

ROCKY MOUNTAIN DIVISION

C.M.ST.P.&P.R.R.

# CONDENSED PROFILE

ROCKY MOUNTAIN DIVISION

OFFICE OF CHIEF ENGINEER, CHICAGO, ILL

C.V. LUND

FEB. 1962

# EXPLANATIONS

Miles

Alignment

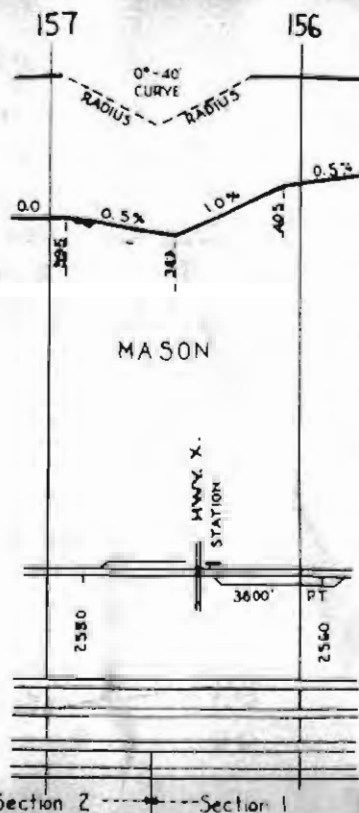
Grade Line

Track Diagram

Rail Charts

Ballast Charts

Section Limits



## SCALES

1" = 4000'

1" = 200'

{ Horizontal Scale for Profile,  
Alignment, Tracks & Charts.  
Vertical Scale for Profile.

Numbers on Grade Lines are % Gradients.

Elevations are in feet above sea level for  
Top of Rail.

Numbers on track diagram (for example 2550 &  
2600) indicate Profile Stations.

Bridges shown by over all dimensions.  
Culverts shown by inside dimensions.

# ABBREVIATIONS

## BRIDGES

ST. BR	=	STEEL BRIDGE
GIR.	=	STEEL GIRDER
ARCH	=	CONCRETE ARCH
S. ARCH	=	STONE ARCH
PILE BR.	=	PILE BRIDGE OR TRESTLE
C. PILE BR	=	CONCRETE PILE BRIDGE
CR. B D BR.	=	CREOSOTED BALLAST DECK TRESTLE

## CULVERTS

C. CUL.	=	CONCRETE CULVERT
C. P.	=	CONCRETE PIPE CULVERT
C. I. P.	=	CAST IRON PIPE CULVERT
T. CUL.	=	TIMBER CULVERT
VIT. P.	=	VITRIFIED PIPE
COR. P.	=	CORRUGATED IRON PIPE

## MISCELLANEOUS

Hwy. X.	=	HIGHWAY CROSSING
F. X.	=	FARM CROSSING
DBL.	=	DOUBLE
SR	=	SPAN
P.T.	=	PASSING TRACK
RR	=	REROLLED RAIL

## STATION INDEX

STATION	PAGE	STATION	PAGE	STATION	PAGE	STATION	PAGE	STATION	PAGE	STATION	PAGE
Accola	12	(Jamona)	15	Falcon	1	Janney	161	Tarkio	125		
Adair	112	(Camp Creek)	21	(Fandul)	184	Jefferson Island	169	Ozan	143	(Thelma)	137
Alberton	128	(Canyon)	132	Finlen	15			(Parrot)	148	Three Forks	24-174
(Alcazar)	170	Cardinal	178	Foraker	19	Kohrs	149	Patterson	18	Torbet	14
Alloy	159	(Carpenter)	24	Frenchtown	131	Kyle	110	(Pearson)	110	(Twin Creek)	7
		Cedric	163	Francis	31	Lennep	189	(Penfield)	62	Two Dot	194
		(Chapman)	18	Gallatin Gateway	11			(Piedmont)	167	Valencia	125
(Ashmore)	121	Clearwater	2	Garrison	48	Logan	23	(Phosphate)	43	Vendome	122
(Atkins)	111	Clinton	138	(Gilroy)	19	Lombard	178	(Potter)	18		
Avery	108	Cobden	124	Gold Creek	147	Loweth	187	Primrose	133		
				Grace	164	(Lux)	116	Ravenna	140	(West Gallatin)	20
(Balmont)	19	(Cullen)	155	Gravel Pit	152	Manhattan	22	Ringling	185	Willow Creek	172
(Barron)	177	Cyr	127	Greenwood	19	Martinsdale	192	Rocker	159		
(Barice)	3	Coltonwood	1	Groveland	191	Matthews	13	Roland	113	(Wisner)	15
Bearmouth	142	Dawson	158	Hamen	186	Maudlow	182	(Root)	132	(Whitehall)	167
		(De Borgia)	112	Harlowton	106-134-198	(Marin)	121	Saltese	115		
Belgrade	9	Deer Lodge	150	Haskell	146	Mc Namara	6	Sappington	171		
Belgrade Jct.	10-21	Deer Park	179	Haugan	116	Menard	12	(Schilling)	32		
(Blanchard Crk)	2	(Deschamp)	133	Henderson	117	(Millers Ranch)	7	Schirk	193		
(Blackwood)	19	Donald	163	(Higgins)	180	Missoula	135	Silver Bow	158		
Bonner	8	Drummond	144	Hillman	13	Morel	55	Sinclair	153		
Bonner Jct.	6-136	Drexel	118	Holland	20	Moyne	184	Sixteen	83		
Bozeman	17	East Portal	113	(Huffine)	14	Nathan	131	Soudan	129		
Bozeman Hot Springs	11-19	Edilou	13	Huson	130	(Neal)	136	Spring Hill	14		
(Booher)	176	(Elice)	14	Iris	139	Newcomb	167	Stetson	109		
Bruno	188	Eustis	175			(New Dorsey)	185	St. Paul Pass	113		
Bryson	14					(Nissler)	158	St. Regis	120		
(Busch)	15							Sunset	3		
Butte	159							Superior	122		

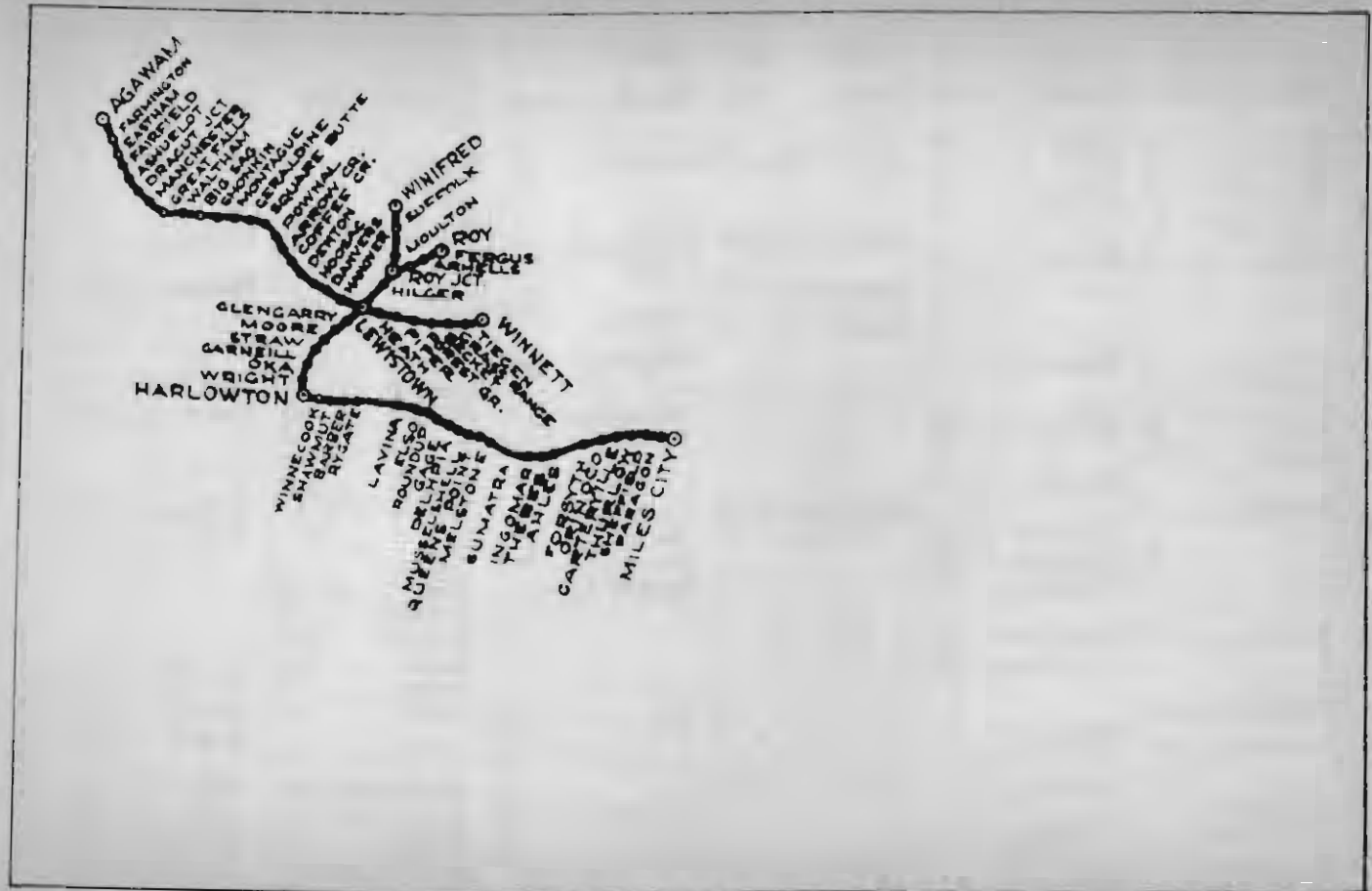
NOTE:  
STATIONS  
SHOWN IN ( )  
NO LONGER  
LISTED IN  
TIME TABLE

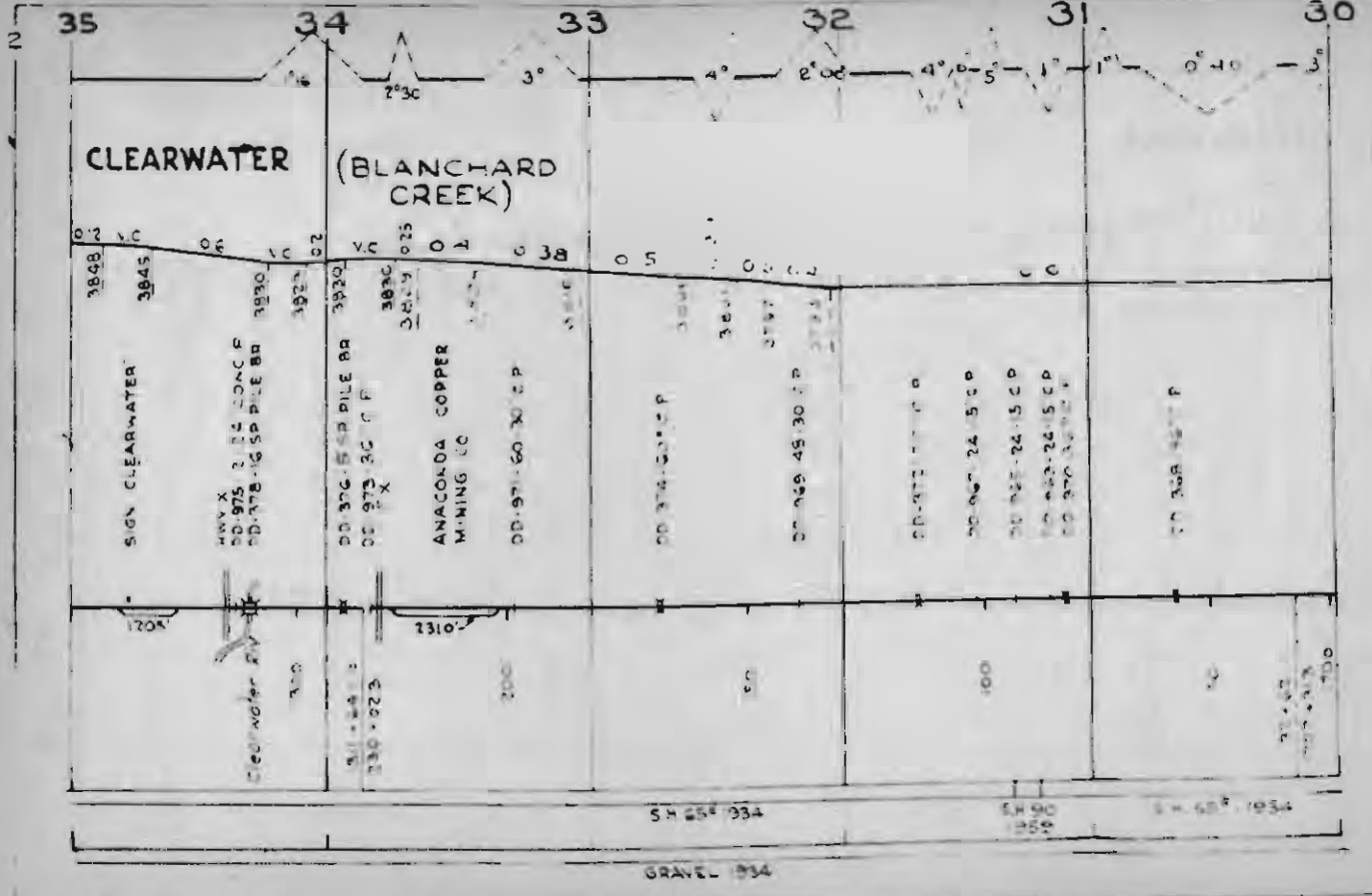


## STATION INDEX

STATION	PAGE	STATION	PAGE	STATION	PAGE	STATION	PAGE	STATION	PAGE	STATION	PAGE
Agawam.....	53	Danvers.....	90	Hanover.....	92	(Malone).....	54	Powmal.....	83	Tiegen.....	27
Ahles.....	227	Delphia.....	216	Harlowton.....	106-156-198	Manchester.....	65	Queens Point.....	218	Thebes.....	226
Amherst.....	92	Denton.....	87	Heath.....	34	McClave.....	100	Thurlow.....	237		
Armelts.....	47	(Dracut).....	63	Highwood.....	73	(McDonnell).....	93				
Arrow Crk.....	85	Dracut Jct.....	63	Hilger.....	49	Me'stone.....	219				
Ashuelot.....	62	Dunlap.....	35	Hoosac.....	89	Miles City.....	242				
Barber.....	203	Eastham.....	58	Ingomar.....	225	Montague.....	17	(Rogers).....	70	Vananda.....	229
(Boscom).....	221	Eisp.....	210			Moore.....	98	Roundup.....	212	Vaughn.....	64
(Baxter).....	51	Emerson Jc.....	66					Roy.....	44		
Becket.....	31	Fairfield.....	60	(Joan).....	97	Moulton.....	41	Roy Jc.....	42-48		
(Belt Crk.).....	70	Falls Yard.....	67	Judith Gap.....	102	(Murray).....	242	Rygate.....	204	Waltham.....	71
		Farmington.....	55			Musselshell.....	217	(Romunstadt).....	46	Ware.....	91
(Big Sag).....	74	(Fergus).....	45								
		Forest Grove.....	32					Salem.....	69		
Brooks.....	50	Forsyth.....	233					Shawmut.....	202		
								Sheffield.....	239		
(Burgoyne).....	206	Gage.....	214					(Slayton).....	206	Winifred.....	38
Cartersville.....	235	Garnett.....	101			Oka.....	104	Shonkin.....	75	Winnecook.....	200
		Geraldine.....	79			Orinaca.....	234	Sipple.....	99	Winnette.....	25
Choteau.....	56	Glenberry.....	96	Lavina.....	207	(orange).....	34	Square Butte.....	81	(Wright).....	105
(Christina).....	41	Grass Range.....	29					Straw.....	100		
Coffee Crk.....	86	Great Falls.....	67	Paragon.....	240			Suffolk.....	39		
Cold Springs.....	232	(Gross).....	92	Lewisstown.....	36-52-94	Piper.....	33	Sumatra.....	223		
(Cooper).....	68							(Surprise Crk.).....	84		

NOTE:-  
STATIONS  
SHOWN IN ( ) NO  
LONGER LISTED  
IN TIMETABLE.





**CLEARWATER (BLANCHARD CREEK)**

Section	Parcel ID	Owner/Description	Area (Acres)	Notes
35	3848	SIGN CLEARWATER	120	
	3845	SIGN CLEARWATER	120	
	3930	HWY X DD-975 2 1/2 CONC P DD-978 1/2 SP PILE BR	2.5	
	3927	HWY X DD-976 1/2 SP PILE BR	2.5	
	3930	HWY X DD-976 1/2 SP PILE BR	2.5	
34	3930	HWY X DD-973 1/2 CONC P	2.5	
	3930	HWY X DD-973 1/2 CONC P	2.5	
	3930	HWY X DD-973 1/2 CONC P	2.5	
33	3930	ANACONDA COPPER MINING CO	100	
	3930	DD-971 60 30 CP	100	
	3930	DD-974 50 50 CP	100	
32	3930	DD-969 45 30 CP	100	
	3930	DD-972 10 10 CP	100	
	3930	DD-975 24 15 CP	100	
31	3930	DD-975 24 15 CP	100	
	3930	DD-975 24 15 CP	100	
	3930	DD-975 24 15 CP	100	
30	3930	DD-975 24 15 CP	100	
	3930	DD-975 24 15 CP	100	

S. 1/2 SEC 34

S. 1/2 SEC 31

S. 1/2 SEC 30

GRAVEL 1934





25

24

23

22

21

20

0° 30' 2"

1°

5° 30' - 7° 0' 0.730

2 SP FILE BR  
DD 3254

M. Y. X  
DD 352

DD 350  
1 SP FILE BR

5.2.316 FILED

DD 344  
1 SP FILE BR  
12-LOW. P. 34 DD 348

DD 342  
2 SP FILE BR

DD 340  
177.60 C.P.

DD 348  
2 SP FILE BR

1400

350

300

1850

EQUATION  
123456  
123456  
123456

1200

1200

4

0 24

0 7 6

5

0 31

0 4

0 7

345

345

345

350

350

350

DD 350

30

29

28

27

26

25

5° 2' 30" 0° 0' 1° 0' 1° 30' 1° 1° 0° 40'

(BARITE)

00 036

0

05

0

05

05

05

046

0 45

0 45

0 36

0 46

3793

3787

3775

3770

3765

3760

DD 366 1817 P

DD 364 1817 P

DD 361 475 18 CP

DD 359 48 30 CP

DD 457 16 171 U

DD 362 158 PILE BR

3748

DD 360 151 P

DD 358 151 CP

DD 356 24 P

3743

SUNSET

DD 357 24 1817 U

DD 355 1817 U

DD 355 1817 U

1650

1600

550

1500

450

GRAVEL 354

GRAVEL 354

GRAVEL 354

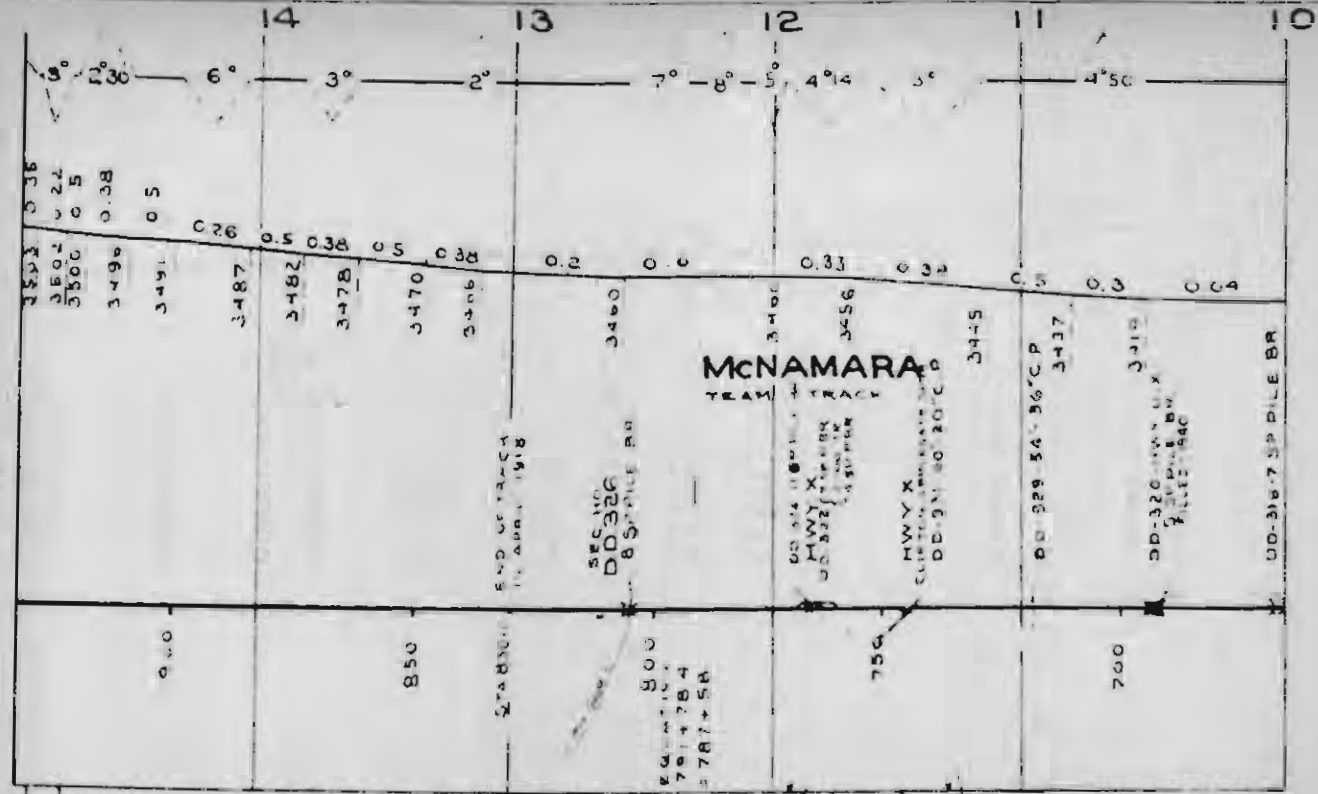
54  
1950

85 - 1925

85  
1958

65 - 1911

1946



**McNAMARA**  
TEAM

END OF TRACK  
IN APRIL 1918

SEC 110  
DD-326  
8 SP PILE BR

DD-329 5A-567CP  
HWY X  
3437

HWY X  
DD-320 HWY X  
3415

UD-318-7 SP PILE BR

3522 0.38  
3502 0.24  
3500 0.5  
3490 0.38  
3491 0.5

3487 0.26

3482 0.5

3478 0.38

3470 0.5

3466 0.38

0.2

3460

0.6

0.37

0.32

3445

3437

3415

0.3

0.4

6°  
5°  
4°

6°

3°

2°

7°

8°

5°

4°

4°

3°

4°50'

14

13

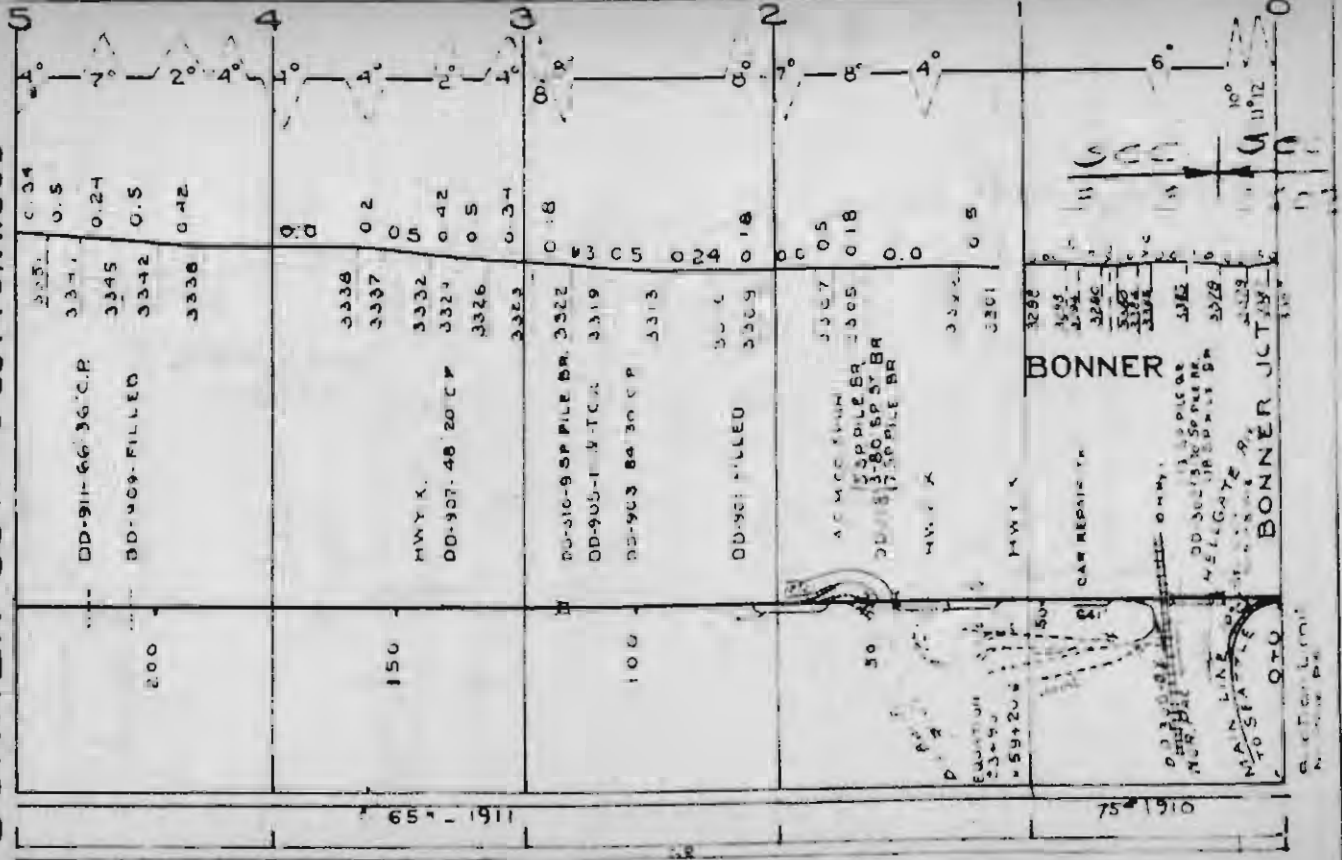
12

11

10



# BONNER JCT. TO COTTONWOOD



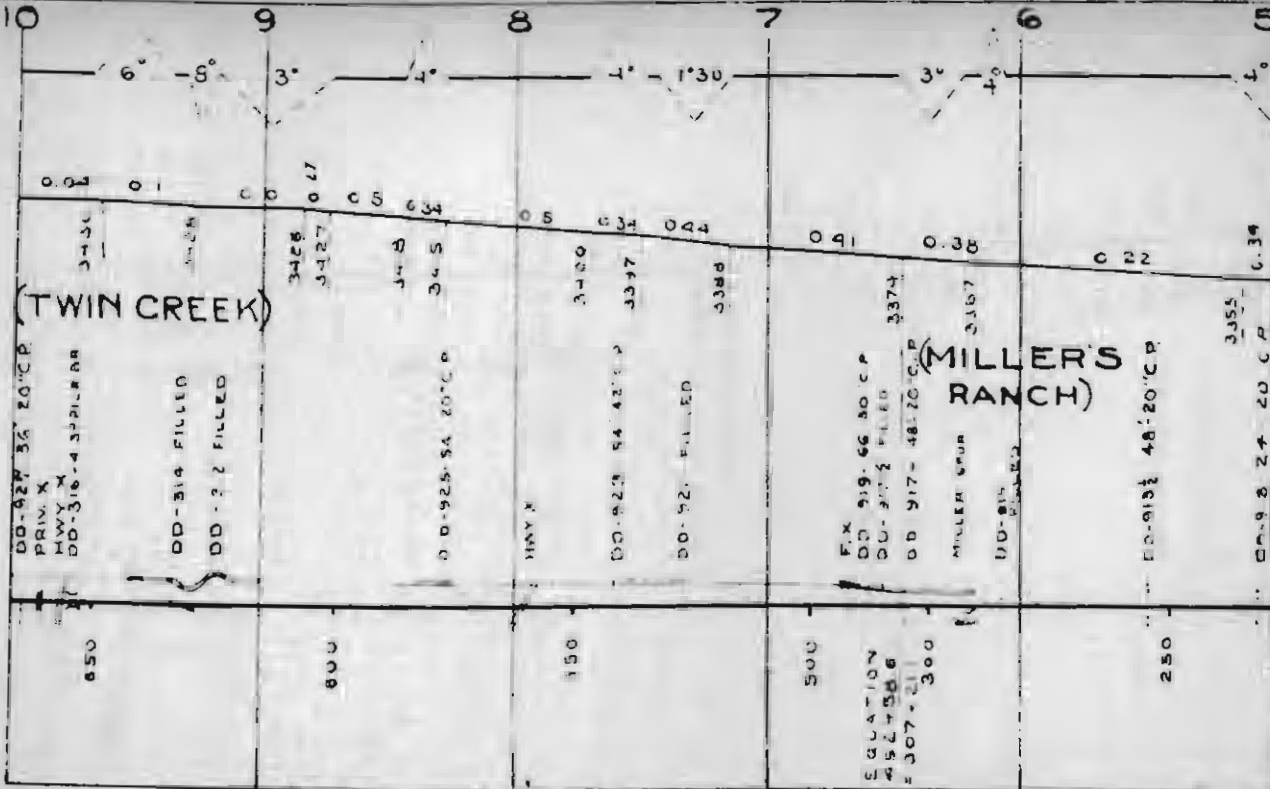
65 - 1911

75 - 1910

BONNER

BONNER JCT

SECTION LINE



(TWIN CREEK)

(MILLER'S RANCH)

DD-927 36' 20" CP  
 PRIV. X  
 HWY. X  
 DD-316-4 321' 18"

DD-314 FILLED  
 DD-322 FILLED

DD-925-54 20" CP

HWY X

DD-923 54 42' 10"

DD-921 FILLED

FIX  
 DD-919-66 30 CP  
 DD-917-2 FILLED 3374  
 DD-917-48 20 CP

MILLER SPR  
 DD-915  
 3167

DD-918 48' 20" CP

850

800

750

500

EQUATION  
 4527586  
 = 307.21  
 300

250

3436  
 0 2  
 0 1

3428

3426  
 3427  
 0 27

348

345

3400

3337

3388

0 41

0 38

0 38

0 22

0 22

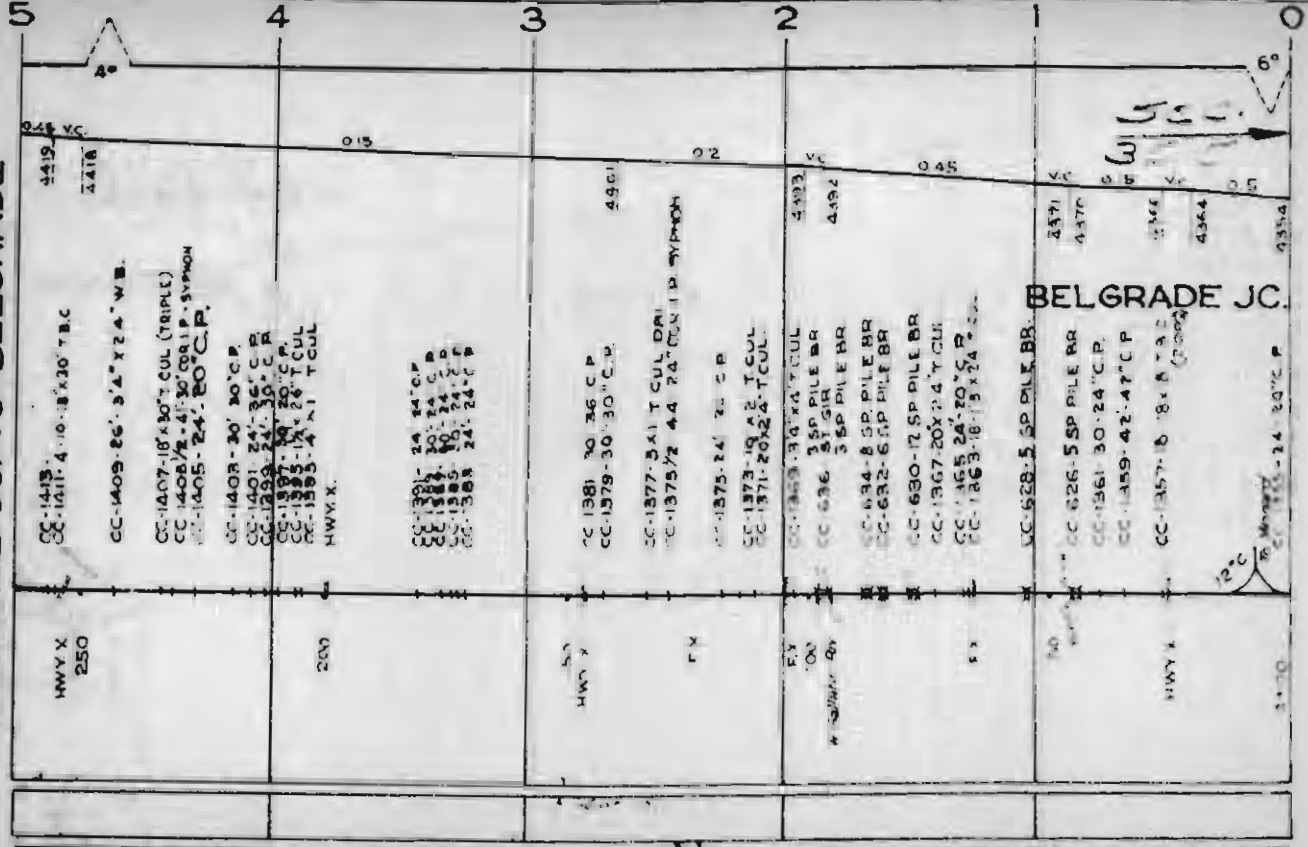
0 34

3355

1514 23

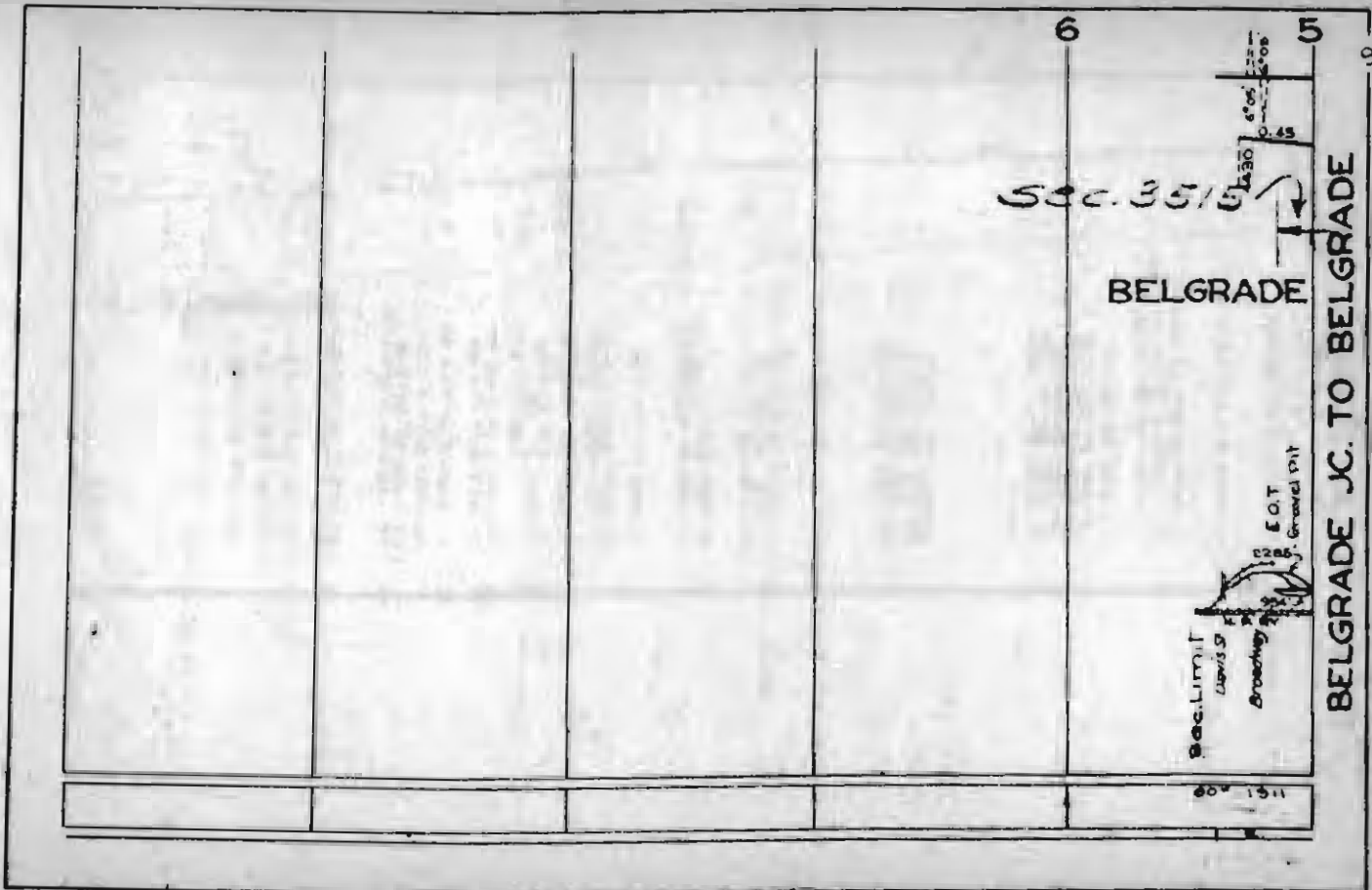
58

# BELGRADE JC. TO BELGRADE



BELGRADE JC.





6

5

Sec. 3516

BELGRADE

Sec. Limit  
Lewis St

Broaching

E.O.T.

Gravel Pit

11 13 11

BELGRADE J.C. TO BELGRADE

THREE FORKS TO MENARD

12

63 62 61 60

470R

4699

0.66

SEC. 3515

4661

4658

1.04

4679

0.74

4672

1.25

4589

4554

MENARD

ACCOLA

HWY X

CC-866-1 SP PILE BR

FX. 14.0

CC-2030 42' 36" C.P.

CC-2037 RETIRED

CC-864-1 SP PILE BR (2)

CC-2035 30' 20" C.P.

CC-862-1 SP PILE BR

HWY X

CC-2033-20 COR P

CC-860-3 SP PILE BR

CC-2031-20 COR P

CC-858-3 SP PILE BR

CC-2029-20 COR P

CC-856-4 SP PILE BR

CC-854-1 SP PILE BR

CC-2027 30' 30" C.P.

PLATFORM

HWY X

CC-2025-20 COR P

CC-852-3 SP PILE BR

CC-2023-20 COR P

CC-850-1 SP PILE BR

CC-2021 30' 36" C.P.

HWY X

CC-2019 42' 30" C.P.

CC-2017-1 X 2' CUL

50

FX.

SEC. 3515

1+00  
0+30

B-74 END OF TRACK

79'



54

53

52

51

50

(TORBET)

(HUFTINE)

(ERLICE)

SPRING HILL

<p>FX 450 HWY X</p> <p>CC-1965-30'-36" C.P. CC-1963-30' 30" C.P.</p>	<p>FX 100</p> <p>CC-1961-15" COR P CC-1959-2 5P PILE BR. CC-1957-15" COR P CC-1955-15" COR P CC-1953-30" COR P</p> <p>CC-1951-42'-36" C.P. <i>Shower/Change</i></p> <p>CC-1949-1x2 T.CUL CC-1947-54' 20" C.P.</p>	<p>HWY X FX 550</p> <p>CC-840-4 5P PILE BR CC-838-3 5P PILE BR CC-1945-30' 36" COR P</p> <p>CC-836-2 5P PILE BR CC-834-2 5P PILE BR</p> <p>CC-832-3 5P PILE BR</p>	<p>FX HWY X 600</p> <p>CC-1943-15" COR P CC-1941-15" COR P CC-1939-1x2 T.CUL</p> <p>CC-1937-24' 20" C.P. CC-1935-24' 20" C.P. CC-1933-30' 20" C.P.</p>	<p>FX 450 HWY X</p> <p>CC-1931-30' 24" C.P.</p> <p>CC-1929-2x2 4" T.CUL CC-1917-18'x10' 48" T.CUL CC-1925-30" COR P</p>	<p>FX HWY X</p> <p>CC-1923-24" COR P CC-830-3 5P PILE BR CC-1921-24" COR P CC-1919-18'x2 Y.CUL</p>
--	---	--	--	---	--

22 VC

28

24

26

4341

0 33

4374

0 21

4405

0 21

60 \* 1913

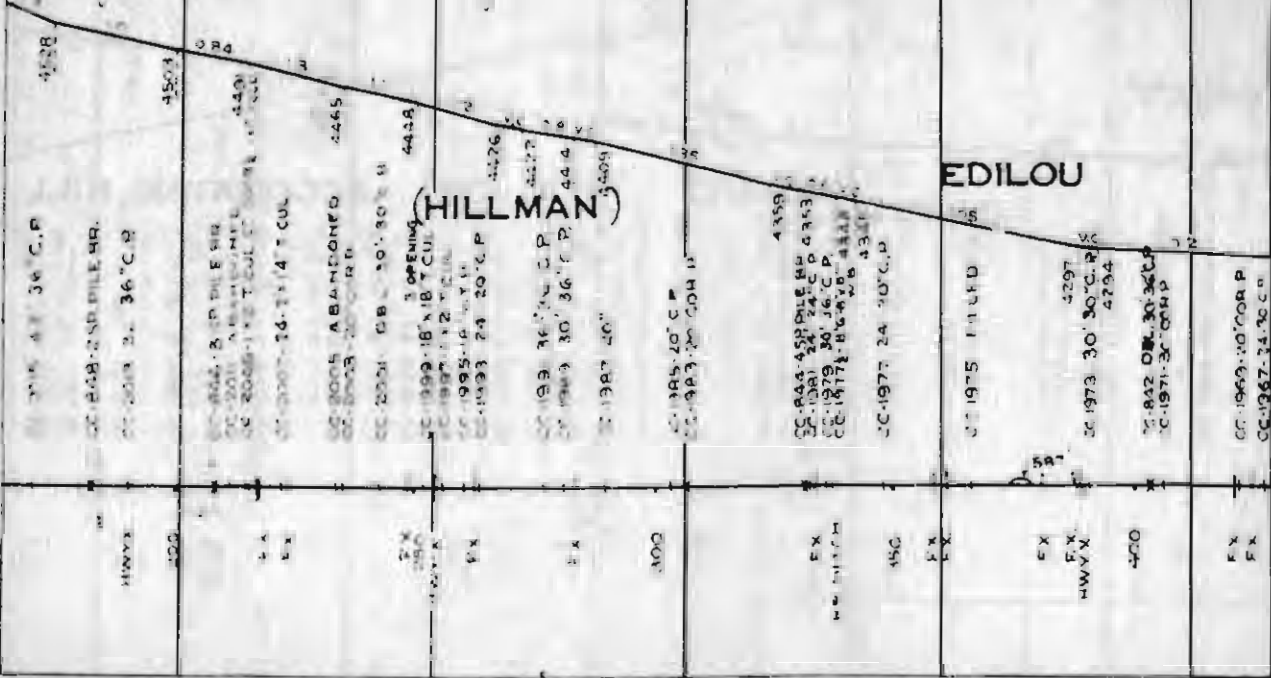
59

58

57

56

55



CC-1948-36' 36" C.P.  
 CC-1948-25' 25" PILE BR.  
 CC-1948-24' 36" C.P.

CC-1944-25' 25" PILE BR.  
 CC-1944-24' 36" C.P.  
 CC-1944-18' 18" T.C.U.  
 CC-1944-16' 16" T.C.U.

CC-1945-ABANDONED  
 CC-1945-20' 20" R.P.  
 CC-1945-20' 20" R.P.  
 CC-1945-18' 18" T.C.U.  
 CC-1945-12' 12" T.C.U.

CC-1949-36' 36" C.P.  
 CC-1949-30' 36" P.P.  
 CC-1949-30' 36" P.P.  
 CC-1949-30' 36" P.P.  
 CC-1949-24' 20" C.P.

CC-1945-20' C.P.  
 CC-1945-20' C.P.

CC-1944-ASPHLE BR 4359  
 CC-1944-24' 24" C.P. 4363  
 CC-1944-30' 36" C.P.  
 CC-1944-18' 18" T.C.U. 4367  
 CC-1944-12' 12" T.C.U. 4371

EDILOU

(HILLMAN)

CC-1975 FILED  
 CC-1973 30' 30" C.P. 4297  
 CC-1973 30' 30" C.P. 4294

CC-1942 DRK 30' 36" C.P.  
 CC-1971-30' 30" C.P.  
 CC-1969-30' 30" C.P.  
 CC-1967-24' 30" C.P.

CC-1944-24' 36" C.P.  
 CC-1944-18' 18" T.C.U.  
 CC-1944-16' 16" T.C.U.  
 CC-1945-20' 20" R.P.  
 CC-1945-18' 18" T.C.U.  
 CC-1945-12' 12" T.C.U.  
 CC-1949-36' 36" C.P.  
 CC-1949-30' 36" P.P.  
 CC-1949-30' 36" P.P.  
 CC-1949-30' 36" P.P.  
 CC-1949-24' 20" C.P.  
 CC-1945-20' C.P.  
 CC-1945-20' C.P.  
 CC-1944-ASPHLE BR 4359  
 CC-1944-24' 24" C.P. 4363  
 CC-1944-30' 36" C.P.  
 CC-1944-18' 18" T.C.U. 4367  
 CC-1944-12' 12" T.C.U. 4371  
 CC-1975 FILED  
 CC-1973 30' 30" C.P. 4297  
 CC-1973 30' 30" C.P. 4294  
 CC-1942 DRK 30' 36" C.P.  
 CC-1971-30' 30" C.P.  
 CC-1969-30' 30" C.P.  
 CC-1967-24' 30" C.P.











(WEST GALLATIN)

HOLLAND

CC-650-1SP PILE BR  
CC-1463-26" COR P

CC-479-43" 30" COR P

CC-1471-30" COR P  
CC-1472-30" COR P

CC-1477-30" COR P

STATION

CC-1475-20" COR P

CC-1473-2" X 8" T CUL

CC-1471-30" COR P  
CC-1466-30" COR P

CC-1467-24" 20" C P

CC-1465-20" COR P

CC-1463-18" COR P

CC-1458-12P PILE BR

CC-1441-36" COR P

CC-646-1SP PILE BR

CC-1459-30" COR P

CC-1457-20" COR P

CC-1455-30" COR P

CC-644-25P PILE BR

CC-1458-36" COR P

CC-1451-20" COR P

CC-642-16P PILE BR

CC-1449-30" COR P

CC-1447-30" COR P

CC-1445-30" COR P

STATION

CC-1459-36" CONC P

CC-1443-30" COR P

HWY X

FX  
150

HWY X

HWY X

HWY X

HWY X

FX  
200

HWY X

260

HWY X

HWY X

HWY X  
200

FX

FX

350

HWY X

65' x 1910

6-19-57

4538  
4634

4524

4620

4598  
4597

4546

4503

4501

4496

4492

VC  
VC  
VC

09

70

71

VC 038

VC

08

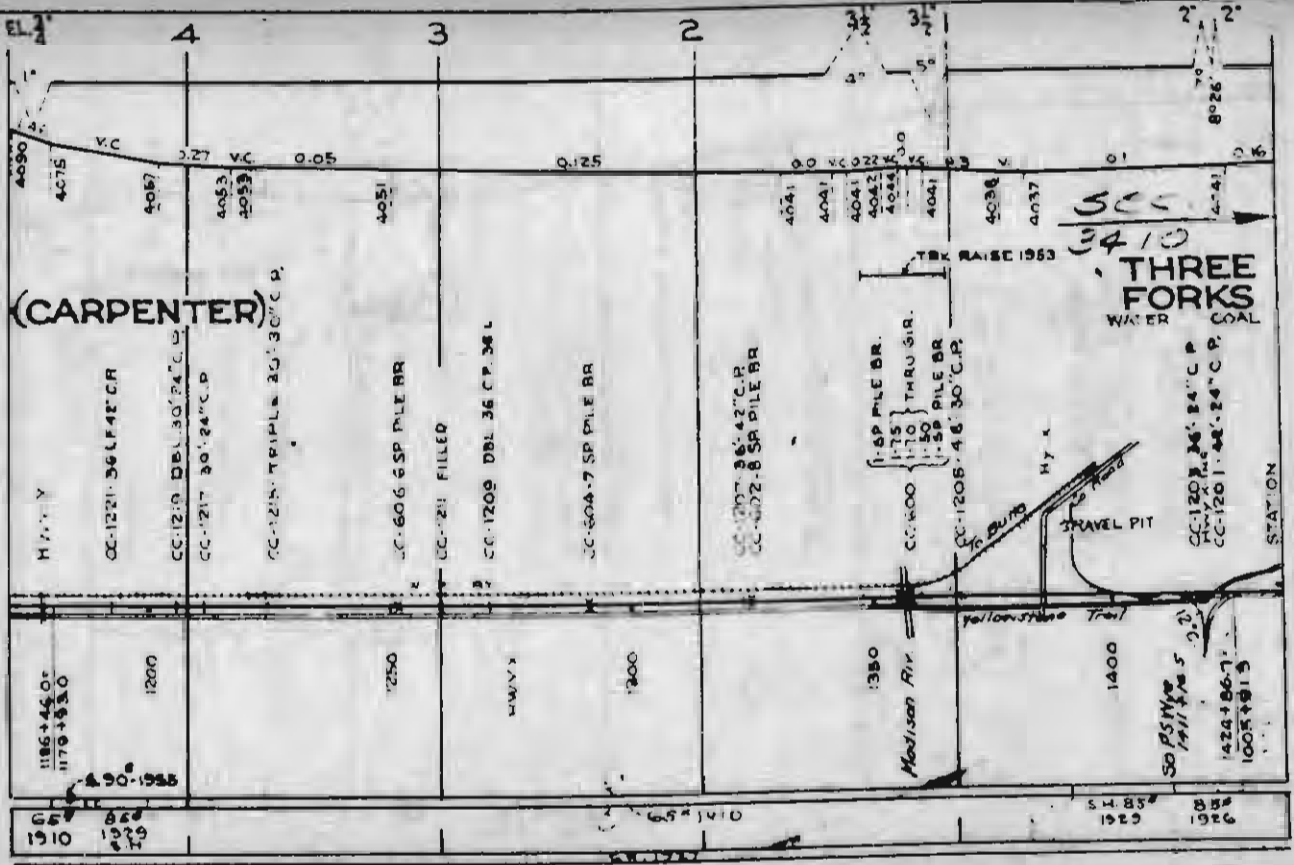






# THREE FORKS TO MENARD

24





26

55

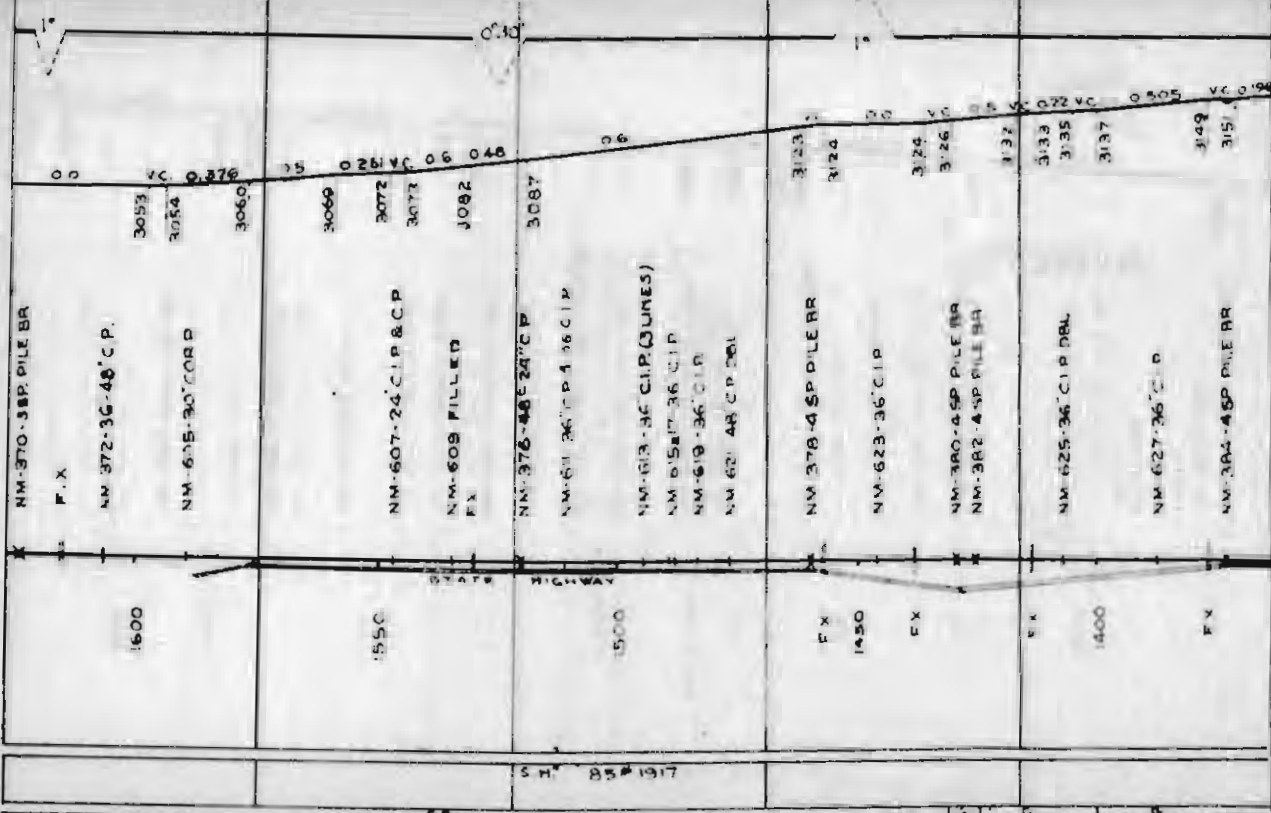
54

53

52

51

50



NM-370-38P PILE BR

F X

NM-372-36-48 C P

1600

3053

3054

NM-605-30 CORD

3060

1550

NM-607-24 CIP & C P

3069

3072

3073

NM-608 FILLED

F X

3082

NM-376-48 C 24 C P

3087

NM-611 24 CIP 4 36 CIP

1500

NM-613-36 CIP (3 UNES)

NM-614-36 CIP

NM-619-36 CIP

NM-621-48 C P DBL

F X

1450

NM-378-4 SP PILE RR

3123

3124

NM-623-36 CIP

F X

3124

NM-380-4 SP PILE BR

NM-382-4 SP PILE BR

F X

1400

NM-625-36 CIP DBL

3133

3135

3137

NM-627-36 CIP

F X

NM-384-4 SP PILE RR

3149

3151

S H 85 P 1917

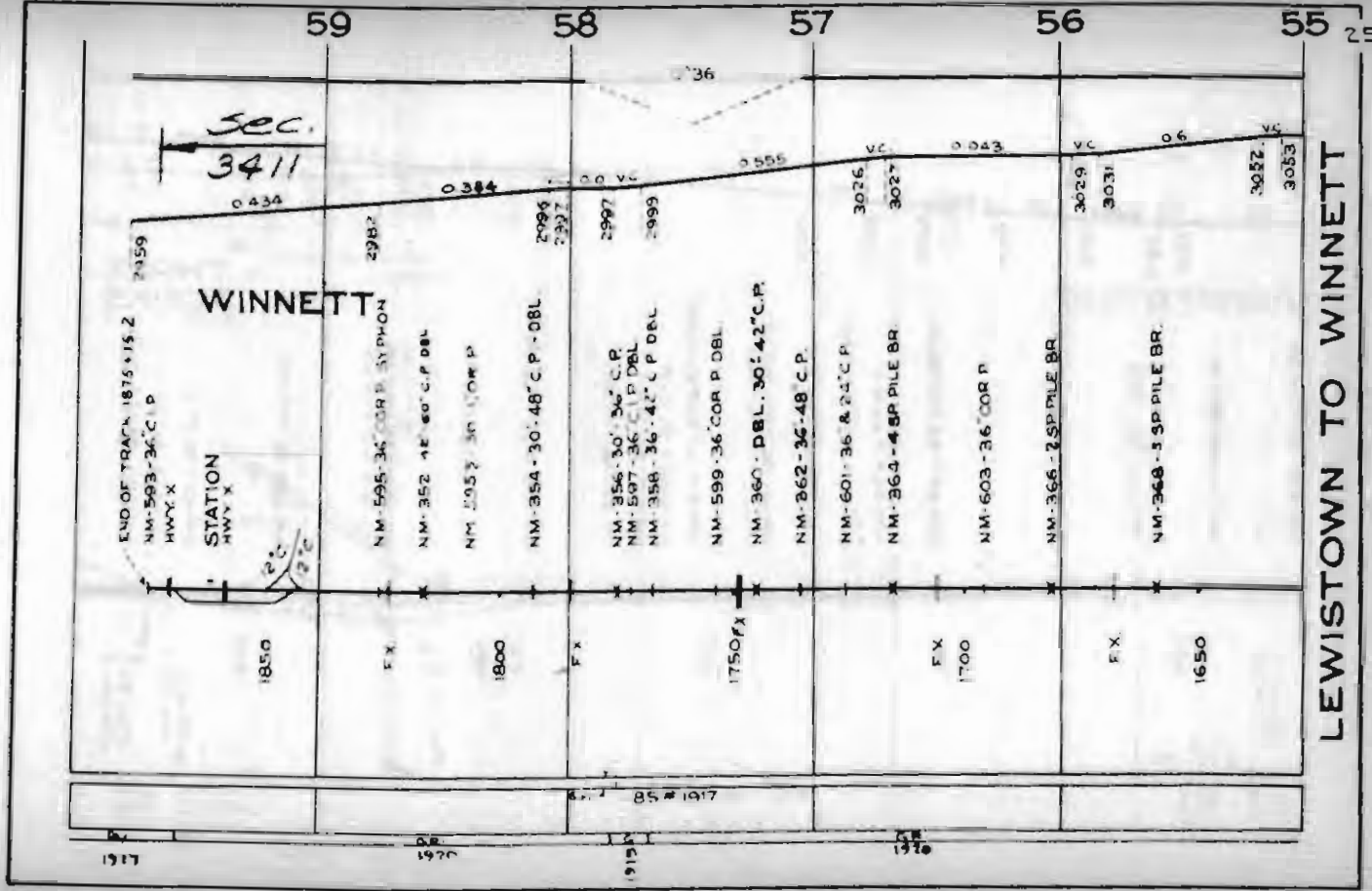
1920

1915

1918

1911





1917

1970

1915

1970

**WINNETT**

**LEWISTOWN TO WINNETT**

END OF TRACK 1875+15.2  
 NM-593-36° C.P.  
 HWY X

STATION  
 HWY X

*sec.*  
**3411**

0434

0384

0555

3026

3027

0443

3029

3031

06

3052

3053

2959

2982

2994

2997

2999

3026

3027

3029

3031

3052

3053

1850

FX

1800

FX

1750FX

FX

1700

FX

1650

NM-595-36° COR P DBL

NM-352-42° 60' C.P. DBL

NM-593-36° COR P

NM-354-30° 48' C.P. DBL

NM-356-30° 36' C.P.

NM-597-36° C.P. DBL

NM-358-36° 42' C.P. DBL

NM-599-36° COR P DBL

NM-360-DBL-30° 42' C.P.

NM-362-36° 48' C.P.

NM-601-36° & 24° C.P.

NM-364-48° PILE BR.

NM-603-36° COR P

NM-366-2° SP PILE BR.

NM-368-3° SP PILE BR.

85 # 1917



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48

47

46

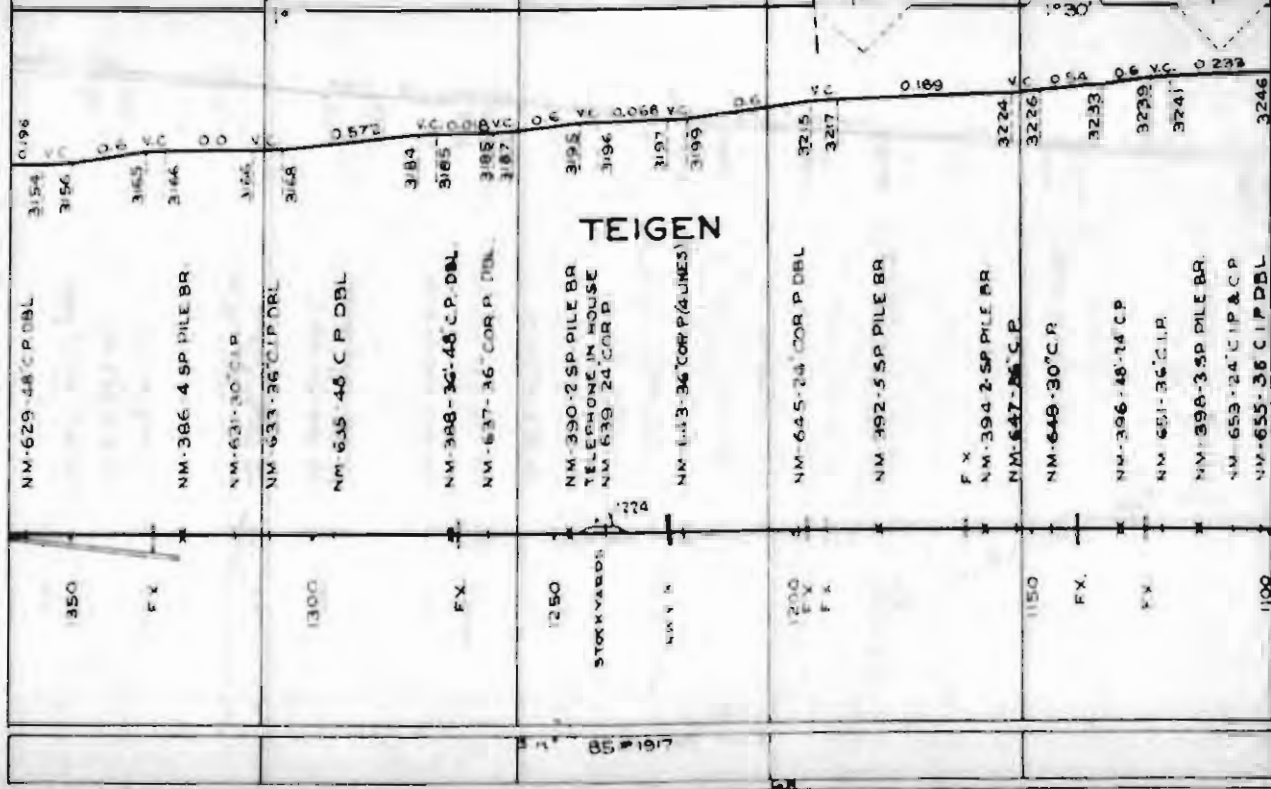
45

PETROLEUM CO.

FERGUS CO.

EL. 3'

27



TEIGEN

NM-629-48 C P DBL

3154

1350

FX

NM-386-4 SP PILE BR

NM-631-30 C P

1300

NM-635-48 C P DBL

3168

FX

NM-388-36-48 C P DBL

NM-637-36 COR P DBL

1250

STOCK YARDS

N.W.N

NM-390-2 SP PILE BR

TELEPHONE IN HOUSE

NM-639-24 COR P

NM-1-13-36 COR P (GUMES)

1200

FX

NM-645-24 COR P DBL

NM-392-5 SP PILE BR

FX

NM-394-2 SP PILE BR

NM-647-36 C P

1150

FX

NM-648-30 C P

NM-396-48-14 C P

NM-651-36 C P

NM-398-3 SP PILE BR

NM-653-24 C P & C P

NM-655-36 C P DBL

1100

3154

3156

3165

3166

3165

3168

3184

3185

3188

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3197

3199

3215

3217

0.189

3224

3226

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3239

3241

3246

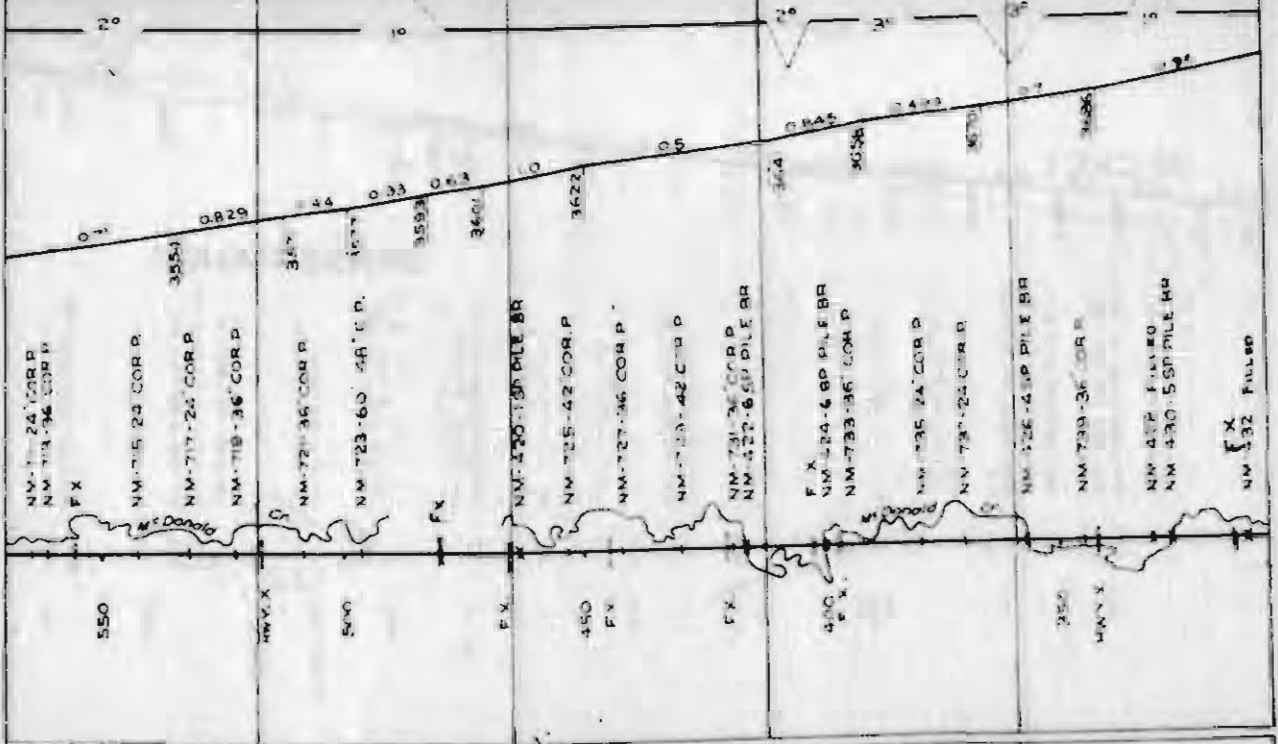
1°30'

1°

224

85 1917

30 35 EL. 1" 34 33 32 1 1/2 31 1/2 EL. 2" 30



NM-71-24 CORP  
NM-71-36 CORP  
FX

NM-71-24 CORP

NM-71-25 CORP

NM-71-36 CORP

NM-72-36 CORP

NM-72-60 48' C.P.

NM-72-150 PILE BR

NM-72-42 CORP

NM-72-36 CORP

NM-72-42 C.P.

NM-73-36 CORP

NM-72-650 PILE BR

FX  
NM-72-689 PILE BR

NM-73-36 CORP

NM-73-24 CORP

NM-73-25 CORP

NM-72-450 PILE BR

NM-73-36 CORP

NM-432 FILL RD

NM-430 5 SP PILE BR

FX  
NM-532 FILL RD

550

HWY X

500

FX

450

FX

FX

400

FX

350

HWY X

75 10/3

GRAVEL

40

EL.  $\frac{3}{4}$

39  $\frac{1}{2}$

38  $\frac{1}{2}$

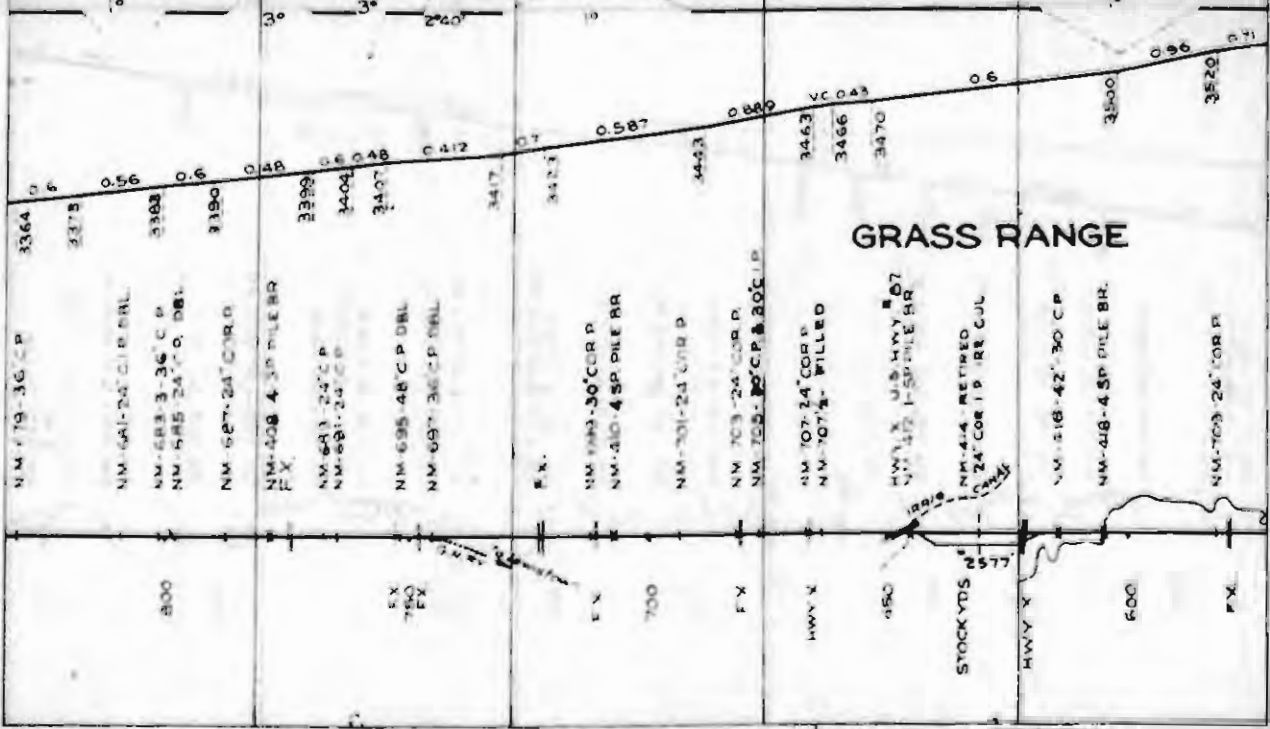
38  $\frac{1}{2}$

37  $\frac{1}{2}$

36  $\frac{1}{2}$

EL.  $\frac{3}{4}$

35  $\frac{1}{2}$

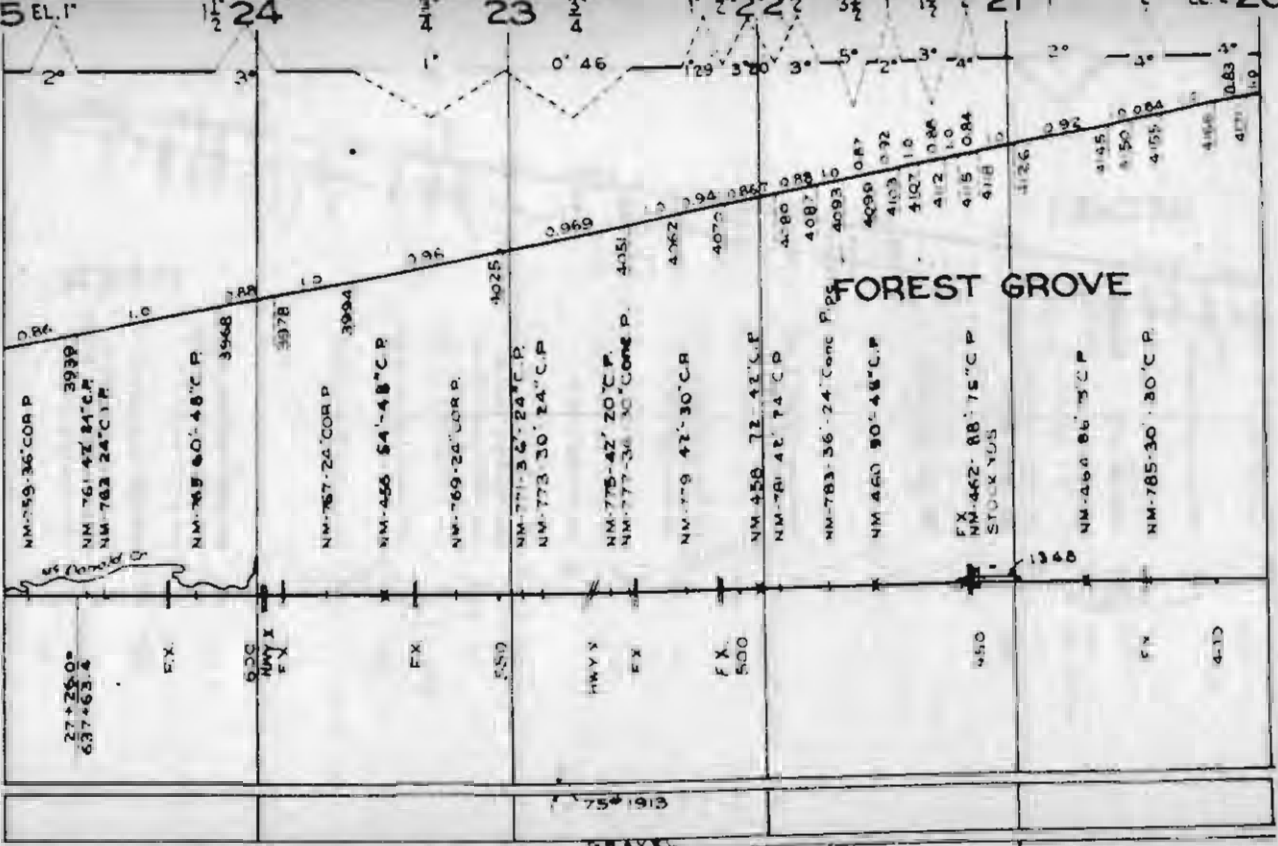


# GRASS RANGE

85 # 1917

75 # 1918

32 25 EL. 1' 1 1/2 24 23 22 21 20 EL 2' 20



FOREST GROVE

27+25 0+  
637+63.4

FX

500  
HWY X  
FX

FX

550

HWY X  
FX

FX  
500

450

FX

450

75 150

SCALE

NM-759-36° 36' COR P

3939  
NM-761-42° 24' C.P.  
NM-762-24° C.P.

NM-765-60° 48' C.P.

NM-767-24° COR P

NM-455-54° 48' C.P.

NM-769-24° COR P.

NM-771-32° 24' C.P.  
NM-773-30° 24' C.P.

NM-775-42° 20' C.P.  
NM-777-36° 30' COR P.

NM-779-42° 30' C.P.

NM-458-72° 42' C.P.  
NM-781-42° 74' C.P.

NM-783-36° 24' COR P.

NM-460-90° 48' C.P.

FX  
NM-462-88° 75' C.P.  
STOCK YARD

NM-464-86° 35' C.P.

NM-785-30° 30' C.P.

0.969

4025

4051

4062

4070

4080

4087

4093

4099

4103

4107

412

415

418

4126

4145

4150

4155

4166

4171

4179

D.R.R.

1.0

3548

3978

3994

298

0° 46'

1° 29'

3° 20'

3° 5'

2° 3'

3° 4'

2° 0'

4° 5'

0.83 4'

0.83 4'

0.83 4'

0.83 4'

0.83 4'

32

25 EL. 1'

1 1/2 24

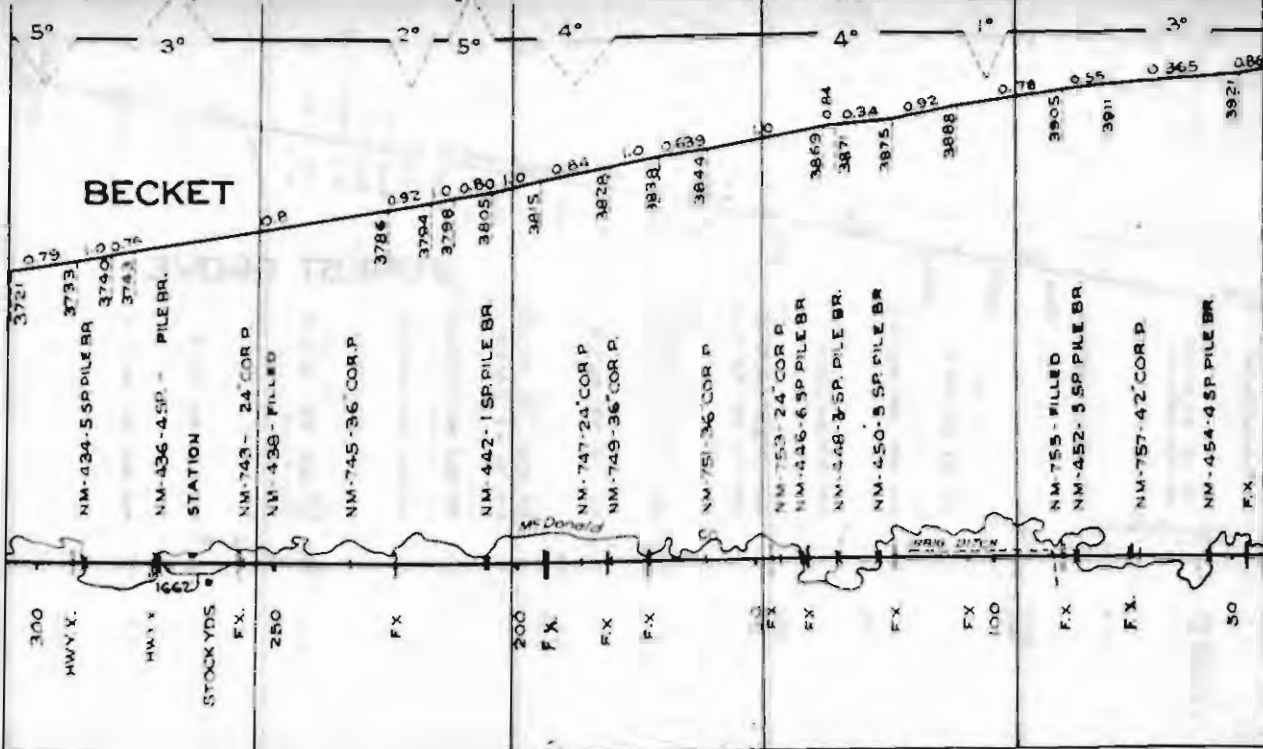
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22

21

20 EL 2' 20

30 EL. 3 1/2 29 1 3/4 28 2 27 2 26 EL. 1 1/2 25 3



BECKET

3721  
3733  
3740  
3753

NM-434-5 SP PILE BR  
NM-436-4 SP PILE BR  
STATION  
NM-743-24 COR P  
NM-745-36 COR P

3786  
3794  
3798  
3805  
3815  
3828  
3838  
3844

NM-442-1 SP PILE BR  
Mr. Donald  
NM-747-24 COR P  
NM-749-36 COR P  
NM-751-36 COR P

3869  
3877  
3875  
3888  
3905  
3911  
3927  
3927

NM-753-24 COR P  
NM-446-6 SP PILE BR  
NM-448-3 SP PILE BR  
NM-450-5 SP PILE BR

NM-755-FILLED  
NM-452-5 SP PILE BR  
NM-757-42 COR P  
NM-454-4 SP PILE BR  
FX

300  
HWY X

1662  
HWY X  
STOCK YDS  
FX

250  
FX

200  
FX  
FX  
FX

100  
FX  
FX  
FX

FX  
FX  
50

75 1913

GRAVEL

34

15

EL. 1'

14 2 1/2'

1'

13 3 1/2'

2'

12

1'

11

1 1/2'

3 1/2'

EL. 1 1/2'

1030

9°45'

3°

9°

1°

4°

1°15'

0°45'

6°

3°

3°

Sec. 3411 | Sec. 3702

HEATH

(ORANGE)

NM-474.  
450 PILE BR. 4423  
NM-821-36'-36" C.P. 4423  
NM-823-42'-36" C.P.

NM-825-54'-54" C.P.  
NM-827-60'-30" C.P.  
NM-829-42'-48" C.P.

NM-480-86" PILE BR.  
NM-831-78'-30" C.P.  
NM-833-78'-30" C.P.  
NM-835-42'-20" C.P.

NM-837-78'-36" C.P.

F X.

NM-839-36'-24" C.P.

NM-841-36'-20" C.P.

NM-843-20'-24" CORIP

NM-845-78'-30" C.P.  
NM-847-48'-20" C.P.

NM-849-72'-36" CORIP

NM-851-48'-36" C.P.

NM-853-24'-10" C.P.

NM-855-72'-30" CORIP 4468

NM-857-66'-20" C.P. 4452  
4455

NM-859-72'-24" CORIP

NM-861-4419  
NM-863-36" CORIP  
NM-865-36" CORIP  
NM-867-34'-24" C.P.  
C.S. 2500000 CO 4385

100

100

FX  
FX

50

0+00+  
0+00

50

FX

FX

100

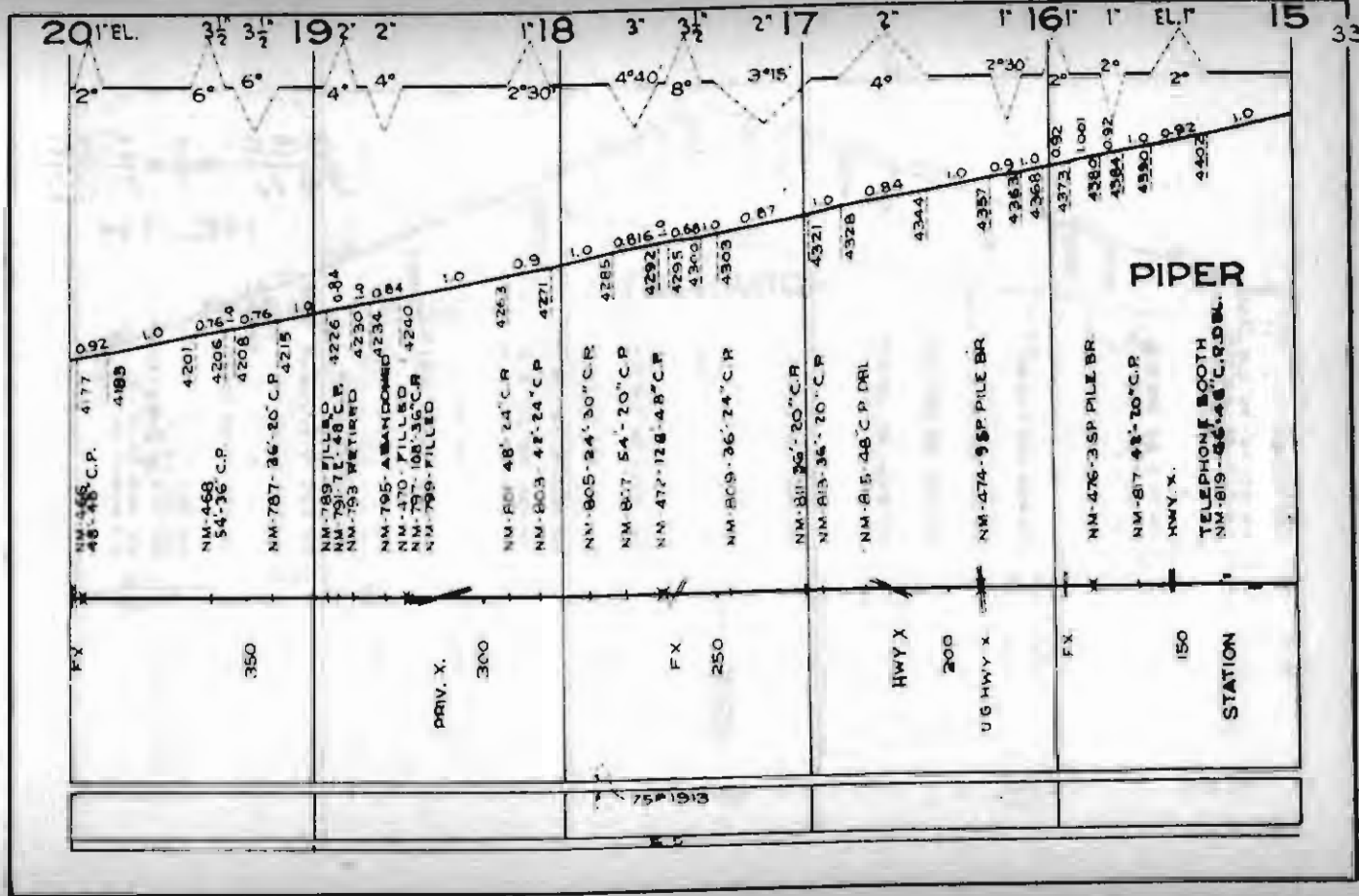
180 PILE BR  
N 500 3-1343

1915 1915

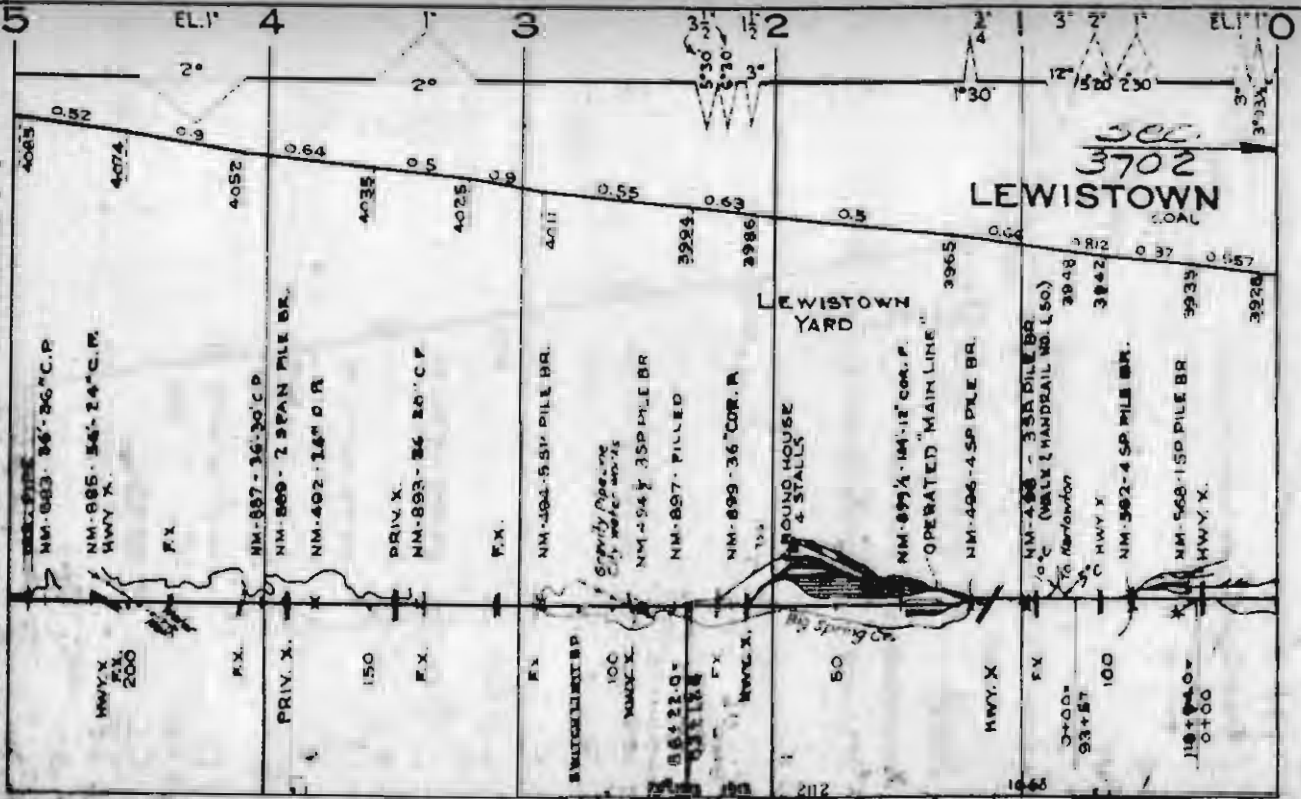
1915 1915

1915 1915

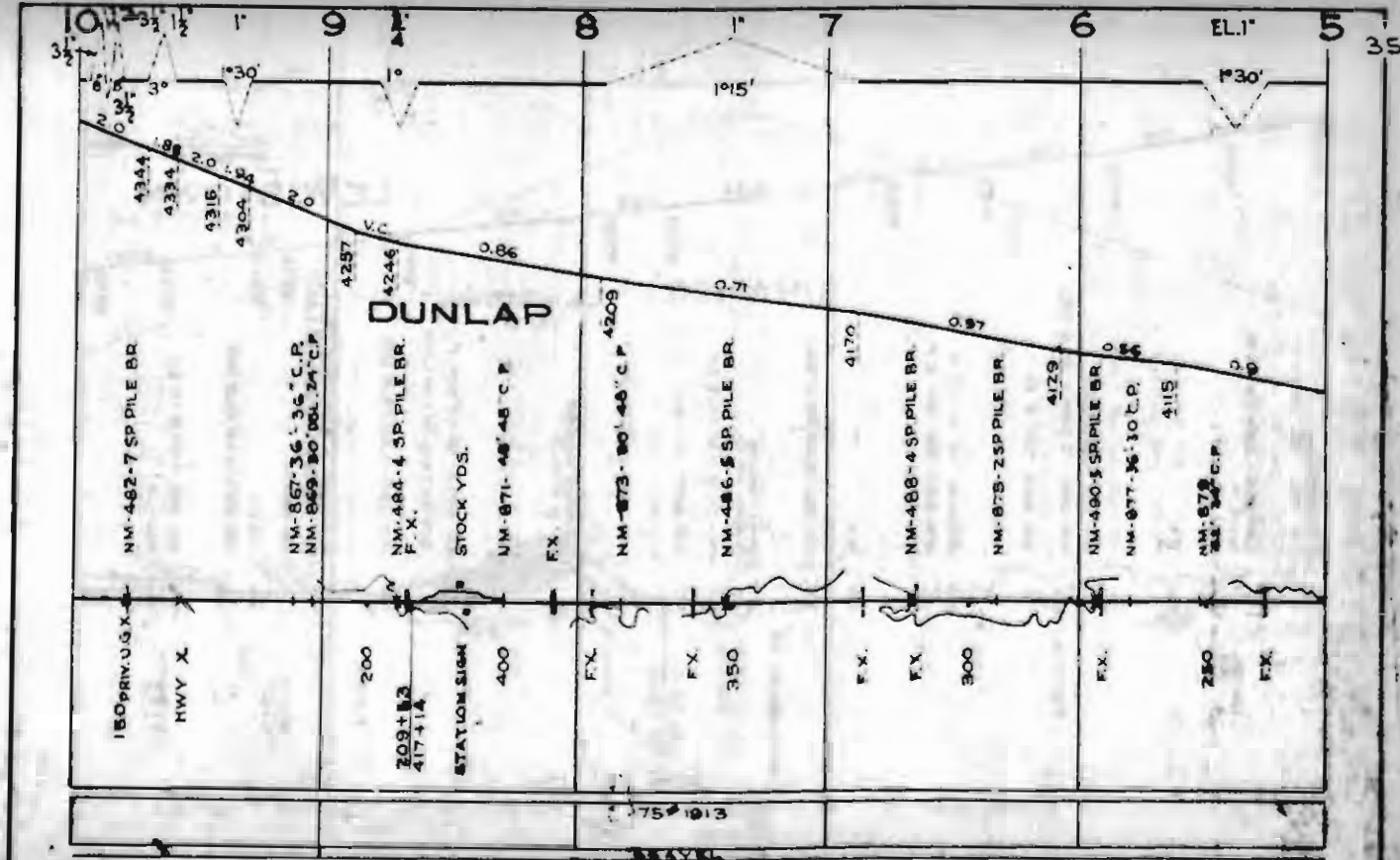




LEWISTOWN TO WINNETT



1913	1927	1928	75	6,100	1913	75	1913
				1913	1958		



**DUNLAP**

NM-482-7 SP PILE BR.

NM-867-36-36 C.P.  
NM-869-80 DOL. 24 C.P.

NM-484-4 SP. PILE BR.  
F. X.

STOCK YDS.

NM-871-48-48 C.P.

FX.

NM-873-80-48 C.P.

NM-486-5 SP PILE BR.

NM-488-4 SP PILE BR.

NM-878-2 SP PILE BR.

NM-490-3 SP PILE BR.

NM-877-36-30 C.P.

NM-878-28-34 C.P.

180 PRIV. U.G. X

HWY X

200

209+113  
417+114

STATION SIGN

400

FX.

FX.

350

FX.

FX.

300

FX.

250

FX.

75 1913

DUNLAP

23 22 21 20

SEC.  
3711

# WINIFRED

END OF RR

Sec limit

STOCKYD6

1200

STATION

1150

1100

22° FX

NM-1409-24°COR P.  
FX

NM-1407-24°COR P.  
HWY X  
HWY X

NM-638-125° PILE BR.

HWY X  
NM-1405-24°COR P

NM-636-8° SP PILE BR  
FX

NM-1403-36°COR P.

3211

3239

3253  
3254

3289

3269

3275 VC  
3277 0.64  
3281 0.21

0.5

0.75

0.5

0.25

0.5

0.25

0.21

N

2°

3°

3°

ROY JCT. TO WINIFRED

DEFINITIVE GT TOL VOP

			<p>MANIFESTED</p>		

40 15 14 13 12 11 10

NM-630-10SP PILE BR

NM-1370-36" C I P

750

FX

NM-1377-36" COR P

700

FX

NM-1375-24" COR P  
NM-1373-24" COR P

NM-1371-30" COR P

NM-1369-24" COR P

650

FX

NM-1367-36" COR P

NM-1365-24" COR P

NM-1363-36" COR P  
NM-1361-35SP PILE BR

NM-628-35SP PILE BR

FX

600

FX

NM-1389-36" COR P

HWY X

550

FX

NM-1357-36" COR P

0533

3403

3410

056

3432

3440

3453

3454

0524

3459

0524

3479

3481

0535

3489

0524

3505

056

NO. 10 3

20

19

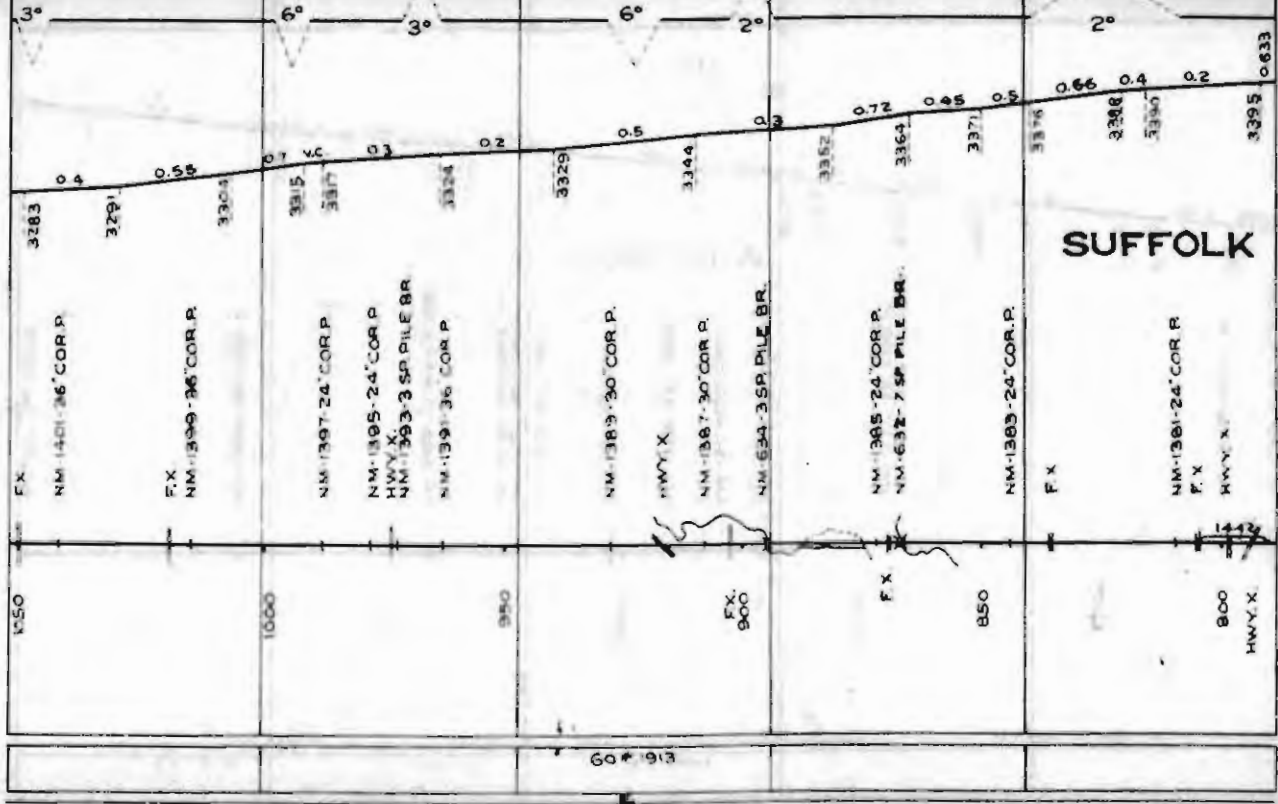
18

17

16

15

39



3283

FX  
NM-1401-36 COR P

1550

3291

FX  
NM-1399-36 COR P

1000

3303

NM-1397-24 COR P

3315

NM-1395-24 COR P  
HWY X  
NM-1393-3 SP PILE BR

3317

NM-1391-36 COR P

3324

950

3329

NM-1389-30 COR P

HWY X

NM-1387-30 COR P

FX  
900

3344

NM-634-3 SP PILE BR

3352

NM-1385-24 COR P  
NM-632-7 SP PILE BR

FX

850

3371

NM-1383-24 COR P

FX

SUFFOLK

NM-1381-24 COR P

FX

HWY X

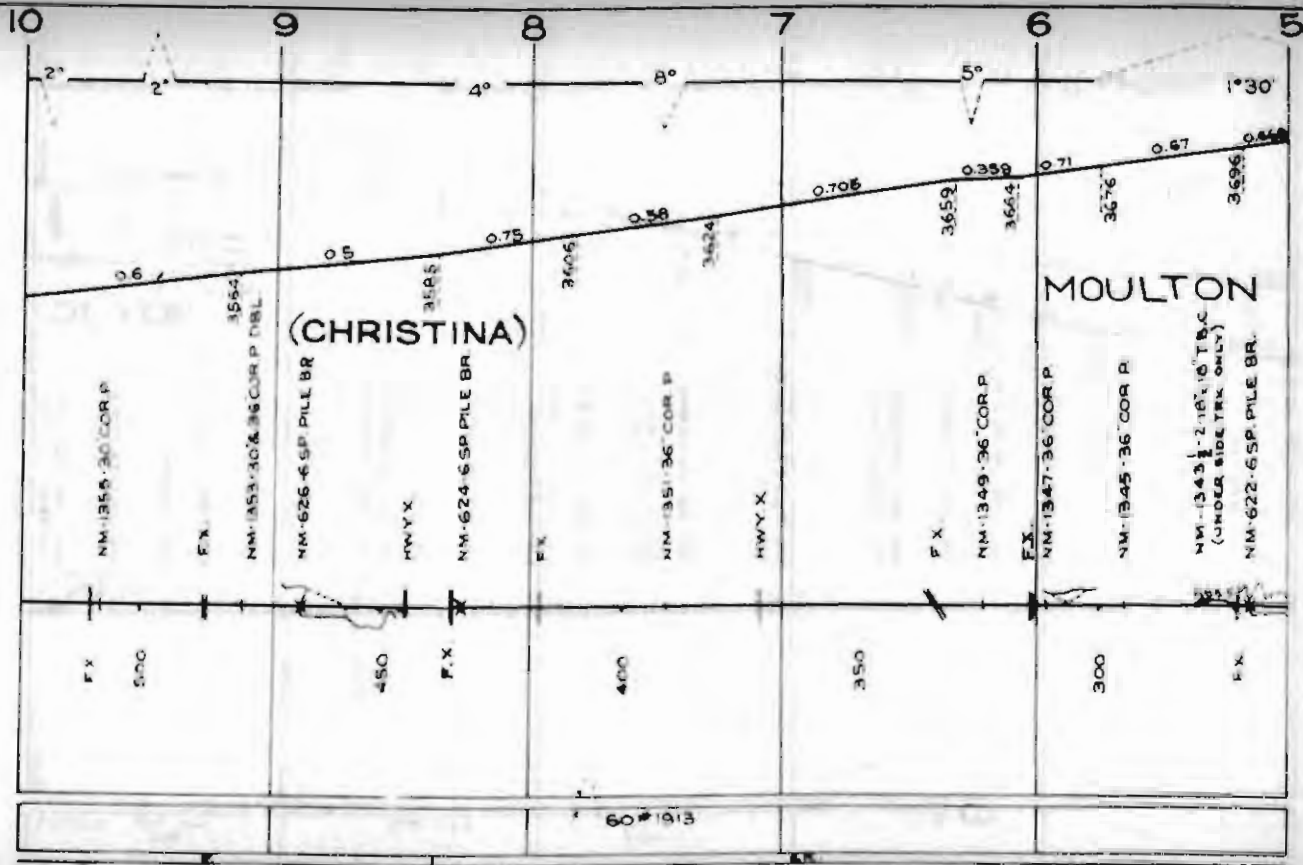
800  
HWY X

3395

60 \* 193







10

9

8

7

6

5

2' 2' 4° 8° 5° 1° 30'

NM-1355-30 COR P

F.X.

NM-1353-30 & 36 COR P DBL  
3554

NM-626-6 SP PILE BR

HWY X

NM-624-6 SP PILE BR

F.X.

3605

NM-1351-36 COR P

HWY X

3624

F.X.

NM-1349-36 COR P

3659

3664

F.X.

NM-1347-36 COR P

3676

NM-1345-36 COR P

NM-1343-2 16" 10' TBC  
(UNDER SIDE TRK ONLY)  
NM-622-6 SP PILE BR.

3696

F.X.  
500

450

F.X.

400

350

300

F.X.

(CHRISTINA)

MOULTON

60 1913

SEC.  
3711

ROY

SEC. 111111

END OF TR

3492

1991  
80

STOCK YDS

NM-726-2 SP PILE BR

HWY X

NM-1623-30 C.P.

FX

STATION

HWY X  
2350

FX

NM-621-24 CORP

FX

NM-726-5 SP PILE BR

NM-1617 1/4-24-20 C.P.

NM-1619-36 CORP

2300

FX

NM-617-1 SP PILE BR

FX

FX

NM-1615-30 CORP

2250

FX

NM-1613-30 CORP

2200

FX

NM-724-5 SP PILE BR

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FIG. 10

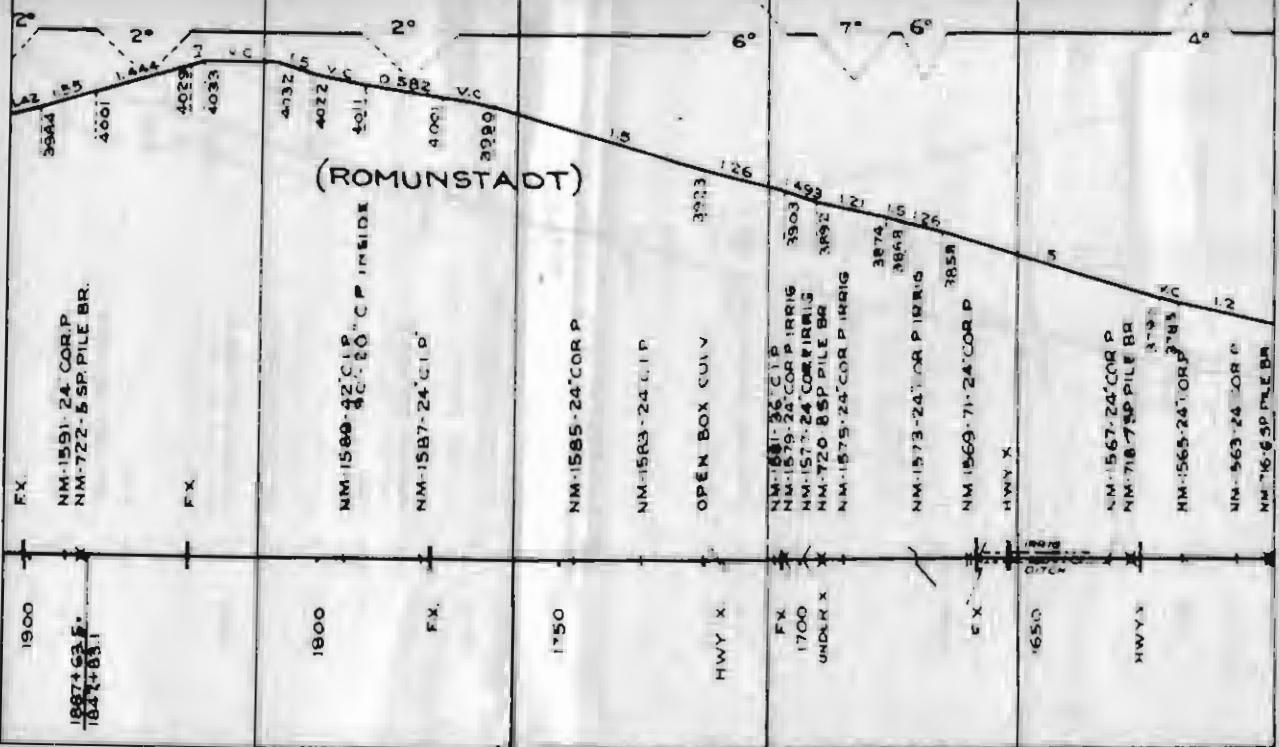
FIG. 10

FIG. 10

LEWISTOWN TO ROY



46 35 34 33 32 31 30



(ROMUNSTADT)

FX  
NM-1591-24' COR P  
NM-722-5 SP PILE BR.

1900  
1887+62.5  
1877+83.1

FX

1800

NM-1560-22' CIP  
90' 20" CP INSIDE

NM-1587-24' CIP

FX

1750

NM-1585-24' COR P

NM-1583-24' CIP

OPEN BOX CULV

HWY X

FX

1700  
UNDER X

NM-1581-25' CIP  
NM-1579-24' COR P IRRI G  
NM-1577-24' COR P IRRI G  
NM-720-8 SP PILE BR  
NM-1575-24' COR P IRRI G

NM-1573-24' COR P IRRI G

NM-1569-71-24' COR P

HWY X

1650

NM-1567-24' COR P  
NM-718-7 SP PILE BR

HWY X

NM-1565-24' COR P

NM-1563-24' COR P  
NM-716-6 SP PILE BR

1514 1514

1914

40

39

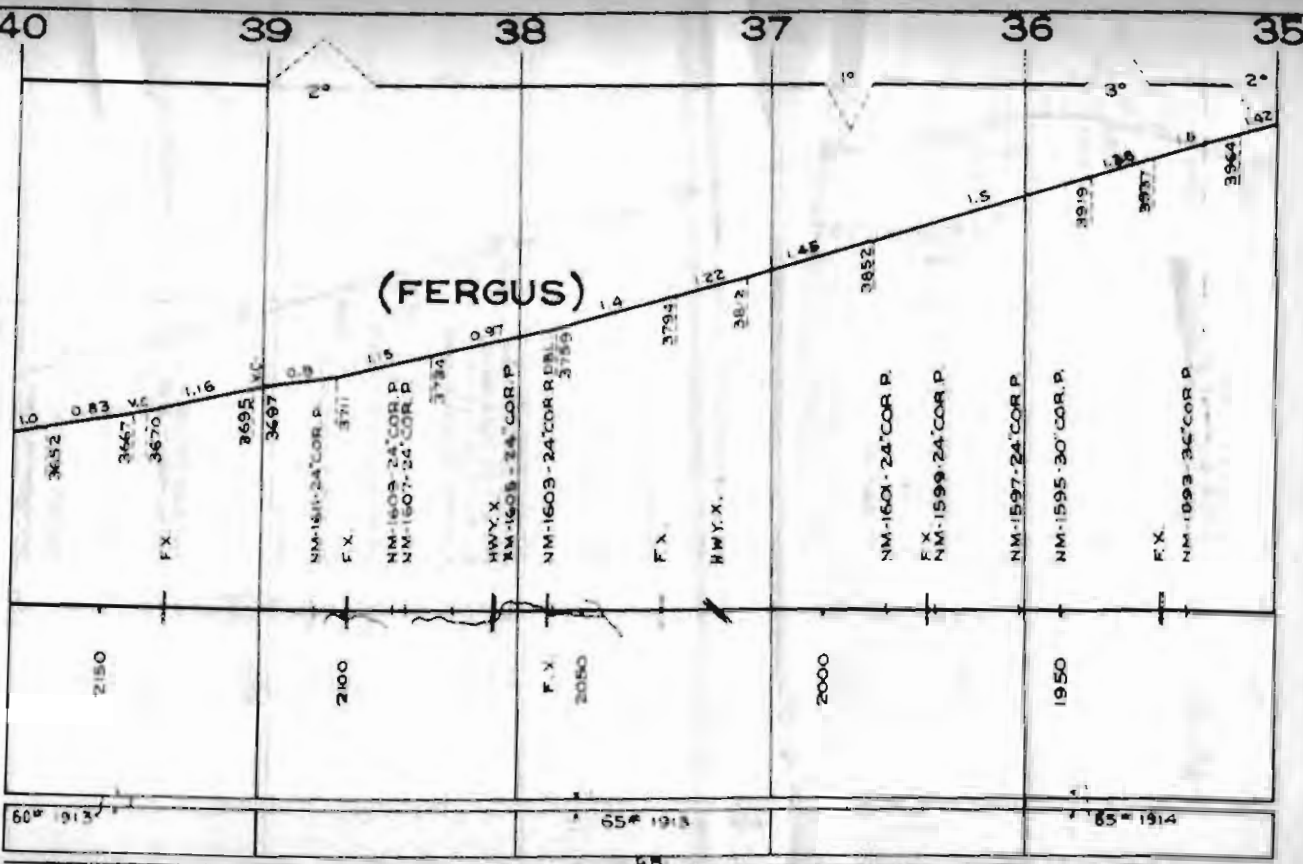
38

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35

(FERGUS)



60 1913

65 1913

65 1914

3652

3667

3670

3695

3697

3711

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3794

3812

3852

3919

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2150

2100

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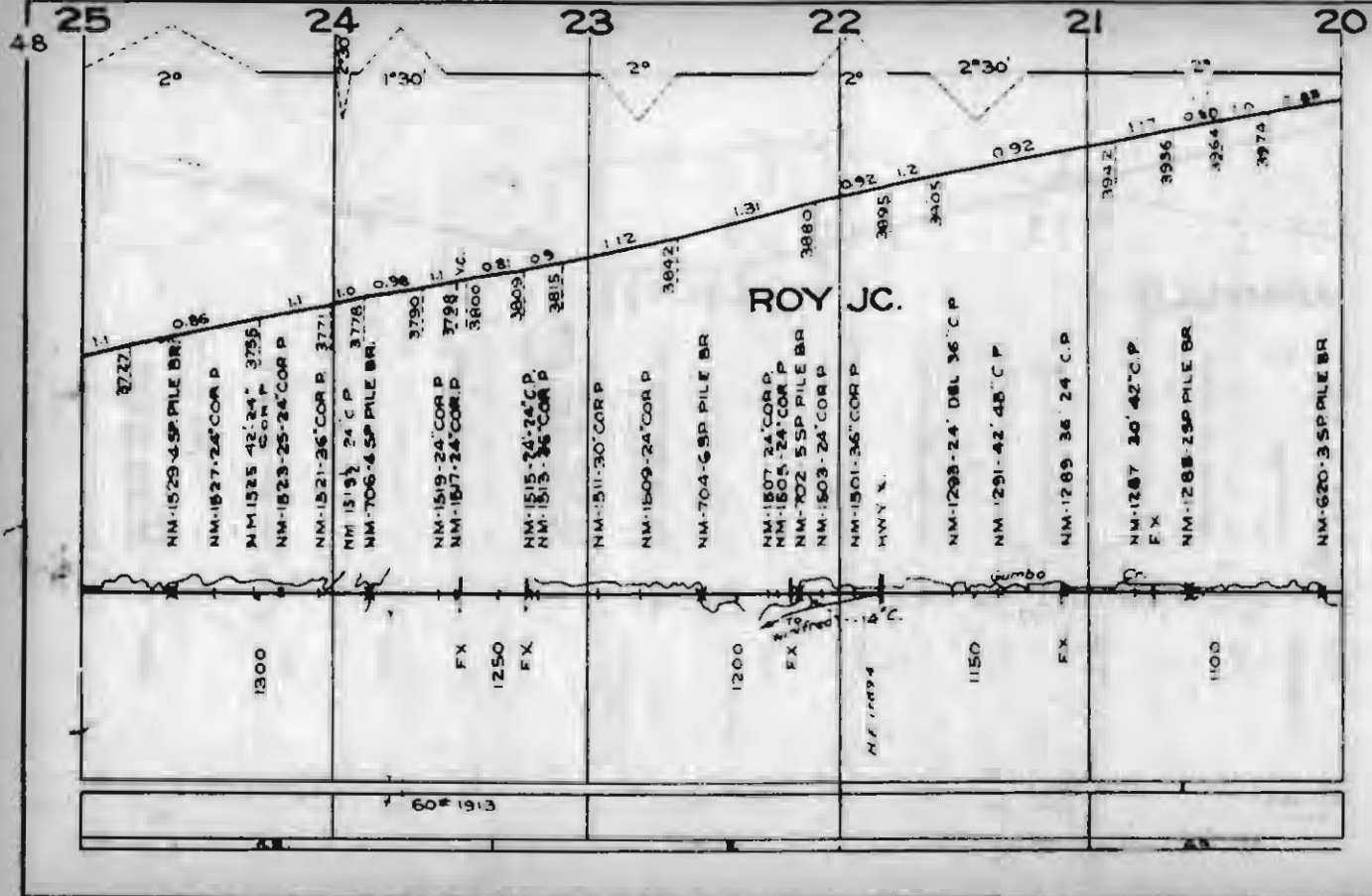
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1



ROY JC.

NM-1529-4-SP PILE BR

NM-1527-24 COR P

NM-1525-42-24 COR P

NM-1523-25-24 COR P

NM-1521-36 COR P

NM-1519-24 C P

NM-1517-24 COR P

NM-1515-24 COR P

NM-1513-24 COR P

NM-1511-30 COR P

NM-1509-24 COR P

NM-1504-6-SP PILE BR

NM-1507-24 COR P

NM-1505-24 COR P

NM-1502-5-SP PILE BR

NM-1503-24 COR P

NM-1501-36 COR P

NM-1298-24 DBL 36 C P

NM-1291-42 48 C P

NM-1289-36 24 C P

NM-1287-30 42 C P

NM-1285-2-SP PILE BR

NM-1280-3-SP PILE BR

1300

1250

1200

1150

1100

60# 1913

30

29

28

27

26

25

# ARMELLS

1600

STATION

65<sup>th</sup> 1914  
Relay

HWY X  
NM-1561-24" COR P

STOCK YDB  
FX

NM-1559-36" COR P

NM-154-2-48-42" C P

NM-1557-36" C I P

NM-1555-24" COR P

NM-1553-36" COR P

NM-1512-4 SP PILE BR.  
HWY X.

NM-1551-24" COR P

NM-1510-8 SP PILE BR  
FX

NM-1549-36" COR P  
NM-1547-12" COR P 15R16.  
NM-1545-30" COR P

NM-1508-3 SP PILE BR

NM-1543-24" COR P

NM-1541-24" COR P

NM-1539-24" COR P  
NM-1537-24" COR P

FX  
NM-1535-24" COR P  
NM-1533-36" COR P

1550

1500

1450

1400

1350

60# 1913

1.2

3700

3681

3629

1.17

3609

3606

1.023

3606

3608

1.00

1.136

3605

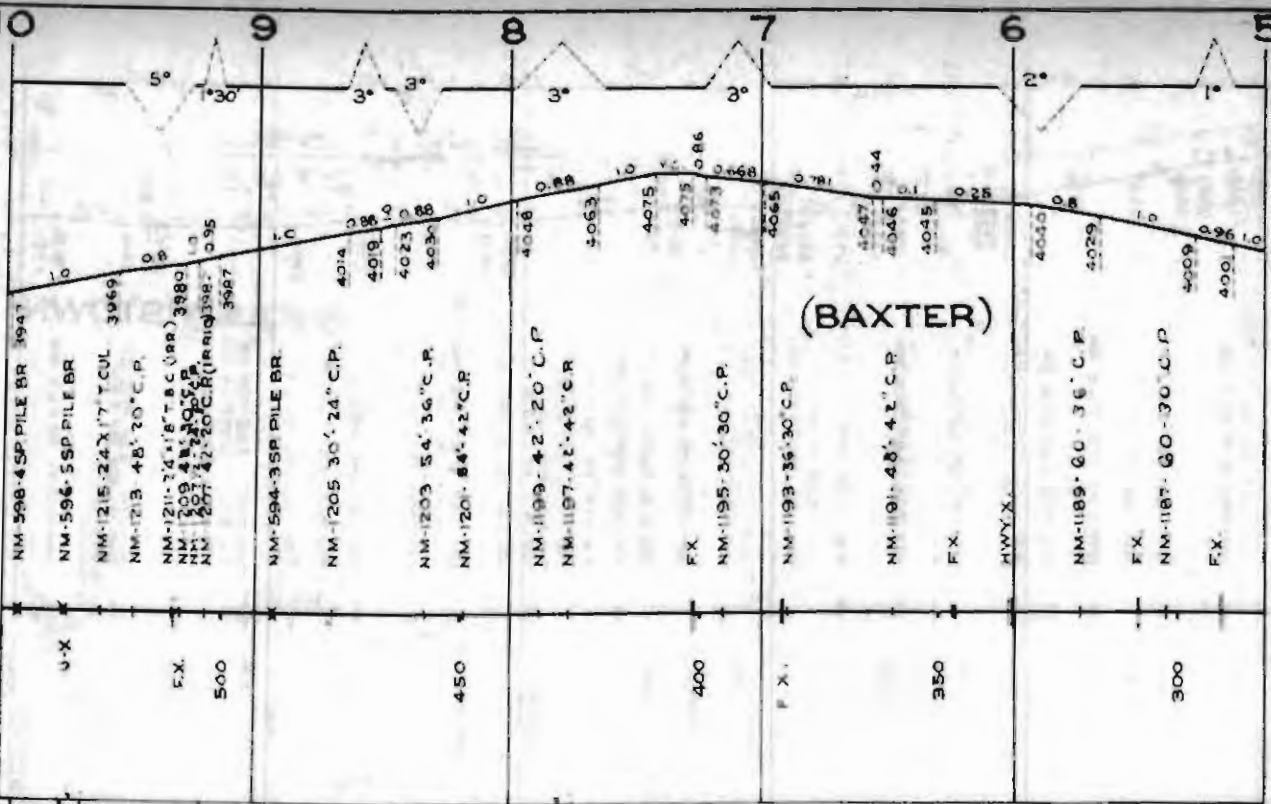
0.936

3717

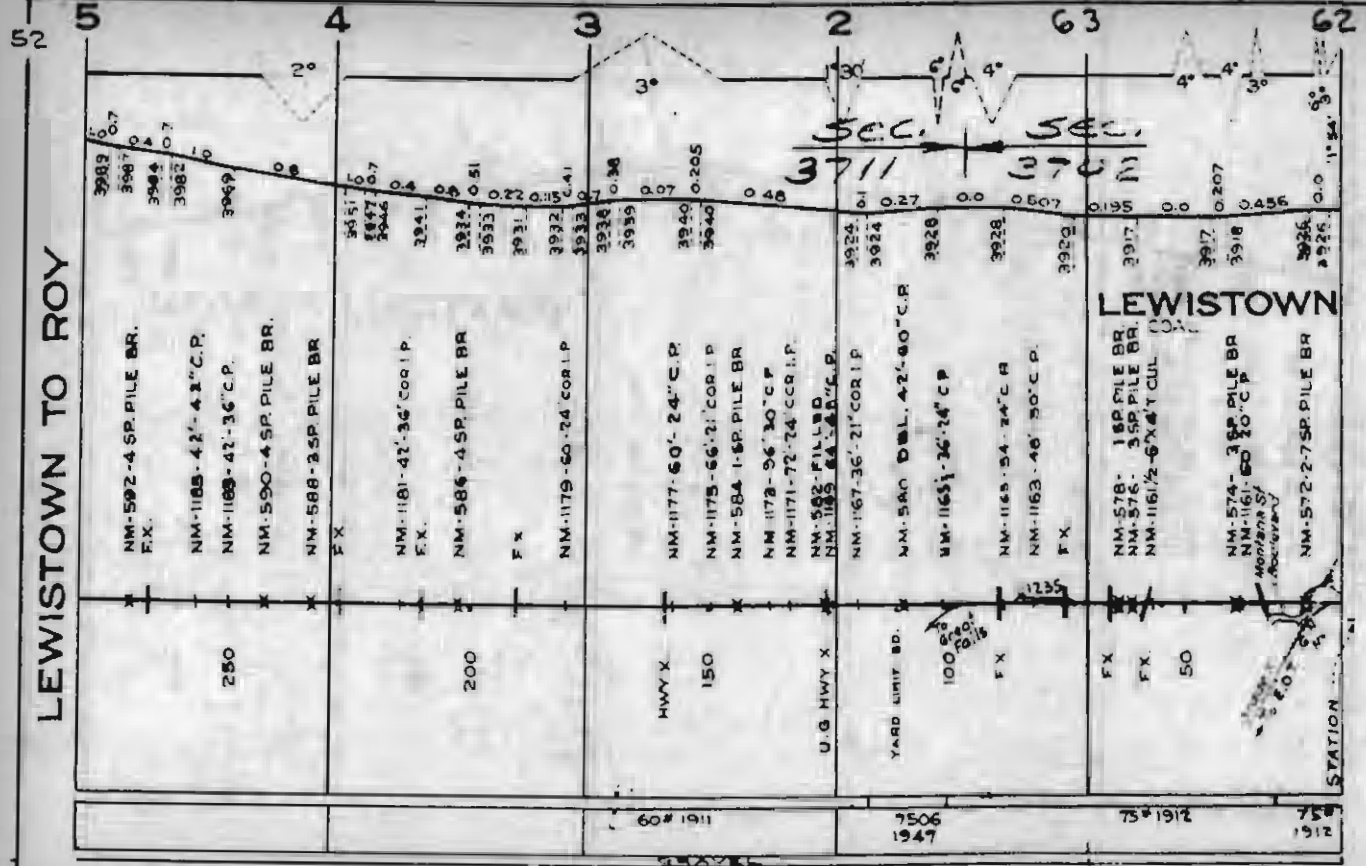




65  
1925  
A 5 R 10 23



# LEWISTOWN TO ROY



52

5

4

3

2

63

62

3983 0.07  
3981 0  
3980 0.7  
3982 0  
3969

3651  
3647 0.7  
3646 0  
3641  
3638 0.51  
3633  
3631 0.22  
3628 0.15  
3627 0.41  
3626  
3625 0.36  
3624 0.07  
3620 0.205  
3610

3711  
3702  
3924 0.1  
3924 0.27  
3928  
3928  
3928  
3922  
3917  
3917 0.207  
3918 0.485  
3925 0.0  
3925 1.94

NM-592-4 SP. PILE BR.  
F.X.  
NM-1185-42'-4 1/2" C.P.  
NM-1188-42'-3 1/2" C.P.  
NM-590-4 SP. PILE BR.  
NM-588-3 SP. PILE BR.  
F.X.

NM-1181-42'-3 1/2" CORIP.  
F.X.  
NM-586-4 SP. PILE BR.  
F.X.  
NM-1179-60'-24" CORIP

NM-1177-60'-24" C.P.  
NM-1175-66'-21" CORIP  
NM-584-1-SP. PILE BR  
NM-1178-36'-30" C.P.  
NM-1171-72'-74" CORIP.  
NM-582-FILLED  
NM-1185-64'-6 1/2" C.P.  
NM-1167-36'-21" CORIP

NM-580 DBL. 42'-60" C.R.  
NM-1165-36'-24" C.P.  
NM-1165-54'-24" C.R.  
NM-1163-48'-30" C.P.  
F.X.

**LEWISTOWN**  
NM-578-1 SP. PILE BR.  
NM-576-3 SP. PILE BR.  
NM-1161-1/2-6'x6' CUL  
NM-574-3 SP. PILE BR  
NM-1161-60' 20" C.P.  
MONTANA ST. Association  
NM-572-2-7 SP. PILE BR

250

200

HWY X

150

U.G HWY X

YARD LIMP BD.

100  
60  
60  
15

F.X.

F.X.

F.X.

50

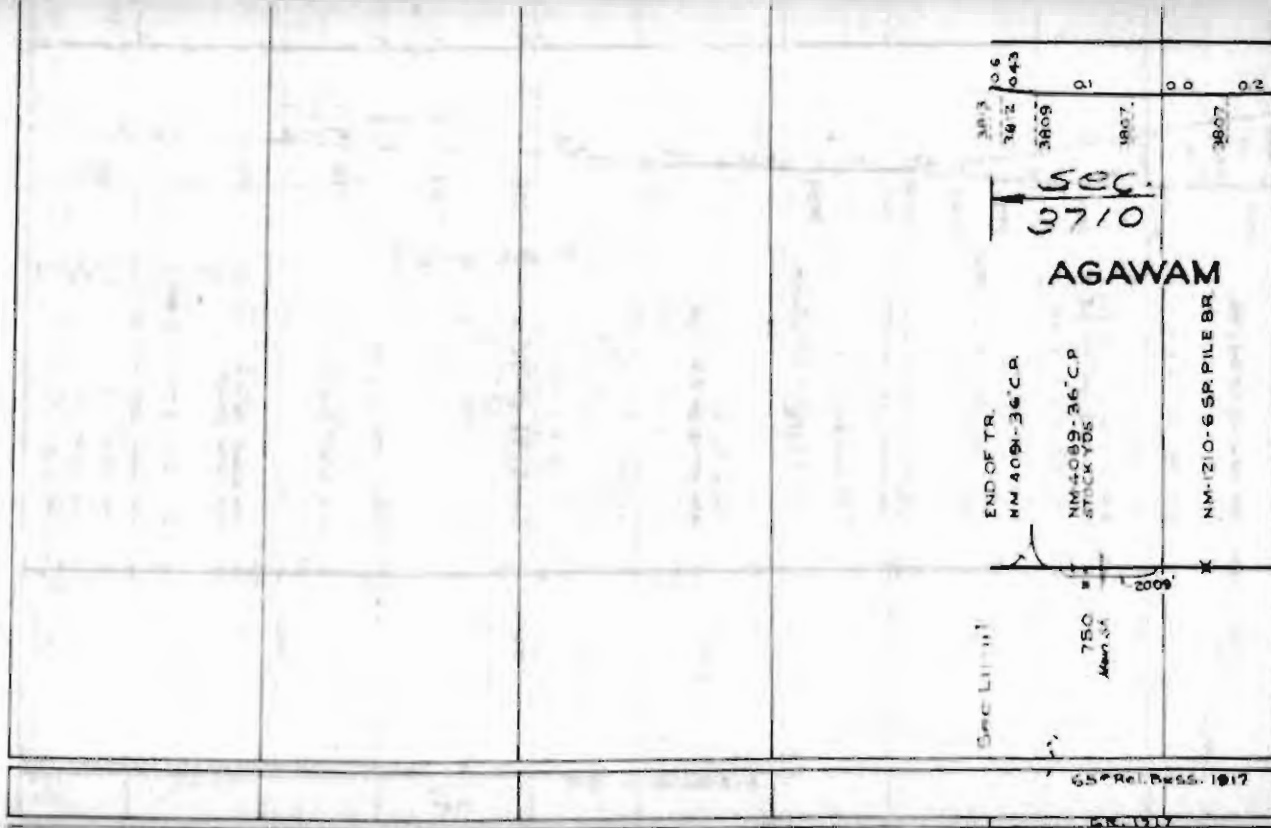
STATION

60 1911

7506  
1947

75 1912

75  
1912



HARLOWTON TO AGAWAM

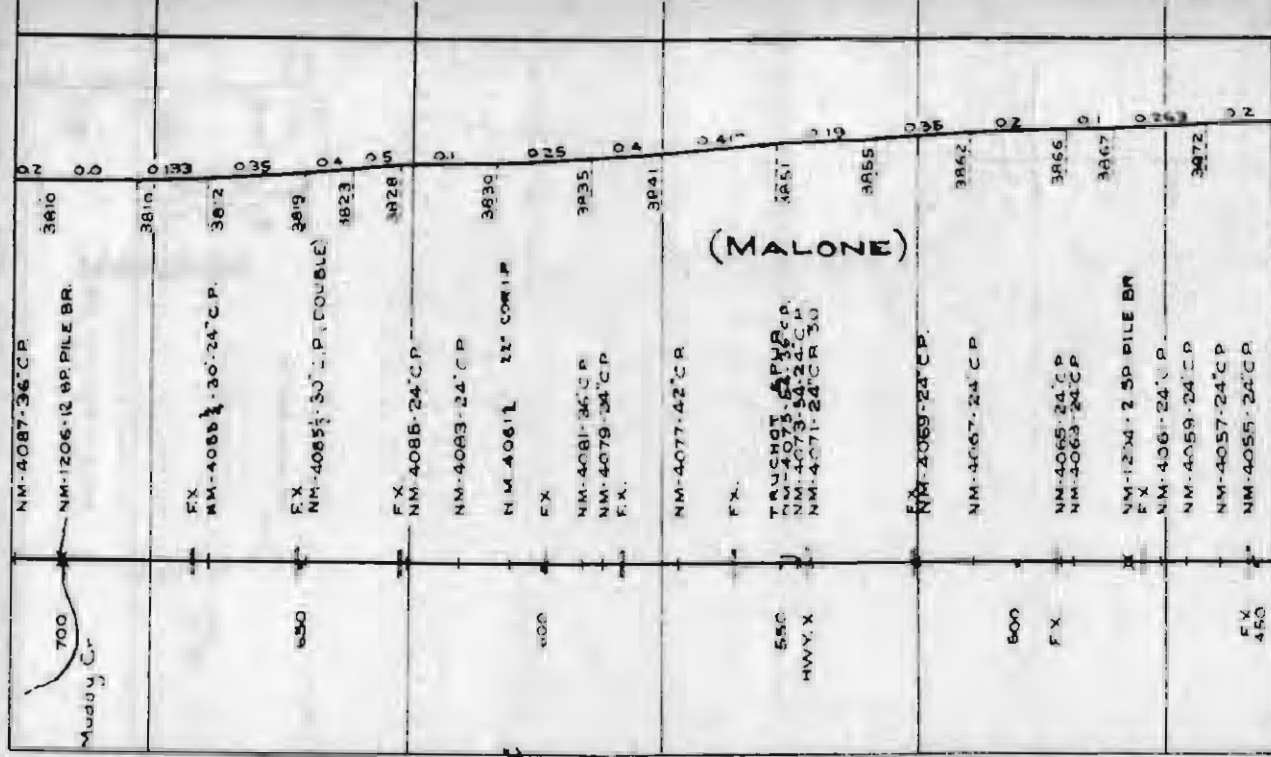
264

263

262

261

260



65 R.L. Bass 1917

BRASS 1917



ORIGINAL MILW TRACK NOW JOINTLY OWNED AND OPERATED WITH G.N. 1937 MAINTAINED BY MILW.

# CHOTEAU

NM-4005-36° C.P. SYPH.  
NM-4003-36° C.P.

NM-4001-24° C.P.  
NM-3999-24° C.P.  
NM-3999-24° C.P.

NM-3997-30° C.P.  
NM-3995-20° C.R.  
NM-3993-24° C.P.

NM-3981-36° C.P.

NM-202-65° PILE BR

NM-1200-55° PILE BR (STOCKING UNDER BR)

NM-3988-24° C.P.

NM-3987-36° C.P.

NM-3985-24° C.P.

STATION

WATER

7540 XG-17  
G.N. MAINT.

55° Relay

65° Rel. Br. 1917

BRASS 107

F.X.

50

HWY X

F.X.

F.X. GRADE X

HWY X

F.X.

289 ST. N.W.

181 ST. N.W.

127 ST. S.W.

380 ST. S.W.

0400  
0400

F.X.

50

3958  
3946  
3943  
3939

3931  
3925  
3917

3888  
3875

3861  
3846

3835  
3820

3810

3781

4° 30'  
0 5' 30"

2' 50"

3'

6'

1717  
1716  
1715

1007  
1133

06  
055

05  
0447

0.4

108

12

12

12

12

12

12

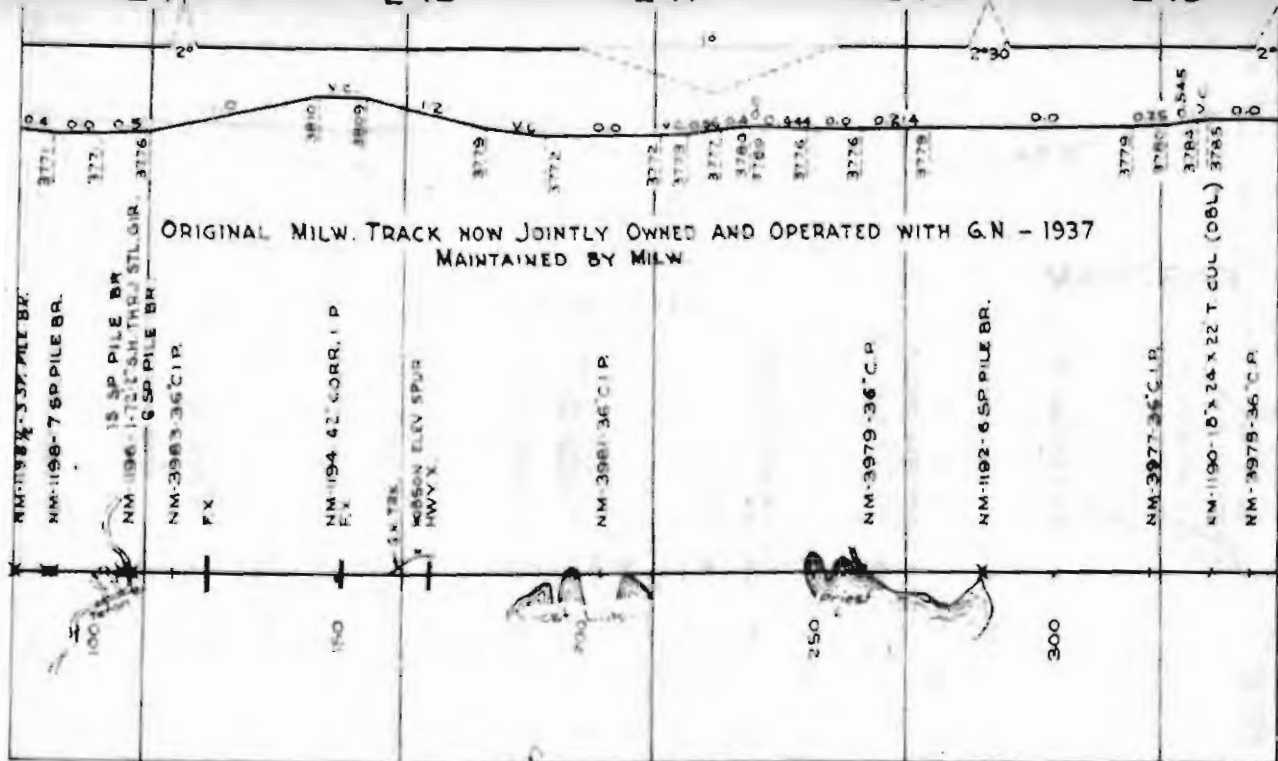
249

248

247

246

245



ORIGINAL MILW. TRACK NOW JOINTLY OWNED AND OPERATED WITH G.N - 1937  
 MAINTAINED BY MILW.

NM-1198-3 SP PILE BR.

NM-1198-7 SP PILE BR.

15 SP PILE BR

NM-1196-17 2' COR. THRU STL. C.P.

6 SP PILE BR

NM-3983-36 C.P.

FX

NM-1194-42 COR. I.P.

FX

1 1/2 TRK.

WISSON ELEV SPUR

HWY X.

NM-3981-36 C.P.

NM-3979-36 C.P.

NM-1192-6 SP PILE BR.

NM-3977-36 C.P.

NM-1190-16 7' 24" X 22" T. CUL. (DBL)

NM-3975-36 C.P.

U.S. Geol. Surv. 1917

GRAVEL 1517





239

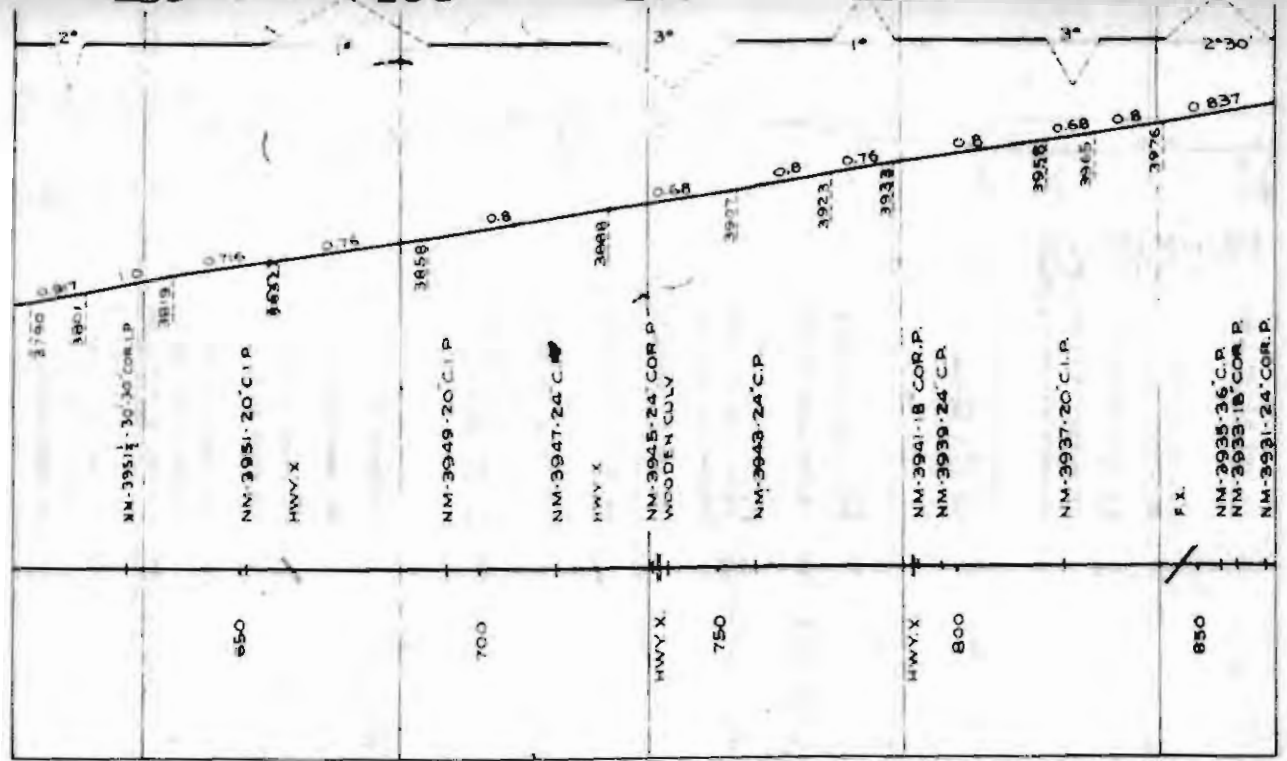
238

237

236

235

59



65 P. Re. Bess 1917

C. A. P. 11

234

233

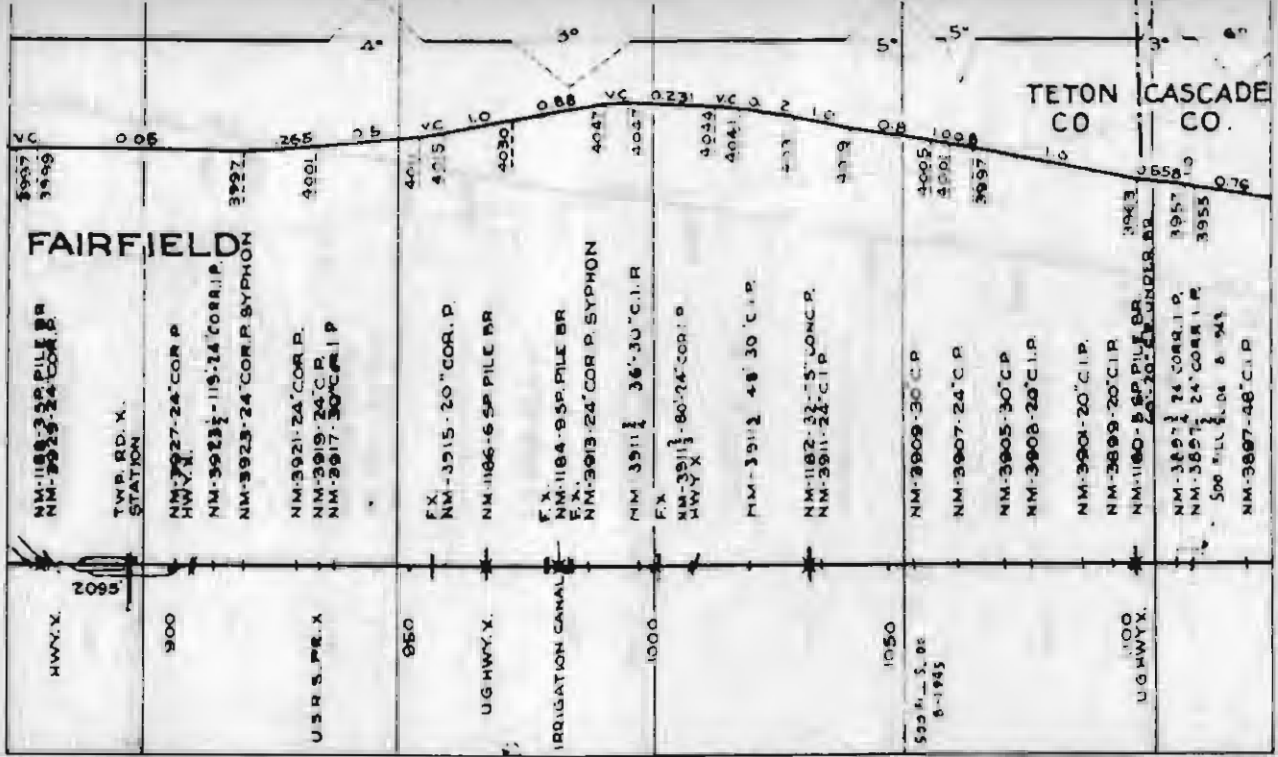
232

231

230

TETON CO  
CASCADE CO.

FAIRFIELD



VC 0 06 265 25 401 4015 10 4030 4047 4047 4039 4041 4037 4039 0 8 100 3697 4505 4501 3957 3955 0 76

NM-1188-32" PILE BR  
NM-3925-24" COR. P.

TWP. RD. X.  
STATION

NM-3927-24" COR. P.  
HWY. X.

NM-3923 1/2 - 119-24" COR. P.

NM-3923-24" COR. P. SYPHON

NM-3921-24" COR. P.

NM-3919-24" C.P.  
NM-3917-30" C.P.

FX  
NM-3915-20" COR. P.

NM-1186-65" PILE BR

FX  
NM-1184-85" PILE BR

FX  
NM-3913-24" COR. P. SYPHON

NM 3911 1/2 36" 30" C.I.P.

FX  
NM-3911 1/2 80" 24" COR. P.  
HWY. X.

NM-3912 48" 30" C.P.

NM-1182-32"-5" LONG C.P.  
NM-3911-24" C.P.

NM-3909-30" C.P.

NM-3907-24" C.P.

NM-3905-30" C.P.

NM-3903-20" C.I.P.

NM-3901-20" C.I.P.

NM-3899-20" C.I.P.

NM-1180-55" PILE BR  
20" 20" UNDER BR.

NM-3897 1/2 24" COR. P.

NM-3897 1/2 24" COR. P.

500 PILE 6.04 6 949

NM-3897-48" C.I.P.

HWY. X.

2095

900

UG HWY. X.

950

UG HWY. X.

IRRIGATION CANAL

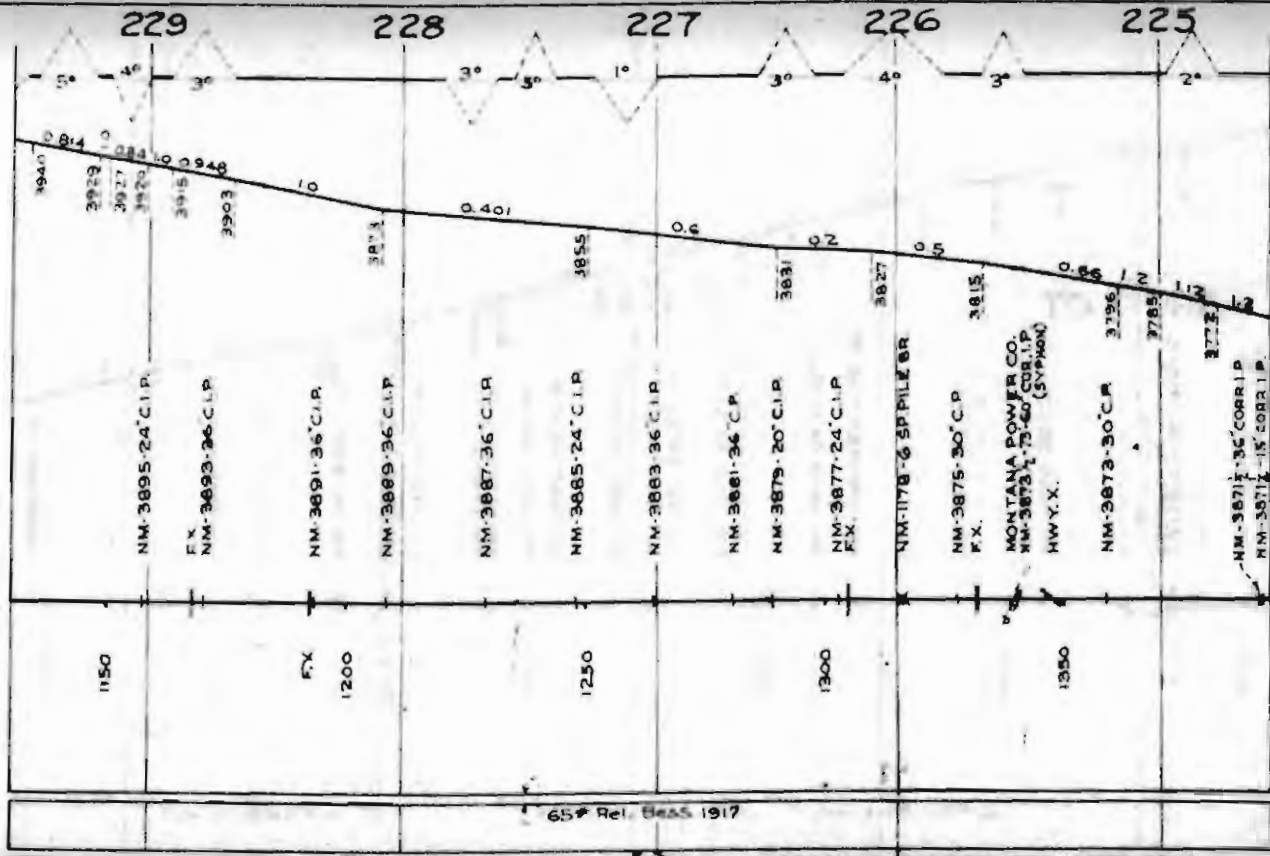
1000

1050

525 Ft. S. 02  
8-1985

UG HWY. X.

65" Rel B 55 1917



229

228

227

226

225

1940  
2929  
3927  
3925  
3915  
3948  
3903

0.401

0.6

0.2

0.55

3815

0.65

1.2

1.2

1.2

NM-3895-24' C.I.P.

FX  
NM-3893-36' C.I.P.

NM-3891-36' C.I.P.

NM-3889-36' C.I.P.

NM-3887-36' C.I.P.

NM-3885-24' C.I.P.

NM-3883-36' C.I.P.

NM-3881-36' C.P.

NM-3879-20' C.I.P.

NM-3877-24' C.I.P.  
FX

QM-1178-6' SP. PILE BR

NM-3875-30' C.P.  
FX

MONTANA POWER CO.  
NM-3873-75'-60' CORR. I.P.  
(59' MAX)  
HWY. X.

NM-3873-30' C.P.

NM-3871-36' CORR. I.P.  
NM-3871-15' CORR. I.P.

1150

FX

1200

1250

1300

1350

65# Rel. Class 1917

224

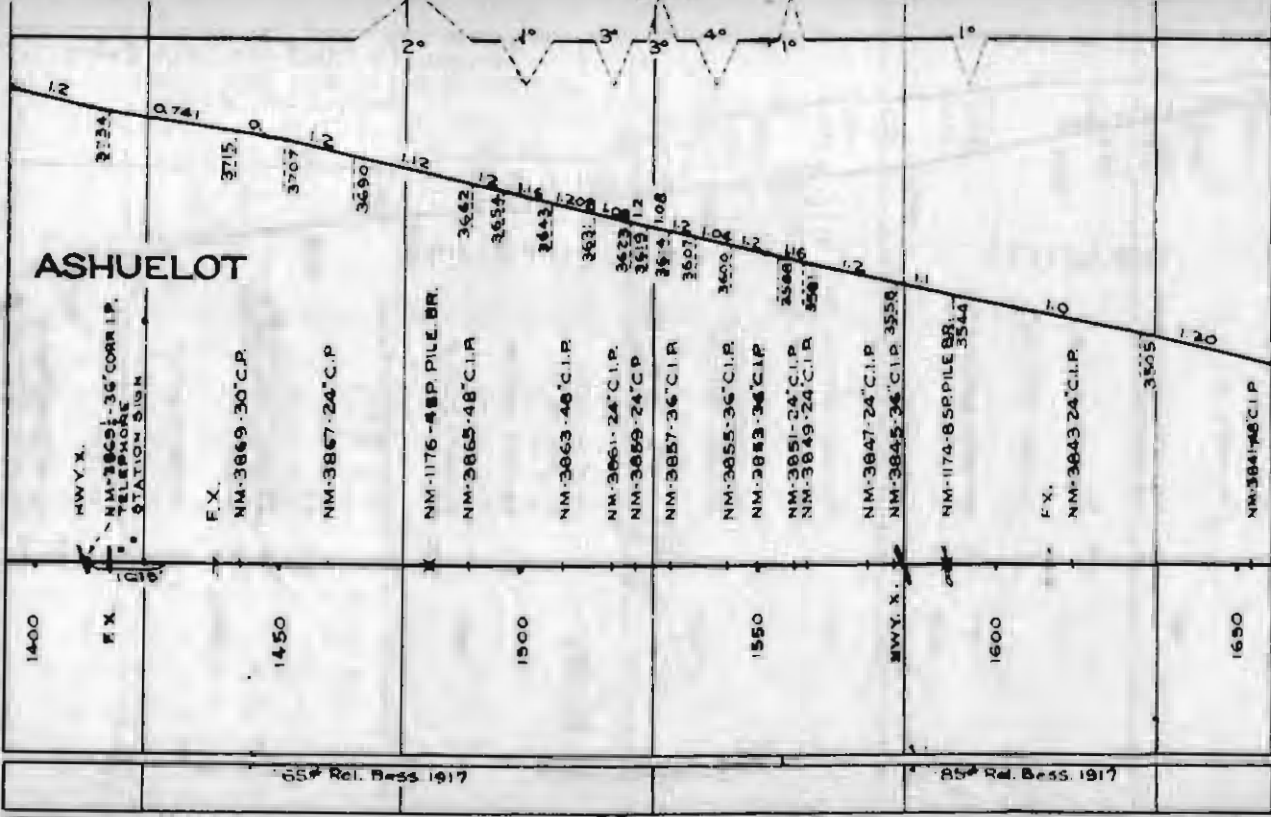
223

222

221

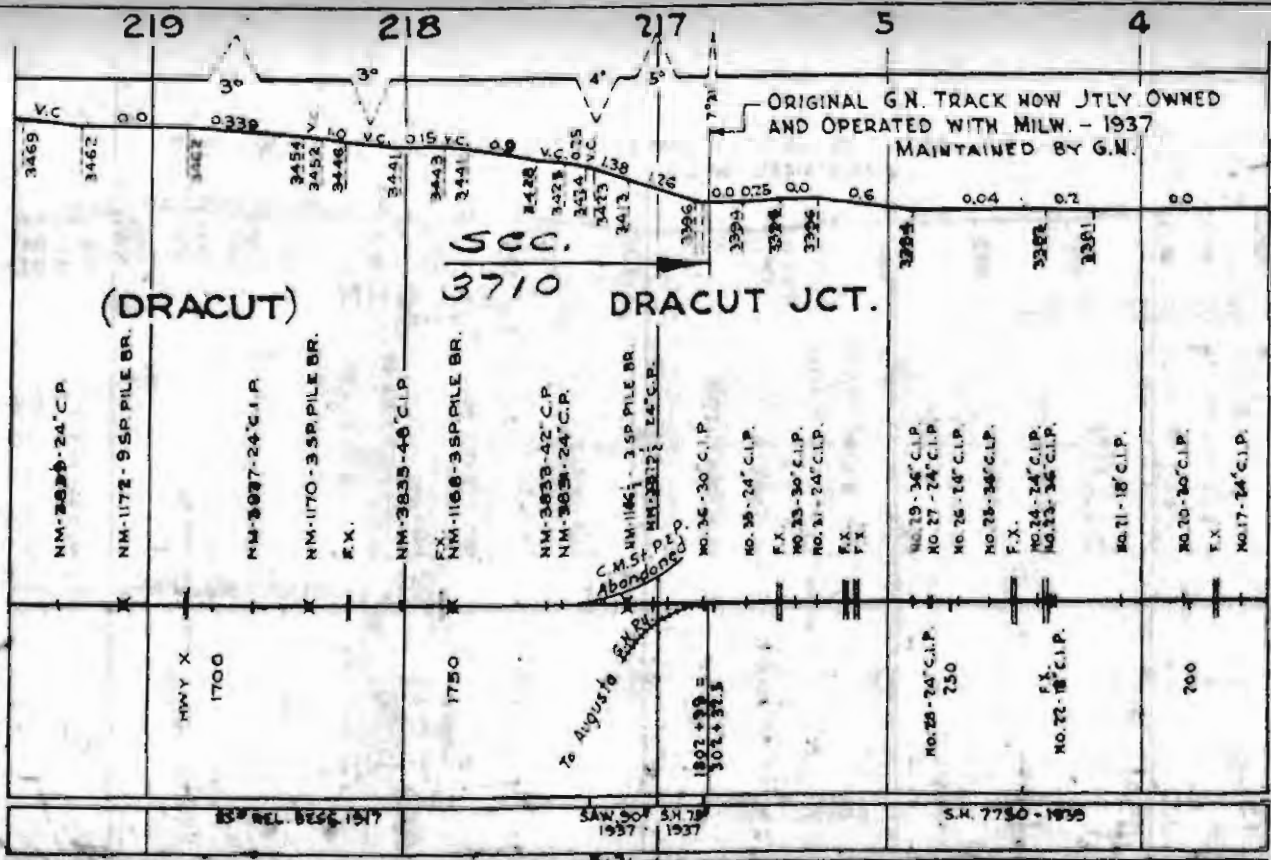
220

# ASHUELOT



654 Rel. Bess 1917

254 Rel. Bess 1917



219 218 217 5 4

ORIGINAL G.N. TRACK NOW JTLY OWNED AND OPERATED WITH MILW. - 1937 MAINTAINED BY G.M.

(DRACUT)

500.  
3710

DRACUT JCT.

NM-3030-24\"C.P.

NM-1172-95P PILE BR.

NM-3037-24\"C.I.P.

NM-1170-35P PILE BR.

F.X.

NM-3035-40\"C.I.P.

F.X. NM-1168-35P PILE BR.

NM-3038-42\"C.P.

NM-3039-24\"C.P.

C.M.S. P.E.O.  
Abandoned  
to August 78

FX  
FX

NO. 34-30\"C.I.P.

NO. 38-24\"C.I.P.

F.X.

NO. 23-30\"C.I.P.

NO. 31-24\"C.I.P.

F.X.

F.X.

NO. 29-36\"C.I.P.

NO. 27-24\"C.I.P.

NO. 26-18\"C.I.P.

NO. 28-36\"C.I.P.

F.X.

NO. 24-24\"C.I.P.

NO. 23-36\"C.I.P.

NO. 21-18\"C.I.P.

NO. 20-30\"C.I.P.

F.X.

NO. 17-24\"C.I.P.

HWY X  
1700

1750

1802+39 =  
302+37.5

NO. 25-24\"C.I.P.  
750

F.X.  
NO. 22-18\"C.I.P.

700

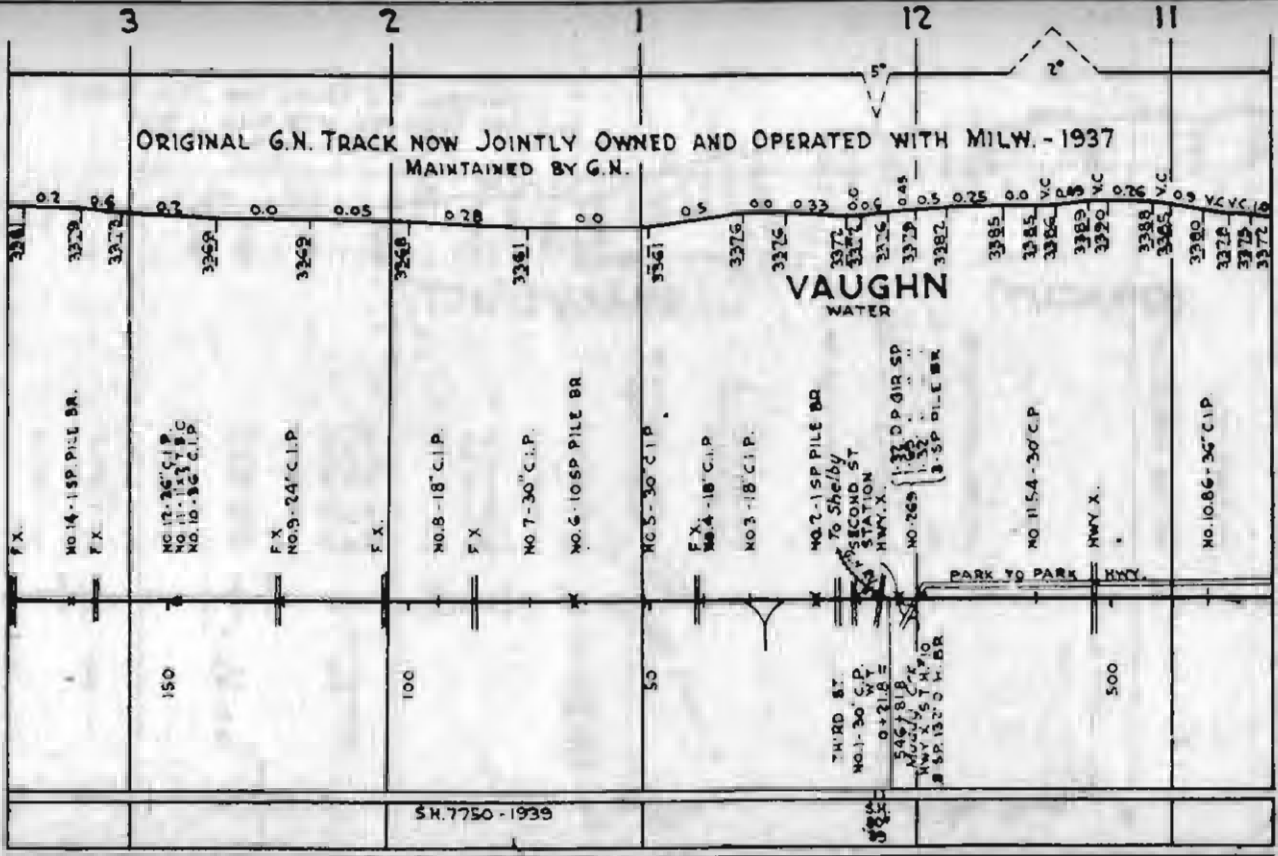
REL. 8266-1917

SAW 50' SX 78'  
1937 1937

S.H. 7750-1895

ORIGINAL G.N. TRACK NOW JOINTLY OWNED AND OPERATED WITH MILW. - 1937  
 MAINTAINED BY G.N.

VAUGHN  
 WATER



3281 3329 3372 3269 3269 3248 3361 3561 3375 3375 3372 3372 3376 3379 3382 3385 3385 3386 3389 3390 3388 3365 3380 3378 3375 3372

FX  
 NO. 14 - 1 SP PILE BR.  
 FX  
 NO. 12 - 26" C.I.P.  
 NO. 11 - 24" C.I.P.  
 NO. 10 - 36" C.I.P.  
 FX  
 NO. 9 - 24" C.I.P.  
 FX  
 NO. 8 - 18" C.I.P.  
 FX  
 NO. 7 - 30" C.I.P.  
 NO. 6 - 10 SP PILE BR.  
 NO. 5 - 30" C.I.P.  
 FX  
 NO. 4 - 18" C.I.P.  
 NO. 3 - 18" C.I.P.  
 NO. 2 - 1 SP PILE BR.  
 To Shelby  
 SECOND ST  
 STATION  
 HWY. X  
 NO. 269  
 1-37 D.P. 12 SP  
 1-32  
 1-32  
 3-SP PILE BR.  
 NO. 11.54 - 30" C.I.P.  
 HWY. X.  
 NO. 10.86 - 36" C.I.P.

150

100

50

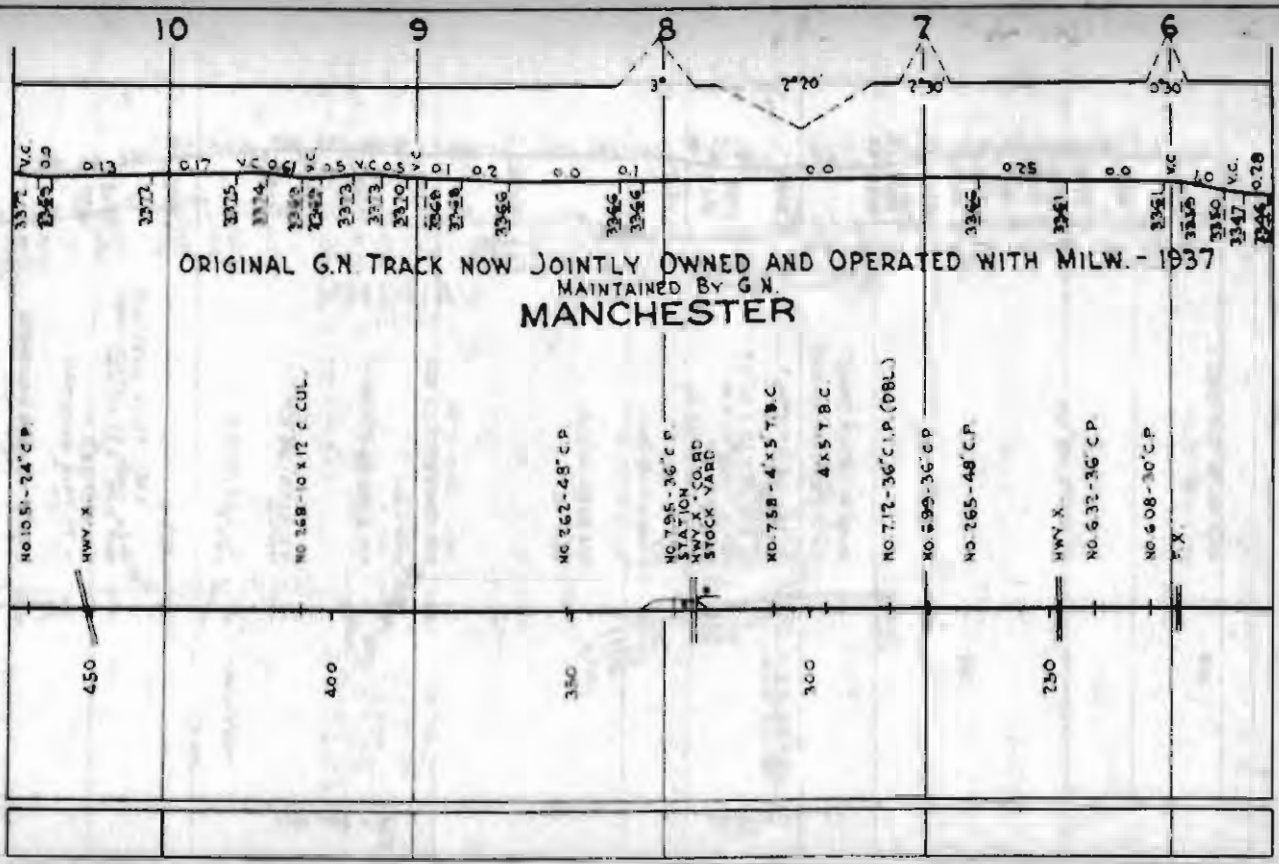
500

S.H. 7750-1939

THIRD ST.  
 NO. 1 - 30" C.I.P.  
 +218 E  
 5467 818 E  
 HWY. X 5 T H 9  
 3 SP. 132" C.I.P. BR.

PARK TO PARK HWY.

5824



ORIGINAL G.N TRACK NOW JOINTLY OWNED AND OPERATED WITH MILW. - 1937  
 MAINTAINED BY G.N.  
**MANCHESTER**

NO 1051-24' C.P.

450 HWY X

NO 268-10 X 12' C. CUL.

400

NO 262-48' C.P.

350

NO 705-36' C.P.  
 STATION BOARD  
 STOCK YARD

NO 758-4' X 5' T.B.C.

300

4 X 5' T.B.C.

NO 712-36' C.P. (DBL)

NO 599-36' C.P.

NO 265-48' C.P.

250 HWY X

NO 632-36' C.P.

NO 608-30' C.P.

337' V.C. 0.0  
 0.13  
 2377  
 3375 V.C. 0.17  
 3374 V.C. 0.17  
 3383 V.C. 0.17  
 3382 V.C. 0.17  
 3373 V.C. 0.17  
 3372 V.C. 0.17  
 3370 V.C. 0.17  
 3368 V.C. 0.17  
 3368 V.C. 0.17  
 3366  
 3365  
 3361  
 3351 V.C. 0.25  
 3349 V.C. 0.25  
 3347 V.C. 0.25  
 3346 V.C. 0.25

3°  
 7'20"  
 7'30"  
 5'30"

10 9 8 7 6 60

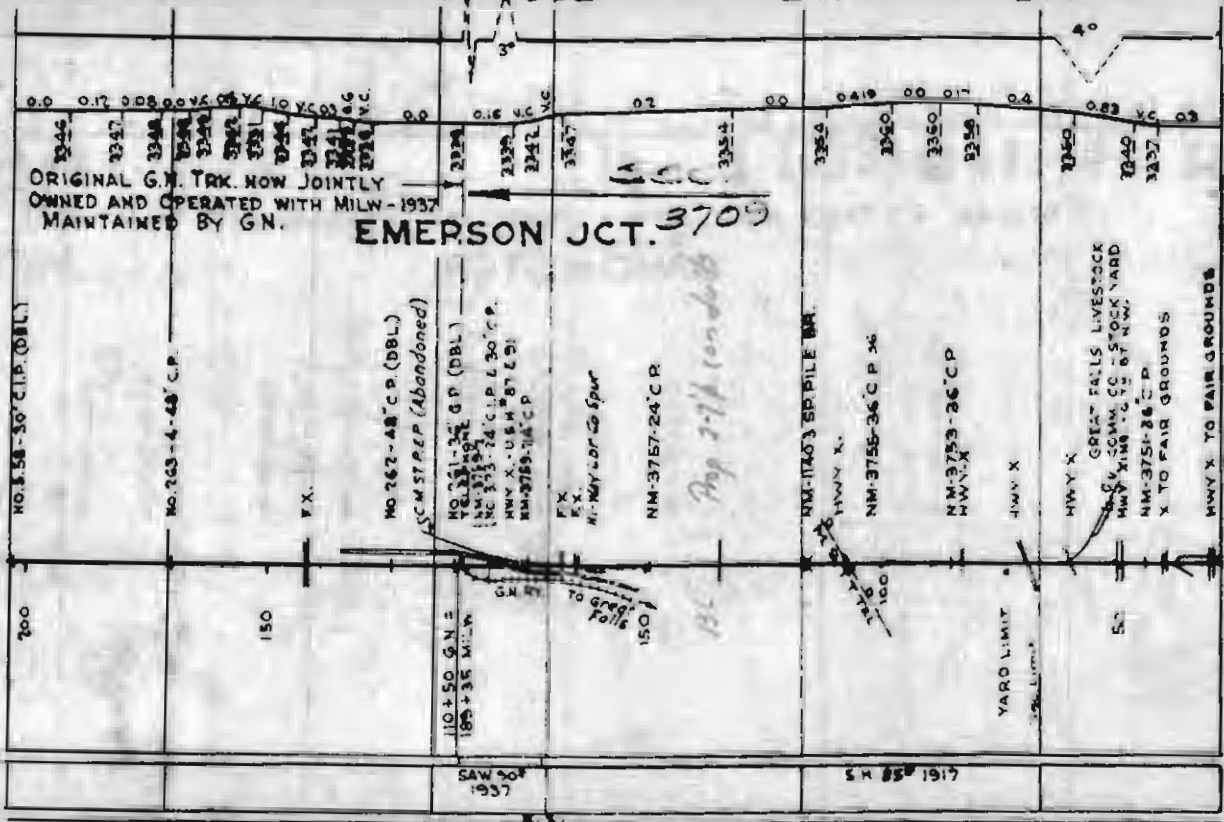
66

5

4 202

201

200



ORIGINAL G.N. TRK. NOW JOINTLY  
 OWNED AND OPERATED WITH MILW - 1937  
 MAINTAINED BY G.N.

EMERSON JCT. 3709

GREAT FALLS LIVESTOCK  
 STOCK YARD  
 NM-3754-26 C.P. R/W  
 NM-3755-26 C.P. R/W  
 X TO FAIR GROUNDS

*Prop 2-76 (condub)*

NO. 263-4-48 C.P. (DBL.)  
 SCM STRIP (Abandoned)

NO. 58-50-30 C.P. (DBL.)

110+50 G.N. =  
 189+35 MILW

Saw 204  
 1937

S X 250 1917



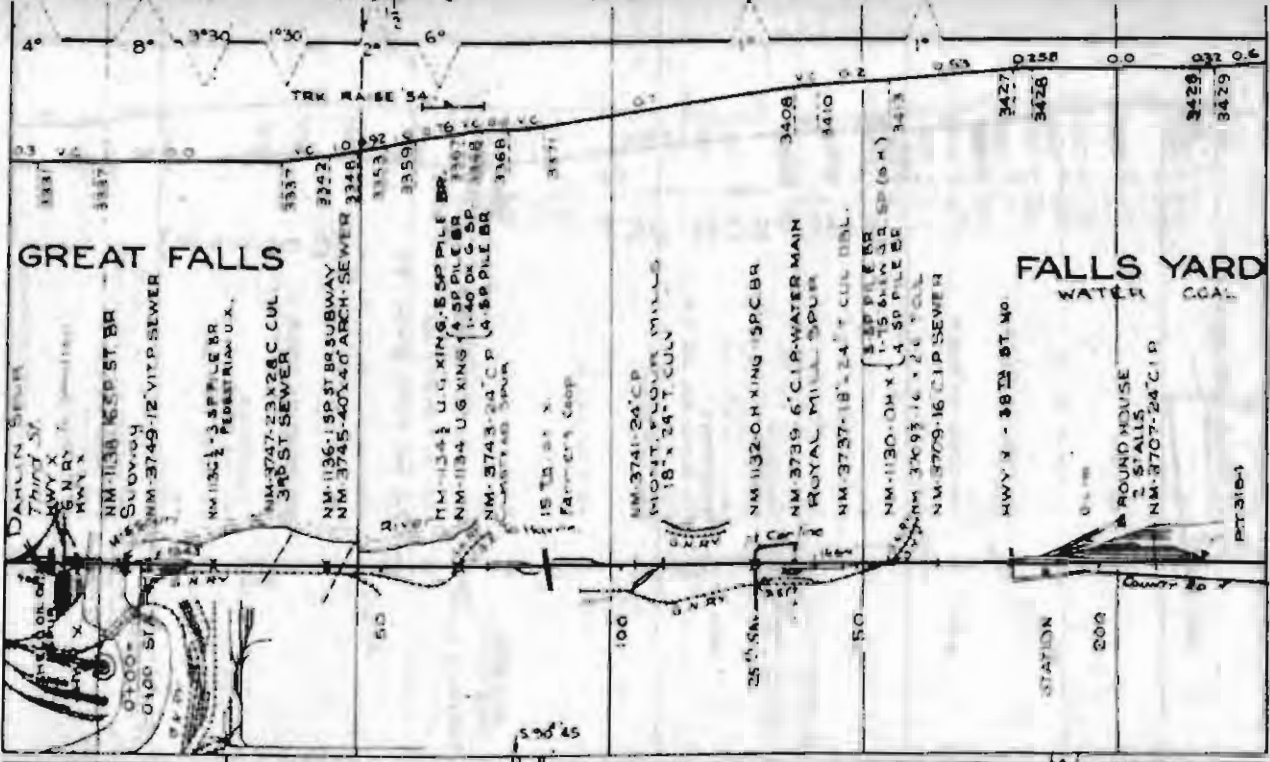
199

198

197

196

195



GREAT FALLS

FALLS YARD  
WATER COAL

9020 X6'52" S.H. FEB 1917  
M.L.W. MAINT

7500

1913

1922

1927

194

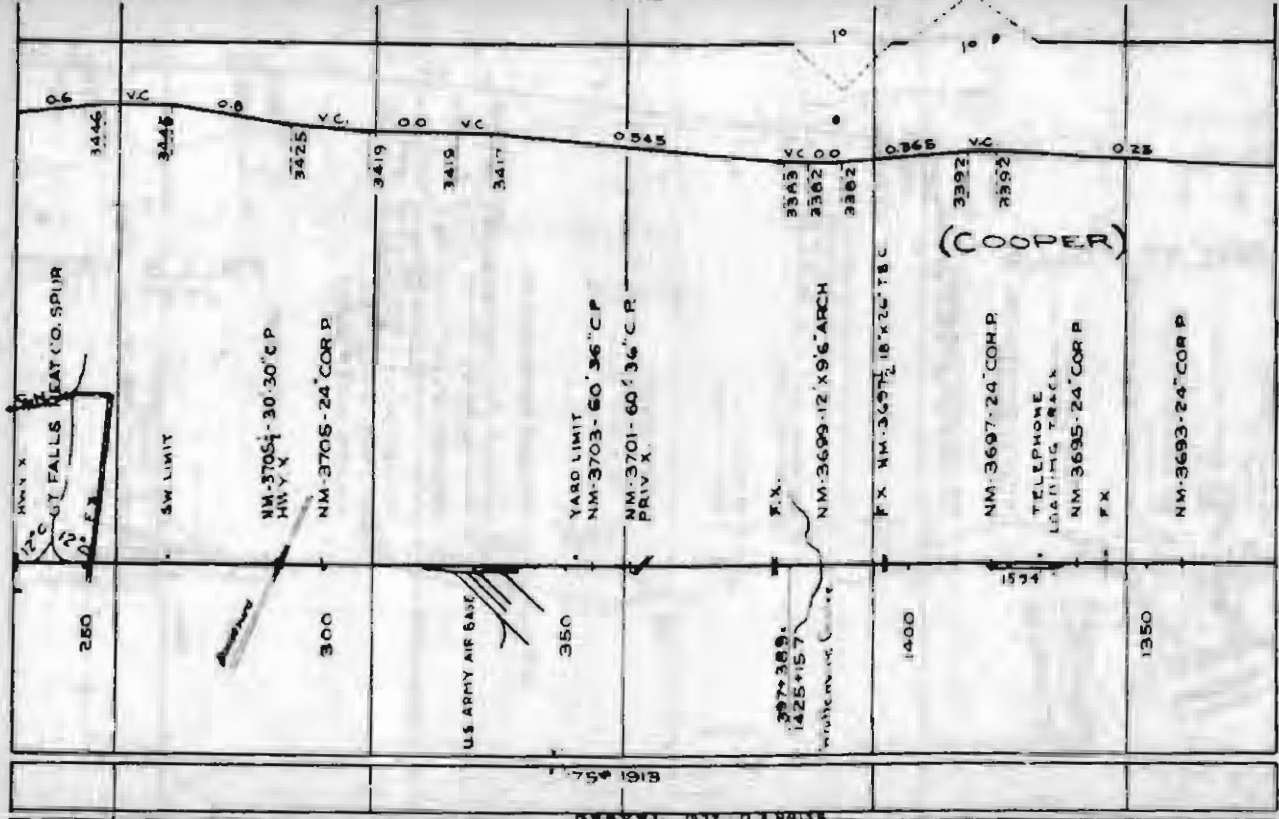
193

192

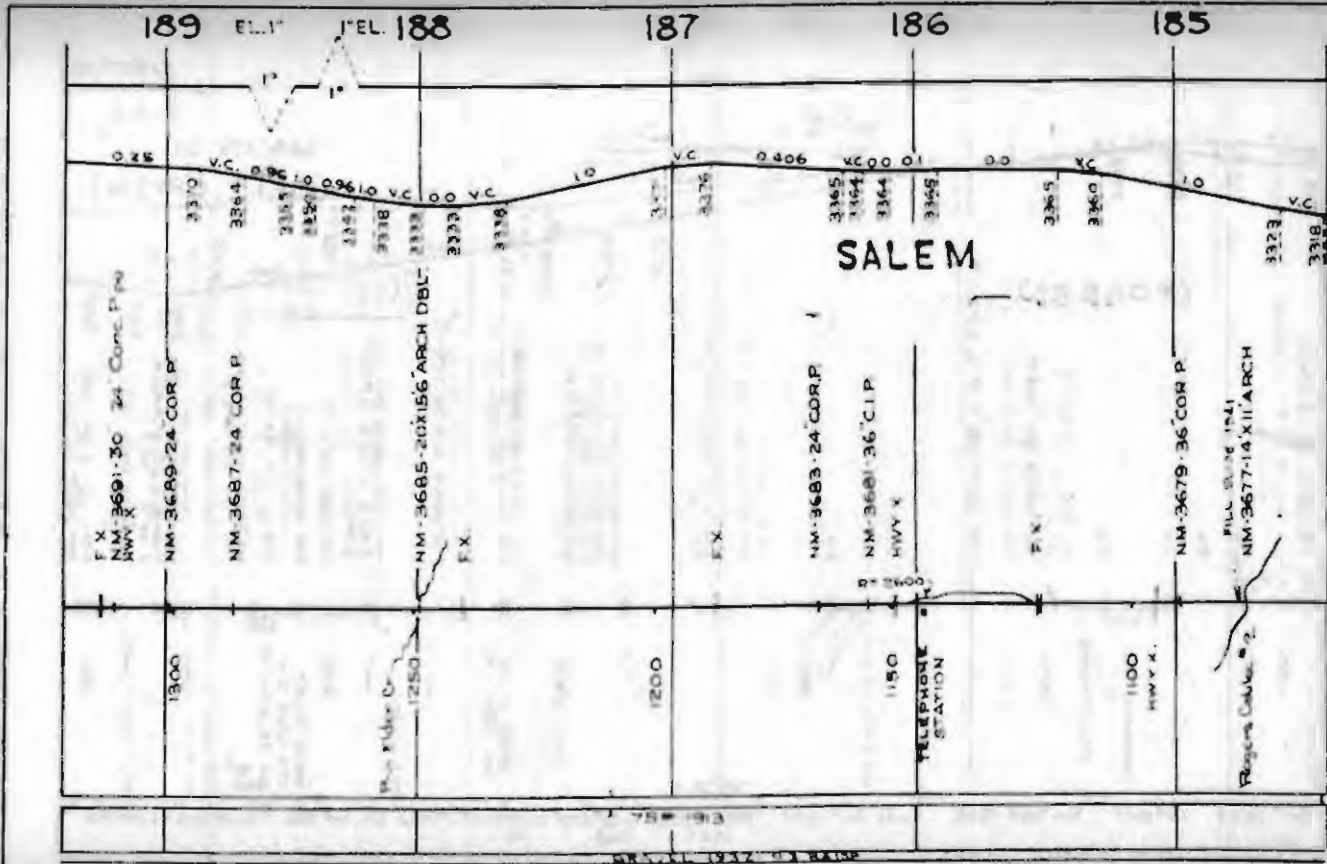
EL. 191

EL.

190



RECORDS SECTION



189 EL. 188 187 186 185

SALEM

F X  
NM-3691-30 24 Conc P P  
NW X

NM-3689-24 COR P

NM-3687-24 COR P

NM-3685-20x156 ARCH DBL

F X

NM-3683-24 COR P

NM-3681-36 CIP  
HWY X

TELEPHONE  
STATION

F X

NM-3679-36 COR P

REGIONS CABLE #2  
FILL BUILT 1941  
NM-3677-14 XII ARCH

70

184

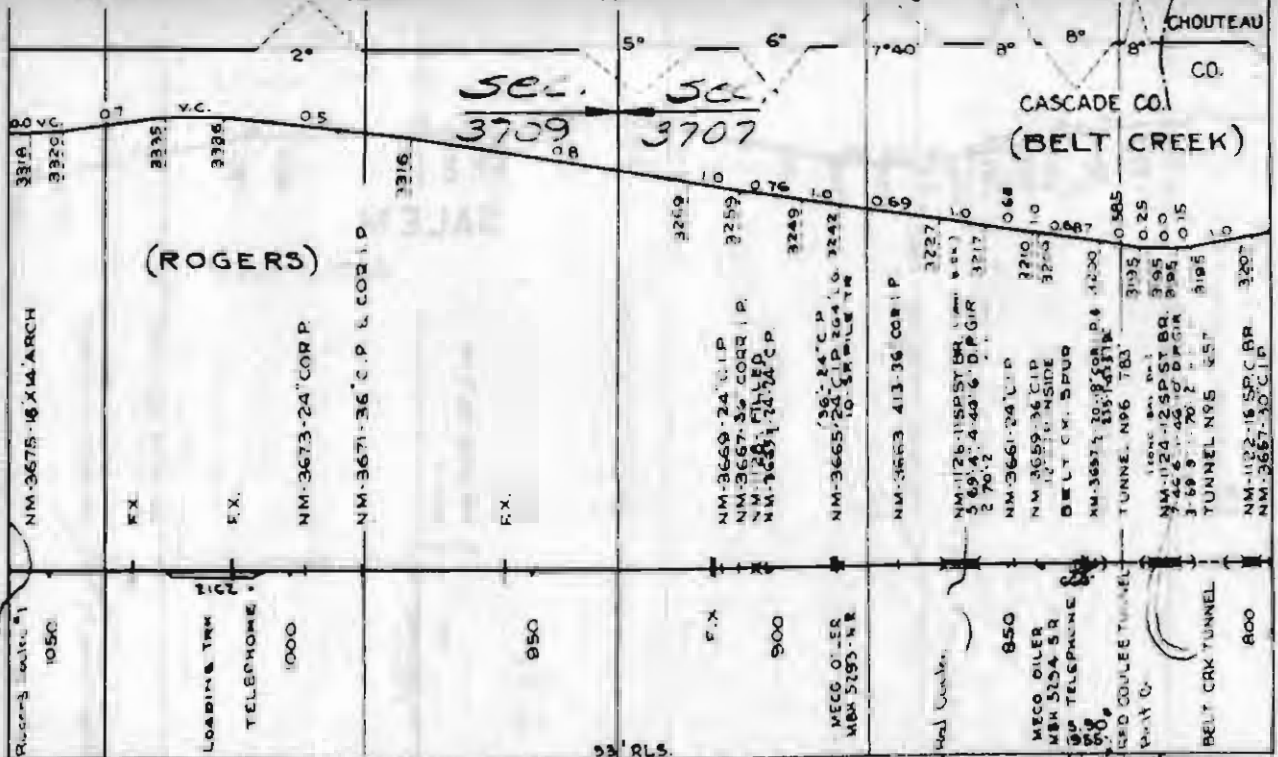
183

182

181  $\frac{1}{2}$

180

CHOUTEAU CO.  
CASCADE CO.  
(BELT CREEK)



90° 1955    75° 1913    S.H. 90° 1955    SAW 90° 1963    REL. 9020 1947    590° 590° 35° SAW 1948    90° 1935 SAW 90° 1938    1938    590° 1944

1955    1953    1953    1953    1948    1948    1938    1938    1938

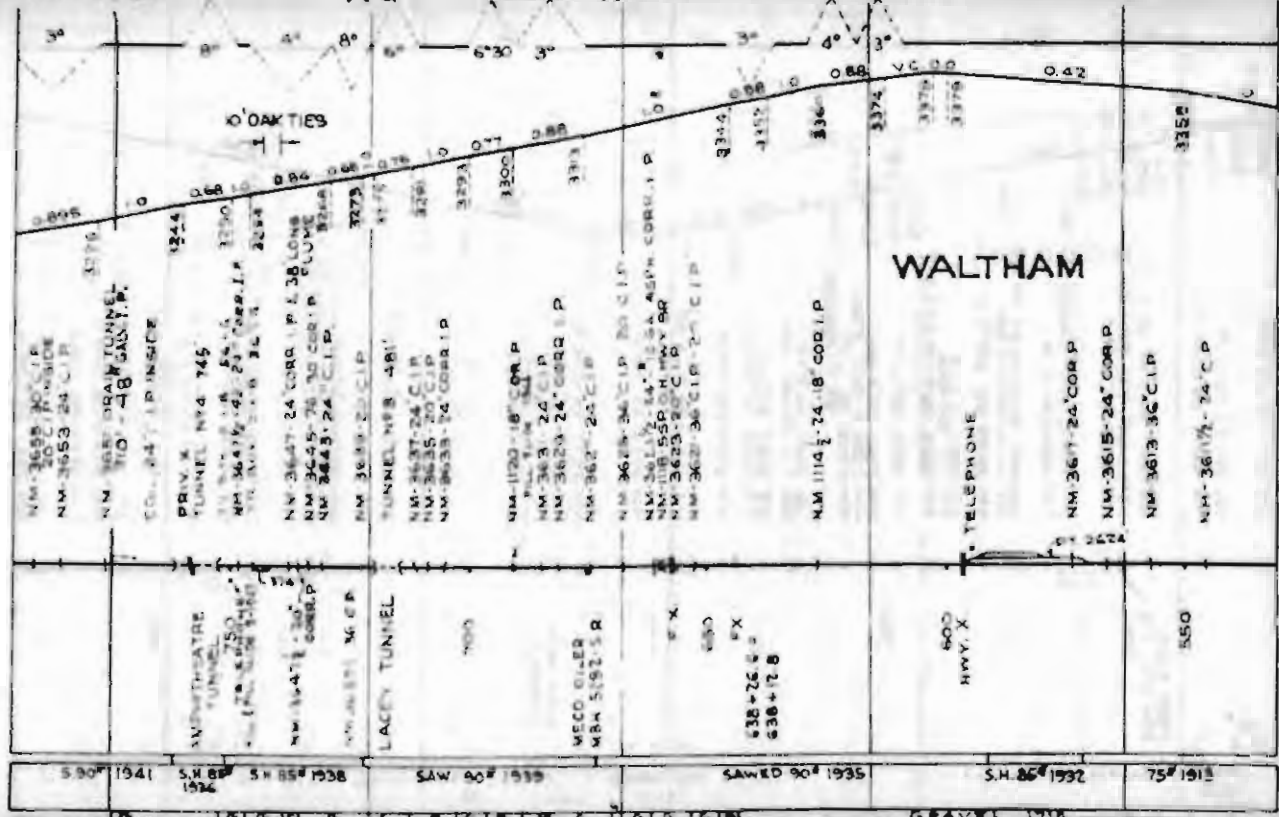
179

178

177

176

175



WALTHAM

TELEPHONE

600 HWY. X

550

5.90' 1941

5.88' 1936

5.85' 1938

5.83' 1939

5.81' 1935

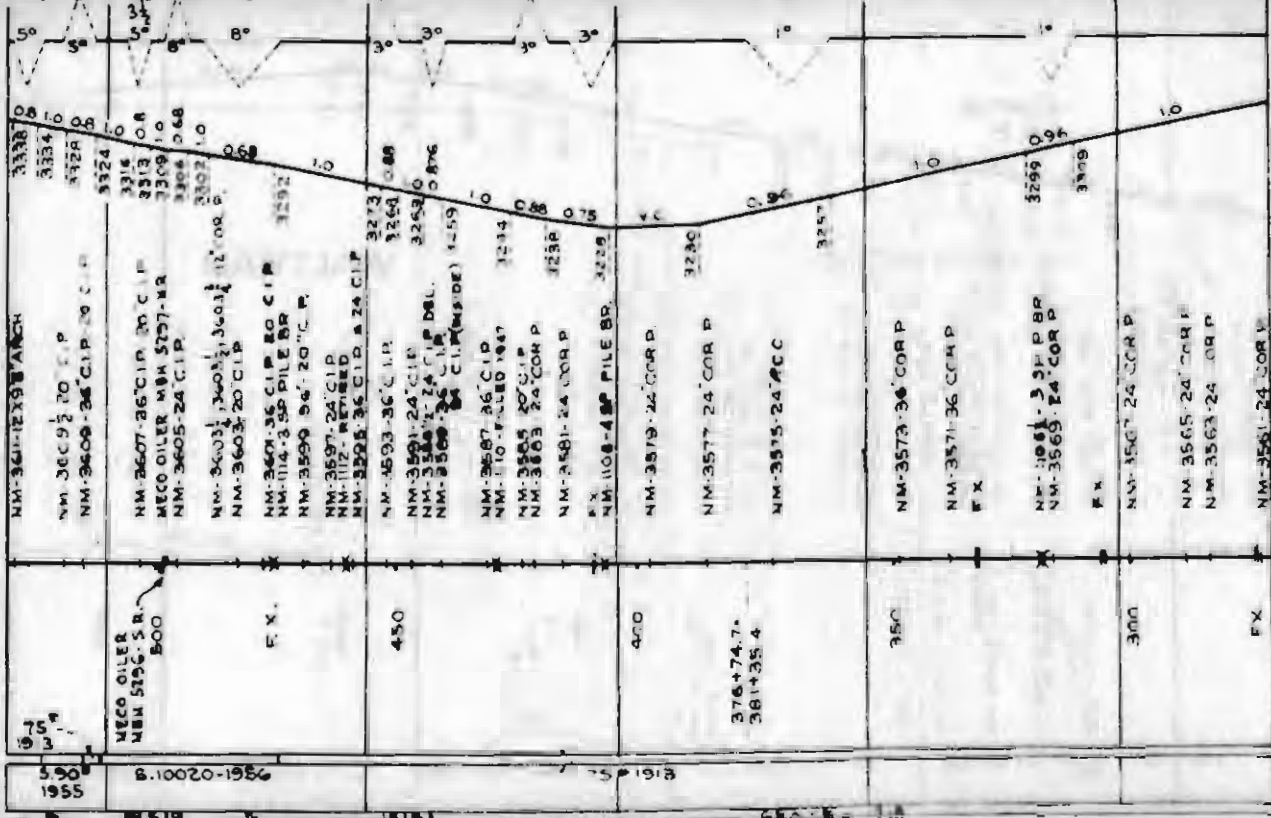
5.80' 1932

75' 1915

ADAMTSVARE TUNNEL 1926 LACEY TUNNEL 1939 HIGHWAY 90 1935 TELEPHONE 1932

3095 3244 3300 3374 3376 3378 3379 3380 3381 3382 3383 3384 3385 3386 3387 3388 3389 3390 3391 3392 3393 3394 3395 3396 3397 3398 3399 3400 3401 3402 3403 3404 3405 3406 3407 3408 3409 3410 3411 3412 3413 3414 3415 3416 3417 3418 3419 3420 3421 3422 3423 3424 3425 3426 3427 3428 3429 3430 3431 3432 3433 3434 3435 3436 3437 3438 3439 3440 3441 3442 3443 3444 3445 3446 3447 3448 3449 3450 3451 3452 3453 3454 3455 3456 3457 3458 3459 3460 3461 3462 3463 3464 3465 3466 3467 3468 3469 3470 3471 3472 3473 3474 3475 3476 3477 3478 3479 3480 3481 3482 3483 3484 3485 3486 3487 3488 3489 3490 3491 3492 3493 3494 3495 3496 3497 3498 3499 3500 3501 3502 3503 3504 3505 3506 3507 3508 3509 3510 3511 3512 3513 3514 3515 3516 3517 3518 3519 3520

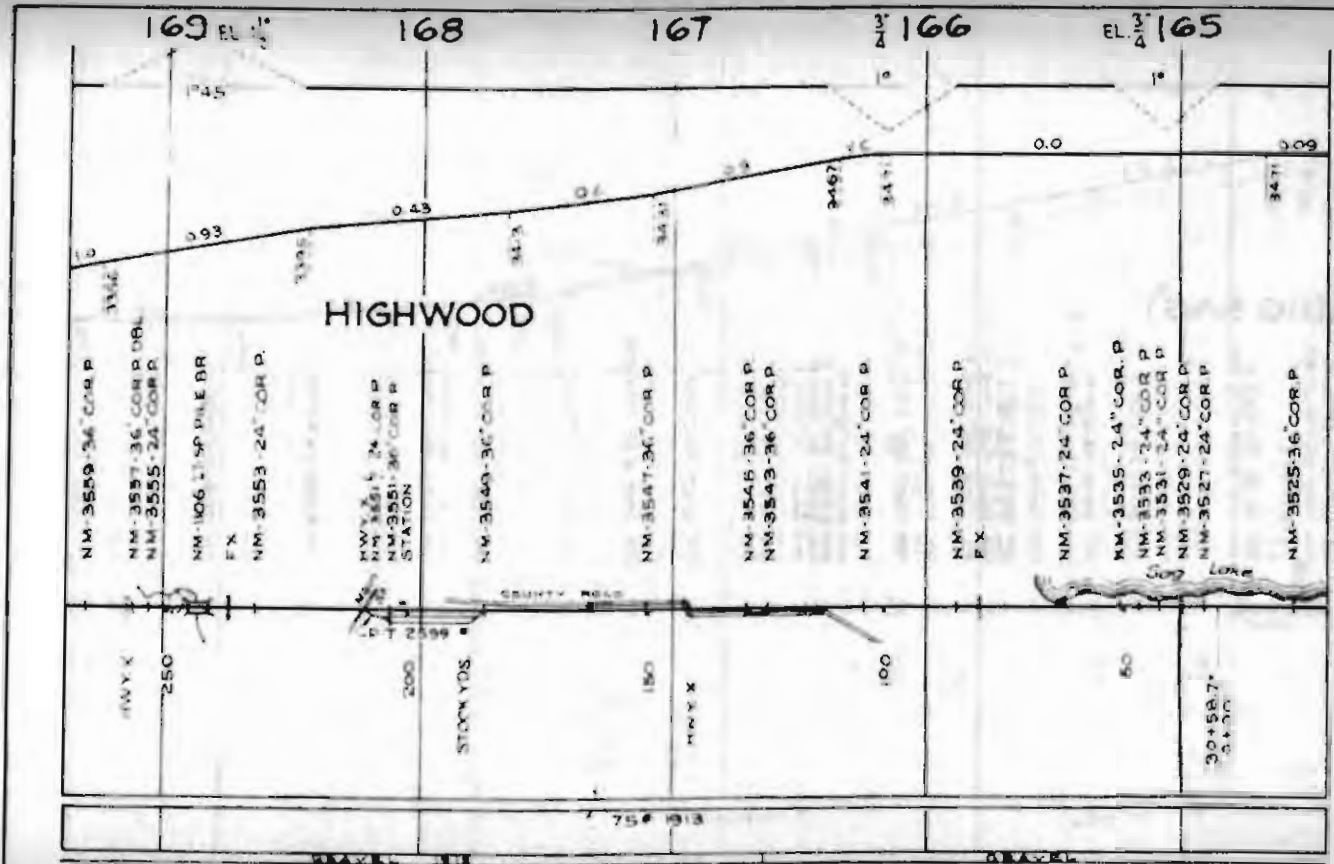
EL 35' 174 173' 3' 3' 3' 172 2' 171 EL 4' 170



1978  
1918  
1978  
1978

1978

Fig. 52



169 EL. 3/4

168

167

166

EL. 3/4 165

HIGHWOOD

NM-3559-36" COR P

NM-3597-36" COR P DBL  
NM-3555-24" COR P

NM-106 11" SP PILE BR

PX

NM-3553-24" COR P

NM-3551-24" COR P  
NM-3551-36" COR P  
STATION

NM-3540-36" COR P

NM-3547-36" COR P

NM-3545-36" COR P  
NM-3543-36" COR P

NM-3541-24" COR P

NM-3539-24" COR P

PX

NM-3537-24" COR P

NM-3535-24" COR P

NM-3533-24" COR P  
NM-3531-24" COR P

NM-3529-24" COR P  
NM-3527-24" COR P

NM-3525-36" COR P

250

200

STOCK YDS

150

HWY X

100

50

30+58.7  
0+00

0.45

0.99

0.43

0.1

0.2

0.2

0.467

0.47

0.0

0.09

75' 1913'

164

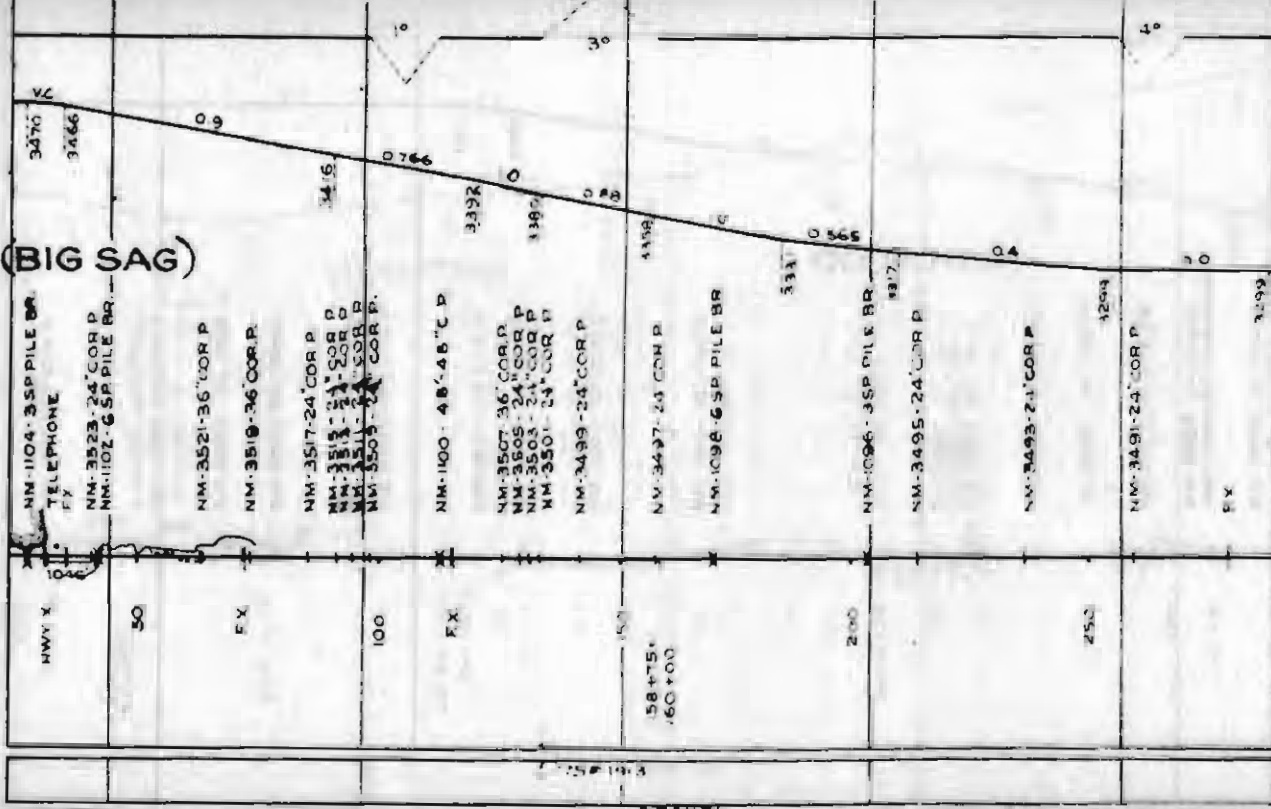
163' EL.

3 1/2' 162

161

160 3 1/2' EL.

(BIG SAG)



NM-1104-35 P PILE BR  
TELEPHONE  
FX  
NM-3523-24 COR P  
NM-1102-65 P PILE BR

NM-3521-36 COR P  
NM-3519-36 COR P

NM-3517-24 COR P  
NM-3515-24 COR P  
NM-3513-24 COR P  
NM-3511-24 COR P  
NM-3509-24 COR P

NM-1100-48' 48" C P  
NM-3507-36 COR P  
NM-3505-24 COR P  
NM-3503-24 COR P  
NM-3501-24 COR P  
NM-3499-24 COR P

NV-3497-24 COR P  
NM-1096-65 P PILE BR

NM-1096-35 P PILE BR  
NM-3495-24 COR P

NM-3493-24 COR P

NM-3491-24 COR P

NWY X

50

FX

100

FX

150

58 FT 5"  
160 FT 0"

200

250

FX

1957

W. C. C. K.



159

EL. 34 1/2

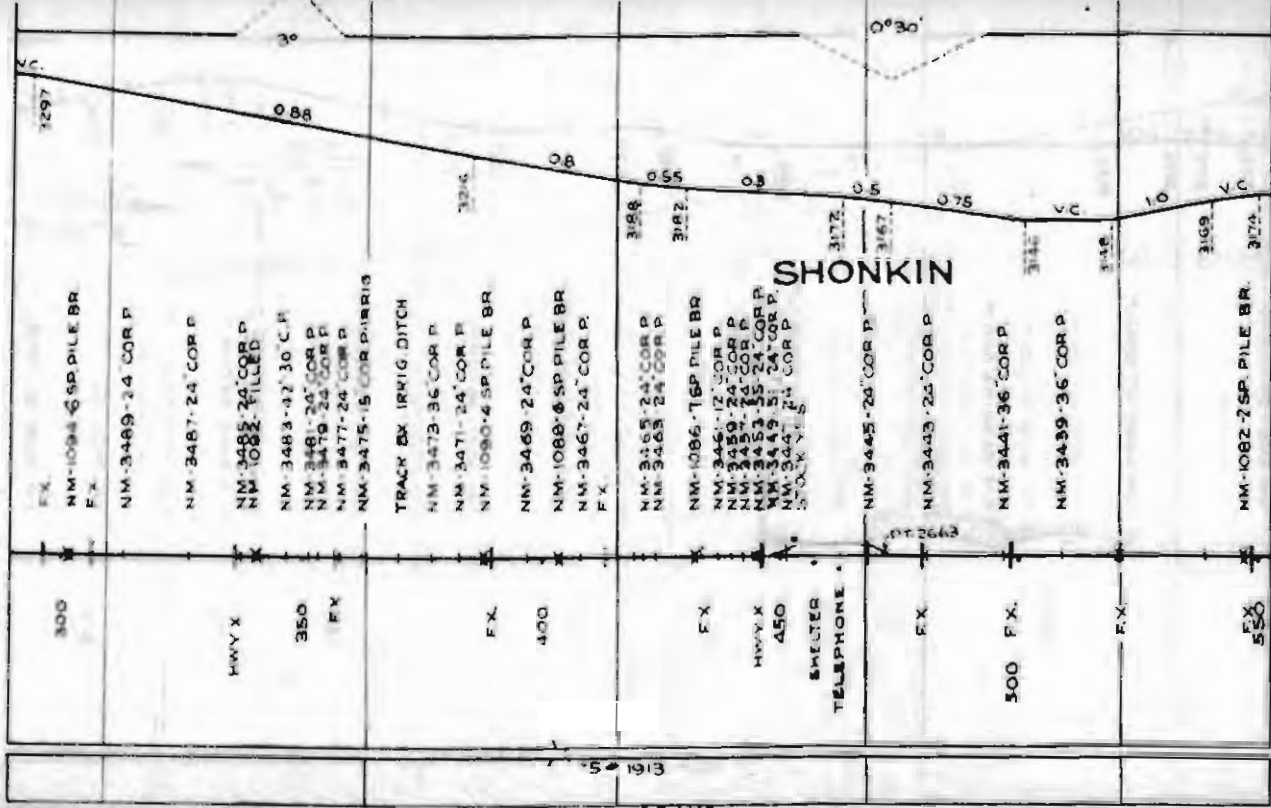
158

157

156 1/2 EL.

155

75



# SHONKIN

FX  
NM-1094-6 SP PILE BR  
FX

NM-3469-24 COR P

NM-3487-24 COR P

NM-3485-24 COR P

NM-1082-FILLED

NM-3483-32 30 C P

NM-3481-24 COR P

NM-3479-24 COR P

NM-3477-24 COR P

NM-3475-15 COR PARRIS

TRACK EX IRRIG DITCH

NM-3473-36 COR P

NM-3471-24 COR P

NM-1080-4 SP PILE BR

NM-3469-24 COR P

NM-1088-6 SP PILE BR

NM-3467-24 COR P

FX

NM-3465-24 COR P

NM-3463-24 COR P

NM-1086-16 SP PILE BR

NM-3459-17 COR P

NM-3457-24 COR P

NM-3455-35 24 COR P

NM-3449-51 24 COR P

NM-3447-24 COR P

FX

NM-3445-26 COR P

NM-3443-25 COR P

NM-3441-36 COR P

NM-3439-36 COR P

FX

NM-1082-7 SP PILE BR

FX

300

HWY X

350

FX

FX

400

FX

HWY X

450

SHELTER  
TELEPHONE

FX

500

FX

FX

550

FX

Fig 15

76

154 3 1/2' EL.

153 3/4'

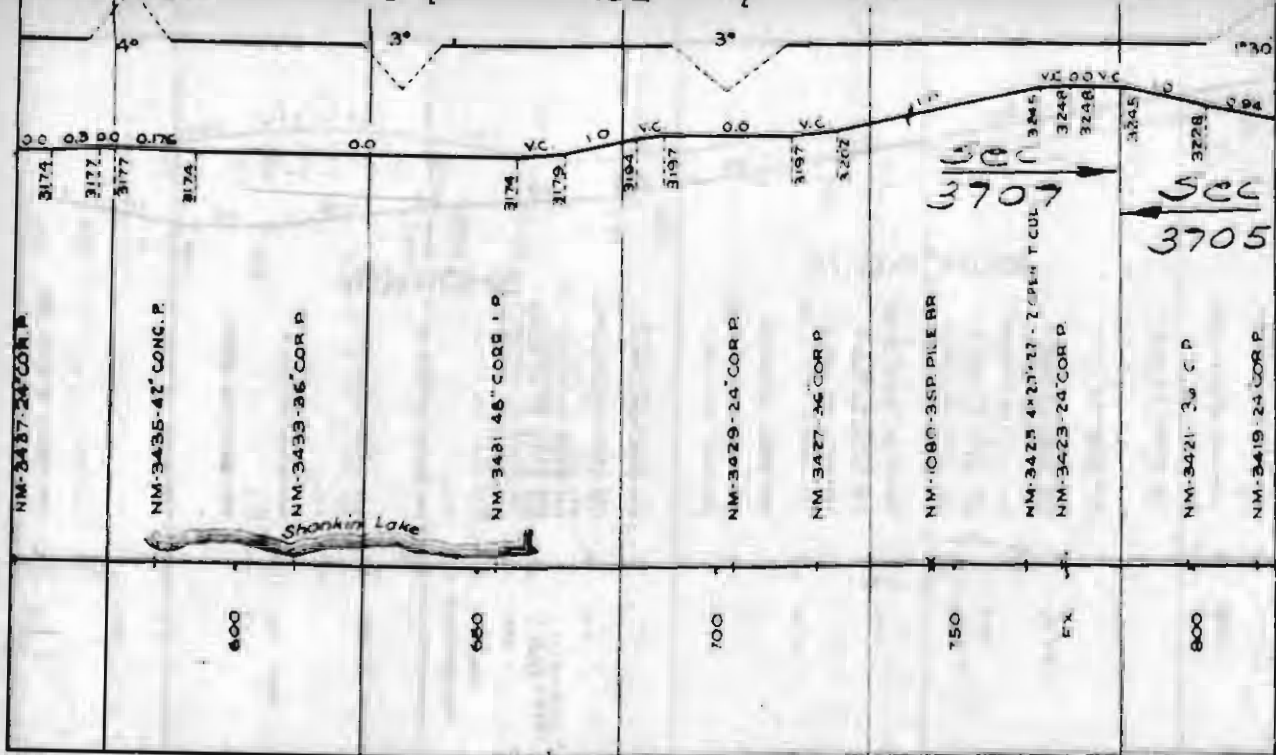
152

3 1/2'

151

150

2' EL.



1561 #57

1561 #57

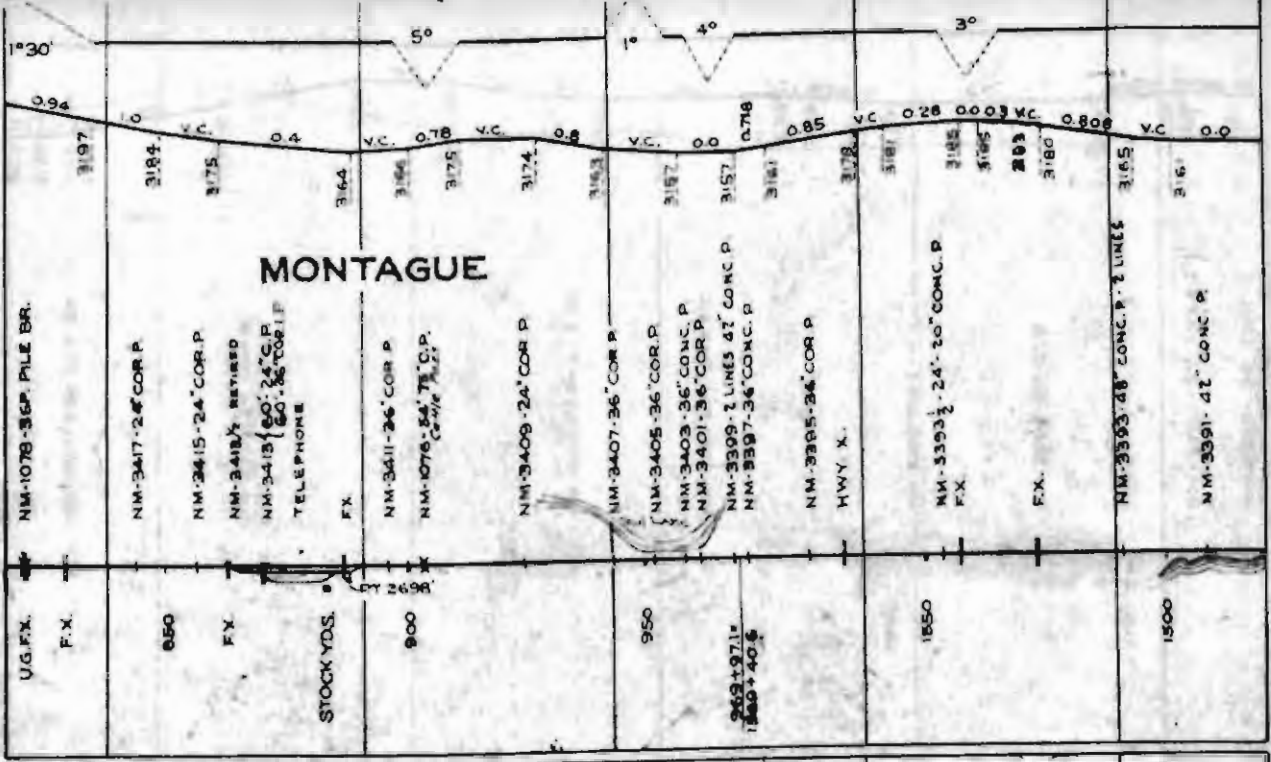
EL. 2' 149

148 3 1/2'

147 3 1/2'

146 3 1/2' EL.

145



# MONTAGUE

NM-1078-36" PILE BR.

NM-3417-24" COR P.

NM-3415-24" COR P.

NM-3418 1/2 REWIRED

NM-3413 { 60" 24" C.P.  
60" 36" COR P.  
TELEPHONE

FX

NM-3411-24" COR P.

NM-1076-54" 7 1/2" C.P.  
Cable Pile

NM-3409-24" COR P.

NM-3407-36" COR P.

NM-3405-36" COR P.

NM-3403-36" CONC. P.

NM-3401-36" COR P.

NM-3399-2 LINES 42" CONC. P.

NM-3397-36" CONC. P.

NM-3395-24" COR P.

HWY X.

NM-3393 1/2-24"-20" CONC. P.

FX

FX.

NM-3393 1/2-28" CONC. P. 2 LINES

NM-3391-42" CONC. P.

U.G. FX.

FX.

650

FX

STOCK YDS.

900

950

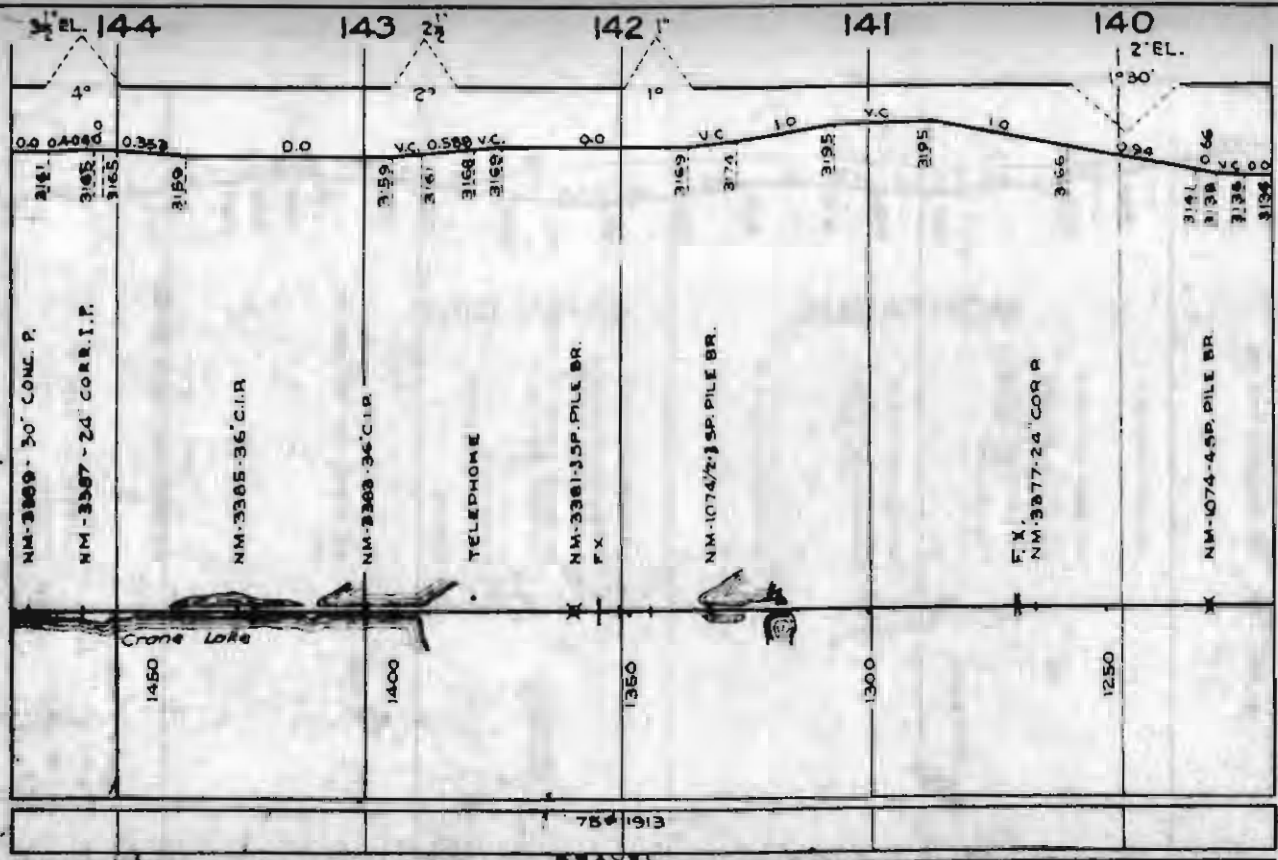
2431+97.1'  
1869+40.6'

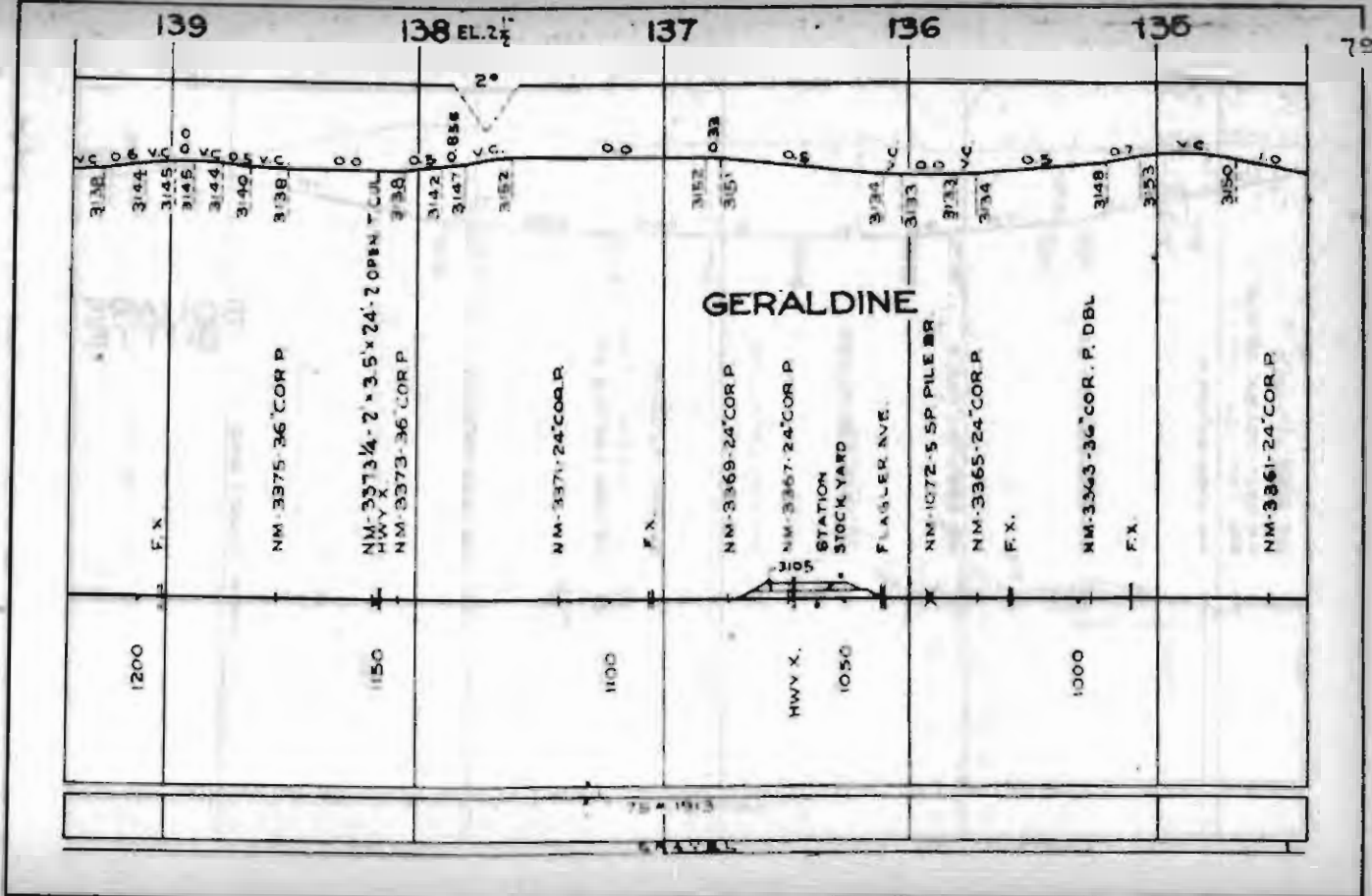
1850

1500

75 # 1913

WYALL





139

138 EL. 2 1/2

137

136

135

79

1200

F. X.

NM-3375-36 COR P

1150

NM-3373 1/4-2' x 3.5' x 24'-2' OPEN T. CUL.  
HWY X  
NM-3373-36 COR P

1100

NM-3371-24 COR P

F. X.

HWY X.

1050

GERALDINE

NM-3369-24 COR P

NM-3367-24 COR P

STATION  
STOCK YARD

FLAGLER AVE.

NM-1072-5 SP PILE BR.

NM-3365-24 COR P

F. X.

1000

NM-3363-36 COR. P. DBL

F. X.

NM-3361-24 COR P

3138  
3144  
3145  
3146  
3147  
3152  
3157  
3151  
3134  
3133  
3132  
3134  
3148  
3153  
3150

2°

75 1913

RAVEL

80

134 2 1/2'

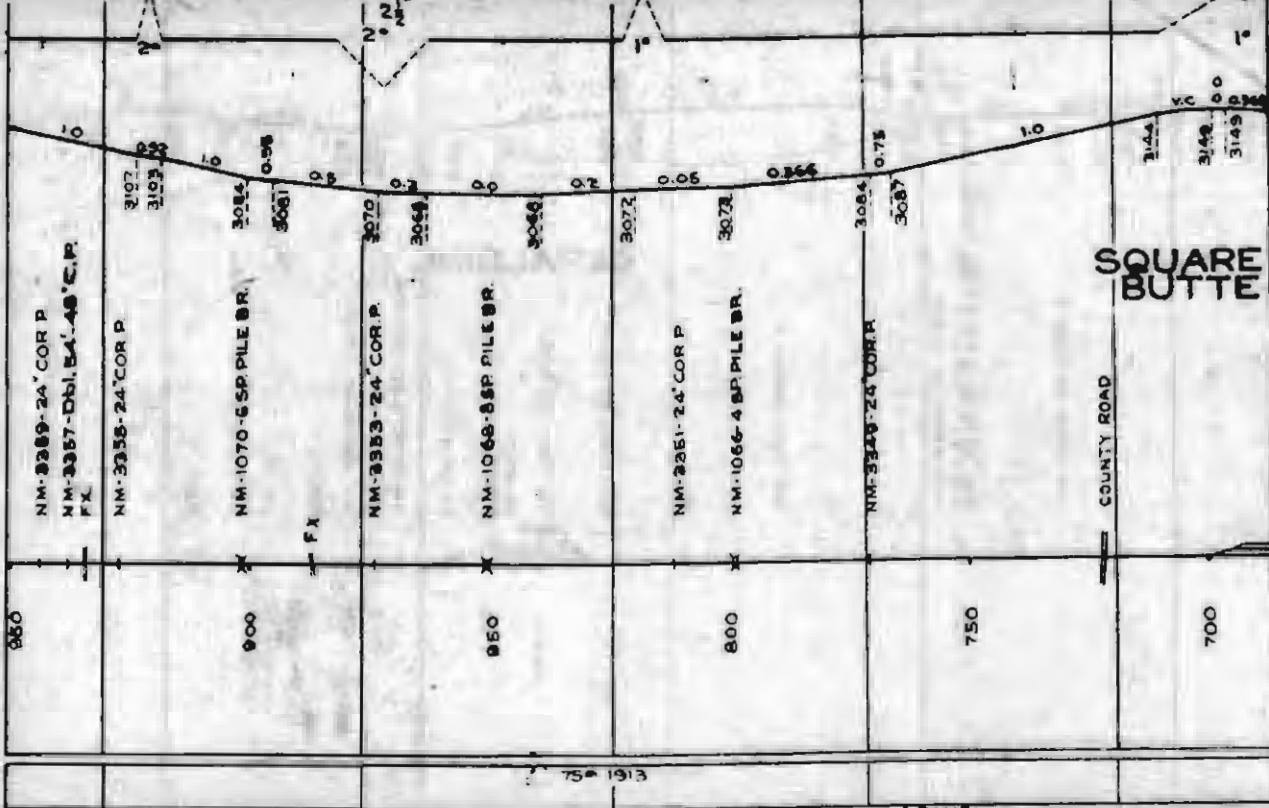
133 2 1/2'

132 1'

131

130

6 1/2'



# SQUARE BUTTE

COUNTY ROAD

850

900

950

800

750

700

75 1913

GRAVEL

GRAVEL

3144 00  
3148 00  
3149 00

2107  
3103

3084  
3081

3070  
3069

3066

3072

3073

3084  
3087

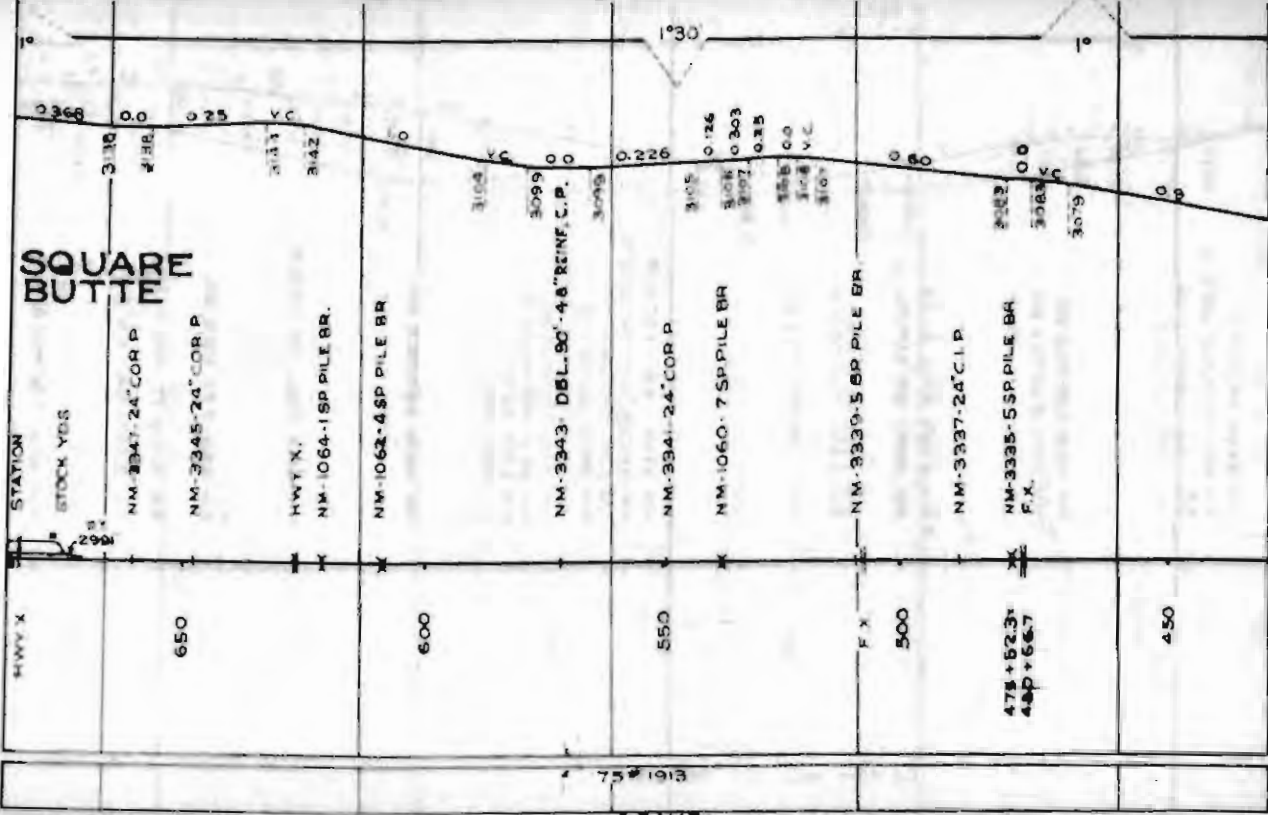
EL. 1' 129

128

127 2'

126

EL. 1' 125



124

123 EL. 3 1/2'

122

121

120 EL. 1'

NM-1058-10 SP PILE BR.

400

DATE

NM-1056-7 SP PILE BR

F.X.

M.B.H. 8343- HECO QUILR

350

NM-3331-33-36" COR.P

NM-3329-36" COR.P  
NM-3327-36" COR.PNM-3325-48'-48" C.P.  
NM-3323 1/2-43-24 COR.P

NM-3323-36'-36" C.P.

NM-3321-42'-42" C.P.  
NM-3319-24" C.P.  
NM-3317-36" C.P.  
F.X.

NM-3315-1 SP PILE BR.

250

NM-3313 DEL 78'-48" C.P.

F.X.  
NM-3311-36 P PILE BR.

200

NM-3309-72'-48" C.P.

NM-3307-84'-48" C.P.

N.M. 1054-7 SP PILE BR

3029  
3025  
3020  
3020  
3027  
30223000  
2992  
2990  
2993  
2996  
30070.8  
0.7  
0.7  
0.67  
0.67  
0.67

1.0

3053

3061

3069.0

3074.00

3074.00

3078.00

3083.00

3086.00

3086.00

3089.00

3099.05

3092.00

3091.02

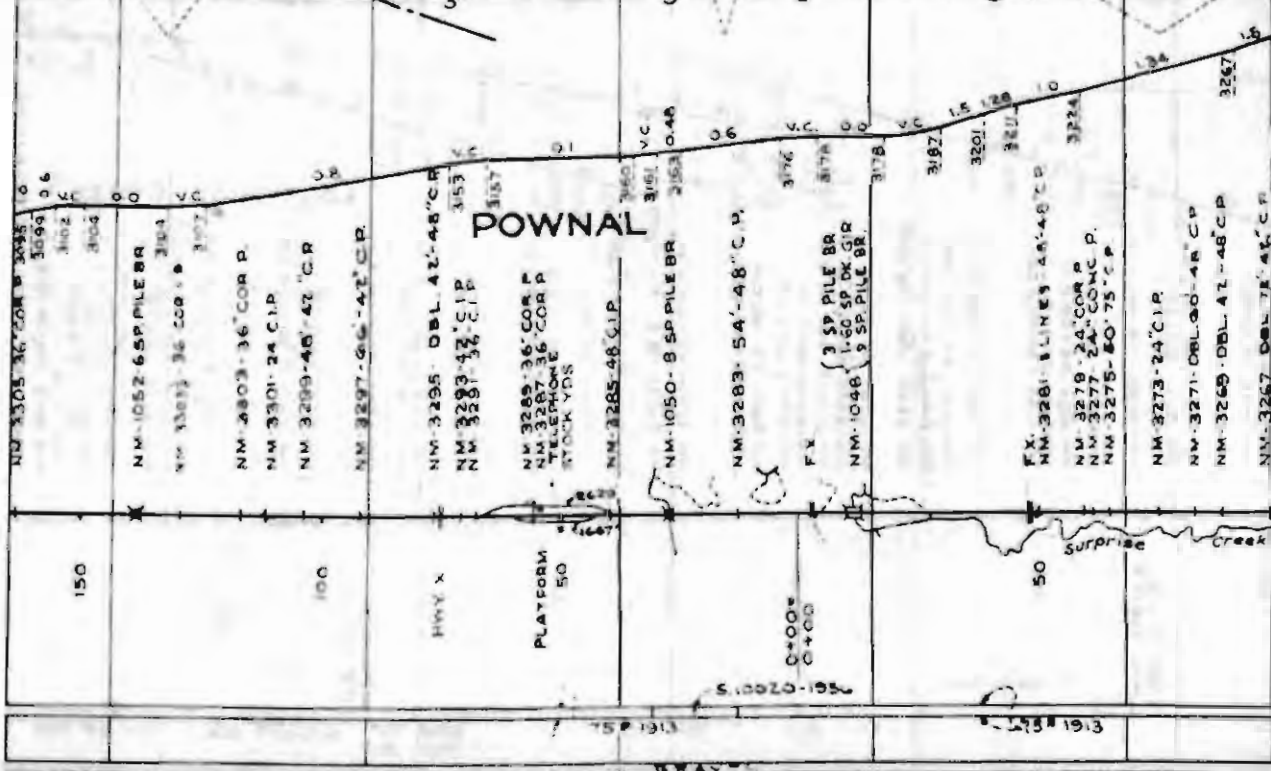
3091.06

3094.00

3094.00



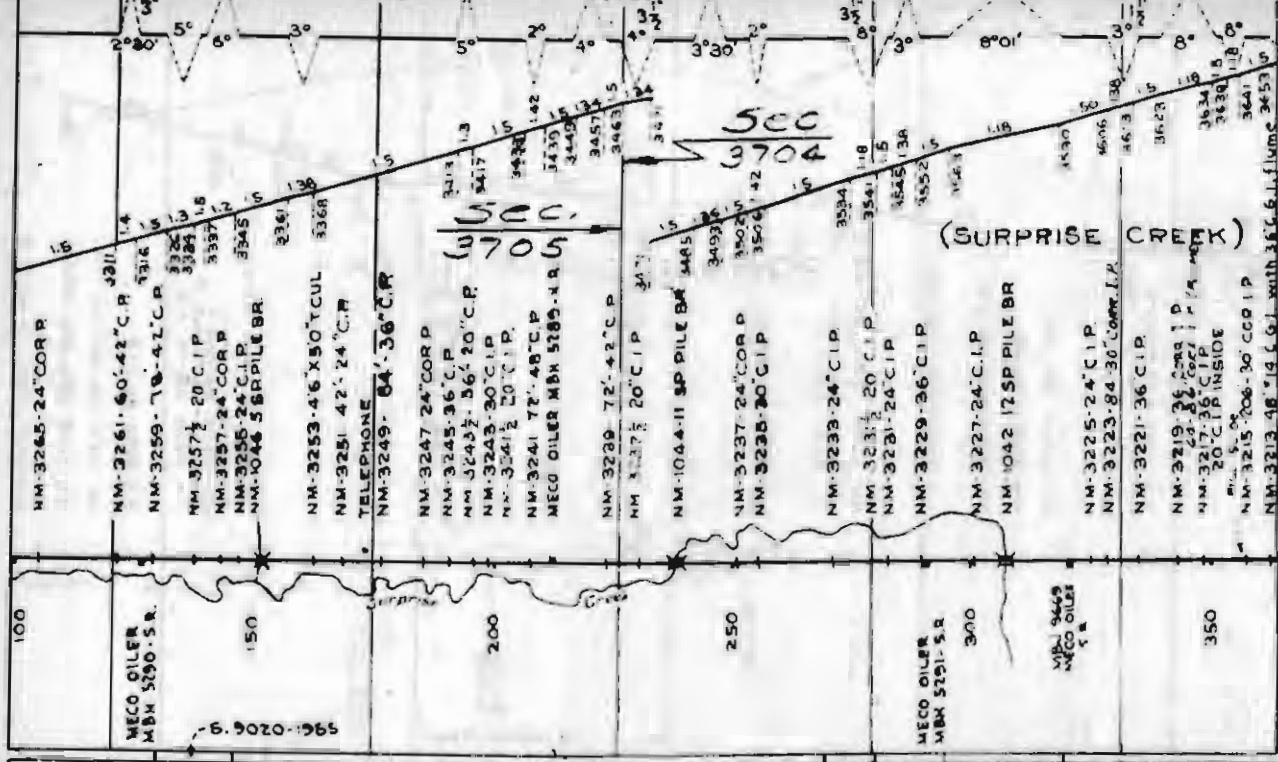
119 2 1/2' EL. CHOUTEAU CO. 2' FERGUS CO. 117 3 1/2' 3 2 1/2' 116 3 1/2' 115 2' EL.



150 100 HWY X PLATFORM 50 C+OO C+OO 50 Surprise Creek 50

1913 1913

114 113 112 111 110



100  
MECO OILER  
MBN 5290-S.R.  
596-0206 9.

150

200

250

300  
MECO OILER  
MBN 5291-S.R.

350  
MECO OILER  
MBN 5292-S.R.

75' 1953  
540 1955  
75' 1953  
SAW 100' 1958  
SAW 90' 1939

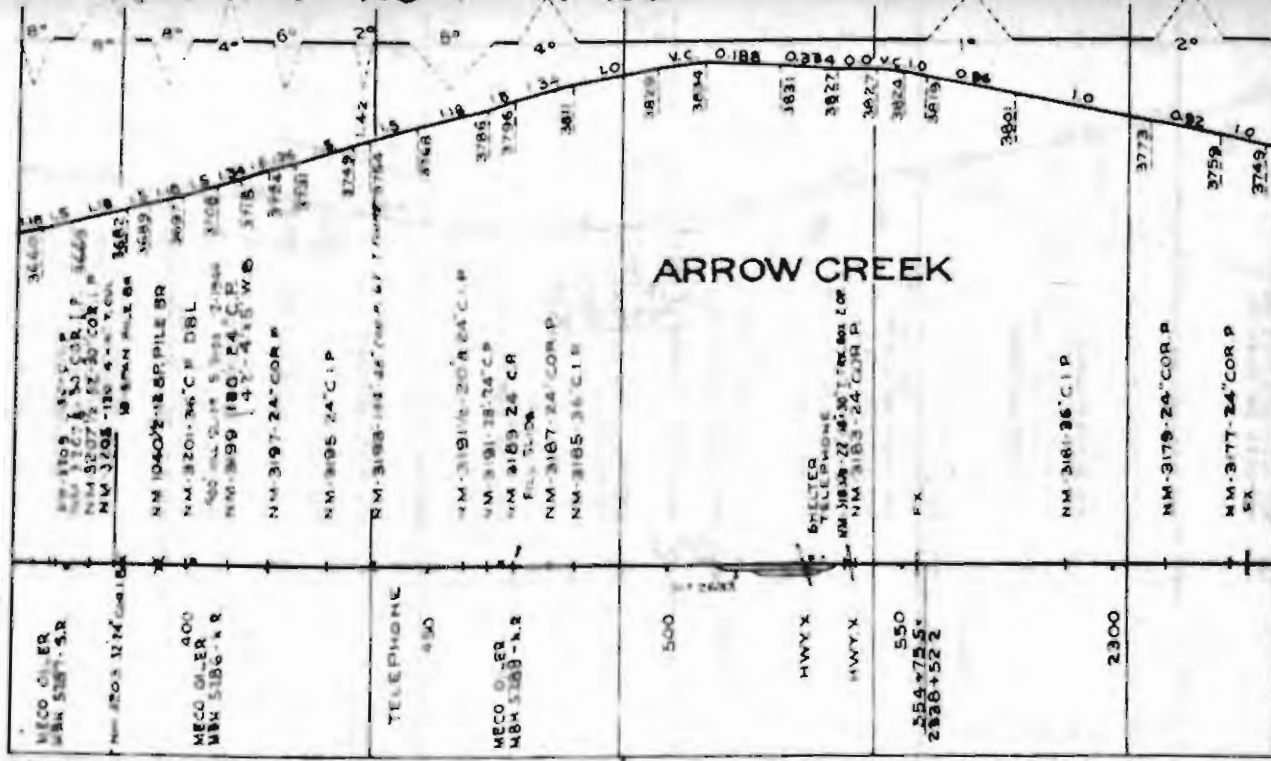
SEC. 3705

SEC. 3704

(SURPRISE CRIMX)

GRAVEL

EL. 33 34 109 108 107 106 105 27 EL.



MECO OILER  
M8H 5287-A.R

MECO OILER  
M8H 5289-A.R

TELEPHONE  
450

MECO OILER  
M8H 5289-A.R

500

HWY X

HWY X

550  
254+75.5  
2336+52.2

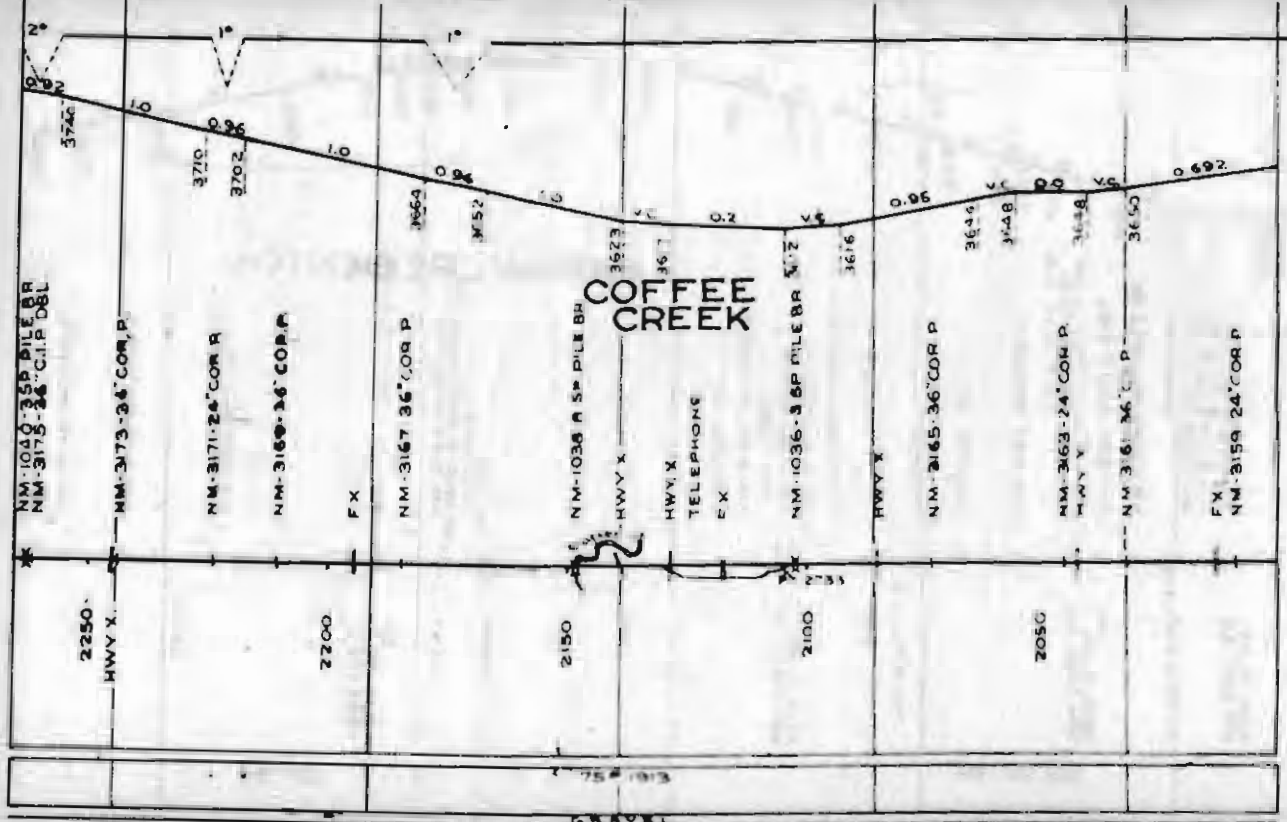
2300

SAW. 90° 1955

75° 1913

5244XK

EL. 23' 104 103 102 101 100



# COFFEE CREEK

NM-1040-35P MILE BR  
NM-3175-36 C.I.P. DBL

NM-3173-36 COR P

NM-3171-24 COR R

NM-3169-36 COR P

FX

NM-3167-36 COR P

NM-1036 R 5P MILE BR

3623

HWY X

HWY X

TELEPHONE

EX

NM-1036-36P MILE BR

3616

HWY X

NM-3165-36 COR P

NM-3163-24 COR P

HWY X

NM-3161-36 COR P

FX  
NM-3159 24 COR P

2250

HWY X

2700

2150

2100

2050

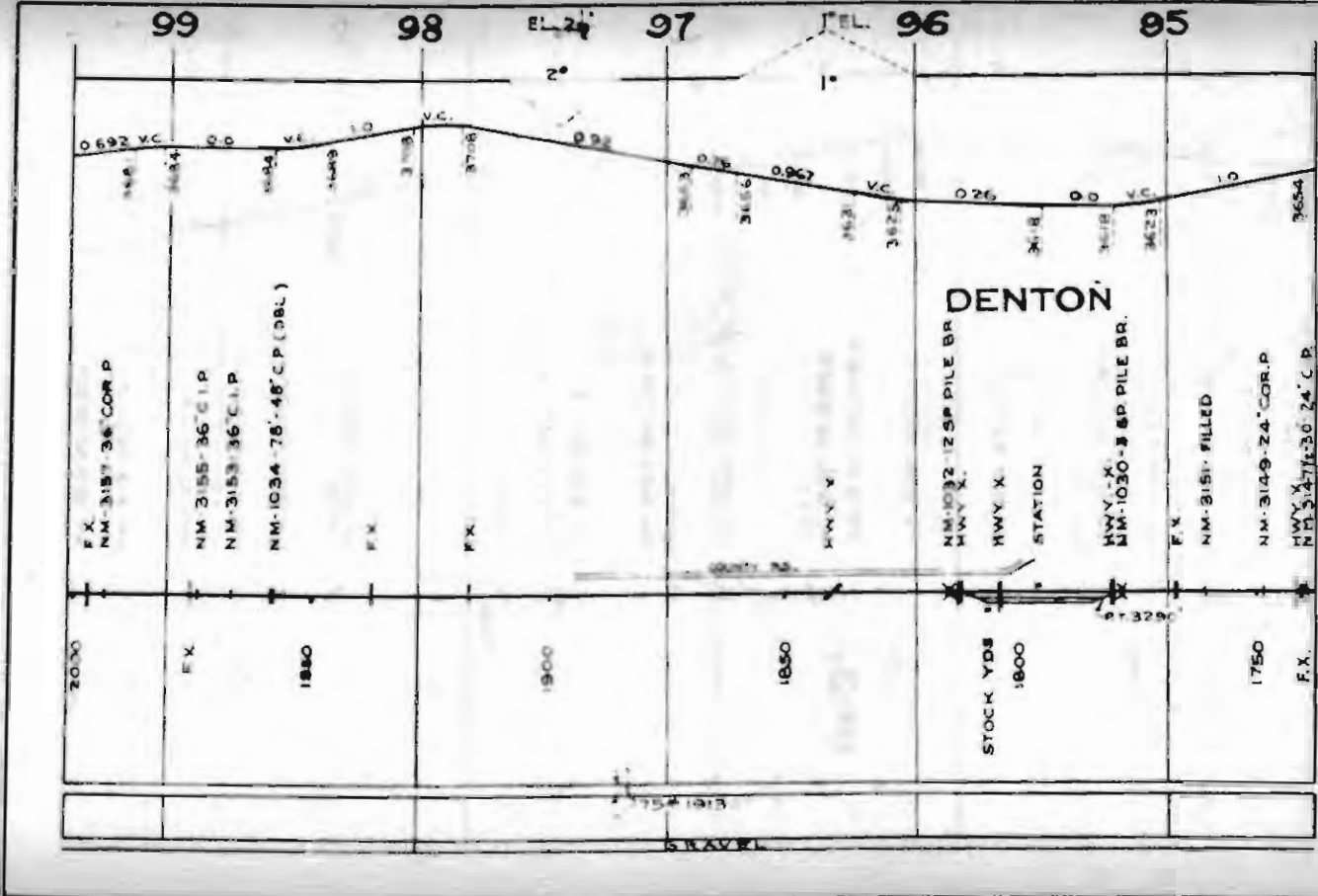


2150

2100

75' 1913

3740



94

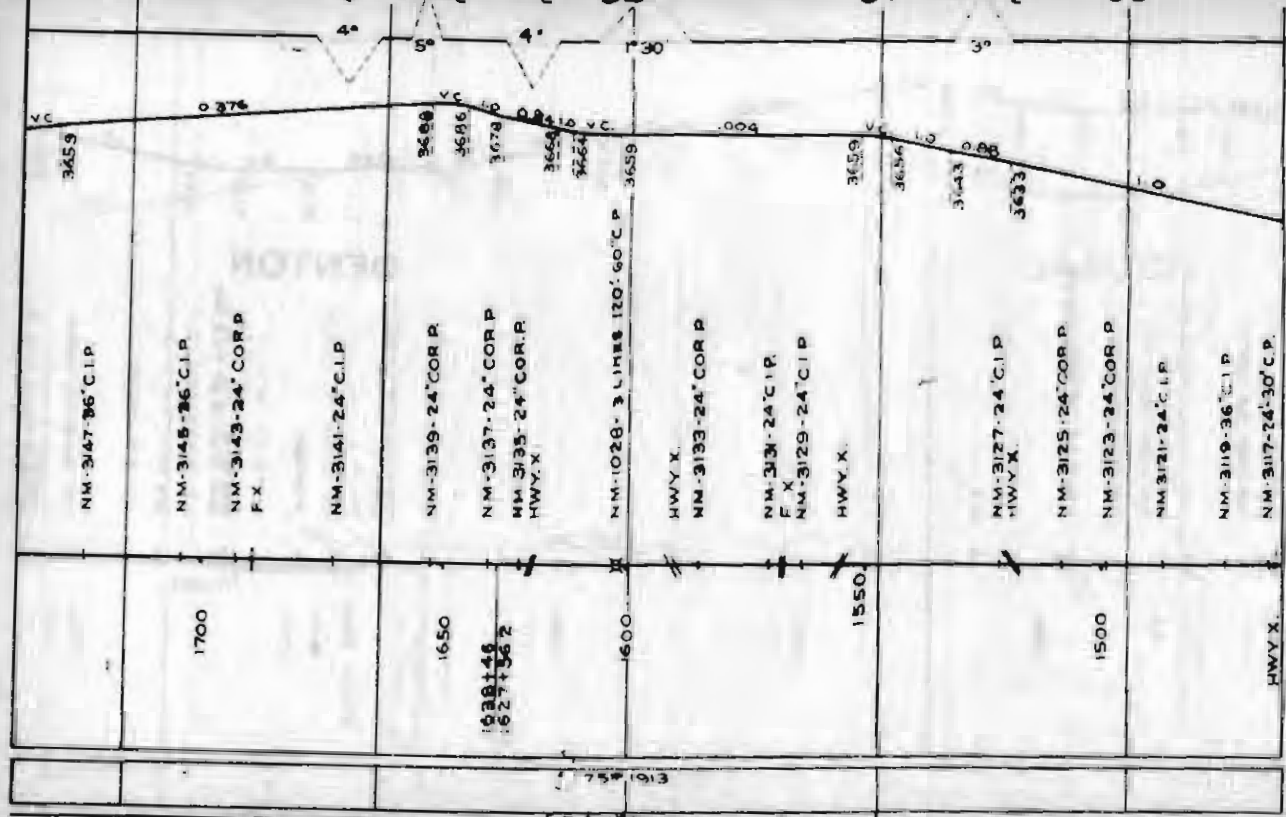
93

92

91

90

EL. 3 1/2" 3 1/2" 3 1/2" 2" 3 1/2" EL.



NM-3147-36 C.I.P.

NM-3145-26 C.I.P.

NM-3143-24 CORP.  
F.X.

NM-3141-24 C.I.P.

NM-3139-24 CORP.

NM-3137-24 CORP.

NM-3135-24 CORP.  
HWY. X.

NM-1028-3 LINES 120° 60' C.P.

HWY. X.

NM-3133-24 CORP.

NM-3131-24 C.I.P.

F.X.  
NM-3129-24 C.I.P.

HWY. X.

NM-3127-24 C.I.P.  
HWY. X.

NM-3125-24 CORP.

NM-3123-24 CORP.

NM-3121-24 C.I.P.

NM-3119-36 C.I.P.

NM-3117-24-30 C.P.

1700

1650

1638146  
16271562

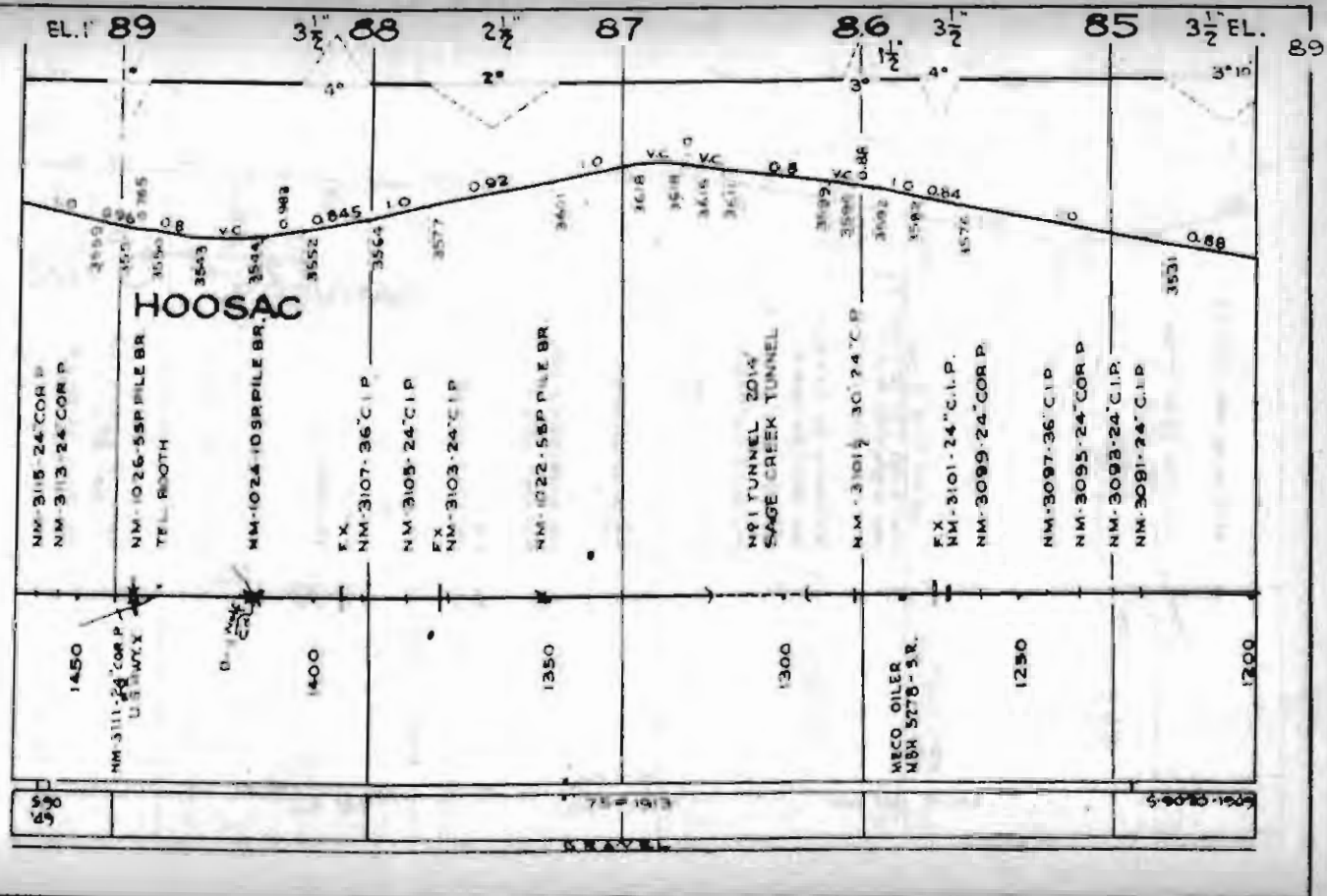
1600

1550

1500

HWY X.

758 1913



HOOSAC

N91 TUNNEL 2014  
SAGE CREEK TUNNEL

NM-3115-24" COR P.  
NM-3113-24" COR P.  
NM-1026-55P PILE BR.  
TELL BOOTH  
NM-1024-109P PILE BR.  
FX  
NM-3107-36" C.I.P.  
NM-3105-24" C.I.P.  
FX  
NM-3103-24" C.I.P.  
NM-1022-58P PILE BR.

NM-3101-24" C.I.P.  
NM-3099-24" COR P.  
NM-3097-36" C.I.P.  
NM-3095-24" COR P.  
NM-3093-24" C.I.P.  
NM-3081-24" C.I.P.

WECO OILER  
MBX 5276-5R.

1450  
59

1400

1350

1300

1250

1200

EL. 89

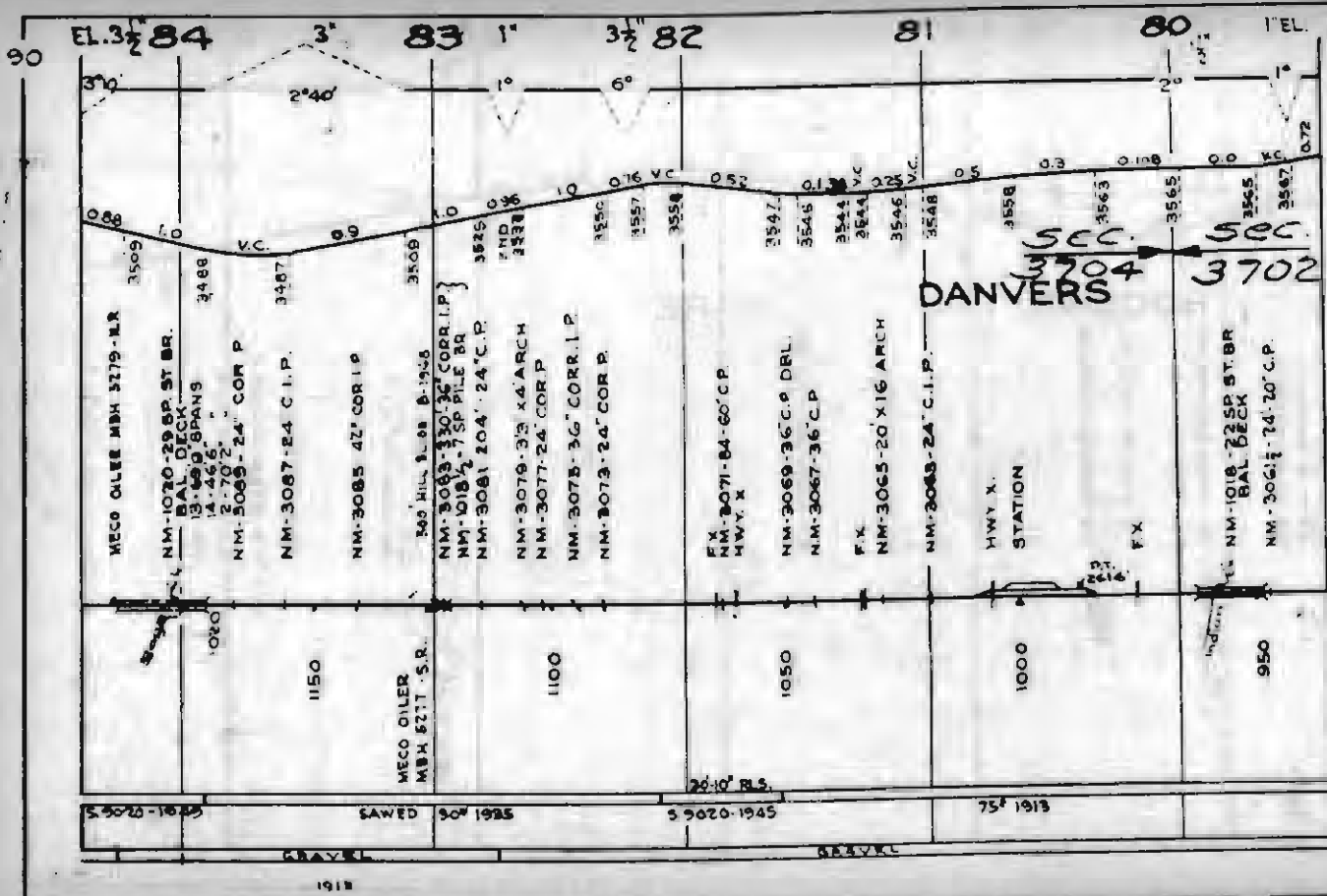
3 1/2" EL. 88

2 1/2" EL. 87

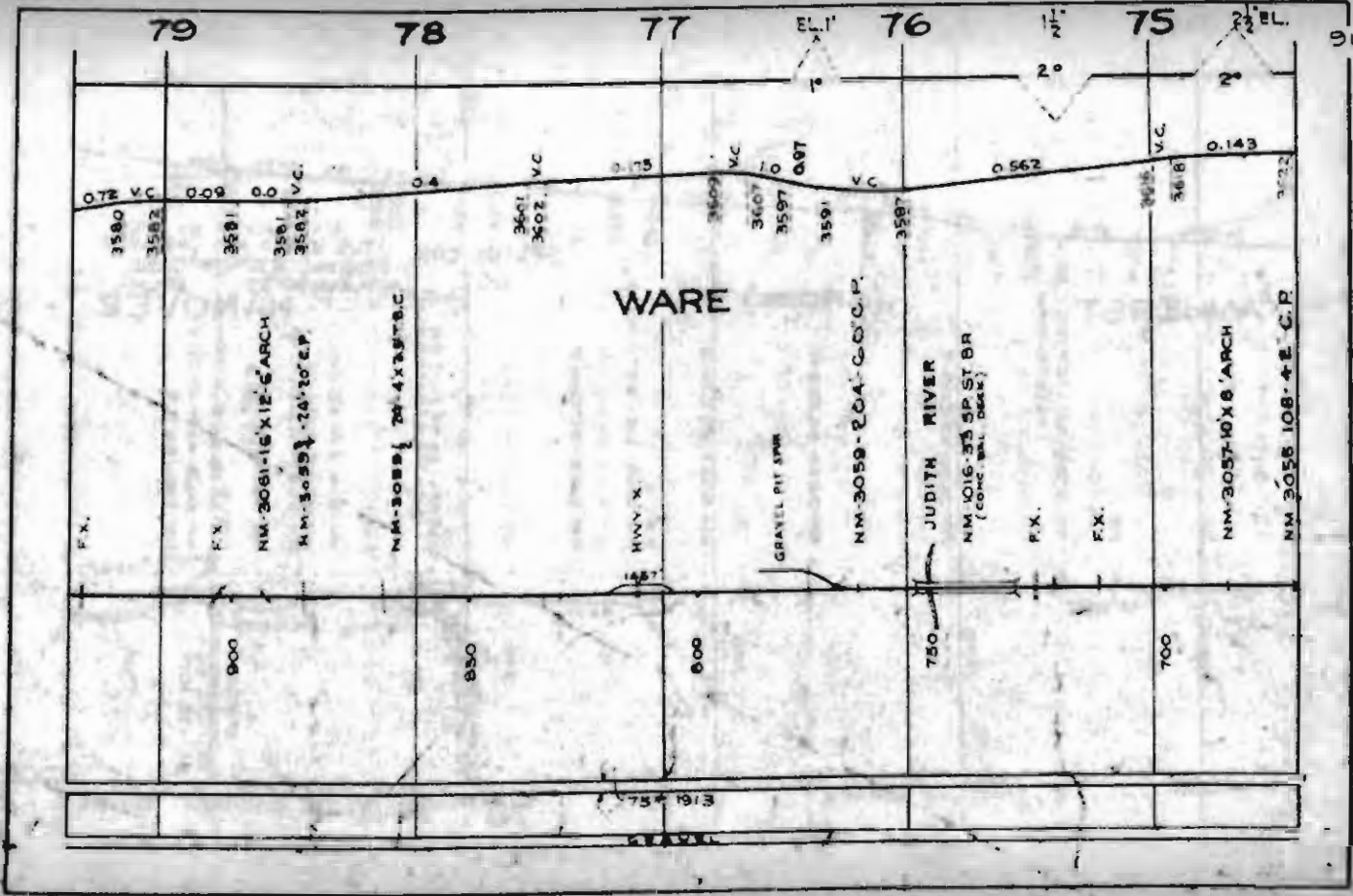
1 1/2" EL. 86

3 1/2" EL. 85

3' EL. 89







79

78

77

76

75

74

91

F.X.

F.X.

NM-3061-16'X12'-6' ARCH

NM-3059-20'-20'-E.P.

NM-3059-20'-4'X25' B.C.

HWY. X

GRAVEL PIT SPUR

NM-3059-20'-4' C.O.C.P.

JUDITH RIVER

NM-1016-33 5P ST BR  
(CONC. WAL. DECK)

F.X.

F.X.

NM-3057-10'X 6' ARCH

NM-3058 108'-4'-E. C.P.

WARE

3580  
3582

3581

3581  
3582 V.C.

3601 V.C.  
3602

3609 V.C.

3607  
3597

3591

3587

3615 V.C.  
3618

0.143

0.22

0.72 K.C.

0.09

0.04

0.13

0.07

V.C.

0.562

V.C.

0.143

0.22

E 161 # 57

74

EL. 11

73

72

71

2 1/2

22 GN

70 1 EL.

AMHERST

(GROSS)

SPRING CRK. JCT. MAINTAINED BY MILW. JTLY. OWNED AND OPERATED ORIGINAL G.N. MILW. ABANDONED ORIG. MILW. HANOVER

F.X.

NM-3033-951'-16" 2 1/2" C. ARCH  
26 C.T. 60' EXH. 5636

NM-3031-24" COR.P.

NM-3049-24" COR.P.

F.X.

NM-3047-36" COR.P.

F.X.

NM-3045-114'-48" C.P. DBL. 3653

NM-3043-24" COR.P.

NM-1014-81 SP. PILE BR  
(WITH WALN. HANDRAIL)

F.X.

NM-3041-6X6 4" CUL.

NM-3039-24" C.A.P.

NM-3037-16" 2 1/2" C.I.P.

NM-3035-24" C.I.P.

HWY. X  
GNM-3033-20" C.I.P.

NM-1027 4 SP. BR. SPUR

NM-3031-36" C.I.P.

650

600

550

500

STATION

483+47.8 G.W.  
457+05 MILW.

PT. 2907

PT. 2907

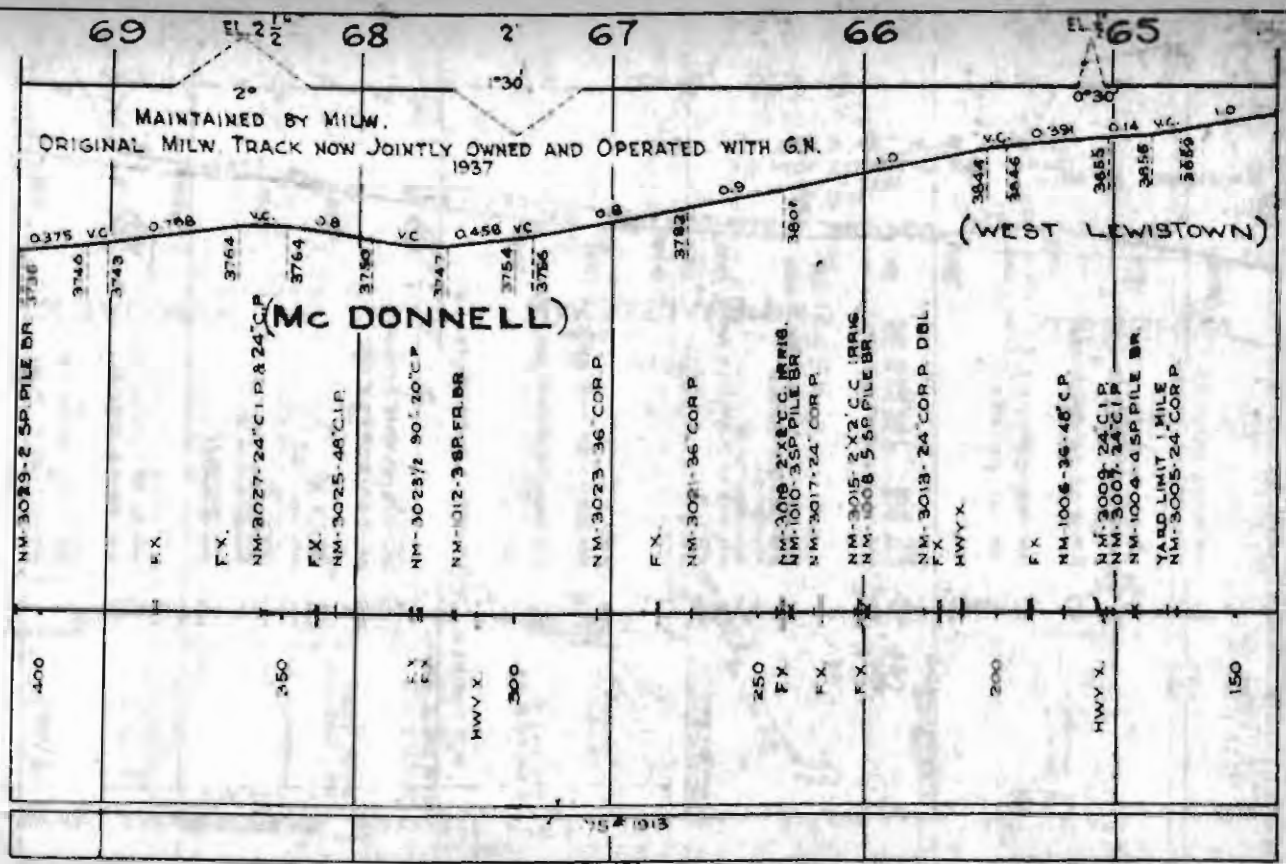
G.N. ABANDONED

75° 15' 13"

EN. 5000-1984

REL. 5000-1984

75° 15' 13"



MAINTAINED BY MILW.  
 ORIGINAL MILW. TRACK NOW JOINTLY OWNED AND OPERATED WITH G.N.  
 1937

(WEST LEWISTOWN)

(Mc DONNELL)

NM-3029-2 SP PILE DR 3736

F X

F X

NM-3027-24" CIP & 24" CP

F X  
 NM-3025-48" CIP

NM-3023 1/2 90" 20" CP

NM-3012-36" FR BR

NM-3023-36" CORP

F X

NM-3021-36" CORP

NM-3018 2" X 2" C.C. IRRIG.

NM-1010-35" PILE BR

NM-3017-24" CORP

NM-3015 2" X 2" C.C. IRRIG.

NM-1008 5" SP PILE BR

NM-3013-24" CORP DBL

F X

HWY X

F X

NM-1006-36-48" CP

NM-3009 24" CIP

NM-3007 24" CIP

NM-1004 45" PILE BR

YARD LIMIT 1 MILE

NM-3005-24" CORP

400

350

F X

HWY X

300

250

F X

F X

F X

200

HWY X

150

75 & 1013  
 11A 211

94

64

63

62

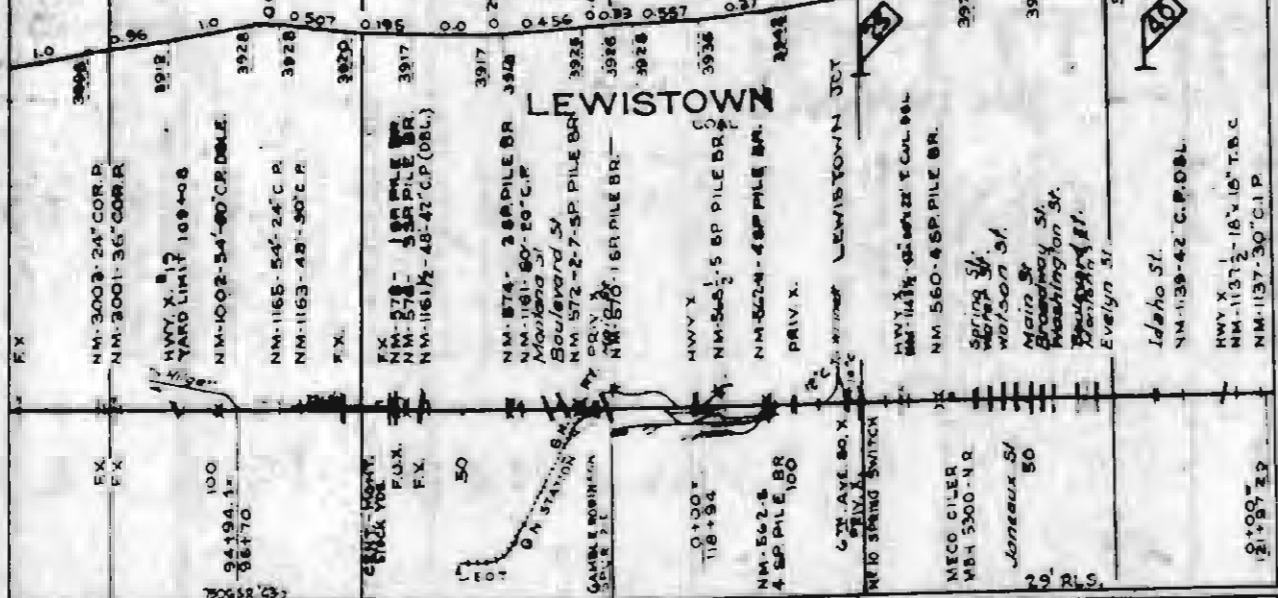
61

60

59

ORIGINAL MILW. TRACK NOW JTLY OWNED AND OPERATED WITH G.N. 1937  
MAINTAINED BY MILW.

LEWISTOWN



NM-3003-24' COR. P.  
NM-3001-36' COR. P.

HWY. X. 12  
YARD LIMIT 109+08

NM-1002-34'-60' C.R. DOBLE.

NM-1165-54'-24' C.P.  
NM-1163-48'-30' C.P.

F.X.

NM-578 - 188 PILE BR.  
NM-578 - 138 PILE BR.  
NM-1161 1/2 - 48-47' C.P. (DBL.)

NM-574 - 288 PILE BR.  
NM-1161-60'-20' C.P.  
Maulsland St  
Boulevard St

NM-572-2-7-SP PILE BR.  
DRY X  
NM-570-168 PILE BR.

HWY X

NM-565-5 8P PILE BR.  
NM-562-4-48P PILE BR.

PRIV. X.

LEWISTOWN JCT

HWY 114 1/2 - 65' 60" 22' X CUL. 80L  
NM 560-6 SP PILE BR.

Spring St  
Walson St  
Main St  
Broadway St  
Washington St  
Washington St.  
Evelyn St

Idaho St.

NM-1139-42 C.P. DBL.

HWY X 1-18' X 16" T.B.C  
NM-1137-30' C.P.

F.X.

F.X.

100  
34194.1  
86+70

CRACK  
CHECK FOR  
F.U.X.  
F.X.

50



0+00  
118+94

NM-562-8  
4 SP PILE BR  
100

G.N. AVE. 80' X 10'  
PRIV. X  
NE 10 SPRING SWITCH

MECO CILER  
MB4 5300-NR

Janeaux St  
50

29' R.I.S.

0+00  
21+94.32

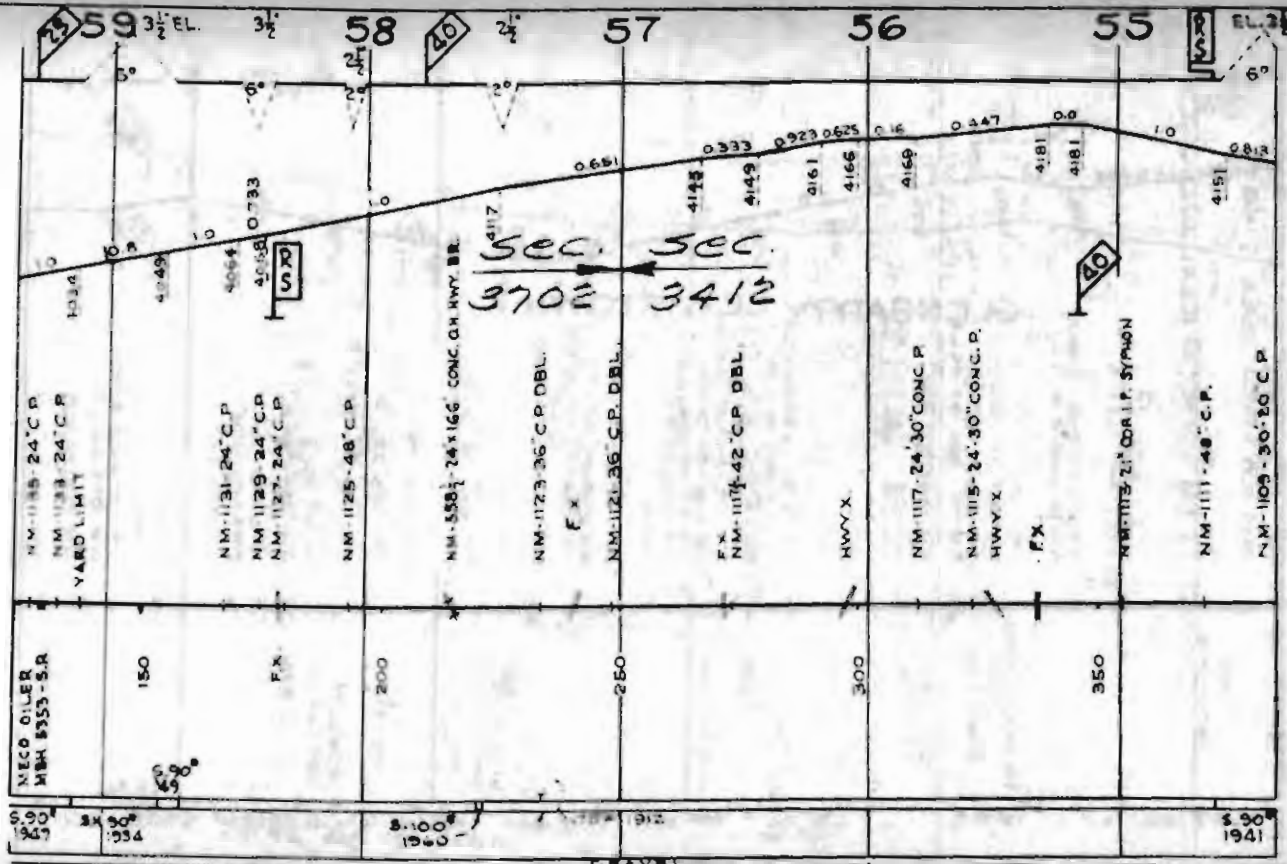
2161 1161 51

524 1912

5100-1959  
(1929)

5AW. 6020-1949

4" GRAVEL 1541



59 3 1/2' EL. 3 1/2'

58

40

57

56

55

EL. 24'

NM-1185-24" C.P.  
NM-1183-24" C.P.  
YARD LIMIT

NM-1131-24" C.P.  
NM-1129-24" C.P.  
NM-1127-24" C.P.

NM-1125-48" C.P.

NM-558-24" x 166" CONC. OR HWY. BR.

NM-1123-36" C.P. DBL.

F X

NM-1121-36" C.P. DBL.

F X  
NM-1117-42" C.P. DBL.

HWY X

NM-1117-24" 30" CONC. P.

NM-1115-24" 30" CONC. P.  
HWY X

F X

NM-1113-21" COR. I.P. SYMION

NM-1111-48" C.P.

NM-1109-30" 20" C.P.

SEC. 370E ← SEC. 3412

NECO OILER  
MBH 8553-S.R.

150

F X

200

250

300

350

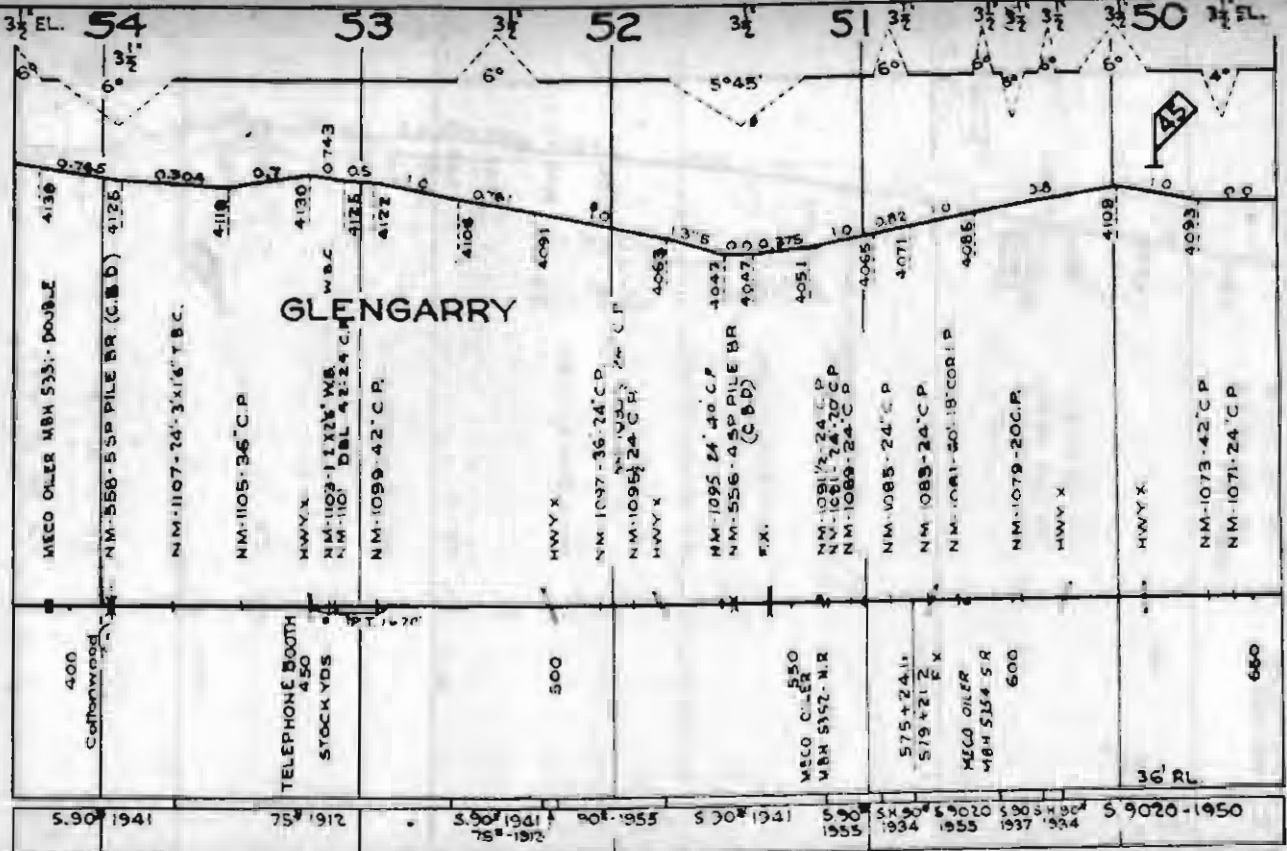
1930  
1934

1930  
1940

1941

1930  
1941

4" GRAVEL 1941



4" GRAVEL 1941

5.90	1941	75	1912	3.50	1941	108	1955	5.30	1941	5.90	1955	5x 90	1934	5.90	20	5.90	5x 90	1934	5.90	20	1950	1950
------	------	----	------	------	------	-----	------	------	------	------	------	-------	------	------	----	------	-------	------	------	----	------	------

EL 31.2

49  $\frac{40}{40}$

3  $\frac{1}{2}$  EL 48

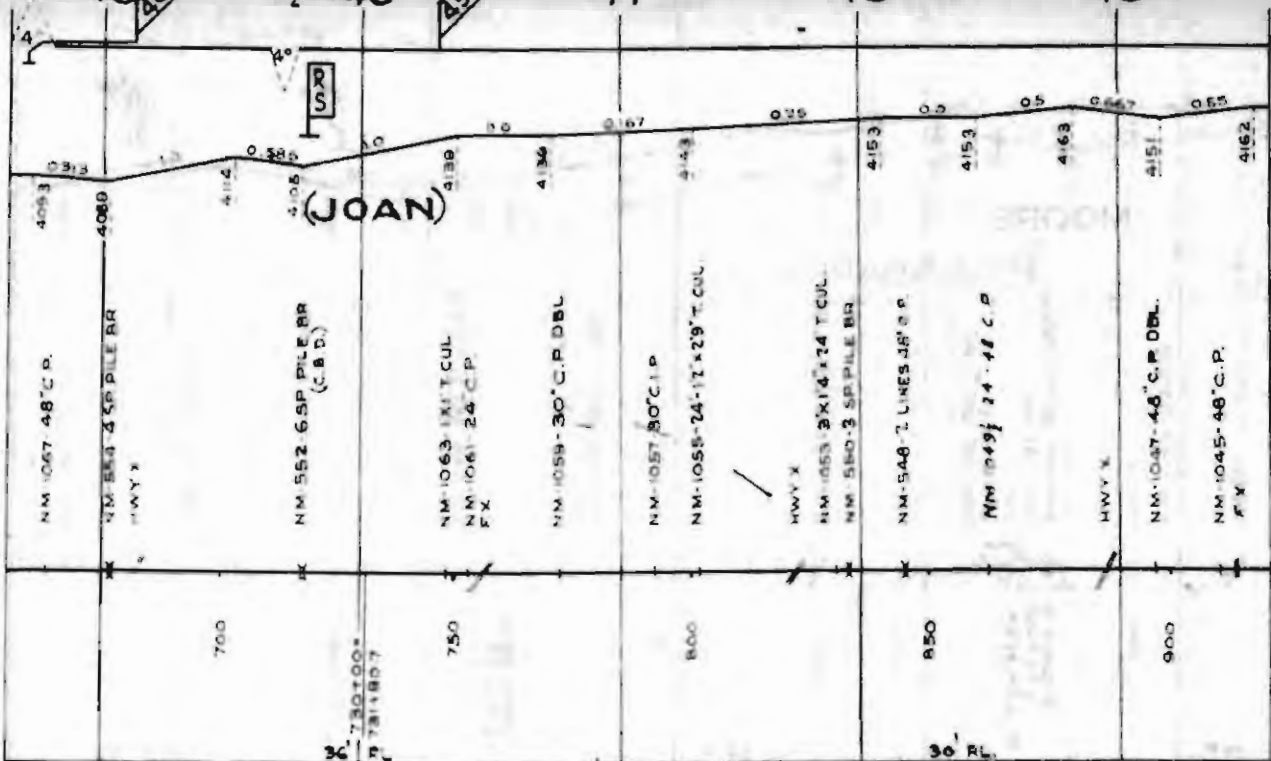
45

47

46

45

97



(JOAN)

NM 1067-48° C.P.

NM 553-35° PILE BR  
HWY X

NM 552-65° PILE BR  
(C.B.D.)

NM 1063-181° T.CUL  
NM 1061-24° C.P.  
FX

NM 1059-30° C.P. DBL.

NM 1057-90° C.P.

NM 1055-24-17° X29° T.CUL.

HWY X  
NM 1053-3° X14° X24° T.CUL.  
NM 580-3° SR PILE BR

NM 548-1° LINES JR° C.P.

NM 1049-24-18° C.P.

HWY X

NM 1047-46° C.P. DBL.

NM 1045-48° C.P.  
FX

700

750

800

850

900

36' 730100+  
7811807

36' RL

SAW. 9020-1950

4" GRAVEL 1941

44

43

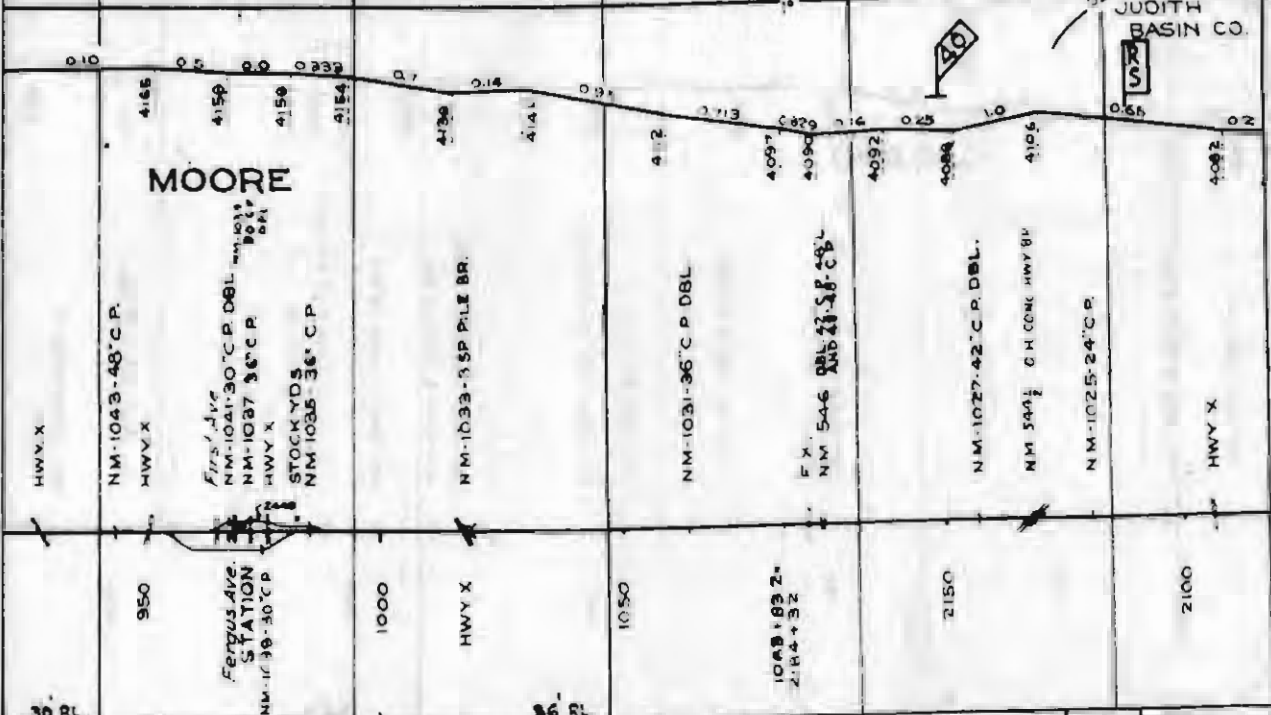
42

EL. 1' 41

40

FERGUS CO.

JUDITH BASIN CO.



MOORE

NM-1043-48° C.P.

Ferguson Ave  
NM-1041-30° C.P. DBL  
NM-1037-36° C.P.  
HWY X  
STOCK YDS  
NM-1035-36° C.P.

NM-1033-35 PILE BR.

NM-1031-36° C.P. DBL

F X  
NM-1027-42° C.P. DBL.  
AND 48-58° C.P.

NM-1027-42° C.P. DBL.

NM-1025-24° C.P.  
G H CONC HWY BR

950

Ferguson Ave.  
STATION  
NM-1030-30° C.P.

1000

HWY X

1050

1048+89 Z  
2184+32

2150

2100

30 RL.

36 RL.

SAW. 9020-1950

SM 100  
1953

7506  
1912

4" GRAVEL 1941



40

39

38

37

BL. 1' 36

35

2 1/2 EL.

JUDITH BASIN CO.

FERGUS CO.

FERGUS CO.

JUDITH BASIN CO.

NM-544-1 SP PILE BR

4096

SIPPLE

HWY. X

TELEBOOTH

2050

4092

NM-542 4 SP PILE BR  
HWY. X

2000

4100

4094

NM-1013-1 SP PILE BR

1950

4099

HWY. X  
NM-540-1 SP PILE BR

1900

4124

4135

NM-1009 2 SP PILE BR. (C.B.D.)

1850

4162

FX.

S.H. 54  
1953

4" GRAVEL 1941

0.24

0.35

0.54

0.74

0.85

0.54

0.56

0.56

45

100

34 EL 34'

33 AS

32

31

30

520

Track  
Raised  
1951

056

0446

0285

03575

0557

0433

0.85

4263

06

STRAW

McCLAVE

NM-1007-30° C.P

NM-538-3 SP PILE BR-1194

HWY X

NM-1008 1/2 T & C  
HWY X  
NM-1005 1/2 48-36° C.P

NM-536-5 SP PILE BR-4204

4211

NM-534-4 SP PILE BR

4217

FX

FX

NM-532-4 SP PILE BR

HWY X

NM-530-1 SP PILE BR

HWY X

NM-1003-24° C.P

1800

2044

STOCK YDS

1750

2032

1900

1650

1500

7506-1912

7506-1955

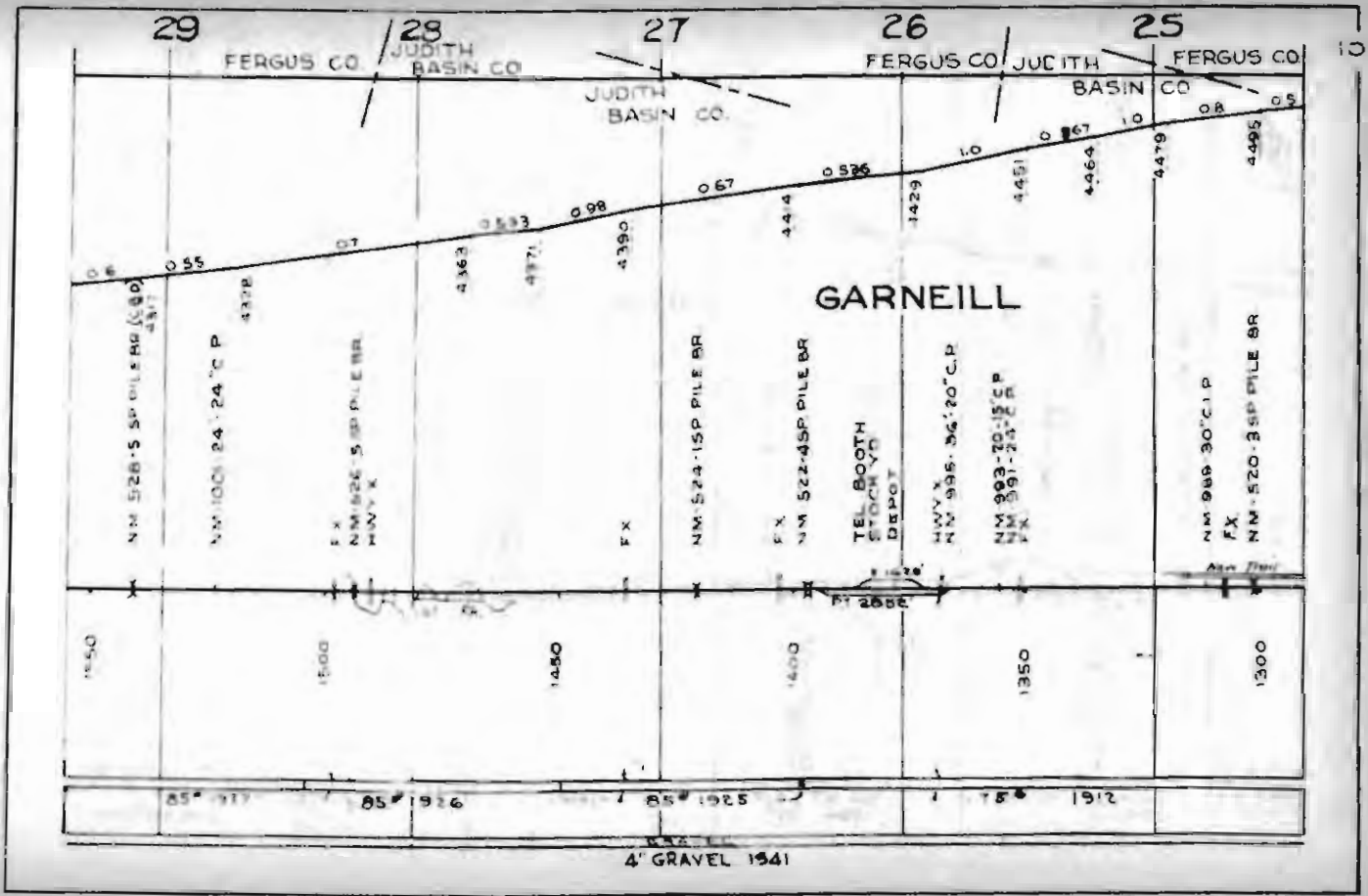
7506-1912

889-1928

852-1955

854-1954

4" GRAVEL 1941



29

28

27

26

25

FERGUS CO.

JUDITH  
BASIN CO.

JUDITH  
BASIN CO.

FERGUS CO.

JUDITH  
BASIN CO.

FERGUS CO.

10

**GARNEILL**

1550

1500

1450

1400

1350

1300

NM 526-5 SP PILE BR  
4317

NM 100-24-24 CP  
4322

FX  
NM 626-5 SP PILE BR  
HWY X

NM 524-15P PILE BR  
FX

FX  
NM 522-8SP PILE BR

TEL. BOOTH  
STOCK YD  
DEPOT

HWY X  
NM 996-36-20 CP

NM 993-20-15 CP  
HWY X

NM 998-30 CP  
FX  
NM 520-3 SP PILE BR

0.55  
0.57  
0.533  
0.98  
0.67  
0.526  
1.0  
0.867  
1.0  
0.8  
0.5

4362  
4371  
4390  
444  
4451  
4464  
4479  
4495

85° 19' 17"

85° 19' 16"

85° 19' 25"

85° 19' 12"

4' GRAVEL 1541

152

24 R S

23 FERGUS CO.

JUDITH BASIN CO.

22 WHEATLAND CO.

20 R S

EL.

JUDITH GAP

NM-985 1/2 36'-30" C.P.  
F X

NM-518-4 SP. PILE BR.  
4510

NM-985-24'-24" C.P.  
NM-983-18'-24" C.P.  
NM-516-ON RY BR (1/2) 4527  
2 1/2' 20' 10" 20' 10"

NM-514-GSP PILE BR  
4535

NM-981-24" C.P.

NM-979-86" C.P.

NM-971-43" C.P.

40' X  
NM-512-1 SP PILE BR  
TEL IN SEC HO  
NM-315 PC 21 W.B.  
NM-915 20' W.B.  
NM-915 20' W.B.

STATION

NM-915-24" C.P.  
F X

MECO OILER  
MWH 6600  
MECO OILER  
MWH 6309-4.2

75' 1917

SH 9020 1951

75' 1916

SH 9020 1951  
SH 9020 1951

75' 1916

SH 10075 1951

SH 10075 1951  
SH 10075 1951

EL. 3 1/2 19 3 1/2

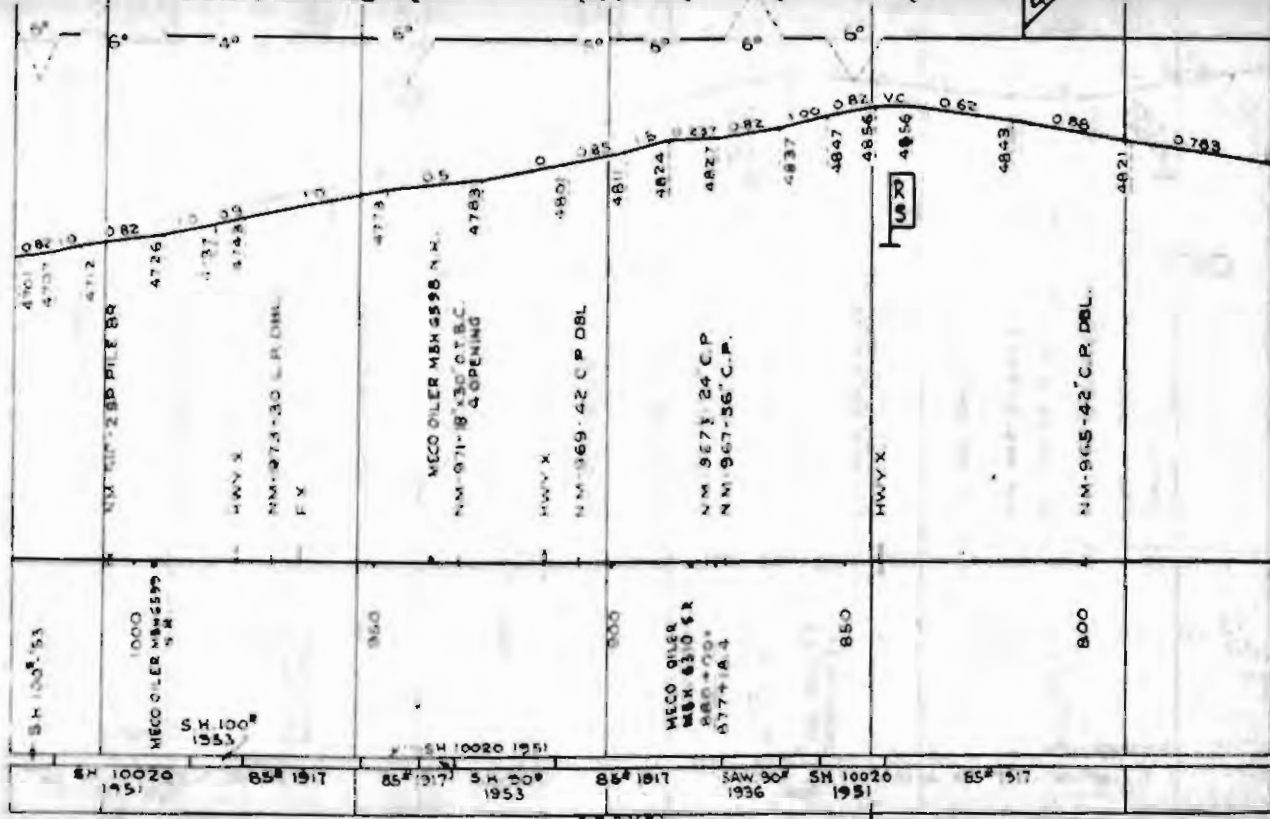
18 3 1/2

3 1/2 17 3 1/2

163 1/2 EL.

40

15



4701  
4707  
4712

NM-610-25D PILE BR

4726

4737  
4743

HWY X  
NM-973-30 C.P. DBL.  
F.V.

4779

MICO OILER MBH 6598 N.H.  
NM-971-18 30" C.T.B.C.  
4 OPENING 4783

4807

HWY X  
NM-969-42 C.P. DBL.

4811

4824

NM-927-24 C.P.  
NM-967-36" C.P.

4827

4837

4847

4856

4856

4862

4868

4873

4879

4885

4891

4897

4903

4909

4915

4921

NM-965-42" C.P. DBL.

SH 1000-53

1000  
MICO OILER MBH 5599  
S.H.

SH 1000  
1953

950

SH 10020 1951

900

MICO OILER  
MBH 6310 SR  
R80-700  
877-1A-4

850

SH 10020  
1951

85 1917

85 1917  
SH 500  
1953

85 1817

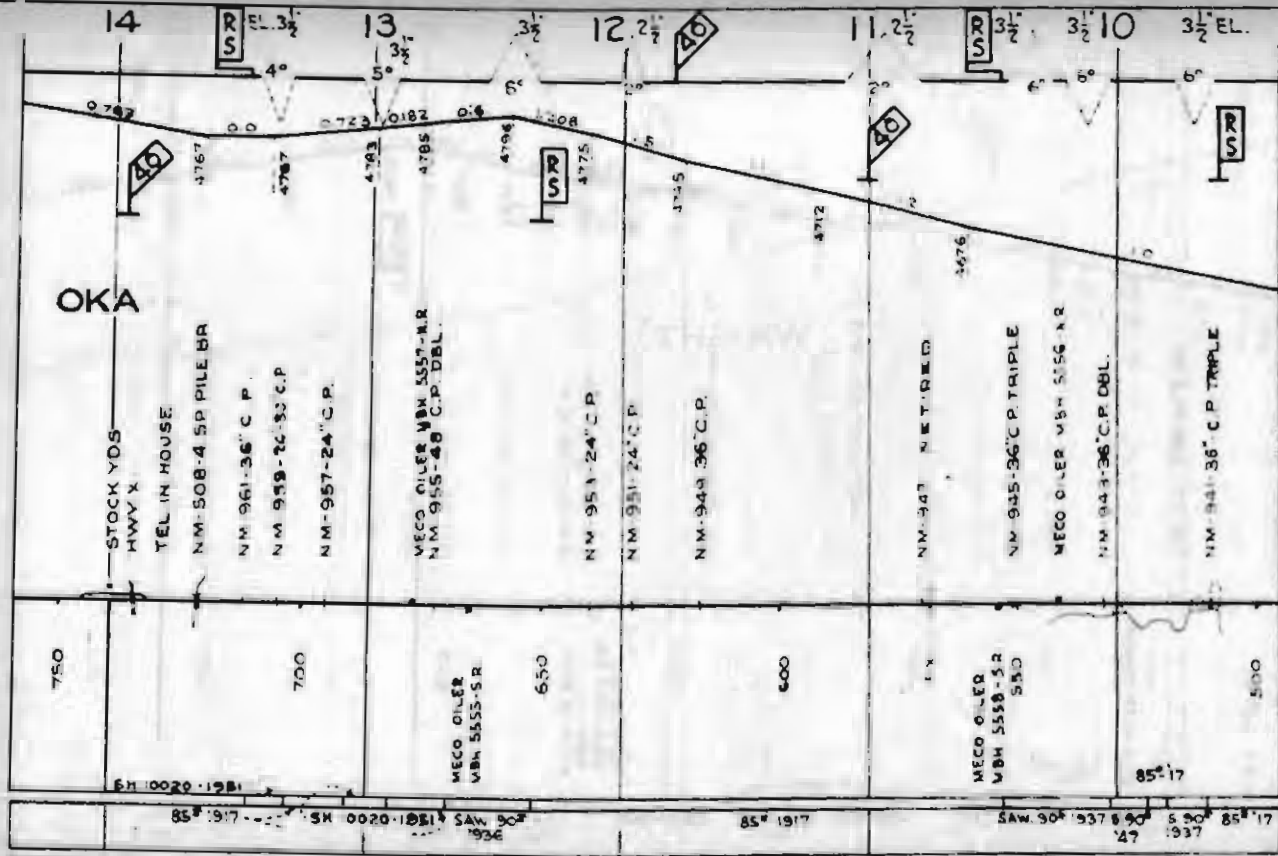
SAW 90  
1936

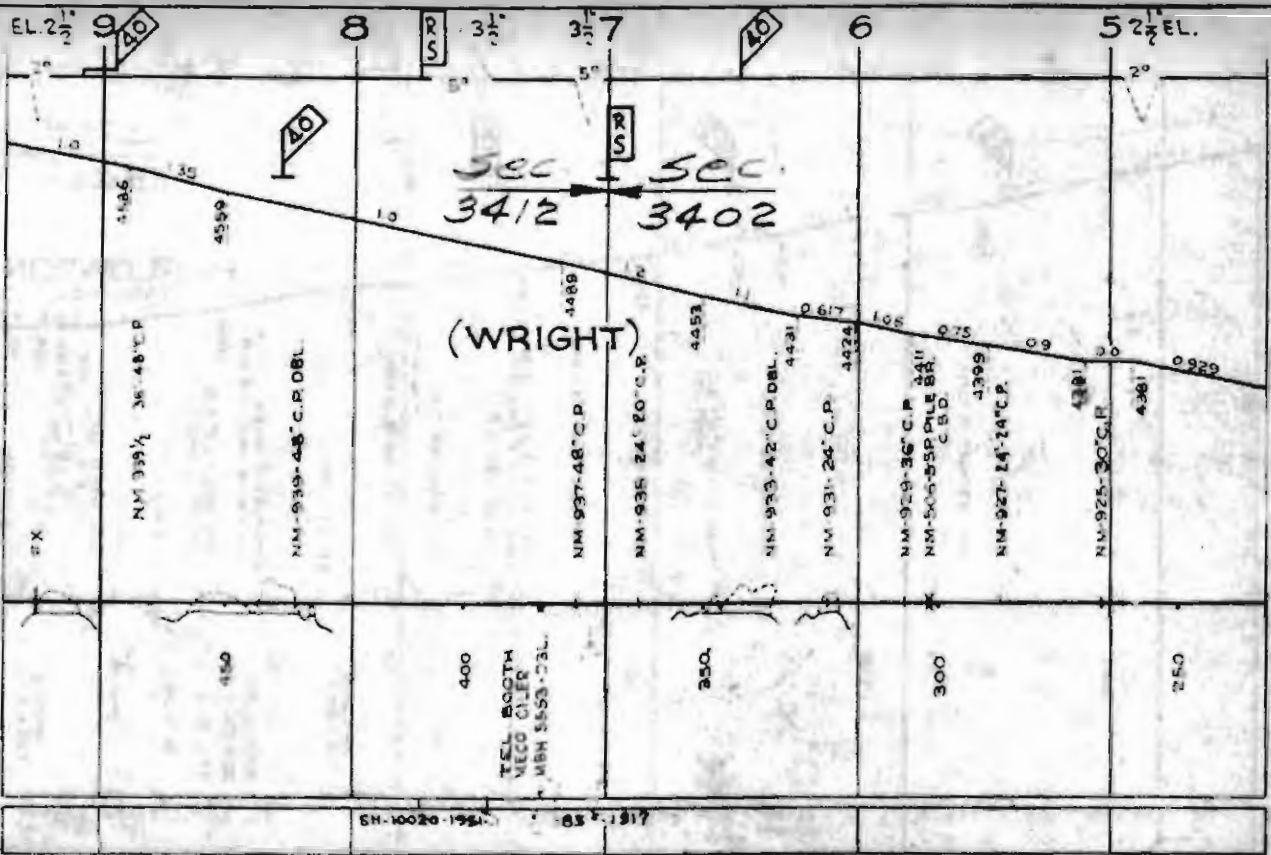
SH 10020  
1951

85 517

4' GRAVEL 1941

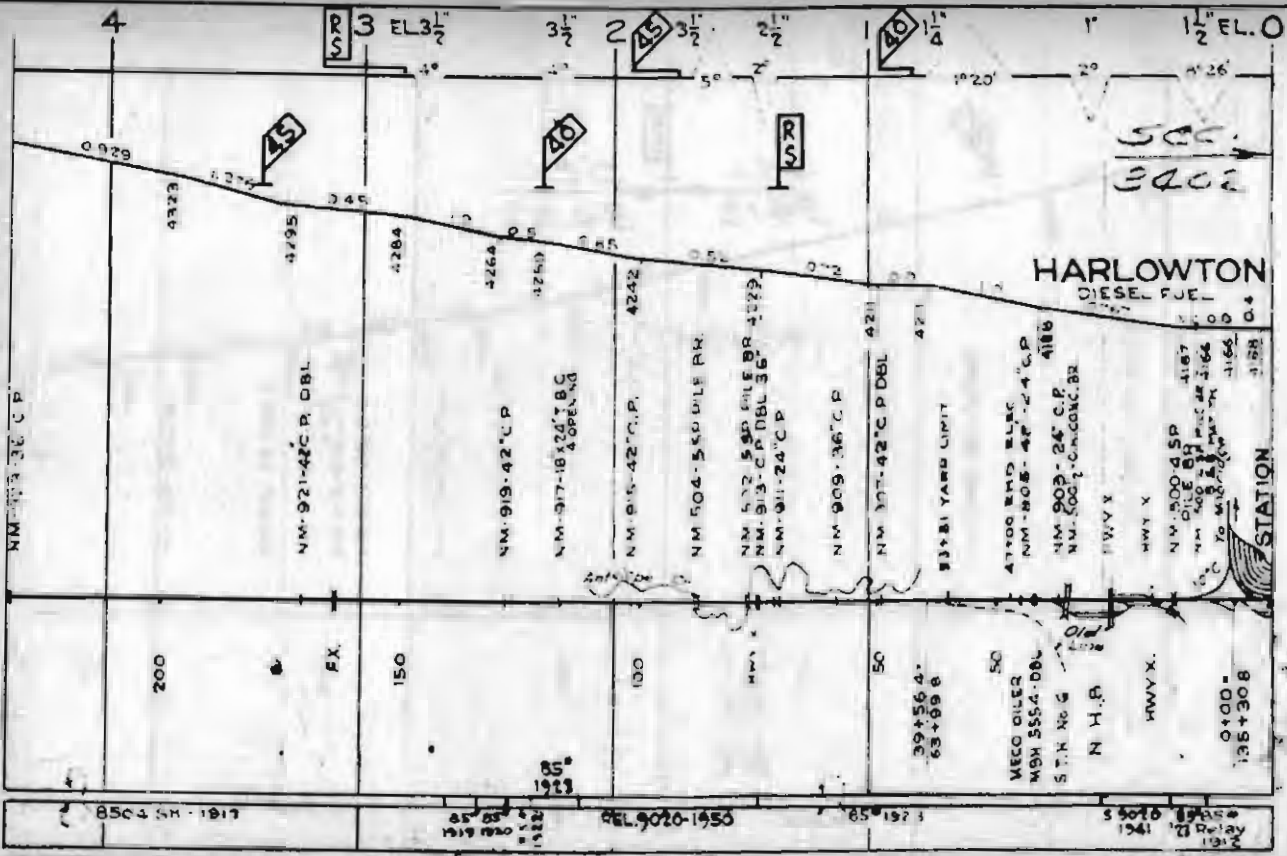
4' GRAVEL 1942





4<sup>th</sup> GRAVEL 1942

HARLOWTON TO AGAWAM



8504 SH-1917

45 83  
1917 1920  
1922

REL 9020-1950

85 1923

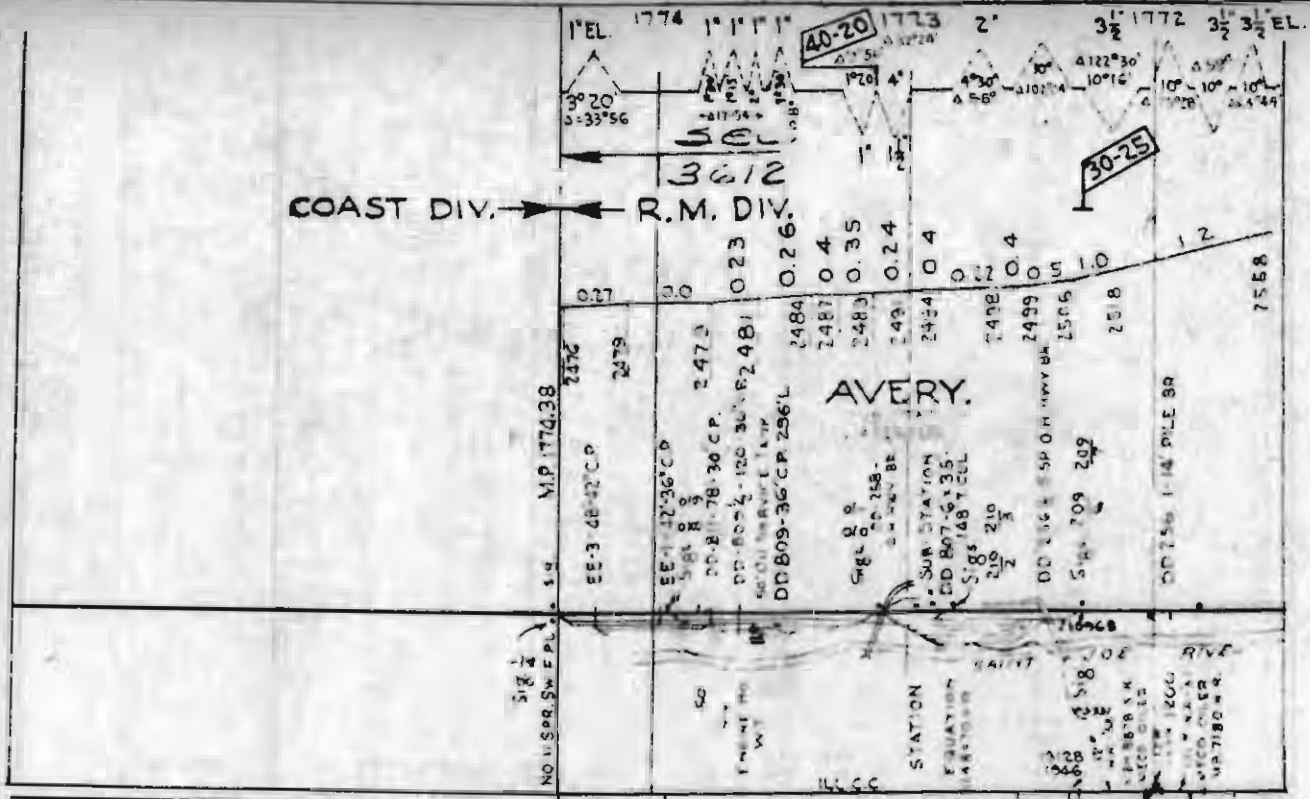
85070 85070  
1941 1941  
Relay  
1917

4' GRAVE 1947





COAST DIV. ← → R.M. DIV.



1228-1944  
INL. C.C.

1228-1944

1330  
930

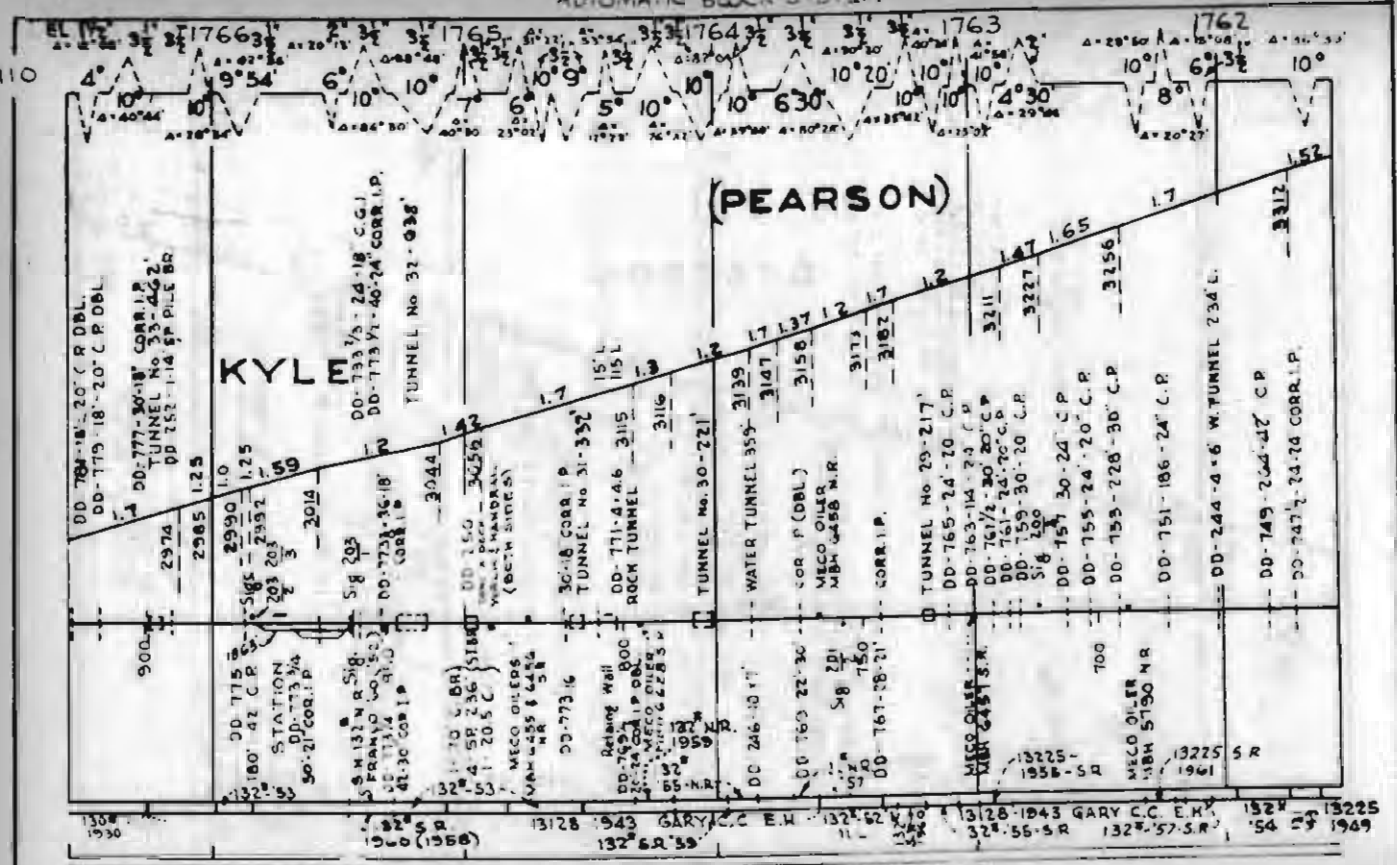
1228-1944  
1950

4" GR 1944  
← ELECTRIFIED

4" GRAVEL 1944  
(DEER LODGE PROC)

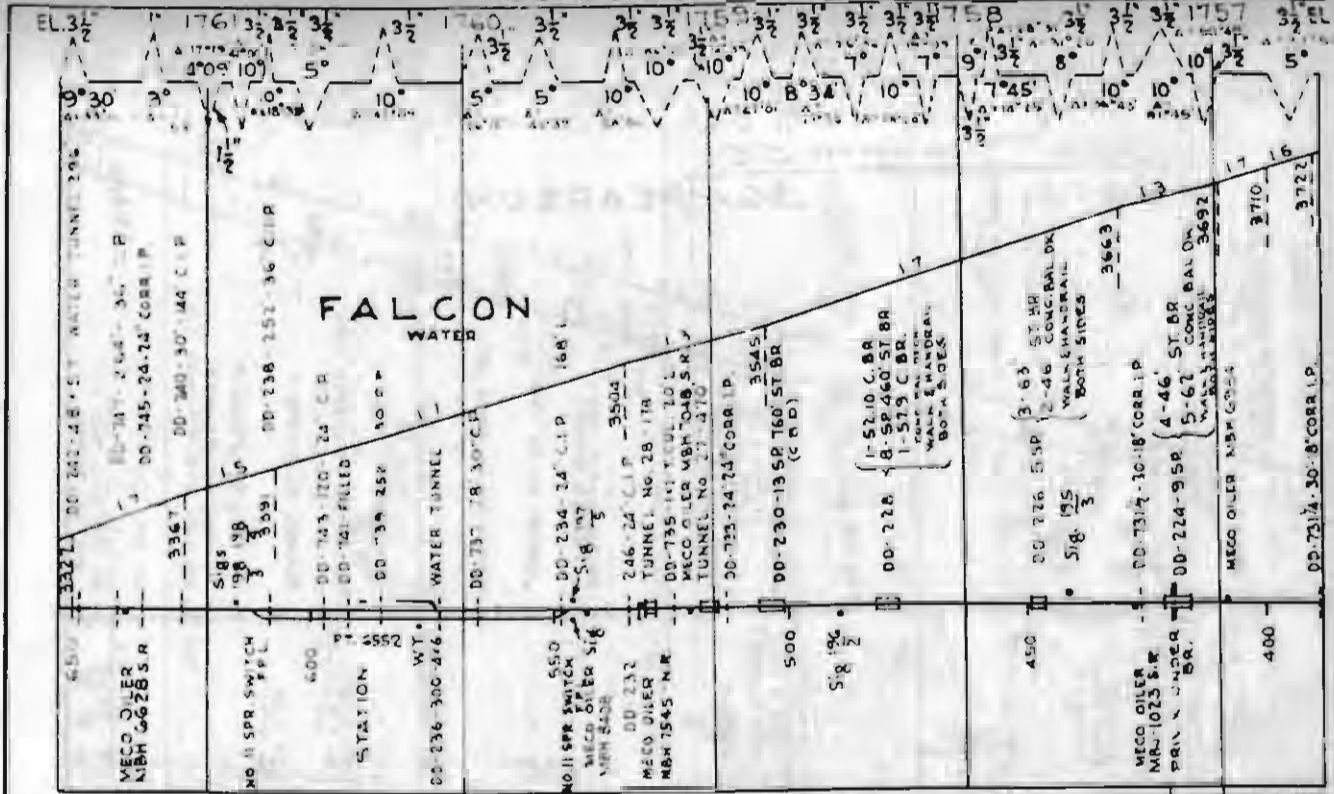
SURF SB-FRANCH  
DIT RUN GRAVEL





SURFACED - 1959 - FRENCHTOWN PIT RUN GRAVEL

ELECTRIFIED

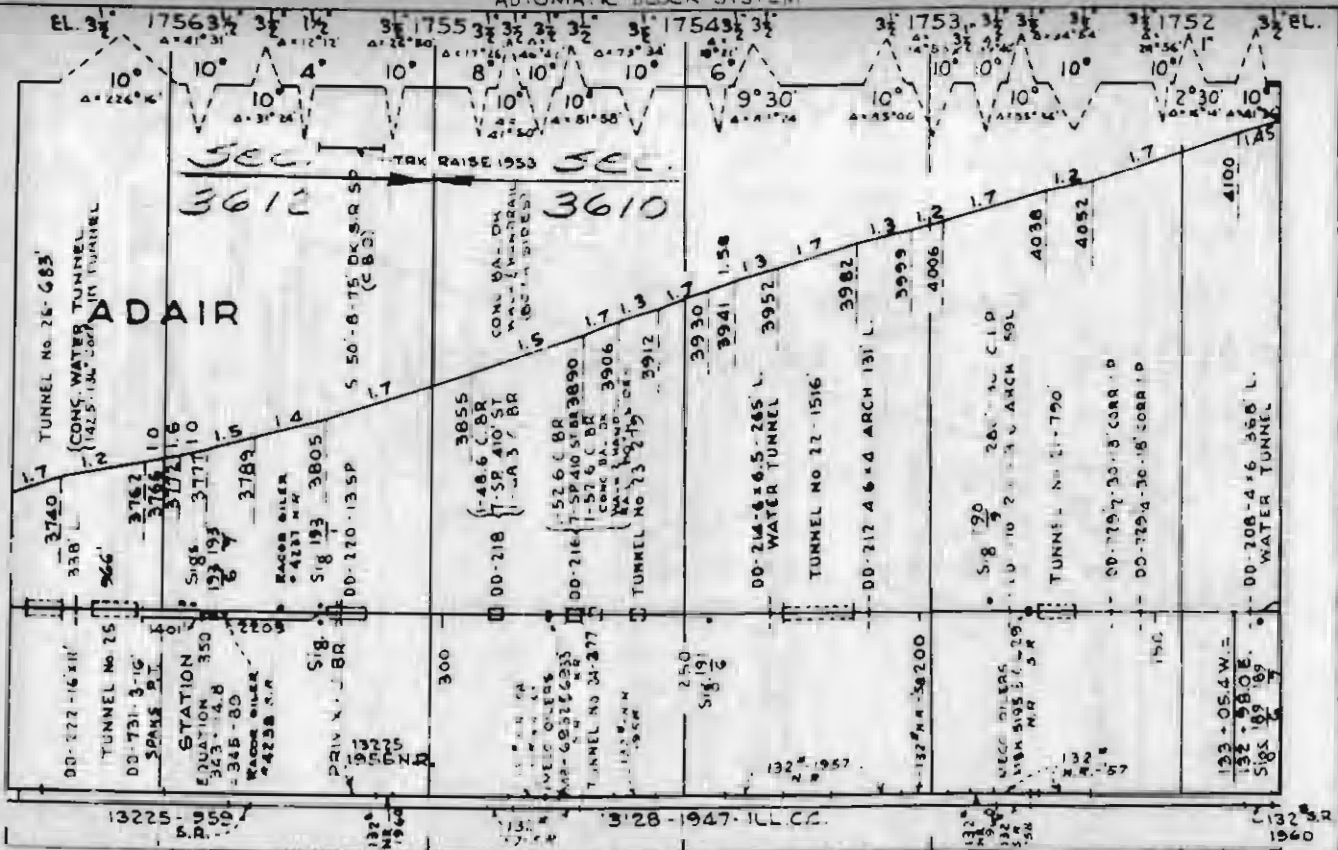


FALCON  
WATER

1925-1949 (ILL. C.C.)

1937 1937-49  
1957 (ILL. C.C.)

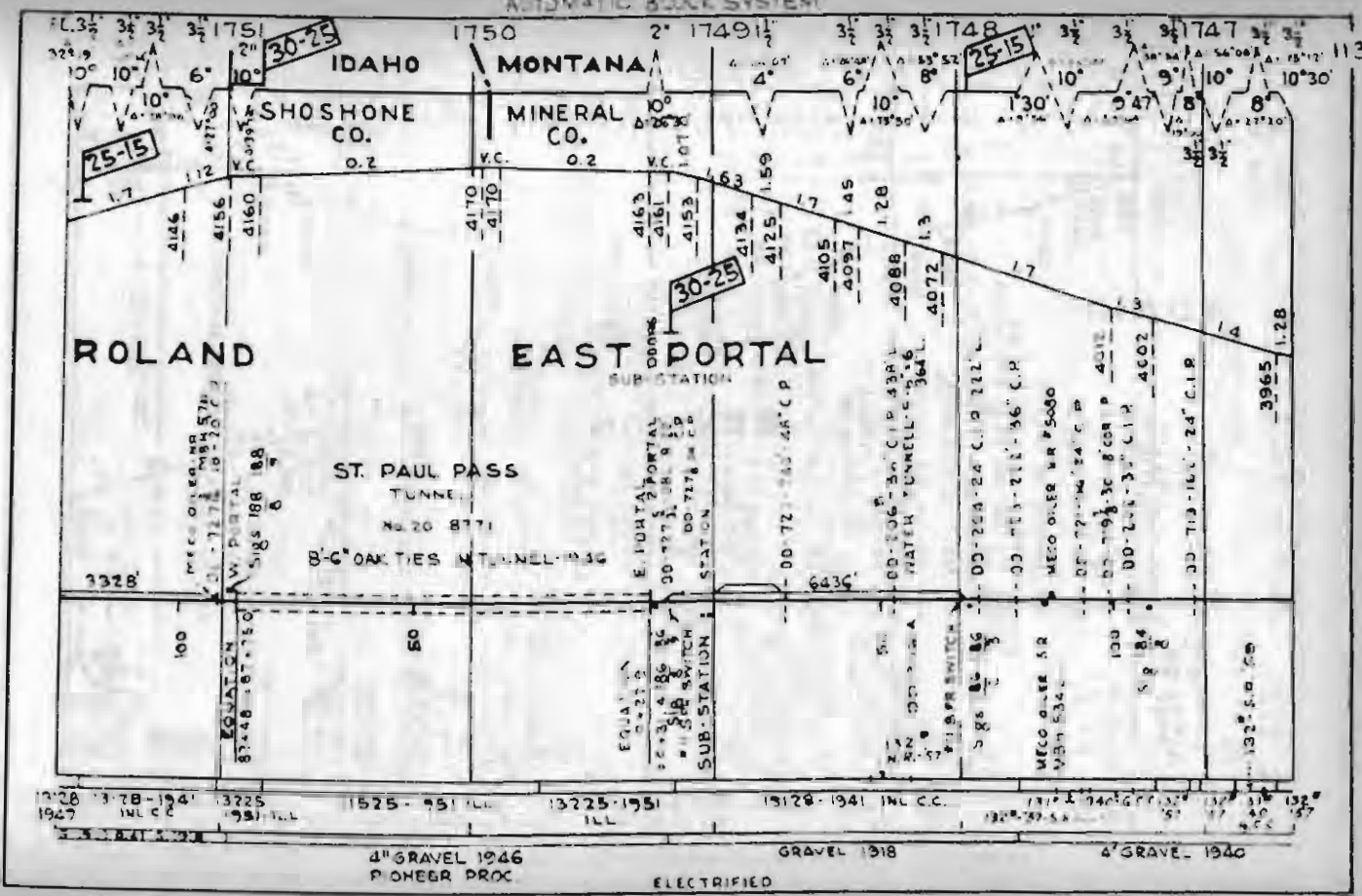
SURFACED - 1959 - FRENCHTOWN PIT - RUN GRAVEL  
ELECTRIFIED



SURFACED - 1959 - FRENCHTOWN PIT-RUN GRAVEL

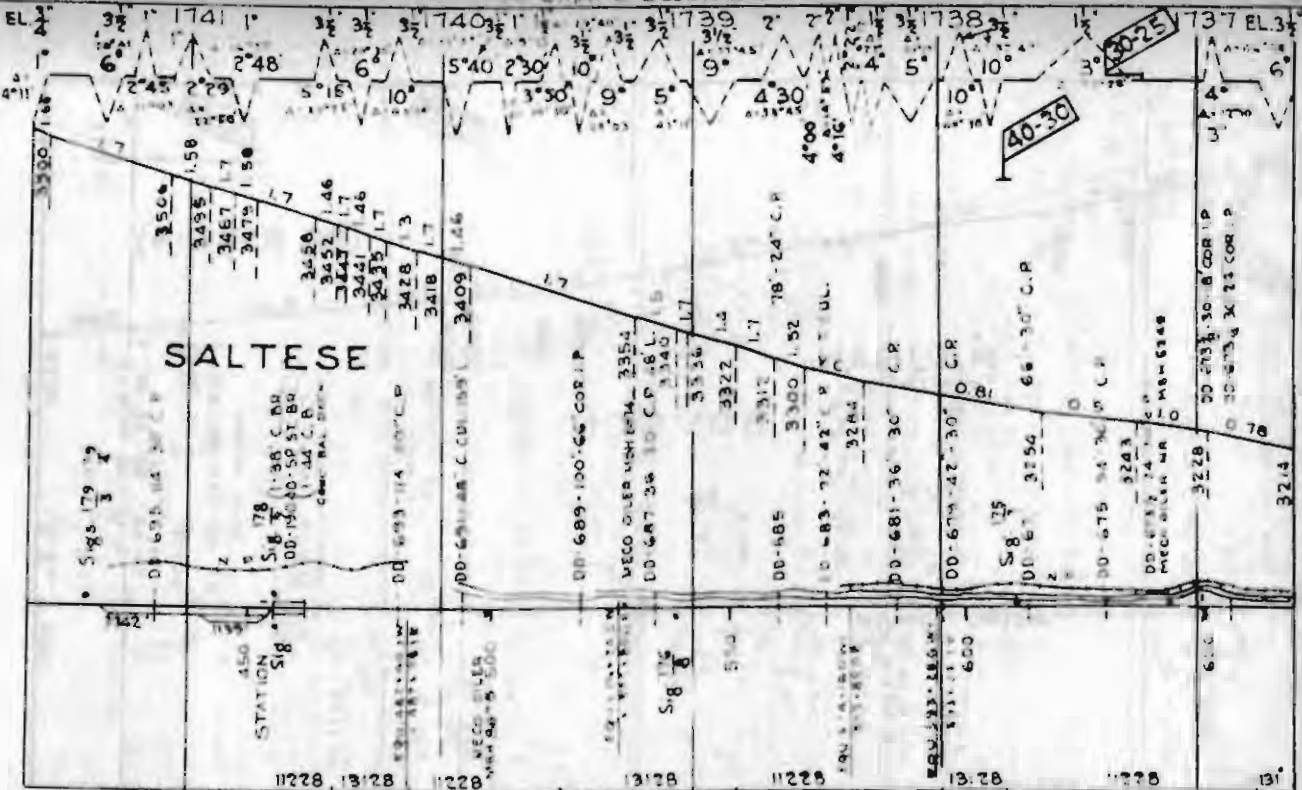
GRAVEL '29  
0.4 RAISE

ELECTRIFIED









SALTESE

STATION  
450  
Sig

518 78 (1-36) C. RR  
 00-150-80-5P ST BR  
 (1-34) C. R.  
 C. RR. BAL. DIV.

MECO OLER  
MECO OLER 500

Sig  
8

MECO OLER HIGH 224  
3354  
00-647-34 10 C.P. 261  
3340 15  
3336 17

00-685  
3312 17  
3300 152

00-683-72 42' P. Y. T. UL.  
3283 C

00-681-36 30' C.R.

00-679-42-30' O.C.R.

Sig 75  
00-67 3254  
0

00-675 34 36' C.P.  
3243  
00-673 74 6' P.  
MECO OLER 74  
0

MECO OLER 74  
0  
M8-6348

00-673-30-8' CORIP  
0 78  
30-673-3 X 21 COM.P

11228 42 132  
GARY C.C. 37 GARY C.C.

13/28 132  
1945 GARY C.C. - 1946

116

EL. 3 1/2 1736

1735

1734

3 1/2

1733

3 1/2 EL. 1732

3 1/2

40-30

65-45

55-45

55-45

70-50

0.82 0.78 0.86

1.0

0.7

TRACK  
RAIL  
152

(DE BORGIA)

32.04  
3170  
65-45

3188

3168

3144

0.8

0.13

0.69

0.44

0.44

0.67

0.46

HAUGAN

WATER OIL

DD-663 FILLED

DD-664 F. 48' CP

HWY 1

HWY 2

HWY 3

DD-184

DD-667 41' 48' CP

DD-186 180' 50' F. (C.M.D.)

HWY 1

DD-665 RETIRED

DD-184 BAPCREO FLOW

TWIN TX

DD-666 08' 48' 48' P

DD-667 28' 70' 36' CP

3029

58 1/2

DD-671 42' 42' CP  
Sig. 179  
MILL SPW

700

RT 6347

58 1/2

STATION

Site Tank

Sig. 800

EQUATION  
843.06  
-221.00

Sig. 300

300

350

131' G.C.C.  
946

5100 1542

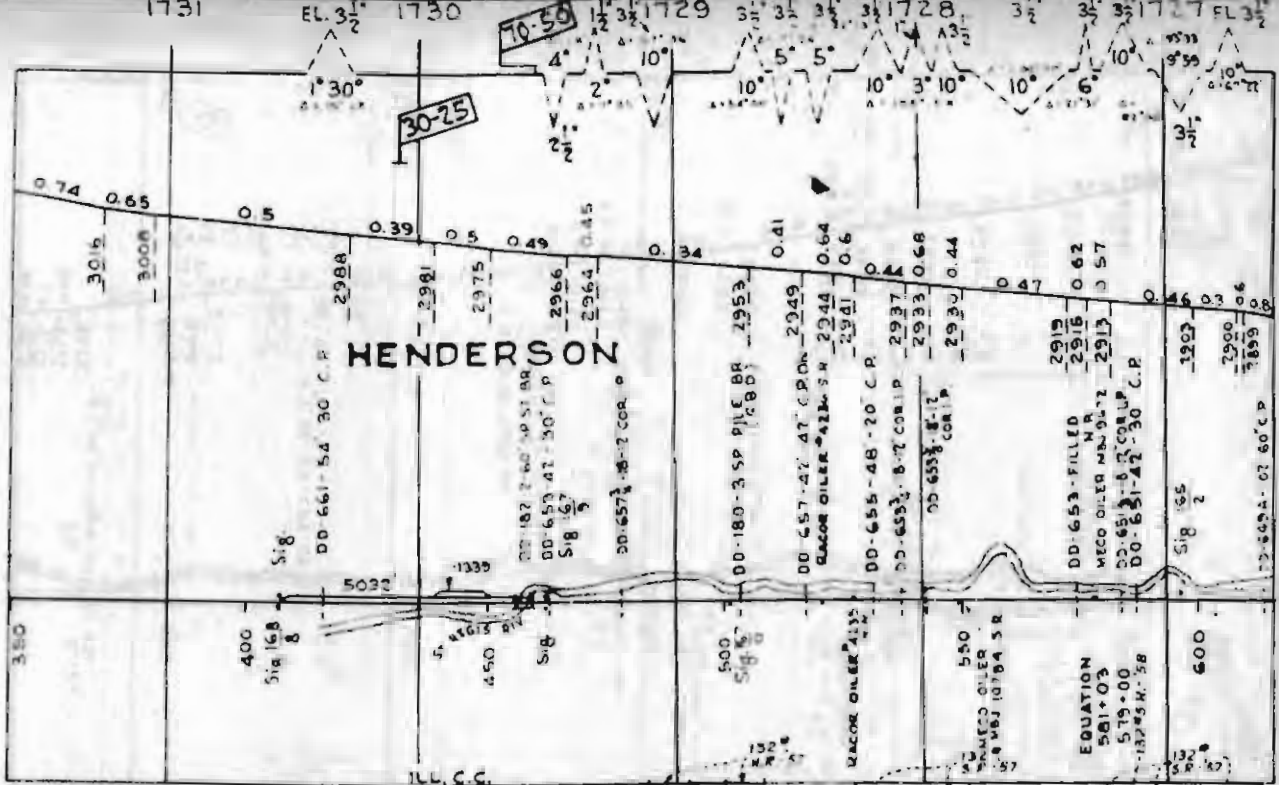
1608 1931

11229-047

11428-25  
ML CC

4" GRAVEL 1947 (FRENCH TOWN GR)

ELECTRIFIED



HENDERS ON

11228-1945 ILL. C.C. 11228-1947 132 S.R. 57 13128-1947 GARY C.C. 132 S.H. 57 13128-1939 INL. C.C. 13128-1941 INL. C.C.

4<sup>th</sup> GRAVEL 1947 (FRENCHTOWN GR)

4<sup>th</sup> GRAY 1934 ELECTRIFIED

GRAY 1939

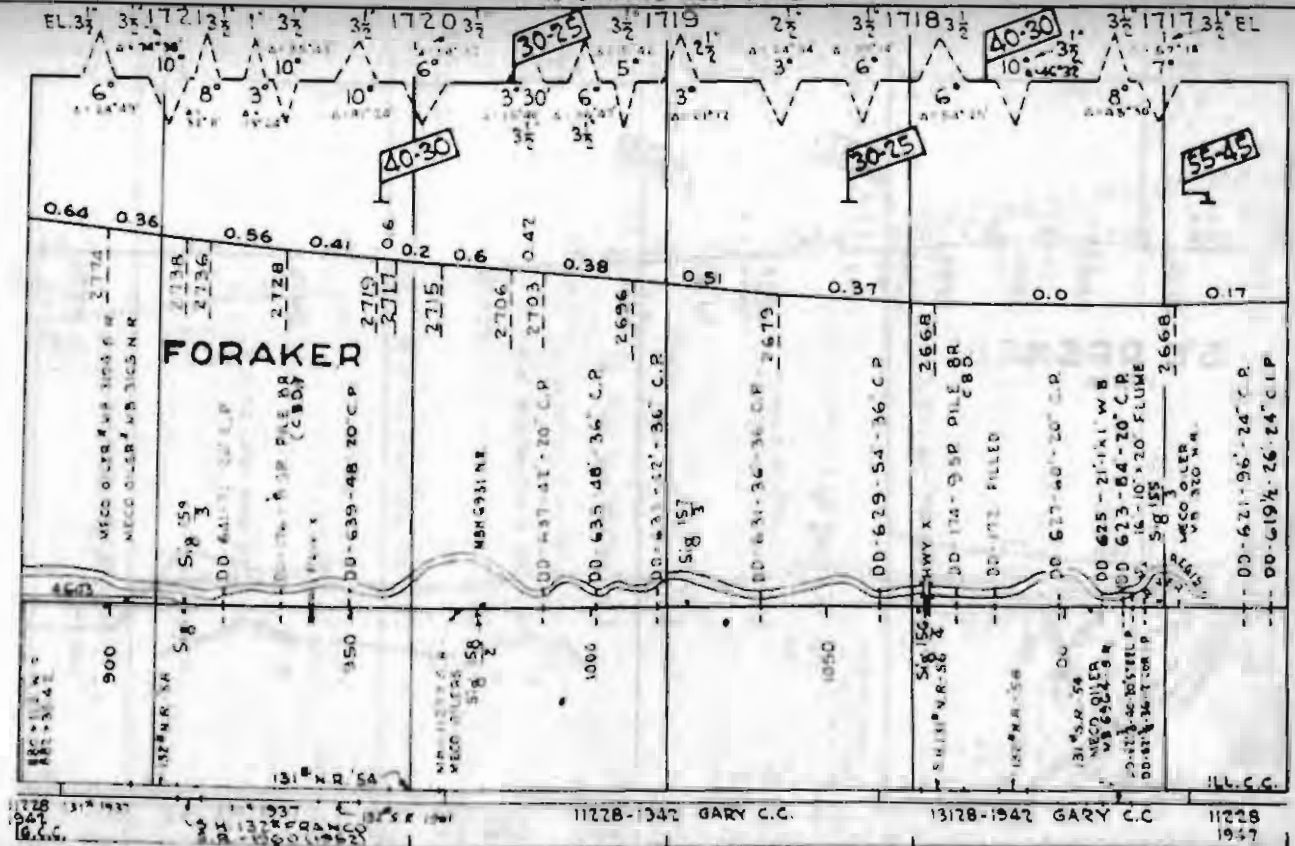
4<sup>th</sup> GRAVEL 1934

FL. 3/2 3 1/2 1725 3 1/2 1724 3 1/2 1723 3 1/2 1722 EL. 3 1/2



13128-1941 INLAND C.C.      1328-1942 GARY C.C.      13128-1942 GARY C.C.      11228-1942 GARY C.C.

4" GRAVEL 1934      4" GRAVEL 1942      4" GR 1934  
 ELECTRIFIED



**FORAKER**

11228-1942 GARY C.C.  
 TRAIL 123 0.4 BAIS

13128-1942 GARY C.C.

11228  
 1942

4 GRAVEL 1934

ELECTRIFIED

SURF-1959  
 FRANCHTW-PIT-RLN

120

AUTOMATIC BLACK STS EN

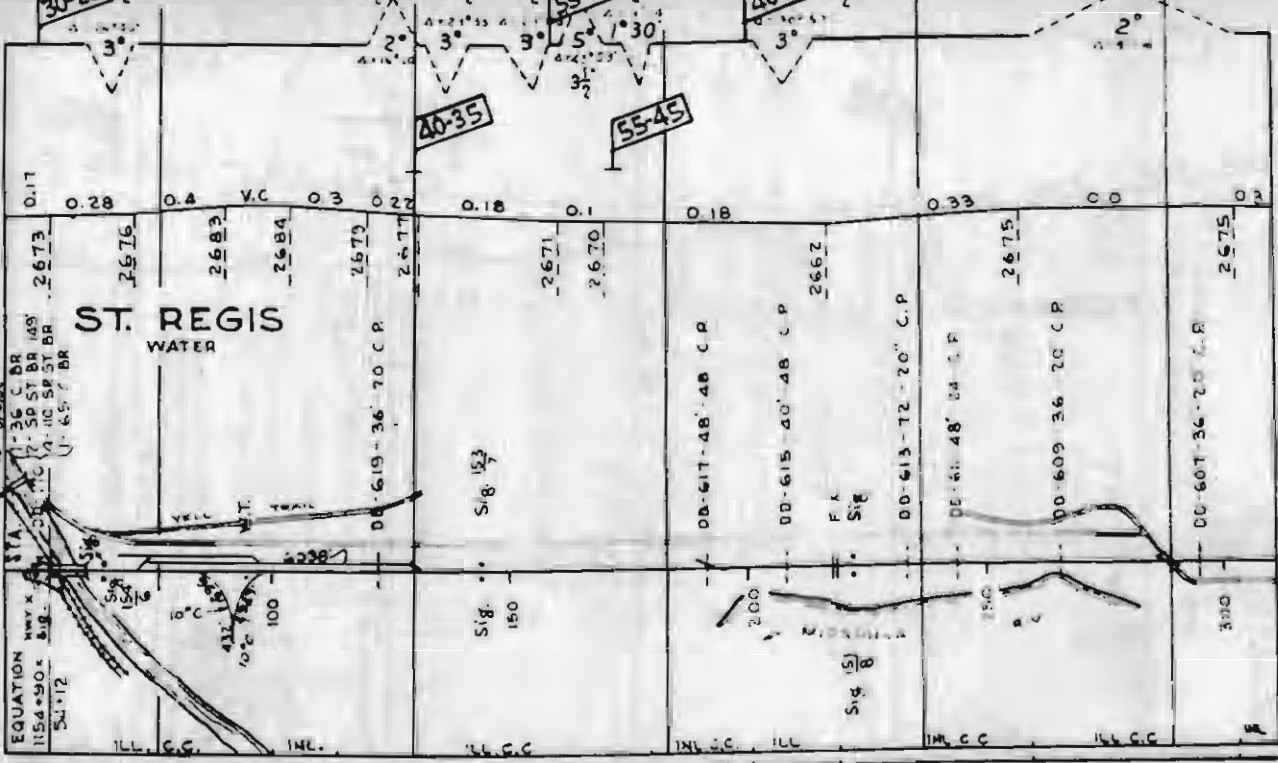
30-25 1716

2 1/2 1715 3 1/2

3 1/2 55-45 1 1/2 1714

40-35 3 1/2 1713

3 1/2 EL. 1712



EQUATION  
 115d + 90k  
 54 + 12

ST. A. 1-36 C. BR  
 2-50 ST BR 149  
 3-11 C  
 4-10 SP ST BR  
 U-65 C BR

ILL. C.C.

INC.

ILL. C.C.

INC. C.C.

ILL

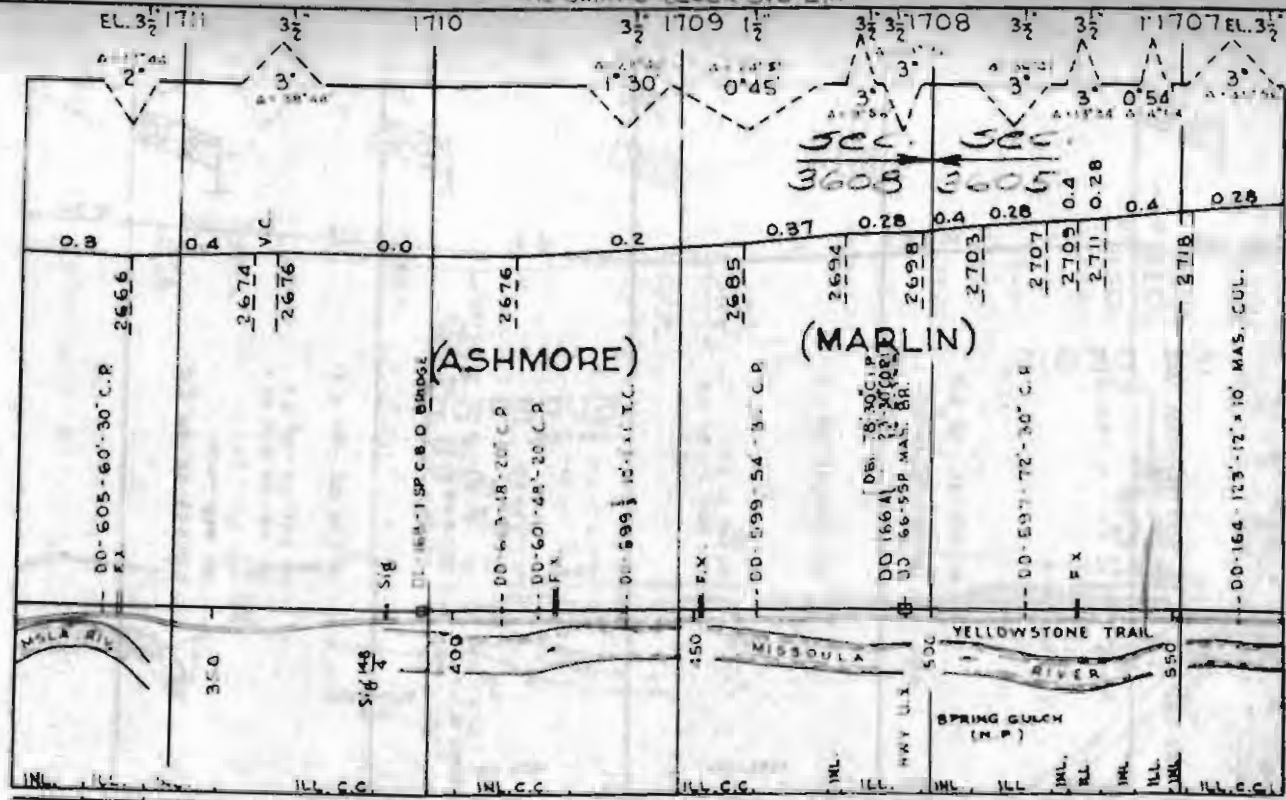
ILL. C.C.

ILL. C.C.

ILL. C.C.

228-1947

SURFACED 1959 (FRENCHTOWN DIST. RWY)  
 ELECTRIFIED



SURFACED - 1959 (FRENCHTOWN PIT-RUN)  
ELECTRIFIED

EL. 3 1/2 1706

1705

2 1/2 1704

2 1/2 1703

1702

70-60

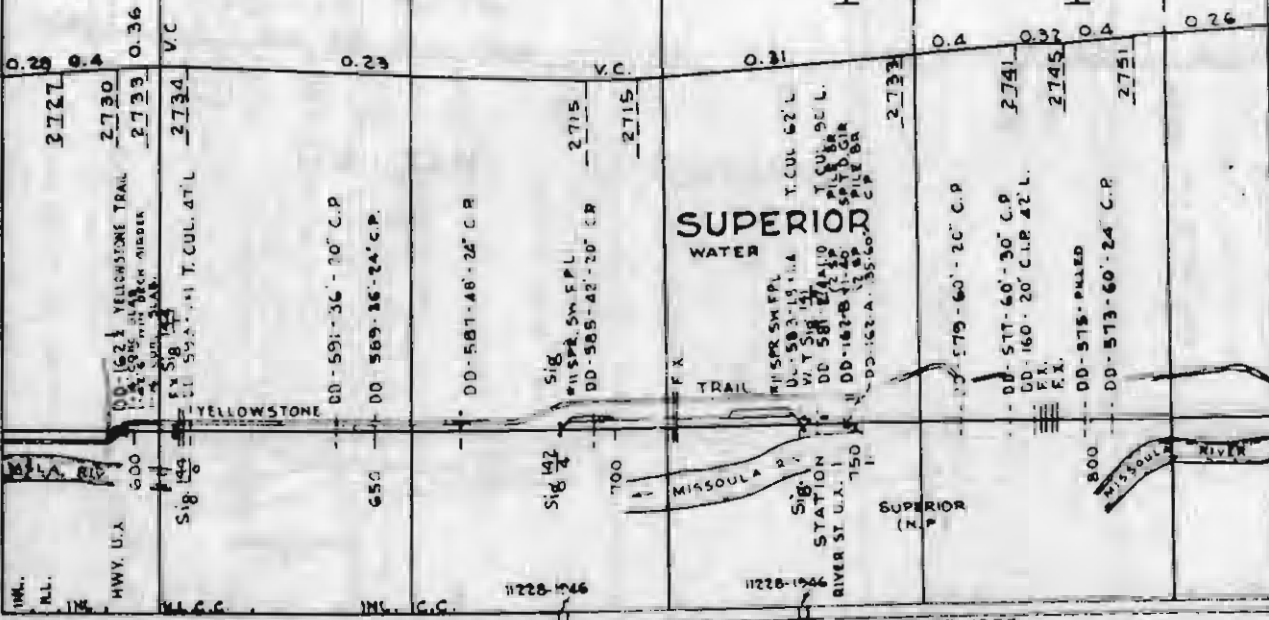
5545

70-60 3 1/2

70-60

79-60

0° 51' 2" EL.



11228-1947

11228-1955

SURFACED - 1950 FRENCH-TOWN PIT RUN

BURF - FRENCHTOWN PIT RUN GR. - 1965 ELECTRIFIED



EL. 2' 0.51  
2.3 906

1701 3 1/2

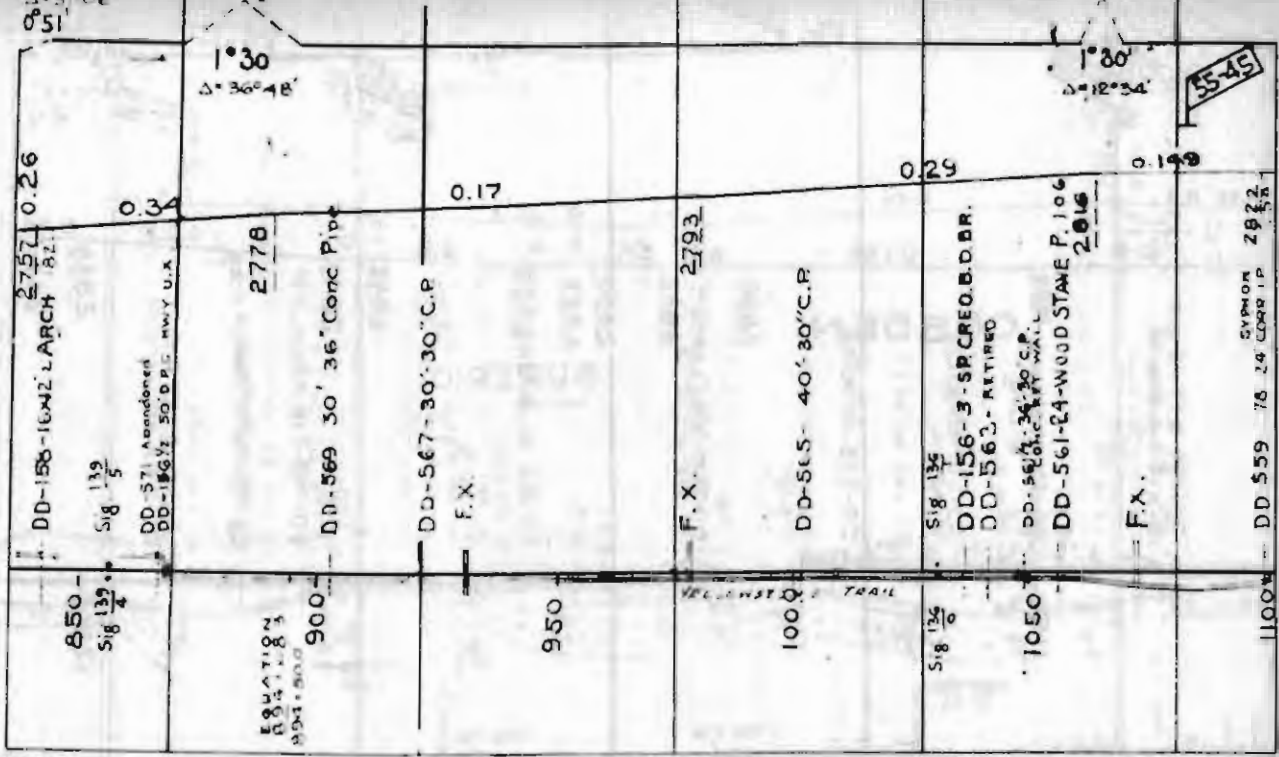
1700

1699

1698

EL. 3 1/2 1697

123



55-45

1°30'  
Δ=36°48'

1°30'  
Δ=12°54'

2757 0.26

0.34

0.17

0.29

0.199

DD-156-16W2 LARCH 82

Sig 139 5

DD-571 Abandoned  
DD-156 1/2 50' D.P.C. HWY U.S.

2778

DD-569 30' 36" Conc Pipe

DD-567-30' 30" C.P.

F.X.

F.X. 2793

DD-565-40' 30" C.P.

Sig 135

DD-156-3-SR CREO.B.D.BR.  
DD-563-RTIRED

DD-561-34' 30" C.P.  
2016

DD-561-24-WOOD STAKE P. 106

F.X.

DD 559 76 24 CORR IP 2822 1/2

850 -  
Sig 139 4

EQUATION  
0.841 2.8 3  
0.041 80.00

900

950

1000

Sig 136 6

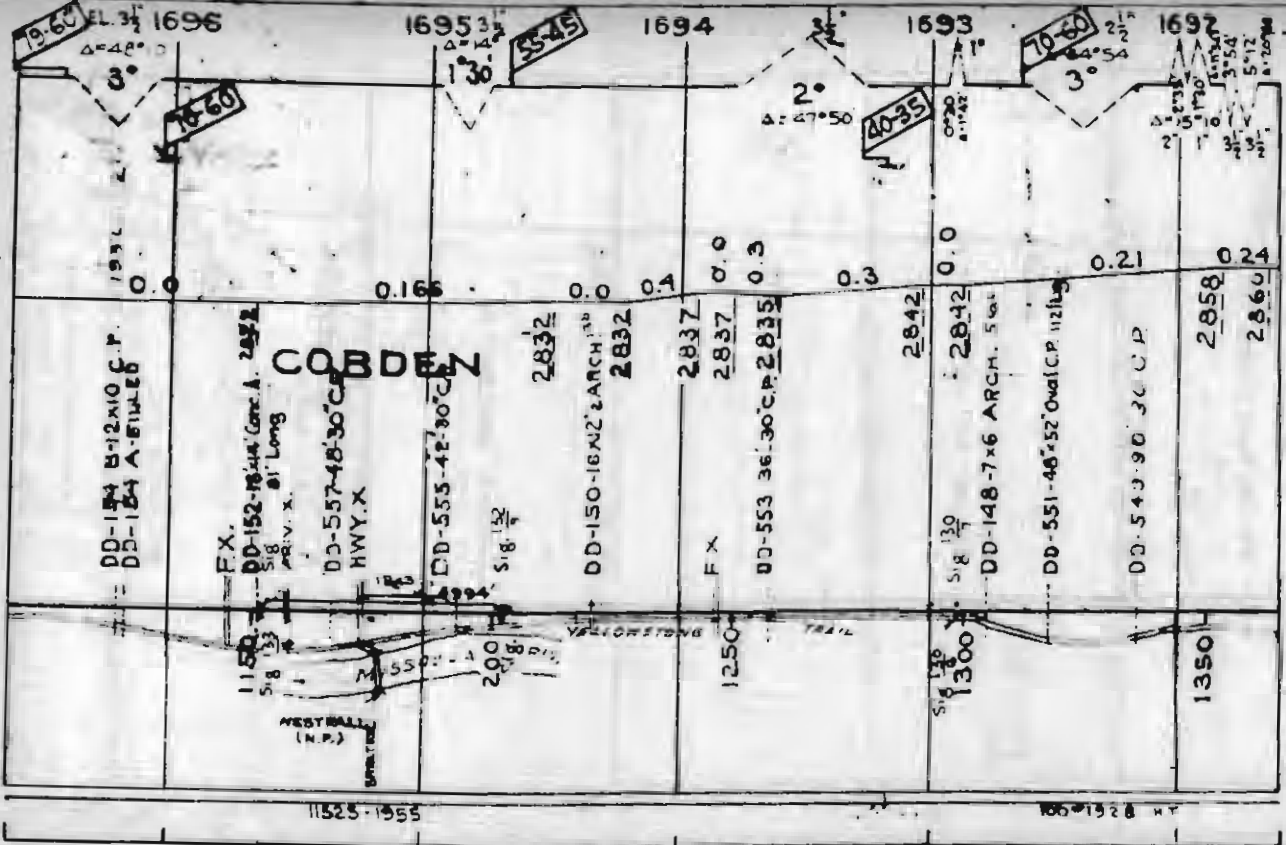
1050

1100

11525-955

SURF - FRENCHTONS PIT RLY GR-1955

RETRACTED



DD-184 8-12x10 C.P.  
DD-184 A-BUILD

F.X.  
DD-152-18'x14' CONC. A. 2852  
Sig. 133  
P.V. X. 81' Long

DD-557-48'30" C.P.  
HWY. X

DD-555-42'30" C.P.  
Sig. 132

DD-150-16x12' 2 ARCH. 130  
2832

F.X.  
DD-553 36'30" C.P. 2835

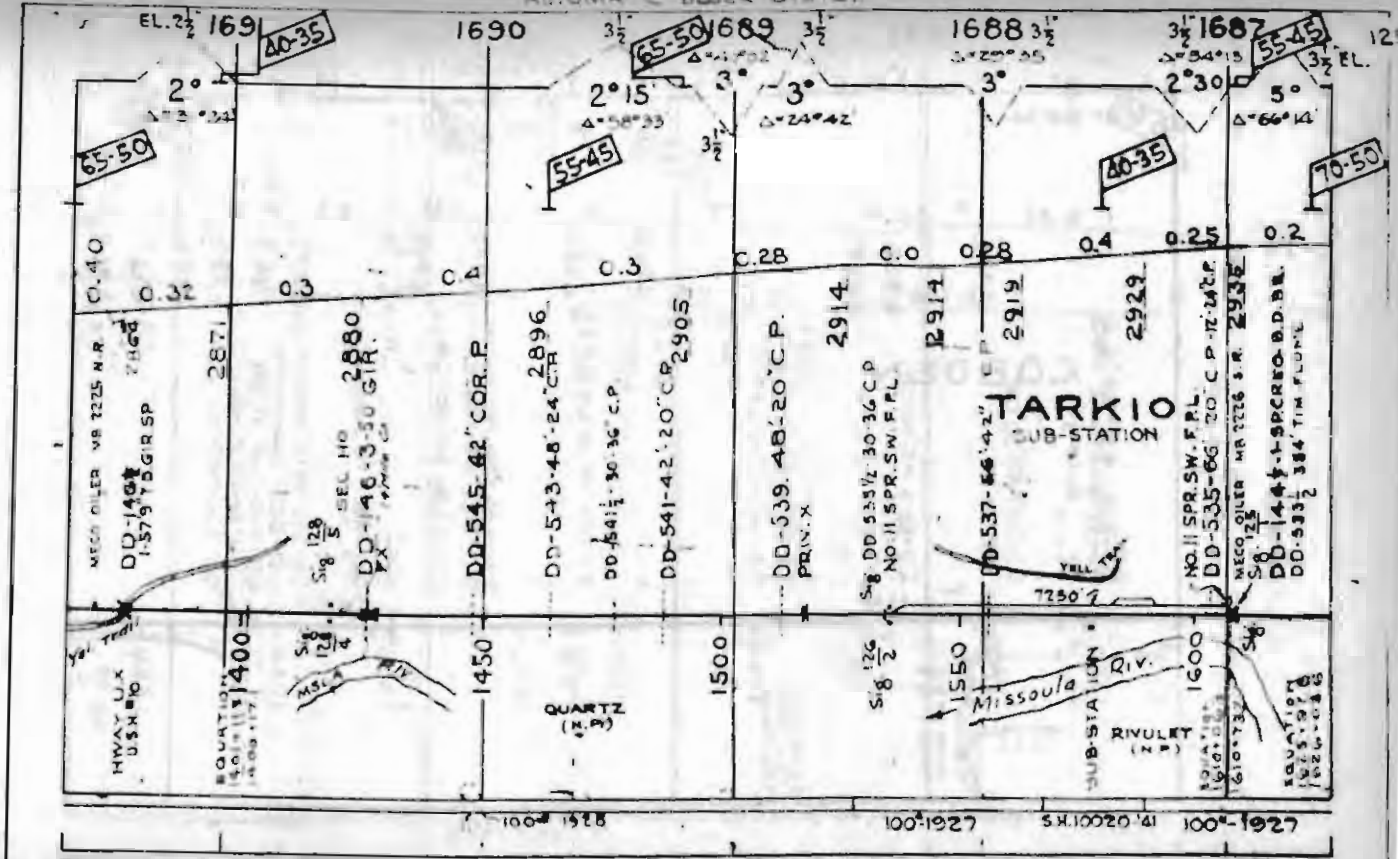
Sig. 130  
DD-148-7x6 ARCH. 560

DD-551-46'52" Oval C.P. 1121 1/2

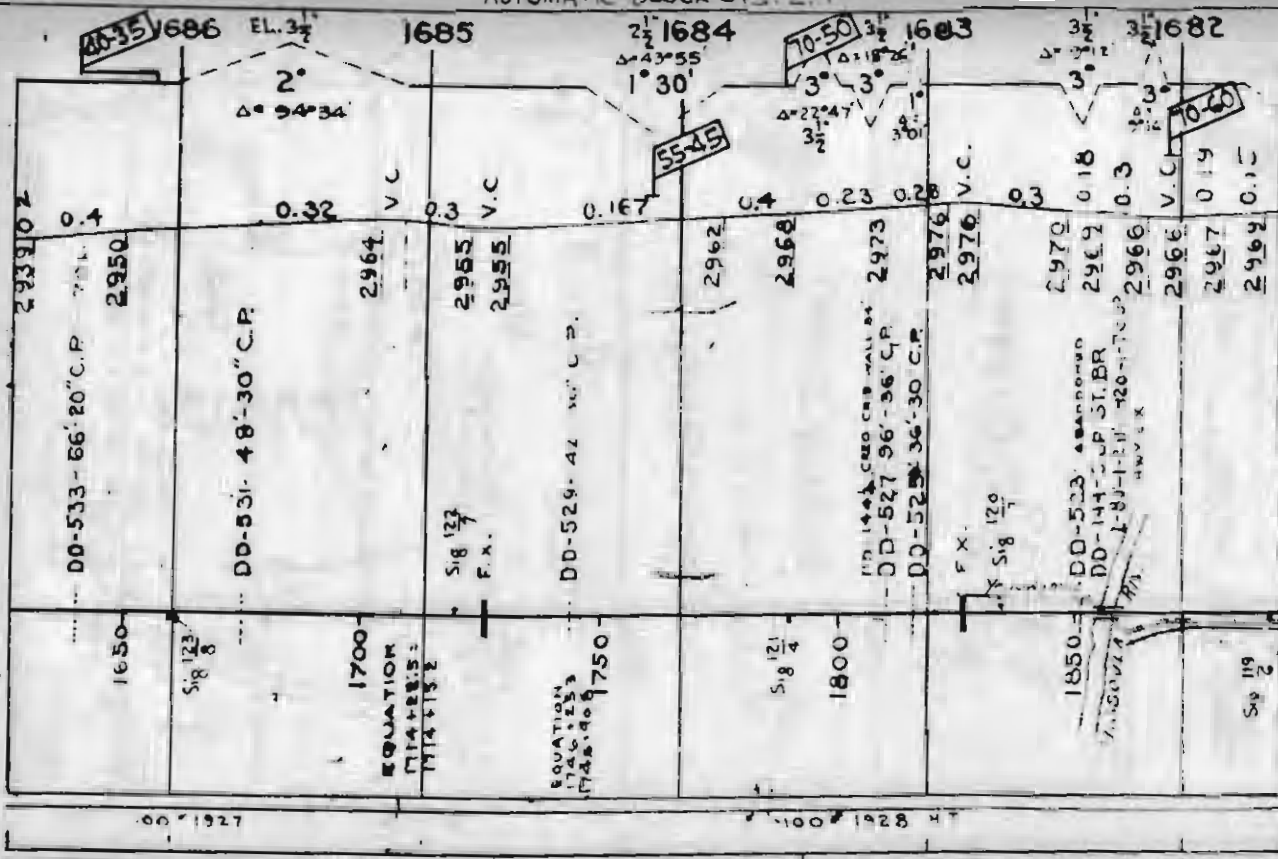
DD-549-90' 30 C.P.

SJRF - FRENCHTOWN  
PIT RUN GR - 1955

4" GRAVEL 1945  
FRENCHTOWN PIT RUN GRAVEL



4" GRAVEL 1945 (FRENCHTOWN PIT-RUN)  
 S. R. 20-1-16



4" GRAVEL 1945  
 FRENCHTOWN PIT-RUN GRAVEL  
 RECONSTRUCTED

2" GRAVEL 1944  
 FRENCHTOWN PIT-RUN

EL. 21 55-45 1681

1680

3 1/2

1679 3 1/2

70-60-878

1677

EL. A 127

1°30'  
Δ=24°45'

2°  
Δ=16°25'

1°53'

3°  
Δ=46°58'

3°  
Δ=55°35'

015

025

03

VC

04

003

007

0085

0.25

012

01

2971

2980  
2986

DD-519-66-30° C.P. 2980

2980

2986

2987

DD-142  
DD-142  
DD-142  
1-20 SP  
1-20 SP  
1-20 SP  
(1-00 SP)

2985

DD-517-78-30° C.P.

DD-513-148-20° C.P. 2996  
TUNNEL #1B-252

2998

DD-511-168-24° C.P.  
DD-509-157-30° C.P.

CYR

MISSOURI R.

1900  
EQUATION  
1906+315  
= 2082  
2050

CYR (N.P.)

2000

Sig 1/2  
1950

Sig 1/2  
1900  
EQUATION  
1890+497  
= 20+0

Sig 1/2  
50

100  
1928

ILL.S.R. 11525-1957

2 GRAVEL 1944

FRENCHTOWN PIT-RUM

2 GRAVEL 1945

2 GRAVEL 1944

28

55-45 1676 3 1/2 EL  
2°41'03"

3' 1675 2 1/2  
2°10' 1°38'

1674  
1°24' 3 1/2  
Δ = 42°36'

3 1/2  
1°35'  
Δ = 4°32'

1673 60-50  
35-35

3 1/2 EL 1672  
3°

35-35

55-45

PLATEAU (H.P.)

01

0.0

0.28

0.11

0.2

0.3

0.2

0.4

DD-507-96'-30" C.P.

Sig 1/9

P.X.

3001

DD-505-114'-30" C.P.

3001

DD-503-114'-20" C.P.

DD-501-60'-24" C.P. 3008

DD-140-114'-35" C.P.

DD-499-105'-16" P.C.I.P. 3010

DD-197-72'-24" C.P.

DD-495-48'-24" C.P.

DD-483-42'-24" C.P.

DD-491-4'-10" x 18" x 30" T.O.

DD-489-42'-24" C.P.

Sig 1/8

DD-487-78'-36" C.P.

DD-485-42'-24" C.P. 3022

DD-483-120'-24" C.P.

DD-481-36'-24" C.P.

110 138 1/2 TO DECK GIRDER

DD-479-64'-36" C.P.

Sig 1/8

3034

DD-477-48'-36" C.P.

ALBERTON

HWY X

DD-473-66'-20" C.P.

3048

DD-471-36'-20" C.P.

3042

100

150

Sig 1/3

EQUATION  
185+09.3W  
=185+09.3E

200

Sig 1/8

250

300

STATION

350

11525-1957

2" GRAVEL 1944  
PRENCHOWN PIT-RUN

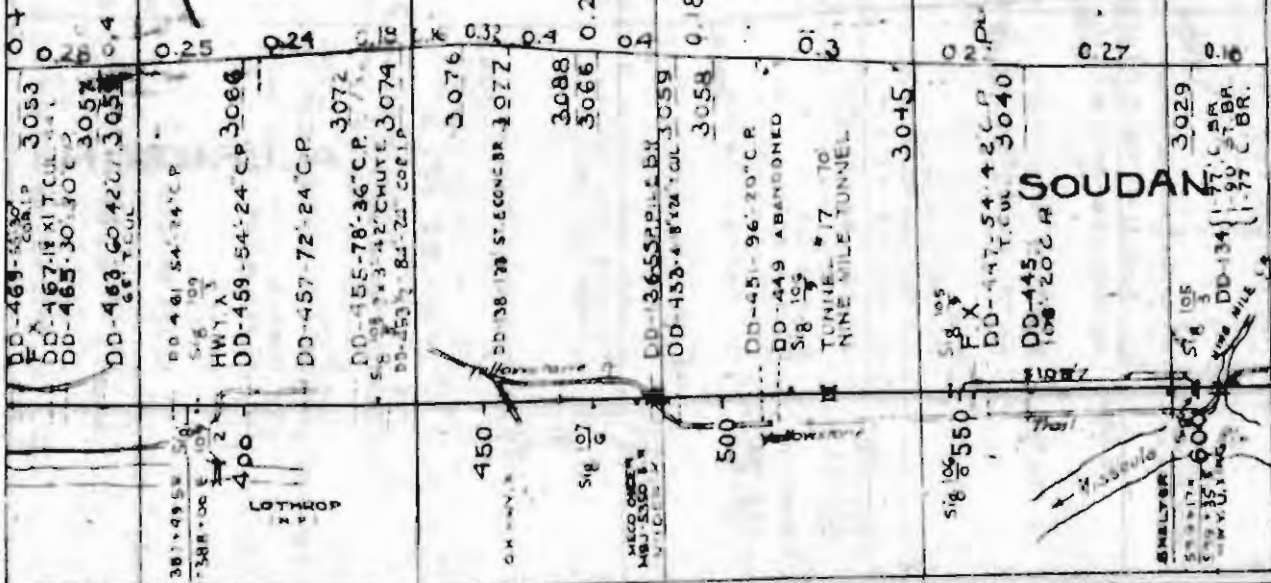
2" GRAVEL 1950  
ELECTRIFIED

2" GRAVEL 1948  
PRENCHOWN PIT-RUN

EL. 3 1/2 1671 3 1/2 1670 3 1/2 1669 3 1/2 1668 3 1/2 1667 3 1/2 EL. 123

MINERAL MISSOULA CO. CO.

SEC. 3605 SEC. 3602



SOU DAN

11525-1957 INL. & ILL

226R 43 266R 43 266R 43 266R 43 266R 43 266R 43 266R 43 266R 43 266R 43 266R 43

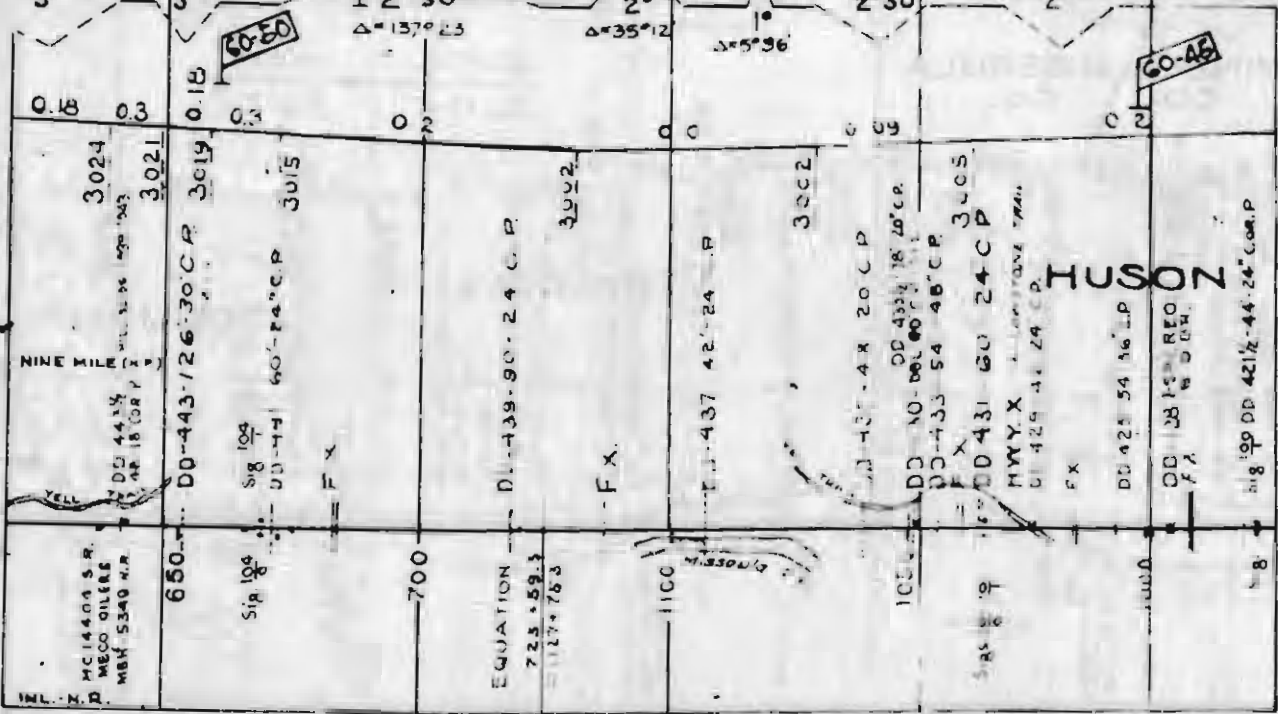
30

EL. 31 1666 3 1/2  
 Δ = 32° 12'  
 101° 52' 3°

55-45 665 3 1/2  
 2° 30' Δ = 137° 23'

3 1/2 1664 1 1/2  
 2° Δ = 35° 12'

3 1/2 1663 3 1/2 PL. 1662  
 Δ = 34° 21' 2° 30' Δ = 45° 08' 2°



NINE MILE

YELL

HUSON

3024  
3021

3019  
3015

3002

3002

3005

3005

MC 14404 S.R.  
MECO OILERS  
MBH 5340 N.R.

650

Sig 104

700

EQUATION  
723.59.3  
= 1127.763

1100

1050

Sig 104

1100

1100

11525 - 1957 ILL.

11525 - 1957 ILL.

2" GRAVEL 1942 (FRENCHTOWN PIT-RUN)

2" GR. 1984

(FRENCHTOWN PIT-RUN)

E. E. C. M. C. O.



60-50 166

50-45

1660

1659

1658

79-60 1657 PL 31

131

79-60

79-60

C 2  
0.15

C 8  
0.077

0.06

0.0

0.07

0.0

V.C

W. B. SWAN KING HWY X  
LUSK (N.P.)  
DD-419-48'-24" C.P.

DD-417 1/2 30'-30" Cor P  
HWY X  
3026  
F.X.  
DD-417-36'-24" C.P.

DD-415 1/2 30'-24" Cor P  
F.X.  
3024

F X  
D.D-415-54'-42" C.P.  
3022

DD-413-60'-30" C.P.  
F X  
3024

GRAVEL PIT

FRENCHTOWN

DD-411-90'-24" C.P.  
DD-409-66'-20" C.P.

DD-407 1/2 54'-24" C.P.  
DD-407-66'-24" C.P.  
3024  
F.X.

DD-405 1/2 54'-20" C.P.  
DD-126-6 SR PHILIP BA  
(C.B.B.)  
Sig 95

DD-405-42'-24" C.P.  
F.X.  
DD-403-42'-24" C.P.  
DD-403-42'-24" C.P.

HWY X  
DD-424-20" C.P. FOR B.D. 3027

13125 X3-1924  
MILW. MAINT.

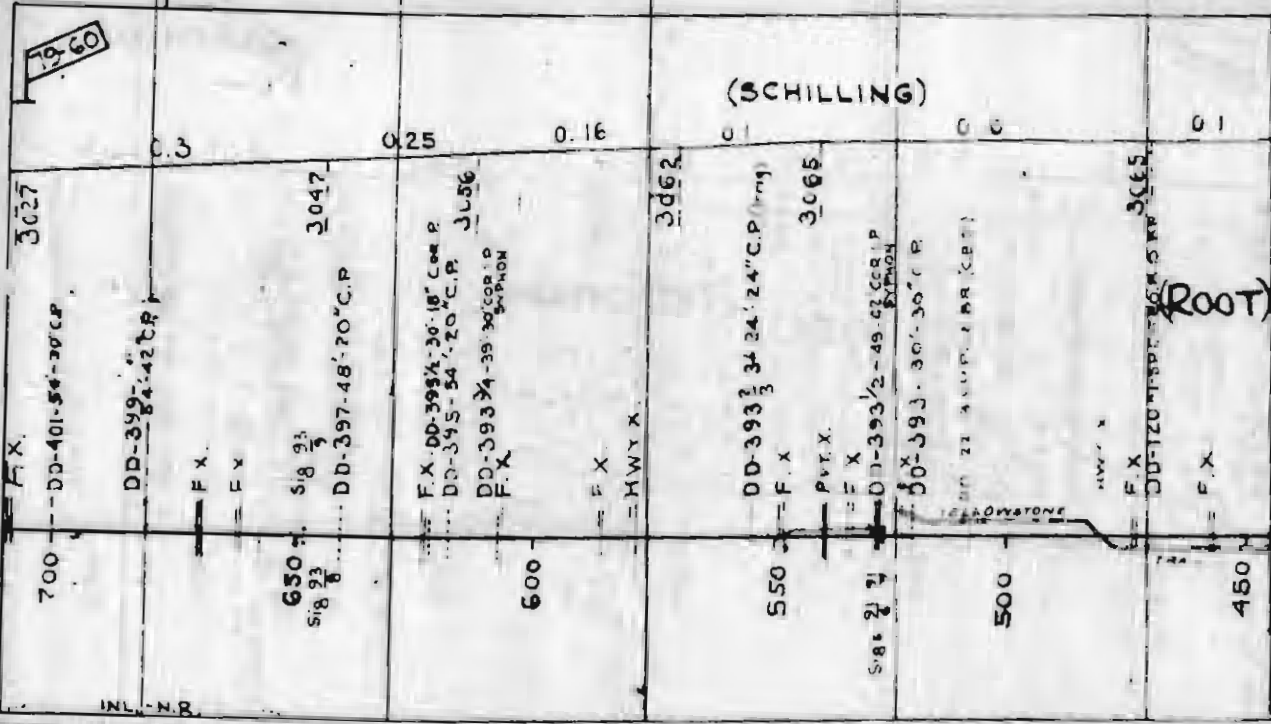
11525-1956 ILL.

11525-1957 ILL.

2" GRAVEL 1944 (FRENCHTOWN PIT-RUN)

70-60

(SCHILLING)



(ROOT)

2<sup>nd</sup> GR. 1948

2<sup>nd</sup> GRAVEL 1944

ALL GRAVEL FRENCH TOWN PIT-RUN

2<sup>nd</sup> GR. 1943

2<sup>nd</sup> GR. 1944

2<sup>nd</sup> GRAVEL 1943

2<sup>nd</sup> GR. 1944

1877-1957 ALL

1651

1650

1649

1648

1647

DD-118-1-SP CREO B.D. BR  
F.X. 1098

1°30'  
Δ = 34°40'

0.085

Sig 89  
4

400

DD-116-1-SP CREO B.D. BR  
F.X. 1098

# PRIMROSE

3073  
3075

SUB-STATION  
HWY. X  
50-31-40-80

DD-389-365  
518 85

4° CORNER  
BY SIGN

DD-387-30-16 C.P.  
DD-114-FILLED

350

DD-385-48-42 C.P.

DD-385-60-48 C.P.  
DD-112-39 C.B.D. BR

HWY. X line

DD-110-38-26 C.P.

DD-379-72-36 C.P.  
DD-377-72-36 C.P.

300

DD-375-78-38 C.P.  
DD-373-78-36 C.P.  
DD-108-FILLED

DD-371-90-30 C.P.  
DD-369-108-30 C.P.

DD-367-102-42 C.P.  
DD-106-58 PILE BR  
(C.B.D.)

250  
Sig 86  
8

DD-104-6 SP CREO B.D. BR  
SP PILE BR

DD-102-1-25 I.B.E.M. SP  
SP PILE BR

DD-100-63-60 C.P.  
DD-361-44-36 C.P.  
DD-98-FILLED

200

DD-359-1-14-24 I.CUL. ZOPEN  
DD-359-1-14-24 I.CUL. ZOPEN

(DESCHAMPS)

1925-1957 ILL.

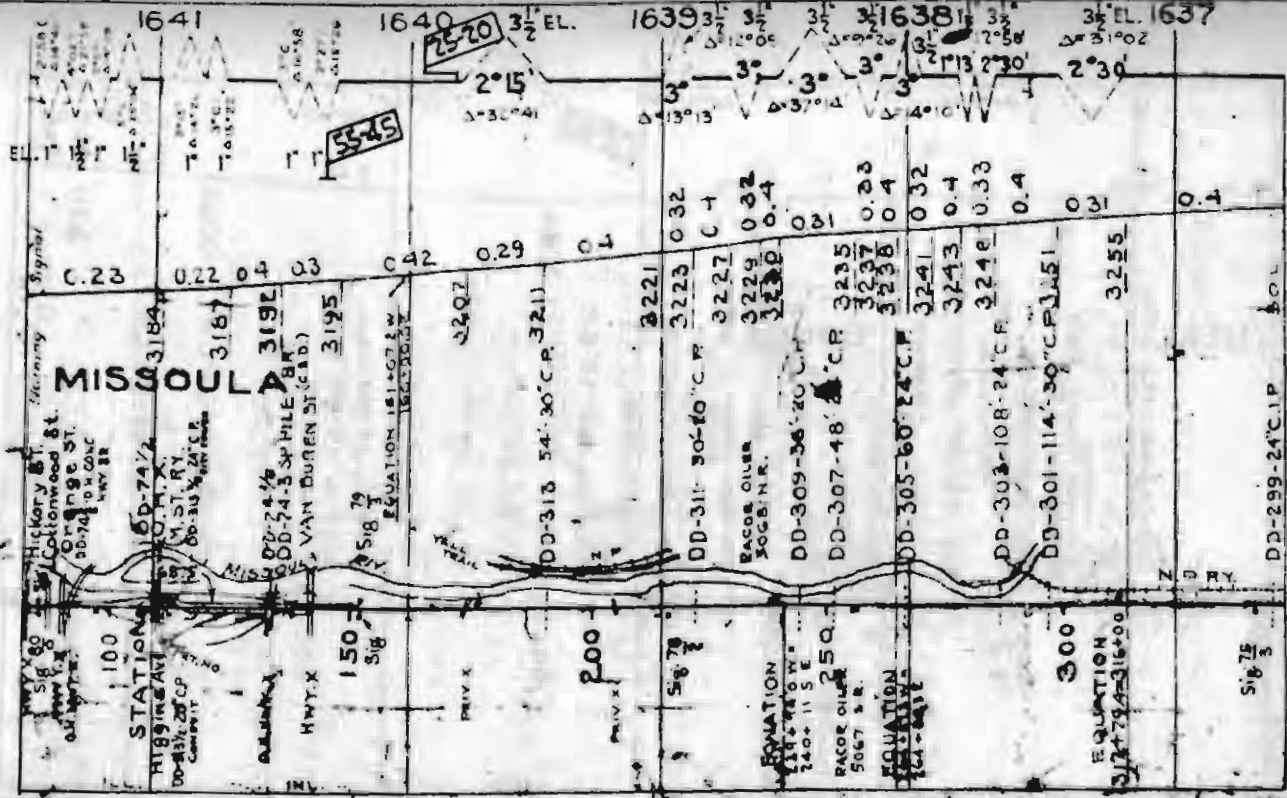
2<sup>nd</sup> GRAVEL 1944  
FRENCHTOWN PIT-RUN

PIT TRIFIED

1925  
GRAVEL OF 2 SAINT

153





11525-1957

GRAVEL 1941 FRENCHTOWN PAVING

SURF - 1960 - THREE FORKS PROCESSED GRAVEL

UNREINFORCED

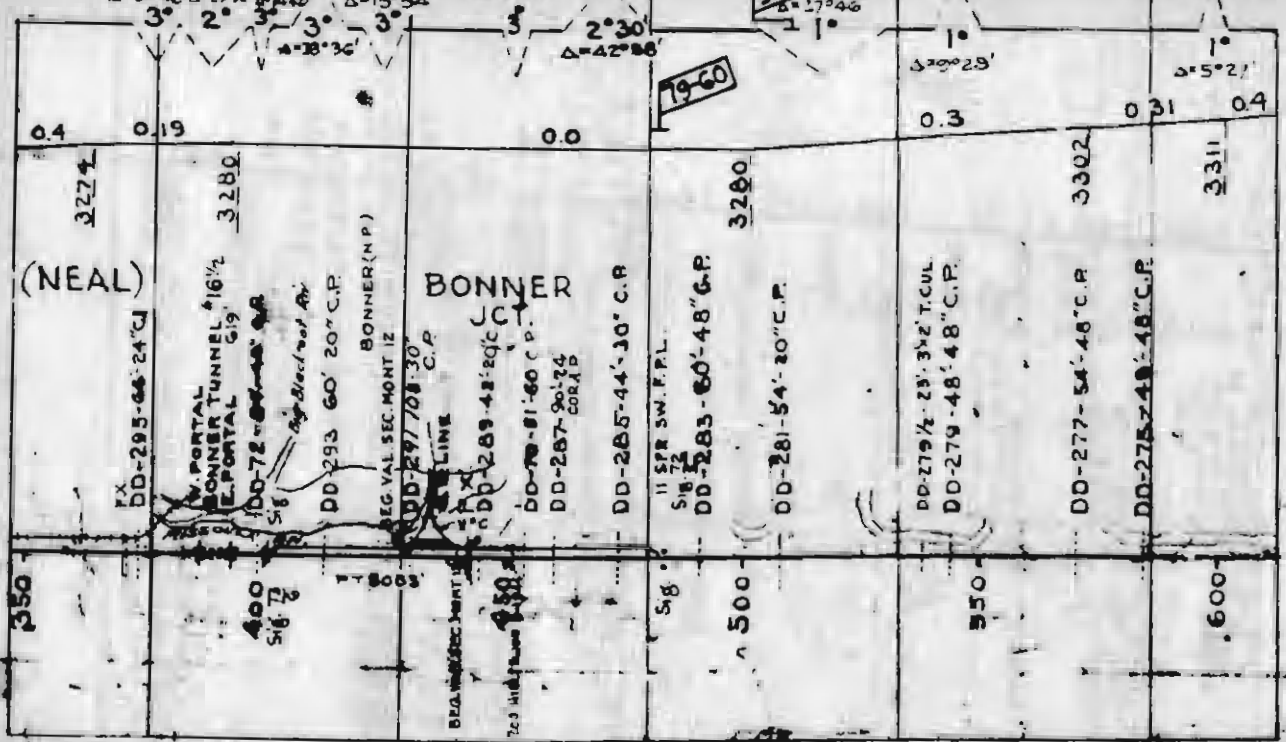
EL 3 1/2 1636 2 1/2

3 1/2 3 1/2 3 1/2 1634

3 1/2 1634

55-45 2 1/2 1633 2 1/2

1632 2 1/2 EL



(NEAL)

BONNER

BONNER TUNNEL 16 1/2  
E. PORTAL

DD-293-60-24" C.P.

DD-293 60' 20" C.P.

REG. VAL. SEC. MONT. IZ

DD-297 708.30" C.P.

DD-269-48' 48" C.P.

DD-268-81'-60" C.P.

DD-267-90'-24" C.P.

DD-265-44'-30" C.P.

DD-283-60'-48" G.P.

DD-281-54'-20" C.P.

DD-279 1/2 - 29' 3 1/2' T.CUL.

DD-279 - 48' 48" C.P.

DD-277-54'-48" C.P.

DD-275-48'-48" C.P.

19-60

1631

1630

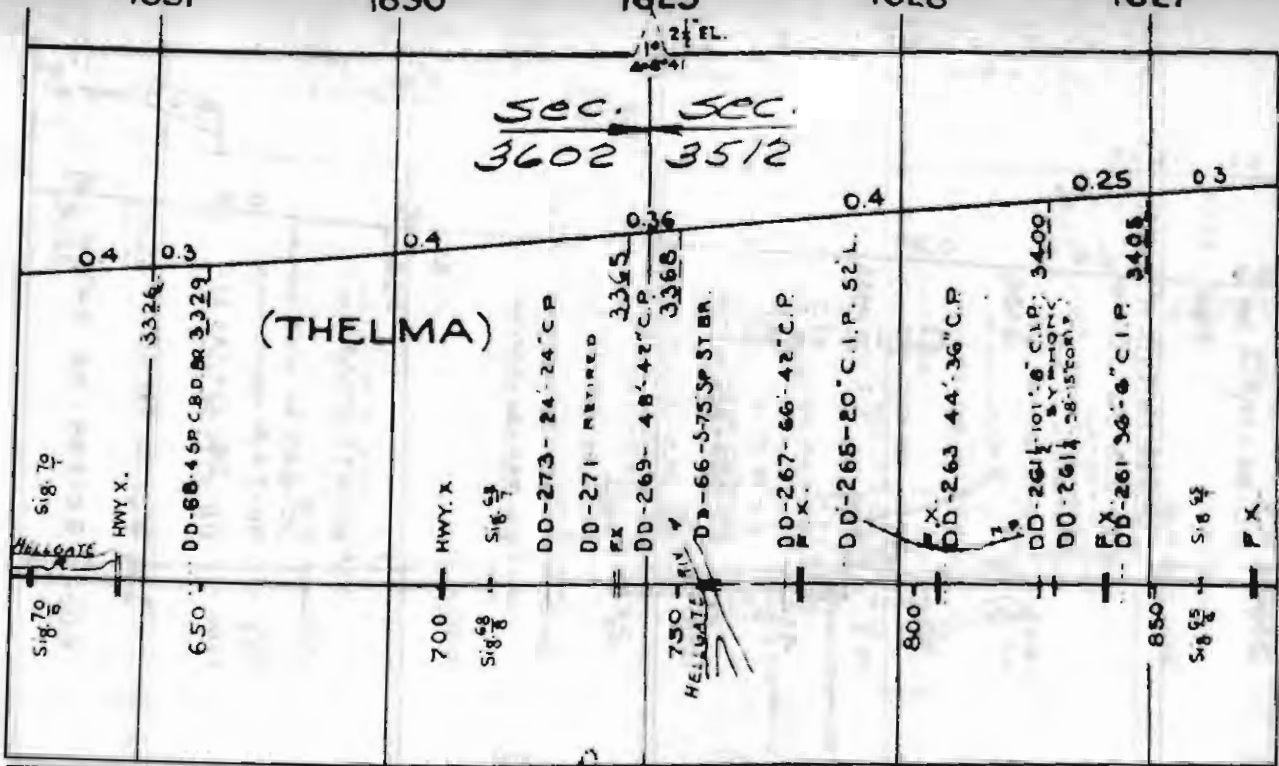
1629

1628

1627

137

Sec. 3602    Sec. 3512



(THELMA)

Sig. 70

Sig. 70

HWY X.

650 DD-68-45P C.B.D.B.R. 3329

700 HWY X

Sig. 58

DD-273-24°24' C.P.

DD-271-REVISED 3365

DD-269-48°42' C.P. 3368

750 HELWATE

DD-267-66°42' C.P.

DD-265-20° C.I.P. 52 L. 0.4

800

DD-263-44°36' C.P.

DD-261-101°6' C.I.P. 3400

DD-261-28°57' C.P.

DD-261-36°6' C.I.P. 3405

850

Sig. 58

P X.

SURF. - 1959 - THREE FORKS PROCESSED GRAVEL

ELECTRIFIED

11525-1955 ILL.

1626

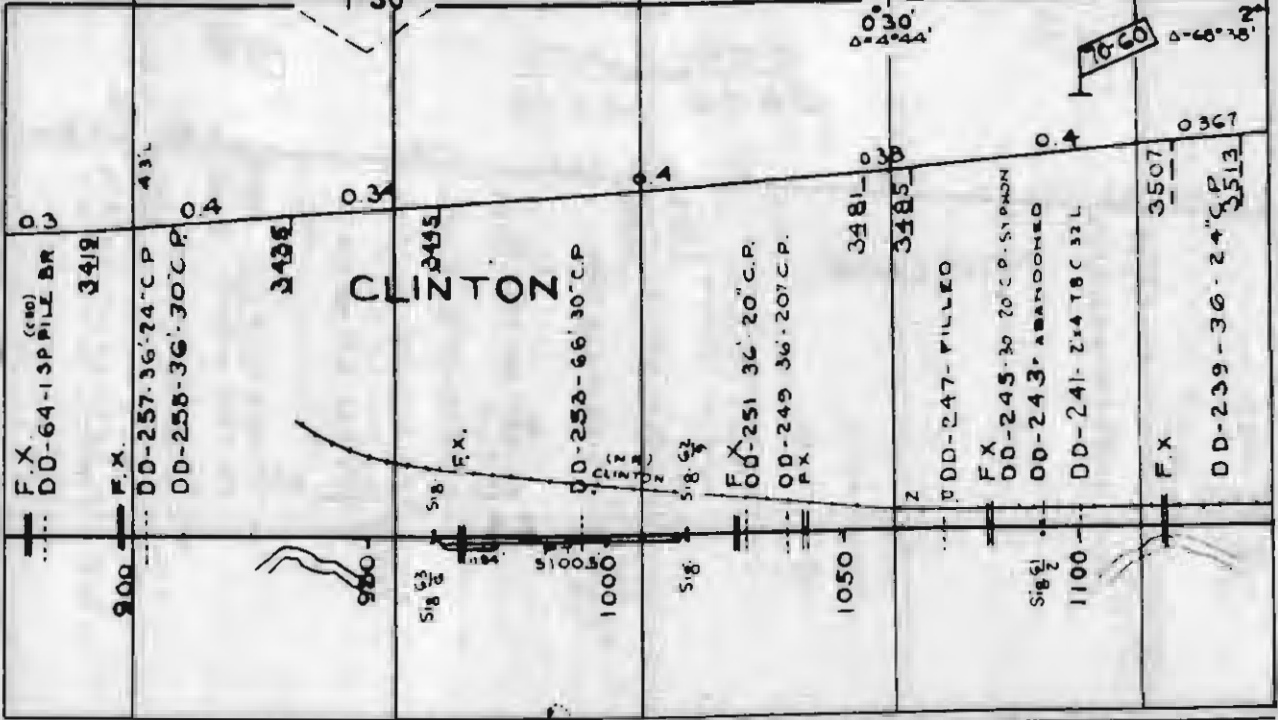
EL. 31' 1625  
Δ 45° 40'  
1° 30'

1624

1623

1622

19-60  
3/2 PL



1525-1953 ILL

SURF. - 1959 - THREE FORK PROCESSED GRAVEL

ELECTRIFIED



EL. 31' 1621

70-60 1620

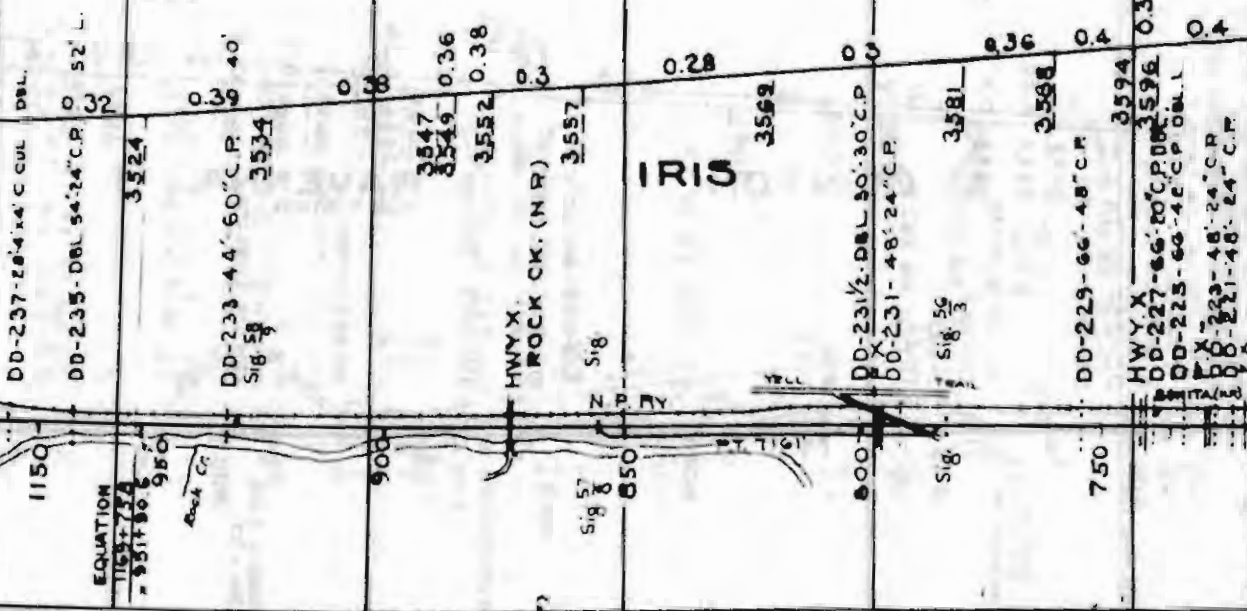
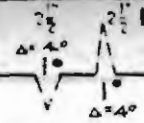
1619

1618

1617

79-60

2°  
Δ=66°36'



1150

EQUATION  
1150 + 734  
= 951 + 906  
950

Rock Cr.

900



Sig 57  
850

850

BY TIGI

800

Sig 56  
750

750

11525-1953 ILL.

SH 10020-1951

1927

SURF. - 1959 - THREE FORKS PROCESSED GRAVEL

ELECTRIFIED

2" GRAVEL '40

140

1616 EL 2 1/2 MISSOULA CO. 1615 CO 1614 2 1/2 EL 2 1/2 1613 1612

GRANITE CO.

79-55  
3° 36' 30" S  
8-16-25

55-45

DD-219-110-18 STEEL P.  
DD-62-2 SP CREO BD PILE BR  
DD-217-24 CORR METAL P  
W PORTAL  
BEAVER TAIL TUNNEL #16  
E PORTAL 900

DD-215-36-20 C.P. DOWL  
HWY X ST BR 3622  
A-75 SP 3624  
DD-60-63 PC BR 3628  
DD-213 48' 24' C.P.  
Sigs 53  
DD-211-48-36 C.P. 3530

FX.

N V (DE T A)

DD-209-60-20 C.P.  
DD-207-78-30 C.P. 3655  
DD-205 150-48 C.P.  
(2 PLIS  
(2 R)

RAVENNA  
SUB STATION

DD-203-ABANDON

Sigs 51

NIMROD TUNNEL #15  
115'

DD-58-4-75 ST. BR

DD-201-54' 24' C.P

0.32 0.30 0.4 0.26 0.13 0.2 0.31 0.4 0.0 0.4  
3664 3666 3668 3669 3673 3677 3677 3679

Sigs 54  
700  
MAY 31 1947

DD-213  
54' 24' C.P.  
MAY 31 1947

650

600

Sigs 51  
578

SUB STATION  
550

578

Sigs 51  
512 135  
500

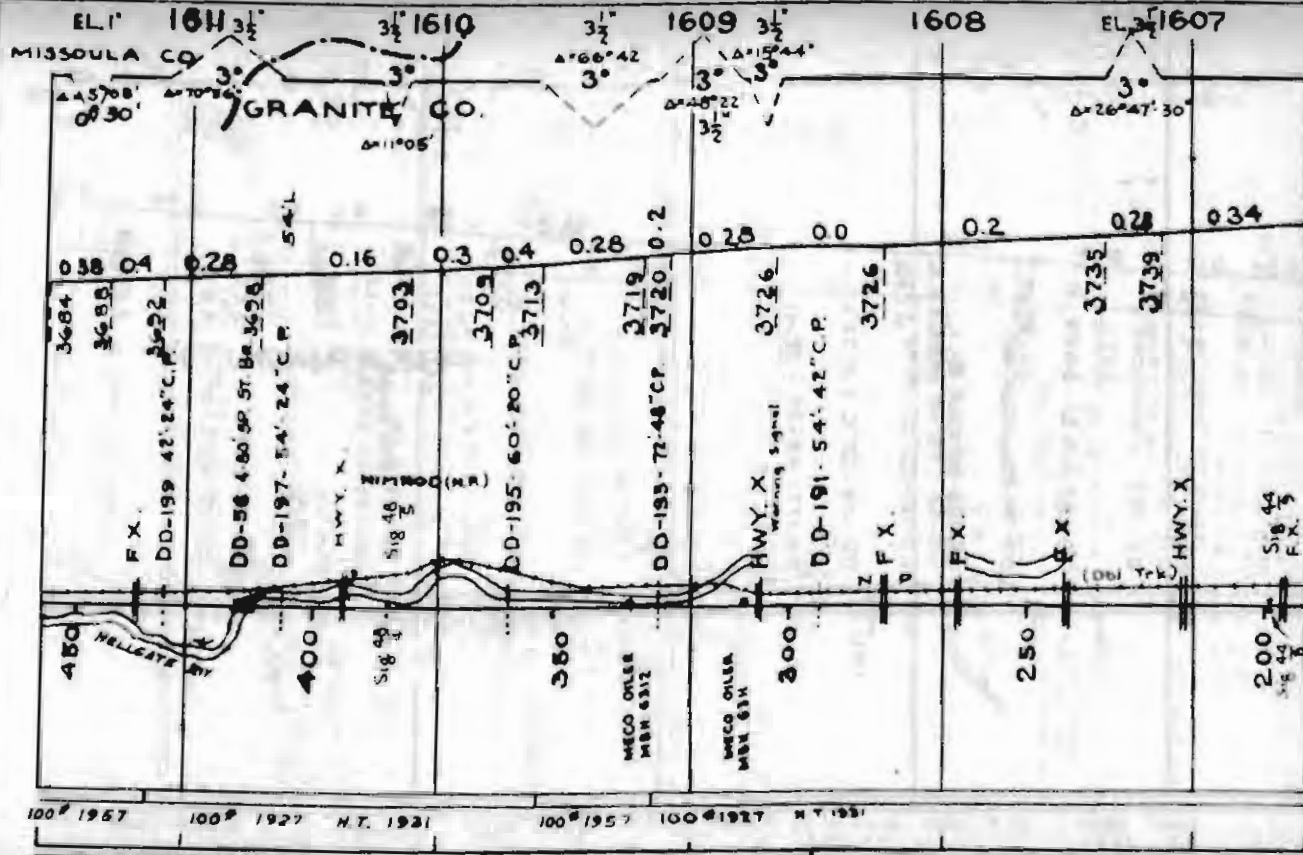
HELLOYS RIVER

400 1947 1531

100 57

2nd GRAVEL 1940 (FRENCHTOWN PIT-RUN)

ELECTRIFIED



100# 1957

100# 1927 H.T. 1921

100# 1957 100# 1927 H.T. 1921

2<sup>nd</sup> GRAVEL 1940  
FRENCHTOWN PIT-RUN

2<sup>nd</sup> GRAVEL 1948  
(DEAR LODGE PROCESSED)  
ELECTRI 120

2<sup>nd</sup> GRAVEL 1940  
FRENCHTOWN PIT-RUN

142

EL. 34' 1606

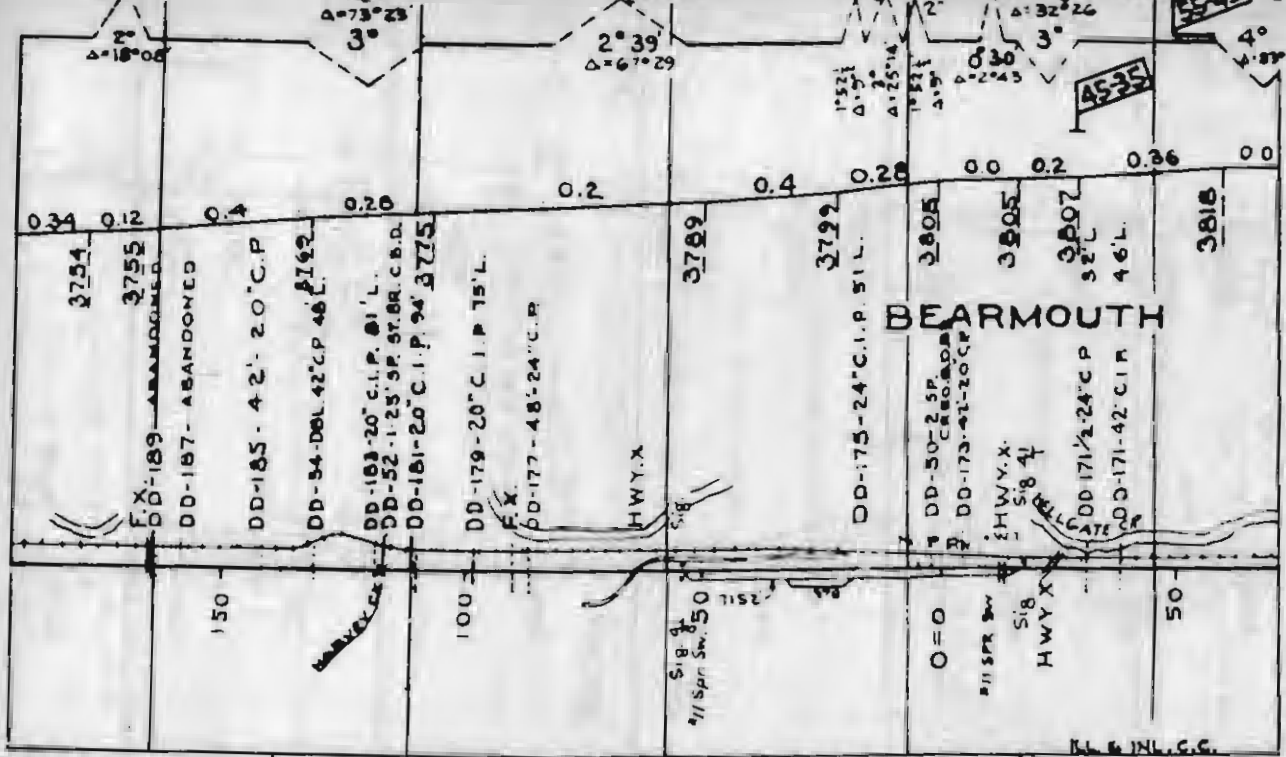
3 1/2' 1605

3 1/2' 1604

2 3/4' 1603

3 1/2' 1602

3 1/2' EL.



5545

4535

# DEARBOUTH

100' 1927  
N.T. 1951

100' 1957

100' 1927  
N.T. 1951

100' 1957

100' 1927

H.T. 1931

1:525-1949

2" GRAVEL 1940  
FRENCHTOWN PIT-RUN  
E. ESTABLISHED

4" GRAVEL 1948  
(DEER LODGE PROCESSED)



144

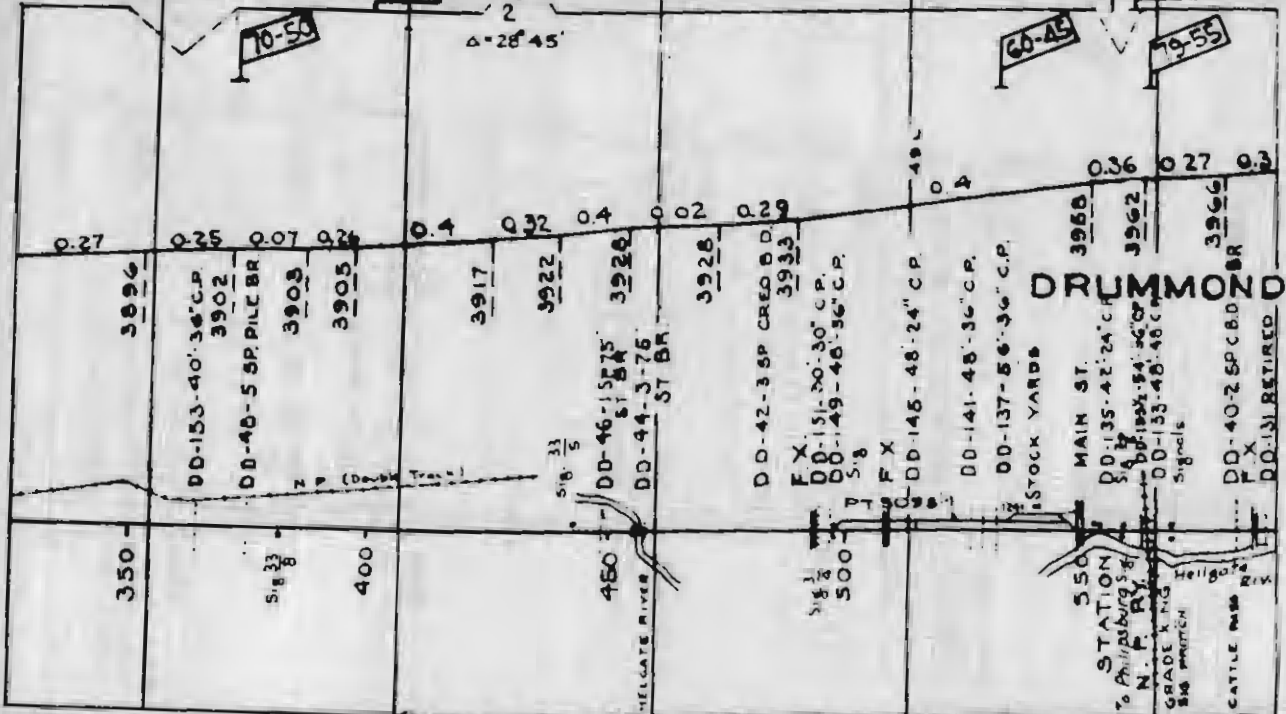
1596 EL. 3' A-D 17' 8" 3'

1595 55-45 3 2' 2' Δ=28'45"

1594

1593

EL. 17' 1' 0" 70-50



DRUMMOND

STATION  
to Phillipsburg  
N. F. RY.

GRADE X 1/2  
516  
Hillgate  
Riv.

CATTLE PASS  
Riv.

100' 1927

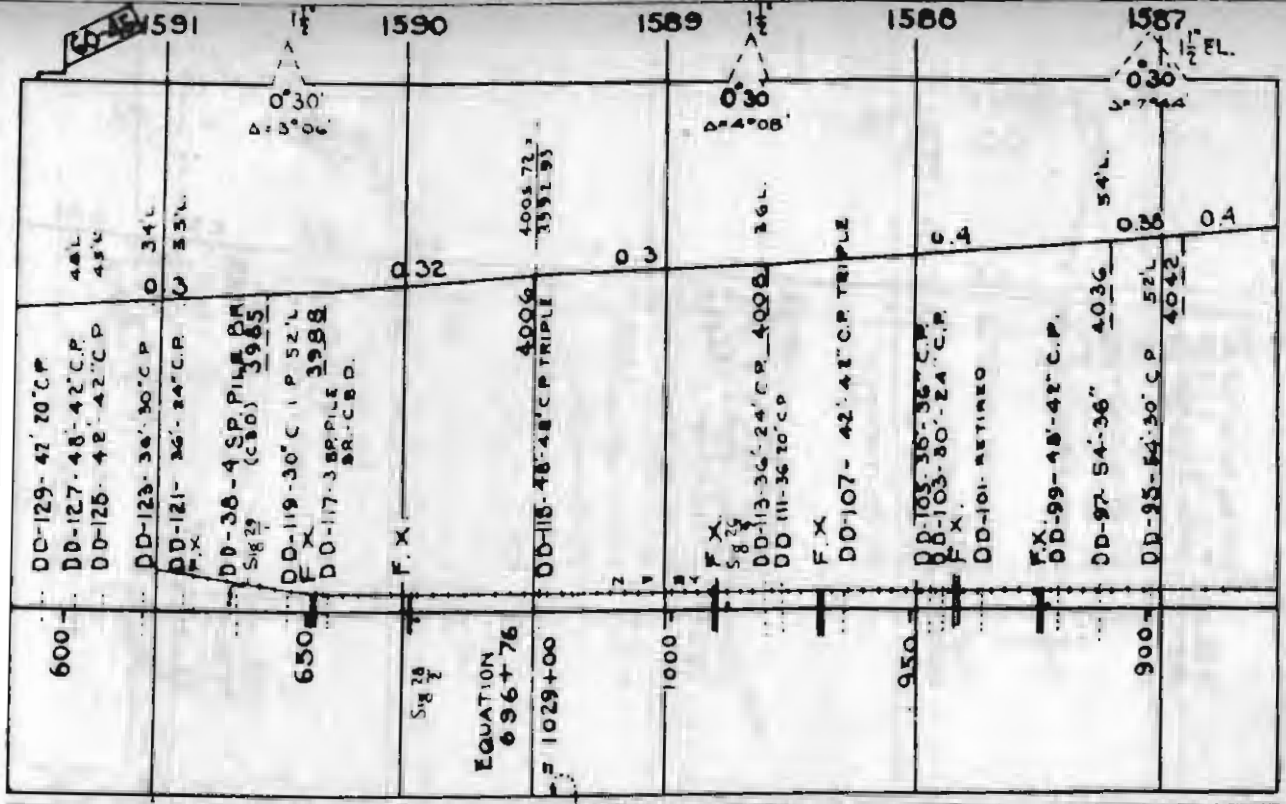
100' 1929

115' 1958  
MILW. MAINT

66-42-591

SURF - FRENCHTOWN PIT RUN OR - 1985

SUBSTRIFIED



1586

1585

79-55 3 1/2" 1584

3 1/2" 1583  
A=24°51'

70-50 EL. 2 1/2" 1582  
A=27°35'

GRANITE POWELL  
CO CO.

70-58

79-60

0.4

0.32

0.4

0.3

0.4

0.34

0.41

HASKELL

DD-93-72'-96" C.P.  
F.X. S18  
DD-96-2'-5" C.P.  
DD-91-60'-30" C.P.  
DD-89-52'-20" C.P.

S18

DD-87-48'-30" C.P.

DD-85-36'-74" CORIP  
S18  
DD-83-30'-30" C.P.  
F.X.

800

DD-81-36'-36" C.P.

DD-79-42'-42" CORIP

4092  
DD-77 1/2'-24" C.I.P. 1611.  
DD-77-18" C.I.P. 1191.  
DD-34-25P FILE RR. C.B.D.  
DD-32-04 HWY X. 4098

JENB (N.P.)

F.X.

DD-75-42'-48" C.P.  
DD-73 FILLFD

F.X.

700

4119

4122

4136

4142

F.X. S18 20

DD-30-45P 2-50  
2-75 ST. 18A  
C.B.D.



ILL.

INL. C.C.

ILL. E. INL.

100 1925 NY 1951

11525-1949

COURT - FRENCHTOWN  
PIT RUN. OR - 1955

ELECTRIFIED

1-8 GRAVEL 1958  
(OVER LOOSE PROCESSED)



1581 EL 2 1/2

1580

1960 1579 3 1/2

1578

1577 EL 3 1/2

147

Δ=22°30

Δ=54°30  
3°

Δ=45°21

Δ=70°34

Sec. 3512 ← Sec. 3510

55-45

70-50

55-45

40-40

0.4

0.34

0.4

0.1

0.4

0.38

0.4

0.32

4240

DD-28-3 SP CREO. B.D.

1167

DD-71-60-24" C.P.  
DD-69-60-42" C.P.D.W.

1175

GOLD CREEK  
SUB-STATION  
HWY. X.  
5/6 3/4

DD-67-42-42" C.P.

DD-65-44-30" C.P.  
(Station)

DD-63-44-30" COR. X.I.R.

DD-26-3 SP OD PILE BR

DD-35-20" C.P. 4208

DD-39-50-30" C.P.

DD-57-24" C.I.P. 941

4212

4220

4222

4226

4228

DD-53-54-36" C.P. 8412

BELLGATE

600

518 1/2

505

530

STOCK YARDS  
SHELTER

518

500

EQUATION  
474+09  
479+14

450

518 1/2

SIGN

400

330

ILL. R  
INL.

INL. C.C.

ILL. C.C.

INL.

ILL.

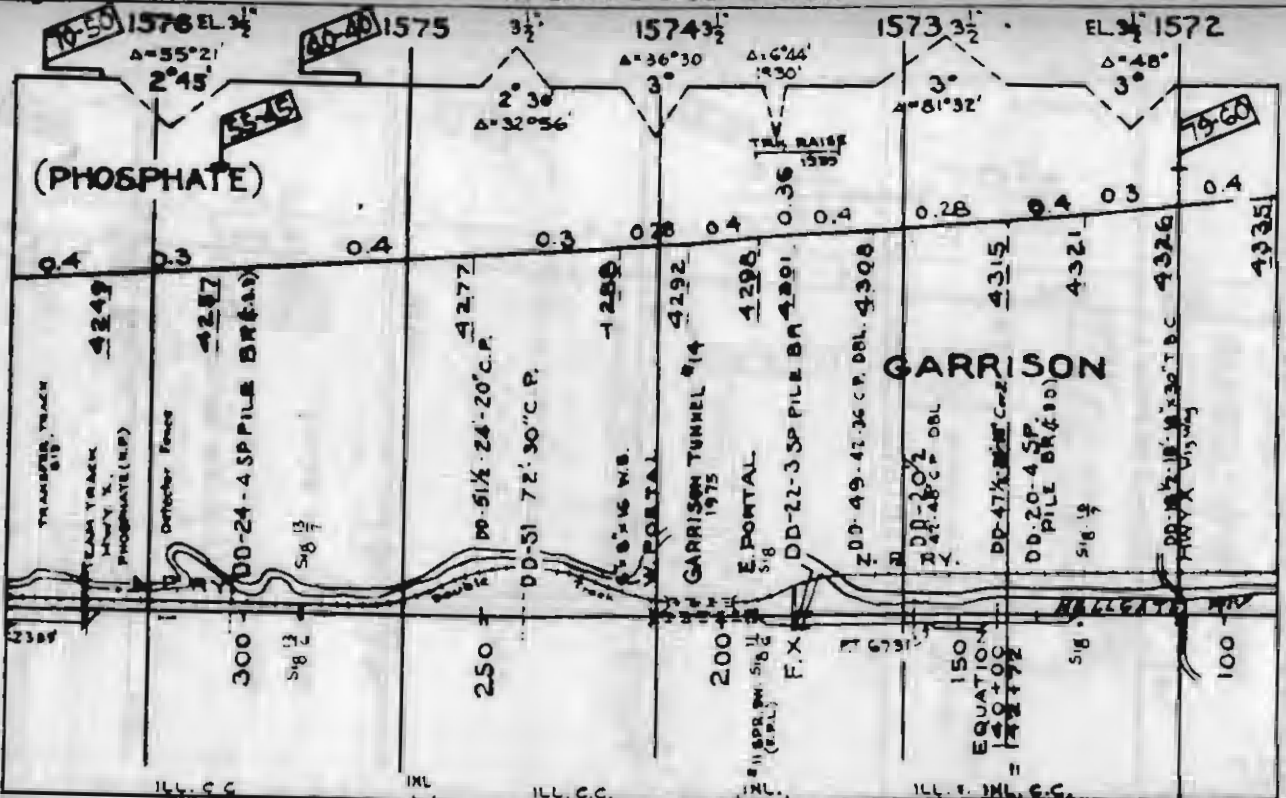
ILL. & INL.

INL. C.C.

11525-1949

1-DRAYEL 1945 (DEER LOGG PROCESS20)

ELECTRIFIED



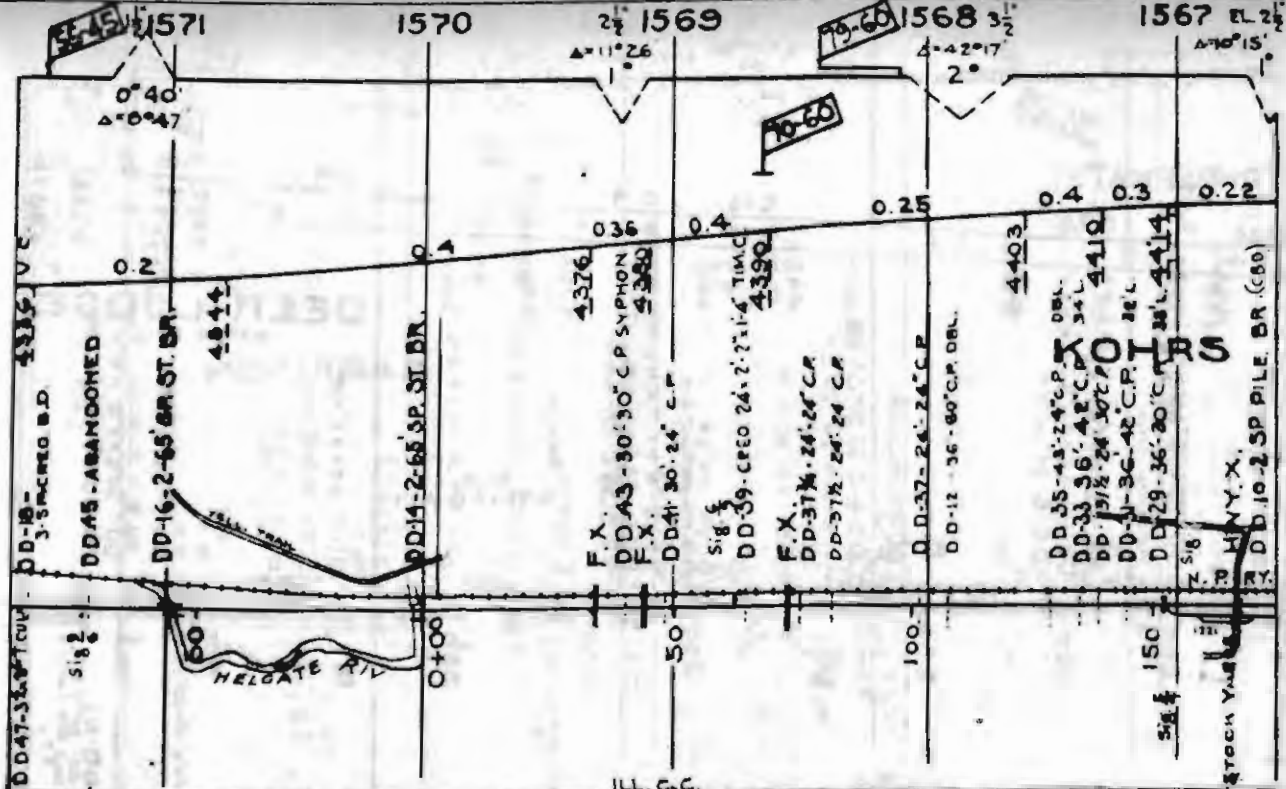
(PHOSPHATE)

GARRISON

11525-1949

4" GRAVEL 1945 (DEER LODGE PROCESSED)

ELECTRIFIED



ILL. C  
INC.

11525 1949

APRAVEL 1948 (DRER LODGE PROCESSED)

ELECTRIFIED

1571

1570

2 1/2 1569

70-65 1568 3 1/2

1567 EL 2 1/2

149

DD-47-35-24' CUR  
Sigs 2

DD-18-3-58' CREO. B.D.

DD-45 - ABANDONED

DD-16-2-65' BR ST. BR.

4244

DD-14-2-65' SP. ST. BR.

0+00

F.X.

DD-43-30-30' C.P. SYPHON  
F.X.

DD-41-30-24' C.P.

Sigs 5

DD-39-36-24-27-1-4' TIMAC

F.X.

DD-37 1/2 - 24-24' C.P.

DD-37 1/2 - 24-24' C.P.

100

DD-37-24-24' C.P.

DD-12-36-80' C.P. DBL.

DD-35-45-24' C.P. DBL.

DD-33-36-42' C.P. 34 L.

DD-31 1/2 - 24-30' C.P.

DD-31-36-42' C.P. 28 L.

DD-29-36-30' C.P. 38 L.

Sigs 4

150

STOCK YARD  
NEW YORK, N.Y.

DD-10-2-5 PILE BR. (600)

0°40'  
Δ=0°47'

Δ=11°26'

Δ=42°17'  
2°

Δ=70°15'

0.2

0.4

0.36

0.4

0.25

0.4

0.3

0.22

4376

4390

4403

4410

4414

15

HELGATE RIV

70-65

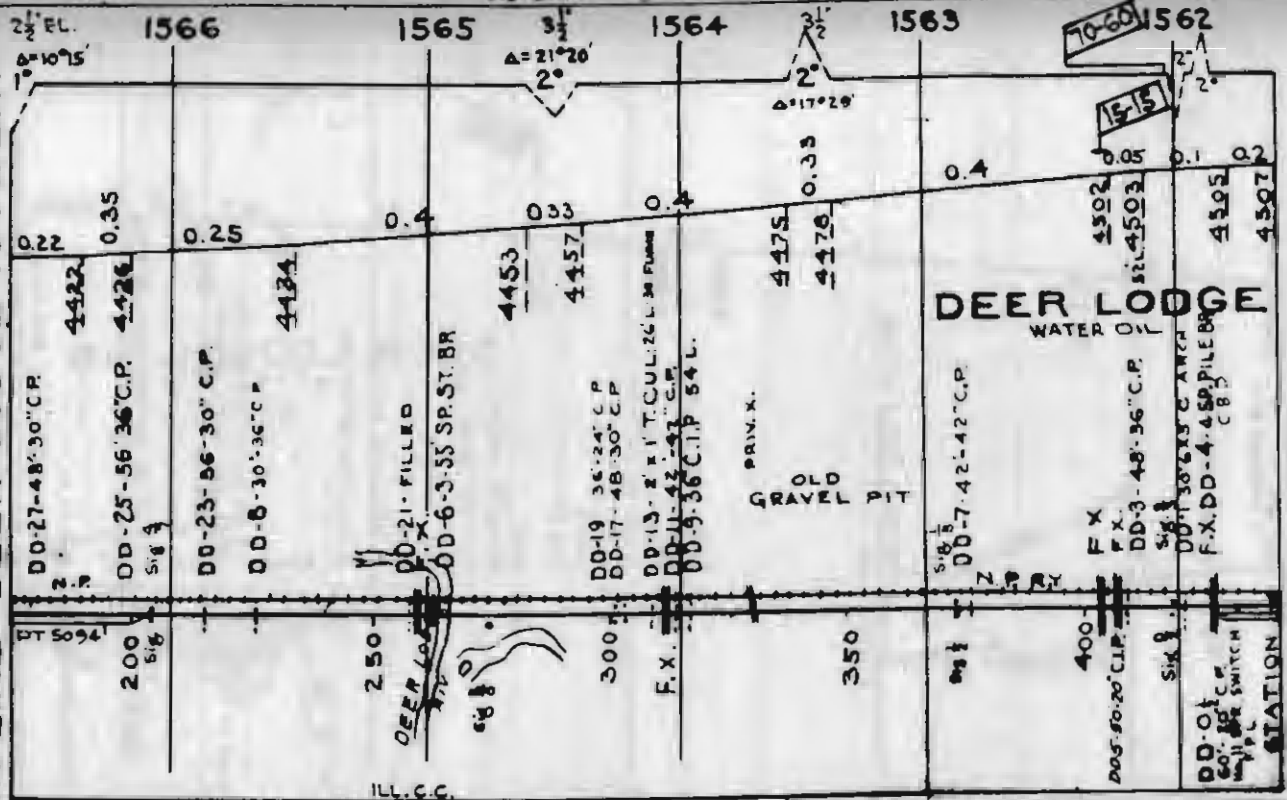
70-65

70-65

ILL. C

150

MAIN LINE - DEER LODGE TO AVERY



DT 5094

200  
Six

250  
Six

300  
Six

350  
Six

400  
Six

DD-01  
60' 20" C.P.  
WATER SWITCH  
W.P.L.

STATION

11525-1949

100 1929 NY 1931

4" GRAVEL W45 (DEER LODGE PROCESSED)

SURF - THREE FORMS PROC. - 1961

ELECTRIFIED

70-60

15-15

DEER LODGE

WATER OIL

PRIV. X.  
OLD  
GRAVEL PIT

F X

F X

DD-3-48-36" C.P.

Six

DD-1-30-613" C ARCH

F.X. DD-4-48" PILE BR

C 8 D

DD-27-48-30" C.P.

4422

0.22

DD-25-56-36" C.P.

0.35

200  
Six

DD-23-56-30" C.P.

0.25

DD-8-30-36" C.P.

4424

DD-21- FILLED

0.4

DD-6-3-55 SP. ST. BR

4453

0.33

DD-19 36-24" C.P.  
DD-17-48-30" C.P.

4457

0.4

DD-13-2-11 T. CUL. 26 L. 34 PUMPS  
DD-11-42-43" C.P.  
DD-9-36" C.I.P. 54 L.

PRIV. X.

OLD  
GRAVEL PIT

4475

0.33

4476

DD-7-42-42" C.P.

0.4

4502

0.05

4503

4505

4507

1566

1565

1564

1563

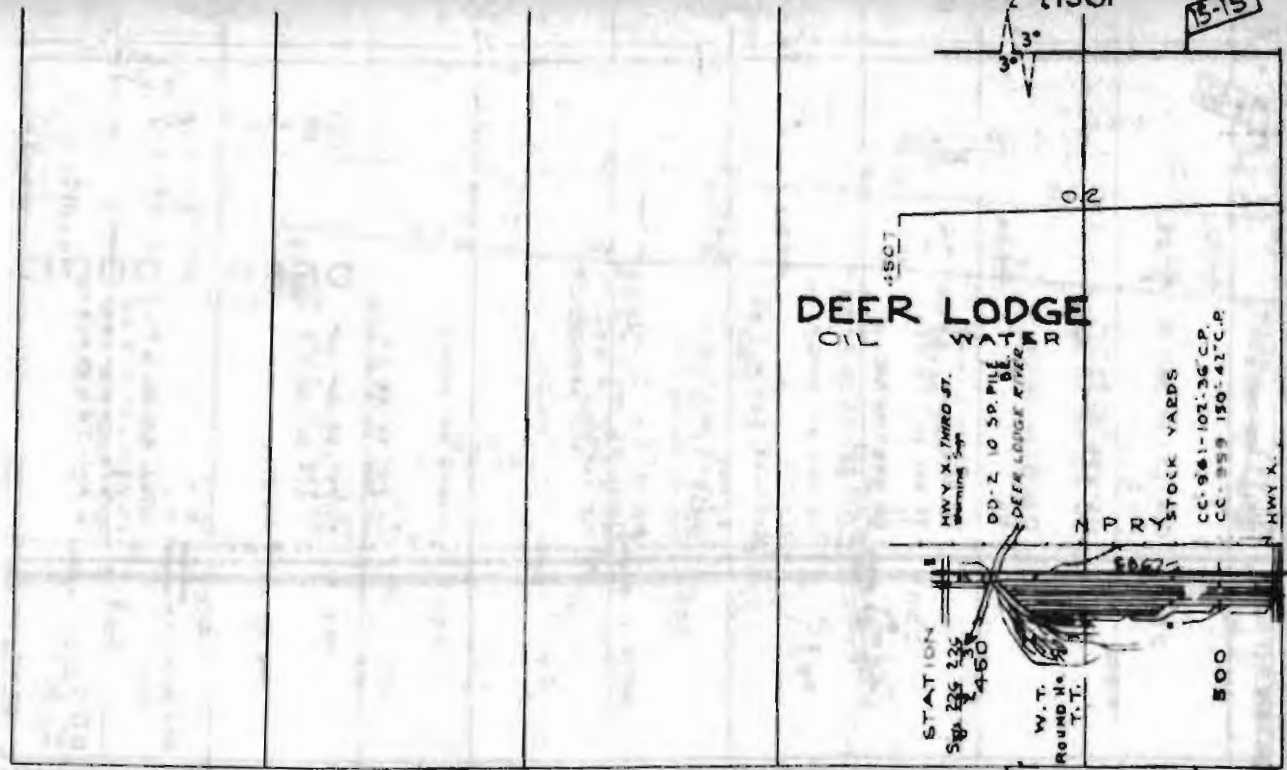
1562

2 1/2 EL.  
10' 10 1/2

3 1/2  
A=21' 20"  
2'

3 1/2  
A=17' 20"  
2'

2'  
2'



DEER LODGE TO HARLOWTON

SURF-THREE FORKS PROC-1961  
ELECTRIFIED

15-15

1560  
1B2

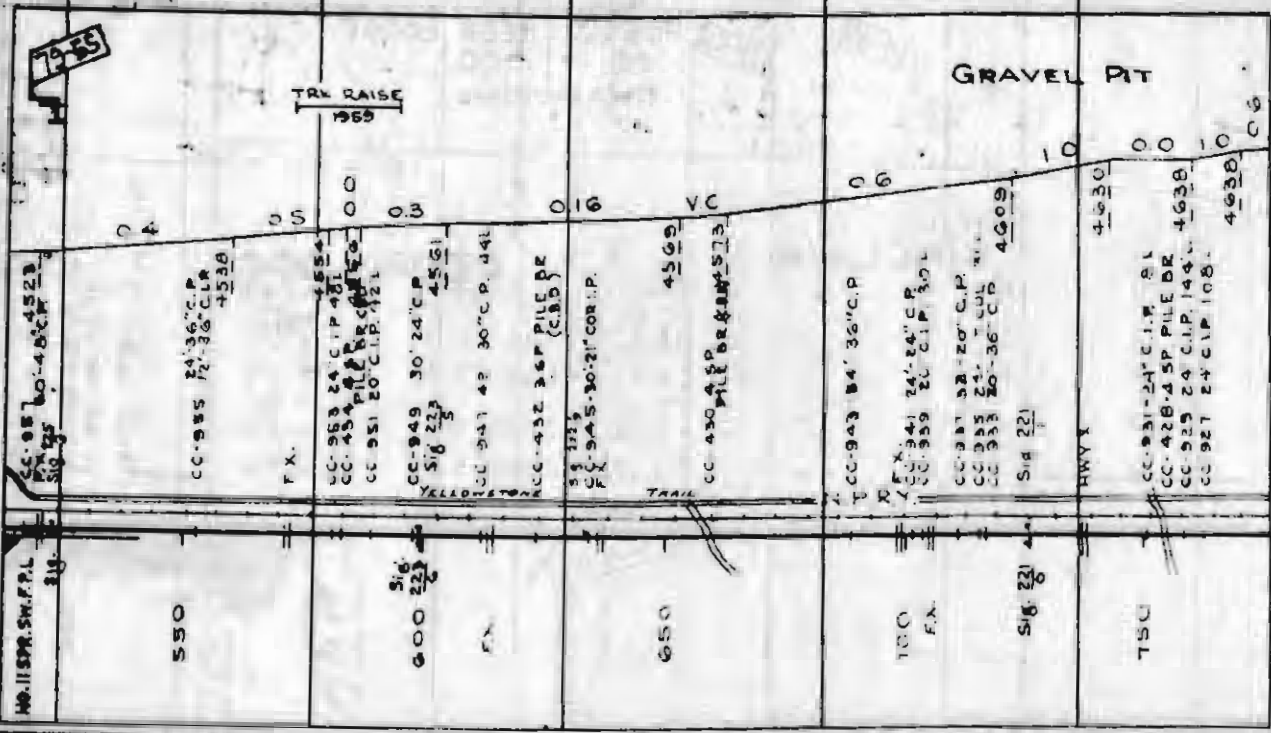
1559

1558

1557

1556

7-55



100' 1970 RT 1931

1555

1554 1/2 EL.

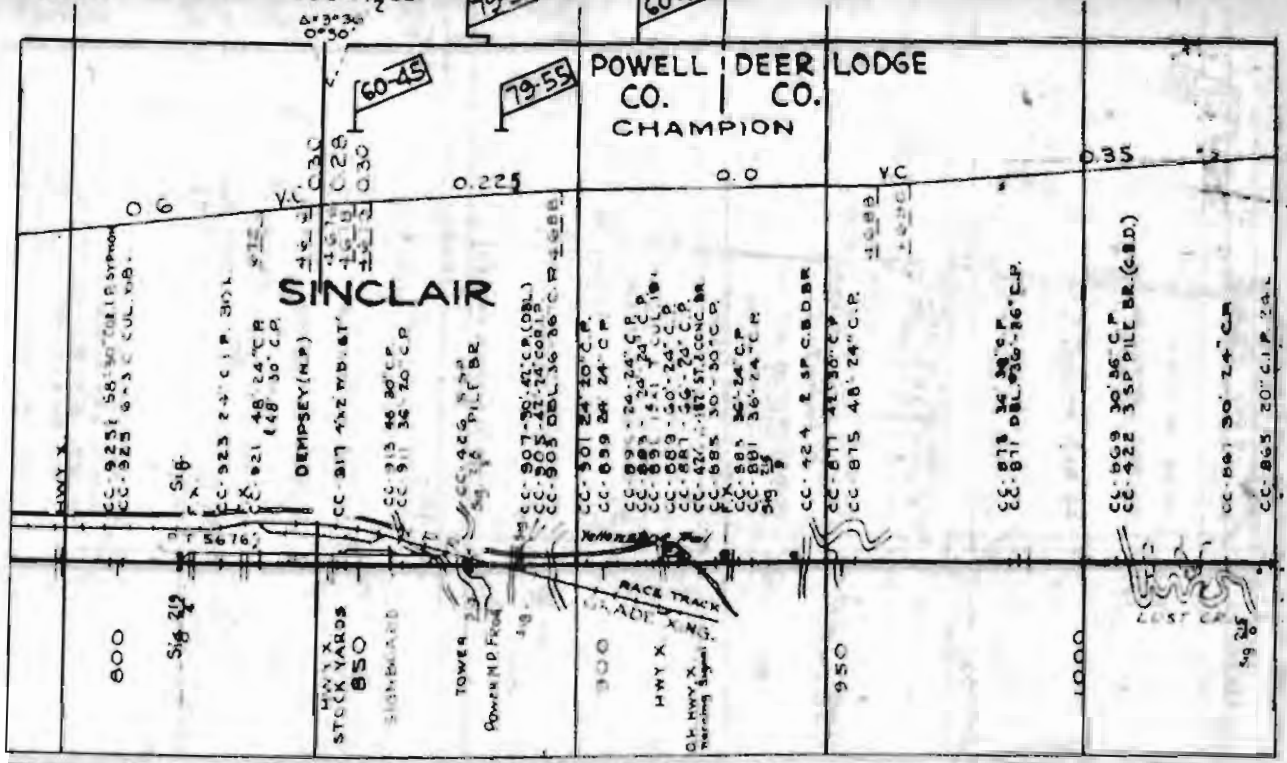
79-55 1553

60-45

1552

1551

15



POWELL DEER LODGE  
CO. CO.  
CHAMPION

SINCLAIR

10020 X6-1946  
MILW MAINT.

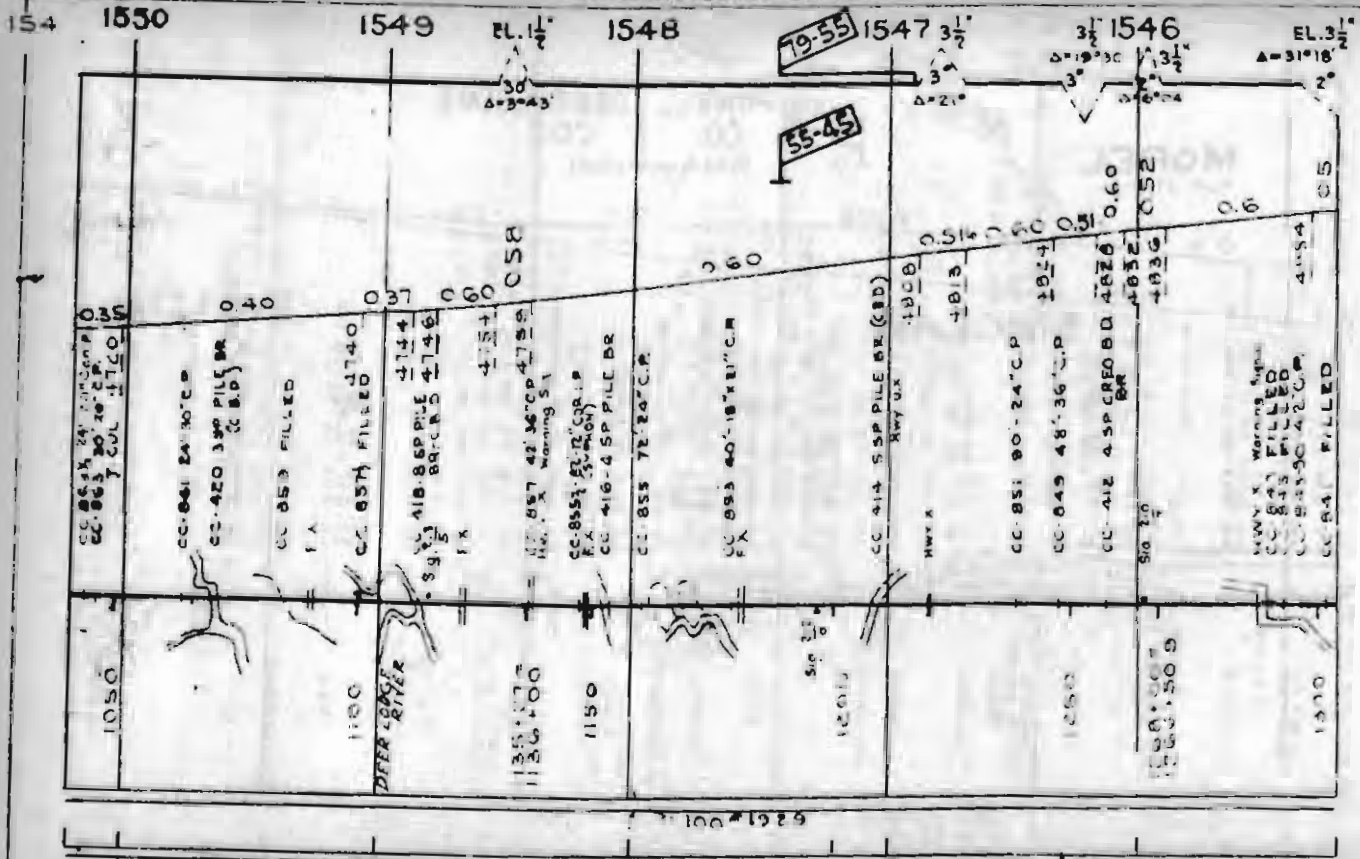
1007 1929

SURF-THREE FORKS PROC.-1961

ELECTRICAL

*Handwritten scribble*  
LOST CP

59 25



SURF-THREE FORKS PROC - 1961

ELECTRIFIED

4" GRWEL - DEER LODGE  
PROC - 1947



EL 31' 1545

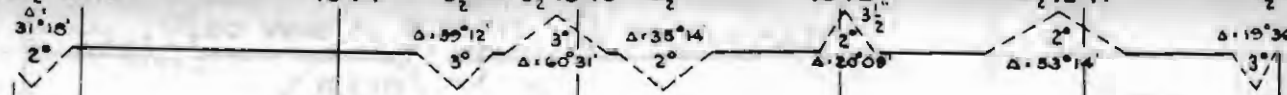
1544

31' 1543 31'

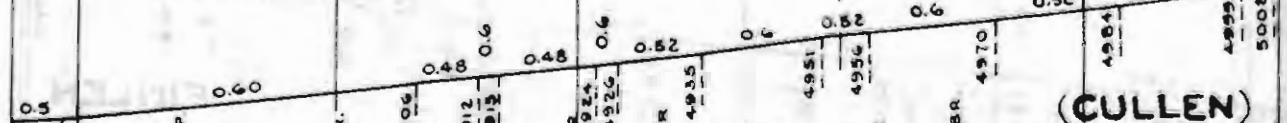
1542

31' 1541

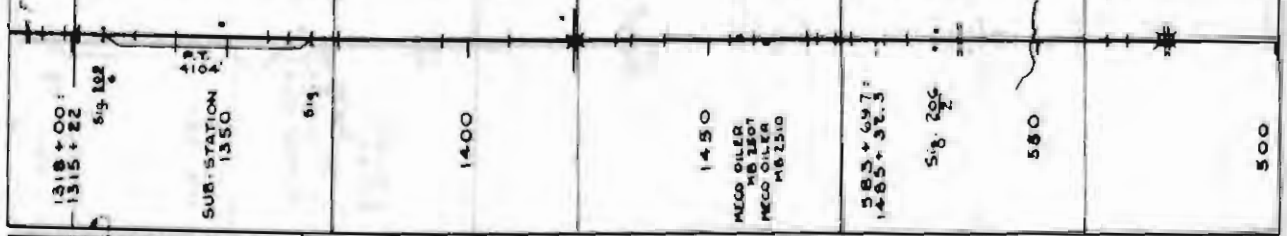
EL 31' 15



**MOREL**  
SUB-STATION



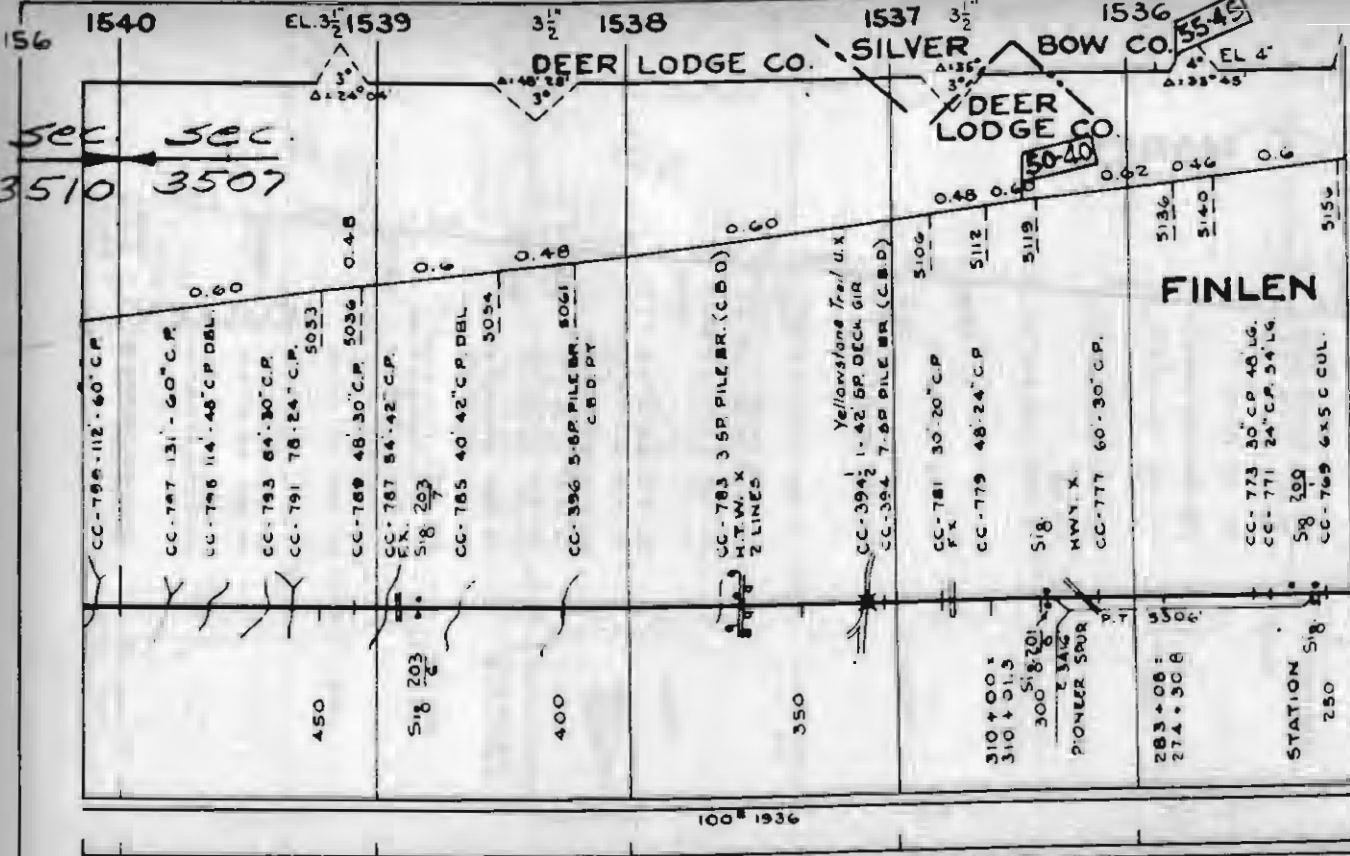
- CC-839-20° C.P. 4861
- CC-410-3-12 BR TDR
- CC-837-18° x 12' T.M.C
- 819
- CC-835 54'-24' C.P.
- CC-408 1-25 TD GIR SP
- CC-835 144'-20' C.P.
- CC-831 90'-30' C.P.
- 518 208
- CC-406 4-SP FILE BR.
- 4906
- CC-825 84'-48' C.P.
- 4912
- CC-821 78'-36' C.P.
- 4924
- CC-404-3-SP C.D.BR
- 4926
- CC-825 84'-20' C.P.
- CC-823 36'-36' C.P.
- CC-402 6-SP C.D.BR
- 4935
- CC-821 66'-20' C.P.
- CC-819 102'-24' C.P.
- CC-817 50'-20' C.P.
- CC-816 36'-24' C.P.
- CC-815 42'-20' C.P.
- CC-813 42'-20' C.P.
- CC-811 54'-20' C.P.
- CC-809 54'-30' C.P.
- CC-807 60'-20' C.P.
- 518 208
- CC-400 7-SP C.D.BR
- F.V.K.
- 4970
- CC-803 114'-30' C.P.
- CC-803 42'-20' C.P.
- CC-801 48'-24' C.P.
- HWY U.K.
- CC-398 6-SP C.D.BR
- TELEPHONE BOOTH & SIGNPOST



4" GRAY.  
1947

GRAYEL 1936

ELECTRIFIED



56 1540 EL. 31' 1539 31' 1538 1537 31' 1536

DEER LODGE CO. SILVER BOW CO. 55-45

sec. 3510 sec. 3507

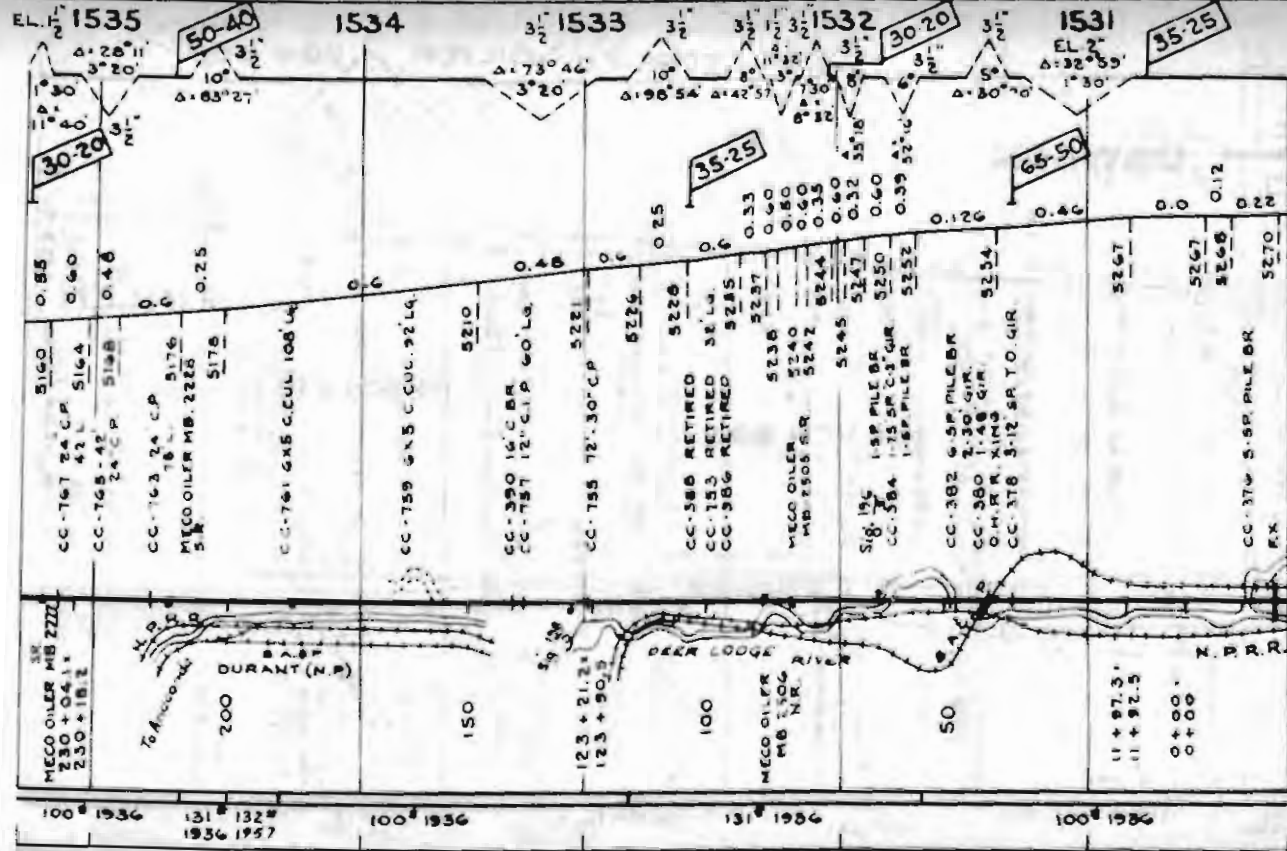
DEER LODGE CO. 50-40

FINLEN

CC-785 112'-60" C.P.  
 CC-787 131'-60" C.P.  
 CC-798 114'-48" C.P. DBL.  
 CC-793 64'-30" C.P.  
 CC-791 78'-24" C.P. 5053  
 CC-789 48'-30" C.P. 5056  
 CC-787 84'-42" C.P.  
 Sigs 203  
 CC-785 40'-42" C.P. DBL. 5054  
 CC-396 5'-6" PILE BR. 5061  
 C.B.D.P.Y.  
 CC-783 3 5P PILE BR. (C.B.D.)  
 H.T.W. X  
 2 LINES  
 Yellowstone Trail u.x  
 CC-394 1'-42" 6P. DECK GIR.  
 CC-394 7'-0" PILE BR. (C.B.D.)  
 CC-781 30'-20" C.P.  
 Fx  
 CC-779 48'-24" C.P.  
 Sigs  
 H.W.Y. X  
 CC-777 60'-30" C.P.  
 310+00+  
 310+01.5  
 Sigs 201  
 300+87.0  
 2 LINES  
 PIONEER SPUR  
 283+08+  
 274+308  
 5506'  
 STATION Sigs  
 250  
 CC-773 30" CP 40 LG.  
 CC-771 24" CP 34 LG.  
 Sigs 200  
 CC-769 6x5 C CUL.

100' 1936

GRAVEL 1936  
ELECTRIFIED



EL. 1535

1534

1533

1532

1531

30-20

50-40

35-25

30-20

65-50

35-25

MECO OILER MB 2228  
230 + 04.1  
230 + 18.2

To Amoco  
DURANT (N.P.)  
200

150

123 + 21.2  
123 + 90.5

100

MECO OILER  
MB 2206  
N.P.

50

11 + 97.3  
11 + 92.5  
0 + 00  
0 + 00

N. P. R. R.

100+1936

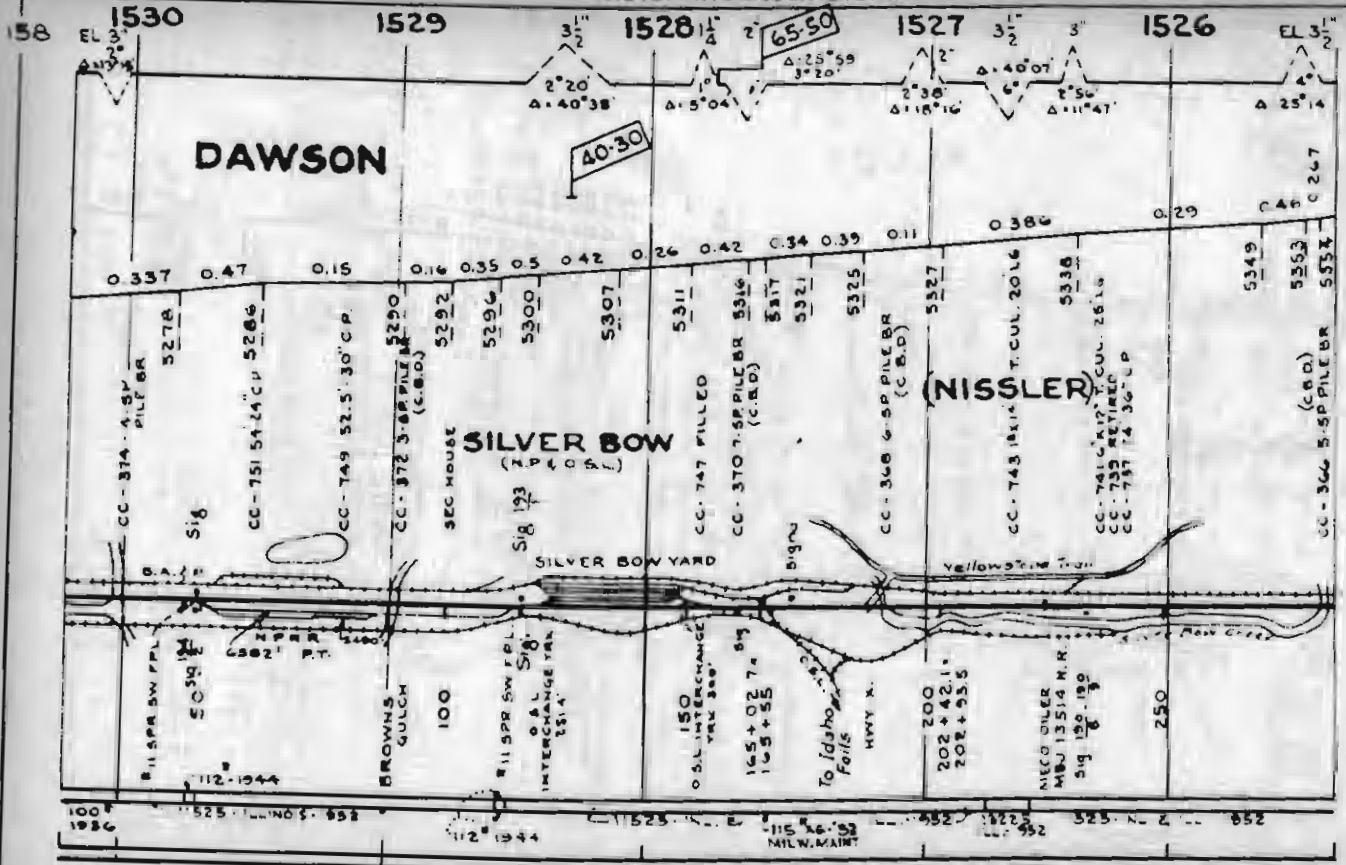
131+1936  
132+1957

100+1936

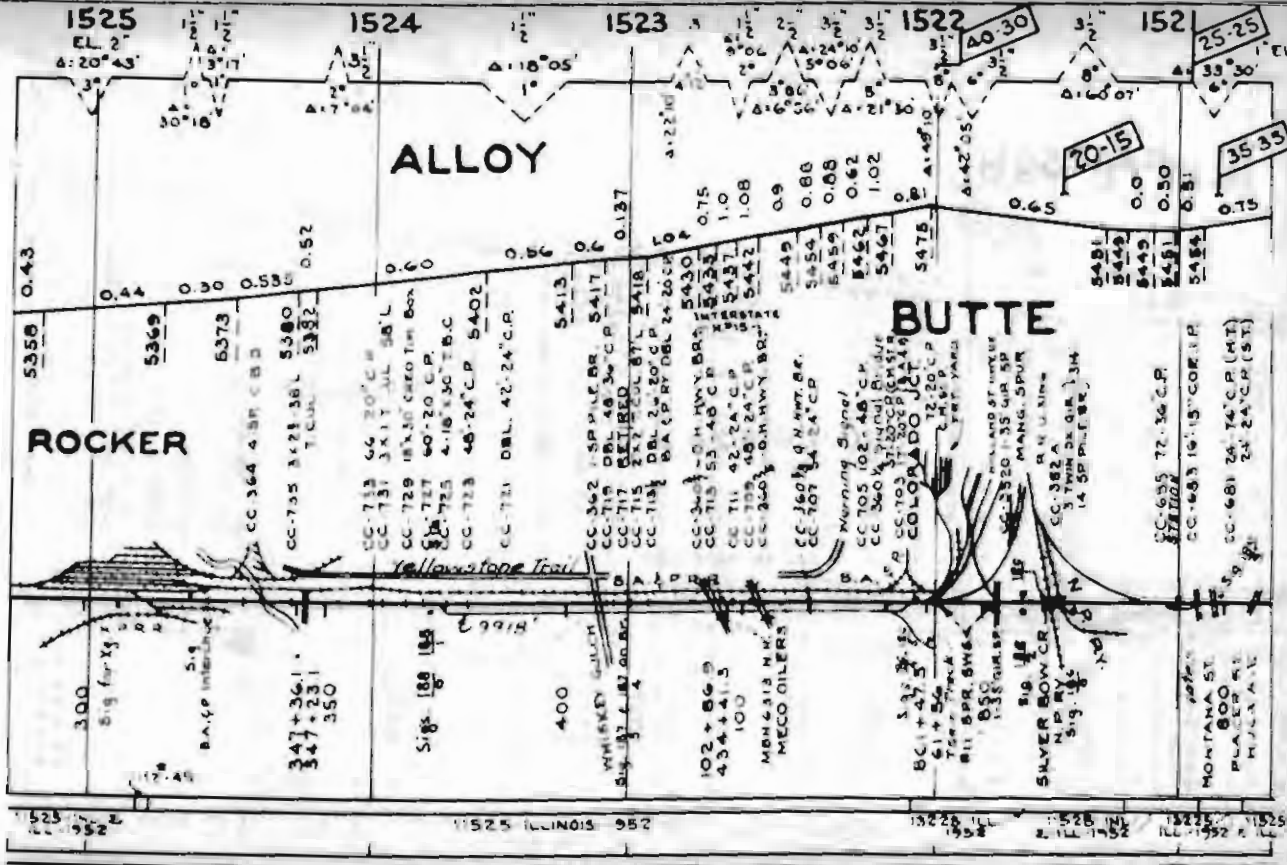
131+1936

100+1936

GRAVEL 1936  
ELECTRIFIED



GRAVFL 1936 ELECTRIFIED



1525  
EL. 2'  
4:20'43"

1524

1523

1522

152

ALLOY

ROCKER

BUTTE

300  
Sig for X

5:9  
B.A. CP Intermediate

347+261  
347+231  
350

5:8  
188  
189

400

102+869  
434+413  
100

MBN4313 N.W.  
MECO OILERS

5:1  
47  
5:1  
5:1

SILVER BOW CR  
N.P.R.  
5:9  
188

MONTANA ST  
800  
PLACER  
MULLEN

1525  
1522

1525 ILLINOIS 952

1522

1525  
1522

1525  
1522

GRAVEL 1936  
ELECTRIFIED

160

20-15 1520

EL 2' 15" BT 1519

35-35

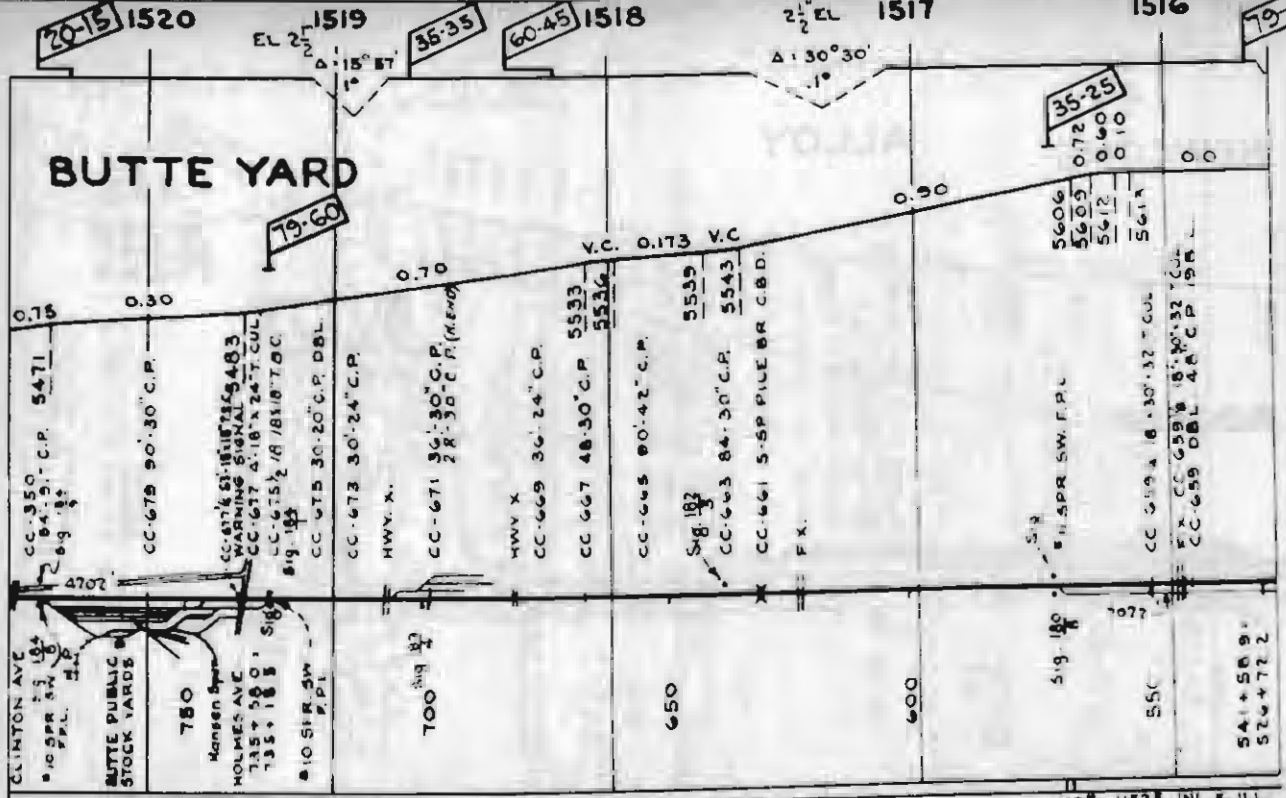
60-45 1518

2 1/2 EL 1517

1516

79-60

# BUTTE YARD



35-25

79-60

CC-350  
84.5' - C.P. 5471  
69.18'

CC-675 90.30" C.P.

CC-674 51' 18" 18' 25' 6" 483  
WARNING SIGNAL  
CC-677 4' 18" 24" 7" CUL  
CC-675 1/2 18' 18" 18' 7" C.C.  
69.18'

CC-676 30.20" C.P. DBL

CC-673 30.24" C.P.

HWY. X

CC-671 36.30" C.P.  
28.30" C.P. (New)

HWY X  
CC-669 30.24" C.P.

CC-667 48.30" C.P. 5533  
5536

CC-665 80.42" C.P.

Sig. 183  
CC-663 84.30" C.P. 5539  
5543

CC-661 5-SP PILE BR C.B.D.

FX

Sig. 180  
5-SPR SW. F.P.L.

CC-659 18.30.32" CUL

FX CC-658 18.30.32" CUL  
CC-659 DBL 48" C.P. 198

5606  
5609  
5612  
5614

0  
0

CLINTON AVE  
750  
780  
100 SPR SW  
P.P.L.  
H.L.

BUTTE PUBLIC  
STOCK YARDS

780

Mansen Spr  
HOLMES AVE  
735+200  
735+185  
Sig.

110 SPR SW  
P.P.L.

700  
Sig. 183

650

600

Sig. 180  
1077

550

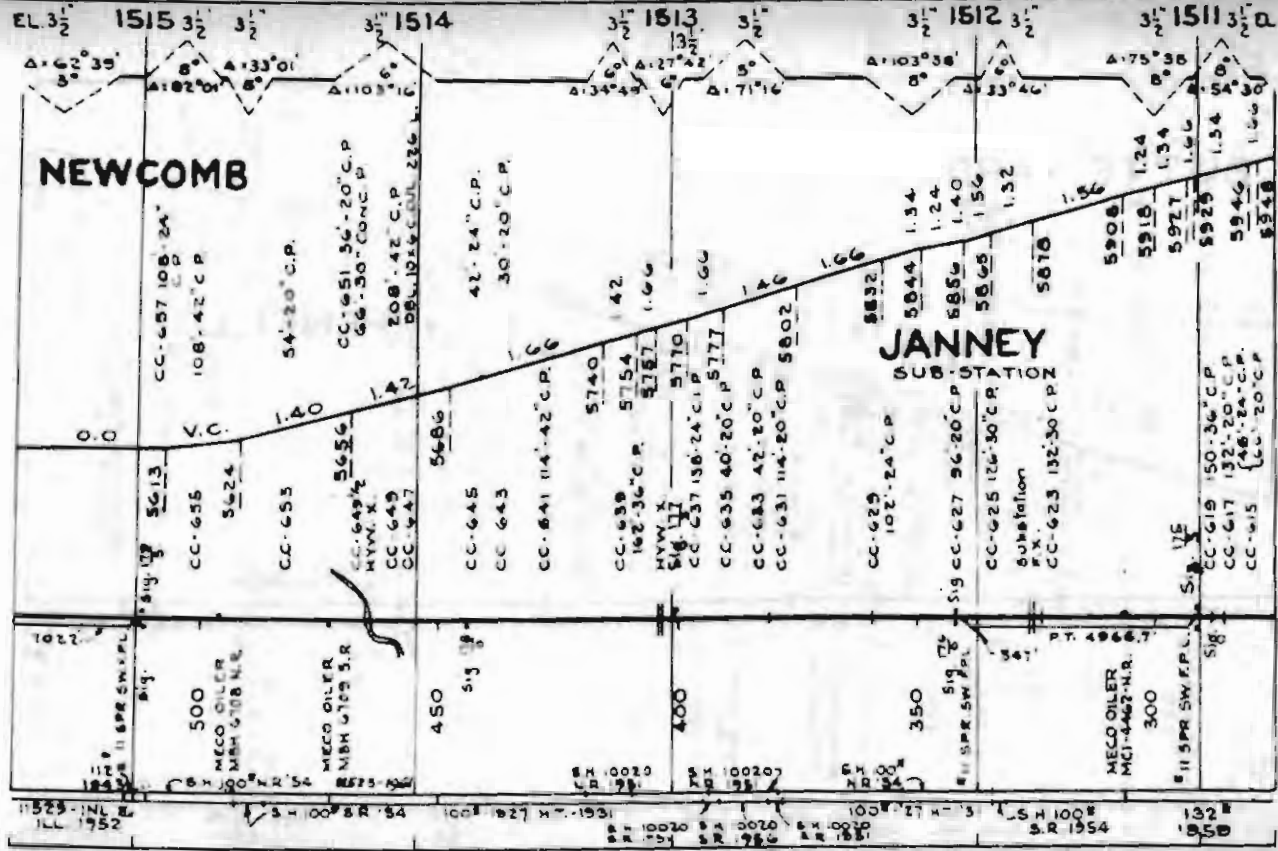
541+589  
526+72.2

11525-INL & ILL 1952

112# 1525-INL & ILL  
1945 1952

GRAVEL 1936

ELECTRIFIED  
SURF. - THREE FORKS PROC GR. 386  
SURF. T.F. PROC 1961



EL 3 1/2

1515 3 1/2

3 1/2 1514

3 1/2 1513

3 1/2 1512 3 1/2

3 1/2 1511 3 1/2

# NEWCOMB

# JANNEY

1523 - INL N  
ILL 1952

S. 100 BR 54

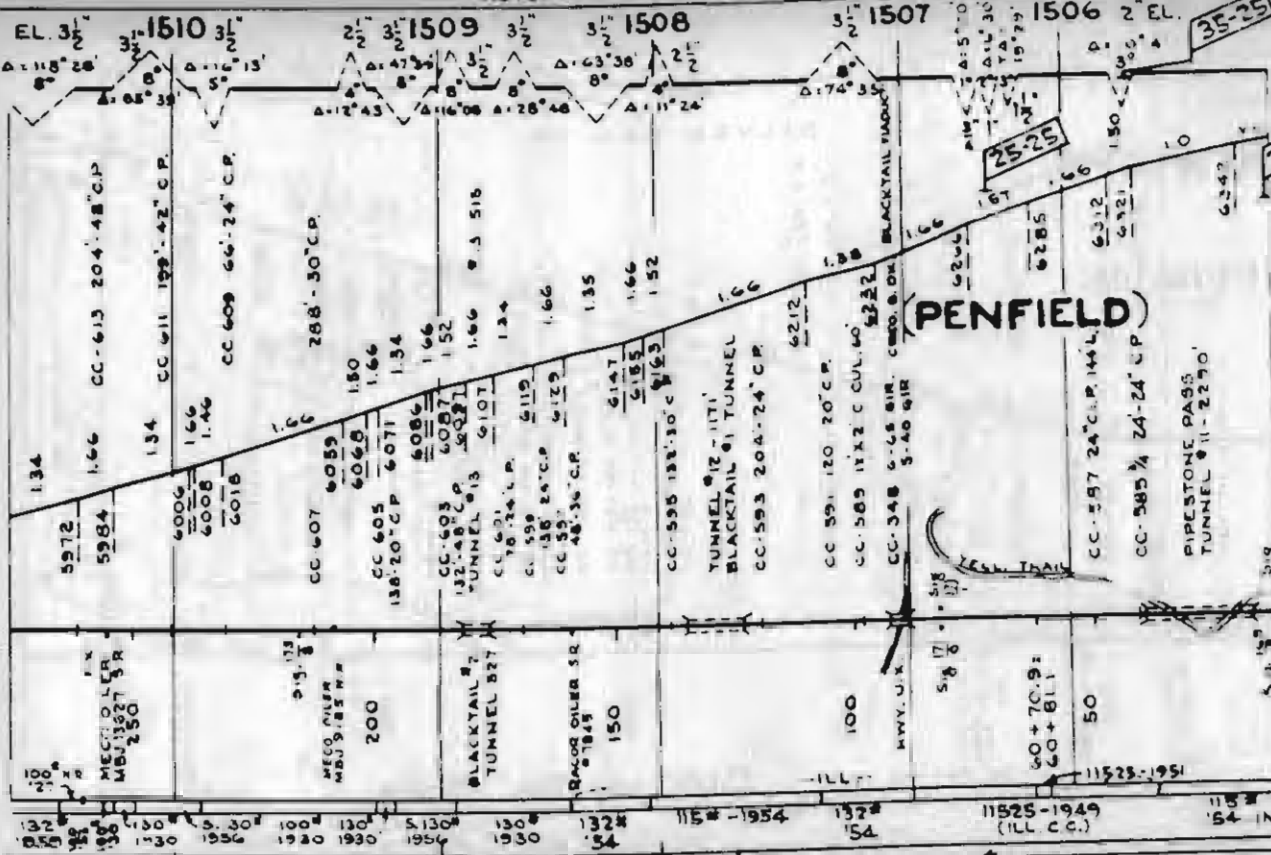
100 1027 X-1951

S. 1000  
S. 1000  
S. 1000  
S. 1000

100 1027 X-1951

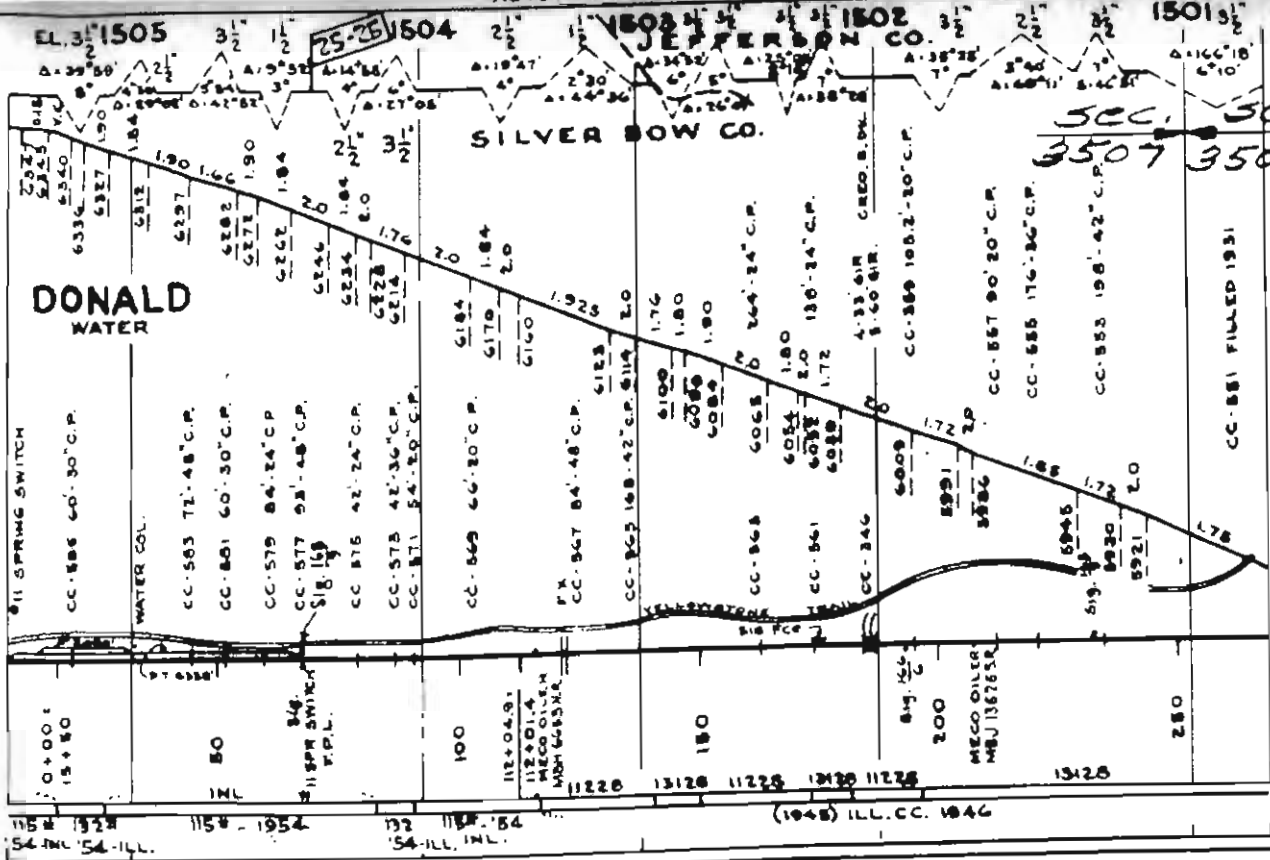
S. 1000  
S. 1954

132  
S. 1950



1961 - SURF. - THREE FORKS PROC. GR. - 1958





115 INL 1954  
54 INL 54-ILL.

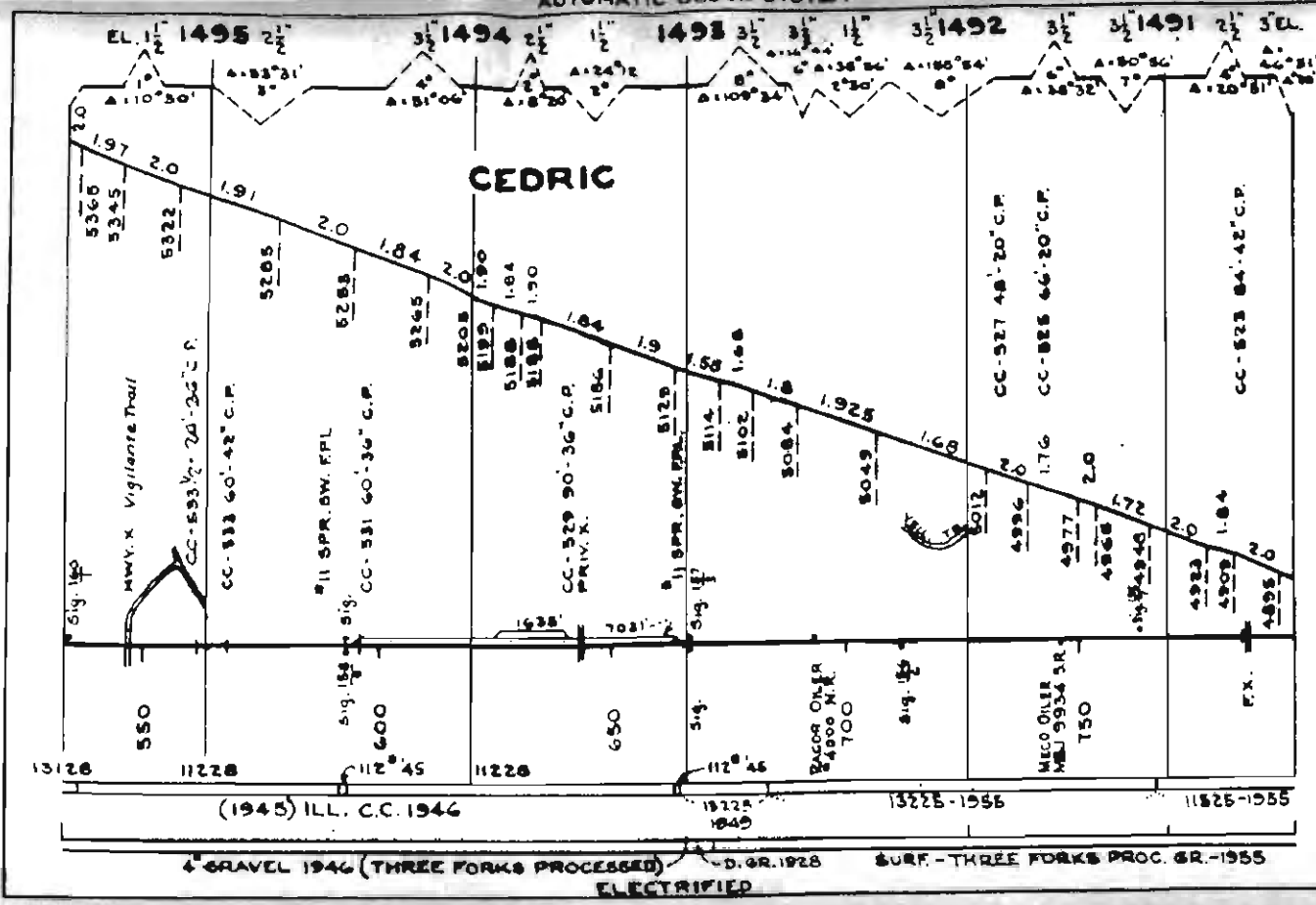
1154 - 1954

1172 1184 INL  
54-ILL. INL.

(1045) ILL. CC. 1046

SURF - THREE FORKS PROC. GR. - 1956  
ELECTRIFIED





166

1490 2 1/2 EL. 108°41'

35-25 1489

50-25

1488

1487

1486

MECO OILER MBH 6422 N.R.  
CC-821 40'-30" C.P.

4874  
4886

2.0

# VENDOME

SIGNBOARD  
CC-714 24' C.P. LINES  
CC-517 24' C.P.  
CC-248 128' Vendome  
MB. O.K. HWY X.

CC-812 20'-48" C.P. DR.

Sig. 153

4.08

850

CC-842 3-3P BR.  
(C.B.O.)  
Sig. 153

4806

1.674

4766

50-25

CC-815 1/2 48'-80" C.P.

1.99

900

Sig. 152  
950

4858  
HWY. X. 4850  
V.C.

CC-818 42'-48" C.P.

1.2

4511  
4508

1000

CC-813 60'-42" C.P.

2.0

4487

Sig. 150  
4441

1080

CC-840 3-3P CREO. B. DK. BR.

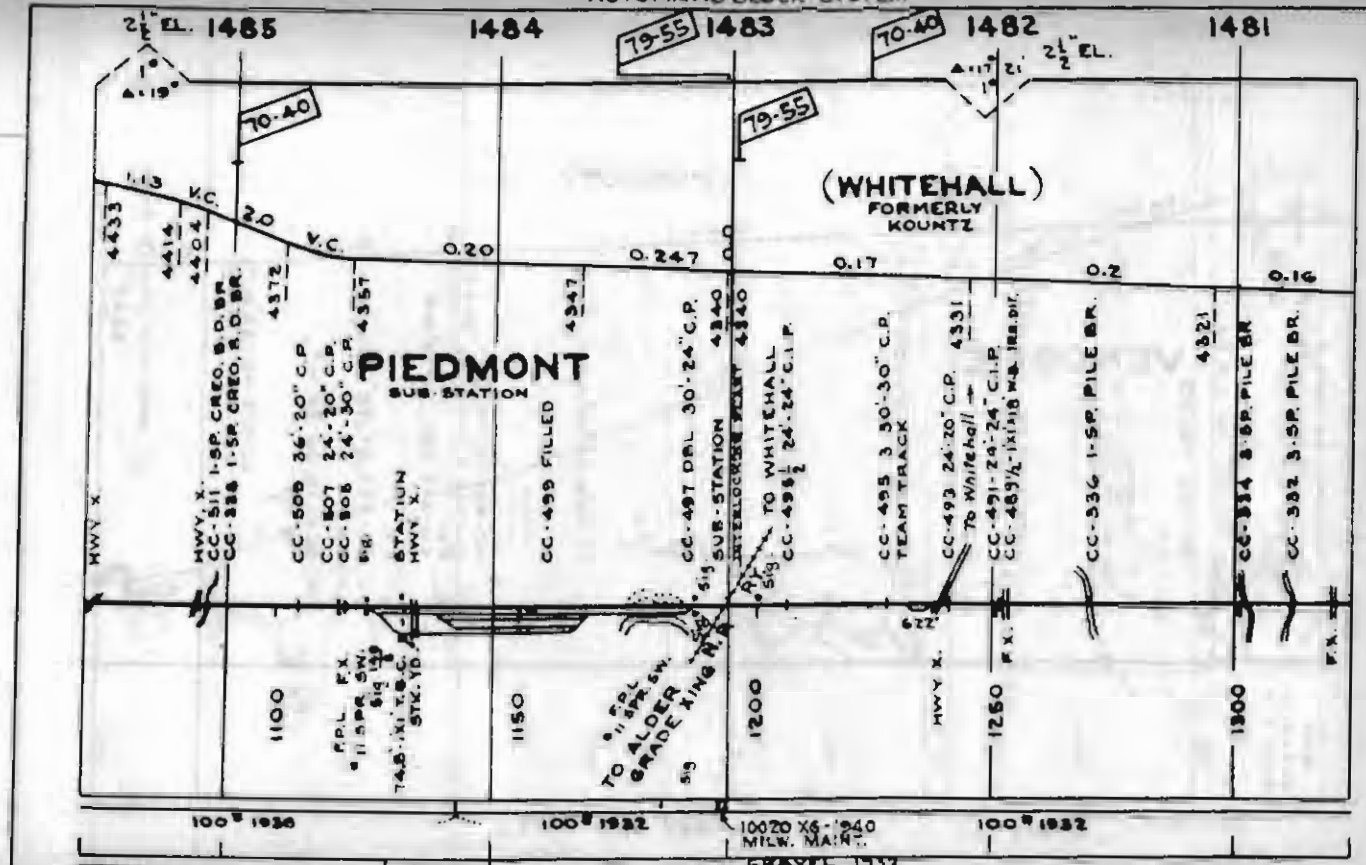
V.C. 0.314  
4437

11525-1555

100° 1926 H.T. 1931

SURF - THREE FORKS  
PROC. GR. - 1955

SURF - THREE FORKS PROC. GR. - 1960  
ELECTRIFIED



SURF - THREE FORKS  
PROC GR - 1960

4-GR. 1948  
THREE FORKS PROC  
ELECTRIFIED

1480

1479

EL 2 1/2"

1478

1477

1476

(PARROT)



0.16

0.20

0.166

0.25

0.151

4313

4303

4271

4267

CC-330 2-5P PILE BR.  
CC-489 24'-30" C.P.

F.X.

CC-487 FILLED  
F.X.

F.X.

CC-485 DBL. 40'-24" X 27" C.P.

F.X.

I  
S

F.X.

CC-483 36'-36" CORR. I.P.

CC-481 42'-42" C.P.  
CC-328 3-5P PILE BR. 4203  
F.X. CC-479 DBL. 30'-30" C.P.

F.X.

CC-477 24'-36" C.P.

F.X.

CC-475 30'-30" C.P.

SIG 140  
SIB 140  
SIB 140

1350

1400

1450

1500

SIG 140  
SIB 140  
SIB 140

1550

100# 1932

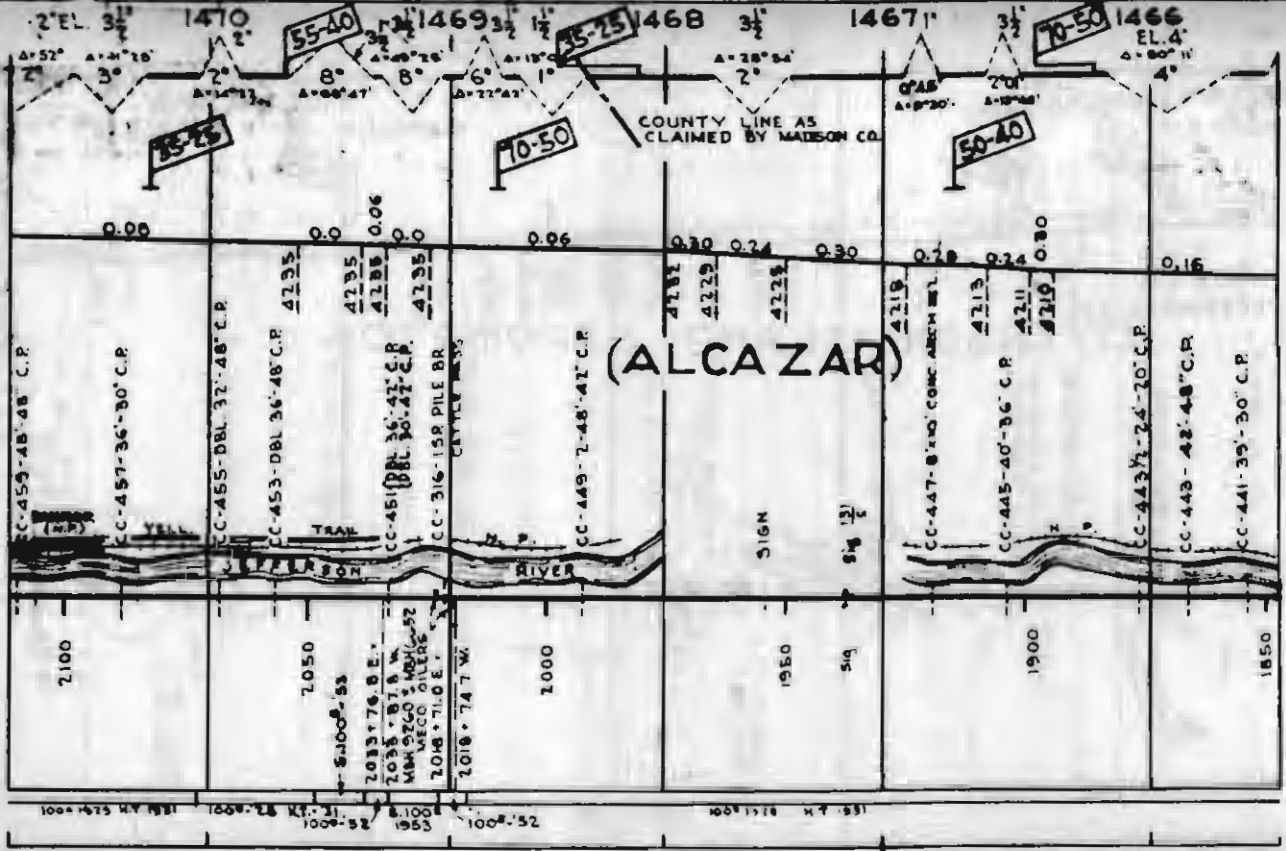
RAVEL 1937

ELECTRIFIED

SURF - 1959  
THREE FORKS PROC. GR.



170



(ALCAZAR)

COUNTY LINE AS CLAIMED BY MADISON CO.

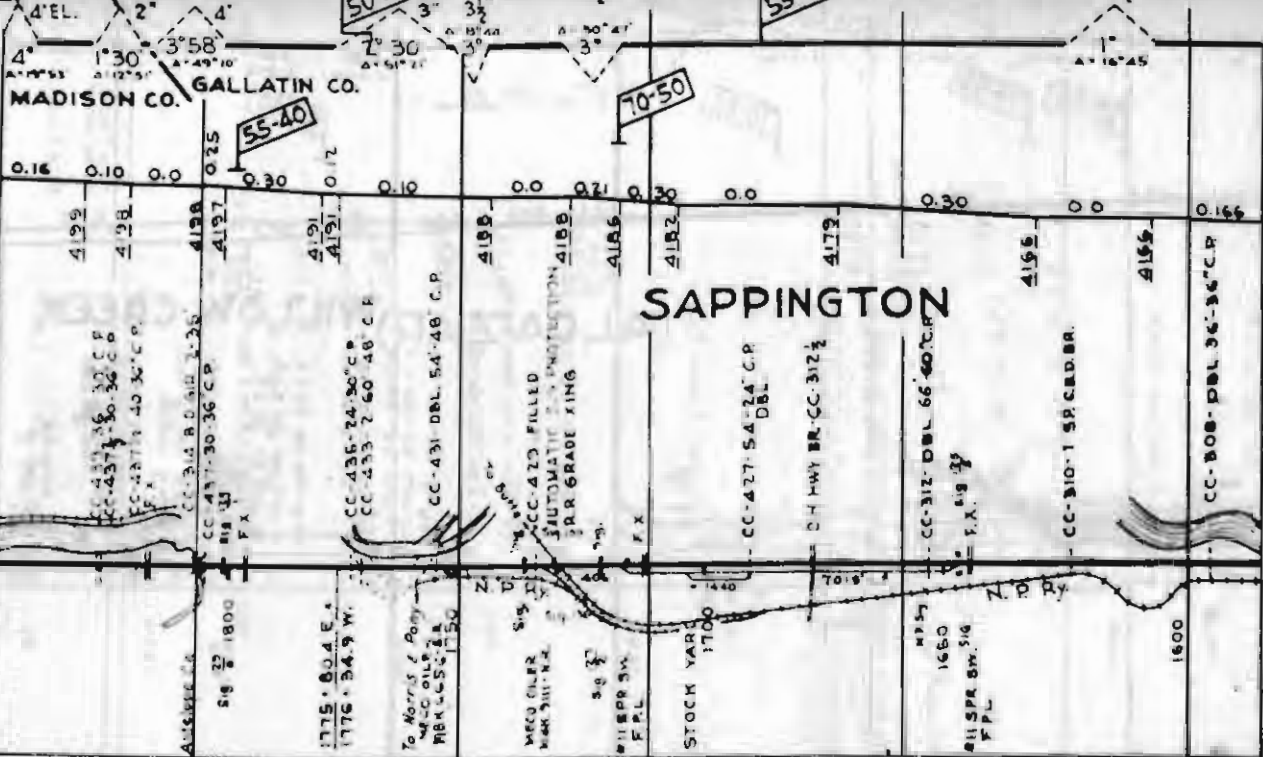
SURF. 1959  
THREE FORKS PROC.

ELECTRIFIED

4" GR - 1945 THREE FORKS PROC.



JEFFERSON CO. 1465 1464 3 1463 1462 EL. 2 1461



# SAPPINGTON

4" GRAVEL 1943 THREE FORKS PROCESSED      SJRR-THREE FORKS PROC GR.-1960  
ELECTRIFIED

1460 EL. 24'

1459

70-50

1458

1457

1456

2°  
A = 31' 12"

79-55

0.168

0.10

0.0

MAIN TRACK  
PASS TRACK  
OPEN T. CUL.

4139

CC-306-DBL 48'-60' C.P.

CC-423-FILLED

CC-304-4 SP. ~~OR~~ BR. BR.

CC-421-DBL 36'-30' C.P.

4142

CC-419-36'-24' C.P.

CC-417-36'-24' C.P.

CC-415-36'-30' C.P.

CC-413-36'-24' C.P.

# WILLOW CREEK

CC-411-DBL 48'-24' C.P.

CC-409-36'-24' C.P.

CC-407-30'-24' C.P.

CC-307-3 SP. PILE BR. C.B.D.

4147

CC-403-DBL 36' V.B.

HWY. X 45' T. CUL.

STOCK YARDS

CC-399-24'-36' C.P.

CC-397-30'-24' C.P.

CC-395-38'-24'

P.T. 400  
P.X. 519  
P.X.



HWY

Sig 132

N.P. Ry

Sig 74

1550

1500

1450

1400

Sig 130

1350

919

100' 151' 143'

SURF - THREE FORKS PROJ. GR - 1960

ELECTRIFIED

1455

EL 2 1/2

1454

1453

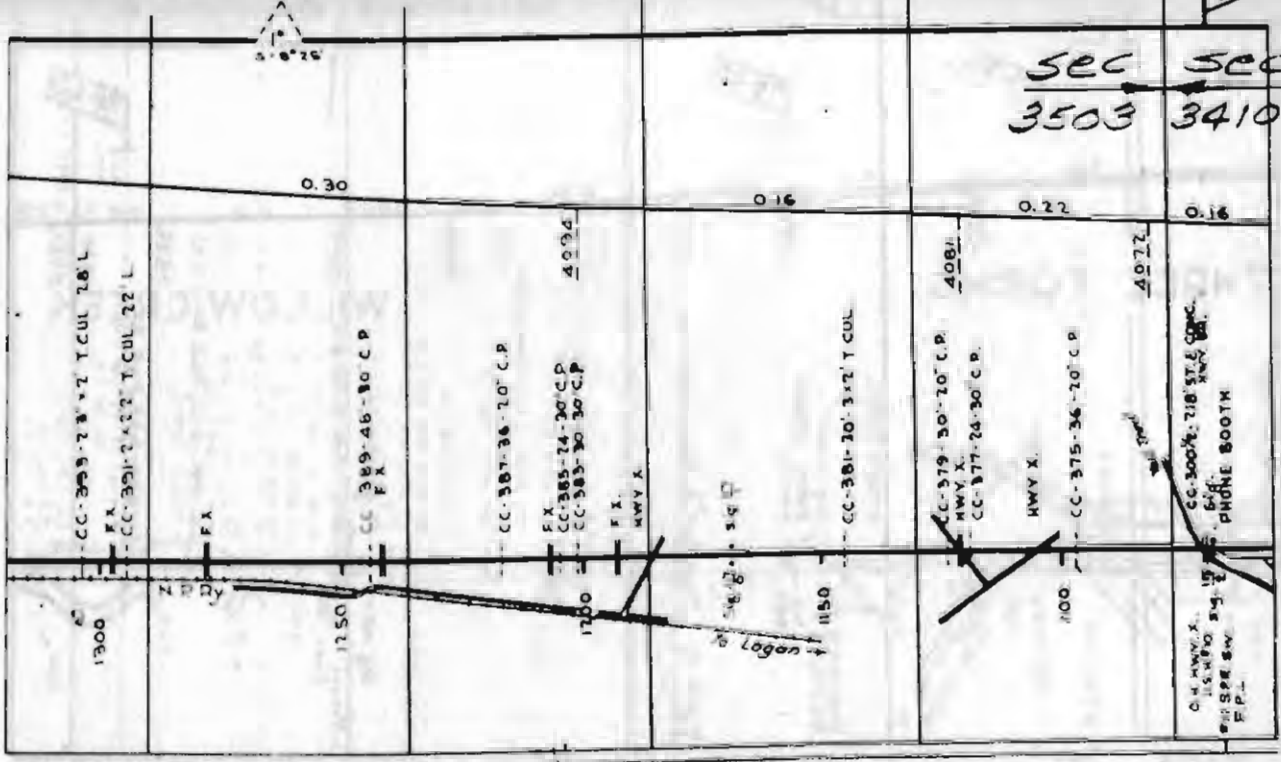
1452

1451

19-55

173

SEC 3503 → SEC 3410



SURF - THREE FORKS PROC. GR - 1960  
ELECTRIFIED

262145

1450

1449

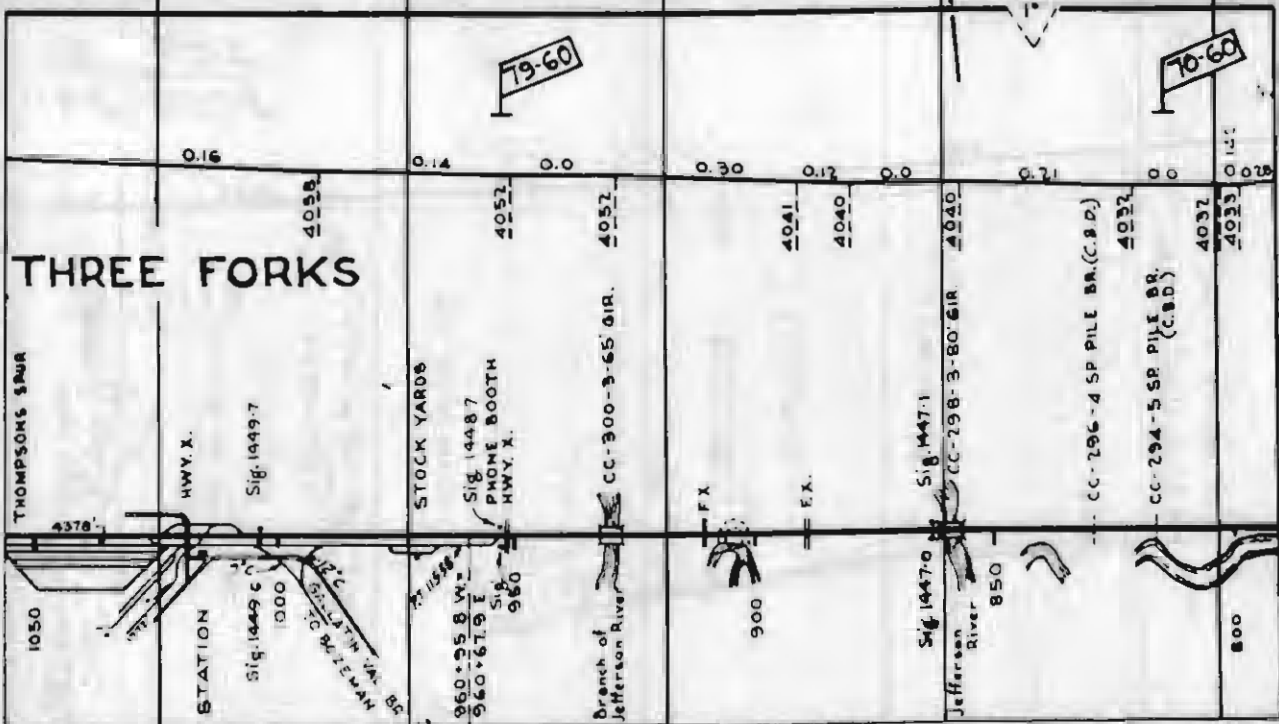
1448

1447 EL. 21

1445

GALLATIN CO. BROADWATER CO.

174



# THREE FORKS

2" GRAVEL 1963  
THREE FORKS PROCESSED GRAVEL

2" GRAVEL 1944  
(THREE FORKS PROC)  
ELECTRIFIED

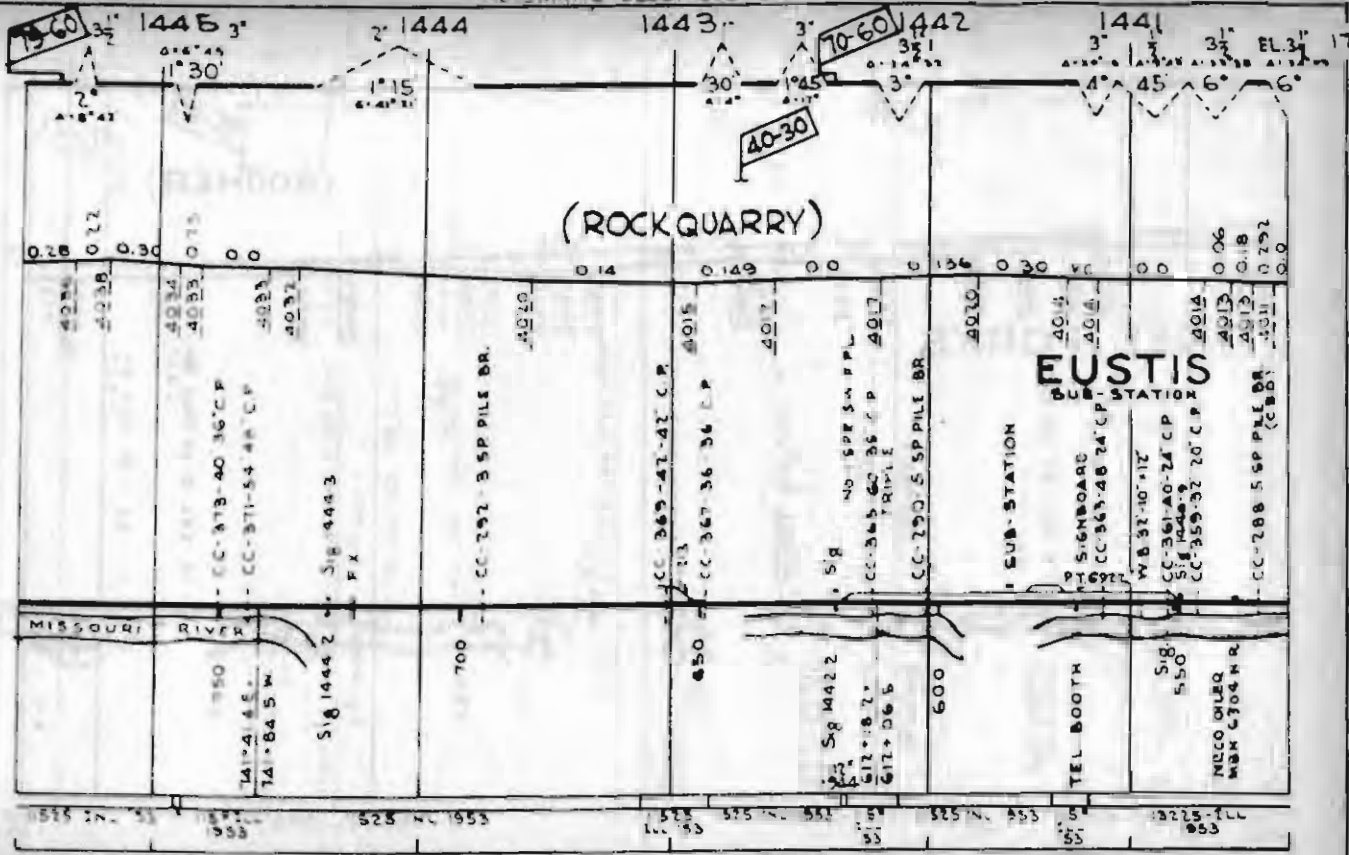
SURF-THREE FORKS PROC GR-1950

1004 1428

50-  
1926

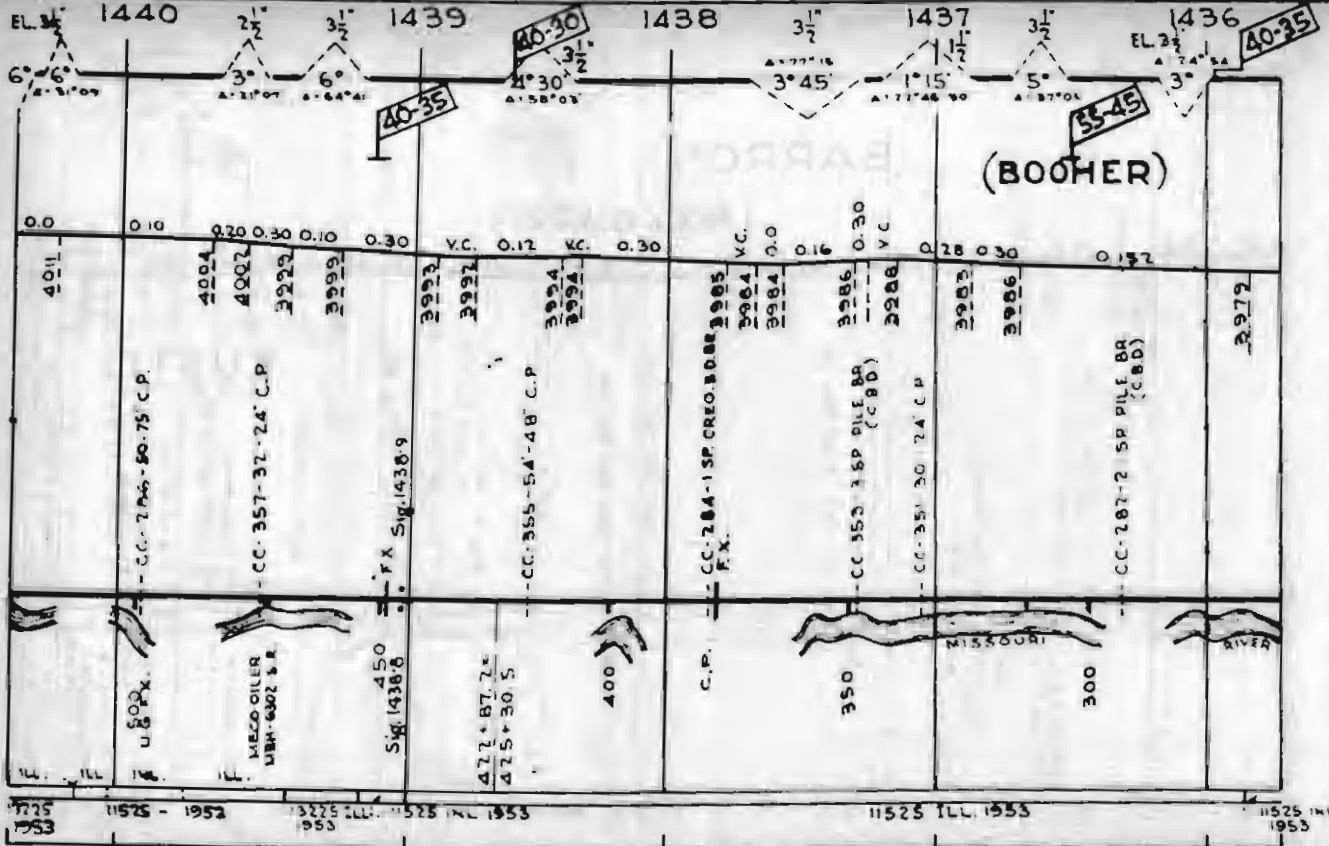
100 1927

1525 170-1952



BLUF - THREE FORKS DRC. GR. - 1956  
ELECTRIFIED

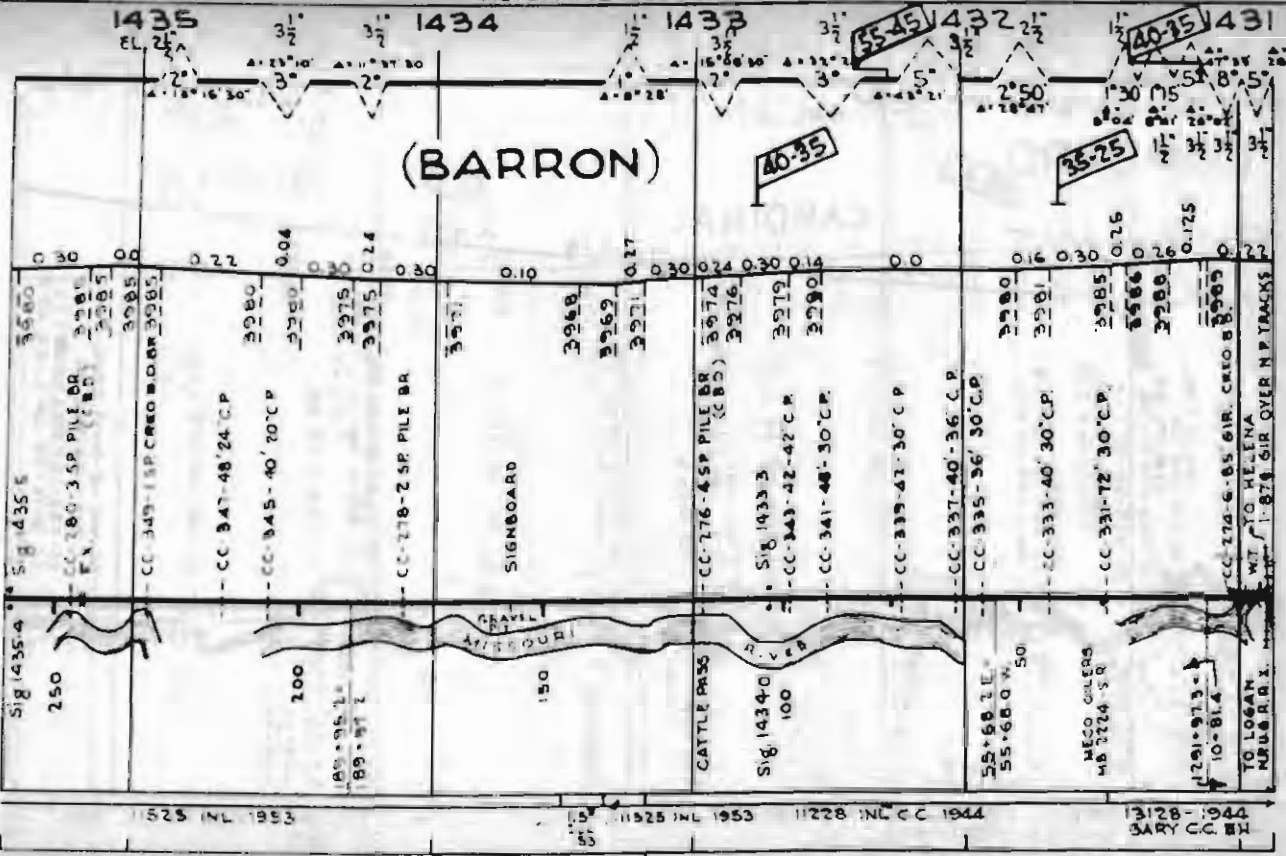
176



11525 ILL. 1953      11525 - 1952      11525 ILL. 1953      11525 ILL. 1953      11525 ILL. 1953

SURF - THREE FORKS PROC. GR - 1956  
ELECTRIFIED

2" GRAVEL 1944  
(THREE FORKS PROC.)



(BARRON)

55-45

40-35

35-25

40-35 431

Sig 1435-4

250

CC-280-35P PILE BR  
EX.

3580  
3280  
3285  
3285

CC-347-48' 24' C.P.

3280

CC-345-40' 20' C.P.

3275  
3275

CC-278-25P PILE BR

3270  
3270

SIGNBOARD

3268  
3262  
3271

CATTLE PASS

Sig 1434-0  
100

CC-276-45P PILE BR  
(C.B.D.)  
Sig 1433-3  
CC-343-42-42' C.P.  
CC-341-48'-30' C.P.

3274  
3276  
3279  
3280

CC-339-41' 30' C.P.

3280

CC-337-40'-36' C.P.  
CC-335-36' 30' C.P.

3281  
3285

CC-333-40' 30' C.P.

3285

CC-331-72' 30' C.P.

3286  
3288

MECO GILERS  
MB 2224-SR

3289

1291-973-1  
10-914

3289

CC-274-6-85 GIR. CRIB B  
MT TO HELENA  
1-874 GIR OVER N TRACKS

525 INL 1953

11925 INL 1953

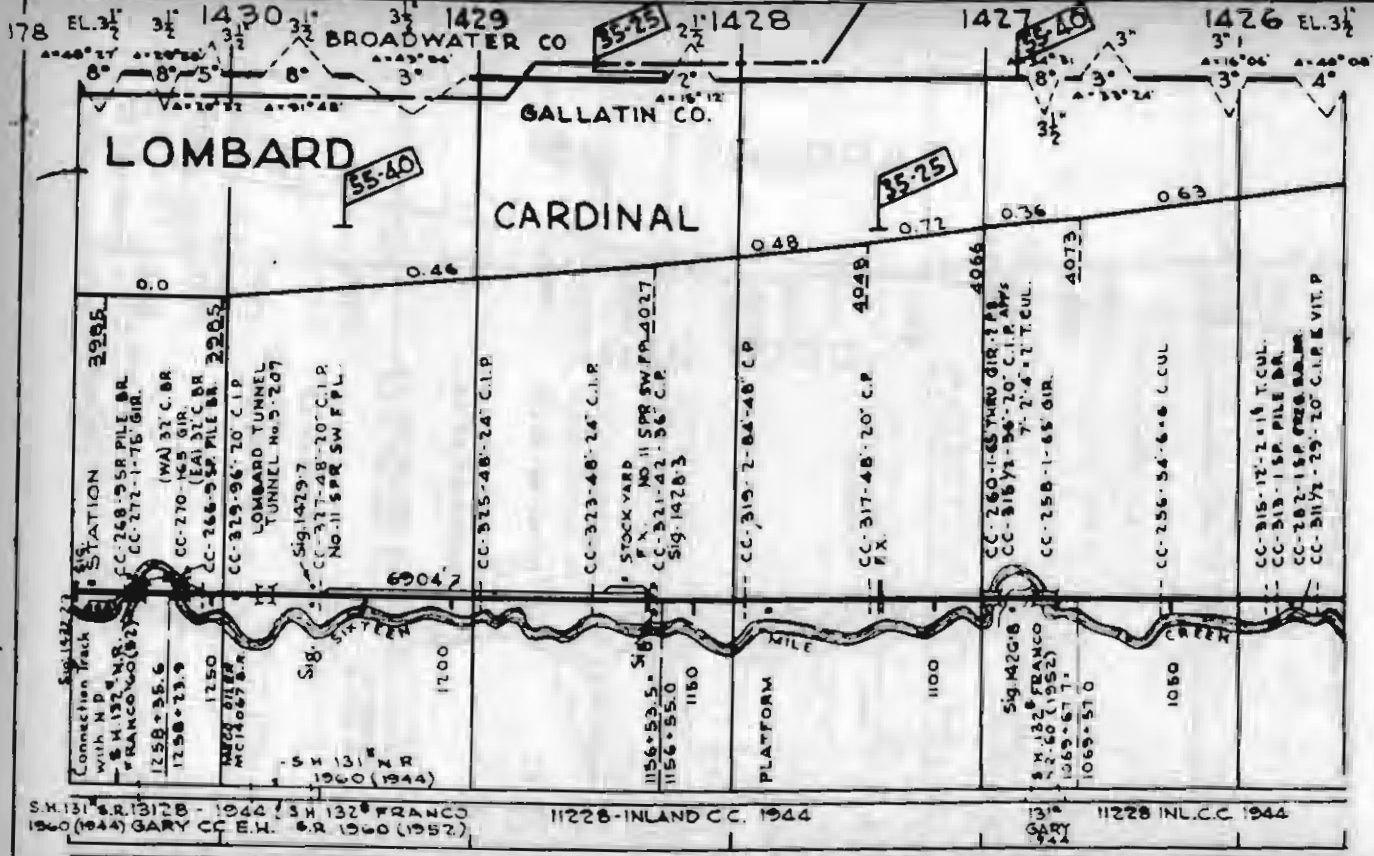
11228 INL CC 1944

13128-1944  
BARY CO. IN

2' GRAVEL 1944  
THREE FORKS PROC

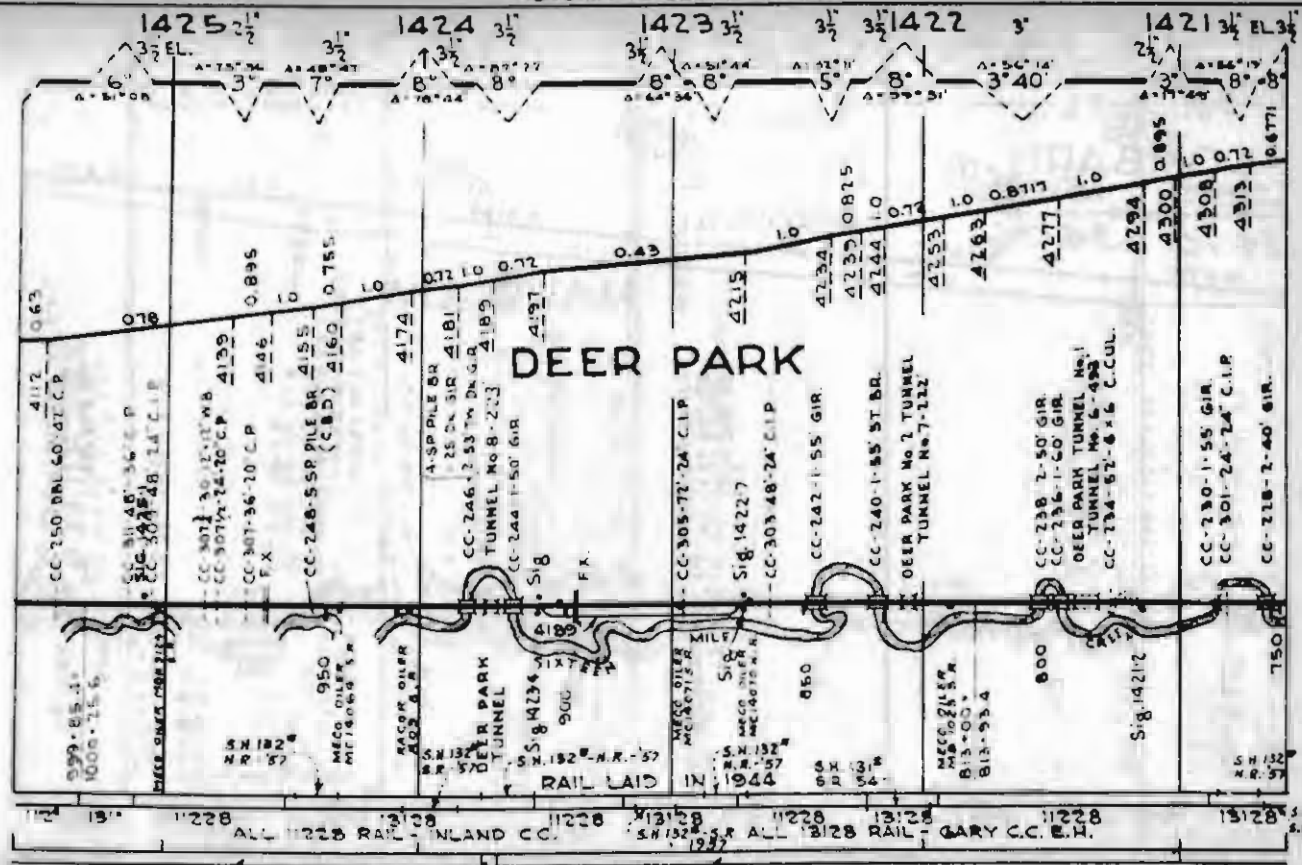
ELECTRIFIED

4' GRAVEL 1944  
THREE FORKS PROC.

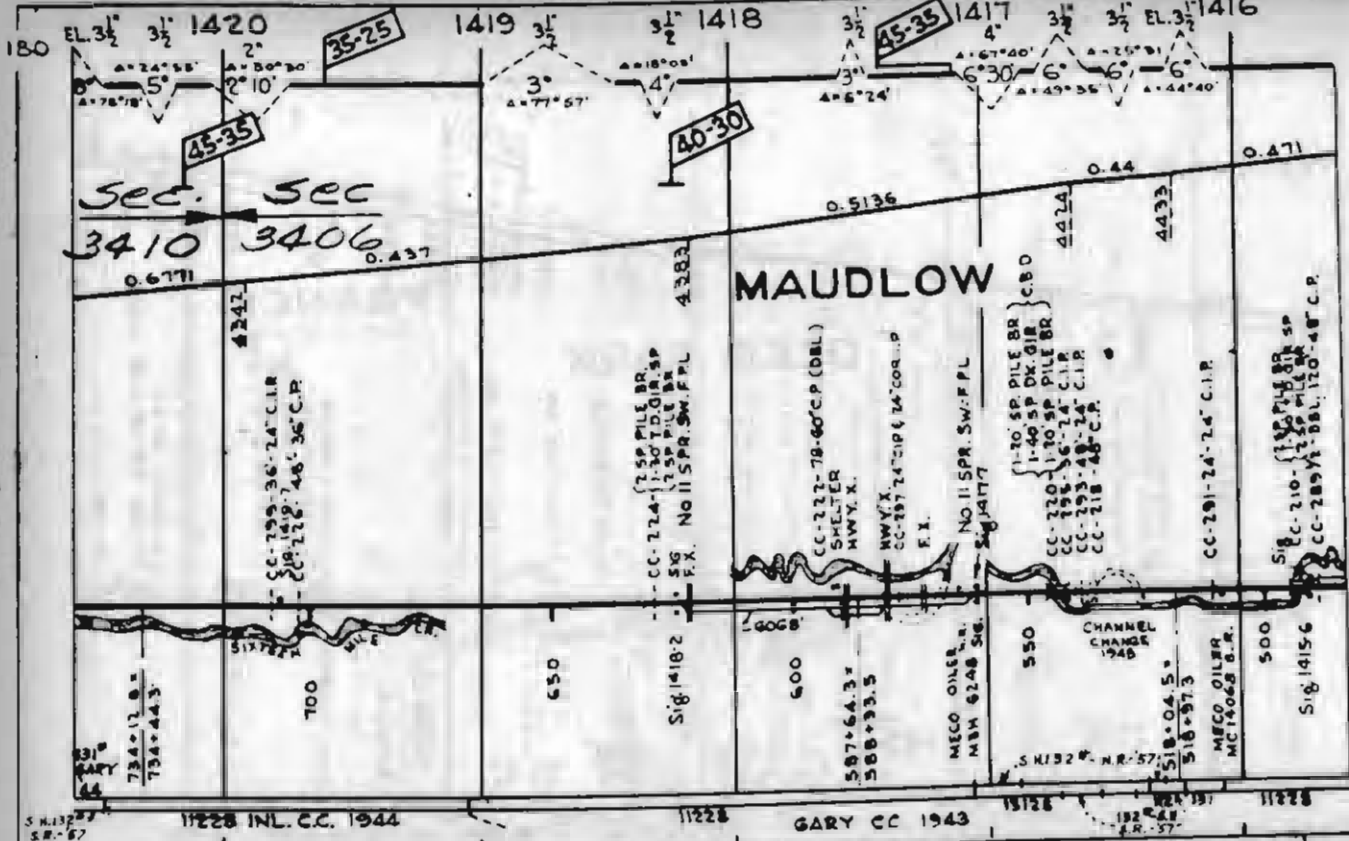


4" GRAVEL 1944 (THREE FORKS PROC)  
ELECTRIFIED





4" GRAVEL 1944  
 THREE FORKS PROC.  
 BALLASTED  
 CRUSHED STONE  
 1955  
 4" GRAVEL 1944  
 THREE FORKS PROC.  
 ELECTRIFIED  
 4" GA. 1945



S.H. 132  
S.R. 57

4" GRAVEL 1983  
THREE FORKS PROCESSED GRAVEL

ELECTRIFIED

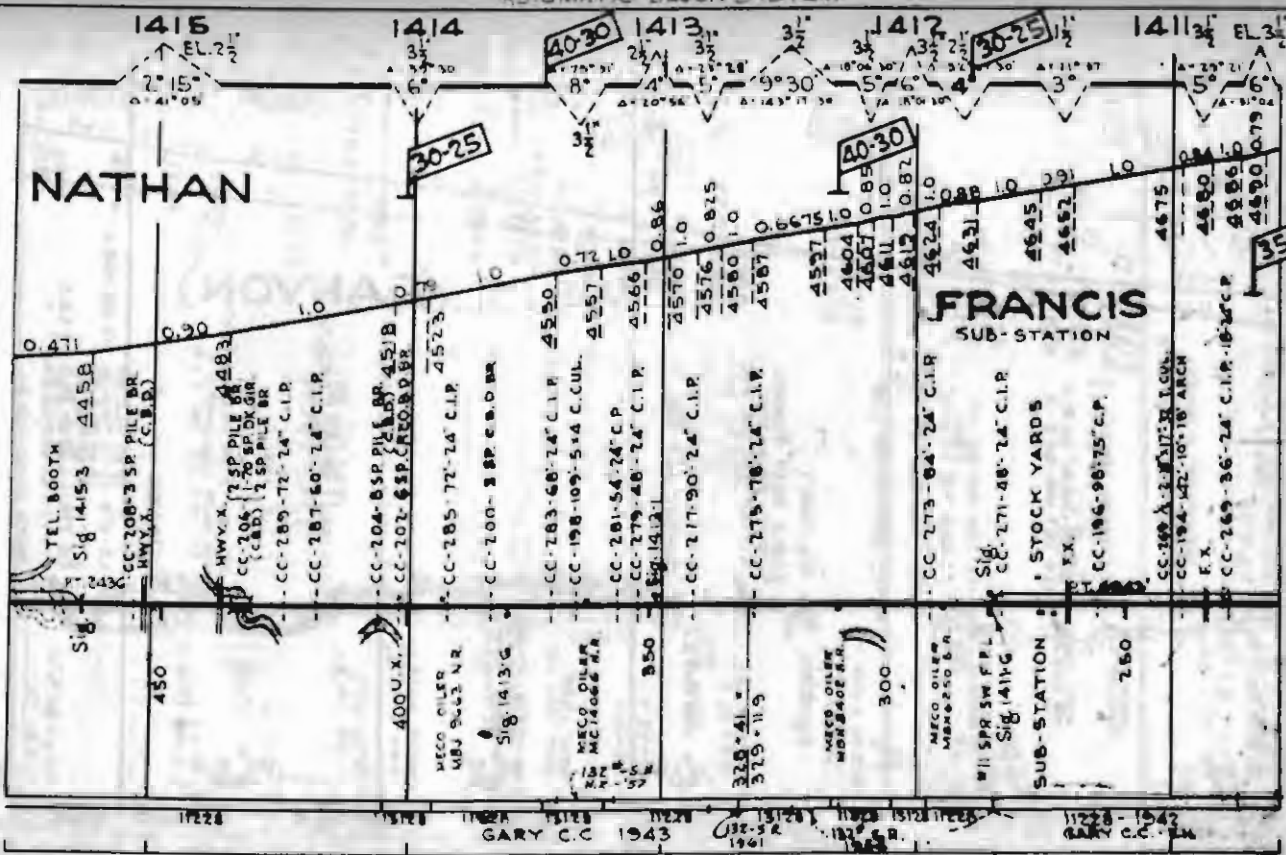
4" GRAVEL 1943  
THREE FORKS PIT-RUN

24" RAIS - 2HOLE RAIL

4" G. 44

NATHAN

FRANCIS  
SUB-STATION



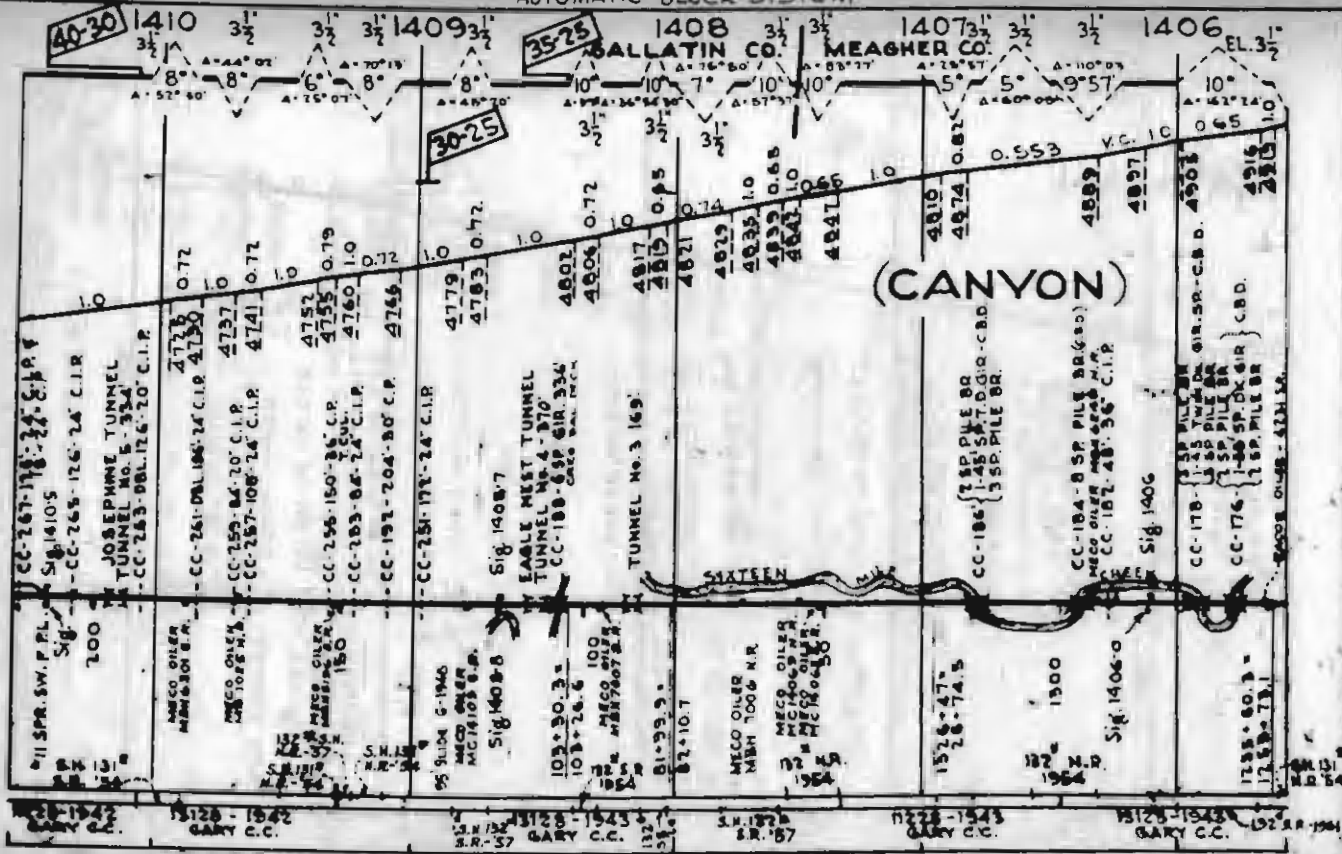
GARY C.C. 1943

GARY C.C. 1944

4" GRAVEL 1944  
THREE WORKS PROC.  
ELECTRIFIED

4" GR 1943  
THREE WORKS PFT-PLAN

4" GR 1943 - 4" HOT P. B. L.



(CANYON)

4" GRAVEL 1943  
THREE PHASE 81T. RUN  
ELECTRIFIED

24" BARS - 2 HOLE RAIL

CC-267-178-24 C.P.P.  
Sig. 14105  
-CC-265-176-24 C.I.R.  
JOSEPHINE TUNNEL  
TUNNEL No. 5-334  
-CC-263-176-20 C.I.P.

MECO OILER  
MWH 1006 G.P.  
-CC-261-186-24 C.I.R. 4726  
4730  
MECO OILER  
MWH 1005 G.P.  
-CC-259-184-20 C.I.P. 4737  
-CC-257-108-24 C.I.P. 4741  
4752  
MECO OILER  
MWH 1004 G.P.  
-CC-256-150-26 C.P. 4755  
150 T.C.U. 4760  
-CC-203-06-24 C.I.P.  
-CC-197-204-30 C.P. 4765

Sig. 1408.7  
EAGLE NEST TUNNEL  
TUNNEL No. 4-370  
CC-188-69 C.I.R. 334  
CARE BAL. TECH.

TUNNEL No. 3 169

CC-186-  
{ 7 SP. PILE BR  
3 SP. PILE BR }  
C.B.D.

CC-184-8 SP. PILE BR (60)  
MECO OILER MWH 1004 G.P.  
-CC-182-48-36 C.I.P.

Sig. 1406  
CC-178-  
{ 3 SP. PILE BR  
3 SP. PILE BR  
3 SP. PILE BR }  
C.B.D.  
CC-176-  
{ 1 SP. PILE BR  
1 SP. PILE BR }  
C.B.D.

11 SPR. SW. P.F.L.  
Sig.  
200

MECO OILER  
MWH 1006 G.P.  
MECO OILER  
MWH 1005 G.P.  
MECO OILER  
MWH 1004 G.P.  
150  
S.H. 12  
N.R. 36

Sig. 1408.7  
103-30.3 =  
103-24.6  
MECO OILER  
MWH 1006 G.P.  
100  
MWH 7607 G.P.  
S.H. 12  
N.R. 36

MECO OILER  
MWH 1006 G.P.  
MECO OILER  
MWH 1005 G.P.  
MECO OILER  
MWH 1004 G.P.  
150

1524-47 =  
28-74.5  
132 =  
1500  
Sig. 1406-0

1235-60.3 =  
1759-73 =  
MWH 131  
MWH 54

15128-1542  
GARY C.C.

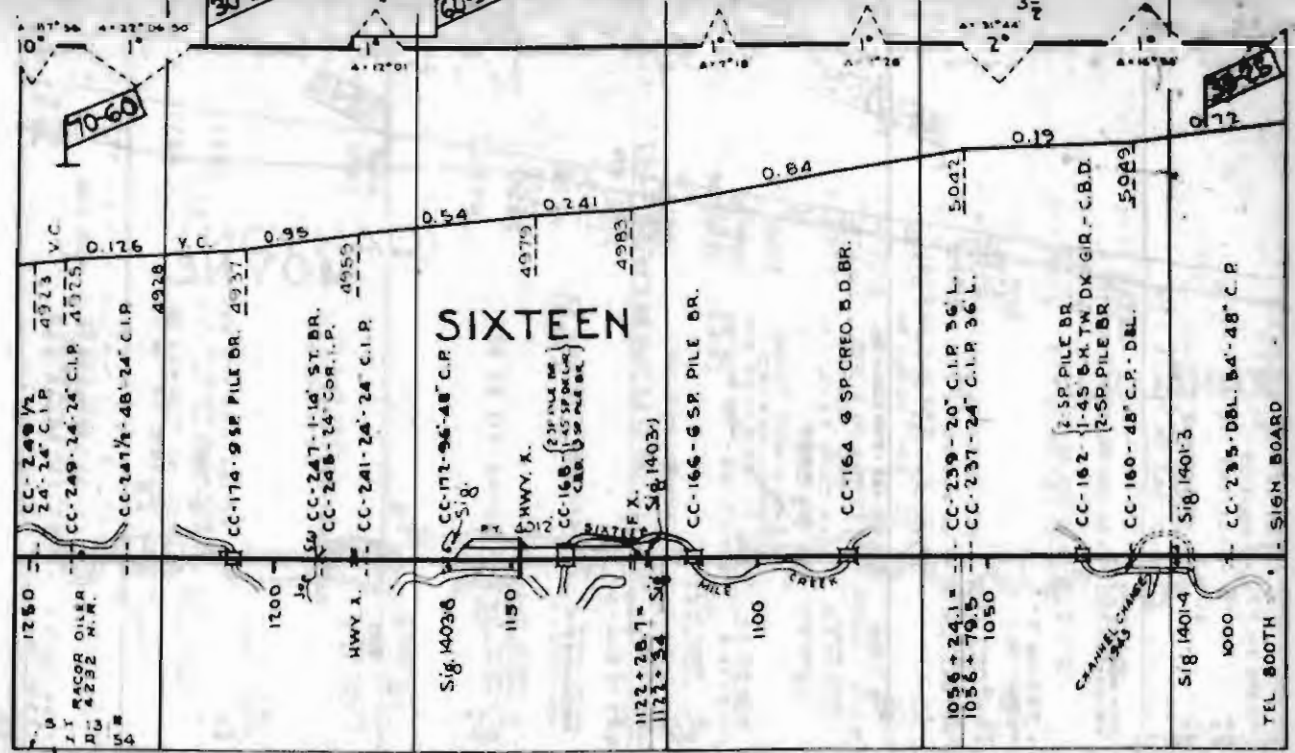
15128-1543  
GARY C.C.

15128-1544  
GARY C.C.

15128-1545  
GARY C.C.

15128-1546  
GARY C.C.

EL. 3 1/2 2' 1405 2 1/2 1404 1403 2 1/2 2 1/2 1402 FL. 2' 1401



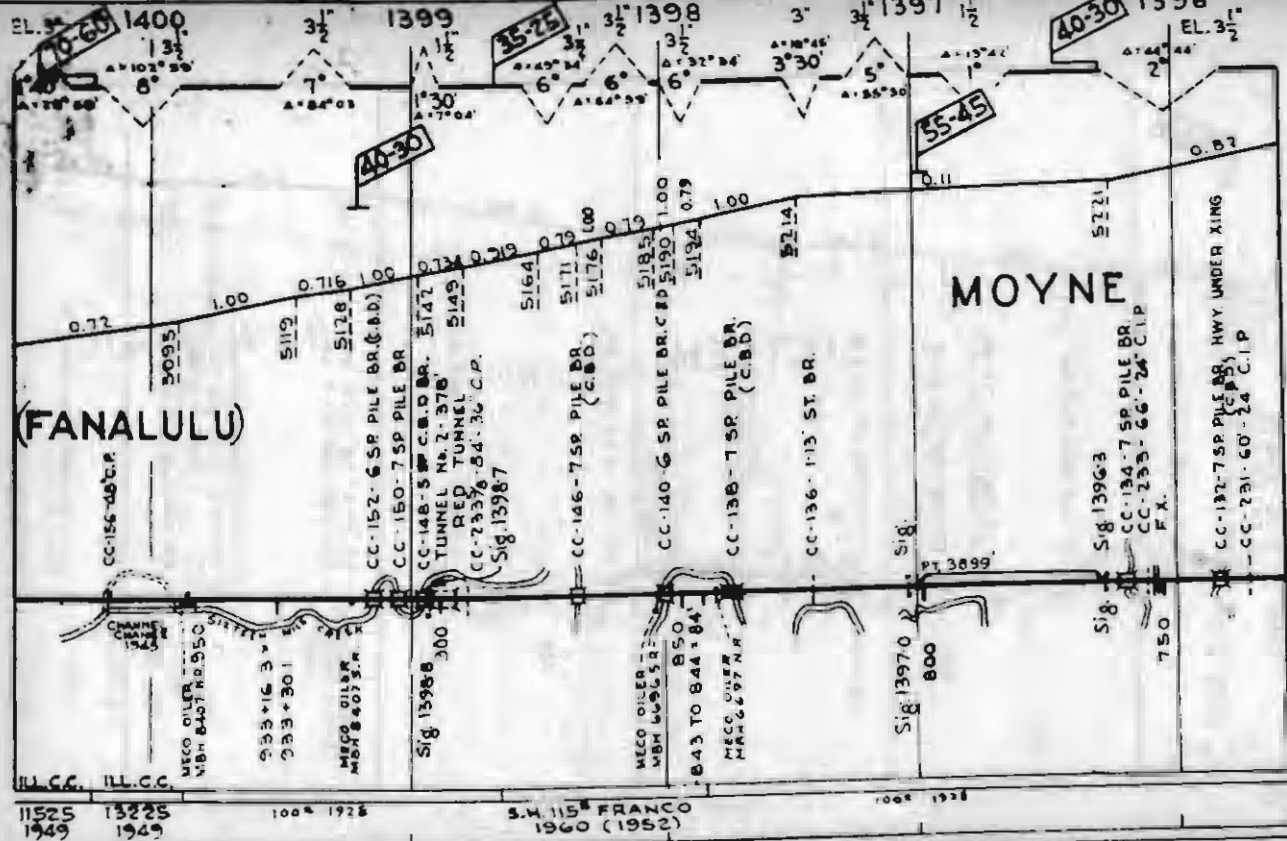
11525-1949 (ILL. C.C.)

4' GR. 1943

SURF - THREE FORKS PROC. GR. - 1939

ELECTRIFIED

184



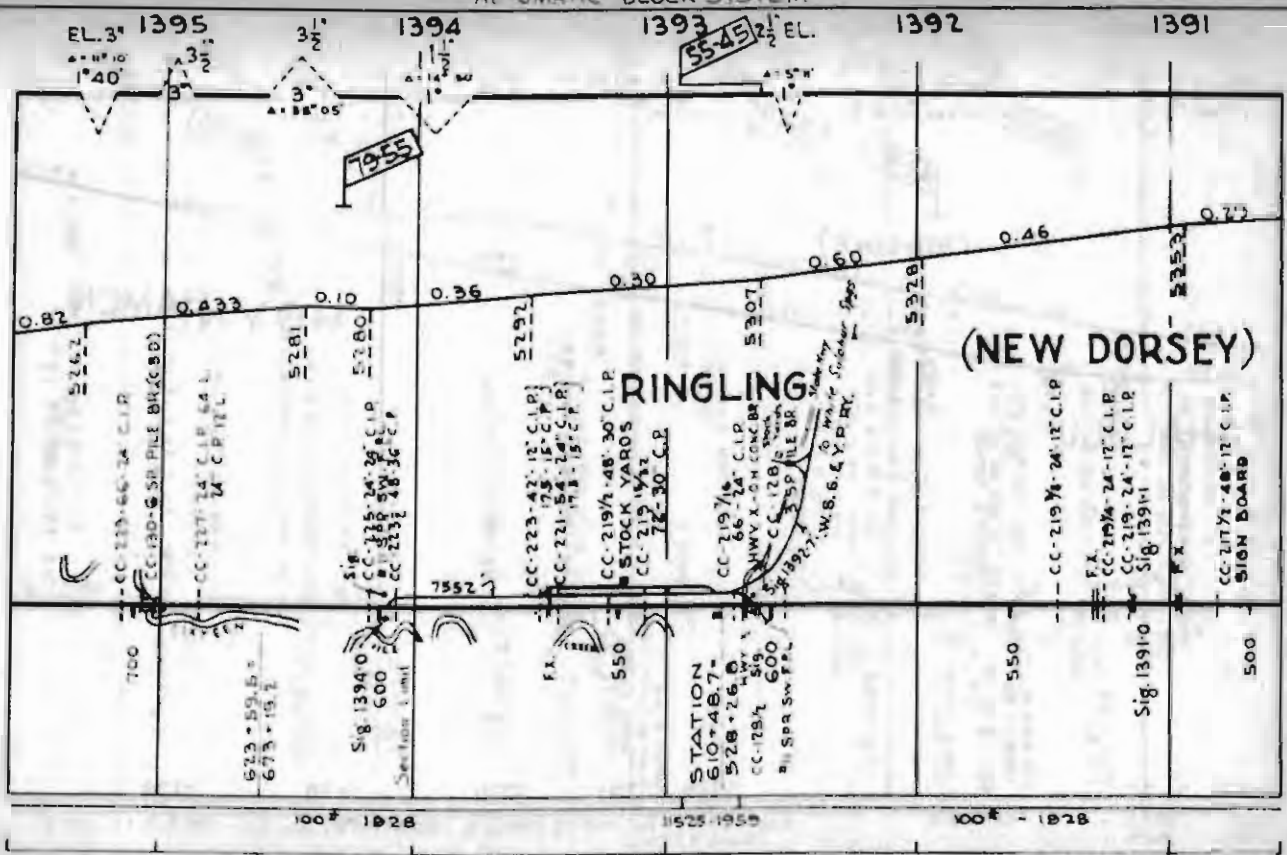
11525 13225  
1949 1949

1008 1928

S.W. 115th FRANCO  
1960 (1952)

1008 1928

SURFACED - 1958 - THREE FORMS PROC. GRAVEL  
ELECTRIFIED



EL. 3' 1395  
A = 11° 10'  
1° 40'

3 1/2' 1394  
A = 88° 05'

1393  
55-45 2 1/2' EL.

1392

1391

7955

(NEW DORSEY)

RINGLING

STOCK YARDS

CC-219-48-24 C.I.P.  
CC-130-6 SP PILE BR (S.D.)

CC-137-24 C.I.P. 64 L  
U C.P.I.L.

Sig. 1394-0  
600  
See Note 1 unit

CC-223-42-12 C.I.P.  
17.5-15-C.P.  
CC-221-54-24 C.I.P.  
17.5-15-C.P.

CC-219 1/2-48-30 C.I.P.  
STOCK YARDS  
CC-219 1/2-48-30 C.P.

CC-219 7/16  
66-24 C.I.P.  
HWY X-OH CONC BR  
CC-128  
11 SPR SW P.L.

CC-219 7/16  
66-24 C.I.P.  
HWY X-OH CONC BR  
CC-128  
11 SPR SW P.L.

CC-219 7/16-24-12 C.I.P.

CC-219 7/16-24-12 C.I.P.  
CC-219-24-12 C.I.P.  
Sig. 1391-1

CC-217 7/16-48-12 C.I.P.  
SIGN BOARD

100' - 1928

11525-1959

100' - 1928

SURFACED - 1959 - THREE FORKS PROC. GRAVEL

ELECTRIFIED

SCALE - THREE FORKS PROC GR. - 1959

136

1390

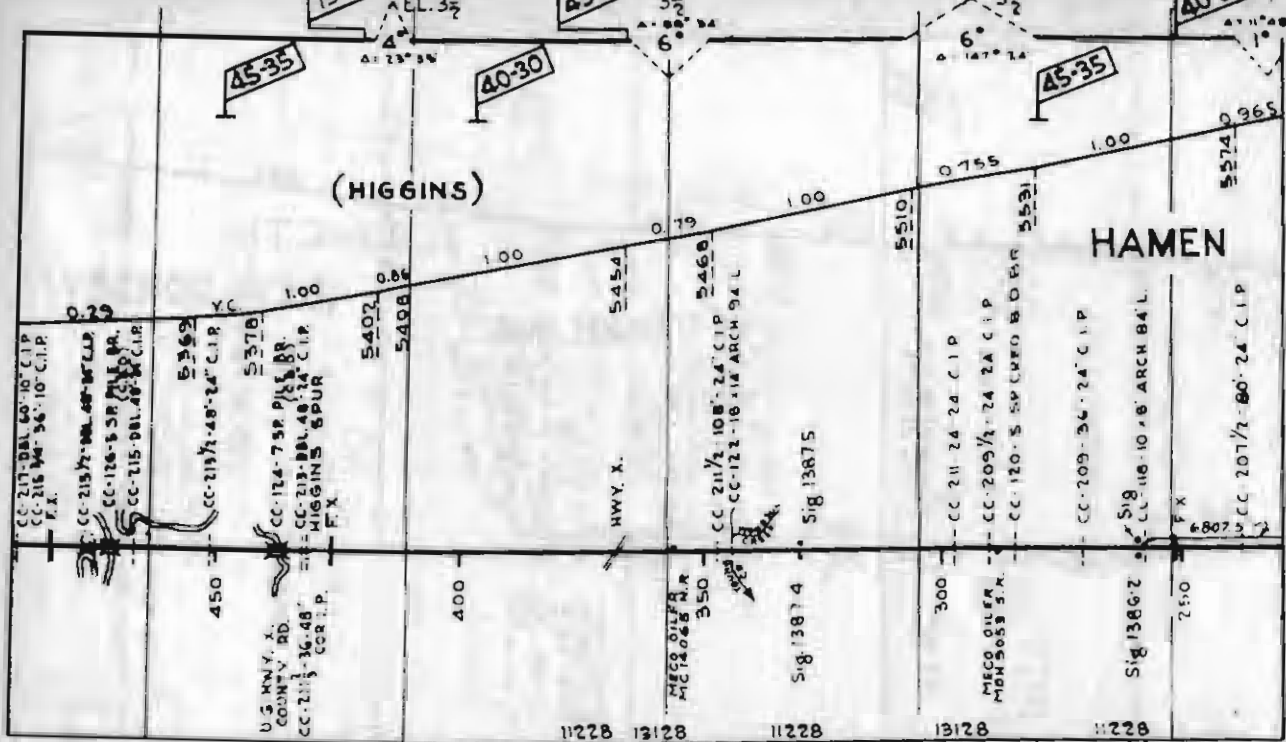
19-55 1389  
EL. 3 1/2

45-35 1388  
3 1/2  
6 3/4

1387

1386

40-30



(HIGGINS)

HAMEN

CC-217-DBL 60'-10" C.I.P.  
CC-216-4W 56'-10" C.I.P.  
P.X.

CC-215 7/2 DBL 48'-00" C.I.P.  
CC-126-5 SR 75' BR.  
CC-213-DBL 48'-24" C.I.P.  
CC-215-DBL 48'-24" C.I.P.

5352  
CC-219 7/4 48'-24" C.I.P.

5378  
CC-124-75R PILE BR.  
CC-213-DBL 48'-24" C.I.P.  
HIGGINS SPUR  
F.X.

5402  
5408

HWY. X.

MECO OILER  
MC 14068 R.R.

CC 211 1/2 108'-24" C.I.P. 5468  
CC-122-16 114' ARCH 94 L

Sig 13874  
Sig 13875

CC 211 24 24 C.I.P.

CC-209 1/2 24 24 C.I.P.  
CC-120-5 SP CRED B O B BR 5591

CC-209-36-24 C.I.P.

Sig 13862  
CC-116-10-6 ARCH 84 L

CC 207 1/2 80'-24" C.I.P.

11228 13128

11228

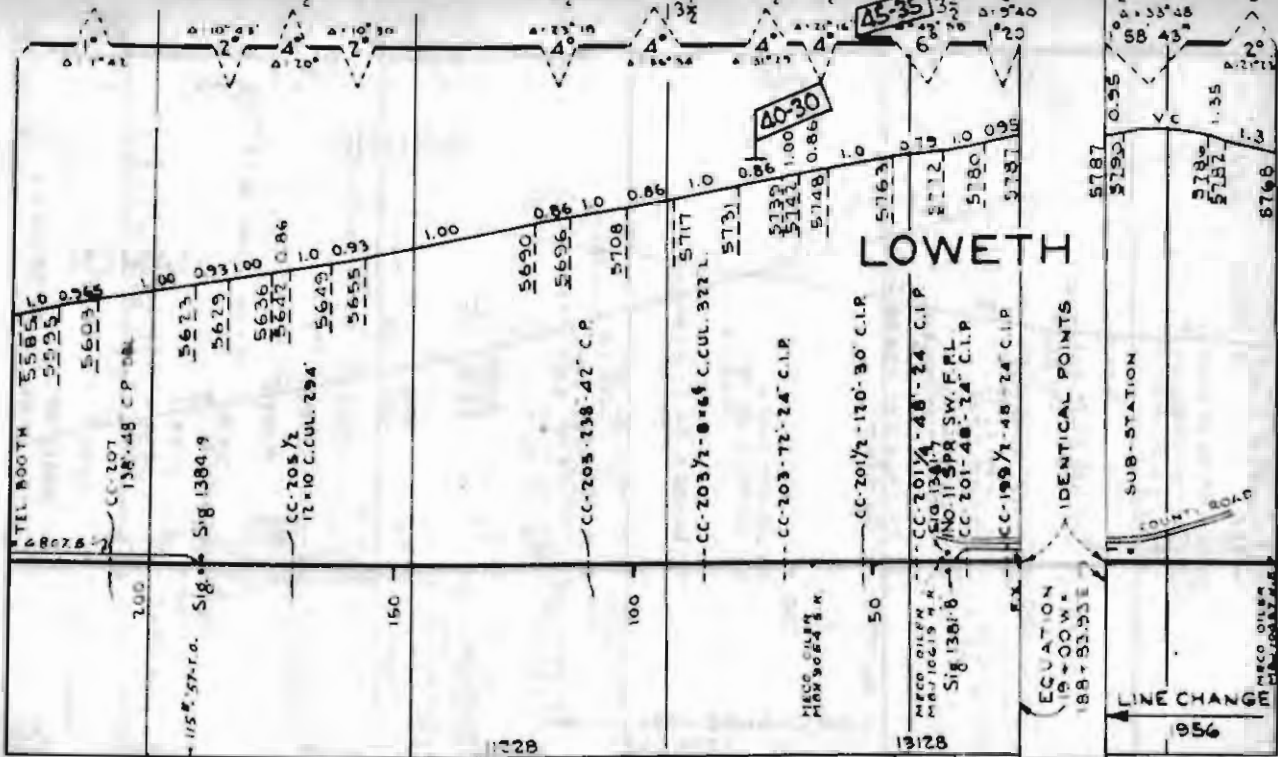
13128

11228

11228 (1945) & 13128 (1945) ILL. C.C. - 1946



FL 1385 2' 3 1/2" 2' 1384 3 1/2" 1383 3 1/2" 3 1/2" 1382 3 1/2" 3 1/2" 1381 2'



11228 (1945) & 13128 (1945) ILL. C.C. - 1946

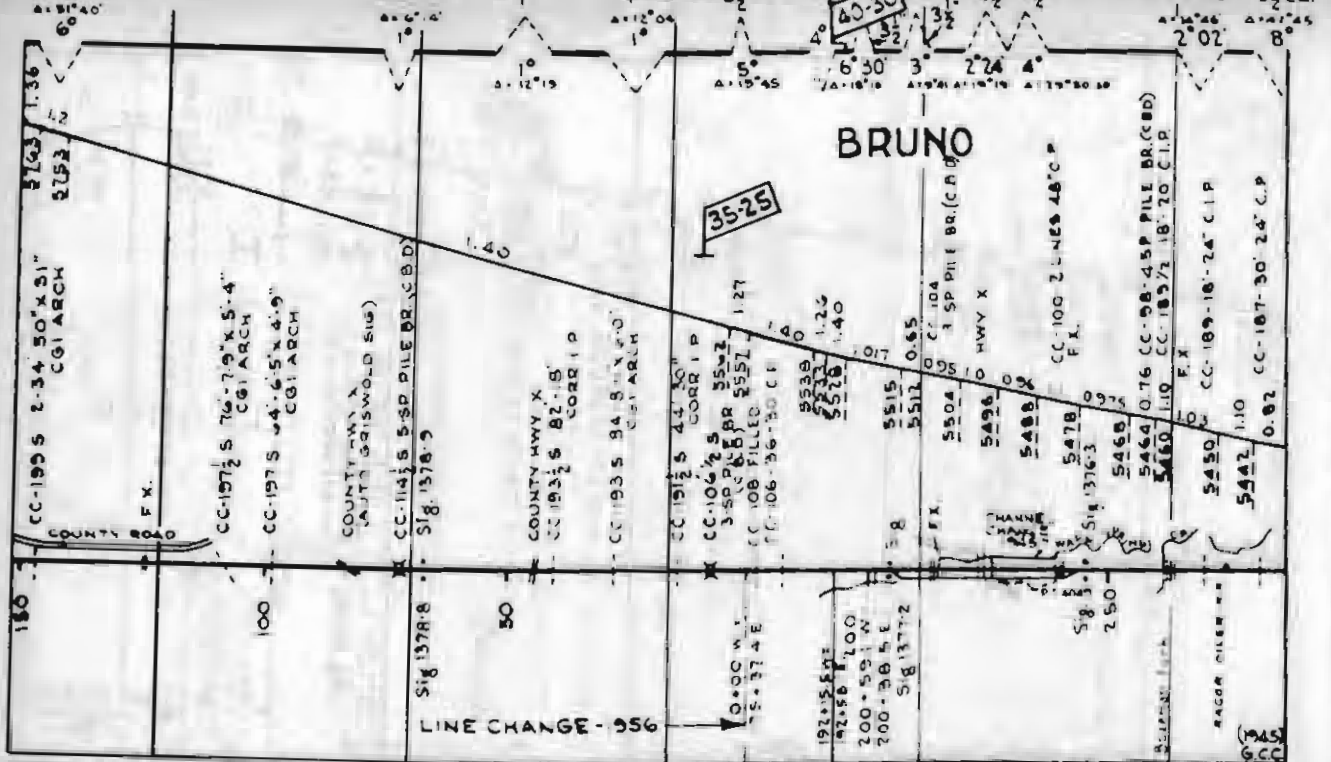
115' 1954 INL.

11525 - 1956 INL.

SURF - THREE FORKS PROC. GR. - 1960

SURF - THREE FORKS PROC GR - '60

ELECTRIFIED



BRUNO

35-25

40-30

LINE CHANGE - 956

11525-1956 INL

115 # 54 INL & ILL

115 # 954 INL & ILL

1312A 1946

SURF - THREE FORKS PROC BR - 1960

ELECTRIC

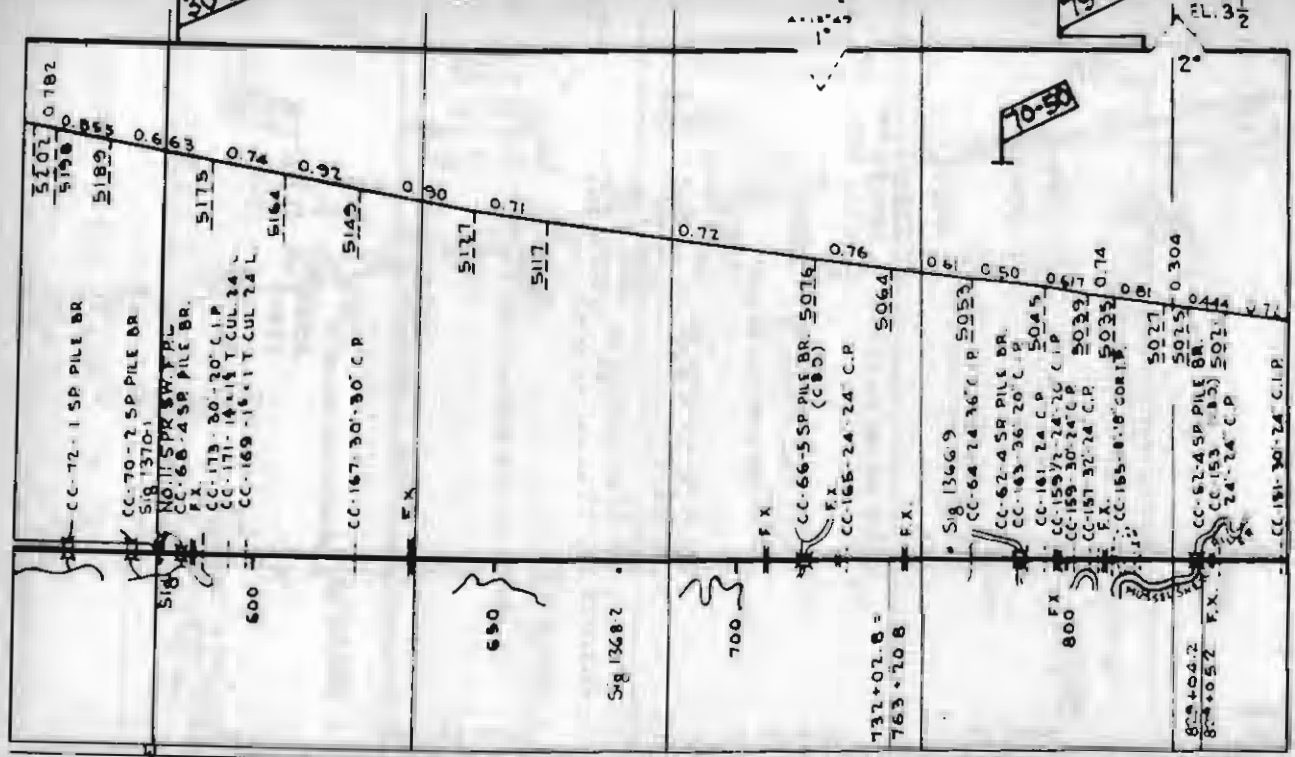
316R 1946



30-25

79-CD

EL. 3 1/2'



1365

1364

1363

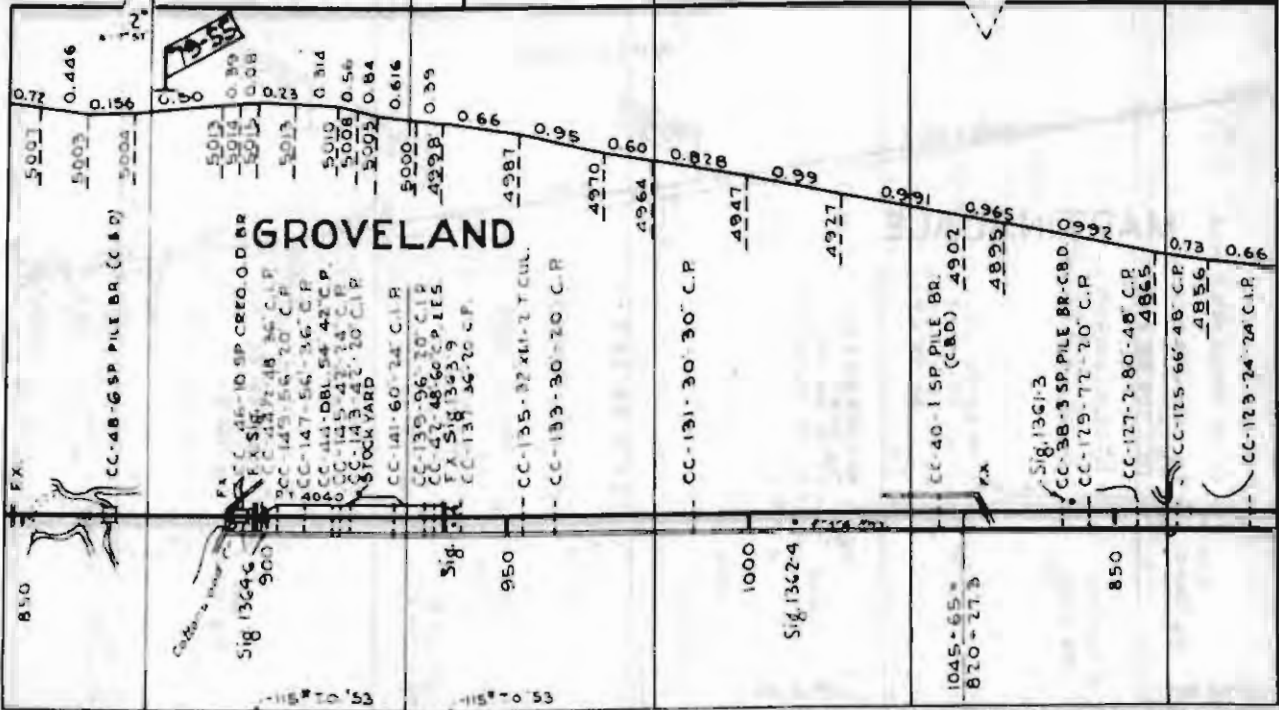
1362

1361

2 1/2 EL.

70-53

70-53



# GROVELAND

1944-46 SH 112-1954

SURF-THREE FORKS PROJ GR.-1954

ELECTRIFIED

1360

1359  
MEAGHER CO.

1358

79-60 3 1/2 EL. 1357

1356

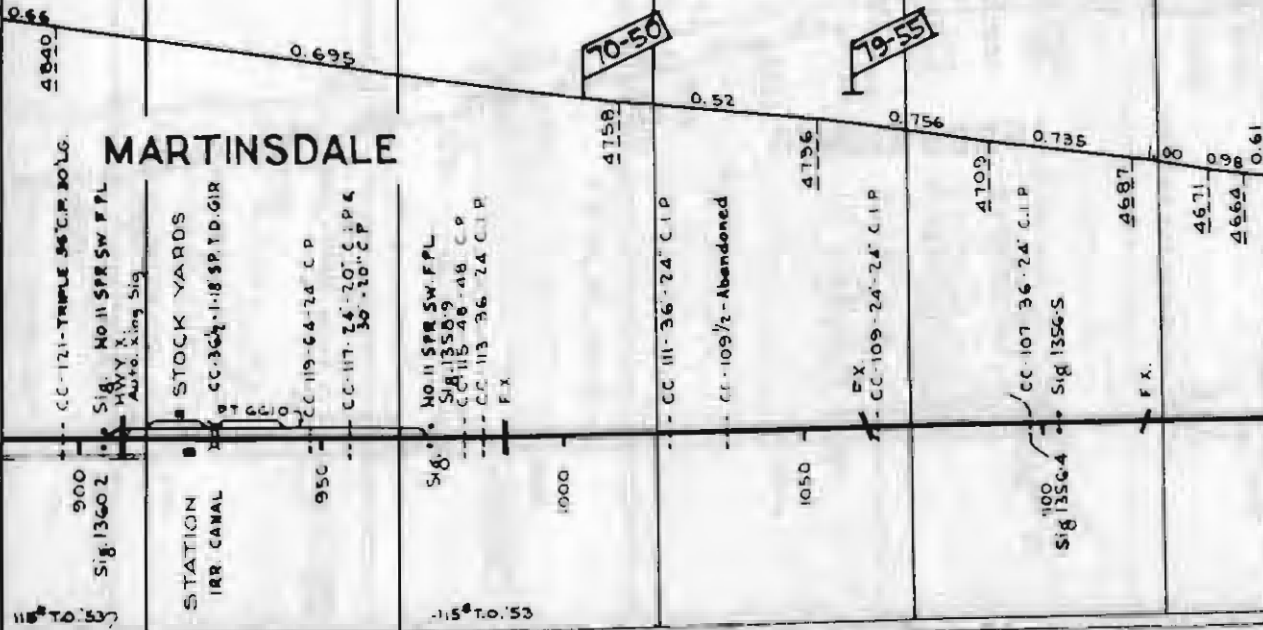
70-60

WHEATLAND CO.

70-50

79-55

# MARTINDALE



CC-121-TRIPLE 36" C.P. 20' LG.  
Sig 1360-2  
Way X  
Auto. King Sig

STOCK YARDS  
IRR. CANAL  
CC-36 1/2-1-18 S.P.T.D.G.I.R

CC-119-64-24 C.P.  
CC-117-24-20' C.I.P.  
30' 20" C.P.

NO 11 SPR SW FPL  
Sig 1358-9  
CC-115 48-48 C.P.  
CC-113 36-24 C.I.P.  
FX

CC-111-36-24" C.I.P.  
CC-109 1/2 - Abandoned

FX  
CC-109-24-24" C.I.P.

CC-107 36-24" C.I.P.  
Sig 1356-4  
Sig 1356-5

FX

1944-46 8H 112-1954

SURF-THREE FORKS PROC. GR-1954

ELECTRIFIED

1355

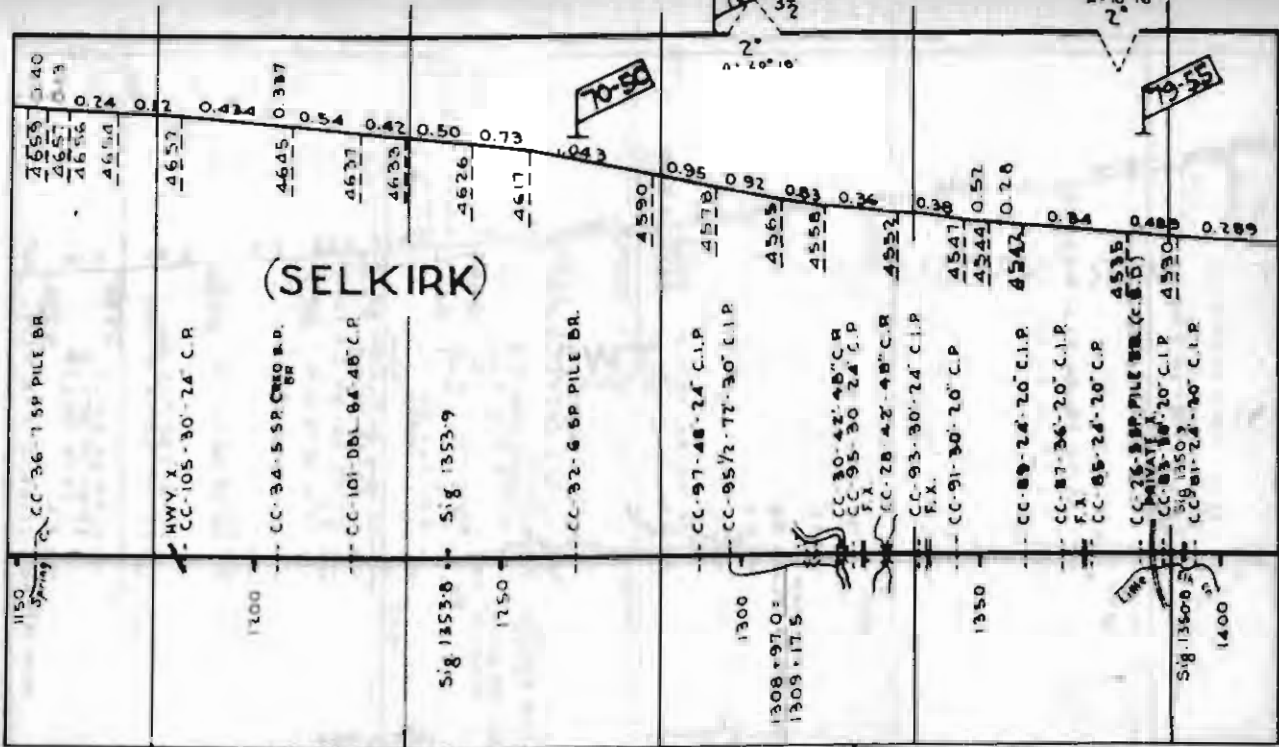
1354

1353

1352

1351

193



(SELKIRK)

1150 Spring  
CC-36-7 5P PILE BR

HWY X  
CC-105-30'-24' C.P.

1300  
CC-34-5 5P CRO B. P. BR

CC-101-DL 64-48' C.P.

Sig 1353-9  
1750

CC-32-6 6P PILE BR

1300  
CC-97-48'-24' C.I.P.  
CC-95 1/2-77'-30' C.I.P.

CC-30-42'-48' C.P.  
CC-95-30-24' C.P.  
FX  
CC-28-42'-48' C.P.  
CC-93-30'-24' C.I.P.  
FX

1350  
CC-91-30'-20' C.P.

CC-89-24'-20' C.I.P.  
CC-87-34'-20' C.I.P.  
FX  
CC-85-24'-20' C.P.

Sig 1350-8  
1400  
CC-76-58P PILE BR (C.B.D.)  
CC-83-18'-20' C.I.P.  
CC-81-24'-20' C.I.P.

1944-46 64 112 - 1954

11525-1955

SURF - THREE FORKS PROC GR - 1954

SURF - THREE FORKS PROC GR

ELECTRIFIED

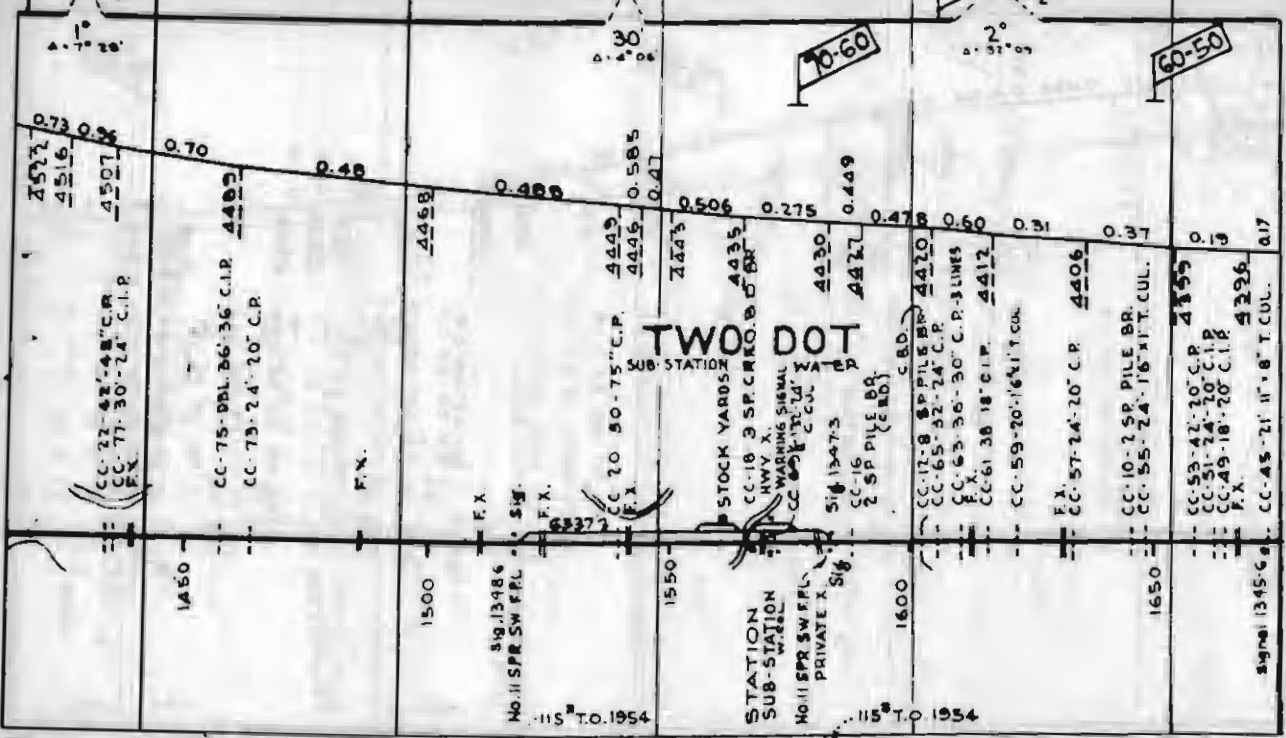
1955

70-60  
1-1350  
2 3/2 EL.

70-60  
3 1/2 EL.

70-60

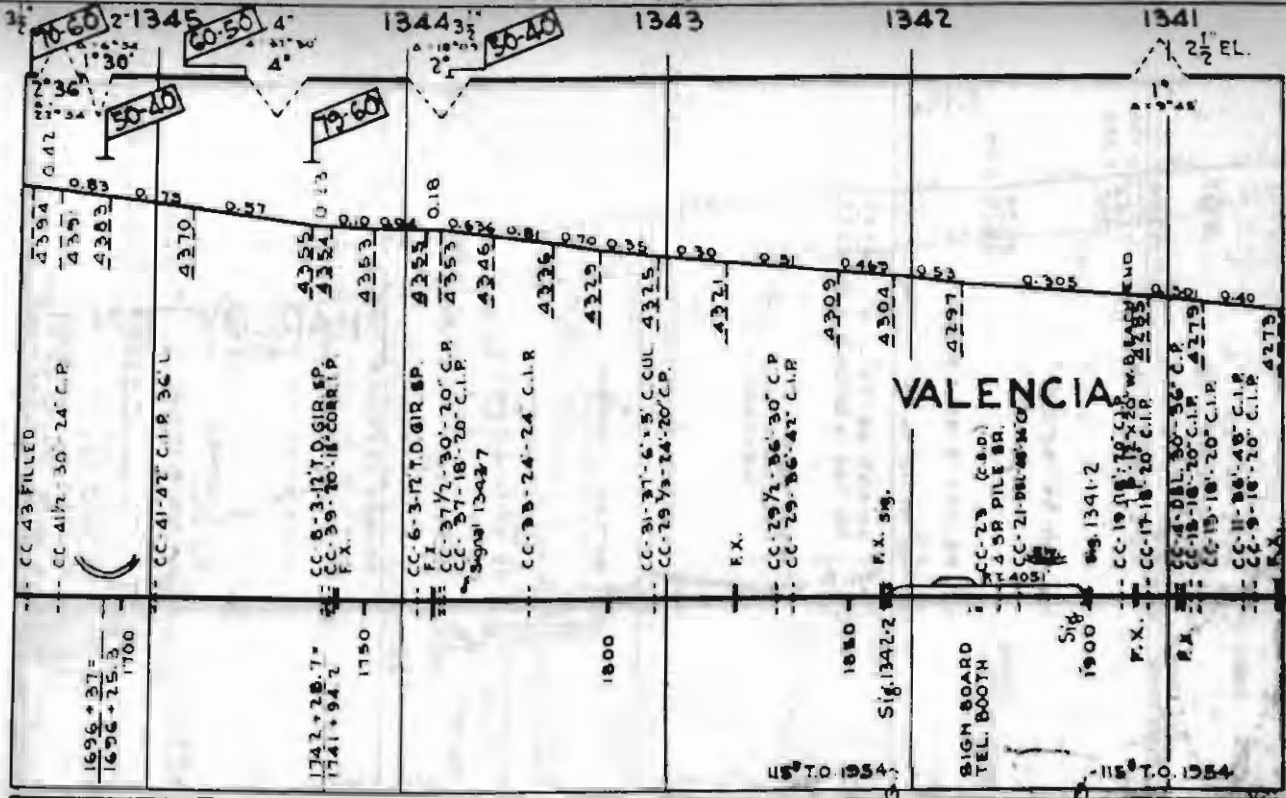
60-50



1:525 - 1955

SURF - THREE FORKS PROC GR - 1955  
ELECTRIFIED





11525-1955

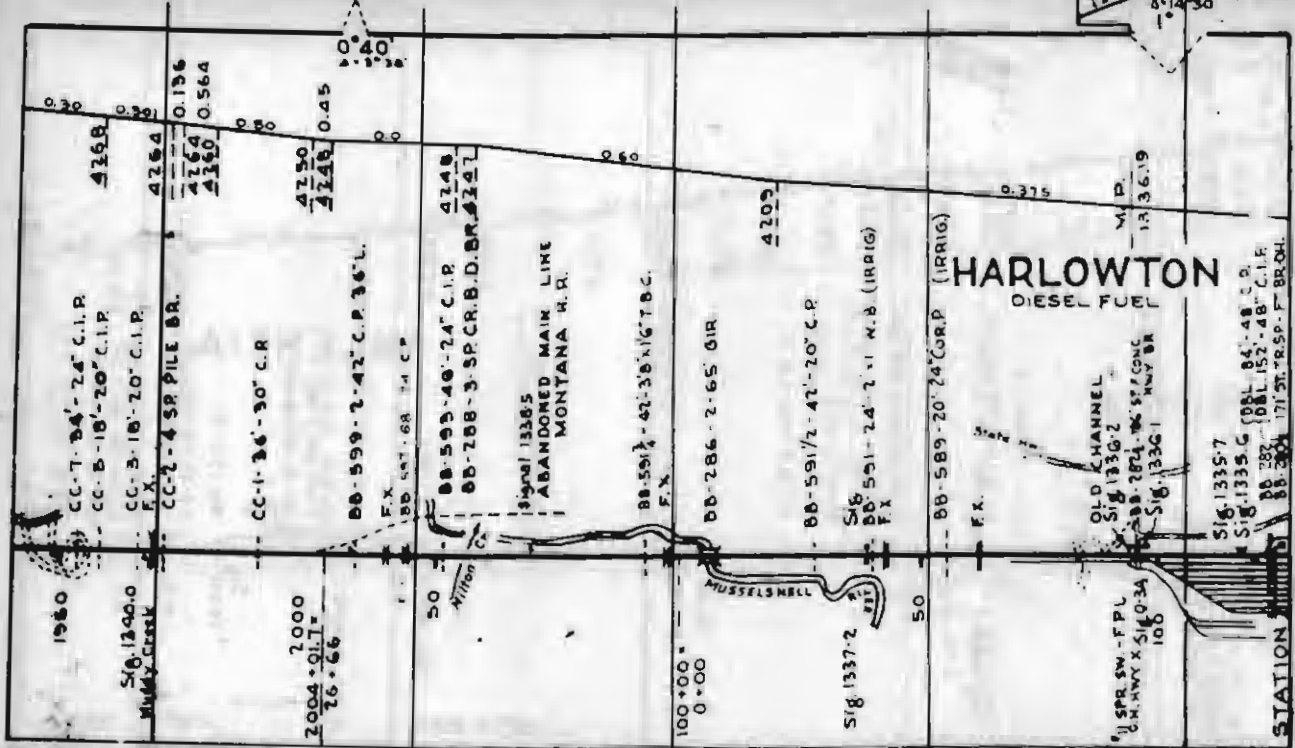
115 T.O. 1954

115 T.O. 1954

SURF - THREE FORKS PROC. GR. - 1955

ELECTRIFIED

19-60 1336 1' EL.  
0.1430  
1.0



11523-1555

REL 10020 1943 S H 10020 1943 REL 10020 1943

SURF - THREE FORKS PROC. GR. - 1935  
ELECTRIFIED

GRAVEL O.A.  
RAISE 1929

HARLOWTON  
DIESEL FUEL

STATION

MUSSELSHELL

Station 1338.5  
ABANDONED MAIN LINE  
MONTANA W.R.

Muddy Creek

1980

2004 - 01.17  
26.66

SIG 1337-2

SIG 1335-7  
SIG 1335-6  
SIG 1335-5  
SIG 1335-4  
SIG 1335-3  
SIG 1335-2  
SIG 1335-1

OLD CHANNEL  
SIG 1336-2  
SIG 1336-1  
SIG 1336-0

171 ST. TR. SP. F. BR. OIL.

CC-1-36'-30" C.R.  
CC-2-4 SR PILE BR.  
CC-3-18'-20" C.I.P.  
CC-B-18'-20" C.I.P.  
CC-T-34'-24" C.I.P.

BB-599-40'-24" C.I.P.  
BB-288-3-SP CR. B.D. BR.

BB-599-2-42" C.P. 36" L.

BB-591-4-42'-30" X 16" T.B.C.  
BB-286-2-65' OIR

BB-591-2-42'-20" C.R.

BB-591-24'-2.1 N.B. (IRRIG)

BB-589-20'-24" CORP. (IRRIG)

4268

4264  
4264  
4260

4250  
4248  
4247

4209

0.375

M.P.  
13 36.19

0.196  
0.564

0.45

0.40  
1.30

0.66

1335

1334

1333

1332

1331

19-60

0.40

0.10

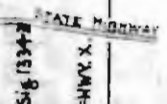
42.6

HARLOWTON



BB 280 95 P.L.  
BB 381 47 24 C.D.  
BB 578 42 24 200 I.P.

BB 577 42-48 C.I.P.



MUSSELSHELL RIVER

Sig. 1335-3  
5-B-1335-2  
150

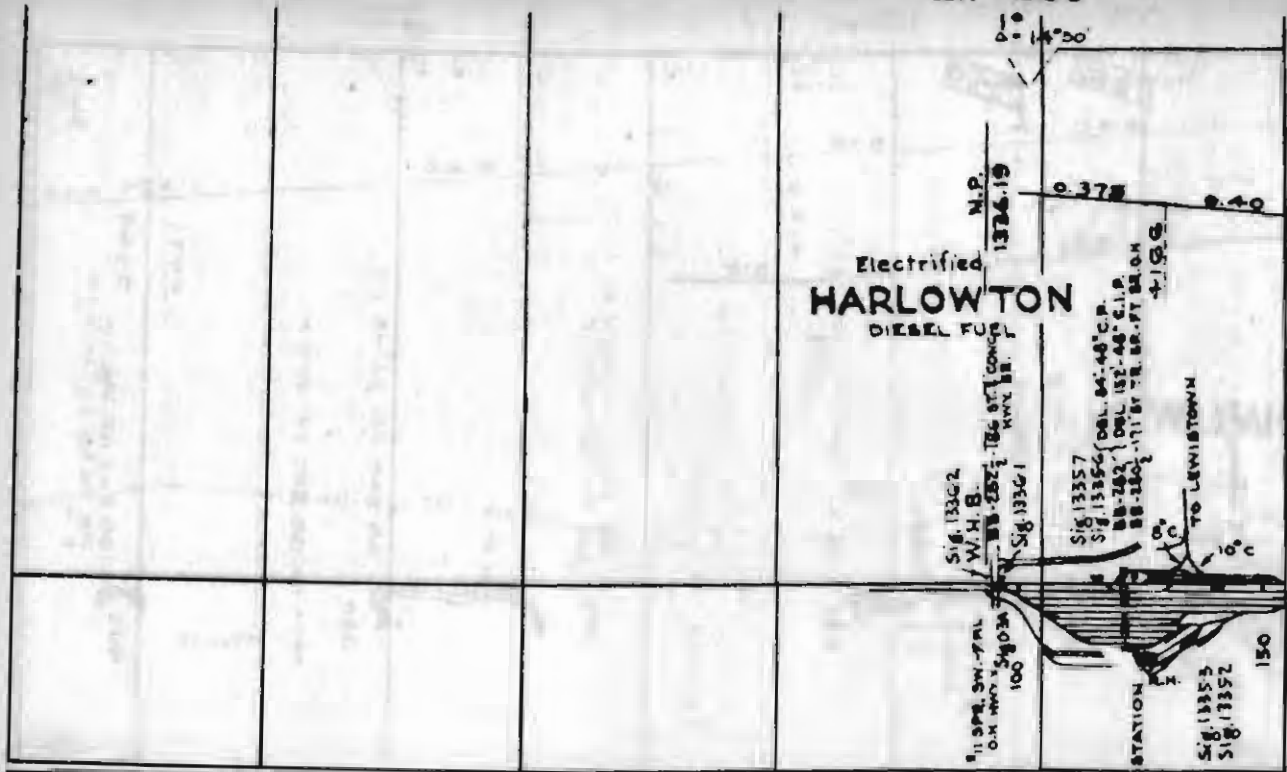
F.X.

Sig. 1334-4  
200

REL 10020  
943

B. 10020  
1955

1122A  
1945



SIG. 13362

W.H.B.

SIG. 13356

11 3/4 SW-7/4  
ON HWY 4503A  
100

CONCRETE

N.P.  
1336.19

Electrified

# HARLOWTON

DIESEL FUEL

CONCRETE  
HWY BR.

SIG. 13361

SIG. 13357

SIG. 13356

BB-282

BB-280

BB-280

BB-280

DEL. 04-48 C.P.

DEL. 132-48 C.L.P.

DEL. 132-48 C.L.P.

DEL. 132-48 C.L.P.

TO LEWISTOWN

SIG. 13353

SIG. 13352

150

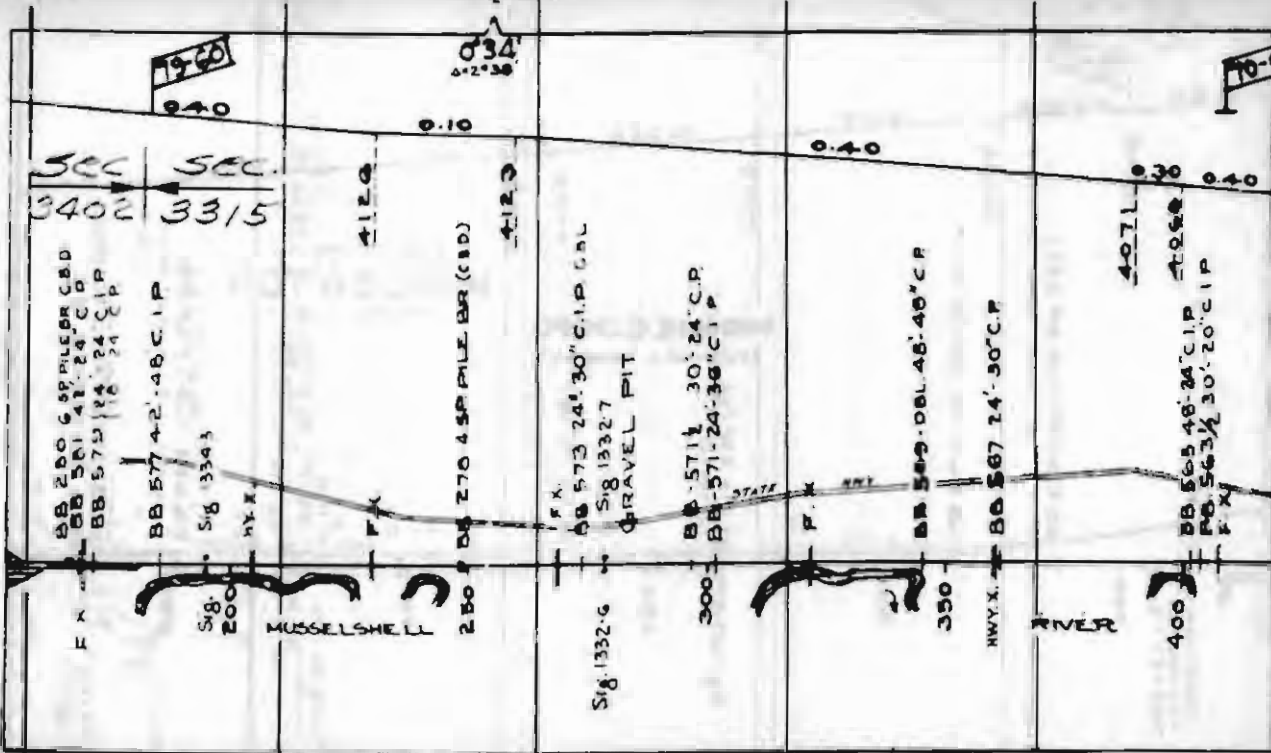
1335

1334

EL. 1/2 1333

1332

1331



R 100  
 1941  
 S. 10020  
 1956  
 1928  
 1928

cc. 11228-1935 GARY BRUN

4" GRAVEL - 1959

1330

1329

1328

1327

1326

19-60  
2'11" 4" EL.

10-60

19-60

9.49

0.2826

9.40

0.325

9.39

9.40

404.0

403.9

401.9

400.6

400.3

BB 276-3SP PILE BR. (C90)

BB 563 DEL 30'-30" C.I.P.

**WINNECOOK.**

(FORMERLY PONTIAC)

Sig 1327-8  
BB 274-3SP PILE BR  
Sig 1327-9 BR

BB 557-42 36 CP  
BB 555-90-24 C

BB 553-1 SP PILE BR.

BB 551-2318-7'X65' C.CUL (RR16)  
BB 272-3SP PILE BR

F. X.

F. X.

F. X.

F. X.

F. X.

F. X.

F. X.

F. X.

EQUATION  
439+80.7 W.  
=439+02.7 E.

4.50

500

850

800

850

11228-1939 GARY BRON

4" GRAVEL - 1939

1325

1324

1323

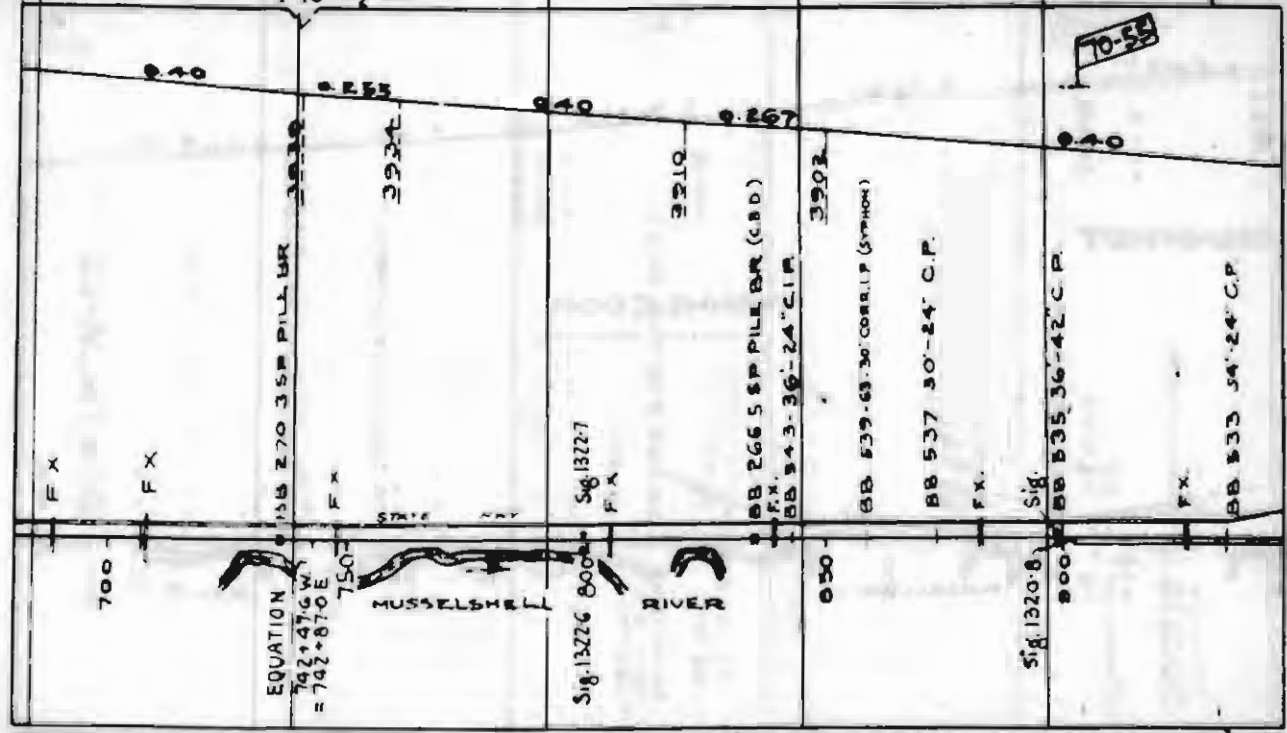
1322

1321

79-60

201

1°10' 2 1/2" EL.



700

FX

FX

EQUATION  
742+47' GW  
= 742+87' OE

750

MUSSELSHELL

RIVER

Sig. 1322-8

Sig. 1322-7

FX

BB 266 5 5 P PILE BR (C&D)  
FX. 243-36-24" C.I.P.  
BB 343-36-24" C.I.P.

3210

3902

BB 539-63-30' CORR. I.P (SYMPHON)

BB 537 30'-24" C.P.

FX.

Sig. 1320-8

BB 535 36'-42" C.P.

800

FX.

BB 533 34'-24" C.P.

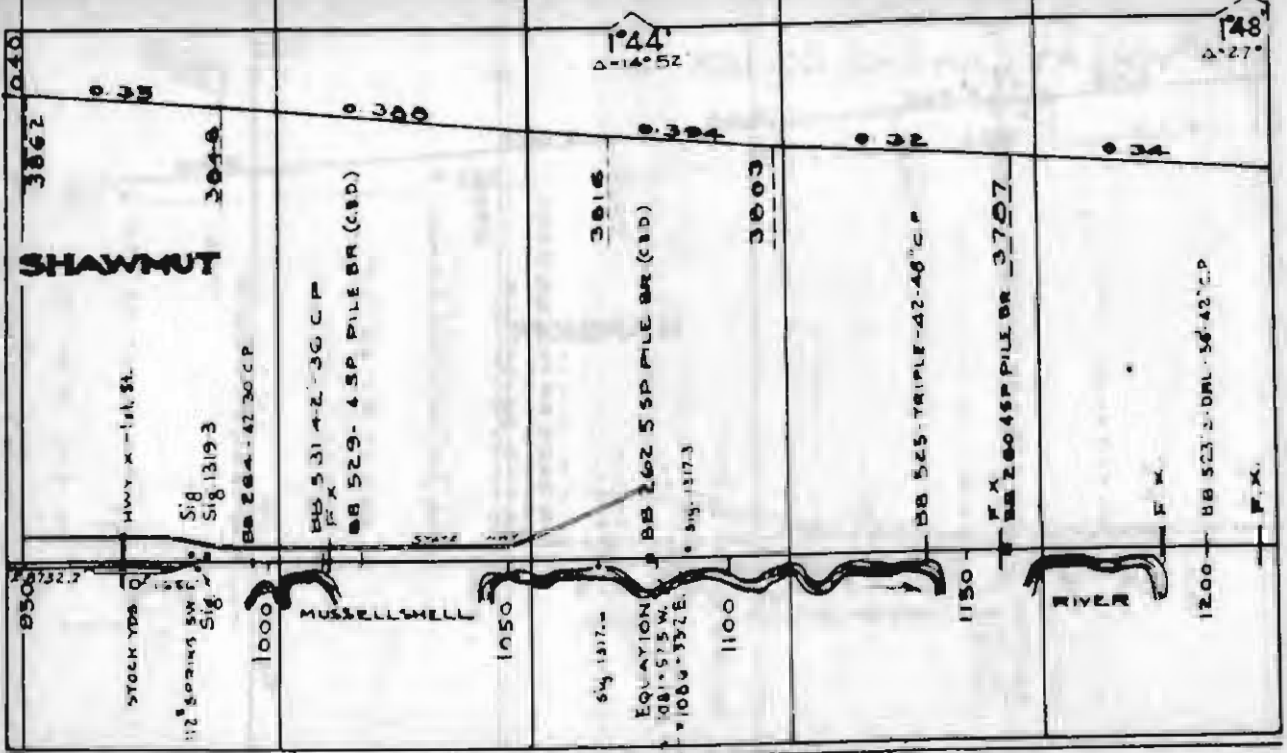
11228-1935 GARY BRUN.

Resurvey 1957

4" GRAVEL - 1935

70-58

202 1320 1319 1318 3 1/2 1317 1316 EL. 3 3/4



SHAWMUT

HWY X - 1st St.

Sig 13193

BB 264- 42 30 C.P.

BB 531 4-2-30 C.P.

BB 529- 4 SP PILE BR (C.B.D)

3816

BB 262 5 SP PILE BR (C.B.D)

Sig 13173

3803

BB 525-TRIPLE-42-46 C.P.

BB 260 4 SP PILE BR 3707

RIVER

BB 523 5-DML-56-42 C.P.

144  
Δ-14°52

148  
Δ-27°



1315

70-55

EL. 31

1314

70-50

1313

1312

EL. 21311

203

WHEATLAND CO. GOLDEN VALLEY CO.

3767

3757

3747

3730

3726

BB 523 47-30 CIP

BB 521 36-47 C.P. DEL

BB 521 36 30 C.P. 08

BB 521 24-30 C.P.

BB 519 48-42 CIP

BB 517 48-48 CIP

BB 515 48-20 C.P.

STATION

REC X.

BB 509 48-50 C.P.

BB 507 42 30 C.P.

BB 505 42-20 C.P.

BB 501 48-30 C.P.

BB 259 36-30 C.P. DEL

BB 495 42-26 C.P.

BB 493 30-30 C.P.

BB 256 36-24 C.P.

BB 244 5 SP. PUL. BR. (C.B.D)

1250  
EQUATION  
1258+37 W.  
+1257+755 E.

MUSSELSHILL

1300

1312.6

1350

1400

1450

RIVER

100 1929

RESEV 1957

SURF - PARAGON PROC. 62 - 1957

204

1310

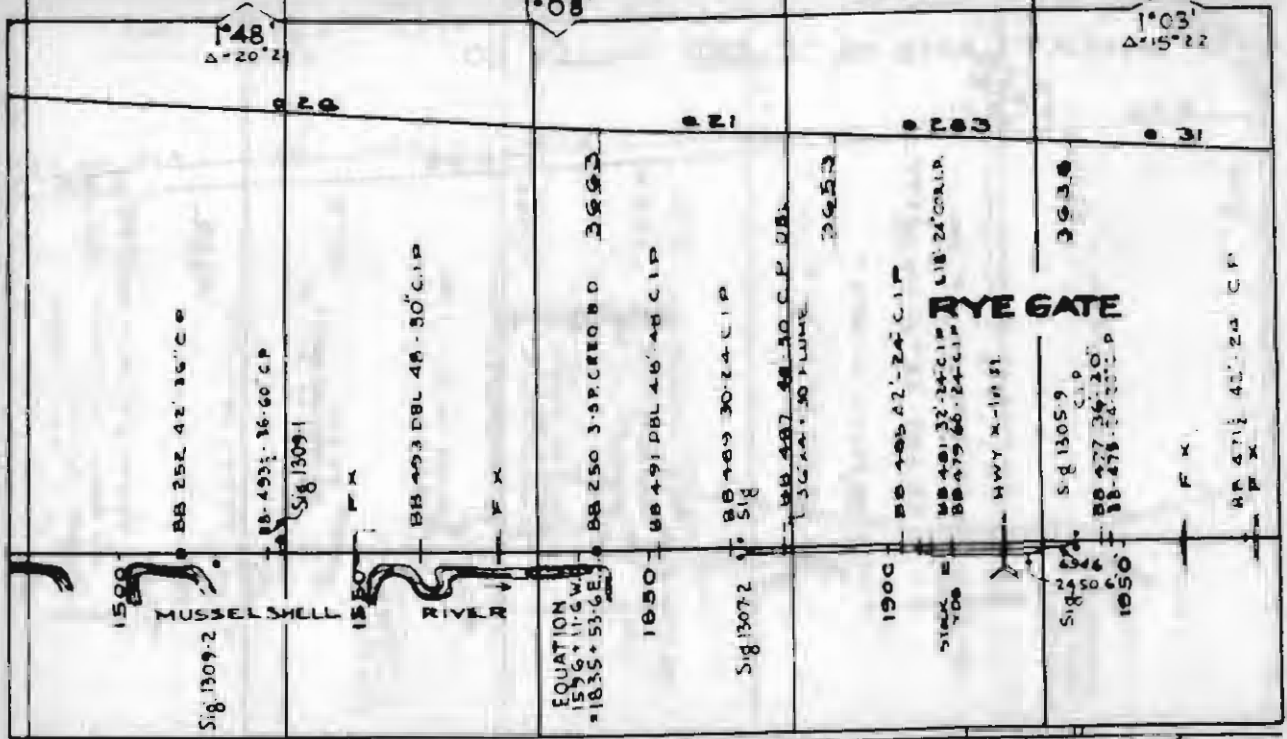
EL. 3 3/4 1309

1308 2 1/2

1307

1306

EL. 2 1/2



1500

MUSSEL SHELL

Sig. 1309-2

1850

RIVER

Sig 1309-1

EQUATION  
1596 + 11.6 W.W. - 1835 + 53.6 E

1850

Sig 1307-2

1900

1900

1950

1950

1950

1950

100° 1929

BALL RESET 1957

100° 1927

100° 1927

1957

1305

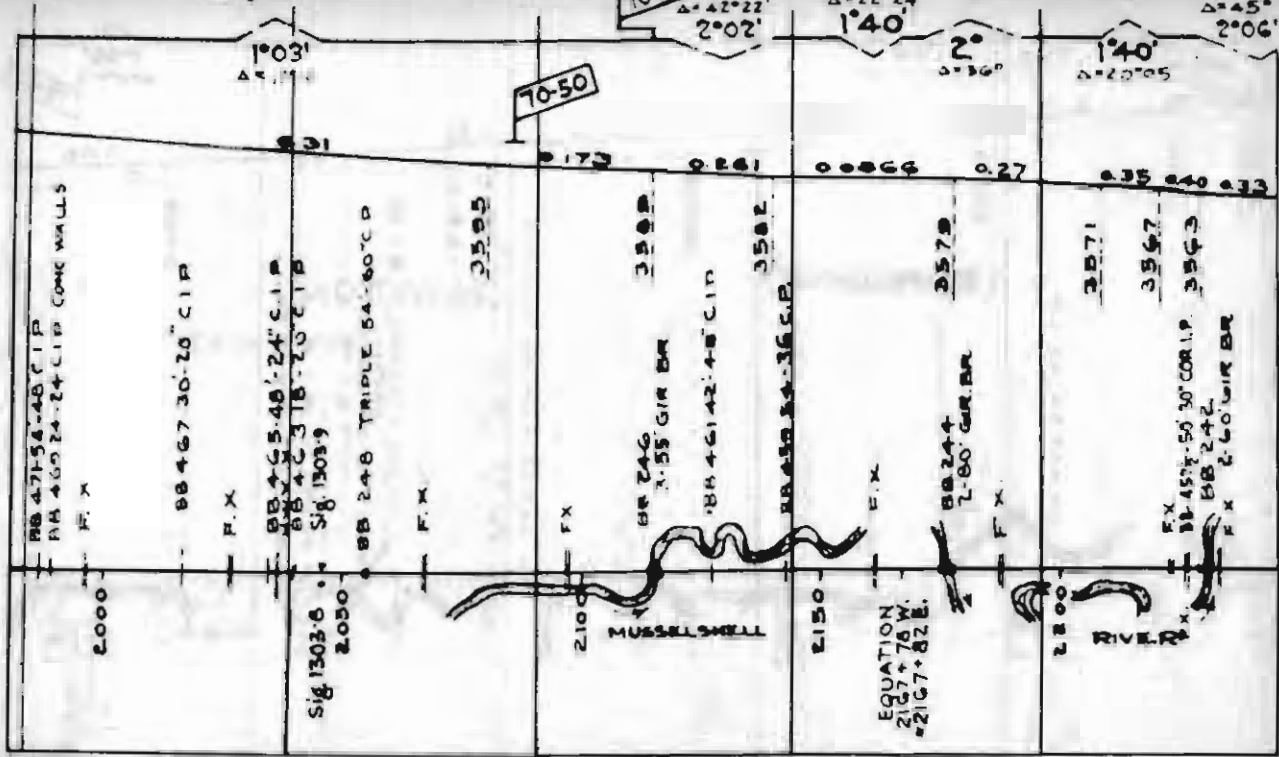
EL. 23' 1304

1303

1302

1301

205



100' 1927  
 RAIL REEST. 1957  
 6URF - PARAGON PROC. BR. - 1957



1295

70-55

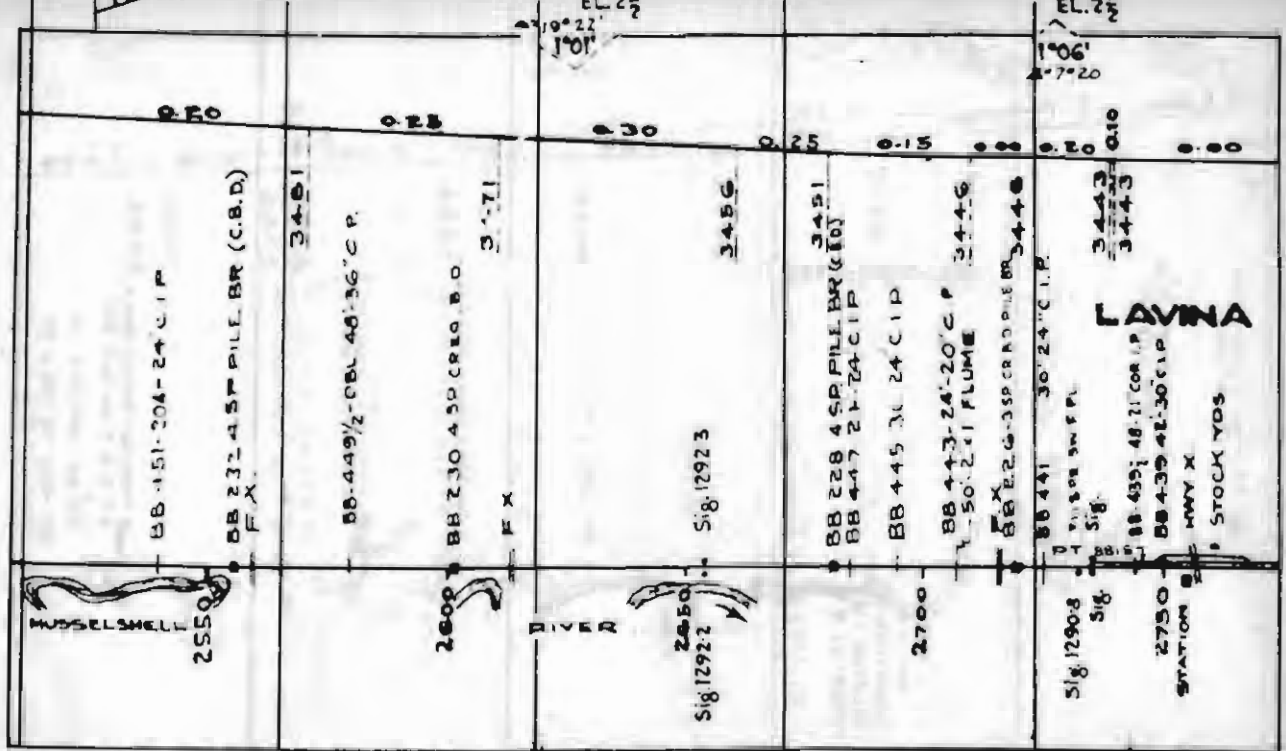
1294

1293

1292

1291

207



SURF - PARAGON  
PROC GR - 1959

11278-1941 GARY C.C

4" GRAVEL 1941  
PARAGON PIT-RUN

1290

1289

1288

1287

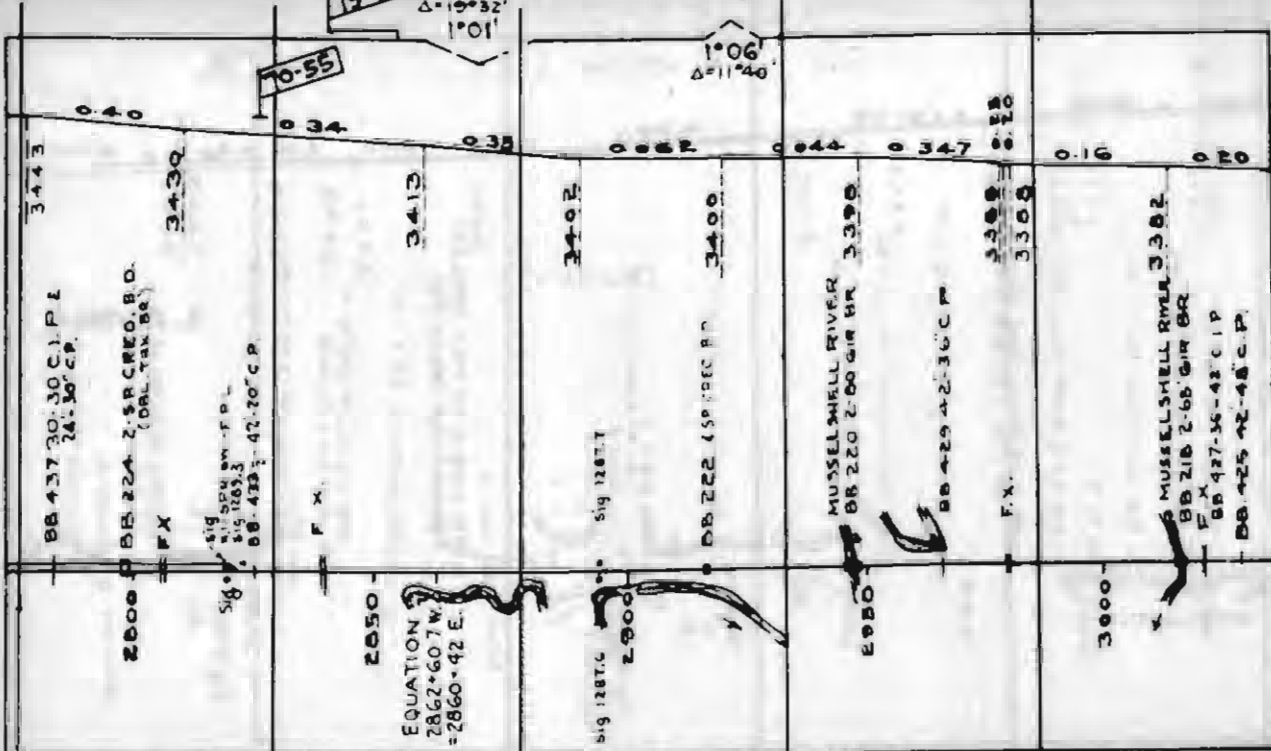
1286

1960

10-55

EL. 287  
 $\Delta = 19^{\circ}32'$   
1'01"

1'06"  
 $\Delta = 11^{\circ}40'$



BB 437 20-30 C.I.P.L  
24-30' C.P.

2800 BB 224 2-SR CREO. B.D.  
(OBL. TAX BR)  
FX

Sig  
BB 549 W-F-P  
Sig 1289.3  
BB 433 42-20' C.P.

FX

2850  
EQUATION  
2862+607 W.  
= 2860+42 E.

Sig 1287.6  
2800  
Sig 1287.7

BB 222 45-10' C.P.

MUSSELHELL RIVER  
BB 220 2-00' G.I.R BR  
3390

BB 429 42-36' C.P.

FX

3000

MUSSELHELL RIVER 3382  
BB 218 2-65' G.I.R BR  
FX  
BB 427-36-42' C.I.P  
BB 425 42-48' C.P.

1278-1941 GARY CC

RAIL RESET 1957

100' 1927

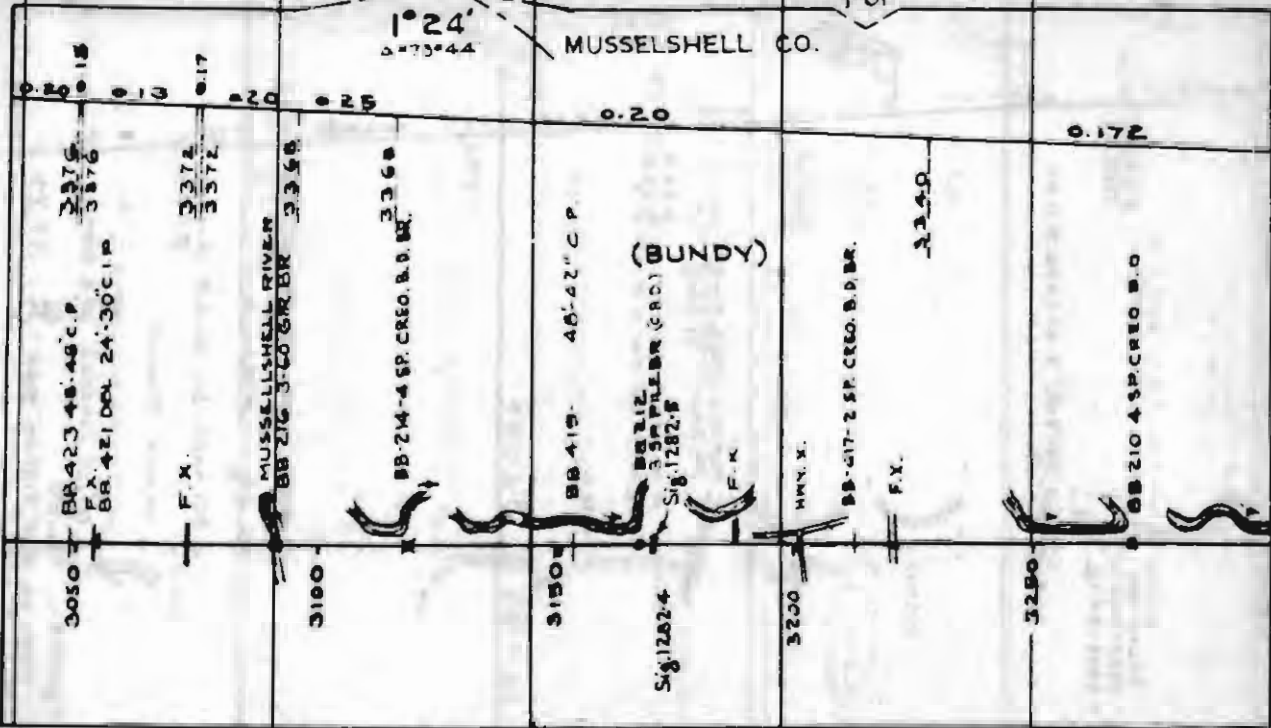
4" GRAVEL 1941  
PARAGON PIT-RUN

5URF-PARAGON PROC GR-1967

1285 1284 EL. 3 1/2 1283 1282 EL. 2 1/2 1281

GOLDEN VALLEY CO.

MUSSELSHELL CO.



100' 1927  
RAIL RESET 1957

SURF - PARAGON PROC GR - 1957

210

1280 EL. 3' 1/2  
Δ = 45° 32'

1279

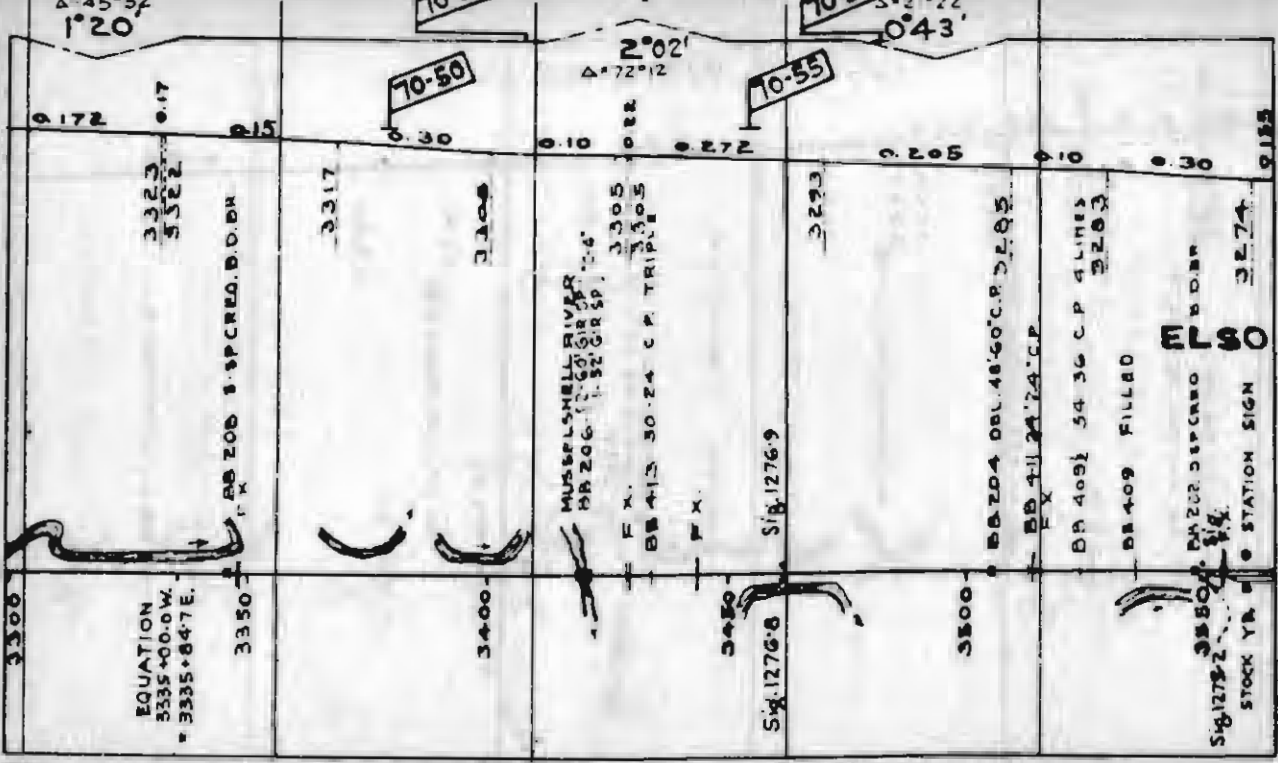
70-55

1278 3 1/2

70-50

EL. 2' 1/2  
Δ = 21° 22'

1276



100' 1927  
--- RAIL RESET 1957 ---

SURF-PARAGON PROC. GR-1957



1275

EL. 2' 1°06'

1274

1273 EL. 2'

0°43'

1272

1271

21

500  
3315  
0.185

0.007 0.055 0.15

0.30

0.25

0.10

0.20

BB 405 42-48 CIP 42-48 CIP  
PX  
BR 403 42-42 CIP 6 33.52

BB 1274-3  
P X  
BB 401 36-36 CORIP.

3264  
3263  
3262

Hwy X  
3650  
FX

BB 300 5-50 CRMO B D  
BB 397 DW 24-24 CIP

3700  
FX

BB 108 DBL 42-60 CIP  
BB 395 DBL 24-24 CIP

BB 393-42-30 CIP  
P. X. Sig 12721

Sig 12720

Hwy Xing

STATE HWY

3242

3750

BB 391 24-24 CIP

3238

BB 106 4 SP CRIO B D BR.  
BB 389 DBL 24-24 CIP

FX

3800

BB 387-55P PILE BR (CDD)  
(CATTLE PASS)

56471



10041927  
FOR RESIST  
5504 - PARAGON 55 62 - 957



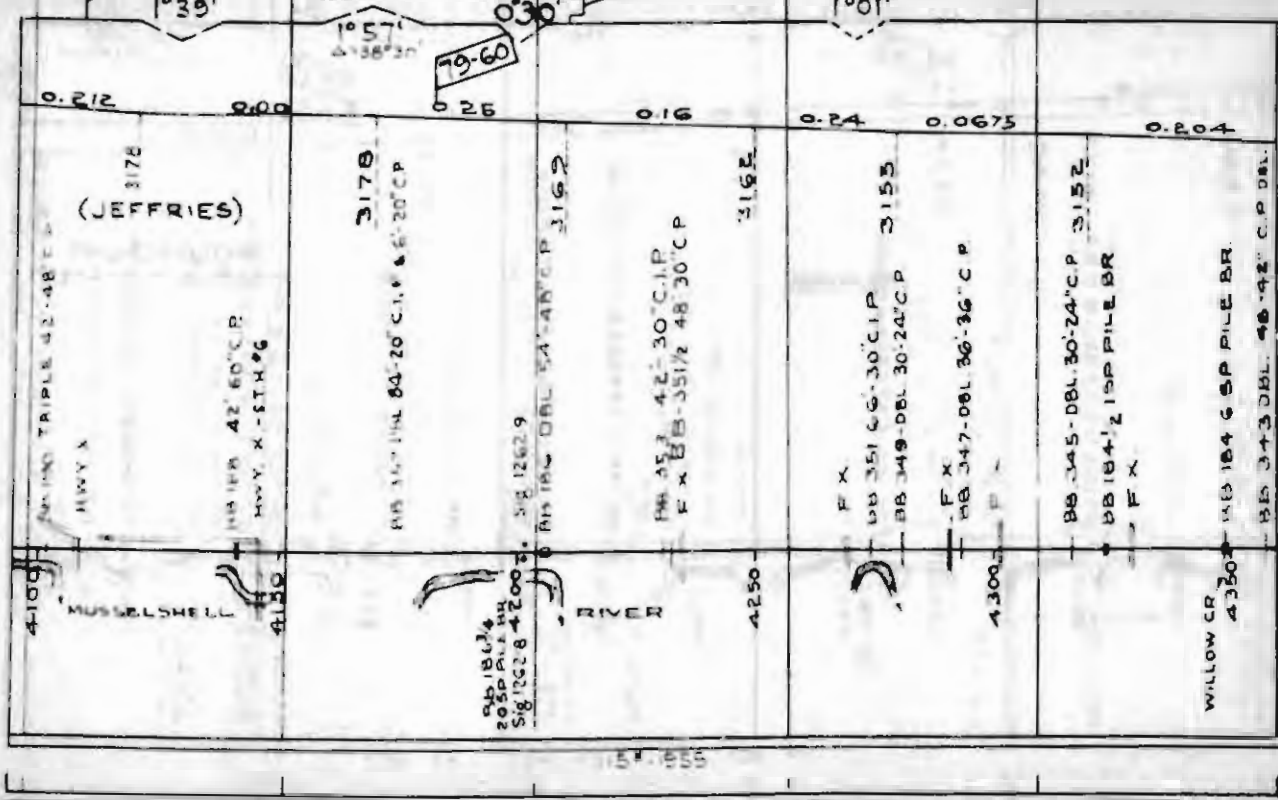
1265 55-25 3 1/2

1264 3 1/2

1263 70-60

1262 EL. 2 1/2

1261



4100  
 205P PILE BR  
 Sig 1262.8 4200

79-60

JETTIES (3178)

3178

3162

3152

3153

3152

WILLOW CR  
 4350





1250

1249

1248 EL. 24

1247

1246

75-60 32' EL

79-60 32' EL

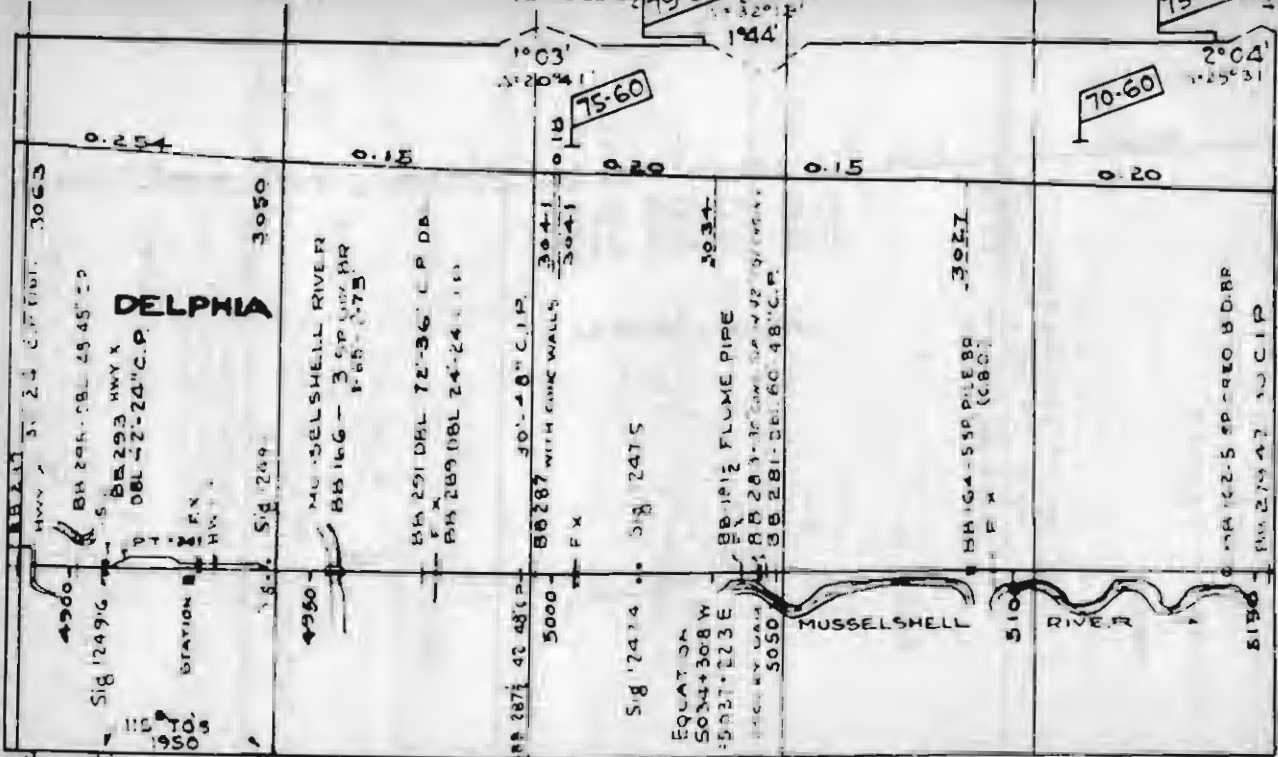
1° 03' 32' 20" 1'

1° 44' 32' 20" 1'

2° 04' 32' 20" 1'

75-60

70-60



DELPHIA

MUSSEL SHELL RIVER

1955 1955 IN. CIP

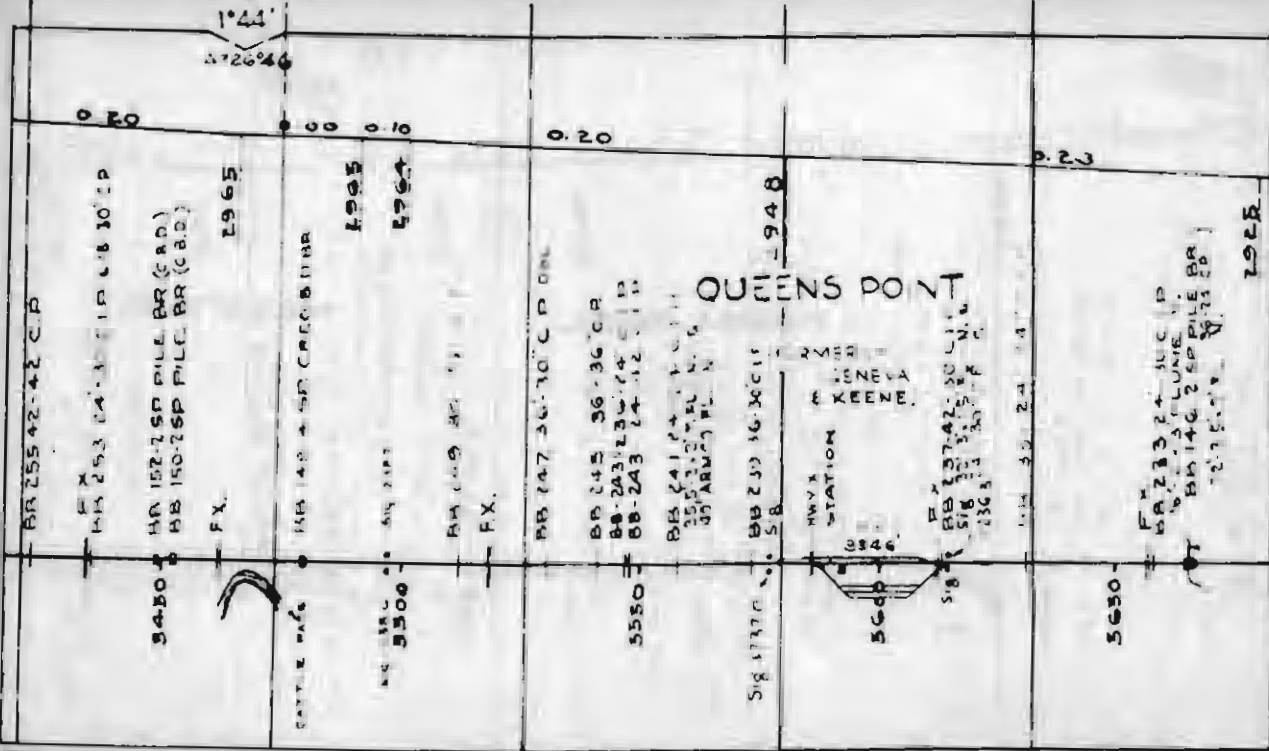
1955-1950 IN. CIP

SURF-PARAGON PROC GRAVE - 1955

SURF-PARAGON PROC GRAVE - 1955



218 1240 EL. 3 1239 1238 1237 1236



1525-1900-100.C.C.

4" GRAVEL 945 PARAGON 20' x 12'



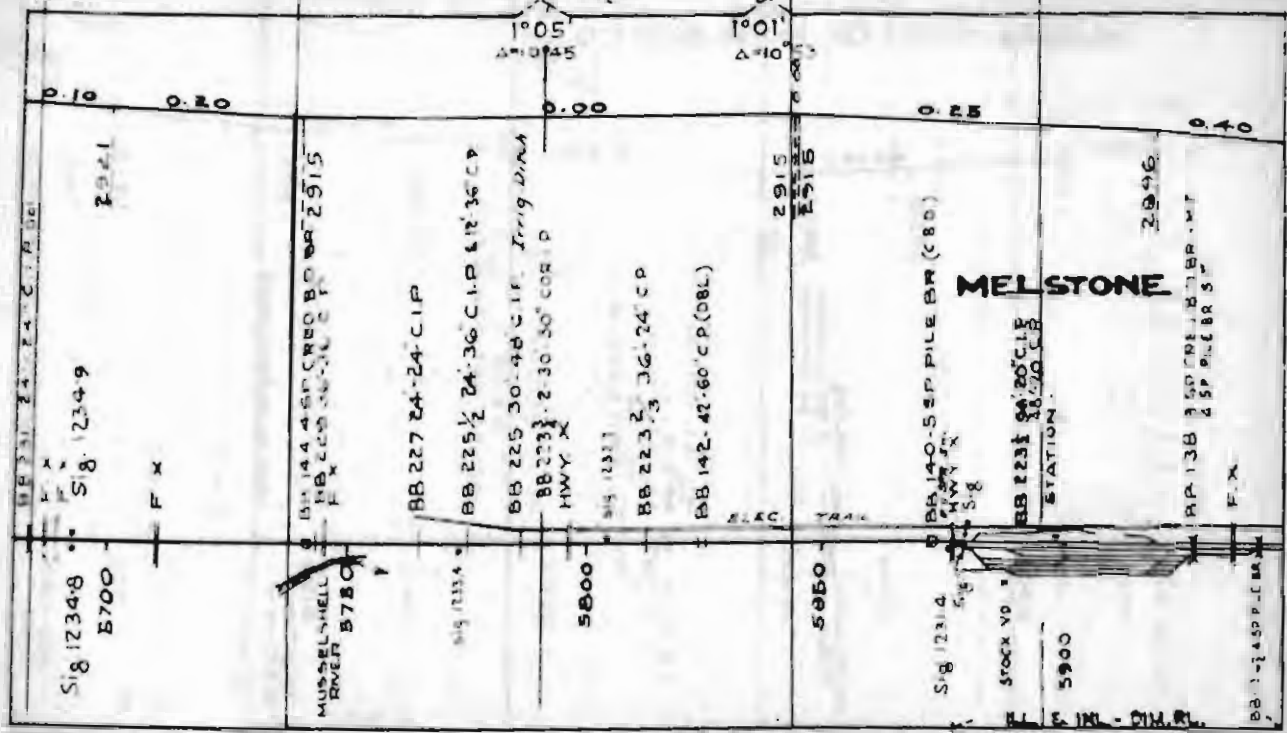
1235

1234

1233

1232

1231



Sig 12348  
5700  
Sig 12349

MUSSEL SHELL RIVER  
5780

MELSTONE

STATION

11525-1950-ILL. C.C.

ILL. & INL. - DIM. RL.

4" GRAVEL 1945  
(PARASON PROC. 58)

220

1230

1229

1228

1227

1226

EL. 4"

MUSSEL SHELL CO. ROSEBUD CO.

79-60 3 1/2  
2°

79-60

79-60

0.40

0.2185 V.C.

0.50

0.4037

0.50

0.43

2054

2050

2051

2008

2009

2016

2021

F.X.

211 S.P. SW 1/4  
S 1/4  
R 22 S 36-42 CP  
S 2 225.7

MUSSELSHELL RIVER  
FB 136  
11-60 BELK GRS  
11-90 TRAU GRS

Sig 12274  
HWY. 2

BIS 134  
3 SEC CRG B.D.

B 22112  
B 2 48-PLC  
Trig. 014

MECO OILER  
157+99 W.  
529+203 E

155 2014 1/2 CP

HWY X

B 132-67-1018 CUM ARCH

9312

6000

6050

6100

6150  
EQUATION

500

MECO OILER  
B 200

11525-1950-ILL.C.C.

ILL.C.C.

ILL.C.C.

4" GRAVEL 1945  
PAPER BOX PRO. S.P.

1225 EL. 2 1/2

65-60 1224

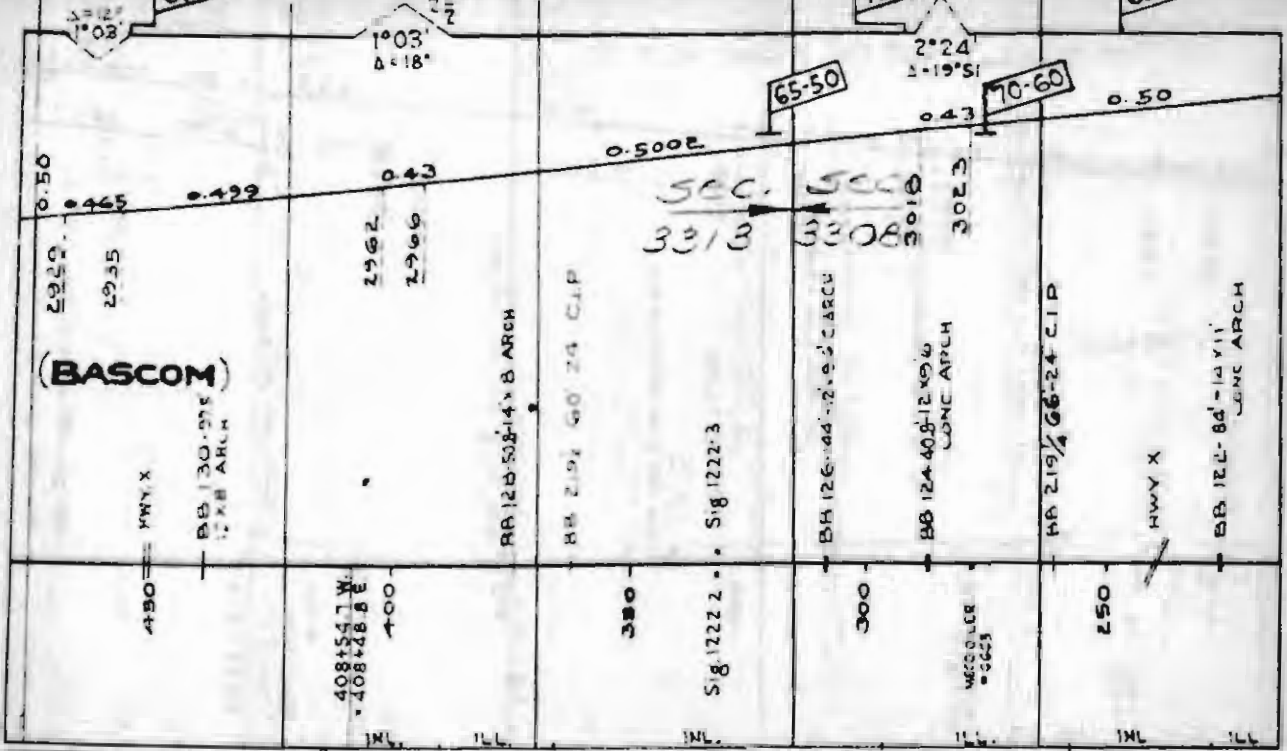
1223

1222

79-60 3 1/2

1221

65-50



(BASCOM)

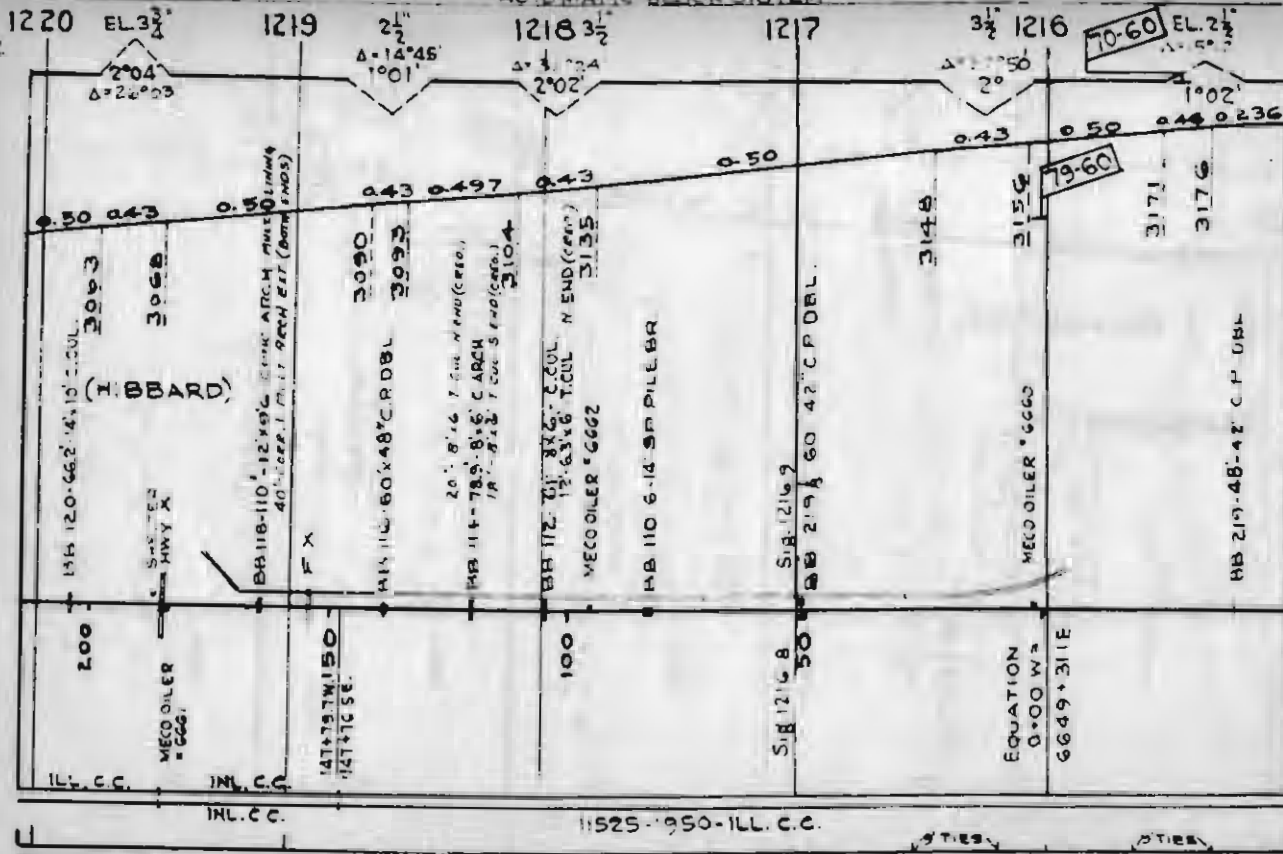
SEC. 5000  
3313 → 3308 3010 3023

11525-1950-LL C.C.

11525-1950

4" GRAVEL 1945  
(PARAGON PROC BR)

222



4" GRAVEL 1965  
(PARAGON PROC 3R)



224

12:0

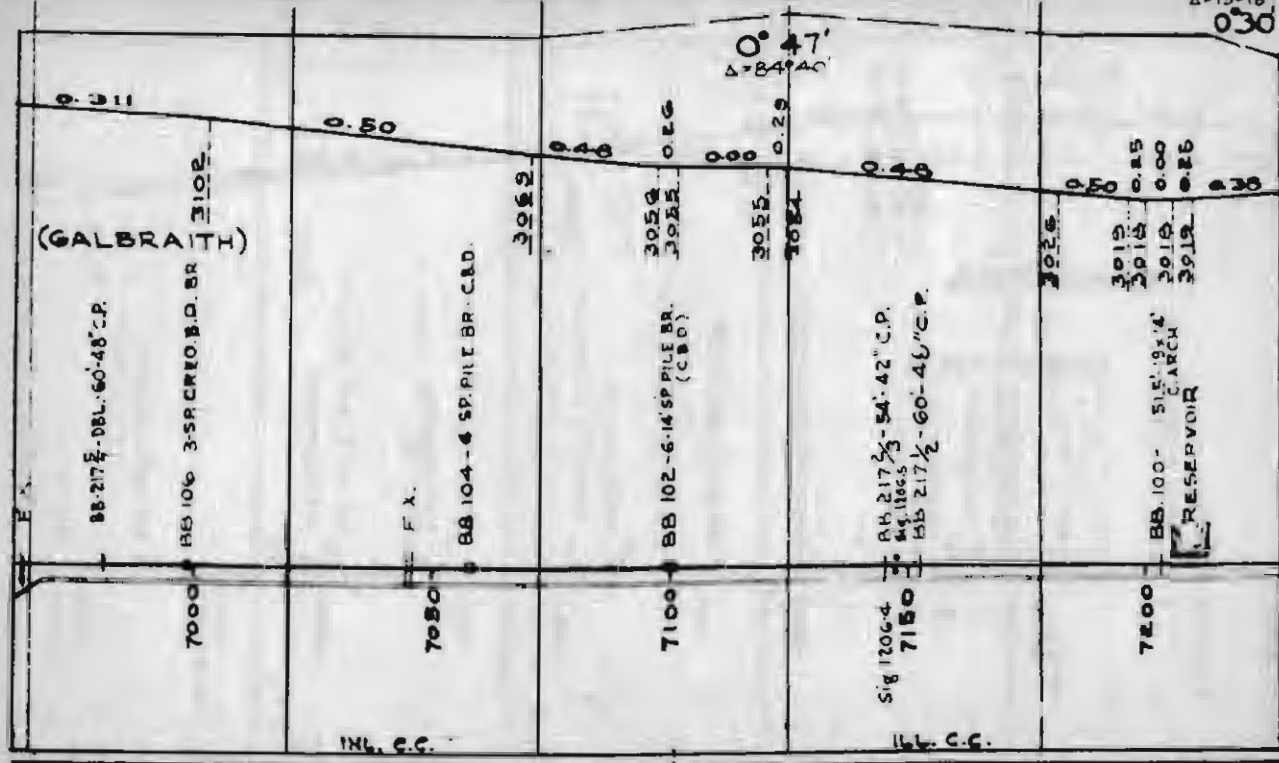
1209

1208

EL. 2' 1207

1206

EL. 1' 12  
Δ = 13' 10"  
030



(GALBRAITH)

BB 217 1/2 - DBL. 60'-48" C.P.

7000 BB 106 3-SP. CRIB. B.D. BR.

F.X.

BB 104 - 4 SP. PILE BR. C.B.D.

7100 BB 102 - 6 1/4 SP. PILE BR. (C.B.D.)

Sig 1206-4  
7150 BB 217 2/3 - 54'-42" C.P.  
44.110cs  
BB 217 1/2 - 60'-46" C.P.

7200 BB 100 - 5 1/2' 19' x 4' C.A.R.C.H. RESERVOIR

INL. C.C.

ILL. C.C.

11525-1950

4" GRAVEL 1944  
PARAGON PIT-RUN

1205 EL. 1 1/2

1204

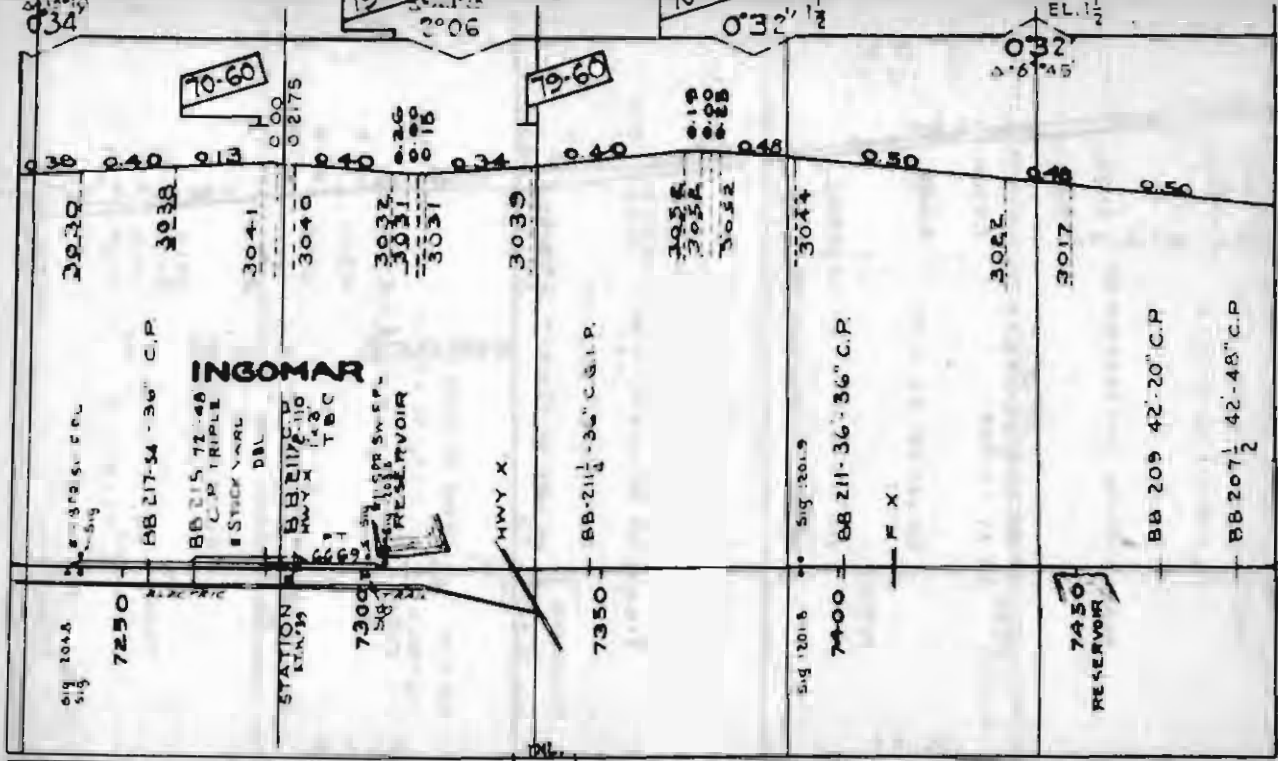
79-60 32 3006

1203

70-60 1202 2' 30"

1201 EL. 1 1/2

225



70-60

79-60

032 6' 45"

**INGOMAR**

AB 217-54 - 36" C.P.

BB 215 72-48  
C.P. TRIPLE  
# STICK MARK  
DBL

BB 217-110  
HWY X  
T.B.C.

RESERVOIR

HWY X

BB 211 - 36" C.P.

BB 211 - 36 - 36" C.P.

BB 209 42-20" C.P.

BB 207 1/2 42-48" C.P.

7250  
Sig 1201.6  
Sig

7300  
Sig 1201.6  
Sig

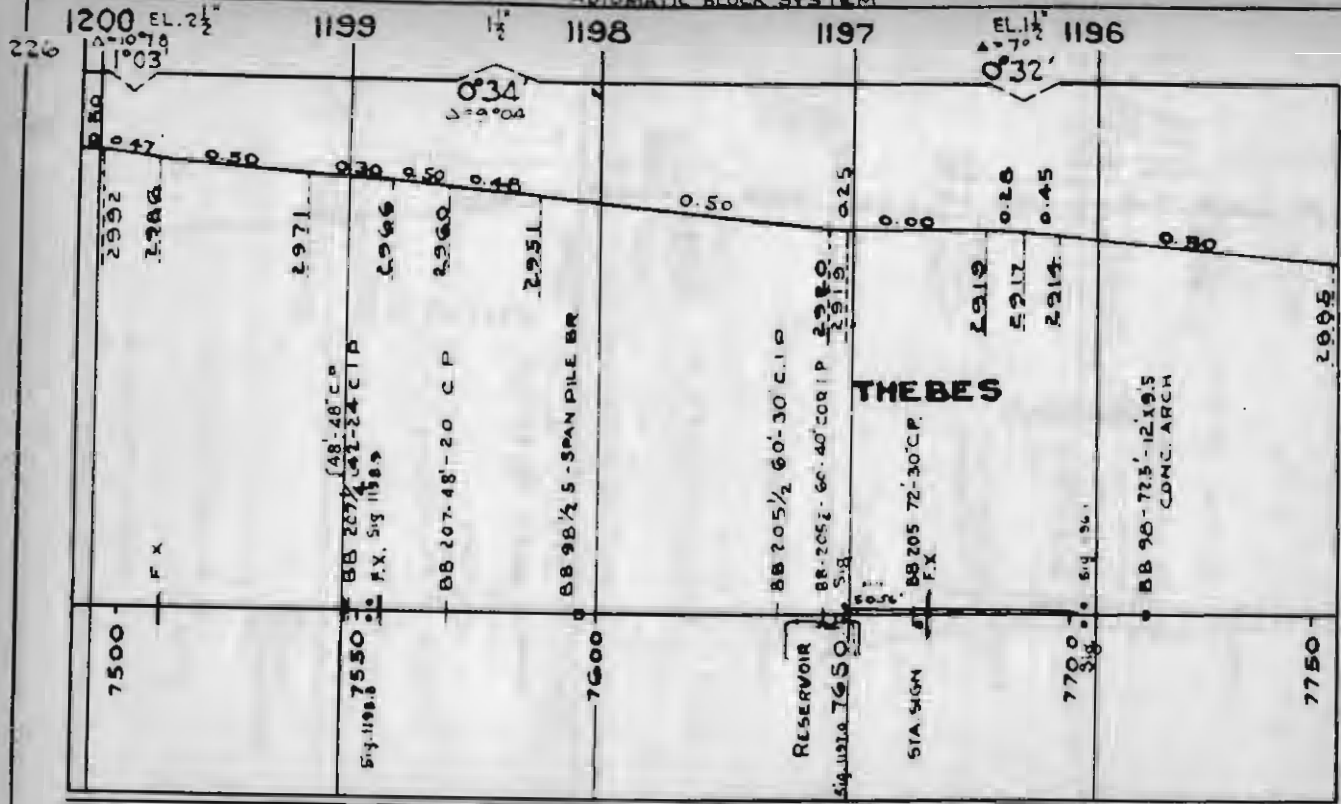
7350

7400  
Sig 1201.6  
Sig

7450  
RESERVOIR

11525-1950-ILL. C.C.

4" GRAVEL 1944  
PARAGON PIT-RUN



11525-1950-ILL. C.C.

4" GRAVEL 1944  
PARAGON PIT-RUN

57  
18



1195

1194

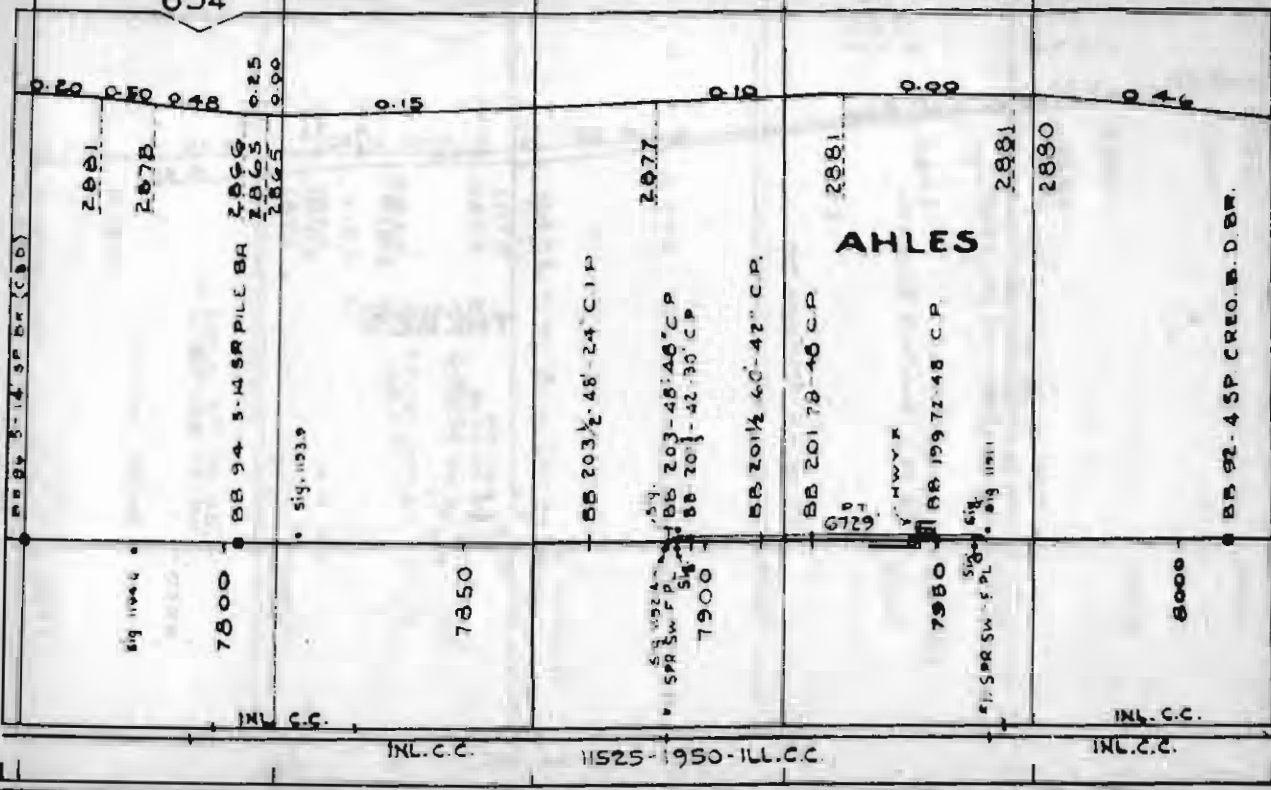
1193

1192

1191

227

0.34'



BB 94 5-14 SP BR (C.B.D.)

2001

2078

2055

BB 94 5-14 SP BR

7800

sig. 1033

7850

BB 203 1/2 48'-24" C.P.

2077

BB 203 48'-48" C.P.

BB 201 42'-30" C.P.

7900

BB 201 1/2 60'-42" C.P.

2081

BB 201 78'-46" C.P.

BB 199 72'-48" C.P.

7950

BB 199 72'-48" C.P.

2081

2890

8000

BB 92-4 SP CREO. B. D. BR.

INL. C.C.

INL. C.C.

11925-1950-ILL. C.C.

INL. C.C.

AHLES

1" GRAVEL 1942  
PARAGON PIT-RUN

228

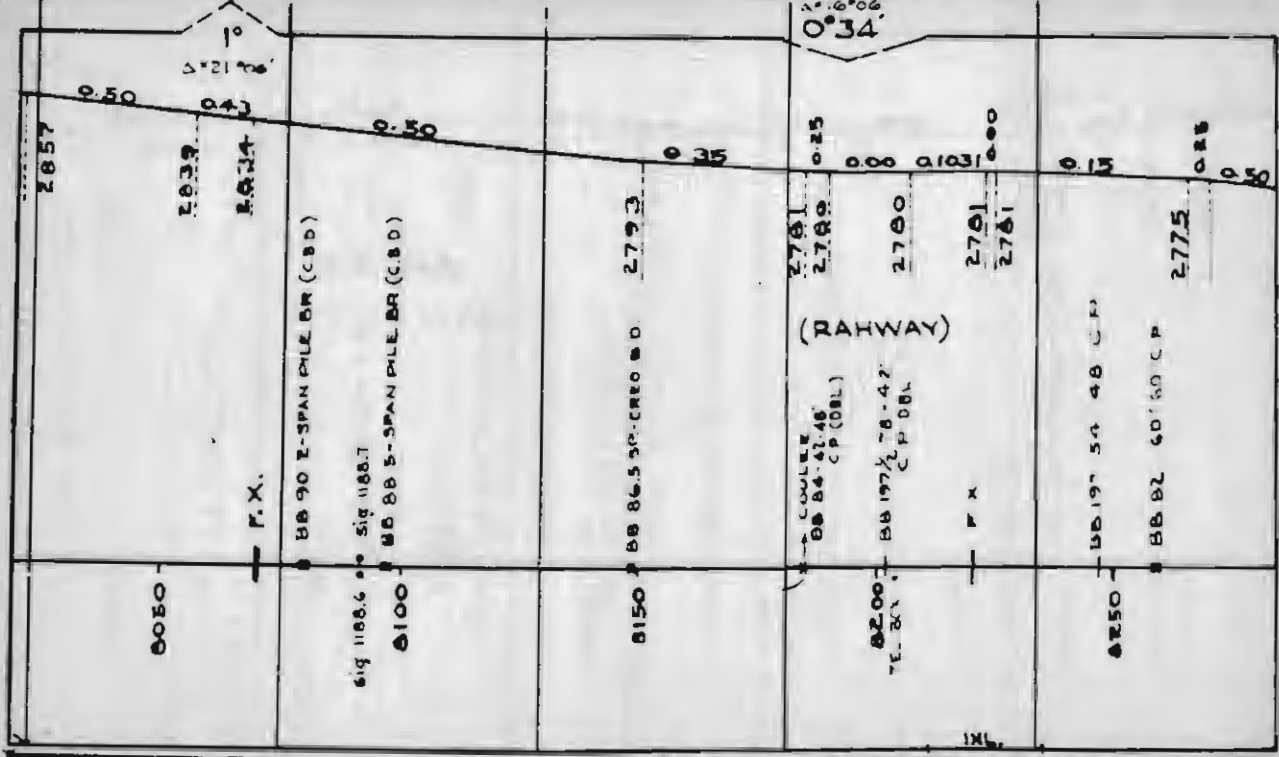
1190

1189

1188

1187 EL. 17' 0°34'

1186



11525-1950-ILL. CC.

5' 11.80

4" GRAVEL 1944  
PARASON PIT-RUN

1185

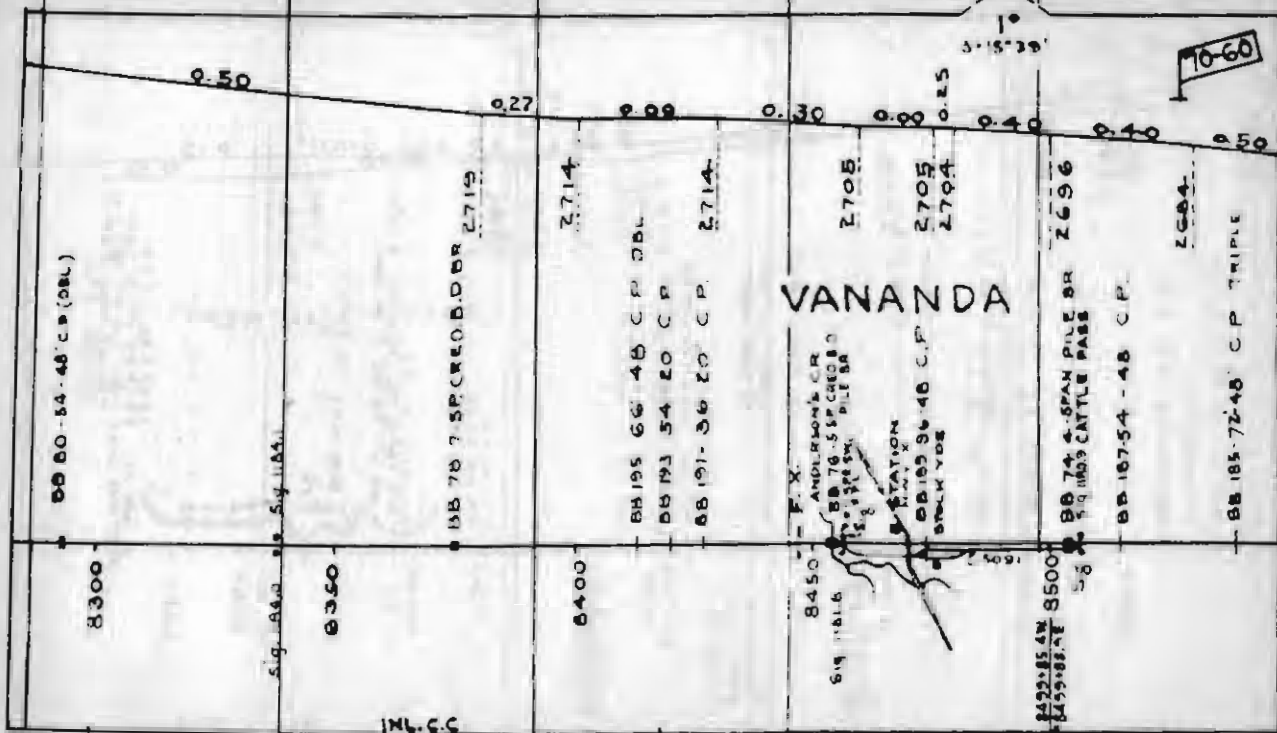
1184

1183

1182

EL. 27 1181

229



BB 80-34-48' C.P. (DBL)

BB 78 7 SP CREO. D. DBR 2719

2714

BB 195 66' 48' C.P. DBL

BB 193 54' 20' C.P.

BB 191-36' 20' C.P. 2714

2705

2705

2704

2696

2684

BB 74 4 SPAN PILE BR

5.9 1103 CATTLE PASS

BB 187-54 - 48' C.P.

BB 185-72-48' C.P. TRIPLE

ILL.C.C.

ILL.C.C.

11525-1950-ILL.C.C.

11525-1950-ILL.C.C.

4" GRAVEL 1944  
PARSON PIT-RUN

GRAVEL  
1946 02

SURF-PARSON PROC. GRAVEL-1956

1180 19-60

10-60 1179

1178

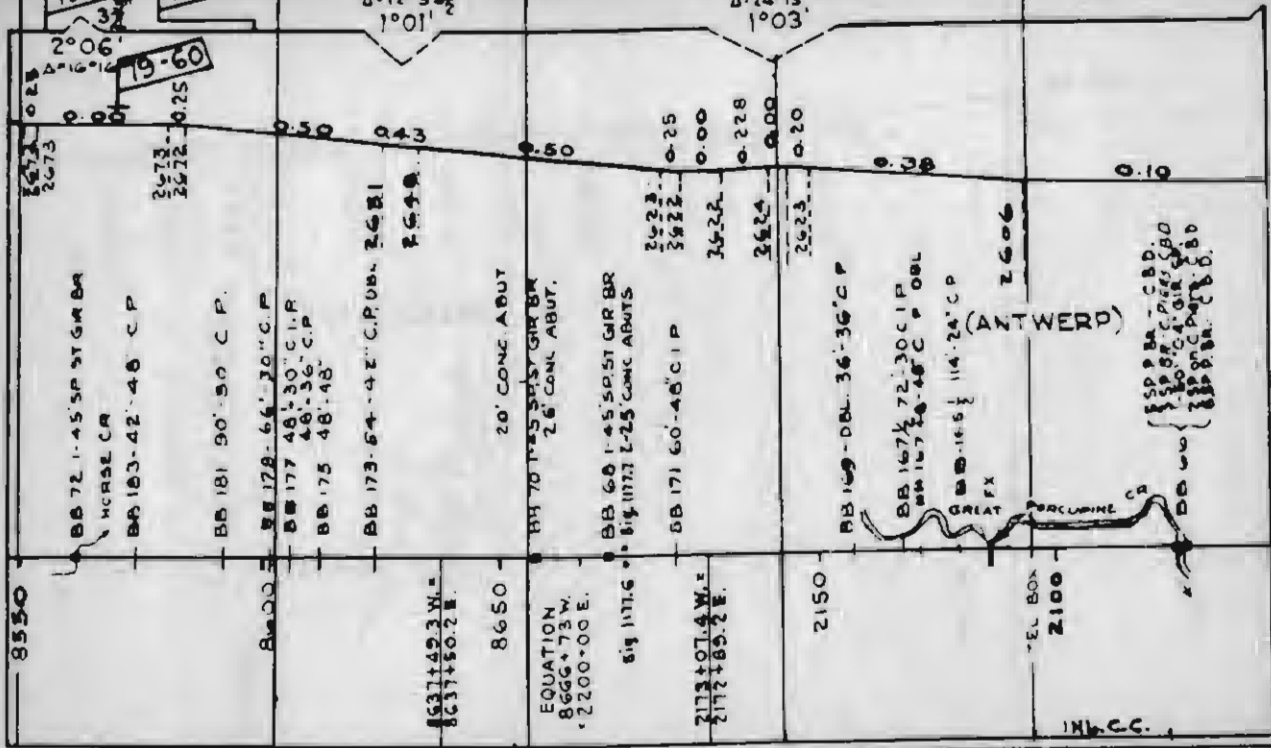
1177 EL. 2 1/2

1176

230

2 1/2  
0-12-58 1/2  
1'01'

0-24-13  
1'03'



8550

8600

8637+49.2 W. =  
8637+50.2 E.

8650

EQUATION  
8666+73 W.  
2200-00 E.

2172+07.4 W. =  
2172+89.2 E.

2150

EL. BOX  
2100

114.00

11525-1950-ILL.C.C.

1175

1174

1173

EL. 1172

1171

231

105

0-10

0-34

0-075

0-20

0-10

0-00

0-20

0-00

0-10

2597

2587

2504

2500

2570

2570

2500

2500

2050  
BB 24 27-1-58 (C.R.)

BB 16 2-3-58 (C.R.)

BB 60-4 SP PILE BR (C.R.) 2587  
BB 165-42-24 C.P.

BB 161-30-36 C.P.

BB 161-30-36 C.P. DBL.  
F X

BB 50-4 SP PILE BR (C.R.)  
F X

BB 50-4 SP PILE BR (C.R.)  
F X

BB 56 3-SP CREO BR DBR  
F X

BB 159 40-40 C.D.

BB 54 6-48 DBL-SPR-2570  
(C.R.)

BB 52 42-60 C.P. DBL  
F X

BB 50 42-60 C.P. DBR  
F X

BB 57 48-48 C.P.  
Sig 1171

BB 157 48-48 C.P.

GREAT PORCUPINE

CREEK

GREAT PORCUPINE

CREEK

HILL C. E. INL.

11525-1950

11525-1958 (1957)

STIES

STIES

SURF - PARAGON  
PROC 48712-56

SURF - PARAGON PROC 62-1953

232

1170

EL. 11 1/2

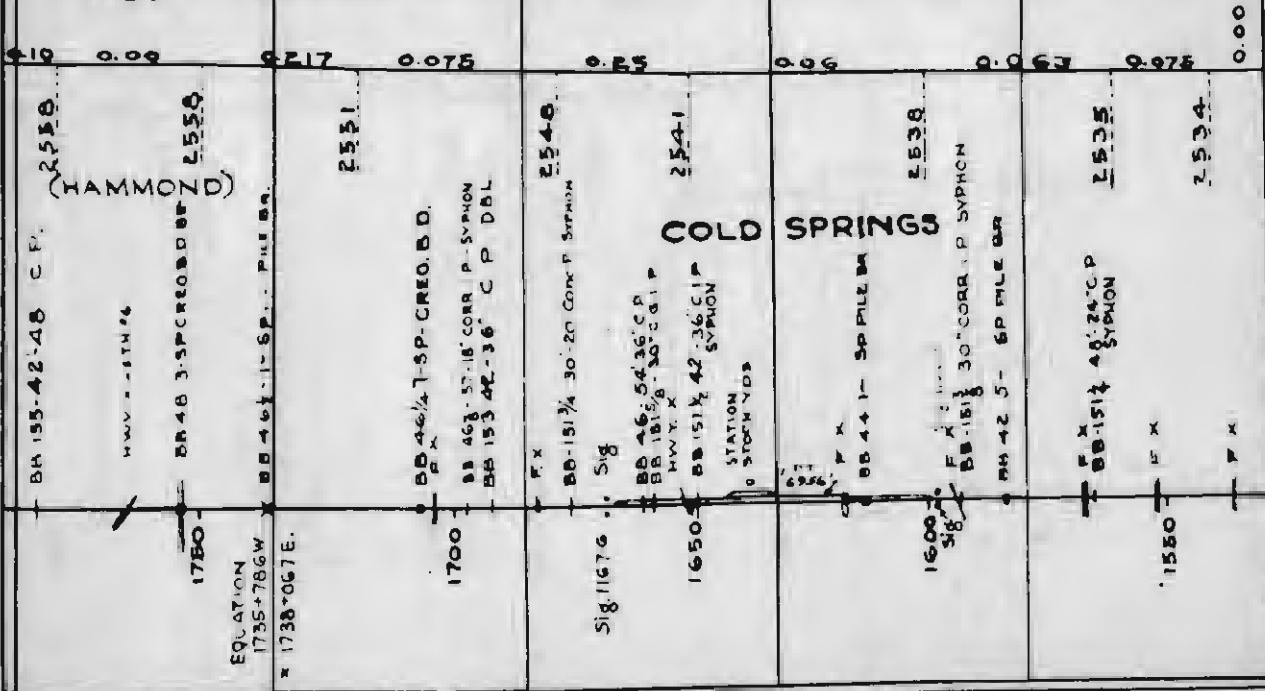
1169

1168

1167

1166

0°30'  
Δ=18°51'



BH 155-42-48 C.F.

HWV - 5TH 1/2

BR 48 3-SP CREO B.D. Z

EQUATION  
1735+786W  
x 1738+067E.

BB 46 1/2 7-SP CREO B.D.

BB 46 1/2 57-18' CORR P - SYPHON

BB 153 42-36' C P DBL

BB 151 1/4 30-20 CONC P SYPHON

Sig. 11676

BB 46 54-36' C.P.

BB 181 1/2 30' C.P.

HWV X

BB 151 1/2 42-36' C.P.

SYPHON

STATION

0 STORM YDS

6956

F X

BB 44 1- 5P FILE BR

1600

Sig

F X

BB 151 1/2 30' CORR P SYPHON

BH 42 5- 6P FILE BR

BB 151 1/2 48-24' C.P.

SYPHON

F X

1550

F X

1550

11525 - 1958 (1987)

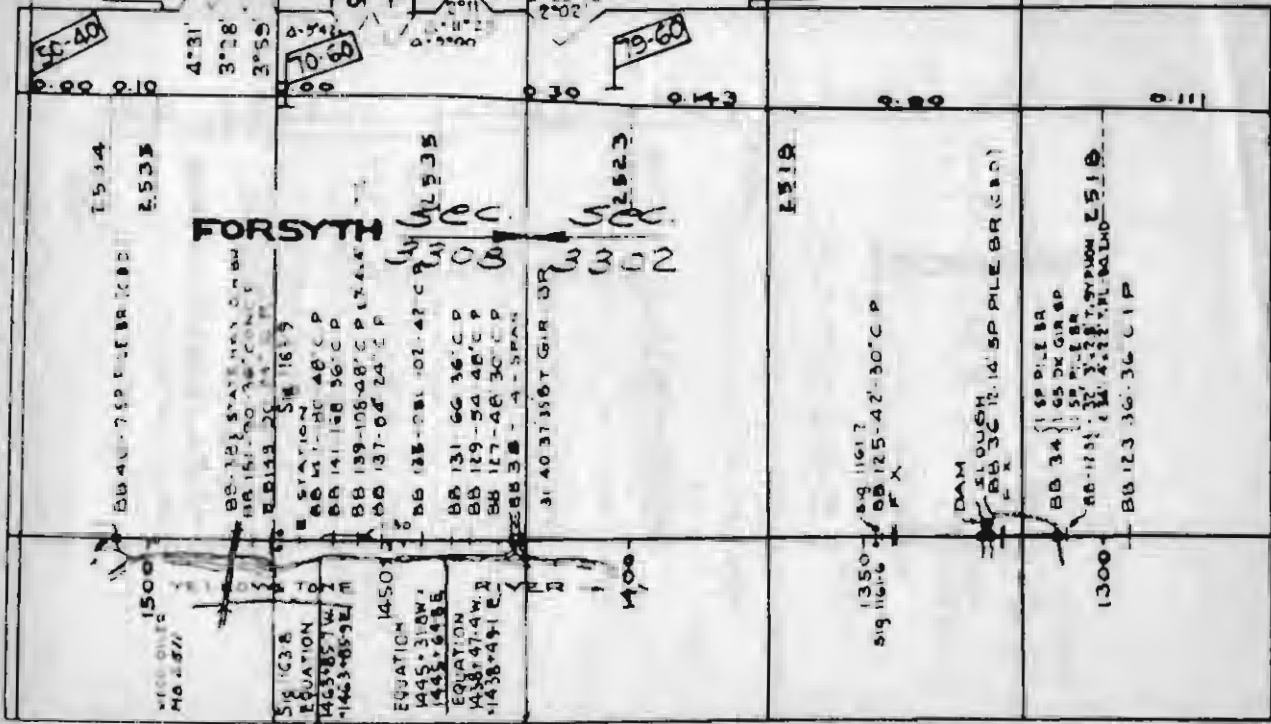
1165

64

1163 EL 3'

1162

1161



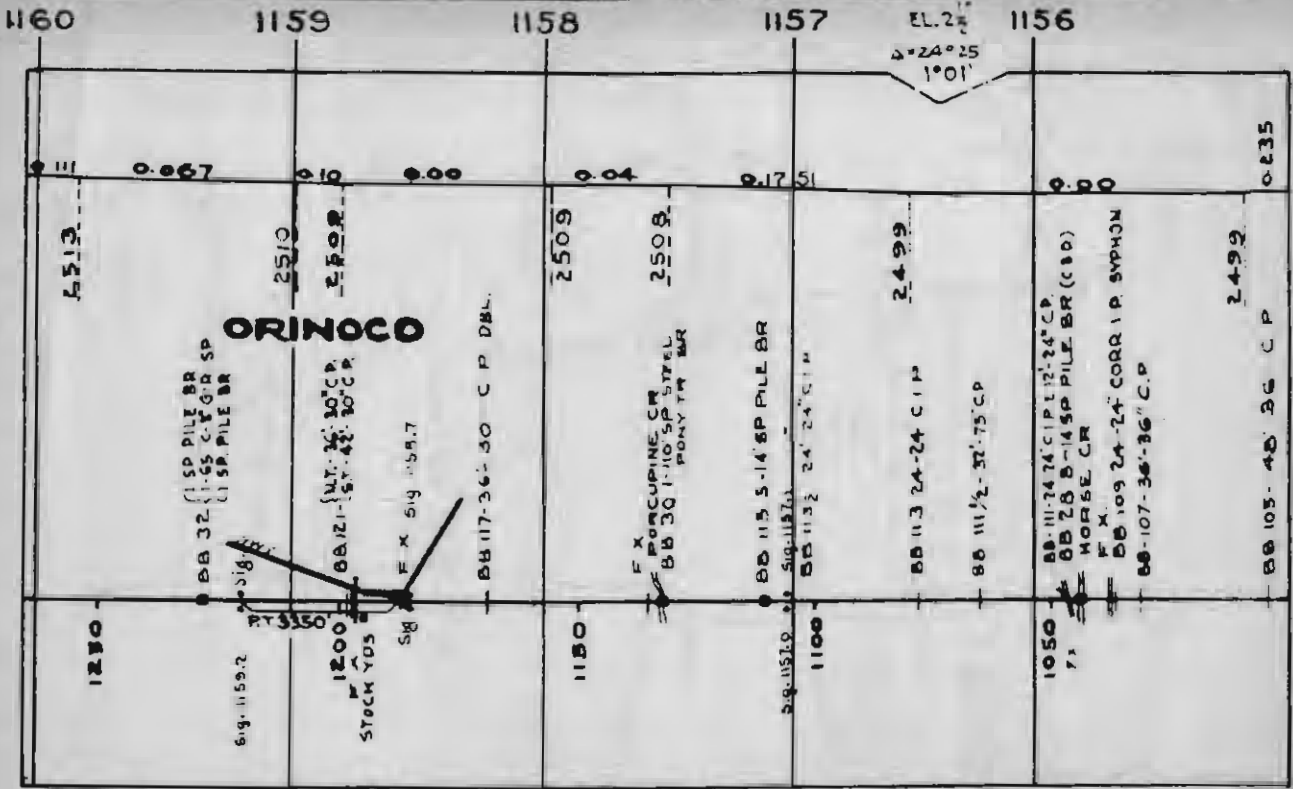
11525 - 1958 (1967)

11728-1941 GARY BRUN

SURF. - PARAGON PROC. GR. - 1958

4" GRAVEL 1921  
PARAGON PIT-RUN

234



11728-1941 GARY BRUN.

11525 - 1958 (1957)

4" GRAVEL 1941  
PARAGON PIT-RUN

SURF - PARAGON PROC GR-1958



1155

1154

1153

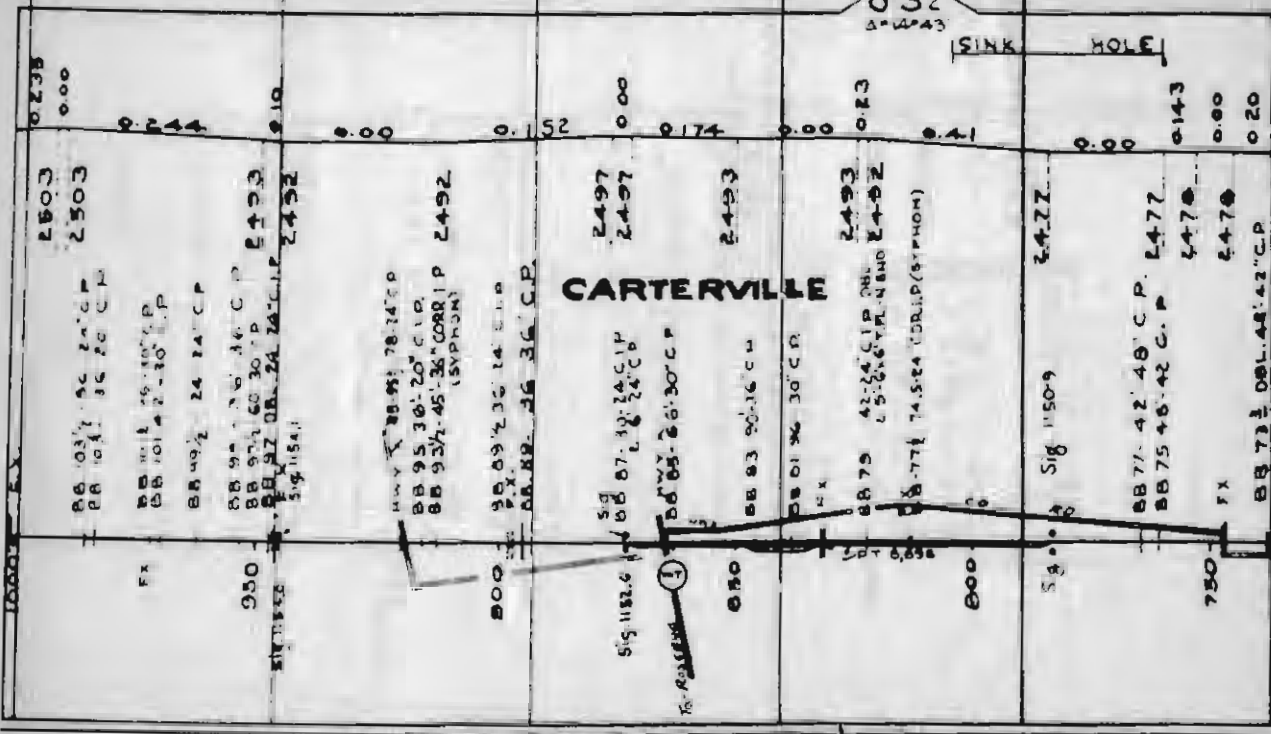
1152

1151

235

EL. 115  
0°32'  
S. 5°43'

SINK HOLE



11525 - 1958 (1957)

SURF. - PARAGON PROC. GR - 1958

230

1150

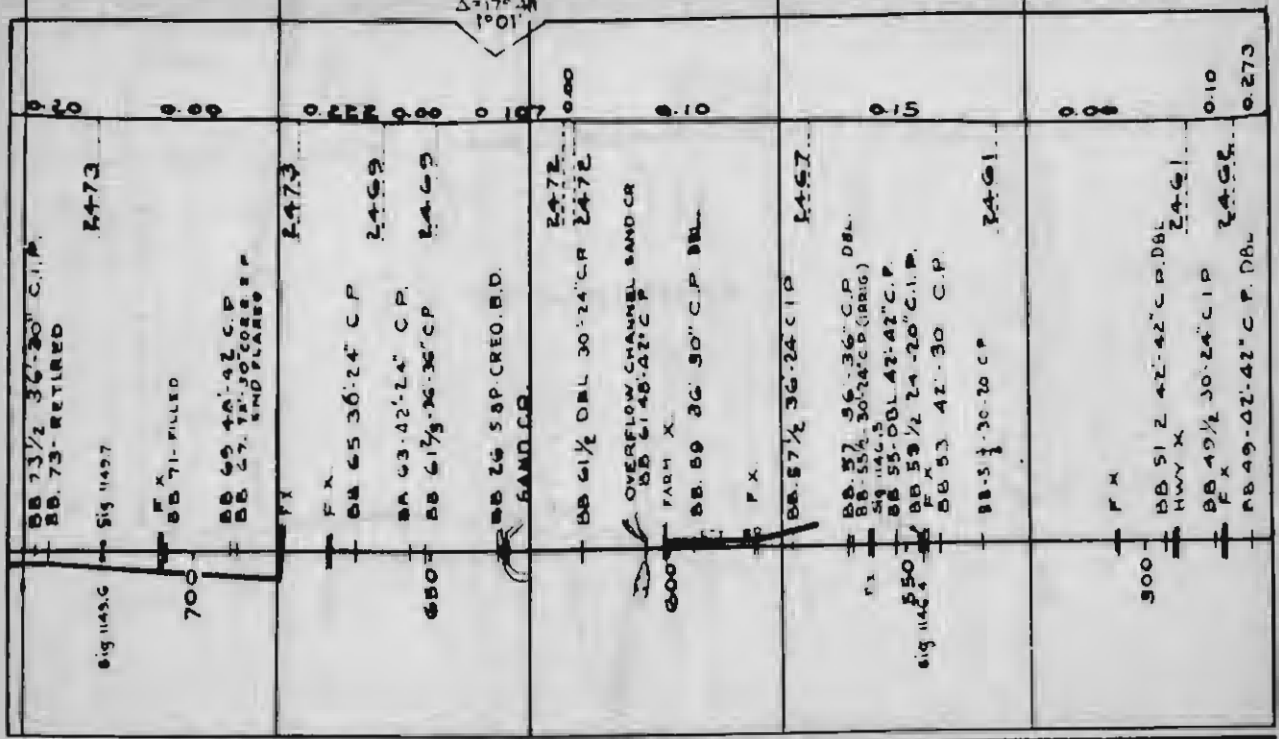
1149

EL. 22 1/2 1148

1147

1146

Δ 170' 100'



11525-1958 (1957)

SURF. - PARAGON PROC. GR. - 1958

1011525



238

1140

EL3 1139 3'

1138

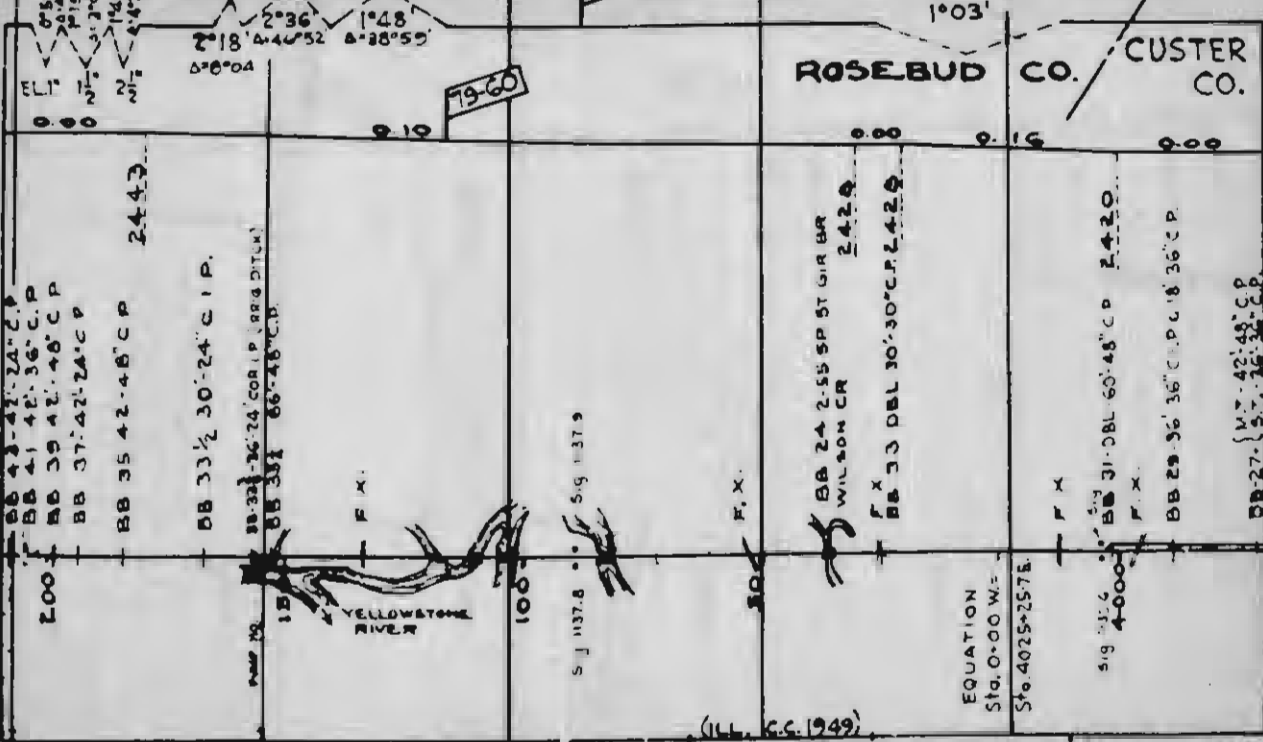
55-45

1137

EL2 1136

Δ°30°30'

1°03'



11525-1950 (JNL C.C. 1949)

11525-1958 (SST) ILL. C.C.

4' GRAVEL 1950 (PARAGON PROC.)

SURF. PARAGON PROC GR. 1958

1135

1134

1133

1132

1131

21.2  
A-19-42  
1901

239

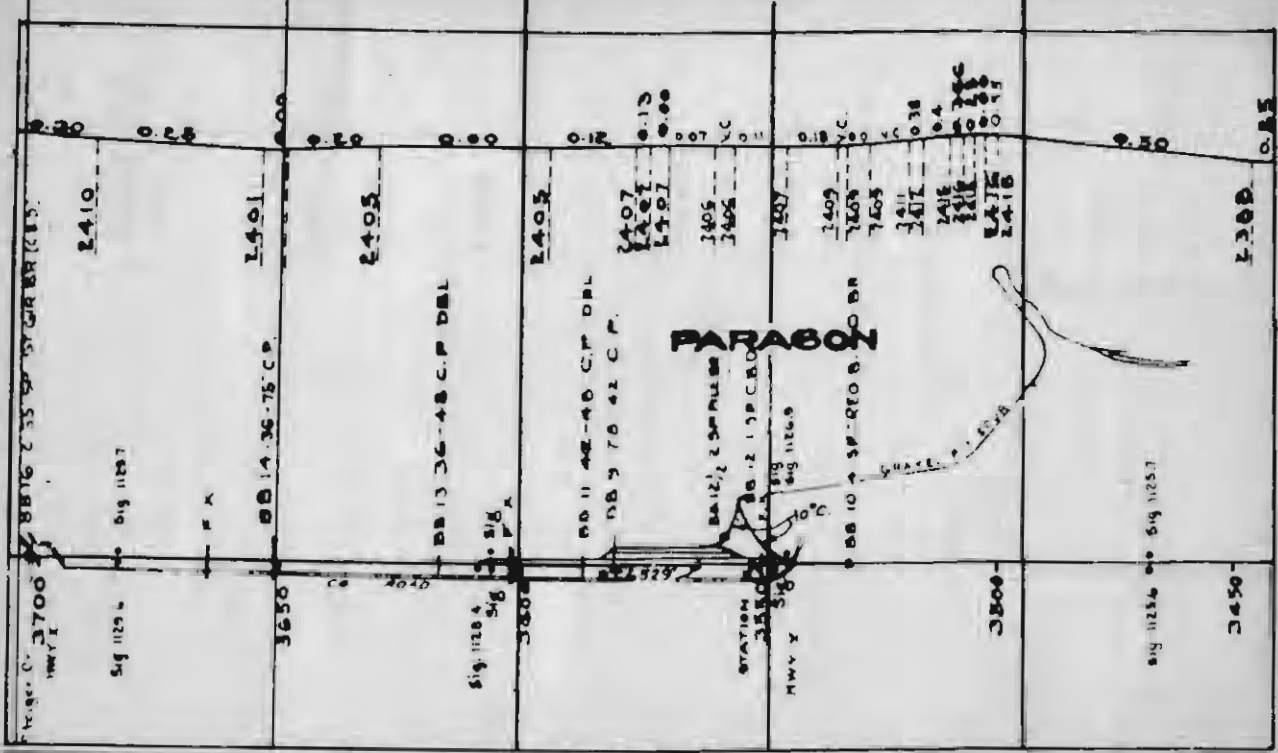
<p>STATION</p> <p>3950 Sig 1134.7 0075 Filled</p> <p>00 22 26 SP 1.80 1001 00 22 45 SP 1.80 1001</p> <p><b>SIMFIELD</b></p> <p>2410 2417 2414 2414 2415</p>	<p>FX</p> <p>3900 00 23 36-42 CP 00 10 5 SP 1.80 BR-CRO</p> <p>2425 2424 2426 2424</p>	<p>Sig 1132 . . Sig 1133</p> <p>FX</p> <p>3950 00 21 36-42 CP Triple</p> <p>2413 2412</p> <p>00 00</p>	<p>3800</p> <p>FX</p> <p>00 10 4 SP 1.80 BR 00 71 FX</p> <p>2412 2411 2411 2412</p>	<p>3780</p> <p>FX</p> <p>2417 2420 2420 2420</p>
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11525-1958 ILL. C.C. (1957)

SURF-PARAGON PROC. GR.-1958

160 MILL S. DR  
10 1958

240 1130 1129 1128 1127 1126



1125-1958 ILL. CC (1857)  
SURF.-PARAGON PROC. GR-1958

PTIES

1125

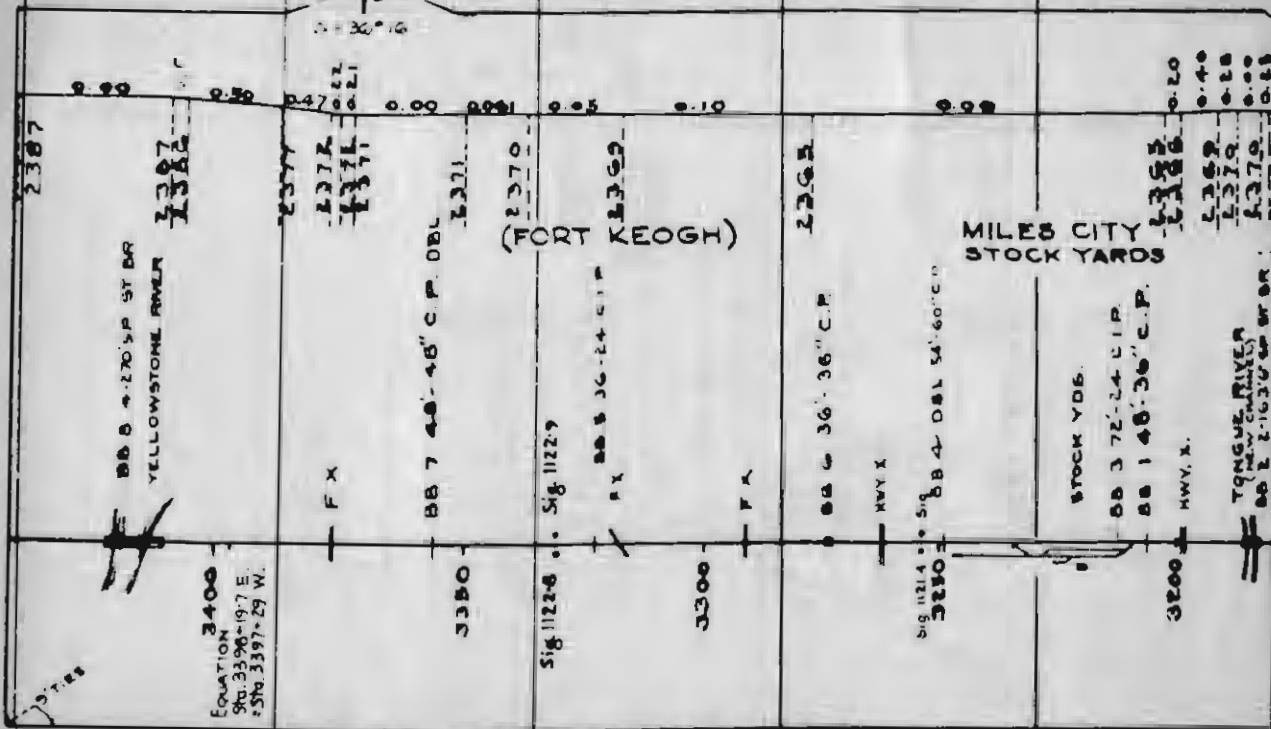
1124 FL 23

1123

1122

1121

165 AB  
241 PA



1125-1958 ILL. C.C. (1957)

SURF. PARAGON PROC GR - 1958

86 ABD. 14 EL  
242 R.M. 17.52  
101

79-60

1119

1 1/2 1118

1117

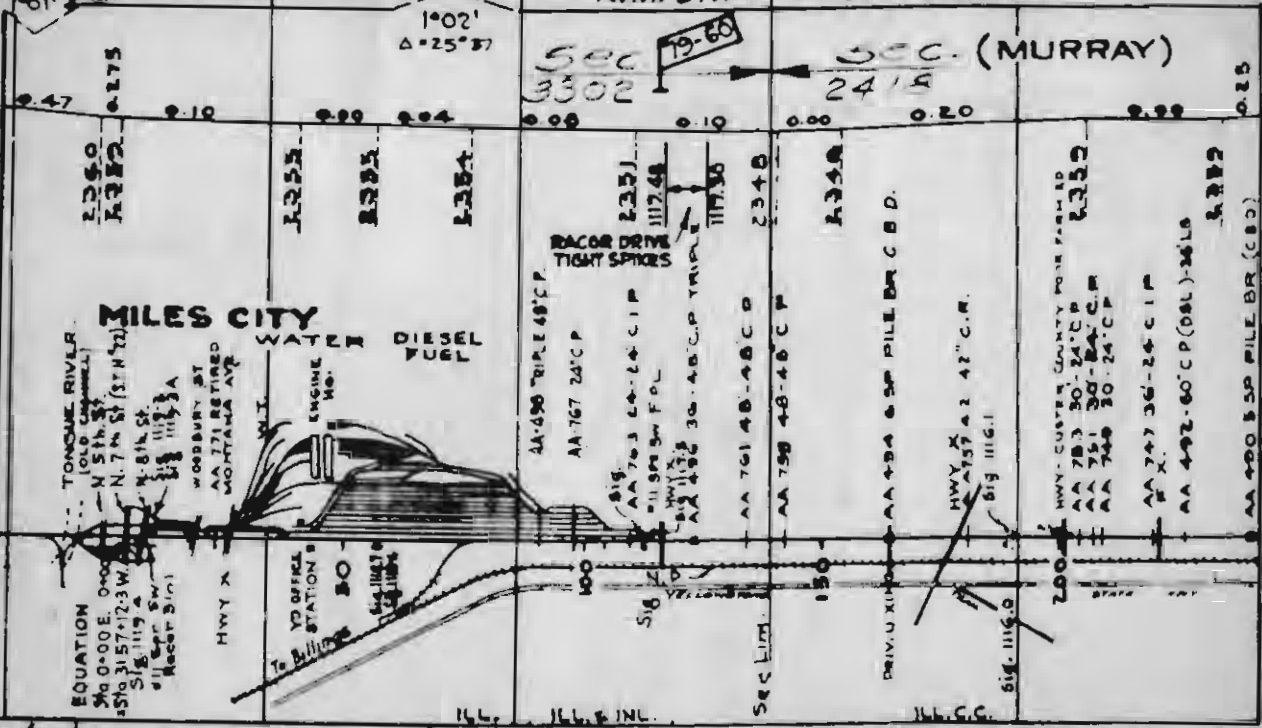
1116

R.M. DIV. ABERDEEN DIV.

1°02'  
Δ=25°37'

SEC 3302 79-60

SEC. (MURRAY) 2415



### MILES CITY

TONQUE RIVER (OLD CHANNEL)  
N 5th St  
N. 7th St (St. H 72)  
N. 8th St  
N. 9th St  
WOODBURY ST  
AA 171 RETIRED  
MONTANA AVE  
HWY X  
YO OFFICE STATION 5  
To Billings 30  
EQUATION  
540.00E. 0000  
250.315742.3W.  
Sig. 1119.4  
all gear SW  
Recker 3 in 1

WATER DIESEL FUEL

AA-496 TRIPLE 48" CP

RACOR DRIVE TIGHT SPINDS

AA-767 24" CP

Sig. 1119.48  
AA 763 40-24 CIP  
1119.48  
HWY X  
Sig. 1119.30  
AA 496 30-48 CIP TRIPLE  
1119.30

AA 761 48-48 C D

AA 758 48-48 C P

DRIV. U X 110-0 AA 494 6-50 PILE BR C D.

HWY X AA 757 42 42" C.R.

Sig. 1116.1

HWY - CUSTER COUNTY POLE FARM 10  
AA 783 30-24 C P  
AA 751 30-24 C.R.  
AA 748 30-24 C P

AA 747 36-24 C I P

AA 492-60" C P (OSL)-36 LB

AA 490 5-50 PILE BR (C D)

100-1930  
111525-1938 ILL. CC. (1937)

111525-1948

GRAY 1218 (2) 5-2-38

SURF - PARAGON PROC. GR. - 1938

STIES

STIES