub Mc Cook-Denver-Colorado Division 2d Sub
Former BN:	Pacific Jct.-Baird Tower-Nebraska Division, 2d Sub Cobb-Hastings-Nebraska Division, 2d Sub (Baird Tower-Cushman-#4, Cushman-Cobb, #163) Hastings-Mc Cook-Colorado Division, 1st Sub McCook-31st St Yard, Colorado Division, 2d Sub
Former BN:	Pacific Jct.-Lincoln-Nebraska Division, 3d Sub Cobb-Mc Cook-Nebraska Division, 5th Sub Mc Cook-Brush Center (then East Brush)-Nebraska Division, 6th Sub Brush Center-31st St. Yard-Denver Division, 2d Sub
Former BN:	Pacific Jct.-Havelock-Lincoln Division, Creston Sub Lincoln-Mc Cook-Mc Cook Division, Hastings Sub Mc Cook-East Brush-Mc Cook Division, Akron Sub Brush Center-31st St Yard-Denver Division, Bush Sub
Former BNSF:	Pacific Jct.-Havelock-Nebraska Division, Creston Sub Lincoln-Cushman-Nebraska Division, Hastings Sub Cobb-Mc Cook-Nebraska Division, Hastings Sub Mc Cook-East Brush-Nebraska Division, Akron Sub Brush Center-31st St. Yard-Colorado Division, Brush Sub
Former BNSF:	Pacific Jct.-Havelock-Nebraska Division, Creston Sub Baird-Mc Cook-Nebraska Division, Hastings Sub Mc Cook-East Brush-Colorado Division, Akron Sub Brush Center-31st St Yard-Colorado Division, Brush Sub
Former BNSF:	Pacific Jct.-End of Creston Sub MP 59.1-Nebraska Division, Creston Sub MP 59.1-MP 59.6 (Baird)-Nebraska Division, Hastings Sub (passenger) MP 59.1-MP 59.6 (Baird)-Nebraska Division, Creston Sub (freight) Baird-Mc Cook-Nebraska Division, Hastings Sub Mc Cook-East Brush-Colorado Division, Akron Sub Brush Center-31st St Yard-Colorado Division, Brush Sub
Former BNSF:	Pacific Jct.-End of Creston Sub MP 59.6-Nebraska Division, Creston Sub MP 59.1-MP 59.6 (Baird)-Nebraska Division, Hastings Sub (passenger) MP 59.1-MP 59.6 (Baird)-Nebraska Division, Creston Sub (freight) Baird-Mc Cook-Nebraska Division, Hastings Sub Mc Cook-East Brush-Powder River Division, Akron Sub Brush Center-31st St Yard-Powder River Division, Brush Sub
Current BNSF:	Pacific Jct.-End of Creston Sub MP 59.6-Nebraska Division, Creston Sub MP 59.1-MP 59.6 (Baird)-Nebraska Division, Hastings Sub (passenger) MP 59.1-MP 59.6 (Baird)-Nebraska Division, Creston Sub (freight) Baird-Mc Cook-Nebraska Division, Hastings Sub Mc Cook-East Brush-Colorado Division, Akron Sub Brush Center-31st St Yard-Colorado Division, Brush Sub

3. Aurora-7th Street

History:	1869-Portage-Dubuque by Illinois Central (basis of trackage rights) 1871-Aurora-Rochelle by Chicago & Iowa 1871-Rochelle-Oregon by Ogle & Carroll County RR (and merged into the C&I above) 1885-Agreement with St. Paul, Minneapolis, & Manitoba (GN) for joint terminals 1886-La Crosse-Winona by Chicago, Burlington & Northern 1886-Savannah-Fulton by Chicago, Burlington, & Northern 1886-entire line opened with trackage rights over SPM&M between St. Paul & Minneapolis 1889-Trackage rights granted Portage-Dubuque
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BNSF TRACK SEGMENTS-1-99

1890-CB&Q controls CB&N
1892-Chicago & Iowa merged with CB&Q
1899-CB&N merged with CB&Q
1928-CTC installed-Passenger line, North La Crosse
1934-line relocated MP 95.7-97.34
1937-line relocated-MP 45.73-46.87; 54.77-56.0; 69.26-70.95; 90.27-91.71
1943-line relocated-MP 122.05-123.1
1946-line relocated-MP 104.59-106.56
1946-CTC installed-MP 295-Harrington
1947-line relocated-MP 137.808-138.78 (mileage reduced); MP 139-140
1948-line relocated-MP 133.32-136.0; 140.0-141.99
1999-trackage rights granted as condition of IC repurchase of CC&P
Sold: [1994-Portage-East Cabin to BN by CC&P](#)

NOTES: Also see segment 8824 for the ex-MILW joint line for eastbound running between St. Paul & St. Croix
The Portage-Dubuque line shows built by Illinois Central, however, the 1923 “Moody’s book shows leased from CB&Q. Whoever is right, it is now owed by BNSF with IC/CN having rights over BNSF. Illinois Central reached Dubuque in 1856 from Centralia.

Former CB&Q: Aurora-Oregon-Chicago Division, Aurora & Forreton Branch (partial, 1894)

Former CB&Q: Aurora-Savanna-Chicago & Aurora Divisions, Aurora & Savanna Sub (includes IC trackage rights listed below)
Savanna-North La Crosse-La Crosse Division, Savanna to North La Crosse Sub/North La Crosse to Savanna Sub
North La Crosse-Minneapolis-La Crosse Division, North La Crosse to Minneapolis/Minneapolis to North La Crosse Subs (includes reference to Joint Timetable St. Croix-Dayton Tower via CB&Q/MILW and St. Paul-Minneapolis via GN, 10.53 miles.)

Former CB&Q: Aurora-Savanna-Chicago & Aurora Divisions, Aurora & Savanna Sub (includes IC trackage rights listed below)
Savanna-North La Crosse-Chicago & Aurora Divisions, Savanna & North La Crosse Sub
North La Crosse-St. Croix-Chicago & Aurora Divisions, North La Crosse & St. Croix Sub
St. Croix-7th Street-Joint Timetable (with MILW-segment 8824)

Former ICG: Portage-Dubuque-Northern Division, Dubuque District

Former CC&P: Portage-East Dubuque-Eastern Division, Dubuque Sub

Original BN: Aurora-Savanna (yard)-Chicago Division, 3d Sub
Savanna (yard)-St. Croix Tower-Chicago Division, 4th Sub (includes trackage rights ICG-Portage-East Cabin-12.5 miles)
St. Croix-St. Paul-Joint with Milw-Twin Cities Terminal, 1st Sub*

Former BN: Aurora-Savanna (yard)-Chicago Division, 3d Sub
Savanna (yard)-St. Croix Tower-Chicago Division, 4th Sub (includes trackage rights ICG-Portage-East Cabin, then CC&P trackage rights-Portage-East Dubuque)
St. Croix Tower-7th St, Minnesota Division, 7th then 1st Sub

Former BN: Aurora-Savanna-Lakes Division, 2nd Sub
Savanna-St. Croix-Lakes Division, 3rd Sub (with above rights via CC&P)
St. Croix-7th St.-Lakes Division, 5th Sub

Former BN: Aurora-North La Crosse-Galesburg Division, 2d Sub (with above rights via CC&P)
North La Crosse-7th St-Galesburg Division, 3d Sub

Former BN: Aurora-North La Crosse-La Crosse Division, Aurora Sub
North La Crosse-St Croix-La Crosse Division, St Croix Sub
St Croix-7th St-Minnesota Division, St Paul Sub

Former BNSF: Aurora-North La Crosse-Minnesota Division, Aurora Sub
North La Crosse-St Croix-Minnesota Division, St Croix Sub
St Croix-7th St-Minnesota Division, St Paul Sub

BNSF TRACK SEGMENTS-1-99

Former BNSF: Aurora-North La Crosse-Chicago Division, Aurora Sub
North La Crosse-St Croix-Twin Cities Division, St Croix Sub
St Croix-7th St-Twin Cities Division, St Paul Sub

Current BNSF: Aurora-North La Crosse-Chicago Division, Aurora Sub
North La Crosse-St Croix-Chicago Division, St Croix Sub
St Croix-7th St-Twin Cities Division, St Paul Sub

4. Baird Tower (Lincoln)-Huntley

History: 1879-York-Aurora by Republican Valley RR
1879-Lincoln-Seward by Lincoln & North Western
1880-Lincoln & North Western leased by Burlington & Missouri River (Nebraska)
1882-Republican Valley RR sold to CB&Q
1884-Aurora-Grand Island by Republican Valley RR
1886-Grand Island-Ravenna by Grand Island & Wyoming Central & leased to CB&Q
1886-Ravenna-Anselmo by Grand Island & Wyoming Central, operated by B&MR(NE)
1887-Anselmo-Whitman by Grand Island & Wyoming Central
1888-Whitman-Alliance by Grand Island & Wyoming Central
1889-Alliance-Dewey by Grand Island & Wyoming Central
1889-Dewey-Newcastle by Grand Island & Northern Wyoming
1889-90-Newcastle-MP 527 by Grand Island & Northern Wyoming
1890-MP 527-Colloid by Grand Island & Northern Wyoming
1891-Colloid-Gillette by Grand Island & Northern Wyoming
1892-Gillette-MP 703 by Grand Island & Northern Wyoming
1893-MP 703-Kleenburn by Grand Island & Northern Wyoming
1894-Kleenburn-20.19 miles nw near Montana Border & connection to Big Horn Southern by Grand Island & Northern Wyoming
1894-Big Horn Southern connection-Huntley by Big Horn Southern
1897-Grand Island & Wyoming Central, Big Horn Southern, and Grand Island & Northern Wyoming sold to CB&Q
1907-Lincoln-Seward rebuilt by CB&Q
1907-MP 303.8-324.3 relocated
1925-MP 125.56-127.77 relocated
1950-CTC installed-Ravenna-Seneca
1950-line relocated-MP 126.91-127.3
1951-CTC installed-Seneca-Alliance

Former CB&Q: Lincoln-Ravenna-Lincoln Division, Lincoln & Ravenna Sub
(partial) Ravenna-Seneca-Alliance Division, Ravenna & Seneca Sub
Seneca-Alliance-Alliance Division, Seneca & Alliance Sub
Alliance-Edgemont-Alliance Division, Alliance & Edgemont Sub

Former CB&Q: Lincoln-Ravenna-Lincoln Division, Lincoln & Ravenna Sub
Hall Tower-Carling-Lincoln Division, Lincoln to Gaines/Gaines to Lincoln Subs
Ravenna-Seneca-Alliance & Sterling Divisions, Ravenna & Seneca Sub
Seneca-Alliance-Alliance & Sterling Divisions, Seneca & Alliance Sub
Alliance-Edgemont-Alliance & Sterling Divisions, Alliance & Edgemont Sub
Edgemont-Gillette-Casper & Sheridan Divisions, Edgemont & Gillette Sub
Gillette-Sheridan-Casper & Sheridan Divisions, Gillette & Sheridan Sub
Sheridan-Huntley-Casper & Sheridan Divisions, Sheridan & Huntley Sub

Former CB&Q: Lincoln-Ravenna-Lincoln Division, 7th Sub
Ravenna-Alliance-Alliance Division, 31st Sub
Alliance-Edgemont-Alliance Division, 32d Sub
Edgemont-Sheridan-Alliance Division, 34th Sub
Sheridan-Huntley-Alliance Division, 35th Sub

Original BN: Edgemont-Sheridan-Yellowstone Division, 17th Sub*, then 13th Sub
Sheridan-Huntley-Yellowstone Division, 16th Sub*, then 12th Sub

BNSF TRACK SEGMENTS-1-99

	Lincoln-Ravenna-Lincoln Division, 7th Sub* Ravenna-Alliance-Alliance Division, 31st Sub*, then 11th Sub Alliance-Edgemont-Alliance Division, 32d Sub*, then 12th Sub
Former BN:	Lincoln-Ravenna-Lincoln Division, 7th Sub Ravenna-Alliance-Alliance Division, 11th Sub Alliance-Edgemont-Alliance Division, 12th Sub Edgemont-Gillette-Alliance Division, 13th Sub Gillette-Huntley-Yellowstone Division, 3d Sub
Former BN: (1978)	Lincoln-Ravenna-Nebraska Division, 7th Sub Ravenna-Alliance-Alliance Division, 1st Sub Alliance-Edgemont-Alliance Division, 2d Sub Edgemont-Gillette-Alliance Division, 3d Sub Gillette-Huntley-Yellowstone Division, 3d Sub
Former BN:	Baird Tower-Cushman-Nebraska Division, 2d Sub Hobson-Ravenna-Nebraska Division, 7th Sub Ravenna-Alliance-Alliance Division, 1st Sub Alliance-Edgemont-Alliance Division, 2d Sub Edgemont-Gillette-Alliance Division, 3d Sub Gillette-Huntley-Yellowstone Division, 3d Sub Hall Tower-Carling-Nebraska Division, 1st & 8th Subs Havelock-Lincoln-Nebraska Division, 2d Sub
Former BN:	Hobson-Alliance-Nebraska Division, 2d Sub Carling-Nebraska Division, 1st Sub Lincoln-Nebraska Division, 3d Sub Lincoln-Cushman-Nebraska Division, 5th Sub Ravenna-Alliance-Denver Division, 12 th Sub Alliance-Edgemont-Denver Division, 4th Sub Edgemont-Gillette-Denver Division, 5th Sub Gillette-Huntley-Denver Division, 6th Sub
Former BN:	Hobson-East Alliance-Nebraska Division, 2d Sub Carling-Nebraska Division, 1st Sub Lincoln-Nebraska Division, 3d Sub Lincoln-Cushman-Nebraska Division, 5th Sub Ravenna-East Alliance-Denver Division, 12 th Sub East Alliance-Edgemont-Denver Division, 4th Sub Edgemont-Gillette-Denver Division, 5th Sub Gillette-Huntley-Denver Division, 6th Sub
Former BN:	Hobson-Ravenna-Lincoln Division, Ravenna Sub Ravenna-Alliance (East Alliance after 1/93)-Alliance Division, Sand Hills Sub Alliance (East Alliance)-Edgemont-Alliance Division, Butte Sub Edgemont-Gillette-Powder River Division, Black Hills Sub Gillette-Huntley-Powder River Division, Big Horn Sub Hall Tower-Carling-Lincoln Division, St Joseph Sub Havelock-Lincoln-Lincoln Division, Creston Sub
Former BNSF:	Lincoln-Nebraska Division, Creston & St. Joseph Subs Hobson-Ravenna-Nebraska Division, Ravenna Sub Ravenna-East Alliance-Powder River Division, Sand Hills Sub East Alliance-Edgemont-Powder River Division, Butte Sub Edgemont-Gillette-Powder River Division, Black Hills Sub Gillette-Huntley-Yellowstone Division, Big Horn Sub
Former BNSF:	Hobson-Ravenna-Nebraska Division, Ravenna Sub (11/00 changed to MP 59.6-Ravenna) Ravenna-East Alliance-Powder River Division, Sand Hills Sub East Alliance-Edgemont-Powder River Division, Butte Sub Edgemont-Gillette-Powder River Division, Black Hills Sub Gillette-Huntley-Powder River Division, Big Horn Sub Lincoln-Cushman-Nebraska Division, Creston & St Joseph Subs
Former BNSF:	MP 59.6 (end of Creston Sub) MP 0.0 (Beginning of Ravenna Sub)-Ravenna-Nebraska Division, Ravenna Sub Ravenna-East Alliance-Powder River Division, Sand Hills Sub

BNSF TRACK SEGMENTS-1-99

East Alliance-Edgemont-Powder River Division, Butte Sub
Edgemont-West Gillette-Powder River Division, Black Hills Sub
West Gillette-Huntley-Montana Division, Big Horn Sub

Current BNSF: MP 59.6 (end of Creston Sub) MP 0.0 (Beginning of Ravenna Sub)-Ravenna-Nebraska
Division, Ravenna Sub
Ravenna-East Alliance-Powder River Division, Sand Hills Sub
East Alliance-Edgemont-Powder River Division, Butte Sub
Edgemont-West Gillette-Powder River Division, Black Hills Sub
West Gillette-Huntley-Powder River Division, Big Horn Sub

5. Northport-Laurel

History: 1873-Lincoln-MP2
1877-Seward-York
1879-MP 2-Seward
1879-York-Aurora
1884-Aurora-Grand Island
1888-Grand Island-MP 120
1889-Laurel-Silesa by Rocky Fork & Cooke City RR
1890-Rocky Fork & Cook City RR under NP control
1890-Wendover-Orin Jct. by Colorado & Southern
1895-Fromberg-Silesa by Rocky Fork & Cooke City RR
1898-Rocky Fork & Cook City RR sold to NP
1899-Northport-Prinz by Nebraska, Wyoming, & Western
1900-Prinz-Guernsey by Nebraska, Wyoming, & Western
1904-Fromberg-Casper by CB&Q
1906-Frannie-Kirby by Big Horn RR
1907-relocated Cushman-MP21.51
1908-Nebraska, Wyoming, & Western and Big Horn RR deeded to CB&Q
1910-Kirby-Thermopolis by CB&Q
1911-CB&Q gains trackage rights over NP-Fromberg-Laurel (lease agreement)
1913-Casper-Thermopolis by CB&Q
1914-Casper-Orin Jct. by CB&Q
1913-15-Guernsey-Wendover by CB&Q
1916-CB&Q leases Wendover-Orin Jct. from Colorado & Southern
1919-relocated MP 87.4-MP 91
1920-Lusite-MP 294.5 relocated due to washout by CB&Q
1923-Bonneville-Follolm relocated by CB&Q; MP296.5-303.85
1924-line relocated due to washout, MP 284-294.60
1925-relocated MP 116.8-117.8
1950-MP 129.5-131.5 grade raised by CB&Q
1950-MP 307.39-MP 319.54 relocated by CB&Q due to Boysen Dam Project
1951-relocated Jct. with Seward Freight Line-MP 30
1956-CTC installed-Guernsey-Wendover by CB&Q
1956-line relocated MP 115.55-118.56
1965-MP 423-MP 433 relocated by CB&Q

Note: Because of conflicts between references and track plan construction, below is listed the dates from the CB&Q track plans of construction:

1890-Wendover-Orin Jct. by Colorado & Southern
1899-Northport-Prinz
1900-Prinz-Guernsey
1901-Frannie-MP 463.5

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1906-MP 370-Frannie
1907-Kirby-MP 370
1910-MP 322-Kirby
1910-MP 463.5-Wade
1911-MP 330-MP 322
1911-Wade-Fromberg
1912-MP 248-MP 320
1913-Casper-MP 248
1913-15-Guernsey-Wendover
1914-Orin Jct.-Casper

Former CB&Q: Northport-Guernsey-Alliance & Sterling Divisions, Alliance & Guernsey Sub Note: when this was the Sterling Division alone, it was the Northport & Guernsey Sub
Guernsey-Casper-Casper & Sheridan Divisions, Guernsey & Casper Sub
Casper-Bonneville-Casper & Sheridan Divisions, Casper & Bonneville Sub
Bonneville-Greybull-Casper & Sheridan Divisions, Bonneville & Greybull Sub
Greybull-Fromberg-Casper & Sheridan Divisions, Greybull & Fromberg Sub

Former CB&Q: Northport-Guernsey-Alliance Division, 36th Sub
Guernsey-Casper-Alliance Division, 37th Sub
Casper-Greybull-Alliance Division, 39th Sub
Greybull-Laurel-Alliance Division, 40th Sub

Former NP: Fromberg-Laurel-Montana Division, 7th Sub

Former NP: Fromberg-Laurel-Yellowstone Division, 12th Sub

Original BN: Bonneville-Greybull-Rocky Mountain Division, 22d Sub*
Greybull-Fromberg-Rocky Mountain Division, 21st Sub*
Fromberg-Laurel-Rocky Mountain Division, 7th Sub*
Northport-Guernsey-Alliance Division, 34th Sub*
Guernsey-Casper-Alliance Division, 35th Sub*
Casper-Bonneville-Rocky Mountain Division, 37th Sub*

Former BN: Northport-Guernsey-Alliance Division, 17th Sub
Guernsey-Bonneville-Alliance Division, 18th Sub
Bonneville-Laurel-Rocky Mountain Division, 16th Sub

Former BN:
(1976) (partial listing)
Northport-Guernsey-Alliance Division, 17th Sub
Guernsey-Casper-Alliance Division, 18th Sub

Former BN:
(1978) Northport-Guernsey-Alliance Division, 7th Sub
Guernsey-Casper-Alliance Division, 8th Sub
Casper-Bonneville-Rocky Mountain Division, 6th Sub
Bonneville-Laurel-Rocky Mountain Division, 7th Sub

Former BN: Northport-Guernsey-Alliance Division, 8th Sub
Guernsey-Casper-Alliance Division, 9th Sub
Casper-Laurel-Rocky Mountain Division, 6th Sub. After sale to MRL, Yellowstone
Division, 6th Sub

Former BN: Northport-Guernsey-Denver Division, 9th Sub
Guernsey-Casper-Denver Division, 8th Sub
Casper-Laurel-Denver Division, 7th Sub

Former BN: Northport-Bridger Jct.-Denver Division, 7th Sub
Bridger Jct.-Laurel-Denver Division, 8th Sub

Former BN: Northport-Guernsey-Alliance Division, Valley Sub
Guernsey-Bridger Jct.-Powder River Division, Canyon Sub
Bridger Jct.-Laurel-Denver Division, Casper Sub

Former BNSF: Northport-Guernsey-Powder River Division, Valley Sub
Guernsey-Bridger Jct.-Powder River Division, Canyon Sub
Bridger Jct.-Laurel-Yellowstone Division, Casper Sub

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Former BNSF: Northport-East Guernsey-Powder River, Valley Sub
East Guernsey-Bridger Jct.-Powder River Division, Canyon Sub
Bridger Jct.-Laurel-Colorado Division, Casper Sub

Former BNSF: Northport-East Guernsey-Powder River, Valley Sub
East Guernsey-Bridger Jct.-Powder River Division, Canyon Sub
Bridger Jct.-Laurel-Montana Division, Casper Sub

Current BNSF: [Northport-East Guernsey-Powder River, Valley Sub](#)
[East Guernsey-Bridger Jct.-Powder River Division, Canyon Sub](#)
[Bridger Jct.-Laurel-Colorado Division, Casper Sub](#)

6. Galesburg-Rio (Plum River)

History: 1886 by Galesburg & Rio
1899-merged into CB&Q

Former CB&Q: Galesburg-Rio-Galesburg Division, Galesburg & Rio Branch

Former CB&Q: Galesburg-Rio-Galesburg Division, Galesburg & Savanna Sub

Former CB&Q: Galesburg-Rio-Galesburg & Beardstown Divisions, Savanna & Galesburg Sub

Former CB&Q: Galesburg-Rio-Chicago & Aurora Divisions, Savanna Tower & Galesburg Sub

Former CB&Q &BN: Galesburg-Rio-Chicago Division, 5th Sub (1970-1980)

Note: Changed to Plum River from part of segments 7, 9, & 10

Former BN: Galesburg-Plum River, Chicago Division 3rd Sub then 5th Sub

Former BN: Galesburg-Plum River, Galesburg Division, Barstow Sub

Former BNSF: Galesburg-Plum River, Illinois Division, Barstow Sub

Current BNSF: [Galesburg-Plum River-Chicago Division, Barstow Sub](#)

7. (Rio) Barstow-Terminal Rock Island

History: 1884-built by Davenport, Rock Island, & North Western
1899-bridge built over Mississippi River
1901-leased by CB&Q and MILW

Note: CB&Q track plans show the following dates of construction:
1870-Rio-Maroon
1870-Barstow-East Moline
1873-Maroon-Colona
1877-Calona-Barstow
1879-East Moline-Rock Island

Also see Segments 57, 815, 817, 949

Note 2: Master list shows this Alexis-Rock Island, with the Alexis-Barstow abandoned 2001.

DRI&NW: [Terminal Jct.-East Wye Switch, 2nd Sub](#)
[East Wye Switch-Clinton, 1st Sub](#)

Former CB&Q: Rio-Rock Island-St. Louis Division, North & Middle Divisions

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- Former CB&Q: Rio-Barstow-Galesburg Division, Galesburg to Savannah/Savanna to Galesburg Subs
Rock Island-Barstow-Galesburg Division, Rock Island &
Barstow Sub (includes trackage rights Rock Island-29th St., 1.6 via
DRI&NW Ry)
- Former CB&Q: Rio-Barstow-Galesburg Division, Galesburg & Savannah Sub
Rock Island-Barstow-Galesburg Division, Rock Island &
Barstow Sub (includes trackage rights Terminal Jct.-Clinton via
DRI&NW Ry)
- Former CB&Q: Rio-Barstow-Galesburg Division, Galesburg to Savannah/Savanna to Galesburg Subs
Rock Island-Barstow-Galesburg Division, Rock Island &
Barstow Sub (includes trackage rights Rock Island-Clinton, .6 via
DRI&NW Ry)
- Former CB&Q: Rio-Barstow-Galesburg & Beardstown Divisions, Savannah & Galesburg Sub
Barstow-Terminal Rock Island-Galesburg & Beardstown Divisions, Terminal Jct. &
Barstow Subs (includes trackage rights Terminal Jct.-Rock Island .64 miles via
DRI&NW Ry)
- Former CB&Q: Rio-Barstow-Chicago & Aurora Divisions, Savanna Tower & Galesburg Sub
Barstow-Terminal Rock Island-Chicago & Aurora Divisions, Terminal Jct. & Barstow
Sub (includes trackage rights Terminal Jct.-Rock Island .64 miles via DRI&NW Ry)
- Former CB&Q & BN: Rio-Barstow-Chicago Division, 5th Sub
Barstow-Terminal Rock Island-Chicago Division, 7th Sub (“other” in 1986) and
includes trackage rights via DRI&NW Terminal Rock Island
- Note: Rio-Barstow changed to segment 6
- Former BN: Barstow-Terminal Rock Island-Galesburg Division, “other”
- Former BN: Barstow-Terminal Rock Island-Galesburg Division, Barstow Sub
- Former BNSF: Barstow-Terminal Rock Island-Illinois Division, Barstow Sub
- Current BNSF: [Barstow-Terminal Rock Island-Chicago Division, Barstow Sub, Rock Island Spur](#)

8. Barstow-Agnew

- History: 1870 by CB&Q
Abandoned: 1985-Earlville-Lyndon
- Former CB&Q: St. Louis Division, Sterling Branch
- Former CB&Q: Barstow-Denrock-Galesburg Division, Galesburg & Savanna Sub
Denrock-Agnew-Galesburg Division, Agnew & Denrock Sub
- Former CB&Q: Barstow-Denrock-Galesburg Division, Galesburg to Savanna Sub/Savanna to Galesburg
Sub
Denrock-Agnew-Galesburg Division, Agnew & Denrock Sub
- Former CB&Q: Barstow-Denrock-Galesburg & Beardstown Divisions, Savanna & Galesburg Sub
Denrock-Agnew-Galesburg & Beardstown Divisions, Agnew & Denrock Sub
- Former CB&Q: Barstow-Denrock-Chicago & Aurora Divisions, Savanna Tower & Galesburg Sub
Denrock-Agnew-Chicago & Aurora Divisions, Agnew & Denrock Sub
- Former CB&Q & BN: Barstow-Denrock-Chicago Division, 5th Sub*
Denrock-Agnew-Chicago Division, 6th Sub*
- Former BN: Barstow-Denrock-Chicago Division, 5th Sub
Denrock-Agnew-Chicago Division, “other”
- Note: [Lyndon-Sterling changed to segment 818 via trackage rights.](#)

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Former BN: Denrock-Lyndon-Galesburg Division, "other"
Former BN: Denrock-Agnew-Galesburg Division, Barstow Sub
Former BNSF: Denrock-Lyndon-Illinois Division, Barstow Sub
Current BNSF: not listed (see segment 818)

9. Mendota-Lass

History: 1871-Mendota-Prophetstown by CB&Q
1872-Prophetstown-Lass by CB&Q
Abandoned: 1985-Mendota-Denrock

Note: This segment connected with segment 61 at one time; Master list shows this to be Mendota-Garden Plain

Former CB&Q: Chicago Division, Mendota, Clinton, & Fulton Branch

Former CB&Q: Mendota-Walnut-Chicago & Aurora Divisions, Mendota & Walnut Sub
Walnut-Denrock-Chicago & Aurora Divisions, Streator & Denrock Sub
Denrock-Lass-Galesburg Division, Galesburg & Savanna Sub

Former CB&Q: Mendota-Walnut-Chicago & Aurora Divisions, Mendota & Walnut Sub
Walnut-Denrock-Chicago & Aurora Divisions, Streator & Denrock Sub
Denrock-Lass-Galesburg Division, Galesburg to Savanna Sub/Savanna to Galesburg Sub

Former CB&Q: Mendota-Denrock-Chicago & Aurora Divisions, Mendota & Denrock Sub
Denrock-Lass-Galesburg & Beardstown Divisions, Savanna Tower & Galesburg Sub

Former CB&Q: Mendota-Denrock-Chicago & Aurora Divisions, Mendota & Denrock Sub
Denrock-Lass-Chicago & Aurora Divisions, Savanna Tower & Galesburg Sub

Former CB&Q: Mendota-Denrock-Chicago Division, 10th Sub*
Denrock-Lass-Chicago Division, 5th Sub*

Former BN: Mendota-Denrock-Chicago Division, 10th Sub then 9th Sub
Denrock-Lass-Chicago Division, 5th Sub

Note: Denrock-Lass changed to segment 6

10. Lass-Savanna Yard

History: 1886-Ebner-Savannah by CB&Q
1904-Lass-Ebner by CB&Q

Note: This segment connected with segment 69 at Ebner at one time.

Former CB&Q: Lass-Savanna-Galesburg Division, Galesburg & Savanna Sub

Former CB&Q: Lass-Savanna-Galesburg Division, Galesburg to Savanna Sub/Savanna to Galesburg Sub

Former CB&Q: Lass-Savanna Tower-Galesburg & Beardstown Divisions, Savanna Tower & Galesburg Sub

Former CB&Q: Lass-Savanna Tower-Chicago & Aurora Divisions, Savanna Tower & Galesburg Sub

Former CB&Q & BN: Lass-Savanna Yard-Chicago Division, 5th Sub*

Changed to Segment 6

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11. Galesburg-West Quincy

History: 1855-Quincy-MP 243 by Northern Cross RR
1856-MP 243-Galesburg by Northern Cross RR
1857-Northern Cross RR renamed Quincy & Chicago
1860-Quincy-West Quincy by Quincy & Palmyra
1864-merged Quincy & Chicago into CB&Q system
1867-Quincy & Palmyra merged into Hannibal & St. Joseph
1894-Hannibal & St. Joseph controlled by CB&Q
1901-Hannibal & St Joseph merged into CB&Q
1905-1906-grade change at Galesburg
1910-2d track constructed MP 180.5-MP 182.77, 1st track removed 1919
1928-CTC installed-West Quincy
1930-line relocated-MP 165-166.7
1952-realignment-MP 212.99-213.83
1953-MP 249.44-250.67 relocated
1954-line relocated-MP 255.4-256.62
1955-realignment-MP 218.09-219; 220.96-222.71
1955-CTC installed Quincy-MP 188.5
1955-line change at MP 191.5-192.8
1955-CTC installed MP 219-MP 222
1856-CTC installed -Waterman-Galesburg
1959-CTC installed MP 188.5-MP 219
1960-CTC installed MP 175-Waterman
1960-relocated Quincy-West Quincy

Leased: 2003-Quincy Jct.-La Prairie-Burlington Jct. RY

Former CB&Q: Galesburg-Quincy-Galesburg Division, Galesburg & Quincy Sub
Former CB&Q: Galesburg-West Quincy-Galesburg Division Galesburg & West Quincy Sub
Former CB&Q: Galesburg-West Quincy-Galesburg & Beardstown Divisions Galesburg & West Quincy Sub
Former CB&Q: Galesburg-West Quincy-Hannibal Division, Galesburg & West Quincy Sub
Former CB&Q & BN: Galesburg-West Quincy-Hannibal Division, 18th Sub*
Former BN: Galesburg-West Quincy-Hannibal Division, 11th Sub, then 10th Sub
Former BN: Galesburg-West Quincy-Hannibal Division, 1st Sub except between West Quincy and Mark which is Galesburg Division, 3d Sub
Former BN: Galesburg-West Quincy-Galesburg Division, 4th Sub then 2nd Sub, then 7th Sub
Former BN: Galesburg-West Quincy-Galesburg Division, Brookfield Sub
Former BNSF: Galesburg-West Quincy-Illinois Division, Brookfield Sub
Former BNSF: Galesburg-West Quincy-Chicago Division, Brookfield Sub

Current BJR: West Quincy-La Prairie

Current BNSF: Galesburg-La Prairie-Chicago Division, Brookfield Sub

12. Bushnell-Concord-East St. Louis; Bushnell-Roseville

History: 1870 by Rockford, Rock Island, & St. Louis
1876-East Alton-St. Louis-name changed to St. Louis, Rock Island, & Chicago RR
1879-St. Louis, Rock Island, & Chicago RR leased by CB&Q

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1899-St. Louis, Rock Island, & Chicago RR sold to CB&Q
1919-relocated MP 118.6-120.5
1925-Vermont-Beardstown by CB&Q
1948-CTC installed at Beardstown
1948-relocated MP 116.5-117.3
1953-relocated MP 114.0-116.23
1954-relocated MP 122.98-Centralia

Abandoned: 1938-Gerlew-Roseville
Unk-Gerlew-Alexis
1980-East Alton-Whitehall
1981-Bushnell-Roseville
1983-Concord-Whitehall

Note: This segment used to connect with segment 68 at Gerlaw

Former CB&Q: Bushnell-Beardstown-St. Louis Division, North & Middle Divisions
Beardstown-St. Louis-St. Louis Division, South Division (includes mileage over CCC&StL-Wann-St. Louis)

Former CB&Q: Beardstown-East St. Louis-Beardstown Division, Beardstown & St. Louis Sub
(includes 19.65 miles via NYC & Alton RR)
Bushnell-Roseville-Beardstown Division, Rio & Beardstown Sub

Former CB&Q: Beardstown-East St. Louis-Galesburg & Beardstown Divisions, Beardstown & East
Alton Sub
Bushnell-Roseville-Galesburg & Beardstown Divisions, Monmouth & Beardstown Sub

Former CB&Q: Bushnell-East St. Louis-Hannibal Division, Bushnell & East Alton Sub
Bushnell-Roseville-Hannibal Division, Roseville Spur
includes trackage rights via Conrail/ICG, & TRAA RR's East Alton-East St. Louis
(segment 105)

Former CB&Q & BN: Bushnell-East Alton-Hannibal Division, 26th Sub*
Bushnell-Roseville-Hannibal Division, Roseville Spur*
trackage rights as mentioned above

Former BN: Bushnell-East Alton-Hannibal Division, 17th Sub
Bushnell-Roseville-Hannibal Division, 18th Sub
trackage rights as mentioned above

Former BN: Bushnell-Concord-Hannibal Division, 6th Sub
Concord-East Alton-Hannibal Division, 7th Sub
Bushnell-Roseville-Hannibal Division, 19th Sub
trackage rights as mentioned above

Former BN: Bushnell-Concord-Hannibal Division, 6th Sub
Concord-East St. Louis-Hannibal Division, 7th Sub
Bushnell-Roseville-Hannibal Division, "other"
trackage rights as mentioned above

Former BN: Bushnell-Concord-Hannibal Division, 5th Sub
Whitehall-Concord-Hannibal Division, "other"

Former BN: Bushnell-Concord-Galesburg Division, 6th Sub, then 4th Sub, then 9th Sub
Concord-East St. Louis-Galesburg Division, "other"

Former BN: Bushnell-Concord-Galesburg Division, Beardstown Sub

Former BNSF: Bushnell-Concord-Illinois Division, Beardstown Sub

Former BNSF: West Bushnell-Concord-Chicago Division, Beardstown Sub

Current BNSF: West Bushnell-Concord-Springfield Division, Beardstown Sub

13. Concord-Metropolis; Mining Spurs

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History:	1872-Jacksonville-Virden 1880-Virden-Litchfield 1882-Litchfield-Smithboro 1883-Smithboro-Centralia 1904-Concord-Jacksonville by CB&Q 1906-Centralia-Herrin Jct. & coal mines by CB&Q 1906-7-rebuilt Jacksonville-Herrin Jct. 1910-West Vienna-Metropolis by CB&Q
Former CB&Q:	Concord-Centralia-Beardstown Division, Concord & Centralia Sub Centralia-Herrin Jct.-Beardstown Division, Centralia & Herrin Sub Herrin Jct.-Paducah-Beardstown Division, Herrin Jct. & Paducah Sub (includes 15.73 miles via C&EI see segment 8009, Neilson-W.V. Tower and .99 miles via P&I RR, CB&Q Jct.-Metropolis)
Former CB&Q:	Concord-Centralia-Galesburg & Beardstown Divisions, Concord & Centralia Sub Centralia-Paducah-Galesburg & Beardstown Division, Centralia & CB&Q Jct. Sub
Former CB&Q:	Concord-Paducah-Hannibal Division, Concord & CB&Q Jct Sub includes several trackage rights
Former CB&Q:	Concord-Paducah-Hannibal Division, 26th Sub (includes 15.9 miles via CE&I-see segment 8009; 23.2 miles via IC-Burlington Jct-Paducah) Old Ben 28-Hannibal Division, 26th Sub Spur
Former ICG:	Burlington Jct.-Paducah-Midwest Division, Paducah & Illinois R.R. (trackage rights)
Former BN:	Concord-Paducah-Hannibal Division, 27th Sub (includes 15.9 miles via CE&I-see segment 8009; 23.2 miles via IC-Burlington Jct-Paducah) Old Ben 28-Hannibal Division, 27th Sub Spur
Former BN:	Concord-Paducah-Hannibal Division, 19th Sub then 6th Sub
Former BN:	Concord-Paducah-Galesburg Division , 6 th Sub, then 4 th Sub, then 9 th Sub (includes trackage rights via MP Neilson-West Vienna & ICG Burlington Jct.-Paducah)
Former BN:	Concord-Paducah-Galesburg Division, Beardstown Sub Waltonville-Orient 6-Galesburg Division, Beardstown Sub Sessor-Old Ben 21-Galesburg Division, Beardstown Sub Sessor-Old Ben 26-Galesburg Division, Beardstown Sub Meyer-Old Ben 24-Galesburg Division, Beardstown Sub Burlington-Metropolis-Galesburg Division, Beardstown Sub
Former BNSF:	Concord-Paducah-Illinois Division, Beardstown Sub Waltonville-Orient 6-Illinois Division, Beardstown Sub Sessor-Old Ben 21-Illinois Division, Beardstown Sub-changed to segment 979 7/00 Sessor-Old Ben 26-Illinois Division, Beardstown Sub-changed to segment 981 7/00 Meyer-Old Ben 24-Illinois Division, Beardstown Sub Burlington-Metropolis-Illinois Division, Beardstown Sub
Former BNSF:	Concord-Paducah-Illinois Division, Beardstown Sub Waltonville-Orient 6-Illinois Division, Beardstown Sub Meyer-Old Ben 24-Illinois Division, Beardstown Sub
Current CN/IC:	Burlington Jct.-Paducah-Paducah & Louisville RR
Former BNSF:	Concord-Neilson-Chicago Division, Beardstown Sub (Neilson-West Vienna via UP-see Segment 8009) West Vienna-Paducah (includes IC trackage rights)-Chicago Division, Beardstown Sub Burlington Jct-Metropolis-Chicago Division, Beardstown Sub Waltonville-Orient 6-Chicago Division, Beardstown Sub Virdin-Crown II-Chicago Division, Beardstown Sub

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Current BNSF: Concord-Neilson-Springfield Division, Beardstown Sub
(Neilson-West Vienna via UP-see Segment 8009)
West Vienna-Paducah (includes IC trackage rights)-Springfield Division, Beardstown Sub
Burlington Jct-Metropolis-Springfield Division, Beardstown Sub

14. Burlington-North Market, Machens-Grand Avenue, West Quincy-Mark

History: 1852-Hannibal-Quincy by Quincy & Palmyra RR
1855-57-Keokuk-Viele by Keokuk, Mt. Pleasant, & Muscatine
1858-59-Viele-Ft. Madison by Iowa Southern
1860-Quincy-Mark by Quincy & Palmyra RR
1867-Quincy & Palmyra merged with Hannibal & St. Joseph
1867-69-Ft. Madison-Burlington by Keokuk & St. Paul
1869-Keokuk, Mt. Pleasant, & Muscatine, Iowa Southern, & Keokuk & St. Paul part of CB&Q
1872-Quincy-Louisiana by Quincy, Alton, & St. Louis
1876-CB&Q leases Quincy, Alton, & St. Louis
1881-Mt. Pleasant-Dardenan via Keokuk & Northwestern
1889-Keokuk & Northwestern foreclosed to Mt. Pleasant & Keokuk
1889-Mt. Pleasant & Keokuk sold to St. Louis, Keokuk, & Northwestern
1894-West Alton-St. Louis by CB&Q
1901-St. Louis, Keokuk, & Northwestern sold to CB&Q along with Hannibal & St. Joseph.
1928-CTC installed-West Quincy-Mark
1936-line change-MP 133.45-134.06
1949-CTC installed-Old Monroe-West Alton
1957-CTC installed-Mark-Hannibal
1960-CTC installed-Machens-Baden
1961-CTC installed-Baden-Market St.
1961-relocated MP 8.02-9.39

Note: According to the CB&Q track plans, this lists the following construction dates:
1856-Monroe-Keokuk
1859-Ft. Madison-Monroe
1860-West Quincy-Mark
1869-Burlington-Ft. Madison
1871-Canton-West Quincy
1872-MP 175-Canton
1874-Mark-Hannibal
1876-Hannibal-Louisiana
1877-Louisiana-Clarksville
1879-Clarksville-Old Monroe
1882-Keokuk-MP 175.1
1894-Old Monroe-West Alton

Former CB&Q: (partial) Burlington-Keokuk-Iowa Division-East Iowa Division, Burlington & Keokuk Branch

Former CB&Q: St. Louis-Old Monroe-Hannibal Division, St. Louis to Old Monroe/Old Monroe to St. Louis Subs
Old Monroe-Hannibal-Hannibal Division, Old Monroe to Hannibal/Hannibal to Old Monroe Subs
Hannibal-Burlington-Hannibal Division, Hannibal to Burlington/Burlington to Hannibal Subs
West Quincy-Mark-Hannibal Division, Quincy, Hannibal, & Burlington Sub

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Former CB&Q: West Quincy-Mark-Hannibal Division, West Quincy & Kansas City Sub
Burlington-North Market-Hannibal Division, Burlington to North Market/North
Market to Burlington Subs

Note: Includes trackage rights via TRAA-Baden-North St Louis (2.2 miles)

Former CB&Q & BN: Burlington-North Market-Hannibal Division, 21st Sub*

Former BN: Burlington-North Market-Hannibal Division, 4th Sub
West Quincy-Mark-Hannibal Division 4th Sub then 2d Sub

Former BN: Burlington-Lindenwood-Hannibal Division, 4th Sub (includes trackage rights via
TRRA, N. Market-Grand Ave 5.7 miles)

Former BN: Burlington-North Market-Galesburg Division, 5th Sub then 3rd sub
West Quincy-Mark-Galesburg Division, 2d Sub, then 7th Sub

Former BN: Burlington-Machens-Galesburg Division, 8th Sub
West Quincy-Mark-Galesburg Division, 7th Sub
Machens-Grand Avenue-Springfield Division, 1st Sub

Former BN: Burlington-North Market-Galesburg Division, Hannibal Sub
Machens-Grand Avenue-River Division, Hannibal Sub

Former BNSF: Burlington-North Market-Illinois Division, Hannibal Sub
(1996) West Quincy-Mark-Illinois Division, Brookfield Sub
Machens-Grand Avenue-Southeastern Division, Hannibal Sub

Former BNSF: Burlington-North Market-Illinois Division, Hannibal Sub
West Quincy-Mark-Illinois Division, Brookfield Sub

Former BNSF: Burlington-North Market-Chicago Division, Hannibal Sub
West Quincy-Mark-Chicago Division, Brookfield Sub

Current BNSF: Burlington-North Market-Springfield Division, Hannibal Sub
West Quincy-Mark-Chicago Division, Brookfield Sub

15. Mark-St. Joseph

History: 1857-Hannibal-Hunnewell by Hannibal & St. Joseph
1858-Hunnewell-Brookfield by Hannibal & St. Joseph
1858-St. Joseph-Kidman by Hannibal & St. Joseph
1859-Kidman-Chillicothe by Hannibal & St. Joseph
1859-Brookfield-Chillicothe by Hannibal & St. Joseph
1860-Mark-Palmyra by Quincy & Palmyra
1867-Quincy & Palmyra merged with Hannibal & St. Joseph
1867-Needles-Cameron by Kansas City & Cameron
1870-Kansas City & Cameron merged with Hannibal & St. Joseph
1883-CB&Q controls Hannibal & St. Joseph
1901-CB&Q merges Hannibal & St. Joseph
1946-line relocated MP 79.1-81.31
1951-line relocated MP 23.68-25.33
1952-CTC installed-Needles-Brookfield
1954-line relocated MP 37.05-38.9; MP 171.4-172.4
1957-CTC installed-Macon-Park

Abandoned: 1985-Laclede-St Joseph (listed, not consummated)
1986-St Joseph-Meadville
1993-Meadville-Laclede

Note: this segment connected with segment 18 at Cameron at one time.

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Former H&SJ:	Palmyra Jct.-Brookfield-East Division Brookfield-St. Joseph-West Division
Former CB&Q:	Mark-Brookfield-Hannibal Division, Hannibal & Quincy Brookfield-Needles-Hannibal Division, Brookfield to Kansas City/Kansas City to Brookfield Subs Cameron Jct.-St. Joseph-Hannibal Division, St. Joseph & Cameron Jct. Sub
Former CB&Q:	Mark-Needles-Hannibal Division, West Quincy & Kansas City Sub Needles-St Joseph-Hannibal Division, Brookfield & St Joseph Sub
Former CB&Q:	Mark-Needles-Hannibal Division, 20th Sub Needles-St Joseph-Hannibal Division, 27th Sub
Former BN:	Mark-Needles-Hannibal Division, 20th Sub then 2d Sub Needles-St Joseph-Hannibal Division, 28th Sub, then 5th Sub, then 3d Sub
Former BN:	Mark-Needles-Galesburg Division, 4th Sub, then 2d Sub then 7th Sub Needles-La Clede-Galesburg Division, 7th Sub then "other"
Former BN:	Mark-Laclede-Galesburg Division, Brookfield Sub
Former BNSF: (1996)	Mark-Laclede-Illinois Division, Brookfield Sub St Joseph East Industrial Park-Nebraska Division, St Joseph Sub
Former BNSF:	Mark-West Laclede-Illinois Division, Brookfield Sub (1998)
Current BNSF:	Mark-Laclede-Chicago Division, Brookfield Sub St Joseph East Industrial Park-Nebraska Division, St Joseph Sub

16. Kansas City-Pacific Junction

History:	1869-Cameron-St. Joseph by St. Joseph & Council Bluffs 1870-St. Joseph & Council Bluffs name changed to Kansas City, St. Joseph, & Council Bluffs 1870-71-St. Joseph-Pacific Jct. by Kansas City, St. Joseph , & Council Bluffs 1880-CB&Q controls KC, SJ, & CB 1900-CB&Q purchased KC, SJ, & CB 1901-KC, SJ, & CB merged into CB&Q 1905-Waldron-Beverly cutoff by CB&Q 1932-CTC installed-Iatan-Rushville 1951-CTC installed-Beverly-Weston 1962-CTC installed-Rushville-MP 65; Weston-Iatan 1962-CTC installed-MP 95-Napier; Murray Yard-Beverly
Note:	Track plans indicate the following: 1859-Weston-Francis 1867-Hamburg-Pacific Jct. 1868-Francis-Hamburg 1869-Kansas City-Weston
Former CB&Q:	Kansas City-St. Joseph-St. Joseph Division, Kansas City & St. Joseph Sub St. Joseph-Pacific Jct.-St. Joseph Division, St. Joseph & Pacific Jct. Sub
Former CB&Q:	Ottumwa Division, Kansas City & Pacific Junction Sub (includes .41 mile via KCT Ry)
Former CB&Q:	Kansas City-St. Joseph-Hannibal Division, 14th Sub (includes .41 miles via KCT Ry) St. Joseph-Pacific Jct.-Lincoln Division, 1st Sub
Former BN:	North Kansas City-St. Joseph-Ottumwa Division, 14th Sub St. Joseph-Pacific Jct.-Lincoln Division, 1st Sub

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Former BN:	North Kansas City-St Joseph-Ottumwa Division, 3d Sub Kansas City-North Kansas City-Chicago Division, "other" St. Joseph-Pacific Jct.-Nebraska Division, 1st Sub
Former BN:	North Kansas City-St Joseph-Ottumwa Division, 3d Sub Kansas City-North Kansas City-Ottumwa Division, "other" St. Joseph-Pacific Jct.-Nebraska Division, 1st Sub
Former BN:	Kansas City-St. Joseph-Springfield Division, 11th Sub Kansas City-19th St. Springfield Division, 16th Sub St. Joseph-Pacific Jct.-Nebraska Division, 1st Sub
Former BN:	Kansas City-Pacific Jct.-Nebraska Division, 1st Sub Kansas City-19th St-Springfield Division, 3d Sub Murray Yard-Clark-Springfield Division, "other"
Former BN:	Murray Yard-Clark-Springfield Division, "other" Kansas City-Napier-Nebraska Division, 1st Sub Napier-Pacific Jct.-Nebraska Division, 8th Sub
Former BN:	Kansas City-19th St-Springfield Division, 3d Sub Murray Yard-Clark-Springfield Division, "other" KCT RR-Napier-Nebraska Division, 1st Sub Napier-Pacific Jct.-Nebraska Division, 8th Sub
Former BN:	Block 4-Clark-Kansas City Division, St Joseph Sub Block 4-Napier-Lincoln Division, St Joseph Sub Napier-Pacific Jct.-Lincoln Division-Napier Sub
Former BNSF:	Block 4-Clark--Kansas Division, Ft Scott Sub Clark-Napier-Nebraska Division, St Joseph Sub Napier-Pacific Jct.-Nebraska Division, Napier Sub
Former BNSF:	Murray Yard-19th St-Kansas City Division, Ft Scott Sub Murray Yard-Clark-Kansas City Division, St Joseph Sub North Kansas City-Napier-Nebraska Division, St Joseph Sub Napier-Pacific Jct.-Nebraska Division, Napier Sub
Former BNSF:	Murray Yard-19th St-Springfield Division, Ft Scott Sub North Kansas City-Napier-Nebraska Division, St Joseph Sub Napier-Pacific Jct.-Nebraska Division, Napier Sub
Former BNSF:	Murray Yard-19th St-Springfield Division, Ft Scott Sub Kansas City Murray Yard-Napier-Nebraska Division, St Joseph Sub Napier-Pacific Jct.-Nebraska Division, Napier Sub
Former BNSF:	Murray Yard-19th St-Springfield Division, Ft Scott Sub Kansas City 5th St.-Napier-Nebraska Division, St Joseph Sub Napier-Pacific Jct.-Nebraska Division, Napier Sub
Current BNSF:	Kansas City 5th St.-Napier-Nebraska Division, St Joseph Sub Napier-Pacific Jct.-Nebraska Division, Napier Sub Murray Yard-19th St-Nebraska Division

17. Needles-Maxwell; Iatan Electric Generating Station

History:	1950-Hamm-Needles by CB&Q 1951-MP 160-Hamm by CB&Q 1952-Maxwell-MP 160 by CB&Q 1952-CTC installed by CB&Q
Former CB&Q:	Needles-Maxwell-Hannibal Division, West Quincy & Kansas City Sub
Former CB&Q & BN:	Needles-Maxwell-Hannibal Division, 20th Sub

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Former BN: Iatan Electric Generating Station-Springfield Division, "other" (see segment 79)
(listed in 1983)

Former BN: Needles-Maxwell-Hannibal Division, 4th Sub then 2d Sub

Former BN: Needles-Maxwell-Galesburg Division, 4th Sub, then 2nd Sub, then 7th Sub

Former BN: Needles-Maxwell-Galesburg Division, Brookfield Sub

Former BNSF: Needles-Maxwell-Illinois Division, Brookfield Sub

Current BNSF: [Needles-Maxwell Jct-Chicago Division, Brookfield Sub](#)

18. Maxwell-North Kansas City; Birmingham-Kearney

History: 1867-North Kansas City-Maxwell by Kansas City & Cameron RR
1867-Birmingham-Kearney by Kansas City & Cameron RR
1870-merged with Hannibal & St. Joseph
1901-Hannibal & St. Joseph sold to CB&Q
1962-Kearney-Cameron Jct. abandoned by CB&Q

Leased: 2005-Birmingham-Kearney -Kaw River RR

Note: This segment connected with segment 15 at Cameron at one time
For the Joint Line-See Segment 8250

Former H&SJ: Kansas City-Cameron Jct.-West Division

Former CB&Q: (partial listing): Kansas City-Cameron Jct.-Hannibal Division, Kansas City to
Brookfield/Brookfield to Kansas City Subs

Former CB&Q/Wabash: Birmingham-Kansas City-Joint Timetable

Former CB&Q: Maxwell-Kansas City-Hannibal Division, Cameron & Birmingham Sub
Birmingham-Kearney-Hannibal Division, Brookfield to Kansas City/Kansas City to
Brookfield Subs

Former CB&Q: Maxwell-Kansas City-Hannibal Division, West Quincy & Kansas City Sub
Birmingham-Kearney

Former CB&Q & BN: Maxwell-Kansas City-Hannibal Division, 20th Sub (includes trackage rights Maxwell-
Birmingham on N&W-16 miles)
Birmingham-Kearney-Hannibal Division, Kearney Spur

Former BN: Maxwell-Kansas City-Hannibal Division, 4th Sub then 2d Sub (includes trackage rights
Maxwell-Birmingham on NS)
Birmingham-Kearney-Ottumwa Division, 8th Sub

Former BN: Maxwell-North Kansas City-Galesburg Division, 3rd Sub
Birmingham-Kearney-Galesburg Division, "other"

Former BN: Maxwell-North Kansas City-Galesburg Division, 2d Sub then 7th Sub (with NS trackage
rights-Maxwell-Birmingham)
Birmingham-Kearney-Springfield Division, 14th Sub then 11th Sub

Former BN: Maxwell-North Kansas City-Galesburg & Kansas City Divisions, Brookfield Sub
Birmingham-Kearney-Galesburg Division, Brookfield Sub listed as "other"

Former BNSF: Maxwell Jct.-Kansas City-Kansas Division, Ft Scott Sub (includes trackage rights
Maxwell Jct.-Birmingham over NS.)

Former BNSF: Maxwell Jct.-Kansas City (Union Tower)-Illinois Division, Brookfield Sub (also part of
Kansas City Division until 7/00), and still includes trackage rights Maxwell Jct.-Birmingham over NS.

Former BNSF: Maxwell Jct.-Kansas City-Chicago Division, Brookfield Sub (with trackage rights via

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NS-Maxwell-Birmingham-segment 8250)
Birmingham-Kearney-Chicago Division, Brookfield Sub

Current BNSF: Maxwell Jct.-Kansas City-Chicago Division, Brookfield Sub (with trackage rights via NS-Maxwell-Birmingham-segment 8250)

Current KRRR: Birmingham-Kearney

19. Table Rock-Oxford Junction

History: 1871-Table Rock-Brick Yard by Burlington & Southwestern
1878-Lester Jct.-MP 205.0 by Republican Valley RR
1878-RV RR leased to Burlington & Missouri River (Nebraska)
1879-MP 190.0-Lester Jct. by Republican Valley RR
1879-MP 205.0-Orleans Jct. by Republican Valley RR and leased to B&MR (NE)
1880-Burlington & Southwestern name changed to Kansas City, St. Joseph, & Burlington
1880-Atchison & Nebraska merged with B&MR (NE)
1880-Wymore-MP 90.0 by B&MR (NE)
1880-Fairchild Gravel Pit-MP 190.0 by B&MR (NE)
1880-Orleans-Oxford Jct. By B&MR (NE)
1881-MP 90.0-Fairchild Gravel Pit by B&MR (NE)
1881-Red Cloud-Table Rock by B&MR (NE) (CB&Q)
1881-Brick Yard-Wymore by B&MR (NE)
1901-Republican Valley & KC, SJ, & B merged into CB&Q
1950-line relocated-MP 226.5-MP 246.32
1954-line relocated-M 89.2-MP 91.8

Abandoned: 2002-MP 117.03-MP 127.83
2003-MP 216.19-MP 119.25 placed on abandoned list
2004-MP 57.0--MP 167.1

Sold: 2004-Franklin-Oxford Junction-NKC RR

Abandoned: 2005-MP 216.1-MP 197.15

Former CB&Q: Napier-Wymore-Wymore Division, Napier to Wymore/Wymore to Napier Sub
Wymore-Red Cloud-Wymore Division, Wymore & Red Cloud Sub

Former CB&Q: Napier-Table Rock-Wymore Division, Napier & Lincoln Sub
Table Rock-Wymore-Wymore Division, Table Rock & Wymore Sub
Wymore-Red Cloud-Wymore Division, Wymore & Red Cloud Sub
Red Cloud-Orleans Jct.-Mc Cook Division, Hastings, Red Cloud, & Oxford Jct. Sub

Former CB&Q: Napier-Table Rock-Wymore Division, Napier & Lincoln Sub
Table Rock-Wymore-Wymore Division, Table Rock & Wymore Sub
Wymore-Red Cloud-Wymore Division, Wymore & Red Cloud Sub
Red Cloud-Orleans Jct.-Mc Cook Division, Wymore and Oxford Jct. Sub

Former CB&Q: Napier-Table Rock-Lincoln Division, Napier & Lincoln Sub
Table Rock-Wymore-Lincoln Division, Table Rock & Wymore Sub
Red Cloud-Orleans Jct.-Mc Cook Division, Wymore and Oxford Jct Sub

Former CB&Q: Napier-Table Rock-Lincoln Division, 8th Sub
Table Rock-Wymore-Lincoln Division, 12th Sub
Wymore-Oxford Jct.-Mc Cook Division, 21st Sub

Former CB&Q: Napier-Table Rock-Lincoln Division, 8th Sub
Table Rock-Wymore-Lincoln Division, 12th Sub
Wymore-Oxford Jct.-Lincoln Division, 21st Sub

Former BN: Napier-Table Rock-Lincoln Division, 8th Sub
Table Rock-Wymore-Lincoln Division, 12th Sub

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Wymore-Red Cloud-Oxford Jct.-Lincoln/Alliance Divisions, 21st Sub (MP 196 is cutoff between divisions)

- Former BN: Napier-Table Rock-Lincoln Division, 8th Sub
Table Rock-Wymore-Lincoln Division, 12th Sub
Wymore-Red Cloud-Lincoln Division, 18th Sub then 17th Sub
Red Cloud-Oxford Jct.-Alliance Division, 4th Sub
- Former BN: Napier-Table Rock-Nebraska Division, 8th Sub
Table Rock-Wymore-Nebraska Division, 12th Sub
Wymore-Red Cloud-Nebraska Division, 18th Sub
Red Cloud-Oxford Jct.-Colorado Division, 4th Sub then 7th Sub
- Former BN: Napier-Table Rock-Nebraska Division, 1st then 8th Sub
Table Rock-Red Cloud-Nebraska Division, 12th Sub
Red Cloud-Oxford Jct.-Colorado Division, 8th Sub then 7th Sub
- Former BN: Napier-Table Rock-Nebraska Division, 1st Sub
Table Rock-Oxford Jct.-Nebraska Division, 12th Sub
- Former BN: Napier-Table Rock-Nebraska Division, 1st Sub
Table Rock-Orleans Jct.-Nebraska Division, 12th Sub
Orleans Jct.-Oxford Jct.-Nebraska Division, 19th Sub
- Former BN: Napier-Table Rock-Lincoln Division, St Joseph Sub
Table Rock-Oxford Jct.-Mc Cook Division, Wymore Sub
Oxford Jct.-Orleans Jct.-Mc Cook Division, Oberlin Sub
- Former BNSF: Rula-Table Rock-Nebraska Division, St. Joseph Sub
Table Rock-Orleans Jct.-Nebraska Division, Wymore Sub
Oxford Jct.-Orleans Jct.-Nebraska Division, Oberlin Sub

Note: Napier-Table Rock changed to Segment 3000, which it probably always was 3000

- Former BNSF: Table Rock-Oxford Jct.-Nebraska Division, Wymore Sub
- Former BNSF: Table Rock-MP 50.23-Nebraska Division, Wymore Sub
MP 167.78-Oxford Jct.-Nebraska Division, Wymore Sub

Current BNSF: Table Rock-MP 57.0-Nebraska Division, Wymore Sub
Superior-Red Cloud-Nebraska Division Wymore Sub

Current NKC: Franklin-Oxford Jct.

20. Table Rock-Hall Tower (Wye Switch)

History: 1871-Lincoln-Lancaster by Atchison & Nebraska
1871-2-Lancaster-Tecumesh by Atchison & Nebraska
1872-Tecumesh-Table Rock by Atchison & Nebraska
1876-leased to Burlington & Missouri River (Nebraska)
1880-deeded to B&MR (NE)

Note: Master List stated that this was Payne-Lancaster and changed to segment 141.
Timetables say segment 20 changed to 3000.

Former CB&Q: Table Rock-Lincoln-Wymore Division, Table Rock & Lincoln Sub

Former CB&Q: Table Rock-Carling-Wymore Division, Napier & Lincoln Sub
Carling-Hall Tower-Lincoln Division, Lincoln to Gaines/Gaines to
Lincoln Subs

Former CB&Q & BN: Table Rock-Carling-Lincoln Division, 8th Sub

Former BN: Table Rock-Hall Tower-Nebraska Division, 8th Sub then 1st Sub then 8th Sub

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Former BN: Table Rock-Carling-Nebraska Division, 1st Sub
Former BN: Table Rock-Hall Tower-Lincoln Division, St Joseph Sub
Former BNSF: Table Rock-Wye Switch-Nebraska Division, St. Joseph Sub

Note: [changed to segment 3000.](#)

21. Alliance-Brush Center

History: 1899-Alliance-Angora by Nebraska, Wyoming, & Western
1899-Angora-Northport by Nebraska, Wyoming, & Western
1900-Northport-Sterling by Denver & Montana
1900-Sterling-Brush rights granted over Union Pacific
1908-both Nebraska, Wyoming & Western and Denver & Montana merged with CB&Q

NOTE: For former UP track rights, see segment 8014.

Former CB&Q: Alliance-Sterling-Sterling Division, Alliance to Sterling/Sterling to Alliance Subs
Sterling-Brush (with 23.45 miles via UP trackage rights Sterling-Union)-Sterling
Division, Sterling & Brush Subdivision

Former CB&Q: Alliance-Bridgeport-Alliance & Sterling Divisions, Alliance & Guernsey Sub
Bridgeport-Sterling-Alliance & Sterling Divisions, Bridgeport & Sterling Sub
Sterling-Brush (with UP trackage rights Sterling-Union)-Alliance & Sterling Divisions,
Union & Sterling Sub (this prior to McCook Division taking over, see below)
Sterling-Brush Center-McCook Division, Sterling & Brush Sub

Former CB&Q: Alliance-Northport-Alliance Division, 36th Sub
Northport-Sterling-Alliance Division, 38th Sub
Sterling-Brush-McCook Division, 28th Sub (includes UP track rights 23.5
miles, Union-Sterling)

Former CB&Q: Alliance-Northport-Alliance Division, 36th Sub
Northport-Sterling-Alliance Division, 38th Sub
Sterling-Brush-Alliance Division, 28th Sub (includes UP track rights 23.5
miles, Union-Sterling)

Former BN: Alliance-Northport-Alliance Division, 34th Sub then 17th Sub
Northport-Sterling-Alliance Division, 36th Sub then 19th Sub
Sterling-Brush-Alliance Division, 28th Sub then 8th Sub (includes UP track rights 23.5
miles, Union-Sterling)

Former BN: Alliance-Northport-Alliance Division, 7th Sub
Northport-Sterling-Alliance Division, 9th Sub
Sterling-Brush-Colorado Division, 8th Sub then 7th Sub (includes UP track rights 23.5
miles, Union-Sterling)

Former BN: Third Street-Sterling-Alliance Division, 7th Sub
Sterling-Brush Center-Colorado Division, 4th then 5th Sub

Former BN: Third Street-Sterling-Denver Division, 3d Sub
Sterling-Brush Center-Denver Division, 2d Sub (including UP trackage rights)

Former BN: Third Street-Sterling-Alliance Division, Angora Sub
Sterling-Brush Center-Denver Division, Brush Sub

Former BNSF: Third Street-Sterling-Powder River Division, Angora Sub
Sterling-Brush Center-Colorado Division, Brush Sub
UP trackage rights, Union-Sterling

Former BNSF: Third Street-Sterling-Powder River Division, Angora Sub
Sterling-Brush Center-Powder River Division, Brush Sub

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Current BNSF: Third Street-Sterling-Powder River Division, Angora Sub
Sterling-Brush Center-Colorado Division, Brush Sub

22. 1st Street North-Breckenridge; St. Paul-Willmar

History: 1862-St. Paul-Minneapolis by St. Paul & Pacific
1867-Minneapolis-Lake Jct by St. Paul & Pacific
1868-Lake Jct.-Howard Lake by St. Paul & Pacific
1869-Howard Lake-Willmar by St. Paul & Pacific
1870-Willmar-Benson by St. Paul & Pacific
1871-Benson-Breckenridge by St. Paul & Pacific
1882-Clearwater-St. Cloud by St. Paul, Minneapolis, & Manitoba
1883-Union Yard-St. Anthony Tower by SP, M, & M
1883-Jct.-Minneapolis Station by Minneapolis Union Ry.
1885-St. Cloud-4.79 miles East of Rockford by SP, M, & M
1886-4.79 miles East of Rockford-Willmar Jct by SP, M, & M
1890-Willmar Jct.-Willmar by GN
1907-Minneapolis Union RY part of GN

Former GN: 7th St-St Anthony-Twin Cities Terminal, 1st Sub
1st Street North-Willmar-Willmar Division, 2d Sub
1st St North-Lyndale Jct., Twin Cities Terminal, 1st Sub
Lyndale Jct.-Willmar-Willmar Division, 1st Sub
Willmar-Breckenridge-Willmar Division, 2d Sub
Breckenridge-MP 215.0/0, Minot Division, 5th Sub

Former GN: 7th St-St Anthony-Twin Cities Terminal, 1st Sub
1st Street North-Willmar-Willmar Division, 2d Sub
1st St North-Lyndale Jct., Twin Cities Terminal, 1st Sub
Lyndale Jct.-Breckenridge-Willmar Division, 1st Sub
Breckenridge-MP 215.0/0, Minot Division, 5th Sub

Former BN: 1st St N-Lyndale Jct.-Twin Cities Terminal Division, 4th Sub*
Lyndale Jct.-Breckenridge-Twin Cities Division, 2d Sub*
7th St-Minneapolis-Minnesota Division, 5th Sub

Former BN: 1st St N-Lyndale Jct.-Minnesota Division, 9th Sub
7th St-1st St. North-Minnesota Division, 5th Sub
Lyndale Jct.-Breckenridge-Minnesota Division, 2d Sub

Former BN: 1st St N-Breckenridge-Minnesota Division, 2d Sub
7th St-St Anthony-Minnesota Division, 5th Sub then 4th Sub
Breckenridge-MP 215.0/0 (segment 23), Dakota Division, 2d Sub
7th St-1st St N-Minnesota Division, 5th Sub
1st St North-Lyndale Jct.-Minnesota Division, 9th Sub
Lyndale Jct.-Breckenridge-Minnesota Division, 2d Sub
Bainville-Downer-Minnesota Division, "other"

Former BN: (partial listing)
7th St-St. Anthony-Lakes Division, 6th Sub

Former BN: 7th St-St Anthony-Galesburg Division, 16th Sub
1st St N-Wayzata-Galesburg Division, 17th Sub
Wayzata-Breckenridge-Lakes Division, 6th Sub

Former BN: 7th Street-St Anthony-Minnesota Division, Midway Sub
1st St N-Willmar-Minnesota Division, Wayzata Sub (MP 98 10/94)
Willmar-Wahpeton Jct.-Willmar Division, Moorhead Sub

Former BNSF: 7th St-St Anthony-Minnesota Division, Midway Sub
1st St North-Goldenrod-South Dakota Division, Wayzata Sub
Goldenrod-East Breckenridge-South Dakota Division, Morris Sub

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Former BNSF: 7th St-St Anthony-Minnesota Division, Midway Sub
1st St North-MP 98(Goldenrod)-Dakota Division, Wayzata Sub
CP 98(Goldenrod)-East Breckenridge-Dakota Division, Morris Sub

Current BNSF: 7th St-St Anthony-Twin Cities Division, Midway Sub
1st St North-MP 98(Goldenrod)-Twin Cities Division, Wayzata Sub
CP98(Goldenrod)-East Breckenridge-Twin Cities Division, Morris Sub
East Breckenridge-Wahpeton-Twin Cities Division, Moorhead Sub

23. Breckenridge-Mayville

History: 1877-Breckenridge-Wahpeton Jct by St. Paul & Pacific
1880-Breckenridge-Durbin by St. Paul, Minneapolis, & Manitoba
1880-Casselton-Mayville by Casselton Branch RR (NP)
1880-Casselton-Mayville acquired from Northern Pacific
1881-MP 5-Absaraka by SP, M, & M
1881-Durbin-Casselton by SP, M, & M
1882-Absaraka-Nolan by SP, M, & M
1882-Casselton track by SP, M, & M
1882-Everest-Casselton by SP, M, & M
1884-Mayville-Portland Jct.-Larimore by SP, M, & M
1895-Casselton-MP 5 by GN

Abandoned: 1982-Casselton-Amenia
1977-Hunter-Mayville
1977-Blanchard-Mayville

Sold: 1987-Breckenridge-Wahpeton-RRV&W

Note: Master List shows this as Breckenridge-Larimore

Former GN: Vance-Larimore-Dakota Division, 8th Sub then 7th Sub
Breckenridge-Wahpeton Jct.-Minot Division, 1st Sub
Wahpeton Jct.-Casselton-Minot Division, 4th Sub
Casselton-Vance-Minot Division, 7th Sub

Former GN: Breckenridge-Casselton-Minot Division, 5th Sub
Casselton-Vance-Minot Division, 6th Sub
Vance-Mayville-Dakota Division, 9th Sub
Vance-Larimore-Dakota Division, 9th Sub

Original BN: Vance-Larimore-Dakota Division, 8th Sub*
Breckenridge-Wahpeton Jct.-Fargo Division, 3d Sub*
Wahpeton Jct.-Casselton-Fargo Division, 4th Sub*
Casselton-Vance-Minot Division, 3d Sub*

Former BN: Vance-Larimore-Dakota Division, 18th Sub
Breckenridge-Wahpeton Jct.-Minnesota Division, 2d Sub
Wahpeton Jct.-Casselton-Minnesota Division, 13th Sub
Casselton-Vance-Dakota Division, 3d Sub

Former BN: Breckenridge-Wahpeton Jct.-Dakota Division, 2d Sub then 5th Sub
Wahpeton Jct.-Casselton-Dakota Division, 3d Sub
Casselton-Vance-Dakota Division, 6th Sub, then "other"
Vance-Larimore-Dakota Division, 10th Sub, then 6th Sub
Larimore-Mayville-Wisconsin Division, 17th Sub

Former BN: Breckenridge-Wahpeton Jct.-Dakota Division, 2d Sub then 5th Sub
Wahpeton Jct.-Casselton-Dakota Division, 3d Sub
Casselton-Vance-Dakota Division, 6th Sub, then "other"
Vance-Blanchard-Dakota Division, 10th Sub, then 6th Sub
Larimore-Mayville-Dakota Division, 31st Sub

Former BN: Vance-Hunter-Dakota Division, 6th Sub then 17th Sub

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Larimore-Mayville-Dakota Division, 27th Sub
Armenia-Vance-Dakota Division, "other"

Former BN: Casselton-Vance-Fargo Division, Prosper Sub
Vance-Mayville, Fargo Division, Hunter Sub
Mayville Jct.-Mayville-Fargo Division, Mayville Sub

Former BNSF: Amenia-Vance-North Dakota Division, Prosper Sub
Vance-Hunter-North Dakota Division, Hunter Sub
Mayville Jct.-Mayville-North Dakota Division, Mayville Sub

Former BNSF: Breckenridge-Wahpeton Jct.-Dakota Division, Moorhead Sub
Casselton-Vance-Minnesota Division, Proper Sub
Vance-Larimore-Minnesota Division, Hunter Sub
Mayville Jct.-Mayville-Minnesota Division, Mayville Sub

Current RRV&W: Breckenridge-Wahpeton Jct., 1st Sub
Wahpeton Jct.- Casselton 2nd Sub

Current BNSF: Mayville Jct.-Mayville-Twin Cities Division, Mayville Sub
Armenia-Vance-Twin Cities Division, Prosper Sub
Vance-Hunter-Twin Cities Division, Hunter Sub

24. Surrey Junction Switch-Devils Lake

History: 1882-Nolan-Hope by SP, M, &M
1896-Hope-Aneta by Dakota & Great Northern
1906-Aneta-Tokio by D & GN
1907-D&GN sold to GN
1907-Tokio-Devils Lake by GN

Abandoned: 1980-Devil's Lake-Warrick
? -Warrick-Hamer
2002-Tolna-Hamer (MP 92.0-MP 98.0)

Former GN: (partial) Bedford-Devils Lake-Dakota Division, 7th Sub

Former GN: Nolan.-Devils Lake-Dakota Division 6th Sub

Former GN: Surrey Jct. Switch-Nolan-Minot Division, 5th Sub
Nolan-Devils Lake-Dakota Division, 11th Sub

Original BN: Nolan-Devils Lake-Dakota Division, 10th Sub*
Casselton-Nolan-Minot Division, 3d Sub*

Former BN: Nolan-Devils Lake-Dakota Division, 20th Sub
Casselton-Nolan-Dakota Division, 1st Sub

Former BN: Surrey Jct. Switch-Nolan-Dakota Division, 4th Sub
Nolan-Devils Lake-Dakota Division, 28th Sub, then 11th Sub

Former BN: Surrey Jct. Switch-Nolan-Dakota Division, 4th Sub
Nolan-Warrick-Dakota Division, 28th Sub

Former BN: Casselton-Nolan-Dakota Division, 4th Sub
Nolan-Warwick-Dakota Division, 19th Sub

Former BN: Surrey Jct. Switch-Nolan-Fargo Division, K O Sub
Warrick Jct.-Warrick-Fargo Division, Warrick Sub (Nolan-Warrick Jct. now segment 34
on Prosper Sub)

Former BNSF: Surrey Jct. Switch-Nolan-North Dakota Division, K O Sub
Warrick Jct.-Hamer-North Dakota Division, Warrick Sub

Former BNSF: Surrey Jct. Switch-Nolan-Minnesota Division, KO Sub

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Warrick Jct.-Hamer-Minnesota Division, Warrick Sub

Current BNSF: [Surrey Jct. Switch-Nolan-Twin Cities Division, KO Sub](#)
[Warrick Jct.-Tolna-Twin Cities Division, Warrick Sub](#)

25. 7th Street-Dilworth

History: 1863-Norhtown Jct.-Anoka by St. Paul & Pacific
1864-Anoka-Elk River by St. Paul & Pacific
1866-Elk River-St. Cloud by St. Paul & Pacific
1871-Staples-Dilworth by NP
1877-Sauk Rapids-Greenway by NP
1884-Sauk Rapids-Norhtown by St. Paul & Northern Pacific
1884-Norhtown Jct.-St. Cloud by NP
1884-St. Cloud-Sauk Rapids by NP
1885-St. Anthony-Norhtown Jct. by St. Paul & NP
1886-7th St.-St. Anthony by NP
1889-MP 106.2-Staples by NP
1896-St. Paul & Northern Pacific sold to NP
1900-Greenway-MP 106.2 by NP
1906-line change MP 203.65-205.05
1909-line change-LaBelle-Glyndon
1911-line change-MP 79-MP 86.2
1945-46-line change-MP 122-MP 124.5
1945-line change-MP 126-MP 127.1
1949-line change-MP 127.6-MP 128.4

Note: Between University & Sauk Rapids was dual track built by NP and the 2nd main by GN, but appearing on NP timetables. See Segment 975 for the 2nd main.

Original NP: Minnesota Division until 1908 when it was split to:
St. Paul-Staples-St. Paul Division
Staples-Dilworth-Minnesota Division until 1928 when it went to the Fargo Division until 1932.

Former NP: 7th Street-Norhtown-Joint Terminal, 2d Sub
Norhtown-Staples, St Paul Division, 1st Sub
Staples-Dilworth, St Paul Division, 2d Sub

Former NP: 7th Street-Staples, St Paul Division, 1st Sub
Staples-Dilworth, St Paul Division, 2d Sub

Original BN: 7th Street-Norhtown-Twin Cities Terminal Division, 3d Sub*
Norhtown-Staples-Twin Cities Division, 1st Sub*
Staples-Dilworth-Fargo Division, 2d Sub*

Former BN: 7th Street-Norhtown-Minnesota Division, 5th Sub
Norhtown-Staples-Minnesota Division, 1st Sub
Moorhead Jct.-Fargo-Fargo Division, 2d Sub
Staples-Dilworth-Fargo Division, 1st Sub

Former BN: 7th Street-Norhtown-Minnesota Division, 7th Sub then 1st Sub
Norhtown-Dilworth-Minnesota Division, 1st Sub then 7th Sub

Former BN: 7th Street-Coon Creek-Minnesota Division, 7th Sub
Coon Creek-Dilworth-Minnesota Division, 5th Sub

Former BN: 7th Street-Dilworth-Minnesota Division, 1st Sub

Former BN: 7th Street-Dilworth-Lakes Division, 5th Sub

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Former BN: 7th Street-Coon Creek-Galesburg Division, 3d Sub
Coon Creek-Dilworth-Lakes Division, 1st Sub

Former BN: 7th Street-Northtown-Minnesota Division, St Paul Sub
Northtown-East Dilworth-Minnesota Division, Staples Sub
East Dilworth-Dilworth-Fargo Division, K O Sub

Former BNSF: 7th Street-Northtown-Minnesota Division, St Paul Sub
Northtown-East Dilworth-Minnesota Division, Staples Sub
East Dilworth-Dilworth-North Dakota Division, K O Sub

Former BNSF: 7th Street-Northtown-Minnesota Division, St Paul Sub
University-East Dilworth-Minnesota Division, Staples Sub
East Dilworth-Dilworth-Minnesota Division, K O Sub

Current BNSF: 7th Street-Northtown-Twin Cities Division, St Paul Sub
University-East Dilworth-Twin Cities Division, Staples Sub
East Dilworth-Twin Cities Division, K O Sub

26. Dilworth-Jamestown

History: 1871-Dilworth-Moorhead by NP
1872-Moorhead-Jamestown by NP
1909-Valley City High Line by NP

Original NP: 1882-Dilworth-Fargo-Minnesota Division and
Fargo-Jamestown-Dakota Division until 1907 when it became the Fargo Division

Former NP: Dilworth-Jamestown-Fargo Division, 1st Sub

Original BN: Dilworth-Jamestown-Fargo Division, 2d Sub*

Former BN: Dilworth-Jamestown-Dakota Division, 1st Sub

Former BN: Dilworth-Jamestown-Minnesota Division, 1st Sub

Former BN: Dilworth-Surrey Jct. Switch-Dakota Division, 4th Sub
Surrey Jct. Switch-Jamestown-Dakota Division, 1st Sub

Former BN: Dilworth-Surrey Jct. Switch-Fargo Division, K O Sub
Surrey Jct. Switch-Jamestown-Yellowstone Division, Jamestown Sub

Fomer BNSF: Dilworth-Surrey Jct. Switch-North Dakota Division, K O Sub
Surrey Jct. Switch-Jamestown-Yellowstone Division, Jamestown Sub

Fomer BNSF: Dilworth-Surrey Jct. Switch-Minnesota Division, K O Sub
Surrey Jct. Switch-Jamestown-Dakota Division, Jamestown Sub

Current BNSF: East Dilworth-Surrey Jct. Switch-Twin Cities Division, K O Sub
Surrey Jct. Switch-Jamestown-Twin Cities Division, Jamestown Sub

27. Superior-Staples

History: 1870-Duluth-Thompson Jct. (Carlton)-Lake Superior & Mississippi RR
1871-Carlton-Staples by Lake Superior & Mississippi RR
1877-changed to St. Paul & Duluth
1877-line change-MP 85-MP 86.1
1882-Central Ave-Carlton by NP
1893-line change-MP 25.6-MP 27
1896-line change-MP 97-98
1901-merged with NP

Abandoned: 1977-Carlton-West Duluth

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1984-Carlton-Wrenshall

Original NP:	Superior-Carlton-Wisconsin Division until 1898 when it became Lake Superior Division Carlton-Staples-Minnesota Division until 1908 when it became Lake Superior Division
Former NP:	Superior-Staples-Lake Superior Division, 2d Sub
Former NP:	Superior-Staples-St. Paul Division, 4 th Sub
Original BN:	Elevator Station-Central Ave-Lakes Division, 1st Sub* (includes .3 mile via LST&T) Central Ave-Staples-Lakes Division, 3d Sub*
Former BN:	Elevator Station-Central Ave-Wisconsin Division, 1st Sub (includes .3 mile via LST&T) Central Ave-Staples-Wisconsin Division, 4th Sub
Former BN:	Elevator Station-Central Ave-Wisconsin Division, 5th Sub (includes 4.2 miles via LST&T) Wrenshall-Carlton-Wisconsin Division, "other" Carlton-Staples-Wisconsin Division, 4th Sub
Former BN:	Duluth-Central Ave-Wisconsin Division, 5th Sub Wrenshall-Carlton-Wisconsin Division, "other" Carlton-Staples-Wisconsin Division, 4th Sub
Former BN:	LST&T Jct.-Superior-Wisconsin Division, 5th Sub Carlton-Staples-Wisconsin Division, 4th Sub Superior-Wrenshall-Wisconsin Division, "other"
Former BN:	Central Avenue-Superior-Galesburg Division, "other" Carlton-Staples-Lakes Division, 11th Sub
Former BN:	Central Avenue-Superior-Lakes Division, "other" Carlton-Staples-Lakes Division, 4th Sub
Former BN:	Carlton-Staples-Lake Superior Division, Cuyuna Sub, then Brainerd Sub Central Ave-Superior-Lake Superior Division, Lakes Sub
Former BNSF:	Carlton-Staples-Minnesota Division, Brainerd Sub Central Ave-Superior-Minnesota Division, Lakes Sub
Former BNSF:	Central Ave-Superior-Minnesota Division, Lakes Sub Chub Lake-Staples-Minnesota Division, Brainerd Sub
Current BNSF:	Central Ave-Superior-Twin Cities Division, Lakes Sub Chub Lake-Staples-Twin Cities Division, Brainerd Sub

28. 28th Ave-Coon Creek

History:	1882-Brook Park-Hinckley by St. Paul, Minneapolis, & Manitoba 1887-Lake Superior Terminal & Transfer established 1888-Hinckley-West Superior by Eastern of Minnesota 1898-Coon Creek-Hinckley by GN 1902-Eastern of MN merged into GN
Former GN:	28th Ave-Coon Creek-GN Mesabi Division, 1st Sub
Former LST&T, & NP:	Central Ave-Elevator Station-NP Lake Superior Division, 2d Sub & LST&T Original NP Division was Wisconsin Division until 1898
Former LST&T, & NP:	Central Ave-Elevator Station-NP St. Paul Division, 4 th Sub & LST&T
Original BN:	Central Ave-Coon Creek-Lakes Division, 1st Sub*
Former BN:	Central Ave-Coon Creek-Wisconsin Division, 1st Sub
Former BN:	28th Ave-Central Ave-Wisconsin Division, "other"

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	Central Ave-Elevator Station-Wisconsin Division, "other" Central Ave-Boylston-Wisconsin Division, 5th Sub Boylston-Coon Creek-Wisconsin Division, 1st Sub
Former BN:	28th Ave-Central Ave-Wisconsin Division, "other" Central Ave-Elevator Station-Wisconsin Division, "other" Central Ave-Boylston-Wisconsin Division, 5th Sub Boylston-Coon Creek-Wisconsin Division, 1st Sub
Former BN:	Central Ave-Elevator Station-Lakes Division, "other" Superior-Boylston-Lakes Division, 9th Sub then 3d Sub Boylston-Coon Creek-Lakes Division, 7th Sub then 2d Sub
Former BN:	Central Ave-Elevator Station, Lake Superior Division, Lakes Sub Central Ave-Boylston-Lake Superior, Lakes Sub Boylston-Coon Creek-Lake Superior, Hinckley Sub
Former BNSF:	Central Ave-Winters St-Minnesota Division, Lakes Sub Central Ave-Boylston-Minnesota Division, Lakes Sub Boylston-Coon Creek-Minnesota Division, Hinckley Sub
Former BNSF:	Central Ave-Boylston-Minnesota Division, Lakes Sub Boylston-Coon Creek-Minnesota Division, Hinckley Sub
Current BNSF:	Central Ave-Winters St-Twin Cities Division, Lakes Sub Superior-Boylston-Twin Cities Division, Lakes Sub Chub Lake-Staples-Twin Cities Division, Hinckley Sub

29. Saunders-Allouez

History:	1892-by GN
Note:	This line appeared in GN timetables in the 1940's, but 1950's or 1960's.
Former GN:	Mesabi Division, 7 th Sub
Original BN:	Saunders-Central Ave-Lakes Division, 1st Sub* Central Ave-Allouez-Lakes Division, 5th Sub*
Former BN:	Wisconsin Division, 15th Sub, then 13th Sub, then 3d Sub
Former BN:	Lakes Division, 10th Sub
Former BN:	Lake Superior Division, Allouez Sub
Former BNSF:	Minnesota Division, Allouez Sub
Current BNSF:	Twin Cities Division, Allouez Sub

30. Boyleston-Cass Lake

History:	1890-Cloquet-Paupores by Duluth & Winnipeg RR 1891-Paupores-Gunn by Duluth & Winnipeg RR 1892-Gunn-Deer River by Duluth & Winnipeg 1896-Duluth & Winnipeg became Duluth, Superior & Western 1898-Boyleston-Cloquet by Duluth, Superior & Western 1898-Deer River-Cass Lake by Duluth, Superior, & Western 1898-Duluth, Superior, & Western became Duluth, Superior, & Western Terminal 1903-Duluth, Superior, & Western Terminal merged into GN
Former GN:	Messabi Division, 3 rd Sub then 2 nd Sub

BNSF TRACK SEGMENTS-1-99

Original BN: Lakes Division, 4th Sub*
Former BN: Wisconsin Division, 5th Sub then 2d Sub
Former BN: Lakes Division, 10th Sub then 3d Sub
Former BN: Lake Superior Division, Lakes Sub
Former BNSF: Minnesota Division, Lakes Sub
Current BNSF: [Twin Cities Division, Lakes Sub](#)

31. Cass Lake-Crookston

History: 1888-Crookston-Fosston by St. Paul, Minneapolis, & Manitoba
1898-Fosston-Cass Lake by GN
1958-NP rights granted-Crookston-Tilden Jct.

Notes: Schley-Bemidjii is listed as a joint line with SOO in original track plans.
Also, Mesabi-Dakota Division boundary is listed as Redland Jct.

Former GN: Cass Lake-Crookston-Mesabi Division, 4th Sub
Former GN: Cass Lake-Crookston-Dakota Division, 2d Sub
Original BN: Cass Lake-Crookston-Lakes Division, 2d Sub*
Former BN: Cass Lake-Crookston-Wisconsin Division, 5th Sub then 20th Sub then 7th Sub
Former BN: Cass Lake-Crookston-Dakota Division, 7th Sub
Former BN: Cass Lake-Crookston Jct.-Fargo Division, Grand Forks Sub
Former BNSF: Cass Lake-Redland Jct.-North Dakota Division, Grand Forks Sub
Former BNSF: Cass Lake-Redland Jct.-Minnesota Division, Grand Forks Sub
Current BNSF: [Cass Lake-Crookston Jct.-Twin Cities Division, Grand Forks Sub](#)

32. Barnesville-Downer-Crookston-GF Switch

History: 1872-MP 5-Crookston by St. Paul & Pacific
1875-Crookston-Fisher by Red River Valley Ry
1877-Barnesville Jct.-MP 5 by Red River & Manitoba Ry
1879-Barnesville-Barnesville Jct. by St. Paul & Pacific
1879-Fisher-Grand Forks by Red River Valley Ry and sold to GN

Abandoned: 1974-Downer-Glyndon
1981-Barnesville-Downer
1990-Ada-Felton
2004-Glyndon-Felton

Sold: 1996-Crookston-Ada-MN North RR
1996-Barnesville Jct.-MP 5.4-Otter Tail Valley

Abandoned: 2006-Ada-Beltrami (due to flooding), rail banked-Agassiz Recreational Trail

Former GN: Crookston Yard-Grand Forks-Dakota Division, 4th Sub
Grand Forks Jct.-Barnesville Jct.-Dakota Division, 10th Sub

Former GN: Crookston Yard-Grand Forks-Dakota Division, 3rd Sub
Grand Forks-PA Tower-Dakota Division, 4th Sub
Barnesville-Barnesville Jct.-Dakota Division, 1st Sub
Barnesville Jct.-Grand Forks Jct.-Dakota Division, 9th Sub

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Former GN: Crookston-PA Tower-Dakota Division, 2d Sub
Barnesville-Crookston Jct.-Dakota Division, 7th Sub

Original BN: Crookston-PA Tower-Dakota Division, 2d Sub*
Barnesville-Crookston Yard-Dakota Division, 6th Sub*

Former BN: Barnesville-Crookston Yard-Fargo Division, 6th Sub
Grand Forks-Noyes Jct.-Dakota Division, 16th Sub

Former BN: Barnesville Jct.-Glyndon-Wisconsin Division, "other"
Grand Forks Jct.-Noyes Jct.-Wisconsin Division, 12th Sub
Glyndon-Crookston Jct.-Wisconsin Division, 15th Sub

Former BN: Barnesville Jct.-Downer-Wisconsin Division, "other"
Grand Forks Jct.-Noyes Jct.-Wisconsin Division, 12th Sub
Glyndon-Crookston Jct.-Wisconsin Division, 15th Sub

Former BN: Crookston-PA Tower-Wisconsin Division, 20th Sub then 7th Sub
Fisher Line Jct.-Noyes Jct.-Wisconsin Division, 8th Sub
Downer-Crookston Jct.-Wisconsin Division, 15th Sub then 7th sub when Downer-
Glyndon was abandoned in 1974. Ada-Glyndon downgraded to "other" 1993

Former BN: Crookston Jct.-GF Switch-Dakota Division, 32d Sub
Glyndon-Ada-Lakes Division, "other"

Former BN: Crookston-Grand Forks-Dakota Division, 7th Sub
Ada-Crookston Jct.-Dakota Division, 32d Sub

Former BN: Barnesville Jct.-Glyndon-Dakota Division, 9th Sub
Crookston Jct.-Grand Forks-Dakota Division, 3d Sub
Grand Forks-PA Tower-Dakota Division, 4th Sub

Former BN: Crookston-GF Switch-Fargo Division, Grand Forks Sub
Downer-Ada-Fargo Division, Ada Sub

Former BNSF: Ada-Crookston Jct.-North Dakota Division, Ada Sub
Redland Jct.-GF Switch-North Dakota Division, Grand Forks Sub
Glyndon-Felton-North Dakota Division, Ada Sub

Former BNSF: DL Switch-Minnesota Division, Devils Lake Sub
Redland Jct.-GF Switch-Minnesota Division, Grand Forks Sub
Glyndon-Felton-Minnesota Division, Staples Sub

Former BNSF: DL Switch-Twin Cities Division, Devils Lake Sub
Crookston Jct.-GF Switch-Twin Cities Division, Grand Forks Sub
Glyndon-Felton-Twin Cities Division, Staples Sub

Current BNSF: [DL Switch-Twin Cities Division, Devils Lake Sub](#)
[Crookston Jct.-GF Switch-Twin Cities Division, Grand Forks Sub](#)

Current OTVRy: [Barnesville Jct.-MP 5.4 \(Farmland Industrial Lead\)](#)

Current MNRR: [Beltrami-MN Jct.](#)

33. Grand Forks-Minot

History: 1880-Grand Forks-MP 10 by St. Paul, Minneapolis, & Manitoba
1881-MP10-Larimore by SP, M, & M
1882-Larimore-Bartlett by SP, M, & M
1883-Bartlett-Devils Lake by SP, M, & M
1886-Devils Lake-Minot by SP, M, & M

Former GN: Grand Forks-Surrey-Dakota Division, 5th Sub then 4th Sub

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	Surrey-Minot-Minot Division, 2 nd Sub
Former GN:	Grand Forks-Devils Lake-Dakota Division, 2 nd Sub Devils Lake-Surrey-Minot Division, 4 th Sub Surrey-Minot-Minot Division, 2 nd Sub
Former GN:	Devils Lake-DL Switch-Dakota Division, 2d Sub Devils Lake-Surrey-Minot Division, 12th Sub Surrey-Minot-Minot Division, 1st Sub
Original BN:	Devils Lake-Surrey-Dakota Division, 8th Sub Surrey-Minot-Dakota Division, 1st Sub PA Tower-Larimore-Dakota Division, 16th Sub
Original BN:	Devils Lake-Surrey-Minot Division, 9th Sub* Surrey-Minot-Minot Division, 1st Sub* PA Tower-Larimore-Dakota Division, 2d Sub*
Former BN:	DL Switch-Devils Lake-Wisconsin Division, 9th Sub Surrey-Minot-Dakota Division, 4th Sub Devils Lake-Surrey-Dakota Division, 5th Sub PA Tower-Larimore-Wisconsin Division, 20th Sub Larimore-Minot-Dakota Division, 9th Sub
Former BN:	DL Switch-Devils Lake-Wisconsin Division, 9th Sub Surrey-Minot-Dakota Division, 4th Sub Devils Lake-Surrey-Dakota Division, 5th Sub PA Tower-Hannah Jct.-Wisconsin Division, 20th Sub Hannah Jct.-Minot-Dakota Division, 9th Sub
Former BN:	Gavin Yard-Minot-Dakota Division, 4th Sub DL Switch-Surrey-Dakota Division, 6th Sub DL Switch-Dakota Division, 7th Sub
Former BN:	DL Switch-Devils Lake-Fargo Division, Grand Forks Sub Surrey-Minot-Minot Division, New Rockford Sub Devils Lake-Surrey-Minot Division, Surrey Sub
Former BNSF:	Surrey-Minot-North Dakota Division, K O Sub DL Switch-Surrey-North Dakota Division, Devils Lake Sub
Former BNSF:	Surrey-Minot-Minnesota Division, K O Sub DL Switch-Surrey-Minnesota Division, Devils Lake Sub
Current BNSF:	DL Switch-Surrey-Twin Cities Division, Devils Lake Sub Surrey-Minot-Twin Cities Division, K O Sub

34. Fargo-Surrey

History:	1910-Surrey to 3.5 miles east of Simcoe by GN 1911-3.5 miles east of Simcoe-4.12 miles east of Simcoe by GN 1911-Nolan-Luverne by GN 1912-Fargo-Nolan by GN 1912-4.12 miles east of Simcoe-Luverne by GN 1912-Luverne-New Rockford by GN
Former GN:	Fargo-Fargo Jct.-Dakota Division, 2 nd Sub then 1 st Sub Fargo Jct.-New Rockford-Minot Division, 1st Sub New Rockford-Surrey-Minot Division, 2d Sub
Former GN:	Fargo-Fargo Jct.-Dakota Division, 1st Sub Fargo Jct.-Surrey-Minot Division, 1st Sub
Original BN:	Fargo Jct.-Fargo-Fargo Division, 1st Sub* Fargo Jct.-Surrey-Minot Division, 1st Sub*

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Former BN:	Fargo Jct.-Fargo-Fargo Division, 1st Sub Fargo Jct.-Surrey-Dakota Division, 1st Sub
Former BN:	Fargo-Fargo Jct.-Dakota Division, 2d Sub Fargo Jct.-Nolan-Dakota Division, 5th Sub Nolan-Surrey-Dakota Division, 4th Sub
Former BN:	Fargo Passenger Station-Nolan-Dakota Division, 2d Sub Nolan-Surrey-Dakota Division, 4th Sub
Former BN:	Fargo Passenger Station-JY Jct.-Dakota Division, 2d Sub JY Jct.-Nolan-Dakota Division, 5th Sub Nolan-Surrey-Dakota Division, 4th Sub
Former BN:	Fargo Passenger Station-Fargo Jct/25th St, Dakota Division, 2d Sub then 9th Sub Fargo Jct.-Nolan-Dakota Division, 5th Sub then 9th Sub then 5th Sub Nolan-Surrey-Dakota Division, 4th Sub
Former BN:	Fargo Passenger Station-Nolan-Fargo Division, Prosper Sub Nolan-New Rockford-Fargo Division, K O Sub New Rockford-Surrey-Minot Division, New Rockford Sub
Former BNSF:	Fargo Passenger Station-Nolan-North Dakota Division, Prosper Sub Nolan-Surrey-North Dakota Division, K O Sub
Former BNSF:	Fargo Passenger Station-Nolan-Minnesota Division, Prosper Sub Nolan-Surrey-Minnesota Division, K O Sub
Current BNSF:	Fargo Passenger Station-Nolan-Twin Cities Division, Prosper Sub Nolan-Surrey-Twin Cities Division, K O Sub

35. Minot-Pacific Junction

History:	1886-Minot-Springbrook by St. Paul, Minneapolis, & Manitoba 1887-Springbrook-Pacific Jct. by St. Paul, Minneapolis, & Manitoba
Former GN:	partial listing from older timetables Willston-Glasgow-Butte Division, 1st Sub Glasgow-Havre-Butte Division, 2d Sub Havre-Pacific Jct.-Butte Division, 3d Sub
Former GN:	Minot-Bainville-Minot Division, 2d Sub Bainville-Havre-Butte Division, 1st Sub Havre-PCF Jct. (Pacific Junction)-Butte Division, 2d Sub
Former GN:	Minot-Willston-Minot Division, 3d Sub Willston-Bainville-Minot Division, 10th Sub Bainville-Havre-Montana Division, 1st Sub Havre-Pacific Junction-Montana Division, 2d Sub
Original BN:	Minot-Bainville-Minot Division, 2d Sub* Bainville-Havre-Montana Division, 1st Sub* Havre-Pacific Jct.-Montana Division, 2d Sub*
Former BN:	Minot-Bainville-Dakota Division, 4th Sub Bainville-Havre-Montana Division, 1st Sub Havre-Pacific Jct.-Montana Division, 2d Sub
Former BN:	Minot-Willston-Dakota Division, 7th Sub then 4th Sub Willston-Havre-Montana Division, 1st Sub Havre-Pacific Jct.-Montana Division, 2d Sub
Former BN:	Minot-Glasgow-Minot Division, Glasgow Sub Glasgow-Havre-Montana Division, Milk River Sub Havre-Pacific Jct.-Montana Division, Hi Line Sub then incorporated into Milk River Sub

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Former BNSF: Minot-Glasgow-North Dakota Division, Glasgow Sub
Glasgow-Pacific Jct.-Montana Division, Milk River Sub

Current BNSF: Minot-Glasgow-Montana Division, Glasgow Sub
Glasgow-Pacific Jct.-Montana Division, Milk River Sub

36. Pacific Junction-Sandpoint Junction

History: 1890-Pacific Jct.-Shelby by GN
1891-Shelby-Columbia Falls by GN
1892-MP 1324 (Ripley)-Sandpoint by GN
1901-Volcour-MP 1324 (Ripley) by Montana & Great Northern
1902-Whitefish-Volcour by Montana & Great Northern
1903-Columbia Falls-Whitefish by Montana & Great Northern
1907-Montana & Great Northern merged into GN
1973-Sandpoint-Sandpoint Jct. connection by BN from GN to NP main lines

Abandoned: 1970-Eureka-Riverview (Libby Dam relocation-see segment 388)

Former GN: Pacific Jct.-Blackfoot-Kalispell Division, 1st Sub
Blackfoot-Whitefish-Kalispell Division, 2d Sub
Whitefish-Troy-Kalispell Division, 3d Sub
Troy-Sandpoint-Kalispell Division, 4th Sub

Former GN: PCF Jct. (Pacific Junction)-Cut Bank-Butte Division, 2d Sub
Cut Bank-Troy-Kalispell Division, 1st Sub
Troy-Sandpoint-Kalispell Division, 2d Sub

Former GN & BN: Pacific Jct.-Conkelley-Montana Division, 2d Sub*
Conkelley-Troy-Spokane Division, 1st Sub*
Troy-Sandpoint-Spokane Division, 3d Sub*

Former BN: Pacific Jct.-Conkelley-Montana Division, 2d Sub
Conkelley-Sandpoint Jct.-Spokane Division-1st Sub, then 6th Sub, then 1st Sub again

Former BN: Pacific Jct.-Conkelley-Montana Division, 2d Sub
Conkelley-Sandpoint Jct.-Montana Division-3rd Sub

Former BN & BNSF: Pacific Jct.-Whitefish-Montana Division, Hi Line Sub
Whitefish-Sandpoint Jct.-Montana Division-Kootenai River Sub

Former BNSF: Pacific Jct.-Whitefish-Montana Division, Hi Line Sub
Whitefish-Sandpoint Jct.-Washington Division, Kootenai River Sub

FormerBNSF: Pacific Jct.-Whitefish-Montana Division, Hi Line Sub
Whitefish-Sandpoint Jct.-Northwest Division, Kootenai River Sub

Current BNSF: Pacific Jct.-Whitefish-Montana Division, Hi Line Sub
Whitefish-Sandpoint Jct.-Montana Division, Kootenai River Sub

37. Sandpoint Junction-Everett Junction

History: 1892-Sandpoint-Pershastin; Scenic-Lowell by GN
1910-SP&S connection, Fort Wright opened by GN
1927-Spokane connection made between GN & Spokane, Coeur d'Alene, & Palouse Ry
by GN
1928-Chumbstick Canyon relocation between Pershastin-Winton (old line is now Hwy 2)
by GN
1929-New Cascade Tunnel opens, Scenic-Berne, eliminating original line by GN
(segment 1379)

Abandoned 1972-Newport-Boyer, and Havermale Island in Spokane

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1984-Newport-Hillyard

2002-Dover Jct.-Newport (Dover was originally an interchange track with Spokane International and now an interchange with UP and POVA for access into Newport)

Note: See also segments 1377, 1378, & 1379.

Former GN: (partial listing)
Hillyard-Wenatchee-Spokane Division, 1st Sub
Wenatchee-Everett Jct.-Spokane Division, 2d Sub, then Cascade Division, 1st Sub

Former GN: Sandpoint-Fort Wright-Kalispell Division, 2d Sub
Fort Wright-Wenatchee-Cascade Division, 1st Sub
Wenatchee-Everett Jct.-Cascade Division, 2d Sub

Former GN: Sandpoint-Fort Wright-Spokane Division, 2d Sub
Fort Wright-Wenatchee-Spokane Division, 3d Sub
Wenatchee-Everett-Cascade Division, 1st Sub

Original BN: Sandpoint-Fort Wright-Spokane Division, 3d Sub*
Fort Wright-Wenatchee-Spokane Division, 5th Sub*
Wenatchee-Everett-Pacific Division, 1st Sub*

Former BN: Boyer-Hillyard then UP Tower-Spokane Division, 3d Sub
UP Tower-Dean-Spokane Division, 4th Sub
Sunset Jct.-Wenatchee-Spokane Division, 5th Sub
Wenatchee-Everett Jct.-Pacific Division, 1st Sub
Latah Jct.-Sunset Jct.-Spokane Division, 6th Sub

Former BN: (after 1982) Boyer-Newport-Spokane Division, 8th Sub
Sunset Jct.-Wenatchee-Spokane Division, 2d Sub
Wenatchee-Everett Jct.-Pacific Division, 2d Sub
Latah Jct.-Sunset Jct.-Spokane Division, 6th Sub
Napa St-Dean-Pacific Division, 12th Sub

Former BN: (after 1984) Boyer-Newport-Pacific Division, 10th Sub
Sunset Jct.-Wenatchee-Spokane Division, 2d Sub
Sunset Jct.-Latah Jct.-Spokane Division, 6th Sub
Napa St-Dean-Pacific Division, 12th Sub
Wenatchee-Everett Jct.-Pacific Division, 2d Sub

Former BN: (after 1988) Boyer-Newport-Pacific Division, 10th Sub; then Spokane Division, 5th Sub
Sunset Jct.-Wenatchee-Spokane Division, 2d Sub
Sunset Jct.-Latah Jct.-Pacific Division, 1st Sub
Napa St-Dean-Pacific Division, 12th Sub
Wenatchee-Everett Jct.-Pacific Division, 3d Sub
Latah Jct.-Wenatchee-Pacific Division, 2d Sub

Former BN: Boyer-Newport-Spokane Division, Newport Sub
Latah Jct.-Wenatchee-Spokane Division, Columbia River Sub
Wenatchee-Everett Jct.-Cascade Division, Scenic Sub
Sunset Jct.-Latah Jct.-Spokane Division, Pend Orielle Sub
Napa St-Dean-Spokane Division, Kettle Falls Sub

Former BNSF: Boyer-Newport-Washington Division, Newport Sub
Latah Jct.-Wenatchee-Washington Division, Columbia River Sub
Wenatchee-Everett Jct.-Pacific Division, Scenic Sub
Sunset Jct.-Latah Jct.-Washington Division, Pend Orielle Sub
Napa St-Mead-Washington Division, Kettle Falls Sub

Former BNSF: Boyer-Dover Jct.-Northwest Division, Newport Sub
Latah Jct.-Wenatchee-Northwest Division, Columbia River Sub
Wenatchee-Everett Jct.-Northwest Division, Scenic Sub
Sunset Jct.-Latah Jct.-Northwest Division, Pend Orielle Sub
Napa St-Mead-Northwest Division, Kettle Falls Sub

Current BNSF: Boyer-Dover Jct.-Northwest Division, Newport Sub

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Latah Jct.-Wenatchee-Northwest Division, Columbia River Sub
Wenatchee-Everett Jct.-Northwest Division, Scenic Sub
Sunset Jct.-Latah Jct.-Northwest Division, Spokane Sub
Napa St-Mead-Northwest Division, Kettle Falls Sub

38. Jamestown-Mandan

History: 1873-Jamestown-Bismarck by NP
1879-ferry from Mandan-Bismarck by NP
1882-Bismarck-Mandan bridge replaced ferry by NP
1898-line changes-MP 145-146.35; 167.5-177; 185.3-187.5

Original NP: Dakota Division until 1932

Former NP: Fargo Division, 2d Sub

Original BN: Jamestown-Mandan-Yellowstone Division, 1st Sub*

Former BN: Jamestown-Bismarck-Dakota Division, 1st Sub
Bismarck-Mandan-Yellowstone Division, 1st Sub

Former BN: Jamestown-Mandan-Dakota Division, 1st Sub

Former BN & BNSF: Jamestown-Mandan-Yellowstone Division, Jamestown Sub

Former BNSF: Jamestown-Mandan-Dakota Division, Jamestown Sub

Current BNSF: [Jamestown-Mandan-Twin Cities Division, Jamestown Sub](#)

39. Mandan-Glendive

History: 1880-Mandan-Medora by NP
1881-Medora-Glendive by NP
Line Changes:
1886-MP 188-191
1893-MP 4.5-5.9
1899-MP 9.6-10.6
1900-MP 187-188
1901-MP MP 24.2-24.9
1902-MP 22.6-22.9; 123-124.5
1909-MP 203.7-208.8
1930-MP 136.2-136.8
1945-MP 185.2-186; 209.7-211.2
1946-MP 147.6-147
1947-New Salem-MP 54 (16.26 miles, saving 9.25 miles of curvature and distance)
1947-MP 138.4-139; 154.5-155.2
1948-MP 148.8-149.8; 158.5-159.3; 161-163.3
1949-MP 5.5-6.8; MP 88.6-80.1
1950-MP 144.1-144.6; 211.5-206.5
1951-MP 189-194
1954-MP 196.7-198.9

Original NP: Missouri Division until 1891

Former NP: Mandan-Dickinson-Yellowstone Division, 1st Sub
Dickinson-Glendive-Yellowstone Division, 2d Sub

Former BN: Mandan-Glendive-Yellowstone Division, 2d Sub* then 1st Sub

BNSF TRACK SEGMENTS-1-99

Former BN: Mandan-Glendive-Dakota Division, 2d Sub
Former BN & BNSF: Mandan-Glendive-Yellowstone Division, Dickinson Sub
Former BNSF: Mandan-Glendive-Dakota Division, Dickinson Sub
Current BNSF: [Mandan-Glendive-Montana Division, Dickinson Sub](#)

40. Glendive-Billings

History: 1881-Glendive-MP 32.3 by NP
1882-MP 32.3-Billings by NP
1894-CB&Q leases Billings-Huntley line for maintenance recovery to NP
Line changes:
1897-MP 9.9-11.0
1901-MP 120.9-122.0
1902-MP 185.4-189.05
1912-MP 154-157
1942-MP 1.5-2.5
1945-MP 64.9-65.5; 93.5-94.2; 106.15-108.9
1946-MP 109-110.75
1948-MP 21.6-27.0; 24.9-26.05; 118.6-119.6
1949-MP 30.8-32.3; 47.5-48.5; 95.3-96.3
1950-MP 169.8-171.0
1951-MP41.8-47.1
1958-MP 185.4-189.05

Leased: [1987-Jones Jct.-Billings to Montana Rail Link](#)

Former NP: Glendive-Forsyth-Yellowstone Division, 3d Sub
Forsyth-Billings-Yellowstone Division, 4th Sub
Original BN: Glendive-East Billings-Yellowstone Division, 3d Sub*
Former BN: Glendive-Billings-Yellowstone Division, 2d Sub
Former BN: Glendive-Huntley-Yellowstone Division, 2d Sub
Huntley-Billings-Rocky Mountain Division, 9th Sub
Former BN: Glendive-Billings-Dakota Division, 3d Sub
Former BN: Glendive-Jones Jct.-Dakota Division, 3d Sub
Former BN: Glendive-Billings-Yellowstone Division, Forsyth Sub
Former BNSF: Glendive-Jones Jct.-Yellowstone Division, Forsyth Sub
Huntley-MP 209.8-MP 209.9-Powder River Division, Big Horn Sub
Former BNSF: Glendive-Jones Jct.-Dakota Division, Forsyth Sub
Huntley-MP 209.8-MP 209.9-Powder River Division, Big Horn Sub
Former BNSF: Glendive-Jones Jct.-Montana Division, Forsyth Sub
Huntley-MP 209.8-MP 209.9-Montana Division, Big Horn Sub

Current MRL: [Jones Jct.-Billings, 1st Sub, their segment 10](#)

Current BNSF: [Glendive-Jones Jct.-Montana Division, Forsyth Sub](#)
[Huntley-MP 209.8-MP 209.9-Powder River Division, Big Horn Sub](#)

41. Billings-Helena

BNSF TRACK SEGMENTS-1-99

History: 1882-Billings-MP 106.5 by NP
1883-MP 106.5-Helena by NP
1894-CB&Q leases Billings-MP 84.5 from NP
1911-CB&Q leases Laurel-MP 84.5 from NP
Line changes:
1885-MP 98.4-99.7
1907-MP 115.6-Muir
1942-MP 93-94
1945-MP Muir-MP 130.7; 198.9-199.3
1948-MP 35.2-35.8; 36.5-37.0; 224.7-225.4
1949-MP 104.95-105.5
1952-MP 190.2-191.1
1962-MP 133.2-134.3

Leased: [1987-Montana Rail Link](#)

Original NP: Billings-Livingston-Montana Division, 1st Sub
Livingston-Helena-Montana Division, 2nd Sub

Former NP: Billings-Livingston-Yellowstone Division, 5th Sub
Livingston-Helena-Rocky Mountain Division, 1st Sub

Original BN: East Billings-Livingston-Rocky Mountain Division, 1st Sub*
Livingston-Helena-Rocky Mountain Division, 2d Sub*

Former BN: Billings-Laurel-Yellowstone Division, 2d Sub
Laurel-Livingston-Rocky Mountain, 1st Sub
Livingston-Helena-Rocky Mountain, 2d Sub
Helena-East Helena-Rocky Mountain, 15th Sub
Spurling-Livingston-Spokane Division-1st Sub, then 14th Sub

Former BN: Billings-Laurel-Rocky Mountain Division, 9th Sub
Laurel-Livingston-Rocky Mountain, 1st Sub, then Spokane Division, 1st Sub
Livingston-Helena-Rocky Mountain, 2d Sub, then Spokane Division, 2d Sub first, then 15th Sub
Helena-East Helena-Rocky Mountain, 15th Sub
Spurling-Livingston-Spokane Division-1st Sub, then 14th Sub

Current MRL: [Billings-Spurling-1st Sub, their segment 10](#)
[Spurling-Livingston-2d Sub, their segment 11](#)
[Livingston-Logan-2d Sub, their segment 12](#)
[Logan-Helena-2d Sub, their segment 13](#)

42. Helena-Paradise

History: 1883-Helena-De Smet by NP
1888-Helena-Silver City by GN
1890 De Smet-Paradise by NP & Montana
1896-NP & Montana sold to NP
Line changes:
1909-MP 85.5-88.3
1944-MP 41-42
1962-MP 23.8-24.4
1966-MP 13.8-15.1

Abandoned: [Helena-Silver City \(listed 1972, see segment 336\)](#)

Leased: [1987-Montana Rail Link](#)

Former GN: Silver City-Helena-Butte Division, 8th Sub

Original NP: 1884-Helena-Heron-Rocky Mountain Division
Heron-Paradise-Idaho Division until 1904 when it was added to the Rocky Mountain Division

BNSF TRACK SEGMENTS-1-99

Former NP: Helena-Missoula-Rocky Mountain Division, 3d Sub
Missoula-Paradise--Rocky Mountain Division, 5th Sub

Original BN: Helena-Missoula-Rocky Mountain Division, 2d Sub*
Missoula-Paradise-Rocky Mountain Division, 3d Sub*
Helena-Silver City-Rocky Mountain Division, 13th Sub*

Former BN: Helena-Missoula-Rocky Mountain Division, 2d Sub
Missoula-De Smet-Rocky Mountain Division, 3d Sub
De Smet-Paradise-Rocky Mountain Division, 5th Sub

Former BN: Helena-De Smet-Rocky Mountain, 3d Sub
De Smet-Paradise-Rocky Mountain, 5th Sub
Silver City-Helena-Rocky Mountain, 13th Sub

Former BN: Helena-De Smet-Rocky Mountain, 3d Sub
De Smet-Paradise-Rocky Mountain, 5th Sub
Helena Jct.-Helena-Rocky Mountain, 15th Sub

Former BN: Helena-Missoula-Spokane Division, 2d Sub, then 15th Sub
Missoula-Paradise-Spokane Division, 5th Sub, then 16th Sub
Silver City-Helena-Montana Division, 13th Sub then 15th Sub
Helena Jct.-Phosphate-Montana Division, 6th Sub

Current MRL: Helena-Missoula-3d Sub, MRL Segment 14
Missoula-De Smet-4th Sub, MRL Segment 15
De Smet-Dixon-10th Sub, MRL Segment 57
Dixon-Paradise-10th Sub, MRL Segment 58

43. De Smet-Paradise

History: 1890-De Smet-St. Regis by NP
1909-St. Regis-Paradise by NP
Line changes:
1909-MP 160-168
1947-MP 123.3-123.7
1966-MP 119.5-122.8; 128.8-132.5; 172.3-172.6

Leased: 1987-Montana Rail Link

Former NP: Rocky Mountain Division, 6th Sub

Former BN: Rocky Mountain Division, 5th Sub* then 3d Sub

Former BN: Spokane Division, 3d Sub

Former BN: Pacific Division, 22d Sub

Current MRL: De Smet-Paradise-4th Sub, MRL Segment 16

44. Paradise-Kootenai

History: 1881-Paradise-MP 25 by NP
1882-MP 25-Kootenai by NP
Line changes:
1896-MP 5-6; 25-27
1904-MP 98-105.1
1905-MP 105.1-114.5
1907-MP 65.2-69.7; 76.8-78.9; 85.4-91.2
1909-MP 47.5-50.5; 60.6-65.2
1948-MP35.9-36.5

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1952-MP 69.4-76.5
1956-MP 92-93.5
1957-MP 49.2-51.4; 56.6-73.8
1966-MP 81.1-82.3
Leased: 1987 to Montana Rail Link

Original NP: 1882-Paradise-Perma-Missoula Division
Perma-Oden-Clark Fork Division
Oden-Kootenai-Pend Oreille Division

1884: Paradise-Heron-Rocky Mountain Division
Heron-Kootenai-Idaho Division

1887: Paradise-Hope-Rocky Mountain Division
Hope-Kootenai-Idaho Division, 1st District

1902: Paradise-Kootenai-Rocky Mountain Division

1904: Paradise-Trout Creek-Rocky Mountain Division
Trout Creek-Kootenai-Idaho Division and in 1909, all became part of the Idaho Division

Former NP: Idaho Division, 1st Sub

Former BN: Rocky Mountain Division, 3d Sub*, then 5th Sub

Former BN: Spokane Division, 5th Sub then 16th Sub

Current MRL: Paradise-State Line MP 85.2-4th Sub, MRL Segment 17
State Line MP 85.2-Sandpoint Jct-4th Sub, MRL Segment 18

45. Kootenai-Spokane

History: 1881-MP 5.5-Spokane by NP
1882-Kootenai-MP 5.5 by NP
1917-Raised track-Erie St.-Hangman's Creek by NP
Line changes:
1891-MP 5.5-10.2
1892-MP 24.9-33.5
1905-MP 24.5-30; 39-44.5
1909-MP 67.05-70
1912-MP 59.5-67.05
1944-MP 22.6-27.8
1965-MP 7.6-8.9
1966-MP 13.6-14
1968-MP 18.9-19.6

Leased: 1987-Kootenai-Sandpoint Jct. to Montana Rail Link

Original NP: 1882-Pend Oreille Division

Former NP: Idaho Division, 1st District (1887)

Former NP: Kootenai-Yardly-Idaho Division, 1st Sub
Yardley-Spokane-Idaho Division, 2d Sub

Original BN: Kootenai-Sandpoint-Rocky Mountain Division, 3d Sub*, then 5th Sub
Sandpoint-Spokane-Spokane Division, 2d Sub*

Former BN: Kootenai-Sandpoint Jct.-Rocky Mountain Division, 3d Sub
Sandpoint Jct-Spokane-Spokane Division, 1st Sub, then 6th Sub, then 1st Sub

Former BN: Kootenai-Sandpoint Jct.-Spokane Division, 2d Sub, then 5th Sub, then 16th Sub
Sandpoint Jct.-Spokane-as listed above, then Pacific Division, 1st Sub

BNSF TRACK SEGMENTS-1-99

Former BN: Sandpoint Jct.-Spokane-Spokane Division, Pend Oreille Sub
Former BNSF: Sandpoint Jct.-Spokane-Washington Division, Pend Oreille Sub
Former BNSF: Sandpoint Jct.-Spokane-Northwest Division, Pend Oreille Sub
Former BNSF: Sandpoint Jct.-Spokane-Northwest Division, Kootenai River Sub
Current BNSF: Sandpoint Jct.-Spokane-Montana Division, Kootenai River Sub
Current MRL: Kootenai-Sandpoint Jct.-Montana Rail Link segment 18

46. Spokane-Pasco-SP&S Junction

History: 1881-by NP
Line changes:
1883-@ Ladwakaj
1884-MP 110-110.7
1897-MP 101-103
1908-MP 6.5-8.7
1911-MP 2.5-6.5
1912-MP 10.5-13.4
1942-MP 98.3-101
1946-MP 23.5-25.1
1947-MP 123.8-125.4
1951-MP 31.8-35.5

Original NP: Spokane-Pasco Jct.-Idaho Division, 2d District

1882: Pend Oreille Division

1883: Idaho Division

1907: Pasco Division

1928: Spokane-Cheney-Idaho Division
Cheney-Pasco-Pasco Division until 1932 when it all became Idaho Division

Former NP: Spokane-Pasco-Idaho Division, 2d Sub
Pasco-SP&S Jct.-Idaho Division, 3d Sub

Original BN: Spokane-Cheney-Spokane Division, 2d Sub*
Cheney-SP&S Jct.-Portland Division, 1st Sub*

Former BN: Spokane-Cheney-Spokane Division, 1st Sub
Cheney-Pasco-Portland Division, 1st Sub
Pasco-SP&S Jct.-Portland Division, 2d Sub

Former BN: Spokane-Sunset Jct.-Spokane Division, 1st Sub, then 6th Sub, then 1st Sub
Sunset Jct.-Pasco-Portland Division, 1st Sub
Pasco-SP&S Jct.-Portland Division, 2d Sub

Former BN: Spokane-Sunset Jct.-Pacific Division, 1st Sub
Sunset Jct.-Pasco-Pacific Division, 7th Sub, then Spokane Division 2d
note: Pasco-SP&S changed to segment 48

Former BN: Spokane-Sunset Jct.-Spokane Division, Pend Oreille Sub
Sunset Jct.-Pasco-Spokane Division-Lakeside Sub

Former BNSF: Spokane-Sunset Jct.-Washington Division, Pend Oreille Sub
Sunset Jct.-Pasco-Washington Division, Lakeside Sub
Pasco-SP&S Jct.-Washington Division, Lakeside Sub & Oregon Division, Wishram Sub

BNSF TRACK SEGMENTS-1-99

Former BNSF: Spokane-Sunset Jct.-Northwest Division, Pend Oreille Sub
Sunset Jct.-SP&S Jct.-Northwest Division, Lakeside Sub

Current BNSF: Spokane-Sunset Jct.-Northwest Division, Spokane Sub
Sunset Jct.-SP&S Jct.-Northwest Division, Lakeside Sub

47. Latah Jct-Portland

History: 1880-Pasco-Ainsworth Jct. by NP
1883-Portland-Willbridge by NP
1907-SP&S Jct.-Cliffs by SP&S
1908-Pasco-Ainsworth Jct. replaced by SP&S
1908-Cliffs-Willbridge by SP&S
1908-Pasco-Snake River by SP&S
1909-Snake River-Spokane by SP&S
1910-Ft. Wright-Scribner sold to SP&S by GN
1934-4 1/2 miles relocated-Bonneville Dam project
1954-MP 188.5-223.3 relocated-McNary Dam project
1954-14 miles relocated-Skadatt-Avery-The Dalles Dam project
1958-MP 235.5-243.9 relocated-Ice Harbor Dam project
1959-78 miles relocated MP 110.6-187.4-John Day Dam project
1978-2 1/2 miles relocated-Bonneville Dam powerhouse project

Abandoned: 1988-Lakeside Jct.-Ainsworth Jct.-now a linear park, rail banked

Note: The draw bridges between Willbridge & Vancouver are two-thirds owned by SP&S and one-third owned by NP. UP has trackage rights over the Columbia River Draw and Slough bridges, and GN had trackage rights into Hoyt St. yard. See Segments 1344 & 1703 for further abandonments.

Former NP: Latah Jct.-Fish Lake-Idaho Division, 2d Sub; note Latah Jct is new construction

Former SP&S: Ft. Wright-Pasco-Vancouver Division, 3d Sub
SP&S Jct.-Wishram-Vancouver Division, 2d Sub
Wishram-Vancouver-Vancouver Division, 1st Sub
Vancouver-Portland-Terminals Division

Former SP&S: Fish Lake-Pasco-3d Sub
SP&S Jct.-Wishram-2d Sub
Wishram-Vancouver-1st Sub
Vancouver-Portland-Terminal Sub

Original BN: Scribner-Pasco-Portland Division, 17th Sub*
SP&S Jct.-Vancouver-Portland Division, 2d Sub*
Vancouver-Portland-Portland Division, 3d Sub*
Ft. Wright-Scribner-Spokane Division, 4th Sub*

Former BN: Latah Jct.-Fish Lake-Spokane Division, 4th Sub
Fish Lake-Pasco-Portland Division, 17th Sub
SP&S Jct.-Vancouver-Portland Division, 2d Sub
Vancouver-Portland-Portland Division, 3d Sub

Former BN: Latah Jct.-Pasco-Portland Division, 5th Sub, then 3d Sub
SP&S Jct.-Portland-Portland Division, 2d Sub

Former BN: Latah Jct.-UP Jct.-Spokane Division, 1st Sub
(1987) South Cheney-Pasco-Spokane Division, 24th Sub
SP&S Jct.-Wishram-Spokane Division, 3d Sub
Wishram-Portland-Pacific Division, 5th Sub
Fish Lake-Pasco-Pacific Division, 30th Sub

Former BN: Latah Jct.-Lakeside-Pacific Division, 1st Sub

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(1988) SP&S Jct.-Wishram-Pacific Division, 6th Sub
Wishram-Portland-Pacific Division, 5th Sub

Former BN:
(1989) Latah Jct.-Lakeside Jct-Pacific Division, 1st Sub
Ainsworth Jct.-Pasco-Pacific Division, 26th Sub
SP&S Jct.-Wishram-Spokane Division, 3d Sub, then Pacific Division, 6th Sub
Wishram-Portland-Pacific Division, 5th Sub

Former BN: Pasco-Ainsworth Jct.-Pasco Division, Burbank Sub
Latah Jct.-Lakeside Jct.-Spokane Division, Pend Oreille Sub
SP&S Jct.-Wishram-Pasco Division, Wishram Sub
Wishram-Portland-Portland Division, Fallbridge Sub

Former BNSF: Latah Jct.-Lakeside Jct.-Washington Division, Pend Oreille Sub
Pasco-Ainsworth Jct.-Washington Division, Burbank Sub
SP&S Jct.-Wishram-Oregon Division, Wishram Sub
Wishram-Portland-Oregon Division, Fallbridge Sub

Former BNSF: Latah Jct.-Lakeside Jct.-Northwest Division, Pend Oreille Sub
Pasco-Ainsworth Jct.-Northwest Division, Burbank Sub
SP&S Jct.-Portland-Northwest Division, Fallbridge Sub

Current BNSF: Latah Jct.-Lakeside Jct.-Northwest Division, Spokane Sub
Pasco-Ainsworth Jct.-Northwest Division, Burbank Sub
SP&S Jct.-Portland-Northwest Division, Fallbridge Sub

48. Pasco-Ellensburg

History: 1883-Pasco-MP 27 by NP
1884-MP 27-Yakima by NP
1885-Yakima-MP 102.5 by NP
1886-MP 102.5-Ellensburg by NP
1888-Pasco-Kennewick bridge opens, eliminating ferry crossing
Line changes:
1899-MP 32-34
1944-MP 4.2-9.3
1948-MP 91.85-92.95
1957-MP 99.05-100.5
1958-MP 36.5-37.95

Sold: 1986-Pasco-Ellensburg to Washington Central
Reacquired: 1996-Pasco-Ellensburg by BNSF

Original NP: Cascade Division (1884)

1894: Idaho Division, 3d District

1907: Pasco Division until 1932

Former NP: Pasco-Yakima-Idaho Division, 3d Sub
Yakima-Ellensburg-Tacoma Division, 1st Sub

Original BN: Pasco-Yakima-Portland Division, 1st Sub*
Yakima-Ellensburg-Pacific Division, 4th Sub*

Former BN: (When SP&S Jct.-Pasco was segment 46)
(Pasco-1978) SP&S Jct.-Yakima-Portland Division, 3d Sub
Yakima-Ellensburg-Pacific Division, 4th Sub

Former BN: (When line was sold to Washington Central)
Pasco-SP&S Jct.-Pacific Division, 1st Sub, then Spokane Division, 3d Sub

Former BN: Pasco-SP&S Jct.-Pacific Division, 6th Sub

BNSF TRACK SEGMENTS-1-99

Former WC: SP&S Jct.-Ellensburg-1st Sub
Former BNSF: (Washington Central becomes a subsidiary of BNSF)
Pasco-Ellensburg-Pacific Division, Yakima Valley Sub

Current BNSF: [SP&S Jct-Ellensburg-Northwest Division, Yakima Valley Sub](#)

49. Ellensburg-Rainier (Auburn)

History: 1886-Ellensburg-Easton by NP
1887-Easton-Palmer via switchbacks by NP
1888-Stampede Tunnel opens eliminating switchbacks
1900-Palmer Jct.-Auburn via Stampede Tunnel by NP
Line changes:
1943-MP 15.6-19.1; 25.5-27.9
1944-MP 95-97.4
1945-MP 30.2-30.6
1959-MP 70.6-84.2

Sold: [1986-Bulldog-Ellensburg-Washington Central](#)

Reacquired: [1996-BNSF](#)

Original NP: 1886-Ellensburg-Cle Elum-Cascade Division

NP 1893: Ellensburg-Lester-Cascade Division
Lester-Auburn-Green River Division

NP 1895: Ellensburg-Auburn-Cascade Division (until 1898)

Former NP: Ellensburg-Auburn-Pacific Division, 1st District (until 1918)

Former NP: Ellensburg-Auburn-Seattle Division, 1st Sub (until 1932 when the Tacoma Division was created)

Former NP: Ellensburg-Auburn-Tacoma Division, 1st Sub

Former BN: Ellensburg-Auburn-Pacific Division-4th Sub*

Former BN: Ellensburg-Cle Elum-Portland Division, 3d Sub
(1983-1984) Cle Elum-Auburn-Pacific Division, 4th Sub, then 5th Sub

Former BN: (after sale to Washington Central)
Cle Elum-Auburn-Pacific Division, 15th Sub (1987), 19th Sub (1988)

Former BN: Cle Elum-Auburn-Pacific Division, Stampede Sub

Former WC: Cle Elum-Bulldog-1st Sub

Former BNSF: (Washington Central becomes a subsidiary again)
Ellensburg-Auburn-Pacific Division, Stampede Sub

Current BNSF: [Ellensburg-Rainier-Northwest Division, Stampede Sub](#)

Note: Auburn changed to Rainier-2003 to reflect new station on SOUND Transportation System

50. White Rock (Canadian Border)-Seattle

History: 1889-South Bellingham (Fairhaven)-Burlington by Fairhaven & Southern Ry
1891-South Bellingham-Canadian/US Border by Fairhaven & Southern Ry
1891-Seattle-F&S Jct. (Belleville Pit) by Seattle & Montana Ry (GN)
1898-Fairhaven & Southern merged with Seattle & Montana (GN)

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1901-Seattle & Montana (GN) merged into GN
1902-Belleville Pit-South Bellingham by GN
1905-King Street Tunnel opens
1909-MP 117-US/Candian Border by GN

Former GN: Bellingham-International Boundary-Cascade Division, 3rd District (partial)

Former GN: Vancouver BC-Everett Jct.-Spokane Division, 3d Sub
Everett Jct.-Seattle-Spokane Division, 2d Sub

Former GN: Vancouver BC-Everett Jct.-Cascade Division, 2d Sub
Everett Jct.-Seattle-Cascade Division, 1st Sub

Former GN: Vancouver, BC-Everett Jct.-Cascade Division, 3d Sub then 2d Sub
Everett-Seattle-Cascade Division, 2d Sub then 1st Sub

Original BN: White Rock-Everett Jct.-Pacific Division, 2d Sub*
Everett Jct.-Seattle-Pacific Division, 1st Sub*

Former BN: White Rock-Delta Jct.-Pacific Division, 2d Sub
Everett Jct.-Seattle-Pacific Division, 1st Sub
Everett-Delta Jct.-Pacific Division, "other"

Former BN: White Rock-Delta Jct.-Pacific Division, 4th Sub
(1986) Bayside-Everett Jct.-Pacific Division, 4th Sub
Everett Jct.-Delta Jct.-Pacific Division, "other"
Everett Jct.-Seattle-Pacific Division, 2d Sub

Former BN: White Rock-Delta Jct.-Pacific Division, 9th Sub
(1988) Everett Jct.-Delta Jct.-Pacific Division, "other"
Bayside-Everett Jct.-Pacific Division, 9th Sub
Everett Jct.-Seattle-Pacific Division, 3d Sub

Former BN: White Rock-Delta Jct.-Cascade Division, Bellingham Sub
Everett Jct.-Delta Jct.-dropped during this transition
Bayside-Everett Jct.-Cascade Division-Bellingham Sub
Ballard-Fremont-Cascade Division, Scenic Sub
Everett Jct.-Seattle-Cascade Division, Scenic Sub

Former BNSF: White Rock-Delta Jct.-Washington Division, Bellingham Sub
Bayside-Everett Jct.-Washington Division-Bellingham Sub
Ballard-Fremont-Washington Division, Scenic Sub
Everett Jct.-Seattle-Washington Division, Scenic Sub

Former BNSF: Canadian Border-Delta Jct.-Northwest Division, Bellingham Sub
Everett-Delta Jct.-Northwest Division, Bellingham Sub-now a yard line segment
Everett Jct.-Seattle-Northwest Division, Scenic Sub

Current BNSF: [Canadian Border-Delta Jct.-Northwest Division, Bellingham Sub](#)
[Everett-Delta Jct.-Northwest Division, Bellingham Sub-now a yard line segment](#)
[Everett Jct.-Seattle-Northwest Division, Scenic Sub](#)
[Ballard-Northwest Division, Scenic Sub](#)

51. Seattle-Tacoma

History: 1877-Tacoma (Reservation)-Meeker by NP
1882-Stuck Jct.-Black River by Puget Sound Shore RR
1883-84-Black River Jct.-Seattle, dual gauge by Puget Sound Shore
1885-Meeker-Stuck Jct. by NP
1887-Reservation-Tacoma by NP
1889-Puget Sound Shore acquired by Puget Sound & Northern Pacific
1891-Auburn-Meeker by NP

BNSF TRACK SEGMENTS-1-99

1898-Puget Sound & NP merged into NP
1903-Middle Yard-Seattle by NP
1904-Argo-Middle Yard by NP

NP 1893: Green River Division
NP 1898: Pacific Division, 1st District, Seattle Line
NP 1909: Puget Sound Division, 1st Sub
NP 1922: Seattle & Tacoma Division
NP 1928: Seattle Division, Seattle & Tacoma Terminal (until 1932 when Tacoma Division was created)
Former NP: Tacoma Division, 2d Sub
Former BN: Pacific Division, 3d Sub*, then 4th Sub (1988)
Former BN & BNSF: Seattle-11th St- Pacific Division, Seattle Sub

Current BNSF: [Seattle-11th St-Northwest Division, Seattle Sub](#)

52. Tacoma-Vancouver

History: 1873-Tenino-Kalama by NP-reportedly the first railroad tracks built in Washington State
1878-St. Clair-Tenino by Olympia & Chehalis Valley Ry
1898-Olympia & Chehalis Valley Ry sold to Port Townsend Southern
1902-Kalama-Vancouver by Washington & Oregon RR as a branch line, raised to main line status in 1909 by NP
1914-Port Townsend Southern purchased by NP for the above section only
1914-Tacoma-Tenino via Point Defiance by Puget Sound & Southern RR (NP) and purchased by NP at completion.
Line changes:
1911-Napavine Hill line change; MP 84-Kalama
1945-MP 70.9-71.6
1946-Vader-MP 79.05
1949-MP 102.6-104.3

Original NP: Pacific Division, 2d District*
NP 1918: Seattle-Keith-Pacific Division
Keith-Ryan-Puget Sound Division
Ryan-Portland-Tacoma Division (until 1928 when all became part of Tacoma Division)
Former NP: Tacoma Division, 3d Sub
Original BN: Tacoma-Centralia-Pacific Division, 3d Sub*
Centralia-Vancouver-Portland Division, 1st Sub*
Former BN: Tacoma-Vancouver Jct.-Pacific Division, 3d Sub
Vancouver Jct.-Vancouver-Portland Division, 3d Sub
Former BN: Tacoma-Vancouver-Pacific Division, 3d Sub then 4th Sub
Former BN: Tacoma-Vancouver-Pacific Division, Seattle Sub
Former BN: 11th St-Vancouver-Pacific Division, Seattle Sub in 1994
Former BNSF: 11th St-Vancouver-Pacific Division, Seattle Sub

Current BNSF: [11th St-Vancouver-Northwest Division, Seattle Sub](#)

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53. Wishram-Bend

History: 1911 by Oregon Trunk (SP&S)
1911-South Jct.-Metolius by Des Chutes RY (leased by OWR&N)
1912-Columbia River Bridge complete
1912-joint line between North & South Junctions between Oregon Trunk (SP&S) and Deschutes Railway (UP) agreement.
1927-South Jct.-Metolius by Des Chutes Railway (UP) by agreement, OT abandoned-see Segment 1711.
1981-Oregon Trunk merged into BN
1987-Des Chutes RY merged into UP

Original: Oregon Trunk Ry (SP&S)

Former SP&S: Vancouver Division, Oregon Trunk Ry.

Former SP&S: 5th Sub

Former BN: Portland Division, 4th Sub*

Former BN: Pacific Division, 6th Sub then 8th Sub

Former BN: Pasco Division, Oregon Trunk Sub

Former BNSF: Oregon Division, Oregon Trunk Sub

Current BNSF: [Northwest Division, Oregon Trunk Sub](#)

54. Bend-Chemult

History: 1916-Bend-Lava by Shevelin-Hixon Lumber Co.
1927-.36 miles built by GN at Bend Depot
1927-Stearns-Chemult by GN
1927-GN gains trackage rights over SP-Chemult-Klamath Falls via ICC ruling (see Segment 8103)
1932-13.74 miles between Bend and Lava built by GN and 15.41 miles removed, same location replacing the Shevelin-Hixon logging railroad

Former GN: Bend Yard-Chemult-Klamath Division, 1st Sub
Bieber Line Jct.-South Klamath-Klamath Division, 1st Sub

Former GN: Bend Yard-South Klamath-Cascade Division, 4th Sub (from 1968 to merger day)

Former BN: Bend-Klamath Falls-Portland Division, 5th Sub* (4th Sub after 10/82) still with trackage rights

Former BN: Bend-Klamath Falls-Pacific Division, 6th Sub, then 8th Sub, still with trackage rights

Former BN: Bend-Klamath Falls-Pasco Division, Oregon Trunk Sub still with trackage rights

Former BNSF: Bend-Bieber Line Jct.-Oregon Division, Oregon Trunk Sub, still with trackage rights over UP now.

Note: The Chemult-Klamath Falls via UP was changed to Segment 8103 at this time

Current BNSF: [Bend-Chemult-Northwest Division, Oregon Trunk Sub](#)

55. Klamath Falls-Keddie

History: 1928-Depot at Klamath Falls to 3.29 miles south of Klamath Falls
1931-Beiber Line Jct.-Beiber by GN

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1931-Beiber-Keddie by Western Pacific

1998-BNSF acquires Beiber-Keddie as condition of SP/UP merger)

Former GN:	South Klamath-Beiber-Klamath Division, 2d Sub
Former GN:	South Klamath-Beiber-Cascade Division, 4th Sub (from 1968 to merger day)
Former WP:	Bieber-Keddie-Western Division, 4th Sub
Former WP:	Bieber-Keddie-Sierra Division, 4 th Sub
Former WP:	Bieber-Keddie-4th Sub
Former UP:	Bieber-Keddie-Western Division, 4 th Sub
Former UP:	Bieber-Keddie-Feather River Division, Beiber Sub
Former UP:	Beiber-Keddie-Los Angeles Area, Beiber Sub (line 319)
Former BN:	Klamath Falls-Beiber-Portland Division, 5th Sub* (4th after 10/82)
Former BN:	Klamath Falls-Beiber-Pacific Division, 6th Sub then 8th Sub
Former BN:	Klamath Falls-Beiber-Pasco Division, Oregon Trunk Sub
Former BNSF:	Klamath Falls-Beiber-Oregon Division, Oregon Trunk Sub
Former BNSF:	Beiber Line Jct.-Keddie-Oregon Division, Gateway Sub (BNSF takes over from UP as condition of UP-SP merger)
Former BNSF:	Beiber Line Jct.-Keddie-Northern California Division, Gateway Sub

Current BNSF: [Beiber Line Jct.-Keddie-Northwest Division, Gateway Sub](#)

56. Sterling-Denrock

History: 1854-Sterling-Agnew by Galena & Chicago
1864-Agnew-Rock Falls by CB&Q
1864-Galena & Chicago changed to C&NW
1885-CB&Q granted trackage rights by C&NW
1980's-changed to segment 818

Abandoned: 1989

Former CB&Q:	Galesburg Division, Agnew & Denrock Sub (includes 5.4 miles via C&NW Sterling-Agnew)
Former CB&Q:	Chicago & Aurora Divisions, Agnew & Denrock Sub (includes 5.4 miles via C&NW Sterling-Agnew)
Former CNW:	Sterling-Agnew-Galena Division, Colgate Sub
Former CNW:	Sterling-Agnew-Illinois Division, Sterling Sub
Former CB&Q & BN:	Chicago Division, 6th Sub*

Changed to Segment 818

56. Vancouver-White Rock

History: 1890-GN acquired New Westminster Southern Ry and 23.51 miles of track
1903-4.93 miles built-Vancouver-New Westminster by V, W, & Y Ry
1904-9.86 miles built-Vancouver-New Westminster by V, W, & Y Ry

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1909-US/Canadian Border-Brownville by Vancouver, Victoria, & Eastern Ry and the Burrad inlet line also
Leased: 2006-All main tracks north of the Fraser Bridge-CN Jct. (yard tracks not included) to Canadian National

Former CN: Vancouver-Vancouver Jct.-Mountain Region-British Columbia Area, Yale Sub

Current CN: Vancouver-Vancouver Jct.-Mountain Region, Yale Sub

Former GN: International Boundary-Vancouver-Cascade Division, 3rd District

Former GN: Vancouver Jct.-White Rock-Cascade Division, 3d Sub then 2d Sub

Former BN: Vancouver Jct.-White Rock-Pacific Division, 2d Sub*, then 4th Sub (1986), then 9th Sub (1988).

Former BN: CN Jct.-White Rock (US Border)-Cascade Division, New Westminster Sub

Former BNSF: CN Jct.-US Border-Pacific Division, New Westminster Sub

Current BNSF: CN Jct.-US Border-Northwest Division, New Westminster Sub

57. Barstow-Clinton

History: 1868 by Rockford, Rock Island, & St. Louis
1876-name changed to St. Louis, Rock Island, & Chicago
1876-CB&Q acquired St. Louis, Rock Island, & Chicago
1879-merged into CB&Q

Former CB&Q: Chicago & Aurora Divisions, Terminal Jct. & Barstow Subdivision (includes .64 mile via DRI & NW Ry Rock Island-Terminal Junction)

Former DRINW: Rock Island-Terminal Jct.-2d Sub

Former CB&Q & BN: Chicago Division, 7th Sub* (includes .6 mile via DRI & NW Rock Island-Terminal Jct.)

Changed to segment 817; also see segments 7. 815, and 949

58. Paw Paw-Baker

History: 1882 by CB&Q
Abandoned: 1958-Baker-Burgess Jct.
1983-Earlville-Baker
1984-Earlville-Paw Paw

Former CB&Q: Chicago Division, Paw Paw & Sheridan Jct. Branch

Former CB&Q: Baker-Paw Paw-Chicago & Aurora Divisions, Paw Paw & Burgess Jct. Sub

Former CB&Q: Earlville-Paw Paw-Chicago & Aurora Divisions, Burgess Jct. & Sterling Sub
Earlville-Baker-Chicago & Aurora Divisions, Baker & Paw Paw Sub

Former CB&Q: Earlville-Paw Paw-Chicago & Aurora Divisions, Earlville & Sterling Sub
Earlville-Baker-Chicago & Aurora Divisions, Baker Spur

Former CB&Q: Earlville-Paw Paw-Chicago Division, 8th Sub
Earlville-Baker-Chicago Division, Baker Spur

Former BN: Earlville-Paw Paw-Chicago Division, 8th Sub* then 10th Sub
Earlville-Baker-Chicago Division, Baker Spur* then "other"

59. Paw Paw-Sterling

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History: 1872 by Chicago & Rock River
1899-sold to CB&Q
Abandoned: 1939-Shabonna-Paw Paw-connected with Segment 3 at Shabonna
1984-Paw Paw-Sterling

Note: Master List shows this as Paw Paw-Agnew

Former CB&Q: Chicago Division, Sabbona & Sterling Branch
Former CB&Q: Chicago & Aurora Divisions, Shabbona & Sterling Sub
Former CB&Q: Chicago & Aurora Divisions, Burgess Jct. & Sterling Sub
Former CB&Q: Chicago & Aurora Divisions, Earlville & Sterling Sub
Former CB&Q: Chicago Division, 8th Sub
Former BN: Paw Paw-Sterling-Chicago Division, 8th Sub* then 10th Sub
Former BN: Rock Falls-Sterling-Chicago Division, "other"

60. Montgomery-Streator

History: 1871 by Ottawa, Oswego, & Fox River RR
1899-sold to CB&Q
Abandoned: 1990-.4 miles abandoned in Streator.
Sold: 1999-Illinois Rail Net
Former CB&Q: Chicago Division, Aurora & Streator Branch
Former CB&Q: Chicago & Aurora Divisions, Montgomery & Streator Sub
Former CB&Q: Chicago & Aurora Divisions, Montgomery & Zearing Sub
Former CB&Q: Chicago Division, 9th Sub
Former BN: Chicago Division, 9th Sub*, then 7th Sub, then 11th Sub, then 9th Sub
Former BN: Lakes Division, 4th Sub
Former BN: Galesburg Division, 14th Sub
Former BN & BNSF: Chicago Division, Fox River Sub

Current Illinois Rail Net: Ottawa Division, Fox River Sub

61. Streator-Zearing

History: 1888 by CB&Q
Abandoned: 1946-Kasbeer-Walnut (connected to segment 9 at Walnut)
1954-Zearing-Kasbeer
1977-L&S Jct-La Salle
1980-L&S Jct-Streator
Sold: 2004-Illinois RailNet
Former CB&Q: Chicago Division, Streator & Walnut Branch
Former CB&Q: Chicago & Aurora Divisions, Streator & Denrock Sub
Former CB&Q: Chicago & Aurora Divisions, Streator & Kasbeer Sub

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Former CB&Q: Chicago & Aurora Divisions, Streator & Zearing Sub
Former CB&Q: Chicago & Aurora Divisions, Montgomery & Zearing Sub
Former CB&Q & BN: Chicago Division, 9th Sub*
Former BN: Streator-Zearing-Chicago Division, 11th Sub
Former BN: Zearing-La Salle-Chicago Division, 13th Sub, then 6th Sub
Streator-Lowell-Chicago Division, 11th Sub
Former BN: La Salle-Zearing-Galesburg Division, 10th Sub then 13th Sub
Former BN: Zearing-La Salle-Galesburg Division, La Salle Sub
Former BNSF: Zearing-La Salle-Illinois Division, La Salle Sub
Former BNSF: Zearing-La Salle-Chicago Division, La Salle Sub
Current: Illinois RailNet

62. Mendota-Denrock

History: 1871-Mendota-Prophetstown by Illinois & Grand Trunk Ry
1871-72-Prophetstown-Denrock by Illinois & Grand Trunk Ry
1899-sold to CB&Q

Abandoned: 1985

Former CB&Q: Chicago Division, Mendota, Clinton, & Fulton Branch
Former CB&Q: Mendota-Walnut-Chicago & Aurora Divisions, Mendota & Walnut Sub
Walnut-Denrock-Chicago & Aurora Divisions, Streator & Denrock Sub
Former CB&Q: Chicago & Aurora Divisions, Mendota & Denrock Sub
Former CB&Q: Chicago Division, 10th Sub
Former BN: Chicago Division, 10th* Sub then 9th Sub

63. Flag Center-Rockford

History: 1875 by Chicago, Rockford, & Northern
1892-sold to Chicago & Iowa
1899-Sold to CB&Q

Sold: 1999-Illinois Rail Net

Former CB&Q: Chicago Division, Rockford & Flag Center Branch
Former CB&Q: Chicago & Aurora Divisions, Rockford & Flag Center Sub
Former CB&Q: Chicago & Aurora Divisions, Flag Center & Rockford Sub
Former CB&Q: Chicago Division, 11th Sub
Former BN: Chicago Division, 11th Sub*, then 14th Sub, then 8th Sub, then "other" in 1986
Former BN: Lakes Division, "other"
Former BN: Galesburg Division, 15th Sub then "other"
Former BN: La Crosse Division, Rockford Sub
Former BNSF: Minnesota Division, Rockford Sub

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Current Illinois Rail Net, Rockford Sub

64. Aurora-West Batavia

History: 1871 by CB&Q
Abandoned: 1977-Nifa-West Batavia
2006-.4 at West Batavia

Former CB&Q: Chicago Division, Aurora & Geneva Branch

Former CB&Q: Chicago & Aurora Divisions, Aurora & West Batavia Sub

Former CB&Q: Chicago & Aurora Divisions, West Batavia Spur

Former CB&Q: Chicago Division, West Batavia Spur

Former BN: Chicago Division, West Batavia Spur*, then 13th Sub, then "other"

Former BN: Galesburg Division, "other"

Former BN & Current BNSF: Aurora-Nifa-Chicago Division, Chicago Sub

65. Aurora-West Chicago

Histry: 1850-Aurora-Turner Jct. (West Chicago) by Aurora Branch Railroad (trackage rights to Chicago via Galena & Chicago RR (CNW)
1852-name changed to Chicago & Aurora
1855-name changed to CB&Q

Former CB&Q: Chicago Division, Aurora & Turner Branch

Former CB&Q: Chicago & Aurora Divisions, West Eola & West Chicago Sub

Former CB&Q: Chicago & Aurora Divisions, West Chicago Spur

Former CB&Q: Chicago Division, West Chicago Spur

Former BN: Chicago Division, West Chicago Spur*, then 12th Sub, then "other"

Former BN: Lakes Division, "other"

Former BN: Galesburg Division, "other"

Former BN & Current BNSF: Chicago Division, Chicago Sub

66. Oregon-Mt. Morris

History: 1872 by CB&Q
Abandoned: 1932-Mt. Morris-Forreston prior to merger
Sold: 2004-Illinois RailNet

Former CB&Q: Chicago Division, Aurora & Forreston Branch

Former CB&Q: Chicago & Aurora Divisions, Oregon & Forreston Sub

Former CB&Q: Chicago & Aurora Divisions, Oregon & Mt. Morris Sub

Former CB&Q: Chicago & Aurora Divisions, Mt. Morris Spur

Former CB&Q: Chicago Division, Mt. Morris Spur

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Former BN: Chicago Division, Mt. Morris Spur*, then "other"
Former BN: Lakes Division, "other"
Former BN: Galesburg Division, "other"
Former BN: La Crosse Division, Aurora Sub
Former BNSF: Minnesota Division, Aurora Sub
Former BNSF: Chicago Division, Aurora Sub
Current: Illinois RailNet

67. Woodhull-Joy (& New Boston)

History: 1869 by CB&Q
Abandoned: 1958-Nekoma-Galva (connected with Segment 1 at Galva)
1959-Joy-New Boston
1961-Woodhall-Nekoma
1981-Woodhall-Alpha & Aledo-Joy
1986-Alpha-Aledo

Note: Also see Segment 1625

Former CB&Q: Woodhall-Joy; Keithsburg Jct.-New Boston-Galesburg Division, Galva & Keithsburg Branch
Former CB&Q: Woodhall-Joy-Galesburg Division, Galva & Gladstone Sub
Former CB&Q: Woodhall-Joy-Galesburg & Beardstown Divisions, Nekoma & New Boston Sub
Former CB&Q: Woodhall-Alpha-Chicago & Aurora Divisions, Woodhall Spur
Alpha-Joy-Chicago & Aurora Divisions, Alpha & Joy Sub
Former CB&Q & BN: Chicago Division, Alpha Spurs*
Former BN: Chicago Division, 6th Sub
Former BN: Alpha-Aledo-Chicago Division, "other"

68. Alexis-Rio

History: 1870 by CB&Q
Abandoned: 1938-Gerlaw-Roseville
1958-Alexis-Gerlaw
1978-Alexis-North Henderson
1983-North Henderson-Rio

Former CB&Q: St. Louis Division, North & Middle Divisions
Former CB&Q: Beardstown Division, Rio & Beardstown Sub
Former CB&Q: Galesburg & Beardstown Divisions, Monmouth Spur
Former CB&Q: Chicago & Aurora Divisions, Alexis Spur
Former CB&Q: Chicago Division, Alexis Spur
Former BN: Chicago Division, Alexis Spur*, then "other"

69. Lass-Garden Plain

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History: 1872 by CB&Q
Abandoned: 1962-Ebner-Garden Plain (connected with segment 6 & 10 at Ebner)
1982-Lass-Garden Plain

Former CB&Q: Chicago Division, Mendota, Clinton, & Fulton Branch

Former CB&Q: Galesburg Division, Lass & Ebner Sub

Former CB&Q: Galesburg & Beardstown Divisions, Lass & Ebner Sub

Former CB&Q: Chicago & Aurora Divisions, Garden Plain Spur

Former CB&Q: Chicago Division, Garden Plain Spur

Former BN: Chicago Division, Garden Plain Spur*, then "other"

70. Ladd-Howe

History: 

Former NYC: NYC Jct.-Howe-Western Division, Kankakee Sub, Kankakee & Zearing Branch

Former NYC: Western District, Kankakee Belt Line

Former PC: Western Region, Ft. Wayne Division, Kankakee Branch

Former BN: PC Jct-Howe, Chicago Division, 15th Sub

Former BN: Ladd-Howe-Chicago Division, 13th Sub, then "other"

Former BN: Ladd-Howe-Galesburg Division, "other"

71. Chicago-Aurora-Montgomery

History: 1862-MP 0.76-MP 10.3 by CB&Q
1872-MP 10.3-Aurora by CB&Q
1915-grade relocated MP 19.28-20.49
1919-20-line relocated MP 36.01-39.87
1954-line relocated MP 7-9
1956-CTC installed, MP1-MP 5
1958-CTC installed Harlem Ave-La Grange; Downers Grove-Western Springs;
Naperville-MP 35
1959-CTC installed-La Grange-Downers Grove; Western Springs-Naperville
1964-CTC installed Aurora-Montgomery

Former CB&Q: Chicago-Aurora-Chicago Division, Chicago & Mendota Sub

Former CB&Q: Chicago-Aurora-Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Subs
Aurora-Montgomery-Chicago & Aurora Divisions, Aurora to Galesburg/Galesburg to
Aurora Subs

Former CB&Q & BN: Chicago-Aurora-Chicago Division, 1st Sub*

Former BN: Chicago-Aurora-Lakes Division, 1st Sub

Former BN: Chicago-Aurora-Galesburg Division, 1st Sub

Former BN & BNSF: Chicago-Aurora-Chicago Division, Chicago Sub

Current BNSF: Chicago Union Station-Montgomery-Chicago Division, Chicago Sub

72. East Dubuque-Dubuque

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History: 1867 by Chicago, Burlington, & Northern
1899-merged into the CB&Q

Former CB&Q: La Crosse Division, Dubuque Branch (until 1935)

Former CB&Q: Chicago & Aurora Divisions, Savanna & North La Crosse Sub

Former CB&Q & BN: Chicago Division, 4th Sub*

Former BN: East Dubuque-Dubuque-Chicago Division, "other"

Former BN: East Dubuque-Dubuque-Lakes Division, "other"

Former BN: East Dubuque-Dubuque-Galesburg Division, "other"

Former BN: Dubuque-La Crosse Division, Aurora Sub

Former BNSF: East Dubuque-Minnesota Division, Aurora Sub

Former BNSF: Dubuque-Minnesota Division, Aurora Sub

Current BNSF: [East Dubuque-Chicago Division, Aurora Sub](#)

73-78-unused

79. Iatan Electric Generating Station

NOTE: originally listed as part of segment 17

Former BN: Nebraska Division, "other"

Former BN: Lincoln Division, St. Joseph Sub

Current BNSF: [Nebraska Division, St Joseph Sub](#)

80. Armour-Atchison

History: 1898 by CB&Q

Abandoned: **unknown**-remnant remains, MP 2.669-MP 3.549 off of segment 7102

Note: Also see segment 1626

Former CB&Q: St. Joseph Division, Armor & Atchison Sub

Former CB&Q: St. Joseph Division, Atchison Spur

Former CB&Q: Ottumwa Division, Atchison Spur

Former CB&Q: Ottumwa Division, 15th Sub

Former BN: Ottumwa Division, 15th Sub* then 5th Sub

Former BN: Springfield Division, 12th Sub

Former BN: Nebraska Division, "other"

Former BN: Lincoln Division, St Joseph Sub

Former BNSF: Nebraska Division, St. Joseph Sub

81. Albia-Des Moines

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History: 1875-Albia-Knoxville by Albia, Knoxville, & Des Moines (CB&Q)
1879-B, CR, & N owned jointly by CB&Q & CRIP
1880-Knoxville-Des Moines by Burlington, Cedar Rapids & Northern
1903-B,CR, & N and A, K, & DM sold to CB&Q
1967-Swan-Des Moines abandoned due to the Red Rock Dam Project and
Track rights gained over Wabash line, Albia-Tracy build by Des Moines, St. Louis &
Wabash (Wabash)
1982-NW & BN route now intertwined

Note: Also see segments 1621, 1643, & 8011

Former CB&Q: Iowa Division, Middle Iowa Division

Former CB&Q: Ottumwa & Creston Divisions, Albia & Des Moines Sub (includes 19.4 miles via
Wabash, Albia-Tracy and 1.8 mile via Des Moines Union Ry, East DMU Jct.-Des
Moines)

Former CB&Q: Ottumwa Division, Tracy & Des Moines Sub (includes 19.4 miles via Wabash, Albia-
Tracy)

Former CB&Q: Ottumwa Division, 16th Sub (includes trackage rights listed above)

Former BN: Ottumwa Division, 15th Sub* (continued 4.0 miles beyond Des Moines and includes 3.4
miles via N&W)

Former BN: Ottumwa Division, 3d Sub, then 5th Sub

Former BN: Galesburg Division, 8th Sub, then 7th Sub, then 10th Sub

Former BN: Galesburg Division, Des Moines Sub

Former BNSF: Illinois Division, Des Moines Sub

Former NS: Moberly Division, Moulton & Des Moines District

Current BNSF: [Albia-Hamilton; Tracy-Swan-Nebraska Division, Des Moines Sub](#)

82. Des Moines-West Des Moines-Talmage Jct.

History: 1884-Des Moines-W DMU Jct. By Des Moines Union Railway (Wabash owned)
1888-Bridge Jct. to Talmage by Chicago, St. Paul, & Kansas City
1893-CSP&KC renamed Chicago Great Western
1947-Talmage Jct.-Talmage connection with CGW, rights granted from this connection
To Bridge Jct.
1968-CGW merged into C&NW

Abandoned: [1984-Talmage Jct.-Talmage by BN](#)
[1984-Talmage Jct.-Bridge Jct. By C&NW](#)
[2004-MP 67.48-MP 1.45](#)

Note: CB&Q had their own line until 1947, when rights were granted by CGW and the CB&Q line was
abandoned in sections as noted. Also see Segment 1618

Former CB&Q: Ottumwa Division, spur off of Galesburg & Ottumwa Sub

Former CGW: Iowa Division, Kansas City District

Former CGW: Eastern Division, Kansas City District

Former CNW: Missouri Division, Kansas City Sub

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Former CNW: Central Division, Kansas City Sub

Former CB&Q & BN: Ottumwa Division, 16th Sub*

Former BN: Ottumwa Division, "other"

Former BN: Galesburg Division, "other"

83. St. Joseph-Chariton

History: 1867-St. Joseph-Iowa-Missouri State Line by St. Joseph & Council Bluffs
1868-Iowa-Missouri State Line-Chariton by St. Joseph & Council Bluffs
1870-consolidated into Kansas City, St. Joseph, & Council Bluffs
1900-St. Joseph & Council Bluffs purchased by CB&Q
1901-merged into CB&Q

Abandoned: 1973-Humeston-Chariton
1981-St. Joseph-Humeston

Note: Per CB&Q track charts, they list the following construction dates:
1872-Leon-Chariton (standard gauge)
1878-St. Joseph-Helena (narrow gauge)
1879-Giles-Leon (standard gauge)
1879-Helena-Albany Jct.-(narrow gauge)
1880-Bethany-Giles (standard gauge)
1881-Albany Jct.-Bethany (standard gauge)
1885-all narrow gauge lines changed to standard gauge

Former CB&Q: Iowa Division-Des Moines, Chariton, & St. Joseph Branch

Former CB&Q: St. Joseph-Chariton-St. Joseph Division, St. Joseph & Chariton Sub

Former CB&Q: St. Joseph-Chariton-Ottumwa Division, St Joseph-Chariton Sub

Former CB&Q & BN: St. Joseph-Chariton-Ottumwa Division, 17th Sub*

Former BN: St. Joseph-Humeston-Ottumwa Division, 14th Sub, then 8th Sub

84. Corydon-Humeston

History: 1880 by Humeston & Shenandoah RR . CB&Q and Wabash joint line.
1895-Wabash's interest in H&S sold to CB&Q
1896-H&S merged into CB&Q

Abandoned: 1946-Clearfield-Humeston (connected with segments 85 & 93)
1946-Merle-Shenandoah
1958-Corydon-Centerville (connected with segment 112)
1975-Corydon-Humeston (listed, off timetable 1978)

Former CB&Q: Centerville Division, Humeston & Shenandoah Sub

Former CB&Q & BN: Ottumwa Division, Corydon Spur

Former BN: Ottumwa Division, "other"

85. Clearfield-Merle

History: 1882 by CB&Q

Abandoned: 1946-Clearfield-Humeston (connected with Segment 84, segment 94 at Clarinda)
1946-Merle-Shenandoah (connected with segments 93 at Shenandoah)
1982-Clearfield-Merle

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Former CB&Q: Centerville Division, Humeston & Shenandoah Sub

Former C&BQ: St. Joseph Division, Clearfield & Merle Spur

Former CB&Q: Ottumwa Division, Clearfield Spur

Former CB&Q & BN: Ottumwa Division, Barnard Spur*

Former BN: Ottumwa Division, "other"

86. Creston-Amazonia

History: 1869-Savannah-Maryville by CB&Q
1870-Maryville-MP 43.3 by CB&Q
1870-MP 43.3-Creston by CB&Q
1872-Creston-Hopkins by CB&Q
1872-Amazonia-Savannah by Kansas City, St. Joseph, & Council Bluffs
1880-Amazonia-Hopkins by KC, StJ, & CB and controlled by CB&Q
1900-CB&Q purchased KC, StJ, & CB
1901-merged into CB&Q

Abandoned : 1974-Savannah-Amazonia
Unknown-Barnard-Savannah
1978-Maryville-Barnard
1982-Creston-Maryville

Former CB&Q: St. Joseph Division, Amazonia & Creston Sub

Former CB&Q: Ottumwa Division, Amazonia & Creston Sub

Former CB&Q & BN: Creston-Barnard-Ottumwa Division, Barnard Spur*
Amazonia-Savannah-Lincoln Division, Savannah Spur*

Former BN: Ottumwa Division, 10th Sub

Former BN: Creston-Maryville, Ottumwa Division, 7th Sub

87. Albany Junction-Grant City

History: 1899 by CB&Q

Abandoned: 1945-Grant City-Mt. Ayr (connected with Segment 88)
1981-Albany-Grant City

Former CB&Q: Iowa Division, Middle Iowa Division, Chariton & Grant City Branch

Former CB&Q: St. Joseph Division, Albany Jct. & Togo Sub

Former CB&Q: St. Joseph Division, Grant City Spur

Former CB&Q & BN: Ottumwa Division, Grant City Spur*

Former BN: Ottumwa Division, 15th Sub, then "other"

NOTE: Grant City-Giles abandoned in 1945 (built in 1880)

88. Giles-Mt. Ayr

History: 1879 by Leon, Mt. Ayr, & Southwestern

Abandoned: 1945-Mt. Ayr-Grant City (connected with Segment 87)
1977-Lamoni-Mt. Ayr

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1980-81-Giles-Lamoni

Former CB&Q: Iowa Division, Middle Iowa Division, Chariton & Grant City Branch
Former CB&Q: St. Joseph Division, Albany Jct. & Togo Sub
Former CB&Q: St. Joseph Division, Mt. Ayr Spur
Former CB&Q & BN: Ottumwa Division, Mt. Ayr Spur*
Former BN: Ottumwa Division, 16th Sub
Former BN: Giles-Lamoni, Ottumwa Division, "other"

89. Mediapolis-Washington

History: 1876-Mediapolis-Winfield by Burlington & Western
1879-Winfield-Crowfordsville by Burlington & Northern
1880-Crawfordsville-Washington by Burlington & Western
1902-Burlington & Northern sold to Burlington & Western
1903-Sold to CB&Q

Abandoned: 1980-1981

Former CB&Q: Ottumwa & Creston Divisions, Burlington & Mediapolis Sub
Former CB&Q: Ottumwa Division, Mediapolis & Washington Sub (includes 15.4 miles via CRIP, Burlington-Mediapolis-see Segment 834)
Former CB&Q & BN: Ottumwa Division, Washington Spur (all via CRIP)
Former BN: Ottumwa Division, 7th Sub

90. Hastings-Sidney

History: 1878 by Nebraska City, Sydney, & North Eastern Ry (CB&Q)

Abandoned: 1973-Randolph-Sidney
1981-Hastings-Randolph

Former CB&Q: Iowa Division West Iowa Division,, Hastings & Sidney Branch
Former CB&Q: Ottumwa & Creston Divisions, Hastings & Sidney Sub
Former CB&Q & BN: Ottumwa Division, Hastings Spurs*
Former BN: Hastings-Sidney-Ottumwa Division, 13th Sub
Former BN: Hastings-Randolph-Ottumwa Division, 13th Sub

91. Hastings-Carson

History: 1880 by Hastings & Avoca (CB&Q)

Abandoned: 1972-Henderson-Carson
1983-Hastings-Henderson

Former CB&Q: Iowa Division, West Iowa Division, Hastings & Carson Branch
Former CB&Q: Ottumwa & Creston Divisions, Hastings & Carson Sub
Former CB&Q & BN: Ottumwa Division, Hastings Spurs*
Former BN: Hastings-Henderson-Ottumwa Division, "other"

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92. Red Oak-Griswold

History: 1880 by Red Oak & Atlantic (CB&Q)
Abandoned: 1984-Elliott-Griswold
1986-MP 3.05-Elliott

Former CB&Q: Iowa Division, Red Oak & Griswold Branch
Former CB&Q: Ottumwa & Creston Divisions, Red Oak & Griswold Sub
Former CB&Q: Ottumwa Division, Griswold Spur
Former CB&Q & BN: Ottumwa Division, Red Oak Spurs*
Former BN: Ottumwa Division, 12th Sub, then "other"
Former BN: Galesburg Division, "other"
Former BN: Lincoln Division, Creston Sub

Current BNSF: Red Oak-MP 3.05-Nebraska Division-Creston Sub.

93. Red Oak-Riverton

History: 1870 by CB&Q
Abandoned: 1961-Riverton-Hamburg
1972-Farragut-Riverton
Note: This segment used to connect with segment 16

Former CB&Q: Iowa Division, West Iowa Division, Red Oak & Nebraska City Branch
Former CB&Q: Ottumwa & Creston Divisions, Red Oak & Hamburg Sub
Former CB&Q: Ottumwa Division, Riverton Spur
Former CB&Q & BN: Red Oak-Riverton-Red Oak Spurs*
Former BN: Red Oak-Farragut-Ottumwa Division, Red Oak Spurs then 12th Sub
Former BN: Red Oak-Shanandoah-Ottumwa Division, 12th Sub
Shanandoah-Farragut-Ottumwa Division, "other"
Former BN: Red Oak-Farragut-Ottumwa Division, "other"
Former BN: Red Oak-Farragut-Galesburg Division, "other"
Former BN: Red Oak-Farragut-Nebraska Division, "other"
Former BN: Red Oak-Farragut-Lincoln Division, Creston Sub

Current BNSF: Red Oak-Farragut-Nebraska Division, Creston Sub

94. Clarinda-Villisca

History: 1872-Clarinda-Villisca by Brownsville, Nordaway Valley Ry. (CB&Q)
1879-Clarinda-Coin by CB&Q
Abandoned: 1960-Coin-Northboro
1961-Corning-Northboro (connected to segment 139)
1982-Clarinda-Villisca

Former CB&Q: Iowa Division, West Iowa Division, Villisca & Burlington Jct. Branch

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Former CB&Q: St. Joseph Division, Bigalow & Villisca Sub
Former CB&Q: St. Joseph Division, Corning & Villisca Sub
Former CB&Q: St. Joseph Division, Clarinda & Villisca Sub
Former CB&Q & BN: Ottumwa Division, Clarinda Spur*
Former BN: Ottumwa Division, 11th Sub

95. Creston-Cumberland

History: 1878-Creston-Greenfield by Creston & Northern RR
1879-Greenfield-MP 27.82 by Clarinda, College Springs, & Southern RR
1884-85-MP 27.82-Cumberland by CB&Q
1885-CB&Q takes over C&N and C, CS, & S
1885-MP 27.82-Cumberland by CB&Q

Abandoned: 1986-Greenfield-Cumberland
Unknown-MP 1.45-Greenfield

Former CB&Q: Iowa Division, West Iowa Division, Creston & Cumberland Branch
Former CB&Q: Ottumwa & Creston Divisions, Creston & Cumberland Sub
Former CB&Q & BN: Ottumwa Division, Cumberland Spur*
Former BN: Ottumwa Division, 9th Sub, then 6th Sub
Former BN: Galesburg Division, "other"
Former BN: Creston-Greenfield-Galesburg Division, "other"
Former BN: Creston-Greenfield-Nebraska Division, "other"
Former BN: Creston-Greenfield-Lincoln Division, Creston Sub
Former BNSF: Creston-Greenfield-Nebraska Division, Creston Sub

Current BNSF: Creston-MP 1.45-Nebraska Division, Creston Sub

96. East Leavenworth-Leavenworth

History: 1892 by CB&Q

Abandoned: 1987

Note: Master List states MP 0-MP 2.17 considered a spur and the rest of the line gained by using UP with same segment number

Former CB&Q: St. Joseph Division, Leavenworth & East Leavenworth Sub
Former CB&Q: St. Joseph Division, Leavenworth Spur
Former CB&Q & BN: Ottumwa Division, Leavenworth Spur
Former BN: Ottumwa Division, 6th Sub
Former BN: Springfield Division, 13th Sub
Former BN: East Leavenworth-BN Jct.-Nebraska Division, "other"

97. Graham Cutoff/West Waterman

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History: 1907 by CB&Q (Graham Cutoff)
1930-line located MP 164.65-165.7

Former CB&Q: Ottumwa Division, Galesburg & Ottumwa Sub

Former BN: Ottumwa Division, 12th Sub

Former BN: Graham Cutoff-Ottumwa Division, "other"

Former BN: Graham Cutoff-Galesburg Division, "other"

Former BN: Graham Cutoff-Galesburg Division, Ottumwa Sub

Former BNSF: Graham Cutoff-Illinois Division, Ottumwa Sub
West Waterman (yard segment)-Illinois Division, Mendota Sub

Current BNSF: [Graham Cutoff-Nebraska Division, Ottumwa Sub](#)
[West Waterman \(yard segment\)-Chicago Division, Mendota Sub](#)

98. Cameron Cutoff

History:

Current BNSF: [Chicago Division, Chillicothe Sub; Nebraska Division, Ottumwa Sub](#)

99-unused

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100. Willows-St. Louis

History: 1900 by Illinois Transfer RR
1903-consolidated into Terminal RR Association of St. Louis.

Former BN: Galesburg Division, "other"

Current TRAA: Grand Avenue-SH Interlock-Merchants District
SH Interlock-Willows-Illinois Transfer District

101. Madison Yard-East St. Louis

History: See Segment 100

102. Granite City-Willows

History: See Segment 100

Note: 100, 101, 102 stations are contained within one line between Willows & St. Louis

103. Shatuc-East St. Louis

History: 1857 by Marietta, Hillsdale, & Cincinnati
1880-Marietta & Cincinnati part of Cincinnati, Washington, & Baltimore
1889-CW&B part of Baltimore & Ohio Southwestern
1900-B&OSW merged into Baltimore & Ohio
1963-B&O part of the Chessie System
[1978-BN relinquishes track rights over line.](#)
1983-Chessie System part of CSXT

Former B&O: St. Louis Division, Illinois Sub

Current CSXT: Chicago Division, Illinois Sub

104. Paducah-Metropolis

History: 1915 by Paducah & Illinois RR
1917-CB&Q & Nashville, Chattanooga, & St. Louis acquired ½ interest in line.
1923-Illinois Central acquired 1/3rd interest in the line.
1957-Nashville, Chattanooga, & St. Louis merged into Louisville & Nashville
1972-Illinois Central & Gulf, Mobile, & Ohio merger to form Illinois Central Gulf
1985-Louisville & Nashville part of Seaboard System
1986-Seaboard System part of CSX
1986-Paducah & Illinois renamed Paducah & Louisville
1988-Illinois Central Gulf renamed Illinois Central
1998-Illinois Central purchased by Canadian National

Note: Although it says CB&Q acquired part ownership of the line from P&I, it appears that this line has been property of IC, ICG, and now CN/IC or could be some type of joint ownership. It is unknown if CSX still has an interest in this line. Per BNSF, they owned 50% of Paducah & Illinois.

Note: [See segment 14 for Burlington Jct.-Metropolis connection. not listed after 1972.](#)

Former C&BQ: Metropolis-Paducah-Hannibal Division-Herrin Jct. & Paducah Sub (governed by P&I RR)

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Former CB&Q: Metropolis Jct.-Paducah-Hannibal Division, Concord & CB&Q Jct. Sub
(governed by P&I RR)

Former C&BQ: Burlington Jct.-Paducah-Hannibal Division, 26th Sub (governed by P&I RR)

Former BN: Metropolis-Paducah-Galesburg Division, "other"

Former BN: Metropolis-Paducah-Galesburg Division, Beardstown Sub

Former BNSF: Metropolis-Paducah-Illinois Division, Beardstown Sub

Former BNSF: Metropolis-Paducah-Chicago Division, Beardstown Sub

Current BNSF: [Metropolis-Paducah-Springfield Division, Beardstown Sub](#)

Current P&I: [Burlington Jct.-P&I Jct.-Paducah & Illinois RR \(part of IC/CN\)](#)

105. East Alton-East St. Louis

History: unknown by Cleveland, Cincinnati, Chicago, & St. Louis

Former CB&Q: St. Louis Division, Southern Division

106. Toland-Mitchell

History: see Segment 8012, this appears to be the same.

107. Peoria-Henry

History: 1854 by Peoria & Bureau Valley RR
1880-leased by CRIP
Mar-Apr 1980-operated by Elgin, Joliet, & Eastern
[1980-81 operated by BN](#)
1981-operated by CSX
[1982-Operated by Iowa Interstate](#)
[1987-owned by Lincoln Southern](#)
[1995-operated by Iowa Interstate by agreement](#)

Sold: [2006-L&S to IAIS](#)

Note: This was placed on the abandoned list in 2001, but apparently was not consummated.

Former CRIP: Rock Island Division, Subdivision 2-A

Former CRIP: Illinois Division, Subdivision 3

Former BN: Ottumwa Division, "other"

Former CSX: Illinois Division, New Rock Sub

Current IAIS: [Iowa Interstate, Subdivision 2](#)

108. (East) Peoria-Galesburg

History: 1854 by Peoria & Burlington
1864-consolidated with CB&Q

Note: [Includes trackage rights East Peoria-Peoria via P&PU](#)

Former CB&Q: Galesburg Division, Galesburg & Peoria Branch then Subdivision

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Former CB&Q: Galesburg & Beardstown Division, Peoria & Galesburg Sub

Former CB&Q: Hannibal Division, Peoria and Galesburg Sub

Former CB&Q: Hannibal Division, 23d Sub

Former BN: Hannibal Division, 23d Sub* then 13th Sub then 5th Sub

Former BN: Ottumwa Division, 3d Sub

Former BN: Galesburg Division, 5th Sub then 11th Sub

Former BN: Galesburg Division, Peoria Sub

Former BNSF: Illinois Division, Peoria Sub

Current BNSF: [Chicago Division, Peoria Sub](#)

Current PP&U: [Eastern Division](#)

109. Hannibal-Quincy-Marblehead

History: 1871-MP 275-Quincy by Quincy, Alton, & St. Louis
1873-East Hannibal-MP 275 by Quincy, Alton, & St. Louis
1876-leased by CB&Q
1899-sold to CB&Q
1961-relocated 2.42 miles near MP 275.96

Abandoned: [Unknown-Fall Creek-East Hannibal](#)
[1984-Quincy-Marblehead \(listed and off timetable\)](#)

Leased: [2003-Burlington Short Line](#)

Former H&SJ: Quincy-Hannibal-East Division

Former CB&Q: Quincy-Marblehead-Galesburg Division, Quincy, East Hannibal, & Pike Sub

Former CB&Q: Quincy-East Hannibal-Galesburg & Beardstown Division, Quincy & East Hannibal Sub

Former CB&Q: Quincy-East Hannibal-Hannibal Division, Quincy & East Hannibal Sub-branch line

Former CB&Q & BN: Quincy-East Hannibal-Hannibal Division 19th Sub*

Former BN: Quincy-East Hannibal-Hannibal Division, 2d Sub

Former BN: Quincy-Marblehead-Hannibal Division, 8th Sub then "other"

Former BN: Quincy-Marblehead-Galesburg Division, "other"

Former BN: Hannibal-Quincy-Galesburg Division, Hannibal Sub-special operations of N&W on this segment

Current: [Burlington Short Line](#)

110. Old Monroe-Mexico

History: 1904-Old Monroe-Francis by CB&Q

Abandoned: [1980](#)

Former CB&Q: Old Monroe-Francis-Hannibal Division, Old Monroe & Francis Sub

Former CB&Q: Old Monroe-Francis-Hannibal Division, 22d Sub

Former GM&O: Francis-Mexico-Western Division, Subdivision 2

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Former ICG: Francis-Mexico-Midwest Division, Slater District
Former IC: Francis-Mexico-Missouri Division, Slater District
Former BN: Old Monroe-Francis-Hannibal Division, 22d Sub then 10th Sub then 12th Sub
Francis-Mexico via trackage rights ICG

111. Buda-Rushville (Yates City-Vermont)

History: 1855-Yates City-Elmwood
1861-62-Yates City-4 miles south of Canton by Jackson & Savannah RR (CB&Q)
1862-Jackson & Savannah sold to CB&Q
1862-4 miles south of Canton-Lewistown by Mark & Hannibal RR and leased to CB&Q
1869-Lewistown-Rushville by Dixon, Peoria, & Hannibal
1870-Buda-Elmwood by Dixon, Peoria, & Hannibal
1894-Dixon, Peoria, & Hannibal sold to CB&Q

Abandoned: 1980-Vermont-Rushville
1981-Lombardville-Wyoming
1983-Buda-Lombardville

Leased: 2006-Peoria & Western (Keokuk Jct. RY)-Vermont-Yates City

Note: Also see segment 918-appeared once in 1981

Former CB&Q: Buda-Elmwood-Galesburg Division, Buda & Rushville Branch
Elmwood-Yates-Galesburg Division, Galesburg & Peoria Branch
Yates-Rushville-Galesburg Division, Buda & Rushville Branch

Former CB&Q: Buda-Elmwood-Galesburg Division, Buda & Vermont Sub
Elmwood-Yates City-Galesburg Division, Galesburg & Peoria Sub
Yates City-Rushville-Galesburg Division, Buda & Rushville Sub

Former CB&Q: Buda-Elmwood-Galesburg & Beardstown Divisions, Buda & Vermont Sub
Elmwood-Yates City-Galesburg & Beardstown Divisions, Peoria & Galesburg Sub
Yates City-Vermont-Galesburg & Beardstown Divisions, Buda & Vermont Sub
Vermont-Rushville-Galesburg & Beardstown Divisions, Rushville Spur

Former CB&Q: Buda-Elmwood-Hannibal Division, Buda & Vermont Sub
Elmwood-Yates City-Hannibal Division, Peoria & Galesburg Sub
Yates City-Vermont-Hannibal Division, Buda & Vermont Sub
Vermont-Rushville-Hannibal Division, Rushville Spur

Former CB&Q & BN: Buda-Elmwood-Hannibal Division, 24th Sub*
Elmwood-Yates City-Hannibal Division, 23d Sub*
Yates City-Vermont-Hannibal Division, 25th Sub*
Vermont-Rushville-Hannibal Division, Rushville Spur*

Former BN: Yates City-Rushville-Hannibal Division, 16th Sub
Buda-Elmwood-Hannibal Division, 17th Sub

Former BN: Yates City-Vermont-Hannibal Division, 13th Sub
Buda-Elmwood-Hannibal Division, "other"
Vermont-Rushville-Hannibal Division, "other"

Former BN: Yates City-Vermont-Ottumwa Division, 4th Sub

Former BN: Yates City-Vermont-Galesburg Division, 9th Sub, then 6th Sub, then 12th Sub
Wyoming-Elmwood-Galesburg Division, "other"

Former BN: Yates City-Vermont-Galesburg Division, Lewistown Sub then Canton Sub

Former BNSF: Yates City-Vermont-Illinois Division, Yates City Sub

Former BNSF: Yates City-Vermont-Chicago Division, Yates City Sub

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Current P&W: Yates City-Vermont

112. Alexandria-Centerville

History: 1871-Alexandria-Luray by Missouri, Iowa, & Nebraska Ry
1872-Luray-Centerville by Missouri, Iowa, & Nebraska Ry
1876-Centerville-Humeston by Missouri, Iowa, & Nebraska Ry
1889-foreclosure sale to Keokuk & Western RR
1901-sold to CB&Q

Abandoned: 1958-prior to merger-Centerville-Corydon (connected with Segment 84 at Corydon)
1982-Alexandria-Centerville

Sold?: 1984-CRIP XING-Centerville-Appanoose County Community Railroad

Note: This also connected with segment 119 at Sedan and went to Kansas City via Quincy, Omaha, and Kansas City Railroad, abandoned in 1939.

Former CB&Q: Centerville Division, Alexandra & Humeston Sub

Former CB&Q: Hannibal Division, Alexandria & Centerville Sub

Former CB&Q: Hannibal Division, 29th Sub

Former BN: Hannibal Division, 29th Sub*, then 11th Sub, then 9th Sub, then 6th Sub

Current APNC: CRIP XING-Centerville (3.3 miles)

113. Union Electric-Lewistown-Fairview

History: 1880 by CB&Q-narrow gauge
1905-standard gauge

Abandoned: 1977-Lewistown-Fairview

Former CB&Q: Lewistown-Fairview-Galesburg Division, Galesburg & West Havana Sub

Former CB&Q: Lewistown-Fairview-Galesburg Division, Fairview & Lewistown Sub

Former CB&Q: Lewistown-Fairview-Galesburg & Beardstown Divisions, Fairview & Lewistown Sub

Former CB&Q: Lewistown-Fairview-Hannibal Division, Fairview & Lewistown Sub

Former CB&Q: Lewistown-Fairview-Hannibal Division, 29th Sub

Former BN: Lewistown-Fairview-Hannibal Division, Fairview Spur*, then 18th Sub then 15th Sub

Note: Changed to Segment 114

Former BN: Union Electric-Lewistown-Hannibal Division, "other"

Former BN: Union Electric-Lewistown-Ottumwa Division, "other"

114. Lewistown-Fairview; Fairview-Flamingo Mine

History: see segment 113

Abandoned: 1977-Lewistown-Fairview

Note: Master List states this is Old Monroe-St. Peters

Former CB&Q: Lewistown-Fairview-Galesburg Division, Galesburg & West Havana Sub

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Former CB&Q: Lewistown-Fairview-Galesburg Division, Fairview & Lewistown Sub
Former CB&Q: Lewistown-Fairview-Galesburg & Beardstown Divisions, Fairview & Lewistown Sub
Former CB&Q: Lewistown-Fairview-Hannibal Division, Fairview & Lewistown Sub
Former BN: Lewistown-Flamingo Mine-Hannibal Division, "other"
Former BN: Lewistown-Fairview-Hannibal Division, "other"

115. Lewistown-Liverpool

History: 1947 by CB&Q
Abandoned: 1983

Former CB&Q: Galesburg & Beardstown Divisions, Buda & Vermont Sub on spur
Former CB&Q: Hannibal Division, Buda & Vermont Sub on spur
Former CB&Q & BN: Hannibal Division, South Liverpool Spur*
Former BN: Hannibal Division, "other"
Former BN: Ottumwa Division, "other"

116. Astoria-Vermont

History: 1870 by CB&Q
Abandoned : 1981

Note: This connected with Segment 68 at Rio
Former CB&Q: St. Louis Division, North & Middle Divisions
Former CB&Q: Beardstown Division, Rio & Beardstown Sub
Former CB&Q & BN: Hannibal Division, Astoria Spur*
Former BN: Hannibal Division, "other"

117. Colusa-Quincy

History: 1870 by CB&Q
Abandoned: 1967-Illinois Jct.-Colusa
1973-Colusa-Mendon
1981-Mendon-Quincy

Former CB&Q: Carthage Jct.-Quincy-Galesburg Division, Burlington & Quincy Branch
Former CB&Q: Colusa-Quincy-Hannibal Division, Illinois Jct. & W Quincy Sub
Former CB&Q & BN: Colusa-Quincy-Hannibal Division, Colusa Spur*
Former BN: West Quincy-Colusa-Hannibal Division, 3d Sub
Former BN: Mendon-Quincy-Hannibal Division, 9th Sub then "other"

118. West Quincy-Kirksville

History: 1870-Edina-West Quincy by Omaha, Missouri, & Pacific
1872-Kirksville-Edina by OM&P

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1876-Milan (and future East & West CB&Q Jct.'s by CB&Q
1879-Kirksville-Movinger by OM&P
1881-Movinger-Trenton Jct. by OM&P
1881-East CB&Q Jct. and West CB&Q jct. by OM&P
1888-OM&P changed to Quincy, Omaha, & Kansas City
1897-Kansas City-Pattonsburgh by Omaha, Kansas City, & Eastern
1898-Pattonsburgh-Trenton Jct. by Omaha, Kansas City, & Eastern
1902-OKC&E merged into QO&KC
1939-QO&KC merged into CB&Q

Abandoned: 1939-Milan-Block 223 (Kansas City)
1950-Kirksville-Green prior to merger
1968-Milan-Green
1981-Edina-Kirksville
1982-West Quincy-Edina

Former QO&KC: Quincy & Milan Sub

Former CB&Q: Hannibal Division, West Quincy & Kirksville Sub

Former CB&Q & BN: Hannibal Division, Kirksville Spur*

Former BN: West Quincy-Kirksville-Hannibal Division, 12th Sub then 10th Sub then 8th Sub

Former BN: West Quincy-Edina-Hannibal Division, "other"

119. Laclede-Unionville

History: 1872-Laclede-Cora by Burlington & Southwestern
1873-Unionville-Sedan by Chicago, Burlington, & Kansas City
1876-Cora-MP 140.61 by Burlington & Southwestern
1880-Burlington & Southwestern part of Kansas City, St. Joseph, & Burlington
1882-KC, SJ, & B merged into Chicago, Burlington, & Kansas City
1882-Laclede-Carrolton by Chicago, Burlington, & Kansas City
1883-MP 140.61-Unionville by Chicago, Burlington, & Kansas City
1901-CB&KC sold to CB&Q
1952-track rights over Wabash terminated

Abandoned: 1951-Laclede-Cotter prior to merger
1952-Unionville-Sedan prior to merger (connection with segment 112 at Sedan)
1981-Laclede-Unionville

Note: Also see segment 1616

Former CB&Q: Hannibal Division, Unionville & Laclede Sub

Former CB&Q & BN: Hannibal Division, Unionville Spur*

Former BN: Hannibal Division, 6th Sub, then 13th Sub, then 11th Sub

120. Cotter-Carrolton

History: 1884-Bogard-Cotter by CB&Q
1885-Carrolton-Bogard by CB&Q

Abandoned: 1951-Laclede-Cotter
1981-Cotter-Corrolton

Former CB&Q & BN: Hannibal Division, Carrolton Spur*

Former BN: Hannibal Division, then 14th Sub, then 7th Sub, then "other"

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121. West Alton-Alton

History: 1895 by St. Clair, Madison, & St. Louis Belt
1904-St. Clair, Madison, & St. Louis Belt merged with Missouri & Illinois Bridge & Belt
1947-CB&Q acquired Missouri & Illinois Bridge & Belt
1966-Missouri & Illinois Bridge & Belt merged into CB&Q

Abandoned: 1989

Former CB&Q: Hannibal Division, North Market to Burlington/Burlington to North Market Subs

Former CB&Q: Hannibal Division, 21st Sub

Former BN: Hannibal Division, 21st Sub*, then "other"

Former BN: Galesburg Division, "other"

122. Fort Madison-Stockport

History: 1879-Ft. Madison-West Point by Burlington & Southwestern
1882-West Point-Birmingham by Burlington & Southwestern
1882-foreclosed by Chicago, Burlington, & Kansas City
1901-sold to CB&Q

Abandoned: 1936-Birmingham-Batavia
1956-Stockport-Birmingham before merger
1980-Ft. Madison-Stockport

Note: Connected with Segment 1 at Batavia

Former CB&Q: Ottumwa & Creston Divisions, Ft. Madison & Batavia Sub

Former CB&Q: Ottumwa & Creston Divisions, Ft. Madison & Birmingham Sub

Former CB&Q & BN: Ottumwa Division, Stockport Spur*

Former BN: Ottumwa Division, 8th Sub

Former BN: Hannibal Division, 12th Sub then 10th Sub

123. Keokuk-Mt. Pleasant

History: 1880 by CB&Q (built to Salem, but abandoned prior to merger)

Abandoned: 1980

Former CB&Q: Ottumwa & Creston Divisions, Salem & Mertensville Jct. Sub on spur

Former CB&Q: Ottumwa Division, Salem Spur

Former CB&Q & BN: Ottumwa Division, Houghton Spur*

Former BN: Hannibal Division, "other"

124. Herrin Junction-Herrin

History: 1906 by CB&Q

Abandoned: 1980

Former CB&Q: Beardstown Division, Centralia & Herrin Sub

Former CB&Q: Hannibal Division, Concord & CB&Q Jct Sub-on spur

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Former CB&Q: Hannibal Division, 26th Sub on spur
Former BN: Hannibal Division, 27th Sub on spur
Former BN: Hannibal Division, "other"

125. Horton-West Frankfort

History: 1906?
Abandoned: 1984-MP 1-West Frankfort

Former CB&Q: Horton-West Frankfort-Beardstown Division, Horton & West Frankfort Sub
Former CB&Q: Cambon-West Frankfort-Galesburg & Beardstown Division, Centralia & CB&Q Jct. Sub on spur
Former CB&Q: Cambon-West Frankfort-Hannibal Division, Concord & CB&Q Jct. Sub on spur
Former CB&Q: Cambon-West Frankfort-Hannibal Division, 26th Sub on spur
Former BN: Cambon-West Frankfort-Hannibal Division, 27th Sub on spur
Former BN: Horton-West Frankfort-Hannibal Division, "other"
Former BN: Horton-MP1-Hannibal Division, "other"

126-129-unused

130. GH Jct.-Kearney

History: 1866-Gibbon Jct.-Kearney by Union Pacific
1913-1914-MP 260.23 (GH Jct.)-Gibbon Jct. by Hastings & Northwestern
1917-Hastings & Northwestern merged into Union Pacific
1974-BN granted rights over line

Also see segments 8756 & 8757.

Former UP: Hastings-Gibbon-Nebraska Division, Hastings Branch
Gibbon-Kearney-Nebraska Division, 2nd Subdivision

Former UP: BN XING-Gibbon Jct.-Kansas Division, 2nd Sub
Gibbon Jct.-Kearney-Nebraska Division, 1st Sub

Former UP: BN XING-Gibbon Jct.-Nebraska Division, Kansas Sub
Gibbon Jct.-Kearney-Nebraska Division, 1st Sub

Former UP: BN XING-Gibbon Jct.-Nebraska Division, Kansas Sub
Gibbon Jct.-Kearney-Nebraska Division, , Council Bluffs Sub

Former UP: BN XING-Gibbon Jct.-Nebraska Division, Marysville Sub (line 216)
Gibbon Jct.-Kearney-Nebraska Division, , Council Bluffs Sub (line 201)

Former UP: BN XING-Gibbon Jct.-Council Bluffs Service Unit, Marysville Sub (line 216)
Gibbon Jct.-Kearney-Council Bluffs Service Unit, , Council Bluffs Sub (line 201)

Current UP: GH Jct.-Gibbon Jct.-North Platte Division, Marysville Sub
Gibbon Jct.-Kearney-North Platte Division, Kearney Sub

131. Oronoque-Gem

History: 1888 by Chicago, Kansas, & Nebraska
1891-sold to CRIP on foreclosure

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1980-acquired by Shippers Consortium
1980-81 operated by BN
1981-operated by KYLE

Former CRIP: Western Division, Subdivision 8

Former CRIP: Des Moines Division, Subdivision 71

Former BN: Colorado Division, 12th Sub

Current KYLE: Cokan Division, Subdivision 4

132. Gem-Siebert

History: 1888 by Chicago, Kansas, & Nebraska
1891-sold to CRIP on foreclosure
1980-acquired by Shippers Consortium
1980-81 operated by BN
1981-operated by KYLE

Former CRIP: Gem-Goodland-Western Division, Subdivision 8
Goodland-Siebert-Western Division, Subdivision 9

Former CRIP: Gem-Goodland-Des Moines Division, Subdivision 71
Goodland-Siebert-Des Moines Division, Subdivision 8

Former BN: Colorado Division, 12th Sub

Current KYLE: Gem-Goodland-Cokan Division, Subdivision 4
Goodland-Seibert-Cokan Division, Subdivision 5

133. Phillipsburg-Oronoque

History: 1888 by Chicago, Kansas, & Nebraska
1891-sold to CRIP on foreclosure
1980-acquired by Shippers Consortium
1980-81 operated by BN
1981-operated by KYLE

Former CRIP: Almena Jct-Dellvale-Western Division, 1st District, Subdivision 8
(CB&Q trackage rights over Rock Island on the former McCook Division, Flynn & Oberlin Sub)

Former BN: Almena Jct-Oronoque-Colorado Division, 9th Sub, then 5th Sub

Former BN: Phillipsburg-Almena Jct-Colorado Division, 10th Sub (1980-81 only added)

Former BN: Almena Jct-Oronoque-Nebraska Division, 19th Sub

Former BN: Almena Jct-Oronoque-McCook Division, Oberlin Sub

Former BNSF: Almena Jct-Oronoque-Nebraska Division, Oberlin Sub

Current KYLE: Phillipsburg-Almena Jct-Cokan Division, Subdivision 3
Almena Jct.-Oronoque-Cokan Division, Subdivision 4

134. Bayard-Council Bluffs

History: 1882 by MILW
Sold to: 1982-Shippers Consortium, operated by BN
2002-to BNSF by Shippers Consortium

BNSF TRACK SEGMENTS-100-199

Former MILW: Iowa Division, 3d Sub
Former BN: Nebraska Division, 11th Sub
Former BN: Lincoln Division, Bayard Sub

Current BNSF: [Nebraska Division, Bayard Sub](#)

135. 31st Street Yard-Cherry Creek (South Park)

History: 1888 by Chicago, Kansas, & Nebraska
1891-leased to CRIP

Former CRIP: Western Division, 1st District, UP Joint Line (Denver Union Terminal)
Former CRIP: Des Moines Division, Subdivision 8 (UP Joint Line)
Former BN: Denver Division, 2d Sub
Former BN: Denver Division, Brush Sub

Note: 20th St-Cherry Creek (South Park Jct.) off time table 1/98

Former BNSF: 31st St Yard-20th St-Colorado Division, Brush Sub
Former BNSF: 31st St Yard-20th St-Powder River Division, Brush Sub

Current BNSF: [31st St Yard-20th St-Colorado Division, Brush Sub](#)

136. Pacific Junction-Omaha

History: 1869-Plattsmouth-Oreapolis by Burlington & Missouri River (Nebraska)
1869-Gibson-La Platte by Omaha & South Western, leased by B&MR (Neb) in 1873
1871-La Platte-Oreapolis by B&MR (Nebraska)
1871-Gibson-Omaha by B&MR (Nebraska)
1872-Council Bluffs-7th St. by Union Pacific
1908-Omaha & South Western sold to CB&Q

Abandoned 1985-Pacific Jct.-Council Bluffs-Gained trackage rights via UP

Former CB&Q: Iowa Division, West Iowa Division, Creston to Council Bluffs/Council Bluffs to Creston
Former CB&Q: Ottumwa & Creston Divisions, Creston to Omaha/Omaha to Creston Sub
Former CB&Q: Ottumwa Division, UP Transfer to Omaha/Omaha to UP Transfer Sub (includes 2.86 miles via UP-UP Transfer-Omaha)
Former CB&Q & BN: Lincoln Division, 1st Sub
includes 2.9 miles over UP BN Jct.-Omaha-Nebraska Division, Council Bluffs Sub
Former BN: Nebraska Division, 1st Sub
includes 2.9 miles over UP BN Jct.-Omaha-Nebraska Division, Council Bluffs Sub
Former BN: Pacific Jct. MP 174.4-475.0-Nebraska Division, 1st Sub
Former BN: BN Jct.-Council Bluffs-Nebraska Division, "other"
Former BN: BN Jct.-Council Bluffs-Lincoln Division-Omaha Sub
Former BNSF: BN Jct.-Omaha-Nebraska Division, Omaha Sub

BNSF TRACK SEGMENTS-100-199

Current UP: BN Jct-7th St via UP trackage rights Council Bluffs Area-Omaha Sub

Current BNSF: Pacific Jct.-BN Jct.-Nebraska Division, Council Bluffs Sub
7th St-Omaha-Nebraska Division, Council Bluffs Sub

137. Oreapolis-Ashland

History: 1870-MP 1-Gibson by Omaha & South Western
1871-Oreapolis-MP 1 by Omaha & South Western
1871-Gibson-Omaha by Omaha & South Western
1871-CB&Q leases Omaha & South Western
1884-Omaha-South Omaha by Omaha & South Western
1886-South Omaha-Ashland by Omaha & South Western
1908-Omaha & South Western sold to CB&Q
1953-CTC MP 17.6-Ashland; Oreapolis-MP 4
1954-CTC MP 16-MP 17.6
1955-line relocated MP 3.28-7.2

Former CB&Q: Omaha Division, Oreapolis & Ashland Sub

Former CB&Q: Lincoln Division, Oreapolis & Ashland Sub

Former CB&Q & BN: Lincoln Division, 2d Sub*

Former BN: Nebraska Division, 2d Sub then 3d Sub, then 4th Sub

Former BN: Lincoln Division, Omaha Sub

Current BNSF: Nebraska Division, Omaha Sub

138. Bigelow-Skidmore

History: 1880 by Nodaway Valley RR
Abandoned: 1949-Clearmont-Shambaugh (connected with segment 94)
1955-Skidmore-Clearmont before merger
1977-Maitland-Skidmore
1982-Bigelow-Maitland

Former CB&Q: (partial) Clearmont-Shambaugh-Iowa Division, West Iowa Division, Villisca & Burlington Jct. Branch

Former CB&Q: St. Joseph Division, Bigelow & Villisca Sub

Former CB&Q: St. Joseph Division, Bigelow & Clearmont Sub, then Skidmore Spur

Former CB&Q: Ottumwa Division, Skidmore Spur

Former CB&Q & BN: Lincoln Division, Skidmore Spur*

Former BN: Bigelow-Skidmore-Alliance Division, 21st Sub

Former BN: Bigelow-Skidmore-Lincoln Division, 21st Sub

Former BN: Bigelow-Maitland-Nebraska Division, 21st Sub
Maitland-Skidmore-Nebraska Division, "other"

139. Corning-Westboro

History: 1881 Corning-Tarkio by Tarkio Valley RR
1882-Tarkio-Coin by Clarinda, College Springs, & Southwestern RR

BNSF TRACK SEGMENTS-100-199

1951-track realigned MP 6.8-7.1
Abandoned: 1960-Northboro-Coin (connected with segment 94)
1961-Westboro-Northboro
1974-Tarkio-Westboro
1982-Corning-Tarkio

Former CB&Q: Iowa Division, West Iowa Division, Clarinda & Northboro Branch

Former CB&Q: St. Joseph Division, Corning & Clarinda Sub

Former CB&Q: St. Joseph Division, Corning & Villisca Sub

Former CB&Q: Ottumwa Division, Westboro Spur

Former CB&Q & BN: Lincoln Division, Westboro Spur*

Former BN: Lincoln Division, 22d Sub

Former BN: Nebraska Division, 22d Sub

Former BN: Corning-Tarkio, Nebraska Division, 22d Sub

140. Tecumseh-Auburn

History: 1880-82 by Republican Valley RR
1881-Auburn-Nemaha City by Republican Valley RR and **abandoned in 1955**
(connected with segments 142 & 143 at Nebraska City)
1882 Republican Valley RR merged into B&MR NE

Abandoned: 1944-Beatrice-Tecumseh
1984-Johnson-Auburn
1985-Tecumseh-Johnson

Former CB&Q: Wymore Division, Nebraska City & Beatrice Sub

Former CB&Q: Wymore Division, Nebraska City & Tecumseh Sub, then Auburn Spur

Former CB&Q & BN: Lincoln Division, Auburn Spur*

Former BN: Lincoln Division, 24th Sub

Former BN: Nebraska Division, 14th Sub then 24th Sub

141. Payne-Lancaster-Hill Street Junction

History: 1867-Payne-Nebraska City by Midland Pacific
1870-Nebraska City-Dunbar by Midland Pacific
1871-Dunbar-Lancaster by Midland Pacific
1875-name changed to Nebraska Ry
1878-operated by Burlington & Missouri River (Nebraska)
1887-88 new bridge MP 4.76
1904-operated by CB&Q
1909-deeded to CB&Q

Abandoned: 1982-Payne-Nebraska City

Sold: 1999-College View-Arbor sold to Omaha Public Power District and operated by Kyle RR

Operated by: 2004-Union Pacific

Former CB&Q: Payne-Nebraska City-Wymore Division, Payne & Nebraska City Sub
Nebraska City-Lancaster-Wymore Division, Nebraska City & Lancaster Sub

BNSF TRACK SEGMENTS-100-199

Former CB&Q: Payne-Lancaster-Wymore Division, Payne & Lancaster Sub

Former CB&Q: Payne-Lancaster-Lincoln Division, Payne & Lancaster Sub

Former CB&Q & BN: Payne-Lancaster-Lincoln Division, 9th Sub*

Former BN: Nebraska City-Lancaster-Nebraska Division, 9th Sub
Payne-Nebraska City, "other"

Former BN: Nebraska City-Lancaster-Lincoln Division, Neb City Sub

Former BNSF: Nebraska City-Lancaster-Nebraska Division, Neb City Sub

Current BNSF: [College View-Hill St Jct.-Nebraska Division, Neb City Sub](#)

Former Kyle: Arbor-Collegeview-OPPD Division-Arbor Line Sub (with BNSF trackage rights-
Collegeview-Carling (Lincoln)-5.8 miles

142. Nemaha-Nebraska City

History: 1870-Brownsville-Eddy's Switch by Brownsville & Ft. Kearney
1871-72-MP 20-Brownsville (per track record)
1872-Brownsville & Ft. Kearney changed to Brownsville, Ft. Kearney, & Pacific
1874-Nebraska City-MP 20 (per track record)
1874-Brownsville-Nebraska City by Midland Pacific
1875-Nebraska City-Eddy's Switch by Midland Pacific
1875-B, FtK, & P consolidated with Midland Pacific as Nebraska Ry
1876-Operated by B&MR (Nebraska)
1878-Brownsville-Nemaha by Nebraska Ry
1878-Nebraska Ry consolidates with B&MR (NE)
1904-operated by CB&Q
1907-relocated MP 9.2-MP 9.55
1909-deeded to CB&Q
1912-13-relocated MP 14.05-MP 15.36
1916-relocated MP 10.79-MP 14.05
1924-relocated MP 9.55-MP 10.0

Abandoned: [1955-Nemaha-Auburn \(connected with Segments 140 & 143\)](#)
[1981-Cooper Spur-Shubert](#)
[1991-Arbor-Cooper Spur](#)
[1999-Arbor-Nebraska City](#)

Note: This segment also connected with segment 152

Former CB&Q: Wymore Division, Nebraska City & Beatrice Sub

Former CB&Q: Wymore Division, Nebraska City & Tecumseh Sub

Former CB&Q: Wymore Division, Nebraska City & Beatrice Sub

Former CB&Q: Wymore Division, Shubert Spur

Former CB&Q & BN: Lincoln Division, Shubert Spur*

Former BN: Lincoln Division, 9th Sub

Former BN: Nebraska Division, 9th Sub

Former BN: Cooper Spur-Nebraska City-Nebraska Division, 9th Sub

Former BN: Cooper Spur-Nebraska City-Lincoln Division, Neb City Sub

Former BNSF: Arbor-Nebraska City-Nebraska Division, Neb City Sub

BNSF TRACK SEGMENTS-100-199

143. Shubert-Nemaha

History: 1883 by Republican Ry
1886-sold to CB&Q

Abandoned: 1943-Shubert-Salem (connected with segment 20/3000 at Salem)
1981-Shubert-Nemaha-connected with Segments 140 & 142 at Nemaha

Former CB&Q: Wymore Division, Nemaha & Salem Sub

Former CB&Q: Wymore Division, Nemaha & Shubert Sub, then Shubert Spur

Former CB&Q & BN: Lincoln Division, Shubert Spur*

Former BN: Lincoln Division, 9th Sub

Former BN: Nebraska Division, 9th Sub

144. Ashland-Sioux City

History: 1889-Ferry-Laketon by CNW
1905-Sioux City-Ferry via Sioux City Bridge Company
1905-Laketon-Walthill by CB&Q
1905-Fackler-Ashland by CB&Q
1905-06-Uehling-Fackler by CB&Q
1905-Sioux City-Sioux City Bridge via CNW track rights
1906-Sioux City-Ferry by Sioux City & Western
1906-Walthill-Uehling by CB&Q
1906-Fremont-Ferry by GN and line operated by CB&Q
1907-Sioux City & Western merged with GN
1920-MP 94-Homer relocated
1930-track relocated-MP 94.0-94.48
1940-relocated MP 82.7-MP 86.5

Former BMR (NE): Ashland Division (1906-1908)

Former CB&Q: Omaha Division, Ashland & Sioux City Sub (includes 4.64 miles via GN and CNW Ferry-Sioux City)

Former CB&Q: Ashland-Ferry-Lincoln Division, Ashland & Ferry Sub

Former CB&Q: Ashland-Ferry-Lincoln Division, 10th Sub

Former CNW: Ferry-Floyd-Iowa Division, Dakota Sub

Former CNW: Ferry-Floyd-Iowa Division, Wayne Sub

Former BN: Ashland-Sioux City-Lincoln Division, 10th Sub* (includes 3.2 miles via C&NW-Ferry-Floyd).

Former BN: Ashland-Sioux City-Nebraska Division, 10th Sub (no trackage rights mentioned)

Note: Floyd-Sioux city changed to Segment 197

Former BN: Ashland-Ferry-Nebraska Division, 10th Sub
Ferry-Sioux City-Minnesota Division, 3d Sub

Former BN: Ashland-Floyd-Lakes Division, 15th Sub
Ferry-Sioux City-Lakes Division, 7th Sub

Former BN: Ashland-Floyd-Lincoln Division, Sioux City Sub

BNSF TRACK SEGMENTS-100-199

Current BNSF: Ashland-Floyd-Nebraska Division, Sioux City Sub

145. Ferry-O'Neil

History: 1889-90-MP 120-O'Neil by Nebraska & Western
1890-Laketon-MP 120 by Nebraska & Western
1891-Nebraska & Western sold to Sioux City, O'Neil, & Western
1896-Missouri River Bridge crossing via rights over Chicago, St. Paul, Minneapolis, & Omaha Ry
1899-Sioux City, O'Neil, & Western name changed to Willmar & Sioux Falls (GN)
1907-Willmar & Sioux Falls merged into GN and leased to CB&Q
1975-BN purchases bridge crossing listed above
1981-BN builds new bridge crossing

Sold: Nebraska Northeastern RR

Former BMR(NE): Ashland Division (1906-1908)

Former CB&Q: Laketon-O'Neil-Omaha Division, Laketon & O'Neil Sub

Former CB&Q: Ferry-O'Neil-Lincoln Division, Ferry & O'Neil Sub

Former CB&Q & BN: Lincoln Division, 11th Sub*

Former BN: Nebraska Division, 11th Sub

Former BN: Minnesota Division, 23d Sub then 16th Sub

Former BN: Lakes Division, 15th Sub then 20th Sub

Former BN: Willmar Division, O'Neill Sub

Former BNSF: South Dakota Division, O'Neill Sub

Current: Nebraska Northeastern RR

146. Ashland-Prague

History: 1886-Ashland-Ithaca by Omaha & North Platte
1887-Ithaca-Prague by Omaha & North Platte
1908-sold to CB&Q

Abandoned: 1942-Prague-Schuyler
1982-Ashland-Prague

Former CB&Q: Omaha Division, Ashland & Schuyler Sub

Former CB&Q & BN: Lincoln Division, Prague Spur*

Former BN: Lincoln Division, 23d Sub

Former BN: Nebraska Division, 2d Sub, then 3d Sub, then 23d Sub

147. Lincoln-Columbus

History: 1872-73-MP 20-Seward by Midland Pacific
1873-CB&Q Jct.-MP 20 by Midland Pacific
1875-Midland Pacific leased to Nebraska
1878-Nebraska merged into B&MR (NE)
1879-Seward-MP 5 by B&MR (NE)

BNSF TRACK SEGMENTS-100-199

1880-MP 20-Columbus by Lincoln & Northwestern
1881-line relocated MP 65.7-MP 64
1907-line relocated-MP 25.35-MP 26.0
1956-line relocated-MP 3.8-MP 5.87
1963-line relocated-MP 2.57-MP 6.3

Abandoned: 1983-Woodlawn-Seward
1984-Bellwood-Columbus listed
1991-1.8 miles in Bellwood

Former CB&Q: Lincoln Division, Lincoln & Columbus Sub
Former CB&Q: Lincoln Division, Carling & Columbus Sub
Former CB&Q: Carling-Columbus-Lincoln Division, 18th Sub
Former BN: Lincoln-Columbus Jct.-Lincoln Division, 7th Sub
Columbus Jct.-Columbus-Lincoln Division, 17th Sub
Former BN: Lincoln-Columbus-Lincoln Division, 18th Sub
Former BN: Lincoln-Columbus-Nebraska Division, 17th Sub
Former BN: Woodlawn-Columbus-Nebraska Division, 16th Sub
Former BN: Seward-Bellwood-Nebraska Division, 14th Sub, then “other”
Former BN: Seward-Bellwood-Lincoln Division, Bellwood Sub
Former BNSF: Staplehurst-Bellwood (even though Columbus is shown on timetable)-Nebraska Division, Bellwood Sub
(Seward is listed as Segment 165)

Current BNSF: Seward-Columbus-Nebraska Division, Bellwood Sub (apparently reopened Bellwood-Columbus)

148. Benedict-Mc Cool Junction

History: 1879 by Republican Valley RR
1887-Mc Cool Jct.-Benedict by Republican Valley RR
1887-Mc Cool Jct.-Chisholm & abandoned 1955
1887-Benedict-Stromberg by Republican Valley & abandoned 1942
1889-Republican Valley acquired by Kansas City & Omaha
1902-Kansas City & Omaha merged into CB&Q

Abandoned: 1984-York-Mc Cool Jct.

Former CB&Q: Lincoln Division, Benedict & Clay Center Sub
Former CB&Q: Lincoln Division, Mc Cool Jct. Spur
Former CB&Q & BN: Lincoln Division, York Spurs*
Former BN: Lincoln Division, spur off of 7th Sub
Former BN: York-McCool Jct.-Nebraska Division, “other”
Former BN: York-Benedict-Nebraska Division, “other”
Former BN: York-Benedict-Lincoln Division, Ravenna Sub

Current BNSF: York-Benedict-Nebraska Division, Ravenna Sub

149. Aurora-Greeley Center

BNSF TRACK SEGMENTS-100-199

History: 1879-80-Aurora-Central City by Republican Valley RR
1886-Republican Valley changed to Republican Valley, Kansas & Southwestern RR
1887-Central City-Greeley Center by Lincoln & Black Hills
1888-Lincoln & Black Hills acquired by CB&Q
1908-Republican Valley, Kansas, & Southwestern sold to CB&Q

Abandoned: 1983-Palmer-Greeley Center

Sold: 2000-MP 17.5-Palmer to Nebraska Central

Abandoned: 2004-MP 2.7-MP 17.5-rail banked

Former CB&Q: Lincoln Division, Aurora & Burwell Sub

Former CB&Q & BN: Lincoln Division, 14th Sub*

Former BN: Aurora-Palmer-Lincoln Division, 14th Sub
Palmer-Greeley Center-Lincoln Division, 15th Sub

Former BN: Aurora-Palmer-Nebraska Division, 14th Sub
Palmer-Greeley Center-Nebraska Division, 15th Sub

Former BN: Aurora-Palmer-Nebraska Division, 13th Sub then 17th Sub

Former BN: Aurora-Palmer-Lincoln Division, Palmer Sub

Former BNSF: Aurora-Palmer-Nebraska Division, Palmer Sub

Former BNSF: Aurora-Marquette-Nebraska Division, Ravenna Sub

Current BNSF: Aurora-MP 1.9-Nebraska Division, Ravenna Sub

Current NC: Kilgravel-Palmer

150. Greeley Center-Burwell

History: 1887-by Burlington & Missouri River (Nebraska)

Abandoned: 1983

Former CB&Q: Lincoln Division, Aurora & Burwell Sub

Former CB&Q & BN: Lincoln Division, 14th Sub*

Former BN: Lincoln Division, 15th Sub

Former BN: Nebraska Division, 15th Sub

151. Palmer-Sargent

History: 1887-Palmer-Arcadia by Burlington & Missouri River (Nebraska)

1899-Arcadia-Sargent by B&MR (Nebraska)

Abandoned: 1985

Former CB&Q: Lincoln Division, Palmer & Sargent Sub

Former CB&Q & BN: Lincoln Division, 16th Sub*

Former BN: Lincoln Division, 14th Sub

Former BN: Nebraska Division, 14th Sub then 13th Sub

152. Crete-Wymore

History: 1870-71-Crete-MP 5 by Omaha & South Western

BNSF TRACK SEGMENTS-100-199

1871-MP 5-Beatrice by Omaha & South Western and leased to B&MR (NE)
1880-Beatrice-Wymore by Republican Valley RR
1882-Republican Valley RR sold to B&MR (NE)

Abandoned: 2002-Beatrice-Wymore

Note: Connected with segment 142 at Beatrice at one time

Former CB&Q: Wymore Division, Crete & Wymore Sub

Former CB&Q: Lincoln Division, Crete & Wymore Sub

Former CB&Q & BN: Lincoln Division, 6th Sub*

Former BN: Nebraska Division, 6th Sub then 13th

Former BN: McCook Division, Beatrice Sub

Current BNSF: Crete-Beatrice-Nebraska Division, Beatrice Sub

153. De Witt-Hildreth

History: 1883-De Witt-MP 9.5 by Nebraska & Colorado (B&MR NE)
1884-MP 9.5-Tobias by Nebraska & Colorado (B&MR (NE))
1886-Tobias-Hildreth by Nebraska & Colorado (B&MR(NE))
1908-Nebraska & Colorado sold to CB&Q

Abandoned: unknown-De Witt-Blue Hill
2003-Bladen-Hildreth
2004-Bladen-Blue Hill

Note: Connected to segment 180 at one time.

Former CB&Q: Wymore Division, De Witt & Holdrege Jct. Sub

Former CB&Q: Wymore Division, De Witt & Hildreth Sub

Former CB&Q: Lincoln Division, De Witt & Hildreth Sub

Former CB&Q & BN: Lincoln Division, 17th Sub*

Former BN: Lincoln Division, 16th Sub

Former BN: De Witt-Hildreth-Nebraska Division, 16th Sub then 15th Sub

Former BN: De Witt-Hildreth-McCook Division, Shickley Sub

Former BNSF: De Witt-Hildreth-Nebraska Division, Shickley Sub

Former BNSF: Blue Hill-Hildreth-Nebraska Division, Lester Sub

Former BNSF: Blue Hill-Bladen-Nebraska Division, Lester Sub

154. Fairmont-Daykin

History: 1872-Endicott-KC&O Jct. By St. Joseph & Denver City
1877-St. Joseph & Denver City changed to St. Joseph & Western
1885-St. Joseph & Western changed to St. Joseph & Grand Island
1886-87 by Kansas City & Omaha
1902-KC&O acquired by CB&Q
1936-St. Joseph & Grand Island leased by Union Pacific

Abandoned: 1945-KC&O Jct.-Helvey

BNSF TRACK SEGMENTS-100-199

Sold: 1957-Daykin-Helvey
to Fillmore & Western
Note: Placed on abandoned list 2001-pending sale to Provident Industries

Note: Endicott-KC&O Junction was via track rights of Union Pacific, terminated 1945

Former SJ&GI: Endicott-KC&O Jct.-Central Division, 2nd Sub
Former UP: Endicott-KC&O Jct. Kansas Division, Grand Island Sub
Former CB&Q: Wymore Division, Endicott & Fairmont Sub
Former CB&Q: Wymore Division, Helvey & Fairmont Sub (includes 1.61 miles vial De Witt & Holdrege Sub)
Former CB&Q: Wymore Division, Helvey Spur
Former CB&Q & BN: Fairmont-Daykin-Lincoln Division, Daykin Spur*
Former BN: Fairmont-Tobias-Lincoln Division, 25th Sub (no mention of Tobias-Daykin)
Former BN: Fairmont-Tobias-Nebraska Division, 25th Sub
Tobias-Daykin-Nebraska Division "other"
Former BN: Fairmont-Milligan-Nebraska Division, "other"
Tobias-Daykin-Nebraska Division, "other"
Former BN: Fairmont-Milligan-McCook Division, Hastings Sub
Tobias-Daykin-McCook Division, Shickley Sub
Former BNSF: Fairmont-Milligan-Nebraska Division, Hastings Sub
Tobias-Daykin-Nebraska Division, Shickley Sub

155. Hebron-Fairmont

History: 1883-84-Chester-Hebron by Nebraska & Colorado (B&MR NE)(abandoned 1942)
1886-Hebron-Fairmont by Nebraska & Colorado (B&MR NE)
1908-Nebraska & Colorado sold to CB&Q

Sold: Fairmont-Strang-Fillmore & Western-
placed on abandoned list 2001

Former CB&Q: Wymore Division, Fairmont & Chester Sub (includes 1.61 miles via the De Witt & Holdrege Sub segment 153)
Former CB&Q: Wymore Division, Fairmont & Hebron Sub
Former CB&Q: Fairmont-Strang-Wymore Division, Fairmont & Strang Sub
Strang-Hebron-Wymore Division, Hebron Spur
Former CB&Q: Fairmont-Strang-Lincoln Division, Fairmont & Strang Sub
Strang-Hebron-Lincoln Division, Hebron Spur
Former CB&Q & BN: Fairmont-Strang-Lincoln Division, 5th Sub*
Strang-Hebron-Lincoln Division, Hebron Spur*
Former BN: Lincoln Division, 5th Sub
Former BN: Nebraska Division, 5th Sub then 16th Sub
Former BN: McCook Division, Hebron Sub
Former BNSF: Nebraska Division, Hebron Sub
Former BNSF: Fairmont MP 0.8-1.6-Nebraska Division, Hastings Sub

BNSF TRACK SEGMENTS-100-199

156. Lushton-Clay Center

History: 1886-Sutton-Clay Center by Kansas City & Omaha
1886-Clay Center-Ayr Jct. by Kansas City & Omaha -Abandoned 1940
1887-Lushton-Sutton by Kansas City & Omaha
1887-Lushton-Mc Cool Jct. by Kansas City & Omaha-abandoned 1955
1902-CB&Q acquired Kansas City & Omaha
1903-relocated MP 106.23-Sutton
1941-relocated 1/2 mile in Sutton

Abandoned: 1985-Lushton-Sutton
1989-Sutton-Clay Center

Note: This segment was once owned by SJ&GI, unknown when sold to CB&Q

Former CB&Q: Lincoln Division, Benedict & Clay Center Sub

Former CB&Q: Sutton-Clay Center-Lincoln Division, Lushton Spur

Former CB&Q & BN: Lincoln Division, Sutton Spurs*

Former BN: Lincoln Division, 26th Sub

Former BN : Lushton-Sutton-Nebraska Division, 26th Sub
Sutton-Clay Center-Nebraska Division, 14th Sub then "other"

157. Nelson-Edgar

History: 1885-86 by Nebraska & Colorado (B&MR NE)
1908-sold to CB&Q

Abandoned: 1942-Nelson-Superior
1982-Nelson-Edgar

Note: This segment connected with segment 19 at one time.

Former CB&Q: Wymore Division, Edgar & Superior Sub

Former CB&Q: Wymore Division, Edgar & Superior Jct. Sub

Former CB&Q: Wymore Division, Edgar & Superior Sub

Former CB&Q: Wymore Division, Edgar & Nelson Sub

Former CB&Q: Wymore Division, Nelson Spur

Former CB&Q & BN: Lincoln Division, Nelson Spur*

Former BN: Lincoln Division, spur off of 16th Sub

Former BN: Nebraska Division, "other"

158. Odell Junction-Concordia

History: 1884 by Chicago, Iowa, & Kansas (CB&Q)
1884-C, I, & K changed to Chicago, Nebraska, & Kansas
1908-sold to CB&Q

Abandoned: 1982

Former CB&Q: Wymore Division, Odell & Concordia Sub

Former CB&Q: Wymore Division, Odell Jct. & Concordia Sub

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Former CB&Q: McCook Division, Odell Jct. & Concordia Sub

Former CB&Q: McCook Division, 22d Sub

Former CB&Q & BN: Lincoln Division, 22d Sub*

Former BN: Nebraska Division, 20th Sub

159. Hastings-Lester Junction

History: 1878 by Republican Valley RR and leased to Burlington & Missouri River (Nebraska)
1880-consolidated into CB&Q

Former CB&Q: Wymore Division, Hastings, Red Cloud, & Oxford Jct. Sub

Former CB&Q: McCook Division, Hastings & Lester Sub

Former CB&Q: McCook Division, 24th Sub

Former CB&Q & BN: Lincoln Division, 24th Sub*

Former BN: Lincoln Division, 19th Sub

Former BN: Nebraska Division, 19th Sub then 18th Sub

Former BN: McCook Division, Lester Sub

Current BNSF: [Nebraska Division, Lester Sub](#)

160. Brick Yard-Aurora

History: 1885-86-MP 5-Hastings by Republican Valley
1886-Aurora-MP 5 by Republican Valley
1886 Republican Valley RR sold to B&MR NE

Former CB&Q: Lincoln Division, Aurora & Kearney Sub

Former CB&Q: Lincoln Division, Aurora & Gaines Sub

Former CB&Q & BN: Lincoln Division, 15th Sub*

Former BN: Lincoln Division, 14th Sub

Former BN: Nebraska Division, 14th Sub then 13th Sub then 17th Sub

Former BN: Mc Cook Division, Giltner Sub

Current BNSF: [GH Jct-Aurora-Nebraska Division, Giltner Sub](#)

161. Ayr Junction-Huntley

History: 1886-1887-Ayr Jct.-Leroy by Kansas City & Omaha
1902 CB&Q merged Kansas City & Omaha

Abandoned: [1982-Wilcox-Huntely](#)
[1984-Roseland-Wilcox](#)

Note: This line was purchased from SJ&GI, date unknown, Alma Jct.-Alma

Former CB&Q: Lincoln Division, Ayr Jct & Huntley Sub

Former CB&Q: Mc Cook Division, Huntley Spur

BNSF TRACK SEGMENTS-100-199

Former CB&Q & BN: Lincoln Division, Huntley Spur*

Former BN: Lincoln Division, 27th Sub

Former BN: Nebraska Division, 27th Sub then "other"

Former BN: Ayr Jct.-Wilcox-Nebraska Division, 4th Sub

Former BN: Ayr Jct.-Roseland-Nebraska Division, "other"

Former BN: Ayr Jct.-Roseland-Mc Cook Division, "other"

Current BNSF: [Ayr Jct-Roseland-Nebraska Division, Lester Sub](#)

162. Kearney-Kenesaw

History: 1872 by Burlington & Missouri River (Nebraska)

Abandoned: 1976 for trackage rights via UP gained in 1974 (see segment 130)

Former CB&Q: Lincoln Division, Aurora & Kearney Sub (includes trackage via Mc Cook Division between Gaines & Kenesaw)

Former CB&Q: Mc Cook Division, Kearney Spur

Former CB&Q & BN: Lincoln Division, Kearney Spur*

Former BN: Lincoln Division, 28th Sub

Former BN: Hastings-Kearney-Colorado Division, 11th Sub, then 10th Sub-all 41.2 miles via UP-
See segment 130

Former BN: to Kearney via UP from Hastings-Colorado Division, 10th sub then 11th Sub Kenesaw-Kearney abandoned

Former BN: Kenesaw-Colorado Division, "other"

Former BN: Kearney-Nebraska Division, "other"

Former BN: Kearney-Willmar Division, "other"

Former BN: Kearney-McCook Division-Yard Segment

163. Cushman-Cobb

History: 1871 by Burlington & Missouri River (Nebraska)

Former CB&Q: Lincoln Division, Lincoln to Gaines/Gaines to Lincoln Subs

Former CB&Q & BN: Lincoln Division, 4th Sub*

Former BN: Nebraska Division, "other" then 4th Sub then 2d Sub then 5th Sub

Former BN: McCook Division, Hastings Sub

Former BN: Lincoln Division, "other"

Current BNSF: [Nebraska Division, Hastings Sub](#)

164. Papio-Gilmore Junction-South Omaha

History: 1866-South Omaha-Gilmore by Union Pacific

1885-Omaha-South Omaha by Burlington & Missouri River (Nebraska)

1890-Papio-Gilmore by Burlington & Missouri River (Nebraska)

BNSF TRACK SEGMENTS-100-199

1900-leased South Omaha-Gilmore Jct. from UP (track rights)
1955-line relocated Papio-MP 4.67
Abandoned: 1983-Papio-South Omaha-listed (see segment 871)

Former UP: Gilmore Jct.-South Omaha-Nebraska Division, 1st Sub

Current UP: Council Bluffs Division, Falls City Sub, Gilmore Lead

Former CB&Q: Papio-South Omaha-Omaha Division, Pappio & Gilmore Jct. Sub (includes 5.19 miles via UP Bridge Sub, Gilmore Jct.-Pappio)

Former CB&Q: Papio-South Omaha-Lincoln Division, Pappio & Gilmore Jct. Sub (includes 5.19 miles via UP Bridge Sub, Gilmore Jct.-Pappio)

Former CB&Q & BN: Papio-South Omaha-Lincoln Division, 13th Sub*

Former BN: Papio-Gilmore Jct.-Nebraska Division, 13th Sub
Gilmore Jct.-South Omaha-Nebraska Division, "other"

Former BN: Papio-Gilmore Jct.-Nebraska Division, "other"

Former BN: Papio-Gilmore Jct.-Lincoln Division, "other"

Current BNSF: Papio-Gilmore Jct.-Nebraska Division, Omaha Sub via segment 8645

165. Seward Freight Line

History: 1879 by B&MR NE

Former CB&Q: Lincoln Division, Lincoln & Columbus Sub

Former CB&Q & BN: Lincoln Division, 7th Sub*

Former BN: Seward Freight Main-Nebraska Division, "other"

Former BN: Seward-Nebraska Division, 16th Sub then 14th Sub

Former BN: Seward Freight Line-Lincoln Division, Bellwood Sub

Former BNSF: Seward-Nebraska Division, Bellwood Sub

Former BNSF: Seward MP 29.1-27.7-Nebraska Division, Ravenna Sub

Current BNSF: BR Jct.-Seward MP 27.7X-29.1X-Nebraska Division, Bellwood Sub

166. Rawhide Spur

History:

Former BN: Alliance Division, "other"

Former BN: Denver Division, "other"

Former BN & **Current BNSF:** Powder River Division, Campbell Sub

167. Eagle Butte Spur

History: 1979 by BN Former segment 195

Former BN: Alliance Division, "other"

BNSF TRACK SEGMENTS-100-199

Former BN: Denver Division, "other"

Former BN & Current BNSF: Powder River Division, Campbell Sub

168. Buckskin Spur

History:

Former BN: Alliance Division, "other"

Former BN: Denver Division, "other"

Former BN & Current BNSF: Powder River Division, Campbell Sub

169. Wildcat Mine

History: proposed-no track

170. Omaha Public Power District

History: unknown when built

Sold: 1999-sold to Omaha Public Power District and operated by Kyle RR

Operated by: 2004-Union Pacific

Former BN/BNSF: Nebraska Division, Nebraska City Sub

Former Kyle: OPPD Sub

171. Fort Union Spur

History:

Former BN: Alliance Division, "other"

Former BN: Denver Division, "other"

Former BN & Current BNSF: Powder River Division, Campbell Sub

172. Caballo Rojo Spur

History:

Former BN: Alliance Division, "other"

Former BN: Denver Division, "other"

Former BN & Current BNSF: Powder River Division, Orin Sub

173. Coal Creek Spur

History:

Former BN: Alliance Division, "other"

Former BN: Denver Division, "other"

Former BN & Current BNSF: Powder River Division, Orin Sub

BNSF TRACK SEGMENTS-100-199

174. WYMO Mine

History: proposed-no track

175. North Antelope Spur

History: 1998 by Triton Coal Company

Former BN: Alliance Division, "other"

Former BN: Denver Division, "other"

Former BN & Current BNSF: Powder River Division, Orin Sub

176. Flynn-Oberlin, Flynn-Stamford

History: 1885-Republican-NE/KS state line by Republican Valley & Kansas
1885-NE/KS state line-Oberlin by Burlington, Kansas, & Southwestern
1886-both RV&K and BK&SW consolidated into Republican Valley, Kansas, & Southwestern
1908-RV, K, & SW consolidated into CB&Q
1949-track relocated MP 3.35-MP 15.8
1953-rights granted over CRIP, Almena Jct.-Norton
1963-rights granted over CRIP-Norton-Oronoque Jct.

Abandoned: 1948-Flynn-MP 12.41
1949-Republican-MP 15.19 due to dam project
1953-Almena Jct.-Norton for rights over CRIP (segment 133)
1963-Norton-Oronoque Jct. For rights over CRIP (segment 133)

Sold: Oronoque-Oberlin-KYLE
1996-Flynn-Almena-Nebraska, Kansas, & Colorado

Former CB&Q: Almena-Oberlin-Mc Cook Division, Republican & Oberlin Sub
(partial) Orleans Jct.-Stamford-Mc Cook Division, Orleans & St Francis Sub

Former CB&Q: Flynn-Almena Jct.-Mc Cook Division, Flynn & Oberlin Sub
Dellvale-Oberlin-Mc Cook Division, Flynn & Oberlin Sub
Flynn-Stamford-Mc Cook Division, Orleans Jct & St Francis Sub

Former CB&Q: Flynn-Almena Jct.-Mc Cook Division, 25th Sub*
Oronoque-Oberlin-Mc Cook Division, 25th Sub*
Flynn-Stamford-Alliance Division, 23d Sub*

Former CB&Q & BN: Flynn-Almena Jct.-Alliance Division, 25th Sub*
Oronoque-Oberlin-Alliance Division, 25th Sub*
Flynn-Stamford-Alliance Division, 23d Sub*

NOTE: See Segment 133 for trackage rights on CRIP-Almena Jct-Dellvale

Former BN: Flynn-Almena Jct.-Alliance Division, 5th Sub
Oronoque-Oberlin-Alliance Division, 5th Sub
Flynn-Stamford-Alliance Division, 5th Sub

Former BN: Flynn-Almena Jct.-Alliance Division, 5th Sub
Oronoque-Oberlin-Alliance Division, 5th Sub

Former BN: Flynn-Almena Jct.-Colorado Division, 5th Sub then 8th Sub, then 9th Sub
Oronoque-Oberlin-Colorado Division, 5th Sub then 8th Sub, then 9th Sub

Former BN: Flynn-Almena Jct.-Nebraska Division, 19th Sub
Oronoque-Oberlin-Nebraska Division, 19th Sub

BNSF TRACK SEGMENTS-100-199

Former BN: Flynn-Almena Jct.-McCook Division, Oberlin Sub
Oronoque-Oberlin-McCook Division, Oberlin Sub
Flynn-Stamford-McCook Division, St Francis Sub

Former BNSF: Flynn-North Dakota Division, St Francis Sub
Flynn-Almena Jct.-Nebraska Division, Oberlin Sub
Oronoque-Oberlin-Nebraska Division, Oberlin Sub

Current NKC: Flynn-Almena; Oronoque-Oberlin

177. Orleans Junction-St. Francis

History: 1887-Orleans-state line by Oxford & Kansas
1887-State line-MP 95.5 by Beaver Valley RY
1888-MP 95.5-St. Francis by Beaver Valley RY
1888-both consolidated into Burlington & Missouri River (NE)

Sold: 1996-NKCR

Former CB&Q: Orleans Jct.-St Francis-Mc Cook Division, Orleans Jct & St Francis Sub

Former CB&Q: Mc Cook Division, 23d Sub*

Former CB&Q & BN: Alliance Division, 23d Sub*

Former BN: Alliance Division, 3d Sub then 6th Sub

Former BN: Orleans Jct.-St Francis-Colorado Division, 3d Sub then 7th Sub then 6th Sub

Former BN: Orleans Jct.-St Francis-Nebraska Division, 20th Sub

Former BN: Orleans Jct.-Flynn-Nebraska Division, 19th Sub
Flynn-St. Francis-Nebraska Division, 20th Sub

Former BN: Orleans Jct.-St Francis-Mc Cook Division, St Francis Sub

Former BN: Orleans Jct.-Flynn-Mc Cook Division, Oberlin Sub
Stamford-St Francis-Mc Cook Division, St Francis Sub

Former BNSF: Flynn-St. Francis-Nebraska Division, St Francis Sub
Orleans Jct.-Nebraska Division, Oberlin Sub

Current: NKCR

178. Culbertson-Imperial

History: 1889-Culbertson-Beverly by Burlington & Missouri River (NE)
1891-Beverly-MP 27 by BMR (NE)
1892-MP 27-Imperial by BMR (NE)

Sold: 2004-NKC RR

Former CB&Q: Mc Cook Division, Culbertson & Imperial Sub

Former CB&Q: Mc Cook Division, 29th Sub

Former CB&Q & BN: Alliance Division, 29th Sub*

Former BN: Alliance Division, 9th Sub then 6th Sub

Former BN: Colorado Division, 9th Sub then 8th Sub then 10th Sub

Former BN: Nebraska Division, 21st Sub

Former BN: Mc Cook Division, Imperial Sub

BNSF TRACK SEGMENTS-100-199

Former BNSF: Nebraska Division, Imperial Sub

Former BNSF: Colorado Division, Imperial Sub

Former BNSF: Nebraska Division, Imperial Sub

Current: NKC RR

179. Denver-Lyons

History: 1881-Denver-MP 22.9 by Longmont & Erie RR (narrow gauge)
1881-name changed to Denver, Longmont, & Northwestern
1881-MP 22.9-Mitchell by Denver, Longmont, & Northwestern
1882-Mitchell-Longmont by Denver, Utah, & Pacific
1882-both deeded to Colorado Northern
1885-Longmont-Lyons by Denver, Utah, & Pacific
1887-all sold to CB&Q and operated by Burlington & Missouri River (NE)
1888-line standard gauged by Denver, Utah, & Pacific
1889-Longmont-Burns Junction by CB&Q
1889-CB&Q obtains rights over C&S-Burns Jct.-Denver

Abandoned: 1984-Lafayette-Erie
1984-Erie-Longmont
1985-Barnett-Lyons
2006-1.13 miles in Longmont

Former CB&Q: Denver-Lyons-Mc Cook Division, Denver & Lyons Sub (includes track rights over C&S as listed below)

Former CB&Q: Broomfield-Longmont-Mc Cook Division, Denver & Longmont Branch
Longmont-Lyons-Mc Cook Division, Lyons Spur

Former C&S: Denver-Utah Jct.-Denver Division, Denver UD & Utah Jct. Sub (See segment 476)
Utah Jct.-Broomfield-Denver Division, Utah Jct. .& Cheyenne Sub (see segment 476)

Former C&S: Denver UD-Broomfield-Colorado Division, 2d Sub (Segment 476)

Former CB&Q: Broomfield-Longmont-Mc Cook Division, 30th Sub*
Longmont-Lyons-Mc Cook Division, Lyons Spur*

Former CB&Q & BN: Broomfield-Longmont-Alliance Division, 30th Sub*
Longmont-Lyons-Alliance Division, Lyons Spur*

Former BN: Broomfield-Lyons-Alliance Division, 10th Sub

Former BN: Denver-Broomfield via C&S (14 miles)(Segment 476)
Broomfield-Lyons-Colorado Division, 10th Sub

Former BN: Burns Jct.-La Fayette-Colorado Division, 12th Sub
Longmont-Lyons-Colorado Division, 13th sub

Former BN: Burns Jct.-La Fayette-Colorado Division, 11th Sub
Longmont-Barnett-Colorado Division, 12th Sub

Former BN: Burns Jct.-Lyons-Colorado Division, 9th Sub then 11th Sub

Former BN: Burns Jct.-La Fayette-Denver Division, "other"
Longmont-Barnett-Denver Division, "other"

Former BN: Burns Jct.-La Fayette-Denver Division, Front Range Sub
Longmont-Lyons-Denver Division, Front Range Sub

Former BNSF: Burns Jct.-La Fayette-Colorado Division, Front Range Sub

BNSF TRACK SEGMENTS-100-199

Longmont-Barnett-Colorado Division, Front Range Sub

Former BNSF: Burns Jct.-La Fayette-Colorado Division, Front Range Sub
Longmont-Barnett-Colorado Division, Front Range Sub

Former BNSF: Burns Jct.-La Fayette-Powder River Division, Front Range Sub
Longmont-Barnett-Powder River Division, Front Range Sub

Current BNSF: Burns Jct.-La Fayette-Colorado Division, Front Range Sub
Longmont-Barnett-Colorado Division, Front Range Sub

180. Holdrege-Carpenter

History: 1885-Holdrege-Elwood by Nebraska & Colorado
1886-Elwood-Curtis by Nebraska & Colorado
1886-Holdrege-Sterling by Colorado & Wyoming
1887-Curtis-State line by Nebraska & Colorado
1887-State line-Cheyenne by Cheyenne & Burlington
1887-all companies leased to Burlington & Missouri River (Nebraska)
1908-Cheyenne & Burlington sold to CB&Q

Abandoned: 1969-Cheyenne-Carpenter prior to merger
1974-Hereford-Carpenter
1975-New Raymer-Hereford
1977-Sterling-New Raymer

Sold: 1996-Holdrege-Sterling-NKC RR

Note: This segment connected with segment 153 at Holdrege at one time

Former CB&Q: Holdrege-Curtis-Sterling Division, Holdrege & Curtis Sub
Curtis-Sterling-Sterling Division, Curtis & Sterling Sub
Sterling-Carpenter-Sterling Division, Sterling & Cheyenne Sub

Former CB&Q: Holdrege-Curtis-Alliance & Sterling Divisions, Holdrege & Curtis Sub
Curtis-Sterling-Alliance & Sterling Divisions, Curtis & Sterling Sub
Sterling-Carpenter-Alliance & Sterling Divisions, Sterling & Cheyenne Sub

Former CB&Q: Holdrege-Sterling-McCook Division, Holdrege & Sterling Sub
Sterling-Carpenter-McCook Division, Sterling & Cheyenne Sub

Former CB&Q: Holdrege-Sterling-McCook Division, 26th Sub
Sterling-Carpenter-McCook Division, 27th Sub

Former CB&Q & BN: Sterling-Carpenter-Alliance Division, 27th Sub*
Holdrege-Sterling-Alliance Division, 26th Sub*

Former BN: Holdrege-Sterling-Alliance Division, 6th Sub
(1974) Sterling-Hereford-Alliance Division, 7th Sub

Former BN: Holdrege-Sterling-Alliance Division, 6th Sub
(1975) Sterling-New Raymer-Alliance Division, 7th Sub

Former BN: Holdrege-Sterling-Colorado Division, 6th Sub
Sterling-New Raymer-Colorado Division, 7th Sub

Former BN: Holdrege-Sterling-Colorado Division, 6th Sub then 5th Sub

Former BN: Holdrege-Sterling-Nebraska Division, 7th Sub

Former BN: Holdrege-Sterling-McCook Division, Wallace Sub

Former BNSF: Holdrege-Sterling-Nebraska Division, Wallace Sub

181. Deadwood-Edgemont

BNSF TRACK SEGMENTS-100-199

History: 1890-Pluma-Englewood by Deadwood Central
1891-Edgemont-Englewood by CB&Q
1895-Deadwood Central merged into CB&Q
1905-narrow gauge converted to standard gauge

Abandoned: 1987-MP 3-Edgemont-Custer-Now the George Mickelson Trail

Former CB&Q: Alliance Division, Edgewood & Deadwood Sub

Former CB&Q: Alliance & Sterling Divisions, Edgemont & Deadwood Sub

Former CB&Q & BN: Alliance Division, 33d Sub*

Former BN: Alliance Division, 14th Sub then 4th Sub

Former BN: Deadwood-Custer-Alliance Division, "other"

Former BN: Deadwood-MP 3-Denver Division, "other"

Former BN & Current BNSF: Deadwood Jct-MP 3-Powder River Division, Black Hills Sub

182. Kirk-Fantail

History: 1890 by Deadwood Central
1895-Deadwood Central merged into CB&Q

Abandoned: 1983

Former CB&Q: Alliance Division, Lead & Kirk Sub

Former CB&Q: Alliance & Sterling Sub, Lead Spur

Former CB&Q & BN: Alliance Division, Lead Spur*

Former BN: Alliance Division, spur off of 14th Sub then "other"

183. Lead-Fantail

History: 1881-82 by Deadwood Central
1895-Deadwood Central merged into CB&Q

Abandoned: 1983

Former CB&Q: Alliance Division, Lead & Kirk Sub

Former CB&Q: Alliance & Sterling Sub, Lead Spur

Former CB&Q & BN: Alliance Division, Lead Spur*

Former BN: Alliance Division, spur off of 14th Sub then "other"

184. Hill City-Keystone

History: 1891-Hill City-MP 3 by CB&Q
1899-MP 3-MP 4.5 by CB&Q
1900-MP 4.5-Keystone by CB&Q

Abandoned: 1973-.87 miles in Keystone
1981-approved for abandonment

Abandoned: 1985

Rebuilt: 2001 by Black Hills Central and now operation as a tourist railroad

Former CB&Q: Alliance Division, Keystone & Hill City Sub

BNSF TRACK SEGMENTS-100-199

Former CB&Q: Alliance & Sterling Divisions, Keystone Spur

Former CB&Q & BN: Alliance Division, Keystone Spur*

Former BN: Alliance Division, 15th Sub then 5th Sub

185. Minnekahta-Hot Springs

History: 1891 by B&MR NE

Abandoned: 1978

Former CB&Q: Alliance Division, Minnekahta & Hot Springs Sub

Former CB&Q: Alliance & Sterling Divisions, Hot Springs Spur

Former CB&Q & BN: Alliance Division, Hot Springs Spur*

Former BN: Alliance Division, spur off of 14th Sub then "other"

186. Bridger Junction-Donkey Creek

History: 1971-Donkey Creek-MP15.58 By BN
1977-MP 15.58-MP 42.3 by BN
1979-MP 42.3-Bridger Jct. by BN
1979-2nd main line constructed-MP 17.91-MP 20.8; MP 30.0-MP 32.9; MP 40.9-MP 47.39; MP 102.2-MP 107.72
1983-by order of the ICC, co-owned by CNW-operated under BN Rules
1983-2nd main line constructed-MP 52.32-MP 60.0; MP 107.72-MP 110.0
1986-2nd main line constructed-MP 0.0-MP 15.7
1987-2nd main line constructed-MP 83.24-MP 93.22
1989-2nd main line constructed-MP 47.39-MP 52.32; MP 63.16-MP 72.28
1992-2nd main line constructed-MP 93.22-MP 102.2
1993-2nd main line constructed-MP 60.0-MP 63.16
1994-2nd main line constructed-MP 72.28-MP 83.24; MP 110.0-MP 120.0
1995-2nd main line constructed-MP 32.9-MP 40.9
1995-3rd main line constructed-MP 63.16-MP 72.28
1996-2nd main line constructed-MP 15.7-MP 17.91; MP 20..8-MP 30.0
1996-3rd main line constructed-MP 58.19-MP 63.16
1998-3rd main line constructed-MP 72.28-MP 85.77
1999-3rd main line constructed-MP 85.77-MP 103.52

Former BN: Donkey Creek-Cordew-Alliance Division, 6th Sub

Former BN: Donkey Creek-Reno Jct.-Alliance Division, 6th Sub
(partial) Reno Jct.-Orin-Alliance Division, "other"

Former BN: Bridger Jct.-Donkey Creek-Alliance Division, 6th Sub

Former BN: Bridger Jct.-Donkey Creek-Denver Division, 10th Sub

Former BN & BNSF: Bridger Jct.-Donkey Creek-Powder River Division, Orin Sub

Current BNSF: [Bridger Jct.-Donkey Creek Jct.-Powder River Division, Orin Sub](#)

187. Wallace-Sutherland

History: 1975-76 by Burlington Northern

Sold: 1996-Nebraska, Colorado, & Kansas RR

BNSF TRACK SEGMENTS-100-199

Former BN: Colorado Division, "other"
Former BN: Alliance Division, "other"
Former BN: Denver Division, "other"
Former BN: Nebraska Division, "other"
Former BN: Wallace-Gentleman Power Plant-McCook Division, Wallace Sub
Former BNSF: Wallace-Gentleman Power Plant-Nebraska Division, Wallace Sub
Current: NCK RR

188. Campbell-Eagle Butte Junction; Dry Fork

History: 1976 by BN
Former BN: Eagle Creek Jct.-Rawhide North-Alliance Division, "other"
Former BN: Campbell-Eagle Butte Jct.-Alliance Division, 10th Sub then 4th Sub
Former BN: Campbell-Eagle Butte Jct.-Denver Division, 13th Sub
Former BN & Current BNSF: Campbell-Eagle Butte Jct.-Powder River Division, Campbell Sub
Dry Fork (branch off Campbell Sub) Powder River Division, Campbell Sub

189. Belle Ayr Spur

History: 1977 by BN
Former BN: Donkey Creek-Belle Ayr-Alliance Division, 16th Sub then "other"
Former BN: Denver Division, "other"
Former BN & Current BNSF: Powder River Division, Orin Sub

190. Cordero Spur

History: 1977 by BN
Former BN: Alliance Division, "other"
Former BN: Denver Division, "other"
Former BN & Current BNSF: Powder River Division, Orin Sub

191. Reno-Jacobs Ranch

History: 1977-by BN (1985 on track charts)
1995-2nd main line constructed-MP 0.0-Black Thunder Jct.
Former BN: Jacobs Jct.-Reno Jct.-Alliance Division, "other"
Former BN: Black Thunder Jct.-Reno-Alliance Division, 5th Sub
Black Thunder Jct.-Jacobs Ranch-Alliance Division, "other"
Former BN: Black Thunder Jct.-Reno-Denver Division, 12th Sub, then 15th Sub
Black Thunder Jct.-Jacobs Ranch-Denver Division, "other"

BNSF TRACK SEGMENTS-100-199

Former BN: Black Thunder Jct.-Reno Jct.-Powder River Division, Reno Sub
Black Thunder Jct.-Jacobs Ranch-Powder River Division, Reno Sub

Former BNSF: Black Thunder Jct.-Reno Jct.-Powder River Division, Reno Sub
Black Thunder Jct.-Orin Sub Switches-Powder River Division, Reno Sub

Former BNSF: Black Thunder Jct.-Reno Jct.-Powder River Division, Reno Sub
Black Thunder Jct.-Jacobs Ranch-Powder River Division, Reno Sub

Current BNSF: [Black Thunder Jct.-Jacobs Ranch-Powder River Division, Reno Sub](#)
[Black Thunder Jct.-Orin Sub Switches-Powder River Division, Reno Sub](#)

192. Jacobs Spur-Jacobs Junction

History: 1979-New BN Construction

Former BN: Alliance Division, "other"

Combined with segment 191

193. Black Thunder Spur

History: 1977-New BN Construction

Former BN: Alliance Division, "other"

Former BN: Denver Division, "other"

Former BN & **Current BNSF:** [Powder River Division, Reno Sub](#)

194. Caballo Mine

History: 1979-New BN Construction

Former BN: Caballo Mine-Alliance Division, "other"

Former BN: Caballo-Denver Division, "other"

Former BN: Caballo Mine-Powder River Division, Orin Sub

Former BNSF: Caballo Spur-Powder River Division, Orin Sub

Former BNSF: Caballo Mine-Powder River Division, Orin Sub

Current BNSF: [Caballo Mine Spur-Powder River Division, Orin Sub](#)

195. Eagle Butte Junction-Eagle Butte

History: 1979-New BN Construction

Former BN: Alliance Division, 10th Sub

Changed to segment 167

196. Clovis Point Spur

History: New BN Construction

Former BN: Alliance Division, "other"

BNSF TRACK SEGMENTS-100-199

Former BN: Denver Division, "other"

Former BN & Current BNSF: Powder River Division, Campbell Sub

197. Floyd-Sioux City-Willmar

History: 1888-Willmar-Watertown by Willmar & Sioux Falls RR
1889-Garretson-Sioux City by Sioux City & Northern RR
1890-connection in Willmar by Willmar & Sioux Falls RR
1900-Sioux City & Northern merged into Willmar & Sioux Falls
1907-Willmar & Sioux Falls merged into GN

Former GN: Willmar-Sioux City Line Jct.-Willmar Division, 2d Sub
Sioux City Line Jct.-Ihlen-Willmar Division, 7th Sub
Ihlen-Sioux City-Willmar Division, 8th Sub

Former GN: Sioux City-Garretson-Willmar Division, 8th Sub
Garretson-Sioux City Line Jct.-Willmar Division, 7th Sub
Sioux City Line Jct.-Willmar-Willmar Division, 2d Sub

Former GN: Sioux City-Willmar-Willmar Division, 5th Sub

Original BN: Sioux City-Willmar-Twin Cities Division, 3d Sub*

Former BN: Sioux City-Willmar-Minnesota Division, 3d Sub

Former BN: Sioux City-Willmar-Lakes Division, 15th Sub then 7th Sub

Former BN: Sioux City-Willmar-Willmar Division, Marshall Sub
Sioux City-Floyd-Lincoln Division, Sioux City Sub

Former BNSF: Sioux City-Willmar-South Dakota Division, Marshall Sub
Sioux City-Nebraska Division, Sioux City Sub

Former BNSF: Sioux City-Willmar-Dakota Division, Marshall Sub
Sioux City-Floyd-Nebraska Division, Sioux City Sub

Note: Floyd-Sioux City from Segment 144

Current BNSF: Sioux City-Willmar-Twin Cities Division, Marshall Sub
Sioux City-Floyd-Nebraska Division, Sioux City Sub

198. Garretson-Yankton; South Yard-Sioux Falls

History: 1873-Volin-Mission Hills by Dakota Central
1888-Garretson-Sioux Falls by GN
1893-Sioux Falls-Yankton by GN
1900-Dakota Central merged into C&NW

Sold: 1961-Volin-Mission Hills to GN

Abandoned: 1978-Sioux Falls-Mission Hills, Mission Hills-Yankton (listed)
1981-Irene-Yankton
1982-Sioux Falls-Irene
2004-2.98 miles-MP 147..15-150.13

Note: For Volin-Mission Hills -also see segment 1317.

Former GN: Yankton Line Jct.-Yankton-Willmar Division, 9th Sub

Former GN: Garretson-Yankton-Willmar Division, 9th Sub then 6th Sub

BNSF TRACK SEGMENTS-100-199

Note: Under BN, 5.0 miles of trackage rights via MILW-Yankton Jct-Yankton (MILW Dakota Division, 17th Sub)-see segment 2001 for history.

Original BN: Garretson-Yankton-Twin Cities Division, 4th Sub*

Former BN: Garretson-Yankton-Minnesota Division, 15th Sub

Former BN: Garretson-14th St. Yard-Minnesota Division, 15th Sub

Former BN: Garretson-Sioux Falls-Minnesota Division, 16th Sub then 10th Sub

Former BN: Garretson-Sioux Falls-Lakes Division, 20th Sub then 17th Sub then 15th Sub

Former BN: Garretson-Sioux Falls-Willmar Division, Garretson Sub

Former BN: Garretson-Sioux Falls-Willmar Division, Corson Sub
South Yard-Sioux Falls-Willmar Division, Canton Sub (from Segment 199)

Former BNSF: Garretson-Sioux Falls-South Dakota Division, Garretson Sub
South Yard-Sioux Falls-South Dakota Division, Canton Sub

Former BNSF: Garretson-Sioux Falls-Dakota Division, Corson Sub
South Yard-Sioux Falls-Dakota Division, Canton Sub

Current BNSF: [Garretson-Sioux Falls-Twin Cities Division, Corson Sub](#)
[South Yard-Sioux Falls-Twin Cities Division, Canton Sub](#)

199. Sioux Falls-Watertown

History: 1888-Sioux Falls-Watertown by Watertown & Sioux Falls Ry
1888-Sioux Falls Terminal Ry purchased by GN
1904-Colton-Sioux Falls by Watertown & Sioux Falls Ry
1905-Rutland (SD)-Colton by Watertown & Sioux Falls Ry
1907-Watertown-Rutland (SD) by Watertown & Sioux Falls Ry
1917-Connecting track at Sioux Falls between GN & W&SF by GN
1922-W&SF leased by GN

Abandoned: [1972-Watertown-Hayti](#)
[1980-Wentworth-Hayti](#)

Note: Per track plans, construction dates are as follows:
1888-Sioux Falls-Arlington
1902-Rutland-Colton
1905-Chester-Rutland
1907-Arlington-Chester

Note: Includes 1.7 miles via MILW East Jct-West Jct-Dakota Division 19th Sub

Former GN: Watertown-W&SF Jct.-Willmar Division, 11th Sub
W&SF Jct.-Sioux Falls Jct.-Willmar Division, 10th Sub
Sioux Falls Jct.-Sioux Falls-Willmar Division, 9th Sub

Former GN: Willmar Division, 10th Sub

Former MILW: East Jct.-West Jct.-Iowa, Minnesota, & Dakota Divisions, 21st Sub

Former MILW: East Jct.-West Jct.-Dakota Division, 19th Sub

Original BN: Sioux Falls-Watertown-Twin Cities Division, 5th Sub (including MILW trackage rights)

Former BN: Sioux Falls-Hayti-Minnesota Division, 16th Sub

Former BN: Sioux Falls-Wentworth-Minnesota Division, 16th Sub

BNSF TRACK SEGMENTS-100-199

Former BN: Sioux Falls-Wentworth-Minnesota Division, 17th Sub then 11th Sub
South Yard-Sioux Falls-Minnesota Division, 18th Sub then 12th Sub (changed to Segment 198)

Former BN: Sioux Falls-Wentworth-Lakes Division, 21st Sub then 16th Sub
South Yard-Sioux Falls-Lakes Division, 22d Sub (changed to Segment 198)

Former BN: Sioux Falls-Wentworth-Willmar Division, Madison Sub

Former BNSF: Sioux Falls-Wentworth-South Dakota Division, Madison Sub

Former BNSF: Sioux Falls-Wentworth-Dakota Division, Madison Sub

Current BNSF: [Sioux Falls-Wentworth-Twin Cities Division, Madison Sub](#)

BNSF TRACK SEGMENTS-200-299

200. Benson-Huron

History:	1887-Benson-Watertown by St. Paul, Minneapolis, & Manitoba 1888-Watertown-Huron by Duluth, Watertown, & Pacific 1907-Duluth, Watertown, & Pacific merged into GN
Sold:	1991-Yale-Huron-Dakota, Minnesota, & Eastern
Former GN:	Benson-Watertown Line Jct.-Willmar Division, 2d Sub Watertown Line Jct.-Huron-Willmar Division, 11th Sub
Former GN:	Benson-Huron-Willmar Division, 9th Sub
Original BN:	Benson-Huron-Twin Cities Division, 6th Sub*
Former BN:	Benson-Huron-Minnesota Division, 12th Sub then 6th Sub
Former BN:	Benson-Huron-Lakes Division, 16th Sub then 11th Sub
Former BN:	Benson-Yale-Willmar Division, Watertown Sub
Former BN:	Appleton-Benson-Willmar Division, Appleton Sub Benson-Yale-Willmar Division, Watertown Sub
Former BNSF:	Appleton-Holloway-South Dakota Division, Appleton Sub Appleton-MP 148.5 (one mile past Yale)-South Dakota Division, Watertown Sub
Former BNSF:	Appleton-Benson-Dakota Division, Appleton Sub Benson-MP 148.5 (one mile past Yale)-Dakota Division, Watertown Sub
Former DME:	Yale-Huron-Yale Sub
Current BNSF:	Benson-Appleton-Twin Cities Division, Appleton Sub Benson-MP 148.5 (one mile past Yale)-Twin Cities Division, Watertown Sub
Current DME:	MP 148.5-Huron-Yale Spur

201. Morris-Browns Valley

History:	1880 by St. Cloud & Lake Traverse Ry (GN) 1906-Browns Valley Extension 1.64 miles by GN
Abandoned:	2000-Beardsley-Browns Valley
Former GN:	5 th District Jct.-Browns Valley-Willmar Division, 5 th District
Former GN:	Morris-Browns Valley Jct.-Willmar Division, 2d Sub Browns Valley Jct.-Browns Valley-Willmar Division, 11th Sub
Former GN:	Willmar Division, 4 th Sub then 3 rd Sub
Original BN:	Twin Cities Division, 7th Sub*
Former BN:	Minnesota Division, 13th Sub, then 7th Sub
Former BN:	Lakes Division, 17th Sub then 12th Sub
Former BN:	Willmar Division, Browns Valley Sub
Former BNSF:	Morris-Beardsley-South Dakota Division, Browns Valley Sub
Former BNSF:	Morris-Beardsley-Dakota Division, Browns Valley Sub
Current BNSF:	Morris-Beardsley-Twin Cities Division, Browns Valley Sub

BNSF TRACK SEGMENTS-200-299

202. Lyndale Junction-St. Cloud

History: 1881-Osseo Jct (Lyndale Jct)-Clearwater by St. Paul & Pacific
1882-Clearwater-St. Cloud by St. Paul & Pacific

Abandoned: 1975-Monticello-Clearwater
1984-Clearwater-St Cloud

Former GN: Clearwater Jct.-St. Cloud-St. Cloud & Fergus Falls Division, 1st District

Former GN: Lyndale Jct.-St Cloud-Willmar Division, 3d Sub then 2d Sub

Original BN: Lyndale Jct.-St. Cloud-Twin Cities Division, 8th Sub*

Former BN: Lyndale Jct.-St. Cloud-Minnesota Division, 10th Sub

Former BN: Lyndale Jct.-Monticello-Minnesota Division, 10th Sub, then 9th Sub, then 5th Sub
Monticello-St Cloud-Minnesota Division, "other", then abandoned

Former BN: Lyndale Jct.-Monticello-Lakes Division, 14th Sub

Former BN & BNSF: Lyndale Jct.-Monticello-Minnesota Division, Monticello Sub

Current BNSF: Lyndale Jct.-Monticello-Twin Cities Division, Monticello Sub

203. St. Cloud-Willmar

History: 1869-Willmar Jct.-Willmar by St. Paul & Pacific
1885-St. Cloud-Cold Springs by St. Paul, Minneapolis, & Manitoba
1886-Cold Springs-Willmar Jct. by St. Paul, Minneapolis, & Manitoba

Abandoned: 1985-Hawick-Willmar
1988-Cold Springs-Hawick

Leased: 2004-Northern Lines RR

Former GN: Willmar Line Jct.-Willmar-St. Cloud & Fergus Falls Division, 6th District

Former GN: St. Cloud-Willmar-Willmar Division, 6th Sub then 2d Sub

Original BN: St. Cloud-Willmar-Twin Cities Division, 8th Sub*

Former BN: St. Cloud-Willmar-Minnesota Division, 10th Sub, then 17th Sub, then 11th Sub

Former BN: St Cloud-Hawick-Minnesota Division, "other"

Former BN: St. Cloud-Cold Springs-Lakes Division, "other"

Former BN & BNSF: St Cloud-Cold Springs-Minnesota Division, Staples Sub

Former BNSF: Willmar Jct. MP55.0-MP 53.1-Dakota Division, Morris Sub

Former BNSF: Willmar Jct.-MP 55.0-MP 53.1-Twin Cities Division, Morris Sub
St Cloud-Cold Springs-Twin Cities Division, Staples Sub

Current BNSF: Willmar Jct.-MP 55.0-MP 53.1-Twin Cities Division, Morris Sub

Current NLRR: St. Cloud-Cold Springs

204. St. Cloud-Barnesville

History: 1872-East St. Cloud-Melrose & 4.94 miles north of Barnesville-2.3 miles south of
Warren-St. Paul & Pacific
1877-4.94 miles north of Barnesville-1.4 miles north of Barnesville-St. Paul & Pacific

BNSF TRACK SEGMENTS-200-299

1878-Melrose-Alexandria by St. Paul & Pacific
1879-Alexandria-1.4 miles north of Barnesville by St. Paul & Pacific
1880-Barnesville-Reynolds by St. Paul, Minneapolis, & Manitoba
Abandoned: 1981-Collegeville-Avon
Sold: 1986-Avon-Barnesville-Otter Tail Valley RR
Abandoned: 1991-Avon-Fergus Falls by Otter Tail Valley RR
2002-St. Joseph-Collegeville
Leased: 2004-St. Cloud-St. Joseph-Northern Lines RR

Former GN: St. Cloud-Melrose Yard-St. Cloud & Fergus Falls Division, 1st District
Melrose Yard-Barnesville-St. Cloud & Fergus Falls Division, 2d District

Former GN: St. Cloud-Rice Jct.-Willmar Division, 2d Sub
Rice Jct.-Barnesville-Willmar Division, 6th Sub

Former GN: St. Cloud-Rice Jct.-Willmar Division, 2d Sub
Rice Jct.-Barnesville-Dakota Division, 1st Sub

Original BN: Rice Jct.-Barnesville-Fargo Division, 1st Sub* then 2d Sub

Former BN: St. Cloud-Barnesville-Minnesota Division, 4th Sub

Former BN: St. Cloud-Collegeville-Minnesota Division, "other"

Former BN: St. Cloud-Collegeville-Lakes Division, "other"

Former BN & BNSF: St. Cloud-Collegeville-Minnesota Division, Staples Sub

Former BNSF: St. Cloud-Collegeville-Twin Cities Division, Staples Sub

Former BNSF: St. Cloud-St. Joseph-Twin Cities Division, Staples Sub

Current NLRR: St. Cloud-St. Joseph

Current OTVy: Barnesville-Fergus Falls

205. Wayzata-Hutchinson

History: 1881-Hutchinson Jct.-Spring Park by St. Paul, Minneapolis, & Manitoba
1886-St. Bonifacius-Hutchinson by St. Paul, Minneapolis, & Manitoba
1900-Spring Park-St. Banifacius by GN

Leased: 1985-Dakota Rail
2001-placed on abandoned list

Purchased: 2001-Hennepin County Regional RR

Abandoned: 2004-abandoned in place for future transportation-rail banked by Carver & McLeod
Regional Transportation Commissions

Former GN: Wayzata-Hutchinson Jct.-Willmar Division, 1st Sub
Hutchinson Jct.-Hutchinson-Willmar Division, 5th Sub

Former GN: Willmar Division, 4th Sub

Original BN: Twin Cities Division, 9th Sub*

Former BN: Minnesota Division, 11th Sub, then 10th Sub, then 4th Sub

206. Elk River-Milaca

History: 1886 by St. Paul, Minneapolis, & Manitoba

Abandoned: 1972-Princeton-Milaca
1984-Elk River-Princeton

BNSF TRACK SEGMENTS-200-299

Former GN: Elk River-NP Ry Jct.-St. Cloud & Fergus Falls Division, 3d District
W. NP Jct.-Milaca-St. Cloud & Fergus Falls Division, 3d District

Former GN: NP Ry. Jct.-Milaca Jct.-Mesabi Division, 6th Sub
Milaca Jct.-Milaca-Mesabi Division, 2nd Sub

Former GN: Elk River-NP Ry Jct.-via NP trackage rights
NP Ry Jct.-Milaca-Mesabi Division, 5th Sub

Former NP: Elk River-GN Jct.-St Paul Division, 1st Sub

Original BN: Elk River-Milaca-Twin Cities Division, 10th Sub*

Former BN: Elk River-Princeton-Minnesota Division, 17th Sub, then 1st Sub, then “other”

207. Little Falls-Brainerd

History: 1877 by St. Paul & Northern Pacific
1896-sold to Northern Pacific

Abandoned: 1981-Camp Ripley-Brainerd (Davis Spur)
2006-MP 113.44-114.02 (Camp Ripley Spur)

Original NP: 1889-92-Wisconsin Division

Former NP: 1892-1908-Minnesota Division

Former NP: St Paul Division, 3rd Sub, then 9th Sub

Original BN: Twin Cities Division, 11th Sub*

Former BN: Wisconsin Division, 3d Sub

Former BN: Minnesota Division, 19th Sub

Former BN: Little Falls-Camp Ripley Jct.-Minnesota Division, 19th Sub then “other”

Former BN: Little Falls-Camp Ripley Jct.-Lakes Division, “other”

Former BNSF: Little Falls-Camp Ripley Jct.-Minnesota Division, Staples Sub
MP 136.15 to MP135.78-Minnesota Division, Brainerd Sub

Former BNSF: Little Falls-Camp Ripley Jct.-Twin Cities Division, Staples Sub
MP 136.15 to MP135.78-Twin Cities Division, Brainerd Sub

Current BNSF: Little Falls-MP 113.44-Twin Cities Division, Staples Sub
MP 136.15 to MP135.78-Twin Cities Division, Brainerd Sub

208. Little Falls-Morris

History: 1881 by Little Falls & Dakota Ry
1893-connection with GN at Morris
1900-sold to NP

Abandoned: 1972-Little Falls-Villard
1981-Starbuck-Villard
1983-Morris-Starbuck

Former NP: St Paul Division, 4th Sub, then 8th Sub

Original BN: Twin Cities Division, 12th Sub*

Former BN: Villard-Morris-Minnesota Division, 18th Sub

BNSF TRACK SEGMENTS-200-299

Former BN: Starbuck-Morris-Minnesota Division, 18th Sub

209. Aberdeen Line Junction-Aberdeen

History: 1887-Hackinson-Geneseo by Minneapolis & Pacific
1886 by St. Paul, Minneapolis, & Manitoba
1888-Minneapolis & Pacific merged into SOO
1888-BN Jct. (obviously called something else)-Hackinson by SOO
1956-1/2 interest acquired in SOO line from SOO Jct.-Hankinson
1959-1/2 interest acquired in SOO line from Hankinson-Geneseo

Sold: 2001-MP 65.6-MP 115.08 acquired by the South Dakota Rail Authority
2002-MP 43.17-MP 65.57-Rutland Line, Inc. and leased to Dakota, Missouri & Western RR

Note: Also see segment 1360

Former GN: Willmar Division, 12th Sub (includes trackage rights over Soo-GN Jct.-Soo Line Jct.)

Former GN: Willmar Division, 13th Sub then 7th Sub (includes trackage rights over Soo,, GN Jct.-Geneseo Jct.)

Former SOO: BN Jct (formerly GN Jct)-Hankinson-Heartland Division, Elbow Lake Sub
Hankinson-Geneseo Jct-Heartland Division, Wishek Sub

Original BN: Fargo Division, 7th Sub* (with trackage rights listed above)

Former BN: Minnesota Division, 14th Sub, then 8th Sub

Former BN: Lakes Division, 18th Sub then 13th Sub

Former BN: Willmar Division, Geneseo Sub

Former BNSF: South Dakota Division, Geneseo Sub

Former BNSF: MP 69.-Aberdeen-Dakota Division, Geneseo Sub

Current BNSF: Aberdeen Line Jct.-MP 0-0.6-Twin Cities Division, Appleton and Morris Subs
Aberdeen-MP 118.4-115.08-Twin Cities Division, Appleton Sub

Current CP: BN Jct.-Hankinson-SOO Line St. Paul Service Area, Elbow Lake Sub

210. Sauk Center-Cass Lake

History: 1882-Sauk Center-Browerville by St. Paul, Minneapolis, & Manitoba
1883-Browerville-Eagle Bend by St. Paul, Minneapolis, & Manitoba
1891-Eagle Bend-Park Rapids by GN
1897-Park Rapids-Akeley by GN
1898-Akeley-Cass Lake by GN

Abandoned: 1973-Park Rapids-Cass Lake
1977-Sauk Center-Long Prairie
1984-Wadena-Long Prairie & Park Rapids

Former GN: Sauk Center-Cass Lake-St. Cloud & Fergus Falls Division, 7th District

Former GN: Sauk Center-Park Rapids Jct.-Dakota Division, 1st Sub
Park Rapids Jct.-K Line Jct.-Mesabi Division, 5th Sub
K Line Jct.-Cass Lake-Mesabi Division, 4th Sub

Former GN: Park Rapids Jct.-Cass Lake-Mesabi Division, 3d Sub
Sauk Center-Park Rapids Jct.-Dakota Division, 1st Sub

BNSF TRACK SEGMENTS-200-299

Original BN: Fargo Division, 5th Sub*
Former BN: Sauk Center-Park Rapids-Wisconsin Division, 14th Sub
Former BN: Long Prairie-Park Rapids-Minnesota Division, 20th Sub

211. Fergus Falls-Pelican Rapids

History: 1881 line was acquired by St. Paul, Minneapolis, & Manitoba from NP
Abandoned: 1981
Former GN: St. Cloud & Fergus Falls Division, 4th District
Former GN: Dakota Division, 6th Sub, then 5th Sub then 3rd Sub-includes .21 miles of trackage rights over NP
Former NP: St Paul Division, 5th Sub for the .21 miles of trackage rights
Original BN: Fargo Division, 6th Sub*, then 3d Sub
Former BN: Minnesota Division, 21st Sub

212. Fairview Junction-Great Bend

History: 1884-Fairview-Mathews by NP
1887-Mathews-Great Bend by NP
Abandoned: 1981
Former NP: St Paul Division, 9th Sub then 5th Sub
Original BN: Fargo Division, 6th Sub*
Former BN: Minnesota Division, 21st Sub

213. Northtown Yard-1st St North-14th Ave North & 35th Ave

History: 1884 by St. Paul & Northern Minnesota
1896-Sold to NP
Abandoned: unknown date-remnant-MP 12.029-MP 14.9 a spur now
Former NP: Joint Terminal Division, 3d Sub
Former NP: St. Paul Division, 1st Sub
Original BN: Twin Cities Terminal Division, 1st Sub*
Former BN: Northtown-MP 13.8 to MP 14.8-Minnesota Division, 1st Sub
Former BN: 1st St N-14th Ave N-Minnesota Division, "Yard"
1st St N-35th Ave-Minnesota Division, 5th Sub

214. 3d Street-Garfield Avenue

History: 1867-70 Built by Lake Superior & Mississippi River RR and leased by NP in 1872
1877-foreclosed & sold to St. Paul & Duluth
1901-merged with NP
Track plans indicate the following construction and line changes:
1870-Garfield Ave.-West Duluth Jct.; Thompson Jct.-White Bear Lake
1888-West Duluth Jct.-White Bear Lake; White Bear Lake-3d St.
1893-line change MP 115.5-117 and 105.8-107.4
1897-line change MP 11.5-13.05
1898-line change MP 88.5-92.8

BNSF TRACK SEGMENTS-200-299

Abandoned:	1899-line change MP 103.2-104.5 1976-Carlton-West Duluth 1977-Hinckley-Moose Lake 1980-Moose Lake-Carlton 1982-West Duluth track 1.2 miles 1987-Hugo-Forrest Lake 1989-Division St-Hinckley (listed) 1989-North Branch-Forrest Lake Unknown-Hugo-North Branch
Note:	68 miles is now of the Minger Trail
Sold:	1997-Hinckley-North Branch-SCXY Ry 2004-Hinckley-M&D Jct.-rights granted SCXY Ry
Original NP:	Wisconsin Division until 1903
Former NP:	3d St-White Bear Lake-Joint Terminal Division, 1st Sub White Bear Lake-Garfield Ave-Lake Superior Division, 2d Sub
Former NP:	St. Paul Division, 3 rd Sub
Original BN:	Lakes Division, 2d Sub*
Former BN:	3d St-White Bear Lake-Minnesota Division, 6th Sub Garfield Ave-Duluth-Wisconsin Division, 1st Sub White Bear Lake-Garfield-Wisconsin Division, 2d Sub
Former BN:	Division St-White Bear Lake-Minnesota Division, 6th Sub White Bear Lake-Hinckley-Wisconsin Division, 2d Sub Hinckley-Moose Lake-Wisconsin Division, 4th Sub Garfield Ave-West Duluth-Wisconsin Division, 8th Sub
Former BN:	Division St-White Bear Lake-Minnesota Division, 6th Sub White Bear Lake-Carlton-Wisconsin Division, 2d Sub Hinckley-Moose Lake-Wisconsin Division, 4th Sub Garfield Ave-West Duluth-Wisconsin Division, 8th Sub Duluth-Elevator Station-Wisconsin Division, 5th Sub
Former BN:	Division St-Forrest Lake-Minnesota Division, 6th Sub, then "other" Hinckley-Forrest Lake-Wisconsin Division, 2d Sub Duluth-Rices Point-Wisconsin Division, 5th Sub Garfield Ave-DWP Jct.-Wisconsin Division, 8th Sub, then "terminal yard line" Hinckley-Moose Lake (before abandonment)-Wisconsin Division, 4th Sub White Bear Lake-Division St.-Minnesota Division, 6th Sub
Former BN:	(partial listing) M&D Jct.-Hugo-Galesburg Division, "other" Hinckley-Forrest Lake-Lakes Division, 8th Sub Duluth-Lakes Division, Yard
Former BN:	Hinckley-North Branch-Lakes Division, 9th Sub Garfield Ave.-DWP Jct.-Lakes Division, "other"
Former BN:	Division St-Forrest Lake-Lake Superior Division, Amber Sub Hinckley-North Branch-Lake Superior-Amber Sub Garfield Ave-DWP Jct.-Lake Superior-Lakes Sub M&D Jct.-Hugo-Minnesota Division, St Paul Sub & Midway Sub
Former BNSF:	M&D Jct.-Hugo-Minnesota Division, St Paul Sub & Midway Sub 21st Ave W-46th Ave W-Minnesota Division, Lakes Sub (Terminal Line Segment) Hinckley-North Branch-Minnesota-Amber Sub
Former BNSF:	M&D Jct.-Hugo-Minnesota Division, St Paul Sub & Midway Sub 21st Ave W-46th Ave W-Minnesota Division, Lakes Sub (Terminal Line Segment)
Former BNSF:	M&D Jct.-Hugo-Twin Cities Division, St Paul Sub & Midway Sub

BNSF TRACK SEGMENTS-200-299

Double Track-21st Ave W-46th Ave W-Twin Cities Division, Lakes Sub

Current BNSF: Double Track-21st Ave W-46th Ave W-Twin Cities Division, Lakes Sub

Former SCXY: Hinckley-North Branch-St. Croix Valley North Branch Line

Current SCXY: Hinckley-North Branch-St. Croix Valley, Amber Sub

215. White Bear Lake-Stillwater

History: 1870 by Stillwater Union Depot & Transfer
1882-Penitentiary extension by Stillwater & St. Paul
1898-sold to St. Paul & Duluth
1900-sold to NP
1910-SUD &T merged into NP

Abandoned: 1982 except for the first 6 miles
2004-.99 miles MP 11.81-MP 12.8

Donated: first 6 miles donated to the Stillwater & St. Paul tourist RR. Line is owned by the Minnesota Transportation Museum

Former NP: Joint Terminal Division, 1st Sub

Former NP: St. Paul Division, 12th Sub

Original BN: White Bear Lake-Stillwater-Twin Cities Terminal Division, 2d Sub*

Former BN: White Bear Lake-Stillwater-Minnesota Division, 8th Sub

Former BN: Duluth Jct.-Stillwater-Minnesota Division, 8th Sub

216. (7th St) St. Anthony-Northtown

History:

Former NP: St Anthony Park Jct.-Northtown-Joint Terminal Division, 2d Sub

Former NP: St. Anthony Park Jct.-Northtown-St. Paul Division, 13th Sub

Original BN: St. Anthony Park Jct.-Northtown-Twin Cities Terminal Division, 3d Sub*

Former BN: 7th St-Minneapolis Junction-Minnesota Division, 5th Sub (to segment 25 after 1976)
St Anthony-Minneapolis Jct-(1978)-Minnesota Division, "other"
St Anthony-University-Minnesota Division, 4th Sub
St Paul-University Switch-Minnesota Division, "other"
University-Minneapolis Jct.-(prior to 1986)-Minnesota Division, 9th Sub
Minneapolis Jct.-Northtown-Minnesota Division, "other"
Minneapolis Jct.-Van Buren St.-Minnesota Division, 5th Sub

Former BN: St Anthony-Minneapolis Jct-(1978)-Minnesota Division, "other"
St Anthony-University-Minnesota Division, 5th Sub then 4th Sub
St Paul-University Switch-Minnesota Division, "other"
University-Minneapolis Jct.-(prior to 1986)-Minnesota Division, 9th Sub
Minneapolis Jct.-Northtown-Minnesota Division, "other"

Former BN: St Anthony-University-Lakes Division, 6th Sub

Former BN: St Anthony-University-Galesburg Division, 16th Sub

Former BN & BNSF: St Anthony-E 35th Ave-Minnesota Division, Midway Sub

Former BNSF: St Anthony-University-Minnesota Division, Midway Sub

Current BNSF: St Anthony-E 35th Ave-Twin Cities Division, Midway Sub

BNSF TRACK SEGMENTS-200-299

217. Minneapolis Junction-1st Street North

History: 1867 by St. Paul, Minneapolis, & Manitoba
Former GN: Twin Cities Terminal Division, 1st Sub
Original BN: Twin Cities Terminal Division, 4th Sub*
Former BN: Minnesota Division, 5th Sub then 9th Sub, then 2d Sub
Former BN: Galesburg Division, 17th Sub
Former BN: Minnesota Division, Wayzata Sub
Former BNSF: South Dakota Division, Wayzata Sub
Former BNSF: Dakota Division, Wayzata Sub

Current BNSF: Twin Cities Division, Wayzata Sub

218. East Minneapolis-M&D Junction

History: 1871 by Minneapolis & St. Louis RY
1894-M&StL RY reorganized as Minneapolis & St. Louis RR
1901-this section of track deeded to Northern Pacific
1912-relocated track for 1 mile near M&D Jct.

Abandoned: unknown-MP 0-MP 2.429
2005-MP 6.52-MP 7.19

Note: This line is now operated jointly by Minnesota Commercial RR and BNSF

Former NP: East Minneapolis-M& D Jct.-Joint Terminal Division, 4th Sub
Former NP: East Minneapolis-M&D Jct.-St. Paul Division, 12th Sub
Original BN: East Minneapolis-M&D Jct.-Twin Cities Terminal Division, 5th Sub*
Former BN: East Minneapolis-M&D Jct.-Minnesota Division, 8th Sub, then "other"
Former BN: East Minneapolis-Hugo-Lakes Division, "other"
Former BN: East Minneapolis-M&D Jct.-Galesburg Division, "other"
Former BN & BNSF: East Minneapolis-M&D Jct.-Minnesota Division, St Paul & Midway Subs

Current BNSF: East Minneapolis-M&D Jct.-Twin Cities Division, St Paul & Midway Subs

219. St. Cloud-Brook Park

History: 1882 by Minneapolis & St. Cloud Ry.
1889-name changed to GN

Abandoned: 1983-St Cloud-Mora

Sold: 1997-Mora Jct.-Mora SCXY RR

Abandoned: 2003-Mora-Jct.-Mora

Former GN: Brook Park-St. Cloud-St. Cloud & Fergus Falls Division, 5th District
Former GN: St. Cloud-Brook Park-Mesabi Division, 2nd Sub
Former GN: East St Cloud-Brook Park-Mesabi Division, 7th Sub

BNSF TRACK SEGMENTS-200-299

Original BN: Brook Park-St. Cloud Tower-Lakes Division, 10th Sub*
Former BN: St Cloud-Brook Park-Wisconsin Division, 6th Sub then "other"
Former BN: Mora-Brook Park-Lakes Division, "other"
Former BN: Mora-Brook Park-Lake Superior Division, Hinckley Sub
Former BNSF: Mora Jct-Mora-Minnesota Division, Hinckley Sub
Former SCXY: St. Croix Valley RR, Mora Branch

220. Barnesville-DL Switch (PA Tower)

History: 1880-Barnesville-Moorhead Jct. by Barnesville & Moorhead Ry
1880-Moorhead Jct.-Fargo by St. Paul, Minneapolis, & Manitoba
Line sold: 1986-Moorhead-Avon-to Otter Tail Valley Railroad

Former GN: Barnesville-Moorhead Jct.-Dakota Division, 1st Sub
Moorhead Jct.-Fargo Jct.-Dakota Division, 2nd Sub
Fargo Jct.-PA Tower-Dakota Division, 3rd Sub

Former GN: Barnesville-Moorhead Jct.-Dakota Division, 1st Sub
Moorhead Jct.-Fargo-Minot Division, 1st Sub

Former GN: Dakota Division, 1st Sub

Original BN: Barnesville-Fargo-Fargo Division, 1st Sub*, then 2d Sub
Fargo-PA Tower-Dakota Division, 1st Sub*. then 16th Sub

Former BN: Fargo Yard Office-D.L. Switch-Wisconsin Division, 9th Sub
Moorhead Jct.-Fargo Passenger Station-Dakota Division, 2d Sub
Barnesville-Moorhead Jct.-Minnesota Division, 4th Sub
Fargo Jct.-FO Switch-Dakota Division, 8th Sub

Former BN: Fargo Yard Office-DL Switch-Dakota Division, 5th Sub then 8th Sub
Grand Forks-DL Switch-Dakota Division, 7th Sub
Moorhead Jct.-Fargo Passenger Station-Dakota Division, 9th Sub

Former BN: Fargo Yard Office-D.L. Switch-Fargo Division, Hillsboro Sub
Moorhead Jct.-Fargo Passenger Station-Fargo Division, Prosper Sub
G F Switch-D L Switch-Fargo Division, Grand Forks Sub

Former BNSF: Fargo Yard Office-D.L. Switch-North Dakota Division, Hillsboro Sub
Moorhead Jct.-Fargo Passenger Station-North Dakota Division, Prosper Sub
D L Switch-North Dakota Division, Grand Forks & Devils Lake Subs

Former BNSF: Fargo Yard Office-D.L. Switch-Minnesota Division, Hillsboro Sub
Moorhead Jct.-Fargo Passenger Station-Minnesota Division, Prosper Sub
G F Switch-D L Switch-Minnesota Division, Grand Forks Sub

Current BNSF: Fargo Yard Office-D.L. Switch-Twin Cities Division, Hillsboro Sub
Moorhead Jct.-Fargo Passenger Station-Twin Cities Division, Prosper Sub
D L Switch-Twin Cities Division, Grand Forks Sub

Current OTVy: Moorhead-Fergus Falls-Otter Tail Valley main line

221. Wadena Junction-Oakes

History: 1882-Wadena-MP 78 by Northern Pacific, Fergus Falls, & Black Hills Ry
1883-MP 78-Milnor by Northern Pacific, Fergus Falls, & Black Hills Ry
1900-Milnor-Oakes by NP

BNSF TRACK SEGMENTS-200-299

Abandoned: 1975-Henning-Wadena
1978-Henning-Battle Lake
1983-Battle Lake-Hoot Lake
1980-Foxhome-Breckenridge

Line Sold: 1986-Hoot Lake-Fergus Falls-Foxhome-Otter Tail Valley Railroad
1987-Wahpeton-Oakes-RRV&W

Abandoned: 2002-French-Foxhome
2002-Oakes-Hecla (MP 134.65-116.3)

Former NP: Wadena-Oakes-St Paul Division, 5th Sub

Original BN: Wadena-Oakes-Fargo Division, 6th Sub*, then 3d Sub

Former BN: Henning-Oakes-Minnesota Division, 21st Sub
Wadena Jct.-Henning-Minnesota Division, 21st Sub then "other"

Former BN: Wahpeton Jct.-Oakes-Minnesota Division, 21st Sub
Battle Lake-Fergus Falls-Minnesota Division, 23d Sub
Fergus Falls-Foxhome-Minnesota Division, 24th Sub

Former BN: Oakes Jct.-Oakes-Dakota Division, 16th Sub
Wadena Jct.-Henning-Minnesota Division, "other"

Former OTVy: Fergus Falls-Foxhome-Foxhome Industrial Spur of Otter Tail Valley Ry

Current OTVy: Fergus Falls-French-Foxhome Industrial Spur of Otter Tail Valley Ry

Current RRV&W: Wahpeton Jct.-Oakes Jct.-1st Sub
Oakes Jct.-Oakes-3d Sub

222. Hopkins Junction-Hopkins

History: 1886 by St. Paul, Minneapolis, & Manitoba

Abandoned: 1901-Hopkins-St. Bonfacius-19.66 miles
1984-Hopkins Jct.-Hopkins

Former GN: Not shown on timetable. Shown on station list as part of the Willmar Division
1st Sub, listed on track plans as Hopkins Siding.

Note: Also, in the Official Railway Guides, states "not shown on timetable"

Former BN: Minnesota Division, "other"

223. Hanley Falls-Madison

History: 1874 by Minneapolis & St. Louis.
1960-sold to CNW

Sold: 1977-State of Minnesota and operated by BN

Former CNW: Twin Cities Division, Morton Sub

Former BN: Minnesota Division, 15th Sub then 9th Sub

Former BN: Lakes Division, 19th Sub then 14th Sub

Former BN: Willmar Division-Hanley Falls Sub

Former BNSF: South Dakota Division, Hanley Falls Sub

Former BNSF: Dakota Division, Hanley Falls Sub

BNSF TRACK SEGMENTS-200-299

Current BNSF: Twin Cities Division, Hanley Falls Sub

224. Wentworth-Madison

History: 1880 by MILW
Sold: 1981-to BN

Former MILW: Iowa, Minnesota, Dakota Divisions, 13th Sub

Former MILW: Minnesota Division, 19th Sub

Former BN: Minnesota Division, 16th Sub* then 17th Sub then 11th Sub

Former BN: Lakes Division, 21st Sub then 16th Sub

Former BN: Willmar Division, Madison Sub

Former BNSF: South Dakota Division, Madison Sub

Current BNSF: Twin Cities Division, Madison Sub

225-226-unused

227. Portage Junction-Midland Junction; Winnipeg

History: Built by Midland Railway of Manitoba (GN-NP) both GN & NP used CN here
1901-leased to the Manitoba Government for 999 years and in turn sublet to
Canadian Northern RY which became Canadian National

For Winnipeg Line-See Segment 499

Former BN: Dakota Division, "other"

Former BN: Fargo Division, Noyes Sub "other"

Former BNSF: North Dakota Division, Noyes Sub

Former BNSF: Minnesota Division, Noyes Sub "yard"

Current BNSF: Twin Cities Division, Noyes Sub "yard"

228. East Breckenridge-Moorhead

Note: This appears to be a misprint-see segment 288 for most details

Former BNSF: North Dakota Division, Moorhead Sub

229. Virginia-DM&IR Branch Junction (Emmert Junction)

History: 1892 by Duluth, Messabe, & Northern
1899-Virginia-Hibbing by GN and removed to Buhl for rights over DM&IR
1905-in Virginia by GN
1938-Duluth, Messabe, & Northern part of Duluth, Messabe, & Iron Range
1994: Operated by DMIR

Note: This did not appear on original BN timetables, and listed in part as Joint line with
DM&IR on GN track plans. Also see segment 8627.

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Former DWP: Virginia-DW&P Jct (West Duluth)
Former BN: Virginia-DM&IR Branch Jct.-Wisconsin Division, 19th Sub then 18th Sub
Former BN: Virginia-Emmert Jct.-Lakes Division, "other"
Former BN: Virginia-Emmert Jct.-Lake Superior Division, Casco Sub

230-231-unused

232. North Crookston Junction-Noyes Line

History: 1872-Crookston-Nolan by St. Paul, Minneapolis, & Manitoba
1878-Nolan-Noyes by St. Paul, Minneapolis, & Manitoba
Former GN: Crookston-Noyes-Dakota Division, 9th Sub
Former GN: Crookston Yard-Noyes Jct.-Dakota Division, 2d Sub
Original BN: Crookston Yard-Noyes Jct.-Dakota Division, 2d Sub*
Former BN: North Crookston Jct.-Noyes Line-Wisconsin Division, "other"
Former BN: North Crookston Jct.-Noyes Line-Dakota Division, "other"
Former BN: North Crookston Jct.-Noyes Line-Fargo Division, Grand Forks Sub

Also see Segment 245, this was probably a misprint as it isn't listed in the Master List.

233. Central Avenue-Ashland

History: 1882-Central Avenue-Allouez by St. Cloud, Grantsburg, & Ashland RR
1883-Central Avenue-Bruce by StCG&A
1885-Bruce-Ashland by StCG&A
1898-sold to St. Paul & Duluth RR
1900-St.P&D sold to Northern Pacific
1907-2nd track-Central Avenue-Newton Avenue

Abandoned: 1985-Allouez-Ashland

Original NP: Wisconsin Division, then Eastern Minnesota Division
Former NP: Lake Superior Division, 1st Sub
Duluth & Superior Terminals 4th Sub
Former NP: St. Paul Division, 11th Sub
Original BN: Lakes Division, 5th Sub*
Former BN: Wisconsin Division, 7th Sub
Former BN: Central Ave-Allouez-Lakes Division, "other"
Former BN: Central Ave-Allouez-Lake Superior Division, Lakes Sub
Former BNSF: Central Ave-Allouez-Minnesota Division, Lakes Sub

Current BNSF: Central Ave-Allouez-Twin Cities Division, Lakes Sub

234. Zenith Furnace-LST&T Jct

History: 1888 by NP

BNSF TRACK SEGMENTS-200-299

Abandoned: Zenith Furnace-Berwind Jct

Former NP: Lake Superior Division, 6th Sub
Former NP: St. Paul Division, 10th Sub
Original BN: Lakes Division, 6th Sub*
Former BN: Wisconsin Division, 8th Sub
Former BN: Berwind Jct.-LST&T Jct.-Wisconsin Division, 5th Sub
Former BN: Berwind Jct.-LST&T Jct.-Lakes Division, "other"
Former BN: Berwind Jct.-LST&T Jct.-Lake Superior Division, Lakes Sub
Former BNSF: Berwind Jct.-LST&T Jct.-Minnesota Division, Lakes Sub

Current BNSF: Berwind Jct.-LST&T Jct.-Twin Cities Division, Lakes Sub

235. 72d Avenue West-New Duluth

History: 1870 by NP
Donated: 1976-Riverside Jct.-New Duluth -City of Duluth & operated as Lake Superior & Mississippi Tourist Line.

Former DMI: (Duluth, Messabe, & Iron Range): 72d Ave W-Riverside Jct (NP Trackage rights)
Messabe Division, Main Line

Former NP: Riverside Jct.-New Duluth, Lake Superior Division, 6th Sub
West Duluth-West Duluth Jct.-Lake Superior Division, 2d Sub*

Former NP: St. Paul Division, 10th Sub

Original BN: Riverside Jct.-New Duluth, Lakes Division, 6th Sub*
West Duluth-West Duluth Jct.-Lakes Division, 3d Sub*

Former BN: West Duluth Jct.-Riverside Jct.-Wisconsin Division, 8th Sub
72d Ave W-Riverside Jct.-Wisconsin Division, Yard line segment
Riverside Jct.-New Duluth-Wisconsin Division, "other"

Former BN: West Duluth-New Duluth-Lakes Division, "other"
72d Ave W-Riverside Jct.-Lakes Division, "other"

Former BN: 72d Ave W-Riverside Jct.-Lake Superior Division, Lakes Sub yard line
West Duluth-New Duluth-Lake Superior Division, Lakes Sub

Former BNSF: 72d Ave W-Riverside Jct.-Minnesota Division, Lakes Sub yard line
West Duluth-New Duluth-Minnesota Division, Lakes Sub

Current BNSF: 72d Ave W-Riverside Jct.-Twin Cities Division, Lakes Sub Terminal yard line
West Duluth-New Duluth-Twin Cities Division, Lakes Sub

236. Brookston-Kelly Lake

History: 1892-Kelly Lake (engine house)-Kelly Lake by GN
1895-Kelly Lake-Swan River by Duluth, Mississippi River, & Northern
1899-Duluth, Mississippi, & Northern sold to GN
1900-Brookston-Arlberg by GN
1901-Arlberg-Fermoy by GN
1907-Fermoy-Kelly Lake (engine house) by GN

BNSF TRACK SEGMENTS-200-299

Former GN: Mesabi Division, 8th Sub then 6th Sub
Original BN: Lakes Division, 7th Sub*
Former BN: Wisconsin Division, 9th Sub, then 6th Sub
Former BN: Lakes Division, 5th Sub
Former BN: Lake Superior Division, Casco Sub
Former BNSF: Minnesota Division, Casco Sub

Current BNSF: [Twin Cities Division, Casco Sub](#)

237. Kelly Lake-Gunn

History: 1902-Kelly Lake-Nashwauk by GN
1909-Nashwauk-Gunn by GN

Note: According to track plans, GN operates over DM&IR-Nashwauk-Holman Jct.

DMIR: [Mesabi Division, Coleraine Jct.-Coleraine Boverly Sub](#)

Former GN: Mesabi Division, 11th Sub then 4th Sub
Original BN: Lakes Division, 7th Sub*
Former BN: Wisconsin Division, 9th Sub, then 6th Sub
Former BN: Lakes Division, 5th Sub
Former BN: Lake Superior Division, Casco Sub
Former BNSF: Minnesota Division, Casco Sub

Current BNSF: [Twin Cities Division, Casco Sub](#)

238. Dormer Junction-Kelly Lake

History: 1899-Hibbing-Dormer Jct by GN (several mining spurs were built by GN in 1902 & 1903 that could have been part of this line and abandoned in 1900 for rights via DMIR)

NOTE: [According to the abandonment sheet from BN, the following is listed as abandoned/retired in 1984:](#)

[Perry-Wyman](#)
[Mesabi Chief Spur \(off of GN's Mesabi 4th\)](#)
[Sherwood-Buhl](#)
[Dormer-Emmert Jct](#)
[St Clair-Chisholm](#)
[Emmert Jct-Albany Jct](#)

Note: Joint line listed in track plans-Hibbing-Buhl. This is a very confusing segment.

Former GN: Mesabi Division, 10th Sub then 4th Sub
Original BN: Dormer Jct.-Kelly Lake-Lakes Division, 8th Sub*
Former BN: Dormer Jct.-Kelly Lake-Wisconsin Division, 10th Sub
Former BN: Emmert Jct.-Kelly Lake-Wisconsin Division, 19th Sub then 18th Sub
Former BN: Emmert Jct.-Kelly Lake-Lakes Division, "other"

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Former BN: Emmert Jct.-Kelly Lake-Lake Superior Division, Casco Sub

Former BNSF: Emmert Jct.-Kelly Lake-Minnesota Division, Casco Sub

Former BNSF: Emmert Jct.-Kelly Lake-Minnesota Division, Hib Tac Sub

Current BNSF: [Emmert Jct.-Kelly Lake-Twin Cities Division, Hib Tac Sub](#)

239. Dormer Junction-Virginia

History: 1892-Wolf-Virginia by Duluth, Messabe, & Northern
1893-Hibbing-Wolf by Duluth, Messabe, & Northern
1903-Hibbing-MP 12 by GN
1905-Virginia-Hibbing (GN operates over DM&IR-Hibbing-Buhl)
1938-DM&N part of Duluth, Messabe, & Iron Range

Abandoned: 1984-Virginia-Wacoota Siding

NOTE: [Includes 2.1 miles via DM&IR-Messabe Division, Fraser Sub-segment 8827](#)

Former GN: Mesabi Division, 10th Sub then 4th Sub

Former BN: Wisconsin Division, 10th Sub (1977)

240. Brainerd-International Falls

History: 1892 (narrow gauge) by Brainerd & North Minnesota
1894-standard gauged-Brainerd-Walker
1898-Walker-North Bemidji
1901-Brainerd & North Minnesota sold to Minnesota & International Falls
1901-Minnesota & International RR purchased by Brainerd & Northern RR
1901-Bemidjii-North Home
1905-North Home-Big Falls
1907-Big Falls-International Falls by Big Fork & North Minnesota and leased to NP
1923-Big Fork & North Minnesota operated by Minnesota & International
1941-Minnesota & International merged into NP
1950-line change-MP 19-20

Abandoned: 1985 (except MP 90.87-MP 95.15): [Part is now the Paul Bunyon Trail; BN gained rights over DW&P-segment 1234](#)
2006-MP 90.87-MP 95.15

Former NP: Brainerd-North Bemidji-Lake Superior Division, 8th Sub
North Bemidji-International Falls-Lake Superior Division, 9th Sub

Former NP: St. Paul Division, 9th Sub

Original BN: Lakes Division, 9th Sub*

Former BN: Wisconsin Division, 3d Sub then 9th Sub then 20th Sub

241. Funkley-Kelliher

History: 1902 by Minnesota & International
1941-Minnesota & International merged into NP

Abandoned: 1980

Former NP: Lake Superior Division, 7th Sub

Former NP: St. Paul Division, 9th Sub

BNSF TRACK SEGMENTS-200-299

Original BN: Lakes Division, 9th Sub*
Former BN: Wisconsin Division, 3d Sub then "other"

242. Carlton-Cloquet

History: 1879 by St. Paul & Duluth
1900-sold to NP
1901-line relocation, MP 2.4-Cloquet

Note: Master List has this as Ironton-Rabbit Lake which is abandoned.

Former NP: Lake Superior Division, Cloquet Branch, then 6th Sub then 5th Sub

Former NP: St. Paul Division, 3d Sub

Original BN: Lakes Division, 2d Sub*

Former BN: Wisconsin Division, 3d Sub, then "other"

no disposition of this line

243. Tilden Junction-Red Lake Falls

History: 1886 by Duluth & Manitoba RR; to NP in 1888
Abandoned: 1959-Fertile-Tilden Jct.
Sold: 1996-MN N RR (not listed on MN N track plans)

Former NP: Manitoba Division, 1st District

Former NP: St Paul Division, 8th Sub, then 7th Sub

Original BN: Dakota Division, 3d Sub*

Former BN: Wisconsin Division, 11th Sub, then "other"

Former BN: GN Jct.-Tilden Jct.-Wisconsin Division, 9th Sub

Former BN: Dakota Division, "other"

Former BN: Fargo Division, Grand Forks Sub

Former BNSF: North Dakota Division, Grand Forks Sub

244. Warroad-Red Lake Falls

History: 1892-St. Hilaire-Thief River Falls by GN
1892-Thief River Falls-Red Lake Falls by GN
1904-Thief River Falls-Greenbush by GN
1905-Red Lake Falls-NP Connection by GN
1908-Greenbush-Warroad by GN
Abandoned: 1985-St Hilaire-Red Lake Falls Jct.
Sold: 1996-MN NRR

Former GN: Dakota Division, 12th Sub, then 11th Sub, then 8th Sub

Original BN: Dakota Division, 3d Sub*

Former BN: Wisconsin Division, 11th Sub

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Former BN: Warroad-GN Jct.-Wisconsin Division, 9th Sub
Former BN: Warroad-St Hilaire-Wisconsin Division, 19th Sub
Former BN: Warroad-St Hilaire-Dakota Division, 34th Sub
Former BN: Warroad-St Hilaire-Fargo Division, Warroad Sub
Former BNSF: Warroad-St Hilaire-North Dakota Division, Warroad Sub

245. Noyes Junction (also called other names, see below)-Noyes

History: 1872-Crookston-Nolan by St. Paul, Minneapolis, & Manitoba
1878-Nolan-Noyes by St. Paul, Minneapolis, & Manitoba
Former GN: Noyes Jct.-Noyes-Dakota Division, 10th Sub then 9th Sub then 7th Sub
Original BN: Noyes Jct.-Noyes-Dakota Division, 6th Sub*
Former BN: Grand Forks Jct.-Noyes-Wisconsin Division, 12th Sub
Former BN: Noyes Jct.-Noyes-Wisconsin Division, 8th Sub
Former BN: Noyes Jct.-Noyes-Dakota Division, 10th Sub
Former BN: N Crookston Jct.-Noyes-Dakota Division, 10th Sub
Former BN: N Crookston Jct.-Noyes-Fargo Division, Noyes Sub
Former BNSF: N Crookston Jct.-Noyes-North Dakota Division, Noyes Sub
Former BNSF: N Crookston Jct.-Noyes-Minnesota Division, Noyes Sub
Note: Also see Segment 232
Former BNSF: N Crookston Jct.-Noyes-Twin Cities Division, Noyes Sub
Current BNSF: [Noyes Jct.-Noyes-Twin Cities Division, Noyes Sub](#)

246. Manitoba Junction-Carthage Junction

History: 1887-Manitoba Jct.-Fertile by Duluth, Crookston, & Northern
1889-Fertile-Crookston by Duluth, Crookston, & Northern
1890-Crookston-Carthage by Duluth, Crookston, & Northern
1897-line change-MP 9.8-11.6
1898-sold to NP
1913-line change- Twin Valley-MP 28.6
Abandoned: 1973-Carthage Jct.-Crookston
1983-Ulen-Redland Jct.-listed
1983-Fertile-Ulen
Sold: 1996-Fertile-Crookston-MN N RR
Abandoned: 1996-Fertile-Crookston
Former NP: Manitoba Division, 1st District
Former NP: St Paul Division, 6th Sub
Original BN: Dakota Division, 5th Sub*
Former BN: Manitoba Jct.-Redland Jct.-Fargo Division, 5th Sub
Former BN: Manitoba Jct.-Fertile-Wisconsin Division, 14th Sub then 12th Sub

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Former BN: Redland Jct.-Fertile-Wisconsin Division, 10th Sub
Former BN: Redland Jct.-Fertile-Dakota Division, 33d Sub
Former BN: Redland Jct.-Fertile-Fargo Division, Fertile Sub
Former BNSF: Redland Jct.-Fertile-North Dakota Division, Fertile Sub
Hi Way-Calspur-North Dakota Division, Glasston Sub (possible misprint-see segment 249)
Former BNSF: Manitoba Jct.-Ulen-Minnesota Division, Staples Sub
Current BNSF: [Manitoba Jct.-Ulen-Twin Cities Division, Staples Sub](#)

247. Moorhead-M N Junction

History: 1883-Moorhead-Halstad by St. Paul, Minneapolis, & Manitoba
1896-Halstad-MN Jct by GN
Sold: 1996-Perley-Girard-MN N RR
Abandoned: 2006-MP 15.6-Perley
Former GN: Dakota Division, 11th Sub then 10th Sub then 4th Sub
Original BN: Dakota Division, 7th Sub*
Former BN: Fargo Division, 7th Sub
Former BN: Wisconsin Division, 16th Sub then 12th Sub
Former BN: Dakota Division, 31st Sub
Former BN: Fargo Division, P Line Sub
Former BNSF: North Dakota Division, P Line Sub
Former BNSF: Moorhead-Perley-Minnesota Division, P Line Sub
Former BNSF: Moorhead-Perley-Twin Cities Division, P Line Sub
Current BNSF: [Moorhead-Georgetown-Twin Cities Division, P Line Sub](#)

248. Keywest-Carthage Junction

History: 1887 by Duluth & Manitoba and sold to NP in 1888
Abandoned: 1982
Former NP: Manitoba Division, 1st District
Former NP: St Paul Division, 8th Sub, then 7th Sub
Original BN: Dakota Division, 4th Sub*
Former BN: Wisconsin Division, 13th Sub, then "other"

249. Carthage Junction-Pembina (Boundary)

History: 1887-Grand Forks-Pembina by Duluth & Manitoba Ry
Abandoned: 1980-Joliette-Pembina
1983-Honeyford-East Grand Forks (Calspur Jct.); Joliette-Winnipeg
Sold: 2001-MP 137.09-Honeyford-Mohall RR (Northern Plains affiliate)
Abandoned: 2006-MP 137.09-MP 144.21

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Also see segment 499

Former NP:	Manitoba Division, 2 nd District
Former NP:	Carthage Jct.-East Grand Forks-St Paul Division, 6th Sub East Grand Forks-NP Jct.-St Paul Division, 7th Sub
Former NP:	Carthage Jct.-NP Jct.-St. Paul Division, 6th Sub
Original BN:	Carthage Jct.-NP Jct.-Dakota Division, 5th Sub*, then 17th Sub
Former BN:	Calspur Jct.-Joliette-Wisconsin Division, 17th Sub Carthage Jct.-Calspur Jct.-Wisconsin Division, "other"
Former BN:	Calspur Jct.-NP Jct.-Wisconsin Division, 17th Sub Carthage Jct.-Calspur Jct.-Wisconsin Division, "other"
Former BN:	Honeyford-Joliette-Wisconsin Division, 14th Sub Highway 2-Calspur-Wisconsin Division, "other"
Former BN:	Honeyford-Joliette-Dakota Division, 30th Sub Highway 2-Calspur-Dakota Division, "other"
Former BN:	Honeyford-Joliette-Fargo Division, Drayton Sub Hi-Way-Calspur-Fargo Division, Neche Sub
Note:	Hi-Way-Calspur for BNSF might have been a misprint in 1996-see segment 246
Former BNSF:	Honeyford-Joliette-North Dakota Division, Drayton Sub
Former BNSF:	Honeyford-Joliette-Minnesota Division, Drayton Sub
Former BNSF:	MP 137.09 (just west of Voss)-Joliette-Twin Cities Division, Drayton Sub
Current BNSF:	MP 144.21-Joliette-Twin Cities Division, Drayton Sub
Current MRR:	MP 137.09 (near Voss)-Honeyford

250. Grand Forks-Gretna (Portage La Prairie)

History:	1881-North Grand Forks-Grafton Jct. by St. Paul, Minneapolis, & Manitoba 1882-Grafton Jct.-Gretna by St. Paul, Minneapolis, & Manitoba 1902-PA Tower-North Grand Forks by GN 1906-Boundary -Portage La Prairie by Manitoba & Great Northern
Sold:	1927-Gretna-Portage La Prairie-BS&HB RY (abandoned)
Abandoned:	1929-Gretna-Portage La Prairie tracks removed 1977-Neche-Gretna 1994-Glasston-Neche 2006-MP 61.20-MP 61.23
Leased:	2006-BNSF XING-Glasston to Dakota Northern
Former GN:	Gretna-Portage La Prairie-Dakota Division, 5 th District (1916)
Former GN:	PA Tower-Gretna-Dakota Division, 13 th Sub then 12 th Sub
Former GN & BN:	PA Tower-Gretna-Dakota Division, 5th Sub*
Former BN:	PA Tower-Gretna-Dakota Division, 21st Sub
Former BN:	Grand Forks-Gretna-Wisconsin Division, 18th Sub
Former BN:	PA Tower-Neche-Wisconsin Division, 18th Sub

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Former BN: Grand Forks-Neche-Wisconsin Division, 13th Sub
Former BN: Grand Forks-Neche-Dakota Division, 28th Sub
Former BN: Grand Forks-Neche-Fargo Division, Neche Sub
Former BNSF: Grand Forks-Glasston-Minnesota Division, Glasston Sub
Former BNSF: Grand Forks-Glasston-Twin Cities Division, Glasston Sub
Current BNSF: Grand Forks-BNSF XING-Twin Cities Division, Glasston Sub
Current DN: BNSF XING-Glasston

251. Grafton-Walhalla

History: 1890-Grafton-Cavalier by GN
1897-Cavalier-Wahalla by GN
1907-Wahalla-Boundary by GN
1907-Boundary-Mordon by Midland Ry of Minnesota and **abandoned in 1936**
Leased: 2006-Dakota Northern
Former GN: Dakota Division, 14th Sub then 13th Sub then 6th Sub
Original BN: Dakota Division, 12th Sub*, then 22d Sub
Former BN: Wisconsin Division, 19th Sub, then 15th Sub
Former BN: Dakota Division, 29th Sub
Former BN: Fargo Division, Walhalla Sub
Former BNSF: North Dakota Division, Walhalla Sub
Former BNSF: Minnesota Division, Walhalla Sub
Former BNSF: Twin Cities Division, Walhalla Sub
Current: Dakota Northern

252. Larimore-Hannah

History: 1881-Larimore-Hannah Jct. by St. Paul, Minneapolis, & Manitoba
1884-Park River Jct (Larimore)-Park River by St. Paul, Minneapolis, & Manitoba
1887-Park River-Langdon by St. Paul, Minneapolis, & Manitoba
1897-Langdon-Hannah by GN
Abandoned: 1993-McCanna-Conway (for rights over SOO)
2004-Langdon-Hannah; Hanna Jct.-McCanna
Former GN: Larimore-Hannah Jct.-Dakota Division, 4th Sub
Hannah Jct.-Hannah-Dakota Division, 15th Sub the 14th Sub
Former GN: Larimore-Hannah-Dakota Division, 9th Sub
Original BN: Larimore-Hannah-Dakota Division, 8th Sub*, then 18th Sub
Former BN: Larimore-Hannah-Wisconsin Division, 21st Sub
Former BN: Hannah Jct-Hannah-Wisconsin Division, 21st Sub
Former BN: Conway-Hannah-Wisconsin Division, 16th Sub

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Former BN: Conway-Hannah-Dakota Division, 26th Sub
Former BN: Conway-Hannah-Fargo Division, Hannah Sub
Former BNSF: Conway-Hannah-North Dakota Division, Hannah Sub
Former BNSF: Conway-Hannah-Minnesota Division, Hannah Sub embargoed 12-00
Former BNSF: Conway-Hannah-Twin Cities Division, Hannah Sub
Current BNSF: [Conway-Langdon-Twin Cities Division, Hannah Sub](#)

253. Cuyuna Range (Deerwood-Riverton)

History: 1912 by Cuyuna Northern RY
1914-conveyed to Northern Pacific
Abandoned: [1987-Deerwood-Tromald-Huntington Jct.-Riverton-Ironton-Cuyuna](#)
Former NP: Deerwood-Ironton-Lake Superior Division-4th Sub
Former NP: Deerwood-Ironton-St. Paul Division, 4th Sub
Original BN: Lakes Division, 3d Sub*
Former BN: Cuyuna Range-Wisconsin Division, 4th Sub then "other"

254. Tioga Mine (Rabbit Lake-Manganese)

History:
Abandoned: [1987](#)
Former GN: Mesabi Division, 4th Sub
Original BN: Lakes Division, spur off of 4th Sub*
Former BN: Wisconsin Division, "other"

255. Ironton-Tromald

History: 1912 by NP
Abandoned: [1987](#)
Former NP: Lake Superior Division-4th Sub
Former NP: St. Paul Division, 4th Sub
Original BN: Lakes Division, 3d Sub*
Former BN: Cuyuna Range-Wisconsin Division, 4th Sub then "other"

256. Lind-Greenway Mine

History:
Abandoned: [unknown](#)
Former GN: Mesabi Division, 4th Sub
Original BN: Lakes Division, spur off of 7th Sub*
Former BN: Wisconsin Division, "other"
Former BN: Lakes Division, "other"

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257. Hibbing Taconite Line (Kelly Lake-Clay Track Switch)

Note: Shown as constructed in 1976 by BN but shown on GN timetables. Unknown which is the right one.

Former GN: Mesabi Division, spur off of 10th Sub then 4th Sub

Original BN: Lakes Division, spur off of 8th Sub*

Former BN: Wisconsin Division, "other"

Former BN: Lakes Division, "other"

Former BN: Lake Superior Division, Casco Sub

Former BNSF: Minnesota Division, Casco Sub

Current BNSF: [Twin Cities Division, Hib Tac Sub](#)

258. Canisteo Mine

History:

Former GN: Mesabi Division, spur off of 4th Sub

Original BN: Lakes Division, spur off of 7th Sub*

Former BN: Wisconsin Division, "other"

259. Aromack Mine

History:

Former GN: Mesabi Division, spur off of 4th Sub

Original BN: Lakes Division, spur off of 7th Sub*

Former BN: Wisconsin Division, "other"

260. National Taconite

History: 1966 by GN

Former GN: Mesabi Division, spur off of 4th Sub

Original BN: Lakes Division, spur off of 7th Sub*

Former BN: Wisconsin Division, "other"

Former BN: Lakes Division, "other"

Former BN: Lake Superior Division, Casco Sub

Former BNSF: Minnesota Division, Casco Sub

Current BNSF: [Twin Cities Division, Casco Sub](#)

261. Butler Taconite Spur

History: 1966 by GN

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Shut down: 1985 due to closure

Original BN: Lakes Division, spur off of 7th Sub*

Former BN: Wisconsin Division, "other"

Former BN: Lakes Division, "other"

Former BN: Lake Superior Division, Casco Sub

Off timetable 1994

262. Chilsholm Line

History:

Abandoned: 1969-.37 miles at Chilsholm

Former GN: Mesabi Division, 9th Sub (in 1942, did not appear on timetables in the 1950's & 1960's)

Former BN: Wisconsin Division, "other"

Current DMIR: Chilsholm Branch

263. Berthold-Crosby

History: 1906-Bethold-1.93 miles north of Aurelia by Dakota & Great Northern
1907-1.93 miles north of Aurelia-Crosby by GN

Out of service: 2005-Lignite Jct.-Crosby

Note: According to track plans, joint operation with SOO-Crosby-Lignite Jct.

Former GN: Bethold-Crosby Line Jct.-Minot Division, 3d Sub
Crosby Line Jct.-Crosby-Minot Division, 5th Sub

Former GN: Minot Division, 9th Sub

Original BN: Minot Division, 5th Sub*

Former BN: Dakota Division, 14th Sub, then 25th Sub, then 23d Sub, then 21st Sub, then 36th Sub

Former BN: Minot Division, Crosby Sub

Former BNSF: North Dakota Division, Crosby Sub

Current BNSF: Montana Division, Crosby Sub

264. Niobe-Boundary Line

History: 1912-Niobe-2.54 miles north of Niobe by GN
1913-2.54 miles north of Niobe-Northgate by GN

Former GN: Niobe-Northgate Line Jct.-Minot Division, 5th Sub
Northgate Line Jct.-Boundary Line-Minot Division, 6th Sub

Former GN: Minot Division, 7th Sub

Original BN: Minot Division, 6th Sub*

Former BN: Dakota Division, 6th Sub, then 26th Sub, then 24th Sub, then 22d Sub, then 37th Sub

Former BN: Minot Division, Niobe Sub

BNSF TRACK SEGMENTS-200-299

Former BNSF: North Dakota Division, Niobe Sub

Current BNSF: [Montana Division, Niobe Sub](#)

265. Stanley-Grenora

History: 1911-Stanley-Wildrose by GN
1916-Wildrose-Grenora by GN

Abandoned: [2002-MP 26.59-Grenora](#)

Former GN: Stanley-Grenora Line Jct.-Minot Division, 3d Sub
Grenora Line Jct.-Grenora-Minot Division, 8th Sub

Former GN: Minot Division, 10th Sub

Original BN: Minot Division, 7th Sub*

Former BN: Dakota Division, 7th Sub, then 27th Sub, then 25th Sub, then 23d Sub, then 38th Sub

Former BN: Minot Division, Grenora Sub

Former BNSF: North Dakota Division, Grenora Sub

Current BNSF: [Stanley-MP 26.59 \(2 miles past Powers Lake\)-Montana Division, Grenora Sub](#)

266. Valley City Low Line

History: 1909 by NP
1968-line change MP 66.8-67.4

Abandoned: [1999](#)

Former NP: Fargo Division, 1st Sub

Original BN: Fargo Division, 2d Sub*

Former BN: Dakota Division, "other"

Former BN & BNSF: Yellowstone Division, Jamestown Sub

Former BNSF: Dakota Division, Jamestown Sub

267. Churchs Ferry-St. John

History: 1888 by St. Paul, Minneapolis, & Manitoba
1905-.3.77 miles St. John-Boundary by Dakota & GN
1905-..87 miles at Boundary by Brandon, Saskatchewan, & Hudson's Bay
1906-Boundary-Brandon by BS&HB
1907-Dakota & GN merged into GN

Abandoned: [1936-St. Johns-Brandon](#)
[1982-Rolla-St John](#)

Former GN: Dakota Division, 17th Sub then 16th Sub

Former GN: Minot Division, 13th Sub

Original BN: Minot Division, 10th Sub*

Former BN: Dakota Division, 8th Sub, then 20th Sub

Former BN: Churchs Ferry-Rolla-Dakota Division, 19th Sub then 17th Sub then 13th Sub

BNSF TRACK SEGMENTS-200-299

Former BN: Churchs Ferry-Rolla-Minot Division, Rolla Sub
Former BNSF: Churchs Ferry-Rolla-North Dakota Division, Rolla Sub
Former BNSF: Churchs Ferry-Rolla-Minnesota Division, Rolla Sub
Current BNSF: Churchs Ferry-Rolla-Twin Cities Division, Rolla Sub

268. York-Dunseith

History: 1905-York-Thorne by GN
1906-Thorne-Dunseith by Dakota & Great Northern
1907-Dakota & Great Northern merged into GN

Abandoned: 1982-Wolford-Dunseith

Former GN: Dakota Division, 18th Sub then 17th Sub
Former GN: Minot Division, 14th Sub
Original BN: Minot Division, 11th Sub*
Former BN: Dakota Division, 10th Sub, then 21st Sub
Former BN: York-Wolford-Dakota Division, "other"
Former BNSF: York-Wolford-North Dakota Division, Devils Lake Sub
Former BNSF: York-Wolford-Minnesota Division, Devils Lake Sub

Current BNSF: York-Wolford-Twin Cities Division, Devils Lake Sub

269. Rugby-Antler

History: 1887-Rugby-Bottineau by St. Paul, Minneapolis, & Manitoba
1901-Bottineau-Souris by GN
1903-Souris-Westhope by GN
1905-Westhope-Antler by Dakota & Great Northern

Abandoned: 1985-Westhope-Antler
2004-Souris-Westhope
2006-MP 40.1-Souris

Former GN: Dakota Division, 19th Sub then 18th Sub
Former GN: Minot Division, 15th Sub
Original BN: Minot Division, 12th Sub*
Former BN: Dakota Division, 11th Sub, then 22d Sub
Former BN: Rugby-Westhope-Dakota Division, 20th Sub then 18th Sub then 14th Sub
Former BN: Rugby-Westhope-Minot Division, Westhope Sub
Former BNSF: Rugby-Westhope-North Dakota Division, Westhope Sub
Former BNSF: Rugby-Westhope-Minnesota Division, Westhope Sub
Former BNSF: Rugby-Westhope-Twin Cities Division, Westhope Sub
Former BNSF: Rugby-Souris-Twin Cities Division, Westhope Sub

BNSF TRACK SEGMENTS-200-299

Current BNSF: Rugby-MP 40.1-Twin Cities Division, Westhope Sub

270. Towner-Maxbase

History: 1905 by Dakota & Great Northern
1907-sold to GN

Abandoned: 1971-Dunning-Maxbase
1981-Newburg-Dunning
1993-Towner-Newburg

Former GN: Dakota Division, 20th Sub then 19th Sub

Former GN: Minot Division, 16th Sub

Original BN: Minot Division, 13th Sub*

Former BN: Towner-Dunning-Dakota Division, 12th Sub, then 23d Sub

Former BN: Towner-Newburg-Dakota Division, 19th Sub, then 15th Sub

Former BN: Towner-Newburg-Minot Division, Newburg Sub

271. Granville-Sherwood

History: 1903-Granville-Mohall by GN
1904-Mohall-Sherwood by GN

Abandoned: 1984-Lorain-Sherwood
1995-Mohall-Lorain

Sold: 2001-MP 5.25-Mohall -Mohall Railroad

Out of Service: 2001-MP 5.25-Mohall

Former GN: Dakota Division, 20th Sub

Former GN: Minot Division, 17th Sub

Original BN: Minot Division, 14th Sub*

Former BN: Dakota Division, 13th Sub, then 24th Sub

Former BN: Granville-Lorain-Dakota Division, 22d Sub then 20th Sub then 16th Sub

Former BN: Granville-Lorain-Minot Division, Granville Sub

Former BNSF: Granville-Mohall-North Dakota Division, Granville Sub

Former BNSF: Granville-Mohall-Minnesota Division, Granville Sub

Current BNSF: Granville-MP 5.25-Twin Cities Division, Devils Lake Sub

272. Tatman Spur

History: 1957 by GN

Former GN: Minot Division, spur off of 2d Sub from JD Switch

Former GN: Tatman Line Jct.-Tatman-Minot Division, 18th Sub

Original BN: Minot Division, spur off of 1st Sub from JD Switch*

Former BN: Tatman Spur-Dakota Division, "other"

BNSF TRACK SEGMENTS-200-299

Former BN: Tatman Spur-Minot Division, New Rockford Sub

Former BNSF: Tatman Spur-North Dakota Division, K O Sub

Former BNSF: Tatman Spur-Minnesota Division, K O Sub

Current BNSF: [Tatman Spur-Twin Cities Division, K O Sub](#)

273. Rutland-Forbes

History: 1887-Rutland-Ellendale by St. Paul, Minneapolis, & Manitoba
1905-Ellendale-Forbes by GN

Abandoned: [1974-Rutland-Ludden Jct](#)
[1981-Ellendale-Forbes](#)
[1984-Ludden Jct.-Ellendale .](#)

Former GN: Rutland ND-Forbes-Willmar Division, 14th Sub

Former GN: Rutland ND-Forbes-Minot Division, 13th Sub

Former GN: Rutland ND-Forbes-Willmar Division, 8th Sub

Original BN: Rutland ND-Forbes-Fargo Division, 8th Sub*

Former BN: Ludden Jct.-Forbes-Fargo Division, 4th Sub

Former BN: Ludden Jct.-Forbes-Minnesota Division, 22d Sub

Former BN: Ludden Jct.-Ellendale-Minnesota Division, 22d Sub

274. Erie Junction-Portland

History: 1881-Erie Jct.-Clifford by St. Paul, Minneapolis, & Manitoba
1881-Portland Jct-Portland by St. Paul, Minneapolis, & Manitoba
1884-Clifford-Portland Jct. by St. Paul, Minneapolis, & Manitoba

Abandoned: [1977-Blanchard-Mayville](#)
[1985-Hunter-Blanchard](#)

Former GN: Erie Jct.-Portland-Dakota Division, 9th Sub then 8th Sub

Former GN: Erie Jct.-Clifford-Dakota Division, 10th Sub
Portland Jct.-Portland-Dakota Division, 9th Sub

Original BN: Erie Jct.-Clifford-Dakota Division, 9th Sub*, then 19th Sub
Portland Jct.-Portland-Dakota Division, 8th Sub*, then 18th Sub

Former BN: Erie Jct.-Clifford-Wisconsin Division, 11th Sub, then 7th Sub
Clifford-Portland Jct.-Dakota Division, "other"
Portland Jct.-Portland-Dakota Division, "other"

Former BN: Erie Jct.-Clifford-Dakota Division, 18th Sub
Portland-Portland Jct.-Dakota Division, "other"

Former BNSF: Erie Jct.-Clifford-North Dakota Division, Clifford Line Sub
Portland-Portland Jct.-North Dakota Division, Mayville Sub

Former BNSF: Erie Jct.-Clifford-Minnesota Division, Clifford Line Sub
Portland-Portland Jct.-Minnesota Division, Mayville Sub

Current BNSF: [Erie Jct.-Clifford-Twin Cities Division, Clifford Line Sub](#)
[Portland-Portland Jct.-Twin Cities Division, Mayville Sub](#)

BNSF TRACK SEGMENTS-200-299

275. Devils Lake-Hansboro

History: 1902-Devils Lake-Starkweather by Farmers Grain & Shipping Co. Ry
1905-Starkweather-Rock Lake by FG&S Co. Ry
1905-Rock Lake-Hansboro by BDL&S Ry
1943-FG&S Co Ry sold to GN

Abandoned: 1997

Former GN: Dakota Division, 23rd Sub then 21st Sub then 11th Sub

Former BN: Dakota Division, 10th Sub*, then 20th Sub, then 18th Sub, then 30th Sub, then 11th Sub, then 24th Sub

Former BN: Fargo Division, Hansboro Sub

Former BNSF: North Dakota Division, Hansboro Sub

Note: Off timetables between 1998-2002

Current BNSF: Devils Lake North Yard-Twin Cities Division, Devils Lake Sub

276. Fargo-Streeter

History: 1882-Fargo-Lisbon by Fargo & Southwestern (taken over by NP in 1883)
1883-Lisbon-La Moure by Fargo & Southwestern
1887-Lamoure-Edgeleey
1898-Fargo & Southwestern sold to NP
1905-Edgeleey-Streeter by NP

Abandoned: 1984-Edgeleey Jct-Streeter

Sold: 1987-Independence-Lamoure to RRV&W

Abandoned: 1988-Fargo-Horace

Former NP: Fargo Division, 3d sub

Original BN: Fargo Division, 9th Sub*, then 8th Sub

Former BN: Dakota Division-12th Sub, then 9th Sub

Former BN: Fargo-Edgeleey-Dakota Division, 9th Sub

Note: Independence-Lamoure listed on Dakota Division, 16th Sub, then 12th Sub governed by the above sub. Similar to the old NP Fargo Division, 6th Sub, which was governed by the Fargo Division 3d Sub.

Current RRV&W: Horace-Edgeleey Jct.-4th Sub

277. Edgeley Junction-Edgeley

History: 1887 by Lamoure & Mississippi Valley and leased for 50 years by NP
Sold: 1987-RRV&W

Former NP: Fargo Division, 3d Sub

Original BN: Fargo Division, 9th Sub*

Former BN: Dakota Division, "other", then 9th Sub

Current RRV&W: 4th Sub

BNSF TRACK SEGMENTS-200-299

278. Casselton-Marion

History: 1900 by NP
Sold: 1987-RRV&W
Abandoned: 1993-Alice-Lucca
2002-Lucca-Marion placed on abandoned list

Former NP: Fargo Division, 4th Sub
Original BN: Fargo Division, 10th Sub*, then 9th Sub
Former BN: Dakota Division, 13th Sub, then 10th Sub

Current RRV&W: 5th Sub

279. Lakota-Sarles

History: 1902-Lakota-Edmore by GN
1904-Edmore-Munich by GN
1905-Munich-Sarles by GN
Sold: 2005-MP 3.75-Salres-Northern Plains Railroad, operator; Mohall Central, owner

Former GN: Dakota Division, 16th Sub then 15th Sub then 12th Sub
Former BN: Dakota Division, 13th Sub*, then 23d Sub, then 17th Sub, then 29th Sub, then 20th Sub, then 25th Sub
Former BN: Fargo Division, Sarles Sub
Former BNSF: North Dakota Division, Sarles Sub
Former BNSF: Minnesota Division, Sarles Sub
Former BNSF: Twin Cities Division, Sarles Sub

Current: North Plains RR

280. Jamestown-Leeds

History: 1882-Jamestown-Melville by Jamestown & Northern RR
1883-Melville-New Rockford by Jamestown & Northern RR
1885-New Rockford-Minnewauken by Jamestown & Northern RR
1889-Minnewauken-Leeds by Jamestown & Northern Extension RR
1898-both sold to NP
Abandoned: 1975-Brinsmade-Minnewauken
1977-Oberon-Minnewauken-Brinsmade-Leeds (listed again, per BN abandonment sheet)
Sold: 1987-RRV&W

Former NP: Fargo Division, 7th Sub
Original BN: Yellowstone Division, 12th Sub*
Former BN: Fargo Division, 11th Sub
Former BN: Jamestown-Minnewauken-Dakota Division, 16th Sub
Former BN: Jamestown-Oberon-Dakota Division, 12th Sub
Oberon-Minnewauken-Dakota Division, "other"

Current RRV&W: Jamestown-Minnewauken-7th Sub

BNSF TRACK SEGMENTS-200-299

281. Sanborn-McHenry

History: 1883-Sanborn-Cooperstown by Sanborn, Cooperstown, & Turtle Mountain RR
1898-Sold to NP
1899-Cooperstown-McHenry by NP

Abandoned: 1981-Binford-McHenry
1988-Rogers-Dazey
1996-Hannaford-Binford
2004-Walum-Dazey
2005-Sanborn-Rogers-scrapped 2006

Former NP: Fargo Division, 5th Sub

Former BN: Fargo Division, 11th Sub*, then 11th Sub

Former BN: Dakota Division, 14th Sub

Former BN: Sanborn-Binford-Dakota Division, 14th Sub, then 12th Sub, then 11th Sub

Former BN: Hannaford-Binford-Dakota Division, 12th Sub

Former BN: Hannaford-Binford-Fargo Division, Cooperstown Sub

Note: Off timetable 1994

Former BNSF: Hannaford-Binford-North Dakota Division, Cooperstown Sub

Note: Off timetable 1998, back on 1/00

Former BNSF: Sanborn-Rogers-Dakota Division, Jamestown Sub (line from Sanford restored?)

Former BNSF: Sanborn-Rogers-Twin Cities Division, Jamestown Sub

282. La Moure-Jamestown

History: 1885 by James River Valley RR and leased by NP for 999 years
1898-sold to NP

Sold: 1987-RRV&W

Former NP: Fargo Division, 6th Sub

Original BN: Yellowstone Division, 12th Sub*

Former BN: Fargo Division, 11th Sub

Former BN: Dakota Division, 16th Sub then 12th Sub

Current RRV&W: 6th Sub

283. Oakes-Independence

History: 1886 by James River Valley RR and leased by NP for 999 years
1898-sold to NP

Sold: 1987-RRV&W

Former NP: Fargo Division, 6th Sub

Original BN: Yellowstone Division, 12th Sub*

Former BN: Fargo Division, 11th Sub

BNSF TRACK SEGMENTS-200-299

Former BN: Dakota Division, 16th Sub, then 12th Sub

Former RRV&W: 8th Sub

Current RRV&W: 3rd Sub

284. Pingree-Wilton

History: 1912 by NP
1855-line change-Lake Williams-MP 39.5

Abandoned: 1984-Regan-Wilton

Sold: 1987-Pingree-Regan-RRV&W

Abandoned: 1998-Woodworth-Regean (consummated 1999)

Former NP: Fargo Division, 8th Sub

Original BN: Yellowstone Division, 13th Sub*

Former BN: Fargo Division, 12th Sub

Former BN: Dakota Division, 15th Sub

Former BN: Pingree-Regan-Dakota Division, 13th Sub

Current RRV&W: 8th Sub

285. Carrington-Turtle Lake

History: 1883-Carrington-Sykeston by NP
1899-Sykeston-Bowden by NP
1902-Bowden-Denhoff by NP
1905-Denhoff-Turtle Lake by NP

Sold: 1987-RRV&W

Abandoned: 1999-Bowden-Turtle Lake

2004-Carrington-Bowden

Former NP: Fargo Division, 9th Sub

Original BN: Yellowstone Division, 14th Sub*

Former BN: Fargo Division, 13th Sub

Former BN: Dakota Division, 18th Sub then 14th Sub

Former RRV&W: 9th Sub

286. Oberon-Esmond

History: 1901 by NP

Sold: 1987-RRV&W

Abandoned: 1997-Maddock-Esmond

Former NP: Fargo Division, 10th Sub

Original BN: Yellowstone Division, 15th Sub*

Former BN: Fargo Division, 14th Sub

Former BN: Dakota Division, 19th Sub, then 12th Sub

Current RRV&W: 7th Sub

BNSF TRACK SEGMENTS-200-299

287. Jamestown-Kloze

History: 1912 by Midland Continental RR
Sold: 1970-Jamestown-Kloze to BN
Abandoned: 1979-State Hospital-Kloze

Former MC: Southern Division

Former BN: Jamestown-Kloze-Dakota Division, Yard

Former BN: Jamestown-Kloze-Dakota Division, "other"

Former BN: Jamestown-State Hospital-Dakota Division, Yard Line segment

Former BN & BNSF: Jamestown-State Hospital-Yellowstone Division, Jamestown Sub

Former BNSF: Jamestown-State Hospital-Dakota Division, Jamestown Sub

Current BNSF: [Jamestown-State Hospital-Twin Cities Division, Jamestown Sub](#)

288. Wahpeton Junction-Moorhead Junction

History: 1887 by St. Paul, Minneapolis, & Manitoba

Former GN: Minot Division-1st Sub

Original BN: Fargo Division, 3d Sub*

Former BN: Minnesota Division, 20th Sub

Former BN: Dakota Division, 2d Sub

Former BN: South Moorhead-Moorhead Jct.-Dakota Division, 9th Sub
Wahpeton Jct.-South Moorhead-Lakes Division, 6th Sub

Former BN: South Moorhead-Moorhead Jct.-Fargo Division, Prosper Sub

Former BNSF: South Moorhead-Moorhead Jct.-North Dakota Division, Prosper Sub

Note: Also see Segment 228 (possible misprint)

Former BNSF: East Breckenridge-South Moorhead-Dakota Division, Moorhead Sub

Former BNSF: South Moorhead-Moorhead Jct.-Minnesota Division, Prosper Sub

Current BNSF: [Wahpeton Jct.-South Moorhead -Twin Cities Division, Moorhead Sub](#)
[South Moorhead-Moorhead Jct.-Twin Cities Division, Prosper Sub](#)

289. Addison-Chaffee

History: 1893 by Dakota & Great Northern
1907-sold to GN

Sold: 1987-Chaffee Jct.-Chaffee to RRV&W

Former GN: Addison-Chaffee Line Jct.-Minot Division, 4th Sub then 5th Sub
Chaffee Line Jct.-Chaffee-Minot Division, 9th Sub then 8th Sub

Original BN: Chaffee Line Jct.-Chaffee-Fargo Division, 4th Sub*

Former BN: Chaffee Line Jct.-Chaffee-Minnesota Division, 4th Sub

BNSF TRACK SEGMENTS-200-299

Former BN: Addison-Chaffee-Dakota Division, "other"

Current RRV&W: Chaffee Line Jct.-Chaffee-2d Sub

290. McKenzie-Linton

History: 1903 by NP

Sold: Dakota, Missouri Valley & Western RR

Abandoned: 2005-MP 13.0-Linton

Note: Per track plans, 1 mile in Linton is listed as joint NP/MILW tracks

Former NP: Fargo Division, 11th Sub

Original BN: Yellowstone Division, 4th Sub*

Former BN: Dakota Division, 17th Sub, then 15th Sub then 35th Sub

Former BN & BNSF: Yellowstone Division, Linton Sub

Former BNSF: Dakota Division, Linton Sub

291. JY Junction-West Fargo-Fargo-Dakota Junction

History: this may be post-merger new construction

Former BN: Fargo-Dakota Jct.-Dakota Division, "other"
JY Jct.-West Fargo-Dakota Division, 2d Sub then "other"

Former BN: Fargo-Dakota Jct.-Fargo Division, Hillsboro Sub
JY Jct.-West Fargo-Fargo Division, K O Sub

Former BNSF: Fargo-Dakota Jct.-North Dakota Division, Hillsboro Sub
JY Jct.-West Fargo-North Dakota Division, K O Sub

Former BNSF: Fargo-Dakota Jct.-Minnesota Division, Hillsboro Sub
JY Jct.-West Fargo-Minnesota Division, K O Sub

Current BNSF: Fargo-Dakota Jct.-Twin Cities Division, Hillsboro Sub
JY Jct.-West Fargo-Twin Cities Division, K O Sub

292. Linton-Eureka

History: 1903 by MILW

Sold: 1980 to BN

Abandoned: 1980-Roscoe-Eureka when MILW pulled out of the west and prior to BN taking part of the line over.

1983-entire line

2005-Terminals connecting segment 290

Former MILW: Hastings & Dakota Division, 12th Sub

Former MILW: Aberdeen Division, 13th Sub

Former MILW: Dakota Division, 8th Sub

Former BN: Linton-Eureka-Dakota Division 17th Sub then 15th Sub

Former BN: Linton-Zeeland-Dakota Division, 15th Sub then 35th Sub

Former BN: Linton-Zeeland-Yellowstone Division, Linton Sub

BNSF TRACK SEGMENTS-200-299

293-299-unused

BNSF TRACK SEGMENTS-300-399

300-unused

301. Mandan-Flashier

History: 1910-Mandan-MP 5.3. by Missouri River Ry (NP)
1967-line relocated-MP 5.3-Flashier saving 26.9 miles in distance by NP

Abandoned: 1987

Note: Also see segment 1456

Former NP: Fargo Division, 12th Sub

Former BN: Yellowstone Division, 5th Sub* then 4th Sub

302. Cannonball Jct.-Mott

History: 1910 by Western Dakota Ry (NP)
1914-sold to NP

Abandoned: 1967-Cannonball Jct.-Flashier
1987-Flashier-Mott

Former NP: Fargo Division, 12th Sub

Former BN: Yellowstone Division, 5th Sub* then 4th Sub

303. Mandan-Killdeer

History: 1912-Mandan-Stanton by Missouri River Ry
1914-Stanton-Killdeer by Western Dakota Ry
1914-both sold to NP

Abandoned: 1985-Zap-Killdeer
2004-Antelope Valley-Zap

Former NP: Fargo Division, 13th Sub

Former BN: Yellowstone Division, 6th Sub* then 5th Sub

Former BN: Mandan-Zap-Yellowstone Division, 4th Sub

Former BN: Mandan-Zap-Dakota Division, 20th Sub

Former BN & BNSF: Mandan-Zap-Yellowstone Division, Zap Line Sub

Former BNSF: Mandan-Zap-Dakota Division, Zap Line Sub

Former BNSF: Mandan-Zap-Twin Cities Division, Zap Line Sub

Current BNSF: Mandan-Antelope Valley-Twin Cities Division, Zap Line Sub

304. Truax Junction-Truax

History: 1945 by NP

Abandoned: 1984

Former NP: Fargo Division, 13th Sub

Former BN: Yellowstone Division, 6th Sub* then "other"

305. Beach-Carlyle

BNSF TRACK SEGMENTS-300-399

History: 1915 by NP
Abandoned: 1981-Golva-Carlyle
1984-Beach-Golva

Former NP: Yellowstone Division, 6th Sub

Former BN: Yellowstone Division, 7th Sub*, then 6th Sub

306. Glendive-Snowden

History: 1912-Glendive-Sidney by Missouri River Ry (NP)
1913-Sidney-Snowden by Montana Eastern (GN)
1914-Missouri River Ry sold to NP
1928-Montana Eastern sold to GN
Leased: 2005-MP 6.0-Snowden-Yellowstone Valley RR (WATCO)

Former GN: Sidney-Snowden-Butte Division, 7th Sub

Former GN: Sidney-Snowden-Minot Division, 11th Sub then 3d Sub

Former NP: Glendive-Sidney-Yellowstone Division, 7th Sub

Former BN: Glendive-Snowden-Yellowstone Division, 8th Sub* then 7th Sub

Former BN: Glendive-Snowden-Dakota Division, 11th Sub

Former BN & BNSF: Glendive-Snowden-Yellowstone Division, Sidney Line Sub

Former BNSF: Glendive-Snowden-Dakota Division, Sidney Line Sub

Former BNSF: Glendive-Snowden-Montana Division, Sidney Line Sub

Current BNSF: [Glendive-MP 6-Montana Division, not listed on current timetable](#)

Current WATCO: [MP 6.0-Snowden-Yellowstone Valley RR](#)

307. Cecil Junction-Cecil

History:
Abandoned:

Former NP: Yellowstone Division, 7th Sub

Former BN: Yellowstone Division, 8th Sub* then "other"

308. Sidney-Fairview

History: 1913 by Montana Eastern Ry (GN)
1928-sold to GN

Former GN: Minot Division, 11th Sub then 3d Sub

Former BN: Yellowstone Division, 8th Sub* then 7th Sub

Note: Changed to segment 306

308. Moran Junction-Jones Junction

NOTE: See Segment 318, one of these could have been a timetable misprint

BNSF TRACK SEGMENTS-300-399

Former BN: Denver Division, "other"
Former BN: Powder River Division, Big Horn Sub
Former BNSF: Yellowstone Division, Big Horn Sub
Former BNSF: Powder River Division, Big Horn Sub
Former BNSF: Montana Division, Big Horn Sub

Current BNSF: [Powder River Division, Big Horn Sub](#)

309. Fairview-Snowden

History: 1912-MP 2.5-Dore by Montana Eastern Ry
1913-Fairview-MP 2.5 by Montana Eastern Ry
1913-Dore-Fairview by Montana Eastern Ry
1928-sold to GN

Former GN: Butte Division, 7th Sub
Former GN: Minot Division, 11th Sub then 3d Sub
Former BN: Yellowstone Division, 8th Sub* then 7th Sub

Note: To segment 306

310. Newlon Junction-Richey

History: 1914-Newland Jct-Lambert by Montana Eastern Ry
1916-Lambert-Richey by Montana Eastern Ry
1928-sold to GN

Abandoned; 1985

Former GN: Butte Division, 7th Sub
Former GN: Minot Division, 11th Sub then 3d Sub
Former BN: Yellowstone Division, 8th Sub*

311. Watford City-Fairview

History: 1913-Fairview-Arnegard by Montana Eastern Ry
1914-Arnegard-Watford City by Montana Eastern Ry
1915-line opened
1928-sold to GN

Abandoned: 1992

Former GN: Butte Division, 8th Sub
Former GN: Minot Division, 12th Sub then 4th Sub
Former BN: Yellowstone Division, 9th Sub* then 8th Sub
Former BN: Dakota Division, 39th Sub
Former BN: Yellowstone Division, Fairview Sub

312. Glendive-Brockway

BNSF TRACK SEGMENTS-300-399

History: 1912 by Missouri River Ry (NOTE: according to track plans, construction was 1928)
1914-sold to NP

Abandoned: 1984-Circle-Brockway
2004-MP 7.0-Circle-sevice abandoned, now used for car storage

Former NP: Yellowstone Division, 8th Sub

Former BN: Yellowstone Division, 10th Sub*

Former BN: Glendive-Circle-Yellowstone Division, 9th Sub then 10th Sub

Former BN: Glendive-Circle-Dakota Division, 21st Sub

Former BN & BNSF: Glendive-Circle-Yellowstone Division, Circle Sub

Former BNSF: Glendive-Circle-Dakota Division, Circle Sub

Former BNSF: Glendive-Circle-Montana Division, Circle Sub

Current BNSF: [Glendive-MP 7-Montana Division , Circle Sub?](#)

313. Nichols Wye-Big Sky

History: 1924-Nichols-Cow Creek by NP
1969-Cow Creek-Big Sky by Peabody Coal Company

Former NP: Nichols-Cow Creek-Yellowstone Division, 9th Sub

Former BN: Nichols Wye-Big Sky-Yellowstone Division, 11th Sub*

Former BN: Nichols Wye-Big Sky-Dakota Division, 23d Sub

Former BN: Nichols Wye-Big Sky-Yellowstone Division, Colstrip Sub

Former BNSF: E&W Nichols Wye-Big Sky-Yellowstone Division, Colstrip Sub

Former BNSF: Nichols Wye-Big Sky-Dakota Division, Colstrip Sub

Current BNSF: [Nichols Wye-Big Sky-Montana Division, Colstrip Sub](#)

314. Dutch-Decker & Decker Mine

History: 1972 by BN

Former BN: Dutch-Decker-Yellowstone Division, 13th Sub
Decker Mine-Yellowstone Division, "other"

Former BN: Dutch-Decker-Denver Division, 14th Sub
Decker Mine-Denver Division, "other"

Former BN: Dutch-Decker & Decker Mine-Powder River Division, Dutch Sub

Former BNSF: Dutch-Decker & Decker Mine-Yellowstone Division, Dutch Sub

Former BNSF: Dutch-Decker & Decker Mine-Powder River Division, Dutch Sub

Former BNSF: Dutch-Decker& Decker Mine-Montana Division, Dutch Sub

Current BNSF: [Dutch-Decker & Decker Mine-Powder River Division, Dutch Sub](#)

315. Sarpy Junction-Kuehn

BNSF TRACK SEGMENTS-300-399

History: 1972-73 by BN
Former BN: Yellowstone Division, 12th Sub then 10th Sub
Former BN: Dakota Division, 22d Sub
Former BN & BNSF: Yellowstone Division, Sarpy Line Sub
Former BNSF: Dakota Division, Sarpy Line Sub
Current BNSF: [Montana Division, Sarpy Line Sub](#)

316. Island Creek Mine

History:
Note: Proposed construction

317. East Decker Mine

History: 1972 by BN
Former BN: Yellowstone Division, "other"
Former BN: Denver Division, "other"
Former BN: Powder River Division, Dutch Sub
Former BNSF: Yellowstone Division, Dutch Sub
Former BNSF: Powder River Division, Dutch Sub
Former BNSF: Montana Division, Dutch Sub
Current BNSF: [Powder River Division, Dutch Sub](#)

318. Moran Junction-Jones Junction

NOTE: Originating railroad is BN-new construction and see segment 308, this is a misprint in the timetable.
Former BN: Yellowstone Division, "other"
Former BN: Dakota Division, "other"
Former BN: Denver Division, "other"

Current BNSF-see segment 308

318. Consolidated Coal

History:
Note: Proposed construction

319. Youngs Creek Mine

History:

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Note: Proposed construction

320. Decker-Nerco; Spring Creek

History: 1972 by BN

Former BN: Decker-Nerco-Yellowstone Division, 13th Sub
Nerco-Yellowstone Division, "other"

Former BN: Decker-Nerco-Denver Division, 14th Sub
Nerco-Denver Division, "other"

Former BN: Decker-Nerco-Powder River Division, Dutch Sub
Nerco-Powder River Division, Dutch Sub

Former BNSF: Decker-Nerco-Yellowstone Division, Dutch Sub
Nerco-Yellowstone Division, Dutch Sub
Spring Creek-Yellowstone Division, Dutch Sub (added 8/96-BNSF)

Former BNSF: Decker-Nerco-Powder River Division, Dutch Sub
Nerco-Powder River Division, Dutch Sub
Spring Creek-Powder River Division, Dutch Sub

Former BNSF: Decker-Nerco-Montana Division, Dutch Sub
Spring Creek-Montana Division, Dutch Sub

Current BNSF: Decker-Nerco-Powder River Division, Dutch Sub
Spring Creek-Powder River Division, Dutch Sub

321. Pearl Mine

History:

Note: Proposed construction

322-325-unused

326. Logan-Butte

History: 1890 by NP & Montana Ry
1896 leased from Montana Ry by NP

Out of Service: 1985-86-MP 69.6-Butte

Sold: 1987-Logan-Whitehall-Montana Rail Link
1990-Whitehall-Spire Rock-Montana Rail Link

Note: Track out of service, MP 50.3-MP 69.6 (Spire Rock-Whitehall)

Former NP: Rocky Mountain Division, 2d Sub

Former BN: Rocky Mountain Division, 4th Sub*

Former BN: Logan-MP 69.5-Spokane Division, 4th Sub, then 17th Sub

Former MRL: Logan-Whitehall-Montana Rail Link, 5th Sub-their segment 52

Current MRL: Logan-Spire Rock-Montana Rail Link, 5th Sub-their segment 52

327. Butte-Garrison

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History: 1881-Butte-Silver Bow by Utah & Northern (UP) (Narrow gauge)
1883-Silver Bow-Garrison by Utah & Northern (UP) (Narrow Gauge)
1883-transferred to Montana Union Ry
1886-line changed to standard gauge
1898-sold to NP
Sold: 1986-Montana Western
Reacquired: 2003-BNSF

Former NP & BN: Rocky Mountain Division, 4th Sub*

Current BNSF: Copper City Sub

328. Red Lodge-Silesia

History: 1889 by Rocky Fork & Cooke City RR
1898-merged into NP

Abandoned: 1982

Former NP: Montana Division, 7th Sub

Former NP: Yellowstone Division, 12th Sub

Former BN: Rocky Mountain Division, 7th Sub* , then 6th Sub, then 9th Sub

329. Fromberg-Bridger

History: 1889 by Rocky Fork & Cooke City RR
1898-merged into NP

Abandoned: 1984

Former NP: Montana Division, 8th Sub

Former NP: Yellowstone Division, 12th Sub

Former BN: Rocky Mountain Division, 7th Sub*, then 6th Sub, then "other"

330. Frannie-Cody

History: 1901 by CB&Q

Abandoned: 2006-.11 miles in Cody

Former CB&Q: Casper & Sheridan Divisions, Frannie & Cody Sub

Former CB&Q: Alliance Division, 41st Sub

Former BN: Rocky Mountain Division, 23d Sub*, then 12th Sub, then 17th Sub, then 8th Sub, then 5th Sub

Former BN: Denver Division, 15th Sub, then 9th Sub

Former BN: Denver Division, Cody Sub

Former BNSF: Yellowstone Division, Cody Sub

Former BNSF: Colorado Division, Cody Sub

Former BNSF: Montana Division, Cody Sub

Current BNSF: Colorado Division, Cody Sub

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331. Mission-Wilsall

History: 1909 by Shields River Valley Ry (NP)
1910-sold and merged into NP

Abandoned: 1985

Former NP: Montana Division, 9th Sub

Former NP: Yellowstone Division, 13th Sub

Former BN: Rocky Mountain Division, 8th Sub* then 10th Sub, then "other"

332. Livingston-Gardiner

History: 1883-Livingstone-Cinnabar by Rocky Mountain RR Co., of Montana and leased to NP
1898-sold to and merged into NP
1902-Cinnabar-Gardiner by NP

Abandoned: 1981

Former NP: Montana Division, 10th Sub

Former NP: Rocky Mountain Division, 8th Sub

Original BN: Livingston-Gardner-Rocky Mountain Division, 9th Sub*

Former BN: Livingston-Brisbin-Rocky Mountain Division, 11th Sub
Brisbin-Gardiner-Rocky Mountain Division, "other"

333. Missoula-Darby

History: 1888-Missoula-Grantsville by Missoula & Bitter Root Valley RR
1888-sold to NP & Montana RR (NP)
1898-NP & Montana RR sold to NP
1900-Grantsville-Charles Heights by NP
1904-Charles Heights-MP 63.7 by NP
1910-MP 63.7-Darby (end of track) by NP
1928-track relocated-Kenspur-Hamilton

Sold: 1987-Montana Rail Link

Former NP: Rocky Mountain Division, 13th Sub

Former BN: Rocky Mountain Division, 10th Sub* then 17th Sub

Former BN: Spokane Division, 17th Sub, then 21st Sub

Current MRL: Montana Rail Link-9th Sub, their segment 56

334. Dixon-Polson

History: 1918 by NP

Sold: 1987 to Montana Rail Link

Abandoned: 2002-MP 29.05-Polson

Former NP: Rocky Mountain Division, 14th Sub

Former BN: Rocky Mountain Division, 11th Sub* then 18th Sub

Former BN: Spokane Division, 18th Sub then 23d Sub

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Current MRL: Dixon-MP 29.05-Montana Rail Link-11th Sub, their segment 59

335. St. Regis-Wallace

History: 1889-Wallace-Mullan by Coeur d'Alene Ry & Navigation Co
1890-St. Regis-Lookout by NP & Montana (note-the original line washed out and NP used MILW in 1933-see segment 1467)
1891-Lookout-Mullen by NP & Montana
1891-Last narrow gauge train-Wallace-Mullen
1897-Coeur d'Alene & Navigation foreclosed to NP
1898-NP & Montana sold to NP
1908-St. Regis-Haugen by Chicago, Milwaukee, & St Paul of Montana

Rights obtained: 1933-St. Regis-Haugen due to washout on NP line

Sold: 1980-Wallace-Mullan to UP

Embargoed: 1988

Abandoned: 2001-now a bicycle/hiking trail

NOTE: Also see segment 1467

Former MILW: St. Regis-Haugen-Rocky Mountain Division, 6th Sub

Former MILW: St. Regis-Haugen-Montana Division, 5th Sub

Former NP: Rocky Mountain Division, 15th Sub (included trackage rights over MILW)

Former BN: Rocky Mountain Division, 19th Sub (included trackage rights over MILW)

Former UP: Wallace-Mullen--Oregon Division, Wallace Branch, Mullen Industrial Lead

Former UP: Wallace-Mullen-Oregon Division, Wallace Branch (line 454)

336. Great Falls-Butte

History: 1887-Great Falls-Helena by Montana Central
1888-Helena-Butte by Montana Central
1907-Montana Central merged into GN

Abandoned: 1972-Helena-Silver City-(listed)

1972-Basin-Butte

1982-Montana City-Basin

Sold: 1987-East Helena-Montana City-Montana Rail Link

Note: 2002-Track out of service-BNSF-MP 123-MP 189.00

2004-entire line-Great Falls-East Helena out of service

Former GN: Butte Division, 4th Sub

Former GN: Great Falls-W.S. Jct.-Butte Division, 3d Sub
W.S. Jct.-Butte-Butte Division, 8th Sub

Former GN: Great Falls-W.S. Jct.-Montana Division, 3d Sub
W.S. Jct.-Butte-Montana Division, 8th Sub

Original BN: Great Falls-WS Jct.-Montana Division, 3d Sub*
WS Jct.-Butte-Rocky Mountain Division, 13th Sub*, then 12th Sub

Former BN: Great Falls-Basin-Rocky Mountain Division, 15th Sub
East Helena-Montana City-Rocky Mountain Division, 15th Sub, then "other" NOTE: At one time this was listed as Spokane Division "other"

Former BN: Great Falls-Helena Jct.-Montana Division, 15th Sub

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Former BN: Great Falls-Helena-Montana Division, Helena Sub

Current BNSF: [Great Falls-Helena Jct.-Montana Division, Helena Sub](#)

Current MRL: [East Helena-Montana City-their segment 13](#)

337. Manhattan-Anceney

History: 1911 by Camp Creek Ry
1914-sold to NP

Abandoned: 1985

Former NP: Montana Division, 11th Sub

Former NP: Rocky Mountain Division, 9th Sub

Former BN: Rocky Mountain Division, 14th Sub* then 12th Sub

338. Sappington-Norris

History: 1889-Sappington-MP 10.1 by NP & Montana RR
1890-MP 10.1-Norris by NP & Montana RR
1898-sold to NP

Abandoned: 1975-Harrison-Norris

Sold: [1987-Sappington-Harrisom-Montana Rail Link](#)

Former NP: Montana Division, 12th Sub

Former NP: Rocky Mountain Division, 10th Sub

Original BN: Rocky Mountain Division, 15th Sub* then 14th Sub

Former BN: Sappington-Harrison-Rocky Mountain Division, 13th Sub
Harrison-Norris-Rocky Mountain Division, "other"

Former BN: Sappington-Harrison-Rocky Mountain Division, 13th Sub

Former BN: Sappington-Harrison-Spokane Division, 15th Sub, then 18th Sub

Current MRL: [Sappington-Harrison-Montana Rail Link 5th Sub, their segment 52](#)

339. Whitehall-Alder

History: 1895-Whitehall-MP 4.8 by Montana Southern
1897-MP 4.8-MP 13.5 by Montana Southern
1898-Montana Southern sold to Gaylord & Ruby Valley Ry
1898-MP 13.5-Twin Bridges by Gaylord & Ruby Valley Ry
1899-Gaylord & Ruby Valley Ry sold to NP
1901-Twin Bridges-Alder by NP

Sold: [1987-Montana Rail Link](#)

Former NP: Montana Division, 13th Sub

Former NP: Rocky Mountain Division-11th Sub

Former BN: Rocky Mountain Division, 14th Sub

Former BN: Spokane Division, 19th Sub

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Current MRL: 5th Sub, Segment 52-industrial lead Note: Not operated beyond Twin Bridges

340. Drummond-Philipsburg

History: 1887 by Drummond & Philipsburg RR
1888-sold to NP & Montana RR
1898-NP & Montana RR sold to NP
Abandoned: 1904-Philipsburg-Rumsay (prior to merger) (built in 1888 by Ranchers and operated by NP & Montana)
Out of Service: 1985-line severed due to highway widening-Hall & Maxville, not officially abandoned
Sold: 1987-Montana Rail Link

Former NP: Rocky Mountain Division, 12th Sub

Former BN: Rocky Mountain Division, 17th Sub* then 16th Sub then 15th Sub

Former BN: Spokane Division, 16th Sub then 20th Sub

Current MRL: Drummond-short set of tracks for industrial switching, MRL 8th Sub

341. Sheryl Spur-Elephant

History: 1963 by NP
Abandoned: 1982

Former NP: Rocky Mountain Division, spur off of the 12th Sub

Original BN: not shown at all or listed, but should have been off of the 17th Sub of the Rocky Mountain Division

Former BN: Rocky Mountain Division, "other"

342. Phosphate Spur

History: 1963 by NP
Abandoned: 1984

Former NP & Original BN: Phosphate-MP 4-Rocky Mountain Division, 18th Sub*

Former BN: Phosphate Spur-Rocky Mountain Division, "other"

343. Butte-Newcomb

History: 1908 by Chicago, Milwaukee, St. Paul Railway of Montana
1908-transferred to Chicago, Milwaukee, St. Paul of Washington
1909-name changed to Chicago, Milwaukee, & Puget Sound
1912-merge into Chicago, Milwaukee, & St. Paul
1927-name changed to Chicago, Milwaukee, St. Paul, & Pacific

Sold: 1980-toBurlington Northern

Sold: 1986-Montana Western

Reacquired: 2003 by BNSF

Note: All tracks sold by BN to Montana Western were reacquired in 2003. Even though this segment was never in timetables, it was sold to Montana Western in 1986.

Former MILW: Rocky Mountain Division, 2nd Sub

Former MILW: Montana Division, 4th Sub

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Former BN: never appeared as an "additional station" or "other" in the Rocky Mountain Division timetables

Current BNSF: [Copper City Sub \(does not appear on current timetable\)](#)

344-352-unused

353. Pacific Junction-Great Falls

History: 1887-Pacific Jct.-Floweree by St. Paul, Minneapolis, & Manitoba
1902-Floweree-Great Falls by GN

Abandoned: [1983-Big Sandy-Fort Benton](#)

Former GN: Pacific Jct.-Great Falls-Butte Division, 1st Sub

Former GN: P.C.F. Jct.-Great Falls-Butte Division, 3d Sub

Former GN & BN: Pacific Jct.-Great Falls-Montana Division, 3d Sub*

Former BN: Pacific Jct.-Big Sandy-Montana Division, 3d Sub then 8th Sub
Fort Benton-Great Falls-Montana Division, 7th Sub then 11th Sub

Former BN & Current BNSF: [Pacific Jct.-Big Sandy-Montana Division, Big Sandy Sub](#)
[Fort Benton-Great Falls-Montana Division, Ft Benton Sub](#)

354. Great Falls-Sweet Grass

History: 1887-Great Falls-Emerson Jct. by Great Falls & Canada RY
1901-sold to Montana & Great Northern
1902-Emerson Jct.-Sweet Grass by Montana & Great Northern
1907-Montana & Great Northern merged into GN

Note: Emerson Jct.-Vaughn over MILW per track plans since 1938

Former GN: Butte Division, 4th Sub (includes .68 miles via 2nd Sub & 2.59 miles via Montana Division)

Former GN: Butte Division, 6th Sub then 3d Sub

Former BN: Montana Division, 3d Sub* then 4th Sub

Former BN & BNSF: Montana Division, Sweet Grass Sub

Current BNSF: [Montana Division, Great Falls Sub](#)

355. Bainville-Opheim

History: 1910-Bainville-Plentywood by GN
1913-Plentywood-Scobey by GN
1925-Scobey-Peerless by GN
1926-Peerless-Opheim by GN

Abandoned: [1991-Scobey-Opheim](#)

Leased: [2005-MP .93-100.3 \(Bainville-End of Track\)-Yellowstone Valley RR \(WATCO\)](#)

Former GN: Butte Division, 9th Sub

Former GN: Minot Division, 13th Sub then 11th Sub

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Original BN: Minot Division, 8th Sub*
Former BN: Dakota Division, 5th Sub
Former BN: Montana Division, 6th Sub then 7th Sub
Former BN: Bainville-Scobey-Minot Division, Scobey Sub
Former BNSF: Bainville-Scobey-North Dakota Division, Scobey Sub
Former BNSF: Bainville-Scobey-Montana Division, Scobey Sub

Current WATCO: **Bainville-Scobey (MP .93-MP 100.3)-Yellowstone Valley RR**

356. Saco-Hogeland

History: 1928 by GN
Abandoned: 1983
Former GN: Butte Division, 10th Sub, then 6th Sub, then 9th Sub
Former GN: Montana Division, 9th Sub
Former BN: Montana Division, 4th Sub* then 7th Sub

357. Glasgow-Airbase Spur

History: 1958 by GN
Abandoned: 1982
Former GN: Butte Division, spur off of 1st Sub
Former GN & BN: Montana Division, spur off of 1st Sub*
Former BN: Montana Division, "other"

358. Brazil Creek Spur; Bentonite Spur

History:
Abandoned: 1987
Former BN: Bentonite Spur Montana Division, "other"
Former BN: Brazil Creek Spur-Montana Division. "other"

359. Vaughn-Augusta

History: 1911-Vaughn-Sun River by GN
1912-Sun River-Gilman by GN
1922-Gilman-Augusta by GN
1924-.34 mile in Augusta by GN
1925-.18 mile in Augusta by GN
Abandoned: 1979
Note: per track plans-joint MILW tracks from Emerson Jct.-Vaughn in 1938
Former GN: Butte Division, 9th Sub, 13th Sub, then 8th Sub, then 5th Sub
Former GN: Montana Division, 5th Sub
Former BN: Montana Division, 5th Sub* then 8th Sub

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360. Power-Pendroy

History: 1913-Power-Brynum by Great Falls & Teton County Ry
1916-Brynum-Pendroy by GF&TC Ry
1929-sold to GN

Abandoned: 1983-Choteau-Pendroy

Former GN: Butte Division, 10th Sub (no track rights in 1927)

Former GN: (for trackage rights over MILW-see segment 369)
Power-Eastham Jct.-Butte Division, 14th Sub, then 9th Sub, then 6th Sub
Chateau Jct.-Pendroy-Butte Division, 14th Sub, then 9th Sub, then 6th Sub

Former GN & BN: Power-Pendroy-Montana Division, 6th Sub* (includes 6.8 miles via MILW)

Former BN: Power-Pendroy-Montana Division, 9th Sub

Former BN: Power-Choteau-Montana Division, 12th Sub

Former BN & Current BNSF: Power-Choteau-Montana Division, Choteau Sub

361. Valier Junction-Valier

History: 1910 by Montana Western Ry
1970-sold to GN

Former BN: Montana Division, 10th Sub then 14th Sub

Former BN & Current BNSF: Montana Division, Valier Sub

362. Mossmain-Great Falls

History: 1888-Gerber-Great Falls by Montana Central
1890-Arlington-Gerber by Montana Central
1907-Montana Central sold to GN
1907-MP 162-Arlington by GN
1908-Mossmain-MP 162 by GN

Former GN: Butte Division, 3d Sub, then 5th Sub, then 4th Sub, then 7th Sub

Former GN: Montana Division, 7th Sub

Original BN: Rocky Mountain Division, 19th Sub*

Former BN: Montana Division, 5th Sub

Former BN & Current BNSF: Montana Division, Laurel Sub

363. Hesper-Rapelje

History: 1919 by NP

Abandoned: 1983

Former NP: Montana Division, 6th Sub

Former NP: Yellowstone Division, 11th Sub

Original BN: Rocky Mountain Division, 6th Sub*

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Former BN: Montana Division, 12th Sub

364. Spring Creek Junction-Moccasin

History: 1912 by GN

Note: in 1916, GN built 1.28 miles east of Lewistown and Montana Eastern built 2.71 miles east of Lewistown, both abandoned in 1928.

Donated: 1985-State of Montana and operated by Central Montana Rail

Former GN: Lewistown-Moccasin-Butte Division, 5th Sub (no track rights 1927)

Former GN: Butte Division, 11th Sub, then 7th Sub, then 4th Sub

Former GN: Montana Division, 4th Sub

Original BN: Lewistown-Spring Creek Jct.-Rocky Mountain Division, 20th Sub* (includes 9.2 miles via MILW, Lewistown-Moccasin-see segment 368)

Former BN: Montana Division, 11th Sub

365. Lavin Spur

History: 1890 by GN

Abandoned: 1985-Gerber-Lavin Spur

Former GN: Stockett-Gerber-Butte Division, 7th Sub

Former GN: Butte Division, spur off of 12th Sub from Lewis Jct

Former GN: Butte Division, spur off of 7th Sub from Gerber

Former GN: Montana Division, spur off of 7th Sub from Gerber

Original BN: Rocky Mountain Division, spur off of 19th Sub from Gerber*

Former BN: Montana Division, "other"

366. Smelter Sky Line

History: see note between 366 & 367

Abandoned: unknown-MP 2.227-MP 3

Spur line out of Great Falls Montana.

NOTE: 366 & 367-there are two lines here, one built in 1888 and one in 1890. Both are a little over 5 miles as originally built and I cannot discern which one is which.

367. Smelter Low Line

History: see note above

Abandoned: unknown

Spur line out of Great Falls, MT.

368. Sipple-Lewistown-Geraldine

History: 1904 by Montana RR

1907-leased to Chicago, Milwaukee, & St. Paul of Montana for 99 years

1910-sold to Chicago, Milwaukee, & Puget Sound

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1912-merged into MILW
Sold: 1980-BN
Donated: 1985-Lewistown-Spring Creek Junction to the state of Montana (see segment 364)-and currently operated by Central Montana Railway
Abandoned: 2005-Moore-Lewistown

Note: Also see segments 2013 & 2014

Former MILW: Sipple-Lewistown-Rocky Mountain Division, 7th Sub
Lewistown-Geraldine-Rocky Mountain Division, 11th Sub

Former MILW: Sipple-Lewistown Yard-Montana Division, 10th Sub
Lewistown-Geraldine-Montana Division, 13th Sub

Former BN: Moore-Lewistown-Montana Division, 15th Sub, then 12th Sub
Lewistown-Spring Creek Jct.-Montana Division, 14th Sub then 11th Sub
Lewistown-Geraldine-Montana Division, 13th Sub, then 11th Sub

Former BN: Sipple-Spring Creek Jct.-Montana Division, 10th Sub (Sipple is beyond Moore, and this is the former MILW main line)

Former BN: Sipple-Lewistown-Montana Division, 10th Sub

Former BN & BNSF: Sipple-Lewistown-Montana Division, Lewistown Sub

Current: Central Montana RY

369. Eastham Junction-Dracut Jct.

History: 1917 by MILW
Sold: 1980 to BN
Abandoned: 1980-Fairfiled-Dracut Jct. (included in sale.)

Note: Parts of this line were considered Joint-GN-MILW at one time

Former MILW: Dracut Jct.-Eastham Jct.-Rocky Mountain Division, 12th Sub

Former MILW: Dracut Jct.-Eastham Jct.-Montana Division, 14th Sub

NOTE: Actual MILW extended from Eastham Jct.-Chateau Jct. which GN had trackage rights

Former BN: Fairfield Spur-Montana Division, other

Former BN: Eastham Jct.-Fairfield-Montana Division, 9th Sub, then 8th Sub

Former BN: Eastman Jct.-Chateau-Montana Division, 12th Sub
Eastman Jct.-Fairfield-Montana Division, 13th Sub

Former BN & Current BNSF: Eastham Jct.-Fairfield-Montana Division, Fairfield Sub

370. Grass Range-Lewistown

History: 1914 by MILW
Sold: 1980 to BN
Abandoned: 1989-Grass Range-Heath (no trains operated except scrap train)
1989-Heath-Lewistown
2005-Lewistown-Lewistown Junction

Former MILW: Rocky Mountain Division, 8th Sub

Former MILW: Montana Division, 11th Sub

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Former BN: Heath-Lewistown-Montana Division, 11th Sub, then 14th Sub

371. Fairchild-Geiger Field

History: 1941 by GN

Abandoned: 1981-3 miles of the spur

Note: This is the same as segment 1333, Galena was changed to Fairchild in 1953.

Former GN: Spokane Division, spur off the 1st Sub

Former GN: Cascade Division, spur off the 1st Sub

Former GN: Spokane Division, spur off the 2nd Sub

Original BN: Spokane Division, spur off the 5th Sub

Former BN: Spokane Division, spur off the 2nd Sub

Former BN: Pacific Division, spur off the 2nd Sub

Former BN: Spokane Division, spur off the Columbia River Sub

Former BNSF: Washington Division, spur off the Columbia River Sub

Current BNSF: Northwest Division, spur off the Columbia River Sub

372-374-unused

375. Spokane Bridge-Coeur d'Alene

History: 1911 by Idaho & Western
1912-sold to MILW

Sold: 1981 to BN

Abandoned: 1982-Spokane Bridge-Post Falls
1984-Post Falls-Coeur d'Alene

Former MILW: (GN had trackage rights-Spokane Bridge-Gibbs)
Spokane Bridge-McGuires-Idaho Division, 5th Sub
McGuires-Coeur d'Alene-Idaho Division, 6th Sub

Former MILW: Spokane Bridge-McGuires-Coast Division, 9th Sub
McGuires-Coeur d'Alene-Coast Division, 8th Sub

Former MILW: Spokane Bridge-Coeur d'Alene-Washington Division, 23d Sub

Former BN: Post Falls-Spokane Bridge-Spokane Division, 10th Sub, then 7th Sub (1982), then 6th Sub (1983)
Huetter-Atlas-Spokane Division, "other"
Coeur d'Alene-Spokane Division "other"
Post Falls-Coeur d'Alene-Spokane Division, 14th Sub, then 6th Sub

Former BN: Huetter-Atlas-Pacific Division, "other"
Post Falls-Coeur d'Alene-Pacific Division, 11th Sub

Former BN: Huetter-Atlas-Montana Division, "other"
Coeur d'Alene-Montana Division, "other"

Former BN: Huetter-Atlas-Spokane Division, Coeur d'Alene Sub
Post Falls-Coeur d'Alene-Spokane Division, Coeur d'Alene Sub

376. Mead-Boundary

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History: 1889-Wayside-Colville by Spokane Falls & Northern
1890-Colville-Kettle Falls by Spokane Falls & Northern
1890-Kettle Falls-Northport by Spokane Falls & Northern
1893-Northport-Boundary by Spokane Falls & Northern
1896-Northport-Boundary by Columbia & Red Mountain (SF&N)
1899-Dean-to SF&N near Wayside by GN
1907-merged into GN

Leased: 2004-Chewelah-MP144-Kettle Valley

Former GN: Dean-Marcus-Spokane Division, 5th Sub
Marcus-Boundary-Spokane Division, 6th Sub

Former GN: Spokane Division, 5th Sub

Former GN: Kalispell Division, 5th Sub

Former GN: Spokane Division, 7th Sub

Former BN: Boundary-Dean-Spokane Division, 6th Sub* then 4th Sub
Dean-Kettle Falls-Spokane Division, 4th Sub then 11th Sub
Boundary-Kettle Falls-Spokane Division-11th Sub then 12th Sub

Former BN: Dean-Kettle Falls-Pacific Division, 12th Sub
Boundary-Kettle Falls-Pacific Division, 13th Sub

Former BN: Dean-Kettle Falls-Spokane Division, 8th sub
Boundary-Kettle Falls-Spokane Division, 10th Sub

Former BN: Dean-Kettle Falls-Spokane Division, Kettle Falls Sub
Boundary-Kettle Falls-Spokane Division, Nelson Sub

Former BNSF: Mead-Kettle Falls-Washington Division, Kettle Falls Sub
Boundary-Kettle Falls-Washington Division, Nelson Sub

Former BNSF: Mead-Kettle Falls-Northwest Division, Kettle Falls Sub
Boundary-Kettle Falls-Northwest Division, Kettle Falls Sub

Current BNSF: Mead-Chewelah-Northwest Division, Kettle Falls Sub

Current KV: Chewelah-Boundary

377. Kettle Falls-Laurier; Republic-Danville

Note: See segment 392 for Canadian operations on this branch-added after 1978
Also see segment 1338 for part of the Eureka Gulch Lie

History: 1902-Marcus-Laurier by Washington & GN
1902-Danville-Republic and Eureka Gulch Branch by Washington & GN
1907-Washington & GN merged into GN
1941-Kettle Falls-Boyd's by GN

Abandoned: 1917-MP 84.54-MP 88.37
1941-Republic-MP 84.54
1983-San Poil-Republic

Leased: 2004-Kettle Falls-West Kettle Falls-Kettle Valley

Sold: 2004-West Kettle Falls-Laurier; Danville-San Poil-Kettle Valley

Abandoned: 2006-Danville-San Poil

Former GN: Marcus-Curlew-Spokane Division, 8th Sub
Curlew-Republic-Spokane Division, 9th Sub

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Former GN:	Marcus-Republic-Spokane Division, 7th Sub
Former GN:	Spokane Division, 6th Sub
Former GN:	Kalispell Division, 6th Sub
Former GN:	Spokane Division, 8th Sub
Former BN:	Republic-Kettle Falls-Spokane Division, 7th Sub*
Former BN:	Republic-Danville-Spokane Division, 7th Sub, 5th Sub (1982), "other" (1983), Laurier-Kettle Falls-Spokane Division, 7th Sub, 5th Sub (1982), "other" (1983)
Former BN:	Kettle Falls-Laurier-Spokane Division, 4th Sub, then 11th Sub Danville-San Poil-Spokane Division, 4th Sub, then 11th Sub
Former BN:	Kettle Falls-Laurier-Pacific Division, 12th Sub Danville-San Poil-Pacific Division, 12th Sub
Former BN:	Kettle Falls-Laurier-Spokane Division, Kettle Falls Sub Danville-San Poil-Spokane Division, Kettle Falls Sub
Former BNSF:	Kettle Falls-Laurier-Washington Division, Kettle Falls Sub Danville-San Poil-Washington Division, Kettle Falls Sub
Former BNSF:	Kettle Falls-Laurier-Northwest Division, San Poil Sub Danville-San Poil-Northwest Division, San Poil Sub
Former KV:	Kettle Falls-Laurier; Danville-San Poil
Current KV:	Kettle falls-Laurier

378. Cheney-Coulee City

History:	1889-Spokane-3 miles west of Deep Creek by Washington Central 1890-3miles west of Deep Creek-Coulee City by Washington Central 1914-Washington Central sold to NP
Sold:	WATCO Industries 2005-State of Washington and operated by PCC RR
Former NP:	Idaho Division, 8th Sub
Former BN:	Spokane Division, 9th Sub* then 8th Sub, then 6th Sub (1982), then 5th Sub (1983), then 13th Sub (1986)
Former BN:	Pacific Division, 14th Sub
Former BN:	Spokane Division, C W Sub
Former BNSF:	Washington Division, C W Sub
Current WATCO:	PCC RR-Central Washington Branch

379. Odair-Connell

History:	1903-Coulee Jct (Odair)-Adrian by Washington Central 1910-Adrian-Connell by Connell Northern (NP) 1914-both sold to NP
Abandoned:	Adrian-Odair-1978 (listed 1978, but still shown on timetables) 1979-Wheeler-Odair
Sold:	1986 to Washington Central RR 1996-Washington Central reacquired by BNSF 1996-operated by Columbia Basin RR

BNSF TRACK SEGMENTS-300-399

Former NP: Idaho Division, 8th Sub

Original BN: Odair-Adco-Spokane Division, 8th Sub*
Adco-Connell-Portland Division, 16th Sub*

Former BN: Odair-Adco-Spokane Division, 8th Sub
Adco-Adrian-Spokane Division, "other"
Adrian-Connell-Portland Division, 16th Sub

Former BN: Wheeler-Connell-Portland Division, 13th Sub, then 12th Sub

Former WC: Wheeler-Connell, 4th Sub

Current CBRR: Wheeler-Connell, 4th Sub

380. Davenport-Spokane

History: 1888-Spokane-Wheatdale by Spokane, Lakeshore, & Eastern
1889-Wheatdale-Davenport by SL&E
1896-conveyed to Spokane & Seattle (NP)

Sold: 1905-Spokane-Medical Lake to Washington Water Power

Abandoned: 1900-Medical Lake-Eleanor
1922-Spokane-Medical Lake
1983-Davenport-Eleanor

Former NP: Idaho Division, 8th Sub

Former BN: Spokane Division, 8th Sub* then "other"

381. Post Falls-Hauser Junction; Huetter-Coeur d'Alene

History: 1886-Hauser-Coeur d'Alene by Spokane Falls & Idaho Ry
1887-leased to NP for 50 years
1898-sold to NP

Abandoned: 2006-MP 12.33-MP 14.45 in Coeur d'Alene

Former NP: Hauser-Coeur d'Alene-Idaho Division, Fort Sherman Branch

Former NP: Hauser-Coeur d'Alene-Idaho Division, 5th Sub

Original BN: Hauser-Coeur d'Alene-Spokane Division, 9th Sub*

Former BN: Post Falls-Hauser Jct.-Spokane Division, 9th Sub, then "other", then 6th Sub, then 14th Sub
Huetter-Coeur d'Alene-Spokane Division, "other", then 6th Sub

Former BN: Post Falls-Hauser Jct.-Pacific Division, 11th Sub

Former BN: Post Falls-Hauser Jct.-Spokane Division, Coeur d'Alene Sub

Former BNSF: Post Falls-Hauser Jct.-Washington Division, Coeur d'Alene Sub
Huetter-Coeur d'Alene-Washington Division, Coeur d'Alene Sub

Current BNSF: Coeur d'Alene-Hauser Jct.-Northwest Division, Coeur d'Alene Sub

382. Coeur d'Alene-Erie Street Yard

History: 1903-Spokane-Coeur d'Alene by Coeur d'Alene & Spokane
1907-consolidated into Spokane & Inland Empire
1908-.98 mile added at Coeur d'Alene by Spokane, Coeur d'Alene, & Palouse
1943-merged into GN

BNSF TRACK SEGMENTS-300-399

Abandoned: 1977-Coeur d' Alene trackage
1984-Atlas-Coeur d' Alene
1985-Carders-Greenacres
1984-Greenacres-Spokane Bridge
1987-Spokane-Carders

Former Inland Empire: 1st Sub (no track rights)

Former SCDA&P: 1st Sub (includes 1.04 miles via GN-Shop-Spokane)

Former GN: Spokane-Coeur d' Alene-Spokane Division, 10th Sub-includes trackage rights over MILW-see segment 375

Former GN: Spokane-Coeur d' Alene-Kalispell Division, 7th Sub-includes trackage rights over MILW-see segment 375

Former GN: Spokane-Coeur d' Alene-Spokane Division, 6th Sub-includes trackage rights over MILW-see segment 375

Former BN: Coeur d' Alene-Erie St Yard-Spokane Division, 10th Sub*, then 7th Sub (1982), then 6th Sub (1983)

Former BN: (1986) Post Falls-Coeur d' Alene-Spokane Division, 14th Sub
Coeur d' Alene-Spokane Division, "other"

Former BN: Post Falls-Huetter-Spokane Division, "other", then 6th Sub
Atlas-Coeur d' Alene-Spokane Division, "other", then 6th Sub
Coeur d' Alene-Spokane Division, "other"

Former BN: Post Falls-Huetter-Pacific Division, 11th Sub
Atlas-Coeur d' Alene-Pacific Division, "other"
Coeur d' Alene-Pacific Division, "other"

Former BN: Post Falls-Huetter-Spokane Division, Coeur d' Alene Sub
Atlas-Coeur d' Alene-Spokane Division, Coeur d' Alene Sub

383. Mt. Hope-Manning; Moscow-West Fairfield; Colfax-Spring Valley

Note: This is one of the most confusing segments, due to abandoned line and a change in segment numbers and because this was originally 3 different subdivisions combined.

History: 1889-Spring Valley-Colfax by Spokane Falls & Northern
1905-Spokane-Moscow by Spokane, Coeur d' Alene, & Palouse Ry (SC&P)
1906-Moran-Rosalia; Spring Valley-Geary; Laden-Palouse all by SC&P Ry
1907-Rosalia-Colfax; Geary-Laden by SC&P Ry
1907-Spokane Falls & Northern merged into GN
1908-Palouse-Moscow by SC&P Ry
1909-Spear-Flora by SC&P
1943-SC&P Ry merged into GN

Abandoned: 1978-Oakdale-Crabtree
1978-83-Rosalia-Manning
1983-Spring Valley-Estes
1984-Colfax-Balder
1986-Balder-Spring Valley

Note: Per track plans, this gives the following construction dates:
1906-Geary-Fairfield
1906-West Fairfield-Mt. Hope
1906-Spring Valley-Rosalia
1907-Colfax-Rosalia
1907-Ladrow-Geary

BNSF TRACK SEGMENTS-300-399

1908-Moscow-Ladrow

Note: for more information, see segments 945, 946, 947, 984, 1339, & 1353

Former Inland Empire: Spokane-Spring Valley-2nd Sub
Spring Valley-Moscow-3rd Sub
Spring Valley-Colfax-4th Sub

Former SCDA&P: Spring Valley-Colfax-2nd Sub
Spokane-Moscow (includes 1.04 miles via GN, Shops-Spokane)-3rd Sub

Former GN: Colfax-Spring Valley-Spokane Division, 11th Sub
West Fairfield-Moscow-Spokane Division, 9th Sub

Former GN: West Fairfield-Moscow-Kalispell Division, 8th Sub
Spring Valley-Colfax-Kalispell Division, 9th Sub

Former GN: West Fairfield-Moscow-Spokane Division, 9th Sub
Spring Valley-Manning-Spokane Division, 10th Sub

Original BN: Spokane-Moscow-Spokane Division, 11th Sub* (includes 32.2 miles via UP-NP Crossing-UP Jct.)
Spring Valley-Manning-Spokane Division, 12th Sub*

Former BN: Mt Hope-Manning-Spokane Division, 11th Sub, then "other"
Rosalia-Balder-Spokane Division, "other"
Moscow-Estes-Spokane Division, "other"-changed to segment 984 in 1981

384. Marshall-Arrow

History: 1887-Spokane-Belmont by Spokane & Palouse and leased to NP
1888-Belmont-Pullman by Spokane & Palouse
1891-Pullman-Juliatta by Spokane & Palouse
1898-Juliatta-Arrow by NP
1899-Spokane & Palouse sold to NP
1900-line change MP 119.7-120.0

Abandoned: 1996-Moscow-Arrow

Sold: Watco Industries

2004-Marshall-Idaho border to the State of Washington and operated by PCC RR

Former NP: Marshall-Juliatta-Idaho Division, Palouse & Western Branch

Former NP: Idaho Division, 6th Sub

Former BN: Spokane Division, 13th Sub*, then 8th Sub, then 7th Sub, then 10th Sub

Former BN: Pacific Division-28th Sub (Moscow-Arrow embargoed 1986)

Former BN: Marshall-Moscow-Pacific Division, 27th Sub

Former BN: Marshall-Moscow-Spokane Division, Palouse Sub (Moscow-Arrow still embargoed)

Former BNSF: Marshall-Moscow-Washington Division, Palouse Sub (Moscow-Arrow still embargoed)

Current WATCO: PCC RR-P&L Branch

385. Pullman Junction-Genesee

History: 1888 by Spokane & Seattle
1899-sold to NP

Abandoned: 1984

Former NP: Idaho Division, 7th Sub

BNSF TRACK SEGMENTS-300-399

Former BN: Spokane Division, 14th Sub*

386. Mansfield-Columbia River

History: 1909 by GN

Abandoned: 1985

Former GN: Spokane Division, 9th Sub then 8th Sub

Former GN: Cascade Division, 6th Sub

Former GN: Spokane Division, 12th Sub

Former BN: Spokane Division, 16th Sub*, then "other" (1982)

387. Oroville-Wenatchee

History: 1906-East leg of "y" at Oroville by GN

1907-West leg of "y" at Oroville by GN

1912-Oroville-3.32 miles south by GN

1911-Wenatchee-Olds by GN

1913-3.32 miles south of Oroville-Pateros by GN

1913-Olds-Chelen River by GN

1914-Chelen River-Pateros by GN

Operated by: 1996-Oroville-MP 6.0 to Cascade & Columbia River RR

Sold: 1999-Cascade & Columbia River RR (Rail America)

Former GN: Spokane Division, 4th Sub

Former GN: Cascade Division, 5th Sub

Former GN: Spokane Division, 11th Sub

Former BN: Spokane Division, 15th Sub*, then 9th Sub (1982), then 6th Sub (1986)

Former BN: Pacific Division, 15th Sub, then 14th Sub

Former BN: Cascade Division, Oroville Sub

Former BNSF: Washington Division, Oroville Sub

Former BNSF: Wenatchee-MP 6.0-Washington Division, Scenic Sub

Current BNSF: Wenatchee-MP 6.0-Northwest Division, Scenic Sub

Current CCR: MP 6-Oroville

388. Columbia Falls-Somers

History: 1891-Columbia Falls-Kalispell by GN (original main line continued to Rexford until 1904)

1900-Kalispell-Somers by GN (this portion went east from Kalispell and was not part of the main line)

Operated by: 1932-1942-Somers-Marion by Somers Lumber Company

Abandoned: 1991-Kalispell-Somers

2002-MP 1227.58-1231.18 in Kalispell

Sold: 2004-Columbia Falls-Kalispell to WATCO

Abandoned: 2006-.42 miles in Kalispell-MP 1227.58-MP 1227.16

BNSF TRACK SEGMENTS-300-399

Note: Also see segment 1352

Former GN: Columbia Falls-Kalispell-Kalispell Division, 5th Sub
Kalispell-Somers-Kalispell Division, 7th Sub

Former GN: Kalispell Division, 3d Sub

Former GN: Spokane Division, 4th Sub

Former BN: Spokane Division, 17th Sub*, then "other"

Former BN: Columbia Falls-Kalispell-Montana Division, "other" then 16th Sub

Former BN & BNSF: Columbia Falls-Kalispell-Montana Division, Kalispell Sub

Former BNSF: Columbia Falls-Kalispell-Washington Division, Kalispell Sub

Former BNSF: Columbia Falls-Kalispell-Northwest Division, Kalispell Sub

Current WATCO: Columbia Falls-Kalispell-Mission Mountain RR

Note: For those who have Microsoft's Train Simulator ® when you take the east leg of the "y" in Kalispell on this game, you are on the old line to Somers. Going straight to the end of track was the continuation of the original GN main line.

389. Stryker-Riverview

History: 1891 by GN-this is GN's former main line, prior to the Libby Dam relocation-see Segment 36

Abandoned: 1970-Eureka-Riverview

Sold: 2004-Stryker-Eureka-WATCO

Former GN: Kalispell Division, 1st Sub

Former GN: Spokane Division, 1st Sub

Original BN: Stryker-Riverview-Spokane Division, 1st Sub*

Former BN: Stryker-Eureka-Spokane Division, 12th Sub, then "other", then 10th Sub, then 7th Sub, then 4th Sub

Former BN: Stryker-Eureka-Montana Division, 9th Sub

Former BN & BNSF: Stryker-Eureka-Montana Division, Eureka Sub

Former BNSF: Stryker-Eureka-Washington Division, Eureka Sub

Former BNSF: Stryker-Eureka-Northwest Division, Eureka Sub

Current WATCO: Stryker-Eureka-Mission Mountain RR

390. Chopaka-Oroville (Curlew-Keremos)

History: 1905-Curlew-Midway by Washington & GN
1906-Midway-to boundary east of Molson by Vancouver, Victoria, & Eastern (GN)
1906-boundary east of Molson-.86 miles east of Oroville by Washington & GN
1907-Oroville-Chopaka by Washington & GN
1907-Washington & GN consolidated into GN

Abandoned: 1931-Molson-Oroville
1935-Curlew-Molson
1985-Chopaka-Curlew

BNSF TRACK SEGMENTS-300-399

Former GN: Curlew-Oroville-Spokane Division, 8th Sub
Oroville-Keremos-Spokane Division , 10th Sub

Former GN: Spokane Division, 8th Sub then 4th Sub

Former GN: Cascade Division, 5th Sub (Canadian Operations over 5th Sub)

Former GN: Spokane Division, 11th Sub

Former BN: Spokane Division 15th Sub*, then 9th Sub (1982)

391. Nelson-Boundary

History: 1893-Nelson-Boundary by Nelson & Fort Shephard Ry
1896-Boundary-Rosslund by Spokane Falls & Northern
1898-leased to NP
1899-leased to GN

Sold: 2000-Columbia Gardens-Nelson to International Railroad Systems

Leased: 2004-MP 144-Boundary-Kettle Falls

Former CP: Nelson-Troup Jct.-Pacific Region, Revelstoke, Canyon, & Vancouver Divisions, Nelson Sub

Former GN: Spokane Division, 5th Sub

Former GN: Troup Jct.-Boundary-Kalispell Division, 5th Sub

Former GN: Troup Jct.-Boundary-Spokane Division, 7th Sub

Former BN: Nelson-Boundary-Spokane Division, 6th Sub*, then 4th Sub, then 11th Sub, then 12th Sub

Former BN: Nelson-Boundary-Pacific Division, 13th Sub

Former BN: Nelson-Boundary-Spokane Division, Nelson Sub

Former BNSF: Nelson-Boundary-Washington Division, Nelson Sub

Former BNSF: Columbia Gardens-Boundary-Washington Division, Nelson Sub

Former BNSF: Columbia Gardens (MP 144)-Boundary-Northwest Division, Kettle Falls Sub

Current IRRS: Columbia Gardens-Nelson

Current KV: Columbia Gardens-Boundary

392. Danville-Laurier

NOTE: Also see 377-this is Canadian operations on same subs

History: 1902-by Vancouver, Victoria, & Eastern
1905-Curlew-Midway by Washington & GN (unknown if this Midway is another connection to GN's former main line in Canada to Vancouver BC (east-west line))

Sold: 2004-Kettle Valley

Abandoned: 2006-MP 48.779-MP 48.84 in Danville

Former GN: Spokane Division, 8th Sub, then 7th Sub, then 6th Sub

Former GN: Kalispell Division, 6th Sub

Former GN: Spokane Division, 8th Sub

Former BN: Spokane Division, 7th Sub*, then 5th Sub, then "other", then 4th Sub, then 11th Sub, then 9th Sub

BNSF TRACK SEGMENTS-300-399

Former BN: Pacific Division, 12th Sub
Former BN: Spokane Division, Kettle Falls Sub
Former BNSF: Washington Division, Kettle Falls Sub
Former BNSF: Northwest Division, San Poil Sub

Current: Kettle Valley

393. Keremos-Chopaka (Keremos-Port Guichon)

History: 1900-Vancouver, Victoria, & Eastern franchise under control of GN
1903-Port Guichon-Cloverdale by Victoria Terminal & Ferry Co.
1903-Princeton line (future GN Rights) opened by Kettle Valley RY
1907-VT & F Co. consolidated into VV&E
1907-Chopaka-Keremos by Vancouver, Victoria, & Eastern
1908-Cloverdale-Abbotsford by VV&E
1909-Keremos-Princeton by VV&E
1911-Princeton-Coalmont by VV&E
1912-Kettle Valley leased by Canadian Pacific
1912-Coalmont-.21 west of Coalmont by VV&E
1912-Abbotsford-Kilgard by VV&E
1913-Kilgard-Bridge 176 by VV&E
1914-.21 west of Coalmont-Brookmere by VV&E
1914-15-Agreements between KV & VV&E to use each other lines, Princeton to Brookmere
1915-Brookmere-Brodie by KV RR
1915-Hope-Connor by Canadian Northern Pacific (CN)
1916-Brodie-Hope by KV RR
1916-Bridge 176-Cannor by VV&E
1916-@ Hope, .17 miles by VV&E to connect from Kettle Valley RR (CP) to Canadian Northern Pacific (CN)
1916-rights granted VV&E (GN) over KV-Brookmere-Hope and CNP (CN), Hope to Cannor
1958-KVRR merged into CP System

Abandoned: 1920-Cannor-Bridge 176
1924-Bridge 176-Kilgard

Sold: 1928-Kilgard area to British Columbia Electric (GN built spur, so they could abandoned their line)

Abandoned: 1929-Kilgard-Cloverdale
1931-Cloverdale-Colebrook
1933-Brookmere-Princeton (Tariff cancelled, track rights still granted to KV RR)
1935-Colebrook-Ladner (Port Guichon)
1939-Hedley-Princeton
1942-Kilgard area

Sold: 1945-Princeton-Brookmere to Canadian Pacific

Abandoned: 1955-Keremos-Hedley

Out of Service: 1958-Brodie-Hope due to floods

Abandoned: 1962-Brodie-Hope by CP
1985-Keremos-Chopaka
Unknown-KV Jct.-Brookmere

Former GN: Keremos-Brookmere-Spokane Division, 10th Sub

Former GN: Abbotsford-Hope-Cascade Division, 7th District (includes 36.6 miles via Canadian Northern Pacific-Cannor-Hope)

BNSF TRACK SEGMENTS-300-399

	Guichon-Abbotsford-Cascade Division, 5 th District
Former GN:	Keremos-Headly-Cascade Division, 5th Sub
Former GN:	Keremos-Chopeka-Spokane Division, 11th Sub
Former BN:	Keremos-Chopeka-Spokane Division, 15th Sub*, then 9th Sub (1982)
Former KV:	Brookmere-Hope, Coquihalia Sub
Former CNP:	Hope-Cannor-Pacific Division, Port Mann Sub
Former CP:	Princeton-Brookmere-Revelstoke, Canyon, Vancouver, & Kootenay Divisions, Princeton Sub
Former CP:	Princeton-Brookmere-Alberta South, Calgary, Revelstoke, Vancouver, and Esquimalt & Nanaimo Divisions, Princeton Sub
Current CN:	Hope-Cannor-Mountain Region, Yale Sub

394. ~~Warden~~-Royal City

History:	1909-Warden-future Royal City Jct. by Chicago, Milwaukee, & Puget Sound Ry
(MILW)	
	1912-changed to MILW
	1967-Royal City Jct.-Royal City by MILW
Sold:	1981-Othello-Royal City Jct. is owned by the Port of Beverley after MILW left the west coast and operated by BN
Sold:	1986-Washington Central RR
Sold:	1994-Othello-Royal City to Toppenish, Simcoe, & Western
Reacquired:	1996-Washington Central RR by BNSF
	1996-operated by Columbia Basin RR
Abandoned:	1999?-Othello-Royal City
Former MILW:	Warden-Othello-Idaho Division, 3d Sub Othello west (no Royal City Jct. at that time)-Coast Division, 1st Sub
Former MILW:	Warden-Othello-Coast Division, 3d Sub Othello west (No Royal City at that time)-Coast Division, 4th Sub
Former MILW:	Warden-Othello-Washington Division, 1st Sub Othello-Royal City Jct.-Washington Division, 2d Sub Royal City Jct.-Royal City-Washington Division, 19th Sub
Former BN:	Warden-Othello-Portland Division, 16th Sub, then 21st Sub, then 20th Sub
Former BN:	Warden-Royal City-Portland Division, 13th Sub, then 10th Sub
Former BN:	Warden Jct.-Royal City-Spokane Division, 9th Sub Warden-Warden Jct.-Spokane Division, 12th Sub
Former WC:	Warden Jct.-Royal City, 5 th Sub
Current CBRR:	Warden-Othello, 3rd Sub
Former TS&W:	Othello-Royal City-Royal Slope Branch

395. Wheeler-Moses Lake

History:	1910-Warden-Tiflis by Chicago, Milwaukee, & Puget Sound (MILW)
	1912-name changed to MILW
	1917-1928-Sieler-Moses Lake by MILW

BNSF TRACK SEGMENTS-300-399

Sold: 1981-BN
Sold: 1986-Washington Central
Reacquired: 1996 by BNSF
Operated by: 1996-Columbia Basin RR

Note: Master List has this as Sieler-Moses Lake

Former MILW: Warden-Moses Lake-Idaho Division, 7th Sub

Former MILW: Warden-Moses Lake-Coast Division, 10th Sub

Former MILW: Warden-Moses Lake-Washington Division, 20th Sub

Former NP: Wheeler-Warden-Idaho Division, 8th Sub

Former BN: Wheeler-Moses Lake-Portland Division, 16th Sub

Former WC: Wheeler-Moses Lake, Moses Lake Branch

Current CBRR: Wheeler-Moses Lake, Moses Lake Industrial Track

396. Palouse-Bovill

History: 1906 by Potlatch as Washington, Idaho, & Montana RR

Sold: 1961-to MILW

1981-to BN

PCC RR (Watco) & St. Maries Valley RR

Abandoned: 2001-Bovill-Harvard

Embargo'd 2003-Palouse-Harvard-placed on abandoned list pending rail banking & trail use

Sold: 2004-to The State of Washington and operated by PCC RR

Former MILW: Idaho Division, 4th Sub

Former MILW: Coast Division, 7th Sub

Former MILW: Washington Division, 24th Sub

Former BN: Spokane Division, "other", 18th Sub, 10th Sub (1982), 9th Sub (1983), 11th Sub

Former BN: Pacific Division, 29th Sub then 28th Sub

Former BN: Spokane Division, W I M Sub

Former BNSF: Washington Division, W I M Sub

Former WATCO: Palouse-Harvard-PCC RR-WIM Branch

Current WATCO: Palouse-Potlatch-PCC RR, WIM Industrial Lead

Current SMV RR: Bovill-Purdue

397. Easton-Maple Valley

History: 1909 by Chicago, Milwaukee, & Puget Sound (MILW)

1912-name changed to MILW

Sold: 1981 to BN

Abandoned: 1981-Easton-Cabin Creek

1987-Cedar Falls-Cabin Creek

1990-Rest of branch. Now part of the John Wayne/Iron Horse Trail, but is rail banked for future use.

BNSF TRACK SEGMENTS-300-399

Note: Although line was acquired from Easton, it was abandoned to Cabin Creek.

Former MILW: Coast Division, 2d Sub then 5th sub

Former MILW: Washington Division, 8th Sub

Former BN: Cedar Falls-Maple Valley-Pacific Division, 8th Sub (former trackage rights bought when MILW left)

Former BN: Easton-Maple Valley-Pacific Division, "other"

NOTE: BN never operated any trains over that portion, other than the scrap train.

Former BN: Cabin Creek-Maple Valley-Pacific Division, 11th Sub, then 8th Sub (1982)

Note: Cabin Creek connection to NP's Stampede Pass was constructed by BN. No train ran from Cedar Falls-Cabin Creek other than the scrap train.

398. Snoqualmie Falls-Cedar Falls

History: 1911 by Chicago, Milwaukee, & Puget Sound (MILW)
1912-name changed to MILW
1974-BN acquired trackage rights when BN abandoned Issaquah line segment 404

Sold: 1981-to BN

Abandoned: 1990

Former MILW: Coast Division, 5th Sub then 13th Sub

Former MILW: Washington Division, 10th Sub

Former BN: Pacific Division-11th Sub, 18th Sub, 11th Sub (1982), 8th Sub (1982)

399. Bellingham-Sumas

History: 1891 by Bellingham Bay & British Columbia RR
1918 bought by MILW

Sold: 1981 to BN

Abandoned: 1982-Cornell-Strandell
1986-Hampton Jct.-Strandell

Former MILW: Coast Division-12th Sub then 20th Sub

Former MILW: Washington Division, 20th Sub

Former BN: Strandell-Sumas-Pacific Division "other"
Bellingham-Cornwall-Pacific Division, "other"

Former BN: Bellingham-Cornwall-Cascade Division, Bellingham Sub

Former BNSF: Bellingham-MP 4.9-Pacific Division, Bellingham Sub

Former BNSF: Bellingham-MP4 (Cornwall)-Washington Division, Bellingham Sub (Note: Now a yard line segment)

Current BNSF: Bellingham-MP 4.9-Northwest Division, Bellingham Sub
Sumas-Hampton-Northwest Division, Sumas Sub

BNSF TRACK SEGMENTS-400-499

400. 11th Street (UP Junction)-Tenino Junction

Note: This was the Prairie Line or main line to Portland at one time, until 1914 when the Point Defiance line was built

History: 1873-Tenino-Tacoma by NP

Abandoned: 1994-Yelm-Tenino Jct.-now a linear park hiking trail
?-Roy-Yelm-to the City of Yelm, unknown what they are doing with the line
2003-11th St-MP 2-to eliminate SOUND Transit crossing

Sold: 2004-Tacoma Rail-freight easement
2004-SOUND Transit-MP 2.15-Lakeview

Former NP: Tacoma-Tenino-Pacific Division, 1st District (then Tacoma Division, Main Line)

Former NP: Moon Yard (UP Jct.)-Tenino Jct.-Tacoma Division, 4th Sub

Original BN: Reservation-Tenino Jct.-Pacific Division, 5th Sub*

Former BN: UP Jct.-Tenino Jct.-Pacific Division, 5th Sub

Former BN: 11th St-Tenino-Pacific Division 14th Sub, then 13th Sub (1987), then 20th Sub (1988)

Former BN & BNSF: 11th St-Yelm-Pacific Division, Lakeview Sub

Former BNSF: 11th St-Yelm-Northwest Division, Lakeview Sub

Former BNSF: S. Tacoma-Roy (MP 3-MP 21)-Northwest Division, Seattle Sub

Current: Tacoma Rail, MP2-Roy

Current: SOUND Transit-Lakeview North Segment

401. Lakeview-Nisqually

History: 1891 by NP
1914-connection in Nisqually by NP

Sold: 2004-Tacoma Rail-freight easement
2005-Lakeview-Nisqually-SOUND Transit

Former NP: Pacific Division, Gray's Harbor Sub

Former NP: Tacoma Division-17th Sub

Former BN: Pacific Division, 5th Sub*, then 19th Sub, 5th Sub (1982), "other" (1986)

Former BN & BNSF: Pacific Division, Lakeview Sub

Former BNSF: Northwest Division, Lakeview Sub

Former BNSF: Northwest Division, Seattle Sub

Current: Tacoma Rail

Current: SOUND Transit-Lakeview South Segment

402. Saint Clair-Moclips

History: 1878-St. Clair-Olympia by Olympia & Chehalis Valley
1884-Montsano-Aberdeen by Olympia & Chehalis Valley
1890-Olympia & Chehalis Valley sold to Port Townsend Southern

BNSF TRACK SEGMENTS-400-499

1891-Gate-Elma by Tacoma, Olympia, & Grays Harbor
1891-Elma-Montesano by Puget Sound & Grays Harbor RR & Transportation
1898-Tacoma, Olympia, & Grays Harbor sold to NP
1902-Hoquium-Humtulsips by NP
1906-Humtulsips-Moclips by NP
1911-Aberdeen-Hoquium by UP (joint trackage, per Asay's book)
1914-portion listed above of Port Townsend Southern sold to NP

Abandoned: 1979-Aloha-Moclips
1984-Hoquiam-Aloha-listed
1993-Aberdeen-Aloha
Sold: 1997-Gate-Aberdeen to Puget Sound & Pacific
Abandoned: 2004-Quadlock-Olympia
Sold: 2004-St. Clair-Quadlock-Tacoma Rail
Abandoned: 2005-MP 3.27-MP 6.73-rail banked
2007-.86 miles at end of track (MP 14.94-MP 15.8)

NOTE: Per track records, listed are the construction dates:
1889-Elma-Montesano
1891-St. Clair-Elma
1892-Montesano-Aberdeen Jct.
1898-Aberdeen Jct.-Hoquium
1902-Hoquium-MP 86.8
1905-MP 86.8-Moclips
1914-connection in St. Clair

Former NP: Pacific Division, Gray's Harbor Sub

Former NP: Tacoma Division, 16th Sub

Former BN: Saint Clair-Gate-Pacific Division 6th Sub
Gate-Moclips-Pacific Division, 15th Sub

Former BN: Saint Clair-Gate-Pacific Division, 6th Sub
Gate-Aloha-Pacific Division, 10th Sub

Former BN: Saint Clair-Gate-Pacific Division, 13th Sub
Gate-Hoquiam-Pacific Division, 21st Sub

Former BN: Gate-Aberdeen-Pacific Division, Harbor Line Sub

Note: BNSF accesses Olympia via see segment 8598

Former BNSF: St. Clair-Quadlock-Northwest Division, Seattle Sub

Current: St. Clair-Quadlock-Tacoma Rail

Current PS&P: Gate-Elma-Centralia Sub
Elma-Hoquiam-Harbor Sub

403. Seattle-Sumas

History: 1890-Sedro-Wooley-Arlington by Seattle, Lake Shore, & Eastern
1891-Arlington-Sumas by Seattle, Lake Shore, & Eastern
1892-Snohomish-Everett by Everett & Monte Cristo
1896-Seattle, Lake Shore, & Eastern merged with Seattle & International
1900-Everett & Monte Crisco changed to Monte Cristo
1901-Seattle & International merged with NP
1903-Monte Cristo merged with NP

BNSF TRACK SEGMENTS-400-499

Sold: Seattle Waterfront line to Seattle Metro for the Waterfront Streetcar.
1997-Seattle-Ballard-sold to Sea Lion Railroad who abandoned it, but is still operated by Ballard Terminal

Abandoned: 1971-Fremont-Lake Forest Park
1972-Hartford-Edgecomb
1972-Clear Lake-Arlington-shown-off timetable 1982
1980-Clear Lake-Sedro-Woolley
1985-Kenmore-Woodinville
1986-Snohomish-Hartford
2004-MP 38.09-39.00 in Snohomish (built 1887 by Seattle & West Coast)

NOTE: Track records indicate the following dates:
1887-Interbay-Woodinville
1888-Seattle-Interbay (waterfront line)
1888-Woodinville-Bromart
1890-Edgecomb-Sedro-Wooley
1891-Sedro-Wooley-Sumas
1892-Lowell-Delta Jct.
1904-King Street connection (via GN tunnel)
1914-Kruse Jct.-Edgecomb
The following are line changes, all in 1914:
MP 5.3-MP 6.4
McMurrary-Montburke
in Sedro-Wooley MP 97.15
Delta Jct.-GN Jct.

Former NP: Seattle-Sumas-Seattle Division, Main Line
Snohomish-Everett-Seattle Division, Everett Branch
Interbay-Ballard-Seattle Division, Ballard Branch

Former NP: Seattle-Fremont-Puget Sound Division, 2d Sub
Seattle-Sumas-Seattle Division, 2d Sub

Former NP: Tacoma Division, 5th Sub

Original BN: Sumas-Edgecomb-Pacific Division, 7th Sub*
Woodinville-North Portal-Pacific Division, 7th Sub*
Bromart-Woodinville-Pacific Division, 7th Sub*

Former BN: Sumas-Sedro Woolley-Pacific Division, 14th Sub
(1977) Snohomish Jct.-Woodinville-Pacific Division, 7th Sub
Ballard-Fremont-Pacific Division, "other"
Bothell-Woodinville-Pacific Division, "other"
Snohmish Jct.-Hartford-Pacific Division, "other"
Clear Lake-Sedro Woolley-Pacific Division, "other"

Former BN: Sumas-Sedro Woolley-Pacific Division, 14th Sub
(1979) Bromart-Woodinville-Pacific Division, 7th Sub
Ballard-Fremont-Pacific Division, "other"
Kenmore-Woodinville-Pacific Division, "other"
Bromart-Hartford-Pacific Division, "other"
Clear Lake-Sedro Woolley-Pacific Division, "other"

Former BN: Sumas-Sedro Woolley-Pacific Division, 14th Sub
(1980) Bromart-Woodinville-Pacific Division, 7th Sub
Seattle "S Jackson St"-North Portal via W Front-Pacific Division, "other"
Ballard-Fremont-Pacific Division, "other"
Kenmore-Woodinville-Pacific Division, "other"
Clear Lake-Sedro Woolley-Pacific Division, "other"

Former BN: Sumas-Sedro Woolley-Pacific Division, 14th Sub
(1981) Bromart-Woodinville-Pacific Division, 7th Sub

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	Spokane St (Stacy St Yard)-North Portal-Pacific Division, 11th Sub Seattle S Jackson St-Stacy St via Waterfront-Pacific Division, "other" Ballard-Fremont-Pacific Division, "other" Kenmore-Woodinville-Pacific Division, "other" Bromart-Hartford-Pacific Division, "other" Clear Lake-Sedro Woolley-Pacific Division, "other"
Former BN: (1982)	Sumas-Sedro Woolley-Pacific Division, 14th Sub Bromart-Woodinville-Pacific Division, 7th Sub Seattle S Jackson St-Stacy St via Waterfront-Pacific Division, "other" Ballard-Fremont-Pacific Division, "other" Kenmore-Woodinville-Pacific Division, "other" Bromart-Hartford-Pacific Division, "other"
Former BN: (Oct 82)	Bromart-Woodinville-Pacific Division, 7th Sub Sumas-Sedro Woolley-Pacific Division, 9th Sub Seattle S Jackson St-Stacy St via Waterfront-Pacific Division, "other" Ballard-Fremont-Pacific Division, "other" Kenmore-Woodinville-Pacific Division, "other" Bromart-Hartford-Pacific Division, "other" Sedro Woolley-MP 86.80-85.79-Pacific Division, "other"
Former BN: (1986)	Bromart-Woodinville-Pacific Division, 7th Sub Sumas-Sedro Woolley-Pacific Division, 9th Sub Seattle S Jackson St-Stacy St via Waterfront-Pacific Division, "other" Ballard-Fremont-Pacific Division, "other" Bromart-Hartford-Pacific Division, "other" Sedro Woolley-MP 86.8-85.8-Pacific Division, "other"
Former BN: (1988)	Sumas-Sedro Woolley-Pacific Division, 17th Sub Bromart-Woodinville-Pacific Division, 18th Sub Seattle S Jackson St-Stacy St via Waterfront-Pacific Division, "other" Ballard-Fremont-Pacific Division, "other" Bromart-Hartford-Pacific Division, "other" Sedro Woolley-MP 86.8-85.8-Pacific Division, "other"
Former BN: (1993)	Sumas-Sedro Woolley-Cascade Division, Sumas Sub Bromart-Woodinville-Cascade Division-Woodinville Sub Bromart-Snohomish-Cascade Division, "other" Sedro Woolley-Cascade Division, "other"
Former BN: (1994)	Sumas-Sedro Woolley-Cascade Division, Sumas Sub Sedro Woolley MP 86.8-85.8-Cascade Division, Sumas Sub Bromart-Woodinville-Cascade Division, Woodinville Sub Bromart-Snohomish-Cascade Division, Woodinville Sub
Former BNSF:	Sumas-Sedro Woolley-Pacific Division, Sumas Sub Sedro Woolley MP 86.8-85.8-Pacific Division, Sumas Sub Snohomish Jct. West-Woodinville-Pacific Division, Woodinville Sub
Current BNSF:	Sumas-Sedro Woolley-Northwest Division, Sumas Sub Sedro Woolley MP 86.8-85.8-Northwest Division, Sumas Sub Snohomish Jct. West-Woodinville-Northwest Division, Woodinville Sub

Ballard Terminal:Seattle-Fremont

404. North Bend (Tanner)-Woodinville

History: 1888-Woodinville-Isaquah by Seattle, Lake Shore, & Eastern
1889-Isaquah-Sallal Prairie by Seattle, Lake Shore, & Eastern
1896-sold to Seattle & International
1901-merged into NP
1944-line change MP 23-MP 24.1

Abandoned: 1974-Issaquah-Tanner in favor of MILW trackage rights via segments 397, 398, & 410

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Operating: 1999-Redmond-Issaquah
1974-Northwest Railway Museum (Snoqualmie Falls-North Bend)
2001-Issaquah Valley Trolley (MP 18.0-MP 18.9)

Former SLS&E: Woodinville-Sallal Prairie-Seattle, Lake Shore, & Eastern-Snoqualmie Branch

Former NP: Seattle Division, Snoqualmie Branch

Former NP: Seattle Division, 5th Sub

Former NP: Tacoma Division, 12th Sub (Note: Tanner is beyond North Bend and has never been listed in NP timetables other than an "additional" station.)

Former BN: North Bend-Woodinville-Pacific Division, 8th Sub*

Former BN: Issaquah-Woodinville-Pacific Division, 8th Sub, then "other"

Former BN: Issaquah-Woodinville-Cascade Division, Woodinville Sub

Former BNSF: Issaquah-Woodinville-Pacific Division, Woodinville Sub

Former BNSF: Redmond-Woodinville-Pacific Division, Woodinville Sub

Current BNSF: Redmond-Woodinville-Northwest Division, Woodinville Sub

Current IVT: MP 18.0-MP 18.9

Current NWRM: Snoqualmie Falls-North Bend

405. Woodinville-Black River

History: 1891-Black River-Quendell by NP & Puget Sound Shore
1891-Kirkland-Woodinville by NP & Puget Sound Shore
1898-sold to NP
1904-Quendell-Kirkland by NP
1904-reconstructed-Kirkland-Woodinville in new location (see segment 1428)

Abandoned: 1972-Renton-Black River in favor of using old PC line from Renton, segment 410.
2006-MP 10.6-MP 11.25

Former NP: Seattle Division, 4th Sub

Former NP: Tacoma Division, 11th Sub

Former BN: Woodinville-Renton-Pacific Division, 7th Sub*, then 18th Sub (1988)

Former BN: Woodinville-Renton-Cascade Division, Woodinville Sub

Former BNSF: Woodinville-Renton-Pacific Division, Woodinville Sub

Former BNSF: Woodinville-Renton-Northwest Division, Woodinville Sub

Current BNSF: Woodinville-MP 11.25-Northwest Division, Woodinville Sub
MP 10.6-Renton-Northwest Division, Woodinville Sub

406. Darrington-Kruse Junction

History: 1901 by Seattle & International and merged into NP the same year

Abandoned: 1993-Arlington -Darrington

Former NP: Arlington Jct.-Darrington-Tacoma Division, 14th Sub

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Former BN: Darrington-Kruse Jct.-Pacific Division, 9th Sub*

Former BN: Darrington-Kruse Jct.-Cascade Division, Bellingham Sub

Former BN: Arlington-Kruse Jct.-Cascade Division, Bellingham Sub

Former BNSF: Kruse Jct.-Arlington-Pacific Division, Bellingham Sub

Current BNSF: Kruse Jct.-Arlington-Northwest Division, Bellingham Sub

407. Sealine Junction-P A Junction; Delta Junction-P A Junction (Lowell)

Note: This segment first appeared on GN timetables in the mid 60's

Former GN: P.A. Jct.-Sealine Jct.-Cascade Division, 4th Sub then 3d Sub
GN Jct.-Delta Jct.-Cascade Division, 4th Sub then 3d Sub

Note: GN had trackage rights over NP's Tacoma Division, 5th Sub-see segment 408

Original BN: P.A. Jct.-Sealine Jct.-Pacific Division, 10th Sub*
GN Jct.-Delta Jct.-Pacific Division, 10th Sub*

Former BN: Sealine Jct.-P A Jct.-Pacific Division, 2d Sub

Former BN: Delta-P A Jct.-Pacific Division, 4th Sub (1986), 9th Sub (1988)

Former BN: Delta-PA Jct.-Cascade Division, Bellingham Sub

Former BNSF: Sea Line Jct.-PA Jct.-Pacific Division, Bellingham Sub
Delta-Lowell-Pacific Division, Bellingham Sub

Current BNSF: Sea Line Jct.-Pa Jct.-Northwest Division, Bellingham Sub

408. Bromart-Edgecomb; Delta Junction (Lowell)-Sealine Junction

History: 1890-Bromat-Edgecomb by NP
1890-Lowell Jct.-Everett Jct. By Everett & Monte Cristo
1900-Seattle & International leases Everett & Monte Cristo
1901-S&I merged into NP
1901-Delta Jct.-Lowell Jct. by NP

Former NP: Seattle Division, 6th Sub

Former NP: Bromart-Edgecomb-Tacoma Division, 13th Sub
Sealine Jct.-Delta Jct.-Tacoma Division, 5th Sub

Original BN: Bromart-Edgecomb-Pacific Division, 7th Sub*
Sealine Jct.-Delta Jct.-Pacific Division, 10th Sub*

Former BN: Delta Jct.-Sealine Jct.-Pacific Division, 2d Sub
Snohomish Jct.-Bromart-Pacific Division-7th Sub
Lowell-Sealine Jct.-Pacific Division, "other"

Note: Bromart-Edgecomb changed to segment 406

Former BN: Delta Jct.-Delta-Pacific Division, 4th sub then 9th Sub (1988)
(1986-88) Snohomish Jct.-West-Bromart-Pacific Division, 7th Sub then 18th Sub (1988)

Former BN: Snohomish Jct. West-Bromart-Cascade Division, Woodinville Sub
Delta Jct.-Delta-Cascade Division, Bellingham Sub

Former BNSF: Snohomish Jct. West-Bromart-Pacific Division, Woodinville Sub
Delta Jct.-Lowell-Pacific Division, Bellingham Sub

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Current BNSF: Snohomish Jct. West-Bromart-Northwest Division, Woodinville Sub
Delta Jct.-Lowell-Northwest Division, Bellingham Sub

409. Concrete-Anacortes

History: 1889-Burlington-Sedro by Fairhaven & Southern
1890-Sedro-1.1 miles east of Sedro by Fairhaven & Southern
1890-Anacortes-MP 27.5 by Seattle & Northern
1891-1.1 miles east of Sedro-3.1 miles east of Sedro by Fairhaven & Southern
1898-Fairhaven & Southern merged into Seattle & Montana
1900-MP 27.5-Hamilton by Seattle & Northern
1901-Hamilton-Rockport
1901-Seattle & Montana merged into GN
1902-Seattle & Northern controlled by Seattle & Montana
1907-Seattle & Northern merged into GN

Abandoned: ~~1962-Concrete-Rockport (prior to merger)~~
~~1988-Concrete-Sedro Woolley~~
~~1988-Anacortes-Fidalgo~~

Former GN: Spokane Division, 10th Sub then 7th Sub

Former GN: Cascade Division, 3d Sub then 7th Sub then 5th Sub

Former BN: Pacific Division, 12th Sub* then 10th Sub

Former BN: Sedro Woolley-Burlington-Pacific Division, 9th Sub, then “other”, then 9th sub, then (after 10/82) “other”,
then 17th Sub
Sedro Woolley-Concrete-Pacific Division, “other”

NOTE: Although Burlington-Anacortes is not listed as a segment, it is listed on the timetable as a spur off the 2d Sub still in 1982.

Former BN: Sedro Woolley-Burlington-Cascade Division, Sumas Sub
Burlington-Fidalgo-shown as spur off of the Cascade Division, Bellingham Sub, no separate segment number.
Sedro Woolley-Concrete-Cascade Division, “other” still shown until 1994

Former BNSF: Burlington-Anacortes-Pacific Division, Bellingham Sub

Former BNSF: Sedro Woolley-Burlington-Pacific Division, Sumas Sub
Burlington-Fidalgo-Pacific Division, Bellingham Sub

Current BNSF: Sedro Woolley-Burlington-Northwest Division, Sumas Sub
Burlington-Fidalgo-Northwest Division, Bellingham Sub

410. Spokane Street-Maple Valley; Henrys-Black Diamond; Franklin

History: 1874-first 15 miles by Seattle & Walla Walla RR & Transportation
1877-completed to Renton by Seattle & Colfax and dual gauge to this point
1880-S&C reorganized as Columbia & Puget Sound
1884-Renton-Franklin by Columbia & Puget Sound (narrow gauge)
1897-changed to standard gauge
1916-name changed to Pacific Coast RR
1951-operating subsidiary of GN
1970-merged into BN

Abandoned: ~~1929-MP 30.912-Franklin~~
~~1934-Maple Valley-MP 30.912~~
~~1972-Lake Wilderness area-Maple Valley-(listed) (NP Property from Henry’s Switch off~~

BNSF TRACK SEGMENTS-400-499

of the old Tacoma Division, 1st Sub)
1972-Seattle-Black River Jct.
1983-84-Henrys-Black Diamond
1990-Maple Valley-Renton-Black River-Lake Washington area-now a linear park hiking trail (both abandon sections)

Former PC: Spokane Street-Maple Valley-Pacific Coast RR, 1st Sub
Henrys-Black Diamond-Pacific Coast RR, 2d Sub

NOTE: PC Ry combined subdivisions near the end of operations.

Original BN: Argo-Black Diamond-Pacific Division, 13th Sub*

Former BN: Spokane St-Maple Valley-Pacific Division, 11th Sub
Henrys-Black Diamond-Pacific Division, "other"

Former BN: Maple Valley-Renton-Pacific Division, 8th Sub
Renton-Black River-Pacific Division, 7th Sub

Former BN: Renton-Black River-Pacific Division, 18th Sub

Former BN: Renton-Black River-Cascade Division, Woodinville Sub

Former BNSF: Renton-Black River-Pacific Division, Woodinville Sub

Current BNSF: Renton-Black River-Northwest Division, Woodinville Sub

411. Palmer Junction-Meeker

History: 1877-Meeker-Cascade Jct by NP
1885-old Palmer Jct.-Cascade Jct. by NP
1887-Palmer-Cascade Jct by NP
1959-junction changed at Palmer-1 mile by NP

Abandoned: 1982-Veazey-Cascade Jct
1985-Cascade Jct-Orting
2003-.24 miles in McMillan

Out of service: 2002-Palmer Jct.-Veazey

Sold: McMillan-Meeker-Meeker Southern RR

Note: McMillan-Buckley is now a linear park

Former NP: Pacific Division, 1st District, Buckley Line

Former NP: Tacoma Division, Buckley Line

Former NP: Tacoma Division, 7th Sub (Note: This was the original NP line to Tacoma from Stampede Pass when built)

Former BN: Pacific Division, 14th Sub* then 12th Sub

Former BN: Palmer Jct.-Veazey-Pacific Division, "other"
Cascade Jct.-Meeker-Pacific Division, "other"

Former BN: Palmer Jct.-Veazey-Pacific Division, "other"
Orting-Meeker-Pacific Division, "other"

Former BN: Palmer Jct.-Veazey-Pacific Division, Stampede Sub
Cascade Jct.-Meeker-Pacific Division, Seattle Sub

Former BNSF: Palmer-Veazey-Pacific Division, Stampede Sub
Orting-Meeker-Pacific Division, Seattle Sub

Former BNSF: Palmer Jct.-Veazey-Pacific Division, Stampede Sub
Meeker-McMillan-Pacific Division, Seattle Sub

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Current BNSF: Palmer Jct.-Veazey-Northwest Division, Stampede Sub, Veazey Spur (out of service)

Meeker Southern: Meeker-McMillan-Northwest Division

412. Cle Elum-Ronald

History: 1886-Cle Elum-Roslyn by NP
1887-Roslyn-Ronald by NP
1908-Ronald-end of track by NP (Lakedale-abandoned prior to 1939)

Embargoed: 1980

Abandoned: 1986 and now a 5 mile linear park

Former NP: Pacific Division, Roslyn Branch

Former NP: Seattle Division, 3d Sub

Former NP: Tacoma Division, 6th Sub

Former BN: Pacific Division, 15th Sub* then 13th Sub

413. Anacortes-Shannon Point

History: 1905 by GN

Abandoned: 1988

Former GN: Cascade Division, spur from 7th Sub, then spur from 5th Sub

Original BN: Pacific Division, spur from the 12th Sub*

Former BN: Pacific Division, "other"

414. Lake Kaposwin-Orting

History: 1885-Orting-MP 5.5 by Tacoma, Orting, & Southeastern
1889-MP 5.5-MP 7.25 by Tacoma, Orting, & Southeastern
1898-sold to NP
1910-MP 7.25-Lake Kaposwin by NP

Abandoned: 1982

Former NP: Pacific Division, Orting Branch

Former NP: Tacoma Division, Orting Branch

Former NP: Tacoma Division, 10th Sub

Former BN: Pacific Division, 14th Sub* then 12th Sub, then "other" in 1981

415. Carbonado-Cascade Junction

History: 1877-Cascade Jct.-Wilkinson by Northern Pacific & Cascade RR
1880-Wilkinson-Carbonado by Northern Pacific & Cascade RR
1898-sold to NP

Abandoned: 1984-and now a linear park, part of segment 411's park

Note: This line used to go to Fairfax beyond Carbonado at one time.

Former NP: Pacific Division, Wilkeson Branch

BNSF TRACK SEGMENTS-400-499

Former NP: Tacoma Division, Wilkeson Branch
Former NP: Tacoma Division, 7th Sub
Former BN: Pacific Division, 14th Sub* then 12th Sub, then “other” in 1981

416. Wilkeson Switchback

History: 1877 by Northern Pacific & Cascade RR
1898-sold to NP

Abandoned: 1984

Former NP: Pacific Division, Wilkeson Branch
Former NP: Tacoma Division, Wilkeson Branch
Former NP: Tacoma Division, 7th Sub
Former BN: Pacific Division, 14th Sub* then “other”

417. Tilbury Line Junction-Tilbury Line Dock

History: 1961 by GN
Former GN: Cascade Division, Spur off of 3rd Sub, then spur off of 2nd Sub
Original BN: Pacific Division, spur off of 2d Sub*
Former BN: Pacific Division, “other”
Former BN: Cascade Division, New Westminster Sub
Former BNSF: Pacific Division, New Westminster Sub

Current BNSF: Northwest Division, New Westminster Sub

418. Intalco-Cherry Point

History: 1965 by GN, shown in Hidy’s book as Custer to Lake Terrell
Former GN: Cascade Division, Spur off of 3rd Sub, then spur off of 2nd Sub
Original BN: Pacific Division, spur off of 2d Sub*
Former BN: Pacific Division, “other”, then 13th Sub (1985), then 8th sub (1986), then 16th Sub (1988)
Former BN: Cascade Division, Cherry Point Sub
Former BNSF: Pacific Division, Cherry Point Sub

Current BNSF: Northwest Division, Cherry Point Sub

419-unused

420. Chehalis-South Bend

History: 1891-93 by Yakima & Pacific Coast and completed by United Railways of Washington
1898-sold to NP

Abandoned: Rail banked. Part of the John Wayne/Iron Horse linear park

Former NP: Pacific Division, South Bend Branch

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Former NP: Tacoma Division, South Bend Branch, then 21st Sub
Original BN: Portland Division, 9th Sub*
Former BN: Pacific Division, 17th Sub, then 12th Sub (1982), then 23d Sub (1988)
Former BN: Pacific Division, Raymond Sub

421. Centralia-Gate

History: 1891 by Tacoma, Olympia, & Grays Harbor
1898-sold to NP
Sold: 1997-to PS&P
Former NP: Pacific Division, Gate Line
Former NP: Tacoma Division, Gate Line, then 18th Sub
Original BN: Portland Division, 10th Sub*
Former BN: Pacific Division, 15th Sub, then 10th Sub (1982), then 21st Sub (1988)
Former BN: Pacific Division, Harbor Line Sub
Current PS&P: Centralia Subdivision

422. South Aberdeen Junction-Markham

History: 1892 by Tacoma, Olympia, & Grays Harbor
1898-sold to NP
Abandoned: 1911-Ocosta-Bay City
1986-shown on the abandoned list, but still shown on timetables in 1994.
1997-abandonment completed
Note: Ocosta-Markham abandoned before merger.
Former NP: Pacific Division, Ocosta Branch
Former NP: Tacoma Division, Ocosta Branch, then 20th Sub
Original BN: Portland Division, 10th Sub*
Former BN: Pacific Division, 15th Sub, then "other" in 1980
Former BN: Pacific Division, Harbor Line Sub

423. Cosmopolis-South Aberdeen Junction

History: 1891-to MP 2.2 by Tacoma, Olympia, & Grays Harbor
1898-sold to NP
1956-MP 2.2-MP 3 by NP
Sold: 1997-to PS&P
Former NP: Tacoma Division, 20th Sub
Original BN: Portland Division, 10th Sub*
Former BN: Pacific Division, 15th Sub, then "other" (1980)
Former BN: Pacific Division, Harbor Line Sub

BNSF TRACK SEGMENTS-400-499

424. Burrard Inlet Spur

History: 1900-Vancouver, Victoria, & Eastern franchise acquired by GN
1909-constructed by VV&E
Leased: 2006-Canadian National

Also see segment 8031

Former BNSF: Northwest Division, Burrard Inlet Spur (not shown on timetables)

425. Shelton-Elma

History: 1889-Elma-MP 17.6 by Puget Sound & Grays Harbor RR & Transportation
1898-sold to NP
1925-MP 17.6-Shelton by NP as well as reconstructing MP 17.6-Simpson
Sold: 1997-to PS&P

Former NP: Elma-Simpson-Pacific Division, Elma Branch

Former NP: Elma-Simpson-Tacoma Division, Elma Branch

Former NP: Tacoma Division, 19th Sub

Original BN: Portland Division, 11th Sub*

Former BN: Pacific Division, 16th Sub, then 11th Sub (1982), then 22d Sub (1988)

Former BN & BNSF: Pacific Division, Bangor Sub

Current PS&P: Bangor Sub

426. Bangor-Shelton

History: 1944 by the U.S. Government and operated under contract by NP
1997 operated by PS&P

Former NP: Tacoma Division, 19th Sub

Original BN: Portland Division, 11th Sub*

Former BN: Pacific Division, 16th Sub, then 11th Sub (1982), then 22d Sub (1988)

Former BN & BNSF: Pacific Division, Bangor Sub

Current PS&P: Bangor Subdivision

427. Bremerton-Bremerton Junction

History: 1944-45 by NP
Sold: 1997-PS&P

Former NP: Tacoma Division, 19th Sub

Original BN: Portland Division, 11th Sub*

Former BN: Pacific Division, 16th Sub then 11th Sub (1982)

Former BN & BNSF: Pacific Division, Bangor Sub

BNSF TRACK SEGMENTS-400-499

Current PS&P: Bangor Sub

428. Wickersham-Bellingham

History: 1892-Bellingham-MP 22.5 by Bellingham & Eastern
1900-Bellingham-Larson by Bellingham & Eastern
1902-MP 22.5-23 by Bellingham & Eastern
1902-Larson-Wickersham by Bellingham & Eastern
1903-sold to NP

Abandoned: 1971-Wickersham-Larson

Donated: 1971-Wickersham-MP 4.5-to Lake Whatcom RR

Abandoned: 1971-track removed MP 3.6-MP 5.0

1982-Larson-Bellingham Now a linear park

Former NP: Tacoma Division, 15th Sub

Original BN: Pacific Division, 11th Sub*

Former BN: Larson-Bellingham-Pacific Division, "other"

Current: Wickersham-MP 3.5-Lake Whatcom RR

429. Stanwood-Twin City Food Spur

History: 1965 by GN

Former GN: Cascade Division, Spur off of 3rd Sub, then spur off of 2nd Sub

Original BN: Pacific Division, spur off of 2d Sub*

Former BN: Pacific Division, "other"

Former BN: Cascade Division, Bellingham Sub

Former BNSF: Pacific Division, Bellingham Sub

Current BNSF: Northwest Division, Bellingham Sub

430. Seattle-Argo

History: 1873 by Seattle & Walla Walla Ry
1878-sold to NP

Former NP: Tacoma Division, 2d Sub

Original BN: Pacific Division, 3d Sub*

Former BN: Via Stacy Street-Pacific Division, 3d Sub
Via Colorado Ave-Pacific Division, "other"

Former BN: Via Stacy St & Via Colorado Ave Line-Pacific Division, Seattle Sub

Former BNSF: Seattle-S. Jackson St-Pacific Division, Seattle Sub
Stacy St-Argo via Colorado Ave-Pacific Division, Seattle Sub

Former BNSF: Via Stacy St & Via Colorado Ave Line-Pacific Division, Seattle Sub

Current BNSF: Via Stacy St & Via Colorado Ave Line-Northwest Division, Seattle Sub

431. 2nd Avenue Yard (Seattle)

BNSF TRACK SEGMENTS-400-499

History: 1883-84-railhead established by Puget Sound Shore
1889-Puget Sound Shore acquired by Puget Sound & Northern Pacific
1898-Puget Sound & NP merged into NP

NP 1893: Green River Division

NP 1898: Pacific Division, 1st District, Seattle Line

NP 1909: Puget Sound Division, 1st Sub

NP 1922: Seattle & Tacoma Division

NP 1928: Seattle Division, Seattle & Tacoma Terminal (until 1932 when Tacoma Division was created)

Former NP: Tacoma Division, 2d Sub

Former BN: Pacific Division, 3d Sub*, then 4th Sub (1988)

Former BN & BNSF: Seattle-11th St- Pacific Division, Seattle Sub

Current BNSF: [Seattle-11th St-Northwest Division, Seattle Sub](#)

Note: Master List indicates 2nd Avenue, but the 1960 Yard Map shows 7th Avenue Yard

432. Colebrook-Roberts Bank

History: 1968 by British Columbia Harbours Board RY and operated by BC RY. Joint line of GN/CP/CN/BC RY

Former BCHB: Port Subdivision

Former GN: Cascade Division, Spur off of 3rd Sub, then spur off of 2nd Sub

Original BN: Pacific Division, spur off of 2d Sub*

Former BN: Pacific Division, "other"

Former BN: Cascade Division, New Westminster Sub

Former BNSF: Pacific Division, New Westminster Sub

Current BNSF: [Northwest Division, New Westminster Sub via BCRy](#)

Current BCR: [Port Subdivision](#)

433. South Pasco Wye

History: 1908 by Northern Pacific, established on arrival of SP&S

1907: Pasco Division

1928: Cheney-Pasco-Pasco Division until 1932 when it all became Idaho Division

Former NP: Pasco-SP&S Jct.-Idaho Division, 3d Sub

Original BN: Cheney-SP&S Jct.-Portland Division, 1st Sub*

Former BN: Pasco-SP&S Jct.-Portland Division, 2d Sub

Former BN: Pasco-SP&S Jct.-Portland Division, 2d Sub

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Former BN: Pasco-SP&S Jct.-Pacific Division, 1st Sub, then Spokane Division, 3d Sub
Former BN: Pasco-SP&S Jct.-Pacific Division, 6th Sub
Former BNSF: Pasco-SP&S Jct.-Washington Division, Lakeside Sub & Oregon Division, Wishram Sub
Former BNSF: Sunset Jct.-SP&S Jct.-Northwest Division, Lakeside Sub
Current BNSF: [Sunset Jct.-SP&S Jct.-Northwest Division, Lakeside Sub](#)

434. Riparia-Lewiston

History: 1906-Riparia-Almota by Oregon, Washington, & Idaho (OWR&N (UP))
1907-Almota-Lewiston by Oregon, Washington, & Idaho (OWR&N (UP))
1908-track opens
1909-to Camas Prairie (joint ownership between UP & NP)
1910-sold to Camas Prairie
Sold: [Camas Prairie Rail Corp.](#)
[2004-Sold to WATCO and renamed Great NW RR](#)
Former CPR: Camas Prairie, 3d Sub

435. Riparia-Attalia

History: 1880-Attalia-Wallulla by NP
1881-Grange City-South Riparia by OWR&N(UP)
1888-South Riparia-Riparia by OWR&N(UP)
1899-old Ayer-Grange City Jct by OWR&N(UP)
1960-South Riparia-Riparia abandoned by UP
1965-NP gains rights over UP, due to dam flooding
1968-Grange City-South Riparia abandoned in 1968 due to relocation
1968-New Ayer-Riparia opened by UP, built by US Corps of Army Engineers
Note: Also see segment 8572
Former NP: Attalia-Zanger Jct.-Idaho Division, 11th Sub
Former UP: Attalia-Wallulla-Oregon Division, Yakima Branch
Wallula-Ayer-Oregon Division, 6th Sub
Ayer-Riparia-Oregon Division, Tekoa-Ayer Branch
Former UP: Attalia-Villard Jct.-Columbia River Division, Yakima Branch
Zanger Jct-Wallula Jct.-Columbia River Division, Wallula Branch
Wallula Jct.-Ayer Jct.-Columbia River Division, Spokane Sub
Ayer Jct.-Riparia-Columbia River Division, Riparia Branch
Current UP: [Attalia-Villard Jct.-Portland Area Division, Yakima Industrial Lead](#)
[Wallula Jct.-Ayer Jct.-Portland Area Division, Ayer Sub \(Line 870\)](#)
[Ayer Jct.-Riparia-Portland Area Division, Riparia Branch \(Line 877\)](#)
Note: When the former NP Snake River Branch-Idaho Division, 12th Sub was abandoned with the Snake River Dams flooding the old line, BN acquired trackage rights over UP. All of this list reflects the UP segment.
Former BN: Riparia-Attalia-Portland Division, 15th Sub, then 14th Sub
Former BN: Riparia-Zanger Jct.-Portland Division, 6th Sub
Former BN: Riparia-Zanger Jct.-Spokane Division, 13th Sub

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Former BN: Riparia-Zanger Jct.-Pacific Division, 27th Sub

Former BN: Riparia-Villard Jct.-Pasco Division, Burbank Sub

Former BNSF: Riparia-Washington Division, Burbank Sub

Current BNSF: [Riparia-Northwest Division, Burbank Sub \(now a yard segment\)](#)

436. Banks-Hillsboro

History: 1906 by Pacific Railway & Navigation
1915-merged into Southern Pacific

Operated by: [1986-Port of Tillamook Bay](#)

Sold: [1997-Portland & Western](#)

Former SP: Portland Division, Brooklyn Sub, Tillamook Branch

Former SP: Portland-Shasta Division, Brooklyn Sub, Tillamook Branch

Former SP: Oregon Division, Brooklyn Sub, Tillamook Branch

Former POTB: Main track

Current P&W: [Tillamook District](#)

437. Kennewick-Richland Junction-North Richland

History: 1949 by OWR&N(UP)

Sold: [1992 to Washington Central RR](#)

Reacquired: 1996 by BNSF-line not listed

Note: Also see segment 8574.

Former NP: Idaho Division, Richland Branch (per station list, not listed on timetables)

Former UP: Kennewick-Richland Jct.-Oregon Division, Yakima Branch

Former UP: Kennewick-Richland Jct.-Columbia River Division, Yakima Branch

Former BN: via trackage rights over UP:
Kennewick-Richland Jct.-Portland Division, "other"
Richland Jct.-North Richland-Portland Division, "other"

Former WC: Washington Central, Richland-Hanford line

Current UP: [Portland Area Division, Yakima Industrial Lead](#)

438. Vancouver-Yacolt

History: 1889-Vancouver-Brush Prairie by Vancouver, Klickitat, & Yakima RR
1899-Brush Prairie-Salmon Creek by Vancouver, Klickitat, & Yakima RR
1899-sold to Portland, Vancouver, & Yakima RR
1900-Salmon Creek-Daly's Road by Portland, Vancouver, & Yakima RR
1902-Daly's Road-Yacolt by Portland, Vancouver, & Yakima RR
1903-connection made at Vancouver
1903-Vancouver-Vancouver Jct. by Portland, Vancouver, & Yakima RR
1903-sold to Washington Railway & Navigation Company
1903-sold to NP

Sold: [1960-Rye-Yacolt to Longview, Portland, & Northern, Northern Division](#)

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1981-Rye-Yacolt to Chelatchie Prairie
1987-Rye-Yacolt to Lewis & Clark Ry.
2004-Operated by Portland-Vancouver Jct. RY-Vancouver Jct.-Battle Ground, owned by
Clark County , WA.

Operated by: 2005-Battle Ground-Yacolt by Columbia Basin

Former NP: Pacific Division, Yacolt Branch

Former NP: Tacoma Division, Yacolt Branch, then 22d Sub

Original BN: Portland Division, 3d Sub*

Former BN; Pacific Division, "other"

Former BN: (1989)Pacific Division, Yard line segment

Former BN & BNSF: Pacific Division, Seattle Sub

Former BNSF: Northwest Division, Seattle Sub

Current: Columbia Basin RR

439. Goldendale-Lyle

History: 1903-Columbia River & Northern RR
1908-sold to SP&S by NP
1909-merged into SP&S

Out of service: 1987

Abandoned: 1992-Klickitat-Goldendale
1993-Lyle-Klickitat
1994-rail banked as a linear park.

Former SP&S: Vancouver Division, 4th Sub

Former SP&S: SP&S, 4th Sub

Former BN: Portland Division, 6th Sub then 9th Sub (1986)

Former BN: Portland Division, Fallbridge Sub (out of service)

440. Willbridge-Seaside

History: 1883-Willbridge-Hunters by NP
1883-Youngs Bay-Seaside by Seashore RR
1890-Hunters-Goble by NP
1890-Warrenton-Seaside by Astoria & South Coast
1892-Astoria & South Coast merged with Astoria & Portland
1895-Astoria & Portland no longer in existence
1897-Seashore RR merged into Astoria & Columbia River
1898-Seaside-Holiday by Astoria & Columbia River
1898-Gobel-Warrenton by Astoria & Columbia River
1906-GN purchases the Gobel-Seaside line
1907-Seaside-Holiday by Astoria & Columbia River
1908-west leg of Wye completed for Willamette River Draw Bridge
1911-Gobel-Seaside line purchased by SP&S from GN
1911-Gobel-Willbridge line leased by SP&S from NP
1911-Astoria & Columbia River merged into SP&S
1918-track removed-west leg of Wye
1964-track replaced-west leg of Wye

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Abandoned:	1978-Camp Clatsop-Seaside 1985-Astoria-Camp Clatsop
Donated:	3 miles of track in Astoria to the Port of Astoria, which runs the waterfront streetcar over this portion. Astoria Depot to the Maritime Museum
Sold:	1999-Willbridge-Tongue Point-Portland & Western
Former NP:	Goble-Portland-Pacific Division, main line
Former NP:	Goble-North Portland-Pacific Division, Goble Branch (governed by Astoria & Portland Rules)
Former SP&S:	Willbridge-Astoria-Astoria Division, 1 st District Astoria-Holiday-Astoria Division, 2 nd District
Former SP&S:	Portland Division, 1st Sub
Former SP&S:	SP&S, 6th Sub
Former BN:	Portland Division, 7th Sub*
Note:	Despite the abandonments, it remained the 7th Sub of the Portland Division
Former BN:	Willbridge-Astoria-Pacific Division, 16th Sub, then 24th Sub
Former BN:	Willbridge-Astoria-Portland Division, A Line Sub
Former BNSF:	Willbridge-Astoria-Oregon Division, A Line Sub
Current:	Willbridge-Tongue Point-Portland and Western RR (Genesee & Wyoming, parent company) P&W Astoria District

Current Astoria Riverside Trolley: East Basin-Car Barn (MP 98.8-MP 101.7)

441. Warrenton-Hammond

History:	1898-Warrenton-Hammond by Astoria & Columbia River 1899-Hammond-Ft. Stevens by Astoria & Columbia River (abandoned prior to merger) 1906-Purchased by GN 1911-Sold to SP&S by GN and merged into SP&S
Abandoned:	1985

Former SP&S:	Astoria Division, 3 rd District
Former SP&S:	Portland Division, 2d Sub
Former SP&S:	SP&S, 7th Sub
Former BN:	Portland Division, 7th Sub* then "other"

442. United Junction-Eugene

History:	1906-Salem-Chemewa by Willamette Valley and sold to OE 1908-Greton-Salem by Oregon Electric 1910-Oregon Electric purchased by NP and GN 1910-Greton-Beburg by Beaverton & Willsburg (SP) 1911-NP & GN sell OE to SP&S 1911-United Jct.-Bowers Jct. by United Railways 1912-Salem-Eugene by Oregon Electric 1913-Orenco Cutoff by Oregon Electric 1942-SP&S abandons Garden Home-Beaverton & Garden Home-Tigard in favor of
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BNSF TRACK SEGMENTS-400-499

	rights via SP-Greton-Beburg, eliminating the railroad grade crossings. 1944-United Railways merged into SP&S
Abandoned:	1972-Eugene Industrial tracks 1975-new Willamette River Bridge in service at Wilsonville 1981-Oregon Electric merged into BN 1984-Trackage rights via SP extended from Beburg to St. Mary's
Abandoned: Sold:	1984-Beaverton-Beburg 1994-United Jct.-Bowers Jct., & Greton-Bush-Portland & Western RR (Genesee & Wyoming, parent company) and BN obtains track rights from Portland-Eugene via UP as a condition to the SP-UP merger. Included in sale was the SP portion of the Beaverton-Forest Grove Jct.-Tri-County Metropolitan Transportation District of (Tri-Met) for use of west side light rail. This was a 3-way deal between Tri-Met, SP, and BN.
line. Oregon Met, SP, Abandoned:	Merle-Orenco
Leased:	2002-Salem-Eugene to Portland & Western for 15 years
Abandoned:	Bowers Jct.-Merle
Acquired:	2006-Tigard-Beaverton by Tri-Met (from Washington County) from UP. UP retains freight rights which were transferred to P&W.
NOTE:	segment 501 was used once to indicate the SP rights-Greton-Beburg, even though that Number was already assigned to a Duluth/Superior yard segment. Also see segments 1702, 1705, & 8561.
Former OE: (partial)	SP Xing (Greton)-Salem-1 st Sub Salem-Eugene-2 nd Sub Orenco-Beaverton-4 th Sub Orenco-Bowers Jct.-5 th Sub
Former SP&S:	United Jct.-Bowers Jct.-United Railways Bowers Jct.-Orenco-Oregon Electric, 2d Sub Orenco-Garden Home-Oregon Electric, 3d Sub Garden Home-Eugene-Oregon Electric, 1st Sub
Former SP&S:	United Jct.-Bowers Jct.-Portland, Division, 3d Sub Bowers Jct.-Eugene-Oregon Electric, 1st Sub
Former SP&S:	United Jct.-Bowers Jct.-SP&S, 8th Sub Bowers Jct.-Eugene-SP&S, 9th Sub includes trackage rights over SP, Greton-Beburg
Former SP:	Greton-Beburg-Portland Division, Brooklyn Subdivision, Tillamook Branch, then Oregon Division, then Pacific Division, added St. Marys, same Tillamook Branch later, then Roseville Division
Former BN:	Portland Division, 8th Sub* (includes trackage rights over SP-Beburg-Greton)
Former BN:	Portland Division, 8th sub (includes trackage rights over SP-St Mary's-Greton)
Former BN:	Pacific Division, 17th Sub, then 25th Sub (includes trackage rights over SP-St Mary's-Greton)
Former BN:	United Jct.-Eugene-Portland Division, O E Sub (listed United Jct.-Bethel, as Eugene is now an "additional" station.
Former BNSF:	Bush-Bethel-Oregon Division, O E Sub (Enid & Eugene continue to be "additional" stations.)
Comment:	The Oregon Electric Station in Eugene is now a restaurant as is the Tualatin Station. The Tonkin substation, although a shell, is still standing, as well as the old OE shops in SW Portland on SW Water Avenue.
Former BNSF:	Salem-Bethel-Northwest Division, O E Sub (Enid & Eugene are still additional stations)
Former P&W:	United Jct.-Bowers Jct.-United Railways District Bowers Jct.-Merle-Bendemeer District

BNSF TRACK SEGMENTS-400-499

St Marys-Greton-Tillamook District
Greton-Eugene-Oregon Electric District

Current P&W: United Jct.-Bowers Jct.-United Railways District
St Marys-Greton-Tillamook District
Greton-Eugene-Oregon Electric District

Current UP: Portland-Eugene-Portland Area Division, Brooklyn Sub (line 845) (BNSF trackage rights)

443. Bowers Junction-Vernonia (Keasey)

History: 1911-Bowers Jct-Wilksboro by United Railways
1922- Wilksboro-Keasey by Portland, Astoria, & Pacific
1923-sold to SP&S who began operations 1924
1944-United Railways merged into SP&S

Abandoned: 1958-Vernonia-Keasey
1974-Banks-Vernonia-Rail banked and Oregon's first linear park.

Operated: 1986-by Port of Tillamook Bay: Banks-North Plains

Sold: 1997-Portland & Western (Genesee & Wyoming parent) and back in service-Bowers Jct.- Banks

Abandoned: 2000-.38 miles in Banks

Former SP&S: United Railways Sub

Former SP&S: Portland Division, 4th Sub

Former SP&S: SP&S, 8th Sub

Former BN: Portland Division, 8th Sub*

Former BN: Bowers Jct.-Banks-Portland Division, 9th Sub

Current P&W: Bowers Jct.-Banks-United Railways District

444. Yakima-Naches

History: 1906 by North Yakima & Valley Ry.
1914-sold to NP

Sold: 1986-to Washington Central RR

Reacquired: 1996-by BN-Washington Central now a subsidiary

Out of Service: 1997

Leased: 1999-Fruitvale-Naches by Yakima Valley Transportation

Abandoned: 2004-Fruitvale-Naches, placed on abandoned list, still out of service

Leased: 2005-Central Washington RR

Abandoned: 2006-Fruitvale-Naches consummated, despite an offer of Financial Assistance

Former NP: Tacoma Division, 24th Sub

Former BN: Portland Division, 12th Sub*

Former WC: Naches Branch

Former BNSF: Pacific Division, Yakima Valley Sub

Former BNSF: Yakima-Fruitvale-Pacific Division, Yakima Valley Sub

Former BNSF: Yakima-Fruitvale-Northwest Division, Yakima Valley Sub

Former YVT: Fruitvale-Naches-Yakima Valley Transportation

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Current WC: Yakima-Fruitvale.

445. Brace-Tieton

History: 1912-Cowiche Jct.-Spitzenberg (Weikel) by North Yakima & Valley Ry.
1914-sold to NP
1918-Spitzenberg (Weikel)-Tieton by NP
Sold: 1986-Washington Central RR
Reacquired: 1996-by BNSF
Abandoned: 1999

Former NP: Tacoma Division, 24th Sub

Former BN: Portland Division, 12th Sub*

Former BNSF: Pacific Division, Yakima Valley Sub

446. Yakima-Moxee City

History: 1910 by North Yakima & Valley Ry.
1914-sold to NP
Abandoned: 1984-.6 miles in Moxee City
Sold: 1986-Washington Central RR
Reacquired: 1996-BNSF
Leased: 2005-Central Washington

Former NP: Tacoma Division, 23d Sub

Former BN: Portland Division, 13th Sub* then 12th Sub (1982)

Former BNSF: Pacific Division, Yakima Valley Sub

Former WC: Washington Central, Yakima-Moxee City Branch

Former BNSF: Northwest Division, Yakima Valley Sub

Current: Central Washington

447. Toppenish-White Swan

History: 1909-Toppenish, Simcoe, & Western RR (first rail mile, 5 miles graded
1912- North Yakima & Valley RR (8.6 miles rail, roadbed graded to White Swan)
1914-sold to NP
1915-Farrin-Hearrah by NP
1916-Harrah-White Swan by NP
1949-Toppenish-MP 1 (new connection) by NP
Sold: 1986-Washington Central RR
Abandoned: 1992-placed on abandoned list
Sold: 1993-WDOT (Washington Department of Transportation and operated by Toppenish, Simcoe & Western (owned by Yakima Valley Rail & Steam Museum)-1993
Operated by: 2005-Central Washington

Former NP: Idaho Division, 13th Sub

Former BN: Portland Division, 14th Sub*, then 11th Sub, then 10th Sub

Former WC: 3rd Sub

BNSF TRACK SEGMENTS-400-499

Former TSW: Simcoe Branch

Current: Central Washington

448. Gibbon-Parker

History: 1906-Granger-Gibbon by NP
1907-Sunnyside Jct.-Sunnyside by NP
1908-Sunnyside-Gibbon by NP
1910-Grangler-Flint by North Yakima & Valley Ry
1911-Flint-Parker by North Yakima & Valley Ry
1911-Midvale-Sunnyside by OWR&N(UP) and other cities operated currently by BNSF
1914-North Yakima & Valley Ry sold to NP
1917-Gibbon-Grandview by NP

Abandoned: 1994-Granger-Parker

Sold: 1986-Washington Central RR-rebuilt Granger-Zilah

Reacquired: 1996-BNSF

Abandoned: 1999-Zilah-Granger

Leased: 2005-Central Washington

Former NP: Idaho Division, 4th Sub

Former BN: Portland Division-15th Sub*

Former BN: Gibbon-Granger-Portland Division, 12th Sub

Former BNSF: Gibbon-Zilah-Pacific Division, Granger Sub

Former BNSF: Gibbon-Granger-Pacific Division, Granger Sub

Former WC: 2nd Sub

Former BNSF: Gibbon-Granger-Northwest Division, Granger Sub

Current: Central Washington

449. Schrag-Bassett Junction

History: 1910 by Connell & Northern
1914-sold to NP

Sold: 1986-Washington Central RR

Reacquired: 1996 by BNSF

Sold: 1996-Columbia Basin RR

Former NP: Idaho Division, 8th Sub

Former BN: Portland Division, 16th Sub*, then "other" in 1980

Former WC: Schrag Branch

Current CBRR: Schrag Industrial Track

450. Ainsworth Junction-Dayton

History: 1880-Ainsworth-Attalia by NP
1884-Snake River Bridge completed
1888-Attalia-Wallula by Walla Walla & Ainsworth Ry
1888-Dayton-Waitsburg by Oregon & Washington Transportation
1889-MP65-Dayton (per track plans)

BNSF TRACK SEGMENTS-400-499

1892-Oregon & Washington Transportation changed to Washington & Columbia River

1907-Sold to NP

1908-new track via SP&S-SP&S connection-Ainsworth Jct.

1912-Walla Walla-Dixie purchased from OWR&N (UP)

1953-line change-Burbank-Attalia

Abandoned: 1984-Walair-Dayton
1986-Attalia-Walair-shown in 1986, but off time table in 1994

Sold: Zanglar Jct-Walla Walla-BLM RR

Former NP: Ainsworth Jct.-Villard Jct.-Idaho Division, 9th Sub
Attalia-Dayton-Idaho Division, 9th Sub

Note: Between Villard Jct-Attalia via UP trackage rights-see segment 435

Former BN: Ainsworth Jct.-Villard Jct.-Portland Division, 18th Sub*
Attalia-Dayton-Portland Division, 18th Sub*

Former BN: Ainsworth Jct.-Dayton-Portland Division, 18th Sub (now joint track)

Former BN: Ainsworth Jct.-Dayton, Portland Division, 17th Sub (1982)

Former BN: Ainsworth-Walair-Portland Division, 14th Sub

Former BN: Walair-Attalia-Portland Division, 14th Sub, then 5th Sub (1986)
Villard Jct-Ainsworth Jct.-Portland Division, 14th Sub, then 5th Sub (1986)
Back to segment 435 for trackage rights over UP between Attalia-Villard Jct

Former BN: Walair-Walla Walla-Spokane Division, 12th Sub
Villard Jct.-Ainsworth Jct.-Spokane Division, 12th Sub

Former BN: Walair-Walla Walla-Pacific Division, 26th Sub
Villard Jct.-Ainsworth Jct.-Pacific Division, 26th Sub

Former BN: Walair-Walla Walla-Pasco Division, Walla Walla Sub
Villard Jct.-Ainsworth Jct.-Pasco Division, Walla Walla Sub

Former BN: Ainsworth Jct.-Villard Jct.-Pasco Division, Burbank Sub

Former BNSF: Ainsworth Jct.-Villard Jct.-Washington Division, Burbank Sub

Current BNSF: Ainsworth Jct.-Villard Jct.-Northwest Division, Burbank Sub

Current WATCO: Walair-Walla Walla-Wallula Branch-PCC Ry

Note: Even though PCC goes to Dayton via Dayton Branch, they use the former UP rails.

451. Attalia-UP Connection

History: 1888-Attalia-Fulton by Oregon & Washington Territory RR
1889-Fulton-UP Connection by Oregon & Washington Territory RR
1892-Oregon & Washington Territory RR changed to Washington & Columbia River Ry.

1907-sold to NP

1953-line change-Attalia-Walulla Jct.

Abandoned: 1991

Former NP: Idaho Division, 11th Sub

Former BN: Portland Division, 19th Sub*, then 18th Sub, then 15th Sub, then 14th Sub

Former BN: Zanger Jct.-UP Connection-Portland Division, 6th Sub

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Former BN: Zanger Jct.-UP Connection-Spokane Division, 13th Sub

Former BN: Zanger Jct.-UP Connection-Pacific Division, 27th Sub

Note: Segment still considered Northwest Division, Walla Walla Sub-Wallula-Zanger Jct for maintenance of way purposes.

452. Smeltz-Athena

History: 1888 by Oregon & Washington Territory RR
1892 changed to Washington & Columbia River Ry.
1907-sold to NP

Abandoned: 1985

Former NP: Idaho Division, 11th Sub

Former BN: Portland Division, 19th Sub*, then "other" in 1980

453. Eureka-Pleasant View

History: 1888 by Oregon & Washington Territory RR
1892 changed to Washington & Columbia River Ry.
1907-sold to NP

Embargoed: 1977

Abandoned: 1981

Former NP: Idaho Division, 10th Sub

Former BN: Portland Division, 20th Sub*

454. Mesa-End of Track

History: 1967-69 by NP

Abandoned: 1996

Former NP: Idaho Division-Spur off of 2d Sub

Former BN: Portland Division, 22d Sub* then 10th Sub

455. Lookout-Hambone

History: 1928-Hambone-Whitehorse by GN
1930-Whitehorse-Lookout by GN

Operated: 1930-by McLeod River RR

Embargoed: 2003-pending abandonment

Abandoned: 2004-MP .21-Hambone-placed on abandoned list

Sale Pending: 2006-sale pending to Seaside Holdings, Inc. (per STB, an OFA), withdrawn Nov. 2006

Note: This was built as a joint line, as listed by another reference between GN and WP and appears to always have been operated by MR RR. Latest status of line is that MRR is discontinuing service, and that the line is still owned by BNSF

Former GN: Klamath Division, Spur off of 2d Sub

Original BN: Was not listed on timetables.

Former BN: Portland Division, "other"

Former BN: Pacific Division, "other"

BNSF TRACK SEGMENTS-400-499

Former BN: Pasco Division, Oregon Trunk Sub
Former BNSF: Oregon Division, Oregon Trunk Sub
Current BNSF: Lookout MP 0-.21-Northwest Division, Oregon Trunk Sub

456. Wheeler-Sieler

History: see segment 396
Sold: 1986-Washington Central RR
Reacquired: 1996-by BNSF as a wholly owned subsidiary
Sold: 1996-Columbia Basin
Former MILW: Warden-Sieler-Coast Division, 10th Sub, then Washington Division, 20th Sub (Moses Lake Branch)
Original BN: Warden-Wheeler-Portland Division, 16th Sub*
Former BN: Wheeler-Sieler-Portland Division, "other"
Former WC: 4th Sub

Currently operated by Columbia Basin RR under segment 395

457. Albany-Foster

History: 1880-Albany-Lebanon by Albany & Lebanon Ry (Oregon & California controlled)(SP)
1931-Lebanon-Sweet Home by Oregon Electric (non-electrified) (SP&S)
1941-extended from MP 29.3 to MP 30.0
1946-extended from MP 30.0 to MP 33.9
1981-OE merged into BN
Sold: 1987-Willamette Valley Railroad
Transferred: 1998-Albany & Eastern RR
Changed: 1993-to yard line segment 634-history continues there
Former SP&S: Oregon Electric, 5th Sub with trackage rights via SP SP Connection-Lebanon OE Connection
Former SP&S: Albany Yard-SP Connection-SP&S, 11th Sub
Lebanon (OE Connection)-Foster-SP&S 11th Sub
Former SP: Albany-Tallman-Portland Division, Brooklyn Sub, Tallman Branch (via track Tallman-Lebanon-Portland Division, Brooklyn Sub, Woodburn-Springfield Branch rights)(Same when it became Oregon Division and Albany & Eastern)
Former SP: Albany-Sweethome Jct-Western Region, Oregon Division, Brooklyn District-Mill City Branch (Same when it became Pacific Region)
Original BN: Albany Yard-SP Connection-Portland Division, 8th Sub*
Lebanon (OE Conn)-Foster-Portland Division, 8th Sub*
Former BN: Albany Yard-Lebanon via SP; Lebanon-Foster-Portland Division, 11th Sub
Current A&E: Albany District

458. Forest Grove Junction-Forest Grove

History: 1908-Opened -Garden Home Jct.-Forest Grove (abandoned Garden Home Jct.-Beaverton in 1942)

BNSF TRACK SEGMENTS-400-499

1910-acquired by SP&S
1932-passenger service discontinued
1942-Garden Home-Beaverton abandoned, new Forest Grove Jct in Beaverton established.

Abandoned: 1978-Sewell-Hillsboro-right-of-way preserved.. BN gains trackage rights via SP from Banks-Hillsboro and new Forest Grove Jct. established in Hillsboro.

1981-OE merged into BN

Sold: Forest Grove Jct-Hillsboro to Tri-County Metropolitan Transportation District of Oregon (Tri-Met) for west side light rail. Hillsboro-Forest Grove sold to Portland and Western (Genesee & Wyoming, parent company)

Note: (A small portion of this right-of-way is Oregon Electric Park in Beaverton. The rest, from the west end of the park, is a widened Allen Blvd to the current tracks.)

Former OE: Orenco-Forest Grove-4th Sub

Former SP&S: Orenco-Forest Grove-Oregon Electric, 2d Sub

Former SP&S: Forest Grove Jct.-Forest Grove-Oregon Electric, 2d Sub

Former SP&S: Forest Grove Jct.-Forest Grove-SP&S, 10th Sub

Former BN: Portland Division, 8th Sub* then "other"

Former BN: Hillsboro-Forest Grove-Portland Division, 9th Sub
Forest Grove Jct.-Sewell-Portland Division, "other"

Current P&W: Forest Grove Jct.-Forest Grove-Forest Grove District (This is not the original Forest Grove Jct., but the one in Hillsboro)

Current Tri-Met: Beaverton-Hillsboro-West Side Light Rail (ends at new Forest Grove Jct.)

459. Arrow-Lewiston

History: 1898 by NP
1909-Camas Prairie RR formed by NP & UP interests
1914-line change-MP 133.9-135.05

Embargoed: 1986

Sold: Camas Prairie Rail Corporation
2004-WATCO and named Great Northwest RR
2005-BG & CM RR

Former CSP & CPRC: Lewiston-Camas Prairie, 1st Sub

Former BN: Arrow-East Lewiston-Spokane Division, 13th Sub, then 8th Sub (1982), then 7th Sub (1983)
East Lewiston-Lewiston-Spokane Division, "other"

Former CPRN: 1st Sub

460. Spalding-Grangeville

History: 1899-Spalding-Culdesac by Clearwater Short Line(NP)
1906-Culdesac-Cragmont by Clearwater Short Line (NP)
1908-Cragmont-Grangeville by Clearwater Short Line (NP)
1909-Camas Prairie formed by NP & UP interests

Sold: Camas Prairie Rail Corporation

Embargoed: 2000-service discontinued

Abandoned: 2003-MP 52.0-66.8

BNSF TRACK SEGMENTS-400-499

Sold: 2004-Spalding to MP 52.0-BG & CM RR

Former CSP & CPRC: Camas Prairie, 2d Sub

461. Orofino-Stites

History: 1900 by Clearwater Short Line (NP)
1909-Camas Prairie Ry formed by NP & UP interests

Abandoned: 1984-West of Stites-1.7 miles
1985-Stites-Kooskla-2 miles

Sold: Orofino-Kooskla-Camas Prairie Rail Corporation
2004-WATCO and named Great Northwest RR
2005-BG & CM RR

Former CSP & CPRC: Camas Prairie, 1st Sub

462. Arrow-Headquarters

History: 1898-Arrow-Orofino by Clearwater Short Line (NP)
1909-Camas Prairie Ry formed by NP & UP interests
1927-Orofino-Headquarters by Camas Prairie

Abandoned: 1985-Reving-Headquarters

Sold: Arrow-Reving-Camas Prairie Rail Corporation
2004-WATCO and named Great Northwest RR

Abandoned: 2004-MP 3.5-Reving

Sold: 2005-BG & CM RR

Former CSP & CPRC: Arrow-Orofino-Camas Prairie, 1st Sub
Orofino-Headquarters-Camas Prairie, 4th Sub

Former GNW: Arrow-MP 3.5

463. Cicero Hump

History: 1958-opened by CB&Q

Former CB&Q: Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Subs

Former BN: Chicago Division, 1st Sub-Chicago Terminal Yard

Former BN: Galesburg Division, Chicago Terminal Yard

Former BN & Current BNSF: Chicago Division, Chicago Sub

464. Galesburg Westbound Hump

History: 1942-opened by CB&Q

Combined: with segment 472

Former CB&Q: Galesburg Division, Galesburg to Quincy/Quincy to Galesburg Sub; Savannah & Galesburg Sub; Peoria & Galesburg Sub

Former CB&Q: Galesburg & Beardstown Divisions, Galesburg & Quincy Sub; Savanna & Galesburg Sub; Peoria & Galesburg Sub

Former CB&Q: Chicago & Aurora Divisions, Aurora to Galesburg/Galesburg to Aurora Subs & Savanna Tower & Galesburg Sub
Ottumwa Division, Galesburg & Ottumwa Sub

BNSF TRACK SEGMENTS-400-499

Former CB&Q & BN: Chicago Division, 2d & 5th Subs
Ottumwa Division, 12th Sub
Hannibal Division, 23d Sub

Former BN: Ottumwa Division, 1st Sub

465. Kansas City Murray Yard

History: 1997-yard extended

Former CB&Q: Wymore Division, Kansas City to St. Joseph/St. Joseph to Kansas City Subs

Former CB&Q: St. Joseph Division, Kansas City & St. Joseph Sub

Former CB&Q: Ottumwa Division, Kansas City & Pacific Junction Sub

Former BN: Ottumwa Division, 14th Sub
Hannibal Division, 20th Sub

Former BN: Kansas City Hump-Ottumwa Division, Yard segment

Former BN: Murray Yard-Springfield Division, Yard

Former BN: Murray Yard-Kansas City & Springfield Divisions, Ft Scott Sub

Former BNSF: Murray Yard-Kansas Division, Ft. Scott Sub

Former BNSF: Murray Yard-Kansas City & Springfield Divisions, Ft Scott Sub

Former BNSF: Murray Yard-Illinois, Nebraska, & Springfield Divisions, Brookfield, St Joseph, & Ft Scott Subs

Former BNSF: Murray Yard-Chicago Division, Brookfield Sub; Nebraska Division, St Joseph Sub; & Springfield Division, Ft Scott Sub

Current BNSF: Murray Yard-Chicago Division, Brookfield Sub & Nebraska Division, St Joseph Sub

466. Lincoln Hump

History: 1944-opened by CB&Q
1954-new hump added by CB&Q

Closed: 1983 by BN

Former CB&Q: Lincoln Division, Lincoln to Gaines/Gaines to Lincoln Subs, Lincoln & Ravenna Sub, and Lincoln & Columbus Sub

Former CB&Q & BN: Lincoln Division, 2d, 4th, 7th, & 18th Subs

Former BN: Nebraska Division, 2d, 4th, 7th, & 18th Subs

Former BN: Lincoln Division, Yard line segment

467. Northtown Yard-Mississippi Street-University Avenue

History:

Former GN: Twin Cities Terminal Division, 2d Sub

Original BN: Twin Cities Terminal Division*

Former BN: Minnesota Division, 9th Sub then Yard segment

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Yard

BNSF TRACK SEGMENTS-400-499

Former BN & BNSF: Minnesota Division, St Paul & Midway Subs

Former BNSF: Minnesota Division, Staples & St Paul Subs

Current BNSF: [Twin Cities Division, Staples & St Paul Subs](#)

468. Gavin Yard

History: 1956-opened by GN

Former GN: Minot Division, 1st Sub

Former BN: Dakota Division, Yard segment

Former BN: Minot Division, Surrey Sub

Former BNSF: North Dakota Division, Surrey Sub

Former BNSF: Minnesota Division, K O Sub

Current BNSF: [Twin Cities Division, K O Sub](#)

469. Missoula Hump

History:

Leased: [1987-Montana Rail Link](#)

Former NP: Rocky Mountain Division, 3d & 5th Subs

Original BN: Rocky Mountain Division, 2d & 3d Subs*

Former BN: Rocky Mountain Division, Yard Line

Former BN: Spokane Division, Yard Segment

Current MRL: [yard segment 93](#)

470. Balmer Hump Yard

History:

Former GN: Cascade Division, 2d Sub

Former BN: Pacific Division, Yard segment*

Former BN: Cascade Division, Scenic Sub

Former BNSF: Pacific Division, Scenic Sub

Current BNSF: [Northwest Division, Scenic Sub](#)

471. Pasco Hump

History: 1955 opened by NP

Former NP: Idaho Division, 2d, 3d, & 9th Subs

Former BN: Portland Division, Yard segment*

Former BN: Spokane Division, Yard segment

BNSF TRACK SEGMENTS-400-499

Former BN: Pacific Division, Yard Segment
Former BN: Pasco Division, Wishram & Burbank Subs
Former BNSF: Washington Division, Burbank Sub
Oregon Division, Wishram Sub
Former BNSF: Washington Division, Burbank & Lakeside Subs

Current BNSF: Northwest Division, Burbank & Lakeside Subs

472. Galesburg Hump

History: 1906 by CB&Q
1931-automated

Former CB&Q: Galesburg Division, Galesburg & Quincy Sub; Galesburg & Savannah Sub; Galesburg & Peoria Sub; Galesburg & West Havana Sub

Former CB&Q: Galesburg & Beardstown Divisions, Galesburg & West Quincy Sub
Savanna & Galesburg Sub
Peoria & Galesburg Sub

Former CB&Q: Chicago & Aurora Divisions, Aurora to Galesburg/Galesburg to Aurora Subs & Savannah Tower & Galesburg Sub
Ottumwa Division, Galesburg & Ottumwa Sub

Former BN: Chicago Division, 2d & 5th Subs
Ottumwa Division, 12th Sub
Hannibal Division, 18th & 23d Sub

Former BN: Galesburg Eastbound Hump-Ottumwa Division, Yard segment

Combined with segment 464

Former BN: Galesburg Hump-Chicago Division, Yard segment

Former BN: Galesburg Hump-Galesburg Division, Galesburg Terminal Yard

Former BN: Galesburg Division, Mendota Sub

Former BNSF: Illinois Division, Mendota Sub

Off timetable 1998-Still Listed as Galesburg Eastbound Hump in Master List and active.

473. FTW Sub-Wichita Falls Sub

History: 1998 by BNSF

Note: This appears to be the same as segment 2900 as shown on the Texas Division Timetables as the mileposts match.

474. Walla Walla-Milton-Freewater

History: 1906-07-line completed by the Walla Walla Valley Traction Company
1910-name changed to Walla Walla Valley Ry.
1950-became a wholly owned subsidiary of NP
1970-became a wholly owned subsidiary of BN

Abandoned: 1985

BNSF TRACK SEGMENTS-400-499

Former WWV: Walla Walla Valley Ry (wholly owned subsidiary of Northern Pacific)

475. Yellow Hawk Branch

History: 1906-07-line completed by the Walla Walla Valley Traction Company
1910-name changed to Walla Walla Valley Ry.
1950-became a wholly owned subsidiary of NP
1970-became a wholly owned subsidiary of BN

Abandoned: 1985

Former WWV: Walla Walla Valley Ry (wholly owned subsidiary of Northern Pacific)

Former BN: Portland Division, "other" (appeared in 1983)

476. 31st Street Yard-Denver Union Depot-Wendover; Broomfield-Burns Junction; Prospect Junction-C&S Junction

History: 1870-Denver-Prospect Jct. by Colorado Central
1873-Prospect Jct.-Longmont by Colorado Central
1877-Longmont-Cheyenne by Colorado Central of Wyoming
1879-leased to Union Pacific, Denver, & Gulf
1886-Cheyenne-Wendover by Cheyenne & Montana
1890-all controlled by Union Pacific, Denver, & Gulf
1899-sold to Colorado & Southern
1908-C&S controlled by CB&Q
1970-C&S controlled by BN
1981-C&S merged into BN

Track Plans show the following dates:

1877-Longmont-Ft. Collins

1886-Cheyenne-MP 170

1887-MP 170-Wendover

1903-Ft. Collins-Wellington

1904-Wellington-MP 85.78

1905-MP 85.78-86.25

1906-MP 86.25-87.10

1911-MP 8710-Cheyenne

Abandoned: 1988-Denver East Side Line 1.15 miles

NOTE: For rights over UP (ex D&RGW, SP) see SEGMENT 8504

Former C&S: Denver UD-Utah Jct.-Denver Terminal Division, Denver & Utah Jct. Sub
Utah Jct.-Cheyenne-Northern Division, Utah Jct. & Cheyenne Sub
Cheyenne-Wendover-Northern Division, Cheyenne & Wendover Sub

Former C&S: Denver UD-Utah Jct.-Denver Division, Denver U.D. & Utah Jct Sub
Utah Jct.-Cheyenne-Denver Division, Utah Jct. & Cheyenne Sub
Cheyenne-Wendover-Denver Division, Cheyenne & Wendover Sub
Prospect Jct.-C&S Jct.-Denver Division, Golden Spur

Former C&S: Denver UD-Wendover-Colorado Division, 2d Sub

Former BN: Denver-Burns Jct.-Alliance Division, 10th Sub

Former BN: 31st St Yard-Denver UD-Colorado Division, 2d Sub
Denver-Wendover-Colorado Division, 3d Sub
Broomfield-Burns Jct.-Colorado Division, 12th Sub then 11th Sub
Prospect Jct.-C&S Jct.-Colorado Division, 14th Sub then 12th Sub, then 13th Sub

BNSF TRACK SEGMENTS-400-499

Note: Originally between Denver-Broomfield by C&S 14.0 miles before C&S was merged into BN. BN Colorado Division, 7th Sub on this portion.

Former BN: Denver UD-Wendover, Denver Division, 11th Sub
31st St. Yard-Cherry Creek-Denver Division, 2nd Sub

Former BN: Denver UD-Wendover-Denver Division, Front Range Sub
Prospect Jct.-C&S Jct.-Denver Division, Golden Sub

Former BNSF: Denver UD-Wendover-Colorado Division, Front Range Sub
Prospect Jct.-Colorado Division, Golden Sub

Former BNSF: Denver UD-Wendover-Colorado Division, Front Range Sub
Prospect Jct.-C&S Jct.-Colorado Division, Golden Sub

Former BNSF: Denver UD-Wendover-Powder River Division, Front Range Sub
Prospect Jct.-C&S Jct.-Powder River Division, Golden Sub

Current BNSF: [Denver UD-Wendover-Colorado Division, Front Range Sub](#)
[Prospect Jct.-Colorado Division, Golden Sub](#)

477. Denver-Sixela

History: 1874-Denver-South Park by Denver, South Park, & Pacific
1876-Cuchara Jct.-Trinidad by Denver & Rio Grande (narrow gauge)
1887-trackage rights granted Pueblo-Trinidad Jct. by D&RG & converted to dual gauge
1888-Sixela-Pueblo by Denver, Texas, & Ft. Worth
1889-Denver, South Park, & Pacific name changed to Denver, Leadville, & Gunnison
1890-all controlled by Union Pacific, Denver, & Gulf
1899-trackage rights granted Denver-Pueblo
1899-C&S takes control of Union Pacific, Denver, & Gulf
1908-controlled by CB&Q
1931-Elkhart & Santa Fe granted rights over line-Mt. Dora-Clayton (see segment 7818)
1942-ATSF terminates rights-Mt. Dora-Clayton with abandonment of segment 7818
1970-controlled by BN
1981-merged into BN

C&S Track Plans show the following dates, UP shows different dates for Narrow Gauge
1888-Beshoar-TexIne; Ludlow-MP 202.5
1889-Trinidad-Beshoar
1895-MP 170-Ludlow; MP 202.5-Trinidad
1903-Minnequa-Southern Jct.
1911-Southern Jct.-MP 170

Note: For history of DRGW & ATSF joint line, see segments 7304 and 8100
Original C&S line to Pueblo-see segment 484; also see segment 7831.

Former ATSF: (C&S trackage rights): South Denver-Bragdon-Denver Division, Denver District
Bragdon-Pueblo-Denver Division, Denver District both ATSF and Rio Grande (later SP, now UP)
Pueblo-Minnequa-Colorado Division, Minnequa District

Former ATSF: South Denver-Pueblo-Central Region, Joint Line, Denver Sub
Pueblo-Minnequa-Central Region, Minnequa Sub

Former DRGW: South Denver-Pueblo-Colorado Division, Sub 1

Former SP: South Denver-Pueblo-Rocky Mountain Division, Sub 1

Former SP: South Denver-Pueblo-Denver Division, Sub 1

BNSF TRACK SEGMENTS-400-499

Former SP:	South Denver-Pueblo-Denver Division, Colorado Springs Sub
Former C&S:	Denver UD-South Denver-Denver Terminal Division, Denver & S Denver Sub Pueblo-Trinidad-Southern Division, Minnequa & Trinidad Sub (includes trackage rights over ATSF 2.7 miles-Pueblo-Minnequa)-see segment 7358 Trinidad-Sixela-Southern Division, Trinidad & Sixela Sub
Former C&S:	Sixela-Trinidad-Wichita Falls Division, Trinidad & Texline Sub Trinidad-Pueblo-Wichita Falls Division, Minnequa & Trinidad Sub (Includes trackage rights over ATSF 2.7 miles from Pueblo-Minnequa)-see segment 7358
Former C&S:	Sixela-Denver-Colorado Division, 1st Sub (includes 4 miles via ATSF-Minnequa-Pueblo & 114.4 miles via ATSF/DRGW joint line Pueblo-South Denver).
Former FW&D/BN:	Texline-South Denver-Ft. Worth Division, 4th Sub
Former BN:	Sixela-South Denver-Ft. Worth Division, 4th Sub (includes trackage rights listed above)
Former BN:	Denver UD-South Denver-Colorado Division, 2d Sub Sixela-South Denver-Colorado Division, 4th Sub
Former BN:	Texline-South Denver-Ft. Worth Division, 3d Sub
Former BN:	Cherry Creek-Sixela-Denver Division, 2 nd Sub
Former BN:	Sixela-South Denver-Denver Division, 1st Sub Cherry Creek-South Denver-Denver Division, 2d Sub
Former BN:	Cherry Creek (S Park Jct after 1994)-Pueblo-Denver Division, Brush Sub (includes trackage rights over ATSF/SP joint track-South Denver-Pueblo) Sixela-Trinidad-Amarillo Division, Two Mountain Sub Trinidad-Pueblo-Amarillo Division, Spanish Peaks Sub
Former BNSF:	Sixela-Trinidad-Colorado Division, Twin Peaks Sub Trinidad-Salt Creek Jct.-Colorado Division, Spanish Peaks Sub 20th St-South Denver-Colorado Division, Pikes Peak Sub
Former BNSF:	Sixela-Trinidad-Colorado Division, Twin Peaks Sub Trinidad-Pueblo Jct.-Colorado Division, Spanish Peaks Sub 20th St-South Denver-Colorado Division, Pikes Peak Sub
Former BNSF:	Sixela-Trinidad-Powder River Division, Twin Peaks Sub Trinidad-Pueblo Jct.-Powder River Division, Spanish Peaks Sub 20th St-Pueblo Jct.-Powder River Division, Pikes Peak Sub
Current BNSF:	Sixela-Trinidad-Colorado Division, Twin Peaks Sub Trinidad-Pueblo Jct.-Colorado Division, Spanish Peaks Sub 20th St-South Pueblo Jct.-Colorado Division, Pikes Peak Sub

478. Sibylee-Hightower

History:	not shown on track plans & not shown as active
Abandoned:	unknown
Former C&S:	Northern Division, Sybylee Spur
Former C&S:	Denver Division, Sibylee Spur
Former C&S/BN:	Colorado Division, "other"

479. Leadville-Climax

History:	1883-Denver, South Park, & Pacific 1889-name changed to Denver, Leadville, & Gunnison
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BNSF TRACK SEGMENTS-400-499

1899-C&S purchases line at foreclosure
1908-purchased by CB&Q
Abandoned: 1937-Climax-Como (connected to 483 at Como)
Sold: 1987-Leadville-Climax Shortline Railway Company
Passenger excursions operated by Leadville, Colorado, & Southern

Former C&S: Northern Division, Climax Spur
Former C&S: Denver Division, Climax Spur
Former C&S: Colorado Division, 6th Sub
Former BN: Colorado Division, 15th Sub then 14th Sub

480. Ft. Collins-Rex

History: 1881-Ft. Collins-Bellevue Jct. by Greeley, Salt Lake, & Pacific
1890-GSL&P part of Union Pacific, Denver, & Gulf
1898-UPD&G part of Colorado & Southern
1906-Bellevue Jct.-Ingleside
1908-C&S controlled by CB&Q
1929-extended from Ingleside to Rex. by C&S
1970-C&S controlled by BN
1981-merged into BN
Abandoned: 1983-Laporte-Rex
1990-Ft Collins-LaPorte

Former C&S: Northern Division, Ingleside Spur
Former C&S: Denver Division, Rex Spur
Former C&S: Colorado Division, 5th Sub
Former BN: Colorado Division, "other"
Former BN: Ft Collins-Laporte-Denver Division, "other"

481. Ft. Collins-Greeley

History: 1882-Ft. Collins-MP 90 by Greeley, Salt Lake, & Pacific
1883-MP 90-Greeley by Greeley, Salt Lake, & Pacific
1890-sold to Union Pacific, Denver, & Gulf
1908-sold to CB&Q and operated by C&S
1981-C&S merged into BN
Sold: Great Western RR

Former C&S: Northern Division, Ft. Collins & Greeley Sub
Former C&S: Denver Division, Greeley Spur
Former C&S: Colorado Division, 4th Sub
Former BN: Colorado Division, 16th Sub, then 15th Sub, then 12th Sub
Former BN: Denver Division, "other"
Former BN: Denver Division, Front Range

Current GW: Greeley Sub

BNSF TRACK SEGMENTS-400-499

482. C&S Junction-Silver Plume

History: 1870-Argo Jct.-Golden by Colorado Central RR
1872-Golden-Forks Creek by CC
1877-Forks Creek-Georgetown by CC
1884-Georgetown-Silver Plume by Georgetown, Breckenridge, & Leadville
1890-CC and GB&L controlled by Union Pacific, Denver, & Gulf
1899-controlled by C&S
1908-C&S controlled by CB&Q
1970-C&S controlled by BN
1981-C&S merged into BN

Abandoned: 1939-Idaho Springs-Silver Plume
1941-Golden-Idaho Springs

Restored: 1973-1975-line rebuilt and reopened as a tourist line-Georgetown-Georgetown Loop by
Georgetown Loop RR.
1977-rebuilt line reaches Silver Plume

Former C&S: Northern Division, Clear Creek District

Former C&S: Northern Division, Golden Spur

Former C&S: Denver Division, Golden Spur

Former C&S: Colorado Division, 3d Sub

Former BN: Colorado Division, 14th Sub, then 13th Sub

Former BN: Denver Division, "other"

Former BN: Denver Division, Golden Sub

Former BNSF: Colorado Division, Golden Sub

Former BNSF: Powder River Division, Golden Sub

Current GLRR: Georgetown-Silver Plume

Current BNSF: Colorado Division, Golden Sub

483. South Park Junction-Sheridan; Kountry Line

History: 1874-Denver-Morrison-Denver, South Park, & Pacific
1879-Morrison-Como by DSP&P
1880-Como-Buena Vista by DSP&P
1883-Buena Vista-Baldwin by DSP&P
1884-line change-Buena Vista-Nathrop by DSP&P
1889-name changed to Denver, Leadville, & Gunnison
1898-purchased by C&S
1908-CB&Q purchases C&S
1911-Gunnison-Baldwin sold to DRGW
1942-Denver-Chatfield widened to standard gauge
1970-controlled by BN
1981-merged into BN

Abandoned: 1911-Quartz-Gunnison
1925-Como-Quartz
1937-South Platte-Como (connected with segment 479 at Como)
1942-South Platte-Chatfield
1947-Gunnison-Baldwin

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1950-Sheridan-Chatfield

Note: also see segment 1644

Former C&S: Denver Division, Sheridan Spur

Note: Also see 493-possible timetable misprint

Former BN: S Park Jct.-Sheridan-Colorado Division, Yard Line segment

Former BN: S Park Jct.-Sheridan-Denver Division, Yard Line segment

Former BN: Kountry Line-Denver Division, Brush Sub

Former BNSF: Kountry Line-Colorado Division, Pikes Peak Sub

Former BNSF: Kountry Line-Powder River Division, Front Range & Pikes Peak Subs

Former BNSF: Kountry Line-Powder River Division, Pikes Peak Sub

Current BNSF: [Kountry Line-Colorado Division, Pikes Peak Sub](#)

484. South Denver-Connors

History: 1881-by Denver & New Orleans Ry
1886-reorganized as Denver, Texas, & Gulf RR
1890-owned by Union Pacific, Denver, & Gulf
1898-sold to Colorado & Southern
1899-rights gained over ATSF & DRG to Pueblo, line unused south of Falcon
1908-C&S purchased by CB&Q
1970-controlled by BN
1982-merged into BN

Abandoned: [1899-Falcon-Pueblo for rights over ATSF/DRGW line](#)
[1917-1919-Falcon-Pueblo line taken up for the WW1 war effort](#)
[1935-Falcon-Sullivan due to floods](#)
[1937-Sullivan-Connors](#)
[Unknown date-cut back to Broadway](#)

Note: This was C&S line to Pueblo until acquiring track rights via ATSF/DRGW in 1899-
See segments 477, 7303, & 8100

Former C&S: South Denver-Connors-Denver Division, Connors Spur

Former C&S/BN: South Denver-Connors-Colorado Division, other

Former BN: South Denver-Broadway-Colorado Division, Denver Terminal Line (last appeared in 1984)

Additional Note: It is my understanding that this line is now double tracked and used by Denver's
Light rail system, and BNSF still switches industries on part of this line.

485. Sixela-Houston

History: 1881-Ft. Worth-Wichita Falls by FW&DC
1882-Hodge-Wichita Falls by Texas & Colorado Ry.
(Hodge-Ft. Worth via T&P at this time)
1887-Wichita Falls-Clarendon by FW&DC
1887-Amarillo-Childress by FW&DC
1887-Exline-Amarillo by FW&DC
1888-Clarendon-Exline by FW&DC

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1890-Hodge-Ft. Worth by Ft. Worth & Denver Terminal Ry. ending trackage rights with T&P and leased to FW&DC
1898-all purchased by Union Pacific, Denver, & Gulf
1899-controlled by C&S
1904-Cleburne-Mexia by FW&DC (C&S)
1905-Trinity & Brazos Valley purchased by C&S gaining rights into Houston
1906-Trinity & Brazos Valley 1/2 sold to Chicago, Rock Island, & Gulf (CRIP) and FW&DC
1907-HB&T Jct.-Waxhachie
1907-Teaque-MKT Jct.
1908-C&S purchased by CB&Q (includes FW&DC)
1925-FW&DC extended to Dallas with trackage rights over CRIP
1930-Waxahachie-Dallas opened by FW&DC and Chicago, Rock Island, & Gulf (CRIP) eliminating the trackage rights gained above
1930-Joint CRIP/FW&D line name changed to Burlington-Rock Island RR. B-RI operated in alternated 5 year periods until 1965 when the line was jointly operated in alternating years and renamed the Joint Texas Division
1951-Ft. Worth & Denver City changed to Ft. Worth & Denver
1952-Ft. Worth & Denver Terminal Ry merged into FW&D
1970-controlled by BN
1982-merged into BN

Former FW&DC: Sixela-TeXline-Wichita Falls & Amarillo Division, Sixela & Texline Sub
Texline-Amarillo-Wichita Falls & Amarillo Division, Texline & Amarillo Sub
Amarillo-Childress-Wichita Falls & Amarillo Division, Amarillo & Childress Sub
Childress-Wichita Falls-Wichita Falls & Amarillo Division, Childress & Wichita Falls Sub
Wichita Falls-Dallas-Wichita Falls & Amarillo Division, Wichita Falls & Ft. Worth Sub
(includes trackage rights)

Former C&S: Texline-Sixela-Wichita Falls Division, Trinidad & Texline Sub

Former FW&D: Amarillo-TeXline-Wichita Falls Division, Texline & Amarillo Sub
Childress-Amarillo-Wichita Falls Division, Amarillo & Childress Sub
Wichita Falls-Childress-Wichita Falls Division, Childress & Wichita Falls Sub
T&P Jct.-Wichita Falls-Wichita Falls Division, Wichita Falls & Fort Worth Sub
Texline-Childress-Wichita Falls, Texline & Childress Sub
Childress-Dallas-Wichita Falls Division, Childress & Ft. Worth Sub (includes trackage rights-T&P Jct.-Ft. Worth with T&P; Ft. Worth-Dallas via CRIP)

Former FW&D: T&P Jct.-Childress-Fort Worth Division, 1st Sub
Childress-TeXline-Fort Worth Division, 2d Sub
Texline-Sixela-Ft. Worth Division, 4th Sub

Former C&S: Texline-Sixela-Colorado Division, 1st Sub

Former FW&D: T&P Jct.-Childress-Fort Worth Division, 1st Sub
Childress-TeXline-Fort Worth Division, 2d Sub

Former MKT/FWD: MKT Jct.-Dallas, Joint Timetable

Former MKT: MKT Jct.-Dallas-Southern Division, Ft. Worth Sub

Former BN: Amarillo-TeXline-Colorado Division, 4th Sub
North Yard-T&P Jct.-Ft. Worth Division, 1st Sub
T&P Jct.-Childress-Ft. Worth Division, 2d Sub
Childress-TeXline-Ft. Worth Division, 3d Sub

Former BN: Amarillo-TeXline-Colorado Division, 4th Sub
North Yard-T&P Jct.-Ft. Worth Division, 1st Sub
T&P Jct.-Texline-Ft. Worth Division, 2d Sub

Former BN: Amarillo-TeXline-Colorado Division, 4th Sub
North Yard-T&P Jct.-Ft. Worth Division, 1st Sub

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	T&P Jct.-Texline-Denver Division, 1 st Sub
Former BN:	Amarillo-Texline-Amarillo Division, Panhandle Sub Texline-Sixela-Amarillo Division, Two Mountain Sub Peach Yard-North Yard-Fort Worth Division, Houston Sub, then DFW Sub T&P Jct-Valley Jct-Fort Worth Division, Wichita Falls Sub Valley Jct-Amarillo-Amarillo Division, Red River Valley Sub
Former BNSF:	Texline-Sixela-Colorado Division, Twin Peaks Sub Amarillo-Texline-Colorado Division, Dalhart Sub Valley Jct.-Amarillo-Texas Division, Red River Valley Sub Tower 55-Valley Jct.-Texas Division, Wichita Falls Sub Peach Yard-North Yard-Texas Division, DFW Sub
Former BNSF:	Texline-Sixela-Colorado Division, Twin Peaks Sub Amarillo-Texline-Amarillo Division, Dalhart Sub Valley Jct.-Amarillo-Texas Division, Red River Valley Sub Tower 55-Valley Jct.-Texas Division, Wichita Falls Sub Peach Yard-North Yard-Texas Division, DFW Sub
Former BNSF:	Texline-Sixela-Powder River Division, Twin Peaks Sub Amarillo-Texline-Kansas Division, Dalhart Sub Valley Jct.-Amarillo-Texas Division, Red River Valley Sub Tower 55-Valley Jct.-Texas Division, Wichita Falls Sub Peach Yard-North Yard-Texas Division, DFW Sub
Former BNSF:	Sixela-Amarillo-Powder River Division, Dalhart Sub Valley Jct.-Amarillo-Texas Division, Red River Valley Sub Tower 55-Valley Jct.-Texas Division, Wichita Falls Sub Peach Yard-North Yard-Texas Division, DFW Sub
Former BNSF:	Sixela-Amarillo-Powder River Division, Dalhart Sub Wichita Falls-Amarillo-Texas Division, Red River Valley Sub Tower 55-Wichita Falls-Texas Division, Wichita Falls Sub Peach Yard-North Yard-Texas Division, DFW Sub
Current BNSF:	Sixela-East Tower-Colorado Division, Dalhart Sub Wichita Falls-Amarillo-Texas Division, Red River Valley Sub Tower 55-Wichita Falls-Texas Division, Wichita Falls Sub Peach Yard-North Yard-Texas Division, DFW Sub

486. Estelline (Plains Jct.)-Dimmitt

History:	1927-Estelline-Edgin by Ft. Worth & Denver South Plains Ry (FW&DC) 1928-Edgin-Dimmitt by Ft. Worth & Denver South Plains Ry (FW&DC) 1952-Ft. Worth & Denver South Plains Ry merged into FW&D 1970-controlled by BN 1982-merged into BN
Abandoned:	1991-Estelline-Plainview
Former FW&D:	Sterley-Dimmitt-Wichita Falls Division, Sterley & Dimmitt Sub
Former FW&D:	Sterley-Dimmit-Fort Worth Division, 4th Sub
Former P&SF:	Plainview-Lubbock Jct.-Slaton Division, Plainview District (Partial listing) See Segment 7106
Former ATSF:	Plainview-Lubbock Jct.-Central Region, Plainview Sub Lubbock Jct.-Amarillo-Central Region, Hereford Sub
Former BN: (FW&D)	Estelline-Sterley-Ft. Worth Division, 5th Sub Sterley-Hampton-Ft. Worth Division, 6th Sub Estelline-Dimmit-Ft. Worth Division, 8th Sub
Former BN:	Estelline-Sterley-Ft. Worth Division, 5th Sub

BNSF TRACK SEGMENTS-400-499

(FW&D) Sterley-Dimmit-Ft. Worth Division, 6th Sub
Estelline-Dimmit-Ft. Worth Division, 8th Sub

Former BN: Sterley-Dimmit-Fort Worth Division, 5th Sub
Estllin-Dimmit-Fort Worth Division, 8th Sub, then 10th Sub

Former BN: Amarillo-Plainview via P&SF (ATSF) trackage rights over 7106
Plainview-Dimmitt-Amarillo Division, South Plains Sub

Former BNSF: Plainview-Dimmitt-Texas Division, South Plains Sub

Former BNSF: Plainview-Dimmitt-Amarillo Division, South Plains Sub

Current BNSF: [Plainview-Dimmitt-Kansas Division, South Plains Sub](#)

487. Silvertown-Lubbock

History: 1928-Lubbock-Silvertown by Ft. Worth & South Plains
1952-Ft. Worth & South Plains Ry. merged into FW&D
1970-FW&D controlled by BN
1982-merged into BN

Abandoned: [1978-Sterley-Silvertown](#)
[1992-Sterley-Lubbock](#)

Former FW&DC: Wichita Falls & Amarillo Division, Plains & Lubbock Sub

Former FW&D: Wichita Falls Division, Plains Jet & Lubbock Sub

Former FW&D: Fort Worth Division, 3d Sub

Former BN(FWD): Ft. Worth Division, 5th Sub then 7th Sub

Former BN: Ft. Worth Division, 4th Sub, then 5th Sub, then 9th Sub, then 11th Sub

Former BN: Lubbock-Amarillo Division, South Plains Sub

488. Amarillo-Pullman (MP 760.6-754.4)

History: 1902 by Choctaw, Oklahoma, & Texas
1903-acquired by CRIP

Acquired: [1982 by BN](#)

NOTE: This section of track is operated as double track by BNSF. Master List states to Groom

Former CRIP: El Paso-Amarillo Division, Subdivision 3

Former CRIP: Oklahoma Division, Subdivision 3

Former CRIP: Southern Division, Subdivision 3 then 35

Former BN: Ft. Worth Division, 3rd Sub then 1st Sub

Former BN: Denver Division, 1st Sub

Former BN: Amarillo Division, Red River Valley Sub

Current BNSF: [Texas Division, Red River Valley Sub](#)

489. Childress-Pampa

History: 1932 by Ft. Worth & Denver Northern

BNSF TRACK SEGMENTS-400-499

1952-merged into FW&D
1982-merged into BN
Abandoned: 1970-Wellington-Pampa
1974-2 miles in Wellington
1992-Childress-Wellington

Note: Remnant still operated-MP 222.92-MP 224.00

Former FW&DC: Wichita Falls & Amarillo Division, Childress & Pampa Sub

Former FW&D: Wichita Falls Division, Childress & Pampa Sub

Former FW&D: Wichita Falls Division, Pampa Spur

Former FW&D: Fort Worth Division, 7th Sub

Former BN(FWD): Childress-Wellington-Ft. Worth Division, 7th Sub, then 4th Sub, then 8th Sub

Former BN: Fort Worth Division, "other"

Current BNSF: Childress-MP 224.0-Texas Division, Red River Valley Sub

490. Valley Junction-Abilene

History: 1890-Wichita Falls-Stamford by Wichita Valley RR
1906-Wichita Valley Ry acquired by C&S and operated by FW&DC
1906-Stamford-Abilene by Abilene & Northern
1908-CB&Q purchases above and merged into FW&D
1951-Ft. Worth & Denver City changed to Ft. Worth & Denver
1952-Wichita Valley Ry and Abilene & Northern merged into FW&D
1970-controlled by BN
1972-New bypass constructed around west side of Wichita Falls from Valley Jct.-Howard

Abandoned: 1973-original line-Broad St. (Wichita Falls)-Howard

1982-merged into BN

Sold: 1995-Abilene-Allendale-Southern Switching Company

Abandoned: 1995-Allendale (west side of Wichita Falls)-Pride Refinery at North Abilene

1998-MP 8-Lanius

Former FW&D: Stamford-Abilene-Wichita Falls Division, Abilene Spur
Wichita Falls-Stamford-Wichita Falls Division, Wichita Falls & Stamford Sub

Former C&S: Valley Jct.-Abilene-Fort Worth Division, 6th Sub

Former BN (FWD): Valley Jct.-Abilene-Ft. Worth Division, 6th Sub, then 7th Sub

Former BN: Valley Jct.-Abilene-Fort Worth Division, 10th Sub then 7th Sub, then 12th Sub

Former BN: Valley Jct.-Abilene-Fort Worth Division, Abilene Sub

Former BN: Valley Jct.-Abilene-Fort Worth Division, Wichita Falls Sub (10/94)

Current BNSF: Valley Jct.-MP 8-Texas Division, Wichita Falls Sub

Current SSC: Abilene-Lanius

491. Stamford-Rotan

History: 1907 by Texas Central

BNSF TRACK SEGMENTS-400-499

Sold: 1913-Texas Central acquired operated by Missouri-Kansas-Texas
1970 to Texas Central (not the original) by MKT
Acquired: 1973-By FW&D (BN) from Texas Central (Peanut Line)
Abandoned: 1976

Former MKT: Southern Division, Rotan Sub

Former BN(FWD): Ft. Worth Division, 8th Sub

492. Galveston-Peach Yard (Houston)

History: 1905-Trinity & Brazos Valley purchased by C&S
1906-Trinity & Brazos Valley 1/2 sold to Chicago, Rock Island, & Gulf (CRIP)
1907-Galveston Terminal Ry purchased by C&S and CRIP
1907-FW&DC purchases one-fourth interest in HB&T and gains trackage rights over
GC&SF-Houston-Alvin-Galveston
1907-open by Trinity and Brazos Valley Ry
1916-Trinity & Brazos Valley purchased by C&S and CRIP under FW&D and Chicago,
Rock Island & Gulf names
1930-Trinity & Brazos Valley name changed to Burlington-Rock Island
1950-Burlington-Rock Island dissolved and line operated in alternating years by
FW&D and CRIP
1980-CRIP dissolved
1982-FW&D merged into BN

Former GC&SF: Galveston-Alvin-Gulf Division, First District
Alvin-New South Yard-Gulf Division, Houston District

Former GC&SF: Galveston-Alvin-Southern Division, Third District
Alvin-New South Yard-Southern Division, Houston District

Former ATSF: Galveston-Alvin-Texas Division, Galveston Sub
Alvin-New South Yard-Texas Division, Houston Sub

Former ATSF: Galveston-Alvin-Southern Region, Galveston Sub
Alvin-New South Yard-Southern Region, Houston Sub

Former ATSF: Galveston-Alvin-South Texas Division, Galveston Sub
Alvin-New South Yard-South Texas Division, Houston Sub

Former HB&T: New South Yard-Double Track Jct.-North Belt Sub
Double Track Jct.-Belt Jct. (Sheppard St)-East Belt Sub

Former MKT: BRI Jct.-Endot-Southern Division, Hillsboro Sub

Former MKT: JTD Jct.-Endot-Southern Division, DFW Sub

Former OKT: BN Jct.-Peach Yard-OKT Division, Dunern Sub

Former MP: Palestine Division, Trinity Sub

Former UP: JTD Jct.-Endot-
Endot-North Jct.-Ft Worth Division, DFW & Hillsboro Subs
Tower 55-North Jct.-Ft Worth Division, DFW Sub
Peach Yard-Tower 55-Ft Worth Division, Choctow Sub

Current UP: Tower 55-North Jct.-Dallas-Ft Worth Area Dallas & Choctow Sub (Line 500)
Peach Yard-Tower 55-Dallas-Ft Worth Area, Duncan Sub (Line 326)

Former FW&D: North Yard-Tegue-Joint Texas Division, 1st Sub (includes 35 miles via CRIP,
Peach Yard-Endot; 28.2 miles via MKT between Endot-JTD Jct).
Tegue-Galveston-Joint Texas Division, 2d Sub (includes 11.5 miles via HBT,

BNSF TRACK SEGMENTS-400-499

Belt Jct.-New South Yard and 48.2 miles via ATSF, New South Yard-Galveston)

Former BN: Fort Worth Division, 1st Sub (with trackage rights= 28.4 miles via MKT-JTD Jct.-Endot; 2.6 miles via MP; 32.4 miles via OKT Peach Yard-BN Jct.; 4.1 via 2d Sub (C&S) Peach Yard-North Yard)

Former BN: Fort Worth Division, Houston Sub (includes 48 miles of trackage rights over ATSF Galveston-Houston; 11.5 miles of trackage rights over HB&T Ry Houston-Sheppard Drive; 28 miles of trackage rights JTD Jct-Endot over UP; 2.6 miles of trackage rights ndot-North Jct via UP; and 32 miles of trackage rights over UP, North Jct-Peach Yard).

Former BN: Galveston-North Jct.-Fort Worth Division, Houston Sub (with same trackage rights as above) (1994)

Former BNSF: Galveston-North Jct.-Gulf Division, Houston Sub

Former BNSF: Belt Jct.-Teague-Gulf Division, Houston Sub (same trackage rights except ATSF) Teague-Waxahachie-Texas Division, DFW Sub

Current BNSF: Belt Jct-Teague-Gulf Division, Houston Sub (with UP trackage rights Belt Jct-T&NO Jct.-Houston Area, Houston Belt Sub, Line 585)
Teague-Waxahachie-Texas Division, DFW Sub and see segment 7500 for line into Galveston

493. Amarillo-Bushland; Kountry Line; Bushland Pocket Switch

Note: Kountry Line may be a misprint and may be segment 483 instead

History: 1902 by Choctaw, Oklahoma, & Texas
1903-acquired by CRIP

Acquired: 1982 by BN

Sold: 1996-Track Tech

Abandoned: 1996-all but the remnants BNSF still operates.

Former CRIP: Amarillo-Bushland-El Paso Division, Subdivision 4

Former CRIP: Amarillo-Bushland-Missouri-Kansas Division, Subdivision 4

Former CRIP: Amarillo-Bushland-Southern Division, Subdivision 36

Former BN: Colorado Division, Yard Line segment

Former BN: Fort Worth Division, Yard

Former BN: Amarillo Division, Panhandle Sub

Former BNSF: Bushland Pocket Switch-Amarillo Division, Dalhart Sub
Kountry Line-Colorado Division, Front Range Sub (misprint most likely)

Former BNSF: Bushland Pocket Switch-Kansas Division, Dalhart Sub

Former BNSF: Bushland Pocket Switch-Powder River Division, Dalhart Sub

Current BNSF: Bushland Pocket Switch-Colorado Division, Dalhart Sub

494. Denver West Side Line

History: 1890 by Union Pacific, Denver, & Gulf
1898-purchased by Colorado & Southern
1908-CB&Q purchases C&S
1942-standard gauged
1970-controlled by BN
1981-merged into BN

BNSF TRACK SEGMENTS-400-499

Abandoned: unknown-MP 3.4-MP 4.74

Leased: unknown date-GWRR

Former C&S/BN: Colorado Division, Yard Line Segment

Former BN: Colorado Division, Yard Line Segment

Former BN: Denver Division, Yard

Former BN: Denver Division, Front Range Sub

Former BNSF: MP 0.3-MP 3.4; MP 4.74-MP 5.8-Powder River Division, Front Range Sub

495. Black Hollow Junction-Black Hollow

History: 1906 by Colorado RR
1930-merged into C&S (CB&Q)
1970-C&S controlled by BN
1981-C&S merged into BN

Abandoned: MP 79.525-Black Hollow

Leased: unknown date-GWRR

Former C&S: Northern Division, Black Hollow Spur

Former C&S: Denver Division, Black Hollow Spur

Former C&S/BN: Colorado Division, "other"

Former BN: Colorado Division, "other"

Former BN: Denver Division, "other"

Former BN: Denver Division, Front Range Sub

Former BNSF: Colorado Division, Front Range Sub

Former BNSF: Powder River Division, Front Range Sub

496. Jersey Cut Off

History:

Former C&S/BN: Colorado Division, Yard Line segment

Former BN: Colorado Division, Yard Line segment

Former BN: Denver Division, Yard

Former BN: Denver Division, Front Range & Brush Subs

Former BNSF: Colorado Division, Brush & Front Range Subs

Former BNSF: Powder River Division, Brush & Front Range Subs

Current BNSF: Colorado Division, Brush & Front Range Subs

497. Lewiston Connecting Track

History: 1908-to connect UP & NP at Lewiston
1909-Camas Prairie formed by UP & NP

For the rest of the history, refer to segments 434 & 459.

BNSF TRACK SEGMENTS-400-499

498. Galveston Terminal Railway

History: 1905-incorporated
1907-purchased by C&S and CRIP
1931-leased to Burlington-Rock Island
1950-Burlington-Rock Island dissolved and line operated in alternating years by
FW&D and CRIP
1980-CRIP dissolved
1982-FW&D merged into BN
1986-Galveston Terminal RY merged into BN

Note on history, per Poor's write up: Incorporated to be used by The Trinity & Brazos Valley, Colorado & Southern CRIP, and Frisco.

Former CRIP/FW&D: Joint Texas Division, 2nd Sub

Former BN: Fort Worth Division, 1st Sub

Former BN: Ft. Worth Division, Houston Sub

Former BNSF: Gulf Division, Houston Sub

Current BNSF: [Gulf Division, Galveston Sub](#)

499. Boundary-Winnipeg

History: 1888-Pembina-Winnipeg by Duluth & Manitoba Ry
Built by Midland Railway of Manitoba (GN-NP) both GN & NP used CN here
1901-leased to the Manitoba Government for 999 years and in turn sublet to
Canadian Northern RY which became Canadian National

Former NP: Boundary-Winnipeg-Manitoba Division, 2nd District

Former CN: NP Jct.-Portage Jct.-Prairie Region, Winnipeg Area, Letellier Sub
Portage Jct.-Winnipeg-Prairie Region, Winnipeg Area, Winnipeg Terminal Sub

Current CN: [Lakehead Division, Letellier Sub](#)

BNSF TRACK SEGMENTS-500-599

500. 5th Avenue Yard: East 5th Avenue-5th Avenue West

History:

Duluth-Superior Terminal Yard Segment

Former BN: Wisconsin Division, Yard

Former BN: Lakes Division, Yard

Former BN: Lake Superior Division, Lakes Sub

Former BNSF: Minnesota Division, Lakes Sub

Off timetable 1998 still part of [Twin Cities Division](#)

501. Bridge Yard: 5th Avenue West-Garfield Avenue

History: 1888 by NP

Duluth-Superior Terminal Bridge Yard

Former NP: Lake Superior Division, 2d Sub

Former NP: St. Paul Division, 4th Sub

Original BN: Lakes Division, 1st Sub*

Former BN: Wisconsin Division, Yard

Former BN: Lakes Division, Yard

Former BN: Lake Superior Division, Lakes Sub

Former BNSF: Minnesota Division, Lakes Sub

Current BNSF: [Twin Cities Division, Lakes Sub](#)

501. Beburg-Greton

NOTE: This number was used once in 1982 for the BN rights over SP. For history and details, see segment 442.

502. Commerce Tracks: 5th Avenue West-15th Avenue West

History:

Duluth-Superior Commerce Tracks

Former BN: Wisconsin Division, Yard

Former BN: Lakes Division, Yard

Former BN: Lake Superior Division, Lakes Sub

Former BNSF: Minnesota Division, Lakes Sub

Current BNSF: [Twin Cities Division, Lakes Sub](#)

503. Garfield Avenue-Minnesota Draw (Birch Street Yard)

BNSF TRACK SEGMENTS-500-599

History:

Duluth-Superior Terminal Birch Street Yard

Former NP: Lake Superior Division, 2d Sub
Former NP: St. Paul Division, 4th Sub
Original BN: Lakes Division, 1st Sub*
Former BN: Wisconsin Division, Yard
Former BN: Lakes Division, Yard
Former BN: Lake Superior Division, Lakes Sub
Former BNSF: Garfield Ave-Birch St Yard-Minnesota Division, Lakes Sub

Current BNSF: Birch St Yard-Garfield Ave-Birch St Yard-Twin Cities Division, Lakes Sub

504. Rice's Point Yard-Garfield Avenue-Minnesota Draw

History: 1888 by NP

Duluth-Superior Terminal

Former NP: Lake Superior Division, 2d Sub
Former NP: St. Paul Division, 3d Sub
Original BN: Lakes Division, 1st Sub*
Former BN: Wisconsin Division, Yard
Former BN: Lakes Division, Yard
Former BN: Lake Superior, Lakes Sub
Former BNSF: Minnesota Division, Lakes Sub

Current BNSF: Twin Cities Division, Lakes Sub

505. Rices Point-Berwind Junction (39th Avenue West-48th Avenue West)

History: 1882-railhead established by NP

Former NP: Rices Point-Berwind Jct.-Lake Superior Division, 2d Sub
Former NP: St. Paul Division, 4th Sub
Original BN: Lakes Division, 1st Sub*
Former BN: 2d Ave W-72d Ave W; Riverside Jct.-Minnesota Steel Connection-Wisconsin Division, yard
Former BN: 2d Ave W-Minnesota Steel Connection-Wisconsin Division, Yard
Former BN: Rices Point-Berwind Jct.-Wisconsin Division, 5th Sub
Former BN: Rices Point-Berwind Jct.-Lakes Division, "other"
Former BN: Rices Point-Berwind Jct.-Lake Superior Division, Lakes Sub

BNSF TRACK SEGMENTS-500-599

Former BN: Boston Yard-39th-48th Ave W-Lake Superior Division, Lakes Sub

Former BNSF: Boston Yard-39th-48h Ave W-Minnesota Division, Lakes Sub

Current BNSF: [Rices Point-Berwind Jct.-Twin Cities Division, Lakes Sub](#)
[Boston Yard-39th-48th Ave W-Twin Cities Division, Lakes Sub](#)

506. Boston Yard-39th-48th Avenue West

History: 1882 railhead established by NP

Former NP: Lake Superior Division, 2d Sub

Former NP: St. Paul Division, 3d Sub

Former BN: Boston Yard-Elliott Packing Track-47th Ave W-Wisconsin Division, Yard (1978)

Former BN: Boston Yard-39th-48th Ave W-Lakes Division, Yard

Former BN: Austin Yard-Lake Superior Division, Lakes Sub

Off timetable 10/94-still part of [Twin Cities Division](#)

507. Berwind Yard: 47th Avenue West-Main Street

History: 1882 railhead established by NP

Former NP: Lake Superior Division, 2nd Sub

Former NP: St. Paul Division, 3d Sub

Former BN: Wisconsin Division, Yard

Current BNSF: [Twin Cities Division, Lakes Sub](#)

508. Mike's Yard: Main Street-72d Avenue West

History: 1882 railhead established by NP

Duluth-Superior Terminal

Former NP: Lake Superior Division, 6th Sub

Former NP: St. Paul Division, 10th Sub

Original BN: Lakes Division, 6th Sub*

Former BN: Wisconsin Division, Yard

Former BN: Lakes Division, Yard

Former BN: Lake Superior Division, Lakes Sub

Former BNSF: Minnesota Division, Lakes Sub

Current BNSF: [Twin Cities Division, Lakes Sub](#)

509. Belknap Yard: Winter Street-28th Street

History: 1882 railhead established by NP

BNSF TRACK SEGMENTS-500-599

Duluth-Superior Terminal

Former NP: Lake Superior Division, 2d Sub
Former NP: St. Paul Division, 3d Sub
Original BN: Lakes Division, 6th Sub*
Former BN: Wisconsin Division, Yard
Former BN: Lakes Division, Yard
Former BN: Lake Superior Division, Lakes Sub
Former BNSF: Belknap Yard-Amzoil-Minnesota Division, Lakes Sub
Current BNSF: [Belknap Yard-Amzoil-Twin Cities Division, Lakes Sub](#)

510. 17th Street Yard: Elevator Station-28th Street

History: 1887 by Lake Superior Terminal & Transfer

Duluth-Superior Terminal

Former Lake Superior Terminal & Transfer

Former NP: St. Paul Division, 4th Sub
Original BN: Lakes Division, 1st Sub*
Former BN: Wisconsin Division, Yard
Former BN: Lakes Division, Yard
Former BN: Lake Superior Division, Lakes Sub
Former BNSF: Minnesota Division, Lakes Sub
Current BNSF: [Twin Cities Division, Lakes Sub](#)

511. 28th Street Yard: 28th Street-Central Avenue

History: 1888-railhead established

Duluth-Superior Terminal

Former GN: Mesabi Division, 1st Sub
Original BN: Lakes Division, 1st, 3d, & 5th Subs*
Former BN: Wisconsin Division, Yard
Former BN: Lakes Division, Yard
Former BN: Lake Superior Division, Lakes Sub
Former BNSF: Minnesota Division, Lakes Sub
Current BNSF: [Twin Cities Division, Lakes Sub](#)

512. Central Avenue Yard: Central Avenue-28th Street

BNSF TRACK SEGMENTS-500-599

History: 1888-railhead established

Duluth-Superior Terminal

Former NP: Lake Superior Division, 2d Sub

Former NP: St. Paul Division, 4th Sub

Original BN: Lakes Division, 1st, 3d, & 5th Subs*

Former BN: Wisconsin Division, Yard

Former BN: Lakes Division, Yard

Former BN: Lake Superior Division, Lakes Sub

Current BNSF: [Twin Cities Division, Lakes Sub](#)

513. Saunders Yard: Saunders Tower-Yard Board

History: 1888-railhead established by GN

Duluth-Superior Terminal

Former GN: Mesabi Division, 1st Sub

Former BN: Wisconsin Division, Yard

Former BN: Lakes Division, Yard

Former BN: Lake Superior Division, Lakes Sub

Former BNSF: Minnesota Division, Lakes Sub

Current BNSF: [Twin Cities Division, Lakes Sub](#)

514. East End Yard: 15th Avenue East-31st Avenue East

History:

Duluth-Superior Terminal

Former BN: Wisconsin Division, Yard

Former BN: Lakes Division, Yard

Former BN: Lake Superior Division, Lakes Sub

Former BNSF: Minnesota Division, Lakes Sub

Current BNSF: [Twin Cities Division, Lakes Sub](#)

515. (NP) BN Interchange: 40th Avenue East-44th Avenue East

History: by NP

Former BN: Wisconsin Division, Yard

Current BNSF: [Twin Cities Division, Lakes Sub](#)

BNSF TRACK SEGMENTS-500-599

516. Allouez Ore Yard: Bardon Avenue-Docks #2 & #4; Allouez Yard

History: 1986 by BN

Duluth-Superior Terminal

Original BN: Lakes Division, 5th Sub*

Former BN: Allouez Ore Yard-Wisconsin Division

Former BN: Allouez Ore Yard-Lakes Division, Yard

Former BN: Allouez Ore Yard-Lake Superior Division, Lakes Sub

Superior Terminal:

Former BNSF: Allouez Yard-Minnesota Division, Lakes Sub

Current BNSF: Allouez Yard-Twin Cities Division, Lakes Sub

517. Allouez Tac Yard: Bardon Avenue-Dock #1; Allouez Tac Yard: New Loop

History: 1986 by BN

Duluth-Superior Terminal

Original BN: Lakes Division, 5th Sub*

Former BN: Allouez Tac Yard: Bardon Ave-Dock #1-Wisconsin Division, Yard

Former BN: Allouez Tac Yard: Bardon Ave-Dock #1-Lakes Division, Yard

Former BN: Allouez Tac Yard: Bardon Ave-Dock #1-Lake Superior Division, Lakes Sub

Former BNSF: Allouez Tac Yard-New Loop-Minnesota Division, Lakes Sub

Current BNSF: Allouez Tac Yard-New Loop-Twin Cities Division, Lakes Sub

518. Brainerd Yard

History: established 1871 by NP

Former NP: Lake Superior Division, 2nd & 8th Subs

Former NP: St. Paul Division, 4th & 9th Subs

Original BN: Lakes Division, 3d & 9th Subs*
Twin Cities Division, 11th Sub*

Former BN: Wisconsin Division, Yard

Changed to segment 525 (this was a 1976 listing, changed in 1977)

518. Hill Avenue Yard: 31st Avenue East-Central Avenue

History: 1888-railhead established

Duluth-Superior Terminal

Former GN: Mesabi Division, 1st Sub

BNSF TRACK SEGMENTS-500-599

Original BN: Lakes Division, 1st & 5th Subs*
Former BN: Wisconsin Division, Yard
Former BN: Lakes Division, Yard
Former BN: Lake Superior Division, Lakes Sub
Former BNSF: Minnesota Division, Lakes Sub

Off timetable 1998-still part of the [Twin Cities Division](#)

519. Cloquet Yard

History: 1879-railhead established by St. Paul & Duluth
1900-sold to NP

Former NP: Lake Superior Division, Cloquet Branch then 6th Sub then 5th Sub
Former NP: St. Paul Division, 7th Sub
Original BN: Lakes Division, 2d Sub*
Former BN: Wisconsin Division, Yard
Former BN: Lakes Division, Yard
Former BN: Lake Superior Division, Lakes Sub
Former BNSF: Minnesota Division, Lakes Sub

Current BNSF: [Twin Cities Division, Lakes Sub](#)

520. Bemidjii Yard

History: 1890 by Brainerd & Northern
1901-sold to Minnesota & International Falls (NP)
1941-sold to NP

Former NP: Lake Superior Division, 8th Sub
Former NP: St. Paul Division, 9th Sub
Original BN: Lakes Division, 2d Sub*
Former BN: Wisconsin Division, Yard
Former BN: Dakota Division, Yard
Former BN: Fargo Division, Grand Forks Sub
Former BNSF: North Dakota Division, Grand Forks Sub
Former BNSF: Minnesota Division, Grand Forks Sub

Current BNSF: [Twin Cities Division, Grand Forks Sub](#)

521. Grand Forks Yard

NOTE: Since both NP & GN had yards here, it is unknown at this time which one is 521

History: 1865-established by Duluth & Manitoba

BNSF TRACK SEGMENTS-500-599

1879-by Red River Valley Ry and sold to GN
1898-Duluth & Manitoba sold to NP

Former GN: Dakota Division, 2d Sub
Former NP: St Paul Division, 6th Sub
Original BN: Dakota Division, 2d Sub*
Former BN: Wisconsin Division, Yard
Former BN: Dakota Division, Yard
Former BN: Fargo Division, Grand Forks Sub
Former BNSF: North Dakota Division, Devils Lake & Grand Forks Subs
Former BNSF: Minnesota Division, Devils Lake & Grand Forks Subs

Current BNSF: [Twin Cities Division, Devils Lake & Grand Forks Subs](#)

522. Crookston Yard

History: 1872-established by St. Paul & Pacific
Former GN: Mesabi Division, 4th Sub
Former GN: Dakota Division, 2d Sub
Original BN: Dakota Division, 2d Sub*
Former BN: Wisconsin Division, Yard
Former BN: Dakota Division, Yard
Former BN: Fargo Division, Grand Forks Sub
Former BNSF: Minnesota Division, Grand Forks Sub

Current BNSF: [Twin Cities Division, Grand Forks Sub](#)

523. Brainerd Shop

History: 1871-established by NP
Former NP: Lake Superior Division, 2d & 8th Subs
Former NP: St. Paul Division, 4th & 9th Subs
Original BN: Lakes Division, 3d & 9th Subs*
Twin Cities Division, 11th Sub*
Former BN: Wisconsin Division, Yard
Former BN: Lakes Division, Yard
Former BN: Lake Superior Division, Cuyana Sub
Former BN: Lake Superior Division, Brainerd Sub
Former BNSF: Minnesota Division, Brainerd Sub

Current BNSF: [Twin Cities Division, Brainerd Sub](#)

BNSF TRACK SEGMENTS-500-599

524. Brainerd Tie Plant

History: 1911-opened by NP
Closed: 1980-82 by BN

Former NP: Lake Superior Division, 2d & 8th Subs

Former NP: St. Paul Division, 4th & 9th Subs

Original BN: Lakes Division, 3d & 9th Subs*
Twin Cities Division, 11th Sub*

Former BN: Wisconsin Division, Yard

525. Brainerd Yard

Note: in 1976, appeared as Segment 518, changed in 1977

History: established 1871 by NP

Former NP: Lake Superior Division, 2d & 8th Subs

Former NP: St. Paul Division, 4th & 9th Subs

Original BN: Lakes Division, 3d & 9th Subs*
Twin Cities Division, 11th Sub*

Former BN: Wisconsin Division, Yard

Former BN: Lakes Division, Yard

Former BN: Lake Superior Division, Cuyana Sub

Former BN: Lake Superior Division, Brainerd Sub

Former BNSF: Minnesota Division, Brainerd Sub

Current BNSF: [Twin Cities Division, Brainerd Sub](#)

526. Grand Forks WFE

History: 1923-WFE established by GN and Pacific Fruit Growers

Former GN: Dakota Division, 2d Sub

Former NP: St Paul Division, 6th Sub

Original BN: Dakota Division, 2d Sub*

Former BN: Wisconsin Division, Yard

Former BN: Dakota Division, Yard

Former BN: Fargo Division, Grand Forks Sub

Former BNSF: North Dakota Division, Devils Lake & Grand Forks Subs

Former BNSF: Minnesota Division, Devils Lake & Grand Forks Subs

Current BNSF: [Twin Cities Division, Devils Lake & Grand Forks Subs](#)

527. Cass Lake Yard

BNSF TRACK SEGMENTS-500-599

History: 1898-rail head established by GN

Former GN: St. Cloud & Fergus Falls Division, 7th District

Former GN: Dakota Division, 2d Sub & Mesabi Division, 2d & 3d Subs

Original BN: Dakota Division, 2d Sub*
Lakes Division, 4th Sub*

Former BN: Wisconsin Division, Yard

Former BN: Lakes Division, Yard & Dakota Division, Yard

Former BN: Fargo Division, Grand Forks Sub

Former BN: Fargo Division, Grand Forks Sub & Lake Superior Division, Lakes Sub

Former BNSF: North Dakota Division, Grand Forks Sub & Minnesota Division, Lakes Sub

Former BNSF: Minnesota Division, Grand Forks & Lakes Subs

Current BNSF: [Twin Cities Division, Grand Forks & Lakes Subs](#)

528-529-unused

530. Grove Yard: Northtown Junction-27th Ave NE

History: 1884 established by NP

Twin Cities Terminal

Former NP: St. Paul Division, 1st Sub

Former BN: Minnesota Division, Yard

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Northtown Terminal Yard

Former BN: Minnesota Division, St Paul & Midway Subs

Former BNSF: Minnesota, St Paul Sub

Former BNSF: Minnesota Division, St Paul & Staples Subs

Current BNSF: [Twin Cities Division, St Paul & Staples Subs](#)

531. Minneapolis Junction Yard: University Avenue-14th Avenue SE

History: 1883 by Minneapolis Union Ry
1907-merged with GN

Twin Cities Terminal

Former GN: Twin Cities Division, 2d Sub

Former BN: Minnesota Division, 9th Sub

Former BN: Minnesota Division, Yard

Former BN: Galesburg Division, Northtown Terminal

BNSF TRACK SEGMENTS-500-599

Former BN: Minnesota Division, St Paul & Midway Subs
Former BNSF: Minnesota Division, St Paul Sub
Former BNSF: Twin Cities Division, St. Paul & Midway Subs
Current BNSF: [Twin Cities Division, St Paul Sub](#)

532. Minneapolis Depot: 1st Street-3d Avenue

Note: Shown as Minnesota Jct. on track charts
Former GN: Twin Cities Division, 1st Sub
Original BN: Twin Cities Terminal Division, 3d Sub*
Former BN: Minnesota Division, Yard
Off timetable 1982

533. Lyndale Yard: 3d Avenue S-Highway 100

History:
Abandoned: [unknown](#)

Twin Cities Terminal

Former GN: Willmar Division, 3d Sub then 2d Sub
Original BN: Twin Cities Terminal Division, 4th Sub*
Twin Cities Division, 2d & 8th Subs*
Former BN: Minnesota Division, Yard
Former BN: Lakes Division, Yard
Former BN: Galesburg Division, Northtown Terminal Yard
Former BN: Minnesota Division, St Paul & Midway Subs
Former BNSF: Minnesota Division, St Paul Sub
Former BNSF: Twin Cities Division, Midway & St Paul Subs

Off timetable 2004

534. Union Yard: 14th Avenue SE-Raymond Avenue

History:
Abandoned: [Stone Arch Bridge on "A" line in 1981](#)

Twin Cities Terminal

Former GN: Twin Cities Terminal Division
Former BN: Minnesota Division, Yard
Former BN: Lakes Division, Yard

BNSF TRACK SEGMENTS-500-599

Former BN: Galesburg Division, Northtown Terminal Yard

Former BN: Minnesota Division, St Paul & Midway Subs

Former BNSF: Minnesota Division, St Paul Sub

Current BNSF: Twin Cities Division, St Paul & Midway Subs

535. East Minneapolis Yard: University Avenue-Talmage Avenue

History:

Twin Cities Terminal

Former GN: Twin Cities Terminal Division

Former BN: Minnesota Division, Yard

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Northtown Terminal Yard

Former BN: Minnesota Division, St Paul & Midway Subs

Former BNSF: Minnesota Division, St Paul Sub

Former BNSF: Twin Cities Division, St Paul & Midway Subs

Off timetable 2004-Still part of [Twin Cities Division](#)

536. Park Junction Yard: Talmage Avenue-Highway 280

History:

Twin Cities Terminal

Former BN: Minnesota Division, Yard

Current BNSF: [Twin Cities Division](#)

537. Northtown WFE

History: 1923-WFE established by GN and Pacific Fruit Growers

Twin Cities Terminal

Former NP: Joint Terminal Division, 3d Sub
St Paul Division, 1st Sub

Former NP: St. Paul Division, 1st & 3rd Subs

Original BN: Twin Cities Terminal Division, 1st & 4th Subs*
Twin Cities Division, 1st Sub*

Former BN: Minnesota Division, Yard

Current BNSF: [Twin Cities Division](#)

538-539-unused

BNSF TRACK SEGMENTS-500-599

540. Midway Yard: Raymond Avenue-Lexington Avenue

History:

Twin Cities Terminal

Former BN: Minnesota Division, Yard
Former BN: Lakes Division, Yard
Former BN: Galesburg Division, Northtown Terminal Yard
Former BN & BNSF: Minnesota Division, Midway & St Paul Subs
Former BNSF: Twin Cities Division, Midway & St. Paul Subs

Current BNSF: Twin Cities Division, Midway Sub

541. Como Shops Yard: Hwy 280-Maryland Avenue & CB&Q Connection

History: 1886-Como Shops opened by NP
Abandoned: unknown

Former NP: Joint Terminal Division, 2d Sub
Former NP: St. Paul Division, 13th Sub
Former BN: Minnesota Division, Yard

542. Como Yard (Dale Street Shop): Lexington Avenue-Como Avenue

History:

Twin Cities Terminal

Former NP: Joint Terminal Division, 2d Sub
Former NP: St. Paul Division, 13th Sub
Former BN: Minnesota Division, Yard
Former BN: Lakes Division, Yard
Former BN: Galesburg Division, Northtown Terminal Yard
Former BN & BNSF: Minnesota Division, Midway & St Paul Subs
Former BNSF: Twin Cities Division, Midway & St Paul Subs

Off Timetable 2004

543. Jackson Street Shop Yard: Como Avenue-Rice Street

History:
Abandoned: unknown

Twin Cities Terminal

Former GN: Twin Cities Terminal Division, 1st Sub
Former BN: Como Yard-Minnesota Division (1978)

BNSF TRACK SEGMENTS-500-599

Former BN: Minnesota Division, Yard

544. Jackson Street Shop Yard: Rice Street-Jackson Street

History:

Abandoned: unknown

Former GN: Twin Cities Terminal Division, 1st Sub

Former BN: Minnesota Division

545. Mississippi Street WFE Yard: Jackson Street-Mississippi Street

History:

Abandoned: unknown

Twin Cities Terminal

Former NP: Joint Terminals Division, 1st Sub

Former NP: St. Paul Division, 13th Sub

Original BN: Twin Cities Terminal Division, 3d Sub*

Former BN: Minnesota Division, Yard

546. Dayton Bluff Yard: Oakland Tower-Gloster

History:

Twin Cities Terminal

Former CB&Q: Joint Timetable

Former BN: Minnesota Division, Yard

Former BN: Galesburg Division, Northtown Terminal Yard

Former BN & BNSF: Minnesota Division, St Paul & Midway Subs

Current BNSF: Twin Cities Division, St Paul & Midway Subs

547. Stillwater Yard

History: 1868-established by Stillwater & St. Paul
1870-leased by NP
1891-name changed to Lake Superior & Mississippi
1901-merged with NP

Abandoned: 2004

Twin Cities Terminal

Former NP: St. Paul Division, 12th Sub

Original BN: Twin Cities Terminal Division, 2d Sub*

Former BN: Minnesota Division, Yard

Former BN: Lakes Division, Yard

BNSF TRACK SEGMENTS-500-599

Former BN: Galesburg Division, Northtown Terminal Yard

Former BN & BNSF: Minnesota Division, St Paul & Midway Subs

Former BNSF: Twin Cities Division, St Paul & Midway Subs

548. Watertown Yard

History: 1888 by Watertown & Sioux Falls Ry
1922-leased by GN

Former GN: Willmar Division, 10th & 11th Subs

Former GN: Dakota Division, 9th Sub

Original BN: Twin Cities Division, 5th Sub*

Former BN: Minnesota Division, Yard

Former BN: Lakes Division, Yard

Former BN: Willmar Division, Watertown Sub

Former BNSF: North Dakota Division, Watertown Sub

Former BNSF: Dakota Division, Watertown Sub

Current BNSF: [Twin Cities Division, Watertown Sub](#)

549. Sioux City

History: 1872 by Dakota Southern
1879-consolidated with Sioux City & Pembina to form Sioux City & Dakota
1881-consolidated with MILW

Sold: [1980-acquired by the State of South Dakota](#) and [operated by BN](#)

Former MILW: Iowa, Minnesota, & Dakota Divisions, 21st Sub

Former MILW: Iowa Division, 7th Sub
Dakota Division, 19th Sub

Former BN: Minnesota Division, Yard

Former BN: Lakes Division, Yard

Former BN: Willmar Division, Aberdeen Sub

Former BNSF: South Dakota Division, Aberdeen Sub

Former BNSF: Dakota Division, Aberdeen Sub

Current BNSF: [Twin Cities Division, Aberdeen Sub](#)

550. St. Cloud Shops; Waite Industrial Park

History:

Leased: [2005-Waite Industrial Park-Northern Lines RY](#)

Former GN: St Cloud Shops-Willmar Division, 3d & 6th Subs then 2d Sub

Original BN: Twin Cities Division, 8th Sub*

BNSF TRACK SEGMENTS-500-599

Former BN: St Cloud Shops-Minnesota Division, Yard
Former BN: Waite Industrial Park-Lakes Division, Yard
Former BN & BNSF: Waite Industrial Park-Minnesota Division, Staples Sub
Former BNSF: Waite Industrial Park-Twin Cities Division, Staples Sub

551. St. Cloud Yard

History: 1872-railhead established by St. Paul & Pacific
Abandoned: 1989-2.8 miles
1990-0.2 miles

Former GN: St. Cloud & Fergus Falls Division, 1st & 5th Districts
Former GN: Willmar Division, 3d & 6th Subs then 2d Sub
Original BN: Twin Cities Division, 8th Sub*
Former BN: Minnesota Division, Yard
Former BN: Lakes Division, Yard
Former BN & BNSF: Minnesota Division, Staples Sub

Current BNSF: [Twin Cities Division, Staples Sub](#)

552. Willmar

History: 1869 by St. Paul, Minneapolis, & Manitoba
Former GN: St. Cloud & Fergus Falls Division, 6th District
Former GN: Willmar Division, 1st, 2d, 6th, & 7th Subs
Former GN: Willmar Division, 1st, 2d, & 5th Subs
Original BN: Twin Cities Division, 8th Sub*
Former BN: Minnesota Division, Yard
Former BN: Lakes Division, Yard
Former BN: Minnesota Division, Wayzata & Marshall Subs
Willmar Division, Moorhead Sub
Former BN: Willmar Division, Moorhead Sub
Former BNSF: South Dakota Division, Marshall & Morris Subs
Former BNSF: Dakota Division, Marshall & Morris Subs

Current BNSF: [Twin Cities Division, Marshall & Morris Subs](#)

553. Staples Yard

History: 1889 by NP
Former NP: St Paul Division, 1st & 2d Subs
Lake Superior Division, 2d Sub

BNSF TRACK SEGMENTS-500-599

Former NP: St. Paul Division, 1st, 2d, & 4th Subs

Original BN: Fargo Division, 2d Sub*
Lakes Division, 3d Sub*

Former BN: Minnesota Division, Yard

Former BN: Lakes Division, Yard

Former BN & BNSF: Minnesota Division, Staples Sub

Current BNSF: Twin Cities Division, Staples Sub

554. Sioux Falls Yard

History: 1888 by Watertown & Sioux Falls Ry and Sioux Falls Terminal Ry
1900-Sioux Falls Terminal Ry changed to Union Terminal Ry
1905-Union Terminal Ry sold to Willmar & Sioux Falls
1917-Willmar & Sioux Falls merged with GN
1922-Watertown & Sioux Falls leased by GN

Former GN: Willmar Division, 9th & 10th Subs

Former GN: Willmar Division, 10th & 6th Subs

Original BN: Twin Cities Division, 5th Sub

Former BN: Minnesota Division, Yard

Former BN: Lakes Division, Yard

Former BN: Willmar Division, Garretson, Canton, & Madison Subs

Former BNSF: South Dakota Division, Garretson, Canton, & Madison Subs

Former BNSF: Dakota Division, Canton, Corson, & Madison Subs

Current BNSF: Twin Cities Division, Canton, Corson, & Madison Subs

555. Sioux City Yard

History: 1889 by Willmar & Sioux Falls Ry
1907-merged with GN

Former GN: Willmar Division, 9th Sub then 5th Sub

Original BN: Twin Cities Division, 3d Sub*

Former BN: Minnesota Division, Yard

Former BN: Lakes Division, Yard

Former BN: Willmar Division, Marshall & Aberdeen Subs

Former BNSF: South Dakota Division, Marshall & Aberdeen Subs

Former BNSF: Dakota Division, Aberdeen & Marshall Subs

Current BNSF: Twin Cities Division, Aberdeen & Marshall Subs

556. Sioux City Terminal

BNSF TRACK SEGMENTS-500-599

History: 1889 by Sioux City Terminal Ry
1971-merged into BN

Former GN: Willmar Division, 8th Sub then 5th Sub

Original BN: Twin Cities Division, 3d Sub*

Former BN: Minnesota Division, Yard

Former BN: Lakes Division, Yard

Former BN: Willmar Division, Marshall & Aberdeen Subs

Former BNSF: South Dakota Division, Marshall & Aberdeen Subs

Former BNSF: Dakota Division, Aberdeen & Marshall Subs

Current BNSF: [Twin Cities Division, Aberdeen & Marshall Subs](#)

557. Willmar WFE

History: 1923-WFE established by GN and Pacific Fruit Growers

Former GN: Willmar Division, 1st, 2d, 6th, & 7th Subs

Former GN: Willmar Division, 1st, 2d, & 5th Subs

Former BN: Lakes Division, Yard (only appeared in 1991)-still part of the [Twin Cities Division](#)

558. Ellendale

History: 1881 by MILW
Acquired: 1980 by BN
Abandoned: 1984

Former MILW: Hastings & Dakota Division, 10th Sub

Former MILW: Aberdeen Division, 11th Sub

Former MILW: Dakota Division, 6th Sub

Former BN: Minnesota Division, Yard

559. Pipestone

History: 1879 by Southern Minnesota Ry Extension Company
1880-sold to MILW
Sold: 1981-to BN

Former MILW: Minnesota Division, 19th Sub

Former BN: Minnesota Division, Yard

Former BN: Lakes Division, Yard

Former BN: Willmar Division, Marshall Sub

Former BNSF: South Dakota Division, Marshall Sub

Former BNSF: Dakota Division, Marshall Sub

Current BNSF: [Twin Cities Division, Marshall Sub](#)

BNSF TRACK SEGMENTS-500-599

560. Dilworth

History: 1871-established by NP
Former NP: Fargo Division, 1st Sub
Original BN: Fargo Division, 2d Sub*
Former BN: Dakota Division, Yard
Former BN: Fargo Division, K O Sub
Former BNSF: North Dakota Division, K O Sub
Former BNSF: Minnesota Division, K O Sub

Current BNSF: [Twin Cities Division, K O Sub](#)

561. Fargo Yard

History: 1872-yard established by NP
1902-yard established by GN
Former GN: Willmar Division, 1st Sub
Dakota Division, 2nd Sub
Former GN: Willmar Division, 1st Sub
Minot Division, 1st Sub
Former GN: Dakota Division, 1st Sub
Former NP: Fargo Division, 1st & 3d Subs
Original BN: Fargo Division, 1st, 2d, & 9th Subs*
Former BN: Dakota Division, Yard
Former BN: Fargo Division, K O Sub
Former BNSF: North Dakota Division, K O Sub
Former BNSF: Minnesota Division, K O Sub

Current BNSF: [Twin Cities Division, K O Sub](#)

562. Fargo WFE

History: 1923-WFE established by GN and Pacific Fruit Growers
Note: Master List states Fargo WFE, timetables Dilworth WFE. Also see segment 3052
Former NP: Fargo Division, 1st Sub
Original BN: Fargo Division, 1st, 2d, & 9th Subs*
Former BN: Dakota Division, Yard
Former BNSF: Minnesota Division, K O Sub

Current BNSF: [Twin Cities Division, K O Sub](#)

BNSF TRACK SEGMENTS-500-599

563. Fargo

History: 1884 established by Fargo & Southern
1885-sold to MILW
1981-BN takes over yard

Former MILW: Hastings & Dakota Division, 5th & 6th Subs

Former MILW: Aberdeen Division, 7th Sub

Former MILW: Dakota Division, 2d Sub

Former BN: Dakota Division, Yard

Current BNSF: Twin Cities Division, KO Sub

564. Breckenridge Yard

History: 1886 by St. Paul, Minneapolis, & Manitoba
Sold: 1987-RRV&W RR

Former GN: Willmar Division, 2d Sub then 1st Sub
Minot Division, 1st Sub then 5th Sub

Original BN: Fargo Division, 3d & 6th Subs*
Minnesota Division, 21st Sub*

Former BN: Dakota Division, Yard

Current RRV&W: 1st Subdivision

565. Minot Yard

History: 1886 by St. Paul, Minneapolis, & Manitoba

Former GN: Minot Division, 2d & 3d Subs

Former GN: Minot Division, 1st & 2d Subs

Original BN: Minot Division, 1st & 2d Subs*

Former BN: Dakota Division, Yard

Former BN: Minot Division, Surrey Sub

Former BNSF: North Dakota Division, K O Sub

Former BNSF: Minnesota Division, K O Sub

Current BNSF: Twin Cities Division, K O Sub

566. Jamestown

History: 1872 by NP

Former NP: Fargo Division, 1st, 2d, & 7th Subs

Original BN: Fargo Division, 2d Sub*
Yellowstone Division, 1st & 12th Subs*

Former BN: Dakota Division, Yard

BNSF TRACK SEGMENTS-500-599

Former BN & BNSF: Yellowstone Division, Jamestown Sub

Former BNSF: Dakota Division, Jamestown Sub

Current BNSF: Twin Cities Division, Jamestown Sub

567. Linton

History: 1903 by MILW
1980-BN takes over

Sold: Dakota, Missouri Valley, & Western

Abandoned: 2005

Former MILW: Hastings & Dakota Division, 12th Sub

Former MILW: Aberdeen Division, 13th Sub

Former MILW: Dakota Division, 8th Sub

Former BN: Dakota Division, yard

568. Edgeley

History: 1886 by MILW
1981-BN takes over

Sold: 1987-RRV&W

Former MILW: Hastings & Dakota Division, 10th Sub

Former MILW: Aberdeen Division, 11th Sub

Former MILW: Dakota Division, 6th Sub

Former BN: Dakota Division, yard

Current RRV&W: 4th Sub

569. Wahpeton

History: 1883-84 by Fargo & Southern Ry
1885-acquired by MILW

Sold: 1982-state of South Dakota and operated by BN
1986-operated by Otter Tail Valley RR

Former MILW: Hastings & Dakota Division, 6th Sub

Former MILW: Aberdeen Division, 7th Sub

Former MILW: Dakota Division, 2d Sub

Former BN: Dakota Division, Yard

Current: OTVRy

570. Backus

History:

Abandoned: 1985

BNSF TRACK SEGMENTS-500-599

Former NP: Lake Superior Division, 8th Sub

Former NP: St. Paul Division, 9th Sub

Original BN: Lakes Division, 9th Sub*

Former BN: Wisconsin Division, Ballast

571. Brookston

History:

Former GN: Mesabi Division, 6th Sub then 2nd Sub

Original BN: Lakes Division, 4th Sub*

Former BN: Wisconsin Division, Ballast

Former BN: Lakes Division, Ballast

572. Benoit

History:

Abandoned:

Former GN: Mesabi Division, 4th Sub

Former GN: Dakota Division, 2d Sub

Original BN: Dakota Division, 2d Sub*

Former BN: Wisconsin Division, Ballast

573. Clarissa

History:

Abandoned: 1984

Former GN: Mesabi Division, 5th Sub then 3rd Sub

Original BN: Fargo Division, 5th Sub*

Former BN: Minnesota Division, Ballast

574. Crosby

History:

Former GN: Minot Division, 5th Sub then 9th Sub

Original BN: Minot Division, 5th Sub*

Former BN: Dakota Division, Ballast

575. Kerry

History:

Former GN: Dakota Division, 9th Sub

BNSF TRACK SEGMENTS-500-599

Original BN: Dakota Division, 8th Sub*

Former BN: Wisconsin Division, Ballast

Off timetable 1986

576. Linsay

History:

Former GN: Mesabi Division, 3rd Sub then 2nd Sub

Original BN: Lakes Division, 4th Sub*

Former BN: Wisconsin Division, Ballast

577. Roseau

History:

Sold: Minnesota Northern

Former GN: Dakota Division, 12th Sub then 11th Sub then 8th Sub

Original BN: Dakota Division, 3d Sub*

Former BN: Wisconsin Division, Ballast

Former BN: Dakota Division, Ballast

Former BN: Fargo Division, Warroad Sub (Ballast)

Former BNSF: North Dakota Division, Warroad Sub

Current: MN RR

578. Appleton

History:

Former GN: Willmar Division, 11th Sub then 9th Sub

Original BN: Twin Cities Division, 6th Sub*

Former BN: Minnesota Division, Ballast

Former BN: Lakes Division, Ballast

Former BN: Willmar Division, Appleton Sub

Former BNSF: South Dakota Division, Appleton Sub

Former BNSF: Dakota Division, Appleton Sub

Current BNSF: Twin Cities Division, Appleton Sub

579. Granite Falls

History:

Former GN: Willmar Division, 7th Sub then 5th Sub

Original BN: Twin Cities Division, 3d Sub*

BNSF TRACK SEGMENTS-500-599

Former BN: Minnesota Division, Ballast

Former BN: Lakes Division, Ballast

Former BN: Willmar Division, Marshall Sub

Former BNSF: South Dakota Division, Marshall Sub

Former BNSF: Dakota Division, Marshall Sub

Current BNSF: Twin Cities Division, Marshall Sub

580. Russell

History:

Abandoned:

Former GN: Willmar Division, 7th Sub then 5th Sub

Original BN: Twin Cities Division, 3d Sub*

Former BN: Minnesota Division, Ballast

Former BN: Lakes Division, Ballast

581. St. Cloud

History:

Former GN: Willmar Division, 3d & 6th Subs then 2d Sub

Original BN: Twin Cities Division, 8th Sub*

Former BN: Minnesota Division, Ballast

Former BN: Lakes Division, Ballast

Former BN & BNSF: Minnesota Division, Staples Sub

Current BNSF: Twin Cities Division, Staples Sub

582. Falsen

History:

Abandoned:

Former GN: Minot Division, 3d Sub then 1st Sub

Original BN: Minot Division, 1st Sub*

Former BN: Dakota Division, Ballast

583. Lisbon

History: 1883 by Fargo & Southwestern and under control of NP the same year

Abandoned:

Former NP: Fargo Division, 3d Sub

Original BN: Fargo Division, 9th Sub*

BNSF TRACK SEGMENTS-500-599

Former BN: Dakota Division, Ballast

584. Minot

History:

Abandoned:

Former GN: Minot Division, 2d & 3d Subs

Former GN & Original BN: Minot Division, 1st & 2d Subs*

Former BN: Dakota Division, Ballast

585. Sheyenne

History:

Former NP: Fargo Division, 7th Sub

Original BN: Yellowstone Division, 12th Sub*

Former BN: Dakota Division, Ballast

586. Ortonville

History: 1879-established by Hastings & Dakota Ry
1880-transferred to MILW

Sold: 1982 to the State of South Dakota and operated by BN

Note: Master List states this is LST&T at Superior WISC.

Former MILW: Hastings & Dakota Division, 21st Sub

Former MILW: Aberdeen Division, 2d Sub

Former BN: Minnesota Division, Ballast

Former BN: Lakes Division, Ballast

Former BN: Willmar Division, Ballast

Former BN: Willmar Division, Appleton Sub

Former BNSF: South Dakota Division, Appleton Sub

Former BNSF: Dakota Division, Appleton Sub

Current BNSF: Twin Cities Division, Appleton Sub

587-599-unused

BNSF TRACK SEGMENTS-600-699

600. Vancouver BC

History: 1903? By Vancouver, Victoria, & Eastern

Former GN: Cascade Division, 3d Sub then 2d Sub

Original BN: Pacific Division, 2d Sub*

Former BN: Pacific Division, Yard

Former BN: Cascade Division, New Westminster Sub

Former BNSF: Pacific Division, New Westminster Sub

Current BNSF: [Northwest Division, New Westminster Sub](#)

601. Sapperton Yard

History:

Former GN: Cascade Division, 3d Sub then 2d Sub

Original BN: Pacific Division, 2d Sub*

Former BN: Pacific Division, Yard

Former BN: Cascade Division, New Westminster Sub

Former BNSF: Pacific Division, New Westminster Sub

Current BNSF: [Sapperton Yard-Brunette Ave-North Rd-Northwest Division, New Westminster Sub](#)

602. New Westminster

History: 1890-GN acquired New Westminster & Southern

Former GN: Cascade Division, 3d Sub, then 2d Sub

Original BN: Pacific Division, 2d Sub*

Former BN: Pacific Division, Yard

Former BN: Cascade Division, New Westminster Sub

Former BNSF: Pacific Division, New Westminster Sub

Current BNSF: [New Westminster Yard-Brunette Ave-Fraser River Bridge-Northwest Division, New Westminster Sub](#)

603. Bellingham

History: 1889 by Fairhaven & Southern

1898-Fairhaven & Southern merged with Seattle & Montana (GN)

1901-Seattle & Montana merged into GN

Abandoned: **1984-2.7 miles**

Former GN: Cascade Division, 3d Sub, then 2d Sub

Original BN: Pacific Division, 2d Sub*

Former BN: Pacific Division, Yard

BNSF TRACK SEGMENTS-600-699

Former BN: Cascade Division, Bellingham Sub

Former BNSF: Pacific Division, Bellingham Sub

Current BNSF: [Northwest Division, Bellingham Sub](#)

604. Everett Yard; Bayside Yard

History: 1891-railhead established by Seattle & Montana
1901-S&M merged into Great Northern

Former GN: Everett Yard-Cascade Division, 3d Sub, then 1st Sub

Original BN: Pacific Division, 1st & 2d Subs*

Former BN: Everett Yard-Pacific Division, Yard

Former BN: Everett Yard-Cascade Division, Bellingham Sub

Former BNSF: Bayside Yard-Pacific Division, Bellingham Sub

Current BNSF: [Bayside Yard-Northwest Division, Bellingham Sub](#)

605. Delta Yard Shop; Delta Yard

History:

Former GN: Cascade Division, 3d & 4th Subs

Former GN: Cascade Division, 2d & 3d Subs

Original BN: Pacific Division, 10th Sub*

Former BN: Delta Yard Shop-Pacific Division, Yard

Former BN: Delta Yard Shop-Cascade Division, Bellingham Sub

Former BN: Delta Yard-Cascade Division, Bellingham Sub (10/94)

Former BNSF: Delta Yard-Pacific Division, Bellingham Sub

Current BNSF: [Delta Yard-Northwest Division, Bellingham Sub](#)

606. Auburn Yard

History: 1891-railhead established by NP

Former NP: Pacific Division, 1st District
Seattle Division, 1st District

Former NP: Seattle Division, 1st Sub & Seattle-Tacoma Terminal

Former NP: Tacoma Division, 1st & 2d Subs

Original BN: Pacific Division, 3d & 4th Subs*

Former BN: Pacific Division, Yard

Former BN & BNSF: Pacific Division, Seattle Sub

Current BNSF: [Northwest Division, Seattle Sub](#)

BNSF TRACK SEGMENTS-600-699

607. Auburn WFE

History: 1923-WFE established by GN and Pacific Fruit Growers

Former NP: Tacoma Division, 1st & 2d Subs

Original BN: Pacific Division, 3d & 4th Subs*

Former BN: Pacific Division, Yard

Current BNSF: [Northwest Division, Seattle Sub](#)

608. Tacoma

History: 1881 by NP

Former NP: Pacific Division, 1st District
Seattle Division, Seattle District

Former NP: Puget Sound Division, 1st Sub

Former NP: Seattle Division, Seattle-Tacoma Terminal

Former NP: Tacoma Division, 2d & 3d Subs

Original BN: Pacific Division, 3d Sub*

Former BN: Pacific Division, Yard

Former BN & BNSF: Pacific Division, Seattle Sub

Current BNSF: [Northwest Division, Seattle Sub](#)

609. Olympia

History: 1878 by Olympia & Chehalis Valley
1890-sold to Port Townsend Southern
1914-sold to NP

Former NP: Pacific Division, Gray's Harbor Line

Former NP: Tacoma Division, 16th Sub

Original BN: Pacific Division, 6th Sub*

Former BN: Pacific Division, Yard

Former BN & BNSF: Pacific Division, Seattle Sub

Current BNSF: [Northwest Division, Seattle Sub](#)

610. Aberdeen-Hoquiam-Cosmopolis

History: 1911 as a joint line with OWR&N (UP) and MILW
1911-trackage rights gained from Chicago, Milwaukee, & Puget Sound (MILW) for 999
years.

Sold: [1997-PS&P RR](#)

Former NP: Pacific Division, Gray's Harbor Line

Former NP: Tacoma Division, 16th Sub

BNSF TRACK SEGMENTS-600-699

Original BN: Portland Division, 10th Sub*
Former BN: Pacific Division, Yard
Former BN & BNSF: Pacific Division, Harbor Line

Current: Puget Sound & Pacific

611. Centralia

History: 1873 by NP
Former NP: Pacific Division, 2d District
Former NP: Tacoma Division, 3d & 18th Subs
Original BN: Pacific Division, 3d Sub*
Portland Division, 3d & 10th Subs*
Former BN: Pacific Division, Yard
Former BN & BNSF: Pacific Division, Seattle Sub

Current BNSF: Northwest Division, Seattle Sub

612. Longview Junction

History: 1924 by Longview, Portland, & Northern (Long Bell Lumber Co.)
Former NP: Tacoma Division, 3d Sub
Original BN: Portland Division, 3d Sub*
Former BN: Pacific Division, Yard
Former BN & BNSF: Pacific Division, Seattle Sub

Current BNSF: Northwest Division, Seattle Sub

613. Longview Yard

History: 1924 by Longview, Portland, & Northern (Long Bell Lumber Co.)
Former NP: (jointly operated with GN, UP, LP&N, & MILW) Tacoma Division, 3d Sub
Original BN: Portland Division, 3d Sub*
Former BN: Pacific Division, Yard
Former BN & BNSF: Pacific Division, Seattle Sub

Current BNSF: Northwest Division, Seattle Sub

614. Hampton-Lyndon

History: 1903 by Bellingham Bay & British Columbia Ry
1912-acquired by Bellingham & Northern
1918-controlled by MILW
Acquired: 1981 by BN

BNSF TRACK SEGMENTS-600-699

Former MILW: Coast Division, 13th Sub then 21st Sub

Former MILW: Washington Division, 11th Sub

Former BN: Pacific Division, "other"

Former BN: Cascade Division, Sumas Sub

Former BNSF: Pacific Division, Sumas Sub

Current BNSF: Northwest Division, Sumas Sub

615. Everett

History: 1911 by Chicago, Milwaukee, & Puget Sound

Acquired: 1981 by BN

Abandoned: 1982

Former MILW: Coast Division, 5th Sub then 13th Sub

Former MILW: Washington Division, 8th Sub

Former BN: Pacific Division, Yard

616. Bellingham-Cornwall; Bellingham Run-Around Track

History: 1909-10 by Bellingham Terminals & Ry

1912-acquired by Bellingham & Northern

1918-acquired by MILW

Acquired: 1981 by BN

NOTE: Also see Segment 399

Former MILW: Coast Division, 12th Sub then 20th Sub

Former MILW: Washington Division, 9th Sub

Former BN: Pacific Division, Yard

Former BN: Cascade Division, Bellingham Sub

Former BN: (1994)Bellingham run-around track-Cascade Division, Bellingham Sub

Former BNSF: Bellingham run-around track-Pacific Division, Bellingham Sub

Current BNSF: Bellingham Yard and runaround-Northwest Division, Bellingham Sub

617. Orillia

History: 1883 by NP

Former NP: Seattle Division, Seattle District

Former NP: Puget Sound Division, 1st Sub

Former NP: Seattle Division, Seattle-Tacoma Terminal

Former NP: Tacoma Division, 2d Sub

Original BN: Pacific Division, 3d Sub*

Former BN: Pacific Division, Yard

BNSF TRACK SEGMENTS-600-699

Former BN & BNSF: Pacific Division, Seattle Sub

Current BNSF: [Northwest Division, Seattle Sub](#)

618. Rocky Point

History: 1872 by NP

Former NP: Pacific Division, 2d District

Former NP: Tacoma Division, 3d Sub

Original BN: Pacific Division, 3d Sub*

Former BN: Pacific Division, Yard

Former BN & BNSF: Pacific Division, Seattle Sub

Current BNSF: [Northwest Division, Seattle Sub](#)

619. Harbor Island

History: 1890-by Seattle Terminal and Railway Company
1891-name changed to Seattle Terminal RY & Elevator Company
1895-name changed to Seattle Warehouse & Terminal Railway
1899--name changed to Seattle & San Francisco Railway & Navigation Company
1903-part of Northern Pacific

NOTE: This is part of the West Seattle line that never appeared on NP timetables. It was listed as Seattle on BN/BNSF Timetables. Also, it is listed in the “active” list as the Klickitat Avenue Line

Original BN: Pacific Division, 1st & 3d Subs*

Former BN: Pacific Division, Yard

Former BN & BNSF: Pacific Division, Seattle Sub

Former BNSF: Northwest Division, Scenic Sub

Off timetable-2005-still part of the [Northwest Division](#)

620. Balmer Yard

History: 1891 by Fairhaven & Southern
1898-sold to Seattle & Montana (GN)
1901-Seattle & Montana merged into GN

Former GN: Interbay-Cascade Division, 2d Sub, then 1st Sub

Original BN: Pacific Division, 1st Sub*

Former BN: Pacific Division, Yard

Former BN: Cascade Division, Scenic Sub

Former BNSF: Pacific Division, Scenic Sub

Current BNSF: [Northwest Division, Scenic Sub](#)

BNSF TRACK SEGMENTS-600-699

621. Balmer WFE

History: 1923-WFE established by GN and Pacific Fruit Growers

Former GN: Interbay-Cascade Division, 2d Sub, then 1st Sub

Original BN: Pacific Division, 1st Sub

Former BN: Pacific Division, Yard

Off timetable 10/82 but still part of the [Northwest Division](#)

622. King Street

History: 1906-opened by Seattle & Montana RR (GN)
1907-1/2 sold to NP

Former GN: Cascade Division, 2d Sub, then 1st Sub

Former NP: Seattle Division,, Main Line

Former NP: Pacific Division, 1st District

Former NP: Puget Sound Division, 1st & 2d Subs

Former NP: Seattle Division, Seattle-Tacoma Terminals & 2d Sub

Former NP: Tacoma Division, 2d Sub

Original BN: Pacific Division, 1st & 3d Subs*

Former BN: Pacific Division, Yard

Former BN & BNSF: Pacific Division, Seattle Sub

Current BNSF: [Northwest Division, Seattle Sub](#)

623. Stacy Street

History:

Former NP: Tacoma Division, 2d Sub

Former PC: Pacific Coast, 1st Sub

Original BN: Pacific Division, 3d & 13th Subs*

Former BN: Pacific Division, Yard

Former BN & BNSF: Pacific Division, Seattle Sub

Current BNSF: [Northwest Division, Seattle Sub](#)

624. South Seattle Center

History: 1877-railhead established (narrow gauge) by Puget Sound Shore RR.
1883-converted to dual gauge by PSS RR
1889-PSS RR acquired by Puget Sound & Northern Pacific
1898-PS&NP merged into NP

NP 1893: Green River Division

BNSF TRACK SEGMENTS-600-699

NP 1898: Pacific Division, 1st District, Seattle Line
NP 1909: Puget Sound Division, 1st Sub
NP 1922: Seattle & Tacoma Division
NP 1928: Seattle Division, Seattle & Tacoma Terminal
Former NP: Tacoma Division, 2d Sub
Former BN: Pacific Division, 3d Sub*, then 4th Sub (1988)
Former BN & BNSF: Seattle-11th St- Pacific Division, Seattle Sub

Current BNSF: [Seattle-11th St-Northwest Division, Seattle Sub](#)

625. West Seattle Yard

History: 1890-by Seattle Terminal and Railway Company
1891-name changed to Seattle Terminal RY & Elevator Company
1895-name changed to Seattle Warehouse & Terminal Railway
1899--name changed to Seattle & San Francisco Railway & Navigation Company
1903-part of Northern Pacific

Note: This line never appeared on NP timetables or BN/BNSF timetables but is part of the [Northwest Division](#)

626. Connell

History: 1881-railhead established by NP
Original NP: Spokane-Pasco Jct.-Idaho Division, 2d District
1882: Pend Oreille Division
1883: Idaho Division
1907: Pasco Division
1928: Pasco Division until 1932 when it all became Idaho Division
Former NP: Idaho Division, 2nd Sub & 8th Sub
Original BN: Portland Division, 1st & 16th Subs*
Former BN: Pacific Division, 7th Sub, then Spokane Division 2nd Sub
Portland Division, 16th Sub, then 13th Sub, then 12th Sub
Former BN: Spokane Division-Lakeside Sub
Former BNSF: Washington Division, Lakeside Sub
Former BNSF: Northwest Division, Lakeside Sub

Current BNSF: [Sunset Jct.-SP&S Jct.-Northwest Division, Lakeside Sub](#)

627. Hauser Yard

History: 1881 railhead established by NP
2003-new fueling facility established by BNSF

BNSF TRACK SEGMENTS-600-699

Former NP: Idaho Division, 1st Sub
Former BNSF: Northwest Division, Kootenai River Sub
Current BNSF: [Montana Division, Kootenai River Sub](#)

628. Quincy

History: 1892-railhead established by GN
Former GN: Spokane Division, 1st Sub
Former GN: Cascade Division, 1st Sub
Former GN: Spokane Division, 3rd Sub
Former BN: Spokane Division, 5th Sub*, then 2nd Sub
Former BN: Spokane Division, Columbia River Sub
Former BNSF: Washington Division, Columbia River Sub
Current BNSF: [Northwest Division, Columbia River Sub](#)

629. Velox

History: 1912-yard established by NP
Former NP: Idaho Division, 1st Sub
Original BN: Spokane Division, 2d Sub*
Former BN: Spokane Division, 1st Sub, then 6th Sub, then 1st Sub
Former BN: Pacific Division, 1st Sub
Former BN: Spokane Division, Pend Oreille Sub
Former BNSF: Washington Division, Pend Oreille Sub
Former BNSF: Northwest Division, Pend Oreille Sub
Former BNSF: Northwest Division, Kootenai River Sub
Current BNSF: [Montana Division, Kootenai River Sub](#)

630. Pasco

History: 1884 by NP
Former NP: Idaho Division, 2d & 3d Districts
Former NP: Idaho Division, 2d, 3d, & 8th Subs
Original BN: Portland Division, 1st & 17th Subs*
Former BN: Portland Division, Yard
Former BN: Spokane Division, Yard
Former BN: Pacific Division, Yard

BNSF TRACK SEGMENTS-600-699

Former BN: Pasco Division, Wishram & Burbank Subs
Former BNSF: Washington Division, Burbank Sub
Oregon Division, Wishram Sub
Former BNSF: Washington Division, Burbank & Lakeside Subs

Current BNSF: Northwest Division, Burbank & Lakeside Subs

631. Pasco WFE

History: 1923-WFE established by GN and Pacific Fruit Growers
Former NP: Idaho Division, 2d, 3d, & 8th Subs
Original BN: Portland Division, 1st & 17th Subs*
Former BN: Portland Division, Yard
Former BN: Spokane Division, Yard
Former BN: Pacific Division, Yard
Former BN: Pasco Division, Wishram & Burbank Subs
Former BNSF: Washington Division, Burbank Sub
Oregon Division, Wishram Sub
Former BNSF: Washington Division, Burbank & Lakeside Subs

Current BNSF: Northwest Division, Burbank & Lakeside Subs

632. Wishram

History: 1908 by SP&S
Former SP&S: Vancouver Division, 1st & 2d Subs
Oregon Trunk
Former SP&S: SP&S, 1st, 2d, & 5th Subs
Original BN: Portland Division, 2d & 4th Subs*
Former BN: Portland Division, Yard
Former BN: Pacific Division, Yard
Former BN: Pasco Division, Wishram & Oregon Trunk Subs
Former BNSF: Oregon Division, Wishram Sub

Current BNSF: Northwest Division, Fallbridge Sub

633. Salem

History: 1908 by Oregon Electric Ry
1910-acquired by SP&S
1941-Bush Yard built outside of Salem
1981-OE merged with BN
2002-leased to Portland & Western

BNSF TRACK SEGMENTS-600-699

Former OE: 1st & 2nd Subs
Former SP&S: Oregon Electric 1st & 2d Subs
Former SP&S: SP&S, 9th Sub
Original BN: Portland Division, 8th Sub*
Former BN: Portland Division, Yard
Former BN: Pacific Division, Yard
Former BN: Portland Division, OE Sub
Former BNSF: Oregon Division, OE Sub
Former BNSF: Northwest Division, OE Sub

Current P&W: Oregon Electric District

634. Albany Yard; Albany-Foster

NOTE: In 1993, Albany-Foster was added to this yard line segment from segment 457.

History: 1912 by Oregon Electric (SP&S)
1942-yard expanded
1981-OE merged with BN

Leased: 2002-Portland & Western

Former OE: Albany-2nd Sub
Former SP&S: Albany Yard-Oregon Electric 2d Sub
Former SP&S: Albany Yard-SP&S, 9th & 11th Subs
Original BN: Portland Division, 8th Sub*
Former BN: Albany Yard-Portland Division, Yard
Former BN: Albany Yard-Pacific Division, Yard
Former BN: Albany Yard-Portland Division, OE Sub
Former BN: Albany-Foster-Portland Division, OE Sub
Former BNSF: Albany-Foster-Oregon Division, OE Sub
Former BNSF: Albany Yard-Northwest Division, OE Sub

Current P&W: Albany Yard-Oregon Electric District

Current AE: Albany District

635. Eugene

History: 1912 by Oregon Electric (SP&S)
1981-OE merged with BN

Leased: 2002-Portland & Western

Former OE: 2nd Sub
Former SP&S: Oregon Electric, 2d Sub

BNSF TRACK SEGMENTS-600-699

Former SP&S: SP&S, 9th Sub
Original BN: Portland Division, 8th Sub*
Former BN: Portland Division, Yard
Former BN: Pacific Division, Yard
Former BN: Portland Division, OE Sub
Former BNSF: Oregon Division, OE Sub
Former BNSF: Northwest Division, OE Sub

Current P&W: Oregon Electric District

636. Sweet Home

History: 1931 by Oregon Electric (SP&S)-never electrified
1981-OE merged with BN

Abandoned: 1987

Former SP&S: Oregon Electric, 5th & 6th Subs
Former SP&S: SP&S, 11th & 12th Subs
Original BN: Portland Division, 8th Sub*
Former BN: Portland Division, Yard

637. Bend

History: 1911 by Oregon Trunk

Former Oregon Trunk-Main Line

Former SP&S: Vancouver Division, Oregon Trunk
Former SP&S: SP&S, 5th Sub
Original BN: Portland Division,, 4th & 5th Subs*
Former BN: Portland Division, Yard
Former BN: Pacific Division, Yard
Former BN: Pasco Division, Oregon Trunk Sub
Former BNSF: Oregon Division, Oregon Trunk Sub

Current BNSF: Northwest Division, Oregon Trunk Sub

638. Cascan

History: 1927-established by GN
Former GN: Klamath Division, 1st Sub
Former GN: Cascade Division, 4th Sub
Original BN: Portland Division, 5th Sub*

BNSF TRACK SEGMENTS-600-699

Former BN: Portland Division, Yard
Former BN: Pacific Division, Yard
Former BN: Pasco Division, Oregon Trunk Sub
Former BNSF: Oregon Division, Oregon Trunk Sub
Current BNSF: [Northwest Division, Oregon Trunk Sub](#)

639. South Klamath

History: 1928-established by GN
Former GN: Klamath Division, 2d Sub
Former GN: Cascade Division, 4th Sub
Original BN: Portland Division, 5th Sub*
Former BN: Portland Division, Yard
Former BN: Pacific Division, Yard
Former BN: Pasco Division, Oregon Trunk Sub
Former BNSF: Oregon Division, Oregon Trunk Sub

off timetable 1998-still part of the [Northwest Division, Gateway Sub](#)

640. South Klamath White Line

History:
Former GN: Klamath Division, 2d Sub
Former GN: Cascade Division, 4th Sub
Original BN: Portland Division, 5th Sub*
Former BN: Portland Division, Yard
Former BN: Pacific Division, Yard
Former BN: Pasco Division, Oregon Trunk Sub
Former BNSF: Oregon Division, Oregon Trunk Sub

off timetable 1998-still part of the [Northwest Division, Gateway Sub](#)

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641. South Klamath WFE

History:
Former GN: Klamath Division, 2d Sub
Former GN: Cascade Division, 4th Sub
Original BN: Portland Division, 5th Sub*
Former BN: Portland Division, Yard
Former BN: Pacific Division, Yard

BNSF TRACK SEGMENTS-600-699

still part of the [Northwest Division, Gateway Sub](#)

642. Yakima

History: 1886-established by NP
Sold: 1986-Washington Central RR
Repurchased: 1996-by BN as wholly owned subsidiary

Former NP: Tacoma Division, 1st, 23d, & 24th Subs
Idaho Division, 3d Sub

Original BN: Pacific Division, 4th Sub*
Portland Division, 5th, 12th, & 13th Subs*

Former BN: Portland Division, Yard

Former BNSF: Pacific Division, Yakima Valley Sub

Current BNSF: [Northwest Division, Yakima Valley Sub](#)

643. Vancouver

History: 1902-railhead established by NP
1908-yard established by SP&S

Former NP; Pacific Division, 2d District

Former NP: Tacoma Division, 3d Sub

Former SP&S: Terminals Division
Vancouver Division, 1st Sub

Former SP&S: SP&S Terminals & 1st Subs

Original BN: Portland Division, 3d & 4th Subs*

Former BN: Portland Division, Yard

Former BN: Pacific Division, Yard

Former BN: Portland Division, Fallbridge Sub

Former BNSF: Oregon Division, Fallbridge Sub

Current BNSF: [Northwest Division, Fallbridge Sub](#)

644. Vancouver WFE

History: 1923-WFE established by GN and Pacific Fruit Growers

Former NP: Tacoma Division, 3d Sub

Original BN: Portland Division, 3d & 4th Subs*

Former BN: Portland Division, Yard

Former BN: Pacific Division, Yard

still part of the [Northwest Division Seattle Sub](#)

645. East St. Johns

BNSF TRACK SEGMENTS-600-699

History: 1908 by SP&S

Former NP: Pacific Division, 2d District (note: later Tacoma Division timetables state between Vancouver & Lake Yard governed by SP&S rules & timetables)

Former SP&S: Terminals Division

Former SP&S: Terminals Sub

Original BN: Portland Division, 3d Sub*

Former BN: Portland Division, Yard

Former BN: Pacific Division, Yard

Former BN: Portland Division, Fallbridge Sub

Former BNSF: Oregon Division, Fallbridge Sub

Current BNSF: [Northwest Division, Fallbridge Sub](#)

646. Willbridge

History: 1908-junction point established by SP&S

Note: Willbridge is an acronym for Willamette Bridge. This area was North Portland when operated by NP

Former SP&S: Terminals Division & Portland Division, 1st Sub

Former SP&S: Terminals & 6th Subs

Original BN: Portland Division, 3d & 7th Subs*

Former BN: Portland Division, Yard

Former BN: Pacific Division, Yard

Former BN: Portland Division, Fallbridge Sub

Former BNSF: Oregon Division, Fallbridge Sub

Current BNSF: [Northwest Division, Fallbridge Sub](#)

647. Portland

History: Not included here, as I am not sure if they mean Union Station, which was built in 1896 or Hoyt Street, which was established in 1908.

Former SP&S: Terminals Division then Terminals Sub

Original BN: Portland Division, 3d Sub*

Former BN: Portland Division, Yard

Former BN: Pacific Division, Yard

Former BN: Portland Division, Fallbridge Sub

Former BNSF: Oregon Division, Fallbridge Sub

Current BNSF: [Northwest Division, Fallbridge Sub](#)

BNSF TRACK SEGMENTS-600-699

648. Portland WFE

History: 1923-WFE established by GN and Pacific Fruit Growers

Abandoned: unknown date

Former NP: Tacoma Division, 3d Sub

Original BN: Portland Division, 3d Sub*

Former BN: Portland Division, Yard

Former BN: Pacific Division, Yard

649. UP Connection-Pendleton

NOTE: This segment represents the track rights over Union Pacific.

History: 1882 by Oregon-Washington Railway & Navigation (UP)

1936-OWR&N merged with UP

Trackage rights eliminated with the rest of the branch's abandonment in 1991.

Former NP: Idaho Division, 11th Sub via UP

Former UP: Oregon Division, 2d Sub

Former UP: Nampa Division, La Grande Sub

Former UP: Boise Division, La Grande Sub (line 409)

Current UP: Portland Area Division, La Grande Sub (line 837)

Former BN: Portland Division, 19th Sub*, then 18th Sub, then 15th Sub, then 14th Sub, then 6th Sub

Former BN: Spokane Division, 13th Sub

Former BN: Pacific Division, 27th Sub

650. Whitefish

History: 1903-established by GN

Former GN: Kalispell Division, 1st Sub

Former GN: Spokane Division, 1st Sub

Original BN: Spokane Division, 1st Sub*

Former BN: Spokane Division, Yard

Former BN: Montana Division, Yard

Former BN & BNSF: Montana Division, Hi Line

Former BNSF: Northwest Division, Kootenai River Sub

Current BNSF: Montana Division, Kootenai River Sub

651. Spokane

History: 1881-established by NP

1913-Yardley built by NP

BNSF TRACK SEGMENTS-600-699

Former NP: Idaho Division, 1st & 2d Districts
Former NP: Idaho Division, 2d Sub
Original BN: Spokane Division, 2d Sub*
Former BN: Spokane Division, Yard
Former BN: Pacific Division, Yard
Former BN: Spokane Division, Pend Oreille Sub
Former BNSF: Washington Division, Pend Oreille Sub
Former BNSF: Northwest Division, Pend Oreille Sub
Former BNSF: Northwest Division, Kootenai River Sub

Current BNSF: [Montana Division, Kootenai River Sub](#)

652. Spokane Passenger

History: 1881-established by NP
1917-tracks elevated

Former NP: Idaho Division, 2d Sub
Original BN: Spokane Division, 2d Sub*
Former BN: Spokane Division, Yard
Former BN: Pacific Division, Yard
Former BN: Spokane Division, Pend Oreille Sub
Former BNSF: Washington Division, Pend Oreille Sub
Former BNSF: Northwest Division, Pend Oreille Sub
Former BNSF: Northwest Division, Kootenai River Sub

Current BNSF: [Montana Division, Kootenai River Sub](#)

653. Hillyard Shop

History:
Closed: 1983-84

Former GN: Kalispell Division, 2d Sub
Former GN: Spokane Division, 2d Sub
Original BN: Spokane Division, 3d Sub*
Former BN: Spokane Division, Yard
FormerBNSF: Northwest Division, Kootenai River Sub (back on timetable 2003)

Current BNSF: [Montana Division, Kootenai River Sub](#)

654. Hillyard WFE Pre-trip

BNSF TRACK SEGMENTS-600-699

History: 1923-WFE established by GN and Pacific Fruit Growers
Closed: 1983-84

Former GN: Kalispell Division, 2d Sub
Former GN: Spokane Division, 2d Sub
Original BN: Spokane Division, 3d Sub*
Former BN: Spokane Division, Yard
Former BNSF: Northwest Division, Kootenai River Sub (back on timetable 2003)

Current BNSF: [Montana Division, Kootenai River Sub](#)

655. Hillyard WFE Shop; Spokane WFE

History: 1923-WFE established by GN and Pacific Fruit Growers
Closed: Hillyard 1983-84

Former GN: Hillyard WFE Shop-Kalispell Division, 2d Sub
Former GN: Spokane Division, 2d Sub
Original BN: Spokane Division, 3d Sub*
Former BN: Hillyard WFE Shop-Spokane Division, Yard
Former BN: Spokane WFE-Spokane Division, Pend Oreille Sub
Former BNSF: Spokane WFE-Washington Division, Pend Oreille Sub
Former BNSF: Spokane WFE-Northwest Division, Pend Oreille Sub
Former BNSF: Hillyard WFE-Northwest Division, Kootenai River Sub (back on timetable 2003)

Current BNSF: [Montana Division, Kootenai River Sub](#)

656. Wenatchee (Appleyard)

History: 1893-established by GN
Former GN: Cascade Division, 1st & 2d Subs
Former GN: Spokane Division, 3d Sub
Cascade Division, 1st Sub
Original BN: Spokane Division, 5th & 15th Subs*
Pacific Division, 1st Sub*
Former BN: Spokane Division, Yard
Former BN: Pacific Division, Yard
Former BN: Cascade Division, Scenic Sub
Spokane Division, Columbia River Sub
Former BN: Cascade Division, Scenic Sub
Former BNSF: Pacific Division, Scenic Sub

Current BNSF: [Northwest Division, Scenic Sub](#)

BNSF TRACK SEGMENTS-600-699

657. Spear-Dishman

History: 1889 by Washington & Idaho RR (OWR&N)
1936-leased by Union Pacific
1950-GN gains rights over UP at this section

Abandoned: **unknown**

Note: Although BN abandoned the ex-GN line from Fairfield south in the 1980's, it is unknown if BNSF still exercises their rights over UP in this area. UP track charts of 2002 state BN still has rights. "Active" list says this is abandoned.

Former UP: Washington Division, Spokane-Tekoa Branch

Former UP; Oregon Division, Spokane-Tekoa Branch

Former UP: Oregon Division, Tekoa Branch (line 451)

Former UP: Spokane Division, Tekoa Branch (line 451)

Former UP; Columbia River Division, Tekoa Branch

Former UP: Boise Service Unit, Wallace Sub (line 454)

Current UP: **Portland Area, Wallace Sub (line 884)**

658. Burlington Yard

History: 1889-railhead established by Fairhaven & Southern Ry
1898-Fairhaven & Southern merged with Seattle & Montana (GN)
1901-Seattle & Montana (GN) merged into GN

Former GN: Spokane Division, 2d Sub

Former GN: Cascade Division, 1st Sub

Former GN: Cascade Division, 3d Sub then 2d Sub

Original BN: Pacific Division, 2nd Sub*, then 4th Sub, then 9th Sub

Former BN: Cascade Division, Bellingham Sub

Former BNSF: Washington Division, Bellingham Sub

Current BNSF: **Northwest Division, Bellingham Sub**

659. West Seattle Line

History: 1890-by Seattle Terminal and Railway Company
1891-name changed to Seattle Terminal RY & Elevator Company
1895-name changed to Seattle Warehouse & Terminal Railway
1899--name changed to Seattle & San Francisco Railway & Navigation Company
1903-part of Northern Pacific

Note: Never appeared on NP or BN/BNSF timetables and is not on the "active" list but is still in use to get to West Seattle Yard and Harbor Island. So, it is part of the [Northwest Division, Seattle Sub](#)

660. Tacoma SIM Yard

History: .

BNSF TRACK SEGMENTS-600-699

661-669-unused

670. Cordell

History:

Former GN: Cascade Division, 5th Sub

Former GN: Spokane Division, 5th Sub

Original BN: Spokane Division, 15th Sub*

Former BN: Spokane Division, Ballast

Sold: Cascade & Columbia River RR

671. Crossport

History:

Former GN: Kalispell Division, 4th Sub then 2nd Sub

Former GN: Spokane Division, 2d Sub

Original BN: Spokane Division, 3d Sub*

Former BN: Spokane Division, Ballast

Still part of the [Montana Division](#)

672. Hartman

History:

Abandoned: 1983-84

Former NP: Idaho Division, 1st Sub

Original BN: Rocky Mountain Division, 3d Sub*

Former BN: Spokane Division, Ballast

673. Highland

History:

Former GN: Cascade Division, 1st Sub

Former GN: Spokane Division, 3d Sub

Original BN: Spokane Division, 5th Sub*

Former BN: Spokane Division, Ballast

Former BN: (1986)Pacific Division, Ballast

Former BN: (1987)Spokane Division, Ballast

674. Loon Lake

BNSF TRACK SEGMENTS-600-699

History:

Abandoned: 1983-84

Former GN: Kalispell Division, 5th Sub
Former GN: Spokane Division, 7th Sub
Original BN: Spokane Division, 6th Sub*
Former BN: Spokane Division, Ballast

675. Odessa

History:

Abandoned: 1986

Former GN: Cascade Division, 1st Sub
Former GN: Spokane Division, 3d Sub
Original BN: Spokane Division, 5th Sub*
Former BN: Spokane Division, Ballast

676. Trinidad

History:

Former GN: Cascade Division, 1st Sub
Former GN: Spokane Division, 3d Sub
Original BN: Spokane Division, 5th Sub*
Former BN: Spokane Division, Ballast
Former BN: Pacific Division, Ballast

677. East Auburn

History:

Former NP: Tacoma Division, 1st Sub
Original BN: Pacific Division, 4th Sub*
Former BN: Pacific Division, Ballast
Former BN: Pacific Division, Stampede Sub

Shown as part of the [Northwest Division](#)

678. Belleville

History:

Former GN: Cascade Division, 3rd Sub, then 2nd Sub
Original BN: Pacific Division, 7th Sub*
Former BN: Pacific Division, Ballast

BNSF TRACK SEGMENTS-600-699

Shown as part of the [Northwest Division](#)

679. Burlington

History:

Abandoned: 1982

Former GN: Cascade Division, 3d Sub then 2d Sub

Original BN: Pacific Division, 2d Sub*

Former BN: Pacific Division, Ballast

680. Monroe-Pitrun

History:

Former GN: Cascade Division, 2d Sub then 1st Sub

Original BN: Pacific Division, 1st Sub*

Former BN: Pacific Division, Ballast

681. Monroe-crushed rock

History:

Former GN: Cascade Division, 2d Sub, then 1st Sub

Original BN: Pacific Division, 1st Sub*

Former BN: Pacific Division, Ballast

682. Steilacoom

History:

Abandoned: 1982

Former NP: Tacoma Division, 3d Sub

Original BN: Pacific Division, 3d Sub*

Former BN: Pacific Division, Ballast

683. Veazey

History:

Former NP: Tacoma Division, 7th Sub

Original BN: Pacific Division, 14th Sub*

Former BN: Pacific Division, Ballast

Former BN: Pacific Division, Stampede Sub

Note: Still exists on segment 411, and the Veazey ballast pit is the only reason for this portion of segment 411. Track is out of service.

684. Cactus

BNSF TRACK SEGMENTS-600-699

History:

Former NP: Idaho Division, 2d Sub
Original BN: Portland Division, 1st Sub*
Former BN: Portland Division, Ballast
Former BN: Pacific Division, Ballast
Former BN: Spokane Division, Lakeside Sub (yard segment)
Former BN: Pasco Division, Wishram Sub
Former BNSF: Oregon Division, Wishram Sub
Washington Division, Lakeside Sub
Former BNSF: Washington Division, Lakeside Sub

Current BNSF: [Northwest Division, Lakeside Sub](#)

685. Mesa

History:

Abandoned: 1988

Former NP: Idaho Division, 2d Sub
Original BN: Portland Division, 1st & 22d Subs*
Former BN: Portland Division, Ballast

686. Metolius

History:

Former Oregon Trunk: Main Line
Former SP&S: Vancouver Division, Oregon Trunk
Former SP&S: SP&S, 5th Sub
Original BN: Portland Division, 4th Sub*
Former BN: Portland Division, Ballast

Still part of the [Northwest Division](#)

687. Snake River

History:

Abandoned: 1986

Former SP&S: Vancouver Division, 3d Sub
Former SP&S: 3d Sub
Original BN: Portland Division, 17th Sub*
Former BN: Portland Division, Ballast

BNSF TRACK SEGMENTS-600-699

688. Whitcomb

History:

Former SP&S: Vancouver Division, 2d Sub
Former SP&S: 2d Sub
Original BN: Portland Division, 2d Sub*
Former BN: Portland Division, Ballast
Former BN: Pacific Division, Ballast
Former BN: Spokane Division, Ballast
Former BN: Pasco Division, Wishram Sub
Former BNSF: Oregon Division, Wishram Sub
Note: Not listed 1998-2002

Current BNSF: Northwest Division, Fallbridge Sub

689. Willbridge

History:

Abandoned-1986

Former SP&S: SP&S, Terminals Sub
Original BN: Portland Division, 3d & 7th Subs*
Former BN: Portland Division, Ballast

690. Lake Yard

History: 1906-established on the eastern side of Guild's Lake after the 1905 World's Fair by NP. Segment 2119 was on the west side.

Former NP: Tacoma Division, 3rd Sub
Former SP&S: Terminals Division then Terminals Sub
Original BN: Portland Division, 3d Sub*
Former BN: Portland Division, Yard
Former BN: Pacific Division, Yard
Former BN: Portland Division, Fallbridge Sub
Former BNSF: Oregon Division, Fallbridge Sub

Current BNSF: Northwest Division, Fallbridge Sub

691-695-unused

696. Lewiston

History: 1898 by NP

BNSF TRACK SEGMENTS-600-699

Sold: 1909-Camas Prairie formed by UP & NP interests
Camas Prairie Rail Corporation
2004-to WATCO and renamed Great Northwestern RR

Former CPR & CPRC: Camas Prairie 1st & 3d Subs

697-699-unused

BNSF TRACK SEGMENTS-700-799

700. Williston

History: 1886-established by GN

Former GN: Minot Division, 3d & 10th Subs

Former GN: Minot Division, 2d Sub

Original BN: Minot Division, 2d Sub*

Former BN: Montana Division, Yard

Current BNSF: [Montana Division, Glasgow Sub](#)

701. Havre

History: 1887-established by GN

Former GN: Butte Division, 1st & 2d Subs

Former GN & BN: Montana Division, 1st & 2d Subs*

Former BN: Montana Division, Yard

Former BN & Current BNSF: [Montana Division, Milk River Sub](#)

702. Havre Diesel Shop

History:

Former GN: Butte Division, 1st & 2d Subs

Former GN & BN: Montana Division, 1st & 2d Subs*

Former BN: Montana Division, Yard

Former BN & Current BNSF: [Montana Division, Milk River Sub](#)

703. Great Falls

History: 1887-established by GN

Former GN: Butte Division, 1st, 2nd, 3rd, & 4th Subs

Former GN: Butte Division, 3d, 4th, & 5th Subs

Former GN: Montana Division, 3d & 7th Subs

Original BN: Rocky Mountain Division, 19th Sub*

Former BN: Montana Division, Yard

Former BN & BNSF: Montana Division, Sweet Grass Sub

Current BNSF: [Montana Division, Great Falls Sub](#)

704. Lewistown Yard

History: 1912 by GN

Operated by: [Central Montana Rail \(owned by the State of Montana\)](#)

BNSF TRACK SEGMENTS-700-799

Former GN: Butte Division, 5th Sub, then 4th Sub, then 7th Sub, then 4th Sub

Former GN: Montana Division, 4th Sub

NOTE: This yard may incorporate part of the old MILW Rocky Mountain Division, but wasn't specified on the timetables at this location.

Original BN: Rocky Mountain Division, 20th Sub*

Former BN: Montana Division, Yard

Former BN: Montana Division, Lewistown Sub

705. Stanford

History: 1888 by Montana Northern
1907-Montana Northern sold to GN

Abandoned: unknown date when this ballast pit was abandoned

Note: Not listed in Butte Division, 1927

Former GN: Butte Division, 5th Sub, then 4th Sub, then 7th Sub

Former GN: Montana Division, 7th Sub

Former BN: Montana Division, 5th Sub

706. Essex

History: 1891-railhead established by GN

Former GN: Kalispell Division, 1st Sub

Former GN & BN: Montana Division, 2d Sub*

Former BN: Montana Division, Yard

Still part of the [Montana Division, Hi Line Sub](#)

707. Great Falls

History: 1914 by Great Falls Terminal Railway and merged into MILW the same year

Sold: 1980-to BN

Abandoned: 2006

Note: This is another segment off the Master List than never appeared on BN/BNSF timetables

Former MILW: Rocky Mountain Division, 14th Sub

Former MILW: Montana Division, 13th Sub

708. Amherst

History: 1904 by Montana RR
1907-leased to Milwaukee Road of Montana
1910-sold to Chicago, Milwaukee, & Puget Sound

Sold: 1980-to BN

BNSF TRACK SEGMENTS-700-799

Former MILW: Rocky Mountain Division, 7th Sub
Former MILW: Montana Division, 13th Sub
Former BN: Montana Division, 13th Sub (appeared in 1982)

709. Forsythe

History: 1882-railhead established by NP
Former NP: Yellowstone Division, 3rd Sub & 4th Subs
Original BN: Yellowstone Division, 3rd Sub*, then 2nd Sub
Former BN: Dakota Division, 3d Sub
Former BN& BNSF: Yellowstone Division, Forsyth Sub
Former BNSF: Dakota Division, Forsyth Sub

Current BNSF: [Montana Division, Forsyth Sub](#)

710. Livingston

History: 1880-established by NP
Sold: [1987-Montana Rail Link, their yard line segment 94](#)
Former NP: Montana Division, 1st & 2nd Subs
Former NP: Yellowstone Division, 5th Sub
Rocky Mountain Division, 1st Sub
Original BN: Rocky Mountain Division, 1st & 2d Subs*
Former BN: Rocky Mountain Division, Yard
Former BN: Spokane Division, Yard

711. Livingston Shop

History: 1882-opened by NP
Leased: [1987-to a private concern](#)
Closed: [2001 by a private concern](#)
Former NP: Montana Division, 1st & 2nd Subs
Former NP: Yellowstone Division, 5th Sub
Rocky Mountain Division, 1st Sub
Original BN: Rocky Mountain Division, 1st & 2d Subs*
Former BN: Rocky Mountain Division, Yard
Former BN: Spokane Division, Yard

712. East Helena

History: 1883-established by NP
Sold: [1987-Montana Rail Link, their yard line segment 92](#)
Former NP: Montana Division, 2nd Sub

BNSF TRACK SEGMENTS-700-799

Former NP: Rocky Mountain Division, 1st Sub
Original BN: Rocky Mountain Division, 2d Sub*
Former BN: Rocky Mountain Division, Yard
Former BN: Spokane Division, Yard

713. Helena

History: 1883-established by NP
Sold: 1987-Montana Rail Link, their yard line segment 92

Former NP: Montana Division, 2nd Sub
Former NP: Rocky Mountain Division, 1st & 3d Subs
Original BN: Rocky Mountain Division, 2d & 3d Subs*
Former BN: Rocky Mountain Division, Yard
Former BN: Spokane Division, Yard

714. Butte

History: 1881-established by NP
Sold: 1986-Montana Western
2003-reacquired by BNSF

Former NP: Montana Division, 3rd Sub
Former NP: Rocky Mountain Division, 2d & 4th Subs
Original BN: Rocky Mountain Division, 4th & 10th Subs*
Former BN: Rocky Mountain Division, Yard
Former BN: Spokane Division, Yard

Current BNSF: Copper City Sub

715. Bonner Industrial Track

History: unknown by NP
Leased: 1987-Montana Rail Link (not on their timetables)

Former NP: Rocky Mountain Division, 3rd Sub
Original BN: Spokane Division, 3d Sub*
Former BN: Rocky Mountain Division, Yard
Former BN: Spokane Division, Yard

716. Missoula

History: 1884-established by NP
Leased: 1987-Montana Rail Link, their yard segment 93

Former NP: Rocky Mountain Division, 2d & 5th Subs
Original BN: Rocky Mountain Division, 2d & 3d Subs*

BNSF TRACK SEGMENTS-700-799

Former BN: Rocky Mountain Division, Yard

Former BN: Spokane Division, Yard

717. Greybull

History: 1914-established by CB&Q

Former CB&Q: Casper & Sheridan Divisions, Bonneville & Greybull Sub; Greybull & Fromberg Sub

Former CB&S: Lincoln & Alliance Divisions, Alliance 39th & 40th Subs

Original BN: Rocky Mountain Division, 21st & 22d Subs*

Former BN: Rocky Mountain Division, Yard

Former BN: Denver Division, Yard

Former BN: Denver Division, Casper Sub

Former BNSF: Yellowstone Division, Casper Sub

Former BNSF: Colorado Division, Casper Sub

Former BNSF: Montana Division, Casper Sub

Current BNSF: [Colorado Division, Casper Sub](#)

718. Paradise Tie Plant

History: unknown by NP

Closed: **unknown**

Former NP: Rocky Mountain Division, 5th & 6th Subs
Idaho Division, 1st Sub

Original BN: Rocky Mountain Division, 3d & 5th Subs*

Former BN: Rocky Mountain Division, Yard

719. McAquarrie

History:

Leased: [1987-Montana Rail Link \(not on their timetables\)](#)

Former NP: Rocky Mountain Division, 3d Sub

Original BN: Rocky Mountain Division, 2d Sub*

Former BN: Rocky Mountain Division, Ballast

Former BN: Spokane Division, Ballast

720. Warren (Limestone)

History: 1901-railhead established by CB&Q

Former CB&Q: Casper & Sheridan Divisions, Greybull & Fromberg Sub

Former CB&Q: Lincoln & Alliance Divisions, Alliance 40th Sub

BNSF TRACK SEGMENTS-700-799

Original BN: Rocky Mountain Division, 21st Sub*
Former BN: Rocky Mountain Division, Ballast
Former BN: Spokane Division, Ballast
Former BNSF: Limestone-Montana Division , Casper Sub
Current BNSF: [Limestone-Colorado Division, Casper Sub](#)

721. Hardy

History: unknown
Abandoned: 1986
Former GN: Butte Division, 8th Sub
Original BN: Rocky Mountain Division, 13th Sub*
Former BN: Rocky Mountain Division, Ballast

722. Wolf Creek

Abandoned: 1986
Former GN: Butte Division, 2nd Sub, then 8th Sub
Former GN & BN: Montana Division, 8th Sub*
Former BN: Rocky Mountain Division, Ballast

723. Merriman Pit

History: ballast pit established by NP
Abandoned: 1981
Former NP: Montana Division, 10th Sub
Former NP: Rocky Mountain Division, 8th Sub
Original BN: Livingston-Gardner-Rocky Mountain Division, 9th Sub*, then 11th Sub

724. Deer Lodge

History: 1884-established by NP
Sold: 1986-Montana Western RR
2003-reacquired by BNSF (not listed)
Former NP & Original BN: Rocky Mountain Division, 4th Sub*
Former BN: Rocky Mountain Division, Yard
Former BN: Spokane Division, Yard
Current BNSF: [Copper City Sub](#)

725. Butte

History: 1908 by Chicago, Milwaukee, St. Paul Railway of Montana
1908-transferred to Chicago, Milwaukee, St. Paul of Washington

BNSF TRACK SEGMENTS-700-799

1909-name changed to Chicago, Milwaukee, & Puget Sound
1912-merge into Chicago, Milwaukee, & St. Paul
1927-name changed to Chicago, Milwaukee, St. Paul, & Pacific

Sold: 1981-to Burlington Northern

Sold: 1986-Montana Western

Reacquired: 2003 by BNSF

Note: All tracks sold by BN to Montana Western were reacquired in 2003. Even though this segment was never in timetables, it was sold to Montana Western in 1986. It is unknown if this section is still in use

Former MILW: Rocky Mountain Division, 2nd Sub

Former MILW: Montana Division, 4th Sub

Former BN: never appeared as an "additional station" or "other" in the Rocky Mountain Division timetables

Current BNSF: Copper City Sub

726. Missoula

History: 1908-Railhead established by Chicago, Milwaukee, & St. Paul of Montana
1908-conveyed to Chicago, Milwaukee, & St. Paul of Washington
1909-named changed to Chicago, Milwaukee, & Puget Sound
1912-merged into Chicago, Milwaukee, & St. Paul
1927-name changed to Chicago, Milwaukee, St. Paul & Pacific

Sold: 1980-to Burlington Northern

Leased: 1987-Montana Rail Link

Former MILW: unknown division and subdivision

Former MILW: Montana Division, 1st Sub

Former BN: Never appeared on their timetables.

727-unused

728. Bonner

History: 1908-Railhead established by Chicago, Milwaukee, & St. Paul of Montana
1908-conveyed to Chicago, Milwaukee, & St. Paul of Washington
1909-named changed to Chicago, Milwaukee, & Puget Sound
1912-merged into Chicago, Milwaukee, & St. Paul
1927-name changed to Chicago, Milwaukee, St. Paul & Pacific

Sold: 1980-to Burlington Northern

Leased: 1987-Montana Rail Link (not on their timetables)

Former MILW: unknown division and subdivision

Former MILW: Montana Division, 1st Sub

Original BN: Spokane Division, 3d Sub*

Former BN: Rocky Mountain Division, Yard

Former BN: Spokane Division, Yard

729. Shelby

BNSF TRACK SEGMENTS-700-799

History: 1890-railhead established by GN
Former GN: Kalispell Division, 1st Sub
Former GN: Butte Division, 2d Sub
Former GN & BN: Montana Division, 2d Sub*
Former BN & **Current BNSF:** [Montana Division, Hi Line Sub](#)

730. Bismarck

History: 1873 established by NP
Former NP: Fargo Division, 2d Sub
Original BN: Yellowstone Division, 1st Sub*
Former BN: Yellowstone Division, Yard
Former BN: Dakota Division, Yard
Former BN & BNSF: Yellowstone Division, Jamestown Sub
Former BNSF: Dakota Division, Jamestown Sub
Current BNSF: [Twin Cities Division, Jamestown Sub](#)

731. Mandan

History: 1881 established by NP
Former NP: Yellowstone Division, 1st Sub
Original BN: Yellowstone Division, 1st, 2d, 5th, & 6th Subs*
Former BN: Yellowstone Division, Yard
Former BN: Dakota Division, Yard
Former BN: Yellowstone Division, Jamestown Sub
Former BNSF: Yellowstone Division, Dickinson & Jamestown Subs
Former BNSF: Dakota Division, Dickinson & Jamestown Subs
Current BNSF: [Montana Division, Dickinson Sub](#)
[Twin Cities Division, Jamestown Sub](#)

732. Mandan Shop

History:
Former NP: Yellowstone Division, 1st Sub
Original BN: Yellowstone Division, 1st, 2d, 5th, & 6th Subs*
Former BN: Yellowstone Division, Yard
Former BN: Dakota Division, Yard

BNSF TRACK SEGMENTS-700-799

Former BN: Yellowstone Division, Jamestown Sub
Former BNSF: Yellowstone Division, Dickinson & Jamestown Subs
Former BNSF: Dakota Division, Dickinson & Jamestown Subs
Current BNSF: [Montana Division, Dickinson Sub](#)
[Twin Cities Division, Jamestown Sub](#)

733. Dickinson

History: 1879-81 established by NP
Former NP: Yellowstone Division, 1st & 2d Subs
Original BN: Yellowstone Division, 2d Sub*
Former BN: Yellowstone Division, Yard
Former BN: Dakota Division, Yard
Former BN & BNSF: Yellowstone Division, Dickinson Sub
Former BNSF: Dakota Division, Dickinson Sub
Current BNSF: [Montana Division, Dickinson Sub](#)

734. Glendive

History: 1879-80 established by NP
Former NP: Yellowstone Division, 2d, 3d, 7th, & 8th Subs
Original BN: Yellowstone Division, 2d, 8th, & 10th Subs*
Former BN: Yellowstone Division, Yard
Former BN: Dakota Division, Yard
Former BN: Yellowstone Division, Dickinson Sub
Former BNSF: Yellowstone Division, Forsythe Sub
Former BNSF: Dakota Division, Forsythe Sub
Current BNSF: [Montana Division, Forsythe Sub](#)

735. Billings

History: 1880-81 established by NP
Sold?: [1987-To Montana Rail Link, but not listed as a yard segment](#)
Former NP: Montana Division, 1st Sub
Former NP: Yellowstone Division, 4th & 5th Subs
Original BN: Rocky Mountain Division, 1st Sub*
Former BN: Yellowstone Division, Yard

736. Laurel

BNSF TRACK SEGMENTS-700-799

History: 1882-railhead established by NP
Leased: 1987-To Montana Rail Link-their yard segment 91

Former NP: Montana Division, 1st Sub
Former NP: Yellowstone Division, 5th Sub
Original BN: Rocky Mountain Division, 1st & 7th Subs*
Former BN: Yellowstone Division, Yard

Current MRL: Yard Segment 91

737. Laurel Shop

History:

Former NP: Montana Division, 1st Sub
Former NP: Yellowstone Division, 5th Sub
Original BN: Rocky Mountain Division, 1st & 7th Subs*
Former BN: Yellowstone Division, Yard

Leased: To Montana Rail Link-their yard segment 91

738. Laurel Welding Plant

History:

Former NP: Montana Division, 1st Sub
Former NP: Yellowstone Division, 5th Sub
Original BN: Rocky Mountain Division, 1st & 7th Subs*
Former BN: Yellowstone Division, Yard

Leased: To Montana Rail Link-their yard segment 91

739. Sheridan

History: 1892 by Grand Island &Northwestern
1897-deeded to CB&Q

Former CB&Q: Casper & Sheridan Divisions, Gillette & Sheridan Sub; Sheridan & Huntley Sub
Former CB&Q: Lincoln & Alliance Divisions, Alliance 34th & 35th Subs
Original BN: Yellowstone Division, 16th & 17th Subs*
Former BN: Yellowstone Division, Yard
Former BN: Denver Division, Yard
Former BN: Powder River Division, Big Horn Sub
Former BNSF: Yellowstone Division, Big Horn Sub
Former BNSF: Powder River Division, Big Horn Sub

BNSF TRACK SEGMENTS-700-799

Former BNSF: Montana Division, Big Horn Sub

Current BNSF: Powder River Division, Big Horn Sub

740. Springfield Welding Plant

History: 1979-opened by Frisco

Note: Has yet to “appear” on BN/BNSF timetables

Former Frisco: Eastern Division, Rolla-Lebanon & Springfield Subs

Current BNSF: Springfield Division, Cherokee & Cuba Subs

741-749-unused

750. Sheridan

History:

Former CB&Q: Casper & Sheridan Divisions, Gillette & Sheridan Sub; Sheridan & Huntley Sub

Former CB&Q: Lincoln & Alliance Divisions, Alliance 40th Sub

Original BN: Yellowstone Division, 16th & 17th Subs*

Former BN: Yellowstone Division, Ballast

Former BN: Dakota Division, Ballast

Former BN: Powder River Division, Big Horn Sub

Former BNSF: Yellowstone Division, Big Horn Sub

Former BNSF: Powder River Division, Big Horn Sub

Former BNSF: Montana Division, Big Horn Sub

Current BNSF: Powder River Division, Big Horn Sub

751-759-unused

760. Pueblo Welding Plant

History:

Former C&S: Southern Division, Minnequa & Trinidad Sub

Former C&S: Wichita Falls Division, Minnequa & Trinidad Sub

Former C&S: Colorado Division, 1st Sub

Former BN: Ft. Worth Division, Yard

Former BN: Colorado Division, Yard

Former BN: Denver Division, Yard

Former BNSF: Powder River Division, Pikes Peak Sub

Current BNSF: Colorado Division, Pikes Peak Sub

BNSF TRACK SEGMENTS-700-799

761. Fort Worth

History: 1890 established by Ft. Worth & Denver Terminal and leased by FW&DC
1898-FW&DC controlled by C&S
1908-C&S controlled by CB&Q
1951-Ft. Worth & Denver City changed to FW&D
1952-Ft. Worth & Denver Terminal merged into FW&D
1970-controlled by BN
1982-FW&D merged with BN

Former FW&DC: Wichita Falls & Amarillo Division, Wichita Falls & TNO Jct. Sub

Former FW&D: Wichita Falls Division, Wichita Falls & Fort Worth Sub

Former FW&D: Joint Texas Division (with CRIP), 1st Sub

Former BN: Fort Worth Division, Yard

Former BN: Fort Worth Division, Wichita Falls Sub

Former BNSF: Texas Division, Wichita Falls Sub

Current BNSF: [Texas Division, DFW & Wichita Falls Subs](#)

762. Wichita Falls

History: 1882-consolidated by Texas & Colorado Ry. and sold to FW&DC
1898-purchased by Union Pacific, Denver, & Gulf (UP)
1899-purchased by C&S
1908-controlled by CB&Q
1951-FW&DC changed to FW&D
1970-controlled by BN
1982-merged into BN

Former FW&DC: Wichita Falls & Amarillo Division, Childress & Wichita Falls Sub
Wichita Falls & Amarillo Division, Wichita Falls & Fort Worth Sub

Former FW&D: Wichita Falls Division, Childress & Wichita Falls Sub
Wichita Falls Division, Wichita Falls & Fort Worth Sub

Former FW&D: Fort Worth Division, 1st Sub

Former BN: Fort Worth Division, Yard

Former BN: Fort Worth Division, Wichita Falls Sub

Current BNSF: [Texas Division, Wichita Falls Sub](#)

763. Houston Industrial Area

History:

Former FW&D: Joint Texas Division (with CRIP)-2d Sub

Former BN: Fort Worth Division, Yard

Former BN: Fort Worth Division, Houston Sub

Current BNSF: [Gulf Division, Houston Sub](#)

BNSF TRACK SEGMENTS-700-799

764. Dallas Union Station

History: 1916-opened

Former FW&DC: Wichita Falls & Amarillo Division, Wichita Falls & Ft. Worth Sub

Former FW&D: Wichita Falls Division, Wichita Falls & Ft Worth Sub

Former FW&D: Fort Worth Division, 1st Sub

Former BN: Fort Worth Division, Yard

Former BN: Fort Worth Division, Houston Sub

Current BNSF: [Texas Division, DFW Sub](#)

765. Amarillo

History: 1888 by FW&DC
1898-controlled by C&S
1908-controlled by CB&Q
1970-controlled by BN
1982-merged into BN

Former FW&DC: Wichita Falls & Amarillo Division, Texline & Amarillo Sub
Wichita Falls & Amarillo Division, Amarillo & Childress Sub

Former FW&D: Wichita Falls Division, Texline & Amarillo Sub
Wichita Falls Division, Amarillo & Childress Sub

Former FW&D: Fort Worth Division, 2d Sub

Former BN: Fort Worth Division, Yard

Former BN: Colorado Division, Yard

Former BN: Amarillo Division, Red River Valley Sub

Current BNSF: [Texas Division, Red River Valley Sub](#)

766. Childress

History: 1887-opened by FW&DC
1888-FW&DC purchased by Union Pacific, Denver, & Gulf (UP)
1899-purchased by C&S
1908-controlled by CB&Q
1951-FW&DC changed to FW&D
1970-controlled by BN
1982-merged into BN

Former FW&D: Wichita Falls Division, Amarillo & Childress Sub
Wichita Falls Division, Childress & Wichita Falls Sub
Wichita Falls Division, Childress & Pampa Sub

Former FW&D: Fort Worth Division, 1st, 2d, & 7th Subs

Former BN: Fort Worth Division, Yard

Former BN: Amarillo Division, Red River Valley Sub

BNSF TRACK SEGMENTS-700-799

Current BNSF: [Texas Division, Red River Valley Sub](#)

767. Teague

History: 1905-C&S purchases Trinity & Brazos Valley
1906-C&S sells 1/2 to FW&DC and Chicago, Rock Island, & Gulf (CRIP)
1930-Trinity & Brazos Valley changed to Burlington-Rock Island
1951-Burlington-Rock Island named dissolved and CRIP/FW&D operated line every 5 years
1965-jointly operated
1982-merged into BN

Former FW&D: Joint Texas Division (with CRIP), 1st & 2d Subs

Former BN: Fort Worth Division, Yard

Former BN: Fort Worth Division, Houston Sub

Former BNSF: Gulf Division, Houston Sub
Texas Division, DFW Sub

Current BNSF: [Gulf Division, Houston Sub](#)

768-790-unused

791. Amarillo Rock Island Yard

History: 1902 by Choctaw, Oklahoma, & Texas
1903-acquired by CRIP

Acquired: [1982 by BN](#)

Former CRIG: El Paso-Amarillo Division, Subdivisions 3, & 4
Former CRIP: El-Paso-Amarillo Division, Subdivision 7

Former CRIP: Oklahoma Division, Subdivision 3

Former CRIP: Southern Division, Subdivision 3 then 35

Former BN: Colorado Division, Yard

Still shows part of the [Kansas Division](#)

792. Amarillo Rock Island Yard

History: see segment 791

Former CRIG: El Paso-Amarillo Division, Subdivisions 3, & 4
Former CRIP: El Paso-Amarillo Division, Subdivision 7

Former CRIP: Southern Division, Subdivisions 3, 4, & 7

Former CRIP: Missouri-Kansas Division, Subdivision 35A
Southern Division, Subdivisions 35 & 36

Former BN: Ft. Worth Division, Yard

Note: Also see Segment 791

793. Saginaw-Rock Island Interlocker

BNSF TRACK SEGMENTS-700-799

History: 1893 by Chicago, Rock Island, & Texas

Former CRIP: Southern Division, Subdivision 1

Former BN: Ft. Worth Division, Yard

also see 794

793. Irving-Rock Island

History: 1903 by Chicago, Rock Island, & Gulf
1939-CRI&G leased to CRIP
1993-owned and maintained by RAILTRAN, dispatched by BN

Former CRIP: Southern Division, Subdivision 1, then Subdivision 28

Former BN: Ft. Worth Division, Yard

Still shows part of the [Texas Division](#)

793. Irving UP RR

History: see above

Former KATY: DFW Sub

Former UP: Ft. Worth Terminal Division, DWF Sub (line 554)

Current UP RR: [Fort Worth Division, DFW Sub \(line 8511\)](#)

Former BN: Fort Worth Division, Yard

Former BN: Fort Worth Division, DFW Sub

Current BNSF: [Texas Division, Madill Sub](#)

794. Saginaw-Rock Island Interlocker

History: 1893 by Chicago, Rock Island, & Texas

Former CRIP: Southern Division, Subdivision 1

Former BN: Ft. Worth Division, Yard

also see 793.

794. Saginaw-ATSF Interlock ([BNSF interlock after merger](#))

History:

Yard Line Segment

Former BN: Saginaw Rock Island Interlocker-Ft. Worth Division, Yard

Former BN: Saginaw-OKT-ATSF- Interlocker-Fort Worth Division, Yard

Former BN: Saginaw-ATSF Interlock-Fort Worth Division, Wichita Falls Sub

BNSF TRACK SEGMENTS-700-799

Current BNSF: Saginaw-BNSF Interlock-Texas Division, Wichita Falls Sub

795. West Texas Power Company tracks

History:

Former BN: Fort Worth Division, "other"

Former BN: Amarillo Division, Red River Valley Sub

Current BNSF: Texas Division, Red River Valley Sub

796-799-unused

BNSF TRACK SEGMENTS-800-899

800. Cicero

History: 1862-railhead established by CB&Q

Chicago Terminal

Former CB&Q: Chicago Division, Chicago & Mendota Sub

Former CB&Q: Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Subs

Former CB&Q: Chicago Division, 1st Sub

Former BN: Chicago Division, Yard

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Chicago Terminal Yard

Former BN & **Current BNSF:** [Chicago Division, Chicago Sub](#)

801. 14th Street Coach Yard

History: Built 1864 by CB&Q

Former CB&Q: Chicago Division, Chicago & Mendota Sub

Former CB&Q: Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Subs

Former CB&Q: Chicago Division, 1st Sub

Former BN: Chicago Division, Yard (1st Sub)

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Chicago Terminal Yard

Former BN & **Current BNSF:** [Chicago Division, Chicago Sub](#)

802. Western Avenue

History: 1864-railhead established by CB&Q

Former CB&Q: Chicago Division, Chicago & Mendota Sub

Former CB&Q: Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Subs

Former CB&Q: Chicago Division, 1st Sub

Former BN: Chicago Division, Yard (1st Sub)

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Chicago Terminal Yard

Former BN & **Current BNSF:** [Chicago Division, Chicago Sub](#)

803. Congress Park

History:

Former CB&Q: Chicago Division, Chicago & Mendota Sub

BNSF TRACK SEGMENTS-800-899

Former CB&Q: Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Subs
Former CB&Q: Chicago Division, 1st Sub
Former BN: Chicago Division, Yard (1st Sub)
Former BN: Lakes Division, Yard
Former BN: Galesburg Division, Chicago Terminal Yard
Former BN & **Current BNSF:** [Chicago Division, Chicago Sub](#)

804. Clyde Diesel Shop

History: 1864-built by CB&Q
1917-rebuilt by CB&Q
Former CB&Q: Chicago Division, Chicago & Mendota Sub
Former CB&Q: Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Subs
Former CB&Q: Chicago Division, 1st Sub
Former BN: Chicago Division, Yard (1st Sub)
Former BN: Lakes Division, Yard
Former BN: Galesburg Division, Chicago Terminal Yard
Former BN & **Current BNSF:** [Chicago Division, Chicago Sub](#)

805. Union Avenue Washer

History:
Former CB&Q: Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Subs
Former CB&Q: Chicago Division, 1st Sub
Former BN: Chicago Division, Yard (1st Sub)
Former BN: Lakes Division, Yard
Former BN: Galesburg Division, Chicago Terminal Yard
Former BN & **Current:** [BNSF: Chicago Division, Chicago Sub](#)

806. Eola

History: 1922-scrap reclamation yard built by CB&Q
Former CB&Q: Chicago Division, Chicago & Mendota Sub
Former CB&Q: Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Subs
Former CB&Q: Chicago Division, 1st Sub
Former BN: Chicago Division, Yard
Former BN: Lakes Division, Yard
Former BN: Galesburg Division, Yard

BNSF TRACK SEGMENTS-800-899

Former BN & **Current BNSF:** [Chicago Division, Chicago Sub](#)

807. Aurora

History: 1855 by Aurora Branch RR

Former CB&Q: Chicago Division, Chicago & Mendota Sub, Aurora & Forreston Branch; Aurora & Streator Branch; Aurora & Turner Branch

Former CB&Q: Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Subs, Aurora to Savanna/Savannah to Aurora Sub; Aurora & West Batavia Sub

Former CB&Q: Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Sub; Aurora & Savannah Sub; West Chicago Spur; West Batavia Spur

Former CB&Q: Chicago Division, 1st, 2d, & 3d Subs; West Chicago & West Batavia Spurs

Former BN: Chicago Division, Yard

Former BN: Lakes Division, Yard

Former BN: Aurora including Montgomery Industrial Park-Galesburg Division, Yard

Former BN & BNSF: Chicago Division, Chicago Sub

Current BNSF: [Aurora Yard & Montgomery Industrial Park-Chicago Division, Chicago Sub](#)

808. Hill Yard

History:

Former CB&Q: Chicago Division, Chicago & Mendota Sub

Former CB&Q: Chicago & Aurora Divisions, Galesburg to Aurora/Aurora to Galesburg Sub; Aurora to Savanna/Savannah to Aurora Sub; Chicago to Aurora/Aurora to Chicago Sub

Former CB&Q: Chicago & Aurora Divisions, Galesburg to Aurora/Aurora to Galesburg Subs; Aurora & Savanna Sub; Chicago to Aurora/Aurora to Chicago Subs

Former CB&Q: Chicago Division, 1st, 2d, & 3d Subs

Former BN: Chicago Division, Yard

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Yard

Former BN & **Current BNSF:** [Chicago Division, Chicago Sub](#)

809. Mendota

History: 1853-railhead established by Chicago & Aurora

Former CB&Q: Chicago Division, Chicago & Mendota Sub
Galesburg Division, Mendota & Burlington Sub

Former CB&Q: Chicago & Aurora Divisions, Mendota & Walnut Sub

Former CB&Q: Chicago & Aurora Divisions, Mendota & Denrock Sub

Former CB&Q: Chicago Division, 2d & 10th Subs

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Former BN: Chicago Division, Yard
Former BN: Galesburg Division, Yard
Former BN: Galesburg Division, Mendota Sub
Former BNSF: Illinois Division, Mendota Sub

Current BNSF: [Chicago Division, Mendota Sub](#)

810. Savanna

History: 1886-railhead established by CB&Q
Former CB&Q: Galesburg Division, Galesburg & Savanna Sub
Chicago & Aurora Divisions, Aurora to Savannah/Savannah to Aurora Sub
Former CB&Q: Galesburg & Beardstown Divisions, Savanna & Galesburg Sub
Former CB&Q: Chicago & Aurora Divisions, Aurora & Savanna Sub, Savanna & North La Crosse Sub
Former CB&Q: Chicago Division, 3d, 4th, & 5th Subs
Former BN: Chicago Division, Yard (3d, 4th, & 5th Subs)
Former BN: Lakes Division, Yard
Former BN: Galesburg Division, Yard
Former BN: La Crosse Division, Aurora Sub
Former BNSF: Minnesota Division, Aurora Sub

Current BNSF: [Chicago Division, Aurora Sub](#)

811. North La Crosse

History: 1886 by Chicago, Burlington, & Northern
1890-CB&N controlled by CB&Q
1891-CB&N merged into CB&Q
1946-yard expanded
Former CB&Q: Chicago & Aurora Divisions, Savanna & North La Crosse Sub
La Crosse Division, Minneapolis to La Crosse/La Crosse to Minneapolis Sub
Former CB&Q: Chicago & Aurora Divisions, Savanna & North La Crosse Sub
Former CB&Q: Chicago Division, 4th Sub
Former BN: Chicago Division, Yard
Former BN: Lakes Division, Yard
Former BN: Galesburg Division, Yard
Former BN: La Crosse Division, Aurora & St Croix Subs
Former BNSF: Minnesota Division, Aurora & St Croix Subs
Former BNSF: Chicago Division Aurora Sub
Twin Cities Division, St Croix Sub

Current BNSF: [Chicago Division Aurora Sub & St. Croix Subs](#)

BNSF TRACK SEGMENTS-800-899

812. Ottawa

History: 1871-railhead established by Ottawa, Oswego, & Fox River Ry
1899-sold to CB&Q

Sold: 1999-Illinois Rail Net RR

Former CB&Q: Chicago Division, Aurora & Streator Branch

Former CB&Q: Chicago & Aurora Divisions, Montgomery & Streator Sub

Former CB&Q: Chicago & Aurora Divisions, Montgomery & Zearing Sub

Former CB&Q: Chicago Division, 10th Sub

Former BN: Chicago Division, Yard

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Yard

Former BN & BNSF: Chicago Division, Fox River Sub

Current IL RN: Ottawa Division, Fox River Sub

813. Streator

History: 1870-established by CB&Q

Sold: 1999-Illinois Rail Net RR

Former CB&Q: Chicago Division, Aurora & Streator Branch; Streator & Walnut Branch

Former CB&Q: Chicago & Aurora Divisions, Montgomery & Streator Sub; Streator & Denrock Sub

Former CB&Q: Chicago & Aurora Divisions, Montgomery & Streator Sub; Streator & Kasbeer Sub

Former CB&Q: Chicago & Aurora Divisions, Montgomery & Zearing Sub

Former CB&Q: Chicago Division, 10th Sub

Former BN: Chicago Division, Yard

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Yard

Former BN & BNSF: Chicago Division, Fox River Sub

Current: IRN

814. Barstow

History: 1870-railhead established by CB&Q

Former CB&Q: Galesburg Division, Galesburg & Savanna Sub; Rock Island & Barstow Sub
St. Louis Division, North & Middle Divisions

Former CB&Q: Galesburg & Beardstown Divisions, Terminal Jct. & Barstow Sub; Savanna &
Galesburg Sub

Former CB&Q: Chicago & Aurora Divisions, Savanna Tower & Galesburg Sub, Terminal Jct &
Barstow Sub

Former CB&Q: Chicago Division, 5th & 7th Subs

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Former BN: Chicago Division, Yard
Former BN: Galesburg Division, Yard
Former BN: Galesburg Division, Barstow Sub
Former BNSF: Illinois Division, Barstow Sub

Current BNSF: [Chicago Division, Barstow Sub](#)

815. Terminal Junction -Rock Island

History: see segment 817
Former CB&Q: St. Louis Division, North & Middle Divisions
Former CB&Q: Galesburg Division, Rock Island & Barstow Sub
Former CB&Q: Galesburg & Beardstown Divisions, Terminal Jct. & Barstow Sub
Former CB&Q: Chicago & Aurora Divisions, Terminal Jct. & Barstow Sub
Former CB&Q: Chicago Division, 7th Sub
Former BN: Chicago Division, Yard
Former BN: Galesburg Division, Yard
Former BN: Galesburg Division, Barstow Sub
Former BNSF: Illinois Division, Barstow Sub

Current BNSF: [Chicago Division, Barstow Sub](#)

816. Rockford

History: 1875-railhead established by Chicago, Rockford, & Northern
1892-sold to Chicago & Iowa
1899-sold to CB&Q
Sold: [1999-Illinois Rail Net](#)

Former CB&Q: Chicago Division, Flag Center & Rockford Branch
Former CB&Q: Chicago & Aurora Divisions, Rockford & Flag Center Sub
Former CB&Q: Chicago & Aurora Divisions, Flag Center & Rockford Sub
Former CB&Q: Chicago Division, 11th Sub
Former BN: Chicago Division, Yard
Former BN: Lakes Division, Yard
Former BN: Galesburg Division, Yard
Former BN: La Crosse Division, Rockford Sub
Former BNSF: Minnesota Division, Rockford Sub

Current ILRN: [Rockford Subdivision](#)

817. Terminal Junction Rock Island-Clinton; Clinton Yard

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History: 1868 by Rockford, Rock Island, & St. Louis
1876-name changed to St. Louis, Rock Island, & Chicago
1876-CB&Q acquired St. Louis, Rock Island, & Chicago
1879-merged into CB&Q
1884-Terminl Jct.-Clinton by Davenport, Rock Island, & Northwestern
1899-new Mississippi Bridge built by DRI&NW
1903-Milw & CB&Q own DRI&NW

Also see segments 7, 57, 815, 949

Former CB&Q: Clinton-Chicago Division, Mendota, Clinton, & Fulton Branch
Rock Island-St. Louis Division, North & Middle Divisions; Sterling Branch

Former CB&Q: Galesburg Division, Rock Island & Barstow Sub

Former CB&Q: Galesburg & Beardstown Divisions, Terminal Jct. & Barstow Sub

Former CB&Q: Chicago & Aurora Divisions, Terminal Jct. & Barstow Sub

Former CB&Q: Chicago Division, 7th Sub

DRI&W: Terminal Jct.-East Wye Switch-2d Sub
East Wye Switch-Clinton-1st Sub

Former BN: Terminal Jct Rock Island-Clinton-Chicago Division, 7th Sub
Clinton-Chicago Division, Yard

Former BN: Terminal Jct Rock Island-Clinton-Galesburg Division, "other"

Former BN: Clinton-Galesburg Division, Barstow Sub

Former BNSF: Clinton-Illinois Division, Barstow Sub

Current BNSF: [Clinton-Chicago Division, Barstow Sub](#)

818. Agnew-Sterling; Sterling Yard

Note: Also see segment 56, 59

History: 1855 by Galena & Chicago Union RR
1864-consolidated with C&NW
1885-CB&Q acquired trackage rights over C&NW
1995-C&NW merged with UP

Rights Terminated: 1989

Former CB&Q: Chicago Division, Shabbona & Sterling Branch; Mendota, Clinton, & Fulton Branch
Sterling Yard-St. Louis Division, Sterling Branch

Former CB&Q: Chicago & Aurora Divisions, Shabbona & Sterling Sub; Burgess Jct. & Sterling Sub
Galesburg Division, Agnew & Denrock Sub

Former CB&Q: Chicago & Aurora Divisions, Agnew & Sterling Sub, Earlville & Sterling Sub

Former CB&Q: Chicago Division, 6th Sub

Note: Agnew-Sterling via trackage rights by C&NW (UP)

Former CNW: Sterling-Agnew-Galena Division, Clinton Sub

Former CNW: Sterling-Agnew-Illinois Division, Sterling Sub

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Former BN: Chicago Division, 6th & 8th Subs

Former BN: Agnew-Sterling (via C&NW)-Chicago Division, 8th Sub
Sterling-Chicago Division, Yard

Current UP: Agnew-Sterling -Chicago Area, Galena Sub (Agnew no longer listed)

819. Moline

History: 1899 by Davenport, Rock Island, & Northwestern
1901-leased to CB&Q & MILW

Former CB&Q: Galesburg Division, Rock Island & Barstow Sub

Former CB&Q: Galesburg & Beardstown Division, Terminal Jct. & Barstow Sub

Former CB&Q: Chicago & Aurora Divisions, Terminal Jct & Barstow Sub

Former CB&Q: Chicago Division, 7th Sub

Former BN: Chicago Division, Yard

Former BN: Galesburg Division, Yard

Former BN: Galesburg Division, Barstow Sub

Former BNSF: Illinois Division, Barstow Sub

Current BNSF: Chicago Division, Barstow Sub

820. Oregon

History: 1871 by Ogle & Carroll County and controlled by Chicago & Iowa
1892-Chicago & Iowa merged into CB&Q

Former CB&Q: Chicago Division, Aurora & Forreton Branch

Former CB&Q: Chicago & Aurora Divisions, Aurora to Savanna/Savanna to Aurora Sub;
Oregon & Forreton Sub

Former CB&Q: Chicago & Aurora Divisions, Aurora to Savanna/Savanna to Aurora Sub;
Oregon & Mt. Morris Sub

Former CB&Q: Chicago & Aurora Divisions, Aurora & Savanna Sub and Mt. Morris Spur

Former CB&Q & BN: Chicago Division, Yard (3d Sub & Mt. Morris Spur which became "other")

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Yard

Former BN: La Crosse Division, Aurora Sub

Former BNSF: Minnesota Division, Aurora Sub

Current BNSF: Chicago Division, Aurora Sub

821. Rochelle

History: 1871 by Chicago & Iowa
1892-merged into CB&Q

BNSF TRACK SEGMENTS-800-899

Former CB&Q: Chicago Division, Aurora & Forreston Branch
Former CB&Q: Chicago & Aurora Divisions, Aurora to Savanna/Savanna to Aurora Sub
Former CB&Q: Chicago & Aurora Divisions, Aurora & Savanna Sub
Former CB&Q &BN: Chicago Division, Yard (3d Sub)
Former BN: Lakes Division, Yard
Former BN: Galesburg Division, Yard
Former BN: La Crosse Division, Aurora Sub
Former BNSF: Minnesota Division, Aurora Sub
Current BNSF: [Chicago Division, Aurora Sub](#)

822. Sheridan Moline Consumers

History:

Abandoned: 1986

Former CB&Q: Chicago Division, Aurora & Streator Branch
Former CB&Q: Chicago & Aurora Divisions, Montgomery & Streator Sub
Former CB&Q: Chicago & Aurora Divisions, Montgomery & Zearing Sub
Former CB&Q: Chicago Division, 9th Sub
Former BN: Chicago Division, Ballast

823. Sheridan Western Sand

History:

Abandoned: 1986

Former CB&Q: Chicago Division, Aurora & Streator Branch
Former CB&Q: Chicago & Aurora Divisions, Montgomery & Streator Sub
Former CB&Q: Chicago & Aurora Divisions, Montgomery & Zearing Sub
Former CB&Q: Chicago Division, 9th Sub
Former BN: Chicago Division, Ballast

824. Winona

History: 1887-rails established by Green Bay & Western

Abandoned: 1989

Former CB&Q: La Crosse Division, North La Crosse to Minneapolis/Minneapolis to North La Crosse Sub
Former CB&Q: East Winona-Chicago & Aurora Divisions, North La Crosse & St. Croix Tower Sub
Former CB&Q: Chicago Division, 4th Sub
Former BN: Chicago Division, Ballast

825. Lumbar District

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History:

Leased: 2000 to Central Illinois RR

Former CB&Q:

Former BN: Chicago Division, Yard

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Chicago Terminal Yard

Former BN & BNSF: Chicago Division, Chicago Sub

Current: Central Illinois RR

826. Winona

History: 1886 by Chicago, Burlington & Northern
1890-controlled by CB&Q
1899-merged into CB&Q

Abandoned: 1991-Winona Yard

Note: Winona MN is abandoned, East Winona Yard still in use

Former CB&Q: Winona-La Crosse Division, North La Crosse to Minneapolis/Minneapolis to North La Crosse Sub

Former CB&Q: East Winona-Chicago & Aurora Divisions, North La Crosse & St. Croix Tower Sub

Former CB&Q: Chicago Division, 4th Sub

Former BN: Chicago Division, Yard (4th Sub)

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Yard

Former BN: La Crosse Division, St Croix Sub

Former BNSF: Minnesota Division, St Croix Sub

Former BNSF: Twin Cities Division, St Croix Sub

Current BNSF: Chicago Division, St. Croix Sub

827. Dubuque

History: 1871 by Chicago, Dubuque, & Minnesota

Former CB&Q: La Crosse Division, North La Crosse to Savanna/Savanna to North La Crosse Sub

Former CB&Q: Chicago & Aurora Divisions, Savanna & North La Crosse Sub

Former CB&Q: Chicago Division, 4th Sub

Former BN: Chicago Division, Yard

Former BN: Lakes Division, Yard

Former BN: Galesburg Division, Yard

Former BN: La Crosse Division, Aurora Sub

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Former BNSF: Minnesota Division, Aurora Sub

Current BNSF: [Chicago Division, Aurora Sub](#)

828. East Winona-Winona

History: 1887-Winona-Mississippi River (MILW interchange) by Green Bay & Western
1891-Mississippi River-East Winona by Winona Bridge Railway (1/3rd GB&W, 2/3rd,
owned by CB&Q)

Out of service: 1989 due to bridge burning

Abandoned: 1990-west bank to Mississippi River-East Winona

Note: Winona is still a station on the BNSF, served by CPR (ex-MILW). This line was not mentioned on CB&Q La Croix Division nor Chicago & Aurora Division timetables, so it is being assumed at this time that the Winona Bridge RY issued their own. GB&W was split up in 1993 to C&NW and Fox River Valley.

829. Prairie Du Chien

History: 1886-railhead established by Chicago, Burlington, & Northern
1890-CB&N controlled by CB&Q
1892-CB&N merged into CB&Q

Former CB&Q: La Crosse Division, North La Crosse to Savanna/Savanna to La Crosse Sub

Former CB&Q: Chicago & Aurora Divisions, Savanna & North La Crosse Sub

Former CB&Q &BN: Chicago Division, 4th Sub*

Former BNSF: Minnesota Division, Aurora Sub (first appeared on timetables 3/01)

Current BNSF: [Chicago Division, Aurora Sub](#)

830. Galesburg Yard

History: 1854 by Central Military Tract
1856 merged into CB&Q

Former CB&Q: Galesburg Division, Mendota & Burlington Sub; Galesburg & Peoria Branch; Galesburg & Quincy Sub; Galesburg & Rio Branch

Former CB&Q: Galesburg Division, Galesburg to Quincy/Quincy to Galesburg Sub; Galesburg to Savanna/Savanna to Galesburg Sub; Galesburg & Peoria Sub; Galesburg & West Havana Sub

Former CB&Q: Galesburg Division, Galesburg & Quincy Sub; Galesburg & Savanna Sub; Galesburg & Peoria Sub;

Former CB&Q: Galesburg Division, Galesburg to Quincy/Quincy to Galesburg Sub; Galesburg to Savanna/Savanna to Galesburg Sub; Galesburg to Peoria/Peoria to Galesburg Sub

Former CB&Q: Ottumwa & Creston Divisions, Galesburg to Ottumwa/Ottumwa to Galesburg Subs
Galesburg Division, Galesburg & West Quincy Sub; Savanna & Galesburg Sub; Peoria & Galesburg Sub

Former CB&Q: Chicago & Aurora Divisions, Aurora & Galesburg Sub, Savanna Tower & Galesburg Sub
Ottumwa Division, Galesburg & Ottumwa Sub

Former CB&Q&BN: Chicago Division, 2d & 5th Subs
Ottumwa Division, 12th Sub
Hannibal Division, 18th & 23d Subs

Former BN: Ottumwa Division, Yard

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Former BN: Chicago Division, Yard
Former BN: Galesburg Division, Galesburg Terminal Yard
Former BN: Galesburg Division, Mendota Sub
Former BNSF: Illinois Division, Mendota Sub

Current BNSF: [Chicago Division, Mendota Sub](#)

831. Galesburg Rip Tracks

History: 1854-railhead established by Central Military Tract
1856-merged into CB&Q

Former CB&Q: Galesburg Division, Mendota & Burlington Sub; Galesburg & Peoria Branch; Galesburg & Quincy Sub; Galesburg & Rio Branch

Former CB&Q: Galesburg Division, Galesburg to Quincy/Quincy to Galesburg Sub; Galesburg to Savanna/Savanna to Galesburg Sub; Galesburg & Peoria Sub; Galesburg & West Havana Sub

Former CB&Q: Galesburg Division, Galesburg & Quincy Sub; Galesburg & Savanna Sub; Galesburg & Peoria Sub;

Former CB&Q: Galesburg Division, Galesburg to Quincy/Quincy to Galesburg Sub; Galesburg to Savanna/Savanna to Galesburg Sub; Galesburg to Peoria/Peoria to Galesburg Sub

Former CB&Q: Ottumwa & Creston Divisions, Galesburg to Ottumwa/Ottumwa to Galesburg Subs
Galesburg Division, Galesburg & West Quincy Sub; Savanna & Galesburg Sub;
Peoria & Galesburg Sub

Former CB&Q: Chicago & Aurora Divisions, Aurora & Galesburg Sub, Savanna Tower & Galesburg Sub
Ottumwa Division, Galesburg & Ottumwa Sub

Former CB&Q &BN: Chicago Division, 2d & 5th Subs
Ottumwa Division, 12th Sub
Hannibal Division, 18th & 23d Subs

Former BN: Ottumwa Division, Yard

Former BN: Chicago Division, Yard

Former BN: Galesburg Division, Galesburg Terminal Yard

Former BN: Galesburg Division, Mendota Sub

Former BNSF: Illinois Division, Mendota Sub

off timetable 1998-still part of the [Chicago Division, Mendota Sub](#)

832. Galesburg Depot

History: 1854-Depot established by Central Military Tract RR
1912-new depot by CB&Q

Former CB&Q: Galesburg Division, Mendota & Burlington Sub; Galesburg & Peoria Branch; Galesburg & Quincy Sub; Galesburg & Rio Branch

Former CB&Q: Galesburg Division, Galesburg to Quincy/Quincy to Galesburg Sub; Galesburg to Savanna/Savanna to Galesburg Sub; Galesburg & Peoria Sub; Galesburg & West Havana Sub

Former CB&Q: Galesburg Division, Galesburg & Quincy Sub; Galesburg & Savanna Sub; Galesburg & Peoria Sub;

Former CB&Q: Galesburg Division, Galesburg to Quincy/Quincy to Galesburg Sub; Galesburg to

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Savanna/Savanna to Galesburg Sub; Galesburg to Peoria/Peoria to Galesburg Sub

Former CB&Q: Ottumwa & Creston Divisions, Galesburg to Ottumwa/Ottumwa to Galesburg Subs
Galesburg Division, Galesburg & West Quincy Sub; Savanna & Galesburg Sub; Peoria & Galesburg Sub

Former CB&Q: Chicago & Aurora Divisions, Aurora & Galesburg Sub, Savanna Tower & Galesburg Sub
Ottumwa Division, Galesburg & Ottumwa Sub

Former CB&Q& BN: Chicago Division, 2d & 5th Subs
Ottumwa Division, 12th Sub
Hannibal Division, 18th & 23d Subs

Former BN: Ottumwa Division, Yard

Former BN: Chicago Division, Yard

Former BN: Galesburg Division, Galesburg Terminal Yard

Former BN: Galesburg Division, Mendota Sub

Former BNSF: Illinois Division, Mendota Sub

off timetable 1998-still part of the [Chicago Division, Mendota Sub](#)

833. Galesburg Tie Plant

History:

Former CB&Q: Galesburg Division, Mendota & Burlington Sub; Galesburg & Peoria Branch; Galesburg & Quincy Sub;
Galesburg & Rio Branch

Former CB&Q: Galesburg Division, Galesburg to Quincy/Quincy to Galesburg Sub; Galesburg to
Savanna/Savanna to Galesburg Sub; Galesburg & Peoria Sub; Galesburg & West Havana Sub

Former CB&Q: Galesburg Division, Galesburg & Quincy Sub; Galesburg & Savanna Sub; Galesburg & Peoria Sub;

Former CB&Q: Galesburg Division, Galesburg to Quincy/Quincy to Galesburg Sub; Galesburg to
Savanna/Savanna to Galesburg Sub; Galesburg to Peoria/Peoria to Galesburg Sub

Former CB&Q: Ottumwa & Creston Divisions, Galesburg to Ottumwa/Ottumwa to Galesburg Subs
Galesburg Division, Galesburg & West Quincy Sub; Savanna & Galesburg Sub; Peoria & Galesburg Sub

Former CB&Q: Chicago & Aurora Divisions, Aurora & Galesburg Sub, Savanna Tower & Galesburg Sub
Ottumwa Division, Galesburg & Ottumwa Sub

Former CB&Q& BN: Chicago Division, 2d & 5th Subs
Ottumwa Division, 12th Sub
Hannibal Division, 18th & 23d Subs

Former BN: Ottumwa Division, Yard

Former BN: Chicago Division, Yard

Former BN: Galesburg Division, Galesburg Terminal Yard

Former BN: Galesburg Division, Mendota Sub

Former BNSF: Illinois Division, Mendota Sub

off timetable 1998-still part of the [Chicago Division, Mendota Sub](#)

834. Burlington-Mediapolis; Burlington Yard

Note: Also see Segment 89

BNSF TRACK SEGMENTS-800-899

History: 1869 by Burlington, Cedar Rapids, & Minnesota
1876-name changed to Burlington, Cedar Rapids, & Northern
1902-purchased by CRIP

Abandoned: 1981-Burlington-Mediapolis

Sold: 1985-1.5 miles of former CRIP track in Burlington-Burlington Junction Ry

Former CRIP: Burlington-Mediapolis (BN trackage rights)-Rock Island Division, First District, Subdivision 15

Former CRIP: Illinois Division, Subdivision 9

Former CB&Q: Burlington Yard-Galesburg Division, Mendota & Burlington Sub; Burlington & Quincy Branch

Former CB&Q: Burlington Yard-Ottumwa & Creston Divisions, Galesburg to Ottumwa/Ottumwa to Galesburg Subs
Burlington-Mediapolis-Ottumwa & Creston Divisions, Mediapolis & Washington Sub
(includes 15.4 miles via CRIP, Burlington-Mediapolis).
Hannibal Division, Hannibal to Burlington/Burlington to Hannibal Sub
Hannibal Division, Illinois Jct. & Ottumwa Sub

Former CB&Q: Burlington Yard-Ottumwa Division, Galesburg & Ottumwa Sub
Burlington-Mediapolis-Ottumwa Division, Mediapolis & Washington Sub (includes 15.4
miles via CRIP, Burlington-Mediapolis).

Former CB&Q & BN: Mediapolis-Washington via CRIP-Ottumwa Division-Washington Spur

Former BN: Burlington-Mediapolis via CRIP track-Ottumwa Division, 7th Sub
Burlington Yard-Ottumwa Division, 7th Sub

Former BN: Burlington-Galesburg Division, Yard

Former BN: Burlington-Galesburg Division, Ottumwa Sub

Former BNSF: Burlington-Illinois Division, Ottumwa Sub

Current BNSF: [Burlington-Nebraska Division, Ottumwa Sub](#)

835. West Burlington

History: 1883-shops opened
1913-shops rebuilt

Former CB&Q: Ottumwa & Creston Divisions, Galesburg to Ottumwa/Ottumwa to Galesburg Subs

Former CB&Q: Ottumwa Division, Galesburg & Ottumwa Sub

Former CB&Q & BN: Ottumwa Division, 12th Sub

Former BN: Ottumwa Division, Yard (1st Sub)

Former BN: Galesburg Division, Yard

Former BN: Galesburg Division, Ottumwa Sub

Former BNSF: Illinois Division, Ottumwa Sub

Current BNSF: [Nebraska Division, Ottumwa Sub](#)

836. Ottumwa

History: 1859 by Burlington & Missouri River (IA)
1872 leased to CB&Q

Former CB&Q: Iowa Division, Middle Iowa Division, Ottumwa to Creston/Creston to Ottumwa

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Former CB&Q: Ottumwa & Creston Divisions, Galesburg to Ottumwa/Ottumwa to Galesburg Subs and Ottumwa to Creston/Creston to Ottumwa Subs

Former CB&Q: Ottumwa Division, Galesburg & Ottumwa Sub; Ottumwa to UP Transfer/UP Transfer to Ottumwa Subs

Former CB&Q & BN: Ottumwa Division, 12th & 13th Subs

Former BN: Ottumwa Division, Yard

Former BN: Galesburg Division, Yard

Former BN: Galesburg Division, Ottumwa Sub

Former BNSF: Illinois Division, Ottumwa Sub

Current BNSF: [Nebraska Division, Ottumwa Sub](#)

837. Chariton

History: 1868 by Kansas City, St. Joseph, & Council Bluffs
1880-controlled by CB&Q
1890-purchased by CB&Q
1901-merged into CB&Q

Former CB&Q: Iowa Division, Middle Iowa Division, Ottumwa to Creston/Creston to Ottumwa & Des Moines, Chariton, & St. Joseph Branch; Chariton & Grant City Branch

Former CB&Q: Ottumwa & Creston Divisions, Ottumwa to Creston/Creston to Ottumwa Subs

Former CB&Q: St. Joseph Division, St. Joseph & Chariton Sub

Former CB&Q: Ottumwa Division, Ottumwa to UP Transfer/UP Transfer to Ottumwa Subs and St. Joseph & Chariton Sub

Former CB&Q & BN: Ottumwa Division, 13th & 17th Subs

Former BN: Ottumwa Division, Yard

Former BN: Galesburg Division, Yard

Former BN: Galesburg Division, Ottumwa Sub

Former BNSF: Illinois Division, Ottumwa Sub

Current BNSF: [Nebraska Division, Ottumwa Sub](#)

838. Creston

History: 1868 by Burlington & Missouri River (IA) and leased to CB&Q

Former CB&Q: Iowa Division, Middle Iowa Division, Ottumwa to Creston/Creston to Ottumwa Iowa Division, West Iowa Division, Creston to Council Bluffs/Council Bluffs to Creston; Creston & Hopkins Branch; Creston & Cumberland Branch

Former CB&Q: Ottumwa & Creston Divisions, Ottumwa to Creston/Creston to Ottumwa Sub; Creston to Omaha/Omaha to Creston Sub; and Creston & Cumberland Sub
St. Joseph Division, Amazonia & Creston Sub

Former CB&Q: Ottumwa Division, UP Transfer to Ottumwa/Ottumwa to UP Transfer Subs, Cumberland Spur, Amazonia & Creston Sub

Former CB&Q & BN: Ottumwa Division, 13th Sub, Barnard Spur, & Cumberland Spur

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Former BN: Ottumwa Division, Yard
Former BN: Nebraska Division, Yard
Former BN: Galesburg Division, Yard
Former BN: Lincoln Division, Creston Sub

Current BNSF: [Nebraska Division, Creston Sub](#)

839. Red Oak

History: 1868 by Burlington & Missouri River (IA)
Former CB&Q: Iowa Division, West Iowa Division, Creston to Council Bluffs/Council Bluffs to Creston;
Red Oak & Nebraska City Branch; Red Oak & Griswold Branch
Former CB&Q: Ottumwa & Creston Divisions, Creston to Omaha/Omaha to Creston Subs; Red Oak &
Hamburg Sub; and Red Oak & Griswold Sub
Former CB&Q: Ottumwa Division, Ottumwa to UP Transfer/UP Transfer to Ottumwa Subs and
Griswold Spur
Former CB&Q & BN: Ottumwa Division, 13th Sub and Red Oak Spurs
Former BN: Ottumwa Division, Yard
Former BN: Nebraska Division, Yard
Former BN: Galesburg Division, Yard
Former BN: Lincoln Division, Creston Sub

Current BNSF: [Nebraska Division, Creston Sub](#)

840. Des Moines

History: 1878 by CB&Q
Former CB&Q: Iowa Division, Middle Iowa Division, Des Moines, Chariton, & St. Joseph Branch;
Albia & Des Moines Branch
Former CB&Q: Ottumwa & Creston Divisions, Albia & Des Moines Sub and Des Moines & Osceola Sub
Former CB&Q: Ottumwa Division, Tracy & Des Moines Sub
Former CB&Q & BN: Ottumwa Division, 16th Sub
Former BN: Ottumwa Division, Yard
Former BN: Galesburg Division, Yard
Former BN: Galesburg Division, Des Moines Sub
Former BNSF: Illinois Division, Des Moines Sub

Current BNSF: [Nebraska Division, Des Moines Sub](#)

841. St. Joseph

History: 1859 by Hannibal & St. Joseph
1883-controlled by CB&Q
1901-merged into CB&Q

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Former CB&Q: (partial) Iowa Division, Middle Iowa Division, Des Moines, Chariton, & St. Joseph Branch

Former CB&Q: Hannibal Division, St. Joseph & Cameron Sub
St. Joseph Division, St. Joseph & Pacific Jct. Sub

Former CB&Q: Ottumwa Division, Kansas City & St Joseph Sub, St Joseph & Chariton Sub

Former CB&Q & BN: Ottumwa Division, 17th Sub
Lincoln Division, 1st Sub

Former BN: Ottumwa Division, Yard (3d Sub)

Former BN: Nebraska Division, Yard

Former BN: Lincoln Division, St Joseph Sub

Current BNSF: [Nebraska Division, St Joseph Sub](#)

842. North Kansas City; Kansas City 10th Street Yard

History: 1867-established by Kansas City & Cameron

Former CB&Q: Hannibal Division, Brookfield to Kansas City/Kansas City to Brookfield Sub

Former CB&Q: Ottumwa Division, Kansas City & St Joseph Sub

Former CB&Q & BN: Ottumwa Division, 14th Sub
Hannibal Division, 20th Sub

Former BN: North Kansas City-Ottumwa Division, Yard (4th Sub)

Former BN: Kansas City 10th St Yard-Springfield Division, Yard

Former BN: Kansas City 10th St Yard-Kansas City & Springfield Divisions, Ft Scott Sub

Former BNSF: Kansas City 10th St Yard-Kansas Division, Ft. Scott Sub

Former BNSF: Kansas City 10th St Yard-Kansas City & Springfield Divisions, Ft Scott Sub

Former BNSF: Kansas City 10th St Yard-Nebraska & Springfield Divisions, Ft Scott Sub

Former BNSF: Kansas City-10th St Yard-Nebraska Division, St Joseph Sub
Kansas City-10th St Yard-Springfield Division, Ft Scott Sub

Current BNSF: [Kansas City-10th St Yard-Nebraska Division, St Joseph Sub](#)

843. Leavenworth

NOTE: BN Jct.-Leavenworth-trackage rights over C&NW (UP) 1.4 miles

History:

Abandoned: 1987

Former CNW: BN Jct.-Leavenworth-Central Division, Kansas City Sub

Former UP Trackage rights: UP Conn-Leavenworth-Midwest Division, Falls City Sub

Former CB&Q: St. Joseph Division, Leavenworth & East Leavenworth Sub

Former CB&Q: St. Joseph Division, Leavenworth Spur

Former CB&Q & BN: East Leavenworth-Ottumwa Division, Leavenworth Spur

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Former BN: Leavenworth Yard-Ottumwa Division, 6th Sub
BN Jct-Leavenworth-Ottumwa Division, 6th Sub via C&NW (UP)

Former BN: Springfield Division, 13th Sub

Former BN: Leavenworth-Nebraska Division, 22d Sub then Yard

Former BN: Lincoln Division, St Joseph Sub

844. Burlington

History: 1869-railhead established by Burlington, Cedar Rapids, & Northern of Iowa
1903-sold to CRIP

Operated by: 1980-BN

Abandoned: unknown

Former CRIP: Rock Island Division, Subdivision 15

Former CRIP: Central Division, Subdivision 15

Former CRIP: Illinois Division, Subdivisions 9 & 9 A

845. Fairfield

History: 1859-railhead established by Burlington & Missouri River (Iowa)

Former CB&Q: Ottumwa & Creston Division, Galesburg to Ottumwa/Ottumwa to Creston Sub

Former CB&Q: Ottumwa Division, Galesburg & Ottumwa Sub

Former CB&Q: Ottumwa Division, 12th Sub

Former BN: Ottumwa Division, 12th Sub then 1st Sub

Former BN: Galesburg Division, 1st Sub then 6th Sub

Former BN: Galesburg Division, Ottumwa Sub

Former BNSF: Illinois Division, Ottumwa Sub

Current BNSF: Nebraska Division, Ottumwa Sub

846. North Yard Osceola

History: 2003-first appeared on timetables

Current BNSF: Nebraska Division, Ottumwa Sub

847-849-unused

850. Fort Madison

History: 1869-established by CB&Q

Former CB&Q: Hannibal Division, Burlington to Hannibal/Hannibal to Burlington Sub

Former CB&Q: Ottumwa & Creston Divisions, Ft. Madison & Batavia Sub

Former CB&Q: Ottumwa & Creston Divisions, Ft. Madison & Birmingham Sub

BNSF TRACK SEGMENTS-800-899

Former CB&Q: Hannibal Division, North Market-Burlington Sub
Ottumwa Division, Stockport Spur

Former CB&Q & BN: Hannibal Division, 21st Sub
Ottumwa Division, Stockport Spur

Former BN: Hannibal Division, Yard

Former BN: Galesburg Division, Yard

Former BN: Galesburg Division, Hannibal Sub

Former BNSF: Illinois Division, Hannibal Sub

Former BNSF: Chicago Division, Hannibal Sub

Current BNSF: [Springfield Division, Hannibal Sub](#)

851. Keokuk

History: 1869-established by CB&Q

Former CB&Q: Hannibal Division, Burlington to Hannibal/Hannibal to Burlington Sub

Former CB&Q: Hannibal Division, North Market to Burlington Sub

Former CB&Q & BN: Hannibal Division, 21st Sub

Former BN: Hannibal Division, Yard (4th Sub)

Former BN: Galesburg Division, Yard

Former BN: Galesburg Division, Hannibal Sub

Former BNSF: Illinois Division, Hannibal Sub

Former BNSF: Chicago Division, Hannibal Sub

Current BNSF: [Springfield Division, Hannibal Sub](#)

852. West Quincy

History: 1947-new yard by CB&Q

Former CB&Q: Hannibal Division, Hannibal to Burlington/Burlington to Hannibal Sub and
Hannibal, Quincy, & Brookfield/Brookfield, Hannibal, & Quincy Sub

Former CB&Q: Galesburg & Beardstown Divisions, Galesburg & West Quincy Sub

Former CB&Q: Hannibal Division, Galesburg & West Quincy Sub, West Quincy & Kansas City Sub,
North Market & Burlington Sub, West Quincy & Kirksville Sub

Former CB&Q & BN: Hannibal Division, 18th, 20th, & 21st Subs, & Colusa Spur

Former BN: Hannibal Division, Yard (4th & 8th Subs)

Former BN: Galesburg Division, Yard

Former BN: Galesburg Division, Hannibal Sub

Former BNSF: Illinois Division, Hannibal Sub

Former BNSF: Chicago Division, Hannibal Sub

Current BNSF: [Springfield Division, Hannibal Sub](#)

BNSF TRACK SEGMENTS-800-899

Chicago Division, Brookfield Sub

853. Hannibal

History:	1855 by Hannibal & St. Joseph
Former H&SJ:	East Division
Former CB&Q:	Galesburg Division, Quincy, Hannibal, & Louisiana Branch
Former CB&Q:	Galesburg Division, East Hannibal, Galesburg, & Pike Sub
Former CB&Q:	Galesburg Division, East Hannibal, Galesburg, & Rockport Sub
Former CB&Q:	Galesburg & Beardstown Divisions, Quincy & East Hannibal Sub
Former CB&Q:	Hannibal Division, Hannibal to Old Monroe/Old Monroe to Hannibal Sub; Hannibal to Burlington/Burlington to Hannibal Sub; Quincy, Hannibal, & Brookfield/Brookfield, Hannibal, & Quincy Sub
Former CB&Q:	Hannibal-Hannibal Division, North Market to Burlington Sub, Burlington to North Market Sub East Hannibal-Hannibal Division, Quincy & East Hannibal Sub
Former CB&Q & BN:	Hannibal-Hannibal Division, 21st Sub East Hannibal-Hannibal Division, 19th Sub
Former BN:	Hannibal Division, Yard (4th Sub)
Former BN:	Galesburg Division, Yard
Former BN:	Galesburg Division, Hannibal Sub
Former BNSF:	Illinois Division, Hannibal Sub
Former BNSF:	Chicago Division, Hannibal Sub

Current BNSF: [Springfield Division, Hannibal Sub](#)

854. North St. Louis

History:	1892-opened
Former CB&Q:	Hannibal Division, St. Louis to Old Monroe/Old Monroe to St. Louis Sub
Former CB&Q:	Hannibal Division, North Market-Burlington Sub, Burlington-North Market Sub
Former CB&Q & BN:	Hannibal Division, 21st Sub
Former BN:	Hannibal Division, Yard (4th Sub)
Former BN:	Galesburg Division, Yard
Former BN:	Springfield Division, Yard
Former BN:	River Division, Yard
Former BNSF:	Southeastern Division, Hannibal Sub
Former BNSF:	Chicago Division, Hannibal Sub

Current BNSF: [Springfield Division, Hannibal Sub](#)

855. Peoria

BNSF TRACK SEGMENTS-800-899

History:	1857-established by Peoria & Burlington 1864-consolidated with CB&Q
Former CB&Q:	Galesburg Division, Galesburg & Peoria Branch
Former CB&Q:	Galesburg Division, Galesburg to Peoria/Peoria to Galesburg Sub
Former CB&Q:	Galesburg Division, Galesburg & Peoria Sub
Former CB&Q:	Galesburg Division, Galesburg to Peoria/Peoria to Galesburg Sub
Former CB&Q:	Galesburg & Beardstown Divisions, Peoria & Galesburg Sub
Former CB&Q:	Hannibal Division, Peoria & Galesburg Sub
Former CB&Q:	Hannibal Division, 23d Sub
Former BN:	Hannibal Division 23d Sub Ottumwa Division 19th Sub
Former BN:	Hannibal Division, Yard (5th Sub)
Former BN:	Galesburg Division, Yard
Former BN:	Galesburg Division, Peoria Sub
Former BNSF:	Illinois Division, Peoria Sub

Current BNSF: [Chicago Division, Peoria Sub](#)

856. Beardstown

History:	1904-CB&Q acquires rights over N&W
Former CB&Q:	St. Louis Division, North, Middle, & South Divisions
Former CB&Q:	Beardstown Division, Rio & Beardstown Sub; Beardstown & St. Louis Sub
Former CB&Q:	Galesburg & Beardstown Divisions, Monmouth & Beardstown Sub and Beardstown & East Alton Sub
Former CB&Q:	Hannibal Division, Bushnell & E Alton Sub
Former CB&Q:	Hannibal Division, 25th Sub
Former BN:	Hannibal Division, Yard (26th Sub then 6th Sub)
Former BN:	Galesburg Division, Yard
Former BN:	Galesburg Division, Beardstown Sub
Former BNSF:	Illinois Division, Beardstown Sub
Former BNSF:	Chicago Division, Beardstown Sub

Current BNSF: [Springfield Division, Beardstown Sub](#)

857. Centralia

History:	1906-established by CB&Q
Former CB&Q:	Beardstown Division, Concord & Centralia Sub; Centralia & Herrin Sub
Former CB&Q:	Galesburg & Beardstown Divisions, Concord & Centralia Sub and Centralia & CB&Q Jct. Sub

BNSF TRACK SEGMENTS-800-899

Former CB&Q: Hannibal Division, Concord & CB&Q Jct Sub

Former CB&Q: Hannibal Division, 26th Sub

Former BN: Hannibal Division, Yard (27th then 6th Sub)

Former BN: Galesburg Division, Yard

Former BN: Galesburg Division, Beardstown Sub

Former BNSF: Illinois Division, Beardstown Sub

Former BNSF: Chicago Division, Beardstown Sub

Current BNSF: [Springfield Division, Beardstown Sub](#)

858. Yates City

History: 1857-established by Peoria & Burlington
1864-consolidated with CB&Q

Former CB&Q: Galesburg Division, Galesburg & Peoria Branch; Buda & Rushville Branch

Former CB&Q: Galesburg Division, Galesburg to Peoria/Peoria to Galesburg Sub; Buda & Vermont Sub

Former CB&Q: Galesburg Division, Galesburg & Peoria Sub; Buda & Vermont Sub

Former CB&Q: Galesburg Division, Galesburg to Peoria/Peoria to Galesburg Sub; Buda & Vermont Sub

Former CB&Q: Galesburg & Beardstown Divisions, Buda & Vermont Sub; Peoria & Galesburg Sub

Former CB&Q: Hannibal Division, Buda & Vermont Sub; Peoria & Galesburg Sub

Former CB&Q: Hannibal Division, 23d & 24th Sub

Former BN: Hannibal Division, Yard (24th Sub then 13th Sub)

Former BN: Ottumwa Division, Yard

Former BN: Galesburg Division, Yard

Former BN: Galesburg Division, Peoria Sub

Former BNSF: Illinois Division, Peoria Sub

Current BNSF: [Chicago Division, Peoria Sub](#)

859. Hulls Yard

History: unknown by CB&Q

Abandoned: 1951

Former H&SJ: Quincy-Hannibal-East Division

Former CB&Q: Quincy-Marblehead-Galesburg Division, Quincy, East Hannibal, & Pike Sub

860. LaGrange

History:

Former CB&Q: Hannibal Division, Hannibal to Burlington/Burlington to Hannibal Sub

BNSF TRACK SEGMENTS-800-899

Former CB&Q: Hannibal Division, Burlington to North Market/North Market to Burlington Subs

Former CB&Q: Hannibal Division, 21st Sub

Former BN: Hannibal Division, Ballast (21st Sub then 4th Sub)

Former BN: Galesburg Division, Ballast

861. Ewing

History:

Abandoned: 1982

Former CB&Q: Hannibal Division, West Quincy & Kirksville Sub

Former CB&Q & BN: Hannibal Division, Kirksville Spur

Former BN: Hannibal Division, Ballast

862. East St. Louis

History: 1906 by CB&Q

Former CB&Q: St. Louis Division, South Division

Former CB&Q: Beardstown Division, Beardstown & St. Louis Sub

Former CB&Q: Hannibal Division, Bushnell & East Alton Sub

Former CB&Q: Hannibal Division, 25th Sub

Former BN: Hannibal Division, 26th Sub

Former BN: Hannibal Division, Yard

Former BN: River Division, Yard

Former BN: Springfield Division, Yard

Former BNSF: Southeastern Division, Hannibal Sub

Former BNSF: Chicago Division, Hannibal Sub

Current BNSF: [Springfield Division, Hannibal Sub-](#)

863. West Alton

History: 1894-established by CB&Q

Former CB&Q: Hannibal Division, North Market to Burlington/Burlington to North Market Sub

Former BN: Hannibal Division 21st Sub, Yard

Former BN: Galesburg Division, Yard

Former BN: River Division, Yard

Former BN: Springfield Division, Yard

Former BNSF: Southeastern Division, Hannibal Sub

Current BNSF: [Springfield Division, Hannibal Sub](#)

BNSF TRACK SEGMENTS-800-899

864. Orient Mine #3

History: unknown by CB&Q
Former CB&Q: Hannibal Division, 26th Sub
Former BN: Hannibal Division, Yard
Former BN: Galesburg Division, Yard

Still part of the [Springfield Division](#)

865. Peoria

History: 1872-railhead established by the Peoria & Rock Island
1877-name changed to Rock Island & Peoria
1902-leased by CRIP

Operated: 1980-81 by BN

Abandoned: 2001

Former CRIP: Rock Island Division, Subdivisions 2-A and 3

Former CRIP: Illinois Division, Subdivision 3

866-unused

867. Peoria Junction-Keller

History: 1927 by Peoria Terminal Company (CRIP)

Operated: 1980-81 by BN

Sold: 1984-City of Peoria & Village of Peoria Heights and operated by P&PU
1998-Operated by Pioneer Industrial Ry.
2004-Operated by Central Illinois RR

Abandoned: 2004

Former CRIP: Rock Island Division, Subdivision 4

Former BN: Ottumwa Division, Yard

Former P&PU:

Former: Operated by Pioneer Industrial Railway

Former: Operated by Central Illinois RR

868. Crown # 2 Mine

History:

Active list says this is part of the [Chicago Division](#)

869-unused

870. Omaha-Gibson; Gibson & Lower Yards

History: 1928-30-established by CB&Q

Former CB&Q: Iowa Division, West Iowa Division, Creston to Council Bluffs/Council Bluffs to Creston

BNSF TRACK SEGMENTS-800-899

Former CB&Q: Ottumwa Division, Ottumwa to UP Transfer/UP Transfer to Ottumwa Subs

Former CB&Q & BN: Omaha-Gibson-Lincoln Division, 2d Sub

Former BN: Omaha-Gibson Yard-Nebraska Division, Yard

Former BN: Omaha-Gibson Yard-Lincoln Division, Omaha Sub

Former BNSF: not listed until 1/20/02

Current BNSF: [Gibson Yard & Lower Yard-Nebraska Division, Omaha Sub](#)

871. Omaha; South Omaha; South Omaha-Con Agra

History: 1882-by MILW

Sold: 1980-to Shipper's Consortium

Operated: 1982 by BN

Former MILW: Iowa Division, 3d Sub

Former BN: Lincoln Division, 1st Sub

Former BN: Omaha-Nebraska Division, 1st Sub

Former BN: South Omaha--Nebraska Division, Yard

Former BN: South Omaha-Lincoln Division, Omaha Sub

Note: Not listed between 1998-2002

Current BNSF: [South Omaha-Con Agra, Hill Yard transfer tracks-Nebraska Division, Omaha Sub](#)

872. Pacific Junction

History: 1870-established by St. Joseph & Council Bluffs RR

1880-controlled by CB&Q

1900-purchased by CB&Q

1901-merged into CB&Q

Former CB&Q: Iowa Division, West Iowa Division, Creston to Council Bluffs/Council Bluffs to Creston

Former CB&Q: Ottumwa & Creston Divisions, Creston to Omaha/Omaha to Creston Subs
St. Joseph Division, St. Joseph & Pacific Jct. Sub

Former CB&Q: Ottumwa Division, Ottumwa to UP Transfer/UP Transfer to Ottumwa Subs and
Kansas City & Pacific Junction Sub
Omaha Division, Pacific Jct to Lincoln/Lincoln to Pacific Jct Subs

Former CB&Q & BN: Lincoln Division, 1st & 2d Subs
Ottumwa Division, 13th Sub

Former BN: Nebraska Division, Yard

Former BN: Lincoln Division, Creston Sub

Current BNSF: [Nebraska Division, Creston Sub](#)

873. Havelock

History: 1872-established by B&MR (NE)

BNSF TRACK SEGMENTS-800-899

Former CB&Q: Omaha Division, Pacific Jct. to Lincoln/Lincoln to Pacific Jct. Subs

Former CB&Q & BN: Lincoln Division, 2d Sub

Former BN: Nebraska Division, Yard

Former BN: Lincoln Division, Creston Sub

Current BNSF: [Nebraska Division, Creston Sub](#)

874. Havelock Shop

History: 1890-91 built by CB&Q and opened in 1892

Former CB&Q: Omaha Division, Pacific Jct to Lincoln/Lincoln to Pacific Jct Subs

Former CB&Q & BN: Lincoln Division, 2d Sub

Former BN: Nebraska Division, Yard

Former BN: Lincoln Division, Creston Sub

Current BNSF: [Nebraska Division, Creston Sub](#)

875. Lincoln Yard; Lincoln Terminal

History: 1870-established by CB&Q

Former CB&Q: Lincoln Division, Lincoln to Gaines/Gaines to Lincoln Sub, Lincoln & Ravenna Sub, & Lincoln & Columbus Sub

Former CB&Q & BN: Lincoln Division, 2d, 4th, 7th, & 18th Subs

Former BN: Lincoln-Nebraska Division, Yard

Former BN: Lincoln-Lincoln Division, Ravenna & Creston Subs

Former BNSF: Lincoln-Nebraska Division, Creston & Ravenna Subs

Former BNSF: Lincoln Terminal-Nebraska Division, Ravenna Sub

Current BNSF: [Lincoln Terminal-Nebraska Division, Creston & Ravenna Subs](#)

876. Hastings

History: 1872-established by B&MR (NE)

Former CB&Q: Iowa Division, West Iowa Division, Creston to Council Bluffs/Council Bluffs to Creston; Hastings & Sidney Branch; Hastings & Carson Branch

Former CB&Q: Ottumwa & Creston Divisions, Omaha to Creston/Creston to Omaha Subs; Hastings & Sidney Sub; and Hastings & Carson Sub

Former CB&Q: Lincoln Division, Lincoln to Gaines/Gaines to Lincoln Subs & Aurora & Kearney Sub

Former CB&Q: McCook Division, Hastings & McCook Sub
Ottumwa Division, Hastings Spurs

Former CB&Q: Lincoln Division 4th & 15th Subs
McCook Division, 19th & 24th Subs

Former CB&Q & BN: Lincoln Division, 4th, 15th, 19th, & 24th Subs

BNSF TRACK SEGMENTS-800-899

Former BN: Nebraska Division, 4th Sub
Colorado Division, 10th Sub

Former BN: Colorado Division, 7th Sub

Former BN: Nebraska Division, Yard

Former BN: McCook Division, Hastings Sub

Current BNSF: [Nebraska Division, Hastings Sub](#)

877. Council Bluffs

History: 1870-established by St. Joseph & Council Bluffs RR
1880-controlled by CB&Q
1900-purchased by CB&Q
1901-merged into CB&Q

Former CB&Q: Iowa Division, West Iowa Division, Creston to Council Bluffs/Council Bluffs to Creston

Former CB&Q: Ottumwa Division, Ottumwa to UP Transfer/UP Transfer to Ottumwa Subs

Former CB&Q & BN: Lincoln Division, 1st Sub

Former BN: Nebraska Division, Yard

Former BN: Lincoln Division, Omaha Sub

Former BNSF: Nebraska Division, Omaha Sub

Current BNSF: [Nebraska Division, Council Bluffs & Bayard Subs](#)

878. Fremont

History: 1905-railhead established by CB&Q

Former CB&Q: Omaha Division, Ashland & Sioux City Sub

Former CB&Q & BN: Lincoln Division, 10th Sub

Former BN: Nebraska Division, Yard

Former BN: Lincoln Division, Yard

Current BNSF: [Nebraska Division, Sioux City Sub](#)

879. Grand Island

History: 1884-established by CB&Q

Former CB&Q: Lincoln Division, Lincoln & Ravenna Sub

Former CB&Q & BN: Lincoln Division, 7th Sub

Former BN: Nebraska Division, Yard

Former BN: Lincoln Division, Ravenna Sub

Current BNSF: [Nebraska Division, Ravenna Sub](#)

BNSF TRACK SEGMENTS-800-899

880. Nebraska City

History: 1871 by Midland Pacific
Sold: Omaha Public Power District-operated by Kyle Railroad
Operated: 2004-by Union Pacific

Former CB&Q: Iowa Division, West Iowa Division, Red Oak & Nebraska City Branch

Former CB&Q: Wymore Division, Payne & Nebraska City Sub; Nebraska City & Beatrice Sub; Nebraska City & Lancaster Sub

Former CB&Q: Wymore Division, Nebraska City & Tecumah Sub; Payne & Lancaster Sub

Former CB&Q: Wymore Division, Payne & Lancaster Sub & Shubert Spur

Former CB&Q & BN: Lincoln Division, 9th Sub and Shubert Spur

Former BN: Nebraska Division, Yard

Former BN: Lincoln Division, Yard

Former KYLE: OPPD Division, Arbor Line Sub

Current UP:

881. York

History: 1877 by Nebraska Ry.
1899-consolidated into CB&Q

Former CB&Q: Lincoln Division, Benedict & Clay Center Sub; Lincoln & Ravenna Sub

Former CB&Q & BN: Lincoln Division, 7th Sub and York Spurs

Former BN: Nebraska Division, Yard

Former BN: Lincoln Division, Ravenna Sub

Current BNSF: [Nebraska Division, Ravenna Sub](#)

882. Crete

History: 1871 by B&MR (NE)

Former CB&Q: Wymore Division, Crete & Wymore Sub

Former CB&Q & BN: Lincoln Division, 6th Sub

Former BN: Nebraska Division, Yard

Former BN: McCook & Lincoln Divisions, Hastings Sub

Current BNSF: [Nebraska Division, Hastings Sub](#)

883. Ashland

History:

Former CB&Q: Omaha Division, Ashland & Schuyler Sub, Ashland & Sioux City Sub, & Oreapolis & Ashland Sub

BNSF TRACK SEGMENTS-800-899

Former CB&Q & BN: Lincoln Division, 2d, 3d, & 10th Subs

Former BN: Nebraska Division, Ballast

Current BNSF: [Nebraska Division, Sioux City Sub](#)

884. South Bend

History:

Former CB&Q: Omaha Division, Oreapolis & Ashland Sub

Former CB&Q & BN: Lincoln Division, 3d Sub

Former BN: Nebraska Division, Ballast

885. Holdrege

History: 1884-railhead established by Burlington & Missouri River

Former CB&Q: Mc Cook Division, Hastings to Mc Cook/Mc Cook to Hastings Sub

Former CB&Q: Mc Cook Division, Hastings & Mc Cook Sub

Former CB&Q: Mc Cook Division, 19th Sub

Former CB&Q & BN: Lincoln & Alliance Division, 19th Sub

Former BN: Alliance Division, 1st Sub

Former BN: Colorado Division, 1st Sub

Former BN: Nebraska Division, 5th Sub

Former BN: Mc Cook Division, Hastings Sub

Current BNSF: [Nebraska Division, Hastings Sub](#)

886. Oxford

History: 1884-railhead established by Burlington & Missouri River

Former CB&Q: Mc Cook Division, Hastings to Mc Cook/Mc Cook to Hastings Sub

Former CB&Q: Mc Cook Division, Hastings & Mc Cook Sub

Former CB&Q: Mc Cook Division, 19th Sub

Former CB&Q & BN: Lincoln & Alliance Division, 19th Sub

Former BN: Alliance Division, 1st Sub

Former BN: Colorado Division, 1st Sub

Former BN: Nebraska Division, 5th Sub

Former BN: Mc Cook Division, Hastings Sub

Current BNSF: [Nebraska Division, Hastings Sub](#)

887. Halloran

BNSF TRACK SEGMENTS-800-899

History: 1872-railhead established by Burlington & Missouri River

Former CB&Q: Lincoln Division, Aurora & Kearney Sub
Mc Cook Division, Hastings to Mc Cook/Mc Cook to Hastings Sub

Former CB&Q: Lincoln Division, Aurora & Gaines Sub
Mc Cook Division, Hastings & Mc Cook Sub

Former CB&Q: Mc Cook Division, 19th Sub
Lincoln Division, 15th Sub

Former CB&Q & BN: Lincoln Division, 15th & 19th Subs*

Former BN: Lincoln Division, 14th Sub
Alliance Division, 1st Sub

Former BN: Nebraska Division, 14th Sub, then 13th Sub, then 17th Sub
Colorado Division, 1st Sub then Nebraska Division, 5th Sub

Former BN: Mc Cook Division, Giltner & Hastings Subs

Current BNSF: [Nebraska Division, Giltner & Hastings Subs](#)

888. South Alliance

History: 1888-railhead established by CB&Q

Former CB&Q: Sterling Division, Alliance to Sterling/Sterling to Alliance Sub

Former CB&Q: Alliance & Sterling Divisions, Seneca & Alliance Sub; Alliance & Edgemont Sub, & Alliance & Guernsey Sub

Former CB&Q: Alliance Division, 31st, 32d, & 36th Subs

Former BN: Alliance Division, 31st, 32d, & 34th Subs

Former BN: Alliance Division, Yard

Former BN: Denver Division, Yard

Former BN: Alliance Division, Butte Sub

Former BNSF: Powder River Division, Butte Sub

Current BNSF: [Powder River Division, Black Hills Sub](#)

889. Ravenna

History: 1886-railhead established by Grand Island & Wyoming Central and leased to CB&Q
1897-GI&WC sold to CB&Q

Former CB&Q: Lincoln Division, Lincoln & Ravenna Sub
Alliance Division, Ravenna & Seneca Sub

Former CB&Q: Lincoln Division, Lincoln & Ravenna Sub
Alliance & Sterling Divisions, Ravenna & Seneca Sub

Former CB&Q: Lincoln Division, 7th Sub
Alliance Division, 31st Sub

Former BN: Lincoln Division, 7th Sub*
Alliance Division 31st Sub* then 11th Sub

Former BN: Nebraska Division, 7th Sub

BNSF TRACK SEGMENTS-800-899

Alliance Division, 1st Sub
Former BN: Nebraska Division, 2nd Sub
Denver Division 12th Sub
Former BN: Lincoln Division, Ravenna Sub
Alliance Division, Sand Hills Sub

Current BNSF: [Nebraska Division, Ravenna Sub](#)

890. Alliance

History: 1888 by CB&Q
Former CB&Q: Sterling Division, Alliance to Sterling/Sterling to Alliance Sub
Alliance Division, Seneca & Alliance Sub; Alliance & Edgemont Sub
Former CB&Q: Alliance & Sterling Divisions, Seneca & Alliance Sub; Alliance & Edgemont Sub, &
Alliance & Guernsey Sub
Former CB&Q: Alliance Division, 31st, 32d, & 36th Subs
Former BN: Alliance Division, 31st, 32d, & 34th Subs
Former BN: Alliance Division, Yard
Former BN: Denver Division, Yard
Former BN: Alliance Division, Butte Sub
Former BNSF: Powder River Division, Butte Sub
Former BNSF: Powder River Division, Black Hills Sub

Current BNSF: [Powder River Division, Butte Sub](#)

891. Alliance Shop

History: 1979-new shop built by BN
Former CB&Q: Sterling Division, Alliance to Sterling/Sterling to Alliance Sub
Alliance Division, Seneca & Alliance Sub; Alliance & Edgemont Sub
Former CB&Q: Alliance & Sterling Divisions, Seneca & Alliance Sub; Alliance & Edgemont Sub, &
Alliance & Guernsey Sub
Former CB&Q: Alliance Division, 31st, 32d, & 36th Subs
Former BN: Alliance Division, 31st, 32d, & 34th Subs
Former BN: Alliance Division, Yard
Former BN: Denver Division, Yard
Former BN: Alliance Division, Butte Sub
Former BNSF: Powder River Division, Butte Sub
Former BNSF: Powder River Division, Black Hills Sub

Current BNSF: [Powder River Division, Butte Sub](#)

892. Edgemont

BNSF TRACK SEGMENTS-800-899

History: 1890 by Grand Island & Wyoming (B&MR NE)

Former CB&Q: Alliance Division, Alliance & Edgemont Sub; Edgemont & Deadwood Sub; Edgemont & Reno Sub;

Former CB&Q: Alliance & Sterling Divisions; Alliance & Edgemont Sub, Edgemont & Deadwood Sub
Casper & Sheridan Divisions, Edgemont & Gillette Sub

Former CB&Q: Alliance Division, 32d, 33d, & 34th Subs

Original BN: Yellowstone Division, 17th Sub*
Alliance Division, 32d & 33d Subs

Former BN: Alliance Division, Yard

Former BN: Denver Division, Yard

Former BN & **Current BNSF:** [Powder River Division, Black Hills Sub](#)

893. Guernsey

History: 1900 by Nebraska, Wyoming, & Western
1908-deeded to CB&Q

Former CB&Q: Sterling Division, Northport & Guernsey Sub
(partial listing)

Former CB&Q: Alliance & Sterling Divisions, Alliance & Guernsey Sub
Casper & Sheridan Divisions, Guernsey & Casper Sub

Former CB&Q: Alliance Division, 36th & 37th Subs

Former BN: Alliance Division, 34th & 35th Subs

Former BN: Alliance Division, Yard

Former BN: Denver Division, Yard

Former BN & **Current BNSF:** [Powder River Division, Canyon Sub](#)

894. Casper

History: 1913 by CB&Q

Former CB&Q: Casper & Sheridan Divisions, Guernsey & Casper Sub, Casper & Bonneville Sub

Former CB&Q: Alliance Division, 37th & 39th Subs

Former BN: Alliance Division, 35th & 37th Subs

Former BN: Alliance Division, Yard

Former BN: Denver Division, Yard

Former BN: Denver Division, Casper Sub

Former BNSF: Yellowstone Division, Casper Sub

Former BNSF: Colorado Division, Casper Sub

Former BNSF: Montana Division, Casper Sub

Current BNSF: [Colorado Division, Casper Sub](#)

BNSF TRACK SEGMENTS-800-899

895. Deadwood-Lead Yard

History: 1881-narrow gauge by Black Hills
1901-electrified by CB&Q
Abandoned: 1987

Former CB&Q: Deadwood-Kirk-Alliance & Sterling Divisions, Edgemont & Deadwood Sub
Kirk-Lead-Alliance & Sterling Divisions, Lead Spur

Former CB&Q & BN: Deadwood-Kirk-Alliance Division, 33d Sub
Kirk-Lead-Alliance Division, Kirk Spur

Note: Also see segments 181, 182, 183, 1645

Former BN: Alliance Division, "other"

896. Scottsbluff

History: 1900 by Nebraska, Wyoming, & Western
1908-deeded to CB&Q

Former CB&Q: Sterling Division, Northport & Guernsey Sub

Former CB&Q: Alliance & Sterling Divisions, Alliance & Guernsey Sub

Former CB&Q: Alliance Division, 36th Sub

Former BN: Alliance Division, 34th Sub

Former BN: Alliance Division, Yard

Former BN: Denver Division, Yard

Former BN: Alliance Division, Valley Sub

Current BNSF: Powder River Division, Valley Sub

897. Newcastle

History: 1889 by Grand Island & Wyoming
1897-deeded to CB&Q

Former CB&Q: Casper & Sheridan Divisions, Edgemont & Gillette Sub

Former CB&Q: Alliance Division, 34th Sub

Original BN: Yellowstone Division, 17th Sub*

Former BN: Alliance Division, Yard

Former BN: Denver Division, Yard

Former BN & Current BNSF: Powder River Division, Black Hills Sub

898. Lien

History: 1897 by CB&Q
Abandoned: 1987

BNSF TRACK SEGMENTS-800-899

Former CB&Q & BN: Alliance Division, 33d Sub

Former BN: Alliance Division, Ballast

899. Guernsey

History:

Former CB&Q: Sterling Division, Northport & Guernsey Sub

Former CB&Q: Alliance & Sterling Divisions, Alliance & Guernsey Sub
Casper & Sheridan Divisions, Guernsey & Casper Sub

Former CB&Q: Alliance Division, 36th & 37th Subs

Former BN: Alliance Division, 34th & 35th Subs

Former BN: Alliance Division, Ballast

Former BN: Denver Division, Ballast

Former BN & **Current BNSF:** Powder River Division, Canyon Sub

BNSF TRACK SEGMENTS-900-999

900. 19th Street TOFC

Abandoned: 1986 for expansion of segment 910

Former CB&Q: McCook Division, McCook & Denver Sub
McCook Division-Denver & Longmont Sub

Former CB&Q: McCook Division, 20th Sub

Former CB&Q & BN: Alliance Division, 20th Sub

Former BNSF: Colorado Division, Yard

901. 38th Street-31st Street

History: 1947-yard expanded by CB&Q

Former CB&Q: McCook Division, McCook & Denver Sub

Former CB&Q: McCook Division, 20th Sub

Former CB&Q & BN: Alliance Division, 20th Sub

Former BN: Colorado Division, Yard

Former BN: Denver Division, Yard

Former BN: Denver Division, Brush Sub

Former BNSF: Colorado Division, Brush Sub

Former BNSF: Powder River Division, Brush Sub

Current BNSF: Colorado Division, Brush Sub

902. Coach; McCook

Former CB&Q: McCook Division, McCook & Denver Sub
McCook Division-Denver & Longmont Sub

Former CB&Q: McCook Division, 19th & 20th Subs

Former CB&Q: Alliance Division, 20th & 30th Subs

Former BN: Alliance Division, 19th & 20th Subs

Former BN: Coach-Denver Division, Yard

Note: Segment 906 changed to Segment 902. 902-Coach no longer used after 1980

Former CB&Q: McCook Division, Hastings & McCook Sub, McCook & Denver Sub

Former BN: McCook Division, Hastings & Akron Subs

Former BNSF: McCook-Nebraska Division, Akron & Hastings Subs

Former BNSF: McCook-Colorado Division, Akron Sub
McCook-Nebraska Division, Hastings Sub

Former BNSF: McCook-Powder River Division, Akron Sub

Current BNSF: McCook-Colorado Division, Akron Sub

BNSF TRACK SEGMENTS-900-999

Note: Also see Segment 906 for current listing-May be a misprint, as active list still says this is Coach

903. Prospect Junction

History: 1870-rails established by Colorado Central
1879-Leased to Union Pacific, Denver, & Gulf
1899-sold to Colorado & Southern

Former C&S: Denver Terminal Division, UD & Utah Jct. Sub

Former C&S: Denver Division, Denver U.D. & Utah Jct Sub

Former C&S: Colorado Division, 2d & 3d Subs

Former BN: Colorado Division, Yard

Former BN: Denver Division, Yard

Former BN: Denver Division, Front Range Sub

Former BNSF: Colorado Division, Front Range Sub

Former BNST: Powder River Division, Front Range Sub

Current BNSF: [Colorado Division, Front Range Sub](#)

904. Market Street Line

History:

Former BN: Colorado Division, Yard

Former BN: Denver Division, Yard

Former BN: Denver Division, Brush Sub

Former BNSF: Colorado Division, Brush Sub

Former BNSF: Powder River Division, Brush Sub

Current BNSF: [Colorado Division, Brush Sub](#)

905. Rice Yard; DUT-South Park

History:

Former C&S: Denver Terminal Division, UD & South Denver Sub

Former C&S: Denver Division, Denver U.D. & South Denver Sub

Former BN: Rice Yard-Colorado Division, Yard

Former BN: DUT-South Park-Colorado Division, Denver Terminal Line

Former BN: Rice Yard-Denver Division, Yard

906. McCook

History: 1882-opened by CB&Q

BNSF TRACK SEGMENTS-900-999

Former CB&Q: McCook Division, Hastings & McCook Sub
McCook Division, McCook & Denver Sub

Former CB&Q: McCook Division, 19th & 20th Subs

Former CB&Q & BN: Alliance Division, 19th & 20th Subs

Former BN: Colorado Division, Yard

Former BN: Nebraska Division, Yard

Former BN: McCook Division, Yard

Note: Changed to Segment 902

Current BNSF: [Nebraska Division, Hastings Sub](#)

Note: Also see Segment 902 for current listing and notes.

907. Sterling

History: 1900 by CB&Q

Abandoned: 1985-1.9 miles

Former CB&Q: Sterling Division, Alliance to Sterling/Sterling to Alliance Sub; Sterling & Brush Sub;
Curtis & Sterling Sub

Former CB&Q: Alliance & Sterling Divisions, Bridgeport & Sterling Sub; Union & Brush Sub; &
Curtis & Sterling Sub

Former CB&Q: McCook Division, Holdrege & Sterling Sub, Sterling & Cheyenne Sub, & Sterling &
Brush Sub

Former CB&Q: McCook Division, 26th, 27th, & 28th Subs

Former CB&Q: Alliance Division, 26th, 27th, 28th, & 38th Subs

Former BN: Alliance Division, 26th, 27th, 28th, & 36th Subs

Former BN: Colorado Division, Yard

Former BN: Alliance Division, Yard

Former BN: Denver Division, Yard

Former BN: Denver Division, Brush Sub
McCook Division, Brush Sub

Former BNSF: Colorado Division, Brush Sub

Former BNSF: Powder River Division, Brush Sub

Current BNSF: [Colorado Division, Brush Sub](#)

908. Brush

History: 1882 by CB&Q

Former CB&Q: Sterling Division, Sterling & Brush Sub

Former CB&Q: Alliance & Sterling Divisions, Union & Brush Sub

Former CB&Q: McCook Division, McCook & Denver Sub; & Sterling & Brush Sub

BNSF TRACK SEGMENTS-900-999

Former CB&Q: McCook Division, 20th & 28th Subs
Former CB&Q & BN: Alliance Division, 20th & 28th Subs
Former BN: Colorado Division, Yard
Former BN: Denver Division, Yard
Nebraska Division, Yard
Former BN: Denver Division, Brush Sub
McCook Division, Brush Sub
Former BNSF: Colorado Division, Brush Sub
Former BNSF: Powder River Division, Brush Sub

Current BNSF: Colorado Division, Brush Sub

909. Cheyenne

History: 1877-railhead established by Colorado Central of Wyoming (track charts state 1886)
1890-controlled by Union Pacific, Denver, & Gulf
1899-sold to Colorado & Southern
1908-controlled by CB&Q
1970-controlled by BN
1981-merged into BN

Former C&S: Northern Division, Utah Jct. & Cheyenne Sub; Cheyenne & Wendover Sub
Former C&S: Denver Division, Utah Jct. & Cheyenne Sub; Cheyenne & Wendover Sub
Former C&S: Colorado Division, 2nd Sub
Former BN: Colorado Division, 3rd Sub
Former BN: Denver Division, 11th Sub
Former BN: Denver Division, Front Range Sub
Former BNSF: Colorado Division, Front Range Sub
Former BNSF: Powder River Division, Front Range Sub

Current BNSF: Colorado Division, Front Range Sub

910. Rennick

History: 1915-established by C&S
1986-expanded into TOFC by BN

Leased: unknown-GWRR

Former C&S: Denver Division, Denver & Utah Jct. Division
Former C&S: Colorado Division, 2d Sub
Former BN: Alliance Division, 10th Sub
Former BN: Colorado Division, 3d Sub
Former BN: Denver Division, 11th Sub

BNSF TRACK SEGMENTS-900-999

Former BN: Denver Division, Front Range Sub
Former BNSF: Colorado Division, Front Range Sub
Former BNSF: Powder River Division, Front Range Sub

911. Donkey Creek Yard

History: 1971-railhead established by BN
Former BN: Alliance Division, 6th Sub
Former BN: Alliance Division, 6th Sub
Former BN: Denver Division, 10th Sub
Former BN and **Current BNSF: Powder River Division, Orin Sub**

912-917-unused

918. Lombardville-Elmwood

Note: See Segment 111 for history
Abandoned: 1981
Former BN: Ottumwa Division, "other"

919-934-unused

935. Ramaco Industrial

History:
Abandoned: 1988-West Ramaco Line-6 miles
Former C&S: Denver Terminal Division, Ramaco Industrial Spur
Former C&S: Denver Division, Ramaco Industrial Spur
Former BN: Denver Division, "other" (appeared once)

936-944-unused

945. Palouse-Grinnell

History: 1906 by Inland Empire
1927-part of Spokane, Coeur d'Alene, & Palouse
1943-merged into Great Northern
Abandoned: 1984
Note: Also see segment 1339
Former Inland Empire & S, CDA, & P-3rd Sub
Former GN: Spokane Division, 9th Sub
Former GN: Kalispell Division, 8th Sub
Former GN: Spokane Division, 9th Sub

BNSF TRACK SEGMENTS-900-999

Former BN: Spokane Division, "other"

946. Palouse-Viola

History: 1908 by Inland Empire
1927-part of Spokane, Coeur d'Alene, & Palouse
1943-merged into Great Northern

Abandoned: 1980-Balder-Manning
1984-Palouse-Viola (listed)
1986-Rest of branch

Note: Also see segment 1339

Former Inland Empire & S, CDA, & P-3rd Sub

Former GN: Spokane Division, 9th Ave

Former GN: Kalispell Division, 8th Sub

Former GN: Spokane Division, 9th Sub

Former BN: Spokane Division, "other"

947. Spring Valley-Seabury

History: 1906 by Inland Empire
1927-part of Spokane, Coeur d'Alene, & Palouse
1943-merged into Great Northern

Abandoned: 1978-Dishman-Spear
1980-Seabury-Fairbanks

Note: Also see segment 1339

Former Inland Empire & S, CDA, & P-3rd Sub

Former GN: Spokane Division, 9th Sub

Former GN: Kalispell Division, 8th Sub

Former GN: Spokane Division, 9th Sub

Former BN: Spokane Division, "other"

948-unused

949. DRI-Jct.-Albany

History: 1862-Port Byron-East Moline by Warsaw, Rock Island, & Galena
1872-W, RI, & G became Warsaw & Rock Island
1884-Terminal Jct.-MILW XING by Davenport, Rock Island, & Northwestern
1903-Port Byron-Ebner by MILW
1903-Waraw & Rock Island sold to MILW
1903-MILW gains ½ interest in D, RI, & NW with CB&Q

Sold: 1986-SOO acquires remaining line from MILW

Acquired: 1995-BN when D, RI, & NW was dissolved

Abandoned: 1980-Ebner-MP 25.4

Sold: 2003-SOO sells their interest to Iowa, Chicago, & Eastern

BNSF TRACK SEGMENTS-900-999

Abandoned: 2006-MP 20.31-MP 25.4

Former DRI&NW: Terminal Jct.-MILW XING-2nd Sub

Former MILW: Dubuque & Illinois Division, 4th Sub

Former MILW: Southern Division, 18th Sub

Former SOO: Southern Division; Davenport Sub, Nitrin Spur

Former BNSF: Illinois Division, Barstow Sub

Note: Off timetable 1998-2002

Current BNSF: Chicago Division , Barstow Sub

950. Guernsey-Wendover

See Segment 5 for details. This was a proposed line, never built by C&S.

951. North Junction-Peach Yard

History: 1903 by Chicago, Rock Island, & Gulf
1939-leased by CRIP
1980-sold to MKT
1985-MKT merged into UP
1993-transferred maintenance to Railtran; dispatched by BNSF

Former FW&D: Wichita Falls Division, Wichita Falls & Fort Worth Sub

Former FW&D: Joint Texas Division (with CRIP), 1st Sub

Former BN: Fort Worth Division, DFW Sub

Former BNSF: Texas Division, DFW Sub

NOTE: This line still shows as a connection on BNSF track charts & UP track charts. Active lists states Another road operates this.

952. Gillette

History: 1891 by CB&Q

Former CB&Q: Casper & Sheridan Divisions, Edgemont & Gillette Sub, Gillette & Sheridan Sub

Former CB&Q: Alliance Division, 34th Sub

Original BN: Yellowstone Division, 17th Sub*

Former BN: Alliance Division, Yard

Former BN: Denver Division, Yard

Former BN: Powder River Division, Big Horn & Black Hills Subs

Former BNSF: Yellowstone Division, Big Horn Sub

Former BNSF: Powder River Division, Big Horn & Black Hills Subs

Former BNSF: Montana Division, Big Horn Sub
Powder River, Black Hill Sub

BNSF TRACK SEGMENTS-900-999

Current BNSF: Powder River Division, Big Horn & Black Hill Subs

953-970-unused

971. N. Rochelle Jct.-N. Rochelle

History:

Current BNSF: Powder River Division

972. Natomas Coal Co.

Proposed line

972. Dry Fork Mine Spur

Note: See segment 188. Active List states this is in use

973. Rochelle Mine

History:

Current BNSF: Powder River Division

974. Antelope Spur

History: BNSF

Note: First appeared 1996, off timetable 1998, back on 2002

Current BNSF: Powder River Division, Orin Sub

975. South Antelope Spur

History: 1994-by BN

Former BN & BNSF: Powder River Division, Orin Sub

Not listed on current active list.

975. Interstate-Sauk Rapids

History: For History-see Segment 25

Abandoned: all dates are unknown:
MP 16.43-MP 21.10-ex GN
MP 21.10-MP 73.69-(ex GN in places, ex-NP in places)
MP 73.69-MP 74.17-SOO Jct.
MP 74.17-MP 74.87-(ex-GN in places, ex-NP in places)

Note: NP originally built this line, with GN building the 2nd track to use as dual running. This is the holding number for the dual track portions that were abandoned, and made into single track running.

BNSF TRACK SEGMENTS-900-999

976. Sapperton-Lake City Industrial

History:

Current BNSF: Northwest Division

977. Dow-Agrico

History:

Current BNSF: Northwest Division, New Westminster Sub

978. Waneta-Quirk

History:

Note: Also known as Cominco Spur

Current BNSF: Northwest Division,

979. Sesser-Old Ben 21

Former segment 13, changed to segment 979 7/00

History: 1960-by CB&Q

Former CB&Q: Hannibal Division, Concord & CB&Q Jct. Sub

Former CB&Q: Hannibal Division, 26th Sub

Former BN: Hannibal Division , 27th Sub

Former BNSF: Illinois Division, Beardstown Sub

Former BNSF: Chicago Division, Beardstown Sub

Current BNSF: Springfield Division, Beardstown Sub

980. Meyer-Old Ben #24

Former segment 13, changed to segment 979 7/00

History: 1960-by CB&Q

Former CB&Q: Hannibal Division, Concord & CB&Q Jct. Sub

Former CB&Q: Hannibal Division, 26th Sub

Former BN: Hannibal Division, 27th Sub

Former BNSF: Illinois Division, Beardstown Sub

Former BNSF: Chicago Division, Beardstown Sub

Current BNSF: Springfield Division, Beardstown Sub

981. Sesser-Old Ben 26

BNSF TRACK SEGMENTS-900-999

Former segment 13, changed to segment 981 7/00

History: 1965 by CB&Q

Former CB&Q: Hannibal Division, Concord & CB&Q Jct. Sub

Former CB&Q: Hannibal Division, 26th Sub

Former BNSF: Illinois Division, Beardstown Sub

Former BNSF: Chicago Division, Beardstown Sub

Current BNSF: [Springfield Division, Beardstown Sub](#)

982. Aberdeen-South Aberdeen

History: 1892 by Tacoma, Olympia, & Grays Harbor
1898-sold to NP

Abandoned: 1986-shown on the abandoned list, but still shown on timetables in 1994.
1997-abandonment completed

Former NP: Pacific Division, Ocosta Branch

Former NP: Tacoma Division, Ocosta Branch, then 20th Sub

Original BN: Portland Division, 10th Sub*

Former BN: Pacific Division, 15th Sub, then "other" in 1980

Former BN: Pacific Division, Harbor Line Sub

983-unused

984. Moscow-Estes

Former segment 383 changed to 984 10/81

Abandoned : 1984-all but about .681 of a mile

Sold: PCC-MP 90.091-MP 90.72

Note: Also see segment 1339.

Former Inland Empire: 3rd Sub

Former GN: Spokane Division, 9th Sub

Former GN: Kalispell Division 8th Sub

Fprmer GN: Spokane Division, 9th Sub

Former BN: Spokane Division, "other"

985. Houston-Texas City

History: 1857-S GH&H Jct.-Texas City Jct. By Galveston, Houston, & Henderson
1933-GH&H sold to International-Great Northern & MKT
1956-International-Great Northern merged into Missouri Pacific
1982-Missouri Pacific purchased by Union Pacific
1989-MKT part of Missouri Pacific which was part of Union Pacific

BNSF TRACK SEGMENTS-900-999

1997-Missouri Pacific merged into Union Pacific

Former UP: Houston Division, Galveston Sub

Former UP: Southern Terminals Division, Houston Sub, line 558

Current UP: Houston Area, Galveston Sub, Line 575

986-999-unused

BNSF TRACK SEGMENTS-1000-1199

Note: The history of Frisco listed in this section is from the Santa Fe reference cited in the references section. Some of the history of the 1000 series segments is based on that book. The Atlantic & Pacific (forerunner to the Santa Fe and Frisco, planned on building from St. Louis to San Francisco. Bankrupt railroads, etc., prevented Frisco from completing this “dream” and the right-of-ways surveyed became part of the Santa Fe system, and some former Santa Fe properties became part of the Frisco system. All history in the Frisco Segments were provided by and/or proofed by Roger Taylor. Without Roger’s expertise on this railroad, this section would not be completed. The first six versions of this monograph were very incomplete. Mr. Taylor deserves full recognition for his contribution here.

1000-not used

1001-Kansas City-Birmingham

History: 1868-Kansas City-Olathe by Kansas & Neosho Valley RR
1869-Olathe-Fort Scott by Missouri River, Ft. Scott, & Gulf
1870-Fort Scott-Edwards by Missouri River, Ft. Scott, & Gulf
1874-Edwards-Garland by Ft. Scott, Southeastern, & Memphis
1877-Garland-Coalvale by FS,SE, &M
1878-Ash Grove-Nichols by Springfield & Western Missouri RR
1879-MR, FS, & G name changed to Kansas City, Ft. Scott, & Gulf
1880-Arcadia-Kenoma by Fort Scott, Southeastern, & Memphis
1881-Kenoma-Ash Grove by FS, SE, & M
1881-Coalvale-Mulberry by FS, SE, & M
1881-Nichols-South Springfield by Kansas City, Springfield & Memphis
1882-Mulberry-Pittsburg by FS, SE, & M
1882-South Springfield-Willow Springs by Kansas City, Springfield, & Memphis
1883-Springfield & Western Missouri sold to Kansas City, Springfield, & Memphis
1883-Willow Springs-Marion by KC, S, & M
1886-Memphis-Capleville by Kansas City, Memphis & Southeastern
1886-Capleville-Tupelo by Kansas City, Memphis, & Birmingham
1887-Memphis, Birmingham, & Atlantic consolidated into Kansas City, Memphis, & Birmingham
1887-Tupelo-Gattman by KC, M, & B
1887-Gattman-Birmingham by Kansas City, Memphis & Birmingham
1887-North Springfield-South Springfield by Springfield Connecting Ry.
1888-Kansas City, Ft. Scott, & Gulf consolidated into Kansas City, Ft. Scott & Springfield
1888-Ft. Scott, Southeastern, & Memphis consolidated into Kansas City, Ft. Scott & Springfield
1888-Kansas City, Ft. Scott, & Springfield consolidated into Kansas City, Ft. Scott, & Memphis
1888-Kansas City, Springfield, & Memphis consolidated into Kansas City, Ft. Scott, & Memphis
1892-Marion-Memphis by Kansas City & Memphis RY & Bridge Co.
1893-KC & MRY & B Co. leased to KC, FTS, & M
1901-Kansas City, Ft. Scott, & Memphis leased to Frisco
1903-Kansas City, Memphis, & Birmingham leased to Frisco
1907-Springfield Connecting Railway leased to Frisco
1926-Springfield Connecting Railway sold to Frisco
1928-Kansas City, Ft.Scott & Memphis sold to Frisco
1928-Kansas City, Memphis & Birmingham sold to Frisco
1947-Kansas City & Memphis RY & Bridge Company sold to Frisco
Abandoned: 1979-Provision-WS Jct.
1982-MP 198.42-MP 203.249 (Nichols-MK Jct.)

BNSF TRACK SEGMENTS-1000-1199

Former Frisco:	Kansas City-Ft Scott-Northern Division, Kansas City Sub Ft Scott-Springfield-Northern Division, Ash Grove Sub Springfield-Thayer-Northern Division, Willow Springs Sub Thayer-Tennessee Yard (Memphis)-Northern Division, Memphis Sub Tennessee Yard-Amory-Southern Division, Tupelo Sub Amory-Birmingham-Southern Division, Birmingham Sub
Former Frisco:	Kansas City-Ft Scott-Eastern Division, Kansas City Sub Kansas City-Rosedale-Central Division, Kansas City Terminal Ft Scott-Nichols-Eastern Division, Ash Grove Sub Eastern Jct. (Teed)-Thayer-Eastern Division, Willow Springs Sub Thayer-Tennessee Yard (Memphis)-Eastern Division, Memphis Sub Tennessee Yard-Amory-Southern Division, Tupelo Sub Amory-Birmingham-Southern Division, Birmingham Sub
Former Frisco:	Kansas City-Ft Scott-Northern Division, Kansas City Sub Ft Scott-Nichols-Northern Division, Ash Grove Sub Teed-Thayer-Northern Division, Willow Springs Sub Thayer-Memphis-Northern Division, Memphis Sub Memphis-Amory-Southern Division, Tupelo Sub Amory-Birmingham-Southern Division, Birmingham Sub
Former BN:	19th Street-Nichols-Springfield Division, 16th Sub Teed-River Jct.-Springfield Division, 17th Sub River Jct.-Memphis-Memphis Division, 1st Sub Memphis-Birmingham-Memphis Division, 3d Sub Ft. Scott-Afton-Springfield Division, 20th Sub
Former BN:	19th Street-Nichols-Springfield Division, 3d Sub Teed-River Jct.-Springfield Division, 4th Sub River Jct.-Memphis-Memphis Division, 1st Sub Memphis-Birmingham-Memphis Division, 2d Sub
Former BN:	19th Street-Nichols-Springfield Division, 3d Sub Teed-Memphis-Memphis Division, 2d Sub Memphis-Birmingham-Memphis Division, 3d Sub
Former BN:	19th St-Nichols-Springfield Division, 3d Sub Teed-Memphis-Springfield Division, 4th Sub Memphis-Birmingham-Springfield Division, 5th Sub Rosedale-KCT RR-Nebraska Division, 1st Sub
Former BN:	19th St-Nichols-Springfield Division, Ft Scott Sub Teed-River Jct.-Springfield Division, Thayer Sub Kansas City-Block 4-Kansas City Division, St Joseph Sub Kansas City-Lenexa-Kansas City Division, Ft Scott Sub Teed-Bridge Jct.-Springfield Division, Thayer Sub Bridge Jct.-Tennessee Yard-Memphis Division, Thayer Sub Tennessee Yd-Birmingham-Memphis Division, Birmingham Sub Monett: MP 282.0-283.0-Springfield Division, Monett Sub
Former BNSF:	Kansas City-Kansas Division, Ft. Scott Sub Teed-Tennessee Yard-Southeastern Division, Thayer Sub Tennessee Yard-Birmingham-Southeastern Division, Birmingham Sub
Former BNSF:	30th St-Charlie-Kansas City Division, Ft Scott Sub 30th St-Nichols-Springfield Division, Ft Scott Sub Tennessee Yard-Birmingham-Memphis Division, Birmingham Sub Teed-Thayer-Springfield Division, Thayer North Sub Thayer-Tennessee Yard-Memphis Division, Thayer South Sub
Former BNSF:	30th St-Nichols-Springfield Division, Ft Scott Sub Tennessee Yard-Birmingham-Memphis Division, Birmingham Sub Teed-CP3351-Springfield Division, Thayer North Sub CP3351-Tennessee Yard-Memphis Division, Thayer South Sub
Current BNSF:	30th St-Nichols-Springfield Division, Ft Scott Sub

BNSF TRACK SEGMENTS-1000-1199

Tennessee Yard-Birmingham-Springfield Division, Birmingham Sub
Teed-Thayer-Springfield Division, Thayer North Sub
CP3351 (Thayer)-Tennessee Yard-Springfield Division, Thayer South Sub
Charlie-5th Street-Nebraska Division, St. Joseph Sub

1002. (St. Louis) Grand Avenue-Paris

History: 1851-53-St. Louis-Pacific (Franklin) by Pacific of Missouri (MP)
1856-58-Pacific (Franklin)-Sullivan by Southwest Branch of Pacific RR of MO (MP)
1859-Sullivan-Cuba by Southwest Branch RR of Pacific RR of MO (MP)
1860-Cuba-Rolla by Southwest Branch RR of Pacific RR of MO (MP)
1866-Southwestern Branch RR changed to Southwest Pacific RR
1866-Rolla-Arlington by Southwest Pacific RR
1868-Southwest Pacific RR deeded to South Pacific
1868-Arlington-Huben by South Pacific RR
1869-Huban-Strafford by South Pacific RR
1870-Strafford-Pierce City by South Pacific RR
1870-South Pacific sold to Atlantic & Pacific
1876-Atlantic & Pacific (Missouri Division) sold to Frisco
1880-Monett-Missouri/Arkansas line by St. Louis, Arkansas, & Texas of Missouri
1881-Missouri/Arkansas line-Fayetteville by St. Louis, Arkansas, & Texas RR of Arkansas
1881-Missouri, Arkansas, & Southern, St. Louis, Arkansas, & Texas of Missouri and St. Louis, Arkansas, & Texas of Arkansas changed to St. Louis, Arkansas, & Texas Consolidated
1882-Valley Park-Pacific (Franklin) by Frisco
1882-Fayetteville-Van Buren by St. Louis, Arkansas, & Texas Consolidated
1882-St. Louis, Arkansas, & Texas Consolidated deeded to Frisco
1883-Southeastern Jct.-Valley Park by Frisco
1886-Van Buren-Ft. Smith by Ft. Smith & Van Buren Bridge Company
1886-Ft. Smith-Jenson by Ft. Smith & Southern
1887-Jenson-Hugo by Ft. Smith & Southern
1887-Hugo-Paris by Paris & Great Northern RR
1887-North Springfield-South Springfield by Springfield Connecting Ry
1887-Ft. Smith & Southern deeded to Frisco
1904-Paris & Great Northern sold to St. Louis, San Francisco, & Texas
1907-Ft. Smith & Van Buren Bridge Company deed to Frisco
1907-Springfield Connecting Railway leased to Frisco
1926-Springfield Connecting Railway sold to Frisco
1964-St. Louis, San Francisco, & Texas merged into Frisco

Abandoned: 1980-81-Antlers-Wister
1985-Poteau-Wister

Leased: 1985-S Ft Smith-Poteau-KCS
1986-Monett-S Ft Smith-Arkansas & Mississippi

Sold: 1987-Antlers-Paris-Kiamachi Rail
1989-S. Ft. Smith-Poteau-KCS
2001-Monett-S. Ft. Smith to Arkansas & Mississippi

Former Frisco: Lindenwood-Newberg-Eastern Division, Rolla Sub
Newberg-Springfield Yard-Eastern Division, Lebanon Sub
Springfield Yard-Monett-Eastern Division, Springfield Sub
Monett-Ft. Smith-Western Division, Ft. Smith Sub
Ft. Smith-Paris-Western Division, Arthur Sub

Former Frisco: Lindenwood-Springfield Yard-Eastern Division, Rolla-Lebanon Sub
Springfield Yard-Nichols-Eastern Division, Springfield Sub

BNSF TRACK SEGMENTS-1000-1199

Springfield Yard-Monett-Eastern Division, Springfield Sub
Monett-Lou-Southwestern Division, Cherokee Sub
Monett-Ft Smith-Central Divisions, Ft Smith Sub (Part of Eastern Division at one time)
Ft. Smith-SP (Paris)-Central Division, Arthur Sub

- Former BN: St Louis-Springfield Yard-Springfield Division, 1st Sub
St. Louis-Lindenwood-Memphis Division, 1st Sub
Springfield Yard-Lou-Springfield Division, 4th Sub
Monett-Ft Smith-Springfield Division, 5th Sub
Ft Smith-Wister-Springfield Division, 6th Sub
Nichols-Springfield Yard-Springfield Division, 16th Sub
Antlers-SP (Paris)-Tulsa Division, 12th Sub then 7th Sub
Springfield Yard-Teed-Springfield Division, 17th Sub
- Former BN: St. Louis-Lindenwood-Memphis Division, 1st Sub
Lindenwood-Springfield Yard-Springfield Division, 1st Sub
Springfield Yard-Lou-Springfield Division, 2d Sub
Monett-Ft. Smith-Tulsa Division, 7th Sub
Ft. Smith-Wister-Springfield Division, 7th Sub
Hugo-Paris-Ft. Worth Division, "other"
Hugo-Wister-Tulsa Division, "other"
Springfield Yard-Teed-Springfield Division, 4th Sub
- Former BN: Grand Ave-Lindenwood-Galesburg Division, 5th Sub, then 3rd Sub
Lindenwood-Springfield Yard-Springfield Division, 1st Sub
Springfield Yard-Lou-Springfield Division, 2d Sub
Nichols-Springfield Yard-Springfield Division, 3d Sub
Monett-S Ft Smith-Springfield Division, 6th Sub
S Ft Smith-K.C.S.-Springfield Division, 7th Sub
Hugo-Paris-Tulsa Division, 8th Sub
Hugo-Wister-Tulsa Division, "other"
Springfield Yard-Teed-Springfield Division, 4th Sub
- Former BN: Lindenwood-43 Track-Springfield Division, 1st Sub
Nichols-Lou-Springfield Division, 2d Sub
Monett-MP 283-Springfield Division, "other"
- Former BN: Lindenwood-43 Track-Springfield Division, 1st Sub
Nichols-Monett-Springfield Division, 2d Sub
S. Ft. Smith-KCS-Springfield Division, 13th Sub
- Former BN: Grand Ave-Lindenwood-Galesburg & River Divisions, Hannibal Sub
Linderwood-Springfield Yard-Springfield Division, Cuba Sub
Springfield Yard-Lou-Springfield Division, Monett Sub
Linderwood-W Valley Park-River Division , Cuba Sub
- Former BNSF: Grand Avenue-Linderwood-Illinois Division, Hannibal Sub
Linderwood-Springfield Yard-Southeastern Division, Cuba Sub
Springfield Yard-Lou-Southeastern Division, Monett Sub
- Former BNSF: Grand Avenue-Linderwood-Illinois Division, Hannibal Sub
Linderwood-Springfield Yard-Springfield Division, Cuba Sub
Springfield Yard-Lou-Springfield Division, Cherokee Sub
- Former BNSF: Grand Avenue-Linderwood-Chicago Division, Hannibal Sub
Linderwood-Springfield Yard-Springfield Division, Cuba Sub
Springfield Yard-Lou-Springfield Division, Cherokee Sub
- Current BNSF:** [Grand Avenue-Linderwood-Springfield Division, Hannibal Sub](#)
[Linderwood-Springfield Yard-Springfield Division, Cuba Sub](#)
[Springfield Yard-Lou-Springfield Division, Cherokee Sub](#)

Current Kiamichi: [Hugo-Antlers-Hugo-Antlers Line](#)

Current A&M: [Ft. Smith-Monett](#)

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Current KCS: Ft. Smith-Poteau-Gulf Division, Heavener Sub, Ft. Smith Branch

1003. Monett-Quanah

History: 1870-Monett-Pierce City by South Pacific RR & sold to Atlantic & Pacific
1871-Pierce City-Vinita by Atlantic & Pacific
1882-Vinita-Tulsa by Atlantic & Pacific
1885-Tulsa-Sapulpa by Atlantic & Pacific
1890-all under control of Frisco
1897-Atlantic & Pacific (Oklahoma Division) sold to Frisco
1897-Sapulpa-Davenport by St. Louis & Oklahoma City RR
1898-Davenport-CRIP XING by SL&OC
1900-CRIP XING-Oklahoma City by Oklahoma City Terminal RR
1901-Oklahoma City Terminal RR sold to Frisco
1901-Oklahoma City-Mustang by Oklahoma City & Western
1902-Mustang-Lawton by OC&W
1903-Oklahoma City & Western leased by Frisco
1903-Lawton-Eldorado by OC&W
1903-Eldorado-Quannah by Oklahoma City & Texas
1904-Oklahoma City & Texas acquired by St. Louis, San Francisco, & Texas
1907-Oklahoma City & Western purchased by Frisco
1964-St. Louis, San Francisco, & Texas merged into Frisco

Sold: 1998-Sapulpa-Spencer-Stillwater Central
2001-Wheatland-Long-Stillwater Central

Leased: 2005-Oklahoma City-Wheatland-Stillwater Central

Abandoned: 2005-MP 539.46-542.91 (Oklahoma City XINGS)

Former Frisco: Monett-Cherokee Yard-Southwestern Division, Cherokee Sub
Cherokee Yard-Oklahoma City-Southwestern Division, Oklahoma Sub
Oklahoma City-Quanah-Southwestern Division, Chickasha Sub

Former Frisco: Monett-Cherokee Yard-Western Division, Cherokee Sub
Cherokee Yard-Sapulpa-Southwestern Division, Creek-Sherman Sub
Sapulpa-Oklahoma City-Southwestern Division, Oklahoma Sub
Oklahoma City-Quanah-Southwestern Division, Chickasha Sub

Former BN: Monett-Pierce City-Springfield Division, 7th Sub (via Tulsa Division, 1st Sub)
Monett-Cherokee Yard-Tulsa Division, 1st Sub
Cherokee Yard-Sapulpa-Tulsa Division, 9th Sub then 6th Sub
Sapulpa-Oklahoma City-Tulsa Division, 6th Sub, then 4th Sub
Oklahoma City-Quanah-Tulsa Division-7th Sub then 5th Sub

Former BN: Pierce City-Sarcoxie-Springfield Division, 8th Sub
Monett-Cherokee Yard-Tulsa Division, 1st Sub
Cherokee Yard-Oma (Includes 42 miles via UP W Cherokee-Muskogee via Van Buren
Division, Cherokee Sub)-Tulsa Division, 2d Sub
Sapulpa-Oklahoma City-Tulsa Division, 4th Sub
Oklahoma City-Quanah-Tulsa Division, 5th Sub

Former BN: Lou-East Cherokee-Springfield Division, 2d Sub
Pierce City-Sarcoxie-Springfield Division, 8th Sub
Cherokee-Sapulpa-Fort Worth Division, 4th Sub
Sapulpa-Oklahoma City-Fort Worth Division, 5th Sub
Oklahoma City-Quanah-Fort Worth Division, 6th Sub

Former BN: Monett-East Cherokee-Springfield Division, 2d Sub
Pierce City-Sarcoxie-Springfield Division, 8th Sub
Cherokee-Sapulpa-Fort Worth Division, 3d Sub
Sapulpa-Oklahoma City-Fort Worth Division, 4th Sub
Oklahoma City-Quanah-Fort Worth Division, 5th Sub

Former BN: Piece City-Sarcoxie-Springfield Division, Wichita Sub

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Cherokee Yard-Oma-Tulsa Division, Creek Sub
Sapulpa-Oklahoma City-Tulsa Division, Oklahoma Sub
Oklahoma City-Quanah-Tulsa Division, Chickasha Sub
West Afton-Cherokee Yard-Tulsa Division, Cherokee Sub
Lou-West Afton-Springfield Division, Monett Sub

Former BNSF: Lou-West Afton-Southeastern Division, Monett Sub
West Afton-Cherokee Yard-Southeastern Division, Cherokee Sub
Pierce-Kansas Division, Augusta Sub
Cherokee Yard-OMA-Oklahoma Division, Creek Sub
Sapulpa-Oklahoma City-Oklahoma Division, Sooner Sub
Oklahoma City-Quannah-Oklahoma Division, Chickasha Sub

Former BNSF: Cherokee Yard-Oma (Including UP trackage rights)-Springfield Division, Creek Sub
Sapulpa-Oklahoma City-MP 437.2-438.9-Springfield Division, Sooner Sub-rest by
Stillwater Central RR
Oklahoma City-Quanah-Kansas Division, Chickasha Sub
Lou-Cherokee Yard-Springfield Division, Cherokee Sub

Former BNSF: Cherokee Yard-Oma-Texas Division, Creek Sub
Sapulpa-Oklahoma City MP 437.2-438.9-Texas Division, Sooner Sub
Oklahoma City-Quanah-Texas Division, Chickasha Sub
Lou-Cherokee Yard-Springfield Division, Cherokee Sub

Former BNSF: Cherokee Yard-Oma-Texas Division, Creek Sub
Sapulpa-Oklahoma City MP 437.2-438.9-Texas Division, Sooner Sub
Long-Quanah-Texas Division, Chickasha Sub
Lou-Cherokee Yard-Springfield Division, Cherokee Sub

Current BNSF: Cherokee Yard-Oma-Texas Division, Creek Sub
Sapulpa-Oklahoma City MP 437.2-438.9-Texas Division, Sooner Sub
Lou-Cherokee Yard-Springfield Division, Cherokee Sub

Stillwater Central: Oklahoma City-Long

1004. Pierce City-Ellsworth; Pierce City Industrial Lead

History: 1872-Pierce City-Carthage by Memphis, Carthage, & Northwestern
1873-Carthage-Carl Jct. by Memphis, Carthage, & Northwestern
1877-Memphis, Carthage, & Northwestern changed to Missouri & Western
1877-Carl Jct.-Oswego by Missouri & Western
1879-Missouri & Western deeded to Frisco
1879-Oswego-Severy by St. Louis, Wichita, & Western
1880-Severy-Wichita by St. Louis, Wichita, & Western
1882-St. Louis, Wichita, & Western deeded to Frisco
1887-Wichita-Ellsworth by Kansas Midland
1900-Kansas Midland merged with Frisco

Abandoned: 1986-Medora-Lyons
1986-Lorraine-Ellsworth
1994-Valley Center-Medora

Sold: 1994-Lyons-Lorraine-ATSF
1997-Columbus-Severy-Kansas Eastern, now South Kansas & Oklahoma
1997-Lyons-Lorraine-Central Kansas
1998-MP 309.91-MP 315.3-Missouri & North Arkansas

Abandoned: 2000-Augusta-Severy
2001-Lyons-Lorraine
2002-Carthage-Columbus (MP 315.3-MP 343.55)
2003-MP 494.22-505.20 (Wichita-Valley Center)
2004-MP 501.1-525.2; Fredonia-Severy

BNSF TRACK SEGMENTS-1000-1199

Note: ATSF's operations never shown on timetables

Former Frisco: Pierce City-Nedesha-Northern Division, Carthage Sub
Nedesha-Wichita-Northern Division, Wichita Sub
Wichita-Ellsworth-Northern Division, Burrton Sub

Former Frisco: Pierce City-Nedesha-Eastern Division, Carthage Sub
Nedesha-Wichita-Eastern Division, Wichita Sub
Wichita-Ellsworth-Eastern Division, Burrton Sub

Former BN: Pierce City-Neodesha-Springfield Division, 7th Sub then 8th Sub
Neodesha-Wichita-Springfield Division, 9th Sub
Wichita -Ellsworth-Springfield Division, 10th Sub
Metropolis-Paducah-Galesburg Division, "other" (this may be a misprint, see segment 104)

Former BN: Pierce City-Neodesha-Springfield Division, 7th Sub then 8th Sub
Neodesha-Wichita-Springfield Division, 9th Sub
Wichita -Lorraine-Springfield Division, 10th Sub

Former BN: Sarcoxie-Lorraine-Springfield Division, 8th Sub

Former BN: Sarcoxie-Buhler-Springfield Division, 8th Sub

Former BN: Sarcoxie-Lorraine-Springfield Division, Wichita Sub

Former BNSF: Pierce City-Augusta-Kansas Division, Augusta Sub

Former BNSF: Pierce City Industrial Lead-Springfield Division, Cherokee Sub
MP 501.1-525.2-Kansas Division, Arkansas City Sub

Former CKS: Lyons-Lorraine

Current BNSF: [Pierce City Industrial Lead-Springfield Division, Cherokee Sub \(MP 287.3-MP 309.91\)](#)

Current M&NA: [MP 309.91-MP 315.3, Aurora Subdivision, Carthage Industrial Track](#)

Current SK&O: [Columbus-Fredonia](#)

Note: Also see Segment 1107

1005. Kansas City-Springfield Yard

History: 1883-Clinton-Brownington by Kansas City & Southern
1884-Springfield-Bolivar by Springfield & Northern
1885-Clinton-East Lynne by Kansas City & Southern
1885-Deepwater-North Osceola by Kansas City, Clinton, & Springfield RY
1885-Harlan Jct.-Tracy Jct. By Kansas City, Clinton, & Springfield RY
1885-Springfield & Northern deeded to Frisco
1887-BV Jct.-Dodson by Kansas City & Southwestern of Missouri (MP)
1888-KC Belt Jct.-BV Jct. by Kansas City & Southern
1888-Dodson-East Lynne by KC & S
1891-Kansas City & Southern changed to Kansas City, Osceola, & Southern
1898-North Osceola-Harlan Jct. By KC, O, & S
1898-Tracy Jct.-Bolivar by KC, O, & S
1900-Kansas City, Osceola, & Southern merged into Frisco
1924-Kansas City, Clinton, & Springfield leased by Frisco
1925-Brownington-Deepwater Jct. by Frisco

Abandoned: [1978-Blairstown-Osceola](#)

Sold: [1978-Clinton area tracks to MKT](#)

Abandoned: [1979-East Lynne-Blairstown](#)

BNSF TRACK SEGMENTS-1000-1199

	1979-Osceola-Bolivar
	1989-Peculiar-East Lynne
	1989-Dodson-Grandview
Sold:	1989-Grandview-Belton to Kansas City Southern
	1989-Belton-Peculiar to Smokey Hill Railroad
Abandoned:	1991-North Clinton area tracks by MKT
	1993-Bolivar-Willard
	1994-Belton-Peculiar by Smokey Hill Railroad
	2001-Willard-Springfield
Former Frisco:	Eastern Division, Clinton Sub
Former MP	BV Jct.-Dodson via MP-Kansas Division, Kansas City Sub
Former UP:	Leeds Jct.-Dodson-Kansas City and Van Buren Divisions, Coffeyville Sub
Current UP:	Leeds Jct.-Dodson-Kansas Area, Coffeyville Sub
Former BN:	Springfield Yard-East Lynne-Springfield Division, 5th Sub Springfield Yard-Bolivar-Springfield Division, 3d Sub Kansas City-East Lynne-Springfield Division, 15th Sub
Former BN:	Kansas City-East Lynne-Springfield Division, 12th Sub, then 7th Sub (includes trackage rights over MP (UP) between BV Jct.-Dodson) Bolivar-Springfield Yard-Springfield Division, 15th Sub, then 4th Sub
Former BN:	19th St-Harrisonville-Springfield Division, "other" Springfield Yard-Bolivar-Springfield Division, "other"
Former BN:	Springfield Yard-Willard-Springfield Division, Monett & Cuba Subs KC Belt Jct.-BV Jct.-Lincoln & Kansas City Divisions, St Joseph Sub
Former BNSF:	KC Belt Jct.-BV Jct.-Kansas Division, St Joseph Sub Springfield Yard-Willard-Southeastern Division, Cuba Sub
Former BNSF:	Springfield Yard-Willard-Springfield Division, Cuba Sub KC Belt Jct.-BV Jct.-Illinois Division, Brookfield Sub & Springfield Division, Ft Scott Sub
Current BNSF:	Springfield Yard-Willard-Springfield Division, Cuba Sub KC Belt Jct.-BV Jct.-Springfield Division, Ft Scott Sub
Current KCS:	Grandview-Belton-Gulf Division, Pittsburg Sub
Note:	Listed as BB Jct. in 1/02 timetables-could be a misprint

1006. Carl Jct.-J&G Junction

History:	1877 by Joplin RR of Missouri & Kansas 1882-name changed to Joplin Ry 1882-deeded to Frisco
Abandoned:	1985
Former Frisco:	Northern Division, Carthage Sub, Tuckahoe Branch
Former Frisco:	Eastern Division, Carthage Sub, Tuckahoe Branch
Former Frisco:	Eastern Division, Carthage Sub, Joplin Branch
Former BN:	Springfield Division, 8th Sub then 13th Sub

1007. Red Plant-Baxter Springs

BNSF TRACK SEGMENTS-1000-1199

History: 1879-Oronogo Jct.-Joplin by Missouri & Western
1879-Missouri & Western sold to Frisco
1880-Baxter Springs-Empire by Short Creek & Joplin RR
1881-Joplin-South Galena by Joplin & Galena RY of Missouri
1881-South Galena-Empire by Joplin & Galena Ry of Kansas
1882- J&G of KS and J&G of MO merged into Joplin Ry
1882-Joplin Ry deeded to Frisco

Abandoned: 197?-Oronogo Jct.-Red Plant
1984-Red Plant-Webb City
1991-Joplin-Tanko
1993-Riverton- South Galena
2001-Baxter Springs-Riverton

Note: also see segments 1042, 1045, & 1161

Former Frisco: Northern Division, Carthage Sub, Joplin & Galena Branch

Former Frisco: Eastern Division, Carthage Sub, Joplin & Galena Branch

Former Frisco: Eastern Division, Carthage Sub, Joplin Branch

Former BN: Springfield Division, 8th Sub then 13th Sub

Former BN: Webb City-Baxter Springs-Springfield Division, 12th Sub

Former BN: Galena-Webb City-Springfield Division, "other"
Baxter Springs-Riverton-Springfield Division, "other"

Former BN: Baxter-Riverton-Springfield Division, Afton Sub
Tamko-Galena-Springfield Division, Wichita Sub

Former BNSF: Baxter-Riverton-Kansas Division, Afton Sub
Tamko-Galena-Kansas Division, Augusta Sub

Former BNSF: Galena (MP 339.8)-MP 334.4-Springfield Division, Afton Sub

Note: Known as the Joplin Branch, Joplin H Line in 1991. Joplin J Line abandoned 1990.

Current BNSF: [Joplin Branch-MP 339.8-334.4-Springfield Division, Afton Sub](#)

1008. Horn Junction (Empire Jct.)-Carterville

History: 1880-Horn-Carterville by Short Creek & Joplin
1881-Empire Jct.-Horn by Joplin & Galena of Missouri
1882-J&G merged with Joplin & Galina of KS to form Joplin RY
1882-sold to Frisco

Abandoned: 1934-Carterville-Horn
1993-abandoned in favor of segment 1070

Former Frisco: Empire Jct.-Carterville-Northern Division, Carthage Sub, Carterville Branch

Former Frisco: Horn Jct.-Horn-Eastern Division, Carthage Sub, Joplin & Galena Branch on spur

Former Frisco: Horn Jct.-Horn-Eastern Division, Carthage Sub, Joplin Branch on spur

Former BNSF: Horn Jct.-Horn-Springfield Division, "other"

1009. Cuba-Salem

BNSF TRACK SEGMENTS-1000-1199

History: 1873 by St. Louis, Salem, & Little Rock
1887-sold to St. Louis, Salem, & Arkansas RY
1897-sold to Frisco

Abandoned: 1984-Lead Jct.-Salem

Out of service: 2006-Cuba-Lead

Former Frisco: Eastern Division, Rolla Sub, Salem Branch

Former Frisco: Eastern Division, Rolla & Lebanon Sub, Salem Branch

Former BN: Springfield Division, 2d Sub, then 4th Sub

Former BN: Cuba-Lead Jct.-Springfield Division, 14th Sub then 9th Sub, then 11th Sub

Former BN: Cuba-Lead Jct.-Springfield Division, Lead Line Sub

Former BNSF: Cuba-Lead-Southeastern Division, Lead Line Sub

Former BNSF: Cuba-Lead Jct.-Springfield Division, Lead Line Sub

Current BNSF: [Cuba-Lead-Springfield Division, Lead Line Sub](#)

1010. Lead Junction-Buick

History: 1967-by Frisco

Out of service: 2006

Note: from Virburnum to Bixby was built on an abandoned railroad grade of the Sligo & Eastern, built in 1906 and abandoned in 1930.

Former Frisco: Eastern Division, Rolla Sub, Salem Branch

Former Frisco: Lead Jct.-Buick-Eastern Division, Rolla & Lebanon Sub, Salem Branch

Former BN: Lead Jct.-Buick-Springfield Division, 2d Sub, then 14th Sub, then 9th Sub, then 11th Sub

Former BN: Lead Jct.-Buick-Springfield Division, Lead Line Sub

Former BNSF: Lead-Buick-Southeastern Division, Lead Line Sub

Former BNSF: Lead Jct.-Buick-Springfield Division, Lead Line Sub

Current BNSF: [Lead-Buick-Springfield Division, Lead Line Sub](#)

1011. Springfield Yard-Ozark

History: 1882-Springfield-Ozark by Springfield & Southern
1883-Ozark-Chadwick by Springfield & Southern
1887 sold to Frisco

Abandoned: 1934-Ozark-Chadwick

1983-Kissick-Ozark

Note: City utility uses old right of way from Kissick-Ozark

Former Frisco: MK Jct.-Ozark-Eastern Division, Springfield Sub, Ozark Branch

Former Frisco: MK Jct.-Ozark-Eastern Division, Ozark Sub

Former BN: Springfield Yard-Ozark-Springfield Division, 3d Sub

Former BN: Springfield Yard-Kissick-Springfield Division, 15th Sub, then 4th Sub, then "other"

BNSF TRACK SEGMENTS-1000-1199

Former BN: Springfield Yard-Kissick-Springfield Division, Monett & Cuba Subs

Former BNSF: Springfield Yard-Kissick-Southeastern Division, Cuba Sub

Current BNSF: [Springfield Yard-Kissick-Springfield Division, Cuba Sub](#)

1012. Willow Springs-Grandin

History: 1887 Willow Springs-Winona by Current River RR
1888-Chanoia-Williamsville by Cape Girardeau Southwestern
1888-Winona-Hunter by Current River RR
1891-Cape Girardeau Southwestern change to St. Louis, Cape Girardeau, & Ft. Smith
1899-St. Louis, Cape Girardeau, & Ft. Smith changed to Southern Missouri & Arkansas
1901-Current River RR merged into Kansas City, Fort Scott, & Memphis (Frisco)
1902-Southern Missouri & Arkansas consolidated into St. Louis, Memphis, & Southeastern
1907-SLM&SE merged into Frisco

Abandoned: [1938-Chicopee-Grandin](#)
[1972-Winona-Chicopee](#)
[1983-Willow Springs-Winona](#)

Note: Also see segment 1075

Former Frisco: Southern Division, Willow Springs Sub, Current River Branch

Former Frisco: Northern Division, Willow Springs Sub, Current River Branch

Former Frisco: Eastern Division, Willow Springs Sub, Winona Branch

Former Frisco: Northern Division, Willow Springs Sub, Winona Branch

Former BN: Springfield Division, 18th Sub then "other"

1013. Hoxie-Pocahontas

History: 1897- Hoxie-Pocahontas by Hoxie, Pocahontas, & Northern
1891-Cape Girardeau Southwestern change to St. Louis, Cape Girardeau, & Ft. Smith
1899-St. Louis, Cape Girardeau, & Ft. Smith changed to Southern Missouri & Arkansas

Abandoned: [1985-Walport-Pocahontas](#)
[2004-Hoxie-Walport-railbanked](#)

Note: Also see segment 1075 & 1076

Former Frisco: Southern Division, Memphis Sub, Pocahontas Branch

Former Frisco: Eastern Division, Memphis Sub, Pocahontas Branch

Former Frisco: Northern Division, Memphis Sub, Pocahontas Branch

Former BN: Springfield Division, 19th Sub then "other"

Former BN: Memphis Division, "other"

Former BN: Springfield Division, Thayer Sub

Former BNSF: Hoxie-Walport-Memphis Division, Thayer South Sub

1014. Marion-Hulbert

BNSF TRACK SEGMENTS-1000-1199

History: 1910 by Memphis & New Orleans Ry
Track removed: unknown-MP 473.93-MP 474.01
Leased: unknown-to Union Pacific-BNSF retains rights

Former Frisco: Eastern Division, Memphis Sub, Marion-Hulbert Branch
Former Frisco: Northern Division, Memphis Sub, Marion & Hulbert Branch
Former Frisco: Eastern Division, Memphis Sub, Hulbert Branch
Former BN: Memphis Division, "other"
Former BN: Springfield Division, "other"
Former BN: Springfield Division, Thayer Sub
Former BNSF: Southeastern Division, Thayer Sub
Former BNSF: Memphis Division, Thayer South Sub

Current BNSF: [Springfield Division, Thayer South Sub](#)

1015. Aurora-Mt. Vernon

History: 1892 by Greenfield & Northern
1895-leased by Kansas City, Ft. Scott, & Memphis
1925-sold to Frisco
Abandoned: 1984-MP 270.029-Mt. Vernon
Note: Once extended past Mt. Vernon to South Greenfield; [remnant-Aurora-MP 270.029](#)
Former Frisco: Eastern Division, Springfield Sub, Aurora Branch
Former Frisco: Eastern Division, Springfield Sub, Mt. Vernon Branch
Former BN: Springfield Division, "other"

1016. Rogers-Bentonville

History: 1882- by Bentonville RR Co.
1900-sold to Arkansas & Oklahoma
1901-sold to Frisco
Abandoned: 1986
Former Frisco: Bentonville Jct.-Bentonville-Southwestern Division, Ft Smith Sub, Bentonville Branch
Former Frisco: Bentonville Jct.-Bentonville-Eastern Division, Ft Smith Sub, Bentonville Branch
Former Frisco: Central Division, Ft. Smith Sub, Bentonville Lead
Former BN: Springfield Division, "other"

1017. Greenfield Lead

History: 1886 by Greenfield RR
1887-sold to Greenfield & Northern
1895-leased to Kansas City, Ft. Scott, & Memphis
1925-sold to Frisco
Note: This segment is used to test new locomotives on the 3.6% grade on for Frisco (thanks to

BNSF TRACK SEGMENTS-1000-1199

Roger Taylor for this information)

Former Frisco: Eastern Division, Ash Grove Sub, Greenfield Spur
Former Frisco: Eastern Division, Ash Grove Sub
Former Frisco: Northern Division, Ash Grove Sub
Former BN: Springfield Division, Ft Scott Sub
Former BNSF: Kansas Division, Ft. Scott Sub
Former BNSF: Illinois Division, Brookfield Sub

Current BNSF: [Springfield Division, Ft Scott Sub](#)

1018. Nichols-W.S. Junction

History: 1881-Nichols-South Springfield by Kansas City, Springfield, & Memphis RR
1882-South Springfield-W.S. Jct. By KC, S, & M
1888-became part of Kansas City, Ft. Scott, & Memphis
1901-leased by Frisco

Abandoned: **1979-Provision-W.S. Jct.**

Former Frisco: Eastern Division, connection between Willow Springs & Ash Grove Subs
Former Frisco: Northern Division, connection between Willow Springs & Ash Grove Subs

Note: this was the former passenger main

Former BN: Springfield Division, "other"
Former BN: Springfield Division, Monett & Cuba Subs
Former BNSF: Southeastern Division, Cuba Sub

Current BNSF: [Springfield Division, Cuba Sub](#)

1019. Mulberry-Pittsburg-Minden Mines

History: 1881-Minden Mines-Mulberry by Ft. Scott, Southeastern, & Memphis RY
1882-Pittsburg-Weir Jct. by Kansas & Missouri RR
1887-Pittsburg (P&C Jct.)-Weir by Pittsburg & Columbia RY
1888-Ft. Scott, Southeastern, & Memphis, Memphis, and Kansas & Missouri all consolidated into Kansas City, Ft. Scott, & Gulf, which consolidated into Kansas City, Ft. Scott, & Memphis the same year
1901-Kansas City, Ft. Scott, & Memphis leased by Frisco
1928-KC, FS, & M sold to Frisco

Abandoned: **1976-Pittsburg-Mulberry (in favor of track rights over KCS)**

Note: This was part of segment 1041, see that segment for divisional list

1020. Amory-Pensacola

History: 1887-Amory-Aberdeen by Kansas City, Memphis, & Birmingham RR
1903-KC, M, & B leased to Frisco
1912-Kimbrough-Pensacola by Gulf, Florida, & Alabama
1922-name changed to Muscle Shoals, Birmingham, & Pensacola RR
1925-Muscle Shoals, Birmingham, & Pensacola leased by Frisco

BNSF TRACK SEGMENTS-1000-1199

1927-Aberdeen-Kimbrough by Muscle Shoals, Birmingham, & Pensacola RR
1928-MS, B, & P purchased by Frisco
1928-Kansas City, Memphis, & Birmingham purchased by Frisco
Rights Granted: 1992-1997-Atmore-Cantemont given to BNSF by CSX
Sold: 1997-Kimbrough-Pensacola-Alabama & Gulf Coast RR
2000-Amory-Kimbrough track rights granted to Alabama & Gulf Coast RR
2003-Columbus-Kimbrough sold to Alabama & Gulf Coast RR

Note: Also see segment 1076

Former Frisco: Amory-Magnolia-Southern Division, Columbus Sub
Magnolia-Pensacola-Southern Division, Pensacola Sub

Former BN: Amory-Magnolia-Memphis Division, 4th Sub
Magnolia-Pensacola-Memphis Division, 5th Sub

Former BN: Pensacola-Amory-Springfield Division, 10th Sub

Former BN: Amory-Pensacola-Memphis Division, Pensacola Sub

Former BNSF: Amory-Pensacola-Southeastern Division, Pensacola Sub (includes 36.6 miles via CSX,
Atmore-Cantonment)

Former BNSF: Amory-Gulf-Memphis Division, Amory Sub

Former BNSF: Amory-Gulf-Springfield Division, Amory Sub

Former CSX: Flomation-Cantemont-Mobile Division, PD/P&A Sub
Flomation-Atmore-Mobile Division, Flomation-Corduoy Sub

Current BNSF: [Armory-Columbus, Springfield Division, Armory Sub](#)

Current A&G: [Columbus-Pensacola](#)

1021. **York-Mobile**

History: 1891-Calvert-Summit by Seaboard RR of Alabama
1896-Sims Chapel-Summit by Seaboard RR of Alabama
1900-Seaboard RR sold to Tombigbee and Northern
1903-Turner-Penny Hill by T&N
1904-York-Riderwood by Carrollton Short Line
1904-T&N changed to Tombigbee Valley RR
1906-Carrollton Short Line name changed to Alabama, Tennessee, & Northern
1909-Penny Hill-Silas by TVRR
1912-Silas-Riderwood by TV RR
1913-Mobile Terminal RY & Tombigbee Valley merged into AT&N
1928-Calvert-Mobile by Alabama, Tennessee, & Northern
1948-ATN leased by Frisco
1971-ATN merged into Frisco

Abandoned: 1978-Cochrane Bridge
1980-York-Cochrane
1992-York-Calvert

Sold: 2003-Calvert-Mobile-Alabama & Gulf Coast RY

Note: From 1980-1992, BN was granted rights over AGS-see segment 8588

Former Frisco: York-Mobile-Southern Division, Mobile Sub

Former BN: York-Mobile-Memphis Division, 6th Sub

Former BN: York-Mobile-Springfield Division, 11th Sub

BNSF TRACK SEGMENTS-1000-1199

Former BN: York-Mobile-Memphis Division, Mobile Sub
Former BNSF: MP 851.4-Mobile-Southeastern Division, Mobile Sub
Former BNSF: MP 851.4-Mobile-Memphis Division, Mobile Sub
Former BNSF: MP 851.4-Mobile-Springfield Division, Mobile Sub (includes 5 miles via Terminal Ry of Alabama-Terminal Jct.-Mobile)

Current A&GC: Calvert-Mobile

1022. Winfield-Brookside

History: 1899-Winfield-Brilliant by Illinois Central
Unknown-Brilliant-Brookside
1954-sold to Frisco

Abandoned: 1983

Former Frisco: Southern Division, Birmingham Sub, Brilliant Branch
Former Frisco: Southern Division, Birmingham Sub, Brilliant Lead
Former BN: Memphis Division, "other"

1023. Dora-DeBardeleben

History: 1901-Dora-Debardeleben by Kansas City, Memphis, & Birmingham
1903-leased by Frisco

Abandoned: 1990-Dora-DeBardeleben

Former Frisco: Southern Division, Birmingham Sub, Empire Branch
Former Frisco: Southern Division, Birmingham Sub, Debard Branch
Former Frisco: Southern Division, Birmingham Sub, Debard Lead
Former BN: Memphis Division, "other"
Former BN: Springfield Division, "other"

1024. Pratt City-Bessemer; Fairfield

History: 1888 by Kansas City, Memphis, & Birmingham
1903-merged into Frisco

Abandoned: 1983

Note: Abandoned for track rights over Southern

Former Frisco: Southern Division, Birmingham Sub, Bessemer Branch
Former Frisco: Southern Division, Birmingham Sub, spur
Former BN: Memphis Division, "other"
Former BN: Pratt City-Bessemer-Springfield "other"

Southern Railroad (BN trackage rights)

Former BN: Fairfield-Memphis Division

BNSF TRACK SEGMENTS-1000-1199

1025. Lindenwood (SE Junction)-River Junction

History:	1879-Crystal City-Selma by Crystal City RY 1880-Cape Girardeau-Nash by Cape Girardeau RY 1881-Cape Girardeau name changed to Cape Girardeau & Southwestern 1881-Crystal City name changed to Crystal RY 1889-Lilbourn-Portageville by St. Louis & Memphis 1891-Cape Girardeau Southwestern name changed to St. Louis, Cape Girardeau, & Ft. Smith 1899-Portageville-Swift by Memphis & St. Louis 1899-St. Louis, Cape Girardeau, & Ft. Smith changed to Southern Missouri & Arkansas 1899-St. Genevieve-Perryville Jct. By Chester, Perryville, St. Genevieve, & Farmington 1899-Luxora-Evadale Jct by Deckerville, Osceola, & Northern 1900-Swift-Hayti by Memphis & St. Louis 1900-Grassy Bayou-Yarbo by St. Louis, Caruthersville, & Memphis of MO 1900-Yarbo-Blytheville by St. Louis, Caruthersville, & Memphis of Arkansas 1901-Blytheville-Archillon by St. Louis & Memphis 1901-Deckerville, Osceola, & Northern merged with Kansas City, Ft. Scott, & Memphis 1901-St.Louis, Caruthersville & Memphis of MO. & AR., St. Louis & Memphis RR & Memphis & St. Louis merged to form St. Louis & Memphis RY 1901-Kansas City, Ft. Scott, & Memphis leased by Frisco 1902-Archillon-Luxora by St. Louis & Memphis 1902-Chester, Perryville Ste. Genevieve & Farmington sold to St. Louis, Memphis & Southeastern (Ste. Genevieve-Perryville Jct., MO. only 1902-Southern Missouri & Arkansas consolidated into St. Louis, Memphis, & Southeastern 1902-St.Louis, Memphis & Southeastern controlled by Frisco 1902-St.Louis & Memphis RY sold to St .Louis, Memphis & Southeastern 1902-Crystal RY leased to St. Louis, Memphis, & Southeastern 1902-Selma-St. Genevieve by St. Louis, Memphis, & Southeastern 1902-St. Louis-Crystal City by St. Louis, Memphis & Southeastern 1902-Perryville Jct.-Cape Girardeau by St. Louis, Memphis, & Southeastern 1903-Nash-Lilbourn by St. Louis, Memphis, & Southeastern 1903-Hayti-Grassy Bayou by St. Louis, Memphis, & Southeastern 1904-Evadale Jct.-Turrell by Kansas City, Ft. Scott, & Memphis (leased by Frisco in 1901) 1904-Crystal RY sold to St. Louis, Memphis & Southeastern 1907-St.Louis, Memphis & Southeastern sold to Frisco
Sold:	1934-Evadale Jct.-Deckerville to Delta Valley & Southern
Former Frisco:	Lindenwood-Chaffee-Southern Division, St Louis Sub Chaffee-Turrell-Southern Division, Chaffee Sub
Former Frisco:	Lindenwood-Chaffee-River Division, St Louis Sub Chaffee-Turrell-River Division, Chaffee Sub
Former BN:	Lindenwood-River Jct.-Memphis Division, 1st Sub
Former BN	Lindenwood-River Jct.-Springfield Division, 6th Sub
Former BN:	Lindenwood-River Jct.-River Division, River Sub
Former BNSF:	SE Jct.-River Jct.-Southeastern Division, River Sub
Former BNSF:	SE Jct.-River Jct.-Memphis Division, River Sub
Current BNSF:	SE Jct.-River Jct.-Springfield Division, River Sub

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1026. Hayti-Gibson

History: 1891-Kennett-Gibson by St. Louis, Kennett, & Southern
1894-Hayti-Kennett by Pemiscot RR
1895-Pemiscot RR merged with St. Louis, Kennett, & Southern
1902-StL, K, & S sold to St. Louis & Gulf
1904-St.L&G sold to St. Louis, Memphis, & Southeastern
1907-St.L,M,& SE sold to Frisco

Abandoned: 1973-Gibson-Holcomb
1982-Holcomb-Kennett

Sold: 1995-Hayti-Kennett-Boothel Rail Properties

Abandoned: 1998-Hayti-Kennett (rails removed 2000)

Former Frisco: Gibson.-Kennett-River Division, Leachville Sub
Kennett-Hayti-River Division, Caruthersville Branch

Former Frisco: Southern Division, Leachville Sub

Former Frisco: River Division, Chaffee Sub, Kennett Branch

Former BN: Memphis Division, 2d Sub then 3d Sub then "other"

Former BN: Springfield Division, "other"

Former BN: River Division, River Sub

Former BNSF: Southeastern Division, River Sub

1027. Caruthersville-Hayti

History: 1900-Hayti-Caruthersville by Memphis & St .Louis
1901-Memphis & St. Louis merged with St. Louis, Caruthersville & Memphis of Mo. &
AR. & St. Louis & Memphis to form St. Louis & Memphis RY
1902-St.Louis & Memphis sold to St. Louis, Memphis & Southeastern
1907-St.Louis, Memphis & Southeastern sold to Frisco

Abandoned: 1985

Former Frisco: River Division, Caruthersville Branch

Former Frisco: Southern Division, Leachville Sub

Former Frisco: River Division, Chaffee Sub, Kennett Branch

Former BN: Memphis Division, 2d Sub then 3d Sub

1028. Kennett-Leachville

History: 1897 by Kennett & Osceola RR
1902-sold St. Louis & Gulf
1904-sold to St. Louis, Memphis, & Southeastern
1907-to Frisco

Abandoned: 1983 (except first 4 miles)

Sold: 1995-Boothel Rail Properties (4 miles)

Abandoned: 1998 (4 miles)

Former Frisco: River division, Leachville Sub

Former Frisco: Southern Division, Leachville Sub

BNSF TRACK SEGMENTS-1000-1199

Former Frisco: River Division, Chaffee Sub, Kennett Branch

Former BN: Memphis Division, 2d Sub

1029. Blytheville-Jonesboro

History: 1897-North Nettleton-Lake City by Jonesboro, Lake City, & Eastern
1899-Lake City-Leachville by J, LC, &E
1900-Jonesboro-North Nettleton by J, LC, & E
1901-Leachville-Manila by J, LC, & E
1902-Manila-Dell by J, LC, & E
1903-Dell-Blytheville by J, LC, & E
1925-leased by Frisco
1950-sold to Frisco

Abandoned: 1939-Jonesboro-North Nettleton
1967-Needham-Lake City
1978-MP 239.7-Lake City
1986-MP 237.3-239.7-off timetable 1999

NOTE: North Nettleton-Needham is still in use as an industrial spur

Former Frisco: River Division, Blytheville Sub

Former Frisco: Southern Division, Blytheville Sub

Former Frisco: River Division, Chaffee Sub

Former BN: Memphis Division, "other"

Former BN: Springfield Division, "other"

Former BN: River Division, River Sub

Former BNSF: Southeastern Division, River Sub

Former BNSF: Memphis Division, River Sub

1030. Blytheville-Armorel

History: 1903-by Chickasawba RR
1905-sold to Jonesboro, Lake City, & Eastern
1925-leased by Frisco
1950-sold to Frisco

Former Frisco: River Division, Blytheville Sub

Former Frisco: Southern Division, Blytheville Sub

Former Frisco: River Division, Chaffee Sub, Armorel Lead

Former BN: Memphis Division, "other"

Former BN: Springfield Division, "other" then 6th Sub

Former BN: River Division, River Sub

Former BNSF: Southeastern Division, River Sub

Former BNSF: Memphis Division, River Sub

Current BNSF: [Springfield Division, River Sub](#)

BNSF TRACK SEGMENTS-1000-1199

1031. Aliceville-York

History: 1904-Aliceville-York by Carrollton Short Line
1906-Carrollton Short Line name changed to Alabama, Tennessee, & Northern
1948-ATN leased by Frisco
1971-ATN merged into Frisco

Abandoned: 1978-Cochrane Bridge
1980-Cochrane-York

Former Frisco: Aliceville-York-Southern Division, Mobile Sub

1032. Aliceville-Reform

History: 1900-Reform-Carrollton by Carrollton Short Line
1901-Carrollton-Aliceville by Carrollton Short Line
1906-Carrollton Short Line name changed to Alabama, Tennessee, & Northern
1948-ATN leased by Frisco
1971-ATN merged into Frisco

Abandoned: 1978

Former Frisco: Southern Division, Mobile Sub, Reform Branch

1033. Mobile-Cantonmont

History: 1861-Cantonmont-Flomation by Alabama & Florida
1861-Flomatin-Mobile by Mobile & Great Northern
1868-A&F and M&GN merged to form Mobile & Montgomery
1880-M&M leased by Louisville & Nashville
1900-M&M purchased by L&N
1983-Louisville & Nashville part of Seaboard System
1986-Seaboard System now CSXT

Rights granted: 1992-BN
Rights terminated: 2003 by BNSF

Former L&N: Mobile-Flomation-Mobile Division, S&N Yard and Siebert Sub
Flomation-Cantonmont-Mobile Division, Flomation, Goulding, & Chattahoochee Sub

Current CSXT: Mobile-Flomation-Mobile Division, M&M Sub
Flomation-Cantonmont-Mobile Division, PD/P&A Sub

1034. Aberdeen Branch

History:

Current BNSF: Springfield Division, Amory Sub, Aberdeen Lead

1035. Brookline Power Plant

History:

Current BNSF: Springfield Division

1036. Green Tree Industrial Spur

History: 1927 by Frisco

BNSF TRACK SEGMENTS-1000-1199

Sold: 2003-sold to Alabama & Gulf

Former Frisco: Southern Division, Columbus Sub

Former BN: Memphis Division, 4th Sub

Former BN: Springfield Division, 10th Sub

Former BN: Memphis Division, Pensacola Sub

Former BNSF: Southeastern Division, Pensacola Sub

Former BNSF: Memphis Division, Amory Sub

Former BNSF: Springfield Division, Amory Sub

Current: A&G RR

1037-1038-unused

1039. Sinclair-Weir City

History: 1887-Sinclair-Weir by Pittsburg & Columbia RY
1934-connecting tracks from east and west Weir by SLSF
1952-Sinclair-South Sinclair by SLSF

Abandoned: 2004-Sinclair-Weir City

Note: This was part of segment 1041 at one time

Former Frisco: Central Division, Parsons Sub, Coal Branch

Former Frisco: Eastern Division, Parsons Sub

Former Frisco: Western Division, Parsons Branch

1040. Edward-Afton (Junction) & Kahoga

History: 1870-Edwards-Baxter Springs by Missouri River, Ft. Scott, & Gulf
1879-MR, FS, & G became Kansas City, Ft. Scott, & Gulf
1888-KC, FS, & G consolidated into Kansas City, Ft. Scott, & Springfield
1888-Kansas City, Ft. Scott & Springfield merged into Kansas City,
Ft. Scott & Memphis
1896-Baxter Springs-Miami by KC, FS, & M
1901-Miami-Afton by KC, FS, & M
1901-KC, FS & M leased to Frisco
1917-Quapaw to Central Mill by Miami-Mineral Belt
1928-KC, FS, & M sold to Frisco
1930-Miami Mineral Belt sold to Frisco

Abandoned: 1985-Quapaw-Central Mill

Former Frisco: Edward-Afton-Northern Division, Afton Sub

Former Frisco: Edward-Afton-Eastern Division, Afton Sub

Former Frisco: Edward-Afton-Western Division, Afton Sub

Former BN: Edward-Kahoga-Springfield Division, 18th Sub

Former BN: Edward-Afton Jct.-Springfield Division, 5th Sub then 7th Sub

BNSF TRACK SEGMENTS-1000-1199

Former BN: Edward-Afton Jct.-Springfield Division, Afton Sub

Former BNSF: Edward-Afton Jct.-Kansas Division, Afton Sub

Current BNSF: Edward-Afton Jct.-Springfield Division, Afton Sub

1041. Arcadia-Dennis

History: 1877-Arcadia-Coalvale by Ft. Scott, Southeastern, & Memphis RY
1881-Coalvale-Mulberry by FS, SE, & M
1882-Pittsburg-Weir Jct. by Kansas & Missouri RR
1887-Pittsburg (P&C Jct.)-Weir by Pittsburg & Columbia RY
1888-Ft. Scott, Southeastern, & Memphis, Memphis, Kansas, & Colorado, and Kansas & Missouri all consolidated into Kansas City, Ft. Scott, & Gulf, which consolidated into Kansas City, Ft. Scott, & Memphis the same year

1901-Kansas City, Ft. Scott, & Memphis leased by Frisco

1928-KC, FS, & M sold to Frisco

1934-connecting tracks from east and west Weir by SLSF

1952-Sinclair-South Sinclair by SLSF

Abandoned: 1918-Pittsburg (P&C Jct.)-Kramer
1934-Weir Jct.-Weir; East Daisy Hill-Daisy Hill; East Weir track (ex-P&C)
1952-Kramer-South Sinclair
1960-Dennis-Cherryvalle
1976-Parsons-Dennis
1984-Mertz-Mulberry
1987-Arcadia-Mertz
1993-via Cherokee-track out of service MP 139.1-MP 145.6
1994-Parsons-Cherokee

Leased: 2002-South Kansas & Oklahoma RR, including the Pittsburg Lead

Abandoned: 2004-Pittsburg-Cherokee

Note: Also see segments 1019 & 1039

Former Frisco: Arcadia-Dennis-Northern Division, Parsons Sub

Former Frisco: Arcadia-Dennis-Eastern Division, Parsons Sub

Former Frisco: Arcadia-MKT-Western Division, Parsons Sub

Former BN: Arcadia-M.K.T.-Springfield Division, 19th Sub, then 16th Sub

Former BN: Pittsburg-Cherokee-Parsons-Springfield Division, "other"

Former BN: Pittsburg-Cherokee-Springfield Division, Afton Sub

Former BNSF: Pittsburg-Cherokee-Kansas Division, Afton Sub

Former BNSF: Pittsburg Lead-MP 139.1-145.6-Springfield Division, Afton Sub

1042. Baxter Jct.-Picher

History: 1918-Baxter Springs-Picher by Southwest Missouri
1939-Southwest Missouri purchased by Northeast Oklahoma
1964-Northeast Oklahoma merged into Frisco

Abandoned: 1982-Baxter-Picher

Former Frisco: Northern Division, Carthage Sub, Joplin & Galena Branch

Former Frisco: Eastern Division, Carthage Sub, Joplin & Galena Branch

BNSF TRACK SEGMENTS-1000-1199

Former Frisco: Eastern Division, Carthage Sub, Joplin Branch

Former BN: Springfield Division, 8th Sub then 13th Sub

Current BNSF: [Springfield Division, MP 172.0-MP 173.3 under this segment](#)

1043. Girard-Empire (Carl Jct.)

History: 1877 by Joplin RR of Missouri & Kansas
1882-merged with Joplin & Galena to form Joplin RR
1882-sold to Frisco

Abandoned: 1959-Girard-Pittsburg; Opolis-Carl Jct.
1976-Empire-Asbury
1984-MP 134.7-Empire

Leased: South Kansas & Oklahoma RR

Abandoned: 2002-MP 134.3-MP 134.7 in Pittsburgh

Former Frisco: Northern Division, Afton Sub, Girard Branch

Former Frisco: Western Division, Parson Sub

Former BN: Springfield Division, "other"

Note: See Segment 1041

1044. Miami-Treece

History: 1908-Miami-Commerce by Oklahoma, Kansas, & Missouri Interurban
1916-Commerce-Central Mill by OK&MI
1917-OK&MI became part of Oklahoma, Kansas, & Missouri
1917-Central Mill-Treece by Miami Mineral Belt RR
1919-OK&M sold to Northeast Oklahoma Traction
1924-NE OK Traction became Northeast Oklahoma
1930-Miami Mineral Belt became part of Frisco
1964-NE OK merged into Frisco

Abandoned: 1980-Central Mill-Treece
1982-Miami-Central Mill

Note: Master List has this Central Mill-Quapaw only. For the purposes of the Station List, this will have Central Mill-Quapaw and Segment 1045 will have Miami-Treece until this confusion is sorted out.

Former Frisco: Northern Division, Afton Sub, Picher Branch

Former Frisco: Eastern Division, Afton Sub, Miami Branch

Former Frisco: Western Division, Afton Sub, Miami Lead

Former BN: Springfield Division, "other"

Former BN: Miami Branch-Springfield Division, Afton Sub

Former BNSF: Miami Branch-Kansas Division, Afton Sub

Current BNSF: [Miami Lead-Springfield Division, Afton Sub](#)

1045. Picher-Corona

BNSF TRACK SEGMENTS-1000-1199

History: 1921 by Northeast Oklahoma RR (electric interurban)
1950-electric discontinued
1964-sold to Frisco

Abandoned: **unknown**

Former NEO: Oklahoma-Kansas Division

1046. Sapulpa-Fort Worth (Menard)

History: 1887-North Ft. Worth-Granbury by Ft. Worth & Rio Grande RY
1889-Granbury-Dublin by Ft. Worth & Rio Grande RY
1890-Dublin-Comanche by Ft. Worth & Rio Grande RY
1891-Comanche-Brownwod by Ft. Worth & Rio Grande RY
1900-Sapulpa-Okmulgee by St. Louis, Oklahoma, & Southern RY
1901-Okmulgee-Staley by St.L, O,& S
1901-St.L, O, & S part of Frisco
1901-Ft.Worth & Rio Grande RY leased to Frisco
1901-S. Sherman-Irving by Red River, Texas, & Southern
1901-MKT Jct.-Denison by St. Louis, San Francisco, & Texas
1903-Brownwood-East Brady Jct. By Ft. Worth & Rio Grande
1903-Irving-SLSF Jct. By Chicago, Rock Island, & Gulf
1904-FW&RG sold to St. Louis, San Francisco & Texas
1904-RR, T, &S merged into St. Louis, San Francisco, & Texas
1908-Irving-Ft. Worth-track rights gained over CRIP
1908-Irving-Dallas-track rights gained over CRIP
1911-East Brady Junction-Whiteland by Gulf, Colorado, & Santa Fe
1911-Whiteland-Menard by Ft. Worth & Rio Grande
1939-Chicago, Rock Island, & Gulf leased by CRIP
1943-Kingston-Staley line relocation by Frisco
1943-Woodville-Platter; Lakeside Jct.-Meade line relocation by Frisco
1964-St. Louis, San Francisco, & Texas merged into Frisco
1980-Irving-Ft. Worth, Irving-Dallas purchased from CRIP

Abandoned: **1943-Woodville-Platter; Hulse-Meade**
Sold: **1937-Ft. Worth-Menard to Gulf, Colorado, & Santa Fe (ATSF)(segment 7262)**
Abandoned **1972-Brownwood-Paul Jct.; Brady-Menard**
1985-.8 miles in Madill; Madill-Hulse
Sold: **1988-S. Irving-Ft. Worth-Worth & Western**
1993-Paul Jct.-Brady-Gulf, Colorado, & San Saba
1994-Birds-Brownwood-Central Texas (now Ft. Worth & Western)
Unknown-Carollton-Irving-DART

Former GC&SF. Ft. Worth-Brownwood-Southern Division, Dublin District
Brownwood-Menard-Southern Division, Menard District

Former ATSF: Ft. Worth-Brownwood-Texas Division, Dublin Subdivision

Former ATSF: Ft. Worth-Brownwood-Southern Region, Dublin Subdivision

Former ATSF: Birds-Ricker-Alliance Division, Dublin District

Former CRIP: Dalworh Jct.-Endot-Southern Division, Subdivision 28

Former Frisco: Sapulpa-Francis-Red River Division, Creek Sub
Francis-Sherman-Red River Division, Sherman Sub
Sherman-Ft. Worth-Red River Division, Ft. Worth Sub

Former Frisco: Sapulpa-Francis-Southwestern Division, Creek Sub
Francis-Sherman-Southwestern Division, Sherman Sub
Sherman-Ft. Worth-Southwestern Division, Ft. Worth Sub

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Former Frisco:	Sapulpa-Sherman-Southwestern Division, Creek-Sherman Sub Sherman-Ft. Worth-Southwestern Division, Ft. Worth Sub
Note:	This includes trackage rights over SP-SP Jct.-S Sherman Jct., later listed as joint line
Former T&NO:	Dennison-Sherman-Dallas & Austin Divisions, Denison Sub
Former SP:	Frisco Jct.-S. Sherman Jct.-San Antonio, Houston, & Dallas Divisions, Ennis Sub
Former SP:	SP Jct.-S. Sherman Jct.-Gulf Division, Commerce District, Commerce Line
Former SP:	SP Jct.-S Sherman Jct.-San Antonio Division, Commerce Sub, Sherman Line
Former BN:	Irving-Ft. Worth-Ft. Worth Division, "other"
Former BN:	Sapulpa-Ft Worth-Tulsa Division, 9th Sub then 6th Sub (including trackage rights above)
Former BN:	Sapulpa-Bliss-Tulsa Division, 2d Sub
Former BN:	Sapulpa-Irving-Springfield Division, 2d Sub (including trackage rights above)
Former BN:	Sapulpa-Irving-Fort Worth Division, 4th Sub. then 3d Sub (including trackage rights listed above) Irving-Ft. Worth-Fort Worth Division, "other" changed to segment 1053
Former BN:	Oma-Madill-Tulsa Division, Creek Sub Madill-Irving-Ft Worth Division, Madill Sub
Note:	This includes trackage rights over UP-Staley-South Joe Irving-Ft Worth added in 4/94 to the Ft Worth, Madill Sub, then off timetable 10/94 then back on timetable-1999. Former Katy DFW Sub.
Former BNSF:	Oma-Madill-Springfield Division, Creek Sub Madill-S Irving-Texas Division, Madill Sub
Current BNSF:	Oma-Madill-Texas Division, Creek Sub Madill-S Irving-Texas Division, Madill Sub
Current FWW	Tower 60-Belt Jct.-Ft. Worth Sub Birds-Ricker-Dublin Sub
Current GCSS:	Paul Junction-Brady
Current TRE:	South Irving-DWF Sub
DART:	Carollton-Irving

1047. Cherokee Yard-Waynoka (Avard Junction)

History:	1903-Tulsa-Enid by Arkansas Valley & Western 1904-Enid-Avard-Arkansas Valley & Western 1907-sold to Frisco
No track:	MP 601.95-MP 611.53 (see 7100 also)
Former Frisco:	Tulsa-Enid-Western Division, Perry Sub Enid-Avard-Western Division, Avard Sub
Former Frisco:	Cherokee Yard-Steen-Southwestern Division, Perry Sub Steen-Enid-Southwestern Division, Beaumont Sub Enid-Avard-Southwestern Division, Avard Sub
Former Frisco:	Cherokee Yard-Enid-Western Division, Perry Sub

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Enid-Waynoka-Western Division, Avarad Sub

Former BN: Cherokee Yard-Enid-Tulsa Division, 2d Sub
Enid-Waynoka-Tulsa Division, 3d Sub

Former BN: Cherokee Yard-Waynoka-Tulsa Division, 2d Sub, then 6th Sub-includes trackage rights over ATSF-Avarad-Waynoka (Eastern Region, Waynoka Sub-ATSF)

Former BN: Cherokee Yard-Waynoka-Fort Worth Division, 6th Sub, then 7th Sub (with the same 10.7 miles of trackage rights over ATSF listed above)

Former BN: Cherokee Yard-Waynoka-Tulsa Division, Avarad Sub-including ATSF trackage rights

Former BNSF: Cherokee Yard-Waynoka-Oklahoma Division, Avarad Sub (with rights over Panhandle Sub of the Oklahoma Division)

Former BNSF: Cherokee Yard-Avarad Jct-Springfield Division, Avarad Sub

Current BNSF: Cherokee Jct-Avarad Jct-Springfield Division, Avarad Sub

1048. Hope-Lakeside

History: 1896-Arkinda-Ashdown by Arkansas & Choctaw
1902-Arkansas & Choctaw name changed to St. Louis, San Francisco & New Orleans RR
1903-Ashdown-Hope by St. Louis, San Francisco, & New Orleans RR
1903-Madill-Arkinda by St. Louis, San Francisco, & New Orleans RR
1903-StL, SF, & NO controlled by Frisco
1907-StL, SF& NO sold to Frisco
1943-Lakeside to Mead by Frisco account line relocation for Lake Texoma

Abandoned: 1943-Madill-Mead account line relocation.

Sold: 1987-to Kiamichi Rail Corporation

Former Frisco: Southwestern Division, Ardmore-Arkinda Sub

Former Frisco: Central Division, Ardmore-Arkinda Sub

Former BN: Tulsa Division, 11th Sub then 7th Sub

Former BN: Ft. Worth Division, 7th Sub

Former BN: Galena-Webb City-Springfield Division, "other" (may be a misprint, see segment 1007)
Baxter Springs-Riverton-Springfield Division, "other" (see above)

Current Kiamichi: Madill-Hope line

1049. Madill-Ardmore

History: 1901-Frisco Jct.-Ardmore by Choctaw Northern
1902-Choctaw Northern merged into Choctaw, Oklahoma, & Gulf & leased by CRIP
1903-Madill-Frisco Jct. By St. Louis, San Francisco, & New Orleans
1903-Trackage rights on CRIP from Frisco Jct.-Ardmore
1903-St.L, SF, & NO controlled by Frisco
1904-Choctaw, Oklahoma, & Gulf merged into CRIP
1907-St.L, SF, & NO sold to Frisco
1940-Frisco purchased Frisco Jct.-Ardmore from CRIP

Abandoned: 1982

Also see segment 1174

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Former Frisco: Central Division, Ardmore Sub
Former Frisco: Southwestern Division, Ardmore Sub, Madill Branch
Former Frisco: Southwestern Division, Sherman Sub, Madill Branch
Former BN: Tulsa Division, 10th Sub

1050. Jenson-Mansfield

History: 1886 by Little Rock & Texas (Jenson-Mansfield)
1907-Little Rock & Texas leased to Frisco
1926-Little Rock & Texas sold to Frisco

Abandoned: 1959-Huntington-Mansfield (prior to merger)
1970-Central-Huntington (prior to merger)
1984-Jenson-Central

Former Frisco: Central Division, Arthur Sub, Mansfield Branch
Former Frisco: Southwestern Division, Arthur Sub, Central Branch
Former Frisco: Central Division, Ardmore-Arkinda Sub, Montreal Lead
Former BN: Jenson-Central-Springfield Division, "other"

1051. Beaumont-Vernon

History: 1885-Beaumont-Cale by Kansas City & Southwestern
1897-KC&SW sold to Frisco
1898-Cale-Blackwell by Kansas, Oklahoma, & Gulf RR
1902-Blackwell-Snyder by Blackwell, Enid, & Southwestern
1903-Snyder-Davidson by BE&SW
1903-Davidson-Vernon by Blackwell, Enid, & Texas
1904-BE&T sold to St. Louis, San Francisco, & Texas
1907-BE&SW sold to Frisco
1964-St. Louis, San Francisco, & Texas merged into Frisco

Abandoned: 1957-Davidson-Vernon (prior to merger)
1977-Beaumont-Winfield (prior to merger)
1982-Enid-Winfield (disconnected lines used to connect at Enid)

Sold: 1987-Enid-Davidson to Grainbelt Corporation

Abandoned: 1999-2000-Frederick-Davidson

Former Frisco: Beaumont-Steen-Western Division, Beaumont Sub
Enid-Bessie-Western Division, Enid Sub
Bessie-State Line-Western Division, Hobart Sub
State Line-Vernon--SL-SF of Texas, Vernon District
Former Frisco: Enid-Davidson-Western Division, Hobart Sub
Winfield-Steen-Western Division, Beaumont Sub
Former Frisco: Enid-Davidson, Southwestern Division, Enid Sub
Winfield-Steen-Southwestern Division, Beaumont Sub
Former Frisco: Enid-Davidson, Western Division, Enid Sub
Winfield-Steen-Western Division, Beaumont Sub
Former BN: Enid-Davidson-Tulsa Division, 4th Sub
Winfield-Steen-Tulsa Division, 5th Sub
Former BN: Enid-Davidson-Tulsa Division, 3d Sub

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Former BN: Enid-Davidson-Ft. Worth Division, 9th Sub

Current Grainbelt: Enid-Frederick

1052. Henryetta-Bacone

History: 1904 by Missouri, Oklahoma, & Gulf (possibly taken over from Muskogee Union)
1920-reorganized as Kansas, Oklahoma, & Gulf
1964-purchased by Texas & Pacific

Sold: 1967-Muskogee-Bacone to Missouri Pacific
1970-KO&G merged into T&P

Rights granted: 1973 to Frisco
1976-T&P merged into Missouri Pacific
1982-MP purchased by Union Pacific

Rights terminated: 1989 by BN

Abandoned: 1989-90

Former MP: Henryetta-Muskogee-Red River Division, Oklahoma Sub

Former Frisco: MKT-Okmulgee-Red River Division, Creek Sub, Muskogee Branch

Former Frisco: MKT-Okmulgee-Southwestern Division, Creek Sub, Muskogee Branch

Former Frisco: MKT-Henryetta-Southwestern Division, Creek Sub, Muskogee Branch

Former BN: Muskogee-Bacone-Tulsa Division, "other"

Current BNSF: Muskogee-Springfield Division

1053. Irving-Dallas

History: 1901 Track rights gained over CRIP-Irving-Dallas
1901-Dallas-East Dallas by Red River, Texas, & Southern
1904-RRT&S sold to St. Louis, San Francisco, & Texas
1908-Irving-Dallas track rights gained over CRIP
1964-SLSF&T to Frisco

Sold: 1980-Irving-Dallas purchased from CRIP by Frisco
1988 to Ft. Worth & Western

Former Frisco: Southwestern Division, Ft. Worth Sub

Former BN: Irving-East Dallas-Ft. Worth Division, "other"

Former BN: Irving-East Dallas-Tulsa Division, 9th Sub then "other"

Former BN: Irving-East Dallas-Ft. Worth Division, "other"

Former BN: Irving-Dallas-Forth Worth Division, "other"

Former BN: Fort Worth Division, DFW Sub

Current: FW&W

1054. Henryetta Industrial Spur

History: 1901-railhead established by St. Louis, Oklahoma, & Southern and part of Frisco the same year

BNSF TRACK SEGMENTS-1000-1199

Former Frisco: Red River Division, Creek Sub
Former Frisco: Southwestern Division, Creek Sub
Former Frisco: Southwestern Division, Creek-Sherman Sub
Former BN: Tulsa Division, 9th Sub then 6th Sub then 2nd Sub
Former BN: Springfield Division, 2nd Sub
Former BN: Ft. Worth Division, 2nd Sub
Former BN: Tulsa Division, Creek Sub
Former BNSF: Springfield Division, Creek Sub

Current BNSF: [Texas Division, Creek Sub](#)

1055. Fayetteville-Okmulgee

History: 1901-Fayetteville-Westville by Ozark & Cherokee Central RR
1902-Westville-Tahlequah by O&CC
1902-Okmulgee-Muskogee by Shawnee, Oklahoma, & Missouri Coal RY
1902-Muskogee-Ft. Gibson by Muskogee Bridge Company
1902-Tahlequah-Ft. Gibson by O&CC
1903- Muskogee Bridge & Shawnee, Oklahoma, & Missouri Coal both sold to Ozark & Cherokee Central Ry.
1903-O&CC leased to Frisco
1907-sold to Frisco
1916-Northern Jct.-Okmulgee by Okmulgee Northern

Abandoned: [1942-Fayetteville-Dills](#)
1964-Okmulgee Northern purchased by Frisco

Abandoned: [1967-Bacone-Dills](#)
Sold: [1967-Muskogee-Bacone to Missouri Pacific](#)

Abandoned: [1973-Northern Jct.-Okmulgee-Muskogee](#)

Former Frisco: Central Division, Muskogee Sub
Former Frisco: MKT-Okmulgee-Red River Division, Creek Sub, Muskogee Branch
Former Frisco: MKT-Okmulgee-Southwestern Division, Creek Sub, Muskogee Branch
Former Frisco: MKT-Henryetta-Southwestern Division, Creek Sub, Muskogee Branch

1056-1058-unused

1059-Quannah-Floydada

History: 1903-incorporated as Acme, Red River, & Northern
1909-name changed to Quannah, Acme, Pacific
1909-Acme-Paducah by QA&P
1913-Paducah-McBain by QA&P
1928-McBain-Floydada by QA&P
1931-Quannah-Acme by QA&P
1981-merged into BN

Abandoned: [1981-Paducah-Floydada](#)
[1987-Acme-Paducah](#)

Former Quannah, Acme, & Pacific (Frisco Property): Quannah-Floydada

BNSF TRACK SEGMENTS-1000-1199

Former Frisco: Southwestern Division, Quannah, Acme, & Pacific
Former BN: Acme-Paducah-Ft. Worth Division, 9th Sub, then 8th Sub, then "other"
Former BN: Quannah-Paducah-Tulsa Division, 8th Sub
Current BNSF: [Quannah-Acme-Texas Division, Red River Valley Sub \(as part of segment 485\)](#)

1060. Bundy Junction-Fort Wood

History: 1941 built by Frisco and turned over to the US Army RR
Former Frisco: Eastern Division, Ft. Wood Branch (off of Lebanon Sub)
Former BN: Springfield Division, "other"

1061. Thomas Hill-Bevier

History: 1914 by Bevier & Southern
1975-Thomas Hill Power Plant built
Abandoned: [1975-Bevier-Brinkley](#)
[1982-Bevier & Southern dissolved](#)
Rebuilt: [1993-BN rehabilitates part of the line 6.85 miles and constructs 9.87 miles of new track](#)
Note: BNSF track charts show this as segment 111 on the main line.
Former BN: Galesburg Division, Thomas Hill Sub (First appeared 10/94)
Former BNSF: Illinois Division, Thomas Hill Sub
Current BNSF: [Chicago Division, Thomas Hill Sub](#)

1062. Coologan Spur

History: 1994-96 by BN
Current BNSF: [PSO Jct.-Oologah-Springfield Division, Cherokee Sub](#)

1063-1069-unused

1070. Columbus-Horn

History: 1900-Joplin-Horn by Missouri, Kansas , Northwestern (MKT)
1901-Horn-Labette by MK&NW
1985-MKT merged with UP
Abandoned: [1979-Labette-Columbus in favor of BN rights](#)
Sold: [1991-to BN by UP MP 418.77-MP 434.16](#)
Former MKT: Northern Division, Joplin Sub
Former BN: Springfield Division, Wichita Sub
Former BNSF: Kansas Division, Augusta Sub
Current BNSF: [Joplin Branch-MP 419.1-434.2-Springfield Division, Afton Sub](#)

BNSF TRACK SEGMENTS-1000-1199

1071. Tyronza Jct.-West Ridge

History: 1902-Tyronza Jct.-Lepanto by Tyronza Central RR
1906-TCRR part of Kansas City, Fort Scott, & Memphis (leased by Frisco in 1901)
1921-Lepanto-West Ridge by Frisco

Abandoned: 1943-Le Panto-West Ridge
1977-Tyronza Jct.-Le Panto; rails removed 1981

Former Frisco: Tyronza Jct.-West Ridge-Southern Division, Memphis Sub, Tyronza Central Branch

Former Frisco: Tyronza Jct.-Lepanto-Eastern Division, Memphis Sub, Lepanto Branch

Former Frisco: Tyronza Jct.-Lepanto-Southern Division, Memphis Sub, Lepanto Branch

1072. Fayette Jct.-Pettigrew

History: 1886-Fayette Jct.-Delaney by Fayetteville & Little Rock
1887-Delaney-St. Paul by Fayetteville & Little Rock
1897-St. Paul-Pettigrew by Fayetteville & Little Rock

Abandoned: 1937

Note: Also see segment 1052

Former Frisco: Central Division, Ft. Smith Sub, St. Paul Branch

1073. Bonnerville-Algoa

History: 1891-Bono-Risner by Sedgwick & Phelps RR
1899-Risner-Chilson by S&P RR
1900-Chilson-Grubbs by S&P RR
1904-Grubbs-Amagon by S&P RR
1907-Amago-Algoa by Bonneville & Southwestern RR
1923-B&S sold to Kansas City, Ft. Scott, & Memphis (leased by Frisco in 1901)
1926-KCFS&M sold to Frisco

Abandoned: 1935

NOTE: No Information on Sedgwick & Phelps, but judging by the name of the subdivision, this most likely became part of B&S at one time.

Former Frisco: Southern Division, Bonneville & Southwestern Branch

1074. Miami (Linton)-Carbon Centre

History: 1880-Linton-Rich Hill Jct. by Rich Hill RR
1881-Rich Hill Jct.-Carbon Centre by RH RR
1888-consolidated with Kansas City, Ft. Scott, & Memphis
1901-KSFS&M leased by Frisco
1926-KSFS&M sold to Frisco

Abandoned: 1906-Rich Hill-Carbon Center
1926-Miami-Rich Hill

Former Frisco: unknown division, Rich Hill Branch

1075. Nash-Hunter

History: 1884-Mingo-Wappapello by Cape Girardeau Southwestern
1887-Wappapello-Chaonia by CGSW

BNSF TRACK SEGMENTS-1000-1199

1888-Chanoia-Williamsville by Cape Girardeau Southwestern
1889-Hunter-Williamsville by Cape Girardeau Southwestern RY
1891-Cape Girardeau Southwestern change to St. Louis, Cape Girardeau, & Ft. Smith
1899-St. Louis, Cape Girardeau, & Ft. Smith changed to Southern Missouri & Arkansas
1902-Southern Missouri & Arkansas consolidated into St. Louis, Memphis, & Southeastern
1907-SLM&SE merged into Frisco

Abandoned: 1938-Williamsville-Chicopee
1939-Wappapello-Williamsville
1941-Mingo-Wappapello
1965-Nash-Mingo
1972-Chicopee-Winona

Former Frisco: Hunter-Mingo, River Division,, Hunter Branch
Mingo-Nash-River Division, Hoxie Sub

1076. Mingo-Pocahontas

History: 1880-Nash-Delta by Cape Girardeau
1881-Cape Girardeau changed to Cape Girardeau Southwestern
1881-Delta-Advance by CGSW
1882-Advance-Sturdivant by CGSW
1883-Sturdivant-Puxico by CGSW
1884-Puxico-Mingo by CGSW
1901-Hodges Ferry-Slagle by Southern Missouri & Arkansas
1901-Slagle-Pocahontas by Southern Missouri & Arkansas of Arkansas
1901-Southern Missouri & Arkansas of Arkansas merged into Southern Missouri & Arkansas
1901-Hoxie, Pocahontas, & Northern sold to Southern Missouri & Arkansas
1901-Mingo-Hodges Ferry by Arkansas RR
1901-Arkansas RR sold to Southern Missouri & Arkansas
1901-Hodges Ferry-Pocahontas by SM&A
1902-Southern Missouri & Arkansas consolidated into St. Louis, Memphis, & Southeastern
1902-SM&A sold to St. Louis, Memphis, & Southern and name changed to St. Louis, Memphis & Southeastern
1907-SLM&SE merged into Frisco

Abandoned: 1965

NOTE: Also see segment 1013

Former Frisco: River Division, Hoxie Sub

1077. Olathe-Ash Grove

History: 1870-Belton-Raymore Jct. by St. Louis, Lawrence, & Denver
1871-Belton-Olath by StLL&D
1874-StLL&D changed to St. Louis, Denver, & Western
1877-StLD&W sold to Pleasant Hill & DeSoto RR
1884-PH&D sold to Kansas City, Clinton, & Springfield
1884-Raymore Jct.-Harrisonville by KCC&S
1885-Harrisonville-Deepwater Jct. KCC&S
1928-KCC&S sold to Frisco

Abandoned: 1904-Harlan Jct.-Tracy Jct. (original line)
1926-Lowry City-Harlan Jct.
1928-Stanley-Belton

BNSF TRACK SEGMENTS-1000-1199

1930-Clinton-Deepwater
1934-Olathe-Stanley
1935-Belton-South Clinton; Tracy Jct.-Phenix
1943-Phenix-Ash Grove
1978-Deepwater-Lowry City

Former Frisco: Eastern Division, Osceola Sub

1078. Wilson Jct.-Wilson

History: 1905? By Wilson Northern RR
1912-sold to Jonesboro, Lake City, & Eastern
1925-leased by Frisco
1950-sold to Frisco

Abandoned: 1967

Former Frisco: River Division, Wilson Sub

1079. Kennett-Piggott

History: 1910 by St. Louis, Kennett, & Southeastern
1927-leased by Frisco

Abandoned: 1958-West Kennett-Piggott
1967-Kennett-West Kennett

Former Frisco: River Division, Piggott Branch

1080. Rush Jct.-Gibson

History: 1898-Brooks Jct.-Morehouse by Morely & Morehouse RR
1900-Morehouse-Talipooosa by St. Louis, Morehouse, & Southern
1901-Talipooosa-Clarkton by Clarkton Branch of St. Louis, Kennett, & Southern
1902-Gibson-Clarkton by Clarkton Branch of St. Louis, Kennett, & Southern
1902-StL, K, & S sold to St. Louis & Gulf
1904-St. Louis, Morehouse, & Southern consolidated into St. Louis & Gulf
1904-St.L&G sold to St. Louis, Memphis, & Southeastern
1907-St.L,M,& SE sold to Frisco

Abandoned: 1933-Rush Jct.-Capedeau Jct.
1934-Capedeau Jct.-Brooks Jct.
1968-Tanner-Parma
1973-Parma-Gibson
1974-Vanduser-Tanner

Former Frisco: Marquette.-Gibson-River Division, Leachville Sub

1081. Tallipoosa-Deering Jct.

History: 1900-Tallipoosa-Pascola by St. Louis, Morehouse, & Southern RR
1901-Pascola-Deering by Pemiscot Southern RR
1902-StLM&S and PS consolidated with St. Louis & Gulf
1904-StL&G merged into St. Louis, Memphis, & Southeastern
1908-StLM&SE merged into Frisco

Abandoned: 1930-Tallapoosa-Frailey
1934-Frailey-Wardell; Yukon-Deering Jct.
1935-Wardell-Yukon

Former Frisco: River Division, Deering Branch

BNSF TRACK SEGMENTS-1000-1199

1082. Vanduser-Gibson

History: 1891-Campbell-Gibso by St. Louis, Kennett, & Southern RR
1894-Zeta-Bloomfield by Missouri Southeastern
1898-MSE sold to Cape Girardeau, Bloomfield, & Southern
1902-CGB&S sold to St. Louis & Gulf
1903-Vanduser-Zeta; Bloomfield-Campbell by St. Louis & Gulf RY
1904-StL&G consolidated into St. Louis, Memphis, & Southeastern
1908-StLM&SE merged into Frisco

Abandoned: 1930-Bloomfield-Campbell
1934-Vanduser-Bloomfield
1973-Campbell-Gibson

Former Frisco: River Division, Campbell Branch

1083. Clarkton-Malden

History:

Abandoned: 1973

Former Frisco: River Division, Malden Branch

1084. Brownwood-Zalma

History: 1887 by Brownwood & Northwestern
1888-B&NW part of Cape Girardeau. Bloomfield, & Southern
1902-CGB&S consolidated with St. Louis & Gulf
1904-StL&G merged with St. Louis, Memphis, & Southeastern
1905-StLM&SE part of Frisco

Abandoned: 1934

Former Frisco: River Division, Bloomfield Branch

1085. Brownwood-Aquilla

History: 1897 by Cape Girardeau, Bloomfield, & Southern
1902-CGB&S consolidated with St. Louis & Gulf
1904-StL&G merged with St. Louis, Memphis, & Southeastern
1905-StLM&SE part of Frisco

Abandoned: 1930

Former Frisco: River Division, Bloomfield Branch

1086. Poplar Bluff-Tipperary

History: 1904-Brosley-Qulin by Butler County
1905-Poplar Bluff-Brosley; Qulin-Osprey Jct. by BC
1908-Osprey Jct.-Tipperary by BC
1950-BC sold to Frisco

Abandoned: 1934-McDougal-Tipperary
1935-Osprey Jct.-McDougal
1951-Poplar Bluff-Osprey Jct.

Former Frisco: Poplar Bluff-Osprey Jct.-River Division, Piggott Branch
Osprey Jct.-Tipperary-unknown

BNSF TRACK SEGMENTS-1000-1199

1087. Osprey Jct.-Piggott

History: 1911 by Butler County
1950-BC sold to Frisco

Abandoned: 1951

Former Frisco: River Division, Piggott Branch

1088. Campbell-Caligoa

History: 1896 by Ward Lumber Company

Abandoned: 1906

1089. Bangert-De Camp

History: 1877-Bangert-Pisgah by Dent & Phelps RR
1878-Pisgah-Wrinkler by D&P
1881-D&P conveyed to St. Louis, Salem, & Little Rock
1887-StLS&LR deeded to St. Louis, Salem, & Arkansas
1887-StLS&A deeded to Frisco
1900-Wrinkler-Smith's by Frisco
1905-Smith's-De Camp by Frisco

Abandoned: 1934

Former Frisco: Eastern Division, Winkler Branch

1090. Goltra-Sligo

History: 1881 by Sligo Furnace RR
1881-conveyed to St. Louis, Salem, & Little Rock
1887-StLS&LR deeded to St. Louis, Salem, & Arkansas
1887-StLS&A deeded to Frisco

Abandoned: 1934

Former Frisco: Eastern Division, Sligo Branch

1091. Cherry Valley Jct.-Cherry Valley

History: 1877 by Cherry Valley RR

Abandoned: 1952-Henpeck-Cherry Valley
?-Cherry Valley Jct.-Henpeck

Note: Cherry Valley Jct.-Henpeck listed in 1971 timetable as an 'additional' station on the
Rolla

Sub

Former Frisco: Eastern Division, Rolla Sub, Cherry Valley Branch

1092. Howes-Plank

History: 1874 by St. Louis, Salem, & Little Roc RR
1887-StLS&LR deeded to St. Louis, Salem, & Arkansas
1887-StLS&A deeded to Frisco

Abandoned: 1900

1093. Aberdeen Jct.-Hamilton

BNSF TRACK SEGMENTS-1000-1199

History: 1887-Aberdeen Jct.-Aberdeen by Kansas City, Memphis, & Birmingham RR
1903-KC, M, & B leased to Frisco
1922-name changed to Muscle Shoals, Birmingham, & Pensacola RR
1925-Muscle Shoals, Birmingham, & Pensacola leased by Frisco
1927-Aberdeen-Hamilton by Muscle Shoals, Birmingham, & Pensacola RR
1928-MS, B, & P purchased by Frisco
1928-Kansas City, Memphis, & Birmingham purchased by Frisco

Abandoned:

Former Frisco: Southern Division, Tupelo Sub, Aberdeen Branch

1094. Calvert-Nannahubba

History: 1900 by Tombigbee and Northern as a narrow gauge
1904-T&N changed to Tombigbee Valley RR; converted to standard gauge

Abandoned: 1904

NOTE: TVR became part of ATN in 1913, AFTER this line was abandoned.

1095. De Bardeleben-Sipsey

History: 1909-Debardeleben-Empire by KC, M, & B (already leased by Frisco in 1903)
1913-Empire-Sipsey by KC, M, & B

Abandoned: 1965

Former Frisco: Southern Division, Birmingham Sub, Empire Branch

1096. De Bardeleben-Pugh Mine

History:

Abandoned:

1097. Deckerville-Delpro

History: 1899 by Deckerville, Osceola, & Northern RR
1901-DO&N merged into Kansas City, Ft. Scott & Memphis
1901-KCFS&M leased to Frisco

Sold: 1934-Delta Valley & Southern

Abandoned: unknown-Deckerville-Elkins

Former Frisco: Southern Division, Everdale Branch

Current DVS: Delpro-Elkins

1098-1100-unused

1101. St. Louis; Lindenwood Yard

History: 1883-opened by Frisco

Former Frisco: Lindenwood-Southern Division, St. Louis Sub
Lindenwood-Eastern Division, Rolla Sub

Former Frisco: St Louis-River Division, St. Louis Sub
Lindenwood-Eastern Division, Rolla-Lebanon Sub

BNSF TRACK SEGMENTS-1000-1199

Former BN: St. Louis-Springfield Division, Yard

Former BN: St Louis-River Division, Yard

Former BNSF: Southeastern Division, Hannibal Sub

Note: off timetable until 1998-2002

Current BNSF: Lindenwood Yard-Springfield Division, Cuba Sub

1102. Valley Park

History: 1883 by Frisco
1959-Valley Park-Fenton Spur by Frisco

Sold: 2002-Missouri & Valley Park RR

Former Frisco: Eastern Division, Rolla Sub

Former Frisco: Eastern Division, Rolla-Lebanon Sub

Former BN: St. Louis-Springfield Division, Yard

Former BN: River & Springfield Divisions, Cuba Sub

Former BNSF: Southeastern Division, Cuba & Hannibal Subs

Former BNSF: Springfield Division, Cuba Sub

Current M&VPRR: Valley Park Industrial Line

1103. Springfield Yard; Springfield Yard-KS Avenue Yard

History: 1947-50 by Frisco replacing North Yard of South Pacific

Former Frisco: Eastern Division, Lebanon, Springfield, & Clinton Subs
Northern Division, Ash Grove & Willow Springs Subs

Former Frisco: Eastern Division, Lebanon, Springfield, Ash Grove, & Willow Springs Subs

Former Frisco: Eastern Division-Rolla & Lebanon, Springfield, Ash Grove, & Willow Springs Subs

Former Frisco: Northern Division-Ash Grove & Willow Springs Subs
Eastern Division, Rolla & Lebanon and Springfield Subs

Former BN: Springfield Yard-Springfield Division, Yard

Former BN: Springfield-Kansas Ave Yard-Springfield Division, Yard (1988)

Former BN: Springfield Yard-Monett Sub & Cuba Sub

Former BN: Springfield Yard-KS Ave Yard-Springfield Division, Cuba Sub

Former BNSF: Springfield Yard-KS Ave Yard-Southeastern Division, Cuba Sub

Current BNSF: Springfield Yard-KS Ave Yard-Springfield Division, Cuba Sub

1104. Fayetteville

History: 1881 by St. Louis, Arkansas, & Texas of Arkansas
1882-sold to Frisco

Sold: Arkansas & Mississippi RR

BNSF TRACK SEGMENTS-1000-1199

Former Frisco: Southwestern Division, Ft. Smith Sub

Former Frisco: Eastern Division, Ft Smith Sub

Former BN: Springfield Division, Yard

Current: A&M RR

1105. Ft. Smith

History: 1886 by Ft. Smith & Southern
1887-deeded to Frisco

Leased: 1986-Arkansas & Mississippi RR

Sold: 2001-Arkansas & MississippiRR

Former Frisco: Eastern Division, Ft Smith Sub

Former Frisco: Southwestern Division, Ft. Smith Sub

Former Frisco: Central Division, Arthur Sub
Southwestern Division, Ft. Smith Sub

Former BN: Springfield Division, Yard

Current: A&M RR

1106. Joplin

History: 1877 by Joplin RR
1881-to Frisco

Abandoned: 1990-Joplin-J Line 1.4 miles

Former Frisco: Eastern Division, Carthage Sub, Joplin & Galena Branch

Former Frisco: Eastern Division, Carthage Sub, Joplin Branch

Former BN: Springfield Division, Yard

Former BNSF: Kansas Division, Augusta Sub

Current BNSF: Springfield Division

1107. Wichita MP 501.1-MP 514.7

History: 1880 by St. Louis, Wichita, & Western RR
1882-deeded to Frisco

Abandoned: 2003-MP 509.3-MP 515.23-Wichita-Valley Center

Former Frisco: Eastern Division, Wichita & Burrton Subs

Former Frisco: Eastern Division, Clinton & Wichita Subs

Former BN: Springfield Division, Yard

Former BN: Springfield Division, Wichita Sub

Former BNSF: MP504.3-End of Track-Colorado Division, Arkansas City Sub
Wichita-Kansas Division, Augusta Sub

Former BNSF: Kansas Division, Arkansas City Sub

BNSF TRACK SEGMENTS-1000-1199

Former BNSF: MP 501.1-514.7-Kansas Division, Arkansas City Sub

Current BNSF: [MP 501.1-509.3-Kansas Division, Arkansas City Sub](#)

Note: Also see Segment 1004

1108. Kansas City 19th Street

Note: Master List states Ash Bridge Route to Kansas City, a spur

Former Frisco: Eastern Division, Kansas City & Clinton Subs

Former Frisco: Eastern Division, Clinton Sub
Northern Division, Kansas City Sub

Former BN: Springfield Division, Yard

Former BN: Kansas City & Springfield Divisions, Ft Scott Sub

Former BNSF: Kansas Division, Ft Scott Sub

Former BNSF: Kansas City & Springfield Divisions, Ft Scott Sub

Current BNSF: [Nebraska Division, St Joseph Sub](#)
[Springfield Division, Ft Scott Sub](#)

1109. Lenexa (industrial park)

History:

Former Frisco: Lenexa-Northern Division, Kansas City Sub

Former Frisco: Lenexa-Eastern Division, Kansas City Sub

Former Frisco: Lenexa-Northern Division, Kansas City Sub

Former BN: Lenexa-Springfield Division, Yard

Former BN: Lenexa-Kansas City & Springfield Divisions, Ft Scott Sub

Former BNSF: Lenexa Industrial Park, Kansas Division, Ft Scott Sub

Former BNSF: Lenexa-Kansas City & Springfield Divisions, Ft Scott Sub

Former BNSF: Lenexa-Springfield Division, Ft Scott Sub

Current BNSF: [Lenexa Industrial Park-Springfield Division, Ft Scott Sub](#)

1110. Jonesboro

History:

Former Frisco: Northern Division, Memphis Sub

Former Frisco: Eastern Division, Memphis Sub

Former Frisco: Northern Division, Memphis Sub

Former BN: Springfield Division, Yard

Former BN: Springfield Division, Thayer Sub

BNSF TRACK SEGMENTS-1000-1199

Former BNSF: Southeastern Division, Thayer Sub

Former BNSF: Memphis Division, Thayer South Sub

Current BNSF: [Springfield Division, Thayer South Sub](#)

1111. Rosedale Yard

History: 1868-Kansas & Neosha Valley
1951-flooding nearly wiped out yard
Rebuilt 1952 by Frisco

Abandoned: 1986

Former Frisco: Northern Division, Kansas City Sub

Former BN: Springfield Division, Yard

1112. Harvard Yard

History:

Current BNSF: [Springfield Division](#)

1113-1120-unused

1121. Memphis Back Tracks

History:

Former Frisco: Northern Division, Memphis Sub

Former Frisco: Eastern Division, Memphis Sub

Former Frisco: Northern Division, Memphis Sub
Southern Division, Tupelo Sub

Former BN: Memphis Division, Yard

Former BN: Springfield Division, Yard

Former BN: Springfield Division, Thayer Sub
Memphis Division, Thayer & Birmingham Subs

Former BNSF: Southeastern Division, Thayer & Birmingham Subs

Former BNSF: Memphis Division, Thayer South & Birmingham Subs

Current BNSF: [Springfield Division, Thayer South & Birmingham Subs](#)

1122. Tennessee Yard

History: 1957-first hump yard of Frisco completed

Former Frisco: Northern Division, Memphis Sub

Former Frisco: Eastern Division, Memphis Sub
Southern Division, Tupelo Sub

Former Frisco: Northern Division, Memphis Sub
Southern Division, Tupelo Sub

BNSF TRACK SEGMENTS-1000-1199

Former BN: Memphis Division, Yard
Former BN: Springfield Division, Yard
Former BN: Springfield Division, Thayer Sub
Former BNSF: Southeastern Division, Thayer & Birmingham Subs
Former BNSF: Memphis Division, Thayer South & Birmingham Subs

Current BNSF: [Springfield Division, Thayer South & Birmingham Subs](#)

1123. Amory

History: 1887-railhead established by Kansas City, Memphis, & Birmingham
1903-leased by Frisco
1908-sold to Frisco

Former Frisco: Southern Division, Tupelo, Birmingham, & Columbus Subs
Former BN: Memphis Division, Yard
Former BN: Springfield Division, Yard
Former BN: Memphis Division, Birmingham Sub
Former BNSF: Southeastern Division, Birmingham Sub
:
Former BNSF: Memphis Division, Birmingham Sub

Current BNSF: [Springfield Division, Birmingham Sub](#)

1124. Birmingham

History: 1887-railhead established by Kansas City, Memphis, & Birmingham
1903-leased by Frisco
1908-sold to Frisco

Former Frisco: Southern Division, Birmingham Sub
Former BN: Memphis Division, Yard
Former BN: Springfield Division, Yard
Former BN: Memphis Division, Birmingham Sub
Former BNSF: Southeastern Division, Birmingham Sub
:
Former BNSF: Memphis Division, Birmingham Sub

Current BNSF: [Springfield Division, Birmingham Sub](#)

1125. Cantonment

History: 1912-railhead established by Gulf, Florida, & Alabama
1922-name changed to Muscle Shoals, Birmingham, & Pensacola RR
1925-purchased by Frisco

Sold: [1997-Alabama & Gulf Coast RR](#)

Former Frisco: Southern Division, Pensacola Sub

BNSF TRACK SEGMENTS-1000-1199

Former BN: Memphis Division, Yard
Former BN: Springfield Division, Yard
Former BN: Memphis Division, Pensacola Sub
Former BNSF: Southeastern Division, Pensacola Sub
Current: A&GC RR

1126. Pensacola

History: 1912 by Gulf, Florida, & Alabama
1922-name changed to Muscle Shoals, Birmingham, & Pensacola RR
1925-purchased by Frisco
Abandoned: 1986-1.2 miles in Pensacola
Sold: 1997-Alabama & Gulf Coast RR

Former Frisco: Southern Division, Pensacola Sub
Former BN: Memphis Division, Yard
Former BN: Springfield Division, Yard
Former BN: Memphis Division, Pensacola Sub
Former BNSF: Southeastern Division, Pensacola Sub
Current: A&GC RR

1127. Mobile-Blakely Island

History: 1911-real estate purchased by the Mobile Terminal Railway
1913-sold to Alabaman, Tennessee, & Northern
1924-26 actual track construction by AT&N
1948-AT&N under control of Frisco
1970-AT&N merged into Frisco
Abandoned: 1995
Note: Master List has this as Mobile Yard, owned by Alabama & Gulf.

Former Frisco: Southern Division, Mobile Sub
Former BN: Memphis Division, Yard
Former BN: Springfield Division, Yard
Former BN: Memphis Division, Birmingham Sub
Former BNSF: Southeastern Division, Birmingham Sub
Former BNSF: Memphis Division, Birmingham Sub
Former BNSF: Southeastern Division, Birmingham Sub
:
Former BNSF: Memphis Division, Birmingham Sub
Former BNSF: Springfield Division, Mobile Sub
Current A&G: Mobile Yard

BNSF TRACK SEGMENTS-1000-1199

1128. Zone '500' Birmingham

History:

Abandoned: 1983-Birmingham 500 Zone 2.4 miles

Former Frisco: Southern Division, Birmingham Sub

Former BN: Memphis Division, Yard

Former BN: Springfield Division, Yard

1129. President's Island

History:

Note: Segment added in 1996; joint track of BNSF-UP-CN

Former BNSF: Southeastern Division, Thayer Sub

Former BNSF: Memphis Division, Thayer South Sub

Current BNSF: Springfield Division, Thayer South Sub

1130. Parkway Yard Facility

History:

Current BNSF: Springfield Division

1131-1140-unused

1141. Cherokee

History: 1882-railhead established by Atlantic & Pacific
1890-under control of Frisco
1897-merged into Frisco
1960-Frisco completes yard construction, second and final hump yard

Former Frisco: Western Division, Perry Sub

Former Frisco: Red River Division, Creek Sub

Former Frisco: Southwestern Division, Cherokee, Perry, & Oklahoma Subs

Former Frisco: Western Division, Cherokee & Perry Subs
Southwestern Division, Creek-Sherman Sub

Former BN: Tulsa Division, 6th Sub then 4th Sub

Former BN: Tulsa Division, Yard

Former BN: Fort Worth Division, Yard

Former BN: Tulsa Division, Cherokee Sub

Former BNSF: Southeastern Division, Cherokee Sub

Current BNSF: Springfield Division, Cherokee Sub

1142. Enid

BNSF TRACK SEGMENTS-1000-1199

History: 1901-1903-Blackwell-Vernon by Blackwell, Enid, & Southwestern
1907-BE&S sold to Frisco

Former Frisco: Western Division, Beaumont, Perry, Hobert, & Avard Subs

Former Frisco: Southwestern Division, Beaumont, Enid, & Avard Subs

Former Frisco: Western Division, Perry, Avard, & Enid Subs

Former BN: Tulsa Division, Yard

Former BN: Fort Worth Division, Yard

Former BN: Tulsa Division, Avard Sub

Former BNSF: Southeastern Division, Avard Sub

Current BNSF: [Springfield Division, Avard Sub](#)

1143. Oklahoma City

History: 1900-railhead established by Oklahoma City Terminal RR
1901-OCT RR sold to Frisco

Sold: [Stillwater Central RR](#)

Former Frisco: Southwestern Division, Oklahoma & Chickasha Subs

Former BN: Tulsa Division, Yard

Former BN: Fort Worth Division, Yard

Former BN: Tulsa Division, Oklahoma City Sub

Former BNSF: Oklahoma Division, Sooner Sub

Current: [Stillwater Central](#)

1144. Muskogee

History: 1903 by Shawnee, Oklahoma, & Missouri Coal & Railway Company
1903-Muskogee City Bridge Company (obviously the bridge in Muskogee)
1903-both sold to Ozark & Cherokee Central Ry.
1907-sold to Frisco

Former Frisco: Red River Division, Creek Sub, Muskogee Branch

Former Frisco: Southwestern Division, Creek Sub, Muskogee Branch

Former BN: Tulsa Division, Yard

Former BN: Fort Worth Division, Yard

Former BN: Tulsa Division, Cherokee Sub

Current BNSF: [Springfield Division](#)

1145. Sherman

History: 1901-Frisco railhead established by Red River, Texas, & Southern
1904-RR,T, & S merged into St. Louis-San Francisco of Texas

BNSF TRACK SEGMENTS-1000-1199

1964-SL-SF of TX merged into Frisco System

Former Frisco: Red River Division, Ft. Worth Sub
Former Frisco: Southwestern Division, Sherman & Ft. Worth Subs
Former Frisco: Southwestern Division, Creek-Sherman & Ft. Worth Subs
Former BN: Tulsa Division, Yard
Former BN: Fort Worth Division, Yard
Former BN: Fort Worth Division, Madill Sub
Former BNSF: Oklahoma Division, Madill Sub
Current BNSF: [Texas Division, Madill Sub](#)

1146. Irving

History: 1901-Frisco railhead established by Red River, Texas, & Southern
1904-RR,T, & S merged into St. Louis-San Francisco of Texas
1964-SL-SF of TX merged into Frisco System
Sold: [1988-Ft. Worth & Western](#)

Former Frisco: Red River Division, Ft Worth Sub
Former Frisco: Southwestern Division, Ft Worth Sub
Former BN: Fort Worth Division, Yard
Former BN: Fort Worth Division, Madill Sub

Current: [FW&W](#)

1147. Fort Worth

History: 1887-railhead established by Ft. Worth & Rio Grande RY
1901-FW&RG leased to Frisco
Sold: [1988-Ft. Worth & Western](#)

Former Frisco: Red River Division, Ft Worth Sub
Former Frisco: Southwestern Division, Ft Worth Sub
Former BN: Fort Worth Division, Yard
Former BN: Tulsa Division, Yard
Former BN: Fort Worth Division, Yard

Current: [FW&W](#)

1148. Hugo

History: 1887-railhead established by Ft. Smith & Southern and deeded to Frisco
Sold: [1987-Kiamachi Rail](#)

Former Frisco: Southwestern Division, Arthur and Ardmore-Arkinda Subs
Former Frisco: Central Division, Arthur & Ardmore-Arkinda Subs

BNSF TRACK SEGMENTS-1000-1199

Former BN: Tulsa Division, Yard
Former BN: Ft. Worth Division, Yard
Current: Kiamachi Rail

1149. Paris

History: 1887-railhead established by Paris & Great Northern RR
1904-P & GN sold to SL-SF of Texas
1964-SL-SF of TX merged into Frisco
Sold: 1987-Kiamachi Rail

Former Frisco: Southwestern Division, Arthur Sub
Former Frisco: Central Division, Arthur Sub
Former BN: Tulsa Division, Yard
Former BN: Ft. Worth Division, Yard
Current: Kiamachi Rail

1150. Okeene Rock Island Yard

History: 1901-1902 by The Enid & Anadarko Railway
1903-conveyed to CRIP
Sold: 1987-Grainbelt
Former CRIP: Oklahoma Division, Enid & Anadarko Branch, subdivision 47A
Former Frisco: Western Division, Hobert Sub
Former Frisco: Southwestern Division, Enid Sub
Former Frisco: Western Division, Enid Sub
Former BN: Tulsa Division, 4th Sub, then 3rd Sub
Former BN: Ft. Worth Division, 9th Sub
Current GB: main line

1151. 19th Street Yard

History:
Former Frisco: Eastern Division, Kansas City & Clinton Subs
Former Frisco: Eastern Division, Clinton Sub
Northern Division, Kansas City Sub
Former BN: Springfield Division, Yard
Former BN: Kansas City & Springfield Divisions, Ft Scott Sub
Former BNSF: Kansas Division, Ft Scott Sub
Former BNSF: Kansas City & Springfield Divisions, Ft Scott Sub
Current BNSF: Nebraska Division, St Joseph Sub

BNSF TRACK SEGMENTS-1000-1199

Springfield Division, Ft Scott Sub

1152. Belleville Jct.-End of Track

History:

Abandoned: 1934

Note: Off of Carterville branch

1153. Leadville Jct.-End of Track

History:

Abandoned: 1934

1154. Blendville Jct.-End of Track

History:

Abandoned: 1934

1155. Rex Branch Jct.-End of Track

History:

Abandoned: 1934

Note: Off of Carterville branch

1156. Prosperity Jct.-End of Track

History:

Abandoned: 1934

Former Frisco: Northern Division, Prosperity Branch

1157. Duenweg Jct.-End of Track

History:

Abandoned: 1934

Note: off of prosperity branch

1158. Connor Jct.-End of Track

History:

Abandoned: 1934

1159. Treece-Westville

History:

Abandoned: 1980

1160. Baxter Jct.-Commonwealth

History: 1921 by Northeast Oklahoma RR (electric)

BNSF TRACK SEGMENTS-1000-1199

1950-NE OK reclassified as steam
1964-purchased by Frisco
Abandoned: 1967

Former NEO: Picher & Commonwealth Sub

1161. Baxter Jct.-Joplin Jct.

History:
Abandoned: 1990

Note: Also see segment 1007

1162. Depew-Tidal

History:
Abandoned: 1957

Former Frisco: Southwestern Division, Shamrock Branch

1163. Sprague (New Home Jct.)-New Home

History: 1904 by Frisco
Abandoned: 1915

1164. Lowell Jct.-Broseley

History: 1904 by Bailey RR
Abandoned: 1918

1165. Dutch Crossing-Dunkirk

History:
Abandoned:

1166. Acme-Salena

History:
Abandoned: ?-Salena

Former QAP: not listed in the timetables I have

Current BNSF: Dalhart-Georgia Pacific-Texas Division, Red River Sub

1167. Acme-Sandy

History:
Abandoned:

Former QAP:

1168. Matador Jct.-Matador

History: 1913 by Motley County RR
1927-MC consolidated with Quannah, Acme, & Pacific

BNSF TRACK SEGMENTS-1000-1199

Abandoned: 1936

Former QAP:

1169. Seymour-Salesville Jct.

History: 1909-Jacksboro-Olney by Gulf, Texas, & Western RY
1910-Olney-Seymore by GT&W
1913-Jacksboro-Salesville by GT&W
1930-GT&W purchased by Frisco (never merged into Frisco from what I have)

Abandoned: 1939-Jacksboro-Salesville Jct.

Sold: 1940-Seymore-Jacksboro-CRIG

Abandoned: 1943-Seymore-Jacksboro

Former GT&W: main line

1170. Litchfield-Litchfield Jct.

History: 1877 by Joplin RR of Missouri & Kansas
1882-consolidated with Joplin and Galena to form Joplin RY
1882-Joplin RY deeded to Frisco

Abandoned: 1906

1171. Olathe-Cedar Jct. (Corliss)

History: 1871 by St. Louis, Lawrence, & Denver RR
1877-name changed to St. Louis, Lawrence, & Western
1877-name changed again to Pleasant Hill & De Soto
1884-sold to Kansas City, Colorado, & Southern

Abandoned: 1894

NOTE: See segment 7101 for the rest of St. Louis, Lawrence, & Denver. Also, no disposition of KCC&S other than it was part of FRISCO.

1172. Scullin-Sulphur

History: 1902-03 by Sulphur Springs RR
1907-sold to Frisco

Abandoned: 1965

Former Frisco: Southwestern Division, Sulphur Branch

1173. Mead-Barry

History:

Abandoned:

1174. Mead-Madill

History: see segment 1049 for details

Abandoned: 1943-Mead-Hulse

Also see segment 1049

1175-unused

BNSF TRACK SEGMENTS-1000-1199

1176. Kimbrough-Mobile

History: 1872-73-Glendon-Mobile by Alabama Great Southern
1888-Kimbrough-Glendon

Rights Granted: 1992-to BN

Rights Transferred: 1997-Alabama & Gulf Coast RR

Former AGS: Boligee-York-South District

Current NS: Kimbrough-Terminal Jct.-Alabama Division, Western Region, 3-B South District

1177. Century-Joplin Jct.

History:

Abandoned: 1982

1178. Century-Columbus Jct.

History:

Abandoned: 1980

1179. Hockerville-Ontario

History:

Abandoned: 1980

1180. Scammon-Cherokee Jct.

History:

Abandoned:

1181. Cherokee-Mulberry

History:

Abandoned:

Former Frisco: Northern Division, Parsons Sub

1182. Pittsburg-Frontenac

History:

Abandoned:

1183. Dunkirk Jct.-Radley Jct.

History:

Abandoned:

1184. Franklin-Girard

History: ? Paris & Great Northern?

Abandoned:

1185. Joplin-Pittsburg

BNSF TRACK SEGMENTS-1000-1199

History:

Abandoned: 1934-Joplin-Empire
?-Empire-Pittsburg

Former Frisco: Northern Division, Joplin & Galena Branch?

1186. Bristow-Nuyata

History: 1920 by Oklahoma-Southwestern RY

Abandoned: 1930

1187-1198-unused

1199. Accounting Dummy

Probably used for accounting for yards, per the master list.

BNSF TRACK SEGMENTS-1200-1299

1200-1233-unused

1234. Superior-Rainier

History: 1907-Virginia-Rainer by Duluth, Rainy Lake, & Winnipeg
1911-Superior-Rainier by Duluth, Winnipeg, & Pacific (Canadian Northern)
1912-DRL&W leased to DW&P (CNR)
1922-Canadian Northern changed to Canadian National

Merged: 1975 into Canadian National System
1985-BN gains rights over line

Abandoned: unknown-DWP Jct.-Nopeming Jct. For rights over segment 8826

Former DW&P: DW&P Jct.-Virginia-Taft Subdivision
Virginia-Duluth Jct.-Cusson Subdivision

Current CN: Prairie Region, Lakehead Area, Fort Frances Sub

1235. Lucca-Sheldon (Ransom Jct.)

History: 1887 by SOO
1994-merged into Canadian Pacific

Former SOO: Lucca-Enderlin-Western Division, Carrington Sub
Enderlin-Sheldon-Western Division, Elbow Lake Sub

Former SOO: Lucca-Enderlin-Western District, Carrington Sub
Enderlin-Ransom Jct.-Western District, Elbow Lake Sub

Former SOO: Lucca-Enderlin-Northern Division, Carrington Sub
Enderlin-Ransom Jct.-Northern Division, Elbow Lake Sub

Former CP: Lucca-Enderlin-SOO Line, Heartland Division, Carrington Sub
Enderlin-Ransom Jct.-SOO Line, Heartland Division, Elbow Lake Sub

Current CP: Lucca-Enderlin, SOO Line, St. Paul Service Area, Carrington Sub
Enderlin-Ransom Jct.-SOO Line, St. Paul Service Area, Elbow Lake Sub

1236. St. Paul-Stillwater

History: 1871-Westminster-Stillwater by St. Paul, Stillwater, & Taylor Falls RY
1880-StPS&TF leased by Chicago, St. Paul, Minneapolis, & Omaha
1957-CStPM&O leased by Chicago & Northwestern
1981-Minnesota Commercial Railway granted rights over line
1995-C&NW purchased and merged into Union Pacific

Out of service: 1997-MP 4.6-Stillwater

Former C&NW: St. Paul-Hudson.-Twin Cities Division, Altoona District
Hudson-Stillwater-Twin Cities Division, Stillwater District

Former C&NW: St. Paul-Lakeland Jct.-Twin Cities Division, Altoona District
Lakeland Jct.-Stillwater-Twin Cities Division, Stillwater District

Former C&NW: St. Paul-Lakeland Jct.-Twin Cities Division, Altoona Sub
Lakeland Jct.-Stillwater-Twin Cities Division, Stillwater Sub

Former C&NW: Westminster-Hudson-Eau Claire Sub
Hudson-Stillwater-Stillwater Sub

Former UP: Westminster-Lakeland Jct.-Twin Cities Area, Eau Claire Sub (line 627)
Lakeland Jct.-Stillwater-Twin Cities Area, Stillwater Branch (line 628)

BNSF TRACK SEGMENTS-1200-1299

Current UP: Westminster-Lakeland Jct.-Twin Cities Division, Altoona Sub (line 169)
Lakeland Jct.-Stillwater-Twin Cities Division, Altoona Sub, Stillwater Industrial Lead
(line 170)

1237. Ardoch-Conway

History: 1905 by SOO
Leased: 1997-North Plains RR

Note: This segment is track rights to connect segments 250 & 252

Former SOO: Western Division, Devils Lake Sub

Former SOO: Northern Division, Devils Lake Sub

Current NPR: Devils Lake Sub

1238-1242-unused

1243. Erskine-TR Falls

History: 1904 by SOO
1994-merged into CP

Former SOO: Western Division, Detroit Lakes Sub

Former SOO: Western District, Detroit Lakes Sub

Former SOO: Northern Division, Detroit Lakes Sub

Former CP: SOO Line, Heartland Division, Detroit Lakes Sub

Current CP: SOO Line, St. Paul Service Area, Detroit Lakes Sub

1244. Academy RD, MB-Assiniboine RI

This is Winnipeg Yard, no division name, rights over Canadian National.

Former NP: Manitoba Division, 2nd District

Former NP: St. Paul 7th Division, then 6th Division

1245-1249-unknown or unused

1250. Dump Station-BBRX Junction

History:

Current BNSF: Texas Division, BBRX Sub

1251. TMPA-Gibbons Creek

History:

Note: This is Texas Municipal Power who probably built the tracks.

BNSF TRACK SEGMENTS-1200-1299

Current BNSF: [Gulf Division, Houston Sub](#)

1252. Nixon Spur

History: 1993-1994 by ATSF

Former ATSF: Central Region, Joint Line Sub, Nixon Spur

Former ATSF: Panhandle Division, Joint Line Sub, Nixon Spur

Former BNSF: Colorado Division, Pikes Peak Sub, Nixon Spur

Former BNSF: Powder River Division, Pikes Peak Sub, Nixon Spur

Current BNSF: [Colorado Division, Pikes Peak Sub, Nixon Spur](#)

1253-1272-unused

1273. Lafayette Yard

Former BNSF: [Gulf Division, Lafayette Sub](#)

Note: See Segment 1283 for current status; this was probably a misprint in timetables

1274-1279-unused

1280. West Bridge Junction-Avondale

Note: See Segment 8026 for details

Current BNSF: [Gulf Division, Lafayette Sub \(MOW segment\)](#)

1281. Iowa Junction-Avondale

See 1281 below for details.

Current BNSF: [Gulf Division, Lafayette Sub \(MOW segment\)](#)

1281. Live Oak-Iowa Junction

History: 1853-Avondale.-MP 20 by New Orleans, Opelousas, & Great Western (wide gauge)
1854-MP 30-MP 51.3 by New Orleans, Opelousas, & Great Western (wide gauge)
1855-MP 20-MP30; MP 51.3-MP 65.72; by New Orleans, Opelousas, & Great Western (wide gauge)
1855-57-MP 65.72-MP 80 by NO, O, & GW
1872-NO, O, & GW track changed to standard gauge
1878-80-MP 80-MP 145 by Morgan, Louisiana, & Texas
1881-MP 145-Iowa Jct. by Louisiana Western
1885- both M,L, & T and LW leased to SP
1927-ML&T, LW, H&TC and GH&SA leased to Texas & New Orleans
1981-T & NO merged into SP
1985-leased lines to T&NO leased to SP Transportation
1995-leased lines merged into SP Transportation

BNSF TRACK SEGMENTS-1200-1299

1996-SP merged into UP
1996-Rights granted to BNSF

Sold 50%: 1996-Avondale-Iowa Jct. to BNSF, UP retains traffic rights

NOTE: According to UP Track Charts, this line was sold to BNSF 100% with rights retained by UP.

ALSO NOTE: The Master List has this still from Avondale to Bellaire Jct. However, this same list has it broken down further. Segment 8518 from Iowa Jct.-Beaumont; Segment 8519 from Beaumont-Dawes, and no segment from Dawes-Bellaire Jct. For histories of 8518 & 8519, see that section. For the Stations List, I have left 1281 intact from Avondale to Bellaire Jct., pointing out the various segments in between. Division list for Dawes-Bellaire Jct. is included in this section. History between Dawes-Bellaire Jct.:

1853-58-MP 363.4-Bellaire Jct. by Galveston & Red River (main 2)
1861-Dawes-MP 361.4 by Texas & New Orleans as wide gauge
1876-T&NO changed to standard gauge
1877-MP 361.4-MP 363.4 by Galveston, Harrisburg, & San Antonio
1900-MP 363.4-MP 365.0 by Houston & Texas Central (main 1)
1914-MP 365.0-Bellaire Jct. by H&TC (main 1)
See above after 1914 for continuation of history

Former T&NO: Avondale-Lafayette-Lafayette Division, Avondale Sub
Lafayette-Iowa Jct.-Lafayette Division, Echo Sub
(Houston-Bellaire Jct.-Dallas & Austin Divisions, Hearne Sub)

Former T&NO and SP: Avondale-Lafayette-Lafayette Division, Avondale Sub
Lafayette-Echo-Lafayette Division, Echo Sub
(Houston-Bellaire Jct.-San Antonio, Houston, Dallas & Austin Divisions, Glidden Sub)

Former SP: Avondale-Lafayette-Lafayette Division, Avondale Sub
Lafayette-Iowa Jct.-Lafayette Division, Lafayette Sub
(Houston-Bellaire Jct.-San Antonio, Houston, Dallas & Austin Divisions, Ennis Sub)

Former SP: Avondale.-Lafayette-Lafayette Division, Lafayette Sub & Line
Lafayette-Iowa Jct.-Lafayette Division, Lafayette Sub
(Houston-Bellaire Jct.-Houston Division, Hearne Sub, then Houston Terminals Sub)

Former SP: Avondale.-Lafayette-Gulf Coast Region, Avondale District, Avondale Line (route TNH)
Lafayette-Iowa Jct.-Gulf Coast Region, Lafayette District, Lafayette Line (route TNH)
(Dawes-Bellaire Jct.-Gulf Coast Region, Houston Terminals District, Passenger Line, Routes TNH, THD, THE)

Former SP: Avondale.-Lafayette-Houston Division, Avondale Sub, Avondale Line (route TNH)
Lafayette-Iowa Jct.-Houston Division, Lafayette Sub, Lafayette Line (route TNH)
(Dawes-Bellaire Jct.-Houston Division, Houston Terminals Sub, Passenger Line, routes TNH, THD, THE)

Former BNSF: Live Oak-Iowa Junction-Gulf Division, Lafayette Sub

Former UP: Houston Area, Avondale Sub (line 472) although UP timetables show rights over BNSF

Current BNSF: Avondale.-Iowa Jct.-Gulf Division, Lafayette Sub

Current UP: Avondale-Iowa Jct. Houston Division, Lafayette Sub (line 595)
(Dawes-Bellaire Jct.-Houston Area, Terminal Sub (line 605))

1282. Avondale-old SP Yard

History: 1853-railhead established by New Orleans, Opelousas, & Great Western (wide gauge)
1869-sold to Morgan's Louisiana, & Texas
1872-NO, O, & GW track changed to standard gauge
1927-ML&T leased to Texas & New Orleans

BNSF TRACK SEGMENTS-1200-1299

1981-T & NO merged into SP
1985-leased lines to T&NO leased to SP Transportation
1995-leased lines merged into SP Transportation
1996-SP merged into UP
1996-Rights granted to BNSF-Iowa Jct.-Bellaire Jct.

Sold: 1996-to BNSF

Former T&NO & SP: Lafayette Division, Avondale Sub

Former SP: Lafayette Division, Lafayette Sub & Line

Former SP: Gulf Coast Division, Avondale District, Avondale Line (route TNH)

Former SP: Houston Division, Avondale Sub, Avondale Line (route TNH)

Former UP: Houston Area, Avondale Sub (line 472) although UP timetables show rights over BNSF

Current BNSF: Avondale.-Iowa Jct.-Gulf Division, Lafayette Sub

1283. Lafayette Yard

History: 1881-railhead established by Louisiana Western
1927-Louisiana Western merged into Texas & New Orleans
1981-Texas & New Orleans merged into SP
1996-SP merged into UP

Sold: 1996-BNSF

Former T&NO: Lafayette Division, Avondale & Echo Subs

Former SP: Lafayette Division, Lafayette Sub & Line

Former SP: Houston Division, Avondale & Lafayette Subs

Former SP: Gulf Coast Division, Avondale District, Avondale Line & Lafayette District, Lafayette Line

Former SP: Houston Division, Avondale District, Avondale Line & Lafayette District, Lafayette Line

Current BNSF: Gulf Division, Lafayette Sub

1284. Westwego Yard

History: 1852-railhead established by New Orleans, Opelousas, & New Orleans
1869-part of Morgan's Louisiana & Pacific
1882-Morgan's Louisiana & Pacific leased to Southern Pacific
1902-Morgan's Louisiana & Pacific leased to Texas & New Orleans
1927-Morgan's Louisiana & Pacific merged into Texas & New Orleans
1981-Texas & New Orleans merged into Southern Pacific
1996-Southern Pacific merged into Union Pacific

Note: All track in this area was governed by NOUPT and NOPUB RR's

Note: This yard never mentioned in SP timetables; BNSF has rights via Segment 8026 to this yard.

Former T&NO: Lafayette Division, Avondale Sub

Former SP: Lafayette Division, Avondale Sub

Former SP: Gulf Coast Division, Avondale District, Avondale Line (route TNH)

BNSF TRACK SEGMENTS-1200-1299

Former SP: Houston Division, Avondale Sub, Avondale Line (route TNH)

Current UP: Livonia Area, West Bank Industrial Lead

1285. Alex Jct. (Lafayette)-Mouton

History:

Operated by: 1987-Louisiana & Delta RR

Former T&NO: Lafayette Division, Alexandria Sub

Former SP: Gulf Coast Division, Avondale District, Alexandria Branch (route TAL)

1286. Kamey-Seadrift

History: 2003 by BNSF

Current BNSF: Gulf Division, Seadrift Sub

1287. Bay Chemical-Dayton Jct.

History: 1918-by Dayton-Goose Creek RY
1926-leased to Texas & New Orleans
1961-Junction established by Texas & New Orleans
1981-Texas & New Orleans merged into SP
1996-SP merged into Union Pacific

NOTE: BNSF has rights over UP; this portion is a yard line segment.

Former T&NO: Lafayette Division, Beaumont Sub, Dayton Branch

Former SP: Lafayette Division, Lafayette Sub, Baytown Branch

Former SP: Gulf Coast Division, Lafayette District, Baytown Branch (route TBA)

Former SP: Houston Division, Lafayette Subdivision, Baytown Branch (route TBA)

Current UP: Houston Area, Baytown Sub (line 560)

1288. Eldon Jct.-E. Baytown

History: 1957 by Dayton-Goose Creek RY (T&NO)
1981-Texas & New Orleans merged into SP
1996-SP merged into Union Pacific

NOTE: BNSF has rights over UP

Former SP: Gulf Coast Division, Lafayette District, Cedar Bayou Branch

Former SP: Houston Division, Lafayette Sub, Cedar Bayou Branch

Current UP: Houston Area, Dayton Sub (line 610), Cedar Bayou Industrial Lead

1289. Graham-?

Note: Proposed San Jacinto Rail project, probably will no longer be built.

BNSF TRACK SEGMENTS-1200-1299

1290-1299-unused

BNSF TRACK SEGMENTS-1300-1999

Notes on this section of track segments. 1300-1499, 1600-1706 represent "idle" or former abandoned lines of the predecessors. In my research, some of these lines are really still active, and are noted as such. This section deserves to recognize the following contributors: Dean Ogle and Dave Sprau for the GN lines. Paul Curtiss, Roger Beckett, and Hudson Leighton for the NP lines. Norm Metcalf for C&S, and Steve Goen for FW&D and other Texas lines. And, of course, Rich Batie and Bruce Kahre from BNSF for help on all lines in this section. Not all "abandoned" lines are listed here, but it does represent a comprehensive listing of the predecessors building process (and some that weren't predecessors). This section is a "works in progress" from BNSF and will most likely be updated from time to time in the future. Also note that some of the CB&Q Division information was taken from a list of CB&Q Timetables and not the timetable itself (see references).

1300-unused

1301. Evansville-Tintah

History: 1887 by St. Paul, Minneapolis & Manitoba
Abandoned: 1943-Elbow Lake-Tintah
1957-Evanasville-Elbow Lake

Former GN: Willmar Division, 6th District

Former GN: Willmar Division, 12th Sub

Former GN: Evansville-Elbow Lake-Dakota Division, 22nd Sub

1302. Carlisle Jct.-Elizabeth

History: 1881 by St. Paul, Minneapolis & Manitoba
Abandoned: 1898

1303-unused

1304 Wye at Minneapolis Union Railway

History: 1883 by St Paul, Minneapolis & Manitoba
Removed: 1913
Replaced: 1925 by GN
Removed: 1958

Former GN: Twin Cities Terminal Division, 2nd Sub

1305-1308-unused

1309. St. Hillaire-Shirley

History: 1883 by St. Paul, Minneapolis & Manitoba
Abandoned: 1906-Ives-Shirley
1907-Wylie-Ives
1943-St. Hillaire-Wylie

Former GN: ? Division, St. Hillaire Branch

1310. St. Vincent Jct.-EOT via old depot

History: 1878 by St. Paul & Pacific

BNSF TRACK SEGMENTS-1300-1999

Abandoned: 1902-rebuilt by GN
1952-1.94 miles

Note: Also see segment 1369

Former GN: Dakota Division, 10th Sub

1311. Halstad-Alton

History: 1883 by St. Paul, Minneapolis & Manitoba
Abandoned: 1900-Halstad-MN/ND state line
1908-MN/ND state line-Alton

1312. Kettle River Branch-Sandstone

History: 1888 by St. Paul, Minneapolis & Manitoba
Abandoned: 1940

1313. Breckenridge-Barnesville

History: 1877 by St. Paul & Pacific
Abandoned: 1890

1314. Mississippi Jct.-Dewey Lake (Dewey Lake Line)

History: 1892-12.76 miles by Duluth, Mississippi River, & Northern
1893-8.38 miles by DMR&N
1894-11.19 miles by DMR&N
1895-2.10 miles by DMR&N
1897-13.45 miles by DMR&N
1899-DMR&N sold to Eastern RY of Minnesota
1902-Eastern leased to GN
Abandoned: 1909-6.93 miles
1920-Chiaholm-Dewey Lake
1937-Mississippi Jct.-Swan River
1957-Kelly Lake-Swan River

The above represents the excerpts from the Hidy, et al book on GN track laying.

Supplied by Hudson Leighton for the history, which is a bit more readable:

1895 Mississippi to Agnew Jct.
1897 Agnew Jct. to Hibbing
1898 Hibbing to Dewey Lake
1899 Chisholm to Dewey Lake leased to Swan River Logging Co. (abandoned 1910)
Abandoned: 1903-Kelly Lake-Hibbing (for new line-see [segment 238](#))
1917 & 1922-Mississippi Landing-Mississippi Jct.
The rest of the history is the same, including the railroads that built the line.

Segment 236 through Kelly Lake was part of this line.

1315. Everest-Fleming

History: unknown-no track record
Abandoned: 1896

BNSF TRACK SEGMENTS-1300-1999

1316-unused

1317. Volin-Mission Hill

History: 1893-by GN
Abandoned: unknown for rights over C&NW

For additional details-see segment 198

1318. Mountain View Branch

History: 1892 by GN
Abandoned: 1922

Note: This was a 3.38 mile line that ran out of Butte. It was part of the Butte Division, but I do not possess a timetable old enough to determine the subdivision.

1319. Fairgrounds Spur

History: 1888 by St. Paul, Minneapolis & Manitoba
Abandoned: 1930-.67 miles
1970-rest of spur

Former GN: Butte Division, spur off of the 2nd Sub

1320. Red Mountain Branch

History: 1887 by St. Paul, Minneapolis, & Manitoba
Abandoned: 1900

Note: This was a 1.47 mile line that ran out of Helena, and was part of the Butte Division.

1321. Silver City-Marysville

History: 1888 by the Montana Central RY
Abandoned: 1892

Note: This was a 6.42 mile line that was abandoned prior to Montana Central being sold to the GN in 1907.

1322. Johnstown Jct.-Sand Coulee Jct.

History: 1887 by St, Paul, Minneapolis & Manitoba
Abandoned: 1932?

Note: Johnstown Jct. must have had a name change at one time. The line runs from Gerber-Lewis Jct.-Sand Coulee in 1927, per Butte Division timetable.

Former GN: Butte Division, 8th Sub

1323. Rexford-Michel

History: 1902-Rexford-boundary by Montana & Great Northern

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1904-Boundary-Fernie by Crows Nest Southern
1907-M&GN merged into Great Northern
1908-Fernie-Michel by Crows Nest Southern

Abandoned: 1926-Elko-Michel
Rights Granted: 1926-Elko-Fernie over CNS
Abandoned: 1938-Rexford-Fernie

Former GN: Rexford-Elko, Kalispell Division, 6th Sub

1324. Armington-Neihart

History: 1890-by Montana Central
1907-merged into GN

Abandoned: 1945

Former GN: Butte Division, 6th Sub

1325. Great Falls-B&M Smelter

History: 1890 by GN

Abandoned: unknown

1326. GF&C Connection at Great Falls

History: 1890 by GN

Note: Not sure if this was really abandoned-it would be a connection from segment 354 to the other tracks at Great Falls.

1327. Monarch-Barker

History: 1890 by Montana Central
1907-merged into GN

Abandoned: 1907

Note: Master list says two lines built, this one is 10.69 miles, book says 10.79

1328. Monarch-Barker

History: 1928 Reconstructed as a private line for St. Joseph Construction Co.

Abandoned: unknown

Note: Master list says two lines built, this one is 11.1 miles

1329. Great Falls-Montana Silver & Lead Co.

History: unknown

Abandoned: unknown

1330. Windham-Lehigh Mine 2

History: 1914 by GN

Abandoned: 1925-2.3 miles
1926-4.72 miles

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1331. Marion-Hubbard

History: 1932-Marion-Bitter Root by Somers Lumber Company
1940-Bitter Root-Hubbard by Somers Lumber Company
Sold: 1942-to GN
Abandoned: 1952
Former GN: Kalispell Division, 7th Sub

1332. Bonners Ferry-Kuskonook

History: 1900-Bonners Ferry-boundary by Kootenai Valley RR
1900-boundary-Kuskonook by B&N Ry
1912-Kootenai Valley part of GN
Abandoned: 1913-Sirdar Jct.-Kuskonook
1916-Port Hill-Wilkes
1974-Bonners Ferry-Port Hill
Note: Loasby-Sidar is still active Canadian Pacific
Former GN: Bonners Ferry-Port Hill-Kalispell Division, 4th Sub
Former GN: Bonners Ferry-Port Hill-Spokane Division, 5th Sub
Original BN: Bonners Ferry-Port Hill-Spokane Division, 18th Sub*

1333. Galena-Galena Jct.

History: 1941 by GN
Name Changed: 1953-Galena changed to Fairchild

See Segment 371.

Former GN: Spokane Division, spur off the 1st Sub

1334. Monroe-Tolt (Carnation)

History: 1911 by Everett & Cherry Valley Traction Company
1912-sold to GN
Abandoned: 1917-for rights over MILW (part of 398, abandoned 1980)
Former GN: Cascade Division, Cherry Valley Branch

1335. Northport-Rossland

History: 1896-Northport to Boundary by Columbia & Red Mountain RY
1896-Boundary-Rossland by Red Mountain RY (C&RM)
1898-C&RM a subsidiary of Spokane Falls & Northern
1907-C&RM merged into GN
Abandoned: 1922, some rails removed in 1923

1336-1337-unused

1338. At Eureka Gulch

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History: 1902-Eureka Gulch Branch by Washington & GN
1907-Washington & GN merged into GN

Abandoned: 1917-MP 84.54-Eureka Gulch
1941-MP 80.6-MP 84.54

Note: Also see segment 377

1339. Spring Valley-Moscow

History: 1906-Spring Valley-Oakdale by Spokane & Inland Empire
1907-Oakdale-Palouse by Spokane & Inland Empire
1908-Palouse-Moscow by Spokane & Inland Empire
1927-S&IE part of Spokane, Coeur d'Alene, & Palouse
1943-merged into Great Northern

Abandoned: 1972-Seabury-Oaksdale; Crabtree-Grinnell; Viola-Estes
1978-Oaksdale-Crabtree
1980-Fairbanks-Seabury
1983-Spring Valley-Fairbanks; Grinnell-Palouse
1984-Palouse-Viola; Estes-Moscow

Note: Also see segments 945, 946, 947, & 984. The above represents the dates off of the abandoned list.

Former Inland Empire & S, CDA, & P-3rd Sub

Former GN: Spokane Division, 9th Ave

Former GN: Kalispell Division, 8th Sub

Former GN: Spokane Division, 9th Sub

Former BN: Spokane Division, "other"

1340. Blanchard-Sedro

History: 1889 by Fairhaven & Southern
1898-sold to Seattle & Montana

Abandoned: 1900

1341. Sedro-Cokedale

History: 1890-Sedro-1.1 miles east of Sedro by Fairhaven & Southern
1891-1.1 miles east of Sedro-Cokedale by F&S
1898-sold to Seattle & Montana

Abandoned: 1905

1342. F&S Jct.-Belleville

History: 1902 by Seattle & Montana

Abandoned: 1903-F&S Jct. (South Bellingham)-Yukon
1907-S&M sold to GN

Abandoned: 1917-Yukon-Belleville

1343. Mukilteo-Boeing Company

History: 1966 by GN

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Abandoned: ? .3 of a mile-per GN, built 2.1 miles, BNSF says now 1.8 miles

Former GN: Cascade Division, spur off of 1st Sub

Original BN: Pacific Division, spur off of 1st Sub*, then 2nd Sub, then 3rd Sub

Former BN: Cascade Division, spur off of Scenic Sub

Former BNSF: Washington Division, spur off of Scenic Sub

Current BNSF: Northwest Division, spur off of Scenic Sub

1344. SP&S Connection-Ft. Wright

History: 1910 by GN

Abandoned: 1972

Former SP&S: Vancouver Division, 3d Sub

Former SP&S: 3d Sub

Original BN: Spokane Division, 4th Sub*

1345. Grand Forks Jct.-Grand Forks

History: 1902 by GN

Abandoned: 1930

1346. Granby Smelter-Columbia Jct.

History: 1904 by Vancouver, Victoria, & Eastern

Abandoned: 1920

1347. Cooper Jct.-Phoenix Line

History: 1904-Copper Jct.-MP 22.86 by Vancouver, Victoria, & Eastern
1905-wye at Copper Jct. and 1.76 miles by VV&E

Abandoned: 1920

1348-unused

1349. Abbotsford-Arnold (Cannor)

History: 1912-Abbotsford-MP 7.82 by Vancouver, Victoria, & Eastern
1913-MP 7.82-MP 12.86 by VV&E
1916-MP 12.86-Cannor by VV&E

Abandoned: 1920-Cannor-Bridge 176
1924-Bridge 176-Kilgard
1929-Abbotsford-Kilgard

Note: Arnold is still served by Canadian National. See segment 393.

Former GN: Cascade Division, 7th District

1350. Blaine (Oliver Jct.)-Brownsville

History: 1909-Oliver Jct.-Boundary by GN

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Sold: 1909-Boundary-Brownsville by Vancouver, Victoria, & Eastern
1916-Port Kells Jct.-Brownsville -to Canadian National Pacific

Abandoned: 1918-Blaine (Oliver Jct.)-Hazelmere
1919-Hazelmere-Port Kells

Former GN: Fraser River Jct.-End of Track, Cascade Division, 6th District

Former GN: Port Kells-Hazelmere, Cascade Division, 6th District

Former CNP: Port Kells Jct.-Brownsville-BC Area, Port Mann Sub via GN

Former CNP: Port Kells Jct. (now gone)-Brownsville-BC Area, Port Mann Sub

Former CN: Port Kells-Borwnsville-BC Area, Yale Sub

Current CN: Port Kells-Brownsville, Mountain Region, Yale Sub

1351. Sumas-Ladner

History: 1909 by Vancouver, Victoria, & Eastern

Abandoned: 1929-Colebrook-Sumas
1931-Colebrook-Cloverdale
1935-Colebrook-Ladner

Former GN: Cascade Division, 5th District

1352. Kalispell-Jennings

History: 1892 by St. Paul, Minneapolis, & Manitoba

Abandoned: 1905-Jennings-Melbourne
1908-Melbourne-Lakeview
1909-Lakeview-Marion
1952-Kila-Marion
1957-Kalispell-Kila

Note: Also see segment 388. Also, part of this line may have been sold and repurchased at one time.

Former GN: Kalispell-Hubbard-Kalispell Division, 7th Sub

1353. West Fairfield-Fairfield

History: 1906 by Spokane & Inland Empire
1927-S&IE part of Spokane, Coeur d'Alene, & Palouse
1943-SC&P merged into GN

Abandoned: 1972

Note: also see segment 383. In addition, this line is still served by BNSF via UP

Former GN: Spokane Division, 9th Sub

Former GN: Kalispell Division, 8th Sub

Former GN: Spokane Division, 9th Sub

Original BN: Spokane Division, 11th Sub*

1354. Lewis Jct.-Sand Coulee

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History: 1885 by Montana Central
1907-sold to GN

Abandoned: 1952

Former GN: Butte Division, 8th Sub

1355. Giffen Jct.-Giffen

History: 1930 by GN

Abandoned: 1954

1356. Scopa-Coal Creek

History: 1877-Renton-Newcastle by Seattle & Colfax
1880-S&C changed to Columbia & Puget Sound
1881-Newcastle-Coal Creek by Columbia & Puget Sound
1887-C&PS owned by Pacific Coast RR
1916-C&PS merged into PC RR

Abandoned: 1933

1357. Maple Valley-Taylor

History: 1893 by Pacific Coast RR
1916-C&PS merged into PC RR
1951-controlled by Great Northern
1970-merged into BN

Abandoned: 1941-held in abeyance until 1944 and track removal completed in 1945

Note: Thanks to Dave Sprau for this information.

1358. Liberty Lake Jct.-Liberty Lake

History: 1909-by Coeur d'Alene & Spokane
1919-part of Inland Empire
1927-part of Spokane, Coeur d'Alene, & Palouse

Abandoned: 1929-30

Former IE: Vera Division

1359. Ripon-Erie Jct.

History: 1882 by St. Paul, Minneapolis & Manitoba

Abandoned: 1913

1360. Aberdeen Line Jct.-Geneseo Jct.

History: 1886 by St. Paul, Minneapolis & Manitoba

Abandoned: 1956-Aberdeen Line Jct.-Hankinson
1959-Hankinson-Geneseo

Note: Also see segment 209 for the active portion

Former GN: Willmar Division, 7th District

Former GN: Willmar Division, 13th Sub

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Former GN: Soo Line Jct.-Geneseo-Willmar Division, 12th Sub

1361-1367-unused

1368. Black Diamond-Bruce

History: 1897 by Columbia & Puget Sound
1916-name changed to Pacific Coast RR
1951-controlled by Great Northern
1970-merged into BN

Abandoned: 1921

1369. St. Vincent-Pembina

History:

Abandoned:

Note: See segment 1310. This is not on the original track records, nor does SPV maps show track to Pembina.

1370. Dunwoody Jct.-Chisholm

History:

Abandoned: 1969

Former GN: Mesabi Division, 9th Sub (in 1942, did not appear on timetables in the 1950's & 1960's

NOTE: 1371-1374 are not part of any predecessors of BN/BNSF. The only connection is that segments 1369 & 1370 were once owned by Pacific Coast Company as was Pacific Coast Railway (California). Because they appear on the BNSF Master List, they are included. This was not part of Pacific Coast RR in Washington.

1371. Port Harford-Los Olivos

History: 1876-Port Harford-San Luis Obispo by San Luis Obispo & Santa Maria Valley RR
1881-San Luis Obispo-Arroyo Canyon by SLO&SMV
1882-Arroyo Canyon-Nipomo Canyon by SLO&SMV
1882-SLO&SMV consolidated into Pacific Coast RY
1882-Nipomo Canyon-Los Alamos by PC RY
1887-Los Alamos-Los Olivos by PC RY

Abandoned: 1936-Los Alamos-Los Olivos
1941-Port Harford-Los Alamos

1372. North Santa Maria-Guadalupe

History: 1908-by Pacific Coast RY

Abandoned: 1941

1373. Santa Maria-Palmer

History: 1906-Santa Maria-Suey Jct. by Pacific Coast RY
1913-Suey Jct.-Palmer by PC RY

Abandoned: 1937

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1374. Betteravia Jct.-South Santa Maria

History: 1907 by Pacific Coast RY
Abandoned: 1941

1375-unused

1376. Edinburg-Concrete

History: 1909 Northern Dakota Railway
Abandoned: 1919
Rebuilt: 1920 by GN
Abandoned: 1922

Note: Stated GN line but not found. Railroad name states dismantled in 1922, abandoned by Northern Dakota Railway in 1919. There was a GN line from Segment 251 from Concrete Jct.-Concrete, but it isn't this line.

1377. Pershastin-Winton

History: 1892 by GN
Abandoned: 1928

Note: Part of the original alignment is now part of Highway 2.

Former GN: Leavenworth-Winton-Cascade Division, 1st District (prior to Leavenworth, Spokane Division)

1378. Steven's Pass Switchback Line

History: 1893 by GN
Abandoned: 1900

Note: Part of the original switchback line is now part of the Pacific Crest hiking trail

1379. Scenic-Berne

History: 1900 by GN
Abandoned: 1929

Note: Original Cascade Tunnel line is partially a hiking trail and you can drive to both ends of the original Cascade Tunnel as well as the concrete snow sheds

Former GN: Cascade Division, 1st District

1380. Black Diamond-Kummer

History: 1903 by Columbia & Puget Sound RR
1916-name changed to Pacific Coast RR
1951-controlled by Great Northern
1970-merged into BN
Abandoned: 1934

1382. Ainshea Butte-East Sand Butte

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History: 1931 by GN-started out as a WYE and was extended.
Abandoned: 1961

Former GN: Klamath Division, spur off of the 2nd Sub

1382-1399-unused

1400. Groningen-Banning Quarries

History: 1891 by St. Paul & Duluth
1901-merged into NP
Abandoned: 1918

Former NP: Lake Superior Division, Miller Branch

1401. Rush City-Grantsburg

History: 1883 by Grantsburgh, Rush City, & St. Cloud RY
1899-sold to St. Paul & Duluth
1901-StP&D merged into NP
Abandoned: 1951

Former NP: Lake Superior Division, Grantsburg Branch then 6th Sub

1402. Sandstone Jct.-Sandstone

History: 1887 by St. Paul & Duluth
1901-merged into NP
Abandoned:

Note: This is not shown on SPV maps.

1403. Wyoming-Taylor's Falls

History: 1880 by St. Paul & Duluth
1901-merged into NP
Abandoned: 1948

Former NP: Lake Superior Division, Taylor's Fall Branch then 8th Sub

Note: For segments 1404-1407, these were formerly part of Midland RY of Manitoba, and leased to the Province of Manitoba in 1903 for 40 years.

1404. Morris-Brandon

History: 1889 by NP
Leased: 1901-to the Province of Manitoba; sublet to Canadian Northern
Sold?: ?-Morris-Mariapolis to Southern Manitoba RY
Abandoned: ?-Hartney Jct.-M&B Jct.
2007-Morris-Mariapolis

Former NP: Manitoba Division, Brandon Branch

Former CN: Morris-Somerset-Winnipeg Area, Miami Sub
Somerset-Belmont-Assiniboine Area, Carmen Sub
Belmont-Hartney Jct.-Assiniboine Area, Hartney Sub
Hartney Jct.-M&B Jct.-Assiniboine Area Wawanesa Sub

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M&B Jct.-Brandon-Assiniboine Area, Pleasant Point Sub

Former CN: Morris-Somerset-Lakehead Area, Miami Sub
Somerset-Belmont-Lakehead Area, Carmen Sub
Belmont-Hartney Jct.-Lakehead Area, Hartney Sub
Brandon-Lakehead Area, Pleasant Point Sub

Current CN: Mariapolis-Brandon-Lakehead Division, ? Sub

1405. (Departure) Belmont-Trackend

History: 1898-Departure (Belmont)-Trackend by NP
1900-Trackend-Hartney by NP

Leased: 1901-Province of Manitoba; sublet to Canadian Northern

Abandoned: unknown-Elgin-Hartney

Former NP: Departure-Trackend-Manitoba Division, Souris River Branch

Former CN: Assiniboine Area, Hartney Sub

Current CN: Lakehead Area, Hartney Sub

1406. (Portage Jct.) Somerset-Beaver

History: 1889-Portage Jct.--Portage La Prairie by NP
1899-Portage La Prairie-Beaver by NP

Leased: 1901-Province of Manitoba; sublet to Canadian Northern

Note: Abandoned list has this Portage Jct.-Beaver, however Portage Jct.-Morris is one segment, Morris-Somerset is another segment, so it is displayed like this to avoid duplication, for CN purposes.

Former NP: Portage Jct.-Beaver-Manitoba Division, Portage La Prairie Branch

Former CN: Portage Jct.-Carmen Jct.-Winnipeg Area, Winnipeg Terminals Sub
Carmen Jct.-East Tower-Assiniboine Area, Gladstone Sub
East Tower-8th St.-Assiniboine Area, Harte Sub
8th St.-Beaver-Assiniboine Area, Gladstone Sub

Current CN: Portage Jct.-Carmen Jct.-Lakehead Area, Winnipeg Terminals Sub
Carmen Jct.-Beaver-Lakehead Area, Rivers Sub

1407. Portage La Prairie-Delta (Oakland)

History: 1899-Portage La Prairie-Oakland by NP

Leased: 1901-Province of Manitoba; sublet to Canadian Northern

Former NP: L.M. Branch Jct.-Oakland-Manitoba Division, Lake Manitoba Branch

Former CN: Delta Jct.-Oakland-Assiniboine Division, Oakland Sub

1408. Washburn-Iron River

History: 1898-Iron River-Headquarters by Washburn, Bayfield, & Iron River RR
1899-Headquarters-Washburn by WB&IR
1901-ceased operations

1902-sold to the NP by the bankruptcy court

Abandoned: 1922-Coda-Washburn

1926-Iron River-Coda

Former NP: Lake Superior Division, Washburn Branch then 5th Sub

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1409-1411-unused

1412. Cedar Lake-SOO Connection

History: 1914 by NP

Abandoned:

1413-unused

1414. Deerwood-Oreland

History: 1911 by Cuyuna Northern
1914-conveyed to Northern Pacific

Abandoned:

Note: Either a spur off of Lake Superior Division, 9th Sub or another line

1415. Loerch-Woodrow

History: 1914 by NP

Abandoned:

1416. Stuart-Anaconda

History: 1884 by Montana Railway Company (part of Montana Union)
1898-sold to Northern Pacific
1909-leased to Butte, Anaconda, & Pacific

Abandoned: unknown

1417. Wallace-Burke

History: 1887 by Coeur d'Alene Steam RY & Navigation
1890-leased to NP
1909-merged into NP

Sold: 1980-UP

Abandoned: 1985

Former NP: Rocky Mountain Division, 16th Sub

Former UP: Oregon Division, Wallace Branch

1418. Wallace-Sunset

History: 1900 by Wallace & Sunset RR (NP)

Abandoned: 1934-Bunn-Sunset

1968-Wallace-Bunn

Former NP: Rocky Mountain Division, 17th Sub

1419. East Helena-Wickes

History: 1883 by Helena & Jefferson County
1898-merged into NP

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Abandoned: 1899

Note: East Helena was Prickly Pear Jct. Originally, name changed in 1910.

Form H&JC: main line

1420. Boulder-Elkhorn City

History: 1890 by NP
1907-Rights obtained over GN's line (segment 336)

Abandoned: unknown-Queen Siding-Elkhorn
1931-GN Transfer-Queen Siding

Former NP: GN Transfer-Queen Siding-Montana Division, 14th Sub

1421. Jefferson-Calvin

History: 1887 by Helena, Boulder Valley, & Butte
1888-sold to NP & Montana

Abandoned: 1905

1422. Harrison-Pony

History: 1889-90 by Red Bluff & Pony (NP & Montana)
1914-NP & Montana merged into NP

Abandoned: 1942-45

Former NP: Montana Division, 12th Sub

1423. Billings-Shepherd

History: 1903 by Billings & Shepherd
1936-leased to NP

Abandoned: 1965

Former NP: Montana Division, 5th Sub

Former NP: Yellowstone Division, 10th Sub

1424. Montesano-Chehalis River

History: 1890 by Puget Sound & Gray's Harbor RR & Transportation Co.
1896-sold to Blakely

Abandoned: 1917-may be earlier, not shown on the 1909 timetable or later.

1425. Hartford-Monte Cristo

History: 1893 by Everett & Monte Cristo
1900-sold to Monte Cristo
1903-sold to NP

Leased: 1915-Hartford Eastern

Purchased: 1925-Hartford Eastern

Abandoned: 1933 and rails removed 1935

Former NP: Seattle Division, Monte Cristo Branch

1426. Snohomish-Everett

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History: 1891-Snohomish-Lowell by Snohomish, Skykomish, & Spokane RY
1891-Lowell-Everett by Everett & Monte Cristo

Leased: 1900-Seattle & International
1901-S&I merged into NP
1915-NP receives rights over GN-Snohomish to Lowell, operations commenced 1916

Abandoned: 1916-Snohomish-Lowell for rights over GN

Note: Part of this segment is now part of Segment 408

Former NP: Seattle Division, Everett Branch

Former NP: Sealine Jct.-Delta Jct. (Lowell)-Tacoma Division, 5th Sub

Original BN: Sealine Jct.-Delta Jct.-Pacific Division, 10th Sub*

Former BN: Delta Jct.-Sealine Jct.-Pacific Division, 2d Sub
Snohomish Jct.-Bromart-Pacific Division-7th Sub
Lowell-Sealine Jct.-Pacific Division, "other"

Former BN: Delta Jct.-Delta-Pacific Division, 4th sub then 9th Sub (1988)
(1986-88) Snohomish Jct .West-Bromart-Pacific Division, 7th Sub then 18th Sub (1988)

Former BN: Snohomish Jct. West-Bromart-Cascade Division, Woodinville Sub
Delta Jct-Delta-Cascade Division, Bellingham Sub

Former BNSF: Snohomish Jct. West-Bromart-Washington Division, Woodinville Sub
Delta Jct.-Lowell-Washington Division, Bellingham Sub

Current BNSF: Snohomish Jct. West-Bromart-Northwest Division, Woodinville Sub
Delta Jct.-Lowell-Northwest Division, Bellingham Sub

1427. Pasco-Columbia River

History: 1884 by NP

Abandoned; 1888 when bridge was built

Former NP: Idaho Division, 2nd District

1428. Kirkland-Lauderback

History: 1891 by NP & Puget Sound Shore RR
1898-merged into NP

Abandoned: 1904-due to line change (see segment 405)

1429. Clough Jct.-Marysville

History: 1887 by Helena & Northern
1888-consolidated into NP & Montana
1898-NP & Montana merged into NP

Abandoned: 1926

Former NP: Rocky Mountain Division, 6th Sub

1430. Helena-Rimini

History: 1886 by Helena & Red Mountain

Leased: 1894-to NP

Sold: 1896-to NP

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Abandoned: 1925-Hotel Broadwater-Rimini
?-Kesslers-Hotel Broadwater
?-Helena-Kesslers

Former NP: Rocky Mountain Division, 5th Sub

1431. Mullan Overhead Line

History: 1883 by NP
Abandoned: 1888 with new tunnel line

Note: Overhead line was used for only 2 months, but used again in 1887 and 1888 briefly.

1432. Muir-Cokedale

History: unknown
Abandoned: 1906

1433. Cascade Jct.-Spiketon

History: 1884-Cascade Jct.-Burnett by Northern Pacific & Cascade
1890-Burnett-Spiketon by NP&C
1898-NP&C sold to NP
Abandoned: 1934

Note: Pittsburg became Spiketon in 1910. Spiketon became Morrystown in 1921 and was renamed again to Black Carbon in 1923.

Former NP: Pacific Division, Burnett Branch

Former NP: Tacoma Division, Burnett Branch, then 17th Sub

1434. Crocker-Wingate

History: 1888 by Northern Pacific & Cascade
1898-NP&C sold to NP
Abandoned: 1937

Former NP: Pacific Division, Crocker Branch

Former NP: Tacoma Division, Crocker Branch, then 9th Sub

1435. Brush Prairie-Salmon Creek

History: 1895 by Vancouver, Klickitat, & Yakima
1897-sold to Portland, Vancouver, & Yakima
Abandoned: 1899-for new line (see segment 438)

1436. Hope Farm Spur

History: 1899 by NP
Leased: 1901-Province of Manitoba who sublet to Canadian Northern
Abandoned: unknown

Note: This would be a spur off of the Letellier Sub of the Winnipeg Area at one time

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1437. Tracy Jct.-Tracy

History: 1881 by NP?
1905-converted to standard gauge by NP
Abandoned: 1972

Note: This line was off of the Oregon-Washington Territory Railroad, but that railroad was incorporated after this line was built. Track charts state this was built 1882 as narrow gauge.

Former NP: Idaho Division, 9th Sub

1438. Walla Walla-Dixie

History: see segment 450 for details
Abandoned: 1984

1439. Connell-Colfax

History: 1881-Connell-Hooper by Columbia & Palouse (NP)
1882-Hooper-Colfax by C&P
1883-floods wash out a lot of line
Sold: 1884-to Oregon RR & Navigation (UP)
1910-ORR&N changed to Oregon-Washington RR & Navigation
1935-OWR&N leased by UP
Abandoned: 1978-Connell-Hooper
Sold: 1993-Blue Mountain RR

Former UP: Connell-La Crosse-Washington Division, Connell Branch
La Crosse-Colfax-Washington Division, Tekoa-Ayer Branch

Former UP: Connell-La Crosse-Oregon Division, Connell Branch
La Crosse-Colfax-Oregon Division, Tekoa-Ayer Branch

Former UP: Connell-La Crosse-Oregon Division, Connell Branch
La Crosse-Colfax-Oregon Division, Tekoa Branch

Former UP: Hooper Jct.-La Crosse-Oregon Division, Connell Branch
La Crosse-Colfax-Oregon Division, Tekoa Branch

Former UP: Hooper Jct.-Colfax-Oregon Division, Tekoa Branch (line 451)

Former UP: Hooper Jct.-Colfax-Spokane Division, Tekoa Branch (line 451)

Former UP: Hooper Jct.-Colfax-Columbia River Division, Tekoa Branch

Current BMR: Hooper Jct.-Colfax-Blue Mountain RR

1440. Snake River Jct.-Riparia

History: 1908 by NP
Abandoned: 1965-Monumental-Riparia
1970-Snake River Jct.-Monumental

Former NP: Idaho Division, 12th Sub

Former BN: Snake River Jct.-Monumental-Portland Division, 21st Sub

1441. Sunnyside Jct.-Granger

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History: 1905 by NP
Abandoned: 1938

1442. Kangley Jct.-Kerriston

History: 1890-Kangley Jct.-MP 10.5 by Green River & Northern RR
1893-MP 10.5-Kerriston by GR&N
1898-GR&N sold to NP
Abandoned: 1942-all but 2.5 miles
1963-rest of branch

Former NP: Pacific Division, Green River Branch
Former NP: Tacoma Division, Green River Branch
Former NP: Tacoma Division, 8th Sub
Former NP: Tacoma Division, 8th Sub, Kangley Spur

1443. Durham-Kangley Mine

History: 1889 by Green River & Northern
1898-GR&N sold to NP
Abandoned: 1927 per list although it still shows the spur on the 1932 timetable

Former NP: Pacific Division, spur off of the Green River Branch
Former NP: Tacoma Division, spur off of the Green River Branch
Former NP: Tacoma Division, spur off of 8th Sub

1444. Longview Jct.-Ryderwood

History: 1924 by Longview, Portland, & Northern (Long-Bell Lumber Co.)
1931-sold to GN, NP, OWR&N (UP), & MILW
Abandoned: 1935-Longview-Ryderwood

Note: Current BNSF operations are segments 612 & 613.
Former LP&N: Longview Jct.-Ryder wood (eventually became Terminals Subdivision)
Former NP: Longview Jct.-Vader-Tacoma Division, 3rd Sub
Former NP: Longview Jct.-Longview-Tacoma Division, 3rd Sub
Original BN: Longview Jct.-Longview-Portland Division, 3d Sub*
Former BN: Longview Jct.-Longview-Pacific Division, Yard
Former BN & BNSF: Longview Jct.-Longview-Pacific Division, Seattle Sub

Current BNSF: Longview Jct.-Longview-Northwest Division, Seattle Sub

1445. Olympia-Tenino Jct.

History: 1878 by Thurston County RR Construction Company
1881-sold to Olympia & Chehalis Valley RR
1890-sold to Port Townsend & Southern & converted to standard gauge
1892-1897 PT&S controlled by the Pacific Coast Company
1902-leased to Northern Pacific

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Abandoned: 1914

Former PT&S: Olympia Division , South Division

1446. Wabash -Mendota

History: 1908 by Centralia Eastern RR (NP)

Sold: 1917-merged into NP

Abandoned: 1929

This branch not listed on the 1909 timetable. First shown on 1917 NP timetables and gone on Tacoma Division #56, 9-29-29,

1447. Armstead-Salmon

History: 1909 by Gilmore & Pittsburgh

1914-Sold to NP

1939-last train

Abandoned: 1940

1448. Leadore-Gilmore

History: 1909 by Gilmore & Pittsburgh

1914-sold to NP

1931-mines shut down

1938-petitioned to abandoned

Abandoned: 1940

1449. Seattle-Lake Union

History: See segment 403

1450. Bozeman-Logan

History: 1919 by Northern Pacific

Abandoned: 1957

Note: This was an eastbound freight line from segment 41

Former NP: Montana Division, 4th Sub

Former NP: Rocky Mountain, 1st Sub

1451. Milton-Freewater-Umapine

History: 1924-by Walla Walla Valley Transportation (NP) and OWR&N as a joint line

1935-OWR&N leased to UP

Abandoned: 1943-joint filing

1452-unused

1453. Tukwila-Boeing Plant

History: unknown

Abandoned: 1972

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Note: This is supposed to be a spur off of the Woodinville Sub at one time, although I cannot locate it on NP Tacoma Division Timetables, 11th Sub.

1454. Farmington Jct. (Belmont)-Farmington

History: 1890-Belmont-Farmington by Spokane & Palouse (leased to NP)
1899-S&P sold to NP

Abandoned: 1961

Former NP: Idaho Division, Palouse & Western Branch then 6th Sub

1455. Ballard-Fremont

See segment 403 for details

1456. Mandan-Nosodak

History: 1910 by Missouri River Ry (NP)
1914 sold to NP

Abandoned: 1918-Cannon Ball-Nosodak
1967-MP 5.3-Caannon Ball-line relocation

Also see segment 301

Former NP: Fargo Division, 12th Sub

1457. Pokegama-McClures Landing

History: 1891 by NP

Abandoned: 1903

Note: Pokegama is on the 2nd District of the Lake Superior Division, a line to the river to float logs to the mill, per Dave Allen.

1458. Keystone Jct.-Bayne

History: 1890 by NP

Abandoned: <1941-Bayne to Brandt
1942-Brandt-Keystone Jct.

Former NP: Minnesota Division, Fergus Falls Branch

Former NP: St. Paul Division, 9th Sub

Former NP: Keystone Jct.-Brandt-St Paul Division, 9th Sub

1459. Plumb-West Olympia

History: unknown when this connection from Olympia to Plum was made

Abandoned: 1916

1460. Port Townsend-Quilcene

History: 1887 by Port Townsend & Southern RR
1890-owned by Oregon Improvement Company

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1897-owned by Pacific Coast Company
1902-leased to NP
1914- sub-let to Port Townsend & Puget Sound RY
Abandoned: 1925-Discovery Jct.-Quilcene
Sold: 1929-Port Townsend-Discovery Jct.-Port Townsend Southern RR
Sold: 1944-Port Townsend RR (MILW)
1975-merged into MILW
Sold: 1979-Seattle & North Coast
Abandoned: 1984-Port Townsend-Discovery Jct.

Former PT&S: Olympia Division, Northern Division
Former MILW Port Townsend-Discovery Jct.-Coast Division, 13th Sub then 22nd Sub
Former MILW: Port Townsend-Discovery Jct.-Washington Division, 14th Sub
Former S&NC: Port Townsend-Discovery Jct.-main line

1461. Key West-Scherack

History: 1887-Key West-Omera by Duluth & Manitoba
1888-D&M sold to NP
1895-Omera-Sherack by NP
Abandoned: 1973

Former NP: St. Paul Division, 8th Sub then 7th Sub
Original BN: Dakota Division, 4th Sub*

1462-unused

1463. Winnipeg Transfer RY

History: 1888 by NP
Leased: 1901 to the Province of Manitoba; sublet to Canadian Northern

Note: It is assumed that Canadian National merged this terminal railway at one time.

1464. Stampede Pass Switchback Line

History: 1887 by NP
Abandoned: 1888? -Encyclopedia of Western Railroad History states that this was used for awhile by passenger trains.

Note: Part of the old switchback line is now a fire service road

1465. Kennedy-Lester

History: 1887 by NP
Abandoned: 1914

Note: Part of this line is now a fire service road

1466. Humphrey-Kanaskat

History: 1888 by NP

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Abandoned: 1959-Eagle Gorge Dam relocation

NP 1893: Green River Division

NP 1895: Cascade Division (until 1898)

Former NP: Pacific Division, 1st District (until 1918)

Former NP: Seattle Division, 1st Sub

Former NP: Tacoma Division, 1st Sub

1467. St. Regis-Haugen

History: 1890 by NP & Montana
1898-NP & M sold to NP

Abandoned: 1933-due to washout, rights gained over MILW (see segment 335)

1468-1499-unused

1500. Parachute

History: 1890-railhead established by Rio Grande Junction RY (CO Midland/DRG owners)
1893-Colorado Midland sold to ATSF
1897-"new" Colorado Midland formed after ATSF sells
1911-Colorado Midland part of C&S
1912-Colorado Midland sells its half of Rio Grande Jct. RY to DRG
1921-Denver & Rio Grande becomes Denver & Rio Grande Western
1988-DRGW part of Southern Pacific
1996-Southern Pacific part of Union Pacific

Note: BNSF gains access via segment 8505; Also, somewhere in the 1990's, Parachute is Established by BNSF as an industrial spur, independent of UP Rights to get there.

Current UP: Denver Area, Glenwood Springs Sub (line 727)

Current BNSF: Powder River Division, yard segment

1501. Blackfoot

History: 1891-railhead established by GN

Former GN: Kalispell Division, 1st & 2nd Subs

Former GN: Kalispell Division, 1st Sub

Former GN & BN: Montana Division, 2nd Sub*

Current BNSF: Montana Division, Hi Line Sub

1502-1599-unused

1600. Wichita Falls-Waurika

History: 1904-Wichita Falls-Byers by Wichita Falls & Oklahoma (part of Wichita Valley Lines)
1922-23-Byers-Waurika by WF&O

Abandoned: 1942; rails removed 1943

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1601. Teague-Cleburne

History: 1903-Hillsboro-MP 2 by Trinity & Brazos Valley
1904-MP2-Hubbard-Mexia; Hillsboro-Cleburne by T&BV
1907-Mexia-Teague by T&BV
1907-rights granted over Gulf, Colorado, & Santa Fe-Cleburne-Ft. Worth
1907-½ of T&BV sold to CRIP and ½ to C&S
1916-rights terminated over GC&SF
1930-T&BV name changed to Burlington-Rock Island
1930-rights over GC&SF renewed
1932-rights again terminated over GC&SF

Abandoned: 1932-Hillsboro-Cleburne
1935-Hubbard-Hillsboro
1942-Hubbard-Mexia
1964-Burlington-Rock Island named dissolved; operated in alternate years by FW&D

and
CRIP as the Joint Texas Division

Abandoned: 1976-Teague-Mexia

Former FW&D: Teague-Mexia-Joint Texas Division, 3rd Sub

1602. Boulder-New Market

History: 1898 by Colorado & NorthWestern RR
1909-C&NW part of Denver, Boulder, & Western

Abandoned: 1919

1603. Sunset-Barker Reservoir

History: 1904-Sunset-Eldora by Colorado & Northwestern on an abandoned grade of 1893 of Greeley, Salt Lake, & Pacific where no rail was ever placed.
1909-Colorado & Northwestern part of Denver, Boulder, & Western
1916-Sulphide-Barker Dam by DB&NW

Abandoned: 1919

1604. Sulphide-Eldora

History: 1904 by Denver, Boulder, & Western

Abandoned: 1919

1605. Golden-Clay

History: 1870 by Colorado Central RR
1890-controlled by Union Pacific, Denver, & Gulf
1899-controlled by C&S
1908-C&S controlled by CB&Q

Abandoned: <1910

1606. Coalton-Boulder

History: 1885-Coalton-MP 6.1 by Denver, Marshall, & Boulder via Marshall
1886-MP 6.1-Boulder by DM&B
1890-DM&B controlled by Union Pacific, Denver, & Gulf

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1899-controlled by C&S
Abandoned: unknown

1607. Louisville-Lafayette

History: 1888 by Denver, Marshall, & Boulder
1890-controlled by Union Pacific, Denver, & Gulf
1898-½ mile extension by UPD&G
1899-controlled by C&S
Abandoned: 1951

1608. Ralston-Glencoe

History: 1884 by Denver & Middle Park
1890-D&MP part of Union Pacific, Denver, & Gulf
Abandoned: 1898

1609. LMB Jct.-Graham Park

History: 1898 by Denver, Leadville, & Gunnison
1899-C&S purchases line at foreclosure
Abandoned: <1902-not on 1902 timetable

Former C&S: South Park Districts, Leadville District, Graham Spur

1610. Silver Plume-Graymont

History: 1884 by Georgetown, Breckenridge, & Leadville
1890-GB&L part of Union Pacific, Denver, & Gulf
Abandoned: 1898

1611. Loveland-Arkins

History: 1887 by Greeley, Salt Lake, & Pacific
1890-part of Union Pacific, Denver, & Gulf
1899-reorganized as C&S
1908-C&S owned by CB&Q
Abandoned: 1926-Wilds-Arkins
1965-Loveland-Arkins

Former C&S: Northern Division, Arkins Spur

Former C&S: Denver Division, Wilds Spur

1612. Wilds-Lowery Quarry

History: 1904 by C&S
1908-C&S owned by CB&Q
Abandoned: 1914-MP .35-end of track
1917-Wilds-MP .35

1613. Toluca-Warren (Old Scribner)

History: 1901 by CB&Q
Abandoned: 1911

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1614. Hardin-Kingley

History: ? By CB&Q?

Abandoned:

1615. Silverton-Sterley

History: See segment 487 for details on this line.

1616. Viele-Sedan

History: 1870-Wabash Jct.-Moulton by St. Louis & Cedar Rapids (Wabash) (trackage rights)
1871-Viele-Farmington by Burlington, Ft. Madison, & Southwestern
1872-Farmington-Bloomfield by B, FM, & SW
1873-Moulton-Sedan by Burlington & Southwestern
1880-Burlington, Ft. Madison, & Southwestern part of Kansas City, St. Joseph, & Burlington
1881-B&SW sold at foreclosure to Chicago, Burlington, & Kansas City
1882-KC, SJ, & B merged into Chicago, Burlington, & Kansas City
1901-CB&KC sold to CB&Q
1952-trackage rights over Wabash terminated

Abandoned: 1950-Wabash Jct. (Bloomfield)-Sedan
1968-Viele-Bloomfield
1982-Wabash Jct.-Moulton by NS, tracks removed 1984

Note: Also see segment 119

Former WAB: Wabash Jct.-Moulton-Moberly Division, 16th Sub

Former CB&Q: Centerville Division, Viele & Sedan Sub

Former CB&Q: Hannibal Division, Viele & Bloomfield Sub

1617. Yutan-Chalco

History: 1917-opened by CB&Q

Abandoned: 1927-Yutan-Allis
1928-Allis-Chalco

Former CB&Q: Omaha Division, Chalco Jct. & Yutan Sub

1618. Des Moines-Leon

History: 1868-Osceola-Leon by Des Moines, Osceola, & Southern
1881-Des Moines-Osceola by Des Moines & Kansas City
1884-Des Moines-W DMU Jct. By Des Moines Union Railway (Wabash owned)
1888-sold at foreclosure to Des Moines & Kansas City
1898-Des Moines & Kansas City sold to Keokuk & Western
1901-K&W sold to CB&Q

Abandoned: 1933-Leon- Van Wert
1939-Van Wert-Osceola
1949-Bridge Jct.-St. Charles
1957-Osceola-St. Charles

Note: Also see segments 82 & 1619. Also, Osceola-Leon never showed up on CB&Q

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timetables, although it was listed under CB&Q in the 1930 Official Guide.

Former CGW: Iowa Division, Kansas City District

Former CB&Q: Ottumwa & Creston Divisions, Des Moines & Osceola Sub (includes .07 miles via Des Moines Union Ry-Des Moines-W DMU Jct. & 2.9 miles via CGW Bridge Jct.-Burch)

1619. Koyle Jct.-Cainsville

History: 1881-84-Koyle Jct.-Cainsville by Des Moines, Osceola, & Southern
1888-sold at foreclosure to Des Moines & Kansas City
1898-Des Moines & Kansas City sold to Keokuk & Western
1901-K&W sold to CB&Q

Abandoned: 1938?

Former CB&Q: St. Joseph Division, Cainsville & Koyle Sub

Former CB&Q: Ottumwa Division, Des Moines & Cainsville Sub

1620. Indianola Jct.-Indianola (Des Moines)

History: 1870-Indianola-Des Moines by Des Moines, Indianola, & Missouri
1878-79-Chariton-Indianola by Chariton, Des Moines, & Southern (B&MR)
1880-DM, I, & M consolidated into CRIP

Abandoned: 1933-Avon-Indianola (CRIP rights terminated)
1961-Indianola Jct.-Indianola

Former CRIP: Des Moines-Avon-Des Moines Division, Subdivision 1
Avon-Indianola-Des Moines Division, Subdivision 31

Former CRIP: Indianola-Summerset Jct.-Des Moines Division, Subdivision 31B
Summerset Jct.-Carlisle-Des Moines Division, Subdivision 31A
Carlisle-Avon-Des Moines Division, Subdivision 31

Former CB&Q: Iowa Division-Des Moines, Chariton, & St. Joseph Branch

Former CB&Q: Ottumwa Division, Indianola Jct. & Indianola Sub

Former CB&Q: Ottumwa & Creston Divisions, Indianola Jct. & Indianola Sub

1621. Winfield-Tracy

History: 1881-84 by Burlington & Western
1902-sold to CB&Q

Abandoned: 1934

Former CB&Q: Winfield-Oskaloosa-Burlington Division, Burlington & Oskaloosa Sub
Oskaloosa-Tracy-Burlington Division, Oskaloosa & Tracy Sub

Former CB&Q: Ottumwa Division, Burlington & Tracy Sub

Former CB&Q: Ottumwa & Creston Divisions, Winfield & Tracy Jct. Sub

1622. Sedan-Elmer

History: 1902-Sedan-Mercyville by Iowa & St Louis
1905-I&StL merged into CB&Q
1905-06-Mercyville-Elmer by I&StL (CB&Q)

Abandoned: 1936-Sedan-Novinger; Elmer-South Gifford
1942-Novinger-South Gifford

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Note: SPV maps show this line going on to Macon, however 1906, 1910, & 1930 Official Guides show no line beyond Elmer.

Former CB&Q: Centerville Division, Sedan & Elmer Sub

1623. Youngstown-Mine #21

History:

Sold: 1923-Arctic #2-Mine #21 to KC Midland Coal & Mining

Sold: 1932-Youngstown-Arctic #2 to KC Midland Coal & Mining

Abandoned: 1942-assumed as service to Youngstown was abandoned by CB&Q

Former CB&Q: Centerville Division, would be a spur off of the Sedan & Elmer Sub

1624. Galena Jct.-Galena

History:

Abandoned: 1961

Former CB&Q: La Crosse Division, Savannah Tower & North La Crosse Sub, Galena Spur

Former CB&Q: Chicago & Aurora Divisions, Savannah & North La Crosse Sub, Galena Spur

1625. Arpee-Gladstone

History: 1869 by CB&Q

Abandoned: 1951-Arpee-Oquawka

1961-Oquawka-Gladstone

Note: Also see Segment 67

Former CB&Q: Galesburg Division, Galva & Gladstone Branch then Subdivision

1626. Atchison-Rulo

History: 1867-71 by The Atchison & Nebraska RR

1908-sold to CB&Q

Abandoned: 1933

Former CB&Q: Wymore Division, Rulo & Atchison Sub

1627. Otero-Vasquez

History: 1890 Catskill-Vasquez by Union Pacific, Denver, & Gulf

1892-Catskills-Dunn by UPD&G

1897-Dunns-Newton by UPD&G

1899-reorganized as Colorado & Southern

Abandoned: 1908

Note: Cannot find Otero, but since this comes off of segment 1628 @ Catskill, it is assumed that's the junction. This line shows on SPV maps as Newton-Vasquez. No Otero is on this line.

1628. Longs Jct.-Catskill

History: 1888 by Denver, Texas, & Ft. Worth

1890-conveyed to Union Pacific, Denver, & Gulf

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1899-reorganized as Colorado & Southern
Sold: 1901-Longs Jct.-Thompson Mine to Colorado & Wyoming
Abandoned: 1924

1629. Beshoar-Gray Creek

History: 1888-Beshoar-Chappell by Denver, Texas, & Ft. Worth
1890-DT&FW conveyed to Union Pacific, Denver & Gulf
1892-Chappell-Grays Creek by UPD&G
1899-UPD&G reorganized as Colorado & Southern
1908-C&S owned by CB&Q
Abandoned: 1925

Note: The Encyclopedia of Western Railroad History says this line was all constructed in 1892. Information of the above history came from Colorado Railroads.

1630. Republican City-Long Island

History: 1885 by Burlington , Kansas, & Southwestern
1886-consolidated to form Republican Valley, Kansas, & Southwestern
1908-sold to CB&Q
Abandoned: 1949

Former CB&Q: McCook Division, Republican & Oberlin Sub

1631. Fall Creek-Pike

History:
Abandoned: 1937-Rockport-Pike
1951-New Canton-Rockport; Fall Creek-Hulls
1957-Hulls-New Canton

Former CB&Q: Quincy-Louisiana-Galesburg Division, Quincy, Hannibal, & Louisiana Branch (rights over C&A Pike-Louisiana-s

1632. Hannibal-Palmyra

History: 1857 by Hannibal & St. Joseph
1901-sold to CB&Q
Abandoned: 1957

Former H&SJ: East Division

Former CB&Q: Hannibal Division, Quincy, Hannibal, & Brookfield Sub

1633. Englewood-Spearfish

History: 1891-93 by The Grand Island & Wyoming Central RR
1897-sold to CB&Q
Abandoned; 1934-Trojan-Spearfish
1943-Englewood-Trojan

Note: I'm not sure if Englewood-Reno was a rebuilt line or another new line, added 1937. Alliance Division of 1943 shows two separate subdivisions.

Former CB&Q: Alliance Division, Englewood & Spearfish Sub

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Former CB&Q: Alliance Division, Englewood & Trojan Sub

Former CB&Q: Alliance Division, Englewood & Reno Sub

1634. Newcastle-Cambria

History: 1890 by Grand Island & Northern Wyoming
1897-sold to CB&Q

Abandoned: 1929

Former CB&Q: Sheridan Division, Cambria Spur

1635. Ironton Jct.-Ironton

History:

Abandoned: 1926

Have not located this Wyoming line as yet. Not on SPV maps nor Encyclopedia of Western Railroad History.

1636. Elfco-Texas Elf Carbon

History: ? by Ft. Worth & Denver Northern
1952-merged into FW&D

Abandoned: 1964

Former FW&D: Wichita Falls & Amarillo Divisions, spur off of Childress & Pampa Sub

1637. Washburn-Panhandle

History: 1888 by Pan-Handle Railway (FW&D)

Leased: 1898 to ATSF

Sold: 1900 to ATSF

Abandoned: 1908

1638. Binkley-Excello

History: see note

Abandoned: 1982 or earlier

Note: Binkley is a station on segment 1061, a rebuilt section of the old Bevier & Southern right-of-way. This was probably a mining spur of that road at one time. Kansas & Texas Coal was incorporated in 1899 and in 1903, became Missouri & Louisiana. In 1914, M&L became Bevier & Southern until that road ceased operations in 1982.

1639. Stamford-Spur

History: 1909 by Stamford & Northwestern and leased to Wichita Valley RY
1952-Wichita Valley part of FW&D

Abandoned: 1967, rails removed 1968

Former FW&D: Wichita Falls Division, Spur Spur (no kidding)

1640. Gibson-Natwick

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History:

Abandoned: **sometime between 1964-1970**

Former C&S: Northern Division, Ayers Spur

Former C&S: Denver Division, Natwick Spur

1641. Bellevue Jct.-Stout

History: 1881 by Greeley, Salt Lake, & Pacific
1890-consolidated into Union Pacific, Denver, & Gulf
1899-UPD&G reorganized as the Colorado & Southern

Abandoned: **1918**

1642. Dickey-Keystone

History: 1883-by Denver, South Park, & Pacific
Sold: 1889 at foreclosure to Denver, Leadville, & Gunnison
Sold: 1899 at foreclosure to Colorado & Southern
1908-C&S owned by CB&Q

Abandoned: **1937**

Former C&S: South Park Districts, Leadville District, Dickey & Keystone Sub

Former C&S: South Park Division, Leadville District, Dickey & Keyston Sub

1643. Swan-N&W Jct.

History: 1880-by Burlington, Cedar Rapids & Northern
1903-sold to CB&Q

Abandoned: **1967-Swan-Des Moines abandoned due to the Red Rock Dam Project**

Note: Also see segments 81 and 1621

Former CB&Q: Iowa Division, Middle Iowa Division, Albia & Des Moines Branch

Former CB&Q: Ottumwa & Creston Divisions, Albia & Des Moines Sub

Former CB&Q: Ottumwa Division, Tracy & Des Moines Sub

Former CB&Q: Ottumwa Division, 16th Sub

1644. Buena Vista-Schwanders

History: 1883-line change-Buena Vista-Nathrop by DSP&P
1889-name changed to Denver, Leadville, & Gunnison
1898-purchased by C&S
1908-CB&Q purchases C&S

Abandoned: **1925**

Former C&S: South Park Districts, Gunnison District, Schwanders & Buena Vista Branch

Former C&S: South Park Division, Gunnison District, Macuen & Buena Vista Branch

1645. Pluma-Lead

History: 1888 by Deadwood Central
1895-Deadwood Central part of CB&Q

Abandoned: **1924**

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1646-unused

1647. Garos-Alma

History: 1881-Garos-Fairplay by Denver, South Park, & Pacific
1882-Fairplay-Alma by DSP&P
Sold: 1889-foreclosure sale to Denver, Leadville, & Gunnison
Sold: 1899-foreclosure sale to Colorado & Southern
1908-C&S owned by CB&Q
Abandoned: 1937
Former C&S: South Park Districts, Gunnison District, Garos & Alma Branch
Former C&S: South Park Division, Gunnison District, Garos & Alma Branch

1648. Hill Top Jct.-Leavick

History: 1896 by Denver, South Park, & Hilltop
1899-part of Colorado & Southern
1908-C&S owned by CB&Q
Abandoned: 1937
Former C&S: South Park Districts, Gunnison District, Hilltop Jct. & Leavick Branch
Former C&S: South Park Division, Gunnison District, Hilltop Jct. & Leavick Branch

1649. Waterton (Kassler)(Platte Canon)-Silica

History: 1909 by Colorado & Southern
Abandoned: 1941
Former C&S: Platte Canon-Silica-South Park Division, Silica Branch

1650. Sheridan Jct.-Morrison

History: 1874 by Denver, South Park, & Pacific
Sold: 1889-foreclosure sale to Denver, Leadville, & Gunnison
Sold: 1899-foreclosure sale to Colorado & Southern
1908-C&S owned by CB&Q
Abandoned: 1933; 6.3 miles removed in 1934 and the rest in 1938
Former C&S: South Park Districts, Platte Canon District, Sheridan Jct. & Morrison Branch
Former C&S: South Park Division, Platte Canon District, Sheridan Jct. & Morrison Branch

1651. Strousville-Garfield Quarry

History: 1878 by Denver, South Park, & Pacific
Sold: 1889-foreclosure sale to Denver, Leadville, & Gunnison
Sold: 1899-foreclosure sale to Colorado & Southern
1908-C&S owned by CB&Q
Abandoned: 1919
Former C&S: South Park Districts, Platte Canon District, Sheridan Jct. & Morrison Branch, Quarry Spur
Former C&S: South Park Division, Platte Canon District, Sheridan Jct. & Morrison Branch, Quarry Spur

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1652. Forks Creek-Central City

History: 1873-Fork Creek-Black Hawk by Colorado Central
1878-Black Hawk-Central City by Colorado Central
1890-Colorado Central consolidated into Union Pacific, Denver, & Gulf
1899-UPD&G reorganized as the Colorado & Southern

Abandoned: 1928-.5 miles-Central City
1931-Central City-Black Hawk
1941-rest of branch

Former C&S: Northern Division, Clear Creek District, Central City Branch

1653. Manitou Jct.-Colorado Springs

History: 1882 by Denver & New Orleans
Sold: 1886 at foreclosure to Denver, Texas, & Gulf
1890-DT&G consolidated into Union Pacific, Denver, & Gulf
1899-UPD&G reorganized as Colorado & Southern
1908-C&S owned by CB&Q

Abandoned: 1917

1654. Acme-Beacon Mine

History: 1895-Acme Jct.-Brodhead by Union Pacific, Denver, & Gulf
1896-Brodhead-No.4 Jct. by UPD&G
1899-UPD&G reorganized as Colorado & Southern
1902-No. 4 Jct.-Beacon Mine by C&S and relocated in 1903
1908-C&S owned by CB&Q

Abandoned: 1903-No.4 Jct.-Beacon Mine-original line
1940-entire branch

1655. Ludlow-Bear Canon Mine

History: 1890-Ludlow-Berwind by Union Pacific, Denver, & Gulf
1899-UPD&G reorganized as Colorado & Southern
1908-C&S owned by CB&Q
1917-Bewind-Bear Canon Mine

Abandoned: 1939-.7 miles
1955-rest of branch

1656. Forbes Jct.-Chicosa Jct.

History: 1888 by Denver, Texas, Ft. Worth
1890-consolidated into Union Pacific, Denver, & Gulf
1899-reorganized as Colorado & Southern
1908-C&S owned by CB&Q

Abandoned: 1937

1657. Ft. Collins-Platte River Jct.

History: 1877 by Colorado Central
1890-CC part of Union Pacific, Denver, & Gulf
1898-UPD&G part of Colorado & Southern

Abandoned: 1898 rest of branch abandoned

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1658. Wellington-Waverly

History: 1905 by Ft. Collins Development RY
1908-merged into Colorado & Southern
1908-C&S owned by CB&Q

Abandoned: 1954

1659. Tampa-Sloan

History: 1925 by CB&Q

Abandoned: between 1963-1968. On the 1962 timetable but not the 1968 one.

Former CB&Q: McCook Division, Akron & Denver Sub, Tampa Spur

Former CB&Q: McCook Division, McCook & Denver Sub, Tampa Spur

1660. Dumont-Hanna

History:

Abandoned: <1967

Former CB&Q: Alliance Division, Edgemont & Deadwood Sub, spur at Dumont

1661. Mitchell-Porter

History: 1920 by North Platte Valley RY and leased to CB&Q
1937-NPV purchased by CB&Q

Abandoned: 1972

Note: Does not show up on any other timetables other than listed below. Remnants still on Powder River Division, Valley Sub

Former CB&Q: Sterling Division, Northport & Guernsey Sub, Mitchell Spur

1662. Scottsbluff-Mintle

History: 1920 by North Platte Valley RY and leased to CB&Q
1937-NPC purchased by CB&Q

Abandoned: 1972

Note: Does not show up on any other timetables other than listed below.

Former CB&Q: Sterling Division, Northport & Guernsey Sub, Scottsbluff Spur

1663. Bayard-Everett

History: 1920 by North Platte Valley RY and leased to CB&Q
1937-NPV purchased by CB&Q

Abandoned: 1972-MP 1.525-Everett

Note: Does not show up on any other timetables other than listed below. Remnants still on Powder River Division, Valley Sub

Former CB&Q: Sterling Division, Northport & Guernsey Sub, Bayard Spur

BNSF TRACK SEGMENTS-1300-1999

1664. Prinz-Perrin

History: 1926 by CB&Q
Abandoned: 1968

Note: Does not show up on any other timetables other than listed below.

Former CB&Q: Sterling Division, Northport & Guernsey Sub, Prinz Spur

1665-unused

1666. Leonore-Lowell

History: unknown by CB&Q (not listed on the 1930 timetable)
Abandoned: 1980

Former CB&Q: Chicago & Aurora Division, spur off of Streator & Kasbeer Sub

Former CB&Q: Chicago & Aurora Divisions, spur off of Streator & Zearing Sub

Former CB&Q: Chicago & Aurora Divisions, spur off of Montgomery & Zearing Sub

Former CB&Q & BN: Chicago Division, spur off of 9th Sub*

Former BN: Streator-Zearing-Chicago Division, spur off of 11th Sub

Former BN: Lenore-Lowell-Chicago Division, 11th Sub (part of Segment 61 at this time)

1667. Zeigler Jct.-Freeman

For History-See Segment 13. This line is part of the Springfield Division, Beardstown Sub

1668-1699-unused

1700. Sweet Home-Dollar

History: 1931 by Oregon Electric
1961-last used
Abandoned: 1966; rails removed, 1967.

Former OE: 6th Sub, then 5th Sub, then 4th Sub

Former SP&S: 12th Sub

1701. Wilksboro-Glenwood

History: 1918 by Gales Creek & Wilson River RR
1920-GC&WR received rights over United Railways-Wilksboro-Rafton
1922-GC&WR leased to GN & NP and combined operations with United Railways
1944-GC&WR merged into SP&S
1949-ceased operations

Abandoned: 1950; rails removed 1951

Rebuilt: 1959-Oregon Electric Railway Historical Society at Glenwood

Abandoned: 1995-OERHS moved to Brooks Oregon

Note: From 1962 to 1966, I helped with the building of the track at Glenwood, which finally reached a length of almost 2 miles, from Hwy 6 to the former Glenwood Yard and partially on the former logging railroad right-of-way.

BNSF TRACK SEGMENTS-1300-1999

Former GC&WR: main line

Former SP&S: Portland Division, 3rd Sub

1702. Garden Home-Beaverton

History: 1908 by Oregon Electric

Abandoned: 1942-Garden Home-Beburg (SP XING back then)

1981-OE merged into BN

Abandoned: 1984-Beaverton-Beburg

Note: Part of the old right-of-way near SW Allen Blvd. is now Oregon Electric Park hiking trail

next to the Portland Golf Club

Former OE: 4th Sub, then 3rd Sub

Former OE: Beburg-Beaverton-, 1st Sub

Former SP&S: Beburg-Beaverton, 9th Sub

Original BN: Beburg-Beaverton-Portland Division, 8th Sub*

1703. Paterson-Longview

See segment 47 for entire history and relocations. This section was abandoned in 1954.

1704. Portland-Greenburg (Greton)

History: 1908 by Oregon Electric

1914-double tracked between Portland & Garden home, realigned by Maplewood by OE with trestle line abandoned by SW Maplewood and replaced with a fill on SW

Multnomah

Abandoned: 1931-Portland (North Bank Depot)-Jefferson St. Station

1942-rights obtained over SP-Greton (Greenburg) and Beburg (Beaverton)

Abandoned: 1942-Garden Home-Greenburg (Greton)

1944-Jefferson St.-Garden Home

Note: I-5 from Jefferson St. to Multnomah Blvd. Exit is part of the OE right-of-way. SW Multnomah Blvd. to Garden Home is the old right-of-way. SW Multnomah was donated to the county, however the I-5 portion was subject to dispute and finally sold to ODOT, even though it had been abandoned for about 10 years.

Former OE: 1st Sub

1705. St. Mary's Jct.-St. Mary's

History: 1984 by BN

Sold: ?-Portland & Western

Note: Also see segment 442.

Former BN: Portland Division, 8th sub

Former BN: Pacific Division, 17th Sub, then 25th Sub

Current P&W: Tillamook District

BNSF TRACK SEGMENTS-1300-1999

1706. Eugene-Loran

Proposed line, never built.

1707. West Woodburn-Woodburn

History: 1909 by Oregon Electric

Abandoned: 1928

Former OE: 6th Sub

1708. Grays-Corvallis

History: 1913 by Oregon Electric

Abandoned: 1934

Former OE: 3rd Sub

1709. Portland-United Jct.

History: 1908-operations on city streets begins
1909-Portland-MP 11,2 by United Railways
1910-United Railways controlled by SP&S

Abandoned: 1915-MP 4.5-MP 9.3 (Original United Jct.); Passenger spur to Stark St. Station (.1 mile)
1932-MP 9.3-MP 11.2 (new United Jct.)

1940-north end of Front Ave. tracks (approximately 1.75 miles) from Stark & Front via Flanders to 12th Avenue

1941-.65 miles from Jefferson St.-Stark Street.

Sold: 1941-Macadam Avenue industrial tracks to SP

Abandoned: 1984-Macadam Avenue industrial tracks by SP

Unknown-remaining tracks from 12th & Burnside-Pettygrove-22nd Avenue-Nicolai- to 23rd-2.75 miles. (circa 1990)

Note: Remnants of this line remain as the 12th St. Yard, 2.875 miles, used for storage and accessed from segment 2119 now.

Former United Railways: Main Line and passenger line.

1710. Verde Vista-Mt. Calvary

History: 1911-by United Railways

Operated by: 1911-1927-Portland Railway Light & Power

Abandoned: 1927-for SP&S bus service which bus service was discontinued in 1933.

Note: This was a 1.2 mile line, built in narrow gauge, to satisfy a Portland Oregon Franchise requirement. Rather than building a "complete" line, they built this 1.2 mile line as an extension of Portland Railway, Light, & Power's Kings Heights (KH) line. The line was operated by PRL&P until 1927, when SP&S replaced it with bus service, and the extension was abandoned. Bus service was discontinued when the franchise expired in 1933. Verde Vista is a street in Portland, Oregon that was the terminus of the Kings Heights line, a city streetcar line, which was replaced by a bus in 1941. Service to this area is partially served by the current Tri-Met #18 Hillside bus. The Kings Heights bus line was eliminated as a separate line in 1973. There was no service between 1986 and 1993 to this area. The Mount Calvary area where United Railways service was originally serviced between 1893-1895 by the Barnes Heights & Cornell Mountain Railway, a narrow gauge steam railroad. Bus service to this area was

BNSF TRACK SEGMENTS-1300-1999

briefly restored between 1975-1979 by Tri-Met.

1711. South Jct.-Metolius

History: 1911 by Oregon Trunk
Abandoned: 1927 for rights over Des Chutes Railway (OWR&N, UP)

Note: Part of the old OT right-of-way is now a hiking trail

Former OT: Main line

1712. Cornelius Pass Shoo-Fly

History: 1910-2 mile shoo-fly over Cornelius Pass built by United railways
Abandoned: 1911-for tunnel route.

1713-1753-unused

1754. Amarillo

Note: This is a misprint on timetables that lasted a few years, see Segment 7154

Former BNSF: New Mexico Division, Hereford Sub

Former BNSF: Amarillo Division, Hereford Sub

1755-1903-unused

1904. Texas Jct.-Tennison

See Segment 7832 for details. This portion of that segment represents KCS's reversing of mileposts.

1905-1999-unused

BNSF TRACK SEGMENTS-2000-6999

2000-unused

2001. Sioux City-Aberdeen Yard

History: 1872-Sioux City-Vermillion by Dakota Southern
1873-Vermillion-Yankton by Dakota Southern
1879-consolidation of Dakota Southern with Sioux City & Pembina Ry to form
Sioux City & Dakota RR
1881-consolidated with MILW
1881-Aberdeen-Ashton by MILW
1882-Mitchell-Letcher by MILW
1882-Yankton-Scotland by MILW
1886-Ashton-Letcher by MILW
1886-Mitchell-Scotland by MILW

Sold: 1980-Mitchell-Aberdeen to the State of South Dakota and operated by BN
Rights Granted: 2005-Elk Point (Easy Wye)-Sioux City to Sioux Valley Regional Railroad Authority
& Dakota & Iowa

Sold: 2005-BNSF (pending litigation)

Former MILW: Sioux City-Mitchell-unknown division
Mitchell-Aberdeen-Hastings & Dakota Division, 9th Sub

Former MILW: Sioux City-East Wye Switch-Iowa, Minnesota & Dakota Divisions, 21st Sub
East Wye Switch-Mitchell-Iowa, Minnesota, & Dakota Divisions, 22nd Sub

Former MILW: Sioux City-Mitchell-unknown division
Mitchell-Aberdeen-Aberdeen Division, 10th Sub

Former MILK: Sioux City-East Wye Switch-Iowa, Minnesota, & Dakota Division, 21st Sub
East Wye Switch-Mitchell-Iowa, Minnesota, & Dakota Division, 22nd Sub
Mitchell-Aberdeen-Aberdeen Division, 10th Sub

Former MILW: Sioux City-East Wye Switch-Dakota Division, 19th Sub
East Wye Switch-Mitchell-Dakota Division, 17th Sub
Mitchell-Aberdeen-Dakota Division, 15th Sub

Former BN: Minnesota Division, 20th Sub, then 25th Sub, then 13th Sub

Former BN: Lakes Division, 23d Sub, then 19th Sub

Former BN: Willmar Division, Aberdeen Sub

Former BNSF: South Dakota Division, Aberdeen Sub

Former BNSF: Dakota Division, Aberdeen Sub

Current BNSF: Sioux City-Aberdeen-Twin Cities Division, Aberdeen Sub

2002. Canton-Chamberlain (Sanborn-Rapid City)

History: 1878-Sanborn-Hull by MILW
1879-Hull-Marion Jct. By MILW
1880-Marion Jct.-Mitchell by MILW
1881-Mitchell-Chamberlain by MILW
1905-Chamberlain-Presho by White River Valley
1906-Presho-Murdo by White River Valley
1907-Murdo-Rapid City by White River Valley
1910-White River Valley purchased by MILW

Sold: 1980-Sheldon-Canton by Dakota & Iowa
1980-Canton-Rapid City by the State of South Dakota

BNSF TRACK SEGMENTS-2000-6999

1980-Chamberlain-Rapid City operated by Dakota Southern
1980-Canton-Chamberlain operated by BN
Abandoned: ?-Sheldon-Chamberlain
Operated by: 1987-Mitchell-Rapid City by Dakota Southern
Operated by: 1987-Canton-Mitchell by BN
Abandoned: 1998-Kadoka-Rapid City
Operated by: 2003-Sanborn-Sheldon-Iowa, Chicago, & Eastern
Sold: 2005-Canton-Mitchell to BNSF (pending litigation)

Former MILW: Canton-Mitchell-Iowa, Minnesota, & Dakota Divisions, 17th Sub
Mitchell-Chamberlain-Iowa, Minnesota, & Dakota Divisions, 19th Sub

Former MILW: Canton-Mitchell-Dakota Division, 20th Sub
Mitchell-Chamberlain-Dakota Division, 22d Sub

Former BN: Minnesota Division, 27th Sub, then 21st Sub, then 14th Sub

Former BN: Canton-Mitchell-Lakes Division, 22d Sub, then 18th Sub

Former BN: Canton-Mitchell-Willmar Division, Mitchell Sub

Former BNSF: Canton-Mitchell-South Dakota Division, Mitchell Sub

Former BNSF: Canton-Mitchell-Dakota Division, Mitchell Sub

Current ICE: Sanborn-Sheldon-Mason City Sub

Current BNSF: Canton-Mitchell-Twin Cities Division, Mitchell Sub

2003. East Wye Switch-South Yard

History: 1878 by MILW

Sold: 1980-entire segment owned by the State of South Dakota

Operated by: 1981-Burlington Northern
1986-Canton-South Yard by BN/BNSF
1986-East Wye Switch-Canton by Dakota & Iowa

Out of Service: 2004-Dakota & Iowa's line from Sioux Falls-Sioux City pending abandonment/rail banking

Former MILW: Iowa, Minnesota, & Dakota Divisions, 21st Sub

Former MILW: Dakota Division, 19th Sub

Former BN: East Wye Switch-Sioux Falls-Minnesota Division, 18th Sub, then 16th Sub

Former BN: Canton-South Yard-Minnesota Division, 15th Sub

Former BN: Canton-South Yard-Lakes Division, 22d Sub, then 17th Sub

Former BN: Canton-South Yard-Willmar Division, Canton Sub

Former BNSF: Canton-South Yard-South Dakota Division, Canton Sub

Former BNSF: Canton-South Yard-Dakota Division, Canton Sub

Current BNSF: Canton-South Yard-Twin Cities Division, Canton Sub

2004. Appleton-Andover

History: 1879-Appleton-Ortonville by Hastings & Dakota Ry
1880-Ortonville-Bristol by MILW

BNSF TRACK SEGMENTS-2000-6999

Acquired: 1881-Bristol-Andover by MILW
1882-Hastings & Dakota Ry consolidated into MILW
1982-Appleton-Ortonville by BNSF

Operations: 1982-Ortonville-Andover by the State of South Dakota
1982-Ortonville-Milbank by SOO & BN/BNSF
1982-Milbank-Andover by BN/BNSF

Former MILW: Appleton-Andover-Hastings & Dakota Division, 2d Sub

Former MILW: Appleton-Andover-Aberdeen Division, 2d Sub

Former MILW: Appleton-Andover-Dakota Division, 1st Sub

Former MILW: Appleton-Andover-Northern Division, 17th Sub

Former SOO: Appleton-State Line-Western District, Ortonville Sub

Former BN: Ortonville-MP 601-660.5-Minnesota Division, "other"
Stateline-Andover-Minnesota Division, 28th Sub, then 22d Sub
Appleton-MILW connection tracks-Minnesota Division, "other"

Former BN: Appleton-Bristol-Minnesota Division, 15th Sub
Appleton Soo Line Connection-Minnesota Division, "other"

Former BN: Appleton-Bristol-Lakes Division, 25th Sub
Appleton Soo Line Connection-Lakes Division, "other" (Appleton-State Line via Soo)

Former BN: Appleton-Andover-Lakes Division, 8th Sub (includes 21.7 miles via SOO, MP 579-
MP 601-State Line)

Former BN: Appleton-Bristol-Willmar Division, Appleton Sub

Former BN: Appleton-Milbank-Willmar Division, Appleton Sub

Former BNSF: Appleton-Groton-South Dakota Division, Appleton Sub

Former BNSF: Appleton-Andover-Dakota Division, Appleton Sub

Current BNSF: Appleton-MP 680.5-Twin Cities Division, Appleton Sub

2005. Andover-Miles City

History: 1881-Andover-Aberdeen by MILW
1883-Aberdeen-Ipswich by MILW
1885-Ipswich-Bowdle by MILW
1900-Bowdle-Glenham by MILW
1906-Glenham-ND/MT state line by MILW of South Dakota
1908-MILW of South Dakota transferred to MILW of Washington
1908-ND/MT state line-Miles City by MILW of Montana
1910-MILW of Montana transferred to Chicago, Milwaukee, & Puget Sound
1911-MILW of Washington transferred to Chicago, Milwaukee, & Puget Sound
1912-Chicago, Milwaukee, & Puget Sound merged into MILW

Sold: 1982-to the State of South Dakota and operated by BNSF

Abandoned: 1980-Miles City-St. Regis
1982-Terry-Miles City

Sold: 2005-BNSF

Former MILW: (partial listing)
Bristol-Aberdeen-Hastings & Dakota Division, 2d Sub
Aberdeen-Mobridge-Hastings & Dakota Division, 3d Sub

Former MILW: Bristol-Aberdeen-Aberdeen Division, 2d Sub

BNSF TRACK SEGMENTS-2000-6999

	Aberdeen-Mobridge-Aberdeen Division, 3d Sub Mobridge-Marmarth-Aberdeen Division, 4th Sub Marmarth-Terry-Aberdeen Division, 5th Sub
Former MILW:	Bristol-Aberdeen-Dakota Division, 1st Sub Aberdeen-Mobridge-Dakota Division, 7th Sub Mobridge-Marmarth-Dakota Division, 10th Sub Marmarth-Terry-Dakota Division, 14th Sub
Former MILW:	Bristol-Aberdeen-Northern Division, 17th Sub Aberdeen-Mobridge-Northern Division, 26th Sub Mobridge-Marmarth-Northern Division, 27th Sub Marmarth-Terry-Northern Division, 28th Sub
Former BN:	Mobridge-Terry-Yellowstone Division, 14th Sub, then 12th Sub Bristol-Mobridge-Minnesota Division, 15th Sub, then 22d Sub
Former BN:	Bristol-Mobridge-Lakes Division, 25th Sub, then 8th Sub Mobridge-Terry-Dakota Division, 8th Sub
Former BN:	Mobridge-Terry-Yellowstone Division, Hettinger Sub Bristol-Mobridge-Willmar Division, Appleton Sub
Former BN:	Aberdeen-Mobridge-Willmar Division, Mobridge Sub Bristol-Aberdeen-Willmar Division, Appleton Sub Mobridge-Terry-Yellowstone Division, Hettinger Sub Appleton-Milbank-Willmar Division, Appleton Sub
Former BNSF:	Aberdeen-Mobridge-South Dakota Division, Mobridge Sub Groton-Aberdeen-South Dakota Division, Appleton Sub Mobridge-Terry-Yellowstone Division, Hettinger Sub
Former BNSF:	Appleton-Aberdeen-Dakota Division, Appleton Sub Aberdeen-Hettinger-Dakota Division, Mobridge Sub Hettinger-Terry-Dakota Division, Hettinger Sub
Current BNSF:	MP 676.5-Aberdeen-Twin Cities Division, Appleton Sub Aberdeen-Hettinger-Twin Cities Division, Mobridge Sub Hettinger-Terry-Montana Division, Hettinger Sub

2006-2009-unused

2010. Huron-Wolsey

History:	1882 by the Dakota Central RY 1900-sold to Winona & St. Peter RR who sold it the same year to Chicago & Northwestern
Sold:	1986-Dakota, Minnesota, & Eastern
Former C&NW:	Dakota Division, Pierre Sub
Former C&NW:	Western Division, Pierre Sub
Former C&NW:	Western Division Oakes Sub
Current:	DM&E, Pierre Sub

2011. Mitchell Yard

History:	1882-established by MILW
Sold:	1980 to the State of South Dakota
Sold:	2005-to BNSF (litigation pending)

BNSF TRACK SEGMENTS-2000-6999

Former MILW: Hastings & Dakota Division, 10th Sub
Former MILW: Iowa, Minnesota, & Dakota Divisions, 17th & 19th Subs
Former MILW: Aberdeen Division, 10th Sub
Former MILW: Dakota Division, 15th, 17th, 20th, & 22d Subs
Former BN: Minnesota Division, Yard
Former BN: Lakes Division, Yard
Former BN: Willmar Division, Aberdeen & Mitchell Subs
Former BNSF: South Dakota Division, Aberdeen & Mitchell Subs
Former BNSF: Dakota Division, Aberdeen & Mitchell Subs

Current BNSF: [Twin Cities Division, Aberdeen & Mitchell Subs](#)

2012. Sioux City East Yard

History: 1872-established by Dakota & Southern
1879-consolidated into MILW

Former MILW: Dakota Division, 19th Sub
Iowa Division, 7th Sub
Former BN: Minnesota Division, Yard
Former BN: Lakes Division, Yard
Former BN: Willmar Division, Aberdeen Sub
Former BNSF: South Dakota Division, Aberdeen Sub
Former BNSF: Dakota Division, Aberdeen Sub

Current BNSF: [Twin Cities Division, Aberdeen Sub](#)

2013. Aberdeen Yard

History: 1881-established by MILW
Former MILW: Hastings & Dakota Division, 2d, 3d, 9th, & 10th Subs
Former MILW: Aberdeen Division, 2d, 3d, 10th, & 11th Subs
Former MILW: Dakota Division, 1st, 6th, 7th, & 15th Subs
Former MILW: Northern Division, 17th & 26th Subs
Former BN: Minnesota Division, Yard
Former BN: Lakes Division, Yard
Former BN: Willmar Division, Aberdeen & Mobridge Subs
Former BNSF: South Dakota Division, Aberdeen, Mobridge, Appleton, & Geneseo Subs
Former BNSF: Dakota Division, Aberdeen & Appleton Subs

Current BNSF: [Twin Cities Division, Aberdeen, Appleton, & Mobridge Subs](#)

BNSF TRACK SEGMENTS-2000-6999

2014. Ortonville Pit

History: 1879 by Hastings & Dakota Ry
1880-Hastings & Dakota Ry consolidated into MILW
Acquired: 1982-Appleton-Ortonville by BNSF

Former MILW: Hastings & Dakota Division, 2d Sub
Former MILW: Aberdeen Division, 2d Sub
Former MILW: Dakota Division, 1st Sub
Former MILW: Northern Division, 17th Sub
Former SOO: Western District, Ortonville Sub
Former BN: Ortonville-Minnesota Division, "other"
Former BN: Minnesota Division, 15th Sub
Former BN: Appleton-Bristol-Lakes Division, 25th Sub then 8th Sub
Former BN: Willmar Division, Appleton Sub
Former BNSF: South Dakota Division, Appleton Sub
Former BNSF: Dakota Division, Appleton Sub
Current BNSF: Twin Cities Division, Appleton Sub

2015-2020-unused

2021. Beresford Jct.-Beresford

History: 1883 by Dakota Central Ry.
1900-sold to Winona & St. Paul
1900-Winona & St. Paul sold to CNW
Sold: 1980-acquired by the State of South Dakota
Operated by: 1982-BN
Operated by: 1986-D&I

NOTE: Unsure of the status of this line, since the junction on segment 2003 is out of service.

Former CNW: Central Division, Harwarden Sub
Former BN: Minnesota Division, 19th Sub then 26th Sub

2022-unused

2023-Spring Creek Jct.-Great Falls

History: 1904 by Montana RR
1907-leased to Chicago, Milwaukee, & St. Paul of Montana for 99 years
1910-sold to Chicago, Milwaukee, & Puget Sound
1912-merged into MILW
Abandoned: 1980-Sipple-Great Falls
Sold: 1980-Spring Creek Jct.-Sipple-segment 368 for further details

BNSF TRACK SEGMENTS-2000-6999

Note: For rest of this line, see segment 368, some of this line was operated by BN under Segment 368.

Former MILW: Falls Yard-Lewistown-Rocky Mountain Division, 7th Sub
Lewistown-Spring Creek Jct.-Rocky Mountain Division, 11th Sub

Former MILW: Falls Yard-Lewistown Yard-Montana Division, 10th Sub
Lewistown-Spring Creek Jct.-Montana Division, 13th Sub

2024. Moore-Judith Gap

For history, see segments 368 and 2023 above. This is part of the same lines from Spring Creek Jct.-Great Falls. Mostly reversing of mileposts from MILW to BN. A bit confusing sometimes, especially to me.

2025-2100-unused

2101. St. Paul General Office Building

History: Former Corporate Office Buildings of GN & NP

Note: No Track

Former NP: St. Paul Division

Former GN: Willmar Division

Former BN: Twin Cities Area

Current BNSF: Twin Cities Division

2102-unused

2103. Overland Park

Training Facilities-Johnson County Community College for BN employees; also repeated in segment 2128

2104. St. Louis Legal Office

Note: No Track

Current BNSF: Springfield Division

2105. Ft. Worth Offices

Note: No Track

Former FW&D: Amarillo & Wichita Falls Divisions

Former FW&D: Wichita Falls & Joint Texas Divisions

Former BN: Ft. Worth Division

Current BNSF: Texas Division

2106. Kentucky TOFC Facility

History: 1915-railhead established by Paducah & Illinois RR

BNSF TRACK SEGMENTS-2000-6999

1917-CB&Q & Nashville, Chattanooga, & St. Louis acquired ½ interest in line.
1923-Illinois Central acquired 1/3rd interest in the line.
1957-Nashville, Chattanooga, & St. Louis merged into Louisville & Nashville
1972-Illinois Central & Gulf, Mobile, & Ohio merger to form Illinois Central Gulf
1985-Louisville & Nashville part of Seaboard System
1986-Seaboard System part of CSX
1986-Paducah & Illinois renamed Paducah & Louisville
1988-Illinois Central Gulf renamed Illinois Central
1998-Illinois Central purchased by Canadian National

Former C&BQ: Hannibal Division-Herrin Jct. & Paducah Sub (governed by P&I RR)
Former CB&Q: Hannibal Division, Concord & CB&Q Jct. Sub (governed by P&I RR)
Former C&BQ: Hannibal Division, 26th Sub (governed by P& I RR)
Former BN: Hannibal Division 27th Sub
Former BN: Galesburg Division, “other”
Former BN: Galesburg Division, Beardstown Sub
Former BNSF: Illinois Division, Beardstown Sub
Former BNSF: Chicago Division, Beardstown Sub
Current BNSF: [Springfield Division, Beardstown Sub](#)

2107. Denver Regional Offices

Note: [No Track](#)

Former C&S: Denver Terminal Division
Former CB&Q: McCook Division
Former C&S: Colorado Division
Former CB&Q: Alliance Division
Former BN: Denver Region
Former BNSF: Colorado Division

Current BNSF: [Powder River Division](#)

2108. Boylston

History: 1888 by St. Paul, Minneapolis & Manitoba
Former GN: Mesabi Division, 1st Sub
Former BN: Lakes Division, 7th Sub, then 2d Sub
Former BN: Lake Superior Division, Hinckley Sub
Former BNSF: Minnesota Division, Hinckley Sub

Current BNSF: [Boylston MP 11.8-19.4-Twin Cities Division, Hinckley Sub](#)

2109-unused

BNSF TRACK SEGMENTS-2000-6999

2110. Denver Division Office

Note: No Track

See segment 2107 for details.

2111. Fort Worth Division Offices

Note: No Track

See segment 2105 for details

2112. Fargo General Office

Note: No Track

Former GN: Dakota Division

Former NP & Original BN: Fargo Division*

Former BN: Dakota Division

Former BN: Dakota & Fargo Divisions

Former BNSF: North Dakota Division

Former BNSF: Minnesota Division

Current BNSF: Twin Cities Division

2113. Arden Hills Office

Note: No Track

Current BNSF: Twin Cities Division

2114. WFE Headquarters

Note: No Track

Current BNSF: Kansas Division

2115. Customer Service Building

Note: No Track

Note: This is a building I Lincoln NE.

Current BNSF: Nebraska Division

2116. ISSD Recovery Facility

Note: No Track

Note: This is in Atlanta GA and I have no idea what this facility is.

BNSF TRACK SEGMENTS-2000-6999

Current BNSF: Kansas Division

2117. Marketing Building

Note: No Track

Note: This building is in NY

Current BNSF: Chicago Division

2118. Lincoln Depot

Note: This is a lease on office space segment.

Former C&BQ & Original BN: Lincoln Division*

Former BN & Current BNSF: Nebraska Division

2119. Guilds Lake Yard-Union Station; Guilds Lake Yard

History: 1882 formed by the Northern Pacific, Oregon-Washington Railway & Navigation (UP) and the Oregon & California RR (SP). Union Station built in 1896. Union Station is now the oldest train station on the west coast and is registered as a National Historic Monument. It is owned by the Portland Development Commission (Portland, OR).

Former Northern Pacific Terminal Company of Portland owned by NP, UP, & SP, and later called Northern Pacific Terminal Company of Oregon, then Portland Terminal Railroad. BN owns 40% of this Portland Terminal Company.

Former BN: Guilds Lake-Union Station-Pacific Division, Yard

Former BN: Guilds Lake Yard (from segment 2120)-Portland Division, Fallbridge Sub

Former BNSF: Guilds Lake Yard-Oregon Division, Fallbridge Sub

Current BNSF: Guilds Lake Yard-Northwest Division, Fallbridge Sub

2120. Portland Depot; Guilds Lake

See 2119 for notes.

Former BN: Guilds Lake, Pacific Division, Yard

Combined with segment 2119.

Current BNSF: Northwest Division, Fallbridge Sub

2121-2123-unused

2124. BNI Leasing Roadway Machinery

Note: No Track

Current BNSF: Texas Division

BNSF TRACK SEGMENTS-2000-6999

2125. Houston BNI Leasing

Note: No Track

Current BNSF: Gulf Division

2126. Denver BNI Leasing

Note: No Track

Current BNSF: Powder River Division

2127. Washington DC Marketing Facility

Note: No Track

Current BNSF: Chicago Division

2128. JCCC Technical Center

Note: No Track

Note: Once listed as segment 2103. Johnson County Community College

Former BN: Springfield Division

Former BN: Kansas City Division

Former BNSF: Kansas Division

Former BNSF: Kansas City Division

Former BNSF: Springfield Division

Current BNSF: Kansas Division

2129. Fort Worth Corporate Headquarters

Note: No Track

Former BN: Ft. Worth Division

Current BNSF: Texas Division

2130. Marketing Building Texas

Note: No Track; Also note that Master List says this is Calgary, Active List-Texas

Current BNSF: Texas Division

2131. Protexa Galveston

No track, proposed line

2132. Protexa-Coatzac

BNSF TRACK SEGMENTS-2000-6999

No track, proposed line

2133. Camas Prairie Accounting

Note: No Track

Former CSP:

Former Camas Prairie Rail Net

Former WATCO: Great Northwest RR

Current: BG & CM RR

2134. IS Developed Software

Note: No Track

Current BNSF: Twin Cities Division

2135. IS Purchased Software

Note: No Track

Current BNSF: Twin Cities Division

2136. Columbus Ohio TOFC

Current BNSF: Chicago Division

2137. BNSI Office Texas

Note: No Track

Current BNSF: Texas Division

2138. Portland BNI Leasing

Note: No Track

Current BNSF: Northwest Division

2139. Seattle BNI Leasing

Note: No Track

Current BNSF: Northwest Division

2140. St. Paul BNI Leasing

Note: No Track

Current BNSF: Twin Cities Division

BNSF TRACK SEGMENTS-2000-6999

2141-2199-unused

2200. Detroit Auto Facility

Note: No track

Current BNSF: Chicago Division

2201-2207-unused

2208. Boylston-MP 11.8-MP 19.4-SOO/CNW Crossing

History: 1888 by St. Paul, Minneapolis & Manitoba

Note: Duplicate of 2108, not on master list, so it was probably a misprint on timetables.

Former BN: Lakes Division, 3d Sub

Current BNSF: Twin Cities Division, Hinckley Sub

2209-2499-unused

2500. Test Line Segment

No track-used for computer programming only.

2501-2899-unused

2900. Saginaw Connection

History: 1998 by BNSF

Current BNSF: Saginaw Connection-MP 9.8-11.1-Texas Division, Wichita Falls Sub (first appeared 1/02)

2901. Olathe Connection

History: 1998 by BNSF

Former BNSF: Kansas Division, Emporia & Ft. Scott Sub

Current BNSF: Springfield Division, Ft. Scott Sub

2902. Dobbin Connection

History: 1998 by BNSF

Current BNSF: Gulf Division, connects segments 7502 & 492, Conroe & Houston Subs

2903. Cajon Sub Connection

History: Proposed

BNSF TRACK SEGMENTS-2000-6999

2904. Mojave Sub Connection

History: Proposed

2904-2999-unused

3000. Napier-Lincoln

History: 1869-1870-Rulo-Falls City (MP 17) by Burlington & Southwestern
1869-Rulo-Falls City by Burlington & Southwestern
1871-Lincoln-Lancaster by Atchison & Nebraska
1871-MP 17-Table Rock
1871-72-Falls City-Table Rock by Atchison & Nebraska RR
1871-2-Lancaster-Tecumesh by Atchison & Nebraska
1872-Tecumesh-Table Rock by Atchison & Nebraska
1872-Falls City-Lincoln by Atchison & Nebraska
1876-leased to Burlington & Missouri River (Nebraska)
1880-Atchison & Nebraska deeded to CB&Q
1880-Burlington & Southwestern name changed to Kansas City, St. Joseph, & Burlington
1881-Burlington & Southwestern name changed to Council Bluffs & Kansas City
1882-83-Napier-Rulo Bridge and relocated in 1887
1886-87-Rulo Bridge constructed
1887-Rulo-Napier by Atchison & Nebraska
1889-relocated MP 10-MP 13
1893-relocated MP 23.57-MP 30.38
1898-relocated MP 38.2-MP 39.5
1898-relocated MP 25-MP 37.5
1899-relocated Humboldt-MP 43.7
1899-relocated MP 31.57-34.24
1900-CB&Q purchases Council Bluffs & Kansas City
1904-Relocated MP 89.1-MP 90
1907-relocated MP 39.5-Humboldt
1913-relocated MP 19.52-MP 19.72 in Falls City
1977-new Rulo Bridge opens

NOTE: Former segment 20 on timetables

Former CB&Q: Wymore Division, Napier & Lincoln Sub

Former CB&Q: Lincoln Division, Napier & Lincoln Sub

Former CB&Q & BN: Napier-Omaha-Lincoln Division, 1st Sub
Omaha-Lincoln-Lincoln Division, 2d Sub

Current BNSF: [Nebraska Division, St Joseph Sub](#)

3001. Lincoln Connection

History:

Note: This is a 1 mile connecting track that appears to be between BNSF and UP

Current BNSF: [Nebraska Division, Hastings Sub](#)

BNSF TRACK SEGMENTS-2000-6999

Current UP: Council Bluffs Area, Lincoln Sub (line 0216)

3002-3049-unused

3050. Chicago (Cicero) WFE

History: 1926-Burlington Refrigeration Express established
1970-merged into Western Fruit Express

Former CB&Q: Chicago & Aurora Divisions, Chicago to Aurora/Aurora to Chicago Subs

Former CB&Q & BN: Chicago Division, 1st Sub*

Former BN: Lakes Division, 1st Sub

Former BN: Galesburg Division, 1st Sub

Former BN & Current BNSF: Chicago Division, Chicago Sub

3051. Dilworth WFE

History: 1923-WFE was established by GN

Note: Former NP refrigerator cars consolidated into BN under the WFE banner

Former NP: Fargo Division, 1st Sub

Original BN: Fargo Division, 2d Sub*

Former BN: Dakota Division, Yard

Former BN: Fargo Division, K O Sub

Former BNSF: North Dakota Division, K O Sub

Former BNSF: Minnesota Division, K O Sub

Current BNSF: Twin Cities Division, K O Sub

3052. Kansas City WFE

History: 1926-Burlington Refrigerator Express established
1970-consolidated into BN under the WFE banner

Former CB&Q: St. Joseph Division, Kansas City & St. Joseph Sub

Former CB&Q: Ottumwa Division, Kansas City & Pacific Junction Sub

Former CB&Q: Hannibal Division, 14th Sub

Former BN: Ottumwa Division, 14th Sub, then 3rd Sub

Former BN: Springfield Division, 11th Sub

Former BN: Nebraska Division, 1st Sub

Former BN: Lincoln Division, St Joseph Sub

Former BNSF: Nebraska Division, St Joseph Sub

Former BNSF: Kansas City Division, St Joseph Sub

BNSF TRACK SEGMENTS-2000-6999

Current BNSF: [Nebraska Division, St Joseph Sub](#)

3053. Lincoln WFE

History: 1926-Burlington Refrigerator Express established
1970-consolidated under BN under the WFE banner

Former CB&Q: Lincoln Division, Lincoln to Gaines/Gaines to Lincoln Sub, Lincoln & Ravenna Sub, & Lincoln & Columbus Sub

Former CB&Q & BN: Lincoln Division, 2d, 4th, 7th, & 18th Subs

Former BN: Lincoln-Nebraska Division, Yard

Former BN: Lincoln-Lincoln Division, Ravenna & Creston Subs

Former BNSF: Lincoln-Nebraska Division, Creston & Ravenna Subs

Former BNSF: Lincoln Terminal-Nebraska Division, Ravenna Sub

Current BNSF: [Lincoln Terminal-Nebraska Division, Creston & Ravenna Subs](#)

3054. Memphis WFE

History: 1980 by BN or later, Frisco was not part of the WFE system

Original BN: Memphis Division*

Former BN: Springfield Division

Former BN: Springfield Division, Thayer Sub

Former BNSF: Southeastern Division, Thayer & Birmingham Subs

Former BNSF: Memphis Division, Thayer South & Birmingham Subs

Current BNSF: [Springfield Division, Thayer South & Birmingham Subs](#)

3055. Pacific Jct. WFE

History: 1926-Burlington Refrigerator Express established by CB&Q
1970-consolidated into BN under the WFE banner

Former CB&Q: Ottumwa & Creston Divisions, Creston to Omaha/Omaha to Creston Subs

Former CB&Q: Ottumwa Division, Ottumwa to UP Transfer/UP Transfer to Ottumwa Subs and Kansas City & Pacific Junction Sub

Former CB&Q & BN: Ottumwa Division, 13th Sub

Former BN: Nebraska Division

Former BN: Lincoln Division, Creston Sub

Current BNSF: [Nebraska Division, Creston Sub](#)

3056. Birmingham WFE

History: 1980 by BN or later, Frisco was not part of the WFE system

BNSF TRACK SEGMENTS-2000-6999

Original BN: Memphis Division*
Former BN: Springfield Division
Former BN: Memphis Division, Birmingham Sub
Former BNSF: Southeastern Division, Birmingham Sub
:
Former BNSF: Memphis Division, Birmingham Sub

Current BNSF: [Springfield Division, Birmingham Sub](#)

3057. Havre WFE

History: 1923-Western Fruit Express established by GN and Western Fruit Growers

Former GN: Butte Division, 1st & 2d Subs

Former GN & BN: Montana Division, 1st & 2d Subs*

Former BN: Montana Division

Former BN & **Current BNSF:** [Montana Division, Milk River Sub](#)

3058-4399-unused

4500. Effingham-Fulton

History: 1851-Effingham-Centralia by Illinois Central
1856-Centralia-Fulton completed by IC
1972-IC merged with Gulf, Mobile, & Ohio to form Illinois Central Gulf
1988-ICG changed back to Illinois Central
1998-IC purchased by Canadian National

Note: The history on this line is not certain at this time.

Former ICG: (partial)-Branch Jct.-Cairo)-St.Louis-Missouri Division, Centralia District

Former ICG: Effingham-Centralia-Midwest Division, Champaign District
Centralia-Cairo-Midwest Division, Centralia District

Current IC/CN: [Effingham-Centralia-Champaign District](#)
[Centralia-Cairo-Centralia District](#)
[Cairo-Cairo Jct.-Cairo District](#)
[Cairo Jct.-Fulton-Fulton District](#)

4501-4502-unused

4503. Chiles Jct.-Fulton

History: 1856 by Mississippi Central RY
1874-consolidated with New Orleans, St. Louis, & Chicago
1877-changed to Chicago, St. Louis, & New Orleans
1882-leased to Illinois Central
1972-IC merged with Gulf, Mobile, & Ohio to form Illinois Central Gulf
1988-ICG changed back to Illinois Central
1998-IC purchased by Canadian National

BNSF TRACK SEGMENTS-2000-6999

Note: I am unsure if the history on this segment is correct.

Former ICG: Midwest Division, Bluford District

Current IC/CN: Chiles Jct.-North Siding, Bluford District
North Siding-Fulton, Fulton District (some duplication of segment 4500)

4504. Fulton-Memphis

History: 1856 by Mississippi Central & Tennessee
1859 MC&T part of Mississippi Central RY
1874-consolidated with New Orleans, St. Louis, & Chicago
1877-changed to Chicago, St. Louis, & New Orleans
1882-leased to Illinois Central
1972-IC merged with Gulf, Mobile, & Ohio to form Illinois Central Gulf
1988-ICG changed back to Illinois Central
1998-IC purchased by Canadian National

Note: I am unsure if the history on this segment is correct.

Current IC/CN: Fulton-Woodstock, Fulton District
Woodstock-Memphis-Memphis District

4505-4535-unused

4536. Bridgeport-Plaines

History: 1854 by Illinois Central
1972-IC merged with Gulf, Mobile, & Ohio to form Illinois Central Gulf
1988-ICG changed back to Illinois Central
1998-IC purchased by Canadian National

Former ICG: Bridgeport-Chicago-Joliet-Chicago Division
Joliet-Plaines-St Louis-Missouri Division, Pequot Sub

Current IC/CN: Joliet District

4537-4614-unused

4615. 49th Street-Corwith

See segment 4536 for details, these stations are within that segment. If this is a connecting line from Bridgeport from the Chicago District of IC/CN, it isn't indicated on this timetable.

4616-6999-unused

BNSF TRACK SEGMENTS-7000-7099

Note: All ATSF system dates are the dates the line were opened for business.

7000. Corwith (Chicago)-Kansas City

History: 1873-Streator-Ancona by Chicago, Pekin, & Southwestern
1876-Mazon-Ancona by Chicago, Pekin, & Southwestern
1884-Chicago, Pekin, & Southwestern changed to Chicago, St. Louis, & Western
1884-Chicago-Mazon by Chicago, St. Louis, & Western
1885-Big Blue Jct-Kansas City by Kansas City Belt Line (owned by several RR's)
1886-Chicago, St. Louis, & Western changed to Chicago, Santa Fe, & California RR
1886-all controlled by Chicago, Santa Fe, & California RR
1887-Ancona-Mississippi River by Chicago, Santa Fe, & California RR
1887-Mississippi Bridge by Mississippi River RR & Toll Bridge (leased by ATSF in 1887)
1887-Mississippi River-Sibley by Chicago, Santa Fe, & California of Iowa (leased by ATSF in 1887)
1888-Sibley-Big Blue Jct.-Chicago, Santa Fe, & California of Iowa (leased in 1888 by ATSF)
1888-Chicago, Santa Fe, & California RR merged into Santa Fe
1888-Ashland Ave-Crawford Ave by ATSF of Chicago (merged 1902)
1889-all leased to ATSF unless noted otherwise
1891-Stewart Ave-Ashland Ave by ATSF of Chicago (merged 1902)
1900-all merged into ATSF unless noted otherwise
1980's? -Track relocation-Argonne-Lemont (see segment 7059)
2000-Congo-Kansas City by Kansas City Terminal Railway
2003-Trackage rights granted over EJ&E, 19 miles from MP 1.6-20.6, Joliet-Eola
See segment 8595

Former ATSF: (partial of older division)
Shopton-Marceline-Missouri Division, 1st District
Marceline-Kansas City-Missouri Division, 2d District

Former ATSF: Chicago-Chillicothe-Illinois Division, 1st District
Chillicothe-Shopton-Illinois Division, 2d District
Shopton-Marceline-Illinois Division, 3d District
Marceline-Kansas City-Illinois Division, 4th District

Former ATSF: Chicago-Nerska-Chicago Terminal Division
Nerska-Chillicothe-Illinois Division, 1st District
Chillicothe-Ft. Madison-Illinois Division, 2d District
Ft. Madison-Marceline-Illinois Division, 3d District
Marceline-Sheffield-Illinois Division, 4th District
Sheffield-Kansas City-Kansas City Division

Former ATSF: Chicago-Chillicothe-Illinois & Chicago Terminal Division, 1st Sub
Chillicothe-Ft. Madison-Illinois & Chicago Terminal Division, 2nd Sub
Ft. Madison-Marceline-Illinois & Chicago Terminal Division, 3rd Sub
Marceline-Argentine Yard-Illinois & Chicago Terminal Division, 4th Sub

Former ATSF: Chicago-Chillicothe-Illinois Division, Joliet Sub
Chillicothe-Ft. Madison-Illinois Division, Galesburg Sub
Ft. Madison-Marceline-Illinois Division, La Plata Sub
Marceline-Kansas City-Illinois Division, Sibley Sub

Former ATSF: Chicago-Ft Madison-Illinois Division, Chillicothe Sub
Ft Madison-Kansas City-Illinois Division, Marceline Sub

Former ATSF: Chicago-Ft Madison-Eastern Region, Chillicothe Sub
Ft Madison-Kansas City-Eastern Region, Marceline Sub

Former ATSF: Chicago-Mississippi River Bridge-Illinois Division, Chillicothe Sub

BNSF TRACK SEGMENTS-7000-7099

Mississippi River Bridge-East Fort Madison-Eastern Division, Chillicothe Sub
East Fort Madison-MP 445.9-Eastern Division, Marceline Sub
MP 445.0-Kansas City-Kansas City Terminal Division, Marceline Sub

Former ATSF: Chicago-MP 34-Illinois Division, Chillicothe Sub
MP 34-Ft. Madison-Eastern Division, Chillicothe Sub
Ft. Madison-MP 445.9-Eastern Division, Marceline Sub
MP 445.9-Kansas City-Kansas City Terminal Division, Marceline Sub

Note: ATSF includes 1.6 miles via Amtrak-Chicago-21st St, 1.8 miles jointly with ICG, 21st St-Ash St, unknown miles between Joliet Union Station & South Joliet via SP, and unknown miles between South Joliet-Plaines via IC.

Former BNSF: Chicago-Ft. Madison-Chicago & Illinois Divisions, Chillicothe Sub
Ft. Madison-Kansas City-Illinois Division, Marceline Sub

Former BNSF: Corwith-MP59.0-Chicago Division, Corwith Sub
MP59.0-Ft Madison-Illinois Division, Chillicothe Sub
Ft Madison-Kansas City-Illinois Division, Marceline Sub

Former BNSF: Corwith-MP59.0-Chicago Division, Corwith Sub
MP59.0-Ft Madison-Illinois Division, Chillicothe Sub
Ft Madison-Congo-Illinois Division, Marceline Sub

Current BNSF: [Corwith \(Chicago\)-Ft Madison-Chicago Division, Chillicothe Sub](#)
[Ft Madison-Congo-Chicago Division, Marceline Sub](#)

Current KCT: [Congo-Kansas City](#)

7001-7049-unused

7050. Nerska

History: 1884 by Chicago, St. Louis, & Western
1886-controlled by Chicago, California, & Santa Fe
1888-C, C, & SF merged into ATSF

Former ATSF: Illinois Division-1st District

Former ATSF: Illinois Division, 1st District
Kansas City Division

Former ATSF: Illinois & Chicago Terminal Divisions, 1st Sub

Former ATSF: Illinois Division, Joliet Sub

Former ATSF: Illinois Division, Chillicothe Sub

Former ATSF: Eastern Region, Chillicothe Sub

Former ATSF: Illinois Division, Chillicothe Sub

Former BNSF: Chicago & Illinois Divisions, Chillicothe Sub

Former BNSF: Chicago Division, Corwith Sub

Current BNSF: [Chicago Division, Chillicothe Sub](#)

7051. Corwith

History: 1884 by Chicago, St. Louis, & Western
1886-controlled by Chicago, California, & Santa Fe

BNSF TRACK SEGMENTS-7000-7099

1888-C, C, & SF merged into ATSF

Former ATSF: Illinois Division-1st District
Former ATSF: Chicago Terminal Division
Former ATSF: Illinois & Chicago Terminal Divisions, 1st Sub
Former ATSF: Illinois Division, Joliet Sub
Former ATSF: Illinois Division, Chillicothe Sub
Former ATSF: Eastern Region, Chillicothe Sub
Former ATSF: Illinois Division, Chillicothe Sub
Former BNSF: Chicago Division, Chillicothe Sub
Former BNSF: Chicago Division, Corwith Sub

Current BNSF: [Chicago Division, Chillicothe Sub](#)

7052. Willow Springs

History: 1884 by Chicago, St. Louis, & Western
1886-controlled by Chicago, California, & Santa Fe
1888-C, C, & SF merged into ATSF

Former ATSF: Illinois Division-1st District
Former ATSF: Illinois & Chicago Terminal Divisions, 1st Sub
Former ATSF: Illinois Division, Joliet Sub
Former ATSF: Illinois Division, Chillicothe Sub
Former ATSF: Eastern Region, Chillicothe Sub
Former ATSF: Illinois Division, Chillicothe Sub
Former BNSF: Chicago & Illinois Divisions, Chillicothe Sub
Former BNSF: Chicago Division, Corwith Sub

Current BNSF: [Chicago Division, Chillicothe Sub](#)

7053. Joliet

History: 1884 by Chicago, St. Louis, & Western
1886-controlled by Chicago, California, & Santa Fe
1888-C, C, & SF merged into ATSF

Former ATSF: Illinois Division-1st District
Former ATSF: Illinois & Chicago Terminal Divisions, 1st Sub
Former ATSF: Illinois Division, Joliet Sub
Former ATSF: Illinois Division, Chillicothe Sub
Former ATSF: Eastern Region, Chillicothe Sub
Former ATSF: Illinois Division, Chillicothe Sub

BNSF TRACK SEGMENTS-7000-7099

Former ATSF: Eastern Division, Chillicothe Sub
Former BNSF: Chicago & Illinois Divisions, Chillicothe Sub
Former BNSF: Chicago Division, Corwith Sub
Current BNSF: [Chicago Division, Chillicothe Sub](#)

7054. Ft. Madison

History: 1887-railhead established by Chicago, California, & Santa Fe (Iowa)
1888-C, C, & SF (Iowa) leased into ATSF
1889-merged into ATSF

Former ATSF: Illinois Division, 2d District
Former ATSF: Illinois Division, 2d & 3d Districts
Former ATSF: Illinois & Chicago Terminal Divisions, 2nd & 3rd Subs
Former ATSF: Illinois Division, Galesburg and La Plata Subs
Former ATSF: Illinois Division, Chillicothe Sub
Former ATSF: Eastern Region, Chillicothe Sub
Former ATSF: Eastern Division, Marceline Sub
Former ATSF: Eastern Division, Chillicothe & Marceline Subs
Former BNSF: Chicago & Illinois Divisions, Chillicothe Sub
Illinois Division, Marceline Sub
Former BNSF: Illinois Division, Chillicothe & Marceline Subs
Current BNSF: [Chicago Division, Chillicothe & Marceline Subs](#)

7055. Chicago Industrial

History:

Note: Master list shows this as a yard segment, but Active List does not.

7056. Streator

History: 1873-railhead established by Chicago, Pekin, & Southwestern
1884-Chicago, Pekin, & Southwestern changed to Chicago, St. Louis, & Western
1886-Chicago, St. Louis, & Western changed to Chicago, Santa Fe, & California RR
1888-Chicago, Santa Fe, & California RR merged into Santa Fe

Former ATSF: Illinois Division, 1st District
Former ATSF: Illinois & Chicago Terminal Division, 1st Sub
Former ATSF: Illinois Division, Joliet Sub
Former ATSF: Illinois Division, Chillicothe Sub
Former ATSF: Eastern Region, Chillicothe Sub
Former ATSF: Illinois Division, Chillicothe Sub

BNSF TRACK SEGMENTS-7000-7099

Former ATSF: Eastern Division, Chillicothe Sub

Former BNSF: Illinois Divisions, Chillicothe Sub

Current BNSF: [Chicago Division, Chillicothe Sub](#)

7057-unused

7058. Galesburg

History: 1887-railhead established by Chicago, Santa Fe, & California RR
1888-Chicago, Santa Fe, & California RR merged into Santa Fe

Note: This is not on the current Active List

Former ATSF: Missouri Division, 1st District

Former ATSF: Illinois Division, 2d District

Former ATSF: Illinois & Chicago Terminal Division, 2nd Sub

Former ATSF: Illinois Division, Galesburg Sub

Former ATSF: Illinois Division, Chillicothe Sub

Former ATSF: Eastern Region, Chillicothe Sub

Former ATSF: Illinois Division, Chillicothe Sub

Former ATSF: Eastern Division, Chillicothe Sub

Former BNSF: Illinois Divisions, Chillicothe Sub

Current BNSF: [Chicago Division, Chillicothe Sub](#)

7059. Lemont Yard-Argonne Lead

History: 1884 by Chicago, St. Louis, & Western
1886-Chicago, St. Louis, & Western changed to Chicago, Santa Fe, & California RR
1888-Chicago, Santa Fe, & California RR merged into Santa Fe

Former ATSF: Illinois Division, 1st District

Former ATSF: Illinois & Chicago Terminal Division, 1st Sub

Former ATSF: Illinois Division, Joliet Sub

Former ATSF: Illinois Division, Chillicothe Sub

Former ATSF: Eastern Region, Chillicothe Sub

Former ATSF: Illinois Division, Chillicothe Sub

Former ATSF: Eastern Division, Chillicothe Sub

Former BNSF: Illinois Divisions, Chillicothe Sub

Current BNSF: [Chicago Division, Chillicothe Sub](#)

7060. Lorenzo Yard-51 Track

BNSF TRACK SEGMENTS-7000-7099

History: unknown (between 1964-1984) by ATSF

Former ATSF: Illinois & Chicago Terminal Division, 1st Sub

Former ATSF: Illinois Division, Joliet Sub

Former ATSF: Illinois Division, Chillicothe Sub

Former ATSF: Eastern Region, Chillicothe Sub

Former ATSF: Illinois Division, Chillicothe Sub

Former ATSF: Eastern Division, Chillicothe Sub

Former BNSF: Chicago & Illinois Divisions, Chillicothe Sub

Former BNSF: Chicago Division, Corwith Sub

Former BNSF: Corwith-MP59.0-Chicago Division, Corwith Sub

Current BNSF: [Chicago Division, Chillicothe Sub](#)

7061. Cook

History: 1910-railhead established by CB&Q

Note: There is a conflict in this segment. Track Charts show this as written, the master list shows it McCook, IL on ex-ATSF tracks, and it has an ATSF Segment Number. It has not be resolved at this time.

Current BNSF: [Springfield Division, Beardstown Sub \(first appeared 2004\)](#)

7062. Marceline

History: 1887 railhead established by Chicago, Santa Fe, & California RR
1886-Chicago, St. Louis, & Western changed to Chicago, Santa Fe, & California RR
1888-Chicago, Santa Fe, & California RR merged into Santa Fe

Former ATSF: Missouri Division, 1st & 2nd Districts

Former ATSF: Illinois Division, 3rd & 4th Districts

Former ATSF: Illinois & Chicago Terminal Division, 3rd & 4th Subs

Former ATSF: Illinois Division, La Plata & Sibley Subs

Former ATSF: Illinois Division, Marceline Sub

Former ATSF: Eastern Region, Marceline Sub

Former ATSF: Eastern Division, Marceline Sub

Former BNSF: Illinois Division, Marceline Sub

Current BNSF: [Chicago Division, Marceline Sub](#)

7063. Corwith Hump

History:

Former ATSF: Illinois Division-1st District

BNSF TRACK SEGMENTS-7000-7099

Former ATSF: Chicago Terminal Division
Former ATSF: Illinois & Chicago Terminal Divisions, 1st Sub
Former ATSF: Illinois Division, Joliet Sub
Former ATSF: Illinois Division, Chillicothe Sub
Former ATSF: Eastern Region, Chillicothe Sub
Former ATSF: Illinois Division, Chillicothe Sub

7064. Chicago

History: 1884-railhead established by Chicago, St. Louis, & Western
1886-Chicago, St. Louis, & Western changed to Chicago, Santa Fe, & California RR
1888-Chicago, Santa Fe, & California RR merged into Santa Fe

Former ATSF: Illinois Division, 1st District
Former ATSF: Chicago Terminal Division
Former ATSF: Illinois & Chicago Terminal Division, 1st Sub
Former ATSF: Illinois Division, Joliet Sub
Former ATSF: Illinois Division, Chillicothe Sub
Former ATSF: Eastern Region, Chillicothe Sub
Former ATSF: Illinois Division, Chillicothe Sub
Former BNSF: Chicago Division, Chillicothe Sub

7065. Chillicothe

History: 1887-Ancona-Mississippi River by Chicago, Santa Fe, & California RR
1888-Chicago, Santa Fe, & California RR merged into Santa Fe

Former ATSF: Illinois Division, 1st & 2nd Districts
Former ATSF: Illinois & Chicago Terminal Division, 1st & 2nd Subs
Former ATSF: Illinois Division, Joliet Sub
Former ATSF: Illinois Division, Chillicothe Sub
Former ATSF: Eastern Region, Chillicothe Sub
Former ATSF: Illinois Division, Chillicothe Sub
Former ATSF: Eastern Division, Chillicothe Sub
Former BNSF: Chicago & Illinois Divisions, Chillicothe Sub
Former BNSF: Illinois Division, Chillicothe Sub

Current BNSF: [Chicago Division, Chillicothe Sub](#)

7066-7099-unused

BNSF TRACK SEGMENTS-7100-7199

7100. Kansas City-Belen Junction

History:	1870-NR Jct.-Emporia by ATSF 1870-Olathe-Ottawa by Kansas City & Santa Fe (leased to Southern Kansas 1880 then to ATSF in 1888, purchased 1899) 1871-Emporia-Ellinor by ATSF 1875-Kansas City Union Depot-Kansas/Missouri State Line by Kansas City, Topeka, & Western (leased by ATSF in 1875, purchased 1899) 1879-Mulvane-Wellington by Cowley, Sumner, & Ft. Smith (leased by ATSF in 1879, purchased 1901) 1880-Wellington-Harper by Southern Kansas & Western (Leased by Southern Kansas in 1880, by ATSF in 1888, and purchased by ATSF in 1899) 1882-Holiday-Olathe by Kansas City & Olathe and leased by Southern Kansas same yr. then leased by ATSF in 1888 and purchased in 1899. 1884-Ottawa-Emporia by Kansas City & Emporia (leased 1888 by Southern Kansas Ry, by ATSF in 1889 and purchased by ATSF in 1899) 1884-Harper-Attica by Harper & Western (leased by ATSF-1888 and purchased 1899) 1885-Attica-Kiowa by Southern Kansas (leased by ATSF in 1888, purchased 1899) 1887-Augusta-Mulvane by Chicago, Kansas City, & Western RR (leased by ATSF in 1887 and purchased in 1901) 1887-Gladstone-Ellinor by Chicago, Kansas City, & Western RR (see above) 1887-Kiowa-Oklahoma/Texas State Line by Southern Kansas (leased in 1888 by ATSF and purchased in 1899) 1887-Oklahoma/Texas State Line-Miami by Southern Kansas of Texas (1904 name changed to Panhandle & Santa Fe) 1888-Miami-Panhandle by Southern Kansas of Texas (see above) 1888-Panhandle-Washburn by Panhandle Ry (leased in 1888 by Southern Kansas of Texas and purchased in 1900; this line abandoned in 1908) 1888-Washburn-Amarillo via trackage rights of Ft. Worth & Denver City until 1908 1899-Amarillo-Texas/New Mexico State Line (Texico) by Pecos & Northern Texas and leased in 1914 to Panhandle & Santa Fe 1899-Texico-Clovis by Pecos River and leased to P&SF in 1913 1907-Canyon-Lubbock Jct. by Pecos & Northern Texas and leased to P&SF in 1914 1908-Panhandle-Amarillo by Southern Kansas of Texas and named changed to P&SF in 1914. 1908-Texico-Belen by Eastern of New Mexico (leased by ATSF in 1909 and purchased in 1912) Note: this includes another line-Texico-Clovis) 1924-Ellinor-Gladstone by El Dorado & Santa Fe and merged into ATSF in 1942 1924-Bazar-Eldorado by El Dorado & Santa Fe and merged into ATSF in 1942. 1965-Panhandle & Santa Fe merged into ATSF 1980-line change-El Dorado-MP 168.80
Former ATSF:	Kansas City-Emporia-Eastern Division, 2d District Emporia-Ellinor-Middle Division, 1st District Ellinor-Wellington-Middle Division, 2d District Clovis-Vaughn-Pecos Division, 1st District Vaughn-Belen-Pecos Division, 2d District
Former PSF:	Wellington-Waynoka-Plains Division, 1st District Waynoka-Amarillo-Plains Division, 2d District Amarillo-Clovis-Plains Division, 3d District Clovis-Vaughn-New Mexico Division, 1st District Vaughn-Belen-New Mexico Division, 2d District
Former ATSF:	Kansas City-Morris-Kansas City Terminal Division, Emporia Sub Morris-Emporia-Eastern Division, 2d District Emporia-Ellinor-Middle Division, 1st District Ellinor-Wellington-Middle Division, 4th District

BNSF TRACK SEGMENTS-7100-7199

- Wellington-Waynoka-Plains Division, 1st District
Waynoka-Junior-Plains Division, 2d District
Junior-Clovis-Plains Division, 3d District
- Former ATSF: Kansas City-Turner-Kansas City Division
Turner-Emporia-Eastern Division, 2d District
Emporia-Ellinor-Middle Division, 1st District
Ellinor-Wellington-Middle Division, 4th District
Wellington-Waynoka-Plains Division, 1st District
Waynoka-Junior-Plains Division, 2d District
Junior-Clovis-Plains Division, 3d District
- Former ATSF: (partial) Kansas City-Emporia-Eastern Division, 2nd Sub
Emporia-Ellinor-Middle Division, 1st Sub
Ellinor-Wellington-Middle Division, 4th Sub
- Former ATSF: (partial) Kansas City-Emporia-Illinois Division, Ottawa Sub
Ellinor-Wellington-Illinois Division, Augusta Sub
- Former ATSF: Kansas City-Wellington-Illinois Division, Emporia Sub
Wellington-Waynoka-Kansas Division, Waynoka Sub
Waynoka-Amarillo-Kansas Division, Panhandle Sub
Amarillo-East Clovis-New Mexico Division, Hereford Sub
East Clovis-Belen-New Mexico Division, Clovis Sub
- Former ATSF: Kansas City-Wellington-Eastern Region, Emporia Sub
Wellington-Waynoka-Eastern Region, Waynoka Sub
Waynoka-Eastern-Eastern Region, Panhandle Sub
Eastern-East Clovis-Central Region, Hereford Sub
East Clovis-Belen Jct.-Central Region, Clovis Sub
- Former ATSF: Kansas City-Morris-Kansas City Terminal Division, Emporia Sub
Morris-Wellington-Eastern Division, Emporia Sub
Wellington-Waynoka-Panhandle Division, Waynoka Sub
Waynoka-Eastern-Panhandle Division, Panhandle Sub
Eastern-East Clovis-Panhandle Division, Hereford Sub
East Clovis-Jarales.-Pecos Division, Clovis Sub
Jarales-Belen Jct.-New Mexico Division, Clovis Sub
- Former ATSF: Kansas City-Morris-Kansas City Terminal Division, Emporia Sub
Morris-Wellington-Eastern Division, Emporia Sub
Wellington-Waynoka-Panhandle Division, Waynoka Sub
Waynoka-Eastern-Panhandle Division, Panhandle Sub
Eastern-East Clovis-Panhandle Division, Hereford Sub
East Clovis-Belen Jct.-Panhandle Division, Clovis Sub
- Former BNSF: Kansas City-Wellington-Kansas Division, Emporia Sub
Wellington-Eastern-Oklahoma Division, Panhandle Sub
Eastern-East Clovis-New Mexico Division, Hereford Sub
East Clovis-Belen Jct.-New Mexico Division, Clovis Sub
- Former BNSF: Kansas City-West Holliday-Kansas City Division, Emporia Sub
Kansas City-Wellington-Kansas Division, Emporia Sub
Wellington-Eastern-Amarillo Division, Panhandle Sub
Eastern-East Clovis-Amarillo Division, Hereford Sub
East Clovis-Belen Jct.-New Mexico Division, Clovis Sub
- Current BNSF:** Santa Fe Jct.-Wellington-Kansas Division, Emporia Sub
Wellington-Eastern-Kansas Division, Panhandle Sub
Eastern-East Clovis-Kansas Division, Hereford Sub
East Clovis-Belen Jct.-Southwest Division, Clovis Sub
East Tower-Dumas Jct.-Kansas Division, Boise City Sub
Olathe Connecting Track-Springfield Division, Ft. Scott Sub (see seg. 2901)
- Note:** For Kansas City-Santa Fe Jct.-see Segment 8920

BNSF TRACK SEGMENTS-7100-7199

7101. Holiday-Topeka

History: 1865-Lawrence-De Soto by St. Louis, Lawrence, & Denver
1871-Lawrence-Topeka by Lawrence & Topeka
1877-Lawrence-De Soto sold to Kansas City, Topeka & Western
1880-Lawrence & Topeka and KCT&W leased by ATSF
1899-both lines purchased by ATSF

Former ATSF: Eastern Division, 1st District

Former ATSF: Eastern Division, 1st Sub

Former ATSF: Kansas City Division, 1st Sub

Former ATSF: Illinois Division, Topeka Sub

Former ATSF: Eastern Region, Topeka Sub

Former ATSF: Eastern Division, Topeka Sub

Former BNSF: Kansas Division, Topeka Sub

Current BNSF: [Holiday-BNSF RR Topeka-Kansas Division, Topeka Sub](#)

7102. Topeka-N.R. Junction; Atchison: MP 0-MP 2.0

History: 1869-Topeka-Burlingame by ATSF
1870-Burlingame-N.R. Jct. by ATSF

Former ATSF: Topeka-N.R. Jct.-Eastern Division, 1st District

Former ATSF: Topeka-N.R. Jct.-Eastern Division, 1st Sub

Former ATSF: Topeka-N.R. Jct.-Kansas City Division, Atchison Sub

Former ATSF: Topeka-N.R. Jct.-Kansas City Division, 1st Sub

Former ATSF: Topeka-N.R. Jct.-Illinois Division, Topeka Sub

Former ATSF: Topeka-N.R. Jct.-Eastern Region, Topeka Sub

Former ATSF: Topeka-N.R. Jct.-Eastern Division, Topeka Sub

Former BNSF: Topeka-N.R. Jct.-Kansas Division, Topeka Sub
Atchison-MP0-MP2.0-Nebraska Division, St Joseph Sub (added 11/00; also see segment 7116)

Current BNSF: [BNSF RR Topeka-N.R. Jct.-Kansas Division, Topeka Sub](#)

7103. Augusta-W.N. Junction

History: 1881-BN RRX (obviously called something else then)-Douglass by Florence, El Dorado, & Wal Val
1886-Douglass-W.N. Jct.-by Florence, El Dorado, & Wal Val
1888-leased by ATSF
1901-purchased by ATSF

Abandoned: **.6 of a mile abandoned when connection was made after the merger**

Former ATSF: A.G. Tower (Frisco Crossing)-W.N. Jct.-Middle Division, Douglass District

Former ATSF: Augusta-W.N. Jct.-Middle Division, Douglass District

BNSF TRACK SEGMENTS-7100-7199

Former ATSF: Augusta-W.N. Jct.-Middle Division, Douglass Sub
Former ATSF: Augusta-W.N. Jct.-Illinois Division, Douglass Sub
Former ATSF: BN RRX (MP 185.7)-W.N. Jct.-Eastern Region, Douglass Sub
Former ATSF: BN RRX (MP 185.7)-W.N. Jct.-Eastern Division, Douglass Sub

Current BNSF: CP 1853 (MP 186.3)-WN Jct.-Kansas Division, Douglass Sub

7104. Kiowa-Enid Junction

History: 1902-Gutherie-Enid by Denver, Enid, & Gulf
1903-Blanton Jct.-Enid by Arkansas Valley & Western (segment 1047)
1905-Hillsdale-Blanton Jct. by Denver, Enid, & Gulf
1906-Hillsdale-Oklahoma/Kansas state line by Denver, Enid, & Gulf
1907-Arkansas Valley & Western sold to Frisco
1907-Oklahoma/Kansas state line-Kiowa by Denver, Enid, & Gulf
1907-sold to Eastern Oklahoma Ry and leased to ATSF the same year
1908-Eastern Oklahoma Ry merged into ATSF

Sold: 1995-Enid Junction-Fairmont (embargoed 1993 after washout)-State of Oklahoma

Abandoned: 1996-Kiowa (MP .6).-Blanton Jct. (K&E operators at that time)

Abandoned: 2000-Enid Jct.-Fairmont

Former ATSF: Kiowa-Enid Jct.-Oklahoma Division, Enid District (includes 2.8 miles via Frisco Western Division, Avard Sub-Blanton-SLSW Jct.)

Former ATSF: Kiowa-Enid-Middle Division, Enid Sub (includes 3.9 miles via BN segment 1047)

Former ATSF: Kiowa-Enid-Kansas Division, Enid Sub (includes 3.9 miles via BN, segment 1047)

Former ATSF: Kiowa-Enid Jct.-Southern Region-Enid Sub (includes 2.8 miles via BN Tulsa Division 3d Sub-Blanton-BN Jct. Segment 1047)

Former ATSF: Kiowa-Enid Jct.-Alliance Division, Enid Sub (includes 2.8 miles via BN Tulsa Division 3rd Sub-Blanton-BN Jct. Segment 1047)

Former BNSF: Oklahoma Division, Enid Sub

Current BNSF: Blanton Jct.-BN Jct.-Springfield Division, Avard Sub (part of 1047 now as double track)

7105. Dumas Junction-Las Animas Junction (BC Junction)

History: 1931-Boise City-Texas/Oklahoma State Line by Elkhart & Santa Fe
1931-Dumas Jct.-Texas/Oklahoma Stat Line by North Plains & Santa Fe and controlled By Panhandle & Santa Fe
1937-Boise City-Oklahoma/Colorado State Line by Elkhart & Santa Fe
1937-Oklahoma/Colorado State Line-Las Animas Jct by Dodge City & Cimarron
1937-Dodge City & Cimarron & Elkhart & Santa Fe leased by ATSF
1942-Elkhart & Santa Fe purchased by ATSF

Former ATSF: Boise City-Las Animas Jct.-Colorado Division, Boise City District

Former PSF: Dumas Jct.-Boise City-Plains Division, Dumas District

Former ATSF: Dumas Jct.-Boise City-Plains Division, Dumas District

Former ATSF: Boise City-Los Animas Jct.-Colorado Division, Boise City Sub

Former ATSF: Dumas Jct.-Los Animas Jct.-Kansas Division, Boise City Sub

BNSF TRACK SEGMENTS-7100-7199

Former ATSF: Dumas Jct.-Las Animas Jct.-Central Region, Boise City Sub
Former ATSF: Dumas Jct.-Las Animas Jct.-Panhandle Division, Boise City Sub
Former BNSF: Dumas Jct.-Las Animas Jct.-Colorado Division, Boise City Sub
Former BNSF: Dumas Jct.-Las Animas Jct.-Amarillo Division, Boise City Sub
Former BNSF: Dumas Jct.-Las Animas Jct.-Kansas Division, Boise City Sub
Former BNSF: BC Jct.-Las Animas Jct.-Powder River Division, Boise City Sub

Current BNSF: [BC Jct.-Las Animas Jct.-Colorado Division, Boise City Sub](#)

7106. Lubbock Junction-Orient Junction; Tecific-Lubbock

History: 1907-Canyon Jct.-Plainview by Pecos & Northern Texas
1910-Plainview-Slaton by Pecos & Northern Texas
1911-Slaton-Orient Jct. By Pecos & Northern Texas
1914-leased by P&SF
1965-Panhandle & Santa Fe merged with ATSF

NOTE: Tecific-Lubbock segment changed from segment 7107-05/99

Former GCSF: Tecific-Sweetwater-Southern Division, Sweetwater District
Former PSF: Lubbock Jct.-Canyon-Slaton Division, Plainview District
Sweetwater-Slaton-Slaton Division, 2d District
Slaton-Lubbock-Slaton Division, 1st District
Former ATSF: Lubbock Jct.-Canyon-Plains Division, Plainview Sub
Sweetwater-Slaton-Plains Division, 5th District
Slaton-Lubbock-Plains Division, 4th District
Former ATSF: Tecific-Sweetwater-Northern Division, Sweetwater Sub
Former ATSF: Lubbock Jct.-Canyon Jct.-New Mexico Division, Plainview Sub
Tecific-Sweetwater-Texas Division, Lampasas Sub
Sweetwater-Slaton-New Mexico Division, Sweetwater Sub
Former ATSF: Lubbock Jct.-Canyon Jct.-Central Region, Plainview Sub
Tecific-Slaton-Central Region, Slaton Sub
Slaton-Lubbock-Central Region, Lubbock Sub
Former ATSF: Tecific-Orient Jct.-South Texas Division, Slaton Sub
Orient Jct.-Slaton-Pecos Division, Slaton Sub
Lubbock Jct.-Canyon Jct.-Panhandle Division, Plainview Sub
Former ATSF: Lubbock Jct.-Canyon Jct.-South Texas Division, Plainview Sub
Tecific-Canyon Jct.-South Texas Division, Slaton Sub
Former BNSF: Lubbock Jct.-Canyon Jct.-Texas Division, Plainview Sub
Former BNSF: Lubbock Jct.-Canyon Jct.-Amarillo Division, Plainview Sub
Tecific-Lubbock-Amarillo Division, Lubbock Sub
Current BNSF: [Lubbock-Orient Jct.-Kansas Division, Slaton Sub](#)
[Lubbock Jct.-Canyon Jct.-Kansas Division, Plainview Sub](#)

7107. Tecific-CP 6476; Lubbock-CP 6476 (Lone Star Junction)

History: 1910-Lubbock-Canyon Jct. by Pecos & Northern Texas
1911-Slaton-Sweetwater by Pecos & Northern Texas

BNSF TRACK SEGMENTS-7100-7199

1914-Lubbock-Farwell by Pecos & Northern Texas
1914-leased by PSF
1965-Panhandle & Santa Fe merged into ATSF

Note: Tecific-Lubbock changed to segment 7106-05/99

Former GCSF: Tecific-Sweetwater-Northern Division, Sweetwater District

Former PSF: Sweetwater-Slaton-Slaton Division, 2d District
Slaton-Texico-Slaton Division, 1st District

Note: Texico was the junction with PSF's Plains Division at that time.

Former ATSF: Tecific-Sweetwater-Northern Division, Sweetwater District
Sweetwater-Slaton-Plains Division, 5th District
Slaton-Texico-Slaton Division, 4th District

Former ATSF: Tecific-Sweetwater-Northern Division, Sweetwater Sub (partial listing)

Former ATSF: Tecific-Sweetwater-Texas Division, Lampasas Sub
Sweetwater-Slaton-New Mexico Division, Slaton Sub

Former ATSF: Tecific-Slaton-Central Region, Slaton Sub
Slaton-Lone Star Jct.-Central Region, Lubbock Sub

Former ATSF: Slaton-Lone Star Jct.-Pecos Division, Lubbock Sub
Slaton-Orient Jct.-Pecos Division, Slaton Sub

Former ATSF: Tecific-Lone Star Jct.-South Texas Division, Slaton Sub

Former BNSF: Tecific-CP 6476 (Lone Star Jct.)-Amarillo Division, Slaton Sub

Former BNSF: Lubbock-CP 6476-Amarillo Division, Slaton Sub

Current BNSF: [Lubbock-CP 6476-Kansas Division, Slaton Sub](#)

7108. Clovis-Carlsbad

History: 1894-Roswell-Carlsbad by Pecos Valley
1898-Pecos Valley changed to Pecos Valley & Northern
1899-Clovis-Cameo by Pecos River
1899-Cameo-Roswell by Pecos Valley
1901-Pecos Valley Ry leased by ATSF
1907-Pecos Valley & Northern changed to Eastern Ry of New Mexico
1908-Clovis-Cameo by Eastern of New Mexico
1908-Eastern of New Mexico leased by ATSF
1912-Eastern of New Mexico purchased by ATSF
1913-Pecos River leased by PSF
1965-Panhandle & Santa Fe merged into ATSF

Leased: [2004-Southwestern RR](#)

Former PSF: Clovis-Roswell-New Mexico Division, Roswell District
Roswell-Carlsbad-New Mexico Division, Carlsbad Division

Former ATSF: Clovis-Roswell-Pecos Division, Roswell District
Roswell-Carlsbad-Pecos Division, Carlsbad Division

Former ATSF: Pecos Division, Roswell District

Former ATSF: New Mexico Division, Carlsbad District

Former ATSF: New Mexico Division, Carlsbad Sub

BNSF TRACK SEGMENTS-7100-7199

Former ATSF: Central Region, Carlsbad Sub
Former ATSF: Pecos Division, Carlsbad Sub
Former ATSF& BNSF: New Mexico Division, Carlsbad Sub
Former BNSF: Southwest Division, Carlsbad Sub
Current SW: New Mexico Division, Carlsbad Sub

7109. Pecos Junction-Rustler Springs

History: 1969 by ATSF
Abandoned: 2001-Placed on abandoned list, consummated 2002
Former ATSF: New Mexico Division, Rustler Springs District
Former ATSF: New Mexico Division, Rustler Springs Sub
Former ATSF: Central Region, Rustler Springs Sub
Former ATSF: Pecos Division, Rustler Springs Sub
Former ATSF & BNSF: New Mexico Division, Rustler Springs Sub
Former BNSF: New Mexico Division, Carlsbad Sub ("other")
Former BNSF: Southwest Division, Carlsbad Sub

7110. Carlsbad-Malaga

History: 1891 by Pecos Valley
1898-Pecos Valley changed to Pecos Valley & Northern
1901-leased by ATSF
1907-Pecos Valley & Northern changed to Eastern Ry of New Mexico
1912-Eastern Ry of New Mexico purchased by ATSF
Abandoned: 1991-Corral-Pecos
Leased: 2004-Southwestern RR
Former PSF: New Mexico Division, Pecos District
Former ATSF: Pecos Division, Carlsbad District
Former ATSF: New Mexico Division, Rustler Springs District
Former ATSF: New Mexico Division, Rustler Springs Sub
Former ATSF: Central Region, Rustler Springs Sub
Former ATSF: Pecos Division, Rustler Springs Sub
Former ATSF: New Mexico Division, Rustler Springs Sub
Former BNSF: Carlsbad-Malaga-New Mexico Division, Rustler Springs Sub
Carlsbad Yard-New Mexico Division, Rustler Springs & Carlsbad Subs
Former BNSF: Carlsbad Yard-New Mexico Division, Carlsbad Sub
Carlsbad-Malaga-New Mexico Division, Carlsbad Sub
Former BNSF: Carlsbad Yard-Southwest Division, Carlsbad Sub
Carlsbad-Malaga-Southwest Division, Carlsbad Sub, Carlsbad Industrial Spur

BNSF TRACK SEGMENTS-7100-7199

Current SW: Carlsbad-Malaga-New Mexico Division, Loving Industrial Spur

7111. Eddy Jct.-WAM Refinery

History: 1963 by ATSF

Leased: 2004-Southwestern RR

Former PSF: New Mexico Division, Pecos District

Former ATSF: Pecos Division, Carlsbad District

Former ATSF: New Mexico Division, Pecos Sub

Former ATSF: New Mexico Division, Rustler Springs Sub

Former ATSF: Central Region, Rustler Springs Sub

Former ATSF: Pecos Division, Rustler Springs Sub, Loving Industrial Spur

Former ATSF & BNSF: New Mexico Division, Rustler Springs Sub (Yard)

Former BNSF: Southwest Division, Carlsbad Sub (yard)

Current: Southwestern RR

7112. WAM Jct.-MCC

History: 1963 by ATSF

Leased: 2004-Southwestern RR

Former PSF: New Mexico Division, Pecos District

Former ATSF: Pecos Division, Carlsbad District

Former ATSF: New Mexico Division, Pecos Sub

Former ATSF: New Mexico Division, Rustler Springs Sub

Former ATSF: Central Region, Rustler Springs Sub

Former ATSF: Pecos Division, Rustler Springs Sub, Loving Industrial Spur

Former ATSF & BNSF: New Mexico Division, Rustler Springs Sub (Yard)

Former BNSF: Southwest Division, Carlsbad Sub (yard)

Current: Southwestern RR

7113. MCC Jct.-NMPI

History: 1963 by ATSF

Leased: 2004-Southwestern RR

Former PSF: New Mexico Division, Pecos District

Former ATSF: Pecos Division, Carlsbad District

Former ATSF: New Mexico Division, Pecos Sub

Former ATSF: New Mexico Division, Rustler Springs Sub

Former ATSF: Central Region, Rustler Springs Sub

BNSF TRACK SEGMENTS-7100-7199

Former ATSF: Pecos Division, Rustler Springs Sub, Loving Industrial Spur

Former ATSF & BNSF: New Mexico Division, Rustler Springs Sub (Yard)

Former BNSF: Southwest Division, Carlsbad Sub (yard)

Current: Southwestern RR

7114. Loving Junction-IMCC

History: 1959 by ATSF

Leased: 2004-Southwestern RR

Former PSF: New Mexico Division, Pecos District

Former ATSF: Pecos Division, Carlsbad District

Former ATSF: New Mexico Division, Pecos Sub

Former ATSF: New Mexico Division, Rustler Springs Sub

Former ATSF: Central Region, Rustler Springs Sub

Former ATSF: Pecos Division, Rustler Springs Sub, Loving Industrial Spur

Former ATSF & BNSF: New Mexico Division, Rustler Springs Sub (Yard)

Former BNSF: Southwest Division, Carlsbad Sub (yard)

Current: Southwestern RR

7115. Nash Draw Jct.-End of track

History: 1959 by ATSF

Leased: 2004-Southwestern RR

Note: BNSF has this as IMCC Jct.-WAM Mine

Former PSF: New Mexico Division, Pecos District

Former ATSF: Pecos Division, Carlsbad District

Former ATSF: New Mexico Division, Pecos Sub

Former ATSF: New Mexico Division, Rustler Springs Sub

Former ATSF: Central Region, Rustler Springs Sub

Former ATSF: Pecos Division, Rustler Springs Sub, Loving Industrial Spur

Former ATSF & BNSF: New Mexico Division, Rustler Springs Sub (Yard)

Former BNSF: Southwest Division, Carlsbad Sub (yard)

Current: Southwestern RR

7116. St. Joseph-Atchison

History: 1872-Atchison-Topeka by ATSF

1885-86-Atchison-Terminal Jct. By St. Joseph & Iowa RY

1888-St. Joseph & Iowa merged into CRIP

BNSF TRACK SEGMENTS-7100-7199

Sold: 1889-St. Joseph-Terminal Jct. By St. Joseph Terminal
1980-St. Joseph-Atchison to ATSF by CRIP
Abandoned: 1984-St. Joseph-Terminal Jct.
1992-St. Joseph-Atchison
Rights gained: 1992-via UP & BN

Former CRIP: Terminal Jct.-Atchison-Missouri-Kansas Division, Subdivision 30-A, then 36-A
Former ATSF: Eastern Division, Atchison District
Former ATSF: Illinois Division, Atchison Sub
Former ATSF: Eastern Region, Atchison Sub

Current BNSF: Nebraska Division, St Joseph Sub

NOTE: According to track plans, listed as joint track.

NOTE: Added 11/00-also see segment 7102 (Via UP Kansas Area , Falls City Sub, Atchison Industrial Lead; former Midwest Division, Atchison Branch)

7117. Henrietta-St. Joseph

History: 1870 by St. Louis & St. Joseph
1874-part of St. Joseph & St. Louis
1888-part of St. Joseph, St. Louis, & Santa Fe
1890-leased to ATSF

Abandoned: 1979-BC Jct.-Richmond (in sections, all gone by 1979)
1984-Richmond-Henrietta; St. Joseph-BC Jct..

Former ATSF: Missouri Division, St. Joseph District
Former ATSF: Illinois Division, St. Joseph District
Former ATSF: (1982) Henrietta-Richmond, Illinois Division, St. Joseph District

7118. Wellington-Chanute

History: 1879-Longton-Grenola by Southern Kansas & Western
1880-Grenola-Wellington by Southern Kansas & Western
1887-Chanute-Longton by Chicago, Kansas, & Western (leased to ATSF 1889)
1888-Southern Kansas & Western leased to ATSF

Sold: 1990-South Kansas & Oklahoma
Abandoned: 2000-Fedonia-Chanute

Former ATSF: Chanute-Benedict Jct.-Southern Kansas Division, 2nd District
Benedict Jct.-Longton-Southern Kansas Division, Freedonia District
Longton-Wellington-Southern Kansas Division, 3rd District

Former ATSF: AU Jct. (Chanute)-Longton-Eastern Division, Freedonia District
Longton-Wellington-Oklahoma Division, 4th District

Former ATSF: Eastern Division, 4th District
Former ATSF: Eastern Division, 4th Sub
Former ATSF: Illinois Division, Moline Sub

Current: South Kansas & Oklahoma

BNSF TRACK SEGMENTS-7100-7199

7119. ASARCO-SWPS Spur

History: narrowed down between 1982-89 by ATSF

Former ATSF: New Mexico Division, Lubbock Sub

Former ATSF: Central Region, Lubbock Sub

Former ATSF: Pecos Division, Lubbock Sub

Former ATSF: South Texas Division, Slaton Sub

Former BNSF: Amarillo Division, Slaton Sub

Current BNSF: [Kansas Division, Slaton Sub](#)

7120. Machovec Industrial Spur

History: 1911 by ATSF

Former ATSF: Kansas Division, Boise City Sub

Former ATSF: Central Region, Boise City Sub

Former ATSF: Panhandle Division, Boise City Sub

Former BNSF: Colorado Division, Boise City Sub

Former BNSF: Amarillo Division, Boise City Sub

Former BNSF: Kansas Division, Boise City Sub

Former BNSF: Powder River Division, Boise City Sub

Current BNSF: [Colorado Division, Boise City Sub](#)

7121. Clinton-Pampa

History: 1910-Clinton-Butler by Clinton & Oklahoma Western
1912-Butler-Strong City by Clinton & Oklahoma Western
1912-Strong City-Cheyenne by Cheyenne Short Line
1916-Cheyenne Short Line changed to Cheyenne
1917-Cheynene leased to Clinton & Oklahoma Western
1920-Clinton & Oklahoma Western controlled by Clinton & Oklahoma Rd. Co.
1928-Clinton & Oklahoma Western leased to Panhandle & Santa Fe
1929-Cheyenne-Pampa by Clinton & Oklahoma Western

Abandoned: 1981-MP 1.8-MP 132.0

Sold: 1991-Farmrail

Note: Although about 4 miles remain from Pampa, only ¼ mile is operated by BNSF

Former P&SF: Plains Division, Clinton District

Former ATSF: Clinton Industrial Spur, Kansas Division, Altus Sub

Current: [Farmrail-Clinton Industrial Spur](#)

7122. Panhandle-Borger

BNSF TRACK SEGMENTS-7100-7199

History: 1926 by Panhandle & Santa Fe
Sold: 1993-Panhandle Northern

Former P&SF: Plains Division, Borger District

Former ATSF: Kansas Division, Borger Sub

Former ATSF: Eastern Region, Borger Sub

Current PN: Main track

7123. Attica-Belvidere Jct.

History: 1907 by Denver, Enid, & Gulf and sold to Eastern Oklahoma then leased to ATSF

Abandoned: 1992-Sun City-Belvidere Jct.

Sold: 1992-Central Kansas
2000-Attica-Sun City sold to V&S RY

Former P&SF: Attica-Belvidere Jct.-Plains Division, Medicine Lodge District

Former ATSF: Attica-OB Jct.-Kansas Division, Medicine Lodge District

Former ATSF: Attica-OB Jct.-Eastern Region, Medicine Lodge District

Current V&S: Attica-Sun City-V&S RY Inc.

7124-7145-unused

7146. Lawrence-Ottawa Jct.

History: 1868 by Leavenworth, Lawrence & Galveston
1879-controlled by Kansas City, Lawrence, & South Kansas
1883-part of Southern Kansas
1888-SK leased by ATSF

Abandoned: 1964-Lawrence-Baldwin

Sold: 1987-Baldwin-Ottawa-Kansas Midland (name changed to Midland Valley)

Former ATSF: Eastern Division, Lawrence District

Current: Baldwin-Ottawa-Midland Valley (tourist line)

7147. Ottawa Jct.-Independence

History: 1869-Ottawa-Richmond by Leavenworth, Lawrence & Galveston
1870-Richmond-Thayer by LL&G
1871-Thayer-Cherryvale by LL&G
1872-Cherryvale-Independence by Southern Kansas
1879-LL&G controlled by Kansas City, Lawrence, & South Kansas
1883-KCL&SK part of Southern Kansas
1888-SK leased by ATSF

Abandoned: 1990-Ottawa Jct.-Iola

Sold: 1990-Iola-Independence-South Kansas & Oklahoma

Former ATSF: (partial)
Chanute-Independence-South Kansas Division, 1st District

Former ATSF: Ottawa Jct.-Chanute-Eastern Division, 3rd District
Chanute-Independence-Oklahoma Division, 3rd District

BNSF TRACK SEGMENTS-7100-7199

Former ATSF: Eastern Division, 3rd Sub

Former ATSF: Illinois Division, Tulsa Sub

Current: South Kansas & Oklahoma

7148. Independence-Tulsa

History: 1887-Independence-Havana by Chicago, Kansas, & Western
1889-CK&W leased to and then merged into ATSF
1899-KS/OK state line-Owasso by Kansas, Oklahoma, Central, & Southwestern
and leased by ATSF
1900-KOC&SW purchased by ATSF
1903-Havana-Caney (KS/OK State Line) by Montgomery County Construction and
turned over to ATSF
1905-Owasso-Tulsa by ATSF

Sold: 1990-South Kansas & Oklahoma

Former ATSF: South Kansas Division, 1st District

Former ATSF: Oklahoma Division, 3rd District

Former ATSF: Eastern Division, 3rd Sub

Former ATSF: Illinois Division, Tulsa Sub

Current: South Kansas & Oklahoma

7149. Augusta Yard

History: 1881-BN RRX (obviously called something else then)-Douglass by Florence, El Dorado,
& Wal Val
1888-leased by ATSF
1901-purchased by ATSF

Former ATSF: Middle Division, Douglass District

Former ATSF: Middle Division, Douglass Sub

Former ATSF: Illinois Division, Douglass Sub

Former ATSF: Eastern Region, Douglass Sub

Former ATSF: Eastern Division, Douglass Sub

Current BNSF: Kansas Division, Douglass Sub

7150. Argentine Yard

History: 1870-railhead established by ATSF
1947-hump yard opened by ATSF

Former ATSF: Eastern Division, 2d District

Former ATSF: Illinois & Chicago Terminal Division, 4th Sub

Former ATSF: Kansas City Terminal Division, Emporia Sub

Former ATSF: Eastern Division, Emporia Sub

BNSF TRACK SEGMENTS-7100-7199

Former ATSF: Illinois Division, Ottawa Sub
Former ATSF: Kansas Division, Emporia Sub
Former ATSF: Eastern Region, Emporia Sub
Former ATSF: Kansas City Terminal Division, Emporia Sub
Former BNSF: Kansas City Division, Emporia Sub
Current BNSF: [Kansas Division, Emporia Sub](#)

7151. Emporia Yard

History: 1871-railhead established by ATSF
Former ATSF: Southern Kansas Division, 2nd District
Former ATSF: Eastern Division, 1st & 2d Districts
Middle Division, 1st District
Former ATSF: Eastern Division, 1st & 2nd Subs
Middle Division, 1st Sub
Former ATSF: Kansas City Division, 1st & 2d Sub
Eastern Division, 2d Sub
Middle Division, 1st Sub
Former ATSF: Illinois Division, Emporia & Newton Subs
Former ATSF: Eastern Region, Emporia Sub

Current BNSF: [Kansas Division, Emporia Sub](#)

7152. Wellington Yard

History: 1879-established by ATSF
Former ATSF: Southern Kansas Division, 3rd District
Former ATSF: Middle Division, 4th District
Eastern Division, 4th District
Former ATSF: Eastern Division, 4th Sub
Middle Division, 4th Sub
Former ATSF: Illinois Division, Emporia Sub
Kansas Division, Waynoka Sub
Former ATSF: Panhandle Division, Waynoka Sub
Illinois Division, Emporia Sub
Former ATSF: Eastern Region, Waynoka & Emporia Subs
Former ATSF: Eastern Division, Emporia Sub
Panhandle Division, Waynoka Sub
Former BNSF: Oklahoma Division, Panhandle Sub
Kansas Division, Emporia Sub
Former BNSF: Amarillo Division, Panhandle Sub
Kansas Division, Emporia Sub

Current BNSF: [Kansas Division, Panhandle & Emporia Subs](#)

BNSF TRACK SEGMENTS-7100-7199

7153. Topeka Yard

History: 1872-railhead established ATSF

Former ATSF: Eastern Division, 1st District & Atchison District

Former ATSF: Eastern Division, 1st & Atchison Subs

Former ATSF: Illinois Division, Topeka Sub

Former ATSF: Eastern Region, Topeka Sub

Former ATSF: Eastern Division, Topeka Sub

Current BNSF: [Kansas Division, Topeka Sub](#)

7154. Amarillo Yard

History: 1888-railhead established by Southern Kansas of Texas
1914-name changed to Panhandle & Santa Fe
1965-Panhandle & Santa Fe merged into ATSF

Former PSF & ATSF: Plains Division, 2d & Dumas Districts

Former ATSF: New Mexico Division, Hereford Sub

Former ATSF: Central Region, Hereford Sub

Former ATSF: Panhandle Division, Hereford Sub

Current BNSF: [Kansas Division, Hereford Sub](#)

Note: Also see 1754, which may have been a misprint.

7155. Clovis Yard

History: 1908 by Panhandle & Santa Fe
1965-Panhandle & Santa Fe merged into ATSF

Former PSF & ATSF: Plains Division, 3d District

Former PSF: New Mexico Division, 1st & Carlsbad Districts

Former ATSF: New Mexico Division, Clovis & Carlsbad Subs

Former ATSF: Central Region, Clovis & Carlsbad Subs

Former ATSF: Pecos Division, Clovis Sub & Carlsbad Subs

Former ATSF: New Mexico Division, Clovis & Carlsbad Subs

Former BNSF: New Mexico Division, Clovis Sub

Note: Off timetable-1998-2002

Current BNSF: [Southwest Division, Clovis Sub](#)

7156. Enid

BNSF TRACK SEGMENTS-7100-7199

History: 1903-by Arkansas Valley & Western (segment 1047)
1907-Arkansas Valley & Western sold to Frisco

Note: Unknown when ATSF built their own yard here, as ATSF had rights over Frisco then BN up to the merger.

Former ATSF: Oklahoma Division, Enid District

Former ATSF: Middle Division, Enid Sub

Former ATSF: Kansas Division, Enid Sub

Former ATSF: Southern Region, Enid Sub

Former ATSF: Alliance Division, Enid Sub

Former BNSF: Oklahoma Division, Enid Sub

Current BNSF: [Springfield Division, Avard Sub](#)

7157. Lubbock Yard

History: 1908 by Panhandle & Santa Fe
1965-PSF merged with ATSF

Former PSF: Slaton Division, Plainview, 1st, Seagraves, & Crosbyton Subs

Former ATSF: Plains Division, 4th & Plainview Districts

Former ATSF: New Mexico Division, Crosbyton, Lubbock, & Seagraves Subs

Former ATSF: Central Region, Plainview & Lubbock Subs

Former ATSF: Panhandle Division, Plainview Sub
Pecos Division, Lubbock Sub

Former ATSF: South Texas Division, Plainview Sub

Former BNSF: Texas Division, Plainview & Slaton Subs

Former BNSF: Amarillo Division, Plainview & Slaton Subs

Current BNSF: [Kansas Division, Plainview & Slaton Subs](#)

7158. Sweetwater Yard

History: 1910 by Panhandle & Santa Fe
1965-PSF merged with ATSF

Former PSF: Slaton Division, 1st, 2d, & Lamesa Districts

Former GCSF: Southern Division, Sweetwater District

Former GCSF: Northern Division, Sweetwater District

Former ATSF: Plains Division, 5th, Savard, & Sweetwater Districts

Former ATSF: New Mexico Division, Sweetwater District

Former ATSF: New Mexico Division, Lampasas & Slaton Subs

Former ATSF: Central Region, Slaton Sub
Southern Region, Lampasas Sub

BNSF TRACK SEGMENTS-7100-7199

Former ATSF: South Texas Division, Slaton Sub

Former BNSF: Texas Division, Slaton Sub

Former BNSF: Amarillo Division, Slaton Sub

Current BNSF: [Kansas Division, Slaton Sub](#)
[Gulf Division, Lampasas Sub](#)

7159. Mulvane

History: 1872-by Wichita & Southwestern (leased in 1872, purchased in 1901)

Former ATSF: Middle District, 2nd & 3rd Districts

Former ATSF: Middle Division, 4th District

Former ATSF: Middle Division, 4th Sub

Former ATSF: Illinois Division, Augusta Sub

Former ATSF: Illinois Division, Emporia Sub
Kansas Division, Arkansas City Sub

Former ATSF: Eastern Region, Emporia & Arkansas City Subs

Former ATSF: Kansas Division, Arkansas City Sub

Former ATSF: Kansas City Division, Emporia Sub
Eastern Division, Arkansas City Sub

Former BNSF: Kansas Division, Emporia & Arkansas City Subs

Former BNSF: Kansas Division, Emporia Sub
Colorado Division, Arkansas City Sub

Current BNSF: [Kansas Division, Emporia & Arkansas City Subs](#)

7160. Winfield Jct. Yard

History: 1879 by Cowley, Sumner, & Ft. Smith
1886 by Florence, El Dorado, & Wal Val
1888- FED&WV leased by ATSF
1899-Cowley, Sumner, & Ft. Smith leased by ATSF
1901-both purchased by ATSF

Note: unknown if this yard was built in 1879 or 1886, so I put both.

Former ATSF: Middle Division, Douglass & 3rd Districts

Former ATSF: Middle Division, Douglass & 3rd Subs

Former ATSF: Illinois Division, Douglass Sub
Kansas Division, Arkansas City Sub

Former ATSF: Eastern Region, Douglass & Arkansas City Subs

Former ATSF: Eastern Division, Douglass Sub
Kansas Division, Arkansas City Sub

Former BNSF: Kansas Division, Douglas & Arkansas City Subs

BNSF TRACK SEGMENTS-7100-7199

Former BNSF: Kansas Division, Douglas Sub
Colorado Division, Arkansas City Sub

Current BNSF: [Kansas Division, Douglass & Arkansas City Subs](#)

7161. Atchison

History: 1872 by ATSF

NOTE: Added 11/00-also see segment 7102 (Via UP Kansas Area , Falls City Sub, Atchison Industrial Lead; former Midwest Division, Atchison Branch)

Former ATSF: Eastern Division, Atchison District

Former ATSF: Illinois District, Atchison Sub

Current BNSF: [Nebraska Division, St Joseph Sub](#)

7162. Attica

History: 1884 by Harper & Western
1888-leased by ATSF and purchased in 1899

Former P&SF & ATSF: Plains Division, 1st District

Former ATSF: Kansas Division, Waynoka Sub

Former ATSF: Eastern Region, Waynoka Sub

Former ATSF: Panhandle Division, Waynoka Sub

Former BNSF: Oklahoma Division, Panhandle Sub

Former BNSF: Amarillo Division, Panhandle Sub

Current BNSF: [Kansas Division, Panhandle Sub](#)

7163. De Soto

History: 1869 railhead established Topeka-Burlingame by ATSF

Former ATSF: Eastern Division, 1st District

Former ATSF: Eastern Division, 1st Sub

Former ATSF: Kansas City Division, Atchison Sub

Former ATSF: Kansas City Division, 1st Sub

Former ATSF: Illinois Division, Topeka Sub

Former ATSF: Eastern Region, Topeka Sub

Former ATSF: Eastern Division, Topeka Sub

Current BNSF: [Kansas Division, Topeka Sub](#)

7164. El Dorado

History: 1924 railhead established by El Dorado & Santa Fe

BNSF TRACK SEGMENTS-7100-7199

1942-merged into ATSF

Former ATSF: Middle Division, 2nd District, then 4th District

Former ATSF: Middle Division, 4th Sub

Former ATSF: Illinois Division, Augusta Sub

Former ATSF: Illinois Division, Emporia Sub

Former ATSF: Eastern Region, Emporia Sub

Former ATSF: Kansas City Division, Emporia Sub

Current BNSF: [Kansas Division, Emporia Sub](#)

7165. Harper

History: 1880-railhead established by Southern Kansas & Western & leased by Southern Kansas
1888-Southern Kansas leased by ATSF and purchased in 1899

Former P&SF & ATSF: Plains Division, 1st District

Former ATSF: Kansas Division, Waynoka Sub

Former ATSF: Eastern Region, Waynoka Sub

Former ATSF: Panhandle Division, Waynoka Sub

Former BNSF: Oklahoma Division, Panhandle Sub

Former BNSF: Amarillo Division, Panhandle Sub

Current BNSF: [Kansas Division, Panhandle Sub](#)

7166. Kansas City Interchange

History: 1875 railhead established by Kansas City, Topeka, & Western (leased by ATSF)
1899-KCT&W purchased by ATSF

Former ATSF: Eastern Division, 2d District

Former ATSF: Kansas City Division

Former ATSF: Eastern Division, 2nd Sub

Former ATSF: Illinois Division, Emporia Sub

Former ATSF: Eastern Region, Emporia Sub

Former ATSF: Kansas City Terminal Division, Emporia Sub

Former BNSF: Kansas Division, Emporia Sub

Former BNSF: Kansas City Division, Emporia Sub

Current BNSF: [Kansas Division, Emporia Sub](#)

7167. Kiowa

History: 1885 railhead established by Southern Kansas
1888-leased by ATSF

BNSF TRACK SEGMENTS-7100-7199

1899-purchased by ATSF

Former P&SF & ATSF: Plains Division, 1st District

Former ATSF: Kansas Division, Waynoka Sub

Former ATSF: Eastern Region, Waynoka Sub

Former ATSF: Panhandle Division, Waynoka Sub

Former BNSF: Oklahoma Division, Panhandle Sub

Former BNSF: Amarillo Division, Panhandle Sub

Current BNSF: [Kansas Division, Panhandle Sub](#)

7168. Lawrence

History: 1865 by St. Louis, Lawrence, & Denver
1875-leased by ATSF
1899-purchased by ATSF

Former ATSF: Eastern Division, 1st District

Former ATSF: Kansas City Division, 1st Sub

Former ATSF: Illinois Division, Topeka Sub

Former ATSF: Eastern Region, Topeka Sub

Former ATSF: Eastern Division, Topeka Sub

Current BNSF: [Kansas Division, Topeka Sub](#)

7169. Morris

History: 1870 by ATSF

Former ATSF: Eastern Division, 2nd District

Former ATSF: Eastern Division, 2nd Sub

Former ATSF: Kansas City Terminal Division, Emporia Sub

Former ATSF: Illinois Division, Ottawa Sub

Former ATSF: Illinois Division, Emporia Sub

Former ATSF: Eastern Region, Emporia Sub

Former ATSF: Kansas City Division, Emporia Sub

Former BNSF: Kansas Division, Emporia Sub

Former BNSF: Kansas City Division, Emporia Sub

Current BNSF: [Kansas Division, Emporia Sub](#)

7170. Olathe Yard

History: first appeared 2004
1870 railhead established by Kansas City & Santa Fe

BNSF TRACK SEGMENTS-7100-7199

1880-leased to Southern Kansas
1888-leased to ATSF
1899-purchased by ATSF

Former ATSF: Eastern Division, 2nd District

Former ATSF: Illinois Division, Ottawa Sub

Former ATSF: Illinois Division, Emporia Sub

Former ATSF: Eastern Region, Emporia Sub

Former ATSF: Eastern Division, Emporia Sub

Current BNSF: [Kansas Division, Emporia Sub](#)

7171. Ottawa Yard

Note: First appeared 2004 as segment 7177, but track charts show 7171

History: 1870 railhead established by Kansas City & Santa Fe
1880-leased to Southern Kansas
1888-leased to ATSF
1899-purchased by ATSF

Former ATSF: Eastern Division, 2nd District

Former ATSF: Eastern Division, 2nd Sub

Former ATSF: Illinois Division, Ottawa Sub

Former ATSF: Illinois Division, Emporia Sub

Former ATSF: Eastern Region, Emporia Sub

Former ATSF: Eastern Division, Emporia Sub

Current BNSF: [Kansas Division, Emporia Sub](#)

7172. Pauline Yard

History: 1869 railhead established by ATSF

Former ATSF: Eastern Division, 1st District

Former ATSF: Eastern Division, 1st Sub

Former ATSF: Kansas City Division, Atchison Sub then 1st Sub

Former ATSF: Illinois Division, Topeka Sub

Former ATSF: Eastern Region, Topeka Sub

Former ATSF: Eastern Division, Topeka Sub

Former BNSF: Kansas Division, Topeka Sub

Current BNSF: [Kansas Division, Topeka Sub](#)

7173. Largo

History: 1908-railhead established by Eastern of New Mexico

BNSF TRACK SEGMENTS-7100-7199

1909-leased by ATSF
1912-purchased by ATSF

Former ATSF: Pecos Division, 1st District

Former PSF: New Mexico Division, 1st District

Former ATSF: New Mexico Division, Clovis Sub

Former ATSF: Central Region, Clovis Sub

Former ATSF: Pecos Division, Clovis Sub

Former ATSF and BNSF: New Mexico Division, Clovis Sub

Current BNSF: [Southwest Division, Clovis Sub](#)

7174. Pedernal

History: 1908-railhead established by Eastern of New Mexico
1909-leased by ATSF
1912-purchased by ATSF

Former ATSF: Pecos Division, 2nd District

Former PSF: New Mexico Division, 2nd District

Former ATSF: New Mexico Division, Clovis Sub

Former ATSF: Central Region, Clovis Sub

Former ATSF: Pecos Division, Clovis Sub

Former ATSF and BNSF: New Mexico Division, Clovis Sub

Current BNSF: [Southwest Division, Clovis Sub](#)

7175. Vaughn

History: 1908-railhead established by Eastern of New Mexico
1909-leased by ATSF
1912-purchased by ATSF

Former ATSF: Pecos Division, 1st & 2nd Districts

Former PSF: New Mexico Division, 1st & 2nd Districts

Former ATSF: New Mexico Division, Clovis Sub

Former ATSF: Central Region, Clovis Sub

Former ATSF: Pecos Division, Clovis Sub

Former ATSF and BNSF: New Mexico Division, Clovis Sub

Current BNSF: [Southwest Division, Clovis Sub](#)

7176. Yeso

History: 1908-railhead established by Eastern of New Mexico
1909-leased by ATSF

BNSF TRACK SEGMENTS-7100-7199

1912-purchased by ATSF

Former ATSF: Pecos Division, 1st District

Former PSF: New Mexico Division, 1st District

Former ATSF: New Mexico Division, Clovis Sub

Former ATSF: Central Region, Clovis Sub

Former ATSF: Pecos Division, Clovis Sub

Former ATSF and BNSF: New Mexico Division, Clovis Sub

Current BNSF: [Southwest Division, Clovis Sub](#)

7177. Alva

History: 1887-railhead established by Southern Kansas
1888-Southern Kansas leased by ATSF
1899-Southern Kansas Purchased by ATSF

Note: This segment is from the track charts, number shown on timetables is for Ottawa (7171) which is a misprint.

Former P&SF & ATSF: Plains Division, 1st District

Former ATSF: Kansas Division, Waynoka Sub

Former ATSF: Eastern Region, Waynoka Sub

Former ATSF: Panhandle Division, Waynoka Sub

Former BNSF: Okalahoma Division, Panhandle Sub

Former BNSF: Amarillo Division Panhandle Sub

Current BNSF: [Kansas Division, Panhandle Sub](#)

7178. Boise City

History: 1931-railhead established by Elkhart & Southern
1937-leased by ATSF
1942-purchased by ATSF

Note: Even though DC&CV reached Boise City in 1915, this yard appears on the former BC District.

Former ATSF: Colorado Division, Boise City District

Former P&SF: Plains Division, Dumas District

Former ATSF: Plains Division, Dumas District

Former ATSF: Colorado Division, Boise City District

Former ATSF: Kansas Division, Boise City Sub

Former ATSF: Central Region, Boise City Sub

Former ATSF: Panhandle Division, Boise City Sub

BNSF TRACK SEGMENTS-7100-7199

Former BNSF: Colorado Division, Boise City Sub
Former BNSF: Amarillo Division, Boise City Sub
Former BNSF: Kansas Division, Boise City Sub
Former BNSF: Powder River Division, Boise City Sub

Current BNSF: Colorado Division, Boise City Sub

7179. Mooreland

History 1887-Railhead established by Southern Kansas
1888-leased by ATSF
1899-purchased by ATSF

Former PSF and ATSF: Plains Division, 2d District

Former ATSF: Kansas Division, Panhandle Sub
Former ATSF: Eastern Region, Panhandle Sub
Former ATSF: Panhandle Division, Panhandle Sub
Former BNSF: Oklahoma Division, Panhandle Sub
Former BNSF: Amarillo Division, Panhandle Sub

Current BNSF: Kansas Division, Panhandle Sub

7180. Shattuck

History: 1887-railhead established by Southern Kansas
1888-leased by ATSF
1899-purchased by ATSF

Former P&SF & ATSF: Plains Division, 2nd District

Former ATSF: Kansas Division, Panhandle Sub
Former ATSF: Eastern Region, Panhandle Sub
Former ATSF: Panhandle Division, Panhandle Sub
Former BNSF: Oklahoma Division, Panhandle Sub
Former BNSF: Amarillo Division, Panhandle Sub

Current BNSF: Kansas Division, Panhandle Sub

7181. Waynoka

History: 1887-railhead established by Southern Kansas
1888-leased to ATSF
1899-purchased by ATSF

Former P&SF & ATSF: Plains Division, 1st & 2nd Districts

Former ATSF: Kansas Division, Waynoka & Panhandle Subs
Former ATSF: Eastern Region, Waynoka & Panhandle Subs

BNSF TRACK SEGMENTS-7100-7199

Former ATSF: Eastern Division, Waynoka Sub
Panhandle Division, Panhandle Sub

Former BNSF: Oklahoma Division, Panhandle Sub

Former BNSF: Amarillo Division, Panhandle Sub

7182. Woodward

History: 1887-railhead established by Southern Kansas
1888-leased by ATSF
1899-purchased by ATSF

Former P&SF & ATSF: Plains Division, 2nd District

Former ATSF: Kansas Division, Panhandle Sub

Former ATSF: Eastern Region, Panhandle Sub

Former ATSF: Panhandle Division, Panhandle Sub

Former BNSF: Oklahoma Division, Panhandle Sub

Former BNSF: Amarillo Division, Panhandle Sub

Current BNSF: [Kansas Division, Panhandle Sub](#)

7183. Canadian

History: 1887-railhead established by Southern Kansas of Texas
1904 name changed to Panhandle & Santa Fe

Former P&SF & ATSF: Plains Division, 2nd District

Former ATSF: Kansas Division, Panhandle Sub

Former ATSF: Eastern Region, Panhandle Sub

Former ATSF: Panhandle Division, Panhandle Sub

Former BNSF: Oklahoma Division, Panhandle Sub

Former BNSF: Amarillo Division, Panhandle Sub

Current BNSF: [Kansas Division, Panhandle Sub](#)

7184. Etter

History: 1931 by North Plains & Santa Fe and controlled by Panhandle & Santa Fe

Former P&SF & BNSF: Plains Division, Dumas District

Former ATSF: Kansas Division, Boise City Sub

Former ATSF: Central Region, Boise City Sub

Former ATSF: Panhandle Division, Boise City Sub

Former BNSF: Colorado Division, Boise City Sub

Former BNSF: Amarillo Division, Boise City Sub

BNSF TRACK SEGMENTS-7100-7199

Former BNSF: Kansas Division, Boise City Sub

Former BNSF: Powder River Division, Boise City Sub

Current BNSF: [Colorado Division, Boise City Sub](#)

7185. Farwell

History 1914-railhead established by Pecos & Northern Texas
1914-leased by PSF
1965-Panhandle & Santa Fe merged into ATSF

Former PSF: Slaton Division, Plainview District

Former ATSF: Central Region, Lubbock Sub

Former ATSF: Pecos Division, Lubbock Sub

Former ATSF: South Texas Division, Slaton Sub

Former BNSF: Amarillo Division, Slaton Sub

Current BNSF: [Kansas Division, Slaton Sub](#)

7186. Hereford

History: 1899-railhead established by Pecos & Northern
1914-leased to Panhandle & Santa Fe

Former P&SF & ATSF: Plains Division, 3rd District

Former ATSF: New Mexico Division, Hereford Sub

Former ATSF: Central Region, Hereford Sub

Former ATSF: Panhandle Division, Hereford Sub

Former BNSF: New Mexico Division, Hereford Sub

Former BNSF: Amarillo Division, Hereford Sub

Current BNSF: [Kansas Division, Hereford Sub](#)

7187. Higgins

History: 1887-railhead established by Southern Kansas of Texas
1904 name changed to Panhandle & Santa Fe

Former P&SF & ATSF: Plains Division, 2nd District

Former ATSF: Kansas Division, Panhandle Sub

Former ATSF: Eastern Region, Panhandle Sub

Former ATSF: Panhandle Division, Panhandle Sub

Former BNSF: Oklahoma Division, Panhandle Sub

Former BNSF: Amarillo Division, Panhandle Sub

Current BNSF: [Kansas Division, Panhandle Sub](#)

BNSF TRACK SEGMENTS-7100-7199

7188. Kings Mill

History: 1888-railhead established by Southern Kansas of Texas
1904-name changed to Panhandle & Santa Fe

Former P&SF & ATSF: Plains Division, 2nd District

Former ATSF: Kansas Division, Panhandle Sub

Former ATSF: Eastern Region, Panhandle Sub

Former ATSF: Panhandle Division, Panhandle Sub

Former BNSF: Oklahoma Division, Panhandle Sub

Former BNSF: Amarillo Division, Panhandle Sub

Current BNSF: [Kansas Division, Panhandle Sub](#)

7189. Littlefield

History: 1914-railhead established by Pecos & Northern Texas
1914-leased by PSF
1965-Panhandle & Santa Fe merged into ATSF

Former PSF: Slaton Division, 1st District

Former ATSF: Plains Division, 4th District

Former ATSF: New Mexico Division, Slaton Sub

Former ATSF: Central Region, Slaton Sub

Former ATSF: Pecos Division, Slaton Sub

Former ATSF: South Texas Division, Slaton Sub

Former BNSF: Texas Division, Plainview Sub

Former BNSF: Amarillo Division, Plainview Sub

Current BNSF: [Kansas Division, Plainview Sub](#)

7190. Machovec

History: 1931-railhead established by North Plains & Santa Fe and controlled
by Panhandle & Santa Fe

Former PSF & ATSF: Dumas Jct.-Boise City-Plains Division, Dumas District

Former ATSF: Colorado Division, Boise City Sub

Former ATSF: Kansas Division, Boise City Sub

Former ATSF: Central Region, Boise City Sub

Former ATSF: Panhandle Division, Boise City Sub

Former BNSF: Colorado Division, Boise City Sub

Former BNSF: Amarillo Division, Boise City Sub

BNSF TRACK SEGMENTS-7100-7199

Former BNSF: Kansas Division, Boise City Sub

Former BNSF: Powder River Division, Boise City Sub

Current BNSF: [Colorado Division, Boise City Sub](#)

7191. Miami

History: 1887-railhead established by Southern Kansas of Texas
1904 name changed to Panhandle & Santa Fe

Former P&SF & ATSF: Plains Division, 2nd District

Former ATSF: Kansas Division, Panhandle Sub

Former ATSF: Eastern Region, Panhandle Sub

Former ATSF: Panhandle Division, Panhandle Sub

Former BNSF: Oklahoma Division, Panhandle Sub

Former BNSF: Amarillo Division, Panhandle Sub

Current BNSF: [Kansas Division, Panhandle Sub](#)

7192. Muleshoe

History: 1914 by Pecos & Northern Texas and leased by Panhandle & Santa Fe

Former P&SF: Slaton Division, 2nd District

Former ATSF: Slaton Division, 4th District

Former ATSF: New Mexico Division, Lubbock Sub

Former ATSF: Central Region, Lubbock Sub

Former ATSF: Pecos Division, Lubbock Sub

Former ATSF: South Texas Division, Slaton Sub

Former BNSF: Amarillo Division, Slaton Sub

Current BNSF: [Kansas Division, Slaton Sub](#)

7193. Pampa

History: 1888-railhead established by Southern Kansas of Texas
1904-name changed to Panhandle & Santa Fe

Former P&SF & ATSF: Plains Division, 2nd District

Former ATSF: Kansas Division, Panhandle Sub

Former ATSF: Eastern Region, Panhandle Sub

Former ATSF: Panhandle Division, Panhandle Sub

Former BNSF: Oklahoma Division, Panhandle Sub

Former BNSF: Amarillo Division, Panhandle Sub

BNSF TRACK SEGMENTS-7100-7199

Current BNSF: [Kansas Division, Panhandle Sub](#)

7194. Panhandle

History: 1888-railhead established by Southern Kansas of Texas
1904-name changed to Panhandle & Santa Fe

Former P&SF &ATSF: Plains Division, 2nd District & Borger District

Former ATSF: Kansas Division, Panhandle & Borger Subs

Former ATSF: Eastern Region, Panhandle & Borger Subs

Former ATSF: Panhandle Division, Panhandle Sub

Former BNSF: Oklahoma Division, Panhandle Sub

Former BNSF: Amarillo Division, Panhandle Sub

Current BNSF: [Kansas Division, Panhandle Sub](#)

7195. Plainview

History: 1907-railhead established by Pecos & Northern Texas
1914-leased to Panhandle & Santa Fe

Former P&SF: Slaton Division, Plainview District

Former ATSF: Slaton Division, Plainview Sub

Former ATSF: New Mexico Division, Plainview Sub

Former ATSF: Central Region, Plainview Sub

Former ATSF: Panhandle Division, Plainview Sub

Former ATSF: South Texas Division, Plainview Sub

Former BNSF: Texas Division, Plainview Sub

Former BNSF: Amarillo Division, Plainview Sub

Current BNSF: [Kansas Division, Plainview Sub](#)

7196. Slaton

History: 1910-railhead established by Pecos & Northern Texas
1914-leased to Panhandle & Santa Fe

Former P&SF: Slaton Division, 1st & 2nd Districts

Former ATSF: Slaton Division, 4th & 5th Districts

Former ATSF: New Mexico Division, Slaton Sub

Former ATSF: Central Region, Slaton Sub

Former ATSF: South Texas Division, Slaton Sub
Pecos Division, Lubbock Sub

Former ATSF: South Texas Division, Slaton Sub

BNSF TRACK SEGMENTS-7100-7199

Former BNSF: Texas Division, Slaton Sub

Former BNSF: Amarillo Division, Lubbock Sub

Current BNSF: [Kansas Division, Slaton Sub](#)

7197. Sudan

History: 1914 by Pecos & Northern Texas and leased by Panhandle & Santa Fe

Former P&SF: Slaton Division, 2nd District

Former ATSF: Slaton Division, 4th District

Former ATSF: New Mexico Division, Lubbock Sub

Former ATSF: Central Region, Lubbock Sub

Former ATSF: Pecos Division, Lubbock Sub

Former ATSF: South Texas Division, Slaton Sub

Former BNSF: Amarillo Division, Slaton Sub

Current BNSF: [Kansas Division, Slaton Sub](#)

7198. Summerfield

History: 1899 by Pecos & Northern Texas
1914-leased to Panhandle & Santa Fe

Former P&SF & ATSF: Plains Division, 3rd District

Former ATSF: New Mexico Division, Hereford Sub

Former ATSF: Central Region, Hereford Sub

Former ATSF: Panhandle Division, Hereford Sub

Former BNSF: New Mexico Division, Hereford Sub

Former BNSF: Amarillo Division, Hereford Sub

Current BNSF: [Kansas Division, Hereford Sub](#)

7199. Zita

History: 1899 by Pecos & Northern Texas
1914-leased to Panhandle & Santa Fe

Former P&SF & ATSF: Plains Division, 3rd District

Former ATSF: New Mexico Division, Hereford Sub

Former ATSF: Central Region, Hereford Sub

Former ATSF: Panhandle Division, Hereford Sub

Former BNSF: New Mexico Division, Hereford Sub

Former BNSF: Amarillo Division, Hereford Sub

BNSF TRACK SEGMENTS-7100-7199

Current BNSF: Kansas Division, Hereford Sub

BNSF TRACK SEGMENTS-7200-7299

7200. Isleta-Richmond; Needles-Barstow; Belen Junction-Richmond

Note: This includes trackage rights over SP (now UP), Mojave-Kern Jct.-see segment 8107

History: 1880-Dalies-Anzac by Atlantic & Pacific
1881-Anzac-Pinta by Atlantic & Pacific
1882-Pinta-Williams by Atlantic & Pacific
1882-Crookton-Yampai by Atlantic & Pacific
1882-Barstow-Mojave by Southern Pacific
1883-Yampai-Colorado River Bridge by Atlantic & Pacific
1883-Colorado River Bridge-Needles by Southern Pacific
1883-Needles-Barstow by Southern Pacific
1885-Richmond-San Pablo by California & Nevada
1886-Southern Pacific built lines leased by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1890-Topack-Beal by Atlantic & Pacific
1896-Stockton-Fresno by San Francisco & San Joaquin Valley
1897-Fresno-Hanford by San Francisco & San Joaquin Valley
1898-Hanford-Bakersfield by San Francisco & San Joaquin Valley
1899-Bakersfield-Kern Jct by San Francisco & San Joaquin Valley
1899-San Francisco & San Joaquin Valley lines above leased by ATSF
1900-Stockton-Oakland by San Francisco & San Joaquin Valley
1900-above line leased by ATSF
1901-San Francisco & San Joaquin Valley purchased by ATSF
1902-Santa Fe Pacific merged into ATSF
1904-Richmond & San Pablo sold to Oakland & East Side RR
1908-Belen-Rio Puerco by Eastern of New Mexico
1910-Arizona/California state line-Cadie by Arizona & California (2d track?)
1910-Arizona & California under control of Santa Fe, Prescott, & Phoenix Ry.
1911-Arizona & California sold to California, Arizona, & Santa Fe and leased to ATSF
1911-Oakland & East Side RR sold to California, Arizona, & Santa Fe
1911-2nd track constructed-Daggett-East Barstow
1912-Eastern of New Mexico sold to ATSF
1917-Arizona & California leased to ATSF
1928-California, Arizona, & Santa Fe merged into ATSF
1952-line relocations-MP 785.1-MP 808.5; MP 810.0-MP 810.8
1960-Williams-Crookton by ATSF (line relocation)

Former SF&SJV: Kern Jct.-Fresno-8th District
(partial) Fresno-Stockton-9th District
Stockton-Point Richmond-10th District

Former ATSF: (partial listing of older timetable)
Seligman-Needles-Arizona Division, 1st District
Needles-Barstow-Arizona Division, 2d District
Barstow-Mojave-Arizona Division, 3d District
Kern Jct.-Calwa-Valley Division, 1st District
Calwa-Riverbank-Valley Division, 2nd District
Riverbank-Richmond-Valley Division, 3rd District

Former ATSF: Isleta-Gallup-Albuquerque Division, 1st District
Gallup-Winslow-Albuquerque Division, 2d District
Winslow-Seligman-Albuquerque Division, 3d District
Seligman-Needles-Albuquerque Division, Kingman District
Needles-Barstow-Los Angeles Division, Needles District
Belen-Dalies-Albuquerque Division, Belen District
Barstow-Bakersfield-Valley Division, Mojave District
Bakersfield-Calwa-Valley Division, 1st District
Calwa-Richmond-Valley Division, 2d District

BNSF TRACK SEGMENTS-7200-7299

- Former ATSF: (partial 1985)
Needles-Barstow-Los Angeles Division, Needles Sub
- Former ATSF: Isleta-Winslow-Arizona Division, Gallup Sub
Dalies-Belen-Arizona Division, Belen Sub
East Winslow-Needles-Arizona Division, Seligman Sub
Needles-Barstow-California Division, Needles Sub
Barstow-Bakersfield-California Division, Mojave Sub
Bakersfield-Calwa-California Division, Bakersfield Sub
Calwa-Richmond-California Region, Stockton Sub
- Former ATSF: Isleta-Dalies-Central Region, Glorieta Sub
Belen Jct.-East Winslow-Central Region, Gallup Sub
East Winslow-Needles-Central Region, Seligman Sub
Needles-Barstow-Western Region, Needles Sub
Valley Jct.-Bakersfield-Western Region, Mojave Sub
Bakersfield-Calwa-Western Region, Bakersfield Sub
Calwa-Richmond-Western Region, Stockton Sub
- Former ATSF: Isleta-Dalies-New Mexico Division, Glorieta Sub
Belen Jct.-Gallup-New Mexico Division, Gallup Sub
Gallup-East Winslow-Arizona Division, Gallup Sub
East Winslow-Needles-Arizona Division, Seligman Sub
Needles-Barstow-Barstow Division, Needles Sub
Valley Jct.-Hutt-Barstow Division, Mojave Sub
Hutt-Bakersfield-Valley Division, Mojave Sub
Bakersfield-Calwa-Valley Division, Bakersfield Sub
Calwa-Richmond-Valley Division, Stockton Sub
- Former ATSF: Isleta-Dalies-New Mexico Division, Glorieta Sub
Belen Jct.-East Winslow-New Mexico Division, Gallup Sub
East Winslow-Needles-Arizona Division, Seligman Sub
Needles-Barstow-Barstow Division, Needles Sub
Valley Jct.-Hutt-Barstow Division, Mojave Sub
Hutt-Bakersfield-Valley Division, Mojave Sub
Bakersfield-Calwa-Valley Division, Bakersfield Sub
Calwa-Richmond-Valley Division, Stockton Sub
- Former BNSF: Isleta-Dalies-Colorado Division, Glorieta Sub
Dalies-Winslow-Arizona Division, Gallup Sub
East Winslow-East Needles-Arizona Division, Seligman Sub
Needles-Barstow-Southern California Division, Needles Sub
Bakersfield-Calwa-Northern California Division, Bakersfield Sub
Calwa-Richmond-Northern California Division, Stockton Sub
- Former BNSF: Isleta-Dalies-New Mexico Division, Glorieta Sub
Dalies-Winslow-Arizona Division, Gallup Sub
East Winslow-East Needles-Arizona Division, Seligman Sub
Needles-Barstow-Southern California Division, Needles Sub
Bakersfield-Calwa-Northern California Division, Bakersfield Sub
Calwa-Richmond-Northern California Division, Stockton Sub
- Note: Isleta-Dalies changed to segment 7305, and Belen Jct-Dalies added from segment 7305-02/00. Kern Jct-Bakersfield added from former segment 7220-02/01.
- Former BNSF: Belen Jct.-Winslow-Arizona Division, Gallup Sub
East Winslow-East Needles-Arizona Division, Seligman Sub
Needles-Barstow-Southern California Division, Needles Sub
Kern Jct.-Bakersfield-Northern California Division, Mojave Sub
Bakersfield-Calwa-Northern California Division, Bakersfield Sub
Calwa-Richmond-Northern California Division, Stockton Sub
Valley Jct.-Mojave-Northern California Division, Mojave Sub
- Former BNSF: Belen Jct.-Winslow-Southwest Division, Gallup Sub
East Winslow-East Needles-Southwest Division, Seligman Sub
Needles-Barstow-Southern California Division, Needles Sub
Kern Jct.-Bakersfield-Northern & Southern California Divisions, Mojave Sub

BNSF TRACK SEGMENTS-7200-7299

Bakersfield-Calwa-Northern California Division, Bakersfield Sub
Calwa-Richmond-Northern California Division, Stockton Sub
Valley Jct.-Mojave-Northern & Southern California Divisions, Mojave Sub

Former BNSF: Belen Jct.-Winslow-Southwest Division, Gallup Sub
East Winslow-East Needles-Southwest Division, Seligman Sub
Needles-Barstow-Southern California Division, Needles Sub
Kern Jct.-Bakersfield-Northern California Division, Mojave Sub
Bakersfield-Calwa-Northern California Division, Bakersfield Sub
Calwa-Richmond-Northern California Division, Stockton Sub
Valley Jct.-Mojave-Northern California Division, Mojave Sub

Current BNSF: [Belen Jct.-Winslow-Southwest Division, Gallup Sub](#)
[East Winslow-East Needles-Southwest Division, Seligman Sub](#)
[Needles-Barstow-California Division, Needles Sub](#)
[Kern Jct.-Bakersfield-California Division, Mojave Sub](#)
[Bakersfield-Calwa-California Division, Bakersfield Sub](#)
[Calwa-Richmond-California Division, Stockton Sub](#)
[Valley Jct.-Mojave-California Division, Mojave Sub](#)

7201. Lee Ranch-West Baca; Lee Ranch Junction-West Baca

History: 1984 by ATSF

Former ATSF: Arizona Division, Gallup Sub, Lee Ranch Spur

Former ATSF: Lee Ranch-West Baca-Central Region, Lee Ranch Sub

Former ATSF: Lee Ranch-West Baca-New Mexico Division, Lee Ranch Sub

Former ATSF & BNSF: Lee Ranch-West Baca-Arizona Division, Lee Ranch Sub

Segment Split between 7201-7202 02/00

Former BNSF: Lee Ranch Jct.-West Baca-Arizona Division, Lee Ranch Sub

Current BNSF: [Lee Ranch Jct.-West Baca-Southwest Division, Lee Ranch Sub](#)

7202. Lee Ranch-Lee Ranch Junction

See segment 7201 for former RR. Segment split between 7201/7202 02/00.

Former BNSF: Arizona Division, Lee Ranch Sub

Current BNSF: [Southwest Division, Lee Ranch Sub](#)

7203. P&M North-East Defiance

History: 1977 by ATSF

Former ATSF: Arizona Division, Gallup Sub, Defiance Spur

Former ATSF: Central Region, Defiance Sub

Former ATSF & BNSF: Arizona Division, Defiance Sub

Former BNSF: Arizona Division, Defiance Sub

Current BNSF: [Southwest Division, Defiance Sub](#)

7204. East Coronado Junction-Coronado

BNSF TRACK SEGMENTS-7200-7299

History: 1979 by ATSF

NOTE: Track Charts show Coronado RR

Former ATSF: Arizona Division, Gallup Sub, Coronado Spur

Former ATSF: Central Region, Coronado Sub

Former ATSF & BNSF: Arizona Division, Coronado Sub

Current BNSF: Southwest Division, Coronado Sub

7205. Tepco Junction-Springerville

History:

Former ATSF: Arizona Division, Springerville Sub

Former ATSF: Central Region, Springerville Sub

Former ATSF & BNSF: Arizona Division, Springerville Sub

Note: off timetable 02/00, back on 01/02

Current BNSF: Southwest Division, Springerville Sub

7206. Williams Junction-Daze

Note: Original main line

History: 1882 by Atlantic & Pacific
1897-A&P to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 4th District

Former ATSF: Arizona Division, Phoenix Sub

Former ATSF: Central Region, Phoenix Sub

Former ATSF & BNSF: Arizona Division, Phoenix Sub

Current BNSF: Southwest Division, Phoenix Sub

7207. Daze-Ash Fork

History: 1882 by Atlantic & Pacific
1897-A&P to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 3rd District, then 4th District

Former ATSF: Arizona Division, Phoenix Sub

Former ATSF: Central Region, Phoenix Sub

Former ATSF & BNSF: Arizona Division, Phoenix Sub

Current BNSF: Southwest Division, Phoenix Sub

BNSF TRACK SEGMENTS-7200-7299

7208. Ash Fork-Phoenix

History: 1893-Ash Fork-Prescott by Santa Fe, Prescott, & Phoenix
1895-Prescott-Phoenix by Santa Fe, Prescott, & Phoenix
1911-consolidated into ATSF
1962-line relocated Abra-Skull Valley by ATSF

Former ATSF: Albuquerque Division, 4th District

Former ATSF: Arizona Division, Phoenix Sub

Former ATSF: Central Region, Phoenix Sub

Former ATSF & BNSF: Arizona Division, Phoenix Sub

Current BNSF: [Southwest Division, Phoenix Sub](#)

7209. Ennis-Fennimore

History: 1938-Ennis-Bumstead by California, Arizona, & Santa Fe and leased by ATSF
1941-Bumstead-Webb Spur by California, Arizona, & Santa Fe and leased by ATSF
Unknown-Webb Spur-Fennimore

Former ATSF: Albuquerque Division, 4th District-Ennis Spur

Former ATSF: Arizona Division, Phoenix Sub, Ennis Spur

Former ATSF: Central Region, Phoenix Sub-Ennis Spur

Former ATSF: Arizona Division, Phoenix Sub, Ennis Spur

Former BNSF: Arizona Division, Ennis Sub

Current BNSF: [Southwest Division, Ennis Sub](#)

7210. Stockton-Sacramento

History: 1907-Stockton-Lodi Jct. By Central California Traction Company
1910-Lodi Jct.-Sacramento by Central California Traction Company
1928-CCT sold 1/3'd to ATSF, SP, & WP
1968-rights granted in Stockton over Stockton, Terminal, & Eastern
1974-Fruitvale opens
1982-CCT owned 1/3'd by ATSF, SP, & UP
1996-CCT owned 2/3 by UP, 1/3 by BNSF

Abandoned: 1947-4687 feet in Stockton
1967-Polk Jct.-Sacramento
1968-3032 feet in Stockton for rights over ST&E
1987-Fruitvale
1988-Rights over SP granted-Polk-Sacramento
1998-MP 15.1-41.9 removed

Out of Service: 1998-Lodi Jct.-Polk Jct.

Current CCT: [Main line](#)

7211. Gosford-Pentland; Bakersfield

History: 1901-Gosford-Maricopa by Sunset Ry Co
1904-Miricopa-Monarch by Sunset RY Co

BNSF TRACK SEGMENTS-7200-7299

Abandoned: 1922-Maricopa-Monach
1962-Pentland-Maricopa
Sold: San Joaquin Valley RR; Levee-Taft-Sunset RY
Abandoned: 2004-MP 19.8-Kyra

Former Sunset: Gosford-Maricopa (Levee-Maricopa abandoned before merger)

Former ATSF: California Division, Sunset Railway Sub

Former ATSF: Western Region, Sunset Railway Sub

Former ATSF: Valley Division, Sunset Railway Sub

Former SP: Tehachapi Division, Sunset Railway Company

Former SP: Pacific Division, Sunset Railway Company

Former SP: West Colton Division, Mojave Sub, Sunset Railway Company

Former BNSF: Northern California Division, Sunset Railway Sub

Current BNSF: Bakersfield-Northern California Division, Maintenance of SJV RR

Current SJV RR: Sunset Subdivision

7212. Pentland-Shale

History: 1909 by Sunset Ry.
Sold: San Joaquin Valley RR; Levee-Taft-Sunset RY
Abandoned: 1939-Taft-Shale
2004-Pentland-Taft

Former Sunset: Penland-Taft

Former ATSF: California Division, Sunset Railway Sub

Former ATSF: Western Region, Sunset Railway Sub

Former ATSF: Valley Division, Sunset Railway Sub

Former SP: Tehachapi Division, Sunset Railway Company

Former SP: Pacific Division, Sunset Railway Company

Former SP: West Colton Division, Mojave Sub, Sunset Railway Company

Former BNSF: Northern California Division, Sunset Railway Sub

Current SJV RR: Sunset Subdivision

7213. Stoil-Alpaugh (West Isle)

History: 1914 by ATSF
Sold: unknown-West Isle Line, Inc.

Former ATSF: Valley Division, 1st District, Alpaugh Spur

Former ATSF: California Division, Bakersfield Sub, Alpaugh Spur

Former ATSF: Western Region, Bakersfield Sub, Alpaugh Spur

Former ATSF: Valley Division, Bakersfield Sub, Alpaugh Spur

BNSF TRACK SEGMENTS-7200-7299

Former BNSF: Northern California Division, Bakersfield Sub, Alpaugh Spur

Current WIL: Stoil-West Isle

7214. Hammond-Belmont Avenue

History: 1916 by Fresno Interurban
1922-controlled by the Santa Fe Land Improvement Company
1926-sold to ATSF

Abandoned: 1985-MP 6-Belmont Avenue

Sold: 1992-Cameo Spur to Tulare Valley RR
1999-SJV RR

Former ATSF: Valley Division, Fresno Interurban District

Former ATSF: California Division, Stockton Sub, Cameo Spur

Former ATSF: Western Region, Stockton Sub, Cameo Spur

Former ATSF: Western Region, Cameo Sub

Former TVRR: Hammond-End of track-Cameo Sub

Current SJV RR: Hammond-Forthcamp-Cameo Sub

7215. SP RRX-Riverbank

History: 1904 by Oakdale & Western
1905-leased by ATSF
1911-sold to California, Arizona, & Santa Fe
1928-merged into Santa Fe

Joint track-UP-BNSF (formerly SP)

Former ATSF: Valley Division, Oakdale District

Former ATSF: Valley Division, 2d District

Former ATSF: SP RRX-Riverbank-California Division, Stockton Sub, Oakdale Spur

Former ATSF: SP RRX-Riverbank-Western Region, Riverbank Sub

Former ATSF: SP RRX-Riverbank-Valley Division, Riverbank Sub

Former BNSF: SP RRX-Riverbank-Northern California Division, Riverbank Sub

Former BNSF: UP RRX-Riverbank-Northern California Division, Riverbank Sub

Current BNSF: UP RRX-Riverbank-California Division, Riverbank Sub

7216. Beardsley-McMicken

History: Unknown-

Abandoned: unknown-Beardsley-Fennemore
unknown-Fennemore-McMicken

Note: Remnants MP 7.246-MP 7.977 only.

Former ATSF: Albuquerque Division, 4th District-Ennis Spur

BNSF TRACK SEGMENTS-7200-7299

Former ATSF: Arizona Division, Phoenix Sub, Ennis Spur

Former ATSF: Central Region, Phoenix Sub-Ennis Spur

Former ATSF: Arizona Division, Phoenix Sub, Ennis Spur

Former BNSF: Arizona Division, Ennis Sub

Current BNSF: Southwest Division, Ennis Sub

7217. Lone Star Spur

History:

Former BNSF: Northern California Division, Bakersfield Sub, Lone Star Spur

Current BNSF: California Division, Bakersfield Sub, Lone Star Spur

7218. Corcoran-Calwa

History: 1897-Calwa-Visalia by San Francisco & San Joaquin Valley
1899-Visalia-Corcoran by San Francisco & San Joaquin Valley
1901-SF&SJV purchased by ATSF

Sold: 1992-Tulare Valley

Abandoned: 1994-Corcoran-Tulare
1995-Lajac-MP 67; MP 38.5-MP 49.8
1996-Tulare-Lajac

Sold: 1999-SJV RR

Former SF&SJV: 11th District

Former ATSF: Valley Division, Visalia District

Former ATSF: California Division, Visalia Sub

Former ATSF: Western Region, Visalia Sub

Former TVRR: Visalia Sub

Current: San Joaquin Valley

7219. Cadiz-Mathie

History: 1905-Mathie-Solome by Arizona & California
1907-Solme-Parker by Arizona & California
1908-Colorado Bridge completed by Arizona & California
1910-Parker-Cadiz by Arizona & California
1911-Sold to California, Arizona, & Santa Fe and leased by ATSF

Sold: 1991-Arizona & California

Former ATSF: Mathie-Parker-Albuquerque Division, Parker District
Parker-Cadiz-Arizona Division, Parker District

Former ATSF: Mathie-Parker-Albuquerque Division, Parker District
Parker-Cadiz-Los Angeles Division, Cadiz District

Former ATSF: Parker-Cadiz-Los Angeles Division, Cadiz Sub (Partial)

Former ATSF: Mathie-Parker-Arizona Division, Parker Sub

BNSF TRACK SEGMENTS-7200-7299

Parker-Cadiz-California Division, Cadiz Sub

Former ATSF: Mathie-Parker-Central Region, Parker Sub
Parker-Cadiz-Western Region, Cadiz Sub

Current A&C: Mathie-Parker-Parker Sub
Parker-Cadiz-Cadiz Sub

7220. Valley Junction-Bakersfield

Note: This does not include the trackage rights over SP-Mojave-Kern Jct.-see segment 8107

Former ATSF: Barstow-Mojave; Kern Jct.-Bakersfield-Valley Division, Mojave District

Former ATSF: Barstow-Mojave; Kern Jct.-Bakersfield-California Division, Mojave Sub

Former ATSF: Valley Jct.-Mojave; Kern Jct.-Bakersfield-Western Region, Mojave Sub

Former ATSF: Valley Jct.-Hutt-Barstow Division, Mojave Sub
Hutt-Bakersfield-Valley Division, Mojave Sub

Former BNSF: Valley Jct.-Mojave; Kern Jct.-Bakersfield-Northern California Division, Mojave Sub

Changed to segment 7200- 02/00

7221. Lanco (Gomez)-Minkler

History: 1883-Famosa-Oil Jct. by Southern Pacific
1893-Ducor-Famosa by Southern Pacific
1914-Minkler-Exeter by Minkler Southern and leased to ATSF
1915-Exeter-Lindsay by MS and leased to ATSF
1918-Lindsay-Porterville by MS and leased to ATSF
1920-Porterville-Ducor; Lanco-Oil Jct. by MS and leased to ATSF
1942-Minkler Southern merged into ATSF

Abandoned: 1974-Mnkler-Orange Cove

Sold: 1992-Tulare Valley and operated by San Joaquin Valley RR

Abandoned: 1995-Wyeth-Orange Cove; Wyeth-Exeter

1997-Lindsay-Ultra

Sold: 1999-SJV RR

Note: It is believed that the line from Porterville-Lindsay is abandoned, but cannot find any
STB

Rulings on this. If abandoned, it was after March, 2000.

Former SP: Ducor-Oil Jct.-San Joaquin Division, Fresno Sub

Former SP: Ducor-Oil Jct.-San Joaquin Division, Bakersfield Sub, Exeter Branch

Former SP: Ducor-Famoso-Los Angeles Division, Bakersfield Sub, Fresno Line
Famoso-Oil Jct.-Los Angeles Division, Bakersfield Sub, Exeter Line

Former ATSF: Bakersfield-Minkler.-Valley Division, Porterville-Orosi District

Former ATSF: Jastro-Wyeth.-California Division, Porterville Sub

Former ATSF: Jastro-Wyeth-Western Region, Porterville Sub

Former TVRR: Lanco Sub

Current SJV RR: Jastro-Exeter-Lanco Sub

BNSF TRACK SEGMENTS-7200-7299

7222. Pegs Spur

History:

Former ATSF: Arizona Division, Gallup Sub, Pegs Spur

Former ATSF: Central Region, Gallup Sub, Pegs Spur

Former ATSF & BNSF: Arizona Division, Gallup Sub, Pegs Spur

Current BNSF: Southwest Division, Gallup Sub, Pegs Spur

7223. Lee Ranch-South Hospah

History: 1984? by Star Lake RR

Current BNSF: Southwest Division, Lee Ranch Sub (operating rights?)

7224. Escalante Jct.-Escalante

History: unknown by ATSF

Former ATSF: Arizona Division, Gallup Sub, Escalante Spur

Former ATSF: Lee Ranch-West Baca-Central Region, Lee Ranch Sub, Escalante Spur

Former ATSF: Lee Ranch-West Baca-New Mexico Division, Lee Ranch Sub, Escalante Spur

Former ATSF & BNSF: Lee Ranch-West Baca-Arizona Division, Lee Ranch Sub, Escalante Spur

Current BNSF: Lee Ranch Jct.-West Baca-Southwest Division, Lee Ranch Sub, Escalante Spur

7225-7248-unused

7249. Williams Yard

History: 1882 railhead established by Atlantic & Pacific
1897-A&P to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 4th District

Former ATSF: Arizona Division, Phoenix Sub

Former ATSF: Central Region, Phoenix Sub

Former ATSF & BNSF: Arizona Division, Phoenix Sub

Current BNSF: Southwest Division, Phoenix Sub

7250. Gallup Yard

History: 1881-established by Atlantic & Pacific
1887-A&P sold to Santa Fe Pacific
1907-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 1st & 2d Districts

BNSF TRACK SEGMENTS-7200-7299

Former ATSF: Arizona Division, Gallup Sub
Former ATSF: Central Region, Gallup Sub
Former ATSF: New Mexico & Arizona Divisions, Gallup Sub
Former ATSF: New Mexico Division, Gallup Sub
Former BNSF: Arizona Division, Gallup Sub
Current BNSF: [Southwest Division, Gallup Sub](#)

7251. Winslow Yard

History: 1882-established by Atlantic & Pacific
1887-A&P sold to Santa Fe Pacific
1907-Santa Fe Pacific merged into ATSF
Former ATSF: Albuquerque Division, 2d, 3d & Kingman Districts
Former ATSF: Arizona Division, Gallup & Seligman Subs
Former ATSF: Central Region, Gallup & Seligman Subs
Former ATSF: Arizona Division, Gallup & Seligman Subs
Former ATSF: New Mexico Division, Gallup Sub
Arizona Division, Seligman Sub
Former BNSF: Arizona Division, Gallup & Seligman Subs

Current BNSF: [Southwest Division, Gallup & Seligman Subs](#)

7252. Mobest Yard

History: 1895-by Santa Fe, Prescott, & Phoenix
1911-consolidated into ATSF
Former ATSF: Albuquerque Division, 4th District
Former ATSF: Arizona Division, Phoenix Sub
Former ATSF: Central Region, Phoenix Sub
Former ATSF & BNSF: Arizona Division, Phoenix Sub

Current BNSF: [Southwest Division, Phoenix Sub](#)

7253. Barstow Yard

History: 1884-established by Southern Pacific
1886-leased by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1907-Santa Fe Pacific merged into ATSF
Former ATSF: Arizona Division, 2d & 3d Districts
Former ATSF: Valley Division, Mojave Sub
Los Angeles Division, 1st & Needles Districts
Former ATSF: Los Angeles Division, 1st & Needles Subs

BNSF TRACK SEGMENTS-7200-7299

Former ATSF: California Division, Mojave, Cajon, & Needles Subs
Former ATSF: Western Region, Mojave, Cajon, & Needles Subs
Former ATSF: Barstow Division, Cajon & Needles Subs
Former BNSF: Northern California Division, Mojave Sub
Southern California Division, Cajon & Needles Subs
Former BNSF: Northern California Division, Mojave Sub
Southern California Division, Cajon, Mojave, & Needles Subs

Current BNSF: California Division, Cajon, Mojave, & Needles Subs

7254. Bakersfield Yard

History: 1898-99-established by San Francisco & San Joaquin Vallery
1907-purchased by ATSF

Former SF&SJV: 8th District
Former ATSF: Valley Division, 1st & Mojave Districts
Former ATSF: California Division, Bakersfield & Mojave Subs
Former ATSF: Western Region, Bakersfield & Mojave Subs
Former ATSF: Valley Division, Bakersfield & Mojave Subs
Former BNSF: Northern California Division, Bakersfield & Mojave Subs
Former BNSF: Northern California Division, Bakersfield & Mojave Subs
Southern California Division, Mojave Sub
Former BNSF: Northern California Division, Bakersfield & Mojave Subs

Current BNSF: California Division, Bakersfield & Mojave Subs

7255. Calwa Yard

History: 1896-established by San Francisco & San Joaquin Valley
1907-purchased by ATSF

Former ATSF: Valley Division, 1st & 2d Districts
Former ATSF: California Division, Bakersfield & Stockton Subs
Former ATSF: Western Region, Bakersfield & Stockton Subs
Former ATSF: Valley Division, Bakersfield & Stockton Subs
Former BNSF: Northern California Division, Bakersfield & Stockton Subs

Current BNSF: California Division, Bakersfield & Stockton Subs

7256. Riverbank Yard

History: 1904 by Oakland & Western
1905-leased by ATSF
1911-Sold to California, Arizona, & Santa Fe
1928-merged into ATSF

BNSF TRACK SEGMENTS-7200-7299

This yard appears also as segment 7257.

Former SF&SJV: 9th District
Former ATSF: Valley Division, 2d District
Former ATSF: California Division, Stockton Sub
Former ATSF: Western Region, Riverbank & Stockton Subs
Former ATSF: Valley Division, Riverbank & Stockton Subs
Former BNSF: Northern California Division, Riverbank Sub
Former BNSF: Northern California Division, Riverbank & Stockton Subs

Current BNSF: [California Division, Riverbank & Stockton Subs](#)

7257. Riverbank Yard; Mormon

For Riverbank yard see segment 7256-this is apparently was a misprint

History: 1896-railhead established by San Francisco & San Joaquin Valley
1899-SF&SJV leased by ATSF
1901-SF&SJV purchased by ATSF

Former SF&SJV: Riverbank-9th District
Former ATSF: Valley Division, 3rd District
Former ATSF: California Division, Stockton Sub
Former ATSF: Western Region, Stockton Sub
Former ATSF: Valley Division, Stockton Sub
Former BNSF: Northern California Division, Stockton Sub

Current BNSF: [California Division, Stockton Sub](#)

7258. Richmond Yard

History: 1900 by ATSF
1904-Richmond Belt RR line built
1905-Richmond Belt leased by ATSF

Former SF&SJV: East Yard, 10th District
Former ATSF: Valley Division, 2d District & Oakland District-San Francisco Terminal
Former ATSF: California Division, Stockton Sub
Former ATSF: Western Region, Stockton Sub
Former ATSF: Valley Division, Stockton Sub
Former BNSF: Northern California Division, Stockton Sub

Current BNSF: [California Division, Stockton Sub](#)

7259. Oakland

BNSF TRACK SEGMENTS-7200-7299

History: 1885 by California & Nevada (narrow gauge)
1904-purchased by ATSF and made into standard gauge
1911-Oakland & East Side RR leased by ATSF and sold to California, Arizona, & Santa Fe in the same year
1928-California, Arizona, & Santa Fe merged into ATSF

Former ATSF: San Francisco Terminal Division, Oakland District (Valley Division)

Former BNSF: Northern California Division, Oakland Yard

Current BNSF: [California Division, Oakland Yard](#)

7260. Phoenix

History: 1895 by Santa Fe, Prescott, & Phoenix
1911-consolidated into ATSF

Former ATSF: Albuquerque Division, 4th District

Former ATSF: Arizona Division, Phoenix Sub

Former ATSF: Central Region, Phoenix Sub

Former ATSF & BNSF: Arizona Division, Phoenix Sub

Current BNSF: [Southwest Division, Phoenix Sub](#)

7261. San Francisco

History: 1900-opened by ATSF

Former SF&SJV: 10th District

Former ATSF: San Francisco Terminal Division, Oakland District (Valley Division)

Former BNSF: Northern California Division, San Francisco Yard

Current BNSF: [California Division, San Francisco Yard](#)

7262. Birds-Ricker

History: 1937-acquired from Frisco (segment 1046) by GC&SF-see segment 1046 for all details of the history and divisions.

7263. San Angelo Jct.-Sterling City

History: 1886-Colman Jct. (San Angelo Jct.)-Ballinger by Gulf, Colorado, & Santa Fe
1888-Ballinger-San Angelo by GC&SF
1910-San Angelo-Sterling City by Concho, San Saba, & Llano Valley RR
1914-CSS&L leased to GC&SF

Abandoned: **1959-San Angelo-Sterling City**

Sold: **1992-South Orient**

Sold: **1997-Texas Pacifico**

Former GC&SF: Coleman Jct.-San Angelo-Southern Division, San Angelo District

Former GC&SF: San Angelo Jct.-Silver City-Southern Division, San Angelo District

BNSF TRACK SEGMENTS-7200-7299

Former GC&SF & ATSF: San Angelo Jct.-San Angelo-Northern Division, San Angelo District

Former ATSF: San Angelo Jct.-San Angelo-Northern Division, San Angelo Sub

Former ATSF: San Angelo Jct.-San Angelo-Texas Division, San Angelo Sub

Former ATSF: San Angelo Jct.-San Angelo-Southern Region, San Angelo Sub

Current: St. Angelo Jct.-San Angelo-Texas Pacifico (South Orient)

7264. Lometa-Eden

History: 1911-Lometa-Whiteland by Gulf, Colorado, & Santa Fe

1912-Whiteland-Eden by GC&SF

Abandoned: 1972-MP67.7-Eden

Sold: 1993-Lometa-Whiteland-Gulf, Colorado, & San Saba

Former GC&SF & ATSF: Southern Division, San Saba District

Former ATSF: Texas Division, San Saba Sub

Former ATSF: Southern Region, San Saba sub

Current GC&SS: Main track

7265-Canyon Jct.-Seagraves

History: 1918 by South Plains & Santa Fe and controlled by Panhandle & Santa Fe

Sold: 1990-West Texas & Lubbock

Former P&SF: Lubbock Jct.-Seagraves-Slaton Division, Seagraves District

Former AT&SF: Lubbock Jct.-Seagraves-New Mexico Division, Seagraves Sub

Current WT&L: Canyon Jct.-Seagraves, Seagraves Sub

7266. Weatherford Jct.-Weatherford

History: 1887 by Gulf, Colorado, & Santa Fe

Abandoned: unknown-Cresson-Weatherford

Sold: 1994-Ft. Worth & Western

Former GC&SF: Weatherford Jct.-Weatherford-Northern Division, Weatherford District

Former ATSF: Cleburne-Cresson-Northern Division, Cresson District

Former ATSF: Cleburne-Cresson-Texas Division-Cresson District

Former ATSF: Cleburne-Cresson-Southern Region-Cresson District

Current: Ft. Worth & Western

7267. Slaton-Lamesa

History: 1910 by Pecos & Northern Texas

1914-leased to the Panhandle & Santa Fe

Sold: 1993-South Plains Lamesa RR

Abandoned: 1997

BNSF TRACK SEGMENTS-7200-7299

Former P&SF: Slaton Division, Lamesa District
Former ATSF: Plains Division, Lamesa District
Former ATSF: New Mexico Division, Lamesa Sub
Former ATSF: Central Region, Lamesa Sub
Current SPAL: Main line

7268. Plainview-Floydada

History: 1910 by Pecos & Northern Texas
1914-leased to Panhandle & Santa Fe
Sold: 1990-American Railway Company of Texas, dba Plainview Terminal Company
Abandoned: 1995
Former P&SF: Slaton Division, Floydada District
Former PTC: Plainview Terminal Company

7269. Lubbock-Crosbyton

History: 1911 by Crosbyton-South Plains
1916-name changed to South Plains & Santa Fe
1917-leased to Panhandle & Santa Fe
Sold: 1989-Crosbyton RR
Abandoned: <1997-could not find decision in STB rulings
Former P&SF: Slaton Division, Crosbyton District
Former ATSF: Plains Division, Crosbyton District
Former ATSF: New Mexico Division, Crosbyton Sub

7270. Fresno

History: 1896-railhead established by San Francisco & San Joaquin Valley
1899-SF&SJV leased by ATSF
1901-SF&SJV purchased by ATSF
Former SF&SJV: 8th, 9th, & 11th Districts
Former ATSF: Valley Division, 3rd District
Former ATSF: California Division, Stockton Sub
Former ATSF: Western Region, Stockton Sub
Former ATSF: Valley Division, Stockton Sub
Former BNSF: Northern California Division, Stockton Sub
Current BNSF: California Division, Stockton Sub

7271. Glendale

History: 1895 by Santa Fe, Prescott, & Phoenix
1911-consolidated into ATSF

BNSF TRACK SEGMENTS-7200-7299

Former ATSF: Albuquerque Division, 4th District

Former ATSF: Arizona Division, Phoenix Sub

Former ATSF: Central Region, Phoenix Sub

Former ATSF & BNSF: Arizona Division, Phoenix Sub

Current BNSF: [Southwest Division, Phoenix Sub](#)

7272. Needles

History: 1883-railhead established by Southern Pacific
1886-leased by Atlantic & Pacific
1887-Atlantic & Pacific to ATSF

Former ATSF: Arizona Division, 1st & 2nd Districts

Former ATSF: Albuquerque Division Kingman District
Los Angeles Division, Needles District

Former ATSF: Los Angeles Division, Needles Sub

Former ATSF: Arizona Division, Seligman Sub
California Division, Needles Sub

Former ATSF: Central Region, Seligman Sub
Western Region, Needles Sub

Former ATSF: Arizona Division, Seligman Sub
Barstow Division, Needles Sub

Former BNSF: Southern California Division, Needles Sub

Current BNSF: [California Division, Needles Sub](#)

7273. Mariposa Intermodal Yard

History: 2004 by BNSF

Current BNSF: [California Division, Stockton Sub](#)

7274. Flagstaff

History: 1882-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 3d District

Former ATSF: Arizona Division, Seligman Sub

Former ATSF: Central Region, Seligman Sub

Former ATSF & BNSF: Arizona Division, Seligman Sub

Current BNSF: [Southwest Division, Seligman Sub](#)

7275. Holbrook

History: 1882-railhead established by Atlantic & Pacific

BNSF TRACK SEGMENTS-7200-7299

1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 2d District

Former ATSF: Arizona Division, Gallup Sub

Former ATSF: Central Region, Gallup Sub

Former ATSF: New Mexico Division, Gallup Sub

Former BNSF: Arizona Division, Gallup Sub

Current BNSF: [Belen Jct.-Winslow-Southwest Division, Gallup Sub](#)

7276. Seligman

History 1882-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 3d District

Former ATSF: Arizona Division, Seligman Sub

Former ATSF: Central Region, Seligman Sub

Former ATSF & BNSF: Arizona Division, Seligman Sub

Current BNSF: [Southwest Division, Seligman Sub](#)

7277. Alhambra

History: 1895 by Santa Fe, Prescott, & Phoenix
1911-consolidated into ATSF

Former ATSF: Albuquerque Division, 4th District

Former ATSF: Arizona Division, Phoenix Sub

Former ATSF: Central Region, Phoenix Sub

Former ATSF & BNSF: Arizona Division, Phoenix Sub

Current BNSF: [Southwest Division, Phoenix Sub](#)

7278. Antioch

History: 1900-Stockton-Oakland by San Francisco & San Joaquin Valley
1900-SF&SJV leased by ATSF
1901-SJ&SJV purchased by ATSF

Former SF&SJV: 10th District

Former ATSF: Valley Division, 3rd District then 2nd District

Former ATSF: California Region, Stockton Sub

Former ATSF: Western Region, Stockton Sub

Former ATSF: Valley Division, Stockton Sub

BNSF TRACK SEGMENTS-7200-7299

Former BNSF: Northern California Division, Stockton Sub

Current BNSF: [California Division, Stockton Sub](#)

7279. Boron

History: 1882-railhead established by Southern Pacific
1886-Southern Pacific built lines leased by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Arizona Division, 3d District

Former ATSF: Valley Division, Mojave District

Former ATSF: California Division, Mojave Sub

Former ATSF: Western Region, Mojave Sub

Former ATSF: Valley Division, Mojave Sub

Former ATSF: California Division, Mojave Sub

Former ATSF: Western Region, Mojave Sub

Former ATSF: Valley Division, Mojave Sub

Former BNSF: Northern California Division, Mojave Sub

Former BNSF: Northern & Southern California Divisions, Mojave Sub

Former BNSF: Northern California Division, Mojave Sub

Current BNSF: [California Division, Mojave Sub](#)

7280. Corcoran

History: 1897 by San Francisco & San Joaquin Valley
1899-SF&SJV leased to ATSF
1901-SF&SFV purchased by ATSF

Former SF&SJV: 8th & 11th Districts

Former ATSF: Valley Division, 1st District & Visalia District

Former ATSF: California Division, Bakersfield Sub

Former ATSF: Western Region, Bakersfield Sub

Former ATSF: Valley Division, Bakersfield Sub

Former BNSF: Northern California Division, Bakersfield Sub

Current BNSF: [California Division, Bakersfield Sub](#)

7281. Daggett

History: 1883-railhead established by Southern Pacific
1886-Southern Pacific built lines leased by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)

BNSF TRACK SEGMENTS-7200-7299

1902-Santa Fe Pacific merged into ATSF

Former ATSF: Arizona Division, 2d District
Former ATSF: Los Angeles Division, Needles District then Subdivision
Former ATSF: California Division, Needles Sub
Former ATSF: Western Region, Needles Sub
Former ATSF: Barstow Division, Needles Sub
Former BNSF: Southern California Division, Needles Sub
Current BNSF: [California Division, Needles Sub](#)

7282. Dupont

History: 1900-railhead established by San Francisco & San Joaquin Valley and leased by ATSF
1901-SF&SJV purchased by ATSF
Former ATSF: Valley Division, 3rd District, then 2nd District
Former ATSF: California Division, Stockton Sub
Former ATSF: Western Region, Stockton Sub
Former ATSF: Valley Division, Stockton Sub
Former BNSF: Northern California Division, Stockton Sub
Current BNSF: [California Division, Stockton Sub](#)

7283. Empire Yard (Modesto Empire Jct.)

History: 1911 junction established by MET & ATSF
Former ATSF: Valley Division, 2d District
Former ATSF: California Division, Stockton Sub
Former ATSF: Western Region, Stockton Sub
Former ATSF: Valley Division, Stockton Sub
Former BNSF: Northern California Division, Stockton Sub
Current BNSF: [California Division, Stockton Sub](#)

7284. Kings Park

History: 1898-railhead established by San Francisco & San Joaquin Valley
1899-SF&SJV leased to ATSF
1901-SF&SFV purchased by ATSF
Former ATSF: Valley Division, 1st District
Former ATSF: California Division, Bakersfield Sub
Former ATSF: Western Region, Bakersfield Sub
Former ATSF: Valley Division, Bakersfield Sub

BNSF TRACK SEGMENTS-7200-7299

Former BNSF: Northern California Division, Bakersfield Sub

Current BNSF: [California Division, Bakersfield Sub](#)

7285. Ludlow

History: 1883-railhead established by Southern Pacific
1886-Southern Pacific built lines leased by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Arizona Division, 2d District

Former ATSF: Los Angeles Division, Needles District

Former ATSF: Los Angeles Division, Needles Sub

Former ATSF: California Division, Needles Sub

Former ATSF: Western Region, Needles Sub

Former ATSF: Barstow Division, Needles Sub

Former BNSF: Southern California Division, Needles Sub

Current BNSF: [California Division, Needles Sub](#)

7286. Newberry

History: 1883-railhead established by Southern Pacific
1886-Southern Pacific built lines leased by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Arizona Division, 2d District

Former ATSF: Los Angeles Division, Needles District

Former ATSF: Los Angeles Division, Needles Sub

Former ATSF: California Division, Needles Sub

Former ATSF: Western Region, Needles Sub

Former ATSF: Barstow Division, Needles Sub

Former BNSF: Southern California Division, Needles Sub

Current BNSF: [California Division, Needles Sub](#)

7287. Oakdale

History: 1904 by Oakdale & Western
1905-leased by ATSF
1911-sold to California, Arizona, & Santa Fe
1928-merged into Santa Fe

Former ATSF: Valley Division, Oakdale District

Former ATSF: Valley Division, 2d District

BNSF TRACK SEGMENTS-7200-7299

Former ATSF: California Division, Stockton Sub, Oakdale Spur

Former ATSF: Western Region, Riverbank Sub

Former ATSF: Valley Division, Riverbank Sub

Former BNSF: California Division, Riverbank Sub

Current BNSF: [California Division, Riverbank Sub](#)

7288. Pittsburg

History: 1900-railhead established by San Francisco & San Joaquin Valley and leased by ATSF
1901-SF&SJV purchased by ATSF

Former ATSF: Valley Division, 3rd District, then 2nd District

Former ATSF: California Division, Stockton Sub

Former ATSF: Western Region, Stockton Sub

Former ATSF: Valley Division, Stockton Sub

Former BNSF: Northern California Division, Stockton Sub

Current BNSF: [California Division, Stockton Sub](#)

7289. Shafter

History: 1898 by San Francisco & San Joaquin Valley
1899-SF&SJV leased to ATSF
1901-SF&SFV purchased by ATSF

Former SF&SJV: 8th District

Former ATSF: Valley Division, 1st District

Former ATSF: California Division, Bakersfield Sub

Former ATSF: Western Region, Bakersfield Sub

Former ATSF: Valley Division, Bakersfield Sub

Former BNSF: Northern California Division, Bakersfield Sub

Current BNSF: [California Division, Bakersfield Sub](#)

7290. Stockton

History: 1896-railhead established by San Francisco & San Joaquin Valley
1899-SF&SJV leased by ATSF
1901-SF&SJV purchased by ATSF

Former SF&SJV: 9th & 10th Districts

Former ATSF: Valley Division, 3rd District, then 2nd District

Former ATSF: California Division, Stockton Sub

Former ATSF: Western Region, Stockton Sub

BNSF TRACK SEGMENTS-7200-7299

Former ATSF: Valley Division, Stockton Sub

Former BNSF: Northern California Division, Stockton Sub

Current BNSF: [California Division, Stockton Sub](#)

7291. Wasco

History: 1898 by San Francisco & San Joaquin Valley
1899-SF&SJV leased to ATSF
1901-SF&SFV purchased by ATSF

Former SF&SJV: 8th District

Former ATSF: Valley Division, 1st District

Former ATSF: California Division, Bakersfield Sub

Former ATSF: Western Region, Bakersfield Sub

Former ATSF: Valley Division, Bakersfield Sub

Former BNSF: Northern California Division, Bakersfield Sub

Current BNSF: [California Division, Bakersfield Sub](#)

7292. Baca

History: 1881-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 1st District

Former ATSF: Arizona Division, Gallup Sub

Former ATSF: Central Region, Gallup Sub

Former ATSF: New Mexico Division, Gallup Sub

Former BNSF: Arizona Division, Gallup Sub

Current BNSF: [Southwest Division, Gallup Sub](#)

7293. Bluewater

History: 1881-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 1st District

Former ATSF: Arizona Division, Gallup Sub

Former ATSF: Central Region, Gallup Sub

Former ATSF: New Mexico Division, Gallup Sub

Former BNSF: Arizona Division, Gallup Sub

Current BNSF: [Southwest Division, Gallup Sub](#)

BNSF TRACK SEGMENTS-7200-7299

7294. Bodega

History: 1908-railhead established by Eastern of New Mexico
1909-leased by ATSF
1912-purchased by ATSF

Former ATSF: Pecos Division, 2d District

Former PSF: New Mexico Division, 2d District

Former ATSF: New Mexico Division, 1st District

Former ATSF: New Mexico Division, Clovis Sub

Former ATSF: Central Region, Clovis Sub

Former ATSF: Pecos Division, Clovis Sub

Former ATSF and BNSF: New Mexico Division, Clovis Sub

Current BNSF: [Southwest Division, Clovis Sub](#)

7295. Grants

History: 1881-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 1st District

Former ATSF: Arizona Division, Gallup Sub

Former ATSF: Central Region, Gallup Sub

Former ATSF: New Mexico Division, Gallup Sub

Former BNSF: Arizona Division, Gallup Sub

Current BNSF: [Southwest Division, Gallup Sub](#)

7296. Laguna

History: 1880-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 1st District

Former ATSF: Arizona Division, Gallup Sub

Former ATSF: Central Region, Gallup Sub

Former ATSF: New Mexico Division, Gallup Sub

Former BNSF: Arizona Division, Gallup Sub

Current BNSF: [Southwest Division, Gallup Sub](#)

7297. Marmon

BNSF TRACK SEGMENTS-7200-7299

History: 1880-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 1st District

Former ATSF: Arizona Division, Gallup Sub

Former ATSF: Central Region, Gallup Sub

Former ATSF: New Mexico Division, Gallup Sub

Former BNSF: Arizona Division, Gallup Sub

Current BNSF: [Southwest Division, Gallup Sub](#)

7298. Quirk

History: 1880-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 1st District

Former ATSF: Arizona Division, Gallup Sub

Former ATSF: Central Region, Gallup Sub

Former ATSF: New Mexico Division, Gallup Sub

Former BNSF: Arizona Division, Gallup Sub

Current BNSF: [Southwest Division, Gallup Sub](#)

7299. Reid

History: 1881-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 1st District

Former ATSF: Arizona Division, Gallup Sub

Former ATSF: Central Region, Gallup Sub

Former ATSF: New Mexico Division, Gallup Sub

Former BNSF: Arizona Division, Gallup Sub

Current BNSF: [Southwest Division, Gallup Sub](#)

BNSF TRACK SEGMENTS-7300-7399

7300. Ellinor-La Junta-El Paso

History: 1871-Ellinor-Newton by ATSF
1872-Newton-Hutchinson by ATSF
1872-Kinsley-Dodge City by Wichita & Southern-leased to ATSF
1873-Dodge City-Colorado State Line by ATSF
1873-Kansas State Line-Granada by Colorado & New Mexico (leased by ATSF and purchased in 1900)
1875-Granada-Las Animas Jct. by Pueblo & Arkansas Valley (leased by ATSF in 1881 and purchased in 1900)
1876-Las Animas Jct.-La Junta by Pueblo & Arkansas Valley (see above)
1878-La Junta-Colorado/New Mexico State Line by Pueblo & Arkansas Valley (leased in 1881 by ATSF and purchased in 1900)
1879-Colorado/New Mexico State Line-Las Vegas by New Mexico & Southern Pacific (leased in 1879 by ATSF and purchased in 1899)
1880-Las Vegas-San Marcial by New Mexico & Southern Pacific (leased in 1880 and purchased in 1899 by ATSF)
1881-San Marcial-Texas State Line by Rio Grande, Mexico, & Pacific (leased in 1881 and purchased in 1899 by ATSF)
1881-Texas State Line-El Paso by Rio Grande & El Paso (leased in 1881 and purchased in 1899 by ATSF)
1884-Santa Fe Pacific merged into ATSF
1887-Hutchinson-Kingsley by Chicago, Kansas & Western (leased to ATSF in 1889)

Sold: 2005-Trinidad-Belen (MP 932.1-MP 635.0) to NMDOT for commuter rail. BNSF retains rights over line, and payment begins in 3 phases, 1st on 2006.

NOTE: Ellinor-Newton was part of segment 7400 at one time.

Former ATSF: Ellinor-Newton-Eastern Division, 1st District
Newton-Dodge City-Western Division, 1st District
Dodge City-La Junta-Colorado Division, 1st District
La Junta-Raton-New Mexico Division, 1st District
Raton-Las Vegas-New Mexico Division, 2nd District
Las Vegas-Albuquerque-New Mexico Division, 3rd District

Former P&SF: Albuquerque-El Paso-New Mexico Division, El Paso District

Former ATSF: Ellinor-Newton-Middle Division, 1st District
Newton-Dodge City-Middle Division, 2d District
Dodge City-La Junta-Colorado Division, 1st District
Las Animas Jct.-La Junta-Colorado Division, 1st District
La Junta-Raton-Colorado Division, 2d District
Raton-Las Vegas-Colorado Division, 3d District
Las Vegas-Albuquerque-Colorado Division, 4th District
Albuquerque-Isleta-Albuquerque Division, 1st District
Albuquerque-El Paso-Albuquerque Division, El Paso District

Former ATSF:
(partial) Ellinor-Newton-Middle Division, 1st Sub
Newton-Dodge City-Middle Division, 2nd Sub
Dodge City-La Junta-Colorado Division, 1st Sub
La Junta-Raton-Colorado Division, 2nd Sub
Raton-Las Vegas-Colorado Division, 3rd Sub
Las Vegas-Albuquerque-Colorado Division, 4th Sub

Former ATSF: Ellinor-Newton-Illinois Division, Newton Sub
Newton-La Junta-Kansas Division, La Junta Sub
La Junta-Raton-New Mexico Division, Raton Sub
Raton-Las Vegas-New Mexico Division, Las Vegas Sub
Las Vegas-Belen-New Mexico Division, Glorietta Sub
Belen-El Paso Jct.-New Mexico Division, Belen Sub
El Paso Jct.--El Paso-New Mexico Division, El Paso Sub

BNSF TRACK SEGMENTS-7300-7399

- Former ATSF: Ellinor-Newton-Eastern Region, La Junta Sub
Newton-Las Animas Jct.-Eastern Region, La Junta Sub
Las Animas Jct.-La Junta-Central Region, Boise City Sub
La Junta-Raton-Central Region, Raton Sub
Raton-Las Vegas-Central Region, Las Vegas Sub
Las Vegas-Isleta-Central Region, Glorietta Sub
Isleta-El Paso-Central Region, El Paso Sub
- Former ATSF: Ellinor-Newton-Eastern Division, Newton Sub
Newton-Las Animas Jct.-Kansas Division, La Junta Sub
Las Animas Jct.-La Junta-Kansas Division, Boise City Sub
La Junta-Raton-New Mexico Division, Raton Sub
Raton-Las Vegas-New Mexico Division, Las Vegas Sub
Las Vegas-Isleta-New Mexico Division, Glorietta Sub
Isleta-El Paso-New Mexico Division, El Paso Sub
- Former ATSF: Ellinor-Newton-Eastern Division, Newton Sub
Newton-Las Animas Jct.-Eastern Division, La Junta Sub
Las Animas Jct.-La Junta-Panhandle Division, Boise City Sub
La Junta-Las Vegas-New Mexico Division, Raton Sub
Las Vegas-Isleta-New Mexico Division, Glorietta Sub
Isleta-El Paso-New Mexico Division, El Paso Sub
- Former BNSF: Ellinor-La Junta-Colorado Division, La Junta Sub
Las Animas Jct.-La Junta-Colorado Division, Boise City Sub
Las Vegas-Isleta-Colorado Division, Glorietta Sub
Isleta-El Paso-New Mexico Division, El Paso Sub
- Former BNSF: Ellinor-Las Animas Jct.-Kansas Division, La Junta Sub
Las Animas Jct.-La Junta-Amarillo Division, La Junta Sub
La Junta-Las Vegas-New Mexico Division, Raton Sub
Isletta (MP 934.4 El Paso Jct.)-El Paso-New Mexico Division, El Paso Sub
- Former BNSF: Ellinor-Las Animas Jct.-Kansas Division, La Junta Sub
Las Animas Jct.-La Junta-Amarillo Division, La Junta Sub
La Junta-Las Vegas-New Mexico Division, Raton Sub-from segment 7404 04/00
Las Vegas-Isleta-New Mexico Division, Glorietta Sub
Isletta (MP 934.4 El Paso Jct.)-El Paso-New Mexico Division, El Paso Sub
- Note: Las Animas Jct.-La Junta also shows up on the Kansas Division, La Junta Sub, but is under jurisdiction of the Amarillo Division, La Junta Sub instructions.
- Former BNSF: Ellinor-La Junta-Kansas Division, La Junta Sub
La Junta-Las Vegas-Southwest Division, Raton Sub
Las Vegas-Isleta-Southwest Division, Glorietta Sub
Isletta (MP 934.4 El Paso Jct.)-El Paso-Southwest Division, El Paso Sub
- Former BNSF: Ellinor-La Junta-Kansas Division, La Junta Sub
La Junta-Las Animas Jct.-Powder River Division, Boise City Sub
La Junta-Las Vegas-Southwest Division, Raton Sub
Las Vegas-Isleta-Southwest Division, Glorietta Sub
Isleta-El Paso-Southwest Division, El Paso Sub
- Current BNSF: [Ellinor-La Junta-Kansas Division, La Junta Sub](#)
[La Junta-Las Animas Jct.-Colorado Division, Boise City Sub](#)
[La Junta-Las Vegas-Southwest Division, Raton Sub](#)
[Las Vegas-Isleta-Southwest Division, Glorietta Sub](#)
[Isleta-El Paso-Southwest Division, El Paso Sub](#)

7301. Neva-Superior (Junction)

- History: 1887-Neva-Concordia by Chicago, Kansas City, & Western (ATSF)
1888-Concordia-Nebraska/Kansas state line by Chicago, Kansas City, & Western (ATSF)

BNSF TRACK SEGMENTS-7300-7399

Abandoned: 1889-Chicago, Kansas City, & Western merged with ATSF
2004-Neva-Lost Springs placed on abandoned list
Possible Use: 2005-abandonment modified to use part of line for car storage

Former ATSF: Neva-Superior-Middle Division, Strong City District

Former ATSF: Neva-Superior-Middle Division, Strong City Sub

Former ATSF: Neva-Superior-Kansas Division, Strong City Sub

Former ATSF: Neva-Superior-Eastern Region, Strong City Sub

Former ATSF: Neva-Superior-Kansas Division, Strong City Sub

Former ATSF: Neva-Superior-Eastern Division, Strong City Sub

Former BNSF: Neva-Superior-Colorado Division, Strong City Sub

Former BNSF: Neva-Superior-Kansas Division, Strong City Sub

Former BNSF: Neva-Superior Jct.-Kansas Division, Strong City Sub

Current BNSF: Lost Springs-Superior Jct.-Kansas Division, Strong City Sub

7302. Dodge City-Boise City

History: unknown-CRIP Jct.-CV Jct. By CRIP
1913-Dodge City-Eckert by Dodge City & Cimarron Valley & leased to ATSF
1915-Eckert-Boise City by Eckert & Santa Fe and leased to ATSF
1942-Eckert & Santa Fe merged into ATSF

Sold: 1996-Cimarron Valley RR

Note: ATSF had rights over CRIP, then SSW between CRIP Jct. & CV Jct., a total of 1.1 miles, date of construction unknown, and that portion is no longer in use by UP, so it is assumed that the 1.1 miles is now owned by CV RR.

Former CRIP: Dodge City-Cimarron Valley Jct.-Missouri-Kansas Division, Subdivision 40A

Former CRIP: CRIP Jct.-CV Jct.-Missouri-Kansas Division, Subdivision 21A

Former ATSF: Western Division, Cimarron Valley District

Former ATSF: Middle Division, Cimarron Valley District

Former ATSF: Colorado Division, Cimarron Valley District

Former ATSF: Colorado Division, CV Sub

Former ATSF: Kansas Division, CV Sub

Former ATSF: Eastern Region, CV Sub

Former ATSF: Kansas Division, CV Sub

Former ATSF: Eastern Division, CV Sub

NOTE: This line was operated by BNSF until sale, but was not put on initial timetables because of the sale occurring before the first BNSF timetables were released.

7303. Satanta-Pritchett

History: 1923-Sanatana-Manter by Dodge City & Cimarron Valley and leased to ATSF

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Sold: 1927-Manter-Pritchett by Dodge City & Cimarron Valley and leased to ATSF
1996-Cimarron Valley RR

Former ATSF: Western Division, Manter District

Former ATSF: Middle Division, Manter District

Former ATSF: Colorado Division, Manter District

Former ATSF: Colorado Division, Manter Sub

Former ATSF: Kansas Division, Manter Sub

Former ATSF: Eastern Region, Manter Sub

Former ATSF: Kansas Division, Manter Sub

Former ATSF: Eastern Division, Manter Sub

Current CV: Santana Jct.-North Jct.-Manter Sub (includes 10.6 miles via segment 7107)
North Jct.-Pritchett-Pritchett Industrial Spur

NOTE: This line was operated by BNSF until sale, but was not put on initial timetables because of the sale occurring before the first BNSF timetables were released.

7304. South Denver-Pueblo Yard; La Junta-Las Vegas; Pikes View; La Junta-Pueblo

History: 1871-Denver-Colorado Springs by D&RG
1872-Colorado Springs-Pueblo by D&RG
1876-Las Junta-Pueblo by Pueblo & Arkansas Valley
1878-D&RG lines leased by ATSF
1881-P&AV leased by ATSF
1887-Pueblo-Denver by Denver & Santa Fe (leased to ATSF)
1900-D&SF merged into ATSF
1901-Pueblo-Bragdon realigned by ATSF, original line **abandoned**

Note: the rest of the segment depicts the opening of the joint line between Denver & Pueblo with Rio Grande trackage used northbound and ATSF trackage southbound. Prior to ATSF building their tracks, they leased from DRG in 1879.

Joint Line: 1871-Denver-Colorado Springs by Denver & Rio Grande
1872-Colorado Springs-Pueblo by Denver & Rio Grande
1879-leased by ATSF
1887-Pueblo-Denver by Denver & Santa Fe (leased in 1887 and merged in 1900)

NOTE: La Junta-Las Vegas may have initially been a misprint on timetables, as it was incorporated in segment 7300 in later timetables. See 7300 for original track opening. Also, South Denver-Pueblo was incorporated into segments 477 & 8100.

Former ATSF: South Denver-Bragdon-Denver Division, Denver District
Bragon-Pueblo Yard-Denver Division, Denver District Joint Line (ATSF)
La Junta-Pueblo-Colorado Division, Pueblo District

Former ATSF: South Denver-Bragdon-Denver Division, Denver District
Bragon-Pueblo Yard-Denver Division, Denver District Joint Line (ATSF)
La Junta-Raton-Colorado Division, 2d District
Raton-Las Vegas-Colorado Division, 3d District

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Former ATSF:	South Denver-Pueblo Yard-Colorado Division, Denver District La Junta-Raton-Colorado Division, 2d District Raton-Las Vegas-Colorado Division, 3d District
Former ATSF:	La Junta-Pueblo Yard-Colorado Division, Pueblo Sub La Junta-Raton-Colorado Division, 2 nd Sub Raton-Las Vegas-Colorado Division, 3 rd Sub
Former ATSF:	South Denver-Bragdon-Denver Division, ATSF Denver Sub Bragdon-Pueblo Yard-Denver Division, ATSF Denver Sub La Junta-Raton-New Mexico Division, Raton Sub Raton-Las Vegas-New Mexico Division, Las Vegas Sub La Junta-Pueblo Yard-Kansas Division, Pueblo Sub
Former ATSF:	South Denver-Bragdon-Central Region Joint Line, Denver Sub Bragdon-Pueblo Yard-Central Region, ATSF Denver Sub La Junta-Raton-Central Region, Raton Sub Raton-Las Vegas-Central Region, Las Vegas Sub La Junta-Pueblo Yard-Central Region, Pueblo Sub
Former ATSF:	BN Denver Yard-SP RRX-Kansas Division Joint Line, Denver Sub ATSF North Bragdon-Pueblo-Kansas Division, Denver Sub-SP South Denver-Bragdon-Kansas Division, Denver Sub-Joint Line La Junta-Raton-New Mexico Division, Raton Sub Raton-Las Vegas-New Mexico Division, Las Vegas Sub La Junta-Pueblo Yard-Kansas Division, Pueblo Sub
Former ATSF:	BN Denver Yard-SP RRX-Panhandle Division Joint Line, Denver Sub ATSF North Bragdon-Pueblo-Panhandle Division, Denver Sub-SP South Denver-Bragdon-Panhandle Division, Denver Sub-Joint Line La Junta-Las Vegas-New Mexico Division, Raton Sub La Junta-Pueblo Yard-Panhandle Division, Pueblo Sub
Former BNSF:	20th St-Pueblo Yard-Colorado Division, Pikes Peak Sub La Junta-Pueblo Yard-Colorado Division, Pueblo Sub La Junta-Las Vegas-Colorado Division, Raton Sub
Former BNSF:	South Denver-Pueblo Yard-Colorado Division, Pikes Peak Sub La Junta-Las Vegas-New Mexico Division, Raton Sub
Former BNSF:	South Denver-Pueblo Yard-Colorado Division, Pikes Peak Sub
Former BNSF:	La Junta-Pueblo Jct.-Powder River Division, Pueblo Sub Pikes View, Powder River Division, Pikes Peak Sub (yard segment)
Current BNSF:	Pueblo Jct.-La Junta-Colorado Division, Pueblo Sub

7305. Belen Junction-Dalies; Isleta-Dalies

History:	1880-Isleta-Dalies by Atlantic & Pacific owned by Santa Fe Pacific in 1897 and merged into ATSF in 1902
Note:	Belen Jct.-Dalies became segment 7200, and Isleta-Dalies became 7305 02/00.
Former ATSF:	Belen-Dalies-Albuquerque Division, Belen District Isleta-Dalies-Albuquerque Division, 1st District
Former ATSF:	Belen Jct.-Dalies-Arizona Division, Gallup Sub Isleta-Dalies-Arizona Division, Glorieta Sub
Former ATSF:	Belen Jct.-Dalies-Central Region, Gallup Sub Isleta-Dalies-Central Region, Glorieta Sub
Former ATSF:	Belen Jct.-Dalies-New Mexico Division, Gallup Sub Isleta-Dalies.-New Mexico Division Glorieta Sub

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Former ATSF: Belen Jct.-Dalies-New Mexico Division, Gallup Sub
Isleta-Dalies-New Mexico Division, Glorieta Sub

Former BNSF: Belen Jct.-Dalies-Arizona Division, Gallup Sub

Former BNSF: Isleta-Dalies-New Mexico Division, Glorieta Sub

Current BNSF: Isleta-Dalies-Southwest Division, Glorieta Sub

7306. Rincon-Deming

History: 1881-by Rio Grande, Mexico & Pacific
1884-leased by ATSF
1887-purchased by Santa Fe & Pacific
1901-Santa Fe Pacific merged into ATSF

Sold: 2001-SW RR

Former PSF: New Mexico Division, Deming District

Former ATSF: New Mexico Division, Deming District

Former ATSF: New Mexico Division, Deming Sub

Former ATSF: Central Region, Deming Sub

Former ATSF & BNSF: New Mexico Division, Deming Sub

Current SW: New Mexico Division, Deming Branch

7307. Deming-Burro Mountain Jct. (Silver City)

History: 1884-Deming-Silver City by Silver City, Deming, & Pacific and leased by ATSF
1899-SC, D, & P merged into ATSF

Abandoned: 1983-1989-Burro Junction-Silver City

Sold: 1990-Whitewater-Burro Junction. to SW RR

1994-Peruhill-Whitewater to SW RR

2001-Deming-Peruhill to SW RR

Former PSF: New Mexico Division, Deming District

Former ATSF: New Mexico Division, Deming District

Former ATSF: New Mexico Division, Deming Sub

Former ATSF: Central Region, Deming Sub

Former ATSF & BNSF: New Mexico Division, Deming Sub

Current SW: Deming-Whitewater-New Mexico Division, Santa Rita Sub
Whitewater-Burro Mountain Jct.-New Mexico Division, Burro Mountain Branch

7308. French (York Canyon Junction)-York Canyon

History: 1902-French-Dawson by Dawson RY
1908-leased to El Paso-Southwestern
1924-El Paso-Southwestern leased to SP

Abandoned: 1952-French-Dawson

1966-opened by ATSF, by rebuilding on the old Dawson RY right-of-way (18 miles)
and

the rest new construction

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Out of service: 2005-placed on abandoned list; status is sale pending
Abandoned: 2006-OFA's withdrawn

Former SP: French-Dawson-Rio Grande Division, Santa Rosa Sub, Dawson Branch
Former ATSF: French-York Canyon-Colorado Division, York Canyon District
Former ATSF: French-York Canyon-Colorado Division, York Canyon Sub
Former ATSF: French-York Canyon-New Mexico Division, York Canyon Sub
Former ATSF: French-York Canyon-Central Region, York Canyon Sub
Former ATSF & BNSF: French-York Canyon-Colorado Division, York Canyon Sub
Former BNSF: French-York Canyon-New Mexico Division, York Canyon Sub
Former BNSF: York Canyon Jct.-York Canyon-New Mexico Division, York Canyon Sub
Former BNSF: French (West French)-York-Southwest Division, York Canyon Sub
Former BNSF: West French-York Canyon-Southwest Division, Raton Sub

7309. Pueblo-Canon City

History: 1880-Pueblo-Clelland by Pueblo & Arkansas Valley
1881-leased by ATSF
1887-Clelland-Canon City by Pueblo & Arkansas Valley
1900-purchased by ATSF
1921-rights gained over DRGW Pueblo-Clelland due to floods
Abandoned: 1921-MP 1-Portland (rails up in 1927)
1947-rights gained over D&RG Adobe (near Portland)-Canon City
Abandoned: 1947-Portland-Canon City
1995-.5 mile at Canon City
Sold: 1999-Pueblo-MP 1-Rock & Rail Inc.

NOTE: See segment 7325 for rights over D&RWG, SP, and now UP

Current RRRR: Main line with rights over UP

7310. Garden City-Great Bend

History: 1887-Great Bend-Scott City by Chicago, Kansas, & Western
1889-CK&W leased to ATSF
1910-Garden City-Scott City by Garden City, Gulf, & Northern and leased to ATSF
Sold: 1989-Garden City-Scott City to Garden City Western
1992-Great Bend-Garden City to Central Kansas
Abandoned: unknown-(after 2000)-Shallow Water-Scott City
Former ATSF: Great Bend-Scott City-Middle Division, Great Bend District
Scott City-Garden City-Colorado Division, Garden City District
Former ATSF: Great Bend-Scott City-Middle Division-Great Bend Sub
Garden City-Scott City-Colorado Division, Garden City Sub
Former ATSF: Great Bend-Scott City-Kansas Division, Great Bend Sub
Former ATSF: Great Bend-Scott City-Eastern Region, Great Bend Sub
Former GCW: Garden City-Scott City-North Line

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Current CK: Great Bend-Scott City

Current GCW: Great Bend-Shallow Water-North Line

7311. Wichita Jct.-Englewood



History: 1887 by Chicago, Kansas, & Western
1889-CK&W merged into ATSF

Abandoned: 1989-Wichita Jct.-Rago

Sold: 1992-Rago-Englewood-Central Kansas RY

Abandoned: 1997-Protection-Englewood-placed on abandoned list
2000-abandonment-Protection-Englewood consummated; rail banked

Former P&SF: South Jct.-Viola-Plains Division, Fairview District
Viola-Englewood-Plains Division, Englewood District

Former ATSF: Plains Division, Englewood District

Former ATSF: Kansas Division, Englewood Sub

Former ATSF: Rago-Englewood-Eastern Region, Englewood Sub

Current CK: Main line

7312. Hutchison-Ponca City

History: 1889-Hutchison-Kingman by Hutchison & Southern
1890-Kingman-KS/OK line by Hutchison & Southern
1897-Wakita-Medford by Gulf and leased by ATSF
1898-Medford-Blackwell by Gulf and leased by ATSF
1899-Blackwell-Ponca City by Gulf and leased by ATSF
1899-Hutchison & Southern and Gulf both purchased by ATSF

.Sold: 1993-Central Kansas

Abandoned: 1994-Spring-Blackwell
2000-Harper-Hutchison
2004-MP .62-3.5-South Hutchison Lead; MP 138.0-Ponca City
unknown-Blackwell-MP 138.0

Former P&SF & ATSF: Blackwell-Ponca City Jct.-Plains Division, Ponca City District
ND Jct.-Blackwell-Plains Division, H&S District

Former ATSF: Hutchison-Hutchison Jct. (ND Jct.)-Western Division, 1st District

Former ATSF: Hutchison-Wellington, Plains Division, H&S District

Former ATSF: Kansas Division, H&S Sub

Former ATSF: Eastern Region, H&S Sub

Former CKRY: Hutchison-Spring

7313. Tonkawa-Wellington

History: 1880-Wellington-Hunnewell by Sumner County (Controlled by Southern Kansas)
1887-Hunnewell-Bramen by Frisco and sold at foreclosure to ATSF in 1890
1899-KS/OK line-Wakita by Hutchison & Southern
1899-Blackwell-Tonkawa by Blackwell & Southern & leased by ATSF
1899-Hutchison & Southern and Gulf both purchased by ATSF

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1899-Sumner County purchased by ATSF
1900-Blackwell & Southern merged into ATSF
Sold: 1997-Blackwell-Wellington to South Kansas & Oklahoma
Sold: 2000-Blackwell-Wellington to Blackwell Northern
Operated: 2006-Blackwell-Hunnewell by Blackwell Northern Gateway RR

Former P&SF: Plains Division, Hunnewell District
Former ATSF: Hutchison-Hutchison Jct. (ND Jct.)-Western Division, 1st District
Former ATSF: Plains Division, H&S District
Former ATSF: Kansas Division, H&S Sub
Former ATSF: Eastern Region, H&S Sub

Current BNG: Blackwell-Hunnewell

7314. Hutchison-Kinsley

History: 1872 by ATSF
Sold: 1992-Central Kansas
Abandoned: 2003?-Garfield-Kingsley

Former ATSF: Western Division, 2nd District
Former ATSF: Middle Division, 5th District
Former ATSF: Middle Division, 5th Sub
Former ATSF: Kansas Division, Hutchison District
Former ATSF: Eastern Region, Hutchison District

Current: Central Kansas

7315. Abilene-Osborne

History: 1887-Abilene-Salina by Chicago, Kansas & Western
1889-CK&W merged into ATSF
1917-Salina-Osborne by Salina Northern
1924-sold to Salina & Santa Fe at sheriff's sale and leased to ATSF
Sold: 1992-Central Kansas

Former ATSF: Middle Division, Salina District (includes rights via UP West Abilene-West Salina and OKT between East Salina and AB Jct.)
Former ATSF: Kansas Division, Salina Sub (with rights as listed above)
Former ATSF: Eastern Region, Salina Sub (with rights as listed above)
Former UP: West Abilene-East Salina-Kansas Division, Western Sub
Former UP: West Abilene-East Salina-Kansas Division, 1st Sub
Former UP: West Abilene-East Salina-Kansas Division, Salina Sub
Former UP: West Abilene-East Salina-Nebraska Division, Salina Sub (line 074)
Former UP: West Abilene-East Salina-Wichita Division, Salina Sub (line 074)

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Former UP: West Abilene-East Salina-Midwest Division, Salina Sub (line 74)

Current: Central Kansas

7316. Shattuck-Etter

History: 1920-Shacktuck-Spearman by North Texas & Santa Fe and leased to P&SF
1931-Spearman-Morse by North Texas & Santa Fe and leased to P&SF
Unknown-Morse-Etter Jct. By CRIP

Sold: 1990-Shattuck-Morse-Southwestern RR
1998-Morse-Etter-Texas North Western

Abandoned: unknown-Spearman-Morse
2005-Morse-Etter

Former CRIP: RI Jct.-Morse Jct.-Missouri-Kansas Division, Subdivision 7
Morse Jct.-Etter-Missouri-Kansas Division, Subdivisin 41A

Former CRIP: RI Jct.-Morse Jct.-Southern Division, Subdivision 7
Morse Jct.-Etter-Southern Division, Subdivision 7A

Former CRIP: RI Jct.-Morse Jct.-Missouri-Kansas Division, Subdivision 35A
Morse Jct.-Etter Jct.-Missouri-Kansas Division, Subdivision 35B

Former P&SF: Plains Division, Shattuck District

Former ATSF: Plains Division, Shattuck District

Former ATSF: Kansas Division, Shattuck Sub

Former TNW: Morse-Etter

Current SW: Shattuck-Spearman, Texas Division, Shattuck Branch

7317. Lamy-Santa Fe

History: 1880 by New Mexico & Southern Pacific
1884-leased to ATSF
1899-purchased by ATSF

Sold: 1992-Santa Fe Southern

Former ATSF: New Mexico Division, Santa Fe District

Former ATSF: Colorado Division, Santa Fe District

Former ATSF: Colorado Division, Santa Fe Sub

Former ATSF: New Mexico Division, Santa Fe Sub

Former ATSF: Central Region, Santa Fe Sub

Current SFS: Main line

7318. Vinton-Track #3

History: unknown when this industrial lead to Border Steel was originally built

Former ATSF: New Mexico Division, El Paso District

Former PSF: New Mexico Division, El Paso District

Former ATSF: New Mexico Division, El Paso Sub

BNSF TRACK SEGMENTS-7300-7399

Former ATSF: Central Region, El Paso Sub

Former ATSF & BNSF: New Mexico Division, El Paso Sub

Current BNSF: Southwest Division, El Paso Sub

7319-unused

7320. Canon City

History: 1874-by Denver & Rio Grande
1879-leased (trackage rights) by ATSF

Sold: 1999-Rock & Rail Inc.

Former DRGW: Colorado Division, Subdivision 2

Former SP: Rocky Mountain Division, Subdivision 3

Former SP: Denver Division, Subdivision 3

Former SP: Denver Division, Tennessee Pass Sub

Current UP: Denver Area, Tennessee Pass Sub (line 705)

Former ATSF: Colorado Division, Canon City District

Former ATSF: Colorado Division, Canon City Sub

Former ATSF: Kansas Division, Canon City Sub

Former ATSF: Central Region, Canon City Sub

Former ATSF: Panhandle Division, Canon City Sub (all by SP)

Former BNSF: Colorado Division, Canon City Sub

Current: RRRR

7321. Portland Yard

History: 1872-railhead established by Denver & Rio Grande
1879-leased (trackage rights) by ATSF

Abandoned: 1921-MP 1-Portland (for rights over D&RGW)

Sold: 1999-Rock & Rail Inc.

Former DRGW: Colorado Division, Subdivision 2

Former SP: Rocky Mountain Division, Subdivision 3

Former SP: Denver Division, Subdivision 3

Former SP: Denver Division, Tennessee Pass Sub

Current UP: Denver Area, Tennessee Pass Sub (line 705)

Former ATSF: Colorado Division, Canon City District

Former ATSF: Colorado Division, Canon City Sub

Former ATSF: Kansas Division, Canon City Sub

BNSF TRACK SEGMENTS-7300-7399

Former ATSF: Central Region, Canon City Sub
Former ATSF: Panhandle Division, Canon City Sub (all by SP)
Former BNSF: Colorado Division, Canon City Sub
Former BNSF: Powder River Division, Portland Yard joint facility
Current: RRRR

7322. Florence

History: 1874-by Denver & Rio Grande
1879-leased (trackage rights) by ATSF
Sold: 1999-Rock & Rail Inc.
Former DRGW: Colorado Division, Subdivision 2
Former SP: Rocky Mountain Division, Subdivision 3
Former SP: Denver Division, Subdivision 3
Former SP: Denver Division, Tennessee Pass Sub
Current UP: Denver Area, Tennessee Pass Sub (line 705)

Former ATSF: Colorado Division, Canon City District
Former ATSF: Colorado Division, Canon City Sub
Former ATSF: Kansas Division, Canon City Sub
Former ATSF: Central Region, Canon City Sub
Former ATSF: Panhandle Division, Canon City Sub (all by SP)
Former BNSF: Colorado Division, Canon City Sub
Current: RRRR

7323. Clelland-Kenwood

History: 1887-by Pueblo & Arkansas Valley and leased to ATSF
1900-purchased by ATSF
1947-rights gained over DRGW from jct.-Rockvale
Abandoned: 1947-Clelland-DRGW Jct.; Rockvale-Kenwood
Sold: 1998-Rock & Rail
Former ATSF: Colorado Division, Rockvale District
Former ATSF: Colorado Division, Canon City District, Rockvale Industrial Spur
Former ATSF: Colorado Division, Canon City Sub, Rockvale Industrial Spur
Former ATSF: Kansas Division, Canon City Sub, Rockvale Industrial Spur
Former ATSF: Central Region, Canon City Sub, Rockvale Industrial Spur
Former ATSF: Panhandle Division, Canon City Sub, Rockvale Industrial Spur
Former BNSF: Colorado Division, Canon City Sub, Rockvale Industrial Spur
Current: Rock & Rail

BNSF TRACK SEGMENTS-7300-7399

7324. Canon City-Canon City

For history, see 7309, 7323 above. This is suppose to be a 3 mile branch line in Canon City but appears to be the same as 7323. ATSF timetables show only the Rockvale spur. However, this could have been the extension to Kenwood, or the original Tennessee Pass line built by Canon City & San Juan (ATSF) in 1879, 22.3 miles but conveyed to D&RG in a dispute.

7325. Pueblo-Canon City

History: 1872-Pueblo-Florence by Denver & Rio Grande
1874-Florence-Canon City by Denver & Rio Grande
1879-leased (trackage rights) by ATSF
1880-Pueblo-Clelland by Pueblo & Arkansas Valley
1881-leased by ATSF
1900-purchased by ATSF
Sold: 1999-Pueblo-Canon City-Rock & Rail Inc.

Former DRGW: Colorado Division, Subdivision 2

Former SP: Rocky Mountain Division, Subdivision 3

Former SP: Denver Division, Subdivision 3

Former SP: Denver Division, Tennessee Pass Sub

Current UP: Pueblo-Canon City-Denver Area, Tennessee Pass Sub (line 705)

Former ATSF: Colorado Division, Canon City District

Former ATSF: Colorado Division, Canon City Sub

Former ATSF: Kansas Division, Canon City Sub

Former ATSF: Central Region, Canon City Sub

Former ATSF: Panhandle Division, Canon City Sub (all by SP)

Former BNSF: Pueblo Yard-Canon City-Colorado Division, Canon City Sub

Current RRRR: Main line with rights over UP

7326-7349-unused

7350. Sand Creek Yard

History: 1872-railhead established by ATSF

Former ATSF: Middle Division, 2d District

Former ATSF: Middle Division, 2nd Sub

Former ATSF: Kansas Division, La Junta Sub

Former ATSF: Eastern Region, La Junta Sub

Former ATSF: Kansas Division, La Junta Sub

Former ATSF: Eastern Division, La Junta Sub

Former BNSF: Colorado Division, La Junta Sub

BNSF TRACK SEGMENTS-7300-7399

Current BNSF: [Kansas Division, La Junta Sub](#)

7351. Hutchison Yard

History: 1872-railhead established by ATSF
Note: Since this also was a junction for the H&S the history is as follows:
1899 by Hutchison & Southern

Former ATSF: Middle Division, 2d District
Former ATSF: Middle Division, 2nd Sub
Former ATSF: Kansas Division, La Junta Sub
Former ATSF: Eastern Region, La Junta Sub
Former ATSF: Kansas Division, La Junta Sub
Former BNSF: Colorado Division, La Junta Sub

Current BNSF: [Kansas Division, La Junta Sub](#)

7352. Dodge City Yard

History: 1873-railhead established by ATSF
Former ATSF: Western Division-1st District & Cimmaron Valley District
Former ATSF: Middle Division, 2d District
Colorado Division, 1st District
Former ATSF: Colorado Division, 1st & CV Districts
Middle Division, 2nd Sub
Former ATSF: Colorado Division 1st & CV Subs
Former ATSF: Kansas Division, La Junta Sub
Former ATSF: Eastern Region, La Junta Sub
Former ATSF: Kansas Division, La Junta Sub
Former ATSF: Eastern Division, La Junta Sub

Current BNSF: [Kansas Division, La Junta Sub](#)

7353. La Junta Yard

History: 1876 by Pueblo & Arkansas Valley
1881-leased by ATSF
1900-purchased by ATSF
Former ATSF: Colorado Division, 1st, Pueblo & 2d Districts
New Mexico Division, 1st District
Former ATSF: Colorado Division, 1st, 2nd Subs
Former ATSF: Kansas Division, La Junta Sub
New Mexico Division, Raton Sub
Former ATSF: Central Region, Pueblo & Raton Subs

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Former ATSF: Kansas Division, Boise City & Pueblo Subs

Former ATSF: Panhandle Division, Pueblo Sub
New Mexico Division, Raton Sub

Former BNSF: Colorado Division, La Junta & Raton Subs

Former BNSF: Colorado Division, Pueblo & Raton Subs

Former BNSF: Kansas Division, La Junta Sub
Powder River Division, Pueblo Sub
Southwest Division, Raton Sub

Current BNSF: [Kansas Division, La Junta Sub](#)
[Colorado Division, Boise City & Pueblo Subs](#)
[Southwest Division, Raton Sub](#)

7354. Abajo & Albuquerque

History: 1880 by New Mexico & Southern Pacific
1884-leased by ATSF
1899-purchased by ATSF

Sold: 2005-part of Albuquerque yard to NMDOT for commuter rail

Note: per track charts, both places were given this segment number

Former ATSF: Albuquerque-New Mexico Division, 3rd District

Former P&SF: Albuquerque & Abajo-New Mexico Division, El Paso District

Former ATSF: Albuquerque-New Mexico Division, 1st & El Paso Districts
Abajo-New Mexico Division-El Paso District

Former ATSF: New Mexico Division, Belen Sub

Former ATSF: Central Region, El Paso Sub

Former ATSF & BNSF: New Mexico Division, El Paso Sub

Current BNSF: [Southwest Division, El Paso Sub](#)

7355. Belen Yard

History: 1903 by ATSF

Former ATSF: Albuquerque Division, 1st & 2d Districts
Pecos Division, 2nd District

Former PSF: New Mexico Division, 1st & El Paso Districts

Former ATSF: Albuquerque Division, Belen District

Former ATSF: Arizona Division, Belen Sub
New Mexico Division, Glorietta Sub

Former ATSF: Central Region, Gallop & Clovis Subs

Former ATSF: New Mexico Division, Clovis, El Paso, & Gallup Subs

Former ATSF: Panhandle Division, Gallop Sub
New Mexico Division, Clovis Sub

BNSF TRACK SEGMENTS-7300-7399

Former BNSF: Arizona Division, Gallup Sub
New Mexico Division, Clovis Sub

Current BNSF: Southwest Division, Clovis & Gallup Subs

7356. El Paso

History: 1911 by Rio Grande & El Paso
1916-name changed to Rio Grande, El Paso, & Santa Fe
1923-leased by ATSF

Former ATSF: New Mexico Division, El Paso District

Former PSF: New Mexico Division, El Paso District

Former ATSF: New Mexico Division, El Paso Sub

Former ATSF: Central Region, El Paso Sub

Former ATSF & BNSF: New Mexico Division, El Paso Sub

Current BNSF: Southwest Division, El Paso Sub

7357. Pueblo Yard

History: 1876-railhead established by Pueblo & Arkansas Valley
1881-leased by ATSF

Former ATSF: Pueblo Yard-Denver Division, Denver District Joint Line (ATSF)
Colorado Division, Pueblo District

Former ATSF: Pueblo Yard-Denver Division, Denver District Joint Line (ATSF)

Former ATSF: Pueblo Yard-Colorado Division, Denver District

Former ATSF: Pueblo Yard-Colorado Division, Pueblo Sub

Former ATSF: Pueblo Yard-Denver Division, ATSF Denver Sub
Pueblo Yard-Kansas Division, Pueblo Sub

Former ATSF: Pueblo Yard-Central Region, ATSF Denver Sub
Pueblo Yard-Central Region, Pueblo Sub

Former ATSF: Pueblo-Kansas Division, Denver Sub-SP
Pueblo Yard-Kansas Division, Pueblo Sub

Former ATSF: Pueblo-Panhandle Division, Denver Sub-SP
Pueblo Yard-Panhandle Division, Pueblo Sub

Former BNSF: Pueblo Yard-Colorado Division, Pueblo & Cannon City Subs

Former BNSF: Pueblo Yard-Colorado Division, Pueblo Sub

Former BNSF: Pueblo Yard-Powder River Division, Pikes Peak Sub

Current BNSF: Pueblo Yard-Colorado Division, Pueblo Sub

7358. Minnequa Yard

History: 1878 by Pueblo & Arkansas Valley
1887-leased by ATSF

BNSF TRACK SEGMENTS-7300-7399

Former ATSF: Colorado Division, Minnequa District

Former ATSF: Colorado Division, Minnequa Sub

Former ATSF: Kansas Division, Minnequa Sub

Former ATSF: Central Region, Minnequa Sub

Former ATSF: Kansas Division, Minnequa Sub

Former ATSF: Panhandle Division, Minnequa Sub

Former BNSF: Colorado Division, Spanish Peaks Sub

Former BNSF: Powder River Division, Spanish Peaks Sub

Current BNSF: Colorado Division, Spanish Peaks Sub

7359. CVRR Industrial

History: 1995-segment established by ATSF, probably with agreement with CVRR

Current BNSF: Kansas Division, La Junta Sub

7360. Big Lift

History: 1871 railhead established by Denver & Rio Grande
1879-leased to ATSF

Former ATSF: Denver Division, Denver District

Former ATSF: Colorado Division, Denver District

Former ATSF: Denver Division, ATSF Denver Sub

Former ATSF: Central Region Joint Line, Denver Sub

Former ATSF: Kansas Division, Denver Sub-Joint Line

Former ATSF: Panhandle Division, Denver Sub-Joint Line

Former BNSF: Colorado Division, Pikes Peak Sub

Former BNSF: Powder River Division, Pikes Peak Sub

Current BNSF: Colorado Division, Pikes Peak Sub

7361. Newton

History: 1871-railhead established by ATSF

Former ATSF: Eastern Division, 1st District
Western Division, 1st District

Former ATSF: Middle Division, 1st, 2nd, & 3rd Districts then Subdivisions

Former ATSF: Illinois Division, Newton Sub
Kansas Division, La Junta Sub & Arkansas Sub

Former ATSF: Eastern Region, La Junta, Newton, & Arkansas City Sub

Former ATSF: Eastern Division, Newton Sub
Kansas Division, La Junta & Arkansas City Subs

BNSF TRACK SEGMENTS-7300-7399

Former ATSF: Eastern Division, Arkansas City, Newton & La Junta Subs

Former BNSF: Colorado Division, La Junta Sub

Current BNSF: [Kansas Division, La Junta Sub](#)

7362. Way

History: 1872-railhead established by ATSF

Note: This is shown as CP 2141 on current timetables

Former ATSF: Western Division, 1st District

Former ATSF: Middle Division, 2nd District then 2nd Subdivision

Former ATSF: Kansas Division, La Junta Sub

Former ATSF: Eastern Region, La Junta Sub

Former ATSF: Kansas Division, La Junta Sub

Former ATSF: Eastern Division, La Junta Sub

Former BNSF: Colorado Division, La Junta Sub

Current BNSF: [Kansas Division, La Junta Sub](#)

7363. Avondale

History: 1876-railhead established by Pueblo & Arkansas Valley
1881-leased by ATSF

Former ATSF: Colorado Division, Pueblo District then Subdivision

Former ATSF: Kansas Division, Pueblo Sub

Former ATSF: Central Region, Pueblo Sub

Former ATSF: Kansas Division, Pueblo Sub

Former ATSF: Panhandle Division, Pueblo Sub

Former BNSF: Colorado Division, Pueblo Sub

Former BNSF: Powder River Division, Pueblo Sub

Current BNSF: [Colorado Division, Pueblo Sub](#)

7364. Kelker

History: 1872 by Denver & Rio Grande (now UP)
1876 by Denver & Santa Fe
1887-Denver & Santa Fe leased to ATSF
1900-D&SF merged with ATSF

Note: this is on the former DRGW & ATSF joint line, now segment 477

Former ATSF: Denver Division, Denver District

BNSF TRACK SEGMENTS-7300-7399

Former ATSF: Colorado Division, Denver District
Former ATSF: Denver Division, ATSF Denver District
Former ATSF: Central Region, Joint Line-Denver Sub
Former ATSF: Panhandle Division, Joint Line-Denver Sub ATSF
Former BNSF: Colorado Division, Pikes Peak Sub
Former BNSF: Powder River Division, Pikes Peak Sub

Current BNSF: Colorado Division, Pikes Peak Sub

7365. Lamar

History: 1875-railhead established by Pueblo & Arkansas Valley
1881-leased by ATSF
1900-purchased by ASTF

Former ATSF: Colorado Division, 1st District then 1st Subdivision
Former ATSF: Kansas Division, La Junta Sub
Former ATSF: Eastern Region, La Junta Sub
Former ATSF: Kansas Division, La Junta Sub
Former ATSF: Eastern Division, La Junta Sub
Former BNSF: Colorado Division, La Junta Sub

Current BNSF: Kansas Division, La Junta Sub

7366. Rocky Ford

History: 1876-railhead established by Pueblo & Arkansas Valley
1881-leased by ATSF

Former ATSF: Colorado Division, Pueblo District then Subdivision
Former ATSF: Kansas Division, Pueblo Sub
Former ATSF: Central Region, Pueblo Sub
Former ATSF: Kansas Division, Pueblo Sub
Former ATSF: Panhandle Division, Pueblo Sub
Former BNSF: Colorado Division, Pueblo Sub
Former BNSF: Powder River Division, Pueblo Sub

Current BNSF: Colorado Division, Pueblo Sub

7367. Trinidad

History: 1878-railhead established by Pueblo & Arkansas Valley
1881-leased by ATSF
1899-purchased by ATSF

Former ATSF: New Mexico Division, 1st District

BNSF TRACK SEGMENTS-7300-7399

Former ATSF: Colorado Division, 2nd District then 2nd Sub

Former ATSF: New Mexico Division, Raton Sub

Former ATSF: Central Region, Raton Sub

Former ATSF & BNSF: New Mexico Division, Raton Sub

Current BNSF: [Southwest Division, Raton Sub](#)

Note: This yard segment also shows up on the Powder River, Spanish Peaks Sub

7368. Abelen

History: 1887-railhead established by Chicago, Kansas, & Western (ATSF)
1889-CK&W merged with ATSF

Former ATSF: Middle Division, Strong City District then Strong City Sub

Former ATSF: Kansas Division, Strong City Sub

Former ATSF: Eastern Region, Strong City Sub

Former ATSF: Kansas Division, Strong City Sub

Former ATSF: Eastern Division, Strong City Sub

Former BNSF: Neva-Superior-Colorado Division, Strong City Sub

Former BNSF: Neva-Superior-Kansas Division, Strong City Sub

Former BNSF: Neva-Superior Jct.-Kansas Division, Strong City Sub

Current BNSF: [Lost Springs-Superior Jct.-Kansas Division, Strong City Sub](#)

7369. Concordia

History: 1887-railhead established by Chicago, Kansas, & Western (ATSF)
1889-CK&W merged with ATSF

Former ATSF: Middle Division, Strong City District then Strong City Sub

Former ATSF: Kansas Division, Strong City Sub

Former ATSF: Eastern Region, Strong City Sub

Former ATSF: Kansas Division, Strong City Sub

Former ATSF: Eastern Division, Strong City Sub

Former BNSF: Colorado Division, Strong City Sub

Former BNSF: Kansas Division, Strong City Sub

Former BNSF: Kansas Division, Strong City Sub

Current BNSF: [Kansas Division, Strong City Sub](#)

7370. Florence

History: 1871-railhead established by ATSF

BNSF TRACK SEGMENTS-7300-7399

Former ATSF: Eastern Division, 1st District
Former ATSF: Middle Division, 1st District then 1st Sub
Former ATSF: Illinois Division, Newton Sub
Former ATSF: Eastern Region, La Junta Sub
Former ATSF: Eastern Division, Newton Sub
Former BNSF: Colorado Division, La Junta Sub
Current BNSF: [Kansas Division, La Junta Sub](#)

7371. Garden City

History: 1873 by ATSF
Former ATSF: Colorado Division, 1st District then 1st Sub
Former ATSF: Kansas Division, La Junta Sub
Former ATSF: Eastern Region, La Junta Sub
Former ATSF: Kansas Division, La Junta Sub
Former ATSF: Eastern Division, La Junta Sub
Former BNSF: Colorado Division, La Junta Sub
Current BNSF: [Kansas Division, La Junta Sub](#)

7372. Longford

History: 1887-railhead established by Chicago, Kansas City, & Western
1889-Chicago, Kansas City, & Western merged with ATSF
Former ATSF: Middle Division, Strong City District then Strong City Sub
Former ATSF: Kansas Division, Strong City Sub
Former ATSF: Eastern Region, Strong City Sub
Former ATSF: Kansas Division, Strong City Sub
Former ATSF: Eastern Division, Strong City Sub
Former BNSF: Colorado Division, Strong City Sub
Current BNSF: [Kansas Division, Strong City Sub](#)

7373. Miltonvale

History: 1887-railhead established by Chicago, Kansas City, & Western
1889-Chicago, Kansas City, & Western merged with ATSF
Former ATSF: Middle Division, Strong City District then Strong City Subdivision
Former ATSF: Kansas Division, Strong City Sub
Former ATSF: Eastern Region, Strong City Sub

BNSF TRACK SEGMENTS-7300-7399

Former ATSF: Kansas Division, Strong City Sub

Former ATSF: Eastern Division, Strong City Sub

Former BNSF: Colorado Division, Strong City Sub

Current BNSF: [Kansas Division, Strong City Sub](#)

7374. Strong City

History: 1871-railhead established by ATSF

Former ATSF: Eastern Division, 1st District

Former ATSF: Middle Division, 1st District then 1st Sub

Former ATSF: Illinois Division, Newton Sub

Former ATSF: Eastern Region, La Junta Sub

Former ATSF: Eastern Division, Newton Sub

Former BNSF: Colorado Division, La Junta Sub

Current BNSF: [Kansas Division, La Junta Sub](#)

7375. Walton

History: 1871-railhead established by ATSF

Former ATSF: Eastern Division, 1st District

Former ATSF: Middle Division, 1st District then 1st Sub

Former ATSF: Illinois Division, Newton Sub

Former ATSF: Eastern Region, La Junta Sub

Former ATSF: Eastern Division, Newton Sub

Former BNSF: Colorado Division, La Junta Sub

Current BNSF: [Kansas Division, La Junta Sub](#)

7376. Superior

History: 1888-railhead established by Chicago, Kansas, & Western (ATSF)
1889-CK&W merged with ATSF

Former ATSF: Middle Division, Strong City District

Former ATSF: Middle Division, Strong City Sub

Former ATSF: Kansas Division, Strong City Sub

Former ATSF: Eastern Region, Strong City Sub

Former ATSF: Kansas Division, Strong City Sub

Former ATSF: Eastern Division, Strong City Sub

Former BNSF: Colorado Division, Strong City Sub

BNSF TRACK SEGMENTS-7300-7399

Former BNSF: Kansas Division, Strong City Sub

Former BNSF: Kansas Division, Strong City Sub

Current BNSF: [Kansas Division, Strong City Sub](#)

7377. Deming

History: 1881-by Rio Grande, Mexico & Pacific
1884-leased by ATSF
1887-purchased by Santa Fe & Pacific
1901-Santa Fe Pacific merged into ATSF

Sold: 2001-SW RR

Former PSF: New Mexico Division, Deming District

Former ATSF: New Mexico Division, Deming District

Former ATSF: New Mexico Division, Deming Sub

Former ATSF: Central Region, Deming Sub

Former ATSF & BNSF: New Mexico Division, Deming Sub

Current SW: [Deming Branch](#)

7378. White & Los Cruces

Note: Both have the same number for the yard segment

History: 1881-railhead established at Los Cruces by Rio Grande, Mexico, & Pacific
1881-railhead established at White by Rio Grande & El Paso
1881-both railroads leased by ATSF
1899-both railroads purchased by ATSF

Former P&SF: New Mexico Division, El Paso District

Former ATSF: New Mexico Division, El Paso District

Former ATSF: New Mexico Division, El Paso Sub

Former ATSF: Central Region, El Paso Sub

Former ATSF & BNSF: New Mexico Division, El Paso Sub

Current BNSF: [Southwest Division, El Paso Sub](#)

7379. Las Vegas

History: 1879-railhead established by New Mexico & Southern Pacific and leased by ATSF
1899-NM&SF purchased by ATSF

Former ATSF: New Mexico Division, 2nd & 3rd Districts

Former ATSF: Colorado Division, 3rd & 4th Districts

Former ATSF: New Mexico Division, Las Vegas & Glorietta Subs

Former ATSF: Central Region, Las Vegas & Glorietta Subs

Former ATSF: New Mexico Division, Glorietta & Las Vegas Subs

BNSF TRACK SEGMENTS-7300-7399

Former ATSF: New Mexico Division, Raton & Glorietta Subs

Former BNSF: Colorado Division, Clorietta & Raton Subs

Former BNSF: New Mexico Division, Raton & Glorietta Subs

Current BNSF: Southwest Division, Raton & Glorietta Subs

7380. Mesilla Park

History: 1881-railhead established by Rio Grande & El Paso (leased to ATSF)
1899-purchased by ATSF

Former ATSF: New Mexico Division, El Paso District

Former PSF: New Mexico Division, El Paso District

Former ATSF: New Mexico Division, El Paso Sub

Former ATSF: Central Region, El Paso Sub

Former ATSF & BNSF: New Mexico Division, El Paso Sub

Current BNSF: Southwest Division, El Paso Sub

7381. Mesquite

History: 1881-railhead established by Rio Grande & El Paso (leased to ATSF)
1899-purchased by ATSF

Former ATSF: New Mexico Division, El Paso District

Former PSF: New Mexico Division, El Paso District

Former ATSF: New Mexico Division, El Paso Sub

Former ATSF: Central Region, El Paso Sub

Former ATSF & BNSF: New Mexico Division, El Paso Sub

Current BNSF: Southwest Division, El Paso Sub

7382. Raton

History: 1879-railhead established by New Mexico & Southern Pacific (leased by ATSF)
1899-purchased by ATSF

Former ATSF: New Mexico Division, 1st & 2nd Districts

Former ATSF: Colorado Division, 2nd & 3rd Districts then 2nd & 3rd Subs

Former ATSF: New Mexico Division, Raton & Las Vegas Subs

Former ATSF: Raton-Central Region, Raton & Las Vegas Subs

Former ATSF: New Mexico Division, Raton & Las Vegas Subs

Former ATSF & BNSF: New Mexico Division, Raton Sub

Current BNSF: Southwest Division, Raton Sub

BNSF TRACK SEGMENTS-7300-7399

7383. Rosario

History: 1880 by New Mexico & Southern Pacific
1884-leased by ATSF
1899-purchased by ATSF

Former ATSF: New Mexico Division, 3rd District

Former ATSF: Colorado Division, 4th District then 4th Sub

Former ATSF: New Mexico Division, Glorietta Sub

Former ATSF: Central Region, Glorietta Sub

Former ATSF: New Mexico Division, Glorietta Sub

Former BNSF: Colorado Division, Glorietta Sub

Former BNSF: New Mexico Division, Glorietta Sub

Former BNSF: Southwest Division, Glorietta Sub

Current BNSF: [Southwest Division, El Paso Sub](#)

7384. Canutillo

History: 1881-railhead established by Rio Grande & El Paso (leased to ATSF)
1899-purchased by ATSF

Former ATSF: New Mexico Division, El Paso District

Former PSF: New Mexico Division, El Paso District

Former ATSF: New Mexico Division, El Paso Sub

Former ATSF: Central Region, El Paso Sub

Former ATSF & BNSF: New Mexico Division, El Paso Sub

Current BNSF: [Southwest Division, El Paso Sub](#)

7385. Montoya

History: 1881-railhead established by Rio Grande & El Paso (leased to ATSF)
1899-purchased by ATSF

Former ATSF: New Mexico Division, El Paso District

Former PSF: New Mexico Division, El Paso District

Former ATSF: New Mexico Division, El Paso Sub

Former ATSF: Central Region, El Paso Sub

Former ATSF & BNSF: New Mexico Division, El Paso Sub

Current BNSF: [Southwest Division, El Paso Sub](#)

7386-7399-unused

BNSF TRACK SEGMENTS-7400-7499

7400. Ellinor-Purcell; Newton-Purcell

History: 1871-Ellinor-Newton by ATSF
1872-Newton-Wichita by Wichita & Southwestern (leased in 1872)
1879-Wichita-Arkansas City by Cowley, Sumner, & Ft. Smith
1887-Arkansas City-Purcell by Southern Kansas
1887-Ellinor-Neva by Chicago, Kansas, & Western (leased in 1887 by ATSF)
1889-Chicago, Kansas, & Western purchased by ATSF
1899-Cowley, Sumner, & Ft. Smith leased by ATSF
1899-Southern Kansas purchased by ATSF
1901-Wichita & Southwestern and Cowley, Sumner, & Ft. Smith purchased by ATSF

Former ATSF: Ellinor-Newton-Middle Division, 1st District
Newton-Arkansas City-Middle Division, 3d District
Arkansas City-Purcell-Oklahoma Division, 1st District

Former ATSF: Ellinor-Newton-Middle Division, 2nd Sub
Newton-Arkansas City-Middle Division, 3rd Sub
Arkansas City-Purcell-Middle Division, Oklahoma Sub

Former ATSF: Ellinor-Newton-Illinois Division, Newton Sub
Newton-Arkansas City-Kansas Division, Arkansas City Sub
Arkansas City-Purcell-Kansas Division, Oklahoma Sub

Former ATSF: Ellinor-Newton-Eastern Division, Newton Sub
Newton-Arkansas City-Eastern Region, Arkansas City Sub
Arkansas City-Purcell-Southern Region, Oklahoma Sub

Former ATSF: Ellinor-Newton-Eastern Region, Newton Sub
Newton-Arkansas City-Kansas Division, Arkansas City Sub
Arkansas City-Purcell-Alliance Division, Oklahoma Sub

Former ATSF: Ellinor-Newton-Eastern Region, Newton Sub
Newton-Arkansas City-Eastern Division, Arkansas City Sub
Arkansas City-Purcell-Alliance Division, Oklahoma Sub

Former BNSF: Ellinor-Newton-Colorado Division, La Junta Sub
(1996) Newton-Arkansas City-Kansas Division, Arkansas City Sub
Arkansas City-Purcell-Oklahoma Division, Red Rock Sub

Former BNSF: Ellinor-Newton-Colorado Division, La Junta Sub
(1997) Newton-Arkansas City-Colorado Division, Arkansas City Sub
Arkansas City-Purcell-Oklahoma Division, Red Rock Sub

Former BNSF: Ellinor-Newton-Kansas Division, La Junta Sub
Newton-Arkansas City-Kansas Division, Arkansas City Sub
Arkansas City-Purcell-Kansas Division, Red Rock Sub

Former BNSF: Ellinor-Newton-Kansas Division, La Junta Sub
Newton-Arkansas City-Kansas Division, Arkansas City Sub
Arkansas City-Purcell-Texas Division, Red Rock Sub

Current BNSF: [Newton-Arkansas City-Kansas Division, Arkansas City Sub](#)
[Arkansas City-Purcell-Texas Division, Red Rock Sub](#)

Note: [Includes 1.5 miles via WUT Ry N Jct-S Jct.](#) Also Ellinor-Newton changed to Segment 7300.

7401. Pawnee-Stillwater

History: 1900-Gutherie-Pawnee by Eastern Oklahoma
1907-leased by ATSF

BNSF TRACK SEGMENTS-7400-7499

Abandoned: 1958-Guthrie (EO Jct.)-Stillwater
Unknown-Pawnee-Esau Jct.

Former ATSF: Oklahoma Division, Stillwater District

Former ATSF: Middle Division, Stillwater Sub

Former ATSF: Kansas Division, Stillwater Sub

Former ATSF: Southern Region, Stillwater Sub

Former ATSF: Alliance Division, Stillwater Sub

Former BNSF: Oklahoma Division, Stillwater Sub

7402. Shawnee Yard

History:

Former UP: Texoma Division, Shawnee Branch

Former UP: Central Area, Shawnee Branch (line 547)

Current UP: Dallas/Fort Worth Area, Oklahoma City Sub (line 328)

Former ATSF: Oklahoma Division, 2nd District

Former ATSF: Kansas Division, Oklahoma Sub, Shawnee Industrial Spur

Former ATSF: Southern Region, Oklahoma Sub, Shawnee Industrial Spur

Former ATSF: Alliance Division, Oklahoma Sub, Shawnee Industrial Spur

Current BNSF: Texas Division, Red Rock Sub

7403. Flynn-GM Lead & Packingtown Lead

History:

Former ATSF: Kansas Division, Oklahoma Sub, GM Lead

Former ATSF: Southern Region, Oklahoma Sub, GM Lead

Former ATSF: Alliance Division, Oklahoma Sub, GM Lead

Current BNSF: Texas Division, Red Rock Sub

7404. Shawnee Industrial Spur (Newkirk-Paul's Valley)

History: 1903-Newkirk-Tecumseh by Eastern Oklahoma

1904-Tecumseh-Paul's Valley by EO

1907-EO leased to ATSF

Abandoned: 1963?-Ada (Byers) Jct.-Shawnee

1971-Newkirk-Burbank; Byers Jct. (Ada Jct.)-Pauls Valley

1975-Burbank-Fairfax

1976-Cushing-Aydelotte

Sold: 1984-Cushing-Camp-Cimarron River Valley RR

Abandoned: 1986-Fairfax-Camp

1989-Cushing-Camp (rails removed 1990)

BNSF TRACK SEGMENTS-7400-7499

Note: 1963 is an estimate based on timetables issued. One in 1962 has the Paul's Valley Branch, the next one issued was 1964 and it was gone.

Former ATSF: Newkirk-South Shawnee-Oklahoma Division, 2nd District
Former GC&SF: Shawnee-Paul's Valley-Northern Division, Paul's Valley District
Former GCSF: Pauls Valley-Byers Jct. (Ada Jct.)-Northern Division, Ada District
Former ATSF: Fairfax-Camp-Middle Division, Cushing Sub
Former ATSF: Kansas Division, Oklahoma Sub, Shawnee Industrial Spur
Former ATSF: Southern Region, Oklahoma Sub, Shawnee Industrial Spur
Former ATSF: Alliance Division, Oklahoma Sub, Shawnee Industrial Spur

Current BNSF: [MP 123.4-MP 134.04-Texas Division, Red Rock Sub](#)

7405. Burnett-Agnew; Oklahoma City-Belt Line; Packington Lead

Note: Both new 01/02

Former BNSF: Burnett-Agnew-Texas Division, Red Rock Sub
Oklahoma City-Belt Line-Texas Division, Red Rock Sub

Current BNSF: [Oklahoma-Belt Line-Texas Division, Red Rock Sub](#)
[Packington Lead-Texas Division, Red Rock Sub](#)

7406-7449-unused

7450. North Wichita Yard

History: 1872-railhead established by Wichita & Southern (leased by ATSF)
1901-purchased by ATSF

Former PSF: Plains Division, Fairview District
Former ATSF: Middle Division, 3d District
Former ATSF: Middle Division, 3rd Sub
Former ATSF: Kansas Division-Arkansas City Sub
Former ATSF: Eastern Region-Arkansas City Sub
Former ATSF: Eastern Division-Arkansas City Sub
Former BNSF: Kansas Division, Arkansas City Sub
Former BNSF: Colorado Division, Arkansas City Sub

Current BNSF: [Kansas Division, Arkansas City Sub](#)

7451. Arkansas City Yard

History: 1887-established by Southern Kansas (ATSF)
1899-purchased by ATSF

Former ATSF: Middle Division, 3d District
Oklahoma Division, 1st District

BNSF TRACK SEGMENTS-7400-7499

Former ATSF: Middle Division, 3rd & Oklahoma Subs
Former ATSF: Kansas Division, Arkansas City & Oklahoma Subs
Former ATSF: Eastern Region-Arkansas City Sub
Southern Region, Oklahoma City Sub
Former ATSF: Kansas Division-Arkansas City Sub
Alliance Division, Oklahoma City Sub
Former ATSF: Eastern Division-Arkansas City Sub
Alliance Division, Oklahoma City Sub
Former BNSF: Kansas Division, Arkansas City Sub
Oklahoma Division, Red Rock Sub
Former BNSF: Colorado Division, Arkansas City Sub
Oklahoma Division, Red Rock Sub

Current BNSF: [Texas Division, Red Rock Sub](#)

7452. Ponca City Yard

History: 1887-railhead established by Southern Kansas
1899-established by Hutchison & Southern
1901-purchased by ATSF

Abandoned: 2004-4.14 miles, MP 138.00-142.14

Former PSF: Plains Division, H&S District
Former ATSF: Oklahoma Division, 1st District
Former ATSF: Middle Division, Oklahoma Sub
Former ATSF: Kansas Division, Oklahoma Sub
Former ATSF: Southern Region, Oklahoma Sub
Former ATSF: Alliance Division, Oklahoma Sub
Former BNSF: Oklahoma Division, Red Rock Sub
Former BNSF: Kansas Division, Red Rock Sub

Current BNSF: [Texas Division, Red Rock Sub](#)

7453. Nowers Yard

History: 1887-railhead established by Southern Kansas
1899-established by Hutchison & Southern
1901-purchased by ATSF

Former ATSF: Oklahoma Division, 1st District
Former ATSF: Middle Division, Oklahoma Sub
Former ATSF: Kansas Division, Oklahoma Sub
Former ATSF: Southern Region, Oklahoma Sub
Former ATSF: Alliance Division, Oklahoma Sub
Former BNSF: Oklahoma Division, Red Rock Sub

BNSF TRACK SEGMENTS-7400-7499

Former BNSF: Kansas Division, Red Rock Sub

Current BNSF: Texas Division, Red Rock Sub

7454. Oklahoma City GM Yard

History:

Former ATSF: Oklahoma Division, 1st District

Former ATSF: Middle Division, Oklahoma Sub

Former ATSF: Kansas Division, Oklahoma Sub

Former ATSF: Southern Region, Oklahoma Sub

Former ATSF: Alliance Division, Oklahoma Sub

Former BNSF: Oklahoma Division, Red Rock Sub

Former BNSF: Kansas Division, Red Rock Sub

Current BNSF: Texas Division, Red Rock Sub

7455. Flynn Yard

History: 1887-railhead established by Southern Kansas
1901-sold to ATSF

Former ATSF: Oklahoma Division, 1st District

Former ATSF: Middle Division, Oklahoma Sub

Former ATSF: Kansas Division, Oklahoma Sub

Former ATSF: Southern Region, Oklahoma Sub

Former ATSF: Alliance Division, Oklahoma Sub

Former BNSF: Oklahoma Division, Red Rock Sub

Former BNSF: Kansas Division, Red Rock Sub

Current BNSF: Texas Division, Red Rock Sub

7456. Wichita Terminal Association

History: 1911-established

Dissolved: 1922

Note: This is segment assigned for the Finance Department, and is now probably used for the rights over Wichita Union Terminal. Current BNSF Corporate structure says this is an active company as Wichita Union Terminal with BNSF having 66 2/3'ds ownership. Answers.com states it is defunct.

7457. Winfield

History: 1879-railhead established by Cowley, Sumner, & Ft. Smith
1899-leased by ATSF

BNSF TRACK SEGMENTS-7400-7499

1901-purchased by ATSF

Former ATSF: Middle Division, 3rd District
Former ATSF: Middle Division, 3rd Sub
Former ATSF: Kansas Division, Arkansas City Sub
Former ATSF: Eastern Region, Arkansas City Sub
Former ATSF: Eastern Division, Arkansas City Sub
Former BNSF: Kansas Division, Arkansas City Sub
Former BNSF: Colorado Division, Arkansas City Sub

Current BNSF: [Kansas Division, Arkansas City Sub](#)

7458. Edmond

History: 1887-railhead established by Southern Kansas
1899-Southern Kansas purchased by ATSF

Former ATSF: Oklahoma Division, 1st District
Former ATSF: Middle Division, Oklahoma Sub
Former ATSF: Kansas Division, Oklahoma Sub
Former ATSF: Southern Region, Oklahoma Sub
Former ATSF: Alliance Division, Oklahoma Sub
Former BNSF: Oklahoma Division, Red Rock Sub
Former BNSF: Kansas Division, Red Rock Sub

Current BNSF: [Texas Division, Red Rock Sub](#)

7459. Guthrie

History: 1887-railhead established by Southern Kansas
1899-Southern Kansas purchased by ATSF

Former ATSF: Oklahoma Division, 1st District
Former ATSF: Middle Division, Oklahoma Sub
Former ATSF: Kansas Division, Oklahoma Sub
Former ATSF: Southern Region, Oklahoma Sub
Former ATSF: Alliance Division, Oklahoma Sub
Former BNSF: Oklahoma Division, Red Rock Sub
Former BNSF: Kansas Division, Red Rock Sub

Current BNSF: [Texas Division, Red Rock Sub](#)

7460. Perry

BNSF TRACK SEGMENTS-7400-7499

History: 1887-railhead established by Southern Kansas
1899-Southern Kansas purchased by ATSF

Former ATSF: Oklahoma Division, 1st District

Former ATSF: Middle Division, Oklahoma Sub

Former ATSF: Kansas Division, Oklahoma Sub

Former ATSF: Southern Region, Oklahoma Sub

Former ATSF: Alliance Division, Oklahoma Sub

Former BNSF: Oklahoma Division, Red Rock Sub

Former BNSF: Kansas Division, Red Rock Sub

Current BNSF: [Texas Division, Red Rock Sub](#)

7461. Purcell

History: 1887-railhead established by Southern Kansas
1899-Southern Kansas purchased by ATSF

Former ATSF: Oklahoma Division, 1st District

Former ATSF: Middle Division, Oklahoma Sub

Former ATSF: Kansas Division, Oklahoma Sub

Former ATSF: Southern Region, Oklahoma Sub

Former ATSF: Alliance Division, Oklahoma Sub

Former BNSF: Oklahoma Division, Red Rock Sub

Former BNSF: Kansas Division, Red Rock Sub

Current BNSF: [Texas Division, Red Rock Sub](#)

7462-7499-unused

BNSF TRACK SEGMENTS-7500-7599

Once again, Steve Goen deserves recognition for assisting in the Texas lines here.

7500. Purcell-Galveston; Venus-Cleburne

History: 1877-Galveston-Arcola by GCSF
1878-Arcola-Richmond by GCSF
1879-Richmond-Sealy by GCSF
1880-Sealy-Rogers by GCSF
1881-Rogers-Ft. Worth by GCSF
1886-Ft. Worth-Gainesville by GCSF
1886-all above under control of ATSF
1887-Gainesville-Purcell by GCSF under control of ATSF
1898-Galveston Union Station by GCSF

Note: Venus-Cleburne may have been a misprint as it was changed to segment 7509, 05/00.

Former GCSF: Purcell-Gainesville-Northern Division, 5th District
Gainesville-Cleburne-Northern Division, 4th District
Cleburne-Temple-Southern Division, 3rd District
Temple-Bellville Yard-Southern Division, 2nd District
Bellville Yard-Galveston-Southern Division, 1st District

Former GCSF: (partial)
Bellville-Galveston-Galveston Division, 1st District

Former GCSF: Purcell-North Yard-Northern Division, 1st District
North Yard-Cleburne-Northern Division, 2d District
Cleburne-Venus-Northern Division, Dallas District
Cleburne-Temple-Southern Division, 1st District
Temple-Bellville Yard-Southern Division, 2d District
Bellville Yard-Galveston-Southern Division, 3d District

Former ATSF: Gainesville-Purcell-Northern Division, 1st Sub
Gainesville-Cleburne-Northern Division, 2d Sub
Cleburne-Venus-Northern Division, Dallas Sub
Cleburne-Temple-Oklahoma Division, 1st Sub
Temple-Bellville Yard-Oklahoma Division, 2d Sub
Bellville Yard-Galveston-Oklahoma Division, 3d Sub

Former ATSF: Purcell-Gainesville-Kansas Division, Oklahoma Sub
Gainesville-Temple-Texas Division, Ft Worth Sub
Temple-Galveston-Texas Division, Galveston Sub

Former ATSF: Purcell-Gainesville-Southern Region, Oklahoma Sub
Gainesville-Temple-Southern Region, Ft Worth Sub
Temple-Galveston-Southern Region, Galveston Sub

Former ATSF: Purcell-Gainesville-Alliance Division, Oklahoma Sub
Ft. Worth-Cleburne-Alliance Division, Ft Worth Sub
Cleburne-Temple-South Texas Division, Ft. Worth Sub
Temple-Galveston-South Texas Division, Galveston Sub

Former ATSF: Purcell-Gainesville-Alliance Division, Oklahoma Sub
Gainesville-Temple-Alliance Division, Ft Worth Sub
Temple-Galveston-South Texas Division, Galveston Sub

Former BNSF: Purcell-Gainesville-Oklahoma Division, Red Rock Sub
Gainesville-Temple-Texas Division, Ft Worth Sub
Temple-Galveston-Gulf Division, Galveston Sub
Venus-Cleburne-Texas Division, Venus Sub

Former BNSF: Purcell-Gainesville-Kansas Division, Red Rock Sub
Gainesville-Temple-Texas Division, Ft Worth Sub
Temple-Galveston-Gulf Division, Galveston Sub

BNSF TRACK SEGMENTS-7500-7599

Venus-Cleburne-Texas Division, Venus Sub

Current BNSF: Purcell-Gainesville-Texas Division, Red Rock Sub
Gainesville-Temple-Texas Division, Ft Worth Sub
Temple-Galveston-Gulf Division, Galveston Sub

7501. Alvin-New South Yard

History: 1883 by GCSF
1886 under control of ATSF

Former GCSF: Southern Division, Houston District

Former GCSF: Galveston Division, Houston District

Former GCSF: Gulf Division, Houston District

Former GCSF & ATSF: Southern Division, Houston District

Former ATSF: Southern Division, Houston Sub

Former ATSF: Texas Division, Houston Sub

Former ATSF: Southern Region, Houston Sub

Former ATSF: South Texas Division, Houston Sub

Current BNSF: Gulf Division, Mykawa Sub

7502. Somerville-Silsbee

History: 1878-Navosta-Montgomery by Central & Montgomery
1879-Mongomery-Conroe by GCSF
1883-Sommerville-Navosota by GCSF
1886 all under control of ATSF and operated by GCSF
1893-Conroe-MP102 Meriam by Texas, Louisiana, & Eastern
1897 under control of ATSF and merged into GCSF
1902-Rayburn-Silsbee by GCSF under control of ATSF

Leased: 2004-Dobbin-Silsbee-Timber Rock RR
2006-Timber Rock RR discontinues service except MP 152.30-MP 152.56

Former GCSF: Somerville-Cleveland-Beaumont Division, Somerville District
Cleveland-Silsbee-Beaumont Division, Cleveland District

Former GCSF: Somerville-Conroe-Gulf Division, Somerville District
Conroe-Silsbee-Gulf Division, Silsbee District

Former GCSF: Somerville-Silsbee-Southern Division, Conroe District

Former ATSF: Somerville-Silsbee-Southern Division, Conroe Sub

Former ATSF: Somerville-Silsbee-Texas Division, Conroe Sub

Former ATSF: Somerville-Silsbee-Southern Region, Conroe Sub

Former ATSF: Somerville-Silsbee-South Texas Division, Conroe Sub

Former BNSF: Somerville-Silsbee-Gulf Division, Conroe Sub

Former WATCO: Dobbin-Silsbee-Timber Rock Ry

Current BNSF: Somerville-Dobbin-Gulf Division, Conroe Sub

BNSF TRACK SEGMENTS-7500-7599

7503. Longview-Beaumont

History: 1878-Longview-Tallys (Camden) by Longview & Sabine Valley (narrow gauge)
1883-Longview & Sabine Valley changed to Galveston, Sabine Valley, & St. Louis
1885-Tallys (Camden)-Martins Creek by Galveston, Sabine Valley, & St. Louis
1888-Galveston, Sabine Valley, & St. Louis merged with Texas, Sabine Valley, & Northwestern
1888-Martins Creek-Carthage by Texas, Sabine Valley, & Northwestern (see above)
1893-Fords Bluff-Buna by Beaumont Lumber Co. (under control of Gulf, Beaumont, & Kansas City in 1900 and leased to GCSF in 1903)
1894-Beaumont-Fords Bluff by Gulf, Beaumont, & Kansas City (leased to GCSF-1903)
1895-Buna-Kirbyville by Gulf, Beaumont, & Kansas City (see above)
1896-Kirbyville-Roganville by Gulf, Beaumont, & Kansas City (see above)
1896-Carthage-Roganville by Marshall Timpson & Sabine Pass RR (under control of Texas & Gulf in 1900 and leased to GCSF in 1914)
1903-Roganville-San Augustine by Gulf, Beaumont, & Great Northern (leased in 1903 by GCSF)
1904-Texas, Sabine Valley, & Northwestern sold to Texas & Gulf (ATSF)
1904-San Augustine-Center by Gulf, Beaumont, & Great Northern (under control of Cane Belt in 1904 and leased in 1905 to GCSF)
1909-Gary-Center by Texas & Gulf and leased to GCSF in 1914
1912-Longview-Ore City by Port Bolivar Iron Ore
1913-Port Bolivar Iron Ore leased to Texas & Gulf
1914-Texas & Gulf leased to GCSF

Abandoned: 1920-Longview-Ore City

Leased: 2002-MP 51.0-150.2 (Kirbyville-Tenaha) leased to Timber Rock RR
2004-MP 21.8-MP 51.0 (Silsbee-Beaumont)-leased to Timber Rock RR
2006-Timber Rock RR terminates service except MP 20.7-MP 21.8

Former GCSF: Silsbee-Beaumont-Beaumont Division, Silsbee District (partial-1904)

Former GCSF: Longview-San Augustine-Gulf Division, Longview District
San Augustine-Silsbee-Gulf Division, San Augustine District
Silsbee-Beaumont-Gulf Division, Silsbee District

Former GCSF & ATSF: Longview-Silsbee-Southern Division, Longview District
Silsbee-Beaumont-Southern Division, Silsbee District

Former ATSF: Longview-Silsbee-Texas Division, Longview Sub
Silsbee-Beaumont-Texas Division, Silsbee Sub

Former ATSF: Longview-Silsbee-Southern Region, Longview Sub
Silsbee-Beaumont-Southern Region, Silsbee Sub

Former BNSF: Longview-Silsbee-Gulf Division, Longview Sub
Silsbee-Beaumont-Gulf Division, Silsbee Sub

Former BNSF: Longview-Tenaha; Call-Silsbee-Gulf Division, Longview Sub
Silsbee-Beaumont-Gulf Division, Silsbee Sub

Former WATCO: Tenaha-Call-Timber Rock RR-St. Augustine Sub
Silsbee-Beaumont-Timber Rock RR (with rights to Kirbyville)

Former BNSF: Longview-Tenaha; Call-Silsbee-Gulf Division, Longview Sub

Current BNSF: Gulf Division, Longview Sub?

7504. (Oakdale) DeRidder-KCS RRX-J&E Junction

BNSF TRACK SEGMENTS-7500-7599

History: 1906-J&E Jct.-DeRidder by Jasper & Eastern under control of GCSF
1907-DeRidder-Cravans by Jasper & Eastern under control of GCSF
1908-Cravans-Oakdale by Jasper & Eastern under control of GCSF

Abandoned: 1986-DeRidder-Oakdale

Sold: 2002-Timber Rock RR

Former GCSF: DeRidder-J&E Jct.-Gulf Division, Oakdale District

Former GCSF & ATSF: DeRidder-J&E Jct.-Southern Division, Oakdale District

Former ATSF: DeRidder-J& E Jct.-Southern Division, Oakdale Sub

Former ATSF: DeRidder KCS RRX-J&E Jct.-Texas Division, Oakdale Sub

Former ATSF: DeRidder KCS RRX-J&E Jct.-Southern Region, Oakdale Sub

Former BNSF: DeRidder KCS RRX-J&E Jct.-Gulf Division, Oakdale Sub

Note: All listings start 1 mile before DeRidder

7505. **Beaumont-Pt. Bolivar**

History: 1895-Pt. Bolivar-Flake by Gulf & Inter-State of Texas (Gulf & Interstate)
1896-Beaumont-Flake by Gulf Inter-State of Texas (Gulf & Interstate)
1898-3 miles by Beaumont, Wharf, & Terminal Company
1914-Gulf & Interstate leased by GC&SF
1957-Beaumont Wharf & Terminal Company merged with GCSF

Abandoned: 1942-Point Bolivar-High Island

1968-4 miles at High Island

1995--Stowell-High Island

Sold: 1995-MP62.6 (Fannett)-Stowell-Southeastern International Corporation. Operated by
Houston & Gulf Coast RR

1998-Gulf & Inter-State of Texas dissolved

Abandoned: <2001-Fannett-Stowell

Former GCSF: Gulf Division, Silsbee District

Former GCSF & ATSF: Southern Division, Silsbee District

Former ATSF: Southern Division, Silsbee Sub

Former ATSF: Texas Division, Silsbee Sub

Former ATSF: Southern Region, Silsbee Sub

Former ATSF: South Texas Division, Silsbee Sub

Former BNSF: Gulf Division, Silsbee Sub

Current BNSF: **Beaumont-MP 62.5-Gulf Division, Silsbee Sub**

7506. **Sealy-Matagorda**

History: 1871-Eagle Lake Jct.-Lakeside by Buffalo, Bayou, Brazos, & Colorado
1900-Sealy-Eagle Lake Jct. By Cane Belt
1900-Lakeside-Wharton by Cane Belt
1901-Wharton-Bay City by Cane Belt
1903-Bay City-Matagorda by Cane Belt
1903-Buffalo, Bayou, Brazos, & Colorado leased by Cane Belt
1905-Cane Belt leased to GCSF by ATSF

BNSF TRACK SEGMENTS-7500-7599

Abandoned: 1990-Sealy-MP 42.2; MP 82.5-Matagorda
1995-MP 42.4-MP 54.0
2004-MP 54.0-MP 82.5 (rest of branch)

Former GCSF: Galveston Division, Matagorda District
Former GCSF: Gulf Division, Matagorda District
Former GCSF & ATSF: Southern Division, Matagorda District
Former ATSF: Southern Division, Matagorda Sub
Former ATSF: Texas Division, Matagorda Sub
Former ATSF: MP 42.4-MP 82.5-Southern Region, Bay City Sub
Former ATSF: MP 42.4-MP 82.5-South Texas Division, Bay City Sub
Former BNSF: MP 54.0-MP 82.5-Gulf Division, Bay City Sub

7507. Thompsons-Cane Jct.

History: 1930-Cane Jct.-Guy by Clinton, & Oklahoma Western of TX (P&SF)(leased)
1931-Guy-Thompsons by Cane Belt (GC&SF)(leased)

Abandoned: 1990-Smithers Lake-New Gulf
2004-Cane Jct.-New Gulf

Note: Master list has this as Cane Jct.-Newgulf. Thompson-Smithers Lake is segment 7518.

Former GC&SF: Gulf Division, Hall District
Former GC&SF: Southern Division, Hall District
Former ATSF: Southern Division, Hall Sub
Former ATSF: Texas Division, Hall Sub
Former ATSF: Southern Region, Galveston Sub, Smthers Lake Industrial Spur
Former ATSF: South Texas Division, Galveston Sub, Smithers Lake Industrial Spur

Current BNSF: Gulf Division, Galveston Sub, Smithers Lake Industrial Spur

7508. Temple-Tecific (Sweetwater)

History: 1881-Temple-Belton by GCSF
1882-Belton-Lampasas by GCSF
1885-Lampasas-Brownwood by GCSF
1886-Brownwood-Coleman by GCSF
1886-GCSF under control of ATSF
1911-Coleman-Slaton by Pecos & Northern Texas
1914-Pecos & Northern Texas leased to Panhandle & Santa Fe

Former GCSF: Temple-Brownwood-Southern Division, Lampasas District
Brownwood-Coleman-Southern Division, San Angelo District
Former GCSF: Temple-Brownwood-Southern Division, Lampasas District
Brownwood-South Jct.-Southern Division, Sweetwater District
Former GCSF: Temple-Brownwood-Southern Division, Lampasas District
Brownwood-Tecific-Northern Division, Sweetwater District

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: Temple-Brownwood-Southern Division, Lampasas Sub
Brownwood-Tecific-Northern Division, Sweetwater Sub

Former ATSF: Temple-Tecific-Texas Division, Lampasas Sub (includes 5.1 miles via Galveston Sub)

Former ATSF: Temple-Tecific-Southern Region, Lampasas Sub (includes 5.1 miles via Central Region, Slaton Sub)

Former ATSF: Temple-Tecific-South Texas Division, Lampasas Sub (governed by Galveston Sub at Temple and Slaton Sub at Tecific)

Former BNSF: Temple-Tecific-Texas Division, Lampasas Sub

Former BNSF: Temple-Tecific-Gulf Division, Lampasas Sub

Current BNSF: [Sweetwater-Orient Jct.-Kansas Division, Slaton Sub](#)
[Temple-Sweetwater-Gulf Division, Lampasas Sub](#)

7509. Venus-Cleburne (Dalton Jct.-Cleburne)

History: 1882 Dallas-Cleburne by Chicago, Texas, & Mexico Central
1886-operated by GCSF under control of ATSF
1955-Zacha Jct.-Dalton Jct. by ATSF

Sold: [1993-Hale-MP 52.5-DART](#)
[1994-MP 52.5-MP 53.3-DART](#)
[1995-Zacha Jct.-Dalton Jct.-KCS](#)

Former GCSF: Northern Division, Dallas District

Former ATSF: Northern Division, Dallas Sub

Former ATSF: Texas Division, Dallas Sub

Former ATSF: Southern Region, Dallas Sub

Former ATSF: Dallas Jct.-Tower 19-Alliance Division, Dallas Sub
Cleburne-Hale-Alliance Division, Ft. Worth Sub, Ward Industrial Spur

Current BNSF: [Venus-Cleburne-Texas Division, Venus Sub](#)
[Venus-Hale-Texas Division, Venus Sub, Ward Industrial Spur](#)

Current KCS: [Metro Jct.-Alliance Jct.-Transcontinental Division, Alliance Sub](#)
[Dallas Jct. \(Dalton Jct.\)-White Rock Jct.-Transcontinental Division, Dallas Sub](#)

7510. Viola-San Angelo

History: 1902-Ewing-Foley by Blackwell, Enid, & Southwestern (track rights via segment 1051)
1903-Viola-Fairview by Kansas City, Mexico, & Orient
1905-Fairview-Oakland by KC, M, & O
1906-Oakland-Ewing & Foley-Clinton by KC, M, & O
1907-Oklahoma/Texas State Line-Sweetwater by Kansas City, Mexico, & Orient of TX
1908-Clinton-Oklahoma/Texas State Line by KC, M, & O
1909-Sweetwater-San Angelo by KC, M, & O
1928-Cherokee-OK/TX state line leased by ATSF
1928-OK/TX state line-San Angelo leased by P&SF
1941-ATSF leased lines purchased
1944-KC, M, & O of TX purchased by P&SF

Abandoned: [unknown-Maryneal-San Angelo; Viola-Cherokee](#)

BNSF TRACK SEGMENTS-7500-7599

Sold: 1991-Cherokee-Westhom; Elmer-Orient Jct.
1991-Sweetwater-Maryneal-Texas & Oklahoma
1991-Westhom-Elmer-Farmrail

Former Frisco: Ewing-Foley-Western Division, Hobert Sub
Former Frisco: Ewing-Foley-Southwestern Division, Enid Sub
Former Frisco: Ewing-Foley-Western Division, Enid Sub
Former KCO&M: Viola-Fairview-Kansas & Oklahoma Division, 2nd District
Fairview-Altus-Kansas & Oklahoma Division, 3rd District
Former KCO&M: Altus-Hamlin-Texas Division, 1st District
Hamlin-San Angelo-Texas Division, 2nd District
Former P&SF: Cherokee-Altus-Plains Division, Altus District (includes rights over Frisco-Foley-Ewing-Segment 1051)
Former P&SF: Altus-Hamlin-Slaton Division, Hamlin District
Hamlin-San Angelo-Slaton Division, Sayard District
Former ATSF: Cherokee-Altus-Kansas Division, Altus Sub (includes rights over Grainbelt-Foley-Ewing)
Former ATSF: Altus-Hamlin-New Mexico Division, Hamlin Sub
Hamlin-Maryneal-New Mexico Division, Sayard Sub
Former ATSF: Cherokee-Altus-Southern Region, Altus Sub (includes rights over Grainbelt-Foley-Ewing)
Former ATSF: Altus-Hamlin-Southern Region, Hamlin Sub
Hamlin-Maryneal-Southern Region, Sayard Sub
Former BN: Ewing-Foley-Tulsa Division, 3rd Sub (segment 1051)
Former BN: Ewing-Foley-Ft. Worth Division, 9th Sub (segment 1051)

Current BNSF: Sweetwater Industrial Spur MP 0.0-5.0-Gulf Division, Lampasas Sub

Current Farmrail: Westhom-Elmer

Current Grainbelt: Ewing-Foley (see segment 1051)

Current T&O: Sweetwater-Maryneal

7511. Ardmore-Uniroyal

History: 1913-Ardmore-future Uniroyal by Oklahoma, New Mexico, & Pacific
1926-controlled by The Healdton & Santa Fy Ry. Co. and leased to GC&SF
Former GC&SF: Northern Division, Ringling District
Former ATSF: Northern Division, 1st District
Former ATSF: Northern Division, Oklahoma Sub, Ardmore Industrial Spur
Former ATSF: Kansas Division, Oklahoma Sub, Ardmore Industrial Spur
Former ATSF: Southern Region, Oklahoma Sub, Ardmore Industrial Spur
Former ATSF: Alliance Division, Oklahoma Sub, Ardmore Industrial Spur

Current BNSF: Texas Division, Red Rock Sub

BNSF TRACK SEGMENTS-7500-7599

7512. San Angelo Jct.-International Bridge

History: 1881-Alpine-Paisano by Galveston, Harrisburg, & San Antonio Ry
1885-GH&H leased to GH&SA
1886-San Angelo Jct. (Coleman Jct.)-Ballinger by GC&SF
1888-Ballinger-San Angelo by GC&SF
1895-GH&A leased to T&NO (SP)
1912-San Angelo-Ft. Stockton by Kansas City, Mexico, & Orient
1913-Ft. Stockton-Alpine by KC, M, & O
1929-KC, M, & O leased to Panhandle & Santa Fe
1930-Paisano-International Bridge by Panhandle & Santa Fe

Sold: 1991-South Orient RR (Texas Pacifico)

Former T&NO & SP: Alpine Jct.-Paisano-San Antonio Division, Valentine Sub

Former SP: Alpine Jct.-Paisano Jct.-Gulf Division, Valentine Sub

Former SP: Alpine Jct.-Paisano Jct.-El Paso Division, Valentine Sub

Former KCM&O: St. Angelo-Ft. Stockton-Texas Division, 3rd District
Ft. Stockton-Alpine-Texas Division, 4th District

Former P&SF: San Angelo-Ft. Stockton-Slaton Division, Ft. Stockton District
Ft. Stockton-International Bridge-Slaton Division, Alpine District

Former ATSF: San Angelo-Ft. Stockton-Plains Division, Ft. Stockton District
Ft. Stockton-International Bridge-Plains Division, Alpine District

Former ATSF: St. Angelo-Ft. Stockton-Northern Division, Ft. Stockton Sub
Ft. Stockton-International Bridge-Northern Division, Alpine Sub

Former ATSF: Texas Division, San Angelo Sub

Former ATSF: Southern Region, San Angelo Sub

Current UP: Alpine Jct.-Paisano Jct.-Tucson Division, Valentine Sub

Current TP: San Angelo Jct.-McCamey-San Angelo Division of South Orient RR
McCamey-International Bridge-Alpine Division of South Orient RR

7513. Brenham-Track #26

History: 1861 by Washington County RR
1869-sold to Houston & Texas Central
1934-H&TC became Texas & New Orleans
1961-T&NO part of SP

Sold: unknown-to ATSF as an industrial spur by SP

Former T&NO: Dallas & Austin Divisions, Austin Sub

Former SP: San Antonio, Houston, Dallas, & Austin Divisions, Austin Sub

Former GCSF: Southern Division, 2d District

Former ATSF: Oklahoma Division, 2d Sub

Former ATSF: Texas Division, Galveston Sub

Former ATSF: Southern Region, Galveston Sub

Former ATSF: South Texas Division, Galveston Sub

BNSF TRACK SEGMENTS-7500-7599

Current BNSF: Gulf Division, Galveston Sub

7514. Horan Siding

History: unknown by BNSF

Note: This is on a line which BNSF has rights over UP on, but BNSF built and maintains this siding.

Current UP: San Antonio Area, Eagle Pass Sub

7515. Brownwood Industrial Spur

History: 1903 by Ft. Worth & Rio Grande RY
1937-leased to Gulf, Colorado, & Santa Fe

Former GCSF & ATSF: Southern Division, Lampasas District
Northern Division, Sweetwater District

Former ATSF: Southern Division, Lampasas Sub

Former ATSF: Texas Division, Lampasas Sub

Former ATSF: Southern Region, Lampasas Sub

Former ATSF: South Texas Division, Lampasas Sub

Former BNSF: Texas Division, Lampasas Sub

Current BNSF: Gulf Division, Lampasas Sub

7516. Delaware-Menard

History: 1937-acquired from Frisco (segment 1046) by GC&SF-see segment 1046 for all details of the history and divisions.

7517. BN&S Jct.-May

History: 1912 by Brownwood, North & South RR (Frisco)

Abandoned: 1927

7518. Thompsons-Smithers Lake

For details, see segment 7507. This segment represents changing the mileposts.

7519. Texas City Jct.-Texas City

History: 1895 by Galveston, La Porte, & Houston RR
1895-also by Texas City Terminal Company
1899-part of Galveston, Houston, & Northern
1905-consolidated with Galveston, Harrisburg, & San Antonio (SP)
1927-leased to Texas & New Orleans
1985-T&NO consolidated into Southern Pacific
1996-SP merged into UP

Jointly Owned: unknown date-Texas City Terminal company 33.3% by BNSF, 66.7% by UP

BNSF TRACK SEGMENTS-7500-7599

Also, Original Texas City Terminal Company changed to Galveston County RR

Note: UP track charts state jointly owned by BNSF, UP, and Galveston County RR.
Also see segment 8542.

Former T&NO: Houston Division, Galveston Sub

Former SP: San Antonio, Houston, & Dallas Divisions, Galveston Sub

Former SP: Houston Division, Galveston Sub

Former SP: Eastern Region, Houston Division, Galveston Sub, Galveston Line

Former SP: Gulf Coast Region, Houston Terminals District, Galveston Line (route TGA)

Former SP: Houston Division, Houston Terminals District, Galveston Line (route TGA)

Former SP: Southern Region, Houston Division, Houston Terminals District, Galveston Line (route TGA)

Current UP: Houston Area, Galveston Sub, Texas City industrial lead

Current BNSF: Gulf Division, Galveston Sub

7520-7549-unused

7550. Galveston Yard

History: 1874-railhead established by GCSF
1886-GCSF under control of ATSF

Former GCSF: Southern Division, 1st District

Former GCSF: Galveston Division, Galveston Terminal District

Former GCSF: Gulf Division, 1st District

Former GCSF: Southern Division, 3d District

Former ATSF: Southern Division, 3d Sub

Former ATSF: Texas Division, Galveston Sub

Former ATSF: Southern Region, Galveston Sub

Former ATSF: South Texas Division, Galveston Sub

Current BNSF: Gulf Division, Galveston Sub

7551. Somerville Yard

History: 1883 established by Gulf, Colorado, & Santa Fe
1886-controlled by ATSF

Former GCSF: Southern Division, 2nd District
Beaumont Division, Somerville District

Former GCSF: Gulf Division, Conroe & Somerville Districts

Former GCSF: Southern Division, Conroe District

Former ATSF: Southern Division, 2d & Conroe Subs

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: Texas Division, Conroe Sub
Former ATSF: Southern Region, Conroe Sub
Former ATSF: South Texas Division, Conroe Sub

Current BNSF: [Gulf Division, Conroe & Galveston Subs](#)

7552. Temple Yard

History: 1885-established by GCSF
1886-GCSF under control of ATSF

Former GCSF: Southern Division, 2nd, 3rd, & Lampasas District

Former GCSF & ATSF: Southern Division, 1st, 2nd, & Lampasas Districts

Former ATSF: Southern Division, 1st, 2d, & Lampasas Subs

Former ATSF: Texas Division, Lampasas, Galveston, & Ft. Worth Subs

Former ATSF: Southern Region, Lampasas, Galveston, & Ft Worth Subs

Former ATSF: South Texas Division, Galveston & Ft. Worth Subs

Former BNSF: Gulf Division, Galveston Sub
Texas Division, Lampasas Sub

Current BNSF: [Gulf Division, Galveston & Lampasas Subs](#)

7553. Cleburne Yard

History: 1882 by Chicago, Texas, & Mexico Central
1886-leased to GCSF by ATSF

Former GCSF: Northern Division, 4th, Dallas, & Weatherford Districts
Southern Division, 3rd District

Former GCSF: Northern Division, 2d, Dallas, & Cresson Districts
Southern Division, 1st District

Former ATSF: Northern Division, Dallas & Cresson Subs
Southern Division, 1st Sub

Former ATSF: Texas Division, Ft. Worth, Dallas, & Cresson Subs

Former ATSF: Southern Region, Ft Worth, Dallas, & Cresson Subs

Former ATSF: Alliance Division, Ft. Worth Sub
South Texas Division, Ft. Worth Sub

Former ATSF: Alliance Division, Ft Worth, Dallas, & Cresson Subs

Current BNSF: [Texas Division, Ft Worth Sub](#)

7554. Fort Worth Yard

History: 1886 by GCSF & under control of ATSF

Former GCSF: Northern Division, 4th District, then 2nd District

Former ATSF: Northern Division, 2d Sub

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: Texas Division, Ft. Worth Sub
Former ATSF: Southern Region, Ft Worth Sub
Former ATSF: Alliance Division, Ft Worth Sub

Current BNSF: Texas Division, Ft Worth Sub

7555. Saginaw Yard

History: 1886 railhead established by GC&SF and under control of ATSF
Former GCSF: Northern Division, 4th District then 2nd District
Former ATSF: Northern Division, 2d Sub
Former ATSF: Texas Division, Ft. Worth Sub
Former ATSF: Southern Region, Ft Worth Sub
Former ATSF: Alliance Division, Ft Worth Sub

Current BNSF: Texas Division, Ft Worth Sub

7556. Alliance Yard

History: 1994-opened by ATSF
Former GCSF: Northern Division, 2d District
Former ATSF: Northern Division, 2d Sub
Former ATSF: Texas Division, Ft. Worth Sub
Former ATSF: Southern Region, Ft Worth Sub
Former ATSF: Alliance Division, Ft Worth Sub

Current BNSF: Texas Division, Ft Worth Sub

7557. Gainesville Yard

History: 2003-new facility opened by BNSF

Current BNSF: Texas Division, Texas Division, Ft. Worth & Red Rock Subs

7558. New South Yard

History: 1883-established by GCSF
1886-under control of ATSF
Former GCSF: Gulf Division, Houston District
Former GCSF: Southern Division, Houston District
Former ATSF: Southern Division, Houston Sub
Former ATSF: Texas Division, Houston Sub
Former ATSF: Southern Region, Houston Sub

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: South Texas Division, Houston Sub

Current BNSF: [Gulf Division, Mykawa Sub](#)

7559. Brownwood

History: 1885-railhead established by GCSF

Former GCSF: Southern Division, Lampasas & San Angelo Districts

Former GCSF: Southern Division, Lampasas & Sweetwater Districts

Former GCSF: Southern Division, Lampasas District
Northern Division, Sweetwater District

Former ATSF: Southern Division, Lampasas Sub
Northern Division, Sweetwater Sub

Former ATSF: Texas Division, Lampasas Sub

Former ATSF: Southern Region, Lampasas Sub

Former ATSF: South Texas Division, Lampasas Sub

Former BNSF: Texas Division, Lampasas Sub

Current BNSF: [Gulf Division, Lampasas Sub](#)

7560. Silsbee Yard

History: 1902 by GCSF and under control of ATSF

Former GCSF: Beaumont Division, Center, Cleveland & Silsbee Districts

Former GCSF: Gulf Division, Conroe, Silsbee, & San Augustine Districts

Former GCSF: Southern Division, Conroe, Silsbee, & Longview Districts

Former ATSF: Southern Division, Conroe, Silsbee, & Longview Subs

Former ATSF: Texas Division, Conroe, Longview, & Silsbee Subs

Former ATSF: Southern Region, Conroe, Longview, & Silsbee Subs

Former ATSF: South Texas Division, Conroe, Longview, & Silsbee Subs

Current BNSF: [Gulf Division, Conroe & Silsbee Subs](#)

7561. San Angelo

History: 1888-railhead established by GC&SF

Sold: 1992-South Orient

Sold: 1997-Texas Pacifico

Former GCSF: Southern Division, San Angelo District

Former GC&SF & ATSF: Northern Division, San Angelo District

Former ATSF: Northern Division, San Angelo Sub

Former ATSF: Texas Division, San Angelo Sub

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: Southern Region, San Angelo Sub

7562. Beaumont

History: 1894-Beaumont-Fords Bluff by Gulf, Beaumont, & Kansas City
1903-leased to GCSF

Leased: 2004-to Timber Rock RR
2006-service by TR RR discontinued

Former GCSF: Beaumont Division, Silsbee District

Former GCSF: Gulf Division, Silsbee District

Former GCSF & ATSF: Southern Division, Silsbee District

Former ATSF: Southern Division, Silsbee Sub

Former ATSF: Texas Division, Silsbee Sub

Former ATSF: Southern Region, Silsbee Sub

Former ATSF: South Texas Division, Silsbee Sub

Former BNSF: Gulf Division, Silsbee Sub

Former BNSF: Gulf Division, Silsbee Sub

Former WATCO: Timber Rock RR

7563. Pearland Intermodal

History: 1883-railhead established by GCSF
1956-trailer trains began on ATSF

Former GCSF: Southern Division, Houston District

Former GCSF: Galveston Division, Houston District

Former GCSF: Gulf Division, Houston District

Former GCSF & ATSF: Southern Division, Houston District

Former ATSF: Southern Division, Houston Sub

Former ATSF: Texas Division, Houston Sub

Former ATSF: Southern Region, Houston Sub

Former ATSF: South Texas Division, Houston Sub

Current BNSF: Gulf Division, Mykawa Sub

7564. Mykawa

History: 1883-railhead established by GCSF; station not on 1904 timetable

Former GCSF: Galveston Division, Houston District

Former GCSF: Gulf Division, Houston District

Former GCSF & ATSF: Southern Division, Houston District

Former ATSF: Southern Division, Houston Sub

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: Texas Division, Houston Sub
Former ATSF: Southern Region, Houston Sub
Former ATSF: South Texas Division, Houston Sub
Current BNSF: [Gulf Division, Mykawa Sub](#)

7565. Old South Yard

History: 1907-railhead established by Houston Belt & Terminal
1950-track rights granted to MP over line
1996-track rights granted to BNSF over line (and [BNSF maintains this track](#))
Former HB&T: Passenger Subdivision
Current UP: [Houston Area, Houston West Belt Sub \(line 585\)](#)

7566. Ardmore

History: 1887-railhead established by GCSF
Former GCSF: Northern Division, 5th District then 1st District
Former ATSF: Northern Division, 1st Sub
Former ATSF: Kansas Division, Oklahoma Sub
Former ATSF: Southern Region, Oklahoma Sub
Former ATSF: Alliance Division, Oklahoma Sub
Former BNSF: Oklahoma Division, Red Rock Sub
Former BNSF: Kansas Division, Red Rock Sub
Current BNSF: [Texas Division, Red Rock Sub](#)

7567. Crusher

History: 1887-railhead established by GCSF ; station not on 1904 timetable
Former GCSF: Northern Division, 1st District
Former ATSF: Northern Division, 1st Sub
Former ATSF: Kansas Division, Oklahoma Sub
Former ATSF: Southern Region, Oklahoma Sub
Former ATSF: Alliance Division, Oklahoma Sub
Former BNSF: Oklahoma Division, Red Rock Sub
Former BNSF: Kansas Division, Red Rock Sub
Current BNSF: [Texas Division, Red Rock Sub](#)

7568. Davis

BNSF TRACK SEGMENTS-7500-7599

History: 1887-railhead established by GCSF

Former GCSF: Northern Division, 5th District then 1st District

Former ATSF: Northern Division, 1st Sub

Former ATSF: Kansas Division, Oklahoma Sub

Former ATSF: Southern Region, Oklahoma Sub

Former ATSF: Alliance Division, Oklahoma Sub

Former BNSF: Oklahoma Division, Red Rock Sub

Former BNSF: Kansas Division, Red Rock Sub

Current BNSF: [Texas Division, Red Rock Sub](#)

7569. Dougherty

History: 1887-railhead established by GCSF

Former GCSF: Northern Division, 5th District then 1st District

Former ATSF: Northern Division, 1st Sub

Former ATSF: Kansas Division, Oklahoma Sub

Former ATSF: Southern Region, Oklahoma Sub

Former ATSF: Alliance Division, Oklahoma Sub

Former BNSF: Oklahoma Division, Red Rock Sub

Former BNSF: Kansas Division, Red Rock Sub

Current BNSF: [Texas Division, Red Rock Sub](#)

7570. Pauls Valley

History: 1887-railhead established by GCSF

Former GCSF: Northern Division, 5th District then 1st District

Former ATSF: Northern Division, 1st Sub

Former ATSF: Kansas Division, Oklahoma Sub

Former ATSF: Southern Region, Oklahoma Sub

Former ATSF: Alliance Division, Oklahoma Sub

Former BNSF: Oklahoma Division, Red Rock Sub

Former BNSF: Kansas Division, Red Rock Sub

Current BNSF: [Texas Division, Red Rock Sub](#)

7571. Wynnewood

History: 1887-railhead established by GCSF

Former GCSF: Northern Division, 5th District then 1st District

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: Northern Division, 1st Sub
Former ATSF: Kansas Division, Oklahoma Sub
Former ATSF: Southern Region, Oklahoma Sub
Former ATSF: Alliance Division, Oklahoma Sub
Former BNSF: Oklahoma Division, Red Rock Sub
Former BNSF: Kansas Division, Red Rock Sub
Current BNSF: [Texas Division, Red Rock Sub](#)

7572. Alvin

History: 1877-railhead established by GC&SF
Former GCSF: Southern Division, 1st & Houston Districts
Former GCSF: Galveston Division, 1st District
Former GCSF: Southern Division, 3d & Houston Districts
Former ATSF: Southern Division, 2d & Houston Subs
Former ATSF: Texas Division, Galveston & Houston Subs
Former ATSF: Southern Region, Galveston & Houston Subs
Former ATSF: South Texas Division, Galveston & Houston Subs

Current BNSF: [Gulf Division, Galveston Sub](#)
[Gulf Division, Mykawa Sub](#)

7573. Bay City

History: 1901-railhead established by Cane Belt
1905-Cane Belt leased to GCSF by ATSF
Abandoned: 2004

Former GCSF: Gulf Division, Matagorda District
Former GCSF & ATSF: Southern Division, Matagorda District
Former ATSF: Southern Division, Matagorda Sub
Former ATSF: Texas Division, Matagorda Sub
Former ATSF: Southern Region, Bay City Sub
Former ATSF: South Texas Division, Bay City Sub
Former BNSF: Gulf Division, Bay City Sub

7574. Beaumont

Duplicate segment-see segment 7562 for details

7575. Bellville

BNSF TRACK SEGMENTS-7500-7599

History: 1880-railhead established by GCSF

Former GCSF: Southern Division, 1st & 2nd Districts

Former GCSF: Galveston Division, 1st District

Former GCSF: Southern Division, 2nd & 3rd Districts

Former ATSF: Southern Division, 2nd Sub

Former ATSF: Texas Division, Galveston Sub

Former ATSF: Southern Region, Galveston Sub

Former ATSF: South Texas Division, Galveston Sub

Current BNSF: [Gulf Division, Galveston Sub](#)

7576. Birds

History: 1881-railhead established by GC&SF

Former GCSF: Northern Division, 4th then 2nd District

Former ATSF: Northern Division, 2d Sub

Former ATSF: Texas Division, Ft Worth Sub

Former ATSF: Southern Region, Ft Worth Sub

Former ATSF: Alliance Division, Ft Worth Sub

Former BNSF: Oklahoma Division, Ft. Worth Sub

Current BNSF: [Texas Division, Ft Worth Sub](#)

7577. Brenham

History: 1880 railhead established by GC&SF

Former GCSF: Southern Division, 2d District

Former ATSF: Southern Division, 2d Sub

Former ATSF: Texas Division, Galveston Sub

Former ATSF: Southern Region, Galveston Sub

Former ATSF: South Texas Division, Galveston Sub

Current BNSF: [Gulf Division, Galveston Sub](#)

7578. Caldwell

History: 1880-railhead established by Gulf, Colorado, & Santa Fe

Former GCSF: Southern Division, 2nd District

Former ATSF: Southern Division, 2nd Sub

Former ATSF: Texas Division, Galveston Sub

Former ATSF: Southern Region, Galveston Sub

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: South Texas Division, Galveston Sub

Current BNSF: [Gulf Division, Galveston Sub](#)

7579. Cameron

History: 1880-railhead established by Gulf, Colorado, & Santa Fe

Former GCSF: Southern Division, 2nd District

Former ATSF: Southern Division, 2nd Sub

Former ATSF: Texas Division, Galveston Sub

Former ATSF: Southern Region, Galveston Sub

Former ATSF: South Texas Division, Galveston Sub

Current BNSF: [Gulf Division, Galveston Sub](#)

7580. Carthage

History: 1888-railhead established by Texas, Sabine Valley, & Northwestern
1904-Texas, Sabine Valley, & Northwestern sold to Texas & Gulf (ATSF)
1914-Texas & Gulf leased to GCSF

Former GCSF: Gulf Division, Longview District

Former GCSF : Southern Division, Longview District

Former ATSF: Southern Division, Longview Sub

Former ATSF: Texas Division, Longview Sub

Former ATSF: Southern Region, Longview Sub

Former ATSF: South Texas Division, Longview Sub

Current BNSF: [Gulf Division, Longview Sub](#)

7581. Center

History: 1888-railhead established by Texas, Sabine Valley, & Northwestern
1904-Texas, Sabine Valley, & Northwestern sold to Texas & Gulf (ATSF)
1914-Texas & Gulf leased to GCSF

Leased; [2002-Timber Rock RR](#)
[2006-TR RR discontinues service](#)

Former GCSF: Beaumont Division, Center District

Former GCSF: Gulf Division, Longview District

Former GCSF : Southern Division, Longview District

Former ATSF: Southern Division, Longview Sub

Former ATSF: Texas Division, Longview Sub

Former ATSF: Southern Region, Longview Sub

Former ATSF: South Texas Division, Longview Sub

BNSF TRACK SEGMENTS-7500-7599

Former BNSF: Gulf Division, Longview Sub
Former WATCO: Timber Rock RR-St. Augustine Sub

7582. Clifton

History: 1881-railhead established by GC&SF
Former GCSF: Southern Division, 3rd then 1st District
Former ATSF: Southern Division, 1st Sub
Former ATSF: Texas Division, Ft Worth Sub
Former ATSF: Southern Region, Ft Worth Sub
Former ATSF: South Texas Division, Ft. Worth Sub
Former ATSF: Alliance Division, Ft Worth Sub

Current BNSF: Texas Division, Ft Worth Sub

7583. Coleman

History: 1886-Railhead established by GCSF
Former GCSF: Southern Division, Sweetwater District
Former GCSF: Northern Division, Sweetwater District
Former ATSF: Northern Division, Sweetwater Sub
Former ATSF: Texas Division, Lampasas Sub
Former ATSF: Southern Region, Lampasas Sub
Former ATSF: South Texas Division, Lampasas Sub

Current BNSF: Gulf Division, Lampasas Sub

7584. Conroe

History: 1879-railhead established by GCSF
Leased: 2004-Timber Rock RR
2006-TR RR discontinues service
Former GCSF: Beaumont Division, Somerville District
Former GCSF: Gulf Division, Somerville & Silsbee Districts
Former GCSF: Southern Division, Conroe District
Former ATSF: Southern Division, Conroe Sub
Former ATSF: Texas Division, Conroe Sub
Former ATSF: Southern Region, Conroe Sub
Former ATSF: South Texas Division, Conroe Sub
Former BNSF: Gulf Division, Conroe Sub

BNSF TRACK SEGMENTS-7500-7599

Former WATCO: Timber Rock RR

7585. Evadale

History: 1893-railhead established by Beaumont Lumber Co.
1900-Beaumont Lumber under control of Gulf, Beaumont, & Kansas City
1903-GB&KC leased to GCSF

Former GCSF: Gulf Division, San Augustine District

Former GCSF: Southern Division, Longview District

Former ATSF: Southern Division, Longview Sub

Former ATSF: Texas Division, Longview Sub

Former ATSF: Southern Region, Longview Sub

Former ATSF: South Texas Division, Longview Sub

Current BNSF: [Gulf Division, Longview Sub](#)

7586. Hale Center

History: 1910-railhead established by Pecos & Northern Texas
1914-leased by P&SF
1965-Panhandle & Santa Fe merged with ATSF

Former PSF: Slaton Division, Plainview District

Former ATSF: Plains Division, Plainview Sub

Former ATSF: New Mexico Division, Plainview Sub

Former ATSF: Central Region, Plainview Sub

Former ATSF: Panhandle Division, Plainview Sub

Former ATSF: South Texas Division, Plainview Sub

Former BNSF: Texas Division, Plainview Sub

Former BNSF: Amarillo Division, Plainview Sub

Current BNSF: [Kansas Division, Plainview Sub](#)

7587. Jasper

History: 1896-railhead established by Marshall Timpson & Sabine Pass RR
1900-MT&SP under control of Texas & Gulf
1914-T&G leased to GCSF

Leased: 2002-to Timber Rock RR
2006-TR RR service discontinued

Former GCSF: Beaumont Division, Center District

Former GCSF: Gulf Division, San Augustine District

Former GCSF: Southern Division, Longview District

Former ATSF: Southern Division, Longview Sub

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: Texas Division, Longview Sub
Former ATSF: Southern Region, Longview Sub
Former ATSF: South Texas Division, Longview Sub
Former BNSF: Gulf Division, Longview Sub
Former WATCO: Timber Rock RR, St. Augustine Sub

7588. Lampasas

History: 1882 railhead established by GC&SF
Former GCSF: Southern Division, Lampasas District
Former ATSF: Southern Division, Lampasas Sub
Former ATSF: Texas Division, Lampasas Sub
Former ATSF: Southern Region, Lampasas Sub
Former ATSF: South Texas Division, Lampasas Sub
Former BNSF: Texas Division, Lampasas Sub

Current BNSF: [Gulf Division, Lampasas Sub](#)

7589. Lometa

History: 1885 railhead established by GC&SF
Former GCSF: Southern Division, Sweetwater District
Former GCSF: Northern Division, Sweetwater District
Former ATSF: Northern Division, Sweetwater Sub
Former ATSF: Texas Division, Lampasas Sub
Former ATSF: Southern Region, Lampasas Sub
Former ATSF: South Texas Division, Lampasas Sub
Former BNSF: Texas Division, Lampasas Sub

Current BNSF: [Gulf Division, Lampasas Sub](#)

7590. Longview

History: 1878-railhead established by Longview & Sabine Valley (narrow gauge)
1883-Longview & Sabine Valley changed to Galveston, Sabine Valley, & St. Louis
1888-Galveston, Sabine Valley, & St. Louis merged with Texas, Sabine Valley, & Northwestern
1904-Texas, Sabine Valley, & Northwestern sold to Texas & Gulf (ATSF)
1914-Texas & Gulf leased to GCSF
Former GCSF: Gulf Division, Longview District
Former GCSF: Southern Division, Longview District

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: Southern Division, Longview Sub

Former ATSF: Texas Division, Longview Sub

Former ATSF: Southern Region, Longview Sub

Current BNSF: Gulf Division, Longview Sub

7591. McGregor

History: 1881-railhead established by GC&SF

Former GCSF: Southern Division, 3rd then 1st District

Former ATSF: Southern Division, 1st Sub

Former ATSF: Texas Division, Ft Worth Sub

Former ATSF: Southern Region, Ft Worth Sub

Former ATSF: South Texas Division, Ft. Worth Sub

Former ATSF: Alliance Division, Ft Worth Sub

Current BNSF: Texas Division, Ft Worth Sub

7592. Newgulf

History: 1930-Cane Jct.-Guy by Clinton, & Oklahoma Western of TX (P&SF)(leased)

Abandoned: 2004

Former GC&SF: Gulf Division, Hall District

Former GC&SF: Southern Division, Hall District

Former ATSF: Southern Division, Hall Sub

Former ATSF: Texas Division, Hall Sub

Former ATSF: Southern Region, Galveston Sub, Smithers Lake Industrial Spur

Former ATSF: South Texas Division, Galveston Sub, Smithers Lake Industrial Spur

Former BNSF: Gulf Division, Galveston Sub, Smithers Lake Industrial Spur

7593. Pearland Yard

History: 1883-railhead established by GCSF

Former GCSF: Southern Division, Houston District

Former GCSF: Galveston Division, Houston District

Former GCSF: Gulf Division, Houston District

Former GCSF & ATSF: Southern Division, Houston District

Former ATSF: Southern Division, Houston Sub

Former ATSF: Texas Division, Houston Sub

Former ATSF: Southern Region, Houston Sub

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: South Texas Division, Houston Sub

Current BNSF: [Gulf Division, Mykawa Sub](#)

7594. Red Bird Industrial

History: 1882 railhead established by Chicago, Texas, & Mexico Central
1886-operated by GCSF under control of ATSF
Unknown when ATSF established the industrial area

Former GCSF: Northern Division, Dallas District

Former ATSF: Northern Division, Dallas Sub

Former ATSF: Texas Division, Dallas Sub

Former ATSF: Southern Region, Dallas Sub

Former ATSF: Alliance Division, Dallas Sub

Former ATSF: Alliance Division, Ft. Worth Sub, Ward Industrial Spur

Current BNSF: [Texas Division, Venus Sub, Ward Industrial Spur](#)

7595. Rosenberg

History: 1879-railhead established by Gulf, Colorado, & Santa Fe

Former GCSF: Southern Division, 1st District

Former GCSF: Galveston Division, 1st District

Former GCSF: Southern Division, 3rd District

Former ATSF: Oklahoma Division, 3rd Sub

Former ATSF: Texas Division, Galveston Sub

Former ATSF: Southern Region, Galveston Sub

Former ATSF: South Texas Division, Galveston Sub

Current BNSF: [Gulf Division, Galveston Sub](#)

7596. San Augustine

History: 1896-railhead established by Marshall Timpson & Sabine Pass RR
1900-MT&SP under control of Texas & Gulf
1914-T&G leased to GCSF

Leased: 2002-to [Timber Rock RR](#)
2006-TR RR discontinues service

Former GCSF: Beaumont Division, Center District

Former GCSF: Gulf Division, San Augustine District

Former GCSF: Southern Division, Longview District

Former ATSF: Southern Division, Longview Sub

Former ATSF: Texas Division, Longview Sub

BNSF TRACK SEGMENTS-7500-7599

Former ATSF: Southern Region, Longview Sub
Former BNSF: Gulf Division, Longview Sub
Former WATCO: Timber Rock RR, St. Augustine Sub

7597. Sealy

History: 1880-railhead established by Gulf, Colorado, & Santa Fe

Former GCSF: Southern Division, 1st District
Former GCSF: Galveston Division, 1st District
Former GCSF: Southern Division, 3rd District
Former ATSF: Southern Division, 3rd Sub
Former ATSF: Texas Division, Galveston Sub
Former ATSF: Southern Region, Galveston Sub
Former ATSF: South Texas Division, Galveston Sub

Current BNSF: [Gulf Division, Galveston Sub](#)

7598. Thomsons & Smith Lake

History: 1878-railhead established by Gulf, Colorado, & Santa Fe

Former GCSF: Southern Division, 1st District
Former GCSF: Galveston Division, 1st District
Former GCSF: Southern Division, 3rd District
Former ATSF: Southern Division, 3rd Sub
Former ATSF: Texas Division, Galveston Sub
Former ATSF: Southern Region, Galveston Sub
Former ATSF: South Texas Division, Galveston Sub

Current BNSF: [Gulf Division, Galveston Sub](#)

7599. East Belt Yard

History: 1908 by Houston Belt & Terminal
1908-track rights granted to GC&SF
1950-track rights granted to MP over line

Former HB&T: East Belt Subdivision

Current UP: [Houston Area, Houston East Belt Sub \(line 580\)](#)

BNSF TRACK SEGMENTS-7600-7799

7600. Barstow-San Bernardino; Fullerton-Redondo Junction (Harbor Junction); Fullerton Junction-National City

History:	1882-National City-Fallbrook Jct. by California Southern 1885-San Bernardino-Barstow by California Southern (controlled in 1889 by Southern California Ry, leased to ATSF in 1904 and purchased in 1906) 1885-2 nd track constructed-MP 55.4-MP 56.0 1887-Los Angeles-Redondo Jct by California Central 1887-Fullerton-San Juan Capistrano by California Central 1888-Redondo Jct.-Fullerton by Redondo Beach & leased by California Central 1888-San Juan Capistrano-Fallbrook Jct by California Central 1889-California Central leased by Southern California 1904-under control of ATSF 1906-Southern California merged with ATSF 1910-line change-MP 5.0-MP 5.5 1910-2 nd track constructed-MP 78.2-MP 80.0 1911-line change-MP 10.0-MP 11.5 1912-lin change-MP 64.71-MP 65.8; MP 66.0-MP 67.91 1912-2 nd track constructed-MP 56.0-MP 78.2 1918-2 nd track constructed-MP 80-San Bernardino 1924-2 nd track constructed-MP 10.0-MP 55.4 1944-2 nd track construction-San Bernardino-MP 5 1972-line change-MP 53.83-MP 57.0
Sold:	1992-Del Mar-San Diego-now San Diego Northern-BNSF retains rights 1992-Mission Tower-Redondo Jct. to SCRRA 1993-Fullerton Jct.-San Onofre-SCRAA BNSF rights retain 1994-San Onofre-Del Mar sold to San Diego Northern-BNSF retains rights
Former ATSF:	Barstow-San Bernardino-Los Angeles Division, 1st District Fullerton-National City-Los Angeles Division, 4th District Fullerton-Redondo Jct.-Los Angeles Division, 3d District
Former ATSF:	Barstow-San Bernardino-Los Angeles Division, 1 st Sub National City-Fullerton-Los Angeles Division, 4 th Sub
Former ATSF:	Barstow-San Bernardino-California Division, Cajon Sub Fullerton-Redondo Jct.-California Division, San Bernardino Sub Fullerton-National City-California Division, San Diego Sub
Former ATSF:	Barstow-San Bernardino-Western Region, Cajon Sub Fullerton-Redondo Jct.-Western Region, San Bernardino Sub Fullerton-National City-Western Region, San Diego Sub
Former ATSF:	Barstow-San Bernardino-Southern California Division, Cajon Sub Fullerton Jct.-Redondo Jct.-Southern California Division, San Bernardino Sub Fullerton-National City-Southern California Division, San Diego Sub (with track rights over Metrolink-Fullerton-San Diego) Redondo Jct.-Commerce Jct.-Los Angeles Terminal Division, San Bernardino Sub
Former BNSF:	Barstow-National City-Southern California Division, Cajon & San Bernardino Subs Fullerton-National City-Southern California Division, San Diego Sub
Former BNSF:	Barstow-San Bernardino-Southern California Division, Cajon Sub Fullerton-Redondo Jct.-Southern California Division, San Bernardino Sub Fullerton Jct.-San Diego-Southern California Division, San Diego Sub via trackage rights over Metrolink and San Diego Northern
Former BNSF:	Barstow-San Bernardino-Southern California Division, Cajon Sub Fullerton Jct.-Harbor Jct.-Southern California Division, San Bernardino Sub Fullerton Jct.-National City-Southern California Division, San Diego Sub (still with

BNSF TRACK SEGMENTS-7600-7799

trackage rights via Metrolink & San Diego Northern)

Current SCRR: Fullerton Jct.-MP 207.4-Orange Subdivision

Current SDN: MP 203.4-MP 208.8-San Diego Sub

Current BNSF: Barstow-San Bernardino-California Division, Cajon Sub
Fullerton Jct.-Bandino-California Division, San Bernardino Sub
Bandino-Harbor Jct.-Los Angeles Division, San Bernardino Sub
Fullerton Jct.-National City-California Division, San Diego Sub (still with
trackage rights via Metrolink & San Diego Northern)

7601. Hesperia-Cushenbury

History: 1956 by ATSF

Former ATSF: Los Angeles Division, Lucerne Valley District

Former ATSF: Los Angeles Division, Lucerne Valley Sub

Former ATSF: California Division, Lucerne Valley Sub

Former ATSF: Western Region, Lucerne Valley Sub

Former ATSF: Southern California Division, Lucerne Valley Sub

Former BNSF: Southern California Division, Cajon & Lucerne Valley Subs

Former BNSF: Southern California Division, Lucerne Valley Sub

Current BNSF: California Division, Lucerne Valley Sub

7602. San Bernardino-Fullerton Junction

History: 1882-Colton-Highgrove by California Southwestern (leased by California Southern)
1883-Colton-San Bernardino by California Southern
1886-Highgrove-Arlington by River, Santa Ana, & Los Angeles (controlled by Southern
California in 1886, California Central Ry in 1887, Southern California Ry in 1889,
leased
to ATSF in 1904 and purchased in 1906)
1887-Arlington-Fullerton Jct by California Central (leased in 1887 and merged 1907
with ATSF

Former ATSF: Los Angeles Division, 3d District

Former ATSF: Los Angeles Division, 3rd Sub

Former ATSF: California Division, San Bernardino Sub

Former ATSF: Western Region, San Bernardino Sub

Former ATSF & BNSF: Southern California Division, San Bernardino Sub

Current BNSF: California Division, San Bernardino Sub

7603. San Bernardino-Highland Jct.

History: 1887-San Bernardino-Mentone (MP 12.51) by California Central RR (controlled by
Southern California Ry in 1887, leased to ATSF in 1889)

BNSF TRACK SEGMENTS-7600-7799

1891-Mentone-Highland Jct. by San Bernardino & Eastern (controlled by Southern California) and leased to ATSF in 1904
1906-Southern California & SB&E purchased by ATSF

Abandoned: 1956-Highland Jct.-Del Rosa
Between 1963 & 1973-Del Rosa-Patton
Between 1973 & 1982-Patton-Mentone (MP 13.4 end of track)

Sold: 1993-remainder of branch to San Bernardino Associated Governments, track rights retained

Abandoned: 1994-MP 13.4-MP 11.4
2002-MP 9.48-MP 11.4

Former ATSF: Los Angeles Division, Redlands District

Former ATSF: Los Angeles Division, Redlands Sub

Former ATSF: California Division, Redlands Sub

Former ATSF: Western Region, Redlands Sub

Former ATSF: Southern California, Redlands Sub

Former ATSF: Southern California Division, San Bernardino Sub, Redlands Industrial Spur

Former BNSF: Southern California Division, Cajon Sub

Current Metrolink: San Bernardino-MP 9.48-Redlands Sub

7604. Redondo Junction-Long Beach; Harbor Junction-West Thenard

History: 1887-Inglewood-El Segundo by California Central
1888-Redondo Jct-Inglewood by Redondo Beach Ry. (California Central)
1889-both under control of Southern California Ry
1904-leased to ATSF
1906-purchased by ATSF
1924-El Segundo-Wilmington by Santa Fe & LA Harbor and leased by ATSF
1942-merged into ATSF system

Sold: 1993-SCRRA and freight rights retained

Former ATSF: Redondo Jct.-Long Beach-Los Angeles Division, Harbor District

Former ATSF: Redondo Jct.-Long Beach-Los Angeles Division, Harbor Sub

Former ATSF: Redondo Jct.-Long Beach-California Division, Harbor Sub

Former ATSF: Redondo Jct.-Long Beach-Western Region, Harbor Sub

Former ATSF: Redondo Jct.-Long Beach-Los Angeles Terminal Division, Harbor Sub

Former BNSF: Redondo Jct.-Long Beach-Southern California Division, Harbor Sub

Former BNSF: Harbor Jct.-West Thenard-Southern California Division, Harbor Sub

Current BNSF: Harbor Jct.-West Thenard-Los Angeles Division, Harbor Sub

Note: West Thenard-Long Beach via Pacific Harbor Line Ry

7605. Highgrove-San Jacinto

History: 1882-Highgrove-Perris by California Southern and leased to Southern California
1888-Perris-San Jacinto by California Southern and leased to Southern California

BNSF TRACK SEGMENTS-7600-7799

1904-leased by ATSF
1906-purchased by ATSF
Out of service: 2002-MP 18.8-38.3

Former ATSF: Los Angeles Division, San Jacinto District
Former ATSF: Los Angeles Division, San Jacinto Sub
Former ATSF: California Division, San Jacinto Sub
Former ATSF: Western Region, San Jacinto Sub
Former ATSF: Southern California Division, San Jacinto Sub
Former ATSF: Southern California Division, San Bernardino Sub, San Jacinto Industrial Spur
Former BNSF: Southern California Division, San Bernardino Sub, San Jacinto Industrial Spur

Current BNSF: California Division, San Bernardino Sub, San Jacinto Industrial Spur

7606. Escondido Jct.-Escondido

History: 1887 by California Central
1889-controlled by Southern California RY
1904-leased to ATSF
1906-merged into ATSF

Leased: 1993-San Diego Northern
2005-San Diego & Imperial Valley (MP 19.85-MP 20.2)

Former ATSF: Los Angeles Division, Escondido District
Former ATSF: Los Angeles Division, Escondido Sub
Former ATSF: California Division, Escondido Sub
Former ATSF: Western District, Escondido Sub

Current SDN: Escondido Subdivision

Current Metrolink: Escondido Subdivision

7607. Atwood-Orange

History: 1887 by California Central and leased to ATSF
1907-merged into ATSF

Sold: 1993-Metrolink

Former ATSF: Los Angeles Division, Olive District
Former ATSF: Los Angeles Division, Olive Sub
Former ATSF: California Division, Olive Sub
Former ATSF: Western District, Olive Sub

Current SCRAA: Olive Sub

7608. San Bernardino-Los Angeles

History: 1885-Los Angeles-Lamanda Park by Los Angeles & San Gabriel Valley

BNSF TRACK SEGMENTS-7600-7799

1886-Lamanda Park-Duarte by LA&SGV
1887-LA&SGV controlled by California Central
1887-Duarte-San Bernardino by California Central
1889-controlled by Southern California RY
1904-leased to ATSF
1906-merged into ATSF

Sold: 1993-LA-MP 104.12-SCRR (Metrolink) BNSF retains rights to Arcadia
1993-MP 104.12-San Bernardino-SANBAG

Abandoned: 1994-Arcadia-Broadway

Former ATSF: Los Angeles Division, 2nd District

Former ATSF: Los Angeles Division, 2nd Sub

Former ATSF: California Division, Pasadena Sub

Former ATSF: Western District, Pasadena Sub

Current SCRAA: CP Cambridge-San Bernardino-San Gabriel Subdivision
CP Cambridge-Arcadia-Pasadena Sub
Los Angeles-Broadway-River Sub, San Gabriel Sub connecting tracks

7609. Porphyry-3M

History: 1927 by Corona & Santa Fe
1942-merged into ATSF

Abandoned: 1979-3M (MP 3.2)-Elsinore due to floods

Former ATSF: Los Angeles Division, Elsinore District

Former ATSF: Los Angeles Division, 3rd Sub, 3M Spur

Former ATSF: Los Angeles Division, San Bernardino Sub, 3M Spur

Former ATSF: California Division, San Bernardino Sub, 3M Spur

Former ATSF: Western District, San Bernardino Sub, 3M Spur

Former ATSF & BNSF: Southern California Division, San Bernardino Sub, 3M Spur

Current BNSF: California Division, San Bernardino Sub, 3M Spur

7610-7649-unknown or unused

7650. San Bernardino Yard

History: 1885-established by California Southern
1889-controlled by Southern California Ry.
1904-leased to ATSF
19066-purchased by ATSF

Former ATSF: Los Angeles Division, 1st, 2d, 3d & Redlands Districts

Former ATSF: Los Angeles Division, 1st, 2nd, 3rd & Redlands Subs

Former ATSF: California Division, Cajon, Redlands, & San Bernardino Subs

Former ATSF: Western Region, Cajon, Redlands, & San Bernardino Subs

Former ATSF: Southern California Division, Cajon, Redlands, & San Bernardino Subs

BNSF TRACK SEGMENTS-7600-7799

Former ATSF & BNSF: Southern California Division, Cajon & San Bernardino Subs

Current BNSF: [California Division, Cajon & San Bernardino Subs](#)

7651. First Street Yard

History: 1885 by Los Angeles & San Gabriel Valley
1887-controlled by California Southern
1889-controlled by Southern California
1904-leased to ATSF
1906-purchased by ATSF

Former ATSF: Los Angeles Division, 3d District

Former ATSF: California Division, San Bernardino Sub

Former ATSF: Western Region, San Bernardino Sub

Former ATSF: Los Angeles Terminal Division, San Bernardino Sub

Former BNSF: Southern California Division, San Bernardino Sub

Current BNSF: [Los Angeles Division, San Bernardino Sub](#)

7652. Hobart Yard

History: 1905 by ATSF

Former ATSF: Los Angeles Division, 3d District

Former ATSF: Los Angeles Division, 3rd Sub

Former ATSF: California Division, San Bernardino Sub

Former ATSF: Western Region, San Bernardino Sub

Former ATSF: Los Angeles Terminal Division, San Bernardino Sub

Former BNSF: Southern California Division, San Bernardino Sub

Current BNSF: [Los Angeles Division, San Bernardino Sub](#)

7653. Wilmington Yard

History: 1924-railhead established by Santa Fe & LA Harbor and leased by ATSF
1942-merged into ATSF system

Sold: [1993-SCRRA and freight rights retained](#)

Note: Also see segment 7682

Former ATSF: Los Angeles Division, Harbor District

Former ATSF: Los Angeles Division, Harbor Sub

Former ATSF: California Division, Harbor Sub

Former ATSF: Western Region, Harbor Sub

Former ATSF: Los Angeles Terminal Division, Harbor Sub

BNSF TRACK SEGMENTS-7600-7799

Former BNSF: Southern California Division, Harbor Sub

Current BNSF: Los Angeles Division, Harbor Sub

Note: via Pacific Harbor Line Ry

7654. Bay Yard

History:

Former ATSF: Los Angeles Division, 4th District

Former ATSF: Los Angeles Division, 4th Sub

Former ATSF: California Division, San Diego Sub

Former ATSF: Western Region, San Diego Sub

Former ATSF & BNSF: Southern California District, San Diego Sub

Current BNSF: California District, San Diego Sub

7655. Irvine Industrial

History: 1887-railhead established by California Central
1889-California Central leased by Southern California
1904-SC under control of ATSF
1906-Southern California merged with ATSF

Sold: 1993--SCRAA BNSF rights retain

Former ATSF: Los Angeles Division, 4th District then 4th Sub

Former ATSF: California Division, San Diego Sub

Former ATSF: Western Region, San Diego Sub

Former ATSF: Southern California Division, San Diego Sub (with track rights over Metrolink)

Current SCRR: Orange Subdivision

Current BNSF: California Division, San Diego Sub (still with trackage rights via Metrolink)

7656. Miramar Industrial

History: 1887-railhead established by California Central
1889-California Central leased by Southern California
1904-SC under control of ATSF
1906-Southern California merged with ATSF

Sold: 1992--San Diego Northern

Former ATSF: Los Angeles Division, 4th District then 4th Sub

Former ATSF: California Division, San Diego Sub

Former ATSF: Western Region, San Diego Sub

Former ATSF: Southern California Division, San Diego Sub (with track rights over Metrolink)

Current SDN: San Diego Subdivision

BNSF TRACK SEGMENTS-7600-7799

7657. Bandini Industrial

History: 1888-railhead established by Redondo Beach & leased by California Central
1889-California Central leased by Southern California
1904-SC under control of ATSF
1906-Southern California merged with ATSF

Former ATSF: Los Angeles Division, 3d District then 3rd Sub

Former ATSF: California Division, San Bernardino Sub

Former ATSF: Western Region, San Bernardino Sub

Former ATSF: Los Angeles Terminal Division, San Bernardino Sub

Former BNSF: Southern California Division, San Bernardino Sub

Current BNSF: [Los Angeles Division, San Bernardino Sub](#)

7658. Acadia Sub Industrial

History: 1886-railhead established by Los Angeles & San Gabriel Valley
1887-LA&SGV controlled by California Central
1889-CC controlled by Southern California RY
1904-leased to ATSF
1906-merged into ATSF

Sold: [1993--SCRR \(Metrolink\) BNSF retains rights to Acadia](#)

Former ATSF: Los Angeles Division, 2nd District then 2nd Sub

Former ATSF: California Division, Pasadena Sub

Former ATSF: Western District, Pasadena Sub

Current SCRAA: [Pasadena Sub](#)

7659. La Mirada

History: 1888-railhead established by Redondo Beach and leased to California Central
1889-California Central leased to Southern California
1904-Southern California under control of ATSF
1906-Southern California merged with ATSF

Former ATSF: Los Angeles Division, 3rd District then 3rd Sub

Former ATSF: California Division, San Bernardino Sub

Former ATSF: Western Region, San Bernardino Sub

Former ATSF: Los Angeles Terminal Division, San Bernardino Sub

Former BNSF: Southern California Division, San Bernardino Sub

Current BNSF: [California Division, San Bernardino Sub](#)

7660. Pico Rivera

History: 1888-railhead established by Redondo Beach and leased to California Central
1889-California Central leased to Southern California

BNSF TRACK SEGMENTS-7600-7799

1904-Southern California under control of ATSF
1906-Southern California merged with ATSF

Former ATSF: Los Angeles Division, 3rd District then 3rd Sub
Former ATSF: California Division, San Bernardino Sub
Former ATSF: Western Region, San Bernardino Sub
Former ATSF: Los Angeles Terminal Division, San Bernardino Sub
Former BNSF: Southern California Division, San Bernardino Sub
Current BNSF: [California Division, San Bernardino Sub](#)

7661. Rana

History: 1883-railhead established by California Southern
1886-controlled by Southern California
1887-controlled by California Central Ry
1889-controlled again by Southern California Ry
1904-leased to ATSF
1906-purchased by ATSF

Former ATSF: Los Angeles Division, 3d District then 3rd Sub
Former ATSF: California Division, San Bernardino Sub
Former ATSF: Western Region, San Bernardino Sub
Former ATSF & BNSF: Southern California Division, San Bernardino Sub

Current BNSF: [California Division, San Bernardino Sub](#)

7662. Riverside

History: 1886-railhead established by River, Santa Ana, & Los Angeles (controlled by Southern California)
1887-controlled by Central California RY
1889-controlled by Southern California
1904-leased by ATSF
1906-purchased by ATSF

Former ATSF: Los Angeles Division, 3rd District then 3rd Sub
Former ATSF: California Division, San Bernardino Sub
Former ATSF: Western Region, San Bernardino Sub
Former ATSF & BNSF: Southern California Division, San Bernardino Sub

Current BNSF: [California Division, San Bernardino Sub](#)

7663. San Diego

History: 1882-railhead established by California Southern
1889-controlled by Southern California
1904-leased by ATSF
1906-merged into ATSF

BNSF TRACK SEGMENTS-7600-7799

Former ATSF: Los Angeles Division, 4th District then 4th Sub

Former ATSF: California Division, San Diego Sub

Former ATSF: Western Region, San Diego Sub

Former ATSF & BNSF: Southern California Division, San Diego Sub

Current BNSF: California Division, San Diego Sub

7664. National City

History: 1882-railhead established by California Southern
1889-controlled by Southern California
1904-leased by ATSF
1906-merged into ATSF

Former ATSF: Los Angeles Division, 4th District then 4th Sub

Former ATSF: California Division, San Diego Sub

Former ATSF: Western Region, San Diego Sub

Former ATSF & BNSF: Southern California Division, San Diego Sub

Current BNSF: California Division, San Diego Sub

7665. LA Jct. Railway Yard

History: 1925-established by the Central Manufacturing District

Note: The LA Jct. RY is 100% owned by BNSF

7666. LA Union Passenger Terminal

History: 1939-terminal established, maintained by ATSF, SP, & UP
1970-maintained by Amtrak

Former ATSF: Los Angeles Division, 2nd & 3rd Districts then 2nd & 3rd Subs

Former ATSF: California Division, Pasadena & San Bernardino Subs

Former ATSF: Western Region, Pasadena & San Bernardino Sub

Former ATSF: Southern California Division, San Bernardino Sub

Current AMTRAK & SCRRR: River Sub

7667. Commerce

History: 1888-railhead established by Redondo Beach & leased by California Central
1889-California Central leased by Southern California
1904-SC under control of ATSF
1906-Southern California merged with ATSF

Former ATSF: Los Angeles Division, 3d District then 3rd Sub

Former ATSF: California Division, San Bernardino Sub

BNSF TRACK SEGMENTS-7600-7799

Former ATSF: Western Region, San Bernardino Sub
Former ATSF: Los Angeles Terminal Division, San Bernardino Sub
Former BNSF: Southern California Division, San Bernardino Sub
Current BNSF: [Los Angeles Division, San Bernardino Sub](#)

7668. Anaheim

History: 1887-railhead established by California Central
1889-California Central leased by Southern California
1904-SC under control of ATSF
1906-Southern California merged with ATSF
Sold: 1993--[SCRAA BNSF rights retain](#)
Former ATSF: Los Angeles Division, 4th District then 4th Sub
Former ATSF: California Division, San Diego Sub
Former ATSF: Western Region, San Diego Sub
Former ATSF: Southern California Division, San Diego Sub (with track rights over [Metrolink](#))
Current SCRR: [Orange Subdivision](#)

Current BNSF: [California Division, San Diego Sub \(still with trackage rights via Metrolink\)](#)

7669. Kaiser

History: 1887-railhead established by California Central
1889-controlled by Southern California RY
1904-leased to ATSF
1906-merged into ATSF
Sold: 1993-[SCRR \(Metrolink\) BNSF retains rights](#)
Former ATSF: Los Angeles Division, 2nd District then 2nd Sub
Former ATSF: California Division, Pasadena Sub
Former ATSF: Western District, Pasadena Sub

Current SCRAA: [Pasadena Sub](#)

7670. Colton

History: 1883-railhead established by California Southern
1886-controlled by Southern California
1887-controlled by California Central Ry
1889-controlled again by Southern California Ry
1904-leased to ATSF
1906-purchased by ATSF
Former ATSF: Los Angeles Division, 3d District then 3rd Sub
Former ATSF: California Division, San Bernardino Sub
Former ATSF: Western Region, San Bernardino Sub
Former ATSF & BNSF: Southern California Division, San Bernardino Sub

BNSF TRACK SEGMENTS-7600-7799

Current BNSF: [California Division, San Bernardino Sub](#)

7671. Corona

History: 1887-railhead established by Central California RY
1889-controlled by Southern California
1904-leased by ATSF
1906-purchased by ATSF

Former ATSF: Los Angeles Division, 3rd District then 3rd Sub

Former ATSF: California Division, San Bernardino Sub

Former ATSF: Western Region, San Bernardino Sub

Former ATSF & BNSF: Southern California Division, San Bernardino Sub

Current BNSF: [California Division, San Bernardino Sub](#)

7672. Cucamonga

History: 1887-Duarte-San Bernardino by California Central
1889-controlled by Southern California RY
1904-leased to ATSF
1906-merged into ATSF

Sold: [1993-SCRR \(Metrolink\) BNSF retains rights](#)

Former ATSF: Los Angeles Division, 2nd District then 2nd Sub

Former ATSF: California Division, Pasadena Sub

Former ATSF: Western District, Pasadena Sub

Current SCRAA: [Pasadena Sub](#)

7673. Fullerton Jct.

History: 1887-railhead established by California Central
1889-California Central leased by Southern California
1904-Southern California leased by ATSF
1906-Southern California merged into ATSF

Former ATSF: Los Angeles Division 3rd & 4th Districts then 3rd & 4th Subs

Former ATSF: California Division, San Bernardino & San Diego Subs

Former ATSF: Western Region, San Bernardino & San Diego Subs

Former ATSF & BNSF: Southern California Division, San Bernardino & San Diego Subs

Current BNSF: [California Division, San Bernardino & San Diego Subs](#)

7674. Highgrove

History: 1882-railhead established by California Southwestern (leased by California Southern)
1887-CS controlled by California Central Ry
1889-controlled by Southern California Ry

BNSF TRACK SEGMENTS-7600-7799

1904-SC leased to ATSF
1906-SC purchased by ATSF

Former ATSF: Los Angeles Division, 3d District then 3rd Sub
Former ATSF: California Division, San Bernardino Sub
Former ATSF: Western Region, San Bernardino Sub
Former ATSF & BNSF: Southern California Division, San Bernardino Sub
Current BNSF: [California Division, San Bernardino Sub](#)

7675. Malabar

History: 1888-railhead established by Redondo Beach RY under control of California Central
1889-California Central under control of Southern California
1904-Southern California leased to ATSF
1906-Southern California merged into ATSF

Former ATSF: Los Angeles Division, Harbor District then Harbor Sub
Former ATSF: California Division, Harbor Sub
Former ATSF: Western Region, Harbor Sub
Former ATSF: Los Angeles Terminal Division, Harbor Sub
Former BNSF: Southern California Division, Harbor Sub

Current BNSF: [Los Angeles Division, Harbor Sub](#)

7676. Miramar

History: 1887-railhead established by California Central
1889-California Central leased by Southern California
1904-SC under control of ATSF
1906-Southern California merged with ATSF

Sold: [1992-San Diego Northern](#)

Former ATSF: Los Angeles Division, 4th District then 4th Sub
Former ATSF: California Division, San Diego Sub
Former ATSF: Western Region, San Diego Sub
Former ATSF: Southern California Division, San Diego Sub (with track rights over [Metrolink](#))

Current SDN: [San Diego Subdivision](#)

7677. Oro Grande

History: 1885-railhead established by California Southern
1889-controlled by Southern California
1904-leased to ATSF
1906-merged into ATSF

Former ATSF: Los Angeles Division, 1st District then 1st Sub
Former ATSF: California Division, Cajon Sub

BNSF TRACK SEGMENTS-7600-7799

Former ATSF: Western Region, Cajon Sub

Former ATSF & BNSF: Southern California Division, Cajon Sub

Current BNSF: [California Division, Cajon Sub](#)

7678. Richmond Inner Harbor

History: 1900 railhead established by ATSF
1904-Richmond Belt RR line built
1905-Richmond Belt leased by ATSF

Former SF&SJV: 10th District

Former ATSF: Valley Division, 3rd District & Oakland District-San Francisco Terminal

Former ATSF: Valley Division, 2nd District & Oakland District-San Francisco Terminal

Former ATSF: California Division, Stockton Sub

Former ATSF: Western Region, Stockton Sub

Former ATSF: Valley Division, Stockton Sub

Former BNSF: Northern California Division, Stockton Sub

Current BNSF: [California Division, Stockton Sub](#)

7679. Santa Fe Springs

History: 1888-railhead established by Redondo Beach and leased to California Central
1889-California Central leased to Southern California
1904-Southern California under control of ATSF
1906-Southern California merged with ATSF

Former ATSF: Los Angeles Division, 3rd District then 3rd Sub

Former ATSF: California Division, San Bernardino Sub

Former ATSF: Western Region, San Bernardino Sub

Former ATSF: Los Angeles Terminal Division, San Bernardino Sub

Former BNSF: Southern California Division, San Bernardino Sub

Current BNSF: [California Division, San Bernardino Sub](#)

7680. Victorville

History: 1885-railhead established by California Southern
1889-controlled by Southern California
1904-leased to ATSF
1906-merged into ATSF

Former ATSF: Los Angeles Division, 1st District then 1st Sub

Former ATSF: California Division, Cajon Sub

Former ATSF: Western Region, Cajon Sub

BNSF TRACK SEGMENTS-7600-7799

Former ATSF & BNSF: Southern California Division, Cajon Sub

Current BNSF: [California Division, Cajon Sub](#)

7681. Watson

History: 1924-railhead established by Santa Fe & LA Harbor and leased by ATSF
1942-SF&LAH merged into ATSF

Former ATSF: Los Angeles Division, Harbor District, then Harbor Sub

Former ATSF: California Division, Harbor Sub

Former ATSF: Western Region, Harbor Sub

Former ATSF: Los Angeles Terminal Division, Harbor Sub

Former BNSF: Southern California Division, Harbor Sub

Current BNSF: [Los Angeles Division, Harbor Sub](#)

7682. Wilmington

History: 1924-El Segundo-Wilmington by Santa Fe & LA Harbor and leased by ATSF
1942-merged into ATSF system

Sold: [1993-SCRRRA and freight rights retained](#)

Note: Also see segment 7653

Former ATSF: Los Angeles Division, Harbor District then Harbor Sub

Former ATSF: California Division, Harbor Sub

Former ATSF: Western Region, Harbor Sub

Former ATSF: Los Angeles Terminal Division, Harbor Sub

Former BNSF: Southern California Division, Harbor Sub

Current BNSF: [Los Angeles Division, Harbor Sub](#)

Note: [Pacific Harbor Line Ry](#)

7683. Fontana Logistics Park

History: 1887-railhead established by California Central
1889-controlled by Southern California RY
1904-leased to ATSF
1906-merged into ATSF

Sold: [1993-SCRR \(Metrolink\) BNSF retains rights](#)

Former ATSF: Los Angeles Division, 2nd District then 2nd Sub

Former ATSF: California Division, Pasadena Sub

Former ATSF: Western District, Pasadena Sub

Current SCRAA: [Pasadena Sub](#)

BNSF TRACK SEGMENTS-7600-7799

7684-7749-unused

7750. Suwanee

History: 1880-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 1st District

Former ATSF: Arizona Division, Gallup Sub

Former ATSF: Central Region, Gallup Sub

Former ATSF: New Mexico Division, Gallup Sub

Former BNSF: Arizona Division, Gallup Sub

Current BNSF: [Southwest Division, Gallup Sub](#)

7751. Thoreau

History: 1881-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 1st District

Former ATSF: Arizona Division, Gallup Sub

Former ATSF: Central Region, Gallup Sub

Former ATSF: New Mexico Division, Gallup Sub

Former BNSF: Arizona Division, Gallup Sub

Current BNSF: [Southwest Division, Gallup Sub](#)

7752. Zuni

History: 1881-railhead established by Atlantic & Pacific
1887-Atlantic & Pacific to Santa Fe Pacific (ATSF)
1902-Santa Fe Pacific merged into ATSF

Former ATSF: Albuquerque Division, 1st District

Former ATSF: Arizona Division, Gallup Sub

Former ATSF: Central Region, Gallup Sub

Former ATSF: New Mexico Division, Gallup Sub

Former BNSF: Arizona Division, Gallup Sub

Current BNSF: [Southwest Division, Gallup Sub](#)

7753. Argentine Hump Yard

History: 1947-built by ATSF

BNSF TRACK SEGMENTS-7600-7799

Former ATSF: Eastern Division, 2d District then Sub
Former ATSF: Kansas City Division, 2nd Sub
Former ATSF: Eastern Division, 2nd Sub
Former ATSF: Illinois Division, Emporia Sub
Former ATSF: Eastern Region, Emporia Sub
Former ATSF: Kansas City Terminal Division, Emporia Sub
Former BNSF: Kansas Division, Emporia Sub
Former BNSF: Kansas City Division, Emporia Sub

Current BNSF: [Kansas Division, Emporia Sub](#)

7754. Barstow Hump Yard

History: unknown by ATSF
Former ATSF: Arizona Division, 2d & 3d Districts
Former ATSF: Valley Division, Mojave Sub
Los Angeles Division, 1st & Needles Districts
Former ATSF: Los Angeles Division, 1st & Needles Subs
Former ATSF: California Division, Mojave, Cajon, & Needles Subs
Former ATSF: Western Region, Mojave, Cajon, & Needles Subs
Former ATSF: Barstow Division, Cajon & Needles Subs
Former BNSF: Northern California Division, Mojave Sub
Southern California Division, Cajon & Needles Subs
Former BNSF: Northern California Division, Mojave Sub
Southern California Division, Cajon, Mojave, & Needles Subs

Current BNSF: [California Division, Cajon, Mojave, & Needles Subs](#)

7755. Boise Southern

History: 1906-railhead established by Jasper & Eastern under control of GCSF
Sold: [2002-Timber Rock RR](#)

Note: I am not sure at this writing whether this line's service was discontinued in 2006 by TR RR

Former GCSF: Gulf Division, Oakdale District
Former GCSF & ATSF: Southern Division, Oakdale District
Former ATSF: Southern Division, Oakdale Sub
Former ATSF: Texas Division, Oakdale Sub
Former ATSF: Southern Region, Oakdale Sub
Former ATSF: South Texas Division, Oakdale Sub
Former BNSF: Gulf Division, Oakdale Sub

BNSF TRACK SEGMENTS-7600-7799

Current WATCO: Timber Rock RR

7756. Alcoa

History: 1924-railhead established by Santa Fe & LA Harbor and leased by ATSF
1942-SF&LAH merged into ATSF

Former ATSF: Los Angeles Division, Harbor District

Former ATSF: Los Angeles Division, Harbor District

Former ATSF: California Division, Harbor Sub

Former ATSF: Western Region, Harbor Sub

Former ATSF: Los Angeles Terminal Division, Harbor Sub

Former BNSF: Southern California Division, Harbor Sub

Current BNSF: Los Angeles Terminal Division, Harbor Sub

7757-7799-unused

BNSF TRACK SEGMENTS-7800-7899

7800. Burlingame-Manhattan

History: 1880 by Manhattan, Alma, & Burlingame
Abandoned: 1898-Alma-Manhattan
1899-MA&B merged with ATSF
Abandoned: 1973-Burlington-Alma

Former ATSF: Burlingame-Alma-Eastern Division, Alma District

7801. Watson (Badger Bridge)-LA Harbor

History: 1997 by Pacific Harbor Line (LA County)

PHL: Alameda Sub

7802. Arkansas City-Anthony

History: 1886-Arkansas City-Bluff City by Kansas City & Southwestern
1886-KC&SW leased to Frisco
1887-Bluff City-Anthony by Kansas City & Southwestern (Frisco)
1896-KC&SW sold to ATSF
Abandoned: 1934-Arkansas City-Geuda Springs
1973-Geuda Springs-Metcalf
1986-Metcalf-Anthony

Former PSF and ATSF: Anthony-Metcalf-Plains Division, Anthony District

7803. Holly-Rocky Ford

History: 1906-Rocky Ford-Shelton Jct. by Arkansas Valley
1906-Holly-Shelton Jct. by Holly & Swink
1907-AV and H&S purchased by ATSF
Out of service: 1910-Fenton-Rocky Ford-bridge washed out
Abandoned: 1917-Fenton-Rocky Ford
1972-Holly-Hartman; McClave-Cheraw
1982-Wiley-McClave; Cheraw-Shelton
1986-Hartman-Wilson Jct.
1990-Wilson Jct.-Wiley

Former ATSF: Holly-Shelton-Colorado Division, 2nd District

Former ATSF: Holly-Shelton-Colorado Division, A.V. District

7804. Magunden-Vaccaro

History: 1923-Magunden-Arvin by Southern Pacific with ATSF purchasing ½ interest in the line
1924-extended to Rayburn (station changed later to Vaccaro)

Abandoned: 1947-Arvin-Vaccaro

Sold: 1992-Tulare Valley RR (San Joaquin Valley RR)

Note: 2000 station lists do not show any stations past Lamont, unknown status of rest of line.

Former ATSF: Arizona Division, Arvin District

Former SP: San Joaquin Division, Bakersfield Sub, Arvin District

BNSF TRACK SEGMENTS-7800-7899

Former ATSF: Valley Division, Arvin District
Former SP: San Joaquin Division, Bakersfield Sub, Arvin Branch
Former ATSF: California Division, Arvin Sub
Former SP: Los Angeles Division, Mojave Sub, Arvin Branch
Former ATSF: Western Region, Arvin Sub
Former SP: Tehachapi Division, Mojave District, Arvin Branch
Current: San Joaquin Valley RR

7805. Richgrove-Jovista

History: 1923 by Southern Pacific
1923-rights granted to ATSF
Sold: 1992-San Joaquin Valley RR
Former SP: San Joaquin Division, Fresno Sub, Richgrove Branch
Former SP: San Joaquin Division, Bakersfield Sub, Richgrove Branch
Former SP: Los Angeles Division, Bakersfield Sub, Richgrove Branch
Former SP: Stockton Division, San Joaquin District, Richgrove Branch
Current: San Joaquin Valley RR

7806. Goffs-Ivanpah

History: 1893-Goffs-Barnwell by Nevada Southern
1902-Barnwell-Ivanpah by California Eastern
1902-both railroads leased by ATSF
Abandoned: 1913-Leanstalk-Ivanpah
1921-Barnwell-Leanstalk
1924-Goffs-Barnwell

7807. Benedict-MD Jct.

History: 1869 by ATSF
Abandoned: 1944-Benidict-Virgil
1963-MD Jct.-Virgil
Former ATSF: South Kansas Division, 2nd District
Former ATSF: MD Jct.-Virgil-Eastern Division, Virgil District

7808. Poland Jct.-Poland (Walker)

History: 1902 by Bradshaw Mountain RR
1912-BMRR consolidated into California, Arizona, & Santa Fe
1963-CA&SF merged into ATSF
Abandoned: 1932-Torres-Poland
1933-Henrietta-Torres
1939-Poland Jct.-Henrietta

7809. Dillon-Brilliant Mine

BNSF TRACK SEGMENTS-7800-7899

History: 1882-Dillon-Dillon Canon (Blossburg) by New Mexican RR
Unknown-Blossburg-Brilliant Mine

Abandoned: 1955

Note: original track was 3.47 miles. Brilliant is another 1.53 miles, and nothing shows Brilliant Mine as an additional station through 1942.

Former ATSF: Dillon-Swastika-New Mexico Division, Blossburg District

Former ATSF: Dillon-Brilliant (Swastika name changed), New Mexico Division, Blossburg District

7810. Kiowa-Medicine Lodge

History: 1907 by Denver, Kansas, & Gulf and sold the same year to Eastern Oklahoma RY
1907-Eastern Oklahoma leased to ATSF

Abandoned: 1923-Gerlane-Medicine Lodge
1942-Kiowa-Gerlane

7811. Waynoka-Buffalo

History: 1920 by Buffalo Northwestern and leased to ATSF
1941-purchased by ATSF

Abandoned: 1983

Former P&SF & ATSF: Plains Division, Buffalo District

7812. Burlington Jct.-Gridley

History: 1878 by Kansas City, Burlington, & Santa Fe
1881-KCB&SF became Ottawa & Burlington
1883-O&B consolidated into Southern Kansas System
1885-Southern Kansas part of ATSF

Abandoned: 1972

Former ATSF: BN Jct.-Gridley-Eastern Division, Burlington District

7813. Wallace-Lake Alice

History: 1905-Carisbrook-Sugarite by Santa Fe, Raton, & Eastern RR
1906-Sugarite-Lake Alice by SFR&E
1906-Carisbrook-Wallace by Santa Fe, Raton, & Des Moines (SFR&E)

Abandoned: 1911-Sugarite-Lake Alice
1922-Carisbrook-Wallace

1924-SFR&E part of ATSF (Rocky Mountain & Santa Fe)

Abandoned: 1942-Carisbrook-Sugarite

Former ATSF: Carisbrook-Sugarite-New Mexico Division, Sugarite District

7814. Seward-Cashion

History: 1900- by Guthrie & Western
1907-leased by Gulf, Beaumont, & Kansas City

Sold: 1908-CRIP

Abandoned: 1934

Former CRIP: Oklahoma Division, Chandler Branch, Subdivision 45-B

BNSF TRACK SEGMENTS-7800-7899

7815. Havana-Cedar Vale

History: 1887 by Chicago, Kansas, & Western
1889-merged into ATSF

Abandoned: 1938

7816. McConnico-Chloride

History: 1899 by Arizona & Utah
1905-leased to ATSF
1912-Chloride Extension by Western Arizona (leased by ATSF)

Abandoned: 1933

7817. Drake-Clarkdale

History: 1911 by Verde Valley
1912-leased to ATSF
1943-sold to ATSF

Sold: 1989-Arizona Central

Former ATSF: Albuquerque Division, Clarkdale District

Current: Arizona Central

7818. Boise City-Farley

History: 1925-Boise City-Felt by Elkhart & Santa Fe (leased by ATSF)
1931-Felt-Farley by Elkhart & Santa Fe (leased by ATSF)
1931-E&SF granted rights over C&S-Clayton-Mt. Dora (segment 477)

Abandoned: 1942

Former ATSF: New Mexico Division, Clayton District

7819. Brookside Jct.-Brookside

History: unknown-unable to find a record of this

Abandoned: 1947

Note: This was on ATSF's Pueblo-Canon City line .

7820. Cherryvale-Coffeyville

History: 1871 by Leavenworth, Lawrence, & Galveston
1879-LL&Gpart of Kansas City, Lawrence, & South Kansas
1883-KCL&SK part of Southern Kansas
1885-SK part of ATSF

Sold: 1990-South Kansas & Oklahoma

Former ATSF: South Kansas Division, Coffeyville District

Former ATSF: Oklahoma Division, Coffeyville District

Former ATSF: Eastern Division, Coffeyville District

Former ATSF: Eastern Division, Coffeyville Sub

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Former ATSF: Illinois Division, Coffeyville Sub

Current: South Kansas & Oklahoma

7821. Colony-Yates Center

History: 1887 by Chicago, Kansas, & Western
1889-leased by ATSF
1901-purchased by ATSF

Abandoned: 1933

Former ATSF: Eastern Division, Colony District

7822. Entro-Crown King

History: 1898-Entro-Mayer by Prescott & Eastern
1902-Mayer-East of Middleton by Bradshaw Mountain
1903-East of Middleton-North of Crown King by Bradshaw Mountain
1904-North of Crown King-Crown King by Bradshaw Mountain
1911-P&E consolidated into California, Arizona, & Santa Fe
1912-Bradshaw Mountain consolidated into CA&SF
1963-CA&SF merged with ATSF

Abandoned: 1926-Peck-Crown King
1932-Cordes-Peck
1939-Blue Bell-Cordes
1959-Iron King-Blue Bell
1974-Entro-Iron King

Former ATSF: Entro-Blue Bell-Albuquerque Division, Mayer District

7823. Oakland OTR

History: 1943-Oakland Terminal Railway established by Western Pacific & ATSF

Note: This was operated alternate years by WP and ATSF, now part of UP & BNSF

7824. Strong City Jct.-Strong City

History: 1887-Bazar (Strong City Jct.)-Strong City by Chicago, Kansas, & Western
1889-leased by ATSF
1901-purchased by ATSF

Abandoned: 1947-Strong City Jct. (Bazar)-Cottonwood Falls
1985-Cottonwood Falls-Strong City

Former ATSF: Strong City-Cottonwood Falls-Middle Division, Cottonwood District

7825. Dillon-Des Moines

History: 1906-Dillon-Clifton by St. Louis, Rocky Mountain, & Pacific
1907-Clifton-Des Moines by St.LRM&P
1915-consolidatd into Rocky Mountain & Santa Fe and leased by ATSF

Abandoned: 1935

Former ATSF: New Mexico Division, Des Moines District

7826. Cushing-Tidal

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History: 1915-Cushing-Pameta by Oil Fields & Santa Fe
1916-Pameta-Drumright by OF&SF
1918-leased to ATSF
Unknown-Drumright-Tidal

Abandoned: 1964

Former ATSF: Oklahoma Division, Drumright District

7827. Florence-El Dorado

History: 1877 by Florence, El Dorado, & Walnut Valley
1901-sold to ATSF

Abandoned: 1942

7828. Santa Fe-Torrance

History: 1903 by Santa Fe Central
1908-consolidated into New Mexico Central RR
1918-sold to New Mexico Central RY
1926-leased to ATSF

Abandoned: 1929-Torrance-Willard; Kennedy-Santa Fe
1939-Stanley-Kennedy
1943-Stanley-Calvert
1974-Calvert-Willard

Former ATSF: Kennedy-Willard-New Mexico Division, Estancia District

Former P&SF: Calvert-Willard-New Mexico Division, Estancia District

7829. Inglewood-Santa Monica

History: 1887-Inglewood-Santa Monica Jct. by California Central
1892-Santa Monica Jct.-Santa Monica by Santa Fe & Santa Monica

Sold: 1902-Pacific Electric
1965-PE merged into Southern Pacific

Abandoned: unknown-(between 1961-1972)-Santa Monica-Bergamot
unknown (between 1974-1987)-Culver Jct.-Alla-Inglewood
1988-rest of branch

Note: It is unknown if part of this line is part of SCRTD or abandoned outright.

Former PE: Santa Monica-Culver Jct.-Western District Main Line
Culver Jct.-Inglewood-Western District, Alla Branch

Former SP: Inglewood-Alla, Los Angeles Division, Inglewood Branch
Alla-Culver Jct.-Los Angeles Division, Alla Branch
Culver Jct.-Bergamot-Los Angeles, Santa Monica Branch

Former SP: Culver Jct.-Bergamot-Los Angeles Division, Colton Sub, Santa Monica Branch

7830. Fallbrook Jct.-Temecula

History: 1882-by California Southern
1889-controlled by Southern California
1904-leased by ATSF

Abandoned: 1892-Fallbrook-Temecula

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1981-De Luz-Fallbrook
Donated: 1981-Fallbrook Jct. (MP 0.96)-De Luz-United States Marine Corps
Operations resumed: 1988-Fallbrook Jct.-De Luz
Abandoned: 1993-MP 10.1-De Luz due to washout

Note: Nothing listed in SDN timetables on this line as of 1992 or Open/Pre Pay stations 2000

Former ATSF: Fallbrook Jct.-Fallbrook-Los Angeles Division, Fallbrook District

7831. Pueblo Jct.-Southern Jct.

For details, see segment 477. ATSF's rights over C&S.

7832. Zacha Jct.-Paris

History: 1879-Ladonia-Paris by Gulf, Colorado, & Santa Fe
1886-Dallas Jct. (Zacha Jct.)-Ladonia by GC&SF
Sold: 1990-Paris-Farmersville-Chaparral RR (Kiamichi)
Sold: 1993-Zacha Jct.-Farmersville-Kansas City Southern
Embargoed: 1994-Farmersville-Paris (unknown current status is)

Note: Also see segment 1904, which is KCS's reversal of mileposts

Former GC&SF: Northern Division, Paris District

Former ATSF: Northern Division, Paris Sub

Former ATSF: Texas Division, Paris Sub

Former ATSF: Zacha Jct.-L&A Jct.-Southern Region, Garland Sub

Current Kiamichi: Paris-Farmersville-unknown status

Current KCS: Transcontinental Division, Dallas Sub

7833. Rayner Jct.-Garwood

History: 1901-Rayner Jct.-Boedecker Jct. by Cane Belt
1902-Boedecker Jct.-Garwood by Cane Belt
1905-Cane Belt leased to GC&SF
Embargoed: 1987-due to washout
Abandoned: 1990 (scrapped)

Former GC&SF: Gulf Division, Garwood District

Former GC&SF: Southern Division, Garwood District

Former ATSF: Southern Division, Garwood Sub

Former ATSF: Texas Division, Garwood Sub

7834. AU Jct. (Chanute)-Joplin

History: 1883-Walnut-Girard by Nebraska, Topeka, Iola, & Memphis
1884-NTI&M leased by Southern Kansas
1884-Chanute-Walnut by Kansas Southern and leased by Southern Kansas
1887-Girard-Frontenac by Southern Kansas
1888-Frontenac-Pittsburg by Southern Kansas

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1888-Southern Kansas leased by ATSF
1888-Pittsburg-Joplin by Kansas City, Nevada, & Ft. Smith
1893-KCN&FtS became Kansas City, Pittsburg, & Gulf
1899-Southern Kansas purchased by ATSF
1900-KCP&G became Kansas City Southern

Abandoned: 1950-Pittsburg-Chicopee
1987-AU Jct.-Pittsburg

Former ATSF: Chanute-Joplin-South Kansas Division, Girard District (with rights via KCS Pittsburg-Joplin)

Former ATSF: AU Jct.-Joplin-Eastern Division, Girard District (with rights via KCS-Pittsburg-Joplin)

Former ATSF: Chanute-Pittsburg, Eastern Division, Girard District then Girard Sub

Former KCS: Pittsburg-Joplin, 2nd Sub

Current KCS: Pittsburg-Joplin-Gulf Division, Heavener Sub

7835. Williams-Grand Canyon

History: 1900-Williams-Anita Jct. by Santa Fe & Grand Canyon
1901-Anita Jct.-Grand Canyon by Santa Fe & Grand Canyon
1901-SF&GC controlled by Grand Canyon Railway
1934-GC leased to ATSF
1942-GC purchased by ATSF

Out of service: 1982-abandoned in place

Sold: 1988-Grand Canyon Railway (tourist)

Former ATSF: Albuquerque Division, Grand Canyon District

Current: Grand Canyon Railway

7836. Scott City-North Selkirk (Crosby)

History: 1887 by Chicago, Kansas, & Western
1889-CK&W leased to ATSF

Abandoned: 1896

Note: Not shown as a separate line on SPV Maps. Either this was a separate line or sold to MoPac, as the distances on MoPac & Master List are almost identical.

7837. Santa Monica Jct.-Playa Del Rey

History: See note

The only remote track I could find was Santa Monica Jct.-Pt. Ballona, 2.59 miles abandoned in 1892, and built in 1887 by California Central. BNSF says this was a 1.5 mile line abandoned in 1893. This line may have been sold to PE. This line is not listed in the Coast Line Depots book either.

7838. Newdale-Hawley

History: 1907 by ATSF

Abandoned: 1966-tracks removed 1967

Former ATSF: Colorado Division, Grand Valley District

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7839. Las Vegas-Hot Springs

History: 1882 by New Mexican RR and leased to ATSF
1899-purchased by ATSF
1903-1909-operated by Hot Springs Electric Railway using electric cars

Abandoned: 1973

Former ATSF: Las Vegas -End of track (9 miles)-New Mexico Division, Hot Springs District

7840. Emporia-Moline

History: 1879-Emporia-So. Ln Greenwood County by Kansas City, Emporia, & Southern
1879-So Ln Greenwood County-Howard by Elk & Chautauqua (leased by ATSF)
1881-KCE&S leased by ATSF
1887-Howard-Moline by KCE&S
1901-KCE&S and E&C purchased by ATSF

Abandoned: 1975-South Emporia-Moline
1991-Emporia-South Emporia

Former ATSF: Emporia-Madison Jct.-South Kansas Division, 2nd District
Madison Jct.-Moline-South Kansas Division, Howard District

Former ATSF: Eastern Division, Howard District

7841, Independence-Longton

History: 1879 by Southern Kansas, & Western
1888-controlled by Southern Kansas (leased by ATSF already)
1899-SK consolidated into ATSF

Abandoned: 1963

Former ATSF: South Kansas Division, 3rd District

Former ATSF: Oklahoma Division, 4th District

7842. Frey-Jennings

History: 1915 Oilton-Jennings by Oil Fields & Santa Fe
1916-Frey-Oilton by OF&SF
1918 leased by ATSF

Abandoned: 1934-Oilton-Jennings
1941-Frey-Oilton

Note: Marshall's book says abandoned in 1934 as listed above, BNSF 1933 for entire line.

7843. La Harpe-Keokuk

History: unknown by Toledo, Peoria, & Western
1873-Pekin-Pekin Jct. by Chicago, Pekin, & Southwestern
1873-Streator Jct.-Ancona by CP&SW
1880-TP&W reorganized as Toledo, Peoria & Western and leased to Wabash
1887-Wabash lease of TP&W ended
1893-TP&W owned jointly by Pennsylvania & St. Louis, Keokuk, & Northwestern (CB&Q)
1960-TP&W owned jointly by ATSF & Pennsylvania
1979-TP&W owned completely by ATSF

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Sold: 1983-TP&W merged into ATSF
1986-to Keokuk Jct. RY
1993-KJRy owned by Pioneer RailCorp

Former TPW: 2nd Sub then 3rd Sub

Current: Keokuk Jct. Railway

7844. Nutt-Lake Valley

History: 1884 by New Mexican and leased to ATSF
1899-purchased by ATSF

Abandoned: 1934

7845. Lake View Jct.-Lake View

History: 1899 by Perris & Lakeview and leased to Southern California RY
1911-purchased by California, Arizona, & Santa Fe and leased to ATSF

Abandoned: 1939

7846. Lamar-Wilson Jct.

History: 1906 by Arkansas Valley
1908-sold to ATSF

Abandoned: 1990

Former ATSF: Colorado Division, Lamar District then Lamar Sub

Former ATSF: Kansas Division, La Junta Sub, Wilson Jct. Industrial Spur

7847. Larned-Jetmore

History: 1887 by Chicago, Kansas, & Western
1889-merged into ATSF

Sold: 1992-Central Kansas

Former ATSF: Middle Division, Larned District then Larned Sub

Former ATSF: Kansas Division, Larned Sub

Former ATSF: Eastern Region, Larned Sub

Current: Central Kansas

7848. Las Animas-Waveland

History: 1907 by ATSF

Abandoned: 1972

Former ATSF: Colorado Division, Las Animas District

7849. Laton-Lanare

History: 1911-Laton-Shilling by Laton & Western (leased by ATSF)
1912-Shilling-Lanare by Laton & Western
1916-sold to California, Arizona, & Santa Fe
1963-CA&SF merged into ATSF

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Abandoned: 1980

Former ATSF: Valley Division, Laton District

7850. Wilder Jct.-Hawthorne

History: 1887 by Leavenworth Northern & Southern (leased by ATSF)
1899-merged into ATSF

Abandoned: 1960-Leavenworth-Hawthorne
1989-Bonner Springs-Leavenworth

Sold: 1989-Wilder Jct.-Bonner Springs to the City of Bonner Springs

Note: Unknown at this time what the City of Bonner Springs has done with this line, as the city is being serviced by Union Pacific. Shows on maps as abandoned.

Former ATSF: Eastern Division, Leavenworth District

Former ATSF: Wilder Jct.-Leavenworth-Eastern Division, Leavenworth District then Leavenworth Sub

Former ATSF: Wilder Jct.-Leavenworth-Illinois Division, Leavenworth Sub

7851. Lehigh-Chickasha

History: 1907- by Oklahoma Central
1914-leased by ATSF
1942-purchased by ATSF

Abandoned: 1934-Lehigh-Tupelo; Byars-Purcell
1941-Purcell-Chickasha
1943?-Purcell-Ada Jct.
1971-Ada Jct.-Ada
1972-Tuplelo-Ada

Note: Tupelo-Ada at the last of operation may have been via MKT.

Former GCSF: Byers Jct.-Ada-Northern Division, Ada District

7852. Doud-Bledsoe

History: 1925 by South Plains & Santa Fe (under lease of P&SF)
1965-P&SF merged with ATSF

Abandoned: 1942-1.22 miles at Bledsoe
1984-Whiteface-Bledsoe

Sold: 1990-Doud-Whiteface to West Texas & Lubbock

Former P&SF: Slaton Division, Lehman District

Former ATSF: Plains Division, Lehman District

Former ATSF: Doud-Whiteface-New Mexico Division, Lehman Sub

Current: West Texas & Lubbock

7853. Lindsay Jct.-Lindsay

History: 1903 by Kiowa, Chickasha, & Fort Smith and leased by Eastern Oklahoma
1907-merged into GC&SF

Abandoned: 1984

BNSF TRACK SEGMENTS-7800-7899

Former GC&SF and ATSF: Northern Division, Lindsay District

7854. Little River-Galatia

History: 1887-Little River-Holyrood by Chicago, Kansas, & Western
1889-leased by ATSF
1901-purchased by ATSF
1919-Holyrood-Galatia by Barton County & Santa Fe and leased by ATSF
1942-BC&SF purchased by ATSF
Abandoned: 1972-Little River-Lorraine
Sold: 1992-Lyons-Galatia-Central Kansas
Abandoned: 2001-Lorraine-Galatia

Former ATSF: Middle Division, Little River District

Former ATSF: Lyons-Galatia-Middle Division, Little River District (with rights over Frisco Lyons-Lorraine)

Former ATSF: Lyons-Galatia-Middle Division, Little River Sub (with rights over BN Lyons-Lorraine)

Former ATSF: Lyons-Galatia-Kansas Division, Little River Sub (no mention of rights over BN)

Former ATSF: Lyons-Galatia-Eastern Region, Little River Sub

7855. Waldo-Madrid

History: 1892 by Cerrillos Coal Railroad
1901-conveyed to ATSF

Abandoned: 1961

Note: This “spur” appeared between 1940-1942 as Quarry tracks, then disappeared.

Former ATSF: New Mexico Division, 3rd District, Quarry Tracks

7856, Socorro-Kelly

History: 1885 by New Mexican
1895-leased by ATSF
1899-purchased by ATSF

Abandoned: 1972

Former ATSF: New Mexico Division, Magdalena District

Former P&SF: New Mexico Division, Magdalena District

7857-unused

7858. Florence-Ellinwood

History: 1879-Florence-McPherson by Marion & McPherson
1880-McPherson-Lyons by M&M
1881-Lyons-E.Ln Barton County by M&M
1881-E.Ln Barton County-Ellinwood by M&M Extension
1881-both M&M and M&M Extension leased by ATSF
1901-both purchased by ATSF

Abandoned: 1970-Florence-Marion

Sold: 1992-Central Kansas

Abandoned: 1993?-Conway-Little River; Galva-Marion

2001-Little River-Lyons

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Former ATSF: Middle Division, McPherson District
Former ATSF: Marion-Ellinwood-Middle Division, McPherson District, then McPherson Sub
Former ATSF: Marion-Ellinwood-Kansas Division, McPherson Sub
Former ATSF: Marion-Ellinwood-Eastern Region, McPherson Sub
Current: Central Kansas

7859. Ladonia-Honey Grove

History: 1886 by Gulf, Colorado, & Santa Fe
Abandoned: 1938
Former GCSF: Northern Division, Honey Grove District

7860. Burro Mountain Jct.-Tyrone

History: 1914 by Burro Mountain RR
Abandoned: 1934
Rebuilt: 1967 by ATSF
Sold: 1990-Southwestern RR
Former BMRR: Main line
Former ATSF: New Mexico Division, Deming District, Tyrone Industrial Spur
Former ATSF: New Mexico Division, Deming Sub, Tyrone Industrial Spur
Current SWRR: Whitewater Branch, Tyrone Spur

7861. Leavenworth-Meriden Jct.

History: 1882 by Leavenworth, Topeka, & Southwestern (UP)
1900-LP&SW changed to Leavenworth & Topeka (ATSF)
1917-jointly owned-ATSF-UP
Abandoned: 1918

7862. Manchester-Bernard

History: 1888 by Chicago, Kansas, & Western
1889-leased by ATSF
1901-purchased by ATSF
Abandoned: 1984
Former ATSF: Middle Division, Minneapolis District

7863. Richmond-Point Isabel

History: 1905 by Richmond Belt RY and leased to ATSF
Abandoned: 1979
Note: California Railroads states that this was leased by both ATSF and SP

7864. Lodi Jct.-Lodi

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History: 1907 by Central California Traction
1928-sold, one-third each to Santa Fe, Southern Pacific, & Western Pacific
Abandoned: 1947-4687 feet in Lodi to eliminate SP XING
1982-one-third each owned by Santa Fe, Southern Pacific, & Union Pacific due to WP merger with Union Pacific
1996-owned 1/3rd by BNSF and 2/3rd's by Union Pacific, due to mergers

Former CCT: main line

Current CCT: Lodi Jct.-Lodi, Lodi Branch

7865. Oil City Jct.-Oil City

History: 1901-Oil Jct.-Oil City by Southern Pacific
1918-½ interest in above line purchased by ATSF
Sold: 1992-Tulare Valley and operated by San Joaquin Valley RR
1999-SJV RR
Abandoned: 2000-Maltha-Oil City

Former ATSF: Oil Jct.-Oil City-Valley Division, Oil City District

Former ATSF: Oil Jct.-Maltha-California Division, Oil City Sub

Former ATSF: Oil City-Maltha-Western Region, Oil City Sub

Former TVRR: Lanco Sub

Current SJV RR: Oil Jct.-Maltha-Oil City Sub

7866. Atwood-Olinda

History: 1898 by Southern California
1904-leased by ATSF
1906-purchased by ATSF
Abandoned: 1945

Former ATSF: Los Angeles Division, 3rd District, Olinda Spur

7867. Quenemo-Osage City

History: 1886 by Chicago, Kansas, & Western
1889-leased by ATSF
1901-purchased by ATSF
Abandoned: 1933

Former ATSF: Eastern Division, Quenemo District

7868. Owen Jct.-Osage Jct.

History: 1923-Owen-Pawkuska by Osage County & Santa Fe and leased by ATSF
1927-Pawhuska-Osage Jct. by Osage County & Santa Fe
1942-purchased by ATSF
Abandoned: 1966

Former ATSF: South Kansas Division, Pawhuska District

Former ATSF: Oklahoma Division, Pawhuska District

BNSF TRACK SEGMENTS-7800-7899

7869. Pecos Jct.-Pecos

History: 1891 by Pecos Valley
1898-Pecos Valley changed to Pecos Valley & Northern
1901-leased by ATSF
1907-Pecos Valley & Northern changed to Eastern Ry of New Mexico
1912-Eastern Ry of New Mexico purchased by ATSF

Abandoned: 1990-Corral-Pecos

Former PSF: New Mexico Division, Pecos District

Former ATSF: Pecos Division, Carlsbad District

Former ATSF: New Mexico Division, Pecos District, then Pecos Sub

7870. Ancona-Pekin

History: 1857-Streator Jct.-Pekin Jct. by Logansport, Peoria, & Burlington
1864-LP&B changed to Toledo, Peoria & Wabash
1873-Pekin-Pekin Jct. by Chicago, Pekin, & Southwestern
1873-Streator Jct.-Ancona by CP&SW
1880-TP&W reorganized as Toledo, Peoria & Western and leased to Wabash
1884-Chicago, Pekin, & Southwestern changed to Chicago, St. Louis, & Western
1886-Chicago, St. Louis, & Western changed to Chicago, Santa Fe, & California RR
1887-Wabash lease of TP&W ended
1888-Chicago, Santa Fe, & California RR merged into Santa Fe
1893-TP&W owned jointly by Pennsylvania & St. Louis, Keokuk, & Northwestern (CB&Q)
1960-TP&W owned jointly by ATSF & Pennsylvania
1979-TP&W owned completely by ATSF
1983-TP&W merged into ATSF

Abandoned: 1983-Abcona-Pekin Jct.; Morton-Pekin
1984-Pekin Jct.-Crandall

Sold: 1989-Crandall--Morton to TP&W (new)

Former ATSF: Illinois Division, Pekin District (Includes 7.3 miles via TP&W-Streator Jct.-Pekin Jct.)

Former ATSF: Crandall-Morton-Illinois Division, Peoris Sub, Morton Industrial Spur

Former TPW: Streator Jct.-Pekin Jct.-1st Sub

Current TPW: Crandall-Morton-main line

7871. Indiana State Line-Lomax

History: 1857-Lomax-Gilman by Logansport, Peoria, & Burlington
1859-Gilman-Effner by LP&B
1864-LP&B changed to Toledo, Peoria & Wabash
1880-TP&W reorganized as Toledo, Peoria & Western and leased to Wabash
1887-Wabash lease of TP&W ended
1893-TP&W owned jointly by Pennsylvania & St. Louis, Keokuk, & Northwestern (CB&Q)
1960-TP&W owned jointly by ATSF & Pennsylvania
1979-TP&W owned completely by ATSF
1983-TP&W merged into ATSF

Sold: 1989-TP&W (new)

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Former TP&W: Effner-East Peoria-1st Sub
East Peoria-La Harpe-2nd Sub
La Harpe-Lomax-3rd Sub

Former TP&W: Effner-East Peoria Yard-1st Sub
East Peoria Yard-Lomax-2nd Sub

Former ATSF: Illinois Division, Peoria Sub

Current: TP&W (new)

7872. Irvine-Kathryn

History: 1919 by ATSF
Abandoned: 1984

Former ATSF: Los Angeles Division, 4th District, Irvine Spur

Former ATSF: Los Angeles Division, 4th District, Vento Spur

Former ATSF: Los Angeles Division, 4th District, Irvine Spur

7873. Abra-Skull Valley

History: 1893-Ash Fork-Prescott by Santa Fe, Prescott, & Phoenix
1895-Prescott-Phoenix by Santa Fe, Prescott, & Phoenix
1911-consolidated into ATSF
Abandoned: 1962-Prescott-Skull Valley of the original main line
1984-Abra-Prescott of the original main line

Former ATSF: Albuquerque Division, 4th District

Former ATSF: Abra-Prescott-Albuquerque Division, Prescott District

7874. Kramer-Johannesburg

History: 1898 by Randsburg RY
1903-operated by ATSF
1911-sold to California, Arizona, & Santa Fe
1963-merged into ATSF
Abandoned: 1933

Former ATSF: Arizona Division, Randsburg District

7875. El Segundo-Redondo Beach

History: 1888 by Redondo Beach & owned by California Central
1889-controlled by Southern California
1904-leased to ATSF
1906-purchased by ATSF
Abandoned: 1983

Former ATSF: Los Angeles Division, Redondo District

7876. Uniroyal-Ringling

History: 1913-Ardmore-Wilson by Oklahoma, New Mexico, & Pacific
1914-Wilson-Ringling by O, NM, & P

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Abandoned: 1926-controlled by The Healdton & Santa Fe Ry. Co. and leased to GC&SF
1976

Former GC&SF: Northern Division, Ringling District

Former ATSF: Northern Division, 1st District

7877. Rice-Ripley

History: 1916-Rice-Blythe by California Southern
1921-Blythe-Ripley by California Southern
1921-CS leased by ATSF
1942-purchased by ATSF

Sold: 1991-Arizona & California

Former ATSF: Arizona Division, Ripley District

Former ATSF: Los Angeles Division, Ripley District

Former ATSF: California Division, Ripley Sub

Former ATSF: Western Region, Ripley Sub

Current: Arizona & California

7878. Cushing-Ripley

History: 1902 by Eastern Oklahoma and leased by ATSF
1907-purchased by ATSF

Abandoned: 1958

Former ATSF: Oklahoma Division, Cushing District

7879. Shelton Jct.-Swink

History: 1908 by Holly & Swink and purchased by ATSF and road completed

Abandoned: 1990

Former ATSF: Colorado Division, 2nd District

Former ATSF: Colorado Division, AV District, then AV Sub

Former ATSF: Kansas Division, Pueblo Sub, La Junta Industrial Air Base Spur

7880. Clifton House-Ute Park

History: 1906-Preston-Cimarron by St. Louis, Rocky Mountain, Pacific
1907-Clifton-Preston; Cimarron-Ute Park by StL, RM, & P
1915-StL, RM, & P part of Rocky Mountain & Santa Fe and leased to ATSF

Abandoned; 1915-Clifton-Preston
1942-Koehler Jct.-Ute Park

Sold: 1943-RM&SF sold to ATSF

Abandoned: 1976-Preston-Koehler Jct.

Former ATSF: New Mexico Division, Rocky Mountain District

Former ATSF: Hebron-Koehler Jct.-New Mexico Division, Rocky Mountain District

7881. Whitewater-Santa Rita

BNSF TRACK SEGMENTS-7800-7899

History: 1891-Whitewater-San Jose by Silver City & Northern
1898-San Jose-Santa Rita by Santa Rita RR
1899-SC&N sold to ATSF at foreclosure
1900-SR sold to ATSF
Sold: 1990-Southwestern RR

Former ATSF: New Mexico Division, Santa Rita District, then Santa Rita Sub

Current SW: Santa Rita Branch

7882. Barnwell-Searchlight

History: 1907 by Barnwell & Searchlight RY and leased to ATSF
1911-Sold to California, Arizona, & Santa Fe

Abandoned: 1923

7883. White Deer-Skellytown

History: 1927 by Panhandle & Santa Fe

Abandoned: 1983

Former P&SF: Plains Division, Skellytown District

Former P&SF & ATSF: Plains Division, 2nd District, Skellytown Industrial Spur

7884. San Angelo-Sonora

History: 1930-Del Rio Jct. (San Angelo)-Sonora by Cane Belt (GC&SF)

Abandoned: 1977

Former P&SF: Slaton Division, Sonora District

7885. South Canon City-Wolfpark Mine

History: see note

Note: No specific record for this spur. Possibly a spur to the coal mines constructed by the Pueblo & Arkansas Valley in 1880 off of segment 7324 and abandoned in 1947.

7886. Raton-Yankee

History: 1905 by Santa Fe, Raton, & Eastern RR
1924-sold to Rocky Mountain & Santa Fe

Abandoned: 1935

Former ATSF: New Mexico Division, Sugarite District

7887. Perris-Temecula

History: 1882 by California Southern
1889-consolidated into Southern California
1906-sold to ATSF

Abandoned: 1935

Former ATSF: Los Angeles Division, Temecula District

7888. Frontenac-Santa Fe Mine

BNSF TRACK SEGMENTS-7800-7899

History: see note
Abandoned: unknown

Note: Unable to find record of this line. Most likely built by Southern Kansas at some point.

7889. Frontenac-Midway

History: 1898 by Southern Kansas and leased by ATSF
1899-purchased by ATSF
Abandoned: unknown

7890. Reedley-Piedra

History: 1906-Reedley-Wahtoke by Fresno County RY
1911-sold to Kings River RY
1911-Wahtoke-Piedra by Kings River RY and sold to California, Arizona, & Eastern
1963-CA&E merged into ATSF
Abandoned: 1966-Oakhurst-Piedra
1974-Minkler-Oakhurst
1979-Cella-Minkler
1984-Radwin-Cella
1987-Reedley-Radwin

Former ATSF: Valley Division, Wahtoke District

7891. Hamilton-Warsaw

History: unknown by TP&W
1880-TP&W reorganized as Toledo, Peoria & Western and leased to Wabash
1887-Wabash lease of TP&W ended
1893-TP&W owned jointly by Pennsylvania & St. Louis, Keokuk, & Northwestern (CB&Q)
1960-TP&W owned jointly by ATSF & Pennsylvania
1979-TP&W owned completely by ATSF
1983-TP&W merged into ATSF
Sold: 1986-Keokuk Jct. RY

Former TPW: spur off of the 3rd Sub

Current: Keokuk Jct. RY

7892. Wichita South Jct.-Mullinville

History: 1884-Wichita-Kingman by Wichita & Western (jointly owned with?)
1887-Kingman-Mullinville by Kingman, Pratt, & Western (jointly owned with?)
1898-WW and KP&W purchased by ATSF
Abandoned: 1895-Pratt-Mullinville
Sold: 1992-South Jct.-Pratt-Central Kansas
Sold: 2001-Garden Plain-Pratt-Kansas & Oklahoma RR
Abandoned: 2001-MP 3.5-Garden Plain (consummated 2003)

Former P&SF and ATSF: Wichita-Pratt-Plains Division, Wichita District

Former ATSF: Wichita-Pratt-Kansas Division, Wichita Sub

BNSF TRACK SEGMENTS-7800-7899

Former ATSF: Wichita-Pratt-Eastern Region, Wichita Sub

Current: South Jct.-MP 3.5-Central Kansas
Garden Plain-Pratt-Kansas & Oklahoma

7893. Wilson Jct.-May Valley

History: 1906 by Arkansas Valley
1907-sold to ATSF

Abandoned: sometime between 1965-1982

Former ATSF: Colorado Division, May Valley District

Former ATSF: Colorado Division, AV District, May Valley Industrial Spur

7894. Wiley-Big Bend

History: 1906 by Arkansas Valley
1907-sold to ATSF

Abandoned: 1982

Former ATSF: Colorado Division, Big Bend District

Former ATSF: Colorado Division, AV District, Big Bend Industrial Spur

7895. Hickman Jct.-Napha

History: 1923 by ATSF

Abandoned: 1939

7896. De Noya Jct. (Napha Jct.)-De Noya

History: 1923 by ATSF

Abandoned: 1939

7897. Miles-Paint Rock

History: 1909 by Concho, San Saba, & Llano Valley
1914-leased to Gulf, Colorado, & Santa Fe

Abandoned: 1937

7898. Cutler-Wyeth

History: 1914 by Minkler Southern and leased to ATSF
1942-MS merged into ATSF

Sold: 1992-Tulare Valley

Abandoned: 1996

Former ATSF: Valley Division, Porterville-Orosi District

Former ATSF: California Division, Porterville Sub

Former ATSF: Western Region-Porterville Sub

7899. Logansport-Indiana State Line

History: 1859?-Effner-Logansport by Logansport, Peoria, & Burlington

BNSF TRACK SEGMENTS-7800-7899

1864-LP&B changed to Toledo, Peoria & Wabash
1880-TP&W reorganized as Toledo, Peoria & Western and leased to Wabash
1887-Wabash lease of TP&W ended
1893-TP&W owned jointly by Pennsylvania & St. Louis, Keokuk, & Northwestern
(CB&Q)
1960-TP&W owned jointly by ATSF & Pennsylvania
1979-TP&W owned completely by ATSF
1983-TP&W merged into ATSF
Sold: 1989-TP&W (new)

Former TPW: Logansport-Effner (state line)-1st Sub (not listed in 1963 timetable)

Former ATSF: Logansport-Effner (state line)-Illinois Division, Peoria Sub

Current: TP&W (new)

BNSF TRACK SEGMENTS-7900-7999

7900-unused

7901. Pan Am Jct.-Pan American Sundown Plant

History: sometime between 1925 & 1962
Sold: 1990-American RY Co. of Texas
Sold: 1995-West Texas & Lubbock

Former P&SF: Slaton Division, Lehman District, Stanolind Spur

Former ATSF: Plains Division, Lehman District, Pan American Spur

Former ATSF: New Mexico Division, Lehman Sub, Pan American Spur

Current: West Texas & Lubbock

7902. Heaton Jct.-Coltexo

History: 1931 by Clinton & Oklahoma Western of Texas and leased to Panhandle & Santa Fe
Abandoned: 1981

Former P&SF: Plains Division, Clinton District, Coltexo Industrial Spur

7903. Healdton Jct. (Cobalt Jct.)-Healdton

History: 1917 by Ringling & Oil Fields
1926-controlled by Healdton & Santa Fe and leased to Gulf, Colorado & Santa Fe
Abandoned: 1976

Former GC&SF: Northern Division, Ringling District

7904. Alameda Belt Line Yard

History: 1912-established
1924-owned by ATSF and Western Pacific
1987-owned by ATSF and Union Pacific
1996-owned by BNSF and Union Pacific

Ceased operations: 1998
Acquired: 2006 by the City of Alameda (appeals pending)

7905. Wellington-Caldwell

History: 1880 by Cowley, Sumner, & Ft. Smith and leased by ATSF
1901-purchased by ATSF
Abandoned: 1918

7906. Hanover Jct.-Fiero

History: 1899 by Hanover RR
1900-sold to ATSF
Sold: 1990-Southwestern RR

Former ATSF: New Mexico Division, Fiero District

Former ATSF: New Mexico Division, Santa Rita Sub, Fiero Industrial Spur

Current SW: Hanover Branch

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7907. San Luis Rey Jct.-San Luis Rey

History: 1913 by California Southern
Abandoned: 1916-due to washout, never rebuilt

7908. Basta-Sunny Hills

History: 1918 by ATSF
Abandoned: 1956

Former ATSF: Los Angeles Division, 3rd District, Bastanchury Spur

7909. La Habra Spur-East Whittier

History: 1918 by ATSF
Sold: unknown-Ashland Chemical Co.
Abandoned: 1968-La Habra Jct.-East Whittier
1981-La Habra-La Habra Jct.
1996-final remnant of the line

Former ATSF: Los Angeles Division, 3rd District, La Habra Valley Spur

7910. Koehler Jct.-Koehler

History: 1907 by St. Louis, Rocky Mountain, & Pacific
1915-StLRM&P part of Rocky Mountain & Santa Fe
1943-RM&SF sold to ATSF
Abandoned: 1976

Former ATSF: New Mexico Division, Koehler District

Former ATSF: New Mexico Division, Rocky Mountain District

7911. Hebron-Van Houten

History: 1907-Hebron-Preston by St. Louis, Rocky Mountain, & Pacific
Unknown-Preston-Van Houten-no record found
1915-St.LRM&P part of Rocky Mountain & Santa Fe
1943-RM&SF sold to ATSF
Abandoned: unknown-Preston-Van Houten
1976-Hebron-Preston

Former ATSF: Hebron-Preston-New Mexico Division, Rocky Mountain District
Preston-Van Houten-New Mexico Division, Van Houten District

7812. Snyder-Lion Oil

History: unknown
Sold: 1989-Crosbyton RR
Abandoned: 1989

Note: This industrial spur does not show up on current Kansas Division, Slaton Sub timetables
Status unknown at this time.

Former PSF: Slaton Division, 2d District, Snyder Industrial Spur

BNSF TRACK SEGMENTS-7900-7999

Former ATSF: Plains Division, 5th District, Snyder Industrial Spur

Former ATSF: New Mexico Division, Slaton Sub, Snyder Industrial Spur

7913. Benson-Guaymas

History: 1882-Benson-Nogales by New Mexico & Arizona
1882-Nogales-Guaymas by Sonora Ltd.
1897-leased to Southern Pacific
1909-Southern Pacific of Mexico incorporated to operate Nogales-Guaymas

Sold: 1911-to Southern Pacific

Abandoned: unknown-Flux-Calabasas

Abandoned: unknown-Pratagonia-Flux

Abandoned: unknown-Fairbank-Patagonia (between 1960-1964)

Sold: 1951-Nogales-Guaymas to Ferrocarril del Pacifico

Sold: 1992-Kyle Railways

Abandoned: 2003-Curtiss-Fairbank

Sold: 2003-San Pedro & Southwestern

Service Suspended: 2006-Benson-Curtiss

Former SP: Benson-Fairbank-Rio Grande Division, Mescal Sub, Benson-Fairbank Branch
Fairbank-Flux-Rio Grande, Mescal Sub
Calabasas-Nogales-Tucson Division, Picacho Sub, Nogales Branch

Former SP: Benson-Fairbank-Rio Grande Division, Mescal Sub, Benson-Fairbank Branch
Fairbank-Patagonia-Rio Grande, Mescal Sub, Patagonia Branch
Calabasas-Nogales-Tucson Division, Picacho Sub, Nogales Branch

Former SP: Benson-Fairbank-Rio Grande & Tucson Divisions, Douglas Sub, Benson-Fairbank Branch
Fairbank-Patagonia-Rio Grande & Tucson Divisions, Douglas Sub, Patagonia Branch
Calabasas-Nogales-Rio Grande & Tucson Divisions, Gila Sub, Nogales Branch

Former SP: Benson-Fairbank-Tucson Division, Lordsburg Sub, Douglas Branch
Calabasas-Nogales-Tucson Division, Picacho Sub, Nogales Branch

Former SP: Calabasas-Nogales-Southwest Division, Gila District, Nogales Branch (Route BAN)

Former SP: Calabasas-Nogales-West Colton Division, Gila Sub, Nogales Branch (Route BAN)

Former SP: Calabasas-Nogales-El Paso Division, Gila Sub, Nogales Branch (Route BAN)

Former Kyle: Benson-Fairbank

Current SP&SW: Benson-Curtiss

Current FXE: Nogales-Guaymas

Current UP: Calabasas-Nogales-Tucson Area, Nogales Sub

7914. Phoenix-Winkelman (now Hayden)

History: 1903-Phoenix-Mesa by Phoenix & Eastern (P&E controlled by Santa Fe, Prescott, & Phoenix)
1904-Mesa-Winkelman by P&E

Sold: 1907-to Southern Pacific

Abandoned: between 1946-56-Tempe-Normal Jct. (Creamery Branch)

Sold: unknown-Magma-Winkleman- Copper Basin RY

Sold: 1996-Southern Pacific to Union Pacific

Note: McQueen-Hayden did not appear on SP timetables of the 1990's. Maps show UP still

BNSF TRACK SEGMENTS-7900-7999

operates from McQueen-Magma. Winkelman was changed to Hayden at one time.

Former SP: Phoenix-Tempe-Tucson Division, Picacho Sub
Tempe-Normal Jct.-Tucson Division, Picacho Sub, Creamery Branch
Normal Jct.-McQueen-Tucson Division, Picacho Sub
McQueen-Winkelman-Tucson Division, Picacho Sub, Christmas Branch

Former SP: Phoenix-McQueen-Rio Grande & Tucson Divisions, Phoenix Sub
McQueen-Winkelman-Rio Grande & Tucson Divisions, Phoenix Sub, Christmas Branch

Former SP: Phoenix-McQueen-Tucson Division, Gila Sub
Magma-Hayden-Tucson Division, Phoenix Sub, Chandler Branch

Former SP: Phoenix-McQueen-Southwest Division, Gila District, Phoenix Line (Route R)

Former SP: Phoenix-McQueen-West Colton Division, Gila Sub, Phoenix Line (Route R)

Former SP: Phoenix-McQueen-El Paso Division, Gila Sub, Phoenix Line (Route R)

Former UP: Phoenix-McQueen-Tucson Area, Phoenix Sub

Current UP: Phoenix-Magma-Sunset Area, Phoenix Sub (line 685)

Current CBRY: Magma-Winkelman

7915. San Francisco-Eureka

History: 1871-Santa Rosa-Healdsburg by San Francisco & North Pacific
1872-Healdsburg-Cloverdale by SF&NP
1879-Santa Rosa-San Rafael by SF&NP
1884-San Rafael-Tiburon by SF&NP
1885-Alton-Eureka by Eel River & Eureka
1889-Alton-Camp Nine by Pacific Lumber Co.
1889-Cloverdale-Ukiah by SF&NP
1902-Ukiah-Willits by California Northwestern
1903-Eel River & Eureka sold to San Francisco & Northwestern
1903-Pacific Lumber Co. line from Alton-Camp Nine sold to San Francisco & Northwestern
1905-Shively-Camp Nine by San Francisco & Northwestern
1907-California Northwestern, San Francisco & North Pacific, and San Francisco & Northwestern all consolidated into Northwestern Pacific
1911-Northwestern Pacific is a subsidiary of ATSF
1915-Willits-Shively by Northwestern Pacific
1928-½ of NWP sold to Southern Pacific
1929-ATSF sells its half to Southern Pacific

Abandoned: 1941-ferry service from San Francisco-San Rafael
1967-car float from Oakland-Tiburon

Out of service: Unknown-Tiburon-Ignacio-held for possible regional transit by Marin County

Sold: 1984-Willits-Eureka to Eureka Southern
1992-Willits-Eureka to North Coast Railroad Authority at bankruptcy
1992-NWP merged into Southern Pacific

Leased: 1993-Ignacio-Willits-California Northern
Sold: 1996-Ignacio-Willits-North Coast Rail Authority and operated by NWP Inc.

Out of service: 1998-Willits-Eureka

Operator Apt'd: 2006-NWP Inc.-Willits-Eureka

Note: Status on web site shows entire line shut down.

Former NWP: Tiburon-Shively-Western Division

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Eureka-Shively-Northern Division

Former NWP: Detour-Willits-Southern Division (two unnamed subdivisions)
Tiburon-Detour-Southern Division (unnamed branch at this time)
Willits-Eureka, Northern Division

Former NWP: Tiburon-Willits-Southern Division, Santa Rosa Sub
Willits-Eureka-Northern Division, South Fork Sub

Former SP: Ignacio-Willits-Western Region, Sacramento Division, Northwestern Pacific RR
San Rafael-Ignacio-Western Region, Sacramento Division, NWPRR, San Rafael Branch

Former Eureka Southern: Willits-Eureka-Main Line

Former SP: Ignacio-Willits-Western Region, Western Division, Northwestern Pacific District

Former SP: Ignacio-Willits-Pacific Region, Northwestern Pacific District, Willits Line (route 5)

Former CNR: Ignacio-Willits-California Northern, Northwestern Pacific Sub

Current: Eureka-Willits-North Coast RR Authority, NWP operators
Willits-Ignacio-Northwestern Pacific RR

7916. Alton-Carlotta

History: 1885-Alton-Burnells by Eel River & Eureka
1901-Burnells-Carolott by California Midland RY
1903-Eel River & Eureka and California Midland sold to San Francisco & Northwestern
1907-SF&NW consolidated into Northwestern Pacific
1911-Northwestern Pacific is a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-ATSF sells its half to Southern Pacific

Sold: 1984-Eureka Southern
Sold: 1992-North Coast Railroad Authority at bankruptcy
Out of service: 1998
Operator Apt'd: 2006-NWP Inc.-

Former NWP: Northern Division (unnamed branch)

Former NWP: Northern Division, South Fork Sub, Carlotta Branch

Former Eureka Southern: Carlotta Branch

Current: NCRRA operated by NWP Inc, out of service at this time

7917. Eureka-Trinidad

History: 1901-Eureka-Arcata by California & Northern
1903-Arcata-Twenty Five Junction by California Northwestern
1904-C&N sold to San Francisco & Northwestern
1907-SF&NW and California Northwestern consolidated into Northwestern Pacific
1907-Twenty Five Junction-Trinidad by Northwestern Pacific
1911-NWP a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-ATSF sells its half to Southern Pacific

Abandoned: 1933-Korblex-Trinidad
Sold: 1984-Eureka Southern
Sold: 1992-North Coast Railroad Authority at bankruptcy
Operator Apt'd: 2006-NWP Inc.-

BNSF TRACK SEGMENTS-7900-7999

Former NWP: Northern Division, Trinidad Branch
Former NWP: Eureka-Korblex-Northern Division (unnamed branch)
Former NWP: Eureka-Korblex-Northern Division, South Fork Sub, Korblex Branch
Former Eureka Southern: Korblex Branch

Current: NCRRA operated by NWP Inc,

7918. Arcata-Fairhaven

History: 1901-Arcata-Samoa by Eureka & Klamath River
No record-Samoa-Fairhaven
1907-E&KR sold to Northwestern Pacific
1911-NWP a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-ATSF sells its half to Southern Pacific

Sold: 1984-Eureka Southern

Sold: 1992-North Coast Railroad Authority at bankruptcy

Operator Apt'd: 2006-NWP Inc.-

Former NWP: Northern Division, Carlotta Branch

Former NWP: Arcata-Samoa-Northern Division (unnamed branch)

Former NWP: Arcata-Samoa-Northern Division, South Fork Sub, Samoa Branch

7919. Willits-Sherwood

History: 1904 by California Northwestern
1907-CANW consolidated into Northwestern Pacific
1911-NWP a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-ATSF sells its half to SP

Abandoned: 1930-Williams-Sherwood
1933-Willits-Williams

Former NWP: Northern Division, Sherwood Branch

7920. Ignacio-Glen Ellen

History: 1888-89-Ignacio-Spears Point by Marin & Napa
1889-Spears Pont-Glen Ellen by Sonoma Valley
1889-both sold to San Francisco & North Pacific
1890-Ignacio-Glen Ellen changed to standard gauge by SF&NP
1907-SF&NP consolidated into NWP
1911-NWP a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-ATSF sells its half to SP

Abandoned: 1942-Sonoma-Glen Ellen
Unknown-Sonoma-Vineburg(between 1965-1986)

1992-NWP merged into Southern Pacific

Leased: 1993-Ignacio-Schellville-California Northern

Sold: 1996-North Coast Rail Authority and operated by NWP (new)

Former NWP: Western Division, Sonoma Valley Branch

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Former NWP: Ignacio-Los Guilcos-Southern Division (unnamed branch)
Former NWP: Ignacio-Sonoma-Southern Division, Santa Rosa Sub, Schellville Branch
Former SP: Ignacio-Schellville-Western Region, Western Division, NWP RR Willits Line
Former SP: Ignacio-Schellville-Western Region, Sacramento Division, Northwestern Pacific District, Willits Line
Former SP: Ignacio-Schellville-Pacific Division, Northwestern Pacific District, Willits Line (route5)
Former CNRR: Ignacio-Schellville-Northwestern Pacific Sub
Current: Ignacio-Vineburg-North Coast Rail Authority and operated by NWP (New)

7921. Fulton-Monte Rio

History: 1876-Fulton-Rio Campo by Fulton & Guerneville
1877-sold to San Francisco & North Pacific
1907-SF&NP consolidated into Northwestern Pacific
1909-Rio Camp-Monte Rio by NWP
1911-NWP a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-ATSF sells its half to SP
Abandoned: 1935

Former NWP: Western Division, Guerneville Branch

7922. Haystack-Donohue

History: 1870 by San Francisco & North Pacific
1907-SF&NP consolidated into Northwestern Pacific
1911-NWP a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-ATSF sells its half to SP
Abandoned: 1884-Donahue Landing-Donahue (.4 miles)
1934-rest of branch

Former NWP: Western Division, Donohue Branch

7923. Cucamonga Foothills Spur

History: 1930 by ATSF
Abandoned:

Former ATSF: Los Angeles Division, 2nd District, Cucamonga Foothills Spur

Former ATSF: Los Angeles Division, 2nd Sub, Cucamonga Foothills Spur

Former ATSF: California Division, Pasadena Sub, Cucamonga Foothills Spur

Former ATSF: Western Region, Pasadena Sub, Cucamonga Foothills Spur

7924. Upland Foothill Spur

History: 1930 by ATSF
Abandoned: 1973

Former ATSF: Los Angeles Division, 2nd District, Upland Foothill Spur

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7925. Halstead-Sedgwick

History: 1881 by Harvey County and leased by ATSF
Abandoned: 1895

7926-unused

7927. Hillmaid-Woodlake

History: 1914 by Minkler Southern and leased to ATSF
1942-sold to ATSF

Abandoned: 1979

Former ATSF: Valley Division, Porterville-Orosi District, Woodlake Branch

7928-unused

7929. Wiergate-Newton

History: no record found, possibly 1918 by Gulf & Northern (G&N incorporated then)
1929-Gulf & Northern part of GC&SF

Abandoned: 1943

Note: Newton is “out in the middle of nowhere”. G&N connected with Orange & Northwestern
at Newton, which O&N was a Missouri Pacific property, also abandoned to Newton.

7930. Marland-Three Sands (Lio or Loi)

History: 1925-Marland-Lio by ATSF

Abandoned: 1942

7931. Davis-Sulphur

History: 1906 by Eastern Oklahoma and leased to ATSF

Abandoned: 1938

7932. Gary-Grigsby

History: 1896-Gary-Timpson by Marshall, Timpson, & Sabine Pass
1900-MT&SP leased to Texas, Sabine Valley, & Northwestern
1904-TSV&NW part of Texas & Gulf
1906-Timpson-Grigsby by Texas & Gulf
1914-T&G leased to GC&SF

Abandoned: 1933

7933. Bragg-Saratoga

History: 1904 by Gulf, Colorado, & Santa Fe

Abandoned: 1934

Former GCSF: Beaumont Division, Saratoga District

7934. Boedecker Jct.-Bonus

BNSF TRACK SEGMENTS-7900-7999

History: 1904-by Cane Belt
1905-Cane Belt leased to GC&SF

Abandoned: 1940

Note: Also see segment 7833. These two are intertwined..

7935. Colorado Springs-Grand Jct.

History: 1888-Colorado Springs-Newcastle by Colorado Midland
1889-Arkansas Jct.-Snowden by Aspen Short Line (Colorado Midland)
1892-Colorado Midland purchased by ATSF
1897-ATSF sells, CM independent
1911-CM purchased by C&S
1917-C&S sells C&M to Albert Carlton

Sold: 1918-Divide-Colorado Springs-Midland Terminal RY

Abandoned: 1918-Newcastle-Divide, rails removed 1921
1949-Divide-Colorado Springs

Note: For history and current status between Newcastle & Grand Jct.-see segment 8505.

Former CM: Colorado Springs-Arkansas Jct.-1st District
Arkansas Jct.-Newcastle.-2nd District

Former RJRY: Newcastle-Grand Jct.

7936. Basalt (Aspen Jct.)-Aspen

History: 1888 by Colorado Midland
1892-Colorado Midland purchased by ATSF
1897-ATSF sells, CM independent
1911-CM purchased by C&S
1917-C&S sells C&M to Albert Carlton

Abandoned: 1918, rails removed 1921

Former CM: Aspen Branch

7937. Cardiff-Spring Gulch

History: 1888 by Colorado Midland
1892-Colorado Midland purchased by ATSF
1897-ATSF sells, CM independent
1911-CM purchased by C&S
1917-C&S sells C&M to Albert Carlton

Abandoned: 1918, rails removed 1921

Former CM: Jerome Park Branch

7938. Divide-Cripple Creek

History: 1893 by Midland Terminal RY
1908-operating subsidiary of Cripple Creek Central RY
1934-operating independently again

Abandoned: 1949

7939. Strathmore Jct.-Strathmore

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History: 1921 by Minkler Southern and leased to ATSF
1944-MS merged into ATSF

Abandoned: 1980

Former ATSF: Valley Division, Porterville-Orosi District, Strathmore Spur

7940. Magnolia-Sunland

History: 1920 by Minkler Southern and leased to ATSF
1944-MS merged into ATSF

Abandoned: 1992

Former ATSF: Valley Division, Porterville-Orosi District, Sunland Spur

Former ATSF: California Division, Porterville Sub, Sunland Spur

Former ATSF: Western Region, Porterville Sub, Sunland Spur

7941. Baltimore Park-Cazadero

History: 1875-Baltimore Park-Manor by North Pacific Coast as narrow gauge
1876-Manor-Roys; Mailard-Duncan Mills by NPC
1886-Duncan Mills-Cazadero by Northwestern of California
1892-NW of CA part of NPC
1902-NPC sold to North Shore
1904-Roys-Mailard by North Shore
1907-North Shore consolidated into Northwestern Pacific
1911-NWP a subsidiary of ATSF
1920-Baltimore Park-Point Reyes converted to standard gauge
1926-Monte Rio-Cazadero converted to standard gauge
1928-½ of NWP sold to Southern Pacific
1929-rest o NWP sold to Southern Pacific
1930-Point Reyes-Monte Rio converted to standard gauge

Abandoned: 1930-Point Reyes-Monte Rio
1933-Duncan Mills-Cazadero; Manor-Point Reyes
1935-Monte Rio-Duncan Mills
1942-Larkspur-Manor
1959-Baltimore Park-Larkspur

Former NWP: Shore Division, main line

Former NWP: Western Division, Guerneville Branch

Former NWP: Baltimore Park-Manor-Southern Division, unnamed branch

Former NWP: Baltimore Park-Larkspur-Southern Division, Sausalito Branch

7942. Sausalito-Detour

History: 1875-Sausalito-Alameda Point; Corte Madera-Baltimore Park by North Pacific Coast as a narrow gauge
1882-new line from Alameda Point-Corte Madera by NPC as narrow gauge (opened 1884)
1892-NW of CA part of NPC
1902-NPC sold to North Shore
1907-North Shore consolidated into Northwestern Pacific
1909-Baltimore Park-Detour by NWP

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1911-NWP a subsidiary of ATSF
1920-Sausalito-Baltimore Park converted to standard gauge
1928-½ of NWP sold to Southern Pacific
1929-rest of NWP sold to Southern Pacific

Out of Service: 1961-due to tunnel fire, during this time, SP used ATSF Car Ferry to Tiburon
1967-line restored

Out of service: unknown-sometime between 1968-1983; held for future transit by Marin County

Former NWP: Shore Division, main line

Former NWP: Southern Division, main line

Former NWP: Southern Division, Sausalito Branch

7943. San Rafael-San Quentin

History: 1871 by San Rafael & San Quentin
1875-changed to narrow gauge
1907-leased to Northwestern Pacific and changed back to standard gauge
1911-NWP a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-rest of NWP sold to SP

Abandoned: 1909-2.04 miles
1946-rest of branch

Former NWP: Shore Division, San Quentin Branch

7944. San Rafael-San Anselmo

History: 1876 by San Francisco & North Pacific as narrow gauge
1898-SF&NP part of California Northwestern
1907-CNW consolidated into Northwestern Pacific
1909-converted to standard gauge
1911-NWP a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-rest of NWP sold to SP

Abandoned: 1942

Former NWP: Shore Division, San Anselmo Branch

7945. Almonte-Mill Valley

History: 1889 by San Francisco, Tamalpais, & Bolinas as narrow gauge
1892-SFT&B absorbed by North Pacific Coast
1902-NPC sold to North Shore
1907-North Shore consolidated into Northwestern Pacific
1911-NWP a subsidiary of ATSF
1911-converted to standard gauge
1928-½ of NWP sold to Southern Pacific
1929-rest of NWP sold to SP

Abandoned: 1955

Former NWP: Shore Division, Mill Valley Branch

Former NWP: Southern Division, Mill Valley Branch

7946. Duncan Mills-Azalea

BNSF TRACK SEGMENTS-7900-7999

History: 1885 by North Western RR of California as narrow gauge
1892-NWRR absorbed by North Pacific Coast
1902-NPC sold to North Shore

Abandoned: 1902

Former NWP: Shore Division, main line, Azalea Spur

7947. Duncan Mills-Laton

History: 1885 by North Western RR of California as narrow gauge
1892-NWRR absorbed by North Pacific Coast
1902-NPC sold to North Shore
1911-NWP a subsidiary of ATSF
1913-Markham-Laton by NWP
1917-converted to standard gauge

Abandoned: 1924-Markham-Laton
1925-Duncan Mill-Markham

Former NWP: Shore Division, main line, Markham Spur

Former NWP: Western Division, Guerneville Branch, Laton Spur

7948. Guerneville Park-Mission Gulch

History: 1892 by San Francisco & North Pacific RY
1907-consolidated into Northwestern Pacific

Abandoned: 1908

Former NWP: Western Division, Guerneville Branch, Mission Gulch Spur

7949. Pedrini-Shafters

History: unknown by North Pacific Coast (built but not active in 1892 sale of NPC)-narrow gauge
1902-NPC sold to North Shore
1911-NWP a subsidiary of ATSF

Abandoned: 1913

Former NWP: Shore Division, main line, Shafter's Woods Spur

7950. Alameda Point-Corte Madera

History: 1875 by North Pacific Coast as a narrow gauge

Abandoned: 1884 for new line (see segment 7942)

Former NWP: Shore Division, main line

7951. Sears Point-Sonoma Landing

History: 1878 by Sonoma Valley RR

Abandoned: 1888

7952. Roys-Mailard

History: 1876 by North Pacific Coast
1902-NPC sold to North Shore

Abandoned: 1904 for new line (see segment 7942)

BNSF TRACK SEGMENTS-7900-7999

Former NWP: Shore Division, main line

7953. Albion-Christine

History: 1885-near Brett-2.25 miles east of Brett by Albion River RR
1891-ARRR sold to Albion Lumber
1891-MP 3.00-Keene's Summit by Albion Lumber
1902-Albion Lumber sold to Albion & Southeastern
1903-Albion-MP 3.00 by Albion & Southeastern
1905-Keene's Summit-Wendling by Ft. Bragg & Southeastern
1906-Ft.B&SE an operating subsidiary of ATSF
1907-FtB&SE consolidated into Northwestern Pacific
1907-A&SE purchased by Southern Pacific
1909-Wendling-Christine by Northwestern Pacific
1911-NWP a subsidiary of ATSF
1921-Albion Lumber leases line from NWP
1928-½ of NWP sold to Southern Pacific by ATSF
1929-ATSF sells other half to SP

Operations Ceased: 1930

Abandoned: 1937

Former NWP: Northern Division, Albion Branch

7954. Clearbrook Jct.-Clearbrook

History: 1903 by Albion & Southeastern
1907-A&SE purchased by Southern Pacific
1921-Albion Lumber leases line from NWP
1928-½ of NWP sold to Southern Pacific by ATSF
1929-ATSF sells other half to SP

Operations Ceased: 1930

Abandoned: 1937

Former NWP: Northern Division, Albion Branch, Clearbrook spur

7955. Thomson-Burns Mill

History: 1903 by California Northwestern
1904-C&N sold to San Francisco & Northwestern
1907-SF&NW and California Northwestern consolidated into Northwestern Pacific
1911-NWP a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-ATSF sells its half to Southern Pacific

Abandoned: 1933

Former NWP: Northern Division, Trinidad Branch, Burns Mill Spur

7956. Little River Jct.-Camp 9

History: 1903 by Eureka & Klamath River
1903-E&KR part of Oregon & Eureka
1911-O&E merged into NWP
1911-NWP a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-ATSF sells its half to Southern Pacific

BNSF TRACK SEGMENTS-7900-7999

Abandoned: 1933

Note: One book states this branch was sold to Hammond Lumber Company in 1933, but with the main line abandoned, it isn't logical this line would continue.

Former NWP: Northern Division, Trinidad Branch, Little River Spur

7957. Camp Vacation-Bohemia-Smith Creek

History: 1896-by San Francisco & North Pacific
1907-SF&NP consolidated into Northwestern Pacific

Abandoned: 1907

Former NWP: Western Division, Guerneville Branch, Smith Creek Spur

7958. Santa Rosa-Sebastopol

History: 1890 by Santa Rosa, Sebastopol, & Green Valley RR (part of San Francisco & North Pacific)
1907-SF&NP consolidated into Northwestern Pacific
1911-NWP a subsidiary of ATSF
1928-½ of NWP sold to Southern Pacific
1929-ATSF sells its half to Southern Pacific
1932-Petaluma & Santa Rosa a subsidiary of NWP
1934-P&SR now operates line exclusively

Abandoned: 1984

Note: This was a joint line between NWP and P&SR until 1934. It is believe the joint line agreement was made around 1907-08.

Former NWP: Western Division, Sebastopol Branch

Former NWP: Southern Division, Sebastopol Branch

Former P&SR: main line

7959. Kidd Creek Spur

History: 1888 by North Western of California
1892-part of North Pacific Coast
1902-NPC sold to North Shore
1907-NS consolidated into Northwestern Pacific
1911-NWP a subsidiary of ATSF

Abandoned: 1923

Former NWP: Shore Division, main line, Kidd Creek Spur

7960. Duncan Mills-Willow Creek

History: 1882 by North Pacific Coast
1902-NPC sold to North Shore
1907-NS consolidated into Northwestern Pacific
1911-NWP a subsidiary of ATSF

Abandoned: 1917

Former NWP: Shore Division, main line, Markham Branch

7961. Owasso-Port of Catoosa (Port Lead on Frisco)

BNSF TRACK SEGMENTS-7900-7999

History: 1984?
Operated by: 1990-South Kansas & Oklahoma on the ATSF end
1998-Stillwater Central on the Frisco end

Note: This spur may have been built by the Port of Catoosa. On timetables 1984. However, it was on BN Tulsa Division timetables on the Frisco end in 1981. Not found on last Frisco timetables.

Former ATSF: Eastern Division, 3rd District, Port of Catoosa Spur

Former ATSF: Eastern Division, 3rd Sub, Port of Catoosa Spur

Former ATSF: Illinois Division, Tulsa Sub, Port of Catoosa Spur

Current: South Kansas & Oklahoma

7962-7989-unused

7990. Santa Fe Billable Project

No track

7991-7999-unused

BNSF TRACK SEGMENTS-8000-8499

8000-unused

Note: 8001-8008 are Geometry Car Test segments on “foreign” roads.

8001. Union Pacific Geometry Car Tests

8002. Canadian National/Illinois Central Geometry Car Tests

8003. Norfolk Southern Geometry Car Tests

8004. CSX Geometry Car Tests

8005. CP Rail Geometry Car Tests

8006. Duluth, Minnesota, & Iron Range Geometry Car Tests

8007. St. Louis Terminal Geometry Car Tests

8008. Other “foreign” RR’s Geometry Car Tests

8009. Neilson-West Vienna

History: 1900 by The Eastern Illinois & Missouri RR
Unknown-part of Chicago & Eastern Illinois
1967-C&EI a subsidiary of Missouri Pacific
1976-C&EI merged into Missouri Pacific
1982-MP sold to Union Pacific
1997-MP merged into UP

Former CE&I: Illinois Division, Salem Sub

Former CE&I & MP: Illinois Division, Joppa Branch

Former UP: St Louis Division, Joppa Branch

Current UP: Neilson Jct.-West Vienna Jct.-St. Louis Area Division, Marion Sub (line 58)

Note: This is the trackage rights for Segment 13-Chicago Division, Beardstown Sub

8010. BRI Junction-Forest Avenue

History: 1888 by The Dallas & Waco RY
1891-sold to KATY
1988-Katy sold to MP (UP)
1996-sold to BNSF, UP maintains industrial tracks

Former Katy: Southern Division, Hillsboro Sub

Former UP: Ft. Worth Division, Hillsboro Sub

Former UP: Ft. Worth Terminal Area, Waxahachie Sub (line 557)

Current UP: Dallas/Ft. Worth Area, Dallas Sub (line 500)

Current BNSF: Texas Division, DFW Sub

BNSF TRACK SEGMENTS-8000-8499

8011. Hamilton-Tracy; Swan-N&W Jct.

History: 1967-CB&Q gains rights over N&W due to Red Rock Dam project
1982-N&W and BN routes now intertwined.

Note: This represents the mileposts of NS over segment 81.

Former Wabash: Albia-Wabash Jct.-Moberly Division, 16th District

Former N&W: Albia-N&W Jct.-Moberly Division, Des Moines District

Former NW: MP 294.34 (BN MP 21.76)-MP 318.78 (BN MP 47.61)-Moberly Division, Des Moines District

Current NS: Hamilton-Tracy; Swan-NW Jct. (former Wabash Jct.)-Illinois Division, Des Moines District.

8012. Toland (Walsh Jct.)-Lenox

History: 1904 by Cleveland, Cincinnati, Chicago, & St. Louis
1930-leased by New York Central
1943-2nd main track removed
1968-NYC merged with Pennsylvania to form Penn Central
1976-Penn Central bankrupt and assets used to form Conrail in part
[1976-rights granted to Burlington Northern by Conrail](#)

Sold: [1982-to Missouri Pacific and MP merged into UP the same year](#)

Note: CE&I which was acquired by Missouri Pacific used to have rights over NYC on this line
Also, this appears to be a duplicate of segment 106.

Former CCC&SL: St. Louis Division

Former NYC: CCC&SL District, St. Louis Division

Former UP: Illinois Division, Pana Sub

Former UP: Walsh Jct.-Vierling Jct.-Illinois Division, Pana Sub
Vierling Jct.-Lenox-St. Louis Division, Pana Sub

Former UP: St. Louis Division, Pana Sub (line 18)

Current UP: [St. Louis Area, Pana Sub \(line 44\)](#)

8013. Spofford-Eagle Pass

History: 1884 by Galveston, Harrisburg, & San Antonio RY
1927-leased by Texas & New Orleans
1981-Texas & New Orleans merged into Southern Pacific
1982-1995-GH&SA leased by SP then merged
1996-SP sold to Union Pacific
[1996-rights granted to BNSF over UP](#)
1998-SP sold to UP

Former T&NO: San Antonio Division, Eagle Pass Sub

Former T&NO: San Antonio Division, Del Rio Sub Eagle Pass Branch

Former SP: San Antonio, Houston, Dallas, & Austin Division, Del Rio Sub, Eagle Pass Sub

BNSF TRACK SEGMENTS-8000-8499

Former SP: Gulf Coast Division, Del Rio District, Eagle Pass Branch (route TAR)

Former SP: San Antonio Division, Del Rio District, Eagle Pass Branch (route TAR)

Current UP: San Antonio Area, Eagle Pass Sub

8014. Sterling-Union

History: 1882-Sterling-Union by Colorado Central RR
1890-Colorado Central merged into Union Pacific, Denver, & Gulf
1898-Union Pacific, Denver, & Gulf merged into Union Pacific
1900-Sterling-Brush rights granted to CB&Q by Union Pacific

Sold: 2006-Union-Sterling to BNSF by UP (UP retains rights over line)

Former UP: Wyoming Division, 3rd Sub

Former UP: Wyoming Division, Julesburg Sub (Line 229)

Former UP: Cheyenne Division, Julesburg Sub (line 229)

Former UP: Union-Sterling-North Platte Area, Julesburg Sub (line 0717)

Current BNSF: Sterling-Brush Center-Powder River Division, Brush Sub

8015-8019-unused

8020. Pueblo Jct.-NA Jct.

History: 1887 by Pueblo State line Railroad
Unknown- to Missouri Pacific
1966-MP granted rights over ATSF in lieu of their line
1982-DRGW granted rights over ATSF

Current UP: Denver Area, Tennessee Pass Sub

Current BNSF: Powder River Division, Pueblo Sub

NOTE: This is listed as a joint line.

8021-8022-unused

8023. Portland Union Station-Huntington

History: 1863-MP 84.2-MP 100 by Oregon Steam Navigation
1880-Oregon Steam Navigation sold to Oregon RY & Navigation
1880-reconstructed-MP 80-MP 84.1 by ORY&N
1880-MP 100-MP 120 by ORY&N
1881-82-MP 120-Boardman by ORY&N
1882-East Portland-MP 84.2; Hinkle-Pendleton by Oregon Railway & Navigation
1883-Pendleton-Meacham by ORY&N
1884-Mecaham-Huntington by ORY&N
1888-Portland-East Portland by ORY&N
1896-ORY&N sold to Oregon Railroad & Navigation
1902-reconstructed MP 80.0-MP 81.4; MP 192.3-MP 200.2
1907-reconstructed-MP 214.42-MP 214.85

BNSF TRACK SEGMENTS-8000-8499

1908-1911-MP 6.19- main line reconstructed
1910-depot tracks realigned by Northern Pacific Terminal Company
1910-ORR&N sold to Oregon-Washington RR & Navigation
1910-1911-MP 84.2-MP 100 reconstructed
1910-11-reconstructed-MP 200.2-214.42
1911-12-reconstructed MP 100-MP 129.5
1912-new Steel Bridge in service, track realigned, old bridge dismantled
1913-reconstructed-MP 81.4-MP 84.4
1914-reconstructed-Hinkle-MP 192.3
1916-reconstructed-MP 129.5-MP 160.0 by OWR&N
1916-Boardman-Hinkle by OWR&N (Umatilla bypass)
1917-MP 2.4-MP 6,19 reconstructed by OWR&N
1934-36-MP 31.32-MP 41.55 reconstructed by US Corps of Army Engineers
Bonneville Dam project.
1935-OWR&N merged into Union Pacific
1938-41-track reconstruction & relocation-MP 40.0-MP 83.95 by UP
1948-line change-MP 376.24-MP 377.05
1950-line change-Mosier-Chatfield; MP 305.5-MP 306.8
1952-line changes-MP 53.2-MP 54.4; MP 56.6-MP 57.8
1953-line change-MP 50.2-MP 52.5; MP 67.4-MP 68.4; MP 73.5-MP 74.95
1955-56-line change-MP 86.6-MP 106.1 by US Corps of Army Engineers
1966-line changes-MP 49.9-MP 50.2; MP 52.0-MP 53.4
1967-line changes-MP 45.12-MP 45.3; MP 46.8-MP 47.9; MP 54.4-MP 55.71; MP
106.1-
MP 129.5; MP 130-MP 165 by UP RR
1974-line change-MP 62.23-MP 63.32; MP 388.47-MP 389.16
1977-line change-MP 198.26-198.81
1978-line change-MP 343.5-MP 344.8
1980-line change-MP 220.0-MP 220.8; MP 222.85-MP 224.15
1982-line change-MP 263.55-MP 265.00

Former UP: Huntington-La Grande, Oregon Division, 1st Sub
 La Grand-Hinkle-Oregon Division, 2nd Sub
 Hinkle-The Dalles-Oregon Division, 3rd Sub
 The Dalles-Portland-Oregon Division, 4th Sub (via Graham)

Former UP: Huntington-Hinkle-Oregon Division, 1st Sub
 Hinkle-Portland-Oregon Division, 2nd Sub

Former UP: Huntington-Hinkle-Oregon Division, La Grande Sub (line 431)
 Hinkle-Portland-Oregon Division, Portland Sub (line 434)

Former UP: Huntington-MP 188.8-Nampa Division, La Grande Sub (line 431)
 MP 188.8-Hinkle-Spokane Division, La Grande Sub (line 431)
 Hinkle-MP 163.3-Spokane Division, Portland Sub (line 434)
 MP 163.3-Portland-Sea/Port Division, Portland Sub (line 434)(via Graham)

Former UP: Huntington-Hinkle-Nampa Division, La Grande Sub (line 431)
 Hinkle-MP 163.2-Nampa Division, Portland Sub (line 434)
 MP 163.2-Portland-Columbia River Division, Portland Sub (line 434)(via Graham)

Former UP: Huntington-MP 221.5-Idaho Division, La Grande Sub (line 431)
 MP 221.5-Hinkle-Columbia River Division, La Grande Sub (line 431)
 Hinkle-Portland-Columbia River Division, Portland Sub (line 434)(via Graham)

Former UP: Huntington-Hinkle-Boise Service Unit, La Grand Sub (line 431)
 Hinkle-Portland-Boise Service Unit, Portland Sub (line 434)(via Graham)

Current UP: Portland-Hinkle-Portland Area, Portland Sub (line 830)(via Graham)
 Hinkle-East La Grande-Portland Area, La Grande Sub (line 837)

BNSF TRACK SEGMENTS-8000-8499

East La Grande-Huntington-Portland Area, Huntington Sub (line 810)

8024. East Portland-Seattle

History: 1882-East Portland-Albina by Oregon Railway & Navigation
1896-ORY&N sold to Oregon RR & Navigation
1902-Albina-St. Johns Jct. by ORR&N
1908-Peninsula Jct.-North Portland Jct. by ORR&N
1909-Tacoma Jct.-Black River Jct. by Chicago, Milwaukee, & Puget Sound
1910-ORR&N sold to Oregon-Washington RR & Navigation
1910-Black River-Argo by OWR&N
1911-St. Johns Jct.-Peninsula Jct.; Argo-Seattle. by OWR&N
1912-CM&PS merged into Chicago, Milwaukee, & St. Paul
1912-Albina Yard established
1912-Reservation to Tacoma Jct. (MILW connection) by OWR&N
1927-CM&SP changed to Chicago, Milwaukee, St. Paul, & Pacific
1935-OWR&N merged into UP
1956-60-Albina Yard area line changes by UP

Purchased: 1980-MILW tracks between Tacoma Jct.-Black River

Abandoned: 1985-MP 179.97-end of track-Depot tracks at Seattle Union Station

Note: Between North Portland Jct. & Reservation (Tacoma) is via BNSF segments 51 & 52
BNSF has rights over UP-North Portland Jct.-Portland as an alternate route. UP &
BNSF use Tacoma-Argo as triple track.

Note: Also, I believe that MILW sold UP ½ interest in the Tacoma Jct.-Black River line in
the 1970's, and purchased MILW's other ½ in 1980.

Former MILW: Tacoma Jct.-Black River-Coast Division, Black River & Tacoma Sub

Former MILW: Tacoma Jct.-Black River-Coast Division, 3rd Sub then 6th Sub

Former MILW: Tacoma Jct.-Black River--Washington Division, 3rd Sub

Former UP: Oregon Division 5th Sub (rights over SP&S N. Portland Jct.-Vancouver; NP-Vancouver-
Reservation; MILW Tacoma Jct.-Black River)

Former UP: Oregon Division, 5th Sub (rights over BN-N. Portland Jct.-Reservation; MILW Tacoma
Jct.-Black River)

Former UP: Oregon Division, 5th Sub (rights over BN-N. Portland Jct.-Reservation)

Former UP: Oregon Division, Seattle Sub (rights over BN-N. Portland Jct.-Reservation) (line 441)

Former UP: Sea/Port Division, Seattle Sub (rights over BN-N. Portland Jct.-Reservation) (line 441)

Former UP: Columbia River Division, Seattle Sub (rights over BN-N. Portland Jct.-Reservation)
(line 441)

Former UP: Boise Service Unit, Seattle Sub (rights over BN-N. Portland Jct.-Reservation)(line 441)

Former UP: Portland Area, Seattle Sub (rights over BNSF N Portland Jct.-Reservation)(line 860)

Current UP: Portland Area, Seattle Sub (rights over BNSF-N Portland Jct.-Reservation; Tukwila-
Argo) (line 860)

8025. Peninsula Jct.-Troutdale

History: 1910-11 by Oregon-Washington RR & Navigation

BNSF TRACK SEGMENTS-8000-8499

1935-OWR&N merged into Union Pacific

Former UP: Oregon Division, 4th Sub (via Kenton)
Former UP: Oregon Division, Portland Sub (line 434)(via Kenton)
Former UP: Sea/Port Division, Portland Sub (line 434)(via Kenton)
Former UP: Columbia River Division, Portland Sub (line 434)(via Kenton)
Former UP: Columbia River Division, Portland Sub (line 434)(via Kenton)
Former UP: Boise Service Unit, Portland Sub (line 434)(via Kenton)
Current UP: Portland Area, Portland Sub (line 830)(via Kenton)

8026. Westwego-Avondale

History: 1851-Westwego-East Bridge Jct. By New Orleans, Opelousas, & Great Western RY
1851-West Bridge Jct.-Avondale by NO, O, & GW as wide gauge
1869-NO, O, & GW part of Morgan's Louisiana & Pacific
1871-2nd track constructed by New Orleans, Mobile, & Chattanooga RY
1871-NO, M, & C part of New Orleans, Mobile, & Texas
1872-onverted to standard gauge
1880-NO, M, & T part of Louisiana Western
1882-1902-Morgan's Louisiana & Pacific leased to Southern Pacific
1885-Louisiana Western leased by Southern Pacific
1902-Louisiana Western leased by SP to Texas & New Orleans
1902-1927-Morgan's L&P leased to Texas & New Orleans then merged
1927-Louisiana Western merged into T&NO
1961-Texas & New Orleans merged into SP
1996-SP sold to Union Pacific
1998-SP merged into UP

Note: This was segment 1280 at one time, then part of segment 1281. Also, between West & East Bridge junctions governed by New Orleans Public Belt RR

Former T&NO & SP: Lafayette Division, Avondale Sub
Former SP: Gulf Coast Division, Avondale District, Avondale Line (route TNH)
Former SP: Houston Division, Avondale Sub, Avondale Line (route TNH)

Current UP: Westwego-Avondale.-Houston Area, Livonia Sub (line 455)

8027-8029-unused

8030. Seattle-East Marginal Way

History: unknown-no record found

Note: This is an industrial line between Argo & industries on East Marginal Way

Former UP: Oregon Division 5th Sub
Former UP: Oregon Division, Seattle Sub
Former UP: Sea/Port Division, Seattle Sub

BNSF TRACK SEGMENTS-8000-8499

Former UP: Columbia River Division, Seattle Sub

Former UP: Boise Service Unit, Seattle Sub

Current UP: Portland Area, Seattle Sub

8031. Vancouver Jct.-Burrard Dock

History: 1916 by Canadian National

Note: Also see segment 424

Former CN: Mountain Region, BC Area, Yale Sub

Current CN: Mountain Region-Yale Sub

8032. Tacoma Jct.-Tacoma Dome

History: 1983 by UP?

Note: This is an educational guess. Tacoma Dome was built in 1983, and Tacoma Junction is on the UP RR here. Tacoma Jct. was a junction between UP and MILW, built in 1909 and this line may be a spur from the old MILW line.

Former UP: Oregon Division, Seattle Sub

Former UP: Sea/Port Division, Seattle Sub

Former UP: Columbia River Division, Seattle Sub

Former UP: Boise Service Unit, Seattle Sub

Current UP: Portland Area, Seattle Sub

8033-8099-unused

8100. Denver-Pueblo (Main 1)

History: 1871 by Denver & Rio Grande (narrow gauge)
1881-dual gauged by Denver & Rio Grande
1902-narrow gauge removed
1921-became Denver & Rio Grande Western
1988-D&RGW part of Southern Pacific
1996-SP sold to Union Pacific
1997-D&RGW merged into UP
1998-SP merged into UP

Also see segments 477 & 7404.

Former D&RGW/ATSF: Joint Denver Division (Rio Grande Subdivision 1, ATSF Denver District)

Former DRGW: Colorado Division, Subdivision 1

Former SP: Rocky Mountain Division, Subdivision 1

Former ATSF: Central Region, Joint Line Subdivision

Former SP: Denver Division, Subdivision 1

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Former ATSF: Panhandle Division, Joint Line Subdivision

Former BNSF: Colorado Division, Pikes Peak Sub

Former BNSF: Powder River Division, Pikes Peak Sub

Current BNSF: Colorado Division, Pikes Peak Sub

Current UP: Denver Division, Colorado Springs Subdivision (line 700)
Pueblo-Pueblo Jct.-Denver Area, Tennessee Pass Sub (Line 705)

Note: BNSF map shows via UP on this line, UP track charts show BNSF rights

8101-8102-unused

8103. Chemult-Klamath Falls

History 1909--Bieber Line Jct. (South Klamath)-MP 431.0 By California & Northeastern (SP)
1910-1911-MP458.02-MP 440.00 by Ogden & Eastern Ry
1910-1911-MP 440.00-MP 431.00 by Oregon Eastern Ry
1912-Oregon Eastern Ry sold to Central Pacific (SP)
1912-MP 458.02-Chiloquin by Central Pacific (SP)
1924-Chemult-Kirk by Southern Pacific
[1927-Great Northern granted rights over line](#)
1996-Southern Pacific sold to Union Pacific
1998-SP merged into UP

Former SP: Chemult-Klamath Falls-Shasta Division, Cascade Sub,
Klamath Falls-Beiber Line Jct.-Shasta Division, Black Butte Sub

Former SP: Chemult-Klamath Falls-Portland-Shasta Division, Cascade Sub,
Klamath Falls-Beiber Line Jct.-Portland-Shasta Division, Black Butte Sub

Former SP: Chemult-Klamath Falls-Oregon Division, Cascade Sub
Klamath Falls-Beiber Line Jct.-Oregon Division, Black Butte Sub

Former SP: Chemult-Klamath Falls-Western Region, Shasta Division, Cascade District Cascade line
Klamath Falls-Beiber Line Jct.-Western Region, Shasta Division, Black Butte District, Shasta Line

Former SP: Chemult-Klamath Falls-Pacific Division, Cascade District, Cascade Line
Klamath Falls-Beiber Line Jct.-Pacific Division, Black, Butte District, Shasta line

Former SP: Chemult-Klamath Falls-Roseville Division, Cascade Sub, Cascade Line
Klamath Falls-Bieber Line Jct.-Roseville Division, Black Butte Sub, Shasta Line

Current UP: Portland Area, Cascade Sub, line 841

8104-8106-unused

8107. Mojave-Kern Junction

History: 1876 opened by SP
1885-line relocated
[1899-ATSF gains trackage rights](#)
1929-line relocated
1936-line relocated near Caliente
1996-SP sold to Union Pacific
1998-SP merged with UP

BNSF TRACK SEGMENTS-8000-8499

Former SP: San Joaquin Division, Bakersfield Sub
Former SP: Tehachapi Division, Mojave District, Bakersfield Line
Former SP: Pacific Division, Mojave District, Bakersfield Line
Former SP: West Colton Division, Mojave Subdivision, Bakersfield Line
Former SP: Los Angeles Division, Mojave District, Bakersfield Line
Current UP: Los Angeles Area, Mojave Sub (line 940)
Former BNSF: Northern & Southern California Divisions, Mojave Sub via UP trackage rights
Former BNSF: Northern California Division, Mojave Sub via UP track rights
Current BNSF: California Division, Mojave Sub via UP track rights

8108. Pueblo-Canon City

For details, see segment 7325, duplicate segment.

8109-unused

8110. Kern Junction-Gosford

History: unknown-Kern Jct.-Gosford by SP
Sold: San Joaquin Valley RR
Former SP: San Joaquin Division, McKittrick Branch
Former SP: San Joaquin Division, Buttonwillow Branch
Former SP: Tehachapi Division, Buttonwillow Branch
Former SP: Pacific Region, Mojave District, Buttonwillow Branch
Former Sunset: via SP main line
Former BNSF: Northern California Division, Sunset Railway Sub

Current SJV RR: Buttonwillow Branch

8111-8249-unused

8250. Birmingham-Maxwell

History: 1868 by North Missouri
1872-North Missouri reorganized to form St. Louis, Kansas City, & Northern
1879-St. Louis, Kansas City, & Northern merged with Wabash RY to form
Wabash, St. Louis, & Pacific
1887-Wabash, St. Louis, & Pacific reorganized into Wabash Western
1889-Wabash Western consolidated into Wabash
1964-Wabash acquired by Norfolk & Western
1991-Norfolk & Western and Southern merged to form Norfolk Southern
Former Wabash: Moberly Division, 17th District
Former N&W: Moberly Division, Kansas City District

BNSF TRACK SEGMENTS-8000-8499

Current NS: Illinois Division, Kansas City District

8251. New Westminster-Sumas (Huntingdon)

History: 1909 by British Columbia Electric
1962-BCE became British Columbia Power & Hydro Authority
Sold: 1988 to Intel Rail and became Southern Railway of British Columbia
Sold: 1994-to Washington Corporation still SRofBC

Former BCE: Third District

Former BCE & BCPHA: Fraser Valley Sub

Current SRBC: Fraser Valley Branch

8252. Centralia

History: 1851-railhead established by Illinois Central

Note: This appears to be the interchange yard of CN/IC and BNSF

Former ICG: Missouri Division, Slater District

Former ICG: St. Louis-Missouri Division, Centralia District

Current CN/IC: Illinois Central, Champaign District

8253-8499-unused

BNSF TRACK SEGMENTS-8500-8599

8500-8501-unused

8502. Melrose-Winnemucca

History: 1902-MP 321.4-MP 323.8 by Boca & Loyalton RR
1905-Boca & Loyalton RR acquired by Western Pacific Railway
1906-MP 67.67-MP 72.2; MP 80.0-Lathrop by Western Pacific Railway
1907-MP 64.5-MP 67.67; MP 72.2-MP 80.0; Lathrop-South Sacramento; Marysville-MP 212.0;MP 318.95-MP 321.4 by Western Pacific Railway
1908-Melrose-MP 64.5; South Sacramento-Marysville; MP 212.0-MP 227.34; MP 314.59-318.95 by Western Pacific Railway
1908-former Boca & Loyalton RR tracks rebuilt
1909-MP 227.34-MP 314.59; MP 323-.8-Winnemucca by WP RY
1917-Western Pacific Railway changed to Western Pacific Railroad (reorganization)
1962-line change MP 209.51 (equation 205.47=209.51)-MP 232.50
1962-Rights granted to SP from Flannigan-Winnemucca
1981-rights granted to SP from Niles Jct.-West Lathrop
1982-Western Pacific RR acquired by Union Pacific
1987-WP merged into UP
1987-88-line change-MP 46.6-Lox (MP 50.37) by UP
1996-BNSF granted rights over line

Abandoned: 1999-Scotts-El Pinal

Former WP: Melrose-Stockton-Western Division, 1st Sub
Stockton-Oroville-Western Division, 2nd Sub
Oroville-Portola-Western Division, 3rd Sub
Portola-Winnemucca-Eastern Division, 1st Sub

Former WP: Melrose-Stockton-Valley District, 1st Sub
Stockton-Oroville-Valley District, 2nd Sub
Oroville-Portola-Sierra District, 3rd Sub
Portola-Winnemucca-Sierra District, 5th Sub

Former WP: Melrose-Stockton-1st Sub
Stockton-Oroville Yard-2nd Sub
Oroville Yard-Portola-3rd Sub
Portola-Winnemucca-6th Sub

Former UP: Melrose-Stockton yard-Western Division, 1st Sub
Stockton Yard-Oroville Yard-Western Division, 2nd Sub
Oroville Yard-Portola-Western Division, 3rd Sub
Portola-Winnemucca-Western Division, 5th Sub

Former UP: Melrose-Stockton Yard-Feather River Division, 1st Sub
Stockton Yard-Oroville Yard-Feather River Division, 2nd Sub
Oroville Yard-Portola-Feather River Division, 3rd Sub
Portola-Winnemucca-Feather River Division, 5th Sub

Former UP: Melrose-Stockton Yard-Feather River Division, Oakland Sub
Stockton Yard-Oroville Yard-Feather River Division, Sacramento Sub
Oroville Yard-Portola-Feather River Division, Canyon Sub
Portola-Winnemucca-Feather River Division, Winnemucca Sub

Former UP: Melrose-Stockton-Feather River Division, Oakland Sub (line 324)
Stockton-Portola-Feather River Division, Canyon Sub (line 318)
Portola-Winnemucca-Feather River Division, Winnemucca Sub (line 315)

Former UP: Melrose-Stockton-Feather River Division, Canyon Sub (line 324)
Stockton-MP 320.0-Feather River Division, Canyon Sub (line 318)

(1988 only) MP 320.0-Portola-Nevada Division, Canyon Sub (line 318)
Portola-Winnemucca-Nevada Division, Winnemucca Sub (line 315)

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Former UP: Melrose-Stockton-Feather River Division, Oakland Sub (line 324)
Stockton-Portola-Feather River Division, Canyon Sub (line 318)
Portola-Winnemucca-Feather River Division, Winnemucca Sub (line 315)

Former UP: Melrose-Stockton-Los Angeles Area, Oakland Sub (line 324)
Stockton-Portola-Los Angeles Area, Canyon Sub (line 318)
Portola-Winnemucca-Los Angeles Area, Elko Sub (line 315)

Current UP: Melrose-Scotts-Roseville Area, Oakland Sub (line 900)
El Pinal-Mitchell Ave.-Roseville Area, Sacramento Sub (line 0905)
Mitchell Ave.-Portola-Roseville Area, Canyon Sub (line 0908)
Portola-Winnemucca-Roseville Area, Winnemucca Sub (line 0779)

8503. Winnemucca-Smelter

History: 1906-MP 833.0-Knolls by Western Pacific Railway
1906-MP 847.0-Smelter by Western Pacific Railway
1907-MP 756.6-MP 759.0 by Western Pacific Railway
1907-MP 760.8-MP 795.2 by Western Pacific Railway
1907-MP 796.0-MP 833.0 by Western Pacific Railway
1907-Knolls-MP 847.0 by Western Pacific Railway
1908-MP 665.6-756.5 by Western Pacific Railway
1908-MP 759.0-MP 760.8 by Western Pacific Railway
1908-MP 795.2-MP 796.0 by Western Pacific Railway
1909-Winnemucca-MP 665.6 by Western Pacific Railway
1913-line change-MP 772.7-MP 783.0 by Western Pacific Railway
1917-Western Pacific Railway changed to Western Pacific Railroad (reorganized)
1982-Western Pacific RR acquired by Union Pacific
1985-line change MP 664.4-MP667.0; MP 668.72-670.7 by Union Pacific
1987-WP merged into P
[1996-BNSF granted rights over line](#)

Former WP: Winnemucca-Elko-Eastern Division, 2nd Sub
Elko-Wendover-Eastern Division, 3rd Sub
Wendover-B&G XING & Transfer-Eastern Division, 4th Sub

Former WP: Winnemucca-Elko-Eastern Division, 2nd Sub
Elko-Wendover-Eastern Division, 3rd Sub
Wendover-D&RGW Transfer-Eastern Division, 4th Sub

Former WP: Winnemucca-Elko-Eastern Division, 2nd Sub
Elko-Wendover-Eastern Division, 3rd Sub
Wendover-KCC Transfer-Eastern Division, 4th Sub

Former WP: Winnemucca-Elko-Salt Lake District, 6th Sub
Elko-Smelter-Salt lake District, 7th Sub

Former WP: Winnemucca-Elko-6th Sub
Elko-Smelter-7th Sub

Former UP: Winnemucca-Elko-Utah Division, 6th Sub
Elko-Smelter-Utah Division, 7th Sub

Former UP: Winnemucca-Elko, Utah Division, Elko Sub
Elko-Smelter-Utah Division, Lake Sub

Former UP: Winnemucca-Elko-Feather River Division, Winnemucca Sub (line 315)
Elko-Burmester-Feather River Division, Lake Sub (line 310)
Burmester-Smelter-Idaho Division, Lake Sub (line 310)

Former UP:
(1988 only) Winnemucca-Elko-Nevada Division, Winnemucca Sub (line 315)
Elko-Burmester-Nevada Division, Lake Sub (line 310)

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Burmester-Smelter-Utah Division, Lake Sub (line 310)

Former UP: Winnemucca-Elko-Feather River Division, Winnemucca Sub (line 315)
Elko-Alazon-Feather River Division, Lake Sub (line 310)
Alazon-Smelter-Utah Division, Lake Sub (line 310)

Former UP: Winnemucca-Burmester-Feather River Division, Elko Sub (line 315)
Burmester-Smelter-Utah Division, Elko Sub (line 315)

Former UP: Winnemucca-Smelter-Los Angeles Area, Elko Sub (line 315)

Current UP: [Winnemucca-East End-Roseville Area, Elko Sub \(line 0781\)](#)
[East End-Smelter-Salt Lake City Area, Shafter Sub \(line 785\)](#)

8504. Denver-Dotsero

History: 1903-Utah Jct.-MP 22.86 by Denver, North Western, & Pacific
1904-MP 22.86-MP 39.48 by Denver, North Western, & Pacific
1905-Denver-Utah Jct. by Denver, North Western, & Pacific
1905-MP 58.51-Sulphur Springs by Denver, North Western, & Pacific
1906-Sulphur Springs-MP 105.9 by Denver, North Western, & Pacific
1907-MP 105.9-MP 122.9 by Denver, North Western, & Pacific
1908-MP 122.9-Bond by Denver, North Western, & Pacific
1913-Denver, North Western, & Pacific became Denver & Salt Lake
1921-Denver & Rio Grande became Denver & Rio Grande Western
1923-1927-MP 39.48-MP 58.51 by Moffat Tunnel Improvement District and leased to Denver & Salt Lake
1932-34-Bond-Dotsero by Denver & Salt Lake and Denver & Rio Grande Western (joint line under Denver, Salt Lake, & Western banner)
1947-Denver & Salt Lake merged into Denver & Rio Grande
1988-D&RGW part of Southern Pacific Transportation
[1996-BNSF granted rights over line](#)
1997-D&RGW merged into Union Pacific

Former DNWP: main line

Former D&SL: main line

Former DRGW: Denver-Orestod-Colorado Division, , Sub-Division 3-A
Orestod-Dotsero-Grand Junction Division, Sub-Divisions 4-A

Former DRGW: Denver-Bond-Colorado Division, Sub-Division 1-A
Bond-Dotsero-Colorado Division, Sub-Division 4-A

Former SP: Prospect-Bond-Rocky Mountain Division, Subdivision 1-A (route WB)
Bond-Dotsero-Rocky Mountain Division, Subdivision 4-A (route WB)

Former SP: Prospect-Bond-Denver Division, Subdivision 1-A (route WB)
Bond-Dotsero-Denver Division, Subdivision 4-A (route WB)

Former SP: Prospect-Dotsero-Denver Division, Bond Sub (route WB)

Current UP: [Denver-Bond-Denver Area, Moffat Tunnel Sub \(line 719\)](#)
[Bond-Dotsero-Denver Area, Glenwood Sprints Sub \(line 727\)](#)

8505. Dotsero-Helper

History: 1882-MP 448.8 (Grand Jct.)-MP 483.93 by Denver & Rio Grande as narrow gauge
1882-83-MP 600.0-Helper by Denver & Rio Grande
1883-MP 483.93-MP 600.0 by Denver & Rio Grande as narrow gauge

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1887-Dotsero-Glenwood Springs by Denver & Rio Grande as narrow gauge
1889-Glenwood Springs-Rifle by Denver & Rio Grande as narrow gauge
1890-narrow gauge lines converted to standard gauge by Denver & Rio Grande Western
1890-Rifle-MP 448.8 (Grand Jct.) by Rio Grande Junction RY
1890-line change-Woodside-599.31 by Denver & Rio Grande
1921-Denver & Rio Grande became Denver & Rio Grande Western
1926-line change-MP 420.88-MP 421.32 by Rio Grande Jct. RY
1926-line change-MP 597.5-MP 598.7 by D&RGW
1927-line changes-MP 415.0-MP 416.21; MP 423.94-425.0; MP 426.0-427.95 all by Rio Grande Jct. RY
1927-line changes-MP 470.0-470.7; MP 472.0-474.75; MP 475.95-MP 478.85; MP 479.21-MP 479.60; MP 480.0-MP 480.83; MP 481.8-483.93; MP 484.2-MP 487.2 all by D&RGW
1936-line change-MP 489.3-490.93 by D&RGW
1937-line changes-MP 370.0-MP 370.5; MP 371.51-MP 371.61; Newcastle-MP 374.49; MP 520.65-527.20; MP 528.45-530.0 all by D&RGW
1937- MP 406.0-MP 408.0; MP 409.7-MP 410.6 all by Rio Grande Jct. RY
1938-line change-MP 399.7-MP-MP 400.0 by Rio Grande Jct. RY
1941-line change-MP 412.91-MP 413.13 by Rio Grande Jct. RY
1942-line change-MP 551.5-MP 552.45 by D&RGW
1944-line change-MP 580.55-MP 581.6 by D&RGW
1945-line change-MP 433.97-MP 434.72 by Rio Grand Jct. RY
1945-line changes-MP 367.65-MP 367.9; MP 600.8-MP 601.7; MP 609.15-609.72; MP 610.0-MP 610.1 by D&RGW
1947-Rio Grande Junction RY merged into D&RGW
1948-line change-MP 571.25-MP 572.3 by D&RGW
1951-line changes-MP 529.31-MP 530.7; MP 549.4-MP 550.07 by D&RGW
1954-line change-MP 499.74-500.7 by D&RGW
1963-line changes-MP 492.6-MP 494.4; MP 495.30-MP 496.4 by D&RGW
1967-line change-MP 622.8-MP 623.8 by D&RGW
1968-line change-MP 368.0-MP 369.12 by D&RGW
1969-line changes-Glenwood Springs-MP 367.62; MP 555.1-MP 555.77 by D&RGW
1970-line changes-MP 388.7-MP 389.26; MP 391.2-395.0; MP 396.12-MP 396.52; MP 506.4-507.55 by D&RGW
1980-line change-MP 396.12-397.5 by D&RGW
1988-D&RGW part of Southern Pacific Transportation
[1996-BNSF granted rights over line](#)
1997-D&RGW merged into Union Pacific
No date-line changes-MP 510.48-MP 511.3; MP 513.95-MP 516.91; MP 560.87-MP 561.5; MP 575.0-MP 576.7; MP 582.3-MP 582.8; MP 606.83-MP 608.28 by D&RGW?

Former DRGW: Dotsero-Grand Jct.-Grand Junction Division, Sub-Division 4
Grand Jct.-Helper-Grand Junction Division, Sub-Division 5

Former DRGW: Dotsero-Grand Jct.-Colorado Division, Subdivision 4
Grand Jct.-Helper-Utah Division, Subdivision 5

Former SP: Dotsero-Grand Jct.-Rocky Mountain Division, Subdivision 4 (route WA)
Grand Jct.-Helper-Rocky Mountain Division, Subdivision 5 (route WA)

Former SP: Dotsero-Grand Jct.-Denver Division, Subdivision 4 (route WA)
Grand Jct.-Helper-Denver Division, Subdivision 5 (route WA)

Former SP: Dotsero-Grand Jct.-Denver Division, Bond Sub (route WA)
Grand Jct.-Helper-Denver Division, Green River Sub (route WA)

Current UP: [Dotsero-Grand Jct.-Denver Area, Glenwood Springs Sub \(line 727\)](#)
[Grand Jct.-Helper-Salt Lake City Area, Green River Sub \(line 735\)](#)

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8506. Emigrant Gap-Alazon

History:	1866-Emigrant Gap-MP 176.6 by Central Pacific 1866-67-MP 180.0-MP 190.0 by Central Pacific 1867-MP 190.0-MP 193.0; MP 200.0- 230.0 by Central Pacific 1868-Shed 47-MP 200.0; MP 230.0- Carlin by Central Pacific 1869-Carlin-Alazon by Central Pacific 1885-Central Pacific leased by Southern Pacific 1901-line change-MP 241.64-Vista by Central Pacific 1901-03-line change-MP 240.0-MP 260.0 by Central Pacific 1902-line changes-MP 239.42-MP 240.0; MP 260.0-MP 327.84; MP 349.0-MP 360.0; MP 435.0-MP 460.28; MP 537.6-MP 544.4; MP 565.0-MP 571.18 by Central Pacific 1903-line changes-MP 392.8-MP 401.0; MP 418.9-420.9; MP 493.3-MP 508.0; MP 509.75-MP 519.0; MP 528.0-MP 530.1; MP 554.1-MP 557.9 by Central Pacific 1906-line change-MP 519.1-MP 526.35 by Central Pacific 1909-line change-MP 591.15-Alazon by Central Pacific 1924-25 MP 176.6-MP 180.0 by Central Pacific (original line removed-1994) 1924-25 MP 180.0-MP 190.0; MP 200.0-210.0 by Central Pacific (main #2) 1925-MP 190.0-MP 200.0 by Central Pacific (main #2) 1996-Southern Pacific sold to Union Pacific 1996-BNSF granted rights over line 1998-SP merged into UP No date-line changed-both mains, East Troy eliminating tunnel 40
Former SP:	Emigrant Gap-Sparks-Sacramento Division, Sacramento Sub Sparks-Imlay-Salt Lake Division, Sparks Sub Imlay-Carlin-Salt Lake Division-Winnemucca Sub Carlin-Alazon-Salt Lake Division, Elko Sub
Former SP:	Emigrant Gap-Sparks-Sacramento Division, Mountain Sub Sparks-Imlay-Salt Lake Division, Sparks Sub Imlay-Carlin-Salt Lake Division-Winnemucca Sub Carlin-Alazon-Salt Lake Division, Elko Sub
Former SP:	Emigrant Gap-Sparks-Sacramento Division, Mountain Sub Sparks-Carlin-Salt Lake Division, Sparks Sub Carlin-Alazon-Salt Lake Division, Ogden Sub
Former SP:	Emigrant Gap-Sparks-Sacramento Division, Roseville Sub Sparks-Carlin-Salt Lake Division, Sparks Sub Carlin-Alazon-Salt Lake Division, Ogden Sub
Former SP:	Emigrant Gap-Sparks-Sacramento-Salt Lake Division, Roseville Sub Sparks-Carlin-Sacramento-Salt Lake Division, Sparks Sub Carlin-Alazon-Sacramento-Salt Lake Division, Ogden Sub
Former SP:	Emigrant Gap-Sparks-Sacramento Division, Roseville Sub Sparks-Alazon-Sacramento Division, Salt Lake Sub
Former SP:	Emigrant-Sparks-Sacramento Division, Roseville Sub Sparks-Alazon-Salt Lake Division, Salt Lake District, Ogden Line
Former SP:	Emigrant Gap-Sparks-Pacific Division, Roseville District (route A) Sparks-Carlin-Rocky Mountain Division, Nevada District (route A) Carlin-Alazon-Rocky Mountain Division, Ogden District (route A)
Former SP:	Emigrant Gap-Sparks-Roseville Division, Roseville Sub (route A) Sparks-Carlin-Roseville Division, Nevada Sub (route A) Carlin-Alazon-Roseville Division, Ogden Sub (route A)
Former SP:	Emigrant Gap-Sparks-Roseville Division, Roseville Sub (route A)

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Sparks-Carlin-Denver Division, Nevada Sub (route A)
Carlin-Alazon-Denver Division, Ogden Sub (route A)

Current UP: Emigrant Gap-Sparks-Roseville Division, Roseville Sub (line 0917)
Sparks-Weso-Roseville Division, Nevada Sub (line 0795)
Weso-Elko-Roseville Division, Elko Sub (line 0791)
Elko-Alazon-Salt Lake Area, Shafter Sub (line 0785)

8507. Alazon-Ogden

History: 1869-Alazon-MP 670.0-Lucerne; Marriott-Ogden by Central Pacific
1875-second track constructed-MP 668.13-MP Lucerne by Central Pacific
1885-Central Pacific leased by Southern Pacific
1901-Lucerne-Ogden by Central Pacific
1901-03-line change-Moor-MP 643.9
1909-line change-MP 605-MP 607
1952-line change-MP 740.0-MP 750.53
1996-Southern Pacific sold to Union Pacific
[1996-BNSF granted rights over line](#)
1998-SP merged into UP

Former SP: Alazon-Montello-Salt Lake Division, Elko Sub
Montello-Ogden-Salt Lake Division, Ogden Sub

Former SP: Salt Lake Division, Ogden Sub

Former SP: Sacramento-Sal Lake Division, Ogden Sub

Former SP: Sacramento Division, Salt Lake Sub

Former SP: Sacramento Division, Salt Lake Sub, Ogden Line

Former SP: Salt Lake District, Ogden Line

Former SP: Rocky Mountain Region, Ogden District, Ogden Line (route A)

Former SP: Roseville Division, Ogden Sub, Ogden Line (route A)

Former SP: Central Region, Denver Division, Ogden Sub, Ogden line (route A)

Current UP: Salt Lake Area, Lakeside Sub, line 796

8508. Helper-Salt Lake City

History: 1878-79-MP 665.0-Springville by Utah & Pleasant Valley as narrow gauge
1880-Springville-Provo by Utah & Pleasant Valley as narrow gauge
1882-Utah & Pleasant Valley sold to Denver & Rio Grande
1882-MP 630.0-MP 665.0; Provo- Salt Lake City by Denver & Rio Grand as narrow gauge
1882-83-Helper-MP 630.0 by Denver & Rio Grande as narrow gauge
1889-Salt Lake City-Provo converted to standard gauge by Denver & Rio Grande
1890-all remaining narrow gauge lines converted to standard gauge by Denver & Rio Grande
1897-MP 651.92-MP 665.0-2nd main line by Denver & Rio Grande
1900-MP 650.0-651.92-2nd main line by Denver & Rio Grande
1906-MP 644.8-MP 650.0-2nd main line by Denver & Rio Grande
1909-Helper-MP 631.62; MP 638.56-MP 644.8-2nd main line by Denver & Rio Grande
1912-MP 665.0-MP 680.0-2nd main line by Denver & Rio Grande
1912-13-MP 631.62-MP 638.56; Springville-MP 700.0-2nd main line by Denver & Rio

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Grande

1913-MP 651.92-MP 665.0-double track relocated by Denver & Rio Grande
1913-MP 680.0-MP 696.71by Utah Coal RY-2nd main line
1913-MP 696.71-Springville by Utah Railway (2nd main, Utah RY rights over UP/UP rights over UP gained with DRGW merger)
1914-Utah Coal RY sold to Denver & Rio Grande
1921-Denver & Rio Grande became Denver & Rio Grande Western
1983-line change-Thistle-MP 683.63 by D&RGW (both main lines)
1988-D&RGW part of Southern Pacific Transportation
[1996-BNSF granted rights over line](#)
1997-D&RGW merged into Union Pacific

Former DRGW: Salt Lake City Division, Sub-Division 6
Former DRGW: Utah Division, Subdivision 6
Former SP: Rocky Mountain Division, Subdivision 6 (route WA)
Former SP: Denver Division, Subdivision 6 (route WA)
Former SP: Denver Division, Provo Sub

Current UP: Salt Lake City Area, Provo Sub (line 740)

8509. Oakland-Newark

History: 1869-Jack London Square-MP 12.0 by Central Pacific
1870-Jack London Square-Oakland by Central Pacific
1874-MP 12.0-Newark by Central Pacific
1885-Central Pacific leased by Southern Pacific
1996-Southern Pacific sold to Union Pacific
[1996-BNSF granted rights over line](#)
1998-SP merged into UP

Former SP: Western Division, Niles Sub
Former SP: Western-Coast Division, Niles Sub
Former SP: Western Division, Niles Sub, Haywood Line
Former SP: Western Division, Coast District, Hayward Line
Former SP: Pacific Region, Coast District, Hayward Line (route D)
Former SP: Roseville Division, Coast Sub, Hayward Line (route D)

Current UP: 10th St.-North Newark-Roseville Area, Niles Sub (line 922)

8510. Niles Jct.-San Jose

History: 1865-66 by San Francisco & San Jose RR
1871-SF&SJ consolidated into Southern Pacific
[1996-BNSF granted rights over line](#)
1998-SP merged into Union Pacific

Former SP: Western Division, Niles Sub
Former SP: Western-Coast Division, Niles Sub
Former SP: Western Division, Niles Sub, Milipas Line

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Former SP: Western Division, Coast District, Milipas Line
Former SP: Pacific Region, Coast District, Milipas Line (route DAB)
Former SP: Roseville Division, Coast District, Milipas Line (route DA)
Current UP: Roseville Area, Warm Springs Sub (line 953)

8511. Oakland-Sacramento

History: 1863-MP 88.37-Sacramento by Central Pacific
1868-MP 49.5-75.5 by California Pacific
1869-Oakland-MP 5 by Central Pacific
1869-MP 75.5-MP 88.37 by California Pacific
1870-MP 88.37-88.73 by California Pacific
1876-MP5-MP 6.24 by Central Pacific
1878-Port Costa-Martinez by Central Pacific
1878-California Pacific leased by Central Pacific
1878-Martinez-Ferry by California Northern
1879-MP 6.24-MP 10 by Central Pacific
1879-MP 10-Port Costa by Northern RY
1879-MP 35.6-MP 49.5 by California Northern
1886-California Northern becomes Northern California
1889-Northern California purchased by Southern Pacific
1885-Central Pacific leased by Southern Pacific
1898-Northern RY consolidated into Southern Pacific
1911-line relocation-MP 87.9-MP 88.84 by Central Pacific (SP)
1929-30-Ferry-MP 35.6 by Southern Pacific (Benicia cut-off & bridge)
1996-Southern Pacific sold to Union Pacific
[1996-BNSF granted rights over line](#)
1998-SP merged into UP

Former SP: Western Division, Martinez Sub
Former SP: Western-Coast Division, Martinez Sub
Former SP: Western Division, Martinez Sub
Former SP: Western Division, Martinez District, Sacramento Line
Former SP: Pacific Region, Martinez District, Sacramento Line (route A)
Former SP: Roseville Division, Martinez Sub, Sacramento Line (route A)

Current UP: Roseville Division, Martinez Sub (line 0910)

8512. Sacramento-Emigrant Gap

History: 1863-Sacramento-Elvas by Central Pacific
1864-Elvas-MP 120.0 by Central Pacific
1864-65-MP 120.0-MP 130.0 by Central Pacific
1865-MP 130.0-MP 159.5 by Central Pacific
1865-66-MP 159.5-MP 170.0 by Central Pacific
1866-MP 170.0-Emigrant Gap by Central Pacific
1885-Central Pacific leased by Southern Pacific
1909-line changes, track 1 MP 110.45-MP 111.9; MP 119.5-MP 120.5; MP 127.26-MP 127.83; MP 128.1-MP 129.38; MP 129.5; MP 130.0-MP 130.3; MP 130.8-MP 132.0;

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MP 140.0-142.1 by Central Pacific (SP)
1909-10-MP 110.0-Emigrant Gap 2nd track by Central Pacific (SP)
1944-line change, track 1-near Tunnel 23-MP 132.51 by Central Pacific (SP)
1954-line change, track 1-MP 159.95-MP 161.2 by Central Pacific (SP)
1954-line change, track 2-MP 160.1-MP 161.31 by Central Pacific (SP)
1996-Southern Pacific sold to Union Pacific
[1996-BNSF granted rights over line](#)
1998-SP merged into UP
Unknown date-line change, track 2-MP 125.98-MP 126.42 by SP?

Former SP: Sacramento Division, Sacramento Sub

Former SP: Sacramento-Roseville-Sacramento Division, Sacramento Sub
Roseville-Emigrant Gap-Sacramento Division, Mountain Sub

Former SP: Sacramento Division-Roseville Sub

Former SP: Sacramento-Salt Lake Division, Roseville Sub

Former SP: Sacramento Division, Roseville Sub

Former SP: Sacramento Division, Roseville District

Former SP: Sacramento-Roseville-Pacific Division, Martinez District (line A)
Roseville-Emigrant-Pacific Division, Roseville District (line A)

Former SP: Sacramento-Roseville-Roseville Division, Martinez Sub (line A)
Roseville-Emigrant Gap-Roseville Division, Roseville Sub (line A)

Current UP: [Sacramento-East Roseville-Roseville Area, Martinez Sub \(line 0910\)](#)
[East Roseville-Emigrant Gap-Roseville Area, Roseville Sub \(line 0917\)](#)

8513. Delta-East Upton

History: 1885-Delta-MP 300.0 by Central Pacific
1885-Central Pacific leased by Southern Pacific
1886-MP 300.0-North Azalea by Central Pacific
1887-North Azalea-Upton by Central Pacific
1932-line change-MP 338.17 to Upton by SP
1996-Southern Pacific sold to Union Pacific
1998-SP merged into UP

Former SP: Delta-Dunsmuir-Sacramento Division, Redding Sub
Dunsmuir-Upton-Sacramento Division, Black Butte Sub

Former SP: Delta-Dunsmuir-Shasta Division, Redding Sub
Dunsmuir-Upton-Shasta Division, Black Butte Sub

Former SP: Delta-Dunsmuir-Sacramento-Salt Lake Division, Redding Sub
Dunsmuir-Upton-Portland-Shasta Division, Black Butte Sub

Former SP: Delta-Dunsmuir-Sacramento Division, Valley Sub, West Valley Line
Dunsmuir-Upton-Oregon Division, Black Butte Sub, Shasta Line

Former SP: Delta-Dunsmuir-Sacramento Division, Valley Sub, East Valley Line
Dunsmuir-Upton-Oregon Division, Black Butte Sub, Shasta Line

Former SP: Delta-Dunsmuir-Shasta Division, Valley District, East Valley Line
Dunsmuir-Upton-Shasta Division, Black Butte District, Shasta Line

Former SP: Delta-Dunsmuir-Pacific Region, Valley District, East Valley Line (route C)
Dunsmuir-Upton-Pacific Region, Black Butte District, Shasta Line (route CF)

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Former SP: Delta-Dunsmuir-Rossville Division, Valley Sub, East Valley Line (route C)
Dunsmuir-Upton-Roseville Division, Black Butte Sub, Shasta Line (route CF)

Current UP: Delta-Dunsmuir-Roseville Area, Valley Sub (line 918)
Dunsmuir-Upton-Roseville Area, Black Butte Sub (line 920)

8514. East Upton-West Worden

History: 1887-Upton-MP 345.0 by Central Pacific (Leased in 1886 by Southern Pacific)
1903-04-MP 345.0-363.5 by Weed Lumber Company
1905-Weed Lumber Company sold to California Northeastern RY
1906-MP 363.5-Grass Lake by California Northeastern
1907-Grass Lake-Bray by California Northeastern
1908-Bray-West Worden by California Northeastern
1909-line changed-Doris-MP 411.16
1911-California Northeastern RY sold to Oregon Eastern RY
1912-Oregon Eastern RY sold to Central Pacific (SP)
1926-line change-MP 345.0-MP 365.0-Black Butte Cutoff by SP
1996-Southern Pacific sold to Union Pacific
1998-SP merged into UP

Former SP: Sacramento Division, Black Butte Sub

Former SP: Shasta Division, Black Butte Sub

Former SP: Portland-Shasta Division, Black Butte Sub

Former SP: Oregon Division, Black Butte Sub, Shasta Line

Former SP: Shasta Division, Black Butte District, Shasta Line

Former SP: Pacific Region, Black Butte District, Shasta Line (route CF)

Former SP: Roseville Division, Black Butte Sub, Shasta Line (route CF)

Current UP: Roseville Area, Black Butte Sub (line 920)

8515. Roseville-Delta

History: 1861-Roseville-MP 117.2 by California Central RR
1864-California Central sold to Central Pacific
1866-MP 117.2-MP 134.0 by The Yuba RR
1868-69-MP 134.0- Sunset by California & Oregon RR
1869-Sunset-MP 160.0 by California & Oregon RR
1869-70-MP 160.0-Chico by California & Oregon RR
1870-Yuba RR and California & Oregon part of Central Pacific
1871-Chico-Red Bluff by Central Pacific
1872-Red Bluff-Redding by Central Pacific
1884-Redding-Delta by Central Pacific
1885-Central Pacific leased to Southern Pacific
1941-line relocated-Redding-MP 288.72 Shasta Dam Project
1996-Southern Pacific sold to Union Pacific
1998-SP merged into UP

Former SP: Roseville-Gerber-Sacramento Division, Sacramento Sub
Gerber-Delta-Sacramento Division, Redding Sub

Former SP: Roseville-Tehama-Sacramento Division, East Valley Sub

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Tehama-Gerber-Sacramento Division, West Valley Sub
Gerber-Delta-Shasta Division, Redding Sub

Former SP: Roseville-Tehama-Sacramento-Salt Lake Division, East Valley Sub
Tehama-Gerber-Sacramento-Salt Lake Division, West Valley Sub
Gerber-Delta-Sacramento-Salt Lake Division, Redding Sub

Former SP: Roseville-Tehama-Sacramento Division, Valley Sub, East Valley Line
Tehama-Delta-Sacramento Division, Valley Sub, West Valley Line

Former SP: Sacramento Division, Valley Sub, East Valley Line

Former SP: Shasta Division, Valley District, East Valley Line

Former SP: Pacific Region, Valley District, East Valley Line (route C)

Former SP: Roseville Division, Valley Sub, East Valley Line (route C)

Current UP: Roseville Area, Valley Sub (line 918)

8516. West Worden-Bieber Line Jct.

History: 1909-West Worden-Bieber Line Jct. by California & Northeastern RY (leased to SP)
1996-Southern Pacific sold to Union Pacific
1998-SP merged into UP

Former SP: Sacramento Division, Black Butte Sub

Former SP: Shasta Division, Black Butte Sub

Former SP: Portland-Shasta Division, Black Butte Sub

Former SP: Oregon Division, Black Butte Sub, Shasta Line

Former SP: Shasta Division, Black Butte District, Shasta Line

Former SP: Pacific Region, Black Butte District, Shasta Line (route CF)

Former SP: Roseville Division, Black Butte Sub, Shasta Line (route CF)

Current UP: Roseville Area,, Black Butte Sub (line 920)

8517. North Elmhurst-Burbank Jct.

History: 1869-MP 44.53-MP 80.0 by Santa Clara & Pajaro Valley
1870-SC&PV consolidated into Southern Pacific
1871-MP 80.0-MP 100.0 by SP
1872-MP 100.0-MP 120.0 by SP
1873-MP 120.0-Soledad by SP
1877-Carter-MP 44.53 by South Pacific Coast (narrow gauge)
1878-MP15.1-Carter by South Pacific Coast (narrow gauge)
1886-Soledad-Templeton by SP
1887-South Pacific Coast leased by SP
1887-MP 351.1-MP 400.0 by SP
1888-Templeton-MP 231.7 by SP
1891-94-MP 231.7-MP 245.3 by SP
1894-MP 245.3-San Luis Obispo by SP
1895-San Luis Obispo-Casmalia by SP
1896-Casmalia-MP 300.0 by SP
1898-MP 300.0-MP 305.0; MP 310.0-MP 312.5; MP 400.0-MP 404.54 by SP
1898-line changes-MP 143.33-MP 147.93; MP 164.2-MP 165.7; Atascadero-MP 228.7

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- by SP
1899-MP 305.0-MP 310.0; MP 312.5-MP 318.2; MP 404.54-MP 406.8 by SP
1900-MP 318.2-MP 340.0; MP 406.8-Hasson by SP
1901-04-Hasson-Chatsworth by SP
1906-narrow gauge converted to standard gauge by Southern Pacific
1906-North Elmhurst-MP 15.1; MP 340.0-MP 351.1; Chatsworth-Burbank Jct. by SP
1915-line change MP 148.8-MP 153.04 by SP
- Sold:** 1991-MP 44.0-MP 51.4 to Peninsula Powers Joint Board (Caltrans)-freight rights retained. ½ sold to PPJB-MP 51.4-MP 80.7.
1991-Las Posas-Burbank Jct. to SCRRA (Metrolink)
- Sold:** 1996-SP to Union Pacific
1998-SP merged into UP
- Note:** Only major line changes are included in this history.
- Former SP:** Elmhurst-San Jose.-Western Division, Niles Sub
San Jose-Watsonville Jct.-Coast Division, San Francisco Sub
Watsonville Jct.-San Luis Obispo-Coast Division, Salinas Sub
San Luis Obispo-Santa Barbara-Coast Division, Guadalupe Sub
Santa Barbara-Burbank Jct.-Los Angeles Division, Ventura Sub
- Former SP:** Elmhurst-San Jose.-Western Division, Niles Sub
San Jose-Watsonville Jct.-Coast Division, Gilroy Sub
Watsonville Jct.-King City-Coast Division, Salinas Sub
King City-San Luis Obispo-Coast Division, Santa Margarita Sub
San Luis Obispo-Santa Barbara-Coast Division, Guadalupe Sub
Santa Barbara-Burbank Jct.-Los Angeles Division, Ventura Sub
- Former SP:** Elmhurst-San Jose.-Western Division, Niles Sub
San Jose-Watsonville Jct.-Coast Division, San Francisco Sub
Watsonville Jct.-San Luis Obispo-Coast Division, Salinas Sub
San Luis Obispo-Burbank Jct.-Los Angeles Division, Santa Barbara Sub
- Former SP:** Elmhurst-San Jose.-Western-Coast Division, Niles Sub
San Jose-Watsonville Jct.-Western-Coast Division, San Francisco Sub
Watsonville Jct.-San Luis Obispo-Western-Coast Division, Salinas Sub
San Luis Obispo-Burbank Jct.-Los Angeles Division, Santa Barbara Sub
- Former SP:** Elmhurst-San Jose.-Western Division, Niles Sub
San Jose-Watsonville Jct.-Coast Division, San Francisco Sub
Watsonville Jct.-San Luis Obispo-Coast Division, Salinas Sub
San Luis Obispo-Burbank Jct.-Los Angeles Division, Santa Barbara Sub
- Former SP:** Elmhurst-Niles Jct.-Western Division, Niles Sub, Haywood Line
Niles Jct.-San Jose-Western Division, Niles Sub, Milpitas Line
San Jose-Watsonville Jct.-Western Division, San Francisco Sub, Coast Line
Watsonville Jct.-San Luis Obispo-Western Division, Salinas Sub, Coast Line
San Luis Obispo-Burbank Jct.-Los Angeles Division, Santa Barbara Sub, Coast Line
- Former SP:** Elmhurst-Niles.-Western Division, Coast District, Haywood Line
Niles-San Jose-Western Division, Coast District, Milpitas Line
Watsonville Jct.-San Luis Obispo-Western Division, Coast District, Coast Line
San Luis Obispo-Burbank Jct.-Los Angeles Division, Santa Barbara District, Coast Line
- Former SP:** Elmhurst-Watsonville Jct.-Pacific Region, Coast District, Coast Line (routes L & E)
Watsonville Jct.-San Luis Obispo-Pacific Region, Coast District, Coast Line (route E)
San Luis Obispo-Burbank Jct.-Southwestern Region, Santa Barbara District, Coast Line (route E)
- Former SP:** Elmhurst-Watsonville Jct.-Roseville Division, Coast Sub, Coast Line (routes L & E)
Watsonville Jct.-San Luis Obispo-Los Angeles Division, Salinas Sub, Coast Line (route E)
San Luis Obispo-Burbank Jct.-Los Angeles Division, Santa Barbara Sub, Coast Line (route E)
- Former UP:** North Elmhurst-San Luis Obispo-Roseville Division, Coast Sub (line 950)

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San Luis Obispo-Moor Park-Los Angeles Division, Santa Barbara Sub (line 958)

Former SCRRA: Moor Park -Burbank Jct.-Ventura Sub

Current UP: North Elmhurst-San Luis Obispo-Roseville Division, Coast Sub (line 950)
San Luis Obispo-Las Posas-Los Angeles Division, Santa Barbara Sub (line 958)

Current SCRRA: Las Pasos -Burbank Jct.-Ventura Sub

8518. Iowa Jct.-Beaumont

History: 1861-Orange Siding- Beaumont by Texas & New Orleans as wide gauge
1876-T&NO track changed to standard gauge
1881-Iowa Jct.-Orange Siding by Louisiana Western
1885- LW leased to SP
1881-Iowa Jct.-Orange Siding by Louisiana Western
1927- LW leased to Texas & New Orleans
1961-T & NO merged into SP
1985-leased lines to T&NO leased to SP Transportation
1995-leased lines merged into SP Transportation
1996-SP sold to Union Pacific
[1996-Rights granted to BNSF](#)
1998-SP merged into UP

Former T&NO: Iowa Jct.-Echo-Lafayette Division, Echo Sub
Echo-Beaumont-Houston Division, Beaumont Sub

Former T&NO and SP: Iowa Jct.-Echo-Lafayette Division, Echo Sub
Echo-Beaumont-Lafayette Division, Beaumont Sub

Former SP: Lafayette Division, Lafayette Sub

Former SP: Gulf Coast Region, Lafayette District, Lafayette Line (route TNH)

Former SP: Houston Division, Lafayette Sub, Lafayette Line (route TNH)

Current UP: [Houston Area, Lafayette Sub \(line 595\)](#)

8519. Beaumont-Dawes

History: 1861-by Texas & New Orleans as wide gauge
1876-T&NO track changed to standard gauge
1961-T & NO merged into SP
1985-leased lines to T&NO leased to SP Transportation
1995-leased lines merged into SP Transportation
1996-SP sold to Union Pacific
[1996-Rights granted to BNSF](#)
1998-SP merged into UP

Former T&NO: Houston Division, Beaumont Sub

Former T&NO & SP: Lafayette Division, Beaumont Sub

Former SP: Lafayette Division, Lafayette Sub

Former SP: Gulf Coast Region, Lafayette District, Lafayette Line (route TNH)

Former SP: Houston Division, Lafayette Sub, Lafayette Line (route TNH)

Current UP: [Houston Area, Lafayette Sub \(line 595\)](#)

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8520-unused

8521. North Shore Jct.-Dayton Jct.

History: 1918-Exxon Jct.-Dayton Jct. by Dayton-Goose Creek RY
1926-Dayton-Goose Creek RY leased by Texas & New Orleans
1927-North Shore Jct.-Exxon Jct. by Houston North Shore RY
1927-Houston North Shore sold to Beaumont, Sour Lake, & Western which was a subsidiary of New Orleans, Texas, & Mexico
1956-Beaumont, Sour Lake, & Western merged into Missouri Pacific
1961-T&NO merged into Southern Pacific
1982-Missouri Pacific acquired by Union Pacific
1985-T&NO leased lines leased to Southern Pacific Transportation
1996-SP sold to Union Pacific
[1996-BNSF granted rights Dawson Jct.-Baytown](#)
1997-MP merged into UP
1998-SP merged into UP

Note: Part of this line is duplicated on segment 1287 and also 8906

Former MP: Settegast-Baytown- DeQuincy Division, Baytown Sub

Former UP: Settegast Yard-Cedar Bayou-Kingsville Division, Baytown Branch

Former UP: Settegast Yard-Cedar Bayou-Gulf Division, Baytown Branch (line 103)

Former UP: Settegast Yard-Cedar Bayou-Houston Division, Baytown Branch (line 103)

Former T&NO: Dayton-Baytown-Houston Division, Baytown Sub

Former T&NO: Dayton-end of Baytown Sub-Houston Division, Baytown Sub

Former T&NO & SP: Dayton-Baytown-Lafayette Division, Baytown Sub

Former SP: Dayton-Eldon-Gulf Coast Region, Lafayette District, Baytown Branch (route TBA)
Eldon Jct.-end of main track-Gulf Coast Region, Lafayette District, Cedar Bayou Branch

Former SP: Dayton-Eldon-Houston Division, Lafayette Sub, Baytown Branch (route TBA)
Eldon Jct.-end of main track-Houston Division, Lafayette Sub, Cedar Bayou Branch

Former UP: North Shore Jct.-Cedar Bayou-Houston Service Unit, Baytown Branch

Current UP: [North Shore Jct.-Dayton Jct.-Houston Area, Baytown Sub \(line560\)](#)

8522. BRI Jct.-Nena

History: 1889 by Dallas & Waco RY
1891-sold to KATY
1988-KATY sold to Missouri Pacific (UP)
[1996-rights granted over line to BNSF](#)

Sold: [1996-MP 768.9-MP 798.03 to BNSF; UP maintains all industrial tracks](#)
1997-MP merged into UP

Former Katy: Southern Division, Hillsboro Sub

Former UP: Ft. Worth Division, Hillsboro Sub

Former UP: Ft. Worth Terminal Area, Waxahachie Sub (line 557)

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Current UP: Dallas/Ft. Worth Area, Waxahachie Industrial Lead

8523. Houston (Tower 68)-Joyce

History: 1895-Manchester Jct.-MP 8.75; MP 16.88-Joyce by Galveston, Laporte, & Houston
1899-GL&H changed to Galveston, Houston, & Northern
unknown-Tower 68-Tower 86
1903-Tower 86-HB&T Tower; Galena Park-Manchester Jct. by Galveston, Harrisburg,
& San Antonio
1905-Galveston, Houston, & Northern consolidated into Galveston, Harrisburg, & San
Antonio
1927-GH&SA leased to Texas & New Orleans
1929?-HB&T Tower-Galena Park; MP 9.5-Deer Park Jct. by Port Terminal RR
Association
1961-MP 8.75-MP 9.5; Deer Park Jct.-MP 16.88 by T&NO
1961-T&NO merged into Southern Pacific
1996-SP sold to Union Pacific
1998-SP merged with UP

Note: Date of construction for PTRA is based on incorporation date; no record on track charts.
Also note that older timetables may show a slightly different route. Also see segment
8907-PTRA is eastbound main, 8523 is westbound in places.

Former T&NO: Tower 68-Laporte-Houston Division, Galveston Sub

Former T&NO: Tower 68-Laporte-San Antonio, Houston, & Dallas Divisions, Galveston Sub
Laporte-Joyce-San Antonio, Houston, & Dallas Divisions, Galveston Sub on spur

Former SP: Tower 68-Laporte-Houston Division, Galveston Sub, Galveston Line
Laporte-Joyce-Houston Division, Galveston Sub, Galveston Line on spur

Former SP: Gulf Port Region, Houston Terminal District, Galveston Line (route TGA)

Former SP: Houston Division, Houston Terminal Sub, Galveston Line (route TGA)

PTRA: Galena Jct.-Sinco Jct.-Clinton Sub
Manchester-Sinco-Manchester Sub

Current UP: Tower 68-Laporte-Houston Area, Strang Sub (line 620)
Laporte-Joyce-Houston Area, Seabrook Industrial Lead

8524. Houston (Tower 26)-Jordan

History: 1876-Tower 26-TX/LA state line by Houston East & West Texas as narrow gauge
1885-TX/LA state line-MP 200.0 by HE&WT as a narrow gauge
1885-MP 200.0-Jordan by Houston & Shreveport as a narrow gauge
1894-narrow gauge lines changed to standard gauge
1927-HE&WT and H&S leased to Texas & New Orleans
1961-T&NO merged into Southern Pacific
1996-SP sold to Union Pacific
[1996-BNSF granted rights over line](#)
1998-SP merged with UP

Former T&NO: Tower 26-Lufkin-Houston Division, Lufkin Sub
Lufkin-Shreveport Jct. (Jordan)-Houston Division, Shreveport Sub

Former T&NO: San Antonio, Houston, & Dallas Divisions, Lufkin Sub

BNSF TRACK SEGMENTS-8500-8599

Former SP: Tower 26-Lufkin-Houston Division, Lufkin Sub, Lufkin Line
Lufkin-Jordan-Houston Division, Shreveport Sub, Shreveport Line

Former SP: Gulf Coast Region, Lufkin District, Lufkin Line (route TSP)

Former SP: Houston Division, Lufkin Sub, Lufkin Line (route TSP)

Current UP: Houston Area, Lufkin Sub (line 612)

8525. La Salle-Boettcher

History: 1910-La Salle-Dent by Union Pacific
1911-Dent-Ft. Collins by UP
1916-crossing at Ft. Collins with C&S by UP
1924-from the Ft. Collins XING-Boettcher by UP
1995-rights granted over 4600 feet from Mulberry-Linden Sts. In Ft. Collins to BN

Abandoned: 1995-MP 30.66-MP 31.23 for rights over BN-segment 476

Note: Ft. Collins area listed above is now considered a joint line.

Former UP: La Salle-Dent-Colorado Division, Dent Subdivision
Dent-Boettcher-Colorado Division, Ft. Collins Branch

Former UP: La Salle-Dent-Wyoming Division, Dent Branch (line 230, added in 1986)
Dent-Boettcher-Wyoming Division, Ft. Collins Branch (line 231, added in 1986)

Former UP: La Salle-Dent-Cheyenne Division, Dent Branch (line 230)
Dent-Boettcher-Cheyenne Division, Ft. Collins Branch (line 231)

Former UP: Cheyenne Division, Ft. Collins Branch (line 231)

Former UP: Cheyenne Service Unit, Ft. Collins Branch (line 231)

Current UP: Denver Area. Ft. Collins Sub (line 713)

8526. Little Rock Jct.-Texmo Jct.

History: 1870-Pine Bluff-McGehee by Little Rock, Pine Bluff, & New Orleans
1875-LRPB&NO part of Little Rock, Mississippi, & Texas
1880-East Little Rock-Pine Bluff by Little Rock, Mississippi, & Texas
1887-LRM&T part of St. Louis, Iron Mountain, & Southern
1890-McGehee- Riverton by Houston, Central Arkansas, & Northern RY
1891-Riverton-Red River Jct. by HCA&N
1892-Red River Jct.-Texmo Jct. by HCA&N
1892-HCA&N part of St. Louis, Iron Mountain, & Southern
1894-LR Jct.-East Little Rock by Choctaw, Oklahoma, & Gulf
1904-CO&G acquired by CRIP
1917-StLIR&S sold to Missouri Pacific
1945-line change-MP 527.0-MP 529.4 by MP
1966-line change-MP 578.0-MP 580.0 eliminating 1.27 miles
1982-Missouri Pacific acquired by Union Pacific
1983-ex-CRIP line acquired by Missouri Pacific
1996-BNSF granted rights over line
1997-MP merged into UP

Former CRIP: North Little Rock-MoPac XING-Southern Division, Subdivision 29

Former MP: CRIP XING-Texmo Jct.-Louisiana Division, Monroe Sub

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Former UP: LR Jct.-McGehee-Arkansas Division, Pine Bluff Sub
McGehee-Texmo Jct.-Arkansas Division, Monroe Sub

Former UP: LR Jct.-McGehee-Arkansas Division, Pine Bluff Sub (line 028)
McGehee-Texmo Jct.-Louisiana Division, Monroe Sub (line 015)

Former UP: LR Jct.-MP 353.0-Little Rock Division, Pine Bluff Sub (line 028)
MP 353.0-McGehee-Arkansas Division, Pine Bluff Sub (line 028)
McGehee-MP 591.4-Arkansas Division, Monroe Sub (line 015)
MP 591.4-Texmo Jct.-Louisiana Division, Monroe Sub (line 015)

Former UP: LR Jct.-MP 353.0-North Little Rock Division, Monroe Sub (line 15)
MP 353.0-MP 591.4-Arkansas Division, Monroe Sub (line 15)
MP 591.4-Texmo Jct.-Louisiana Division, Monroe Sub (line 015)

Former UP: Houston Service Area, Monroe Sub (line 15)

Former UP: LR Jct.-East Pine Bluff-North Little Rock Area, White Bluff Sub (line 420)
East Pine Bluff-McGehee-North Little Rock Area, McGehee Sub (line 425)
McGehee-Texmo Jct.-North Little Rock Area, Monroe Sub (line 450)

Current UP: LR Jct.-N. UP Conn-North Little Rock Area, White Bluff Sub (line 420)
N. UP Conn-S. UP Conn-North Little Rock Area, Pine Bluff Sub (line 447)
S, UP Conn-Monroe-North Little Rock Area, McGehee Sub (line 425)
Monroe-Texmo Jct.-North Little Rock Area, Monroe Sub (line 450)

8527. Dexter Jct.-Jonesboro

History: 1882-Malden Jct.-MP 69.65 by Little Rock Valley & Arkansas RR as narrow gauge
1882-LRV&A consolidated into Texas & St. Louis
1882-MP 69.65-Jonesboro Jct. by Texas & St. Louis as narrow gauge
1886-T&StL part of St. Louis, Arkansas & Texas
1886-narrow gauge lines changed to standard gauge
1889-Dexter Jct.-Malden Jct. by St. Louis, Arkansas, & Texas
1891-St.LA&T part of St. Louis-Southwestern
1932-SSW controlled by SP
1996-SSW sold to UP
[1996-BNSF granted rights over line](#)
1997-SSW merged into UP

Former SSW: Illmo Sub

Former SSW: (SP Eastern Region)-Pine Bluff Division, Illmo Sub

Former SP: Midwest Region, Illmo District, Illmo Line (route TCI)

Former SP: Pine Bluff Division, Illmo Sub, Illmo Line (route TCI)

Former SP: Central Region, Midwest Division, Illmo Sub, Illmo Line (route TCI)

Current UP: North Little Rock Division, Jonesboro Sub (line 440)

8528. Jonesboro-Shreveport

History: 1880-MP 261.32-MP 262.1 by Little Rock, Mississippi, & Texas
1882-Jonesboro (Jct.)-MP 210.0 by Texas & St. Louis as narrow gauge
1882-North Pine Bluff- MP 261.32; MP 262.1-Shreveport Jct. by T&StL
1883-MP 210.0-North Pine Bluff by T&StL as narrow gauge
1886-T&StL part of St. Louis, Arkansas, & Texas
1886-narrow gauge lines changed to standard gauge
1887-LRM&T part of St. Louis, Iron Mountain, & Southern

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1888-Shreveport Jct.-Louisiana Jct.. by StLA&T
1891-StLA&T part of St. Louis-Southwestern
1903-line change-MP 239.4-MP 242.37
1907-Louisiana Jct.-Shreveport by Shreveport Bridge & Terminal Company with SSW and Louisiana & Arkansas (KCS) joint usage over tracks.
1917-StLIM&S sold to Missouri Pacific
1932-SSW controlled by Southern Pacific
1982-Missouri Pacific acquired by Union Pacific
[1996-BNSF granted rights over line](#)
1997-SSW and MP merged into Union Pacific

Notes: Also, starting with 1992 timetables, Pine Bluff Shops-West Pine Bluff joint line with UP (ex-MP)

Former SSW: Jonesboro-Pine Bluff Yard-Jonesboro Sub
Pine Bluff Yard-Shreveport Jct.-Pine Bluff Sub
Shreveport Jct.-Shreveport-Shreveport Sub

Former SSW: (SP Eastern Region)-Jonesboro-Pine Bluff Yard-Pine Bluff Division, Jonesboro Sub
Pine Bluff Yard-Shreveport Jct.-Pine Bluff Division, Pine Bluff Sub
Shreveport Jct.-Shreveport-Pine Bluff Division, Shreveport Sub

Former SP: Jonesboro-Pine Bluff Yard-Midwest Region, Illmo District, Jonesboro Line (route TCT)
Pine Bluff Yard-Shreveport Jct.-Midwest Region, Pine Bluff District, Pine Bluff Line (route TCT)
Shreveport Jct.-Shreveport-Midwest Region, Pine Bluff District, Shreveport Line (route TCK)

Former SP: Jonesboro-Pine Bluff Yard-Pine Bluff Division, Illmo Sub, Jonesboro Line (route TCT)
Pine Bluff Yard-Shreveport Jct.-Pine Bluff Division, Pine Bluff Sub, Pine Bluff Sub (route TET)
Shreveport Jct.-Shreveport-Pine Bluff Division, Pine Bluff Sub, Shreveport Line (route TCK)

Former SP: Jonesboro-Pine Bluff Yard-Midwest Division, Illmo Sub, Jonesboro Line (route TCT)
Pine Bluff Yard-Shreveport Jct.-Midwest Division, Pine Bluff Sub, Pine Bluff Line (route TCT)
Shreveport Jct.-Shreveport-Midwest Division, Pine Bluff Sub, Shreveport Line (rte TCK)

Current UP: [Jonesboro-Pine Bluff Yard-North Little Rock Division, Jonesboro Sub \(line 440\)](#)
[Pine Bluff Yard-Shreveport Jct.-North Little Rock Division, Pine Bluff Sub \(line 447\)](#)
[Shreveport Jct.-Shreveport-North Little Rock Division, Shreveport Sub \(line 453\)](#)

8529-unused

8530. Briark-Brinkley

History: 1853 by Memphis & Little Rock
1867-M&LR changed to Little Rock & Memphis
1899-LR&M changed to Choctaw & Memphis
1900-C&M merged into Choctaw, Oklahoma, & Gulf
1904-leased to CRIP
Unknown-SSW granted rights over line by CRIP

Sold: [1982-to St. Louis-Southwestern \(SP\)](#)
1996-SSW sold to Union Pacific
[1996-BNSF Granted rights over line](#)
1997-SSW merged into MP

Former CRIP: Arkansas-Louisiana Division, Subdivision 52

Former CRIP: Southern Division, Subdivision 29

Former SSW: (SP Eastern Region)-Pine Bluff Division, Memphis Sub

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Former SP: Midwest Region, Illmo District, Memphis Line (route RIM)

Former SP: Pine Bluff Division, Illmo Sub, Memphis Line (route RIM)

Former SP: Midwest Division, Illmo Sub, Memphis Line (route RIM)

Current UP: North Little Rock Division, Brinkley Sub (line 445)

8531. Dallas-Sierra Blanca

History: 1873-Forrest Avenue-West Tower 55 by Texas & Pacific
1880-West Tower 55-Chub by T&P
1881-Chub-Sierra Blanca by T&P
1976-T&P merged into Missouri Pacific
1982-MP acquired by Union Pacific
[1992-rights granted to ATSF over line-Tower 55-Tecific](#)
1997-MP merged into MP

Former MP and UP: Dallas-Centennial Yard-Dallas/Ft. Worth Terminal Division, Dallas Sub
Centennial Yard-Big Spring-Rio Grande Division, Baird Sub
Big Spring-Sierra Blanco-Rio Grande Division, Toyah Sub

Former UP: Dallas-Centennial Yard-Texas Division, Dallas Sub (line 154)
Centennial Yard-Big Spring-Texas Division, Baird Sub (line 152)
Big Spring-Sierra Blanco-Texas Division, Toyah Sub (line 162)

Former UP: Dallas-Centennial Yard-Ft. Worth Division, Dallas Sub (line 154)
Centennial Yard-MP 251.8-Ft. Worth Division, Baird Sub (line 152)
MP 251.8-Sierra Blanca-Texoma Division, Baird Sub (line 152)

Former UP: Dallas-Centennial Yard-San Antonio Service Unit, Dallas Sub (line 154)
Centennial Yard-Sierra Blanca-San Antonio Service Unit, Baird Sub (line 152)

Former UP: Dallas-Centennial Yard-Dallas/Ft. Worth Area, Dallas Sub (line 500)
Centennial Yard-Sweetwater-Dallas/Ft. Worth Area-Baird Sub (line 511)
Sweetwater-CPT 653-Dallas/Ft. Worth Area, Toyah Sub
CPT653-Sierra Blanco-El Paso Area, Toyah Sub

Current UP: Dallas-Bryant-Dallas/Ft. Worth Area, Dallas Sub (line 500)
Bryant-Sweetwater-Dallas/Ft. Worth Area, Baird Sub (line 511)
Sweetwater-Sierra Blanco-Sunset Area, Toyah Sub (line 515)

8932. Valley Jct.-Charleston Jct.

History: 1873-Dexter Jct.-Charleston Jct. by Cairo, Arkansas, & Texas as wide gauge
1874-CA&T consolidated into St. Louis, Iron Mountain, & Southern
1875-wide gauge changed to standard gauge by StLIM&S
1889-Simbco-Dexter Jct. by St. Louis, Arkansas, & Texas
1891-StLA&T part of St. Louis-Southwestern
1898-Illmo-MP 136.8 by St. Louis-Southwestern
1903-Valley Jct.-Simbco by St. Louis Valley
1903-St. Louis Valley part of St. Louis, Iron Mountain, & Southern
1904-rights granted over SSW tracks to StLIM&S
1905-Simbco-Illmo by Southern Illinois & Missouri Bridge Company
1917-StLIM&S sold to Missouri Pacific
1932-SSW controlled by Southern Pacific
1950-line change-Osage Jct.-MP 59.76
1957-line change-MP 60.45-MP 63.5
1976-line change-MP 49.0-MP 53.8
1982-Missouri Pacific sold to Union Pacific

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1996-SSW and SI&MB sold to UP
[1996-BNSF granted rights over line](#)
1997-SSW and MP merged into UP

Note: As far as I can find out, Southern Illinois & Missouri Bridge Company was merged into UP in 1996. Whether it was a Missouri Pacific subsidiary, a SSW subsidiary, or both, STB grouped it into the 1996 sale.

Former SI&MB: Simco-Illmo
Former SSW: Illmo-Dexter Jct.-Illmo Sub
Former SSW: (SP Eastern Region)-Illmo-Dexter Jct.-Pine Bluff Division, Illmo Sub
Former SP: Illmo-Dexter Jct.-Midwest Region, Illmo District, Illmo Line (route TCI)
Former SP: Illmo-Dexter Jct.-Pine Bluff Division, Illmo Sub, Illmo Line (route TCI)
Former SP: Illmo-Dexter Jct.-Midwest Division, Illmo Sub, Illmo Line (route TCI)
Former MP and UP: Illinois Division, Chester Sub (with rights over SIMB and SSW listed above) (line 003)
Former UP: St. Louis Area, Chester Sub (with rights listed above) (line 003)

Current UP: [St. Louis Area, Chester Sub \(line 60\)](#)

8533. Charleston Jct.-Texas State Line

History: 1873-Charleston Jct.-4th Street by Cairo, Arkansas, & Texas as wide gauge
1873-4th St.-MO/AK state line by St. Louis & Iron Mountain (Arkansas Branch) as wide gauge
1873-MO/AK state line-MP 283.0 by Cairo & Fulton as wide gauge
1873-MP 283.0-Texarkana by Cairo & Fulton of Arkansas as wide gauge
1874-CA&T, C&F, and StL&IM of AK consolidated into St. Louis, Iron Mountain, & Southern
1879-wide gauge changed to standard gauge by StLIM&S
1917-StLIM&S sold to Missouri Pacific
1982-Missouri Pacific sold to Union Pacific
[1996-BNSF granted rights over the line](#)
1997-MP merged into UP

Former MP & UP: Charleston Jct.-Poplar Bluff-Illinois Division, Chester Sub (line 003)
Poplar Bluff-North Little Rock-Arkansas Division, Hoxie Sub (line 008)
North Little Rock-Texarkana-Arkansas Division, Little Rock Sub (line 012)

Former UP: Charleston Jct.-Poplar Bluff-St. Louis Division, Chester Sub (line 003)
Poplar Bluff-MP 173.0-St. Louis Division, Hoxie Sub (line 008)
MP 173.0-MP 339.2-Memphis Division, Hoxie Sub (line 008)
MP 339.2-N. Little Rock-North Little Rock Division, Hoxie Sub (line 003)
N. Little Rock-MP 358.9-North Little Rock Division, Little Rock Sub (line 012)
MP 358.9-Texarkana-Arkansas Division, Little Rock Sub (line 012)

Former UP: Charleston Jct.-Poplar Bluff-St. Louis Division, Chester Sub (line 003)
Poplar Bluff-MP 173.0-St. Louis Division, Hoxie Sub (line 008)
MP 173.0-MP 339.2-Arkansas Division, Hoxie Sub (line 008)
MP 339.2-N. Little Rock-North Little Rock Division, Hoxie Sub (line 003)
N. Little Rock-MP 358.9-North Little Rock Division, Little Rock Sub (line 012)
MP 358.9-Texarkana-Red River Division, Little Rock Sub (line 012)

Former UP: Charleston Jct.-Poplar Bluff-St. Louis Area, Chester Sub (line 003)
Poplar Bluff-North Little Rock, Houston Area Hoxie Sub (line 008)

BNSF TRACK SEGMENTS-8500-8599

North Little Rock-Texarkana-Houston Area, Little Rock Sub (line 012)

Current UP: Charleston Jct.-North Little Rock-North Little Rock Area, Hoxie Sub (line 400)
North Little Rock-Texarkana-North Little Rock Area, Little Rock Sub (line 405)

8534. Bald Knob-North Yard

History: 1886-Bald Knob-MP 300.1 by St. Louis, Iron Mountain, & Southern
1887-MP 300.1-Briark by StLIM&S
1897-Kentucky St.-North Yard by Union Railway of Memphis
1915-Briark-Kentucky Street by The Arkansas & Memphis Railway Bridge & Terminal Company (owned 1/3rd by MP, 1/3rd by SSW, 1/3rd by CRIP)
1917-St.LIM&S sold to Missouri Pacific
1966-Uryof M merged into MP
1982-MP sold to Union Pacific
1996-BNSF granted rights over line
1997-MP merged into UP

Note: The bridge mentioned was the second bridge, replacing one of 1896. It is assumed that since CRIP is gone, and both MP & SSW are part of UP that it is now part of UP.

Former MP & UP: Arkansas Division, Memphis Sub (line 014)

Former UP: Memphis Division, Memphis Sub (line 014)

Former UP: Arkansas Division, Memphis Sub (line 014)

Former UP: St. Louis Area , Memphis Sub (line 014)

Current UP: North Little Rock Area, Memphis Sub (line 430)

8535. Spring Jct.-South Tower 55

History: 1857-Navosta-Bryan by Galveston & Red River RY and became part of Houston & Texas

Central the same year
1872-MP 150-Waco by Waco & Northwestern
1881-Waco Jct.-South Tower 55 by MKT
1884-MP 139.9-MP 150 by W&NW
1898-W&NW merged into Houston & Texas Central
1899-Valley Jct.-Sarge by Calvert, Waco, & Brazos Valley RR
1900-Bryan Ind.-Valley Jct.; Sarge-MP 130. by CW&BV
1901-MP 130-Marlin by CW&BV
1901-CW&BV consolidated into International & Great Northern
1901-New Pass-MP 165.04 by I&GN
1902-Spring Jct.-Navosta; Bryan-Bryan Ind. by I&GN
1922-I&GN becomes International-Great Northern
1927-H&TC leased to Texas & New Orleans
1956-I-GN merged into Missouri Pacific
1956-MP 165.04-Waco Jct. by MP
1961-T&NO merged into Southern Pacific
1963-MP granted rights over SP-Navosta-Bryan
1967-former Waco & Northwestern tracks sold to MP by SP
1967-Marlin-MP 139.9; Waco-New Pass by MP
1982-MP sold to Union Pacific
1988-MKT sold to MP (UP)

BNSF TRACK SEGMENTS-8500-8599

1996-SP sold to UP
1997-MP merged into UP
1998-SP merged into UP
1998-line change-Mumford-Haymarket

Former MKT: Fort Worth-Bellmead-Southern Division, Ft. Worth Sub
Bellmead-Waco Jct.-Southern Division, Texas Sub

Former MKT: Waco Jct.-South Tower 55-Southern Division, Ft. Worth Sub

Former T&NO: Navosta-Bryan-Dallas & Austin Divisions, Hearne Sub
MP 139.9-P 150-Dallas & Austin Divisions, Waco Sub

Former SP: Navosta-Bryan-San Antonio, Houston, Dallas & Austin Divisions, Ennis Sub

Former SP: Navosta-Bryan-Houston Division, Hearne Sub, Hearne Line

Former SP:
(1992) Navosta-Bryan-Gulf Coast Region, Hearne District, Hearne Line (route THD)
(now considered a joint line with UP)

Former SP: Navosta Jct.-Bryan Jct.-Houston Division, Hearne Sub, Hearne Line (route THD)
(still a joint line with UP)

Former MP: Spring-Tower 55-Rio Grande Division, Ft. Worth Sub (26.9 miles via SP & 85 miles via MKT)

Former UP: Spring Jct.-Tower 55-Texas Division, Ft. Worth Sub (line 156) (same rights as above)

Former UP: Tower 55-MP 165.0.-Ft. Worth Division, Ft. Worth Sub (line 156) with 85 miles via MKT
MP 165-Spring Jct.-Palestine Division, Ft. Worth Sub (line 156) with 26.9 mi via SP

Former UP: Tower 55-MP 765-Ft. Worth Division, Ft. Worth Sub (line 156)
MP 765-Spring Jct.-Palestine Division, Ft. Worth Sub (line 156) with 26.9 mi via SP

Former UP:
(1991) Tower 55-MP 243.2-Ft. Worth Division, Ft. Worth Sub (line 156)
MP 243.2-Spring Jct.-Houston Division, Ft. Worth Sub (line 156)

Former UP: San Antonio Area, Ft. Worth Sub (line 156)

Current UP: [Spring Jct.-Valley Jct.-Houston Area, Navosta Sub \(line 536\)](#)
[Valley Jct.-South Tower 55-Dallas/Ft. Worth area, Ft. Worth Sub \(line 537\)](#)

8536. Arkansas State Line-Dallas

History: 1869-Marshall Jct.-MP 70.0; MP 80.0-Longview by Southern Pacific (Texas) as wide gauge
1871-SP (Texas) part of Texas & Pacific
1872-wide gauge changed to standard gauge by T&P
1873-MP 8.6-Marshall Jct.; MP 70.0-MP 80.0; Longview-MP 210.0 by Texas & Pacific
1888-MP 210.0-KCS Jct.; Forrest Ave.-DFW Jct. by Dallas & Waco RY
1891-D&W sold to MKT
1902-Texarkana-MP 8.6 by T&P
1918- KCS Jct.-Forrest Avenue by Houston & Texas Central
1924-T&P controlled by Missouri Pacific
1927-H&TC leased to Texas & New Orleans
1961-T&NO merged into Southern Pacific
1976-T&P merged into MP
1982-MP sold to Union Pacific
1988-MKT sold to MP (UP)
1996-SP sold to UP
[1996-BNSF granted rights over line-Texarkana-Longview](#)
1997-MP merged into UP

BNSF TRACK SEGMENTS-8500-8599

1998-SP merged into UP

Former MP: Red River Division, Dallas Sub

Former UP: Texas Division, Dallas Sub (line 154)

Former UP: Texarkana-MP 203.3-Red River Division, Dallas Sub (line 154)
MP 203.3-Dallas-Ft. Worth Division, Dallas Sub (line 154)

Former UP: (1991) Texarkana-MP 203.3-Red River Division, Dallas Sub (line 154)
MP 203.3-Dallas-Ft. Worth Division, Dallas Sub (line 154) (includes 5.2 miles via SP-
MP Jct.-Tower 19 and 1.9 miles via Dallas ROW district)

Former UP: Houston Area, Dallas Sub (line 154)

Current UP: **Texarkana-Longview-North Little Rock Area, Little Rock Sub (line 405)**
Longview-Dallas-Dallas/Ft. Worth Area, Dallas Sub (line 500)

8537. Longview-Belt Jct.

History: 1872-MP 36.0-MP 80.0 by The International RR
1872-MP 80.0-Belt Jct. by Houston & Great Northern
1873-Longview-MP 36.0 by IRR
1873- H&GN and IRR part of International & Great Northern
1922-I&GN changed to International-Great Northern
1956-I-GN merged into Missouri Pacific
1982-MP sold to Union Pacific
[1996-BNSF granted rights over line](#)
1997-MP merged into UP

Former MP: Longview-Palestine-Red River Division, Longview Sub
Palestine-Belt Jct.-Palestine Division, Trinity Sub

Former UP: Longview-Palestine-Arkansas Division, Longview Sub (line 158)
Palestine-Belt Jct.-Gulf Division, Trinity Sub (line 163)

Former UP: Longview-Palestine-Red River Division, Longview Sub (line 158)
Palestine-Belt Jct.-Palestine Division, Trinity Sub (line 163)

Former UP: Longview-MP 1-Red River Division, Longview Sub (line 158)
MP 1-Palestine-Palestine Division, Longview Sub (line 158)
Palestine-MP 144-Palestine Division, Trinity Sub (line 163)
MP 144-Belt Jct.-Houston Division, Trinity Sub (line 163)

Former UP: Longview-Palestine-Red River Division, Longview Sub (line 158)
Palestine-MP 127.75-Red River Division, Trinity Sub (line 163)
MP 127.75-Belt Jct.-Houston Division, Trinity Sub (line 163)

Former UP: Longview-MP 127.75-Red River Division, Palestine Sub (line 163)
MP 127.75-Belt Jct.-Houston Division, Palestine Sub (line 163)

Current UP: **Houston Area, Palestine Sub**

8538. Parsons-North Tower 55

History: 1869-72-MP 390-MP 560 by MKT
1872-MP 560-Joe Jct. by MKT
1873-MP 683.3-North Tower 55 by Texas & Pacific
1879-MP 660.0- MP 683.3 by MKT Extension RY
1886-7-Parsons-MP 390 by MKT
1893-Joe Jct.-MP 660.0 by Dennison & Washita Valley RY

BNSF TRACK SEGMENTS-8500-8599

1894-D&WV leased by MKT
1924-T&P controlled by Missouri Pacific
1949-line change-South Jct.-MP 680.0-Lake Tekoma Project
1963-line change-MP 529.8-Eufaula; MP 540.0-MP 545.96; MP 550.95-MP 558.0-Eufaula Dam Project
1971-line change-MP 494.8-MP 497.9
1976-T&P merged into MP
1982-MP sold to Union Pacific
1988-MKT sold to Missouri Pacific (UP)
1988-line changed-MP 695.8-MP 699.75-Lake Roberts relocation
1997-MP merged into UP

Former MKT: Parsons-Muskogee-Northern Division, Cherokee Sub
Muskogee-Ray-Northern Division, Choctaw Sub
Ray-Tower 55-Southern Division, Ft. Worth Sub

Former MP: Whitesboro Jct.-Tower 55 (MKT rights over T&P)-Red River Division, Oklahoma Sub

Former UP: Parsons-MP 563.7-Van Buren Division-Cherokee Sub (line 540)
MP 563.7-McAlester-TEXOMA Division, Cherokee Sub (line 540)
McAlester-MP 237.0-TEXOMA Division, Choctaw Sub (line 541)
MP 237.0-Tower 55-Ft. Worth Division, Choctaw Sub (line 541)

Former UP: Parsons-MP 563.7-Van Buren Division-Cherokee Sub (line 540)
MP 563.7-McAlester-TEXOMA Division, Cherokee Sub (line 540)
McAlester-MP 747.0-TEXOMA Division, Choctaw Sub (line 541)
MP 747.0-Tower 55-Ft. Worth Division, Choctaw Sub (line 541)

Former UP: Parsons-McAlester-Central Service Area, Cherokee Sub (line 540)
McAlester-North Tower 55-Central Service Area, Choctaw Sub (line 541)

Current UP: Parsons-McAlester-Kansas City Area, Cherokee Sub (line 350)
McAlester-North Tower 55-Dallas/Ft. Worth Area, Choctaw Sub (line 355)

8539. Sosan-Corpus Christi

History: 1912-Sosan-MP 34.3 by San Antonio, Uvalde, & Gulf RR
1914-MP 34.3-Corpus Christi by SAU&G
1956-SAU&G merged into Missouri Pacific
1957-line change-MP 100-MP 112.8
1982-MP sold to Union Pacific
1996-BNSF granted rights over line-Odem-Corpus Christi
1997-MP merged into UP

Former MP: Kingsville Division, Corpus Christi Sub

Former UP: Gulf Division, Corpus Christi Sub (line 107)

Former UP: San Antonio Division, Corpus Christi Sub (line 107)

Former UP: Sosan-MP 8.0-San Antonio Division, Corpus Christi Sub (line 107)
MP 8.0-Corpus Christi-Houston Division, Corpus Christie Sub (line 107)

Former UP: San Antonio Division, Corpus Christi Sub (line 107)

Current UP: San Antonio Area, Corpus Christie Sub (line 534)

8540. Brownsville-Algoa

History: 1904-Brownsville-Robson Jct. by St. Louis, Brownsville, & Mexico RY

BNSF TRACK SEGMENTS-8500-8599

1905-Robson Jct.-Refugio by StLB&M
1906-Refugio-MP 284.2 by StLB&M
1907-MP 284.2-Algoa by StLB&M
1956-StLB&M merged into Missouri Pacific
1982-MP sold to UP
[1996-BNSF granted rights over line](#)
1997-MP merged into UP

Former MP: Kingsville Division, Brownsville Sub

Former UP: Gulf Division, Brownsville Sub (line 105)

Former UP: Algoa-MP 162.0-Houston Division, Brownsville Sub (line 105)
MP 162.0-Brownsville-San Antonio Division, Brownsville Sub (line 105)

Former UP: Houston Division, Brownsville Sub (line 105)

Former UP: Houston Area, Brownsville Sub (line 105)

Current UP: [Algoa-Bloomington-Houston Area, Angleton Sub \(line 550\)](#)
[Bloomington-Brownsville-Houston Area, Brownsville Sub \(line 542\)](#)

8541. GH&H Jct.-Galveston

History: 1857 by Galveston, Houston, & Henderson
1933-GH&H purchased jointly by MKT and International-Great Northern
1956-I-GN merged into Missouri Pacific
1982-MP sold to Union Pacific
1988-MKT sold to MP (UP)
1989-GH&H merged into MP (UP)
1997-MP merged into UP

Note: Listed as joint tracks between UP, SP, & ATSF-Virginia Point-Island

Former GH&H: Main line

Former MKT: Southern Division, Houston Sub (via GH&H)

Former UP: Houston Division, Galveston Sub (first appeared 1989)

Former UP: Houston Division, Houston Sub (line 558)

Former UP: Southern Terminals, Houston Sub (line 558)

Current UP: [Houston Area, Galveston Sub \(line 575\)](#)

8542. San Leon-Galveston

History: 1895-MP 30.0-Island by Galveston, La Porte, & Houston RR
1895-also by Texas City Terminal Company
1899-part of Galveston, Houston, & Northern
1901-Island-Galveston by Galveston, Houston, & San Antonio
1905-GLP&H consolidated with Galveston, Harrisburg , & San Antonio (SP)
1927-GH&SA leased to Texas & New Orleans
1961-T&NO consolidated into Southern Pacific
1996-SP sold to UP
[1996-BNSF granted rights over line-Texas City Jct.-Island](#)
1998-SP merged into UP

Out of Service: [Clear Creek Drawbridge-Dickinson Bayou Draw Bridge \(MP 30-MP 38.8\)](#)

BNSF TRACK SEGMENTS-8500-8599

Jointly Owned: unknown date-Texas City Terminal company 33.3% by BNSF, 66.7% by UP
Also, Original Texas City Terminal Company changed to Galveston County RR

Note: UP track charts state jointly owned by BNSF, UP, and Galveston County RR.
Also see segment 7519. Also note mileposts change 3 times on this industrial lead.

Former T&NO: Houston Division, Galveston Sub

Former SP: San Antonio, Houston, & Dallas Divisions, Galveston Sub

Former SP: Houston Division, Galveston Sub

Former SP: Eastern Region, Houston Division, Galveston Sub, Galveston Line

Former SP: Gulf Coast Region, Houston Terminals District, Galveston Line (route TGA)

Former SP: Houston Division, Houston Terminals District, Galveston Line (route TGA)

Former SP: Southern Region, Houston Division, Houston Terminals District, Galveston Line (route TGA)

Current UP: **Houston Area, Galveston Sub, Texas City industrial lead**

8543. Hearne-Flatonia

History: 1890-MP 58.89- Flatonia by San Antonio & Arkansas Pass RY
1912-Hearne-MP 58.89 by Houston & Texas Central RR
1925-SA&AP leased to Galveston, Houston, & San Antonio
1927-GH&SA and H&TC leased to Texas & New Orleans
1961-T&NO merged with Southern Pacific
1996-SP sold to Union Pacific
1998-SP merged into UP
1998-line change-CP0097-Mumford

Former T&NO: Dallas & Austin Divisions, Flatonia Sub

Former T&NO and SP: San Antonio, Houston, Dallas, & Austin Divisions, Flatonia Sub

Former SP: San Antonio Division, Flatonia Sub

Former SP: Gulf Coast Region, Hearne District, Dalsa Line (route TFH)

Former SP: San Antonio Division, Ennis Sub, Flatonia Line (route TFH)

Current UP: **San Antonio Area, Flatonia Sub (line 632)**

8544. Katy-Del Rio

History: 1875-Taylor-Austin by International & Great Northern
1877-San Antonio-MP 330.0 by Galveston, Harrisburg, & San Antonio
1881-Austin-MKT Jct. by I&GN
1881-MP 330.0-Del Rio by GH&SA
1887-MP 108.2-Smithville by Taylor, Bastrop, & Houston RY
1891-TB&H merged into MKT (sold prior to end of construction, no date given)
1893-Katy-MP 108.2 by MKT
1900-MKT Jct.-San Antonio by MKT
1922-I&GN changed to International-Great Northern
1927-GH&SA leased to Texas & New Orleans
1956-I-GN merged into Missouri Pacific
1961-T&NO merged into Southern Pacific

BNSF TRACK SEGMENTS-8500-8599

1982-MP sold to Union Pacific
1985-Missouri Pacific (UP) granted rights over SP-San Antonio-Cline
1988-MKT sold to MP (UP)
1996-SP sold to Union Pacific
[1996-BNSF given rights over line](#)
1997-MP merged into UP
1998-SP merged into UP

Note: MP & MKT used dual track into San Antonio in places, hence duplication of divisions. MP is duplicated further on segment 8553 which covers part of the dual track, as well as MKT on segments 8545 and 8547.

Former MKT: Katy-Taylor-Southern Division, Texas Sub
Taylor-San Antonio-Southern Division, San Antonio Sub (includes 64 miles via MP via segment 8553)

Former MKT: Katy-Smithville-Southern Division, Houston Sub
Smithville-Taylor-Southern Division, Texas Sub
Taylor-San Antonio-Southern Division, San Antonio Division (includes 64 miles via MP via segment 8553)

Former MP: Taylor-MKT Jct.-Palestine Division, Austin Sub (segment 8553)

Former T&NO: San Antonio-Del Rio-San Antonio Division, Del Rio Sub

Former T&NO and SP: San Antonio-Del Rio-San Antonio, Houston, Dallas and Austin Divisions, Del Rio Sub

Former SP: San Antonio-Del Rio-San Antonio Division, Del Rio Sub

Former SP: San Antonio-Del Rio-Gulf Coast Region, Del Rio District (route THE)

Former SP: San Antonio-Del Rio-San Antonio Division, Del Rio Sub (route THE)

Former UP: Taylor-San Antonio-Gulf Division, Austin Sub (line 151)

Former UP: Taylor-MP 255.0-Palestine Division, Austin Sub (line 151)
MP 255.0-San Antonio-San Antonio Division, Austin Sub (line 151)

Former UP: Katy-Smithville-San Antonio Area-Houston Sub
Smithville-Taylor-Palestine Division, Texas Sub
Taylor-MP 162.0-Palestine Division, Austin Sub
MP 162.0-San Antonio-San Antonio Division, Austin Sub

Former UP: Katy-Taylor-San Antonio Division, Houston Sub (line 558)
Taylor-San Antonio-San Antonio Division, Austin Sub (line 151)

Former UP: Katy-Taylor-San Antonio Area, Houston Sub (line 558)
Taylor-San Antonio-San Antonio Area, Austin Sub (line 151)

Current UP: [Katy-Smithville-Dallas/Ft. Worth Area, Smithville Sub \(line 567\)](#)
[Smithville-Taylor-Dallas/Ft. Worth Area Waco Sub \(line 565\)](#)
[Taylor-San Antonio-San Antonio Area, Austin Sub \(line 528\)](#)
[San Antonio-Del Rio-San Antonio Area, Del Rio Sub \(line 640\)](#)

8545. Waco Jct.-Smithville

History: 1881-Taylor-Waco Jct. by MKT
1887-Smithville-Taylor by Taylor, Bishop, & Houston RY
1891-TB&H merged into MKT
1988-MKT sold to Missouri Pacific (UP)
[1996-BNSF granted rights over line](#)
1997-MP merged into UP

Note: From Taylor-Smithville is the same as segment 8544

BNSF TRACK SEGMENTS-8500-8599

Former MKT: Southern Division, Texas Sub

Former MKT: Waco Jct.-Bellmead-Southern Division, Ft. Worth Sub
Bellmead-Smithville-Southern Division, Texas Sub

Former UP: Palestine Division, Texas Sub

Former UP: Waco Jct.-MP 918.5-Houston Division, Houston Sub (line 558)
MP 918.5-Smithville-San Antonio Division, Houston Sub (line 558)

Former UP: Waco Jct.-MP 847.5-Houston Division, Houston Sub (line 558)
MP 847.5-Smithville-San Antonio Division, Houston Sub (line 558)

Former UP: San Antonio Area, Houston Sub (line 558)

Current UP: Dallas/Ft. Worth Area, Waco Sub (line 565)

8546. Smithville-Ajax

History 1887-Lockhart-Ajax by Taylor, Bastrop, & Houston RY
1891-TB&H merged into MKT (sold prior to end of construction, no date given)
1892-Smithville-Lockhart by MKT
1988-MKT sold to MP (UP)
[1996-BNSF given rights over line](#)
1997-MP merged into UP

Former MKT: Smithville-Ajax-Southern Division, Ajax Sub

Former UP: Smithville-MP 51.9-Palestine Division, San Antonio Sub
MP 51.9-Ajax-San Antonio Division, San Antonio Sub

Former UP: Smithville-UP Jct.-San Antonio Division, San Antonio Sub (line 560)

Former UP: San Antonio Area-San Antonio Sub (line 560)

Current UP: San Antonio Area, Lockhart Sub (line 570)

8547. Ajax-San Antonio

History: 1900 by MKT
1988-MKT sold to MP (UP)
[1996-BNSF given rights over line-Sealy-Spofford](#)
1997-MP merged into UP

Note: This is the same as Track 2 on segment 8544 with mileposts changed

Former MKT: Ajax-San Antonio-Southern Division, San Antonio Sub

Former UP: San Antonio Division, Austin Sub

Former UP: UP Jct.-San Antonio-San Antonio Division, Austin Sub (line 151)

Former UP: Ajax-San Antonio-San Antonio Area-Austin Sub (line 151)

Current UP: Ajax-San Antonio-San Antonio Area, Austin Sub (line 528)

8548. Del Rio-El Paso

History: 1881-Del Rio-MP 390.0; MP 575.0-MP 825.0 by Galveston, Harrisburg, & San Antonio RY

BNSF TRACK SEGMENTS-8500-8599

1882-MP 390.0-MP 575.0 by GH&SA
1892-line change-MP 417.25-Shumla by GH&SA
1895-line changes-MP 600.79-MP 603.1; 629.02-MP 631.5 by GH&SA
1897-line change-MP 587.1-MP 588.3 by GH&SA
1898-line changes-MP 550.0-MP MP 551.9; MP 627.02-MP 608.4 by GH&SA
1899-line change-MP 578.7-MP 582.0 by GH&SA
1899-MP 825.0-El Paso by El Paso & Northeastern
1900-line change-MP 617.5-Paisano Jct. by GH&SA
1902-line changes-Alpine Siding-MP 610.0; MP 620.32-MP 621.7 by GH&SA
1903-line change-MP 561.71-MP 562.76 by GH&SA
1908-EP&NE leased by El Paso & Southwestern
1918-line change-MP 823.2-MP 824.0 by GH&SA
1923-line change-MP 435.5-MP 456.0 by GH&SA
1824-EP&SW leased by Southern Pacific
1927-GH&SA leased to Texas & New Orleans
1936-line changes-MP 467.0-MP 475.8; MP 496.5-MP 506.0; MP 559.05-MP 560.2 by T&NO
1945-line changes-MP 410.0-MP 411.0; MP 494.4-MP 495.5 by T&NO
1955-EP&SW merged into SP
1959-line changes-MP 743.45-MP 752.57; MP 761.05-MP 763.25; MP 763.6-MP 766.2; MP 767.95-MP 768.89 by T&NO
1961-T&NO merged into Southern Pacific
1963-line change-MP 386.4-MP 400.51 by SP
1996-SP sold to Union Pacific
[1996-BNSF granted rights over line-Sierra Blanco-El Paso](#)
1998-SP merged into UP

Former T&NO: El Paso-Valentine-San Antonio Division, El Paso Sub
Valentine-Sanderson-San Antonio Division, Valentine Sub
Sanderson-Del Rio-San Antonio Division, Sanderson Sub

Former T&NO and SP: El Paso-Sanderson-San Antonio, Houston, Dallas and Austin Divisions, Valentine Sub
Sanderson-Del Rio-San Antonio, Houston, Dallas and Austin Divisions, Del Rio Sub

Former SP: Del Rio-Sanderson-San Antonio Division, Del Rio Sub
Sanderson-El Paso-San Antonio Division, Valentine Sub

Former SP: Del Rio-Sanderson-Gulf Coast Region, Del Rio District (route THE)
Sanderson-El Paso-Gulf Coast Region, Valentine District (route THE)

Former SP: Del Rio-Sanderson-San Antonio Division, Del Rio Sub (route THE)
Sanderson-El Paso-El Paso Division, Valentine Sub (route THE)

Former SP: Del Rio-Alpine-San Antonio Division, Sanderson Sub, Sanderson Line (route THE)
Alpine-El Paso-El Paso Division, Valentine Sub, Valentine Line (route THE)

Former UP: Del Rio-Alpine-San Antonio Area, Sanderson Sub (line 647)
Alpine-El Paso-El Paso Area, Valentine Sub

Current UP: [Del Rio-Alpine Siding-San Antonio Area, Sanderson Sub \(line 647\)](#)
[Alpine Siding-Piedros St. -Sunset Area, Valentine Sub \(line 648\)](#)

8549. San Antonio-Elmendorf

History: 1885 by San Antonio & Arkansas Pass RY
1925-SA&AP leased to Galveston, Houston, & San Antonio
1927-GH&SA leased to Texas & New Orleans
1961-T&NO merged into SP
1996-SP sold to Union Pacific

BNSF TRACK SEGMENTS-8500-8599

1996-BNSF granted rights over line

1998-SP merged into UP

Former T&NO: San Antonio-Elmendorf-San Antonio Division, Corpus Christi Sub (Elmendorf on Spur)

Former T&NO and SP: San Antonio-Gregory-San Antonio, Houston, Dallas & Austin Divisions, Corpus Christi Sub
Gregory-Elmendorf-San Antonio, Houston, Dallas & Austin Divisions, Corpus Christi Sub, Rockport Branch

Former SP: San Antonio Division, Del Rio Sub, Rockport Line

Former SP: Gulf Coast Region, Del Rio District, Rockport Branch (route TSV)

Former SP: San Antonio Division, Del Rio Sub, Rockport Branch (route TSV)

Former SP: San Antonio Division, Del Rio Sub, Rockport Branch (route TSV) now states joint track with Union Pacific (1996) (not found on UP timetables-1995)

Current UP: Tower 112-Coal Plant Jct.-San Antonio Area, Rockport Sub (line 644)
Coal Plant Jct.-Elmendorf-San Antonio Area, Rockport Industrial Lead

8550. Smelter-Ogden

History: 1869-Grant Tower- MP 815.0 by Utah Central
1873-MP 775.0-Grant Tower by Salt Lake, Siever Valley, & Pioche RY as narrow gauge
1881-Salt Lake, Siever Valley, & Pioche RY part of Utah & Nevada
1883-MP 745.5-North Salt Lake by Denver & Rio Grande as narrow gauge (track 3, under UP)
1889-Utah Central and Utah & Nevada part of Oregon Short Line
1889-Denver & Rio Grande narrow gauge converted to standard gauge
1902-Smelter-MP 775.0 track 2 by Oregon Short Line
1902-line changes-North Yard-MP 775.0; MP 785.0-MP 785.9 by Oregon Short Line
1903-MP 775.0- track 2 converted to standard gauge by Oregon Short Line
1905-06-Salt Lake City-North Yard by Western Pacific Railway
1905-06-MP 815.0-Ogden by Oregon Short Line
1906-Smelter-Salt Lake City- track 1 by Western Pacific Railway
1906-MP 779.16-9th St. passenger main by SP & Oregon Short Line
1909-MP 785.0-Wood Cross 2nd track by Oregon Short Line
1909-10-Wood Cross-MP 799.0 2nd track by Oregon Short Line
1911-12-MP 799.0-Ogden Wye 2nd track by Oregon Short Line
1911-12-line changes MP 799.9-MP 801.2; Kaysville-MP 812.1; MP 813.2-Ogden Wye by Oregon Short Line
1917-Western Pacific Railway changed to Western Pacific Railroad (reorganized)
1917-line change -MP B773.7-MP 776.9 (both tracks) by UP/WP?
1921-Denver & Rio Grande changed to Denver & Rio Grande Western
1936-Oregon Short Line merged into Union Pacific
1942-line change-North Yard-MP 775.0 by Union Pacific
1942-line change-MP 785.0-MP 785.9 by Oregon Short Line (per track chart)
1956-line change at North Yard by Union Pacific
1982-Western Pacific RR acquired by Union Pacific
1987-WP merged into UP
1988-Denver & Rio Grand Western part of Southern Pacific Transportation
1996-BNSF granted rights over line
1996-97-line change-MP 766.0-MP 775.0 by Kennicott-Utah Copper
1997-D&RGW merged into UP

Leased: 2001-Transfer-MP 778.0 (Transfer-Sugar Works)-Utah Central (ex-DRGW line)

Abandoned: 2006-MP 780.1-MP 782.32 on UP main 2

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Note: This line doesn't differentiate between D&RGW, UP, and WP, so all are listed.

Former UP: Smelter North Yard-Utah Division, 2nd Sub
North Yard-Ogden-Utah Division, 1st Sub

Former WP: B&G XING & Transfer-Salt Lake-Eastern Division, 4th Sub

Former WP: DRGW Xing-Salt Lake-Eastern Division, 4th Sub

Former WP: KCC Transfer-Salt Lake-Eastern Division, 4th Sub

Former WP: Smelter-North Yard, 7th Sub

Former DRGW: Salt Lake City-North Salt Lake-Salt Lake Division, Sub-Division 7

Former DRGW: Salt Lake City-UP North Salt Lake XING-Utah Division, Subdivision 7

Former UP:
After WP
Merger Smelter North Yard-Utah Division, 2nd Sub
North Yard-Ogden-Utah Division, 1st Sub
Smelter-North Yard-Utah Division, 7th Sub

Former UP: Smelter-Salt Lake City/North Yard-Utah Division, Lyndyl Sub (line 308)
Salt Lake City/North Yard-Ogden-Utah Division, Ogden Sub (line 301)

Former UP: Smelter-North Yard-Utah Division, Caliente Sub (line 332)
North Yard-Ogden-Utah Division, Salt Lake Sub (line 240)

Former SP: Salt Lake-SP/UP N. Salt Lake Crossover-Rocky Mountain Division, Subdivision 7 (route WA)

Former SP: Salt Lake-SP/UP N. Salt Lake Crossover-Denver Division, Subdivision 7 (route WA)

Former SP: Salt Lake-SP/UP N. Salt Lake Crossover-Denver Division, Salt Lake Sub, Joint Line (route WA)

Current UP: Smelter-North Yard-Salt Lake City Area, Lyndyl Sub (line 0775)
Salt Lake City-Ogden-Salt Lake City Area, Salt Lake Sub (line 0747)

Utah Central: Sugar Works Branch

8551. Ogden-McCammon

History: 1872-MP 20-MP 40 by Utah Northern RR as narrow gauge
1873-74-OgdenMP 20- by Utah Northern RY as narrow gauge
1886-Ogden-MP 20-changed to dual gauge
1887-88-MP 83-McCammon by Utah & Northern RY as narrow gauge
1889-Utah Northern part of Oregon Short Line and Utah Northern
1889-90-line change-Dewey-MP 40.0 by OSL&UN
1889-90-MP 40-MP 83 by OSL&UN
1890-all dual and narrow gauges changed to standard gauge by OSL&UN
1897-OSL&UN part of Oregon Short Line
1936-OSL leased to Union Pacific
1977-Ogden Yard-SP Jct. by UP (yard expansion)

Former UP: Utah Division, 1st Sub , then Ogden Sub (line 301)

Former UP: Idaho Division, Ogden Sub (line 301)

Former UP: McCammon-MP 2-Green River Division, Ogden Sub (line 301)
MP 2-Ogden-Utah Division, Ogden Sub (line 301)

Former UP: McCammon-MP 109.8-Green River Division, Ogden Sub (line 301)
MP 109.8-Ogden-Utah Division, Ogden Sub (line 301)

Former UP: Cheyenne Area, Ogden Sub (line 301)

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Current UP: Sal Lake Area, Ogden Sub (line 750)

8552. Daggett-Smelter

History: 1873-MP 763.88-Smelter by Salt Lake, Siever Valley, & Piochide as narrow gauge
1875-MP 758.6-MP 763.88 by Utah Western as narrow gauge
1877-MP 735.0-Terminus; MP 743.25-MP 758.6 by UW as narrow gauge
1879-Oasis-MP 668.8 by Utah Southern RR Extension
1880-Milford-Oasis by Utah Southern RR Extension
1881-UW and SLSV&P part of Utah & Nevada
1881-USRREx consolidated into Utah Central
1889-Terminus-MP 743.25 by U&N as narrow gauge
1889-UC and U&N part of Oregon Short Line and Utah Northern
1897-OSL&UN part of Oregon Short Line
1898-MP 555.0-Milford by Utah & Pacific
1899-NV/UT state line-MP 555.0 by U&P
1901-MP 460.1-NV/UT state line by Utah, Nevada, & California
1902-MP 668.8-MP 735.0 by OSL
1903-narrow gauge lines changed to standard gauge
1903-U&P and UN&C part of San Pedro, Los Angeles, & Salt Lake
1903-Daggett-Field; MP 443.25-MP 460.1 by SPLA&SL
1904-Field-Borax; MP 318.0-MP 443.25 by SPLA&SL
1905-Borax-MP 318.0 by SPLA&SL
1905-line change-MP 511.08-MP 522.3; MP 613.9-MP MP 616.5; MP 652.5-MP 657.48
1908-line change-MP 443.0-MP 443.95
1910-line changes-MP 391.54-MP 396.5; MP 398.57-MP 405.95; MP 419.72-MP 422.4
1911-line changes-MP 397.7-MP 398.57; MP 405.95-MP 419.72; MP 423.2-MP 443.8;
MP 444.3-MP 459.0; MP 460.0-MP 463.85; MP 464.6-MP 472.26; MP 475.63-MP
476.45
1916-SPLA&SL changed to Los Angeles & Salt Lake
1922-line change-MP 394.6-MP 395.52
1930-line change-MP 468.06-MP 469.05
1936-OSL and LA&SL leased to Union Pacific
1944-line change-MP 408.0-MP 408.84
1948-line changes-MP 615.0-MP 616.05; MP 653.5-MP 655.0
1973-line change-MP 473.4-MP 473.99
1982-line changes-MP 407.44-MP MP 408.9; MP 465.1-MP 466.97; MP 470.0-MP
471.25; MP 480.53-MP 481.75; MP 491.5-MP 497.32

Former UP: Daggett-Yermo-California Division, 2nd Sub
Yermo-Las Vegas-California Division, 1st Sub
Las Vegas-Milford-Utah Division, 3rd Sub
Milford-Smelter-Utah Division, 2nd Sub

Former UP: Daggett-Yermo-California Division, 1st Sub
Yermo-Las Vegas-California Division, 2nd Sub
Las Vegas-Milford-California Division, 3rd Sub
Milford-Smelter-Utah Division, 2nd Sub

Former UP: Daggett-Yermo-California Division, Los Angeles Sub (line 338)
Yermo-Las Vegas-California Division, Cima Sub (line 336)
Las Vegas-Milford-California Division, Caliente Sub (line 332)
Milford-Smelter-Utah Division, Lynndyl Sub (line 308)

Former UP: Daggett-Yermo-California Division, Los Angeles Sub (line 338)
Yermo-Las Vegas-California Division, Cima Sub (line 336)
Las Vegas-Milford-California Division, Caliente Sub (line 332)
Milford-Smelter-California Division, Lynndyl Sub (line 308)

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Former UP: Daggett-Yermo-California Division, Los Angeles Sub (line 338)
Yermo-MP 326.4-California Division, Cima Sub (line 336)
MP 326.4-Las Vegas-Utah Division, Cima Sub (line 336)
Las Vegas-Milford-Utah Division, Caliente Sub (line 332)
Milford-Smelter-Utah Division, Lynndyl Sub (line 308)

Former UP: Daggett-Yermo-California Division, Los Angeles Sub (line 338)
Yermo-Las Vegas-California Division, Cima Sub (line 336)
Las Vegas-MP 335.3-California Division, Caliente Sub (line 332)
MP 335.3-Milford-Utah Division, Caliente Sub (line 332)
Milford-Smelter-Utah Division, Lynndyl Sub (line 308)

Former UP: Daggett-Las Vegas-California Division, Los Angeles Sub (line 338)
Las Vegas-MP 384.5-California Division, Caliente Sub (line 332)
MP 384.5-Smelter-Utah Division, Caliente Sub (line 332)

Former UP: Daggett-Las Vegas-Los Angeles Area, Los Angeles Sub (line 338)
Las Vegas-Smelter-Los Angeles Area, Caliente Sub (line 332)

Current UP: **Daggett-Yermo-Los Angeles Area, Los Angeles Sub (line 965)**
Yermo-Las Vegas-Salt Lake Area, Cima Sub (line 760)
Las Vegas-Milford-Salt Lake Area, Caliente Sub (line 765)
Milford-Smelter-Salt Lake Area, Lynndyl Sub (line 775)

8553. West Jct.-Laredo

History: 1871-Hearne-MP 95 by The International RR
1872-West Jct.-Hearne by IRR
1873-IRR part of International & Great Northern
1874-MP 95-Rockdale by I&GN
1875-Rockdale-Austin by I&GN
1881-Austin-San Antonio by I&GN
1882-San Antonio-Laredo by I&GN
1922-I&GN changed to International-Great Northern
1956-I-GN merged into Missouri Pacific
1982-MP sold to Union Pacific
[1996-BNSF granted rights over line-Taylor-Round Rock and UP Jct.-San Antonio](#)
1997-MP merged into UP
1999-line change at Sosan-MP 263.48-MP 265.18

Former MP: West Jct.-Sosan-Palestine Division, Austin Sub
Sosan-Laredo-Palestine Division, Laredo Sub

Former UP: West Jct.-Sosan-Red River Division, Austin Sub
Sosan-Laredo-Kingsville Division, Laredo Sub

Former UP: West Jct.-Sosan-Gulf Division, Austin Sub (line 151)
Sosan-Laredo-Gulf Division, Laredo Sub (line 112)

Former UP: West Jct.-MP 255.0-Palestine Division, Austin Sub (line 151)
MP 255.0-Sosan-San Antonio Division, Austin Sub (line 151)
Sosan-Laredo-San Antonio Division, Laredo Sub (line 112)

Former UP: West Jct.-MP 162.0-Palestine Division, Austin Sub (line 151)
MP 162.0-Sosan-San Antonio Division, Austin Sub (line 151)
Sosan-Laredo-San Antonio Division, Laredo Sub (line 112)

Former UP: West Jct.-MP 142.5-Red River Division, Austin Sub (line 151)
MP 142.5-Laredo-San Antonio Division, Austin Sub (line 151)

Former UP: West Jct.-MP 93.7-Red River Division, Austin Sub (line 151)
MP 93.7-Laredo-San Antonio Division, Austin Sub (line 151)

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Former UP: San Antonio Area, Austin Sub (line 151)

Former UP: West Jct.-Hearne-Dallas/Ft. Worth Area, Hearne Sub (line 527)
Hearne-Sosan-San Antonio Division, Austin Sub (line 528)
Sosan-Laredo-San Antonio Division, Laredo Sub (line 533)

Current UP: West Jct.-Hearne-Dallas/Ft. Worth Area, Hearne Sub (line 527)
Hearne-Tower 105-San Antonio Area, Austin Sub (line 528)
Tower 105-Laredo-San Antonio Area, Laredo Sub (line 533)

8554. Round Rock-Kerr

History: 1878 by Georgetown RR
1879-GRR part of International & Great Northern
1922-I&GN changed to International-Great Northern
1956-I-GN merged into Missouri Pacific
1982-MP sold to Union Pacific
1996-BNSF granted rights over line
1997-MP merged into UP
1999-line change-Round Rock-MP 0.85

Former MP: Palestine Division, Austin Sub-connection to Georgetown RR

Former UP: Red River Division, Austin Sub, Georgetown Branch

Former UP: Gulf Division, Austin Sub, Georgetown Branch

Former UP: Palestine Division, Austin Sub, Georgetown Branch

Former UP: San Antonio Division, Austin Sub, Georgetown Branch, then Georgetown Ind. Lead

Former UP: San Antonio Area, Austin Sub, Georgetown Industrial Lead (line 511)

Current UP: San Antonio Area,, Austin Sub, Georgetown Industrial Lead

8555. Los Angeles-Riverside Jct.

History: 1902-Pasadena Jct.-Riverside Jct. by San Pedro, Los Angeles, & Salt Lake
1916-SPLA&SL became Los Angeles & Salt Lake
1936-LA&SL leased to Union Pacific
1939-Pasadena Jct.-Los Angeles by LAUPT
1953-line change-Pomona-Antonio (eastern Antonio)
1963-line change-Pomona-Antonio (western Antonio)

Sold: 1991-Los Angeles-Soto St. Jct. to SCRRA, UP rights relinquished-1999

Leased: 1992-Soto St. Jct.-SCRAA Jct. to LAMTA (to 2011)
2001-East Redondo-Downey Road. by Alameda Corridor Transportation Authority

Former UP: California Division, 2nd Sub then 1st Sub

Former UP: California Division, Los Angeles Sub (line 338)

Former UP: Soto Jct.-Riverside Jct.-Los Angeles Area, Los Angeles Sub (line 338)

Current UP: East Redondo-West Riverside-Los Angeles Area, Los Angeles Sub (line 965)

Current SCRAA: SCRAA Jct.-Los Angeles-River Sub (54.4 miles from SCRAA Jct.-Soto St. Jct. Via UP)

8556. Smithville-Katy

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For details-see segment 8544; this represents a reverse milepost.

8557. Welby-Garfield Smelter

History: 1905 by Denver & Rio Grande
1921-D&RG became Denver & Rio Grande Western

Out of service: 1961-Magma-Garfield Smelter
1988-D&RGW part of Southern Pacific
1997-D&RGW merged into Union Pacific

Sold: 2007-Savage Bingham & Garfield RR

Former DRGW: Utah Division, Garfield Branch, Subdivision 6-K

Former SP: Rocky Mountain Region, Garfield Branch, Subdivision 6-K (route WAM)

Former SP: Denver Division, Garfield Branch, Subdivision 6-K (route WAM)

Former SP: Denver Division, Provo Sub, Garfield Branch (route WAM)

Former UP: Salt Lake Area, Provo Sub, Garfield Industrial Lead

8558. Utah Industrial Park

History: 1971 by Oregon Short Line (UP)
1975-jointly owned with Southern Pacific
1996-SP sold to UP

Abandoned: 1996-MP 5.31-MP 6.33 (this includes the connection to ex-UP Little Mt. Branch)
1997-converted to a side track
1998-SP merged with UP

Note: This branch connected SP with UP's Little Mountain Branch at one time

Former SP: Sacramento Division, Salt Lake Sub, Utah Industrial Park

Former SP: Rocky Mountain District, Ogden District, Utah Industrial Park

Former SP: Roseville Division, Ogden Sub, Ogden Line, Utah Industrial Park

Former SP: Denver Division, Ogden Sub, Ogden Line, Utah Industrial Park

Current UP: Salt Lake Area, Lakeside Sub, UTIP Industrial Lead

8559. Cecil Jct.-Bridge Jct.

History: 1977 by Union Pacific

Note: This is a connection between Salt Lake Area's Salt Lake and Ogden Subs-unknown length

8560. Chemult-Springfield Jct.

History: 1891-MP 614.65-Springfield Jct. by Southern Pacific
1910-12-Oakridge-MP 614.65 by Oregon Eastern RY
1912-OE sold to Central Pacific (leased by SP)
1924-Chemult-Paunina; MP 574.33-Oakridge by SP
1925-Paunina-Cascade Summit by SP

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1926-Cascade Summit-MP 574.33 by SP
1952-line change-MP 588.9-Fall Creek Jct. by SP-Lookout Reservoir Project
1960-line change-MP 598.1-MP 599.0 by SP
1996-SP sold to Union Pacific
1998-SP merged with UP

Former SP: Chemult-Crescent Lake-Shasta Division, Kirk Sub
Crescent Lake-Springfield Jct.-Portland Division, Brooklyn Sub

Former SP: Chemult-Crescent Lake-Shasta Division, Kirk Sub
Crescent Lake-Springfield Jct.-Portland Division, Springfield Sub

Former SP: Portland-Shasta Division, Cascade Sub

Former SP: Oregon Division, Cascade Sub

Former SP: Oregon Division, Cascade Sub, Cascade Line

Former SP: Northern Region, Oregon Division, Cascade Sub, Cascade Line

Former SP: Western Region, Oregon Division, Cascade District, Cascade Line

Former SP: Pacific Region, Cascade District, Cascade Line (route CF)

Former SP: Roseville Division, Cascade Sub, Cascade Line (route CF)

Current UP: Chemult-Oakridge-Portland Area, Cascade Sub (line 841)
Oakridge-Springfield Jct.-Portland Area, Brooklyn Sub (line 845)

8561. Springfield Jct.-East Portland

History: 1868-69-MP 750.0-East Portland by Oregon Central
1870-Page-MP 750.0 by Oregon & California
1871-Oregon Central part of Western Oregon
1871-MP 647.0-Page by O&C
1872-Springfield Jct.-MP 647.0 by O&C
1880-Western Oregon sold to O&C
1887-O&C leased by Southern Pacific
1928-29-line change-MP 645.0-MP 646.9
[1994-BN granted rights over line-East Portland-Salem](#)
1996-SP sold to Union Pacific
1998-SP merged with UP
[2006-BNSF rights transferred to Portland & Willamette](#)

Former SP: Portland Division, Brooklyn Sub

Former SP: Springfield Jct.-Eugene-Portland Division, Springfield Sub
Eugene-East Portland-Portland Division, Brooklyn Sub

Former SP: Springfield Jct.-Eugene-Portland-Shasta Division, Springfield Sub
Eugene-East Portland-Portland Shasta Division, Brooklyn Sub

Former SP: Springfield Jct.-Eugene-Oregon Division, Cascade Sub
Eugene-East Portland-Oregon Division, Brooklyn Sub

Former SP: Springfield Jct.-Eugene-Oregon Division, Cascade Sub, Cascade Line
Eugene-East Portland-Oregon Division, Brooklyn Sub, Valley Line

Former SP: Springfield Jct.-Eugene-Northern Region-Oregon Division, Cascade Sub, Cascade Line
Eugene-East Portland-Northern Region-Oregon Division, Brooklyn Sub, Valley Line

Former SP: Springfield Jct.-Eugene-Western Region-Oregon Division, Cascade District, Cascade Line

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Eugene-East Portland-Western Region-Oregon Division, Brooklyn Sub, Valley Line

Former SP: Springfield Jct.-Eugene-Pacific Region, Cascade District, Cascade Line (route CF)
Eugene-East Portland-Pacific Region, Brooklyn District, Valley Line (route C)

Former SP: Springfield Jct.-Eugene-Roseville Division, Cascade Sub, Cascade Line (route CF)
Eugene-East Portland-Roseville Division, Brooklyn Sub, Valley Line (route C)

Current UP: **Portland Area, Brooklyn Sub (line 845)**

8562. Willsburg Jct.-Tigard

History: 1908 by Beaverton & Willsburg RR
1916-merged into Southern Pacific

Leased: **1995-Portland & Western**

Sold: **2007-Beaverton-Tigard to Tri County Metropolitan Transit District & Washington County (OR) for Tri-Met's west side commute rail.**

Former SP: Willsburg Jct.-Wilsonia-Portland Division, Brooklyn Sub, Milwaukie Branch
Wilsonia-Cook-Portland Division, Brooklyn Sub, Newburg Branch
Cook-Tigard-Portland Division, Brooklyn Sub, West Side Branch

Former SP: Portland Division, Brooklyn Sub, Tillamook Branch

Former SP: Portland-Shasta Division, Brooklyn Sub, Tillamook Branch

Former SP: Oregon Division-Brooklyn Sub, Tillamook Branch

Former SP: Northern Region, Oregon Division-Brooklyn Sub, Tillamook Branch

Former SP: Western Region, Oregon Division, Brooklyn District, Tillamook Branch

Former SP: Pacific Region, Brooklyn District, Tillamook Branch (route FD)

Former SP: Roseville Division, Brooklyn Sub, Tillamook Branch (route FD)

Current P&W: **Tillamook District**

8563-8564-unused

8565. Granger-Huntington

History: 1878-MP 191.62-East Pocatello by Utah & Northern as narrow gauge
1881-82-Granger-MP 191.62; East Pocatello-MP 240.0 by Oregon Short Line
1882-narrow gauge lines converted to standard gauge
1882-83-MP 240.0-Feltham by OSL
1883-84-switchback replaced MP 42.7-MP 43.95
1883-84-Feltham-Huntington by OSL
1889-U&N part of Oregon Short Line and Utah Northern
1897-OSL&UN consolidated into OSL
1901-line change-MP 41.0-MP 43.5
1904-line change-Michaud-Schiller
1910-11-line changes-MP 192.5-193.7; MP 194.5-MP 195.2
1923-24-line change-MP 382.8-MP 393.3
1925-line change-American Falls-MP 240.0
1936-OSL leased by Union Pacific
1947-line change-East Pocatello-MP 213.89
1956-line change-MP 43.85-MP 52.3
1957-58-line change-MP 528.0-MP 557.06 by Idaho Power Company

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1959-line change-MP 240.0-MP 240.7
1964-line change-MP 207.2-MP 208.5
1972-line change-MP 484.3-MP485.1
1977-line change-MP 427.6-MP 429.36
1981-line change-MP 37.8-MP 39.0
1984-line change-MP 49.3-MP 51.0
1993-rights granted Eastern Idaho RR-MP 211.0-MP 274.0

Former UP: Granger-Pocatello-Idaho Division, 1st Sub
Pocatello-Glenns Ferry-Idaho Division, 2nd Sub
Glenns Ferry-Huntington-Idaho Division, 3rd Sub

Farmer UP: Granger-Pocatello-Idaho Division, Pocatello Sub
Pocatello-Huntington-Idaho Division, Nampa Sub

Former UP: Granger-Pocatello-Idaho Division, Pocatello Sub (line 401)
Pocatello-Nampa-Idaho Division, Nampa Sub (line 408)
Nampa-Huntington-Oregon Division, La Grande Sub (line 431)

Former UP: Granger-Pocatello-Idaho Division, Pocatello Sub (line 401)
Pocatello-MP 448.8-Idaho Division, Nampa Sub (line 408)
MP 448.8-Nampa-Oregon Division, Nampa Sub (line 408)
Nampa-Huntington-Oregon Division, La Grande Sub (line 431)

Former UP: Granger-MP210.7-Green River Division, Pocatello Sub (line 401)
MP 210.7-Pocatello-Pocatello Division, Pocatello Sub (line 401)
Pocatello-MP 448.8-Pocatello Division, Nampa Sub (line 408)
MP 448.8-Nampa-Nampa Division, Nampa Sub (line 408)
Nampa-Huntington-Nampa Division, La Grande Sub (line 431)

Former UP: Granger-MP 210.7-Green River Division, Pocatello Sub (line 401)
MP 210.7-Pocatello-Idaho Division, Pocatello Sub (line 401)
Pocatello-Nampa-Idaho Division, Nampa Sub (line 408)
Nampa-Huntington-Idaho Division, La Grande Sub (line 431)

Former UP: Granger-Pocatello-Cheyenne Area, Pocatello Sub (line 401)
Pocatello-Nampa-Boise Area, Nampa Sub (line 408)
Nampa-Huntington-Boise Area, La Grande Sub (line 431)

Current UP: Granger-Pocatello-Portland Area, Pocatello Sub (line 800)
Pocatello-Nampa-Portland Area, Nampa Sub (line 807)
Nampa-Huntington-Portland Area, Huntington Sub (line 810)

8566. Coeur d'Alene Jct.-Coeur d'Alene

History: 1911 by Coeur d'Alene & Pend Oreille RY
1941-sold to Spokane International
1958-SI acquired by Union Pacific
1987-SI merged into UP

Abandoned: 2004-placed on abandoned list-OFA withdrawn in 2005
2006-negotiations to rail bank and turn into a trail pending.
2007-efforts by the City of Coeur d'Alene to reactivate MP 2.25-MP 7.5 was
rejected by the STB at this time

Former SI: Coeur d'Alene Branch

Former UP: Oregon Division, Spokane Sub, Coeur d'Alene Branch (line 445)

Former UP: Spokane Division, Spokane Sub, Coeur d'Alene Branch (line 445)

Former UP: Columbia River Division, Spokane Sub, Coeur d'Alene Branch (line 445)

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Former UP: Columbia River Division, Spokane Sub, Coeur d'Alene Industrial Lead

Former UP: Boise Area, Spokane Sub, Coeur d'Alene Industrial Lead (line 445)

Former UP: Portland Area, Spokane Sub, Coeur d'Alene Industrial Lead

8567. Hinkle-Fish Lake

History: 1899-Wallula-MP 264.16 by Snake River Valley RR
1910-SRV sold to Oregon-Washington RY and Navigation
1910-14-MP 264.16-Fish Lake by North Coast RR and OWR&N (NC sold to OWR&N-1910)(opened 1914)
1936-OWR&N leased to Union Pacific
1951-Hinkle-MP 201.0 by Union Pacific
1951-52-Wallula-by US Government
1961-line change-MP 231.82-MP 250.0 by US Government
1968-line change-MP MP 254.0-MP 269.69 by US Government
1981-line change-Hinkle-North Hinkle by UP
[1984-BN granted rights over line-Wallula Jct.-Ayer Jct.](#)
1985-line change-MP 214.0-MP 215.0

Former UP: (prior to relocations)-Washington Division, 6th Sub

Former UP: Oregon Division, 6th Sub then 4th Sub

Former UP: Oregon Division, Spokane Sub (line 444)

Former UP: Spokane Division, Spokane Sub (line 444)

Former UP: Hinkle-MP 186.5-Nampa Division, Spokane Sub (line 444)
MP 186.5-Fish Lake-Columbia River Division, Spokane Sub (line 444)

Former UP: Columbia River Division, Spokane Sub (line 444)

Former UP: Boise Area, Spokane Sub (line 444)

Current UP: [Portland Area, Ayer Sub \(line 870\)](#)

8568. Wallula-Richland Jct.

History: 1909-11-Richland Jct.-MP 7.51 by North Coast RR & Oregon-Washington RY & Navigation (NC RR sold to OWR&N in 1910; line opened 1911)
[1947-Northern Pacific granted rights over line, effective 1950-Richland Jct.-Kennewick](#)
1952-53-MP 7.51-Wallula by US Government (relocated from original line)
[Unknown-BN-UP joint line from Villard Jct.-Wallula \(possibly from NP days\)](#)

Former UP: Oregon Division, Yakima Branch (eventually line 446)

Former UP: Spokane Division, Yakima Branch (line 446)

Former UP: Columbia River Division Yakima Branch (line 446)

Former UP: Columbia River Division, Yakima Industrial Lead

Former UP: Boise Area, Spokane Sub, Yakima Industrial Lead (line 446)

Current UP: [Portland Area, Ayer Sub, Yakima Industrial Lead](#)

8569. Gulf Coast Jct.-Livonia

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History: 1861-Longham Rd.-MP 558.69 by Texas & New Orleans as wide gauge
1876-changed to standard gauge
1904-MP 441.37-Longham Rd.; MP 558.69-GCL Jct. by Beaumont, Sour Lake, & Port Arthur Traction Co.
1905-BSL&PATCo sold to Beaumont, Sour Lake, & Western RY
1907-Gulf Coast Jct.-MP 441.37 by BSL&W
1909-CS Jct.-Livonia by Colorado Southern, New Orleans, & Pacific RR
1910-CSNO&P part of New Orleans, Texas, & Mexico
1924-BSL&W part of Missouri Pacific
1937-MP granted rights over KCS-GCL Jct.-De Quincy
1944-line change-MP 611.0-MP 617.4
1954-line change-MP 603.0-MP 610.05
1956-BSL&W and NOT&M merged into MP
1961-T&NO merged into Southern Pacific
1982-MP sold to Union Pacific
1996-SP sold to UP
1997-MP merged into UP
1997-junction at Livonia by UP
[1997-BNSF granted rights over line-Gulf Coast Jct.-Beaumont](#)
1998-SP merged into UP

Note: also see segment 8570 for additional details, as well as 8911.

Former T&NO: Longham Rd-MP 558.69-Houston Division, Beaumont Sub
Former SP: Longham Rd.-MP 558.69-Lafayette Division, Beaumont Sub, then Lafayette Sub
Former SP: Longham Rd-MP 558.69-Eastern Region, Lafayette Division, Lafayette Sub & Line
Former SP: Longham Rd.-MP 558.69-Gulf Coast Region, Lafayette District, Lafayette Line (route TNH)
Former SP: Longham Rd.-MP 558.69-Houston Division, Lafayette Sub, Lafayette Line (rte TNH)
Former MP: Dequincy Division, Beaumont Sub (with rights as listed above & over segment 8670)
Former UP: New Orleans Division, Beaumont Sub (with rights listed above)
Former UP: Louisiana Division, Beaumont Sub (with rights listed above)(line 104)
Former UP: Gulf Coast Jct.-MP 507.2-Houston Division, Beaumont Sub (line 104)
MP 507.2-Livonia-Louisiana Division, Beaumont Sub (line 104)(with rights listed above)
Former UP: Louisiana Division, Beaumont Sub (line 104 with rights listed above)

Current UP: [Houston Area, Beaumont Sub \(line 538\)\(with rights over KCS-segment 8570\)](#)

8570. CS Jct.-Beaumont

History: 1897-Beaumont.-CS Jct. by Kansas City, Pittsburg, & Gulf RR
1900-KCP&G part of Kansas City Southern
1937-Missouri Pacific granted rights over line CS Jct.-GCL Jct.
1982-MP sold to Union Pacific
1997-MP merged into UP

Note: This segment represents rights over KCS on segment 8569..

Former KCS: 7th Sub

BNSF TRACK SEGMENTS-8500-8599

Current KCS: Gulf Division, Beaumont Sub

8571-unused (was reassigned to segment 4500)

8572. Ayer Jct.-Riparia

History: 1968-New Ayer-Riparia opened by UP, built by US Corps of Army Engineers
[1968-NP granted rights over line](#)

Note: Also see segment 435.

Former UP: Ayer-Riparia-Oregon Division, Tekoa-Ayer Branch

Former UP: Ayer Jct.-Riparia-Columbia River Division, Riparia Branch (line 452)

Current UP: [Ayer Jct-Riparia-Portland Area Division, Riparia Branch \(Line 877\)](#)

8573. St. Johns Jct.-Peninsula Jct.

History: 1902-St. Johns Jct.-St. Johns by Oregon Railway & Navigation
1907-St. Johns-Megley Jct. by OR&N
1910-Megley Jct.-Peninsula Jct. by OR&N
1910-OR&N sold to Oregon-Washington Railway & Navigation
1935-OWR&N merged into Union Pacific

Note: This line never appeared on UP Oregon Division timetables as additional stations or as a subdivision as it was mainly Albina Terminal switching limits.

Current UP: [Portland Area, Portland Sub, St. Johns Industrial Lead \(line 861\)](#)

8574. Richland Jct.-Richland

For details-see segment 437.

8575. Napa St.-Eastport

History: 1905-06 by Spokane International
1958-SI acquired by Union Pacific
1961-line change-MP 68.5-MP 69.4
[1986-BN granted rights over line-Napa St.-Roundup](#)
1987-SI merged into UP

Abandoned: [1996-MP 71.0-MP 75.69 \(BNSF Dover-Sandpoint Jct.\) for rights over BNSF \(segment 37\)](#)

Former SI: Spokane Sub

Former UP: Oregon Division, 4th Sub

Former UP: Oregon Division, Spokane Sub (line 444)

Former UP: Spokane Division, Spokane Sub (line 444)

Former UP: Columbia River Division, Spokane Sub (line 444)

Former UP: Boise Area, Spokane Sub (line 444)

Current UP: [Portland Area, Spokane Sub \(line 880\)](#)

BNSF TRACK SEGMENTS-8500-8599

8576. Manito-BNSF Connection

History: 1889 by Washington & Idaho RR
1896-W&I sold to Oregon RR & Navigation Co.
1910-ORR&N part of Oregon-Washington RR & Navigation Co.
1936-leased to Union Pacific
[1950-Great Northern granted rights over line](#)
1999-line change at BNSF connection

Former UP: Washington Division, Spokane-Tekoa Branch

Former UP: Oregon Division, Spokane-Tekoa Branch, then Tekoa Branch (line 451)

Former UP: Spokane Division, Tekoa Branch (line 451)

Former UP: Columbia River Division, Tekoa Branch (line 451)

Former UP: Boise Area, Wallace Branch (line 454)

Current UP: [Portland Area, Wallace Branch \(line 884\)](#)

8577. Manito-Plummer

History: 1909 by Idaho & Western
1912-I&W merged into Chicago, Milwaukee, & Puget Sound
1912-CM&PS part of Chicago, Milwaukee, & St. Paul
1927-CM&SP changed to Chicago, Milwaukee, St. Paul, & Pacific
1955-Union Pacific granted rights over line

Sold: [1980-to OWR&N \(UP\)](#)

Former MILW: Coast Division, Plummer Jct. & Marengo Sub

Former MILW: Idaho Division, 2nd Sub

Former MILW: Coast Division, 2nd Sub

Former MILW: Washington Division, 5th Sub

Former UP: Washington Division, Wallace Branch

Former UP: Oregon Division, Wallace Branch (line 454)

Former UP: Spokane Division, Wallace Branch (line 454)

Former UP: Columbia River Division, Wallace Branch (line 454)

Former UP: Boise Area, Wallace Branch (line 454)

Current UP: [Portland Area, Wallace Branch \(line 884\)](#)

8578. Frasier Mills-New Westminster Yard

History: unknown by Canadian Pacific

Former CP: Pacific Region-Revelstoke, Vancouver, Kootenay, Esquimalt & Nanaimo Divisions,
Westminster Sub

Current CP: [Alberta South, Calgary, Revelstoke, Vancouver and Esquimalt & Nanaimo Divisions,
Westminster Sub](#)

BNSF TRACK SEGMENTS-8500-8599

8579. New Westminster-SRY Trapp Yard

History: 1908-by Vancouver & Lulu Island RY (purchased by Canadian Pacific in 1901 and sublet to British Columbia Electric in 1905)
1962-BCE became British Columbia Power & Hydro Authority
Sold: 1988 to Intel Rail and became Southern Railway of British Columbia
Sold: 1994-to Washington Corporation, still SROfBC (unknown if still leased or joint line)

Former BCE: 2nd District
Former BCHPA: Vancouver Subdivision

Current: Southern Railway of British Columbia

8580. Brownsville-Thornton Yard

History: 1909-by Canadian Northern
1918-name changed to Canadian National

Former CN: Mountain Region, BC Area, Yale Sub

Current CN: Mountain Region, Yale Sub

8581. Garrett Jct.-Tower 55

History: 1878-Garrett Jct.-Craft by West Texas RR
1887-Craft-UP; BNSF Connection-Tower 55 by Ft. Worth & New Orleans
1901-FW&NO merged into Houston & Texas Central
1927-H&TC leased to Texas & New Orleans
1961-T&NO merged into Southern Pacific
1996-SP sold Union Pacific
1997-UP-BNSF Connection by UP
1998-SP merged into UP

Former T&NO: Ft. Worth-Garrett Jct. (Ennis)-Dallas & Austin Divisions, Ft. Worth Sub
Former T&NO and SP: Ft. Worth-Garrett Jct. (Ennis)-San Antonio, Houston, Dallas & Austin Divisions, Ft. Worth Branch
Former SP: UP XING-Ennis-Eastern Region, San Antonio Division, Ennis Sub, Ft. Worth Branch
Former SP: Tower 55-Garrett-Gulf Coast Region, Hearne District, Ft. Worth Branch (route TFW)
Former SP: Tower 55-Garrett-San Antonio Division, Ennis Sub, Ft. Worth Branch (route TFW)

Current SP: Garrett Jct.-Midlothian Jct.-Dallas/Ft. Worth Area, Midlothian Sub (line 619)
Midlothian Jct.-Tower 55-Dallas/Ft. Worth Area, Ft. Worth Sub (line 537)

8582. Peoria-Pekin

History: 1881 by Peoria & Pekin Union Railway
Leased: 2004-by Tazewell & Peoria RR (Genesee & Wyoming) from CN/NS/UP

Former P&PU: East Peoria-Pekin-Eastern Division
Pekin-Peoria-Western Division

Current: Tazewell & Peoria RR

BNSF TRACK SEGMENTS-8500-8599

8583. Pekin-Ridgely

History: 1887 by Chicago, Peoria, & St. Louis
1927-CP&StL split, this portion to Chicago & Illinois Midland
Sold: 1996-Genesee & Wyoming and renamed Illinois & Midland RY
Current: I&M main line

8584. Seattle Yard

History: 1911-railhead established by Oregon-Washington Railroad & Navigation Company
1935-OWR&N merged into UP
1956-60-Albina Yard area line changes by UP
Former UP: Oregon Division 5th Sub
Former UP: Oregon Division, Seattle Sub (line 441)
Former UP: Sea/Port Division, Seattle Sub (line 441)
Former UP: Columbia River Division, Seattle Sub (line 441)
Former UP: Boise Service Unit, Seattle Sub (line 441)
Current UP: Portland Area, Seattle Sub (line 860)

8585-8587-unused

8588. Irondale-Meridian

History: 1870 by Alabama & Chattanooga
1877-sold to Alabama Great Southern
?-AGS controlled by Southern Railway
Rights Granted: 1980-1992-Bogilee-York-to BN by AGS
1990-N&W subsidiary of Southern RY
1991-N&W merged with Southern and is called Norfolk Southern
Former Southern: Alabama Great Southern Railroad
Former Southern: Crescent Division, AGS Sub
Current NS: Alabama Division, AGS South District

8589. Alton-North Wood River

History: 1895 by Illinois Terminal RR
1956-IT became owned by 9 railroads
1981-IT sold to Norfolk & Western
1990-N&W subsidiary of Southern RY
1991-N&W merged with Southern and is called Norfolk Southern
Current NS: Illinois Division, Alton District, T&E Line

8590. East Alton-Wann

History: 1854-Wann-Bridge Jct. by Chicago & Alton

BNSF TRACK SEGMENTS-8500-8599

1881-East Alton-Wann by St. Louis, Joliet, & Chicago
1931-C&A a subsidiary of Baltimore & Ohio
Sold: 1947-Gulf, Mobile, & Ohio
1950-StLJ&C leased by Alton
1972-GM&O and Illinois Central merged to make Illinois Central Gulf
Sold: 1987-Chicago, Missouri, & Western (IC retains rights over line)
Sold: 1989-Southern Pacific Transportation as SPCSL Corp.
Sold: 1990-Gateway Western
Sold: 1997GWRR-to Kansas City Southern, remains a separate subsidiary
2002-GWRR merged into KCS

Former ALTON: Eastern Division, Subdivision 2
Former ICG: Missouri Division, Alton District
Former ICG: St. Louis-Missouri Division, Alton District
Former ICG: Midwest Division, Alton District
Former SP: Midwest Division, Springfield District, Wilmington Line
Former SP: Chicago Division, Springfield Division, Wilmington Line
Current UP: St. Louis Area, Springfield Sub (line 29)

Former GWRR:

Current KCS:

8591. Wann-Bridge Jct.

History: see segment 8590.

8592. East Bridge Jct.-Gentilly Yard

History:

Current NOPB: East Bridge Jct.-Shrewsbury

Current NS: Shrewsbury-Elysian Fields (NOT Jct.)-Alabama Division, Back Belt Sub

Current CSX: NOT Jct. (Elysian Fields).-Gentilly Yard-Mobile Division, NO&M Sub

8593. West Bridge Jct. -France Yard (Racy St. Jct.)

History: 1908 by New Orleans Public Belt Railroad

Current: NOPB

8594. Thomas Jct.-ACIPCO

History: 1899 by Birmingham Southern

Current BS: Birmingham Division

8595. BNSF Jct.-Eola

BNSF TRACK SEGMENTS-8500-8599

History: 1886-Normantown-Bridge Jct. (BNSF Jct.) by Joliet, Aurora, & Northern
1888-JA&N part of Elgin, Joliet, & Eastern
1888-Eola-Normantown by Elgin, Joliet, & Eastern
1888-line change-Bridge Jct. Area by EJ&E

Rights Granted: [2003-BNSF over line](#)

Former EJ&E: Western Subdivision

Current EJ&E: Western Division

8596. Chicago Ridge-La Grange (Indiana Harbor-Interlocker B-12)

History: 1907 by Indiana Harbor Belt

Current IHB: Main Line

8597. Chicago Ridge-Landers

History: 1851 by Illinois Central (see note below)

This is suppose to be a NS line, but NS timetables state Illinois Central-Chicago District. Either way, it is a connection between that line and Indiana Belt RR. IHB shows connection at CP Ridge with NS, but NS diagrams show no Landers. Mileposts do not match with stations.

Current NS: Illinois Division, Illinois Central-Chicago District

8598. Shreveport Jct.-Shreveport

History: 1898 by Louisiana & Arkansas RY
1932-L&A controlled by Kansas City Southern
1992-L&A merged into KCS

Former L&A: Shreveport Sub

Current KCS: Gulf Division, Shreveport Terminal

8599-unused

BNSF TRACK SEGMENTS-8600-END

8600-8608-unused

8609. East Olympia-Olympia

History: 1914-15 by Oregon-Washington Railroad & Navigation
1936-leased to Union Pacific

[1987-BN granted rights over line](#)

Leased: [2007-Tri City Railroad Company](#)

Former UP: Oregon Division, Olympia Branch (line 443)

Former UP: Sea/Port Division, Olympia Branch (line 443)

Former UP: Columbia River Division, Seattle Sub, Olympia Industrial Lead (line 443)

Former UP: Boise Area, Seattle Sub, Olympia Industrial Lead (line 443)

Former UP: Portland Area, Seattle Sub, Olympia Industrial Lead

Current: [Tri City Railroad Company](#)

8610-8644-unused

8645. Gratiot St.-Omaha

History: 1852-Gratiot St.-MP 5.1 by Pacific RR (of Missouri) as wide gauge
1853-MP 5.1-Pacific by PRRofMO as wide gauge
1855-Pacific-MP 81.0 by PRRofMO as wide gauge
1856-MP 81.0-River Jct. by PRRofMO as wide gauge
1865-Rock Creek Jct.-Broadway by PRRofMO as wide gauge
1866-N. Cypress Jct.-MP 300.0. by Missouri River RR as wide gauge
1866-Gilmore Jct.-Omaha by Union Pacific
1869-MP 300.0-MP 309.7 by MRRR as wide gauge
1869-wide gauge changed to standard gauge (PRRofMO)
1869-MP 309.7-Atchison by Leavenworth, Atchison, & Northwestern
1870-LA&NW leased by Missouri Pacific
1872-PRRofMO leased to Atlantic & Pacific
1873-Myrick-MP 270.6 by Wyandotte, Kansas City, & Northwestern as narrow gauge
1876-A&P line sold to Missouri Pacific
1878-WKC&NW part of Kansas City & Eastern
1880-MRR part of Kansas City, Leavenworth, & Atchison RY (consolidated into MP the one month later)
1880-KC&E consolidated into MP
1882-Atchison-Reserve by MP of Kansas (owned by MP since 1881)
1882-Reserve-Union by MP of Nebraska (merged into MP the same year)
1883-narrow gauge changed to standard gauge
1885-Belt Jct.-N. Cypress Belt by Kansas City Belt
1886-wide gauge of MRRR changed to standard gauge
1888-Boonville-Myrick by MP
1888-Eton-Congo by Chicago, Santa Fe, & California of Iowa (leased in 1888 by ATSF)
1888-Chicago, Santa Fe, & California RR merged into Santa Fe
1891-Union-Plattsmouth by Omaha Southern RY
1892-Plattsmouth-Gilmore Jct. by Omaha Southern
1902-River Jct.-Boonville; MP 270.6-Eton Jct.; Congo-Rock Creek Jct. by MP
1908-KCB becomes Kansas City Terminal RY; rights granted MP over KCB line

BNSF TRACK SEGMENTS-8600-END

1910-Omaha Southern sold to Missouri Pacific
1929-line changes-Keefer Creek area; MP 23.4-MP 27.31; MP 51.0-South Point
1930-line change-MP 292.3-MP 293.5
1938-line change-MP 289.85-MP 290.6
1945-line change-MP 14.5-MP 17.5
1947-line changes-MP 275.0-Rock Creek Jct.; MP 276.8-MP 278.2
1949-line change-MP 314.0-MP 315.2
1964-line change-MP 317.0-MP 319.0
1971-line change-MP 469.0-MP 470.3
1982-MP sold to Union Pacific
1983-St. Louis-Southwestern granted rights-River Jct.-MP 280.0
1983-Union Pacific granted rights over ATSF-Eton Jct.-Congo. (Segment 7000)
1992-line change-MP 5.4-MP 6.8
1995-ATSF merged into BN to form BNSF
1997-MP merged into UP
2000-Broadway-Hi Line Jct. by Kansas City Terminal RY

Note: Gilmore Jct.-Omaha over UP is same as segment 164.

Former ATSF: Eton-Congo-Kansas City-Kansas City Division

Former ATSF: Eton-Congo-Illinois & Chicago Terminal Division, 4th Sub

Former ATSF: Eton-Congo-Illinois Division, Sibley Sub

Former ATSF: Eton-Congo-Illinois Division, Marceline Sub

Former ATSF: Eton-Congo-Eastern Region, Marceline Sub

Former ATSF: Eton-MP 445.9-Eastern Division, Marceline Sub
MP 445.0-Congo-Kansas City Terminal Division, Marceline Sub

Former ATSF: Eton-MP 445.9-Eastern Division, Marceline Sub
MP 445.9-Congo-Kansas City Terminal Division, Marceline Sub

Former BNSF: Eton-Congo-Illinois Division, Marceline Sub

Former MP: St. Louis-Jefferson City-Northern Division, Sedalia Sub
Jefferson City-Neff Yard-Northern Division, River Sub
Neff Jct.-Gilmore Jct.-Northern Division, Omaha Sub

Former UP: Gilmore Jct.-Summit-Nebraska Division, old main line
Summit-Omaha-Nebraska Division, 1st Sub

Former UP: Gratiot St.-River Jct.-Missouri Division, Sedalia Sub
River Jct.-Neff Yard (includes 7.6 miles via ATSF-Eton-Congo)-Missouri
Division, River Sub
Neff Jct.-Summit-Missouri & Nebraska Divisions, Omaha Sub
Summit-Omaha-Nebraska Division, Council Bluffs Sub

Former UP: Gratiot St.-River Jct.-Illinois Division, Sedalia Sub (line 76)
River Jct.-Neff Yard-Illinois Division, River Sub (line 73) (includes 7.6 miles via
ATSF-Eton Jct.-Congo)
Neff-Summit-Nebraska Division, Falls City Sub (line 70)
Summit-Omaha-Nebraska Division, Council Bluffs Sub (line 201)

Former UP: Gratiot St.-MP 13.2-St. Louis Division, Sedalia Sub (line 76)
MP 13.2-River Jct.-Missouri Division, Sedalia Sub (line 76)
River Jct.-MP 284.5-Missouri Division, River Sub (line 73) (includes 7.6 miles via
ATSF-Eton Jct.-Congo)
MP 284.5-Neff-Kansas City Division, River Sub (line 73)
Neff Yard-MP 289.0-Kansas City Division, Falls City Sub (line 70)
MP 289.0-MP 473.1-Kansas Division, Falls City Sub (line 70)
MP 473.1-Summit-Nebraska Division, Falls City Sub (line 70)

BNSF TRACK SEGMENTS-8600-END

Summit-Omaha-Nebraska Division, Council Bluffs Sub (line 201)

Former UP: Gratiot St.-MP 14.0-St. Louis Division, Sedalia Sub (line 76)
MP 14.0-River Jct.-Midwest Division, Sedalia Sub (line 76)
River Jct.-MP 284.5-Midwest Division, River Sub (line 73) (includes 7.6 miles via
ATSF-Eton Jct.-Congo)
MP 284.5-Neff-Kansas City Division, River Sub (line 73)
Neff Yard-MP 289.0-Kansas City Division, Falls City Sub (line 70)
MP 289.0-MP 473.1-Midwest Division, Falls City Sub (line 70)
MP 473.1-Summit-Nebraska Division, Falls City Sub (line 70)
Summit-Omaha-Nebraska Division, Council Bluffs Sub (line 201)

Former UP: Gratiot St.-MP 14.0-St. Louis Division, Sedalia Sub (line 76)
MP 14.0-River Jct.-Midwest Division, Sedalia Sub (line 76)
River Jct.-MP 284.5-Midwest Division, River Sub (line 73) (includes 7.8 miles via
ATSF-Eton Jct.-Congo)-NOTE: no reason given for change in mileage
MP 284.5-Neff-Kansas City Division, River Sub (line 73)
Neff Yard-MP 289.0-Kansas City Division, Falls City Sub (line 70)
MP 289.0-MP 473.1-Midwest Division, Falls City Sub (line 70)
MP 473.1-Summit-Nebraska Division, Falls City Sub (line 70)
Summit-Omaha-Nebraska Division, Council Bluffs Sub (line 201)

Former UP: Gratiot St.-MP 14.0-St. Louis Division, Sedalia Sub (line 76)
MP 14.0-River Jct.-Midwest Division, Sedalia Sub (line 76)
River Jct.-MP 444.75-Midwest Division, River Sub (line 73) (includes 7.8 miles via
ATSF-Eton Jct.-Congo)
MP .448.8-Rock Creek Jct.-Kansas City Division, River Sub (line 73)
Rock Creek Jct.-Edgewater-Kansas City Division, KCT Terminal Sub (line 90)
Edgewater-MP 289.0-Kansas City Division, Falls City Sub (line 70)
MP 289.0-MP 473.0-Midwest Division, Falls City Sub (line 70)
MP 473.0-16th St.-Nebraska Division, Falls City Sub (line 70)

Former UP: Gratiot St.-River Jct.-Council Bluff Area, Sedalia Sub (line 76)
River Jct.-Rock Creek Jct.-Council Bluffs Area, River Sub (line 73)(includes 7.8 miles via
ATSF-Eton Jct.-Congo)
Rock Creek Jct.-Edgewater-Kansas City Terminal Area, KCT Sub (line 90)
Edgewater-16th St.-Council Bluffs Area, Falls City Sub (line 70)

Current BNSF: [Eton-Congo-Chicago Division, Marcelline Sub](#)

Current UP: [Gratiot St.-River Jct.-St. Louis Area, Jefferson City Sub \(line 65\)](#)
[River Jct.-Rock Creek Jct.-Kansas City Area, River Sub \(line 75\) \(includes 7.8 miles via
BNSF-Eton Jct.-Congo\)](#)
[Rock Creek Jct.-Edgewater-Kansas City Area, KCT Terminal \(line 92\)](#)
[Edgewater-16th St.-Kansas City Area, Falls City Sub \(line 225\)](#)

8646. West Labadie-Labadie Power Plant

History: 1968 by Union Electrical System Railroad

Former MP: Northern Division, Sedalia Sub

Former UP: Illinois Division, Sedalia Sub

Former UP: Missouri Division, Sedalia Sub

Former UP: Midwest Division, Sedalia Sub

Former UP: Midwest Division, Sedalia Sub, Labadie Spur (first appeared on timetables 1992)

Former UP: Council Bluffs Area, Sedalia Sub, Labadie Spur (line 651)

Current UP: [St. Louis Area, Jefferson City Sub, Labadie Industrial Lead](#)

BNSF TRACK SEGMENTS-8600-END

8647. Elvas-North Lathrop

History: 1869-by Central Pacific RR
1885-leased by Southern Pacific
1996-SP sold to Union Pacific
[1996-BNSF granted rights over line-Elvas-Stockton \(XING\)](#)
1998-SP merged into UP

Former SP: Elvas-Brighton-Sacramento Division, Sacramento Sub
Brighton-Lathrop-Western Division, Lathrop Sub

Former SP: Sacramento Division, Stockton Sub, East Side Line

Former SP: Western Region, Sacramento Division, Stockton Sub, East Side Line

Former SP: Western Region, Stockton Division, San Joaquin District, Fresno Line

Former SP: Pacific Region, San Joaquin District, Fresno Line (route D)

Former SP: Roseville Division, San Joaquin Sub, Fresno Line (route D)

Current UP: [Roseville Area, Fresno Sub \(line 938\)](#)

8648-8650-unused

8651. Los Nietos-Slauson Jct.

History: 1888-Los Nietos-DT Jct. by Southern Pacific
1903-DT Jct. (Los Nietos)-Slauson Jct. by Pacific Electric
1965-PE merged into SP
1996-SP sold to Union Pacific
1998-SP merged into UP

Former PE: Los Nietos Jct.-Slauson Jct.-Southern District, Yorba Linda Branch

Former SP: West Los Nietos-Slauson Jct.-Los Angeles Division, La Habra Branch

Former SP: Los Nietos-Slauson Jct. Wye-Western Region, Los Angeles Division, Colton Sub
La Habra Sub

Former SP: Western Region, Los Angeles Division, Basin District, Walker Line

Former SP: Southwest Region, Basin District, Walker Line (route BBJ)

Former SP: Los Angeles Division, Basin Sub, Walker line (route BBJ)

Current UP: [Los Nietos-DT Jct.-Los Angeles Area, Los Nietos Sub \(line 990\)](#)
[DT Jct.-Slauson Jct.-Los Angeles Area-La Habra Sub \(line 987\)](#)

8652. Wilmington Wye-Long Beach ITS

History: 1889 by Southern Pacific
1996-SP sold to Union Pacific
1998-operations turned over to Pacific Harbor Line

Former SP: Los Angeles Division, Firestone Park Sub, Long Beach Branch

Former SP: Los Angeles Division, Santa Barbara Sub, Long Beach Branch

Former SP: Los Angeles Division, Terminal Sub, Long Beach Branch

BNSF TRACK SEGMENTS-8600-END

Former SP: Western Region, Los Angeles Division, Colton Sub, Long Beach Branch

Former SP: Western Region, Los Angeles Division, Basin District, Long Beach Branch

Former SP: Southwest Region, Basin District, Long Beach Branch (route BH)

Former SP: Los Angeles Division, Basin Sub, Long Beach Branch (route BH)

Current PHL: Long Beach Sub

8653. Los Nietos-Brea Chemical

History: 1903-Los Nietos-Santa Fe Springs by Pacific Electric
1906-Santa Fe Springs-MP 505.1 by PE
1911-MP 505.1-Brea by PE
1965-PE merged into Southern Pacific
1996-SP sold to Union Pacific
1998-SP merged into UP

Former PE: Southern District, Yorba Linda Branch

Former SP: Los Angeles Division, Terminal Sub, La Habra Branch

Former SP: Western Region, Los Angeles Division, Colton Sub, La Habra Branch

Former SP: Western Region, Los Angeles Division, Basin District, La Habra Branch

Former SP: Southwest Region, Basin District, La Habra Branch (route BBJ)

Former SP: Los Angeles Division, Basin Sub, La Habra Branch (route BBJ)

Current UP: Los Angeles Area, Los Nietos Sub, Brea Chem Industrial Lead (line 988)

8654. Fullerton Jct.-Basta

History: 1923 by Los Angeles & Salt Lake
1936-LA&SL leased by Union Pacific

Former UP: California Division, Anaheim Branch (line 339)

Former UP: Los Angeles Area, Anaheim Branch (line 399)

Current UP: Los Angeles Area, Los Nietos Sub, Fullerton Industrial Lead (line 989)

8655. Mission Tower-El Paso (Tower 47)

History: 1873-Mission Tower-MP 512.0 by Southern Pacific
1875-MP 512.0-Colton by SP of California
1876-Colton-MP 611.8 by SP of California
1877-MP 611.8-Yuma by SP of California
1878-Yuma-Gila City by SP of Arizona
1878-79-Gila City-MP 763.0 by SP of AZ
1879-MP 763.0-MP 818.9 by SP of AZ
1880-MP 818.9-36th St. by SP of AZ
1880-MP 1002.01-Mescal by SP of AZ (main 2)
1880-Mescal-MP 1125.0 by SP of AZ
1880-MP 1125.0-MP 1208.6 by SP of New Mexico
1881-MP 1208.6-Civic Center by SP of NM

BNSF TRACK SEGMENTS-8600-END

1892-line changes-MP 734.34-MP 766.58; MP 1012.3-MP 1014.1 (main 2); MP 1042.2-MP 1051.95
1898-line change-Wymola-MP 947.0
1899-Civic Center-Tower 47 by El Paso & Northeastern
1900-line change-MP 1011.1-MP 1011.8 (main 2)
1901-line change-MP 1280.02-MP 1295.92
1902-SP of AZ and SP of NM merged into SP
1906-line changes-MP 625.0-MP 664.5; MP 1008.35-MP 1009.15 (main 2)
1908-EP&NE leased by Southern Pacific
1912-36th St.-Vail Xovers; Vail Xovers-Mescal (main 1) by El Paso & Southwestern
1924-EP&SW leased by SP
1926-line change MP 732.23-MP 735.16
1943-line change-MP 750.13-Kinter
1952-Vail Xovers-MP 1002.01 by SP (main 2)
1955-EP&SW merged into SP
1959-line changes-MP 867.44-MP 868.88; MP 869.34-MP 870.2
1960-line changes-MP 793.0-MP 793.94; MP 823.4-MP 824.8
1962-line changes-MP 1037.36-MP 1040.26; MP 1125.0-MP 1127.4
1992-line change-MP 726.75-MP 732.23
1996-SP sold to Union Pacific
[1995-BNSF granted rights over line-Civic Center-Tower 47](#)
1998-SP merged into UP

Former SP: Mission Tower-Colton-Los Angeles Division, Pomona Sub
Colton-Indio-Los Angeles Division, Beaumont Sub
Indio-Yuma-Los Angeles Division, Salton Sub
Yuma-Wellton-Tucson Division, Picacho Sub
Wellton-Gila-Tucson Division, Wellton Sub
Gila-Tucson-Tucson Division, Picacho Sub
Tucson-Lordsburg-Tucson Division, Bowie Sub
Tucson-Mescal-Rio Grande Division, Mescal Sub (Tucson-Mescal other main)
Lordsburg-El Paso-Rio Grande Division, Deming Sub

Former SP: Mission Tower-Alhambra-Los Angeles Division, Firestone Park Sub
Alhambra-Colton-Yuma Division, Pomona Sub
Colton-Indio Yard-Yuma Division, Beaumont Sub
Indio Yard-Yuma-Yuma Division, Salton Sub
Yuma-Gila-Tucson Division, Wellton Sub
Gila-Tucson-Tucson Division, Picacho Sub
Tucson-Lordsburg-Tucson Division, Bowie Sub
Lordsburg-El Paso-Rio Grande Division, Deming Sub

Former SP: Mission Tower-Indio Yard-Los Angeles Division, Colton Sub
Indio Yard-Yuma-Los Angeles Division, Salton Sub
Yuma-Tucson-Rio Grande & Tucson Divisions, Gila Sub
Tucson-El Paso-Rio Grand & Tucson Divisions, Lordsburg Sub

Former SP: Mission Tower-Indio Yard-Los Angeles Division, Colton Sub
Indio Yard-Yuma-Los Angeles Division, Salton Sub
Yuma-Tucson-Tucson Division, Gila Sub
Tucson-El Paso-Tucson Division, Lordsburg Sub

Former SP: Mission Tower-West Colton-Los Angeles Division, Terminal Sub, Alhambra Line
West Colton-Yuma-Los Angeles Division, Colton Sub
Yuma-Tucson-Tucson Division, Gila Sub
Tucson-El Paso-Tucson Division, Lordsburg Sub

Former SP: Mission Tower-West Colton-Western Region, Los Angeles Division, Colton Sub,
Alhambra line
West Colton-Yuma-Western Region, Los Angeles Division, Yuma Sub, Yuma Line
Yuma-Tucson-Western Region, Tucson Division, Gila Sub, Gila Line
Tucson-El Paso-Western Region, Tucson Division, Lordsburg Sub, North Line

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Former SP:	Mission Tower-West Colton-Western Region, Los Angeles Division, Basin District, West Line West Colton-East Yard-Western Region West Colton Division, Yuma District, East Line East Yard-Tucson-Western Region, Tucson Division, Gila District, Gila Line Tucson-El Paso-Western Region, Tucson Division, Lordsburg District, North Line
Former SP:	Mission Tower-West Colton-Southwest Region, Basin District, West Line (route B) West Colton-Indio-Southwest Region, Yuma District, East Line (route B) Yuma-Tucson-Southwest Region, Gila District, Gila Line (route B) Tucson-El Paso-Southwest Region, Lordsburg District, North Line (route B)
Former SP:	Mission Tower-West Colton-Los Angeles Division, Basin Sub, West Line (route B) West Colton-East Yard-West Colton Division, Yuma Sub, East Line (route B) East Yard-Tucson-West Colton Division, Gila Sub, Gila Line (route B) Tucson-El Paso-West Colton Division, Lordsburg Sub, North Line (route B)
Former SP:	Mission Tower-West Colton-Western Region, Los Angeles Division, Basin Sub, West Line (route B) West Colton-East Yard-Western Region, Los Angeles Division, Yuma Sub, East Line (route B) East Yard-Tucson-Southern Region, El Paso Division, Gila Sub, Gila Line (route B) Tucson-El Paso-Southern Region, El Paso Division, Lordsburg Sub, North Line (rte B)
Former UP:	Mission Tower-Rancho-Los Angeles Area, Alhambra Sub (line 975) Rancho-East Yard-Los Angeles Area, Yuma Sub (line 943) East Yard-36 th St.-El Paso Area, Gila Sub 36 th St.-El Paso (Tower 47)-El Paso Area, Lordsburg Sub
Current UP:	Los Angeles-Yuma Jct.-Metrolink, River Sub Yuma Jct.-Rancho-Los Angeles Area, Alhambra Sub (line 975) Rancho-East Yard-Los Angeles Area, Yuma Sub (line 943) East Yard-Yuma.-Sunset Area, Gila Sub (line 675) 36 th St.-Piedros St.-Sunset Area, Lordsburg Sub (line 678)

8656-8672-unused

8673. Port Lavaca-Flatonia

History:	1888-Port Lavaca-Cuero by Galveston, Houston, & San Antonio 1888-Yoakum-MP 80.0 by San Antonio & Arkansas Pass RY 1890-Cuero-Yoakam; MP 80.0-Flatonia by SA&AP 1925-SA&AP leased to Galveston, Houston, & San Antonio 1927-GH&SA leased to Texas & New Orleans 1961-T&NO merged into Southern Pacific 1992-Texas Mexican RY granted rights over line-Placedo-Flatonia 1996-SP sold to Union Pacific 1998-SP merged into UP
Former T&NO:	Flatonia-Yoakum-Dallas & Austin Divisions, Flatonia Sub (partial)
Former T&NO & SP:	Flatonia-Yoakum-San Antonio, Houston, Dallas & Austin Divisions, Shiner Branch Yoakum-Cuero-San Antonio, Houston, Dallas & Austin Divisions, Yoakum Branch Cuero-Port Lavaca-San Antonio, Houston, Dallas & Austin Divisions, Cuero Branch
Former SP:	Flatonia-Victoria-Eastern District, San Antonio Division, Flatonia Sub, Shiner Branch Victoria-Port Lavaca-Eastern District, Houston Division, Corpus Christi Sub, Port Lavaca Line
Former SP:	Gulf Coast Region, Victoria District, Port Lavaca Branch (route TPS)
Former SP:	San Antonio Division, Victoria Sub, Port Lavaca Branch (route TPS)
Former SP:	Southern Region, Houston Division, Victoria Sub, Port Lavaca Branch (route TPS)
Formert UP:	Houston Area, Port Lavaca Sub (line 637)

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Current UP: Flatonia-Placedo-Houston Area, Cuero Sub (line 637)
Placedo-Port Lavaca-Houston Area, Angleton Sub, Port Lavaca Industrial Lead (line 664)

8673-8682-unused

8683. Midvale-Proler Steel

History: 1873-Midvale-Dalton Spur by Bingham Canyon & Camp Floyd RR as narrow gauge
1881-BC&CF purchased by Denver & Rio Grande
1890-changed to standard gauge
1921-D&RG changed to Denver & Rio Grande Western
1965-Dalton Spur-Proler Steel by Denver & Rio Grande Western on original BC&CF Right-of-way which was previously abandoned.
1988-D&RGW part of Southern Pacific
1996-SP sold to Union Pacific
1997-D&RGW merged into UP

Former DRGW: Salt Lake Division, Bingham Branch, Subdivision 6-J

Former DRGW: Utah Division, Bingham Branch, Subdivision 6-J

Former SP: Rocky Mountain Region, Bingham Branch, Subdivision 6-J (route WAL)

Former SP: Denver Division, Bingham Branch, Subdivision 6-J (route WAL)

Former SP: Central Region, Denver Division, Bingham Branch (route WAL)

Current UP: Salt Lake Area, Provo Sub, Bingham Industrial Lead

8684-8748-unused

8749. Kansas City-Parsons

History: 1886-87-South Hillsdale- by Kansas City & Pacific RR
1889-KC&P leased by MKT
1988-MKT sold to Missouri Pacific (UP)
1997-MP merged into UP

Note: Unknown when MKT was granted rights over Frisco-Paola (S. Hillsdale) to Kansas City
Via segment 1001

Note: from 30th St. in KC, UP uses BNSF to South Hillsdale, see segment 1001.

Former MKT: Northern Division, Kansas City Sub

Former UP: Van Buren Division, Kansas City Sub

Former UP: Van Buren Division, Cherokee Sub (line 540)

Former UP: Wichita Area , Cherokee Sub (line 540)

Current UP: Kansas City Area, Parsons Sub (line 330)

8750. Hartshorne-El Reno

History: 1888-Hartshorne-MP 360.0; McAlester-MP 365.0 by Choctaw Coal & Railway

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1892-MP 490.0-(BNSF XING); MP 495.0-El Reno by CC&RY
1894-CC&RY became Choctaw, Oklahoma, & Gulf
1895-MP 360.0-McAlester; MP 365.0-MP 490.0; (BNSF XING)-MP 485.0 by CO&G
1904-CO&G leased to Chicago, Rock Island, & Pacific
1923-line change-MP 401.4-MP 401.0
1927-line change-MP 402.59-MP 401.4
1980-CRIP bankrupt, this portion purchased by the State of Oklahoma
1982-leased by MKT
1988-MKT sold to Missouri Pacific (UP)

Rights Granted: unknown to ATSF-BNSF Jct.-

Rights Granted: unknown-BNSF Jct.-Shawnee to BNSF

Out of Service: 1992-MP 365.0-MP 455.0; MP 446.5-MP 370.5

Leased: 1996-UP assigned lease to Arkansas-Oklahoma-MP 295.36-McAlester

1997-MP merged into UP

Leased: 2000-MP 455.0-Oklahoma City to Arkansas-Oklahoma

Note: Milepost changes make this very hard to follow on the history.

Former CRIP: Hartshorne-Haileyville-Oklahoma Division, Subdivision 50
Haileyville-Shawnee Yard-Oklahoma Division, Subdivision 49
Shawnee Yard-El Reno-Oklahoma Division, Subdivision 48

Former CRIP: (partial)-Shawnee-El Reno-Southern Division, Subdivision 48

Former CRIP: Hartshorne-McAlester-Southern Division, Subdivision 31
McAlester-Shawnee-Southern Division, Subdivision 32
Shawnee-El Reno-Southern Division, Subdivision 33

Former MKT: McAlester-Harter-Northern Division, Oklahoma Sub (despite map saying to El Reno)

Former UP: Howe-El Reno-Texoma Division, Shawnee Branch (line 547)

Former UP: Howe-MP 370.5; MP 417.0-El Reno-Wichita Area, Shawnee Branch (line 547)

Former UP: MP 446.5-El Reno-Dallas/Ft. Worth area, Oklahoma City Sub (line 328)

Current A-O: Hartshorne-McAlester-Howe Branch
MP 455.0- Oklahoma City.-Oklahoma City Sub

Current UP: Oklahoma City-El Reno-Dallas/Ft. Worth Area, Oklahoma City Sub (line 328)

8751. El Paso-Tucumcari

History: 1899-Tower 47-MP 882.0 by El Paso & Northeastern
1901-MP 882.0-MP 825.0 by EP&NE
1902-MP 825.0-Santa Rosa by El Paso & Rock Island
1902-Santa Rosa-Tucumcari by Chicago, Rock Island, & El Paso
1908-EP&NE and EP&RI leased El Paso & Southwestern
1911-CRI&EP merged into Chicago, Rock Island, & Pacific
1924-EP&SW leased to Southern Pacific
1955-EP&SW merged into SP

Sold: 1980-Santa Rosa-Tucumcari to St. Louis-Southwestern

1995-BN granted rights over line

1996-SSW and SP sold to UP

1997-SSW merged into UP

1998-SP merged into UP

Note: Santa Rosa-Tucumcari portion was always operated by SP.

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Former SP: El Paso-Carrizozo-Rio Grande Division, Alamogordo Sub
Carrizozo-Tucumcari-Rio Grade Division, Santa Rosa Sub

Former SP: Rio Grande & Tucson Divisions, Carrizozo Sub

Former SP: Tucson Division, Carrizozo Sub

Former SP: Tucson Division, Carrizozo Sub, East Line

Former SP: Southwest Region, Carrizozo District, Tucumcari Line (route B)

Former SP: El Paso Division, Carrizozo Sub, Tucumcari Line (route B)

Former SP: Southern Region, El Paso Division, Carrizozo Sub, Tucumcari Line (route B)

Former UP: El Paso-East Vaughn-El Paso Area, Carrizozo Sub
East Vaughn-Tucumcari-El Paso Area, Tucumcari Sub

Current UP: Tower 47 West-Vaughn-Sunset Area, Carrizozo Sub (line 680)
Vaughn-Tucumcari-Sunset Area , Tucumcari Sub (line 682)

8752. Topeka-Tucumcari

History: 1886-Topeka-Herrington by Chicago, Kansas, & Nebraska
1888-Herrington-MP420.0 by CK&N
1888-MP 420.0-430.6 by Chicago, Rock Island, & Pacific
1891-CK&N sold at foreclosure to CRIP
1902-MP 430.6 (MP 434.2)-MP 540.0 by CRIP
1902-MP 540.0-MP 580.0 by Chicago, Rock Island, & Mexico
1902-MP 580.0-Tucumcari by Chicago, Rock Island, & El Paso
1903-CRI&M consolidated into Chicago, Rock Island, & Gulf
1911-CRI&EP merged into CRIP
1939-CRI&G leased to CRIP
1939-line change-MP 413.89-MP 422.0
1940-line change-MP 238.8-MP 240.32
1947-line change-MP 214.2-MP 218.27

Sold: 1980 to St. Louis-Southwestern

Rights Granted: 1995-to BN over line
1997-SSW merged into Union Pacific

Former CRIP: Topeka-Herrington-Missouri Kansas Division-Subdivision 36
Herrington-Pratt-El Paso-Amarillo Division, Subdivision 39
Pratt-Liberal-El Paso-Amarillo Division, Subdivision 40
Liberal-Texoma-El Paso-Amarillo Division, Subdivision 40
Bravo-Tucumcari-El Paso-Amarillo Division, Subdivision 42

Former CRIG: Texoma-Dalhart-El Paso-Amarillo Division, Subdivision 5
Dalhart-Bravo-El Paso-Amarillo Division, Subdivision 6

Former CRIP: Topeka-Herrington-Missouri-Kansas Division, Subdivision 36
Herrington-Pratt-Missouri-Kansas Division, Subdivision 39
Pratt-Liberal-Missouri-Kansas Division, Subdivision 40
Liberal-Dalhart-Missouri-Kansas Division, Subdivision 41
Dalhart-Tucumcari-Missouri-Kansas Division, Subdivision 42

Former CRIP: Topeka-Herrington-Missouri-Kansas Division Subdivision 20
Herrington-Pratt-Missouri-Kansas Division, Subdivision 21
Pratt-Liberal-Missouri-Kansas Division, Subdivision 22
Liberal-Dalhart-Missouri-Kansas Division, Subdivision 23
Dalhart-Tucumcari-Missouri-Kansas Division, Subdivision 24

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Former SSW:	Topeka-Herrington-Eastern Region, Kansas Division, Subdivision 3 Herrington-Pratt-Eastern Region, Kansas Division, Subdivision 4 Pratt-Liberal-Eastern Region, Kansas Division, Subdivision 5 Liberal-Dalhart-Eastern Region, Kansas Division, Subdivision 6 Dalhart-Tucumcari-Easter Region, Kansas Division, Subdivision 7
Former SP (SSW):	Topeka-Herrington-Midwest Region, Topeka District, Tucumcari line (route RIT) Herrington-Pratt-Midwest Region, Herrington District, Tucumcari Line (route RIT) Pratt-Dalhart-Midwest Region, Liberal District, Tucumcari Line (route RIT) Dalhart-Tucumcari-Midwest Region, Dalhart District, Tucumcari Line (route RIT)
Former SP (SSW):	Topeka-Herrington-Chicago Division, Topeka Sub, Tucumcari line (route RIT) Herrington-Pratt-El Paso Division, Herrington Sub, Tucumcari Line (route RIT) Pratt-Dalhart-El Paso Division, Liberal Sub, Tucumcari Line (route RIT) Dalhart-Tucumcari-El Paso Division, Dalhart Sub, Tucumcari Line (route RIT)
Former SP (SSW): (all route RIT)	Topeka-Herrington-Central Region, Kansas Division, Topeka Sub, Tucumcari Line Herrington-Pratt-Central Region, Kansas Division, Herrington Sub, Tucumcari Line Pratt-Dalhart-Central Region, Kansas Division, Liberal Sub, Tucumcari Line Dalhart-Tucumcari-Central Region, Kansas Division, Dalhart Sub, Tucumcari Line
Former UP:	Topeka-Herrington-Salina Area, Topeka Sub Herrington-Pratt-Salina Area, Herrington Sub Pratt-West Dalhart -Salina Area, Pratt Sub West Dalhart-Tucumcari-El Paso Area, Tucumcari Sub
Current UP:	Topeka-Herrington-Salina Area, Topeka Sub (line 315) Herrington-Pratt-Salinas Area, Herrington Sub (line 316) Pratt-Dalhart -Salinas Area, Pratt Sub (line 318) Dalhart-Tucumcari-Sunset Area Tucumcari Sub (line 682)

8753. Herrington-Tower 55

History:	1887-MP 270.0-MP 295.0 by Chicago, Kansas, & Nebraska 1888-Herrington-North Jct.; South Jct.-MP 270.0 by Chicago, Rock Island, & Pacific 1890-MP 295.0-MP 420.0 by CK&N 1891-CK&N sold to CRIP at foreclosure 1892-MP 420.0-OK/TX state line by CRIP 1893-OK/TX state line-MP 572.2 by Chicago, Rock Island, & Texas 1894-MP 572.2-Tower 55 by CRI&T 1903-CRI&T consolidated into Chicago, Rock Island, & Gulf 1939-CRI&G leased to CRIP 1945-line change-Wellington-MP 278.3 1980-line change-Marion-MP 195..6 1982-line sold to Oklahoma-Missouri-Texas (MKT) (portion not sold to state of OK) 1982-KS/OK State Line-OK/TX purchased by State of OK and leased to OKT 1986-BN granted rights over line-Lost Springs-North Jct. 1989-OKT merged into Missouri Pacific (UP) 1996-BNSF granted rights-Herrington-Lost Springs 1997-MP merged into Union Pacific
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Note: North Jct.-South Jct. via Wichita Union Terminal in all timetable listings.

Former CRIP:
(partial) Herrington-Caldwell-Oklahoma Division, Subdivision 38
Caldwell-El Reno-Oklahoma Division, Subdivision 45

Former CRIP: Herrington-Caldwell-Southern Division, Subdivision 38
Caldwell-El Reno-Southern Division, Subdivision 45
El Reno-Waurika-Southern Division, Subdivision 46
Waurika-Ft. Worth-Southern Division, Subdivision 1
Ft. Worth-Tower 55-Southern Division, Subdivision 2

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Former CRIP:	Herington-Caldwell-Southern Division, Subdivision 251 Caldwell-El Reno-Southern Division, Subdivision 25 El Reno-Waurika-Southern Division, Subdivision 26 Waurika-Peach-Southern Division, Subdivision 27 Peach-Tower 55-Southern Division, Subdivision 28
Former OKT:	Herrington-North Enid-Wichita Sub North Enid-Duncan-Enid Sub Duncan-Tower 55-Duncan Sub
Former UP:	Herington-Whitewater-Wichita Division, Herington Branch Whitewater-Wichita-Wichita Division, McPherson Branch Wichita-MP 251.0-Wichita Division, Enid Sub MP 251.0-Chickasha-Texoma Division, Enid Sub Chickasha-MP 561.0-Texoma Division, Duncan Sub MP 561.0-Tower 55-Ft. Worth Division, Duncan Sub
Former UP:	Herington-Herington Jct.-Texoma Division, Herington Branch (line 569) Herington Jct.-Wichita-Texoma Division, McPherson Sub (line 68) Wichita-MP 561.0-Texoma Division, OKT Sub (line 566) MP 561.0-Peach-Ft. Worth Division, OKT Sub (line 566) Peach-Tower 55-Ft. Worth Division, Choctaw Sub (line 541)
Former UP:	Herington-Herington Jct.-Texoma Division, Herington Branch (line 569) Herington Jct.-Wichita-Texoma Division, McPherson Sub (line 68) Wichita-MP 561.0-Texoma Division, OKT Sub (line 566) MP 561.0-Tower 55-Ft. Worth Division, OKT Sub (line 566)
Former UP:	Herrington-Wichita-Wichita Area, Herrington Branch (line 569) Wichita-Tower 55-Wichita Area, OKT Sub (line 566)
Current UP:	Herrington-Wichita. Salina Division, Lost Springs Sub (line 320) Wichita-Chickasha-Dallas/Ft. Worth Area, Enid Sub (line 325) Chickasha- North Tower 55-Dallas/Ft. Worth Area, Duncan Sub (line 326)

8754. Manchester-Coffeyville

History:	1879-Paola-MP 384.9; MP 420.0-MP 425.0 by St. Louis, Kansas, & Arizona RY 1880-StLK&A consolidated into Missouri Pacific 1886-KS/MO state line-Paola by Kansas City & Southwestern RY 1886-MP 384.9-MP 396.25; MP 404.75-MP 420.0; MP 425.0-MP 468.0 by Verdigris Valley, Independence & Western RR 1887-MP 468.0-Dearing by VVI&W 1887-Dearing-Coffeyville by Denver, Memphis, & Atlantic RY 1887-Manchester-KS/MO state line by Kansas City and Southwestern RY of Missouri 1891-VVI&W and DM&A consolidated into Kansas & Colorado Pacific RY 1902-KC&SW of MO and K&CP consolidated into MP 1903-MP 396.25-MP 404.75 by K&CP (MP) 1909-KC&SW consolidated into MP 1956-line changes-35 th St.-MP 286.22; MP 291.3-MP 297.75 1982-MP sold to Union Pacific unknown-BN granted rights-Sheffield-Leeds Jct. No dates-line changes MP 302.28-MP 309.01; MP 314.43-MP 317.5; MP 318.09-MP 325.54; MP 363.85-MP 366.0; MP 387.08-MP 388.79 1997-MP merged into UP
Former MP:	Manchester-Osawatomie-Kansas Division, Kansas City Sub Osawatomie-Coffeyville-Central Division, Coffeyville Sub
Former UP:	Manchester-Osawatomie-Kansas Division, Kansas City Sub Osawatomie-Coffeyville-Kansas Division, Coffeyville Sub

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Former UP: Kansas Division (line 62)

Former UP: Manchester-MP 284.3-Kansas City Division, Coffeyville Sub (line 62)
MP 284.3-Coffeyville-Van Buren Division, Coffeyville Sub (line 62)

Former UP: Manchester-MP 284.7-Kansas City Division, Coffeyville Sub (line 62)
MP 284.7-Coffeyville-Van Buren Division, Coffeyville Sub (line 62)

Former UP: Manchester-MP 284.7.-Kansas City Division, KCT Sub (line 90)
MP 284.7-Coffeyville-Van Buren Division, Coffeyville Sub (line 62)

Former UP: Manchester-Leeds Jct.-Wichita Area, KCT Sub (line 90)
Leeds Jct.-Coffeyville-Wichita Area, Coffeyville Sub (line 62)

Current UP: **Manchester-Leeds Jct.-Kansas City Area, KCT Sub (line 92)**
Leads Jct.-Coffeyville-Kansas City Area, Coffeyville Sub (line 335)

8755. Tulsa-Chase

History: 1903-04 by Missouri, Kansas, & Oklahoma RR (MKT)
1988-MKT sold to Missouri Pacific (UP)
1997-MP merged into Union Pacific

Former MKT: Northern Division, Tulsa Sub

Former UP: Van Buren Division, Tulsa Branch (line 551)

Former UP: Wichita Area, Tulsa Branch (line 551)

Current UP: **Kansas City Area, Tulsa Sub (line 360)**

8756. Kansas City-Gibbon Jct.

History: 1866-Broadway-MP 72.6 by Union Pacific Eastern Division
1869-UP Eastern Division changed to Union Pacific
1872-line change-MP 9.65-MP 11.0
1872-MP 142.6-West Level by St. Joseph & Denver City RR
1877-ST&DC became St. Joseph & Western
1885-StJ&W became St. Joseph & Grand Island
1905-line changes-Kaw Jct.-MP 6.0 (and more due to double tracking)
1906-line changes-MP 10.0-MP 11.7 (and more due to double tracking)
1906-MP 72.6-MP 110.0 by Topeka & Northwestern RR
1908-T&NW sold to UP
1910-MP 110.0-MP 142.6 by T&NW
1913-14-Hastings-Gibbon Jct. by Hastings & Northwestern RR
1917-H&NW sold to UP
1936-SJ&GI leased by UP
1944-line change-MP 63.8-East Topeka
1973-line change-MP 144.8-MP 164.81
1974-line changes-Duluth-MP 113.57; Steel City-MP 176.29
[1974-BN granted rights over line-MP 260.25-Gibbon Jct. \(see segment 130\)](#)
1976-line change-114.2-MP 115.5
1993-West Level-Hastings by UP

Also see segments 130 and 8757.

Former SJ&GI: (partial)-Menoken-Marysville-Central Division, Topeka Sub
Marysville-Hastings-Central Division, 2nd Sub

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- Former UP: Kansas City-Menoken-Kansas Division, Eastern Sub
Menoken-Marysville-Kansas Division, Topeka Sub
Marysville-Hastings-Kansas Division, Grand Island Sub
Hastings-Gibbon-Nebraska Division, Hastings Branch
- Former UP: Kansas City-Menoken-Kansas Division, 1st Sub
Menoken-Hastings-Kansas Division, 4th Sub
Hastings-Gibbon-Nebraska Division, Hastings Branch
- Former UP: Kansas City-Marysville-Kansas Division, 1st Sub
Marysville-Gibbon-Kansas Division, 2nd Sub
- Former UP: Nebraska Division, Kansas Sub
- Former UP: Nebraska Division, Marysville Sub (line 216)
- Former UP: Broadway-MP 6.5-Kansas City Division, Marysville Sub (line 216)
MP 6.5-MP 287.9-Kansas Division, Marysville Sub (line 216)
MP 287.9-Gibbon Jct.-Nebraska Division, Marysville Sub (line 216)
- Former UP: Broadway-MP 6.5-Kansas City Division, Marysville Sub (line 216)
MP 6.5-MP 142.5-Midwest Division, Marysville Sub (line 216)
MP 142.5-Gibbon Jct.-Nebraska Division, Marysville Sub (line 216)
- Former UP: Broadway-West Yard-Kansas City Division, KCT Sub (line 90)
West Yard-MP 6.5-Kansas City Division, Marysville Sub (line 216)
MP 6.5-MP 142.5-Midwest Division, Marysville Sub (line 216)
MP 142.5-Gibbon Jct.-Nebraska Division, Marysville Sub (line 216)
- Former UP: Broadway-West Yard-Council Bluffs Area, KCT Sub (line 90)
West Yard-Gibbon Jct.-Council Bluffs Area, Marysville Sub (line 216)
- Current UP:** Broadway-West Yard-Kansas City Area, KCT Sub (line 92)
West Yard-Upland-Kansas City Area, Kansas Sub (line 300)
Upland-Gibbon Jct.-Council Bluffs Area, Marysville Sub (line 220)

8757. East Grand Island-Ogden

- History: 1866-East Grand Island-Pawnee by Union Pacific
1867-Pawnee-Cheyenne by UP
1868-Cheyenne-MP 925.0 by UP
1869-MP 925.0-Ogden by UP
1889-line change-MP 625.2-MP 643.7
1899-line change-MP 571.4-MP 585.71
1900-line changes-Cooper Lake-Lookout; MP596.45-MP 622.5; MP 643.7-MP 651.8;
MP 690.3-MP 725.0; MP 732.0-MP 741.2
1901-line change-MP 890.92-MP 912.28
1902-line change-MP 593.73-MP 596.75
1953-line change-MP 690.3-696.6 (Daly Ranch change)
1966-line change-MP 624.7-MP 631.38
1968-line change-MP 614.6-MP 617.27
[1974-BN granted rights over line-Gibbon Jct.-West Kearney \(see segment 130\)](#)

Note: Dates are only for original construction and line changes of the original line for this segment.

Also see segments 130 & 8756

Former UP: Grand Island-North Platte-Nebraska Division, 2nd Sub (partial)

Former UP: Grand Island-North Platte-Nebraska Division, 1st Sub
North Platte-Cheyenne-Nebraska Division, 2nd Sub

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- Cheyenne-Laramie-Wyoming Division, 2nd Sub
Laramie-Green River-Wyoming Division, 3rd Sub
Green River-Ogden-Wyoming Division, 4th Sub
- Former UP: Grand Island-North Platte-Nebraska Division, 1st Sub
North Platte-Cheyenne-Nebraska Division, 2nd Sub
Cheyenne-Rawlins-Wyoming Division, 2nd Sub
Rawlins-Green River-Wyoming Division, 3rd Sub
Green River-Ogden-Wyoming Division, 4th Sub
- Former UP: Grand Island-North Platte-Nebraska Division, 1st Sub
North Platte-Cheyenne-Nebraska Division, 2nd Sub
Cheyenne-Laramie-Wyoming Division, 2nd Sub
Laramie-Green River-Wyoming Division, 3rd Sub
Green River-Ogden-Wyoming Division, 4th Sub
- Former UP: Grand Island-North Platte-Nebraska Division, Council Bluffs Sub
North Platte-Cheyenne-Nebraska Division, Sidney Sub
Cheyenne-Rawlins-Wyoming Division, Laramie Sub
Rawlins-Green River-Wyoming Division, Rawlins Sub
Green River-Ogden-Wyoming Division, Green River Sub
- Former UP: Grand Island-North Platte-Nebraska Division, Council Bluffs Sub (line 201)
North Platte-Cheyenne-Nebraska Division, Sidney Sub (line 213)
Cheyenne-Rawlins-Wyoming Division, Laramie Sub (line 233)
Rawlins-Granger-Wyoming Division, Rawlins Sub (line 236)
Granger-Ogden-Wyoming Division, Granger Sub (line 240)
- Former UP: Grand Island-North Platte-Nebraska Division, Council Bluffs Sub (line 201)
North Platte-Cheyenne-Nebraska Division, Sidney Sub (line 213)
Cheyenne-Rawlins-Wyoming Division, Laramie Sub (line 233)
Rawlins-Granger-Wyoming Division, Rawlins Sub (line 236)
Granger-Ogden-Idaho Division, Salt Lake Sub (line 240)
- Former UP: Grand Island-MP 282.0-Nebraska Division, Council Bluffs Sub (line 201)
MP 282.0-North Platte-North Platte Division, Council Bluffs Sub (line 201)
North Platte-MP 292.0-North Platte Division, Sidney Sub (line 213)
MP 292.0-MP 506.3-Cheyenne Division, Sidney Sub (line 213)
MP 506.3-Cheyenne-Wyoming Division, Sidney Sub (line 213)
Cheyenne-Rawlins-Wyoming Division, Laramie Sub (line 233)
Rawlins-MP 775.5-Wyoming Division, Rawlins Sub (line 236)
MP 775.5-Granger-Green River Division, Rawlins Sub (line 236)
Granger-MP 988.5-Green River Division, Salt Lake Sub (line 240)
MP 988.5-Ogden-Utah Division, Salt Lake Sub (line 240)
- Former UP: Grand Island-MP 282.0-Nebraska Division, Council Bluffs Sub (line 201)
MP 282.0-North Platte-North Platte Division, Council Bluffs Sub (line 201)
North Platte-MP 291.4-North Platte Division, Sidney Sub (line 213)
MP 291.4-Cheyenne-Cheyenne Division, Sidney Sub (line 213)
Cheyenne-MP 662.1-Cheyenne Division, Laramie Sub (line 233)
MP 662.1-Rawlins-Green River Division, Laramie Sub (line 233)
Rawlins--Granger-Green River Division, Rawlins Sub (line 236)
Granger-MP 988.5-Green River Division, Salt Lake Sub (line 240)
MP 988.5-Ogden-Utah Division, Salt Lake Sub (line 240)
- Former UP: Grand Island-MP 282.0-Nebraska Division, Council Bluffs Sub (line 201)
MP 282.0-North Platte-North Platte Division, Council Bluffs Sub (line 201)
North Platte-MP 292.0-North Platte Division, Sidney Sub (line 213)
MP 292.0-Cheyenne-Cheyenne Division, Sidney Sub (line 213)
Cheyenne-MP 662.1-Cheyenne Division, Laramie Sub (line 233)
MP 662.1-Green River-Green River Division, Laramie Sub (line 233)
Green River-MP 988.5-Green River Division, Salt Lake Sub (line 240)
MP 988.5-Ogden-Utah Division, Salt Lake Sub (line 240)
- Former UP: Grand Island-MP 282.0-Council Bluffs Area, Council Bluffs Sub (line 201)
MP 282.0-North Platte-Cheyenne Area, Council Bluffs Sub (line 201)
North Platte-Cheyenne-Cheyenne Area, Sidney Sub (line 213)
Cheyenne-Green River-Cheyenne Area, Laramie Sub (line 233)

BNSF TRACK SEGMENTS-8600-END

Green River-Ogden-Cheyenne Area, Salt Lake Sub (line 240)

Current UP: East Grand Island-Platte River-Council Bluffs Area, Kearney Sub (line 210)
Platte River-Hindman-North Platte Area, North Platte Terminal Sub (line 213)
Hindman-Cheyenne-North Platte Area, Sidney Sub (line 235)
Cheyenne-Rawlins-North Platte Area, Laramie Sub (line 255)
Rawlins-Green River-North Platte Area, Rawlins Sub (line 260)
Green River-Ogden-Salt Lake Area, Evanston Sub (line 265)

8758. Council Bluffs-East Grand Island

History: 1866-MP 3.9-MP 5.14; MP 17.0-East Grand Island by Union Pacific
1872-Council Bluffs-MP 3.9 by UP
1908-MP 5.14- MP 17.0 by South Omaha & Western RR and sold the same year to UP

Former UP: Nebraska Division, 1st Sub

Former UP: Nebraska Division, Council Bluffs Sub (line 201)

Former UP: Council Bluffs Area, Council Bluffs Sub (line 201)

Current UP: Council Bluffs-Fremont-Council Bluffs Area, Omaha Sub (line 200)
Fremont-East Grand Island-Council Bluffs Area, Columbus Sub (line 206)

8759. Valley-Marysville

History: 1876-Valley-Wahoo by Omaha & Republican Valley RR
1877-Wahoo-Valpara by O&RV
1880-Valpara-Lincoln by O&RV
1880-Marysville-Beatrice by Marysville & Blue Valley RR
1884-Lincoln-Beatrice by O&RV
1886-M&BV changed to Blue Valley Railway Company
1887-BV RY consolidated into O&RV
1898-O&RV sold at foreclosure to Union Pacific
1952-line change-MP 128.1-MP 129.92
1953-line change-MP 125.0-MP 127.75
1963-line change-Kawa-Linpark
1974-BN rights granted-MP 54.2-Lincoln
1988-joint track agreement-BN/UP-MP 52.0-MP 54.2
Abandoned: 1999-Jamaica-Marietta (part of line is now a trail)(consummated 2000)
2003-MP 56.43-MP 57.0

Former UP: Valley-Beatrice-Nebraska Division, Beatrice Branch
Beatrice-Marysville-Kansas Division, Manhattan Branch

Former UP: Nebraska Division, Beatrice Branch (line 205)

Former UP: Valley-MP 133,3-Nebraska Division, Beatrice Branch (line 205)
MP 133.3-Marysville-Kansas Division, Beatrice Branch (line 205)

Former UP: Nebraska Division, Beatrice Branch (line 205)

Former UP: Council Bluffs Area, Beatrice Branch (line 205)

Current UP: Valley-Lincoln-Council Bluffs Area, Lincoln Sub (line 216)
Lincoln-Jamaica (end of track)-Council Bluffs Division, Jamaica Industrial Lead
Marysville-Marietta-Council Bluffs Area, Marietta Industrial Lead

BNSF TRACK SEGMENTS-8600-END

8760. McPherson Jct.-Salina

History: 1879-Linborg- Salina by Salina & Southwestern
1880-Linborg-Newton by S&SW
1882-line change-MP 548.6-Salina
1886-McPherson-Newton by St. Louis, Ft. Scott, & Wichita
1887-sold to Ft. Scott, Wichita, & Western at foreclosure
1891-FtSW&W sold to Kansas & Colorado Pacific RY
1901-S&SW merged into Union Pacific
1909-K&CP consolidated into Missouri Pacific
1982-MP sold to UP

Abandoned: 1995-MP 518.0-Lindborg
1996-MP 476.0-Newton
1997-MP merged with UP

Leased: 1997-MP 530.6-MP 545.0 to Central Kansas (taken over by Kansas & Oklahoma in 2001)

Abandoned: 2000-Lindborg-Mentor

Sold: 2001-WATCO-Kansas & Oklahoma RR

Former MP: McPherson Jct.-McPherson-Central Division, McPherson Sub

Former UP: Salina-McPherson-Kansas Division, McPherson Branch (line 68)

Former UP: Whitewater-Salina-Kansas Division, McPherson Branch (line 68)

Former UP: McPherson Jct.-Salina-Wichita Division, McPherson Branch (line 68)

Former UP: Salina-MP 544.0-Midwest Division, McPherson Sub (line 68)
MP 544.0-Herington Jct.-Texoma Division, McPherson Sub (line 68)

Former UP: Salina-MP 530.6-Wichita Area, McPherson Branch (line 68)
MP 518.0-Herington Jct.-Wichita Area, McPherson Branch (line 68)

Current WATCO: Newton-McPherson-Kansas & Oklahoma

Current UP: MP 551.7-MP 545.0-Salina Area, Salina Sub, Sid Industrial Lead (line 307)
Herington Jct.-MP 518.0-Salina Area, McPherson Sub (line 323) (shows MP 476.0-Newton abandoned on track charts)

8761. Council Bluffs-CGW Jct.

History: 1872 by Union Pacific
1903-CGW Jct. established Chicago-Great Western
1968-CGW merged into Chicago & Northwestern
1995-C&NW sold to and merged into Union Pacific

Note: CGW Jct. no longer shown on track charts or stations, believed to be on main 3 or 4 at Council Bluffs.

Former UP: Nebraska Division, Bridge Sub

Former UP: Nebraska Division, 1st Sub

Former UP: Nebraska Division, Council Bluffs Sub (line 201)

Former UP: Council Bluffs Area, Council Bluffs Sub (line 201)

Current UP: Council Bluffs Area, Omaha Sub (line 200)

BNSF TRACK SEGMENTS-8600-END

8762. Denver-Borie (Speer)

History: 1870-Denver-Pullman Jct. by Kansas Pacific RY
1870-Pullman Jct.-Speer by Denver Pacific RY & Telegraph Company
1880-KP and DPROY&TC consolidated into Union Pacific
1907-line change-MP 46.5-MP 48.1
1908-line change-MP 89.8-East Speer
[1988-BN granted rights over line](#)

Former UP: Colorado Division, Northern Sub

Former UP: Denver-Carr-Wyoming Division, 1st Sub
Carr-Borie-Wyoming Division, Borie Sub

Former UP: Wyoming Division, 1st Sub

Former UP: Denver-West Speer-Wyoming Division, 1st Sub

Former UP: Denver-Borie-Wyoming Division, Greeley Sub (line 228)

Former UP: Denver-MP 97.7-Cheyenne Division, Greeley Sub (line 228)
MP 97.7-Borie-Wyoming Division, Greeley Sub (line 228)

Former UP: Denver-Borie-Cheyenne Division, Greeley Sub (line 228)

Former UP: Cheyenne Area, Greeley Sub (line 228)

Current UP: [Denver-Speer-Denver Area, Greeley Sub \(line 710\)](#)
[Speer-Borie-North Platte Area, Laramie Sub \(line 255\) track 3](#)

8763-8769-unused

8770. CCTA (MP Jct.)-TM Connection

History: most likely 1914. This is a crossing of the ex-MP line now the UP San Antonio Division's Corpus Christi Sub. It is unknown which railroad built the connection. BNSF indicates 2.5 miles for this but maps indicate 1.5 miles. Track charts show .5 miles. There is no indication on timetables of mileage on this connection.

Former MP & UP: Kingsville Division, Corpus Christi Sub

Former UP: Gulf Division, Corpus Christi Sub (line 107)

Former UP: San Antonio Division, Corpus Christi Sub (line 107)

Former UP: San Antonio Area, Corpus Christi Sub (line 107)

Current UP: [San Antonio Area, Corpus Christi Sub \(line 534\)](#)

8771. Robstown-Flower Bluff Jct.

History: 1875 by Corpus Christi, San Diego, & Rio Grande Narrow Gauge RR
1881-name changed to Texas Mexican RY
1909-narrow gauge changed to standard gauge
1995-Kansas City Southern controls TM with 49% of stock
2002-KCS sells interest in TM
2005-KCS reacquires TM

Current: [Texas Mexican RY main line](#)

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8772. Flower Bluff Jct.-Corpus Christi

History: 1875 by Corpus Christi, San Diego, & Rio Grande Narrow Gauge RR
1881-name changed to Texas Mexican RY
1909-narrow gauge changed to standard gauge
1995-Kansas City Southern controls TM with 49% of stock
2002-KCS sells interest in TM
2005-KCS reacquires TM

Current: Texas Mexican RY main line

8773. W. Port Arthur-Beaumont

History: 1881 by Sabine & East Texas RY
1883-sold to Texas & New Orleans
1961-T&NO merged into Southern Pacific
1996-SP sold to Union Pacific
1998-SP merged into UP

Former T&NO: Houston Division, Sabine Branch

Former SP: Lafayette Division, Sabine Branch

Former SP: Eastern Region, Lafayette Division, Lafayette Sub, Sabine Branch

Former SP: South Yard-End of track-Gulf Coast Region, Lafayette District, Sabine Branch (rte TBA)

Former SP: South Yard (Beaumont)-end of track-Houston Division, Lafayette Sub, Sabine Branch (route TBA)

Former SP: South Yard (Beaumont)-end of track-Southern Region, Houston Division, Lafayette Sub, Sabine Branch (route TSA)

Current UP: Houston Area, Lafayette Sub, Sabine Industrial Lead (line 599)

8774. W. Port Arthur-Port Arthur

History: 1907 by Texas & New Orleans
1961-T&NO merged into Southern Pacific
1996-SP sold to Union Pacific
1998-SP merged into UP

Former T&NO: Houston Division, Sabine Branch

Former SP: Lafayette Division, Sabine Branch

Former SP: Eastern Region, Lafayette Division, Lafayette Sub, Sabine Branch

Former SP: Gulf Coast Region, Lafayette District, Sabine Branch-spur

Former SP: Houston Division, Lafayette Sub, Sabine Branch-spur

Former SP: Southern Region, Houston Division, Lafayette Sub, Sabine Branch-Spur

Current UP: Houston Area, Lafayette Sub, Sabine Industrial Lead (line 599)
(no mention of this line in UP timetables, no record found in STB search)

8775. Chaison Jct.-Chaison

BNSF TRACK SEGMENTS-8600-END

History: 1915 by Texas & New Orleans
1961-T&NO merged into Southern Pacific
1996-SP sold to Union Pacific
1998-SP merged into UP

Note: No mention on T&NO timetables of this line

Former SP: Lafayette Division, Sabine Branch, on spur (not mentioned again in Eastern Region tt.

Former SP: Gulf Port Region, Lafayette District, Sabine Branch-spur

Former SP: Houston Division, Lafayette Sub, Sabine Branch-spur

Former SP: Southern Region, Houston Division, Lafayette Sub, Sabine Branch-Spur

Current UP: Houston Area, Lafayette Sub, Sabine Industrial Lead (line 599)

8776-8799-unused

8800. Bayport-Ellington

History: proposed rail line by San Jacinto Rail and BNSF in Texas, not yet built due to litigation and probably won't be built.

8801-8805-unused

8806. Argo-McCook

History: 1886-Wisconsin Central formed Chicago & Great Western to build a line to Grand Central Station
1887-Chicago & Calumet Terminal Railway, a subsidiary of Northern Pacific consolidated
Several terminal railroads connecting at McCook with ATSF
1890-C&GW and several other terminal lines purchased by NP and consolidated into Chicago & Northern Pacific
1893-C&NP bankrupt
1897-C&NP bought by Chicago Terminal Transfer RR
1910-CTTRR changed to Baltimore & Ohio Chicago Terminal RR

Note: Could not find this line on BOCT timetables, but did find it on Indian Harbor Belt Line. It is unknown if IHB took over this line at this time. This line is contained within segment
8596

Current: BOCT

IHB: Argo-McCook-Ivanhoe-Franklin Park Branch

8807. Stewart Ave.-ATSF Jct.

History: 1851-Stewart Avenue track by Illinois Central
1884-Chicago, St. Louis & Western arrives at Chicago
1886-CStL&W changed to Chicago, Santa Fe, & California
1888-CSF&C merged into ATSF
1972-IC merged with Gulf, Mobile, & Ohio to form Illinois Central Gulf

BNSF TRACK SEGMENTS-8600-END

1988-ICG changed back to Illinois Central
1998-IC purchased by Canadian National

Note: It is assumed the junction switch was put in around 1884 when ATSF arrived in Chicago.

Current IC/CN: Illinois Central, Bridgeport District

8808. Stewart Ave.-Bridgeport

History: 1851-Stewart Avenue track by Illinois Central
1972-IC merged with Gulf, Mobile, & Ohio to form Illinois Central Gulf
1988-ICG changed back to Illinois Central
1998-IC purchased by Canadian National

Current IC/CN: Illinois Central, Bridgeport District

8809. 18th St. -River Bridge

History: 1856 by St. Charles Air Line Railroad
1856-CB&Q granted rights over line & eventually became 25% owner

Note: Line is now owned 25% by BNSF, 25% by UP, and 50% by CN/IC.

8810. River Bridge-Union Avenue

History: 1853 by Chicago, St. Charles, & Mississippi Airline RR
1856-name changed to St. Charles Airline Railroad
1856-CB&Q granted rights over line
Unknown-sold to Chicago & Northwestern
1995-C&NW merged into Union Pacific

Note: This is a joint line now between BNSF & UP.

Current UP: Chicago Area, Rockwell Sub (line 8)

8811-8821-unused

8822. Hanley Fall-Norwood

History: 1884 by Minneapolis & St. Louis
Sold: 1960 to Chicago & Northwestern
Sold: 1984 to Minnesota Valley Transportation
Sold: 1994-to Minnesota Central
Sold: 2002-to Minneapolis Prairie Line

Former C&NW: Twin Cities Division, Morton Sub

Former MVT: main line

Former MC: main line

Current MPLI: main line

8823. St. Louis Park-Appleton Grain Elevator

BNSF TRACK SEGMENTS-8600-END

History: 1872-St. Louis Park-Glencoe by Hastings & Dakota
1878-Glencoe-Montevideo by H&D
1879-Montevideo-Appleton by H&D
1882-H&D part of MILW

Sold: 1986-to SOO (CP Rail)

Sold: 1991-Twin Cities & Western

Former MILW: St. Louis Park-Montevideo-Hastings & Dakota Division, 1st Sub
Montevideo-Appleton-Hastings & Dakota Division, 2nd Sub

Former MILW: St. Louis Park-Montevideo-Aberdeen Division, 1st Sub
Montevideo-Appleton-Aberdeen Division, 2nd Sub

Former MILW: St. Louis Park-Tower 14-Minnesota Division, 1st Sub
Tower 14-Montevideo-Minnesota Division, 2nd Sub
Montevideo-Appleton-Dakota Division, 1st Sub

Former MILW: St. Louis Park-Tower 14-Northern Division, 15th Sub
Tower 14-Montevideo-Northern Division, 16th Sub
Montevideo-Appleton-Northern Division, 17th Sub

Former MILW: St. Louis Park-Tower 14-Northern Division, 15th Sub
Tower 14-Appleton-Northern Division, 16th Sub

Former SOO: St. Louis Park-Tower 14-Western Division, Merriam Park Sub
Tower 14-Appleton-Western Division, Ortonville Sub

Former SOO: St. Louis Park-Tower 14-Northern District, Merriam Park Sub
Tower 14-Appleton-Western District, Ortonville Sub

Former SOO: St. Louis Park-Tower 14-Northern Division, Merriam Park Sub
Tower 14-Appleton-Northern Division, Ortonville Sub

Current SOO: St. Louis Park-Tower 14- St. Paul Service Area , Bass Lake Spur

Current TC&W: Tower 14-Appleton, Glencoe Sub

8824. St. Paul-St. Croix

History: 1869-St. Paul-St. Croix by St. Paul & Chicago
1872-St. Paul & Chicago consolidated into MILW

Sold: 1986-to SOO System (CP Rail)

Note: This is the basis of the joint line-eastbound running on Segment 3

Former CB&Q/MILW: Joint Terminals Division

Former BN/MILW: Joint Terminals Division

Former MILW: St. Croix Tower-7th St.-Northern Division, Joint Line Sub

Former SOO: St Croix-St Paul Yard-Heartland Division, River Sub (eastward)

Current SOO: St. Croix-St. Paul Yard-St. Paul Area, River Sub (eastward)
St. Paul Yard-Hoffman Ave.-St. Paul Area, Merriam Park Sub (eastward)

8825. St. Anthony-Park Jct.

History: 1893 by Minnesota Belt Line RY & Transfer
1898-merged with Minnesota Transfer
1987-name changed to Minnesota Commercial RY

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Current: Minnesota Commercial RY

8826. Nopeming Jct.-Saunders

History:

Note: Cannot find Nopeming Jct. on DM&IR timetables. Saunders is on the Messabe Division, Spirit Lake & Interstate Sub, but mileposts do not match. This is a new line connecting DM&IR with DWP (segment 1234) which was abandoned, and now are both CN.

8827. Emmert Jct.-Virginia

History: 1892-Wolf-Virginia by Duluth, Missabe, & Northern
1893-Hibbing-Wolf by Duluth, Missabe, & Northern
1903-Hibbing-MP 12 by GN
1905-Virginia-Hibbing (GN operates over DM&IR-Hibbing-Buhl)
1938-DM&N part of Duluth, Missabe, & Iron Range

Note: Also see segment 239, this represents the DM&IR mileposts

Current DMIR: Emmert-Keenan-Missabe Division, Keenan-Hibbing Sub
Keenan-Wolf-Missabe Division, Duluth-Minntac Sub
Wolf-Virginia-Missabe Division, Wolf-Virginia Sub

8828-8899-unused

8900. Belt Jct.-T&NO Jct.

History: 1883-T&NO Jct.-New South Yard by Gulf, Colorado & Santa Fe
1907-2nd track T&NO Jct.-New South Yard by Houston Belt & Terminal
1907-New South Yard-Belt Jct. By HB&T
1950-track rights granted to MP over line
1996-track rights granted to BNSF over line (and BNSF maintains this track)

Note: HB&T is 50% owned by BNSF. Also see segment 8911.

Former HB&T: Passenger Subdivision

Current UP: Houston Area, Houston West Belt Sub (line 585)

8901. Belt Jct.-Double Track Jct.

History: 1908 by Houston Belt & Terminal
1908-track rights granted to GC&SF
1950-track rights granted to MP over line

Note: HB&T is 50% owned by BNSF

Former HB&T: East Belt Subdivision

Current UP: Houston Area, Houston East Belt Sub (line 580)

8902-8903-unused

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8904. W. Approach-North Market St.

History: 1889-Terminal Railroad Association of St. Louis established

Current TRRA: Merchants District

8905. Baden-WR Tower

History: 1889-Terminal Railroad Association of St. Louis established

Current TRRA: WR Interlock-West Approach-Merchants District
West Approach-Carrie Ave.-West Belt District
Carrie Ave.-Baden-North Belt District

8906. PTRA Jct.-Baytown

History: for details, see segment 8521, as all stations are contained within that segment.

8907. Harrisburg-Strang

History: 1895-MP 16.0-Strang by Galveston, La Porte, & Houston
1899-GLP&H changed to Galveston, Houston, & Northern
1903-Galena Park-Manchester Jct. by Galveston, Harrisburg, & San Antonio
1905-GH&N consolidated into GH&SA
1924-Harrisburg Jct.-Galena Park; Sinco Jct.-Deer Park Jct. by Port Terminal RR Assoc.
1927-GH&SA leased to Texas & New Orleans
1961-Manchester Jct.-Sinco Jct.; Deer Park Jct.-MP 16.0 by T&NO
1961-T&NO merged into Southern Pacific
1982-MP purchased by Union Pacific
1996-SP purchased by Union Pacific
1997-MP & SP merged into UP

Note: Both UP and PTRA have tracks intertwining in area on this line. Also see segment 8523 as some of this is repeated on that segment

Former T&NO and SP: Houston Division, Galveston Sub

Former SP: Gulf Port Region, Houston Terminals District, Galveston Line (route TGA)

Former SP: Houston Division, Houston Terminals Sub, Galveston Line (route TGA)

Current UP: Houston Area, Strang Sub (line 620)

Current PTRA: Harrisburg Jct.-Galena Jct.-Clinton Sub
Sinco-Manchester-Manchester Sub

8908. PTRA N Yard-Houston Ship Cargill

History: 1924-Port Terminal Railroad Association established

Current PTRA: North Yard-Cargill-Northshore Sub

8909. EOT-Pierce Jct.

History: 1873 by Houston Tap & Brazoria RY

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1873-HT&B consolidated into International & Great Northern
1922-I&GN changed to International-Great Northern
1956-I-GN merged with Missouri Pacific
1982-MP purchased by Union Pacific
1997-MP merged into UP

Note: BNSF says this is now part of Houston Belt & Terminal. Part of the ex-MP is reached by HB&T.

Former MP: Dequincy Division, Sugarland Sub
Former UP: Kingsville Division, Sugarland Sub
Former UP: Gulf Division, Sugarland Branch (line 115)
Former UP: Houston Division, Sugarland Branch (line 115)
Former UP: Houston Division, Alameda Industrial Lead
Former UP: Houston Area, Popp Industrial Lead (line 663)
Former UP: Houston Area, Popp Industrial Lead (line 667)
Current UP: **Houston Area, Popp Sub (line 627)**

8910, PTR A Connection-Booth Yard

History: 1924-Port Terminal RR Association established

Current PTR A: **Clinton Sub**

8911. Settegast Jct.-Interstate Jct.

History: 1907-Gulf Coast Jct.-Settegast Jct. by Beaumont, Sourlake, & Western RY
1956-BS&W merged into Missouri Pacific
1982-MP sold to Union Pacific
1997-MP merged into UP
[1997-BNSF granted rights over line](#)

Former MP: Settegast Jct.-Settegast Yard-Dequincy Division, Beaumont Sub
Settegast Yard-Gulf Coast Jct.-Dequincy Division, Sugarland Sub
Former UP: New Orleans Division, Beaumont Sub
Former UP: Louisiana Division, Beaumont Sub (line 104)
Former UP: Houston Division, Beaumont Sub (line 104)
Former UP: Louisiana Division, Beaumont Sub (line 104)
Former UP: Houston Area, Beaumont Sub (line 104)

Current UP: **Settegast Industrial Lead**

8912. SH Interlock-GC Jct.

History: 1900 by Illinois Transfer Railway
1903-operated by Terminal RR Assoc. of St. Louis

Current TRRA: **Illinois Transfer District**

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8913. Gratiot Tower-Valley Jct.

History: 1889-Terminal RR Assoc. of St. Louis established

Current TRRA: MacArthur Bridge District

8914. Madison Yard.-Coapman Yard

History:

Note: Some of this is duplicated below on segment 8915.

Current NS: Madison Yard-VC Belt-Illinois Division, Alton District, A&E Line
VC Belt-Coapman Yard-Illinois Division, Southern West District

8915. Madison-Valley Jct.

History: 1900 by Illinois Transfer Railway
1903-operated by Terminal RR Assoc. of St. Louis

Current NS: Madison-CP Jct.-Illinois Division, Alton District, A&E Line

Current TRRA: CP Jct.-Valley Jct.-Illinois Transfer District

8916. Pasadena Yard

History: 1924-Port Terminal RR Association established

Current PTRRA: Pasadena Sub

8917-8919-unused

8920. Kansas City Amtrak Station

History: 1914 by Kansas City Terminal RY

KCT RY (25% owned by BNSF)

Former CB&Q: Ottumwa Division, Kansas City & Pacific Jct. Sub (via trackage rights)

Former BNSF: Kansas City Division, Emporia Sub

Note: No Kansas City Division after 07/00 and this was not placed on the Kansas Division, Emporia Sub.

Current BNSF: Kansas City-Santa Fe Jct.-Kansas Division, Emporia Sub (back on 01/02)

8921. Kansas City area

History: 1885 by Kansas Belt RR
1909-KBRR part of Kansas City Terminal RY

KCT RY-Non main tracks; 25% owned by BNSF

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Current BNSF: Kansas Division, Emporia Sub (m/w of Kansas City Terminal Ry area)

8922. Kansas City Terminal Railway

Financial segment-No track

8923-8929-unused

8930-East Redmond-West Thernard

History: 2001 by Alameda Corridor Transportation Commission

Current UP: Los Angeles Area, Los Nietos Sub (line 9907), Long Beach Industrial Lead

Former BNSF: Southern California Division, Alameda Corridor Sub

Current BNSF: Los Angeles Terminal Division, Alameda Corridor Sub

8931. Watson Lead

History: 1929-Anaheim St.-McFarland by Harbor Belt Line
1998-Harbor Belt Line becomes Pacific Harbor Line
2001-McFarland-Watson by Alameda Corridor Transportation Commission

Current PHL: Anaheim-McFarland, McFarland Sub
Long Beach Jct.-Anaheim, Alameda Sub

Former BNSF: Watson Lead-CP AC155-Long Beach Jct.-Southern California Division, Alameda Corridor Sub

Current BNSF: Watson Lead-CP AC155-Long Beach Jct.-Los Angeles Terminal Division, Alameda Corridor Sub

8932-8939-unused

8940. WTRL Connector

History: Proposed connecting track by West Texas & Lubbock between Broadview on BNSF segment 7107 and segments 7265 & 7852, now operated by WT&L. It has not been built and this segment has been removed by BNSF.

8941. Florence-DME Connection

History:

Note: This is a connection from Florence on segment 197 to Dakota, Minnesota, & Eastern at FRA Jct. on Their Huron Subdivision, an ex-C&NW line. It was built prior to 2005, as it is in the DM&E timetable of 2005.

8942-8999-unused

Note: 9000 series segments are various project numbers for financial reasons and are listed here for information only. 9051-9059 are assigned General District Managers and

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will be lumped together. **ALL 9000-series have NO TRACK.**

9000-System Projects

9001-Kansas Division West Projects

9002-Southwest Division West Projects

9003-Chicago Division East Projects

9004-Powder River Division South Projects (may be Colorado Division now)

9005-Twin Cities Division South Projects

9006-Montana Division South Projects (may be Powder River Division now)

9007-Gulf Division Projects

9008-Chicago Division West Projects

9009-Nebraska Division East Projects

9010-Kanas Division East Projects

9011-Northwest Division West Projects

9012-Springfield Division East Projects

9013-Twin Cities Division East Projects

9014-Twin Cities Division West Projects

9015-Montana Division North Projects

9016-Nebraska Division West Projects

9017-Southwest Division East Projects

9018-Northern California Division Projects (now California Division)

9019-Northwest Division South Projects

9020-Northwest Division North Projects

9021-Powder River Division North Projects

9022-Sprinfield Division West Projects

9023-Southern California Division Projects (now California Division)

9024-Texas Division Projects

9025-Northwest Division East Projects

9026-9050-unused

9051 thru 9059 are GDM Projects assigned to each GDM

9060-9074-unused

9075-North OPS Projects

9076-South OPS Projects

9077-Southeast OPS Projects

9078-9999-unused

O201-Pawnee Spur

History:

Former BNSF: Powder River Division, Brush Sub

Current BNSF: Colorado Division, Brush Sub

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O354-Exxon Spur

History:

Former GN: Butte Division, 3d Sub (never listed on GN timetables)

Former BN & BNSF: Montana Division, Sweet Grass Sub

Current BNSF: Montana Division, Great Falls Sub

BNSF TRACK SEGMENTS-APPENDIX 1

Final Division Lineups BN First Division Lineups

This appendix represents the final divisional lineups of the preceding railroads before the merger. It also includes the original BN Divisions of March 3, 1970. Readers interested in the first BNSF divisions, may look in the references to find all the BNSF divisional lineups, past and present.

Where applicable, I have placed the BNSF segment number(s) next to the final subdivisions. This is irregardless of whether that segment was abandoned or sold. This might be a handy cross-reference.

Atchison, Topeka, and Santa Fe Railway Company

Alliance Division:

Enid Subdivision: Kiowa, KS-Enid Jct.-7104, 7156

Ft. Worth Subdivision: Gainesville-Belco-7500, 7553, 7554, 7555, 7556, 7576, 7582, 7591, 7594

Oklahoma Subdivision: Arkansas City-Gainesville-7400, 7402, 7403, 7404, 7451, 7454, 7455, 7458, 7459, 7460, 7461, 7511, 7566, 7567, 7568, 7569, 7570, 7571

Stillwater Subdivision: Pawnee-Stillwater-7401

Arizona Division:

Coronado Subdivision: East Coronado Jct.-Coronado-7204

Defiance Subdivision: P&M North-East Defiance-7203

Gallup Subdivision: Dalies-East Winslow-7200, 7222, 7250, 7251

Lee Ranch Subdivision: Lee Ranch-West Baca-7201, 7202, 7224

Phoenix Subdivision: West Williams Jct.-Phoenix-7206, 7207, 7208, 7209, 7216, 7249, 7252, 7260, 7271, 7277

Seligman Subdivision: East Winslow-Needles-7200, 7251, 7272, 7274, 7276

Springerville Subdivision: Tepco Jct.-Springerville-7205

Barstow Division:

Cajon Subdivision: Barstow-Lenwood-7200, 7253, 7600, 7754

Mojave Subdivision: Barstow-Hutt-7200, 7253, 7754

Needles Subdivision: Needles-Barstow-7200, 7253, 7272, 7281, 7285, 7286, 7754

Eastern Division:

Arkansas City Subdivision: Newton-Arkansas City-7159, 7160, 7361, 7400, 7451, 7557

CV Subdivision: Dodge City-Boise City-7302

Chillicothe Subdivision: MP 34-Ft. Madison-7000, 7053, 7054

Douglass Subdivision: BN RRX (Augusta)-W.N. Jct.-7103, 7160

Emporia Subdivision: Morris-Wellington-7100, 7151, 7152, 7159, 7164, 7169, 7171

La Junta Subdivision: Newton-Las Animas Jct.-7300, 7350, 7351, 7352, 7361, 7362, 7365, 7371

Manter Subdivision: Satanta Jct.-South Jct.-7303

Marceline Subdivision: Ft. Madison-MP 445.9 (Arco & K.C.S. RRX's)-7000, 7054, 7062

Newton Subdivision: Ellinor-Newton-7361, 7370, 7374, 7375, 7400

Strong City Subdivision: Neva-Superior-7301, 7368, 7369, 7372, 7373, 7376

Topeka Subdivision: Holliday-N.R. Jct.-7101, 7102, 7153, 7163, 7172

Illinois Division:

Chillicothe Subdivision: MP 3.2-MP 34-7000, 7050, 7051, 7052, 7055, 7056, 7058, 7059, 7060, 7063,

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Kansas City Terminal Division:

Emporia Subdivision: Kansas City, MO-Morris-7000, 7150, 7166, 7753

Marceline Subdivision: Armco & K.C.S. RRX's)-Kansas City, MO-7000

Los Angeles Terminal Division:

Harbor Subdivision: Redondo Jct.-Long Beach-7604, 7651, 7652, 7653, 7675, 7671, 7681, 7682, 7756

San Bernardino Subdivision: Commerce-Redondo Jct.-7600, 7659, 7660, 7667, 7679

New Mexico Division:

Carlsbad Subdivision: Clovis-Carlsbad-7108, 7155

Clovis Subdivision: East Clovis-Belen Jct.-7100, 7155, 7173, 7174, 7175, 7176, 7294, 7355

Deming Subdivision: Rincon-Peruhill-7306, 7307, 7377

El Paso Subdivision: Isleta-El Paso-7300, 7305, 7318, 7354, 7356, 7378, 7380, 7381, 7384, 7385

Hereford Subdivision: Texico-East Clovis-7100, 7155

Gallup Subdivision: Belen Jct.-Dalies-7200, 7275, 7292, 7293, 7295, 7296, 7297, 7298, 7299, 7305, 7355, 7750, 7751, 7752

Glorieta Subdivision: Las Vegas-Dalies-7300, 7305, 7379, 7383

Raton Subdivision: La Junta-Las Vegas-7300, 7304, 7353, 7367, 7379, 7382

Rustler Springs Subdivision: Carlsbad-Rustler Springs-7109, 7110, 7111, 7112, 7113, 7114, 7115

York Canyon Subdivision: French-York Canyon-7308

Panhandle Division:

Boise City Subdivision: BN RRX's (MP 0.1)-La Junta-7105, 7120, 7178, 7184, 7190, 7300

Canon City Subdivision: Pueblo Yard-Canon City (all but .04 miles via SP)-7309, 7320, 7321, 7322, 7323, 7324, 7325, 7357, 8108

Denver Subdivision: B.N. Denver Yard-S.P. RRX-7304, 7364, 8100

Hereford Subdivision: Eastern-Texico-1754, 7100, 7154, 7186, 7198, 7199

Joint Line Subdivision: South Denver-Bragdon-1252, 7307, 7360, 8100

Minnequa Subdivision: Southern Jct.-Pueblo Jct. (includes 1.7 miles via BN Southern Jct.-Minnequa)-477, 7358

Panhandle Subdivision: Waynoka-Eastern-7106, 7157, 7178, 7179, 7181, 7182, 7183, 7187, 7188, 7191, 7193, 7194

Pueblo Subdivision: La Junta-Pueblo Yard-7304, 7353, 7363, 7366

Waynoka Subdivision: Wellington-Waynoka-7100, 7152, 7162, 7165, 7167, 7177, 7181

Southern California Division:

Cajon Subdivision: Lenwood-San Bernardino-7253, 7600, 7650, 7677, 7680

Lucerne Valley Subdivision: Cushenbury-Hesperia-7601

San Bernardino Subdivision: San Bernardino-Commerce-7600, 7601, 7602, 7603, 7605, 7650, 7657, 7661, 7662, 7670, 7671, 7673, 7674

San Diego Subdivision: National City-Fullerton (includes 103.3 miles via Metrolink and San Diego Northern between Fullerton & San Diego)-7600, 7654, 7655, 7656, 7663, 7664, 7668, 7673, 7676

South Texas Division:

Bay City Subdivision: MP 42.2 (end of track)-MP 82.5 (end of track) or Wharton-2.6 miles beyond Wadsworth-7506, 7573

Conroe Subdivision: Somerville-Silsbee-7502, 7560, 7584

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Ft. Worth Subdivision: Belco-Temple-7500, 7552
Galveston Subdivision: Temple-Galveston-492, 7500, 7507, 7513, 7518, 7550, 7551, 7552, 7572, 7575, 7577, 7578, 7579, 7592, 7595, 7597, 7598
Houston Subdivision: Alvin-New South Yard (includes rights over HB&T and PTR A)-492, 7501, 7558, 7563, 7564, 7572, 7593
Lampasas Subdivision: Temple-Tecific-7508, 7515, 7552, 7559, 7583, 7588, 7589
Longview Subdivision: Longview-Silsbee-7503, 7560, 7580, 7581, 7585, 7587, 7590, 7596
Oakdale Subdivision: MP 39.4 (end of track)-J&E Jct.-7504, 7755
Plainview Subdivision: Lubbock Jct.-Canyon Jct.-7106, 7157, 7195, 7586
Silsbee Subdivision: Silsbee-end of track (.7 miles beyond Stowell)-7503, 7505, 7560, 7562, 7574
Slaton Subdivision: Tecific-Lone Star Jct.-7106, 7107, 7119, 7157, 7185, 7187, 7192, 7196, 7197

Valley Division:

Bakersfield Subdivision: Bakersfield-Calwa-7200, 7214, 7254, 7255, 7258, 7280, 7284, 7289, 7291
Mojave Subdivision: Hutt-Bakersfield (includes 64.1 miles via SP, Mojave-Kern Jct.)-7200, 7254, 7220, 7279, 8107
Riverbank Subdivision: S.P. RRX-Riverbank-7215, 7256, 7257, 7287
Stockton Subdivision: Calwa-Richmond-7200, 7255, 7256, 7257, 7258, 7270, 7278, 7282, 7283, 7288, 7290, 7678
Sunset Railway Subdivision: Taft-Gosford-7211, 7212

Burlington Northern (original divisions of March 3, 1970:

Alliance Division:

19th Subdivision (Main Line)-Kenesaw-Mc Cook: 2, 885, 886, 887, 902, 906
20th Subdivision (Main Line)-Mc Cook-Denver: 2, 900, 901, 902, 906, 908, 2107, 2110
21st Subdivision (Branch Line)-Red Cloud-Oxford Jct.: 19
23d Subdivision (Branch Line)-Orleans Jct.-St. Francis: 177
25th Subdivision (Branch Line)-Flynn-Oberlin (includes 17.2 miles via CRIP-Almena Jct.-Oronoque): 133, 176
26th Subdivision (Branch Line)-Holdrege-Sterling: 180, 907
27th Subdivision (Branch Line)-Sterling-Carpenter: 180, 907
28th Subdivision (Main Line)-Sterling-Brush (includes 23.5 miles via UP-Sterling-Union): 21, 907, 908, 8014
29th Subdivision (Branch Line)-Culbertson-Imperial: 178
30th Subdivision (Branch Line)-Denver-Longmont (includes 14.1 miles via C&S-Denver-Broomfield): 179
31st Subdivision (Main Line)-Ravenna-Alliance: 4, 888, 889, 890, 891
32d Subdivision (Main Line)-Alliance-Edgemont: 4, 888, 890, 891, 892
33d Subdivision (Branch Line)-Edgemont-Deadwood: 181, 892, 895, 898
34th Subdivision (Main Line)-Alliance-Guernsey: 5, 21, 888, 890, 891, 893, 896, 899
35th Subdivision (Main Line)-Guernsey-Casper: 5, 893, 894, 899
36th Subdivision (Main Line)-Northport-Sterling: 21, 907
37th Subdivision (Main Line)-Casper-Bonneville: 5, 894
Lead Spur: 182, 183, 895
Keystone Spur: 184
Hot Springs Spur: 185

Chicago Division:

1st Subdivision (Main Line)-Chicago-Aurora: 71, 463, 800, 801, 802, 803, 804, 805, 806, 807, 808, 3050
2d Subdivision (Main Line) Aurora-Galesburg: 1,464, 472, 807, 808, 809, 830, 831, 832, 833

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3d Subdivision (Main Line)-Aurora-Savanna: 3, 807, 808, 810, 820, 821
4th Subdivision (Main Line)-Savanna-St. Croix Tower (includes 12.5 miles via IC-Portage-East Cabin): 3, 72, 810, 811, 824, 826, 827, 828
5th Division (Main Line)-Galesburg-Savanna Yard: 6, 7, 8, 9, 10, 464, 472, 810, 814, 830, 831, 832, 833
6th Subdivision (Branch Line)-Sterling-Denrock (includes 5.3 miles via CNW-Sterling-Agnew): 6, 56, 818
7th Subdivision (Branch Line)-Barstow-Clinton (includes .64 mile via DRI&NW-Terminal Jct.-Rock Island): 7, 814, 815, 817, 819
8th Subdivision (Branch Line)-Earlville-Sterling: 58, 59
9th Subdivision (Branch Line)-Montgomery-Zearing: 60, 61, 822, 823, 1666
10th Subdivision (Branch Line)-Mendota-Denrock: 9, 62, 810, 812, 813
11th Subdivision (Branch Line)-Flag Center-Rockford: 63, 816
Garden Plain Spur-Garden Plain-Lass: 69
Alexis Spur-Rio-Alexis: 68
Alpha Spurs-Woodhull-Joy: 67
Baker Spur-Earlville-Baker: 58
Mt. Morris Spur-Oregon-Mt. Morris: 66, 820
West Chicago Spur-Aurora-West Chicago: 65
West Batavia Spur-Aurora-West Batavia: 64

Dakota Division:

1st Subdivision (Main Line): Fargo Jct.-PA Tower-220, 291
2d Subdivision (Main Line): Cass Lake-Devils Lake-31, 32, 33, 232, 521, 522, 526, 527, 572
3d Subdivision (Branch Line): Warroad-Tilden Jct.-243, 244, 577
4th Subdivision (Branch Line): GN Jct.-Carthage Jct.-243, 248, 1461
5th Subdivision (Branch Line): Manitoba Jct.-NP Jct.-246, 249, 499
6th Subdivision (Main Line): Barnesville-Noyes (includes 3.6 miles via 2d Sub, Crookston Yard-Noyes Jct.)-31, 32, 245
7th Subdivision (Branch Line): Moorhead-MN Jct.-247
8th Subdivision (Branch Line): Vance-Hannah (includes 8.2 miles via 2d Sub, Larimore-McCanna)-23, 252, 274, 575
9th Subdivision (Branch Line): Erie Jct.-Clifford-274
10th Subdivision (Branch Line): Nolan-Hansboro-24, 275
11th Subdivision (Branch Line): PA Tower-Gretna-250
12th Subdivision (Branch Line): Grafton-Walhalla-251
13th Subdivision (Branch Line): Lakota-Sarles-279

Fargo Division:

1st Subdivision (Main Line): Rice Jct.-Fargo Jct-34, 204, 220, 561, 562
2d Subdivision (Main Line): Staples-Jamestown-25, 26, 266, 553, 560, 561, 562, 566, 2112
3d Subdivision (Main Line): Breckenridge-Moorhead Jct-23, 288, 564
4th Subdivision (Main Line): Wahpeton Jct-Casselton-23, 289
5th Subdivision (Branch Line): Sauk Centre-Cass Lake-210, 573
6th Subdivision (Branch Line): Wadena-Oakes-211, 212, 221, 564, 569
7th Subdivision (Branch Line): Aberdeen Line Jct.-Aberdeen (includes 43 miles via SOO)-209
8th Subdivision (Branch Line): Rutland-Forbes-273
9th Subdivision (Branch Line): Fargo-Streeter-276, 277, 561, 562, 583
10th Subdivision (Branch Line): Casselton-Marion-278
11th Subdivision (Branch Line): Sanborn-McHenry-281

Hannibal Division:

18th Subdivision (Main Line)-Galesburg-West Quincy: 11. 464, 472, 830, 831, 832, 833, 852

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19th Subdivision (Branch Line)-Quincy-East Hannibal: 109, 853
20th Subdivision (Main Line)-West Quincy-North Kansas City (includes 16 miles via N&W Maxwell-Birmingham): 15, 17, 18, 465, 842, 852, 8250
21st Subdivision (Main Line)-North Market-Burlington: 14, 121, 850, 851, 852, 853, 854, 860, 863
22d Subdivision (Branch Line)-Old Monroe-Francis: 110
23d Subdivision (Main Line)-Galesburg-Peoria: 18, 464, 472, 830, 831, 832, 833, 855
24th Subdivision (Branch Line)-Buda-Elmwood: 111
25th Subdivision (Branch Line)-Yates City-Vermont: 111, 858
26th Subdivision (Main Line)-Bushnell-East St. Louis (includes 20 miles via PC & GM&O-East Alton-East St. Louis): 12, 105, 857, 858, 862
27th Subdivision (Main Line)-Concord-Paducah (includes 15.9 miles via C&EI-Neilson-West Vienna and unknown miles via IC-Burlington Jct.-Paducah): 13, 979, 980, 2106, 8009, 8252
28th Subdivision (Main Line)-Needles-St. Joseph: 15
29th Subdivision (Branch Line)-Alexandria-Centerville: 112
Unionville Spur-LaClede-Unionville: 119
Roseville Spur-Bushnell-Roseville: 12
Kirksville Spur-West Quincy-Kirksville: 118, 861
Colusa Spur-West Quincy-Colusa: 117, 852
Rushville Spur-Vermont-Rushville: 111
Astoria Spur-Vermont-Astoria: 116
Frederick Spur-Grimes-Frederick:
Carrollton Spur-Cotter-Carrollton: 120
Kearney Spur-Birmingham-Kearney: 18
South Liverpool Spur-Lewistown-South Liverpool: 115
Mine Spurs (all off of 27th Sub):
 Cambon-West Frankfort: 125
 Herrin Jct.-Herrin: 124
 Meyer-Old Ben Mine #24:
Fairview Spur-Lewistown-Fairview: 113

Lakes Division:

1st Subdivision (Main Line): Coon Creek-Duluth-27, 28, 501, 503, 504, 505, 509, 510, 512, 518
2d Subdivision (Main Line): White Bear Lake-Garfield Ave.-214, 235, 242, 519
3d Subdivision (Main Line): Central Ave-Staples-27, 253, 255, 511, 512, 518, 523, 524, 553
4h Subdivision (Main Line): Boyleston-Cass Lake-30, 527, 571, 576
5th Subdivision (Branch Line): Ashland-Central Ave-233, 511, 512, 516, 517, 518
6th Subdivision (Branch Line): New Duluth-LST&T Jct.-234, 235, 508
7th Subdivision (Main Line): Brookston-Gunn-236, 237, 260, 261
8th Subdivision (Main Line): Dormer Jct.-Kelly Lake-238, 257
9th Subdivision (Main Line): Brainerd-International Falls-240, 241, 518, 520, 523, 524, 570
10th Subdivision (Branch Line): Brook Park-St. Cloud Tower-219

Lincoln Division:

1st Subdivision (Main Line)-St. Joseph-Omaha (includes 2.66 miles via UP-BN Jct.-Omaha): 16, 136, 3000, 3053
2d Subdivision (Main Line)-Pacific Jct.-Carling: 2, 137, 466, 870, 871, 872, 873, 874, 875, 883, 2118, 3000, 3053
3d Subdivision (Main Line)-Oreapolis-Ashland: 2, 883, 884
4th Subdivision (Main Line)-Lincoln-Gaines: 163, 466, 875, 876, 2118
5th Subdivision (Branch Line)-Fairmont-Strang: 155
6th Subdivision (Branch Line)-Crete-Wymore: 152, 882
7th Subdivision (Main Line)-Lincoln-Ravenna: 4, 165, 466, 874, 879, 881, 889, 2118, 3053
8th Subdivision (Main Line)-Napier-Carling: 2, 19, 20

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9th Subdivision (Branch Line)-Payne-Lancaster: 141, 880
10th Subdivision (Main Line)-Ashland-Sioux City (includes 3.2 miles via CNW, Ferry-Floyd): 144, 878, 883
11th Subdivision (Branch Line)-Ferry-O'Neill: 145
12th Subdivision (Branch Line)-Table Rock-Wymore: 19
13th Subdivision (Branch Line)-Pappio-Gilmore Jct.: 164
14th Subdivision (Branch Line)-Aurora-Burwell: 149, 150
15th Subdivision (Branch Line)-Aurora-Gaines: 160, 876, 887
16th Subdivision (Branch Line)-Palmer-Sargent: 151
17th Subdivision (Branch Line)-De Witt-Hildreth: 153
18th Subdivision (Branch Line)-Carling-Columbus: 147, 466, 875
19th Subdivision (Main Line)-Hastings-Kenesaw: 2, 876
21st Subdivision (Branch Line)-Wymore-Red Cloud: 19
22d Subdivision (Branch Line)-Odell Jct.-Concordia: 158
24th Subdivision (Branch Line)-Hastings-Lester: 159, 876
Skidmore Spur: 138
Westboro Spur: 139
Savannah Spur: 86
Prague Spur: 146
Daykin Spur: 154
Sutton Spurs: 156
York Spurs: 148, 881
Shubert Spur: 141, 143, 880
Auburn Spur: 140
Nelson Spur: 157
Hebron Spur: 155
Huntley Spur: 161
Lyons Spur: 179
Kearney Spur: 162

Minot Division:

1st Subdivision (Main Line): Fargo Jct.-Minot-33, 34, 565, 582, 584
2d Subdivision (Main Line): Minot-Bainville-35, 565, 584, 700
3d Subdivision (Main Line): Casselton-Nolan-24
4th Subdivision (Main Line): Casselton-Vance-23
5th Subdivision (Main Line): Bethold-Crosby-5, 263, 574
6th Subdivision (Branch Line): Niobe-Boundary Line-264
7th Subdivision (Branch Line): Stanley-Grenora-265
8th Subdivision (Branch Line): Bainville-Opheim-355
9th Subdivision (Main Line): Devils Lake-Surrey-33
10th Subdivision (Branch Line): Churchs Ferry-St. John-267
11th Subdivision (Branch Line): York-Dunseith-268
12th Subdivision (Branch Line): Rugby-Antler-269
13th Subdivision (Branch Line): Towner-Maxbase-270
14th Subdivision (Branch Line): Granville-Sherwood-271

Montana Division:

1st Subdivision (Main Line): Bainville-Havre-35, 357, 701, 702, 3057
2d Subdivision (Main Line): Havre-Conkelly-35, 36, 701, 702, 706, 722, 729, 1501, 3057
3d Subdivision (Main Line): Pacific Jct.-Sweet Grass-336, 353, 354, 703
4th Subdivision (Branch Line): Saco-Hogeland-356
5th Subdivision (Branch Line): Vaughn-Augusta-359
6th Subdivision (Branch Line): Power-Pendroy (includes 6.8 miles via MILW, Eastham Jct.-Choteau Jct.)-

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Ottumwa Division:

12th Subdivision (Main Line): Galesburg-Ottumwa: 1, 97, 464, 472, 830, 831, 832, 833, 835, 836, 845
13th Subdivision (Main Line): Ottumwa-Pacific Jct.: 1, 836, 837, 838, 870, 3055
14th Subdivision (Main Line): North Kansas City-St. Joseph: 16, 465, 842, 3052
15th Subdivision (Branch Line): Armour-Atchison: 80
16th Subdivision (Branch Line): Albia-Des Moines (includes about 66 miles via N&W-Albia-N&W Jct.):
81, 82, 840, 8011
17th Subdivision (Branch Line)-St. Joseph-Chariton: 83, 837, 841
Leavenworth Spur-East Leavenworth-Leavenworth: 96, 843
Washington Spur-Mediapolis-Washington: 89, 834
Stockport Spur-Ft. Madison-Stockport: 122, 850
Houghton Spur-Hamill-Houghton: 123
Corydon Spur-Humeston-Corydon: 84
Hastings Spurs-Carson-Sidney: 90, 91
Red Oak Spurs-Griswold-Riverton: 92, 93, 839
Cumberland Spur-Creston-Cumberland: 95, 838
Mt. Ayr Spur-Giles-Mt. Ayr: 88
Grant City Spur-Albany Jct.-Grant City: 87
Clarinda Spur-Villisca-Clarinda: 94
Barnard Spur-Creston-Barnard: 85, 86, 838

Pacific Division:

1st Subdivision (Main Line): Wenatchee-Seattle -37, 50, 604, 619, 620, 621, 622, 656, 680, 681, 1343,
1455
2d Subdivision (Main Line): Vancouver BC-Everett Jct.-50, 417, 418, 424, 432, 600, 601, 602, 603, 604,
658, 678, 679, 8031
3d Subdivision (Main Line): Seattle-Centralia-51, 52, 430, 431, 606, 607, 611, 617, 618, 622, 623, 624,
682
4th Subdivision (Main Line): Yakima-Auburn-48, 49, 606, 607, 677
5th Subdivision (Branch Line): Reservation-Tenino Jct.-400, 401
6th Subdivision (Branch Line): Saint Clair-Gate-402, 609
7th Subdivision (Branch Line): Sumas-Black River-403, 405, 408, 1428
8th Subdivision (Branch Line): North Bend-North Portal (Seattle)-403, 404
9th Subdivision (Branch Line): Darrington-Arlington Jct.-406
10th Subdivision (Branch Line): Delta Jct.-Lowell Jct.-407, 408, 1426
11th Subdivision (Branch Line): Bellingham-Wickersham-428
12th Subdivision (Branch Line): Concrete-Anacortes-409, 413
13th Subdivision (Main Line): Argo-Black Diamond-410
14th Subdivision (Branch Line): Palmer Jct.-Meeker-411, 414, 415, 416, 683
15th Subdivision (Branch Line): Cle Elum-Ronald-412

Portland Division:

1st Subdivision (Main Line): Cheney-Yakima-46, 48, 433, 471, 626, 630, 631, 642, 684, 685
2d Subdivision (Main Line): SP&S Jct.-Vancouver-47, 632, 633, 644, 688
3d Subdivision (Main Line): Centralia-Portland-47, 52, 438, 611, 612, 613, 643, 644, 645, 646, 647, 689,
690, 1444, 2119, 2120
4th Subdivision (Main Line): Wishram-Bend-53, 632, 637, 686
5th Subdivision (Main Line): Bend-Bieber (includes 75.4 miles via SP, Chemult-Bieber Line Jct.)-54, 55,
637, 638, 639, 640, 641
6th Subdivision (Branch Line): Goldendale-Lyle-439

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7th Subdivision (Branch Line): Willbridge-Seaside-440, 441, 646, 689
8th Subdivision (Branch Line): United Jct.-Eugene (includes 3.1 miles via SP-Beburg-Greton and 13.6 miles via SP, SP Conn Albany-Lebanon)-442, 457, 633, 634, 635, 636
9th Subdivision (Branch Line): Chehalis Jct.-South Bend-420
10th Subdivision (Branch Line): Centralia-Moclips (includes .6 mile via UP, Aberdeen-South Aberdeen Jct.)-402, 421, 422, 423, 610, 611, 982
11th Subdivision (Branch Line): Bangor-Elma-425, 426, 605
12th Subdivision (Branch Line): Yakima-Naches-444, 445, 642
13th Subdivision (Branch Line): Yakima-Moxee City-446, 623, 642
14th Subdivision (Branch Line): Toppenish-White Swan-447
15th Subdivision (Branch Line): Gibbon-Parker-448, 1441
16th Subdivision (Branch Line): Adco-Connell-449, 456, 626
17th Subdivision (Main Line): Scribner-Pasco-47, 471, 630, 631, 687
18th Subdivision (Branch Line): Ainsworth Jct.-Dayton (includes 6.4 miles via UP, Villard Jct-Attalia)-450, 1437, 1438
19th Subdivision (Branch Line): Attalia-Pendleton (includes 6.8 miles via UP, Attalia -Zangar Jct, and 1.9 miles via UP, UP Connection-Pendleton)-451, 452, 649
20th Subdivision (Branch Line): Eureka-Pleasant View-453
21st Subdivision (Branch Line): Monumental-Snake River Jct.-1440
22d Subdivision (Branch Line): Mesa-End of Track-454, 685

Rocky Mountain Division:

1st Subdivision (Main Line): East Billings-Livingston-41, 710, 711, 735, 736, 737, 738
2d Subdivision (Main Line): Livingston-Missoula-41, 42, 469, 710, 711, 712, 713, 716
3d Subdivision (Main Line): Missoula-Sandpoint-42, 44, 45, 469, 672, 716, 718
4th Subdivision (Main Line): Logan-Garrison-326, 327, 714, 721, 724
5th Subdivision (Main Line): De Smet-Paradise-43, 718
6th Subdivision (Branch Line): Hesper-Rapelje-363
7th Subdivision (Branch Line): Red Lodge-Laurel-5, 328, 329, 736, 737, 738
8th Subdivision (Branch Line): Mission-Wilsall-331
9th Subdivision (Branch Line): Livingston-Gardner-332
10th Subdivision (Branch Line): Missoula-Darby-333
11th Subdivision (Branch Line): Dixon-Polson-334
12th Subdivision (Branch Line): St. Regis-Wallace (includes 18.7 miles via MILW-St. Regis-Haugan)-335
13th Subdivision (Branch Line): W.S. Jct-Butte-336, 713, 721
14th Subdivision (Branch Line): Manhattan-Anceney-337
15th Subdivision (Branch Line): Sappington-Norris-338
16th Subdivision (Branch Line): Whitehall-Alder-339
17th Subdivision (Branch Line): Drummond-Philipsburg-340
18th Subdivision (Branch Line): Phosphate-MP 4-342
19th Subdivision (Main Line): Mossmain-Great Falls-362, 703
20th Subdivision (Branch Line): Lewistown-Moccasin (includes 9.2 miles via MILW, Lewistown-Spring Creek Jct.)-364, 365, 704
21st Subdivision (Main Line): Greybull-Fromberg-5, 717,720
22d Subdivision (Main Line): Bonneville-Greybull-5, 717
23d Subdivision (Branch Line): Frannie-Cody-330

Spokane Division:

1st Subdivision (Main Line): Conkelley-Troy-36, 650
2d Subdivision (Main Line): Sandpoint-Cheney-45,46, 629, 651, 652
3d Subdivision (Main Line): Troy-Fort Wright-36, 37, 653, 654, 655, 671, 715, 728
4th Subdivision (Main Line): Fort Wright-Scribner-47, 1344

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5th Subdivision (Main Line): Fort Wright-Wenatchee-37, 371, 628, 656, 673, 674, 675
6th Subdivision (Branch Line): Nelson-Dean (includes 5.5 miles via CP, Nelson-Troup Jct.)-376, 391,674
7th Subdivision (Branch Line): Kettle Falls-Republic-377
8th Subdivision (Branch Line): Cheney-Adco-378, 380
9th Subdivision (Branch Line): Coeur d'Alene-Hauser-381
10th Subdivision (Branch Line): Coeur d'Alene-Spokane (includes 12.2 miles via MILW-Gibbs-Spokane Bridge)-382
11th Subdivision (Branch Line): Spokane-Moscow (includes 32.2 miles via UP-NP Crossing-UP RR Jct.)-383, 657, 1353, 8576
12th Subdivision (Branch Line): Spring Valley-Manning-383
13th Subdivision (Branch Line): Marshall-Arrow-384
14th Subdivision (Branch Line): Pullman Jct-Genesee-385
15th Subdivision (Branch Line): Keremos-Wenatchee-387, 390, 393, 656, 670
16th Subdivision (Branch Line): Mansfield-Columbia River-386
17th Subdivision (Branch Line): Columbia Falls-Somers-388
18th Subdivision (Branch Line): Port Hill-Bonnars Ferry-1332

Terminal-Twin Cities Division:

1st Subdivision (Main Line): St. Croix Tower-Northtown (includes 19.9 miles via Joint Timetable with MILW, St. Croix Tower-St. Paul Union Depot)-3, 213, 537
2d Subdivision (Branch Line): 3d Street-Stillwater (includes 2.2 miles via SOO between Claymont-Gloster)-215, 547
3d Subdivision (Main Line): St. Paul Union Depot-1st Street North (includes .6 mile via St. Paul Union Depot Rules and 1.5 miles via C&NW, 20th Ave South-3d Ave North)-5, 25, 532, 545
4th Subdivision (Main Line): Northtown-Lyndale Jct-22, 217, 533, 537
5th Subdivision (Branch Line): M&D Jct.-East Minneapolis-217

Twin Cities Division:

1st Subdivision (Main Line): Northtown-Staples-25, 537, 975
2d Subdivision (Main Line): Lyndale Jct-Breckenridge-22, 533
3d Subdivision (Main Line): Sioux City-Willmar-197, 553, 555, 556, 559, 579, 580
4th Subdivision (Branch Line): Garretson-Yankton-198
5th Subdivision (Branch Line): Watertown-Sioux Falls (includes 1.7 miles via MILW, West Jct-East Jct)-199, 548, 554
6th Subdivision (Branch Line): Benson-Huron-200, 578
7th Subdivision (Branch Line): Morris-Browns Valley-201
8th Subdivision (Main Line): Lyndale Jct-Willmar-202, 203, 533, 550, 551, 552, 581
9th Subdivision (Branch Line): Wayzata-Hutchinson-205
10th Subdivision (Branch Line): Elk River-Milaca-206
11th Subdivision (Branch Line): Little Falls-Brainerd-207, 518, 523, 524
12th Subdivision (Branch Line): Little Falls-Morris-208

Yellowstone Division:

1st Subdivision (Main Line): Jamestown-Mandan-38, 566, 730, 731, 732
2d Subdivision (Main Line): Mandan-Glendive-39, 731, 732, 733, 734
3d Subdivision (Main Line): Glendive-East Billings-40, 709, 734
4th Subdivision (Branch Line): McKenzie-Linton-290
5th Subdivision (Branch Line): Mandan-Mott-301, 302, 731
6th Subdivision (Branch Line): Mandan-Killdeer-303, 304, 731, 732
7th Subdivision (Branch Line): Beach-Carlyle-305
8th Subdivision (Branch Line): Glendive-Snowden-306, 307, 309, 310, 734
9th Subdivision (Branch Line): Watford City-Fairview-311

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10th Subdivision (Branch Line): Glendive-Brockway-312, 734
11th Subdivision (Branch Line): Nichols-Big Sky-313
12th Subdivision (Branch Line): Oakes-Leeds (includes 5.3 miles via Fargo Division, Independence-LaMoure)-280, 282, 283, 566, 585
13th Subdivision (Branch Line): Pingree-Wilton-284
14th Subdivision (Branch Line): Carrington-Turtle Lake-285
15th Subdivision (Branch Line): Oberon-Esmond-286
16th Subdivision (Main Line): Sheridan-Huntley-4, 739, 750
17th Subdivision (Main Line): Edgemont-Sheridan-4, 739, 750, 892, 952

Camas Prairie Railroad Company

(Jointly owned by Northern Pacific and Union Pacific)

First Subdivision: Lewiston-Stites-459, 461, 462, 696, 2133
Second Subdivision: Spalding-Grangeville-460
Third Subdivision: Riparia-Lewiston-434, 497, 696, 2133
Fourth Subdivision: Orofino-Headquarters-462

Chicago, Burlington, & Quincy Railroad Company:

Alliance Division:

19th Subdivision (Main Line)-Kenesaw-Mc Cook: 2, 885, 886, 887, 902, 906
20th Subdivision (Main Line)-Mc Cook-Denver: 2, 900, 901, 902, 906, 908, 2107, 2110
21st Subdivision (Branch Line)-Red Cloud-Oxford Jct.: 19
23d Subdivision (Branch Line)-Orleans Jct.-St. Francis: 177
25th Subdivision (Branch Line)-Flynn-Oberlin (includes 17.2 miles via CRIP-Almena Jct.-Oronoque): 133, 176
26th Subdivision (Branch Line)-Holdrege-Sterling: 180, 907
27th Subdivision (Branch Line)-Sterling-Carpenter: 180, 907
28th Subdivision (Main Line)-Sterling-Brush (includes 23.5 miles via UP-Sterling-Union): 21, 907, 908, 8014
29th Subdivision (Branch Line)-Culbertson-Imperial: 178
30th Subdivision (Branch Line)-Denver-Longmont (includes 14.1 miles via C&S-Denver-Broomfield): 179
31st Subdivision (Main Line)-Ravenna-Alliance: 4, 888, 889, 890, 891
32d Subdivision (Main Line)-Alliance-Edgemont: 4, 888, 890, 891, 892
33d Subdivision (Branch Line)-Edgemont-Deadwood: 181, 892, 895, 898
34th Subdivision (Main Line)-Edgemont-Sheridan: 4, 739, 750, 892, 952
35th Subdivision (Main Line)-Sheridan-Billings (includes 12.3 miles via NP-Huntley-Billings): 4, 739, 750
36th Subdivision (Main Line)-Alliance-Guernsey: 5, 21, 888, 890, 891, 893, 896, 899
37th Subdivision (Main Line)-Guernsey-Casper: 5, 893, 894, 899
38th Subdivision (Main Line)-Northport-Sterling: 21, 907
39th Subdivision (Main Line)-Casper-Greybull: 5, 894
40th Subdivision (Main Line)-Greybull-Billings (includes 22 miles via NP-Fromberg-Laurel): 5, 717
41st Subdivision (Branch Line)-Frannie-Cody: 330
Lead Spur: 182, 183, 895
Keystone Spur: 184
Hot Springs Spur: 185

Chicago Division:

1st Subdivision (Main Line)-Chicago-Aurora: 71, 463, 800, 801, 802, 803, 804, 805, 806, 807, 808, 3050

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2d Subdivision (Main Line) Aurora-Galesburg: 1,464, 472, 807, 808, 809, 830, 831, 832, 833
3d Subdivision (Main Line)-Aurora-Savanna: 3, 807, 808, 810, 820, 821
4th Subdivision (Main Line)-Savanna-St. Croix Tower (includes 12.5 miles via IC-Portage-East Cabin): 3, 72, 810, 811, 824, 826, 827, 828
5th Division (Main Line)-Galesburg-Savanna Yard: 6, 7, 8, 9, 10, 464, 472, 810, 814, 830, 831, 832, 833
6th Subdivision (Branch Line)-Sterling-Denrock (includes 5.3 miles via CNW-Sterling-Agnew): 6, 56, 818
7th Subdivision (Branch Line)-Barstow-Clinton (includes .64 mile via DRI&NW-Terminal Jct.-Rock Island): 7, 814, 815, 817, 819
8th Subdivision (Branch Line)-Earlville-Sterling: 58, 59
9th Subdivision (Branch Line)-Montgomery-Zearing: 60, 61, 822, 823, 1666
10th Subdivision (Branch Line)-Mendota-Denrock: 9, 62, 810, 812, 813
11th Subdivision (Branch Line)-Flag Center-Rockford: 63, 816
Garden Plain Spur-Garden Plain-Lass: 69
Alexis Spur-Rio-Alexis: 68
Alpha Spurs-Woodhull-Joy: 67
Baker Spur-Earlville-Baker: 58
Mt. Morris Spur-Oregon-Mt. Morris: 66, 820
West Chicago Spur-Aurora-West Chicago: 65
West Batavia Spur-Aurora-West Batavia: 64

Hannibal Division:

18th Subdivision (Main Line)-Galesburg-West Quincy: 11. 464, 472, 830, 831, 832, 833, 852
19th Subdivision (Branch Line)-Quincy-East Hannibal: 109, 853
20th Subdivision (Main Line)-West Quincy-Kansas City (includes 16 miles via N&W Maxwell-Birmingham and 2.7 miles via Kansas City Terminal Ry-5th St-Kansas City): 15, 17, 18, 465, 842, 852, 8250
21st Subdivision (Main Line)-North Market-Burlington: 14, 121, 850, 851, 852, 853, 854, 860, 863
22d Subdivision (Branch Line)-Old Monroe-Francis: 110
23d Subdivision (Main Line)-Peoria-Galesburg: 18, 464, 472, 830, 831, 832, 8333, 855
24th Subdivision (Branch Line)-Buda-Vermont (includes 2.5 miles via 23d Sub-Elmwood-Yates City): 111, 858
25th Subdivision (Main Line)-Bushnell-East St. Louis (includes 20 miles via PC & GM&O-East Alton-East St. Louis): 12, 857, 858, 862
26th Subdivision (Main Line)-Concord-Paducah (includes 15.9 miles via C&EI-Neilson-West Vienna and unknown miles via IC-Burlington Jct.-Paducah): 13, 104, 980, 2106, 8009, 8252
27th Subdivision (Main Line)-Needles-St. Joseph: 15
28th Subdivision (Branch Line)-Alexandria-Centerville: 112
29th Subdivision (Branch Line)-Lewistown-Fairview: 113
Unionville Spur-LaCleda-Unionville: 119
Roseville Spur-Bushnell-Roseville: 12
Kirksville Spur-West Quincy-Kirksville: 118, 861
Colusa Spur-West Quincy-Colusa: 117, 852
Rushville Spur-Vermont-Rushville: 111
Astoria Spur-Vermont-Astoria: 116
Frederick Spur-Grimes-Frederick:
Carrollton Spur-Cotter-Carrollton: 120
Kearney Spur-Birmingham-Kearney: 18
South Liverpool Spur-Lewistown-South Liverpool: 115
Mine Spurs (all off of 26th Sub):
Cambon-West Frankfort: 125
 Herrin Jct.-Herrin: 124
 Meyer-Old Ben Mine #24:

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Joint Timetable (with MILW):

Westward via CB&Q: St. Croix Tower-St. Paul (20 miles)-3
Eastward via MILW: St. Paul-St. Croix Tower (18.4 miles)-3

Lincoln Division:

1st Subdivision (Main Line)-St. Joseph-Omaha (includes 2.66 miles via UP-BN Jct.-Omaha): 16, 136, 3000
2d Subdivision (Main Line)-Pacific Jct.-Carling: 2, 137, 466, 870, 871, 872, 873, 874, 875, 883, 2118, 3000, 3053
3d Subdivision (Main Line)-Oreapolis-Ashland: 2, 883, 884
4th Subdivision (Main Line)-Lincoln-Gaines: 163, 466, 875, 876, 2118, 3053
5th Subdivision (Branch Line)-Fairmont-Strang: 155
6th Subdivision (Branch Line)-Crete-Wymore: 152, 882
7th Subdivision (Main Line)-Lincoln-Ravenna: 4, 165, 466, 874, 879, 881, 889, 2118, 3053
8th Subdivision (Main Line)-Napier-Carling: 2, 19, 20
9th Subdivision (Branch Line)-Payne-Lancaster: 141, 880
10th Subdivision (Main Line)-Ashland-Sioux City (includes 3.2 miles via CNW, Ferry-Floyd): 144, 878, 883
11th Subdivision (Branch Line)-Ferry-O'Neill: 145
12th Subdivision (Branch Line)-Table Rock-Wymore: 19
13th Subdivision (Branch Line)-Pappio-Gilmore Jct.: 164
14th Subdivision (Branch Line)-Aurora-Burwell: 149, 150
15th Subdivision (Branch Line)-Aurora-Gaines: 160, 876, 887
16th Subdivision (Branch Line)-Palmer-Sargent: 151
17th Subdivision (Branch Line)-De Witt-Hildreth: 153
18th Subdivision (Branch Line)-Carling-Columbus: 147, 466, 875
19th Subdivision (Main Line)-Hastings-Kenesaw: 2, 876
21st Subdivision (Branch Line)-Wymore-Red Cloud: 19
22d Subdivision (Branch Line)-Odell Jct.-Concordia: 158
24th Subdivision (Branch Line)-Hastings-Lester: 159, 876
Skidmore Spur: 138
Westboro Spur: 139
Savannah Spur: 86
Prague Spur: 146
Daykin Spur: 154
Sutton Spurs: 156
York Spurs: 148, 881
Shubert Spur: 141, 143, 880
Auburn Spur: 140
Nelson Spur: 157
Hebron Spur: 155
Huntley Spur: 161
Lyons Spur: 179
Kearney Spur: 162

Ottumwa Division:

12th Subdivision (Main Line): Galesburg-Ottumwa: 1, 97, 464, 472, 830, 831, 832, 833, 835, 836, 845
13th Subdivision (Main Line): Ottumwa-Pacific Jct.: 1, 836, 837, 838, 870, 3055
14th Subdivision (Main Line): North Kansas City-St. Joseph: 16, 465, 842, 3052
15th Subdivision (Branch Line): Armour-Atchison: 80
16th Subdivision (Branch Line): Albia-Des Moines (includes about 66 miles via N&W-Albia-N&W Jct.): 81, 82, 840, 1643, 8011

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17th Subdivision (Branch Line)-St. Joseph-Chariton: 83, 837, 841
Leavenworth Spur-East Leavenworth-Leavenworth: 96, 843
Washington Spur-Mediapolis-Washington: 89, 834
Stockport Spur-Ft. Madison-Stockport:122, 850
Houghton Spur-Hamill-Houghton: 123
Corydon Spur-Humeston-Corydon: 84
Hastings Spurs-Carson-Sidney: 90, 91
Red Oak Spurs-Griswold-Riverton: 92, 93, 839
Cumberland Spur-Creston-Cumberland: 95, 838
Mt. Ayr Spur-Giles-Mt. Ayr: 88
Grant City Spur-Albany Jct.-Grant City: 87
Clarinda Spur-Villisca-Clarinda: 94
Barnard Spur-Creston-Barnard: 85, 86, 838

Colorado & Southern (BN):

Colorado Division:

1st Subdivision (Main Line): Texline-Denver UD (includes 114.4 miles via ATSF-DRGW between South Denver and Pueblo and 4.0 miles via ATSF between Pueblo and Minnequa)-477, 485, 760, 2107, 7404, 7831, 8100
2d Subdivision (Main Line): Denver UD-Wendover-476, 909, 910, 2107
3d Subdivision (Branch Line): Prospect -Golden (includes 3.8 miles via DRGW, Prospect-C&S Jct.)-482
4th Subdivision (Branch Line): Greeley-Ft. Collins-481
5th Subdivision (Branch Line): Ft. Collins-Rex-480
6th Subdivision (Branch Line): Leadville-Climax-479

Fort Worth & Denver Railway Company (BN):

Fort Worth Division:

1st Subdivision (Main Line): T&P Jct-Childress-485, 488, 761, 762, 764, 766, 2105,2111
2d Subdivision (Main Line): Childress-Texline-485, 765, 766, 791
3d Subdivision (Branch Line): Plains Jct.-Lubbock-487
4th Subdivision (Branch Line): Sterley-Dimmitt-486, 1615
5th Subdivision (Branch Line): Sterley-Silverton-
6th Subdivision (Branch Line): Valley Jct.-Abilene-490
7th Subdivision (Branch Line): Childress-Wellington-489, 766

Joint Texas Division (with CRIP):

1st Subdivision (Main Line): North Yard-Teague (includes 35 miles via CRIP, Peach Yard-Endot and 28.2 miles via MKT between Endot-JTD Jct.)-492, 761, 767, 2105
2d Subdivision (Main Line): Teague-Galveston Frt. Yd (includes 11.5 miles via HB&T, Belt Jct.-New South Yard and 48.2 miles via ATSF, New South Yard-Galveston)-492, 498, 763, 767

Great Northern Railway Company

Cascade Division:

1st Subdivision (Main Line): Wenatchee-Seattle (includes .98 miles over King Street Tunnel Rules between N & S portals)-37, 50, 470, 604, 605, 620, 621, 622, 656, 680, 681, 1343
2d Subdivision (Vancouver Line): Vancouver-Everett Jct. (includes .7 miles via CN Vancouver-Vancouver Jct.)-50, 56, 417, 418, 424, 429, 432, 600, 601, 602, 603, 658, 678, 679, 8031
3d Subdivision: Delta Jct.-P.A. Jct. (includes 1.11 miles via NP-G.N. Jct.-Sealine Jct.)-407

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4th Subdivision (Main Line): Bend-Beiber-54, 55, 638, 639, 640, 641

5th Subdivision: Concrete-Anacortes-409, 413

Dakota Division:

1st Subdivision: Rice Jct.-PA Tower-34, 204, 210, 220, 561, 2112

2d Subdivision: Cass Lake-Devils Lake-23, 31, 32, 33, 232, 521, 522, 526, 527, 572

3d Subdivision: Fergus Falls-Pelican Rapids (includes .21 miles via NP-West NP Jct.-East NP Jct.)-211

4th Subdivision: Moorhead-M.N. Jct-247

5th Subdivision: P.A. Tower-Gretna-250

6th Subdivision: Grafton-Walhalla-251

7th Subdivision: Barnesville-Noyes (includes 2.93 miles over 2d Subdivision-Crookston Yard-Noyes Jct)-32, 245

8th Subdivision: Warroad-Tilden Jct. (includes 10.90 miles over NP-Red Lake Falls Jct.-Tilden Jct.)-244, 577

9th Subdivision: Vance-Hannah (includes 8.2 miles over 2d Subdivision-Larimore-McCanna)-23, 252, 274, 548

10th Subdivision: Erie Jct-Clifford-274

11th Subdivision: Nolan-Hansboro-24, 275

12th Subdivision: Lakota-Sarles-279

Mesabi Division:

1st Subdivision (Main Line): Duluth-St Paul (includes .86 miles via NP-Bridge Switch-Elevator Station; .27 miles via NP-Central Avenue-Central Avenue Tower; 22.98 miles via NP-Coon Creek Jct.-Northtown and Twin Cities Terminal Division between Northtown and St Paul)-28, 511, 513, 518

2d Subdivision (Main Line): Boylston-Cass Lake-30, 257, 259, 527, 571, 576

3d Subdivision (Park Rapids Line): Park Rapids Jct.-Cass Lake-210, 573

4th Subdivision (Gunn-Dormer Jct. Line): Dormer Jct-Gunn-237, 238

5th Subdivision (Princeton Line): Elk River-Milaca (includes .74 miles via NP-Elk River-NP Ry Jct.)-206

6th Subdivision (Casco Line): Brookston-Kelly Lake-236

7th Subdivision (Milaca Line): Brook Park-East St Cloud-219

Minot Division:

1st Subdivision (Main Line): Breckenridge-Minot (includes 2.03 miles via Dakota Division-Moorhead Jct-Fargo Jct.)-33, 34, 288, 565, 582, 584

2d Subdivision (Main Line): Minot-Bainville-35, 565, 584, 700

3d Subdivision: Snowden-Richey (includes 4.29 miles via NP-Sidney-Newlon Jct.)-306, 309, 310

4th Subdivision: Watford City-Fairview-311

5th Subdivision: Wahpeton Jct.--Nolan-23, 24, 564

6th Subdivision: Casselton-Vance-23

7th Subdivision: Niobe-Boundary Line-264

8th Subdivision: Chaffee Line Jct-Chaffee-289

9th Subdivision: Berthold-Crosby-263

10th Subdivision: Stanley-Grenora-265

11th Subdivision: Bainville-Opheim-355

12th Subdivision: Devils Lake-Surrey-33

13th Subdivision: Church Ferry-St John-267

14th Subdivision: York-Dunseith-268

15th Subdivision: Rugby-Antler-269

16th Subdivision: Towner-Maxbass-270

17th Subdivision: Granville-Sherwood-271

18th Subdivision: Tatman Line Jct-Tatman-272

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Montana Division:

- 1st Subdivision (Main Line): Bainville-Havre-35, 357, 701, 702, 3057
- 2d Subdivision (Main Line): Havre-Conkelley-35, 36, 701, 702, 706, 722, 729, 1501, 3057
- 3d Subdivision: Pacific. Jct.-Sweet Grass-336, 353, 354, 703
- 4th Subdivision: Lewistown-Moccasin (includes 9.22 miles via MILW-Lewistown-Spring Creek Jct.)-364, 704
- 5th Subdivision: Vaughn-Augusta-359
- 6th Subdivision: Power-Pendroy (includes 6.88 miles via MILW-Eastham Jct.-Choteau Jct.)-360
- 7th Subdivision: Billings-Great Falls (includes 12.08 miles via NP-Billings-Mossmain)-362, 365
- 8th Subdivision: W.S. Jct-Butte-42, 336
- 9th Subdivision: Saco-Hogeland-356

Spokane Division:

- 1st Subdivision (Main Line): Conkelley-Troy-36, 389, 650, 706, 722
- 2d Subdivision (Main Line): Troy-Fort Wright-36, 37, 371, 653, 654, 655, 671,
- 3d Subdivision (Main Line): Fort Wright-Wenatchee-37, 628, 656, 675, 676
- 4th Subdivision: Columbia Falls-Somers-388
- 5th Subdivision: Port Hill-Bonnors Ferry -1332
- 6th Subdivision: Spokane-Coeur d' Alene (includes 12.23 miles over MILW-Spokane Bridge-Gibbs)-382
- 7th Subdivision: Nelson-Dean (includes 5.48 miles over CP-Nelson-Troup Jct.)-376, 391, 393
- 8th Subdivision: Kettle Falls-Republic-377, 392
- 9th Subdivision: Moscow-Spokane (includes 32.33 miles over UP-UPRR Jct.-NP Crossing and 1.86 miles over the 7th Subdivision)-383, 657, 945, 946, 947, 984, 1339, 1353, 8576
- 10th Subdivision: Manning-Spring Valley-383
- 11th Subdivision: Keremos-Wenatchee-387, 390
- 12th Subdivision: Mansfield-Columbia River-386

Twin Cities Terminals-Willmar Division:

- 1st Subdivision: St Paul-Lyndale Jct-22, 217
- 2d Subdivision: Minneapolis-Northtown-467, 531, 1304

Willmar Division:

- 1st Subdivision (Main Line): St Paul-Breckenridge (includes 1.6 miles via Twin Cities Terminal Division-Minneapolis-Lyndale Jct)-22, 533, 552, 564
- 2d Subdivision (Osseo Line): St Paul-Willmar (includes 1.6 miles as mentioned in 1st Sub)-202, 203, 204, 533, 550, 551, 552, 557, 581
- 3d Subdivision (Browns Valley Line): Morris-Browns Valley-201
- 4th Subdivision (Hutchison Line): Wayzata-Hutchinson-205
- 5th Subdivision (Sioux City Line): Willmar-Sioux City-197, 552, 555, 556, 557, 579, 580
- 6th Subdivision (Yankton Line): Garretson-Yankton-198, 554
- 7th Subdivision (Aberdeen Line): Aberdeen Line Jct-Aberdeen (includes 43 miles via Soo Line RR-GN Jct-Geneseo Jct)-209
- 8th Subdivision (Forbes Line): Rutland ND-Forbes-273
- 9th Subdivision (Huron Line): Benson-Huron-200, 578
- 10th Subdivision (Watertown Line): Watertown-Sioux Falls (includes 1.77 miles via MILW-West Jct-East Jct)-199,554

Lake Superior Terminal & Transfer Railway Company:

- LST&T Jct-Belknap St (1.4 miles total)-28, 234, 510

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Northern Pacific Railway Company:

Fargo Division:

1st Subdivision (Main Line): Dilworth-Jamestown (including Valley City Freight)-26, 266, 560. 561, 566, 2112
2d Subdivision (Main Line): Jamestown-Mandan-38, 566, 730, 731, 732
3d Subdivision (Fargo & Southwestern Branch): Fargo-Streeter-276, 277, 561, 583,
4th Subdivision (Casselton Branch): Casselton-Marion-278
5th Subdivision (Cooperstown Branch): Sanborn-McHenry-281
6th Subdivision (James River & Oakes Branches): Oakes-Jamestown (includes 5.3 miles over 3d Sub-Independence-La Moure)-282, 283
7th Subdivision (Devils Lake Branch): Jamestown-Leeds-280, 566, 585
8th Subdivision (Wilton Branch): Pingree-Wilton-284
9th Subdivision (Sykeston Branch): Carrington-Turtle Lake-285
10th Subdivision (Oberon Branch): Oberon-Esmond-286
11th Subdivision (Linton Branch): McKenzie-Linton-290
12th Subdivision (Mandan South Line): Mandan-Mott-301, 302, 731. 732, 1456
13th Subdivision (Mandan North Line): Mandan-Killdeer-303, 304, 731, 732

Idaho Division:

1st Subdivision (Main Line): Paradise-Yardley-44, 45, 629, 672. 718
2d Subdivision (Main Line): Yardley-Pasco-45, 46, 47, 454, 471, 626, 630, 631, 651, 652, 684, 685
3d Subdivision (Main Line): Pasco-Yakima-46, 48, 433, 471, 630, 631, 642
4th Subdivision (Sunnyside Line): Gibbon-Parker-448, 1441
5th Subdivision (Fort Sherman Branch): Coeur d'Alene-Hauser-381, 627
6th Subdivision (Palouse & Lewiston Branch): Marshall-Lewiston (includes 13.4 miles via CPR-Arrow-Lewiston)-384, 1454
7th Subdivision (Genesee Branch): Pullman Jct-Genesee-385
8th Subdivision (Washington Central Branch): Cheney-Connell-378, 379, 380, 449, 626, 630
9th Subdivision (Walla Walla Branch): Pasco-Dayton (includes 2.8 miles via SP&S-Pasco-Ainsworth Jct. and 6.4 miles via UP-Villard Jct.-Attalia)-450, 471, 1437, 1438
10th Subdivision (Eureka Branch): Eureka-Pleasant View-453
11th Subdivision (Pendleton Branch): Attalia-Pendleton (includes 6.8 miles via UP-Zangar Jct.-Ring and 1.9 miles via UP-UP Connection-Pendleton)-435, 451, 452, 649, 8572
12th Subdivision (Snake River Branch): Riparia-Snake River Jct. (and includes 23.4 miles via SP&S from Ainsworth Jct.-Snake River Jct.; was partially abandoned-Riparia-Monumental prior to merger and rest may have been turned over to SP&S for operation)-1440
13th Subdivision (Simcoe Branch): Toppenish-White Swan-447

Rocky Mountain Division:

1st Subdivision (Main Line): Livingston-Helena-41, 710, 711, 712, 713
2d Subdivision (Main Line): Logan-Butte-326, 714, 716
3d Subdivision (Main Line): Helena-Missoula-42, 469, 713, 715, 728
4th Subdivision (Main Line): Butte-Garrison-327, 714, 724
5th Subdivision (Main Line): Missoula-Paradise-42, 469, 716, 718
6th Subdivision (Main Line): De Smet-Paradise-43, 718
7th Subdivision is not listed, abandoned prior to 1939-my oldest timetable of this division)
8th Subdivision (Park Branch): Livingston-Gardiner-332
9th Subdivision (Camp Creek Branch): Manhattan-Anceney-337
10th Subdivision (Red Bluff Branch): Sappington-Norris-338
11th Subdivision (Ruby Valley Branch): Whitehall-Alder-339,
12th Subdivision (Philipsburg Branch): Drummond-Philipsburg-340, 341

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13th Subdivision (Bitter Root Branch): Missoula-Darby-333
14th Subdivision (Flathead Valley Branch): Dixon-Polson-334
15th Subdivision (Coeur d'Alene Branch): St Regis-Wallace (includes 18.7 miles via MILW-St Regis-Haugan)-335
16th Subdivision (Burke Branch): Wallace-Burke-1417
17th Subdivision (Sunset Branch): Wallace-Bunn-1418
18th Subdivision (Phosphate Branch): Phosphate-MP 4-342

St. Paul Division:

1st Subdivision (Main Line): St Paul-Staples (includes 10.6 miles via GN-St Paul-Minneapolis)-25, 206, 211, 213,530, 537, 553, 975
2d Subdivision (Main Line): Staples-Dilworth-25, 553, 560
3d Subdivision (Main Line): Garfield Ave.-St. Paul (includes 2.2 miles via Soo, Gloster-Claymont & .5 miles via St. Paul Union Depot, 3d Street-St. Paul)-214, 242, 504, 506, 507, 509, 519
4th Subdivision (Main Line): East D.M. & I.R. Jct.-Staples (including .6 miles via LST&T, C&NW Conn.-Superior U.D.): 27, 28, 253, 255, 501, 503, 505, 510, 512, 518, 523, 524, 525, 553
5th Subdivision (Fergus Falls Branch): Wadena-Oakes-211, 212, 221, 521, 526
6th Subdivision (Red River Branch): Manitoba Jct.-Winnipeg (includes unknown miles via CN-NP Jct.-Winnipeg): 246, 249, 499, 1244
7th Subdivision (Red Lake Falls & Sherack Branches): Tilden Jct.-Carthage Jct-243, 248, 1461
8th Subdivision (Little Falls & Dakota Branch): Little Falls-Morris-208
9th Subdivision (International Falls Branch): Little Falls-International Falls-207, 240, 518, 520, 523, 524, 525, 570
10th Subdivision (Grassy Point Branch): New Duluth-L.S.T.& T. Ry. Jct.-234, 235, 508
11th Subdivision : Ashland-Central Avenue-29, 233, 516, 517
12th Subdivision: Stillwater-East Minneapolis (includes 1 mile via 3d subdivision)-215, 218
13th Subdivision: St. Paul-First Street North (includes .6 miles via St. Paul Union Depot-St. Paul-3rd Street and 1.5 miles via C&NW Ry. 20th Ave. South-3rd Ave. North)-216, 537, 541, 542, 545

Tacoma Division:

1st Subdivision (Main Line): Yakima-Auburn-48, 49, 606, 607, 642, 677
2d Subdivision (Main Line): Tacoma-Seattle-51, 430, 431, 606, 607, 608, 617, 619, 622, 623, 624
3d Subdivision (Main Line): Portland-Tacoma (includes 8.0 miles via SP&S-Lake Yard-Vancouver and 2.0 miles via NPTC (PTCRR) Portland-Lake Yard)-52, 608, 611, 612, 613, 618, 643, 644, 648, 682, 690, 1444, 2119, 2120
4th Subdivision (Prairie Line): Tenino Jct.-Moon Yard-400
5th Subdivision (Sumas Branch): Seattle-Sumas (includes 1.5 miles via King Street Depot Tunnel rules South Portal-North Portal; 5.8 miles via GN-GN-Snohomish-Lowell; 6.0 miles via GN-Delta Jct.-Kruse)-403, 408, 1426, 1449, 1455
6th Subdivision (Roslyn Branch): Cle Elum-Ronald-412
7th Subdivision (Buckley Line & Wilkeson Branch): Palmer Jct-Meeker-411, 415, 416, 683
8th Subdivision (Green River Branch): Bagley Jct.-Kanaskat-1442, 1443
9th Subdivision (Crocker Branch): Crocker-Wingate-1434
10th Subdivision (Orting Branch): Orting-Lake Kaposwin-414
11th Subdivision (Belt Line): Black River-Woodinville-405, 1428
12th Subdivision (Snoqualmie Line): Woodinville-North Bend-404
13th Subdivision (Hartford Line): Bromart-Edgecomb-408
14th Subdivision (Darrington Branch): Arlington Jct-Darrington-406
15th Subdivision (Bellingham Branch): Wickersham-Bellingham-428
16th Subdivision (Grays Harbor Line): Saint Clair-Moclips-402, 609, 610
17th Subdivision (American Lake Line): Nisqually-Lakeview-401
18th Subdivision (Gate Line): Centralia-Gate-421, 611
19th Subdivision (Elma Branch & US Government Railway): Bangor-Elma-425, 426, 427

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20th Subdivision (Ocosta Branch): Aberdeen-Markham (includes .6 mile via UP-Aberdeen-South Aberdeen Jct.)-422, 423, 982
21st Subdivision (Willapa Harbor Line): Chehalis Jct.-South Bend-420
22d Subdivision (Yacolt Branch): Vancouver Jct.-Rye (originally to Yacolt but sold to LP&N prior to merger)-438
23d Subdivision (Moxee Branch): Yakima-Moxee City-446, 642
24th Subdivision (Naches & Tieton Branches): Yakima-Naches (includes Brace-Tieton)-444, 445, 642

Yellowstone Division:

1st Subdivision (Main Line): Mandan-Dickinson-39, 731, 732, 733
2d Subdivision (Main Line): Dickinson-Glendive-39, 733, 734
3d Subdivision (Main Line): Glendive-Forsyth-40, 709, 734
4th Subdivision (Main Line): Forsyth-Billings-40, 709, 735
5th Subdivision (Main Line): Billings-Livingston-41, 710, 711, 735, 736, 737, 738
6th Subdivision (Ollie Branch): Beach-Carlyle-305
7th Subdivision (Sidney Branch): Glendive-Sidney-306, 307, 734
8th Subdivision (Redwater Branch): Glendive-Brockway-312, 734
9th Subdivision (Rosebud Branch): Nichols-Cow Creek-313
10th Subdivision (Billings & Central Montana Branch): Billings-Shepherd-1423
11th Subdivision (Lake Basin Branch): Laurel-Rapelje (includes 5.9 miles via GN-Laurel Yard-Hesper)-363
12th Subdivision (Rocky Fork Branch-Clark Fork Branch): Laurel-Red Lodge-5, 328, 329
13th Subdivision (Shields River Branch): Mission-Wilsall-331

Pacific Coast Railroad Company:

1st Subdivision (Main Line): Seattle-Maple Valley-410
2d Subdivision (Black Diamond Branch): Maple Valley-Black Diamond-410

Note: Final timetable had Seattle-Black Diamond, one listing.

St. Louis-San Francisco Railway Company:

Central Division:

Ft. Smith Sub: Monett-Fort Smith-1002, 1016, 1105
Arthur Sub: Fort Smith-S.P. (Paris)-1002, 1105, 1148, 1149
Ardmore-Arkinda Sub: Lakeside-Hope-1048

Eastern Division:

Rolla-Lebanon Sub: Linderwood-Springfield Yard-740, 1002, 1101, 1102, 1103
Salem Branch, Rolla-Lebanon Sub: Cuba-Salem-1009, 1010
Springfield Sub: Springfield Yard-Monett-740, 1002, 1103
Mt. Vernon Branch-Springfield Sub: Aurora-Mt. Vernon-1015
Carthage Sub: Pierce City-Neodesha-1004, 1042
Joplin Branch-Carthage Sub: Oronogo-Baxter Springs-1006, 1007, 1008, 1045, 1106
Wichita Sub: Neodesha-Wichita-1004, 1107
Burton Sub: Wichita-Ellsworth-1002
Clinton Sub: Kansas City-Springfield Yard-740, 1005, 1107, 1108, 1151
Ozark Sub: MK Jct-Ozark-1011

Northern Division:

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Kansas City Sub: Kansas City-Ft. Scott-1001, 1151
Ash Grove Sub: Ft. Scott-Springfield-1001, 1103
Willow Springs Sub: Springfield-Teed-1001, 1103
Winona Branch-Willow Springs Sub: Willow Springs-Winona-1012
Memphis Sub: Thayer-Memphis-1001, 1101, 1121, 1122
Pocahontas Branch-Memphis Sub: Hoxie-Pocahontas-1013

River Division:

St. Louis Sub: Lindenwood-Chaffee-1025, 1101
Chaffee Sub: Chaffee-Turrell-1025
Kennett Branch-Chaffee Sub: Caruthersville-Senath-1026, 1027, 1028

Southern Division:

Tupelo Sub: Memphis-Amory-1001, 1121, 1123
Birmingham Sub: Amory-Birmingham-1001, 1123, 1124, 1128
Columbus Sub: Amory-Magnolia-1020, 1036, 1123
Pensacola Sub: Magnolia-Pensacola-1020, 1125, 1126
Mobile Sub: York-Mobile-1021, 1031, 1032, 1127

Southwestern Division:

Creek-Sherman Sub: Cherokee-Sherman-1003, 1046, 1054, 1141, 1145
Muskogee Branch-Creek Sub: Henryetta-M.K.T.-1052, 1055, 1144
Madill Branch-Creek-Sherman Sub: Madill-Ardmore-1049
Ft. Worth Sub: Sherman-Ft. Worth-1046, 1053, 1145, 1146, 1147
Oklahoma Sub: Sapulpa-Oklahoma City-1003
Chickasha Sub: Oklahoma City-Quanah-1003
Quanah, Acme, & Pacific Ry: Quanah-Floydada-1059, 1166

Western Division:

Cherokee Sub: Monett-Cherokee Yard-1003, 1141
Perry Sub: Cherokee Yard-Enid-1047, 1141, 1142
Avard Sub: Enid-Waynoka (includes 10.6 miles via ATSF, Avard-Waynoka)-1047, 1142
Enid Sub: Enid-Davidson-1051, 1142, 1150
Beaumont Sub: Winfield-Steen-1051
Parson Sub: Arcadia-M.K.T.-1019, 1039, 1041, 1043, 1141
Afton Sub: Edward-Afton-1040, 1141

Spokane, Portland, & Seattle Railway Company:

Terminal Subdivision: Vancouver-Portland-47, 643, 645, 646, 647, 689, 690, 2119, 2120
1st Subdivision (Main Line): Wishram-Vancouver-47, 632
2d Subdivision (Main Line): Pasco-Wishram (includes 1.6 miles via NP-SP&S Jct.-Pasco)-47, 630, 688
3d Subdivision (Main Line): Yardley-Pasco (includes 11.9 miles via NP-Marshall Jct.-Yardley and 7.1 miles via GN-Fort Wright-Hillyard)-47, 632, 687, 1344, 1703
4th Subdivision (Goldendale Branch): Goldendale-Lyle-439
5th Subdivision (Oregon Trunk Main Line): Bend-Wishram-53, 632, 637
6th Subdivision (Seaside Branch): Willbridge-Seaside (Willbridge-Goble original NP main line)-440
7th Subdivision (Hammond Branch): Warrenton-Point Adams -441
8th Subdivision (Vernonia Branch): United Jct.-Vernonia (at one time beyond to Keasey abandoned before merger)-442, 443
9th Subdivision (Oregon Electric): Bowers Jct.-Eugene (includes 3.1 miles via SP-Beburg-Greton)-442,

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10th Subdivision (Oregon Electric-Forest Grove Branch): Forest Grove Jct-Forest Grove-458

11th Subdivision (Oregon Electric-Cascadia Branch): Albany Yard-Foster (includes 13.6 miles via SP-SP Connection-Albany-Lebanon (OE Connection)-457, 634, 636

12th Subdivision (Oregon Electric-Dollar Branch): Sweet Home-Dollar-636, 1700

Appendix 2-Subdivisions

In this appendix is a cross index of “named” subdivisions of the BNSF, followed by division and segment number(s). This is a color-coded section, with current BNSF Subdivisions, Divisions, and Segments in **blue**. Former “named” subdivisions no longer used are in **red**, as well as divisions no longer existing. Segments following are in **blue** if still used by BNSF under another subdivision name, **red** if abandoned, **green** if sold to another railroad, and black if unknown what the disposition was. If the segment is still used under a former subdivision name *and* that subdivision name is still used, the former segment number is in **blue** italics. If the segment was never assigned a “named” subdivision, it will not be listed here. Also note that the segment’s *last known* division is listed, if no longer used. See Appendix 3 for complete summary of listings or main segment list. Just a note, a segment can be listed more than once in separate colors, depending on the status.

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Ada-North Dakota-32, 32, 32

Afton-Springfield-1007, 1007, 1040, 1041, 1044, 1070

Akron-Powder River-2, 902

Akron-Colorado-2, 902

A Line-Oregon-440, 440

Alameda Corridor-Southern California-8930, 8931

Alameda Corridor-Los Angeles Terminal-8930, 8931

Allouez-Twin Cities-29

Amber-Lake Superior-450, 450

Amory-Springfield-1020, 1020, 1036, 1034

Angora-Powder River-21

Appleton-Twin Cities-200, 209, 578, 586, 2003, 2003, 2003, 2004, 2005, 2013, 2014

Arkansas City-Kansas-1004, 1008, 1107, 7160, 7400, 7159, 7451, 7457

Arkansas City-Colorado-7159, 7451, 7457

Augusta-Kansas-1004, 1004, 1007, 1070, 1106, 1107

Aurora-Chicago-3, 66, 810, 811, 820, 821, 827, 829

Avard-Springfield-1047, 1142, 7104, 7156

Bakersfield-California-7200, 7213, 7217, 7254, 7255, 7280, 7284, 7289, 7291

Bangor-Pacific-425, 426, 427

Barstow-Chicago-6, 7, 8, 8, 814, 815, 817, 819, 949, 949

Bayard-Nebraska-134, 877

Bay City-Gulf-7506, 7573

BBRX-Texas-1250

Beardstown-Chicago-12, 13, 104, 856, 857, 979, 981, 1667, 8009

Beardstown-Springfield-12, 13, 104, 856, 857, 979, 980, 981, 1667, 7061, 8009

Beatrice-Nebraska-152

Bellingham-Northwest-50, 399, 399, 406, 407, 408, 409, 429, 603, 604, 605, 616, 658, 678

Bellwood-Nebraska-147, 165

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Big Sandy-Montana-353

Birmingham-Springfield-1001, 1121, 1122, 1123, 1124, 3054, 3056

Black Hills-Powder River-4, 181, 888, 890, 891, 892, 897, 952

Boise City-Kansas-7100, 7105, 7120, 7178, 7184

Boise City-Powder River-7100, 7105, 7120, 7178, 7353, 7184, 7190

Boise City-Colorado-7105, 7120, 7178, 7184, 7190, 7300, 7353

Brainerd-Twin Cities-27, 207, 523, 525

Brookfield-Chicago-11, 11, 14, 15, 17, 18, 18, 465, 852, 8025

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Browns Valley-Twin Cities-201

Brush-Powder River-2, 21, 135, 496, 901, 904, 907, 908, 8014, O201

Brush-Colorado-2, 21,135, 496, 901, 904, 907, 908, 8014, O201

Brush-Denver-477, 483

Burbank-Northwest-47, 435, 450, 471, 630, 631

Butte-Powder River-4, 888, 890, 891

Cajon-California-2903, 7253, 7600, 7601, 7603, 7603, 7650, 7677, 7680, 7754

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Canon City-Colorado-7309, 7320, 7321, 7322, 7323

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Casper-Montana-5, 717, 720, 894

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Cherokee-Springfield-740, 1002, 1003, 1003, 1004, 1004, 1052, 1062, 1141

Cherokee-Tulsa-1144

Cherry Point-Northwest-418

Chicago-Chicago-1, 64, 65, 71, 72, 463, 800, 801, 802, 803, 804, 805, 806, 807, 808, 825, 3050

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Chillicothe-Chicago-98, 7000, 7050, 7051, 7052, 7053, 7054, 7056, 7058, 7059, 7060, 7064, 7065

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Cooperstown-North Dakota-281, 281

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Creek-Texas-1003, 1046, 1054

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Cuba-Springfield-740, 1002, 1005, 1011, 1018, 1101, 1102, 1103

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Mobile-Springfield-1021, 1127
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Ottumwa-Nebraska-1, 98, 834, 835, 836, 837, 845

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Palouse-Washington-384, 384
Panhandle-Kansas-7100, 7152, 7162, 7165, 7167, 7177, 7179, 7180, 7181, 7182, 7183, 7187, 7188, 7191, 7193, 7194
Pend Oreille-Northwest-37, 45, 46, 47, 651, 652, 655
Pensacola-Southeastern-1020, 1125, 1126
Peoria-Chicago-108, 855, 858
Phoenix-Southwest-7206, 7207, 7208, 7249, 7252, 7260, 7270, 7271, 7277
Pikes Peak-Powder River-477, 483, 760, 1252, 7357, 7360, 7364, 8100

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Pikes Peak-Colorado-477, 483, 760, 1252, 7357, 7360, 7364, 8100
Pikes Peak-Colorado-1252, 7304, 7360, 7364
Plainview-Kansas-7106, 7157, 7189, 7194, 7586
P Line-Twin Cities-247, 247, 247
Portland Yard-Powder River-7321
Prosper-Twin Cities-23, 34, 220, 288
Pueblo-Powder River-7304, 7353,7363, 7366, 8020
Pueblo-Powder River-7304, 7353,7363, 7366, 8020
Pueblo-Colorado-7357, 7363

Raton-Southwest-7300, 7308, 7353, 7367, 7379, 7382
Raton-New Mexico-7304, 7367, 7379, 7382
Ravenna-Nebraska-4, 148, 149, 149, 149, 165, 875, 879, 881, 889, 3053
Ravenna-Lincoln-879, 889, 3053
Raymond-Pacific-420
Red River Valley-Texas-485, 488, 489, 489, 765, 766, 795, 1059, 1166, 1166
Red Rock-Texas-7400, 7402, 7403, 7404, 7405, 7451, 7452, 7452, 7453, 7454, 7455, 7500, 7511, 7557, 7558, 7459, 7460, 7461, 7566, 7567, 7568, 7569, 7570, 7571
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Riverbank-California-7215, 7256, 7287
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Rolla-Twin Cities-267
Rustlers Springs-New Mexico-7109, 7111, 7112, 7113, 7114, 7115

St. Croix-Chicago-3, 811, 826
St. Francis-Dakota-176, 177
St. Joseph-Nebraska-4, 15, 16, 19, 20, 79, 80, 465, 841, 842, 1108, 1151, 3000, 3052, 7116, 7161
St. Joseph-Lincoln-843
St. Joseph-Kansas City-1001, 1005
St. Paul-Twin Cities-3, 25, 214, 218, 467, 530, 531, 533, 534, 535, 536, 537, 540, 542, 546, 547, 553, 8824
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San Bernardino-Los Angeles Terminal-7600, 7651,, 7657. 7666, 7667
Sand Hills-Powder River-4
San Diego-California-7600, 7654, 7655, 7663, 7664, 7668, 7673
San Francisco Yard-California-7261
San Poil-Northwest-377, 377, 392, 392
Sarles-Twin Cities-279, 279
Sarpy Line-Montana-315
Scenic-Northwest-37, 50, 387, 470, 619, 620, 621, 656, 1343, 1426
Scenic-Washington-387
Scobey-Montana-355
Seadrift-Gulf-1286
Seattle-Northwest-51, 52, 400, 401,402, 411, 430, 431, 438, 606, 607, 608, 609, 611, 612, 613, 617, 618, 619, 622, 623, 625, 644, 659, 660, 1444
Seattle-Pacific-411
Seligman-Southwest-7200, 7251, 7274, 7276
Shickley-Nebraska-153, 154
Sidney Line-Montana-306, 306
Silsbee-Gulf-7503, 7505, 7505, 7505, 7560. 7562, 7574

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Sioux City-Nebraska-144, 197, 878, 884
Slaton-Kansas-7106, 7107, 7119, 7157, 7158, 7185, 7192, 7196, 7197, 7508
Sooner-Texas-1003, 1003
Sooner-Oklahoma-1143
South Plains-Kansas-486, 487
Spanish Peaks-Powder River-477, 7358, 7831
Spanish Peaks-Colorado-477, 7358, 7831
Spokane-Northwest-36, 46, 47, 652
Springerville-Southwest-7205
Stampede-Northwest-49, 411, 677, 683
Staples-Twin Cities-25, 32, 32, 203, 203, 204, 207, 246, 467, 530, 550, 551, 581, 975
Stillwater-Oklahoma-7401
Stockton-California-7200, 7218, 7218, 7255, 7256, 7257, 7257, 7258, 7259, 7261, 7270, 7273, 7279, 7282, 7283, 7288, 7290, 7678
Strong City-Kansas-7301, 7301, 7368, 7369, 7372, 7373, 7376
Sumas-Northwest-399, 399, 403, 409, 614
Sunset Railway-Northern California-7210, 7510, 7211, 7211, 7212
Surrey-Minot-33, 34
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Thayer North-Springfield-1001
Thayer South-Springfield-1001, 1013, 1014, 1110, 1121, 1122, 1129, 3054
Thayer South-Memphis-1013
Thomas Hill-Chicago-1061
Topeka-Kansas-7101, 7102, 7153, 7163, 7168, 7172
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Venus-Texas-7509, 7594

Walhalla-Twin Cities-251
Wallace-Nebraska-180,187
Walla Walla-Pasco-450, 450
Walla Walla-Northwestern-451
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Warroad-North Dakota-244, 577
Watertown-Twin Cities-200, 548
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BNSF TRACK SEGMENTS-APPENDIX 3

Appendix 3-Summary

This is a recap of known BNSF segments, in capsule form. This section is for those readers that do not wish to read the “history” of each segment. This section is color coded for easier viewing. Current BNSF segments are in blue. Known abandoned segments are in red. Segment sales to another operating railroad are in green. Out of service or segments with no track are in orange. Unknown dispositions are in black. Note that only the known segments are listed. Unused segments are not listed. Also, if a segment number has two different “names”, both will be listed separately.

1-Montgomery-Pacific Junction-Chicago & Nebraska Divisions
2-Pacific Junction-Denver-Nebraska & Colorado Divisions
3-Aurora-7th Street-Chicago & Twin Cities Divisions
4-MP 59.6-Huntley-Nebraska & Powder River Divisions
5-Northport-Laurel-Powder River & Colorado Divisions
6-Galesburg-Plum River-Chicago Division
7-Barstow-Terminal Rock Island-Chicago Division
8-Denrock-Agnew
8-Earlvile-Lyndon
9-Mendota-Lass-broken into two segments-part of 6, the other 62
10-Lass-Savanna Yard-now part of segment 6
11-Galesburg-La Prairie-Chicago Division
11-Quincy Jct.-La Prairie-Burlington Jct. RY
12-West Bushnell-Concord-Springfield Division
12-East Alton-Whitehall
12-Bushnell-Rushville
13-Concord-Peducah-Springfield Division (Metropolis-Peducah is really segment 104)
13-Burlington Junction-Metropolis-Chicago Division
13-Waltonville-Orient 6-Chicago Division
13-Virdin-Crown II-Chicago Division
14-Burlington-North Market-Springfield Division
14-West Quincy-Mark-Chicago Division
15-Mark-Laclede-Chicago Division
15-Laclede-St. Joseph
15-St. Joseph East Industrial Park-Nebraska Division
16-Murray Yard-Pacific Junction-Nebraska Division
17-Needles-Maxwell Junction-Chicago Division
18-Maxwell Junction-Kansas City-Chicago Division
18-Birmingham-Kearney-Kaw River RR
19-Table Rock-MP 50.23-Nebraska Division
19-Franklin-Oxford Junction- NKC RR
19-MP 50.23-MP 167.78
20-Table Rock-Hall Tower
21-3d Street-Sterling-Colorado Division
22-7th Street North-Wahpeton-Twin Cities Division
23-Mayville-Mayville Junction-Twin Cities Division
23-Amenia-Hunter-Twin Cities Division
23- Breckenridge-Casselton-Red River Valley & Western
23-Casselton-Amenia
23-Hunter-Mayville
23-Blanchard-Mayville
24-Surrey Junction-Nolan-Twin Cities Division
24-Warrick Junction-Tolna-Twin Cities Division
24-Tolna-Devil’s Lake
25-7th Street-Northtown-Twin Cities Division
25-University-East Dilworth-Twin Cities Division

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26-East Dilworth-Jamestown-Twin Cities Division
27-Central Avenue-Superior-Twin Cities Division
27-Chub Lake-Staples-Twin Cities
27-Carlton-Wrenshall
27-Carlton-West Duluth
28-Central Avenue-Winters Street-Twin Cities Division
28-Superior-Boyleston-Twin Cities Division
28-Chub Lake-Staples-Twin Cities Division
29-Saunders-Allouez-Twin Cities Division
30-Boyleston-Cass Lake-Twin Cities Division
31-Cass Lake-Crookston Junction-Twin Cities Division
32-DL Switch-Twin Cities Division
32-Crookston Junction-GF Switch-Twin Cities Division
32-Glyndon-Felton-Twin Cities Division
32-Crookston-Beltrami-MN N RR
32-Barnesville-MP 5.4-Otter Tail Valley RR
32-MP 5.4-Downer
32-Felton-Beltrami
33-DL Switch-Minot-Twin Cities Division
34-Fargo-Surrey-Twin Cities Division
35-Minot-Pacific Junction-Twin Cities Division
36-Pacific Junction-Sandpoint Junction-Montana & Northwest Divisions
36-Eureka-Riverview-also see 389
37-Boyer-Dover Junction-Northwest Division
37-Sunset Junction-Everett Junction-Northwest Division
37-Napa Street-Mead-Northwest Division
37-Dover Junction-Havermale Island (Spokane)
38-Jamestown-Mandan-Twin Cities Division
39-Mandan-Glendive-Montana Division
40-Glendive-Jones Junction-Montana Division
40-Huntley-MP 209.8-MP 209.9-Powder River Division
40-Jones Junction-Billings-Montana Rail Link
41-Billings-Helena-Montana Rail Link
42-Helena-Paradise-Montana Rail Link
42-Helena-Silver City
43-De Smet-Paradise-Montana Rail Link
44-Paradise-Kootenai-Montana Rail Link
45-Kootenai-Sandpoint Jct.-Montana Rail Link
45-Sandpoint Jct.-Spokane-Northwest Division
46-Spokane-SP&S Junction-Northwest Division
47-Latah Junction-Lakeside Junction-Northwest Division
47-Lakeside Junction-Ainsworth Junction
47-Ainsworth Junction-Pasco-Northwest Division
47-SP&S Junction-Portland-Northwest Division
48-Pasco-Ellensburg-Northwest Division
49-Ellensburg-Auburn-Northwest Division
50-US Border-Seattle-Northwest Division
51-Seattle-Tacoma-Northwest Division
52-Tacoma-Vancouver-Northwest Division
53-Wishram-Bend-Northwest Division
54-Bend-Chemult-Northwest Division
55-Beiber Line Junction-Keddie-Northwest Division
56-North Fraser River Bridge-US Border-Northwest Division
56-North Fraser River Bridge-Vancouver-Canadian National
56-Sterling-Denrock-see Segment 818

BNSF TRACK SEGMENTS-APPENDIX 3

57-Clinton-Barstow-see Segment 817
58-Earlville-Paw Paw
58-Earlville-Baker
59-Paw Paw-Sterling
60-Montgomery-Streator-IR RR
61-Zearing-La Salle-IR RR
61-L&S Junction-La Salle
61-L&S Junction-Streator
62-Mendota-Denrock
63-Flag Center-Rockford-Illinois Rail Link
64-Aurora-West Batavia-Chicago Division
65-Aurora-West Chicago-Chicago Division
66-Oregon-Mt. Morris-IR RR
66-Mt. Morris-Forreton
67-Woodhall-Joy & New Boston
68-Alexis-Rio
69-Lass-Garden Plain
70-Ladd-Howe
71-Chicago-Montgomery-Chicago Division
72-East Dubuque-Chicago Division
79-Iatan Electric Generating Station-Nebraska Division
80-Armour-Atchison
81-Albia-Des Moines-Nebraska Division
82-Des Moines-Talmage Jct.
83-St. Joseph-Chariton
84-Corydon-Humeston
85-Clearfield-Merle
86-Creston-Amazonia
87-Albany Junction-Grant City
88-Giles-Mt. Ayr
89-Mediapolis-Washington
90-Hastings-Sidney
91-Hastings-Carson
92-Red Oak-MP 3.05-Nebraska Division
92-MP 3.05-Griswalkd
93-Red Oak-Farragut-Nebraska Division
93-Farragut-Riverton
94-Clarinda-Villisca
95-Creston-MP 1.45-Nebraska Division
95-MP1.45--Cumberland
96-East Leavenworth-Leavenworth
97-Graham Cutoff-Nebraska Division
97-West Waterman-Chicago Division
98-Cameron Cutoff-Chicago & Nebraska Divisions
100-Willows-St. Louis-TRAA
101-Madison Yard-East St. Louis-TRAA
102-Granite City-Willows-TRAA
103-Shattuc-East St. Louis-CSXT
104-Peducuah-Metropolis-Sprngfield Division
104-Burlington Jct.-P&I Jct.-Paducah & Illinois
105-East Alton-East St. Louis-Union Pacific
106-Toland-Mitchell-Union Pacific same as Segment 8012
107-Peoria-Henry
108-East Peoria-Galesburg-Chicago Division
109-Hannibal-Quincy-Burlington Short Line

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109-Quincy-Marblehead
109-Quincy-Hulls
110-Old Monroe-Mexico
111-Yates City-Vermont-Peoria & Western
111-Vermont-Rushville
111-Buda-Elmwood
111-Yates City-Farmington
112-CRIP XING-Centerville-Appanoose County Community Railroad
112-Alexandria-CRIP XING
113-Union Electric-Lewistown
113-Lewistown-Fairview
114-Lewistown-Fairview
114-Fairview-Flamingo Mine
115-Lewistown-Liverpool
116-Astoria-Vermont
117-Calusa-Quincy
118-West Quincy-Kirksville
119-Laclede-Unionville
120-Cotter-Carrolton
121-West Alton-Alton
122-Fort Madison-Stockport
123-Keokuk-Mt. Pleasant
124-Herrin Junction-Herrin
125-Horton-West Frankfort
130-GH Jct.-Kearney-UP RR
131-Oronoque-Gem-Kyle RR Cokan Division
132-Gem-Seibert-Kyle RR Cokan Division
133-Phillipsburg-Oronoque-Kyle RR Cokan Division
134-Bayard-Council Bluffs-Nebraska Division
135-31st Street Yard-20th Street-Colorado Division
136-Pacific Junction-Omaha-Nebraska Division (via UP)
136-Pacific Junction-Council Bluffs
137-Oreapolis-Ashland-Nebraska Division
138-Bigelow-Skidmore
139-Corning-Westboro
140-Tecumesh-Auburn
141-Payne-Nebraska City
141-Arbor-Collegeville-Union Pacific
141-Collegeview-Hill Street-Nebraska Division
142-Nemaha-Nebraska City
143-Shubert-Nemaha
144-Sioux City-Floyd-Nebraska Division
145-Ferry-O'Neil-Nebraska Northeastern RR
146-Ashland-Prague
147-Seward-Columbus-Nebraska Division
147-Woodlawn-Seward
148-York-Benedict-Nebraska Division
148-Yorl-McCool Junction
149-Aurora-MP 1.90-Nebraska Division
149-MP 2.47-MP MP 17.5
149-MP 17.5-Palmer-Nebraska Central
149-Palmer-Greeley Center
150-Greeley Center-Burwell
151-Palmer-Sargent
152-Crete-Beatrice-Nebraska Division

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152-Beatrice-Wymore
153-De Witt-Hildreth
154-Fairmont-Daykin
155-Fairmont-Hebron
156-Lushton-Clay Center
157-Nelson-Edgar
158-Odell Junction-Concordia
159-Hastings-Lester Junction-Nebraska Division
160-GH Junction-Aurora
161-Ayr Junction-Roseland-Nebraska Division
161-Roseland-Huntley
162-Kearney-Kenesaw
163-Cushman-Cobb-Nebraska Division
164-Papio-Gilmore Junction
164-Gilmore Junction-South Omaha-via UP-segment 8645, BN's line abandoned
165-BR Jct.-Seward MP 29.1X-MP 27.7X-Nebraska Division
166-Rawhide Spur-Powder River Division
167-Eagle Butte Spur-Powder River Division
168-Buckskin Spur-Powder River Division
169-Wildcat Mine-proposed-no track
170-Omaha Public Power District-UP
171-Fort Union Spur-Powder River Division
172-Caballo Rojo Spur-Powder River Division
173-Coal Creek Spur-Powder River Division
174-WYMO Mine-proposed-no track
175-North Antelope Spur-Powder River Division
176-Flynn-Oberlin-NKC RR
177-Orleans Junction-St. Francis-NKC RR
178-Culbertson-Imperial-NCK RR
179-Burns Junction-Lafayette-Colorado Division
179-Longmont-Burnett-Colorado Division
179-Lafayette-Longmont
179-Denver-Burns Junction (except portion via former C&S via segment 476)
180-Sterling-Carpenter (Cheyenne)
180-Holdrege-Sterling-NKC RR
181-Deadwood Junction-MP 3-Powder River Division
181-Deadwood-Custer
182-Kirk-Fantail
183-Lead-Fantail
184-Hill City-Keystone-Black Hills Central
185-Minnekahta-Hot Springs
186-Bridger Junction-Donkey Creek Junction-Powder River Division
187-Wallace-Gentleman Power Plant-Sutherland-NKCR
188-Campbell-Eagle Butte Junction-Powder River Division
188-Dry Fork-Powder River Division
189-Bell Ayr Spur-Powder River Division
190-Cordero Spur-Powder River Division
191-Black Thunder Junction-Jacobs Ranch-Powder River Division
192-Jacobs Spur-Jacobs Junction
193-Black Thunder Spur-Powder River Division
194-Caballo Mine-Powder River Division
195-Eagle Butte Junction-Eagle Butte
196-Clovis Point Spur-Powder River Division
197-Willmar-Floyd-Twin Cities & Nebraska Divisions
198-Garretson-South Yard-Twin Cities Division

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198-MP 147.15-150.13
198-Sioux Falls-Yankton
199-Sioux Falls-Wentworth-Twin Cities Division
199-Wentworth-Watertown
199-Sioux Falls-Irene
200-Appleton-MP 148.3-Twin Cities Division
200-Yale-Huron-Dakota, Minnesota & Eastern
201-Morris-Beardsley-Twin Cities Division
201-Beardsley-Browns Valley
202-Lyndale Junction-Monticello-Twin Cities Division
202-Monticello-St. Cloud
203-Wilmar-MP 55.0-MP 53.1-Twin Cities Division
203-St. Cloud-Cold Springs-Northern Lines Railway
203-Cold Springs-Willmar
204-St. Cloud-St. Joseph-Northern Lines Railway
204-Fergus Falls-Barnesville-Otter Tail Valley RR
204-St. Joseph-Fergus Falls
205-Wayzata-Hutchinson
206-Elk River-Milaca
207-Little Falls-Camp Ripley Junction-Twin Cities Division
207-MP 136.15-MP 135.78-Twin Cities Division
207 MP 113.44-MP 114.02
207-Camp Ripley-Brainerd
208-Little Falls-Morris
209-Aberdeen Line Junction-MP 0.0-MP 0.6-Twin Cities Division
209-Aberdeen-MP 118.4-MP 115.08-Twin Cities Division
209-Aberdeen-Kidder (MP 65.6-MP 115.08)-South Dakota Rail Authority
210-Sauk Center-Cass Lake
211-Fergus Falls-Pelican Rapids
212-Fairview Junction-Great Bend
213-Northtown Yard-1st St North-14th Ave North & 35th Ave
213-MP 12.029-MP 14.09-Twin Cities Division
214-M&D Junction-Hugo-Twin Cities Division
214-Double Track-21st Ave W-46th Ave W-Twin Cities Division
214-Hugo-North Branch
214-Division Street-Hugo
215-White Bear Lake-MP 6 (Summit)-Stillwater & St. Paul RR
215-Summit-Stillwater
215-MP 11.81-MP 12.8
216-7th Street-MPLS Jct-see Segment 25
216-St. Anthony-E 35th Ave-Twin Cities Division
216-E 35th Ave-Northtown-Twin Cities Division
217-Minneapolis Junction-1st Street North-Twin Cities Division
218-all not listed below now operated by Minnesota Commercial RY
218-MP 0-MP 2.429; MP 6.52-.MP 7.19
219-St. Cloud-Brook Park
220-Moorhead Junction-DL Switch-Twin Cities Division
220-Moorhead-Fergus Falls-Otter Tail Valley Railroad
221-Fergus Falls-French-Otter Tail Valley Railroad
221-Wadena Junction-Fergus Falls
221-Wahpeton-Hecla-Red River Valley & Western
221-Wadena-Henning
221-Hecla-Oakes
221-French-Breckenridge
222-Hopkins Junction-Hopkins

BNSF TRACK SEGMENTS-APPENDIX 3

223-Hanley Falls-Madison-Twin Cities Division
224-Wentworth-Madison-Twin Cities Division
227-Portage-Midland Junction-Twin Cities Division
228-East Breckenridge-Moorhead-see Segment 288
229-Virginia-Emmert Junction-DM&IR RR
232-North Crookston Junction-Noyes Line-see segment 245
233-Central Avenue-Allouez-Twin Cities Division
233-Allouez-Ashland
234-Berwind Junction-LST&T Junction-Twin Cities Division
234-Zenith Furniture-Berwind Junction
235-72d Avenue W-Riverside Junction-Twin Cities Division
235-West Duluth-New Duluth-Twin Cities Division
235-Riverside Jct.-New Duluth-Lake Superior & Mississippi Tourist Line
236-Brookston-Kelly Lake-Twin Cities Division
237-Kelly Lake-Gunn-Twin Cities Division
238-Emmert Junction-Kelly Lake-Twin Cities Division
238-Mesabi Chief Spur
238-Perry-Wyman
238-Sherwood-Buhl
238-Dormer-Albany Junction
239-Wacoota Siding-Virginia
239-Dormer Junction-Wacoota Siding-DM&IR in use, the rest abandoned
240-Brainerd-International Falls
241-Funkley-Kelliher
242-Carlton-Cloquet
243-Tilden Junction-Red Lake Falls
244-Warroad-St. Hilaire-MN N RR
244-St. Hilaire-Red Lake Falls
245-Noyes Junction-Noyes-Twin Cities Division
246-Manitoba Junction-Ulen-Twin Cities Division
246-Crookston-Fertile-MN N RR
246-Fertile-Ulen
246-Carthage Junction-Crookston
247-Moorhead-Georgetown-Twin Cities Division
247-Georgetown-Perley
247-Perley-M N Junction-MN N RR
248-Keywest-Carthage Junction
249-MP 144.21-Joliette-Twin Cities Division
249-MP 137.09-MP 144.21
249-MP 137.09-Honeyford-Northern Plains RR
249-Joliette-Winnepeg
249-Carthage Junction-Honeyford
250-Grand Forks-BNSF XING-Twin Cities Division
250-BNSF XING-Glasston-Dakota Northern
250-Glasston-Gretna-Portage La Prairie
251-Grafton-Walhalla-Dakota Northern
252-Conway-Langdon-Twin Cities Division
252-Hannah Jct.-Conway
252-Langdon-Hannah
253-Cuyuna Range
254-Tioga Mine
255-Ironton-Tromald
256-Lind-Greenway Mine
257-Hibbing Taconite Mine-Twin Cities Division
258-Canisteo Mine

BNSF TRACK SEGMENTS-APPENDIX 3

259-Aromac Mine
260-National Taconite-Twin Cities Division
261-Butler Taconite Mine
262-Chisholm Line-DMIR
263-Berthold-Lignite Jct.-Montana Division
263-Lignite Jct.-Crosby-Montana Division, out of service
264-Niobe-Boundary Line-Montana Division
265-Stanley-Powers-Montana Division
265-Powers-Grenora
266-Valley City Low Line
267-Churchs Ferry-Rolla-Twin Cities Division
267-Rolla-St. John
268-York-Wolford-Twin Cities Division
268-Wolford-Dunseith
269-Rugby-MP 40.1-Twin Cities Division
269-MP 40.1-Antler
270-Towner-Maxbase
271-Granville-MP 5.25-Twin Cities Division
271-MP 5.25-Sherwood
272-Tatman Spur-Twin Cities Division
273-Ruland-Forbes
274-Erie Junction-Clifford-Twin Cities Division
274-Portland-Portland Junction-Twin Cities Division
274-Hunter-Mayville
275-Devils Lake North Yard-Twin Cities Division
275-Devils Lake-Hansboro
276-Horace-Edgeley Jct.-Red River Valley & Western
276-Edgeley Junction-Streeter
276-Fargo-Horace
277-Edgeley Junction-Edgeley-Red River Valley & Western
278-Casselton-Lucca-Red River Valley & Western
278-Alice-Marion
279-Lakota-MP 3.75- Twin Cities Division
279-MP 3.75-Sarles-Northern Plains RR
280-Jamestown-Minnewauken-Red River Valley & Western
280-Minnewauken-Leeds
281-Sanborn-McHenry
281-Walum-Dazey
282-Lamoure-Jamestown-Red River Valley & Western
283-Oakes-Independence-Red River Valley & Western
284-Pingree-Woodworth-Red River Valley & Western
284-Woodworth-Wilton
285-Carrington-Turtle Lake
286-Oberon-Maddock-Red River Valley & Western
286-Maddock-Esmond
287-Jamestown-State Hospital-Twin Cities Division
287-State Hospital-Kloze
288-Wahpeton Junction-Moorhead Junction-Twin Cities Division
289-Addison-Chaffee-Red River Valley & Western
290-McKenzie-MP 13.0-DMV&W RR
290-MP 13.0-Linton
291-JY Junction-West Fargo-Fargo-Dakota Junction-Twin Cities Division
292-Linton-Eureka
301-Mandan-Flashier
302-Cannonball Jct.-Mott

BNSF TRACK SEGMENTS-APPENDIX 3

303-Mandan-Antelope Valley-Twin Cities Division
303-Antelope Valley-Killdeer
304-Truax Junction-Truax
305-Beach-Carlyle
306-Glendive-MP 6.0-Montana Division
306-MP 6.0-Snowden-Yellowstone Valley RR
307-Cecil Junction-Cecil
308-Sydney-Fairview-to segment 306
308-Moran Junction-Jones Junction-Powder River Division
309-Fairview-Snowden-to segment 306
310-Newlon Junction-Richey
311-Watford City-Fairview
312-Glendive-MP 7-Montana Division
312-MP 7-Brockway
313-Nichols-Big Sky-Montana Division
314-Dutch-Decker & Decker Mine-Powder River Division
315-Sarpy Junction-Kuehn-Montana Division
316-Island Creek Mine-no track yet
317-East Decker Mine-Powder River Division
318-Moran Junction-Jones Junction-Montana Division as Segment 308
318-Consolidated Coal -no track yet
319-Youngs Creek Mine-no track yet
320-Decker-Nerco-Powder River Division
320-Spring Creek-Powder River Division
321-Pearl Mine-no track yet
326-Logan-Spire Rock-Montana Rail Link
326-Spire Rock-Butte-out of service
327-Butte-Garrison-Copper City Subdivision
328-Red Lodge-Silseia
329-Fromberg-Bridger
330-Frannie-Cody-Colorado Division
330-.11 miles in Cody
331-Mission-Wilsail
332-Livingstone-Gardiner
333-Missoula-Darby-Montana Rail Link
334-Dixon-MP 29.05-Montana Rail Link
334-MP 29.05-Polson
335-St. Regis-Wallace
336-Great Falls-Helena Junction-Montana Division
336-East Helena-Montana City-Montana Rail Link
336-Helena-Silver City
336-Montana City-Butte
337-Manhattan-Anceney
338-Sappington-Harrison-Montana Rail Link
338-Harrison-Norris
339-Whitehall-Alder-Montana Rail Link
340-Drummond-Philipsburg-sold to Montana Rail Link, out of service beyond Drummond
341-Sheryl Spur-Elephant
342-Phosphate Spur
343-Butte-Newcomb-Copper City Subdivision
353-Pacific Junction-Big Sandy-Montana Division
353-Fort Benton-Great Falls-Montana Division
353-Big Sandy-Fort Benton
354-Great Falls-Sweet Grass-Montana Division
355-Bainville-Scobey-Yellowstone Valley RR

BNSF TRACK SEGMENTS-APPENDIX 3

355-Scobey-Opheim
356-Saco-Hogeland
357-Glasgow-Airbase Spur
358-Brazil Creek Spur
358-Bentonite Spur
359-Vaughn-Augusta
360-Power-Choteau-Montana Division
360-Choteau-Pendroy
361-Valier Junction-Valier-Montana Division
362-Mossmain-Great Falls-Montana Division
363-Hesper-Rapelje
364-Spring Creek Junction-Moccasin-Central Montana Rail
365-Lavin Spur
366-Smelter Sky Line-Montana Division
366-Smetter Sky Line-MP 2.227-MP 3.0
367-Smelter Low Line
368-Sipple-Lewistown
368-Lewistown-Spring Creek Junction-Central Montana Rail
369-Eastham Junction-Fairfield-Montana Division
369-Fairfield-Dracut Jct.
370-Grass Range-Lewistown
371-Fairchild-Geiger Field-Northwest Division
375-Spokane Bridge-Coeur d'Alene
376-Mead-Chewelah-Northwest Division
376-Chewelah-Kettle Falls-Kettle Valley
377-Kettle Falls-Laurier-Kettle Valley
377-Danville-Republic
378-Cheney-Coulee City-PCC RR of Watco
379-Wheeler-Connell-Columbia Basin RR
379-Adrian-Odair
380-Davenport-Spokane
381-Coeur d'Alene-Hauser Junction-Northwest Division
381-MP 12.33-MP 14.45 in Coeur d'Alene
382-Spokane-Coeur d'Alene
383-West Fairfield-Moscow
383-Spring Valley-Colfax
384-Marshall-Moscow-PCC RR of Watco
384-Moscow-Arrow
385-Pullman Junction-Genesee
386-Mansfield-Columbia River
387-Wenatchee-MP 6.0-Northwest Division
387-MP 6.0-Oroville-Cascade & Columbia River RR
388-Columbia Falls-Kalispell-WATCO (Mission Mountain RR)
388-MP 1227.58-MP 1231.18 in Kalispell
388-Kalispell-Somers
389-Stryker-Eureka-WATCO (Mission Mountain RR)
389-Eureka-Riverview
390-Chopaka-Oroville
391-Columbia Falls-Boundary-Kettle Valley
391-Columbia Falls-Nelson-IRRS RR
392-Danville-Laurier-Kettle Valley
392-MP 48.779-MP 48.84 in Danville
393-Hope-Cannor-Canadian Naitonal
393-Keremos-Hope
393-Cannor-Abbotsford

BNSF TRACK SEGMENTS-APPENDIX 3

394-Warden-Othello-Columbia Basin RR
394-Othello-Royal City
395-Wheeler-Moses Lake-Columbia Basin RR
396-Palouse-Potlach-PCC RR of Watco
396-Bovill-Purdue-St. Maries Valley
396-Potlach-Bovill
397-Easton-Maple Valley
398-Snoqualmie Falls-Cedar Falls
399-Bellingham-MP 4.9-Northwest Division
399-Sumas-Hampton-Northwest Division
399-Cornwall-Strandell
400-South Tacoma-Yelm-Tacoma Rail
400-Yelm-Roy-City of Yelm
400-Roy-Tenino Junction
400-11th St-MP 2
401-Lakeview-Nisqually -Tacoma Rail
402-Olympia-End of track-Northwest Division -off of UP's Olympia Industrial Lead
402.St.Clair-Quadlock-Tacoma Rail
402-Gate-Aberdeen-Puget Sound and Pacific RR
402-Aberdeen-Moclips
402-Quadlock-Gate
403-Sumas-Sedro-Wooley -Northwest Division
403-Sedro-Wooley-(MP 86.8-MP 85.8)-Northwest Division
403-Snohomish Junction West-Woodinville-Northwest Division
403-Seattle Waterfront Line-Seattle Metro (Waterfront Streetcar)
403-Seattle-Ballard-Ballard Terminal
403-Fremont-Bromart
403-Kenmore-Woodinville
403-Sedro-Wooley-Arlington
403-Snohomish-Edgecomb
403-MP 38.01-39.00 in Snohomish
404-Woodinville-Redmond-Northwest Division
404-MP 18.0-MP 18.9-Isaquah Valley Trolley
404-Redmond-North Bend (Tanner)
405-Woodinville-Renton
405-Renton-Black River; MP 10.6-MP 11.25
406-Kruse Junction-Arlington-Northwest Division
406-Arlington-Darrington
407-Sea Line Junction-PA Junction-Northwest Division
408-Snohomish Junction-West Bromart-Northwest Division
408-Delta Junction-Lowell-Northwest Division
408-Kruse Jct.-Arlington-NW Division now on segment 406
409-Sedro-Wooley-Fidalgo-Northwest Division
409-Concrete-Sedro-Wooley
409-Anacortes-Fidalgo
410-Renton-Black River-Northwest Division
410-Seattle-Black River
410-Renton-Franklin
410-Lake Wilderness Area
411-Palmer Junction-Veazey-Northwest Division
411-McMillan-Meeker-Meeker Southern RR
411-Veazey-Cascade Junction
412-Cle Elum-Ronald
413-Anacortes-Shannon Point
414-Lake Kaposwin-Orting

BNSF TRACK SEGMENTS-APPENDIX 3

415-Carbonado-Cascade Junction
416-Wilkeson Switchback
417-Tilbury Line Junction-Tilbury Line Dock-Northwest Division
418-Intalco-Cherry Point-Northwest Division
420-Chehalis-South Bend
421-Centralia-Gate-Puget Sound & Pacific RR
422-South Aberdeen Junction-Markham
423-Cosmopolis-South Aberdeen Junction-Puget Sound & Pacific RR
424-Burrard Inlet Spur-Canadian National
425-Shelton-Elma-Puget Sound & Pacific RR
426-Bangor-Shelton-Puget Sound & Pacific RR
427-Bremerton-Bremerton Junction-Puget Sound & Pacific RR
428-Wickersham-Park-Lake Whatcom Ry
428-Park-Bellingham
429-Stanwood-Twin City Food Spur-Northwest Division
430-Seattle-Argo-via Stacy St & Colorado Ave lines-Northwest Division
431-2nd Avenue Yard-Northwest Division
432-Colebrook-Roberts Bank-Northwest Division via BCR (now CN)
434-Riparia-Lewiston-Great Northwest RR
435-Riparia-Northwest Division
435-Attalia-Riparia-UP RR
436-Banks-Hilsboro-Portland & Western
437-Kennewick-North Richland-Union Pacific
438-Vancouver-Battle Ground-Vancouver-Portland Junction RR
438-Battle Ground-Yacolt-Lewis & Clark RY.
439-Lyle-Goldendale
440-Willbridge-Tongue Point-Portland & Western RR
440-East Basin (MP 98.8)-Car Barn (MP 101.7)-Astoria Riverside Trolley
440-Astoria-Seaside
441-Warrenton-Hammond
442-United Junction-Eugene-Portland & Western RR
442-St. Mary's-Salem-Portland & Western RR
442-Orenco-Beaverton-Tri-County Metropolitan Transportation District of Oregon (Tri-Met)
442-Bowers Jct.-Orenco
442-Beaverton-Beburg
443-Bowers Junction-Banks-Portland & Western RR
443-Banks-Vernonia
444-Yakima-Fruitvale-Central Washington
444-Fruitvale-Naches
445-Brace-Tieton
446-Yakima-Moxee City-Central Washington
447-Toppenish-White Swan-Central Washington
448-Gibbon-Granger-Central Washington
448-Granger-Parker
449-Schrag-Bassett Junction-Columbia Basin RR
450-Ainsworth Junction-Villard-Junction-Northwest Division
450-Walair-Walla Walla-PCC Ry
450-Walair-Dayton
451-Attalia (Zanger Junction)-UP Connection
452-Smeltz-Athena
453-Eureka-Pleasant View
454-Mesa-End of Track
455-Lookout-MP 0-MP .21-Northwest Division
455-MP .21-Hambone-sale pending to Seaside Holdings, Inc.
456-Wheeler-Sieler-Columbia Basin RR

BNSF TRACK SEGMENTS-APPENDIX 3

457-Albany-Foster-Albany Eastern RR
458-Forest Grove Junction-Hillsboro-Tri-County Metropolitan Transportation District of Oregon (Tri-Met)
458-Forest Grove Junction (Hillsboro)-Forest Grove-Portland & Western RR
459-Arrow-Lewiston-BG & CM RR
460-Spalding-MP 52.0-BG & CM RR
460-MP 52-Grangeville
461-Orofino-Kooskia-BG & CM RR
461-Kooksia-Stites
462-Arrow-MP3.5-BG& CM
462-MP3.5-Headquarters
463-Cicero Hump-Chicago Division
464-Galesburg Westbound Hump-see segment 472
465-Murray Yard-Chicago & Nebraska Divisions
466-Lincoln Hump
467-Northtown-Mississippi Avenue-University Avenue-Twin Cities Division
468-Gavin Yard-Twin Cities Division
469-Missoula Hump-Montana Rail Link
470-Balmer Yard-Northwest Division
471-Pasco Hump-Northwest Division
472-Galesburg Hump-Chicago Division
473-FTW Sub-Wichita Falls Sub-Texas Division (see 2900)
474-Walla Walla-Milton-Freewater
475-Yellow Hawk Branch
476-Denver Union Depot-Wendover-Colorado Division
476-Prospect Jct.-Colorado Division
476-Denver East Side Line
476-Denver-Burns Junction
477-20th Avenue-Sixela-Colorado Division
477-West Remaco Line
478-Sibylee-Hightower
479-Leadville-Climax-Climax Shortline RY (owner); Leadville, Colorado, & Southern (operator)
480-Fort Collins-Rex
481-Fort Collins-Greeley-Great Western RR
482-C&S Junction-Golden-Colorado Division
482-Georgetown-Silver Plume-Georgetown Loop RR
482-Golden-Georgetown
483-Kountry Line-Colorado Division
484-South Denver-Broadway-Denver Light Rail
484-Broadway-Connors
485-Sixela-Houston-Texas Division
486-Plainview-Dimmit-Kansas Division
486-Estelline-Plainview
487-Silveton-Lubbock
488-Amarillo-Pullman-Texas Division
489-Chidress-MP 224.0-Texas Division
489-MP 224.0-Pampas
490-Valley Junction-MP 8-Texas Division
490-Lanius-Abeline-Southern Switching Company
490-Wichita Falls-Lanius
491-Stamford-Rotan
492-Belt Junction-Waxahachie-Gulf & Texas Divisions
493-Bushland Pocket Switch-Colorado Division
493-Amarillo-Bushland
494-Denver West Side Line-GWRR
494-MP 3.4-MP 4.47

BNSF TRACK SEGMENTS-APPENDIX 3

495-Black Hollow Junction-MP 79.525 -GWRR
495-MP 79.525-Black Hollow
496-Jersey Cut Off-Colorado Division
497-Lewiston Connecting Track-UP-BG&CM
498-Galveston Terminal Railway-Texas Division
499-Boundary-Winnipeg (CN)
500-5th Avenue Yard: East 5th Avenue-5th Avenue West-Twin Cities Division
501-Bridge Yard: 5th Avenue West-Garfield Avenue-Twin Cities Division
501-Beburg-Greton-P&W (appeared once, former SP Track rights)
502-Commerce Tracks: 5th Avenue West-15th Avenue West-Twin Cities Division
503-Birch Street Yard: Garfield Avenue-Minnesota Draw-Twin Cities Division
504-Rice's Point Yard; Garfield Avenue-Minnesota Draw-Twin Cities Division
505-Rice's Point-Berwind Junction-Twin Cities Division
505-Boston Yard: 39th Avenue West-48th Avenue West-Twin Cities Division
506-Austin Yard
506-Boston Yard-Elliott Packing Track; Boston Yard-39th Avenue West-48th Avenue West-Twin Cities Division
507-Berwind Yard: 47th Avenue West-Main Street-Twin Cities Division
508-Mike's Yard: Main Street-72d Avenue West-Twin Cities Division
509-Belnap Yard-Amzoil-Twin Cities Division
510-17th Street Yard: Elevator Station-28th Street-Twin Cities Division
511-28th Street Yard: 28th Street-Central Avenue-Twin Cities Division
512-Central Avenue Yard: Central Avenue-28th Street
513-Saunders Yard: Saunders Tower-Yard Board-Twin Cities Division
514-East End Yard: 15th Avenue East-31st Avenue East-Twin Cities Division
515-BN Interchange: 40th Avenue East-44th Avenue East-Twin Cities Division
516-Allouez Yard-Twin Cities Division
517-Allouez Tac Yard-Twin Cities Division
518-Brainerd Yard-see Segment 525
518-Hill Avenue Yard: 31st Avenue East-Central Avenue-Twin Cities Division
519-Cloquet Yard-Twin Cities Division
520-Bemidjii Yard-Twin Cities Division
521-Grand Forks Yard-Twin Cities Division
522-Crookston Yard-Twin Cities Division
523-Brainerd Shop-Twin Cities Division
524-Brainerd Tie Plant
525-Brainerd Yard-Twin Cities Division
526-Grand Forks WFE-Twin Cities Division
527-Cass Lake Yard-Twin Cities Division
530-Grove Yard: Northtown Junction-27th Ave NE-Twin Cities Division
531-Minneapolis Junction Yard: University Avenue-14th Avenue SE-Twin Cities Division
532-Minneapolis Depot-1st Street-3d Avenue
533-Lyndale Yard: 3d Avenue S-Highway 90
534-Union Yard: 14th Avenue SE-Raymond Avenue-Twin Cities Division
535-East Minneapolis Yard: University Avenue-Talmage Avenue-Twin Cities Division
536-Park Junction Yard: Talmage Avenue-Highway 280-Twin Cities Division
537-Northtown WFE-Twin Cities Division
540-Midway Yard: Raymond Avenue-Lexington Avenue-Twin Cities Division
541-Como Shops Yard: Highway 280-Maryland Avenue & CB&Q Connection
542-Como Yard (Dale Street Shop): Lexington Avenue-Como Avenue-Twin Cities Division
543-Jackson Street Shop Yard: Como Avenue-Rice Street
544-Jackson Street Shop Yard: Rice Street-Jackson Street
545-Mississippi Street WFE Yard: Jackson Street-Mississippi Street
546-Dayton Bluff Yard: Oakland Tower-Gloster-Twin Cities Division
547-Stillwater Yard

BNSF TRACK SEGMENTS-APPENDIX 3

548-Watertown Yard-Twin Cities Division
549-Sioux City-Twin Cities Division
550-Waite Industrial Park-Northern Lines Railway
550-St. Cloud Shops
551-St. Cloud Yard-Twin Cities Division
552-Willmar-Twin Cities Division
553-Staples Yard-Twin Cities Division
554-Sioux Falls Yard-Twin Cities Division
555-Sioux City Yard-Twin Cities Division
556-Sioux City Terminal-Twin Cities Division
557-Willmar WFE-Twin Cities Division
558-Ellendale
559-Pipestone-Twin Cities Division
560-Dilworth-Twin Cities Division
561-Fargo Yard-Twin Cities Division
562-FargoWFE-Twin Cities Division
563-Fargo (MILW)-Twin Cities Division
564-Breckenridge Yard-Red River Valley & Western RR
565-Minot Yard-Twin Cities Division
566-Jamestown-Twin Cities Division
567-Linton
568-Edgeley-Red River Valley, & Western
569-Wahpeton-Otter Tail Valley RR
570-Backus
571-Brookston
572-Benoit
573-Clarissa
574-Crosby
575-Kerry
576-Linsay
577-Roseau-MN N RR
578-Appleton-Twin Cities Division
579-Granite Falls-Twin Cities Division
580-Russell
581-St. Cloud-Twin Cities Division
582-Falsen
583-Lisbon
584-Minot
585-Sheyenne
586-Ortonville-Twin Cities Division
600-Vancouver BC-Northwest Division
601-Sapperton Yard: Brunette Avenue-North Road-Northwest Division
602-New Westminster: Brunette Avenue-Fraser River Bridge-Northwest Division
603-Bellingham-Northwest Division
604-Bayside Yard-Northwest Division
605-Delta Yard-Northwest Division
606-Auburn Yard-Northwest Division
607-Auburn WFE-Northwest Division
608-Tacoma-Northwest Division
609-Olympia-Northwest Division
610-Aberdeen-Hoquium-Cosmopolis-Puget Sound & Pacific RR
611-Centralia-Northwest Division
612-Longview Junction-Northwest Division
613-Longview Yard-Northwest Division
614-Hampton-Lyndon-Northwest Division

BNSF TRACK SEGMENTS-APPENDIX 3

615-Everett (Milwaukee Yard)
616-Bellingham Yard and runaround-Northwest Division
617-Orillia-Northwest Division
618-Rocky Point-Northwest Division
619-Harbor Island-Northwest Division
620-Balmer Yard-Northwest Division
621-Balmer WFE-Northwest Division
622-King Street-Northwest Division
623-Stacy Street-Northwest Division
624-South Seattle-Northwest Division
625-West Seattle Yard-Northwest Division
626-Connell-Northwest Division
627-Hauser Yard-Northwest Division
628-Quincy-Northwest Division
629-Velox-Northwest Division
630-Pasco-Northwest Division
631-Pasco WFE-Northwest Division
632-Wishram-Northwest Division
633-Salem-Portland & Western
634-Albany Yard-Portland & Western
634-Albany-Foster-Albany Eastern
635-Eugene-Portland & Western
636-Sweet Home
637-Bend-Northwest Division
638-Casca-Northwest Division
639-South Klamath-Northwest Division
640-South Klamath White Line-Northwest Division
641-South Klamath WFE-Northwest Division
642-Yakima-Northwest Division
643-Vancouver-Northwest Division
644-Vancouver WFE-Northwest Division
645-East St. Johns-Northwest Division
646-Willbridge-Northwest Division
647-Portland-Northwest Division
648-Portland WFE
649-UP Connection-Pendleton-Union Pacific RR
650-Whitefish-Montana Division
651-Spokane-Northwest Division
652-Spokane Passenger-Northwest Division
653-Hillyard Shop-Northwest Division
654-Hillyard WFE Pre-trip-Northwest Division
655-Spokane WFE
655-Hillyard WFE Shop-Northwest Division
656-Wenatchee (Appleyard)-Northwest Division
657-Spear-Dishman
658-Burlington-Northwest Division
659-West Seattle-Northwest Division
660-Tacoma SIM Yard-
670-Cordell-Cascade & Columbia River RR
671-Crossport-Montana Division
672-Hartman
673-Highland
674-Loon Lake
675-Odessa
676-Trinidad

BNSF TRACK SEGMENTS-APPENDIX 3

677-East Auburn-Northwest Division
678-Belleville-Northwest Division
679-Burlington
680-Monroe Pitrun
681-Monroe crushed rock
682-Steilacoom
683-Veazey-Northwest Division
684-Cactus-Northwest Division
685-Mesa
686-Metollius-Northwest Division
687-Snake River
688-Whitcomb-Northwest Division
689-Willbridge
690-Lake Yard-Northwest Division
696-Lewiston-Great North West RR
700-Willston-Montana Division
701-Havre-Montana Division
702-Havre Diesel Shop-Montana Division
703-Great Falls-Montana Division
704-Lewistown Yard-Central Montana RR
705-Stanford
706-Essex-Montana Division
707-Great Falls
708-Amherst
709-Forsyth-Montana Division
710-Livingston-Montana Rail Link
711-Livingston Shop
712-East Helena-Montana Rail Link
713-Helena-Montana Rail Link
714-Butte-Copper City Subdivision
715-Bonner Industrial Track-Montana Rail Link
716-Missoula-Montana Rail Link
717-Greybull-Colorado Division
718-Paradise Tie Plant
719-McAuarrie-Montana Rail Link
720-Warren-Colorado Division
721-Hardy
722-Wolf Creek
723-Merriman Pit
724-Deer Lodge-Copper City Subdivision
725-Butte-Copper City Subdivision
726-Missoula-Montan Rail Link
728-Bonner-Montana Rail Link
729-Shelby-Montana Division
730-Bismarck-Twin Cities Division
731-Mandan-Montana & Twin Cities Divisions
732-Mandan Shop-Montana & Twin Cities Divisions
733-Dickinson-Montana Division
734-Glendive-Montana Division
735-Billings-Montana Rail Link
736-Laurel-Montana Rail Link
737-Laurel Shop-Montana Rail Link
738-Laurel Welding Plant-Montana Rail Link
739-Sheridan-Powder River Division
740-Springfield Welding Plant-Springfield Division

BNSF TRACK SEGMENTS-APPENDIX 3

750-Sheridan-Powder River Division
760-Pueblo Welding Plant-Colorado Division
761-Fort Worth-Texas Division
762-Wichita Falls-Texas Division
763-Houston Industrial Area-Gulf Division
764-Dallas Union Station-Texas Division
765-Amarillo-Texas Division
766-Childress-Texas Division
767-Teague-Gulf Division
791-Amarillo Rock Yard-Kansas Division
792-Amarillo Rock Island Yard
793-Saginaw-Rock Island Interlocker
793-Irving-Rock Island Yard-Texas Division
793-Irving UP RR-Texas Division
793-Saginaw-Rock Island Interlocker
794-Saginaw-OKT-ATSF Interlocker
794-Saginaw-BNSF Interlock-Texas Division
795-West Texas Power Company Tracks-Texas Division
800-Cicero-Chicago Division
801-14th Street Coach Yard-Chicago Division
802-Western Avenue-Chicago Division
803-Congress Park-Chicago Division
804-Clyde Diesel Shop-Chicago Division
805-Union Avenue Washer
806-Eola-Chicago Division
807-Aurora Yard & Montgomery Industrial Park-Chicago Division
808-Hill Yard-Chicago Division
809-Mendota-Chicago Division
810-Savanna-Chicago Division
811-North La Crosse-Chicago & Twin Cities Divisions
812-Ottawa-IR RR
813-Streator-IR RR
814-Barstow-Chicago Division
815-Terminal Junction Rock Island-Chicago Division
816-Rockford-Illinois Rail Net
817-Clinton Yard-Chicago Division
818-Agnew-Sterling; Sterling Yard
819-Moline-Chicago Division
820-Oregon-Chicago Division
821-Rochelle-Chicago Division
822-Sheridan Moline Consumers
823-Sheridan Western Sand
824-Winona
825-Lumbar District-Central Illinois RR
826-Winona-Chicago Division
827-Dubuque-Chicago Division
828-East Winona-Winona
829-Prairie Du Chien-Chicago Division
830-Galesburg Yard-Chicago Division
831-Galesburg Rip Tracks-Chicago Division
832-Galesburg Depot-Chicago Division
833-Galesburg Tie Plant-Chicago Division
834-Burlington-Nebraska Division
834-1.5 miles in Burlington-Burlington Junction Ry.
834-Burlington-Mediapolis

BNSF TRACK SEGMENTS-APPENDIX 3

835-West Burlington-Nebraska Division
836-Ottumwa-Nebraska Division
837-Chariton-Nebraska Division
838-Creston-Nebraska Division
839-Red Oak-Nebraska Division
840-Des Moines-Nebraska Division
841-St. Joseph-Nebraska Division
842-Kansas City-10th Street Yard-Nebraska Division
843-Leavenworth
843-UP Connection-Leavenworth-Union Pacific RR
844-Burlington
845-Fairfield-Nebraska Division
846-North Yard-Osceola-Nebraska Division
850-Fort Madison-Springfield Division
851-Keokuk-Springfield Division
852-West Quincy-Chicago & Springfield Divisions
853-Hannibal-Springfield Division
854-North St. Louis-Springfield Division
855-Peoria-Chicago Division
856-Beardstown-Springfield Division
857-Centralia-Springfield Division
858-Yates City-Chicago Division
859-Hulls Yard
860-LaGrange
861-Ewing
862-East St. Louis-Springfield Division
863-West Alton-Springfield Division
864-Orient Mine #3-Springfield Division
865-Peoria
867-Peoria Jct.-Keller
868-Crown #2 Mine-Chicago Division
870-Gibson Yard & Lower Yard-Nebraska Division
871-South Omaha-Con Agra Hill Yard Transfer Tracks-Nebraska Division
872-Pacific Junction-Nebraska Division
873-Havelock-Nebraska Division
874-Havelock Shop-Nebraska Division
875-Lincoln Terminal-Nebraska Division
876-Hastings-Nebraska Division
877-Council Bluffs-Nebraska Division
878-Fremont-Nebraska Division
879-Grand Island-Nebraska Division
880-Nebraska City-Union Pacific
881-York-Nebraska Division
882-Crete-Nebraska Division
883-Ashland-Nebraska Division
884-South Bend
885-Holdrege-Nebraska Division
886-Oxford-Nebraska Division
887-Halloran-Nebraska Division
888-South Alliance-Powder River Division
889-Ravenna-Nebraska Division
890-Alliance-Powder River Division
891-Alliance Shop-Powder River Division
892-Edgemont-Powder River Division
893-Guernsey-Powder River Division

BNSF TRACK SEGMENTS-APPENDIX 3

894-Casper-Colorado Division
895-Deadwood-Lead Yard
896-Scottsbluff-Powder River Division
897-Newcastle-Powder River Division
898-Lien
899-Guersey-Powder River Division
900-19th Street TOFC
901-38th Street-31st Street-Colorado Division
902-McCook-Colorado Division
902-Coach
903-Prospect Junction-Colorado Division
904-Market Street Line-Colorado Division
905-D.U.T.-South Denver
905-Rice Yard
906-McCook-Nebraska Division
907-Sterling-Colorado Division
908-Brush-Colorado Division
909-Cheyenne-Colorado Division
910-Rennick-GWRR
911-Donkey Creek Yard-Powder River Division
918-Lombardville-Elmwood
935-Ramco Industrial
945-Palouse-Grinnell
946-Palouse-Viola
947-Spring Valley-Seabury
949-DRI Junction-MP 20.31-Chicago Division
949-MP 20.31-Ebner
950-Guensey-Wendover-no track-proposed line never built by C&S
951-North Junction-Peach Yard-Railtran
952-Gillette-Powder River Division
971-N Rochelle Jct.-N Rochelle-Powder River Division
972-Dry Fork Mine Spur-Powder River Division
972-Natomas Coal-no track yet
973-Rochelle Mine-Powder River Division
974-Antelope Spur-Powder River Division
975-South Antelope Spur-Powder River Division
975-Interstate-Sauk Rapids-specific portions of double track-made single
976-Saperton-Lake City Industrial-Northwest Division
977-Dow-Agrico-Northwest Division
978-Waneta-Quirk-Northwest Division
979-Sesser-Old Ben 21-Springfield Division
980-Meyer-Old Ben 24-Springfield Division
981-Sesser-Old Ben 26-Springfield Division
982-Aberdeen-South Aberdeen
984-Moscow-Estes
984-Moscow-PCC
985-Houston-Texas City
1001-Kansas City-Birmingham-Springfield Division
1001-Charlie-5th St.-Nebraska Division
1001-Nichols-MK Jct.
1002-Grand Avenue-Lou-Springfield Division
1002-Monett-South Fort Smith-Arkansas & Missouri RR
1002-South Fort Smith-Poteau-Kansas City Southern RR
1002-Hope-Paris-Kiamachi Rail
1002-Antlers-Wister

BNSF TRACK SEGMENTS-APPENDIX 3

1002-Poteau-Wister
1002-Antlers-Hope
1002-Aurora-Mt. Vernon
1003-Lou-Oma-Springfield & Texas Divisions
1003-Sulpupa-MP 437.2-MP 438.9-Texas Division
1003-Long-Quanah-Texas Division
1003-Oklahom City-Long-Stillwater Central
1003-MP 539.46-MP 542.91 (RR XINGS)
1004-Pierce City Industrial Lead- (MP 287.3-309.91)Springfield Division
1004-MP 309.91-MP 315.3-Missouri & North Arkansas
1004-Columbus-Augusta-Kansas Eastern
1004-Lyons-Lorraine-Central Kansas
1004-Wichita-Ellsworth
1004-Carthage-Columbus-MP 315.3-MP 345.55
1004-MP 494.22-MP 505.20
1004-Augusta-Fredonia
1005-Springfield Yard-Willard-Springfield Division
1005-KC Belt Junction-BB Junction-Springfield Division
1005-Belton-Willard
1005-Grandview-Belton-Kansas City Southern
1006-Carl Jct.-J&G Junction
1007-Red Plant-Baxter Springs
1007-MP 338.8-MP 334.4-Springfield Division
1008-Horn Junction (Empire Jct.)-Carterville
1009-Cuba-Lead-Springfield Division
1009-Lead Junction-Salem
1010-Lead-Buick-Springfield Division
1011-Springfield Yard-Kissick-Springfield Division
1011-Kissick-Ozark
1012-Willow Springs-Winona
1013-Hoxie-Pocahontas
1014-Marion-Hulbert-Springfield Division
1015-Aurora-MP 270.029-Springfield Division (remnant)
1015-MP 270.029-Mt. Vernon
1016-Rogers-Bentonville
1017-Grenfield Lead-Springfield Division
1018-Nichols-W.S. Junction-Springfield Division
1019-Multberry-Pittsburg-Mendenmines
1020-Armory-Columbus-Springfield Division
1020-Amory-Pensacola-Alabama & Gulf Coast RY
1021-Calvert-Mobile-Alabama & Gulf Coast RY
1021-York-Calvert
1022-Winfield-Brookside
1023-Dora-DeBardeleben
1024-Pratt City-Bessemer
1024-Fairfield
1025-SE Junction-River Junction-Springfield Division
1026-Hayti-Gibson
1027-Caruthersville-Hayti
1028-Kennett-Leachville
1029-Blytheville-Jonesboro
1030-Blytheville-Armorel-Springfield Division
1030-Armorel-Barfield
1031-Aliceville-York
1032-Aliceville-Reform

BNSF TRACK SEGMENTS-APPENDIX 3

1033-Mobile-Cantonmont-CSXT
1034-Aberdeen Branch-Springfield Division
1035-Brookline Power Plant-Springfield Division
1036-Green Tree Industrial Spur-Alabama & Gulf
1039-Sinclair-Weir City
1040-Edward-Afton Junction-Springfield Division
1040-Quapaw-Central Mill
1041-Acadia-Cherryville
1042-MP 172.0-MP 173.3-Springfield Division
1042-MP 173,3-Picher
1043-Pittsburg-S. Galena-see Segment 1041
1043-Girard-Carl Jct.
1044-Miami Lead-Springfield Division
1044-Miami-Treece
1044-Miami-Central Mill
1045-Picher-Carona
1046-Oma-South Irving-Texas Division
1046-.8 miles in Madill
1046-Brownwood-Menard
1046-S. Irving-Purina Jct.-Trinity Rail Express
1046-Tower 60-Belt Jct.-Ft. Worth & Western
1046-Carollton-Irving-DART
1047-Cherokee Junction-Avard Junction-Springfield Division
1048-Hope-Lakeside-Kiamichi Rail Corporation
1049-Madill-Ardmore
1050-Jenson-Mansfield
1051-Enid-Davidson-Grainbelt Corporation
1051-Enid-Winfield
1051-Beaumont-Steen
1051-Davidson-Vernon
1052-Muskogee-Springfield Division
1052-Henryetta-Bacone
1053-Irving-Dallas-Ft. Worth & Western
1054-Henryetta Industrial Spur-Texas Division
1055-Fayetteville-Okmulgee
1059-Quanah-Acme-Texas Division
1059-Acme-Floydada
1060-Bundy Junction-Fort Wood-US Army
1061-Thomas Hill-Bevier-Chicago Division
1062-Coologan Spur-Springfield Division
1070-Joplin Branch-MP 419.1-MP 434.2-Springfield Division
1071-Tyronza Jct.-West Ridge
1072-Fayette Jct.-Pettigrew
1073-Bonnerville-Algoa
1074-Miami-Carbon Centre
1075-Nash-Hunter
1076-Mingo-Pocohantas
1077-Olathe-Ash Grove
1078-Wilson Jct.-Wilson
1079-Kennett-Piggott
1080-Rush Jct.-Gibson
1081-Tallapoosa-Deering Jct.
1082-Vanduser-Gibson
1083-Clarkton-Malden
1084-Brownwood-Zalma

BNSF TRACK SEGMENTS-APPENDIX 3

1085-Brownwood-Aquila
1086-Poplar Bluff-Tipperary
1087-Osprey Jct.-Piggott
1088-Campbell-Caligoa
1089-Bangert-De Camp
1090-Goltra-Sligo
1091-Cherry Valley Jct.-Cherry Valley
1092-Howes-Plank
1093-Aberdeen Jct.-Hamilton
1094-Calvert-Nannahubba
1095-De Bardeleben-Sipsey
1096-De Bardeleben-Pugh Mine
1097-Deckerville-Elkins
1097-Delpe-Elkins-Delta Valley & Southern
1101-Lindenwood Yard-Springfield Division
1102-Valley Park-Missouri & Valley Park RR
1103-Springfield Yard-KS Avenue Yard-Springfield Division
1104-Fayetteville-Arkansas & Mississippi RR
1105-Fort Smith-Arkansas & Mississippi RR
1106-Joplin J Line
1106-Joplin-Springfield Division
1107-Wichita MP 501.1-MP 509.3-Kansas Division
1107-MP 509.3-MP 515.23
1108-Kansas City 19th Street-Nebraska & Springfield Divisions
1109-Lenexa-Springfield Division
1110-Jonesboro-Springfield Division
1111-Rosedale Yard
1112-Harvard Yard-Springfield Division
1121-Memphis Back Tracks-Springfield Division
1122-Tennessee Yard-Springfield Division
1123-Amory-Springfield Division
1124-Birmingham-Springfield Division
1125-Cantament-Alabama & Gulf Coast RR
1126-Pensacola-Alabama & Gulf Coast RR
1127-Mobile-Alabama & Gulf Coast RR
1127-Mobile-Blakely Island
1128-Birmingham 500 Zone
1129-President's Island-Springfield Division
1130-Parkway Yard Facility-Springfield Division
1141-Cherokee-Springfield Division
1142-Enid-Springfield Division
1143-Oklahoma City-Stillwater Central RR
1144-Muskogee-Springfield Division
1145-Sherman-Texas Division
1146-Irving-Ft. Worth & Western
1147-Fort Worth-Ft. Worth & Western
1148-Hugo-Kiamachi Rail
1149-Paris-Kiamachi Rail
1150-Okeene Rock Island Yard-Grainbelt
1151-19th St. Yard-Springfield & Nebraska Divisions
1152-Belleveville Jct.-End of Track
1153-Leadville Jct.-End of Track
1154-Blendville Jct.-End of Track
1155-Rex Branch Jct.-End of Track
1156-Prosperity Jct.-End of Track

BNSF TRACK SEGMENTS-APPENDIX 3

1157-Duenweg Jct.-End of Track
1158-Conner Jct.-End of Track
1159-Treece-Westville
1160-Baxter Jct.-Commonwealth
1161-Baxter Jct.-Joplin Jct.
1162-Depew-Tidal
1163-Sprague-New Home
1164-Lowell Jct.-Broseley
1165-Dutch Crossing-Dunkirk
1166-Acme-Georgia Pacific-Texas Division
1166-Georgia Pacific-Salina
1167-Acme-Sandy
1168-Matador Jct.-Matador
1169-Seymour-Salesville Jct.
1170-Litchfield-Litchfield Jct.
1171-Olathe-Cedar Jct. (Corliss)
1172-Scullin-Sulphur
1173-Mead-Barry
1174-Mead-Madill
1176-Kimbrough-Glendon-NS
1177-Century-Joplin Jct.
1178-Century-Columbus Jct.
1179-Hickerville-Ontario
1180-Scammon-Cherokee Jct.
1181-Cherokee-Mulberry
1182-Pittsburg-Frontenac
1183-Dunkirk Jct.-Radley Jct.
1184-Franklin Jct.-Girard
1185-Joplin-Pittsburg
1186-Bristow-Nuyata
1199-accounting
1234-Saunders-Rainier-Duluth, Winnipeg, & Pacific (CN)
1235-Lucca-Sheldon-(Ransom Jct.) SOO (CP)
1236-St. Paul-Lakeland Jct. UP RR
1236-Lakeland Jct.-MP 4.6-UP RR
1236-MP 4.6-Stillwater-out of service-UP RR
1237-Ardoch-Conway-North Plains RR
1243-Erskine-TR Falls- SOO (CP)
1244-Academy Rd, MB-Assiniboine, RI-Winnipeg Yard-no division
1250-Dump Station-BBRX Junction-Texas Division
1251-TMPA-Gibbons Creek
1252-Nixon Spur-Colorado Division
1273-Lafayette Yard-see 1283
1280-West Bridge Junction-Avondale-Gulf Division
1281-Avondale-Iowa Jct.-Gulf Division
1281-West Bridge Junction- Iowa Junction (changed to above)
1282-Avondale-Old SP Yard-Gulf Division
1283-Lafayette Yard-Gulf Division
1284-Weswego Yard-Gulf Division
1285-Alex Jct.-Mouton-Louisiana Delta RR
1286-Kamey-Seadrift-Gulf Division
1287-Dayton Jct. -Bay Chemical-UP
1288-Eldon Jct.-East Baytown-UP
1289-Graham?-proposed
1301-Evansville-Tintah

BNSF TRACK SEGMENTS-APPENDIX 3

1302-Carlise Jct.-Elizabeth
1304-Wye at Minneapolis Union Ry.
1309-St. Hillaire-Shirley
1310-St. Vincent Jct.-EOT via old depot
1311-Halstad-Alton
1312-Kettle River Branch-Sandstone
1313-Breckenridge-Barnesville
1314-Mississippi Jct.-(Dewey Lake Line)
1315-Everest-Fleming
1317-Volin-Mission Hill
1318-Mountain View Branch
1319-Fairground Spur
1320-Red Mountain Branch
1321-Silver City-Marysville
1322-Johnstown Jct.-Sand Coulee Jct.
1323-Rexford-Michel
1324-Armington-Neihart
1325-Great Falls-B&M Smelter
1326-GF&C Connection-Great Falls
1327-Monarch-Barker
1328-Monarch-Barker
1329-Great Falls-Montana Silver & Lead Co.
1330-Windham-Lehigh Mine 2
1331-Marion-Hubbard
1332-Bonnors Ferry-Kuskonook
1333-Galena-Galena Jct.-Northwest Division as segment 371
1334-Monroe-Tolt
1335-Northport-Rossland
1338-Part of Eureka Gulch Line
1339-Spring Valley-Moscow
1340-Blanchard-Sedro
1341-Sedro-Cokedale
1342-F&S Jct.-Belleville
1343-Boeing Co. Spur-Northwest Division
1344-SP&S Connection at Ft. Wright
1345-Grand Forks Jct.-Grand Forks
1346-Granby Smelter-Columbia Jct.
1347-Copper Jct.-Phoenix Line
1349-Abbotsford-Cannor
1349-Arnold-Canadian National
1350-Port Kells Jct.-Brownsville
1350-Blaine-Port Kells Jct.
1351-Sumas-Ladner
1352-Kalispell-Jennings
1353-West Fairfield-Fairfield (still served via UP)
1354-Lewis Jct.-Sand Coulee
1355-Giffen Jct.-Giffen
1356-Scopa-Newcastle
1357-Maple Valley-Taylor
1358-Liberty Lake Jct.-Liberty Lake
1359-Ripon-Erie Jct.
1360-Aberdeen Line Jct.-Geneseo
1368-Maple Valley-Bruce
1369-St. Vincent-Pembina.
1370-Durwoody Jct.-Chilsholm

BNSF TRACK SEGMENTS-APPENDIX 3

1371-Port Harford-Los Olivos
1372-North Santa Maria-Guadalupe
1373-Santa Maria-Palmer
1374-Betteravia Jct.-South Santa Maria
1376-Edinburg-Concrete
1377-Peshastin-Winton
1378-Steven's Pass switchback line
1379-Scenic-Berne
1380-Black Diamond-Kummer
1400-Groningen-Banning Quarries
1401-Rush City-Gransburg
1402-Sandstone Jct.-Sandstone
1403-Wyoming-Taylors Falls
1404-Mariapolis-Brandon-Canadian National
1404-Morris-Mariapolis
1404-Hartney Jct.-M&B Jct.
1405-Belmont-Elgin-Canadian National
1405-Elgin-Trackend
1406-Portage Jct.-Beaver-Canadian National
1407-Portage La Prairie-Delta
1408-Washburn-Iron River
1412-Cedar Lake-SOO Connection
1414-Dearwood-Oreland
1415-Loerch-Woodrow
1416-Stuart-Anaconda
1417-Wallace-Burke
1418-Wallace-Sunset
1419-East Helena-Wickes
1420-Boulder-Elkhorn City
1421-Jefferson-Calvin
1422-Harrison-Pony
1423-Billings-Shephard
1424-Montesano-Chehalis River
1425-Hartford-Monte Cristo
1426-Lowell-Everett-Northwest Division (under segment 408)
1426-Snohomis-Lowell
1427-Pasco-Columbia River
1428-Kirkland-Lauderback
1429-Clough Jct.-Marysville
1430-Helena-Rmini
1431-Mullen Overhead Line
1432-Muir-Cokedale
1433-Cascade Jct.-Morristown
1434-Crocker-Wingate
1435-Brush Prairie-Salmon Creek
1436-Hope Farm Track
1437-Tracy Jct.-Tracy
1438-Walla Walla-Dixie
1439-Hooper-Colfax-Blue Mountain RR
1439-Connell-Hooper
1440-Snake River Jct.-Riparia
1441-Sunnyside Jct.-Granger-Central Washington
1442-Kangley Jct.-Kerriston
1443-Durham-Kangley Mine
1444-Longview Jct.-Longview-Northwest Division

BNSF TRACK SEGMENTS-APPENDIX 3

1444-Longview-Ryderwood
1445-Tenino-Olympia
1446-Centralia-Mendota
1447-Armstead-Salmon
1448-Leadore-Gilmore
1449-Seattle-Ballard-Metro Waterfront Streetcar and Ballard Terminal (see segment 403)
1449-Ballard-Lake Union (see segment 403)
1450-Bozeman-Logan
1451-Milton-Freewaer-Umapine
1453-Tuckwila-Boeing Plant
1454-Farmington Jct. (Belmont)-Farmington
1455-Ballard-Fremont-Ballard Terminal (see segment 403)
1456-Mandan-Nosodak
1457-Pokegama-McClures Landing
1458-Keystone Jct.-Bayne
1459-Plumb-West Olympia
1460-Port Townsend-Quilcene
1461-Key West-Sherack
1463-Winnepeg Transfer RY-Canadian National
1464-Stampede Pass Switchback Line
1465-Kennedy-Lester
1466-Humphrey-Kanaskat
1467-St. Regis-Haugen
1500-Parachute-Powder River Division
1501-Blackfoot-Montana Division
1600-Wichita Falls-Waurika
1601-Teague-Cleburne
1602-Boulder-New Market
1603-Sunset-Barker Reservoir
1604-Sulphide-Eldora
1605-Golden-Clay
1606-Coalton-Boulder
1607-Louisville-Lafayette
1608-Ralston-Glencoe
1609-LMB Jct.-Graham Park
1610-Silver Plume-Graymont
1611-Loveland-Arkins
1612-Wilds-Lowery Quarry
1613-Toluca-Warren
1614-Hardin-Kingley
1615-Sterley-Silverton
1616-Viele-Sedan
1617-Yutan-Chalco
1618-Des Moines-Leon
1619-Koyle Jct.-Cainsville
1620-Indianola Jct.-Indianola
1621-Winfield-Tracy
1622-Sedan-Elmer
1623-Youngstown-Mine #21
1624-Galena Jct.-Galena
1625-Arpee-Gladstone
1626-Atchison-Rulo
1627-Oteri-Vasquez
1628-Longs Jct.-Catskill
1629-Beshoar-Gray Creek

BNSF TRACK SEGMENTS-APPENDIX 3

1630-Republican City-Long Island
1631-Fall Creek-Pike
1632-Hannibal-Palmyra
1633-Englewood-Spearfish
1634-Newcastle-Cambria
1635-Ironton Jct.-Ironton
1636-Elfco-Texas Elf Carbon
1637-Washburn-Panhandle
1638-Binkley-Excello
1639-Stamford-Spur
1640-Gibson-Natwick
1641-Bellevue Jct.-Stout
1642-Dickey-Keystone
1643-Swan-N&W Jct.
1644-Buena Vista-Schwanders
1645-Pluma-Lead
1647-Garos-Alma
1648-Hill Top Jct.-Leavick
1649-Waterton-Silica
1650-Sheridan Jct.-Morrison
1651-Strousville-Garfield Quarry
1652-Forks Creek-Central City
1653-Manitou Jct.-Colorado Springs
1654-Acme-Beacon Mine
1655-Ludlow-Bear Canon Mine
1656-Forbes Jct.-Chicosa Jct.
1657-Ft. Collins-Platte River Jct.
1658-Wellington-Waverly
1659-Tampa-Sloan
1660-Dumont-Hanna
1661-Mitchell-Porter
1662-Scottsbluff-Mintle
1663-Bayard-MP 1.525-Powder River Division
1663-MP 1.525-Everett
1664-Prinz-Perrin
1666-Lenore-Grove
1667-Zeigler Jct.-Freeman-Springfield Division
1700-Sweet Home-Dollar
1701-Wilksboro-Glenwood
1702-Garden Home-Beaverton
1703-Patterson-Longview
1704-Portland-Greenburg (Greton)
1705-St. Mary's Jct.-St. Mary's-Portland & Western
1706-Eugene-Lorane
1707-West Woodburn-Woodburn
1708-Gray-Corvallis
1709-Portland-United Jct.
1710-Verde Vista-Mt. Calvary
1711-South Junction-Metolius
1712-Cornelius Pass Shoo-fly
1754-Amarillo-see 7154
1904-Texas Jct.-Tennison-KCS
2001-Sioux City-Aberdeen-Twin Cities Division
2002-Canton-Chamberlain-Twin Cities Division
2003-Canton-South Yard-Twin Cities Division

BNSF TRACK SEGMENTS-APPENDIX 3

2003-East Wye Switch-Canton-Dakota & Iowa
2004-Appleton-MP 680.5 (past Andover)-Twin Cities Division
2005-MP 676.5 (near Bristol)-Terry-Twin Cities & Montana Divisions
2005-Terry-Miles City
2010-Huron-Wolsey-Dakota, Minnesota, & Eastern
2011-Mitchell Yard-Twin Cities Division
2012-Sioux City East Yard-Twin Cities Division
2013-Aberdeen Yard-Twin Cities Division
2014-Ortonville Pit-Twin Cities Division
2021-Beresford Jct.-Beresford-D&I (track owned by State of South Dakota); unsure of status as of 2005
2023-Spring Creek Jct.-Lewistown-Central Montana
2023-Lewistown-Great Falls
2024-Moore-Judith Gap
2101-St. Paul GOB-Twin Cities Division-No track
2103-Overland Park (Training Facility)
2104-St. Louis Legal Office-Springfield Division-No Track
2105-Ft. Worth Offices-Texas Division-No Track
2106-Kentucky TOFC-Springfield Division
2107-Denver Regional Offices-Powder River Division-No Track
2108-Boylston MP 11.8-MP 19.4-Twin Cities Division
2110-Denver Division Offices-Powder River Division-No Track
2111-Ft. Worth Division Office-Texas Division-No Track
2112-Fargo General Offices-Twin Cities Division-No Track
2113-Arden Hill Office-Twin Cities Division-No Track
2114-WFE Headquarters-Kansas Division-No Track
2115-Customer Service Building-Nebraska Division-No Track
2116-ISSD Recovery Facility (Atlanta GA)-Kansas Division-No Track
2117-Marketing Building (New York)-Chicago Division-No Track
2118-Lincoln Division Depot-Nebraska Division-Note-Depot Lease:
2119-Guilds Lake Yard-Northwest Division
2120-Portland Depot-Northwest Division
2124-BNI Leasing Roadway Machinery-Texas Division-No Track
2125-Houston BNI Leasing-Gulf Division-No Track
2126-Denver BNIS Leasing-Power River Division-No Track
2127-Washington DC Marketing Facility-Chicago Division-No Track
2128-JCCC Technical Training Center-Kansas Division-No Track
2129-Fort Worth Corporate Headquarters-Texas Division-No Track
2130-Marketing Building-Texas Division-No Track
2131-Protexa-Galveston-proposed line
2132-Protexa-Coatzac-proposed line
2133-Camas Prairie Accounting-BG&CM RR
2134-IS Developed Software-Twin Cities Division-No Track
2135-IS Purchased Software-Twin Cities Division-No Track
2136-Columbus Ohio TOFC-Chicago Division
2137-BNSI Office-Texas Division-No Track
2138-Portland BNI Leasing-Northwest Division-No Track
2139-Seattle BNI Leasing-Northwest Division-No Track
2140-St. Paul BNI Leasing-Twin Cities Division-No Track
2200-Detroit Auto Facility-Chicago Division-No Track
2208-Boylston-MP 11.8-MP 19.4-SOO/CNW Crossing-see segment 2108
2500-Test Line Segment-No Track
2900-Saginaw Connection-MP 9.8-MP 11.1-Texas Division
2901-Olathe Connection-Springfield Division
2902-Dobbin Connection-Gulf Division
2903-Cajon Sub Connection-proposed

BNSF TRACK SEGMENTS-APPENDIX 3

2904-Mojave Sub Connection-proposed
3000-Napier-Lincoln-Nebraska Division
3001-Lincoln Connection-Nebraska Division
3050-Chicago WFE-Chicago Division
3051-Dilworth WFE-Twin Cities Division
3052-Kansas City WFE-Kansas Division
3053-Lincoln WFE-Nebraska Division
3054-Memphis WFE-Springfield Division
3055-Pacific Jct. WFE-Nebraska Division
3056-Birmingham WFE-Springfield Division
3057-Havre WFE-Montana Division
4500-Effinger-Fulton-IC/CN
4503-Chiles Jct.-Fulton-IC/CN
4504-Fulton-Memphis-IC?CN
4536-Bridgeport-Plaines-IC/CN
4615-49th St.-Corwith-IC/CN
7000-Corwith-Congo-Chicago Division
7000-Congo-Kansas City
7050-Nerska-Chicago Division
7051-Corwith-Chicago Division
7052-Willow Springs-Chicago Division
7053-Joliet-Chicago Division
7054-Fort Madison-Chicago Division
7055-Chicago Industrial
7056-Streator-Chicago Division
7058-Galesburg-Chicago Division
7059-Lemont Yard-Argonne Lead-Chicago Division
7060-Lorenzo Yard-51 Track-Chicago Division
7061-Cook-Springfield Division
7062-Marcelline-Chicago Division
7063-Corwith Hump
7064-Chicago
7065-Chillicothe-Chicago Division
7100-Santa Fe Junction-Belen Junction-Kansas & Southwest Divisions
7100-East Tower-Dumas Junction-Kansas Division
7101-Holiday-BNSF RR Topeka-Kansas Division
7102-BNSF RR Topeka-N.R. Junction-Kansas Division
7103-CP 1853 (MP 186.3)W.N. Junction-Kansas Division
7103-.6 mile after merger connection
7104-Blanton Jct.-Enid Jct.-Springfield Division
7104-Kiowa-Blanton Jct.
7104-BN Jct.-Enid Junction
7105-BC Jct.-Las Animas Junction-Colorado Division
7106-Lubbock Junction-Orient Junction-Kansas Division
7107-Lubbock-CP 6476-Kansas Division
7108-Clovis-Carlsbad-Southwestern RR
7109-Pecos Junction-Rustler Springs
7110-Carlsbad-Malaga-Southwestern RR
7110-Corral-Pecos (Pecos Jct.)
7111-Eddy Jct.-WAM Refinery-Southwestern RR
7112-WAM Jct.-MCC-Southwester RR
7113-MCC Jct.-NMPI-Southwester RR
7114-Loving Junction-IMCC-Southwester RR
7115-IMCC Jct.-WAM Mine (Nash Bridge Jct.-End of track)-Southwestern RR
7116-Davies-Atchison-Nebraska Division

BNSF TRACK SEGMENTS-APPENDIX 3

7116-St. Joseph-Davis
7117-St Joseph-Henrietta
7118-Wellington-Fredonia-South Kansas & Oklahoma
7118-Fedonia-Chanute
7119-ASARCO-SWPS Industrial Spur-Kansas Division
7120-Machovec Industrial Spur-Colorado Division
7121-Clinton Industrial Spur-Farmrail
7121-MP 1.8-Pampa
7122-Panhandle-Borger-Panhandle Nothern
7123-Attica-Sun City-V&S Ry
7123-Sun City-Belvidere
7146-Baldwin-Ottawa-Midland Valley
7146-Lawrence-Baldwin
7147-Iola-Independence-South Kansas & Oklahoma
7147-Ottawa Jct.-Iola
7148-Independence-Tulsa-South Kansas & Oklahoma
7149-Augusta-Kansas Division
7150-Argentine Yard-Kansas Division
7151-Emporia Yard-Kansas Division
7152-Wellington Yard-Kansas Division
7153-Topeka Yard-Kansas Division
7154-Amarillo Yard-Kansas Division
7155-Clovis Yard-Southwest Division
7156-Enid-Springfield Division
7157-Lubbock Yard-Kansas Division
7158-Sweetwater Yard-Kansas & Gulf Divisions
7159-Mulvane-Kansas Division
7160-Winfield Jct. Yard-Kansas Division
7161-Atchison-Nebraska Division
7162-Attica-Kansas Division
7163-De Soto-Kansas Division
7164-El Dorado-Kansas Division
7165-Harper-Kansas Division
7166-Kanaas City Interchange-Kansas Division
7167-Kiowa-Kansas Division
7168-Lawrence-Kansas Division
7169-Morris-Kansas Division
7170-Olath Yard-Kansas Division
7171-Ottawa Yard-Kansas Division
7172-Pauline-Kansas Division
7173-Largo-Southwest Division
7174-Pedernal-Southwest Division
7175-Vaughn-Southwest Division
7176-Yeso-Southwest Division
7177-Alva-Kansas Division
7178-Boise City-Colorado Division
7179-Mooreland-Kansas Division
7180-Shattuck-Kansas Division
7181-Waynoka-Kansas Division
7182-Woodward-Kansas Division
7183-Canadian-Kansas Division
7184-Etter-Colorado Division
7185-Farwell-Kansas Division
7186-Hereford-Kansas Division
7187-Higgins-Kansas Division

BNSF TRACK SEGMENTS-APPENDIX 3

7188-Kings Mill-Kansas Division
7189-Littlefield-Kansas Division
7190-Machovec-Colorado Division
7191-Miami-Kansas Division
7192-Muleshoe-Kansas Division
7193-Pampa-Kansas Division
7194-Panhandle-Kansas Division
7195-Plainview-Kansas Division
7196-Slaton-Kansas Division
7197-Sudan-Kansas Division
7198-Summerfield-Kansas Division
7199-Zita-Kansas Division
7200-Belen Junction-Barstow-Southwest & California Divisions
7200-Valley Junction-Mojave-California Division
7200-Kern Junction-Richmond-California Division
7201-Lee Ranch Junction-West Baca-Southwest Division
7202-Lee Ranch-Lee Ranch Junction-Southwest Division
7203-P&M North-East Defiance-Southwest Division
7204-East Coronado-Coronado-Southwest Division
7205-Tepco Junction-Springerville-Southwest Division
7206-Williams Junction-Daze-Southwest Division
7207-Daze-Ash Fork-Southwest Division
7208-Ash Fork-Phoenix-Southwest Division
7209-Ennis-Fennemore-Southwest Division
7210-Stockton-Lodi Jct.-Central California Traction
7210-Lodi Jct.-Polk Jct.-Central California Traction (out of service)
7210-Polk Jct.-Sacramento (some remnants in Sacramento left)
7211-Gosford-Levee (MP 20.0 1.4 miles past Levee)-SJV RR
7211-MP 20.0-Monrch
7211-Bakersfield-California Division
7212-Pentland-Shale
7213-Stoil-Alpaugh (West Isle)-West Isle Line, Inc.
7214-Hammond-Forthcamp-SJV RR
7214-Forthcamp-Belmont Avenue
7215-UP RRR-Riverbank-California Division
7216-MP 7.246-MP 7.988-Southwest Division
7216-Fennermore-McMicken
7217-Lone Star Spur- California Division
7218-Corcoran-MP 1.029-California Division
7218-MP 1.029-Corcoran
7219-Cadiz-Mathie-Arizona & California RR
7220-Valley Junction-Bakersfield-see segment 7200
7221-Bakersfield-Ultra; Lindsay-Exeter-San Joaquin Valley RR
7221-Ultra-Lindsay
7221-Minkler-Exeter
7222-Pegs Spur-Southwest Division
7223-Lee Ranch-South Hospah-Star Lake RR
7224-Escalante Jct.-Escalante-Southwest Division
7249-Williams-Southwest Division
7250-Gallup Yard-Southwest Division
7251-Winslow Yard-Southwest Division
7252-Mobest Yard-Southwest Division
7253-Barstow Yard-California Division
7254-Bakersfield Yard-California Division
7255-Calwa Yard-California Division

BNSF TRACK SEGMENTS-APPENDIX 3

7256-Riverbank Yard-California Division
7257-Riverbank Yard-see segment 7256
7257-Mormon-California Division
7258-Richmond Yard-California Division
7259-Oakland Yard- California Division
7260-Phoenix-Southwest Division
7261-San Francisco Yard-Northern California Division
7262-Ricker-Brownwood-Texas Division
7262-Birds-Ricker-Ft. Worth & Western
7263-San Angelo Jct.-San Angelo-Texas Pacifico
7263-San Angelo-Sterling City
7264-Lometa-Brady-Gulf, Colorado, & San Saba
7264-Brady-Eden
7265-Canyon Jct.-Seagraves-West Texas & Lubbock
7266-Cleburne-Cresson-Ft. Worth & Western
7266-Cresson-Weatherford
7267-Slaton-Lamesa
7268-Plainview-Floydada-
7269-Lubbock-Crosbyton
7270-Fresno-California Division
7271-Glendale-Southwest Division
7272-Needles- California Division
7273- Mariposa Intermodal Facility-California Division
7274-Flagstaff-Southwest Division
7275-Holbrook-Southwest Division
7275-Seligman-Southwest Division
7277-Alhambra-Southwest Division
7278-Antioch-California Division
7279-Boron-California Division
7280-Corcoran-California Division
7281-Daggett-California Division
7282-Dupont-California Division
7283-Empire-California Division
7284-Kings Park-California Division
7285-Ludlow-California Division
7286-Newberry-California Division
7287-Oakdale-California Division
7288-Pittsburg-California Division
7289-Shafter-California Division
7290-Stockton- California Division
7291-Wasco- California Division
7292-Baca-Southwest Division
7293-Bluewater-Southwest Division
7294-Bodega-Southwest Division
7295-Grants-Southwest Division
7296-Laguna-Southwest Division
7297-Marmon-Southwest Division
7298-Quirk-Southwest Division
7299-Reid-Southwest Division
7300-Ellinor-La Junta.-Kansas Division
7300-La Junta-Las Animas Jct.-Colorado Division
7300-La Junta-Trinidad-Southwest Division
7300-Trinidad-El Paso-NMDOT
7301-Lost Springs-Superior Junction-Kansas Division
7301-Neva-Lost Springs

BNSF TRACK SEGMENTS-APPENDIX 3

7302-Dodge City-Boise City-Cimarron Valley RR
7303-Satanta-Pritchett-Cimarron Valley RR
7304-La Junta-Pueblo Junction-Colorado Division
7305-Isleta-Dalies-Southwest Division
7306-Rincon-Deming-Southwest RR
7307-Deming-Burro Mountain Jct.-Southwest RR
7308-West French-York
7209-Pueblo-MP 1-Rock & Rail
7309-MP 1-Canon City
7310-Garden City-Shallow Water-Garden City Western
7310-Great Bend-Scott City-Central Kansas
7310-Shallow Water-Scott City
7311-Rago-Protection-Central Kansas
7311-Wichita Jct.-Rago; Protection-Englewood
7312-Hutchison-Ponca City
7313-Harper-Anthony-Central Kansas
7313-Blackwell-Hunnewell-Blackwell Northern Gateway
7313-Hunnewell-Wellington-Blackwell Northern
7313-Blackwell-Tonkawa
7314-Hutchinson-Garfield-Central Kansas
7314-Garfield-Kingsley
7315-Abilene-Osborne-Central Kansas
7316-Shattuck-Spearman-Southwestern
7316-Spearman-Etter
7317-Lamy-Santa Fe-Santa Fe Southern
7318-Vinton-Track #3-Southwestern Division
7320-Canon City-Rock & Rail
7321-Portland Yard-Rock & Rail
7322-Florence-Rock & Rail
7323-UP Jct.-Rockvale-Rock & Rail
7323-Clelland-DRGW Jct.
7323-Rockvale-Kenwood
7324-Canon City-Canon City-Rock & Rail (same as 7323 and 7309)
7325-Pueblo-Canon City-Union Pacific
7350-Sand Creek Yard-Kansas Division
7351-Hutchison Yard-Kansas Division
7351-MP .62-3.5-South Hutchison Industrial Lead
7352-Dodge City Yard-Kansas Division
7353-La Junta Yard-Kansas, Colorado, & Southwest Divisions
7354-Abajo & Albuquerque-Southwest Division
7354-Albuquerque-NMDOT
7355-Belen Yard-Southwest Division
7356-El Paso-Southwest Division
7357-Pueblo Yard-Colorado Division
7358-Minnequa Yard-Colorado Division
7359-CVRR Industrial-Kansas Division
7360-Big Lift-Colorado Division
7361-Newton-Kansas Division
7362-Way-Kansas Division
7363-Avondale-Colorado Division
7364-Kelker-Colorado Division
7365-Lamar-Kansas Division
7366-Rocky Ford-Colorado Division
7367-Trinidad-Powder River Division
7368-Abelene-Kansas Division

BNSF TRACK SEGMENTS-APPENDIX 3

7369-Concordia-Kansas Division
7370-Florence-Kansas Division
7371-Garden City-Kansas Division
7372-Longford-Kansas Division
7373-Miltonvale-Kansas Division
7374-Strong City-Kansas Division
7375-Walton-Kansas Division
7376-Superior-Kansas Division
7377-Deming-Southwest RR
7378-White & Los Cruces-Southwest Division
7379-Las Vegas-Southwest Division
7380-Mesilla Park-Southwest Division
7381-Mequite-Southwest Division
7382-Raton-Southwest Division
7383-Rosario-Southwest Division
7384-Canutillo-Southwest Division
7385-Montoya-Southwest Division
7400-Newton-Purcell-Kansas & Texas Divisions
7401-Pawnee-Stillwater
7402-Shawnee-Texas Division
7403-Flynn-GM Lead & Packington Lead-Texas Division
7404-Shawnee Industrial Lead-Texas Division
7404-Newkirk-MP 123.4; MP 134.04-Paul's Valley
7405-Burnett-Agnew-
7405-Oklahoma City-Belt Cine-Texas Division
7405-Packington Lead-Texas Division
7450-North Wichita Yard-Kansas Division
7451-Arkansas City Yard-Texas Division
7452-Ponca City Yard-Texas Division
7452-MP 138-142.14
7453-Nowers Yard-Texas Division
7454-Oklahoma City GM Yard-Texas Division
7455-Flynn Yard-Texas Division
7456-Wichita Terminal Association
7457-Winfield-Kansas Division
7458-Edmond-Texas Division
7459-Gutherie-Texas Division
7460-Perry-Texas Division
7461-Purcell-Texas Division
7500-Purcell-Galveston-Texas & Gulf Divisions
7501-Alvin-New South Yard-Gulf Division
7502-Somerville-Dobbin-Gulf Division
7502-Dobbin-Silsbee-Timber Rock RR-service discontinued by TRR
7503-Longview-Silsbee-Gulf Division
7503-Ore City-Longview
7504-DeRidder KCS RRX-J&E Junction-TR RR
7504-Oakdale-DeRidder
7505-Beaumont-MP 62.5 (Fannett)-Gulf Division
7505-MP62.5-High Island
7506-Sealy-Matagorda
7507-Thompsons-Smithers Lake-Gulf Division
7507-Smithers Lake-Cane Jct.
7508-Temple-Sweetwater-Gulf Division
7508-Sweetwater-Orient Junction-Gulf Division
7509-Venus-Hale-Texas Division

BNSF TRACK SEGMENTS-APPENDIX 3

7509-Metro-Zacha Jct.-KCS
7509-Zacha Jct.-Hale-DART
7510-Sweetwater Industrial Spur-Gulf Division
7510-Westthom-Elmer-Farmrail
7510-Sweetwater-Maryneal-Texas & Oklahoma
7510-Viola-Westthom
7510-Maryneal-San Angelo
7510-Elmer-Orient Jct.
7511-Admore-Uniroyal-Texas Division
7512-San Angelo Jct.-International Bridge-South Orient RR
7513-Brenham-Track #26-Gulf Division
7514-Horan-BNSF Siding on UP
7515-Brownwood Industrial Spur-Gulf Division
7516-Delaware-Brownswood-Ft. Worth & Western
7516-Brownswood-Menard
7517-BN&S Jct.-May
7518-Thompson-Smithers Lake-Gulf Division
7519-Texas City Jct.-Texas City-Gulf Division
7550-Galveston Yard-Gulf Division
7551-Sommerville Yard-Gulf Division
7552-Temple Yard-Gulf Division
7553-Cleburne Yard-Texas Division
7554-Fort Worth Yard-Texas Division
7555-Saginaw Yard-Texas Division
7556-Alliance Yard-Texas Division
7557-Gainesville Yard-Texas Division
7558-New South Yard-Gulf Division
7559-Brownswood-Gulf Division
7560-Silsbee Yard-Gulf Division
7561-San Angelo-Texas Pacifico
7562-Beaumont-
7563-Pearland Intermodal-Gulf Division
7564-Mykawa-Gulf Division
7565-Old South Yard-Union Pacific
7566-Ardmore-Texas Division
7567-Crusher-Texas Division
7568-Davis-Texas Division
7569-Dougherty-Texas Division
7570-Pauls Valley-Texas Division
7571-Wynnewood-Texas Division
7572-Alvin-Gulf Division
7573-Bay City
7574-Beaumont-
7575-Bellville-Gulf Division
7576-Birds-Texas Division
7577-Brenham-Gulf Division
7578-Caldwell-Gulf Division
7579-Cameron-Gulf Division
7580-Carthage-Gulf Division
7581-Center-
7582-Clifton-Texas Division
7583-Coleman-Gulf Division
7584-Conroe-
7585-Evadale-Gulf Division
7586-Hale Center-Kansas Division

BNSF TRACK SEGMENTS-APPENDIX 3

7587-Jasper-
7588-Lampasas-Gulf Division
7589-Lometa-Gulf Division
7590-Longview-Gulf Division
7591-McGregor-Texas Division
7592-Newgulf
7593-Pearland Yard-Gulf Division
7594-Red Bird Industrial-Texas Division
7595-Rosenberg-Gulf Division
7596-San Augustine-
7597-Sealy-Gulf Division
7598-Thomsons & Smith Lake-Gulf Division
7599-East Belt Yard-Union Pacific
7600-Barstow-San Bernardino-California Division
7600-Fullerton Junction-Bandino-California Division
7600-Bandino-Harbor Jct.-Los Angeles Terminal Division
7600-Fullerton Junction-National City-California Division (BNSF Operating rights)
7600-Fullerton Jct.-MP 207.4-SCRRRA (Metrolink)
7600-MP 207.4-San Diego-San Diego Northern
7601-Hesperia-Cushenberry-California Division
7602-San Bernardino-Fullerton Junction-California Division
7603-San Bernardino-MP 9.48-Metrolink
7603-MP 9.48-Highland Jct.
7604-Harbor Junction-West Thenard-Los Angeles Terminal Division
7604-West Thenard-Long Beach-Pacific Harbor Line Ry
7605-Highgrove-San Jancinto
7606-Escondido Jct.-Escondido-San Diego Northern
7607-Atwood-Orange-Metrolink
7608-MP 104.12-Arcadia-SCRRRA (Metrolink)
7608-MP 104.12-San Bernardino-SANBAG
7608-Broadway-Los Angeles-SCRAA (Metrolink)
7608-Arcadia-Broadway
7609-Porphyr-Elsinore-California Division
7650-San Bernardino Yard-California Division
7651-First Street Yard-Los Angeles Terminal Division
7652-Hobart Yard-Los Angeles Terminal Division
7653-Wilmington Yard-Los Angeles Terminal Division
7654-Bay Yard-California Division
7655-Irvine Industrial-California Division
7656-Miramar Industrial-San Diego Northern
7657-Bandini-Los Angeles Division
7658-Acadia Sub Industrial-SCRAA
7659-La Mirada-California Division
7660-Pico Rivera-California Division
7661-Rana-California Division
7662-Riverside-California Division
7663-San Diego-California Division
7664-National City-California Division
7665-LA Jct. RY Yard-Los Angeles Junction Railway
7666-LA Union Passenger Terminal-Amtrak/SCRAA
7667-Commerce-Los Angeles Division
7668-Anaheim-California Division
7669-Kaiser-California Division
7670-Colton-California Division
7671-Corona-California Division

BNSF TRACK SEGMENTS-APPENDIX 3

7672-Cucamonga-California Division
7673-Fullerton Jct.-California Division
7674-Highgrove-California Division
7675-Malabar-Los Angeles Terminal Division
7676-Miramar-San Diego Northern
7677-Oro Grande-California Division
7678-Richmond Inner Harbor-California Division
7679-Santa Fe Springs-California Division
7680-Victorville-California Division
7681-Watson-Los Angeles Terminal Division
7682-Wilmington-Pacific Harbor RY
7683-Fontana Logistics Park-California Division
7750-Suwanee-Southwest Division
7751-Thoreau-Southwest Division
7752-Zuni-Southwest Division
7753-Argentine Hump Yard-Kansas Division
7754-Barstow Hump Yard-California Division
7755-Boise Southern-Timber Rock RR
7756-Alcoa-Los Angeles Terminal Division
7800-Burlingame-Manhattan
7801-Watson (Badger Bridge)-LA Harbor-Pacific Harbor Lines
7802-Arkansas City-Anthony
7803-Holly-Rocky Ford
7804-Magunden-Arvin-San Joaquin Valley RR
7804-Arvin-Vaccaro
7805-Richgrove-Jovista-San Joaquin Valley RR
7806-Goff-Ivanpah
7807-Benedict-MD Jct.
7808-Poland Jct.-Poland
7809-Dillon-Brilliant Mine
7810-Kiowa-Medicine Lodge
7811-Waynoka-Buffalo
7812-Burlington Jct.-Gridley
7813-Wallace-Lake Alice
7814-Seward-Cashion
7815-Havana-Cedar Vale
7816-McConnico-Chloride
7817-Drake-Clarkdale-Arizona Central
7818-Boise City-Farley
7819-Brookside Jct.-Brookside
7820-Cherryvale-Coffeyville-South Kansas & Oklahoma
7821-Colony-Yates Center
7822-Entro-Crown King
7823-Oakland OTR-Oakland Terminal Railway
7824-Strong City Jct.-Strong City
7825-Dillon-Des Moines
7826-Cushing-Tidal
7827-Florence-El Dorado
7828-Santa Fe-Torrance
7829-Inglewood-Santa Monica
7830-Fallbrook Jct.-MP 10.1-USMC
7830-MP10.1-Temecula
7831-Pueblo Jct.-Southern Jct.-Colorado Division
7832-Zacha Jct.-Farmersville-Kansas City Southern
7832-Farmersville-Paris-Chaparral RR (Kiamachi)-out of service

BNSF TRACK SEGMENTS-APPENDIX 3

7833-Rayner Jct.-Garwood
7834-Pittsburg-Jopin-Kansas City Southern
7834-AU Jct. (Chanute)-Chicopee
7835-Williams-Grand Canyon-Grand Canyon Railway
7836-Scott City-North Selkirk (Crosby)
7837-Santa Monica Jct.-Playa Del Rey
7838-Newdale-Hawley
7839-Las Vegas-Hot Springs
7840-Emporia-Moline
7841-Independence-Longton
7842-Frey-Jennings
7843-La Harpe-Keokuk-Keokuk Junction RY
7844-Nutt-Lake Valley
7845-Lake View Jct.-Lake View
7846-Lamar-Wilson Jct.
7847-Larned-Jetmore-Central Kansas
7848-Las Animas-Waveland
7849-Laton-Lanare
7850-Wilder Jct.-Bonner Springs-City of Bonner Springs-service by UP?
7850-Bonner Springs-Hawthorne
7851-Lehigh-Chickasha
7852-Doud-Whiteface-West Texas & Lubbock
7852-Whiteface-Bledsoe
7853-Lindsay Jct.-Lindsay
7854-Little River-Galatia
7855-Waldo-Madrid
7856-Socorro-Kelly
7858-Lyons-Ellinwood-Central Kansas
7858-Galva-Conway-Central Kansas
7858-Florence-Galva
7838-Conway-Lyons
7859-Ladonia-Honey Grove
7860-Burro Mountain Jct.-Tyrone-Southwestern
7861-Leavenworth-Meriden Jct.
7862-Manchester-Bernard
7863-Richmond-Point Isabel
7864-Lodi Jct.-Lodi-Central California Traction
7865-Oil City Jct.-Maltha-San Joaquin Valley (Tulare Valley)
7865-Maltha-Oil City
7866-Atwood-Olinda
7867-Quenemo-Osage City
7868-Owen Jct.-Osage Jct.
7869-Pecos Jct.-Pecos
7870-Crandall-Morton-Toledo, Peoria, & Western
7870-Ancona-Crandall
7870-Morton-Pekin
7871-Indoana State Line-Lomax-Toledo, Peoria, & Western
7872-Irvine-Kathryn
7873-Abra-Skull Valley
7874-Kramer-Johannesburg
7875-El Segundo-Redondo Beach
7876-Uniroyal-Ringling
7877-Rice-Ripley-Arizona & California
7878-Cushing-Ripley
7879-Shelton-Swink

BNSF TRACK SEGMENTS-APPENDIX 3

7880-Clifton House-Ute Park
7881-Whitewater-Santa Rita-Southwestern RR
7882-Barnwell-Searchlight
7883-White Deer-Skellytown
7884-San Angelo-Sonora
7885-South Canon City-Wolfpark Mine
7886-Eaton-Yankee
7887-Perris-Temecula
7888-Fontenac-Santa Fe Mine
7889-Frontinac-Midway
7890-Reedley-Piedra
7891-Hamilton-Warsaw-Keokuk Jct. RY
7892-Wichita South Jct.-MP 3.5-Central Kansas
7892-Garden Plain-Pratt-Kansas & Oklahoma
7892-MP 3.5-Garden Plain
7892-Pratt-Mullinville
7893-Wilson Jct.-May Valley
7894-Wiley-Big Bend
7895-Hickman Jct.-Naptha
7896-De Noya Jct.-De Noya
7897-Miles-Paint Rock
7898-Cutler-Wyeth
7899-Logansport-Indian State Line-Toledo, Peoria, & Western
7901-Pan Am Jct.-Pan American Sundown Plant-West Texas & Lubbock
7902-Heaton Jct.-Coltexo
7903-Colbalt Jct.-Healdron
7904-Alameda Belt Line Yard
7905-Wellington-Caldwell
7906-Hanover Jct.-Fiero-Southwestern RR
7907-San Luis Rey Jct.-San Luis Rey
7908-Basta-Sunny Hills
7909-La Habra Jct.-East Whittier
7909-La Habra Spur-La Habra Jct.
7910-Koehler Jct.-Koeler
7911-Hebron-Van Houten
7912-Snyder-Lion Oil
7913-Benson-Curtiss-San Pedro & Southwestern (service suspended)
7913-Rio Rico-Nogales-Union Pacific
7913-Nogales-Guaymas-Ferrocarril del Pacifico
7913-Curtiss-Calabasas
7914-Phoenix-Magma-Union Pacific
7914-Magma-Winkelman-Copper Basin
7914-Tempe-Normal Jct. (ex-ATSF line)
7915-Ignacio-Willits-California Northern
7915-Willits-Eureka-North Coast Railroad Authority
7915-San Francisco-Tiburon-ferry service cancelled
7915-Tiburon-Ignacio-held for future transit by Marin County
7916-Alton-Carlotta-North Coast Railroad Authority
7917-Eureka-Korblex-North Coast Railroad Authority
7917-Korblex-Trinidad
7918-Arcata-Farihaven-North Coast Railroad Authority
7919-Willits-Sherwood
7920-Ignacio-Schellville-California Northern
7920-Schellville-Glen Elen
7921-Fulton-Monte Rio

BNSF TRACK SEGMENTS-APPENDIX 3

7922-Haystack-Donohue
7923-Cucamonga Foothills Spur
7924-Upland Foothill Spur
7925-Halstead-Sedgwick
7927-Hillmaid-Woodlake
7929-Wiergate-Newton
7930-Marland-Three Sands
7931-Davis-Sulphur
7932-Gary-Grigsby
7933-Bragg-Saratoga
7934-Boedecker Jct.-Bonus
7935-Newcastle-Grand Jct.-Union Pacific-see segment 8505
7935-Colorado Springs-Newcastle
7936-Basalt-Aspen
7937-Cardiff-Spring Gulch
7938-Divide-Cripple Creek
7939-Strathmore Jct.-Strathmore
7940-Magnolia-Sunland
7941-Baltimore Park-Cazadero
7942-Sausalito-Detour-Marin County-held for future transit
7943-San Rafael-San Quentin
7944-San Rafael-San Anselmo
7945-Almonte-Mill Valley
7946-Duncan Mills-Azalea
7947-Dunacn Mills-Laton
7948-Guernewood Park-Mission Gulch
7949-Pedrini-Shafters
7950-Alameda Point-Corte Madera
7951-Sears Point-Sonoma Landing
7952-Roys-Mailard
7953-Albion-Christine
7954-Clearbrook Jct.-Clearbrook
7955-Thompson-Burns Mill
7956-Little River jct.-Little River
7957-Bohemia-Smith Creek
7958-Santa Rosa-Sebastopol
7959-Kidd Creek Spur
7960-Duncans Mill-Willow Creek
7961-Owasso-Port of Catoosa-South Kansas & Oklahoma
7990-Santa Fe Billable Projects-no track
8001-Union Pacific Geometry Car Tests
8002-Canadian National/Illinois Central Geometry Car Tests
8003-Norfolk Southern Geometry Car Tests
8004-CSX Geometry Car Tests
8005-CP Rail Geometry Car Tests
8006-Duluth, Minnesota, & Iron Range Geometry Car Tests
8007-St. Louis Terminal Geometry Car Tests
8008-other foreign railroad Geometry Car Tests
8009-Neilson-West Vienna-UP RR
8010-BRI Junction-Forest Avenue-Texas Division
8011-Hamilton-Tracy; Swan-N&W Jct.-NS
8012-Toland (Walsh Jct.)-Lenox-UP RR
8013-Spofford-Eagle Pass-UP RR
8014-Sterling-Union-Powder River Division
8020-Pueblo Jct.-NA Jct.-UP RR

BNSF TRACK SEGMENTS-APPENDIX 3

8023-Portland Union Depot-Huntington-UP RR
8024-East Portland-Seattle-UP RR
8025-Peninsula Jct.-Troutdale-UP RR
8026-Westwego-Avondale-UP RR
8030-Seattle-East Marginal Way-UP RR
8031-Vancouver Jct.-Burrard Dock-CN
8032-Tacoma Jct.-Tacoma Dome-UP RR
8100-Denver-Pueblo-UP RR
8103-Chemult-Klameth Falls-UP RR
8107-Mojave-Kern Junction-UP RR
8108-Pueblo-Canon City-UP RR (same as 7325)
8110-Kern Junction-Gosford-SJV RR
8250-Birmingham-Maxwell-NS
8251-New Westminster-Sumas-Southern Railway of British Columbia
8252-Centrailia-CN/IC
8502-Melrose-Winnemucca-UP RR
8503-Winnemucca-Smelter-UP RR
8504-Denver-Dotsero-UP RR
8505-Dotsero-Helper-UP RR
8506-Emigrant Gap-Alazon-UP RR
8507-Alazon-Ogden-UP RR
8508-Helper-Salt Lake City-UP RR
8509-Oakland-Newark-UP RR
8510-Niles Jct.-San Jose-UP RR
8511-Oakland-Sacramento-UP RR
8512-Sacramento-Emigrant Gap-UP RR
8513-Delta-East Upton-UP RR
8514-East Upton-West Worden-UP RR
8515-Roseville-Delta-UP RR
8516-West Worden-Bieber Line Jct.-UP RR
8517-North Elmhurst-Burbank Jct.-UP RR
8518-Iowa Jct.-Beaumont-UP RR
8519-Beaumont-Dawes-UP RR
8521-North Shore Jct.-Dayton Jct.-UP RR
8522-BRI Jct.-Nena-UP RR
8523-Houston-Joyce-UP RR
8524-Houston-Jordan-UP RR
8525-La Salle-Boettcher-UP RR
8526-Little Rock Jct.-Texmo Jct.-UP RR
8527-Dexter Jct.-Jonesboro Jct.-UP RR
8528-Jonesboro-Shreveport-UP RR
8530-Briark-Brinkley-UP RR
8531-Dallas-Sierra Blanca-UP RR
8532-Valley Jct.-Charleston Jct.-UP RR
8533-Charleston Jct.-TX State Line-UP RR
8534-Bald Know-North Yard-UP RR
8535-Spring Jct.-South Tower 55-UP RR
8536-AR State Line-Dallas-UP RR
8537-Longview-Belt Jct.-UP RR
8538-Parsons-North Tower 55-UP RR
8539-Sosan-Corpus Christi-UP RR
8540-Brownsville-Algoa-UP RR
8541-Houston-Galveston-UP RR
8542-San Leon-Galveston-UP RR
8543-Hearne-Flatonia-UP RR

BNSF TRACK SEGMENTS-APPENDIX 3

8544-Katy-Del Rio-UP RR
8545-Waco Jct.-Smithville-UP RR
8546-Smithville-Ajax-UP RR
8547-Ajax-San Antonio-UP RR
8548-Del Rio-El Paso-UP RR
8549-San Antonio-Elmendre-UP RR
8550-Smelter-Ogden-UP RR
8550-Transfer-Sugar Works-Utah Central
8550-MP 780.1-782.32 on UP main 2
8551-Ogden-McCammon-UP RR
8552-Daggett-Smelter-UP RR
8553-West Jct.-Laredo-UP RR
8554-Round Rock-Kerr-UP RR
8555-Los Angeles-Riverside Jct.-UP RR
8556-Smithville-Katy-UP RR
8557-Welby-Magma-Savage Bingham & Garfield RR
8557-Magma-Garfield Smelter-UP RR-out of service
8558-Utah Industrial Park-UP RR
8559-Cecil Jct.-Bridge Jct.-UP RR
8560-Chemult-Springfield Jct.-UP RR
8561-Springfield Jct.-East Portland-UP RR
8562-Willsburg Jct.-Tigard-P&W RR
8565-Granger-Huntington-UP RR
8566-Coeur d'Alene Jct.-Coeur d'Alene
8567-Hinkle-Fish Lake-UP RR
8568-Wallula-Richland Jct.-UP RR
8569-Gulf Coast Jct.-Livonia-UP RR
8570-CS Jct.-Beaumont-KCS
8572-Ayer Jct.-Riparia-UP RR
8573-St. Johns Jct.-Peninsula Jct.-UP RR
8574-Richland Jct.-Richland-UP RR
8575-Napa St.-Eastport-UP RR
8575-BNSF Dover-Sandpoint Jct.
8576-Manito-BNSF Connection-UP RR
8577-Manito-Plummer-UP RR
8578-New Westminster Yard-Fraser Mills-CP Rail
8579-New Westminster-SRY Trapp Yard-Southern Railway of BC
8580-Brownsville-Thorton Yard-CN
8581-Garrett Jct.-Tower 55-UP RR
8582-Peoria-Pekin-Tazewell & Peoria RR
8583-Pekin-Ridgeley-Illinois & Midland RY
8584-Seattle Yard-UP RR
8588-Irondale-Meridian-NS
8589-Alton-North Wood River-NS
8590-East Alton-Wann-see segment 8904
8591-Wann-Bridge Jct.-see segment 8904
8592-East Bridge Jct.-Gentilly Yard-NS
8593-West Bridge Jct.-France Yard-NOPB
8594-Thomas Jct.-ACIPCO-Birmingham Southern
8595-BNSF Jct.-Eola-EJ&E
8596-Indiana Harbor-Interlocker B12-Indiana Harbor Belt
8597-Landers-Chicago Ridge-NS
8598-Shreveport Jct.-Shreveport-KCS
8609-East Olympia-Olympia-UP RR
8645-Gatiot St.-Omaha-UP RR

BNSF TRACK SEGMENTS-APPENDIX 3

8646-West Labadie-Labadie Power Plant-UP RR
8647-Elvas-North Lathrop-UP RR
8651-Los Nietos-Slauson Jct.-UP RR
8652-Wilimington Wye-Long Beach ITS-Pacific Harbor Lines
8653-Slauson Jct.-Brea Chemical-UP RR
8654-Fullerton Jct.-Basta-UP RR
8655-Mission Tower-El Paso-UP RR
8673-Port Lavaca-Flatonia-UP RR
8683-Midvale-Proler Steel-UP RR
8749-Kansas City-Parsons-UP RR
8750-Hartshorne-El Reno-UP RR; A-O RR
8751-El Paso-Tucumcari-UP RR
8752-Topeka-Tucumcari-UP RR
8753-Herington-Tower 55-UP RR
8754-Manchester-Coffeyville-UP RR
8755-Tulsa-Chase-UP RR
8756-Kansas City-Gibbon Jct.-UP RR
8757-East Grand Island-Ogden-UP RR
8758-Council Bluffs-East Grand Island-UP RR
8759-Valley-Marysville-UP RR
8759-Jamaica-Marietta
8760-Newton-McPherson-Kansas & Oklahoma RR
8760-Herington Jct.-MP 518.0; MP 551.7-MP 545.0-UP RR
8760-MP 518.0-545.0
8761-Council Bluffs-CGW Jct.-UP RR
8762-Denver-Borie-UP RR
8770-CCTA (MP Jct.)-TM Connection-UP RR & TM RR
8771-Robstown-Flower Bluff Jct.-TM RR
8772-Flower Bluff Jct.-Corpus Christi-TM RR
8773-W. Port Arthur-Beaumont-UP RR
8774-W. Port Arthur-Port Arthur-UP RR
8775-Chaison Jct.-Chaison-UP RR
8800-Bayport-Ellington-proposed-no track
8806-Argo-McCook-BOCT
8807-Sterwart Ave.-ATSF Jct.-CN/IC
8808-Stewart Ave.-Bridgeport-CN/IC
8809-18th St.-River Bridge-SCAL
8810-River Bridge-Union Ave.-UP RR
8822-Hanley Fall-Norwood-Minnesota Prairie Line
8823-St. Louis Park-Appleton Grain Elevator-Twin Cities & Western
8824-St. Paul-St. Croix-CP (SOO)
8825-St. Anthony-Park Jct.-MCR
8826-Noperming Jct.-Saunders-DM&IR
8827-Emmert Jct.-Virginia-DM&IR
8900-Belt Jct.-T&NO Jct.-HB&T
8901-Belt Jct.-Double Track Jct.-HB&T
8904-West Approach-North Market Street-TRRA
8905-Baden-WR Tower-TRAA
8906-PTRA Jct.-Baytown-Union Pacific
8907-Harrisburg-Strang-UP RR & PTRA
8908-PTRA North Yard-Houston Ship-Cargill-PTRA
8909-EOT-Pierce Jct.-UP RR
8910-PTRA Connection-Booth Yard-PTRA
8911-Settegast Jct.-Interstate Jct.-UP RR
8912-SH Interlock-GC Jct.-TRRA

BNSF TRACK SEGMENTS-APPENDIX 3

8913-Gratiot Tower-Valley Jct.-TRRA
8914-Madison Yard-Coapman Yard-NS
8915-Madison-Valley Jct.-NS/TRRA
8916-Pasadena Yard-PTRA
8920-Kansas City Amtrak Station-Santa Fe Junction-Kansas Division-KCT RR
8921-Kansas City Terminal Area-Kansas Division-KCT RR-Non main tracks
8922-Kansas City Terminal Railway-financial segment-no track
8930-East Redondo-West Thenard-Los Angeles Terminal Division-via UP
8931-CP AC 155-Long Beach Jct.-Los Angeles Terminal Division-via Pacific Harbor line
8940-Broadview-WTLR connection-proposed-no track
8941-Florence-DME connection-DM&E
9000-9025 are divisional project segments and have no track
9051-9059 are various manager project segments and have no track
9075-9077 are various OPS project segments and have no track
O201-Pawnee Spur-Colorado Division
O354-Exxon Spur-Montana Division

BNSF TRACK SEGMENTS-APPENDIX 4

Appendix 4-Recap of Railroads

This appendix recaps the line segments by originating merging railroads or purchased lines. It is a summary of line segments by railroads, regardless of divisions and subdivisions. The items are presented in alphabetical order. Joint lines are listed as such. Some joint line segments are also listed under original merging railroads in italics.

Alabama Great Southern (Trackage Rights):

8588

Alameda Belt Line:

7904

Atchison, Topeka, & Santa Fe:

1252, 1754, 1904, 7000, 7050, 7051, 7052, 7053, 7054, 7056, 7058, 7059, 7060, 7062, 7063, 7064, 7065, 7100, 7101, 7102, 7103, 7104, 7105, 7106, 7107, 7108, 7109, 7110, 7111, 7112, 7113, 7114, 7115, 7117, 7118, 7119, 7120, 7121, 7122, 7123, 7146, 7147, 7148, 7149, 7150, 7151, 7152, 7153, 7154, 7155, 7156, 7157, 7158, 7159, 7160, 7161, 7162, 7163, 7164, 7165, 7166, 7167, 7168, 7169, 7171, 7172, 7173, 7174, 7175, 7176, 7177, 7178, 7179, 7180, 7181, 7182, 7183, 7184, 7185, 7186, 7187, 7188, 7189, 7190, 7191, 7192, 7193, 7194, 7195, 7196, 7197, 7198, 7199, 7200, 7201, 7202, 7203, 7204, 7205, 7206, 7207, 7208, 7209, 7213, 7214, 7215, 7216, 7218, 7219, 7220, 7221, 7222, 7224, 7249, 7250, 7251, 7252, 7253, 7254, 7255, 7256, 7257, 7258, 7259, 7260, 7262, 7263, 7264, 7265, 7266, 7267, 7268, 7269, 7270, 7271, 7272, 7274, 7275, 7276, 7277, 7278, 7279, 7280, 7281, 7282, 7283, 7284, 7285, 7286, 7287, 7288, 7289, 7290, 7291, 7292, 7293, 7294, 7295, 7296, 7297, 7298, 7299, 7300, 7301, 7302, 7303, 7304, 7305, 7306, 7307, 7308, 7309, 7310, 7311, 7312, 7313, 7314, 7315, 7316, 7317, 7323, 7324, 7350, 7351, 7352, 7353, 7354, 7355, 7356, 7358, 7361, 7362, 7363, 7364, 7365, 7366, 7367, 7368, 7369, 7370, 7371, 7372, 7373, 7374, 7375, 7376, 7377, 7378, 7379, 7380, 7381, 7382, 7383, 7384, 7385, 7400, 7401, 7402, 7403, 7404, 7450, 7451, 7452, 7453, 7454, 7455, 7457, 7458, 7459, 7460, 7461, 7500, 7501, 7502, 7503, 7504, 7505, 7506, 7507, 7508, 7509, 7510, 7511, 7518, 7550, 7551, 7552, 7553, 7554, 7555, 7556, 7558, 7559, 7560, 7561, 7562, 7563, 7564, 7566, 7567, 7568, 7569, 7570, 7571, 7572, 7573, 7574, 7575, 7576, 7577, 7578, 7579, 7580, 7581, 7582, 7583, 7584, 7585, 7586, 7587, 7588, 7589, 7590, 7591, 7592, 7593, 7594, 7595, 7596, 7597, 7598, 7600, 7601, 7602, 7603, 7604, 7605, 7606, 7607, 7608, 7609, 7650, 7651, 7652, 7653, 7654, 7655, 7656, 7657, 7658, 7659, 7660, 7661, 7662, 7663, 7664, 7667, 7668, 7669, 7670, 7671, 7672, 7673, 7674, 7675, 7676, 7677, 7678, 7679, 7680, 7681, 7682, 7683, 7750, 7751, 7752, 7753, 7754, 7755, 7756, 7800, 7803, 7806, 7807, 7808, 7809, 7810, 7811, 7812, 7813, 7814, 7815, 7816, 7817, 7818, 7819, 7820, 7821, 7822, 7824, 7825, 7827, 7828, 7829, 7830, 7832, 7833, 7834, 7835, 7836, 7837, 7838, 7839, 7840, 7841, 7842, 7844, 7845, 7846, 7847, 7848, 7849, 7850, 7851, 7852, 7853, 7854, 7855, 7856, 7858, 7859, 7860, 7861, 7862, 7863, 7866, 7867, 7868, 7869, 7870, 7872, 7873, 7874, 7875, 7876, 7877, 7878, 7879, 7880, 7881, 7882, 7883, 7884, 7885, 7886, 7887, 7888, 7889, 7890, 7892, 7893, 7894, 7895, 7896, 7897, 7898, 7901, 7902, 7903, 7905, 7906, 7907, 7908, 7909, 7910, 7911, 7912, 7913, 7914, 7923, 7924, 7925, 7927, 7929, 7930, 7931, 7932, 7933, 7934, 7961, 7990

Bevier & Southern:

1061,1638

Baltimore & Ohio:

103

British Columbia Electric:

8251, 8579

Birmingham Southern:

8594

Burlington Northern:

165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 291, 308, 313, 314, 315, 317, 318, 320, 456, 655, 864, 914, 975, 1062, 1704, 2103, 2104, 2114, 2115, 2124, 2125, 2126, 2127, 2128, 2129, 2137, 2138, 2139, 2140, 3054, 3056

Burlington Northern & Santa Fe:

473, 974, 1129, 1273, 1280, 1281, 1283, 1500, 2113, 2116, 2117, 2130, 2131, 2132, 2134, 2135, 2136, 2200, 2500, 2900, 2901, 2902, 2903, 2904, 3001, 7116, 7273, 7318, 7321, 7359, 7404, 7405, 7510, 7511, 7514, 7557, 9000, 9001, 9002, 9003, 9004, 9005, 9006, 9007, 9008, 9009, 9010, 9011, 9012, 9013, 9014, 9015, 9016, 9017, 9018, 9019, 9020, 9021, 9022, 9023, 9024, 9025, 9051, 9052, 9053, 9054, 9055, 9056, 9057, 9058, 9059, 9075, 9076, 9077

BNSF TRACK SEGMENTS-APPENDIX 4

Camas Prairie (UP-NP):

434, 459, 460, 461, 462, 696, 2133

Canadian National:

56, 227, 249, 8002, 8031, 8580, 8807, 8808

Canadian Pacific:

8005, 8578, 8579

Central California Traction :

7210, 7864

Chicago & Eastern Illinois (MP-UP):

8009

Chicago, Burlington, & Quincy Lines (not including Colorado & Southern/Fort Worth & Denver):

1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 71, 72, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 104, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 330, 463, 464, 465, 466, 472, 546, 717, 720, 739, 750, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 816, 819, 820, 821, 822, 823, 824, 825, 826, 827, 829, 830, 831, 832, 833, 835, 836, 837, 838, 839, 840, 841, 842, 845, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 870, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 906, 907, 908, 918, 952, 979, 980, 981, 1613, 1614, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1630, 1631, 1632, 1633, 1634, 1635, 1643, 1645, 1659, 1660, 1661, 1662, 1663, 1664, 1666, 1667, 2106, 2107, 2110, 2118, 3000, 3050, 3052, 3053, 3055, 7061

Chicago, Milwaukee, St. Paul, & Pacific:

134, 199, 224, 292, 335, 343, 368, 369, 370, 375, 394, 395, 396, 397, 398, 399, 549, 563, 567, 568, 569, 586, 614, 615, 616, 707, 708, 725, 726, 728, 871, 949, 2001, 2002, 2003, 2004, 2005, 2011, 2012, 2013, 2014, 2023, 2024, 8577, 8823, 8824

Chicago Northwestern:

223, 818, 843, 1317, 1236, 1665, 2010, 2021

Chicago, Rock Island, & Pacific:

107, 131, 132, 133, 135, 488, 493, 792, 793, 834, 844, 867, 1150, 1620, 8526, 8530, 8750, 8751, 8752, 8753

Colorado & Southern/Ft. Worth & Denver:

476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 489, 490, 492, 494, 495, 760, 761, 762, 763, 764, 765, 766, 767, 791, 903, 905, 909, 910, 951, 1600, 1601, 1602, 1605, 1606, 1609, 1611, 1612, 1615, 1627, 1628, 1629, 1636, 1637, 1639, 1640, 1641, 1642, 1644, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1658, 2105, 2107, 2110, 2111, 7831

Colorado Midland:

7935, 7936, 7937

CSX:

8004

Davenport, Rock Island, & Northwestern (MILW-CB&Q):

815, 817, 949

Denver & Rio Grande:

7309, 7320, 7321, 7322, 7325, 7360, 8100, 8108, 8504, 8505, 8508, 8550, 8557, 8683

BNSF TRACK SEGMENTS-APPENDIX 4

Denver, Boulder, & Western:

1603, 1604

Duluth, Minnesota, & Iron Range:

235, 239, 8006, 8826, 8827

Duluth, Winnipeg, & Pacific:

229, 1234

Elgin, Joliet, & Eastern:

8595

Galveston Terminal RY:

498

Gilmore & Pittsburgh:

1447, 1448

Great Northern:

22, 23, 24, 28, 30, 31, 33, 34, 35, 36, 37, 42, 50, 54, 55, 56, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 209, 210, 211, 217, 219, 220, 222, 228, 232, 236, 237, 238, 239, 244, 245, 247, 250, 251, 252, 254, 255, 256, 257, 258, 259, 260, 261, 263, 264, 265, 267, 268, 269, 270, 271, 272, 273, 274, 275, 279, 288, 289, 306, 308, 309, 310, 311, 336, 353, 354, 355, 356, 357, 359, 360, 361, 362, 364, 365, 366, 367, 371, 376, 377, 382, 383, 386, 387, 388, 389, 390, 391, 392, 393, 407, 409, 413, 417, 418, 429, 432, 455, 467, 468, 470, 511, 513, 518, 521, 522, 526, 527, 531, 533, 534, 535, 543, 544, 548, 550, 551, 552, 554, 555, 556, 557, 559, 561, 564, 565, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 584, 600, 601, 602, 603, 604, 605, 620, 621, 628, 638, 639, 640, 641, 650, 653, 654, 655, 656, 658, 670, 671, 673, 674, 675, 676, 678, 679, 680, 681, 700, 701, 702, 703, 704, 706, 721, 722, 729, 945, 946, 947, 975, 984, 1301, 1302, 1304, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1334, 1334, 1335, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1358, 1359, 1360, 1369, 1370, 1376, 1377, 1378, 1379, 1501, 2101, 2108, 2112, 3057, O354

Houston Belt & Terminal Company:

7565, 7599, 8900, 8901

Illinois & Midland:

8583

Illinois Central:

3, 110, 4500, 4503, 4504, 4536, 4615, 8002, 8252, 8597, 8807, 8808

Indiana Harbor Belt (IHB):

8596

Joint Line (trackage rights)-Chicago, Burlington, & Quincy/Northern Pacific:

5

Joint Line (trackage rights)-Northern Pacific/Union Pacific:

437

Joint Facilities-Great Northern/Northern Pacific:

622

Joint Facilities-Kansas City Terminal Ry:

8920, 8921, 8922

Joint Line-BNSF, IC/CN, & UP:

8809

BNSF TRACK SEGMENTS-APPENDIX 4

Kansas City Southern:

7834, 8569, 8570, 8590, 8591, 8598

Lake Superior Terminal & Transfer:

28, 234, 510

Los Angeles Junction RY:

7665

Los Angeles Union Passenger Station:

7666

Midland Continental:

287

Midland Railway:

499

Midland RY of Manitoba:

1404, 1405, 1406, 1407

Midland Terminal:

7938

Minneapolis & St. Louis:

8822

Miscellaneous:

8008

Missouri-Kansas-Texas:

491, 1070, 8522, 8538, 8541, 8544, 8545, 8546, 8547, 8556, 8749, 8755

Missouri Pacific:

8521, 8526, 8531, 8532, 8533, 8534, 8535, 8536, 8537, 8539, 8540, 8541, 8545, 8553, 8554, 8569, 8645, 8754, 8760, 8770, 8906, 8909, 8911

New Orleans Public Belt RR:

8593

Norfolk Southern:

1176, 8003, 8011, 8250, 8588, 8589, 8592, 8597, 8914, 8915

Northern Pacific:

5, 25, 26, 27, 29, 32, 38, 39, 40, 41, 42, 43, 44, 45, 46, 48, 49, 51, 52, 206, 207, 208, 209, 211, 212, 213, 214, 215, 216, 218, 221, 233, 234, 235, 240, 241, 242, 243, 246, 248, 249, 253, 254, 266, 276, 277, 278, 280, 281, 282, 283, 284, 285, 286, 290, 301, 302, 303, 304, 305, 306, 307, 312, 313, 326, 327, 328, 329, 331, 332, 333, 334, 335, 337, 338, 339, 340, 341, 342, 363, 378, 379, 380, 381, 384, 385, 400, 401, 402, 403, 404, 405, 406, 408, 411, 412, 414, 415, 416, 420, 421, 422, 423, 425, 426, 427, 428, 430, 431, 433, 435, 438, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 469, 471, 501, 503, 504, 505, 506, 507, 508, 509, 512, 515, 516, 517, 518, 519, 520, 521, 523, 524, 525, 526, 537, 541, 542, 545, 547, 553, 560, 561, 562, 566, 570, 583, 585, 606, 607, 608, 609, 610, 611, 612, 613, 617, 618, 619, 623, 624, 625, 626, 627, 629, 630, 631, 642, 643, 644, 648, 651, 652, 659, 660, 672, 677, 682, 683, 684, 685, 690, 709, 710, 711, 712, 713, 714, 715, 716, 718, 719, 723, 724, 730, 731, 732, 733, 734, 735, 736, 737, 738, 982, 1400, 1401, 1402, 1403, 1408, 1412, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1449, 1450, 1453, 1354, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1464, 1465, 1466, 1467, 2101, 2112, 3051

Northwestern Pacific (NWP):

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7915, 7916, 7917, 7918, 7919, 7920, 7921, 7922

Oakland Terminal Railway (ATSF-WP):

7823

Pacific Coast RR (Washington):

410, 623, 1356, 1357, 1368

Pacific Coast RY (California):

1371, 1372, 1373, 1374

Pacific Harbor Line:

7801, 8652, 8931

Paducah & Illinois (P&I):

104

Penn-Central (NYC):

70

Peoria & Pekin (P&PU):

8582

Portland Terminal Railroad (Northern Pacific Terminal Company of Portland):

2119, 2120

Port Terminal Railroad Association (PTRA):

8907, 8908, 8910, 8916

Quannah, Acme, & Pacific:

1059

Rio Grand Jct. RY:

7935, 8505

St. Louis-San Francisco:

740, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1060, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1151, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 7262, 7515, 7516, 7517, 7802

St. Louis Southwestern:

8526, 8527, 8532, 8752

SOO Line:

209, 1235, 1236, 1237, 1243

Southern Pacific (SP):

436, 1273, 1280, 1281, 1282, 1283, 1284, 1285, 1287, 1288, 7513 7519, 7804, 7805, 7865, 8013, 8026, 8103, 8107, 8506, 8507, 8509, 8510, 8511, 8512, 8513, 8514, 8515, 8516, 8517, 8518, 8519, 8520, 8523, 8524, 8542, 8543, 8544, 8548, 8549, 8560, 8561, 8562, 8569, 8581, 8647, 8651, 8652, 8653, 8655, 8673, 8751, 8752, 8907

Spokane, Portland, & Seattle (SP&S):

47, 53, 439, 440, 441, 442, 443, 457, 458, 632, 633, 634, 635, 636, 637, 643, 645, 646, 647, 686, 687, 688, 689, 1700, 1701, 1702, 1703, 1705, 1707, 1708, 1709, 1710, 1711

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Star Lake RR:

7223

Sunset Railway:

7210, 7211, 7212

Terminal Railroad Association:

100, 101, 102, 8007, 8904, 8905, 8912, 8913, 8915

Texas Mexican RR:

8770, 8771, 8772

Toledo, Peoria, & Western:

7843, 7870, 7871, 7891, 7899

Union Electric:

8646

Union Pacific:

106, 130, 649, 657, 793, 1236, 1287, 1288, 7357, 7404, 7861, 8001, 8010, 8012, 8013, 8014, 8020, 8023, 8024, 8025, 8026, 8100, 8103, 8107, 8502, 8503, 8504, 8505, 8506, 8507, 8508, 8509, 8510, 8511, 8512, 8513, 8514, 8515, 8516, 8517, 8518, 8519, 8521, 8522, 8523, 8524, 8525, 8526, 8527, 8528, 8530, 8531, 8532, 8533, 8534, 8535, 8536, 8537, 8538, 8539, 8540, 8541, 8542, 8543, 8544, 8545, 8546, 8547, 8548, 8549, 8550, 8551, 8552, 8553, 8554, 8555, 8556, 8557, 8559, 8560, 8561, 8562, 8565, 8566, 8567, 8568, 8569, 8572, 8573, 8574, 8575, 8576, 8577, 8581, 8584, 8609, 8645, 8646, 8647, 8651, 8653, 8654, 8655, 8673, 8683, 8749, 8750, 8751, 8752, 8753, 8754, 8755, 8756, 8757, 8758, 8759, 8760, 8761, 8762, 8770, 8810, 8900, 8904, 8907, 8909, 8911

Union Pacific, Denver, & Gulf:

1608, 1610, 8023, 8024, 8030, 8032

Unknown:

170, 256, 318, 319, 321, 358, 496, 497, 500, 502, 514, 530, 532, 536, 540, 794, 795, 868, 904, 976, 977, 978, 1160, 1161, 1244, 1250, 1286, 1289, 1657, 7055, 7826, 8825

Walla Walla Valley Transportation (NP):

474, 475, 1451

Western Pacific:

55, 8502, 8503, 8550

Wichita Terminal RR Association:

1004, 1107, 7456, 8753

Winnipeg Transfer RY:

1463

Winona Bridge Terminal Railway (CB&Q, GB&W):

828

Appendix 5-Classic Divisions

Since Appendix 1 shows the “final” divisions, this appendix deals with the forerunners to those divisions. NOTE: CB&Q Divisions marked with a star (*) are from the Rapp Monograph (see references) and are for information only. Since the actual timetables are not available to me, they are shown for a reference only. Also, in the main listing, certain divisions and subdivisions were shown that are not shown here. Those listings were taken from Station Listings from the various railroads. Listed below are only where actual timetables were available.

The divisions of Atchison, Topeka, & Santa Fe:

Albuquerque Division (1955):

1st District: Albuquerque-Gallup-7200, 7250, 7292, 7293, 7295, 7296, 7297, 7298, 7299, 7305, 7750, 7751, 7752
2d District: Gallup-Winslow-7200,7250, 7251, 7275
3d District: Winslow-Seligman-7200, 7206, 7207, 7251, 7274, 7276
Belen District: Belen-Dalies-7305
Kingman District: Seligman-Needles-7200, 7272
4th District: Ash Fork-Phoenix-7208, 7209, 7216, 7249, 7252, 7260, 7271, 7277, 7873
Parker District: Matthie-Parker-7219
Grand Canyon District: Grand Canyon-Williams-7835
Clarkdale District: Drake-Clarkdale-7817
Mayer District: Blue Bell-Entro-7822

Albuquerque Division (1962):

1st District: Albuquerque-Gallup-7200, 7250, 7292, 7293, 7295, 7296, 7297, 7298, 7299, 7305, 7750, 7751, 7752
2d District: Gallup-Winslow-7200,7250, 7251, 7275
3d District: Winslow-Seligman-7200, 7206, 7207, 7251, 7274, 7276
Belen District: Belen-Dalies-7305
4th District: Williams Jct.-Phoenix-7206, 7207, 7208, 7209, 7216, 7249, 7252, 7260, 7271
Prescott District: Abba-Prescott-7873
Clarkdale District: Drake-Clarkdale-7817
Parker District: Matthie-Parker-7219
Grand Canyon District: Grand Canyon-7835

Alliance Division (1994):

Enid Subdivision: Kiowa, KS-Enid Jct.-7104
Ft. Worth Subdivision: Ft. Worth-Cleburne-7500, 7553, 7554, 7555, 7556, 7576, 7582
Oklahoma Subdivision: Arkansas City-Gainesville-7400, 7402, 7403, 7404, 7451, 7454, 7455, 7458, 7459, 7460, 7461, 7511, 7566, 7567, 7568, 7569, 7570, 7571
Stillwater Subdivision: Pawnee-Stillwater-7401
Dallas Subdivision: Dallas Jct.-Tower 19-7509, 7594
Dublin Subdivision: Birds-Ricker-1040, 7262, 7516

Arizona Division (1942):

1st District: Seligman-Needles-7200, 7251, 7272
2d District: Needles-Barstow-7200, 7253, 7272, 7281, 7285, 7286, 7754
3d District: Barstow-Mojave-7200, 7253, 7279, 7754

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Ripley District: Rice-Ripley-7877
Parker District: Parker-Cadiz-7219
Arvin District: Arvin-Magunden-7804

Arizona Division (1989):

Belen Subdivision: Belen-Dalies-7200
Gallup Subdivision: Isleta-Winslow-7200, 7222, 7224, 7250, 7251, 7292, 7293, 7305, 7355
Parker Subdivision: Matthie-Parker-7219
Phoenix Subdivision: Williams Jct-Phoenix-7206, 7207, 7208, 7209, 7216, 7249, 7252, 7260, 7271, 7277
Seligman Subdivision: Winslow-Needles-7200, 7251, 7272

Arizona Division (1994):

Seligman Subdivision: East Winslow-Needles-7200, 7251, 7272, 7274, 7276
Gallup Subdivision: Gallup-East Winslow-7200, 7222, 7250, 7251, 7292, 7293, 7295, 7296, 7297, 7298, 7299, 7750, 7751, 7752
Defiance Subdivision: P&M North-East Defiance-7203
Coronado Subdivision: East Coronado Jct.-Coronado-7204
Springerville Subdivision: Tepco Jct.-Springerville-7205
Phoenix Subdivision: West Williams Jct.-Phoenix-7206, 7207, 7208, 7209, 7252, 7260, 7271, 7277

California Division (1989):

Arvin Subdivision: Arvin-Magunden- 7804
Bakersfield Subdivision: Bakersfield-Calwa-7200, 7214, 7254, 7255, 7258, 7280, 7284, 7289, 7291
Cadiz Subdivision: Parker-Cadiz-7219
Cajon Subdivision: Barstow-San Bernardino-7253, 7600, 7650, 7677, 7680, 7754
Escondido Subdivision: Escondido-Escondido Jct.-7606
Harbor Subdivision: Redondo Jct.-Long Beach (includes unknown miles via Harbor Belt Line and 1.9 miles via SP, Long Beach Jct.-Long Beach)-7604, 7653, 7675, 7681, 7682, 7756
Lucerne Valley Subdivision: Cushenberry-Hesperia-7601
Mojave Subdivision: Valley Jct.-Bakersfield (includes 66.9 miles via SP, Mojave-Kern Jct.)-7200, 7253, 7254, 7279, 7754, 8107
Needles Subdivision: Needles-Barstow-7200, 7253, 7272, 7281, 7285, 7286, 7754
Oil City Subdivision: Oil Jct.-Maltha-7221, 7863
Olive Subdivision: Atwood-Olive Jct.-7607
Pasadena Subdivision: San Bernardino-Los Angeles-7608, 77650, 7658, 7666, 7669, 7672, 7683, 7923
Porterville Subdivision: Jastro-Cutler (includes 38.8 miles via SP Joint Tracks, Oil Jct.-Ducor)-7221, 7898
Redlands Subdivision: End of track (1.4 miles from Mentone)-San Bernardino-7603, 7650
Ripley Subdivision: Ripley-Rice-7877
San Bernardino Subdivision: San Bernardino-Los Angeles-7600, 7602, 7650, 7651, 7652, 7657, 7659, 7660, 7661, 7662, 7666, 7667, 7670, 7671, 7673, 7674, 7679
San Diego Subdivision: National City-Fullerton-7600, 7654, 7655, 7656, 7663, 7664, 7668, 7673, 7676
San Jacinto Subdivision: Highgrove-San Jacinto-7605
Stockton Subdivision: Calwa-Richmond-7200, 7255, 7256, 7257, 7258, 7259, 7261, 7270, 7278, 7282, 7283, 7287, 7288, 7290, 7678
Sunset Railway Subdivision: Taft-Gosford (jointly owned with SP)-7211, 7212
Visalia Subdivision: Corcoran-Calwa-To San Joaquin Valley RR before merger

Central Region (1991):

Hereford Subdivision: Eastern-East Clovis-1754, 7100, 7154, 7186, 7198, 7199
Boise City Subdivision: BN RRX's-La Junta -7105, 7120, 7154, 7178, 7184, 7190, 7300
Plainview Subdivision: Lubbock Jct-Lubbock--7106, 7157 Note: After 1991-Lubbock Jct.-Canyon Jct.-

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7106, 7195, 7586

Lubbock Subdivision: Slaton-Lone Star Jct-7106, 7107, 7119, 7151, 7185, 7192, 7197

Slaton Subdivision: Sweetwater-Slaton-7106, 7107, 7158 Note: after 1991 Tecific-Slaton-7106, 7107, 7158, 7187, 7196

Lamesa Subdivision: Slaton-End of track (.4 mile from Lamesa)-7158, 7267

Clovis Subdivision: East Clovis-Belen Jct-7100, 7155, 7173, 7174, 7175, 7176, 7294, 7355

Carlsbad Subdivision: Clovis-Carlsbad-7108, 7155

Rustler Springs Subdivision: Carlsbad-Rustler Springs-7109, 7110, 7111, 7112, 7113, 7114, 7115

Pueblo Subdivision: La Junta-Pueblo Yard-7304, 7353, 7363, 7366

Minnequa Subdivision: Southern Jct.-Pueblo Jct. (includes 1.7 miles via BN, Southern Jct.-Minnequa)-7358

Canon City Subdivision: Pueblo Yard-Canon City (includes 40.3 miles via SP)-7309, 7320, 7321, 7322, 7323, 7324, 7325, 7357, 8108

ATSF Denver Subdivision: BN Denver Yard-SP RRX (includes 5.1 miles via BN, BN Denver Yard-South Denver)-7304, 7360

SP Denver Subdivision: North Bragdon-Pueblo (all 11.5 miles via SP)-7304

Joint Line Denver Subdivision: South Denver-Bragdon southward via SP 103.8 miles; South Denver-North Bragdon northward via ATSF 103.7 miles-1252, 7304, 7364, 8100

Raton Subdivision: La Junta-Raton-7300, 7304, 7353, 7367, 7382

Las Vegas Subdivision: Raton-Las Vegas-7300, 7304, 7379, 7382

Glorieta Subdivision: Las Vegas-Dalies-7300, 7305, 7379, 7383

El Paso Subdivision: Isleta-El Paso -7300, 7318, 7354, 7356, 7378, 7380, 7381, 7384, 7385

Deming Subdivision: Rincon-Whitewater (includes wye at Whitewater on Southwestern RR)-7306, 7307, 7377

York Canyon Subdivision: French-York Canyon-7308

Gallup Subdivision: Belen-Winslow-7200, 7222, 7250, 7251, 7305, 7355, 7275, 7292, 7293, 7295, 7296, 7297, 7298, 7299 Note: After 1991, Belen Jct.-East Winslow-7200, 7250, 7251, 7305, 7355, 7750, 7751, 7752

Lee Ranch Subdivision: Lee Ranch-West Baca-7201, 7202, 7224

Defiance Subdivision: P&M North-East Defiance-7203

Springerville Subdivision: Tepco Jct-Tepco-7205

Seligman Subdivision: Winslow-Needles-7200, 725, 7272, 7274, 7276 Note: East Winslow after 1991

Phoenix Subdivision: West Williams Jct-Phoenix-7206, 7207, 7208, 7209, 7216, 7249, 7252, 7260, 7271, 7277 Note: West Williams Jct. after 1991

Coronado Subdivision: East Coronado Jct-Coronado-7204

Pecos Subdivision: Pecos Jct.-end of track (.8 miles from Orla)(last appeared 1991)-

Santa Fe Subdivision: Lamy-Santa Fe -7314

Parker Subdivision: Matthe-Parker-7219

Colorado Division (1959):

Pueblo District: La Junta-Pueblo-7304, 7353, 7363, 7366

1st District: Dodge City-La Junta-7300, 7352, 7353, 7365, 7371

2d District: Holly-Swink-7803, 7879, 7893, 7894

Boise City District: Boise City-Las Animas Jct.-7105, 7178

Garden City District: Garden City-Scott City-

Minnequa District: Southern Jct.-Pueblo-7358

Grand Valley District: Newdale-Hawley-7838

Rockvale District: D&RGW Conn.-Rockvale-7323

Canon City District: Pueblo-Canon City (39.1 miles via D&RGW)-7309, 7320, 7321, 7322, 7324, 7325, 7357, 8108

Lamar District: Wilson Jct.-Lamar-7846

Las Animas District: Waveland-Las Animas-7848

May Valley District: Wilson Jct.-May Valley-7893

Big Bend District: Wiley-Big Bend-7894

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Colorado Division (1964):

Pueblo District: La Junta-Pueblo-7304, 7353, 7363, 7366
1st District: Dodge City-La Junta-7300, 7352, 7353, 7365, 7371
2d District: La Junta-Raton-7300, 7353, 7367, 7382
3d District: Raton-Las Vegas-7300, 7379, 7382
4th District: Las Vegas-Albuquerque-7300, 7379, 7383
AV District: Holly-Swink-7803, 7879, 7893, 7894
Boise City District: Boise City-Las Animas Jct.-7105, 7178, 7190
Garden City District: Garden City-Scott City-7310
Canon City District: Pueblo-Canon City (39.1 miles via D&RGW)-7309, 7320, 7321, 7322, 7323, 7324, 7325, 7357, 8108
Las Animas District: Waveland-Las Animas-7848
Lamar District: Wilson Jct.-Lamar-7846
Santa Fe District: Lamy-Santa Fe-7314
Minnequa District: Southern Jct.-Pueblo-7358

Colorado Division (1983):

1st District: Dodge City-La Junta-7300, 7352, 7353, 7365, 7366, 7371
2d District: La Junta-Raton-7300, 7353, 7367, 7382
3d District: Raton-Las Vegas-7300, 7382
York Canyon District: French-York Canyon-7308
4th District: Las Vegas-Albuquerque-7300, 7379, 7383
Santa Fe District: Lamy-Santa Fe-7314
Pueblo District: La Junta-Pueblo-7304, 7353, 7363
Minnequa District: Southern Jct.-Pueblo-7358
AV District: Holly-Swink-7803, 7879
Garden City District: Garden City-Scott City-7310
Boise City District: Boise City-Las Animas Jct.-7105, 7178, 7190
C.V. District: Dodge City-Boise City-7302, 7352
Manter District: Santana Jct.-Pritchett-7303
Lamar District: Wilson Jct.-Lamar-7846
Canon City District: Pueblo-Canon City (39.1 miles via D&RGW)-7309, 7320, 7321, 7322, 7323, 7324, 7325, 7357, 8108

Colorado Division (1985):

1st Subdivision: Dodge City-La Junta-7300, 7352, 7353, 7365, 7371
2d Subdivision: La Junta-Raton-7300, 7353, 7367, 7382
3d Subdivision: Raton-Las Vegas-7300, 7382
4th Subdivision: Las Vegas-Albuquerque-7300, 7379, 7383
Pueblo Subdivision: La Junta-Pueblo-7304, 7353, 7363, 7366
Minnequa Subdivision: Southern Jct.-Pueblo-(all via BN)-7358
Canon City Subdivision: Pueblo-Canon City (39.1 miles via D&RGW)-7309, 7320, 7321, 7322, 7323, 7324, 7325, 7357, 8108
Lamar Subdivision: Wilson Jct.-Lamar-7846
AV Subdivision: Hartman-Swink-7803
Santa Fe Subdivision: Lamy-Santa Fe-7314
Garden City Subdivision: Garden City-Scott City-7310
C.V. Subdivision: Dodge City-Boise City-7302, 7352
Manter Subdivision: Santana Jct.-Pritchett-7303
Boise City Subdivision: Boise City-Las Animas Jct.-7105, 7178, 7190
York Canyon Subdivision: French-York Canyon-7308

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Denver Division (with D&RGW):

Denver District (DRGW): Denver-South Denver-477,7364, 8100
Denver District (ATSF): Denver-South Denver-477, 7360, 7364
Denver District (both): South Denver-Bragdon, Bragdon-Pueblo-7304
Ft. Logan District: Military Jct.-Ft. Logan-

Eastern Division (1928):

1st District: Holliday-Emporia-7101, 7102, 7151, 7153, 7168, 7172, 7370, 7374, 7375
2nd District: Kansas City-Holliday-7100, 7150, 7166, 7169, 7753, 8920
3rd District: Ottawa Jct.-Chanute-
Colony District: Colony-Yates Center-7821
Burlington District: Ottawa-Gridley-7812
Atchison District: St. Joseph-Topeka-7153, 7161
Leavenworth District: Holliday-Atchison-7153, 7161
Lawrence District: Lawrence-Ottawa-7146
Alma District: Burlingame-Alma-7800
Osage City District: Quenemo-Osage City-7867

Eastern Division (1958):

1st District: Holliday-Emporia-7101, 7102, 7151, 7153, 7168, 7172, 7370, 7374, 7375
2d District: Kansas City-Emporia-7100, 7150,7151,7166, 7169, 7171, 7753
3d District: Ottawa Jct.-Chanute-
Lawrence District: Lawrence-Ottawa Jct.-7146
Atchison District: St. Joseph-Topeka-7116, 7153, 7161
Leavenworth District: Wilder-Hawthorne-7850
Alma District: Burlingame-Alma-7800
Burlington District: BN Jct.-Gridley-7812
Virgil District: Virgil-MD Jct.-7807
Girard District: AU Jct.-Joplin-7834
Fredonia District: AU Jct.-Longton-7118
Howard District: Emporia-Moline-7151, 7840

Eastern Division (1984):

1st District: Holliday-Emporia-7101, 7102, 7151, 7153, 7163, 7172, 7361, 7370, 7374, 7375
2d District: Kansas City-Emporia-7100, 7150,7151, 7166, 7169, 7171, 7753
Leavenworth District: Wilder Jct.-Leavenworth-7850
Atchison District: St. Joseph-Topeka-7153, 7161
3d District: Ottawa Jct.-Tulsa Yard-
4th District: Chanute-Wellington-7118, 7152
Girard District: Chanute-Pittsburgh (includes 2.4 miles via KCS, MP 50.3-BN Jct.)-7834
Coffeyville District: Cherryville-MoPac Xing-7820
Baldwin District: Baldwin-Ottawa-

Eastern Division (1985):

1st Subdivision: Holliday-Emporia-7101, 7102, 7151, 7153 ,7163, 7172, 7360, 7374, 7375
2d Subdivision: Kansas City-Emporia-7100, 7150, 7151, 7166, 7169, 7171, 7753
3d Subdivision: Ottawa Jct.-Tulsa Yard-7147, 7148, 7961
4th Subdivision: Chanute-Wellington-7118, 7152
Atchison Subdivision: St. Joseph-Topeka-7153, 7161

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Coffeyville District: Cherryville-MoPac Xing-7820
Girard District: Chanute-Pittsburgh (includes 2.4 miles via KCS, MP 50.3-BN Jct.)-7834
Leavenworth District: Wilder Jct.-Leavenworth-7850

Eastern Division (1994):

Chillicothe Subdivision: Mississippi River Bridge-East Fort Madison-7000
Douglass Subdivision: BN RRX (Augusta)-W.N. Jct.-7103
Emporia Subdivision: Morris-Wellington-7100, 7151, 7152, 7159, 7164, 7169, 7171
Marceline Subdivision: East Fort Madison-MP 445.9-7000, 7054
Newton Subdivision: Ellinor-Newton-7361, 7370, 7374, 7375, 7400
Topeka Subdivision: Holliday-N.R. Jct.-7101, 7102, 7153, 7165

Eastern Region (1991):

Chillicothe Subdivision: Chicago U.S.-Ft. Madison (includes 1.6 miles via Amtrak, Chicago U.S.-21st St; 1.8 miles via IC jointly with ATSF, 21st St-Ash Street 2.8 miles; unknown miles between Joliet U.S. and South Joliet via SP and unknown miles between South Joliet and Plains via IC)-7000, 7050, 7051, 7052, 7053, 7054, 7055, 7059, 7060
Marceline Subdivision: Ft. Madison-Kansas City (includes several joint track operations)-7000, 7062
Emporia Subdivision: Kansas City-Wellington (includes several joint track operations, KC area)-7100, 7150, 7151, 7152, 7159, 7164, 7166, 7169, 7171, 7753
Topeka Subdivision: Holliday-N.R. Jct-7101, 7102, 7153, 7163, 7172
Newton Subdivision: Ellinor-Newton-7300, 7361, 7370, 7400
Douglass Subdivision: BN RRX (Augusta)-W.N. Jct-7103, 7160
Waynoka Subdivision: Wellington-Waynoka-7100, 7152, 7162, 7165, 7167, 7177, 7181
Panhandle Subdivision: Waynoka-Eastern-7100, 7179, 7180, 7181, 7182, 7183, 7187, 7188, 7191, 7193, 7194
Borger Subdivision: Panhandle-Borger-7122
Arkansas City Subdivision: Newton-Arkansas City (includes 63.3 miles via UP, Wichita-Lost Springs; 1.5 miles via Wichita Union Terminal Ry, N Jct.-S Jct.)-7159, 7160, 7361, 7400, 7451, 7557
La Junta Subdivision: Newton-Las Animas Jct. (includes .6 mile via SSW at Hutchison)-7300, 7350, 7351, 7352, 7361, 7362, 7365, 7371, 7374, 7375
Strong City Subdivision: Neva-Superior (includes track rights with Kyle RR at Courtland and BN at Superior)-7301, 7368, 7369, 7372, 7373, 7376
Salina Subdivision: Abilene-Osborne (includes 19.9 miles via UP, West Abilene-East Salina)-7315
Little River Subdivision: Lyons-Galatia-7854
McPherson Subdivision: Marion-Ellinwood (includes 29.4 miles via UP, Newton-McPherson; 35.4 miles McPherson-Salina; and at Lyons K.S.W. tracks)-7858
Hutchison Subdivision: C.H. Jct-Kinsley-7314
Great Bend Subdivision: Great Bend-Scott City-7310
Larned Subdivision: Larned-Jetmore-7847
C.V. Subdivision: Dodge City-Boise City (includes .9 mile via SSW CRIP Jct.-C.V. Jct.)-7302, 7352
Manter Subdivision: Santana Jct.-South Jct-7303
H.&S. Subdivision: SSW Jct.-Wellington-now via SSW-called South Hutch Industrial Spur from segment 7313, 7351
Wichita Subdivision: South Jct.-End of track (.3 mile from Pratt)-7892
Englewood Subdivision: End of track (.8 mile from Rago)-End of track (.3 mile from Englewood)-7311
Medicine Lodge Subdivision: Attica-O.B. Jct. (out of service MP 42-OB Jct.)-7123

Illinois Division:

1st District: Chicago-Chillicothe (includes 1.3 miles via C&WI, C&WI Jct.-Chicago)-7000, 7050, 7051, 7052, 7053, 7055, 7056, 7059, 7060, 7063, 7064, 7065
2d District: Chillicothe-Shopton-7000, 7054, 7058

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3d District: Shopton-Marceline-7000, 7062

4th District: Marceline-Kansas City (includes 4.8 miles via KCT Ry-Sheffield-Kansas City)-7000

Pekin District: Ancona-Pekin (includes .6 miles via TP&W-Streator Jct.-Pekin Jct.)-7870

St. Joseph District: Henrietta-St. Joseph-7117

Illinois Division (1985):

1st Subdivision: Chicago-Chillicothe (includes 2.3 miles via ICG, 1.7 miles via Amtrak, and .7 miles via CUSC-Bridgeport-Chicago)-7000, 7050, 7051, 7052, 7053, 7055, 7056, 7059, 7060, 7063, 7064, 7065

2d Subdivision: Chillicothe-Ft. Madison-7000, 7054, 7058

3d Subdivision: Ft. Madison-Marceline-7000, 7062

4th Subdivision: Marceline-Argentine Yard (includes 4.8 miles via KCT Ry-Sheffield-Kansas City)-7000, 7062

Peoria Subdivision: Logansport-Lomax-(includes 6.1 miles via Conrail-Logansport-Kenneth and 12.1 miles via C&NW, P&PU, East Peoria-Summer)-7871, 7899

Illinois Division (1988):

Joliet Subdivision: Chicago-Chillicothe-7000, 7050, 7052, 7053, 7055, 7056, 7059, 7060, 7063, 7064, 7065

Galesburg Subdivision: Chillicothe-Ft. Madison-7000, 7054, 7058

La Plata Subdivision: Ft. Madison-Marceline-7000, 7054, 7062

Sibley Subdivision: Marceline-Kansas City-7000, 7062

Peoria Subdivision: Logansport-Lomax-7871, 7899

Topeka Subdivision: Holiday-Emporia-7101, 7102, 7153, 7163, 7168, 7172

Ottawa Subdivision: Kansas City-Emporia-7100, 7150, 7151, 7166, 7169, 7170, 7171

Newton Subdivision: Emporia-Newton-7151, 7300, 7374, 7375

Augusta Subdivision: Ellinor-Wellington-7100, 7152, 7159, 7164

Douglass Subdivision: Augusta-WN Jct.-7103, 7149, 7160

Tulsa Subdivision: Ottawa-Tulsa Yard-7147, 7148, 7961

Moline Subdivision: Chanutte-Wellington-7118, 7152

Atchison Subdivision: St. Joseph-Topeka-7116, 7161

Coffeyville Subdivision: Cherryville-UP XING-7820

Leavenworth Subdivision: Wilder Jct.-Leavenworth-7850

Illinois Division (1989):

Atchison Subdivision: St. Joseph-Topeka-7153, 7161

Chillicothe Subdivision: Chicago U.S.-Ft. Madison (includes 1.6 miles via Amtrak, Chicago U.S.-21st St; 1.8 miles via IC jointly with ATSF, 21st St-Ash Street 2.8 miles; unknown miles between Joliet U.S. and South Joliet via CMNW and unknown miles between South Joliet and Plainville via IC)-7000, 7050, 7051, 7052, 7053, 7054, 7055, 7058, 7059, 7060, 7063, 7064, 7065

Coffeyville Subdivision: Cherryville-S.E.K. Crossing-(last appeared, 1989)

Douglass Subdivision: Augusta-W.N. Jct-7103, 7149, 7160

Emporia Subdivision: Kansas City-Wellington (includes several joint track operations, KC area)-7100, 7150, 7151, 7152, 7159, 7164, 7166, 7169, 7170, 7171, 7753

Leavenworth Subdivision: Wilder Jct.-Hawthorne-7850

Marceline Subdivision: Ft. Madison-Kansas City (includes several joint track operations)-7000, 7062

Moline Subdivision: Chanutte-Wellington-7118, 7152

Newton Subdivision: Ellinor-Newton-7151, 7300, 7361, 7374, 7375

Topeka Subdivision: Holliday-N.R. Jct-7101, 7102, 7153, 7163, 7168, 7172

Tulsa Subdivision: Ottawa-Tulsa Yard-7147, 7148

Illinois Division (1994):

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Chillicothe Subdivision: Chicago-Mississippi River Bridge-7000, 7050, 7051, 7052, 7053, 7054, 7055, 7058, 7059, 7060, 7063, 7064, 7065

Kansas City Division:

1st Subdivision: Holliday-Emporia-7101, 7151, 7168, 7169
2d Subdivision: Kansas City-Emporia-7100, 7151, 7166, 7753
3d Subdivision: Ottawa-Tulsa Yard
4th Subdivision: Chanute-Wellington-7118, 7152
Atchison Subdivision: St. Joseph-Topeka-7102, 7163, 7172
Coffeyville Subdivision: Cherryville-MoPac Xing-
Leavenworth Subdivision: Wilder Jct.-Leavenworth-

Kansas City Terminal Division (1994):

Marceline Subdivision: MP 445.9-Kansas City-7000, 7166
Emporia Subdivision: Kansas City-Morris-7100, 7150, 7166, 7753

Kansas Division (1989):

Altus Subdivision: Cherokee-Altus-7121, 7510
Arkansas City Subdivision: Newton-Arkansas City (includes 63.3 miles via OKT, Wichita-Lost Springs; 1.5 miles via Wichita Union Terminal Ry, N Jct.-S Jct.)-7159, 7160, 7361, 7400, 7451, 7557
Boise City Subdivision: Amarillo-Las Animas Jct. -7105, 7120, 7154, 7178, 7181, 7190
Borger Subdivision: Panhandle-Borger-7122
C.V. Subdivision: Dodge City-Boise City (includes .9 mile via SSW CRIP Jct-C.V. Jct)-7302, 7352
Canon City Subdivision: Pueblo Yard-Canon City (includes 40.3 miles via DRGW)-7309, 7320, 7321, 7322, 7323, 7324, 7325, 7357
Englewood Subdivision: South Jct.-End of track (.3 mile from Englewood)-7311
Enid Subdivision: Kiowa-Gutherie (includes 4.1 miles via BN, Blanton-Enid)-7104, 7156
Great Bend Subdivision: Great Bend-Scott City-7310
H&S Subdivision: SSW Jct.-Wellington-called South Hutch Industrial Spur from segment 7313, 7351
Hutchison Subdivision: Hutchison-Kinsley-7314
La Junta Subdivision: Newton-La Junta-7300, 7350, 7351, 7352, 7361, 7362, 7365, 7371, 7846
Larned Subdivision: Larned-Jetmore-7847
Little River Subdivision: Lyons-Galatia-7854
Manter Subdivision: Santana Jct.-Pritchett-7303
McPherson Subdivision: Marion-Ellinwood (includes 29.4 miles via UP, Newton-McPherson; 35.4 miles McPherson-Salina; and at Lyons)-7858
Medicine Lodge Subdivision: Attica-O.B. Jct.-7123
Minnequa Subdivision: Southern Jct.-Pueblo Jct. (includes 1.7 miles via BN, Southern Jct.-Minnequa)-7358
Oklahoma Subdivision: Arkansas City-Gainesville-7400, 7402, 7403, 7404, 7451, 7452, 7453, 7454, 7455, 7458, 7459, 7460, 7461, 7500, 7566, 7567, 7568, 7569, 7570, 7571
Panhandle Subdivision: Waynoka-Amarillo-7100, 7179, 7180, 7181, 7182, 7183, 7187, 7188, 7191, 7193, 7194
Pueblo Subdivision: La Junta-Pueblo Yard-7304, 7353, 7879
Salina Subdivision: Abilene-Osborne (includes 19.9 miles via UP, West Abilene-East Salina)-7315
Shattuck Subdivision: Shattuck-Morse (track out of service just beyond McKibben)(this was the last time listed, 1989)-7316
Stillwater Subdivision: Pawnee-Stillwater-7401
Strong City Subdivision: Neva-Superior (includes track rights with Kyle RR at Courtland and BN at Superior)-7301, 7368, 7369, 7372, 7373, 7376
Waynoka Subdivision: Wellington-Waynoka-7100, 7152, 7159, 7165, 7167, 7177, 7181
Wichita Subdivision: Wichita Jct.-End of track (.3 mile from Pratt)-7892

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Kansas Division (1994):

La Junta Subdivision: Newton-Las Animas Jct.-7300, 7350, 7351, 7352, 7361, 7362, 7365, 7371
Boise City Subdivision: Las Animas Jct.-La Junta-7300, 7353
Arkansas City Subdivision: Newton-Arkansas City-7159, 7400, 7451, 7557, 7361
Strong City Subdivision: Neva-Superior-7301, 7368, 7369, 7372, 7373, 7376
CV Subdivision: Dodge City-Boise City-7302
Manter Subdivision: Satanta Jct.-South Jct.-7303
Pueblo Subdivision: La Junta-Pueblo Yard-7304, 7353, 7363, 7366
Minnequa Subdivision: Southern Jct.-Pueblo Jct. (includes 1.7 miles via BN Southern Jct.-Minnequa)-477, 7358
Canon City Subdivision: Pueblo Yard-Canon City (all but .04 miles via SP)-7309, 7320, 7321, 7322, 7323, 7324, 7325, 7357

Los Angeles Division:

Cadiz District: Parker-Cadiz-7219
Ripley District: Ripley-Rice-sold to A&C
Lucerne Valley District: Cushenbury-Hesperia-7601
Redlands District: Del Rosa-San Bernardino-7603, 7650
San Jacinto District: Highgrove-San Jacinto-7605
Olive District: Atwood-Orange-7607
Fallbrook District: Fallbrook Jct.-Fallbrook-7830
Elsinore District: Elsinore-Porphry-7609
Escondido District: Escondido Jct.-Escondido-7606
Needles District: Needles-Barstow-7200, 7253, 7272, 7281, 7285, 7286, 7754
1st District: Barstow-San Bernardino-7253, 7600, 7650, 7677, 7680, 7754
2d District: San Bernardino-1st Street-7608, 7650, 7658, 7661, 7666, 7669, 7672, 7683, 7923, 7924
Harbor District: Long Beach-Redondo Jct.-7604, 7653, 7675, 7681, 7682, 7756
Redondo District: Redondo Beach-El Segundo-7875
3d District: San Bernardino-Los Angeles Union Depot-7602, 7650, 7652, 7657, 7659, 7660, 7662, 7666, 7667, 7670, 7671, 7673, 7674, 7679, 7866, 7908, 7909
4th District: National City-Fullerton-7600, 7654, 7655, 7656, 7663, 7664, 7668, 7673, 7676, 7872

Los Angeles Division (1985)

Needles Subdivision: Needles-Barstow-7200, 7253, 7272, 7281, 7285, 7286, 7754
Cadiz Subdivision: Parker-Cadiz-7219
Ripley Subdivision: Ripley-Rice-7877
Lucerne Valley Subdivision: Cushenbury-Hesperia-7601
1st Subdivision: Barstow-San Bernardino-7253, 7600, 7650, 7677, 7680, 7754
Redlands Subdivision: Del Rosa-San Bernardino-7603, 7650
2d Subdivision: San Bernardino-1st Street-7608, 7650, 7658, 7661, 7666, 7669, 7672, 7683, 7923
Olive Subdivision: Atwood-Orange-7607
3d Subdivision: San Bernardino-Los Angeles Union Depot-7602, 7609, 7650, 7652, 7657, 7659, 7660, 7662, 7666, 7667, 7670, 7671, 7673, 7674, 7679, 7909
Escondido Subdivision: Escondido Jct.-Escondido-7606
4th Subdivision: National City-Fullerton-7600, 7654, 7655, 7656, 7663, 7664, 7668, 7673, 7676
San Jacinto Subdivision: Highgrove-San Jacinto-7605
Harbor Subdivision: Long Beach-Redondo Jct.-7604, 7653, 7675, 7681, 7682, 7756

Middle Division (1958):

1st District: Emporia-Newton-7100, 7151, 7300, 7370, 7374, 7375

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2d District: Ellinor-Wellington-7100, 7152, 7159, 7164
McPherson District: Florence-Ellinor-7858
3d District: Newton-Arkansas City-7300, 7159, 7160, 7400, 7450, 7451, 7457
Strong City District: Neva-Superior-7301, 7368, 7369, 7372, 7373, 7376
Little River District: Little River-Galatia-7854
Minneapolis District: Manchester-Bernard-7862
Cottonwood District: Strong City-Cottonwood-7824
Douglass District: AG Tower-WN Jct.-7103, 7160
Salina District: Abilene-Osborne-7315

Middle Division (1964):

1st District: Emporia-Newton-7100, 7151, 7300, 7361, 7370, 7374, 7375
2d District: Newton-Dodge City-7300, 7350, 7351, 7352, 7361, 7362
3d District: Newton-Arkansas City-7160, 7300, 7361, 7400, 7450, 7451, 7457
4th District: Ellinor-Wellington-7100, 7152, 7159, 7164
Douglass District: AG Tower-WN Jct.-7103, 7160
5th District: CH Jct.-Kinsley-7314
Great Bend District: Great Bend-Scott City-7310
Larned District: Larned-Jetmore-7847
Strong City District: Neva-Superior-7301, 7368, 7369, 7372, 7373, 7376
Little River District: Little River-Galatia-7854
Minneapolis District: Manchester-Bernard-7862
Salina District: Abilene-Osborne-7315
Cimarron Valley District: Dodge City-Boise City-7302, 7352
Manter District: Satanta-Prichett-7303

Middle Division (1985):

1st Subdivision: Emporia-Newton-7100, 7151, 7300, 7361, 7370, 7374, 7375
2d Subdivision: Newton-Dodge City-7300, 7350, 7351, 7352, 7361, 7362
3d Subdivision: Newton-Arkansas City-7160, 7300, 7361, 7400, 7450, 7451, 7457
4th Subdivision: Ellinor-Wellington-7100, 7152, 7159, 7164
5th Subdivision: Hutchison-Kinsley-7314
Douglass Subdivision: Augusta-WN Jct.-7103, 7160
Oklahoma Subdivision: Arkansas City-Purcell-7400, 7451, 7452, 7453, 7454, 7455, 7458, 7459, 7460, 7461
Enid Subdivision: Kiowa-Gutherie-(includes 3.9 miles via BN, Blanton-BN Jct.)-7104, 7156
Cushing Subdivision: Fairfax-Camp-7404
Stillwater Subdivision: Pawnee-Stillwater-7401
Strong City Subdivision: Neva-Superior-7301, 7368, 7369, 7372, 7373, 7376
Salina Subdivision: Abilene-Osborne-7315
McPherson Subdivision: Marion-Ellinwood-7858
Little River Subdivision: Little River-Galatia-7854
Great Bend District: Great Bend-Scott City-7310
Larned Subdivision: Larned-Jetmore-7847

Missouri Division:

1st District: Shopton-Marceline-7000, 7058, 7062
2d District: Marceline-Kansas City (includes 4.8 miles via KCT, Sheffield-Kansas City)-7000, 7062
St. Joseph District: Henrietta-St. Joseph-7117

New Mexico Division (1935):

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1st District: La Junta-Raton-7300, 7353, 7382
2d District: Raton-Las Vegas-7300, 7379,7382
3d District: Las Vegas-Albuquerque-7300, 7354, 7379, 7383
Rocky Mountain District: Hebron-Ute Park-7880, 7911
Santa Fe District: Lamy-Santa Fe-7314
Des Moines District: Dillon Jct.-Des Moines-7825
Estancia District: Kennedy-Willard-7828
El Paso District: Albuquerque-El Paso-7300, 7318, 7355, 7356, 7378, 7380, 7381
Magdalena District: Socorro-Magdalena-7856
Clayton District: Boise City-Farley-7818
Deming District: Rincon-Silver City-7306, 7307, 7960
Santa Rita District: White Water-Santa Rita-7881
Fiero District: Hanover Jct.-Fiero-7906
Koehler District: Koehler Jct.-Koehler-7910
Van Houten District: Preston-Van Houten-7911
Blossburg District: Dillon-Swastika-7809
Sugarite District: Raton-Yankee-7813, 7886
Hot Spring District: Las Vegas-Montezuma College-7839

New Mexico Division (1961):

1st District: La Junta-Raton-7300, 7353, 7367, 7382
2d District: Raton-Las Vegas-7300, 7379, 7382
3d District: Las Vegas-Albuquerque-7300, 7354, 7379, 7383
El Paso District: Albuquerque-El Paso-7300, 7318, 7354, 7355, 7356, 7378, 7380, 7381, 7384, 7385
Magdalena District: Socorro-Magdalena-7856
Deming District: Rincon-Silver City-7306, 7307, 7377, 7860
Santa Rita District: White Water-Santa Rita-7881
Fiero District: Hanover Jct.-Fiero-7906
Rocky Mountain District: Hebron-Koehler-7880, 7910, 7911

New Mexico Division (1989):

Carlsbad Subdivision: Clovis-Carlsbad-7108, 7155
Clovis Subdivision: East Clovis-Belen-7100, 7155, 7173, 7174, 7175, 7177, 7294, 7355
Crosbyton Subdivision: Lubbock-Crosbyton -7157, 7269
Deming Subdivision: Rincon-Burro Mtn. Jct.-7306, 7307, 7377, 7860
El Paso Subdivision: El Paso Jct.-El Paso -7300, 7318, 7354, 7356, 7378, 7380, 7381, 7384, 7385
Floydada Subdivision: Floydada-Floydada Jct. (last appeared, 1989)-
Glorieta Subdivision: Las Vegas-Belen-7300, 7305, 7379, 7383
Hamlin Subdivision: Altus-Hamlin (last appeared, 1989)-7510
Hereford Subdivision: Amarillo-East Clovis-1754, 7100, 7154, 7186, 7198, 7199
Lamesa Subdivision: Slaton-End of track (.4 mile from Lamesa)-7158, 7267
Las Vegas Subdivision: Raton-Las Vegas-7300, 7304, 7379, 7382
Lehman Subdivision: Doud-end of track (.6 miles from Whiteface)-7852, 7901
Lubbock Subdivision: Slaton-Lone Star Jct-7106, 7107, 7119, 7151, 7192, 7197
Pecos Subdivision: Pecos Jct.-Pecos-7869
Plainview Subdivision: Lubbock Jct.-Lubbock-7106, 7157, 7195, 7586
Raton Subdivision: La Junta-Raton-7300, 7304, 7353, 7367, 7382
Rustler Springs Subdivision: Carlsbad-Rustler Springs-7109, 7110, 7111, 7112, 7113, 7114, 7115
Santa Fe Subdivision: Lamy-Santa Fe-7315
Santa Rita Subdivision: White Water-Santa Rita-7881, 7906
Sayard Subdivision: Hamlin-end of track (1.3 miles from Maryneal)-7510
Seagraves Subdivision: Lubbock-Seagraves (last appeared, 1989)-7157, 7265
Slaton Subdivision: Sweetwater-Slaton-7106, 7107, 7158, 7189, 7196, 7912

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York Canyon Subdivision: French-York Canyon-7308

New Mexico Division (1994):

Clovis Subdivision: Jarales-Belen Jct.-7100, 7155, 7173, 7174, 7175, 7294, 7355

Gallup Subdivision: Belen Jct.-Dalies-7200, 7305, 7355

El Paso Subdivision: Isleta-El Paso-7300, 7305, 7318, 7354, 7356, 7378, 7380, 7381, 7384, 7385

Deming Subdivision: Rincon-Whitewater-7306, 7307, 7377

Lee Ranch Subdivision: Lee Ranch-West Baca-7201, 7202, 7224

Las Vegas Subdivision: Raton-Las Vegas-7300, 7304, 7379, 7382

Glorieta Subdivision: Las Vegas-Dalies-7300, 7305, 7379, 7383

Raton Subdivision: La Junta-Raton-7300, 7304, 7353, 7367, 7382

York Canyon Subdivision: French-York Canyon-7308

Northern Division (1985):

1st Subdivision: Purcell-Gainsville-7500, 7566, 7567, 7568, 7569, 7570, 7571

2d Subdivision: Gainsville-Cleburne-7553, 7556, 7576

Dalton Subdivision: Dalton Jct.-Cleburne-7509, 7553

Dublin Subdivision: Birds-Brownwood-1046, 7262

Sweetwater Subdivision: Brownwood-Sweetwater-7158, 7508, 7515, 7559, 7583, 7589

San Angelo Subdivision: San Angelo Jct.-San Angelo-7263, 7561

Cresson Subdivision: Cleburne-Cresson-7266, 7553

Paris Subdivision: Paris-Zach Jct.-1904, 7832

Ft. Stockton Subdivision: San Angelo-Ft. Stockton-7512

Alpine Subdivision: Ft. Stockton-International Border-7512

Oklahoma Division (1957):

1st District: Arkansas City-Purcell-7400, 7451, 7452, 7453, 7454, 7455, 7458, 7459, 7460, 7461

2d District: Newkirk-South Shawnee-7402, 7404

3d District: Chunute-Tulsa-7147, 7148, 7595, 7597, 7598

Panhuska District: Owen-O.S. Jct.-7868

Drumright District: Cushing-Tidal-7826

4th District: Independence-Wellington-7118, 7841

Enid District: Kiowa-Gutherie-7104, 7156

Stillwater District: Esau Jct.-E.O. Jct.-7401

Coffeyville District: Cherrydale-M.P. Xing-7820

Cushing District: Ripley-Cushing-7878

Ada District: Ada Jct.-Ada-7404

Oklahoma Division (1964):

1st District: Arkansas City-Purcell-7400, 7451, 7452, 7453, 7454, 7455, 7458, 7459, 7460, 7461

2d District: Newkirk-end of track-7404

3d District: Chunute-Tulsa-7147, 7148, 7595, 7597, 7598

Panhuska District: Owen-O.S. Jct.-7868

4th District: Longton-Wellington-7118, 7841

Enid District: Kiowa-Gutherie-7104, 7156

Stillwater District: Esau Jct.-E.O. Jct.-7401

Coffeyville District: Cherrydale-M.P. Xing-7820

Panhandle Division (1994):

Panhandle Subdivision: Waynoka-Eastern-7106, 7157, 7178, 7181, 7182, 7188, 7193, 7194

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Waynoka Subdivision: Wellington-Waynoka-7100, 7152, 7162, 7165, 7167, 7177, 7181
Hereford Subdivision: Eastern-East Clovis-1754, 7100, 7154, 7186, 7199
Boise City Subdivision: BN RRX's (MP 0.1)-La Junta-7105, 7120, 7178, 7184, 7300
Plainview Subdivision: Lubbock Jct.-Canyon Jct.-7106, 7157, 7195, 7586

Pecos Division (1958):

1st District: Clovis-Vaughn-7100, 7155, 7173
2d District: Vaughn-Belen-7100, 7294, 7355
Roswell District: Clovis-Roswell-7108
Estancia District: Willard-Moriarty-
Carlsbad District: Roswell-Pecos-7108, 7110, 7114, 7115, 7869

Pecos Division (1959):

1st District: Clovis-Vaughn-7100, 7155, 7173, 7175, 7176
2d District: Vaughn-Belen-7100, 7174, 7175, 7355
Roswell District: Clovis-Carlsbad-7108
Carlsbad District: Carlsbad-Pecos-7108, 7110, 7111, 7112, 7113, 7114, 7115
Estancia District: Willard-Calvert-

Pecos Division (1994):

Clovis Subdivision: East Clovis-Jarales.-7100, 7155, 7173, 7174, 7175, 7176, 7294
Lubbock Subdivision: Slaton-Lone Star Jct.-7107, 7119, 7157, 7185, 7192, 7196, 7197
Carlsbad Subdivision: Clovis-Carlsbad-7108, 7155
Rustler Springs Subdivision: Carlsbad-Rustler Springs-7109, 7110, 7111, 7112, 7113, 7114, 7115

Plains Division (1966-68):

1st District: Wellington-Waynoka-7100, 7159, 7165, 7167, 7177, 7181, 7192
2d District: Waynoka-Amarillo-7100, 7154, 7159, 7180, 7181, 7182, 7188, 7193, 7194, 7883
3d District: Amarillo-Clovis-7100, 7154, 7186, 7198, 7199
Shattuck District: Shattuck-Etter-7316
Dumas District: Amarillo-Boise City-7105, 7154, 7178, 7184
Borger District: Panhandle-Borger-7122
Wichita District: Wichita Jct.-Pratt-7892
Englewood District: Wichita-Englewood-7311, 7892
Medicine Lodge District: Attica-Belvidere-7123
H&S District: ND Jct.-Wellington-7312, 7313, 7452
Anthony District: Geuda Springs-Anthony-7802
Hunnewell District: Wellington-Tonkawa-7313
Altus District: Cherokee-Altus-7510
Clinton District: Pampa-Clinton-7121, 7902
Ponca City District: Ponca City-Blackwell-
Buffalo District: Waynoka-Buffalo-7811

Plains Division (1971):

1st District: Wellington-Waynoka-7100, 7159, 7165, 7167, 7177, 7181, 7192
2d District: Waynoka-Amarillo-7100, 7154, 7159, 7180, 7181, 7182, 7188, 7193, 7194, 7883
3d District: Amarillo-Clovis-7100, 7154, 7186, 7198, 7199
4th District: Slayton-Texico-7106, 7107, 7157, 7158, 7189, 7196, 7197
5th District: Sweetwater-Slaton-7106, 7107, 7158, 7192, 7196, 7912
Altus District: Cherokee-Altus-7510

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Anthony District: Geuda Springs-Anthony-7802
Alpine District: Ft. Stockton-Presidio-7512
Borger District: Panhandle-Borger-7122
Buffalo District: Waynoka-Buffalo-7811
Clinton District: Pampa-Clinton-7121, 7902
Crosbyton District: Lubbock-Crosbyton-7157, 7269
Dumas District: Amarillo-Boise City-7105, 7154, 7178, 7184
Englewood District: Wichita-Englewood-7311, 7892
Ft. Stockton District: San Angelo-Ft. Stockton-7512
Floydada District: Floydada-Plainview-7268
H&S District: ND Jct.-Wellington-7312, 7452
Hamlin District: Altus-Hamlin-7510
Lamesa District: Slaton-Lamesa-7158, 7267
Lehman District: Doud-Bledsoe-7852, 7901
Medicine Lodge District: Attica-Belvidere-7123
Ponca City District: Ponca City-Blackwell-7312
Plainview District: Canyon-Lubbock-7106, 7157, 7185, 7195, 7586
Sayard District: Hamlin-San Angelo-7510
Sonora District: SN Jct.-Sonora-7884
Shattuck District: Shattuck-Etter-7316
Seagraves District: Lubbock-Seagraves-7157, 7265
Wichita District: Wichita Jct.-Pratt-7892

Southern California Division (1994):

Cajon Subdivision: Lenwood-San Bernardino-7253, 7600, 7650, 7677, 7680
Lucerne Valley Subdivision: Cushenbury-Hesperia-7601
San Bernardino Subdivision: San Bernardino-Commerce-7600, 7601, 7602, 7603, 7605, 7650, 7662, 7671, 7673
San Diego Subdivision: National City-Fullerton (includes 103.3 miles via Metrolink and San Diego Northern between Fullerton & San Diego)-7600, 7654, 7663, 7664, 7673
Redlands Subdivision: End of track (1.4 miles from Mentone)-San Bernardino-7603, 7650
San Jacinto Subdivision: Highgrove-San Jacinto-7605

Southern Division:

1st Subdivision: Cleburne-Temple-7500, 7553, 7582, 7591
2d Subdivision: Temple-Bellville Yard-7500, 7551, 7572, 7575, 7577, 7578, 7579
Lampassas Subdivision: Temple-Brownwood-7508, 7515, 7559, 7588
Hall Subdivision: Thompsons-Cane Jct.-7507, 7518, 7592
Garwood Subdivision: Rayner Jct.-Garwood-7833
Conroe Subdivision: Somerville-Silsbee-7502, 7551, 7560, 7584
Longview Subdivision: Longview-Silsbee-7503, 7560, 7580, 7581, 7585, 7587, 7590, 7596
Matagorda Subdivision: Sealy-Matagorda-7506, 7573
San Saba Subdivision: Lometa-Brady (end of track 1.6 miles beyond Brady)-7264
Houston Subdivision: Alvin-New South Yard-7501, 7558, 7563, 7564, 7572, 7593
Silsbee Subdivision: Silsbee-Stowell-7503, 7505, 7560, 7562
Oakdale Subdivision: Oakdale-J&E Jct.-7504, 7755

Southern Kansas Division (1942):

1st District: Chanute-Tulsa-7147, 7148
2nd District: Chanute-Emporia-7118, 7807, 7840
3rd District: Independence-Wellington-7118, 7841
Coffeyville District: Cherryville-Coffeyville-7820

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Pawhuska District: Owen-Osage Jct.-7868

Howard District: Moline-Madison Jct.-7151, 7840

Fredonia District: Benedict Jct.-Longton-7118

Girard District: Chanute-Joplin (includes 6.7 miles via KCS-Pittsburg-Joplin)-7834

Southern Region (1991):

Oklahoma Subdivision: Arkansas City-Gainesville-7400, 7402, 7403, 7404, 7451, 7452, 7453, 7454, 7455, 7458, 7459, 7460, 7461, 7500, 7566, 7567, 7568, 7569, 7570, 7571

Ft. Worth Subdivision: Gainesville-Temple (includes 3.1 miles via BN, North Yard-Tower 55)-7500, 7552, 7553, 7554, 7555, 7556, 7576, 7582, 7591

Galveston Subdivision: Temple-Galveston-492, 7500, 7507, 7513, 7518, 7550, 7552, 7572, 7575, 7577, 7578, 7579, 7592, 7595, 7597, 7598

Houston Subdivision: Alvin-New South Yard-492, 7501, 7558, 7563, 7564, 7572, 7593

Lampasas Subdivision: Temple-Sweetwater (includes 5.1 miles via Central Region, Slaton Subdivision, Tecific-Sweetwater)-7508, 7515, 7552, 7559, 7583, 7588, 7589

Dallas Subdivision: Dallas Jct.-Tower 19; End of track (.3 mile from Hale)-Cleburne (including 1 mile via SP in Dallas)-7509, 7510, 7553, 7594

Garland Subdivision: L&A Jct-Zacha Jct.-1904, 7832

Cresson Subdivision: Cleburne-Cresson-7266, 7553

Dublin Subdivision: Birds-Ricker-sold 1994-Cen-Tex Rail Link-1040, 7262, 7516

San Saba Subdivision: Lometa-End of track (1.6 miles from Brady)-7264

Conroe Subdivision: Somerville-Silsbee-7502, 7551, 7560, 7584

Longview Subdivision: Longview-Silsbee-7503, 7560, 7580, 7581, 7585, 7587, 7590, 7596

Silsbee Subdivision: Silsbee-End of track (.7 mile from Stowell)-7503, 7505, 7560, 7562, 7574

Oakdale Subdivision: End of track (1 mile from DeRidder-J&E Jct)-7504, 7755

Bay City Subdivision: End of track (.6 mile from SP RRX)-End of track (2.9 miles from Wadsworth)-7506, 7573

Enid Subdivision: Kiowa-Enid Jct. (includes 4.1 miles via BN, Blanton-Enid)-7104, 7156

Stillwater Subdivision: Pawnee-Stillwater-7401

Altus Subdivision: Cherokee-Altus-7510

Hamlin Subdivision: Altus-Hamlin-7510

San Angelo Subdivision: San Angelo Jct.-International Bridge-7512, 7561

Sayard Subdivision: Hamlin-Maryneal (end of track 1.6 miles beyond Maryneal)-7510

South Texas Division (1994):

Ft. Worth Subdivision: Cleburne-Temple-7500, 7552, 7553, 7582, 7591

Galveston Subdivision: Temple-Galveston-492, 7500, 7507, 7513, 7518, 7550, 7551, 7552, 7572, 7575, 7577, 7578, 7579, 7592, 7595, 7597, 7598

Houston Subdivision: Alvin-New South Yard (includes rights over HB&T and PTR A)-492, 7501, 7558, 7563, 7564, 7572, 7593

Lampasas Subdivision: Temple-Tecific-7508, 7515, 7552, 7559, 7583, 7588, 7589

Conroe Subdivision: Somerville-Silsbee-7502, 7560, 7584

Longview Subdivision: Longview-Silsbee-7503, 7560, 7580, 7581, 7585, 7587, 7590, 7596

Silsbee Subdivision: Silsbee-end of track (.7 miles beyond Stowell)-7503, 7505, 7560, 7562, 7574

Oakdale Subdivision: MP 39.4 (end of track)-J&E Jct.-7504, 7755

Bay City Subdivision: MP 42.2 (end of track)-MP 82.5 (end of track) or Wharton-2.6 miles beyond Wadsworth-7506, 7573

Slaton Subdivision: Tecific-Orient Jct.-7106, 7158

Texas Division (1989):

Conroe Subdivision: Somerville-Silsbee-7502, 7551, 7560, 7584

Cresson Subdivision: Cleburne-Cresson-7553

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Dallas Subdivision: Dalton Jct.-Cleburne (including 1 mile via SP in Dallas)-7509, 7510, 7553, 7594
Dublin Subdivision: Birds-Ricker-1046, 7262, 7516
Ft. Worth Subdivision: Gainesville-Temple (includes 3.1 miles via BN, North Yard-Tower 55)-7500, 7552, 7553, 7554, 7555, 7556, 7576, 7582, 7591
Galveston Subdivision: Temple-Galveston-492, 7500, 7513, 7550, 7552, 7572, 7575, 7577, 7578, 7579, 7595, 7597, 7598
Garwood Subdivision: Rayner Jct.-Garwood-7833
Hall Subdivision: Thompsons-Cane Jct.-(last appearance-1989)-7507, 7592
Houston Subdivision: Alvin-New South Yard-492, 7501, 7558, 7563, 7564, 7572, 7593
Lampasas Subdivision: Temple-Sweetwater-7508, 7515, 7552, 7559, 7583, 7588, 7589
Longview Subdivision: Longview-Silsbee-7503, 7560, 7580, 7581, 7585, 7587, 7590, 7596
Matagorda Subdivision: Sealy-Matagorda-7506, 7573
Oakdale Subdivision: End of track (1 mile from DeRidder-J&E Jct-7504, 7755
Paris Subdivision: Paris-Zach Jct.-1904, 7832
San Angelo Subdivision: San Angelo Jct.-International Bridge-7512, 7561
San Saba Subdivision: Lometa-End of track (1.6 miles from Brady)-7264
Silsbee Subdivision: Silsbee-End of track (.7 mile from Stowell)-7503, 7505, 7560, 7562, 7574

Valley Division (1940-62):

1st District: Kern Jct.-Calwa-7200, 7254, 7255, 7280, 7284, 7289, 7291
2d District: Calwa-Riverbank-7200, 7255, 7256, 7257, 7283
3d District: Riverbank-Richmond-7200, 7256, 7257, 7258, 7270, 7278, 7282, 7288, 7290, 7678
Valley & San Francisco Terminal District: Richmond-San Francisco-7200, 7258, 7259, 7261, 7678, 7823
Oil City District: Oil Jct.-Oil City-7865
Oakdale District: Oakdale-Riverbank-7215, 7256, 7257, 7287
Fresno Interurban District: Hammond-Belmont Ave.-7214
Wahtoke District: Piedra-Reedley-7890
Laton District: Laton-Lanare-7849
Visalia District: Corcoran-Calwa-7218
Porterville-Orosi District: Bakersfield-Minkler-7221, 7254, 7898, 7927

Valley Division (1963):

1st District: Kern Jct.-Calwa-7200, 7254, 7255, 7280, 7284, 7289, 7291
2d District: Calwa-Richmond-7200, 7255, 7256, 7257, 7258, 7270, 7278, 7282, 7283, 7287, 7288, 7290, 7678
San Francisco Terminal District: Richmond-40th St.-7258, 7259, 7678, 7823
Mojave District: Barstow-Mojave-7200, 7220, 7253, 7279, 7754
Arvin District: Arvin-Magunder-7804
Fresno Interurban District: Hammond-Belmont Ave.-7214
Wahtoke District: Piedra-Reedley-7890
Laton District: Laton-Lanare-7849
Visalia District: Corcoran-Calwa-7218
Porterville-Orosi District: Bakersfield-Minkler-7221, 7254, 7898, 7927
Oil City District: Oil Jct.-Oil City-7865

Western Division:

Great Bend District: Great Bend-Scott City-7310
Cimarron Valley District: Dodge City-Boise City-7302, 7352
1st District: Newton-Dodge City-7300, 7352, 7361, 7362
2d District: Hutchinson-Kinsley-7314, 7351
Larned District: Larned-Jetmore-7847
Morton District: Satanta-Prichett-7303

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Western Region (1991):

Needles Subdivision: Needles-Barstow-7200, 7253, 7272, 7281, 7285, 7286, 7754

Lucerne Valley Subdivision: Cushenberry-Hesperia-7601

Cajon Subdivision: Barstow-San Bernardino-7253, 7600, 7650, 7677, 7680, 7754

Redlands Subdivision: End of track (1.4 miles from Mentone)-San Bernardino-7603, 7650

Pasadena Subdivision: San Bernardino-Los Angeles (includes .8 mile via AMTRAK, Mission Tower-Union Station)- Note: after 1991, West Yard-Los Angeles-7608, 7650, 7658, 7666, 7669, 7672, 7683, 7923

Olive Subdivision: Atwood-Olive Jct.-7607

San Bernardino Subdivision: San Bernardino-Los Angeles (includes .8 mile via AMTRAK, Mission Tower-Union Station)-7600, 7602, 7650, 7651, 7652, 7657, 7659, 7660, 7661, 7662, 7666, 7667, 7670, 7671, 7673, 7674, 7679

Escondido Subdivision: Escondido-Escondido Jct.-7606

San Diego Subdivision: National City-Fullerton-7600, 7654, 7655, 7656, 7663, 7664, 7668, 7673, 7676

San Jacinto Subdivision: Highgrove-San Jacinto-7605

Harbor Subdivision: Redondo Jct.-Long Beach (includes unknown miles via Harbor Belt Line and 1.9 miles via SP, Long Beach Jct.-Long Beach)-7604, 7653, 7675, 7681, 7682, 7756

Mojave Subdivision: Valley Jct.-Bakersfield (includes 69.9 miles via SP, Mojave-Kern Jct.)-7200, 7253, 7254, 7279, 7754, 8107

Arvin Subdivision: Arvin-Magunden-7804

Sunset Railway Subdivision: Taft-Gosford (jointly owned with SP)-7211, 7212

Bakersfield Subdivision: Bakersfield-Calwa-7200, 7214, 7254, 7255, 7258, 7280, 7284, 7289, 7291

Porterville Subdivision: Jastro-Cutler (includes 38.8 miles via SP, Oil Jct.-Ducor)-7221, 7898

Oil City Subdivision: Oil Jct.-Maltha-7221, 7863

Visalia Subdivision: Corcoran-Calwa-To San Joaquin Valley RR before merger-7218

Stockton Subdivision: Calwa-Richmond-7200, 7255, 7256, 7257, 7258, 7259, 7261, 7270, 7278, 7282, 7283, 7288, 7290, 7678

Cameo Subdivision: End of track (1.4 miles from Cameo)-Hammond (listed as joint track with SP)-7214

Riverbank Subdivision: SP RRX-Riverbank (listed as joint track with SP, Riverbank-Oakdale)-7215, 7256, 7257, 7287

Cadiz Subdivision: Parker-Cadiz -7219

Ripley Subdivision: Ripley-Rice-7877

Burlington & Missouri River in Nebraska*:

Ashland Division (1906 only for this division before being merged into the Omaha Division):

Ashland & Ferry Sub: Ashland-Ferry (South Sioux City-144, 883

Ferry & O'Neill Sub: Ferry-O'Neill-145

The major divisions of the Chicago, Burlington, & Quincy are as follows:

Alliance (combined later into Alliance & Sterling Divisions, then Alliance & Lincoln Divisions), evolved from the Burlington & Missouri River (NE)'s Wyoming Division in 1904

Beardstown (combined into Galesburg & Beardstown Divisions, then Hannibal Division). 1904 until 1954

Brookfield Division-established in 1904 until combined into the Galesburg Division in 1954

Burlington Division-1904-1921 when it was split between the Ottumwa & Hannibal Divisions

Casper (combined into Casper & Sheridan Divisions, then Alliance & Lincoln Divisions), established in 1914 from the Sheridan Division, and recombined in 1953.

Centerville (combined into Hannibal Division), established in 1904 and combined with Hannibal in 1951.

Chicago & Aurora established in 1904 and always were combined.

Creston (combined into Ottumwa & Creston Divisions, then dropped), established 1905 and combined in 1931.

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Galesburg (combined into Galesburg & Beardstown, then into Hannibal Division), established in 1904

Hannibal (combined with Galesburg & Beardstown into one Hannibal Division) established 1904.

Iowa Division (became part of the Creston Division)

La Crosse (combined into Aurora & Chicago Divisions, then Chicago Division) established in 1904 from the B&MR's Northern Division

Lincoln (combined with Omaha & Wymore Divisions into one Lincoln Division), established in 1904 and in 1908, Omaha Division was extracted and then remerged with Lincoln in 1953. Wymore was merged in 1956.

Mc Cook (combined into the Lincoln, McCook & Alliance Divisions, then Lincoln & Alliance Divisions), evolved from the B&MR's Western Division in 1904.

Omaha (combined into Lincoln Division), established from the Lincoln Division in 1908 until recombined in 1956.

Ottumwa (combined into Ottumwa & Creston Divisions, then Ottumwa), established in 1905 until combined with the Creston Division in 1931.

St. Joseph (combined into Ottumwa Division), established in 1904 from most of the Kansas City, St. Joseph, & Council Bluffs RR.

St. Louis Division (forerunner to the Brookfield Division until 1904)

Sheridan (combined later into Casper & Sheridan Divisions, then dropped), established in 1904 from the B&MR's Wyoming Division

Sterling (combined into Alliance & Sterling Divisions, then dropped), established in 1904.

Wymore (combined into Lincoln Division), evolved from the B&MR's Southern Division in 1904.

Chicago, Burlington, & Quincy Railroad Company:

Alliance Division (1904-1939):*

Ravenna & Seneca Sub: Ravenna-Seneca-4, 889

Seneca & Alliance Sub: Seneca-Alliance-4, 890, 891

Alliance & Edgemont Sub: Alliance-Edgemont-4, 890, 891, 892

Englewood & Spearfish Sub: Englewood-Spearfish-892 (changed in 1934 to Englewood & Trojan Sub)(not sure if this is part of Englewood-Reno added in 1937)-1633

Minnekahta & Hot Springs Sub: Minnekahta-Hot Springs-185

Nemo & Lead Sub: Nemo-Lead (until 1928)-

Fantail & Kirk Sub: Fantail-Kirk (added in 1928)-182, 183

Calcite & Lead Sub: Calcite-Lead (1928-1930)-

Keystone & Hill City Sub: Keystone-Hill City (added 1928)-184

Lead & Kirk Sub: Lead-Kirk (added 1930)-182, 183, 895

Alliance & Sterling Divisions (1953):

Ravenna & Seneca Sub: Ravenna-Seneca-4, 889

Seneca & Alliance Sub: Seneca-Alliance-4, 888, 890, 891

Alliance & Edgemont Sub: Alliance-Edgemont-4, 888, 890, 891, 892

Edgemont & Deadwood Sub: Edgemont-Deadwood-181, 892, 895, 1660

Alliance & Guernsey Sub: Alliance-Guernsey-5, 21, 888, 890, 891, 893, 896, 899

Bridgeport & Sterling Sub: Bridgeport-Sterling-21, 907

Union & Brush Sub: Sterling-Brush (includes 23.45 miles via UP, Sterling-Union)-21, 907, 908

Holdrege & Curtis Sub: Holdrege-Curtis-180

Hot Springs Spur: Minnekahta-Hot Springs-185

Keystone Spur: Hill City-Keystone-184

Curtis & Sterling Sub: Curtis-Sterling-180, 907

Sterling & Cheyenne Sub: Sterling-Cheyenne-180

Reno Spur: Reno-Englewood-892, 1633

Lead Spur: Lead-Kirk-182, 183, 895

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Alliance Division:

31st Subdivision (Main Line)-Ravenna-Alliance: 4, 889, 890, 891
32d Subdivision (Main Line)-Alliance-Edgemont: 4, 890, 891, 892
33d Subdivision (Branch Line)-Edgemont-Deadwood: 181, 892, 895, 898
34th Subdivision (Main Line)-Edgemont-Sheridan: 4, 739, 750, 892, 952
35th Subdivision (Main Line)-Sheridan-Billings (includes 12.3 miles via NP-Huntley-Billings): 4, 739, 750
36th Subdivision (Main Line)-Alliance-Guernsey: 5, 21, 890, 891, 893, 896, 899
37th Subdivision (Main Line)-Guernsey-Casper: 5, 893, 894, 899
38th Subdivision (Main Line)-Northport-Sterling: 21, 907
39th Subdivision (Main Line)-Casper-Greybull: 5, 894
40th Subdivision (Main Line)-Greybull-Billings (includes 22 miles via NP-Fromberg-Laurel): 5, 717
41st Subdivision (Branch Line)-Frannie-Cody: 330
Lead Spur: 182, 183, 895
Keystone Spur: 184
Hot Springs Spur: 185

Beardstown Division (1945):

Rio & Beardstown Sub: Rio-Beardstown Yard-12, 68, 116, 856
Beardstown & St. Louis Sub: Beardstown-St. Louis (includes 19.64 miles via NYC & Alton Joint Timetable-East Alton-East St. Louis)-12, 856, 862
Concord & Centralia Sub: Concord-Centralia-13, 857, 8252
Ziegler Jct. & Ziegler Sub: Ziegler Jct.-Ziegler-
Horton & West Frankfort Sub: Horton-West Frankfort-125
Centralia & Herrin Sub: Centralia-Herrin-124, 857
Herrin Jct. & Paducah Sub: Herrin Jct.-Paducah (includes 15.73 miles via C&EI-Neilson-WV Jct., and .99 miles via P&I-CB&Q Jct.-Metropolis)-13, 104, 8009

Brookfield Division (1904-1954): *

Quincy, Hannibal, & Brookfield Sub: Quincy-Brookfield-109, 853
Brookfield & St. Joseph Sub: Brookfield-St. Joseph-841
Cameron Jct. & Kansas City Sub: Cameron Jct.-Kansas City-
Quincy & Milan Sub: Quincy-Milan (added after 1939)-118
Osborn & Kansas City Sub: Osborn-Kansas City (added after 1939)-118

Casper & Sheridan Divisions:

Guernsey & Casper Sub: Guernsey-Casper-5, 893, 894, 899
Casper & Bonneville Sub: Casper-Bonneville-5, 894
Bonneville & Greybull Sub: Bonneville-Greybull-5, 717
Greybull & Fromberg Sub: Greybull-Billings (includes 37.24 miles via NP-Fromberg-Billings)-5, 717, 720
Frannie & Cody Sub: Frannie-Cody-330
Edgemont & Gillette Sub: Edgemont-Gillette-4, 892, 897, 952
Gillette & Sheridan Sub: Gillette-Sheridan-4, 739, 750, 952
Sheridan & Huntley Sub: Sheridan-Billings (includes 12.31 miles via NP-Billings-Huntley)-4, 739, 750

Burlington Division (1904-1924)*:

Albia & Des Moines Sub: Albia-Des Moines (includes 1.8 miles via Des Moines Union Railway-East D.M.U. Jct.-Des Moines)-81, 82, 840
Burlington & Oakaloosa Sub: Burlington-Oakaloosa-3, 834, 835, 836, 837, 845, 846

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Oskaloosa & Tracy Sub: Oskaloosa-Tracy-846 (assuming that Oskaloosa is now Osceola)
Winfield & Washington Sub: Winfield-Washington-89, 136, 834
Burlington & Quincy Sub: Burlington-Quincy-117
Ft. Madison & Batavia Sub: Ft. Madison-Batavia-122, 850

Casper Division (1914-1953)*:

Guernsey & Casper Sub: Guernsey-Casper (called Hartsville Jct.-Casper until 1916)-5, 893, 894, 899
Casper & Greybull Sub: Casper-Greybull-5, 717, 894 (changed in 1917 to Casper & Bonneville Sub and Bonneville & Greybull Sub was added on the same date)
Greybull & Billings Sub: Greybull-Billings (includes 22 miles via NP-Fromberg-Laurel)-5, 717
Frannie Jct. & Cody Sub: Frannie Jct.-Cody-330

Centerville Division (1904-1951)*:

Viele & Sedan Sub: Viele-Sedan-1616
Sedan & Carrolton Sub: Sedan-Carrolton-120
Alexandra & Humeston Sub: Alexandra-Humeston-84, 112
Humeston & Shenandoah Sub: Humeston-Shenandoah-84
Sedan & Elmer Sub: Sedan-Elmer-
Van Vert & Decatur City Sub: Van Vert-Decatur City-

Chicago & Aurora Divisions (1930):

Chicago to Aurora; Aurora to Chicago Subs (Main Line): Chicago Union Station-Aurora-71, 463, 800, 801, 802, 803, 804, 805, 806, 807, 3050
Aurora to Galesburg; Galesburg-Aurora Subs (Main Line): Aurora-Galesburg-1, 464, 472, 807, 809, 830, 831, 832, 833
Montgomery & Streator Sub: Montgomery-Streator-60, 812, 813
West Eola & West Chicago Sub: West Eola-West Chicago-65, 807
Aurora & West Batavia Sub: Aurora-West Batavia-64, 807
Aurora to Savanna/Savanna to Aurora Sub (Main Line): Aurora-Savanna-3, 807, 810, 820, 821
Shabbona & Sterling Sub: Shabbona-Sterling-59, 818
Paw Paw & Burgess Jct. Sub: Paw Paw-Burgess Jct.-58
Rockford & Flag Center Sub (Branch Line): Flag Center-Rockford-63, 816
Oregon & Forreton Sub: Oregon-Forreton-66
Mendota & Walnut Sub: Mendota-Walnut-9, 62, 809
Streator & Denrock Sub: Streator-Denrock-9, 61, 62, 813, 822, 823

Chicago & Aurora Divisions (1942):

Chicago to Aurora; Aurora to Chicago Subs (Main Line): Chicago Union Station-Aurora-71, 463, 800, 801, 802, 803, 804, 805, 806, 807
Aurora to Galesburg; Galesburg-Aurora Subs (Main Line): Aurora-Galesburg-1, 464, 472, 807, 809, 830, 831, 832, 833
Aurora to Savanna/Savanna to Aurora Sub (Main Line): Aurora-Savanna-3, 807, 810, 820, 821
Burgess Jct. & Sterling Sub (Branch Line): Burgess Jct.-Sterling-58, 59, 818
Mendota & Denrock Sub (Branch Line): Mendota-Denrock-9, 62, 809
Montgomery & Streator Sub: Montgomery-Streator-60, 812, 813
Streator & Kasbeer Sub: Streator-Kasbeer-61, 1666
Rockford & Flag Center Sub (Branch Line): Flag Center-Rockford-63, 816
Oregon & Forreton Sub: Oregon-Forreton-66
West Eola & West Chicago Sub: West Eola-West Chicago-65, 807
Aurora & West Batavia Sub: Aurora-West Batavia-64, 807

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Chicago & Aurora Divisions (1954-64):

Chicago to Aurora; Aurora to Chicago Subs (Main Line): Chicago Union Station-Aurora-71, 463, 800, 801, 802, 803, 804, 805, 806, 807
Aurora to Galesburg; Galesburg-Aurora Subs (Main Line): Aurora-Galesburg-1, 464, 472, 807, 809, 830, 831, 832, 833
Aurora & Savanna Sub (Main Line): Aurora-Savanna-3, 807, 810, 820, 821
Savanna & North La Crosse Sub (Main Line): Savanna-North La Crosse-3, 72, 810, 811, 824, 826, 827, 1623
North La Crosse & St. Croix Tower Sub (Main Line): North La Crosse-Minneapolis (includes 19.91 miles via Joint Timetable St. Croix Tower-St. Paul and 10.53 miles via GN, St. Paul-Minneapolis): 3, 546, 811
Savanna Tower & Galesburg Sub: Savanna Tower-Galesburg- 6, 7, 8, 10, 464, 814, 830, 831, 832, 833
Terminal Jct. & Barstow Sub (Branch Line): Clinton-Barstow (includes .64 mile via DRI&NW Ry Rock Island-Terminal Jct.)-57, 815, 817, 819
Alpha & Joy Sub (Branch Line): 67
Agnew & Denrock Sub (Branch Line): Sterling-Denrock (includes 5.4 miles via C&NW Sterling-Agnew)-56, 818
Earlville & Sterling Sub (Branch Line): Earlville-Sterling-58, 59, 818
Montgomery & Zearing Sub (Branch Line): Montgomery-Zearing-60, 61, 812, 813, 822, 823, 1666
Mendota & Denrock Sub (Branch Line): Mendota-Denrock-9, 809
Flag Center & Rockford Sub (Branch Line): Flag Center-Rockford-63, 816
Garden Plain Spur: Lass-Garden Plain-69
Alexis Spur: Rio-Alexis-68
Baker Spur: Earlville-Baker-58
Woodhull Spur: Alpha-Woodhull-67
Mt. Morris Spur: Oregon-Mt. Morris-66
West Chicago Spur: Aurora-West Chicago-65, 807
West Batavia Spur: Aurora-West Batavia-64, 807

Chicago Division (1894):

Chicago & Mendota Sub: Union Depot-Mendota-1,71, 800, 801,802, 803, 804, 806, 807, 808, 809
Aurora & Forreston Branch: Aurora-Forreston-3, 66, 807, 820, 821
Flag Center & Rockford Branch: Flag Center-Rockford-63, 816
Aurora & Streator Branch-Aurora-Streator-60, 807, 812, 813, 822, 823
Shabbona & Sterling Branch: Shabbona-Sterling-59, 818
Aurora & Turner Branch: Aurora-Turner-65, 807
Sheridan & Paw Paw Branch: Sheridan Jct.-Paw Paw-58
Aurora & Geneva Branch: Geneva Switch-Batavia-64
Mendota, Clinton, & Fulton Branch: Mendota-Fulton-9, 62, 69, 817, 818
Streator & Walnut Branch: Streator-Walnut-61, 813

Galesburg (1894):

Mendota & Burlington Sub: Mendota-Burlington-1, 809, 830, 831, 832, 833, 834
Galesburg & Peoria Branch: Peoria-Galesburg-108, 830, 831, 832, 833, 855, 858
Quincy, Hannibal, & Louisiana Branch: Quincy-Louisiana-109, 853, 1631
Galesburg & Quincy Sub: Galesburg-Quincy-11, 830, 831, 832, 833
Buda & Rushville Branch: Buda-Rushville (Elmwood-Yates City governed by Galesburg & Peoria Branch)-111, 858
Galesburg & Rio Branch: Rio-Galesburg-6, 830, 831, 832, 833, 834
Galva & Keithsburg Branch: Galva-Gladstone-67
Galva & Keithsburg Branch: Keithsburg Jct.-New Boston-1625
Burlington & Quincy Branch: Burlington-Quincy-117

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Galesburg (1929-39):

Galesburg to Quincy/Quincy to Galesburg Sub: 11, 464, 472, 830, 831, 832, 833
Galesburg to Savannah Tower/Savannah Tower to Galesburg Sub: Galesburg-Savannah Tower-6, 7, 8, 9, 10, 464, 472, 810, 814, 830, 831, 832, 833
Rock Island & Barstow Sub: Rock Island-Barstow-7, 814, 815, 817, 819
Lass & Ebner Sub: Lass-Ebner-69
Buda & Rushville Sub: Buda-Rushville (includes 2.5 via Galesburg & Peoria Sub)-111, 858
Galesburg & Peoria Sub: Galesburg-Peoria-108, 464, 472, 830, 831, 832, 833, 855, 858
Galva & Gladstone Sub: Galva-Gladstone; Arpee-New Boston-67, 1624
Fairview & Lewiston Sub (1939): Fairview-Lewiston-113
Quincy, East Hannibal, & Pike Sub: Quincy-Pike-109, 853, 859
Agnew & Denrock Sub (1939): Agnew-Denrock (includes 5.3 miles via CNW)-8, 56, 818
Sterling & Denrock Sub (1929): Sterling-Denrock with no track rights)-8, 56, 818
Galesburg & West Havana Sub (1929): Galesburg-West Havana-113, 830, 831, 832, 833

Galesburg & Beardstown Divisions (1958):

Galesburg & West Quincy Sub: Galesburg-West Quincy-11, 464, 472, 830, 831, 832, 833, 852
Lass & Ebner Sub: Ebner-Lass-69
Terminal Jct. & Barstow Sub: Rock Island-Barstow (includes .64 miles via DRI&NW-Rock Island-Terminal Jct.)-7, 814, 815, 817, 819
Savanna & Galesburg Sub: Savanna-Galesburg (includes .96 miles via La Crosse Division, Savannah Tower-Savannah)-6, 7, 8, 9, 10, 464, 472, 810, 814, 830, 831, 832, 833
Peoria & Galesburg Sub: Peoria-Galesburg-18, 464, 472, 830, 831, 832, 833, 855, 858
Buda & Vermont Sub: Buda-Vermont (includes 2.84 miles via Galesburg & Peoria Sub-Elmwood-Yates City)-111, 858
Agnew & Denrock Sub: Sterling-Denrock (includes 5.4 miles via CNW-Sterling-Agnew)-8, 56, 818
Quincy & East Hannibal Sub: Quincy-East Hannibal-109, 853
Nekoma & New Boston Sub: Nekoma-New Boston-67
Fairview & Lewistown Sub: Fairview-Lewistown-113
Monmouth & Beardstown Sub: Monmouth-Beardstown-12
Beardstown & East Alton Sub: Beardstown-St. Louis (includes 19.65 miles via NYC & GM&O-East Alton-Bridge Jct. and unknown miles via TRAA-Granite City-Carr St. (St. Louis)-12, 857, 858, 862
Concord & Centralia Sub: Concord-Centralia-13, 8252
Centralia & CB&Q Jct. Sub: Centralia-Paducah-(Includes 15.73 miles via C&EI-Neilson-West Vienna and .99 miles via Paducah & Illinois-CB&Q Jct.-Paducah)-13, 124, 124, 8009, 8252
Rushville Spur: Vermont-Rushville-111
Monmouth Spur: Rio-Monmouth-68
New Canton Spur: Hulls-New Canton-

Hannibal Division (1949):

St. Louis to Old Monroe/Old Monroe to St. Louis Sub (includes 3.9 miles via TRAA St. Louis Union Station-North Market): Union Station-Old Monroe-14, 121
Old Monroe to Hannibal/Hannibal to Old Monroe Sub: Old Monroe-Hannibal-14
Hannibal to Burlington/Burlington to Hannibal Sub: Hannibal-Burlington-14, 850, 851, 852, 853, 854, 860, 863
Old Monroe & Francis Sub: Old Monroe-Francis-110
Illinois Jct. & Quincy Sub: Burlington-Quincy-117, 852
Quincy, Hannibal & Brookfield/Brookfield, Hannibal & Quincy Sub: Quincy-Brookfield-15, 17, 852, 1632
Brookfield to Kansas City/Kansas City to Brookfield Sub: Brookfield-Kansas City (includes unknown miles between Birmingham & St. Louis Ave via joint timetable-CB&Q/Wabash)-17, 18, 465, 842, 8250
St. Joseph & Cameron Sub: Cameron Jct.-St. Joseph Frt. Yards-15

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Hannibal Division (1962):

Galesburg & Quincy Subdivision (Main Line): Galesburg-West Quincy-11, 852
West Quincy & Kansas City Subdivision (Main Line): West Quincy-Kansas City (includes 16.02 miles via Wabash RR Maxwell-Birmingham and 2.72 miles via Kansas City Terminal Ry from 5th St-Kansas City)-14, 15, 17, 18, 852, 8250, 8920, 8921, 8922
Unionville & Laclede Subdivision (Branch Line): Unionville-Laclede-119
Brookfield & St. Joseph Subdivision (Main Line): Brookfield-St. Joseph-15
Cameron & Birmingham Subdivision (Branch Line): Cameron-Birmingham-18
North Market-Burlington Subdivision (Main Line): St. Louis-Burlington (includes 3.9 miles via Terminal Railroad Association St. Louis-North Market)-14, 121, 850, 851, 852, 853, 854, 863, 870
Old Monroe & Francis Subdivision (Main Line): Old Monroe-Francis-110
West Quincy & Kirksville Subdivision (Branch Line): West Quincy-Kirksville (includes the wye at Kirksville using Wabash RR's main line)-118, 852, 861
Viele & Bloomfield Subdivision (Branch Line): Viele-Bloomfield-1616
Illinois Jct. & West Quincy Subdivision (Branch Line): Burlington-West Quincy (includes trackage from Burlington-Illinois Jct. via Ottumwa Division)-117
Alexandria & Centerville Subdivision (Branch Line): Alexandria-Centerville-112
Buda & Vermont Subdivision (Main Line): Buda-Vermont-111, 858
Peoria & Galesburg Subdivision (Main Line): Peoria-Galesburg-108, 111, 855
Fairview & Lewistown Subdivision (Branch Line): Fairview-Lewistown-113, 114
Quincy & East Hannibal Subdivision (Branch Line): Quincy-East Hannibal-109, 853
Bushnell & East Alton Subdivision (Main Line): Bushnell-East St. Louis (includes 19.65 miles via NYC RR & GM&O RR joint timetable between East Alton and East St. Louis)-12, 856, 862
Concord & CB&Q Subdivision (Main Line): Concord-Paducah (includes 15.43 miles via C&EI between Neilson-West Vienna and 14.96 miles between CB&Q Jct.-Paducah via P&I RR)-13, 104, 124, 125, 857, 980, 2106, 8009, 8252
Roseville Spur: Roseville-Bushnell-12
Astoria Spur: Vermont-Astoria-116
Carrollton Spur: Cotter-Carrollton-120
Rushville Spur: Vermont-Rushville-111
Frederick Spur: Beardstown-Frederick-

Iowa Division (1887):

Ottumwa to Creston/Creston to Ottumwa: Ottumwa-Creston-1,838, 870, 872
Creston to Council Bluffs/Council Bluffs to Creston: Creston-Omaha-1, 838, 870, 872
Burlington & Keokuk Branch: Burlington-Keoku-14
Albia & Des Moines Branch: Albia-Des Moines-81, 82, 840, 1643
Des Moines, Chariton, & St. Joseph Branch: Des Moines-St. Joseph (includes 21.5 miles via CRIP-Avon-Indianola)-83, 88, 840, 841, 1620
Albia & Moravia Branch: Albia-Moravia-
Chariton & Grant City Branch: Chariton-Grant City-87
Creston & Hopkins Branch: Creston-Hopkins-838
Creston & Cumberland Branch: Creston-Cumberland-95, 838
Villisca & Burlington Jct. Branch: Villisca-Burlington Jct.-94, 138
Villisca & Northboro Branch: Villisca-Northboro-139
Red Oak & Nebraska City Branch: Red Oak-East Nebraska City-93, 839
Red Oak & Griswold Branch: Red Oak-Griswold-92, 849
Hastings & Sidney Branch: Hastings-Sidney-90
Hastings & Carson Branch: Hastings-Carson-91

La Crosse Division:

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Savanna & North La Crosse Sub (includes 12.7 miles Portage-East Dubuque via IC)-3, 72, 810, 811, 824, 826, 827, 1623

North La Crosse & Minneapolis Sub (includes eastbound via MILW, St. Croix Tower-Dayton Bluffs, Joint Timetable and 10.53 miles via GN-St. Paul-Minneapolis)-3, 546, 811

Lincoln Division (1949):

Lincoln to Gaines/Gaines to Lincoln Sub: Lincoln-Gaines-2, 163, 466, 875, 876, 2118, 3053

Lincoln & Ravenna Sub: Lincoln-Ravenna-4, 466, 875, 879, 881, 889, 2118, 3053

Aurora & Kearney Sub: Aurora-Kearney (includes .26 mile via Lincoln-Gaines Sub, Hastings Tower-Gaines, and unknown miles between Gaines & Kenesaw via McCook Division)- 160, 162, 876, 886, 887

Lincoln & Columbus Sub: Carling-Columbus-147, 165, 466

Benedict & Clay Center Sub: Benedict-Clay Center-148, 156, 881

Ayr Jct. & Huntley Sub (note, this is the Huntley Spur on the McCook Division later): Ayr Jct-Huntley-161

Aurora & Burwell Sub: Aurora-Burwell-149, 150

Palmer & Sargent Sub: Palmer-Sargent-151

Lincoln Division:

1st Subdivision (Main Line)-St. Joseph-Omaha (includes 2.66 miles via UP-BN Jct.-Omaha): 16, 136, 3000

2d Subdivision (Main Line)-Pacific Jct.-Carling: 2, 137, 466, 870, 871, 872, 873, 874, 875, 883, 2118, 3000, 3053

3d Subdivision (Main Line)-Oreapolis-Ashland: 2, 883, 884

4th Subdivision (Main Line)-Lincoln-Gaines: 163, 466, 875, 876, 2118, 3053

5th Subdivision (Branch Line)-Fairmont-Strang: 155

6th Subdivision (Branch Line)-Crete-Wymore: 152, 882

7th Subdivision (Main Line)-Lincoln-Ravenna: 4, 165, 466, 874, 879, 881, 889, 2118, 3053

8th Subdivision (Main Line)-Napier-Carling: 2, 19, 20

9th Subdivision (Branch Line)-Payne-Lancaster: 141, 880

10th Subdivision (Main Line)-Ashland-Sioux City (includes 3.2 miles via CNW, Ferry-Floyd): 144, 878, 883

11th Subdivision (Branch Line)-Ferry-O'Neill: 145

12th Subdivision (Branch Line)-Table Rock-Wymore: 19

13th Subdivision (Branch Line)-Pappio-Gilmore Jct.: 164

14th Subdivision (Branch Line)-Aurora-Burwell: 149, 150

15th Subdivision (Branch Line)-Aurora-Gaines: 160, 876, 887

16th Subdivision (Branch Line)-Palmer-Sargent: 151

17th Subdivision (Branch Line)-De Witt-Hildreth: 153

18th Subdivision (Branch Line)-Carling-Columbus: 147, 466, 875

Skidmore Spur: 138

Westboro Spur: 139

Savannah Spur: 86

Prague Spur: 146

Daykin Spur: 154

Sutton Spurs: 156

York Spurs: 148, 881

Shubert Spur: 141, 143, 880

Auburn Spur: 140

Nelson Spur: 157

Hebron Spur: 155

Mc Cook Division (1938-46):

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Mc Cook to Hastings/Hastings to Mc Cook Sub: Hastings-Mc Cook (includes miles via Lincoln Division-Hastings-Kennesaw)-2, 162, 885, 886, 887, 906
Mc Cook & Akron Sub: McCook-Akron-2, 906
Akron & Denver Sub: Akron-Denver-2, 900, 901, 902, 907, 908, 1659, 2107, 2110
Orleans & St. Francis Sub: Orleans-St. Francis-177
Republican & Oberlin Sub: Republican-Oberlin-176, 1630
Culbertson & Imperial Sub: Culbertson-Imperial-178
Denver & Lyons Sub: Denver-Lyons (includes 1.95 miles via C&S-Utah Jct.-Bloomfield)-179, 900, 901, 902, 903
Hastings, Red Cloud, & Oxford Sub: Hastings-Red Cloud (includes 4.23 miles via the Wymore Division, Lester-Red Cloud)-19, 159

Mc Cook Division:

Hastings & Mc Cook Subdivision (Main Line): Hastings-Mc Cook-2, 876, 885, 886, 887, 906
Mc Cook & Denver Subdivision (Main Line): Mc Cook-Denver -2, 900, 901, 902, 906, 907, 1659, 2107
Wymore & Oxford Jct. Subdivision (Main Line): Wymore-Oxford Jct-19
Flynn & Oberlin Subdivision (Branch Line): Flynn-Oberlin (includes 16.76 miles via CRIP between Almena Jct.-Dellvale)-176, 177
Culbertson & Imperial Subdivision (Branch Line): Culbertson-Imperial-178
Orleans Jct. & St. Francis Subdivision (Branch Line): Orleans Jct-St. Francis-176
Odell Jct. & Concordia Subdivision (Branch Line): Odell Jct-Concordia-158
Denver & Longmont Subdivision (Branch Line): Denver-Longmont (includes 14.2 miles via C&S Denver-Broomfield)-179, 476, 900, 902
Hastings & Lester Subdivision (Branch Line): Hastings-Lester-159
Holdrege & Sterling Subdivision (Branch Line): Holdrege-Sterling-180, 907
Sterling & Cheyenne Subdivision (Branch Line): Sterling-Cheyenne-180, 907
Sterling & Brush Subdivision (Branch Line): Sterling-Brush (includes 23.45 miles via UP Sterling-Brush)-21, 907, 908, 8014
Kearney Spur: Kenesaw-Kearney-162
Lyons Spur: Longmont-Lyons-179
Huntley Spur: Ayr Jct-Huntley-161

Mc Cook Division:

19th Subdivision (Main Line)-Hastings-Mc Cook: 2, 876, 885, 886, 887, 902, 906
20th Subdivision (Main Line)-Mc Cook-Denver: 2, 900, 901, 902, 906, 908, 2107, 2110
21st Subdivision (Branch Line)-Wymore-Oxford Jct.: 19
22d Subdivision (Branch Line)-Odell Jct.-Concordia: 158
23d Subdivision (Branch Line)-Orleans Jct.-St. Francis: 177
24th Subdivision (Branch Line)-Hastings-Lester: 159, 876
25th Subdivision (Branch Line)-Flynn-Oberlin (includes 17.2 miles via CRIP-Almena Jct.-Oronoque): 133, 176
26th Subdivision (Branch Line)-Holdrege-Sterling: 180, 907
27th Subdivision (Branch Line)-Sterling-Carpenter: 180, 907
28th Subdivision (Main Line)-Sterling-Brush (includes 23.5 miles via UP-Sterling-Union): 21, 907, 908, 8014
29th Subdivision (Branch Line)-Culbertson-Imperial: 178
30th Subdivision (Branch Line)-Denver-Longmont (includes 14.1 miles via C&S-Denver-Broomfield): 179
Huntley Spur: 161
Lyons Spur: 179
Kearney Spur: 162

Omaha Division:

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Pacific Jct to Lincoln/Lincoln to Pacific Jct. Sub: Pacific Jct-Lincoln-2, 872, 873, 3055
Oreapolis & Ashland Sub: Oreapolis-Ashland-137, 883, 884
Papio & Gilmore Jct Sub: Papio-South Omaha (includes 5.19 via UP Bridge Sub)-164
Ashland & Schuyler Sub: Ashland-Schuyler-146, 883
Ashland & Sioux City Sub: Ashland-Sioux City-144, 883
Laketon & O'Neill Sub: Laketon-O'Neill-145
Chalco Jct & Yutan Sub: Chalco Jct-Yukan-1617

Ottumwa & Creston Divisions (1942):

Galesburg to Ottumwa/Ottumwa to Galesburg Sub: Galesburg-Ottumwa-1, 97, 464, 472, 830, 831, 832, 833, 835, 836, 845
Ottumwa to Creston/Creston to Ottumwa Sub: Ottumwa-Creston-1, 836, 837, 838
Creston to Omaha/Omaha to Creston Sub: Creston-Omaha (includes 2.86 miles via UP Bridge-UP Transfer-Omaha)-1, 838, 870, 872, 3055
Burlington & Washington Sub: Burlington-Washington (includes 15.4 miles via CRIP-Burlington-Mediapolis)-89, 136, 834
Ft. Madison & Birmingham Sub: Fort Madison-Birmingham-122, 850 (1936-Ft. Madison & Batavia Sub)
Albia & Des Moines Sub: Albia-Des Moines (includes 19.4 miles via Wabash-Albia-Tracy and 1.8 miles via Des Moines Union Railway-East D.M.U. Jct.-Des Moines)-81, 82, 840, 1643, 8011
Des Moines & Osceola Sub: Des Moines-Osceola (includes .7 mile via Des Moines Union Railway-Des Moines-West D.M.U. Jct. and 2.9 miles via Chicago & Great Western-Bridge Jct.-Burch)-1618
Indianola Jct. & Indianola Sub: Indianola Jct.-Indianola-83, 1620
Creston & Cumberland Sub: Creston-Cumberland-95, 838
Salem & Mertensville Jct. Sub-123
Red Oak & Hamburg Sub: Red Oak-Hamburg-93, 839
Red Oak & Griswold Sub: Red Oak-Griswold-92, 839
Hastings & Sidney Sub: Hastings-Sidney-90
Hastings & Carson Sub: Hastings-Carson-91

Ottumwa Division:

Galesburg & Ottumwa Sub (Main Line): Galesburg-Ottumwa-1, 97, 472, 830, 831 832, 833, 834, 835, 836, 845
Ottumwa to UP Transfer; UP Transfer to Ottumwa Sub (Main Line): Ottumwa-Omaha (includes 2.86 miles via UP UP Transfer-Omaha)-1, 136, 836, 838, 839, 872, 877, 3055
Kansas City & Pacific Junction Sub (Main Line): Kansas City Union Station-Pacific Junction-16, 465, 841, 872, 3052, 3055
Tracy & Des Moines Sub (Branch Line): Albia-Des Moines (includes 19.4 miles via Wabash, Albia-Tracy)-81, 82, 840, 1643, 8011
St. Joseph & Chariton Sub (Branch Line): St. Joseph-Chariton-83, 837
Amazonia & Creston Sub (Branch Line): Amazonia-Creston-86, 838
Mediapolis-Washington Sub (Branch Line): Burlington-Washington-89, 136, 834
Corydon Spur: Humeston-Corydon -84
Mt. Ayr Spur: Giles-Mt. Ayr-88
Grant City Spur: Albany Jct.-Grant City-87
Westboro Spur: Corning-Westboro-139
Skidmore Spur: Bigelow-Skidmore-138
Clearfield Spur: Merle-Clearfield-85
Stockport Spur: Fort Madison-Stockport-122, 850
Salem Spur: Hamill-Salem-123
Riverton Spur: Red Oak-Riverton-93
Cumberland Spur: Creston-Cumberland-95, 838
Clarinda Spur: Villisca-Clarinda-94

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Leavenworth Spur: East Leavenworth-Leavenworth-96, 843
Hastings Spurs: Carson-Sidney-90, 91, 876
Griswold Spur: Red Oak-Griswold-92, 839
Atchison Spur: Armor-Atchison-80

Quincy, Omaha, & Kansas City Railroad (1930)

Quincy & Milan Subdivision: Quincy-Milan (includes 1.9 miles via CB&Q-Quincy-West Quincy)-118
Milan & Kansas City Subdivision: Milan-Kansas City (includes 2.3 miles via CB&Q, Block 223-Kansas City)-118

St. Joseph Division (1936):

Kansas City & St. Joseph Sub-16, 465, 3052
St. Joseph & Pacific Jct. Sub-16, 841, 872, 3055
Atchison & Armour Sub-80
Leavenworth & East Leavenworth Sub-96, 843
Bigalow & Villisca Sub-94, 138, 139
Corning & Clarinda Sub-94, 139
St. Joseph & Chariton Sub-83, 837
Creston & Amazonia Sub-86, 838
Albany Jct. & Togo Sub-87, 88
Cainsville & Koyle Sub-1619

St. Joseph Division (1953):

Kansas City & St. Joseph Sub-16, 465, 3052
St. Joseph to Pacific Jct.-Pacific Jct.-St. Joseph Sub-16, 841, 872, 3055
St. Joseph & Chariton Sub-83, 837
Amazonia & Creston Sub-86, 838
Corning & Villisca Sub-94, 139
Bigalow & Clearmont Sub-138
Leavenworth Spur-96, 843
Mt. Ayr Spur-88
Grant City Spur-87
Shumbaugh Spur-

St. Joseph Division (1957):

Kansas City & St. Joseph Sub-16, 465
St. Joseph to Pacific Jct.-Pacific Jct.-St. Joseph Sub-16, 841, 872, 3055
St. Joseph & Chariton Sub-83, 837
Amazonia & Creston Sub-86, 838
Corning & Villisca Sub-94, 139
Skidmore Spur-138
Leavenworth Spur-96, 843
Atchison Spur-80
Mt. Ayr Spur-88
Grant City Spur-87
Shumbaugh Spur-

St. Louis Division (1894):

South Division: Beardstown-St. Louis-12, 105, 856, 862, 8590, 8591
North & Middle Divisions: Rock Island-Beardstown-7,12, 68, 814, 815, 817, 856

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Sterling Branch: Barstow-Sterling-8, 817, 818

Sterling Division (1945):

Sterling & Brush Sub: Sterling-Brush-21, 907, 908

Alliance to Sterling/Sterling to Alliance Sub: Alliance-Sterling-21, 888, 890, 891, 907

Northport & Guernsey Sub: Northport-Guernsey-5, 893, 896, 899, 1661, 1662, 1663, 1664

Sterling & Cheyenne Sub: Sterling-Cheyenne-180

Holdrege & Sterling Sub: Holdrege-Sterling-180, 907

Curtis & Sterling Sub: Curtis-Sterling-180, 907

Wymore Division (1912):

Napier to Wymore/Wymore to Napier Sub: Napier-Wymore-19

Wymore & Red Cloud Sub: Wymore-Red Cloud-19

Table Rock & Lincoln Sub: Table Rock-Lincoln-20

Rolo & Atchison Sub: Rolo-Atchison-80, 1626

Payne & Nebraska City Sub: Payne-Nebraska City-141, 880

Nebraska City & Lancaster Sub: Nebraska City-Lancaster-141, 880

Nemaha & Salem Sub: Nemaha-Salem-143

Nebraska City & Beatrice Sub: Nebraska City-Beatrice-140, 142, 880

Odell & Concordia Sub: Odell-Concordia-158

Crete & Wymore Sub: Crete-Wymore-152, 882

DeWitt & Holdrege Sub: DeWitt-Holdrege-153

Fairmont & Chester Sub: Fairmont-Chester-155

Edgar & Superior Sub: Edgar-Superior-157

Endicott & Fairmont Sub: Endicott-Fairmont (includes 12.24 miles via St. Joseph & Grand Island RR)-154

Wymore Division (1940):

Wymore & Red Cloud Sub-19

Table Rock & Wymore Sub: Table Rock-Wymore-19

Odell & Concordia Sub-158

Nebraska City & Lancaster Sub: Nebraska City-Lancaster-141, 880

Payne & Nebraska City Sub: Payne-Nebraska City-141, 880

Nemaha & Salem Sub: Nemanha-Salem-143

Nebraska City & Beatrice Sub (includes 1.7 via Napier & Lincoln Sub, & 8.4 miles via CRIP Rockford-Beatrice Jct.): Nebraska City-Beatrice-140, 142, 880

DeWitt & Holdrege Jct. Sub: DeWitt-Holdrege Jct.-153

Fairmont & Hebron Sub (includes 1.67 miles via DeWitt & Holdrege Sub): Fairmont-Hebron-155

Endicott & Fairmont Sub (includes 12.24 miles via UP, Endicott-K.C.& O. Jct.)-154

Edgar & Superior Jct. Sub: Edgar-Superior Jct.-157

Crete & Wymore Sub: Crete-Wymore-152, 882

Wymore Division (1950):

Crete & Wymore Sub (includes .77 miles via Lincoln Division): Crete-Wymore-152, 882

Wymore & Red Cloud Sub-19

DeWitt & Hildredth Sub: DeWitt-Hildredth-153

Fairmont & Hebron Sub-155

Odell & Concordia Sub-158

Payne & Lancaster Sub: Payne-Lancaster-141, 880

Table Rock & Wymore Sub: Table Rock-Wymore-19

Napier & Lincoln Sub: Napier-Lincoln-19, 20, 3000

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Helvey & Fairmont Sub-154
Nemaha & Shubert Sub-140, 142, 143, 880
Nelson & Edger Sub-157
Auburn Spur: Auburn-Tecumesh-140

Wymore Division (from the Lincoln, Omaha, & Wymore Divisions timetable)

Crete & Wymore Sub: Crete-Wymore-152, 882
DeWitt & Hildredth Sub: DeWitt-Hildredth-153
Fairmont & Strang Sub: Fairmont-Strang-155
Payne & Lancaster Sub: Payne-Lancaster-141, 880
Table Rock & Wymore Sub: Table Rock-Wymore-19
Napier & Lincoln Sub: Napier-Lincoln-19, 20, 3000
Auburn Spur: Auburn-Tecumesh-140
Helvey Spur: Helvey-Fairmont-154
Shubert Spur: Nebraska City-Shubert-142, 143, 880
Hebron Spur: Strang-Hebron-155
Nelson Spur: Edger-Nelson-157

Colorado and Southern Railway Company; Fort Worth and Denver Railway Company (older, FW&D incomplete):

Denver Division (CB&Q; C&S)

Denver UD & South Denver Subdivision (Main Line): South Denver-Denver UD-477, 905, 2107
Denver UD & Utah Jct. Subdivision (Main Line): Denver UD-Utah Jct-476, 903, 910, 2107
Utah Jct. & Cheyenne Subdivision (Main Line): Utah Jct-Cheyenne-476, 909
Cheyenne & Wendover Subdivision (Main Line): Cheyenne-Wendover-476, 909
Greeley Spur: Ft. Collins-Greeley-481
Rex Spur: Ft. Collins-Rex-480
Wilds Spur: Loveland-Wilds-1611
Natwick Spur: Gibson-Natwick-1640
Sibylee Spur: Sibylee-Hightower-478
Climax Spur: Leadville-Climax-479
Black Hollow Spur: Black Hollow Jct.-Black Hollow-495
Sheridan Spur: South Park Jct.-End of track (.19 mile from Sheridan)-483
Connors Spur: South Denver-End of track (.2 mile from Connors)-484
Remaco Industrial Spur: D&RGW connection-Sims Street
Golden Spur: Prospect-Golden (includes 3.84 miles via DRGW, Prospect-C&S Jct-476, 482)

Denver Terminal Division (C&S):

Denver & Utah Jct. Sub: Denver-Utah Jct.-477, 905, 2107, 2110
Denver & South Denver Sub: Denver-South Denver-476, 903, 2107, 2110
Sheridan Spur: 483
Ramaco Spur: 935

Northern Division (C&S):

Utah Jct. & Cheyenne Sub (includes 3.36 miles via Denver Terminal Division): Denver-Cheyenne-476, 909
Cheyenne & Wendover Sub: Cheyenne-Wendover-476, 909
Ft. Collins & Greeley Sub: Ft. Collins-Greeley-481
Golden Spur: Prospect-Golden-476, 482
Ingleside Spur: Ft. Collins-Rex-480

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Arkins Spur: Loveland-Wilds-1611
Ayers Spur: Gibson-Natwick-1640
Sibylee Spur-Sibylee-Hightower-478
Black Hollow Spur: Black Hollow Jct.-Black Hollow-495
Climax Spur: Leadville-Climax-479

Southern Division (C&S):

Minnequa & Trinidad Sub (includes 7.98 miles via ATSF-Pueblo-Minnequa): Pueblo-Tinidad-477, 7831
Trinidad & Sixela Sub (includes 1.27 miles via FW&D, Sixela-TeXline): Trinidad-TeXline-477
Wichita Falls Division (C&S; FWD):

South Park Districts-C&S 1902:

Platte Canon District: Denver U.D.-Como-483, 494
Platte Canon District: Sheridan Jct.-Morrison-1650, 1651
South Platte Extension: South Platte-Night Hawk-
Leadville District: Como-Leadville-479
Leadville District: Dickey-Keystone-1642
Wilfley's Mill Branch: Kokomo-Wilfley's Mill-
Gunnison District: Como-Baldwin-483
Gunnison District: Garos-Alma-1647
Gunnison District: Hill Top Jct.-Leavick-1648
Gunnison District: Schwanders-Buena Vista-1644

South Park Division-C&S 1910:

Platte Canon District: Sheridan Jct.-Como-483, 494
Platte Canon District: Sheridan Jct.-Morrison-1650, 1651
Silica Branch: Platte Canon-Silica-
Night Hawk Branch: South Platte-Night Hawk-
Leadville District: Como-Leadville-479
Leadville District: Dickey-Keystone-1642
Wilfley's Mill Branch: Kokomo-Wilfley's Mill-
Keystone Branch: Sterne Spur-
Gunnison District: Como-Baldwin-483
Gunnison District: Macune-Buena Vista-1644
Gunnison District: Garos-Alma-1647
Leavick Branch: Hill Top Jct.-Leavick-1648
Kubler Branch: Castleton-Kuebler Mine Spur-

Wichita Falls Division (CS & FW&D 1963):

Minnequa & Trinidad Subdivision (Main Line): Pueblo-Trinidad (includes 3.98 miles via ATSF, Pueblo-Minnequa)-477, 7831
Trinidad & Texline Subdivision (Main Line): Trinidad-TeXline-477
Texline & Amarillo Subdivision (Main Line): Texline-Amarillo-485, 765, 791
Amarillo & Childress Subdivision (Main Line): Amarillo-Childress-485, 765, 766, 791
Childress & Wichita Falls Subdivision (Main Line): Childress-Wichita Falls-485, 762, 766
Wichita Falls & Ft. Worth Subdivision (Main Line): Wichita Falls-Dallas (includes unknown miles between T&P Jct.-Ft. Worth via T&P Ry and mileage unknown between Ft. Worth-Dallas via T&P and CRIP)-485, 761, 762, 764, 951,, 2105, 2111
Plains Jct. & Lubbock Subdivision (Branch Line): Lubbock-Plains Jct-487
Sterley & Dimmitt Subdivision (Branch Line): Dimmitt-Sterley-486
Childress & Pampa Subdivision (Branch Line): Pampa-Childress-489, 766

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Wichita Falls & Stamford Subdivision (Branch Line): Wichita Falls-WF&NW Jct (.35 mile past Stamford)

Silverton Spur: Sterley-Silverton-490

Spur Spur (not a misprint here): Stamford-Spur-abandoned 1968

Abilene Spur: Stamford-Abilene-490

Wichita Falls Division-FW&D (1967):

Childress & Ft. Worth Sub (Main Line) (includes unknown miles T&P Jct.-Ft. Worth via T&P, unknown miles via CRIP between T&P Jct. & UT Co.-Ft. Worth-Dallas)-485, 761, 762, 764, 951, 2105, 2111

Wichita Falls & Stamford Sub (Branch Line)-Wichita Falls-MKT Xing-

Texline & Childress Sub (Main Line)-485,765, 766, 791

Plains Jct. & Lubbuck Sub (Branch Line)-487

Sterley & Dimmitt Sub (Branch Line)-486

Silverton Spur-490, 1615

Spur Spur-Stomfield-Spur-1639

Pampa Spur-Pampa-Childress-489, 761, 1636

Abilene Spur-Stamford-Abilene-490

Great Northern Railway Company:

Butte Division (1927):

1st Subdivision (includes rights over the Montana Division, Havre-Pacific Jct.): Havre-Great Falls-353, 703

2nd Subdivision: Great Falls-Butte-336, 703, 722, 1319, 3057

3rd Subdivision: Billings-Great Falls (includes 12.6 miles via NP, Billings-Mossmain)-362, 365, 703

4th Subdivision: Great Falls-Sweet Grass (includes .68 miles via 2nd Subdivision, Great Falls-West Side Jct. And 2.59 miles via Montana Division, Shelby-Verden)-354, 703

5th Subdivision: Lewistown-Moccasin-364, 704

6th Subdivision: Neihart-Armington-1324

7th Subdivision: Stockette-Gerber-365

8th Subdivision: Sand Coulee-Lewistown-704, 1322, 1354

9th Subdivision: Vaughn-Augusta-359

10th Subdivision: Power-Pendroy-360

Butte Division (1947):

1st Subdivision (Main Line): Bainville--Havre-35, 357, 701, 702, 3057

2d Subdivision (Main Line): Havre-Cut Bank-35, 36, 701, 702, 729, 3057

3d Subdivision: P.C.F. Jct.-Sweet Grass-336, 353, 354, 703

4th Subdivision: Lewistown-Moccasin (includes 9.22 miles via MILW-Lewistown-Spring Creek Jct)-364, 704

5th Subdivision: Vaughn-Augusta-359

6th Subdivision: Power-Pendroy (includes 6.88 miles via MILW-Eastham Jct.-Choteau Jct.)-360

7th Subdivision: Billings-Great Falls (includes 12.08 miles via NP-Billings-Mossmain)-362, 365

8th Subdivision: W.S. Jct-Butte-42, 336

9th Subdivision: Saco-Hogeland-356

Cascade Division (1915):

1st District: Leavenworth-Everett Jct.-37, 680, 681, 1343

2nd District: Everett Jct.-Seattle-50, 604, 605, 620, 622

3rd District: Vancouver-Everett Jct.-50, 56, 600, 601, 602, 603, 658, 678, 679

4th District: Anacortes-Rockport-409, 413

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5th District: Sumas-Guichon-1351
6th District: Fraser River Jct.-End of Track-1350
7th District: Abbotsford-Kilgard-1349
Cherry Valley Branch: Monroe-Tolt-1334

Cascade Division:

1st Subdivision (Main Line): Fort Wright-Wenatchee-37, 371, 628, 656, 675, 676
2d Subdivision (Main Line): Wenatchee-Seattle (includes .98 miles over King Street Tunnel Rules between N & S portals)-37, 50, 619, 620, 621, 622, 656, 680, 681
3d Subdivision (Vancouver Line): Vancouver-Everett Jct. (includes .7 miles via CN Vancouver-Vancouver Jct.)-50, 56, 417, 418, 424,429, 432, 600, 601, 602, 603, 604, 658, 678, 679, 8031
4th Subdivision: Delta Jct.-P.A. Jct. (includes 1.11 miles via NP-G.N. Jct.-Sealine Jct.)-407
5th Subdivision: Keremos-Wenatchee-387, 390
6th Subdivision: Mansfield-Columbia River-386
7th Subdivision: Concrete-Anacortes-409, 413

Dakota Division (1943):

1st Subdivision: Rice Jct.-Moorhead Jct.-204, 210, 220, 561
2nd Subdivision: Moorhead Jct.-Fargo Jct.-220, 2112
3rd Subdivision: Fargo Jct.-PA Tower-220
4th Subdivision: Crookston Yard-Grand Forks-32
5th Subdivision: Grand Forks-Surrey-33
6th Subdivision: Pelican Jct. & West NP Jct.-Pelican Rapids (includes .27 miles via NP)-211
7th Subdivision: Bedford-Devils Lake-24, 527, 572
8th Subdivision: Vance-Larimore-23
9th Subdivision: Erie Jct.-Portland Jct.-274
10th Subdivision: Barnesville Jct.-Noyes (including 2.8 miles via 4th Sub)-32, 245, 1310
11th Subdivision: Moorhead Jct.-M.N. Jct.-247
12th Subdivision: Tilden Jct.-Warroad (includes 10.9 miles via NP)-243, 244, 577
13th Subdivision: PA Tower-Gretna-250
14th Subdivision: Grafton Jct.-Walhalla-251
15th Subdivision: Hannah Jct.-Hannah-252
16th Subdivision: Sarles Jct.-Sarles-279
17th Subdivision: Churchs Ferry-St. John-267
18th Subdivision: York-Dunseith-268
19th Subdivision: Rugby-Antler-269
20th Subdivision: Towner-Maxbass-270
21st Subdivision: Granville-Sherwood-271
22nd Subdivision: Evansville-Elbow Lake-1301
23rd Subdivision: Devils Lake-Hansboro-275

Kalispell Division (1948):

1st Subdivision: Havre-Blackfoot (includes 4.03 miles via Butte Division, Havre-Pacific Jct.)-35, 36, 729, 1501
2nd Subdivision: Blackfoot-Whitefish-36, 650, 706, 722, 1501
3rd Subdivision: Whitefish-Troy-36, 650
4th Subdivision: Troy-Spokane-36, 653, 654, 655, 671
5th Subdivision: Columbia Falls-Kalispell-388
6th Subdivision: Port Hill-Bonners Ferry-1332
7th Subdivision: Sommers-Hubbard-388, 1331, 1352

Kalispell Division (1959-discontinuance):

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1st Subdivision (Main Line): Cut Bank-Troy-36, 389, 650, 706, 722, 1501
2d Subdivision (Main Line): Troy-Fort Wright-36, 37, 653, 654, 655, 671, 715, 728
3d Subdivision: Columbia Falls-Somers-388
4th Subdivision: Port Hill-Bonnars Ferry (built 1899 by Kettle Falls Ry)-1332
5th Subdivision: Nelson-Dean (includes 5.48 miles over CP-Nelson-Troup Jct)-376, 389, 391, 393
6th Subdivision: Kettle Falls-Republic-377, 392
7th Subdivision: Spokane-Coeur d'Alene (includes 12.23 miles over MILW-Spokane Bridge-Gibbs)-382
8th Subdivision: Moscow-Spokane (includes 32.33 miles over UP-UPRR Jct.-NP Crossing and 1.86 miles over the 7th Subdivision)-383, 657, 945, 946, 947, 984, 1339, 1353, 8576
9th Subdivision: Colfax-Spring Valley-383

Klamath Division:

1st Subdivision (Main Line): Bend-South Klamath (includes 2.79 miles over SP&S-Oregon Trunk-Bend-Bend Yard and 75.71 miles over SP-Chemult-Beiber Line Jct)-54, 638
2d Subdivision (Main Line): South Klamath-Bieber-55, 455, 639, 640, 641

Mesabi Division (1942):

1st Subdivision: Duluth-Coon Creek Jct. (includes .87 miles via NP-Bridge Switch-Elevator Station and .31 miles via NP Central Avenue-Central Avenue Tower)-28, 511, 513, 518
2nd Subdivision: Brook Park Jct.-St. Cloud-219
3rd Subdivision: Boylston-Cass Lake-30, 527, 576
4th Subdivision: Cass Lake-Crookston Yard-31, 522, 527, 572
5th Subdivision: Park Rapids Jct.-K Line Jct.-210, 573
6th Subdivision: Elk River.-Milaca Jct. (includes .74 miles via NP)-206
7th Subdivision: Allouez-Sanders-29
8th Subdivision: Brookston-Kelly Lake-236, 571
9th Subdivision: Chisholm-Emmert Tower-262, 1370
10th Subdivision: Virginia-Swan River-238, 239, 251, 1314
11th Subdivision: Kelly Lake-Gunn-237

St. Cloud & Fergus Falls Division:

1st District: St. Paul-Melrose Yard (includes 12.25 miles via Terminals Division-St. Paul-Clearwater Jct.)-202, 551
2d District: Melrose Yard-Barnesville-202, 204
3d District (Princeton Line)-Elk River-Milaca-206
4th District (Pelican Rapids Line)-Fergus Falls-Pelican Rapids (includes .2 miles via NP)-211
5th District (Hinckley Line)-Brook Park-St. Cloud-219, 251
6th District-(St. Cloud-Willmar)-Willmar Line Jct.-Willmar-203, 552
7th District-(Park Rapids Line)-Sauk Center-Cass Lake-210, 527

Spokane Division (1933):

1st Subdivision: Hillyard-Wenatchee-37, 371, 628, 653, 654, 655, 656, 675, 676
2nd Subdivision: Wenatchee-Seattle-37, 40, 470, 604, 605, 620, 621, 622, 656, 658, 681
3rd Subdivision: Vancouver-Everett Junction-50, 56, 600, 601, 602, 679
4th Subdivision: Oroville-Wenatchee-387, 655, 656
5th Subdivision: Marcus-Dean-376
6th Subdivision: Marcus-Nelson (includes 5.45 miles via CP, Troup Jct.-Nelson)-391
7th Subdivision: Marcus-Republic-376, 377, 392
8th Subdivision: Curlew-Molson-
9th Subdivision: Oroville-Princeton (includes .25 miles via KV Ry-KV Jct.-Princeton)-390

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10th Subdivision: Mansfield-Columbia Falls-386
11th Subdivision: Rockport-Anacortes-409, 413
12th Subdivision: Colebrook-Ladner-432

Spokane Division (1946):

1st Subdivision: Hillyard-Wenatchee-37, 628, 653, 654, 655, 656, 675, 676, 1333
2nd Subdivision: Wenatchee-Seattle (includes 1.3 miles via King Street Tunnel rules)-37, 40, 470, 604, 605, 620, 621, 622, 656, 681
3rd Subdivision: Vancouver-Everett Junction-50, 56, 600, 601, 602, 679
4th Subdivision: Oroville-Headley-390
5th Subdivision: Nelson-Dean (includes 5.45 miles via CP, Troup Jct.-Nelson)-376, 377, 391
6th Subdivision: Kettle Falls-Republic-377, 392
7th Subdivision: Rockport-Anacortes-409, 413
8th Subdivision: Mansfield-Columbia Falls-386
9th Subdivision: Moscow-Spokane-383, 945, 946, 947, 984, 1339, 1353
10th Subdivision: Coeur d'Alene-Spokane (includes 11.94 miles via MILW, Gibbs-Spokane Bridge)-375, 382
11th Subdivision: Colfax-Spring Valley-383

Willmar Division (1909-1933):

1st Subdivision: Lyndale Jct.-Willmar-22, 533, 537, 552
2nd Subdivision: Willmar-Breckenridge-22, 552, 557, 564
3rd Subdivision: Lyndale Jct.-St. Cloud-202, 533, 550, 551, 581
4th Subdivision: Mora-Brooks Park-201
5th Subdivision: Hutchinson Jct.-Hutchison-205
6th Subdivision: MCR Jct.-Willmar Jct.-203, 550, 552
7th Subdivision: Willmar-Ihlen-197, 552, 557, 559, 579, 580
8th Subdivision: Ihlen-Sioux City-197, 555, 556
9th Subdivision: Yankton Jct.-Yankton-198, 554
10th Subdivision: Watertown-Sioux Falls (includes 1.27 miles via 11th Sub)-199, 554
11th Subdivision: Benson-Huron (includes .78 miles via 2nd Sub)-200, 578
12th Subdivision: Tintah-Evansville-1301
13th Subdivision: Aberdeen Line Jct.-Aberdeen-209, 1360
14th Subdivision: Rutland-Forbes-273

Gulf, Colorado, & Santa Fe:

Galveston Division:

1st District: Bellville Yard-Galveston-7500, 7550, 7575, 7595, 7597, 7598
Houston District: Alvin-Houston-7501, 7538, 7563, 7564, 7572, 7593
Galveston Terminal District: 7550

Gulf Division:

1st District: Bellville Yard-Galveston-7500, 7550, 7575
Houston District: Alvin-Houston (includes 19.4 miles via HB&T, T&NO Jct.-Houston)-7501, 7538, 7563, 7564
Matagorda District: Seely-Matagorda-7506, 7573
Garwood District: Rayner Jct.-Garwood-7833
Hall District: Thompsons-Cane Jct.-7507, 7518, 7592
Sommerville District: Sommerville-Conroe-7502, 7551, 7584
Conroe District: Conroe-Silsbee-7502, 7551, 7560

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Silsbee District: Silsbee-Hiwa Island-7503, 7505, 7560, 7562, 7575, 7584
San Augustine District: San Augustine-Silsbee-7503, 7585, 7587, 7596
Longview District: Longview-San Augustine-7503, 7560, 7580, 7581, 7590
Oakdale District: Oakdale-Kirbyville-7504, 7755

Northern Division (1957):

1st District: Purcell-North Yard-7500, 7566, 7567, 7568, 7569, 7570, 7571
2d District: North Yard-Cleburne-7500, 7553, 7554, 7556, 7576
Pauls Valley District: Shawnee-Pauls Valley-7402, 7404
Lindsay District: Pauls Valley-Lindsay-7853
Ada District: Ada-Byars-7851
Dallas District: Dalton-Cleburne-7509, 7553, 7594
Paris District: Paris-Zach Jct.-1904, 7832
Weatherford District: Cleburne-Westherford-7266, 7553
Ringling District: Ardmore-Ringling-7511, 7876, 7903

Northern Division (1962):

1st District: Purcell-North Yard-7500, 7566, 7567, 7568, 7569, 7570, 7571
2d District: North Yard-Cleburne-7500, 7553, 7554, 7556, 7576
Pauls Valley District: Shawnee-Pauls Valley-7404
Lindsay District: Pauls Valley-Lindsay-7853
Dublin District: Ft. Worth-Brownwood-1046, 7262
Sweetwater District: Brownwood-South Jct.-7158, 7508, 7515, 7559, 7583, 7589
San Angelo District: San Angelo Jct.-San Angelo-7263, 7561
Dallas District: Dalton Jct.-Cleburne-7509, 7553, 7594
Cresson District: Cleburne-Cresson-7266, 7553
Note: 1964 changed the Pauls Valley District to Ada District: Pauls Valley-Ada-7404, 7851

Southern Division (1943-57):

1st District: Cleburne-Temple-7500, 7553, 7582, 7591
2d District: Temple-Bellville Yard-7500, 7513, 7551, 7575, 7577, 7578, 7579
Lampassas District: Temple-Brownwood-7508, 7515, 7559, 7588
Sweetwater District: Brownwood-South Jct.-7158, 7508, 7559, 7583, 7589
San Saba District: Lometa-Eden-7264
San Angelo District: San Angelo Jct.-Sterling City-7263
Dublin District: Ft. Worth-Brownwood-1046, 7262, 7516
Menard District: Brownwood-Menard-1046, 7262, 7516

Southern Division (1964):

1st District: Cleburne-Temple-7500, 7553, 7582, 7591
2d District: Temple-Bellville Yard-7500, 7513, 7551, 7575, 7577, 7578, 7579
Lampassas District: Temple-Brownwood-7508, 7515, 7559
San Saba District: Lometa-Eden-7264
3d District: Bellville Yard-Galveston-7500, 7550, 7572, 7575, 7595, 7597, 7598
Houston District: Houston-Alvin (includes 4.7 miles via HB&T)-7501, 7558, 7563, 7564, 7572, 7593
Hall District: Thompsons-Cane Jct.-7507, 7518, 7592
Garwood District: Rayner Jct.-Garwood-7833
Menard District: Homer Jct.-Menard-1046, 7262, 7516
Matagorda District: Sealy-Matagorda-7506, 7573
Conroe District: Somerville-Silsbee-7502, 7551, 7560, 7584
Silsbee District: Silsbee-High Island-7505, 7507, 7560, 7562, 7574

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Oakdale District: Oakdale-Kirbyville-7504, 7755

Longview District: Longview-Silsbee-7503, 7560, 7580, 7581, 7585, 7587,7590, 7596

System (1904):

Northern Division-5th District: Purcell-Gainseville-7500, 7566, 7567, 7568, 7569, 7570, 7571

-4th District: Gainsville-Cleburne-7500. 7553, 7554, 7555, 7576

-Dallas District: Cleburne-East Dallas-7509, 7553

-Paris District: East Dallas-Paris-1904, 7832

-Honey Grove District: Ladonia-Honey Grove-7859

-Sherman District: Wolfe City-Sherman-via SSW

-Weatherford District: Cleburne-Weatherford-7553

Southern Division-3rd District: Cleburne-Temple-7500, 7552, 7553,7582, 7591

-2nd District: Temple-Bellville Yard-7500, 7551, 7552, 7575,7577, 7578, 7579

-1st District: Bellville Yard-Galveston-7500, 7550, 7572, 7575, 7595,7597, 7598

-Lampasas District: Temple-Brownwood-7508, 7552, 7559, 7588

-San Angelo District: Brownwood-San Angelo-7263, 7508, 7559, 7561

-Houston District: Alvin-H&TC Depot-7501, 7563, 7572, 7593

Beaumont Division-Somerville District: Somerville-Cleveland-7502, 7551, 7584

-Cleveland District: Cleveland-Silsbee-7503, 7560

-Saratoga District: Bragg-Saratoga-7933

-Silsbee District: Silsbee-Beaumont-7503, 7560

-Center District: Center-Silsbee-7502, 7560,7581, 7585, 7587, 7596

Inland Empire Railroad Company (1926):

1st Subdivision: Spokane-Hayden Lake-375, 382

2nd Subdivision: Spring Valley-Spokane-383

3rd Subdivision: Spring Valley-Moscow-383, 945, 946, 984, 1339

4th Subdivision: Spring Valley-Colfax-383

Vera Division: 1358

Kansas City, Mexico, & Orient Railway Company:

Kansas & Oklahoma Divisions:

2nd District: Wichita-Fairview-7311, 7510

3rd District: Fairview-Altus-7510

Kansas City, Mexico, & Orient Railway Company of Texas:

Texas Division:

1st District: Altus-Hamlin-7510

2nd District: Hamlin-St. Angelo-7510

3rd District: St. Angelo-Ft. Stockton-7512

4th District: Ft. Stockton-Alpine-7512

Northern Pacific Railway Company:

Idaho Division (1897):

1st District: Hope-Spokane-44, 45, 651, 652

2d District: Spokane-Wallula Junction-45, 46, 450, 630, 631, 651, 652. 1427

3rd District: Pasco Jct.-Ellensburg-48, 642

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Palouse & Lewiston Branch: Marshall Jct.-Julietta-384, 385, 1454
Farmington Branch: Belmont-Farmington-
Fort Sherman Branch: Coeur d' Alene-Hauser Jct.-381, 627

Joint Terminal (with CNW and prior to CNW, M&SL):

1st Subdivision: Stillwater-Minneapolis (includes 3.2 miles via Soo Line-Gloster-Trout Brook Jct; .1 mile via 2d Sub, .05 mile via St Paul Union Depot-3d St-St Paul and 10.6 miles via GN-St Paul-Minneapolis)-211, 214, 215, 545, 546
2d Subdivision: St Paul-1st St N (includes .06 mile via St Paul Union Depot-St Paul-3d St and .08 mile via CNW-20th Ave S-6th Ave S)-25, 216, 541, 542, 543
3d Subdivision: Minneapolis-Northtown (includes .3 mile via GN-Minneapolis-1st St N)-213, 537
4th Subdivision: M & D Jct.-East Minneapolis-218

Lake Superior Division (1908):

1st District: Ashland-Nettleton Avenue-29, 233, 516, 517
2nd District: Duluth-Staples-27, 28, 214, 501, 503, 504, 505, 509, 510, 512, 523, 524, 525, 553
3rd District: Duluth-Minneapolis-235
Taylors Falls Branch: Taylors Fall yard-Wyoming-1403
Cloquet Branch: Cloquet-Carlton-242, 519
Grantsburg Branch: Grantsburg-Rush City-1401
Miller Branch: Quarry-Gronigan-1400
Washburn Branch: Washburn-Iron River-1408

Lake Superior Division (1920):

1st Subdivision (Main Line): Ashland-East End-29, 233, 516, 517
2nd Subdivision (Main Line): Duluth-Staples-27, 28, 214, 501, 503, 504, 505, 509, 510, 512, 523, 524, 525, 553
3rd Subdivision (Main Line): Duluth-White Bear-214
4th Subdivision-not listed
5th Subdivision (Washburn Branch): Washburn-Iron River-1408
6th Subdivision (Cloquet Branch): Carlton-Cloquet-242, 519
7th Subdivision (Grantsburg Branch): Grantsburg-Rush City-1401
8th Subdivision (Taylors Fall Branch): Taylors Falls Yard-Wyoming-1403
9th Subdivision (Cuyuna Northern Branch): Deerwood-Tommald-253, 255, 1414

Lake Superior Division (1931):

1st Subdivision: (Main Line) Ashland-East End-29, 233, 516, 517
2nd Subdivision: (Main Line) Duluth-Staples-27, 28, 214, 501, 503, 504, 505, 509, 510, 512, 523, 524, 525, 553
3rd Subdivision: (Main Line) Duluth-White Bear-214
4th Subdivision: (Cuyuna Northern Branch) Deerwood-Ironton-253, 255, 1414
5th Subdivision: (Cloquet Branch)-Carlton-Cloquet-242, 519
6th Subdivision (Grantsburg Branch): Grantsburg-Rush City-1401
7th Subdivision (Taylors Fall Branch): Taylors Fall Yard-Wyoming-1403

Lake Superior Division:

1st Subdivision (Main Line): Ashland-Central Ave-29, 233, 516, 517
2d Subdivision (Main Line): East DMIR Jct.-Staples (includes .8 mile via LST&T-C&NW Conn-Belknap St)-27, 28, 214, 501, 503, 504, 505, 509, 510, 512, 523, 524, 525, 553, 1457
3d Subdivision (Main Line): Garfield Ave-St Paul (includes 11.3 miles via Joint Terminal Division-White

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Bear Lake-St Paul)-214

4th Subdivision (Cuyuna Northern Branch): Deerwood-Ironton-253, 255, 1414

5th Subdivision (Cloquet Branch): Carlton-Cloquet-242, 519

6th Subdivision (Grassy Point Line): New Duluth-LST&T Jct. (includes 1.1 miles via DMIR-Riverside Jct-72d Ave W and LST&T after LST&T Jct.-Belknap Ave)-234, 235, 508

7th Subdivision (Bullhead Lake Branch): Funkley-Kelliher-241

8th Subdivision (International Falls Branch): Brainerd-North Bemidji-240, 520, 523, 524, 525, 570

9th Subdivision (International Falls Branch): North Bemidji-International Falls-240

Manitoba Division (1900):

1st District: Winnipeg Jct.-Grand Forks-243, 246, 248

2nd District: Grand Forks-Winnipeg-249, 499, 1244, 1463

Brandon Branch: Morris-Brandon-1404

Portage La Prairie Branch: Portage Jct.-Beaver-1406

Souris River Branch: Departure-Trackend-1405

Lake Manitoba Branch: L.M. Ranch Jct.-Oakland-1407

Montana Division (1922):

1st Subdivision: Billings-Livingston-41, 710, 711, 735, 736, 737, 738

2nd Subdivision: Livingston-Helena-41, 710, 711, 712, 713

3rd Subdivision: Logan-Butte-326, 714

4th Subdivision: Bozeman-Logan-41

5th Subdivision: Billings-Shepherd-1423

6th Subdivision: Hesper-Rapelje-363

7th Subdivision: Laurel-Red Lodge-5, 328, 329

8th Subdivision: Silesia-Bridger-328, 329

9th Subdivision: Wilsall-Mission-331

10th Subdivision: Livingston-Gardiner-332

11th Subdivision: Manhattan-Anceney-337

12th Subdivision: Sappington-Norris-338, 1422

13th Subdivision: Whitehall-Alder-339

14th Subdivision: GN Transfer-Queen Siding-1420

Pacific Division (1909):

1st District: Ellensburg-Auburn-49, 606, 607, 677, 1465, 1466

1st District (Buckley Line): Palmer Jct.-Puyallup-411

1st District (Seattle Line): King Street Station-Tacoma Wharf-51, 430, 431, 606, 607, 608, 622, 623, 624

2nd District: Tacoma Wharf-Portland-52, 400, 608, 618, 643, 644, 645, 647, 648, 682

Grays Harbor Line: Lakeview-Moclips-401, 402, 609, 610

Gate Line: Centralia-Gate-421, 611

South Bend Branch: Chehalis Jct.-South Bend-420

Elma Branch: Simpson-Elma-425

Burnett Branch: Pittsburg-Cascade Jct.-1433

Orting Branch: Puyallup River-Orting-414

Wilkeson Branch: Fairfax-Cascade Jct.-415, 416

Roslyn Branch: Cle Elum-Beekman--412

Crocker Branch: Wingate-Crocker-1434

Yacolt Branch: Yacolt-Vancouver Jct.-438

Green River Branch: Keriston-Kanaskat-1442, 1443

Goble Branch: Goble-North Portland-440

Ocosta Branch: Aberdeen Jct.-Ocosta-422, 423, 982

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Puget Sound Division (1913):

1st Subdivision: King Street Station-South Tacoma-51, 430, 431, 606, 607, 608, 617, 622, 623, 624

2d Subdivision: Seattle Yard-Keith-403, 622, 1449

St. Paul Division:

1st Subdivision (Main Line): St Paul-Staples (includes 10.6 miles via GN-St Paul-Minneapolis and 5.0 miles via Joint Terminals Division-Minneapolis-Northtown)-25, 206, 537, 553, 975

2d Subdivision (Main Line): Staples-Dilworth-25, 553, 560

3d Subdivision (Brainerd Line): Little Falls-Brainerd-207

4th Subdivision (Little Falls & Dakota Branch): Little Falls-Morris-208

5th Subdivision (Fergus Falls Branch): Wadena-Oakes-211, 212, 221, 521, 526

6th Subdivision (Red River Branch): Manitoba Jct.-East Grand Forks-246

7th Subdivision (Red River Branch): East Grand Forks-Winnipeg (includes unknown miles via NP Jct.-Winnipeg via CN)-249, 499, 1244

8th Subdivision (Red Lake Falls & Sherack Branches): Tilden Jct.-Carthage Jct-243, 248

Seattle Division (1904):

Main Line: Seattle-Sumas-403, 1428,1449

Everett Branch: Snohomish-Smelter-408, 1426

Snoqualmie Branch: Woodinville-North Bend-404

Monte Cristo Branch: Hartford-Monte Cristo-1425

Darrington Branch: Arlington-Darrington-406

Whatcom Branch: Wickersham-Fairhaven-428

Ballard Branch: Interbay-Ballard-403, 1455

Seattle Division-Seattle & Tacoma Terminals (1929):

1st Subdivision (Main Line): Ellensburg-Auburn Yard-49, 606, 607, 677, 1466

Seattle & Tacoma Terminals: Seattle-Tacoma-51, 430, 431, 606, 607, 608, 617, 622, 623, 624

2nd Subdivision (Main Line): Seattle-Sumas (includes 5.8 miles via GN, GN Snohomish-Lowell, and 6.0 miles via GN, Delta Wye-Kruse)-403, 408, 1428

3rd Subdivision (Roslyn Branch): Cle Elum-Lakedale-412

4th Subdivision (Belt Line): Black River-Woodinville-405, 678

5th Subdivision (Snoqualmie Branch): Woodinville-North Bend-404

6th Subdivision (Hartford Line): Bromart-Edgecomb-408

Tacoma Division (1909):

Main Line: Tacoma Wharf-Portland-52, 400, 608, 643, 644, 645, 647, 648, 682, 2119, 2120

Gate Line: Centralia-Gate-421, 611

South Bend Branch: Chehalis Jct.-South Bend-420

Buckley Line: Palmer Jct.-Tacoma Wharf-51, 411, 608

Ocosta Branch: Aberdeen Jct.-Ocosta-422, 423, 982

Elma Branch: Simpson-Elma-425

Burnett Branch: Pittsburg-Cascade Jct.-1433

Orting Branch: Puyallup River-Orting-414

Wilkeson Branch: Fairfax-Cascade Jct.-415, 416

Crocker Branch: Wingate-Crocker-1434

Yacolt Branch: Yacolt-Vancouver Jct.-438, 1434

Green River Branch: Keriston-Kanaskat-1442, 1443

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Oregon Electric (1919):

- 1st Subdivision: Portland-Salem-442, 633 1704
- 2nd Subdivision: Salem-Eugene-442, 633, 634, 655
- 3rd Subdivision: Gary-Corvallis-1708
- 4th Subdivision: Garden Home-Forest Grove-442, 458, 1702
- 5th Subdivision: Orenco-Bowers Jct.-442
- 6th Subdivision: West Woodburn-Woodburn -1707

Panhandle & Santa Fe:

New Mexico Division (1962):

- 1st District: Clovis-Vaughn-7100, 7155, 7173, 7175, 7176
- 2d District: Vaughn-Belen-7100, 7174, 7175, 7294, 7355
- Carlsbad District: 7108, 7155
- El Paso District: Albuquerque-El Paso-7300, 7318, 7354, 7355, 7356, 7378, 7380, 7381, 7384, 7385
- Deming District: Rincon-Silver City-7306, 7307, 7377
- Pecos District: Carlsbad-Pecos-7110, 7111, 7112, 7113, 7114, 7115, 7869
- Magdalena District: Socorro-Magdalena-7858
- Santa Rita District: Waterman-Santa Rita-7881
- Estancia District: Williams-Caliente-7828

Plains Division (1937):

- 1st District: Waynoka-Canadian-7100, 7159, 7165, 7167, 7177, 7181
- 2d District: Canadian-Amarillo-7100,, 7154, 7179, 7180, 7182, 7183, 7187, 7188, 7193, 7194
- Skellytown District: White Deer-Skellytown-7883
- 3d District: Amarillo-Clovis-7100, 7154, 7186, 7199
- Shattuck District: Shattuck-Etter-7316
- Dumas District: Amarillo-Boise City-7105, 7154, 7178, 7184, 7190
- Buffalo District: Waynoka-Buffalo-7811
- Borger District: Panhandle-Borger-7122
- Clinton District: Pampa-Clinton-7121, 7902

Plains Division (1961):

- 1st District: Wellington-Waynoka-7100, 7159, 7165, 7167, 7177, 7181, 7192
- 2d District: Waynoka-Amarillo-7100, 7154, 7159, 7180, 7181, 7182, 7188, 7193, 7194, 7883
- 3d District: Amarillo-Clovis-7100, 7154, 7186, 7198, 7199
- Shattuck District: Shattuck-Etter-7316
- Dumas District: Amarillo-Boise City-7105, 7154, 7178, 7184
- Borger District: Panhandle-Borger-7122
- Wichita District: Wichita Jct.-Pratt-7892
- Fairview District: Wichita-Harper-7311, 7450, 7892
- Englewood District: Viola-Englewood-7311
- Medicine Lodge District: Attica-Belvidere-7123
- H&S District: ND Jct.-Ponca City Jct.-7312, 7452
- Anthony District: Geuda Springs-Anthony-7802
- Hunnewell District: Wellington-Tonkawa-7313
- Altus District: Cherokee-Altus-7510

Slaton Division:

(added Sayard District in 1962, otherwise, division appears to be the same)

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Sayard District: Hamlin-San Angelo-7510
Plainview District: Canyon-Lubbock-7106, 7157, 7185, 7195, 7586
1st District: Slaton-Texico-7106, 7107, 7157, 7158, 7189, 7196, 7197
2d District: Sweetwater-Slaton-7106, 7107, 7158, 7192, 7196, 7912
Floydada District: Floydada-Plainview-7268
Lamesa District: Slaton-Lamesa-7158, 7267
Crosbyton District: Lubbock-Crosbyton-7157, 7269
Seagraves District: Lubbock-Seagraves-7157, 7265
Lehman District: Doud-Bledsoe-7852, 7901
Hamlin District: Altus-Hamlin-7510
Ft. Stockton District: San Angelo-Ft. Stockton-7512
Alpine District: Ft. Stockton-Alpine-7512
Sonora District: SN Jct.-Sonora-7884

Quanah, Acme, & Pacific:

Red River-Quanah-
Quanah-Floydada-1059, 1166, 1167

St. Louis-San Francisco:

Eastern Division:

Rolla Subdivision: St. Louis-Newburg-1002, 1101, 1102
Lebanon Subdivision: Newberg-Springfield-740, 1002, 1103
Springfield Subdivision: Springfield-Monett-740, 1002, 1103
Aurora Branch: Miller-Aurora-1015
Chadwick Branch: Southern Jct.-Ozark-1011
Clinton Subdivision: Kansas City-Springfield-740, 1005, 1107, 1108, 1151
Salem Branch: Cuba-Salem-1009, 1010
Cherry Valley Branch: Cherry Valley Jct.-Cherry Valley-1090
Ft. Wood Branch: Bundy Jct.-Ft. Wood-1060

Eastern Division (1950):

Rolla Subdivision: St. Louis-Newburg-1002, 1101, 1102
Lebanon Subdivision: Newburg-Springfield-740, 1002, 1103
Springfield Subdivision: Springfield-Monett-740, 1002, 1103
Aurora Branch: Aurora-Mt. Vernon-1015
Ozark Branch: M.K. Jct.-Ozark-1011
Salem Branch: Cuba-Salem-1009, 1010
Cherry Valley Branch: C.V. Jct.-Cherry Valley-1090
Current River Branch: Willow Springs-Chicopee-1012
Lepanto Branch: Tyronza Jct.-Lepanto-1071
Willow Springs Subdivision: Springfield-Thayer-1001, 1103
Memphis Subdivision: Thayer-Yale-1001, 1101, 1121, 1122
Clinton Subdivision: Kansas City-Springfield-740, 1005, 1107, 1108, 1151

Northern Division:

Kansas City Subdivision: Kansas City-Ft. Scott-1001, 1151
Ash Grove Subdivision: Ft. Scott-North Springfield-1001, 1103
Afton Subdivision: Edward-Afton-1040, 1141
Girard Branch: Girard-Carl Jct.-1006, 1043

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Picher Branch: Baxter-Quapaw-
Parsons Subdivision: Arcadia-Cherryvale-1019, 1039, 1041, 1043, 1141, 1181
Coal Branch: Kramer-Weir City-1039
Joplin & Galena Branch: Oronogo-Baxter Springs-1045, 1185
Tuckahoe Branch: J&G Jct.-Carthage Subdivision XING-
Carthage Subdivision: Monett-Neodesha-1004, 1042
Wichita Subdivision: Neodesha-Freight Yard (Wichita)-1004, 1107
Burton Subdivision: Freight Yard-Ellsworth-1002

Red River Division (1959):

Creek Subdivision: Tulsa-Francis-1003, 1046, 1054, 1141
Muskogee Branch: Northern Jct.-Dills-
Sherman Subdivision: Francis-Sherman-1003, 1046, 1054, 1145
Sulphur Branch: Scullin-Sulphur-
Ft. Worth Subdivision: North Sherman-Ft. Worth-(includes 37.9 miles via CRIP-Irving-N. Ft. Worth)-
1046, 1053, 1145, 1146, 1147

River Division (1945):

St. Louis Subdivision: St. Louis-Chaffee-1025, 1101
Chaffee Subdivision: Chaffee-Yale-
Hoxie Subdivision: Chaffee-Hoxie-1013, 1076
Leachville Subdivision: Brooks Jct.-Leachville-1080
Caruthersville Branch: Kennett-STSW XING-
Campbell Branch: Campbell-Gibson-1082
Malden Branch: Malden-Clarkton-1083
Pirgott Branch: Poplar Jct.-Kennett-1079

Southern Division (1949):

Current River Branch: Willow Springs-Chicopee-1012
Lepanto Branch: Tyronza Jct.-Lepanto-1071
Empire Branch: Dora-Sipsey-1095
Bessemer Branch: Pratt City-Bessemer B.S. Connection-
Willow Springs Subdivision: North Springfield-Thayer-1001, 1103
Memphis Subdivision: Thayer-Yale-1001, 1101, 1121, 1122
Tupelo Subdivision: Memphis-Amory-1001, 1121, 1123
Birmingham Subdivision: Amory-Birmingham-1001, 1123, 1124, 1128
Columbus Subdivision: Amory-Magnolia-1020, 1036, 1123
Pensacola Subdivision: Magnolia-Pensacola-1020, 1125, 1126

Southwestern Division (1949):

Cherokee Subdivision: Monett-West Tulsa-1003, 1141
Shamrock Branch: Depew-Tidal-1162
Oklahoma Subdivision: Tulsa-Oklahoma City-1003
Creek Subdivision: Sapulpa-Francis-1003, 1046, 1054, 1141
Sherman Subdivision: Francis-Sherman-(includes 9.1 miles via T&NO-T&NO Jct.-Sherman)-1003, 1046,
1054, 1145
Sulphur Branch: Scullin-Sulphur-1172
Ft. Worth Subdivision: Sherman-West Yard (includes 36.9 miles via CRI&G-Irving-Ft. Worth)-1046,
1053, 1145, 1146, 1147
Chickasha Subdivision: East Yard (OK City)-Quanah-1003
Muskogee Branch: Northern Jct.-Dills-1052, 1055, 1144

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Western Division (1930):

Beaumont Subdivision: Beaumont-Enid-1051
Perry Subdivision: Tulsa-Enid-1047, 1141, 1142
Jennings Branch: North Jennings-Jennings-
Enid-Hobart Subdivision: Enid-Vernon-1051, 1142, 1150
Avard Subdivision: Enid-Avard-1047, 1142

San Francisco & San Joaquin Valley (1900):

8th District-Kern Jct.-Fresno-7200, 7254, 7255, 7270, 7280, 7289, 7291
9th District-Fresno-Stockton-7200, 7256, 7257 7270, 7290
10th District-Stockton-Point Richmond-7200, 7258, 7261, 7278, 7290, 7678
11th District-Corcoran-Fresno-7218, 7255, 7270, 7280

Spokane, Coeur d'Alene, & Palouse Railway (1939):

1st Subdivision: Coeur d'Alene-Spokane (includes 1.04 miles via GN-Shops-Spokane)-375, 382
2nd Subdivision: Colfax-Spring Valley-383
3rd Subdivision: Moscow-Spokane (includes 1.04 miles via GN-Shops-Spokane)-383, 945, 946

Spokane, Portland, & Seattle Railway Company and affiliated companies:

Terminal Division: Vancouver-Portland-47, 643, 645, 646, 647, 689, 690, 2119, 2120

Vancouver Division:

1st Subdivision (Main Line): Wishram-Vancouver-47, 632
2d Subdivision (Main Line): Pasco-Wishram (includes 1.6 miles via NP-SP&S Jct.-Pasco)-47, 630, 688, 1703
3d Subdivision (Main Line): Yardley-Pasco (includes 11.9 miles via NP-Marshall Jct.-Yardley and 7.1 miles via GN-Fort Wright-Hillyard)-47, 632, 687, 1344
4th Subdivision (Goldendale Branch): Goldendale-Lyle-439

Oregon Trunk Railway:

Oregon Trunk Main Line: Bend-Wishram-53, 632, 637, 1711

Portland Division:

1st Subdivision: Portland-Seaside (Willbridge-Goble original NP main line; includes 4.5 miles via Terminal Division, Portland-Willbridge)-440, 2119, 2120
2d Subdivision (Ft. Stevens Branch): Warrenton-Ft. Stevens -441

United Railways Company:

United Jct.-County Line (1.9 miles west of Keasey-Vernonia abandoned before merger)-442, 443, 1709

Gales Creek & Wilson River Railroad Company:

Wilkesboro-Glenwood-1701

Oregon Electric Railway Company:

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1st Subdivision: Portland-Salem-442, 633, 1704

2d Subdivision: Salem-Eugene-442, 633, 634, 635

3d Subdivision: Orenco-Bowers Jct.-

4th Subdivision: Garden Home-Forest Grove-458, 1702

5th Subdivision: Leander-Foster (includes 13.6 miles via SP-SP Connection-Albany-Lebanon (OE Connection)-457, 634, 636

6th Subdivision: Sweet Home-Dollar (abandoned prior to merger-mid 60's)-636, 1700

BNSF TRACK SEGMENTS-APPENDIX 6

Railroads Mentioned or Researched

The following list are the railroads that comprise what is now known as the Burlington Northern and Santa Fe Railway Company segments. Following the initial railroad, in parenthesis, is the major railroad that was merged into the Burlington Northern; Atchison, Topeka, & Santa Fe, or, in the case of bankrupt railroads, those predecessors. Line sales to other operators are highlighted in **bold green**. Rights over foreign lines are also in **bold green**. Joint ownership is indicated by a dash (-) and a railroad that was split up is indicated by a slash (/). If a name appears twice, once in black, the second in green or bold green, the one in black is the original line, the one in green the successor. Also, because so many lines became part of the “rights over other railroads”, all direct BNSF “descendants” will be in blue.

Count: 1089. In the introduction, it was mentioned well over 1500 railroads were researched. Not counted here are the several MILW lines that BN/BNSF did not operate or purchase. Also, in a matter of semantics, other corporate names were not duplicated, such as St. Louis-San Francisco, which had 3 similar names, with the last being the final name, or Northern Pacific, which also had a few names, before Northern Pacific Railway Company emerged. This only applies to the final Corporate name prior to mergers. Because the state of Texas required all railroads doing business in that state to incorporate there until the mid 1960’s, those names are included.

At the end of this first list are the Railroads researched by Mr. Roger Taylor, just on the Frisco predecessor companies, in his quest on the history of that one company. It is included here, because Mr. Taylor greatly contributed to the history portion of the Frisco segments that BN initially took over. By perusing this list of just Frisco predecessors, you can appreciate Mr. Taylor’s 26 years of research on this one company.

Legend:

ATSF-Atchison, Topeka, & Santa Fe
BN-Burlington Northern
BNSF-Burlington Northern & Santa Fe Railway Company
C&A-Chicago & Alton
C&EI-Chicago & Eastern Illinois
CB&Q-Chicago, Burlington, & Quincy
CC&P-Chicago, Central, & Pacific
CGW-Chicago Great Western
CN-Canadian National
CNW-Chicago & Northwestern
CP-Camas Prairie
CP Rail-Canadian Pacific
CPR-Camas Prairie Rail
CRIP-Chicago, Rock Island, & Pacific
C&S-Colorado & Southern
DRGW-Denver & Rio Grande Western
FRISCO-St. Louis-San Francisco
GN-Great Northern
GNW-Great Northwest
IC-Illinois Central
ICG-Illinois Central Gulf
Katy-Missouri-Kansas-Texas
KCS-Kansas City Southern
MILW-Chicago, Milwaukee, St. Paul, & Pacific
MP-Missouri Pacific
NNE-Nebraska Northeastern
NP-Northern Pacific
NS-Norfolk Southern
NW-Norfolk & Western

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NWP-Northwestern Pacific
PC-Pacific Coast
SJV-San Joaquin Valley
SOO-Soo Line
SP-Southern Pacific
SP&S-Spokane, Portland, & Seattle
TRAA-Terminal Railroad Association of St. Louis
UP-Union Pacific
VV&E-Vancouver, Victoria, & Eastern RY & Navigation
WAB-Wabash
WP-Western Pacific

Railroads:

A

Abilene & Northern (C&S)
Acme, Red River, & Northern (FRISCO)
Alabama & Chattanooga (AGS)
Alabama & Gulf Coast RR
Alabama & Florida (L&N)(CSX)
Alabama Great Southern (NS)
Alabama, Tennessee, & Northern (FRISCO)
Alameda Corridor Transportation Commission
Albany & Eastern RR
Albany & Lebanon RY (SP)(UP)
Albia, Knoxville, & Des Moines (CB&Q)
Albion & Southeastern (SP)
Albion Lumber (NWP)(ATSF)(SP)
Albion River RR (NWP)(ATSF)(SP)
Alton & Sangamon (C&A)
Alton & Southern
American Railway Company of Texas (West Texas & Lubbock)
Amtrak
Appanoose County Community Railroad
Arizona & California (ATSF)
Arizona & California
Arizona & Utah (ATSF)
Arizona Central
Arkansas & Choctaw (FRISCO)
Arkansas & Missiaippi
Arkansas & Oklahoma (FRISCO)
Arkansas Branch of St. Louis & Iron Mountain (MP)(UP)
Arkansas RR (FRISCO)
Arkansas Valley (ATSF)
Arkansas Valley & Western (FRISCO)
Aspen Short Line (Colorado Midland)
Astoria & Columbia River (GN)(SP&S)
Astoria & Portland (GN)(SP&S)
Astoria & South Coast (GN)(SP&S)
Astoria Riverfront Trolley
Atchison & Nebraska (CB&Q)
Atchison, Topeka, & Santa Fe (BNSF)
Atchison, Topeka, & Santa Fe of Chicago (ATSF)
Atlantic & Pacific (FRISCO/ATSF)
Aurora Branch RR (CB&Q)

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B

BG & CM RR

Bailey RR (FRISCO?)

Baltimore & Ohio (CSXT)

Baltimore & Ohio Chicago Terminal RR

Baltimore & Ohio Southwestern (B&O, CSXT)

Barnes Heights & Cornell Mountain RY (PRL&P)

Barnesville & Moorhead RY (GN)

Barnwell & Searchlight (ATSF)

Barton County & Santa Fe (ATSF)

Beaumont Lumber Company (ATSF)

Beaumont, Sour Lake, & Port Arthur Traction Company (MP)(UP)

Beaumont, Sour Lake, & Western (MP)(UP)

Beaumont Wharf & Terminal Company (ATSF)

Beaverton & Willsburg (SP)(UP)

Beaver Valley RY (CB&Q)

Bellingham Bay & British Columbia (MILW)

Bellingham Bay & Eastern (NP)

Bellingham & Northern (MILW)

Bellingham Terminals & RY (MILW)

Bentonville RR Company (FRISCO)

Bevier & Southern (BN)

Big Forks & North Minnesota (NP)

Big Horn RR (CB&Q)

Big Horn Southern (CB&Q)

Billings & Northern (GN)

Billings & Shepherd (NP)

Bingham Canyon & Camp Floyd RR (DRGW)(SP)(UP)

Birmingham Southern

Black Hills (CB&Q)

Black Hills Central

Blackwell & Southern (ATSF)

Blackwell, Enid, & Southwestern (FRISCO)

Blackwell, Enid, & Texas (FRISCO)

Blackwell Mountain RR (ATSF)

Blackwell Northern

Blackwell Northern Gateway RR

Blakeley

Blue Mountain

Blue Valley RY (UP)

Boca & Loyaltan (WP)(UP)

Bonneville & Southwestern (FRISCO)

Bradshaw Mountain (ATSF)

Brainerd & Northern (NP)

Brainerd & North Minnesota (NP)

Brandon, Devil's Lake, & Southern (GN)

Brandon, Saskatchewan, & Hudson's Bay (GN)

British Columbia Electric (SRYBC)

British Columbia Power & Hydro Authority (SRYBC)

British Columbia Southern (CP Rail)

Brownsville & Ft. Kearney (CB&Q)

Brownsville & Nordaway Valley RY (CB&Q)

Brownsville, Ft. Kearney, & Pacific (CB&Q)

Brownwood North & South RR (Frisco)

Brownwood & Northwestern (Frisco)

BNSF TRACK SEGMENTS-APPENDIX 6

Buffalo, Bayou Brazos, & Colorado (ATSF)
Buffalo Northwestern (ATSF)
Burlington & Colorado (CB&Q)
Burlington & Missouri River (CB&Q)
Burlington & Missouri River of Nebraska (CB&Q)
Burlington & Northern (CB&Q)
Burlington & Southwestern (CB&Q)
Burlington & Western (CB&Q)
Burlington, Cedar Rapids, & Minnesota (CRIP)
Burlington, Cedar Rapids, & Northern (CB&Q-CRIP)
Burlington, Ft. Madison, & Southwestern (CB&Q)
Burlington Jct. RY
Burlington, Kansas, & Southwestern (CB&Q)
Burlington Northern (BNSF)
Burlington-Rock Island RR (CRIP-C&S)
Burro Mountain RR (abandoned, then rebuilt by ATSF)

C

Cairo & Fulton (MP)(UP)
Cairo & Fulton of Arkansas (MP)(UP)
Cairo, Arkansas, & Texas (MP)(UP)
California & Nevada (ATSF)
California & Northeastern (SP)(UP)
California & Northern (NWP)
California, Arizona, & Santa Fe (ATSF)
California Central (ATSF)
California Eastern (ATSF)
California Midland (NWP)
California Northern (SP)(UP)
California Northern
California Northwestern (NWP)(ATSF)(SP)
California Pacific (Central Pacific)
California Southern (ATSF)
California Southwestern (ATSF)
Camas Prairie (UP-NP)(UP-BN)(CPR)(GNW)
Camas Prairie Rail (GNW)
Camp Creek RY (NP)
Canadian National
Canadian Northern Pacific (CN)
Canadian Pacific
Cane Belt (ATSF)
Cape Girardeau (FRISCO)
Cape Girardeau, Bloomfield, & Southern (FRISCO)
Cape Girardeau Southwestern (FRISCO)
Carrolton Short Line (FRISCO)
Cascade & Columbia River RR (Rail America)
Casselton Branch RR (NP)
Central & Montgomery (ATSF)
Centralia Eastern (NP)
Central Illinois RR
Central Kansas
Central Military Tract RR (CB&Q)
Central Montana Rail
Central Pacific (SP)(UP)
Central Washington

BNSF TRACK SEGMENTS-APPENDIX 6

Cerrillos Coal Railroad (ATSF)
Chelatchie Prairie
Chaparral RR (Kiamichi)
Chariton, Des Moines, & Southern (CB&Q)
Chessie System (CSXT)
Chester, Perryville, St. Genevieve, & Farmington (FRISCO)
Cheyenne (ATSF)
Cheyenne & Burlington (CB&Q)
Cheyenne & Montana (C&S)
Cheyenne Short Line (ATSF)
Chicago & Alton (ICG)
Chicago & Aurora RR (CB&Q)
Chicago & Calumet Terminal RY (NP)
Chicago & Eastern Illinois (MP)(UP)
Chicago & Great Western (WC)(NP)
Chicago & Iowa (CB&Q)
Chicago & Illinois Midland (I&M)
Chicago & Northern Pacific (NP)
Chicago & Northwestern (UP)
Chicago & Rock River (CB&Q)
Chicago, Burlington, & Kansas City (CB&Q)
Chicago, Burlington, & Northern (CB&Q)
Chicago, Burlington, & Quincy (BN)
Chicago Great Western (CNW)(UP)
Chicago, Iowa, & Kansas (CB&Q)
Chicago, Kansas, & Nebraska (CRIP)(KYLE)(UP)
Chicago, Kansas & Western (ATSF)
Chicago, Milwaukee, & Puget Sound (MILW)
Chicago, Milwaukee, & St. Paul of Montana (MILW)
Chicago, Milwaukee, & St. Paul of South Dakota (MILW)
Chicago, Milwaukee, & St. Paul of Washington (MILW)
Chicago, Missouri, & Western
Chicago, Nebraska, & Kansas (CB&Q)
Chicago, Pekin, & Southwester (ATSF)
Chicago, Peoria, & St. Louis (I&M)
Chicago, Rockford, & Northern (CB&Q)
Chicago, Rock Island, & Gulf (CRIP)(UP)
Chicago, Rock Island, & Texas (CRIP)(UP)
Chicago, St. Charles, & Mississippi Airline RR (C&NW)(UP)
Chicago, St. Louis, & Western (ATSF)
Chicago, St. Paul, & Kansas City (CGW)
Chicago, St. Paul, Minneapolis, & Omaha (CNW)(UP)(NNE)
Chicago, St. Louis, & New Orleans (IC)
Chicago, Santa Fe, & California (ATSF)
Chicago, Santa Fe, & California of Iowa (ATSF)
Chicago Terminal Transfer Railway (BOCT)
Chicago, Texas, & Mexico Central (ATSF)
Chickasawba RR (FRISCO)
Choctaw & Memphis (CRIP)(SSW)(UP)
Choctaw Coal & Railway (CRIP)(MKT)(UP)
Choctaw Northern (CRIP)
Choctaw, Oklahoma, & Gulf (CRIP)
Choctaw, Oklahoma, & Texas (CRIP)
Cimarron River Valley RR
Cimarron Valley RR

BNSF TRACK SEGMENTS-APPENDIX 6

Cincinnati, Washington, & Baltimore (B&O, CSXT)
Clarinda, College Springs, & Southern RR (CB&Q)
Clearwater Short Line (NP)(CP)
Cleveland, Cincinnati, Chicago, & St. Louis (NYC)
Clinton & Oklahoma Rd. Company (ATSF)
Clinton & Oklahoma Western (ATSF)
Clinton & Oklahoma Western of Texas (ATSF)
Coeur d'Alene & Pend Orielle RY (SI)(UP)
Coeur d'Alene & Spokane (GN)
Coeur d'Alene RY & Navigation Company (NP)
Colorado & New Mexico (ATSF)
Colorado & Northwestern
Colorado & Southern (CB&Q)
Colorado Central RR (UP)(C&S)
Colorado Central of Wyoming (C&S)
Colorado Midland (ATSF) (C&S)(DRGW)(SP)(UP)
Colorado Northern (CB&Q)
Colorado Southern, New Orleans, & Pacific (MP)(UP)
Columbia & Palouse (NP)(UP)
Columbia & Puget Sound (PC)
Columbia & Red Mountain (GN)
Columbia Basin
Columbia River & Northern (NP)(SP&S)
Concho, San Saba, & Llano Valley RR (ATSF)
Connell & Northern (NP)
Conrail (CSX)
Copper Basin RY
Corpus Christi, San Diego, & Rio Grande Narrow Gauge RR (MP)(UP)
Council Bluffs & Kansas City (CB&Q)
Cowley, Summer, & Ft. Smith (ATSF)
Creston & Northern RR (CB&Q)
Cripple Creek Central RY (C&S)
Crosbyton RR
Crosbyton-South Plains (ATSF)
Crows Nest Southern (GN)
Crystal City RY (FRISCO)
CSX
Current River RR (FRISCO)
Cuyuna Northern RY (NP)

D

Dakota & Great Northern (GN)
Dakota & Iowa
Dakota Central (CNW)
Dakota Northern
Dakota Southern (MILW)
Dakota Southern
Dallas & Waco RY (MKT)(MP)(UP)
Dallas Area Rapid Transit
Davenport, Rock Island, & Western (CB&Q-MILW)(BN)
Dawson RY (SP)
Dayton-Goose Creek RY (SP)(UP)
Deadwood Central (CB&Q)
Deckerville, Osceola, & Northern (FRISCO)
Delta Valley & Southern

BNSF TRACK SEGMENTS-APPENDIX 6

Dent & Phelps RR (FRISCO)
Denver & Interurban (C&S)
Denver & Middle Park (UPD&G)
Denver & Montana (CB&Q)
Denver & New Orleans RY (C&S)
Denver, Boulder, & Western
Denver & Rio Grande (SP)(UP)
Denver & Salt Lake (DRGW)(SP)(UP)
Denver & Santa Fe (ATSF)
Denver, Marshall, & Boulder (C&S)
Denver, Memphis, & Atlantic RY (MP)(UP)
Denver, North Western, & Pacific (DRGR)(SP)(UP)
Denver, Enid, & Gulf (ATSF)
Denver, Leadville, & Gunnison (C&S)
Denver, Longmont, & Northwestern (CB&Q)
Denver Railway & Telegraph Company (UP)
Denver, South Park, & Hilltop (C&S)
Denver, South Park, & Pacific (C&S)
Denver, Texas, & Ft. Worth (C&S)
Denver, Texas, & Gulf (C&S)
Denver, Utah, & Pacific (CB&Q)
Des Chutes Railway (UP)
Des Moines & Kansas City (CB&Q)
Des Moines & Knoxville (CB&Q)
Des Moines, Indianola, & Missouri (CRIP)
Des Moines, Osceola, & Southern (CB&Q)
Des Moines, St. Louis, & Wabash (WAB)(NW)(NS)
Des Moines Union Railway (WAB)(NW)(NS)
Dixon, Peoria, & Hannibal (CB&Q)
Dodge City & Cimarron Valley (ATSF)
Drummond & Philipsburg (NP)
Duluth & Manitoba RR (NP)
Duluth & Winnipeg RR (GN)
Duluth, Crookston, & Northern (NP)
Duluth, Messabe, & Northern (DM&IR)
Duluth, Messabe, & Iron Range
Duluth, Mississippi River, & Northern (GN)
Duluth, Superior, & Western (GN)
Duluth, Superior, & Western Terminal (GN)
Duluth, Watertown, & Pacific (GN)
Duluth, Rainy Lake, & Winnipeg (DWP)
Duluth, Winnipeg, & Pacific (Canadian National)

E

Eastern Illinois & Missouri (C&EI)(MP)(UP)
Eastern Oklahoma RY (ATSF)
Eastern RY of Minnesota (GN)
Eastern RY of New Mexico (ATSF)
Eel River & Eureka (NWP)
El Dorado & Santa Fe (ATSF)
El Paso & Northeastern (SP)(UP)
El Paso & Rock Island (SP)(UP)
El Paso & Southwestern (SP)(UP)
Elgin, Joliet, & Eastern
Elkhart & Santa Fe (ATSF)

BNSF TRACK SEGMENTS-APPENDIX 6

Elkhart & Southern (ATSF)
El Paso & Northeastern (SP)(UP)
El Paso & Southwestern (SP)(UP)
Enid & Anadarko (CRIP)
Eureka & Klamath River (NWP)(ATSF)(SP)
Eureka Southern
Everett & Cherry Valley Traction (GN)
Everett & Monte Cristo (NP)

F

Fairhaven & Southern (GN)
Fargo & Southern RY(MILW)
Fargo & Southwestern (NP)
Farmer's Grain & Shipping Company (GN)

Farmrail

Fayetteville & Little Rock (FRISCO)

Ferrocarril del Pacifico

Fillmore & Western

Florence, El Dorado, & Walnut Valley (ATSF)
Ft. Bragg & Southeastern (ATSF)
Ft. Collins Development RR (C&S)
Ft. Morgan, Carr City, & Denver (CB&Q)
Ft. Scott, Southeastern, & Memphis (FRISCO)
Ft. Scott, Wichita, & Western (MP)(UP)
Ft. Smith & Southern (FRISCO)
Ft. Smith & Van Buren Bridge Company (FRISCO)
Ft. Worth & Denver (C&S)
Ft. Worth & Denver City (C&S)
Ft. Worth & Denver Northern (C&S)
Ft. Worth & Denver Terminal RY (C&S)
Ft. Worth & New Orleans (SP)(UP)
Ft. Worth & Rio Grande RY (FRISCO)
Ft. Worth & South Plains (C&S)
Ft. Worth & Western
Ft. Worth, Denver, & South Plains RY (C&S)
Fresno County RY (ATSF)
Fresno Interurban (ATSF)
Fulton & Guerneville (NWP)

G

Galena & Chicago (CNW)(UP)
Gales Creek & Wilson River (SP&S)
Galveston & Red River RR (SP)(UP)
Galesburg & Rio (CB&Q)
Galveston, Harrisburg, & San Antonio (SP)(UP)
Galveston, Houston, & San Antonio (SP)(UP)
Galveston, Houston, & Henderson (MP)(MKT)(UP)
Galveston, Houston, & Northern (SP)(UP)
Galveston, Laporte, & Houston (SP)(UP)
Galveston, Sabine Valley, & St. Louis (ATSF)
Galveston Terminal RY (CRIP-C&S)
Garden City & Western
Garden City, Gulf, & Northern (ATSF)
Gateway Western (KCS)
Gaylord & Ruby Valley RY (NP)

BNSF TRACK SEGMENTS-APPENDIX 6

Georgetown RR (MP)(UP)
Georgetown, Breckenridge, & Leadville (UPD&G)(C&S)
Georgetown Loop Railroad (tourist)
Gilmore & Pittsburgh (NP)
Grainbelt
Grand Canyon RY (ATSF)
Grand Canyon RY (tourist)
Grand Island & Northwestern (CB&Q)
Grand Island & Northern Wyoming (CB&Q)
Grand Island & Wyoming Central (CB&Q)
Grantsburgh, Rush City, & St. Cloud (NP)
Great Falls & Canada RY (GN)
Great Falls & Teton County RY (GN)
Great Falls Terminal Railway (MILW)
Great Northern (BN)
Great North West (WATCO)
Great Western
Greeley, Salt Lake, & Pacific (C&S)
Green Bay & Western
Greenfield & Northern (FRISCO)
Greenfield RR (FRISCO)
Green River & Northern (NP)
Gulf (ATSF)
Gulf & Interstate (ATSF)
Gulf & Northern (ATSF)
Gulf, Beaumont, & Great Northern (ATSF)
Gulf, Beaumont, & Kansas City (ATSF)
Gulf, Colorado, & Santa Fe (ATSF)
Gulf, Florida, & Alabama (FRISCO)
Gulf Inter-State of Texas (ATSF)
Gulf, Texas, & Western (FRISCO)
Guthrie & Western (ATSF)

H

Hannibal & St. Joseph (CB&Q)
Hanover RR (ATSF)
Harbor Belt Line (Pacific Harbor Line)
Harper & Western (ATSF)
Hartford Eastern (NP)
Harvey County (ATSF)
Hastings & Colorado (CB&Q)
Hastings & Dakota RY (MILW)
Hastings & Northwestern (UP)
Healdton & Santa Fe (ATSF)
Helena & Jefferson County RR (NP)
Helena & Northern (NP)
Helena & Red Mountain (NP)
Helena, Boulder Valley, & Butte (NP)
Holly & Swink (ATSF)
Houston & Great Northern (MP)(UP)
Houston & Gulf Coast RR
Houston & Shreveport (SP)(UP)
Houston & Texas Central (SP)(UP)
Houston Belt & Terminal
Houston, Central Arkansas, & Northern (MP)(UP)

BNSF TRACK SEGMENTS-APPENDIX 6

Houston East & West Texas (SP)(UP)
Houston North Shore RY (SP)(UP)
Houston Tap & Brazoria RY (MP)(UP)
Hoxie, Pocahontas, & Northern (FRISCO)
Humeston & Shenandoah RR (CB&Q-WAB)
Hutchison & Southern (ATSF)

I

Idaho & Western (MILW)
Illinois & Grand Trunk RY (CB&Q)
Illinois & Midland RY
Illinois Central (IC)(ICG)(CC&P)(IC)(CN)
Illinois Central Gulf (IC, CN)
Illinois Rail Net
Illinois Terminal RR (N&W)(NS)
Illinois Transfer RR (TRAA)
Inland Empire (GN)
International & Great Northern (MP)(UP)
The International RR (MP)(UP)
International Great Northern (MP)(UP)
International Railroad Systems
Iowa & St. Louis (CB&Q)
Iowa Central (C&NW)
Iowa Southern (CB&Q)
Iowa, Chicago, & Eastern (DM&E)
Issaquah Valley Trolley

J

Jackson & Savanna RR (CB&Q)
James River Valley RR (NP)
Jamestown & Northern RR (NP)
Jamestown & Northern Extension RR (NP)
Jasper & Eastern (ATSF)
Joliet, Aurora, & Northern (EJ&E)
Jonesboro, Lake City, & Eastern (FRISCO)
Joplin RR (FRISCO)
Joplin RY (FRISCO)
Joplin & Galena RY of Kansas (FRISCO)
Joplin & Galena RY of Missouri (FRISCO)
Joplin RR of Missouri & Kansas (FRISCO)

K

Kansas & Colorado Pacific RY (MP)(UP)
Kansas & Eastern
Kansas & Missouri (FRISCO)
Kansas & Neosho Valley RR (FRISCO)
Kansas City & Cameron (CB&Q)
Kansas City & Eastern (MP)(UP)
Kansas City & Emporia (ATSF)
Kansas City & Memphis RY & Bridge Company (FRISCO)
Kansas City & Olathe (ATSF)
Kansas City & Omaha (CB&Q)
Kansas City & Pacific (MKT)(UP)
Kansas City & Santa Fe (ATSF)
Kansas City & Southern (FRISCO)

BNSF TRACK SEGMENTS-APPENDIX 6

Kansas City & Southwestern RR (FRISCO)
Kansas City & Southwestern RY (MP)(UP)
Kansas City & Southwestern of Missouri (MP)(UP)
Kansas City Belt Line (partially owned by all railroads served, successor-Kansas City Terminal RR)
Kansas City, Burlington, & Santa Fe (ATSF)
Kansas City, Clinton, & Springfield RY (FRISCO)
Kansas City, Colorado, & Southern (FRISCO)
Kansas City, Ft. Scott, & Gulf (FRISCO)
Kansas City, Ft. Scott, & Memphis (FRISCO)
Kansas City, Ft. Scott, & Springfield (FRISCO)
Kansas City, Lawrence, & South Kansas (ATSF)
Kansas City, Leavenworth, & Atchison (MP)(UP)
Kansas City, Memphis, & Birmingham (FRISCO)
Kansas City, Mexico, & Orient (ATSF)
Kansas City, Mexico, & Orient of Texas (ATSF)
Kansas City, Nevada, & Ft. Smith (KCS)
Kansas City, Osceola, & Southern (FRISCO)
Kansas City, Ozarks, & Southern RY (FRISCO)
Kansas City, Pittsburg, & Gulf (KCS)
Kansas City, St. Joseph, & Burlington (CB&Q)
Kansas City, St. Joseph, & Council Bluffs RR (CB&Q)
Kansas City Southern
Kansas City, Springfield, & Memphis (FRISCO)
Kansas City Terminal (owned by all railroads diverging)
Kansas City, Topeka, & Western (ATSF)
Kansas & Oklahoma (WATCO)
Kansas Eastern
Kansas Midland (FRISCO)
Kansas Midland (Midland Valley)
Kansas, Oklahoma, & Gulf (FRISCO)
Kansas, Oklahoma, & Gulf (MP)(UP)
Kansas, Oklahoma, Central, & Southwestern (ATSF)
Kansas Pacific (UP)
Kansas Southern (ATSF)
Kaw River RR
Kennett & Osceola RR (FRISCO)
Keokuk & Northwestern (CB&Q)
Keokuk & St. Paul (CB&Q)
Keokuk & Western (CB&Q)
Keokuk, Mt. Pleasant, & Muscatine (CB&Q)
Keokuk Junction Railway
Kettle Valley
Kettle Valley RY (CP)
Kiamichi Rail
Kingman, Pratt, & Western (ATSF)
Kings River RY (ATSF)
Kiowa, Chickasha, & Ft. Smith (ATSF)
Kootenai Valley (GN)
KYLE

L

Lake Superior & Mississippi RR (NP)
Lake Superior Terminal & Transfer (GN-NP-SOO)
Lake Whatcom Railway
Larimore & Mississippi Valley (NP)

BNSF TRACK SEGMENTS-APPENDIX 6

Laton & Western (ATSF)
Lawrence & Topeka (ATSF)
Leavenworth, Atchison, & Northwestern (MP)
Leavenworth, Lawrence, & Galveston (ATSF)
Leavenworth, Topeka, & Southwestern (UP)
Leon, Mt. Ayr, & Southwestern (CB&Q)
Lewis & Clark Railway
Lincoln & Black Hills (CB&Q)
Lincoln & North Western (CB&Q)
Little Falls & Dakota RY (NP)
Little Rock & Memphis (CRIP)(SSW)(UP)
Little Rock & Texas (FRISCO)
Little Rock, Mississippi, & Texas (MP)(UP)
Little Rock, Pine Bluff, & New Orleans (MP)(UP)
Little Rock Valley & Arkansas (SSW)(SP)(UP)
Logansport, Peoria, & Burlington (TPW)
Longmont & Erie (CB&Q)
Longview & Sabine Valley (ATSF)
Longview, Portland, & Northern
Los Angeles & Salt Lake (UP)
Los Angeles & San Gabriel Valley (ATSF)
Los Angeles Junction RY
Louisiana & Delta
Louisville & Nashville (CSX)
Louisiana & Arkansas (KCS)
Louisiana Western (SP)(UP)

M

Manhattan, Alma, & Burlingame (ATSF)
Manitoba & Great Northern (GN)
Marietta, Hillsdale, & Cincinnati (B&O, CSXT)
Marin & Napa RR (NWP)
Mark & Hannibal RR (CB&Q)
Marshall Timpson & Sabine Pass RR (ATSF)
Marysville & Blue Valley RR (UP)
Meeker Southern
Memphis & Little Rock (CRIP)(SSW)(UP)
Memphis & New Orleans (FRISCO)
Memphis & St. Louis (FRISCO)
Memphis & Southeastern (FRISCO)
Memphis, Birmingham, & Atlantic (FRISCO)
Memphis, Carthage, & Northwester (FRISCO)
Memphis, Kansas, & Colorado (FRISCO)
METROLINK
Miami Mineral Belt (FRISCO)
Midland Continental (BN)
Midland Continental of Manitoba (GN-NP)
Midland Pacific (CB&Q)
Midland RY of Minnesota (GN)
Midland Terminal RY
Midland Valley
Minkler Southern (ATSF)
Minneapolis & Pacific (SOO)
Minneapolis & St. Cloud (GN)
Minneapolis & St. Louis (CNW)

BNSF TRACK SEGMENTS-APPENDIX 6

Minneapolis Prairie Line

Minnesota & International Falls (NP)

Minnesota Belt Line RY & Transfer (MCR)

Minnesota Central (Minneapolis Prairie Line)

Minnesota Commercial RR

Minnesota North RR

Minnesota Transfer (MCR)

Minnesota Union Railway (GN)

Minnesota Valley Transportation (MN Central)

Mission Mountain RR (WATCO)

Mississippi Central RY (IC)

Mississippi Central & Tennessee (IC)

Mississippi River RR & Toll Bridge (ATSF)

Missoula & Bitter Root Valley RR (NP)

Missouri & Illinois Bridge & Belt (CB&Q)

Missouri & North Arkansas

Missouri & Valley Park RR

Missouri & Western (FRISCO)

Missouri, Iowa, & Nebraska (CB&Q)

Missouri, Kansas, & Northwestern (MKT)(UP)

Missouri, Kansas, & Oklahoma (MKT)(UP)

Missouri-Kansas-Texas (UP)(Farmrail/Grainbelt)(line sold to Katy became part of the latter)

Missouri, Oklahoma, & Gulf (MP)(UP)

Missouri Pacific (UP)

Missouri River RR (NP)

Missouri River RR (MP)(UP)

Missouri River, Ft. Scott, & Gulf (Frisco)

Missouri Southeastern (FRISCO)

Mobile & Great Northern (L&N)(CSX)

Mobile & Montgomery (L&N)(CSX)

Mobile Terminal RY (FRISCO)

Montana & Great Northern (GN)

Montana Central (GN)

Montana Eastern (GN)

Montana Phosphate (NP)

Montana Rail Link

Montana RR (MILW)

Montana Railway Company (NP)

Montana Southern (NP)

Montana Union RY (UP)(NP)

Montana Western (GN)

Monte Crisco (NP)

Morely & Morehouse RR (FRISCO)

Morgan, Louisiana, & Texas (SP)(UP)

Motley County RR (FRISCO)

Mt. Pleasant & Keokuk (CB&Q)

Muscle Shoals, Birmingham, & Pensacola (FRISCO)

Muskogee Bridge Company (FRISCO)

N

Nashville, Chattanooga, & Illinois (CSX)

Nebraska & Colorado (CB&Q)

Nebraska & Western (GN)

Nebraska Central

Nebraska City, Sydney, & North Eastern RY (CB&Q)

BNSF TRACK SEGMENTS-APPENDIX 6

Nebraska, Kansas, & Colorado

Nebraska, Topeka, Iola, & Memphis (ATSF)

Nebraska Northeastern

Nebraska RR (CB&Q)

Nebraska, Wyoming, & Western (CB&Q)

Nelson & Ft. Shephard RY (GN)

Nevada Southern (ATSF)

New Mexican RR (ATSF)

New Mexico & Arizona (SP)

New Mexico & Southern Pacific (ATSF)

New Mexico Central RR (ATSF)

New Mexico Central RY (ATSF)

New Mexico Department of Transportation (NMDOT)

New Orleans, Mobile, & Chattanooga (SP)(UP)

New Orleans, Mobile, & Texas (SP)(UP)

New Orleans, Opelousas, & Great Western (SP)(UP)

New Orleans Public Belt RR

New Orleans, St. Louis, & Chicago (IC)

New Orleans, Texas, & Mexico (MP)(UP)

New York Central (PC)

New Westminster & Southern (GN)

Nordaway Valley RR (CB&Q)

Norfolk & Western (NS)

Norfolk Southern

North Coast RR (UP)

North Coast Railroad Authority

Northeast Oklahoma (FRISCO)

Northeast Oklahoma Traction (FRISCO)

Northern California Railway (SP)(UP)

Northern Cross RR (CB&Q)

Northern Pacific & Cascade (NP)

Northern Pacific & Montana (NP)

Northern Pacific & Puget Sound Shore (NP)

Northern Pacific, Fergus Falls, & Black Hills RY (NP)

Northern Pacific Railway Company (BN)

Northern Pacific Terminal Company of Oregon (NP-SP-UP)

Northern Pacific Terminal Company of Portland (NP-SP-UP)

Northern Railway (SP)(UP)

North Missouri (WAB)(N&W)(NS)

North Pacific Coast (NWP)(ATSF)(SP)

North Plains & Santa Fe (ATSF)

North Platte Valley RR (CB&Q)

North Shore (NWP)(ATSF)(SP)

North Texas & Santa Fe (ATSF)

North Western RR & California (ATSF)(SP)

Northwest Railway Museum

Northwestern of California (NWP)(ATSF)(SP)

Northwestern Pacific (ATSF)SP)

Northwestern Pacific (new)

North Yakima & Valley RY (NP)

O

Oakland & East Side RR (ATSF)

Oakland & Western (ATSF)

Oakland Terminal RY (ATSF-WP)

BNSF TRACK SEGMENTS-APPENDIX 6

Oilton & Santa Fe (ATSF)
Oklahoma City & Texas (FRISCO)
Oklahoma City & Western (FRISCO)
Oklahoma Central (ATSF)
Oklahoma City Terminal RR (FRISCO)
Oklahoma, Kansas, & Missouri RR (FRISCO)
Oklahoma, Kansas, & Missouri Interurban (FRISCO)
Oklahoma-Kansas-Texas (MKT)(UP)
Oklahoma, New Mexico, & Pacific (ATSF)
Oklahoma-Southwestern RY (abandoned)
Okmulgee Northern (FRISCO)
Ogden & Eastern RY (SP)(UP)
Ogle & Carroll County RR (CB&Q)
Olympia & Chehalis Valley RY (NP)
Olympia & Gray's Harbor (NP)
Olympia & Tenino (NP)
Omaha & North Platte (CB&Q)
Omaha & Republican Valley RR (UP)
Omaha & South Western (CB&Q)
Omaha, Kansas City, & Eastern (CB&Q)
Omaha, Missouri, & Pacific (CB&Q)
Omaha Southern (MP)(UP)
Oregon & California (SP)(UP)
Oregon & Eureka (NWP)(ATSF)(SP)
Oregon & Washington Territory RR (NP)
Oregon & Washington Transportation (NP)
Oregon Eastern RY (SP)(UP)
Oregon Eastern RY (SP)(UP)
Oregon Electric (SP&S)
Oregon Railroad & Navigation (UP)
Oregon Railway & Navigation (UP)
Oregon Short Line (UP)
Oregon Short Line & Utah Northern (UP)
Oregon Steam Navigation (UP)
Oregon Trunk (SP&S)
Oregon, Washington, & Idaho (UP)(CP)
Oregon-Washington Railroad & Navigation (UP)
Osage County & Santa Fe (ATSF)
Ottawa & Burlington (ATSF)
Ottawa, Oswego, & Fox River RR (CB&Q)
Otter Tail Valley
Oxford & Kansas (CB&Q)
Ozark & Cherokee Central RR (FRISCO)
Ozark Southern (FRISCO)

P

Pacific Coast RR (GN)
Pacific Coast RY (of California)
Pacific Electric (SP)
Pacific Harbor Line
Pacific Lumber Company (NWP)
Pacific of Missouri (MP)(FRISCO)
Paducah & Illinois (IC)(ICG)(CN)
Paducah & Louisville (CN)
Palouse & Coulee City (WATCO)

BNSF TRACK SEGMENTS-APPENDIX 6

Panhandle & Santa Fe (ATSF)

Panhandle Northern

Pan-Handle RY (FW&D, ATSF)

Paris & Great Northern (FRISCO)

Pend Orielle Valley (ex-MILW)

Peabody Coal Company (NP)

Pecos & Northern Texas (ATSF)

Pecos River (ATSF)

Pecos Valley (ATSF)

Pecos Valley & Northern (ATSF)

Pemiscot Southern RR (FRISCO)

Penn Central (Conrail)

Peoria & Bureau Valley RR (CRIP)(EJ&E)(BN)(CSX)(Iowa Interstate)

Peoria & Burlington (CB&Q)

Peoria & Pekin Union RY (T&P)

Peoria & Rock Island (CRIP)

Peoria & Western (Keokuk Jct. Ry)

Peoria Terminal Company (CRIP)

Perris & Lakeview (ATSF)

Petaluma & Santa Rosa (NWP)(SP)

Pioneer Industrial RY

Pittsburg & Columbia (FRISCO)

Plainview Terminal Company

Pleasant Hill & De Soto (FRISCO)

Port Bolivar Iron Ore (ATSF)

Portland & Western

Portland, Astoria, & Pacific (SP&S)

Portland Railway Light & Power (Tri-Met)

Portland Terminal Railroad (BN-SP-UP)

Port Terminal Railroad Association

Port Townsend & Puget Sound (NP)

Port Townsend & Southern (NP)

Port Townsend Southern (MILW)

Port Townsend (MILW)

Portland, Vancouver, & Yakima RR (NP)

Portland-Vancouver Junction Railway

Prescott & Eastern (ATSF)

Pueblo & Arkansas Valley (ATSF)

Pueblo State Line RR (MP)(UP)

Puget Sound & Gray's Harbor RR & Transportation (NP)

Puget Sound & Northern Pacific (NP)

Puget Sound & Pacific

Puget Sound & Southern (NP)

Puget Sound Shore RR (NP)

Q

Quanah, Acme, & Pacific (FRISCO)

Quincy, Alton, & St. Louis (CB&Q)

Quincy & Chicago (CB&Q)

Quincy & Palmyra (CB&Q)

Quincy, Omaha, & Kansas City (CB&Q)

R

Randsburg RY (ATSF)

Red Bluff & Pony (NP)

BNSF TRACK SEGMENTS-APPENDIX 6

Red Oak & Colorado (CB&Q)
Redondo Beach RY (ATSF)
Red Mountain RY (GN)
Red River & Manitoba RY (GN)
Red River, Texas, & Southern (FRISCO)
Red River Valley RY(GN)
Red River Valley & Western
Republican Valley RR (CB&Q)
Republican Valley & Kansas (CB&Q)
Republican Valley & Wyoming (CB&Q)
Republican Valley, Kansas, & Southwestern (CB&Q)
Rich Hill RR (FRISCO)
Richmond Belt RR (ATSF)
Rio Grande & El Paso (ATSF)
Rio Grande, El Paso, & Santa Fe (ATSF)
Rio Grand Junction Railway (DRGW)(SP)(UP)
Rio Grande, Mexico, & Pacific (ATSF)
River, Santa Ana, & Los Angeles (ATSF)
Rockford, Rock Island, & St. Louis (CB&Q)
Rock & Rail Inc.
Rock Island & Peoria (CRIP)
Rocky Fork & Cooke City RR (NP)
Rocky Mountain & Santa Fe (ATSF)
Rocky Mountain RR Co. of Montana (NP)

S

St. Charles Air Line RR (BNSF)(CN/IC)(UP) joint ownership
St. Clair, Madison, & St. Louis Belt (CB&Q)
St. Cloud & Lake Traverse RY (GN)
St. Cloud, Grantsburg, & Ashland (NP)
St. Joseph & Council Bluffs (CB&Q)
St. Joseph & Denver City (SJ&GI)(UP)
St. Joseph & Denver RY (CB&Q)
St. Joseph & Grand Island (UP)
St. Joseph & Iowa (CRIP)
St. Joseph & St. Louis (ATSF)
St. Joseph & Western (SJ&GI)(UP)
St. Joseph, St. Louis, & Santa Fe (ATSF)
St. Joseph Terminal Company (dissolved 1984)
St. Louis & Cedar Rapids (WAB)
St. Louis & Gulf (FRISCO)
St. Louis & Oklahoma City RR (FRISCO)
St. Louis & Memphis (FRISCO)
St. Louis & St. Joseph (ATSF)
St. Louis, Alton, & Chicago (C&A)
St. Louis, Arkansas, & Texas (SSW)(SP)(UP)
St. Louis, Arkansas, & Texas Consolidated (FRISCO)
St. Louis, Arkansas, & Texas RR of Arkansas (FRISCO)
St. Louis, Arkansas, & Texas RR of Missouri (FRISCO)
St. Louis, Brownsville, & Mexico (MP)(UP)
St. Louis, Cape Girardeau, & Ft. Smith (FRISCO)
St. Louis, Caruthersville, & Memphis of Arkansas (FRISCO)
St. Louis, Caruthersville, & Memphis of Missouri (FRISCO)
St. Louis, Ft. Scott, & Wichita (MP)(UP)
St. Louis, Iron Mountain, & Southern (MP)(UP)

BNSF TRACK SEGMENTS-APPENDIX 6

St. Louis, Kansas, & Arizona RY (MP)(UP)
St. Louis, Kansas City, & Northern (WAB)(N&W)(NS)
St. Louis, Kennett, & Southeastern (FRISCO)
St. Louis, Kennett, & Southern (FRISCO)
St. Louis, Keokuk, & Northwestern (CB&Q)
St. Louis, Lawrence, & Denver (FRISCO)(ATSF)
St. Louis, Lawrence, & Western (FRISCO)
St. Louis, Memphis, & Southeastern (FRISCO)
St. Louis, Memphis, & Southern (FRISCO)
St. Louis, Memphis, & Southwestern (FRISCO)
St. Louis, Morehouse, & Southern (FRISCO)
St. Louis, Oklahoma, & Southern RY (FRISCO)
St. Louis, Rock Island, & Chicago (CB&Q)
St. Louis, Rocky Mountain, & Pacific (ATSF)
St. Louis, Salem, & Arkansas (FRISCO)
St. Louis, Salem, & Little Rock (FRISCO)
St. Louis, San Francisco, & New Orleans (FRISCO)
St. Louis, San Francisco, & Texas (FRISCO)
St. Louis-San Francisco Railway Company (BN)
St. Louis-Southwestern (SP)(UP)
St. Louis, Wichita, & Western (FRISCO)
St. Maries Valley
St. Paul & Chicago (MILW)(SOO)(CP Rail)
St. Paul & Duluth (NP)
St. Paul & Northern Pacific (NP)
St. Paul & Pacific (GN)
St. Paul, Minneapolis, & Manitoba (GN)
St. Paul, Stillwater, & Taylor Fall (CNW)(UP)
Salina & Santa Fe (ATSF)
Salina Northern (ATSF)
Salt Lake, Siever Valley, & Pioche (Utah & Nevada)(OSL)(UP)
San Antonio & Arkansas Pass RY (SP)(UP)
San Antonio, Ulvade, & Gulf RR (MP)(UP)
SANBAG
San Bernardino & Eastern (ATSF)
Sanborn, Cooperstown, & Turtle Mountain RR (NP)
San Francisco & San Jose (SP)(UP)
San Francisco & North Pacific (NWP)(ATSF)(SP)
San Francisco & Northwestern (NWP)
San Francisco & San Joaquin Valley (ATSF)
San Francisco & San Jose (SP)(UP)
San Francisco, Tamalpais, & Bolinas (ATSF)(SP)
San Joaquin Valley RR
San Luis Obispo & Santa Maria Valley RR (PC RY California)
Santa Clara & Pajero Valley (SP)
Santa Fe & Grand Canyon (ATSF)
Santa Fe & Los Angeles Harbor (ATSF)
Santa Fe Central (ATSF)
Santa Fe Land Improvement Company (ATSF)
Santa Fe Pacific (ATSF)
Santa Fe, Prescott, & Phoenix RY (ATSF)
Santa Fe, Raton, & Des Moines (ATSF)
Santa Fe, Raton, & Eastern (ATSF)
Santa Fe Southern
Santa Monica & Santa Fe (ATSF)

BNSF TRACK SEGMENTS-APPENDIX 6

San Pedro & Southwestern

San Pedro, Los Angeles, & Salt Lake (SP)
San Rafael & San Quentin (NWP)(ATSF)(SP)
Santa Rita RR (ATSF)
Santa Rosa, Sebastopol, & Green Valley (NWP)(ATSF)(SP)

Savage Bingham & Garfield

Seaboard System (CSX)
Seaboard RR of Alabama (FRISCO)
Seashore RR (GN)(SP&S)
Seattle & Colfax (PC)
Seattle & International (NP)
Seattle & Montana RY (GN)
Seattle & North Coast
Seattle & Northern (GN)
Seattle & San Francisco Railway & Navigation Company (NP)
Seattle & Walla Walla RR & Transportation (PC)
Seattle & Walla Walla RY (NP)
Seattle Coal & Transportation (PC)
Seattle, Lake Shore, & Eastern (NP)
Seattle Terminal and Railway Company (NP)
Seattle Terminal Railway & Warehouse Company (NP)
Seattle Warehouse & Terminal Railway (NP)
Sedgwick & Phelps RR (FRISCO)
Shawnee, Oklahoma, & Missouri Coal RY (FRISCO)
Shevelin-Hixon Lumber Company (GN)
Shields River Valley RY (NP)
Short Creek & Joplin RR (FRISCO)
Shreveport Bridge & Terminal Company (KCS-SSW)(KCS-UP)
Silver City & Northern (ATSF)
Silver City, Deming, & Pacific (ATSF)
Sioux City & Dakota (MILW)
Sioux City & Northern (GN)
Sioux City & Pembina (MILW)
Sioux City & Western (GN)
Sioux City, O'Neill, & Western (GN)(CB&Q)(NNE)
Sioux City Bridge Company (CNW)(UP)
Sioux Falls Terminal RY (GN)
Sligo Furnace RR (FRISCO)
Smokey Hill Railroad
Snake River Valley RR (UP)
Snohomish, Skykomish, & Spokane (NP)
Somers Lumber Company (GN)
Sonoma Valley (NWP)
Sonora Ltd. (FXE)
Southern California RY (ATSF)
Southern California Rapid Transit
Southern Illinois & Missouri Bridge Company (UP)
Southern Kansas (ATSF)
Southern Kansas & Western (ATSF)
Southern Kansas of Texas (ATSF)
Southern Minnesota Extension Company (MILW)
Southern Missouri & Arkansas (FRISCO)
Southern Missouri & Arkansas of Arkansas (FRISCO)
Southern Pacific (UP)
Southern Pacific of Arizona (SP)(UP)

BNSF TRACK SEGMENTS-APPENDIX 6

Southern Pacific of Mexico (FXE)
Southern Pacific of New Mexico (SP)(UP)
Southern Pacific (Texas)(MP)(UP)
Southern Railway System (NS)
Southern Railway of British Columbia
Southern Switching Company
South Kansas & Oklahoma
South Pacific (MP)(FRISCO)
South Pacific Coast (SP)
South Plains & Santa Fe (ATSF)
South Plains Lamesa RR
Southwest Branch RR of Pacific RR of Missouri (MP)(FRISCO)
Southwest Missouri (FRISCO)
Southwest Pacific RR (MP)(FRISCO)
Southwestern RR
Spokane & Inland Empire (GN)
Spokane & Palouse (NP)
Spokane & Seattle (NP)
Spokane, Coeur d'Alene, & Palouse RY (GN)
Spokane Falls & Idaho RY (NP)
Spokane Falls & Northern (GN)
Spokane International (UP)
Spokane, Portland, & Seattle RY Co. (BN)
Spokane International (UP)
Springfield & Northern (FRISCO)
Springfield & Southern (FRISCO)
Springfield & Western Missouri RR (FRISCO)
Springfield Connecting RY (FRISCO)
Stamford & Northern (FW&D)
Stillwater & St. Paul
Stillwater Central
Stillwater Union Depot & Transfer (NP)
Sulphur Springs RY (FRISCO)
Sumner County (ATSF)
Sunset Railway Company (ATSF-SP)(SJV)

T

Tacoma, Olympia, & Gray's Harbor (NP)
Tacoma, Orting, & Southeastern (NP)
Tacoma Rail
Tarkio Valley RR (CB&Q)
Taylor, Bashrop, & Houston RY (MKT)(MP)(UP)
Tazewell & Peoria RR
Terminal Railroad Association of St. Louis
Texas & Colorado RY (C&S)
Texas & Gulf (ATSF)
Texas & New Orleans (SP)(UP)
Texas & Oklahoma
Texas & Pacific (MP)(UP)
Texas & St. Louis (SSW)(SP)(UP)
Texas Central (MKT)
Texas City Terminal Company (BNSF, UP)
Texas, Louisiana, & Eastern (ATSF)
Texas Mexican RY (KCS)
Texas Northwestern

BNSF TRACK SEGMENTS-APPENDIX 6

Texas Pacific

Texas, Sabine Valley, & Northwestern (ATSF)

The Dallas & Waco RY (KATY)(UP)

The Healdton & Santa Fe (ATSF)

Timber Rock RR

Toledo, Peoria, & Wabash (TPW)

Toledo, Peoria, & Western (once owned by ATSF)

Tombigbee & Northern (FRISCO)

Tombigbee Valley RR (FRISCO)

Topeka & Northwestern (UP)

Toppenish, Simcoe, & Western (Yakima Valley Rail & Steam Museum)

Tri-Metropolitan Transportation District of Oregon

Trinity Rail Express

Trinity & Brazos Valley (CRIP-C&S)

Tyronza Central (FRISCO)

U

Union Electrical System RR (operated by UP)

Union Pacific RR

Union Pacific RR Eastern Division (UP)

Union Pacific, Denver, & Gulf (UP)(C&S)

Union Terminal RY (GN)

United Railways (SP&S)

United Railways of Washington (NP)

United States Government

Utah & Nevada (OSL)(UP)

Utah & Northern (UP)(NP)

Utah & Pacific (UP)

Utah & Pleasant Valley (DRGW)(SP)(UP)

Utah Central (OSL)(UP)

Utah Central (DRGW)(SP)(UP)

Utah Central

Utah Coal Railway (DRGW)(SP)(UP)

Utah, Nevada, & California (UP)

Utah Northern (UP)

Utah Railway

Utah Southern RR Extension (UP)

Utah Western (UP)

V

V&S RY

Vancouver & Lulu Island (CP)

Vancouver & Yakima RR (NP)

Vancouver, Klickitat, & Yakima RR (NP)

Vancouver, Victoria, & Eastern RY & Navigation Co. (GN)

Vancouver, Westminster, & Yukon (VV&E)(GN)

Verde Valley RY (ATSF)

Verdigris Valley, Independence, & Western RR (MP)(UP)

Victoria Terminal RY & Ferry Co. (VV&E)(GN)

W

Wabash RY (WAB)(N&W)(NS)

Wabash, St. Louis, & Pacific (WAB)(N&W)(NS)

Wabash Western (WAB)(N&S)(NS)

Wallace & Sunset RR (NP)

BNSF TRACK SEGMENTS-APPENDIX 6

Walla Walla & Ainsworth RY (NP)
Walla Walla Valley RY (NP)
Walla Walla Valley Traction Company (NP)
Ward Lumber Company (FRISCO)
Warsaw & Rock Island (MILW)
Warsaw, Rock Island, & Galena (MILW)
Washburn,, Bayfield, & Iron River (NP)
Washington & Columbia River RY (NP)
Washington & Great Northern (GN)
Washington & Idaho (UP)
Washington & Oregon RR (NP)
Washington Central (NP)
Washington Central (BNSF)(Central Washington)
Washington County RR (SP)
Washington, Idaho, & Montana (MILW)(BN)(BNSF)(WATCO)
Washington Railway & Navigation Company (NP)
Washington Water Power
Watertown & Sioux Falls (GN)
Western Arizona RY (ATSF)
Western Dakota RY (NP)
Western Oregon (SP)(UP)
Western Pacific (UP)
West Isle Line, Inc.
West Texas RR (SP)(UP)
West Texas & Lubbock
White River Valley (MILW)
Wichita Falls & Oklahoma (Wichita Valley Lines)
Wichita & Southern (ATSF)
Wichita & Southwestern (ATSF)
Wichita Terminal Association (dissolved)
Wichita Valley RR (C&S)
Wichita Western (ATSF)
Willamette Valley (SP&S)
Willamette Valley RR
Willmar & Sioux Falls (GN)(CB&Q)(NNE)(partially leased by GN to CB&Q, BN sold part to NNE)
Wilson Northern RR (FRISO)
Winnipeg Transfer RY (CN)
Winona & St. Peter (CNW)
Winona Bridge Railway (CB&Q, GB&Q)
Wisconsin Central (SOO)(CN)
Wyandotte, Kansas City, & Northwestern (MP)(UP)

Y

Yakima & Pacific Coast (NP)
Yakima Valley Transportation (UP)
Yakima Valley Transportation (Yakima Valley Rail & Steam Museum)
Yellowstone Valley Railroad (WATCO)

Frisco Predecessor Company List- Compiled by Roger Taylor

A-

- 1) Acme, Red River & Northern RY
- 2) Alabama, Tennessee & Northern RR
- 3) Alabama, Tennessee & Northern RY
- 4) Alexandria, Bayou, Macon & Greenville RY
- 5) Arkansas RR
- 6) Arkansas Northwestern RR

BNSF TRACK SEGMENTS-APPENDIX 6

- 7) Arkansas & Choctaw RY
- 8) Arkansas & Oklahoma RR
- 9) Arkansas Valley & Western RY
- 10) Atlantic & Pacific RR

B-

- 1) Bailey RR
- 2) Beaumont, Sour Lake & Port Authur Traction
- 3) Beaumont, Sour Lake & Western RR
- 4) Bentonville RR (1)
- 5) Bentonville RR (2)
- 6) Birmingham Belt RR
- 7) Birmingham Terminal
- 8) Blackwell, Enid & Southwestern RR
- 9) Blackwell, Enid & Texas RY
- 10) Bonnerville & Southwestern RR
- 11) Brownwood & Northwestern RY
- 12) Brownwood North & South RY
- 13) Butler County RR

C-

- 1) Campbell & St. Francis Valley RR
- 2) Cape Girardeau RY
- 3) Cape Girardeau Terminal
- 4) Cape Girardeau & Northern RR
- 5) Cape Girardeau & Southwestern RR
- 6) Cape Girardeau & State Line RR
- 7) Cape Girardeau, Bloomfield & Southern RY
- 8) Cape Girardeau, Brownwood & Southern RR (SLSF?)
- 9) Carrollton Short Line RR
- 10) Cherokee & Memphis RR
- 11) Cherry Valley RR
- 12) Chester, Perryville, St. Genevieve & Farmington RR
- 13) Chickasawba RR
- 14) Clarkton Branch, St.Louis, Kennett & Southern RR
- 15) Colorado Southern, New Orleans & Pacific RR
- 16) Crawford County Midland RR
- 17) Crystal RY
- 18) Crystal City RY
- 19) Current River RR

D-

- 1) Deckerville, Osceola & Northern RR
- 2) Dent & Phelps RR

E-

- 1) Elyton Land Co.

F-

- 1) Fayetteville & Little Rock RR
- 2) Ft. Scott & Carthage RR
- 3) Ft. Scott, Southeastern & Memphis RR
- 4) Ft. Scott, Southeastern & Memphis RY
- 5) Ft. Smith & Southern RY
- 6) Ft. Smith & Van Buren Bridge Co.
- 7) Ft. Worth & Rio Grande RY
- 8) Frisco, Oklahoma City & Texas RR

G-

- 1) Geuda Springs, Caldwell & Western RR
- 2) Greenfield RR
- 3) Greenfield & Northern RR
- 4) Gulf Ports Terminal RY
- 5) Gulf, Arkansas & Northwestern RY
- 6) Gulf, Florida & Alabama RY
- 7) Gulf, Texas & Western RR

H-

BNSF TRACK SEGMENTS-APPENDIX 6

- 1) Harvey County RR
- 2) Highland Avenue & Belt
- 3) Houck's Missouri & Arkansas RR
- 4) Hoxie, Pocahontas & Northern RR

I-

- 1) Iron Mountain & Helena RR

J-

- 1) Jasper County Electric RY
- 2) Jonesboro, Lake City & Eastern RR
- 3) Joplin RR
- 4) Joplin RY
- 5) Joplin RR of Kansas
- 6) Joplin RR of Missouri & Kansas
- 7) Joplin Electric RY
- 8) Joplin-Pittsburg RY
- 9) Joplin & Galena RR of Missouri
- 10) Joplin & Galena RR of Kansas
- 11) Joplin & Galena Electric RY

K-

- 1) Kansas-Southwestern RY
- 2) Kansas & Indian Territory RR (sLSF?)
- 3) Kansas & Missouri RR
- 4) Kansas & Neosho Valley RR
- 5) Kansas City & Cameron RR
- 6) Kansas City & Memphis RR (MO)
- 7) Kansas City & Memphis RY & Bridge
- 8) Kansas City & Southern RY
- 9) Kansas City & Southwestern RR
- 10) Kansas City, Clinton & Springfield RR
- 11) Kansas City, Clinton & Springfield RY
- 12) Kansas City, Ft. Scott & Gulf RR
- 13) Kansas City, Ft. Scott & Memphis RR (1)
- 14) Kansas City, Ft. Scott & Memphis RR (2)
- 15) Kansas City, Ft. Scott & Memphis RY
- 16) Kansas City, Ft. Scott & Springfield RR
- 17) Kansas City, Memphis & Birmingham RR 1
- 18) Kansas City, Memphis & Birmingham RR 2
- 19) Kansas City, Memphis & Birmingham RR 3
- 20) Kansas City, Memphis & Mobile RR
- 21) Kansas City, Osceola & Southern RY
- 22) Kansas City, Springfield & Memphis RR (1)
- 23) Kansas City, Springfield & Memphis RR (2)
- 24) Kansas Midland RR
- 25) Kansas Midland RY
- 26) Kansas, Oklahoma & Gulf RY
- 27) Kennett & Osceola RR

L-

- 1) Lawrence & Carbondale RR
- 2) Lawrence & Pleasant Hill RY
- 3) Little Rock & Texas RR

M-

- 1) Memphis & Birmingham RR
- 2) Memphis & Ellsworth Narrow Gauge RR
- 3) Memphis & New Orleans RY
- 4) Memphis & Southeastern RR
- 5) Memphis & St. Louis RR
- 6) Memphis, Birmingham & Atlantic RR
- 7) Memphis, Carthage & Northwestern RR
- 8) Memphis, Holly Springs & Mobile RR
- 9) Memphis, Holly Springs & Selma RR
- 10) Memphis, Holly Springs, Okolona & Selma RR
- 11) Memphis, Kansas & Colorado RR
- 12) Memphis, Selma & Brunswick RR

BNSF TRACK SEGMENTS-APPENDIX 6

- 13) Metropolitan Rapid Transit Light & Power Co.
- 14) Miami Belt RR (SLSF?)
- 15) Miami-Mineral Belt RY
- 16) Mineral Belt RR
- 17) Missouri & Southeastern RY
- 18) Missouri & Western RY
- 19) Missouri, Arkansas & Southern RY
- 20) Missouri River, Ft.Scott & Gulf RR
- 21) Mobile Terminal & RY
- 22) Morley & Morehouse RR
- 23) Motley County RR
- 24) Muscle Shoals, Birmingham & Pensacola RR
- 25) Muscle Shoals, Birmingham & Pensacola RY
- 26) Muskogee Bridge Co.

N-

- 1) New Iberia & Northern RR
- 2) New Orleans & San Francisco RR
- 3) New Orleans Terminal
- 4) New Orleans, Texas & Mexican RR
- 5) North Arkansas & Western RY
- 6) Northeast Oklahoma RY
- 7) Northeast Oklahoma Traction

O-

- 1) Oklahoma Terminal RR
- 2) Oklahoma, Kansas & Missouri Interurban
- 3) Oklahoma, Kansas & Missouri RY
- 4) Oklahoma City & Texas RR
- 5) Oklahoma City & Western RR
- 6) Okmulgee Northern RY
- 7) Orange & Northwestern RR
- 8) Oswego & State Line RR
- 9) Ozark & Cherokee Central RR

P-

- 1) Pacific RR of Missouri
- 2) Paris & Great Northern RR
- 3) Pemiscot RR
- 4) Pemiscot Southern RR
- 5) Pensacola & Northern RR
- 6) Pensacola & Perdido RR
- 7) Pensacola, Alabama & Tennessee RR
- 8) Pensacola, Mobile & New Orleans RY
- 9) Pettigrew & Little Rock RR
- 10) Pierce City & Kansas RR
- 11) Pilot Knob, Cape Girardeau & Belmont RR
- 12) Pittsburg RY
- 13) Pittsburg & Columbus RY
- 14) Pleasant Hill & DeSoto RR
- 15) Pleasant Hill & Lawrence Branch of the Pacific RR

Q-

- 1) Quannah, Acme & Pacific RY

R-

- 1) Red River, Texas & Southern RY
- 2) Rich Hill RR

S-

- 1) Sapulpa & Oil Field RR
- 2) Seaboard RR of Alabama
- 3) Sedgwick & Phelps RR
- 4) Selma, Marion & Memphis RR 1
- 5) Selma, Marion & Memphis RR 2
- 6) Selma, Marion & Memphis RR 3
- 7) Shawnee, Oklahoma & Missouri Coal RY
- 8) Short Creek & Joplin RR

BNSF TRACK SEGMENTS-APPENDIX 6

- 9) Sligo Furnance RR
- 10) South Pacific RR
- 11) Southern Missouri & Arkansas RR
- 12) Southern Missouri & Arkansas RR of Arkansas
- 13) Southwest Missouri RY
- 14) Southwest Missouri Electric RY
- 15) Southwest Missouri Interurban
- 16) Southwest Pacific RR
- 17) Springfield & Memphis RR
- 18) Springfield & Northern RY
- 19) Springfield & Southern RY
- 20) Springfield & Western Missouri RR
- 21) Springfield Connecting RR
- 22) Springfield Western & Southern RR
- 23) St. Francis Valley RR
- 24) St. Louis & Gulf RY
- 25) St. Louis & Memphis RR
- 26) St. Louis & Memphis RY
- 27) St. Louis & Oklahoma City RR
- 28) St. Louis & San Francisco RY 1876-1896
- 29) St. Louis & San Francisco RR 1896-1916
- 30) St. Louis - San Francisco RY 1916-1980
- 31) St. Louis, Arkansas & Texas RY
- 32) St. Louis, Arkansas & Texas RR of Arkansas
- 33) St. Louis, Arkansas & Texas RR of Missouri
- 34) St. Louis, Arkansas & Texas RR of Texas
- 35) St. Louis, Brownsville & Mexico RR
- 36) St. Louis, Cape Girardeau & Ft. Smith RY
- 37) St. Louis, Caruthersville & Memphis RR of Missouri
- 38) St. Louis, Caruthersville & Memphis RR of Arkansas
- 39) St. Louis, Kansas & Southwestern RY
- 40) St. Louis, Kennett & Southeastern RR
- 41) St. Louis, Kennett & Southern RR (1)
- 42) St. Louis, Kennett & Southern RR (2)
- 43) St. Louis, Lawrence & Denver RR (1)
- 44) St. Louis, Lawrence & Denver RR (2)
- 45) St. Louis, Lawrence & Denver RR (3)
- 46) St. Louis, Lawrence & Denver RR (4)
- 47) St. Louis, Lawrence & Western RR
- 48) St. Louis, Memphis & Southeastern RR
- 49) St. Louis, Morehouse & Southern RR
- 50) St. Louis, Oklahoma & Southern RY
- 51) St. Louis, Salem & Arkansas RY
- 52) St. Louis, Salem & Little Rock RR
- 53) St. Louis, San Francisco & New Orleans RR
- 54) St. Louis, San Francisco & Texas RY
- 55) St. Louis, Wichita & Western RR
- 56) State Line, Oswego & Southern Kansas RY
- 57) Sulphur Springs RY

T-

- 1) Tombigbee Valley RR
- 2) Tombigbee & Northern RR
- 3) Tyronza Central RR

U-

None-

V-

None-

W-

- 1) Ward Lumber Co.
- 2) Webb City Northern Electric RY
- 3) West Tulsa Belt RY
- 4) Wilson Northern RR

X-

BNSF TRACK SEGMENTS-APPENDIX 6

None

Y-
None-

Z-
None-

Total-230 Predecessor Companies

References

Individuals:

I would like to thank the following individuals for their contribution and help in compiling this list. Without the collective efforts of all involved, this document would be lacking in pertinent information. If I omitted anyone, my apologies, it was inadvertent.

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Carlson, Dick-information on the NP Logan-Bozeman “low” line..

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Davis, Mark-Union Pacific Railroad-information on certain track rights & history over the line.

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Guss, Chris-information on St. Louis area tracks.

BNSF TRACK SEGMENTS-REFERENCES

Hanrahan, Jim-Watco Companies for the station lists of former BN/BNSF properties operated by Watco.

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Hiatte, Patrick-The Burlington Northern and Santa Fe Railroad Company for permission to use the Atchison, Topeka, and Santa Fe, BNSF Railway, Burlington Northern, Burlington Northern & Santa Fe, Chicago, Burlington, & Quincy, Great Northern, Northern Pacific, St. Louis-San Francisco, and Spokane, Portland, & Seattle corporate logos.

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BNSF TRACK SEGMENTS-REFERENCES

Wales, Lance-Dates of sale to Illinois RailNet

Webb, Bill-information on the ex-ATSF Elsinore District

Wolfe, Rob-of Iowa Interstate RR for information on segment 107-Peoria-Henry segment

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Trains, April 2004

Trolley Sparks: #95, November 1951

Employee Timetables:

Alabama Great Southern (AGS):



#100, September 20, 1950

Altamont Press Railfan Timetables:

NOTE: These were used as a reference to subdivisions of shortline roads.

California 4, 5, & 16

Kansas City 1

Northwest 2 & 7

Rocky Mountain 2 & 7

Southwest 2 & 5

Texas 1

Alton Railroad Company:

Eastern Division #12, September 29, 1935

Atchison, Topeka, & Santa Fe (ATSF):



Albuquerque Division #100, April 24, 1955, #6, October 28, 1962

BNSF TRACK SEGMENTS-REFERENCES

Arizona #96, February 8, 1942
Colorado Division #97, December 6, 1959; #3, April 26, 1964, #13, April 24, 1983; #1, October 27, 1985
Denver Division #112 (With Rio Grande), April 24, 1960
Eastern Division #50, March 4, 1928; #7, June 29, 1958; #15, April 26, 1964, #15, October 28, 1984; #1, October 27, 1985
Illinois & Chicago Terminal Division #1, October 27, 1985
Illinois Division #13, April 16, 1964; #1, May 15, 1988
Kansas City Division #3, April 15, 1987
Los Angeles Division #10, October 27, 1963; #1, October 27, 1985
Middle Division #4, March 30, 1958; #12, April 26, 1964; #1, October 27, 1985
Missouri Division #92, September 25, 1955
New Mexico Division #62, May 12, 1935; #2, April 30, 1961;
Northern Division #5, October 25, 1987
Oklahoma Division #2, October 27, 1957; #10, April 26, 1964
Pecos Division #88, April 27, 1958; #90, December 6, 1959
Plains Division #4, April 24, 1966; #5, August 4, 1969; #7, June 1, 1971
Southern Division #1, October 27, 1985
South Kansas Division #74, December 6, 1942
System Timetable #1, (Illinois, Kansas, Texas, New Mexico, Arizona, & California Divisions), October 29, 1989
System Timetable #3, (Eastern, Central, Southern, & Western Regions) October 25, 1992
System Timetable #4 (Illinois, Eastern, Kansas City Terminal, Kansas, Alliance, South Texas, Panhandle, Pecos, New Mexico, Arizona, Southern California, Valley, Bartsow, & Los Angeles Terminal Divisions), April 10, 1994
System Timetable #5, (Eastern, Kansas City Terminal, Alliance, South Texas, Panhandle, New Mexico, Arizona, Southern California, Valley, Barstow, & Los Angeles Terminal Divisions), April 16, 1995
Valley Division #81, June 2, 1940; #10, October 27, 1963
Western Division #96, April 27, 1958

Baltimore & Ohio:



St. Louis Division #79, April 28, 1964

Baltimore & Ohio Chicago Terminal RR (BOCT):

System #177, October 28, 1956

British Columbia Electric (BCE):

System #77, December 28, 1958
Third District #72, May 27, 1946

British Columbia Harbor Board Railway:



System #5, April 24, 1977

British Columbia Hydro & Power Authority (BCHPA):

System #78, August 1, 1964

British Columbia Rail (BCR):

BNSF TRACK SEGMENTS-REFERENCES

Port Subdivision #109, July 3, 2003

Burlington Northern (BN) :



Alliance Division #1, April 10, 1994; #2 October 30, 1994
Amarillo Division #1, April 10, 1994; #2 October 30, 1994
Billings Region-Montana, Yellowstone, & Rocky Mountain Divisions #6, June 11, 1972; #19, April 24, 1977, #31, April 25, 1982, #1, October 31, 1982, #3, April 28, 1985.
Cascade Division #1, April 10, 1994; #2 October 30, 1994
Central Corridor #1, January 1, 1993 (Yellowstone, Willmar, Denver, Powder River, Alliance, Galesburg, McCook, & Lincoln Divisions)
Chicago Region-Chicago, Ottumwa, & Hannibal Divisions-#3, May 1, 1971; #6, April 10, 1972; #7, November 5, 1972; #15, April 24, 1977; #18, October 29, 1978; #19, May 4, 1980; #21, July 20, 1981
Chicago Region-Chicago & Galesburg Divisions #1, April 24, 1983
Chicago Region-Chicago, Galesburg, & Nebraska Divisions #3, April 29, 1984; #4, April 28, 1985; #5; April 27, 1986, #6; October 26, 1986
Dakota Division #1, March 3, 1970, #1, October 30, 1988; #3, April 7, 1991
Denver Division #2, October 29, 1989; #1, April 7, 1991, #1, April 10, 1994; #2 October 30, 1994
Denver Region-Lincoln & Alliance Divisions #10, April 27, 1975; #12, April 15, 1976
Denver Region-Nebraska, Colorado, & Alliance Divisions #14, April 24, 1977; #18, October 29, 1978; #20, August 8, 1980
Denver Region-Alliance, Colorado, & Fort Worth Divisions #3, April 29, 1984; #4, April 28, 1985, #5, April 25, 1986
Denver Region-Alliance, Colorado, & Yellowstone Divisions #6, October 26, 1986
Fargo Division #1, March 3, 1970, #1, April 10, 1994; #2 October 30, 1994
Fort Worth Division #1, April 4, 1982; #2, January 30, 1983, #1, October 30, 1988; #2, October 29, 1989; #3, April 7, 1991, #1, April 10, 1994; #2 October 30, 1994
Galesburg Division #1, October 30, 1988; #3, October 28, 1990; #4, April 7, 1991, #1, April 10, 1994; #2 October 30, 1994
Joint Timetable (with MILW) #19, October 31, 1980
Kansas City Division #1, April 10, 1994; #2 October 30, 1994
La Crosse Division #1, April 10, 1994; #2 October 30, 1994
Lake Division #1, March 3, 1970
Lakes Division #1, October 30, 1988; #2, October 29, 1989; #4, April 7, 1991
Lake Superior Division #1, April 10, 1994; #2 October 30, 1994
Lincoln Division #1, April 10, 1994; #2 October 30, 1994
Mc Cook Division #1, April 10, 1994; #2 October 30, 1994
Memphis Division #1, April 10, 1994; #2 October 30, 1994
Minnesota Division #1, April 10, 1994; #2 October 30, 1994
Minot Division #1, March 3, 1970, #1, April 10, 1994; #2 October 30, 1994
Montana Division #1, March 3, 1970, #1, October 30, 1988; #3, April 7, 1991, #1, April 10, 1994; #2 October 30, 1994
Nebraska Division #1, October 30, 1988; #3, April 7, 1991
Northern Corridor #1, January 1, 1993 (Cascade, Pacific, Portland, Pasco, Spokane, Montana, Minot, Fargo, Lake Superior, Minnesota, & La Crosse Divisions)
Omaha Region-Lincoln & Alliance Divisions #4, July 12, 1971; #5, November 14, 1971
Pacific Division #1, March 3, 1970, #1, October 30, 1988; #2, October 29, 1989; #3, April 7, 1991, #1, April 10, 1994; #2 October 30, 1994
Pasco Division #1, April 10, 1994; #2 October 30, 1994
Portland Division #1, March 3, 1970, #1, April 10, 1994; #2 October 30, 1994
Portland-Seattle Region-Spokane, Pacific, & Portland Divisions #9, April 24, 1977
Powder River Division #1, April 10, 1994; #2 October 30, 1994
River Division #1, April 10, 1994; #2 October 30, 1994
Rocky Mountain Division #1, March 3, 1970
Seattle-Portland Region-Spokane, Pacific, & Portland Divisions #18, October 28, 1979; #19, February 3,

BNSF TRACK SEGMENTS-REFERENCES

1980; #20, April 27, 1980; #24, October 26, 1980; #25, April 26, 1981; #26, October 25, 1981; #27, April 25, 1982, #1, October 31, 1982; #2-April 24, 1983; #5, October 28, 1984; #6, April 26, 1985; #7, April 27, 1986

Seattle Region-Spokane & Pacific Divisions #8, August 13, 1972

Seattle Region-Montana, Spokane, Pacific, & Portland Divisions #8, October 26, 1986; #9-October 25, 1987

Southern Corridor #1, January 1st, 1993 (Amarillo, Tulsa, Fort Worth, Kansas City, Springfield, River, & Memphis Divisions)

Spokane Division #1, March 3, 1970, #1, April 10, 1994; #2 October 30, 1994

Springfield Division #1, October 30, 1988; #3, April 7, 1991, #1, April 10, 1994, #2 October 30, 1994

Springfield Region-Springfield, Tulsa, & Memphis Divisions #1, July 26, 1981; #2, January 1, 1983; #3, January 1, 1984; #4, April 28, 1985; #5, April 27, 1986; #6, October 26, 1986

Terminal (Twin Cities Division) #1, March 3, 1970

Tulsa Division #1, April 10, 1994; #2 October 30, 1994

Twin Cities Division #1, March 3, 1970

Twin Cities Region-Minnesota, Wisconsin, Fargo, & Dakota Divisions #8, October 28, 1973

Twin Cities Region-Minnesota, Wisconsin, & Dakota Divisions #18, October 31, 1976; #25, April 30, 1978; #33, April 25, 1982, #3, April 28, 1984; #5, October 26, 1986

Willmar Division #1, April 10, 1994, #2 October 30, 1994

Yellowstone Division #1, March 3, 1970, #1, April 10, 1994, #2 October 30, 1994



BNSF Railway (BNSF) :

NOTE: [Current Divisions are in blue](#)

Amarillo Division #1, April 1, 1998; #2, May 9, 1999

Arizona Division #1, August 1, 1996; #2, April 1, 1998; #3, February 24, 2000

[California Division and Los Angeles Division #1, April 19, 2005](#)

[Chicago Division #1, August 1, 1996; #3, April 1, 1998, #4 January 20, 2002; #5 October 5, 2004](#)

[Colorado Division #2, April 6, 1997; #3, April 1, 1998; #4, May 30, 1999; #5, November 29, 2006](#)

[Copper City Subdivision #1, October 27, 2003](#)

Dakota Division #1, April 1, 1998; #2, January 30, 2000

[Gulf Division #1, May 11, 1997; #2, April 1, 1998; #3, May 14, 2000; #4 January 20, 2002; #5 June 8, 2003](#)

Illinois Division #1, August 1, 1996; #2, April 1, 1998; #3, July 9, 2000

Kansas City Division #3, December 19, 1999

[Kansas Division #1, August 1, 1996; #2, April 1, 1998; #3, August 23, 1998; #4, December 19, 1999; #5, July 16, 2000; #6 January 20, 2002. #7, April 28, 2004](#)

Memphis Division #1, April 1, 1998; #2, October 24, 1999

Minnesota Division #1, August 1, 1996; #2, April 1, 1998; #3, November 14, 1999; #4, March 11, 2001

[Montana Division #1, August 1, 1996; #2, April 1, 1998; #3, April 18, 1999; #4 January 20, 2002; #5, August 25, 2003; #6, April 26, 2006](#)

[Nebraska Division #1, August 1, 1996; #2, April 1, 1998; #3, November 19, 2000; #4 January 20, 2002; #5, December 17, 2003; #6, December 13, 2006](#)

New Mexico Division #1, August 1, 1996; #2, April 1, 1998; #3, September 12, 1999; #4, April 22, 2001

North Dakota Division #1, August 1, 1996

Northern California Division #2, April 6, 1997; #3, April 1, 1998; #4, August 15, 1999; #5, February 25, 2001; #6 January 20, 2002, #7, January 21, 2004

[Northwest Division #1 January 20, 2002; #2, November 5, 2003-updated to April 19, 2005; #3, April 26, 2006](#)

Oklahoma Division #1, August 1, 1996

Oregon Division #1, August 1, 1996; #2, April 1, 1998

Pacific Division #1, August 1, 1996; #2, April 1, 1998; #3, July 18, 1999

BNSF TRACK SEGMENTS-REFERENCES

[Powder River Division](#) #2, March 1, 1997; #3, April 1, 1998; #4, February 18, 2001, #5 January 20, 2002, #6, April 28, 2004; #7, November 9, 2005; #8, [November 29, 2006](#)
South Dakota Division #1, August 1, 1996
Southeastern Division #1, August 1, 1996
Southern California Division #2, October 1, 1996; #3, April 1, 1998; #4, February 21, 1999; #6 January 20, 2002; #7 February 18, 2004
Southern California & Los Angeles Terminal Division #1, February 25, 2001
[Southwest Division](#) #1 January 20, 2002; #2 [October 20, 2004](#)
[Springfield Division](#) #1, April 1, 1998; #3, May 14, 2000; #4 January 20, 2002, #5 [July 5, 2004](#)
[Texas Division](#) #2, May 11, 1997; #3, April 1, 1998; #4, May 14, 2000; #5 January 20, 2002; #6 [June 9, 2004](#)
[Twin Cities Division](#) #1 January 20, 2002; #2, [November 17, 2004](#)
Washington Division #1, August 1, 1996; #2, April 1, 1998; #3, August 15, 1999
Yellowstone Division #1, August 1, 1996

Camas Prairie (CPR) :

System-#108, April 26, 1964

Canadian National (CN) :

Mountain Region - British Columbia Area #27, April 26, 1964
Mountain Region #4, October 27, 1985
Prairie Region-Winnipeg Area #11, October 28, 1962

Canadian Northern Pacific (CNP):

Pacific Division #1, November 22, 1915; #2, June 11, 1916; #3, September 23, 1917; #4, October 27, 1918

Canadian Pacific (CP):

Pacific Region-Revelstoke, Canyon, Vancouver, & Kootenay Divisions #99, October 27, 1963
Alberta South, Calgary, Revelstoke, & Vancouver and Esquimalt & Nanaimo Divisions #83, October 30, 1988
Soo Line St. Paul Area, Chicago Area #5, April 3, 2005

Central California Traction:

System #29, June 27, 1954; #30, August 13, 1961

Chicago & Eastern Illinois (C&EI):

System #47, September 28, 1952

Chicago, Burlington, & Quincy (CB&Q) : :

Alliance Division #50, October 3, 1943
Alliance & Sterling Divisions #1, March 29, 1953
Beardstown Division #8, November 11, 1945
Casper & Sheridan Divisions #1, May 3, 1953

BNSF TRACK SEGMENTS-REFERENCES

Chicago & Aurora Divisions #68, December 28, 1930; #11, December 6, 1942; #42, September 26, 1954; #8, April 26, 1964
Chicago, Galesburg, & St. Louis Divisions #187, October 21, 1894
Chicago, Ottumwa, & Hannibal Divisions #3, January 18, 1970
Galesburg Division #27, January 13, 1929, #43, September 26, 1937; #47, April 28, 1940; #54, January 13, 1946
Galesburg & Beardstown Divisions #6, October 26, 1958
Hannibal Division #87, May 29, 1946; #91, March 20, 1949; #2, April 19, 1962
Iowa Division #60, May 1, 1887
Joint Timetable (with Milwaukee Road) #94, December 6, 1942
Joint Timetable (with Wabash)-#90, June 11, 1934
Lacrosse #66, February 1, 1953
Lincoln Division #69, March 20, 1949; #10, October 30, 1966
Lincoln and Alliance Divisions #3, January 18, 1970
Lincoln, Mc Cook, & Alliance Divisions #1, October 27, 1968
Mc Cook Division #62, September 25, 1938; #73, May 25, 1949; #3, April 29, 1962
Omaha Division, #57, April 28, 1940; #76, September 30, 1951
Ottumwa & Creston Divisions # 53, May 31, 1936 #66, November 15, 1942
Ottumwa Division #9, April 26, 1964
St. Joseph Division #46, March 29, 1936; #69, September 27, 1953; #2, October 27, 1957
Sterling Division #49, March 18, 1945
Wymore Division #112, January 12, 1912; #52, April 28, 1940; #65, September 24, 1950
Wymore Division of the Omaha, Lincoln, & Wymore Divisions #2, October 27, 1957

Chicago, Central, & Pacific (CC&P):



System #3, April 2, 1989

Chicago, Milwaukee, St. Paul & Pacific (MILW) :



Aberdeen Division #3, October 29, 1961
Chicago & Iowa Divisions Joint Timetable #1, August 1, 1973
Coast Division #37, April 28, 1957
Coast Division #3, July 26, 1964
Dubuque & Illinois Division #10, March 7, 1943
Hastings & Dakota Division #26, October 30, 1955
Iowa, Minnesota, & Dakota Divisions #12, April 12, 1970
Idaho Division #15, April 28, 1957
La Crosse, Twin City Terminal, and Aberdeen Divisions Joint Timetable #2, June 10, 1973; #4, April 27, 1975
Montana & Washington Division Joint Timetable #1, January 1, 1976
Northern & Southern Divisions #1, November 8, 1981
Rocky Mountain Division #1, December 1, 1959
Wisconsin, Minnesota, & Dakota Joint Timetable #1, January 1, 1976

Chicago Northwestern (CNW):



Galena Division #17, October 28, 1962
System #4, January 1, 1980

Chicago, Rock Island, & Gulf:



El Paso-Amarillo #26, April 24, 1932

BNSF TRACK SEGMENTS-REFERENCES

Chicago, Rock Island, & Pacific (CRIP):



Arkansas-Louisiana Division #29, May 31, 1931
Central Division #2, October 30, 1966
Des Moines Division #3, December 10, 1950
Missouri-Kansas Division, Second District #3, October 27, 1963
Oklahoma Division, #12, June 6, 1910; #5, April 30, 1939
Rock Island Division, First District #8, October 27, 1963
Southern Division #5, October 31, 1965
System #1, March 18, 1979
Western Division, First District #3, April 28, 1963

Colorado and Southern (C&S):



Colorado Division #3 (BN), October 31, 1976; #5, November 16, 1980
Denver Division #1 (CB&Q), September 15, 1963
Denver Terminal Division #91, July 22, 1956
Northern & Southern Divisions #1, October 26, 1958
Northern Division Clear Creek District #3, June 5, 1904
South Park Districts #9, October 12, 1902
South Park Division #17, October 5, 1910

Colorado Midland:

System #60, November 22, 1908

CSX Transportation:



System #1, April 1, 1989

Dakota, Minnesota, & Eastern (DME):



System #5, April 3, 2005

Davenport, Rock Island, & North Western Railway Company (DRI&NW):



System #6, January 1, 1976

Denver & Rio Grande Western (DRG):



Colorado Division #3, April 28, 1963
Grand Junction Division #146, April 24, 1960
Salt Lake Division #142, April 24, 1960
System #6, October 30, 1983

Duluth, Missabe, & Iron Range:



System #91, July 1, 1974

BNSF TRACK SEGMENTS-REFERENCES

Duluth, Winnipeg, & Pacific (DWP):

System #4, October 27, 1963

Elgin, Joliet, & Eastern (EJ&E):

System #2, January 1, 1972

Fort Worth & Denver (FW&D):

Fort Worth Division (BN) #1, July 19, 1970; #4, July 31, 1977; #5, April 15, 1979; #6, April 4, 1982

Joint Texas Division (BN)(with Rock Island)#5, July 31, 1977; #6, April 15, 1979

Wichita Falls Division #2 (C&S), October 27, 1963

Wichita Falls Division #5, June 1, 1967

Wichita Falls & Amarillo Division #16, February 9, 1947

Galveston, Houston, & Henderson (GH&H):

System #49, March 16, 1980

Garden City Western (GCW):

System #1, June 1, 2000

Grainbelt:

System #2, November 15, 1987

Great Northern (GN):



Butte Division #14, January 30, 1927; #55, February 23, 1947; #90, March 16, 1958; #102, April 26, 1964

Cascade Division #90, November 28, 1915; #96, November 26, 1918; #43, July 6, 1947; #103, April 25, 1965; #1, July 1, 1967

Dakota Division #67, December 12, 1943; #107, March 16, 1958; #132, April 26, 1964

Kalispell Division #62, September 16, 1948; #105, October 25, 1964

Klamath Division #18, October 7, 1962

Mesabi Division #49, March 1, 1942; #85, October 27, 1963

Minot Division #88, March 16, 1958; #109, May 24, 1964; #120, August 15, 1968

Montana Division #2, October 29, 1967

St. Cloud & Fergus Falls Division #100, July 26, 1914

Spokane Division #6, October 1, 1922; #38, October 8, 1933; #45, January 10, 1937; #64, January 1, 1946; #1, July 1, 1967

Twin Cities Terminal #365, April 26, 1964

Willmar Division #102, January 31, 1909; #120, June 24, 1917; #33, November 26, 1933; #90, March 16, 1958; #112, April 28, 1963

Gulf, Colorado, & Santa Fe (GCSF):

Galveston Division #B123, July 17, 1921

BNSF TRACK SEGMENTS-REFERENCES

Gulf Division #160, April 28, 1957
Northern Division # 160, April 28, 1957; #5, October 28, 1962; #6, April 26, 1964
Southern Division #160, April 28, 1957; #7, April 26, 1964
System #93, December 18, 1904

Gulf, Mobile, & Ohio RR (GM&O):

Western Division #8, May 14, 1972

Hannibal & St. Joseph (H&SJ):

System #76, June 19, 1904

Houston Belt & Terminal Ry (HB&T):

System #5, December 1, 1973
System #2, February 1, 1987

Illinois Central Gulf (ICG) & Illinois Central (IC):



ICG Missouri Division #4, October 31, 1976
ICG-Midwest Division #3, October 30, 1983
ICG Northern Division #1, October 31, 1982
St. Louis-Missouri Division #7, October 25, 1981
IC System #4, April 4, 1999
CN/IC Midwest Division #1, June 11, 2000-for CC&P; August 6, 2000-IC; #2, July 1, 2001

Indiana Harbor Belt RR (IHB):

System #7, November 1, 1974

Inland Empire Railroad (IE):



System #60, November 7, 1926
Vera Division #15, November 7, 1926

Joint Tracks:



Conrail & Illinois Central Gulf Joint Timetable #1, October 1, 1977

Kansas City, Mexico, & Orient Railway Company:



Kansas & Oklahoma Division #15, March 11, 1928

Kansas City, Mexico, & Orient Railway Company of Texas:



Texas Division #15, March 11, 1928

BNSF TRACK SEGMENTS-REFERENCES

Kansas City Southern:



System #3, March 15, 1986

System #3, July 1, 1999

Kansas Southwestern:

System #2, September 1, 1991; #3, March 14, 1993

Keokuk Junction Railway (KJR):

System #2, September 7, 1998

Kiamichi Railroad Company, Inc.:



System #1, October 29, 1989

Kyle Railroad Company (Kyle):

System Timetable #8, April 2, 2000

Lake Superior Terminal & Transfer (LST&T) :

System #127, October 27, 1963

Longview, Portland, & Northern (LP&N):

#12, November 9, 1930

Metrolink:

System #2, June 30, 2002

Minneapolis, St. Paul, & Sault Ste. Marie RR Co (SOO):



System #4, October 25, 1987

System #8, October 27, 1991

System #11, October 29, 1995

St. Paul Service Area-Chicago Service Area #4, August 11, 2002

Minnesota Central (MC):

System #2, April , 1997

Minnesota Prairie Line (MPL):



System #1, October 6, 2002

Missouri-Kansas-Texas (Katy):



M-K-T/FW&D Joint Timetable #7, October 7, 1963

BNSF TRACK SEGMENTS-REFERENCES

Southern Division #2, September 12, 1965
System #2, October 26, 1976; #12, October 31, 1982; #1, April 24, 1983; System #7, May 18, 1988

Missouri Pacific (MP):

System #6, October 26, 1975

Missouri & Northern Arkansas Railroad:



System #6, April 2, 2000

Montana Rail Link (MRL):



System #6, April 10, 1994

New York Central (NYC):



Western Division #1, April 28, 1957

Norfolk & Western (NW):



Moberly Division #3, November 9, 1969
Moberly & St. Louis Terminal Division #2, August 5, 1994

Norfolk Southern:

Alabama Division, Western Region #14, December 27, 1998; #15, July 13, 2003
Illinois Division, Western Region #1, March 31, 1991; #3, July 30, 1995
Moberly Division #1, December 14, 1986

Northern Pacific (NP):



Duluth and Superior Terminals Division #262, September 6, 1960
Fargo Division #80A, May 26, 1963
Idaho Division #3, March 28, 1897, #84, April 25, 1965
Joint Terminal (with Chicago & Northwestern) #347 April 26, 1964
Lake Superior Division #82, April 26, 1964
Manitoba Division #12B, January 16, 1900
Montana Division #48, July 2, 1922
Pacific #30, May 23, 1909
Puget Sound #38C, October 26, 1913
Rocky Mountain Division #78B, September 5, 1961
Seattle #22A, June 13, 1904
Seattle (Seattle-Tacoma Terminals)#56, September 29, 1929
St. Paul Division #82, April 26, 1964; #3, August 18, 1968
Tacoma Division #31, October 31, 1909, #3, August 18, 1968
Yellowstone Division #82, April 26, 1964

BNSF TRACK SEGMENTS-REFERENCES

Northwestern Pacific:



System-#18, January 1, 1940; #40, April 27, 1958; #48, March 15, 1964
Interurban Trains #60, January 1, 1940

Oregon Electric Railroad (OE):



System #26, June 1, 1919

Oregon Trunk (OT):



System #16, December 10, 1913

Otter Tail Valley Railroad Company (OTV):



System #5, December 1, 2001

Pacific Coast RR Co. (PC) :



System #21, June 30, 1963

Pacific Electric (PE):



System #1, February 21, 1960

Pacific Harbor Line:



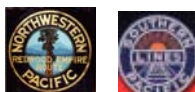
System #1, February 15, 1998; #2, April 7, 2000

Panhandle and Santa Fe (PSF) :



New Mexico Division #3, April 26, 1964
Plains Division, #63, January 10, 1937; #1, September 1, 1961
Slaton Division #90, October 28, 1962; #1, April 26, 1964

Petaluma & Santa Rosa (P&SR):



System #41, January 1, 1963

Pioneer Industrial RY (PIR):

BNSF TRACK SEGMENTS-REFERENCES

System #1, June 15, 1998

Portland & Western (P&W):



System #2, July 2, 2000

Port Terminal Railroad Association (PTRA):

System #1, March 18, 1982

Quannah, Acme, & Pacific:



System #59, September 1, 1963

Quincy, Omaha, & Kansas City Railroad Company (QO&KC): : 

System #14, October 12, 1930

Red River Valley & Western Railroad (RRV&W):

System #2, January 1, 1988; #5, April 21, 1996

St. Joseph & Grand Island RR:



Central Division #17, September 20, 1931

St. Louis-San Francisco (Frisco):



Central District, Eastern & Northern Divisions #44, September 1, 1963

Central Division #4, April 22, 1979

Central Division & Kansas City Terminal #44, September 1, 1963

Eastern Division #31, August 20, 1939; #37, April 30, 1950; #2, September 9, 1973

Northern Division #36C, April 24, 1949; #39B, May 1, 1955; #4, April 22, 1979

Red River Division #41, March 8, 1959

River Division , #34, February 4, 1945; #4, April 22, 1979

Southern Division #36E, April 24, 1949; #43B, October 28, 1962; #4, April 22, 1979

Southwest Division #4, April 22, 1979

Southwestern Division #36C, April 3, 1949

System #1, October 17, 1971

Western Division #22, September 21, 1930; #38A, April 20, 1952; #4, April 22, 1979

St. Louis-Southwestern (SSW):



System #4, January 1, 1966

San Diego Northern:

System #1, December 15, 1992

San Francisco & San Joaquin Valley Ry. Co.:



BNSF TRACK SEGMENTS-REFERENCES

#14, August 1, 1900



The Santa Fe Southern Railway:

System #5, June 30, 1996



Seattle, Lake Shore, & Eastern:

Western Division #30, April 30, 1893



Southern Pacific (SP) :

Central Region #1, April 14, 1996

Chicago Division #1, April 4, 1994

Coast Division #146, May 7, 1939; #168, June 12, 1955; #186, October 26, 1963

Denver Division #1, April 4, 1994

Eastern Region #5, April 5, 1987

El Paso Division #1, April 10, 1994

Gulf Coast Region #1, October 25, 1992

Houston Division #4, October 30, 1983; #1, April 10, 1994

Lafayette Division #131 April 30, 1978

Los Angeles Division #173, February 13, 1938; #202, September 26, 1964; #226, October 25, 1964; #1, October 28, 1973; #11, April 27, 1980

Midwest Division #1, October 25, 1992

Mojave Division #3, November 1, 1892

Northern Region #1, November 1, 1985

Oregon Division #1, October 25, 1964

Pacific Region #1, October 25, 1992

Portland Division, #159, October 27, 1963

Portland-Shasta Division #1, April 26, 1964

Rio Grande Division #26, June 11, 1939, #50, April 29, 1950

Rio Grand and Tucson Divisions #1, September 25, 1960

Rocky Mountain Region #1, October 25, 1992

Roseville Division #1, April 10, 1994

Sacramento Division #158, February 6, 1938; #180, September 30, 1951; #199, April 24, 1960; #13, October 26, 1980

Sacramento-Salt Lake Division #1, April 26, 1964

Salt Lake Division #62, July 6, 1947; #82, April 24, 1960

San Antonio, Houston, & Dallas Divisions #3, February 16, 1964

San Antonio Division #1, April 10, 1994

San Antonio, Houston, & Dallas Divisions #3, February 16, 1964

San Joaquin #84, July 6, 1904, #169, January 23, 1949, #201, October 25, 1964

Southern Region #1, April 14, 1996

Southwest Region #1, October 25, 1992

Tucson Division #106, May 3, 1936; #3, September 22, 1964

West Colton Division #1, April 10, 1994

Western-Coast Division #1, April 26, 1964

Western Division #244, October 19, 1947; #280, October 27, 1963; #16, April 20, 1980; #23, October 31, 1982

Western Region #1, April 5, 1987; #1, April 14, 1995

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Yuma Division #2, April 29, 1956

Southern Railway System (SR):



Crescent Division #36, October 30, 1983

Spokane, Coeur d'Alene & Palouse (SCDA&P):



System #9, 1939

Spokane International (SI):



System #64, April 26, 1964

Spokane, Portland, & Seattle (SP&S) :



Portland Division, #120, May 26, 1935; #121, November 26, 1939

System #101, January 16, 1949; #141, October 25, 1964

Terminals Division #154, June 13, 1937

Vancouver Division #72, September 9, 1930

Vancouver Division & Oregon Trunk #79, December 31, 1936

Sunset Railway Company:



System #1, January 1, 1962

Texas & New Orleans RR (T&NO):



Dallas & Austin Divisions #39, July 1, 1943

Houston Division #44, April 29, 1956

Lafayette Division #109, February 21, 1954; #116, January 19, 1964

San Antonio, Houston, Dallas, & Austin Divisions #2, April 29, 1962

San Antonio Division #171, May 7, 1939; #204, September 27, 1959

Texas & Pacific (T&P):

Texas District #2, February 27, 1964

Toledo, Peoria, & Western (TPW):

System #21, January 6, 1963

System #4, February 1, 1981

Twin Cities & Western (TC&W):

System #2, April 10, 1994

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Union Pacific (UP) :



California Division #7, April 29, 1951
Chicago Area #1, October 25, 1998
Colorado Division #173, February 4, 1941
Council Bluffs Area #2, June 4, 2000
Dallas/Ft. Worth Area #1, October 25, 1998
Denver Area #1, October 25, 1998
Houston Area #1, October 25, 1998; #3, March 30, 2003
Idaho Division #35, October 1, 1964
Kansas City Area #1, October 25, 1998
Kansas Division #189, March 7, 1943; #7, May 28, 1950
Los Angeles Area #1, October 25, 1998
Nebraska Division, #157, February 4, 1941; #34, September 24, 1961
North Little Rock Area #1, October 25, 1998; #3, November 9, 2003
North Platte Area #2, October 2, 2002
Portland Area #1, October 25, 1998; #3, June 26, 2005
Roseville Area #2, August 15, 1999
Oregon Division #35, September 15, 1957; #45, April 26, 1964
St. Louis Area #1, October 25, 1998; #2, October 29, 2000
Salina Area #2, September 15, 2002
Salt Lake City Area #2, October 29, 2000
San Antonio Area #1, October 25, 1998
Sunset Area #1. March 7, 2004
System #3, March 9, 1980; #7, October 29, 1989; #8, November 20, 1983; #4, October 25, 1986; #5, April 5, 1987; #6, May 15, 1988; #7 October 29, 1989; #8, April 7, 1991, #9, October 25, 1992; #2, October 29, 1995
Utah Division #38, May 12, 1963
Washington Division #75, June 2, 1946
Wyoming Division #19, September 26, 1954; #37, April 28, 1963

Wabash Railroad (Wabash):

Moberly Division #46, October 30, 1946; #59, October 28, 1962

Western Pacific (WP) :



Eastern Division #26, December 13, 1936; #64, April 26, 1964
Sierra District #1, July 19, 1967
Valley District #1, July 19, 1967
Salt Lake District #1, July 19, 1967
Western Division #23, April 1, 1935; #49, April 26, 1964
System #10, October 31, 1982

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