

MINNESOTA-DAKOTA DIVISION

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

CONDENSED PROFILE

MINNESOTA-DAKOTA DIVISION

OFFICE OF VICE PRES. - CHIEF ENGR.
CHICAGO, ILL.

EXPLANATIONS

Miles

Alignment

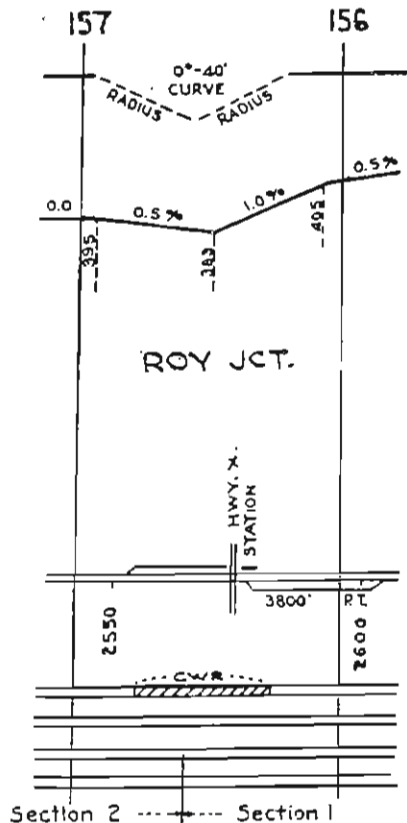
Grade Line

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

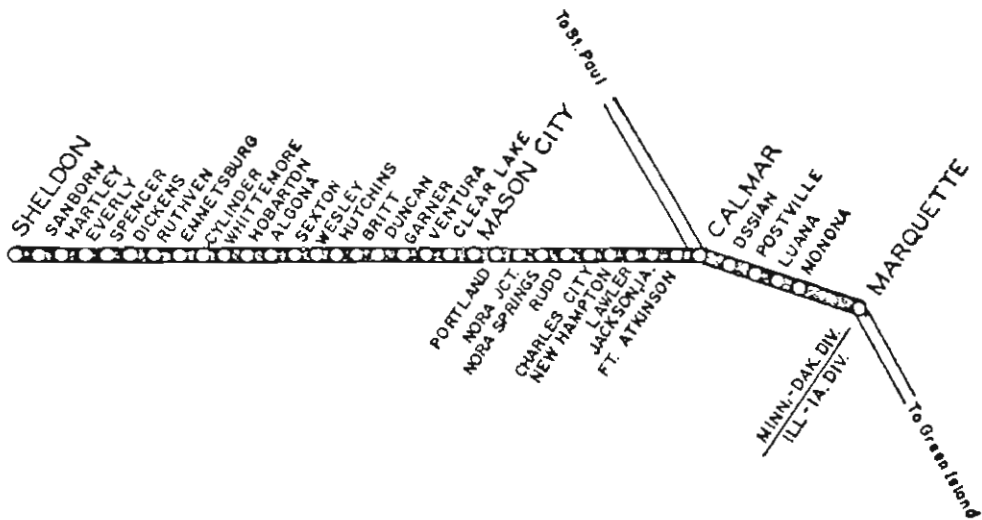
CULVERTS

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
SP	=	SPAN
P.T.	=	PASSING TRACK
RR	=	REROLLED RAIL

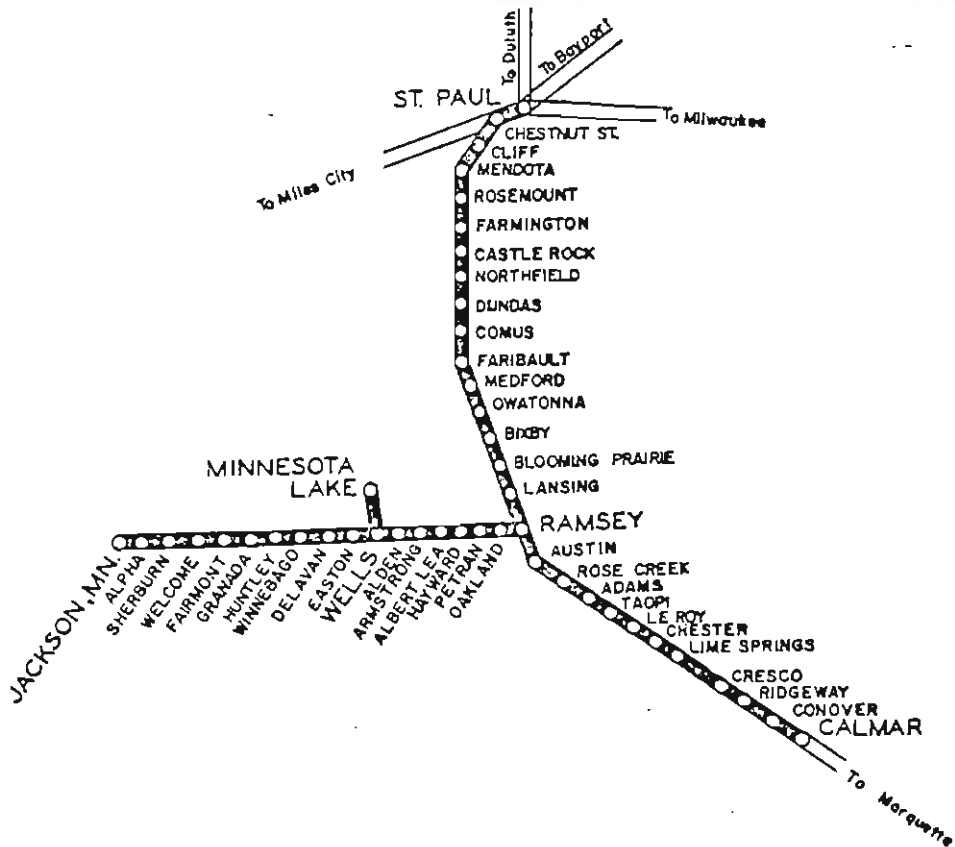
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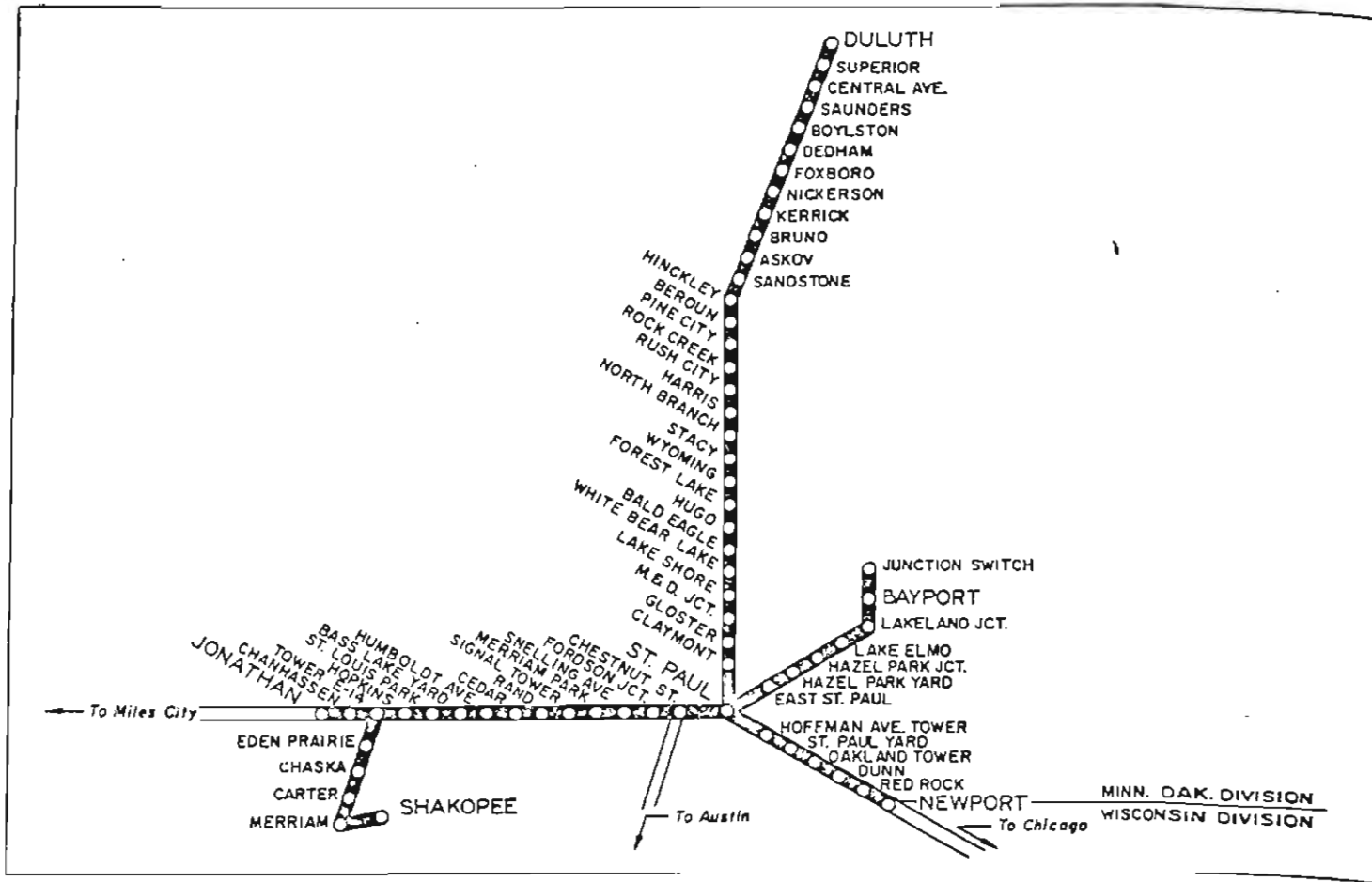


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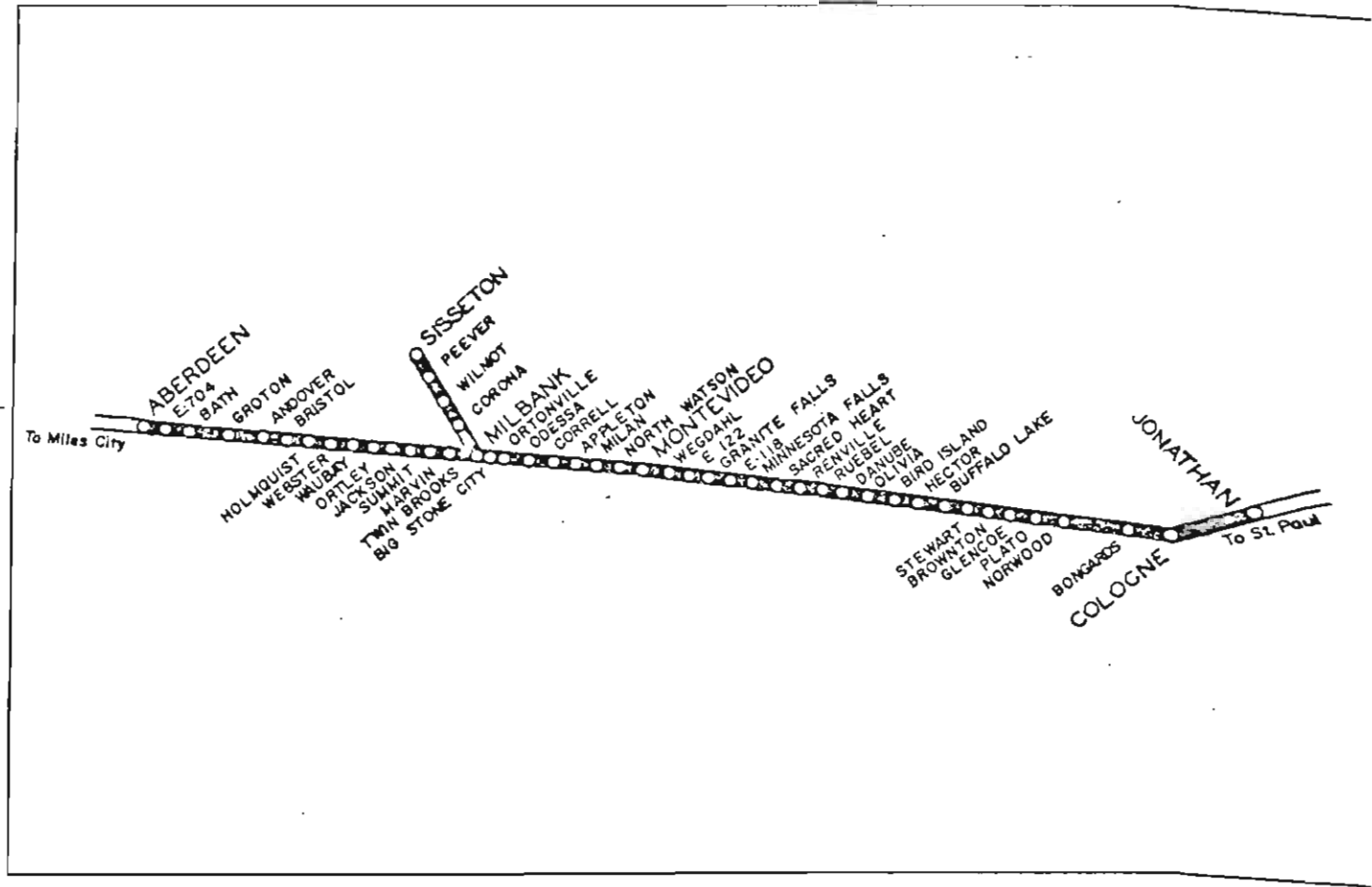
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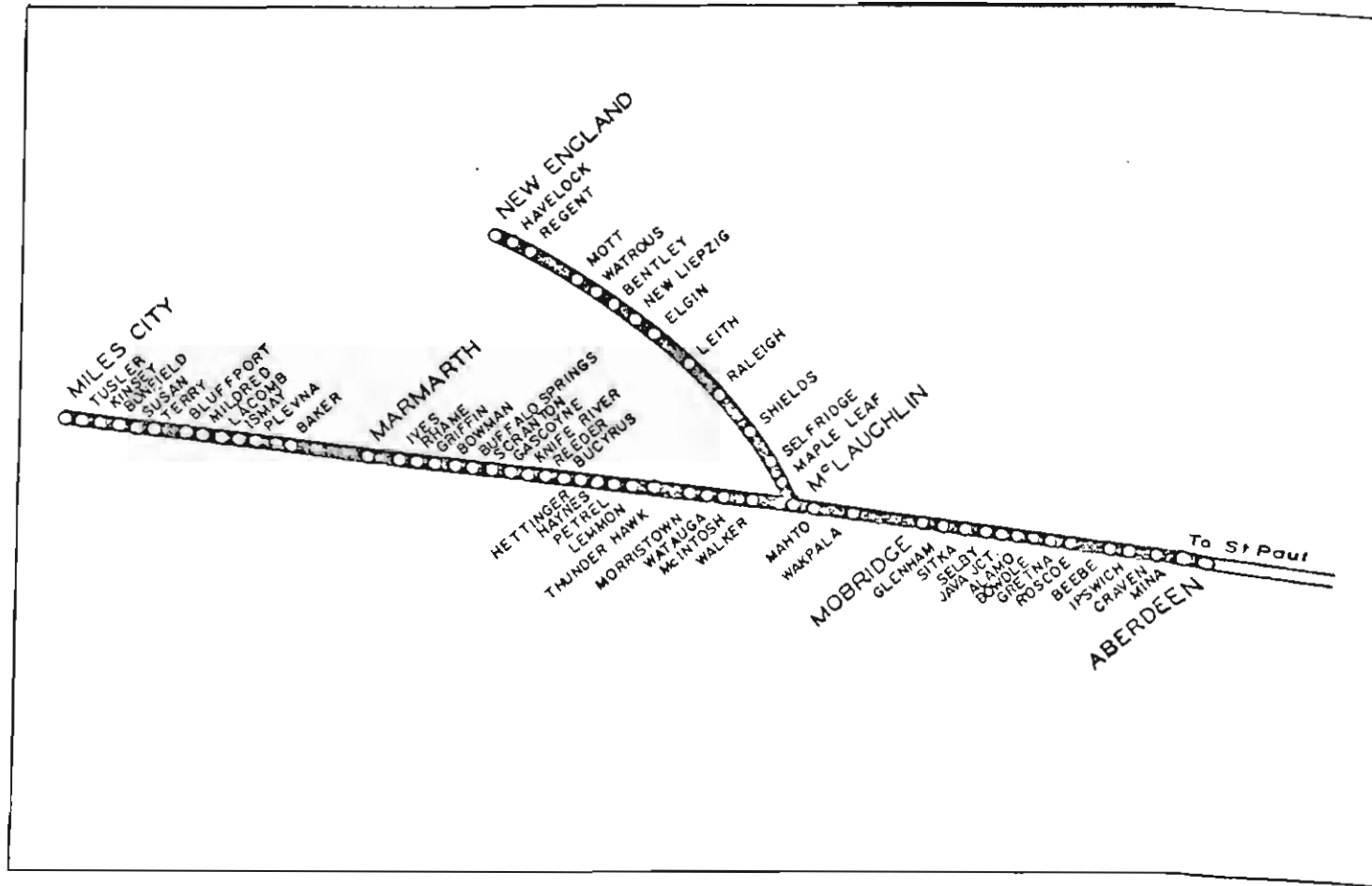
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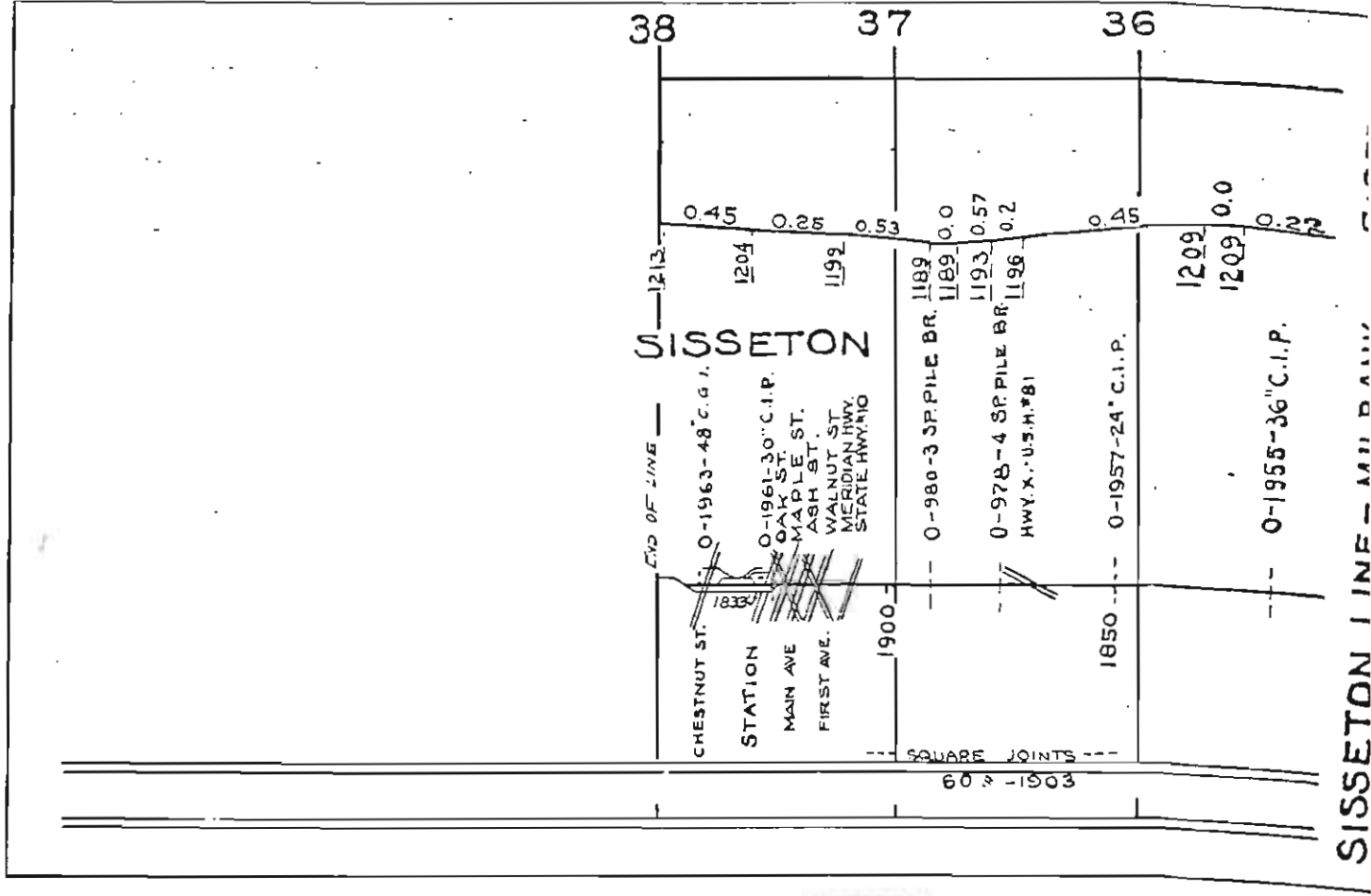
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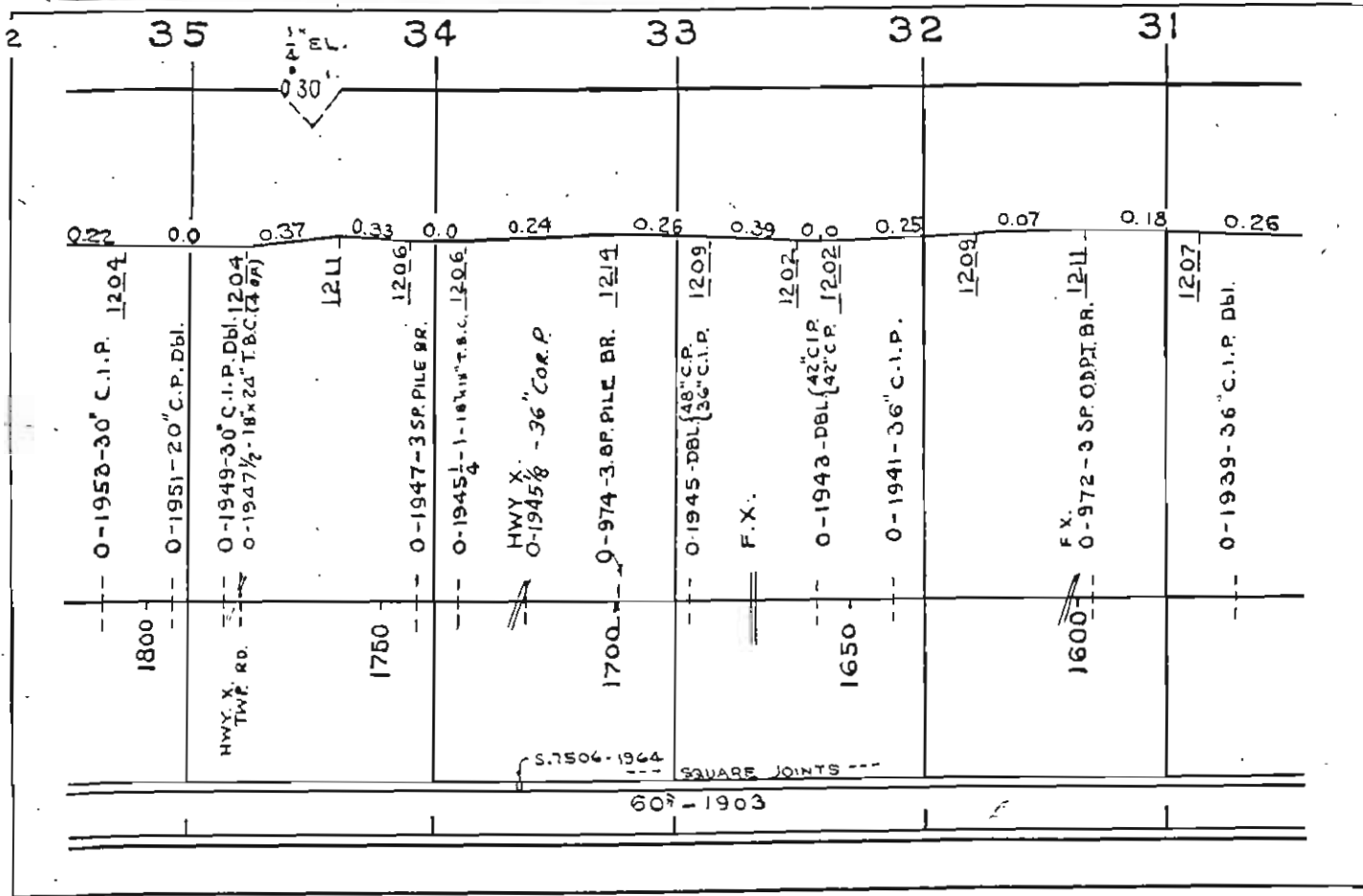
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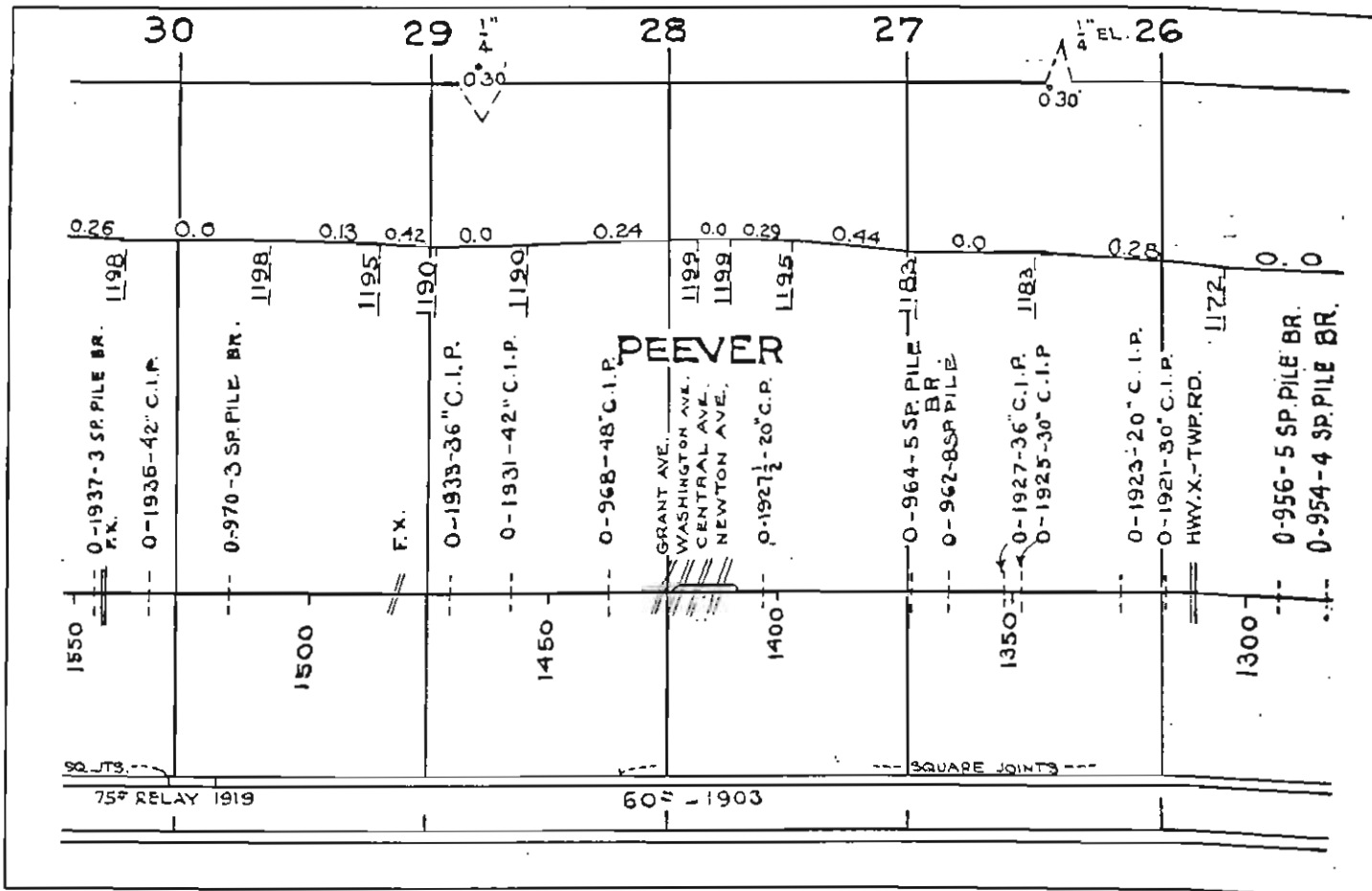


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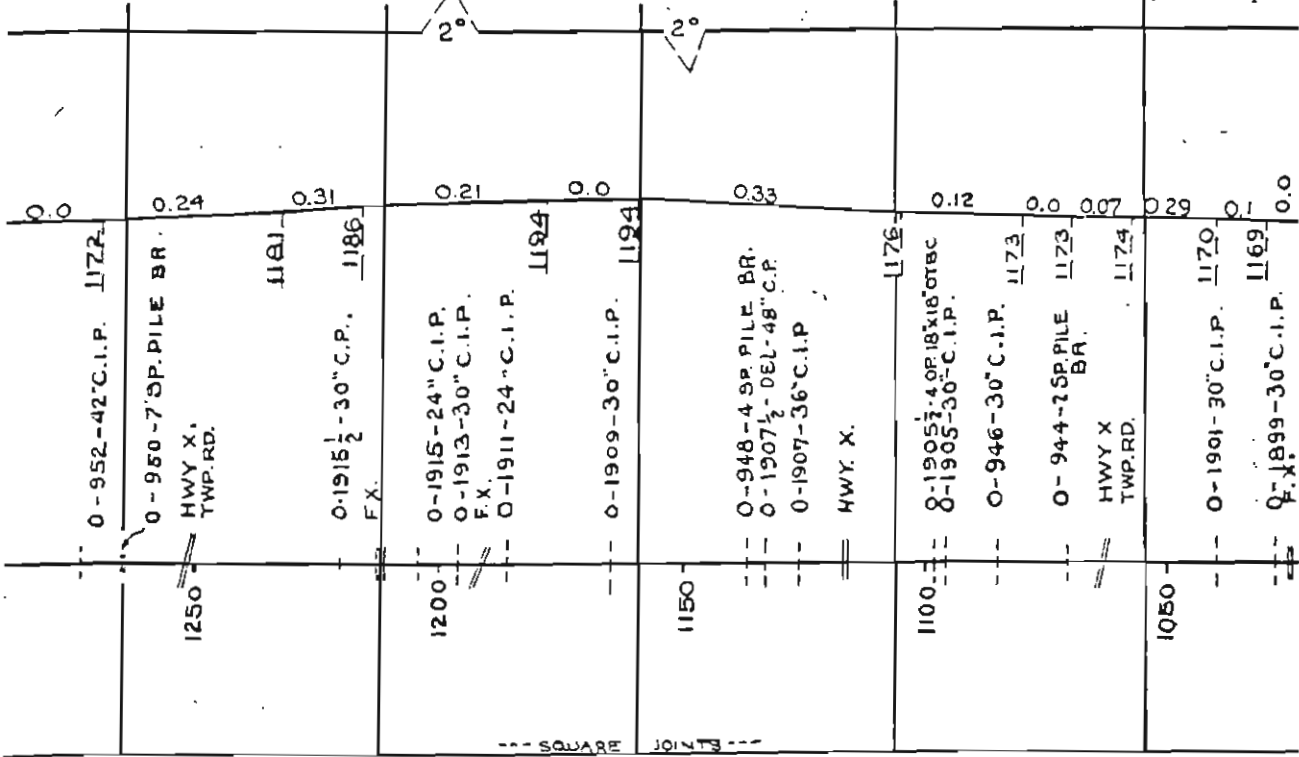
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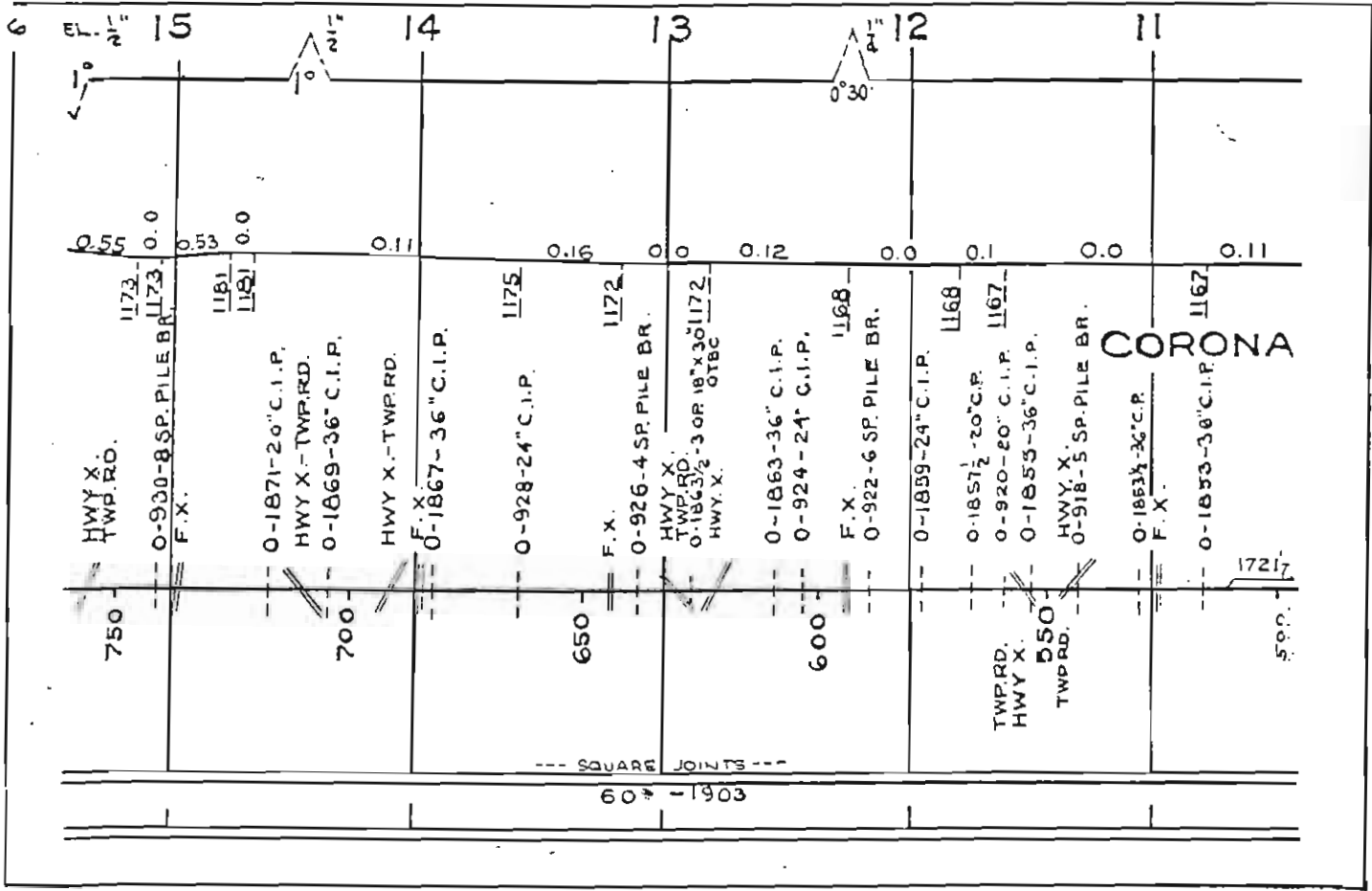


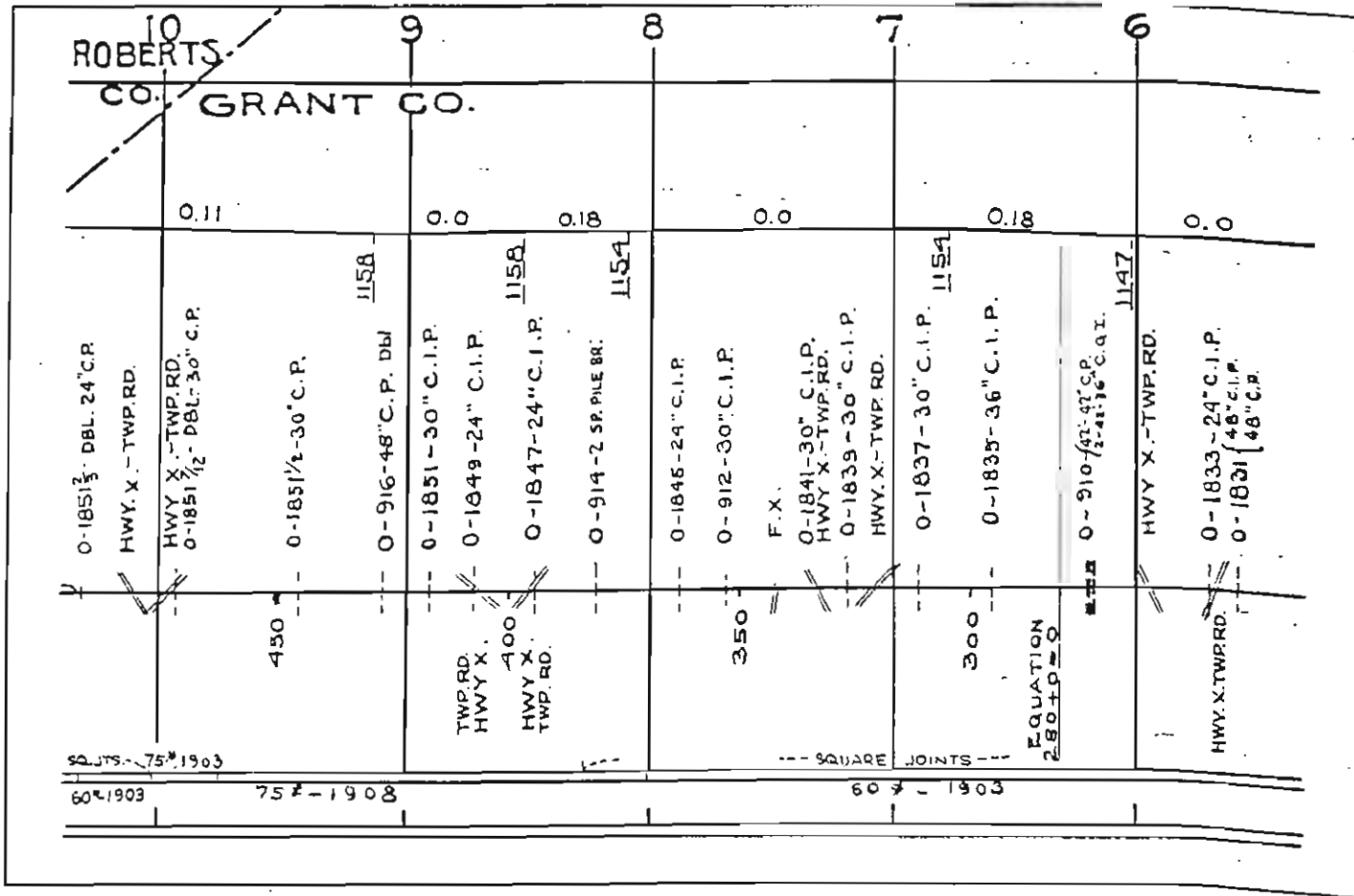
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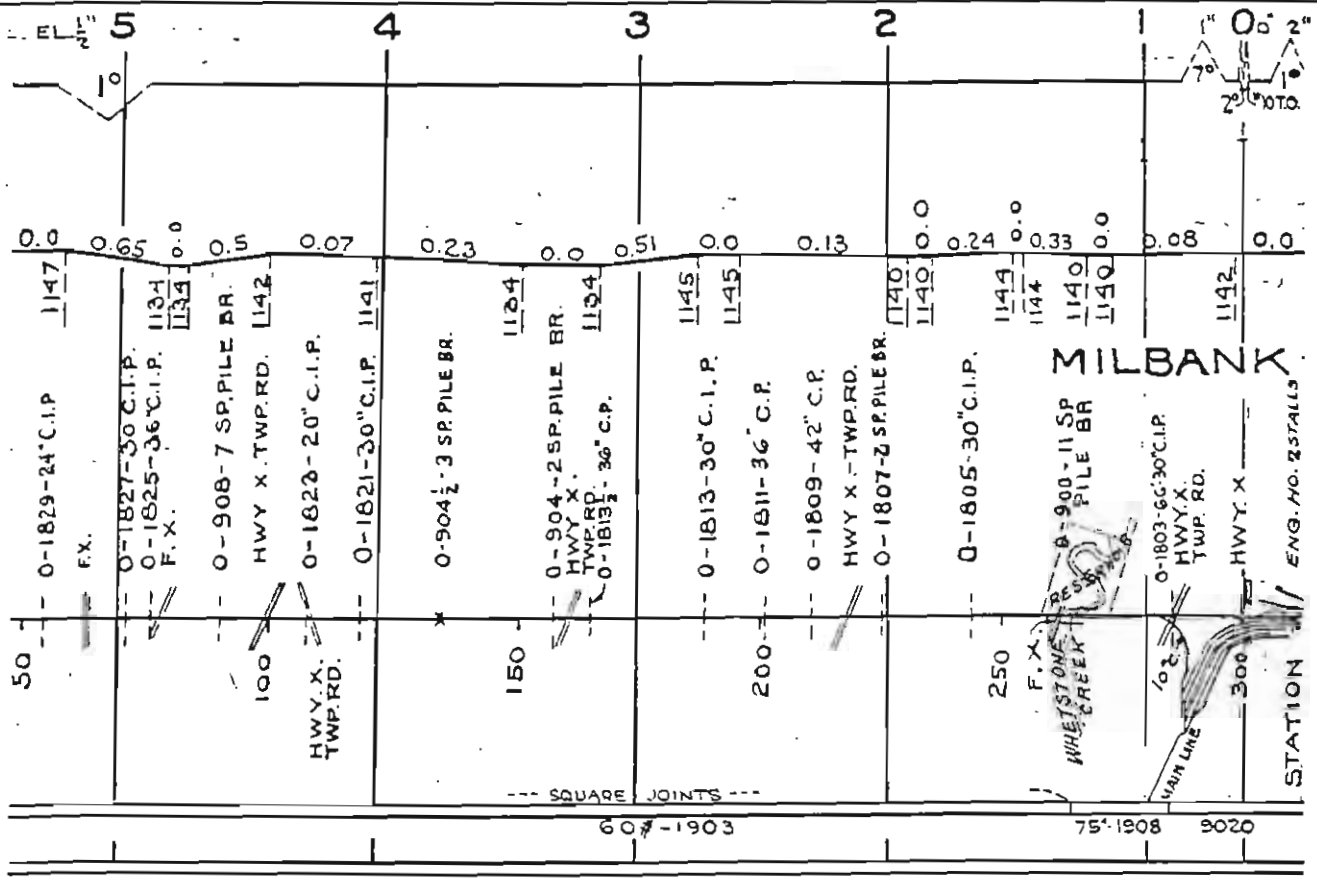
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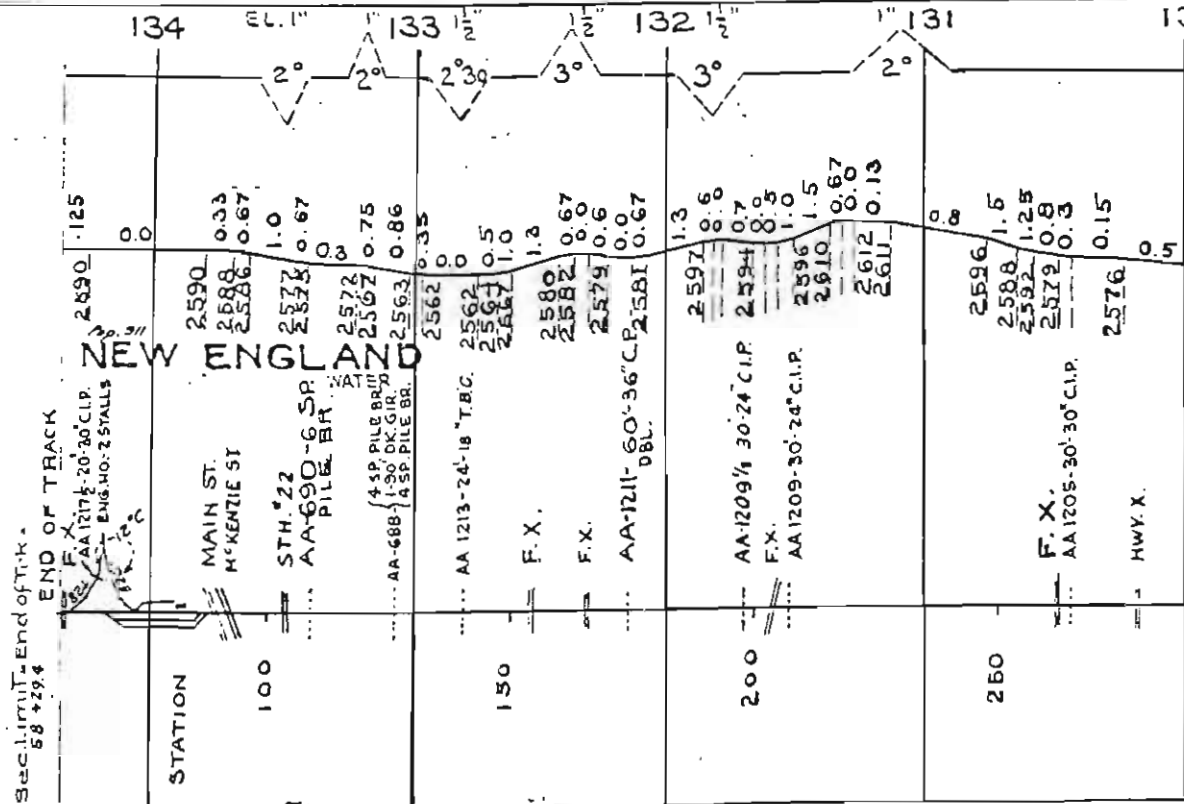




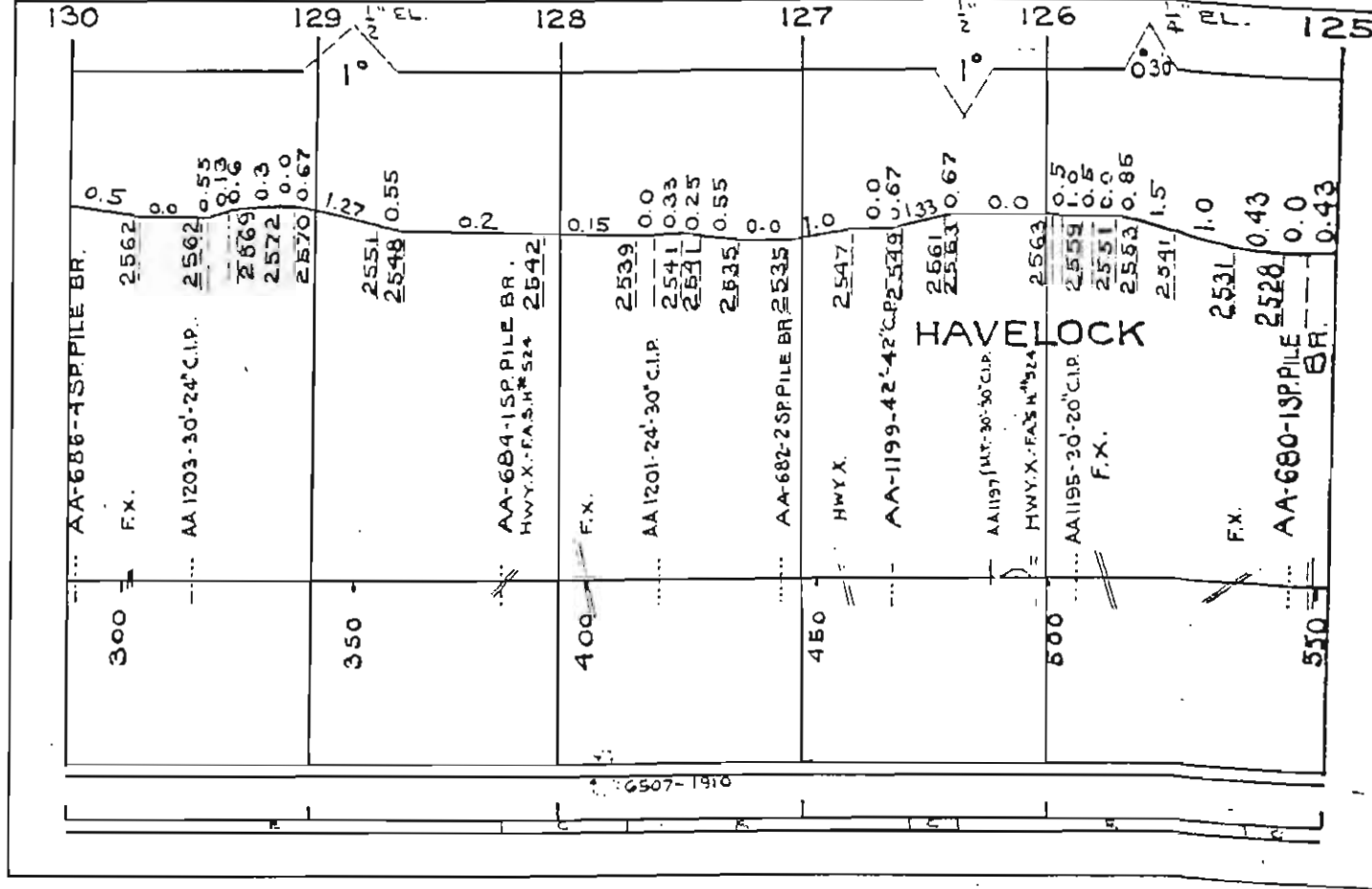
SISSETON LINE - MILBANK TO SISSETON

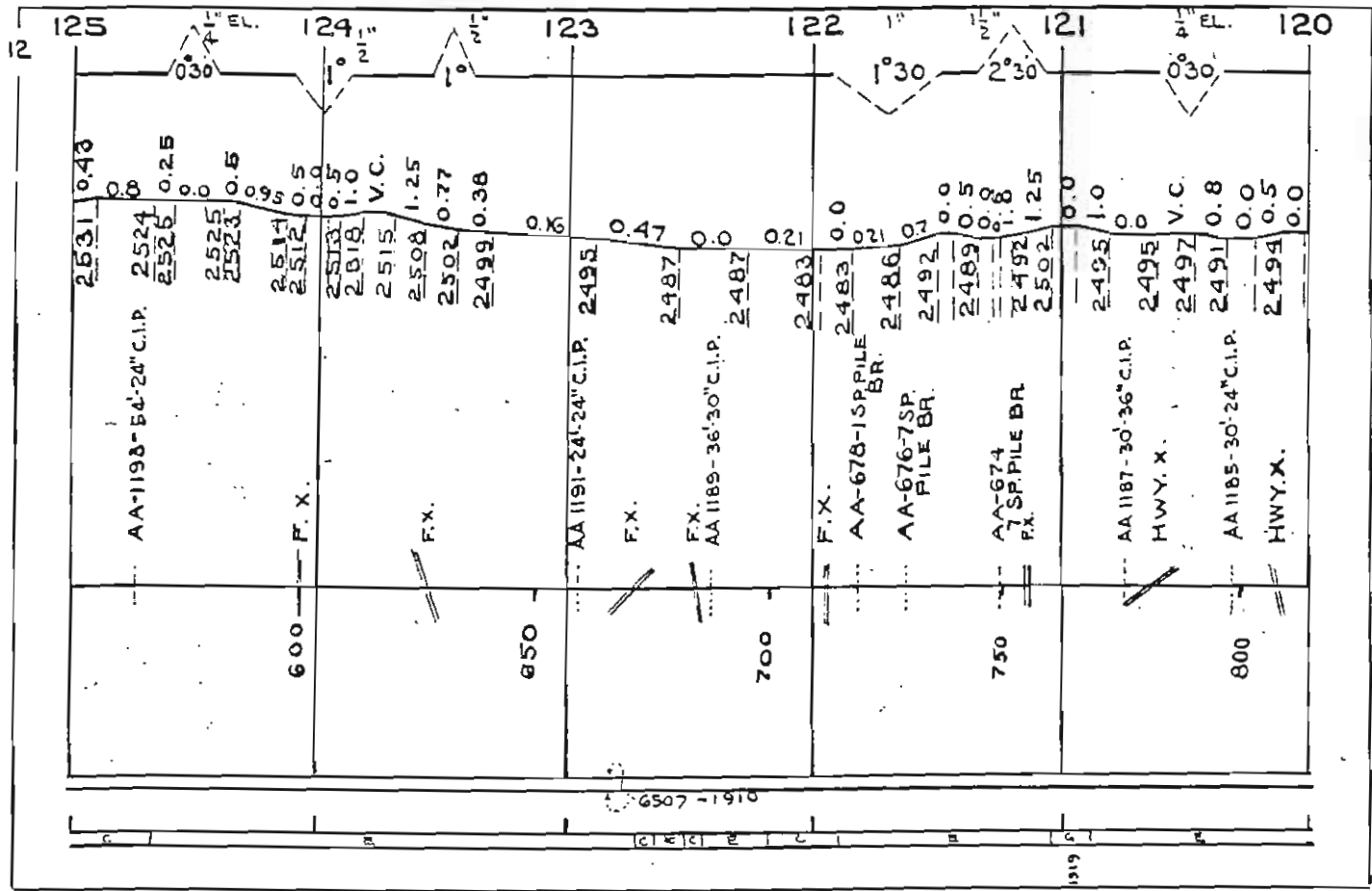


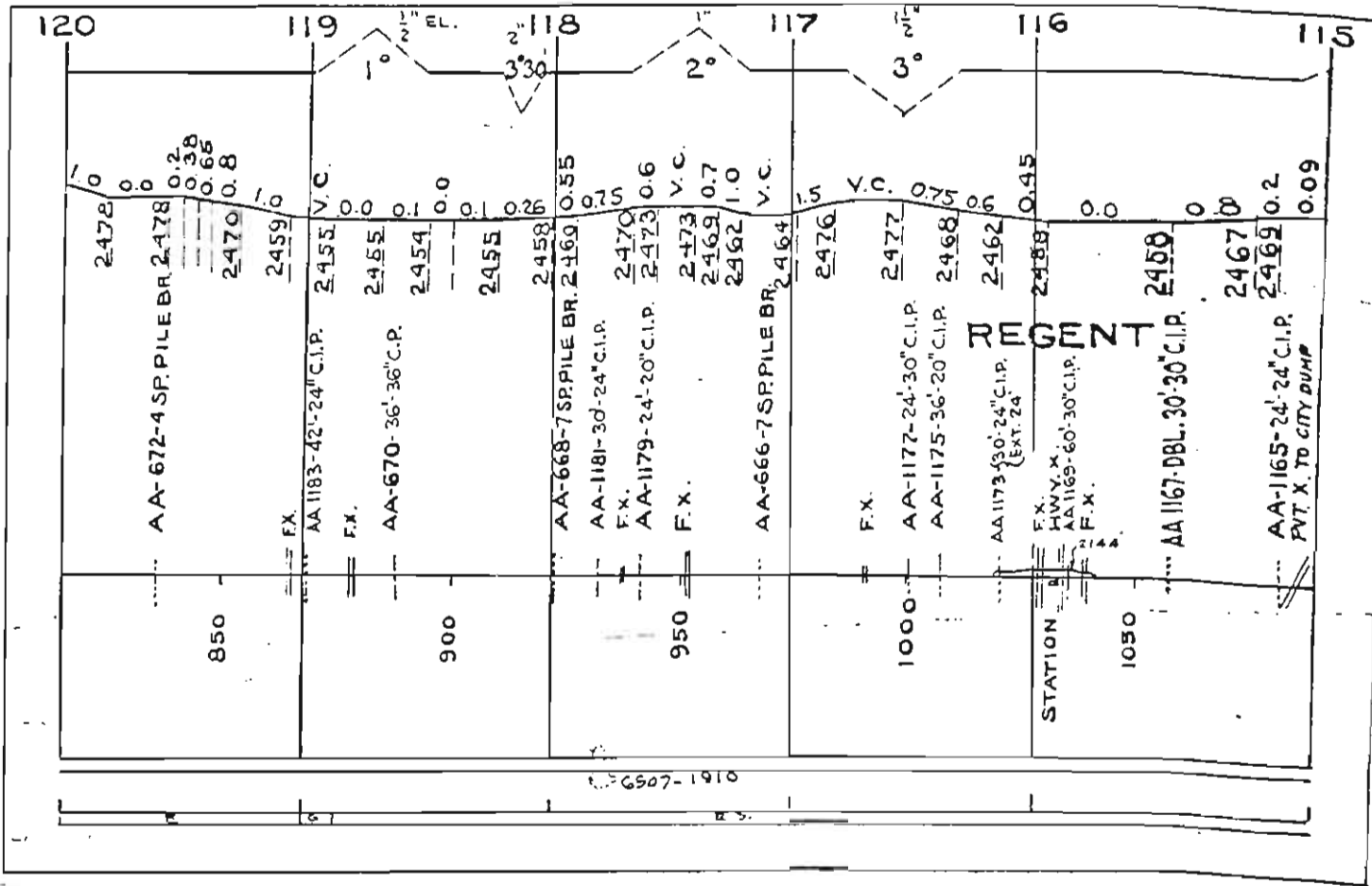
MCLAUGHLIN TO NEW ENGLAND

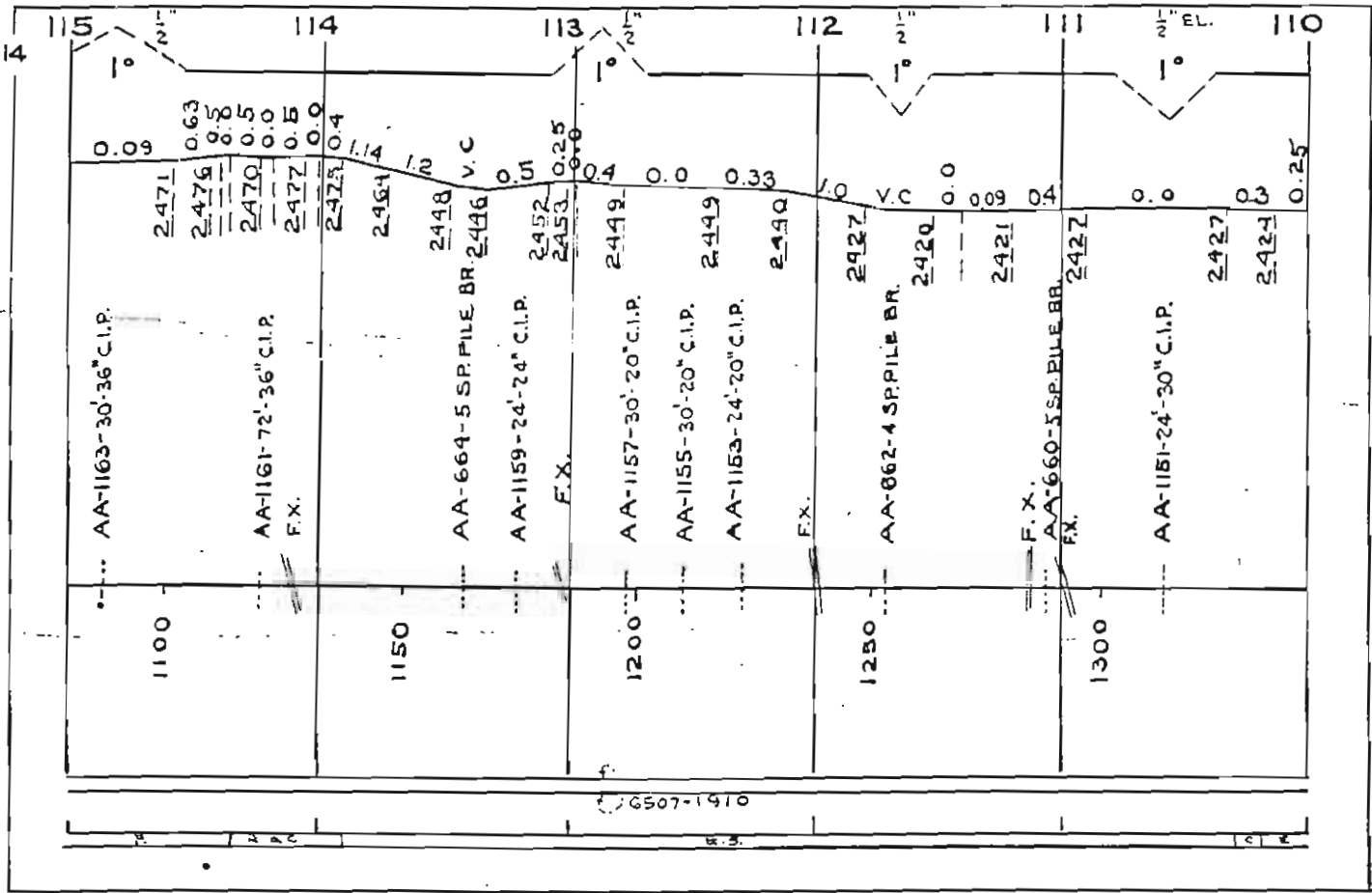


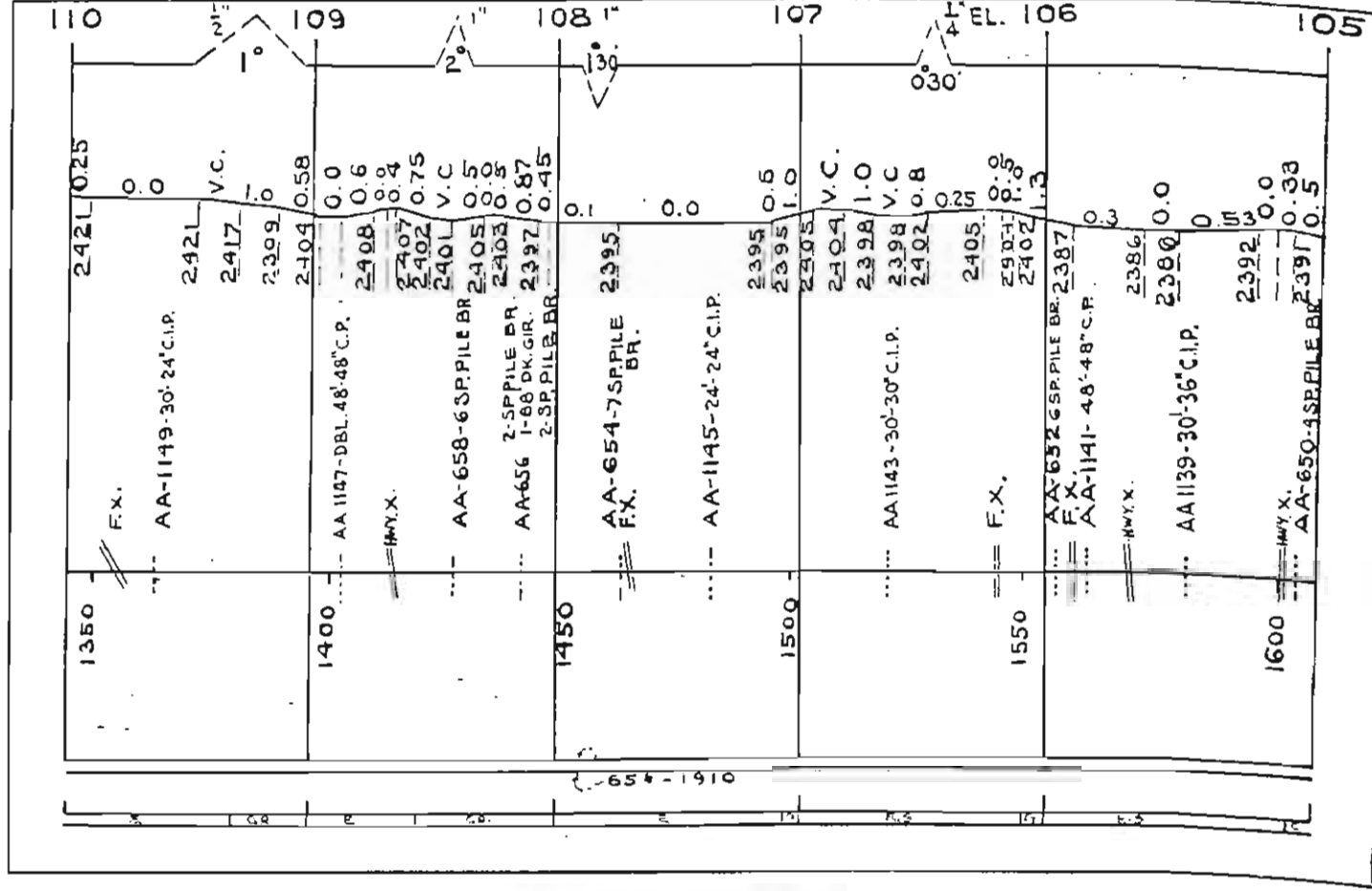
SH 100 HWY. X. G507 - 1910

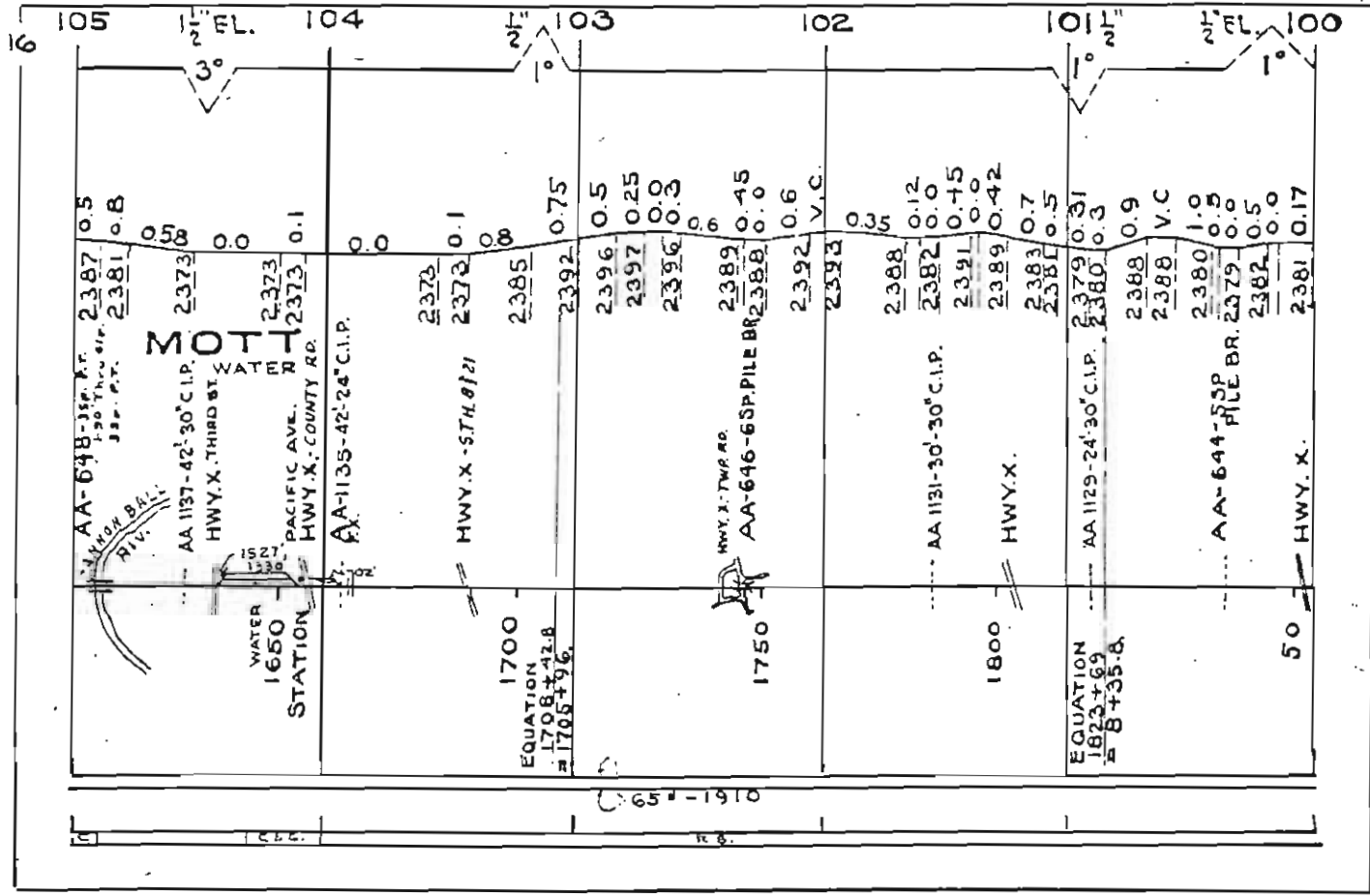








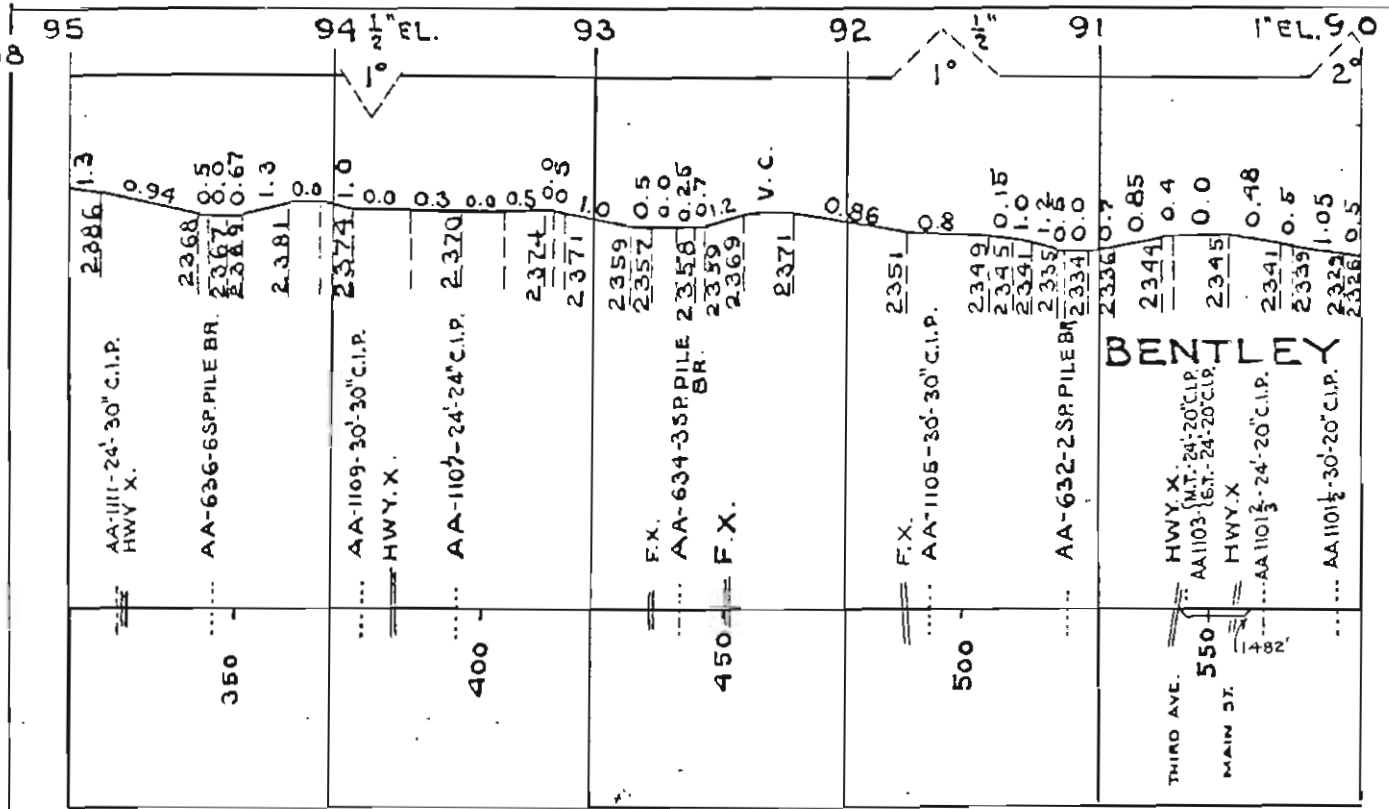




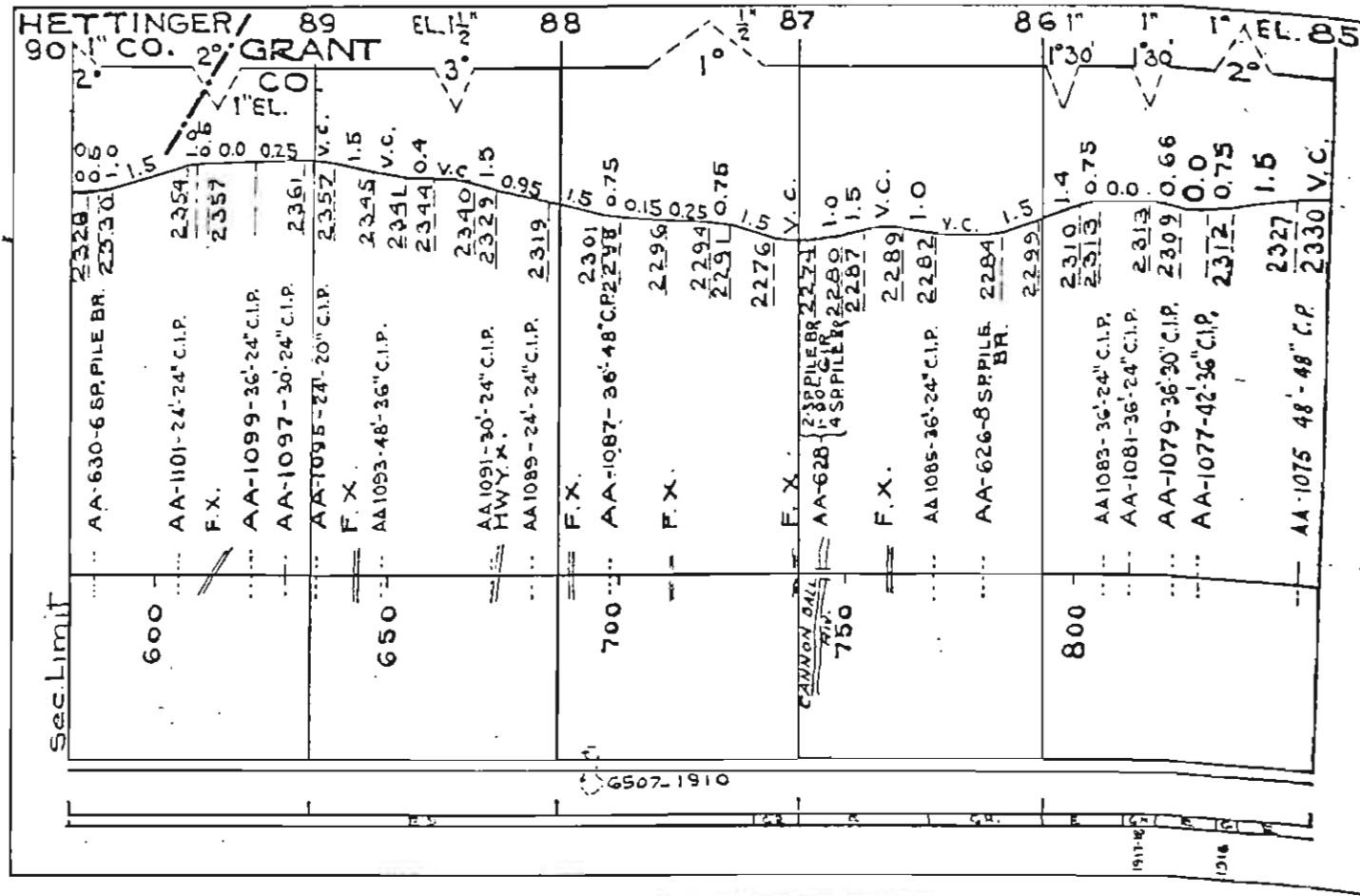
100	AA-1127-24'-20" C.I.P.	2381	0.0	99
	F.X.	2378	0.4	
	AA-642-3 SR PILE BR.	2377	0	
		2377	0	
100		2378	V.C.	
	F.X.	2376	0.0	
	AA-1125-36'-48" C.R.	2377	0.25	
		2379	0.52	
	AA-1123-42'-48" C.R.	2382	0.5	
			1.06	
150	AA-1121-24'-24" C.I.P.	2401	V.C.	
		2402	0.44	
		2398	0.44	
	AA-1119-30'-30" C.I.P.	2396	0.25	
	HWY.X.		0.0	
			0	
		2391	0.33	
			0.0	
200	AA-640-3 SR PILE BR.	2392	0.33	
	HWY.X.	2400	0.8	
			0.0	
	AA-1117 18" x 18" DEL. T&C		0.11	
	HWY.X - 161' Ave.W.	2399	0.0	
	AA-1117-24'-30" C.I.P.		0.0	
		2401	0.8	
	AA-1115-24'-24" C.I.P.	2402	0.25	
250			0.9	
	F.X.	2415	0.0	
			0.0	
		2404	0.83	
	F.X.	2402	0.5	
	AA-638-1 SR PILE BR.		0.0	
			0.29	
300	AA-1113-30'-20" C.I.P.	2407	0.0	
		2409	1.0	
			1.3	

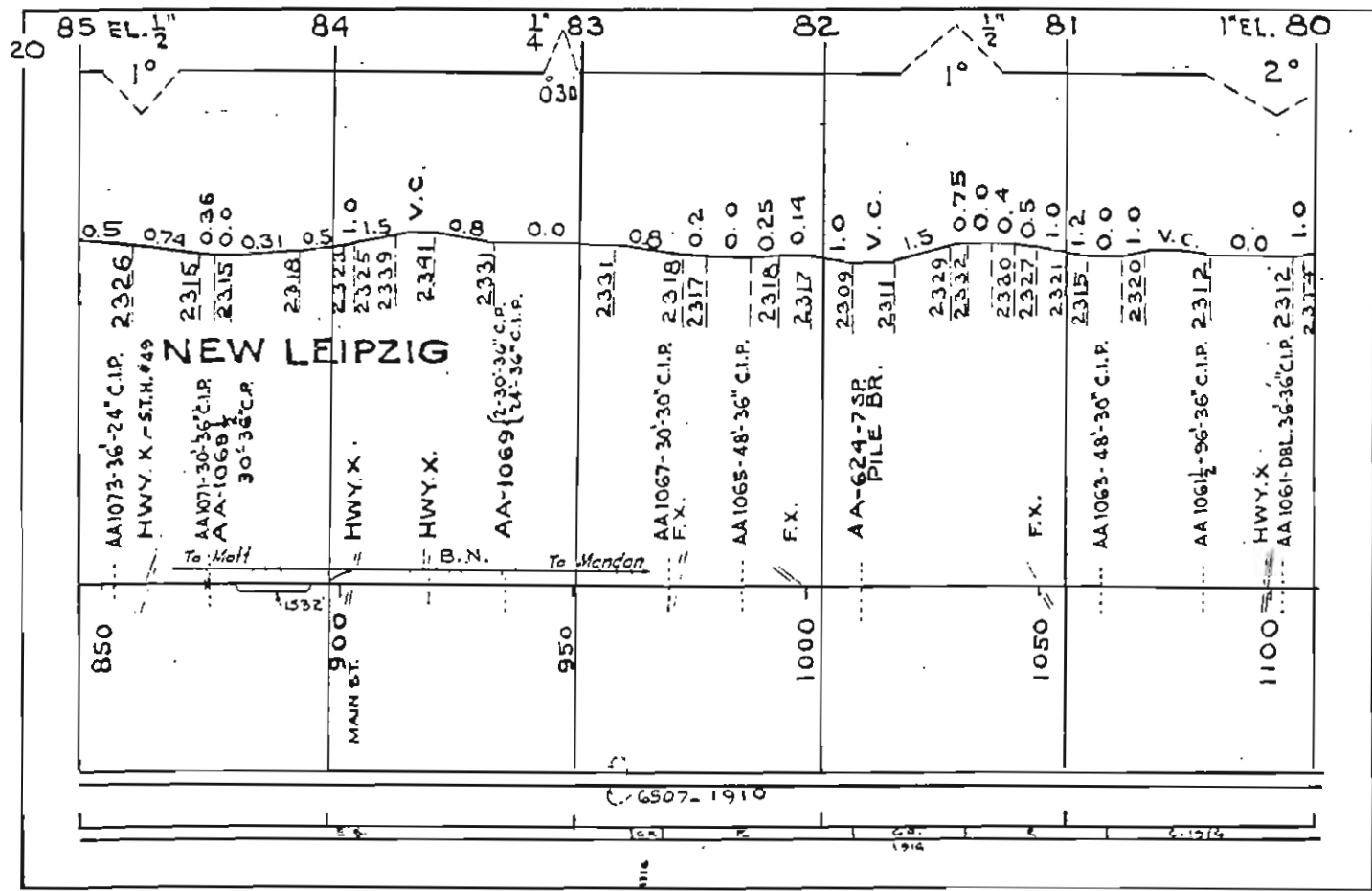
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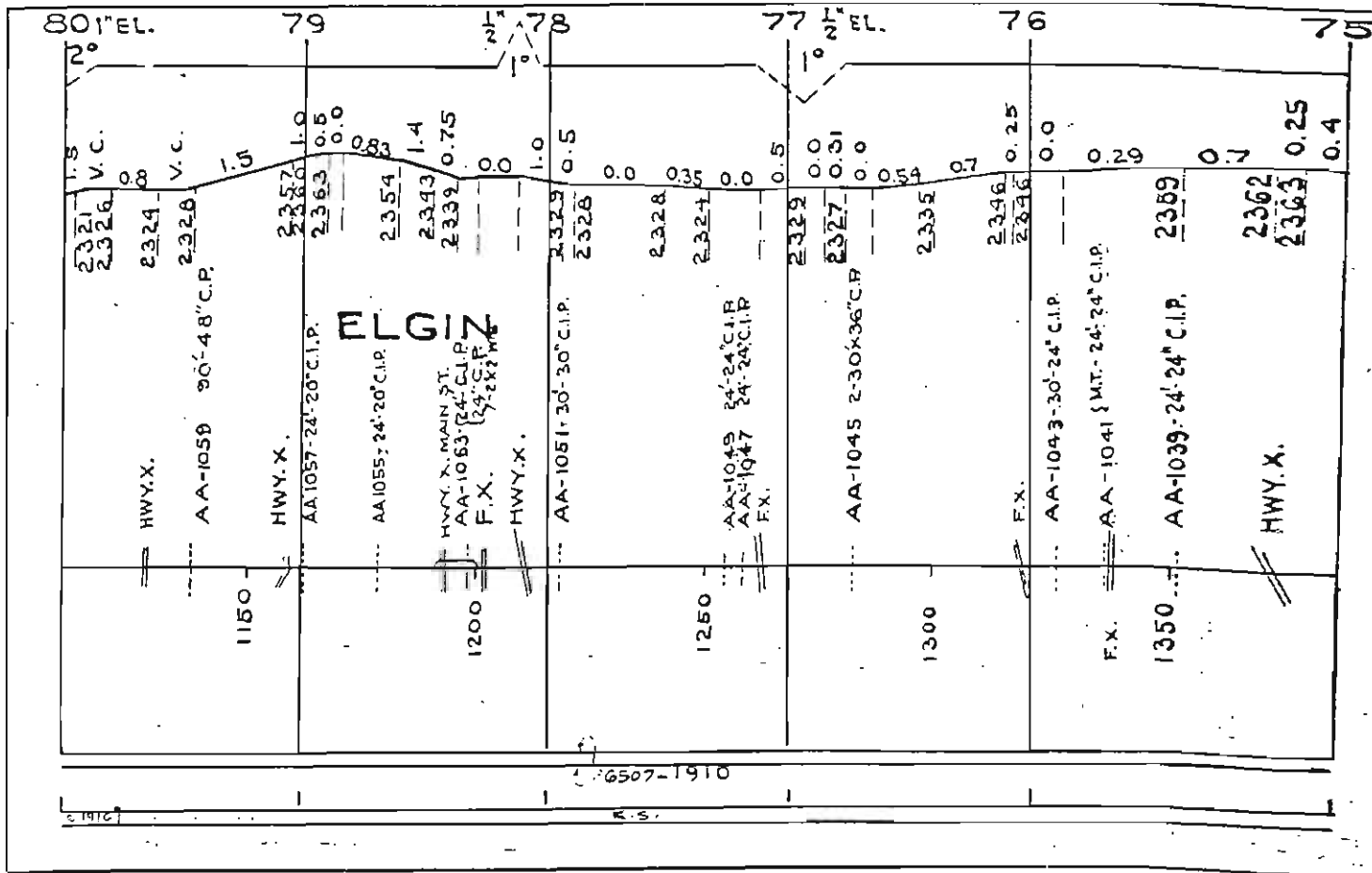
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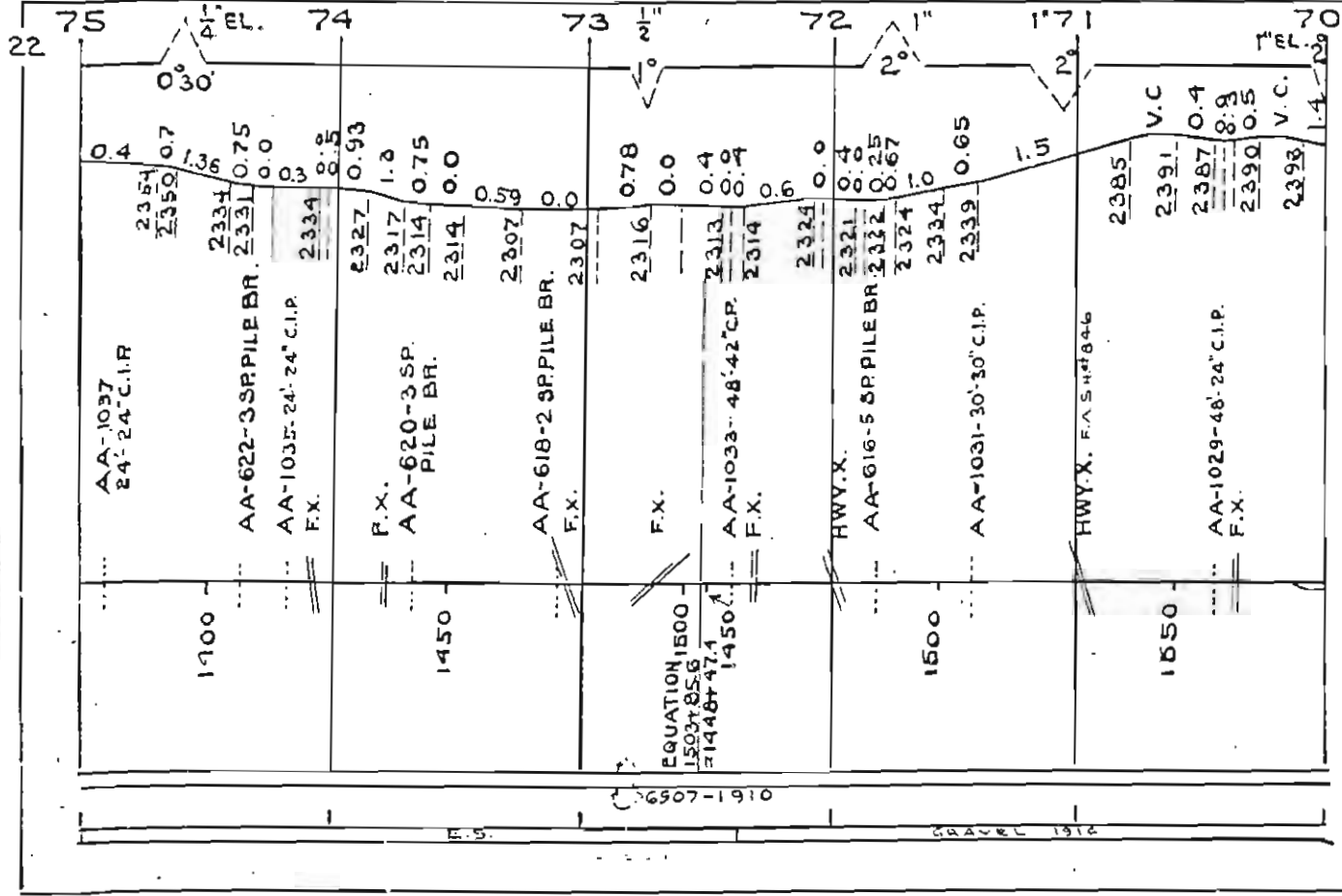


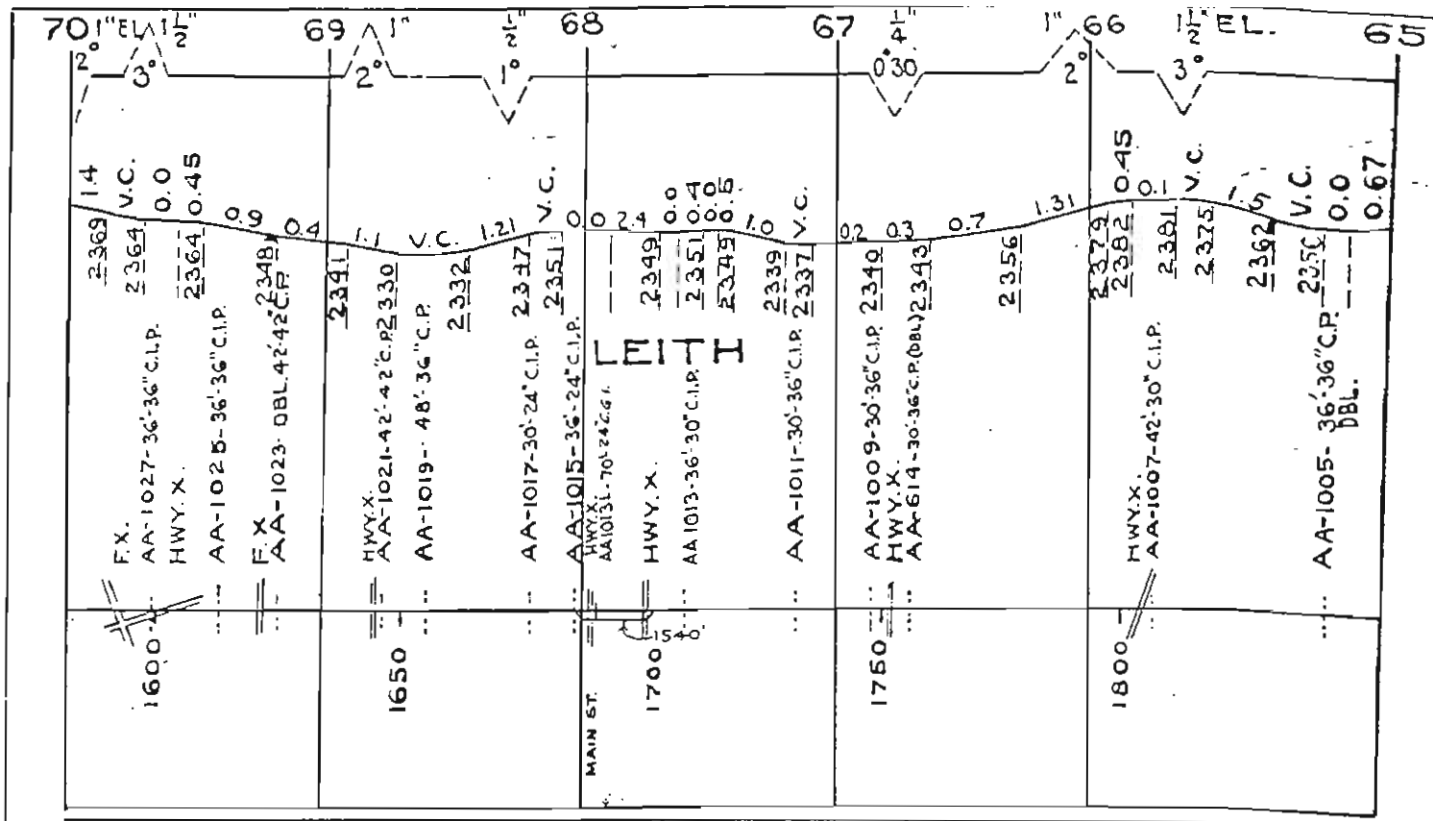
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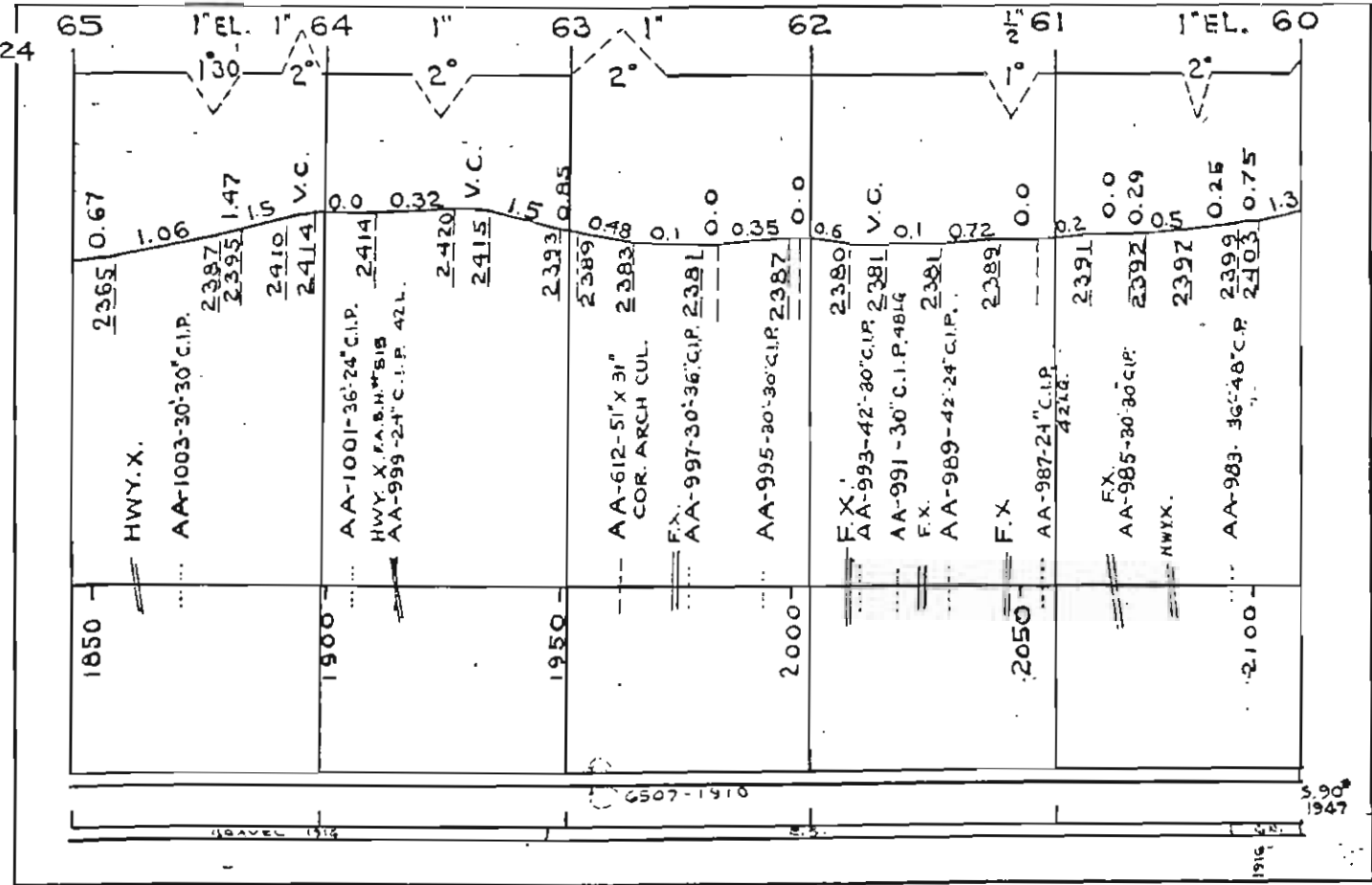


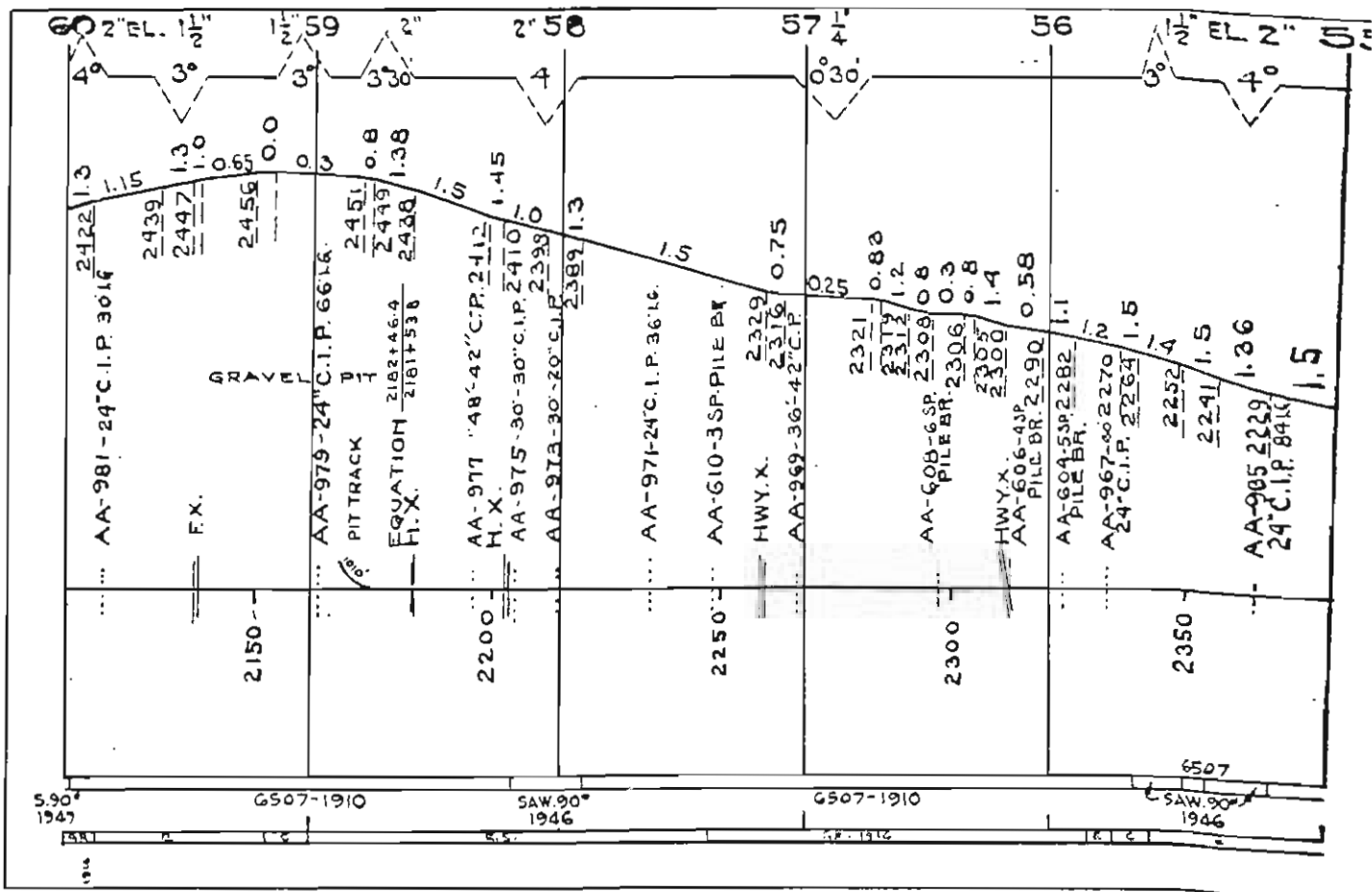


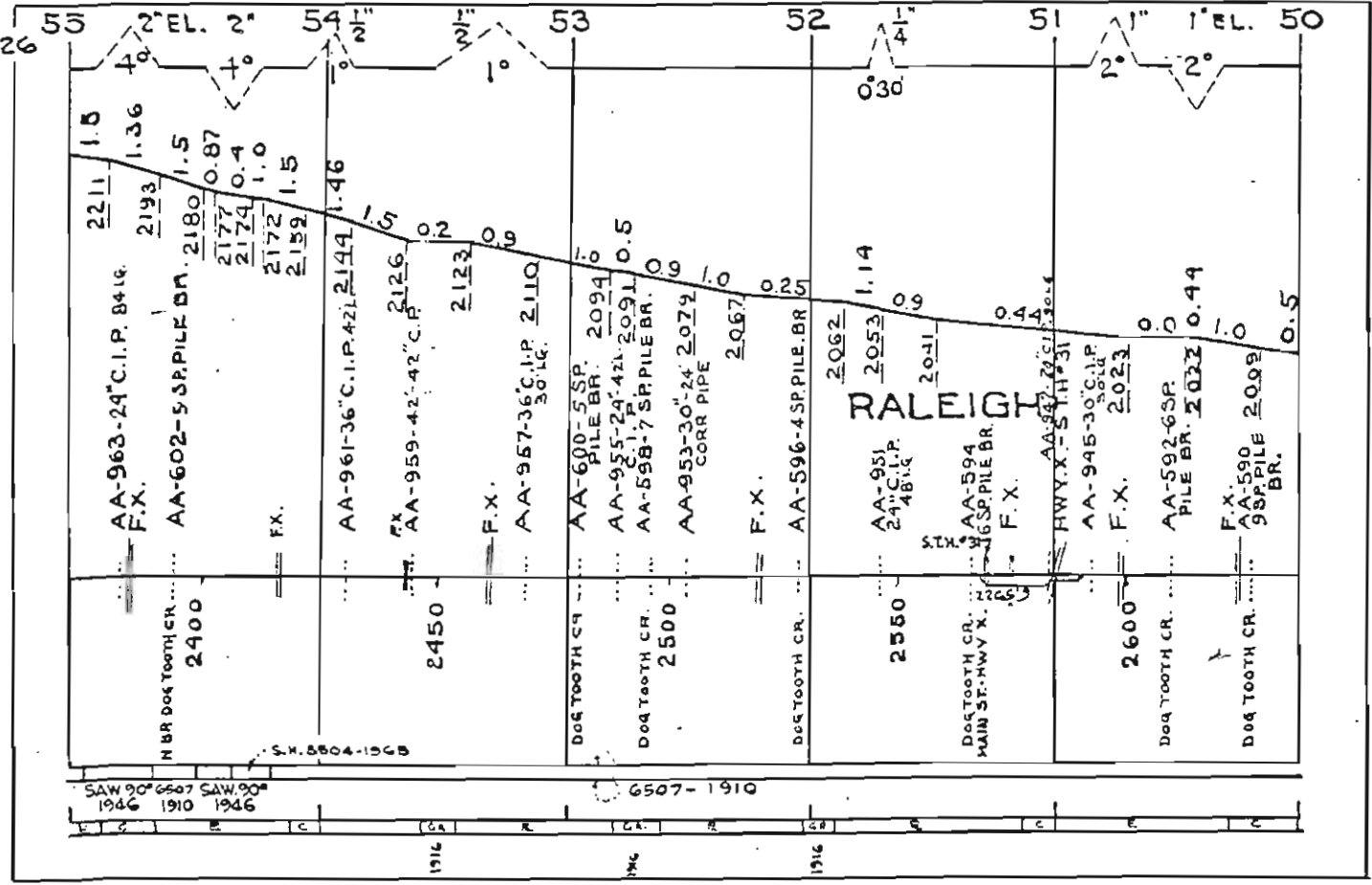


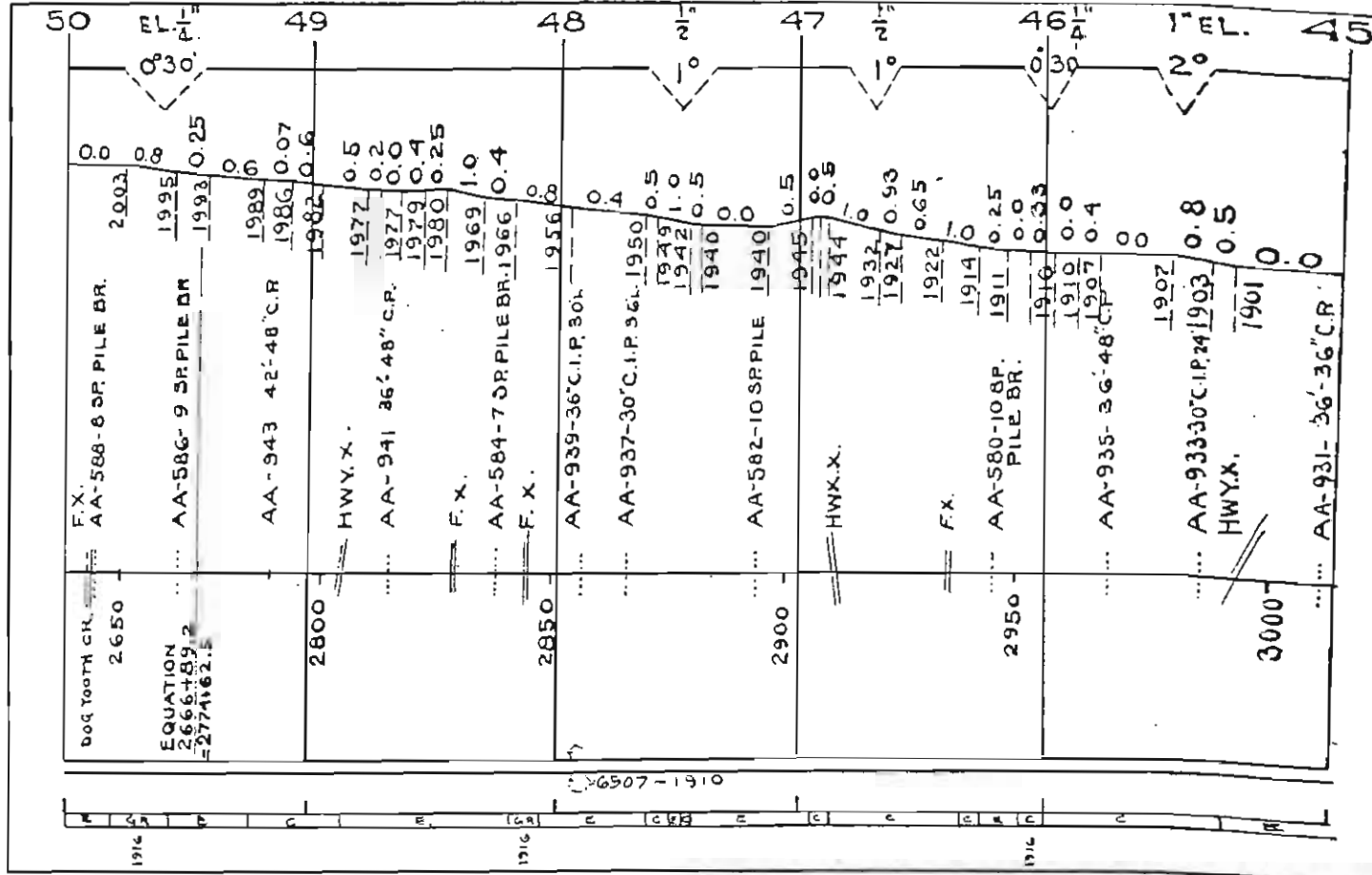
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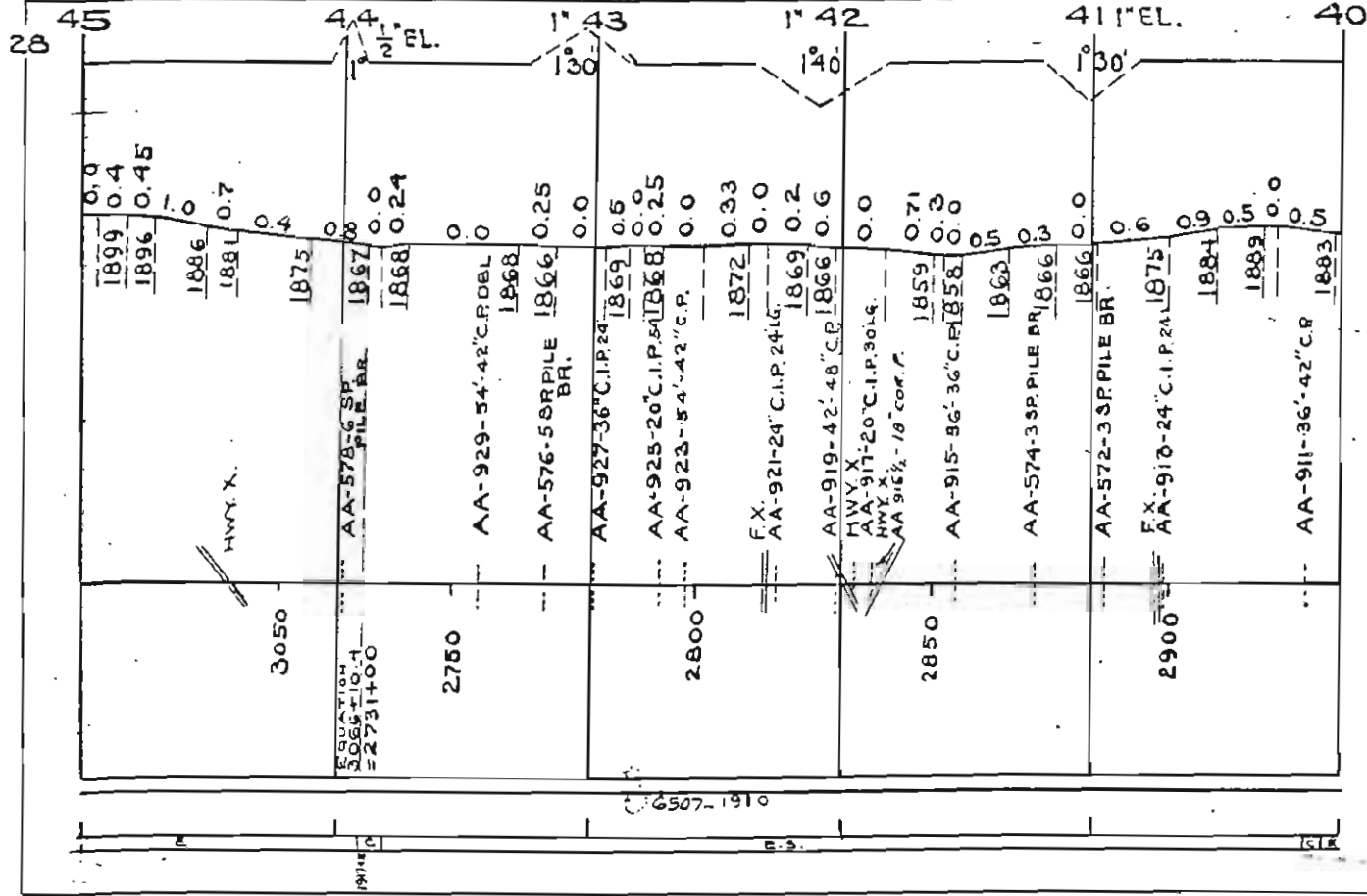
REVISION 1976

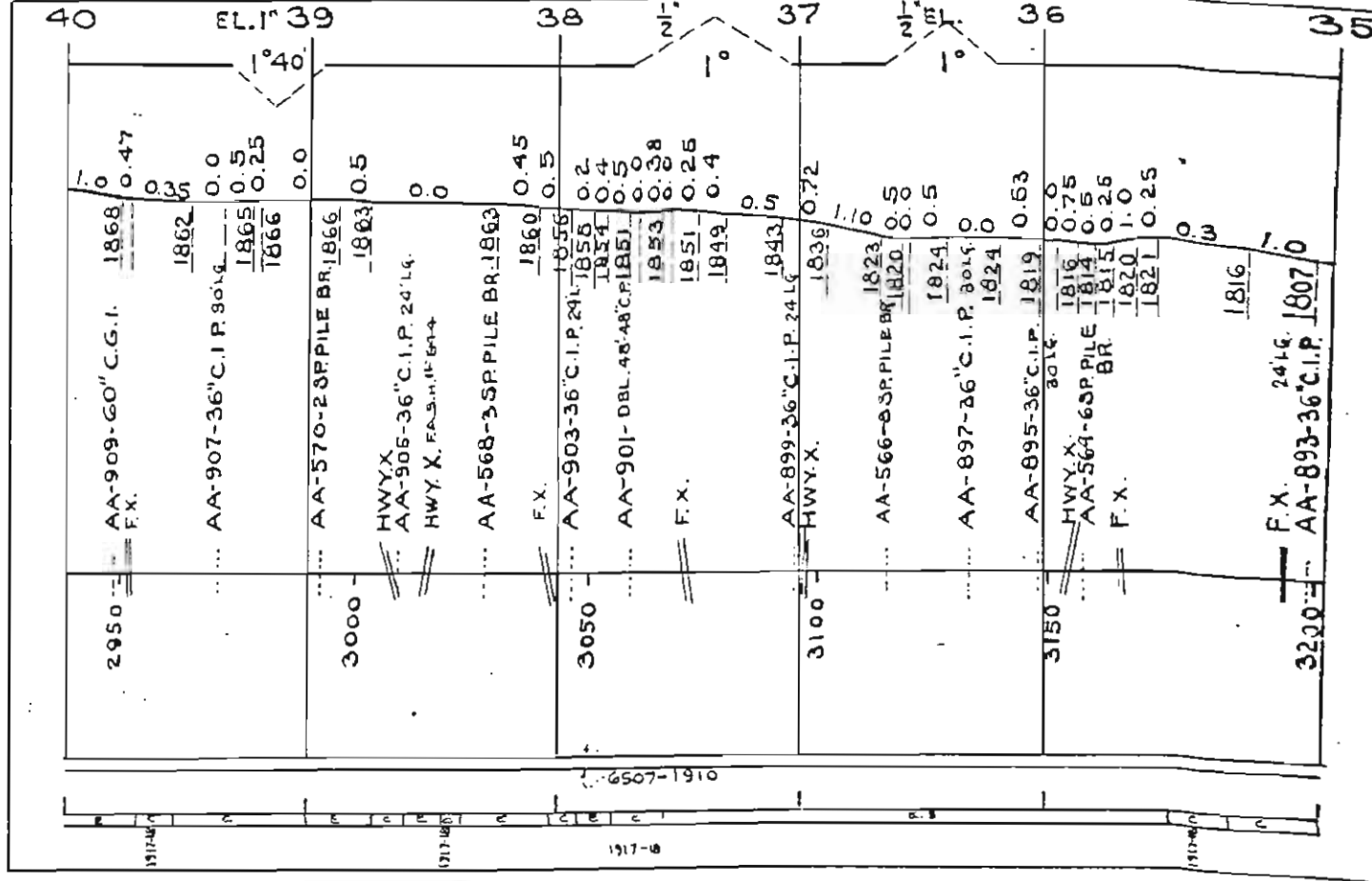


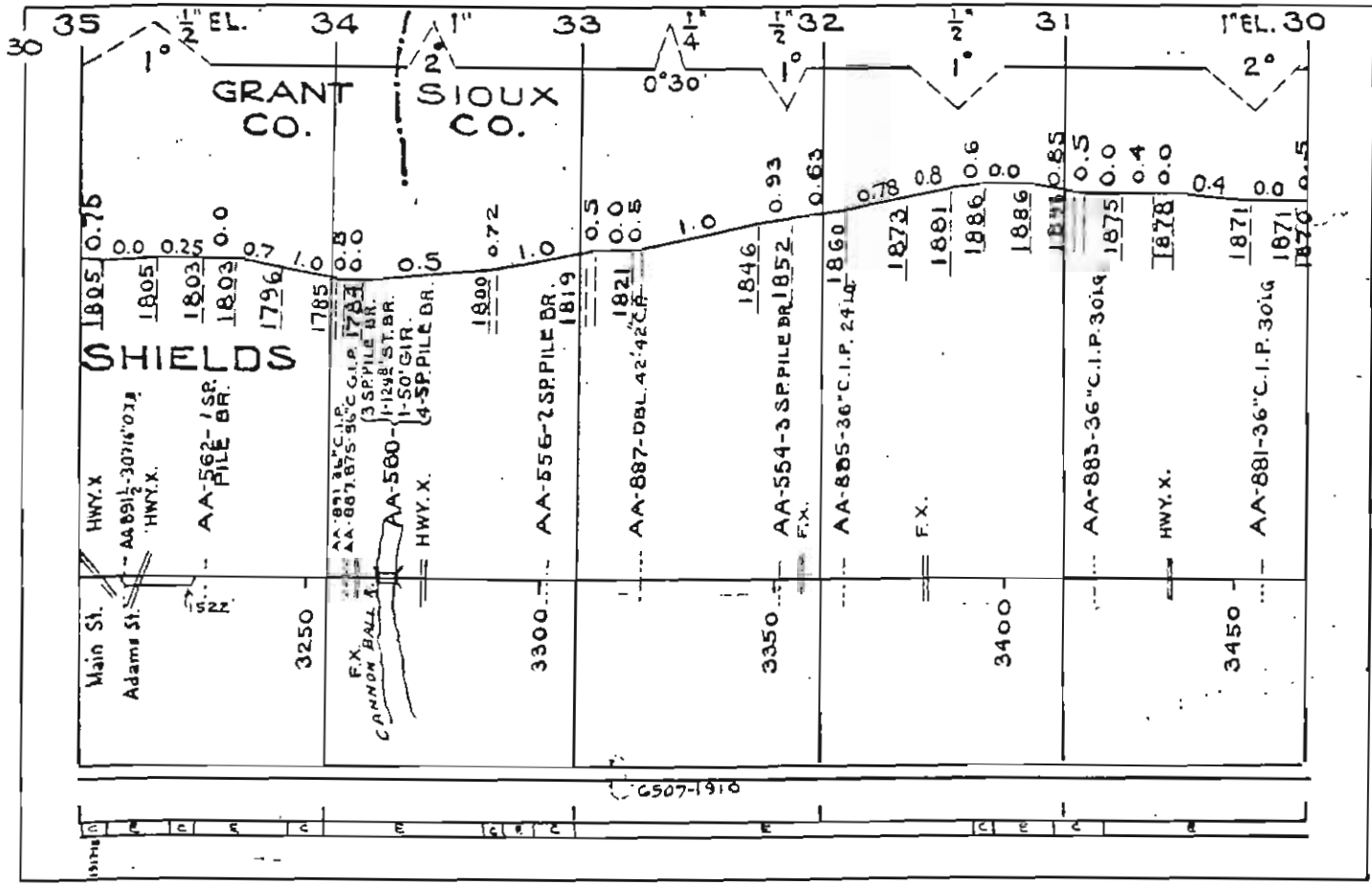




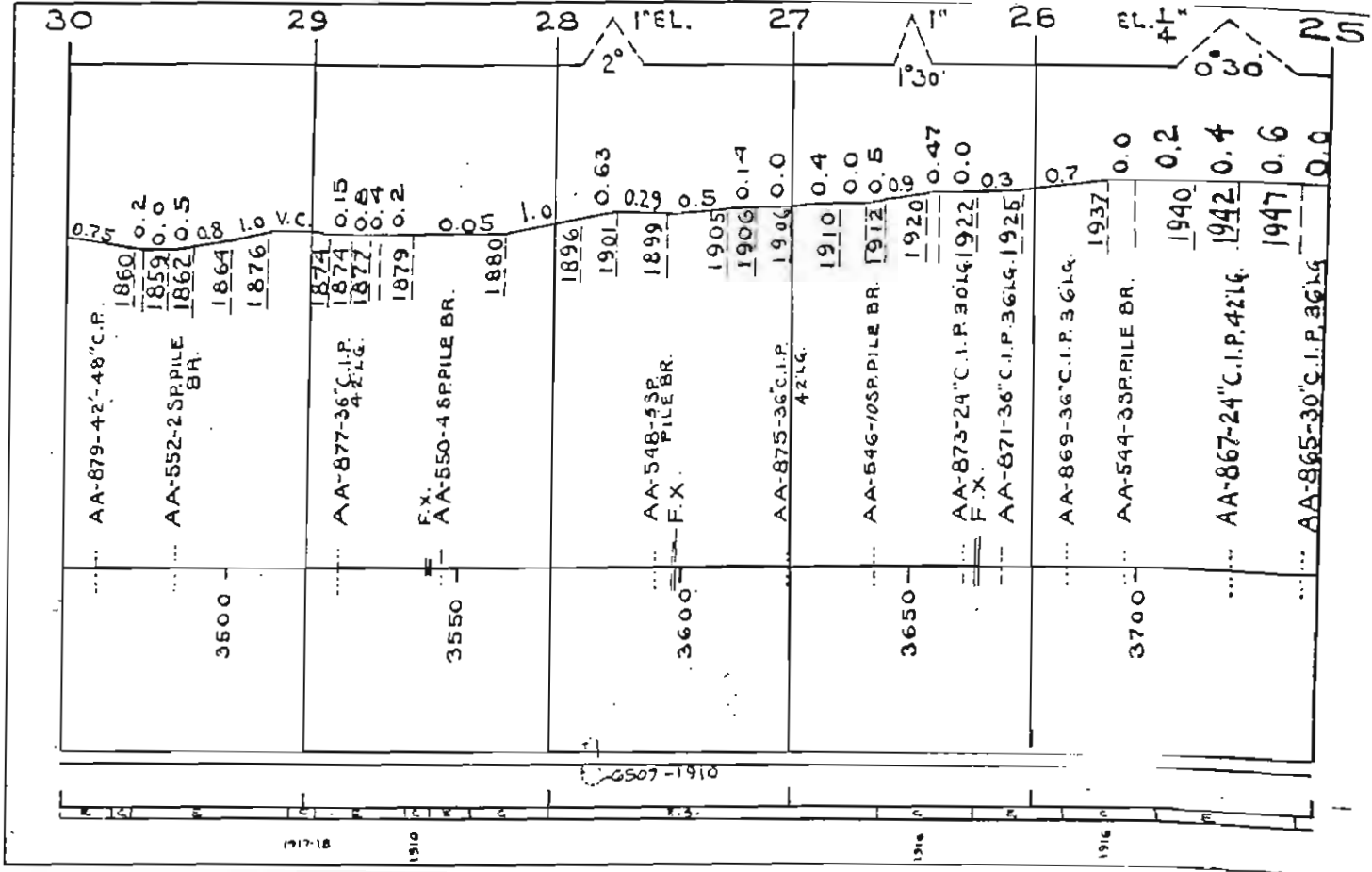


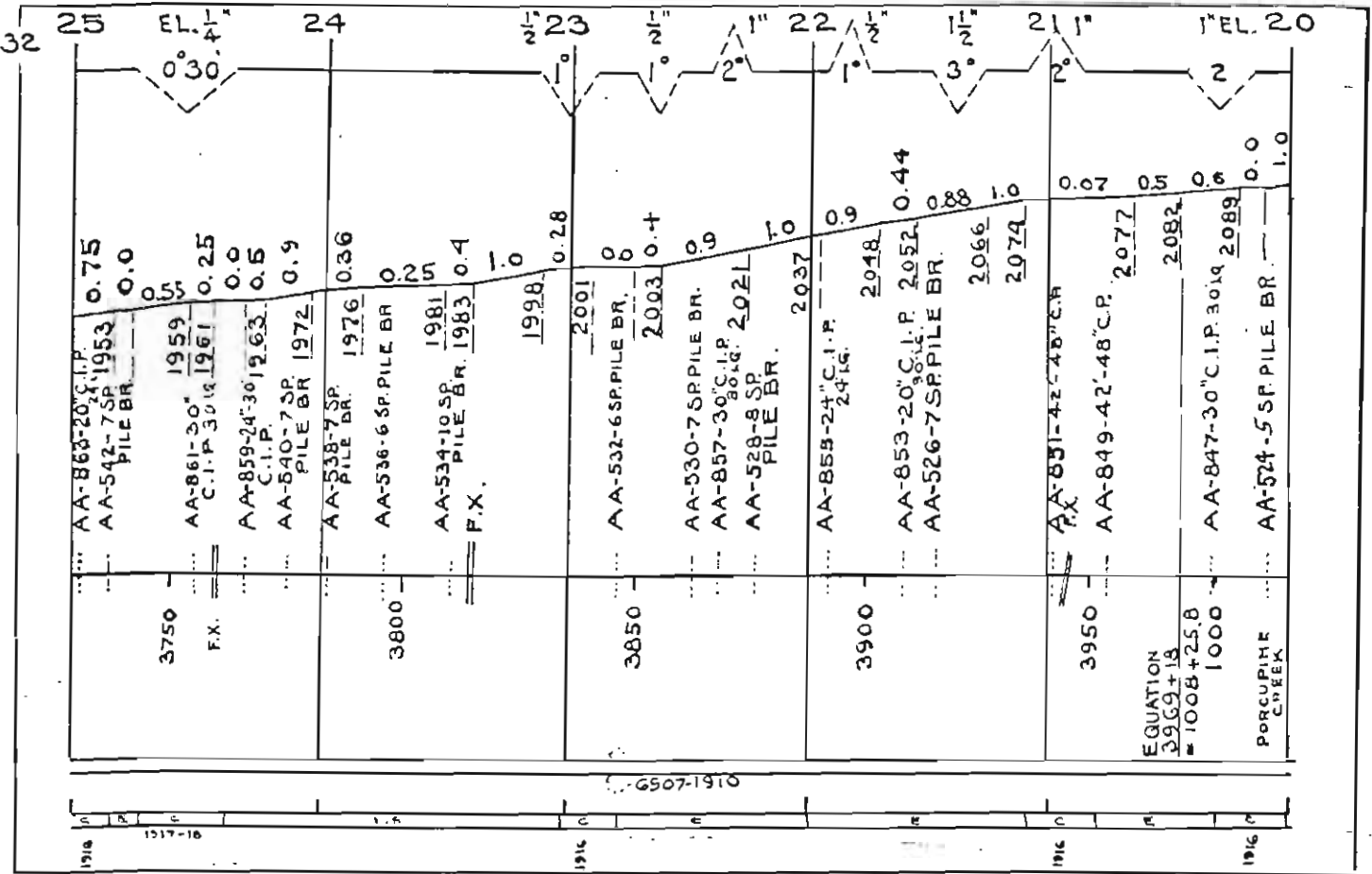


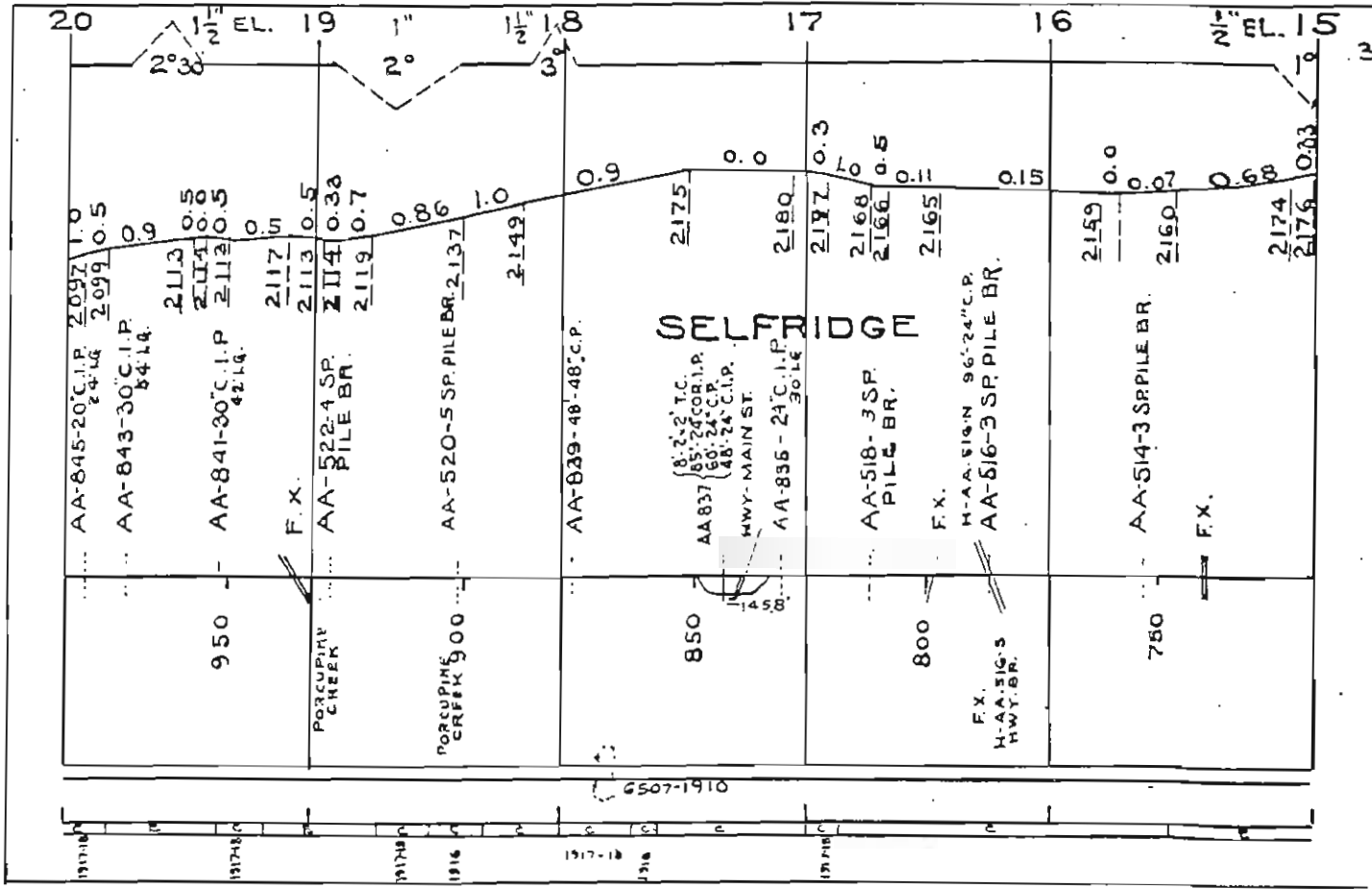




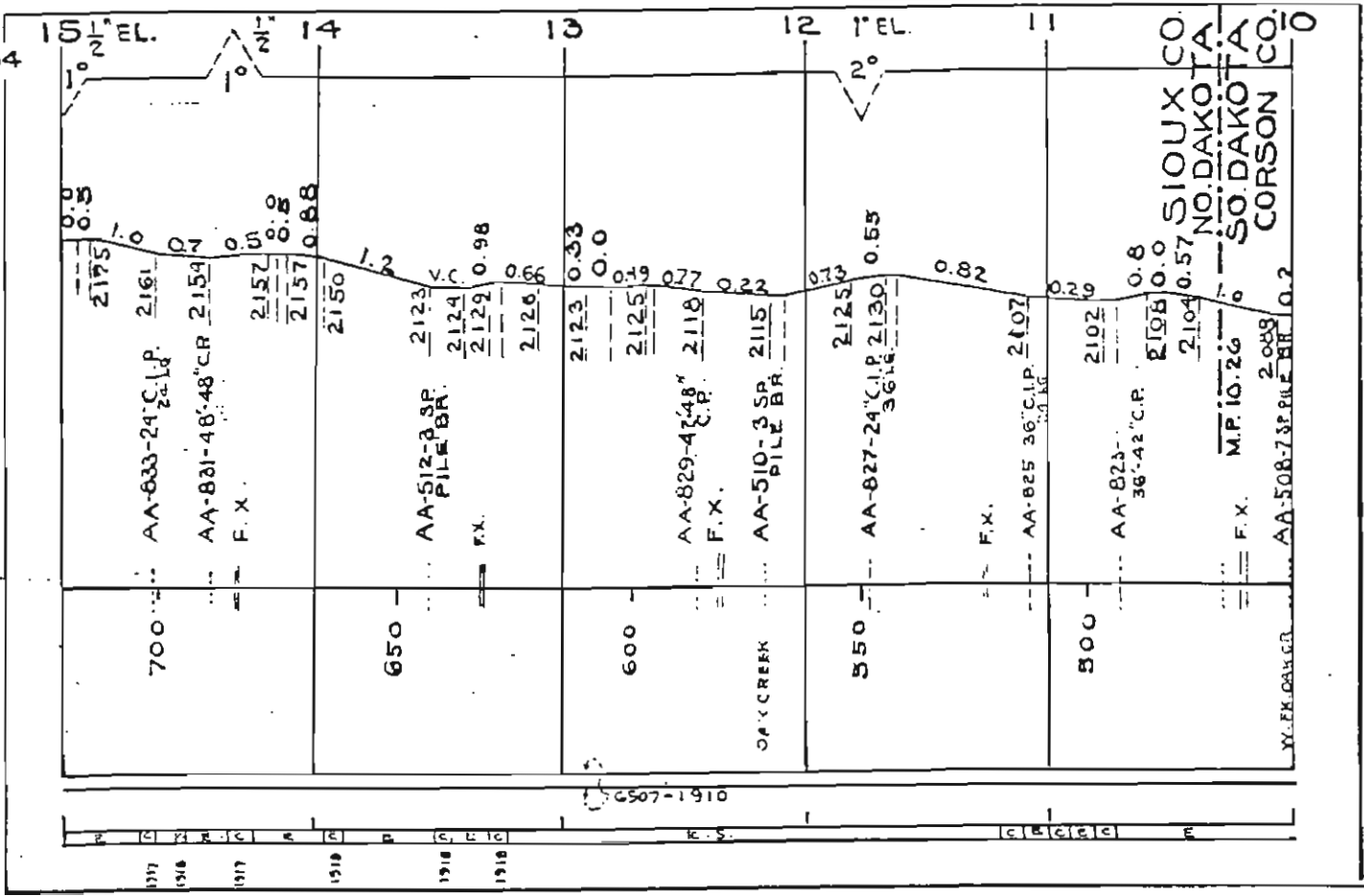
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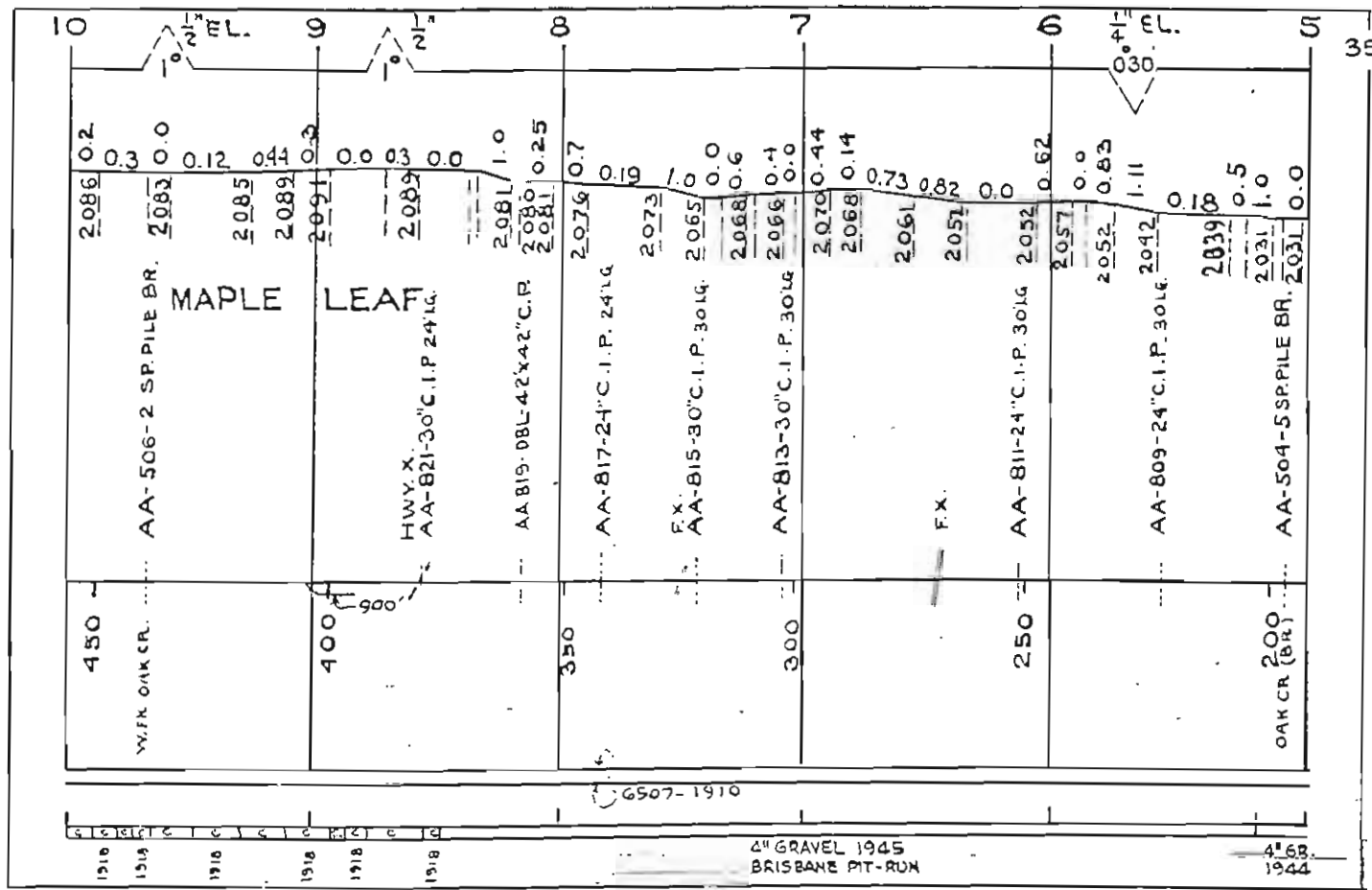




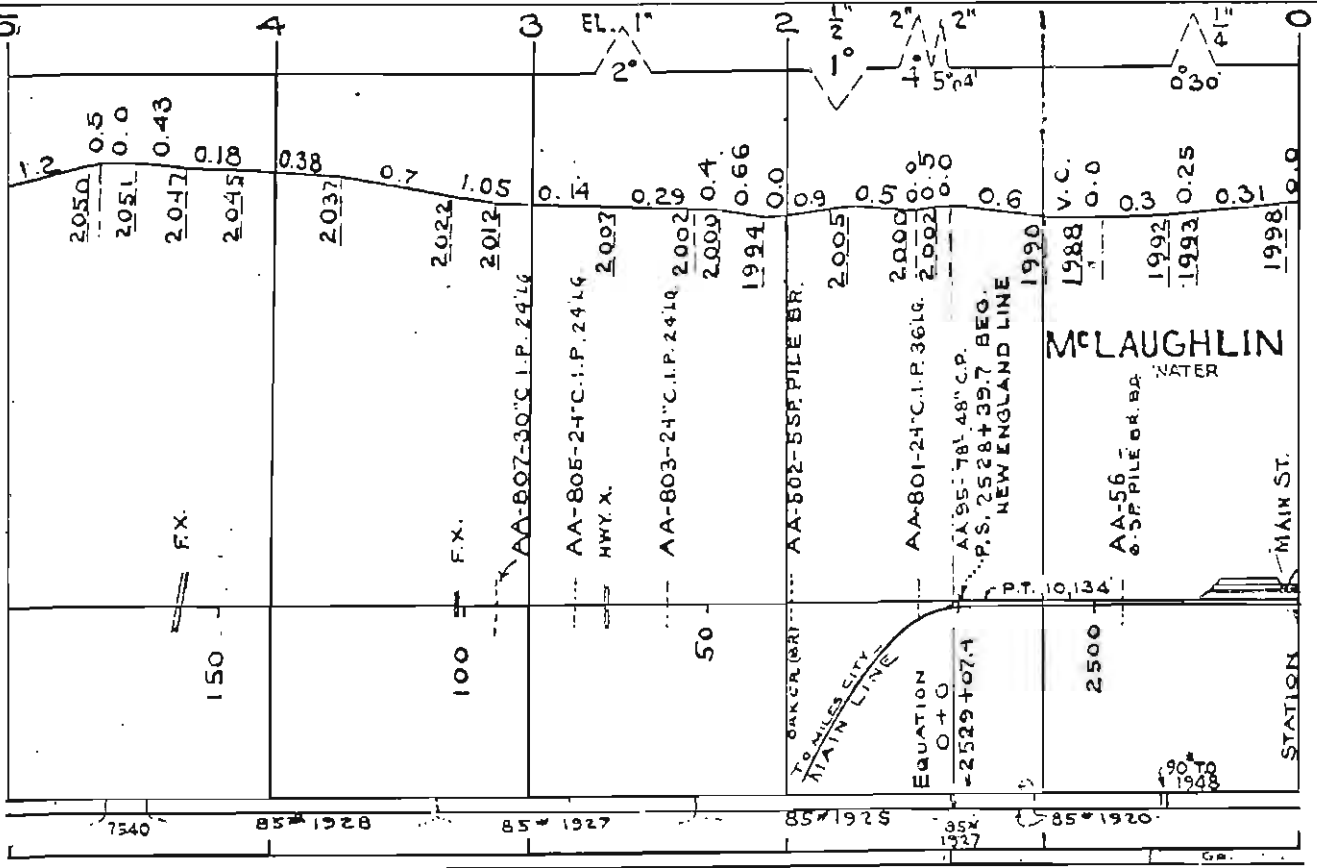
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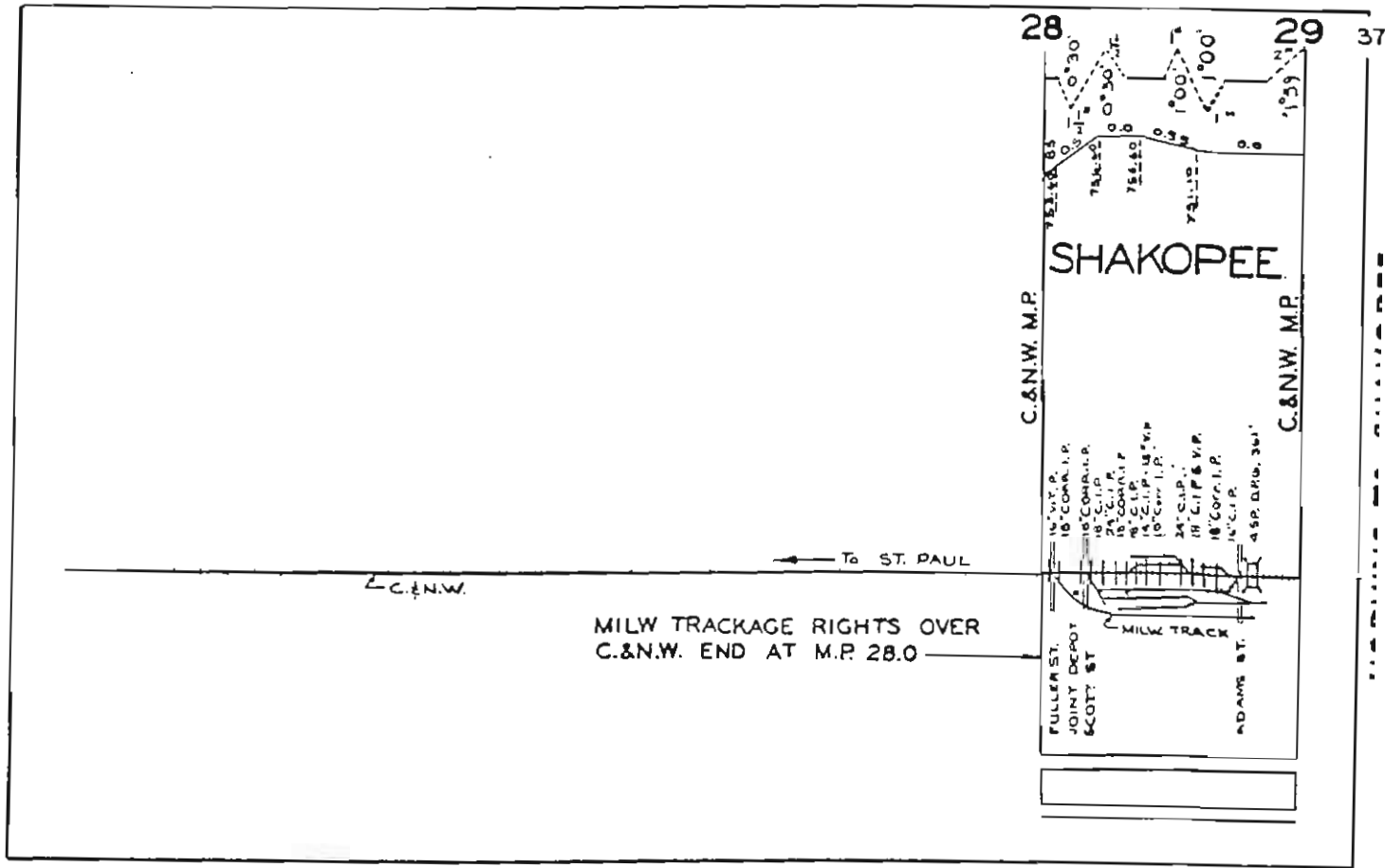
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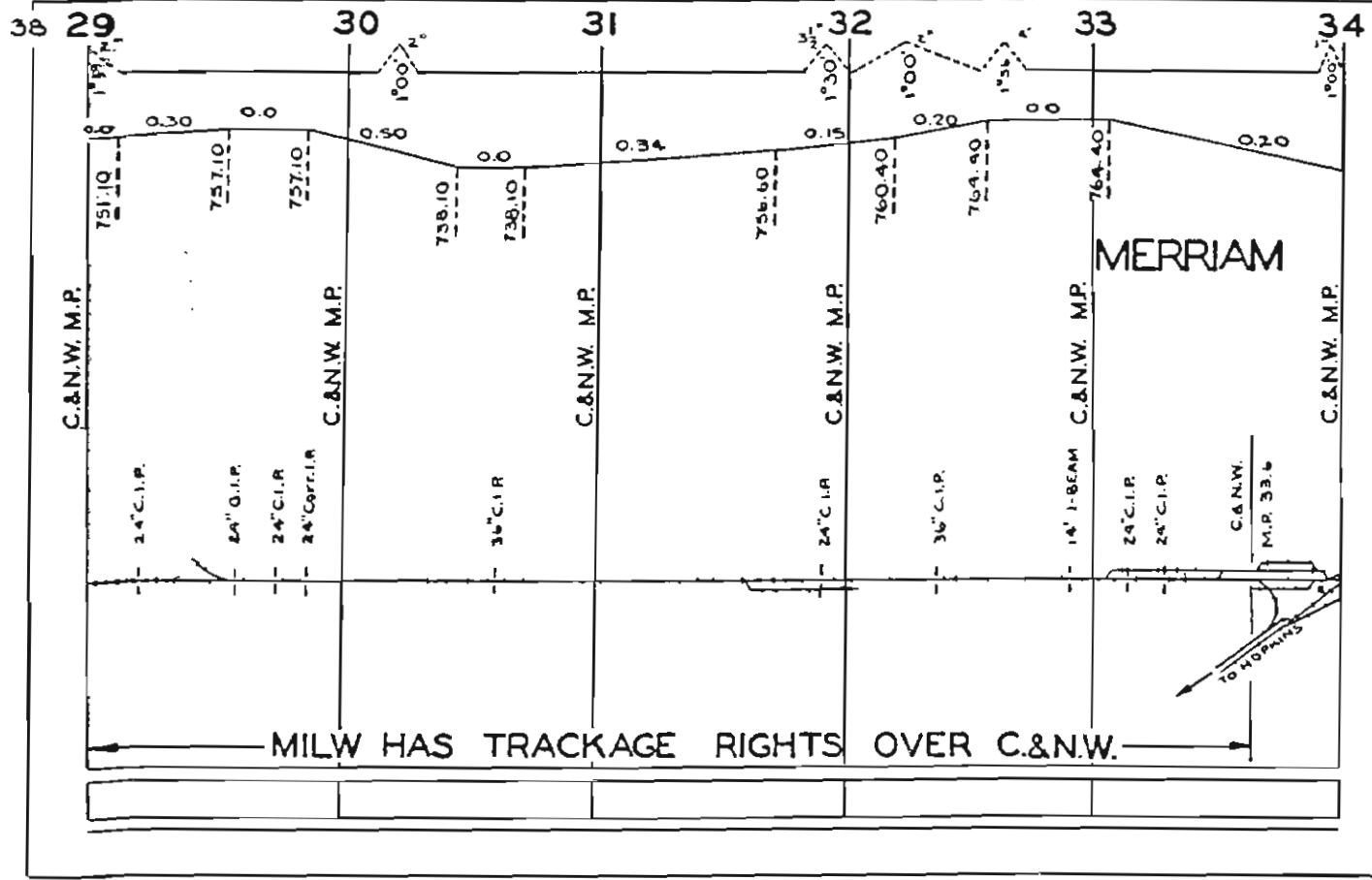


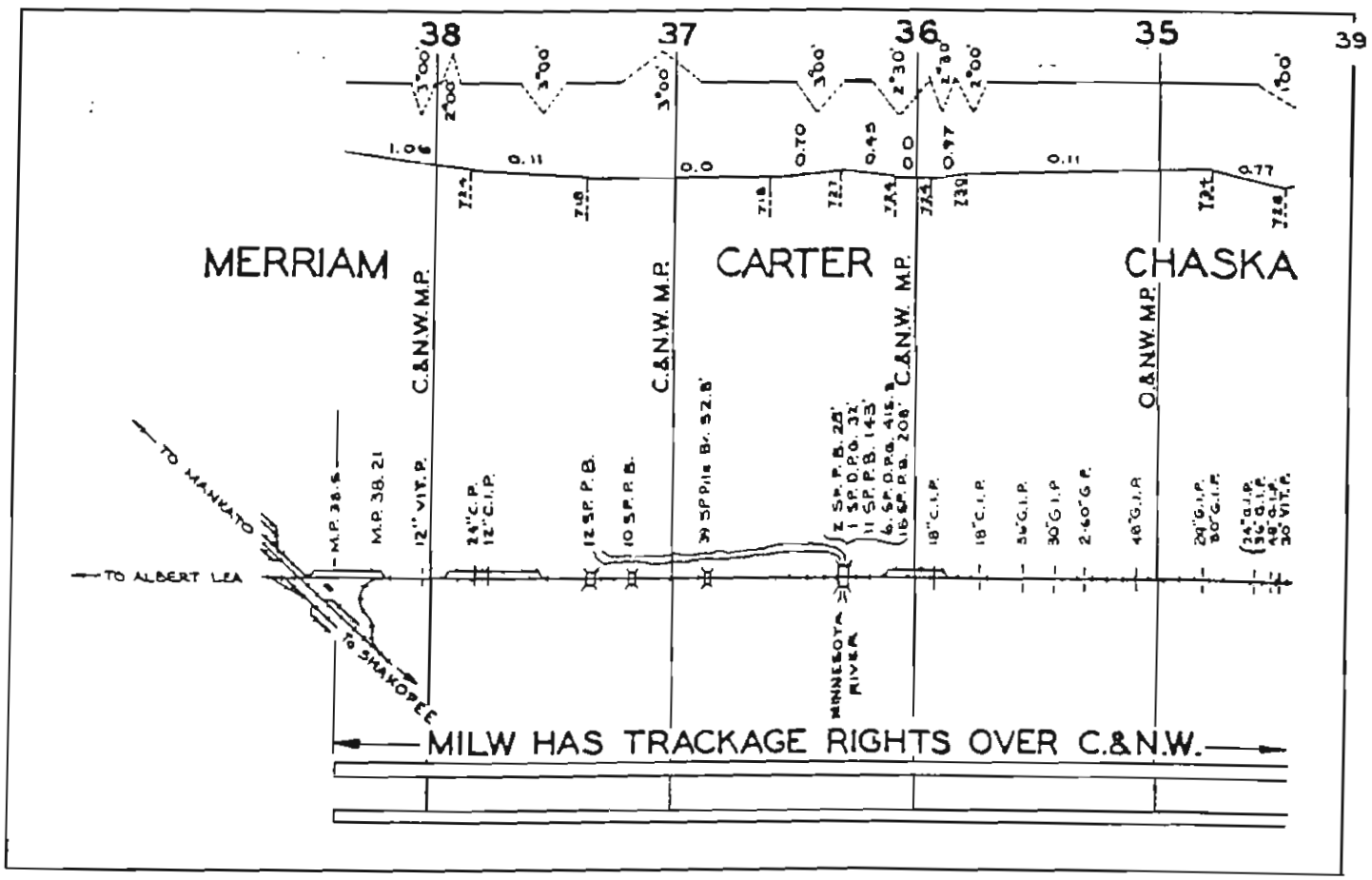
Mc LAUGHLIN TO NEW ENGLAND

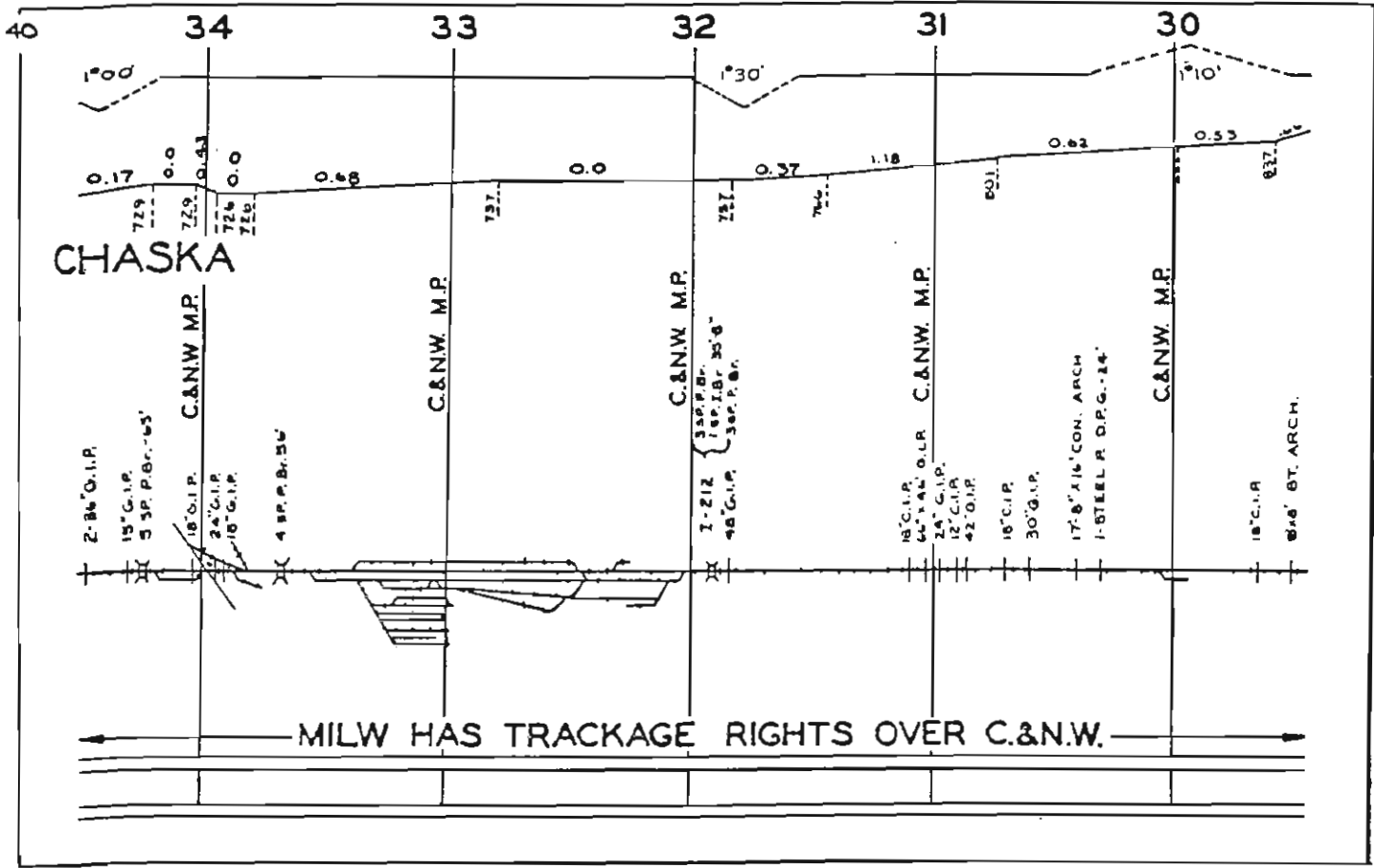


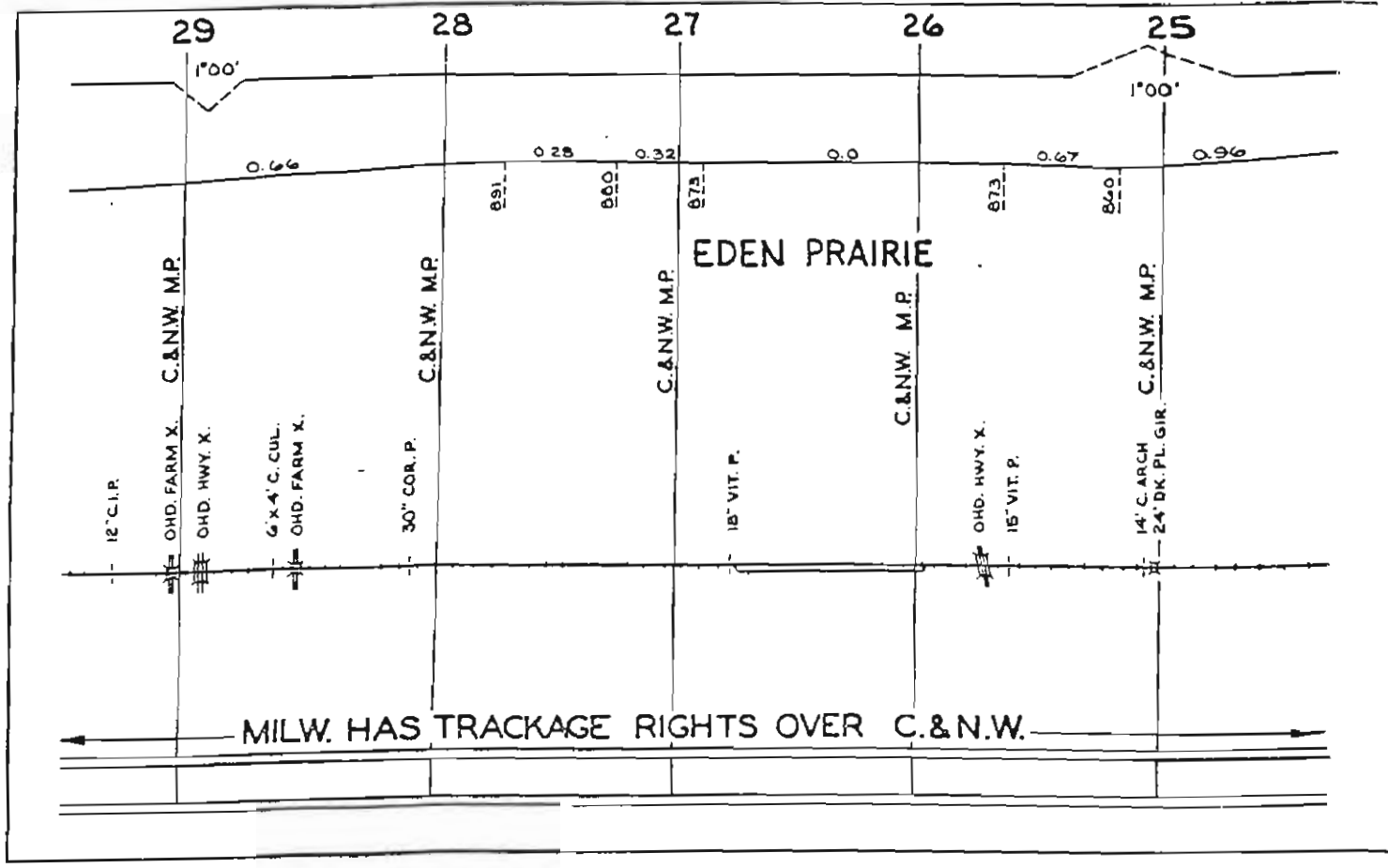
4" GRAVEL 1944
PARAGON PIT-RUN











HOPKINS TO SHAKOPEE

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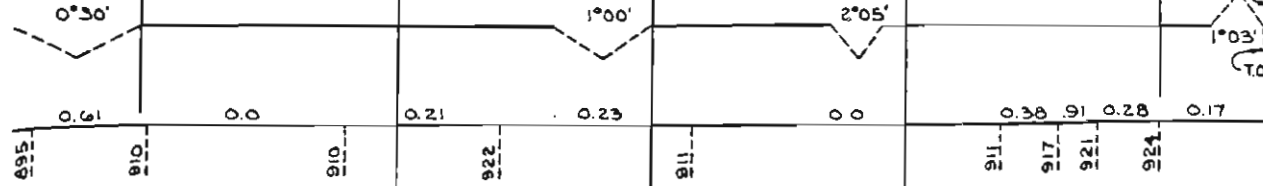
24

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TOWER E-14

HOPKINS

C.&N.W. M.P.

C.&N.W. M.P.

C.&N.W. M.P.

C.&N.W. M.P.

C.&N.W. M.P.

6' x 8' C. CUL.
24" VIT. P.
30" C.I.P.

TO ABERDEEN

TO ST. PAUL
C.M. ST. P. & P. GR. X.

16" C.I.P.

I-494 OH. X.

36" C.I.P.

OH. HWY. X.

24" C.I.P.

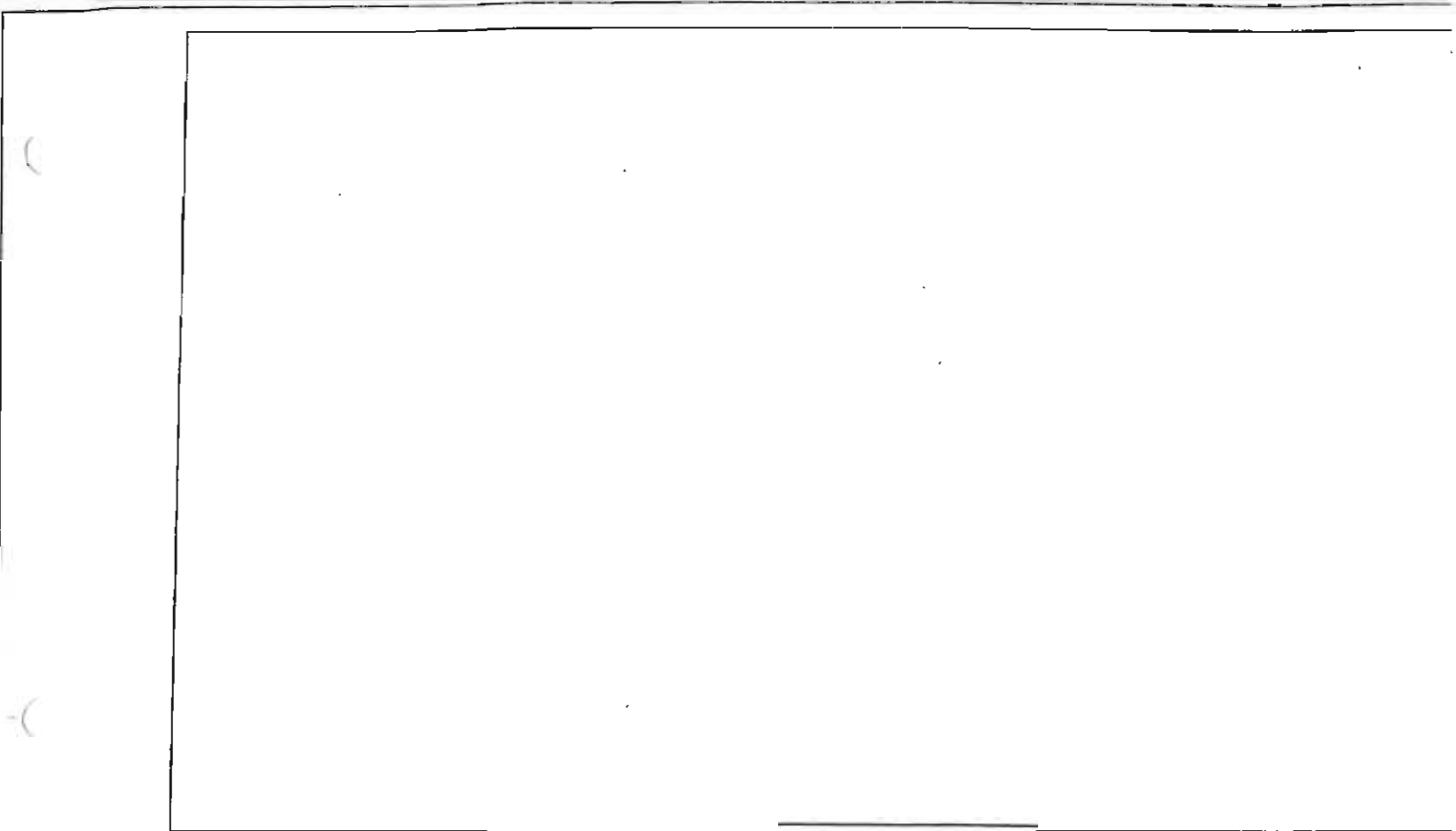
30" C.I.P.

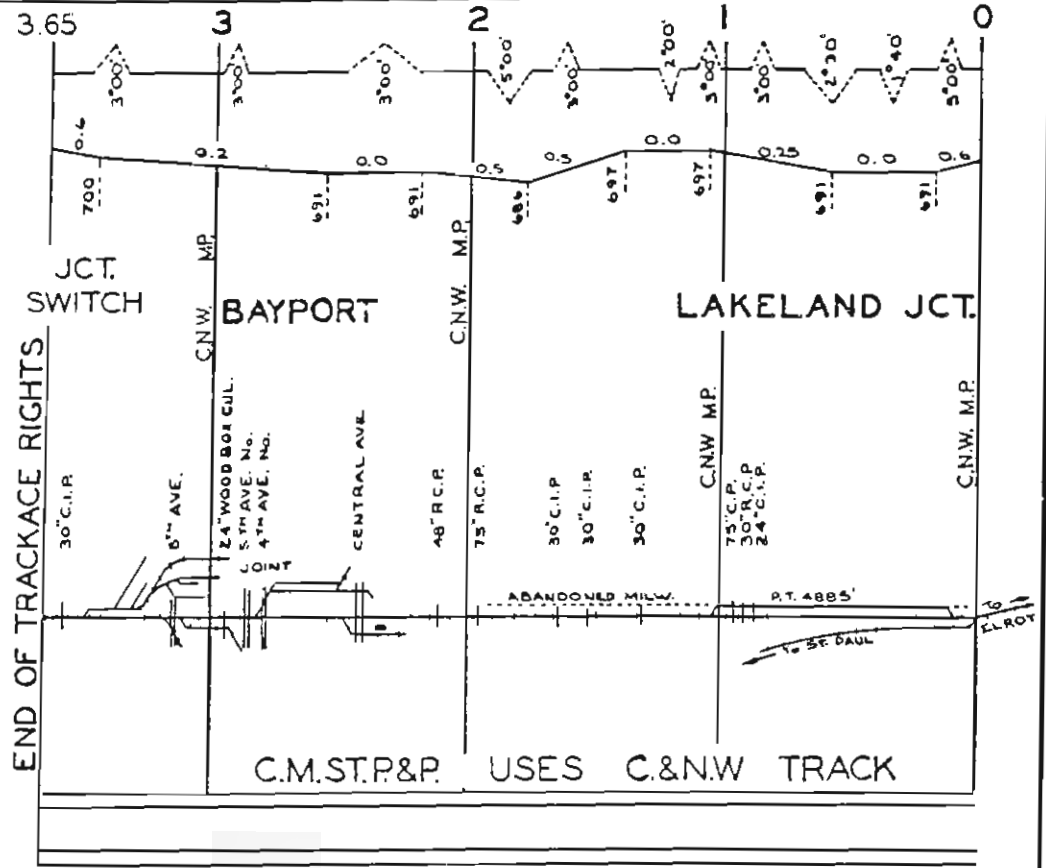
BEGIN TRK. RIGHTS
C.&N.W. M.P. 19.5

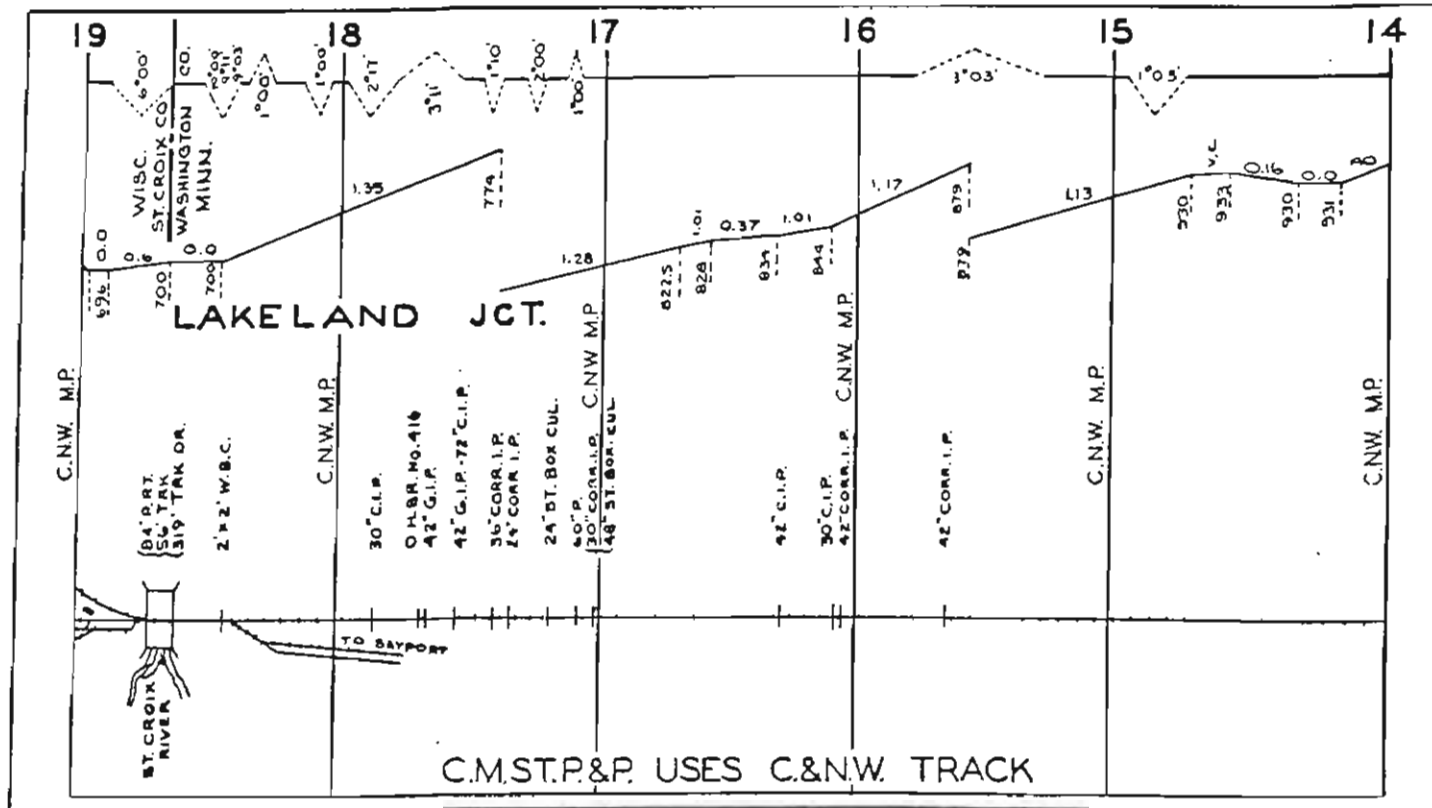
TO ABERDEEN

MILW HAS TRACKAGE RIGHTS OVER C.&N.W.

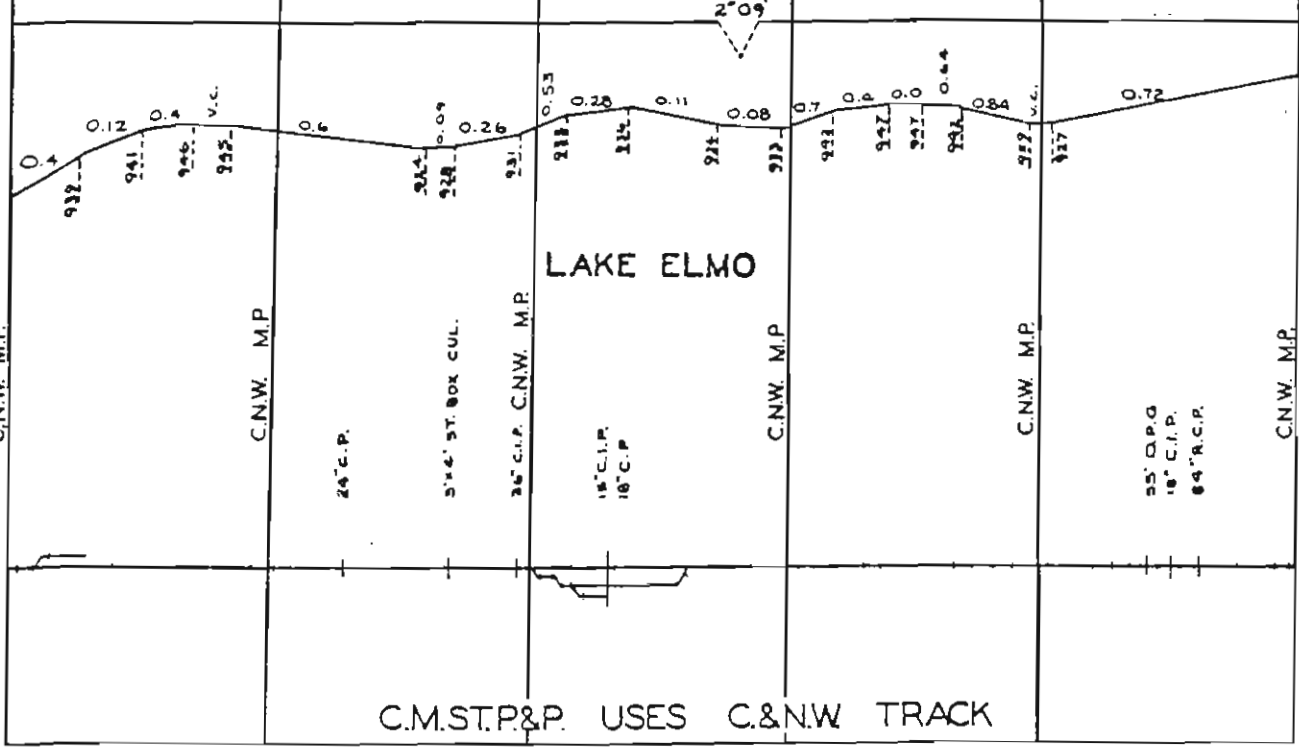
MILW. MAINT.

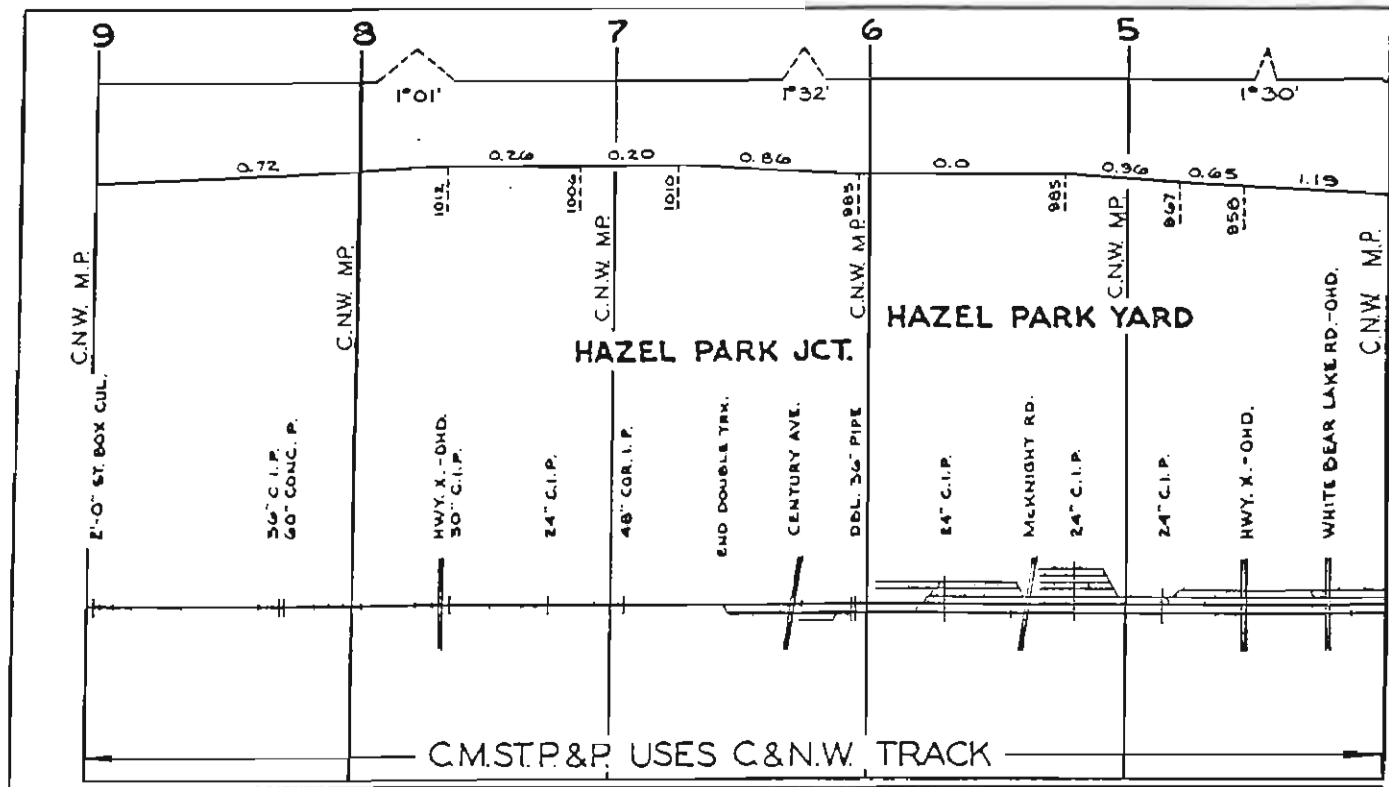


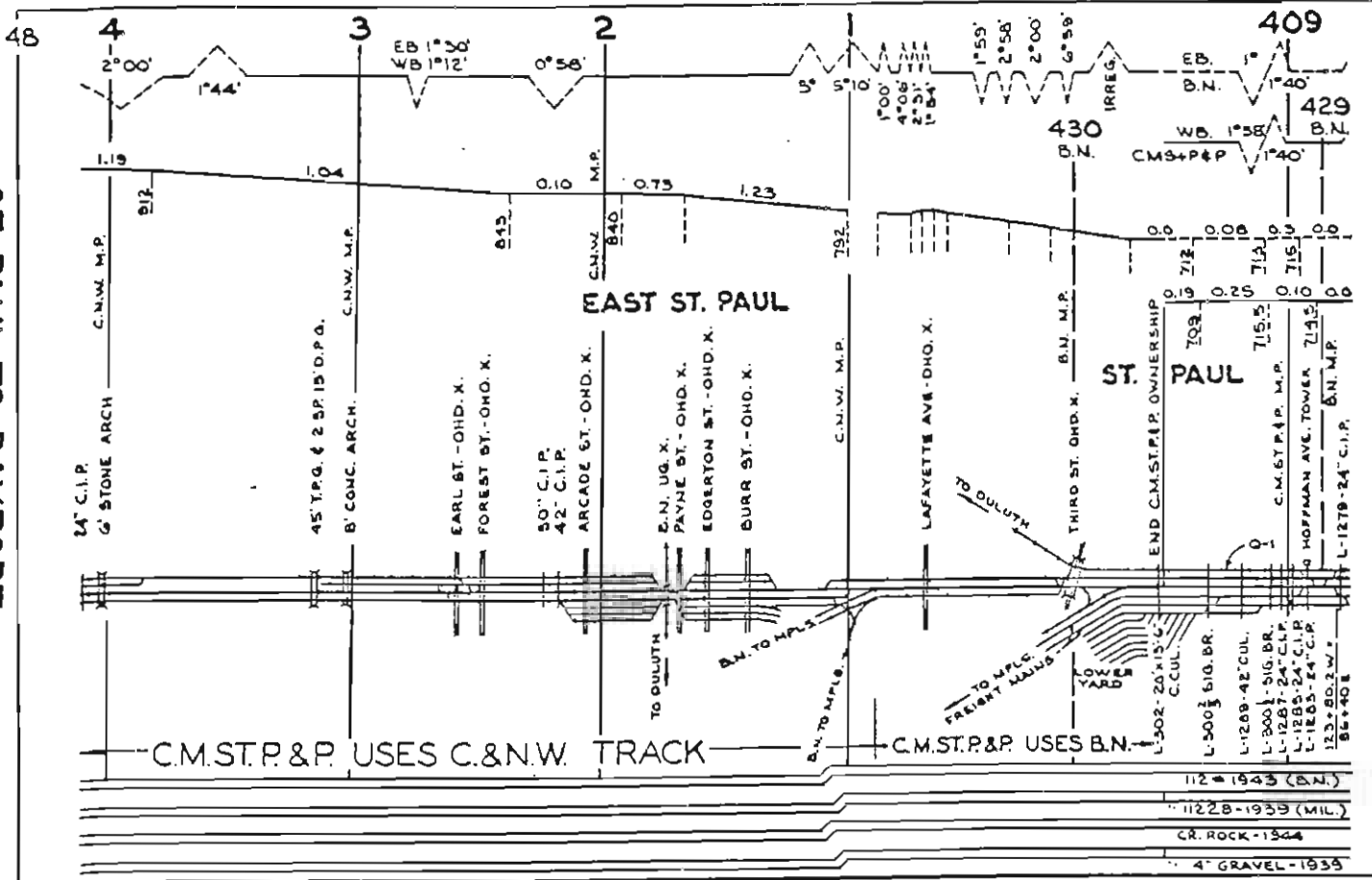


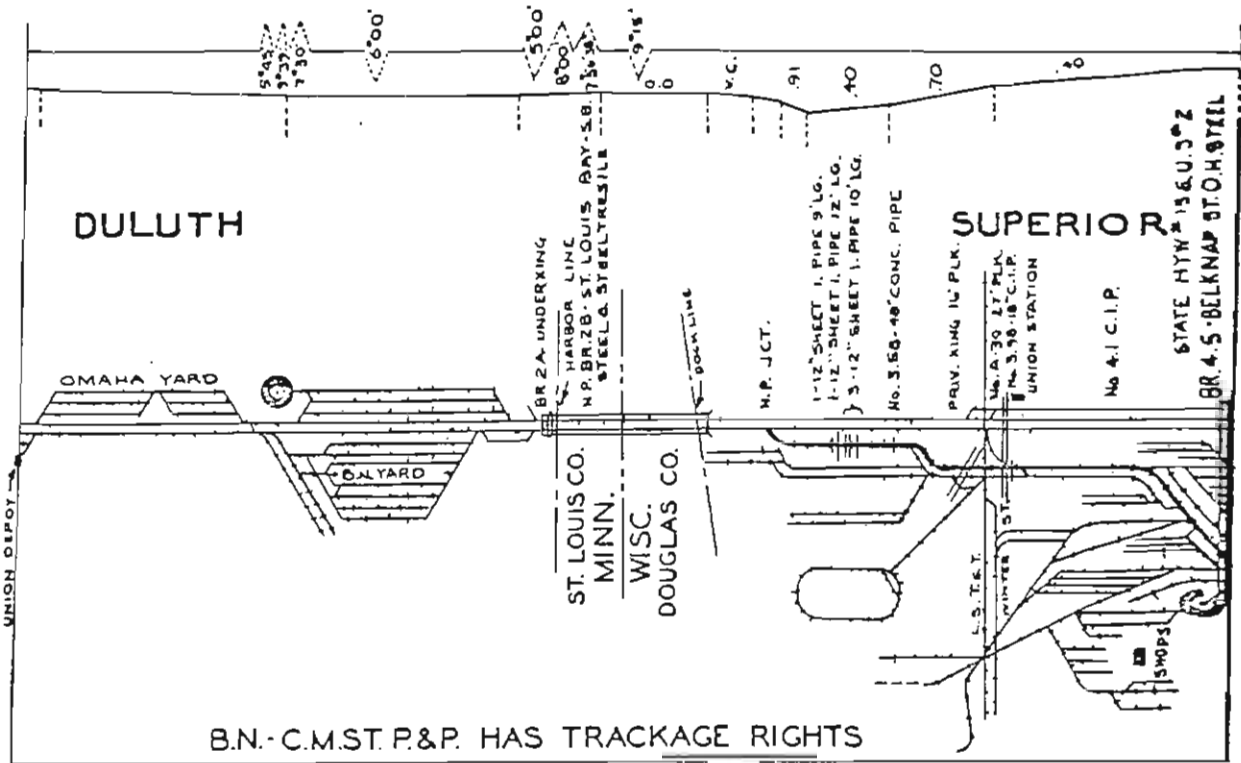


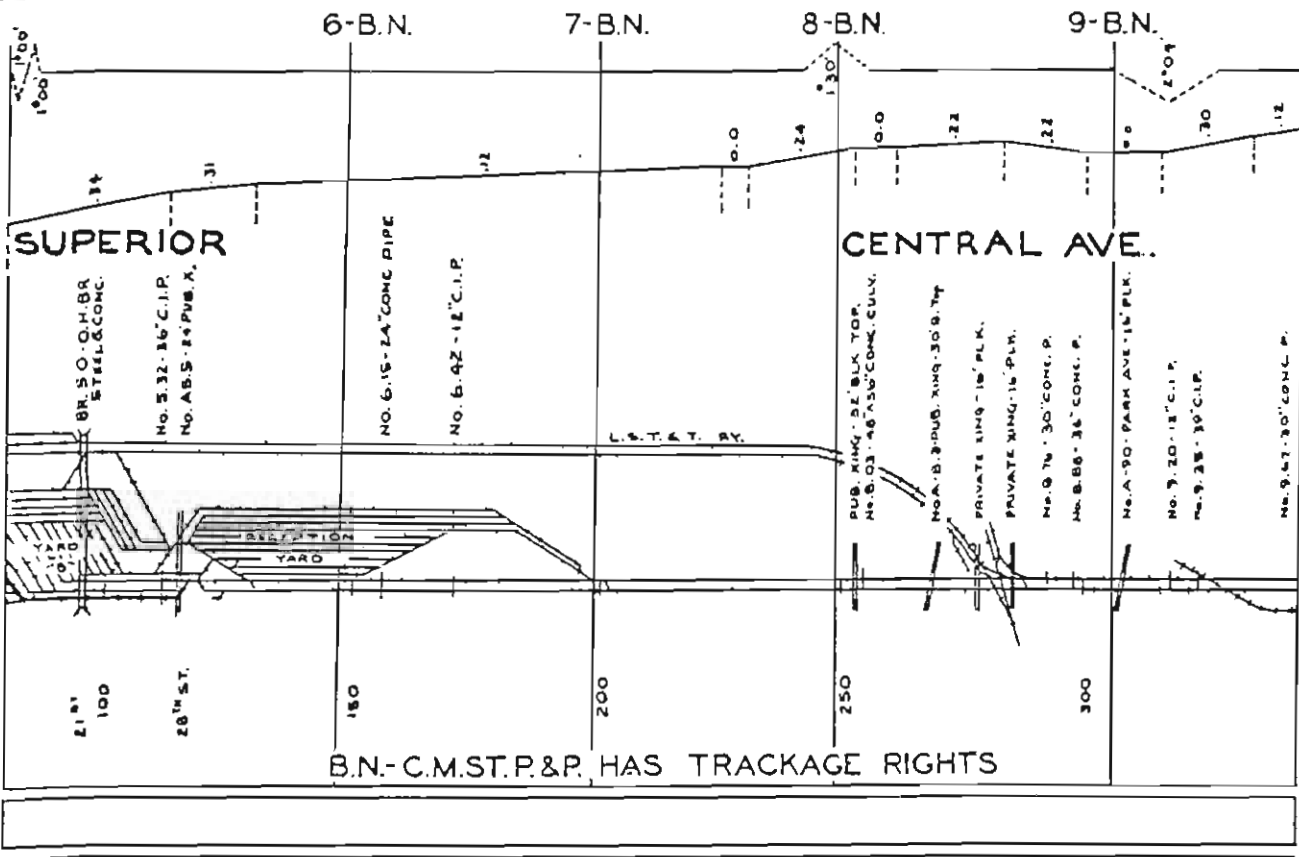
46 14 13 12 11 10 9











C.T.C. OPERATION

10-B.N.

11-B.N.

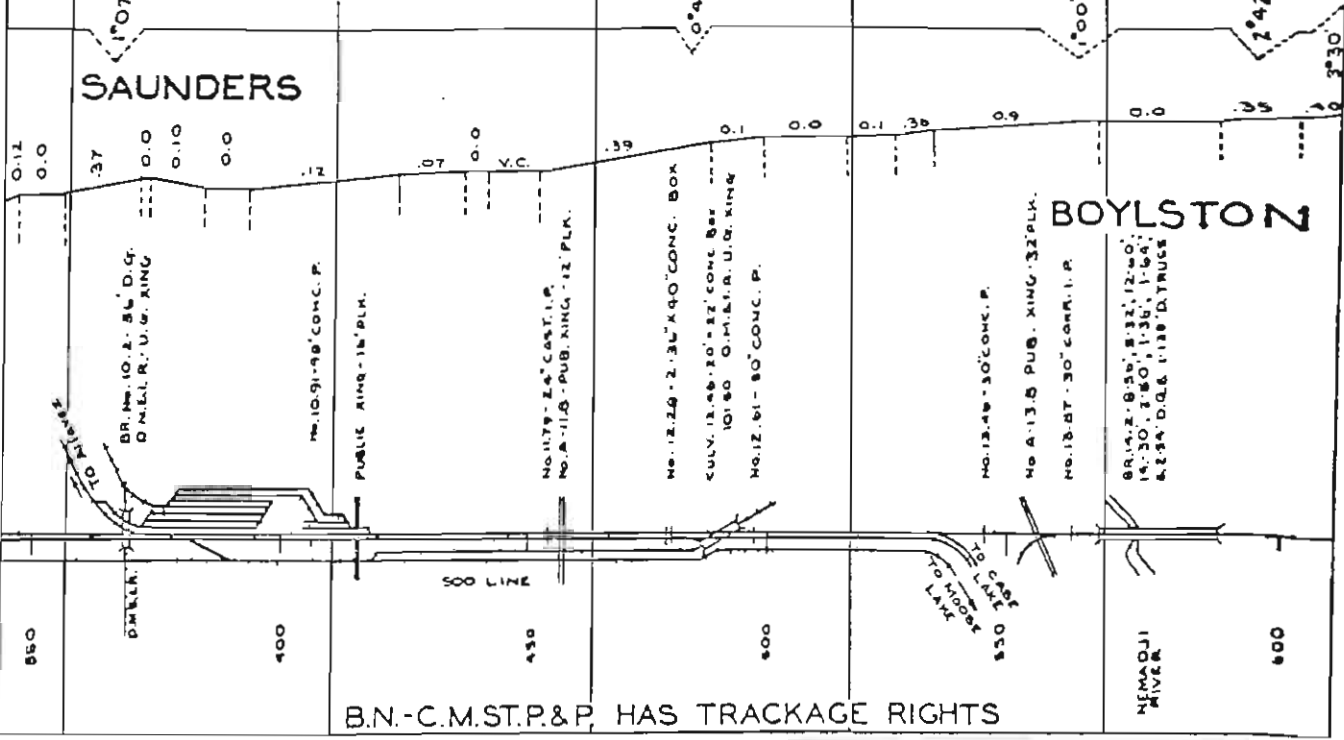
12-B.N.

13-B.N.

14-B.N.

SAUNDERS

BOYLSTON



0.12
0.0

.37

0.0
0.10

0.0

.12

.07

0.0

V.C.

.39

0.1

0.0

0.1

.36

0.9

0.0

.35

1.0

550

400

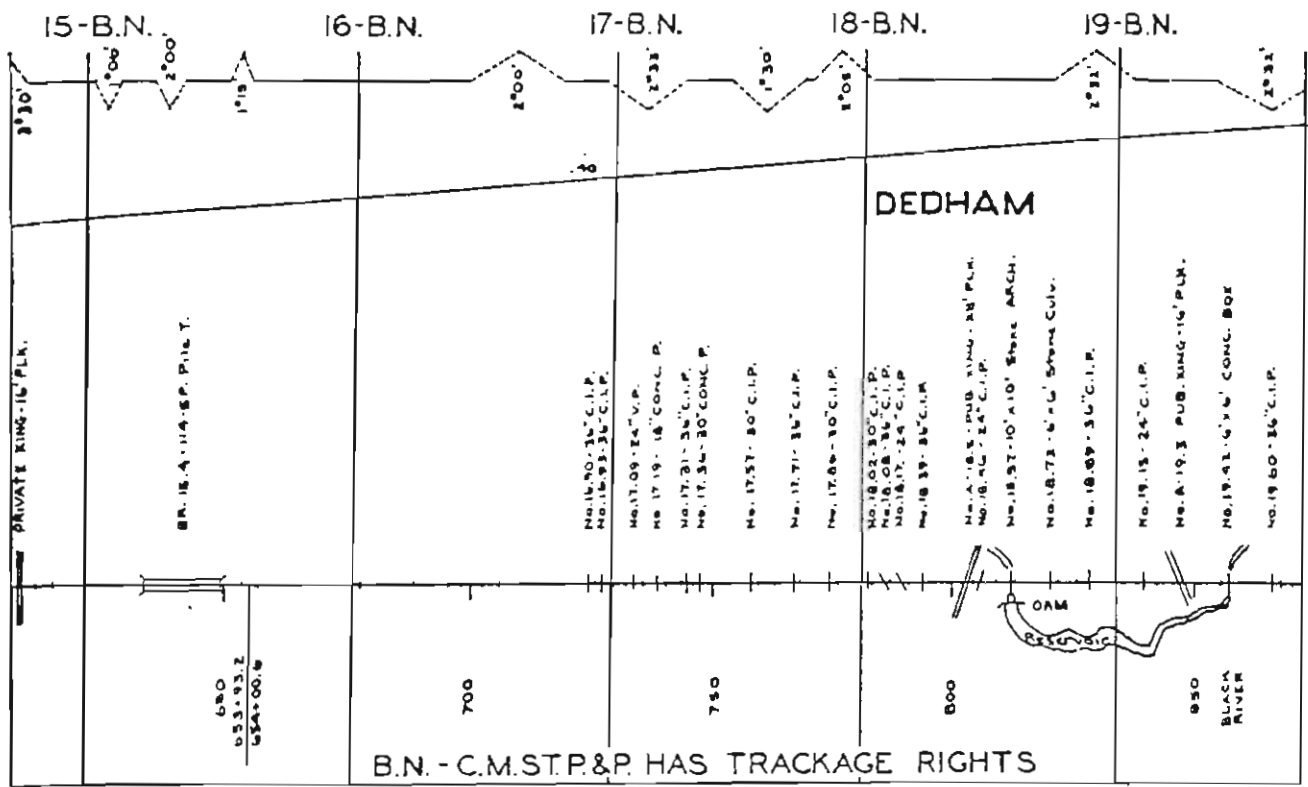
450

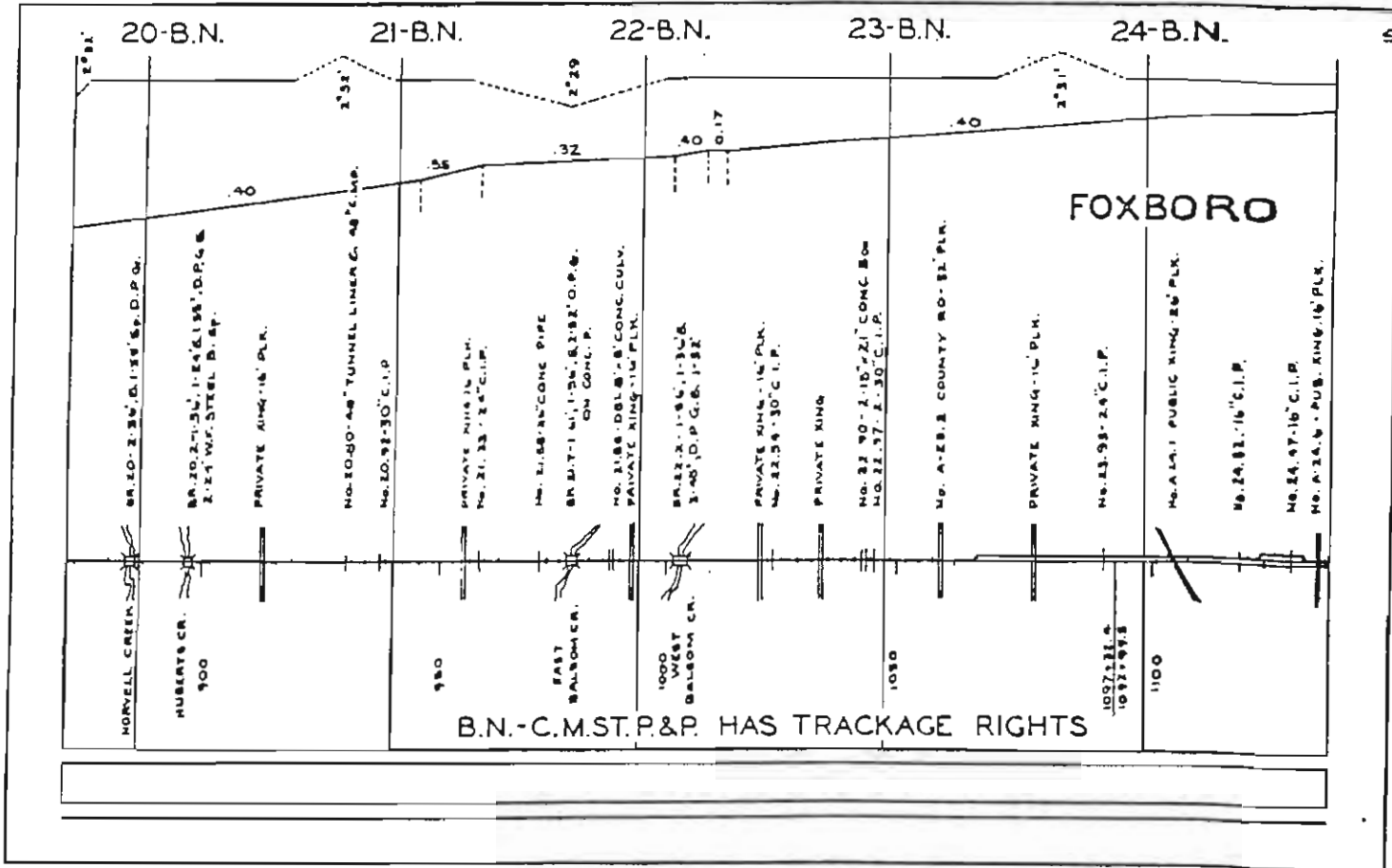
500

550

600

B.N.-C.M.ST.P.&P. HAS TRACKAGE RIGHTS





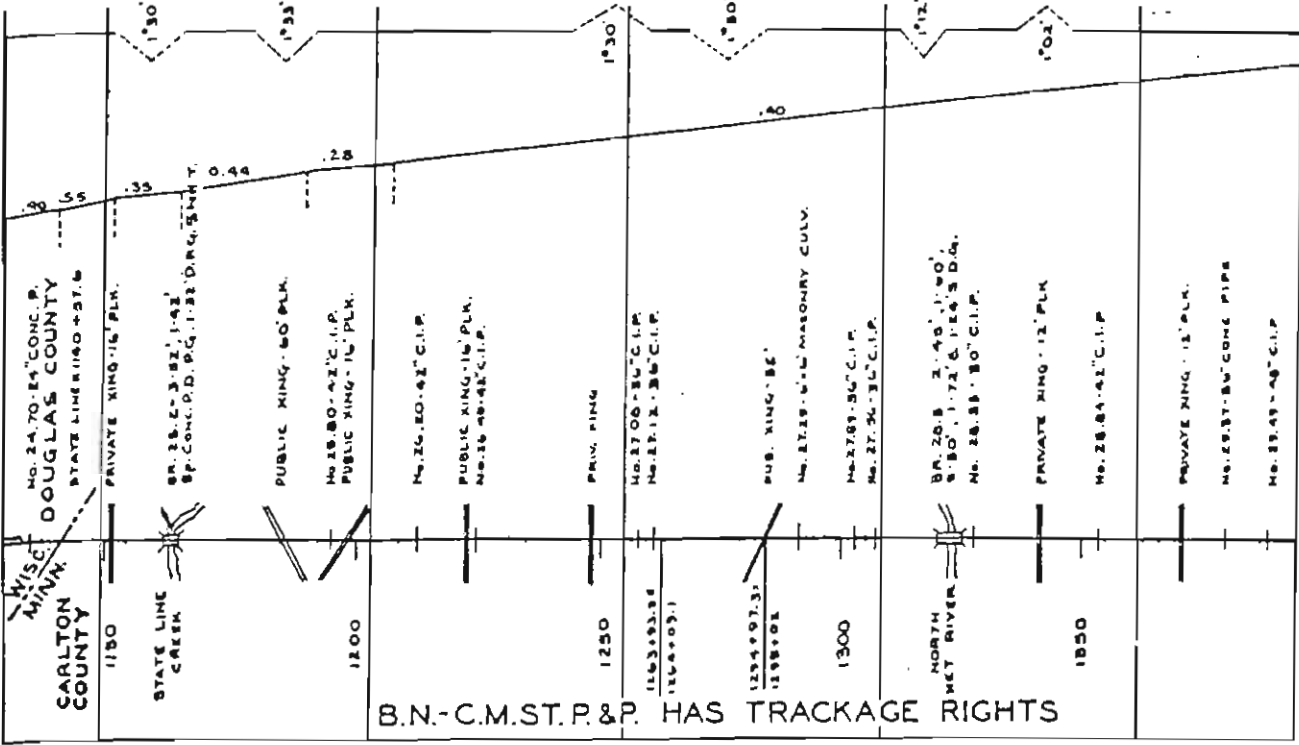
25-B.N.

26-B.N.

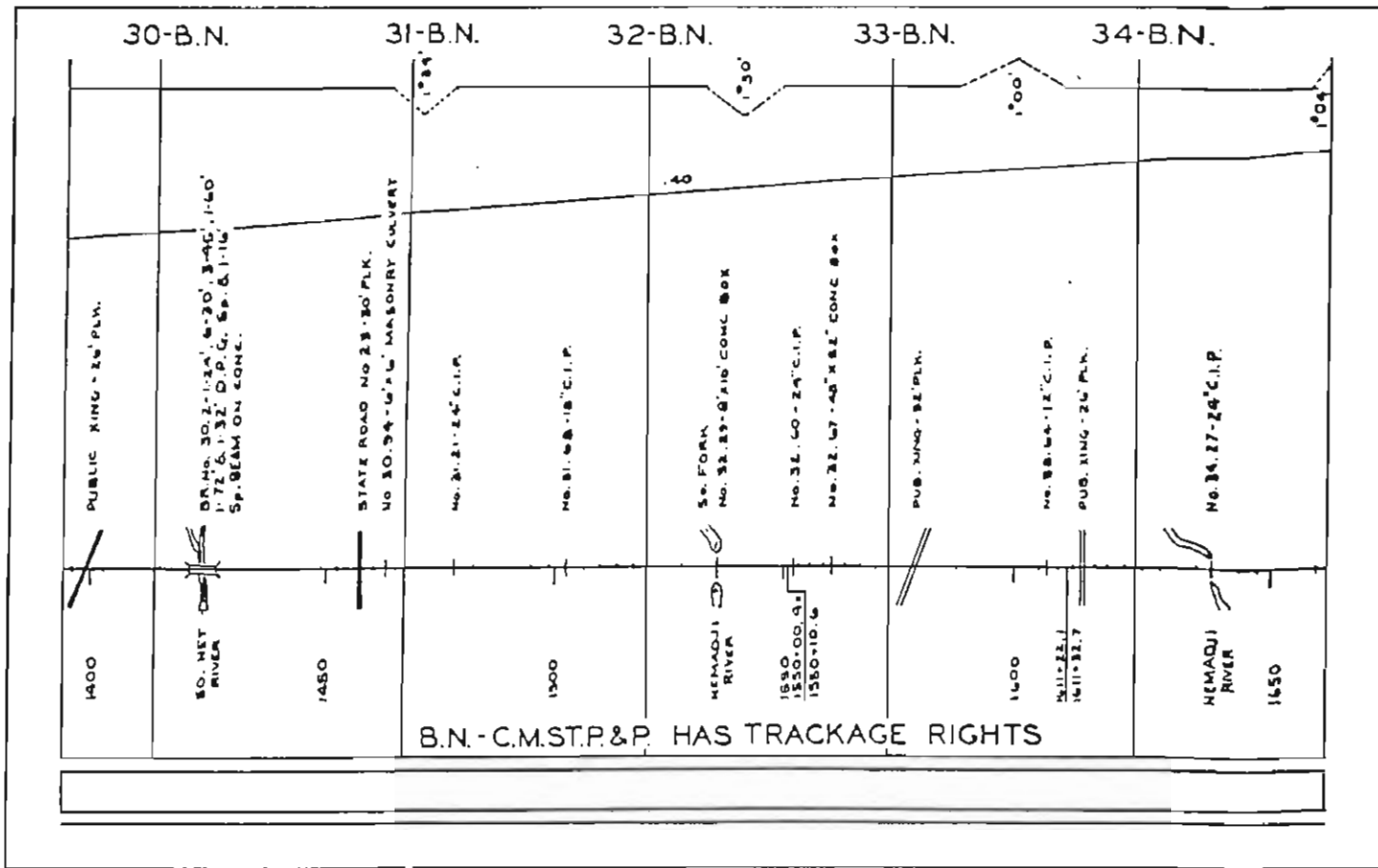
27-B.N.

28-B.N.

29-B.N.



B.N.-C.M.ST.P.&P. HAS TRACKEGE RIGHTS



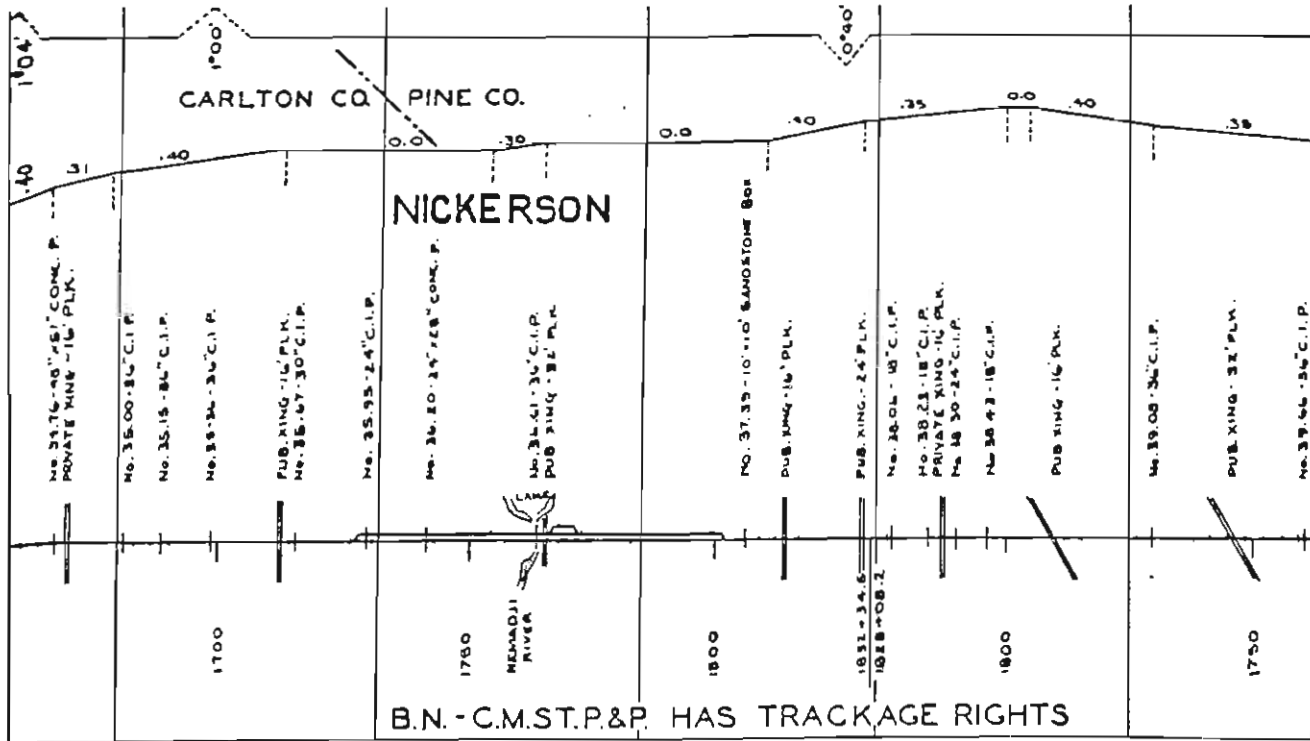
35-B.N.

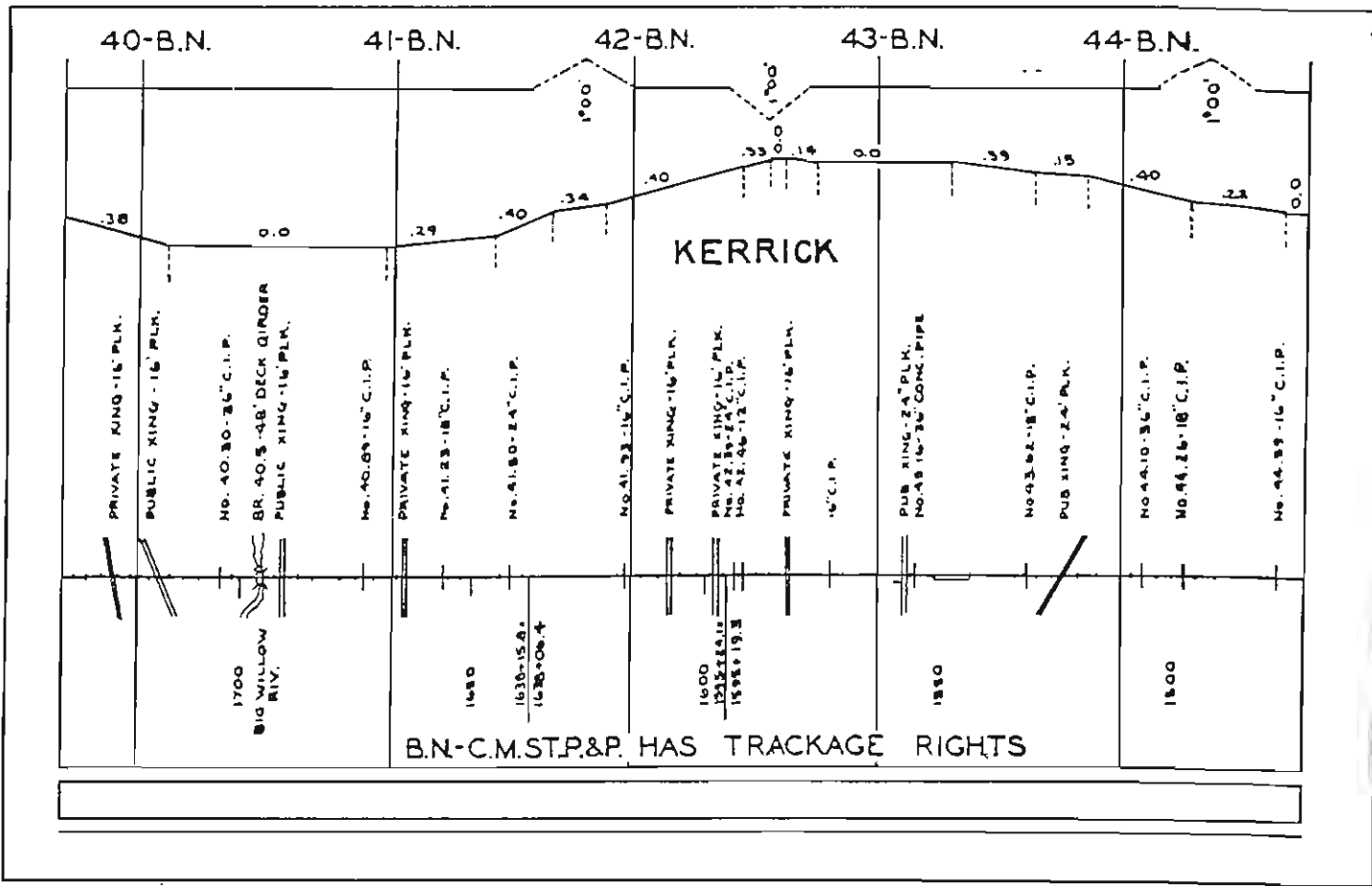
36-B.N.

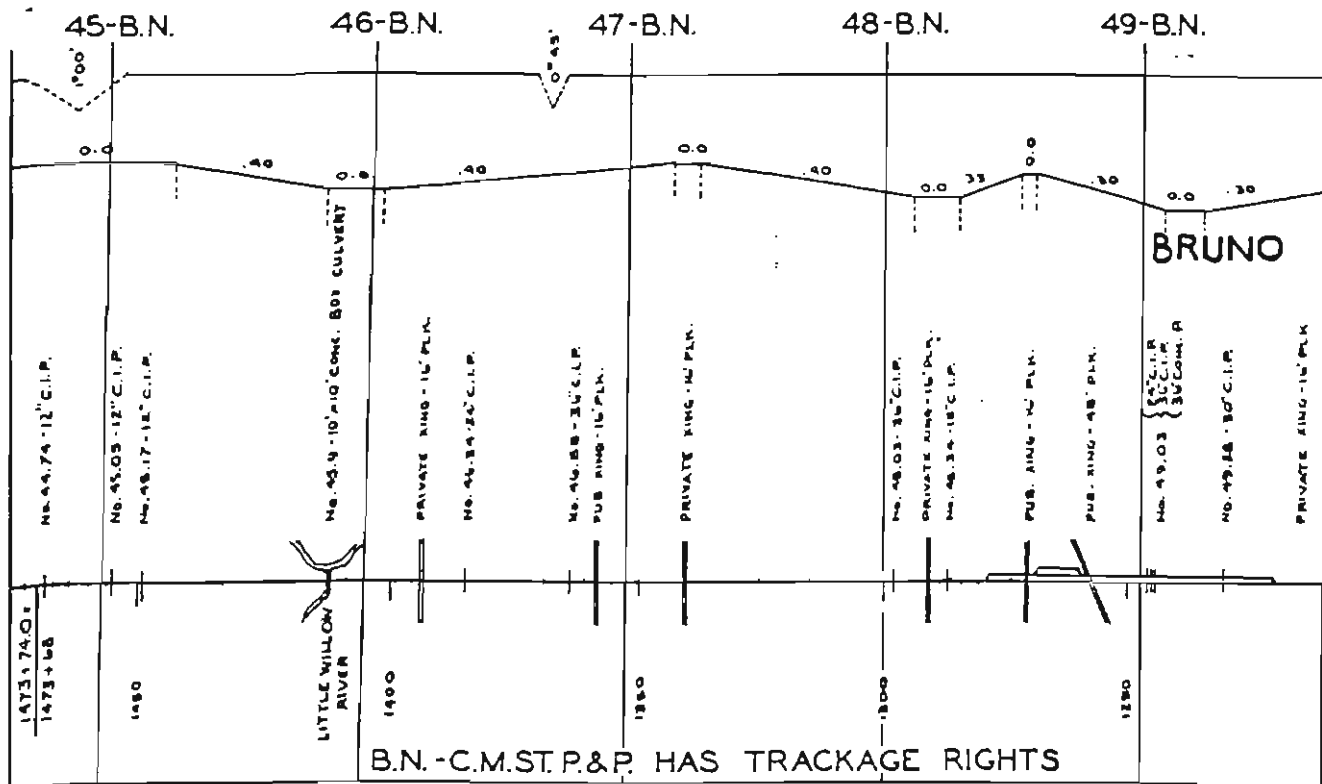
37-B.N.

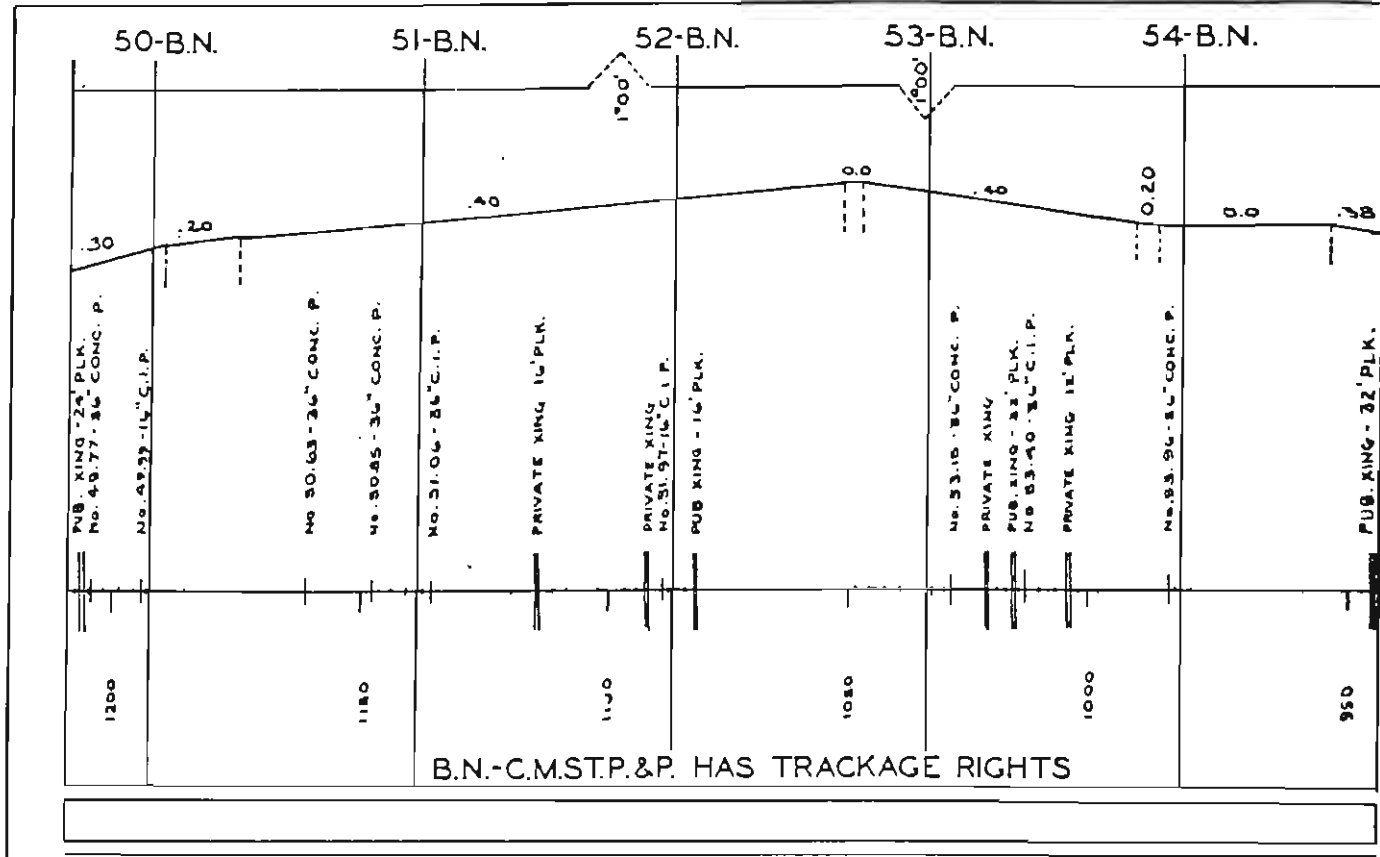
38-B.N.

39-B.N.









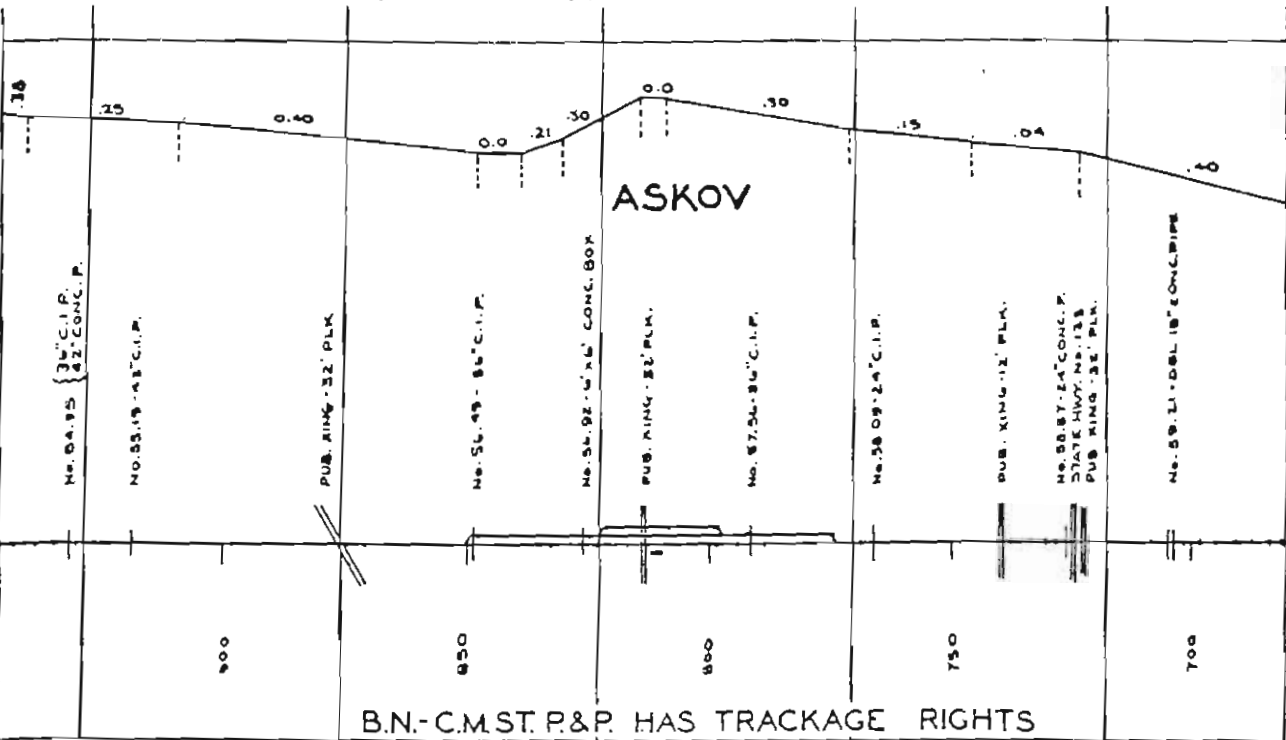
55-B.N.

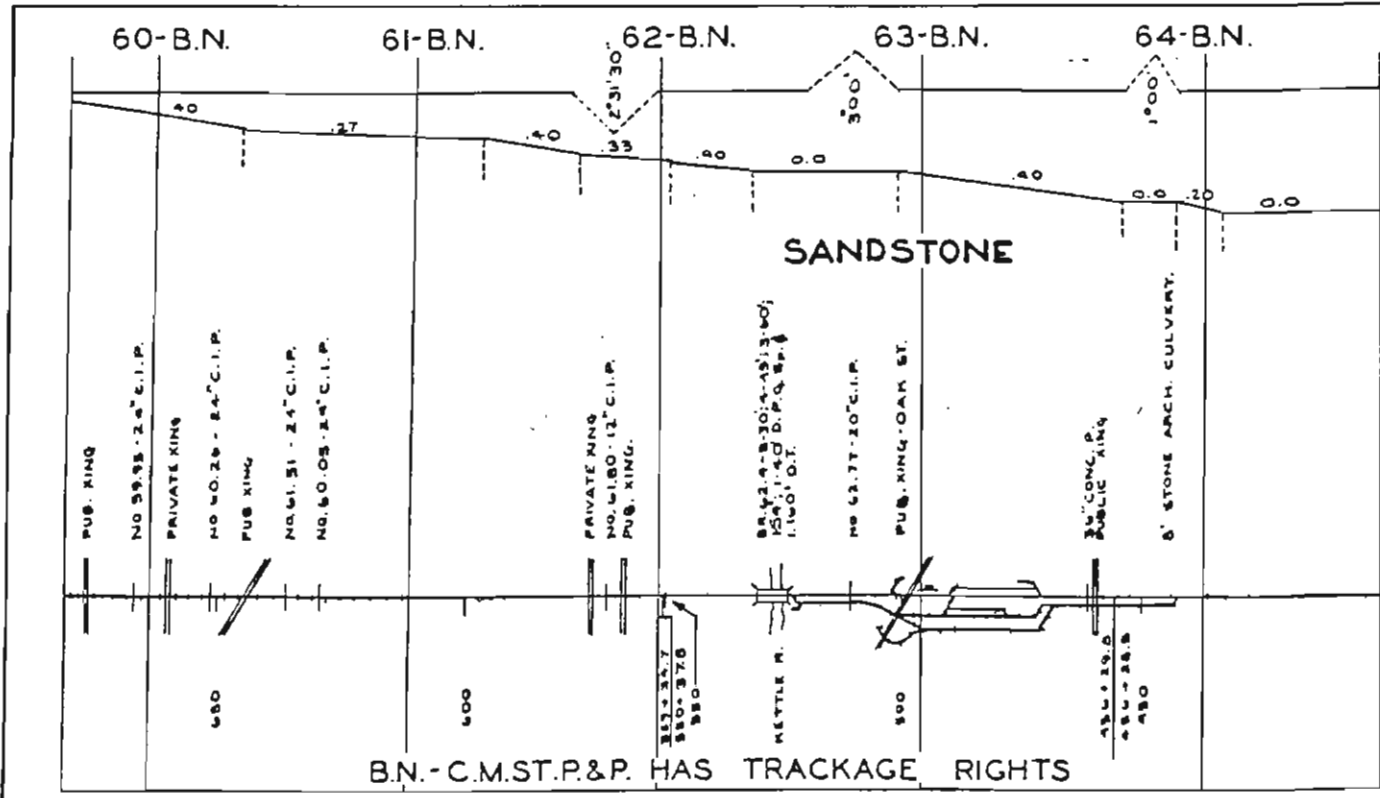
56-B.N.

57-B.N.

58-B.N.

59-B.N.





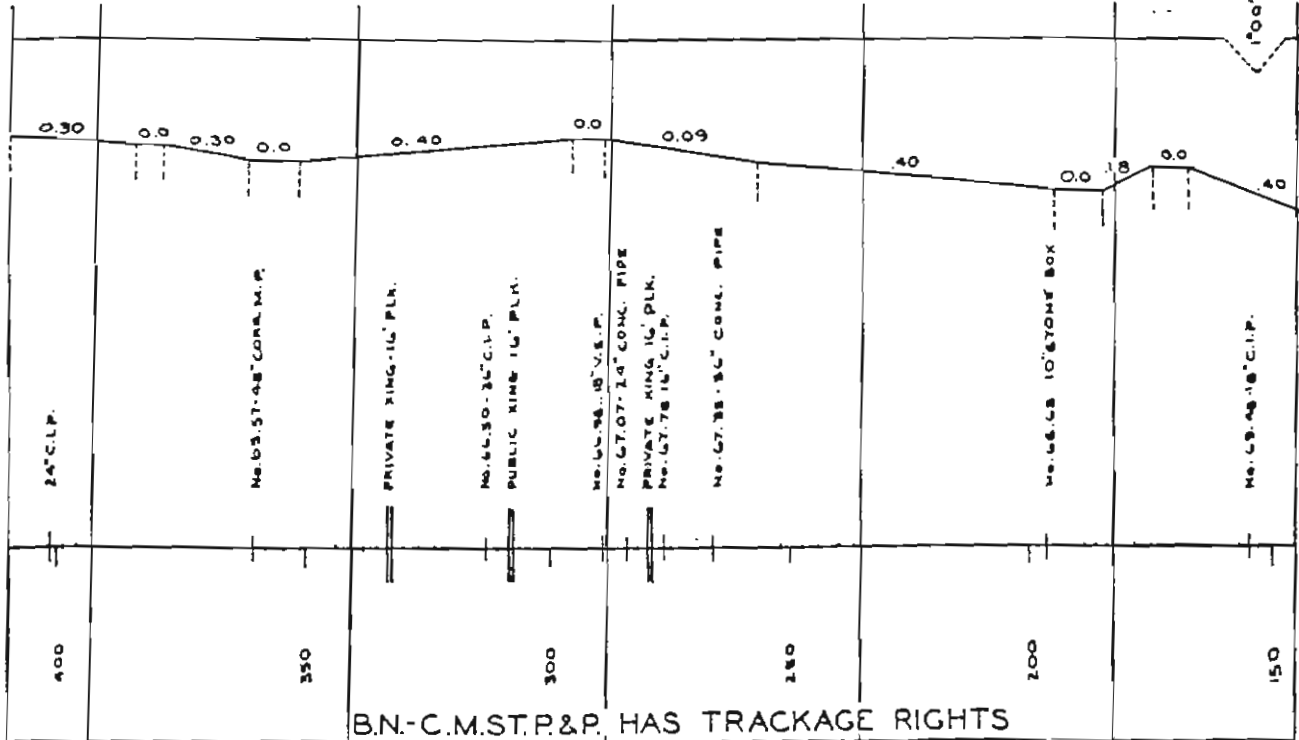
65-B.N.

66-B.N.

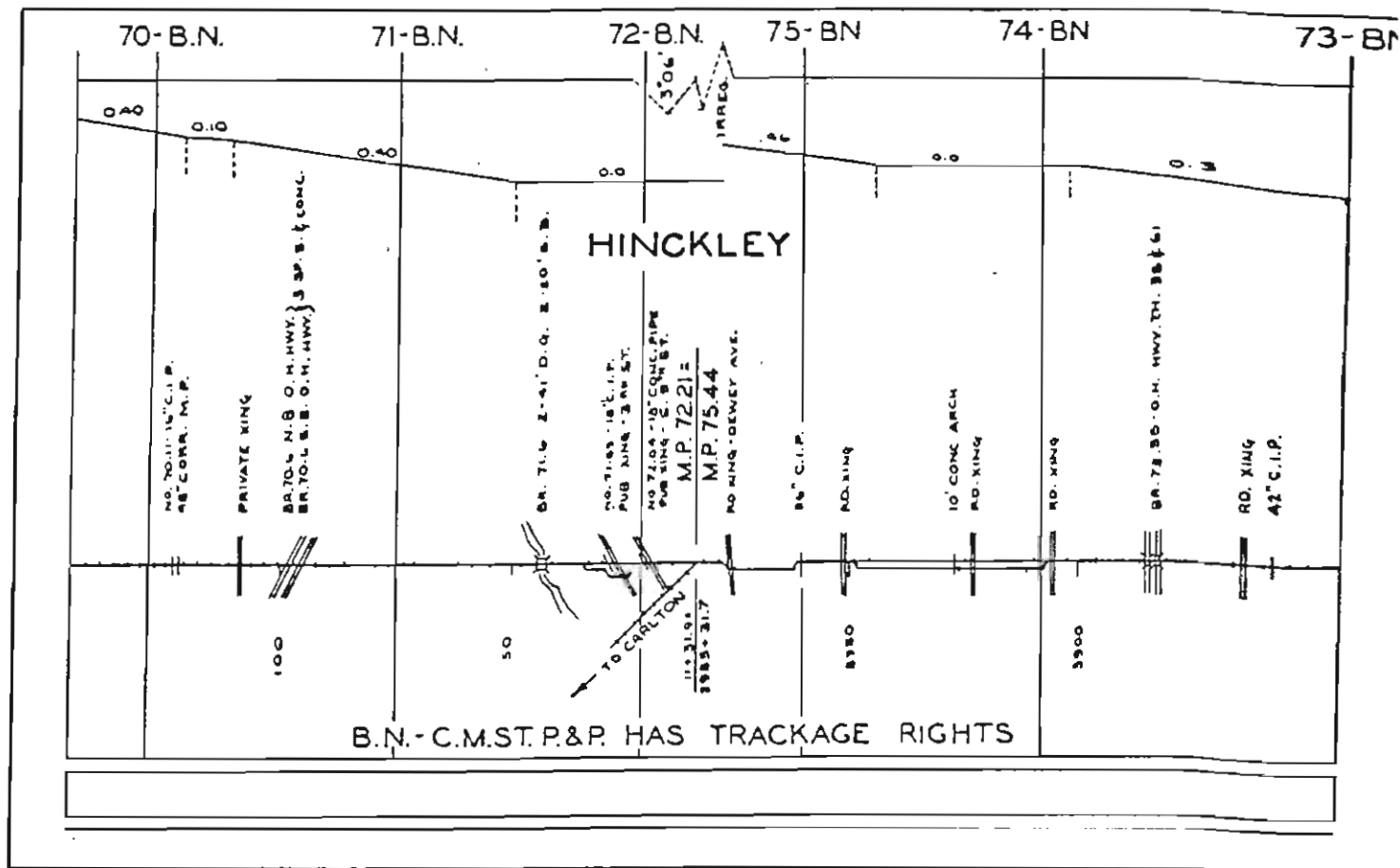
67-B.N.

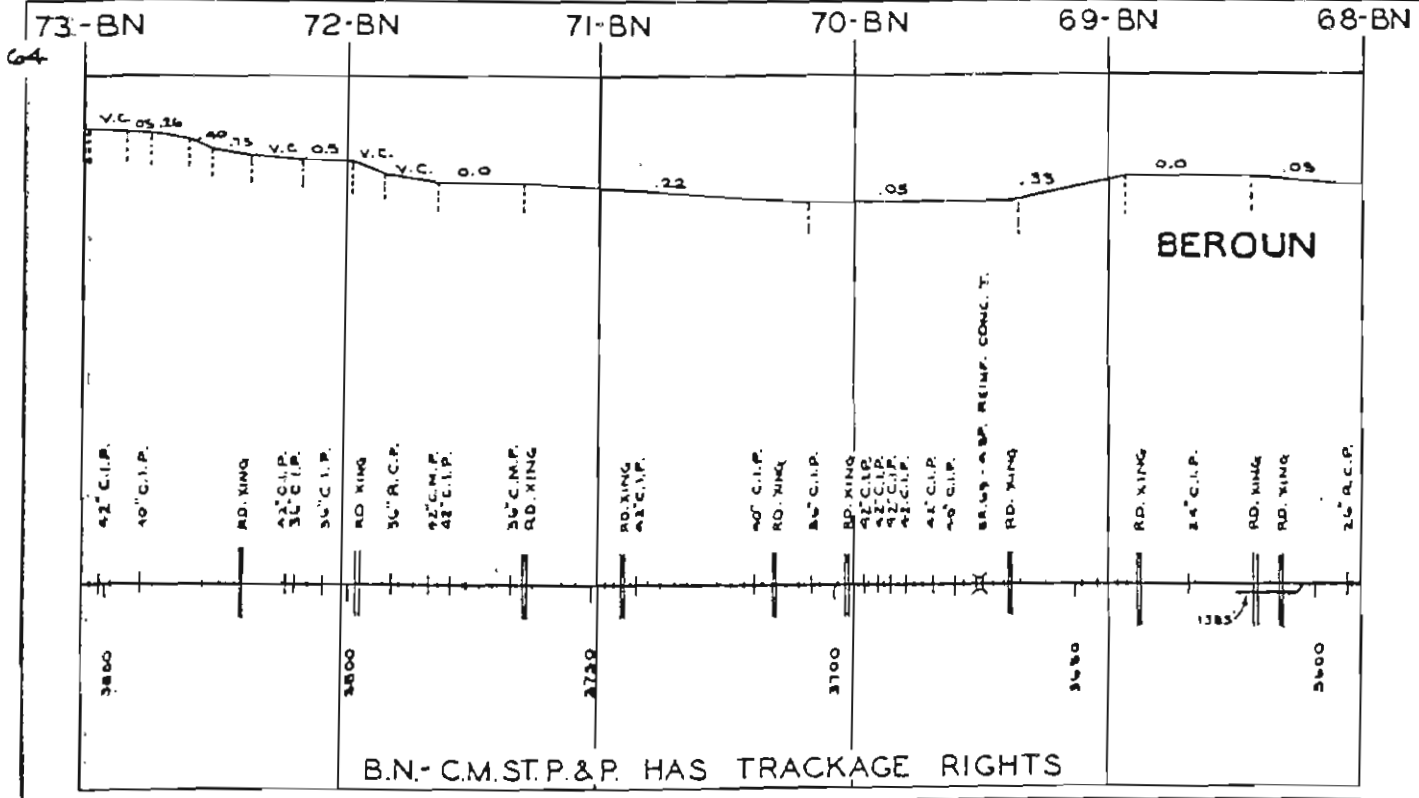
68-B.N.

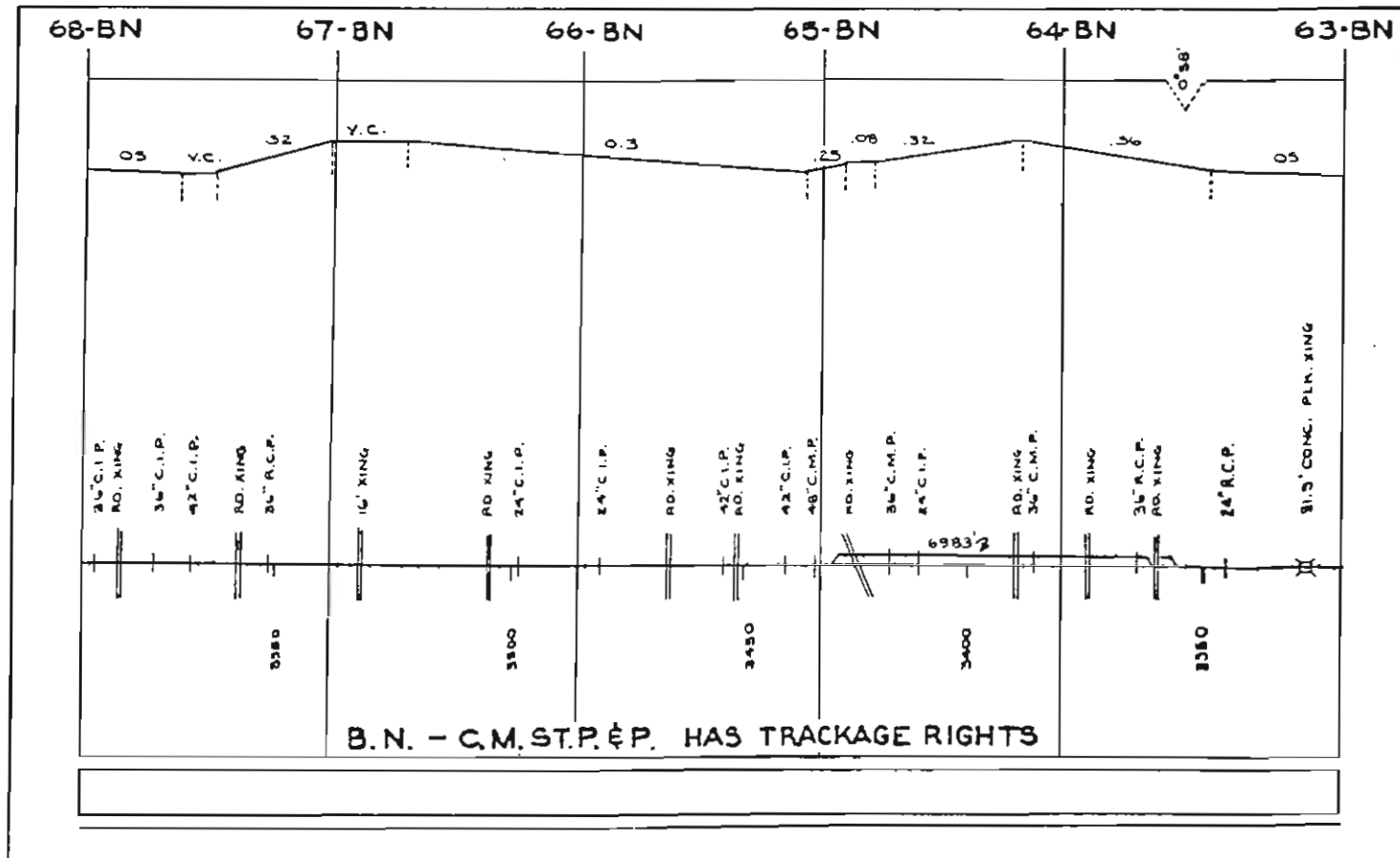
69-B.N.

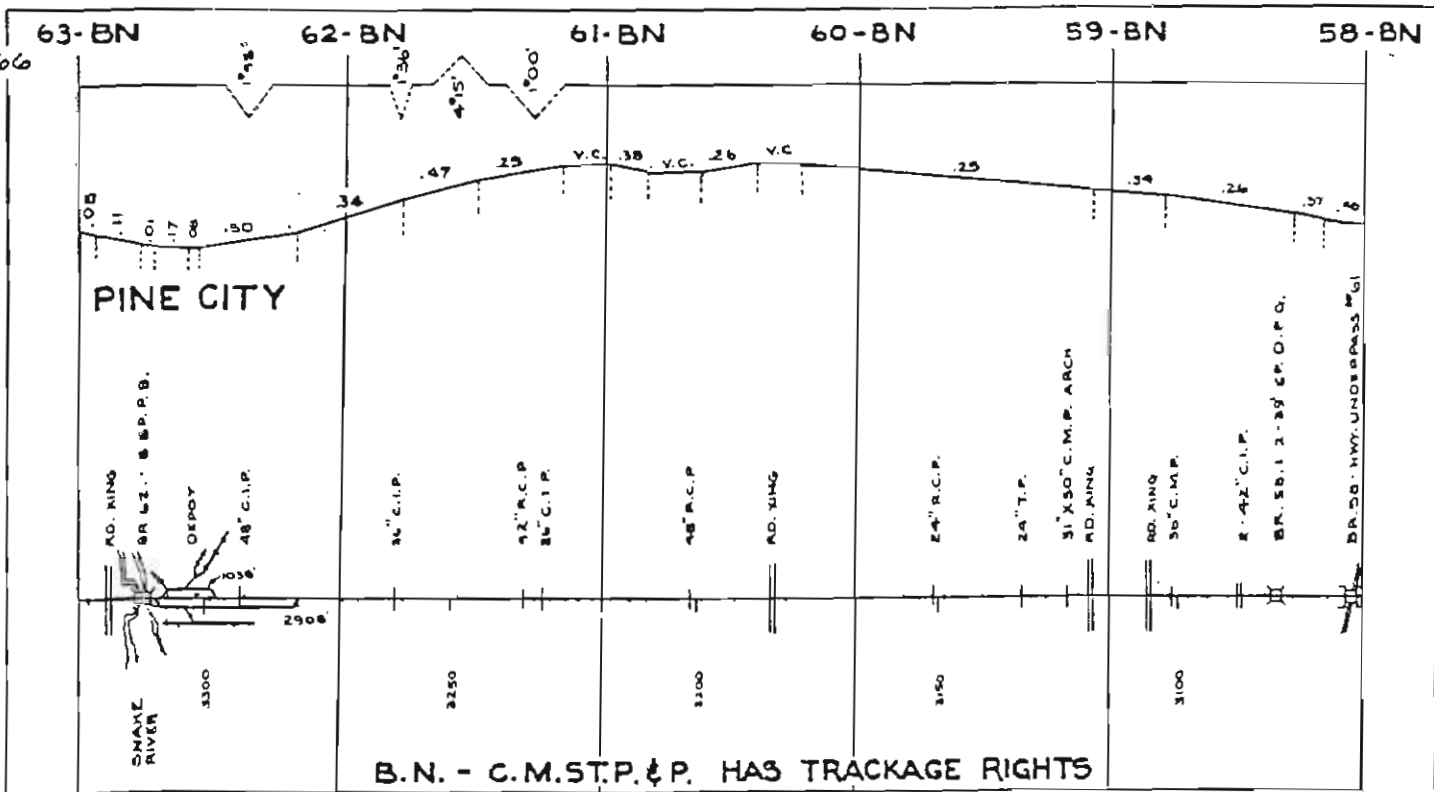


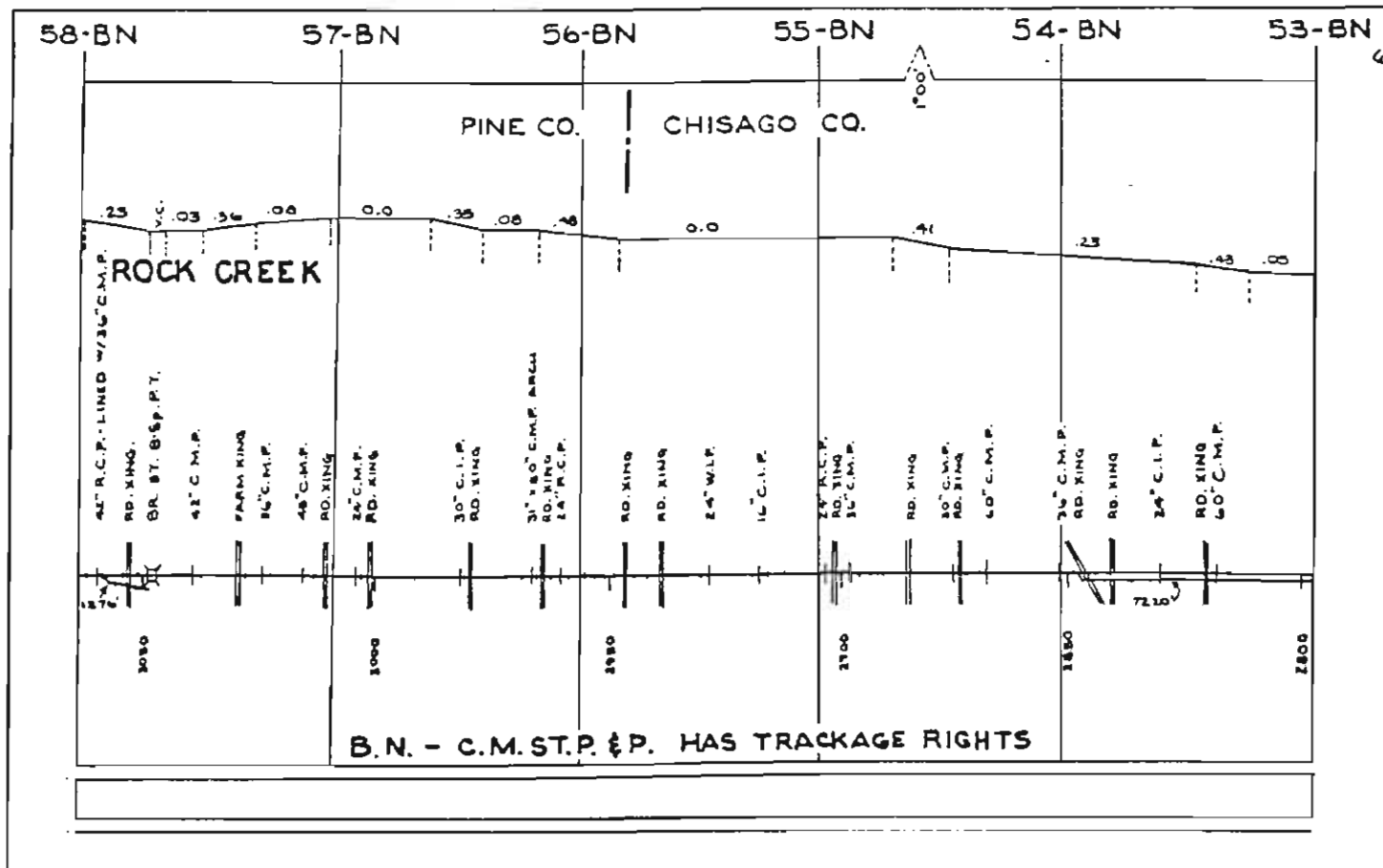
B.N.-C.M.ST.P.&P. HAS TRackage RIGHTS











28

53-BN 52-BN 51-BN 50-BN 49-BN 48-BN

0.5

0.0

0

RUSH CITY

RD. KING
 RD. KING
 DEPOT
 BR. 22-60' S.P.O.P.G.
 SUN. TOP KING
 24" C.M.P.
 RUSH CR.
 7120

24" R.C.P.
 30" R.C.P.
 RD. KING

24" C.I.P.
 RD. KING
 24" W.I.P.
 24" S.P. EB'
 24" C.I.P. 24'

30" C.I.P.
 RD. KING
 60" C.M.P.
 RD. KING
 24" C.I.P.
 24" C.I.P.

31"-80" C.M.P. ARCH
 RD. KING
 48" C.M.P.

24" W.I.P.

8750

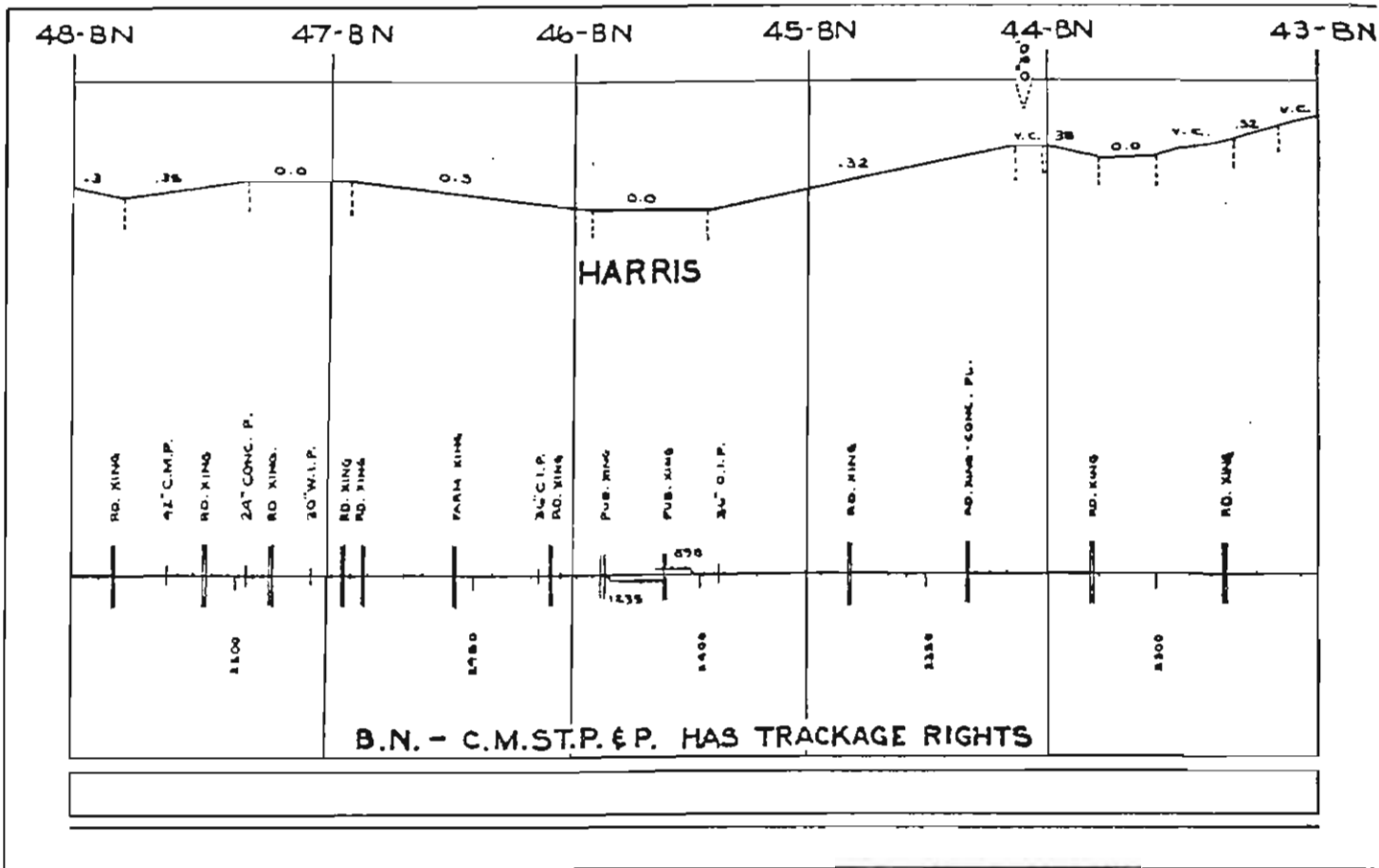
8700

8650

8600

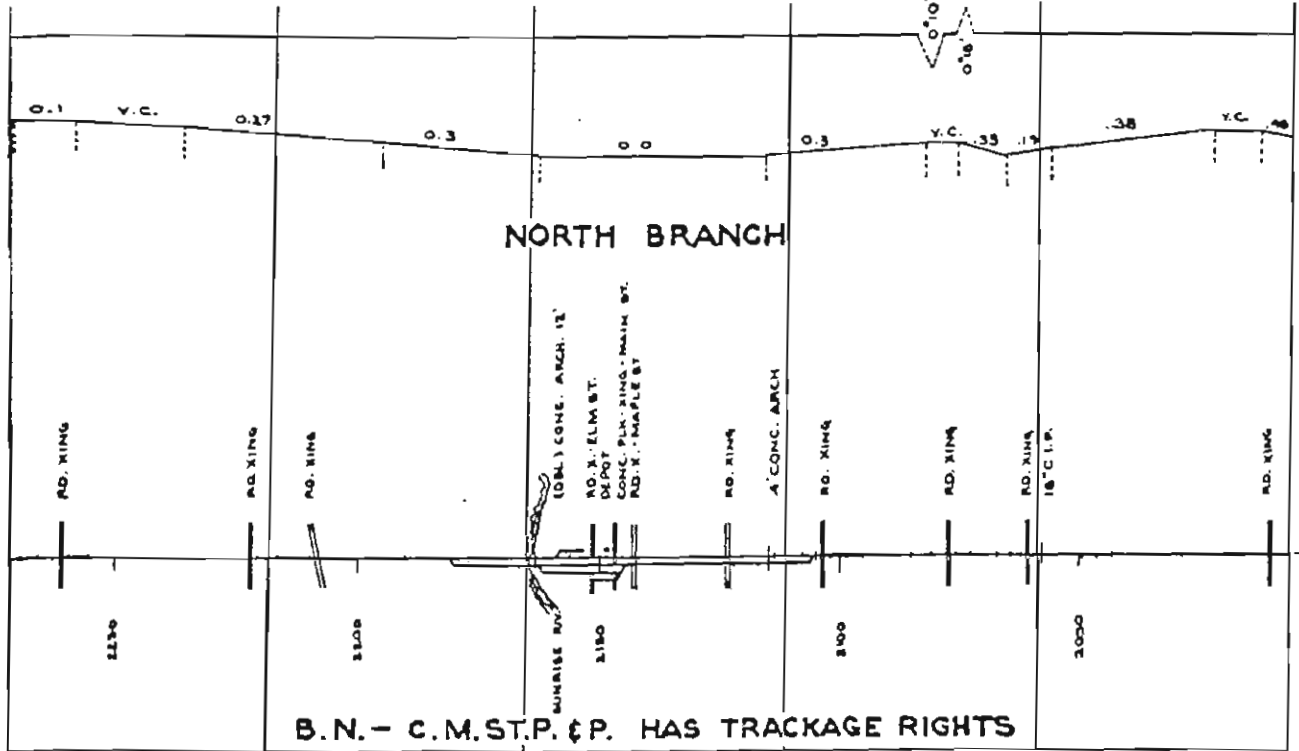
8550

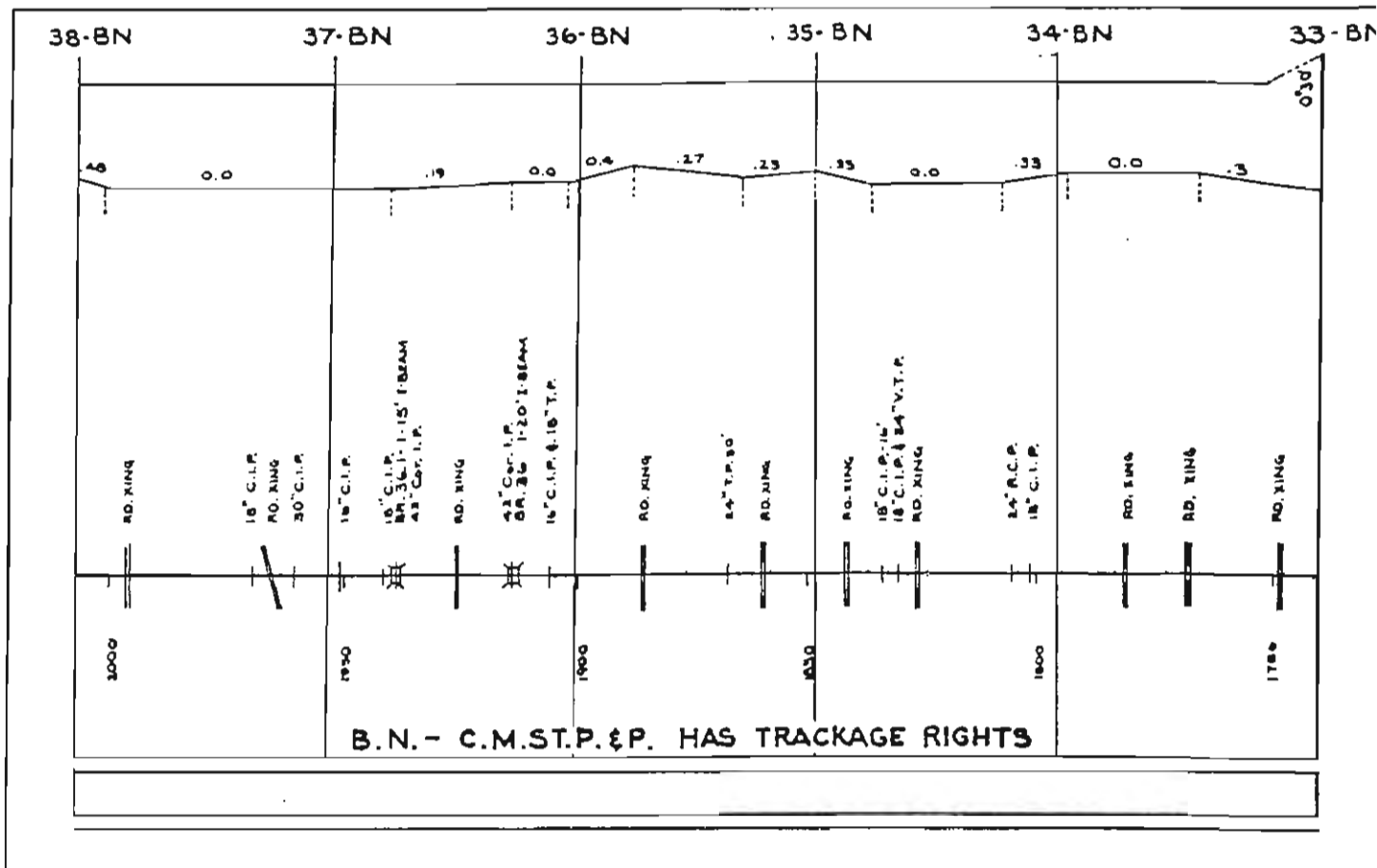
B.N. - C.M. ST. P. & P. HAS TRACKEGE RIGHTS



70

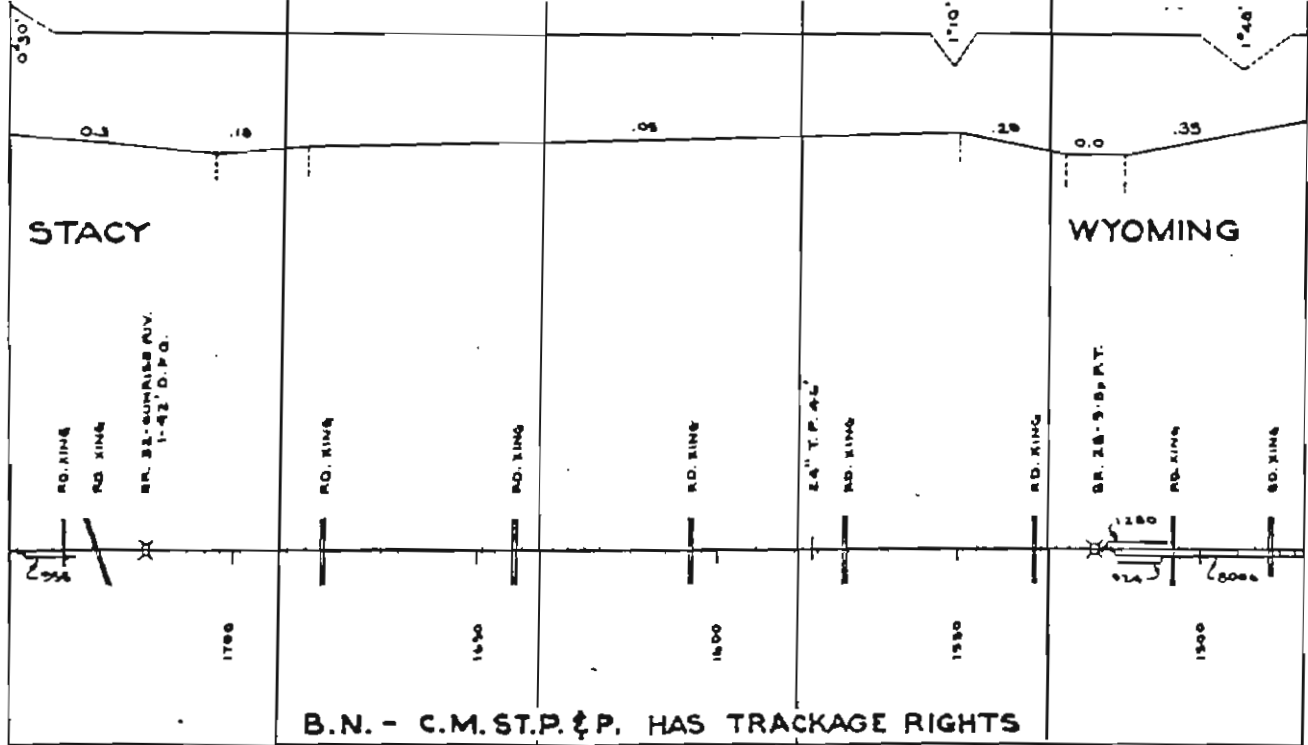
43-BN 42-BN 41-BN 40-BN 39-BN 38-BN





72

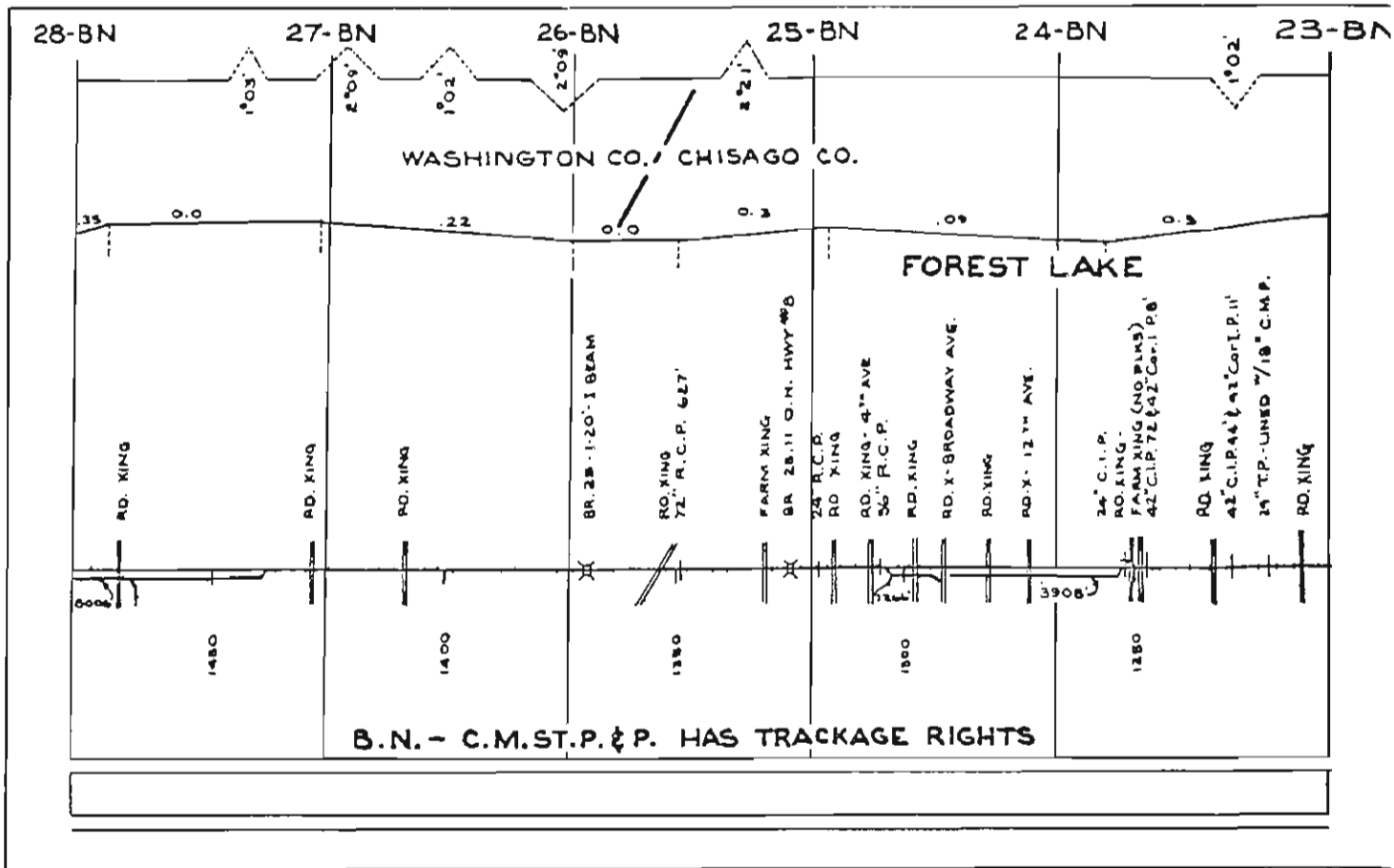
33-BN 32-BN 31-BN 30-BN 29-BN 28-BN

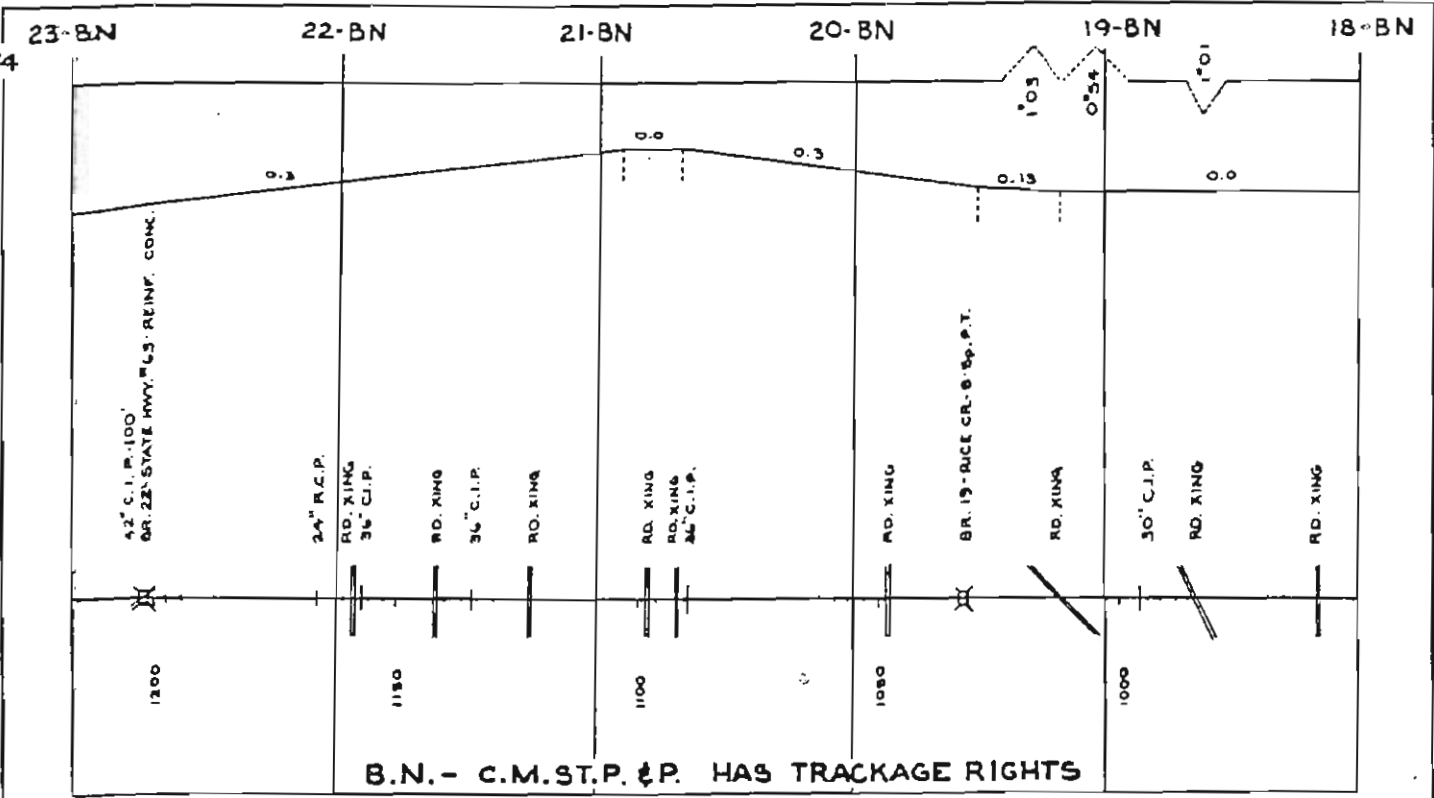


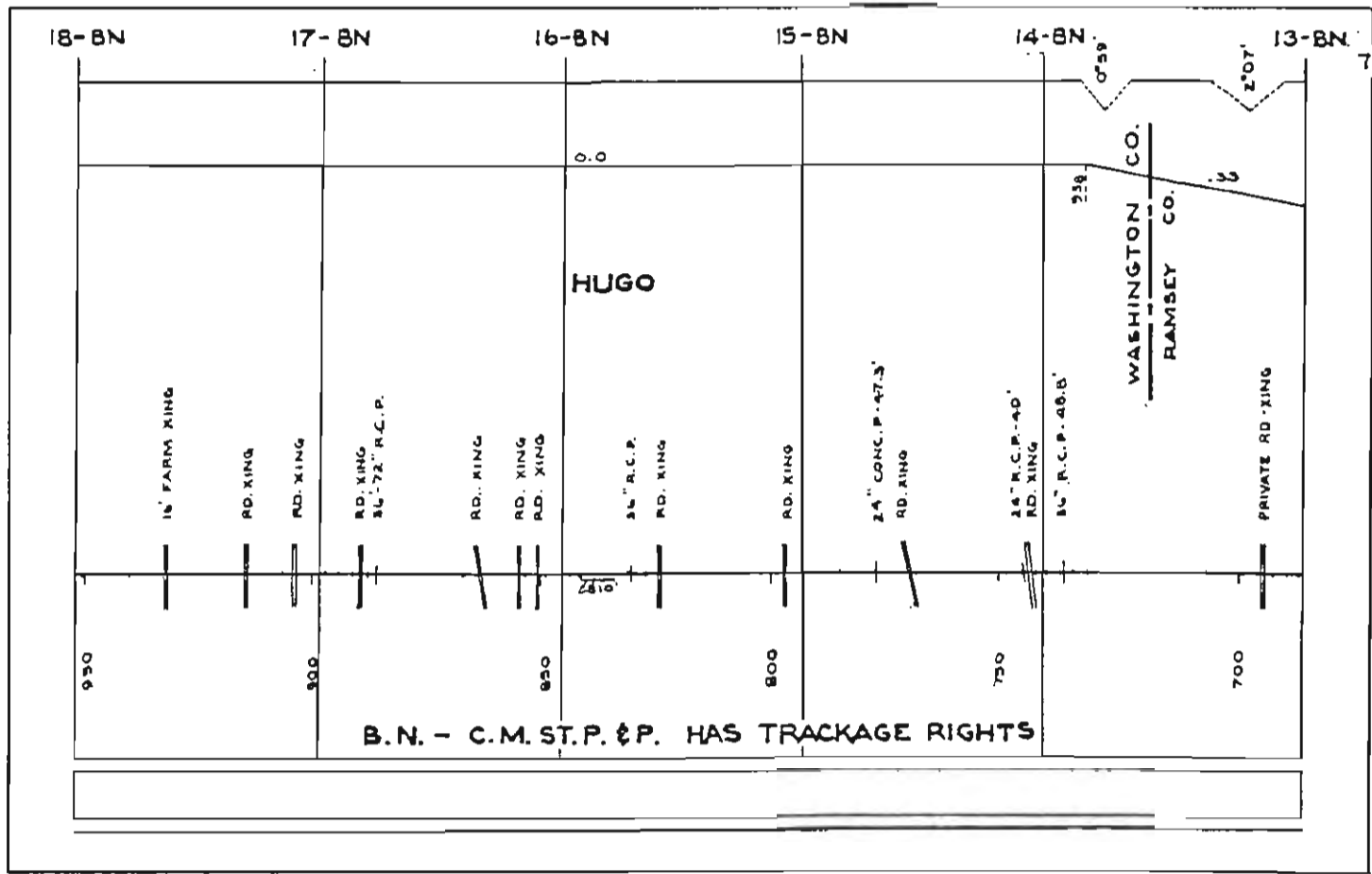
STACY

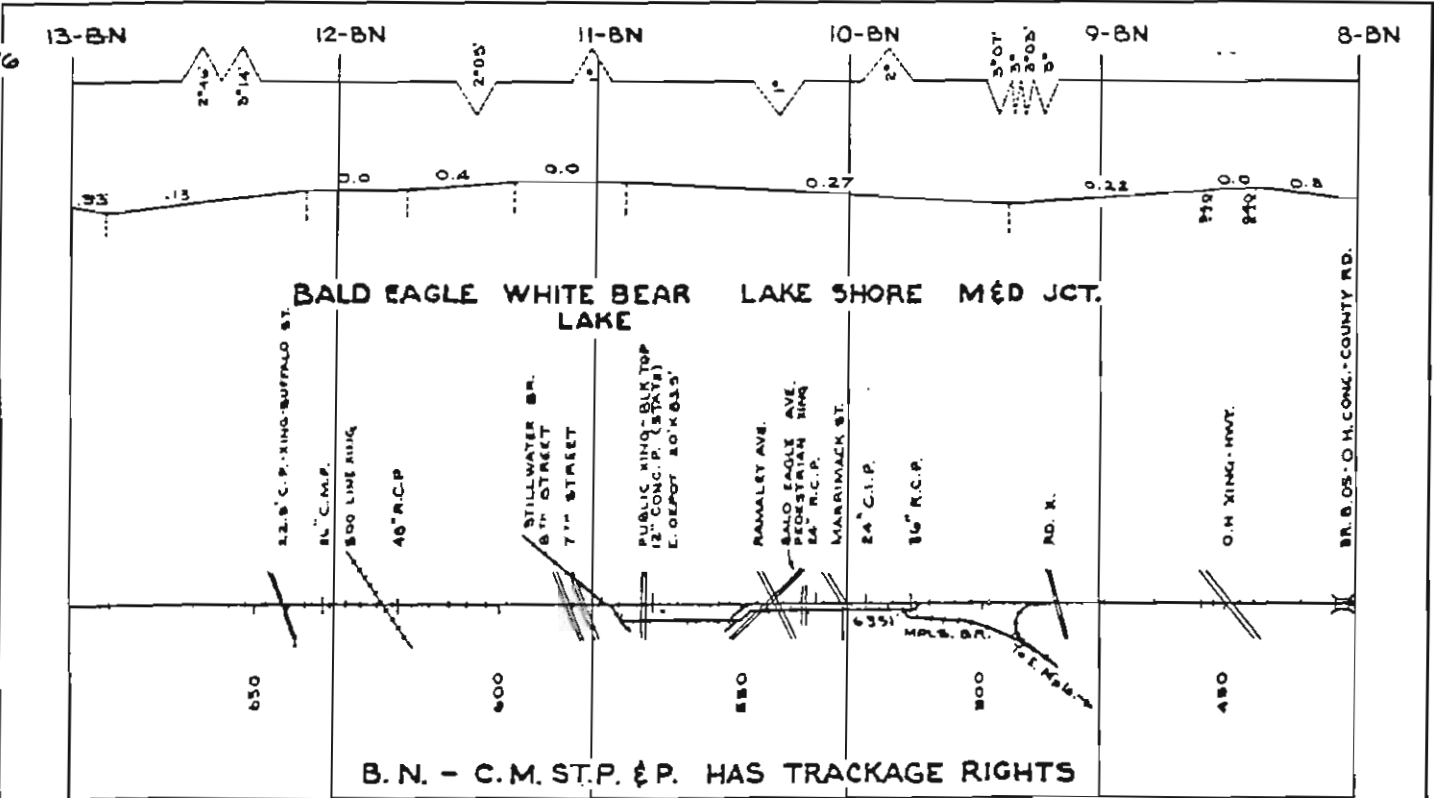
WYOMING

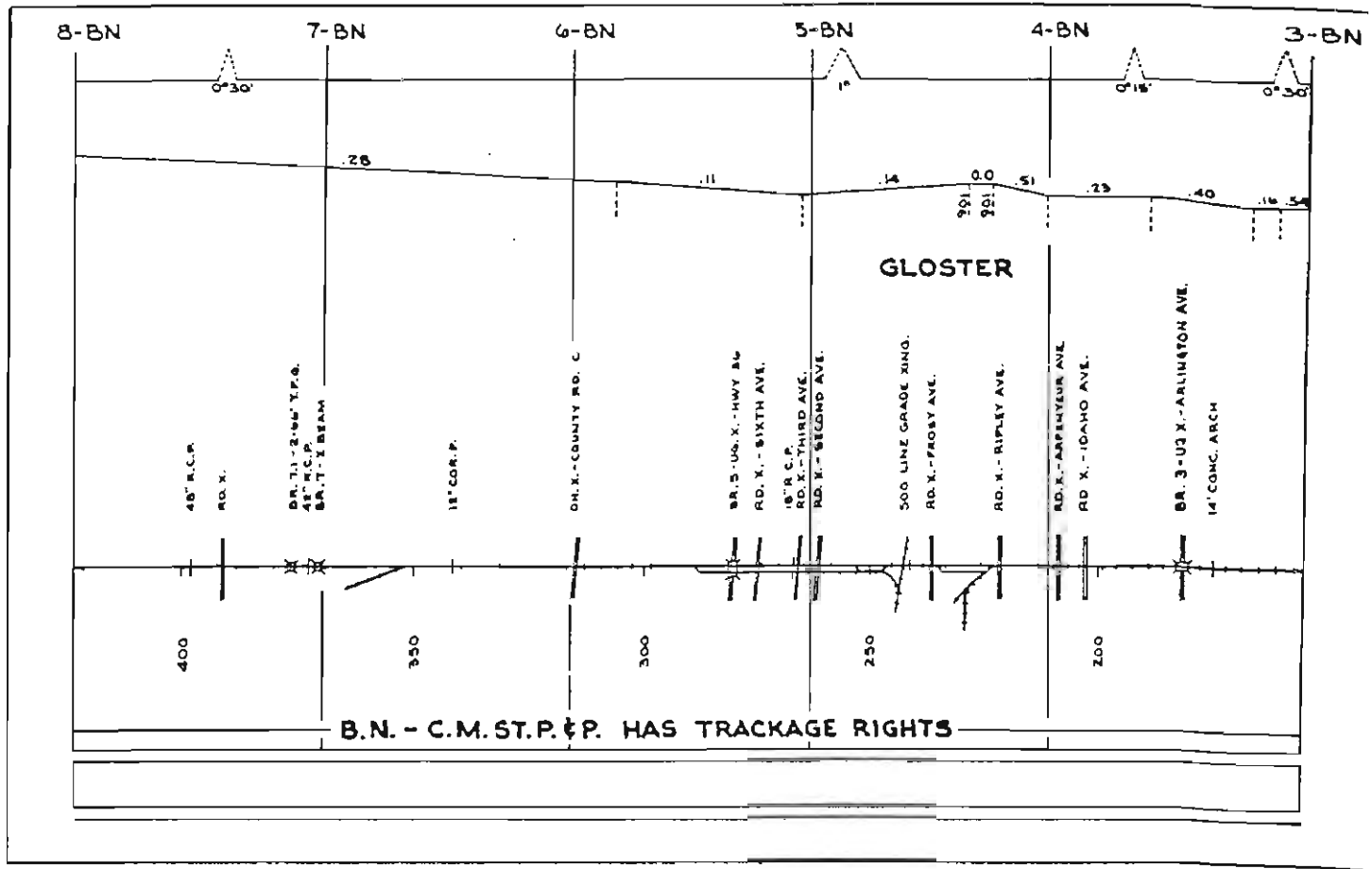
B.N. - C.M. ST.P. & P. HAS TRACKAGE RIGHTS

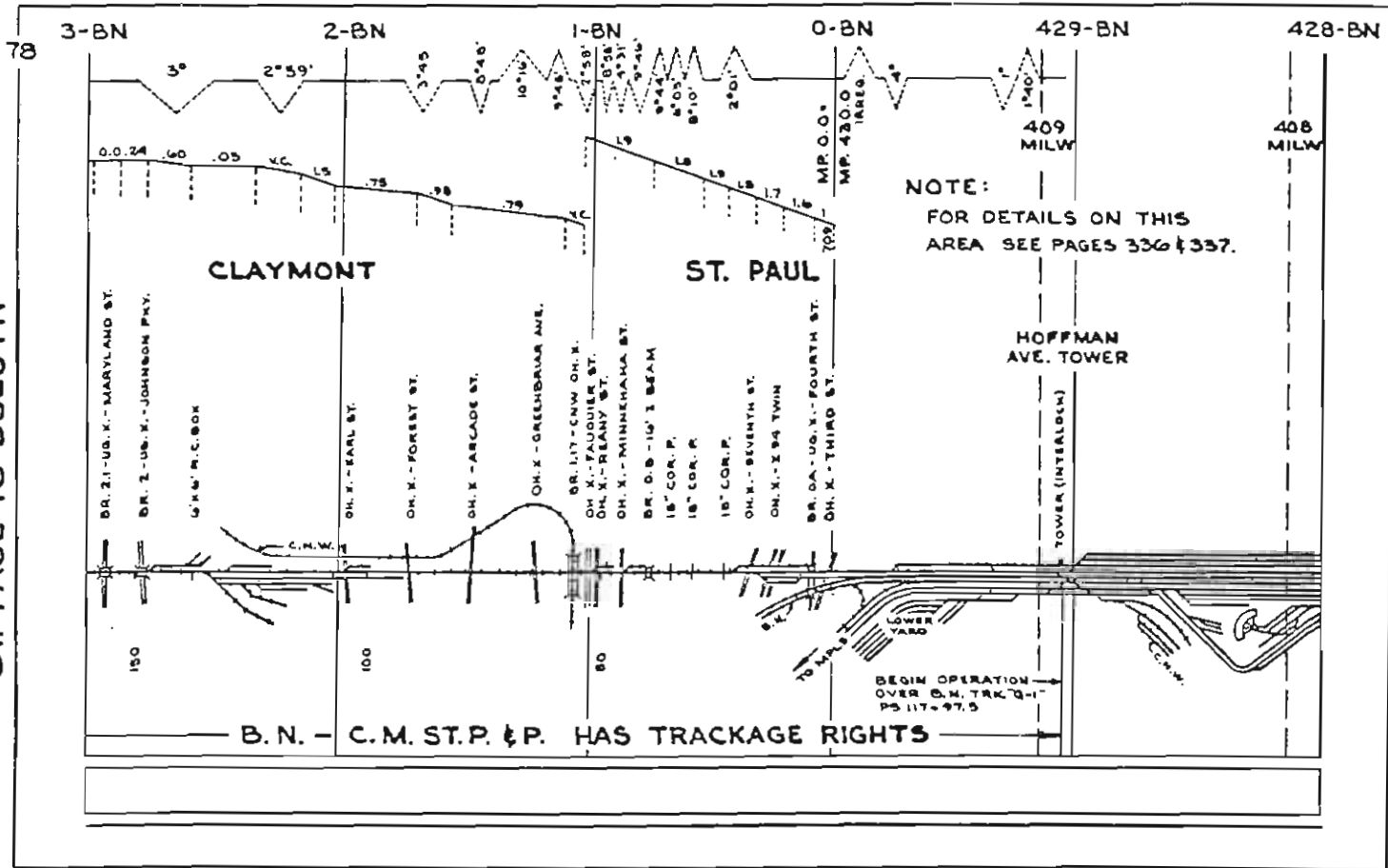


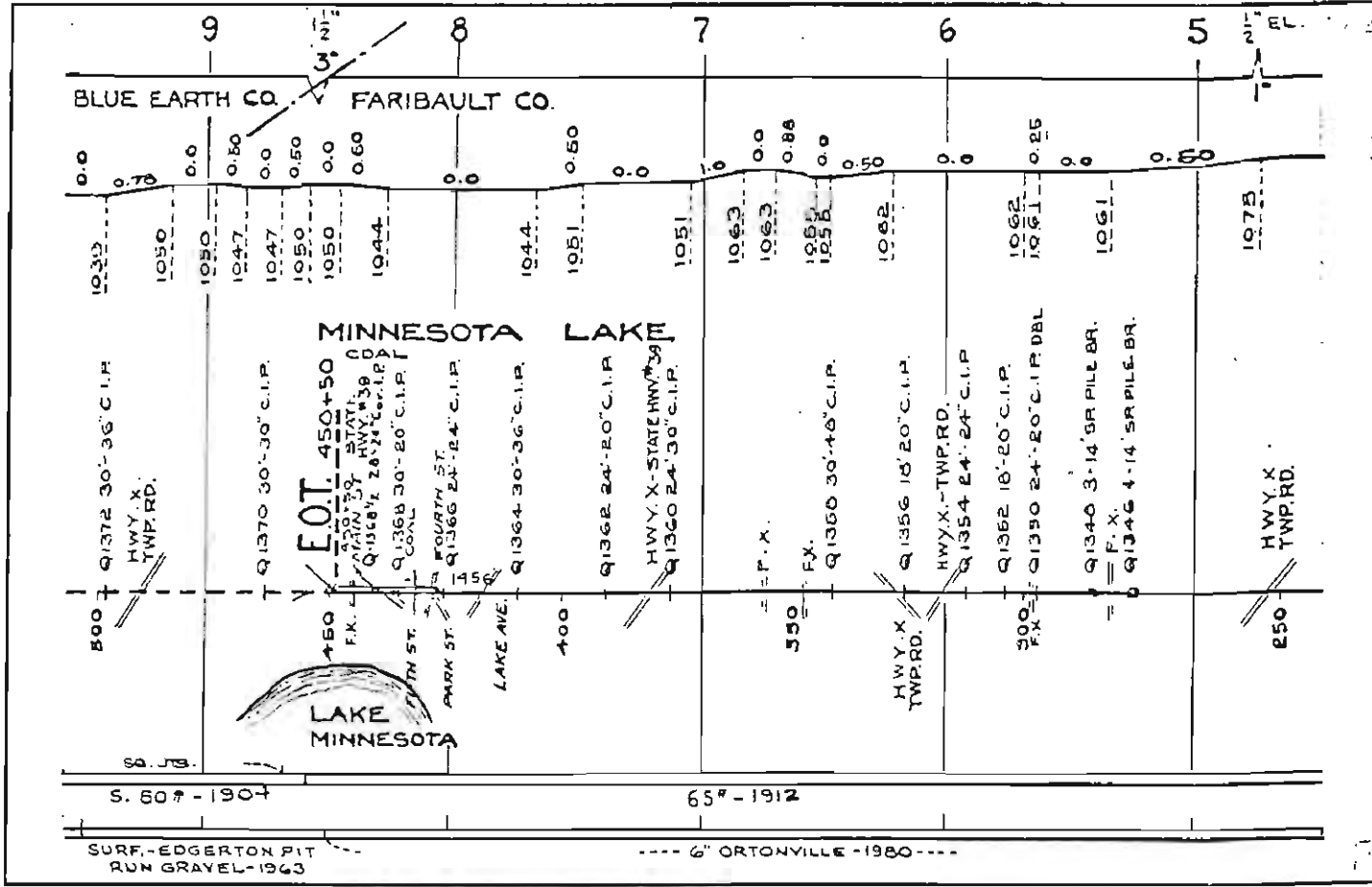




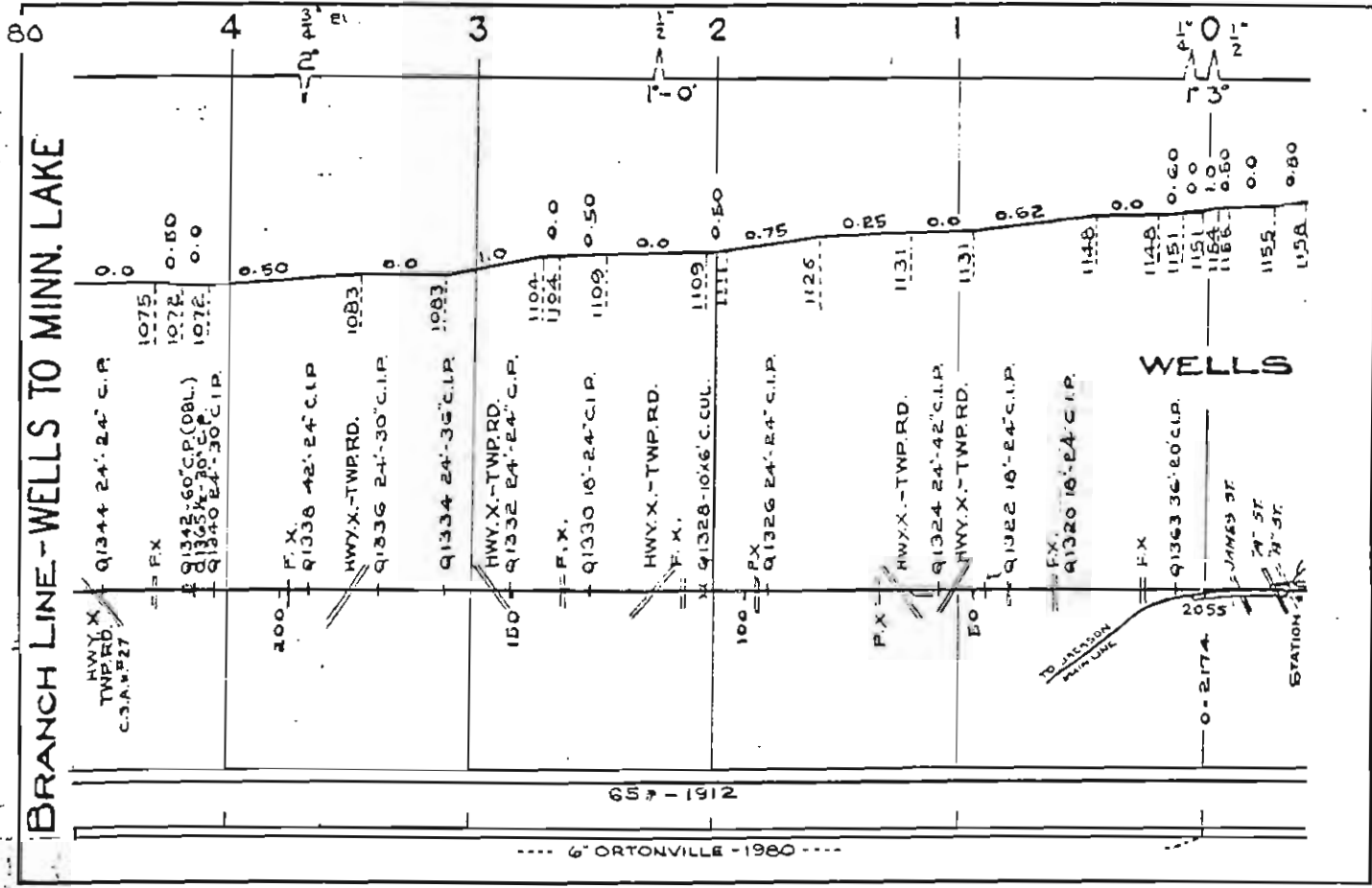


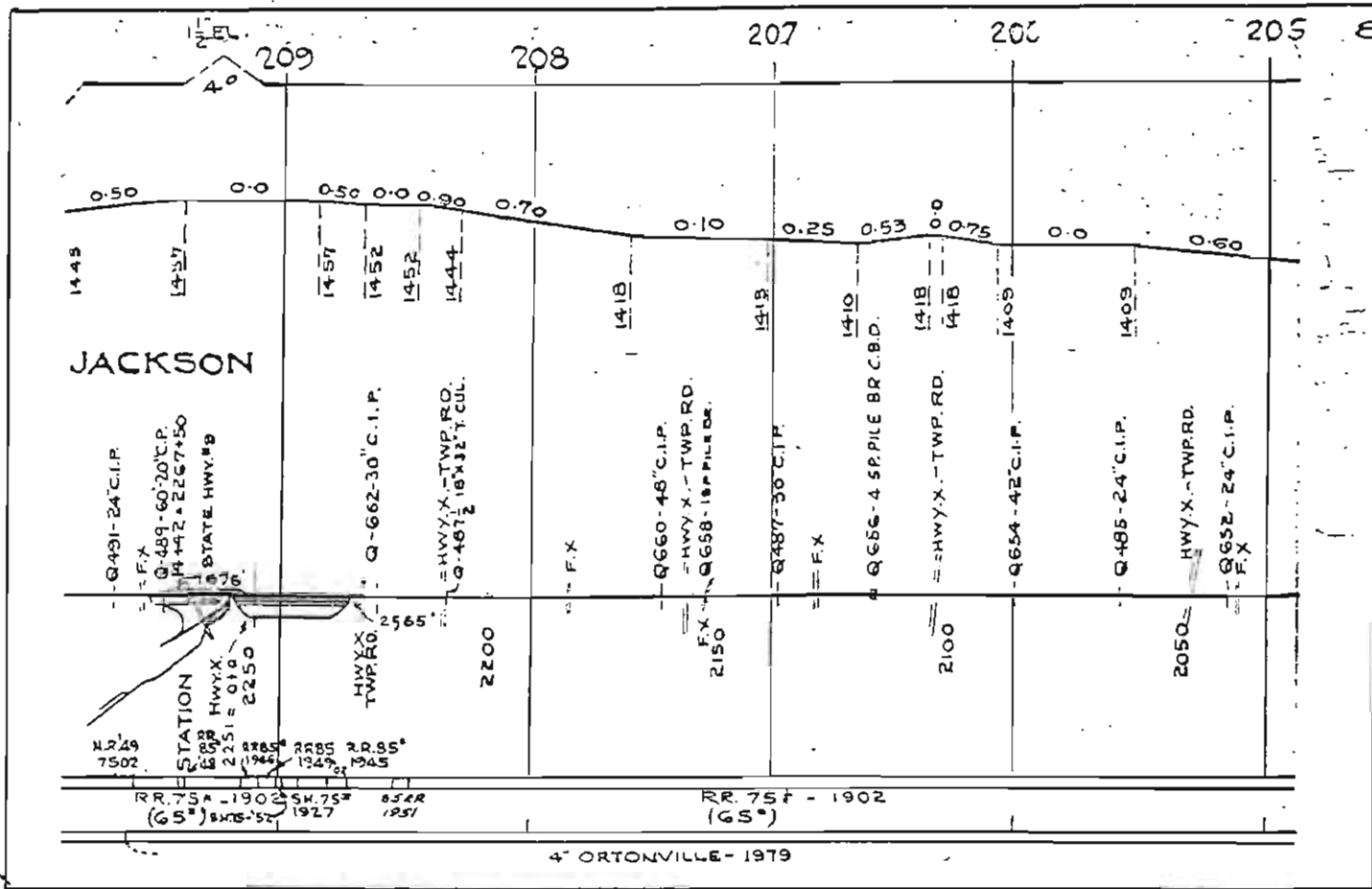






BRANCH LINE - WELLS TO MINN. LAKE





82

204

203

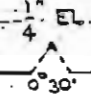
202

201

EL.

200

JACKSON CO. / MARTIN CO.



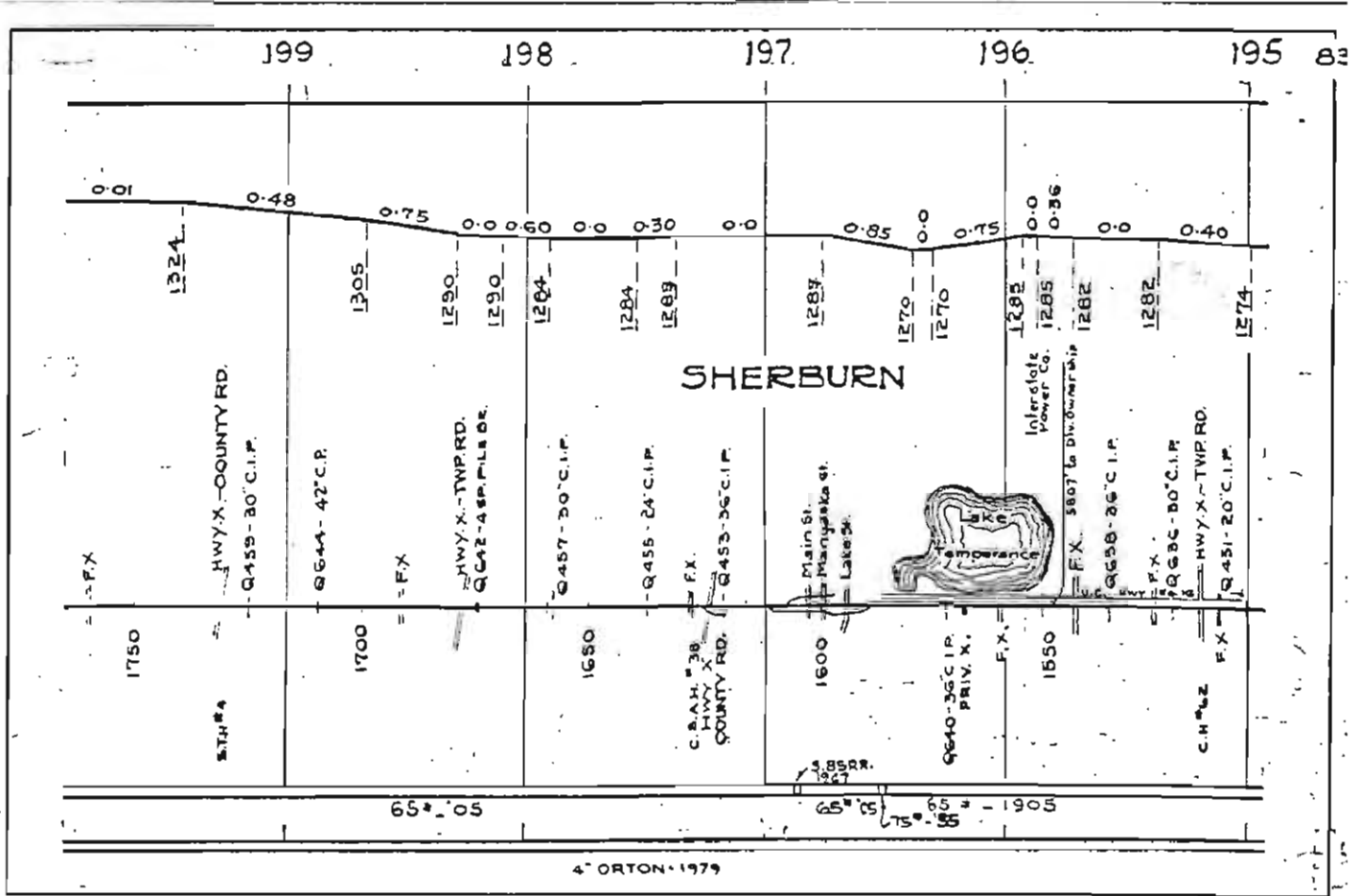
0.60
0.25 0.23 0.0 0.60 0.0
1.00 0.0 0.40 0.0 1.00 0.0 0.80 0.0 0.70
0.20 0.30 0.01

ALPHA

FX Q483-24"C.I.P.
Q481 1/2-6" V.T.P.
2000 Q481-36"C.I.P.
Main St.
Q479-30"C.I.P.
Q477-24"C.I.P.
1950 HWY.X-TWP.RD.
Q50-36"C.P.
Q48-68PILLS DR.
(Ballasted Floor)
Q475-24"C.I.P.
FX
Q473-24"C.I.P.
1900 FX
Q471-20"C.I.P.
FX
Q466-68PILLS DR.
1050 HWY.X-TWP.RD.
Q469-48"C.I.P.
1800 Q467-36"C.I.P.
HWY.X-TWP.RD.
Q465-24"C.I.P.
Q468-20"C.I.P.

65/1952
RR 75#-1902 (65#)
RR 75# 1935
SX 75# 1936
57506 48
65#-1905

4" ORTONVILLE-1979



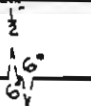
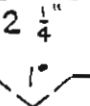
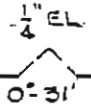
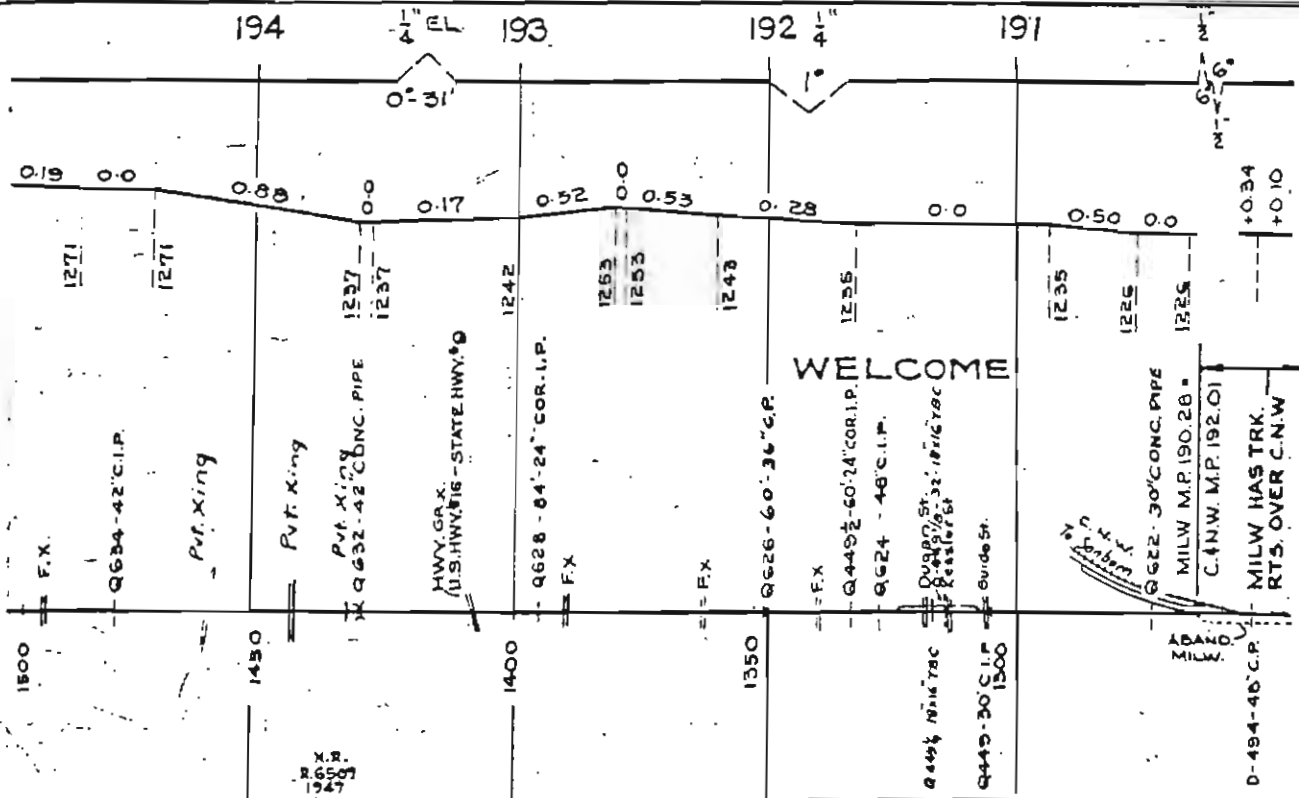
84

194

193

192

191



R.X.
1955
1457

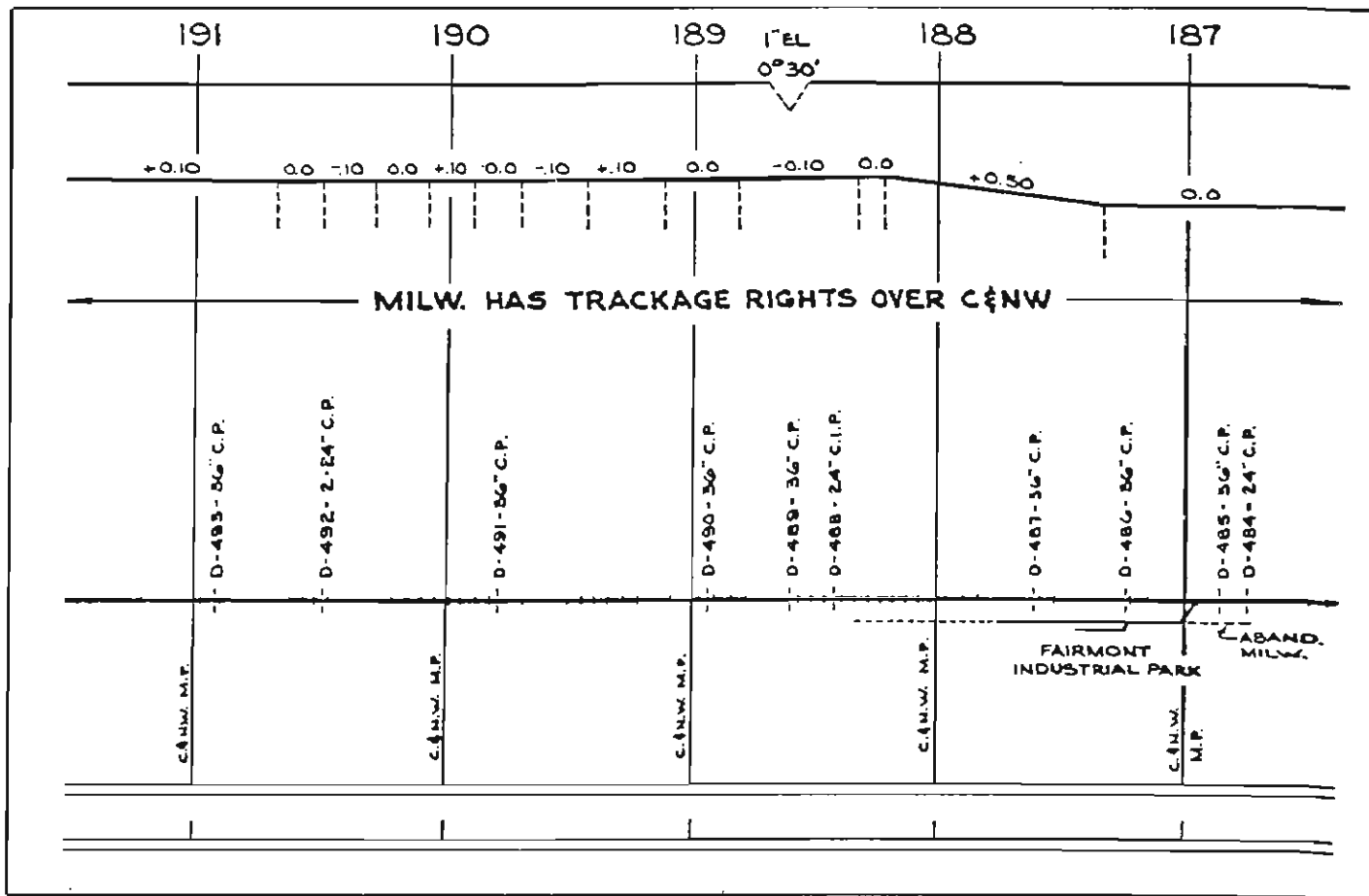
65' - 1905

4" ORTON - 1979

WELCOME

C. & N. W.
to Southern

D-494-48" C.P.
MILW HAS TRK.
RTS. OVER C.N.W.



86

186

185

182

181

180

0°40'

4°00'

4°02'

2°

+0.4 +0.5 0.0 -0.4 -0.2 0.0 0.74 0.35 0.11 0.0 0.50 0.22 0.0 0.58 0.0 0.38

MILW. HAS TRACKAGE RIGHTS OVER C&N.W.

FAIRMONT

P.S. 871+72.6 M.P. 182.87 INTERLOCKING PLANT



D-483-36 C.P.

D-482-56 C.P.

D-481-18 SP. PILE

D-480-36 C.P.

Q 401-24 C.I.P. Q 401-24 C.I.P.

Q 608-60 C.P.

Q 403-24 C.I.P. HWY. X. TWP. RD. Q 401-24 C.I.P.

Q 606-36 C.I.P.

Q 604-42 C.I.P.

HWY. X. TWP. RD.

Q 602-8 SP. PILE OR

ABAND. MILW. STATION

STATION

GRADE C&N.W. HWY. X. TWP. RD. 850

HWY. X. TWP. RD. 850

GRADE XING.

Blue Earth

N.R. 7502 1953

INCINERATOR RD. HWY. X.

750

N.R. 49 6507

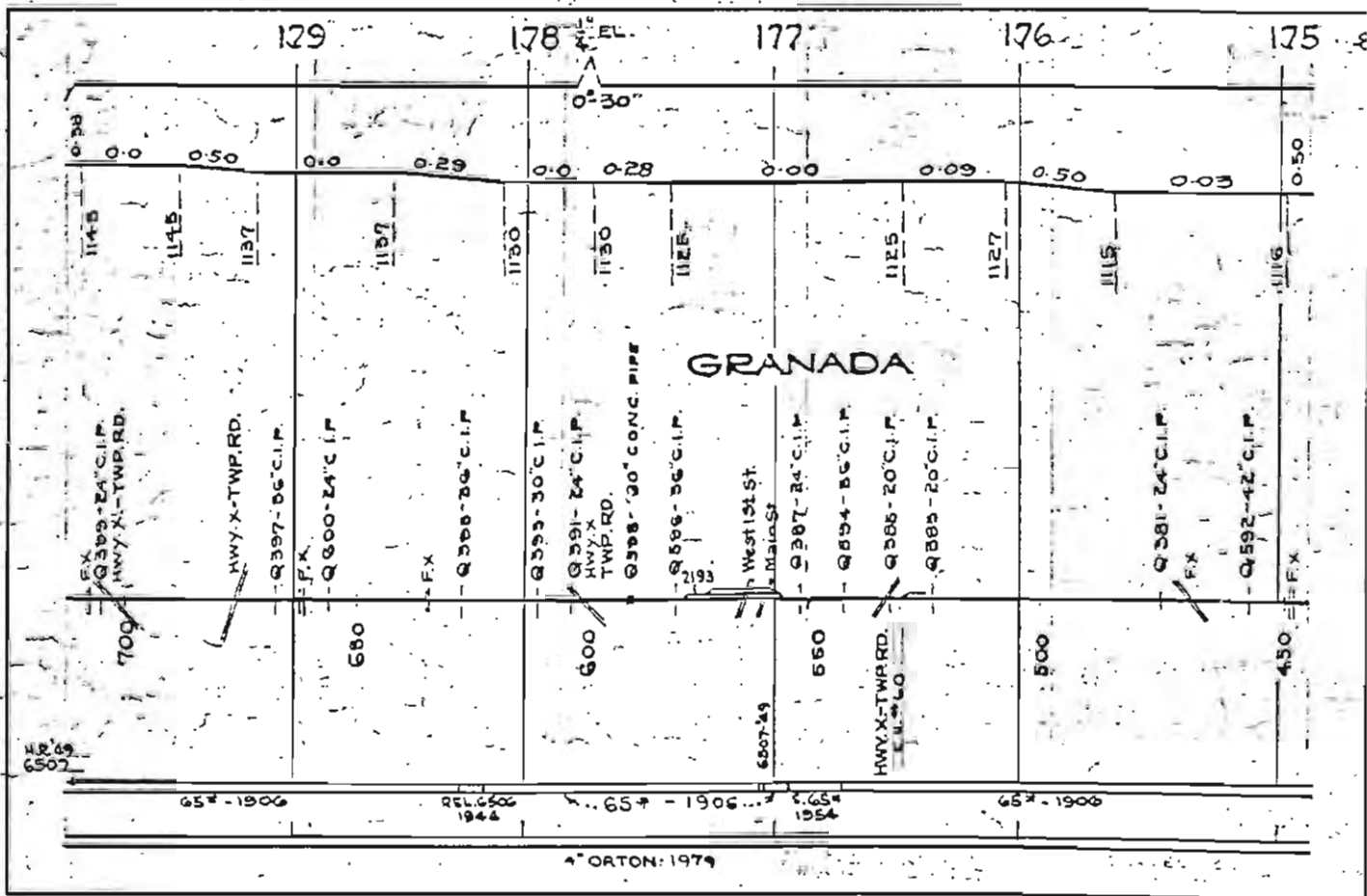
65° - 1906

6507 5.2.49

90' X 6. C&N.W. MAINT.

100' X 6. C&N.W. MAINT.

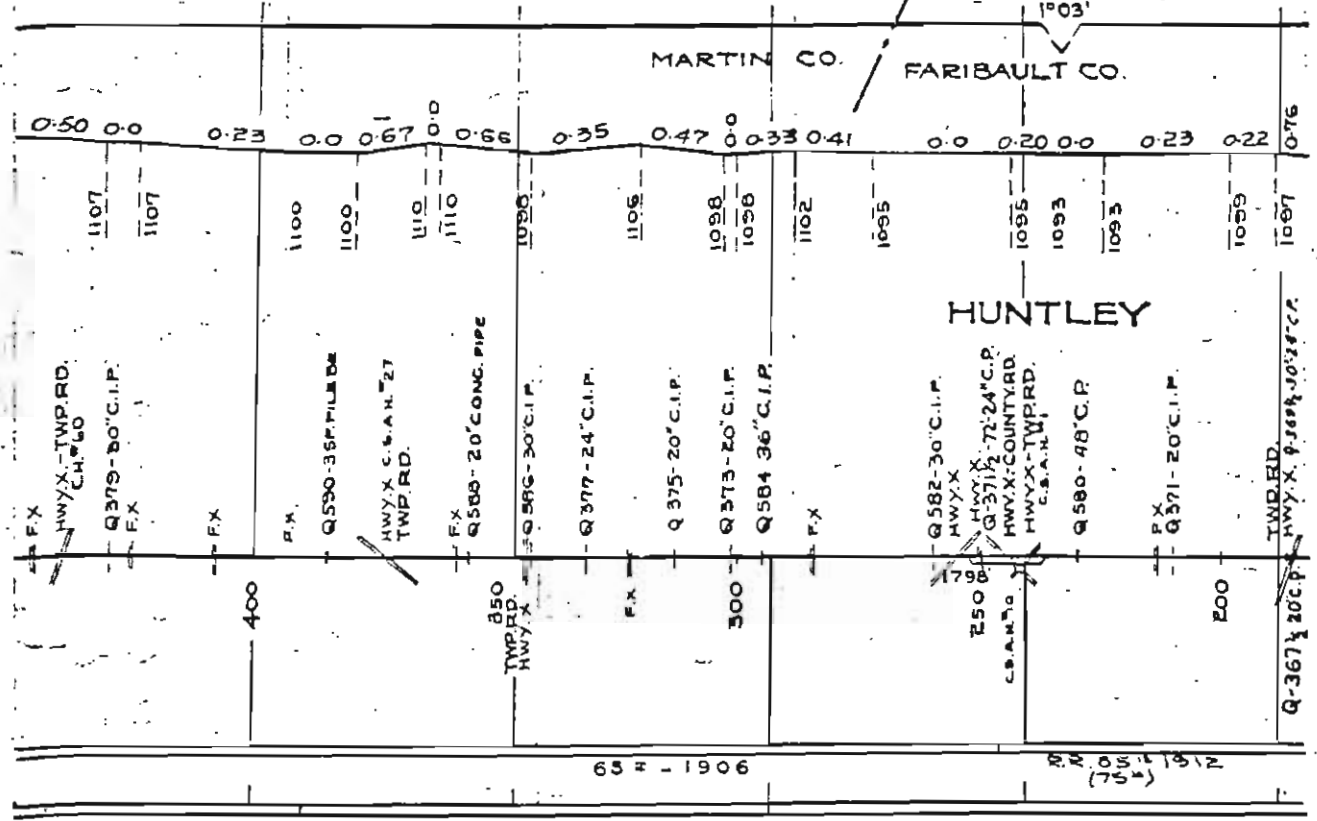
4" ORTON - 79

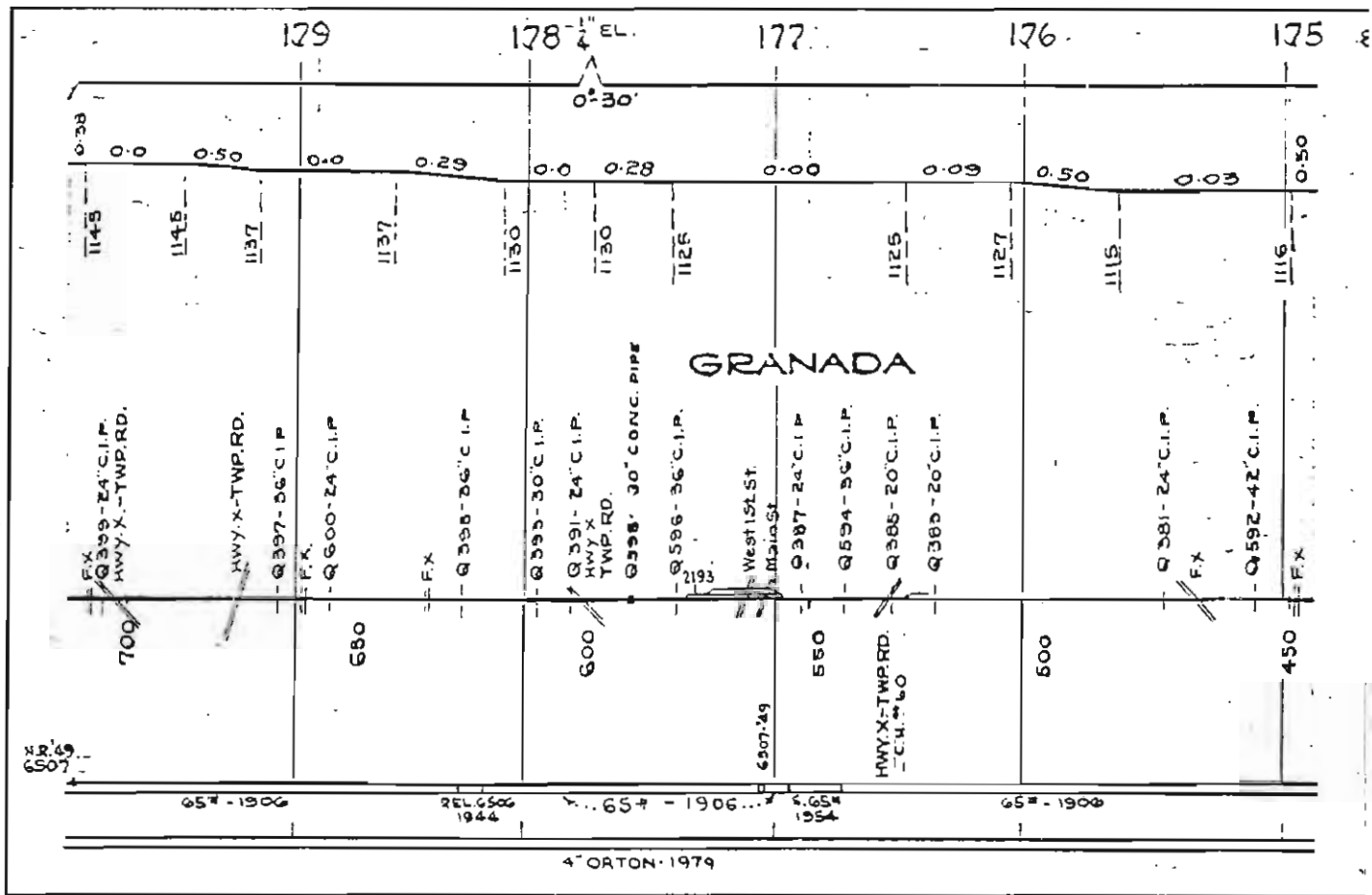


MARTIN CO.

FARIBAULT CO.

HUNTLEY





88

174

173

172

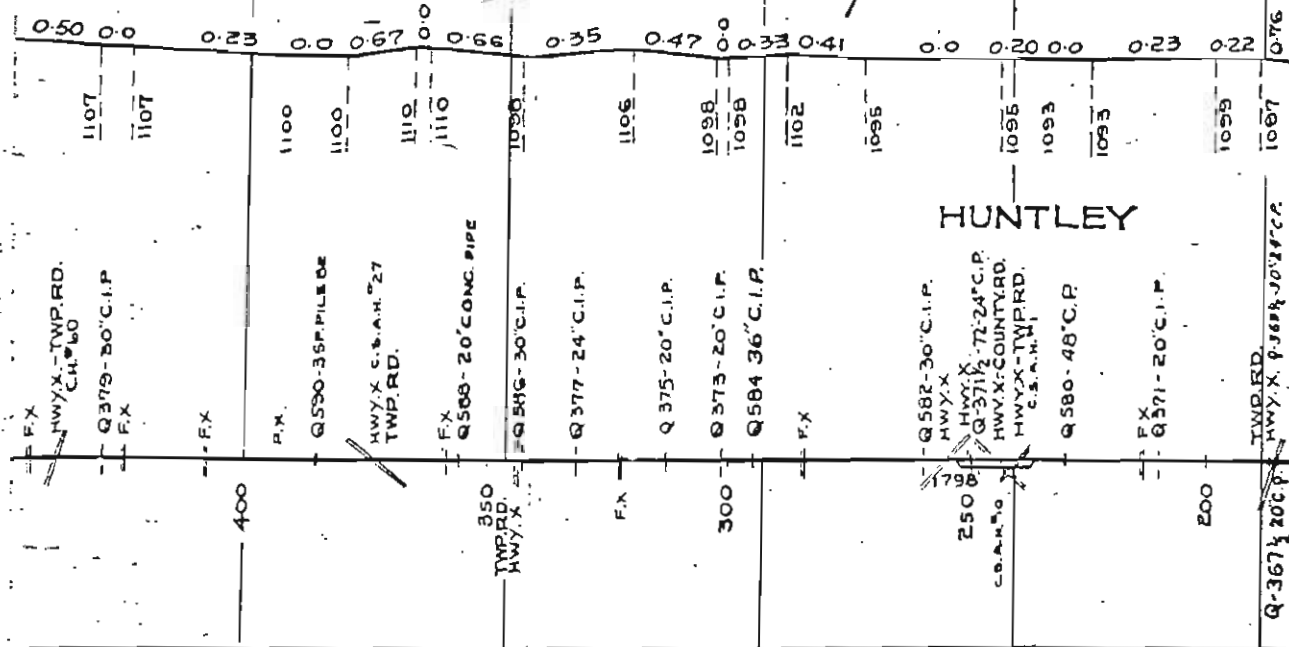
171 $\frac{1}{2}$ EL.

170

MARTIN CO.

FARIBAULT CO.

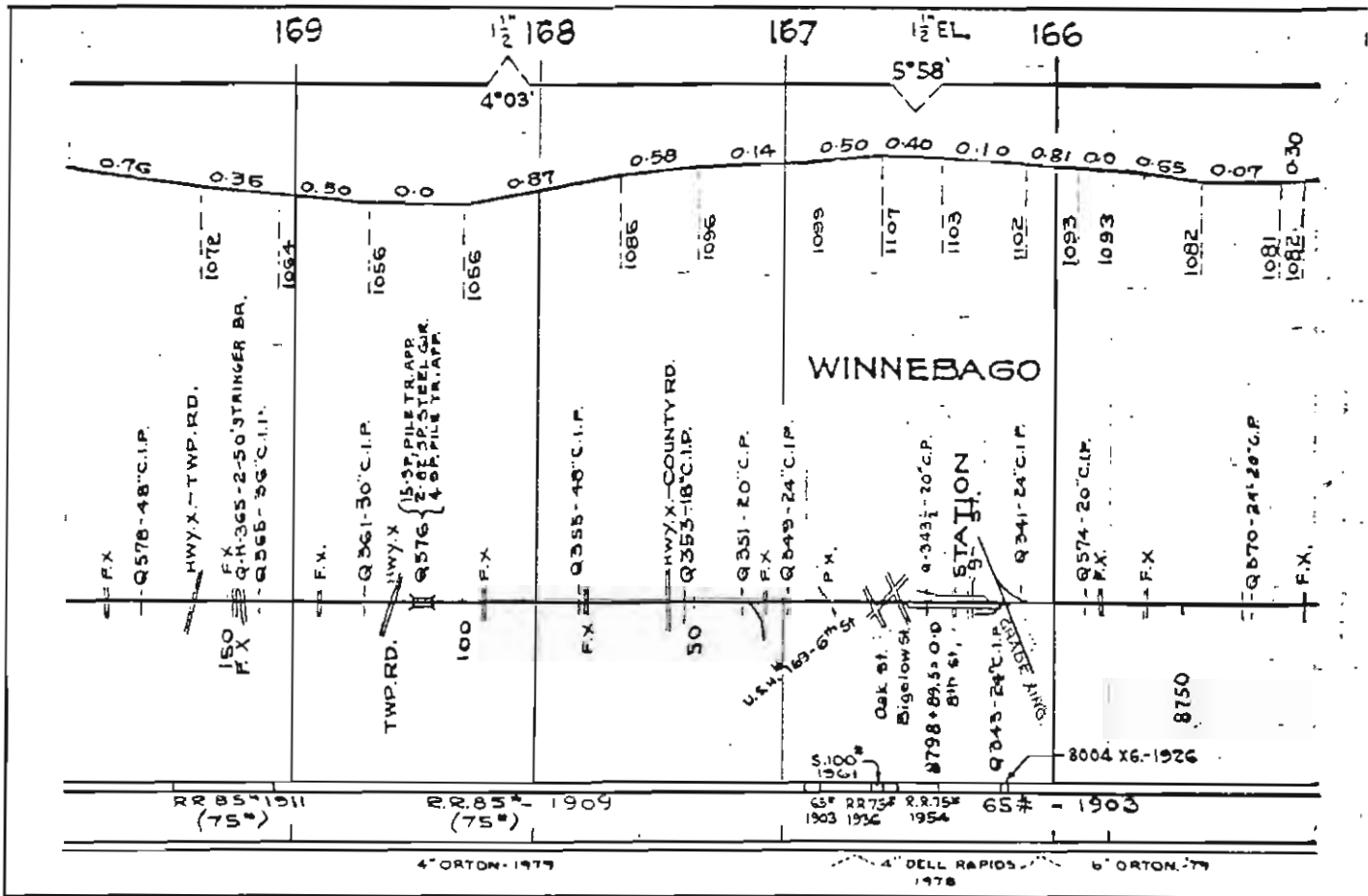
HUNTLEY



65 H - 1906

R.F. 85 1312
(75*)

4" ORTON, 1979



90 165

164

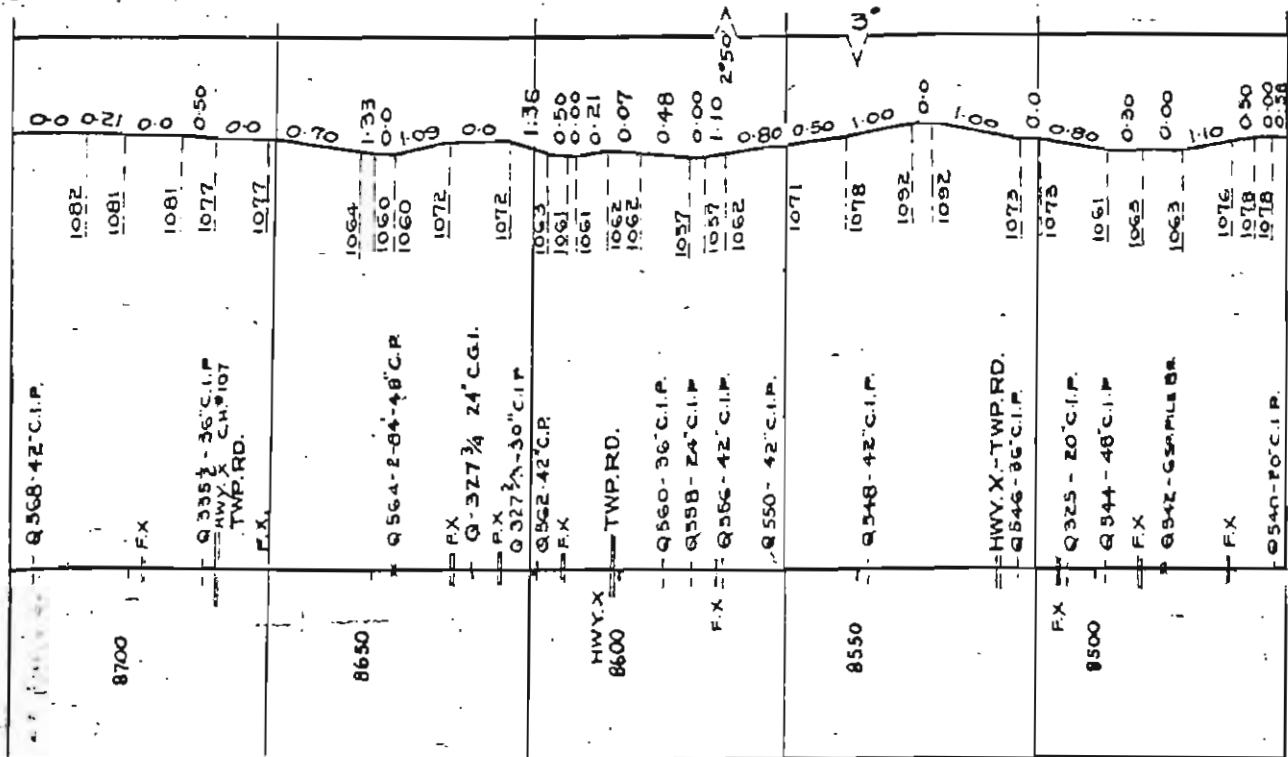
163

162

EL.

161

160

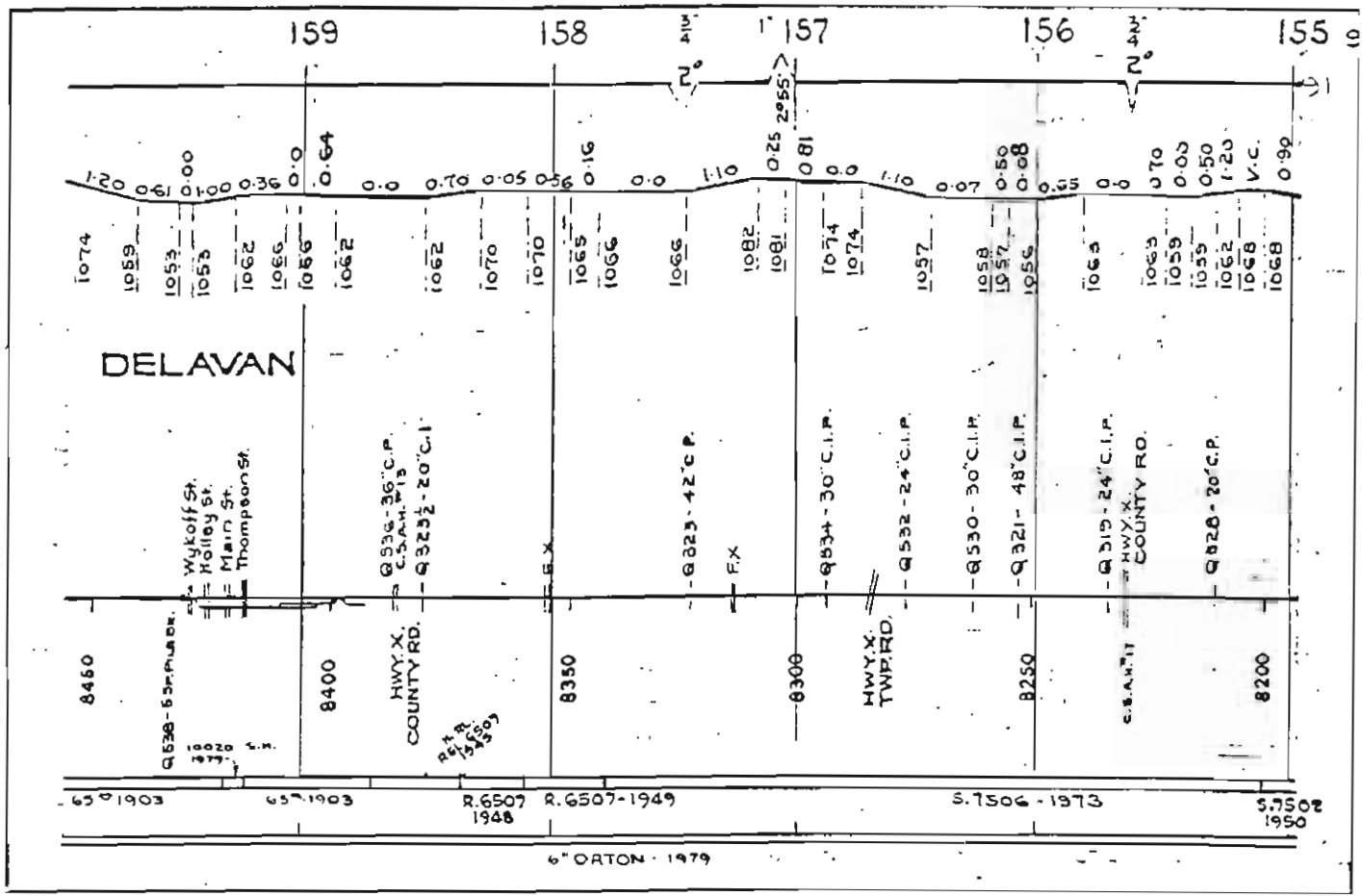


65' - 1903

R.R. 75
1954

65' - 1903

6" DATUM - 1979



92

154 ELT

153

152

151

150

V.C. 0.10 1.10 V.C. 1.00 0.17 0.00 0.80 0.00 0.00 0.50 0.00 0.13 0.00 0.38 0.00 0.50 0.20 0.00 0.58 0.17 0.00 0.17 0.38 0.00 0.25 0.00 0.37 0.00

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EASTON

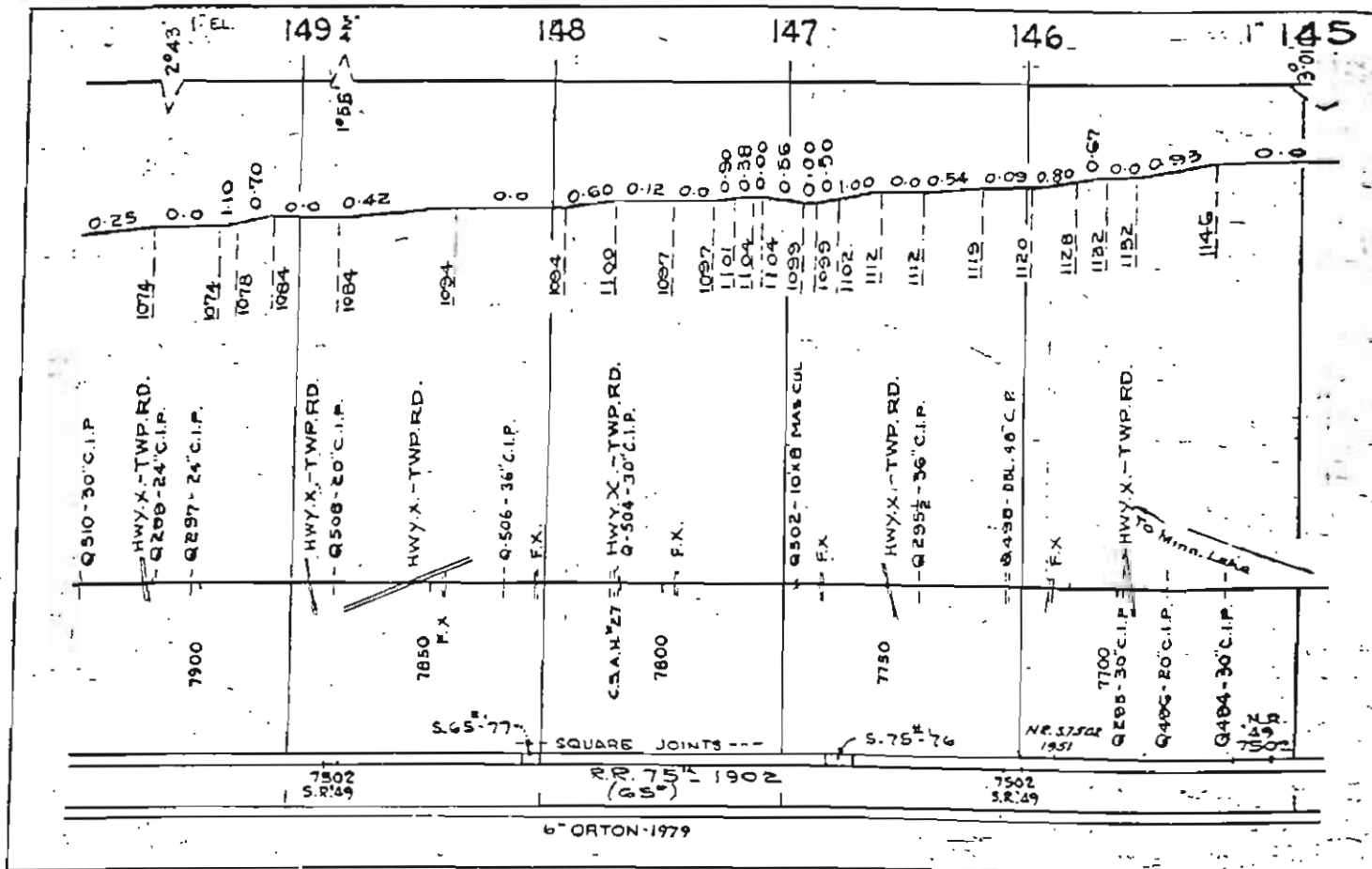
Q 317-20" C.I.P.
- FX
Q 326-58" PILE TADTLE
Q 524-48" C.I.P.
Q 522-30" C.I.P.
HWY X:
Q 520-68" PILE DR.
Second St.
Q 318-20" C.I.P.
Fourth St.
Q 318-24" C.I.P.
Q 315-50" C.I.P.
Q 316-24" C.I.P.
Q 311-50" C.I.P.
Q 309-20" C.I.P.
Q 307-24" C.I.P.
- FX
- FX
Q 308-24" C.I.P.
Q 303-24" C.I.P.
Q 301-24" C.I.P.
Q 314-30" C.I.P.
HWY X, C.S.A.H. #21
Q 312-45" PILE DR.
- FX
- FX

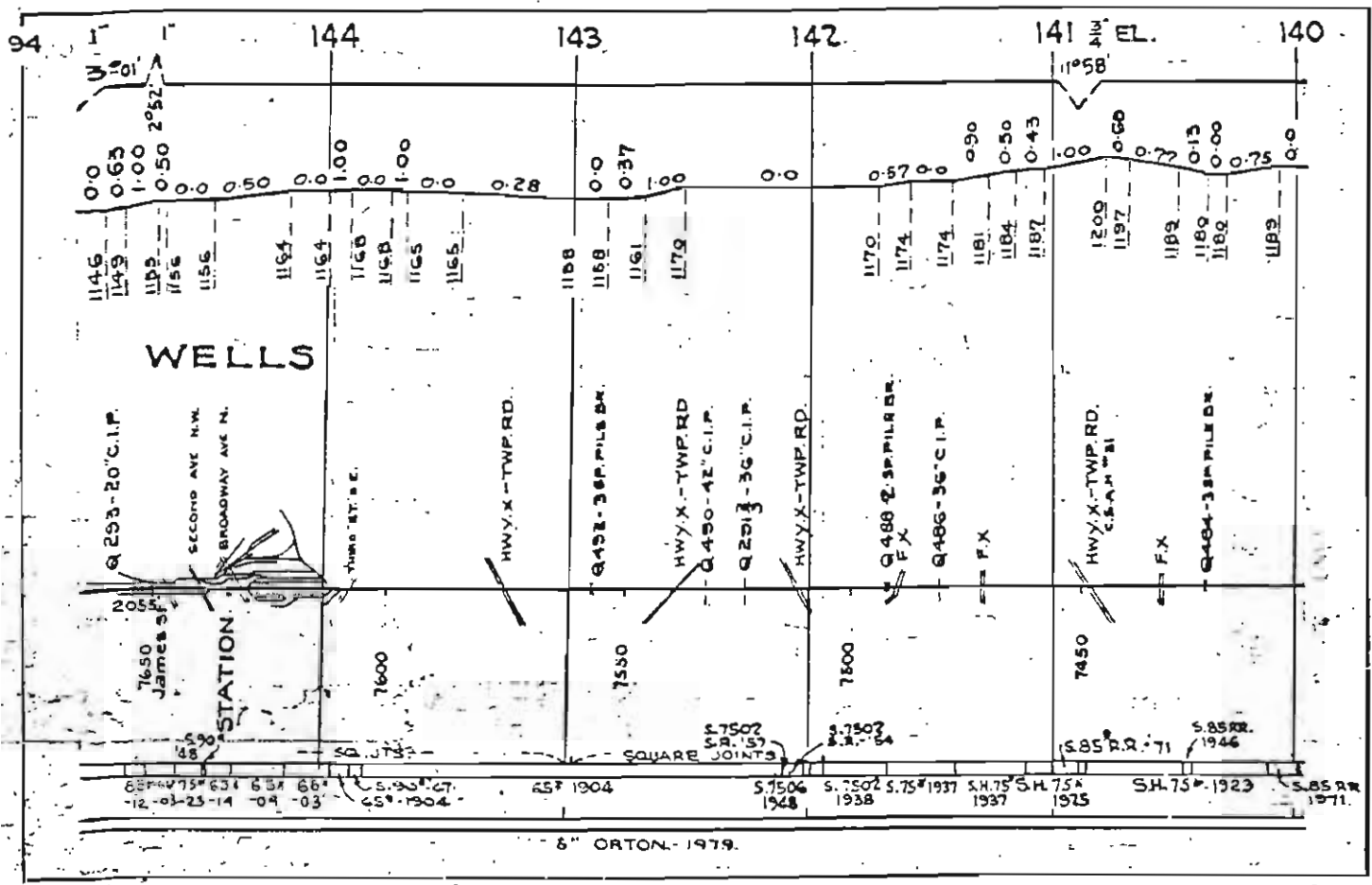
8150
COUNTY RD.
8100
8050
8000
TWP. RD.
7950

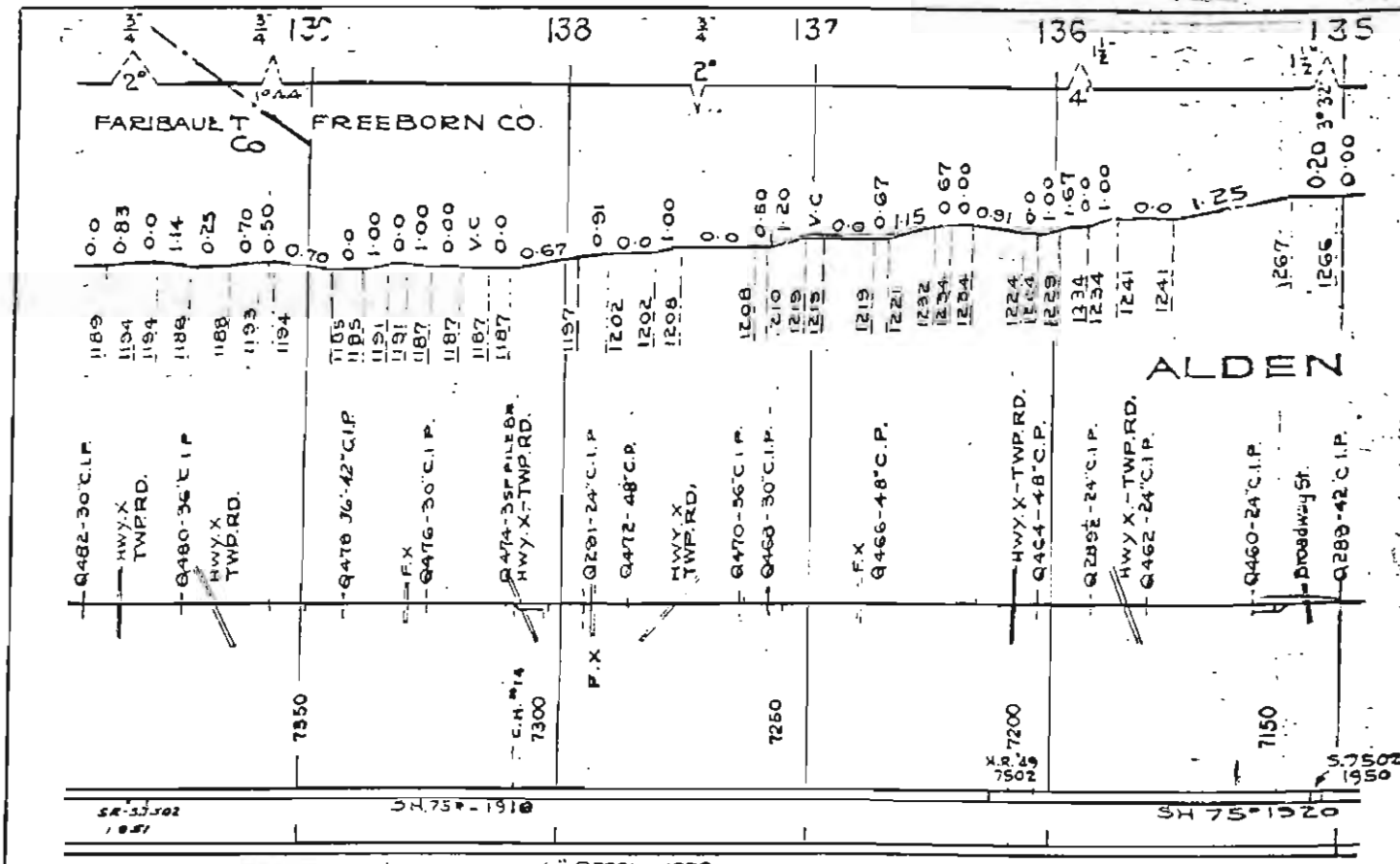
SAW. 7502-1950 57502-49 R.R. 75 # - 1902 (65)

6 ORTON 1979







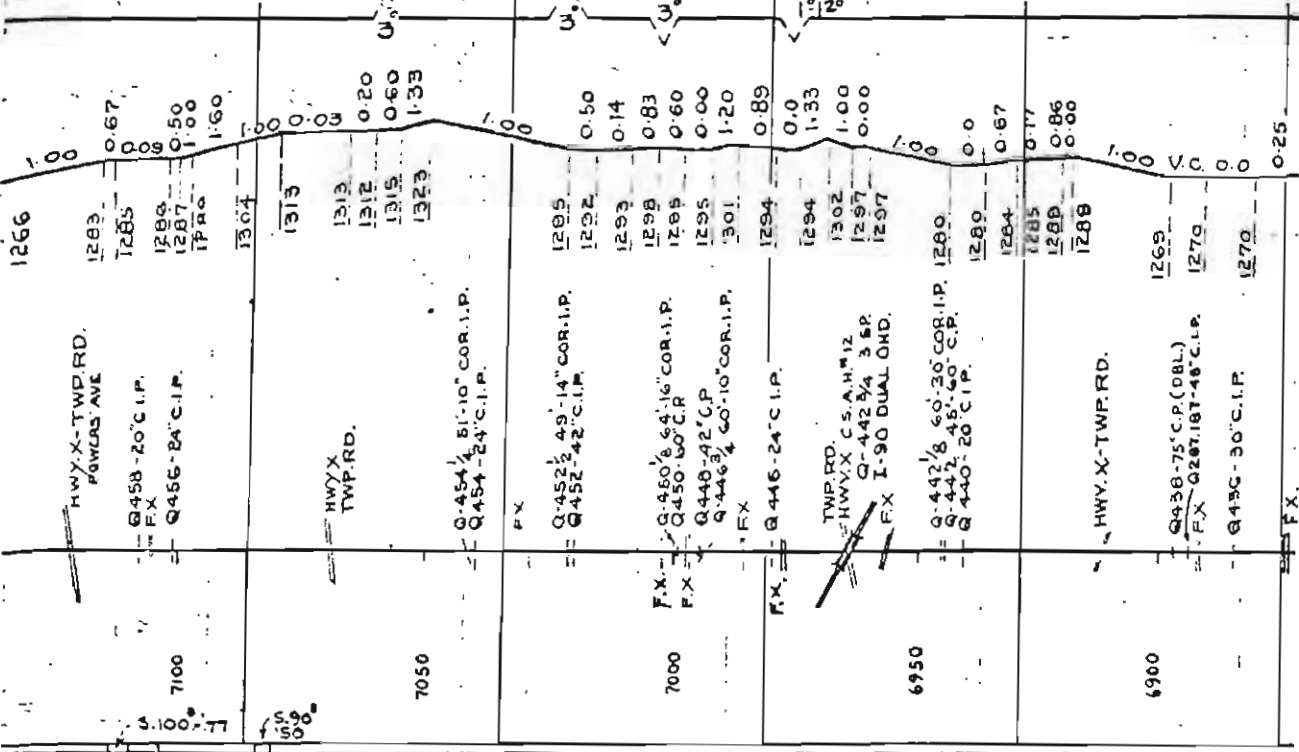


SR 55502
1087

SH 75-1910

SH 75-1920

6" ORTON - 1979



S.H. 75# S.90
1920 '54 S. 90-53

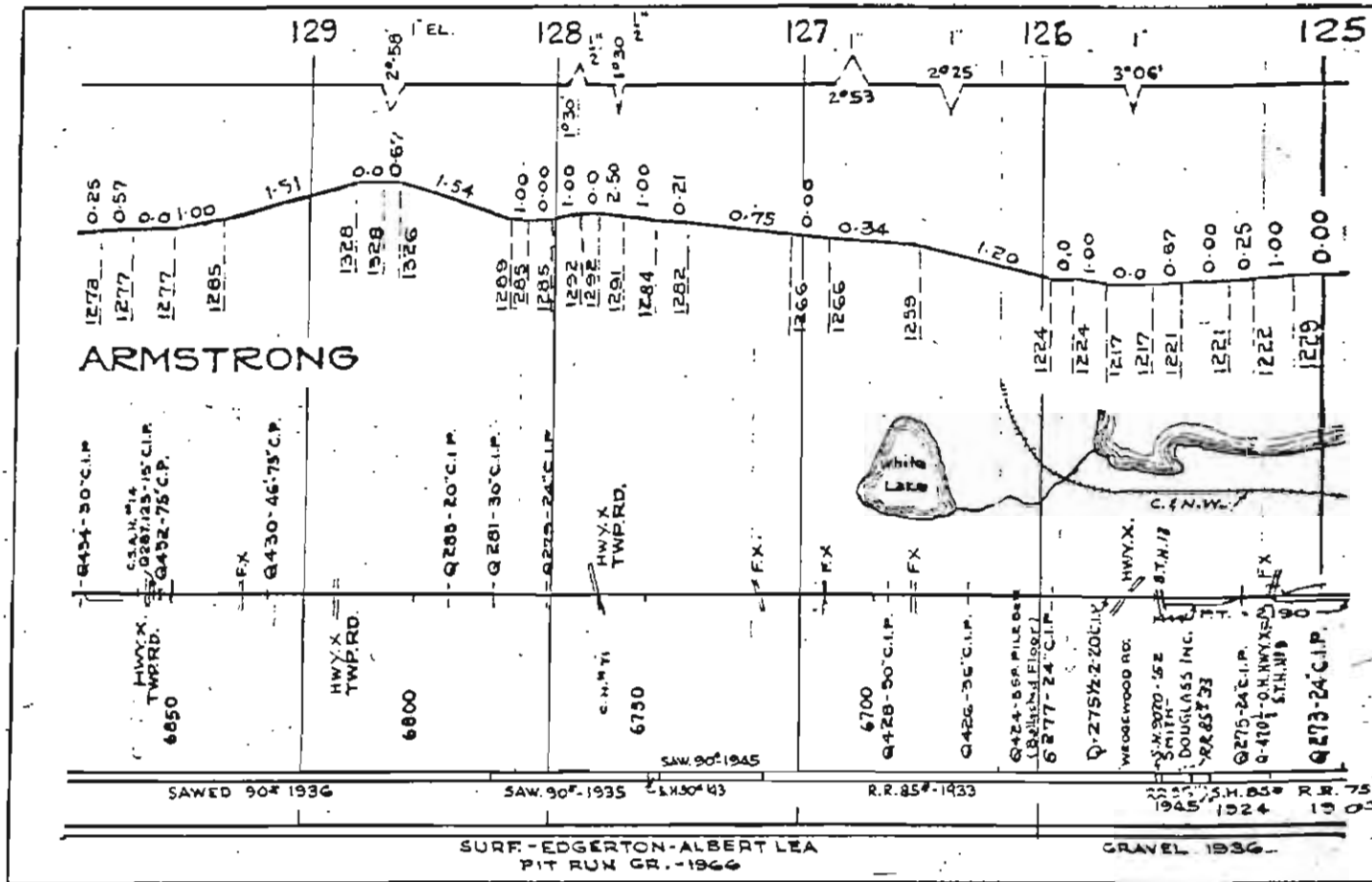
SAWED 90# 1936

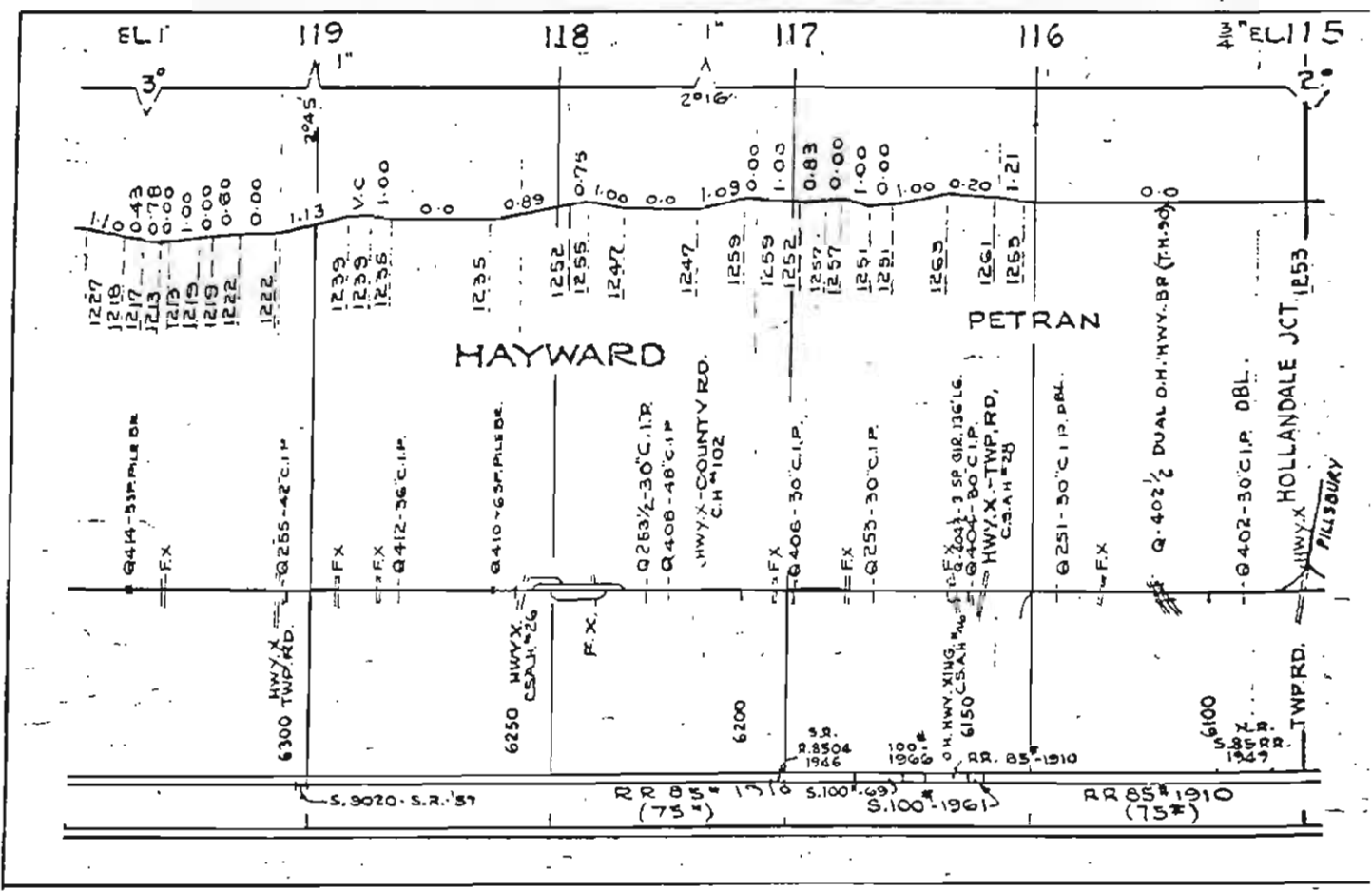
6" ORATOR
1979

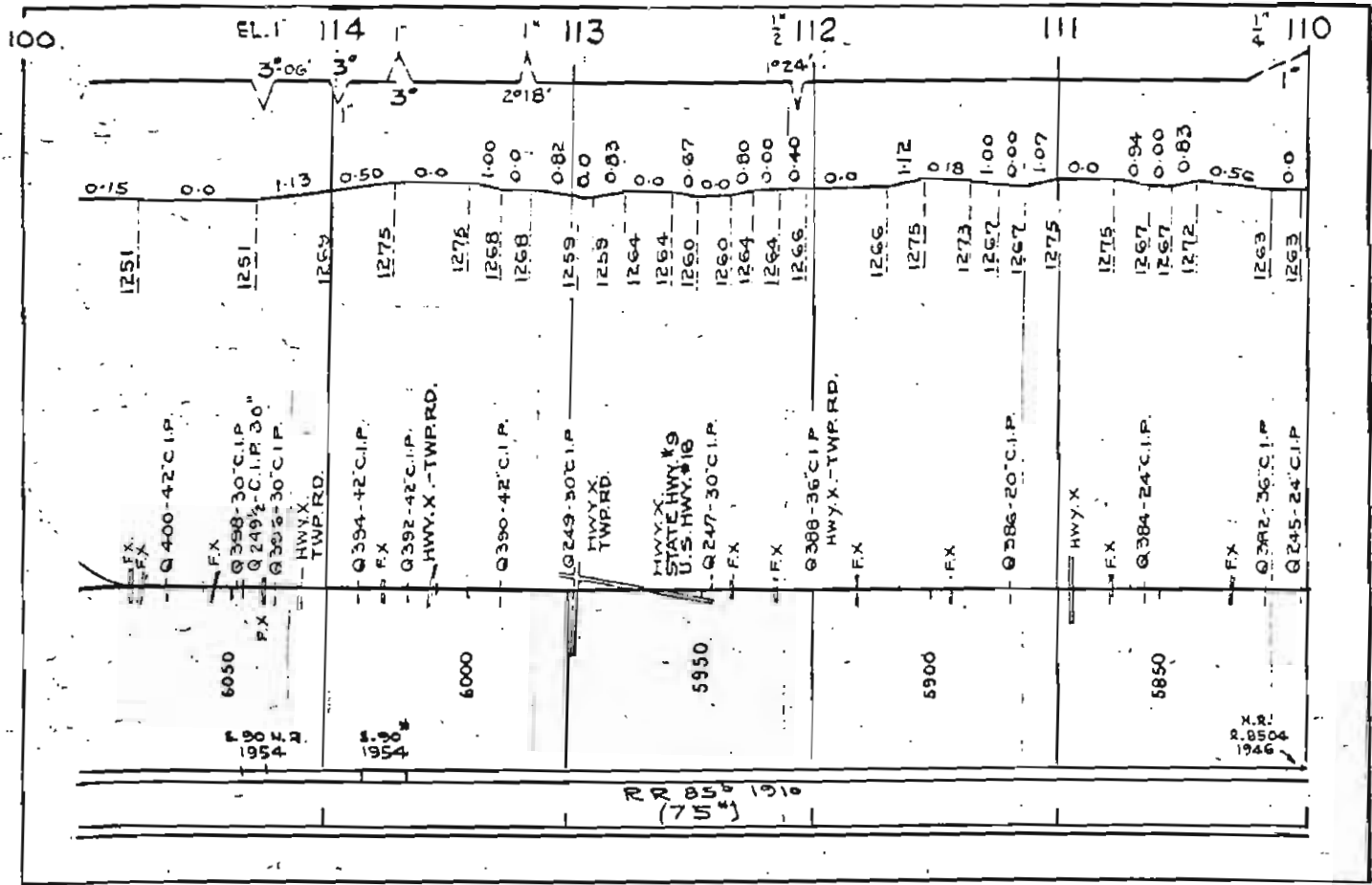
GRAVEL 1936

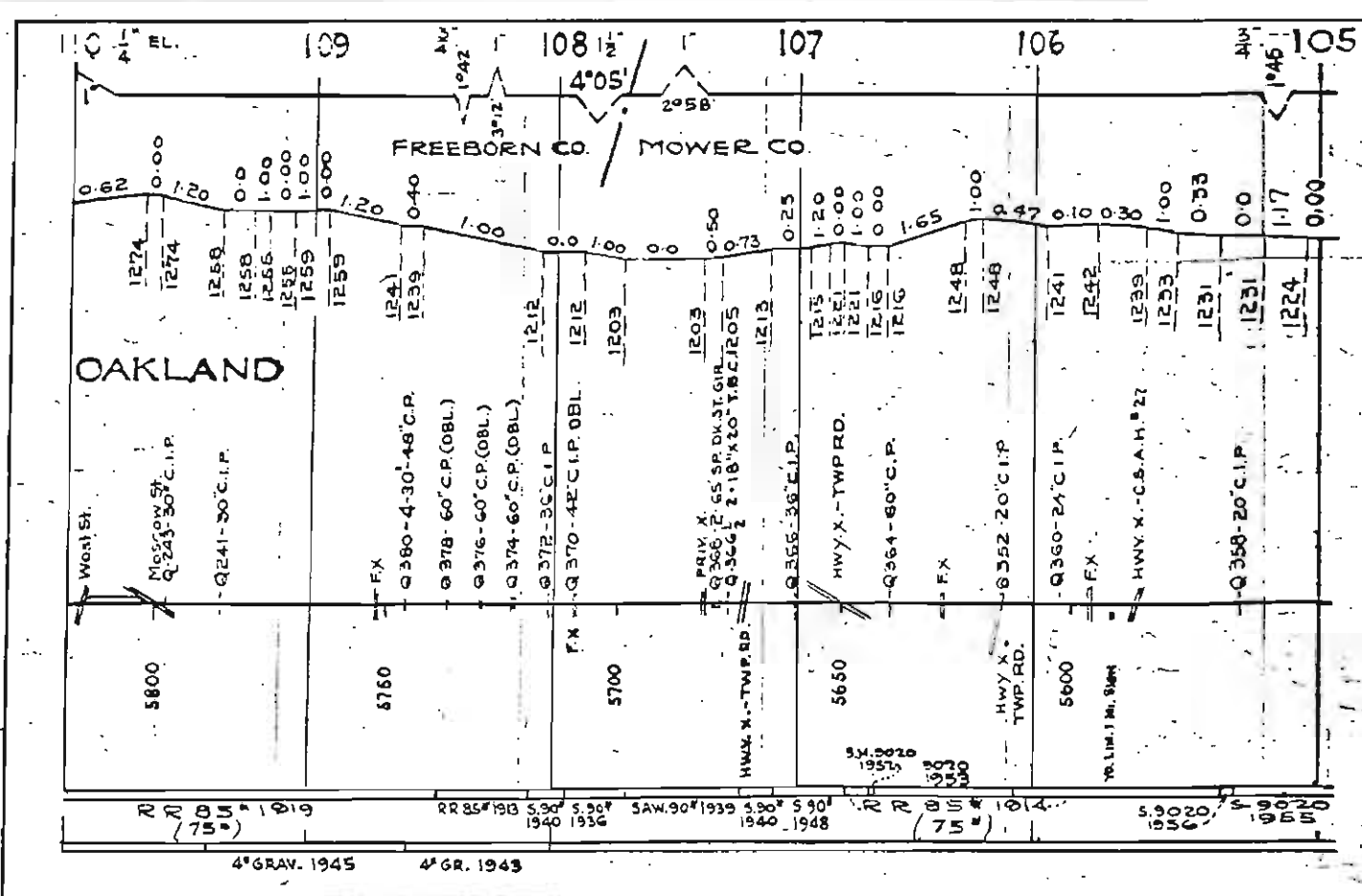
SURF. - EDGERTON -
ALBERT LEA BIT RUM
GRAVEL - 1966

Handwritten notes and markings on the right side of the page, including a large 'C' and 'O' and some illegible scribbles.









76

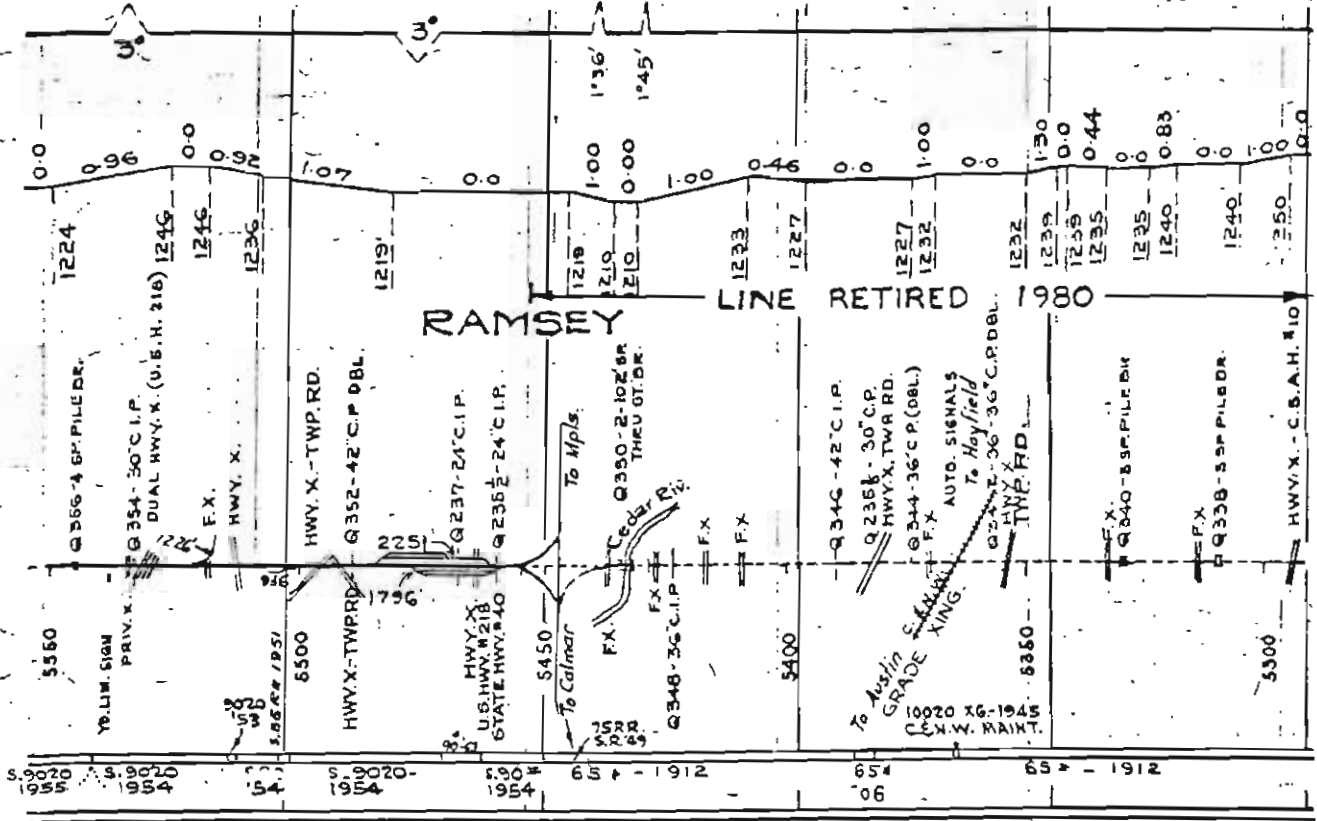
4° GR. 1945

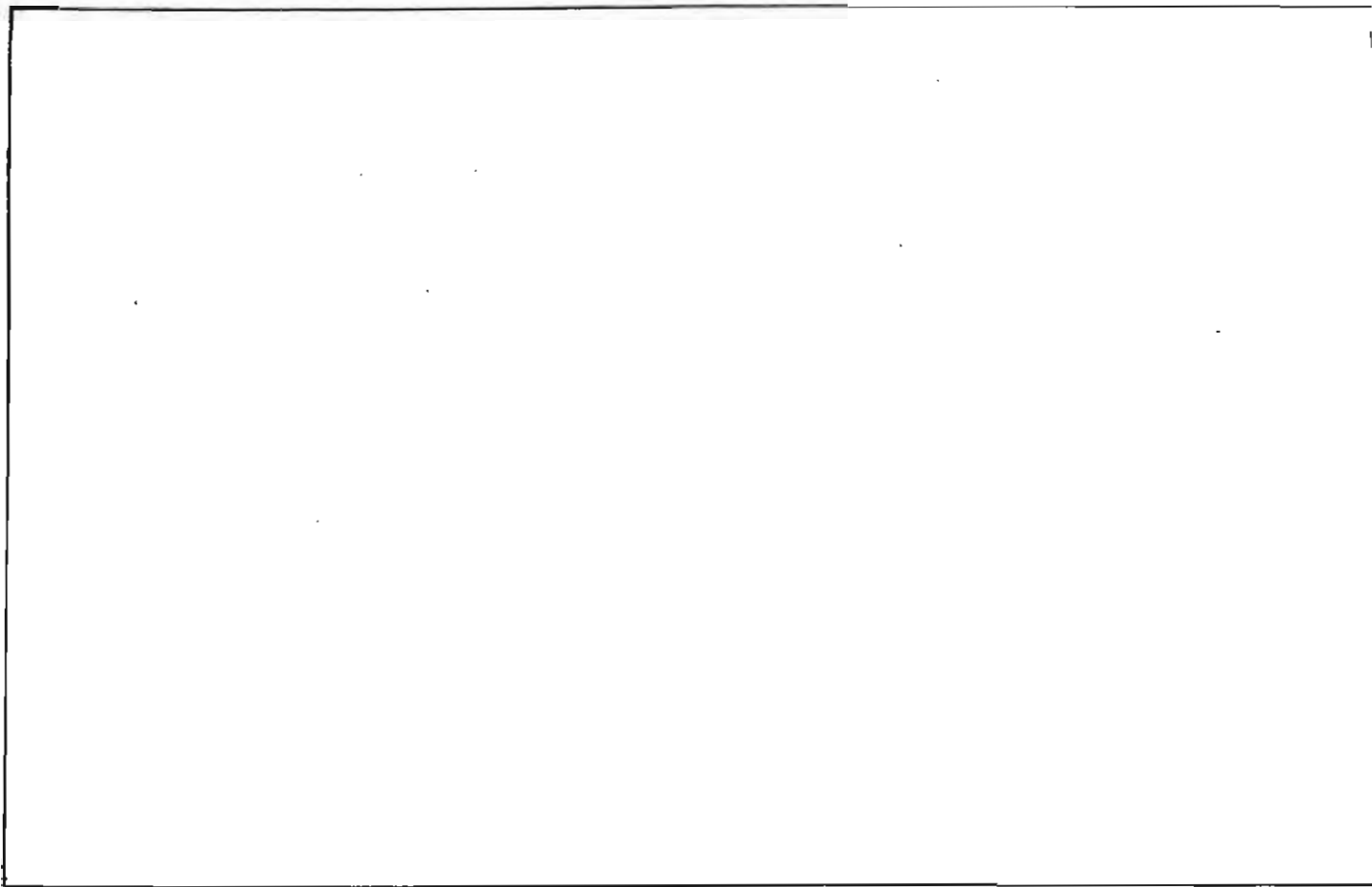
4° GR. 1943

KAMDEI TO JARRUUN

102 1st EL. 104 103 102 101 100

RAMSEY LINE RETIRED 1980



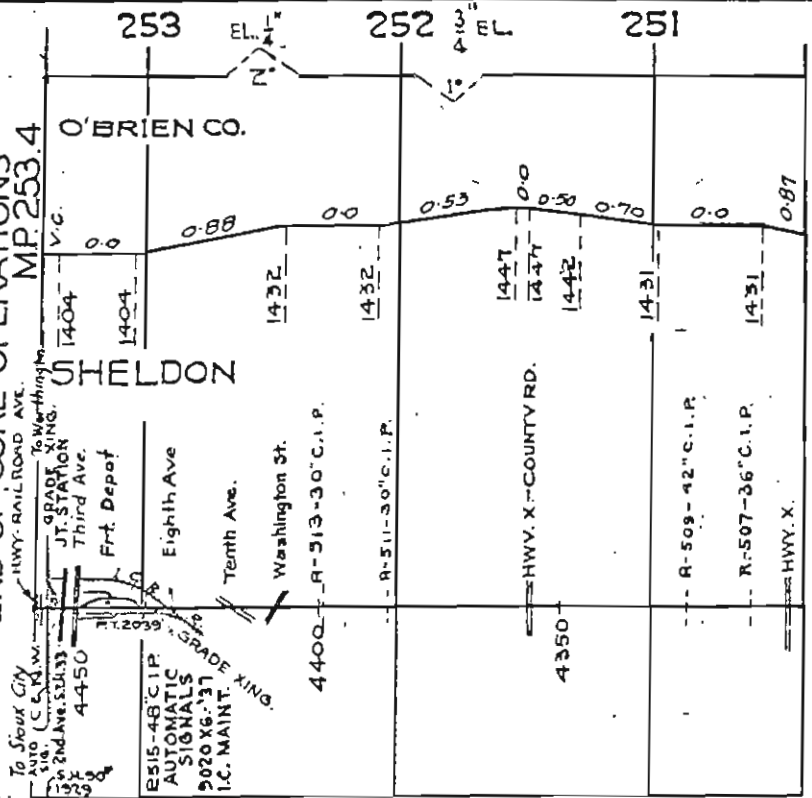


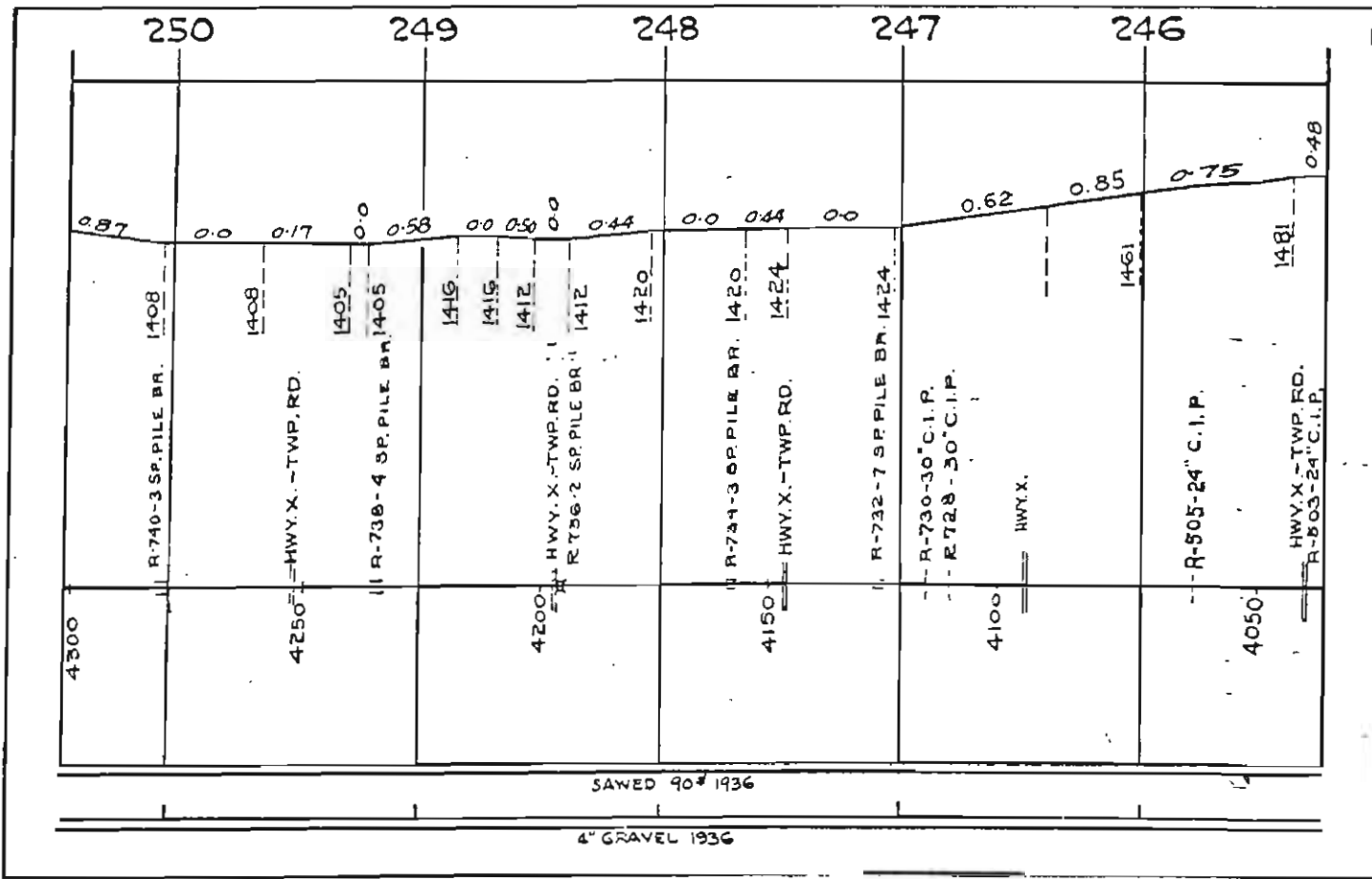
9305 XG-1933
MILW MAINT.

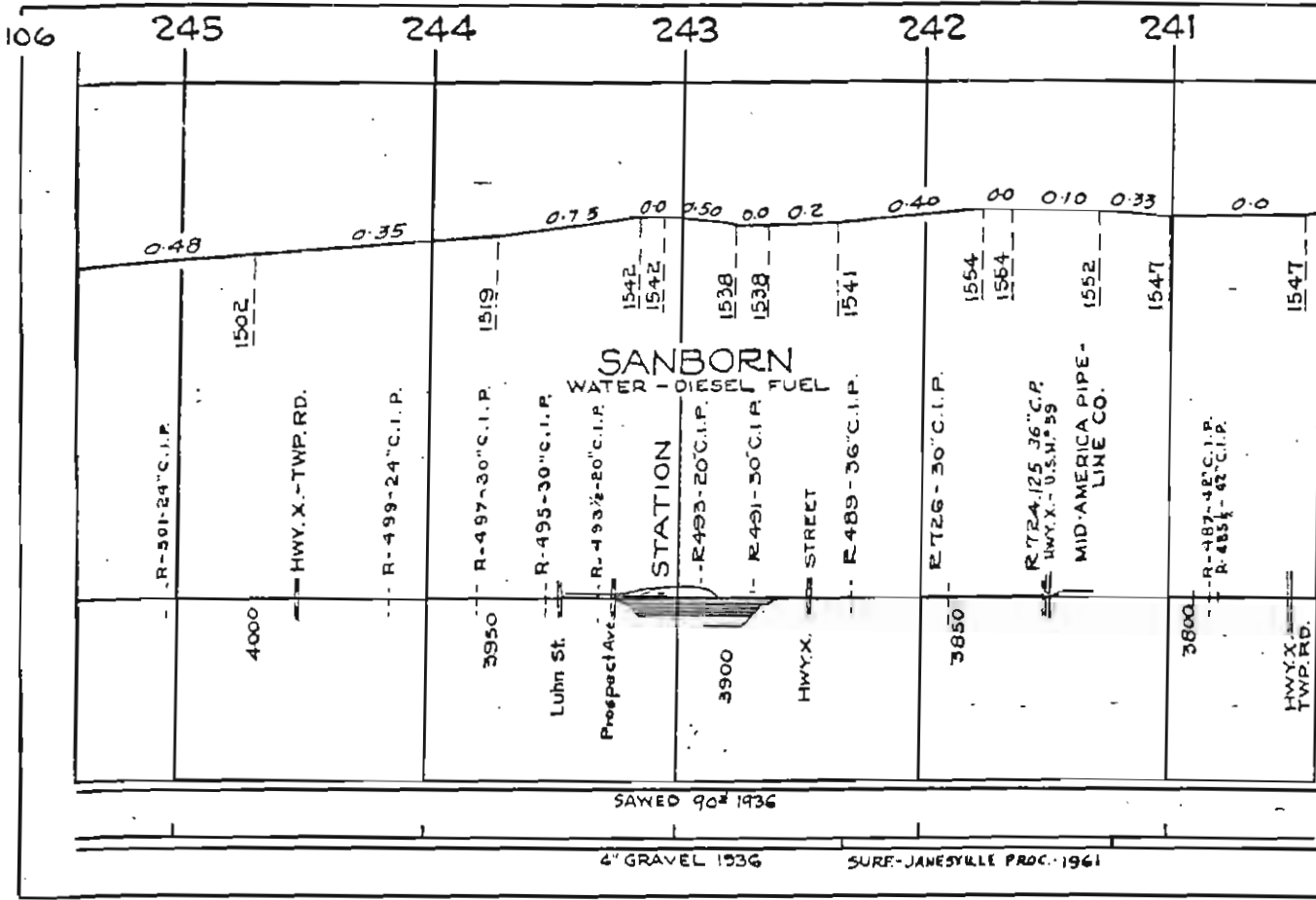
END OF CORE OPERATIONS
MP. 253.4

SAWED 90# 1936

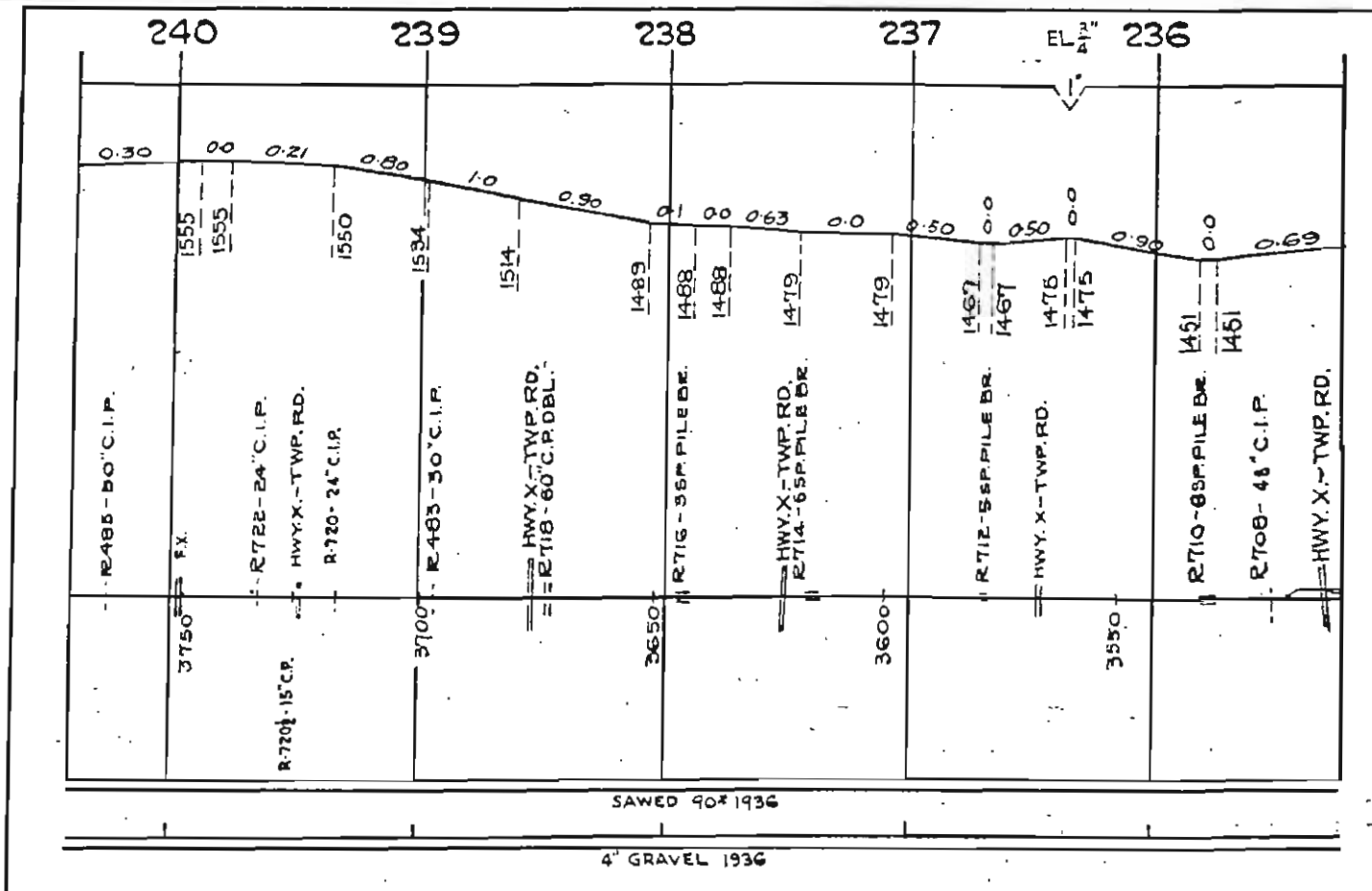
4' GRAVEL 1936







C
O
C



108

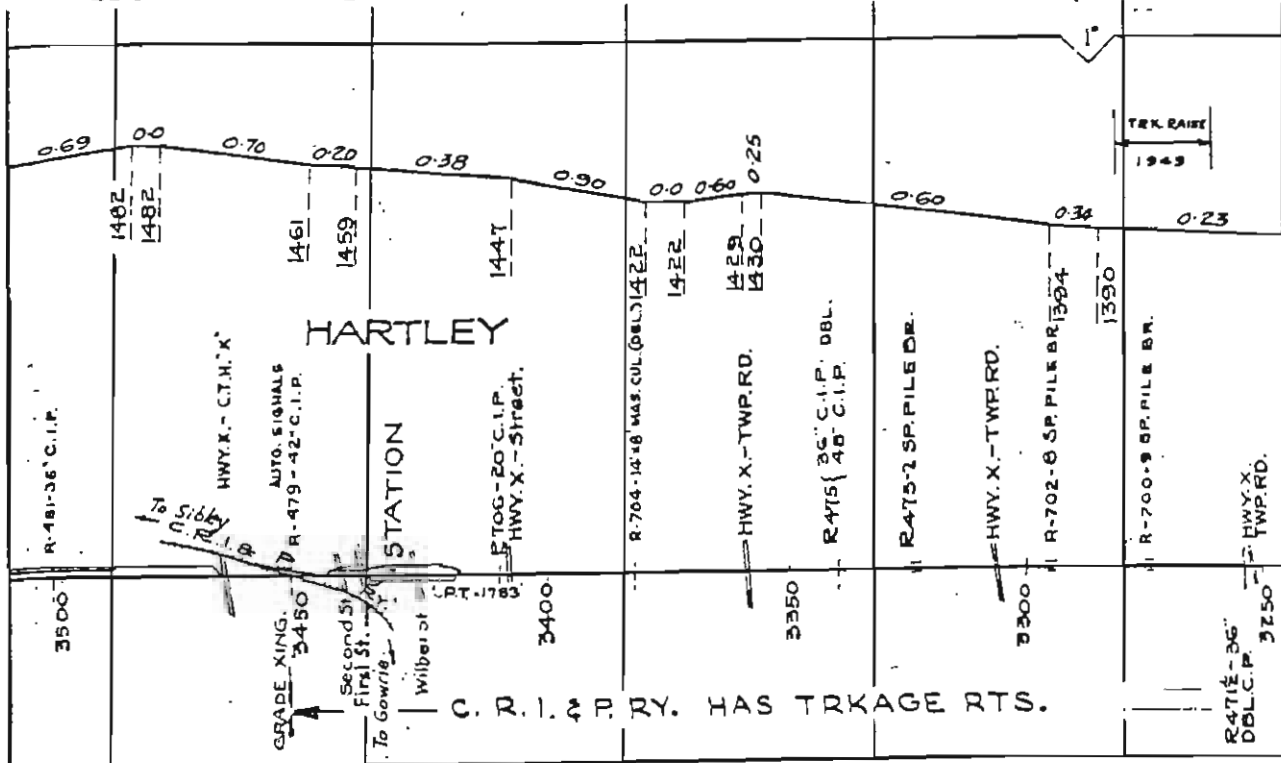
235

234

233

232

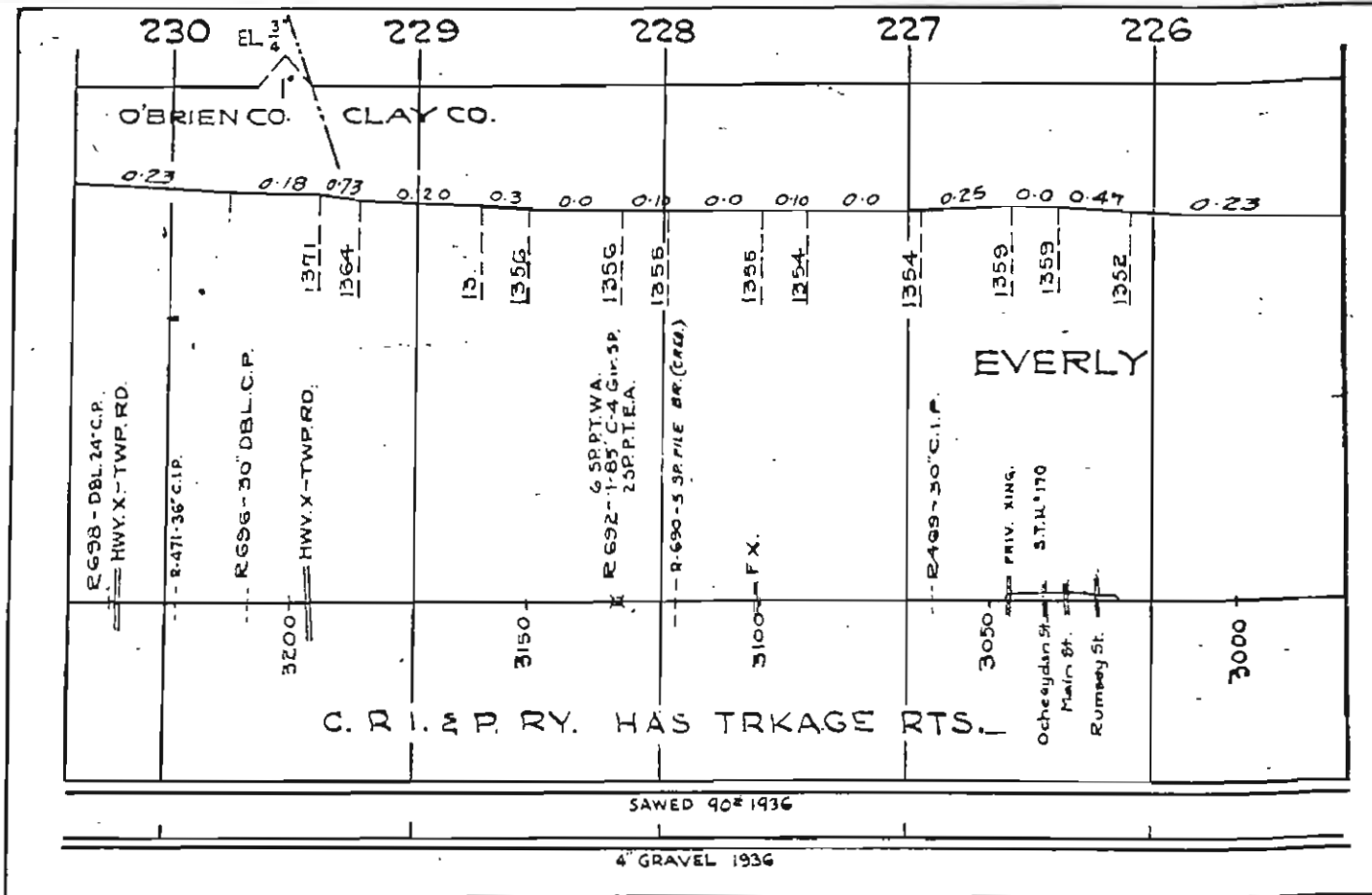
Pl. 231

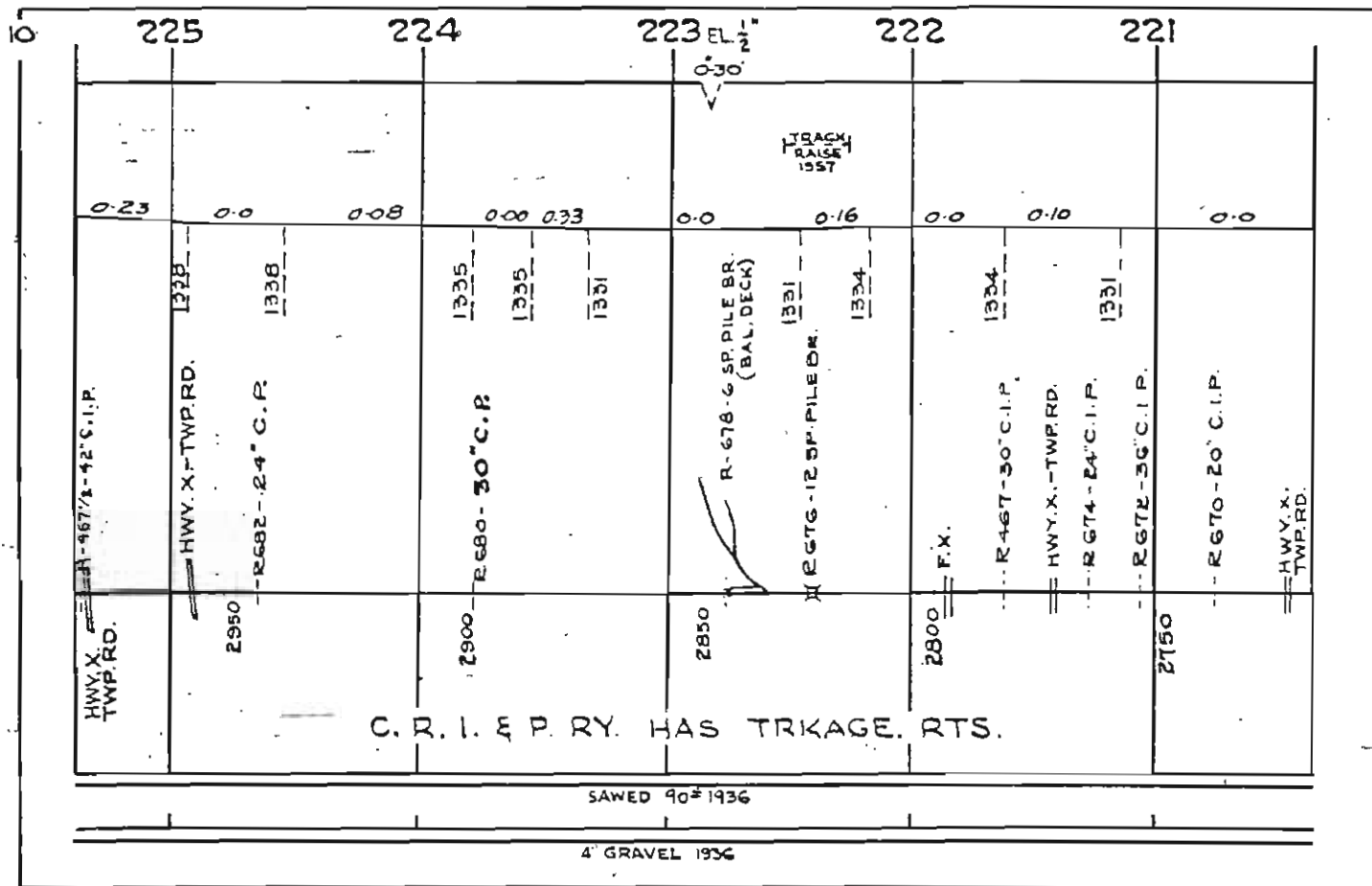


9020 XG-1947
R.I. MAINT.

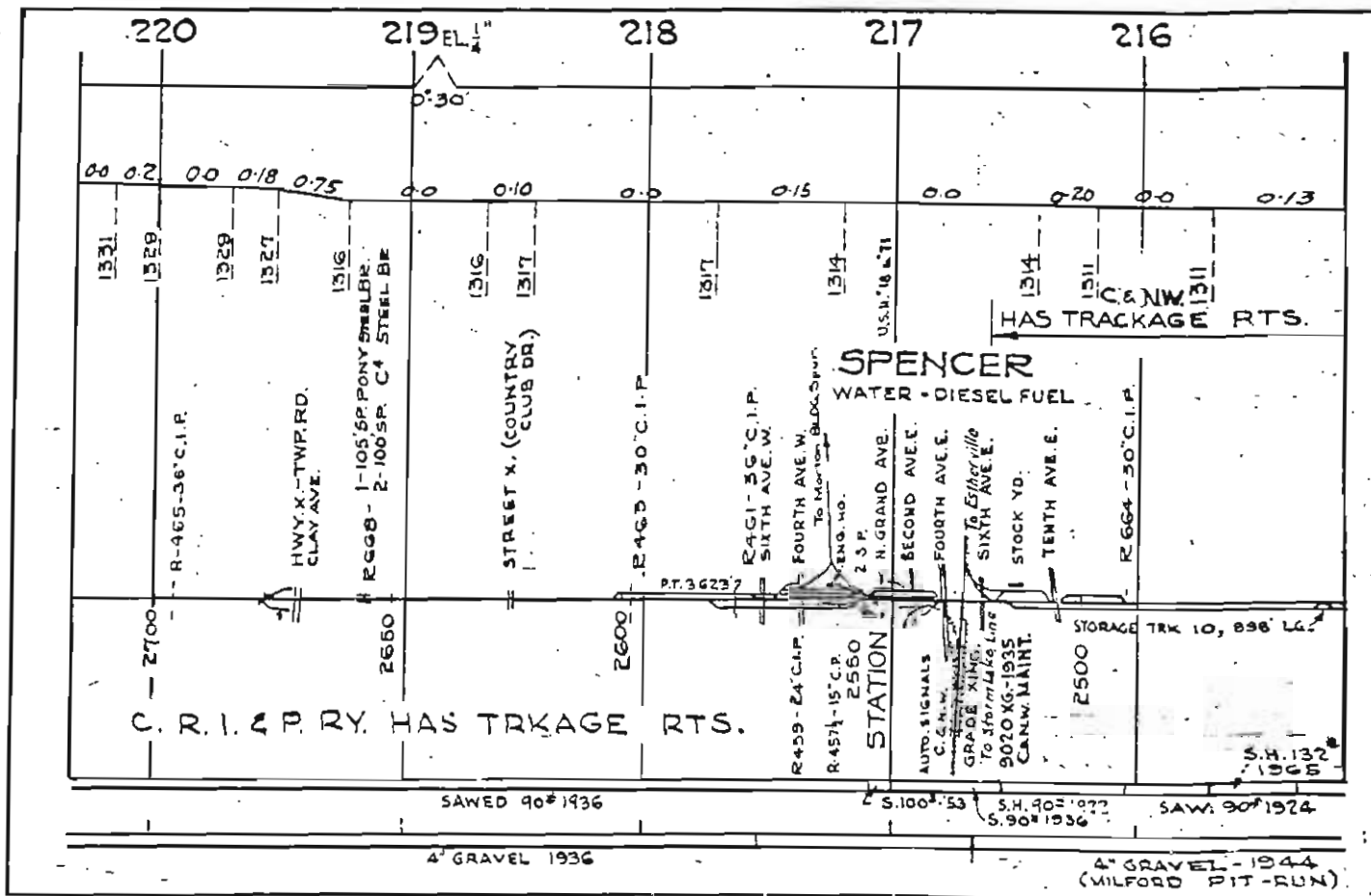
SAWED 902 1936

4' GRAVEL 1936





C
 O
 C



112

215

214

213

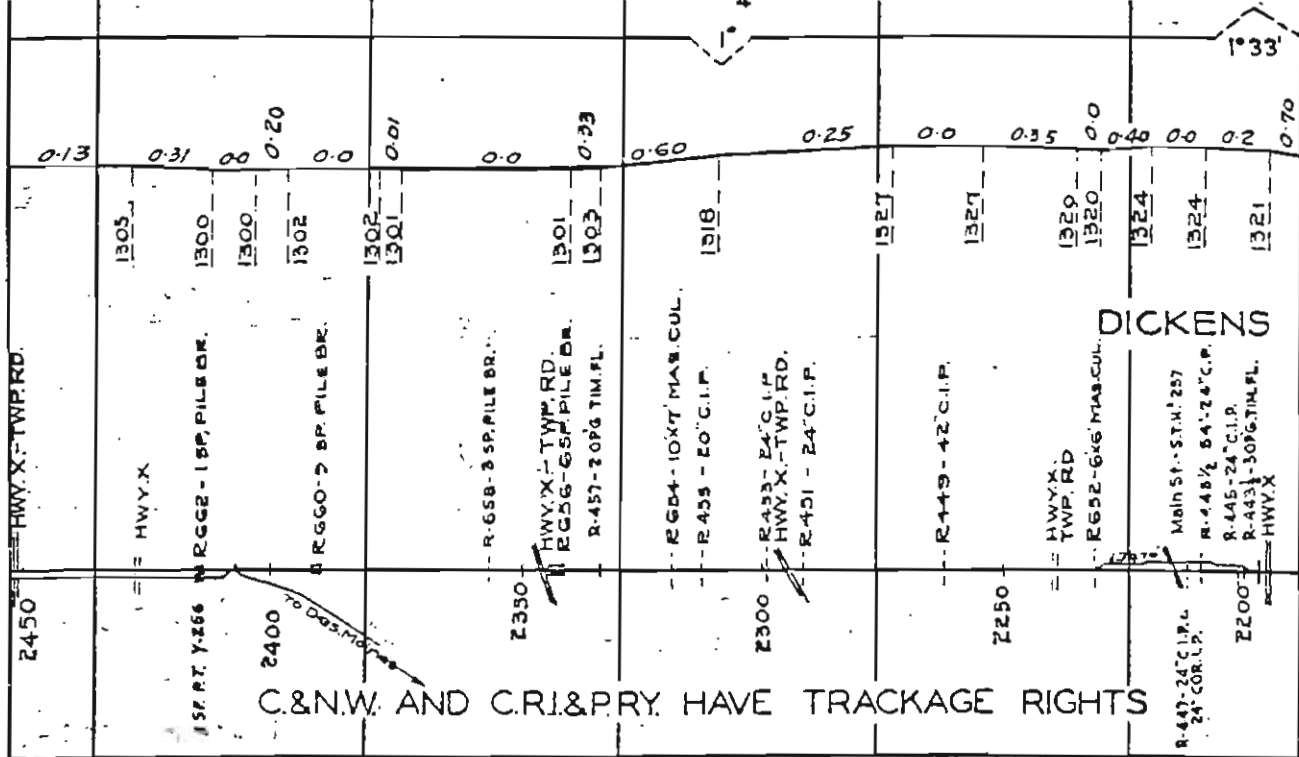
212

211

EL.

EL. 4' 10"

1°33'

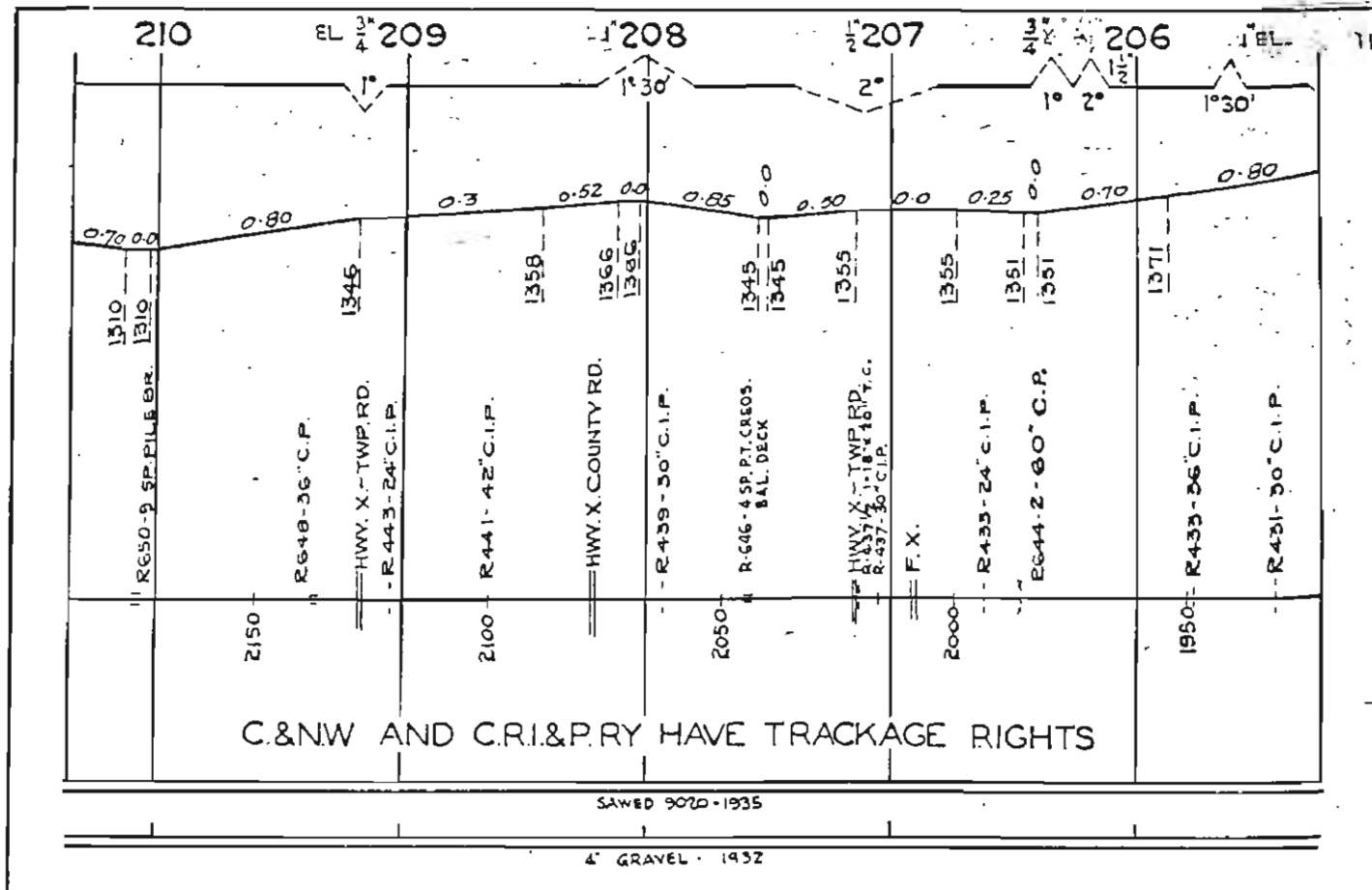


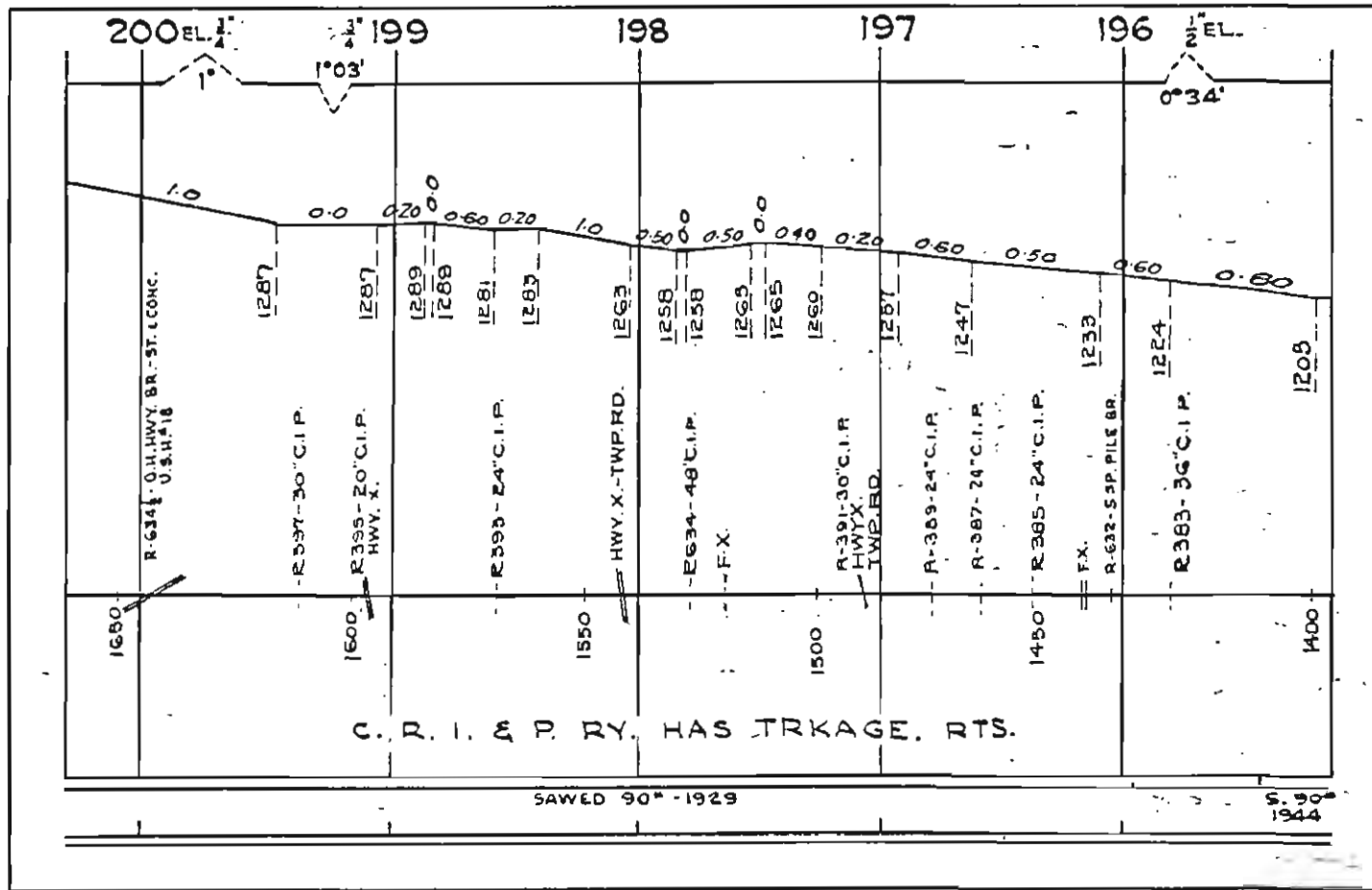
SAWD 90° 1924 SAW 90° 1928

SAVED 9070-1935

SURF. - DELL RAPIDS PIT RUN - 1970

4" GRAVEL 1932





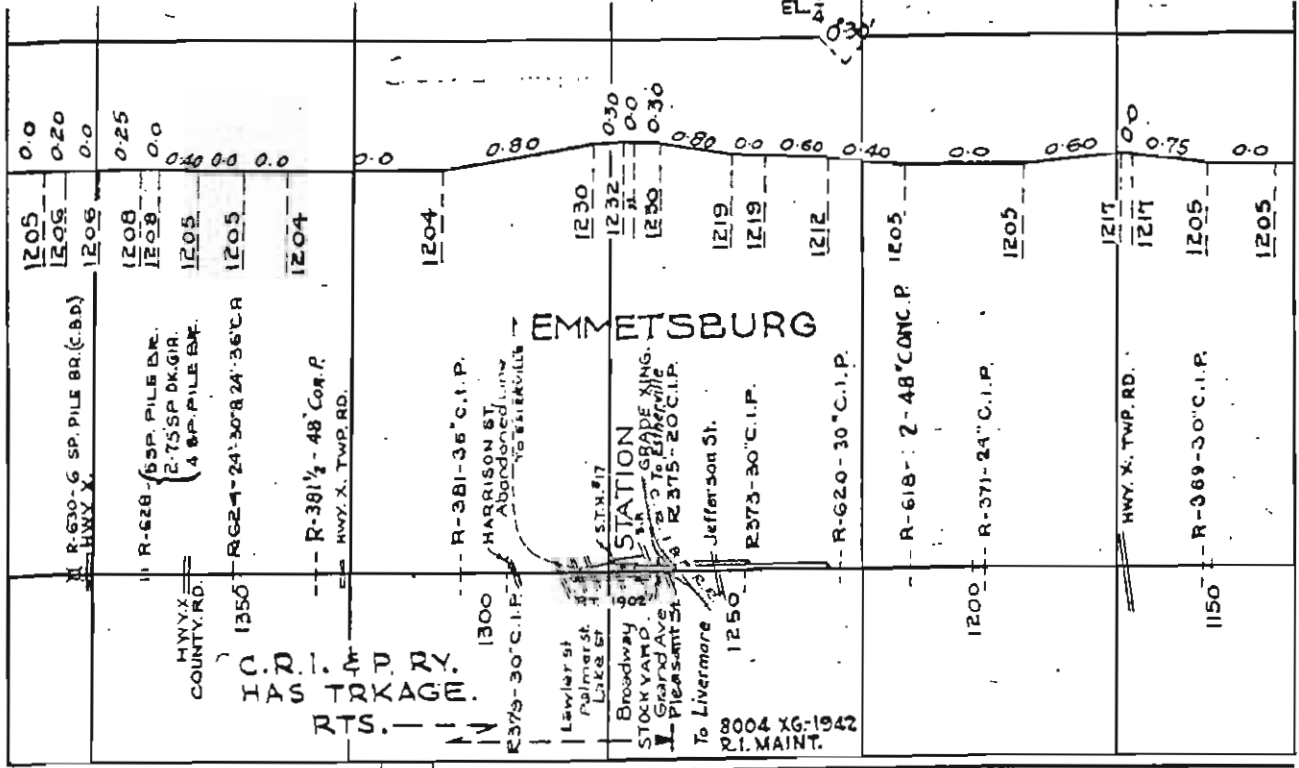
195

194

193

192

191



EL. 41.030

EMMITSBURG

STATION

STOCKYARD

1250

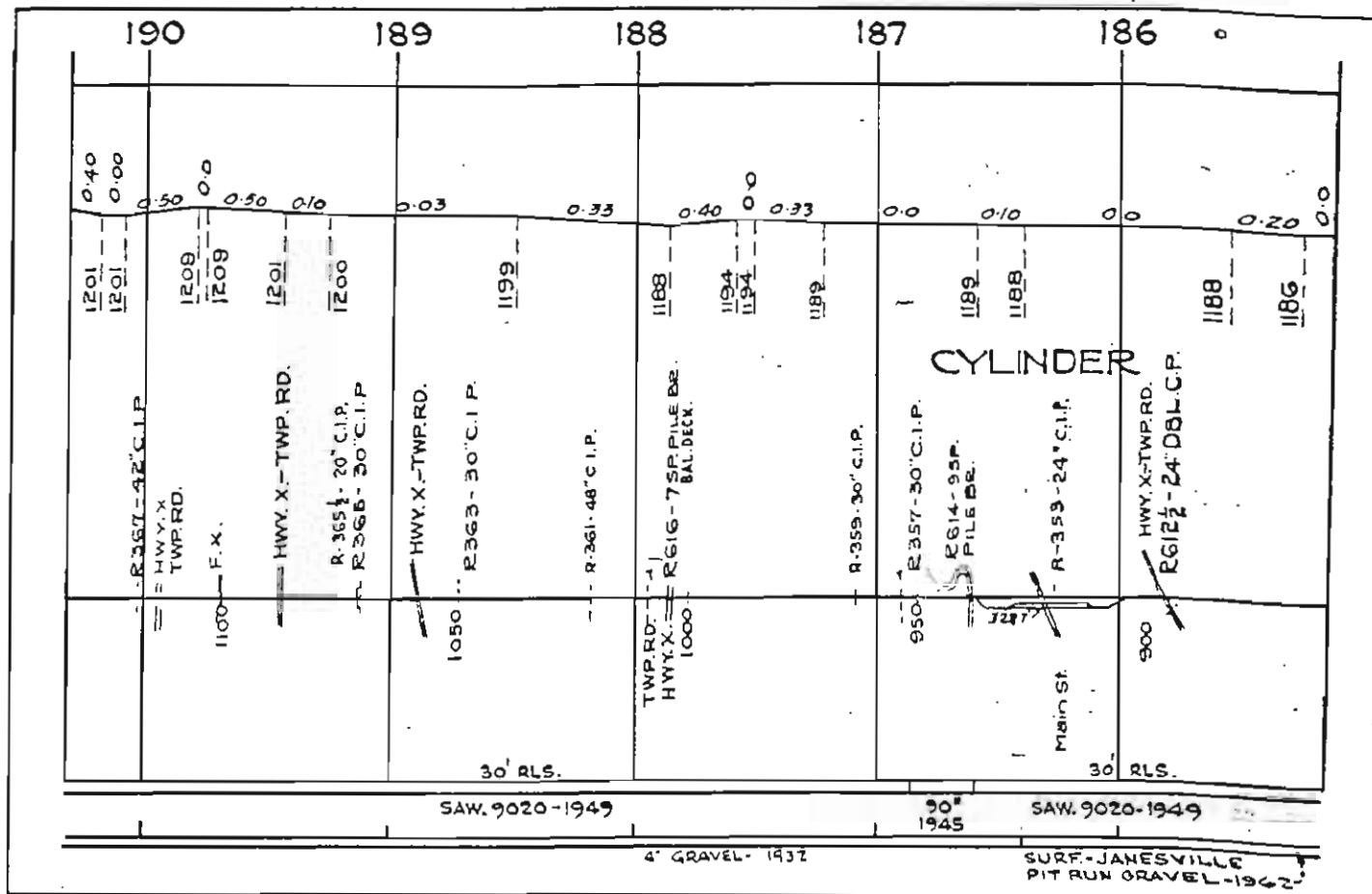
8004 XG-1942
P.T. MAINT.

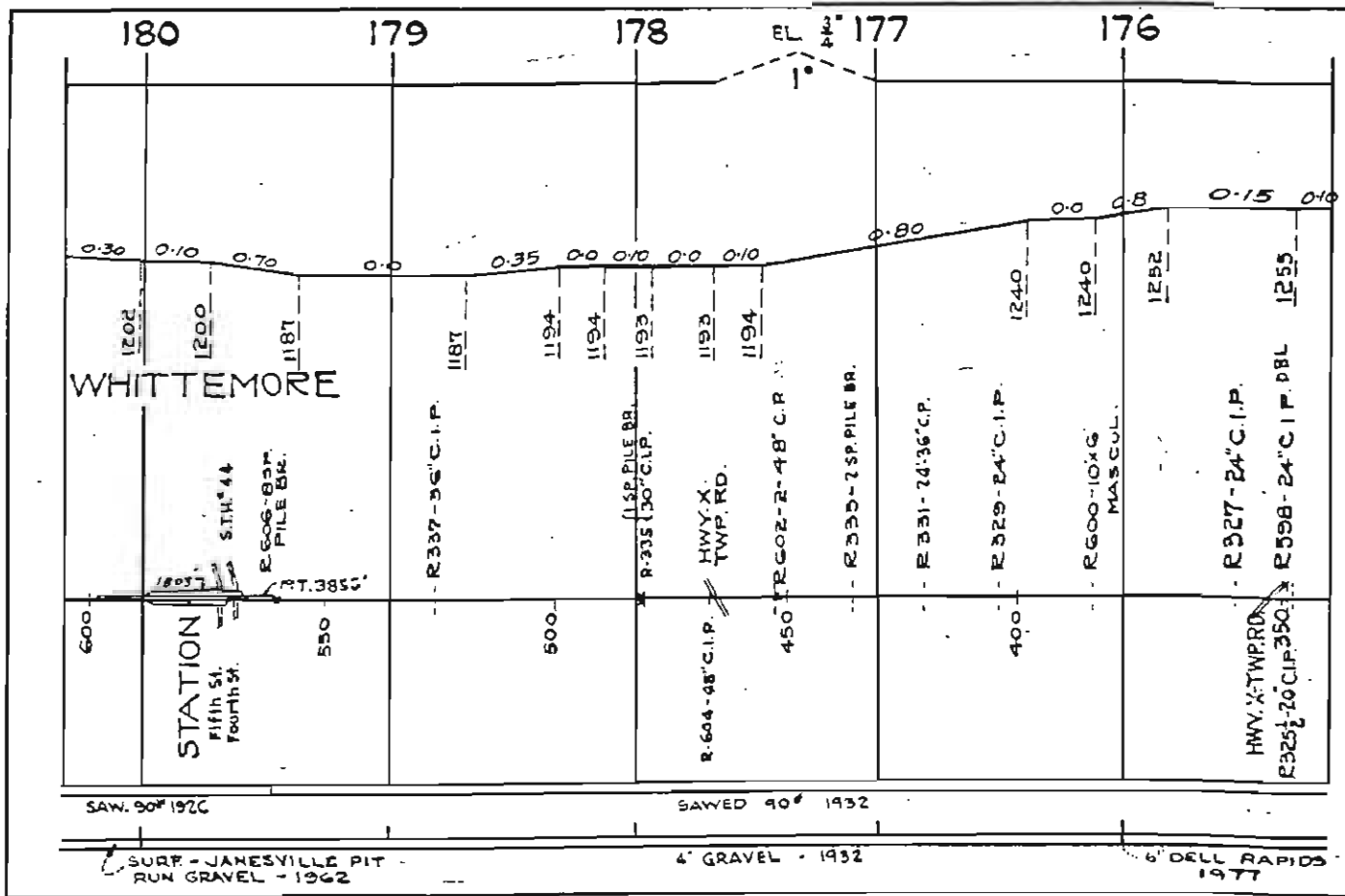
SAW. 9020-1944

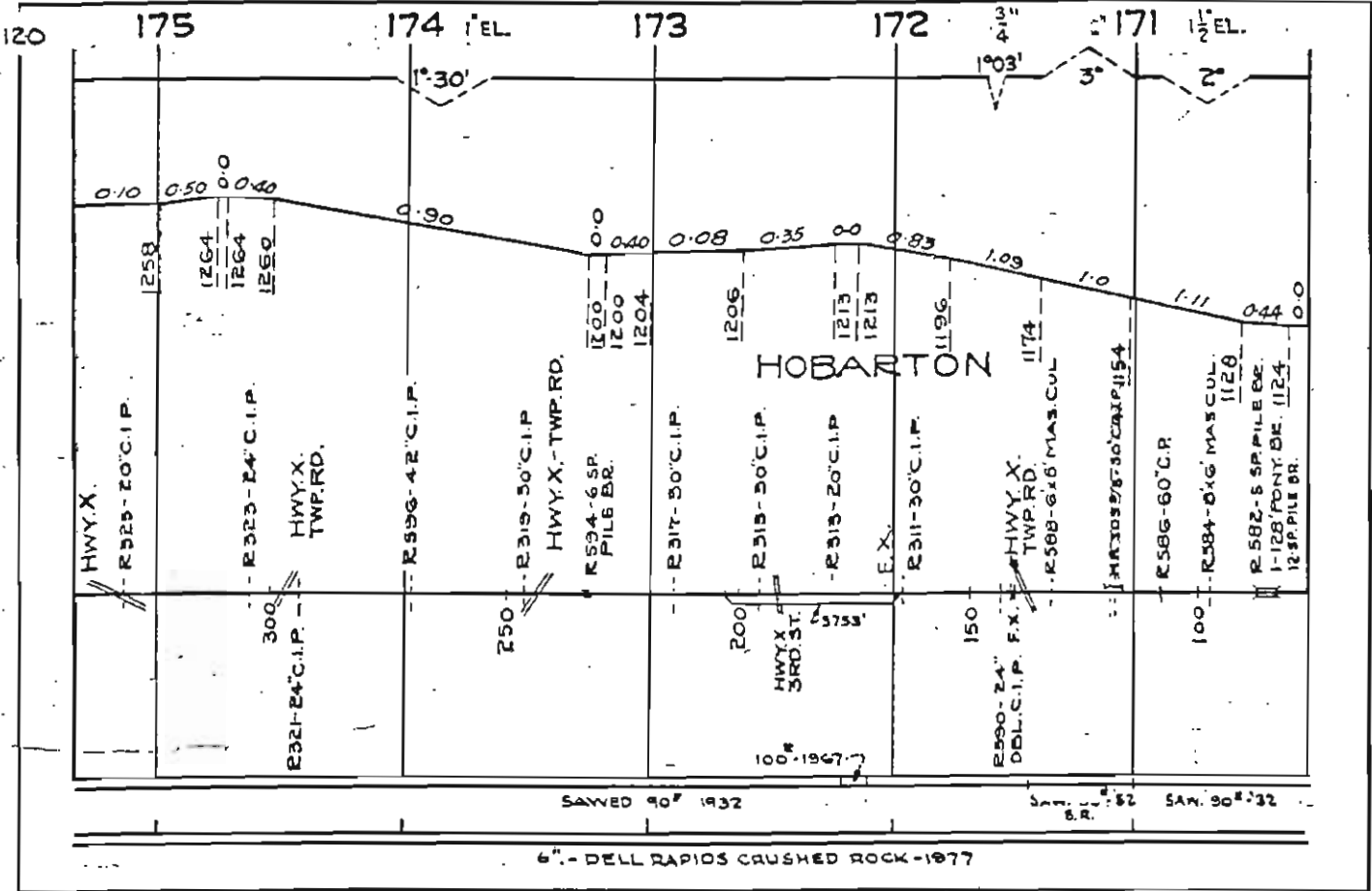
90°
1945

SAW. 9020-1949 - 30' RLS.

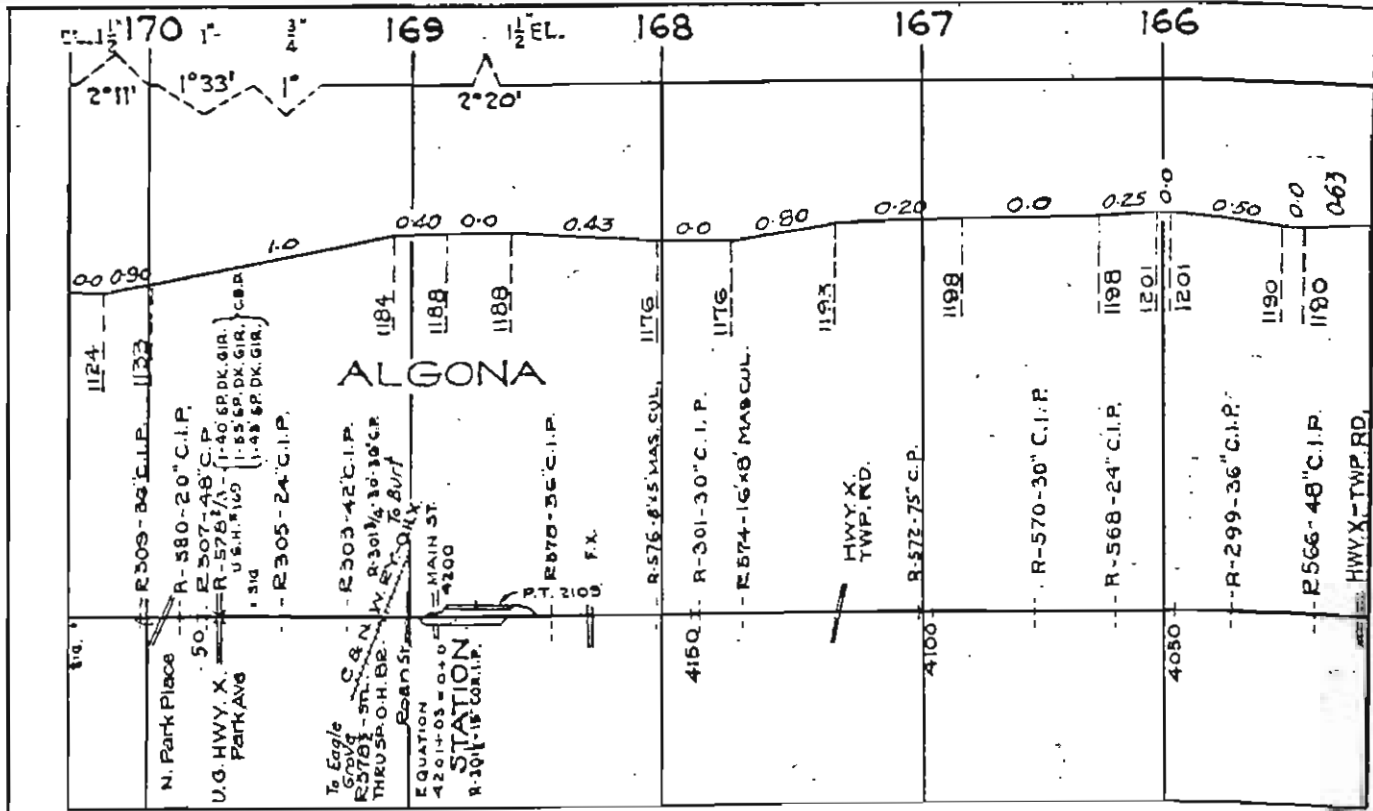
4" GRAVEL - 1932







6" - DELL RAPIDS CRUSHED ROCK - 1977



SAWED 30" 1932

6" - DELL RAPIDS CRUSHED ROCK - 1977

122°

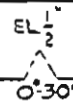
165

164

163

162

161



0.63 0.0 0.50 0.0 0.39 0.0 0.60 0.0 0.44 0.0 0.30 0.0 0.50 0.0 0.0 0.40 0.0 0.14 0.0

1207
1207

1200
1200

1207
1207

1201
1201

1208
1208

1201
1201

1213

1213

1217
1217

1209

R-864-1SP.1L.F. BR.
(C.B.D.)

R-297-36" C.I.P.

HWY. X - TWP. RD.

R-562-1SP.8" CONC.
BLAS

R-560-42" C.I.P.

R-495-24" C.I.P.

HWY. X - TWP. RD.

R-558-30" C.I.P.

R-556-DBL.42" C.R.

R-293-24" C.I.P.

MAIN ST.
HWY. X
HWY. X
STATION
COUNTY RD.

SEXTON

R-554-6"6" MAS. CUL.

F.X.

R-552-36" C.I.P.

HWY. X - U.S. HWY. 10
R-550-24" C.P.

R-548-30" C.I.P.

R-546-36" C.P.

HWY. X - R-544-24" C.I.P.

4000

3950

3900

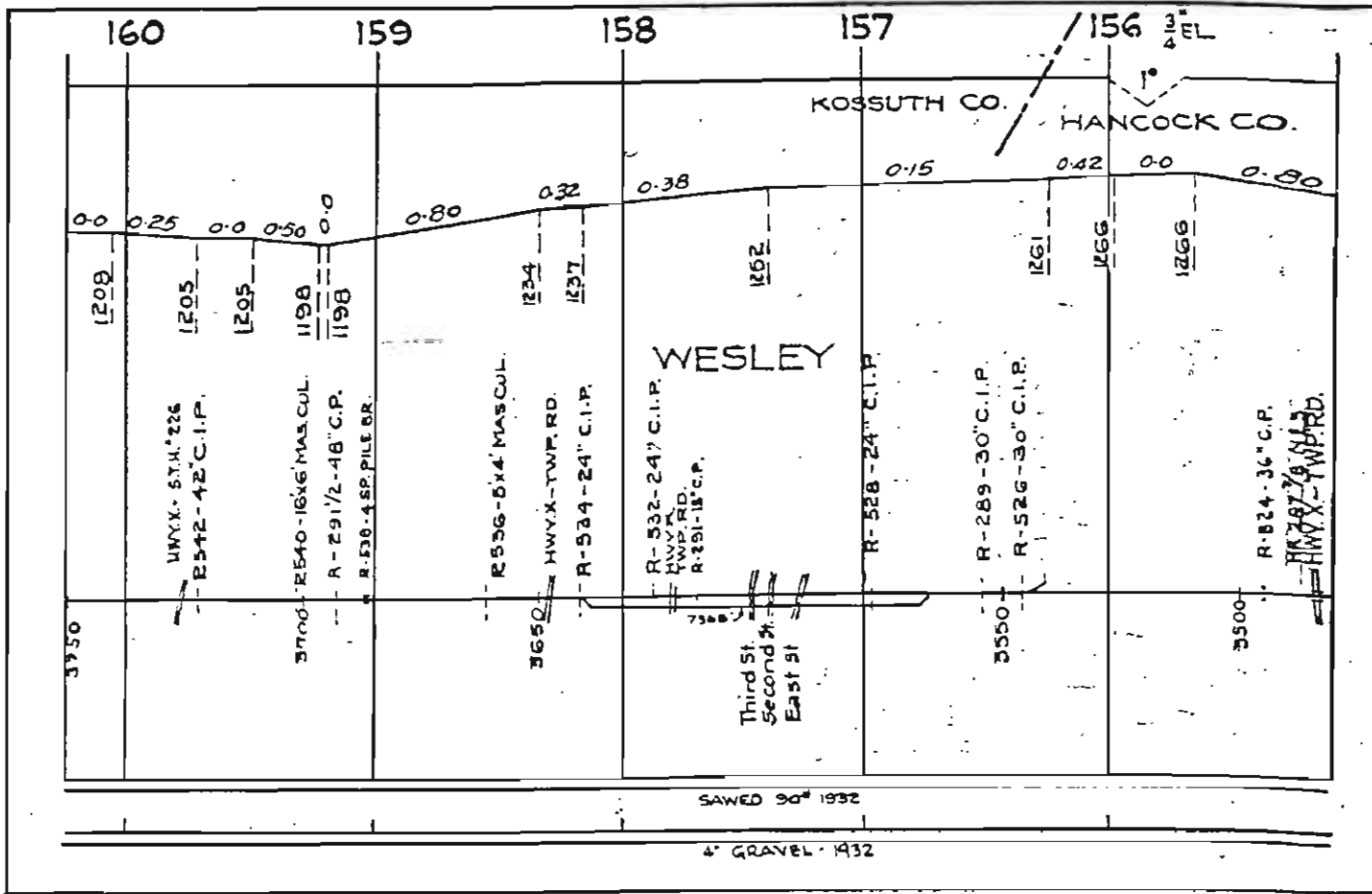
3850

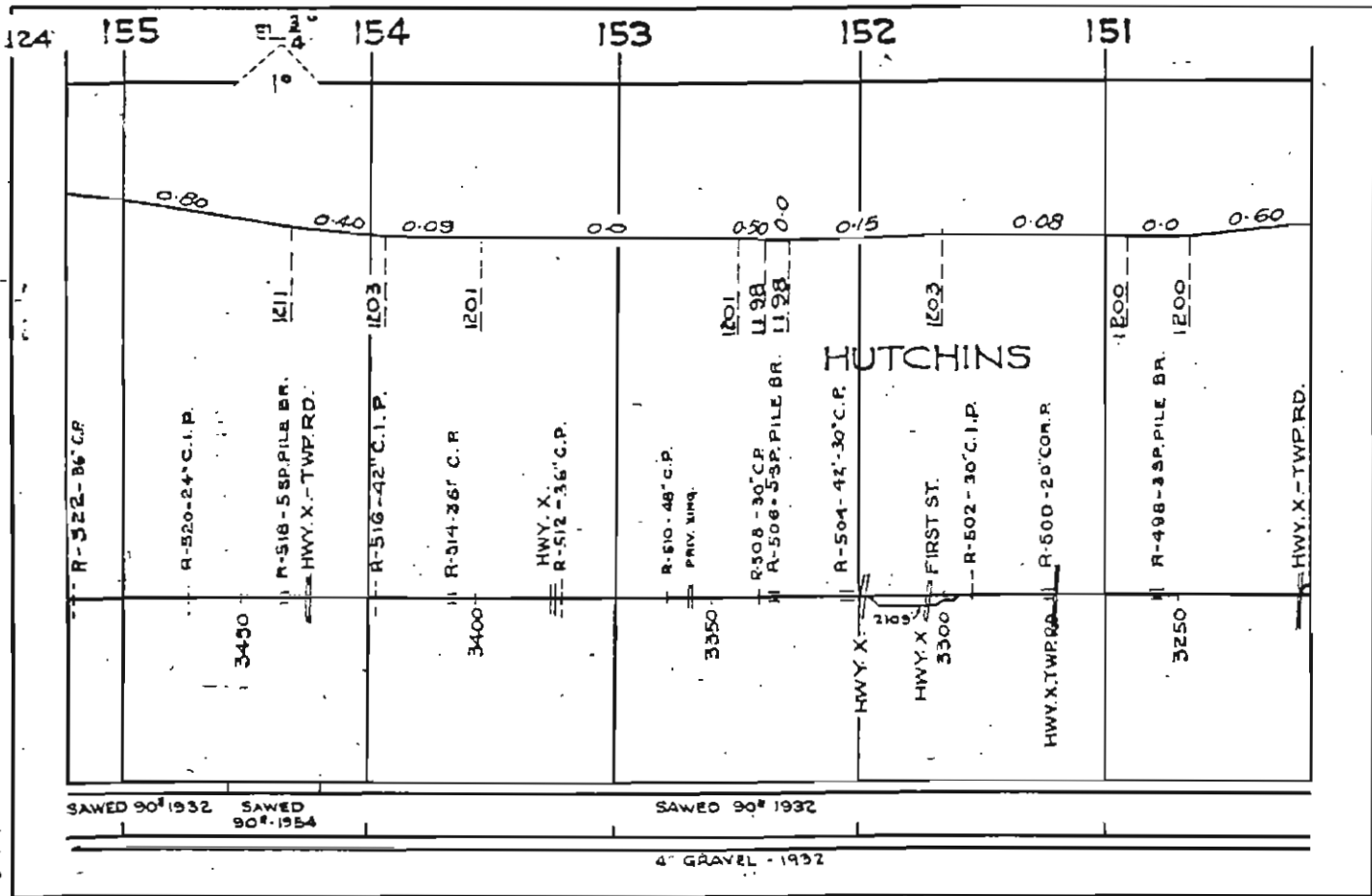
3800

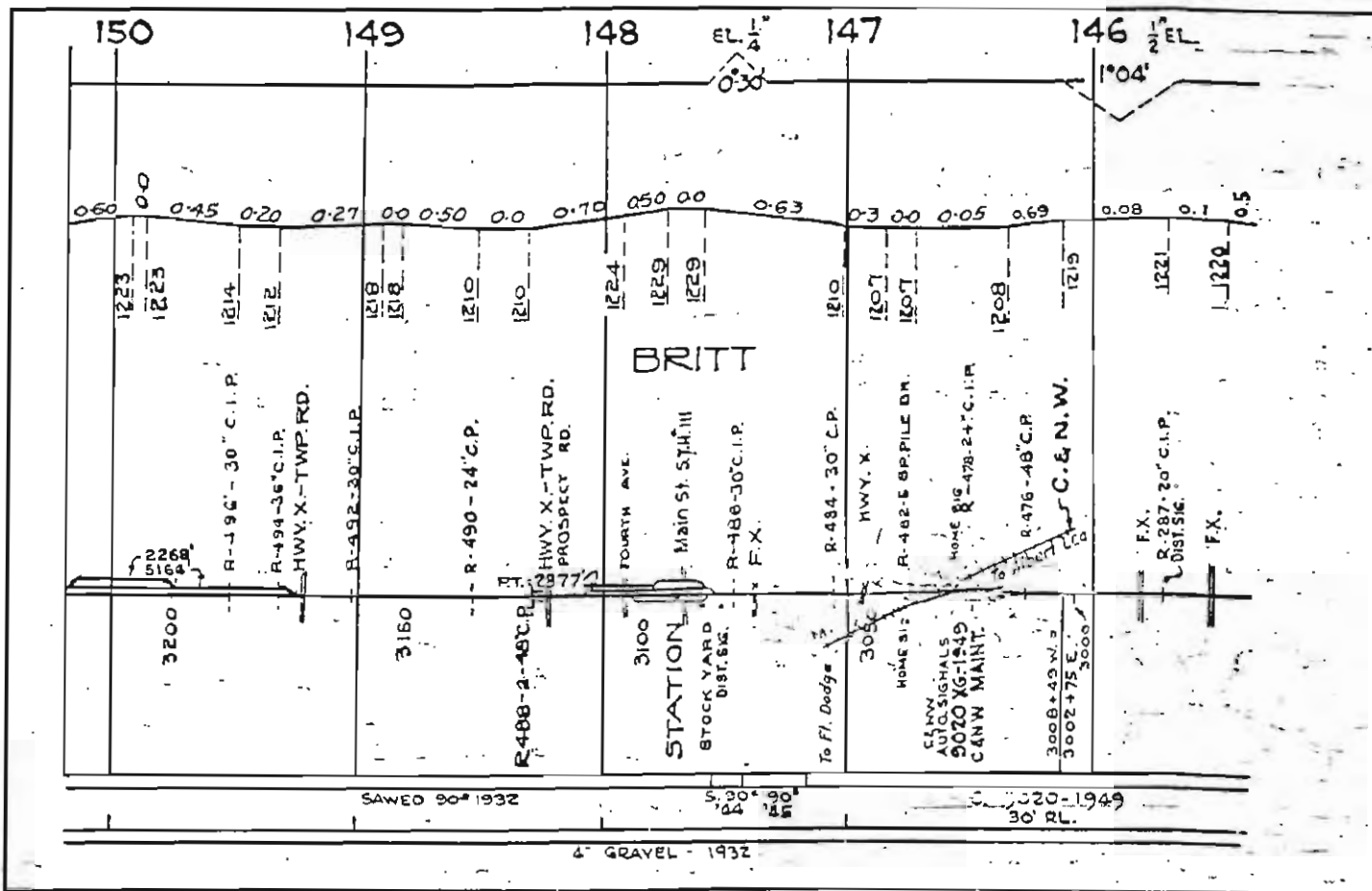
SAWED 90° 1932

SURF. - DELL RAPIDS CRUSHED ROCK - 1977

4" GRAVEL - 1932







126

145

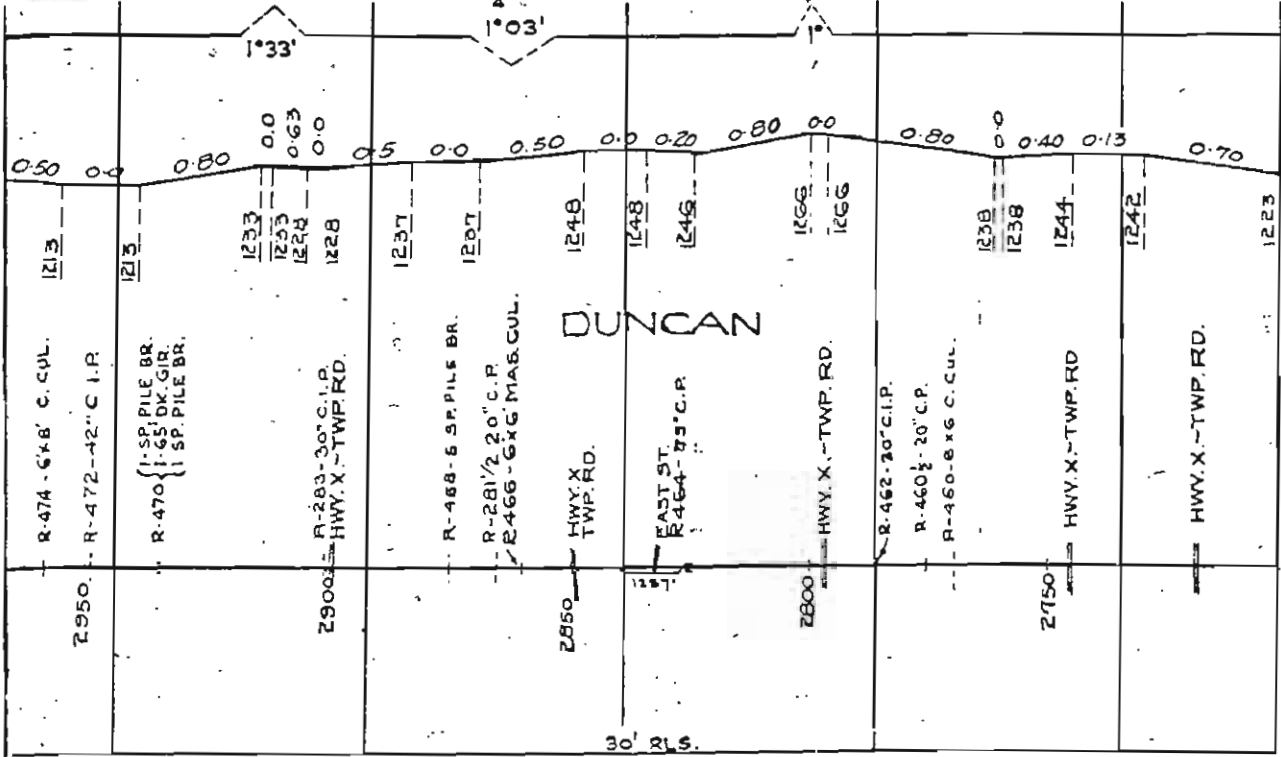
EL. 144

144

143

EL. 142

141

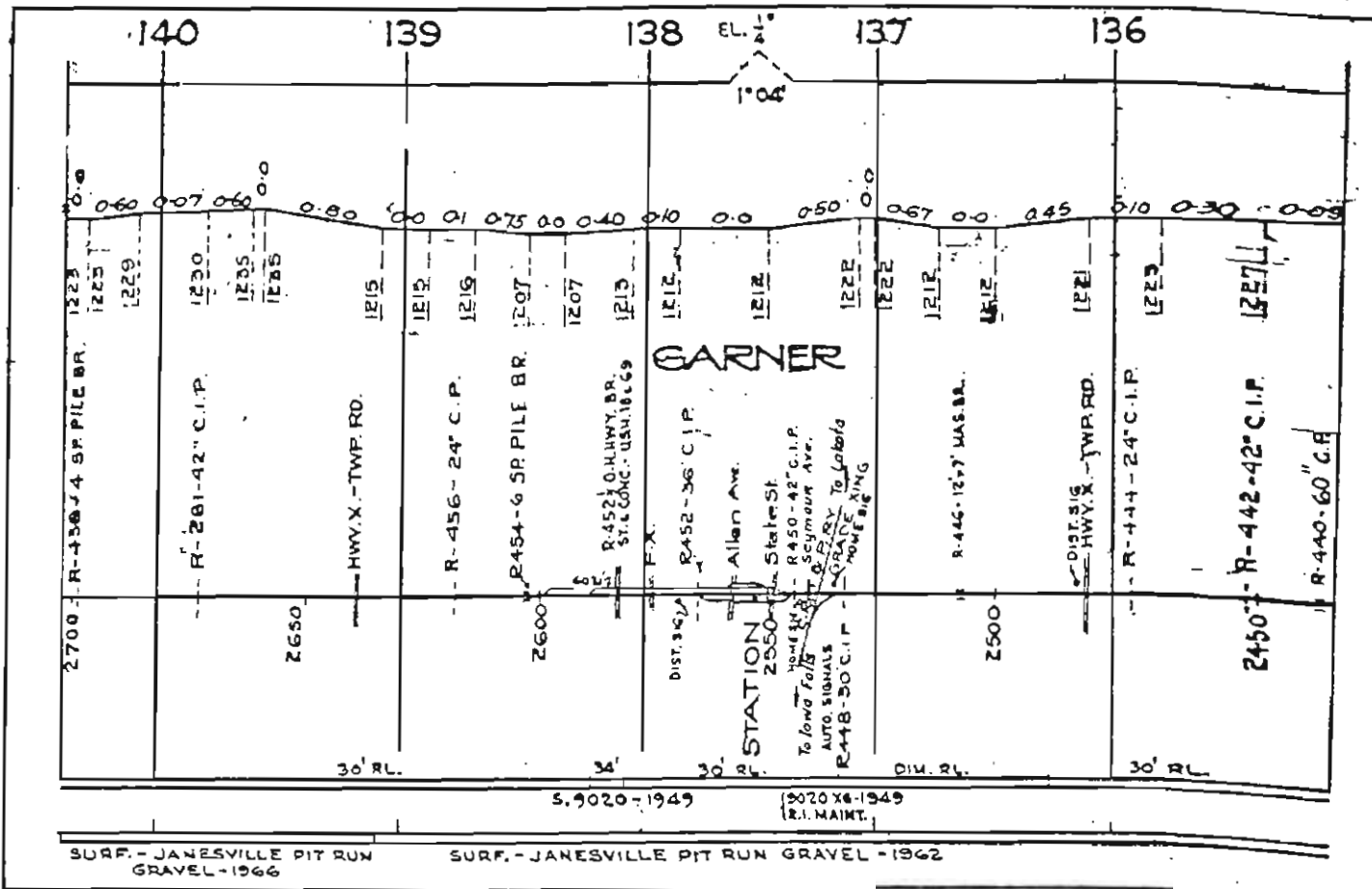


DUNCAN

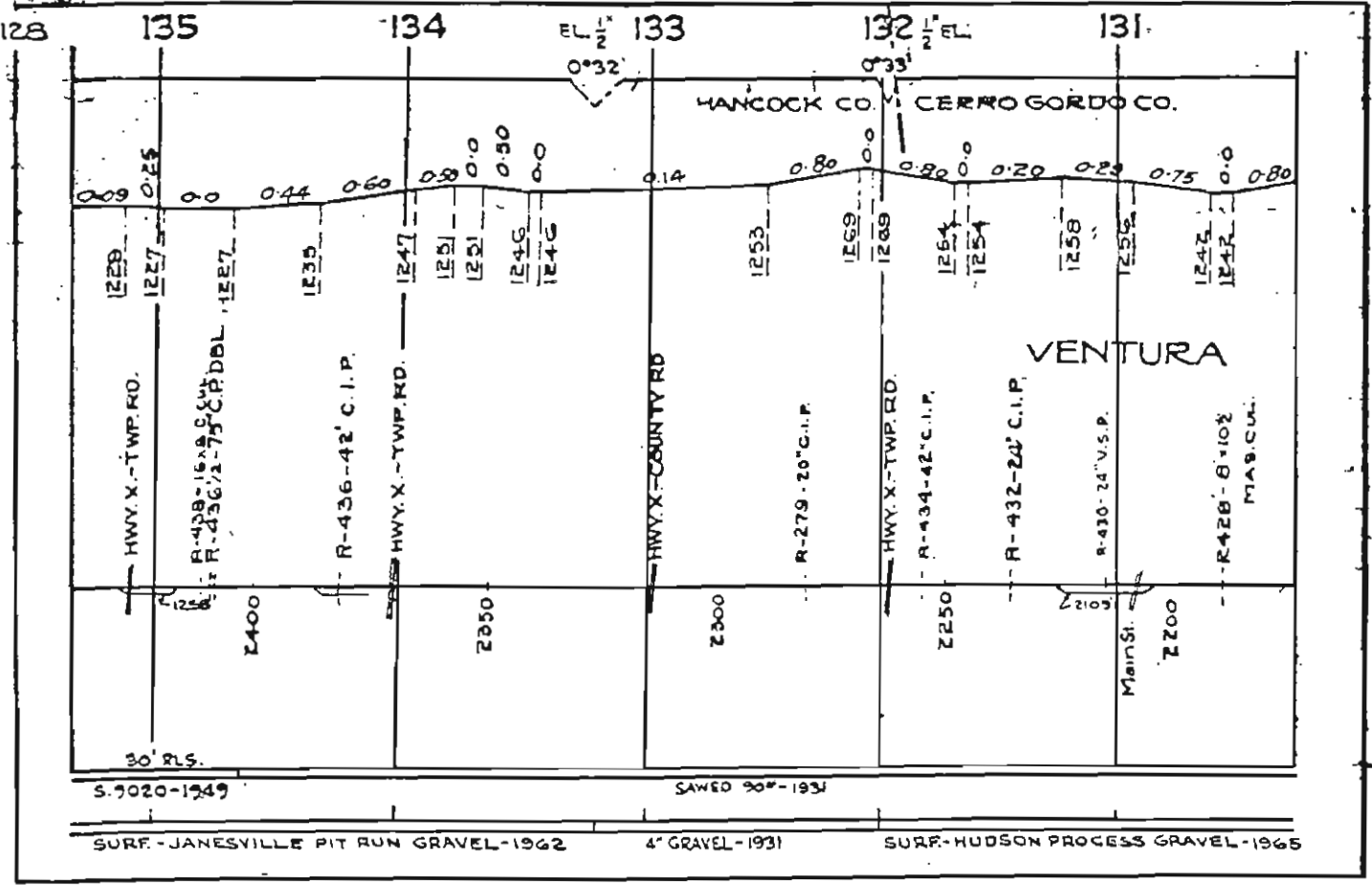
EAST ST
R-464-75 C.P.

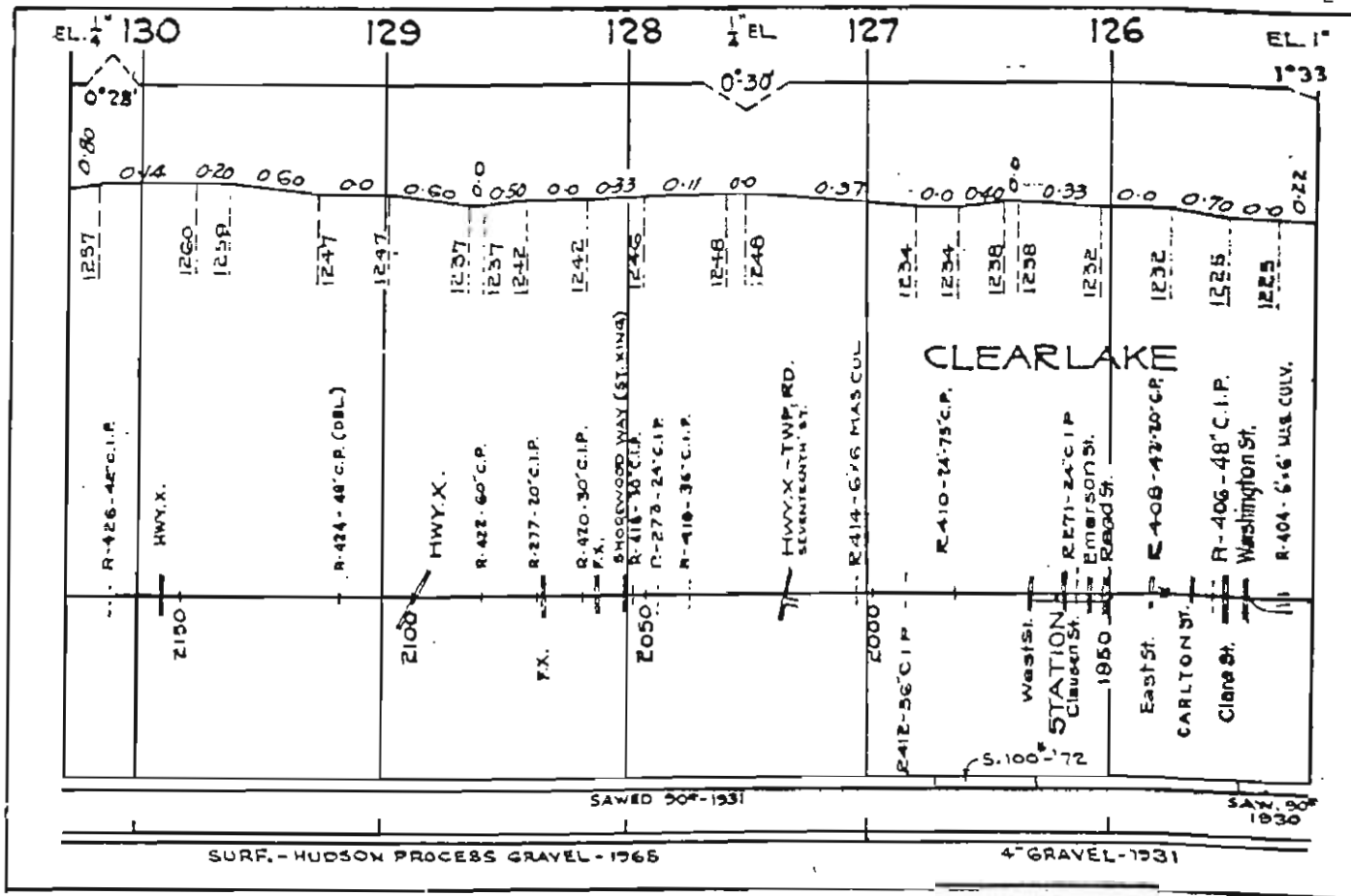
S. 9020-1949

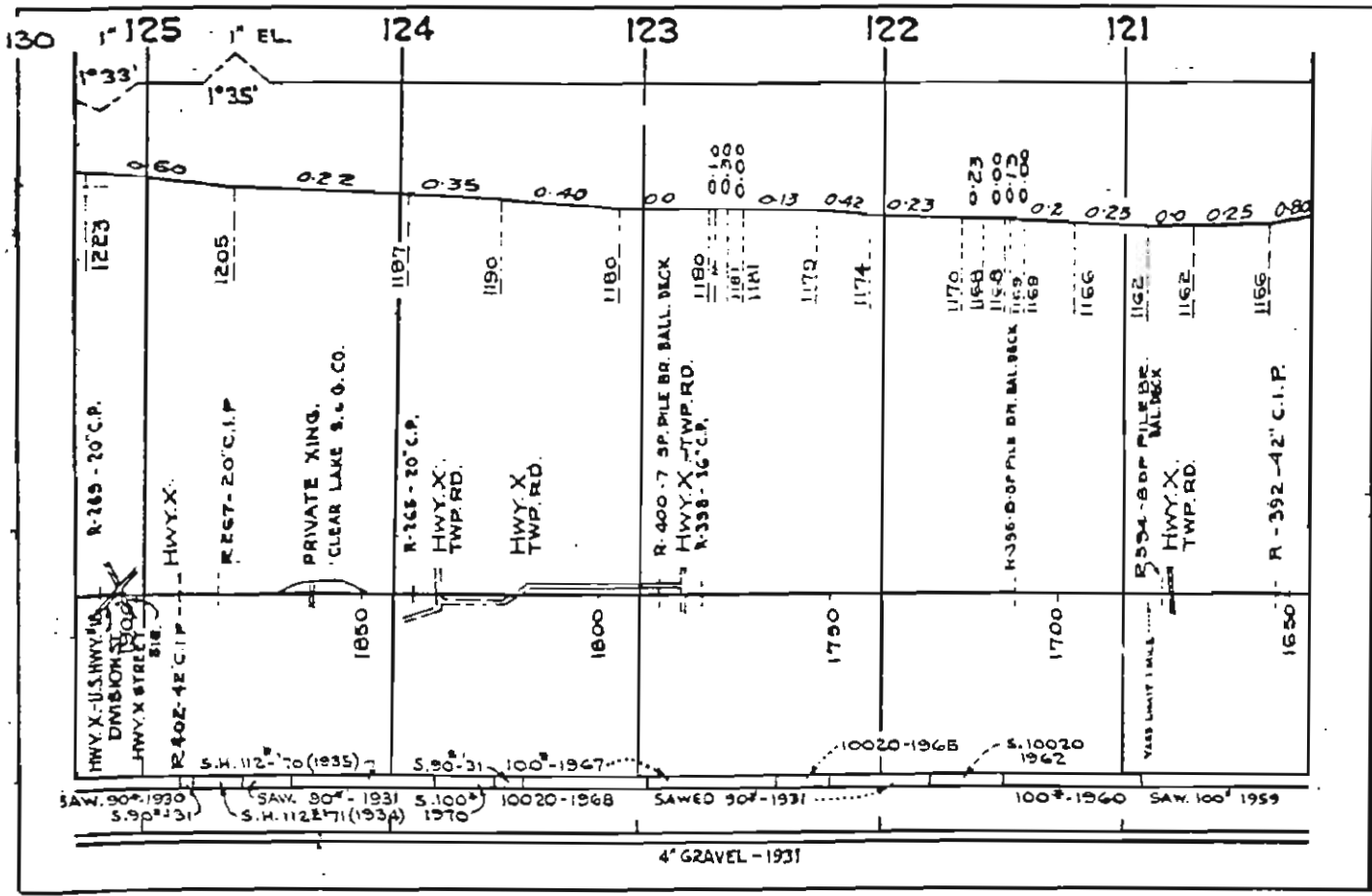
SURF. JAMESVILLE PIT. RUN GR. - 1966

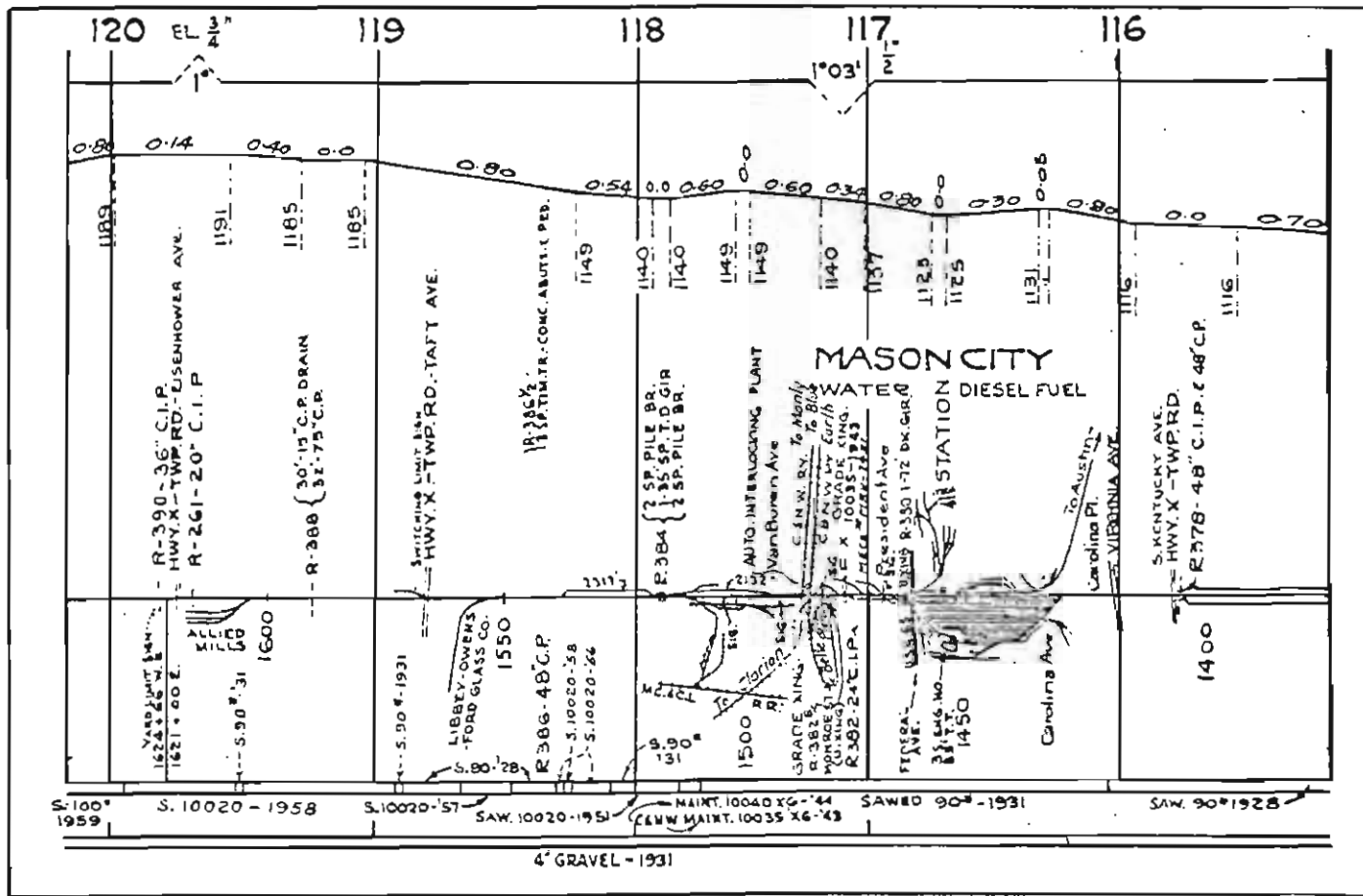


Made by R.P.Y.

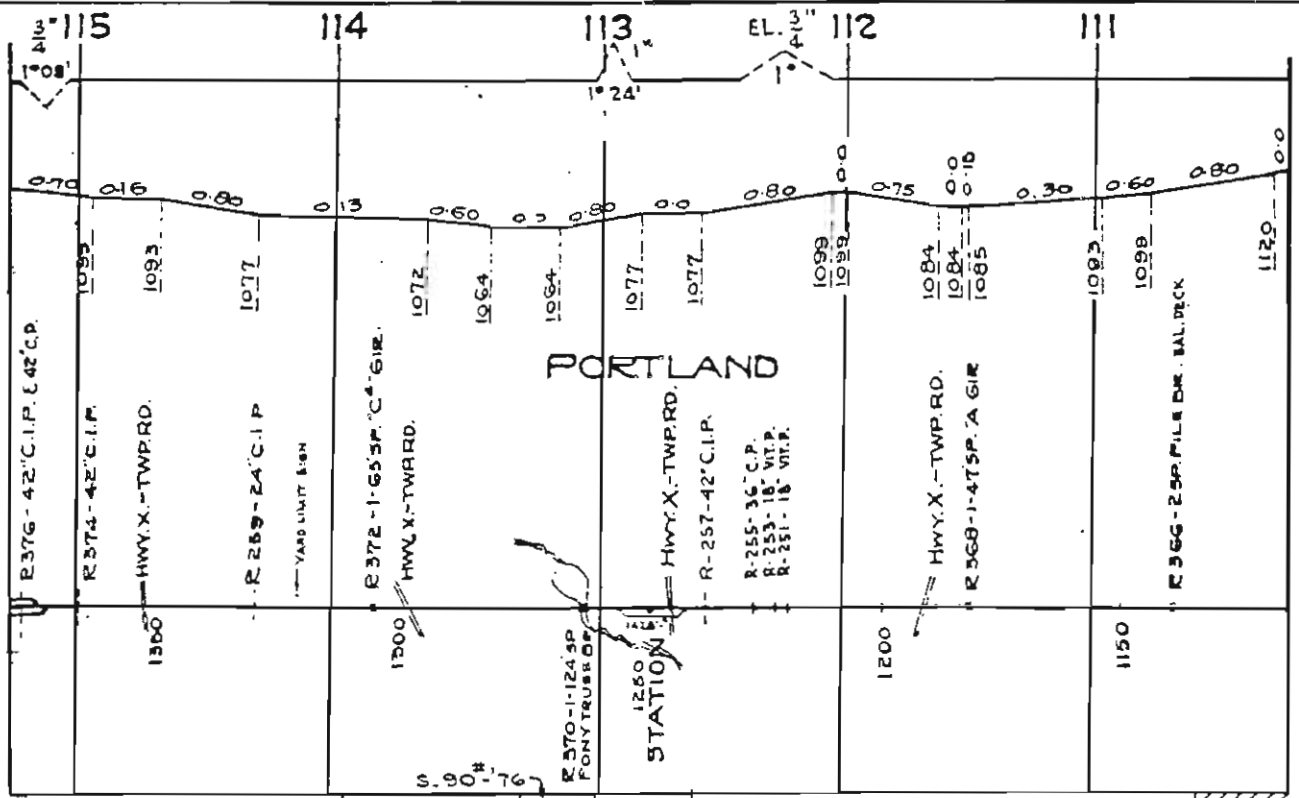








132



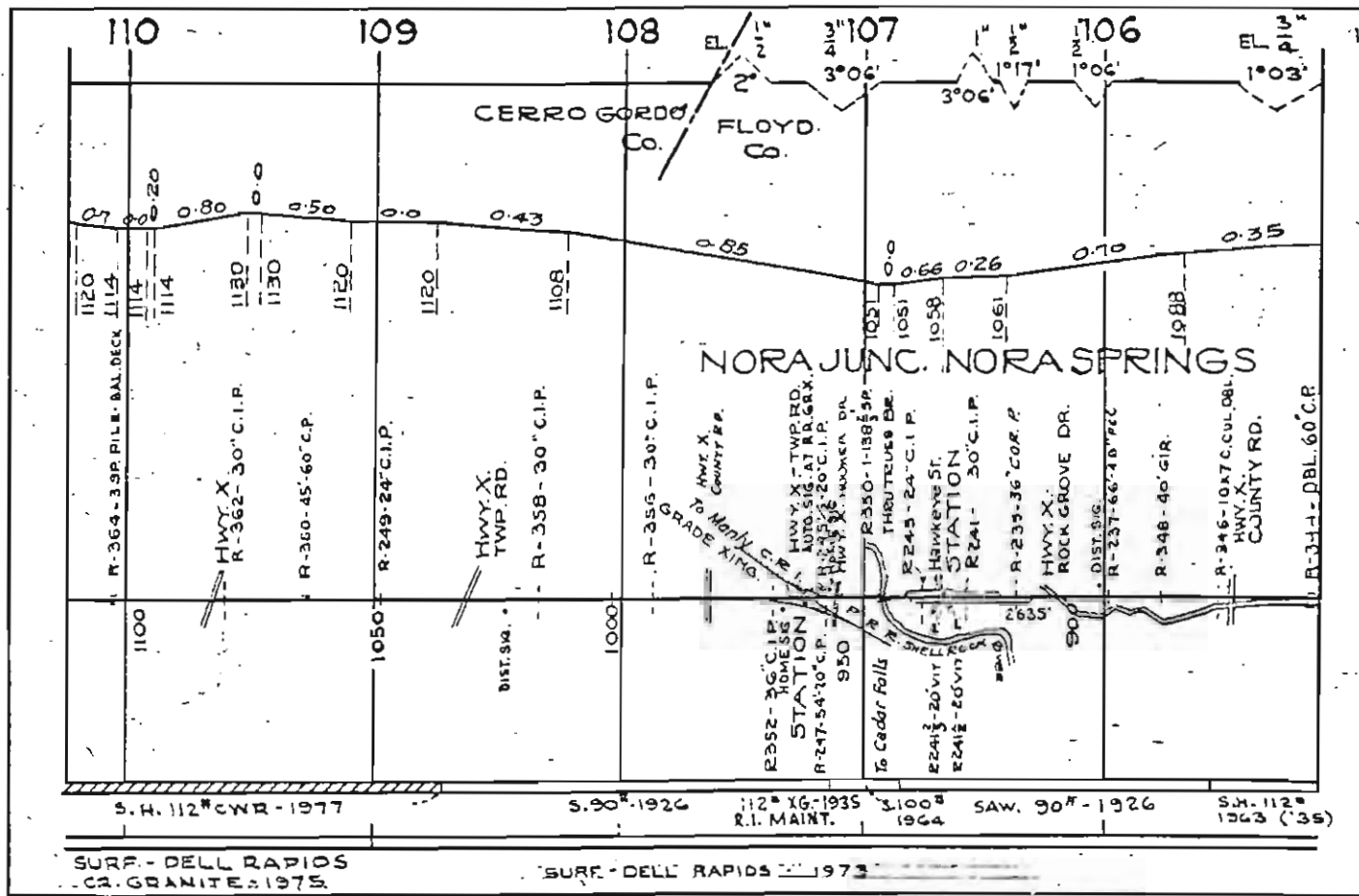
SAWED 90°-1928

SAWED 90°-1929

S.H. 100°-1975

S.H. 112°
CWD-77

SURF. - DELL RAPIDS CR. GRANITE-'75



134

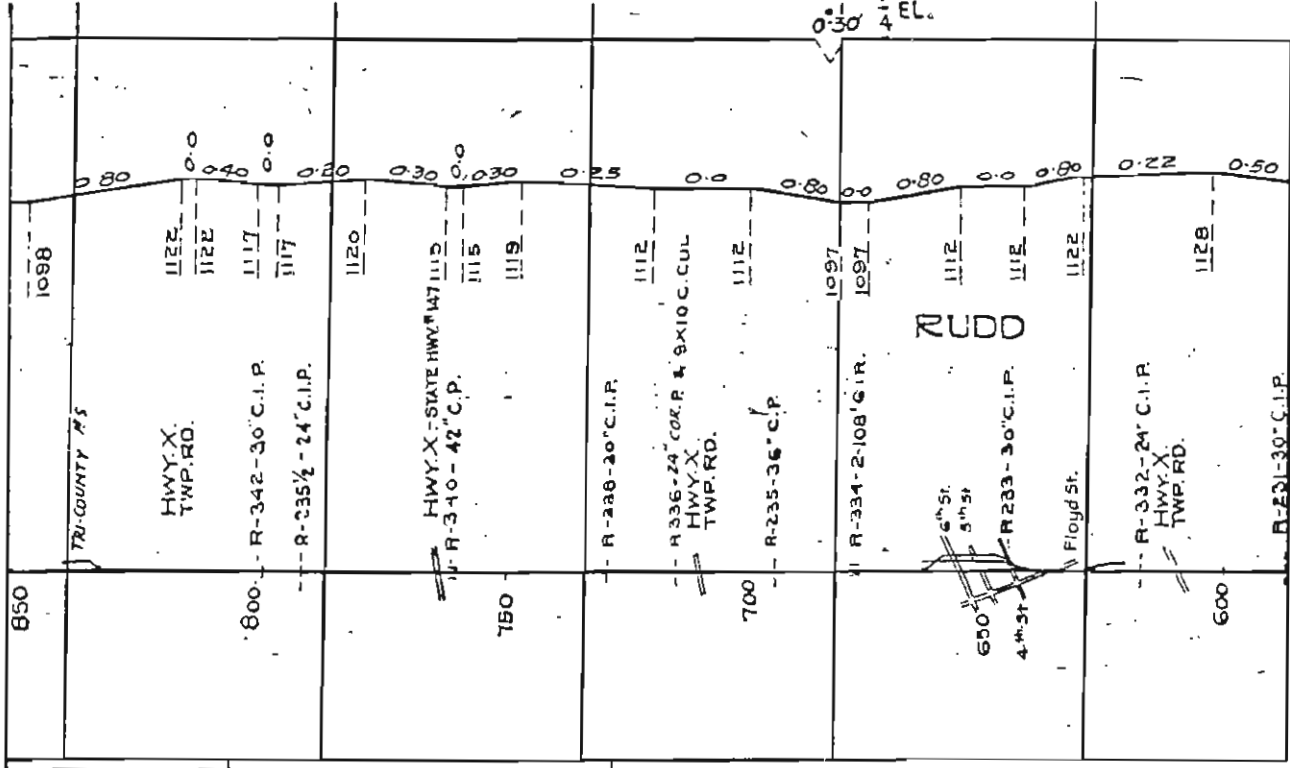
105

104

103

102

101



0°30' 1/4 EL.

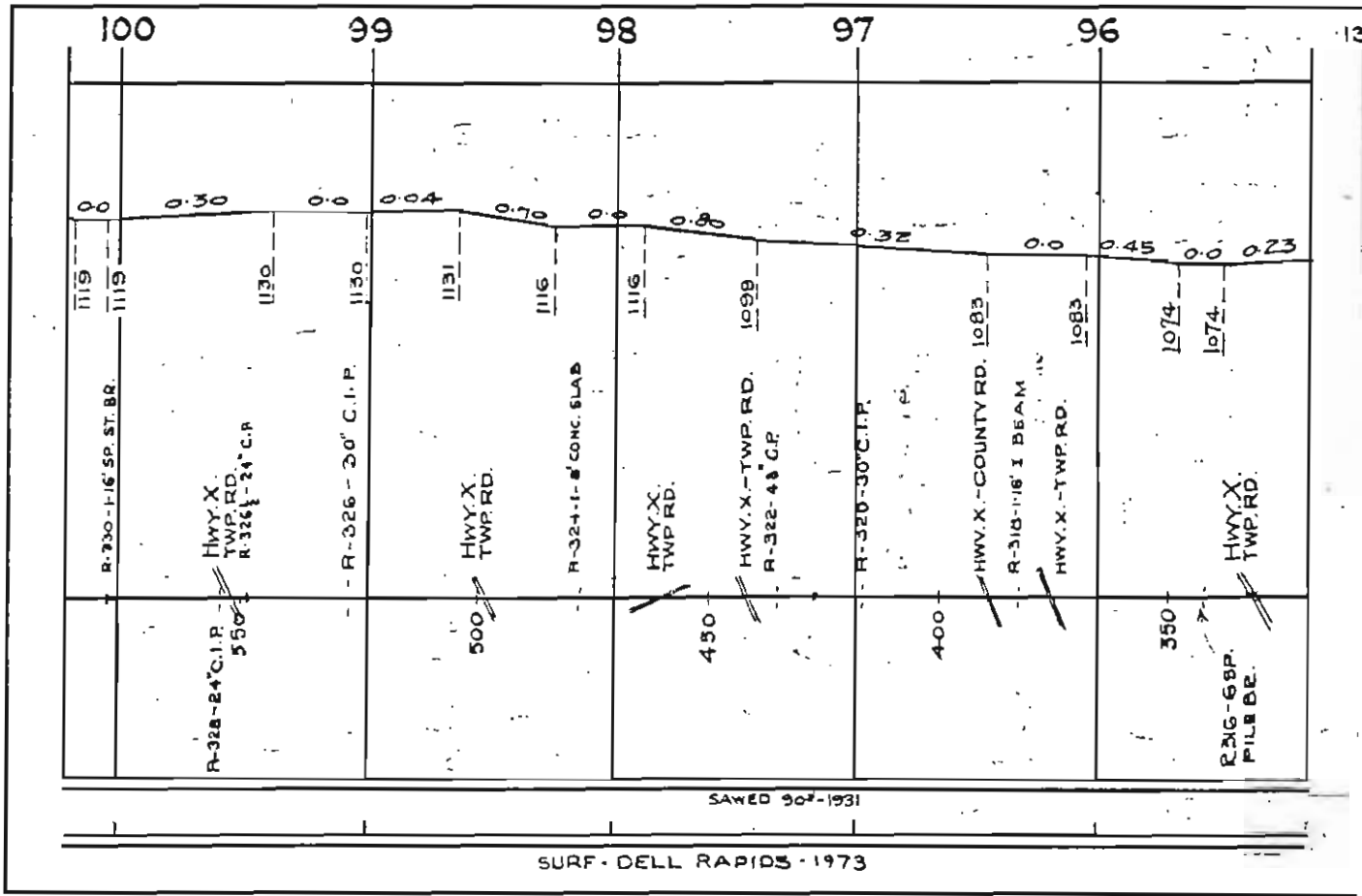
DUND

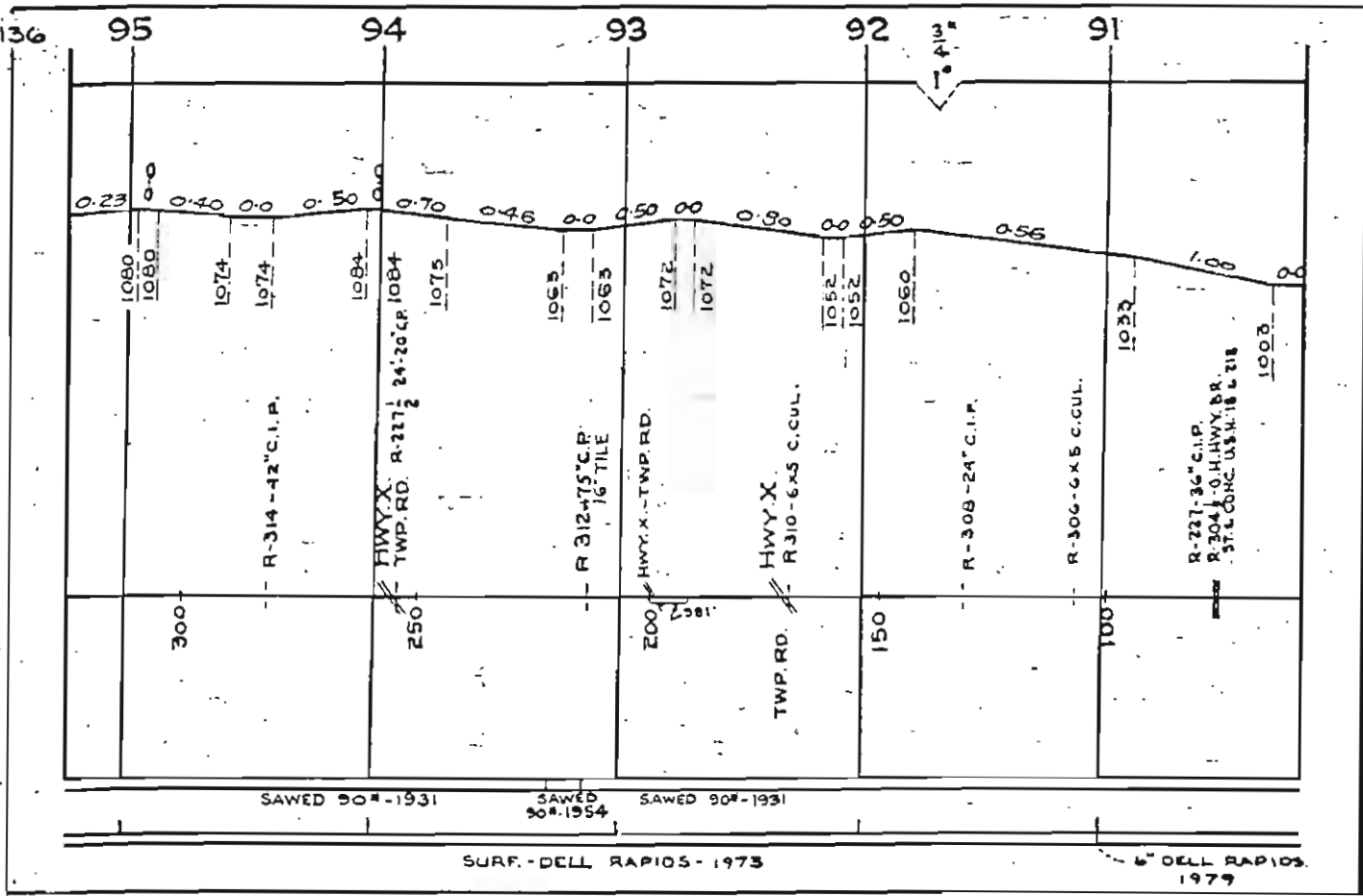
S. 90° 1926

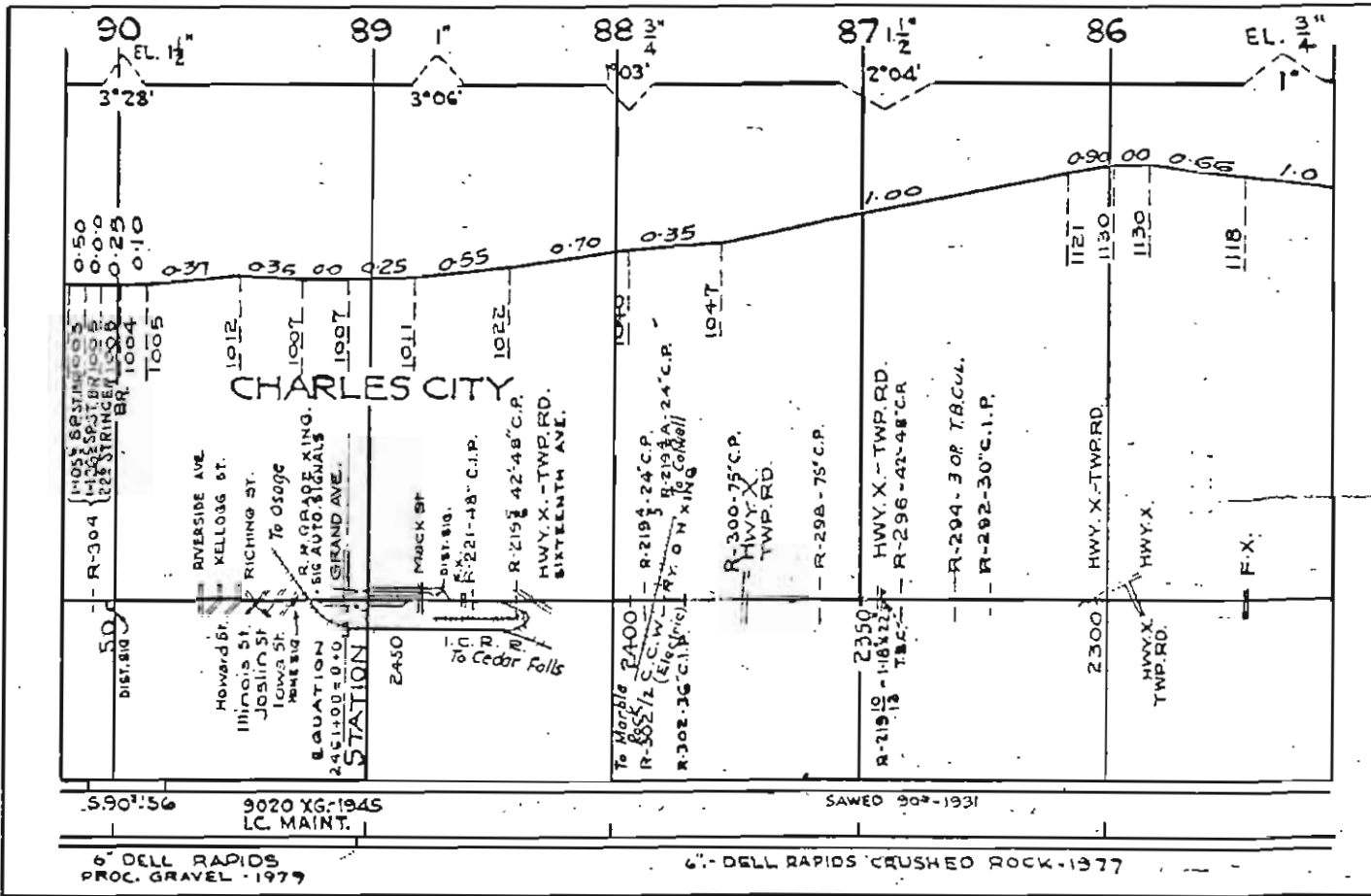
S.H. 90° - 1926

SAWED 90° - 1931

SURF. - DELL RAPIDS - 1973







138

85 EL. 1" 1'26"

84

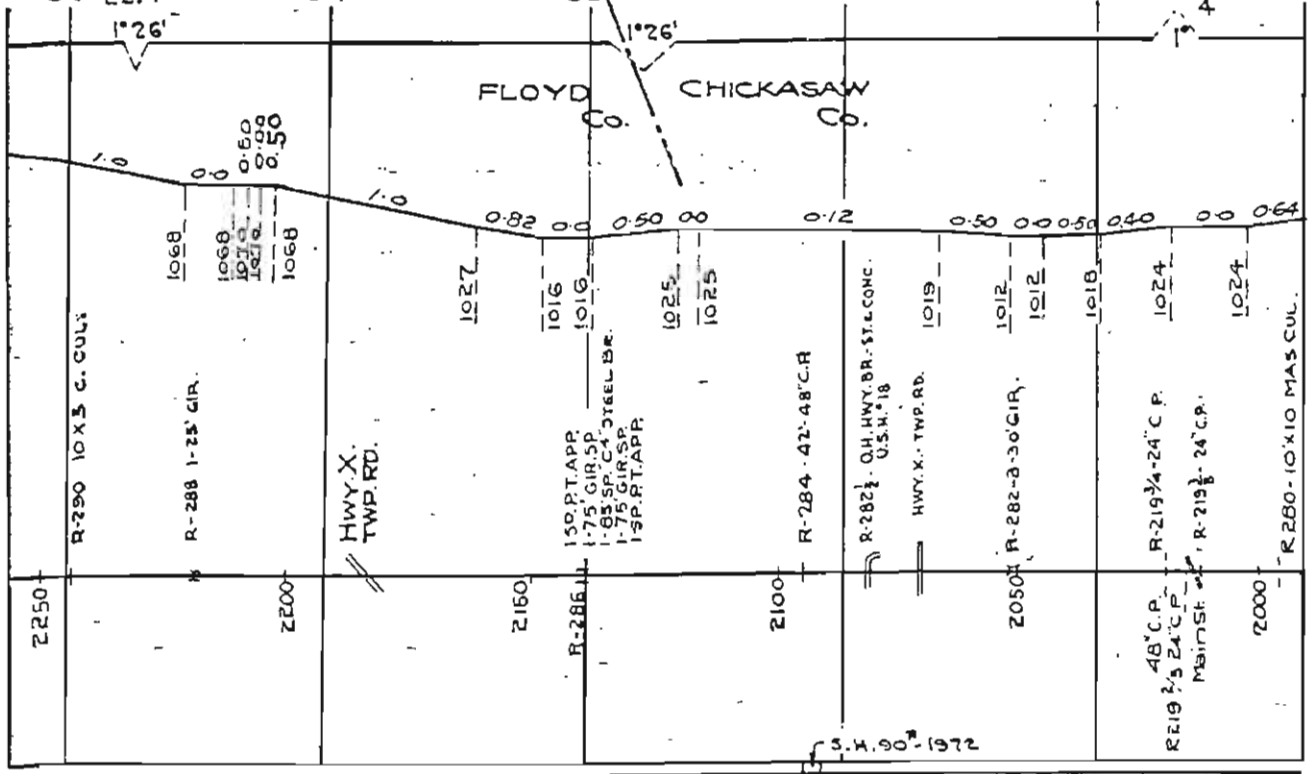
83 1" 1'26"

82

81

m 4'10"

FLOYD Co. CHICKASAW Co.



1068
1068
1070
1070
1068

1027
1016
1016
1025
1025

1019
1012
1012
1018
1024
1024

SAWED 90°-1931

S. H. 90°-1972

6" - DELL RAPIDS CRUSHED ROCK - 1977

140

75

74

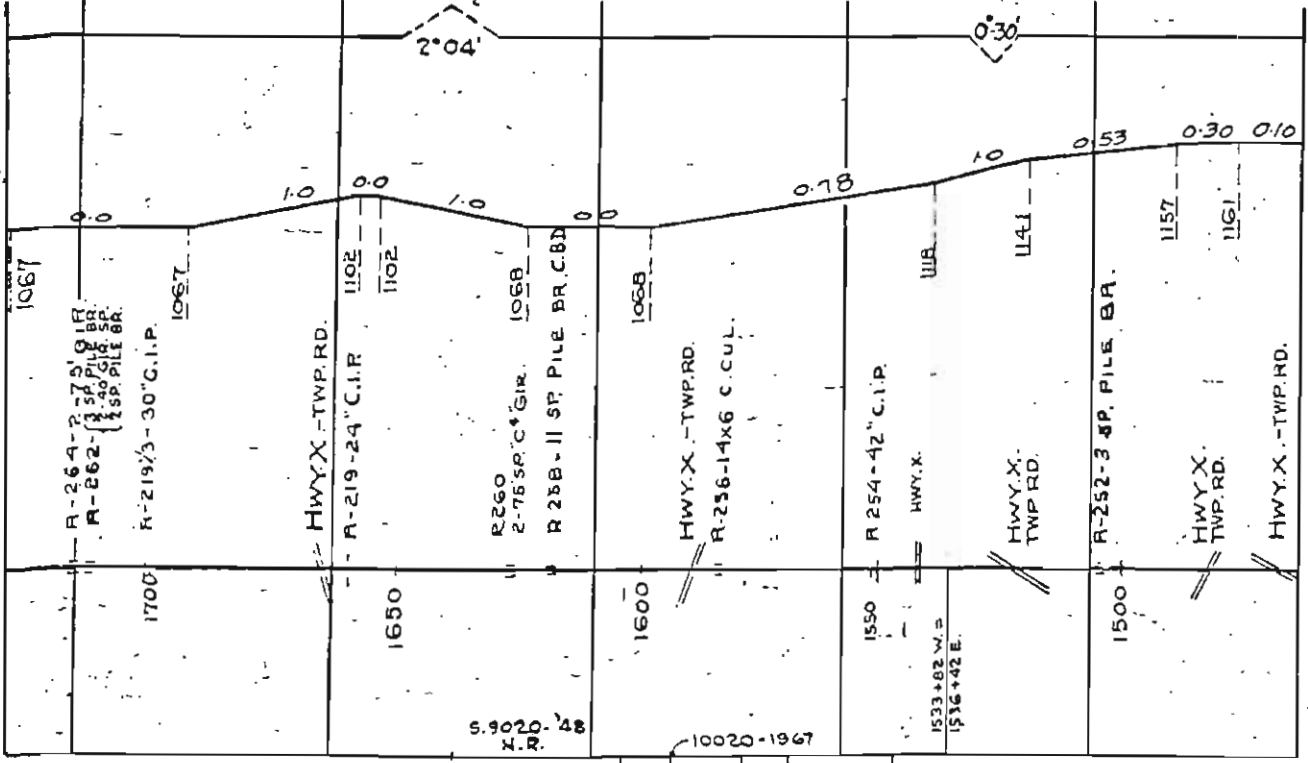
73

72

71

EL. 11 1/2
2°04'

0.30
4

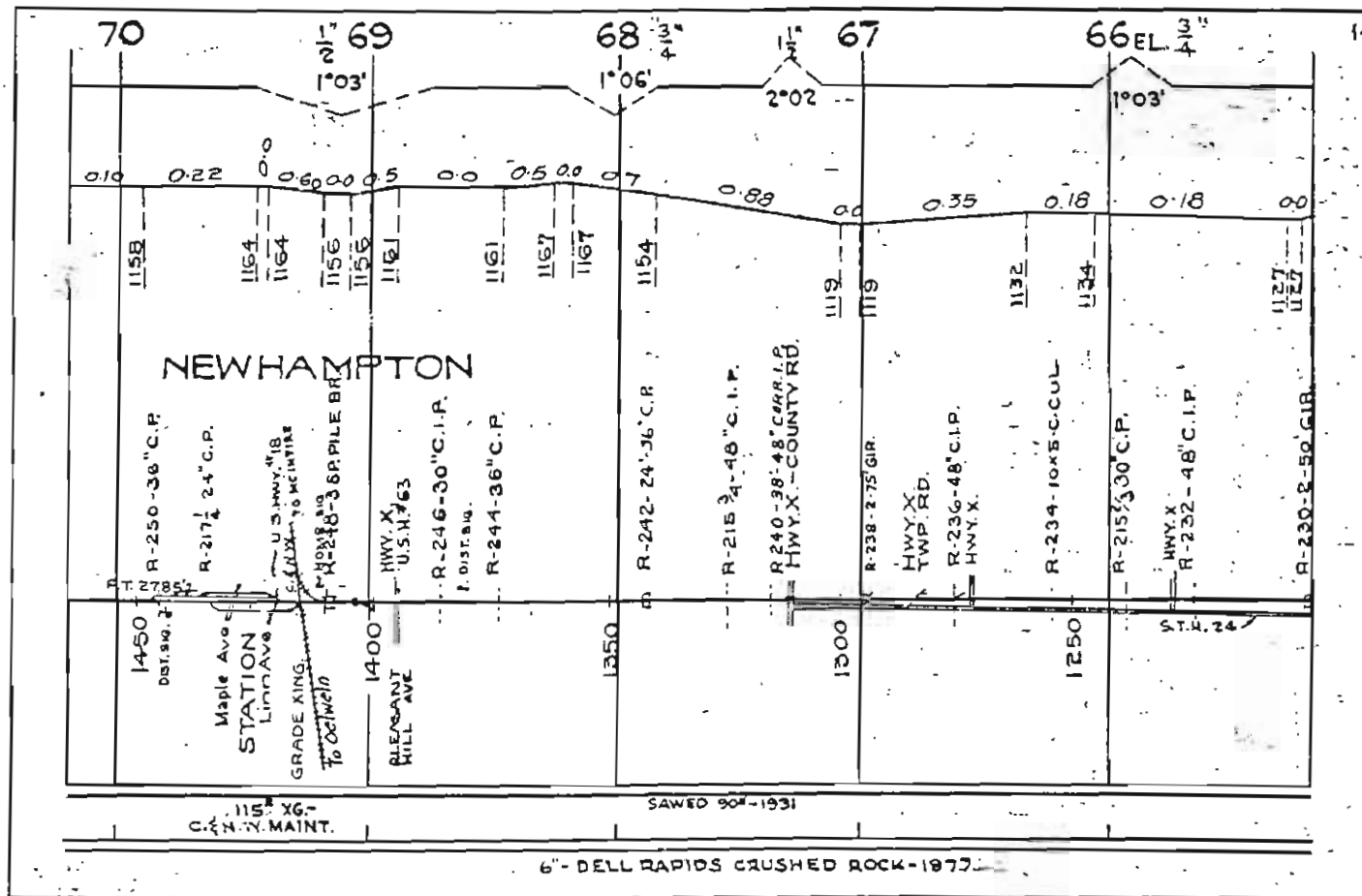


4" GRAY.
1931

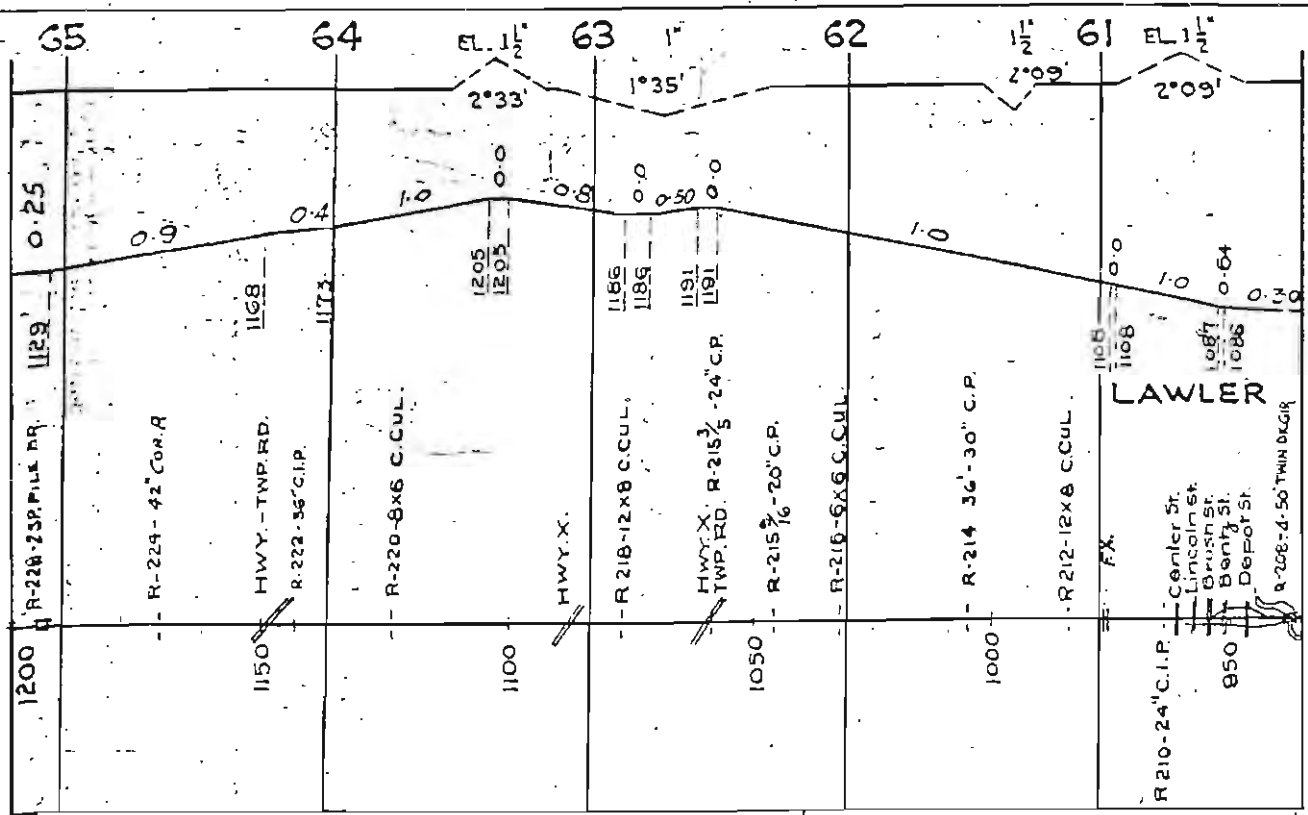
SURF. WHEELER PROCESS GRAVEL-1959.

6" DELL RAPIDS
PROC. GRAVEL-1977

SAWED 90°-1931 10020-1965 S. 90°-1931



122

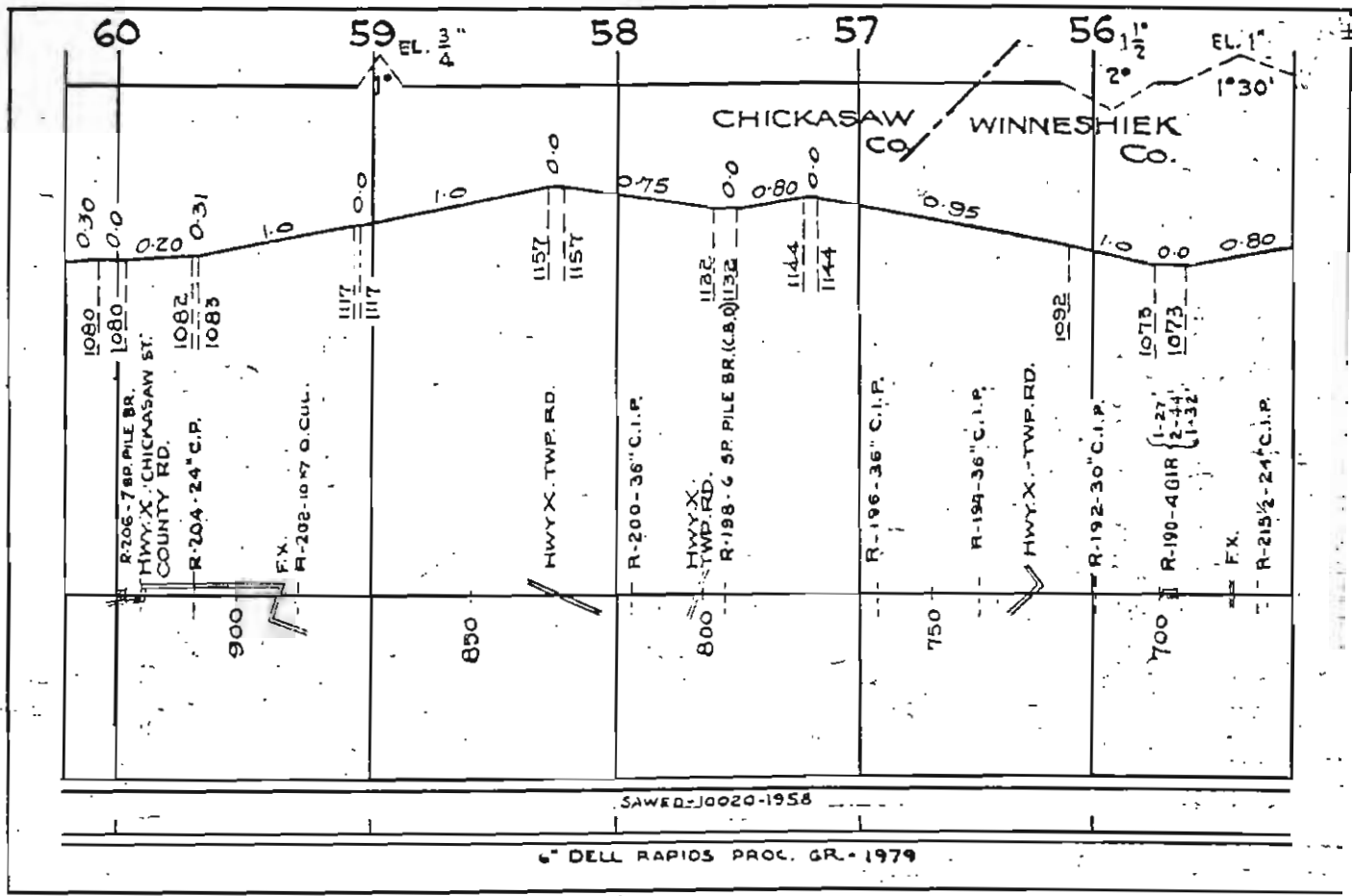


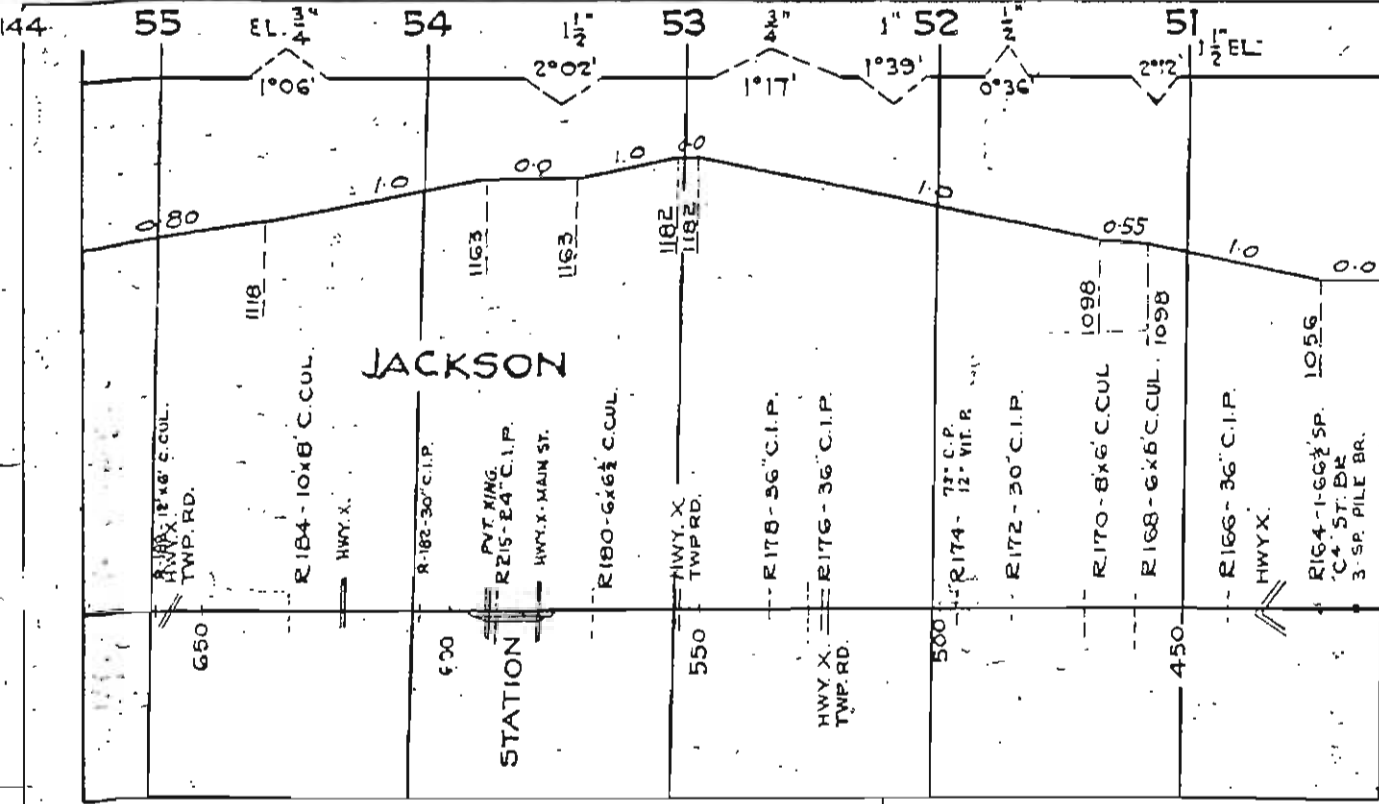
SAWED 90°-1931

SAWED 10020-1901

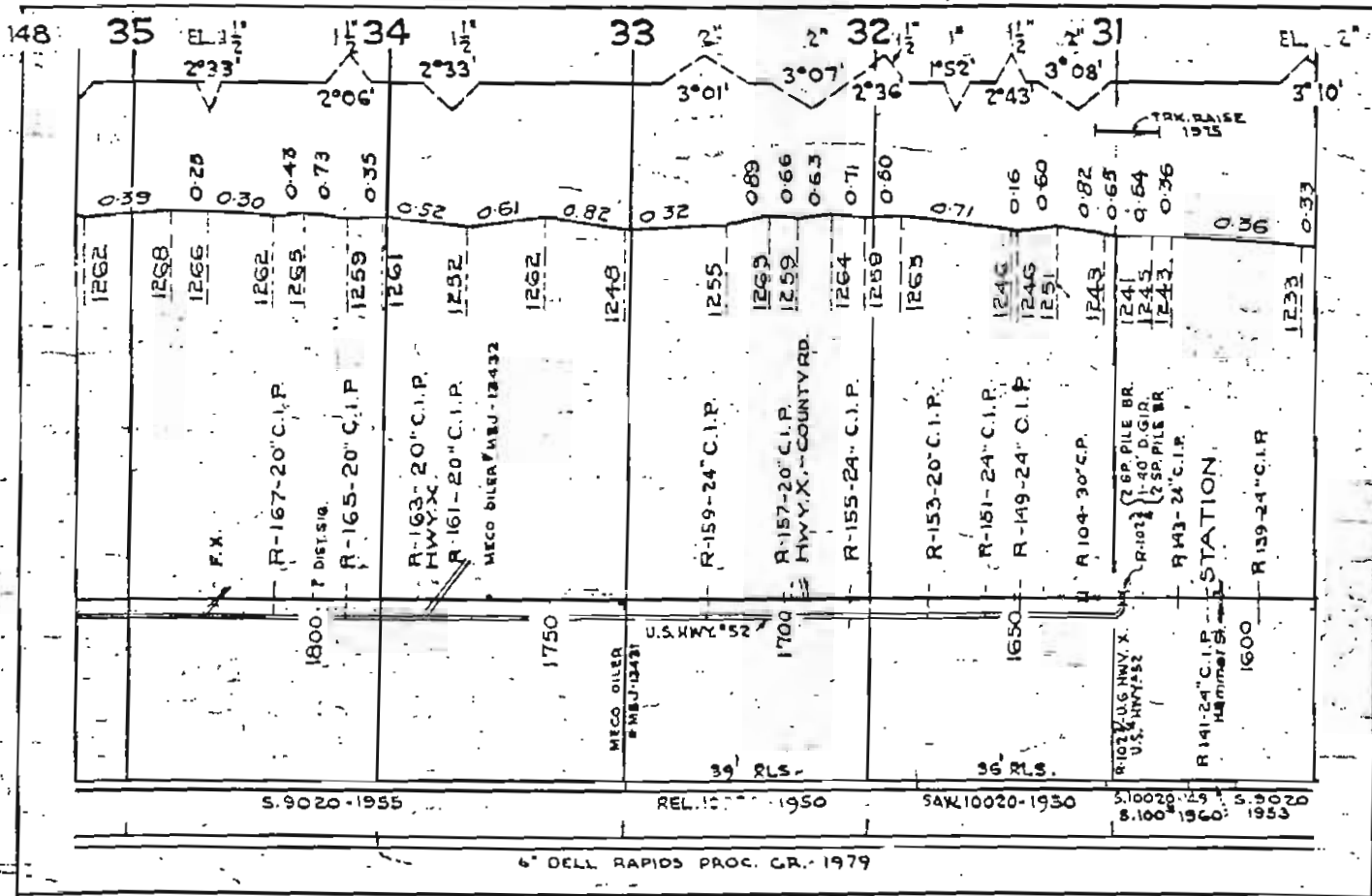
6" - DELL RAPIDS CRUSHED ROCK - 1977

6" DELL RAPIDS 79





Handwritten notes and scribbles on the right side of the page, including a large '0' and some illegible markings.



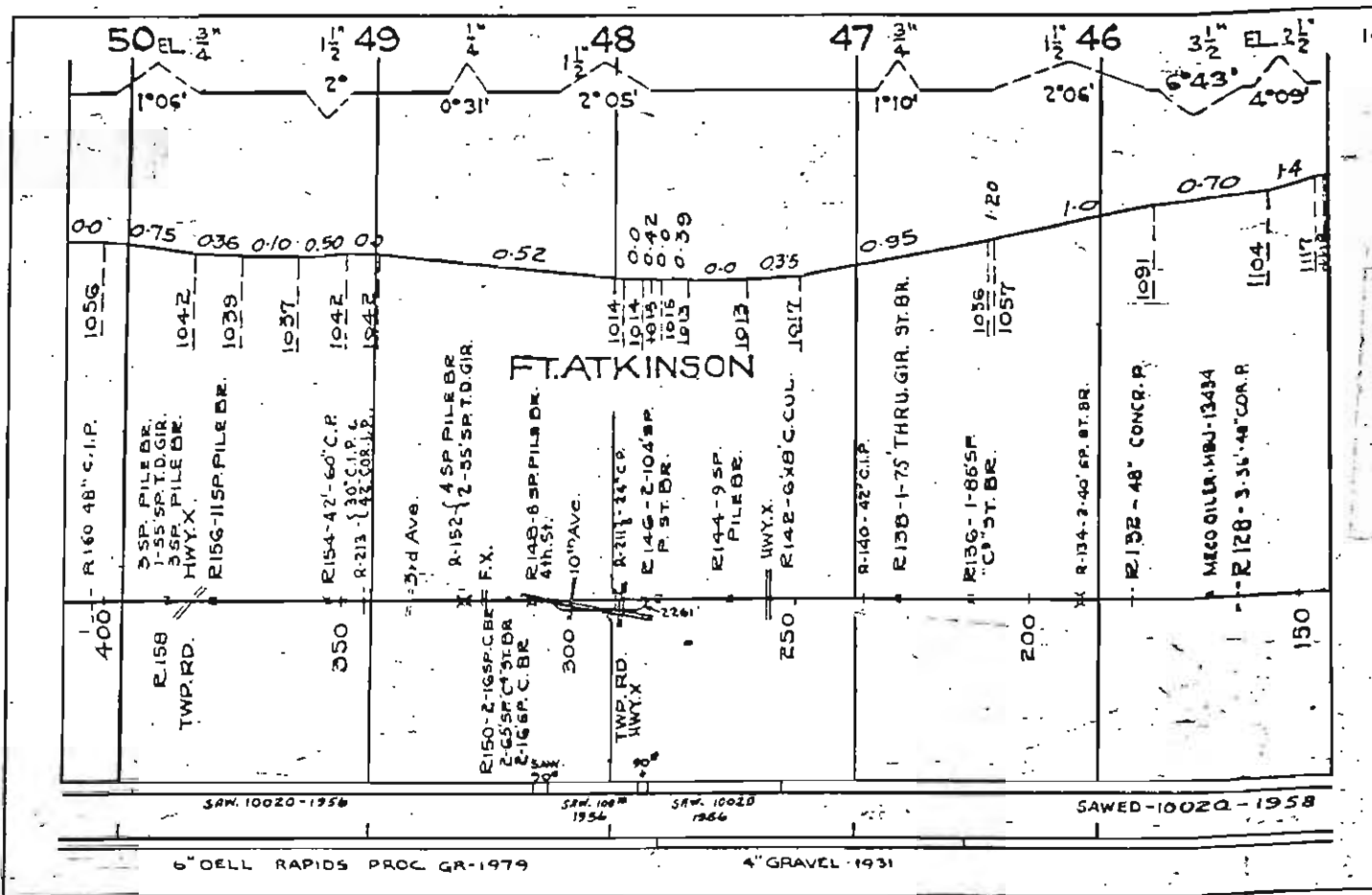
S. 9020-1955

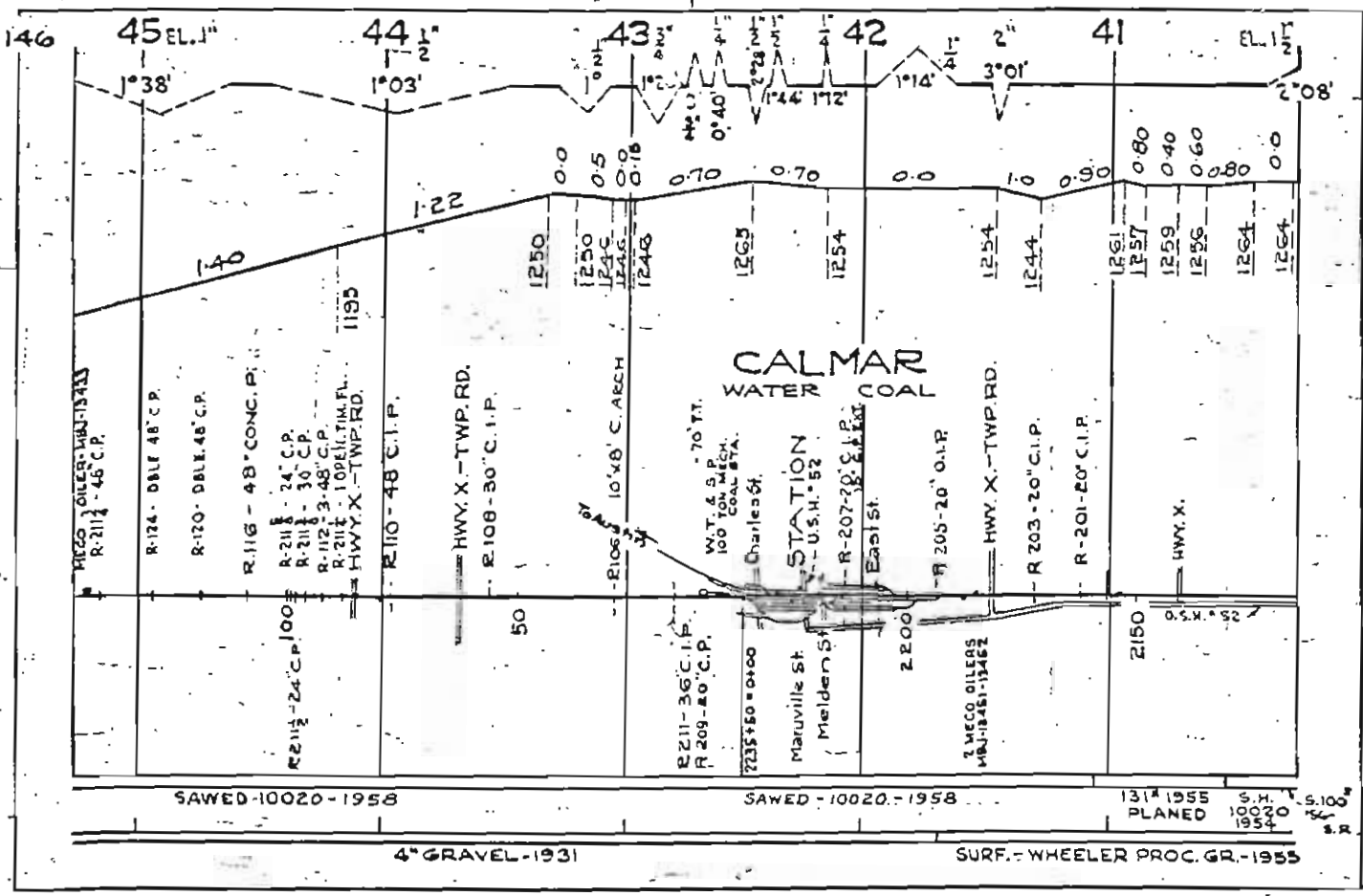
REL. 10000-1950

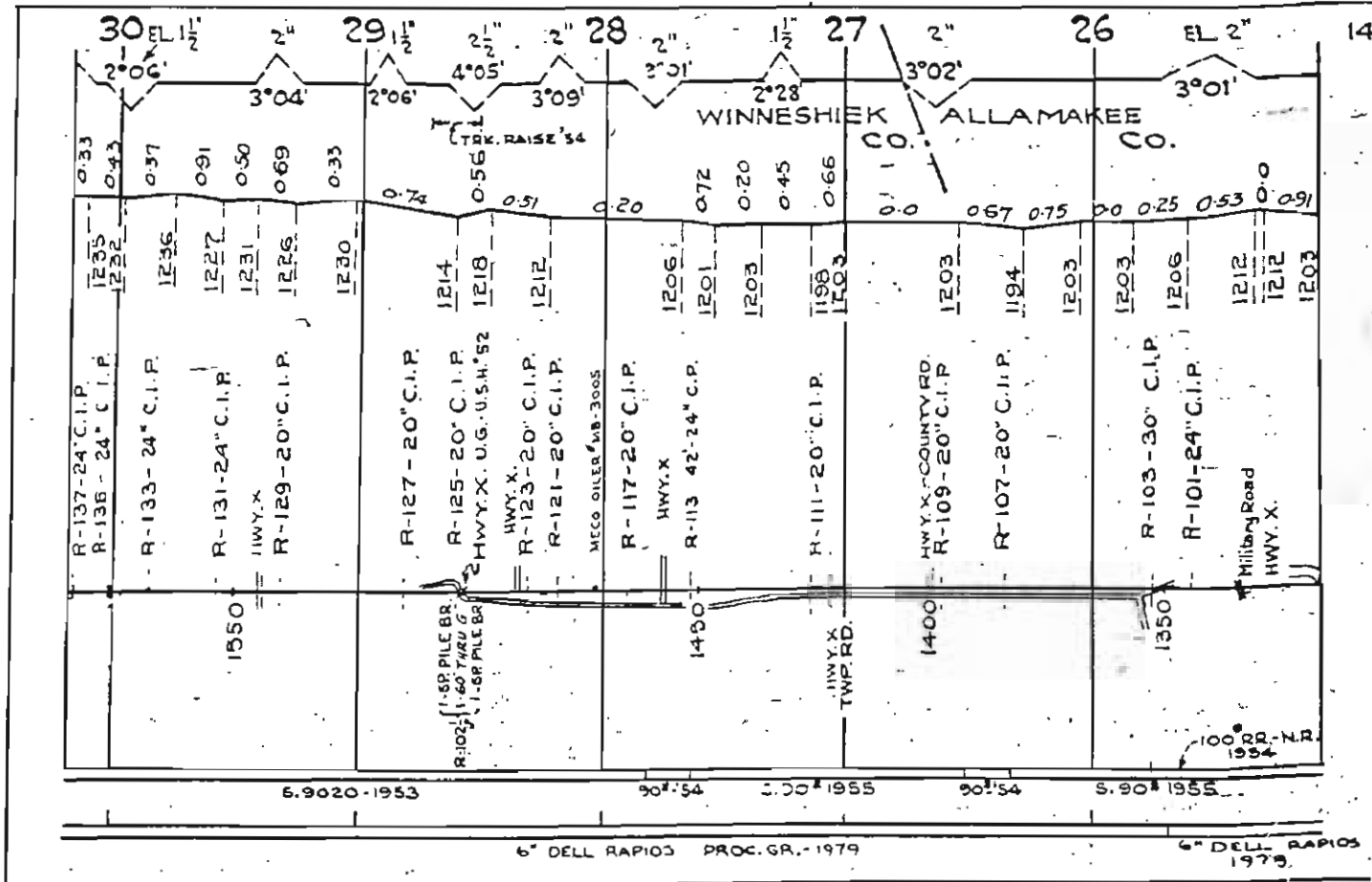
SAK. 10020-1930

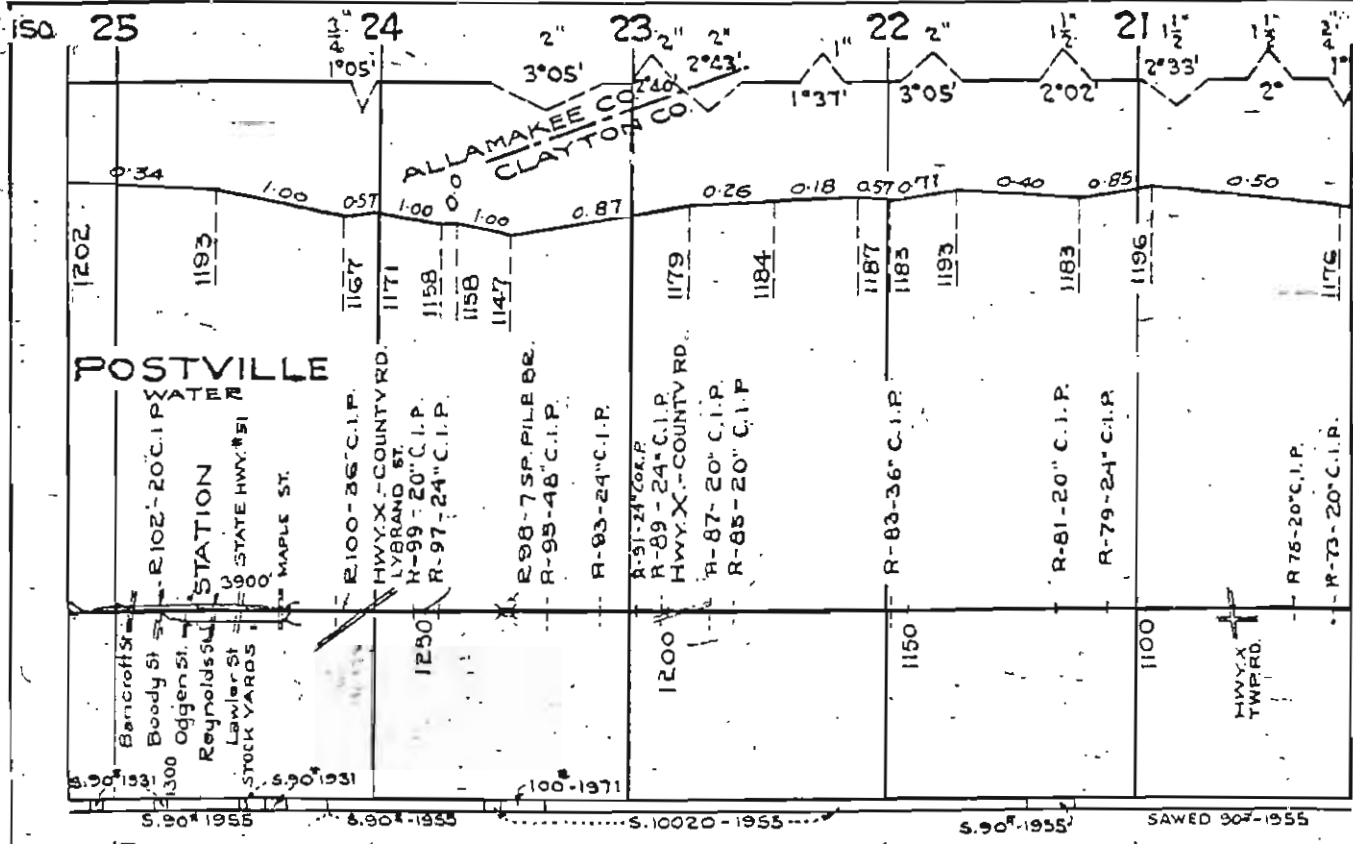
S. 10020-1929
S. 10020-1953

6° DELL RAPIDS PROC. CR. 1979

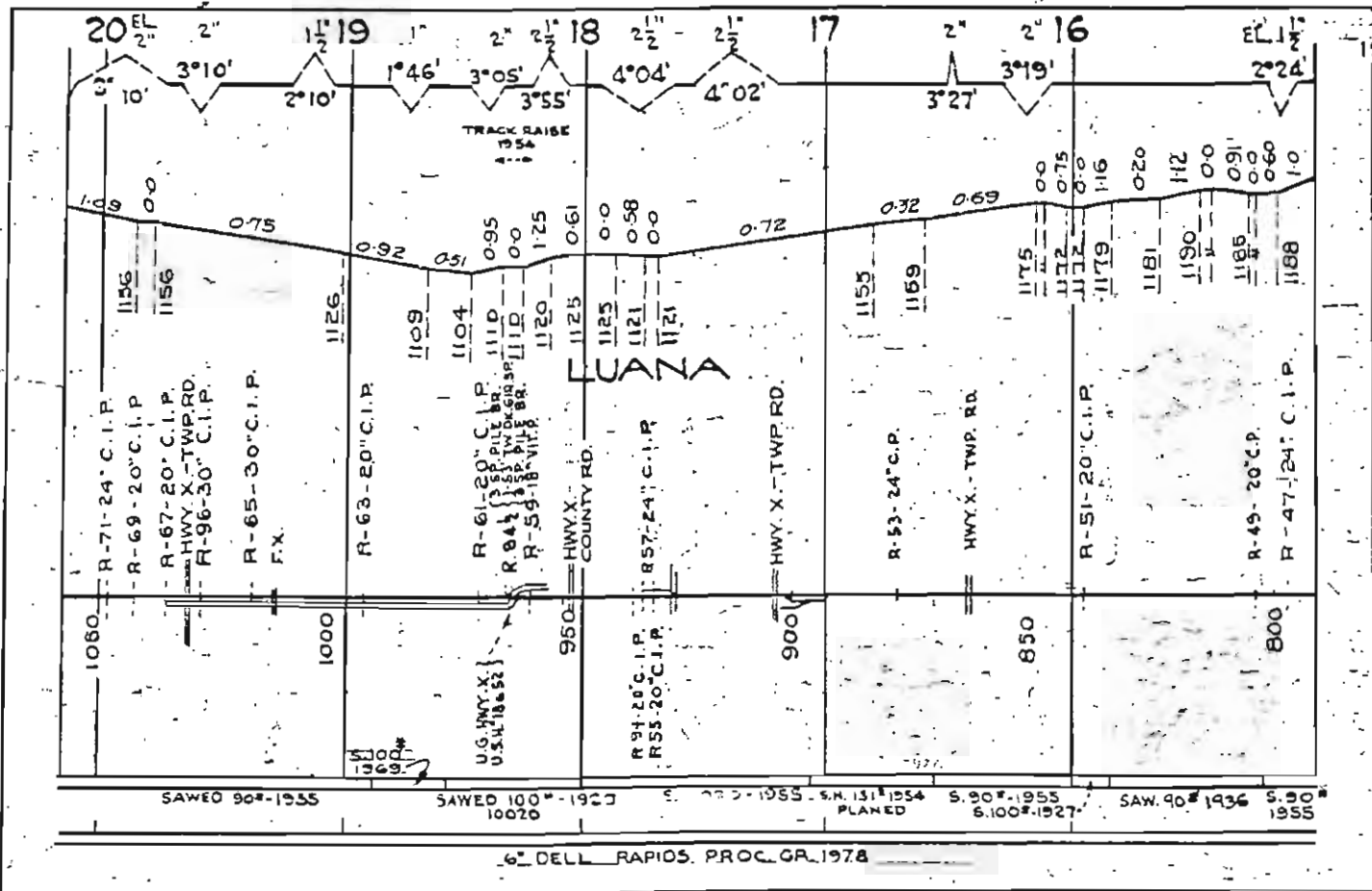




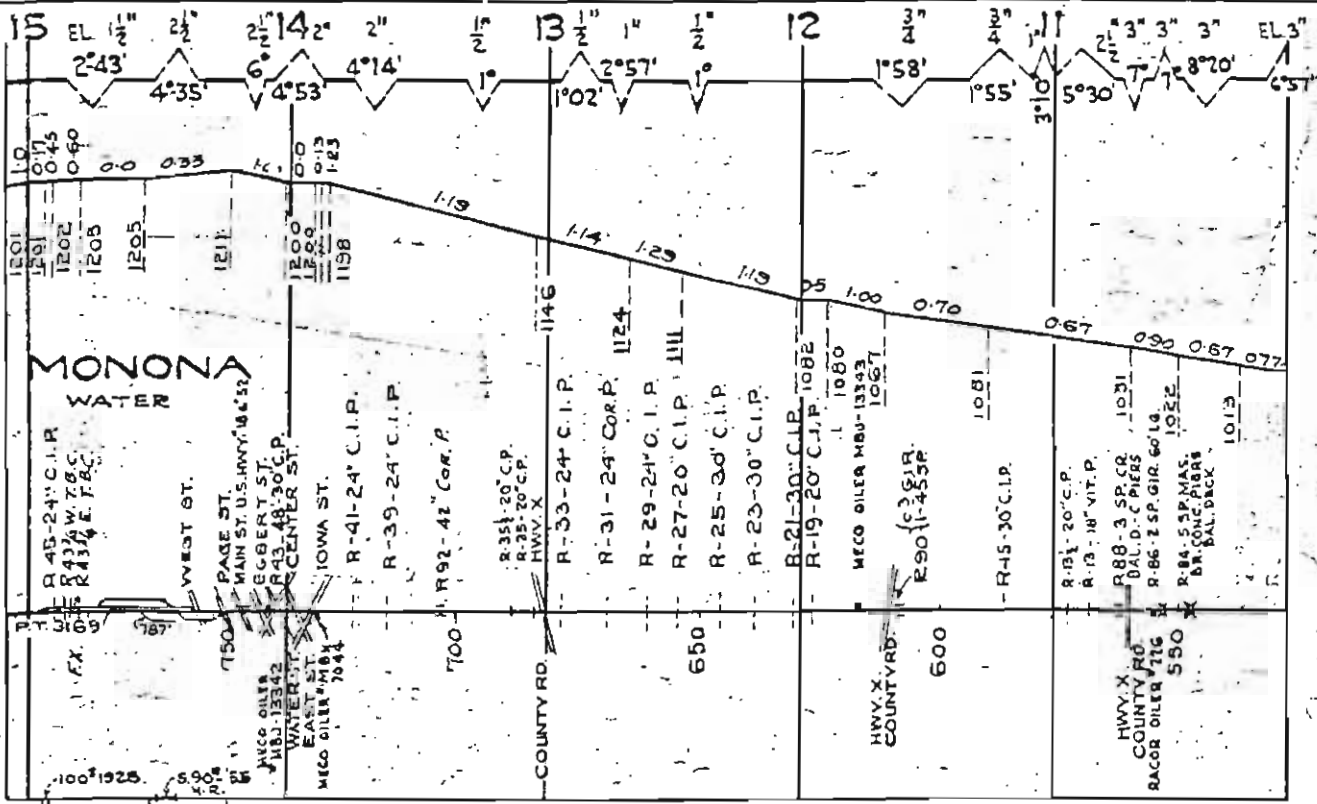




6" OELL RAPIDS PROC. GR. - 1978



152



MONONA WATER

R-45-24" C.I.P.
 R-43-24" W.T.P.C.
 R-43-24" E.P.C.

WEST ST.
 PAGE ST.
 MAIN ST. U.S. HWY. 163.52
 EGBERT ST.
 R-43-24" W.T.P.C.
 CENTER ST.
 IOWA ST.
 R-41-24" C.I.P.
 R-39-24" C.I.P.
 R-35-20" C.P.
 R-35-20" C.P.
 HWY. X

R-33-24" C.I.P.
 R-31-24" Cor.P.
 R-29-24" C.I.P.
 R-27-20" C.I.P. IIII
 R-25-30" C.I.P.
 R-23-30" C.I.P.

COUNTY RD.
 HWY. X
 COUNTY RD.
 600

R-21-30" C.I.P. 1082
 R-19-20" C.I.P. 1082
 MECO OILER MBU-13393
 1080
 1087
 R-15-30" C.I.P. 1081

HWY. X
 COUNTY RD.
 600
 R-13-20" C.P.
 R-13-18" VIT.P.
 R-88-3 SP. CR.
 DAL. D.-C PERS
 R-86-2 SP. GIR. 60 Ld
 HWY. X
 COUNTY RD.
 550
 R-84-5 SP. MAS
 DAL. CONC. PIERS
 BAL. DECK.
 1013

5.90' S.H. 10020
 1935 1926

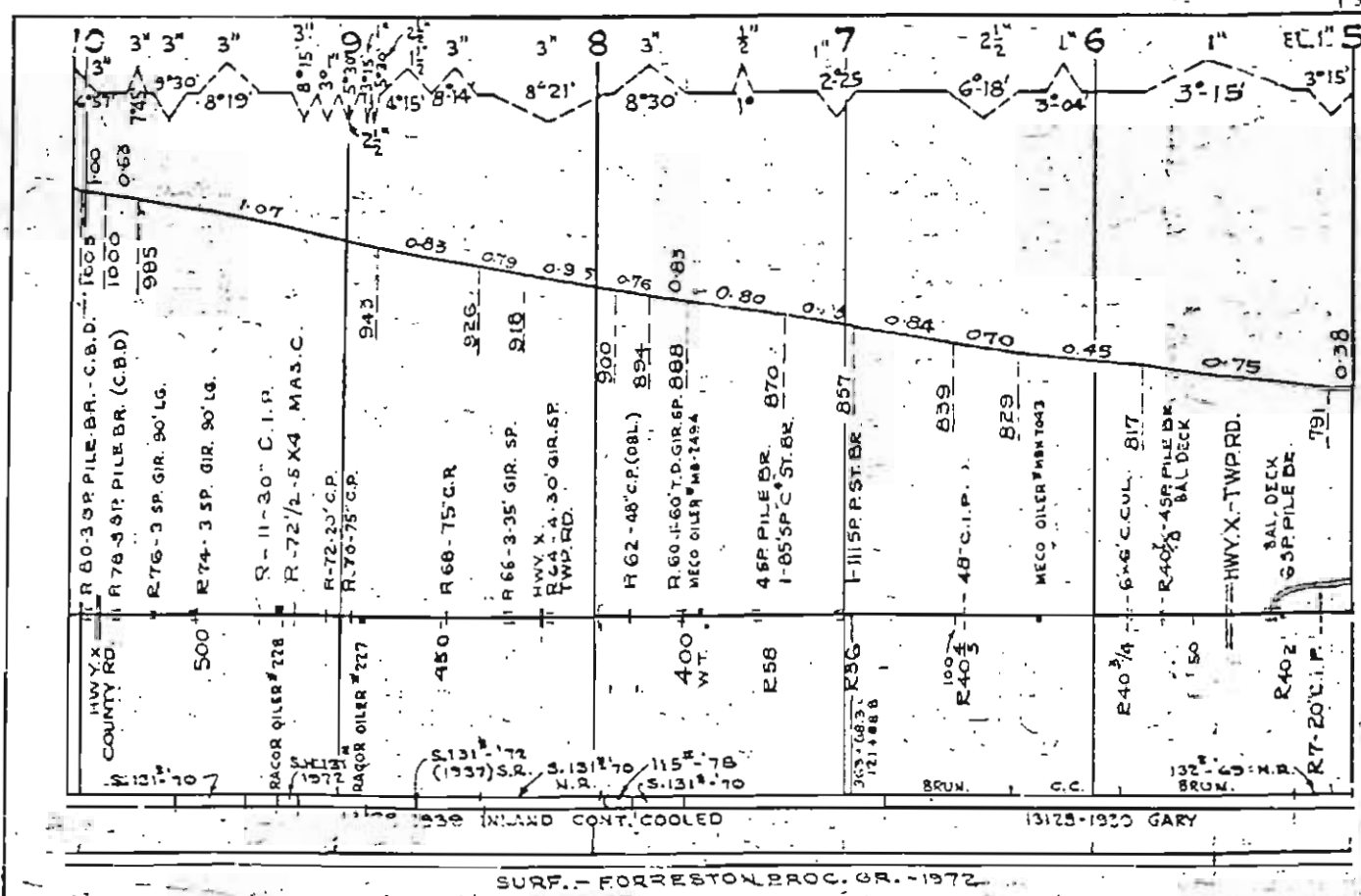
13178-1939 INLAND CONT. COOLED

DELL RAP. PROC. GR. 78

GRAVEL - 1939

SURF. - FORRESTON PROC. GR. - 1972

Handwritten notes and markings on the right side of the drawing, including a large 'C' and 'O'.

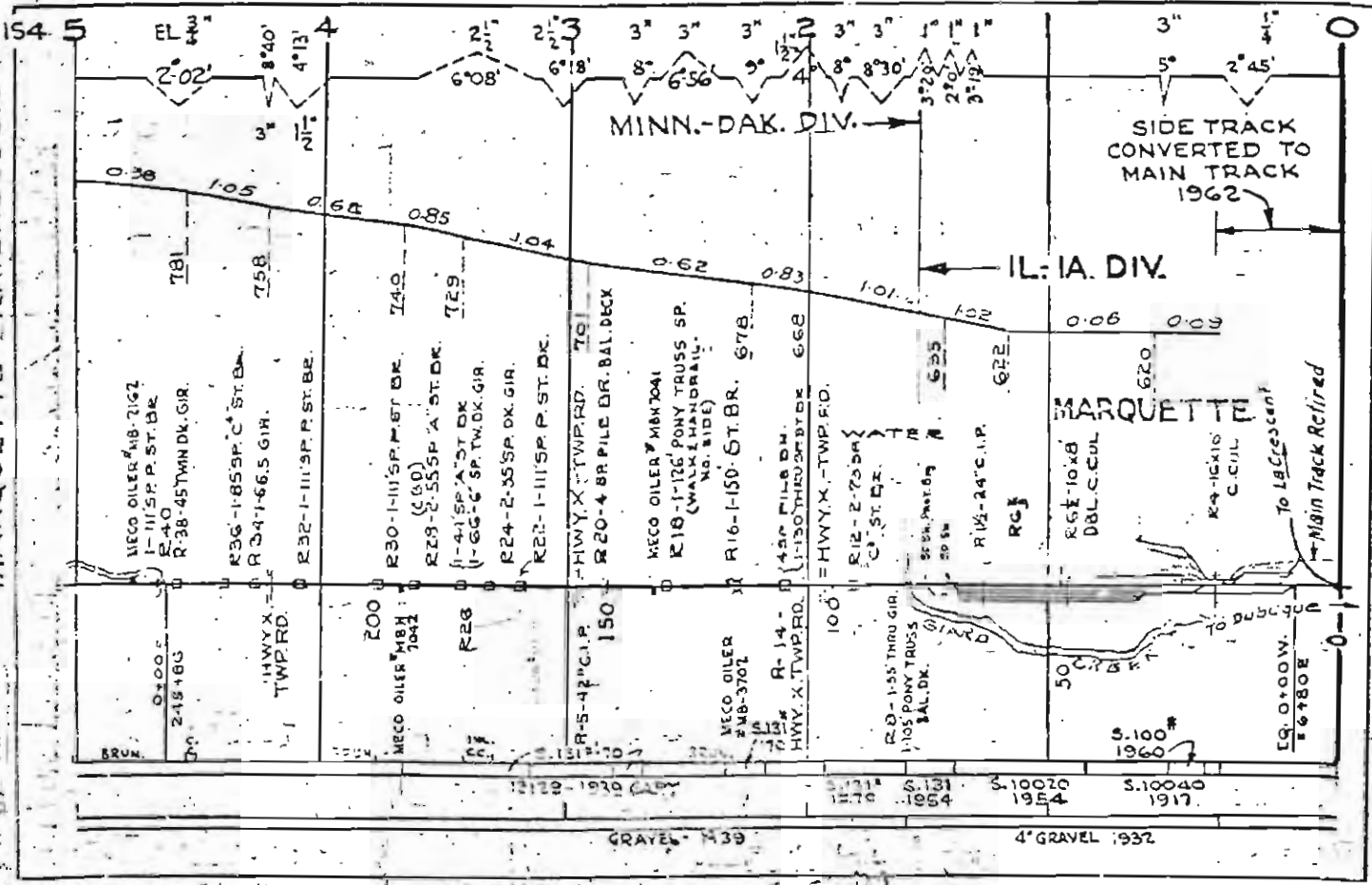


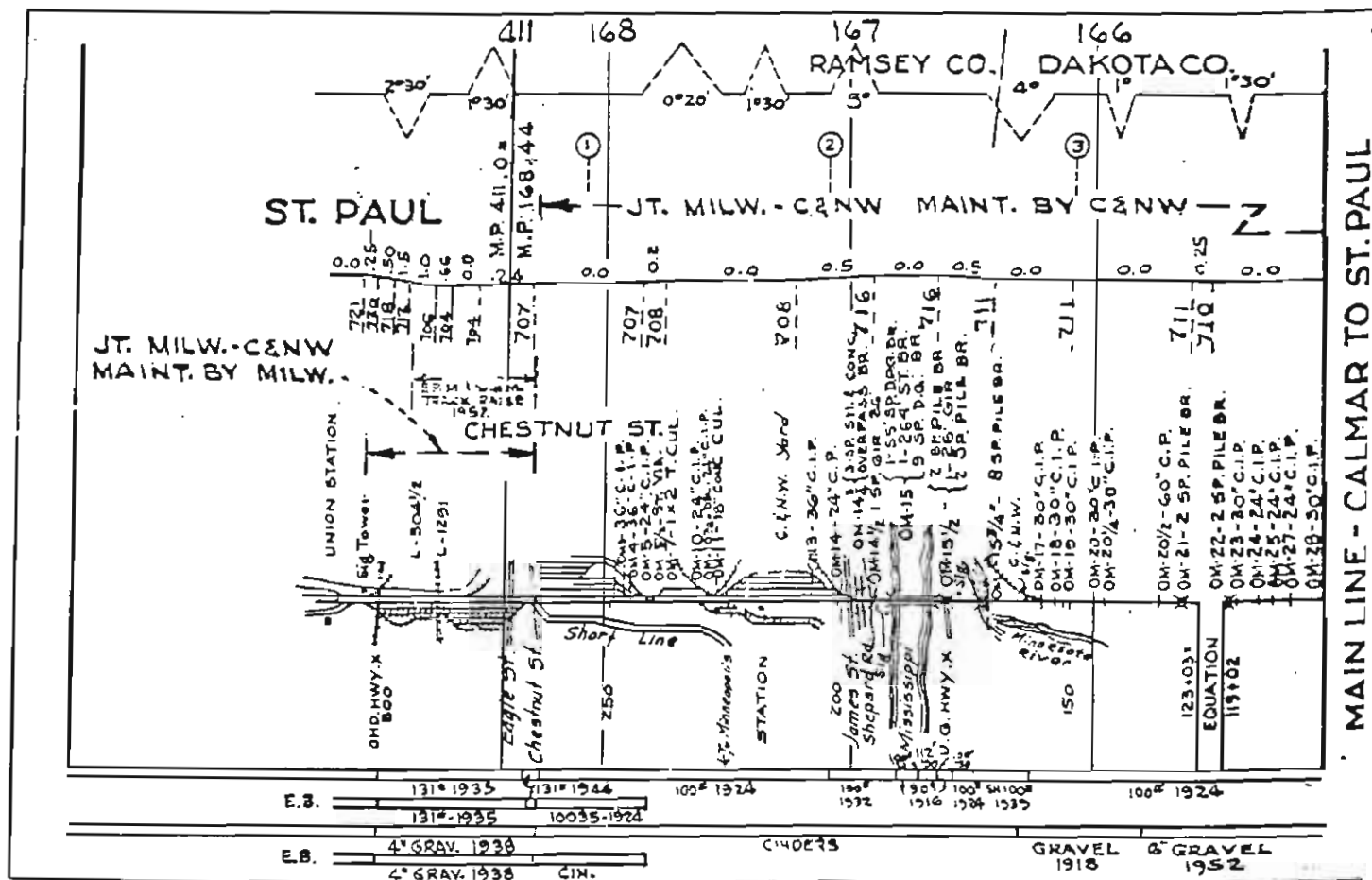
SURF. - FORRESTON PROC. GR. - 1972

13125-1930 GARY

1330 INLAND CONT. COOLED

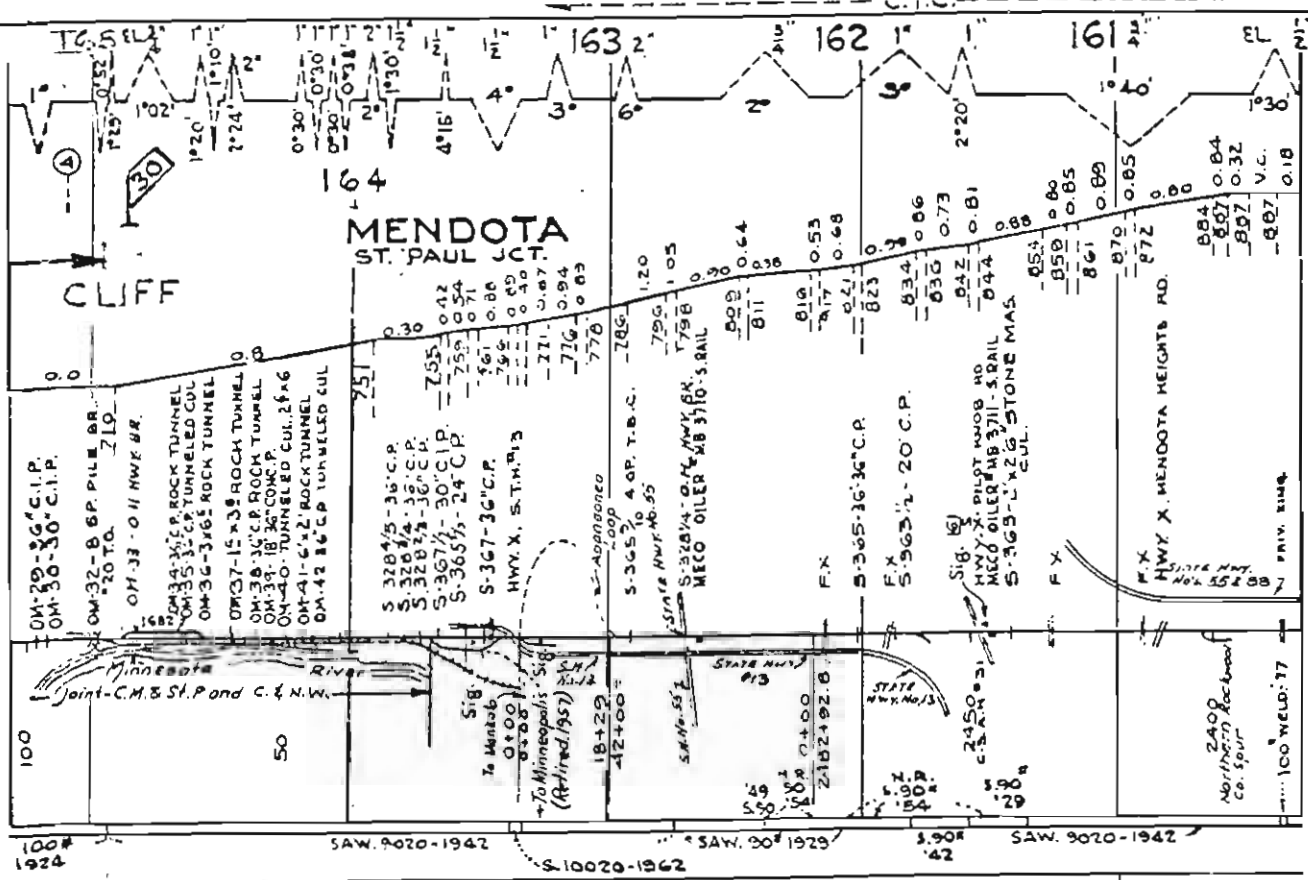
MARQUETTE - SHELDON





MAIN LINE - CALMAR TO ST. PAUL

156

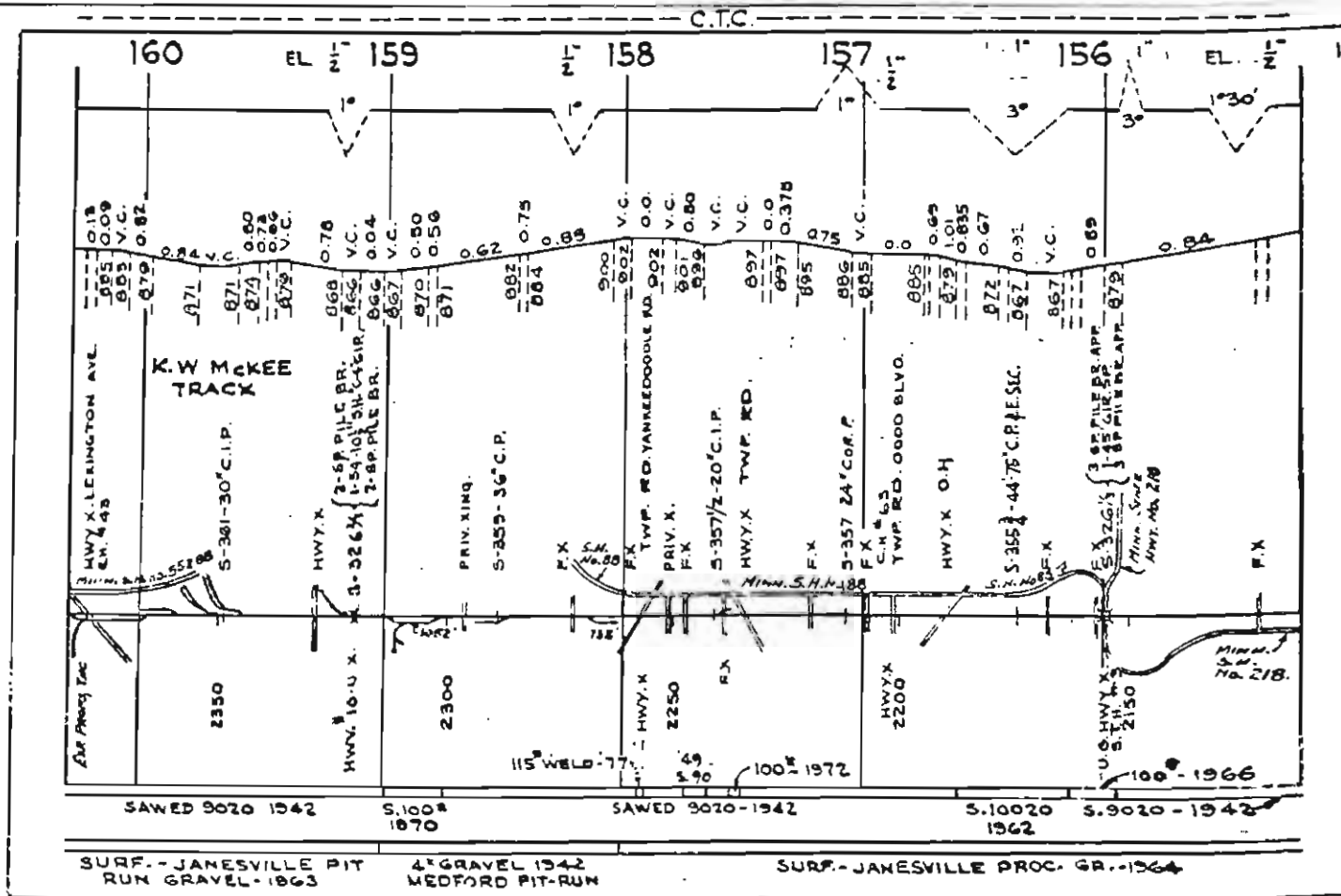


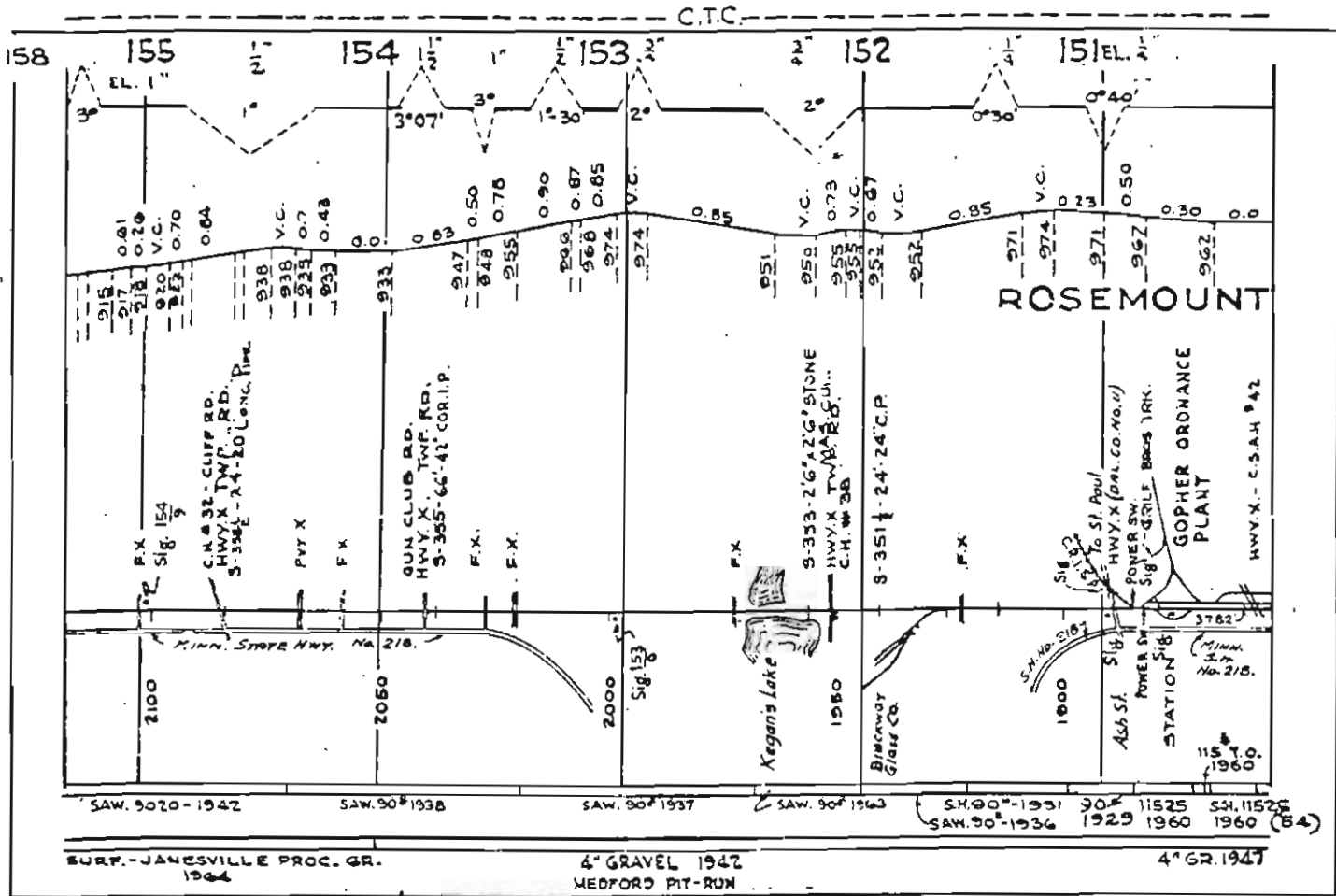
6" GRAVEL 1952

4" GRAVEL 1942
MEDFORD PIT-RUN

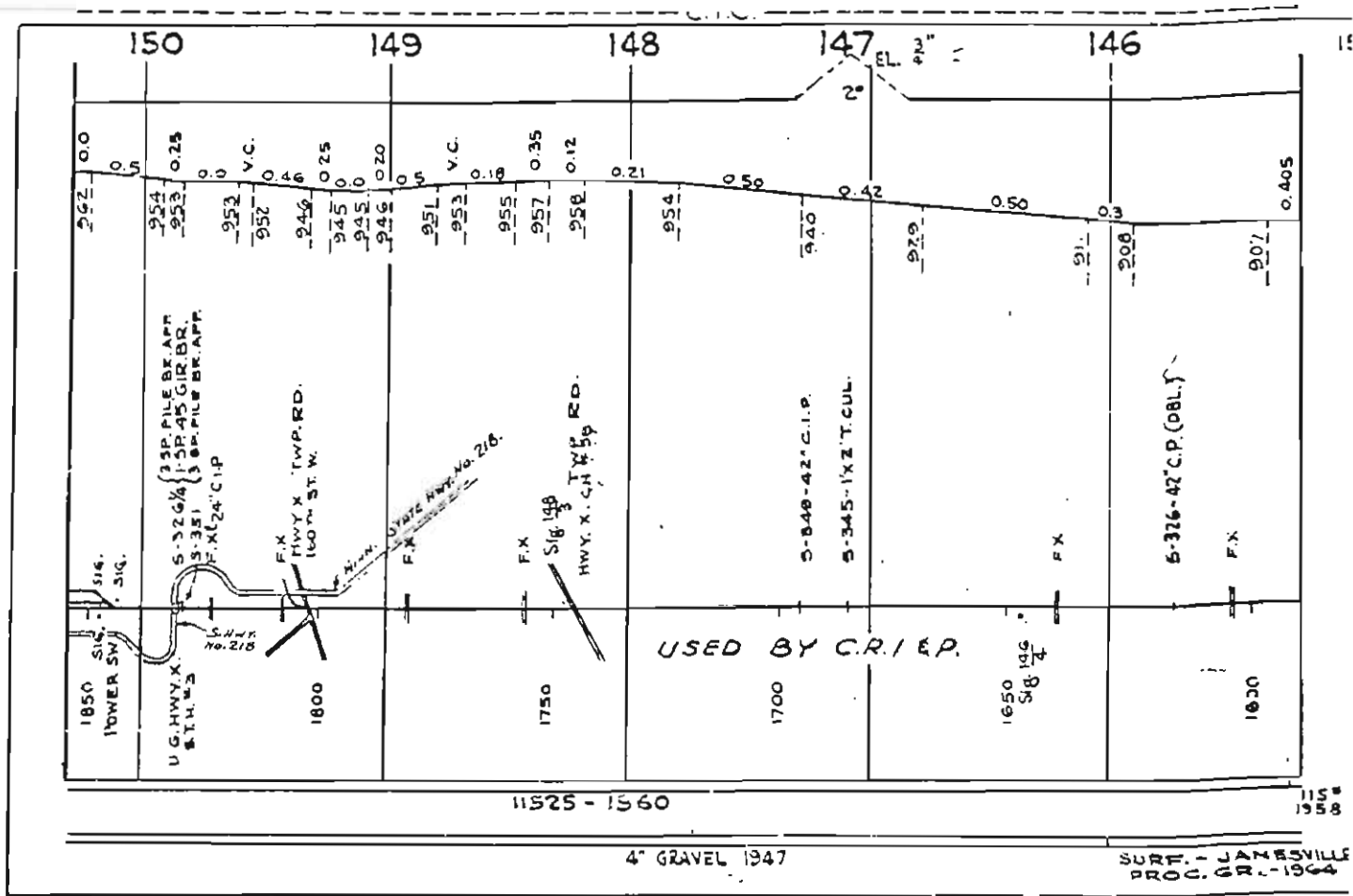
SURF. - JAMESVILLE
PIT RUN GR. - 1962

Handwritten marks: a large '0' and a wavy line.





C O C



160

145
EL. 2¹/₂

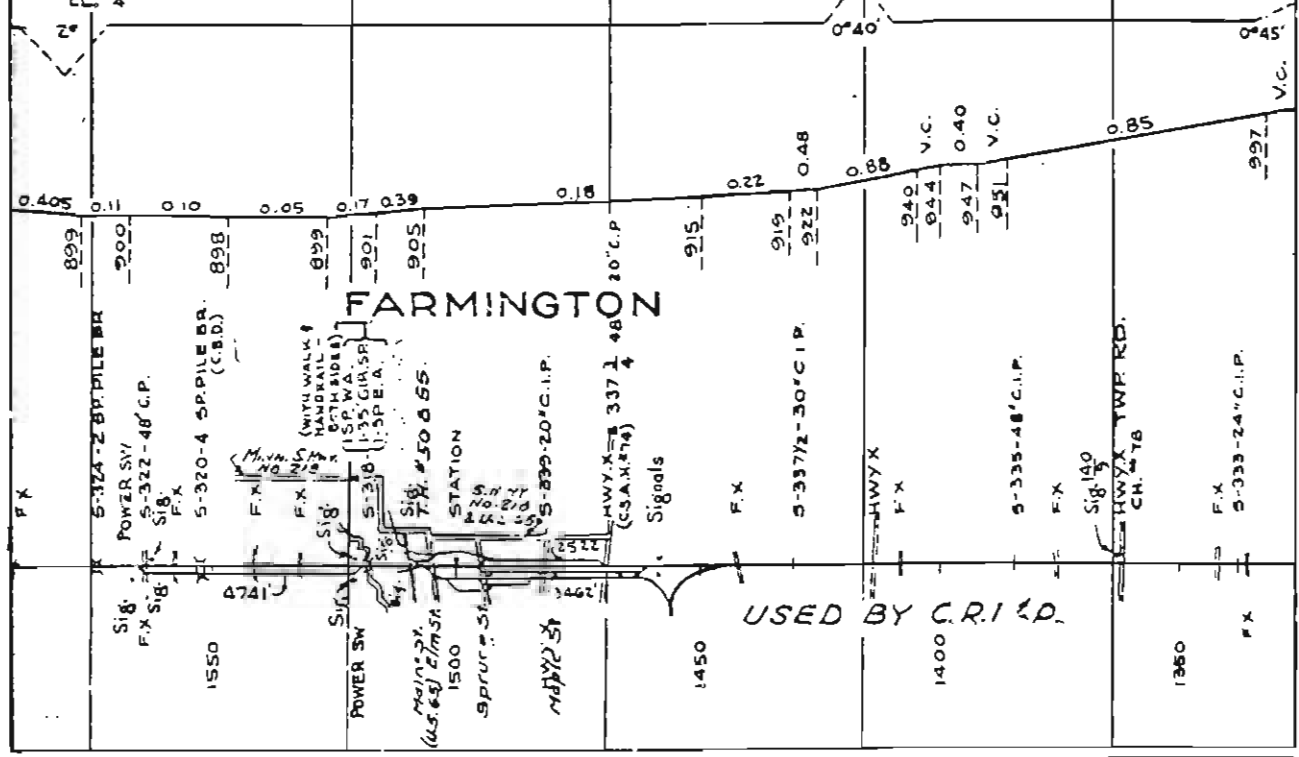
144

143

142 1/4
0²/₄₀

141

EL. 2¹/₂

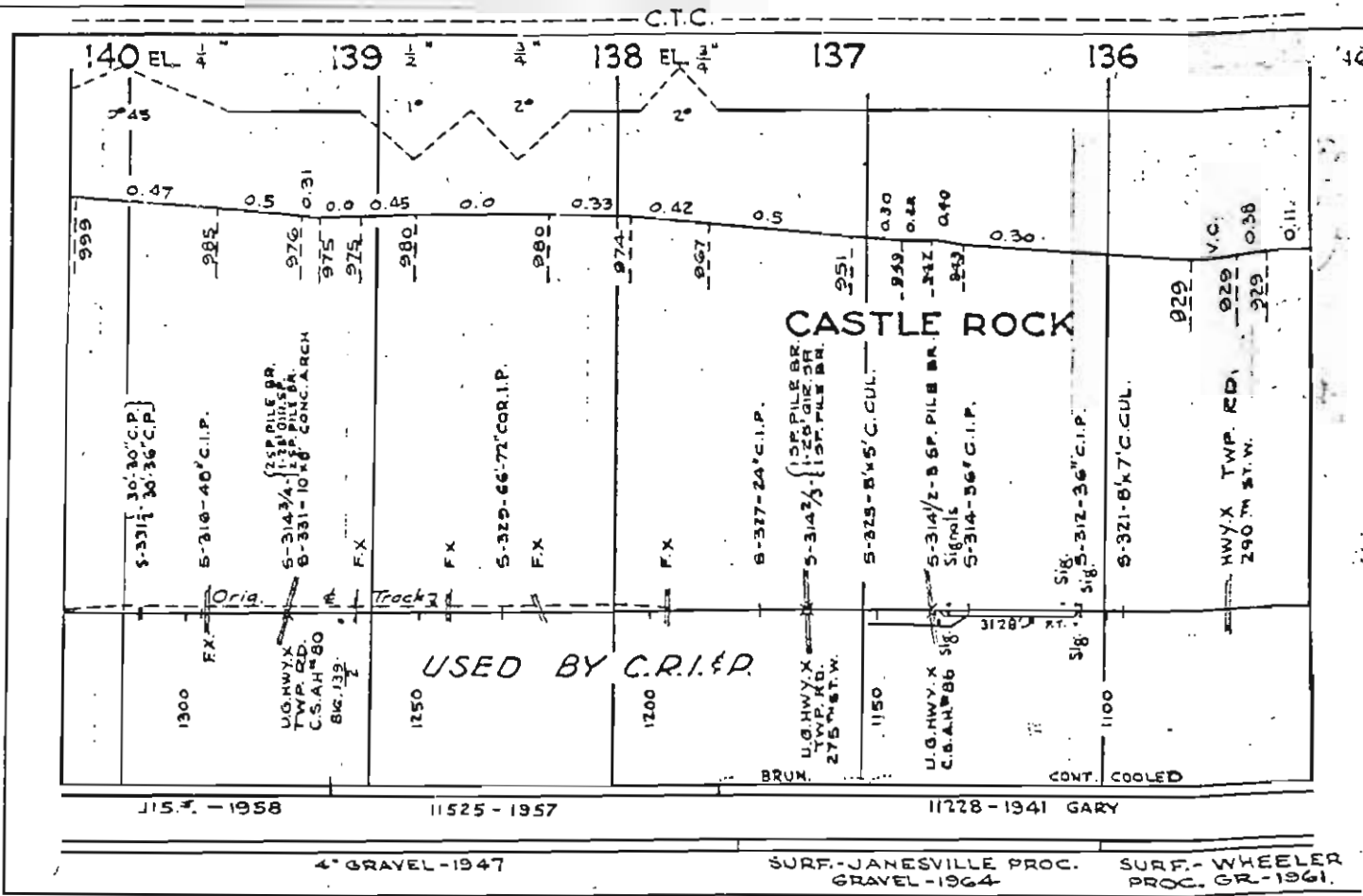


115#-1958

115#-1958

SURF. - JANKSVILLE
PROC. GR. - 1964

4" GRAVEL 1947

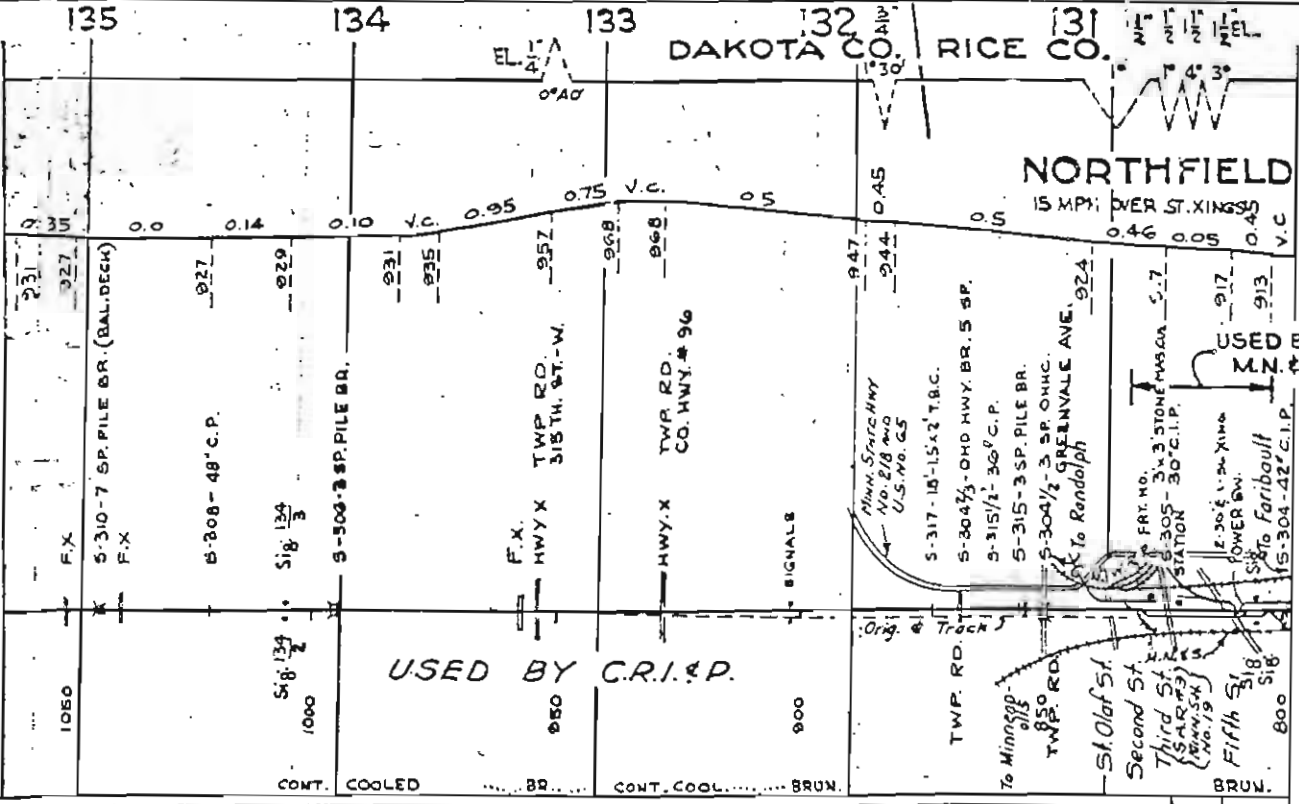


C.T.C.

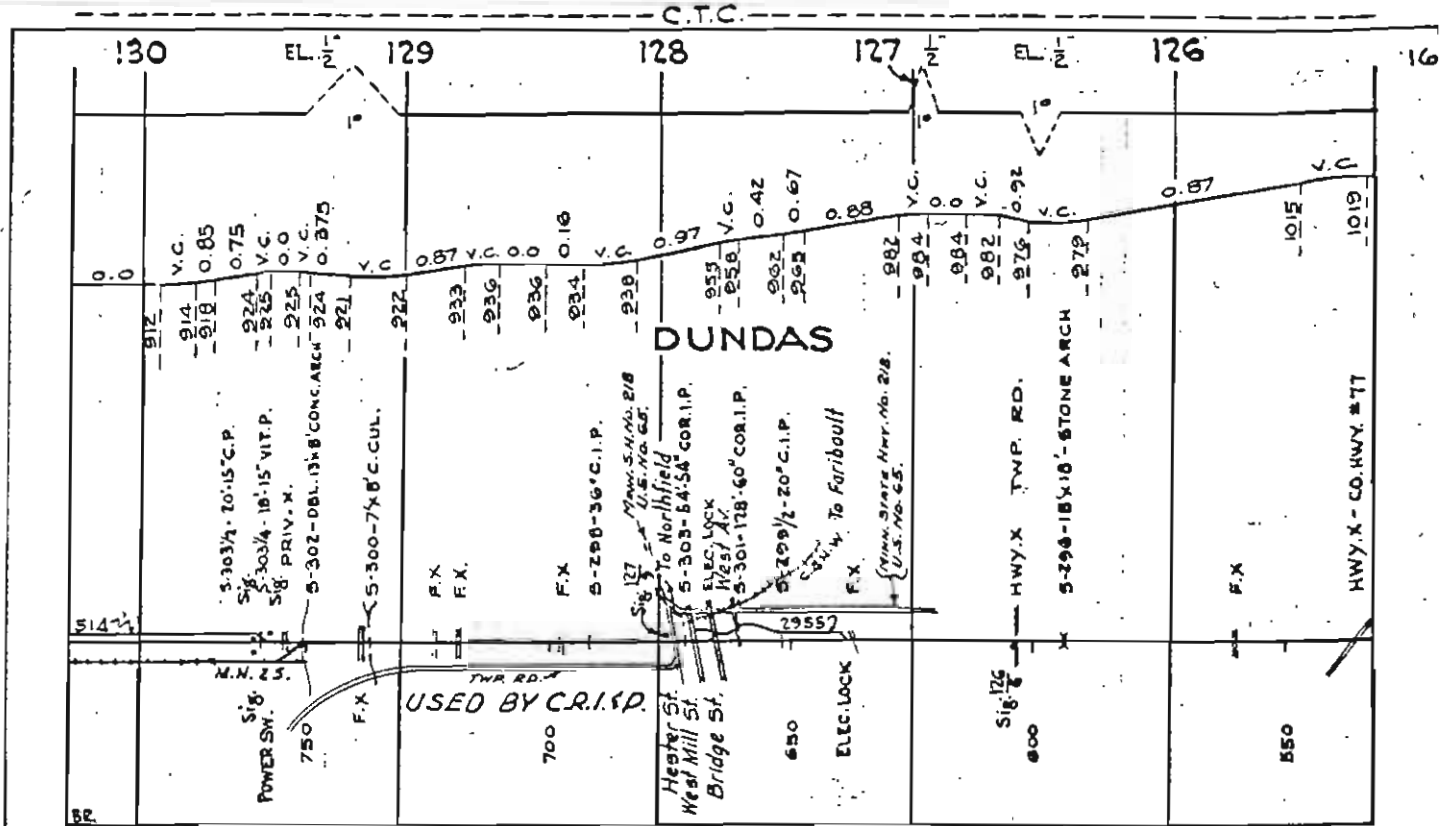
135 134 133 132 131
DAKOTA CO. RICE CO.

NORTHFIELD

15 MPY OVER ST. XINGS
0.46 0.05 0.43 V.C.



SURF. WHEELER PROC. - 1961

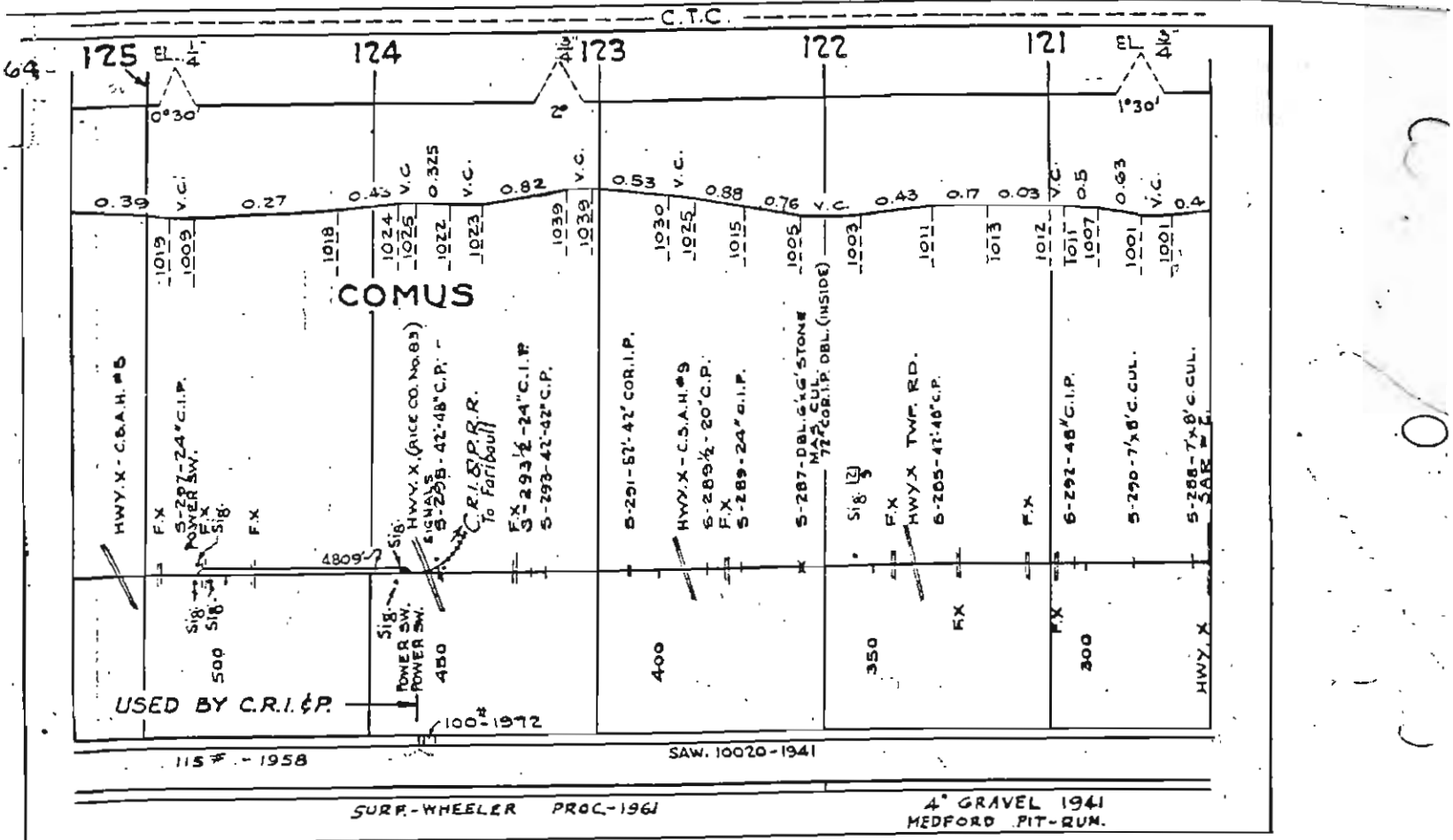


11278
1941

115 # - 1958

11228-1947-INC.C.C. 11525-1958

SURF. - WHEELER PROC. - 1961



C.T.C.

125

124

123

122

121

COMUS

HWY. X - C.S.A.H.#5

S-297-24' C.I.P.
POWER SW.
FX
S-298-42-48' C.I.P.
S-299-42-48' C.I.P.
S-293-2-24' C.I.P.
S-298-42-42' C.I.P.

HWY. X (RICE CO. No. 83)
S-298-42-48' C.I.P.
S-299-42-48' C.I.P.
C.R.I. & P.R.
To Fairbault

S-291-52-42' COR. I.P.

HWY. X - C.S.A.H.#5
S-289-2-20' C.I.P.
FX
S-289-24' C.I.P.

S-287-DBL. 6'x6' STONE
M₂ CUL. 12' COR. I.P. DBL. (INSIDE)

HWY. X TWP. RD.
S-205-42-40' C.I.P.

S-292-48' C.I.P.

S-290-7x8' C. CUL.

S-288-7x8' C. CUL.
SAR

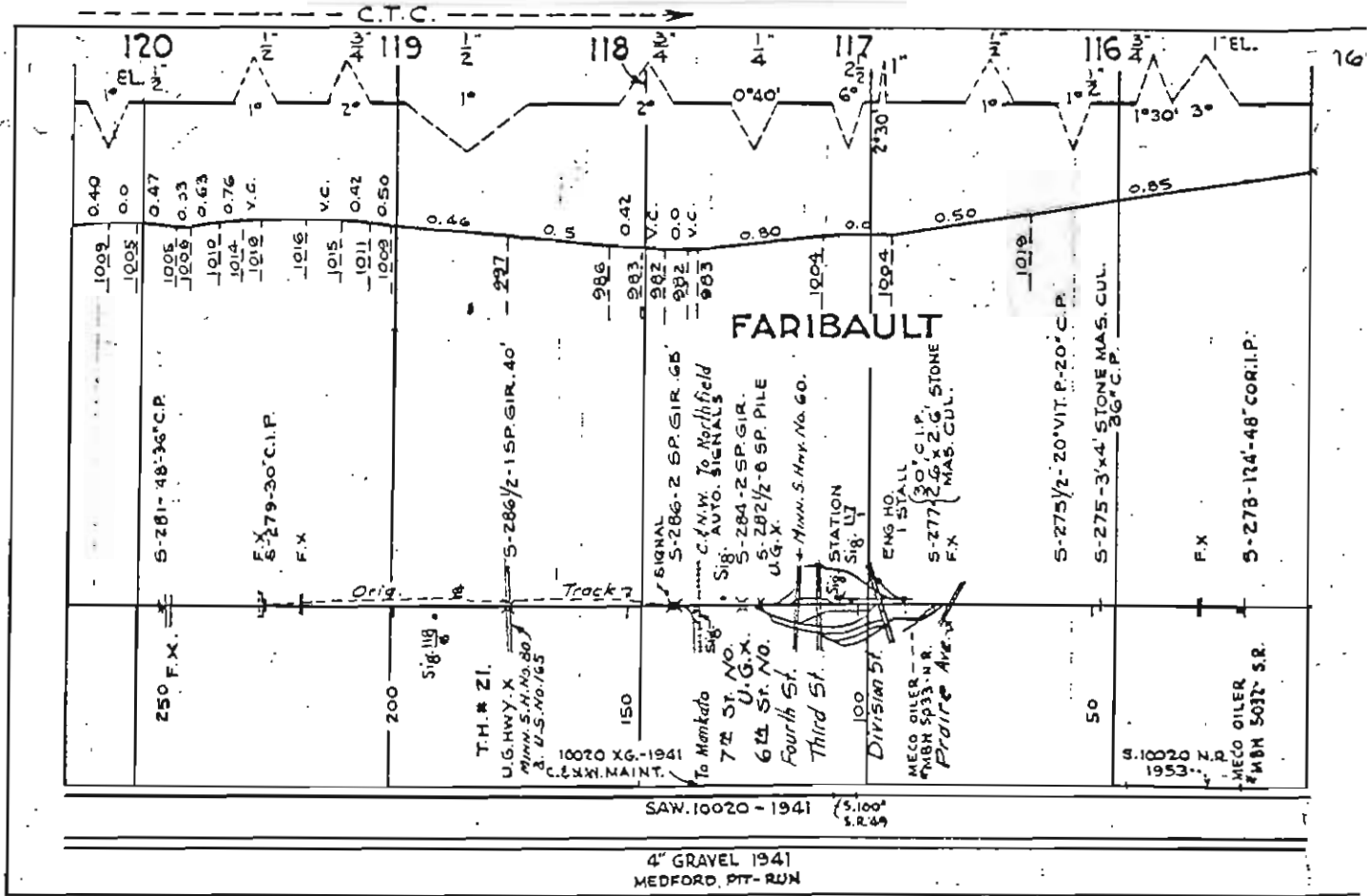
USED BY C.R.I. & P.

115 # - 1958

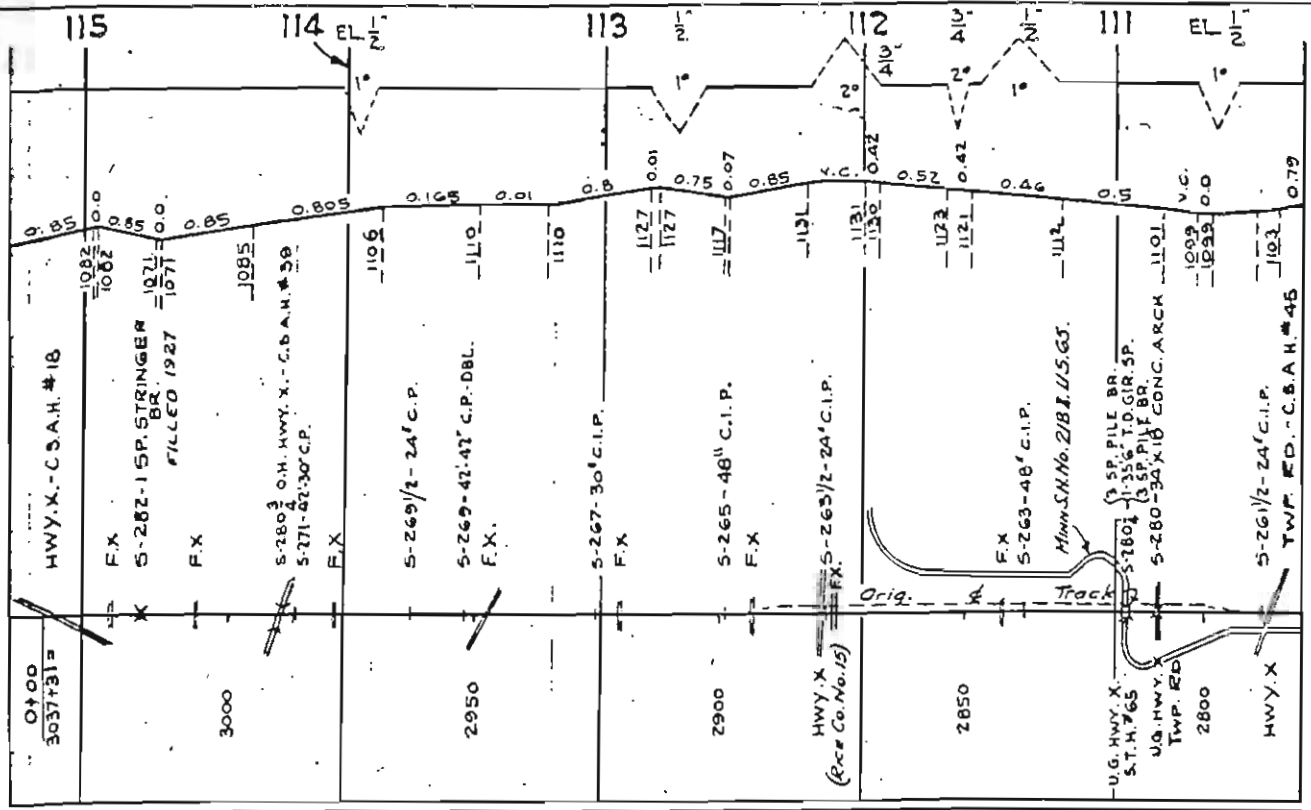
SAW. 10020-1941

SURF - WHEELER PROC - 1961

4" GRAVEL 1941
MEDFORD PIT-RUN.

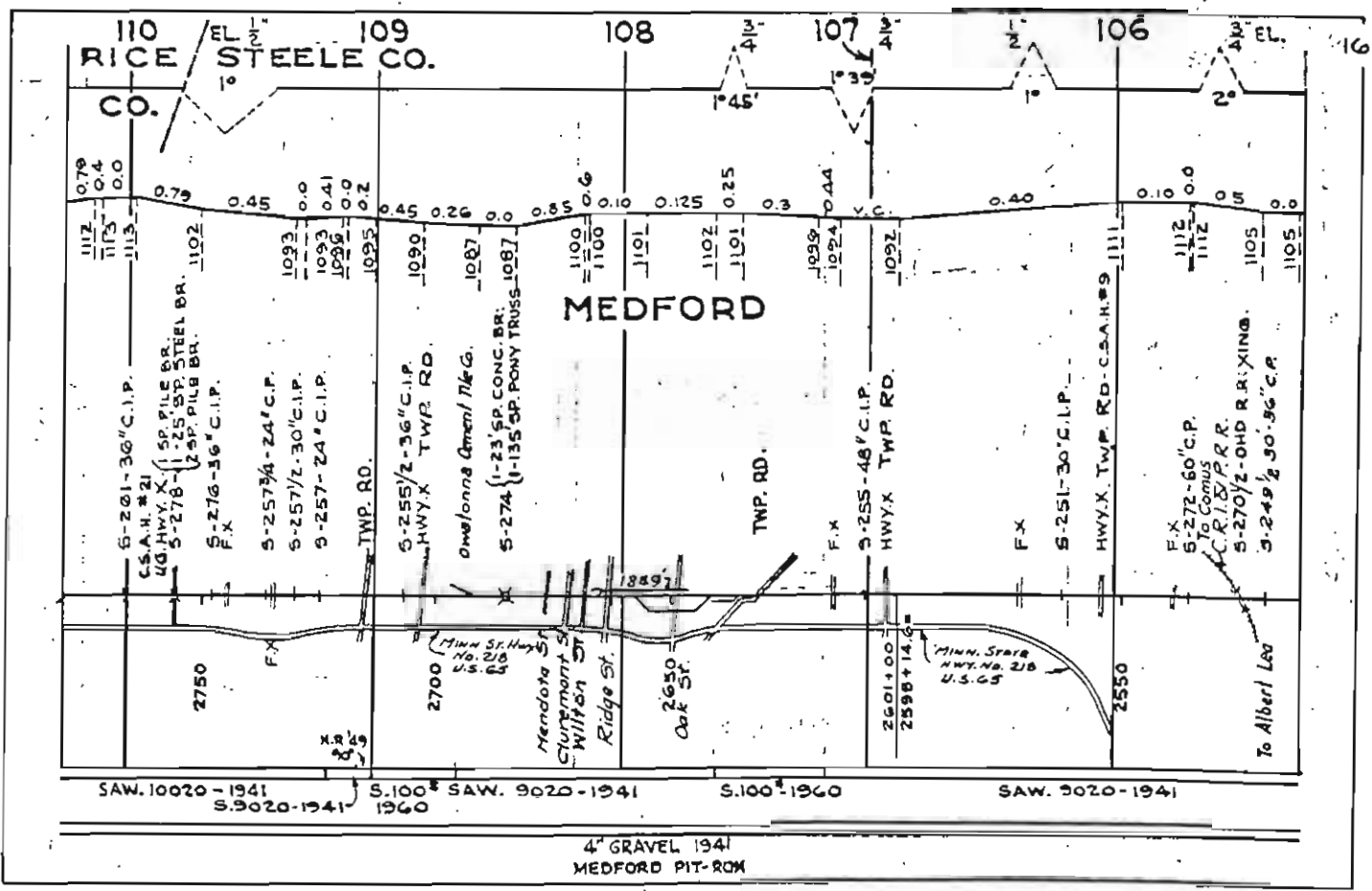


66



SAW. 10020 - 1941

4" GRAVEL 1941
MEDFORD PIT - RUN



68

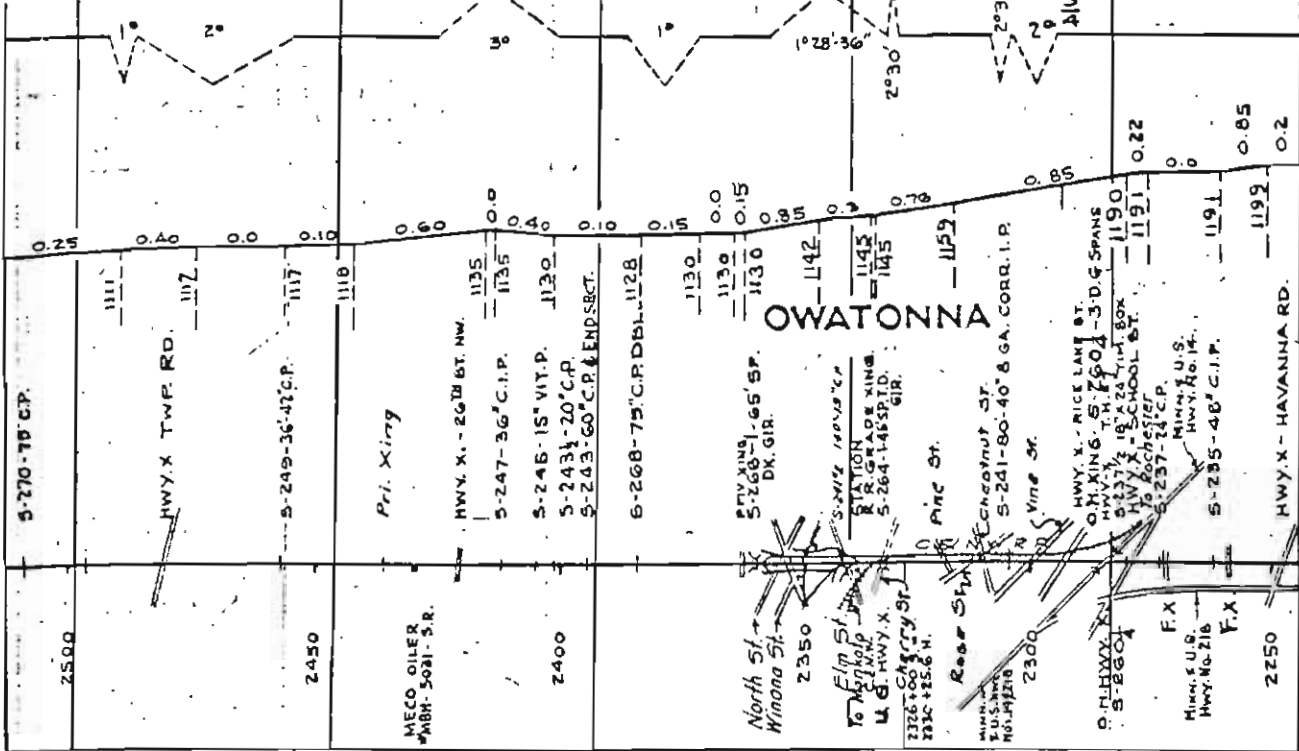
105 EL 2 4 10

104

103 1/2

102 0

101



SAW. 9020-1941

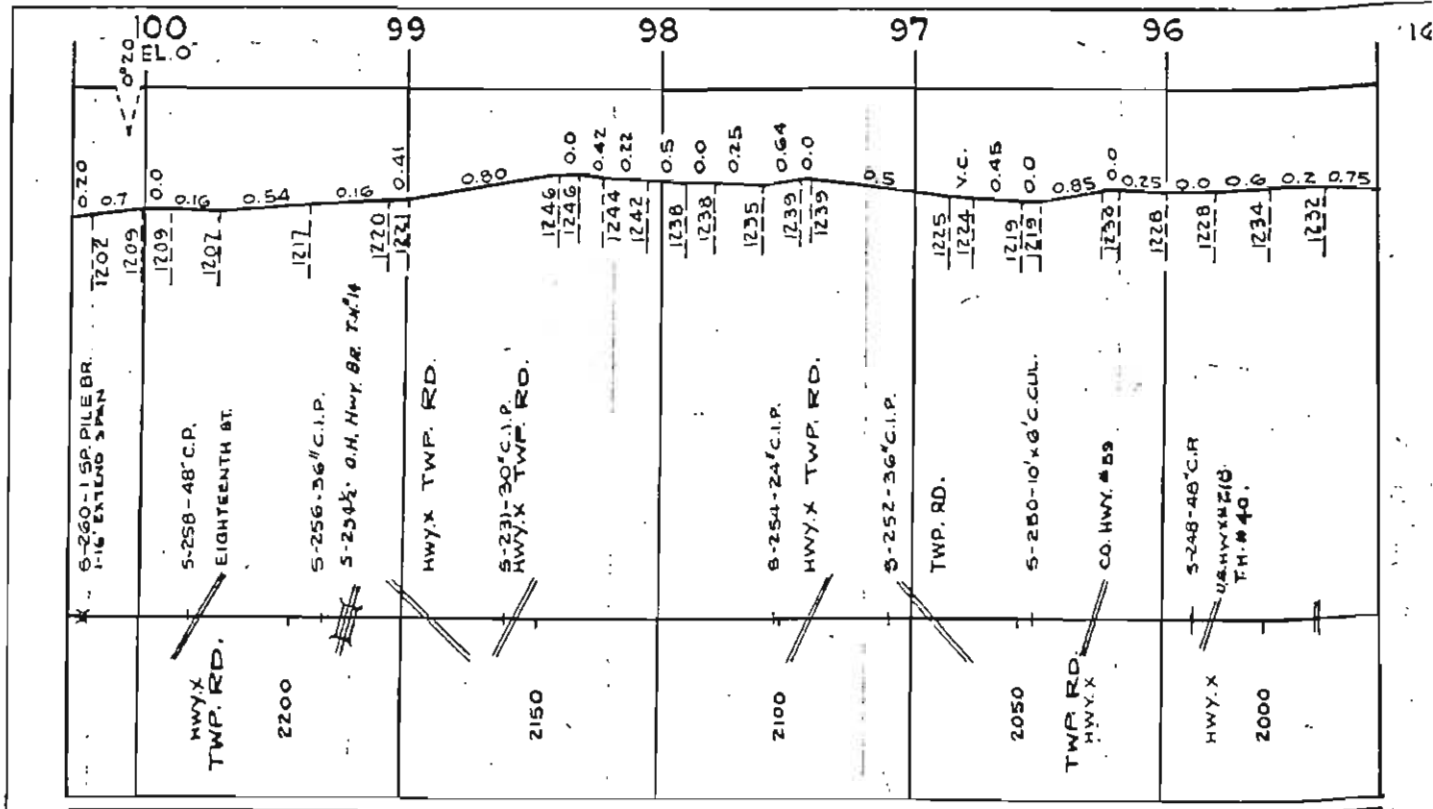
SAW. 9020-1940

11525 X8-1960
MILW. MAINT.

5 9020-1941

4" GRAVEL 1941
MEDFORD PIT-RUX

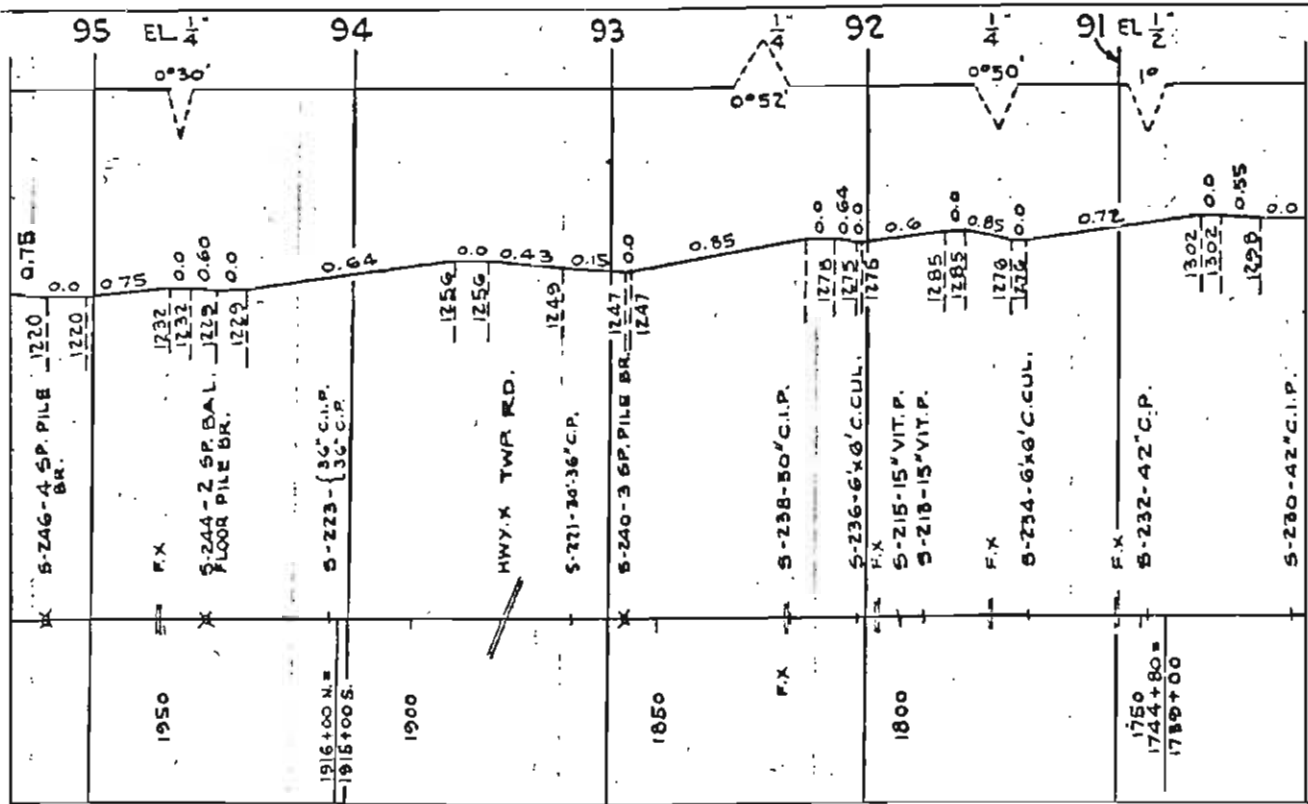
SURF-WHEELER
PROC-1961

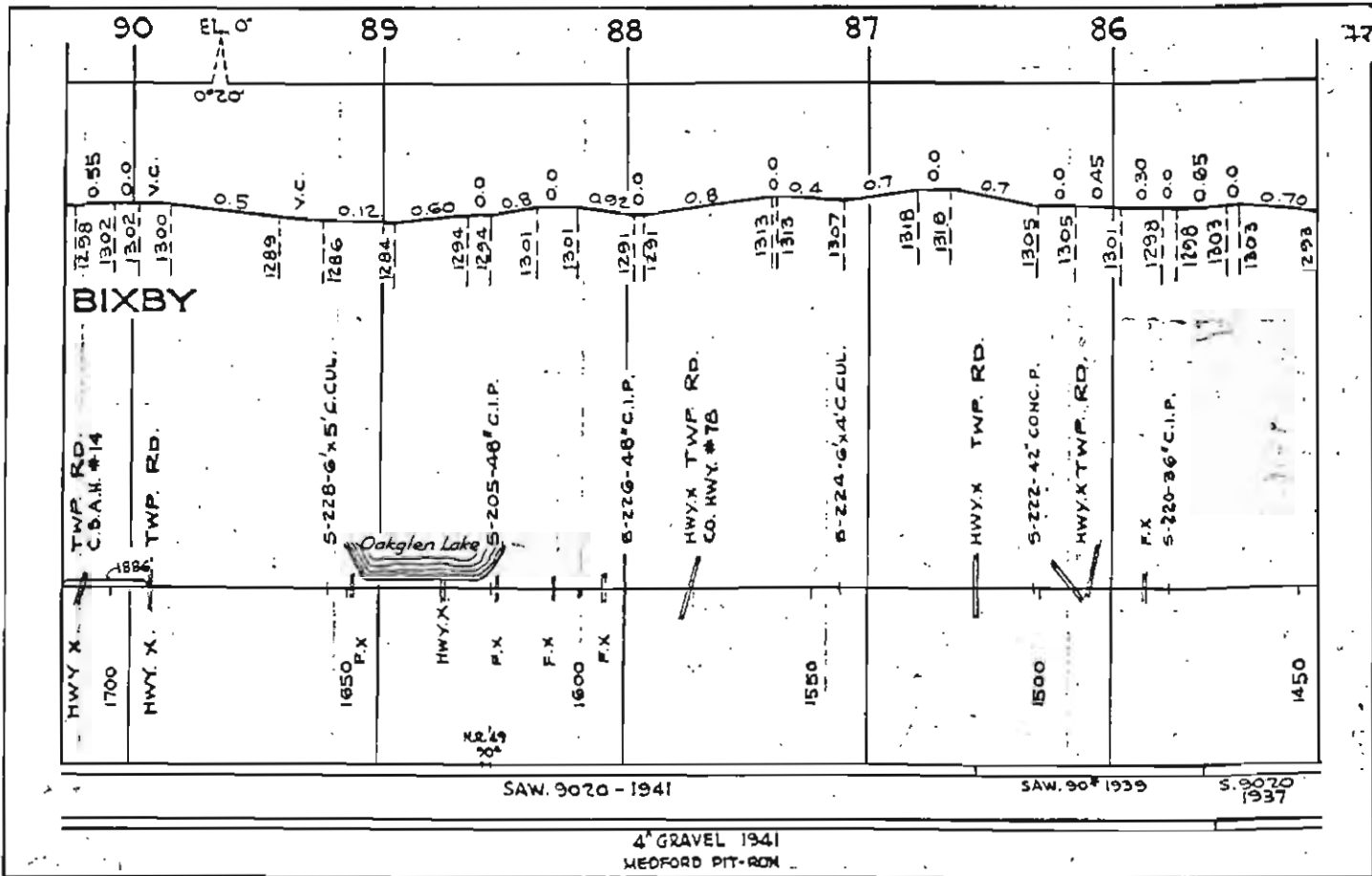


SAW. 9020 - 1941

4" GRAVEL 1941
MEDFORD PIT-RUN

170





172

85

84

83

82

81

STEELE CO.

DODGE CO.

MOWER CO.

BLOOMING PRAIRIE

S-210-42' C.I.P.

S-216-6'x4' C.CUL.
HWY.X TWP. RD.
C.S.A.H. #16

First St.
1400
S-214-8'x4' C.CUL.
HWY.X. S.T.H. N8 30

Main St.
6th St.

S-212-1-18' SP. Q.R.

1350
F.X.

S-210-1-18' SP. Q.R.

F.X.

HWY.X TWP. RD.

1300
S-208-42' C.I.P.
F.X.

F.X.

S-197-30' C.I.P.

F.X.

1250
S-206-1 SP. PILE BR.
HWY.X TWP. RD.

S-204-1-16' SP. (C.B.D.)

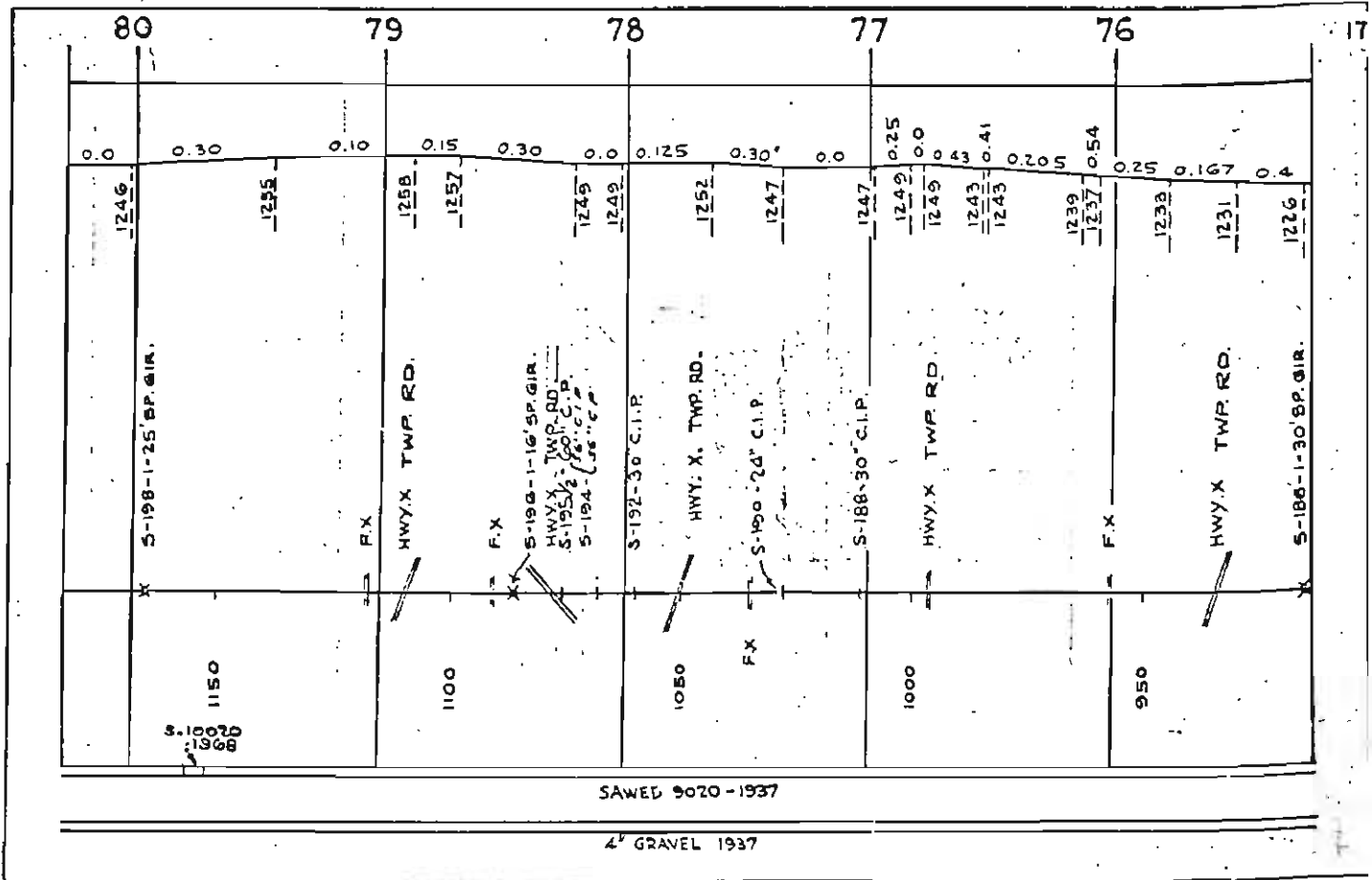
F.X.

1200
S-202-1 SP. PILE BR.
EXTENDED 1-16' SP.
HWY.X - C.S.A.H. #1
S-200-42' C.I.P.

0.00	0.04	0.00	0.04	0.54	0.55	0.00	0.75	0.00	0.16	0.08	0.00	0.00	0.19	0.00	0.50	0.35	0.00	0.00	0.30	0.00	0.05	0.25	0.15	0.00	
1293	1290	1290	1285	1291	1291	1279	1279	1280	1269	1262	1271	1282	1255	1260	1254	1248	1247	1245	1246						

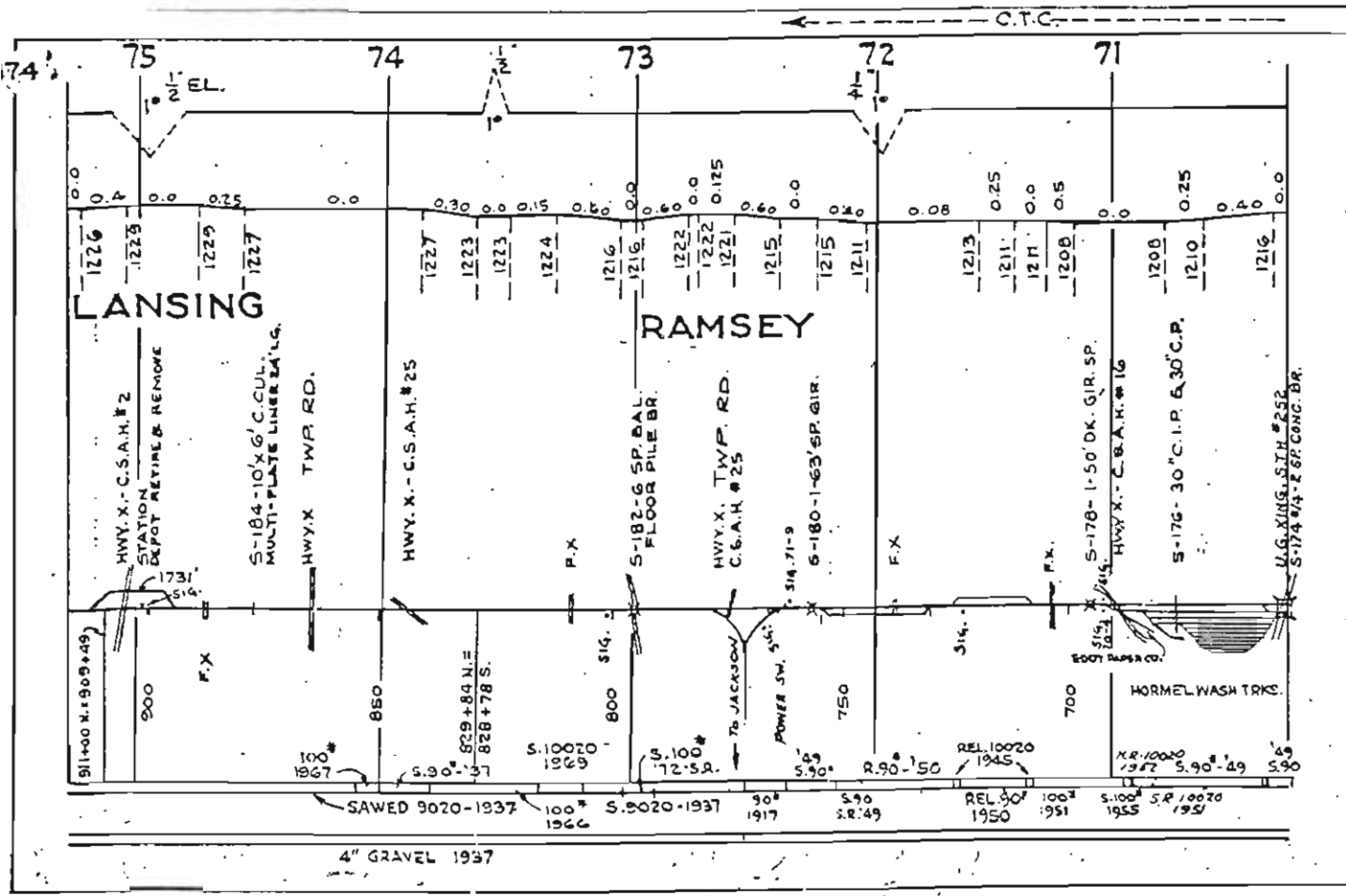
SAWED 9020 - 1937

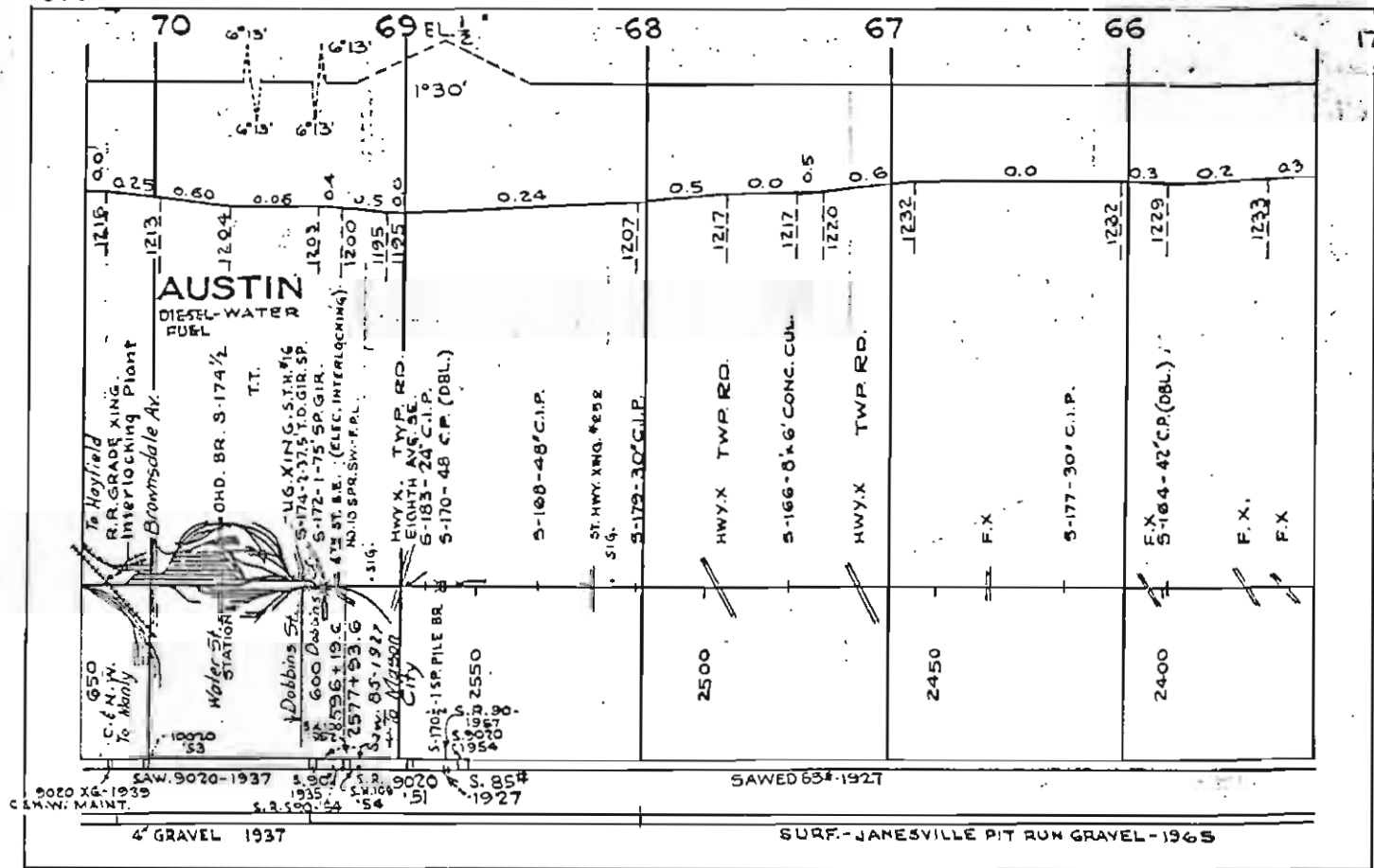
4" GRAVEL 1937

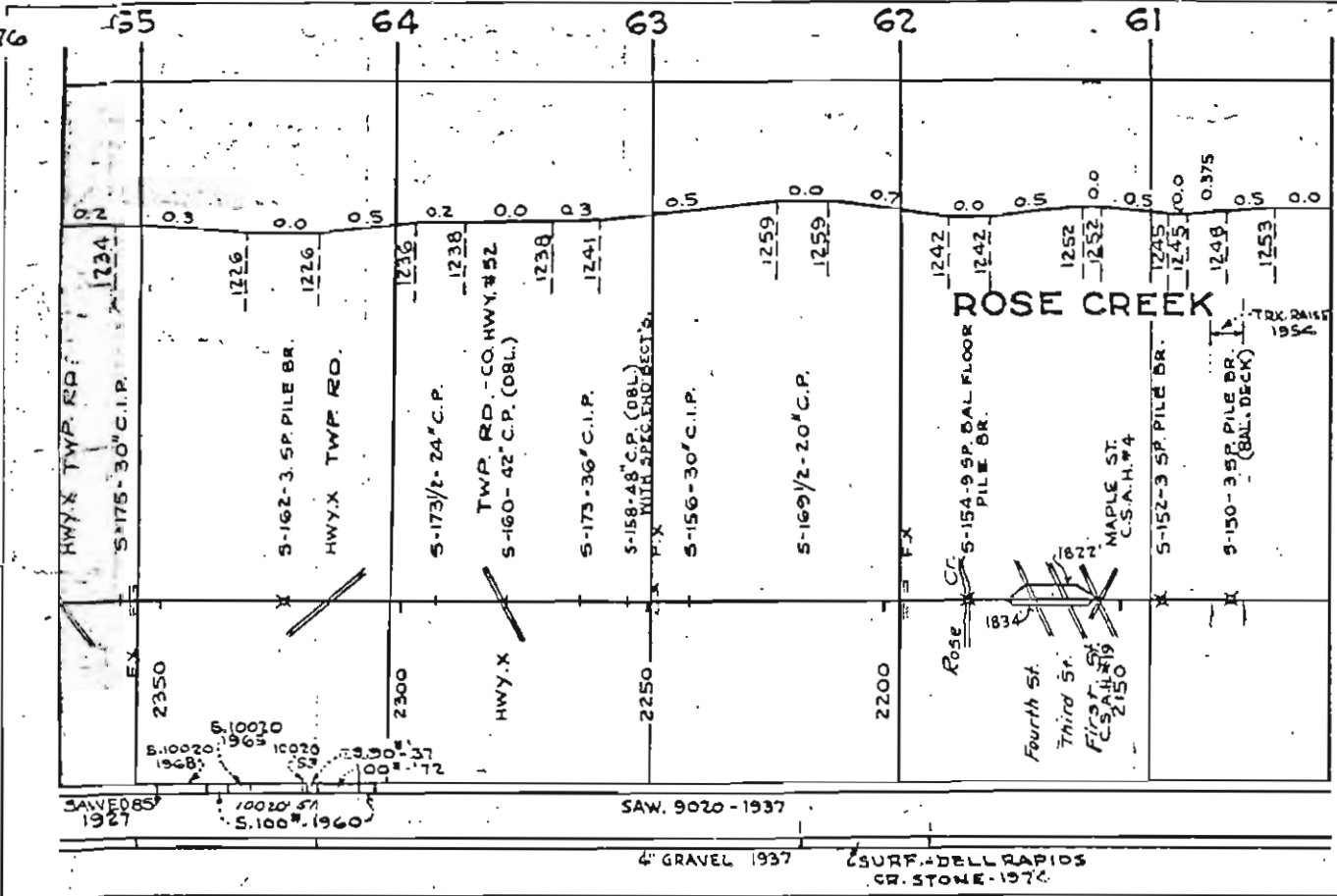


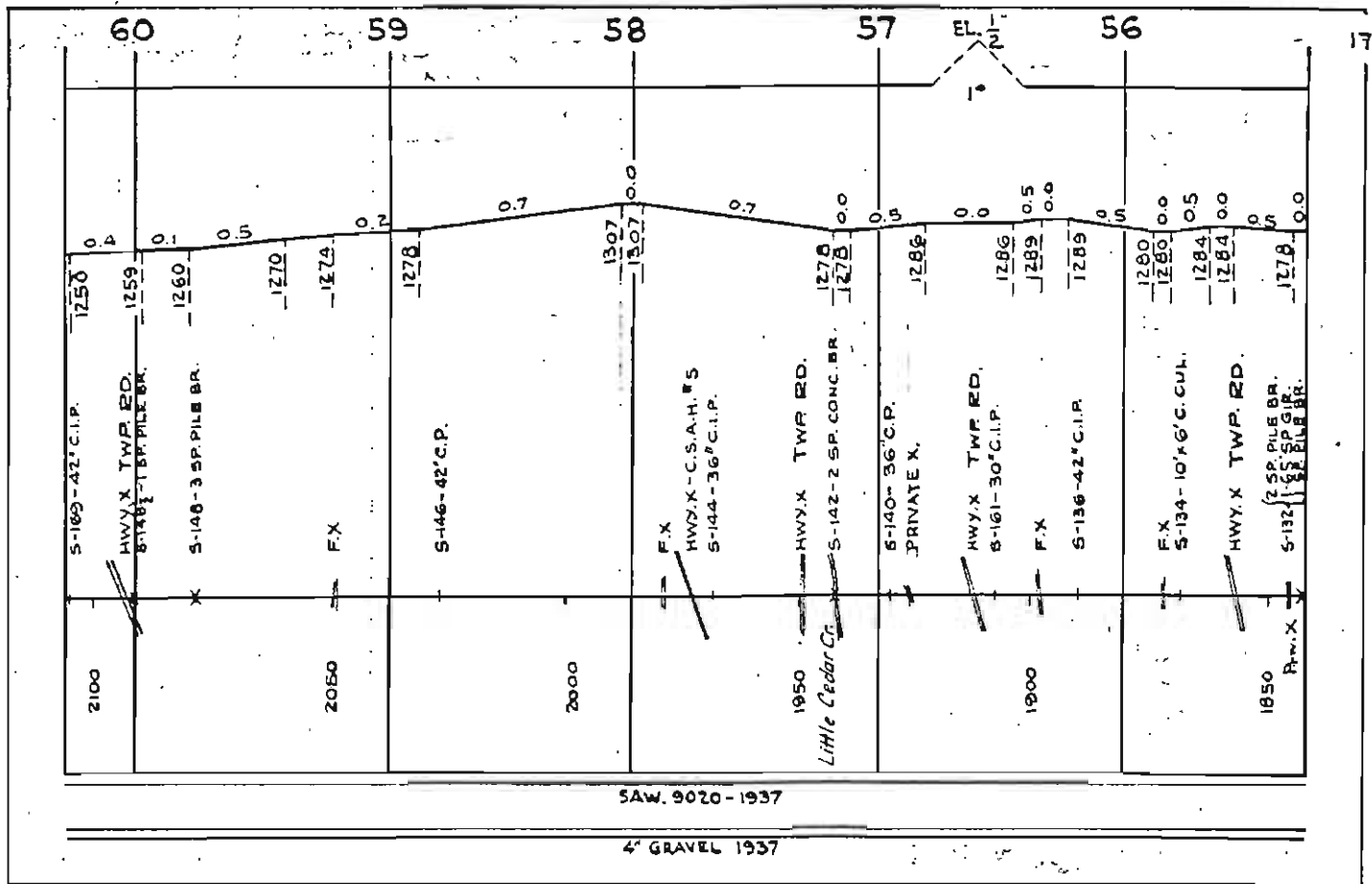
SAWED 9020-1937

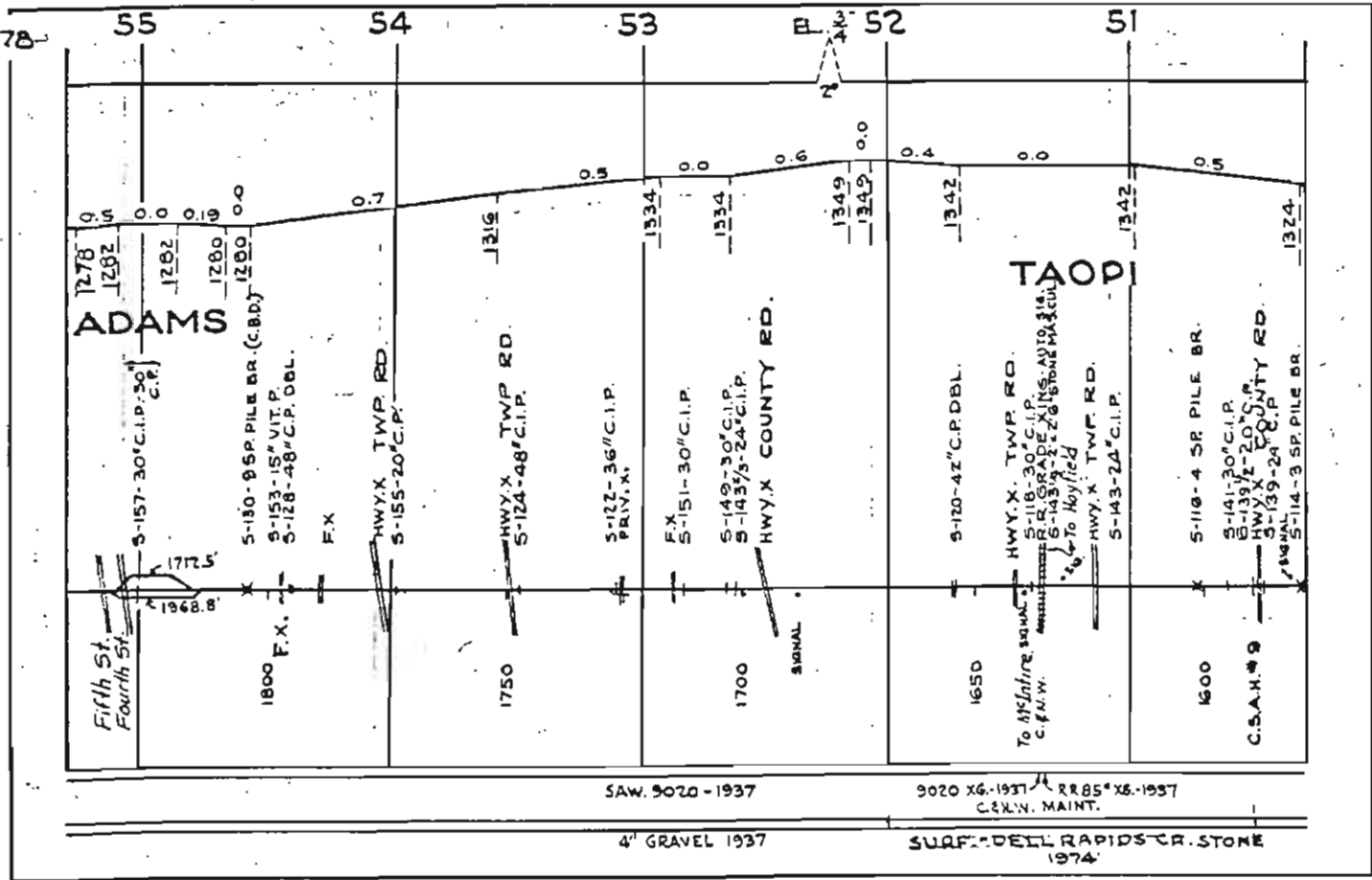
4" GRAVEL 1937









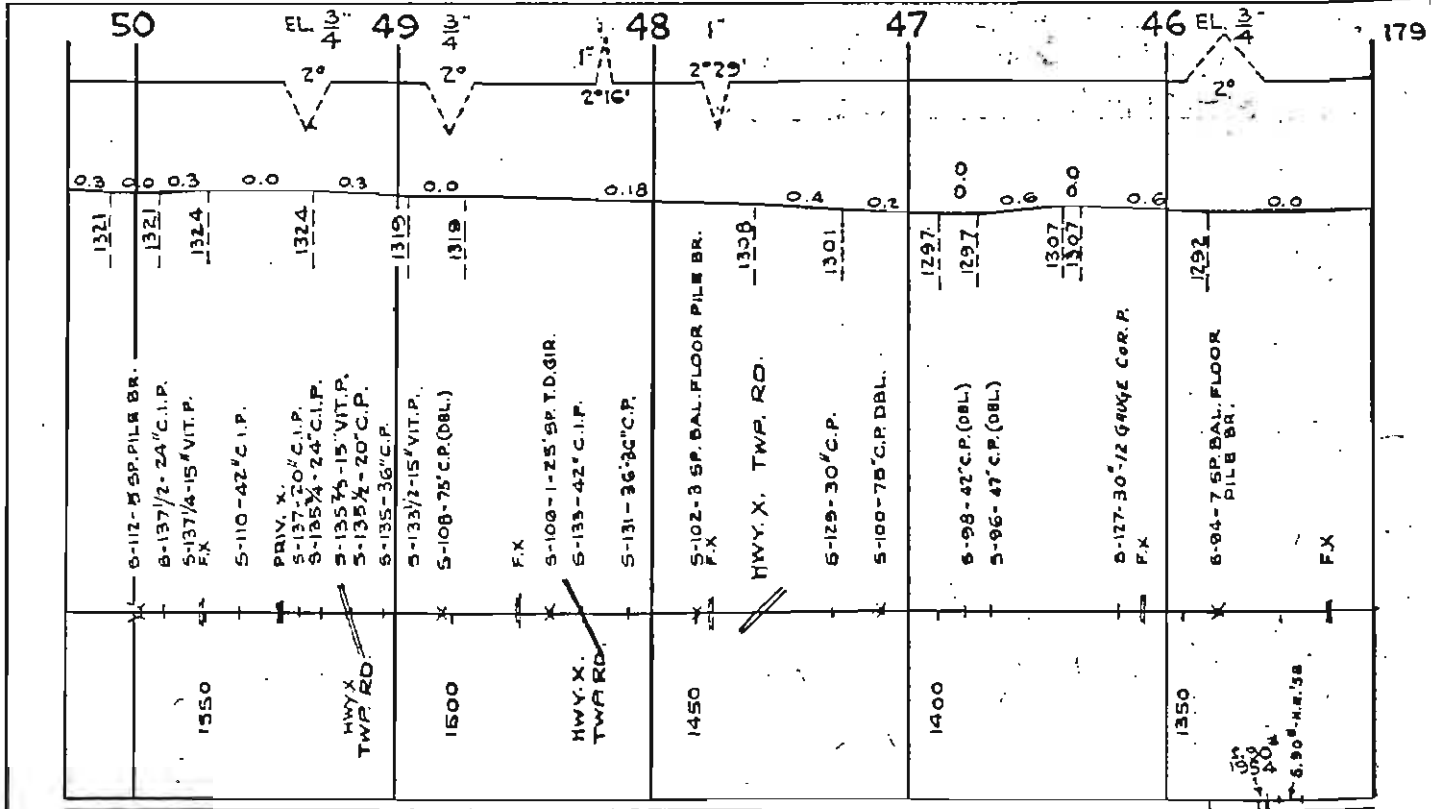


SAW. 9020-1937

9020 XG-1937 RR 85' X 8.5-1937
C.E.N. MAINT.

4" GRAVEL 1937

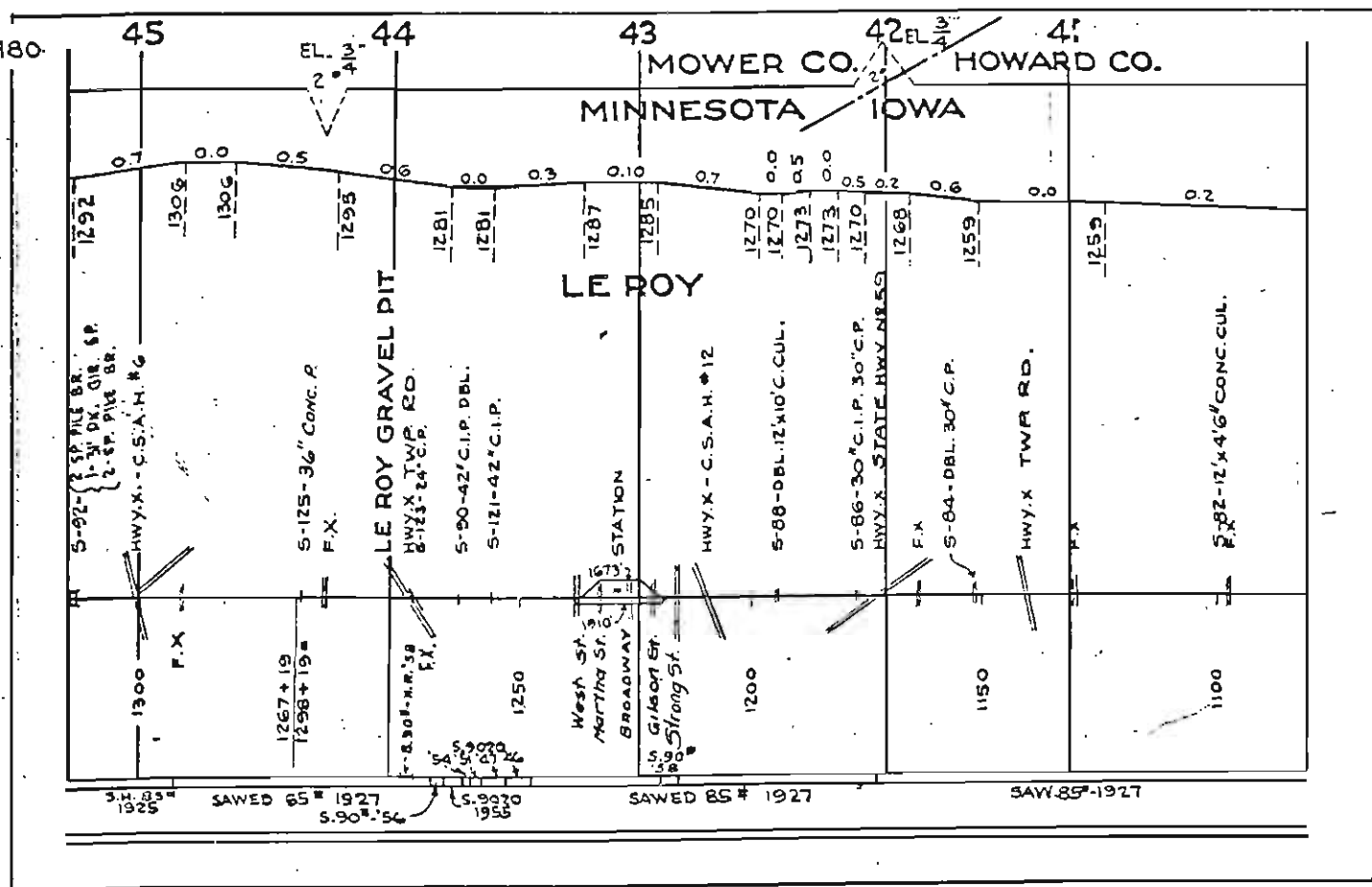
SURF. - DELL RAPIDS CR. STONE
1974

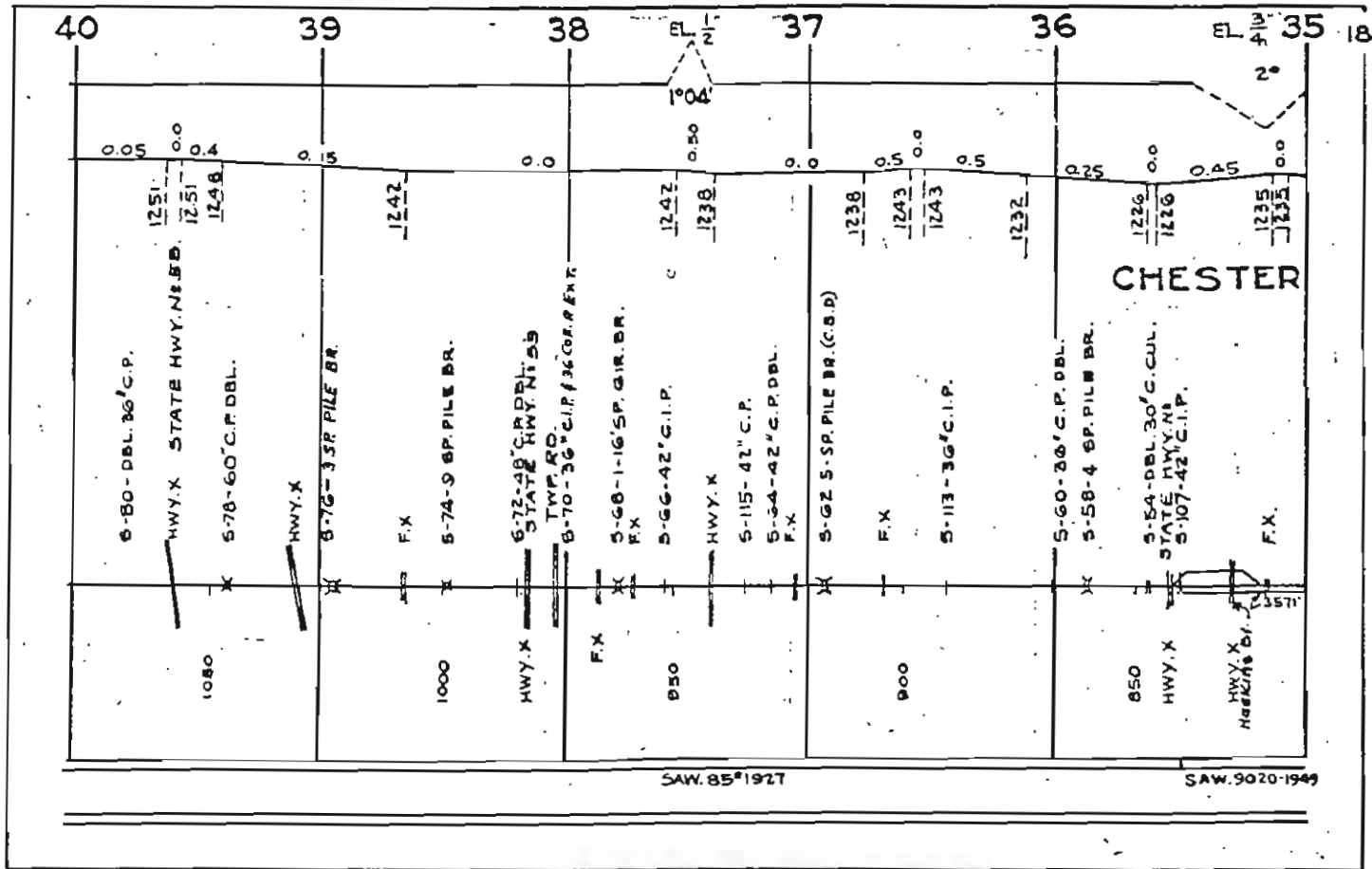


SAW. 9020-1937

S. 90
1948
S.H. 85
1925

4" GRAVEL 1937





82 35

EL. 1'

34

2'

33

4'

32 EL. 2'

31

2° 06'

19'

2° 01'

0.54 0.35 0.0 0.5 0.0 0.7 0.0 0.5 0.0 0.5 0.0 0.7 0.0 0.5 0.0 0.7 0.0 0.3 0.7 0.0 0.0 0.0 0.0

1227 1227 1227 1227 1232 1232 1229 1229 1224 1210 1208 1208 1211 1245 1248 1244

LIME SPRINGS

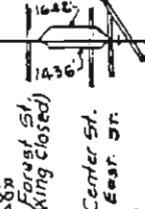
6-50-48" C.R.
 S-46-42" C.P.
 HWY. X STATE HWY. 55
 S-46-60" C.P. (TRIPLE)
 S-44-10' x 6' C.CUL.
 HWY. X U.S.H. # 63
 COUNTY RD.
 F.X.
 S-42-56" PILE DR.
 F.X.
 F.X.
 S-40-30" C.I.P.
 S-38-6' x 6' C.CUL.
 S-101-74" C.P.
 S-99-24" C.I.P.
 HWY. X TWP. RD.
 S-36-48" C.I.P.
 F.X.
 S-34-36" C.P.
 HWY. X TWP. RD.
 S-32-9" SP. PILE DR.
 S. of Dk.
 S-30-35" PILE DR.
 S-28-30" C.I.P.
 S-26-75" C.P. (DBL.)
 HWY. X STATE HWY. 50

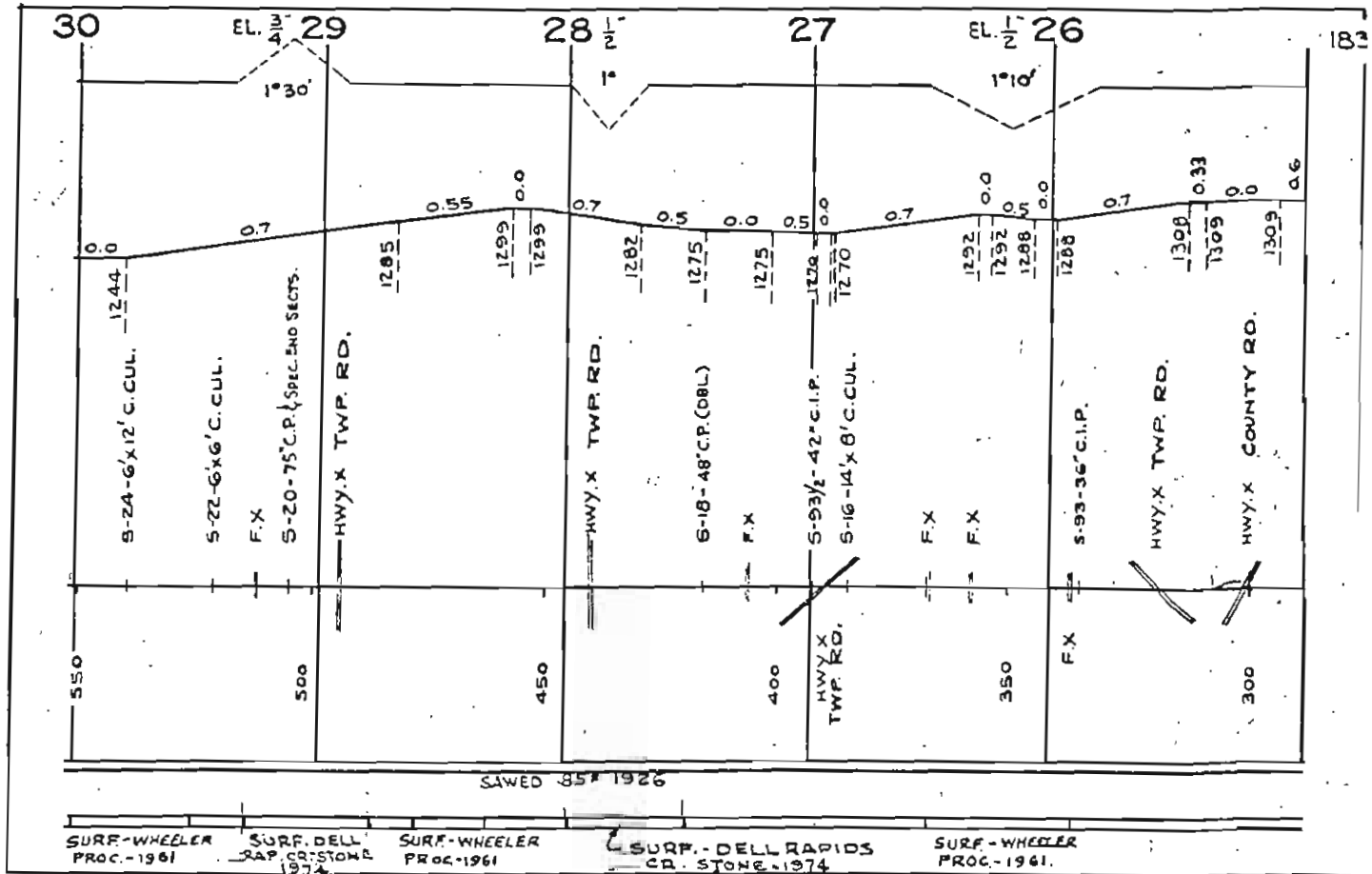
800 750 700 650 600

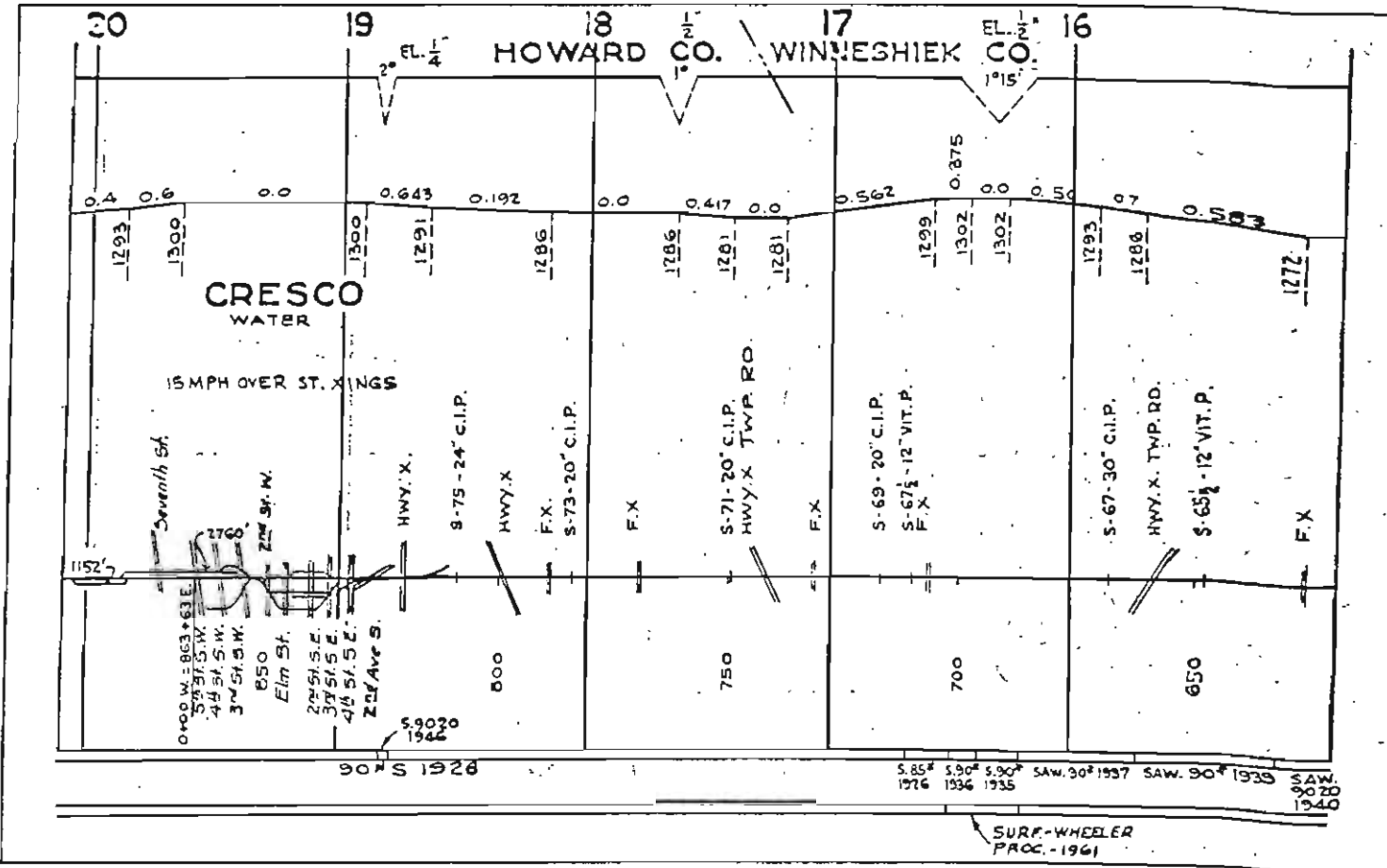
S. 10020-1962

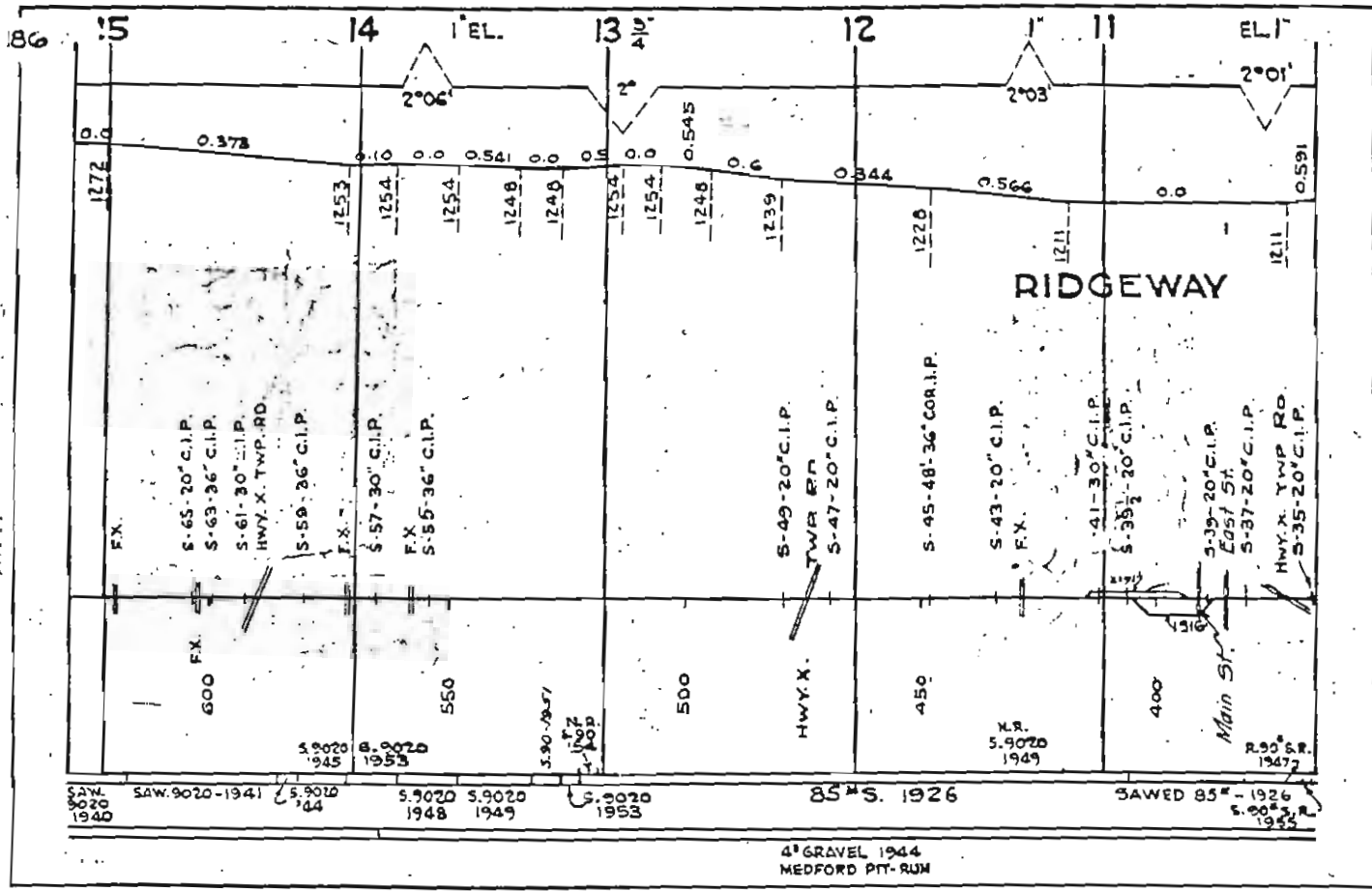
S. 90° 49' SAW. 05° 1927 5.90° 48' SAW. 85° 1927 S. 85° -27- SAW. 5.90° 1944 1941 S. 90° -S.R. 58 SAW. 5.90° 1944 1941 SAW. 5.90° 1940 1940 S. 85° 1926

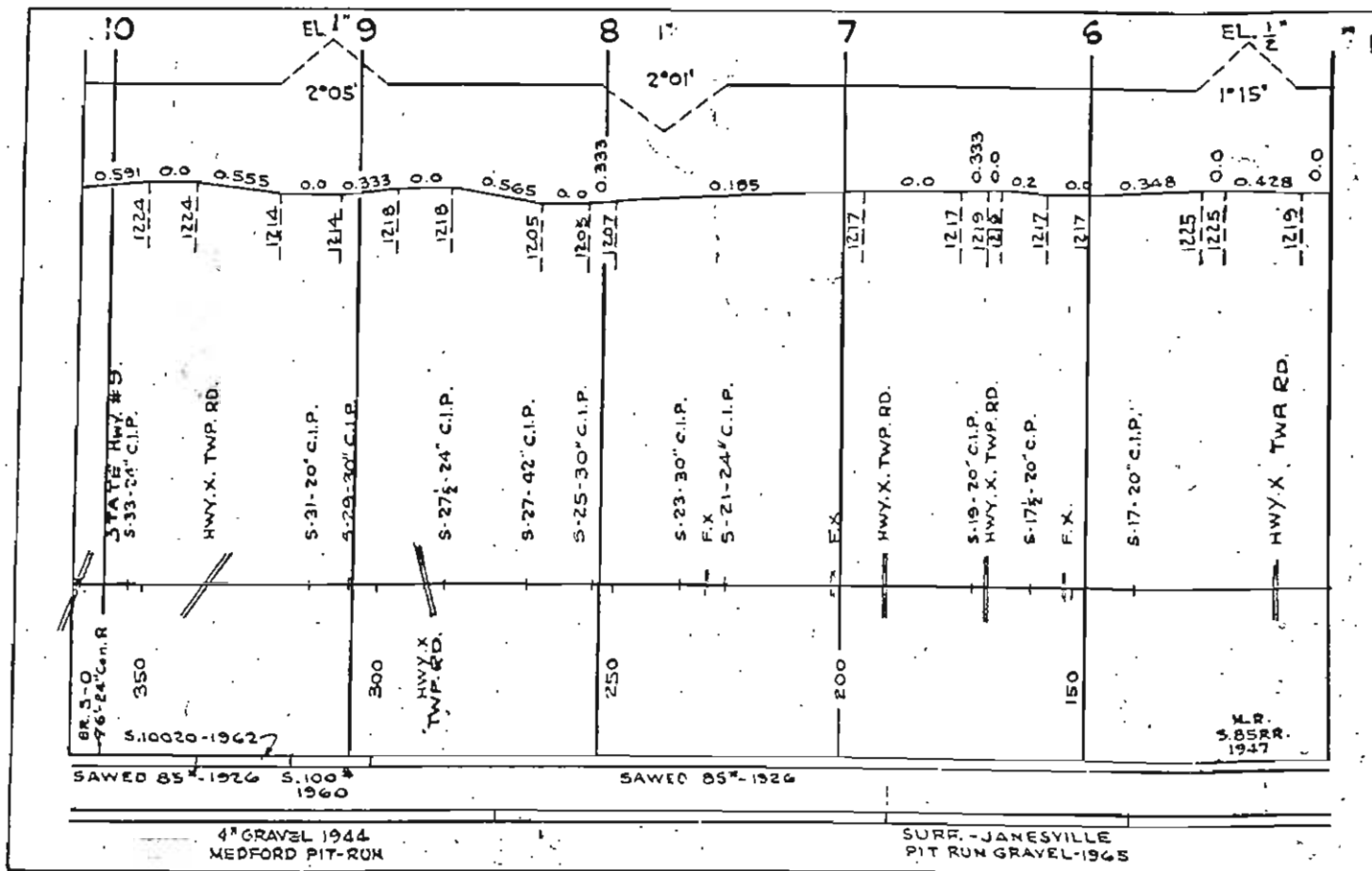
SURF. WHEELER
 PROC. - 1961



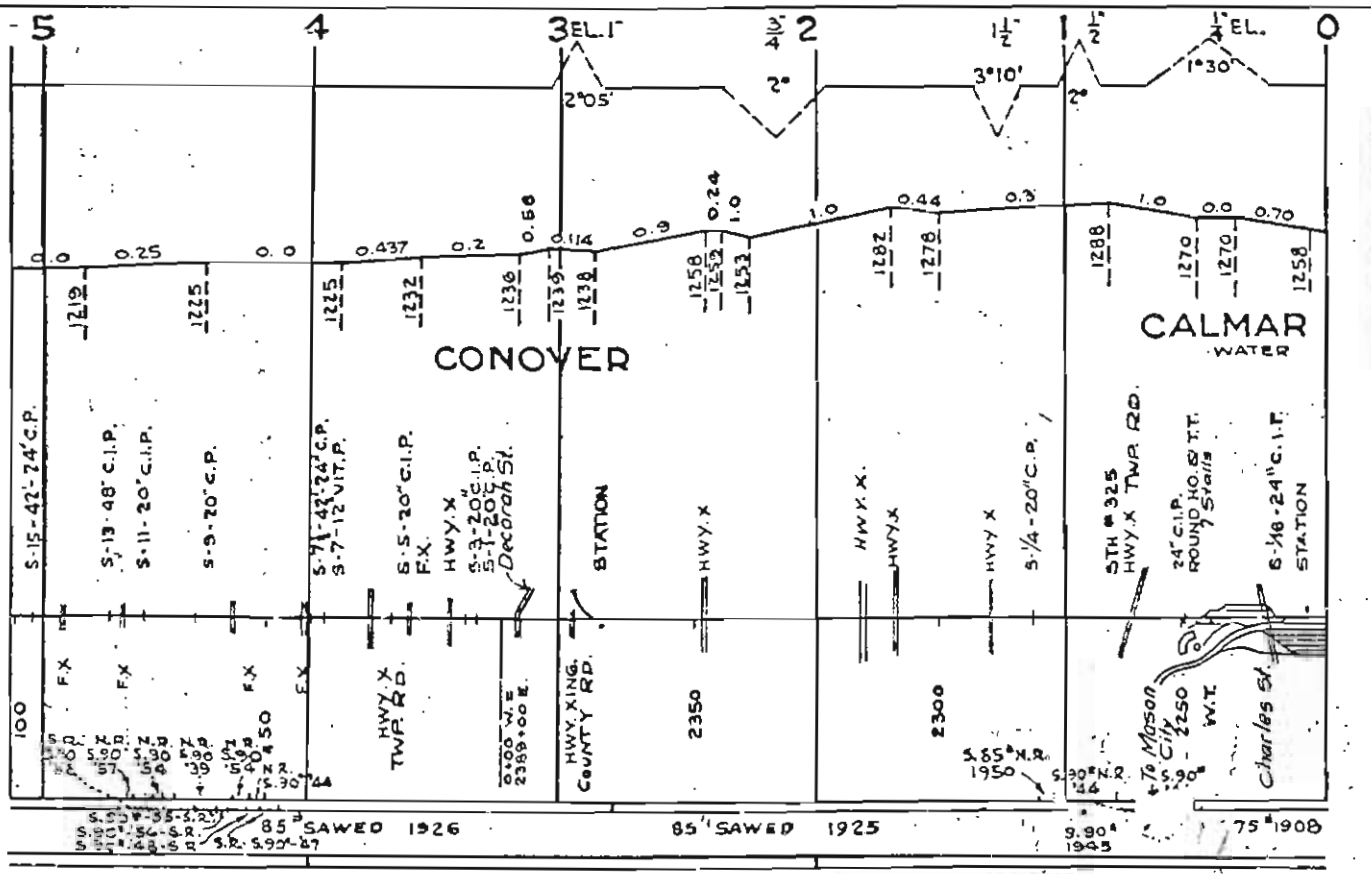




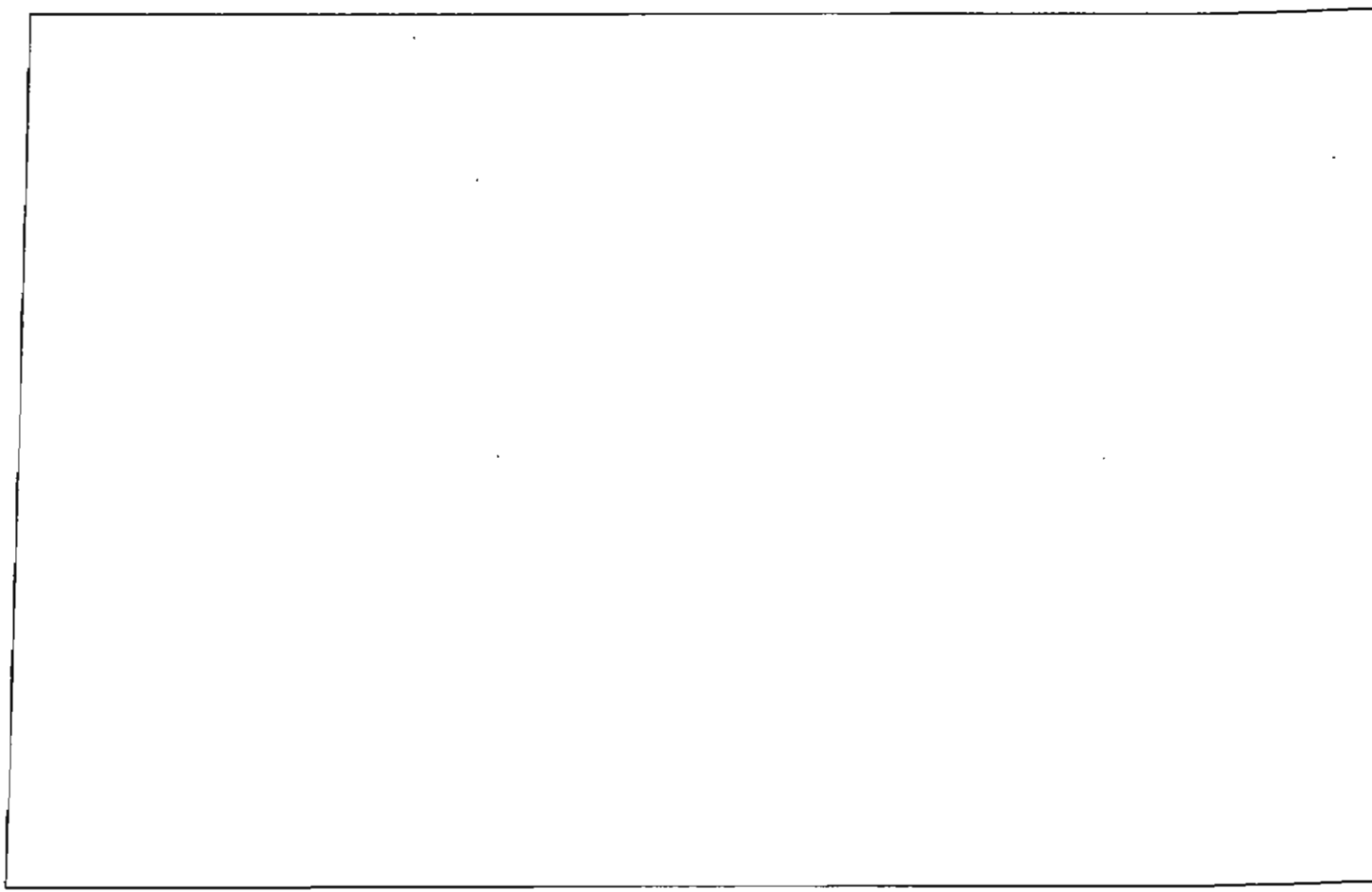




MAIN LINE - CALMAR TO ST. PAUL

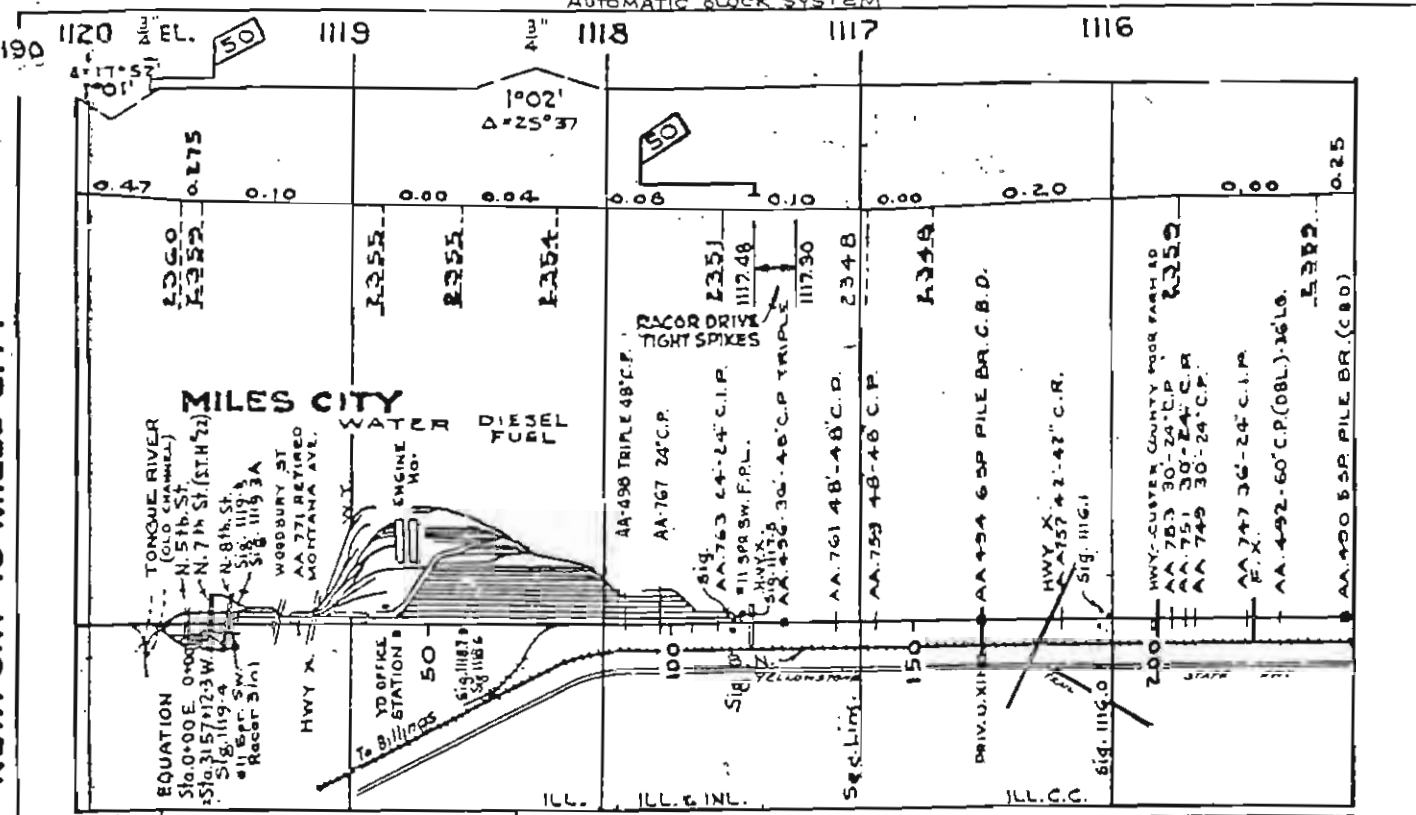


SURF - WABASHA PIT RUN - 1961



NEWPOKI 10 MILES CITY

AUTOMATIC BLOCK SYSTEM



100 # 1930

111525-1958 ILL. C.C. (1957)

11525-1948

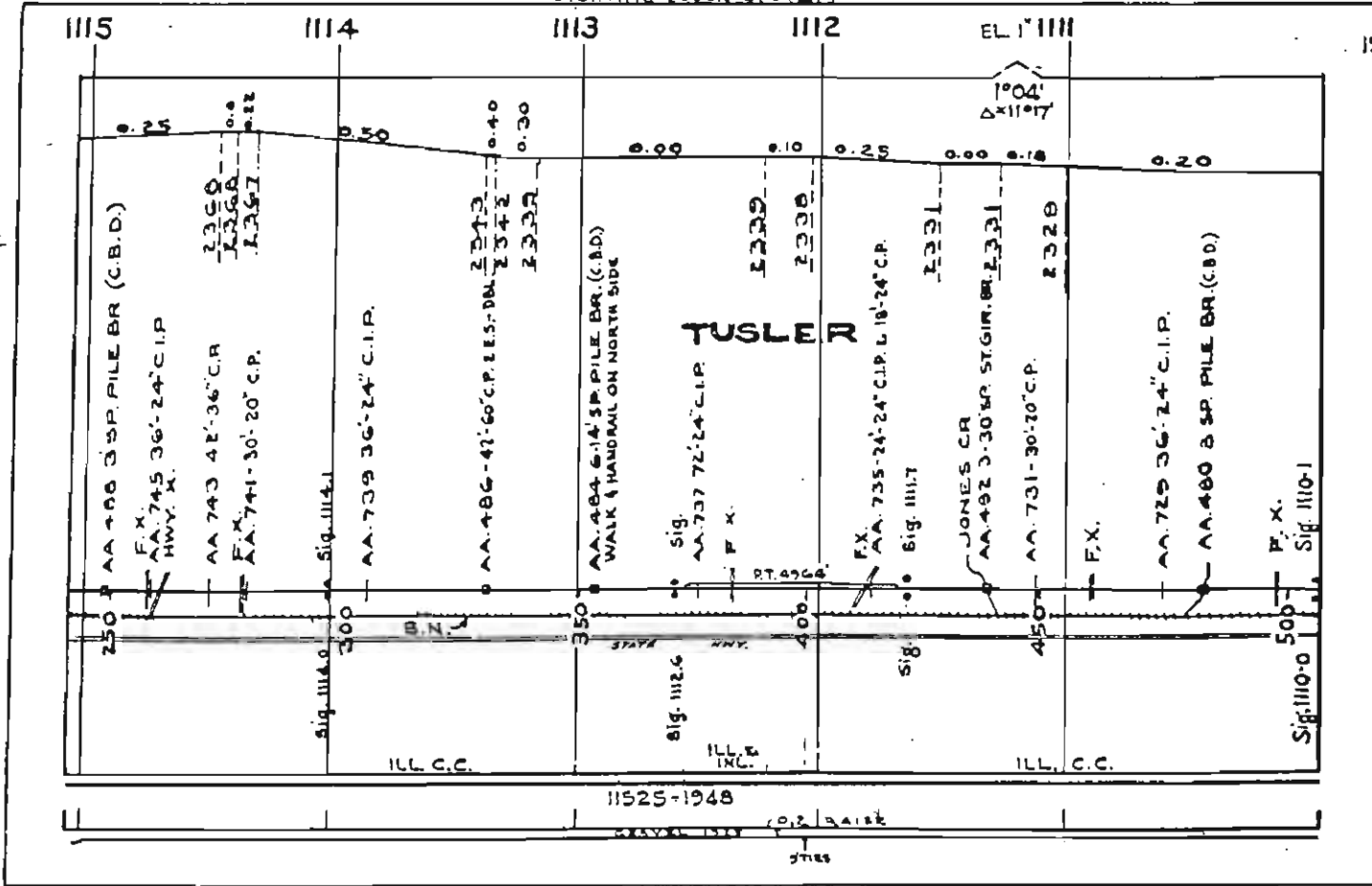
GRAVEL 1925 < 2' GA. DR

(SURF. - PARAGON PROC. G.K. - 1958

STIES

STIES

AUTOMATIC BLOCK SYSTEM



192

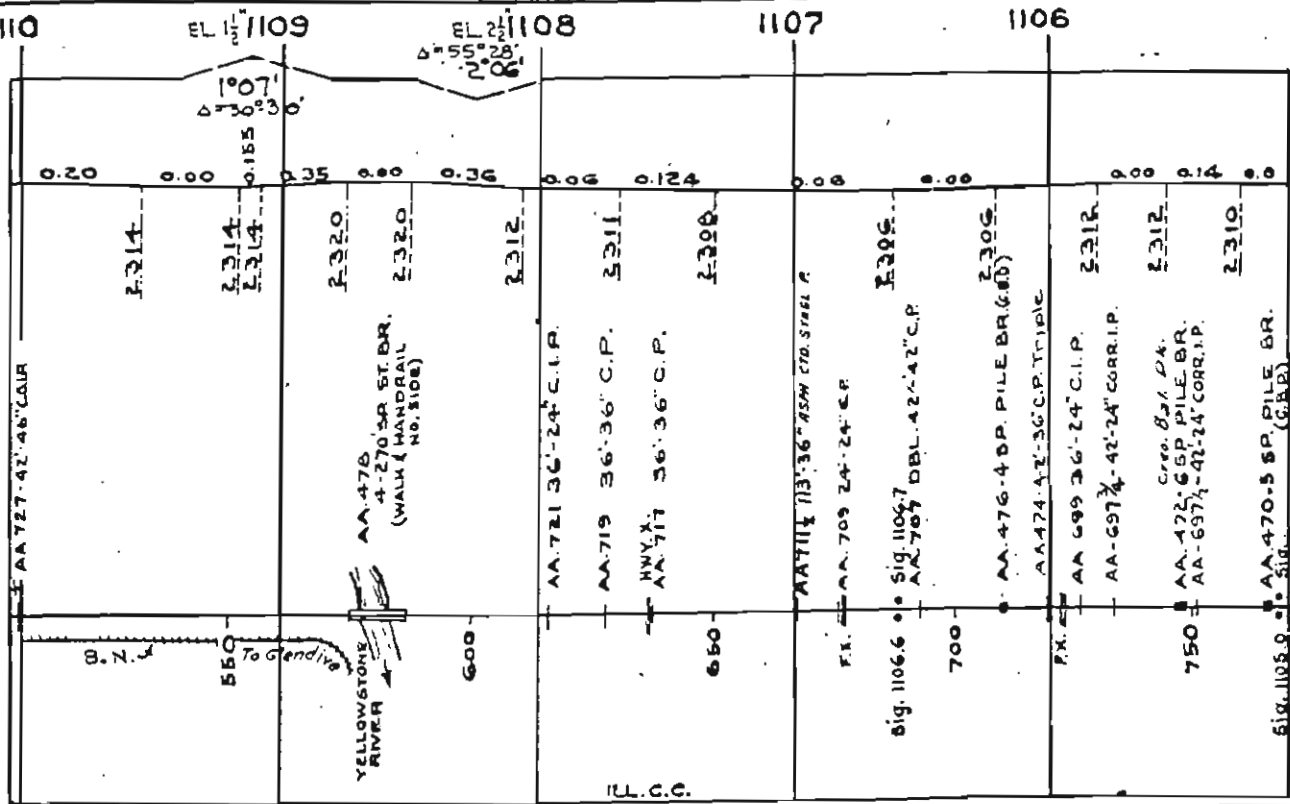
1110

EL 1109

1107

1106

AVIOMATIC BLOCK SYSTEM



11523 - 1948

0.2 2A:157

1950

1951

1952

1953

1954

1955

1956

1957

1958

1959

1960

1961

1962

1963

1964

1965

1966

1967

1968

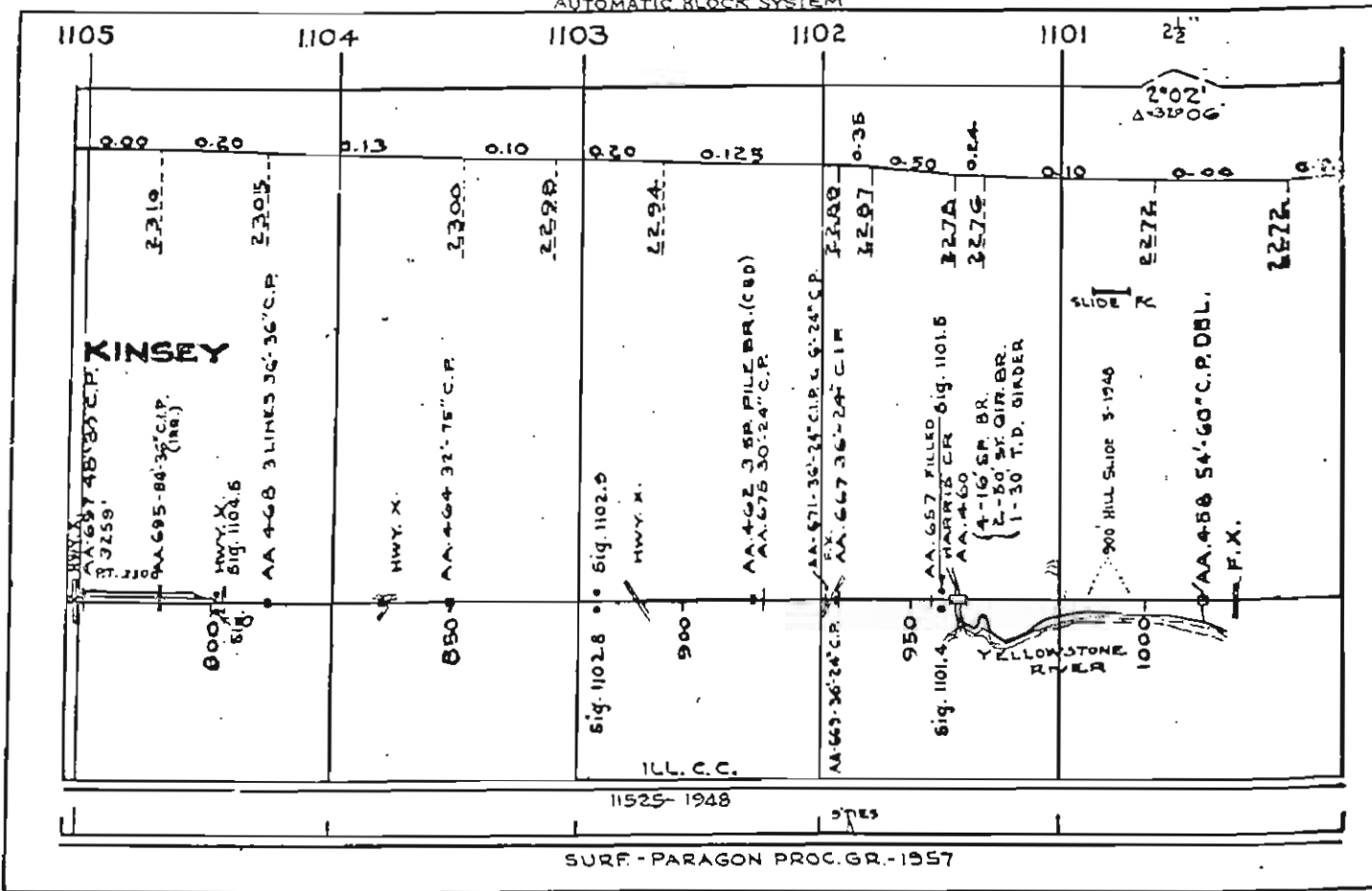
1969

1970

1971

1972

AUTOMATIC BLOCK SYSTEM



SURF - PARAGON PROC. GR. - 1957

AUTOMATIC BLOCK SYSTEM

194

1100

1099 EL 1"

1098

1097

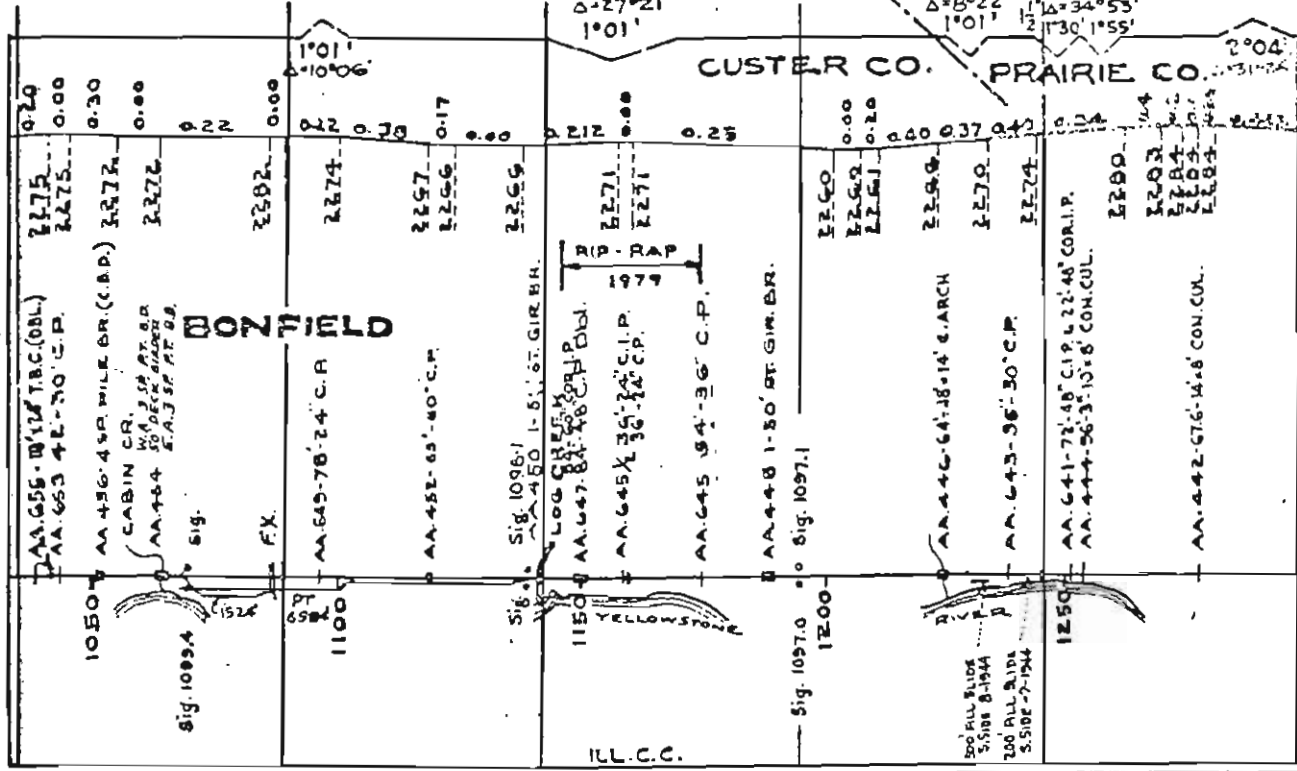
1096 2"

EL. 22"

CUSTER CO.

PRAIRIE CO.

CUSTER CO. PRAIRIE CO.



11525-1948

SURF. - PARAGON PROC. GR. - 1957

AUTOMATIC BLOCK SYSTEM

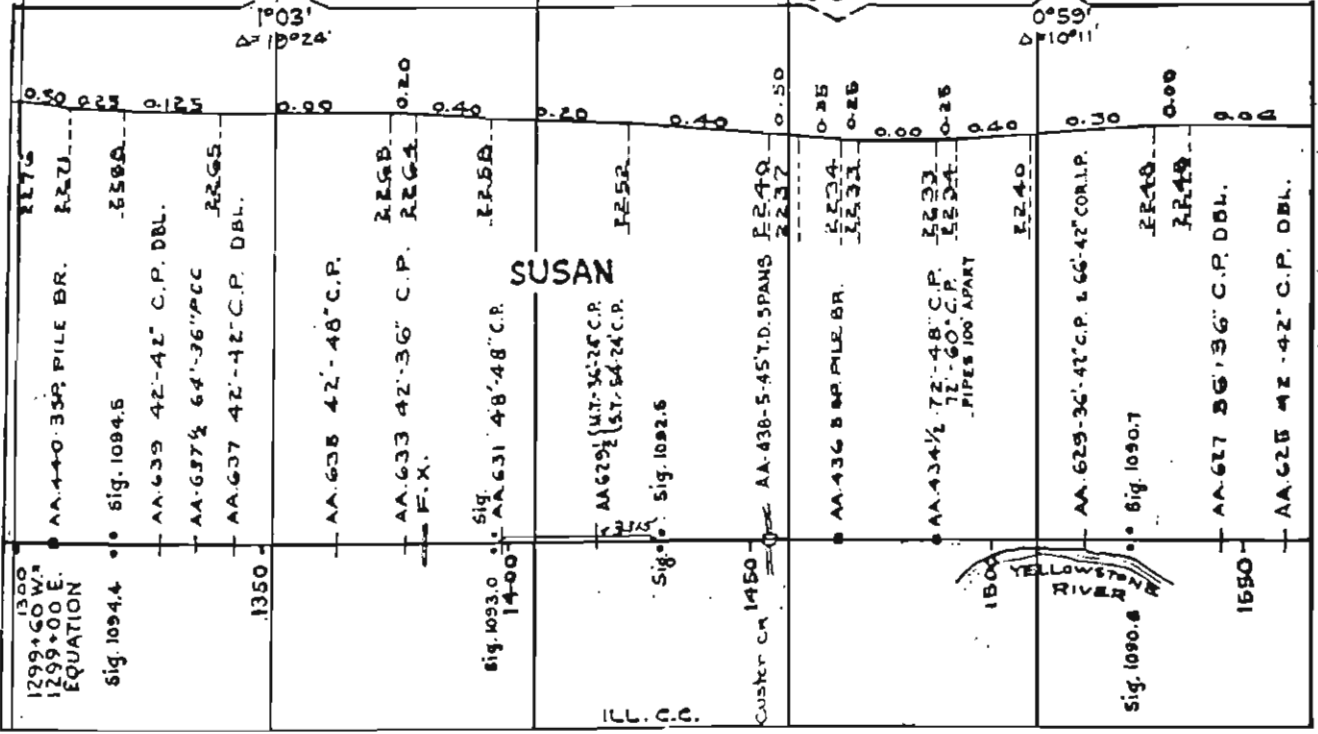
1095

1094

1093

1092 EL 1"

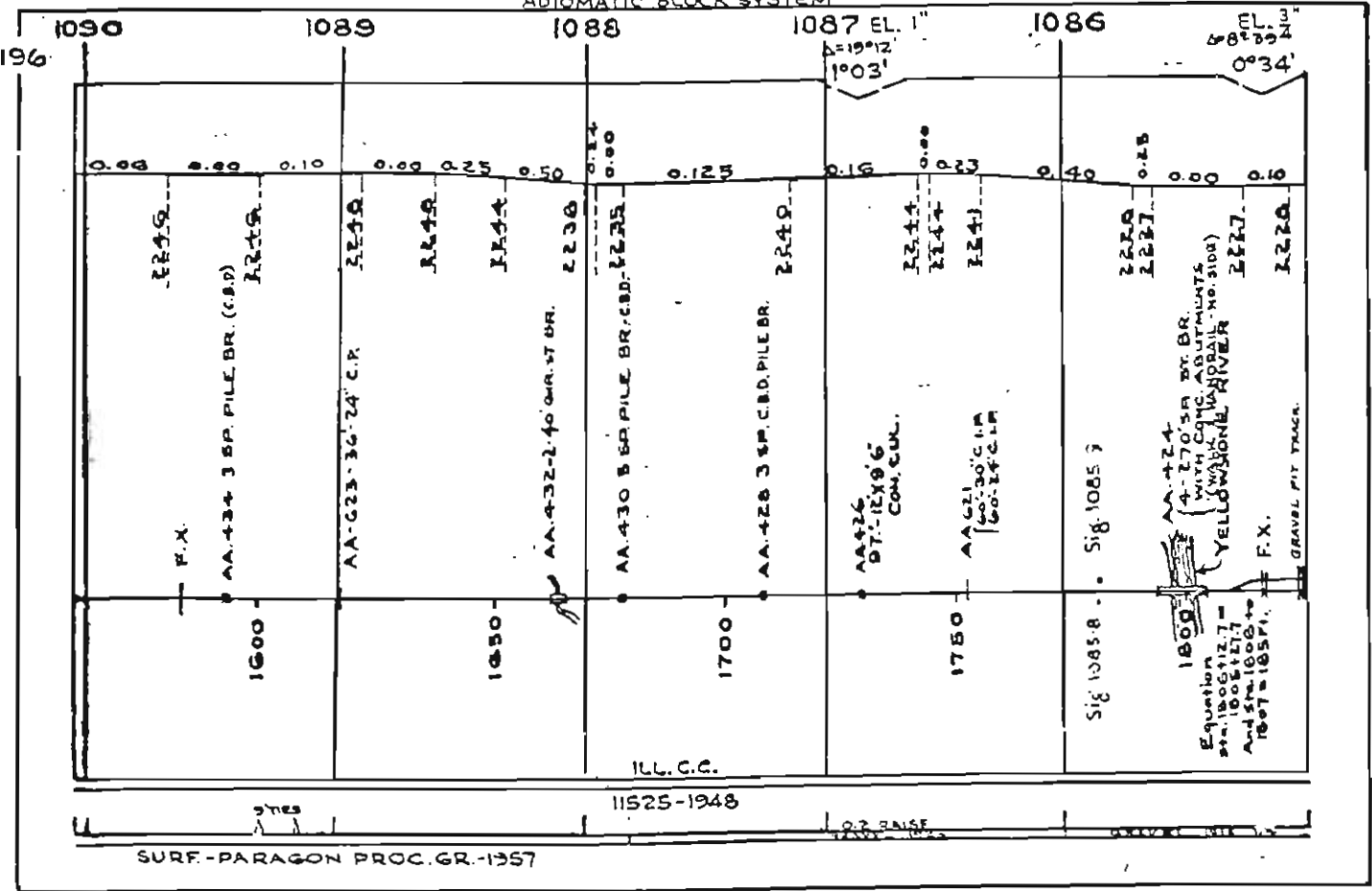
1091 EL 1"



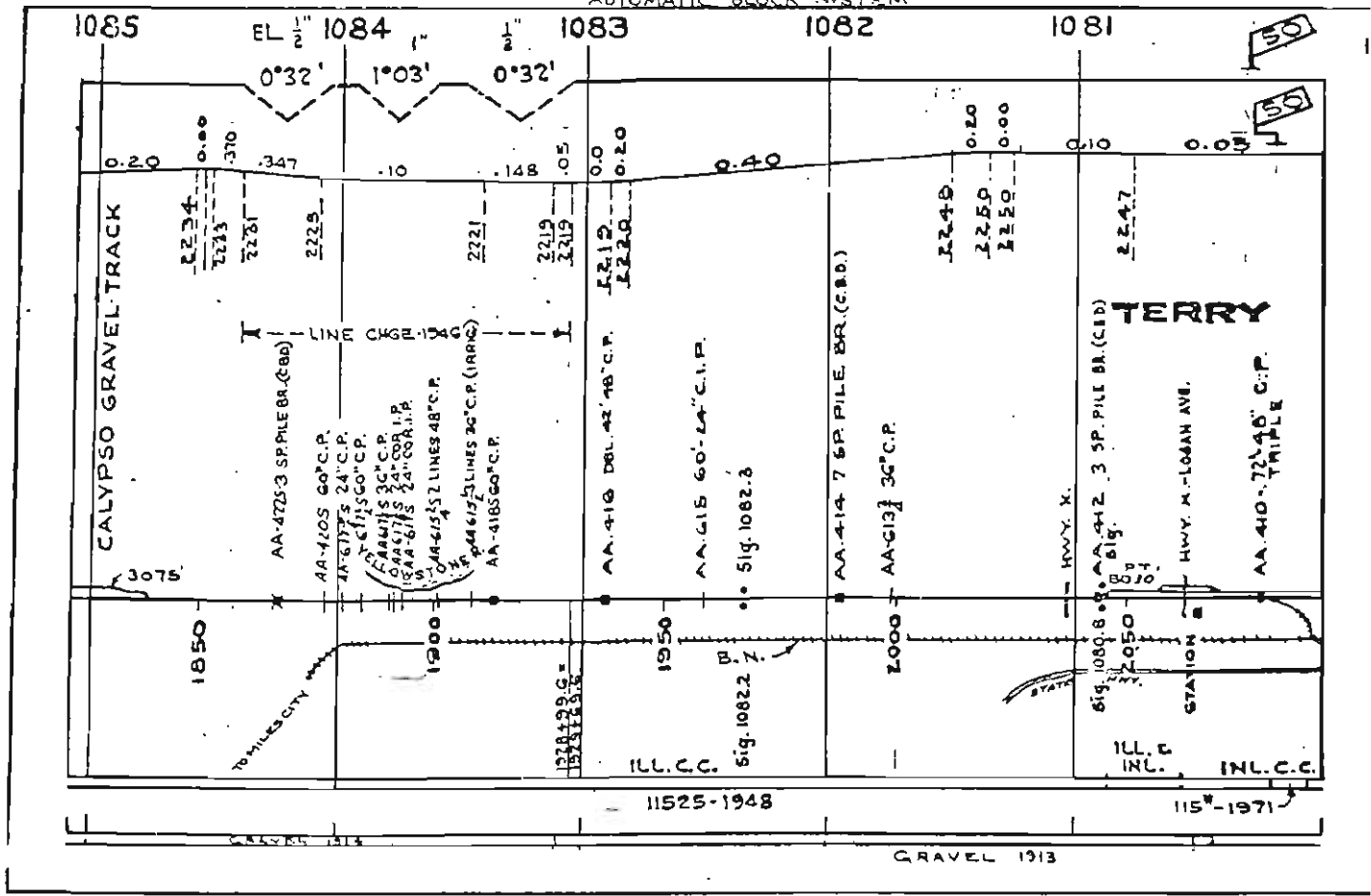
11525-1948

SURF - PARAGON PROC. GR. - 1957

AUTOMATIC BLOCK SYSTEM



AUTOMATIC BLOCK SYSTEM



AUTOMATIC BLOCK SYSTEM

198

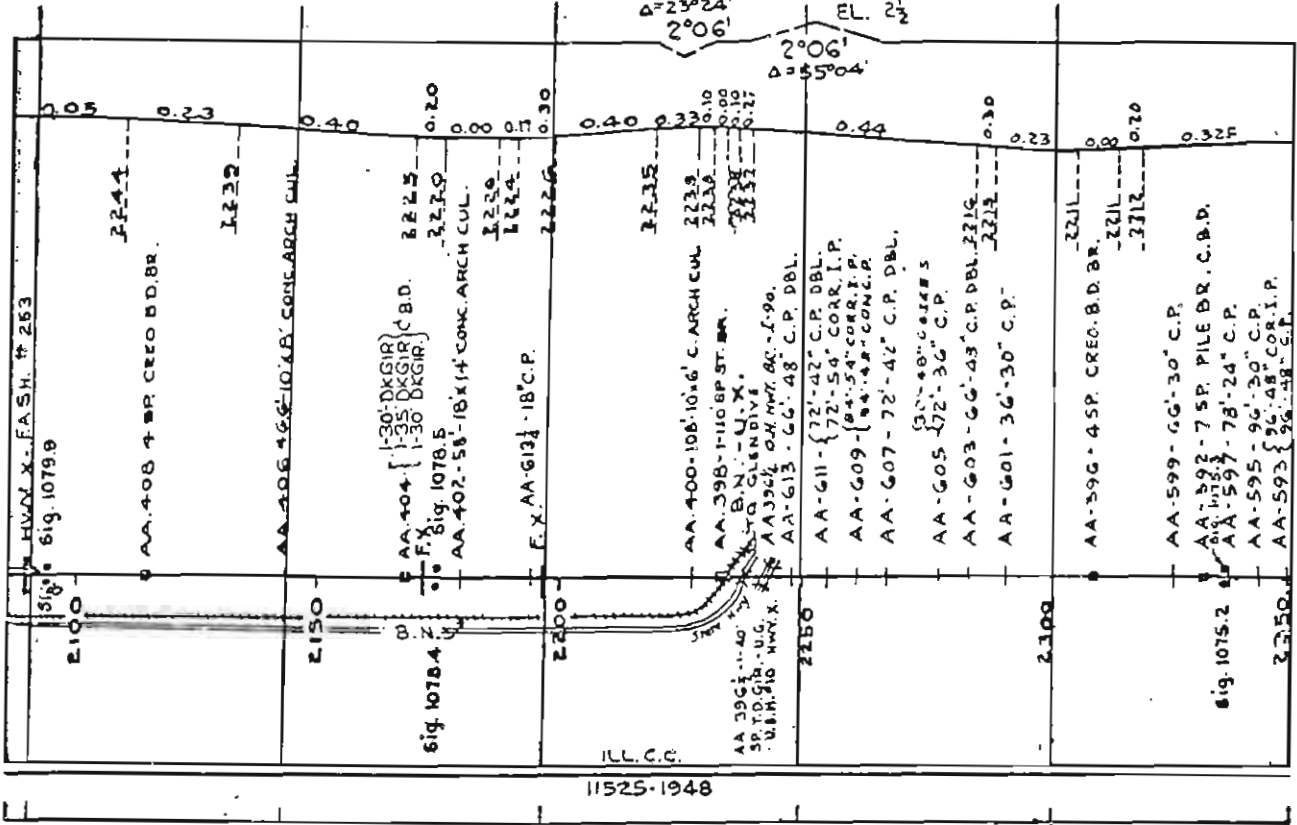
1080

1079

1078

1077

1076

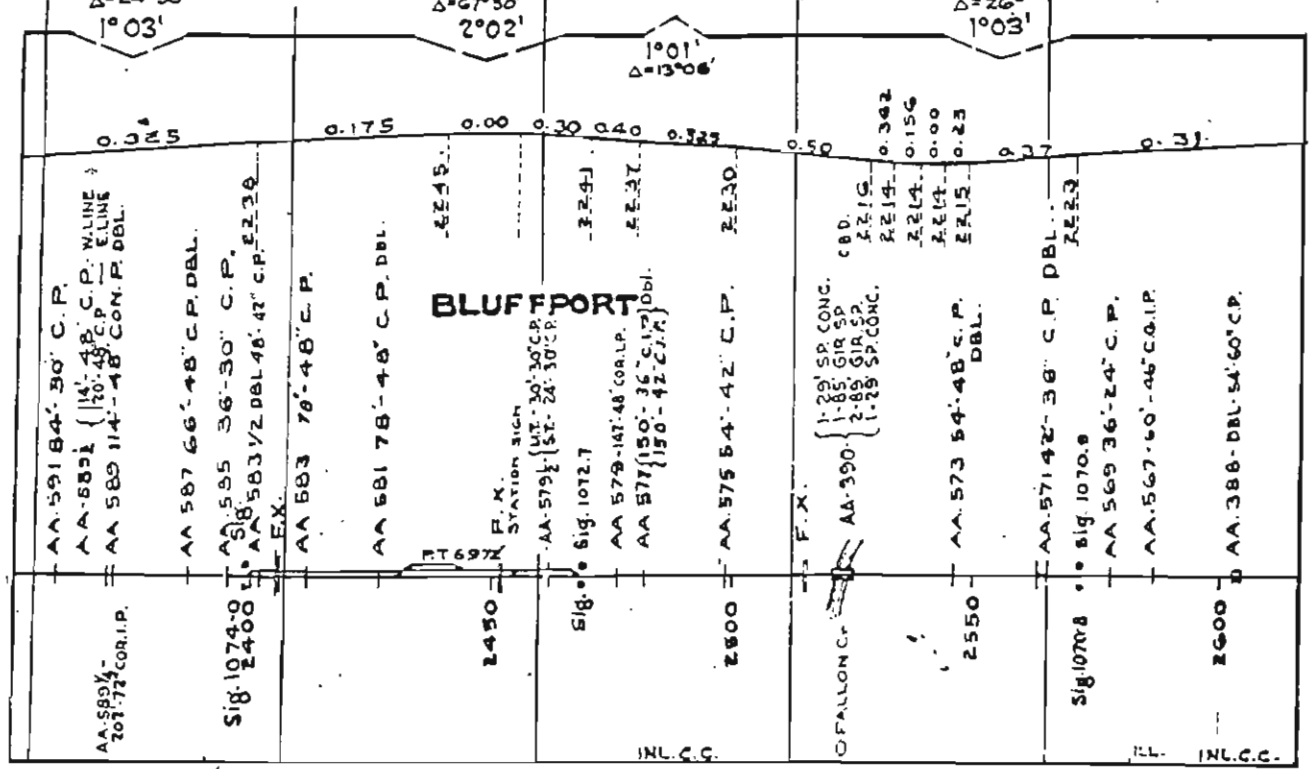


GRAYEL 1514

11525-1948

AUTOMATIC BLOCK SYSTEM

1075 EL 1' 1074 22' 1073 1072 EL 1' 1071



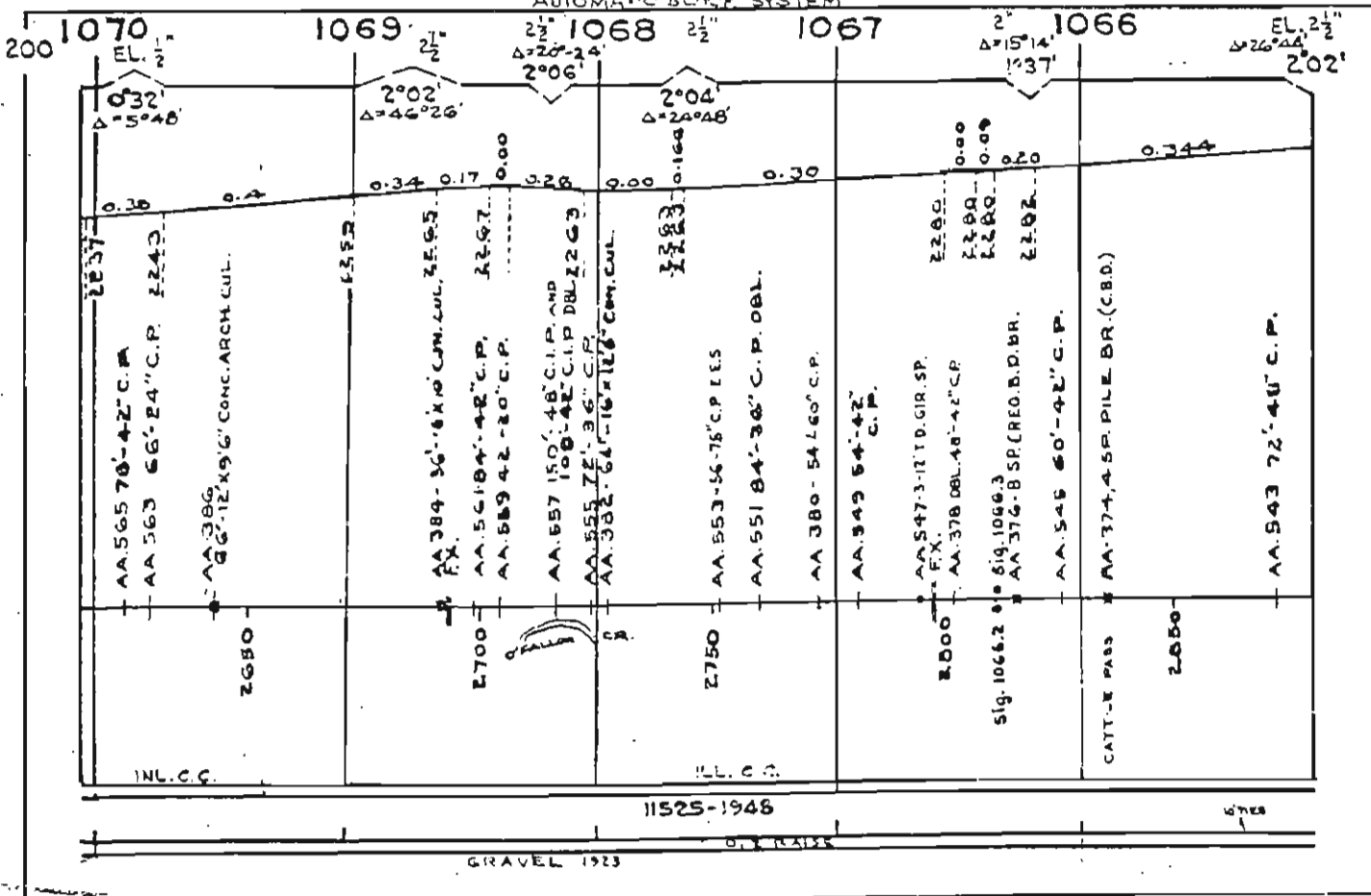
ILL. P. IHL

11525-1948

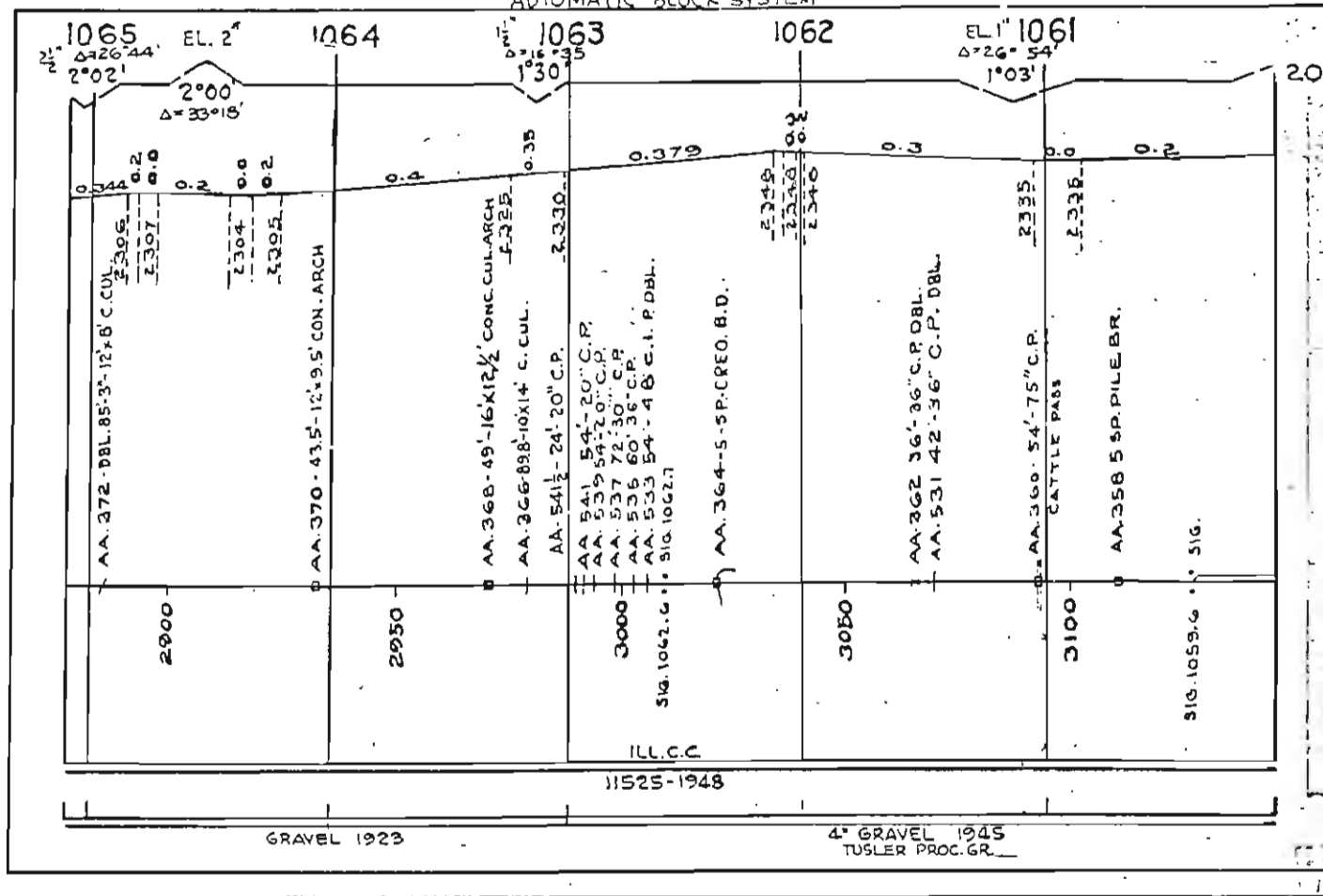
ILL.

G. P. K. R. L. 1914

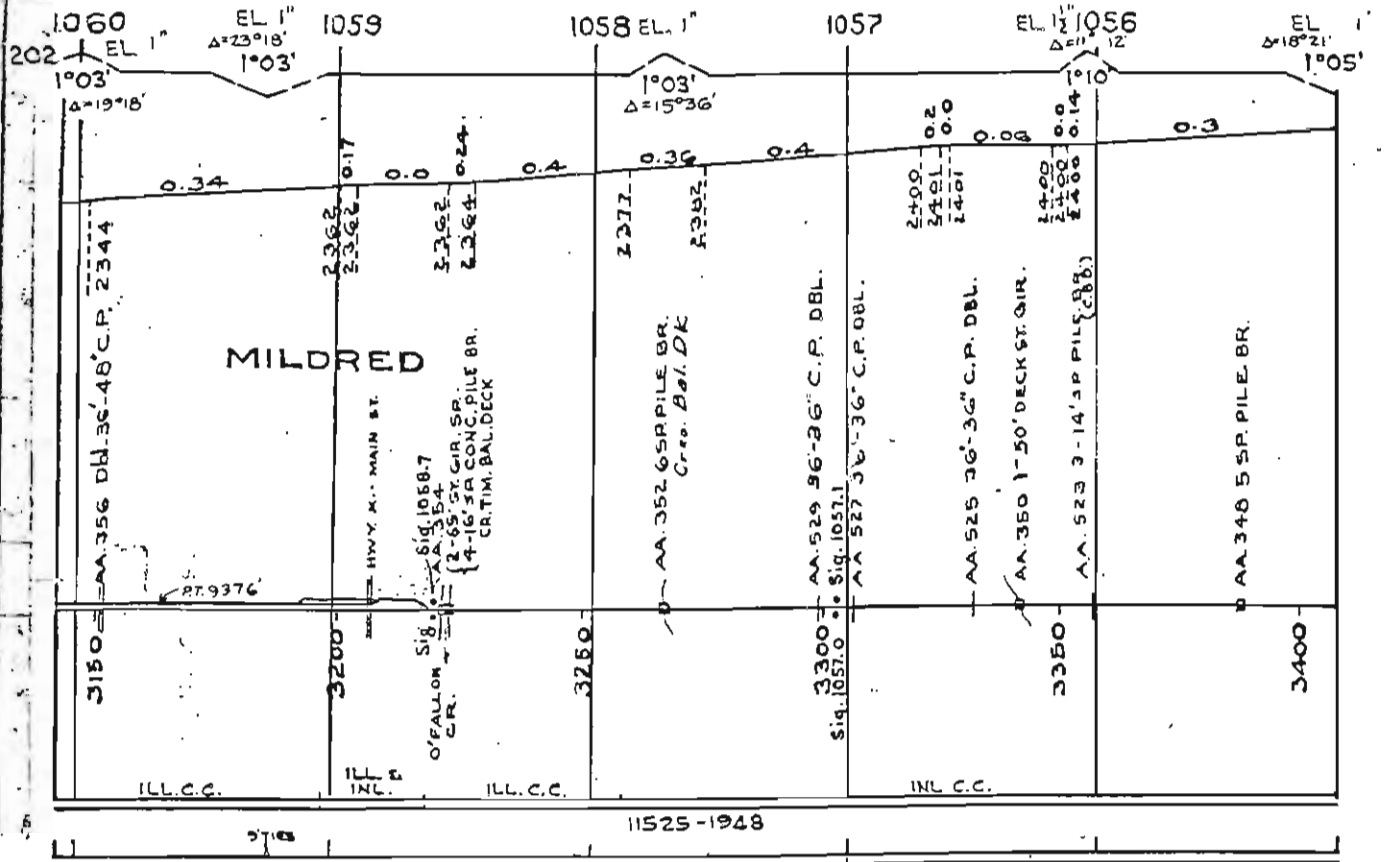
AUTOMATIC BLOCK SYSTEM



AUTOMATIC BLOCK SYSTEM

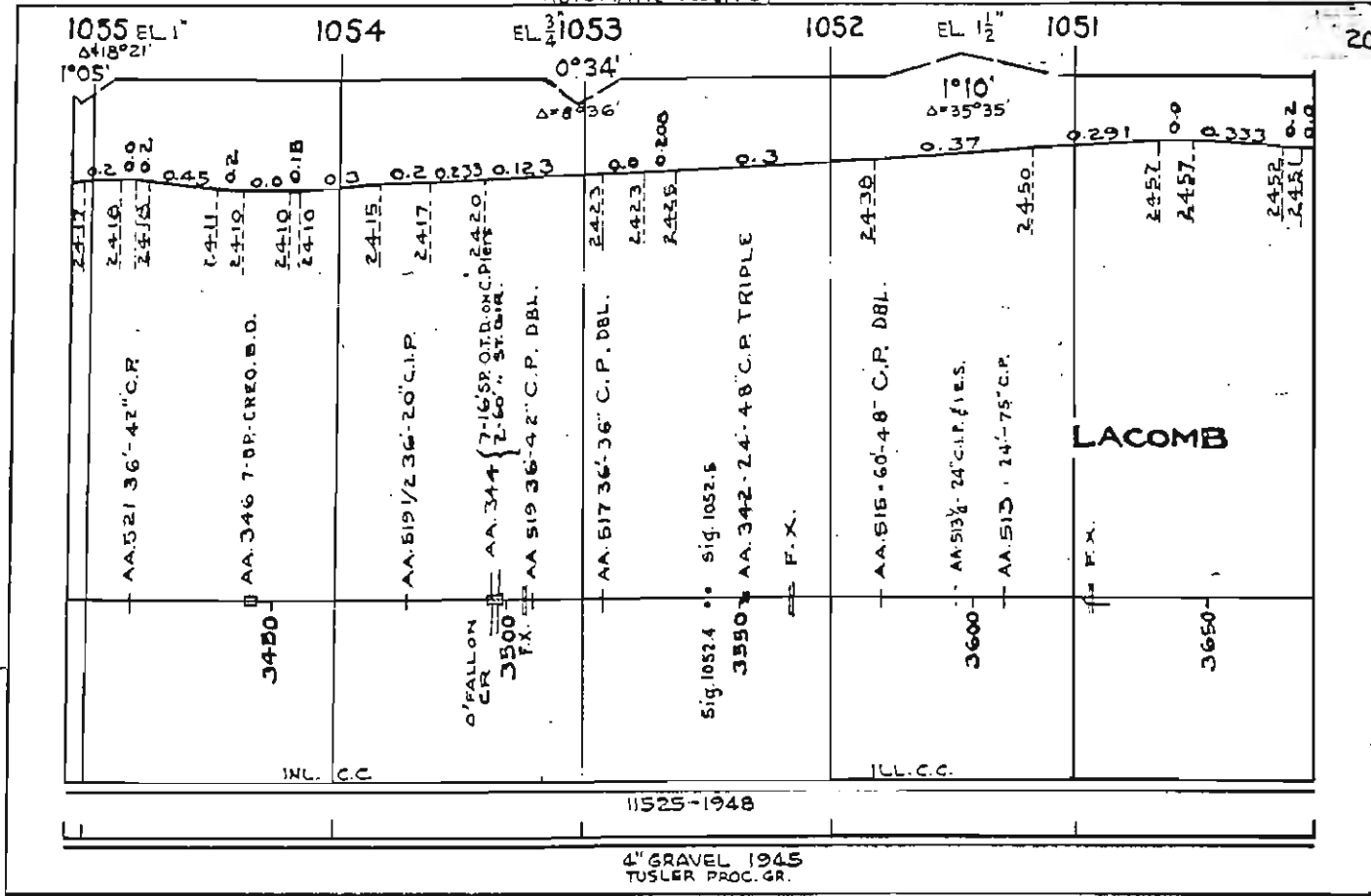


AUTOMATIC BLOCK SYSTEM

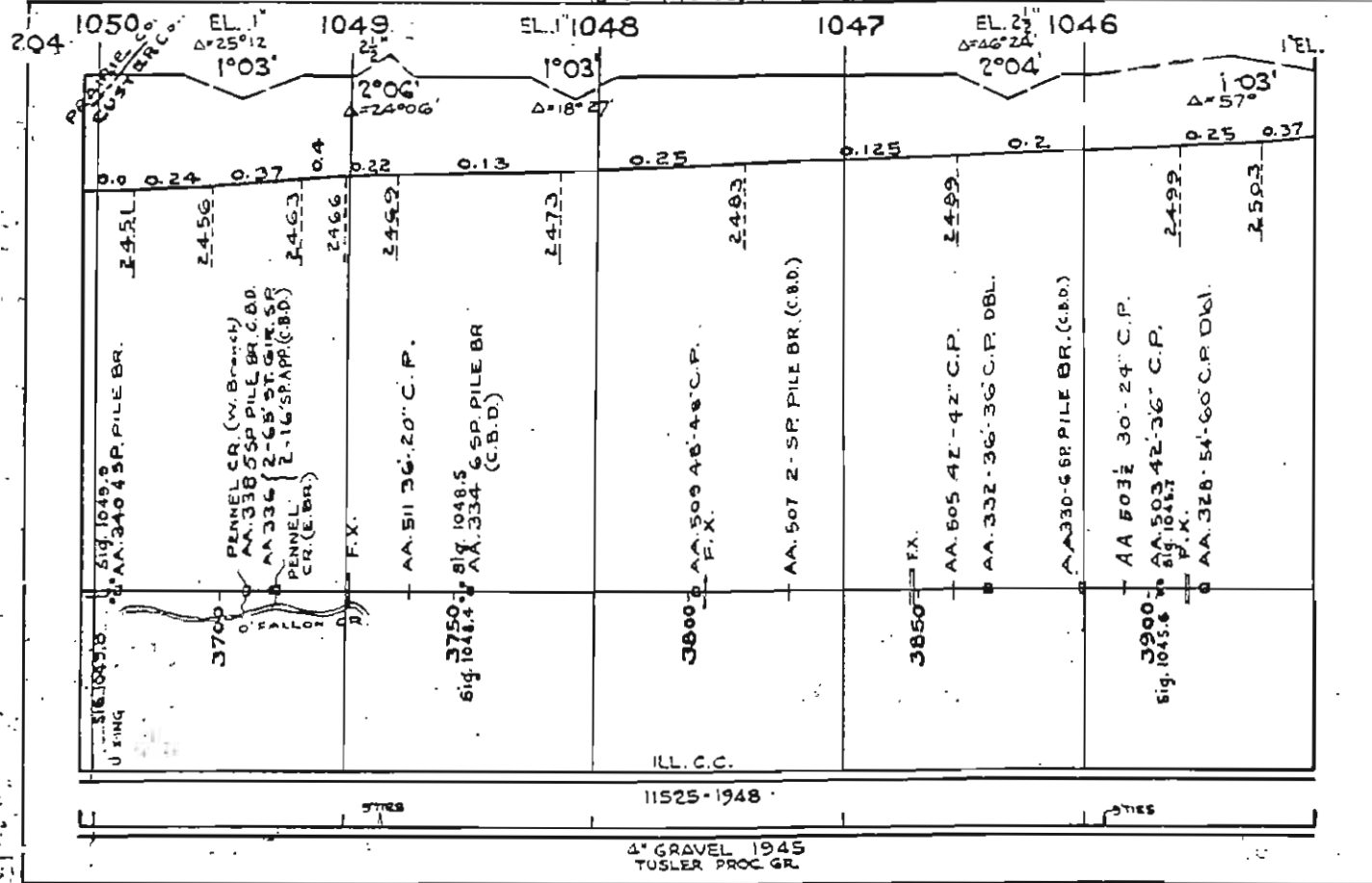


4" GRAVEL 1945
TUSLER PROC. GR.

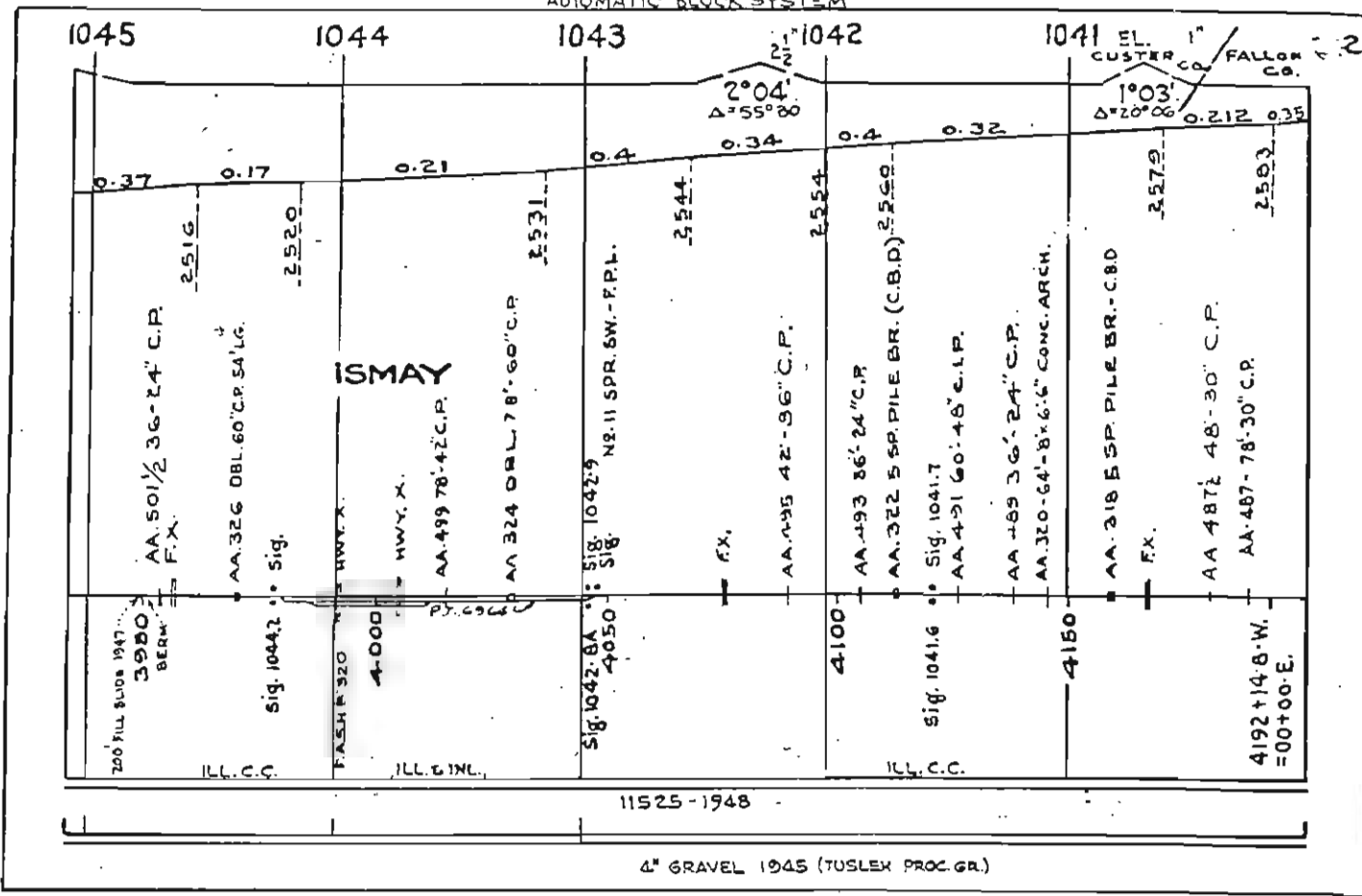
AUTOMATIC BLOCK SYSTEM



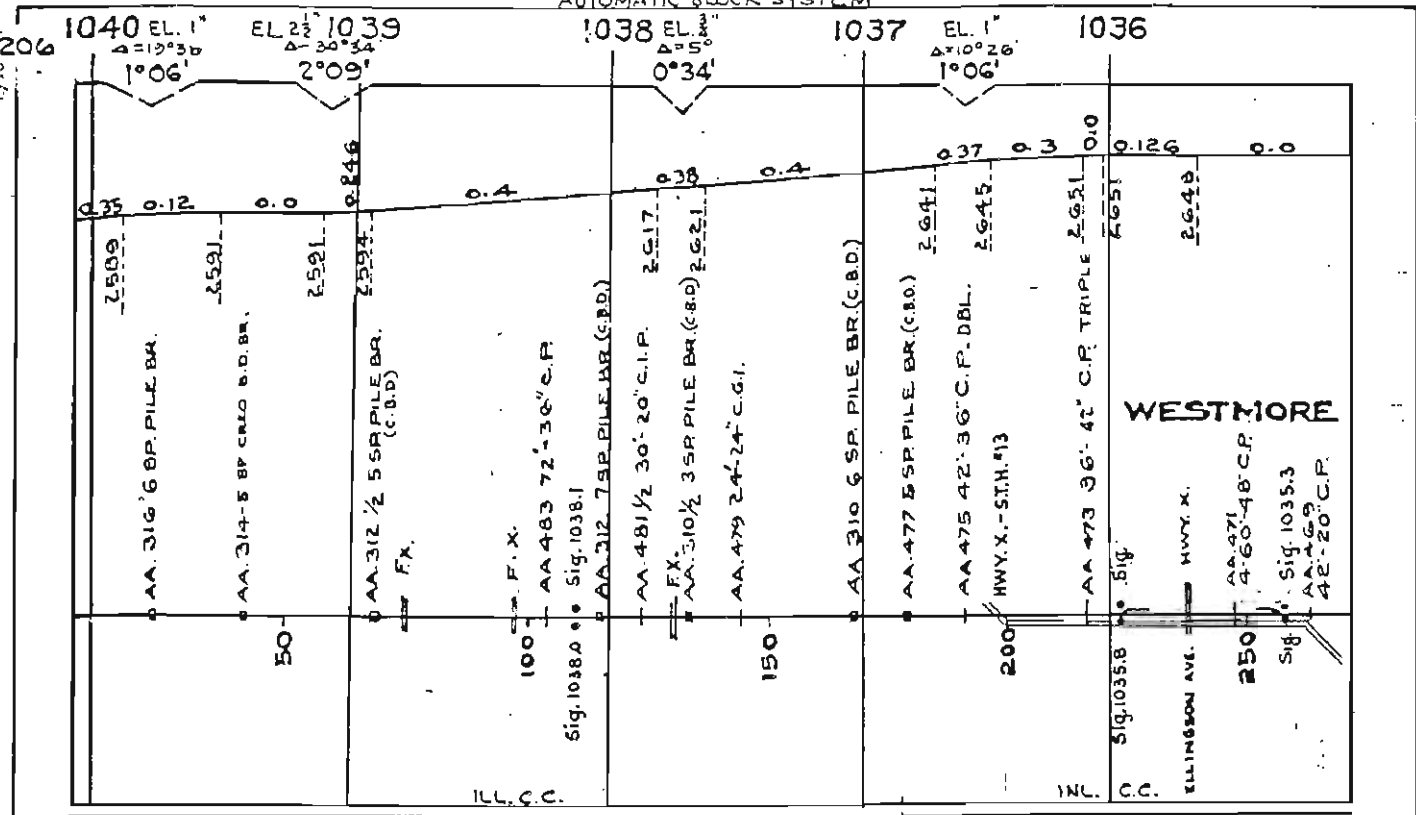
AUTOMATIC BLOCK SYSTEM



AUTOMATIC BLOCK SYSTEM



AUTOMATIC BLOCK SYSTEM

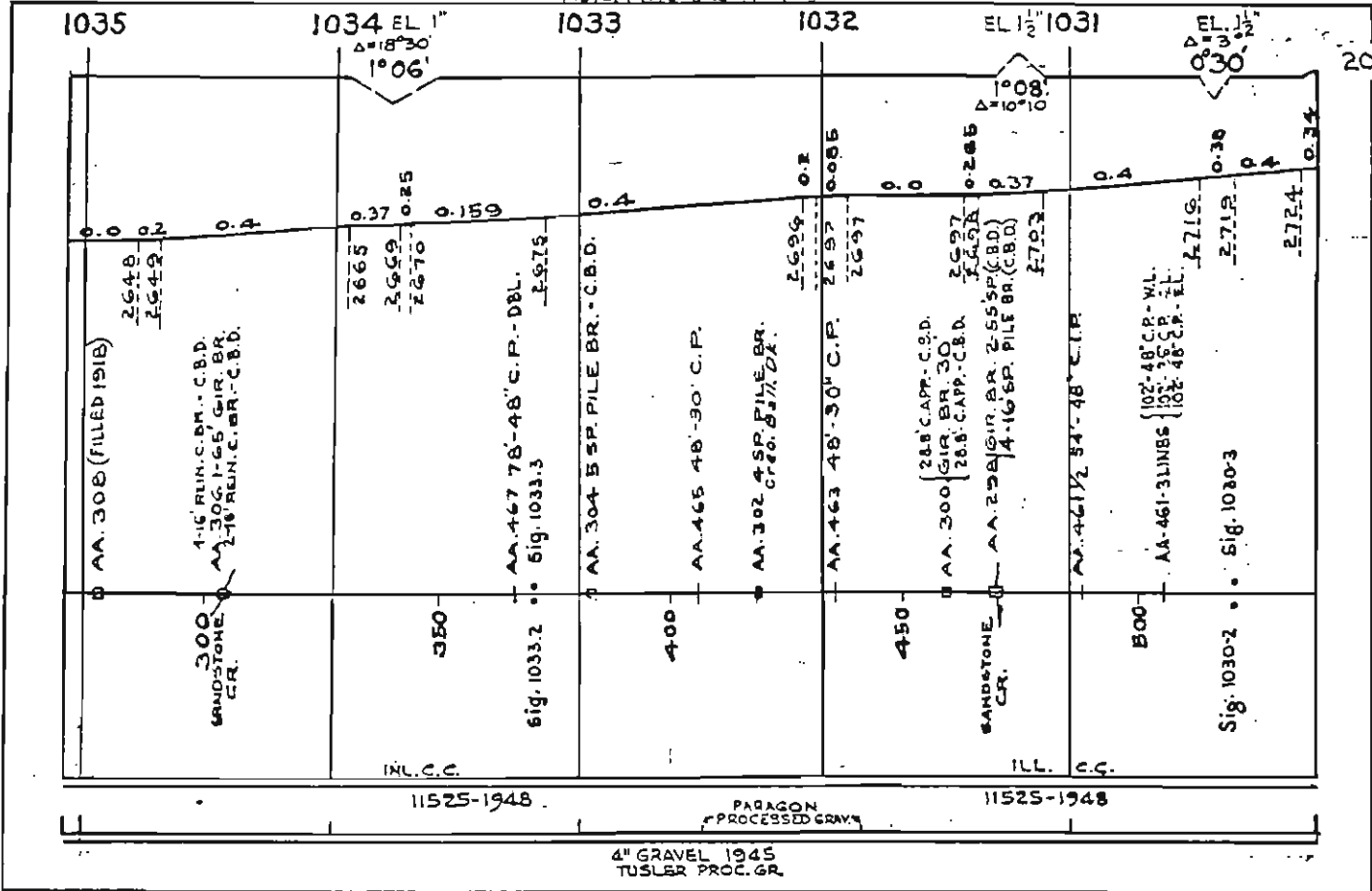


11525-1948

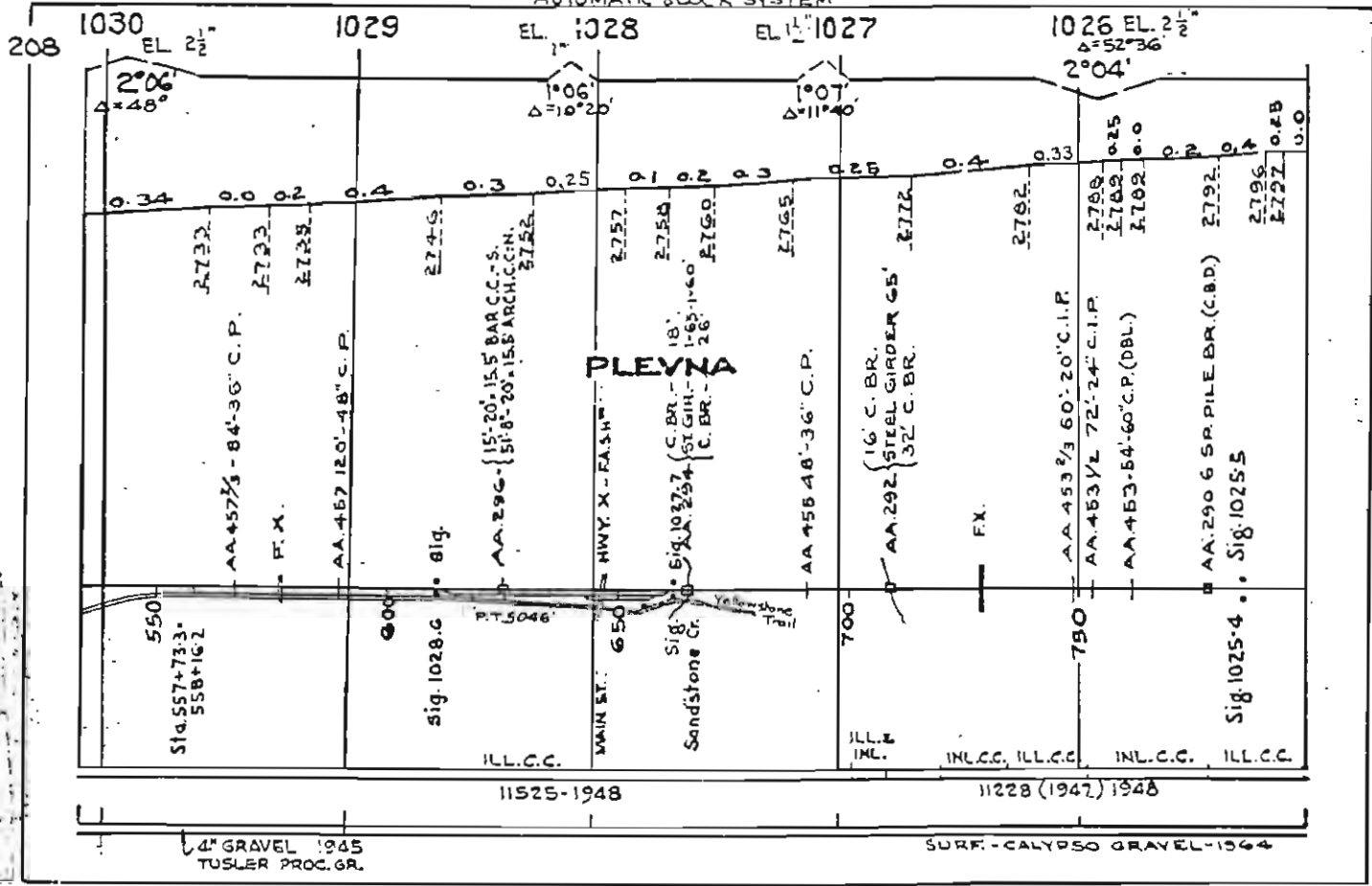
PARAGON PROCESSED GRAVEL

4" GRAVEL 1945
TUSLER PROC. GR.

AUTOMATIC BLOCK SYSTEM

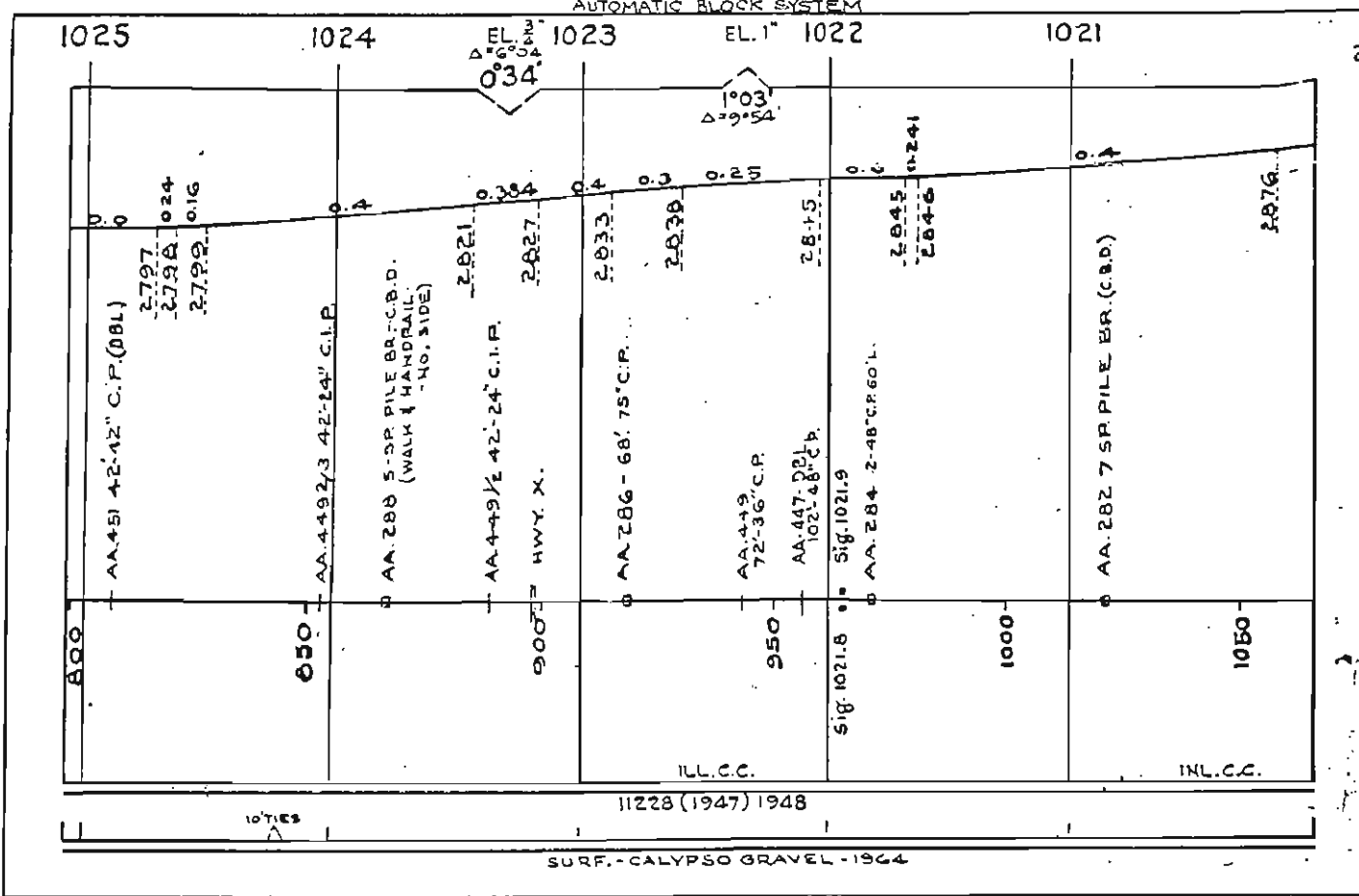


AUTOMATIC BLOCK SYSTEM

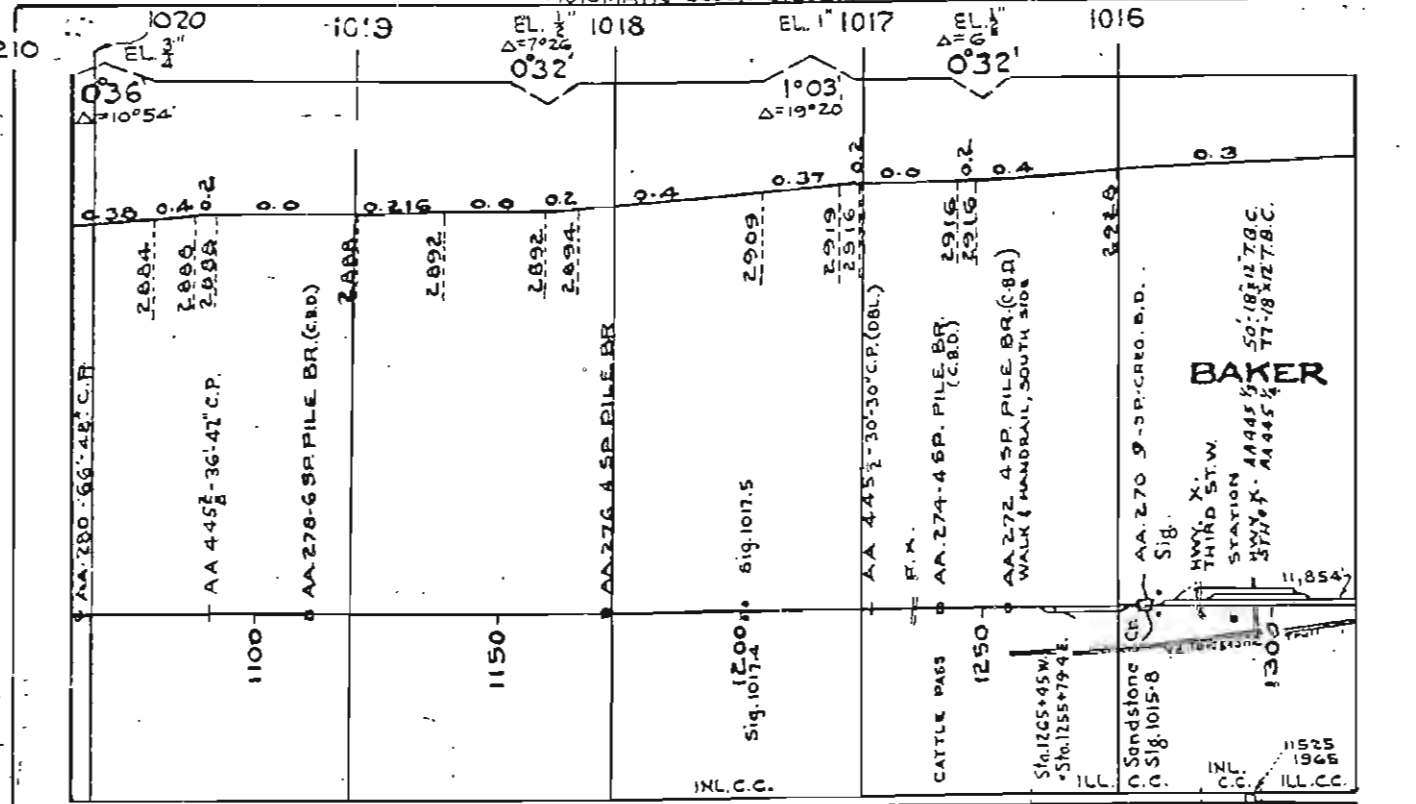


C
O

AUTOMATIC BLOCK SYSTEM



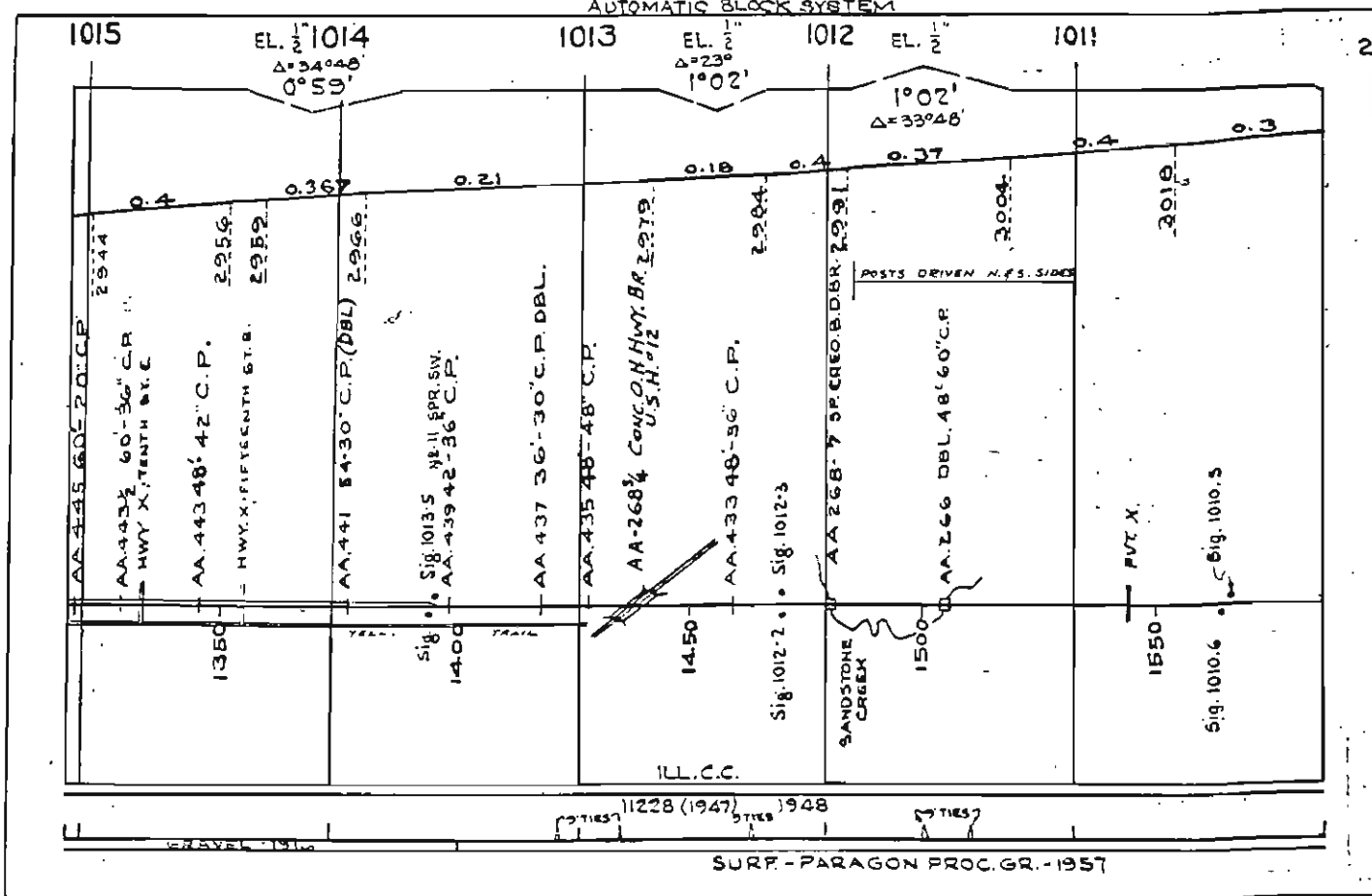
AUTOMATIC BLOCK SYSTEM



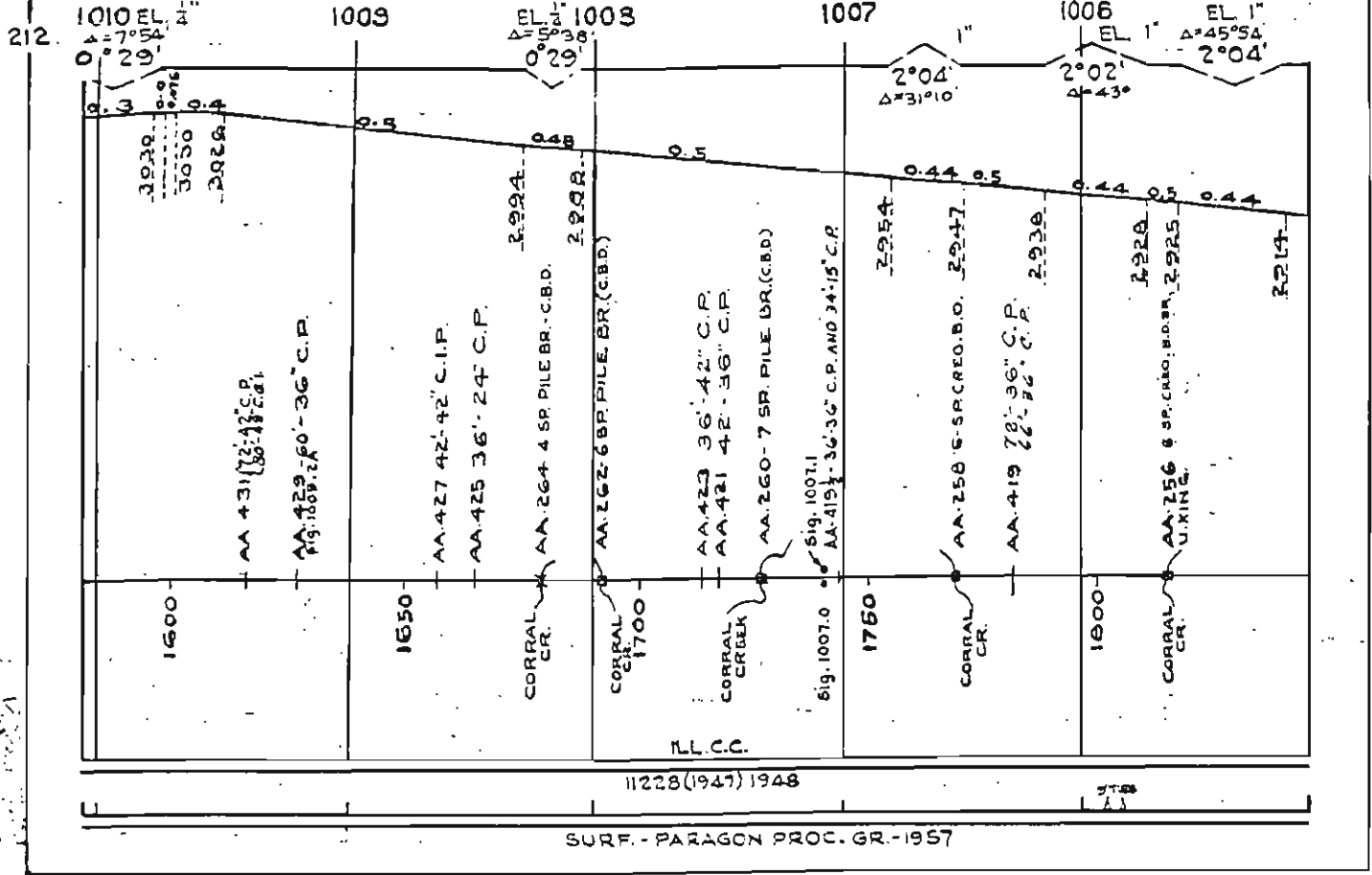
11228(1947)1948
 SURF.-CALYPSO GRAVEL-1964

BAKER

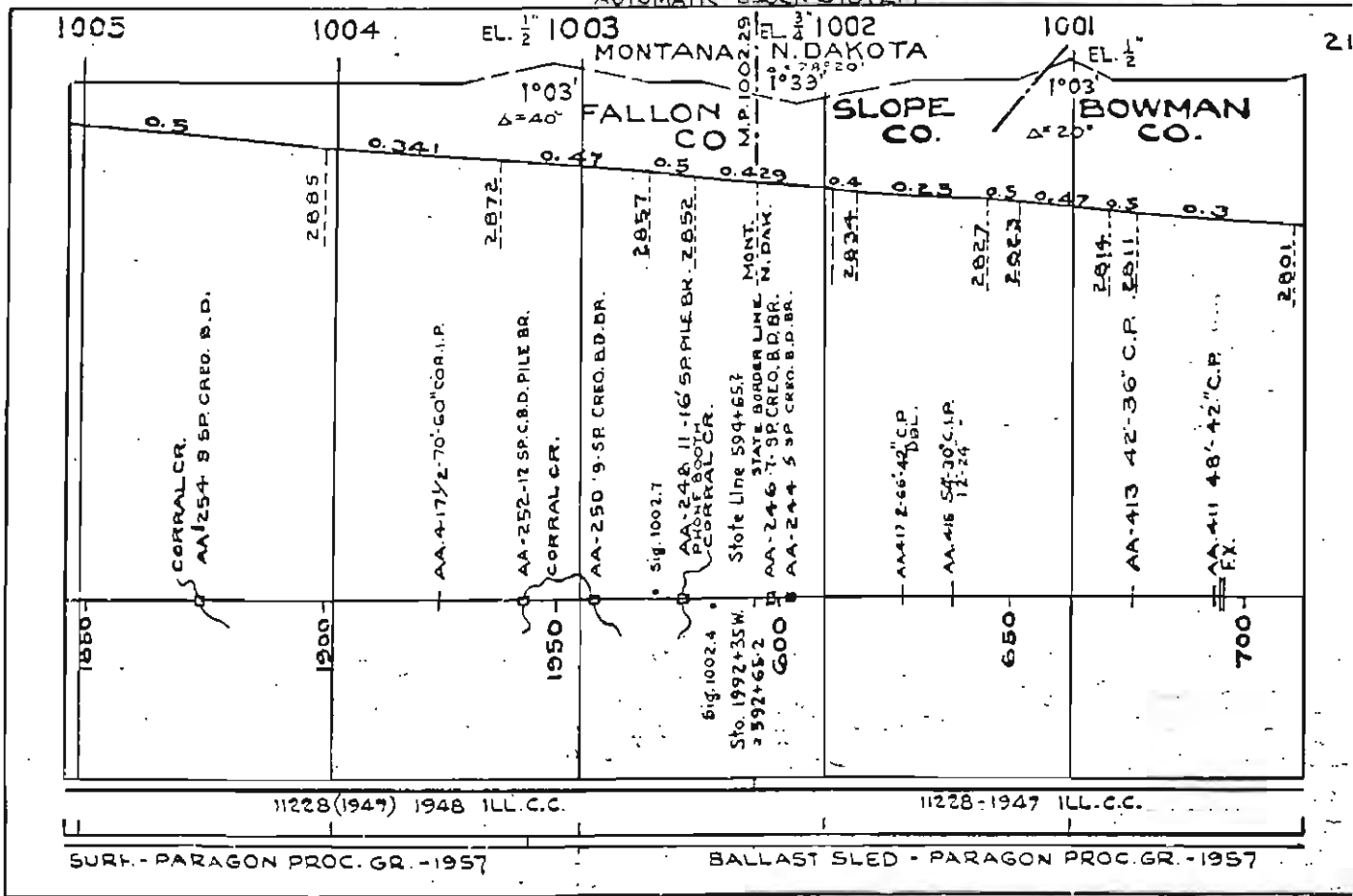
AUTOMATIC BLOCK SYSTEM

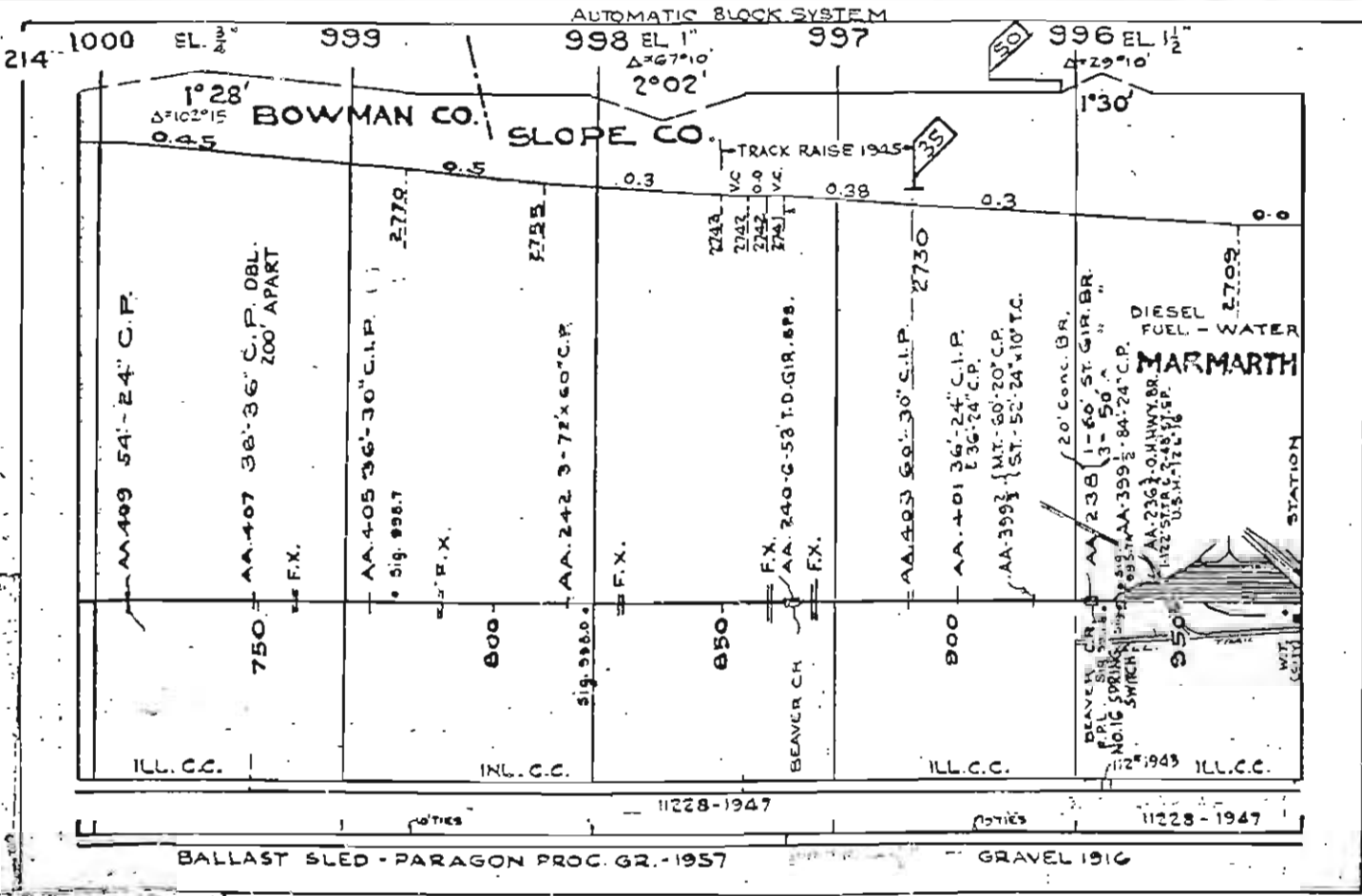


AUTOMATIC BLOCK SYSTEM



AUTOMATIC BLOCK SYSTEM





997 996 EL. 1 1/2" 995 EL. 2" 994

50

35

40

C.T.C.

1°30' Δ=29°10'

Δ=60°16' 2°04'

AA-403-30° C.I.P. 6015. 2730
STEVED SW.

AA-401-24° C.I.P. 8616. 2730
E36°24'C.P.

AA-3992 {MT-60°20' C.P. 7.
ST-52°24'10" T.C.

AA-238-120° C.B.R.
1-60' GTR.
NOLIC SPRING 3-50' GIR
AA-3992 8-24' C.P.
AA-236 2-1/2 HWY (USH #12
AT-24-1/2-2-48 1/2 5TH #12

DIES
T.C.M.E.L

MARMARTI WATER

AA-397 RETIRED
AA-236 SUBWAY FOR
4 RD PERGETS LANE
ST-60 SPT SW MACOR JUNT
AA-236-6 GIR
483.5 LG.
MILITARY MASSACHUSETTS

AA-395-20° C.I.P. 2719
36 LG.

HWY. X. {1-65' GIR. SP.
AA-234- {2-25' CON. SP.

7478'

STATION

HWY. X. 1st AVE. E.
Sigs. 4.84

W.E.B.F. 236

1000

VELL TRAIL
HAY CREEK

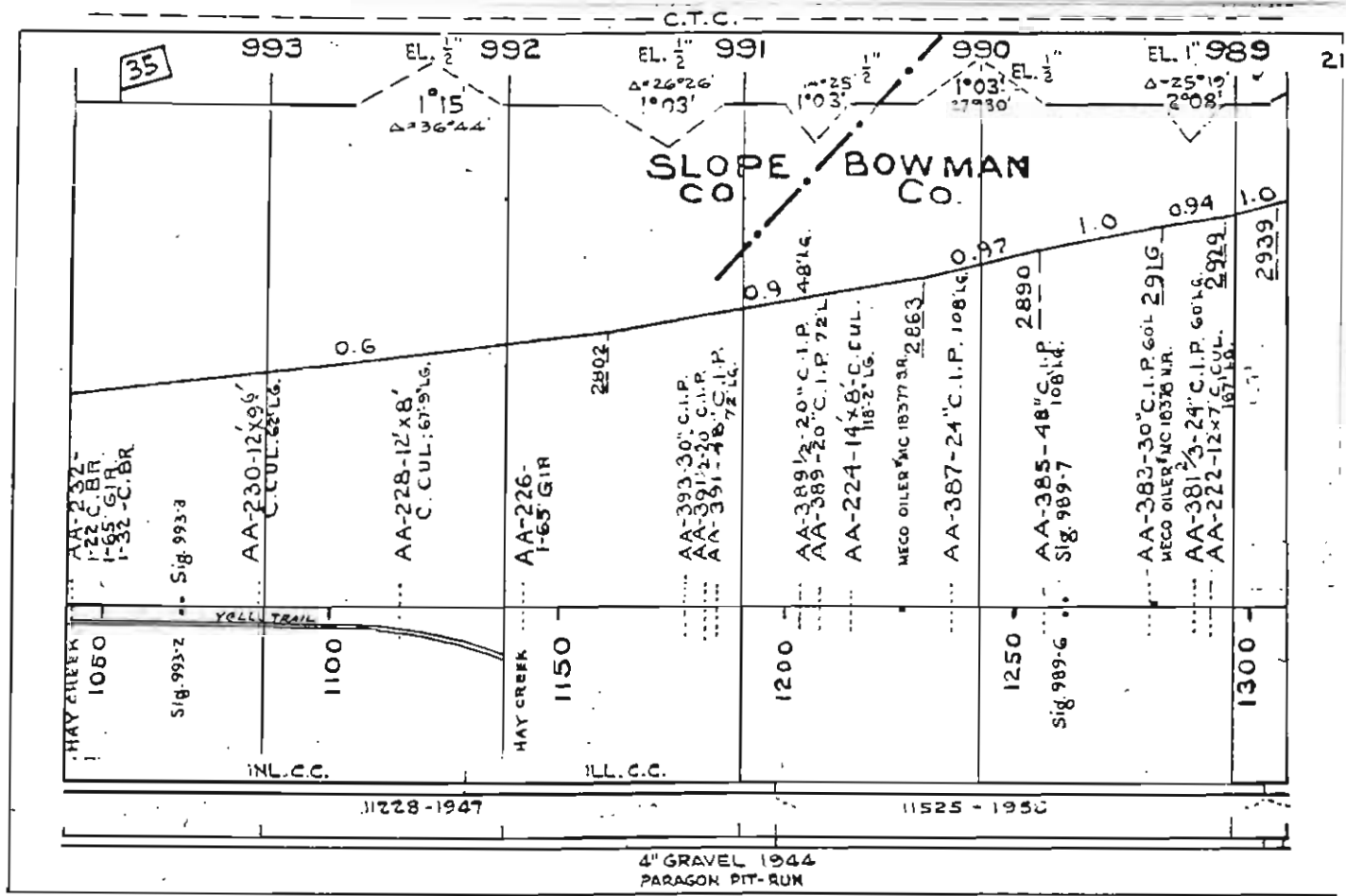
112°1943

11228-1947 (ILL.C.C.)

11228-1947

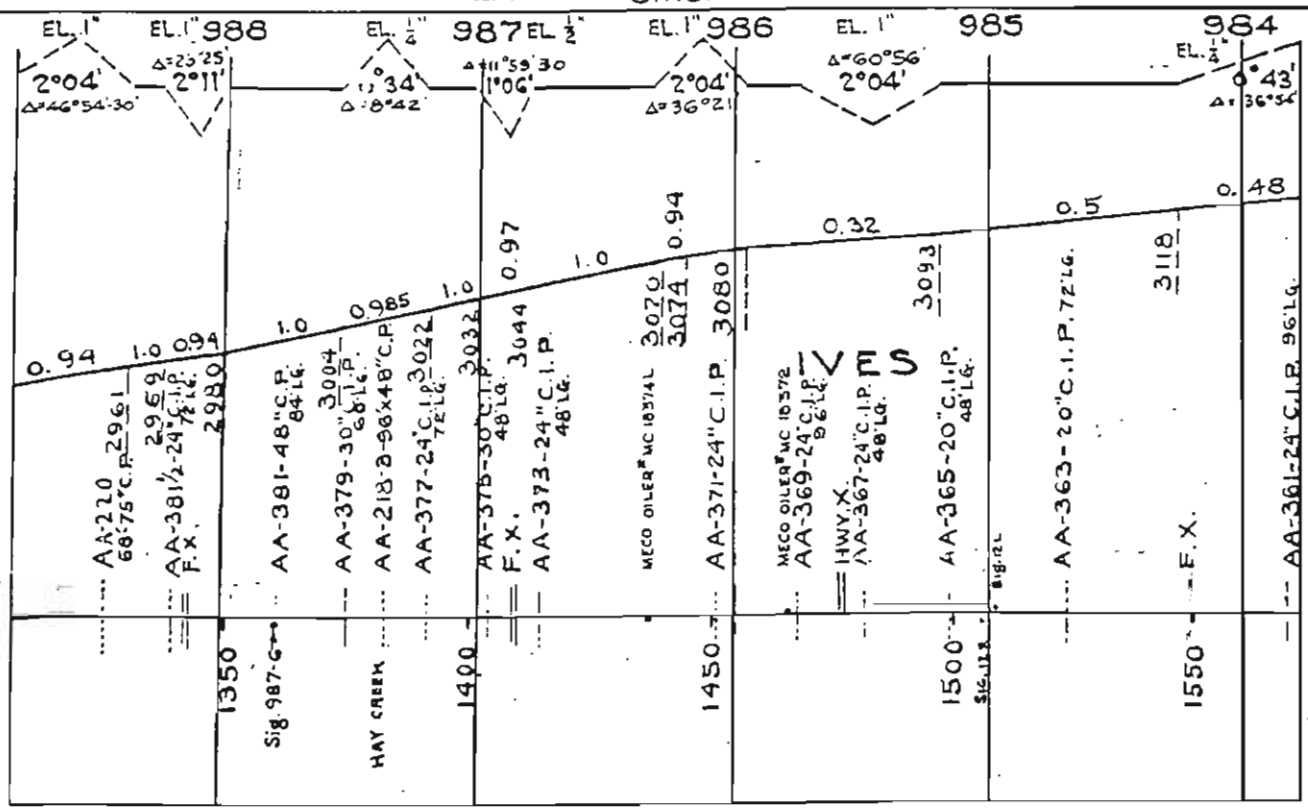
542266 1916

4" GRAVEL 1944
PARAGON PIT-RUN



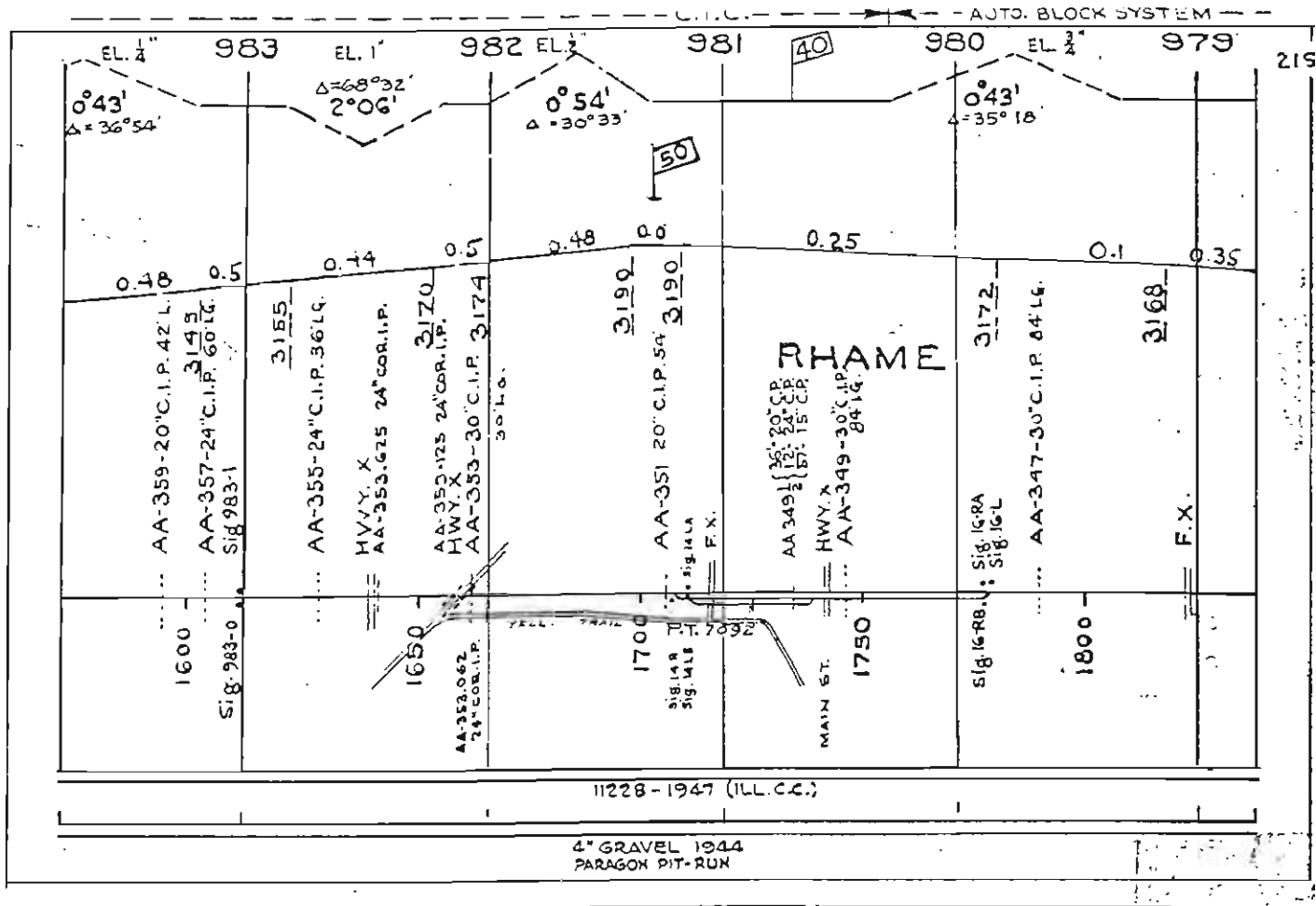
C.T.C.

218

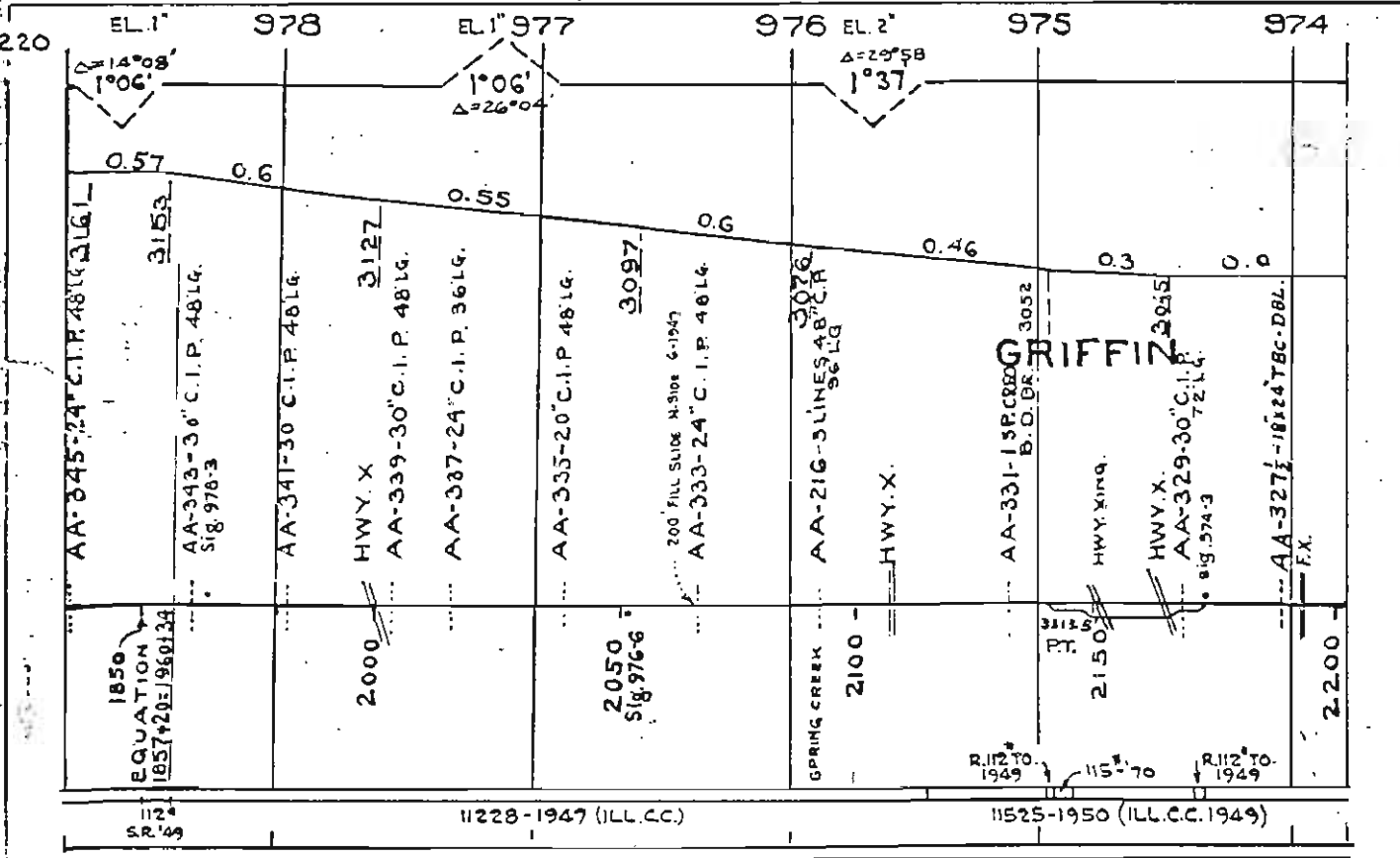


11228-1947 (ILL.C.C.)

4" GRAVEL 1944
PARAGON PIT-RUM



AUTO BLOCK SYSTEM



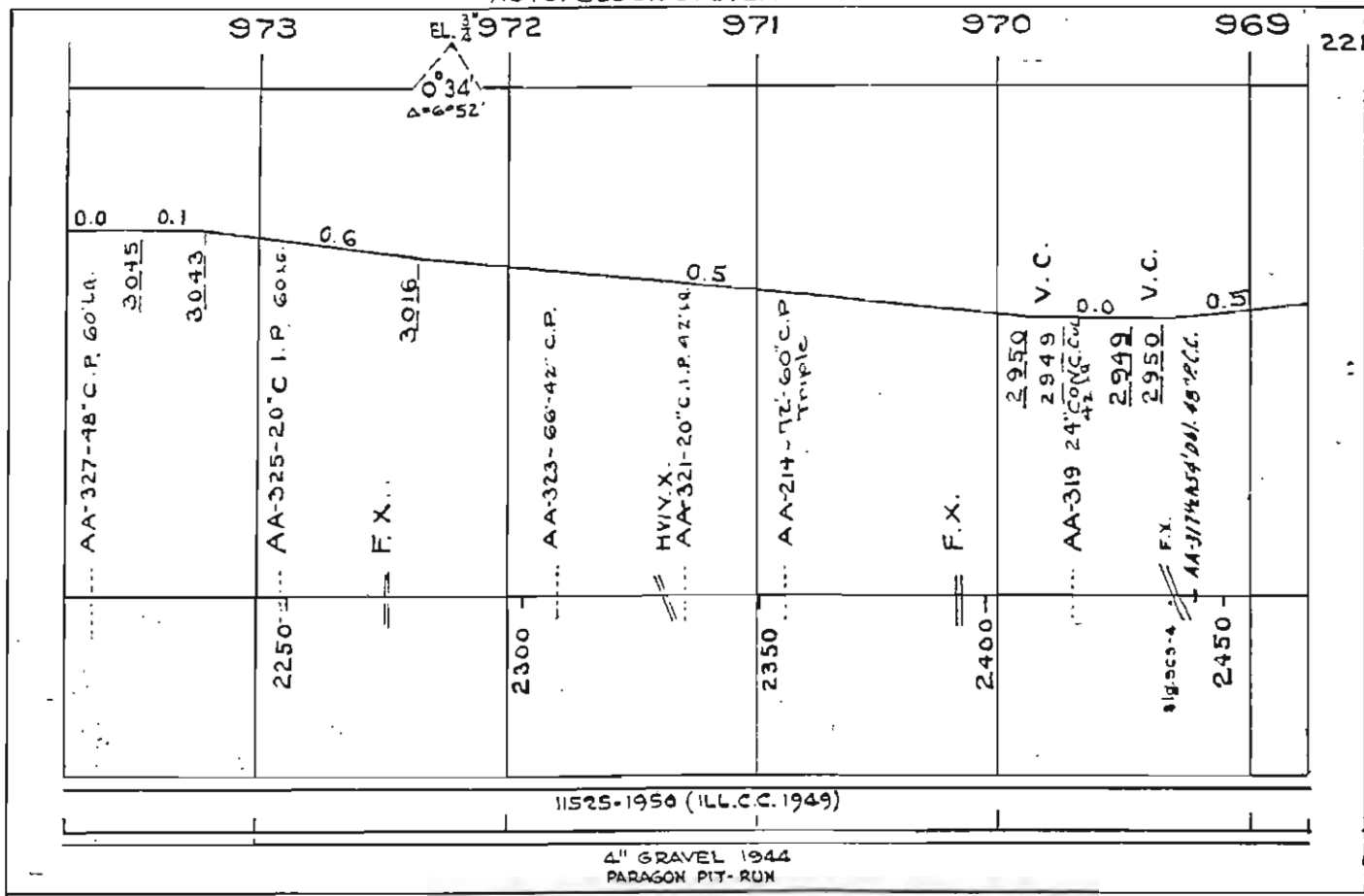
SR 124
59

11228-1947 (ILL.C.C.)

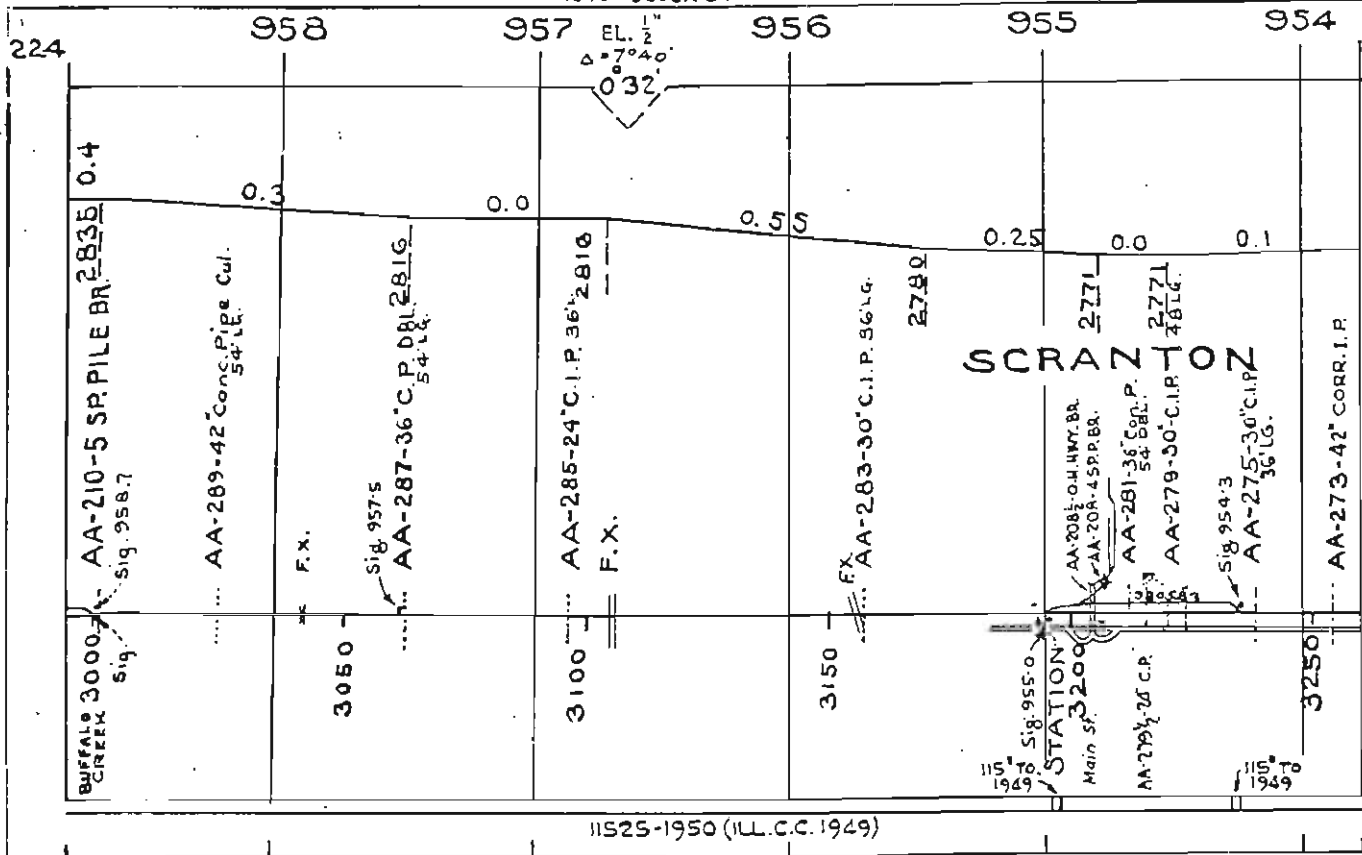
11525-1950 (ILL.C.C. 1949)

4" GRAVEL 1944
PARSON PIT-RUN

AUTO. BLOCK SYSTEM



AUTO. BLOCK SYSTEM

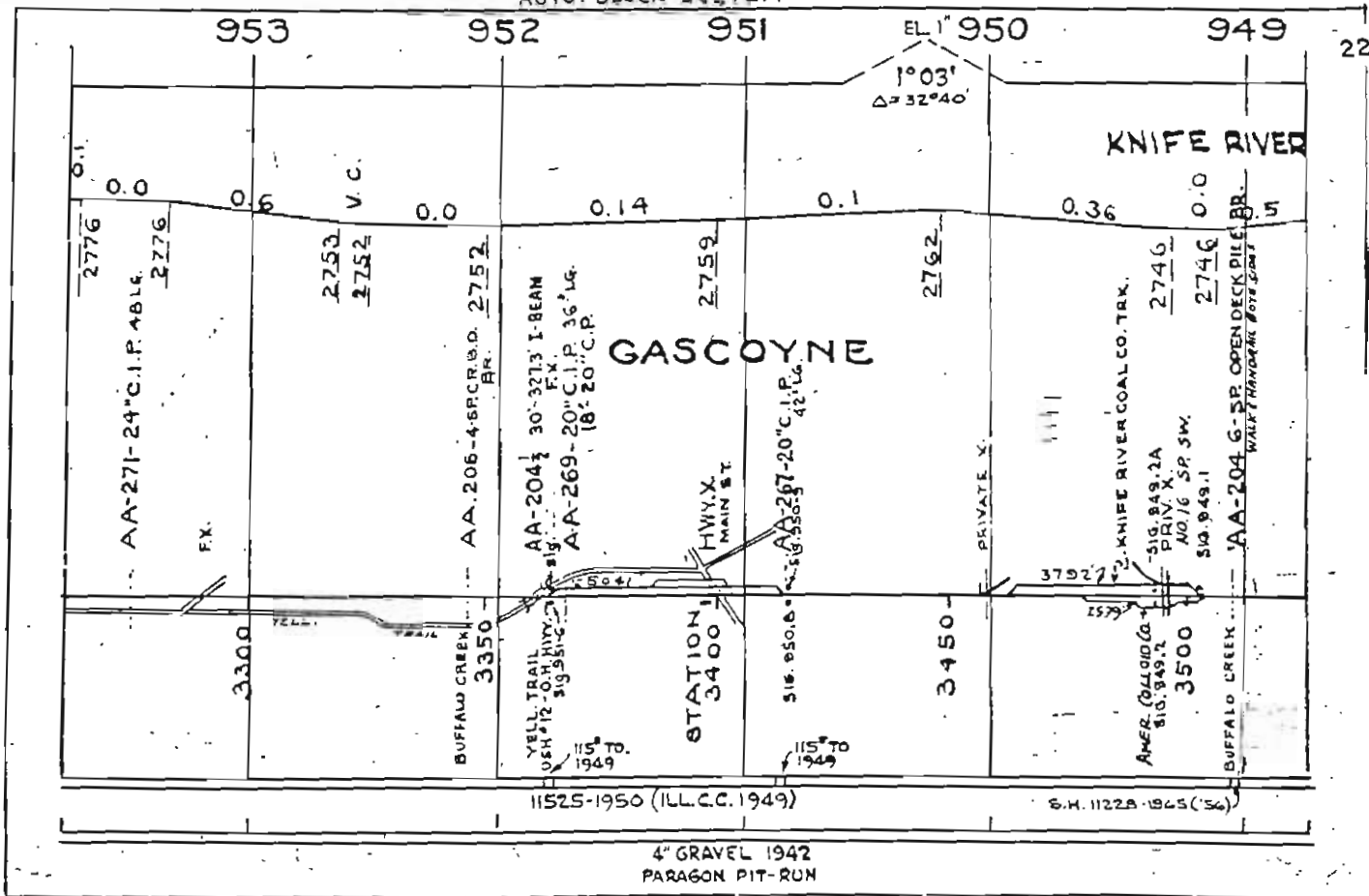


STATION

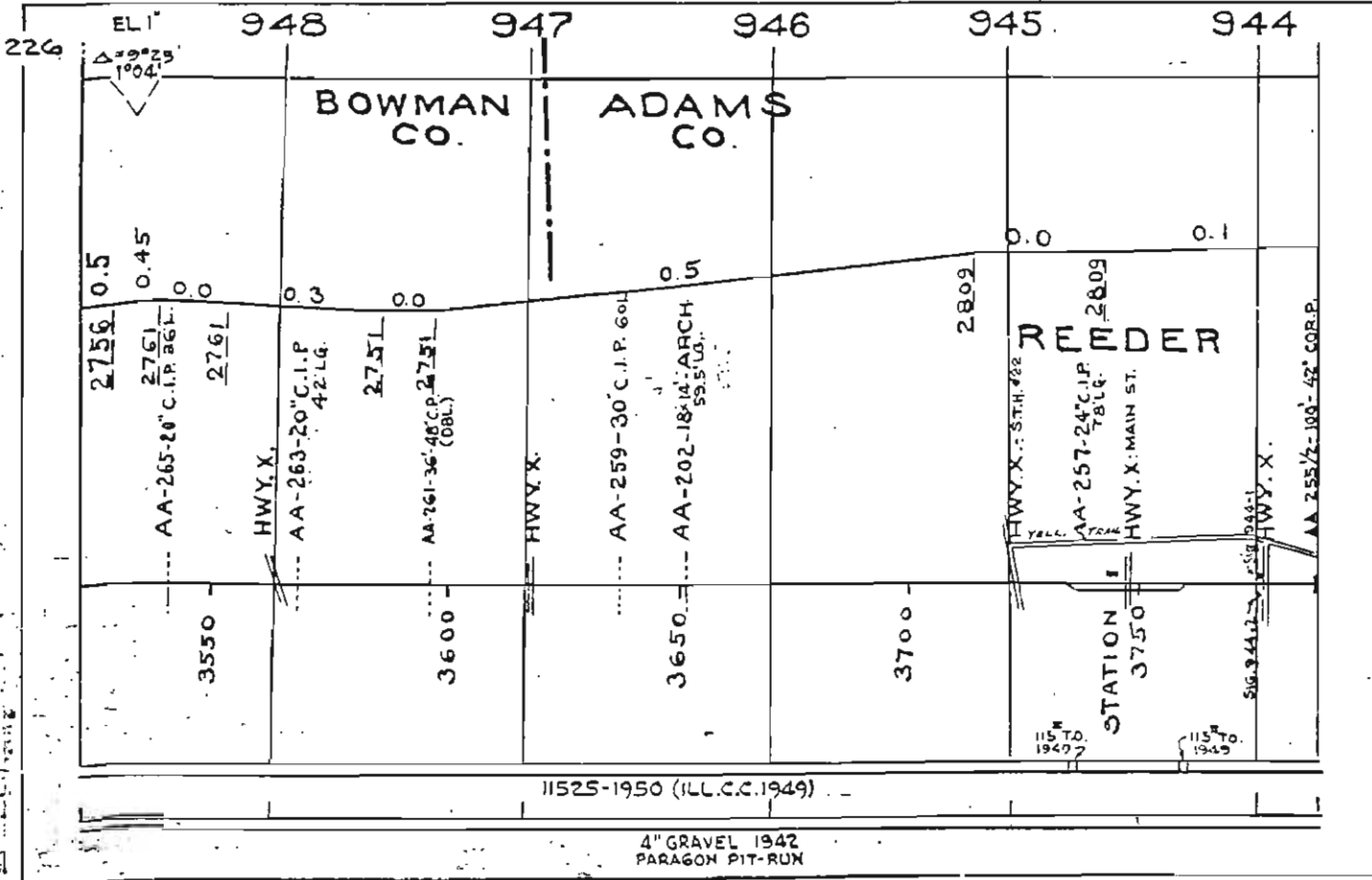
11525-1950 (ILL. C.C. 1949)

4" GRAVEL 1942
PARAGON PIT-RUN

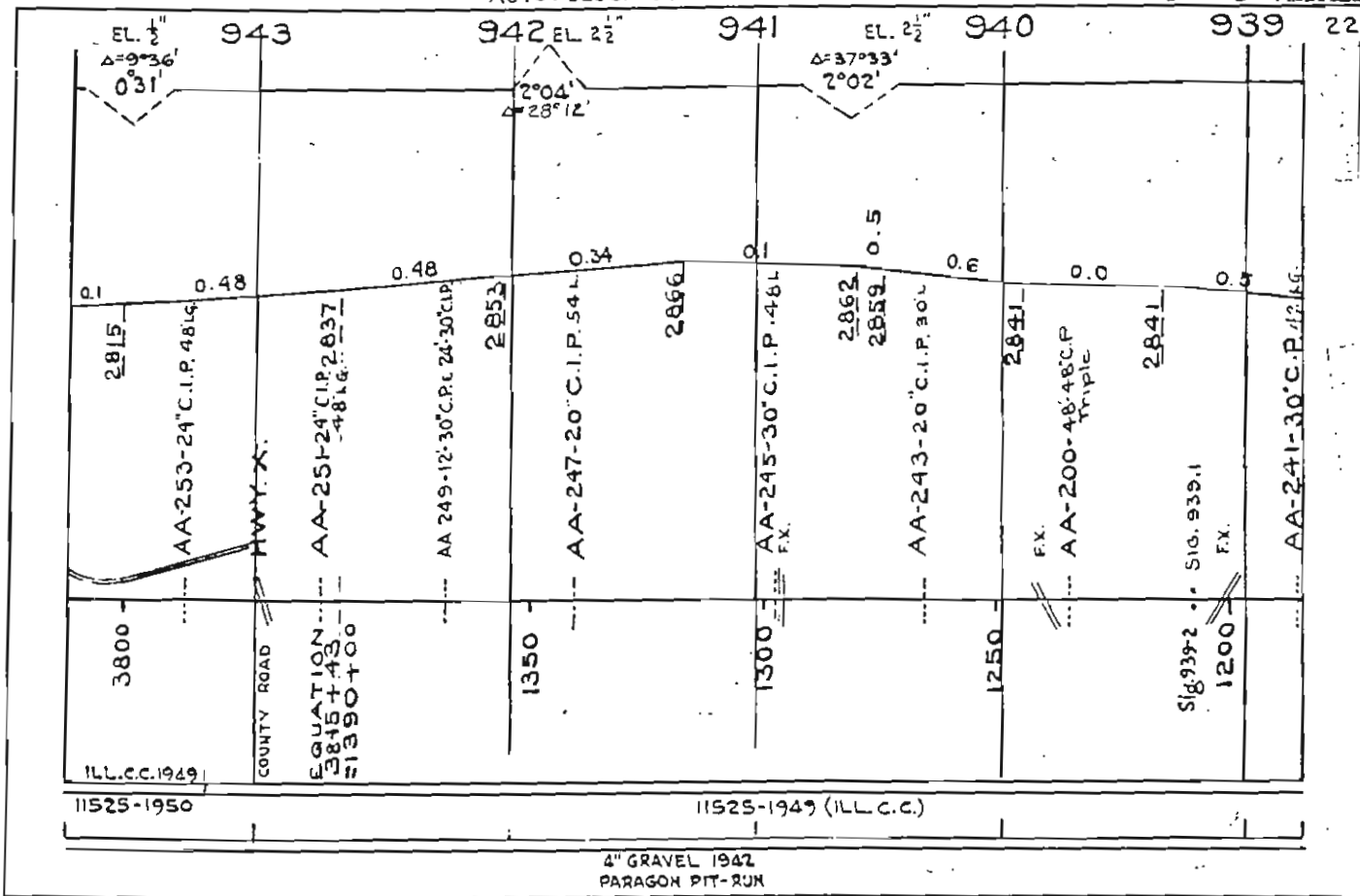
AUTO. BLOCK SYSTEM



AUTO. BLOCK SYSTEM



AUTO. BLOCK SYSTEM



AUTO-BLOCK SYSTEM

228

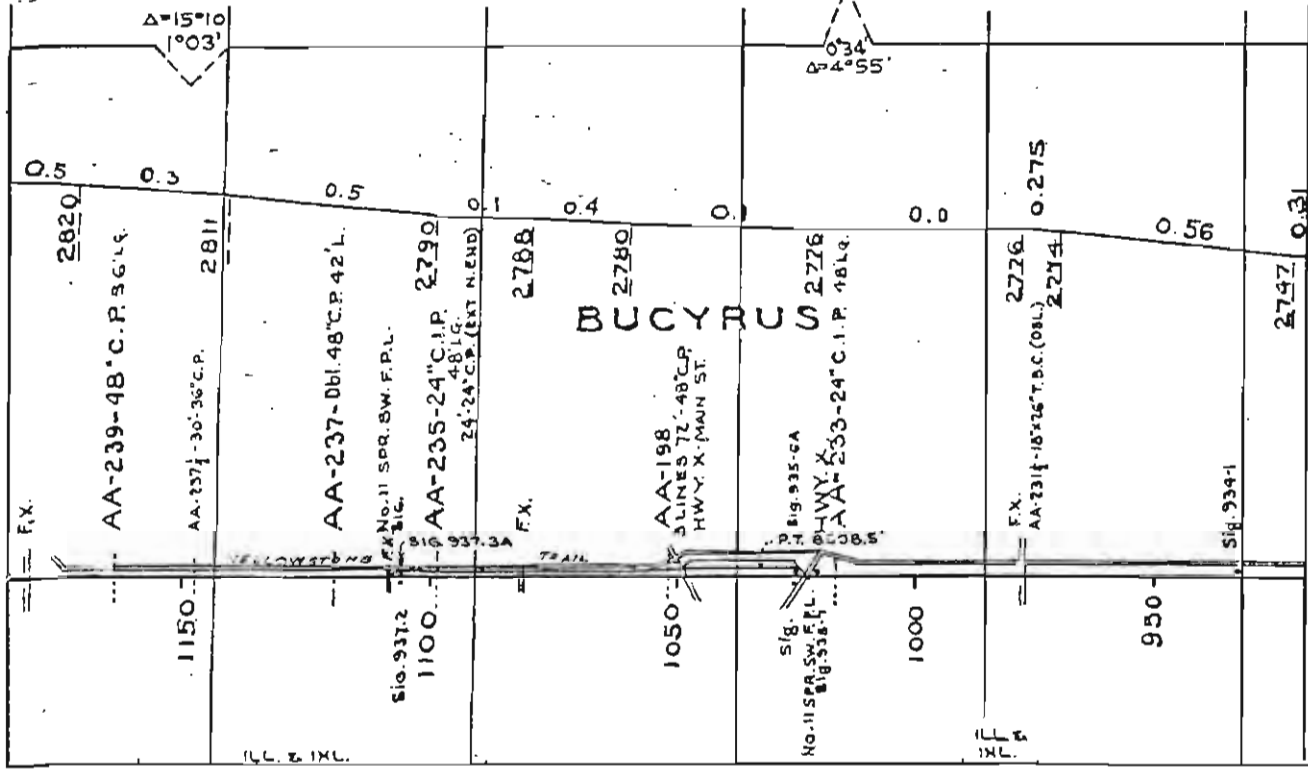
938

937

936

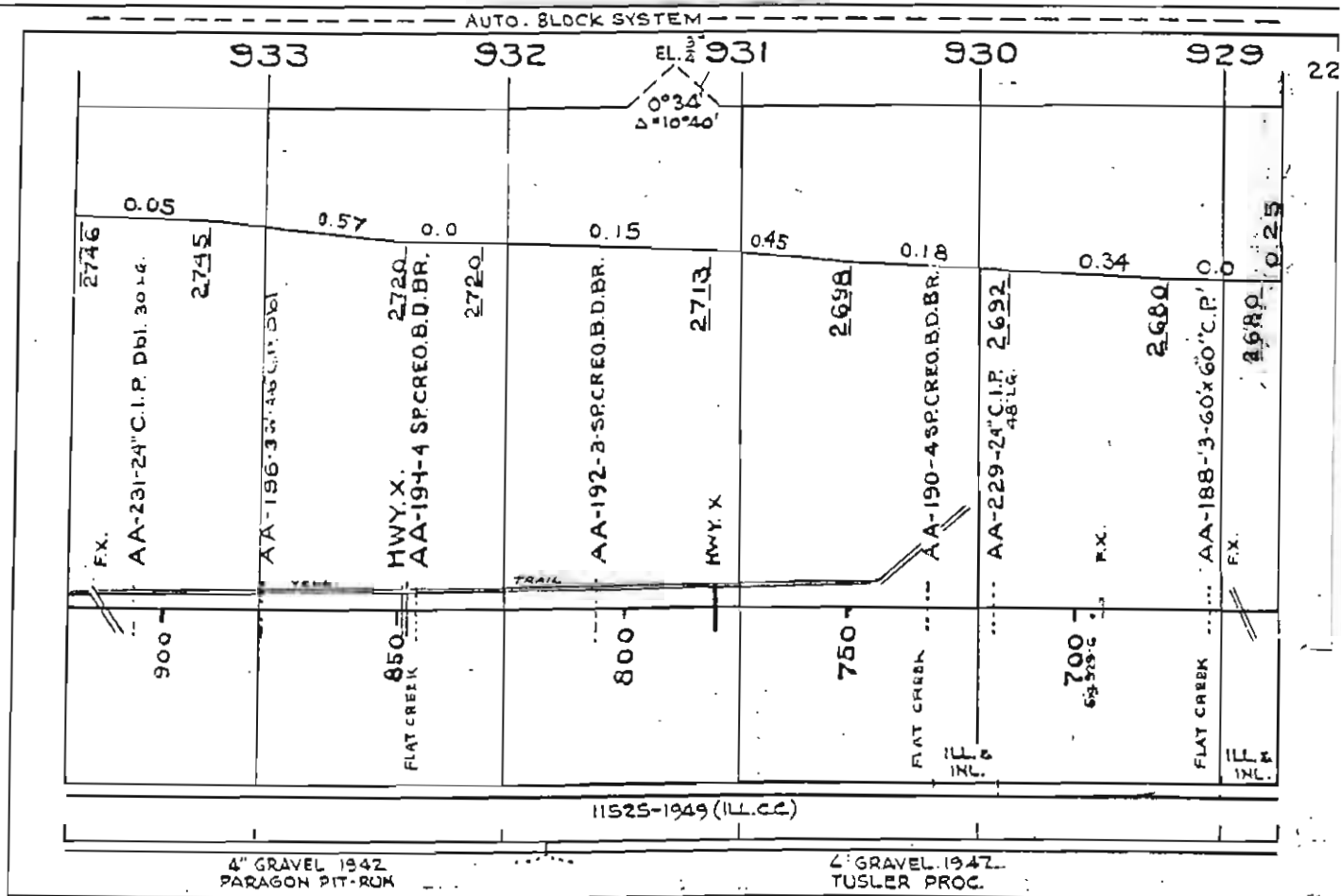
935

934



11525-1949 (ILL. C.C.)

4" GRAVEL 1942
PARAGON PIT-RUN



230

928

927

EL. 2
926

925

924

0° 32'
4 6° 54'

0.25

0.0

0.1

0.4

0.6

0.47

0.22

0.4

0.0

0.35

HWY. X.

AA-186-6SP PILE BR. 2670

AA-184 - DBL. 60'-60" C.P.
11 SPR. SW. P.L.

HWY. X. MAIN ST.
AA-227B 156'-24" C.P.
42'-5.15" I.C.

AA-227-30' C.P. 2670
30' C.P. - 78' LG.

HWY. X. 60' LG.
AA-228 2 24' C.P. DBL. 2655

AA-228 1/2 24' C.P. DBL.

SIG. 5288
11 SPR. SW. P.L.
51' LG.
P.X.

AA-225 - DBL. 60'-30" C.P. 2653

HWY. X. P.A. SH. 249

500

HWY. TO CITY DUMP
AA-182-3SP. 2628
186 BR.

450

AA-180-7SP CREO. B.D. BR.

AA-178 1/2 - DBL. LINE
48'-5 1/2" C.P. 2695

400

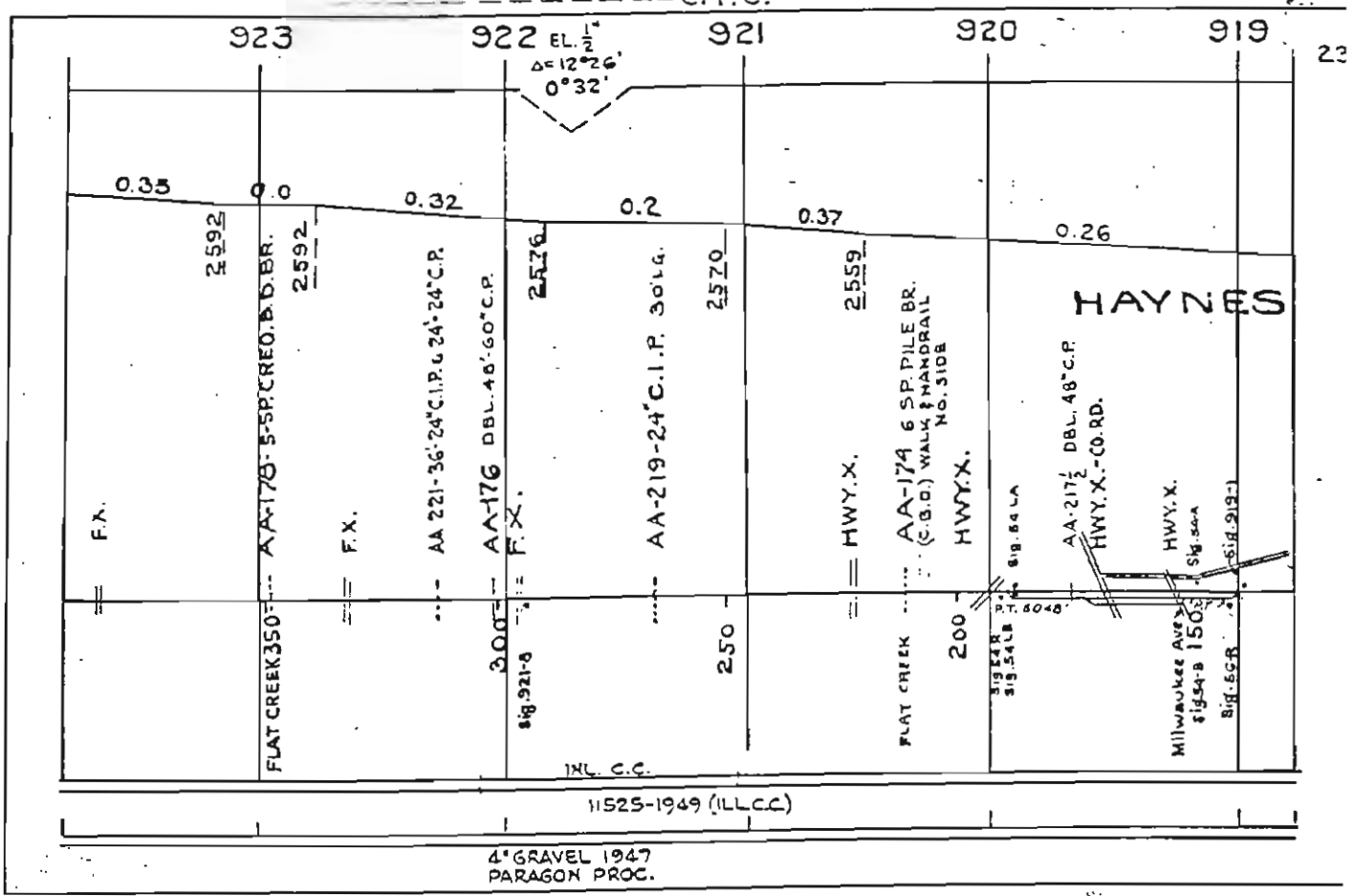
AA-221 1/2 - 2-6P PILE BR. 2605

TUSLER PROC.

11525-1949 (ILL. C.C.)

PARAGON PROC.

4" GRAVEL 1947



232

C.T.C.

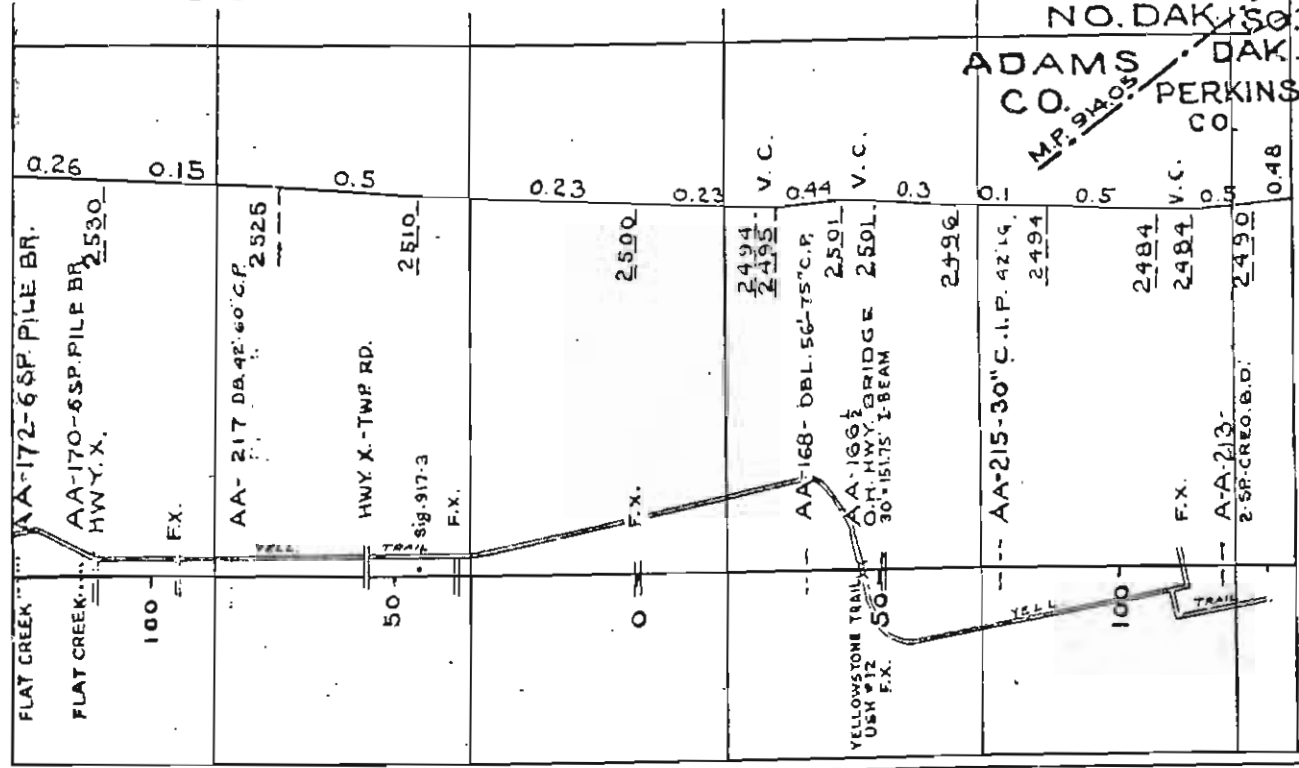
918

917

916

915

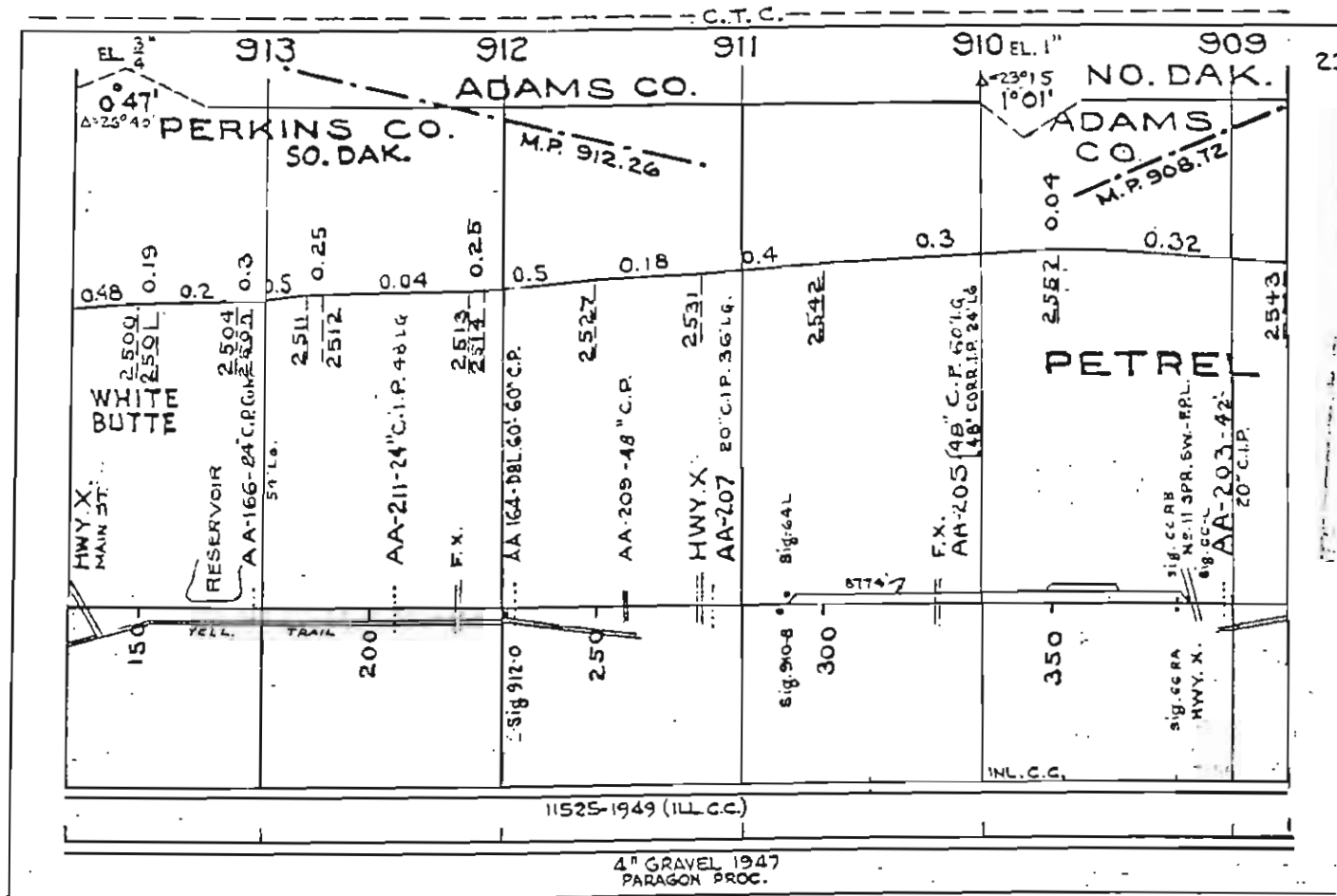
914



NO. DAK. SO.
 ADAMS DAK.
 CO. PERKINS CO.
 MP. 914.05

11525-1949 (ILL. C.C.)

4" GRAVEL 1947
PARAGON PROC.



234

C.T.C.

M.P. 908.72
908
EL 1"

907

NO. DAK.

905

EL 1"

904

NO. DAK.
PERKINS CO.

ADAMS CO.

PERKINS CO.

2542
2542
2543
2547

0.16
0.0
0.24
0.5

0.47

V.C.

0.3

V.C.

0.5

0.9

0.45

V.C.

0.52

0.26

0.24

0.5

0.47

0.0

0.6

0.5

AA-201-24" C.I.P.
42" L.G.

F.X.

AA-199-24" C.P.C.M.
48" L.G.

HWY. X

AA-197-60'-30" C.I.P. 6'-30" C.P.

F.X.

F.X.

AA-195-48" C.P. 54" L.G.

AA-162 1/2 - 5 SP TIM. O.H. HWY. BR.

AA-162-3 SP CREO. B.D. CR.

AA-195 1/2 - 70'-42" COR. P.
HWY. X - MAIN ST.

400

450

500

550

600

650

YELLOW

TRAIL

4" GRAVEL 1947
PARAGON PROC.

4" GRAVEL 1947
PARAGON PROC.

4" GRAVEL 1947
PARAGON PROC.

4" GRAVEL 1947
PARAGON PROC.

4" GRAVEL 1947
PARAGON PROC.

4" GRAVEL 1947
PARAGON PROC.

4" GRAVEL 1947
PARAGON PROC.

4" GRAVEL 1947
PARAGON PROC.

4" GRAVEL 1947
PARAGON PROC.

4" GRAVEL 1947
PARAGON PROC.

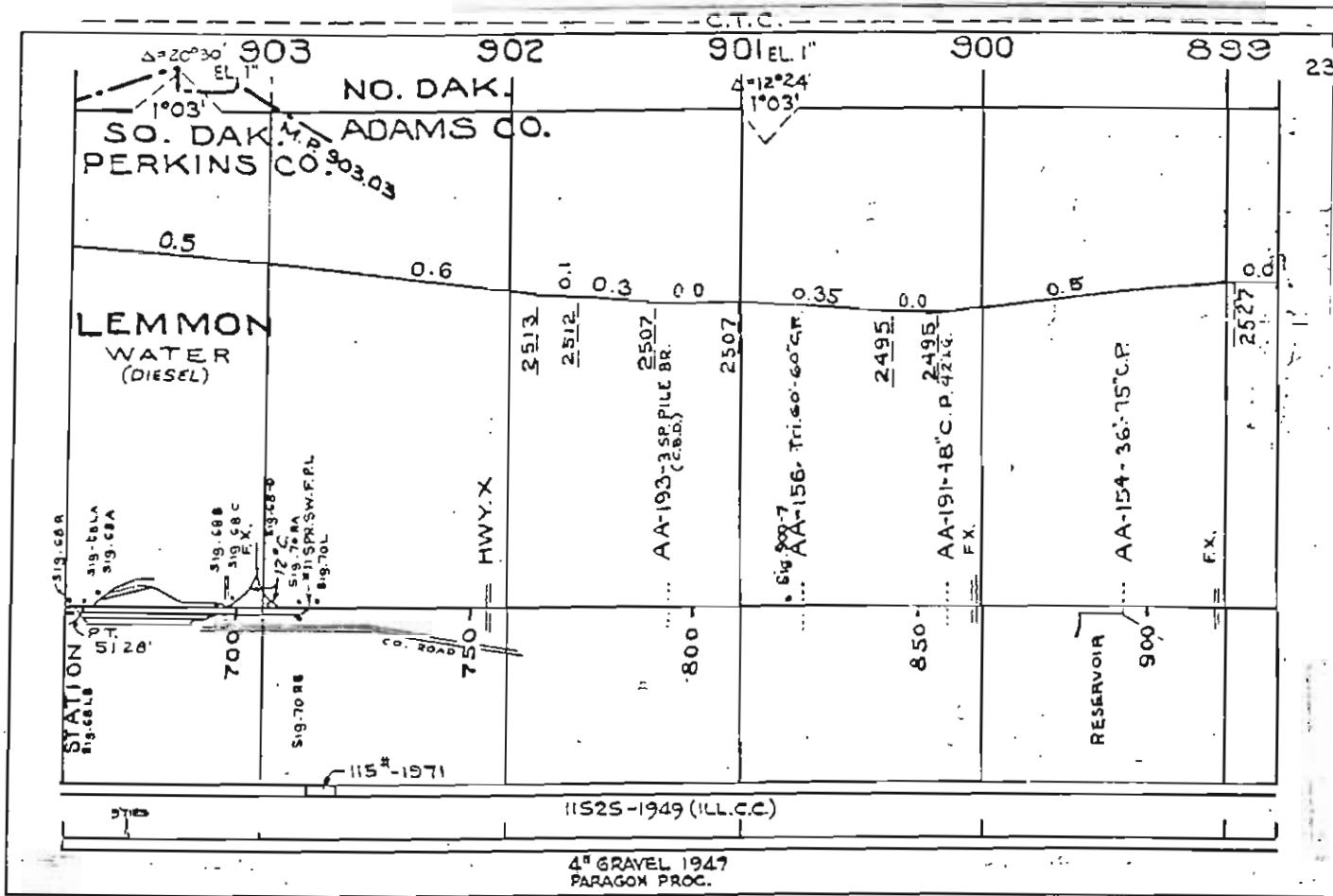
4" GRAVEL 1947
PARAGON PROC.

4" GRAVEL 1947
PARAGON PROC.

11525-1949 (ILL. C.C.)

4" GRAVEL 1947
PARAGON PROC.

2nd. Ave. W.
STATION



236

898

897

896

895

894

ADAMS SIOUX
CO. N.D.

CORSON CO.
SO. DAK.

THUNDERHAWK

AA-152-3 LINES 48" C.P.
84' LONG

2527
2526

HWY. X.

AA-189-42" C.P. Cul. 54L

2513
2514

AA-187-2-12" C.P. 20' LG.

AA-187-48" C.P. CULV. 36' LG.

F.X.

2552

1050

sig. 89c-c

AA-150

12" 4-B" C.P. Triple

1100

HWY. X.

sig. 894-b

1150

HWY. X: MAIN ST.

AA-148-60"
48" C.P. OBL.

11525-1949 (ILL. C.C.)

4" GRAVEL 1947
PARAGON PROC.

4" GRAVEL 1949
PARAGON PROC.

C.T.C.

EL. 21 1/2
A. 34' 05"

EL. 21 1/2
XU 48'

695.53
M.P.

0.275

0.4

0.1

0.35

0.05

0.19

0.5

2581

2587

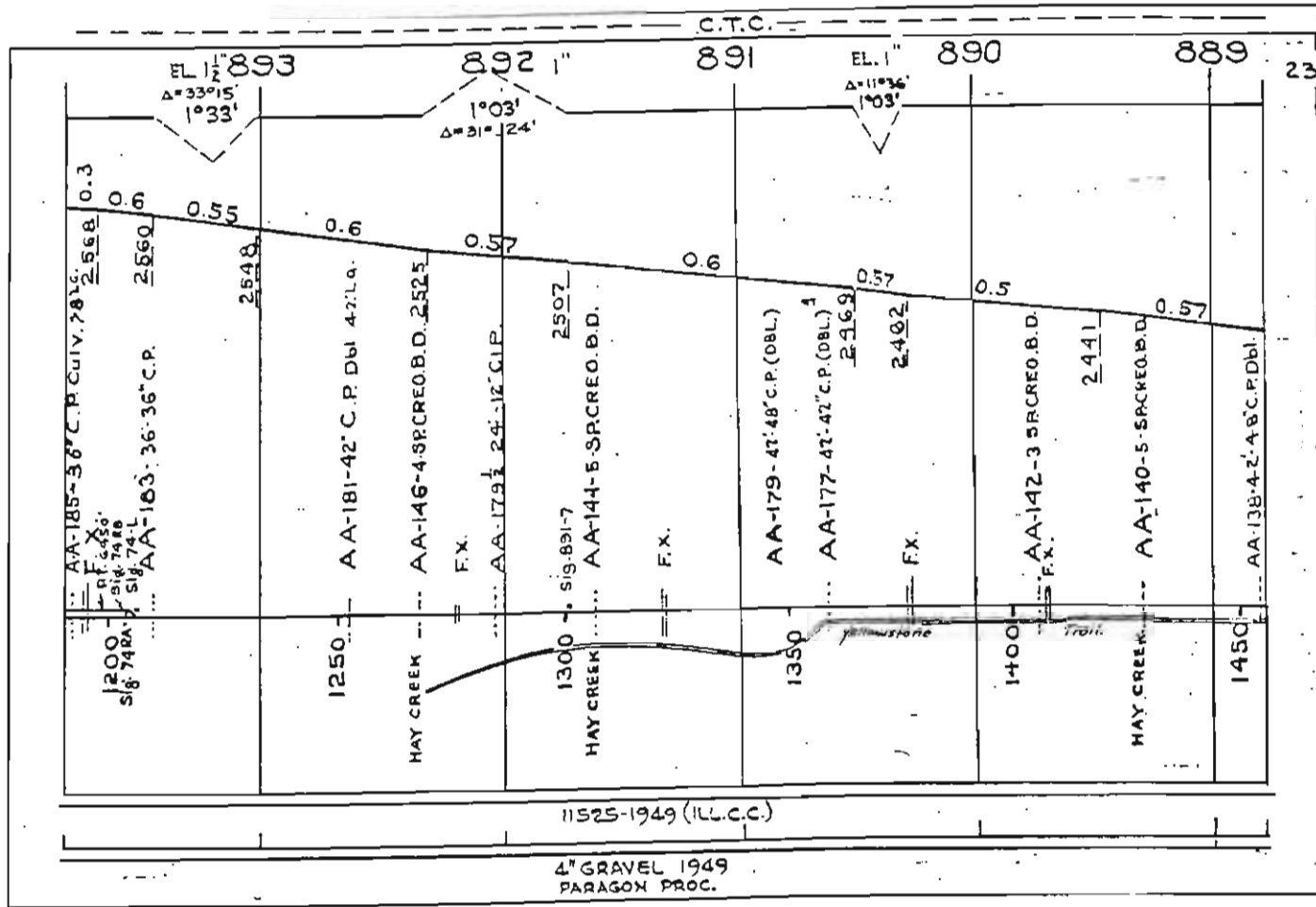
0.44

0.0

0.3

RT 6950

HAY



C.T.C.

238

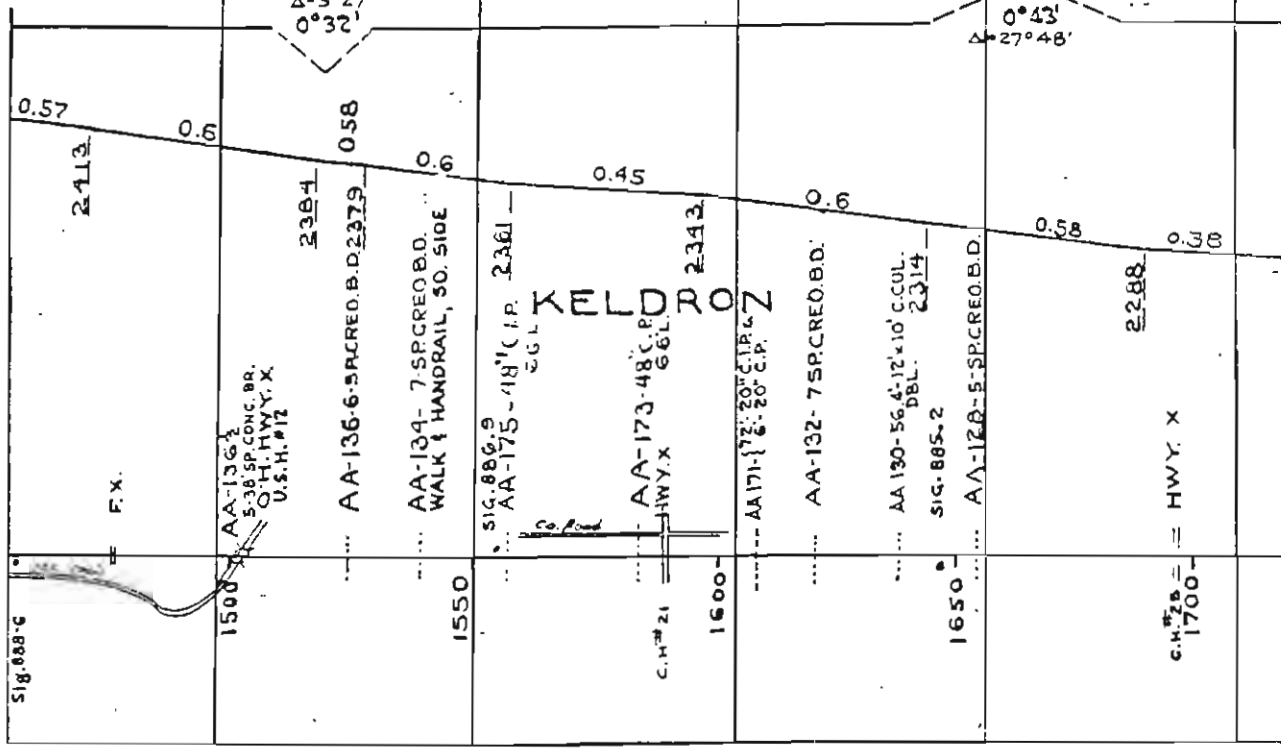
888

887

886

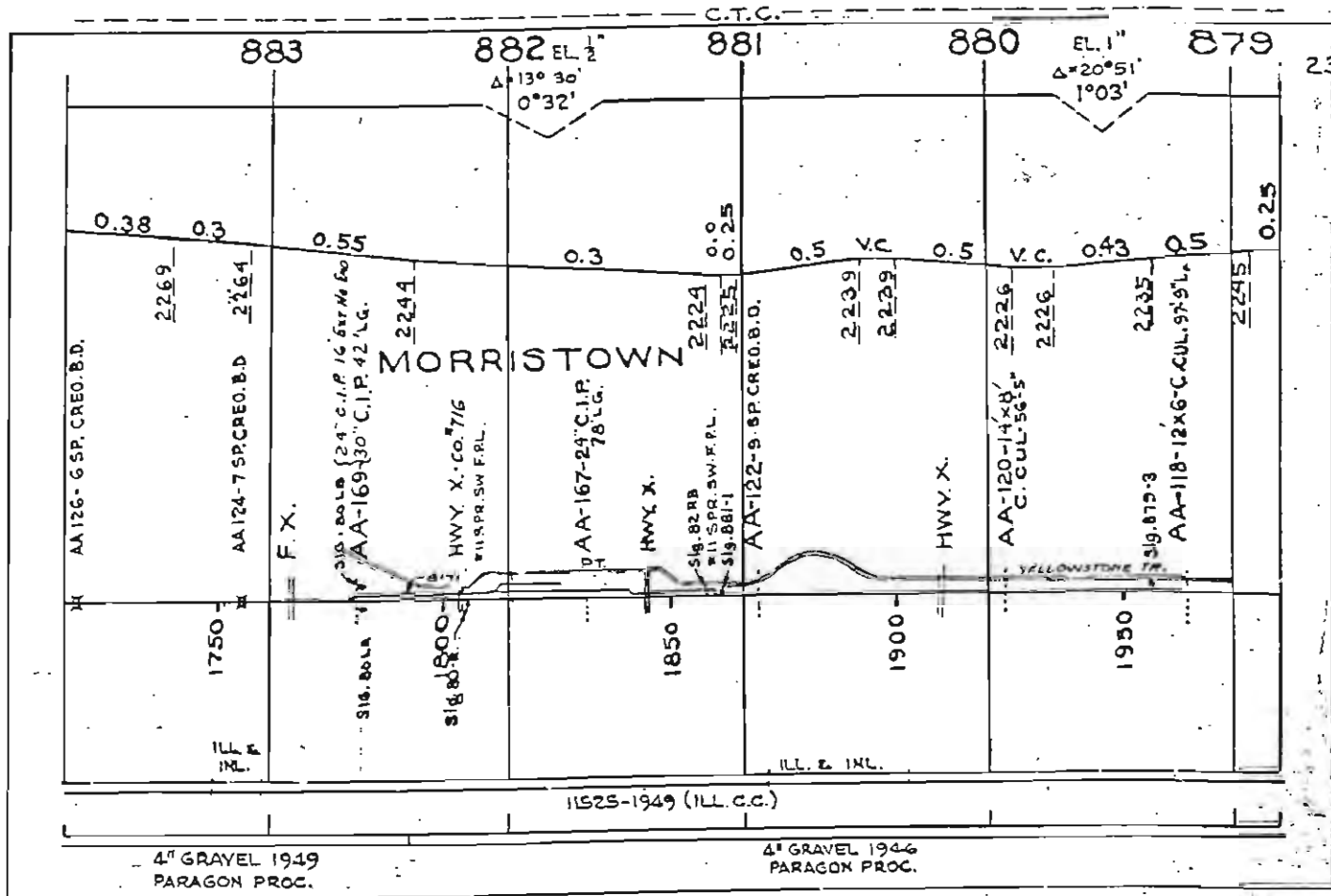
885 EL. 3'
2 1/2'

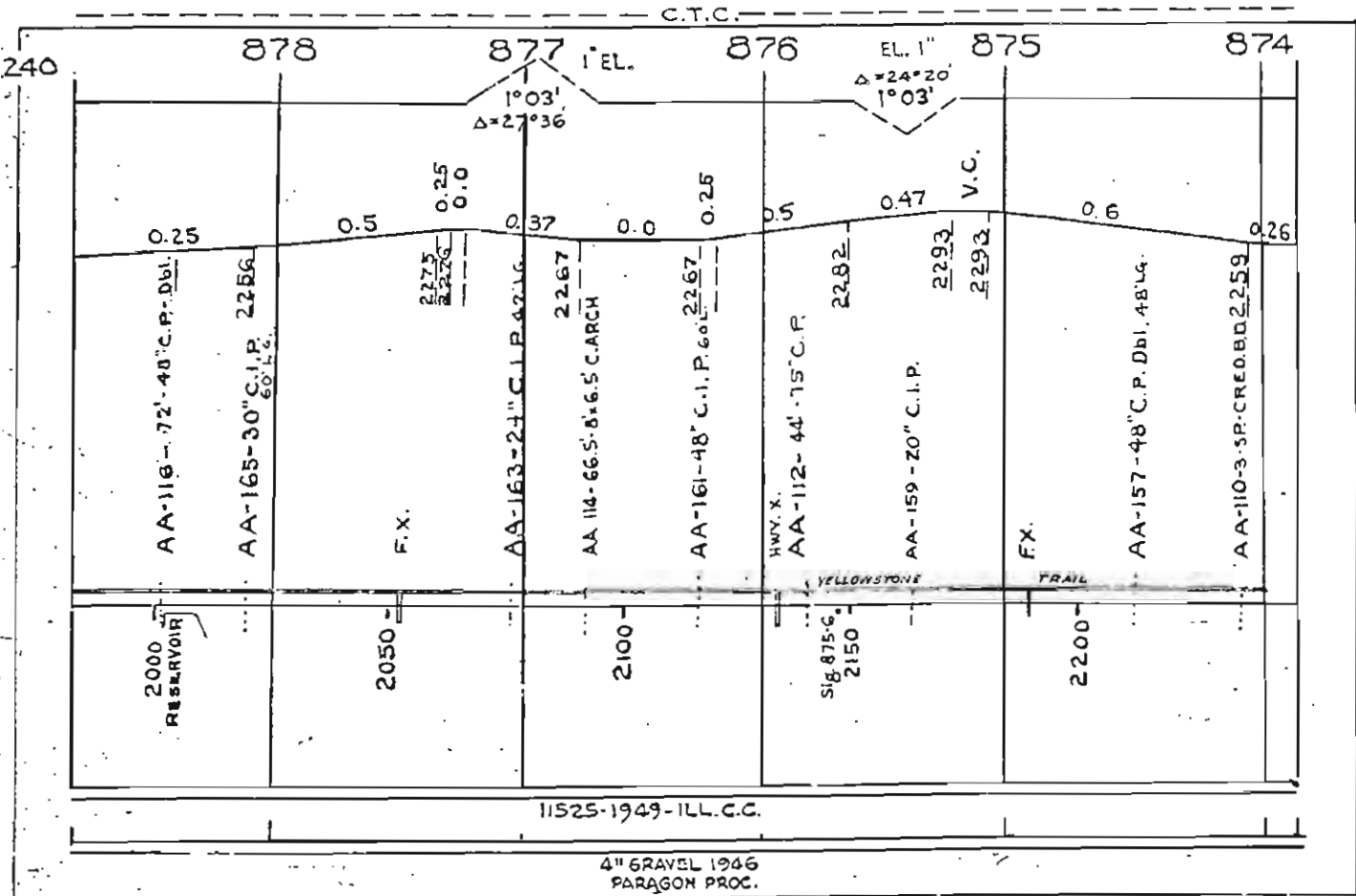
884



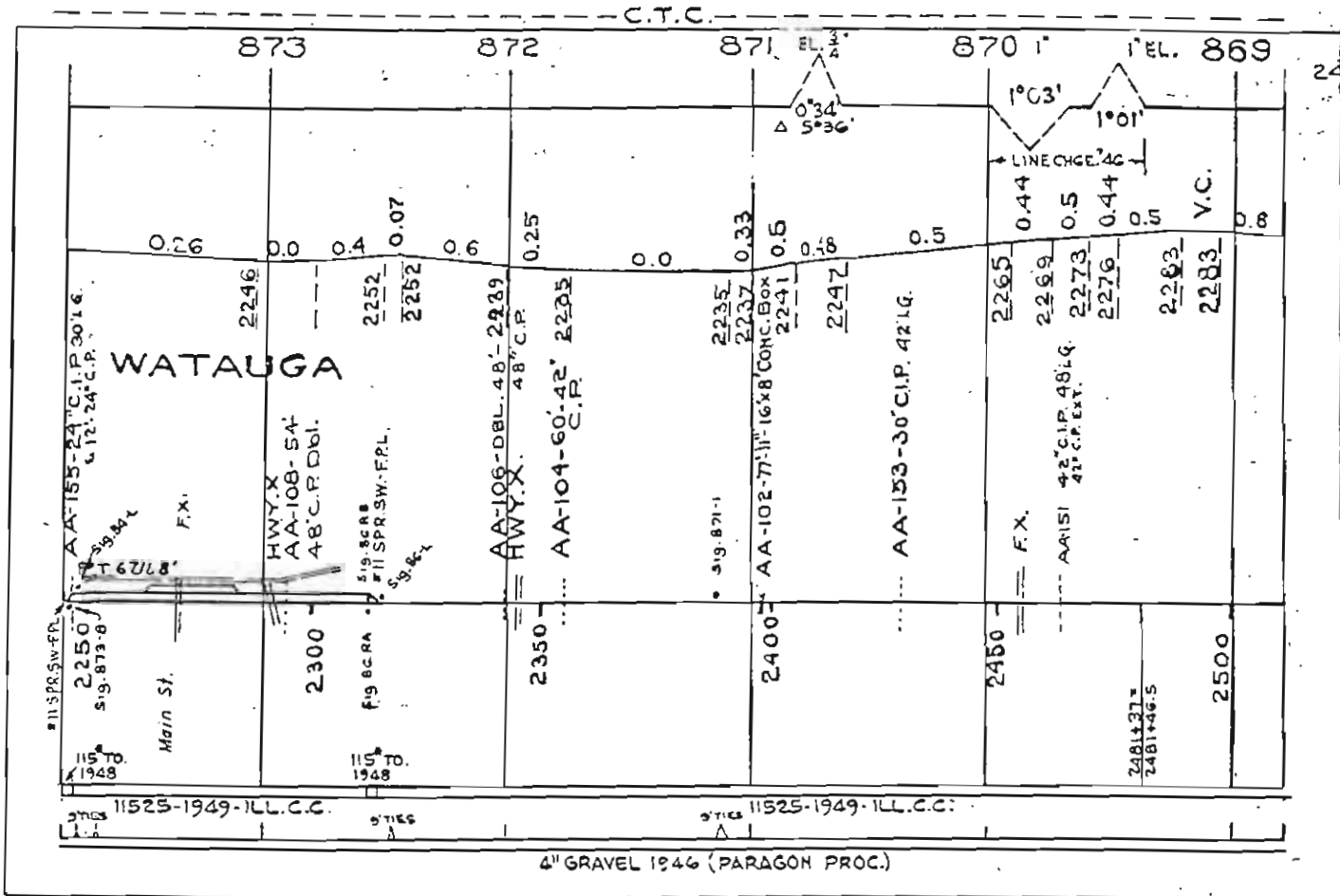
11525-1949 (ILL. C.C.)

4" GRAVEL 1949
PARAGON PROC.





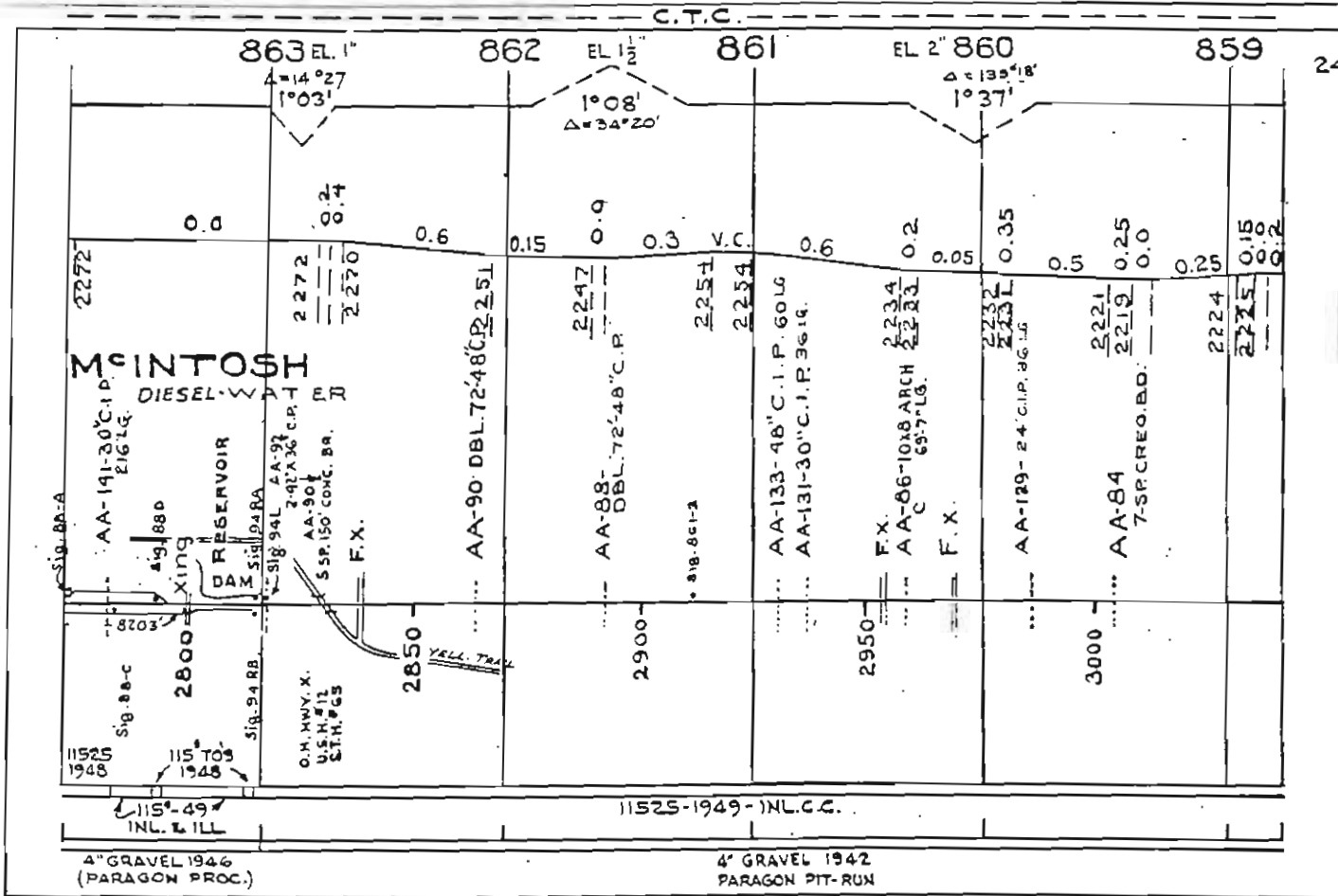
11525-1949-1LL.C.C.
 4" GRAVEL 1946
 PARAGON PROC.



242

	868	867	866	865	864
--- AA-100-174-12'x6' CONC BOX CULV 2272 2272 0.3 0.32 0.0 0.25 0.5 0.44	--- AA-149-42"C. P. DBL. 72'LG. 2282 2285 0.2 0.25 0.2	... AA-145-30"C.P. 2271 2276 0.3 0.2 V.C.	... AA-96-14'x8'C.CUL. 2263 2265 0.5 V.C.	... AA-145-30"C.I.P. 60'LG. 2278 2278 0.6 V.C.	AA-143-60'x48' RESERVOIR 2261 2259 0.3 0.1 PK. SLIDE PILING 0°32' Δ=30'
--- F.X. 2550	--- HWY.X 2571+63.2 2572+18.6	... AA-145-30"C.P. 2600	... AA-96-14'x8'C.CUL. 2650	... AA-145-30"C.I.P. 60'LG. 2700	AA-143-60'x48' RESERVOIR 2750 115' TO 1948
STIES 11525-1949 ILL. C.C.			STIES 11525-1949 ILL. & INC. C.C.		

4" GRAVEL 1946 (PARAGON PROC)



244

C.T.C.

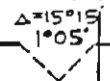
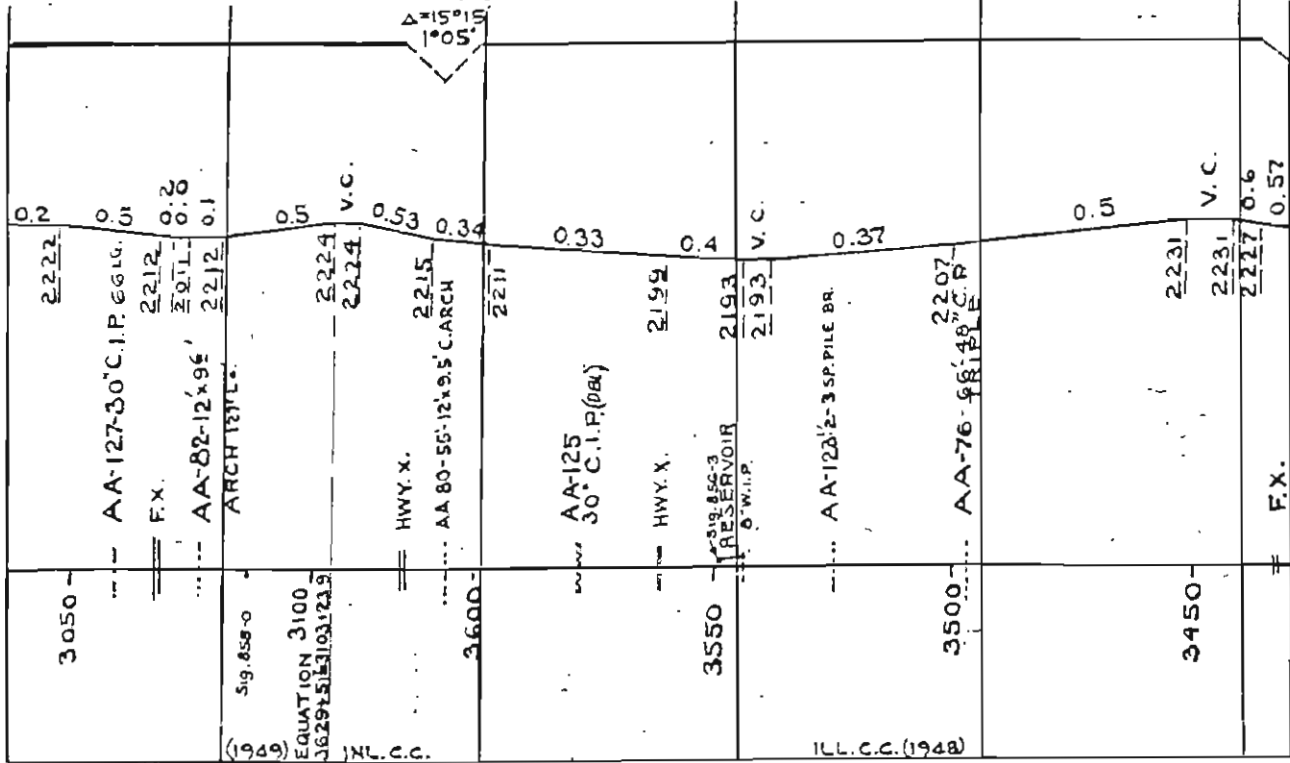
858

EL. 857

856

855

854



0.2
 2222
 AA-127-30° C.I.P. E.G.L.C.
 0.01
 2212
 F.X.
 2011
 0.2
 AA-82-12'x9'
 2212
 0.1
 ARCH. TRYP.
 0.5
 2224
 V.C.
 2224
 0.53
 2215
 HWY. X.
 0.34
 AA 80-56-12'x9.5' CARCH
 2211
 0.33
 AA-125
 30° C.I.P. (DB)
 2194
 HWY. X.
 0.4
 2193
 RESERVOIR
 2193
 V.C.
 0.37
 AA-128-2-3 SP. PILE BR.
 2207
 AA-76-98'x18'
 2231
 0.01
 2231
 V.C.
 2227
 0.6
 0.57
 F.X.

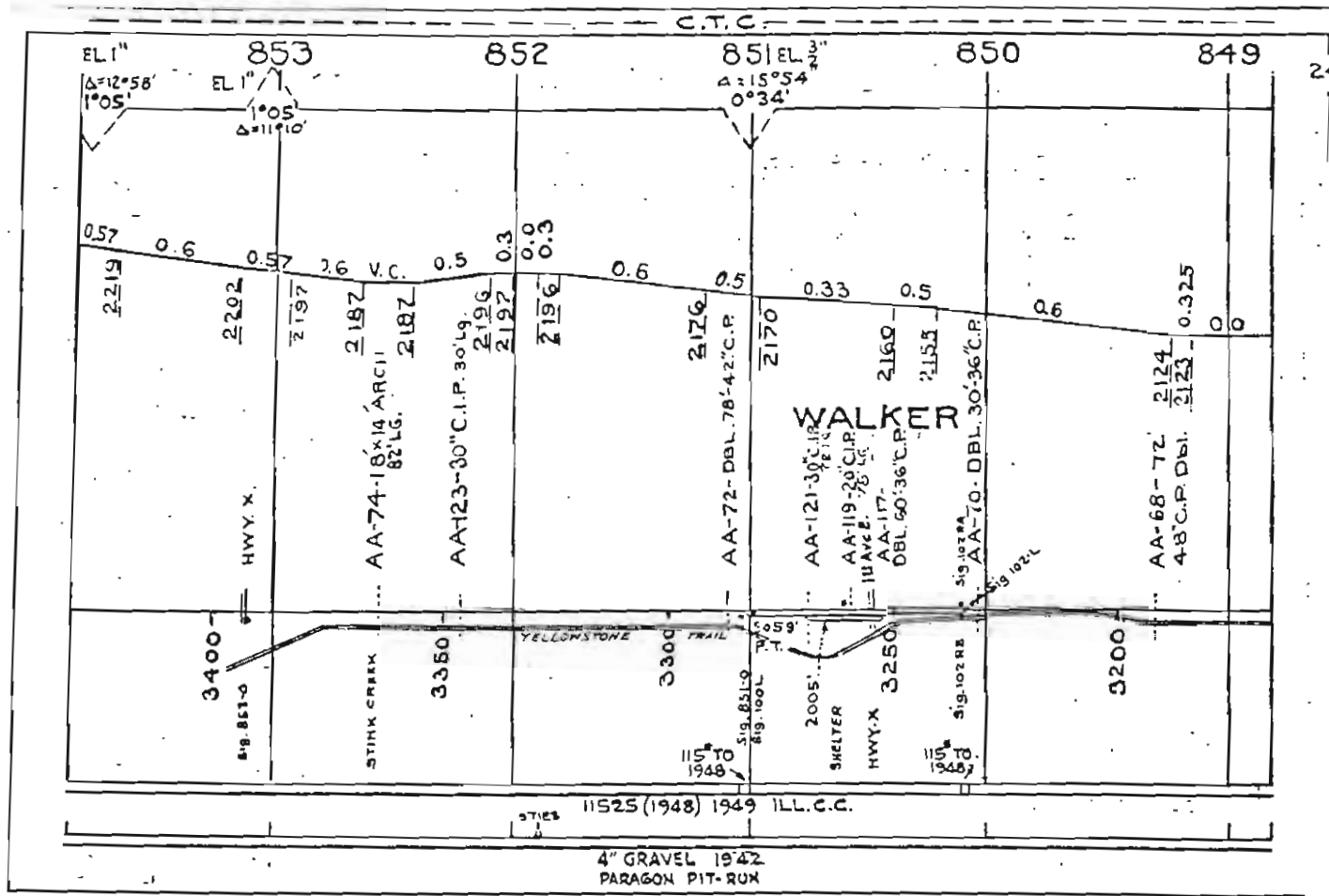
3050
 Sig. 658-0
 EQUATION 3100
 362915131031239
 X.C.C.

3550
 ILL. C.C. (1948)

3450

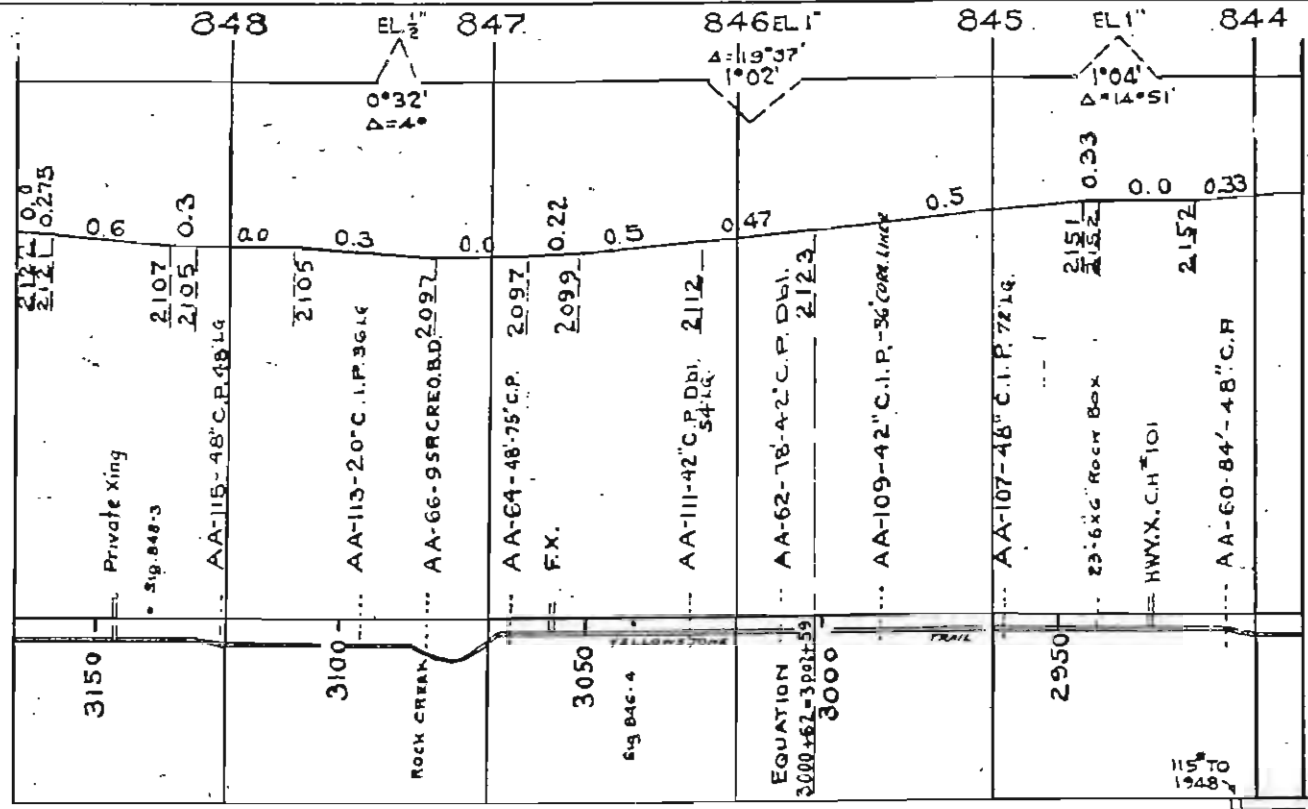
11525 - 1949

4" GRAVEL 1947
 PARAGON PIT-RUN



246

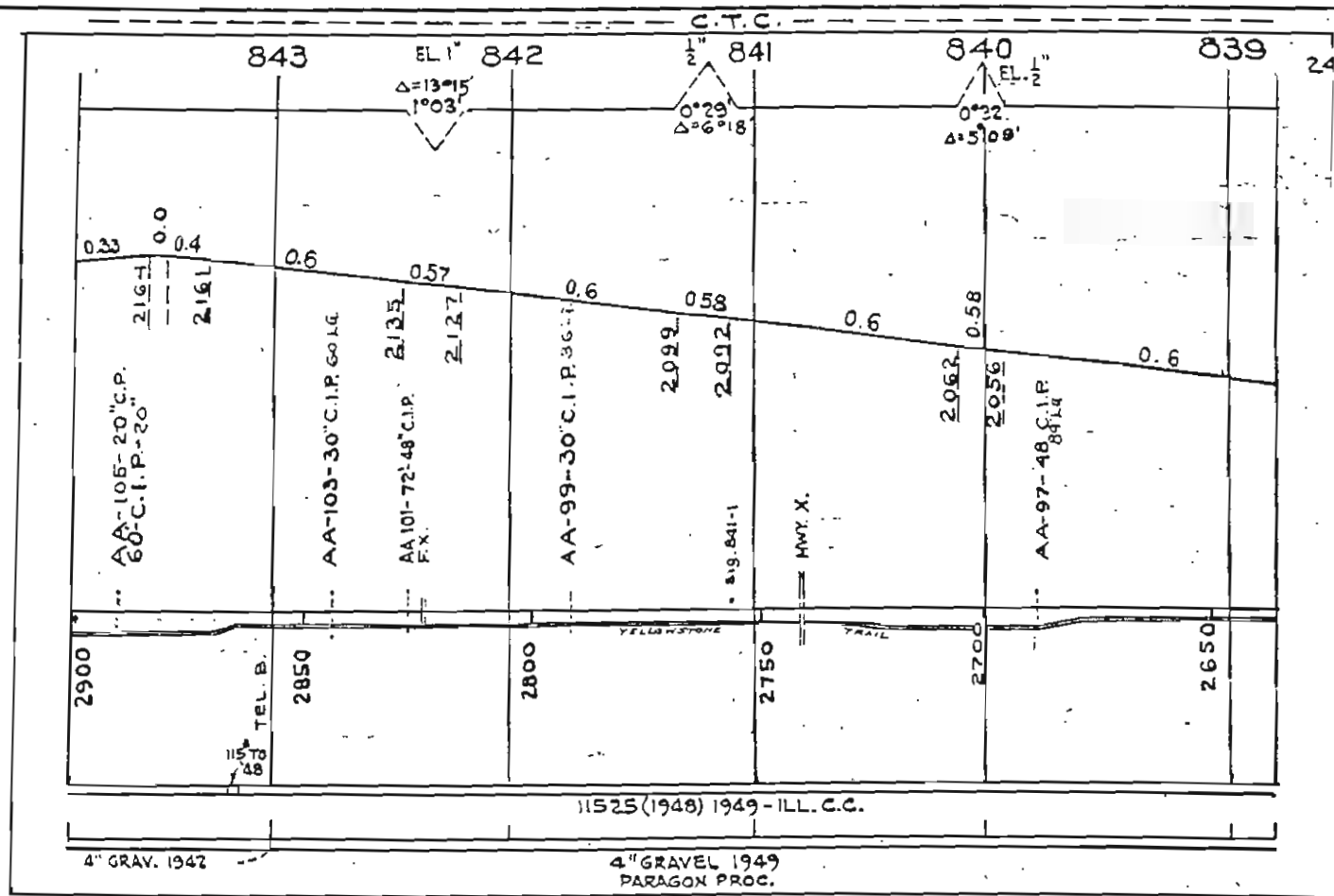
C.T.C.

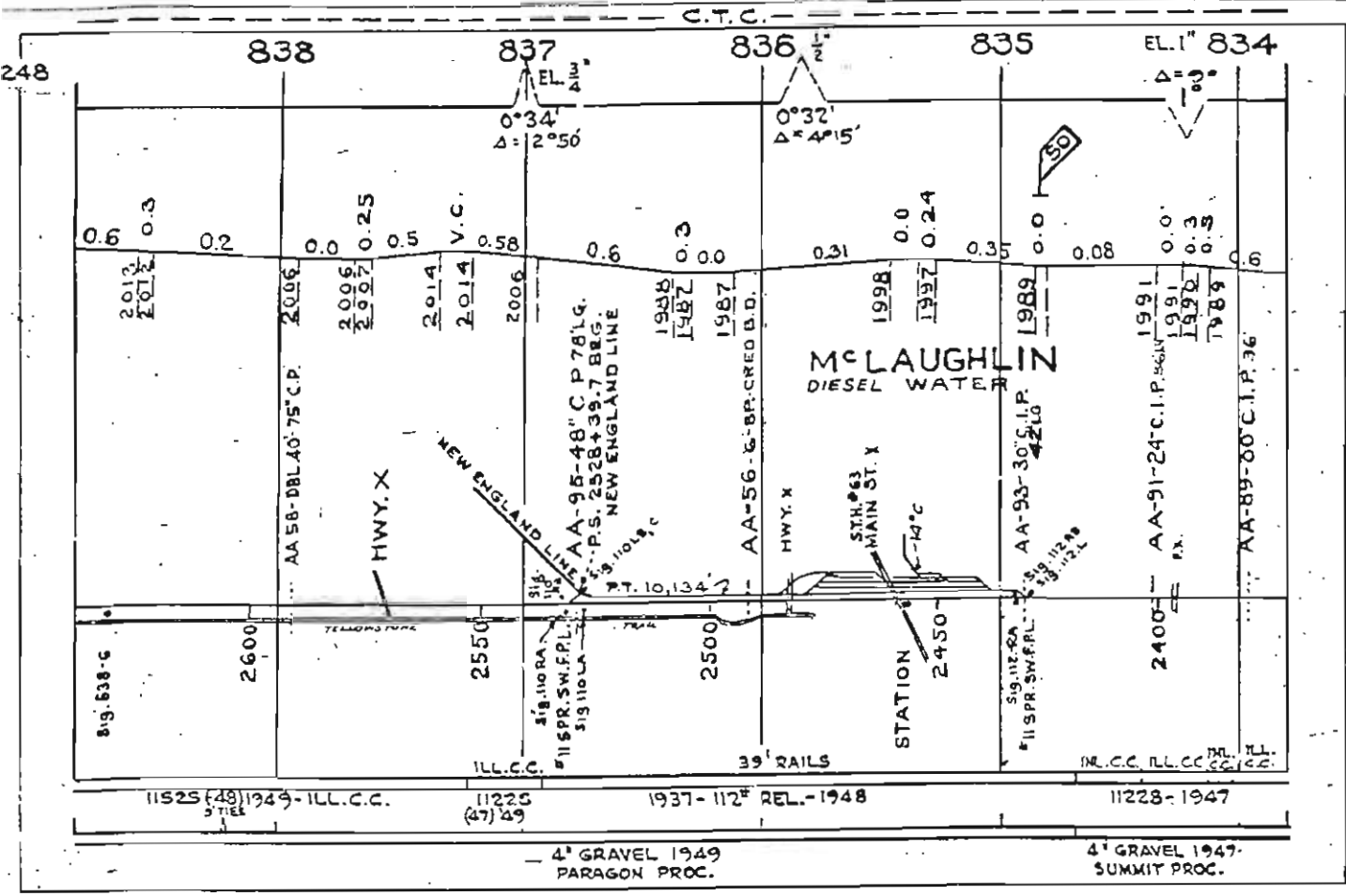


11525 (1948) 1949 - ILL. C.C.

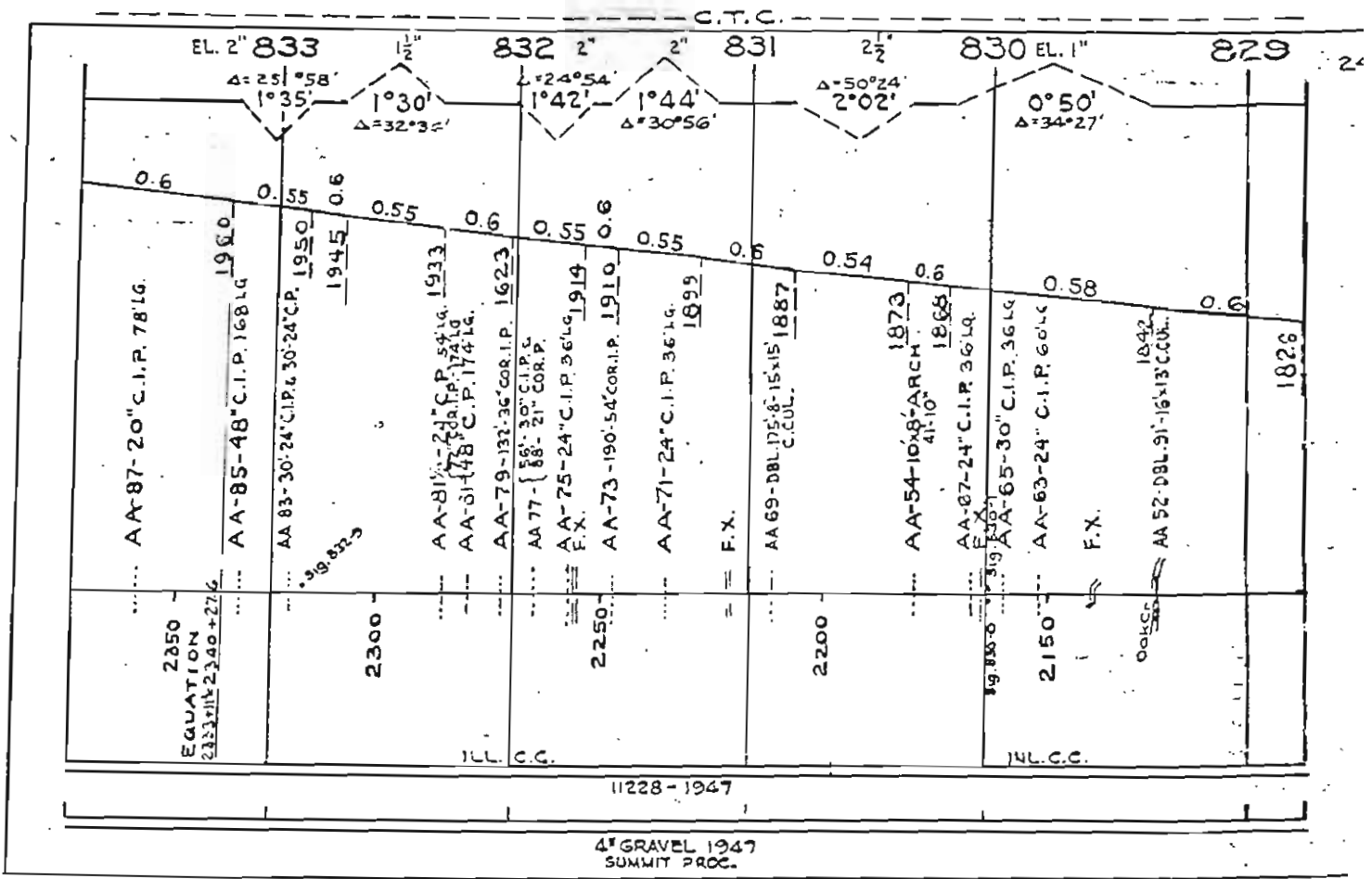
4" GRAVEL 1942
PARAGON PIT-RUN

115 TO
1948





11228-1947
 4" GRAVEL 1947
 SUMMIT PROC.



C.T.C.

250

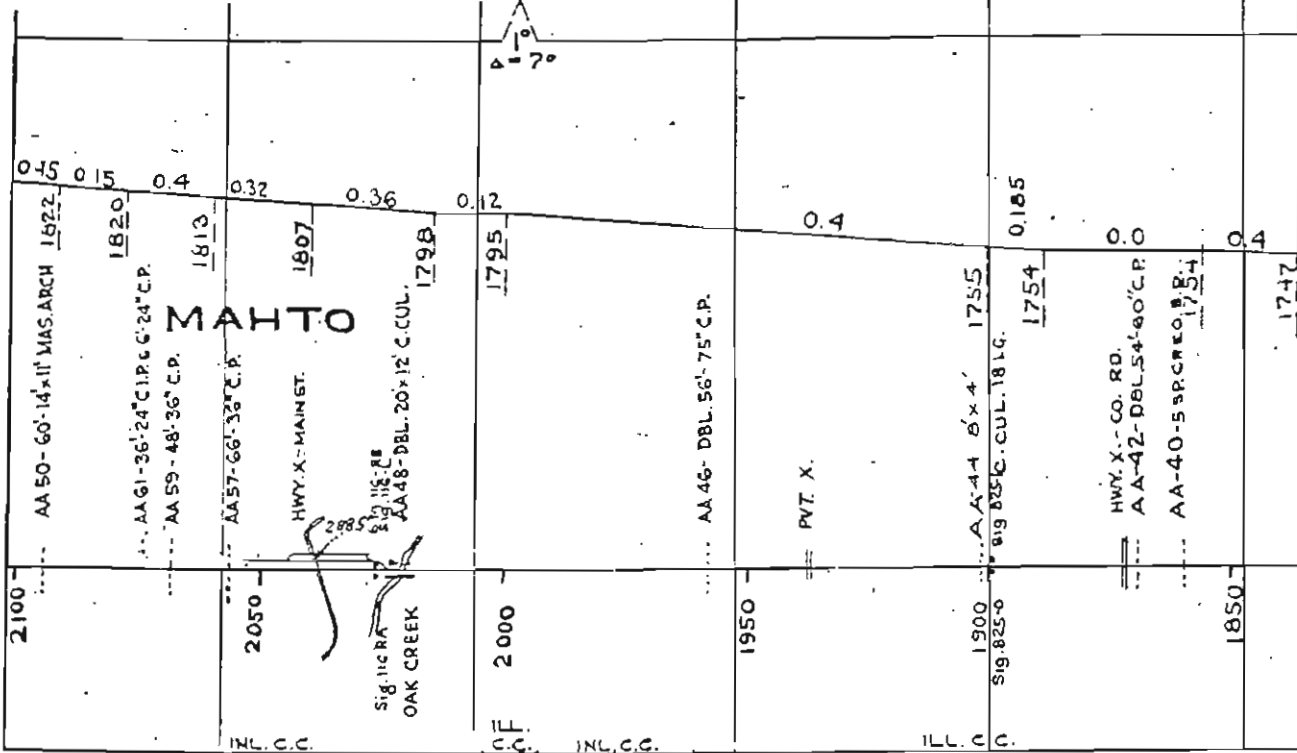
828

827 EL. 1"

826

825

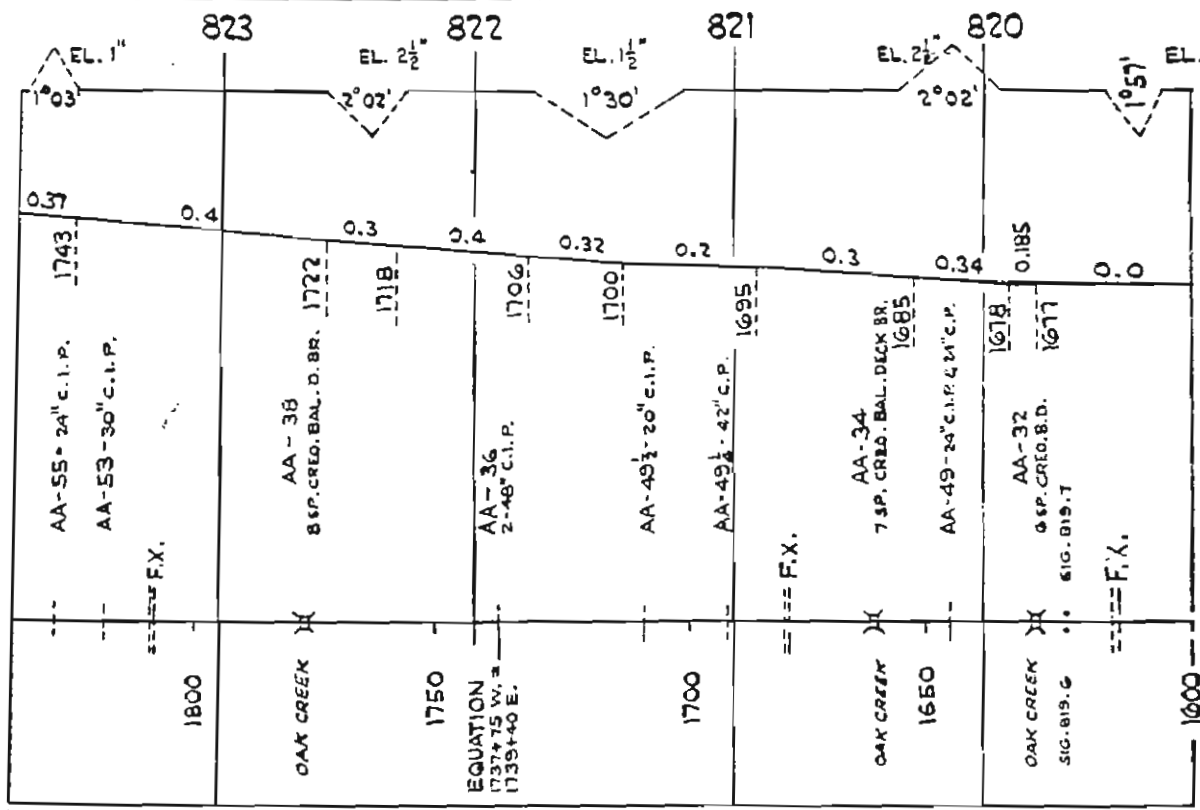
824



11223-1947

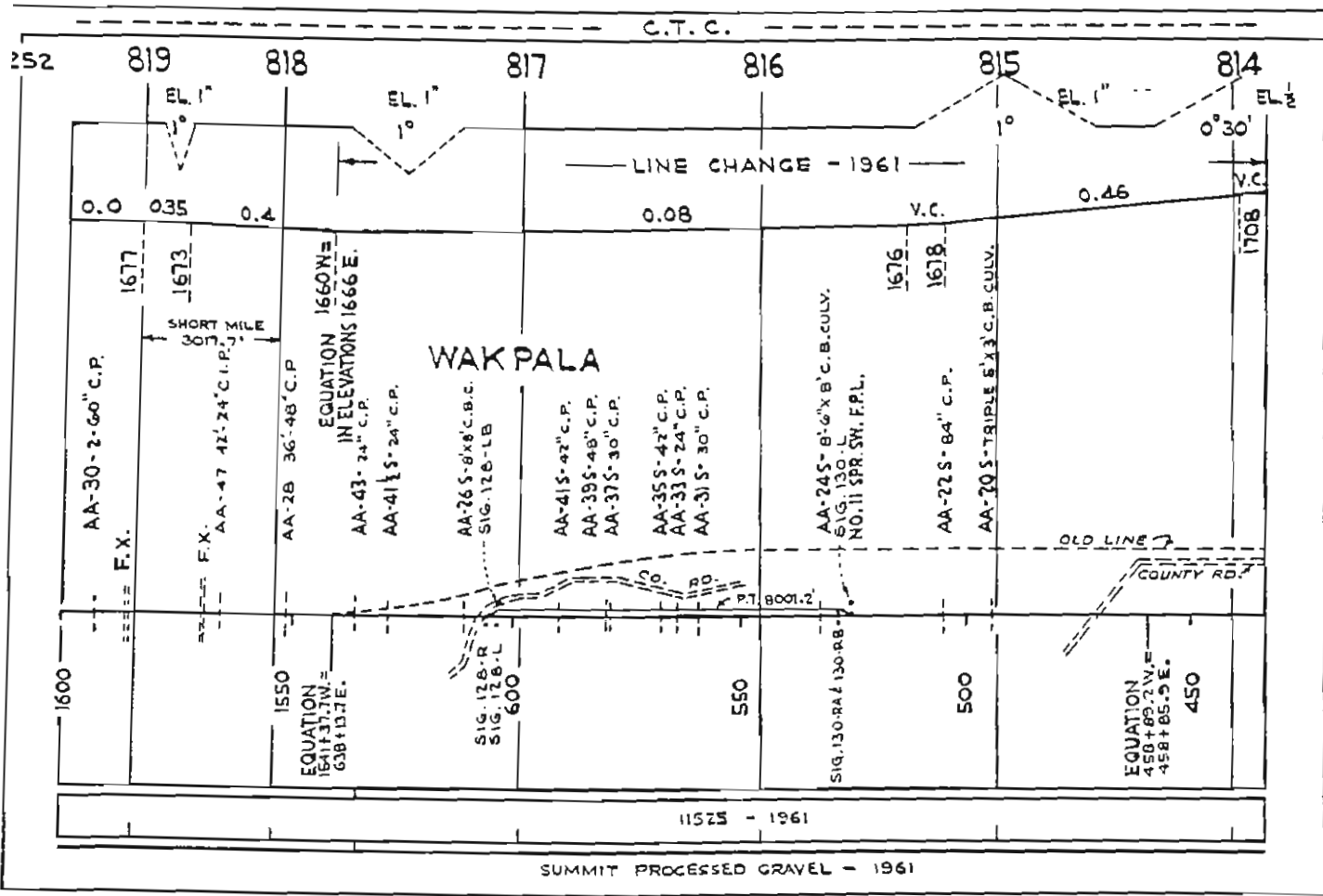
4" GRAVEL 1947
SUMMIT PROC.

C. T. C.

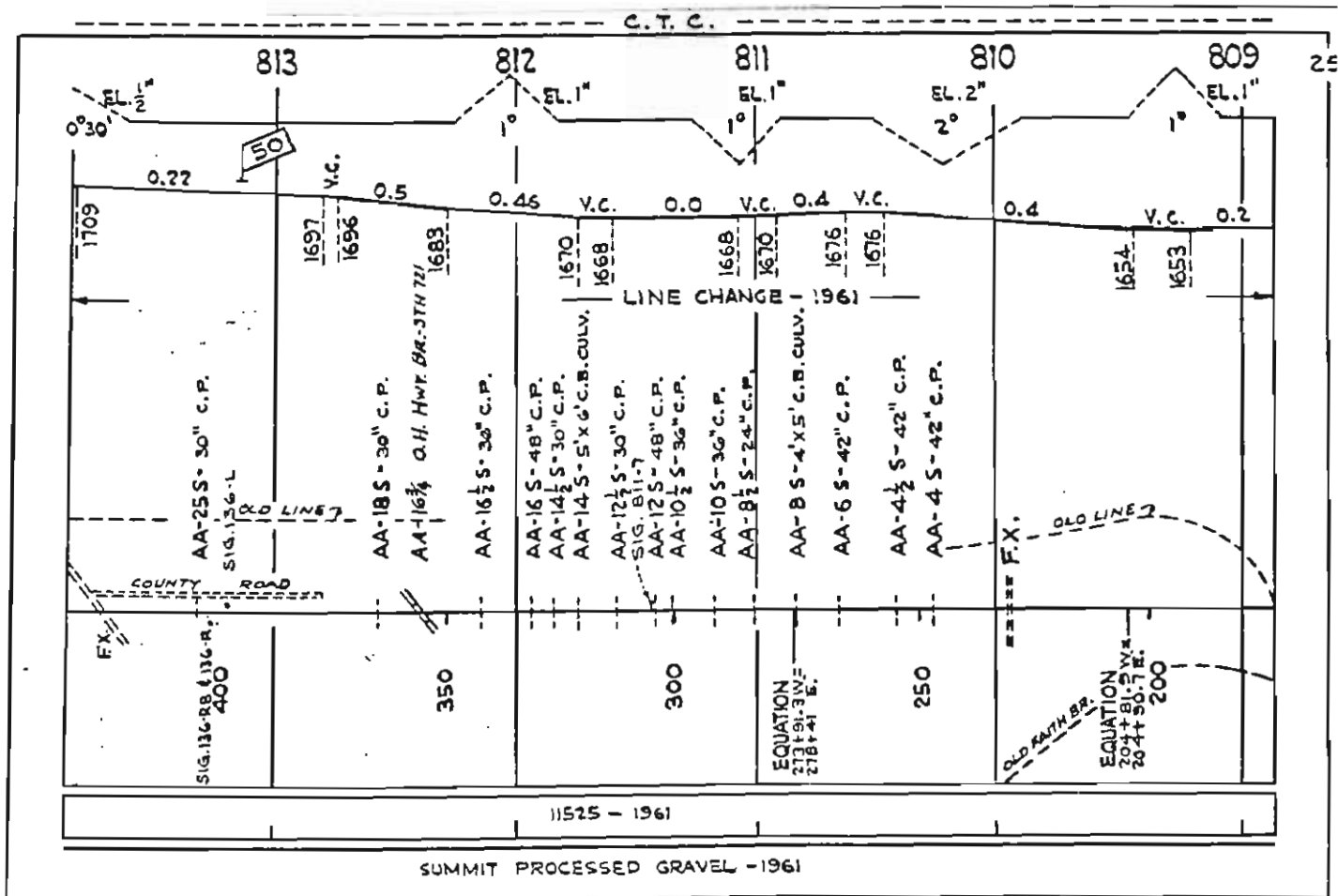


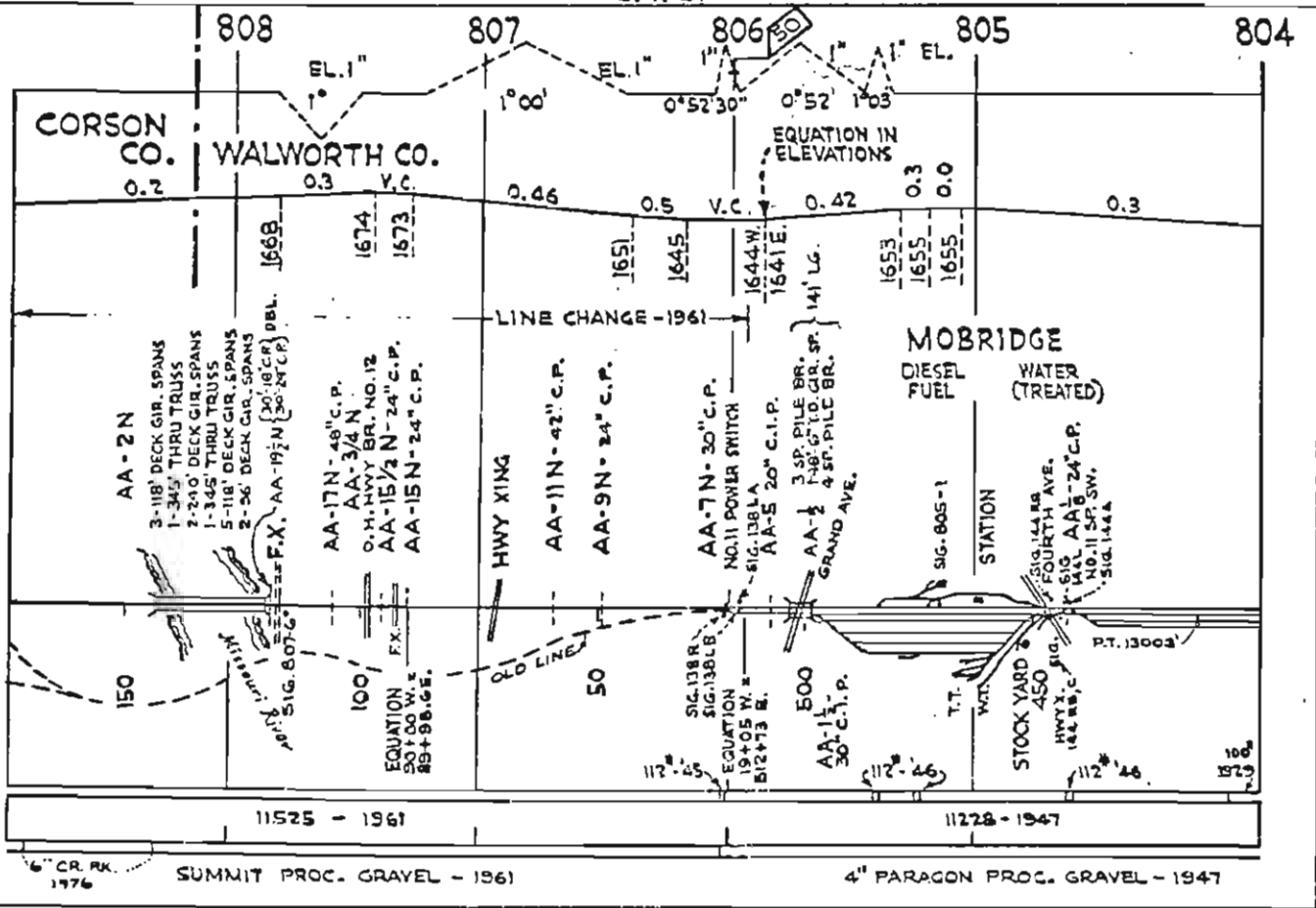
11228 - 1947 ILL. C. C.

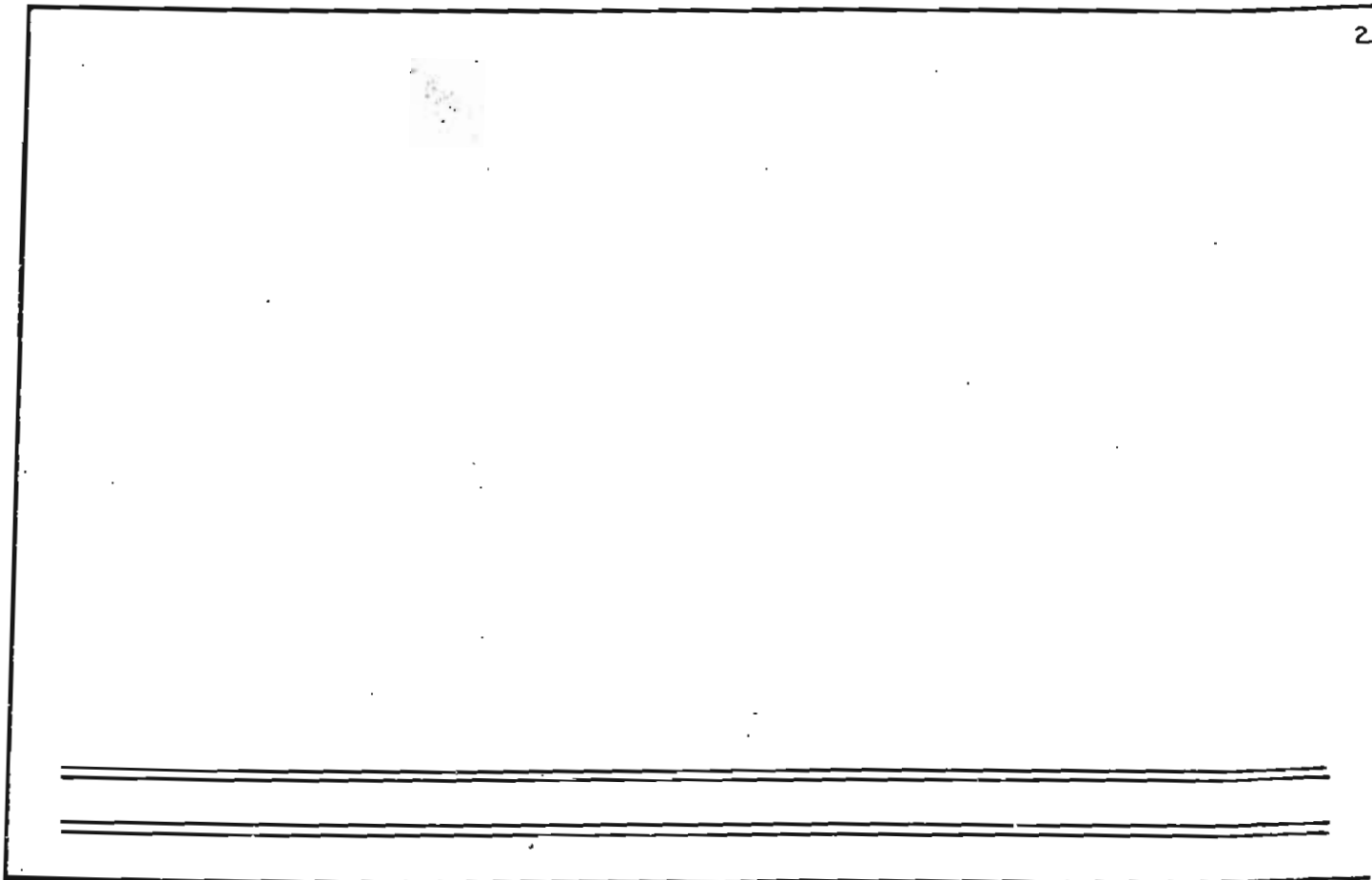
4" SUMMIT PROCESSED GRAVEL - 1947



11255 - 1961
SUMMIT PROCESSED GRAVEL - 1961







256

C.T.C.

805

804

803

802

1623-1633
1633-1639

ELLY. EQUATION
M.1612 = E.1038

EL. 1"

EL. 1"

$\Delta = 27^{\circ}03'$

$\Delta = 46^{\circ}57'15''$

LIME SLURRY .75

0.25

0.3

0.0

0.23

LINE CHANGE 1939
(U.S. GOV'T ELEVATIONS USED)

MOBRIDGE
DIESEL FUEL - WATER

STATION

ST. YDR.
450
S.W. 144 R.
TWP. RD. W. 385 + 60'
S.W. 144 L.

P-778 - 18" REIN. C.P.
HWY. X
TWP. RD. W. 385 + 60'
= E. 286 + 1315

STG. 140-L
P-776N - 5 SPAN DK. GR. BR.

P-1353N - 30" REIN. C.P.
P-1351N - 30" REIN. C.P.
P-772N - OH HWY. X
P-1347N - 36" REIN. C.P.

P-772N - 5 SPAN DK. GR. BR.

P-1345N - 36" REIN. C.P.



W.T.

ST. YDR.
450

S.W. 144 R.
TWP. RD. W. 385 + 60'
S.W. 144 L.

400

350

300

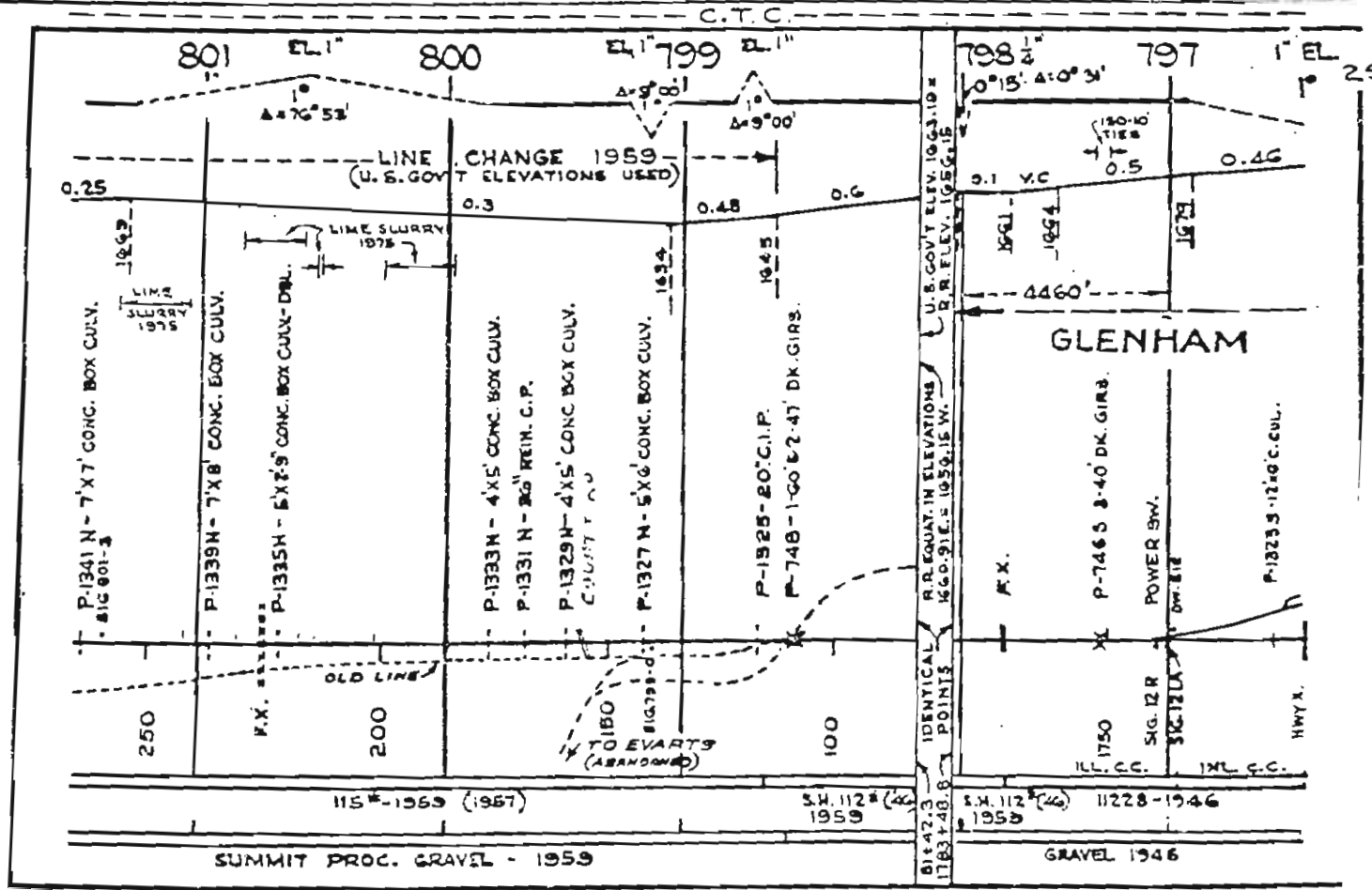
S.K. 11228
1962 (1946)

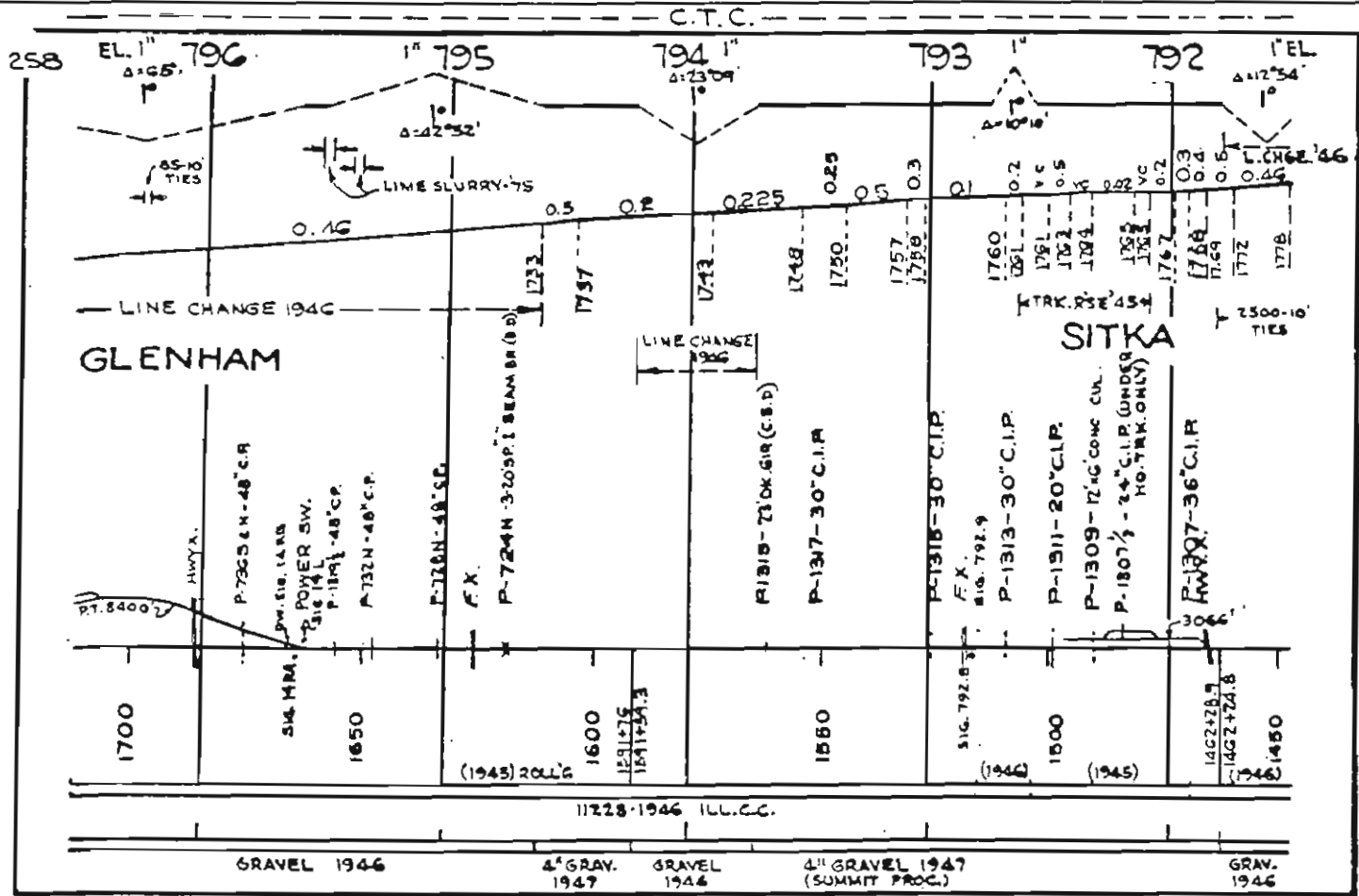
S.K. 11228
1959 (1946)

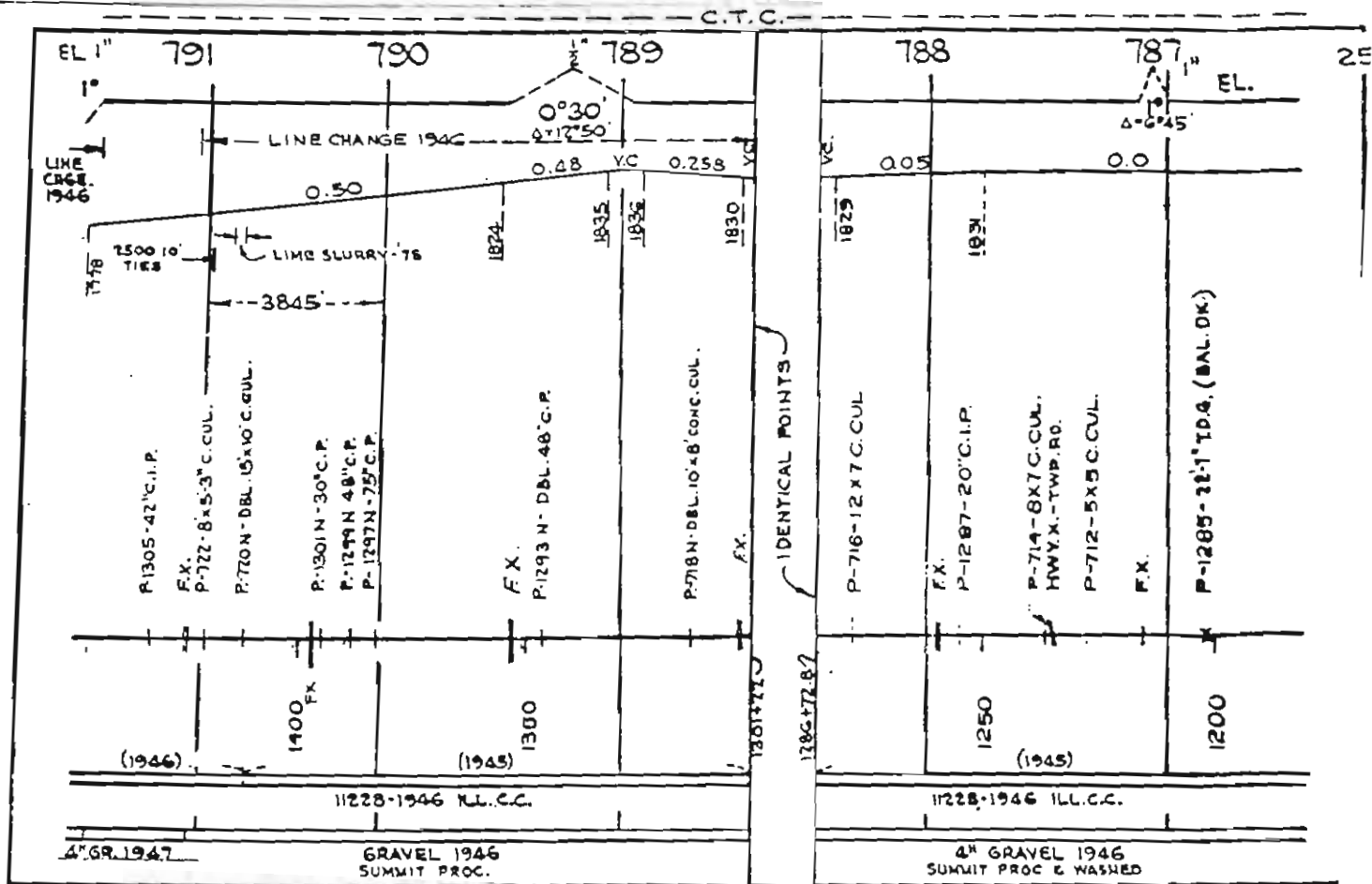
115 - 1959 (1957)

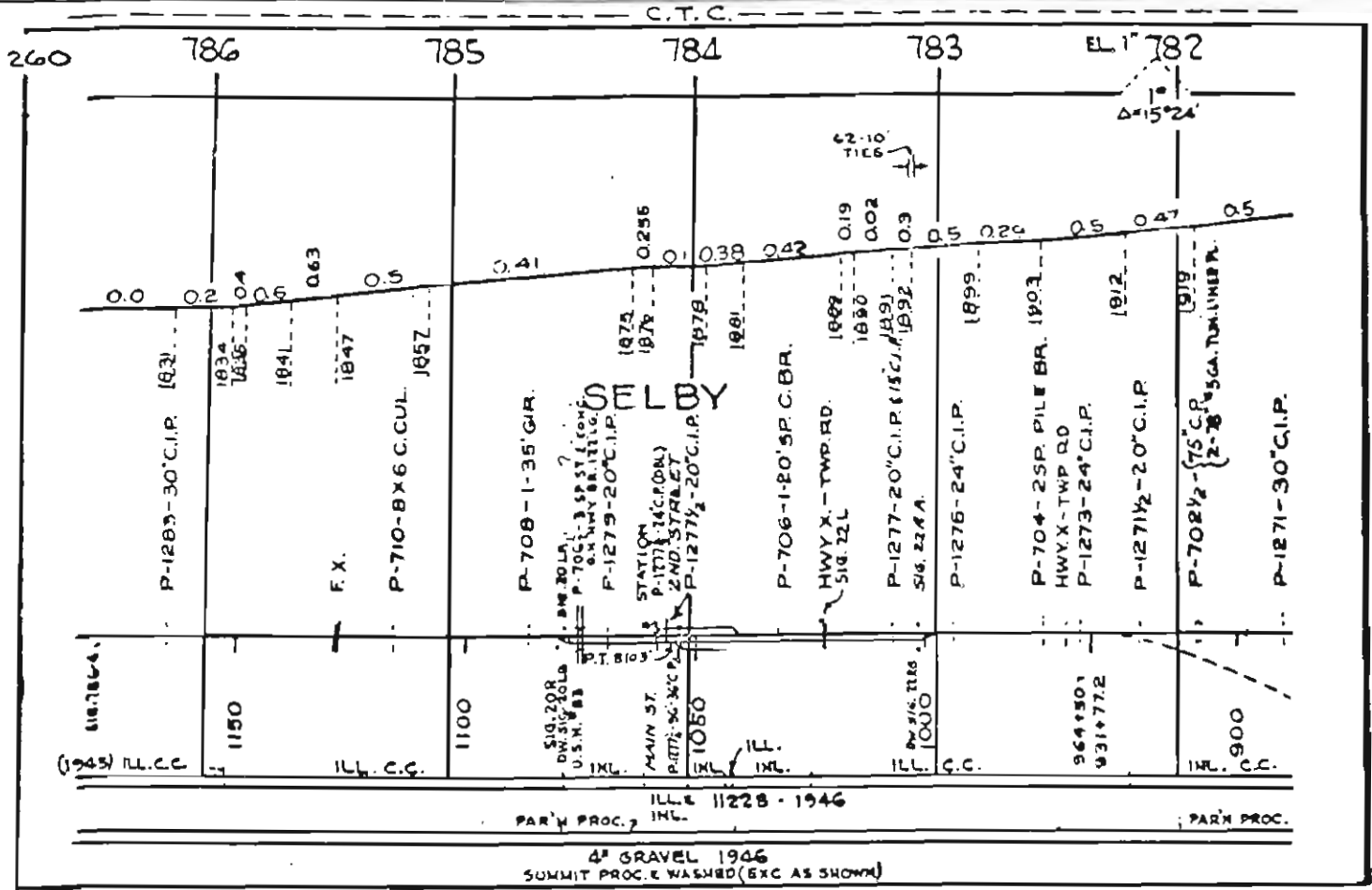
S.K. 11228-1964 (1946)

SUMMIT PROC. GRAVEL - 1959

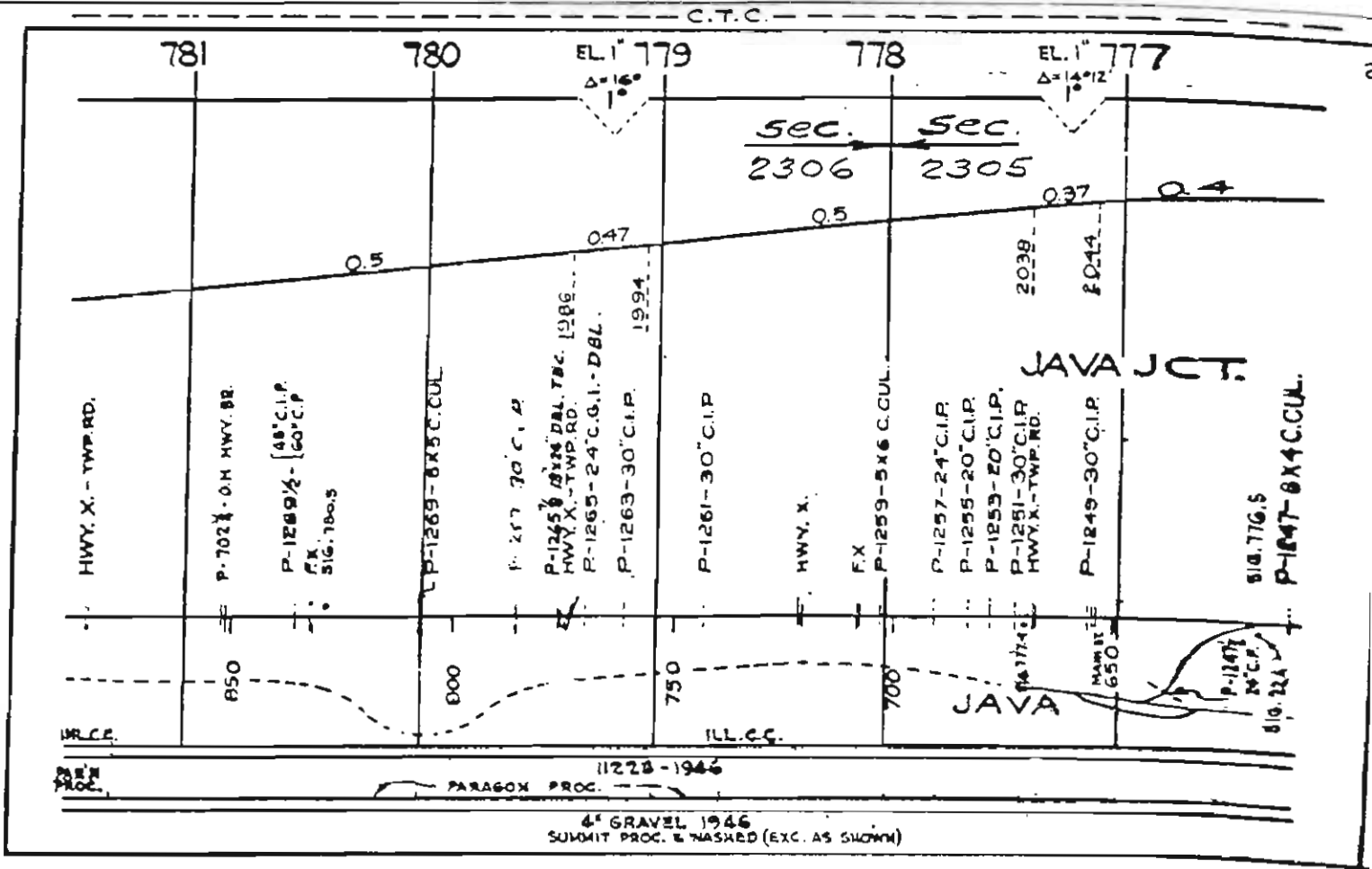


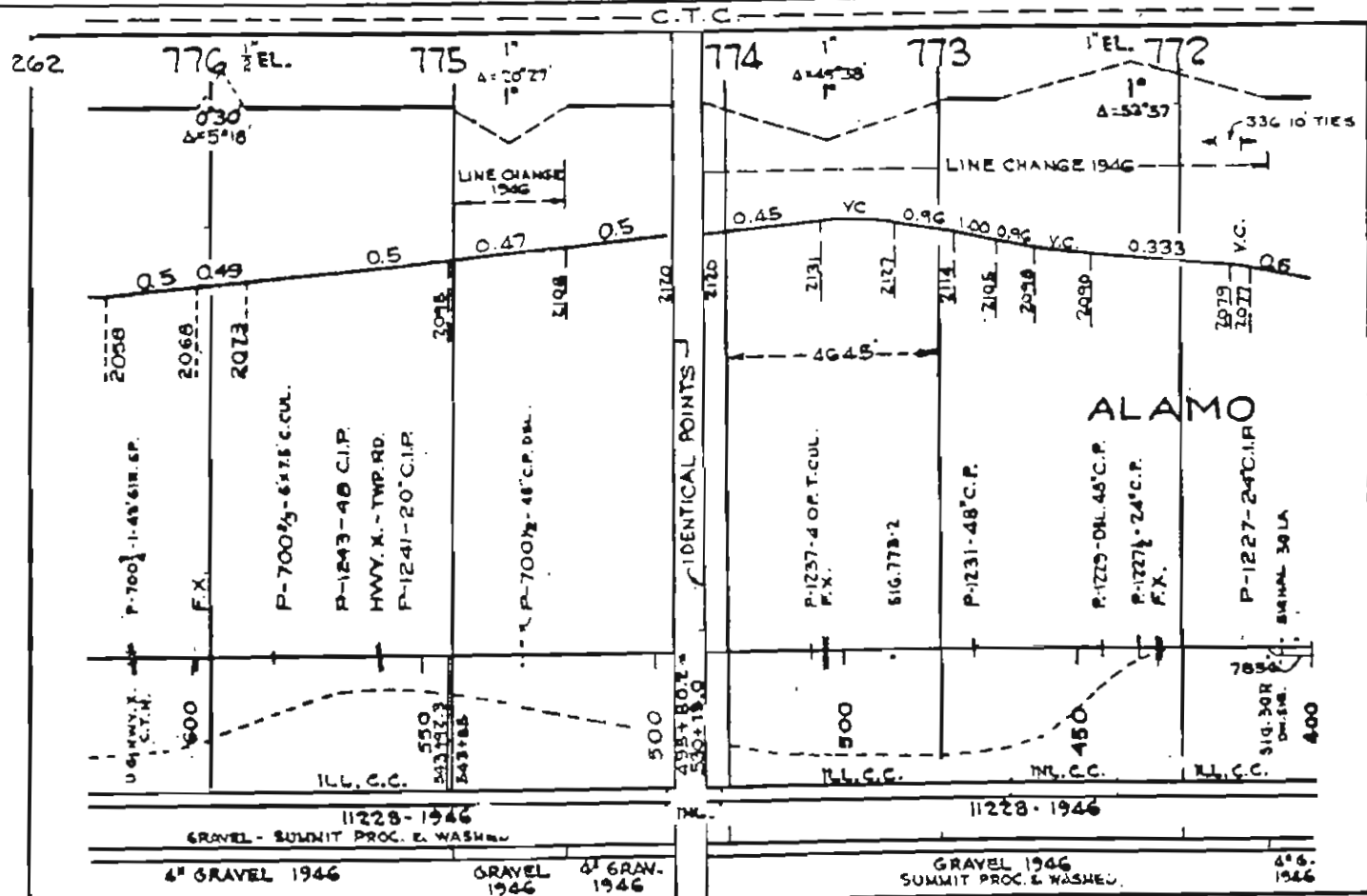


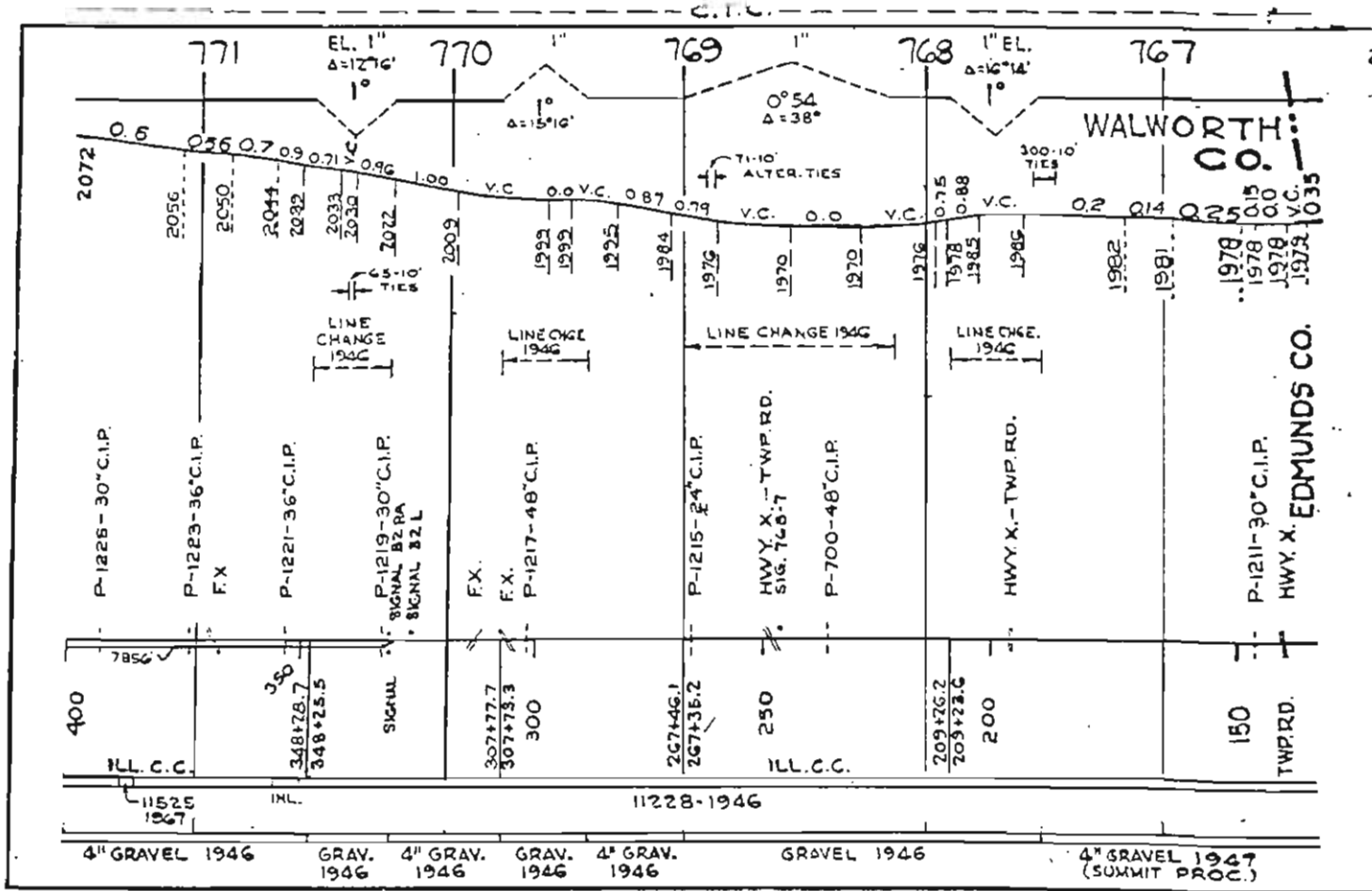


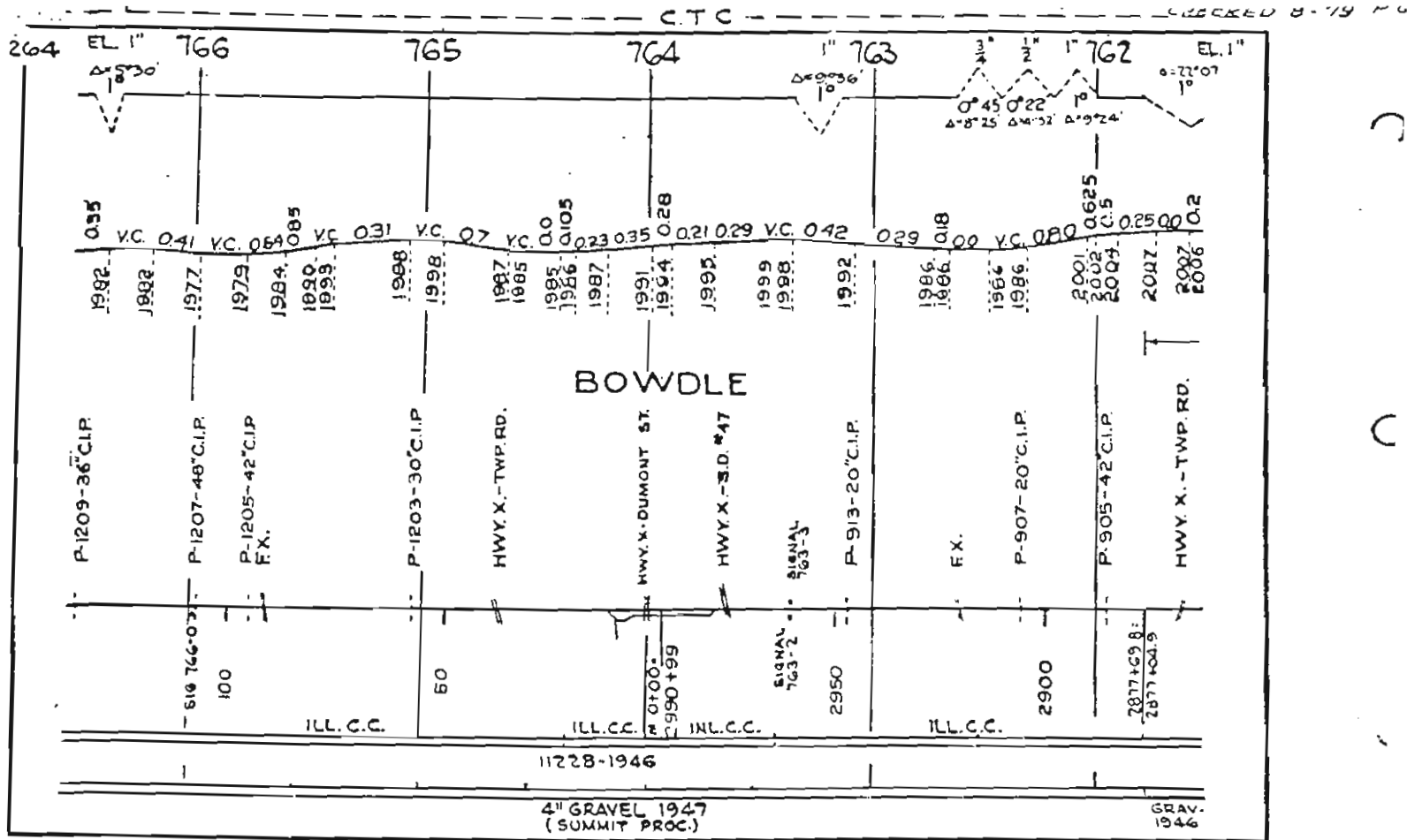


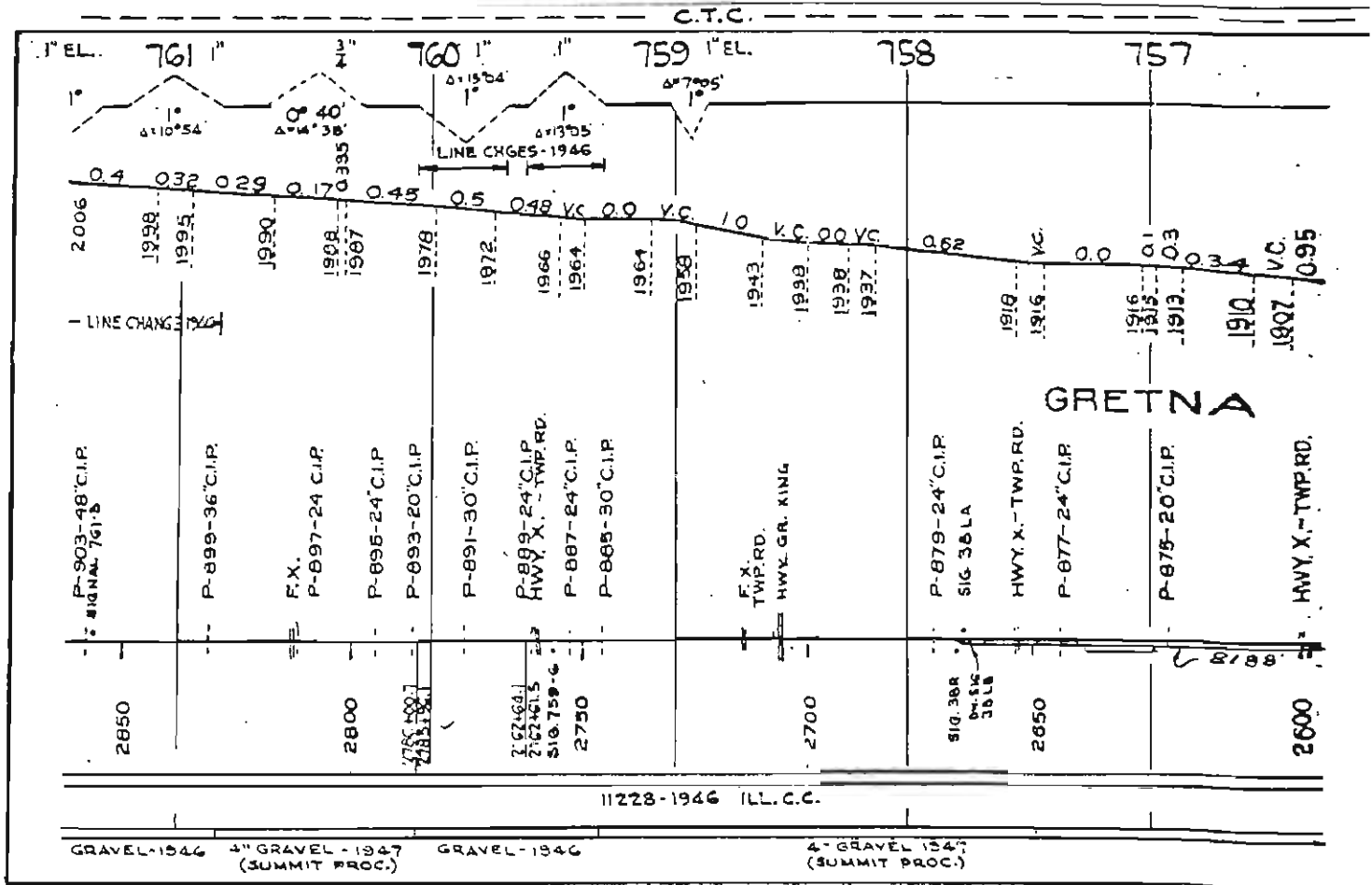
35 OF
D.V.R.











266

C.T.C.

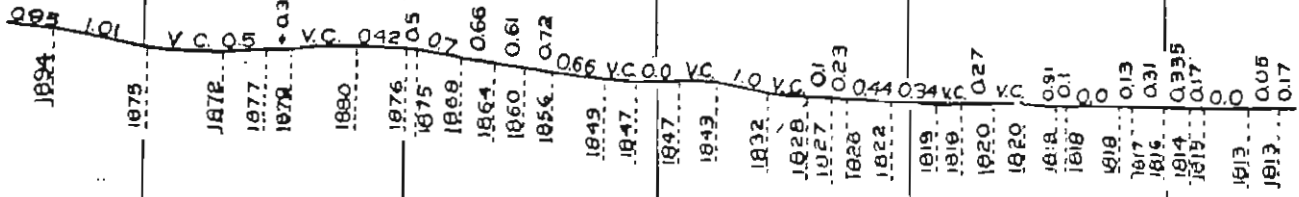
756

EL. 1" 755

EL. 1" 754

753

752



P-873-24 C.I.P.
 DW. 516' - 516.40 R.A.
 - 60 RB. - 516.40 - L

P-354-42" C.I.P.

HWY. X. - TWP. RD.

P-871-20" C.I.P.

HWY. X. - ST. 102

P-869-48" C.I.P.
 SIG. 754.1

F.X.

P-867-24" C.I.P.

P-863-30" C.I.P.

HWY. X. - TWP. RD.

P-859-30" C.I.P.

HWY. X. - TWP. RD.

2550

2500

2450

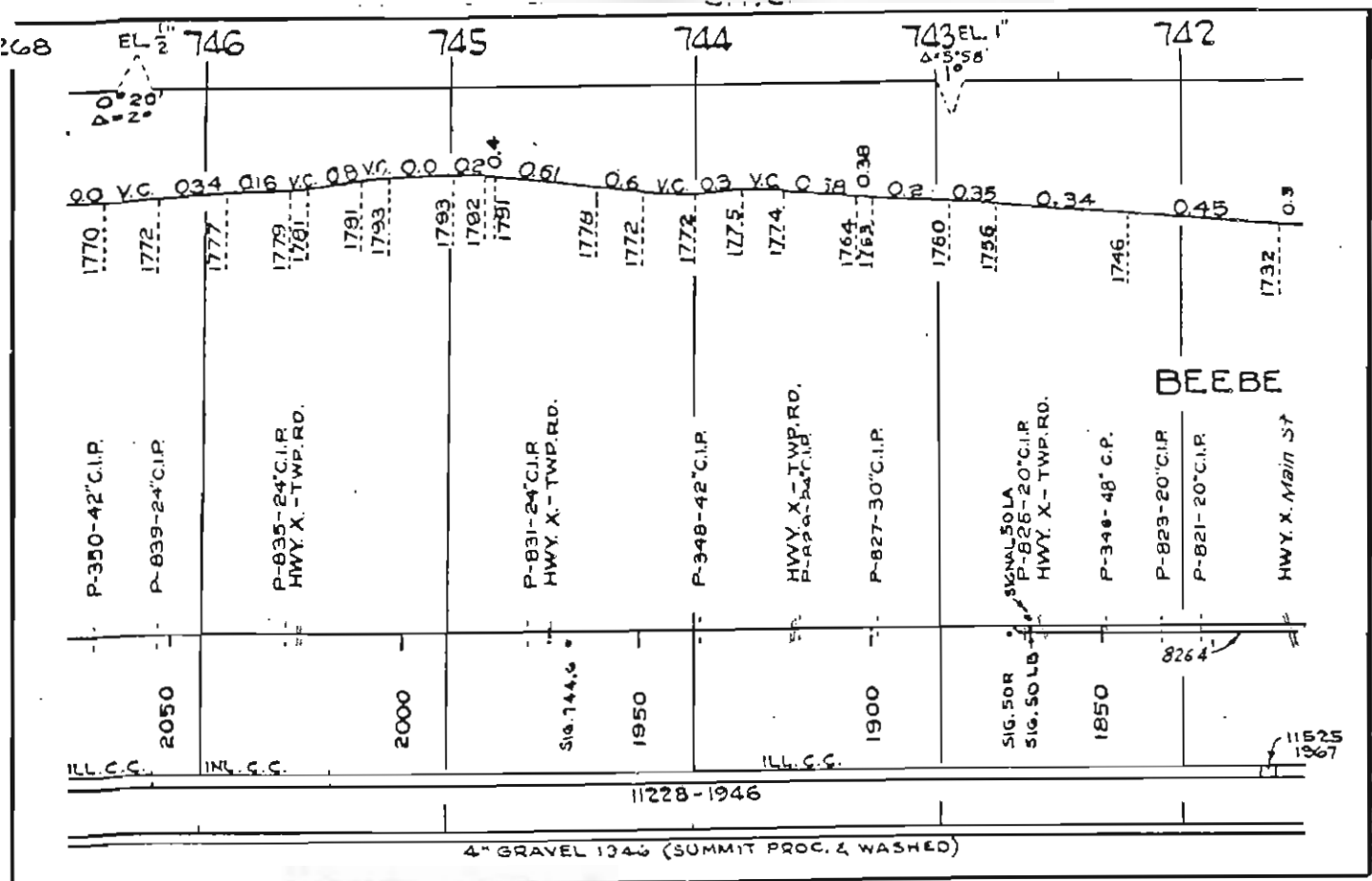
2400

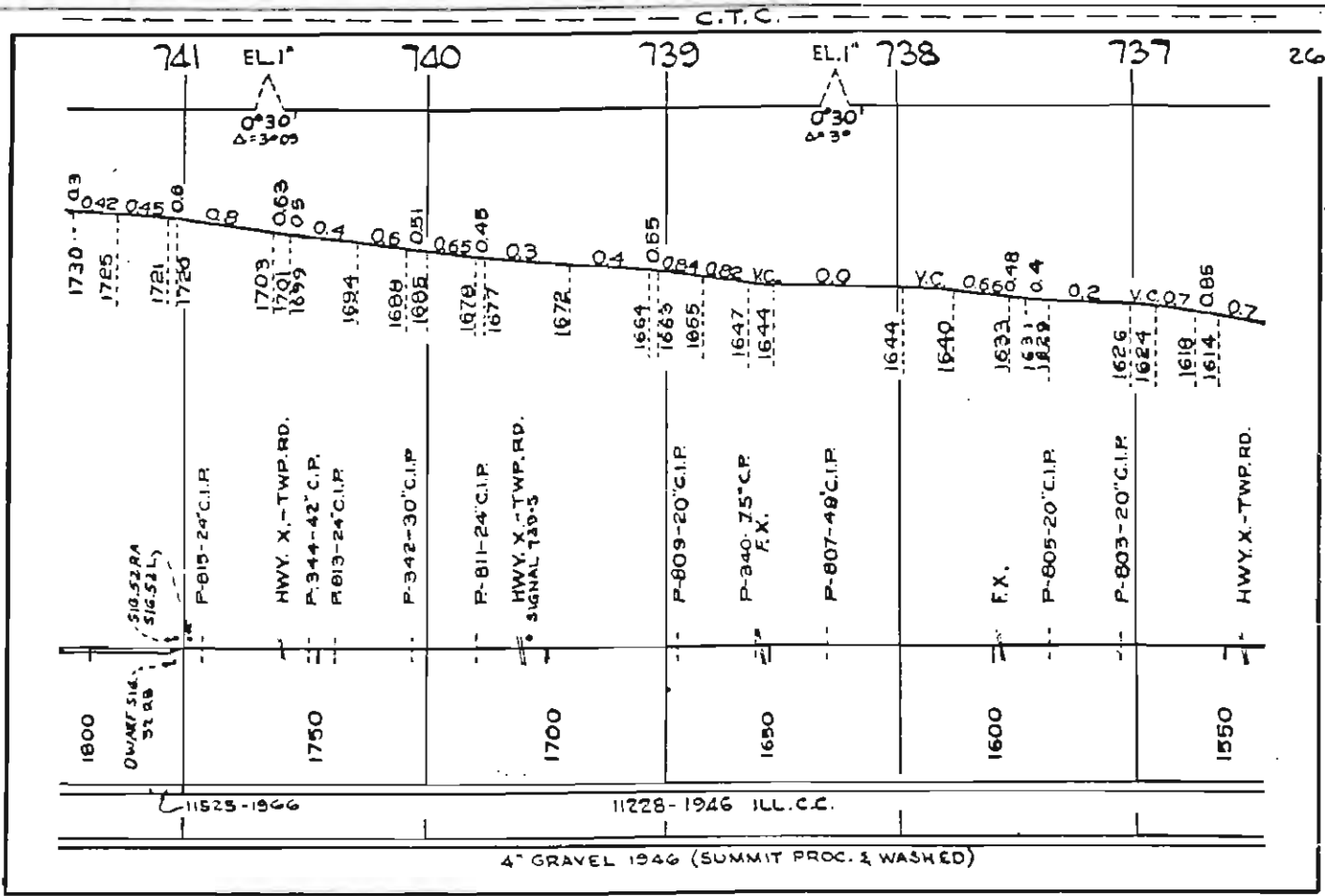
2350

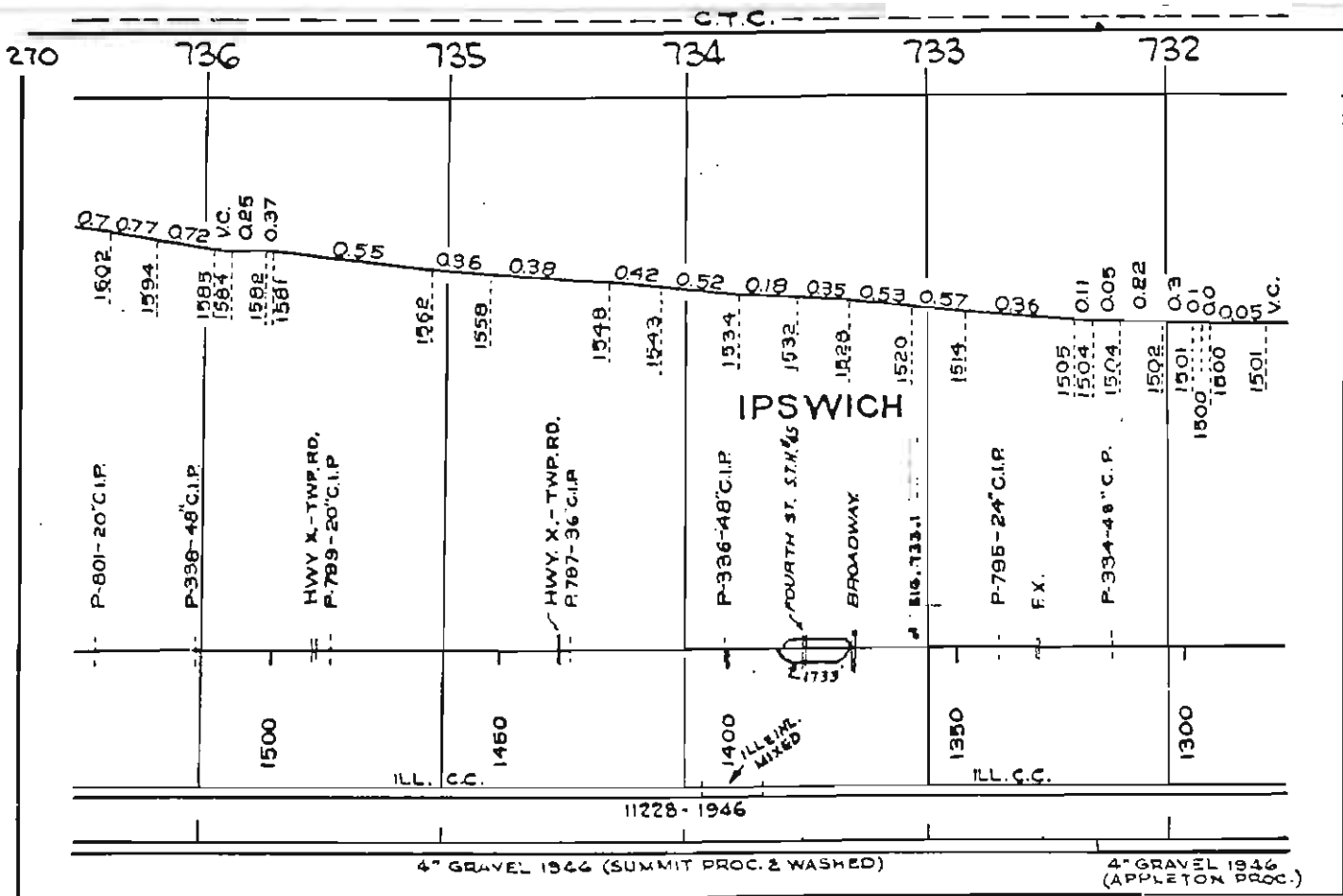
11228-1946 ILL. C.C.

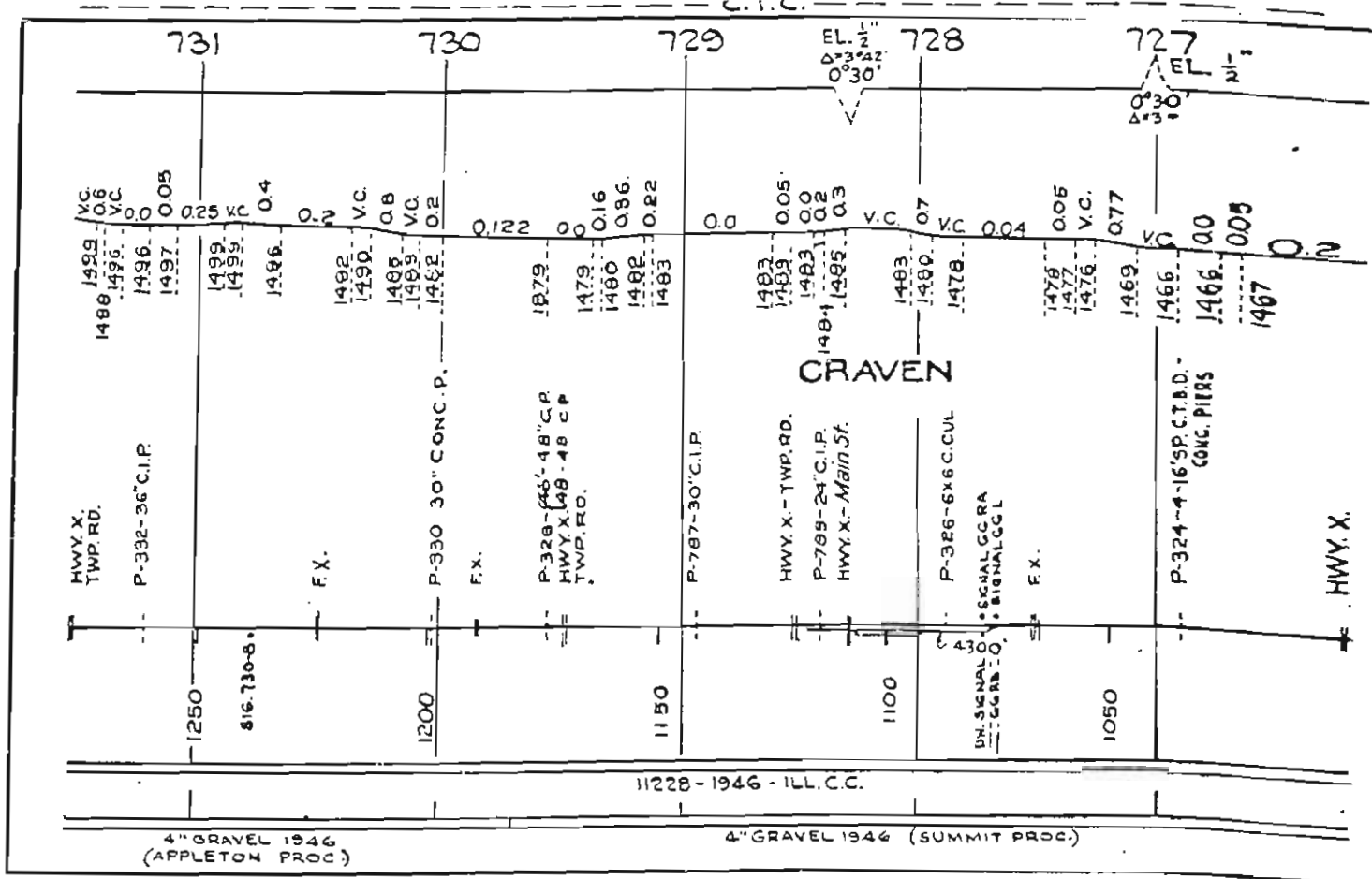
4" GRAVEL 1947 (SUMMIT PROC.)

4" GRAV. 1946 SUMMIT PROC. & WASHED







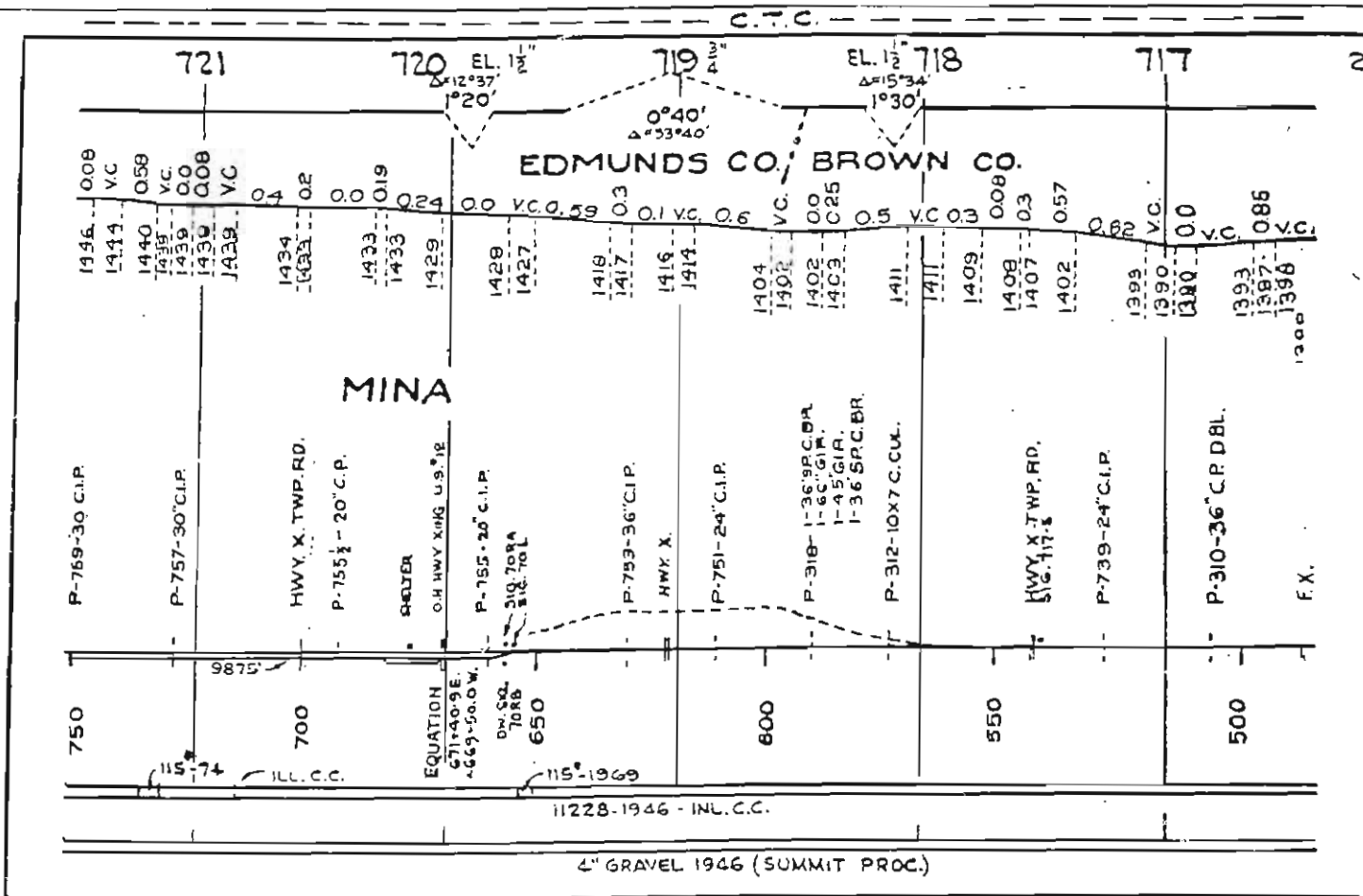


272

Station	Notes	Station	Notes	Station	Notes	Station	Notes	Station	Notes
1000	HWY. X. TWP. RD.	726	VC.	725	VC.	724	VC.	723	VC.
	• SIGNAL 725.3	1468	0.4	1455	0.2	1453	0.0	1455	0.15
950	P-322-36" C.I.P.	1457	0.6	1454	0.0	1453	0.1	1453	0.15
	F.X.	1456	0.0	1454	0.2	1453	0.3	1453	0.15
	P-777-24" C.I.P.	1457	0.2	1453	0.0	1453	0.0	1455	0.0
	P-775-30" C.I.P.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
900	F.X.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
	P-773-36" C.I.P.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
	P-320-48" C.I.P.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
850	HWY. X. TWP. RD.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
	P-771-30" C.I.P.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
	C.G.I. LINER	1457	0.0	1453	0.0	1453	0.0	1455	0.0
	P-767-20" C.I.P.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
	F.X.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
800	P-765-30" C.I.P.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
	P-763-20" C.I.P.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
	P-761-30" C.I.P.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
Sig. 685.	HWY. X. TWP. RD.	1457	0.0	1453	0.0	1453	0.0	1455	0.0
	Sig. 681A.	1457	0.0	1453	0.0	1453	0.0	1455	0.0

11228 - 1946
 4" GRAVEL 1946 (SUMMIT PROC.)





274

C.T.C.

716

715

714 EL. 1" $\Delta=4^{\circ}45'$

713 $\Delta=9^{\circ}40'$

712 EL. 1" $\Delta=6^{\circ}44'$

0.12 0.2 0.22 0.2 0.11 0.25 0.27 0.2 0.15 0.33 0.2 0.0 0.45 0.5 0.6 0.0 0.3 0.1 0.305 0.52 0.4 0.3 0.14 0.0 0.05 0.4 0.3 0.14 0.0 0.05 0.4 0.3

1397
1396

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1371

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1349

1349

450

400

350

300

250

P-733-30"C.I.P.
HWY. X. - TWP. PD.

P-731-20"C.I.P.

P-729-36"C.I.P.

HWY. X. - TWP. RD.
P-727-36"C.I.P.
F.X.

HWY. X. - TWP. RD.

P-308-12 X 6 C.CUL

HWY. X. - TWP. RD.

P-717-24"C.I.P.

F.X.

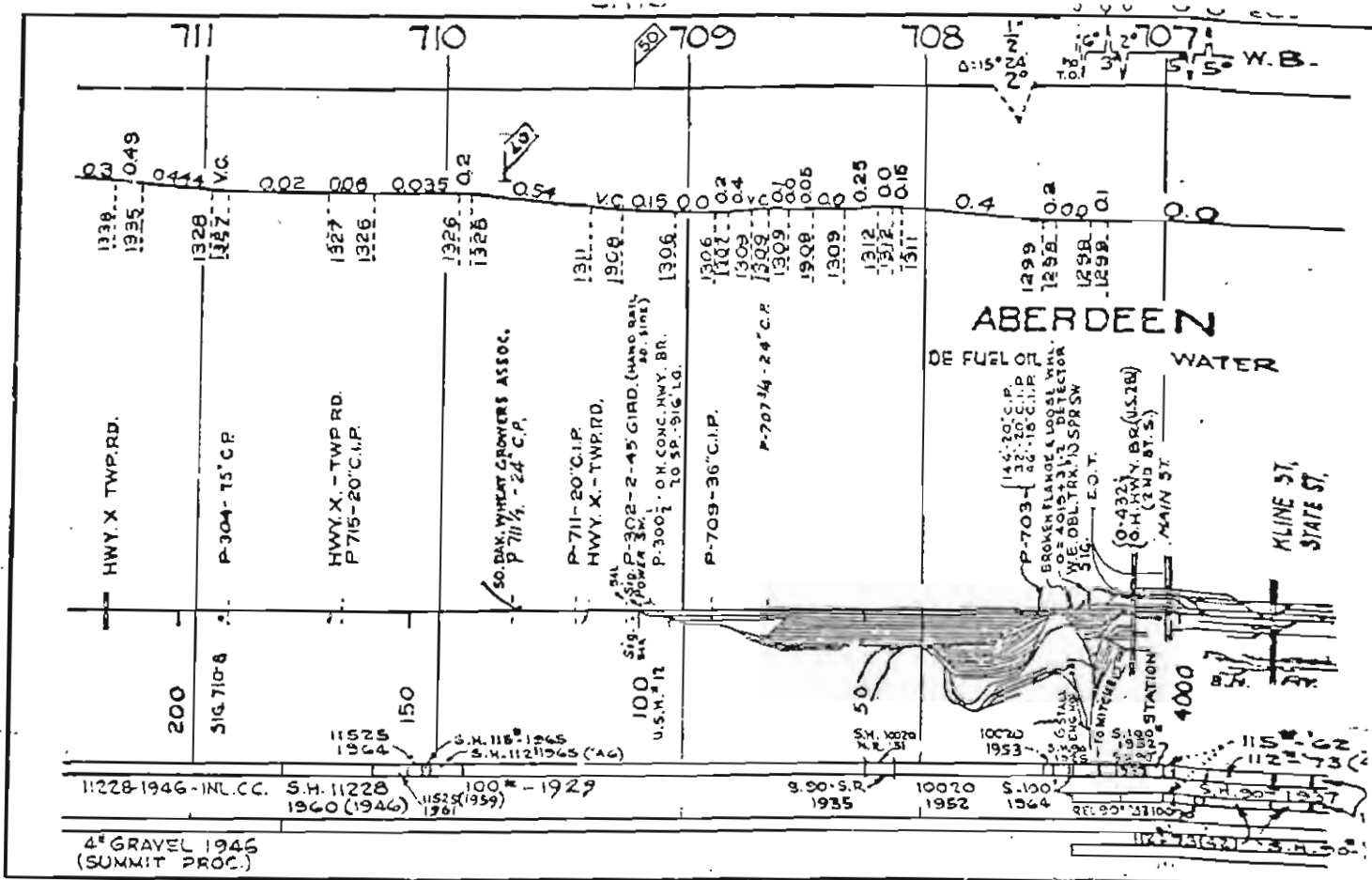
ILL.C.C.

ILL.C.C.

11525-1962

11228-1946 - ILL.C.C.

4" GRAVEL 1946 (SUMMIT PROC.)



4" GRAVEL 1946
(SUMMIT PROC.)

11228-1946-INL.C.C.
S.H. 11228
1960 (1946)

11525
1964

S.H. 11525
1959

100

1929

S. 90-S.R.
1935

10070
1952

S. 100
1964

11525
1959

76

706

20

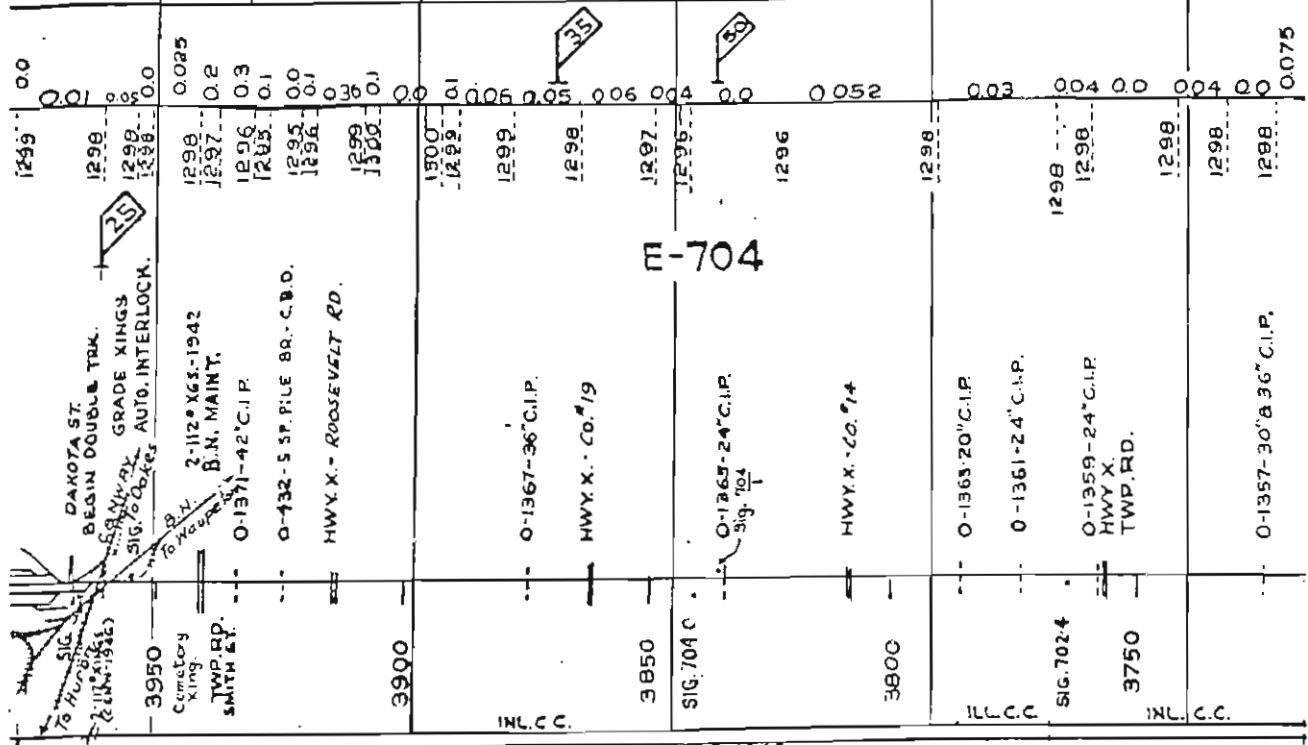
705

704

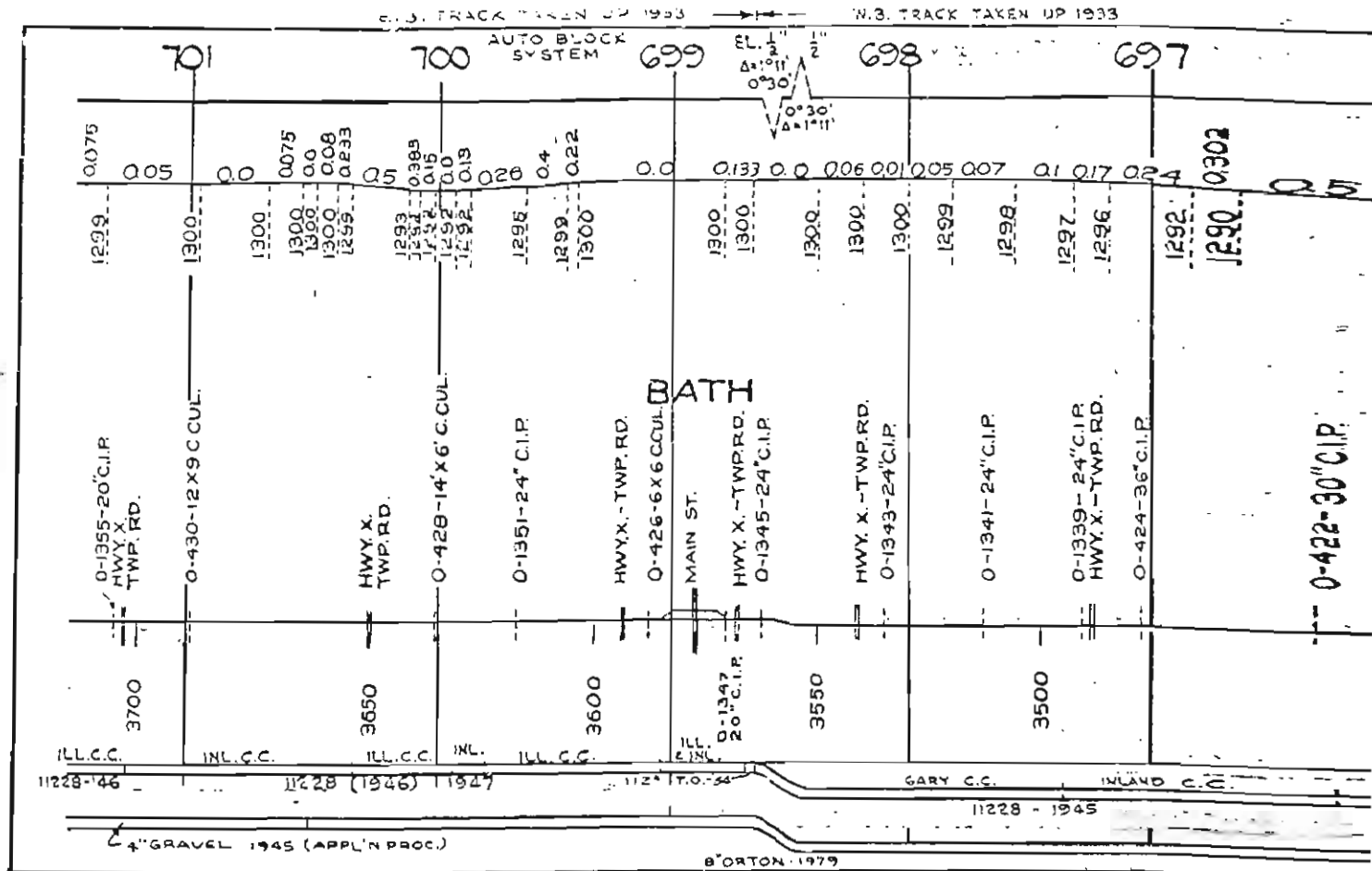
703

702

E-704



3950	3900	3850	3800	3750
INC. C.C.	INC. C.C.	INC. C.C.	INC. C.C.	INC. C.C.
1299	1299	1299	1299	1299
0.0	0.0	0.0	0.0	0.0
0.025	0.0	0.0	0.0	0.075



278

696

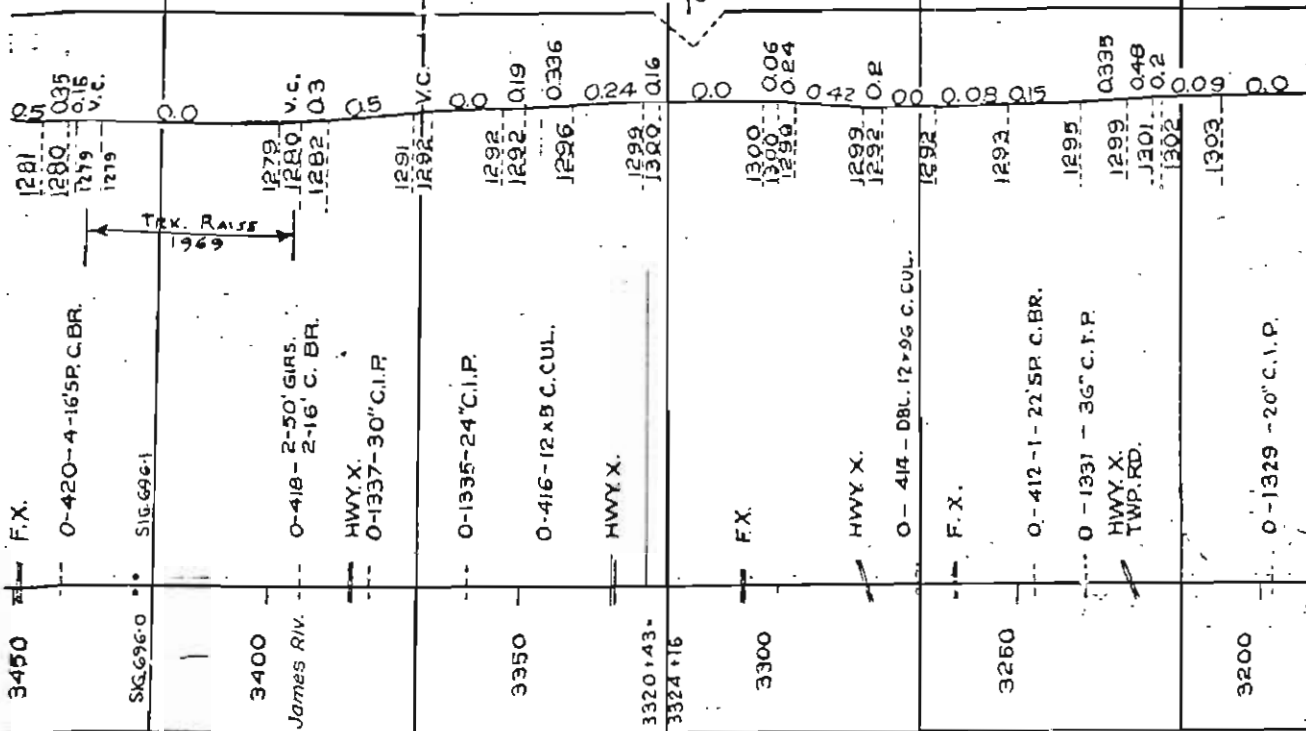
695

694 EL. 1'

693

692

TRK. TAKEN UP 1955 (SOUTH DUCK SYSTEM)



GARY C.C.

GARY C.C.

INLAND C.C.

GARY C.C.

S.H. 115' 68

11228

1945

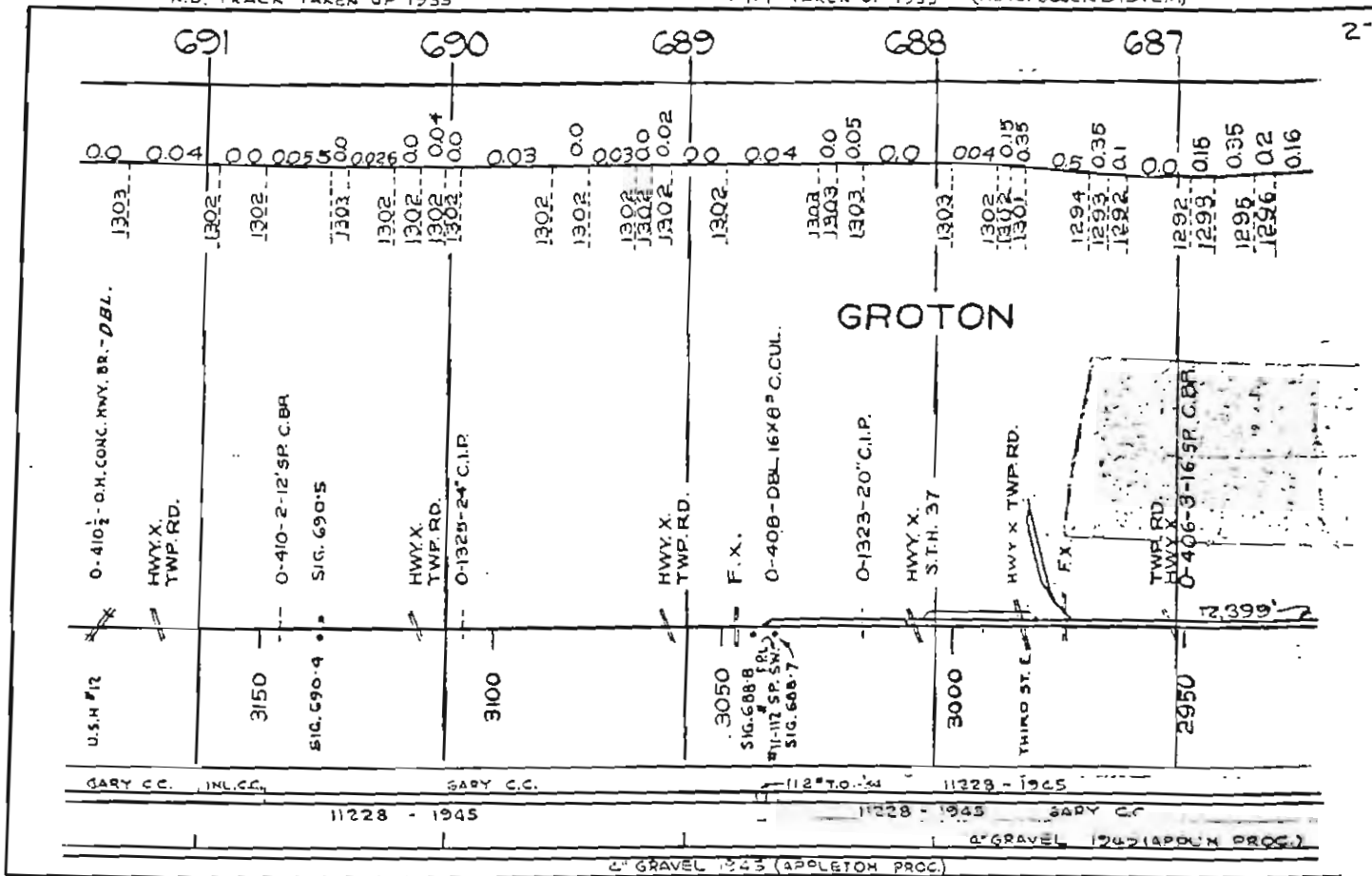
8" ORTON - 1979

4" GRAVEL 1945 (APPLETON PROC.)



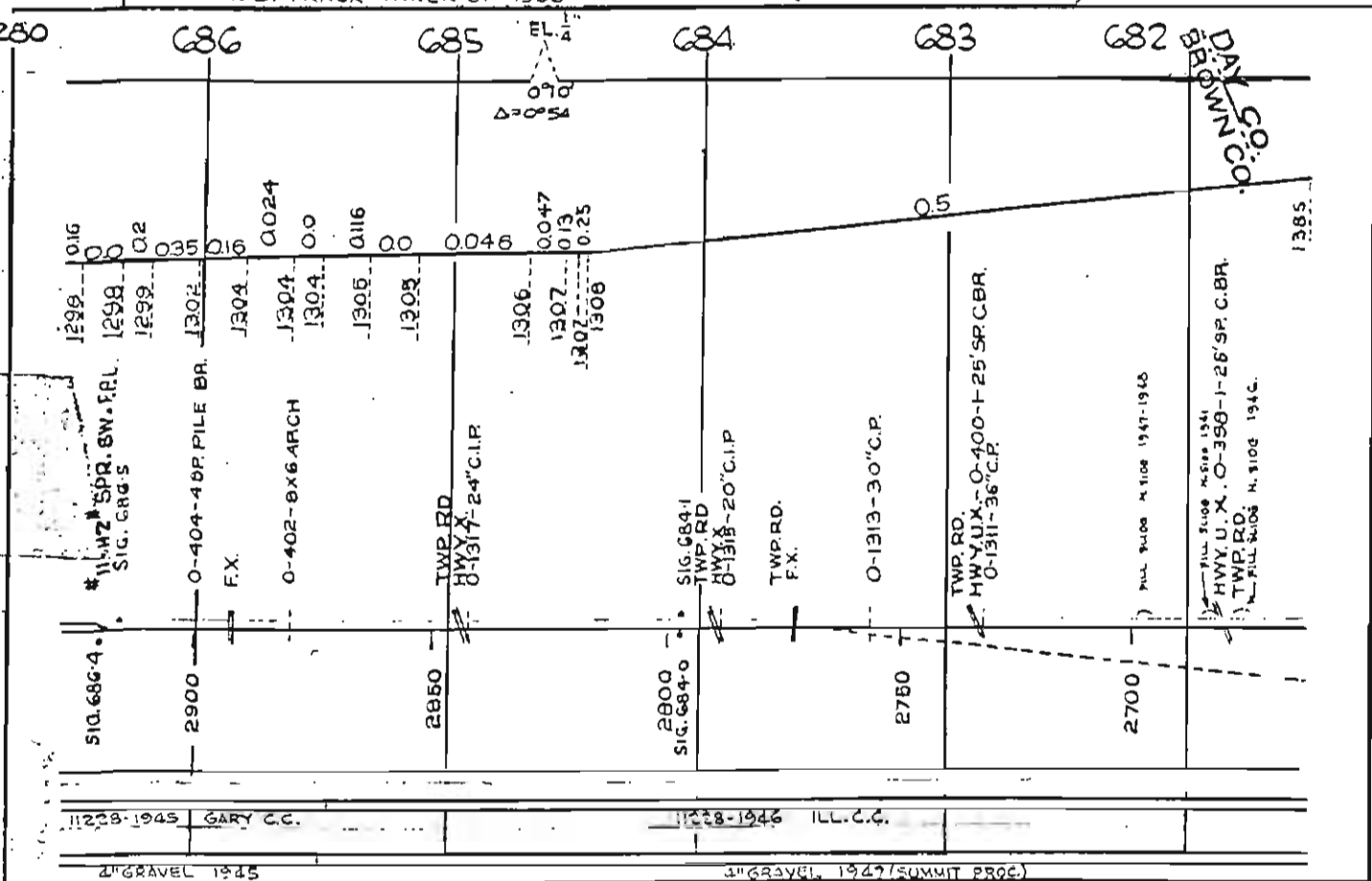
W.B. TRACK TAKEN UP 1933

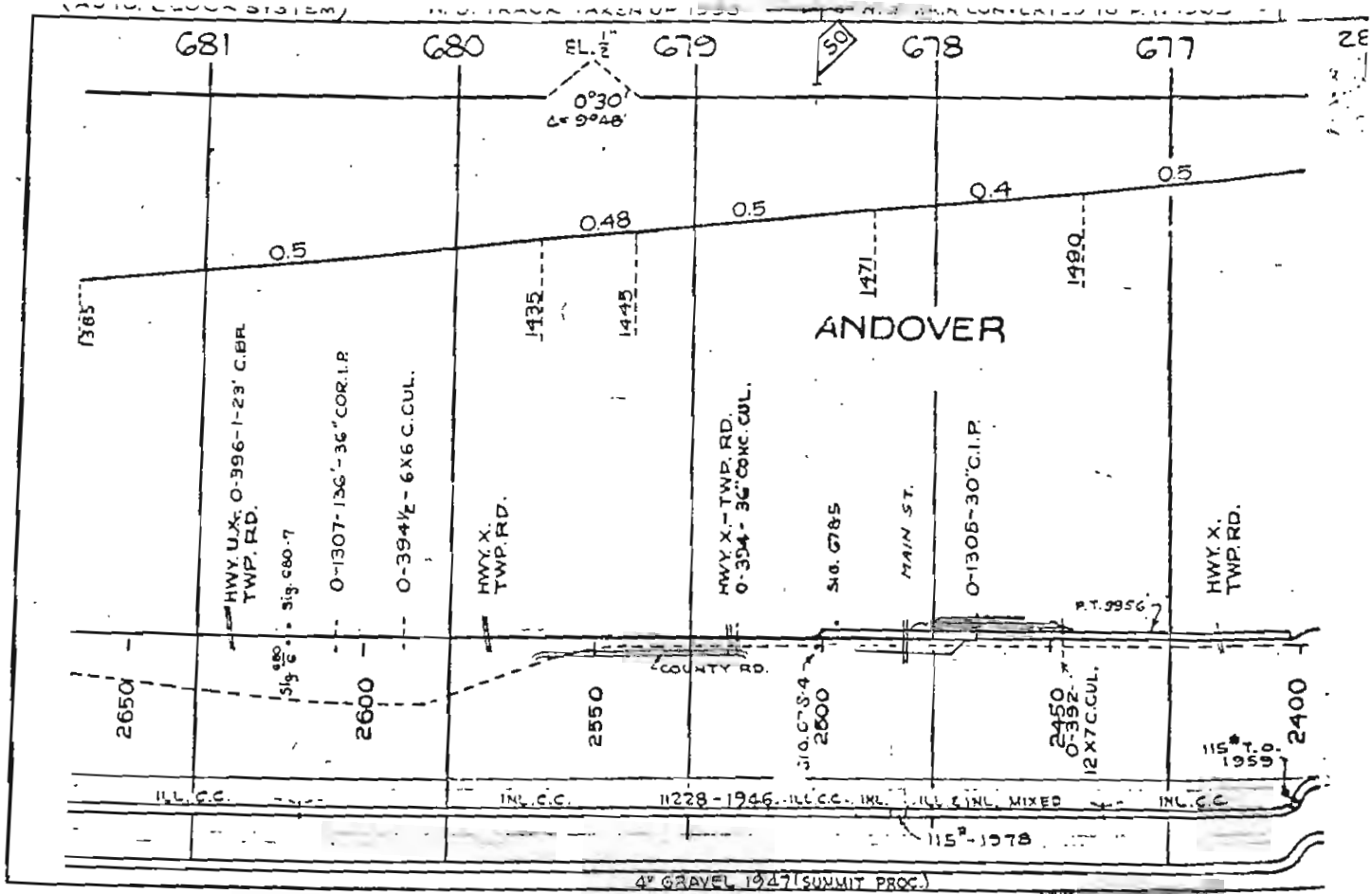
TAKEN UP 1933 (AUTO. BLOCK SYSTEM)

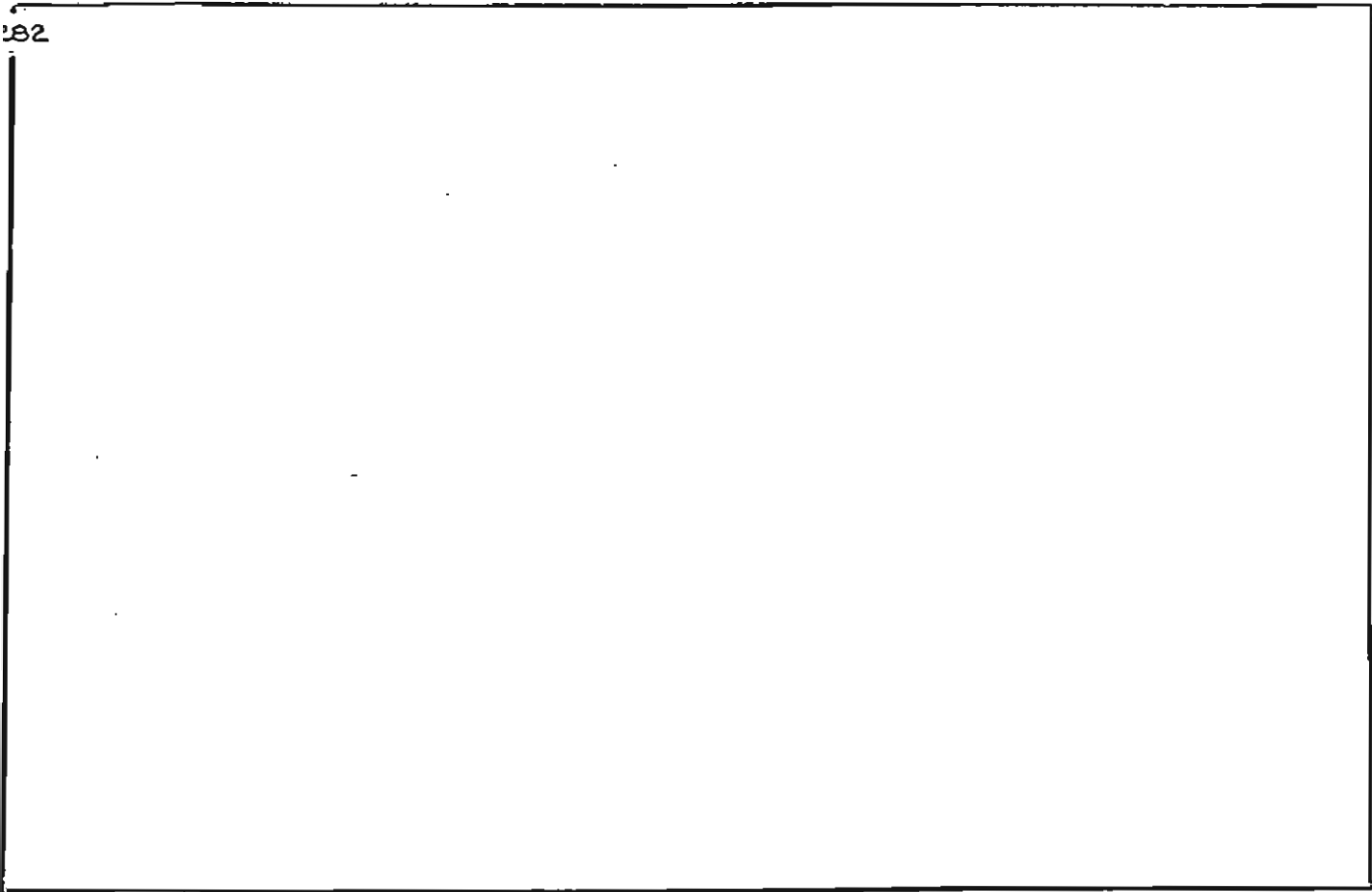


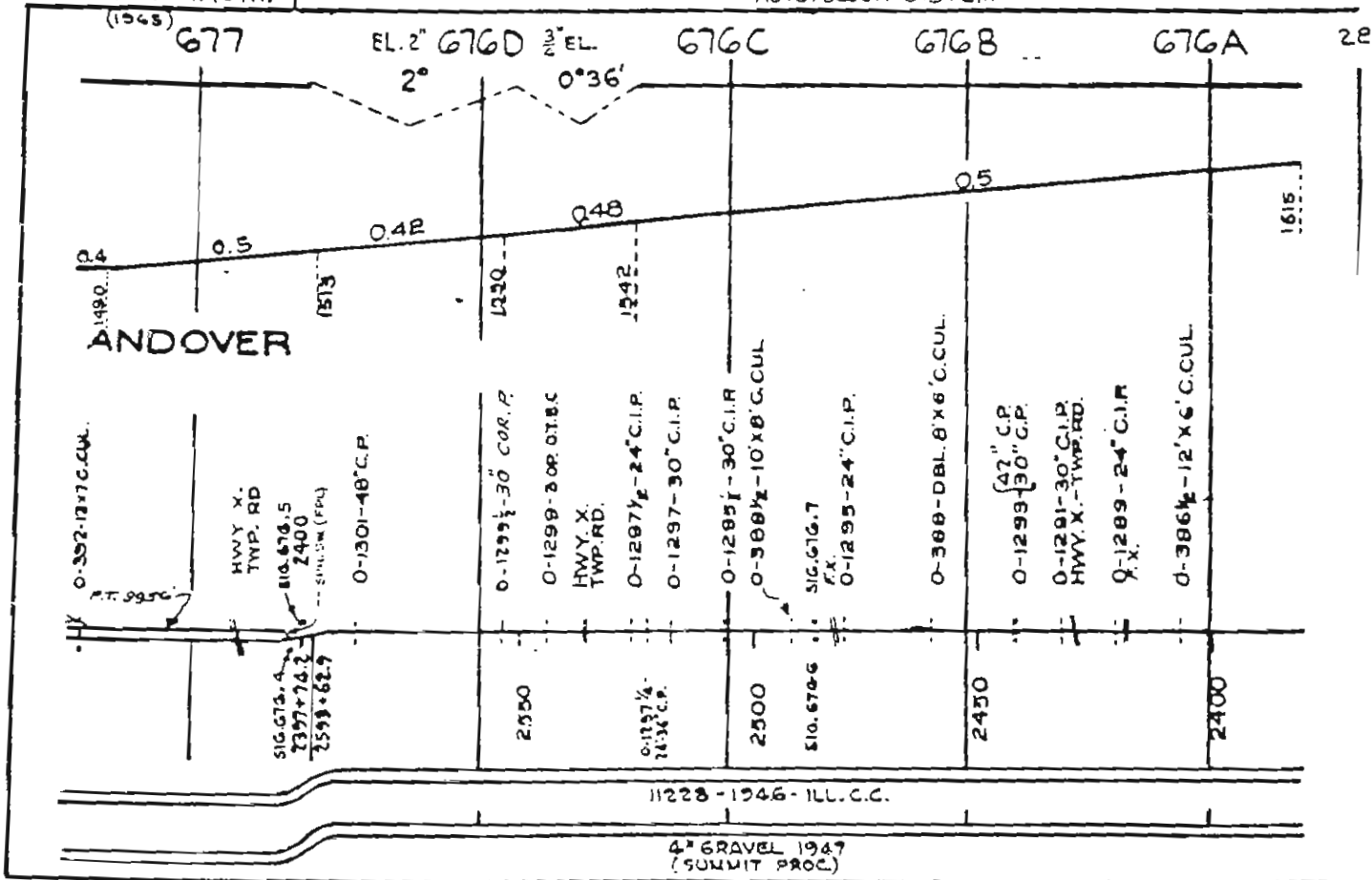
W. B. TRACK TAKEN UP 1953

(AUTO BLOCK SYSTEM)



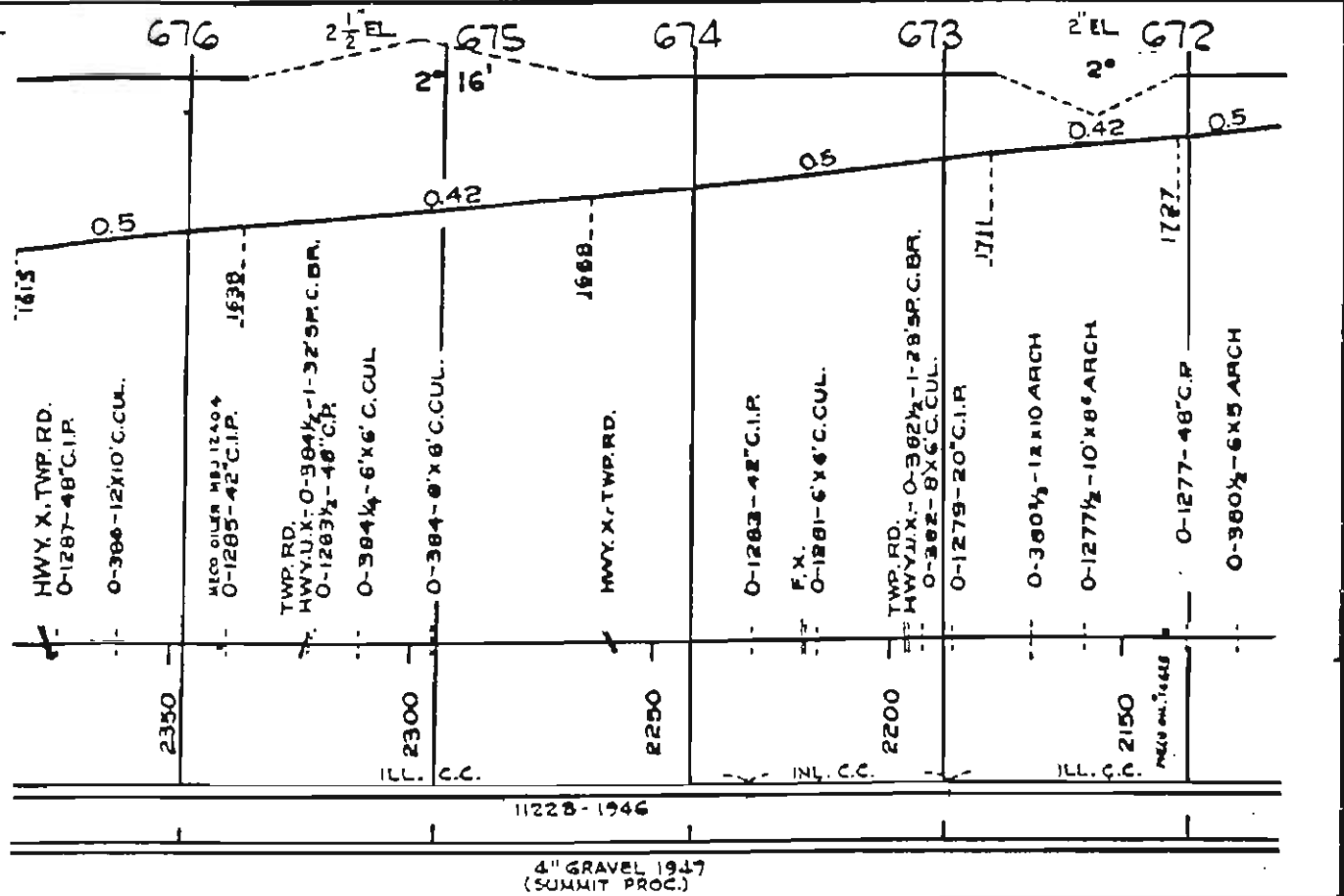


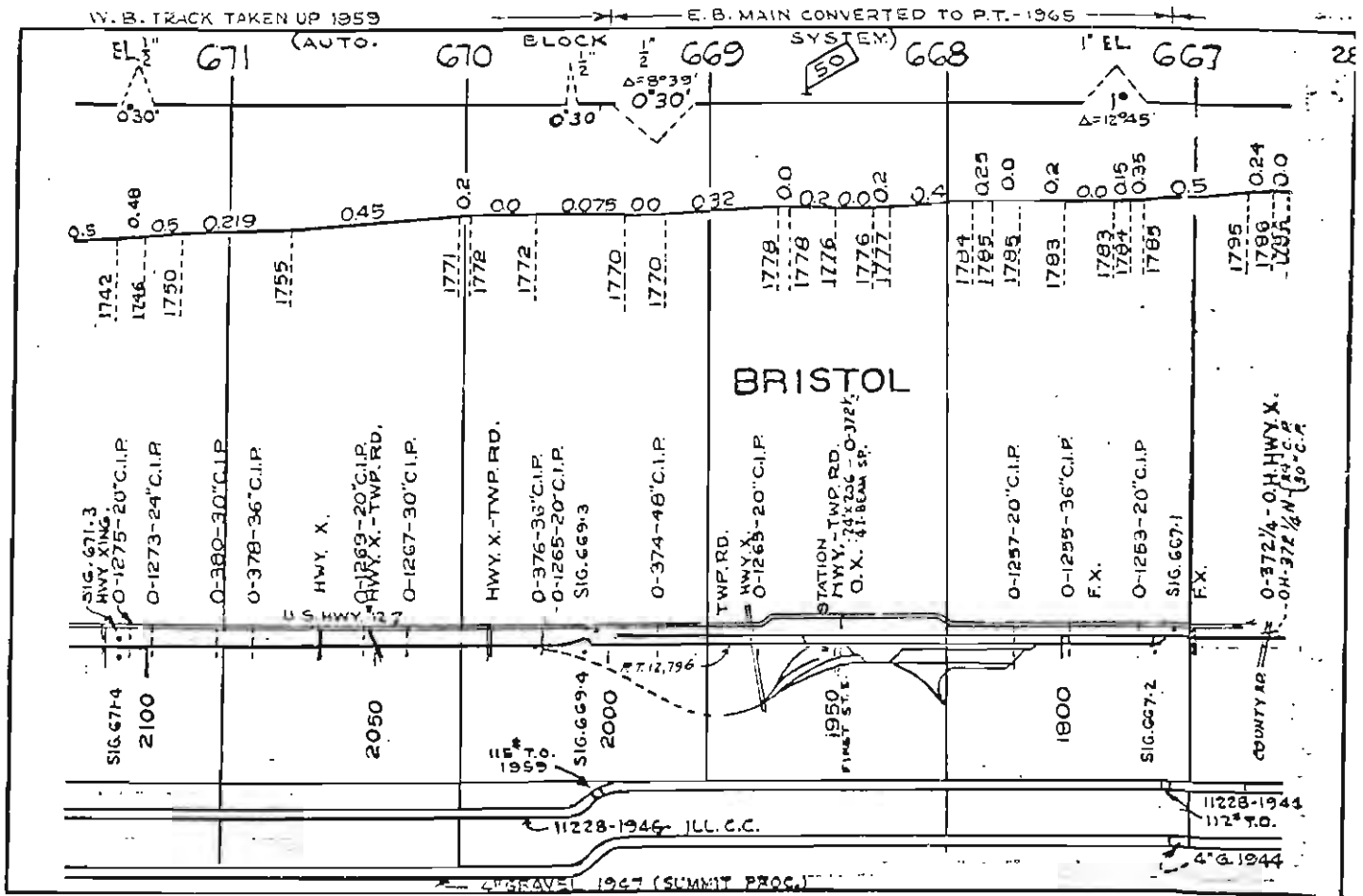




AUTO. BLOCK SYSTEM

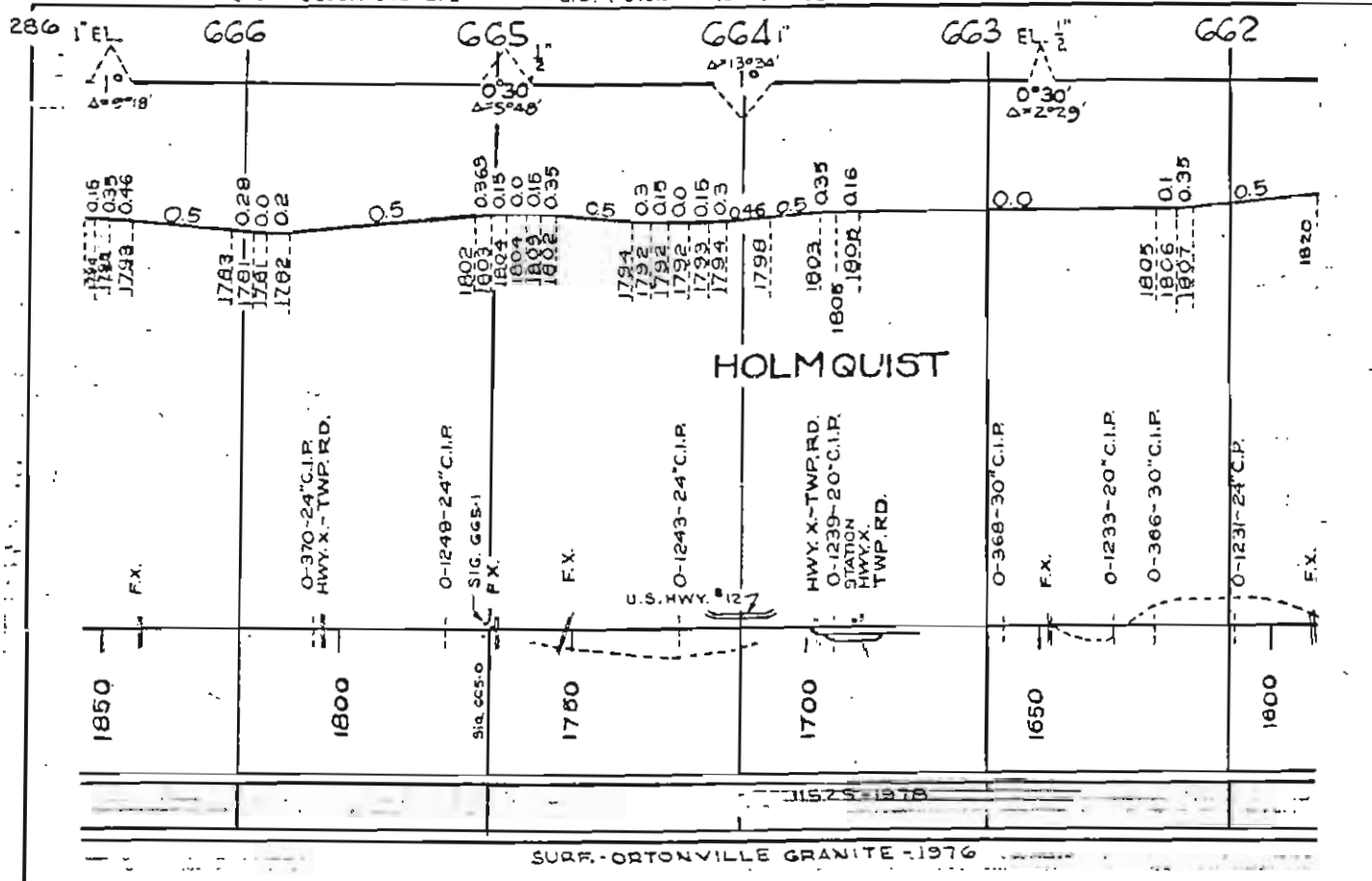
284





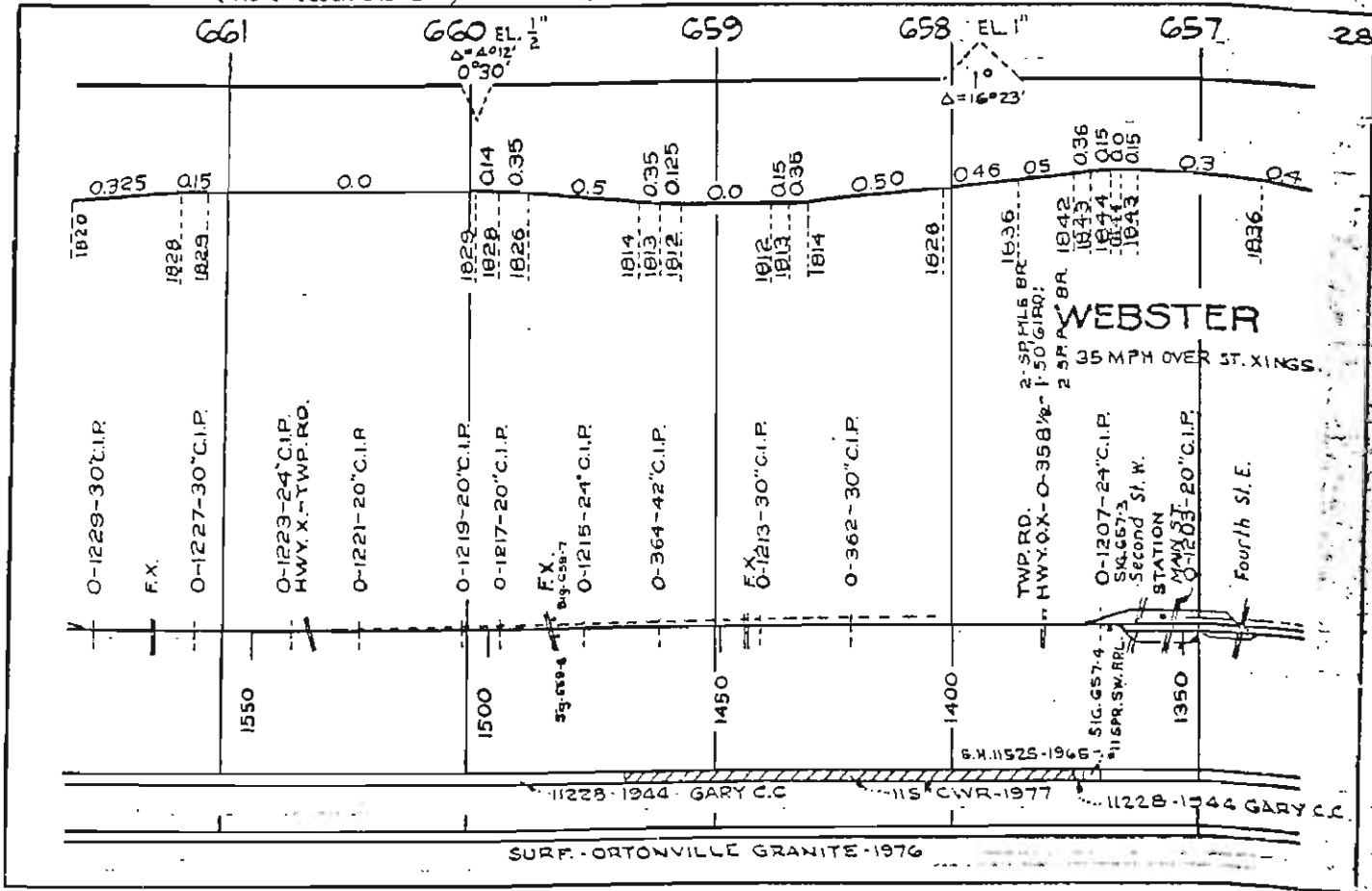
(AUTO. BLOCK SYSTEM)

E. B. TRACK TAKEN UP 1934



(AUTO. BLOCK SYSTEM)

E.B. TRACK TAKEN UP 1934



28

288

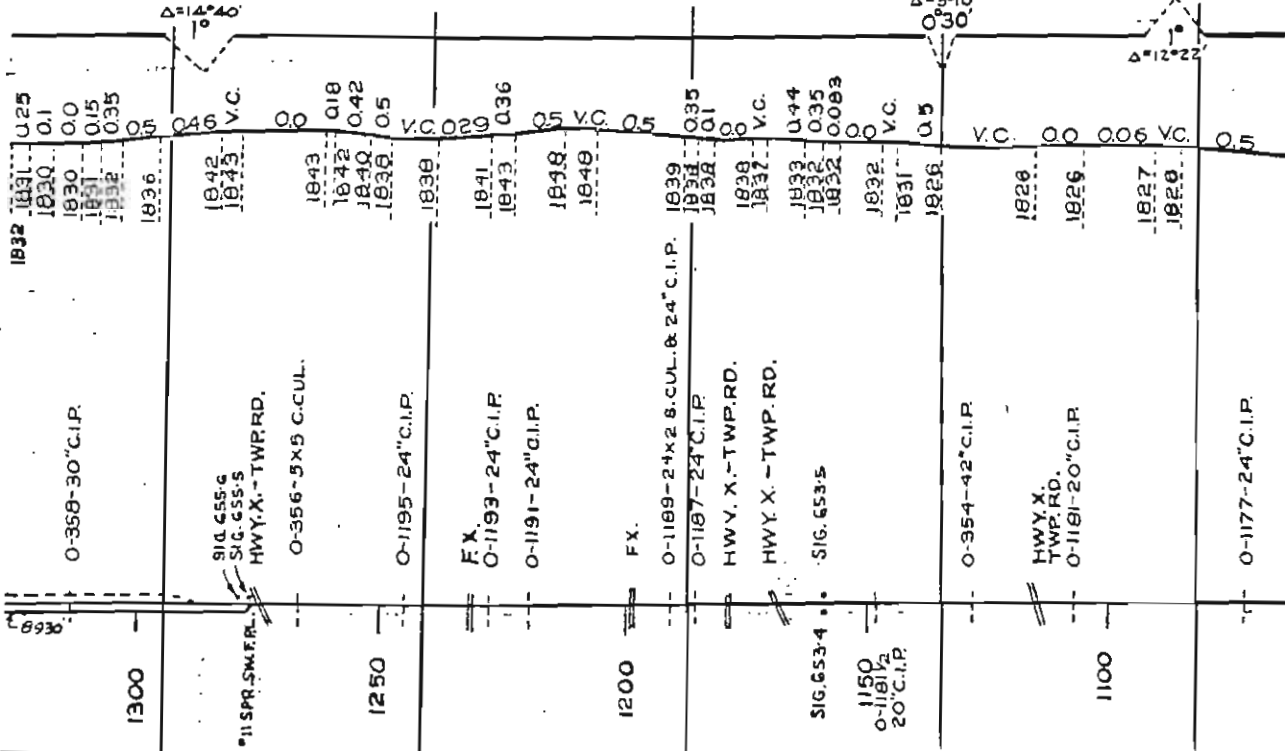
656 EL. 1"

655

654

653

EL 1" 652

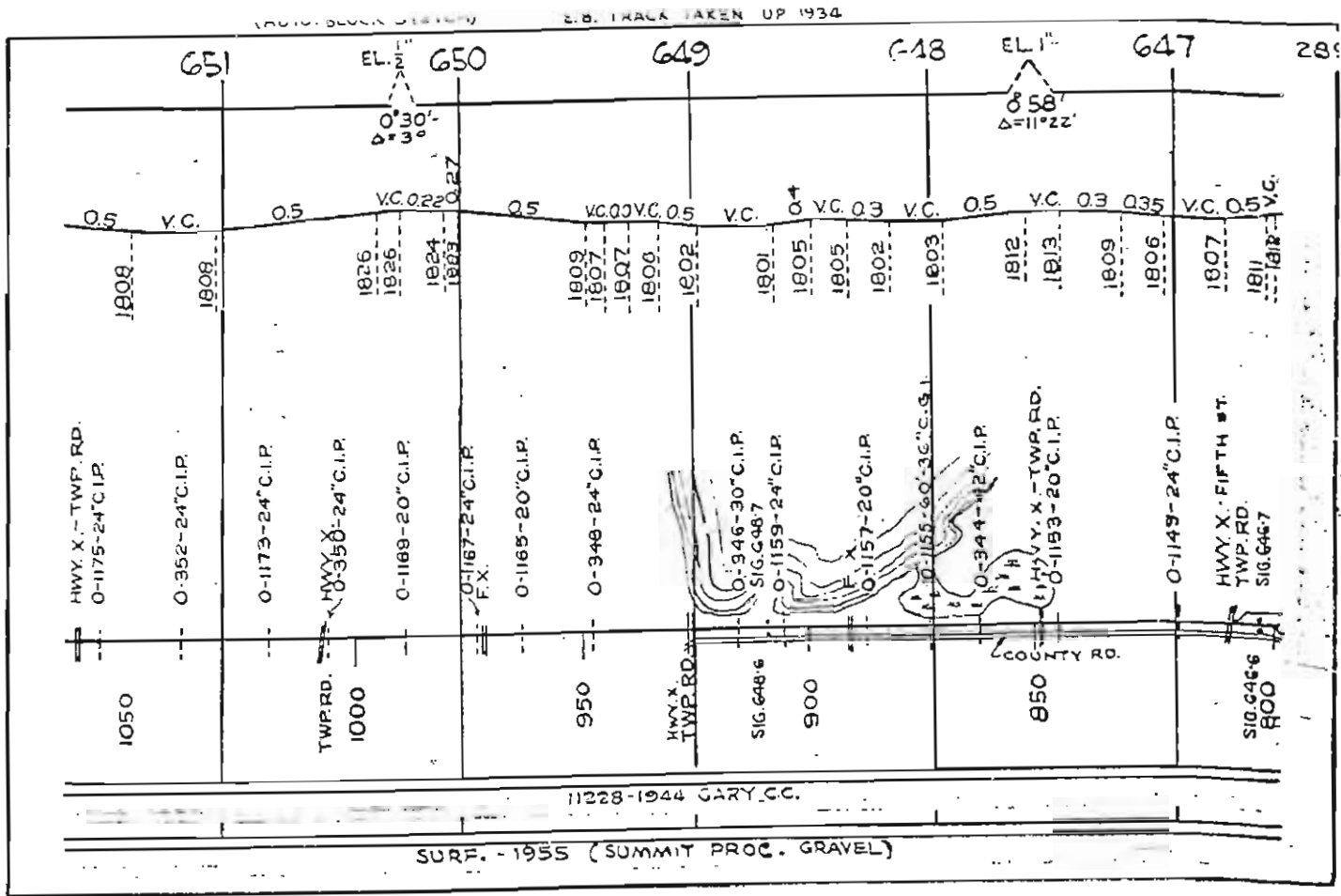


11228-1944. GARY CC.

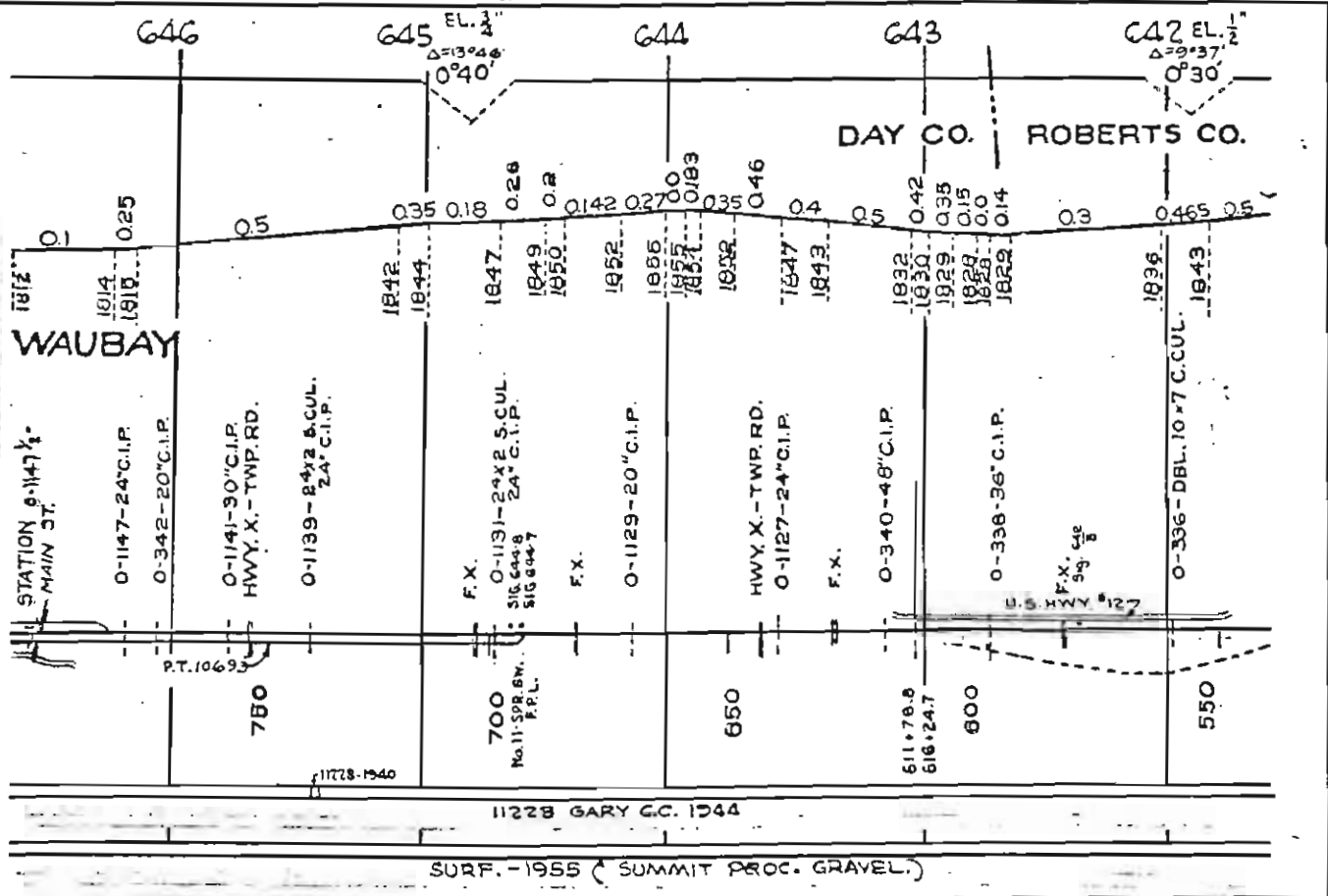
4" GRAVEL 1944

SURF. - 1955 (SUMMIT PROC. GR)

Handwritten notes and symbols, including a circle and some illegible text.



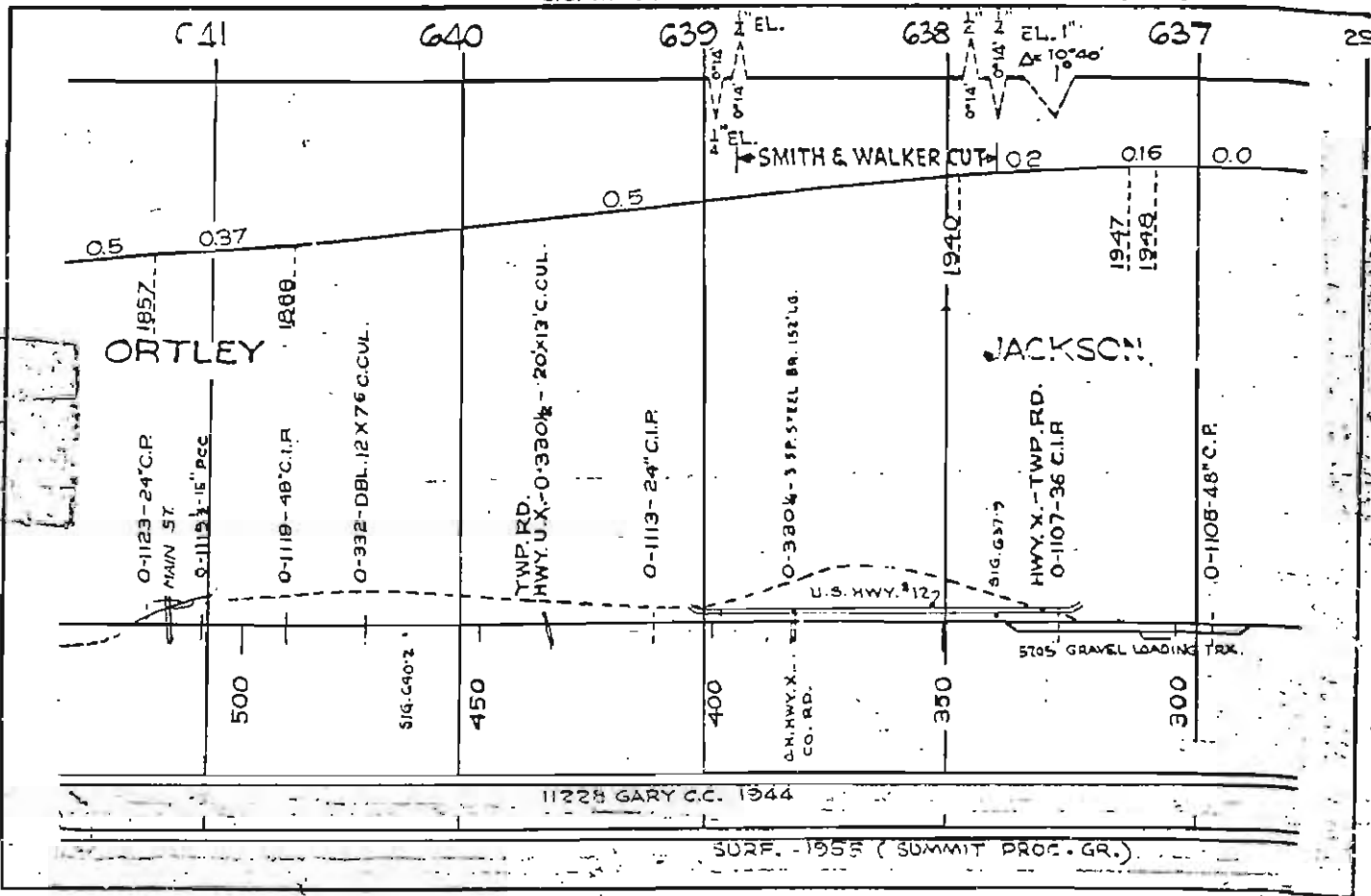
290

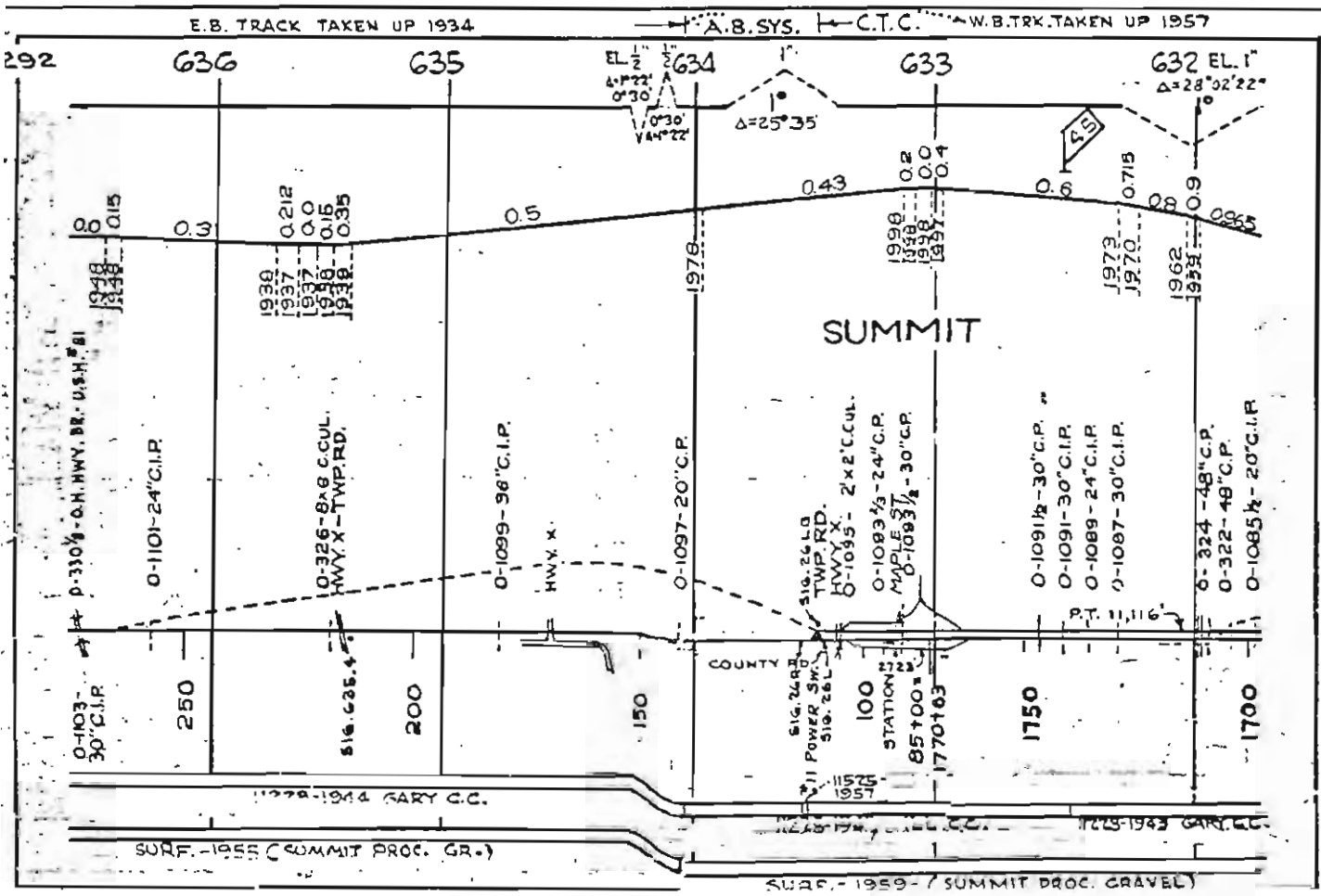


E.S. TRACK TAKEN UP 1934

(AUTO. BLOCK SYSTEM)

29

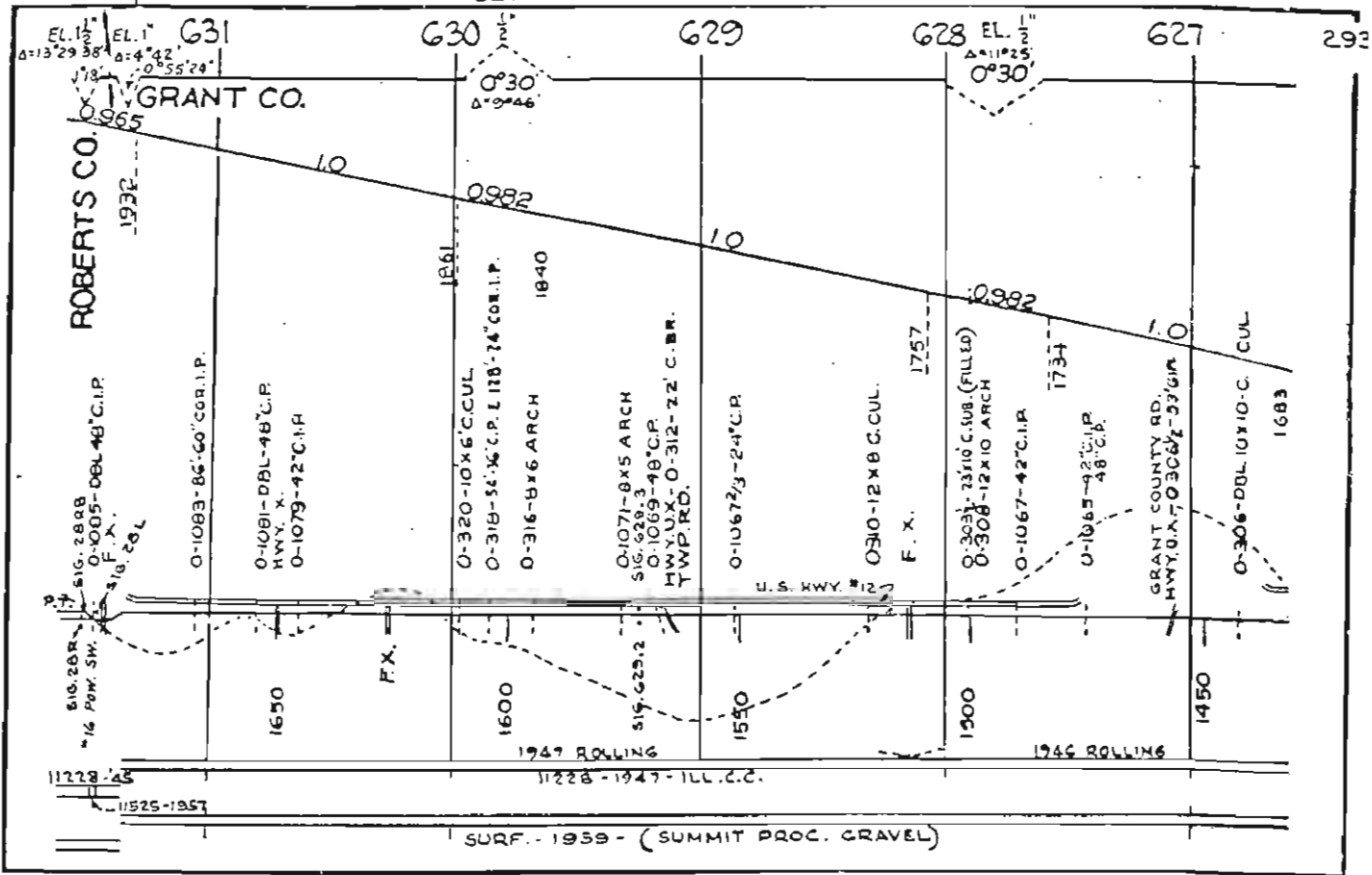




W. B. M. RET

E. B. TRACK TAKEN UP 1957

C. T. C.



294

626

625

624

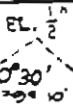
623

622

1683

MARVIN

1.0



098

1536

1517

1.0

COUNTY RD

O-1061-6x6 ARCH

O-1057-30° C.P.

HWY. O. X. - O-304 1/2

SIG. 625.7
O-304-18x18 ARCH.

1400
O-1055-48° C.I.P.

SIG. 625.8

O-1053-36° C.I.P.
F.X.
O-1051 1/2-30° C.P.

O-302-18x15 ARCH

1350

O-1051-10x8 1/2 ARCH

O-300-16x13 ARCH

F.X.

O-298-16x13 ARCH
O-1049 1/2-20° C.I.P.

1300

O-1043-48° C.P.

O-296-8'x6' C.CUL.

1250

O-1039-48° C.P.

HWY. X.
O-294-DBL. 42° C.P.

O-1035-8x7 ARCH.

O-292-10x7 C.CUL.

SIG. 622.3
O-1031-DBL. 48° C.I.P.

1200
SIG. 622.2

HWY. X.
TWP. RD.

O-1029-8x6 1/2 ARCH
HWY. U. X. - O-290 1/2 - 50' HWY 18x13

TWP. RD.

1946 ROLLING

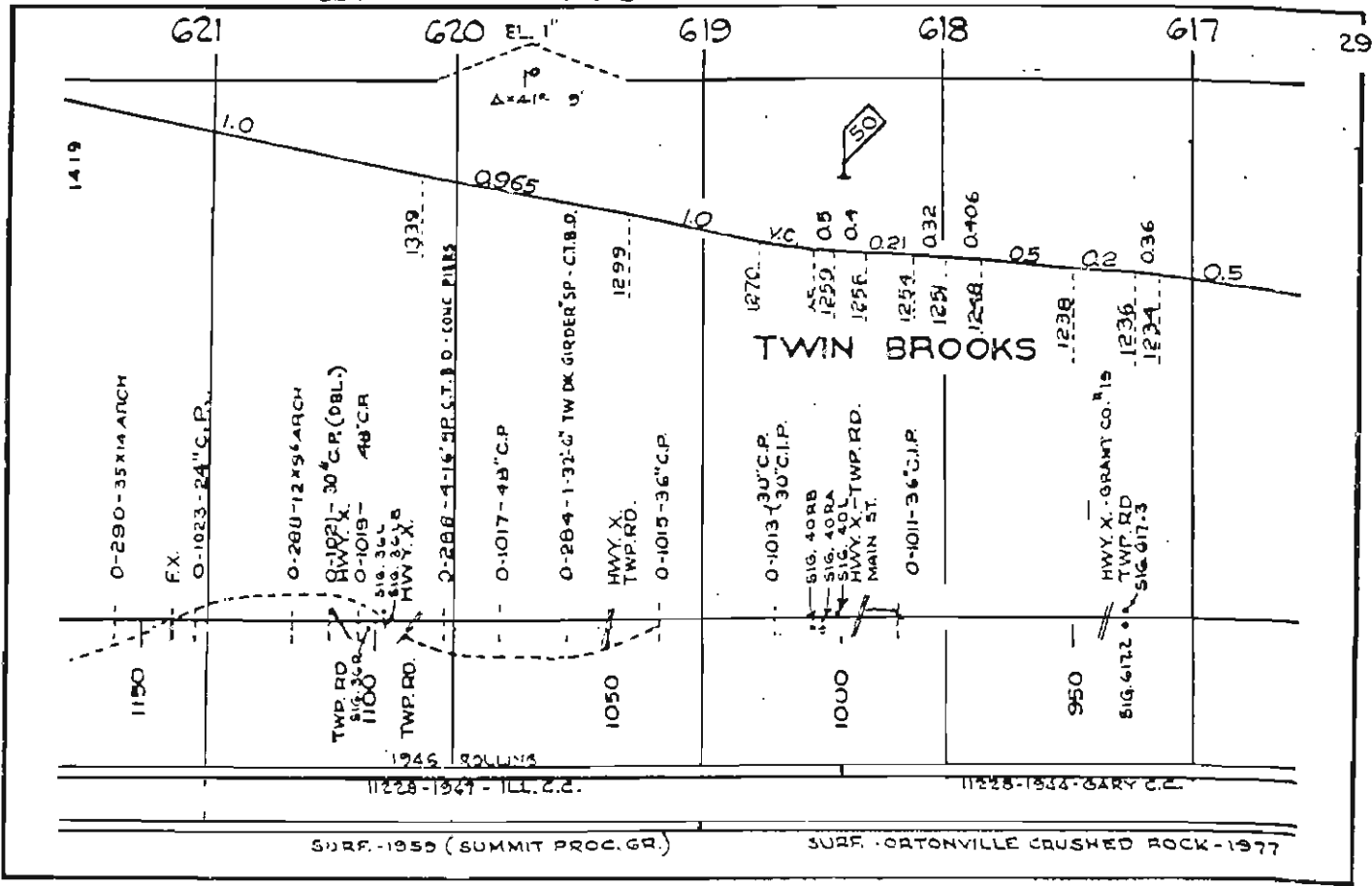
11228-1547-ILL. C.C.

SURF. - 1959 - (SUMMIT PROC. GRAVEL)

E. B. TRACK TAKEN UP 1957

C. T. C.

E. B. TRACK TAKEN UP 1953



C. T. C.

E. B. TRACK TAKEN UP 1953

296

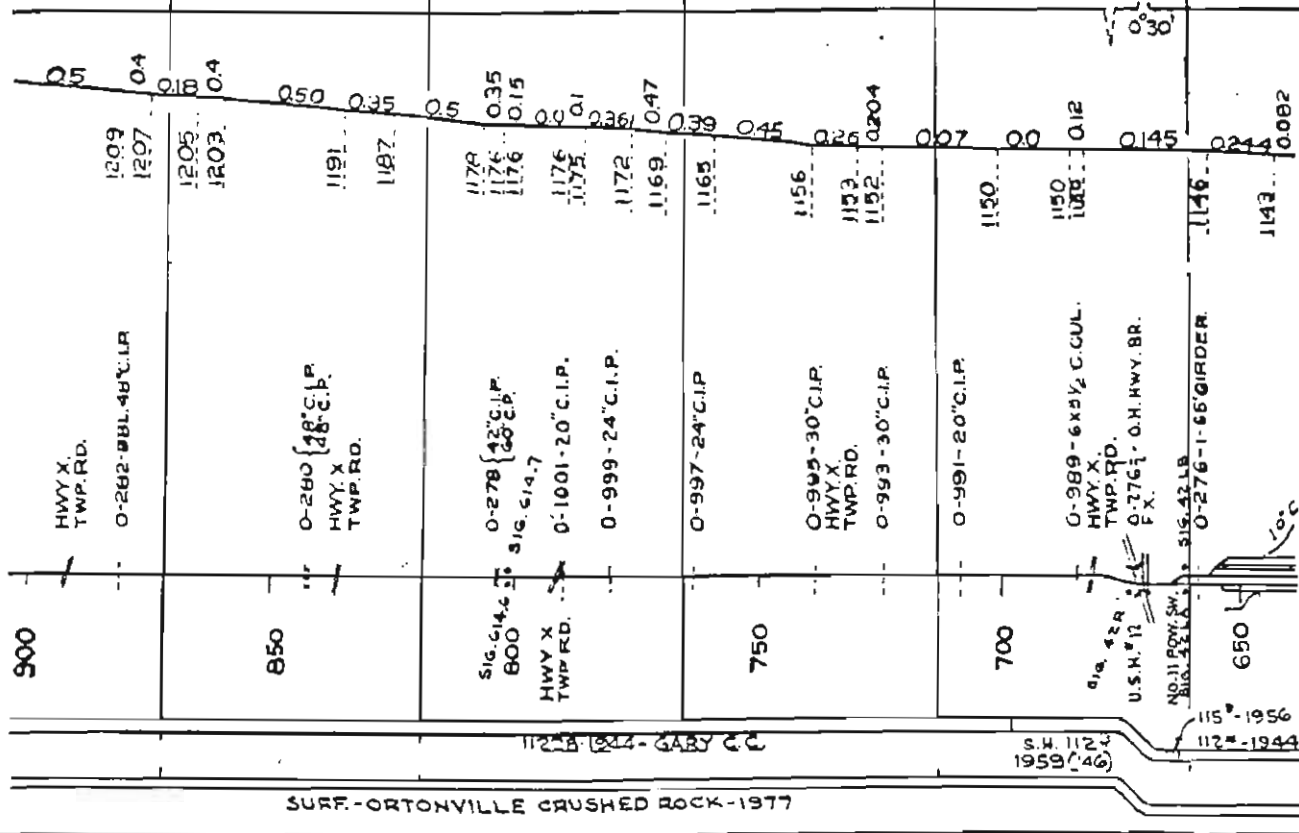
616

615

614

613

612



HWY X
TWP. RD.

0-262-88L-48° C.L.R.

0-240-18° C.L.P.
HWY X
TWP. RD.

Sig. 614-20-316
800-4-20-316
0-278-42° C.L.P.
0-26° C.P.
HWY X
TWP. RD.

0-1001-20° C.L.P.
0-999-24° C.L.P.

0-997-24° C.L.P.

0-995-30° C.L.P.
HWY X
TWP. RD.

0-993-30° C.L.P.

0-991-20° C.L.P.

0-989-6x5 1/2 C.CUL.
HWY X
TWP. RD.
U.S.N. #12
P.X.

NO. 31 POW. SW.
810-4-22 L.A.
0-276-1-65° GIRDER

1209
1207

1205
1203

1191
1187

1179
1176
1176

1176
1175

1172
1169

1165

1156

1153
1152

1150

1150
1088

1146

1143

0.5

0.4

0.18
0.4

0.50
0.35

0.5
0.35
0.15

0.0
0.1

0.36
0.47

0.39
0.45

0.25
0.204

0.07
0.0

0.12
0.45

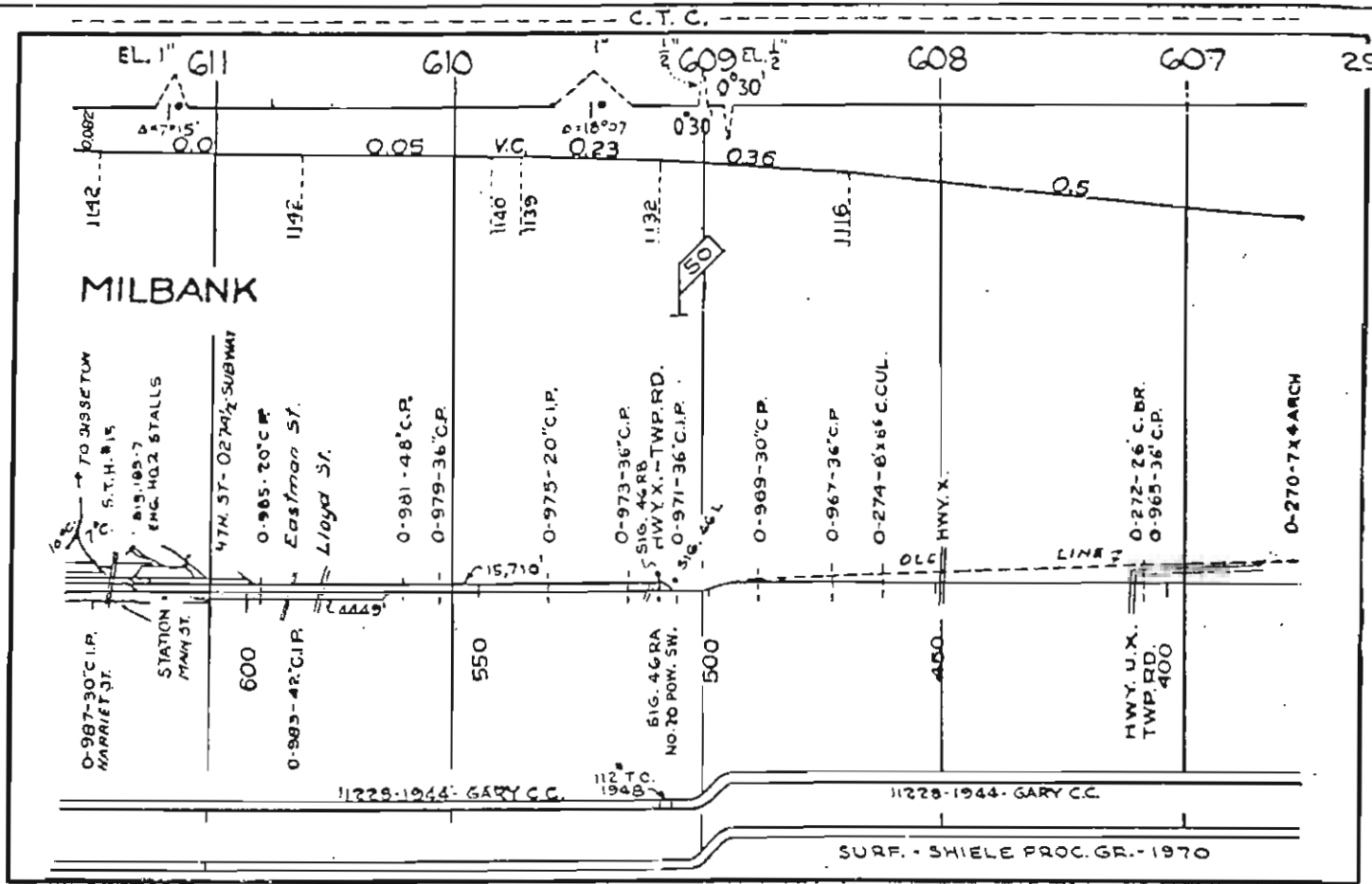
0.244
0.082

EL. 2.30
2.30

SURF.-ORTONVILLE CRUSHED ROCK-1977

S. 4. 1124
1959 (746)

115°-1956
112°-1944



298

606

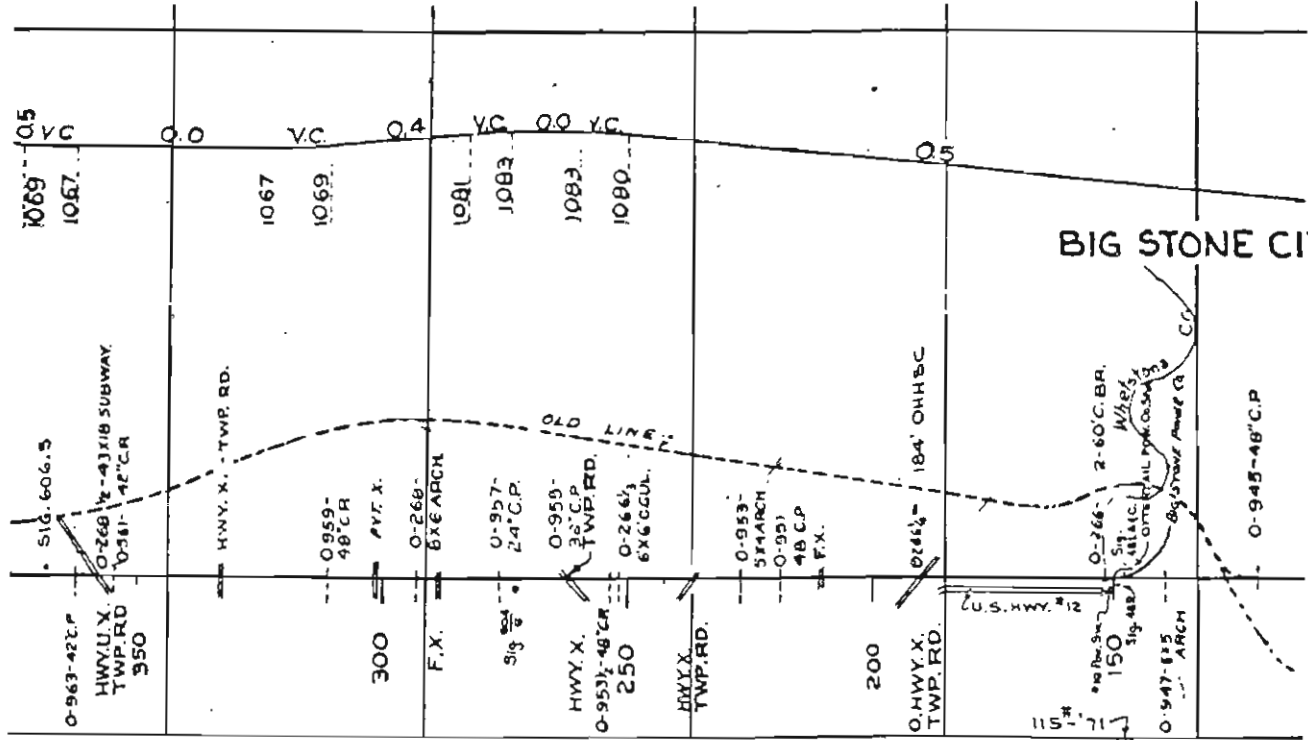
605

604

603

602

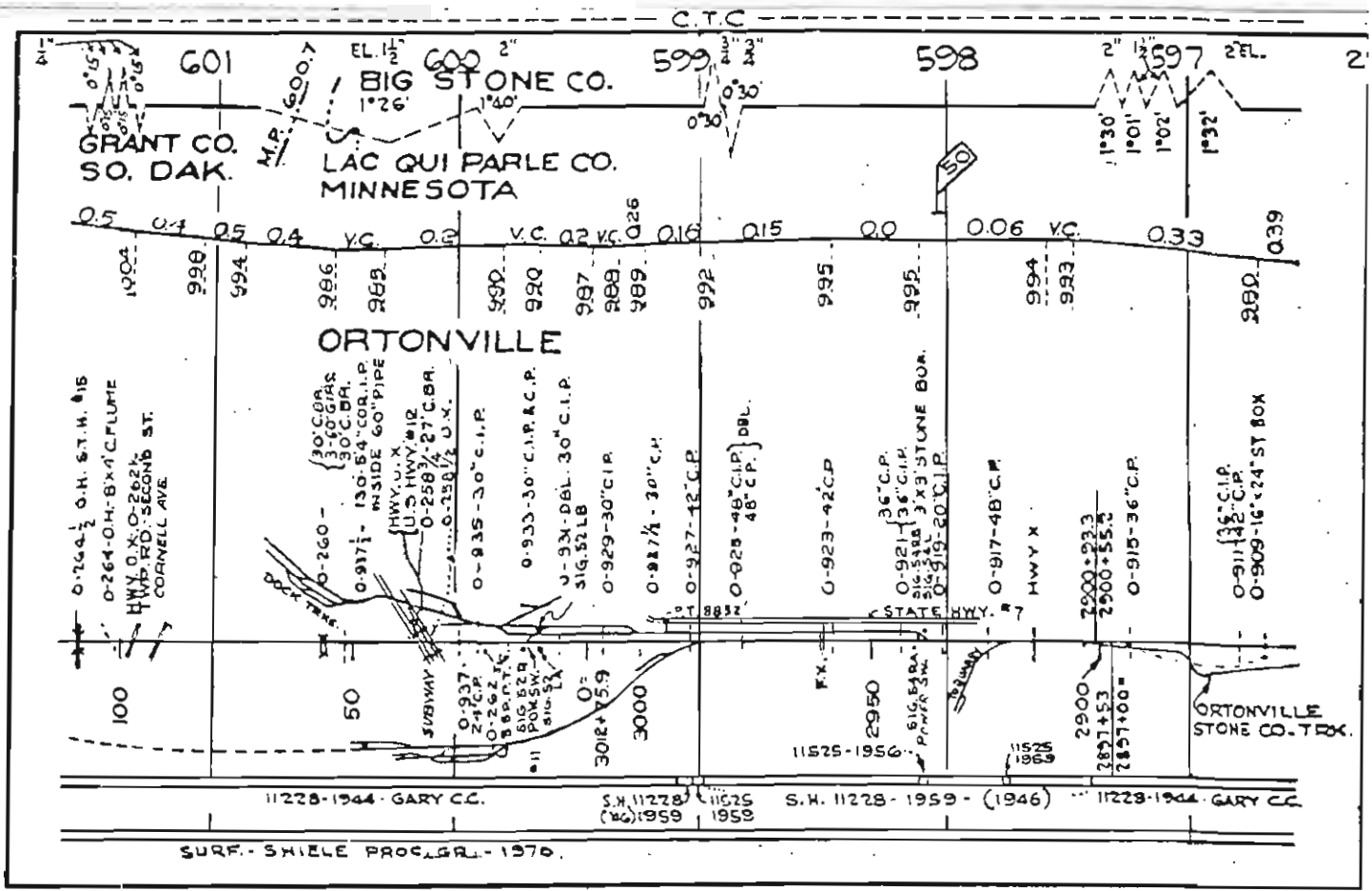
C.T.C.



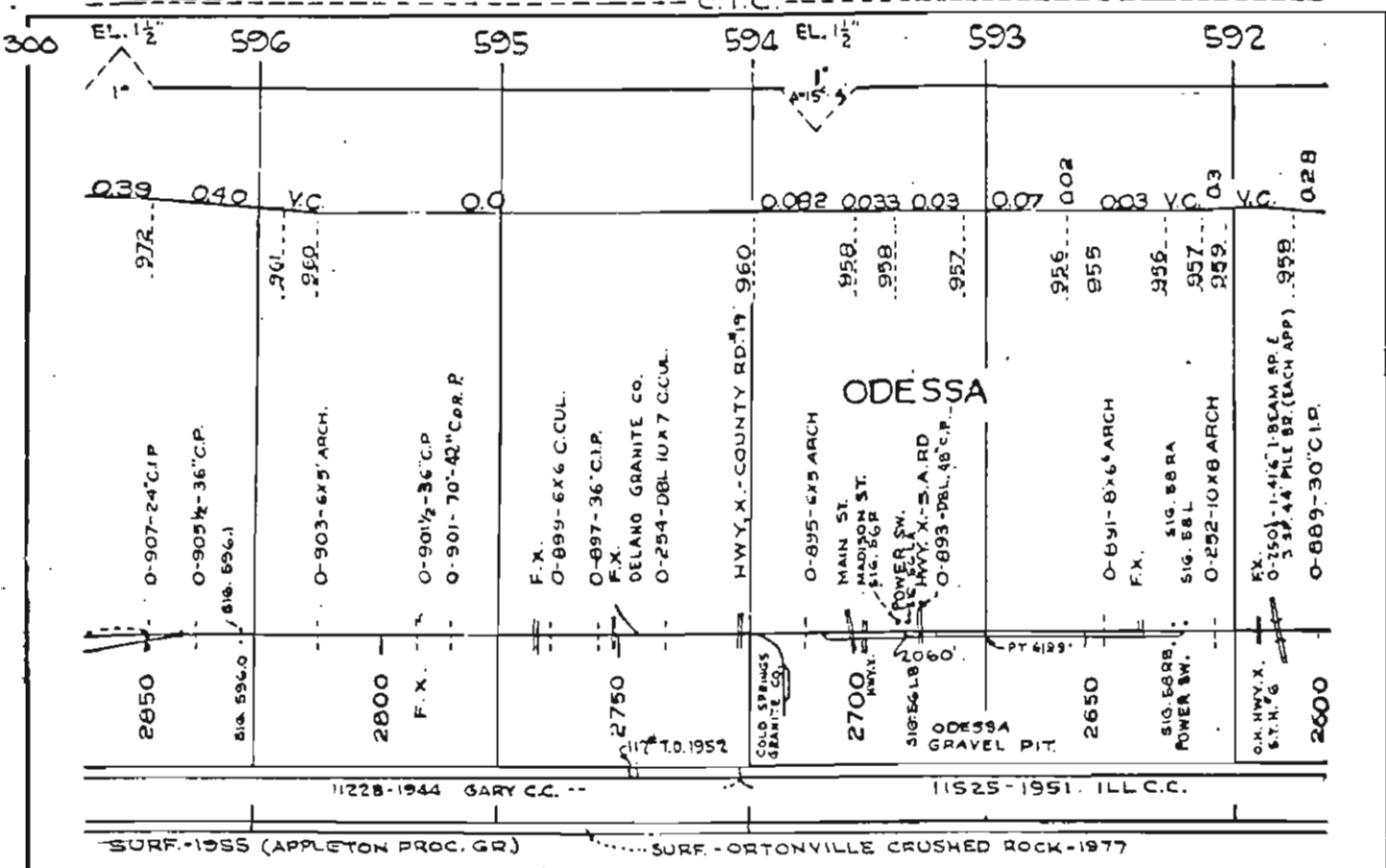
BIG STONE CITY

11228-1944 GARY CO.

SURT. - SIXBLE PROP. GR. - 1970



SURF. SKIENE PROC. BR. - 1970.



C.T.C.

591	590	589	588	587
<p>-----K 9028 -----K 956</p> <p>O-667-42° C.P. F.X.</p> <p>F.X.</p> <p>2550</p>	<p>-----K 956 -----K 956</p> <p>HWY. X - TWP. RD. O-885-36° C.P.</p> <p>O-883-24° C.I.P.</p> <p>STATE HWY. O-250-8' X 6' ARCH HWY. X TWP. RD.</p> <p>2500</p>	<p>-----K 977 -----K 980</p> <p>O-661-24° C.I.P.</p> <p>O-879-24° C.I.P.</p> <p>O-877 1/2 - 14° C.I.P.</p> <p>O-677-30° C.I.P.</p> <p>HWY. X TWP. RD.</p> <p>516.586.4 2450</p> <p>2400</p>	<p>-----K 981 -----K 981</p> <p>O-875-30° C.P. 30° C.I.P.</p> <p>HWY. X. O-873-36° C.P.</p> <p>2350</p>	

11525-1951. ILL. C.C.

SURF.-1955 (APPLETON PROC. GR.)

C.T.C.

302: 586 585 584 583 582

BIG STONE CO. SWIFT CO.

0.0	0.02	0.01	0.0	0.015	0.22	0.0025	0.1	0.04
961	969	975	976	977	984	985	992	994

CORRELL

HWY. X - TWP. RD.
O-869-30° C.I.P.

O-867-30° C.I.P.

HWY. X (48° C.I.P.)
HWY. X (48° C.I.P.)
TWP. RD.

HWY. X - TWP. RD.

O-863-36° C.I.P.
F.X.

O-861-36° C.I.P.
F.X.

STATE HWY.

O-859-30° C.I.P.
HWY. X (30° C.I.P.)
TWP. RD.

O-248-2-35° GIRS.

F.X.

610.582.2 - 510.582.3
2100 F.X.

O-857-36° C.G.I.

2300

2250
MAIN ST.

2200

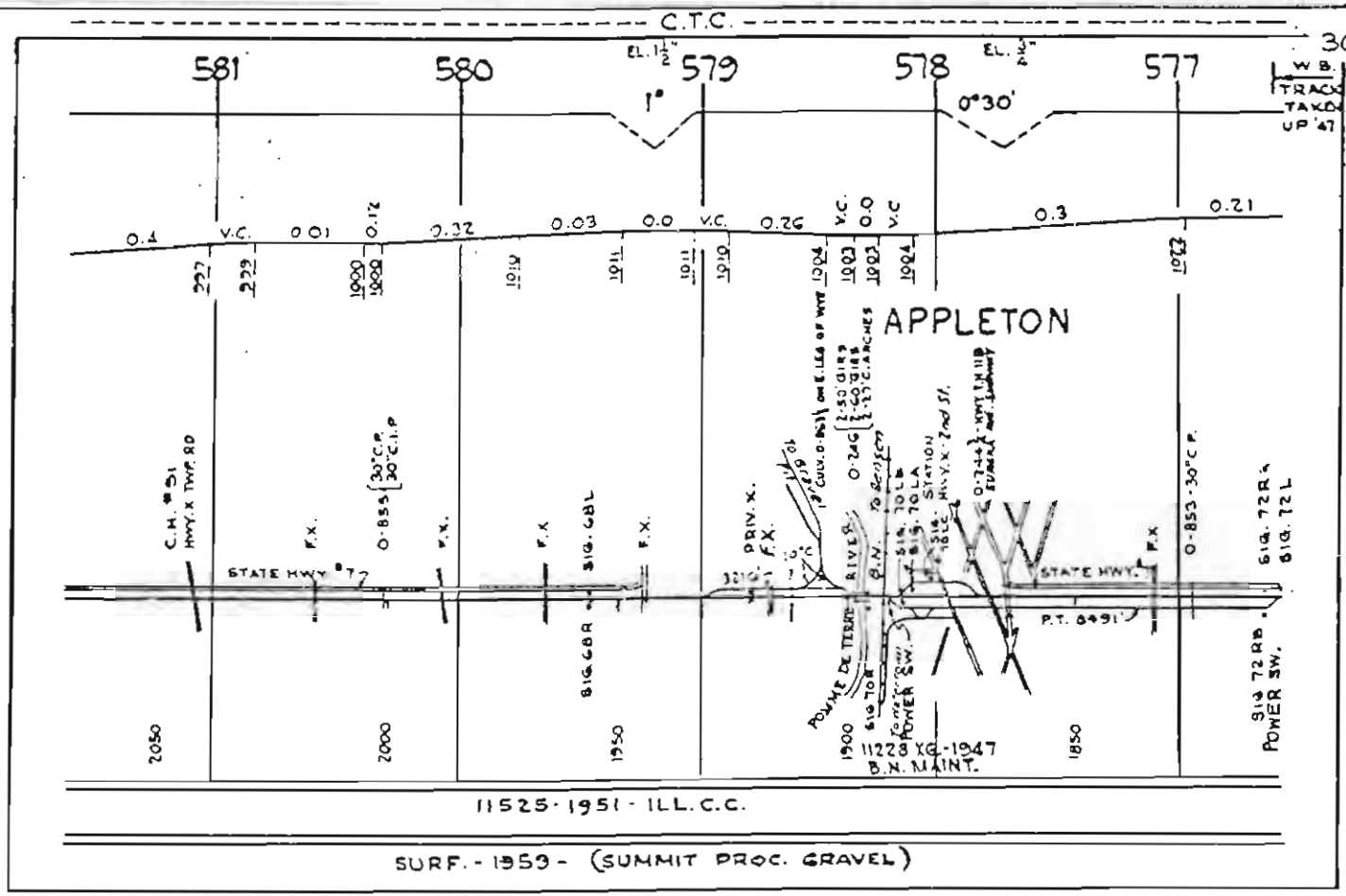
O-857-30° C.I.P.
2150

2100

11525-1951-ILL.C.C.

SURF.-1955 (APPLETON PROJ. GR.)

SURF.-1955 (SUMMIT PROJ. GR.)



TRACK
 57
 58
 59
 60
 61
 62
 63

C.T.C.

W.B. TRACK TAKEN UP 1947

304

576

575

574

573

572

SWIFT COUNTY / CHIPPEWA COUNTY

0.21 VC 1022
 0.07 1027
 0.0 1027
 0.16 1029
 0.088 VC 1032
 0.4 1030
 VC 1030
 0.0 1030
 0.179 1022
 0.071 1023
 0.05 1021
 0.0 1021
 0.1 VC 1023
 0.37 1023

HWY. X. TWP. RD.
 HWY. X. TWP. RD.
 F.X.
 O-851-74° C.P.
 O-849-20° C.I.P.
 F.X.
 O-847-20° C.I.P.
 HWY. X. TWP. RD.
 O-845-74° C.I.P.
 O-843-74° C.I.P.
 O-841-DBL. 24° C.I.P.
 F.X.
 O-839-24° C.I.P.
 HWY. X. TWP. RD.
 O-837-24° C.P.
 F.X.
 O-835-30° C.P.
 F.X.
 O-833-30° C.P.
 O-831-24° C.I.P.
 HWY. X. TWP. RD.
 O-829-30° C.P.
 HWY. X. TWP. RD.
 O-827-24° C.P.

STATE HWY. 87

1800

1750

1700

1650

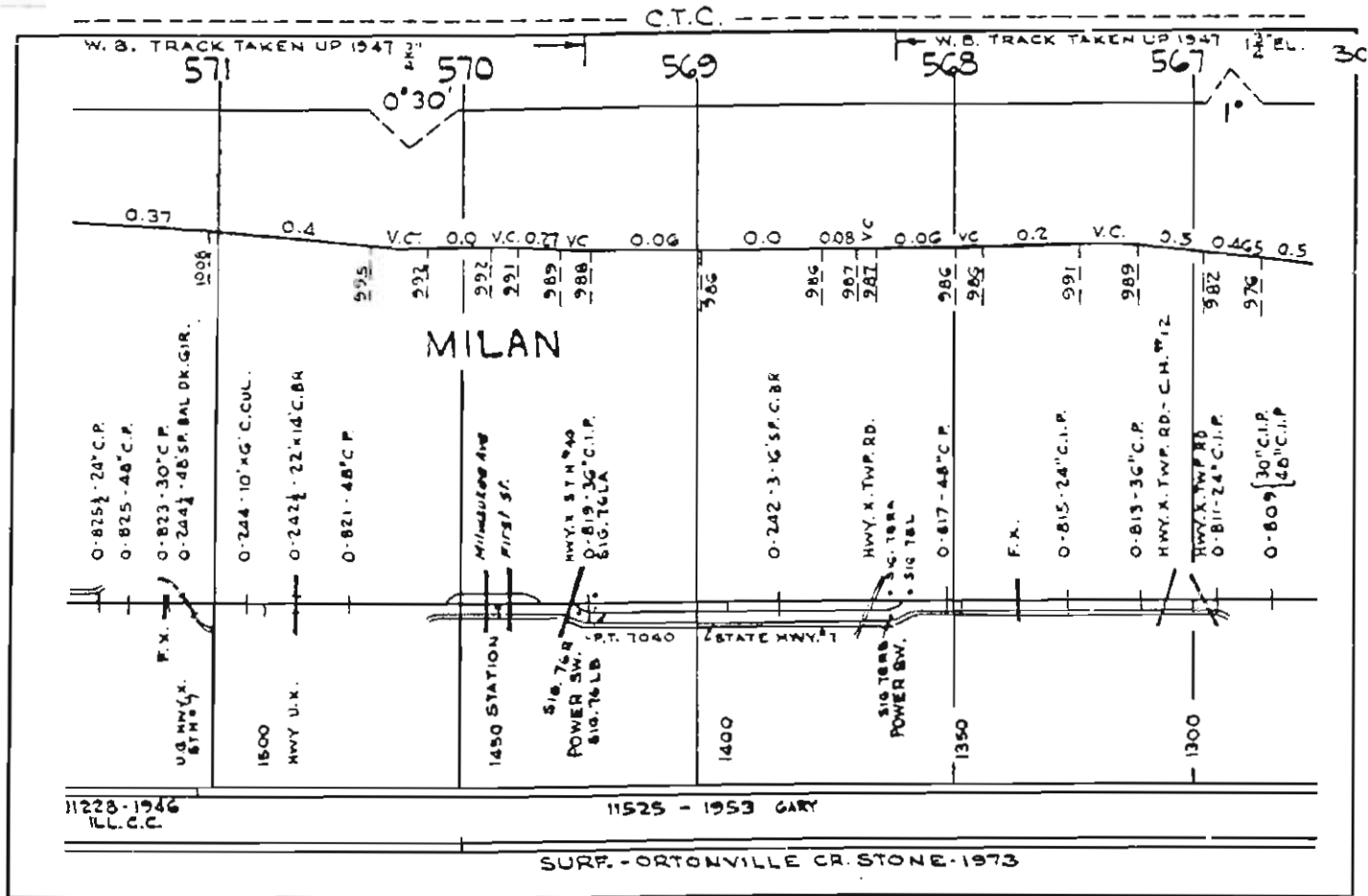
1600

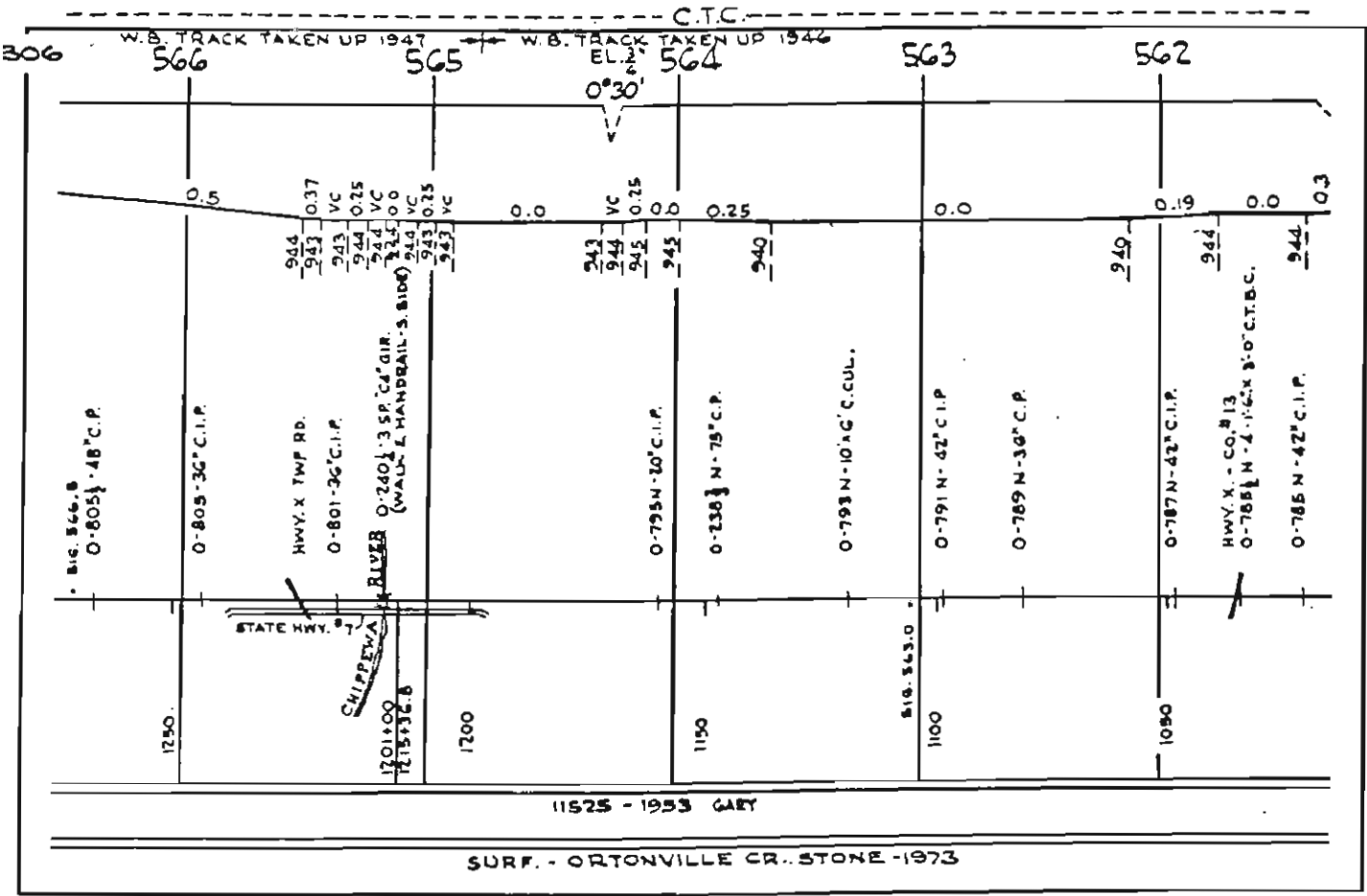
1550

11525-1951- ILL. C.C.

11228-1946- ILL. C.C.

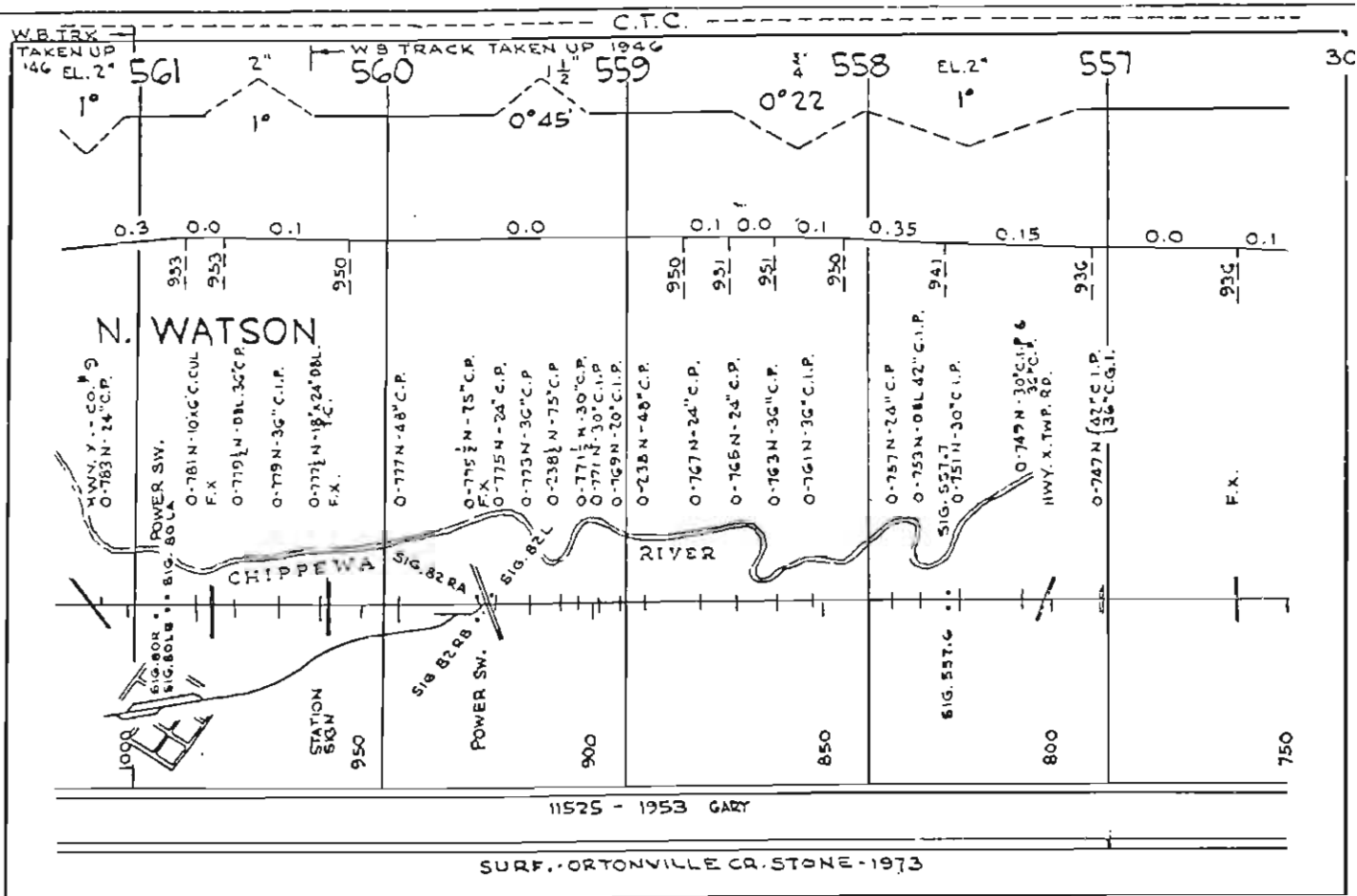
SURF. - 1889 - (SUMMIT PROC. GRAVEL)

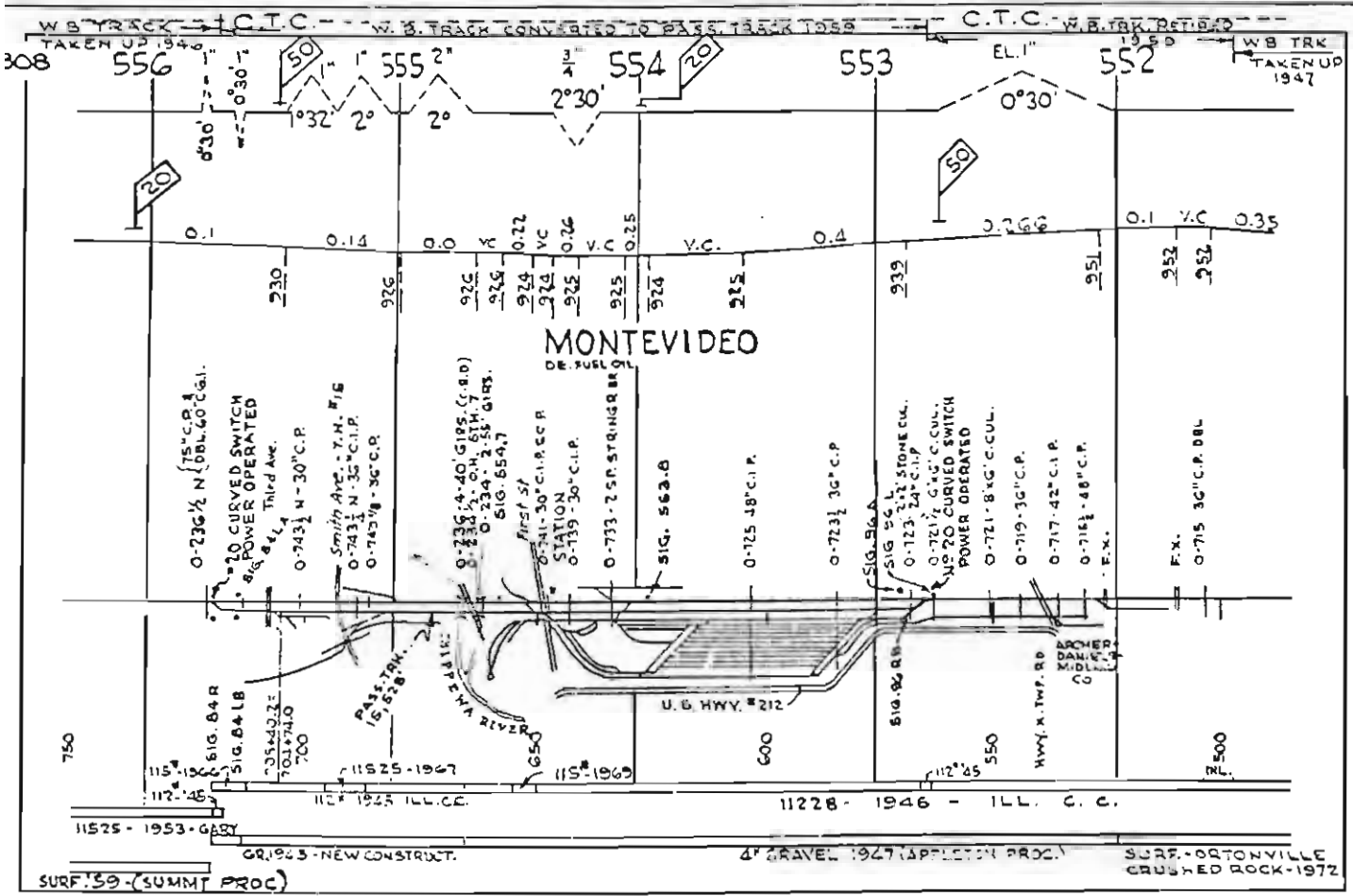


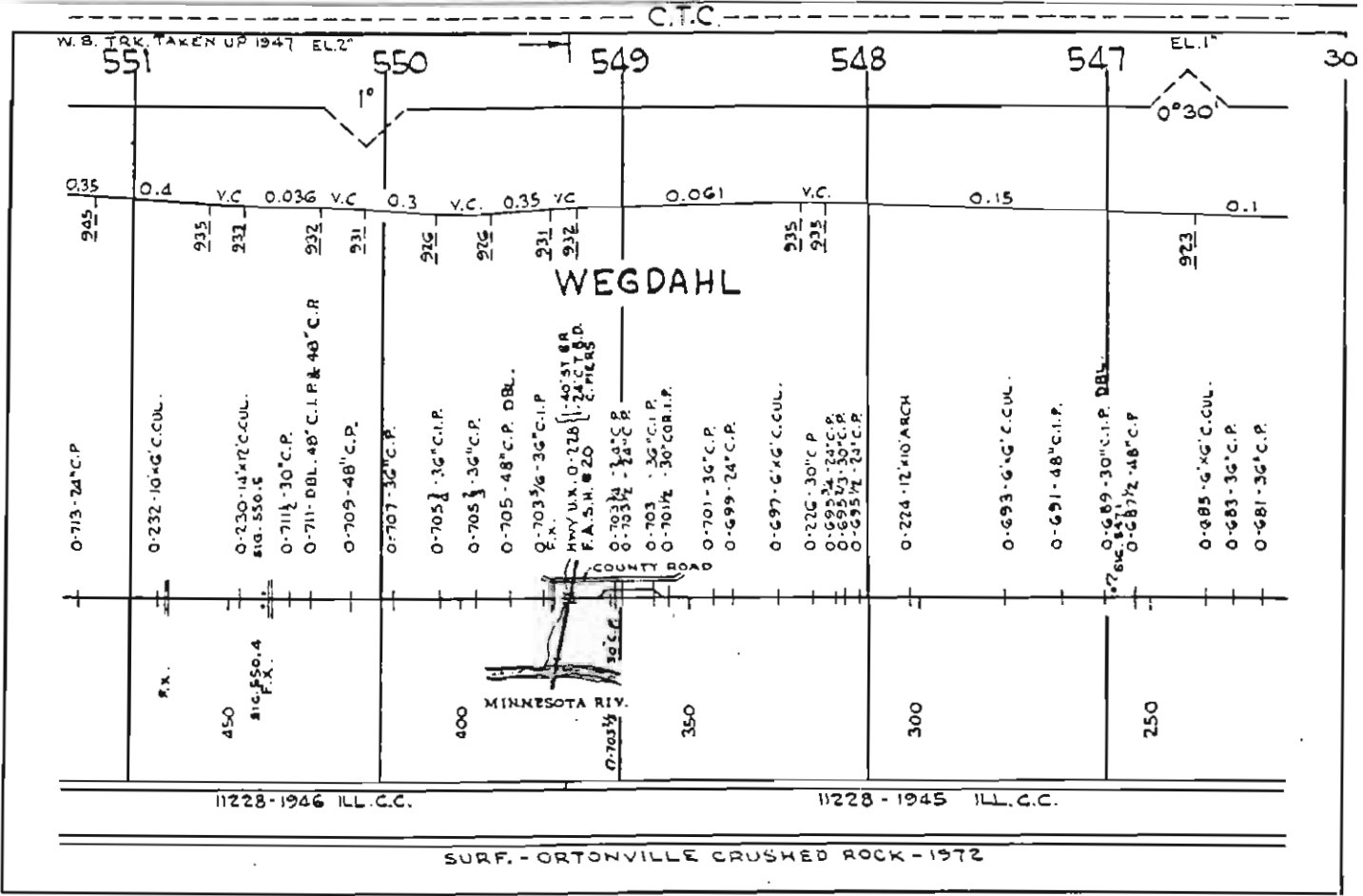


11525 - 1953 GARY

SURF. - ORTONVILLE CR. STONE - 1973







C.T.C.

310

546

EL. 2"

545

2"

544

543

3 1/2"

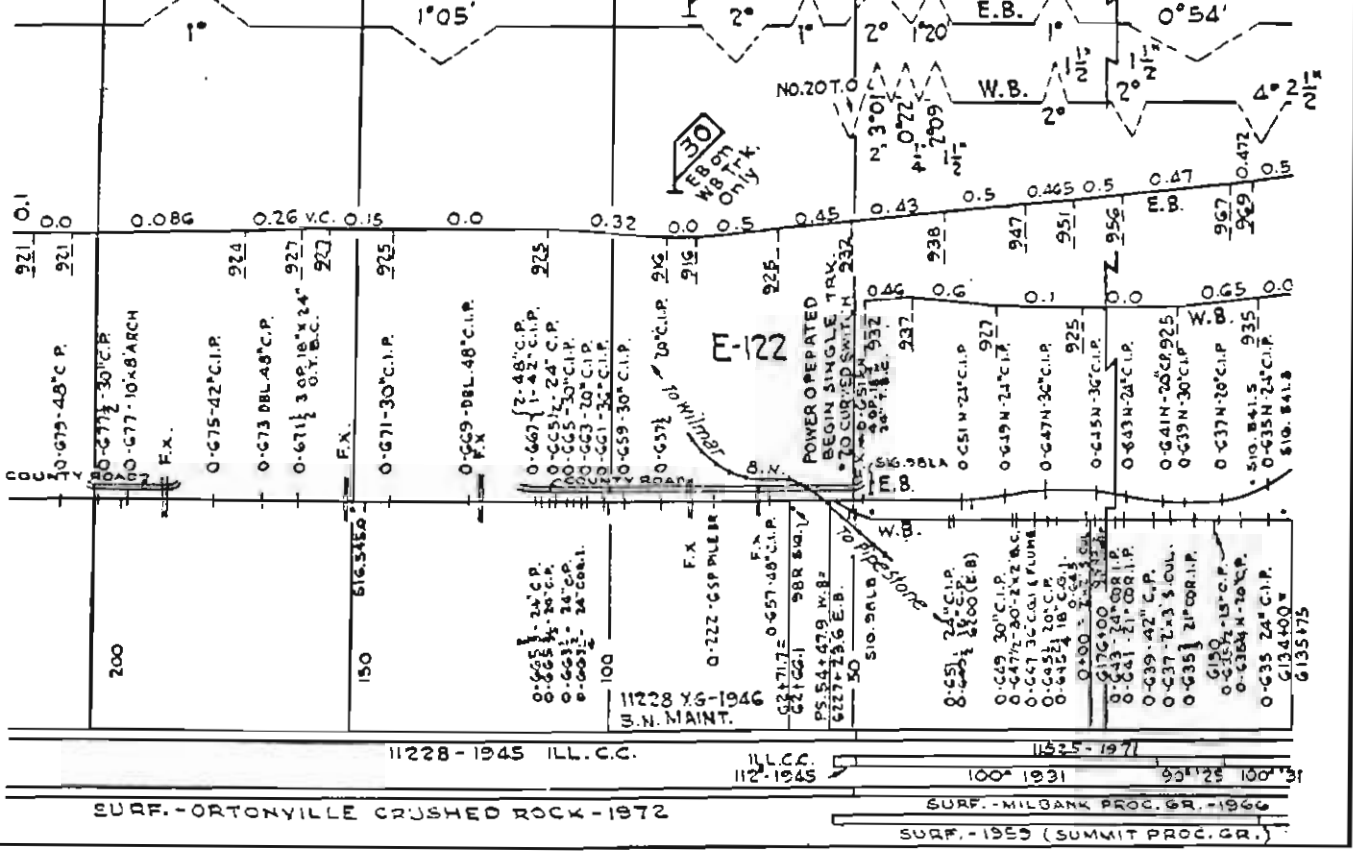
2"

2 1/2"

2"

542

1 1/4" EL.



200

150

0-625-24° C.P.
0-626-24° C.P.
0-627-24° C.P.
0-628-24° C.P.
0-629-24° C.P.
0-630-24° C.P.

0-631-24° C.P.
0-632-24° C.P.
0-633-24° C.P.
0-634-24° C.P.
0-635-24° C.P.
0-636-24° C.P.
0-637-24° C.P.
0-638-24° C.P.
0-639-24° C.P.
0-640-24° C.P.

0-641-24° C.P.
0-642-24° C.P.
0-643-24° C.P.
0-644-24° C.P.
0-645-24° C.P.
0-646-24° C.P.
0-647-24° C.P.
0-648-24° C.P.
0-649-24° C.P.
0-650-24° C.P.

0-651-24° C.P.
0-652-24° C.P.
0-653-24° C.P.
0-654-24° C.P.
0-655-24° C.P.
0-656-24° C.P.
0-657-24° C.P.
0-658-24° C.P.
0-659-24° C.P.
0-660-24° C.P.

0-661-24° C.P.
0-662-24° C.P.
0-663-24° C.P.
0-664-24° C.P.
0-665-24° C.P.
0-666-24° C.P.
0-667-24° C.P.
0-668-24° C.P.
0-669-24° C.P.
0-670-24° C.P.

0-671-24° C.P.
0-672-24° C.P.
0-673-24° C.P.
0-674-24° C.P.
0-675-24° C.P.
0-676-24° C.P.
0-677-24° C.P.
0-678-24° C.P.
0-679-24° C.P.
0-680-24° C.P.

0-681-24° C.P.
0-682-24° C.P.
0-683-24° C.P.
0-684-24° C.P.
0-685-24° C.P.
0-686-24° C.P.
0-687-24° C.P.
0-688-24° C.P.
0-689-24° C.P.
0-690-24° C.P.

11228-1945 ILL. C.C.

ILL. C.C. 112-1945

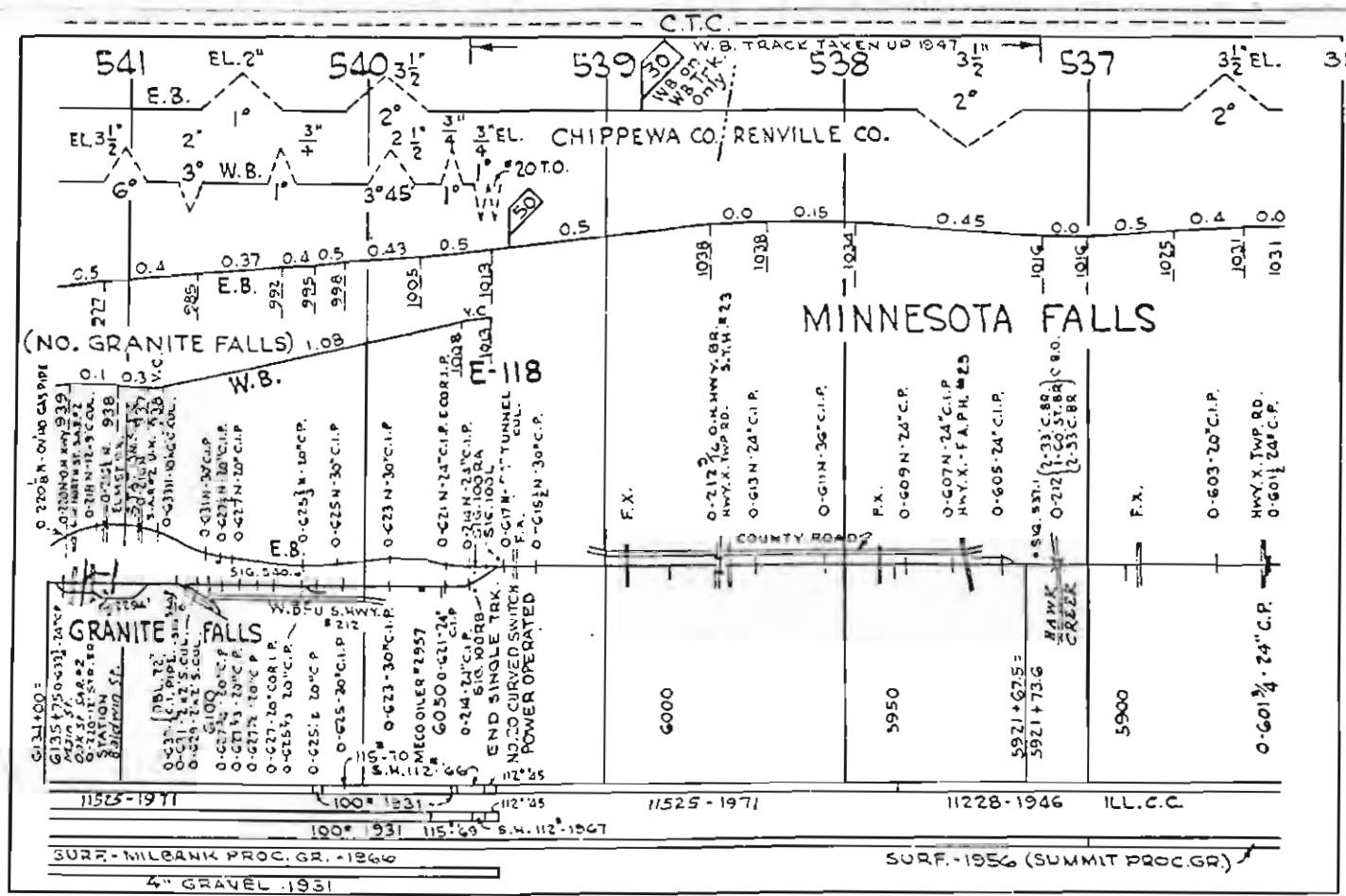
11255-1971

100-1931

SURF. - ORTONVILLE CRUSHED ROCK - 1972

SURF. - MILBANK PROC. GR. - 1966

SURF. - 1959 (SUMMIT PROC. GR.)



C.T.C.

312

536

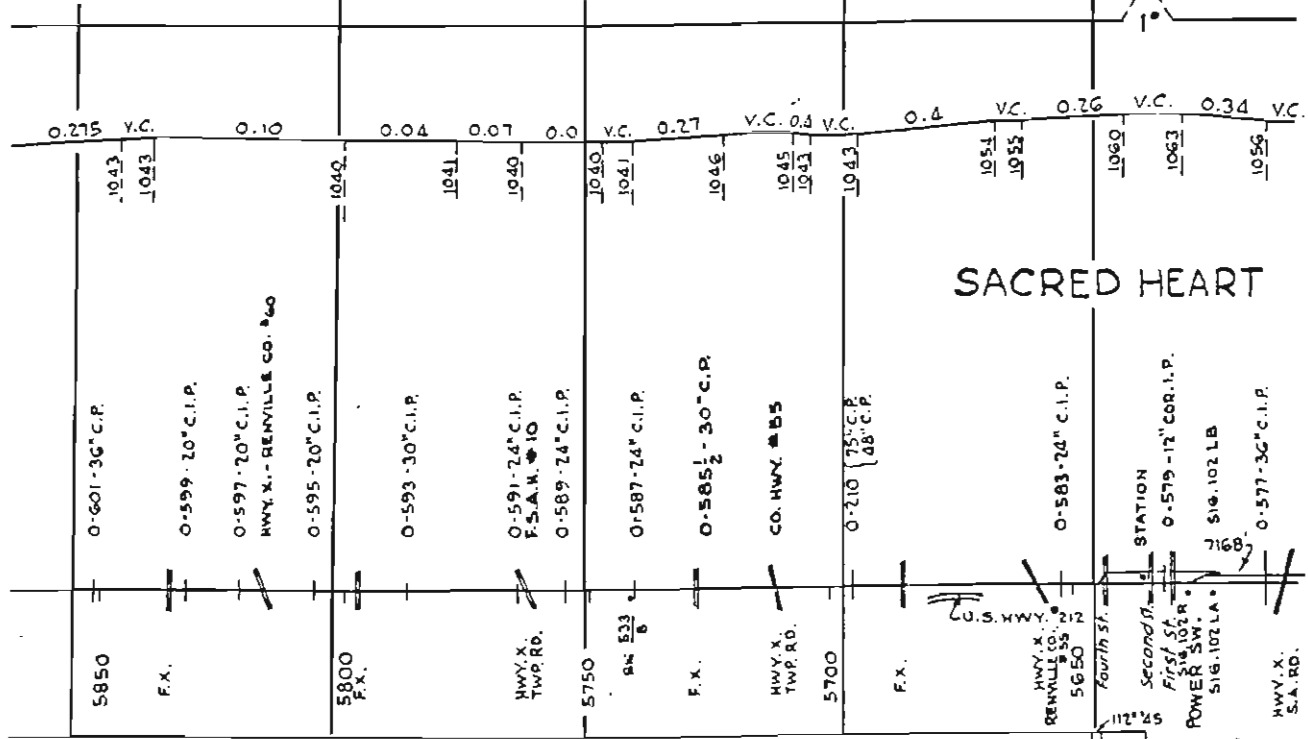
535

534

533

532

EL. 2"



SACRED HEART

11228-1946 ILL. C.C.

11228-1946 ILL. C.C.

SURF. - 1956 (SUMMIT PROC. GR.)

SURF. - '56 SUM. PROC. GR.

	531	530	529	528	527	313
5600	0-575-36" C.I.P. 0-573- { 2-48" C.I.P. 1-60" C.I.P. M. 7168 U.S. HWY. #212 SIG. 104RB O-569-36" C.P. POWER SW. SIG. 104L HWY. X. SH #12 5550 O-567-24" C.I.P. F.X.	0-565 (DBL. 48" C.P. F.X. 0-563-48" C.P. HWY. X. - RENVILLE CO. #12 5500 O-561-24" C.I.P.	F.X. O-559-24" C.I.P. F.X. O-557-30" C.P. 5450 HWY. X. TEMP. RD. SIG. 528.2 SIG. 528.3 O-553-24" C.I.P. F.X.	0-208-8'x66" C.COL. HWY. X. - RENVILLE CO. #61 5400 F.X.	0-549-24" C.P. F.X. 5350	
	1057 1064 1065	1064 1069 1068 1058	1058 1060	1067 1068 1066 1066 1068	1057 1057	1065 1066
	v.c. 0.38 v.c. 0.07	v.c. 0.4 v.c. 0.0	v.c. 0.4	v.c. 0.2 v.c. 0.2 v.c.	0.4 v.c. 0.36	v.c. 0.0

11228 - 1946 - ILL. CC.

SURF. - 1956 (SUMMIT PROC. GR.)

C.T.C.

314

526

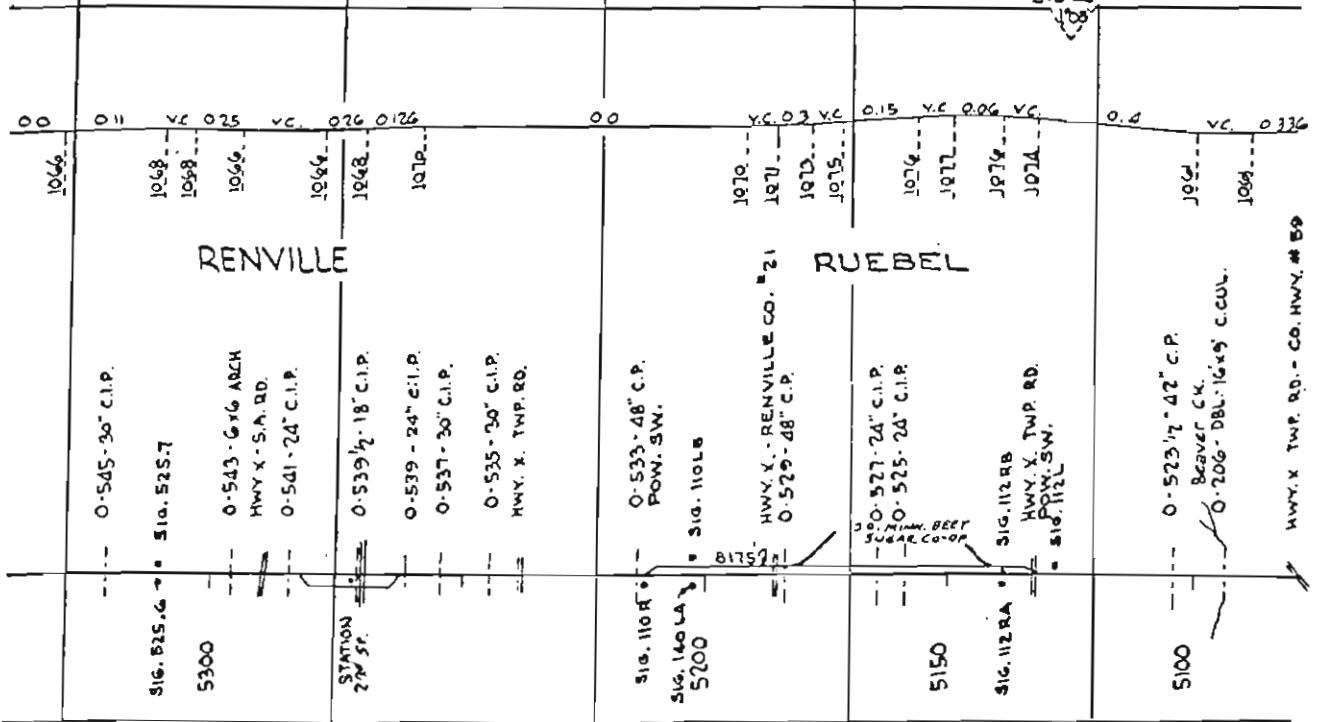
525

524

523

EL. 2°

522



RENVILLE

RUEBEL

SIG. 525.6
5300

STATION
274 51'

SIG. 110R
SIG. 140LA
5200

5150

SIG. 112RA
5100

5100

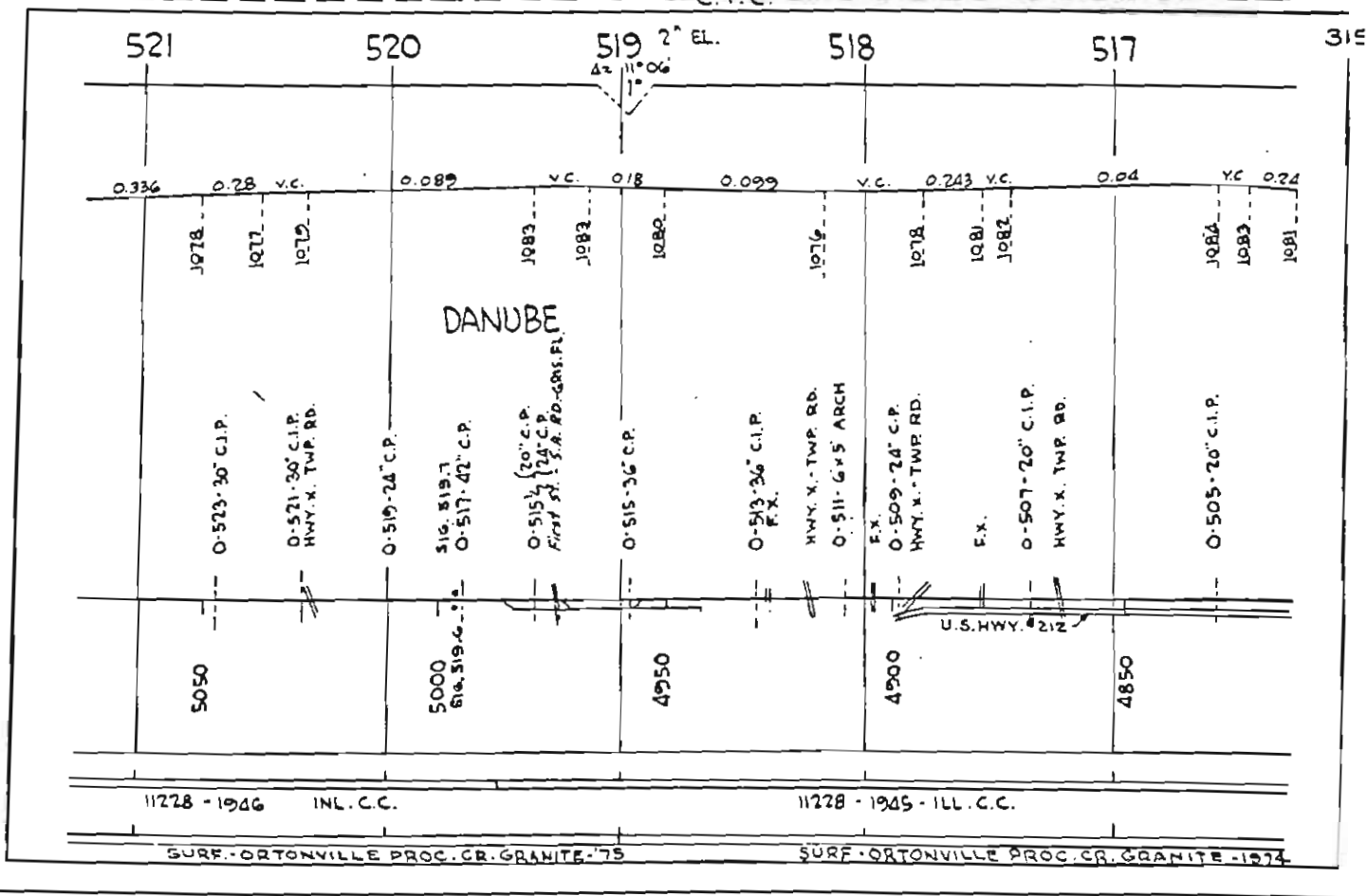
112° 25'
ILL. C.C.

112° 25'
ILL. & INL.

112° 45'
ILL. C.C.
1122B-1946

INL. C.C.

SURF-ORTONVILLE PROC. CR. GRANITE-1975



316

C.T.C.

516

EL. 2"

515

514

513

512

1°02'
4=7°36'

U.S. HWY 212
SIG. 516.2
4800

0-503-DBL. 42" C.P.
HWY. X. TWP. RD.
SIG. 516.3

0-204 1/2 O.H. HWY. BR.
U.S. HWY. #71

0-501 1/2-3/4 C.I.P.

0-501-DBL. 24" C.P.
HWY. X. TWP. RD.

0-499-30" C.P.

0-491-30" C.P.

0-495-24" C.P.

OLIVIA
FX.
0-204-1 1/2 SR. CR. 40' (CRS)
0-493 1/2-20" C.P.
Eleventh St.
Ninth St.
0-493 1/2-24" C.P.
0-493 1/2-24" C.P.
Seventh St.
0-493-24" C.I.P.
0-491 1/2-20" C.I.P.
FX.
2675

4700
0-493 3/4
20" C.P.
STATION

HWY. X. RENVILLE #14

0-489-30" C.P.

FX.
0-487-24" C.P.

SIG. 512.8

0-485-24" C.P.
HWY. X. TWP. RD.

0-483-20" C.I.P.

FX.
0-481-DBL. 36" C.P.

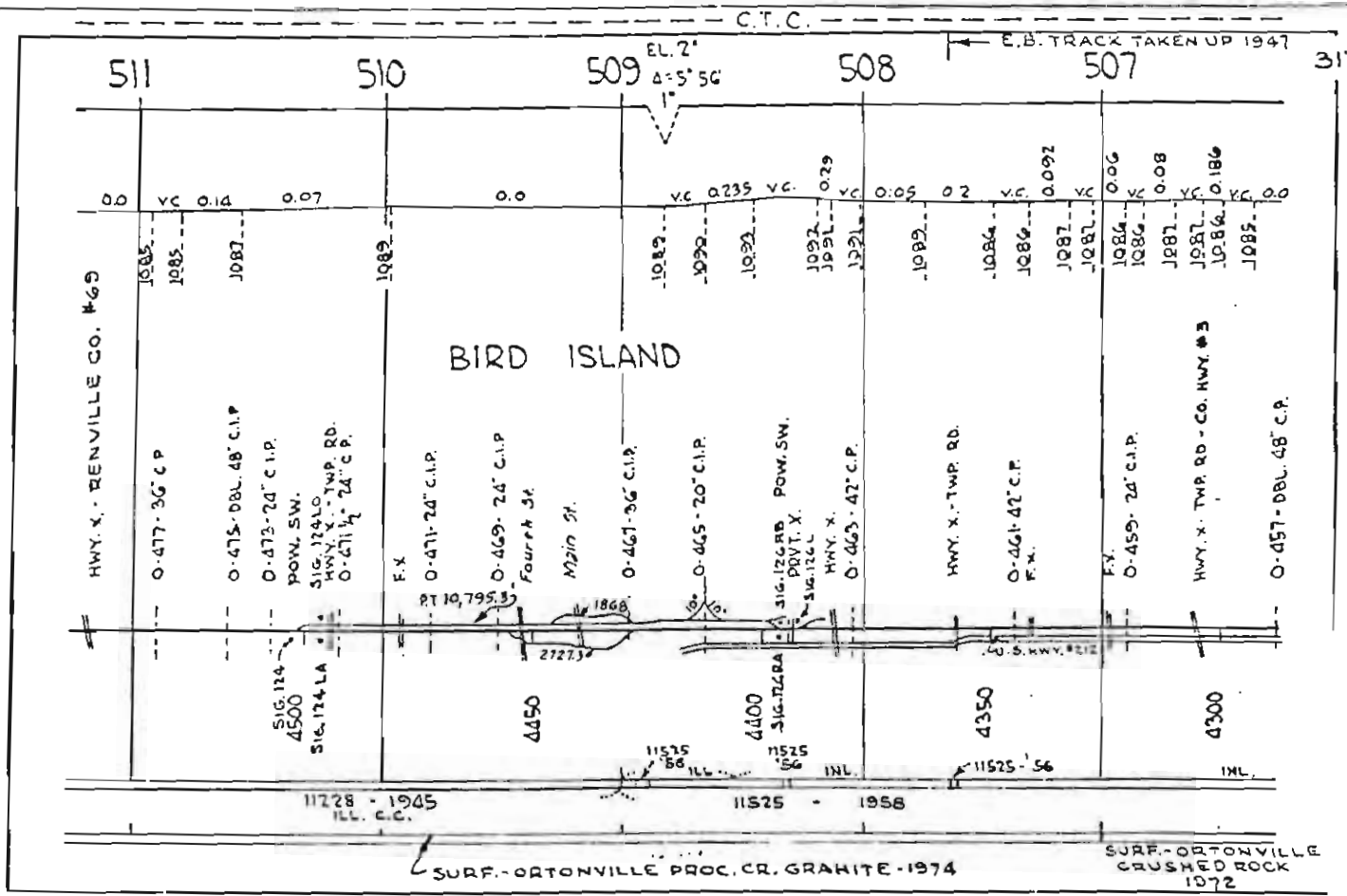
0-479-36" C.P.

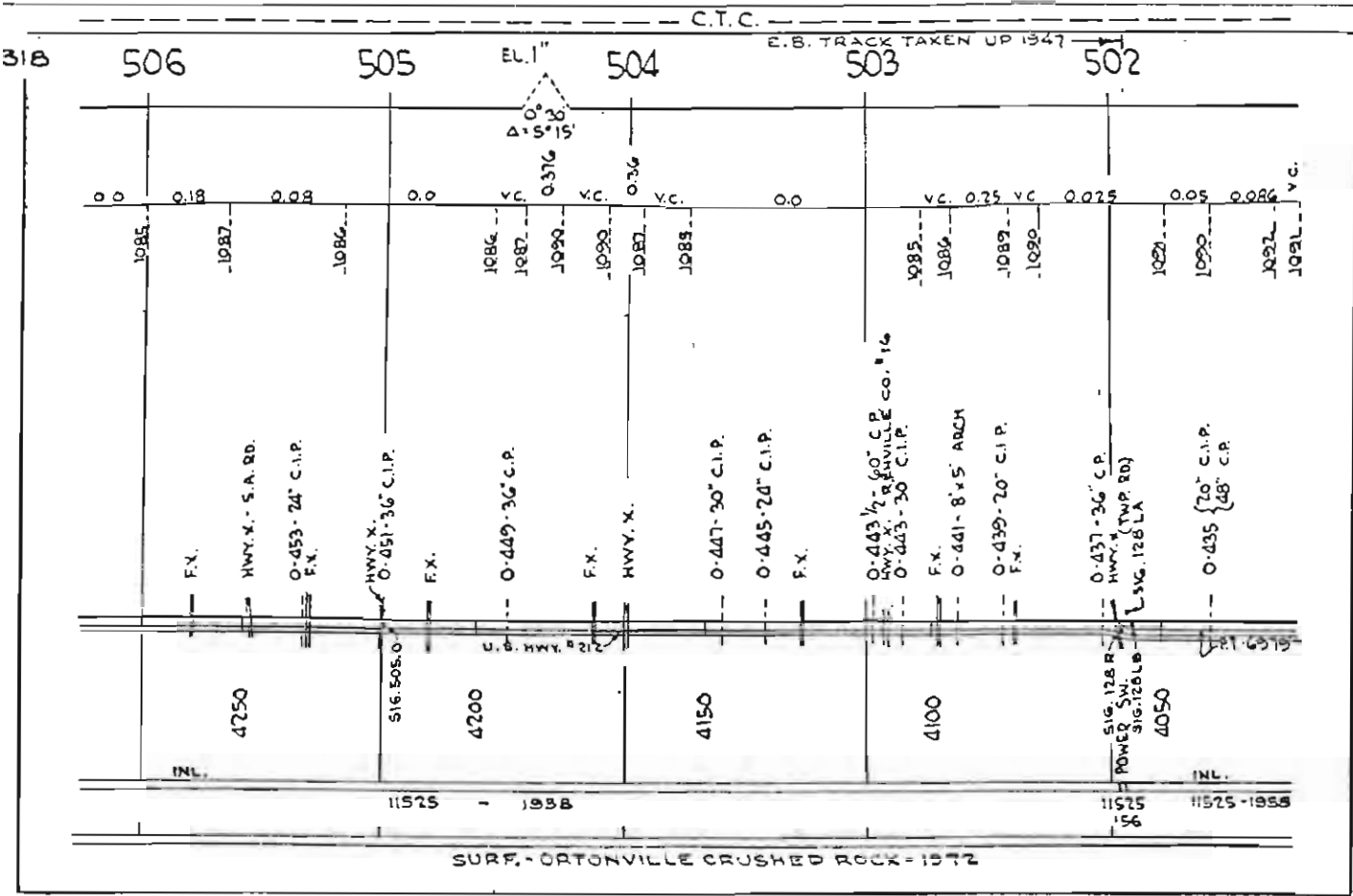
118-1963

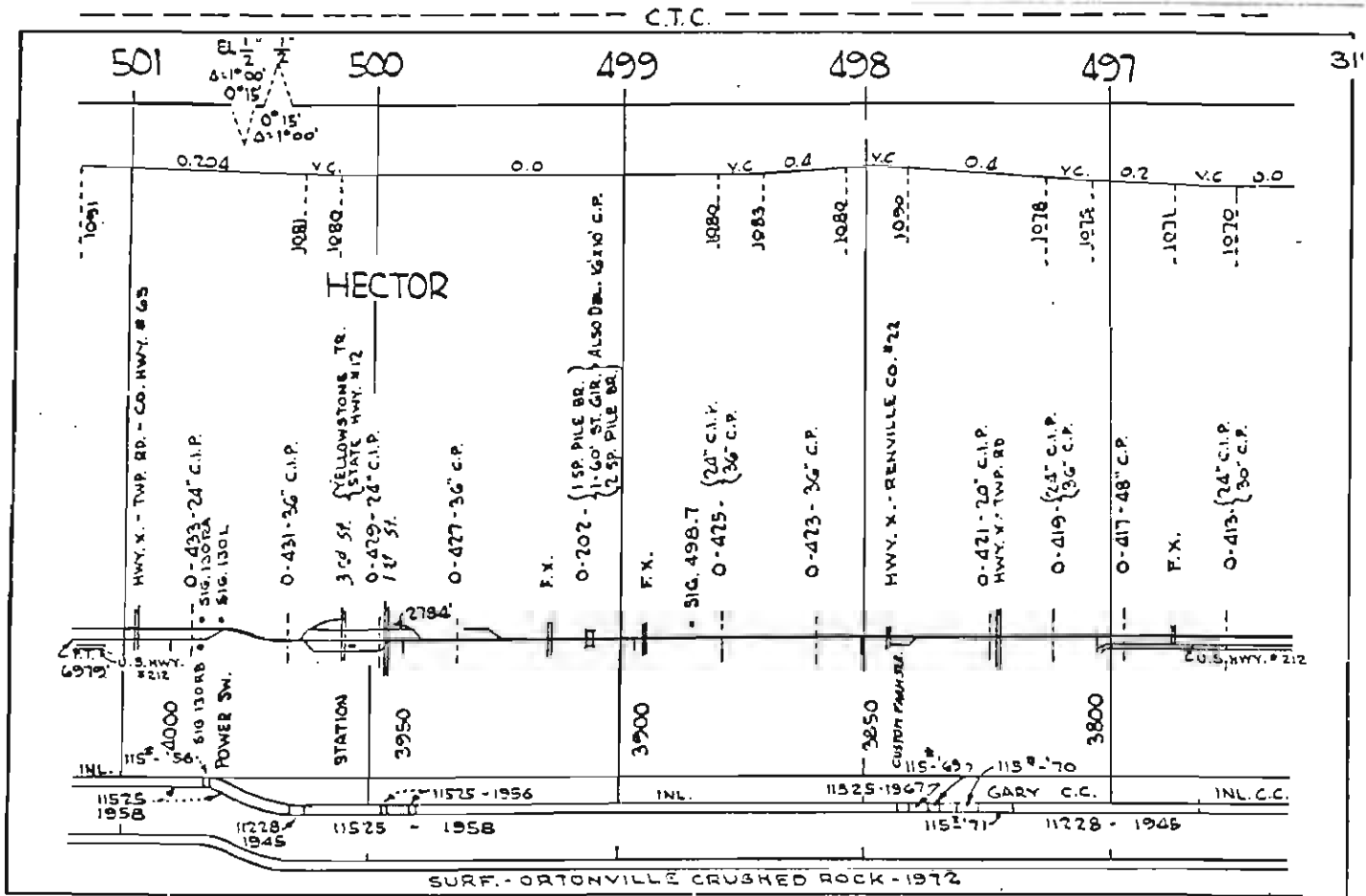
115-1976

114 C.C.
11228-1945-114 C.C.

SURF.-ORTONVILLE PROC. CR. GRANITE-1974







C.T.C.

320

496

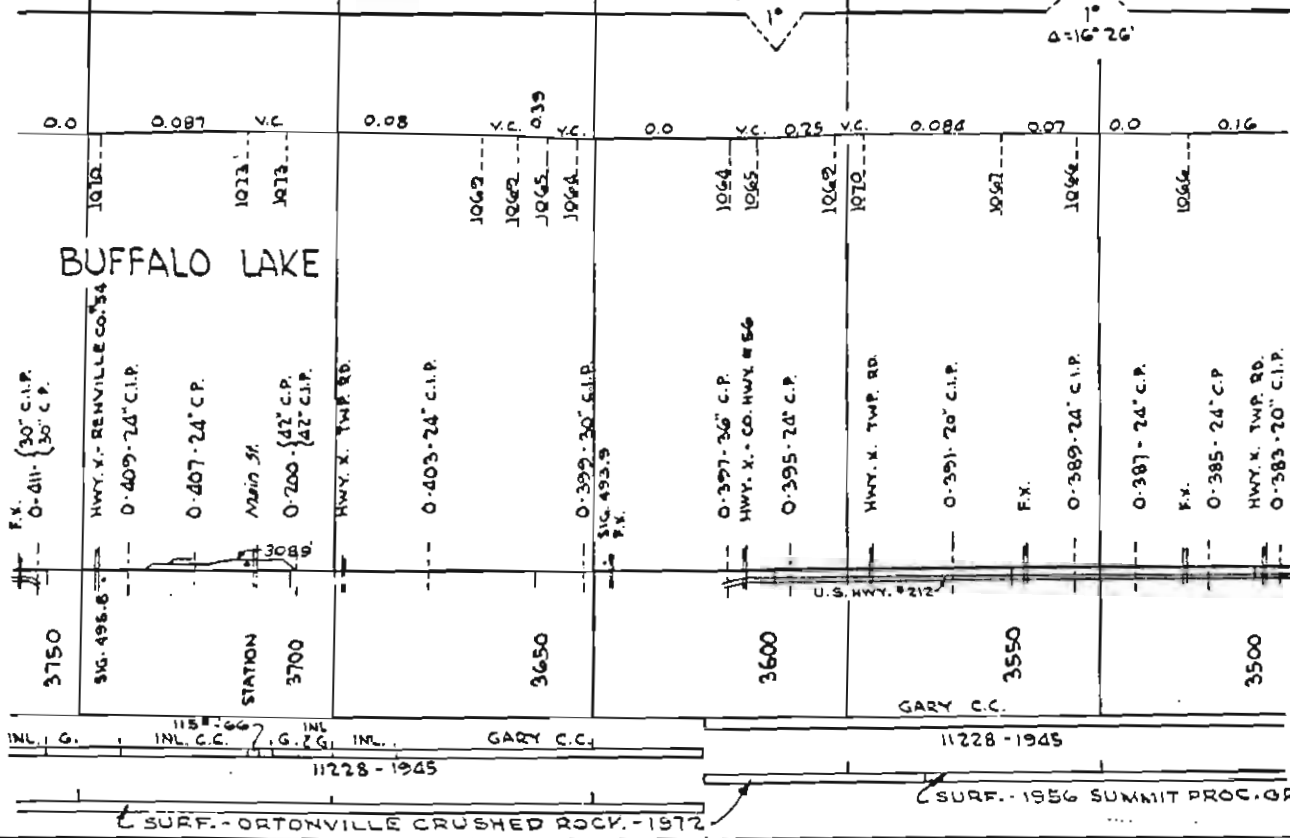
495

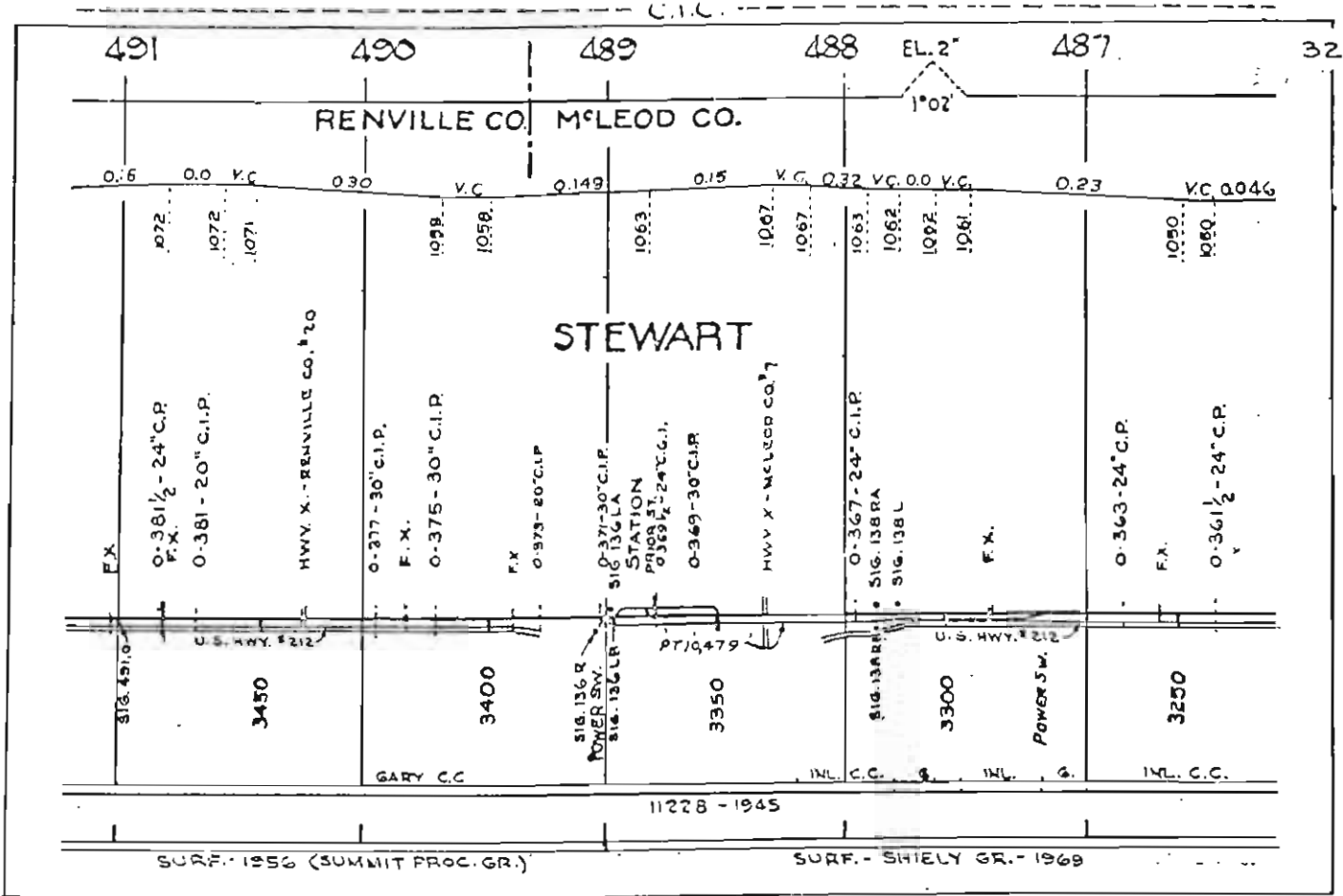
494

EL. 2"
Δ=11°28'
1°

493

492 EL. 2"
Δ=16°26'
1°





322

486

485

484

EL. 2° 483

482

C.T.C.



0.046

0.03

0.21

0.351

0.35

1099

1050

1037

1036

1036

1035

1020

1018

1018

1020

1030

V.C. 0.0 V.C.

V.C. 0.0 V.C.

V.C. 0.0 V.C.

BROWNTON

0-361-24° C.P.

0-359-19° C.P.
HWY. X.

0-357-20° C.I.P.

0-355 1/2-20° C.P.
K.K.

0-355-24° C.I.P.

0-353-24° C.P.

M.X. SIG. 484.7

TWP. RD.
HWY. X - CO. HWY. #B4

0-351-42° C.I.P.

X

0-196-30° C.I.P.

0-347-12° C.I.P.

0-347-48° C.P.

0-345-30° C.I.P.

HWY. X.
TWP. RD.

0-193-48° C.P.

LAKE ADDIE

0-194-48° C.P.

LEIGHTON AVE.
0-343 1/2-24° C.P.

POLLOCK AVE.

McLEOD CO. #25

0-197-2-40' GIRDERS

0-348-24° C.P.

U.S. HWY. #212

3200

3150

310.484.6

3100

3070+968.

3072+69.7

3050

3000

INLAND CO.

GARY CO.

NELSON ST.

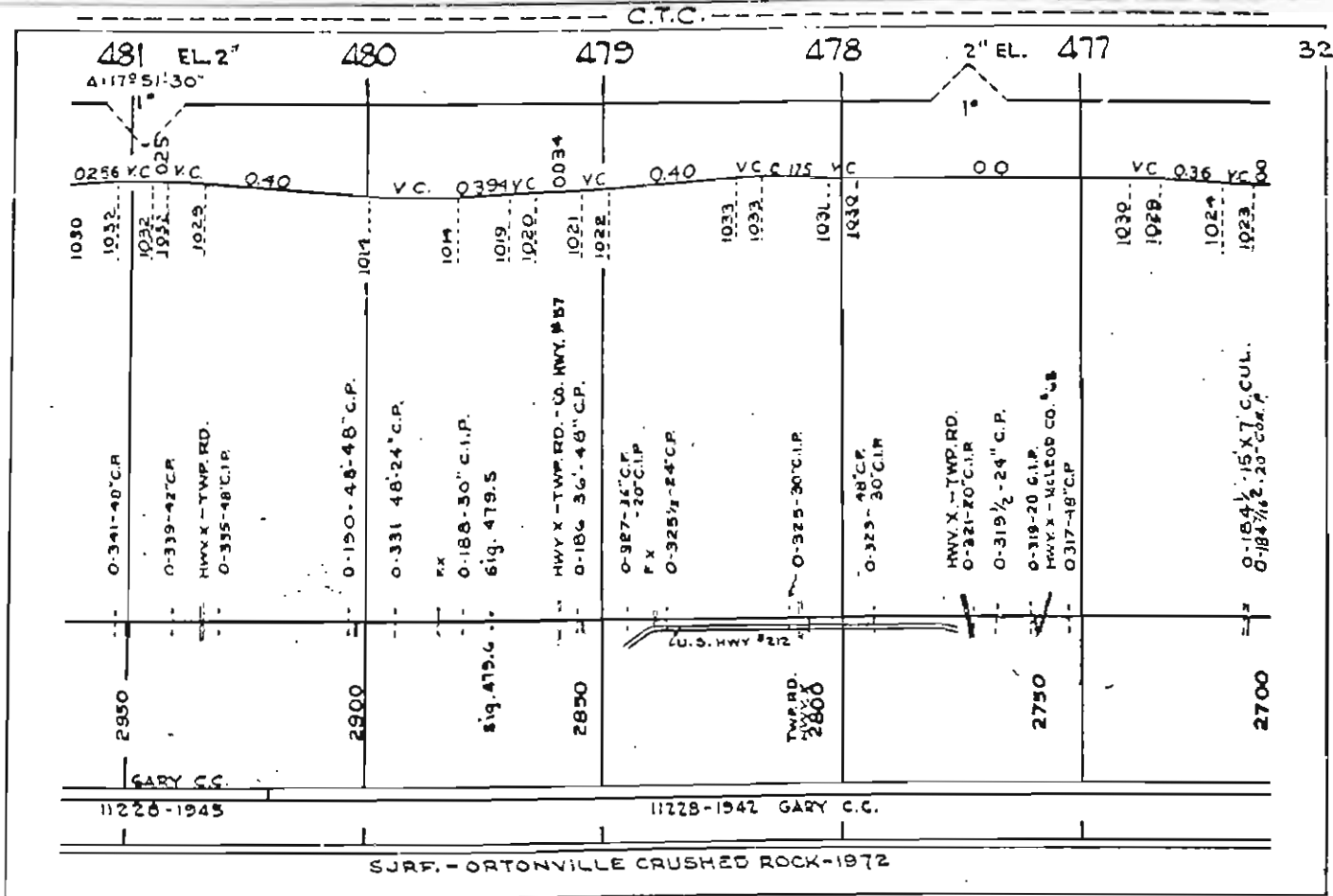
OLD LINEY

11228-1945

SURF.-SHIELY GR.-1969

SURF.-ORTONVILLE CRUSHED ROCK-1972

SURF.-1956 SUMMIT PROD. GR.



C.T.C.

324

476

475

EL 2" 474

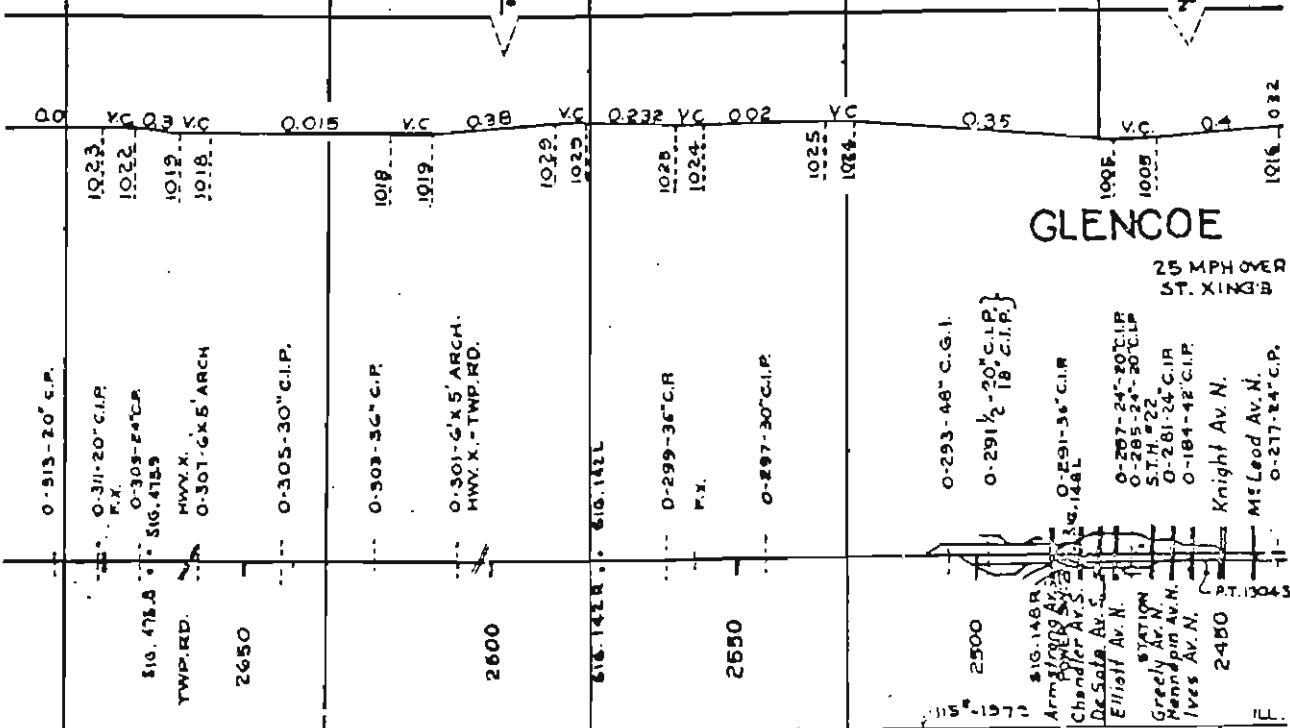
473

472

1 1/2" EL.

A=5725

A=1530



GLENCOE

25 MPH OVER
ST. X IN DB

0-313-20" C.I.P.

0-311-20" C.I.P.
P.X.

0-305-24" C.I.P.
Sigsbee

HWY. X.
0-301-6x5' ARCH

0-305-30" C.I.P.

0-303-36" C.I.P.

0-301-6x5' ARCH.
HWY. X. - TWP. RD.

616.142R .. 616.142L

0-299-36" C.I.P.
P.X.

0-297-30" C.I.P.

0-293-48" C.G.I.

0-291 1/2 - 20" C.I.P.
18" C.I.P.

0-291-36" C.I.P.
M. 148L

0-287-24" - 20" C.I.P.
0-285-24" - 20" C.I.P.
S.T.H. # 22

0-281-24" C.I.P.
0-184-42" C.I.P.

Knight Av. N.

McLeod Av. N.

0-277-24" C.I.P.

SURF. - ORTONVILLE CRUSH ROCK - 1972

SURF. = 1970
(SCHIELE PROC. GR.)

C.T.C.

(AUTO. B. SYS.) W.B TRACK TAKEN UP 1933

W.B TAKEN UP 1934

471

470

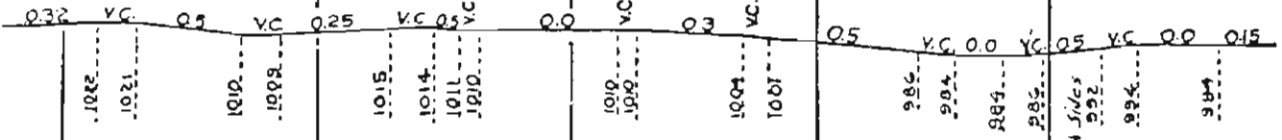
EL 2" 469

468

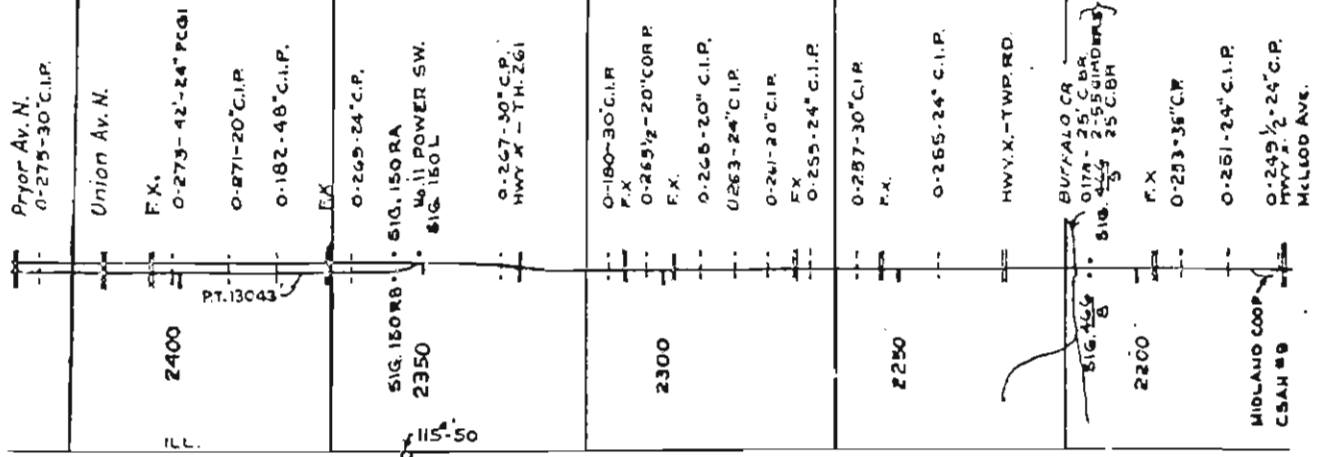
467

EL 1"

325



GLENCOE



Pryor Av. N.
0-275-30" C.I.P.

Union Av. N.

FX,
0-273-42'-24" C.G.I

0-271-20" C.I.P.

0-182-48" C.I.P.

FX
0-269-24" C.I.P.

SIG. 150RB
WALL POWER SW.
SIG. 150L

0-267-30" C.I.P.
HWY X - TH. 261

0-180-30" C.I.P.
FX

0-265 1/2 - 20" COR P

FX

0-266-20" C.I.P.

0-263-24" C.I.P.

0-261-20" C.I.P.

FX

0-255-24" C.I.P.

0-287-30" C.I.P.

FX

0-265-24" C.I.P.

HWY X - TWP RD.

BUFFALO CR

017A - 25' C.B.R
SIG. 465
018 - 25' C.B.R
SIG. 465
019 - 25' C.B.R
SIG. 465

FX

0-253-36" C.P

0-251-24" C.I.P.

0-249 1/2 - 24" C.I.P.

HWY X - 1/2 - 24" C.I.P.

MELLOD AVE.

11525 - 1958

11625 - 1958

SURT. - ORTONVILLE CRUSHED ROCK - 1972

(AUTO. BLOCK SYSTEM)

W.B. TRACK TAKEN UP 1934

W.B. TAKEN UP 1933

MCLEOD CO. CARVER CO.

PLATO

BERFIELD ST.
0-249 1/2-20" C.I.P.
HWY X - COMMUNION RD.
0-249 - 42'-24" PCGI
P.X.

0-176-48" C.P.

0-247 1/2-20" CON.P
P.X.

0-247-24" C.I.P.
P.X.

HWY Y - TWP. RD.
0-174-48-50" PCGI

0-174-48-50" PCGI

0-243 1/2-30" C.I.P.

F.X.
0-243-30" C.I.P.
TWP. RD.

0-241-20" C.I.P.

0-239-24" C.R.

0-237-24" C.P.
HWY. M. County 131 - Carver Road

P.X.

F.X.
0-235-30" C.I.P.

F.X.
0-233-20" C.I.P.

0-172-42" C.I.P.

0-170-30" C.R.

0-168 1/2-0 H.WY. BR. U.S. 212

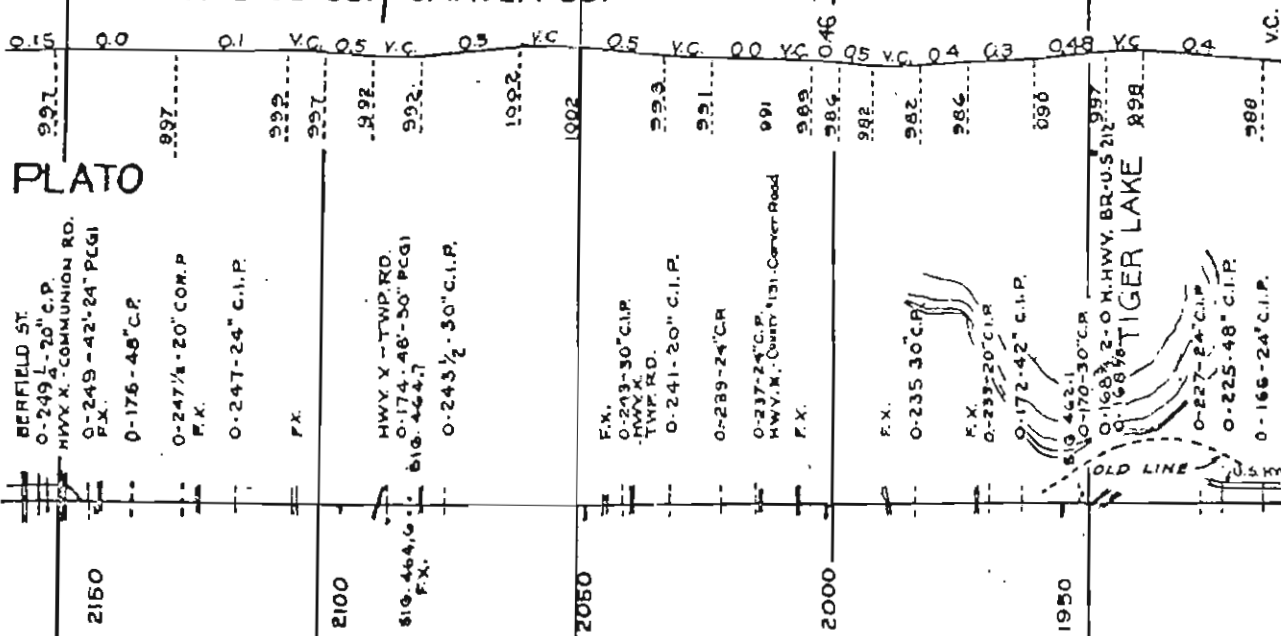
0-168 1/2-0 H.WY. BR. U.S. 212

0-227-24" C.I.P.

0-225-48" C.I.P.

0-166-24" C.I.P.

OLD LINE
U.S. HWY. 212



11525 - 1936

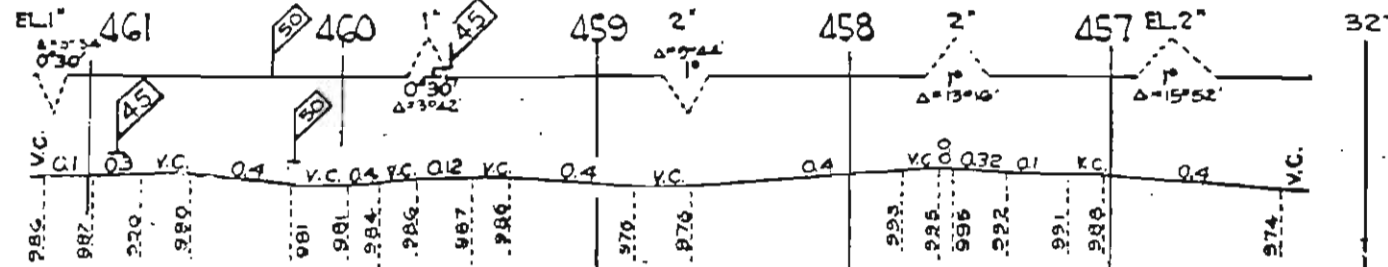
11525 - 1958

SURF - ORTONVILLE PROC. GR. GRANITE - 1974

(AUTO. BLOCK SYSTEM)

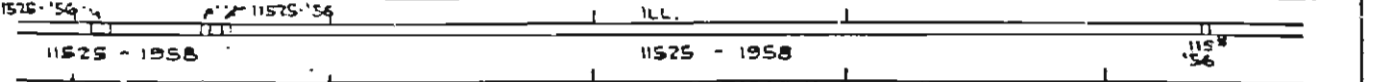
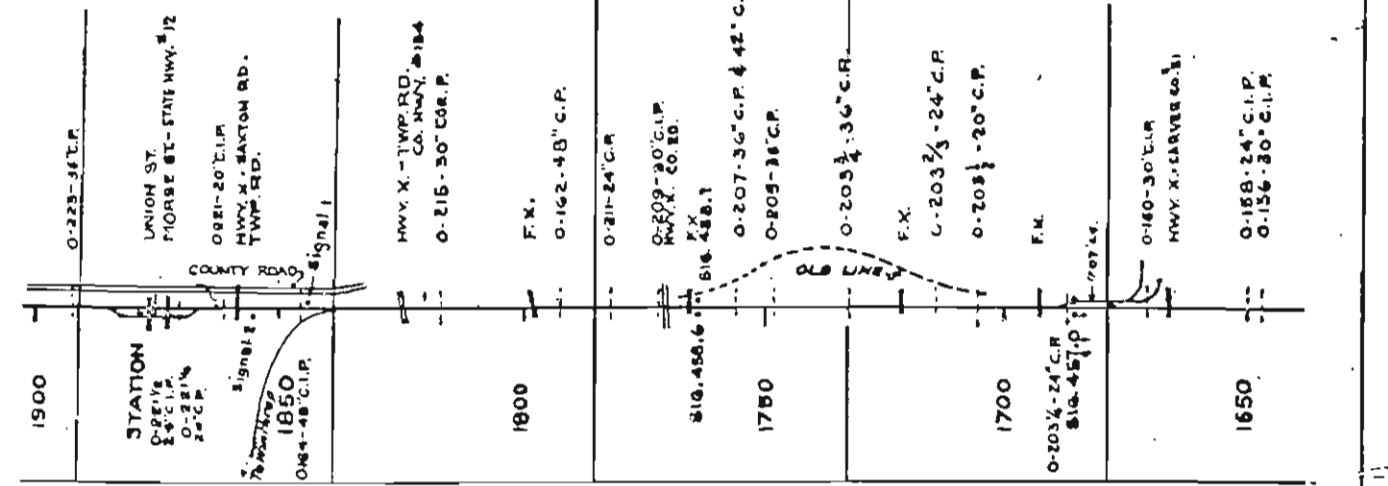
W.B. TRACK TAKEN UP 1933

W.B. TAKEN UP 1954



NORWOOD

BONGARDS



SURF. - ORTONVILLE PROC. CR. GRANITE - 1954

328

456 EL 2'

455

454 2'

453

EL 2'

452

VC
00
972
872

008

KC

036

025

KC

036

02

KC

04

036

04

KC

04

972
872

971

999

958

954

955

957

958

244

245

252

257

264

269

COLOGNE

0-203-24" C.R.

0-201-24" C.P.
HWY X - CARVE CO. #182
0-199 1/2 - 24" C.P.

0-198-24" C.P.
0-197-24" C.P.
F.X.

0-195 1/2 - 24" C.P.
Sigsbee
G. H. HARD THRU S.W.

0-154-8 X 6 CUL.

0-196-24" C.P.
P.X.

0-193-20" C.P.
F.X.

0-191 1/4 - 24" C.P.
0-182 - 24" C.P.
P.X.

0-191 1/4 - 30" C.P.
O-150.5
DUAL ON HWY BR.
U.S. FBI.

0-191-30" C.P.
Sigsbee
PAUL ST.
STATION
ADAM ST.
TRAIN ORDER SIG.

0-149 9/16 - 30" C.P.
HWY X
TWP RD.

T-1499 1/5 - 24" C.P.
F.X.

0-194 1/3
HWY U.X. - 28 X 14 C.B.R.
STATE HWY #12
P.X.

0-149 7/8 - 24" C.P.
0-149 1/2 - 6 X 6 C.CUL.
0-149 1/2 - 36" C.P.
F.X.

0-149 1/2 - 24" C.P.
0-149 1/2 - 36" C.P.
F.X.

0-149 1/2 - 24" C.P.
0-149 1/2 - 36" C.P.
F.X.

0-149 1/2 - 24" C.P.
0-149 1/2 - 36" C.P.
F.X.

0-149 1/2 - 24" C.P.
0-149 1/2 - 36" C.P.
F.X.

TWP RD.

1660

Sigsbee

1550

1500

610.453.4

1ST ALL
Engine Ho.

1464+972
935+092

920X70 W.H

921+705

9000

ABANDONED

616

481.0

850

132

1175

11525-1358

13225

11525-1958

11278

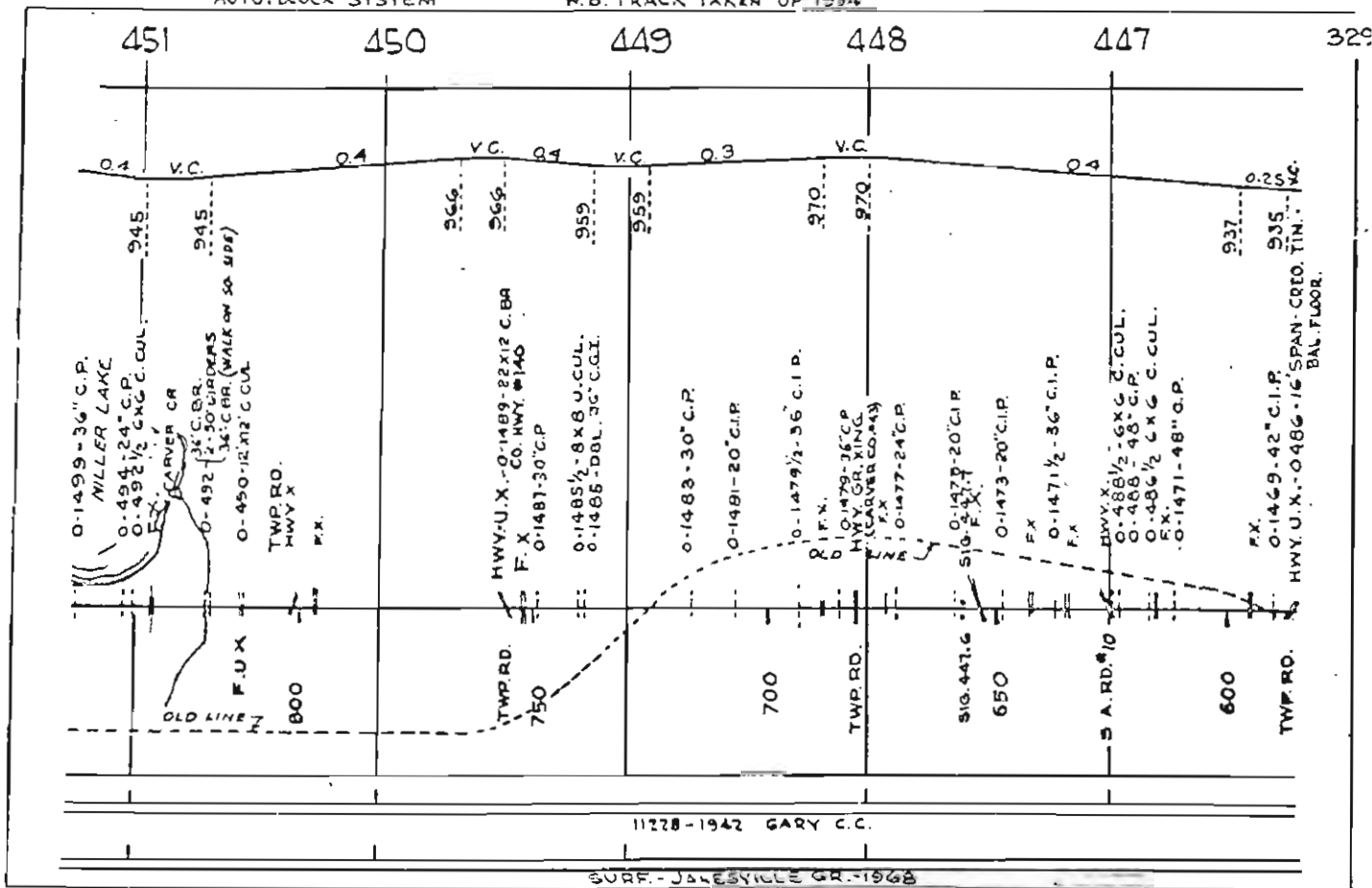
1942

GARY C.C.

11525 - 1958

SURF - 99TONVILLE PROC. CR. GRANITE - 1974

SURF - JANESVILLE BRANT - 1968



330

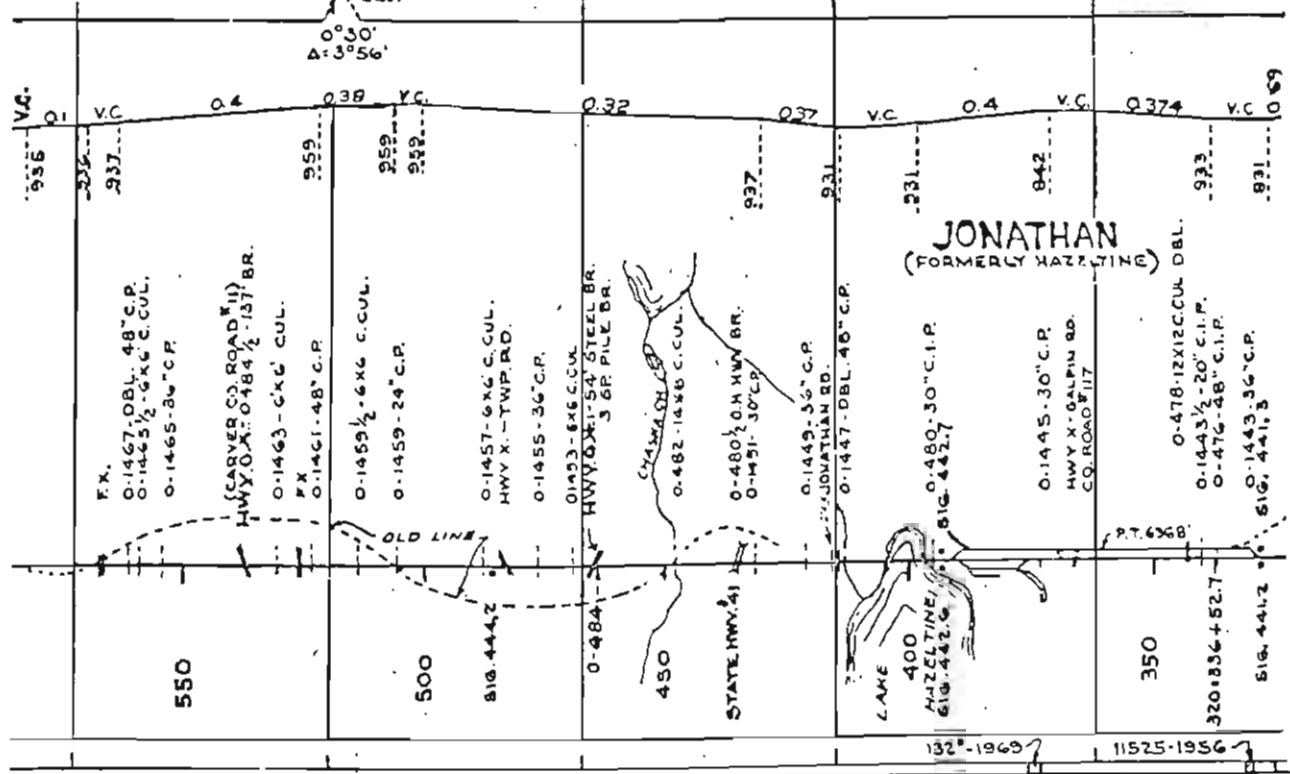
446

445
EL. 1"

444

443

442



JONATHAN
(FORMERLY HAZZELTINE)

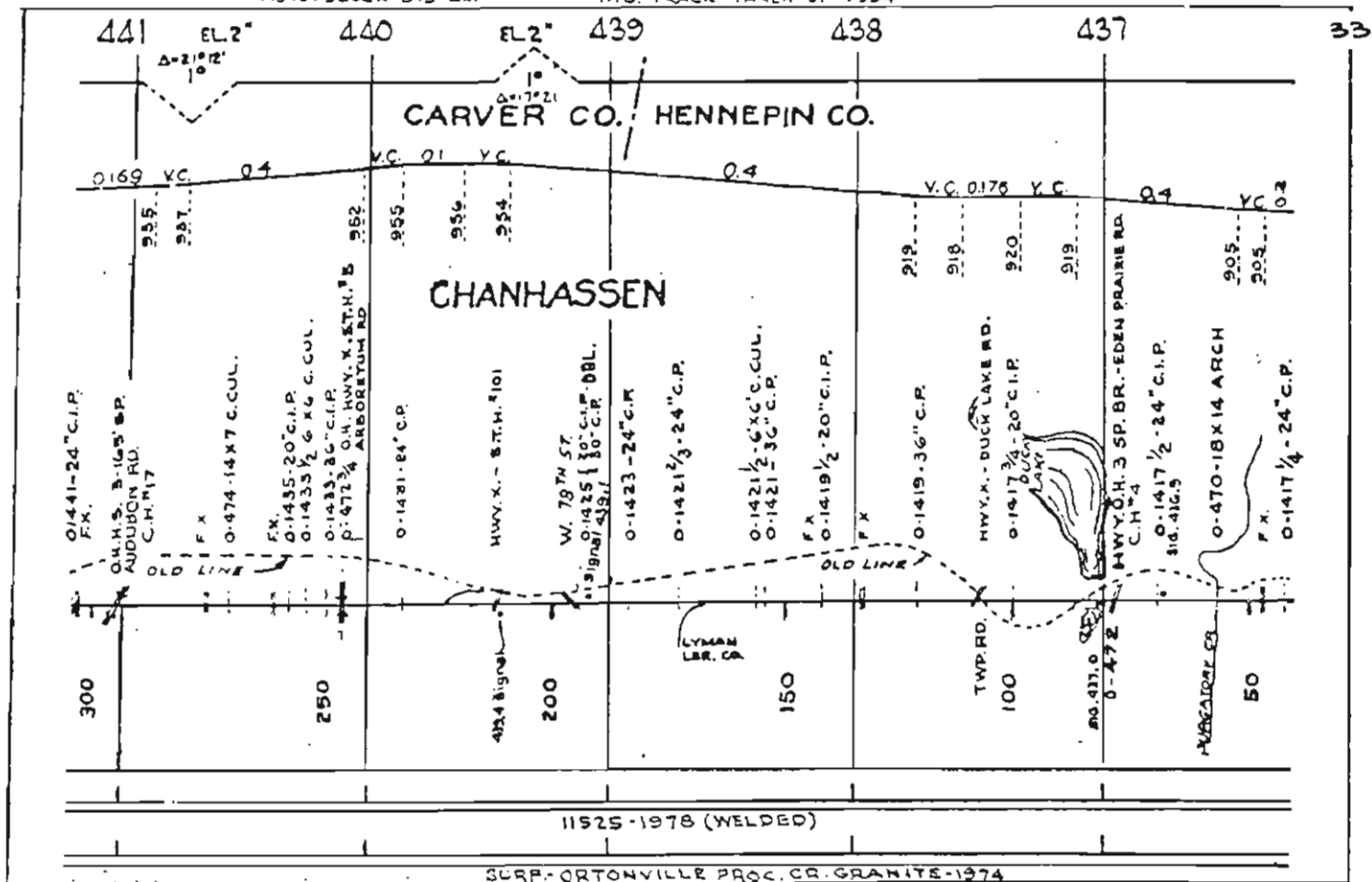
LAKE
400
HAZZELTINE
618-442.6

132°-1969

11525-1956

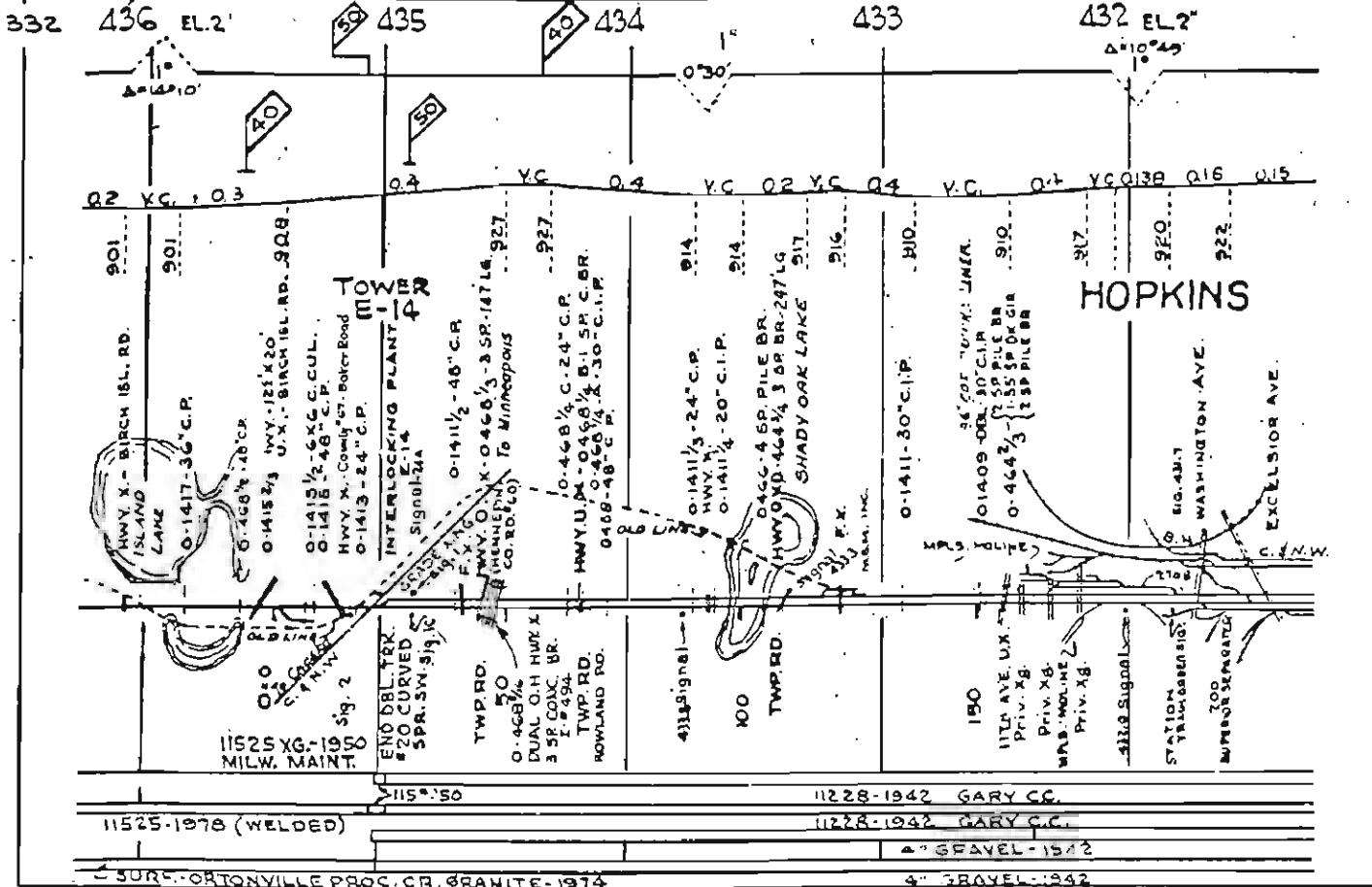
11228-1947 GARY C.C.

SURF. JAMESVILLE GR. - 1968



V.I.B. TRACK TAKEN UP 1934

AUTO. BLOCK SYSTEM



431

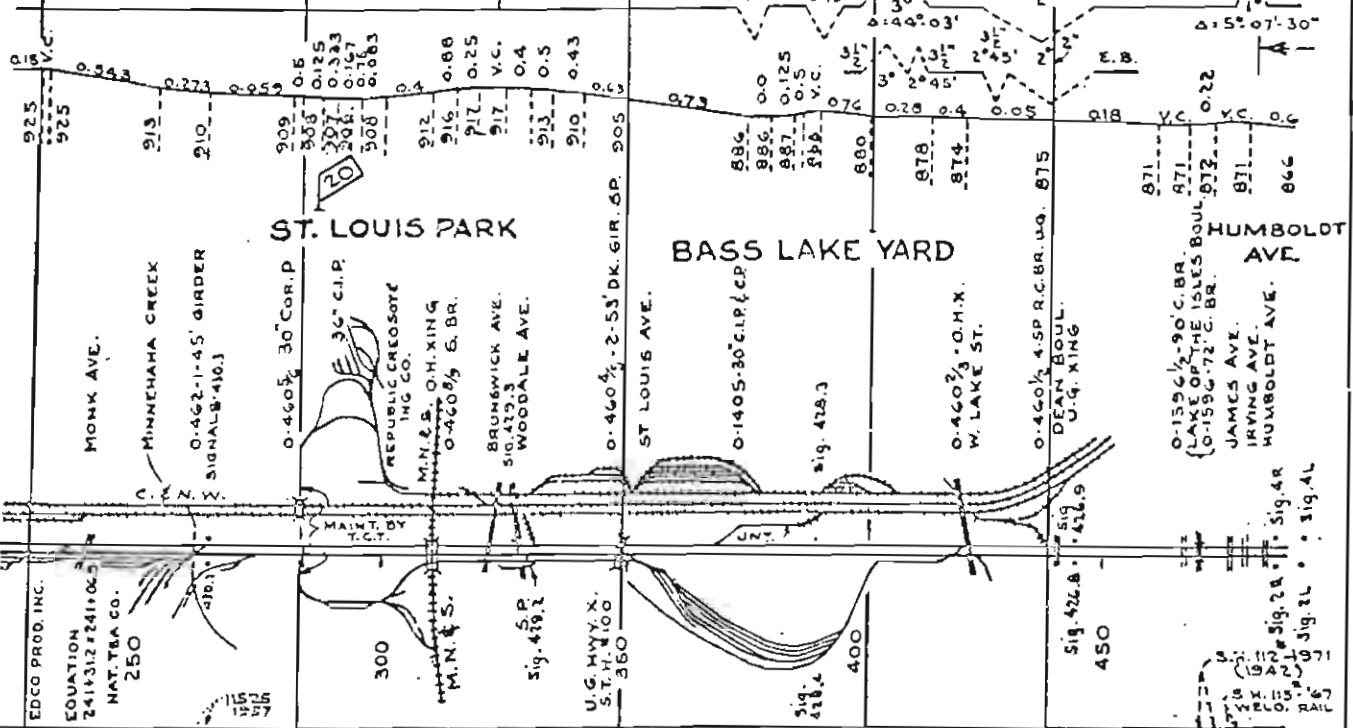
430

429

428

427

33



11228-1942 GARY C.C.	11228-1942 GARY-H.T. BY R.R. CO.
11228-1942 GARY C.C.	11228-1942 GARY-H.T. BY R.R. CO.
4" GRAVEL 1942	
4" GRAVEL 1942	

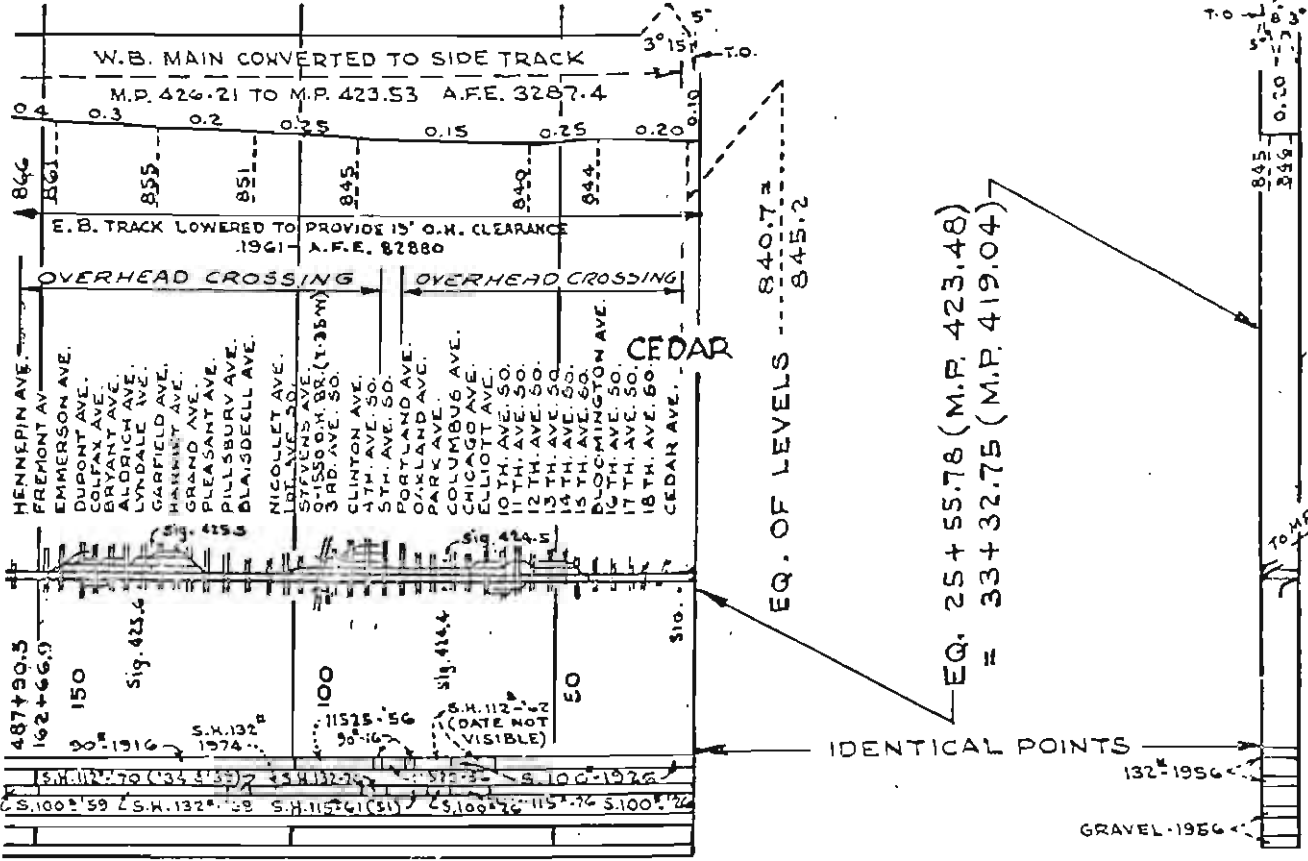
AUTO BLOCK SYSTEM

334 426

425

424

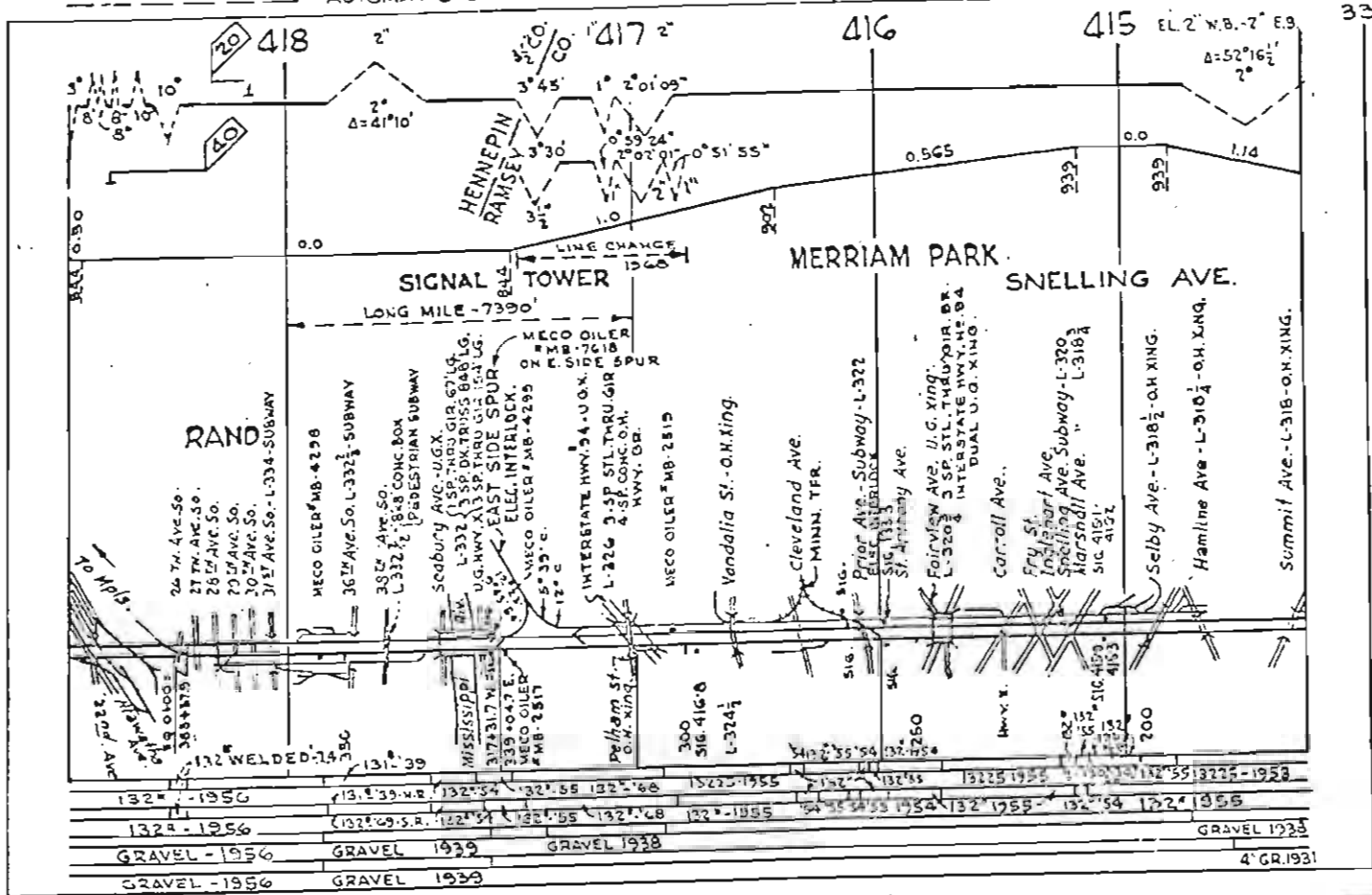
419



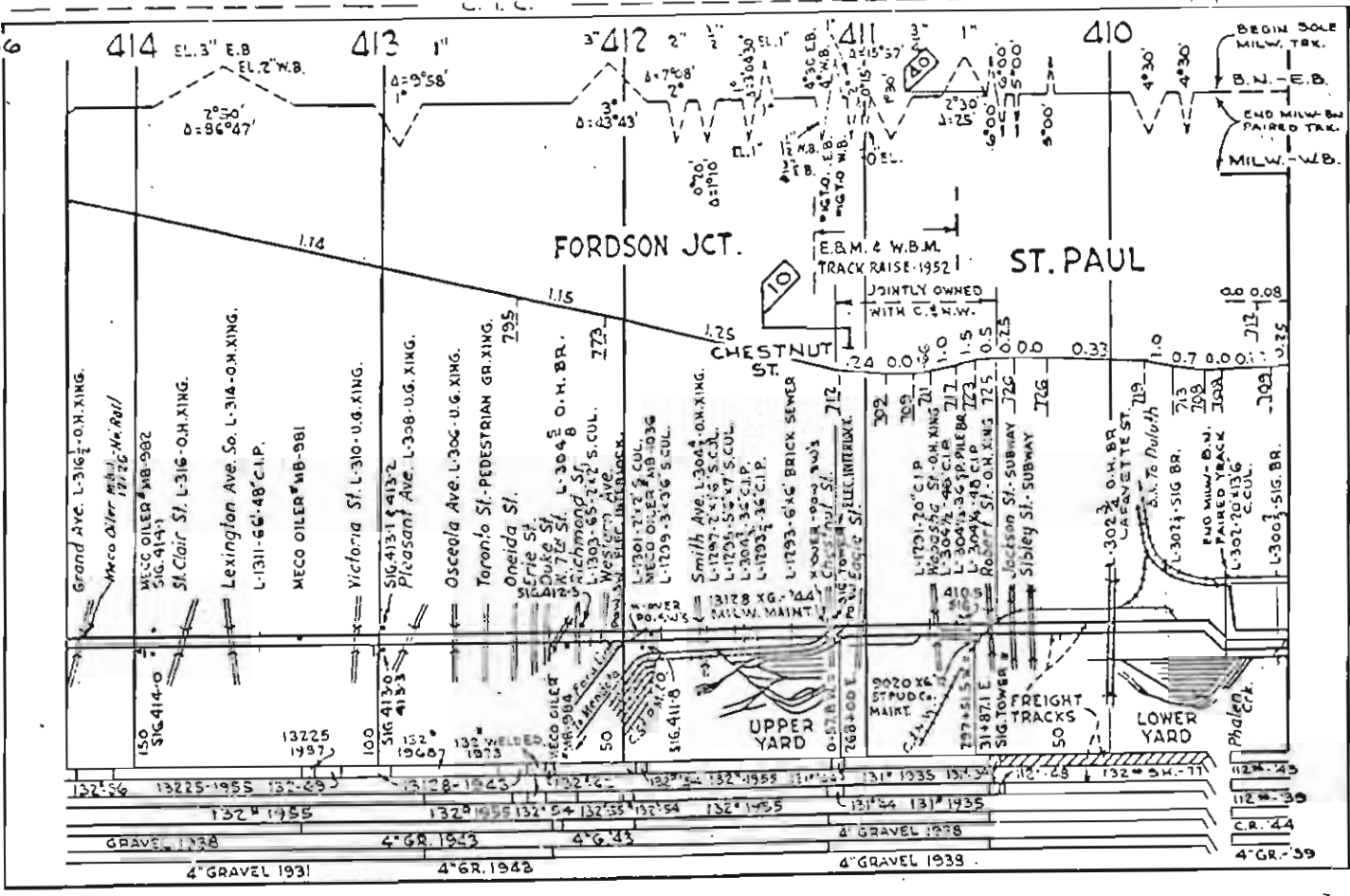
AUTOMATIC BLOCK SYSTEM

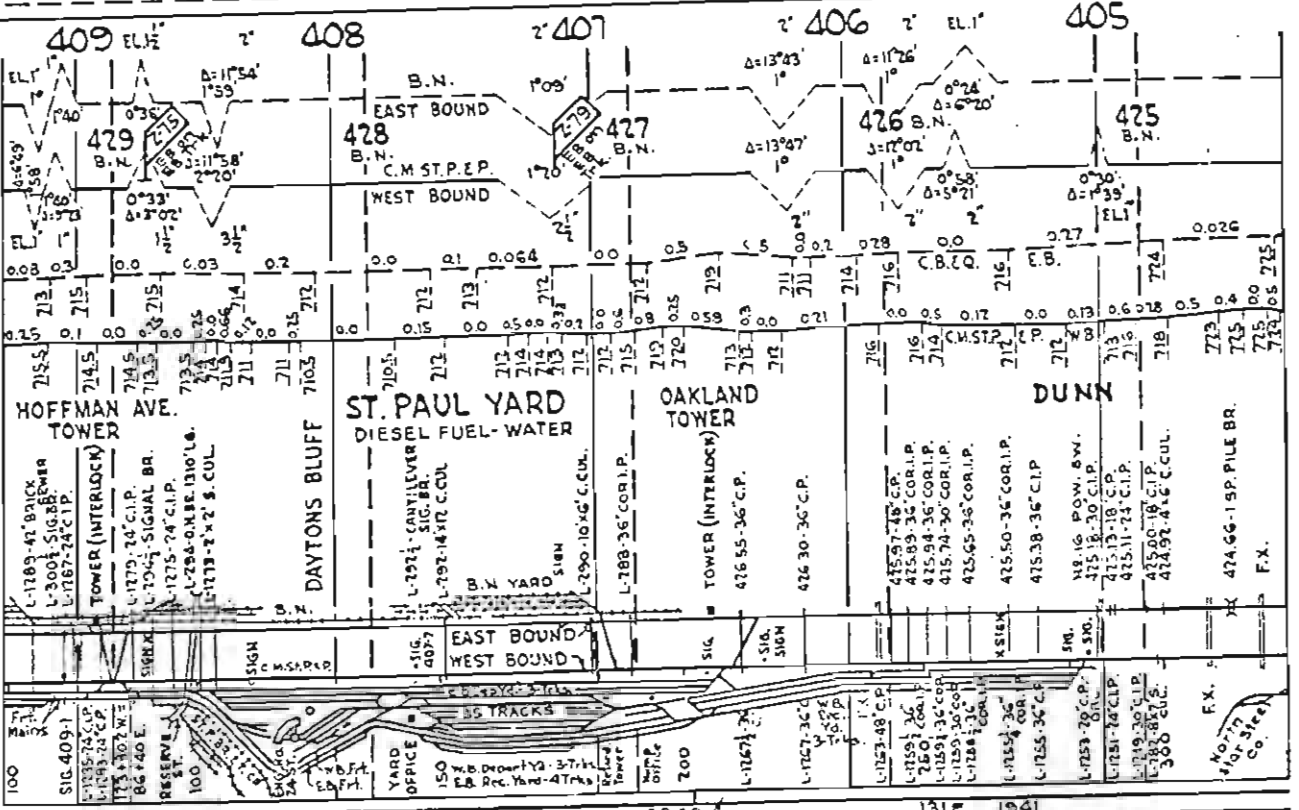
C.T.C.

33



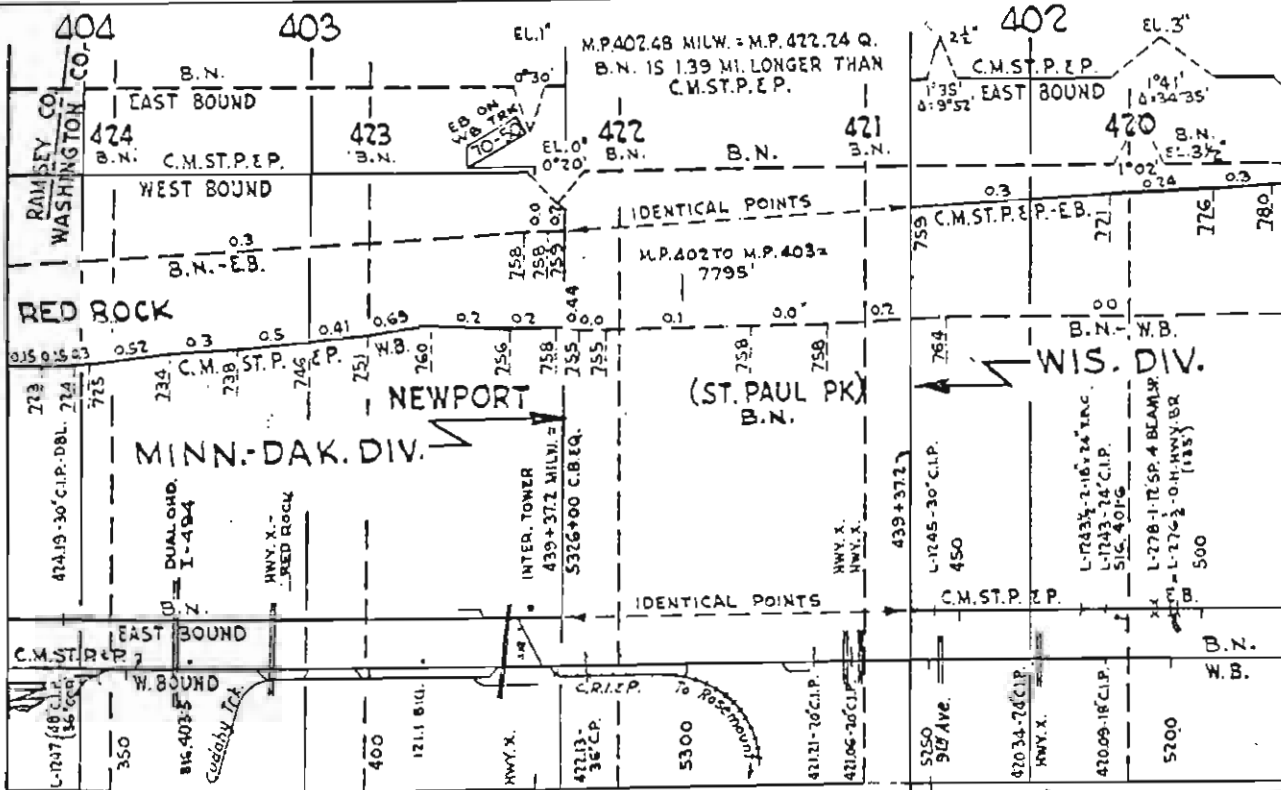
336





112	1943		11228-1939	GARY	132164	132164	DIMEN. RAIL	132164	132	1966
C.C.		BRUN.					CHATTS	1941		
C.R. 24	CHATTS 42		C.R. ROCK	1944						

4" GRAVEL '39 SURF. - JAMESVILLE PROC. GRAVEL - 1962



Surf-WHEELER PROC. GR-1960 4" GRAVEL 133' CHATT. CRUSHED ROCK-1347

132'-1966	131'-1941	132' CWR-1978	1325 - CWR-1978
CHATT. 1941			129'-1952
			12' ORTONVILLE GRANITE 1978
			SURF - WABASHA PIT-RUN G2.56