

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

CONDENSED PROFILE

LACROSSE DIVISION

OFFICE OF CHIEF ENGINEER, CHICAGO, ILL.

MAR. 1968

EXPLANATIONS

Miles

Alignment

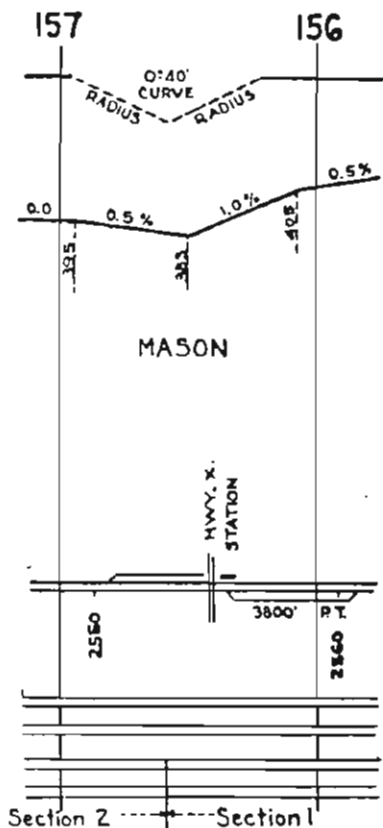
Grade Line

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

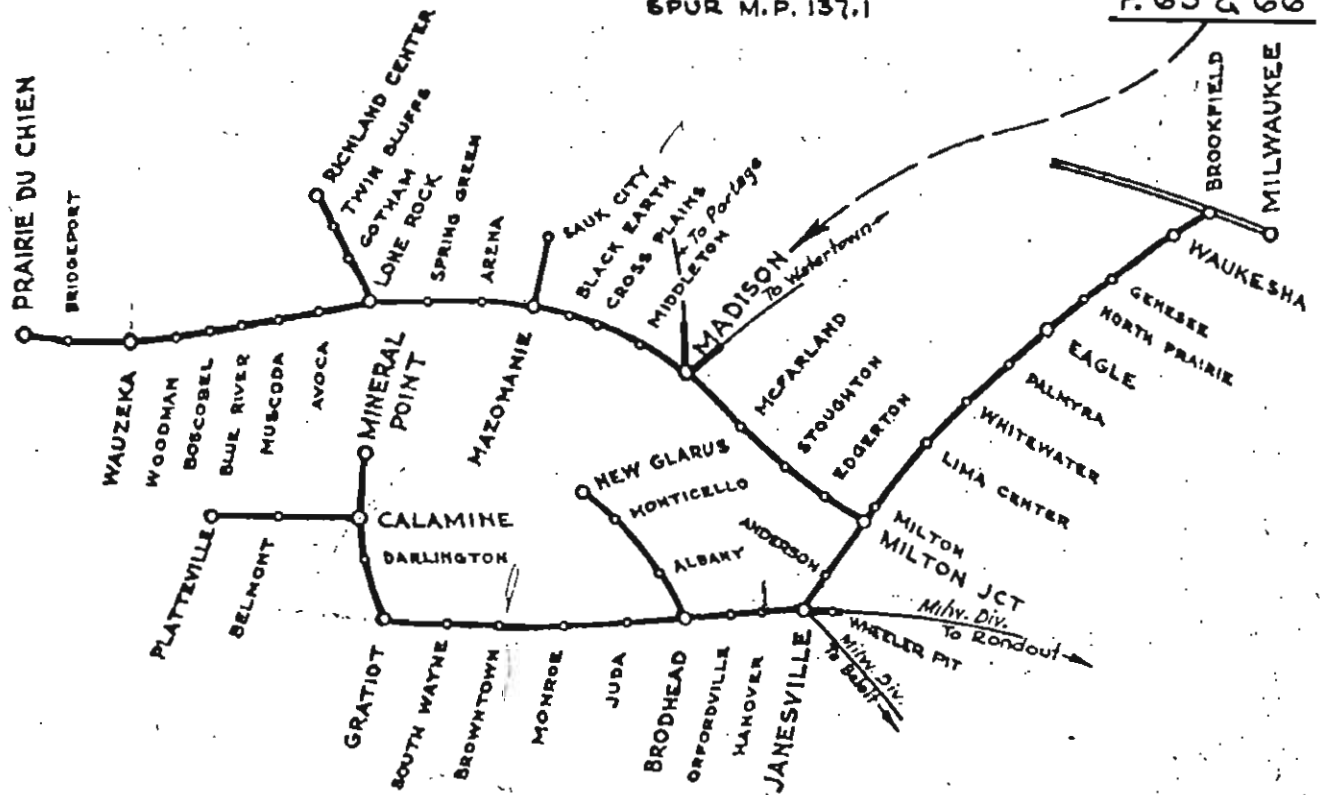
MISCELLANEOUS

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

TEST TIES - P.65 U.S. FOREST PRODUCTS
 TEST. PLACED VARIOUS. NEAR THEIR
 LABORATORY UNIVERSITY AVE. M.P. 140.0

TEST TIES - P.66 U.S. FOREST
 PRODUCTS TEST. PLACED
 VARIOUS. NEAR FAIR GROUNDS
 SPUR M.P. 137.1

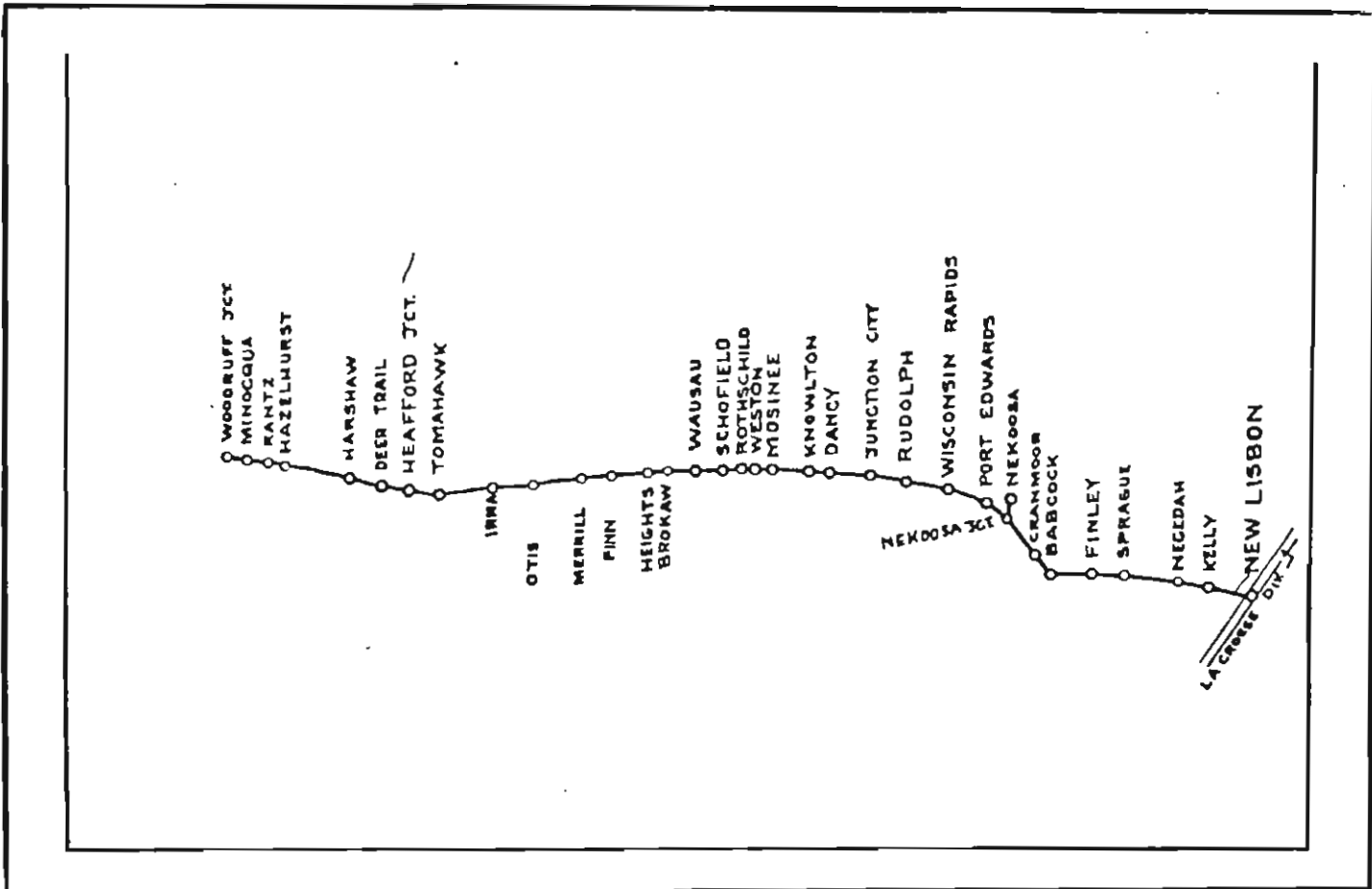
TEST TIES
 P.65 & 66



STATION INDEX

STATION	PAGE	STATION	PAGE	STATION	PAGE
ALBANY	13	HANOVER	33	PALMYRA	76
ANDERSON	35	(HELENA)	53	PLATTEVILLE	1
ARENA	60	(HIGHLAND JCT)	19	PRAIRIE DU CHIEN	46
AVOCA	55	(HOMELWOOD)	83-259	(PORTE)	80
		JANESVILLE	15-35	PRAIRIE DU SAC	42
		JUDA	30		
BELMONT	3			RICKLAND CTR.	37
(BETHESDA)	79			SAUK CITY	43
BLACK EARTH	61	(LAKE KEGONSA)	68	SLATEFORD	19
BLUE RIVER	53	(LAKE WAUBESA)	66		
BOSCOBEL	51	LIMA CENTER	73	SOUTH WAYNE	25
BRIDGEPORT	47	LOHE ROCK	40-57	SPRING GREEN	58
BRODHEAD	14-31				
BROOKFIELD	62-258			STOUGHTON	68
BROWNTOWN	26				
		MADISON	65	TWIN BLUFFS	39
CALAMINE	4-20	MARQUETTE	46		
CRAWFORD	45	MAZOMANIE	44-61		
CROSS PLAINS	62	MCFARLAND	67		
		MIDDLETON	64		
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(DILL)	26	MILTON JCT.	36-72	WAUWATOSA	83-259
		MILWAUKEE	84-150-260	WAUZEKA	49
EAGLE	77	MINERAL POINT	18	WHEELER, PIT	16
EDGERTON	70	MONROE	28	WHITWATER	74
ELM GROVE	83-188-259	MONTICELLO	11	(WILLIAMS)	79
		MUSCODA	54	WOODMAN	50
(GRAND AVE. JCT.)	84-260				
GRATIOT	8-23	NEW GLARUS	10		
		NORTH PRAIRIE	78		
		ORFORDVILLE	32		

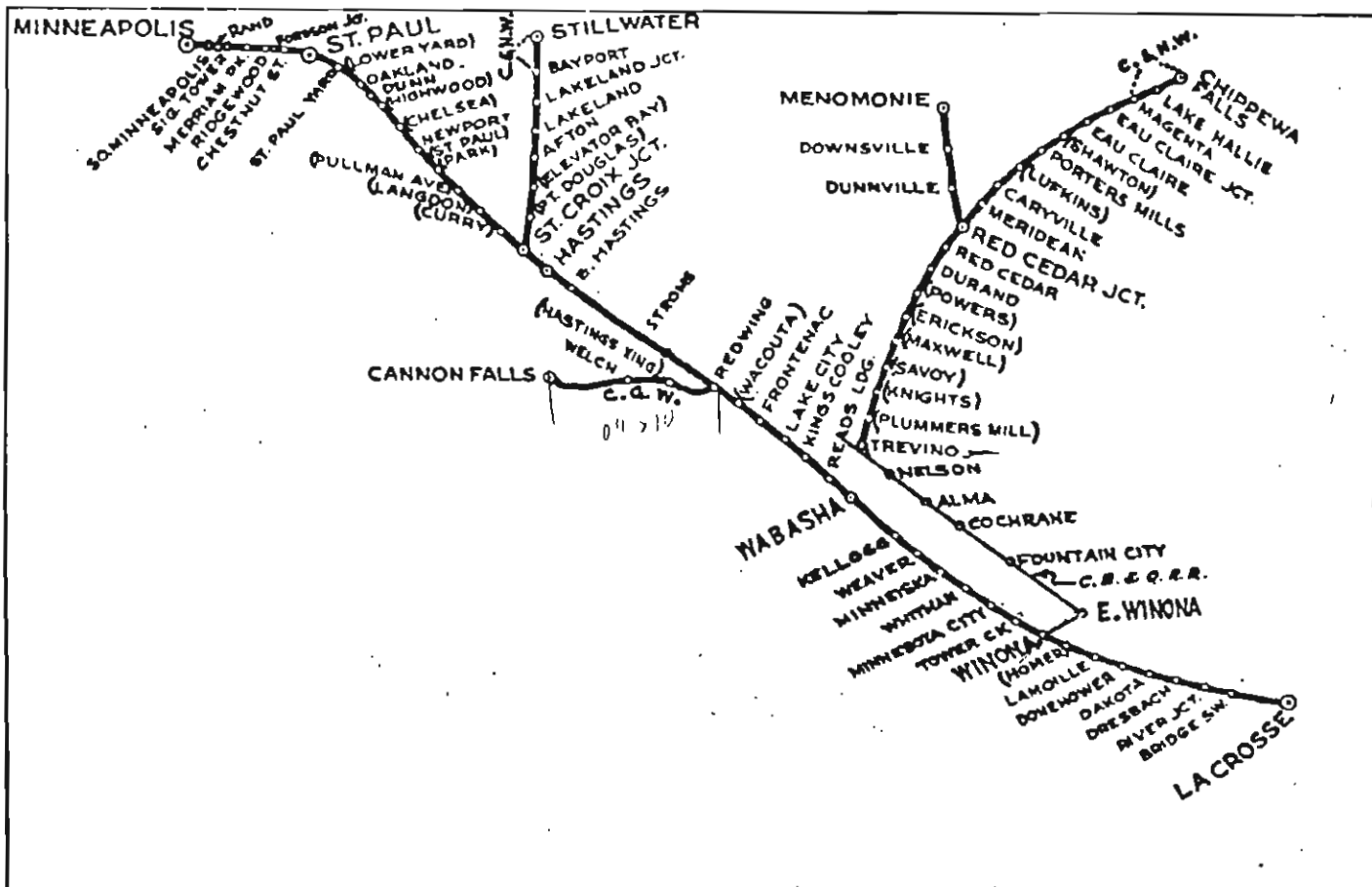
NOTE: STATIONS SHOWN IN () NO LONGER LISTED ON TIME TABLE.



STATION INDEX.

STATION	PAGE	STATION	PAGE	STATION	PAGE	STATION	PAGE
		(GARLANDS)	133			SCHOFIELD	141
		(GILBERT)	133	MERRILL	136		
		(GOODNOW)	128	MINOCQUA	126	SPRAGUE	154
				MOSINEE	143		
BABCOCK	152	MARSHAW	129	NECEDAH	156		
(BOSSERTON)	150	HAZELHURST	127	NEKOOSA	150		
		HEAFFORD JCT.	131	NEKOOSA JCT.	150	TOMAHAWK	132
BROKAW	139	HEIGHTS	139	NEW LISBON	153	(TRAPP CITY)	138
		IRMA	134				
(CLEAR LAKE)	131			OTIS	135		
CRANMOOR	151	JUNCTION CITY	146				
						WAUSAU	140
DANCY	144			PORT EDWARDS	149	WISCONSIN RAPIDS	149
		KNOWLTON	144			(WELLING)	136
DEER TRAIL	130	(KAWAGA)	126			WOODRUFF	125
		KELLY	157			WESTON	142
FINN	137			RANTZ	126		
FINLEY	153			ROTHSCHILD	141		
(FOSS SIDING)	134			RUDOLPH	147		
				(RABLIN)	149		

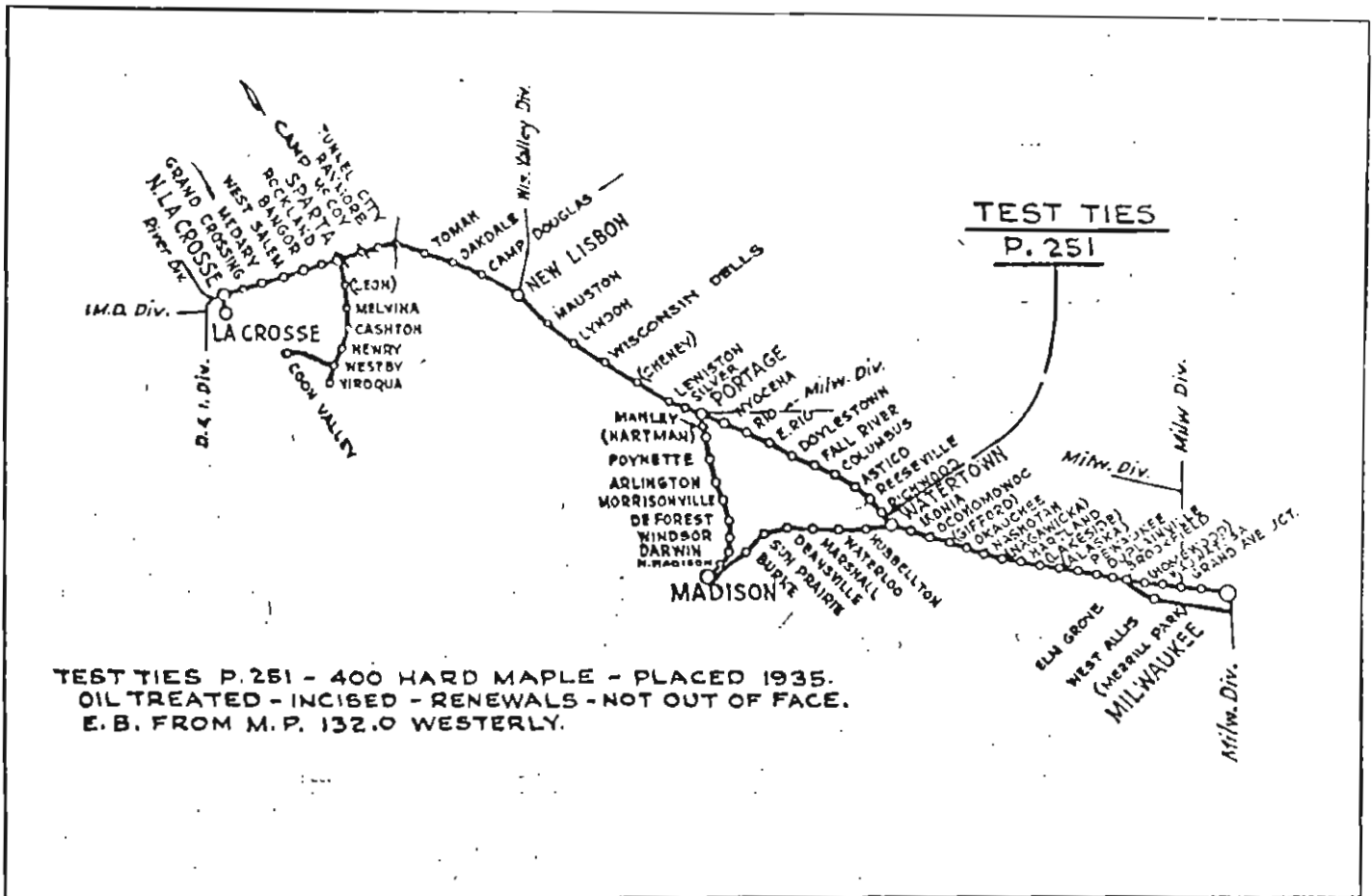
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STATION INDEX

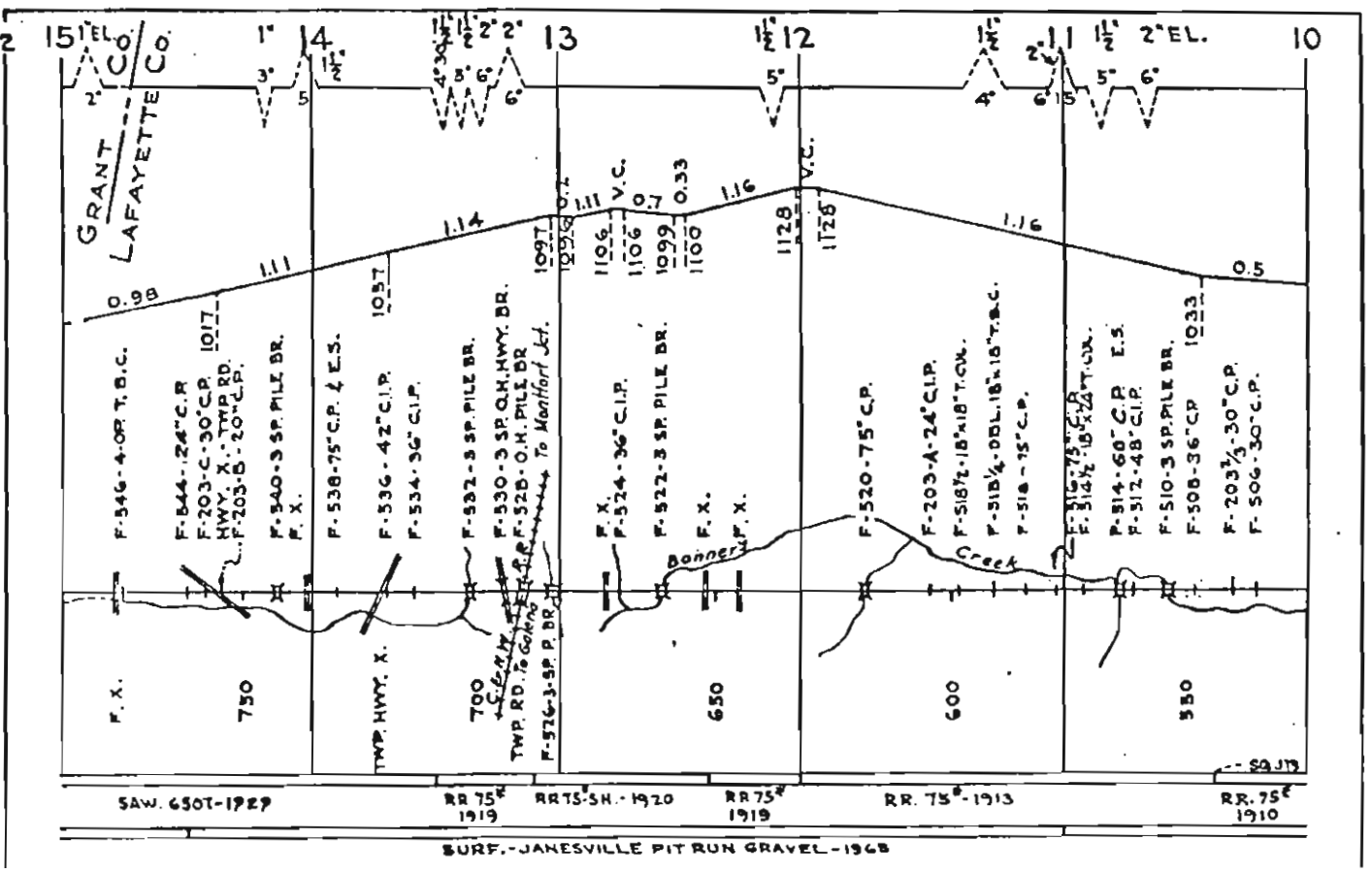
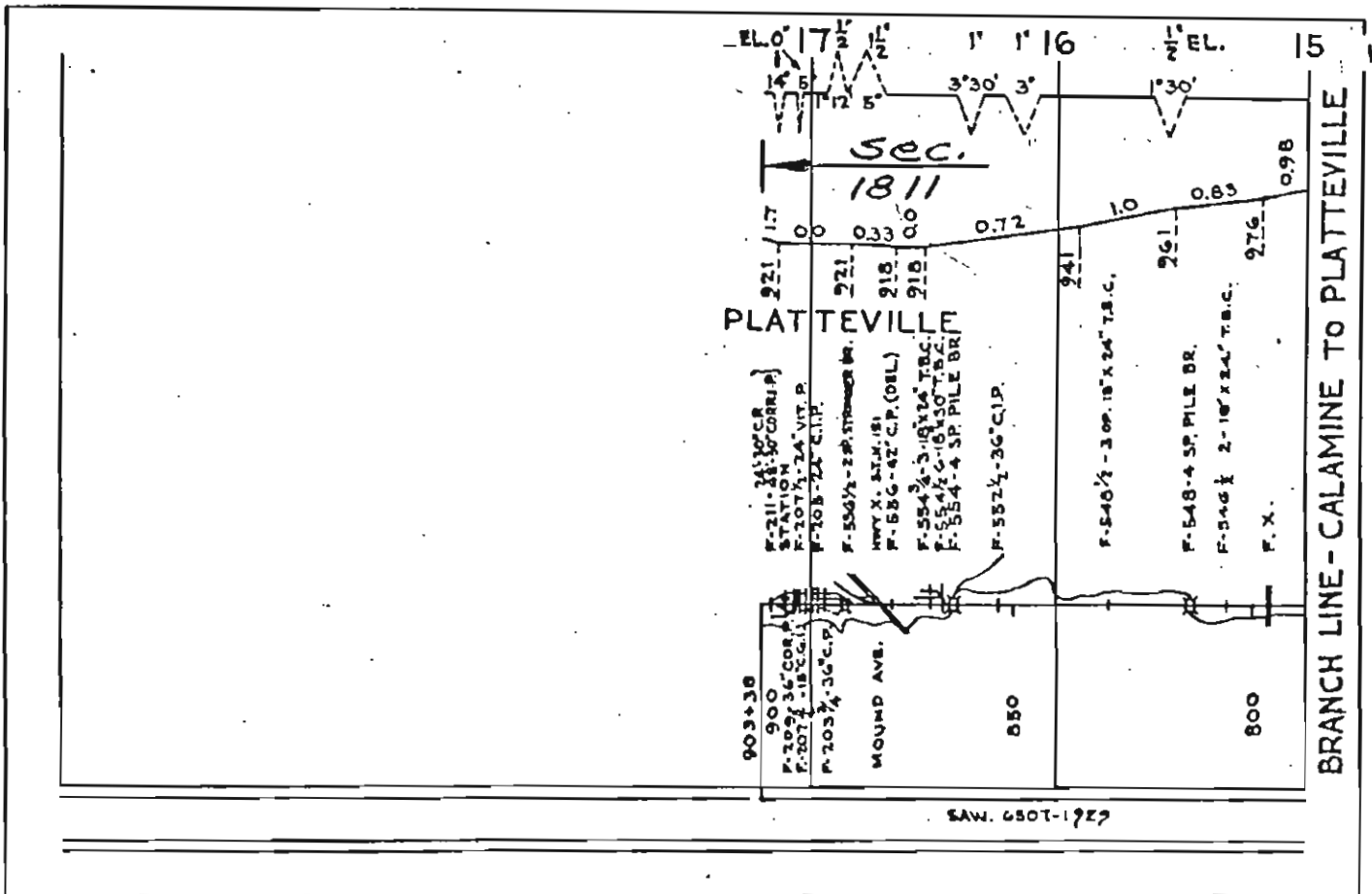
STATION	PAGE	STATION	PAGE	STATION	PAGE	PAGE
Afton	88	(Hastings Xing)	97	Oakland	198	
(Addington Spur)	203	Hastings	199	(Plummers Mill)	113	Whitman 213
Bayport	86			(Pt Douglas)	90	Winona 123-215
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				(Pullman Ave)	196	
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Chippewa Falls	103	(Knights)	113	Red Cedar Jct.	102-109	C.B. & Q. RR. MAIN LINE
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(Chemolite Siding)	197	Lake City	206			NELSON 116
Dunn	195	Lakeland	87			ALMA 117
Dakota	219	Lamoille	217			COCHRANE 119
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(Dresbach)	219	(Lufkings)	106	Rond	193	E. WINONA 122
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				So. Minneapolis	193	
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		Minneapolis	192			
		Newport	196			
				Wabasha	114-209	
				(Wacouta)	204	
				Weaver	211	
				Welch	96	

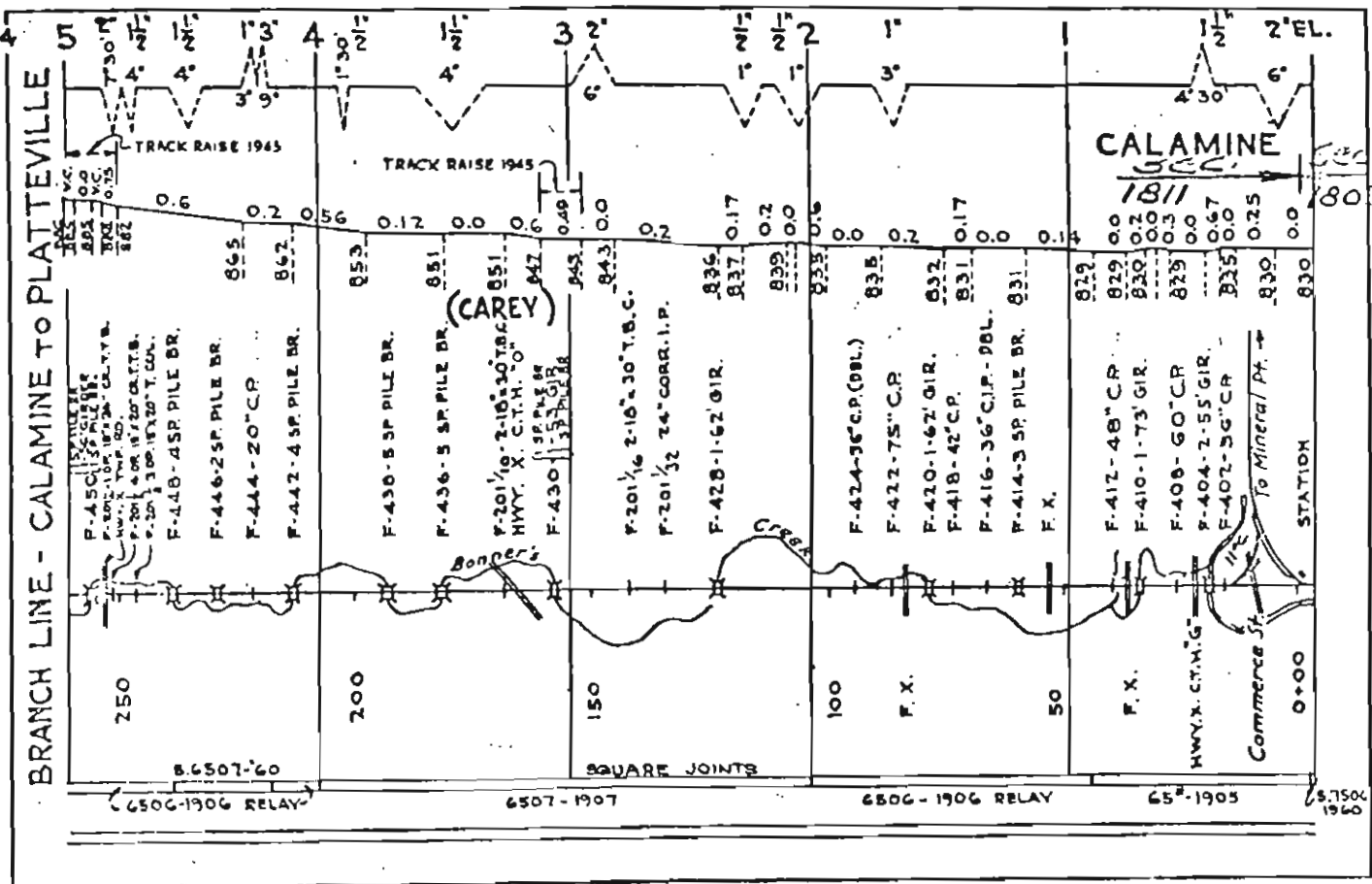
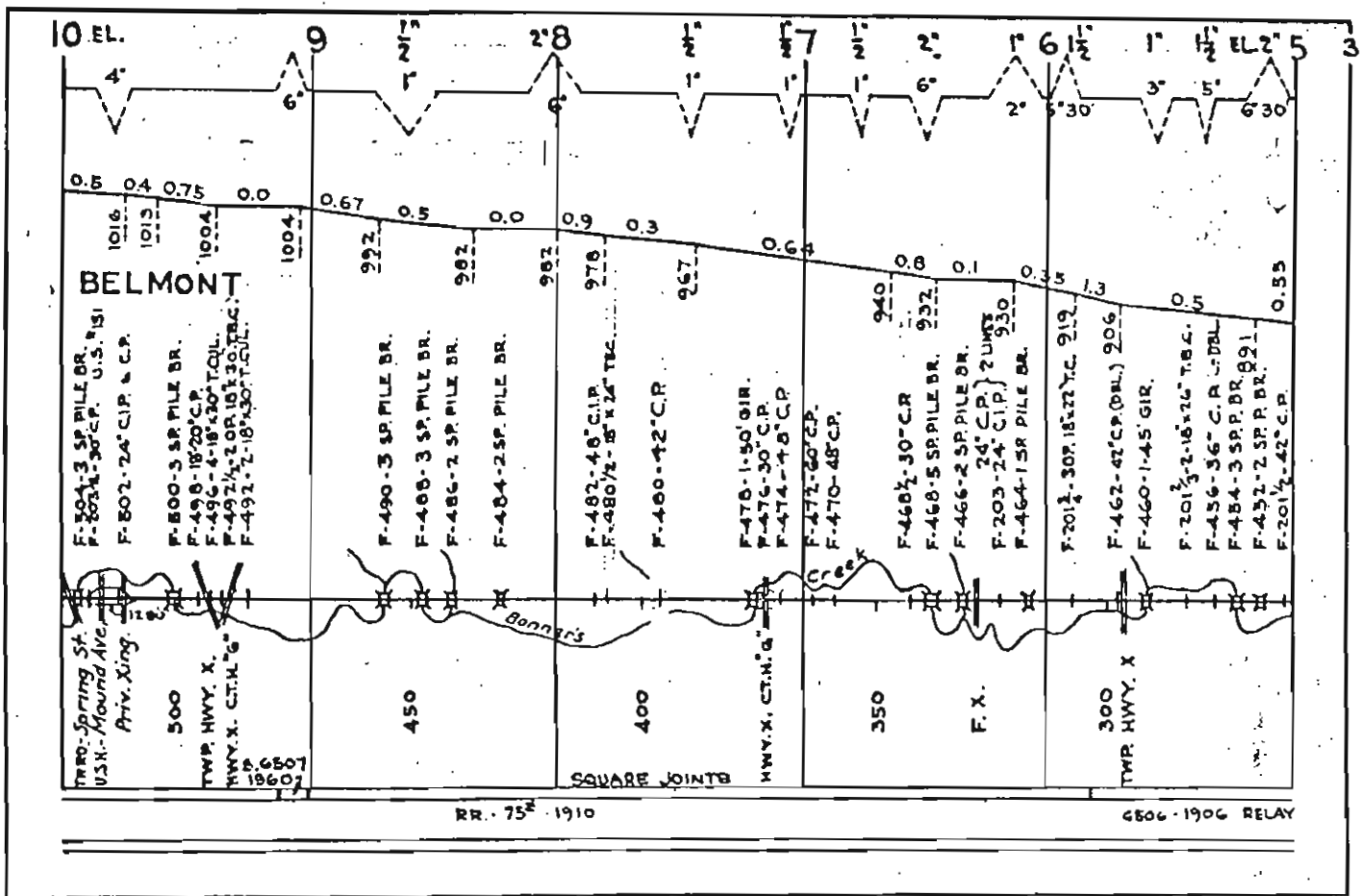
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Time Table.



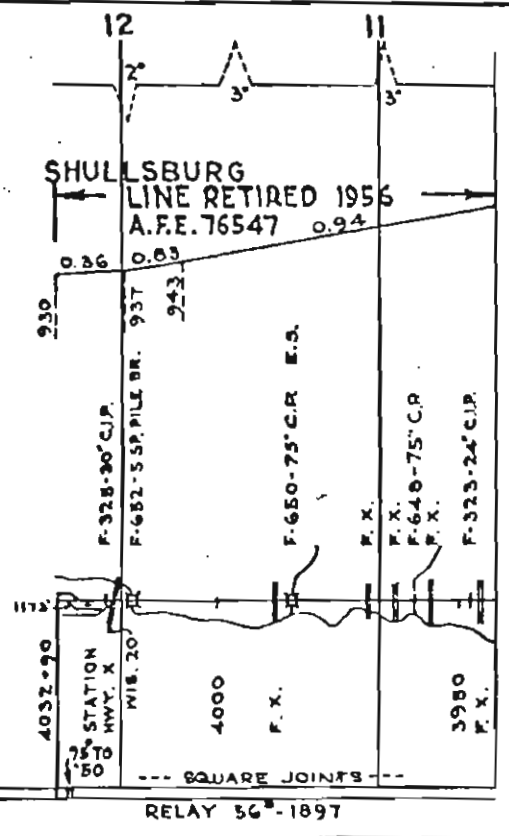
STATION INDEX					
STATION	PAGE	STATION	PAGE	STATION	PAGE
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ARLINGTON	174	(HARTMAN)	173	OCONOMOWOC	254
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		HUBBELTON	185		
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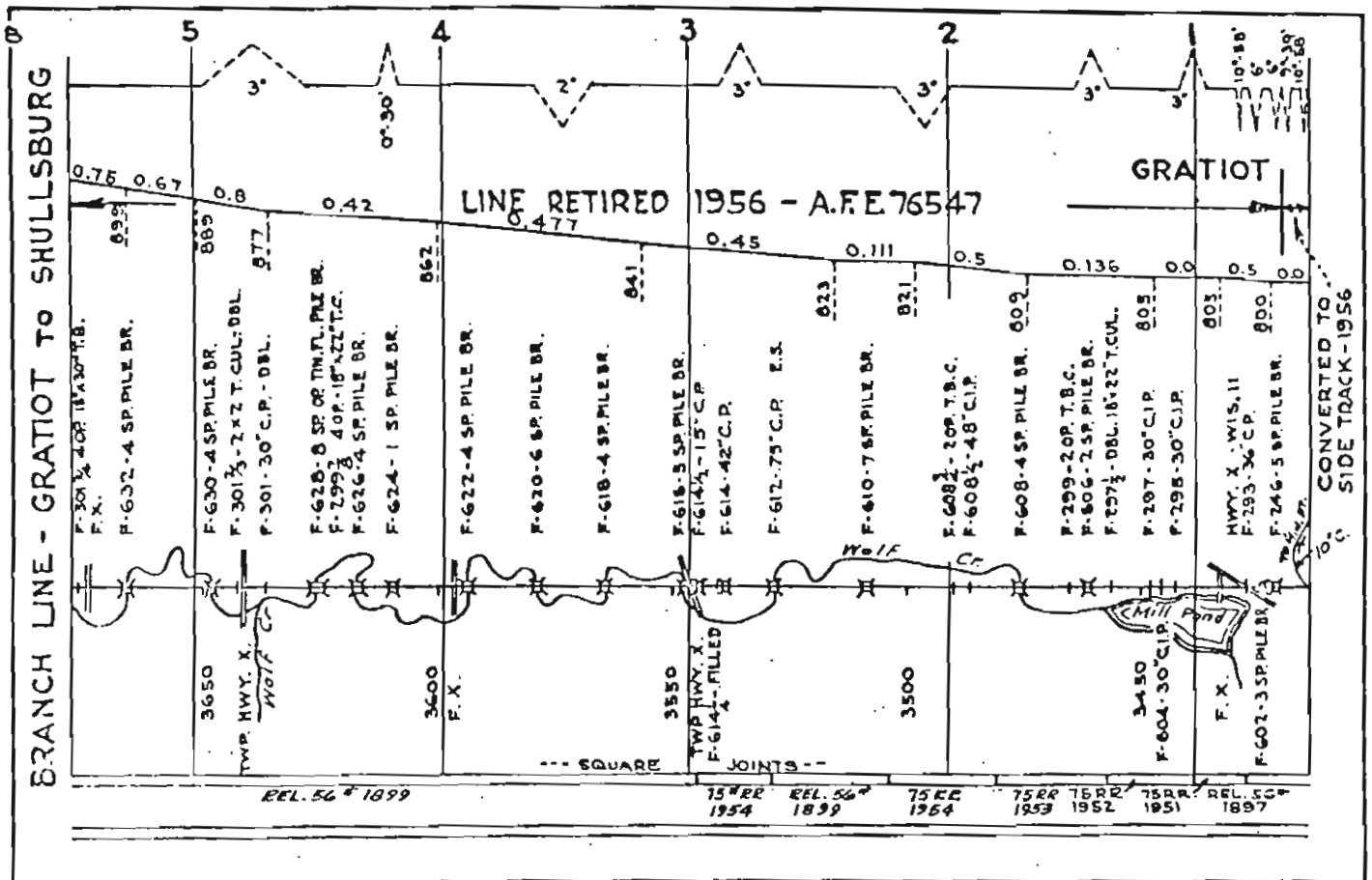
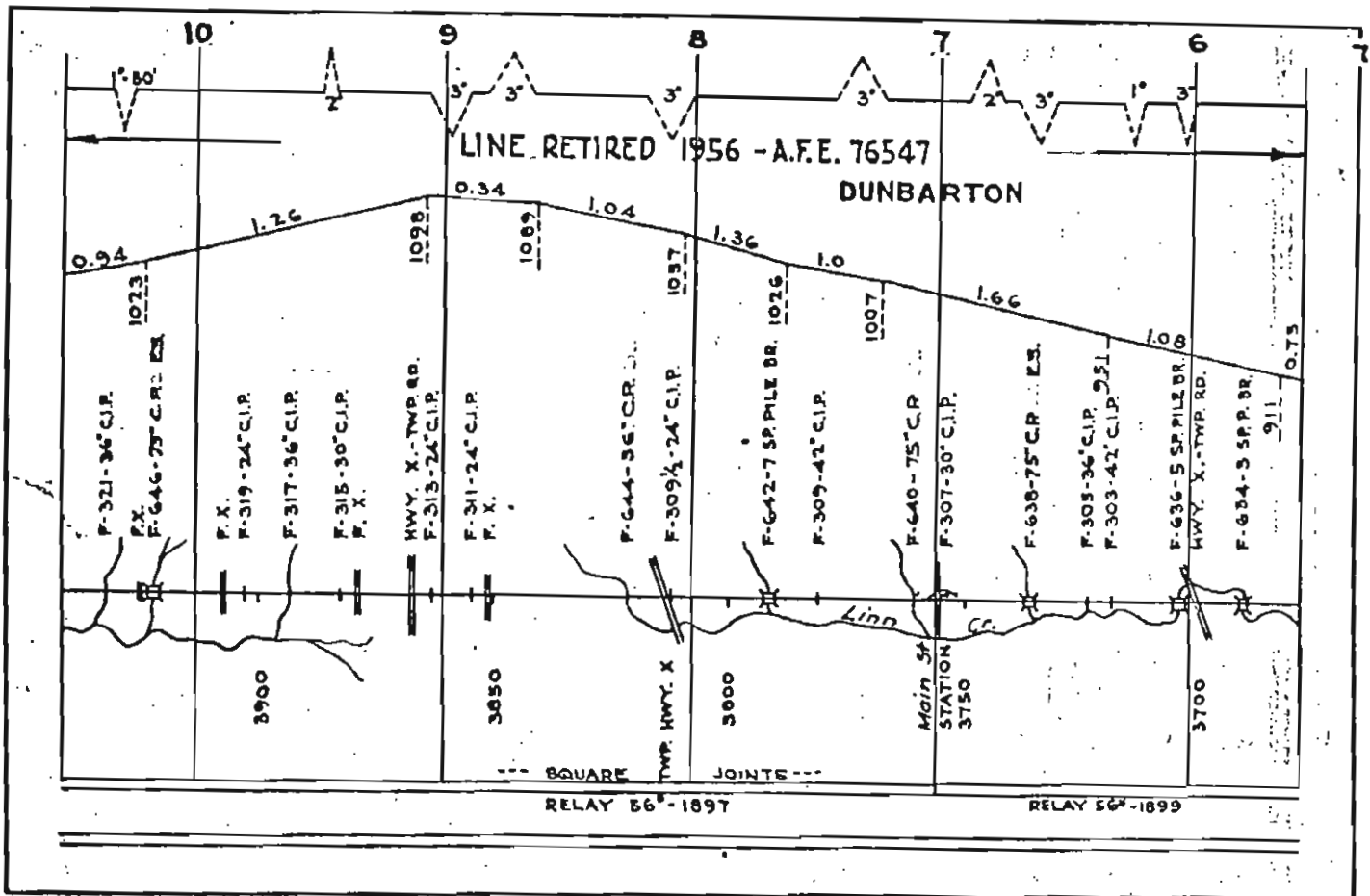
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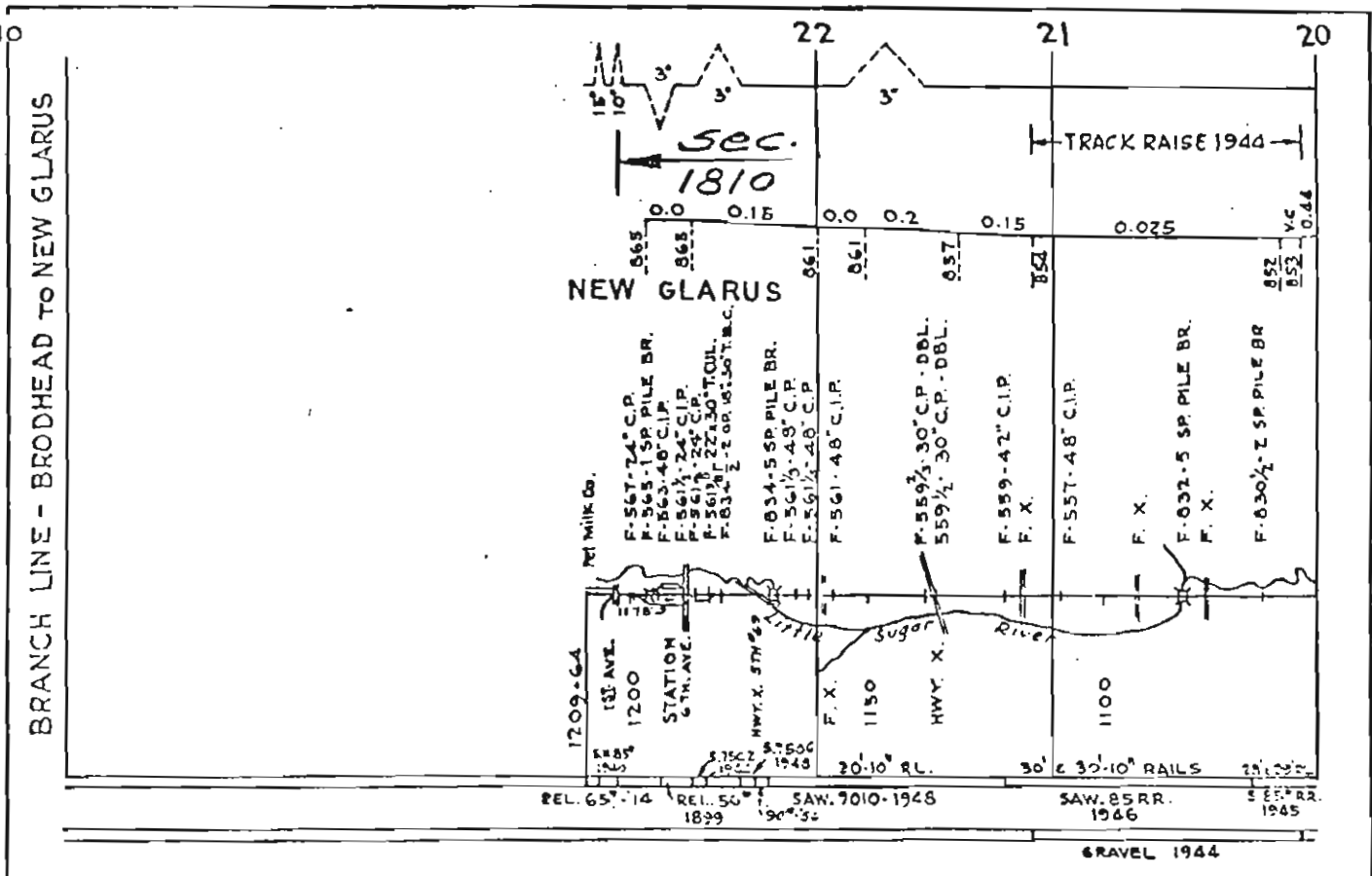
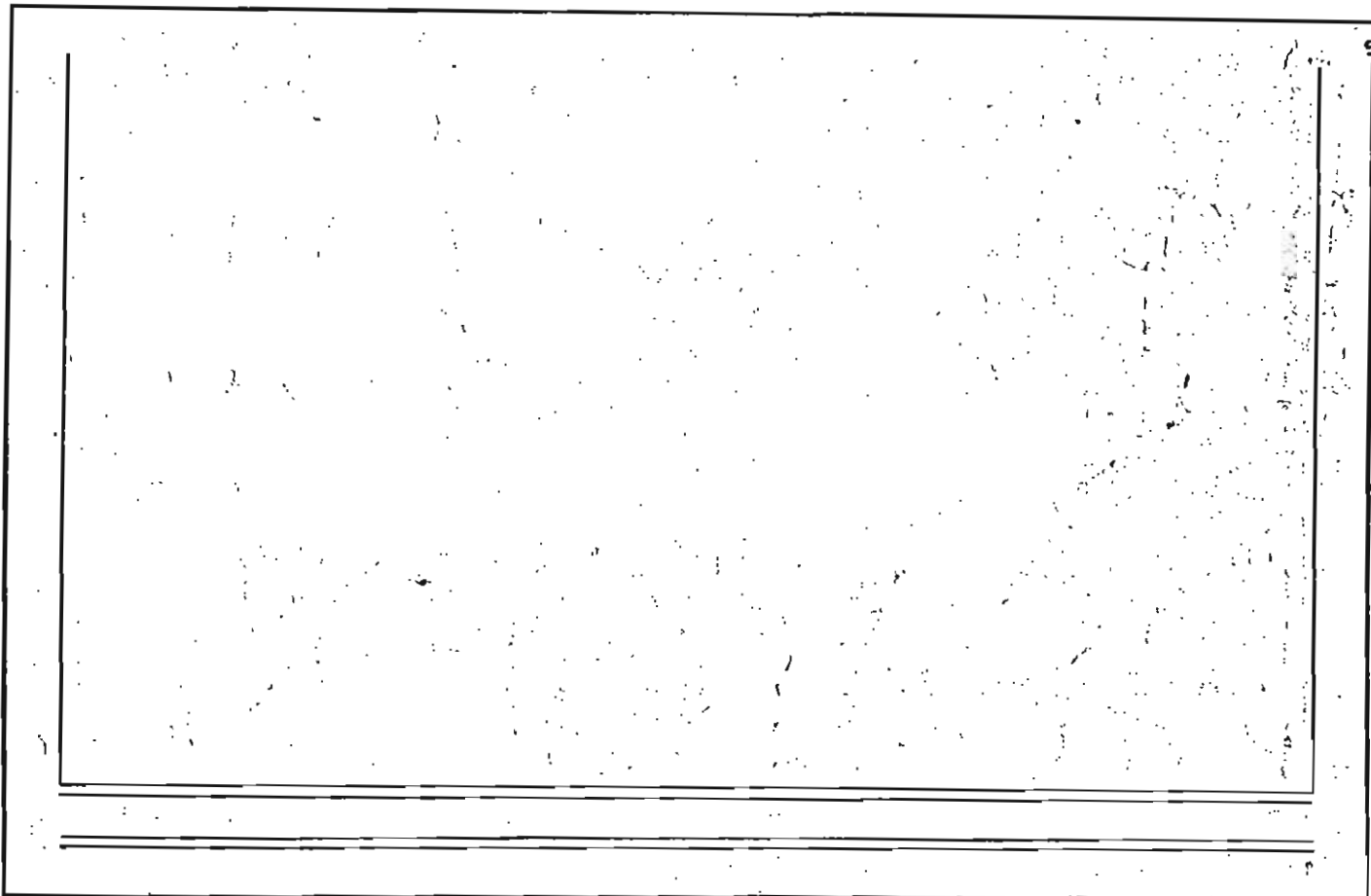


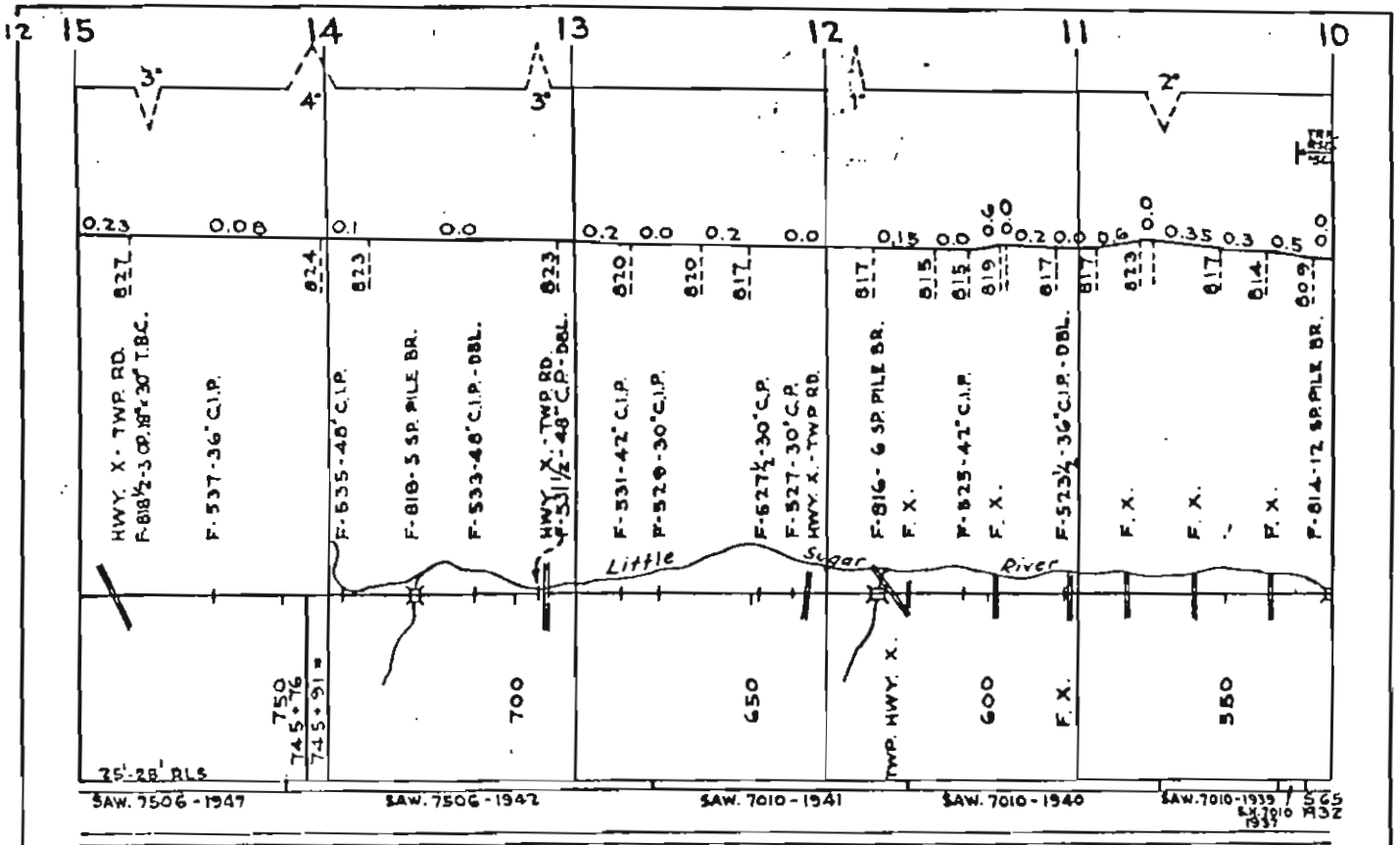
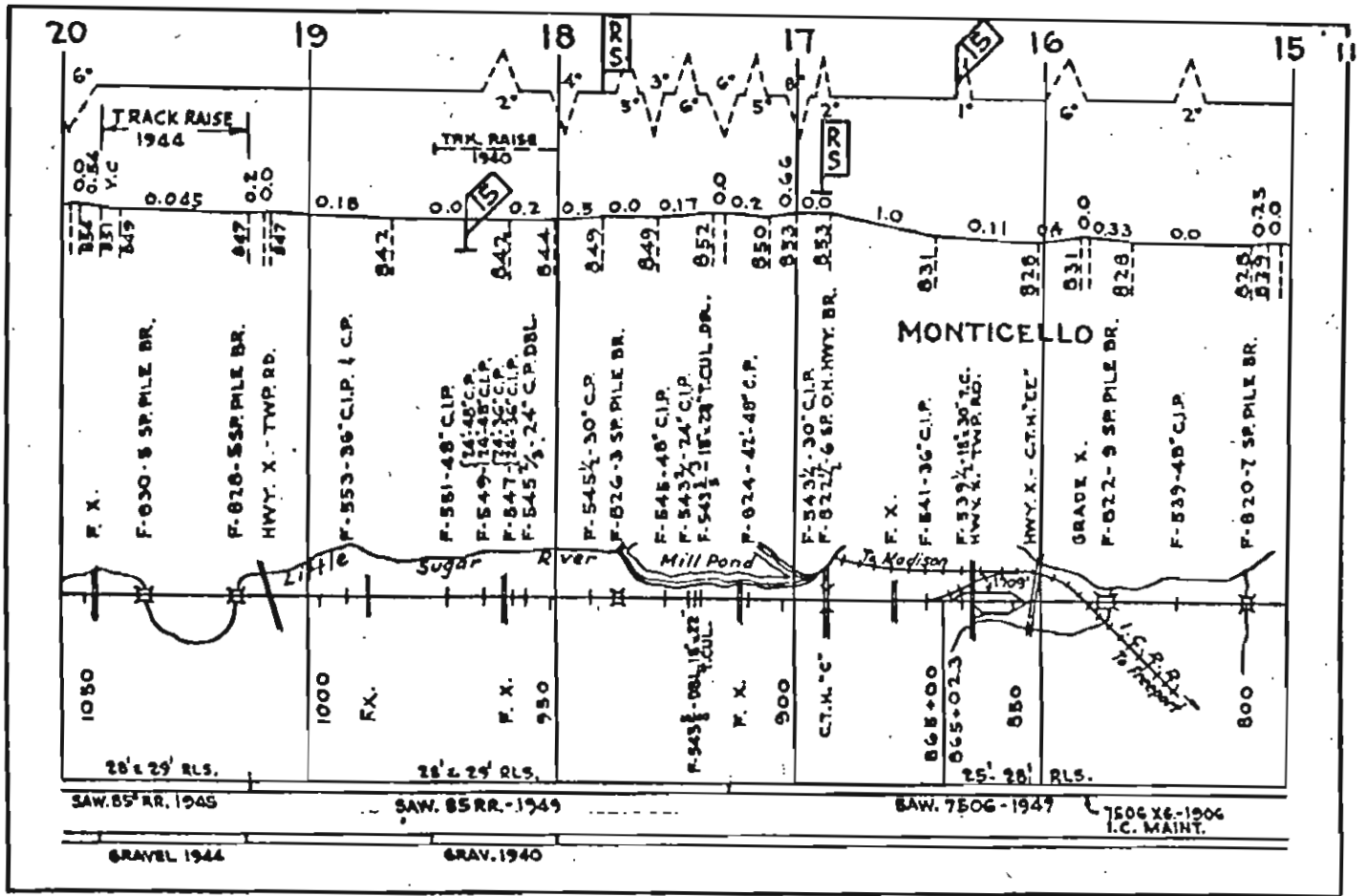


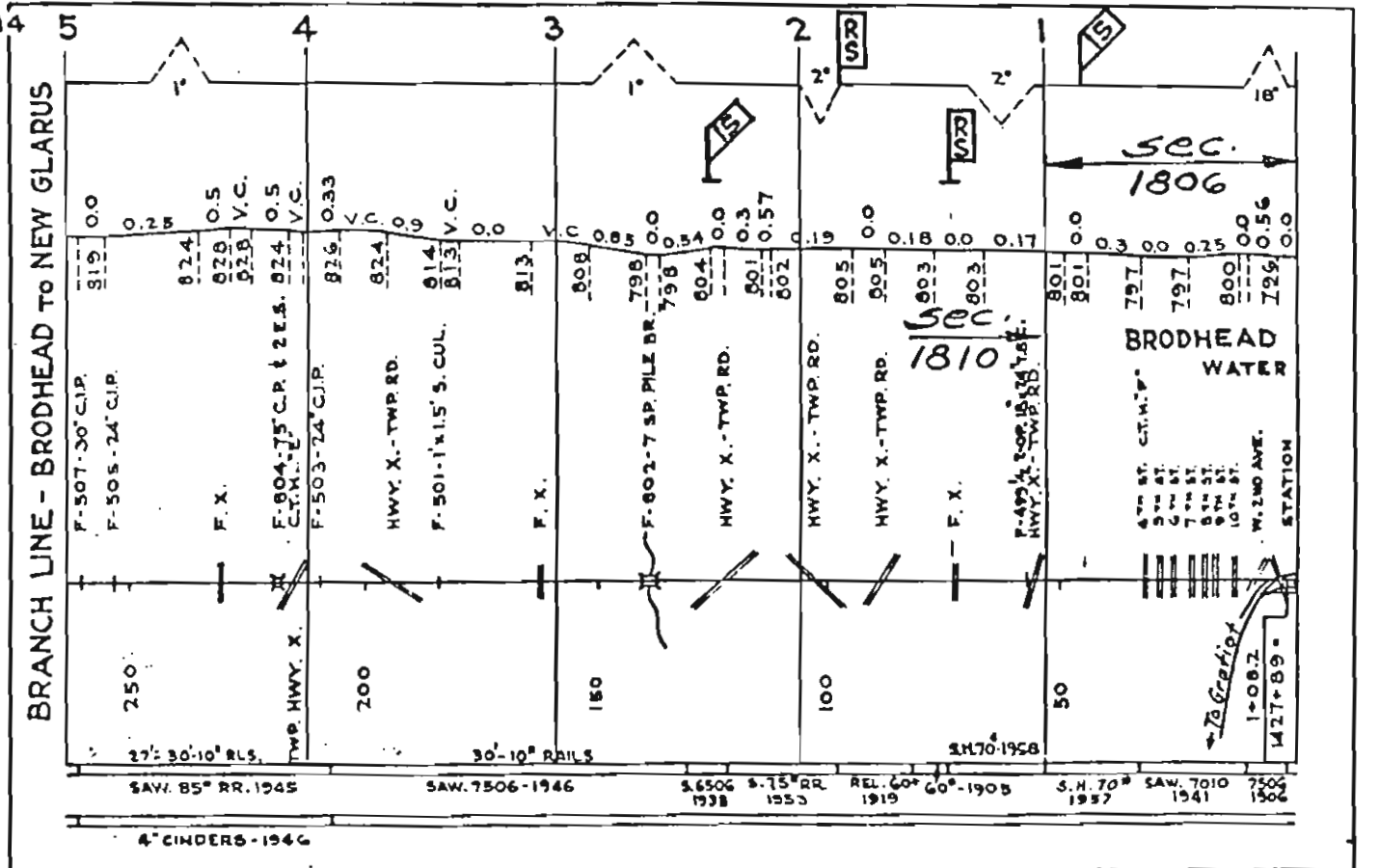
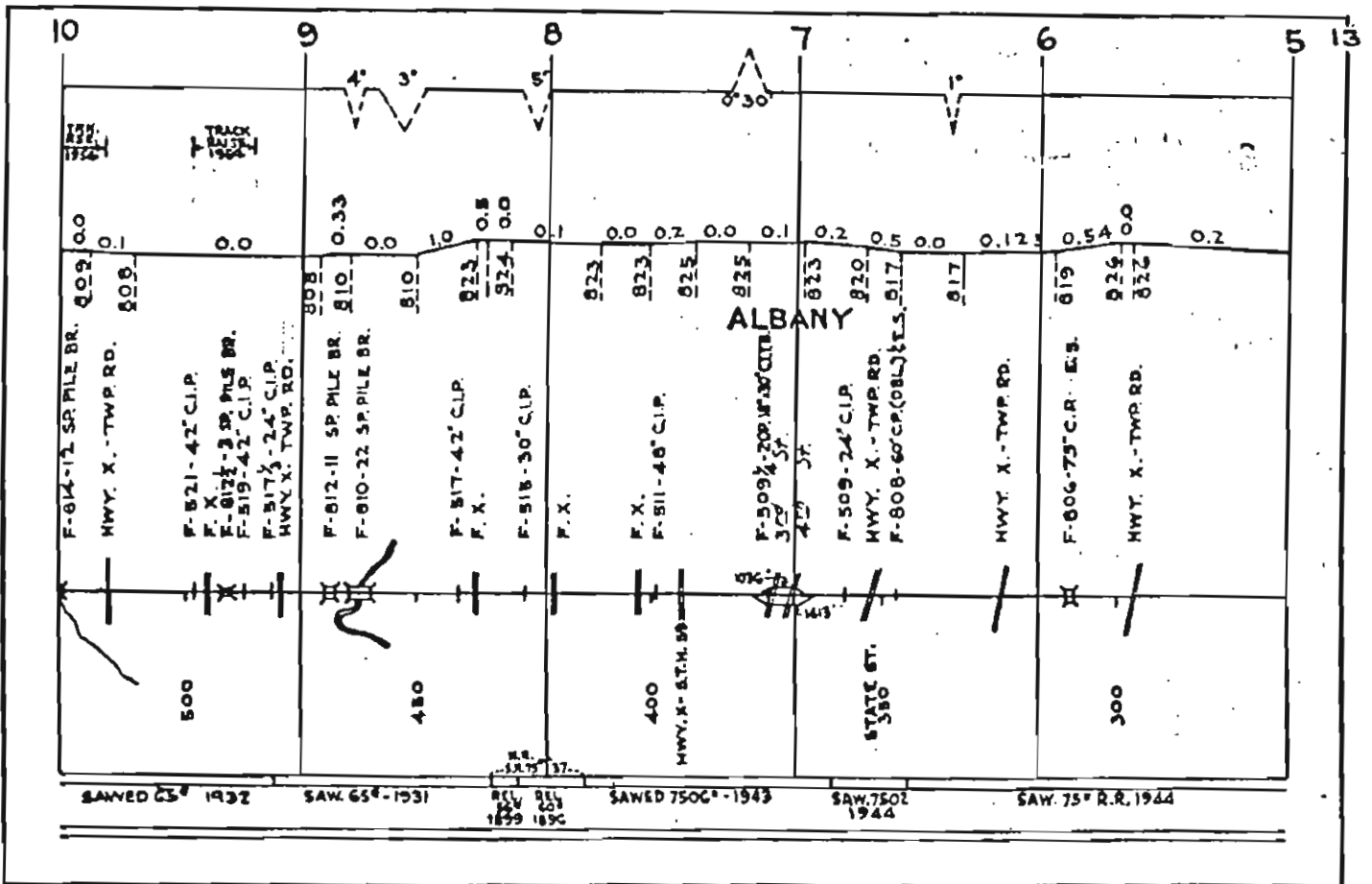
BRANCH LINE - GRATIOT TO SHULLSBURG

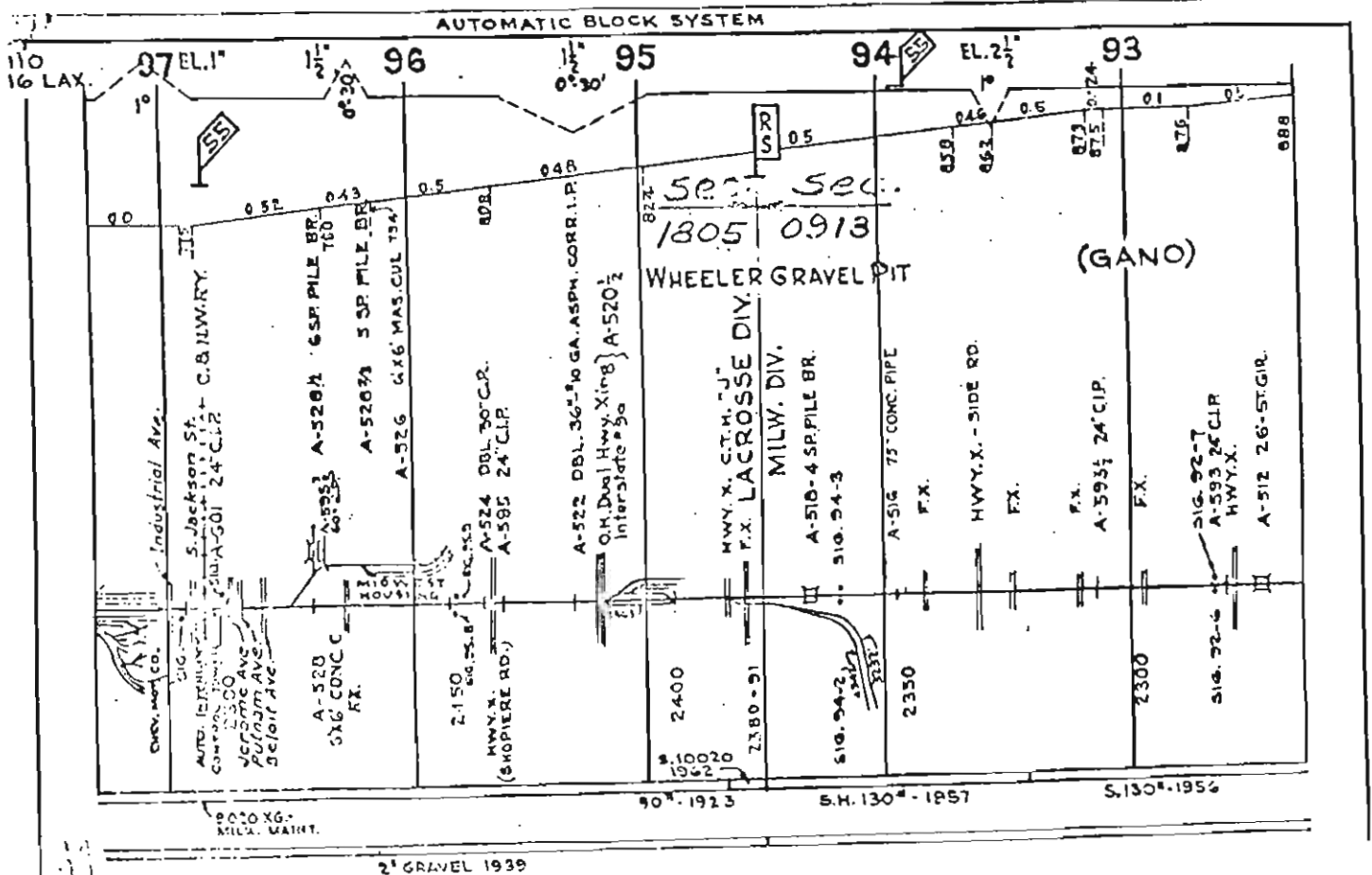
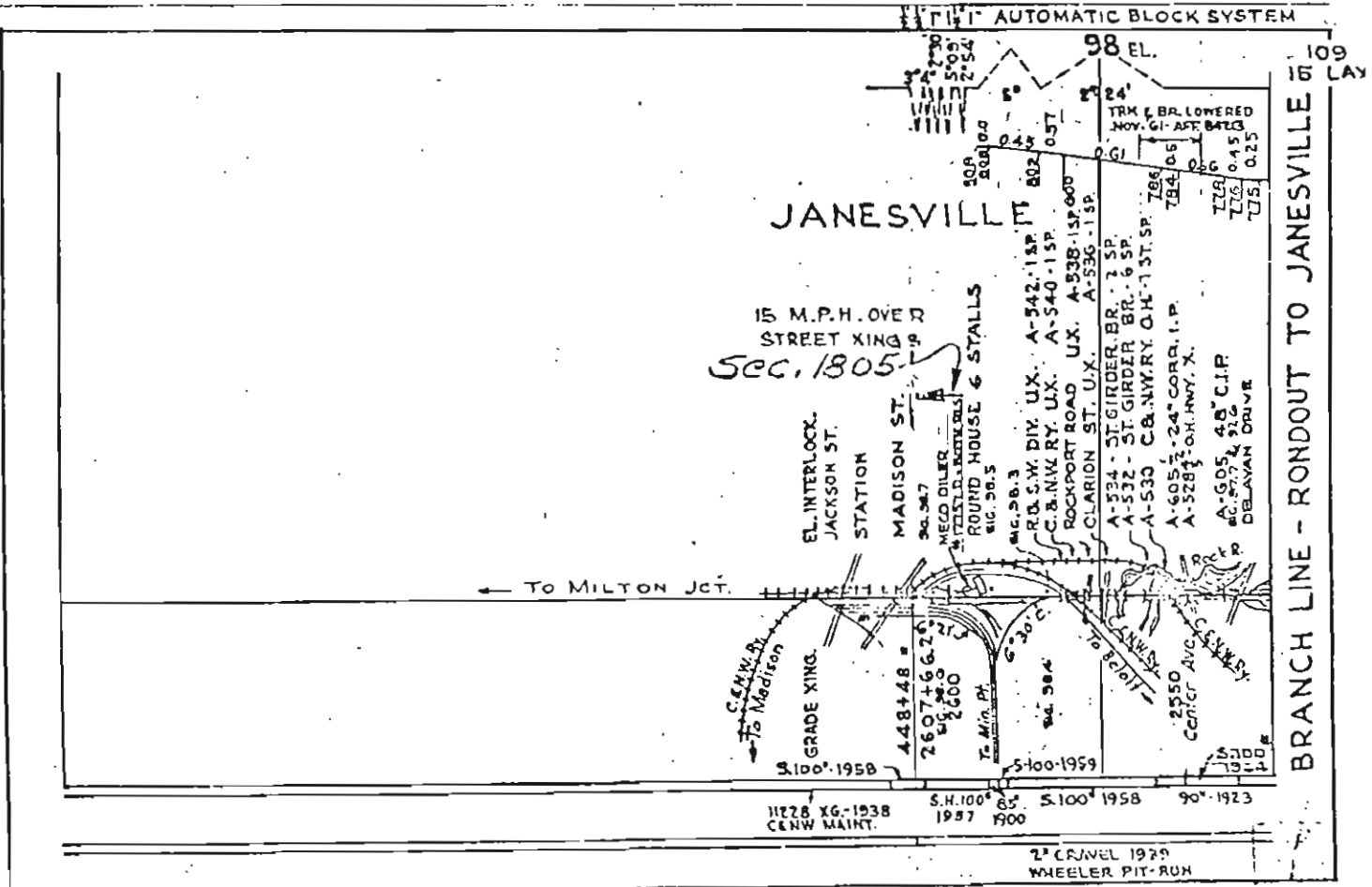


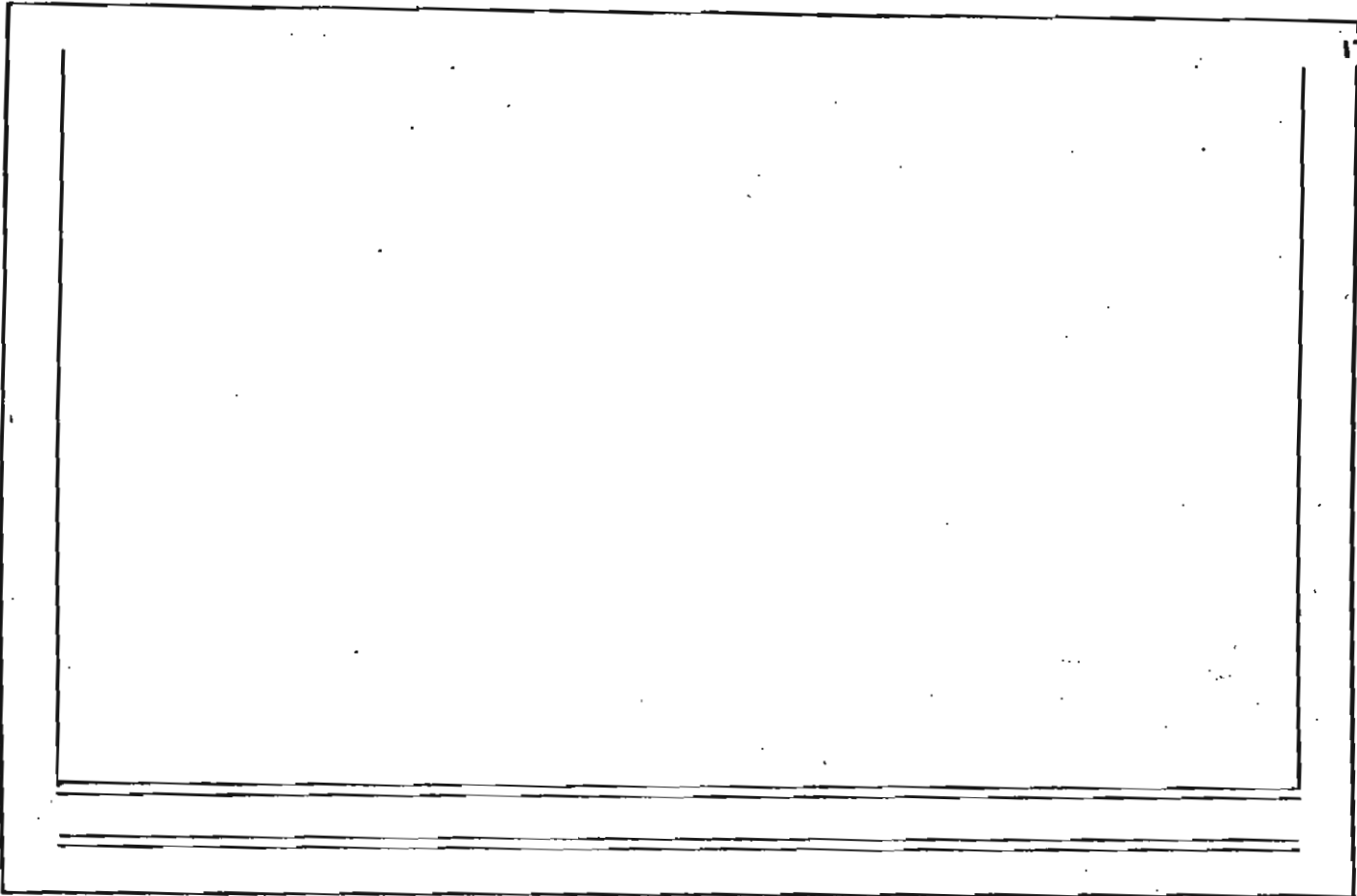




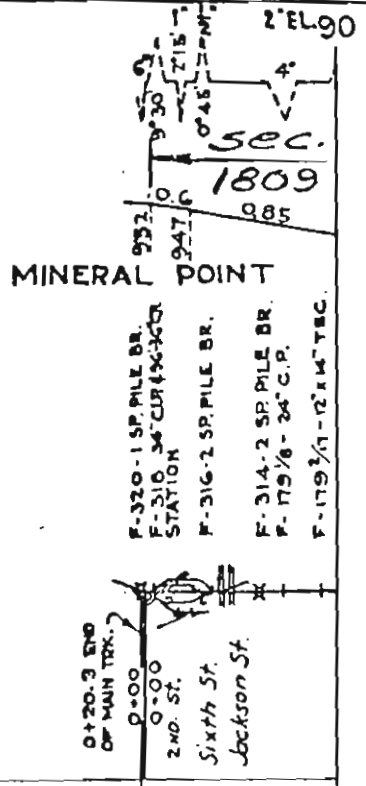




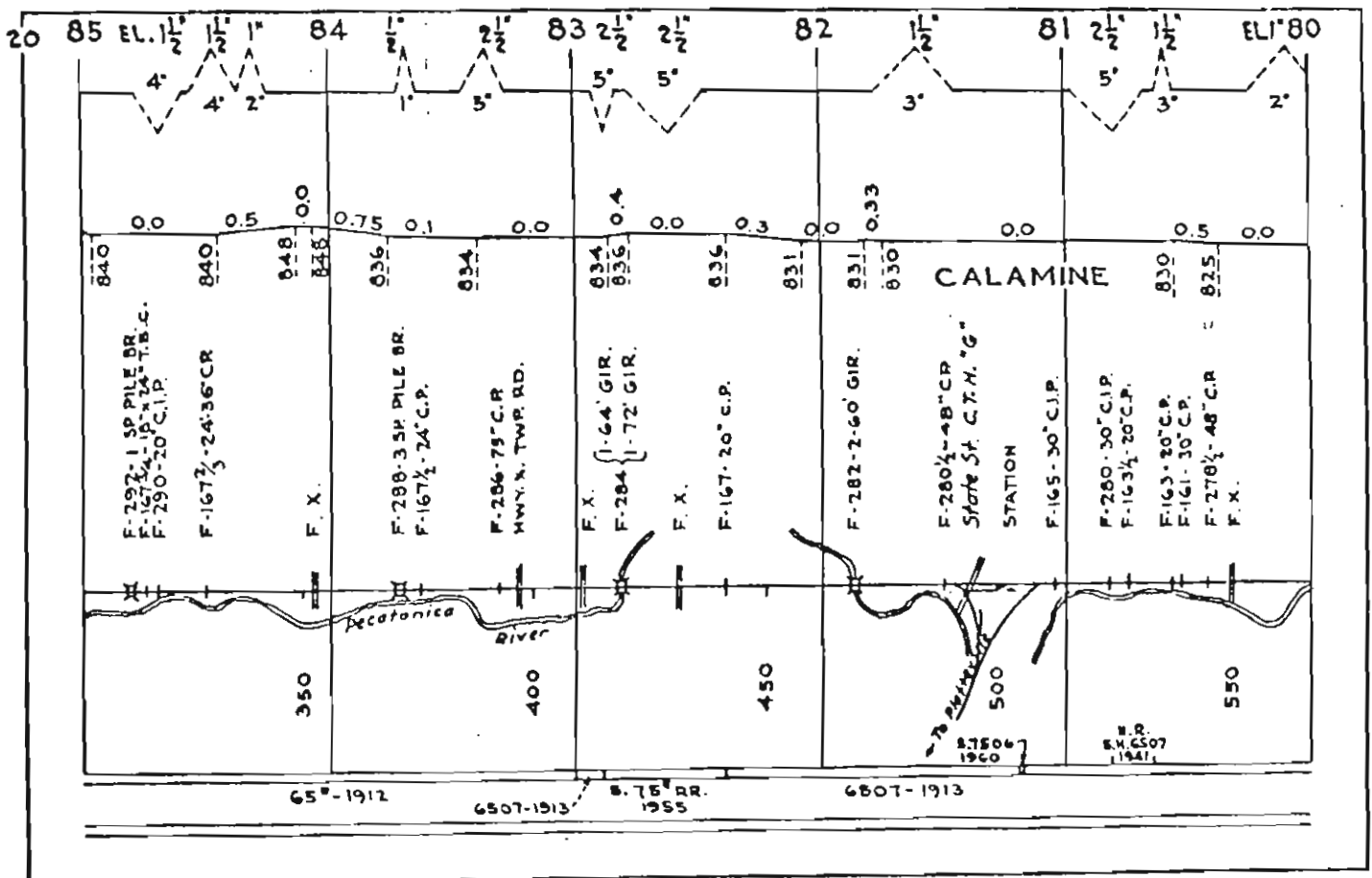
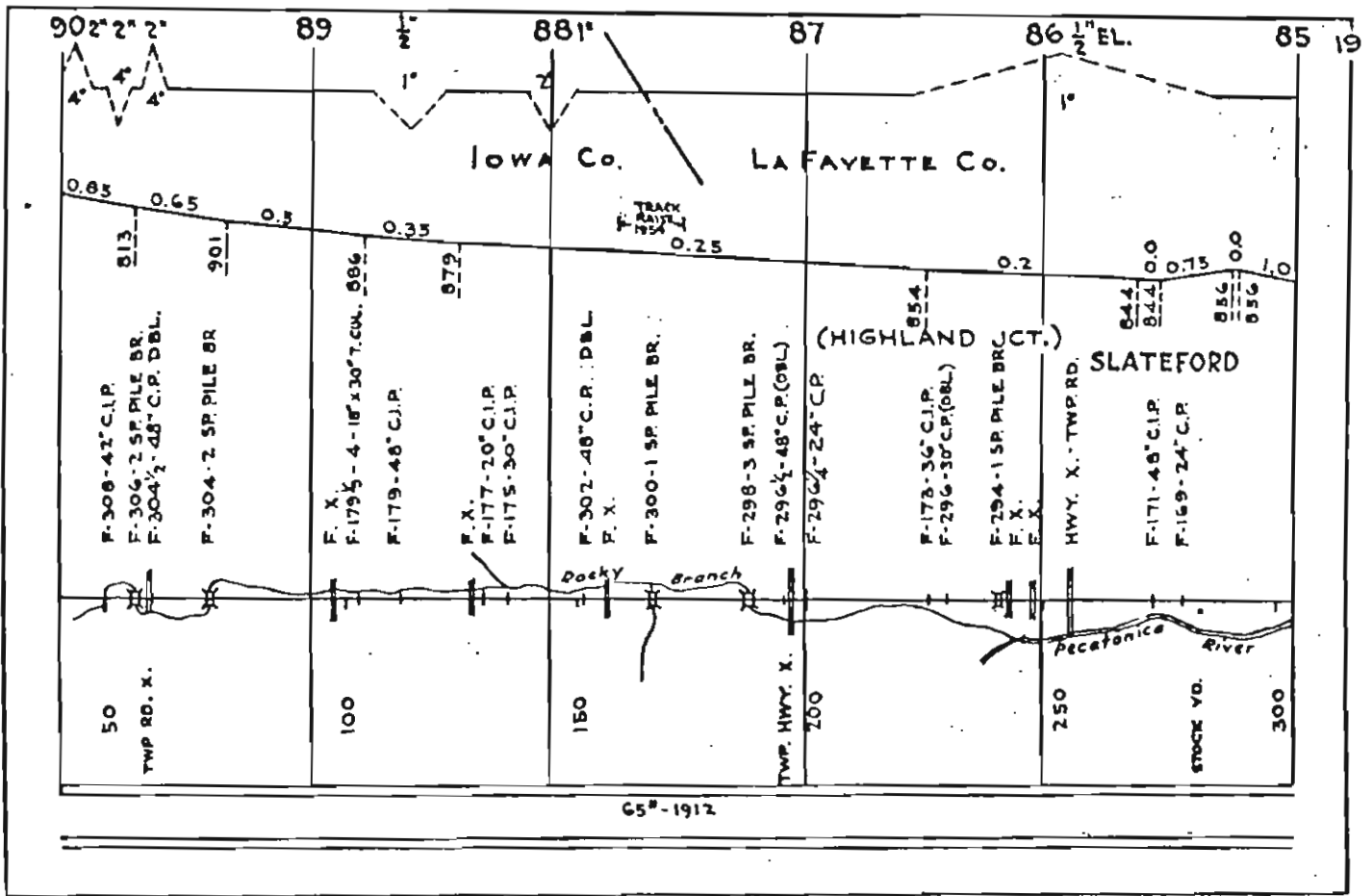


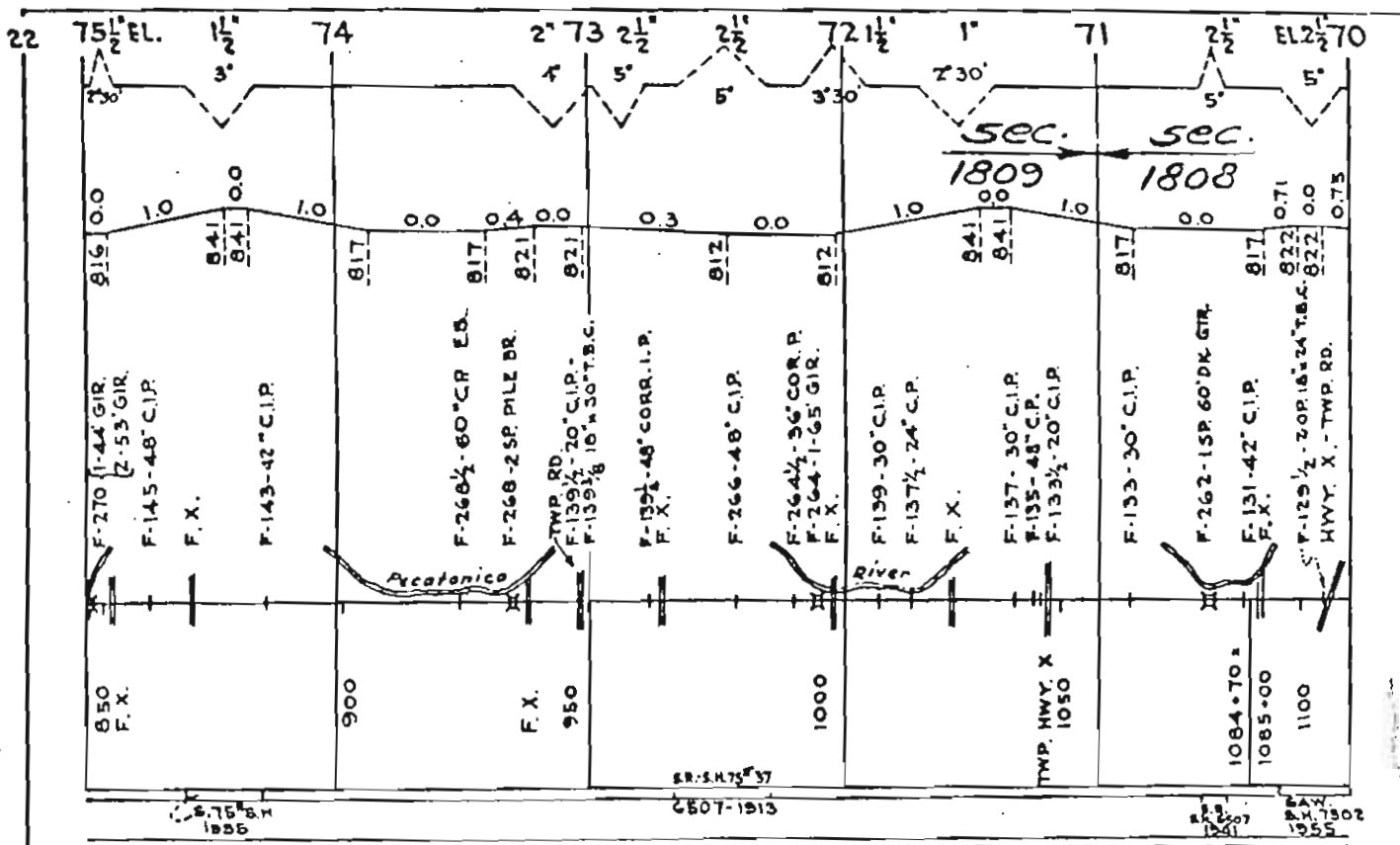
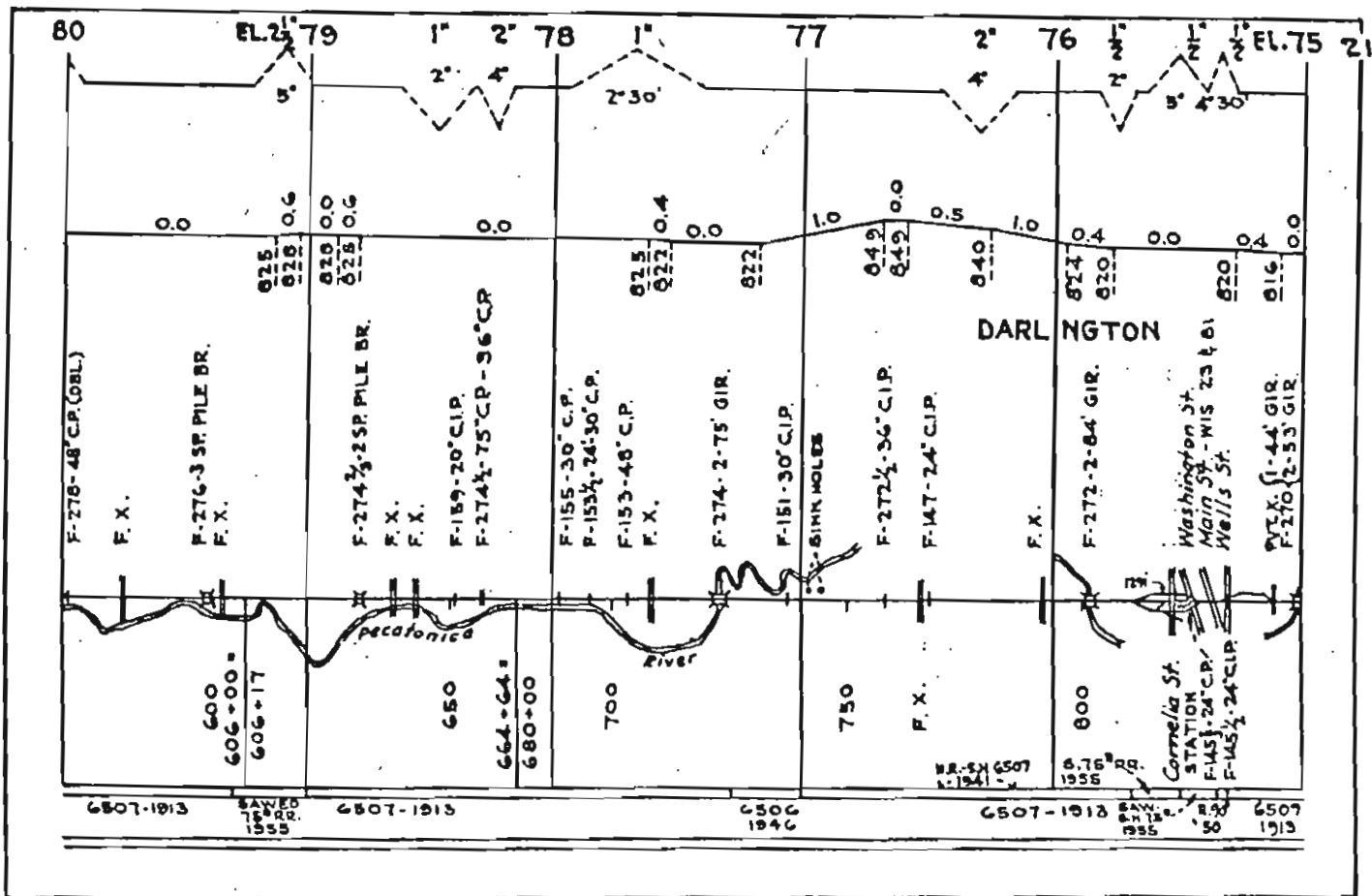


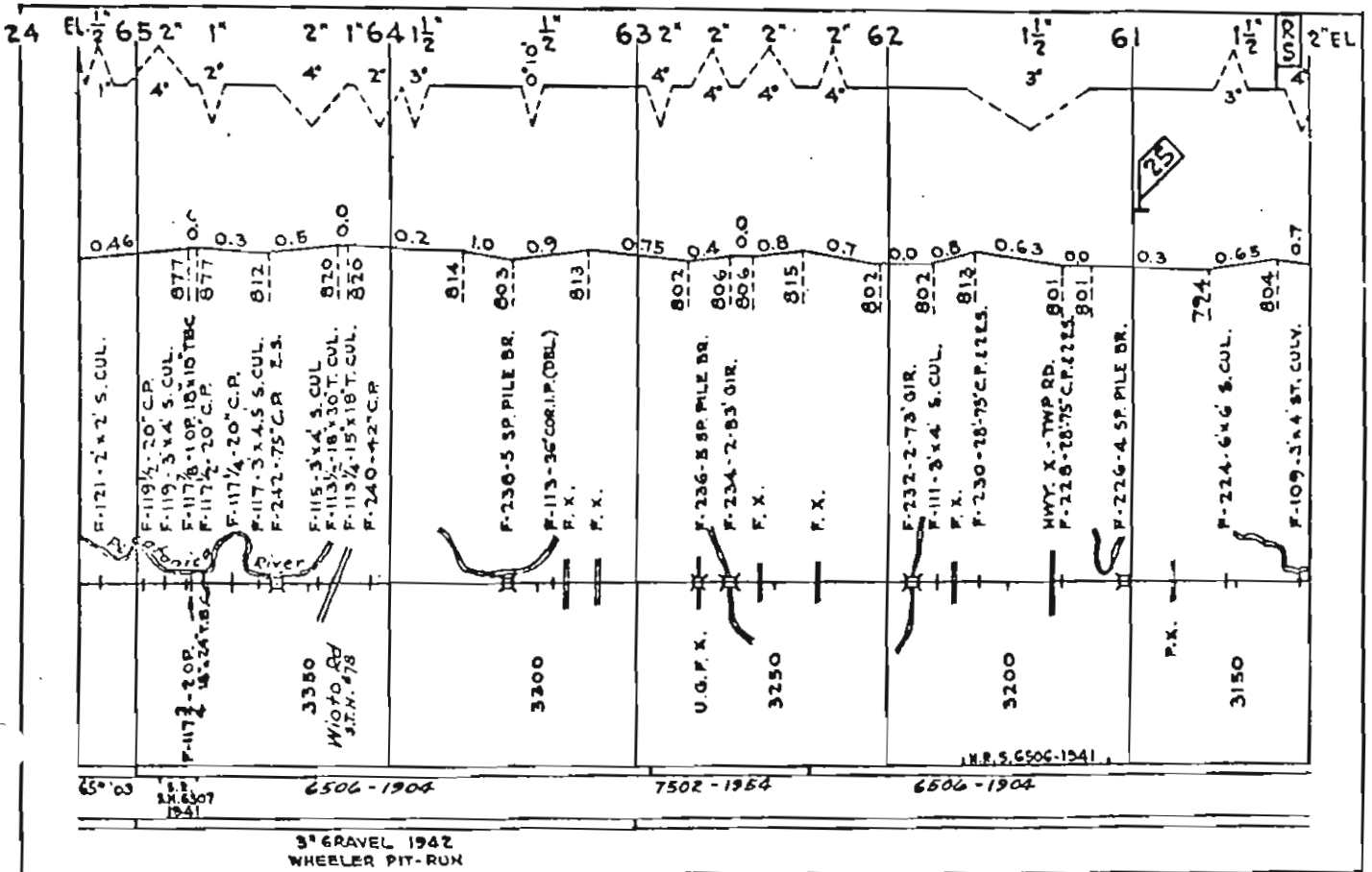
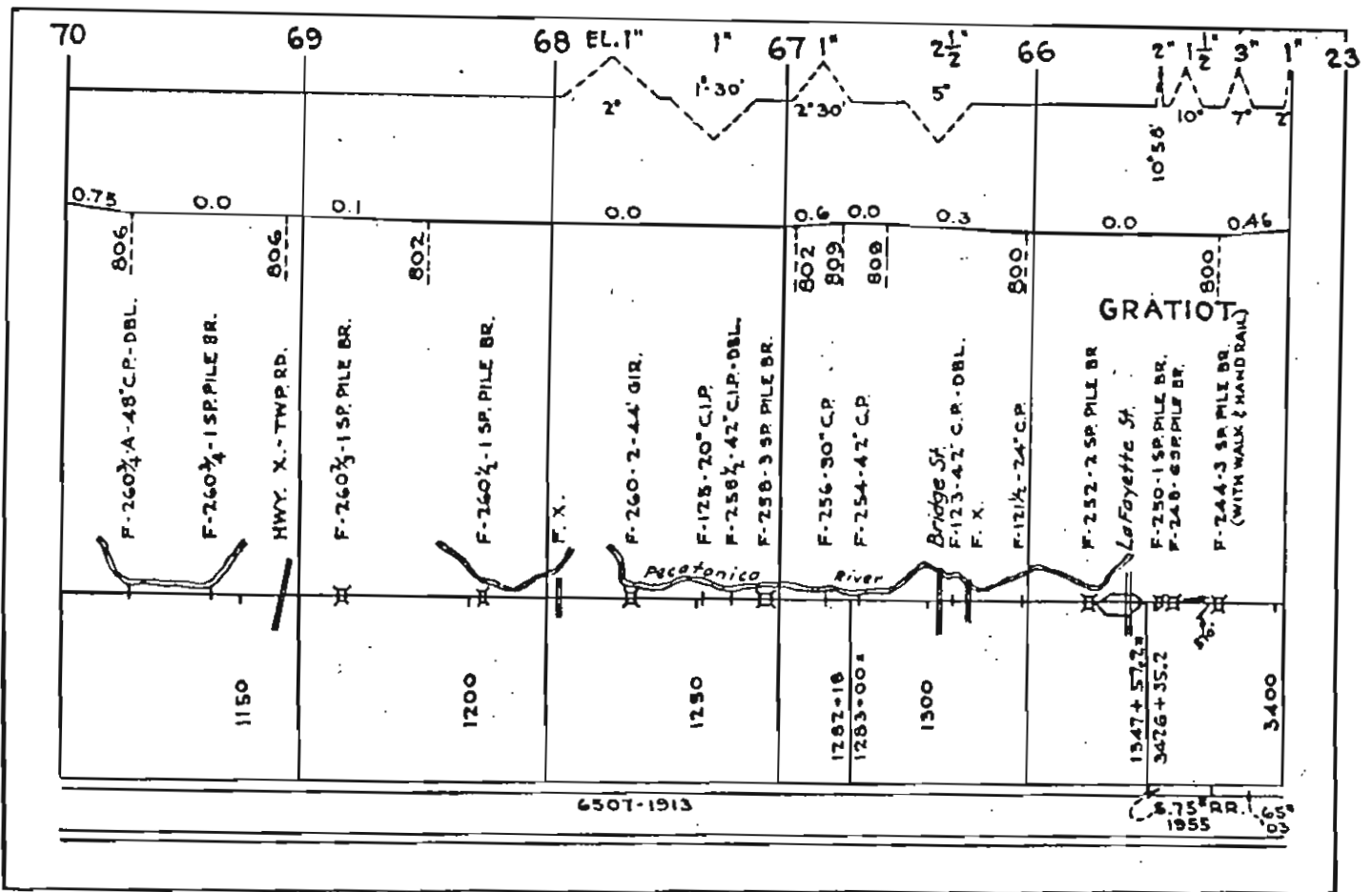
MAIN LINE - MILTON TO MINERAL POINT

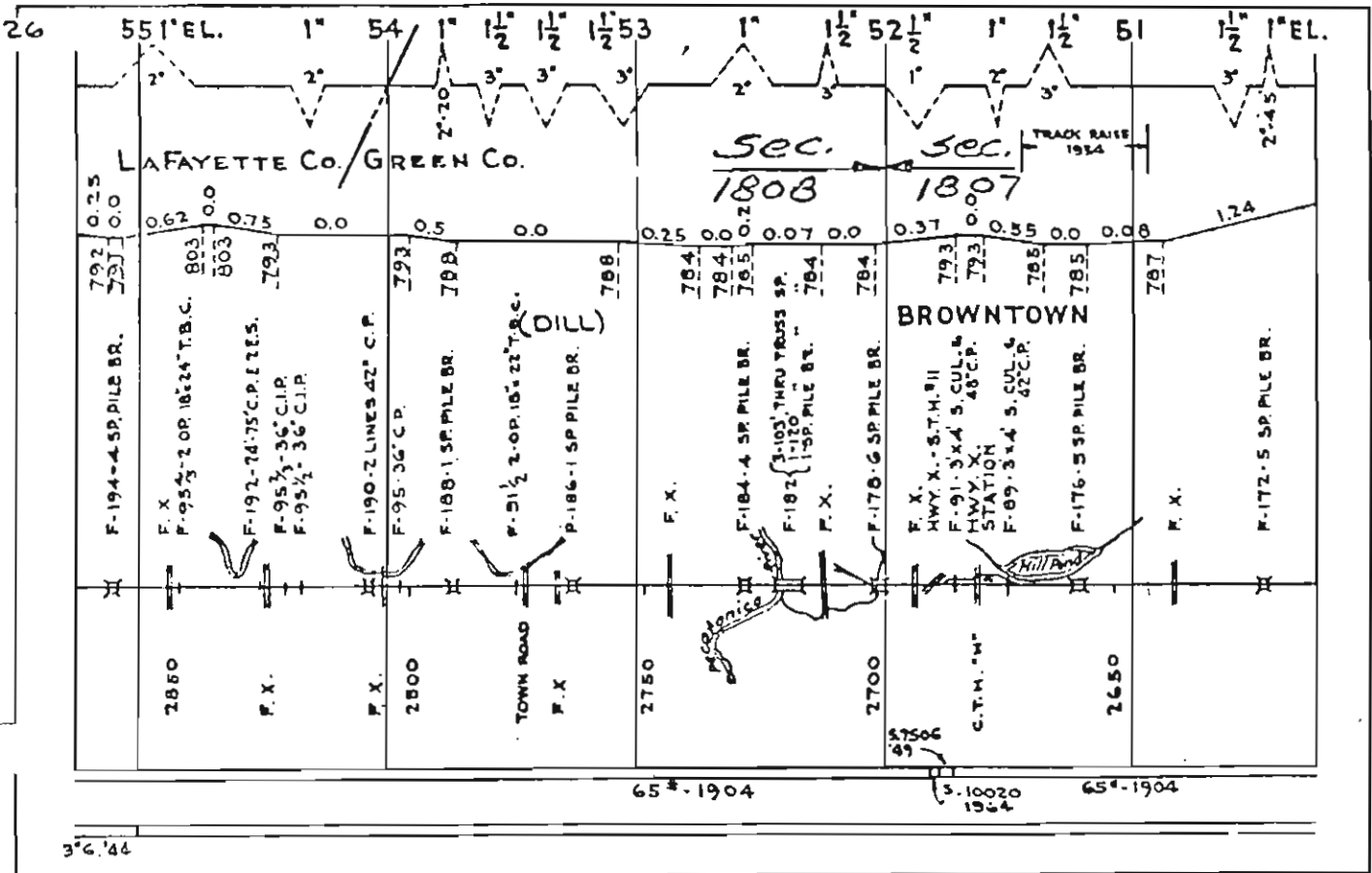
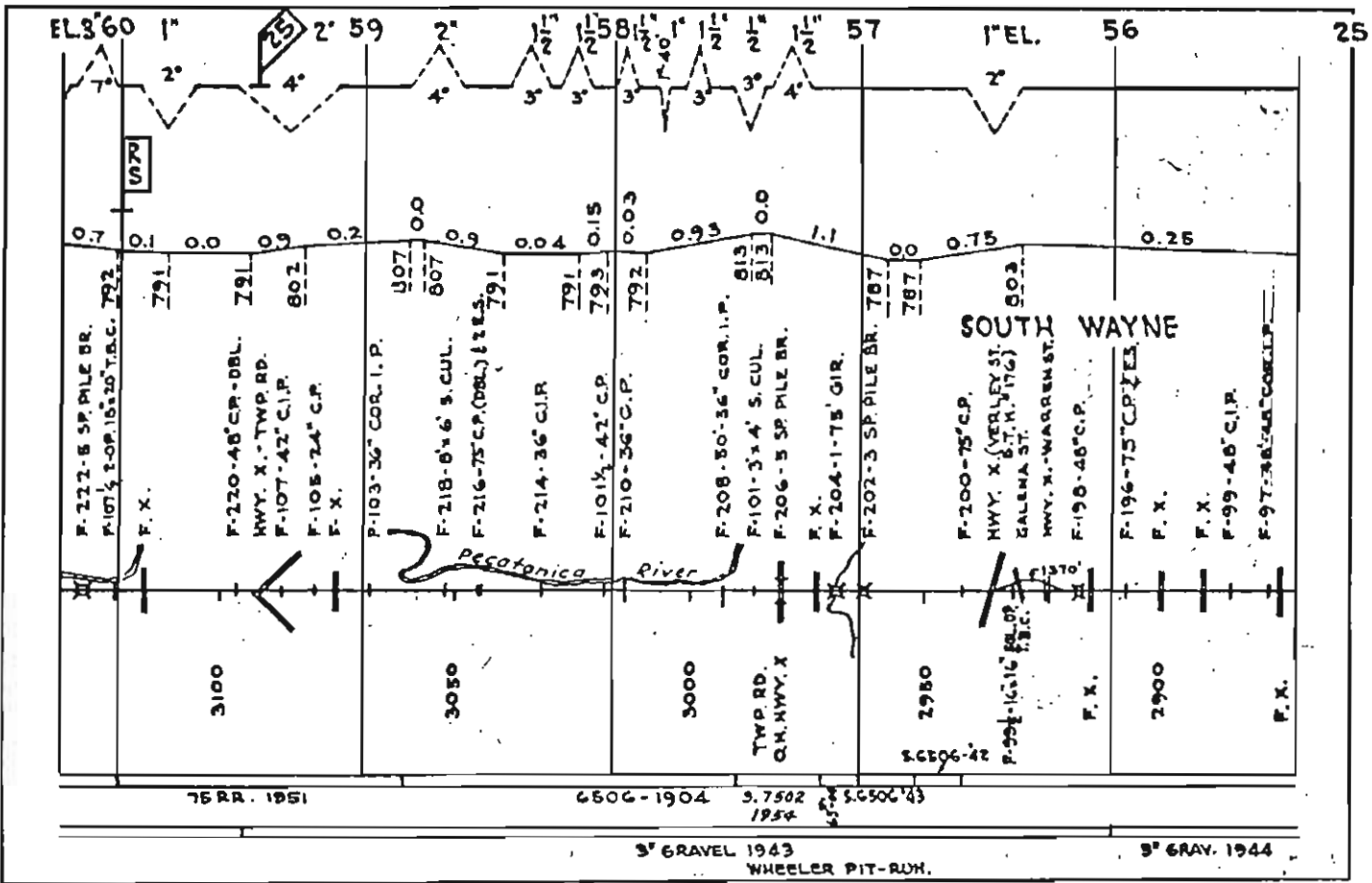


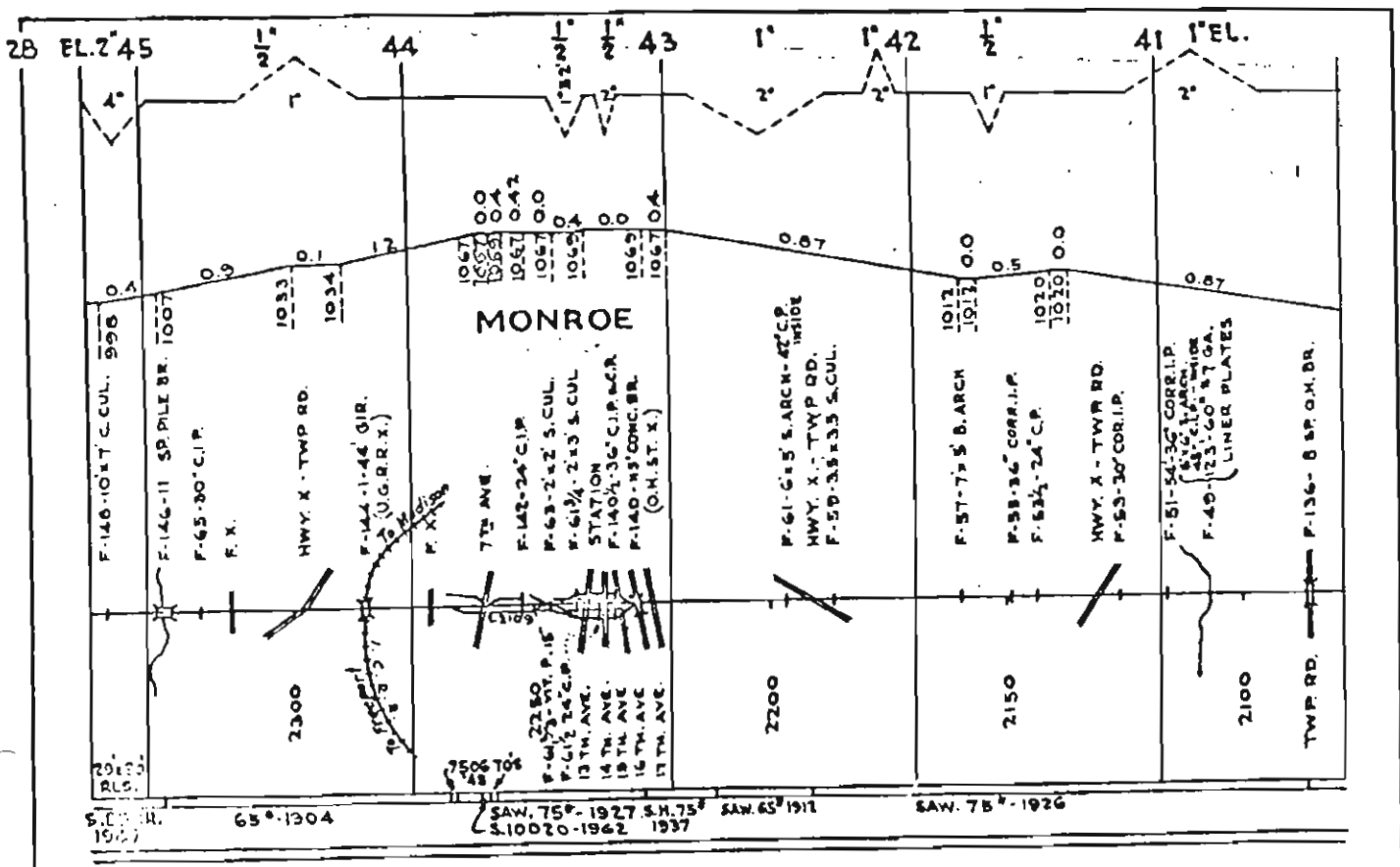
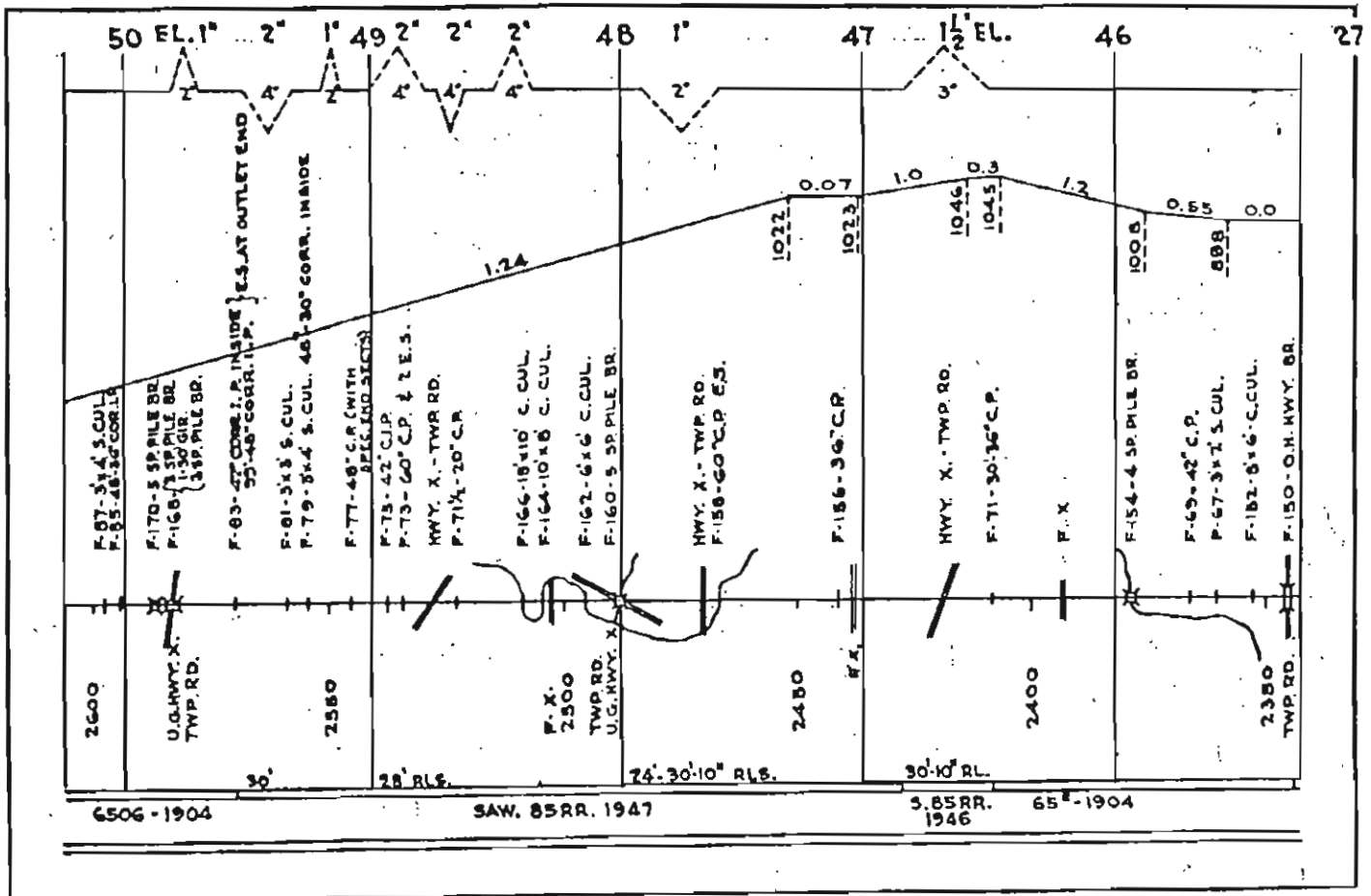
65# - 1905

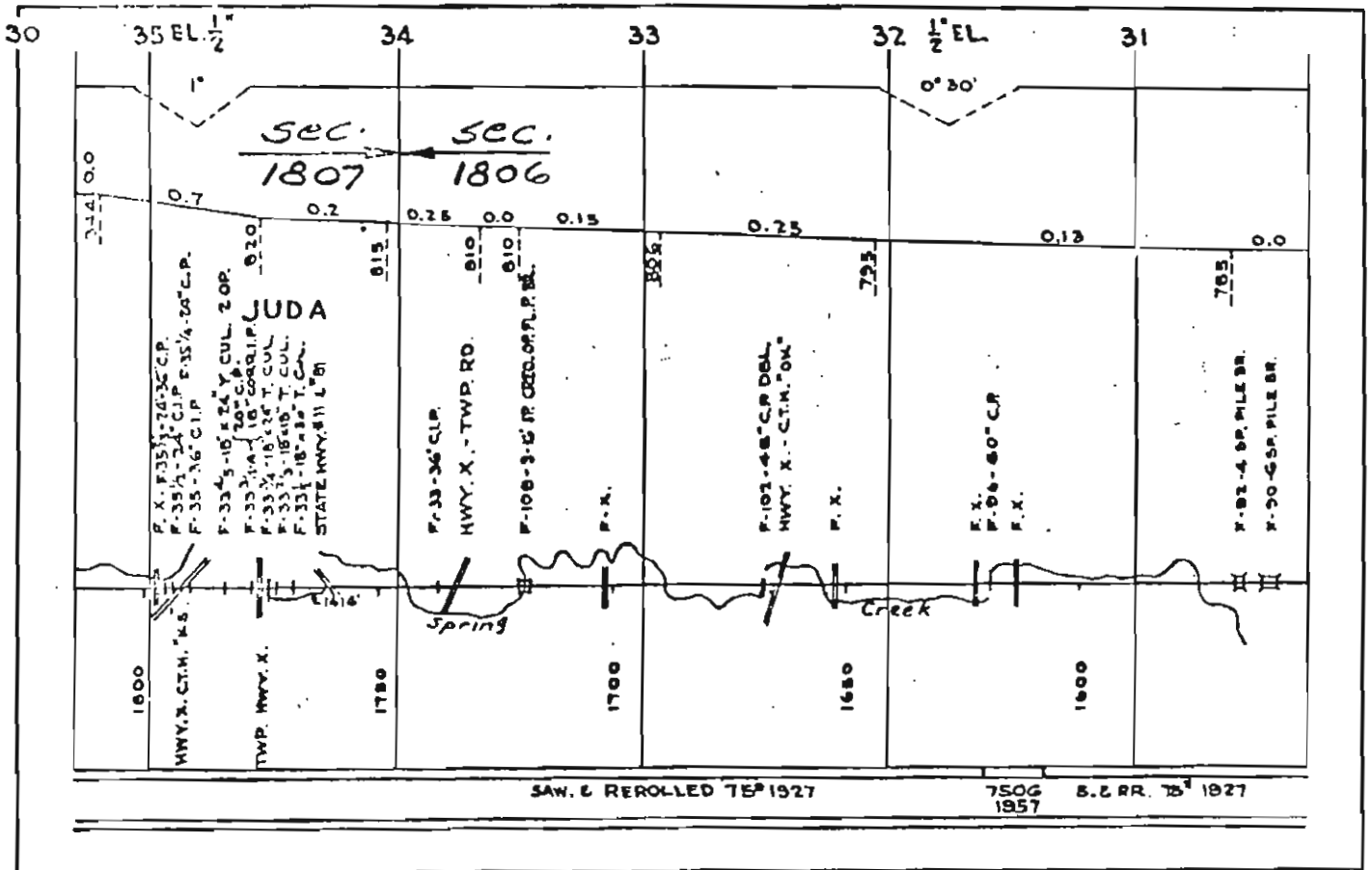
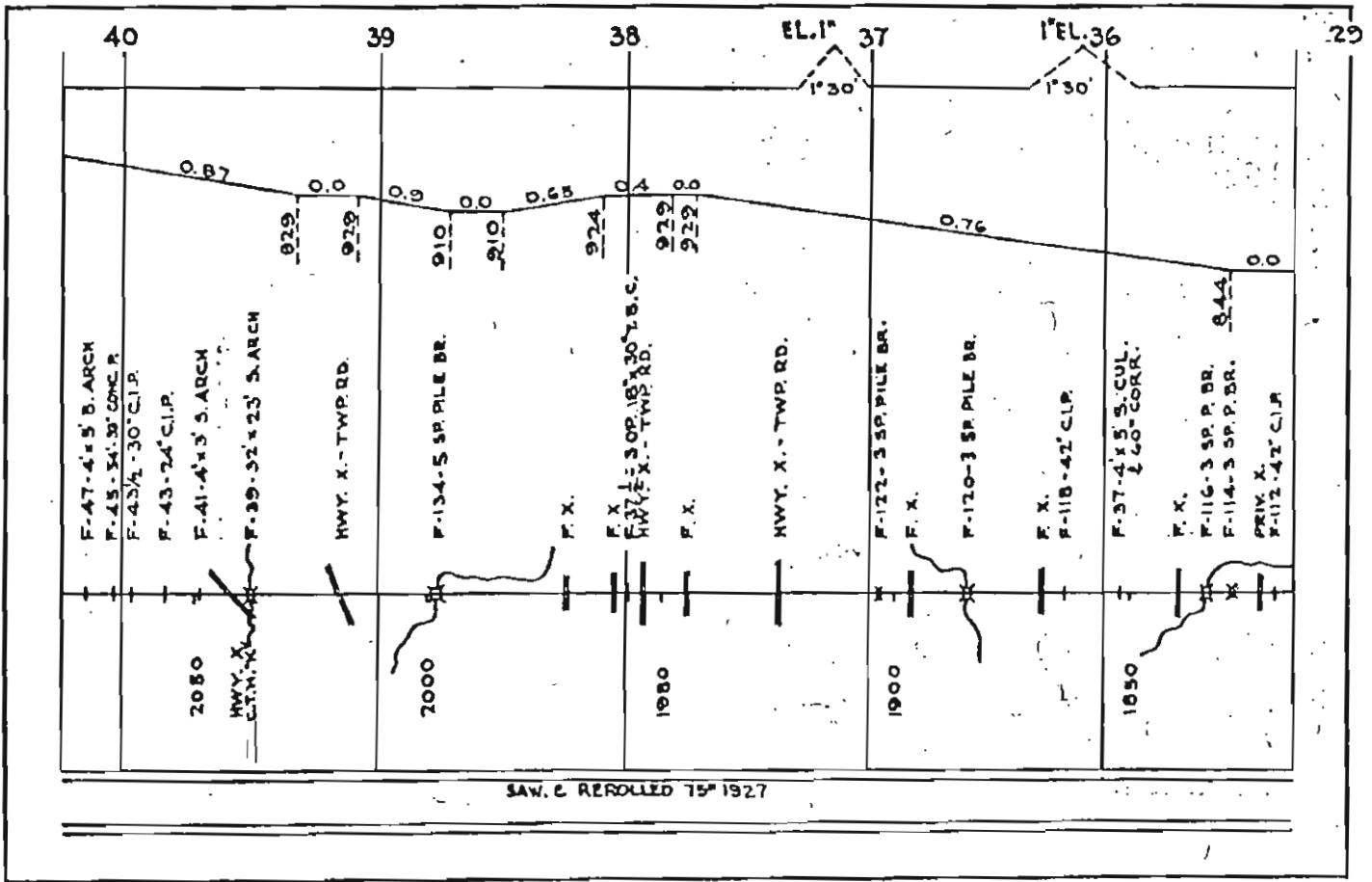


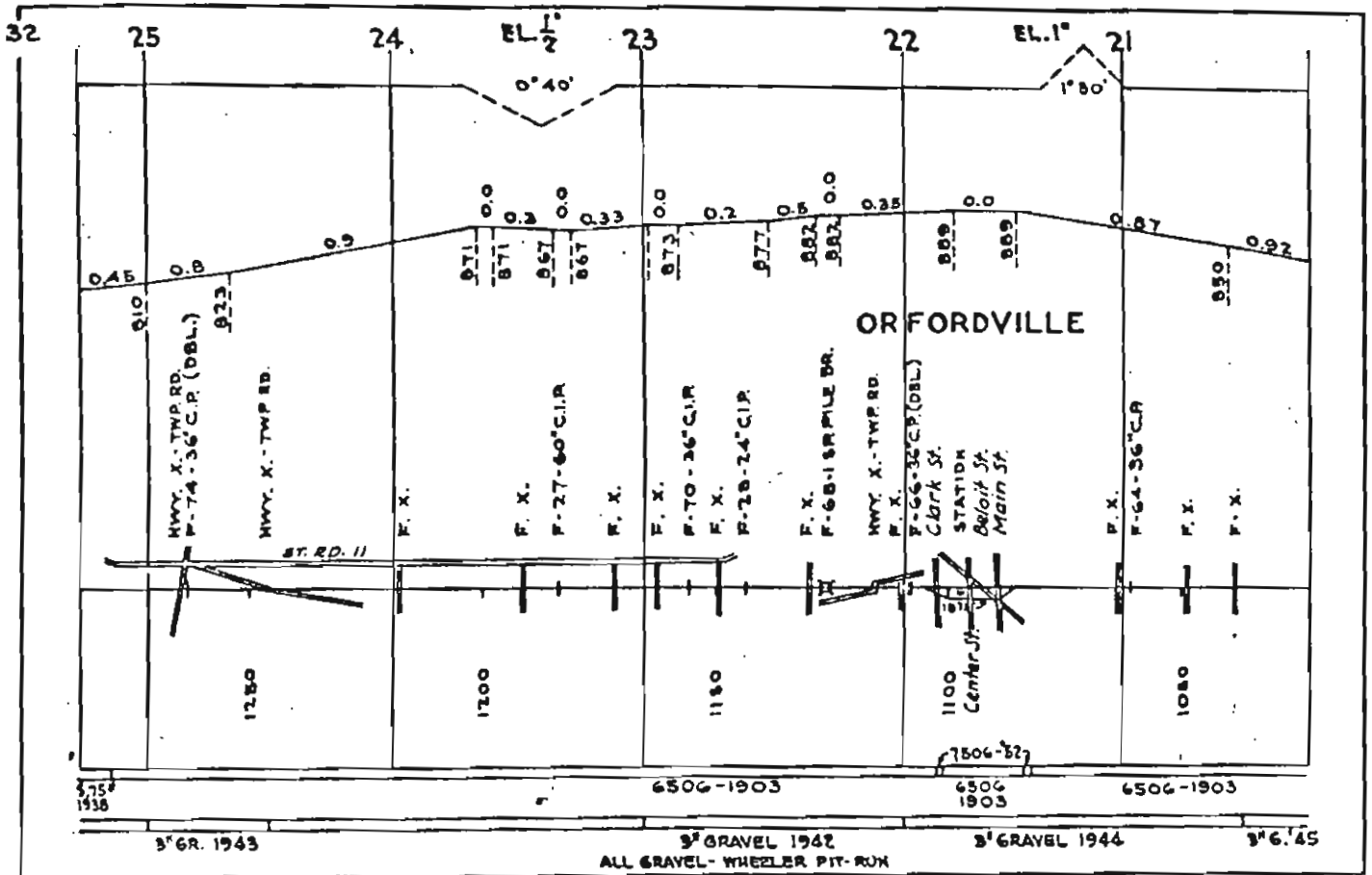
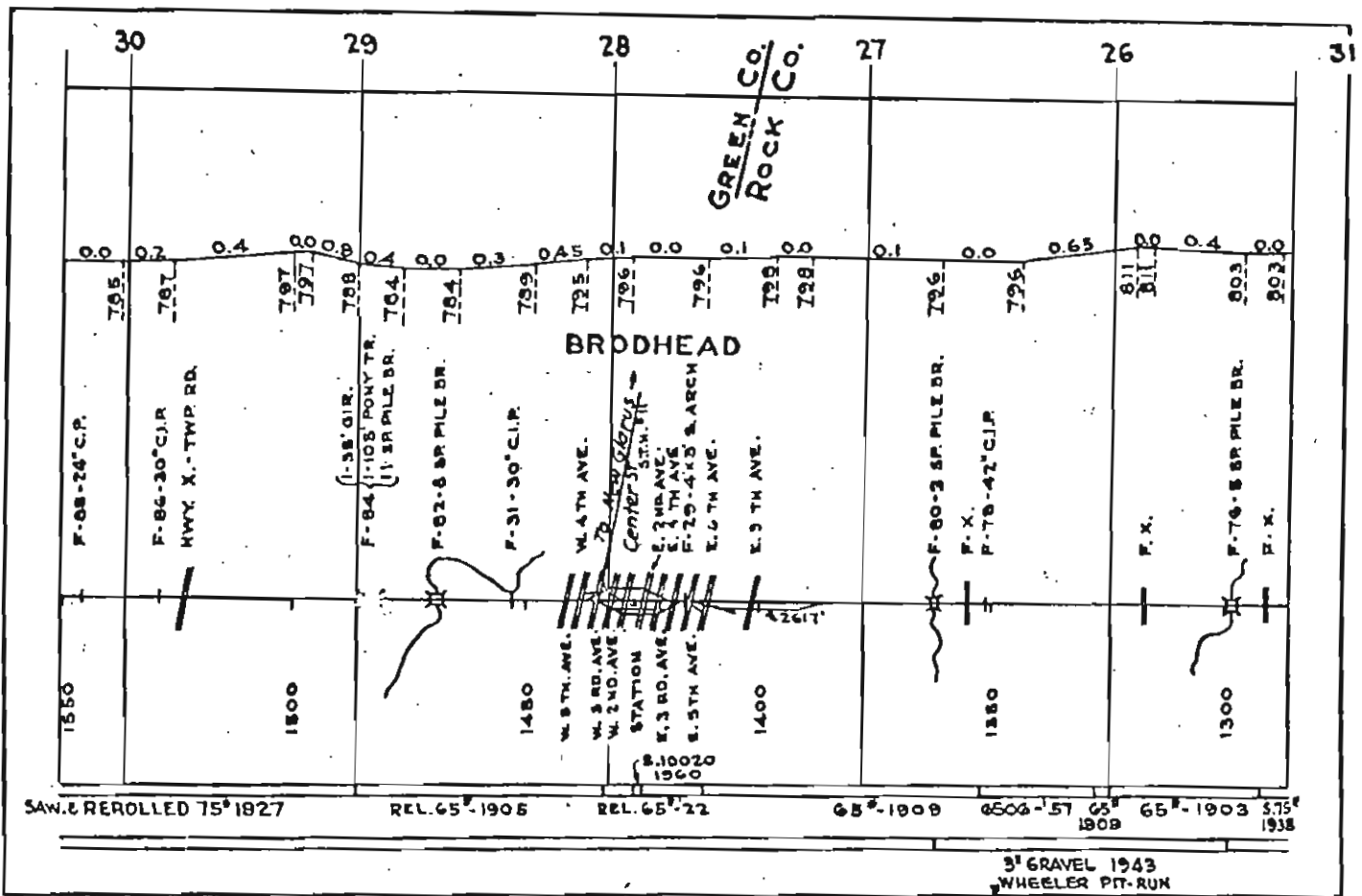


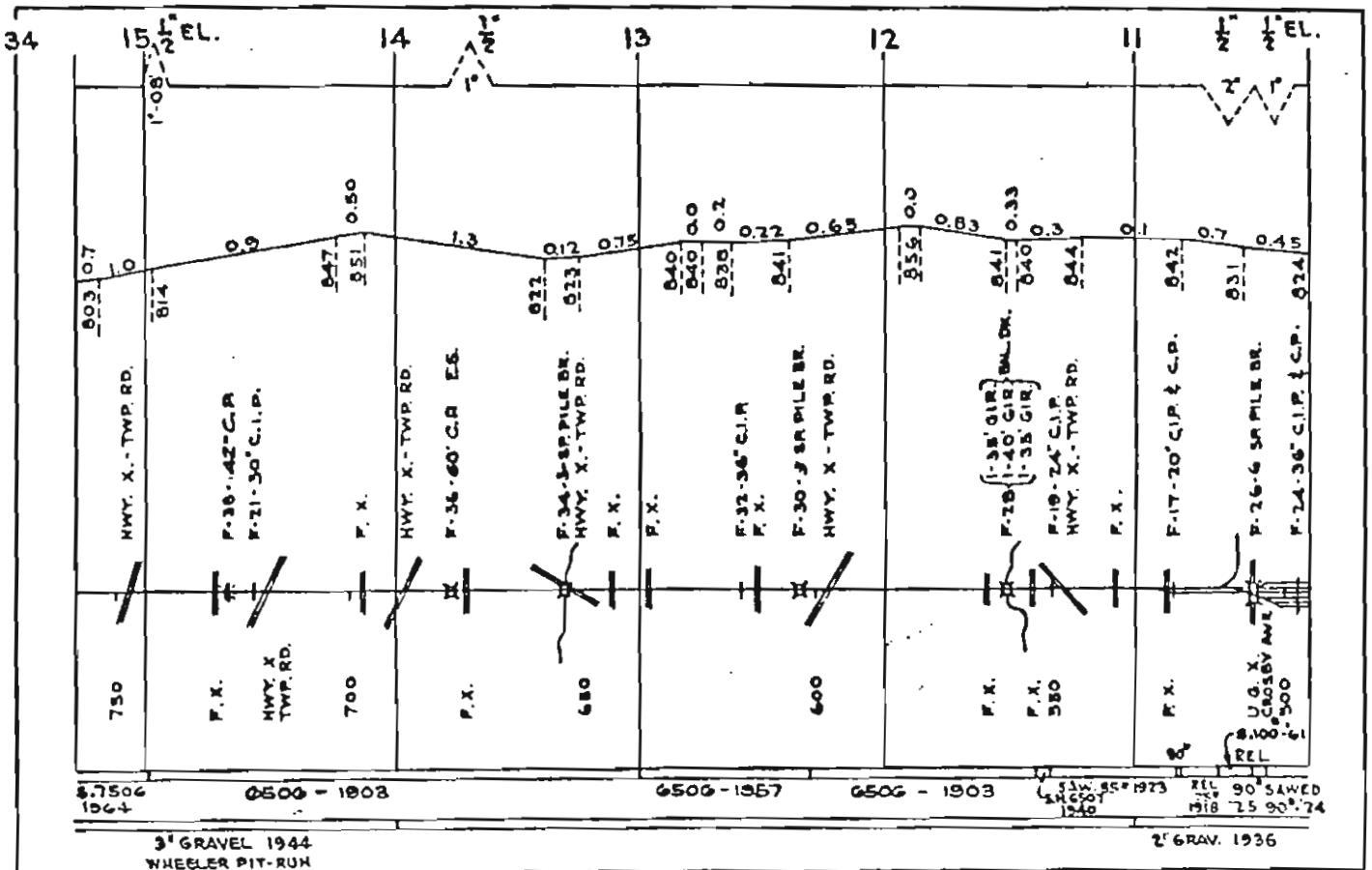
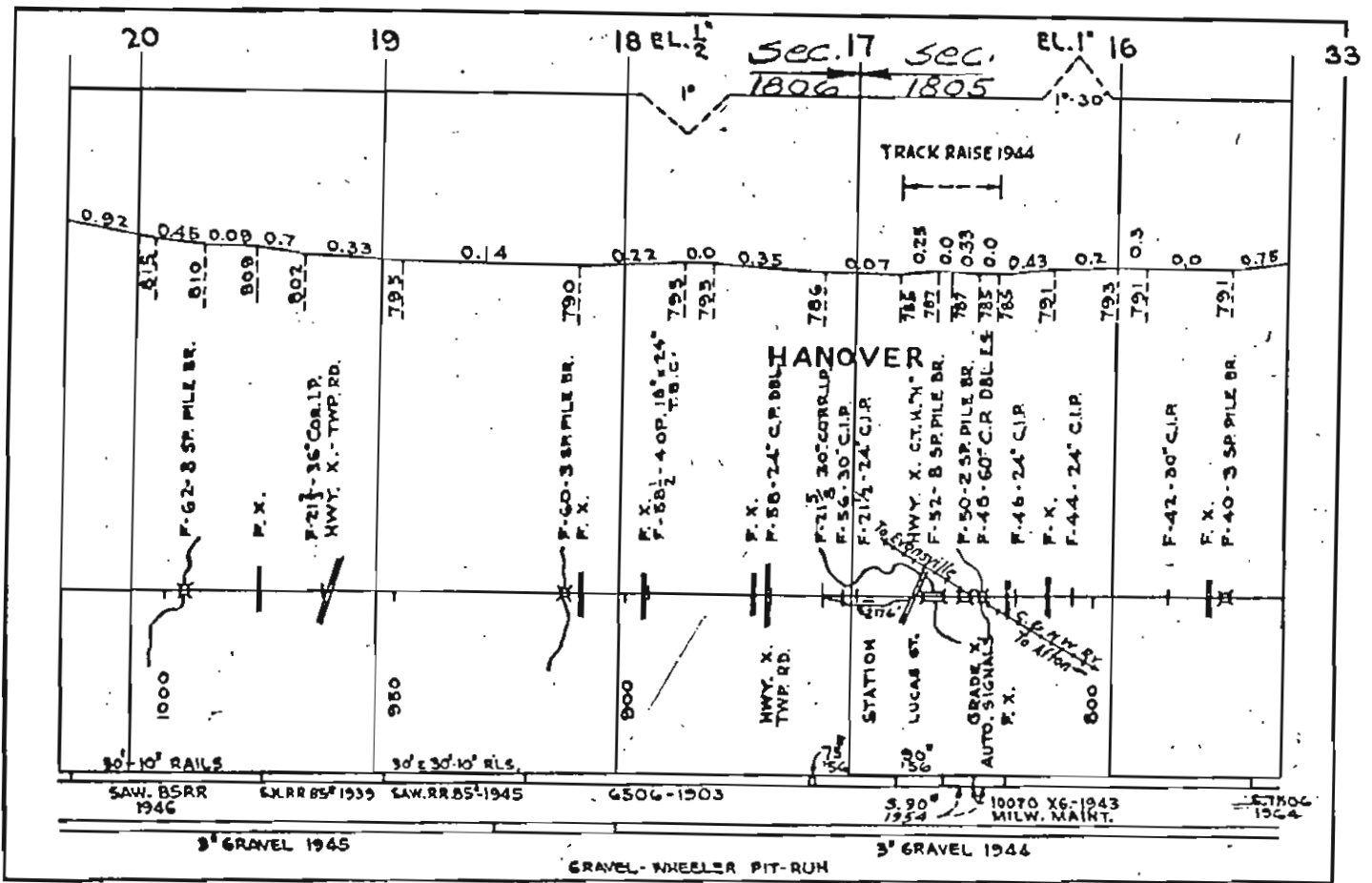


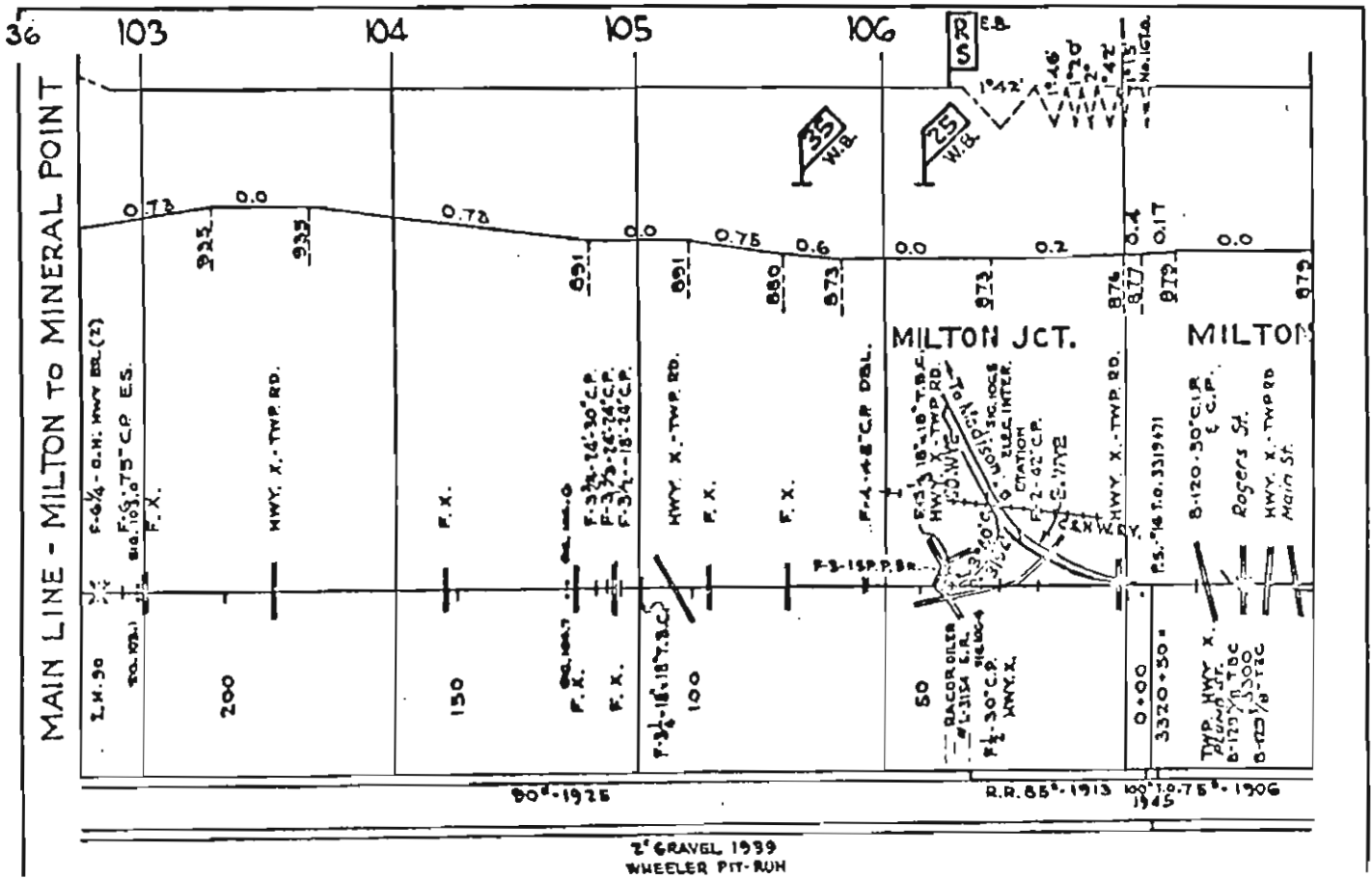
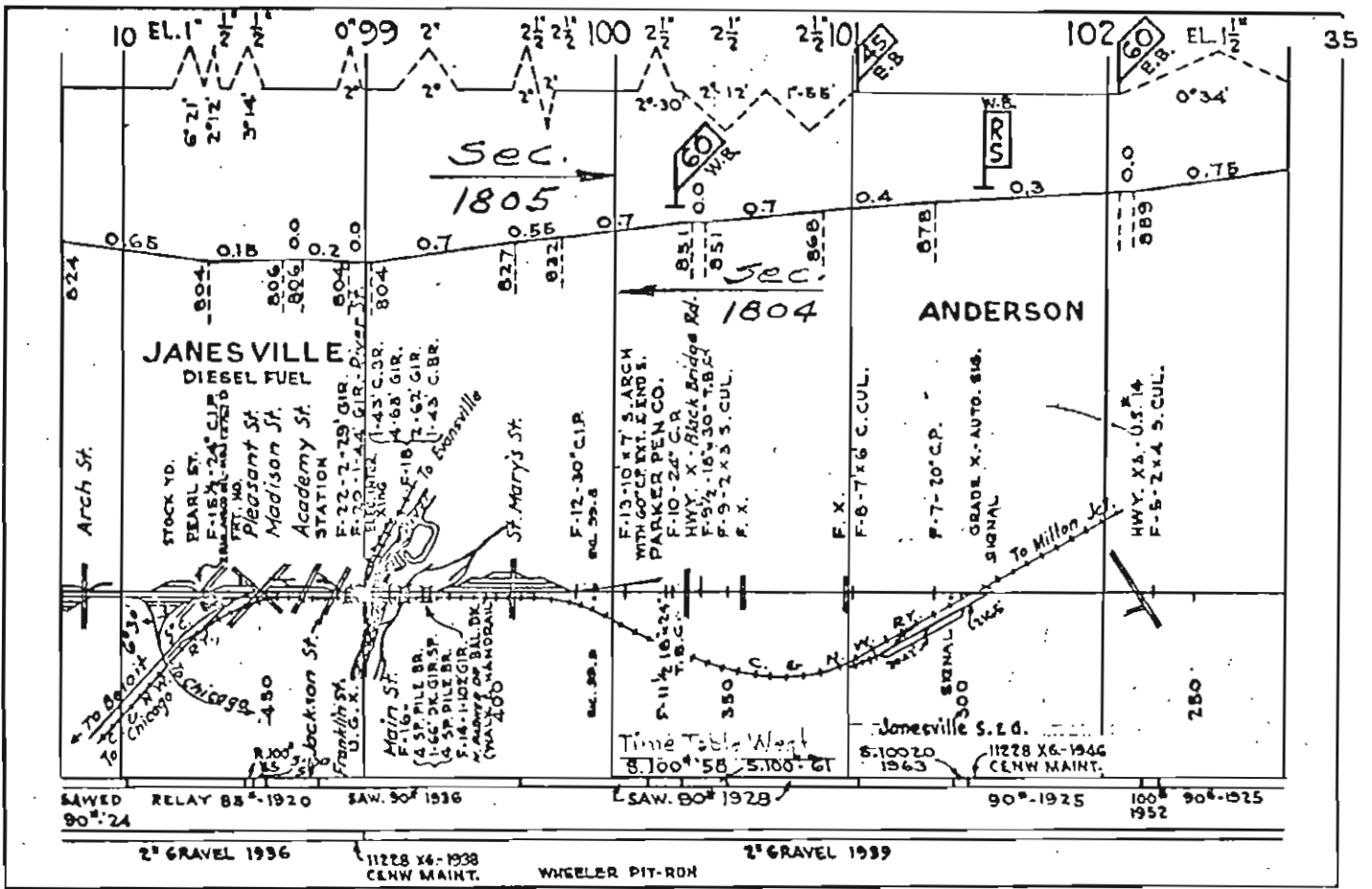


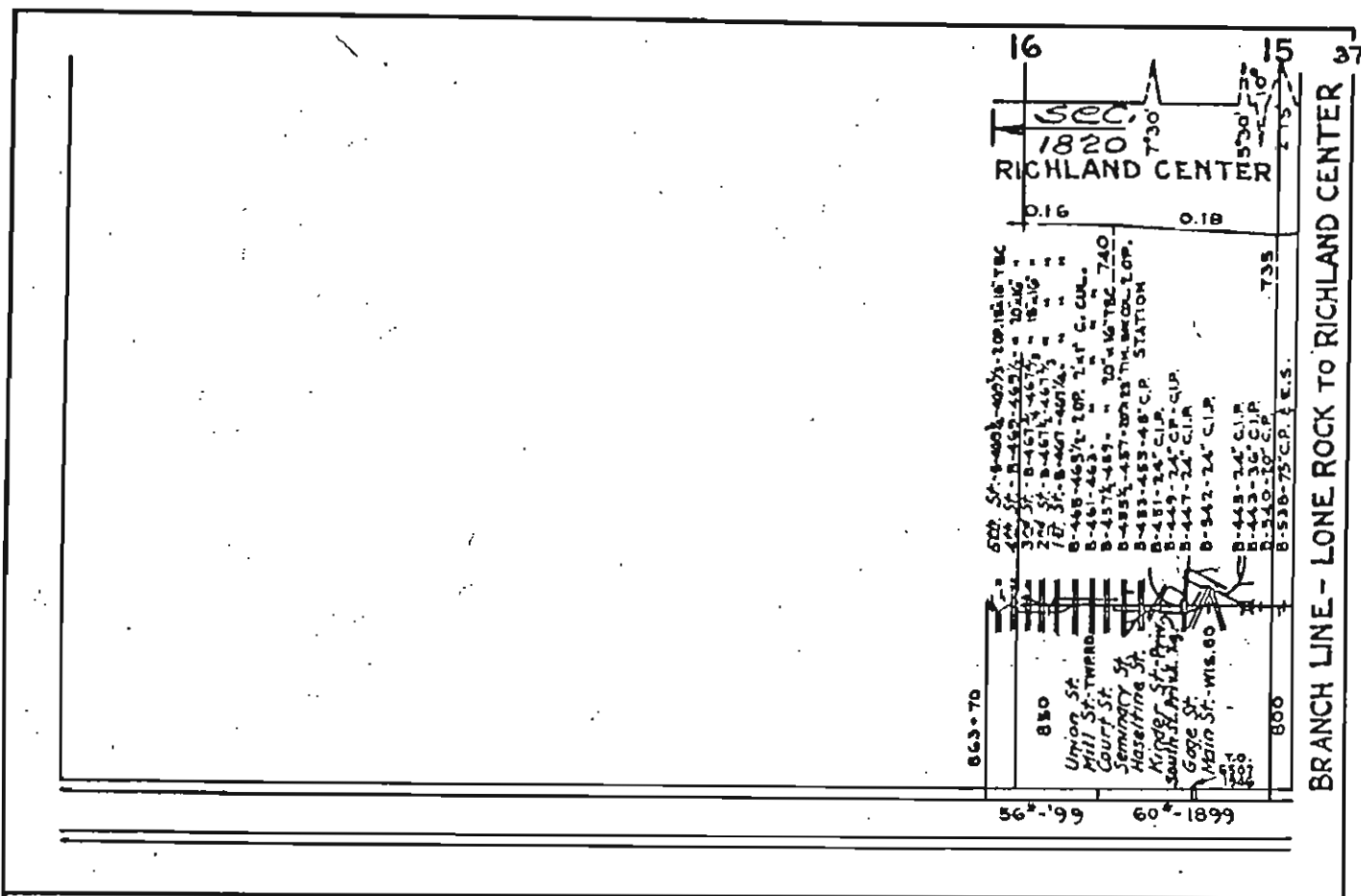
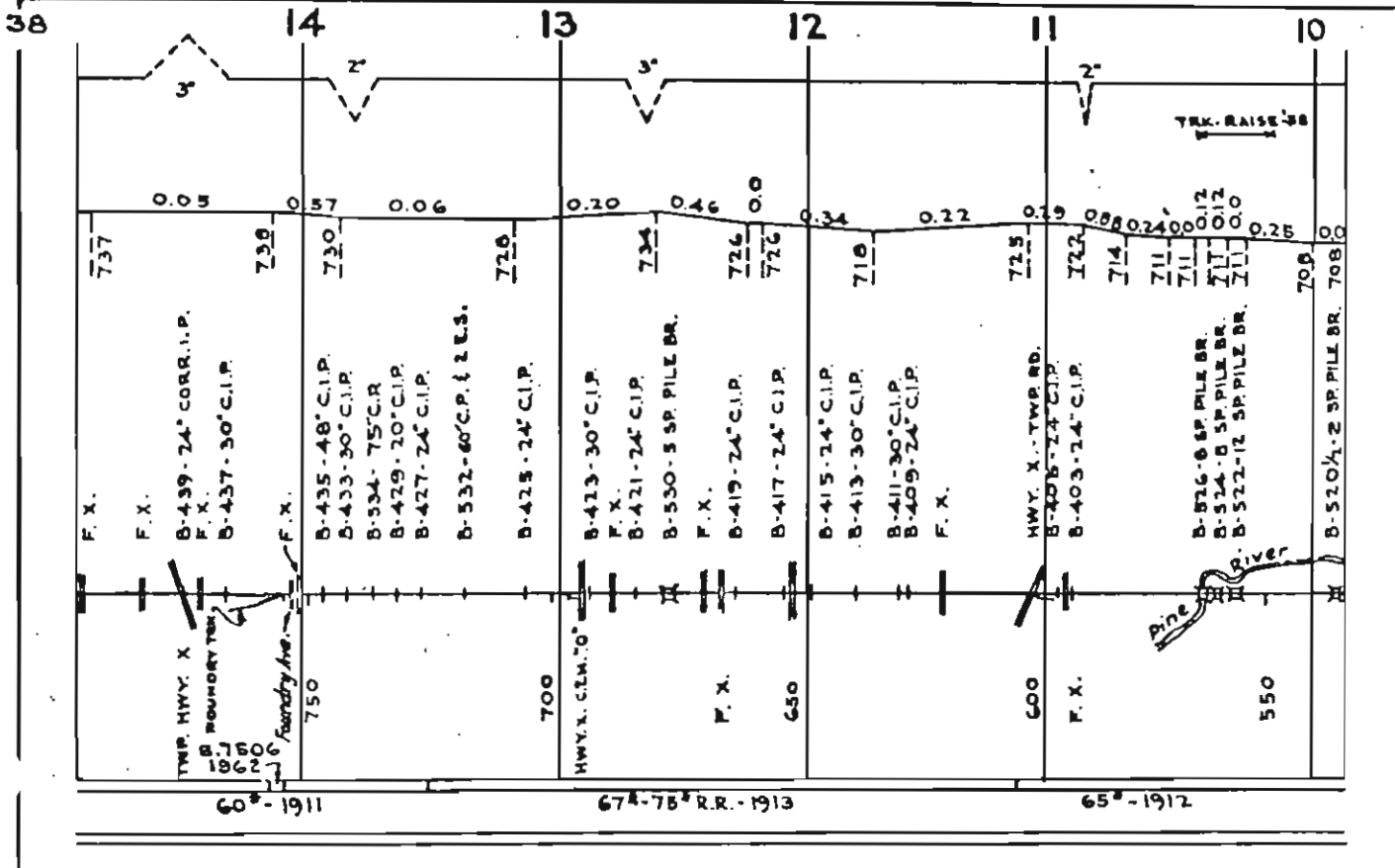


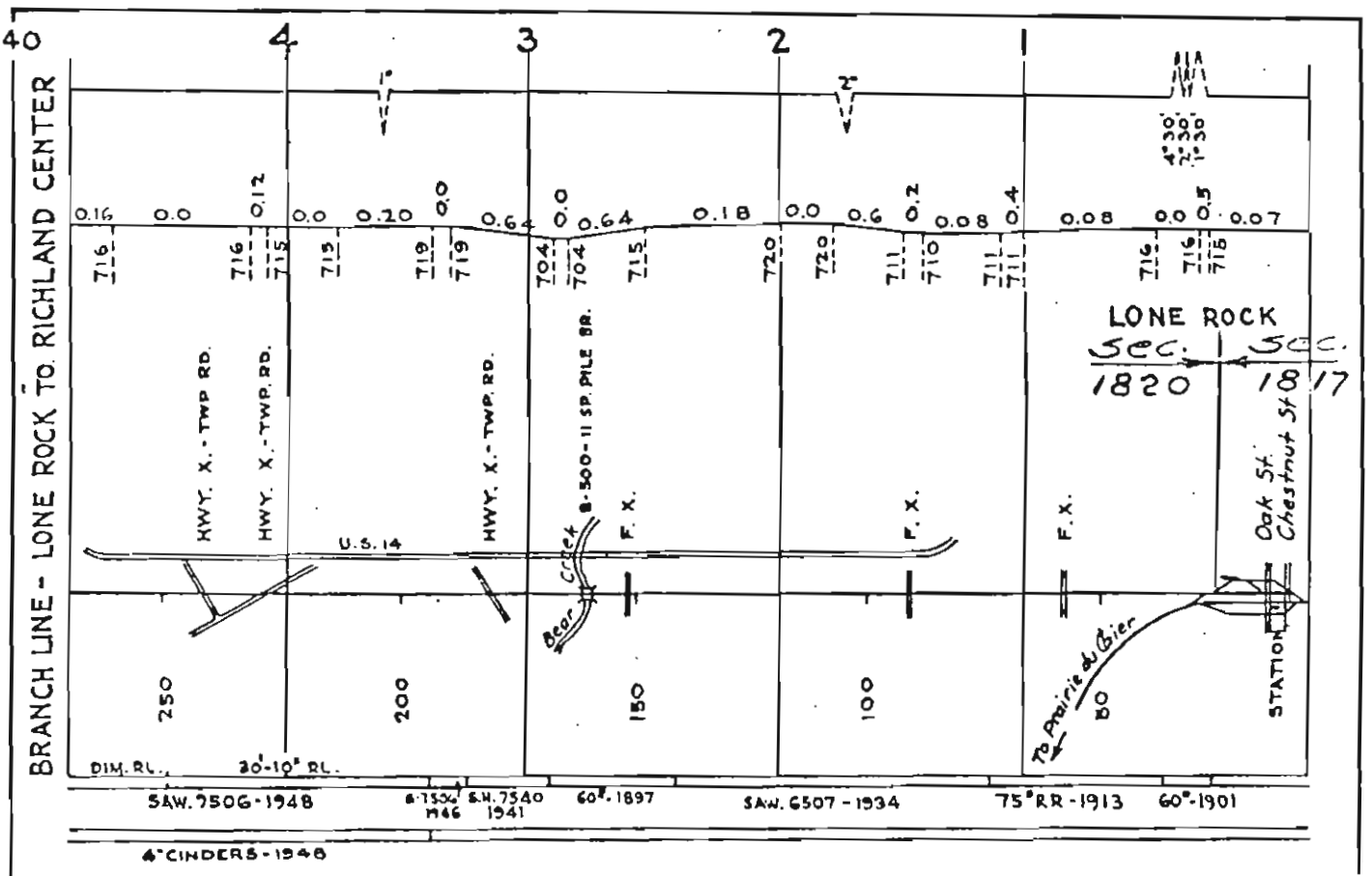
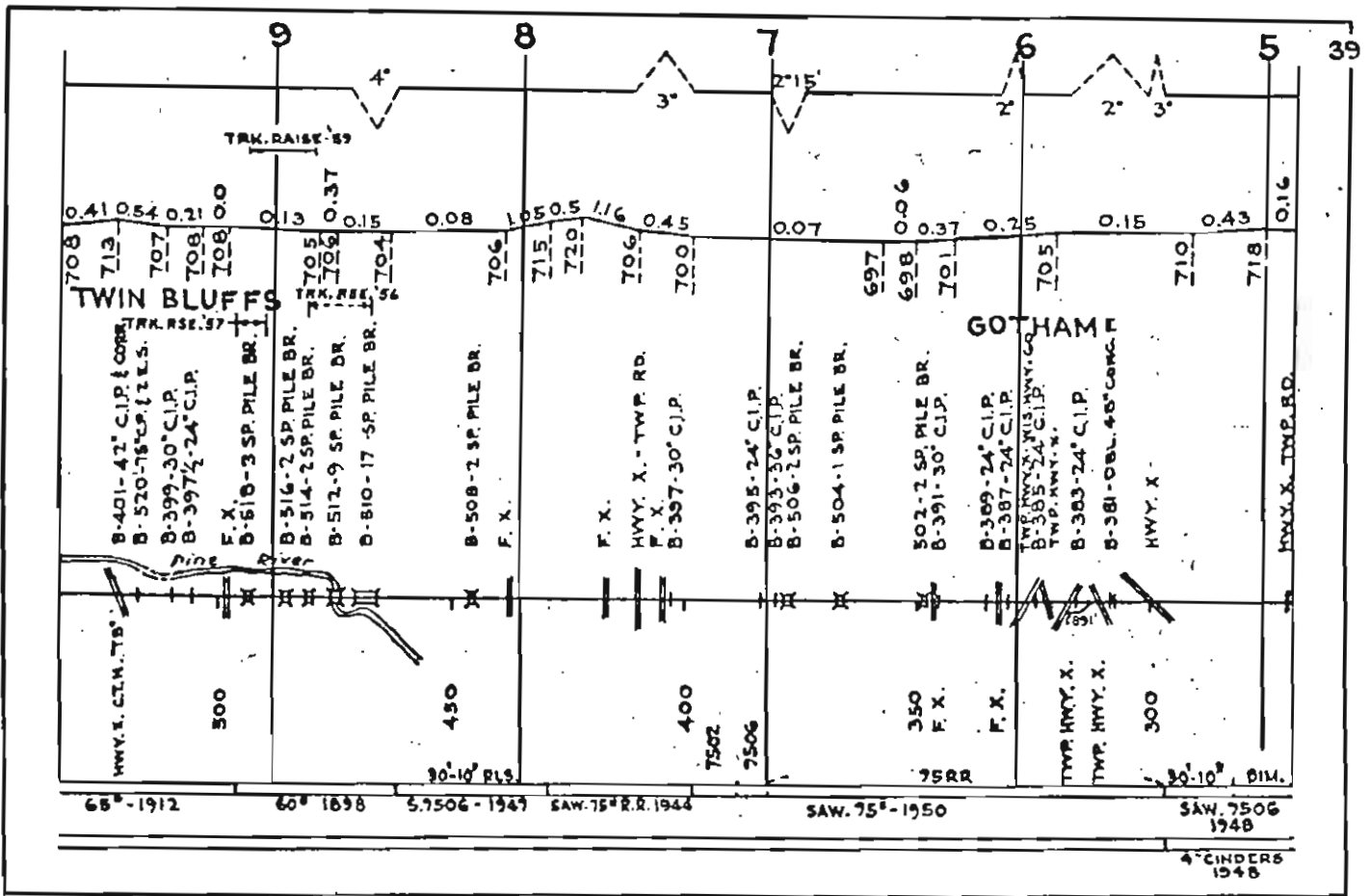


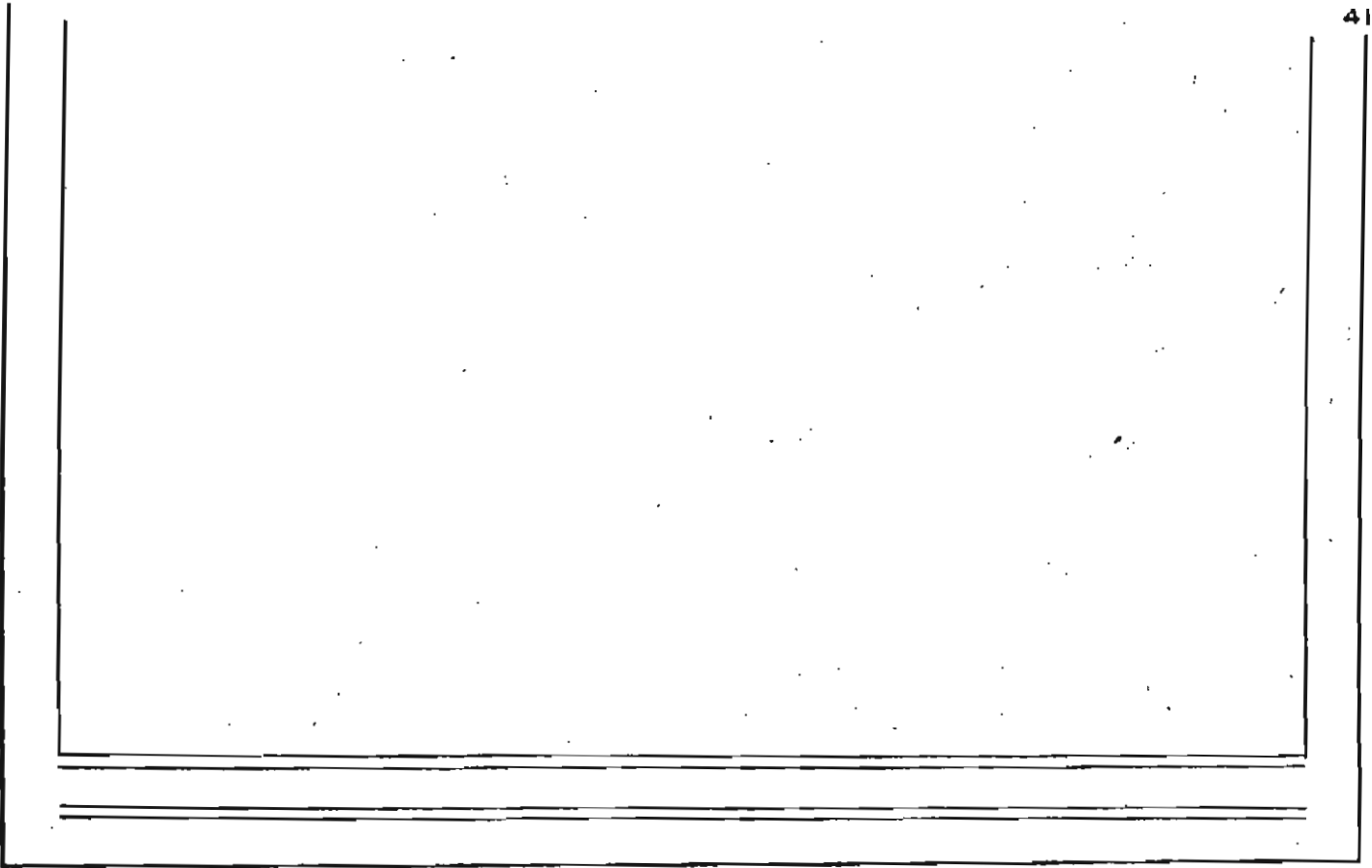










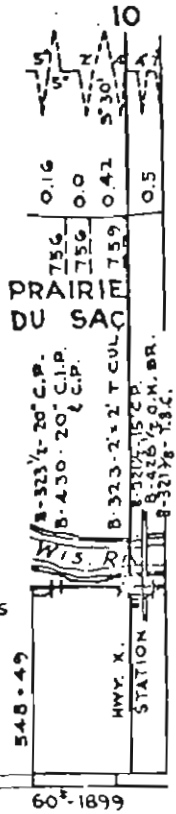


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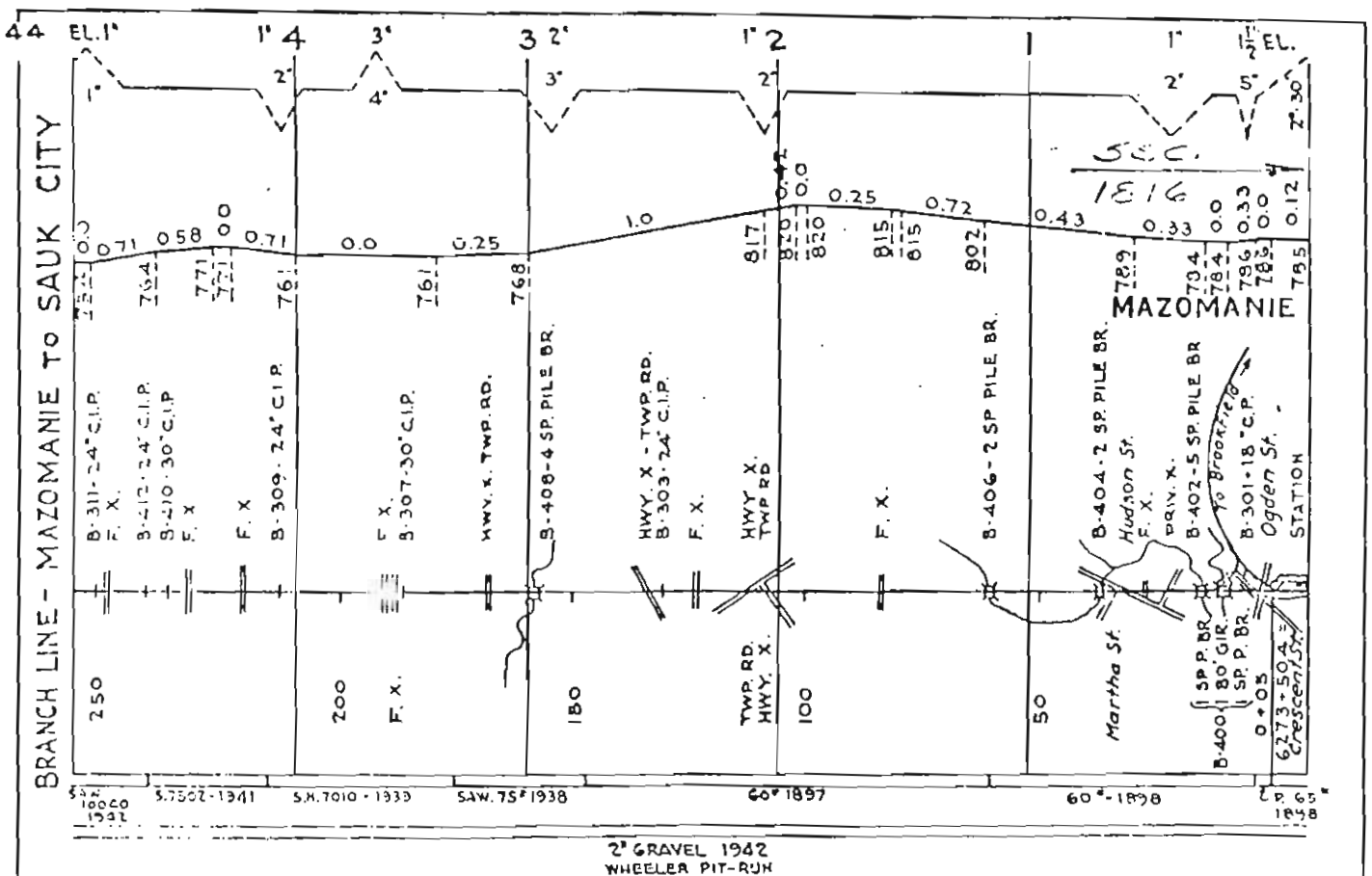
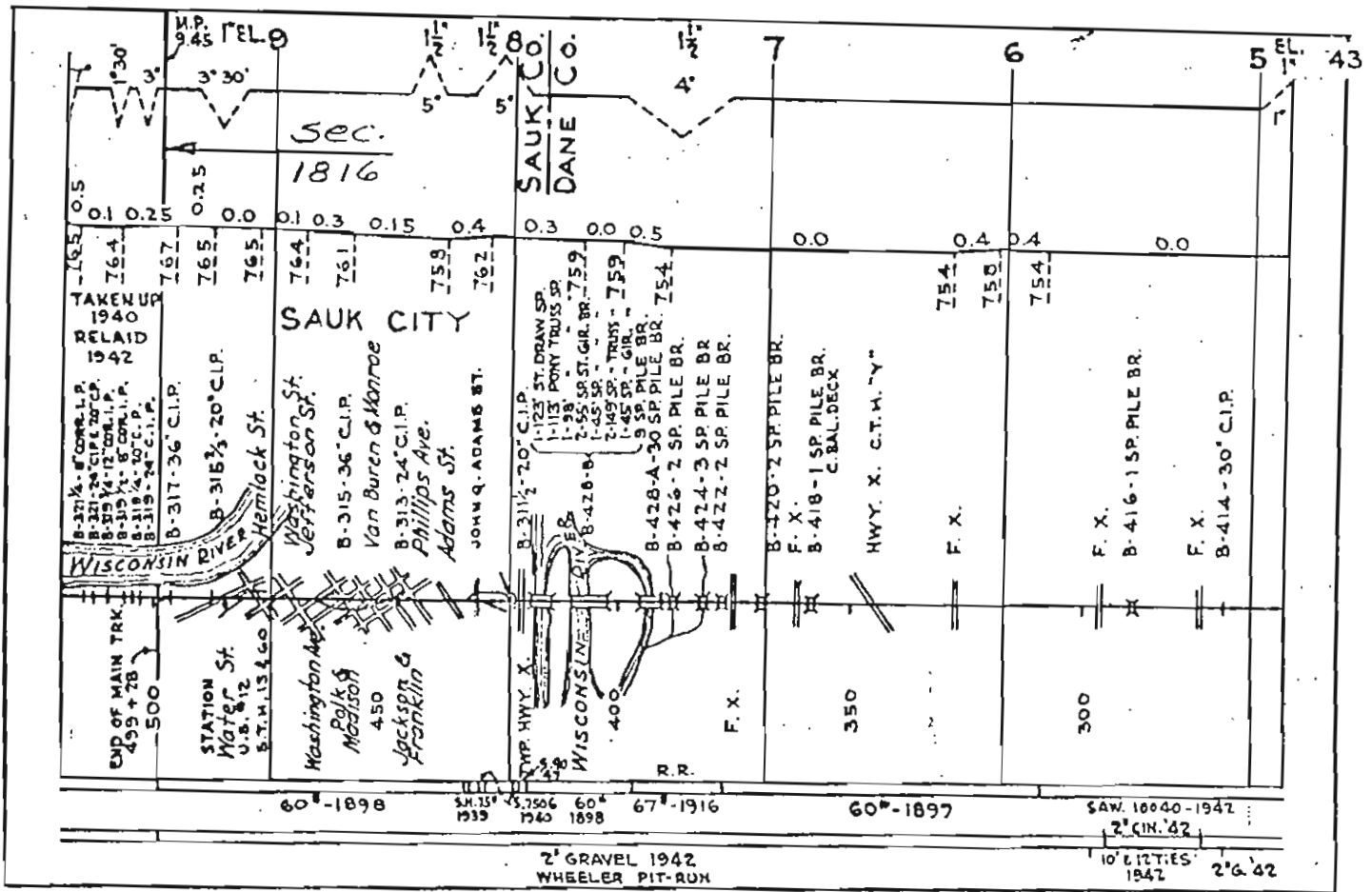
BRANCH LINE - MAZOMANIE TO PRAIRIE DU SAC

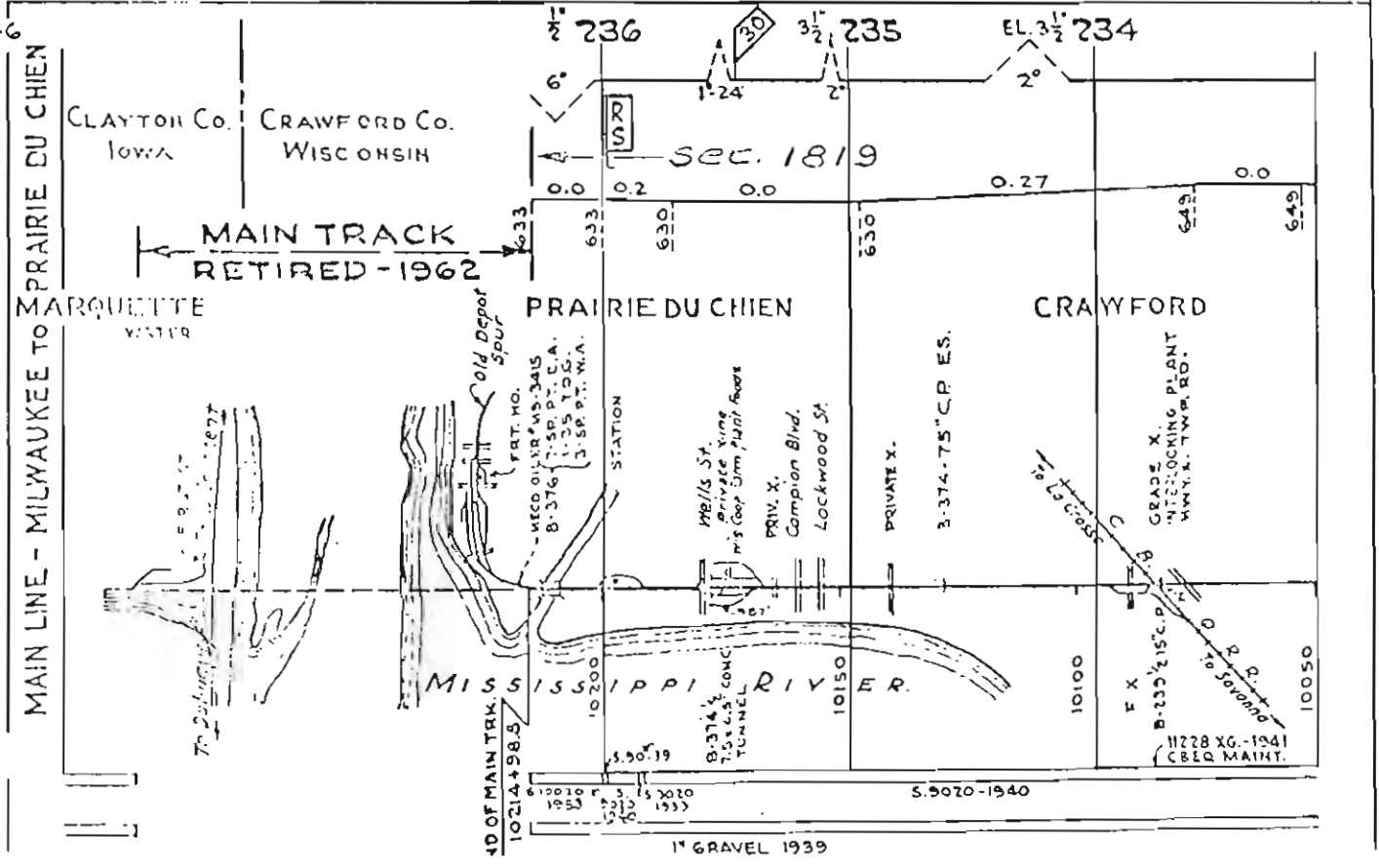
TAKEN UP-1940
 RELAID IN 1942 FOR
 BADGER ORDNANCE WORKS

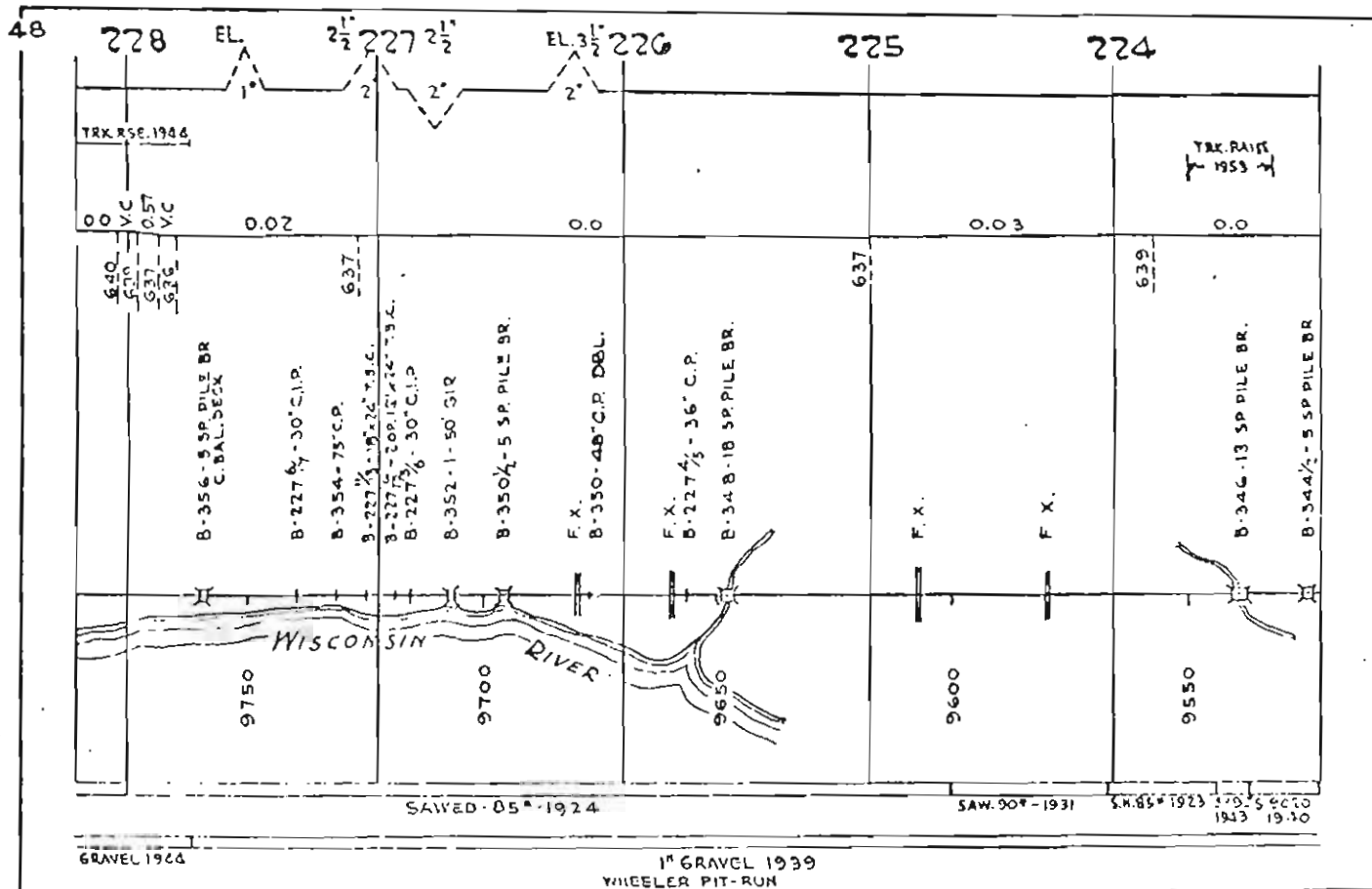
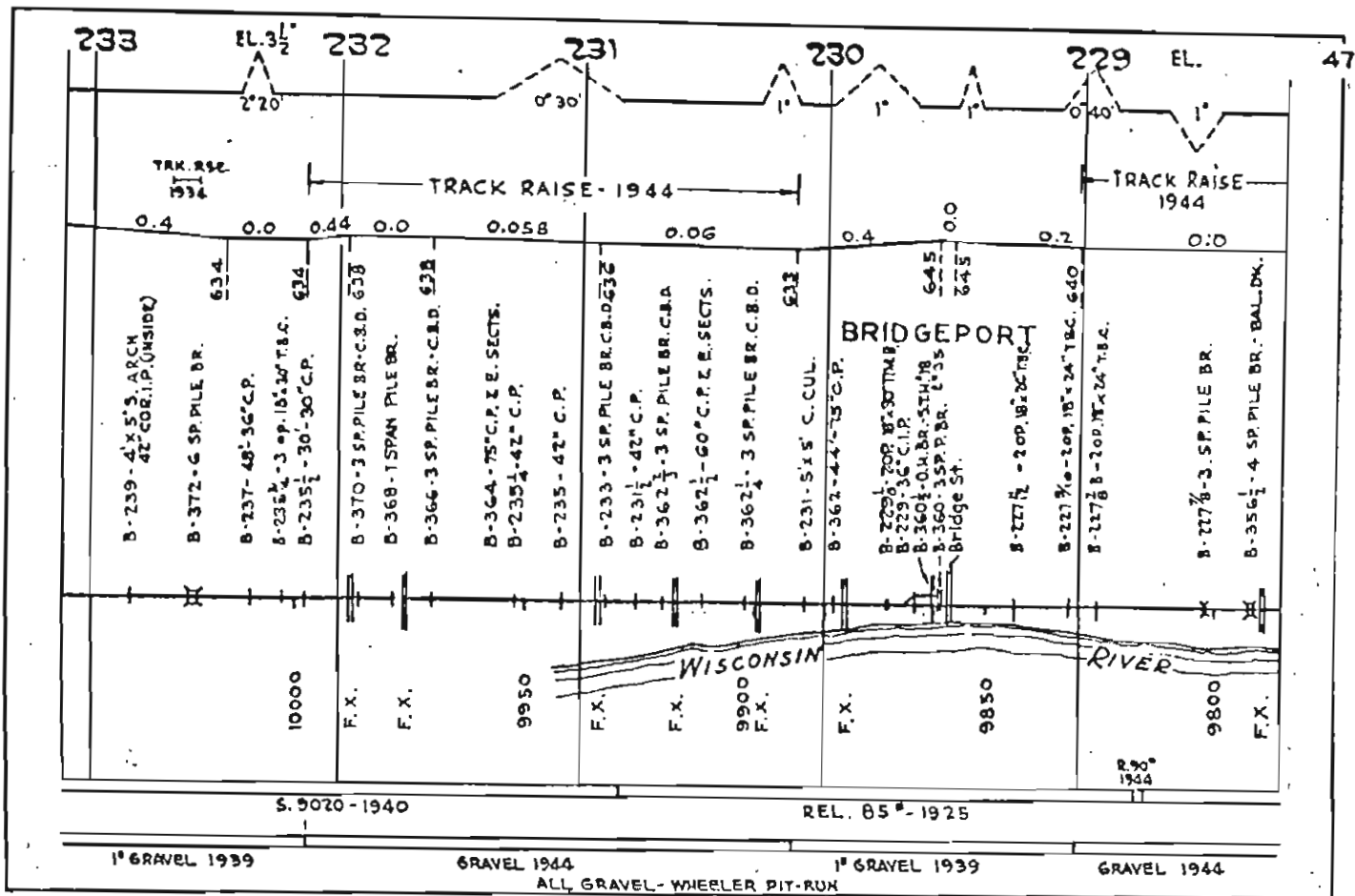
← TO BADGER ORDNANCE WORKS

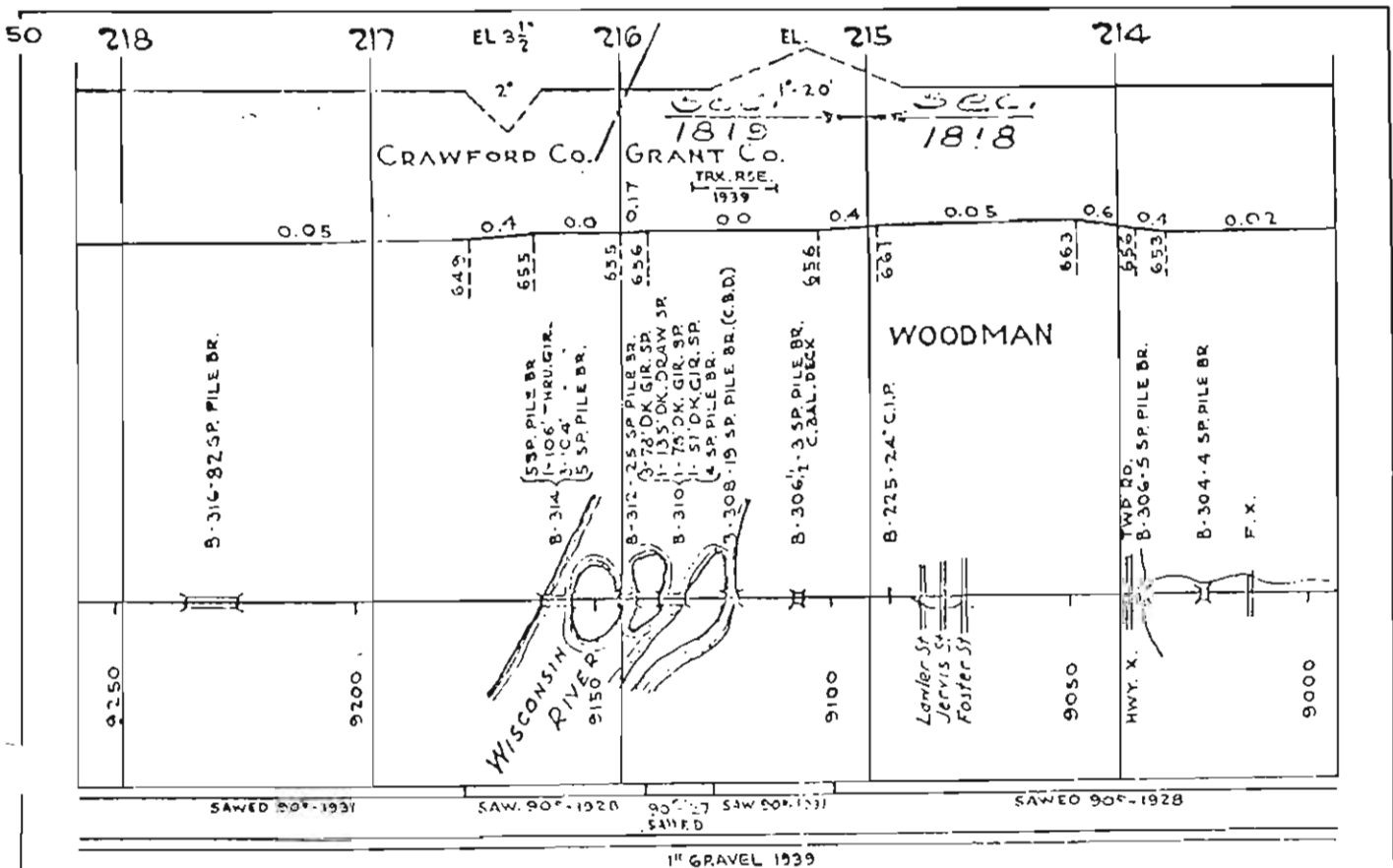
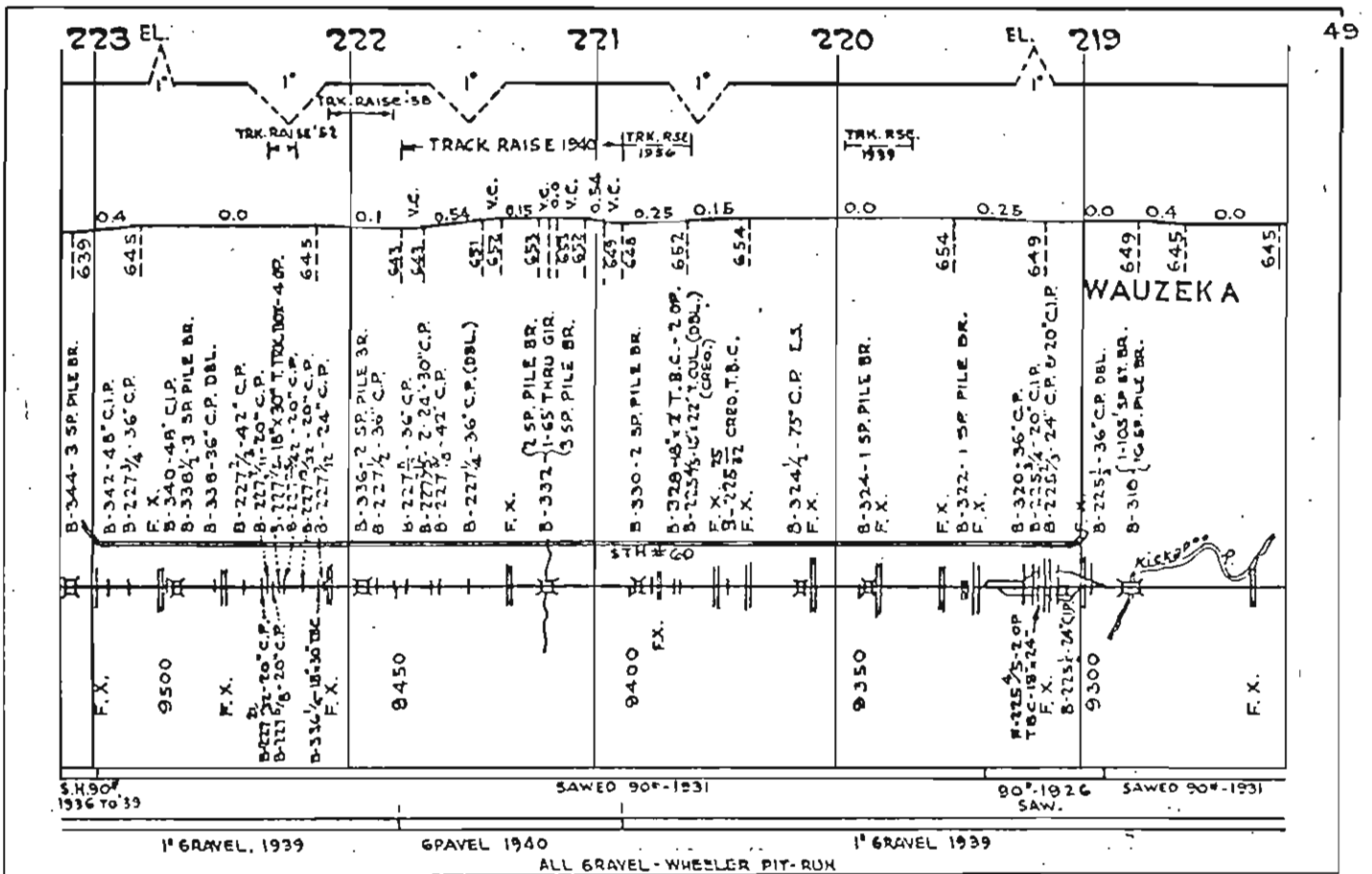


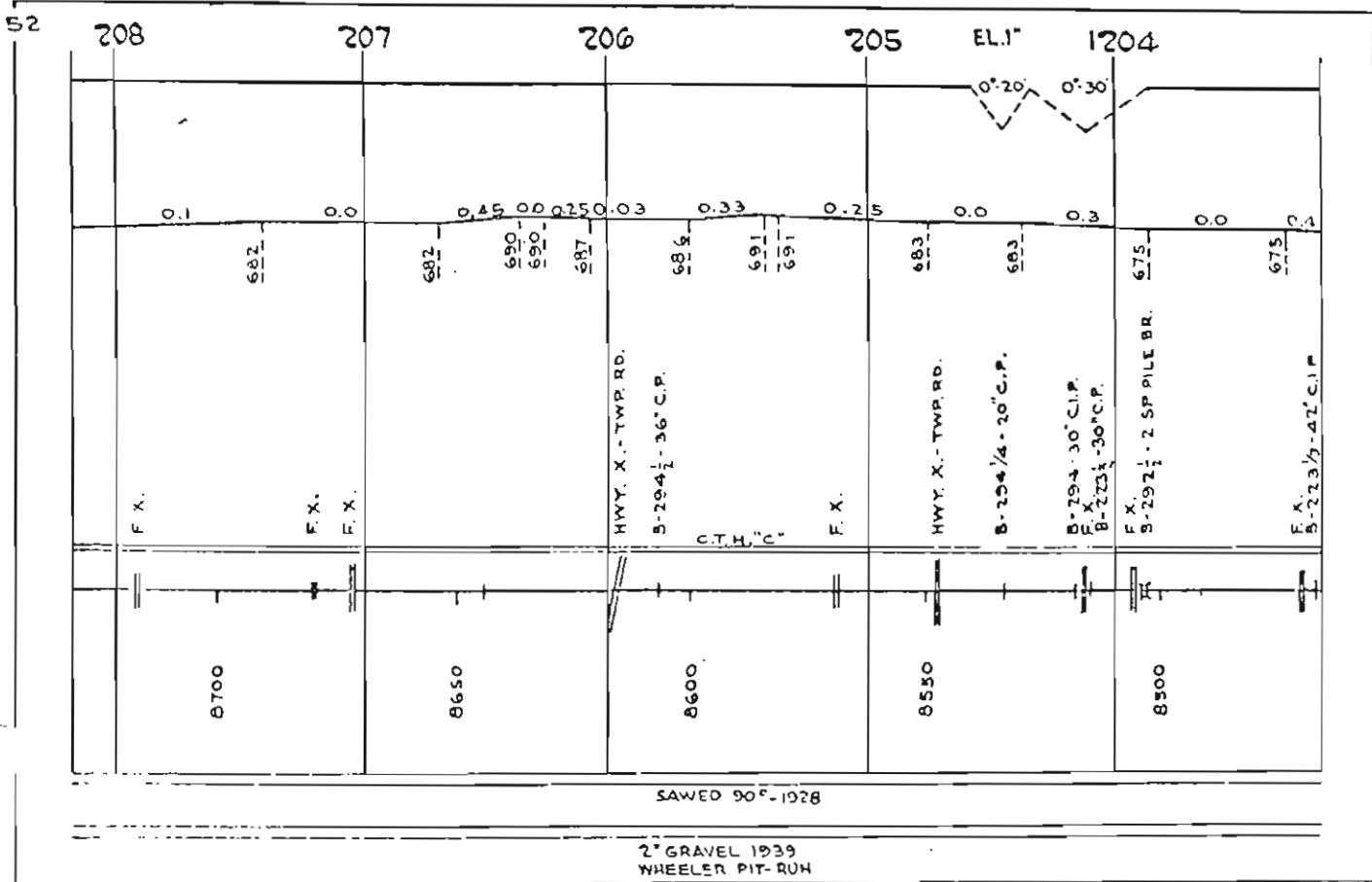
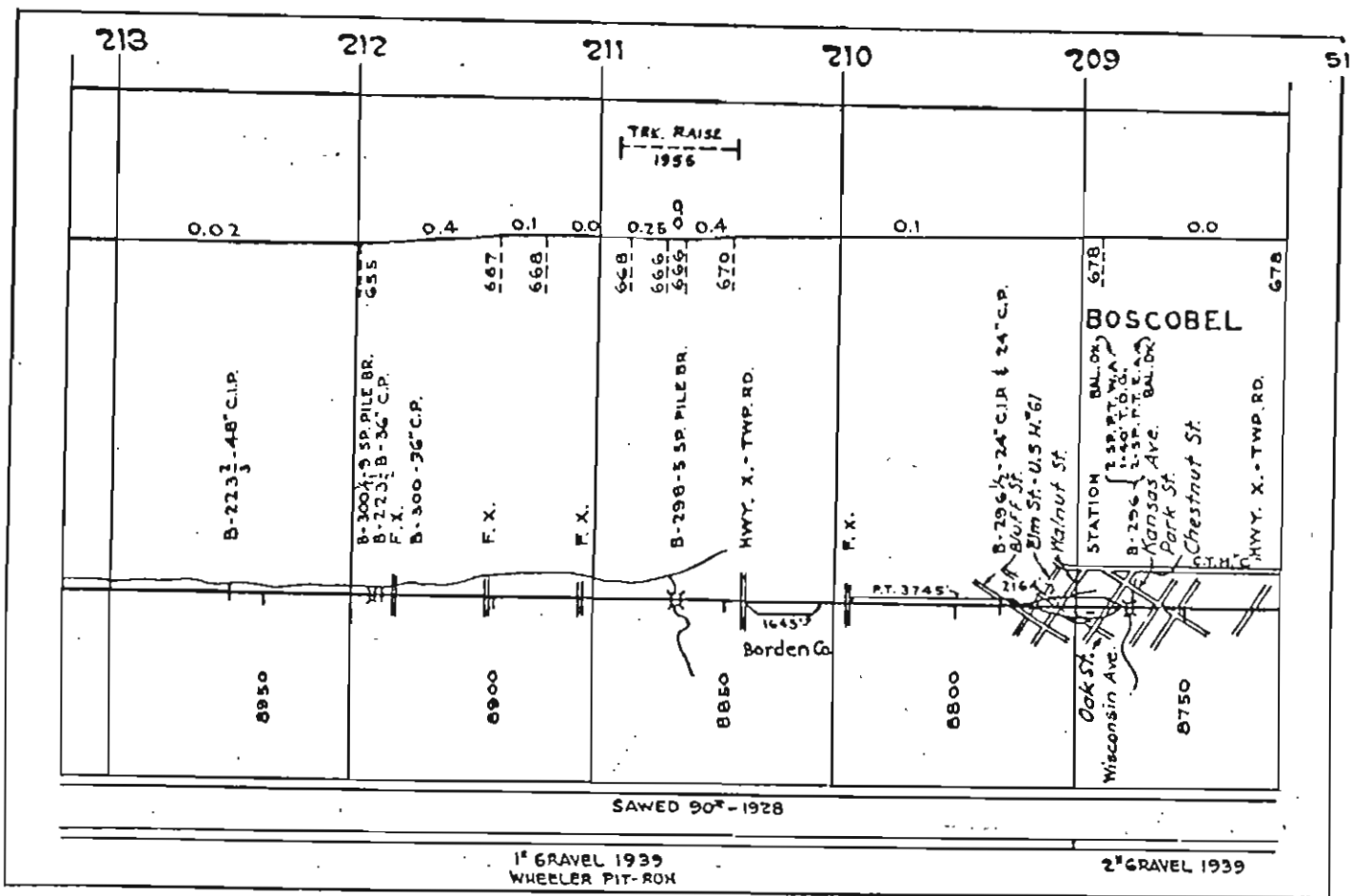
60°-1899

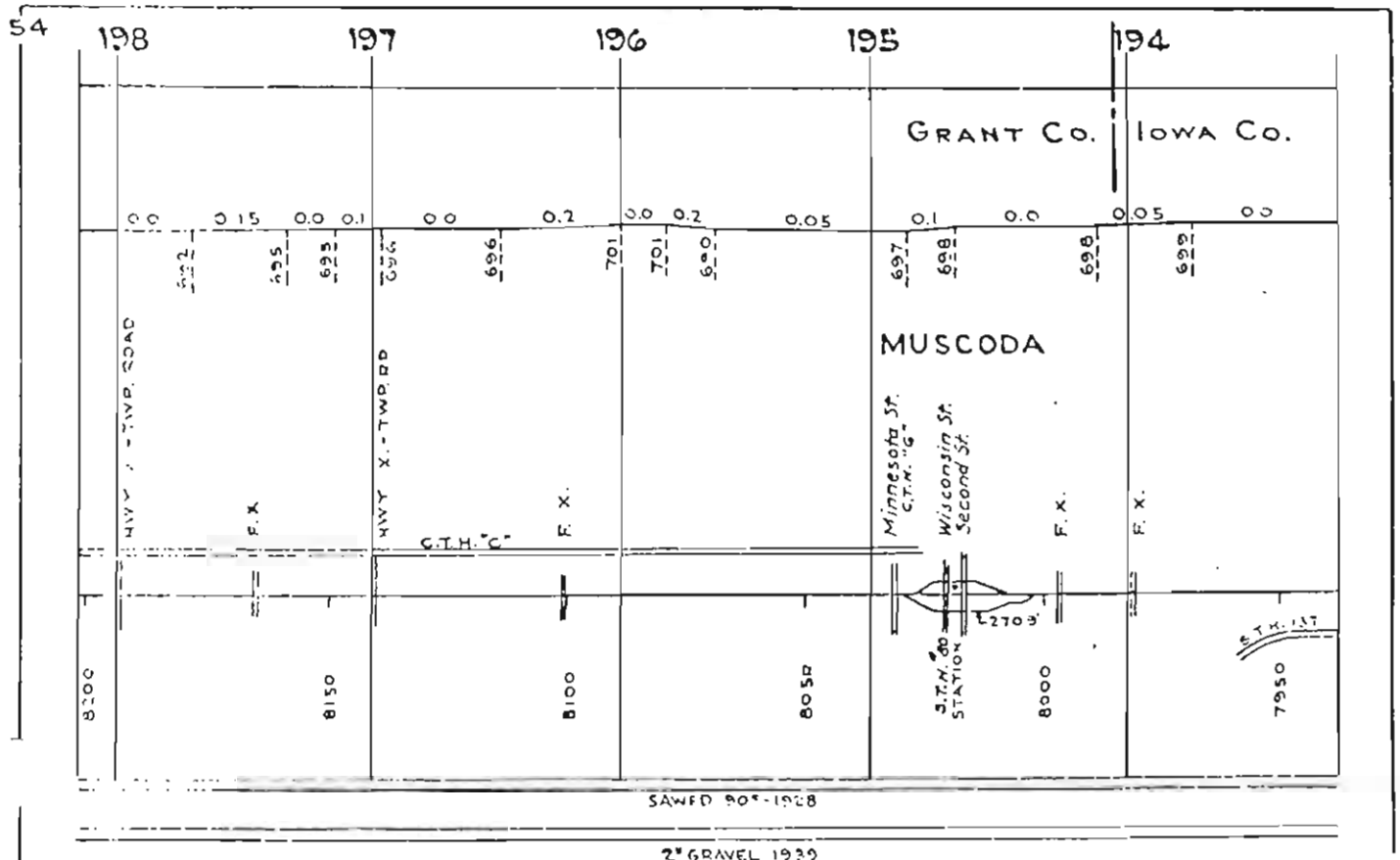
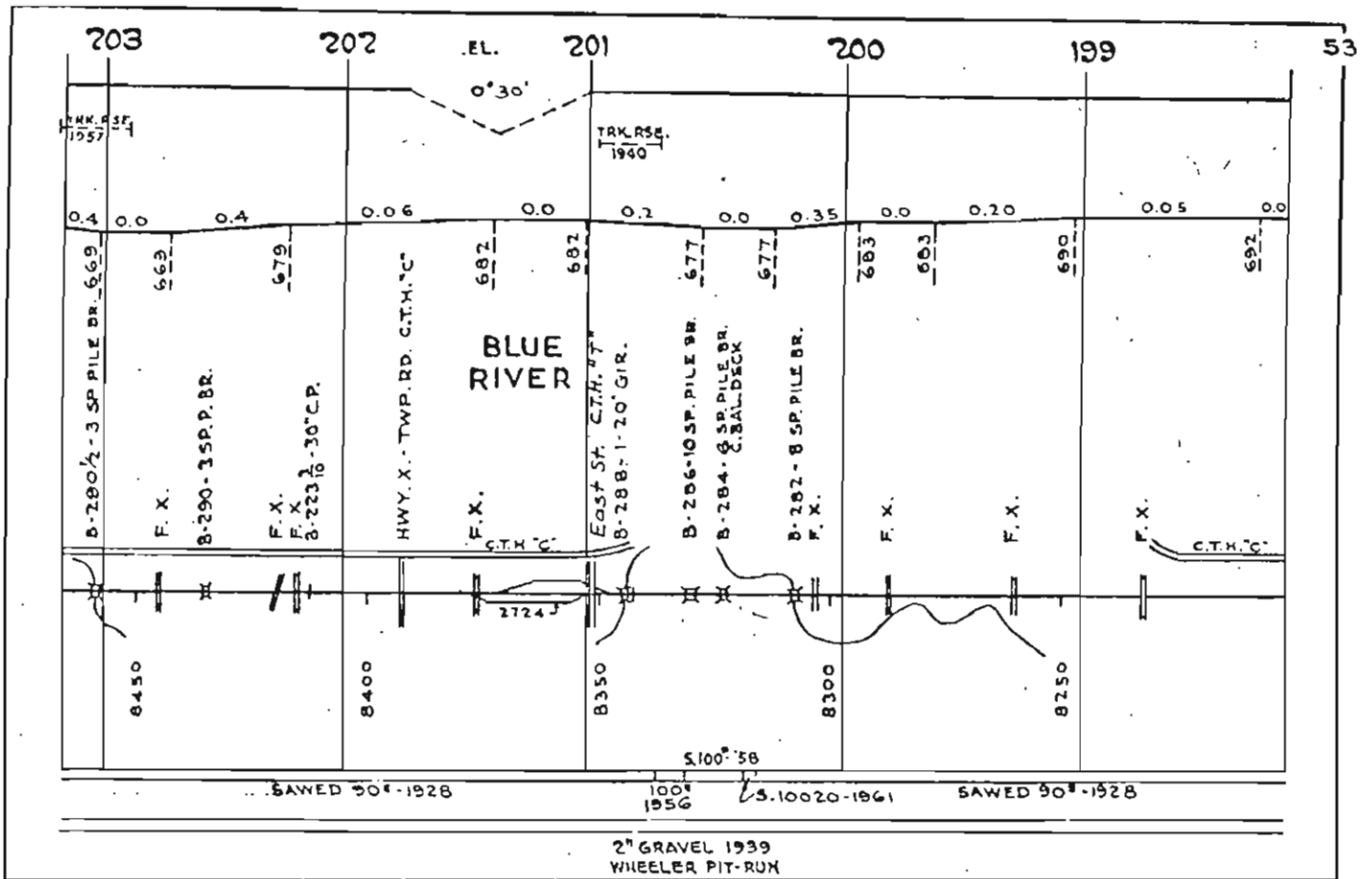


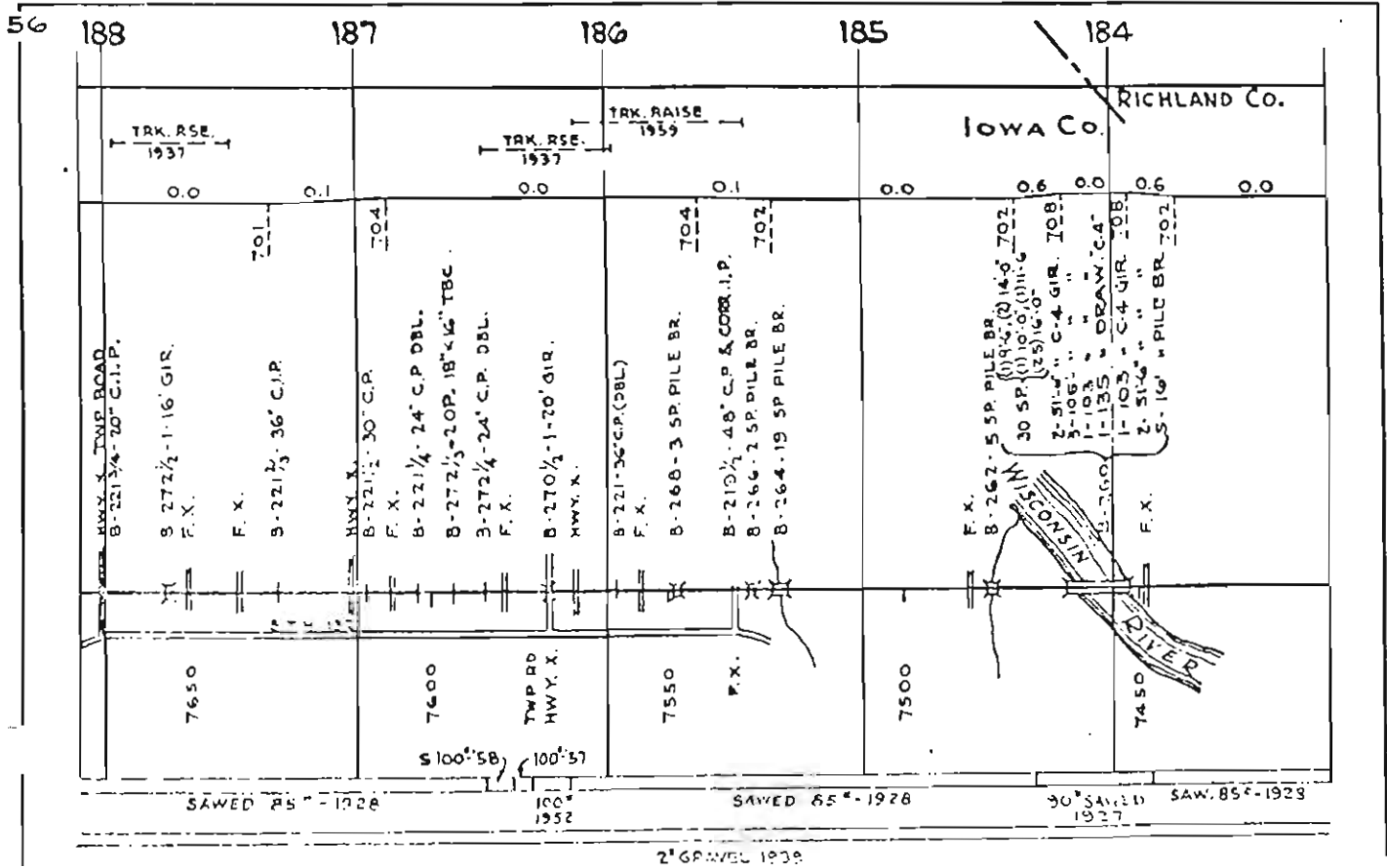
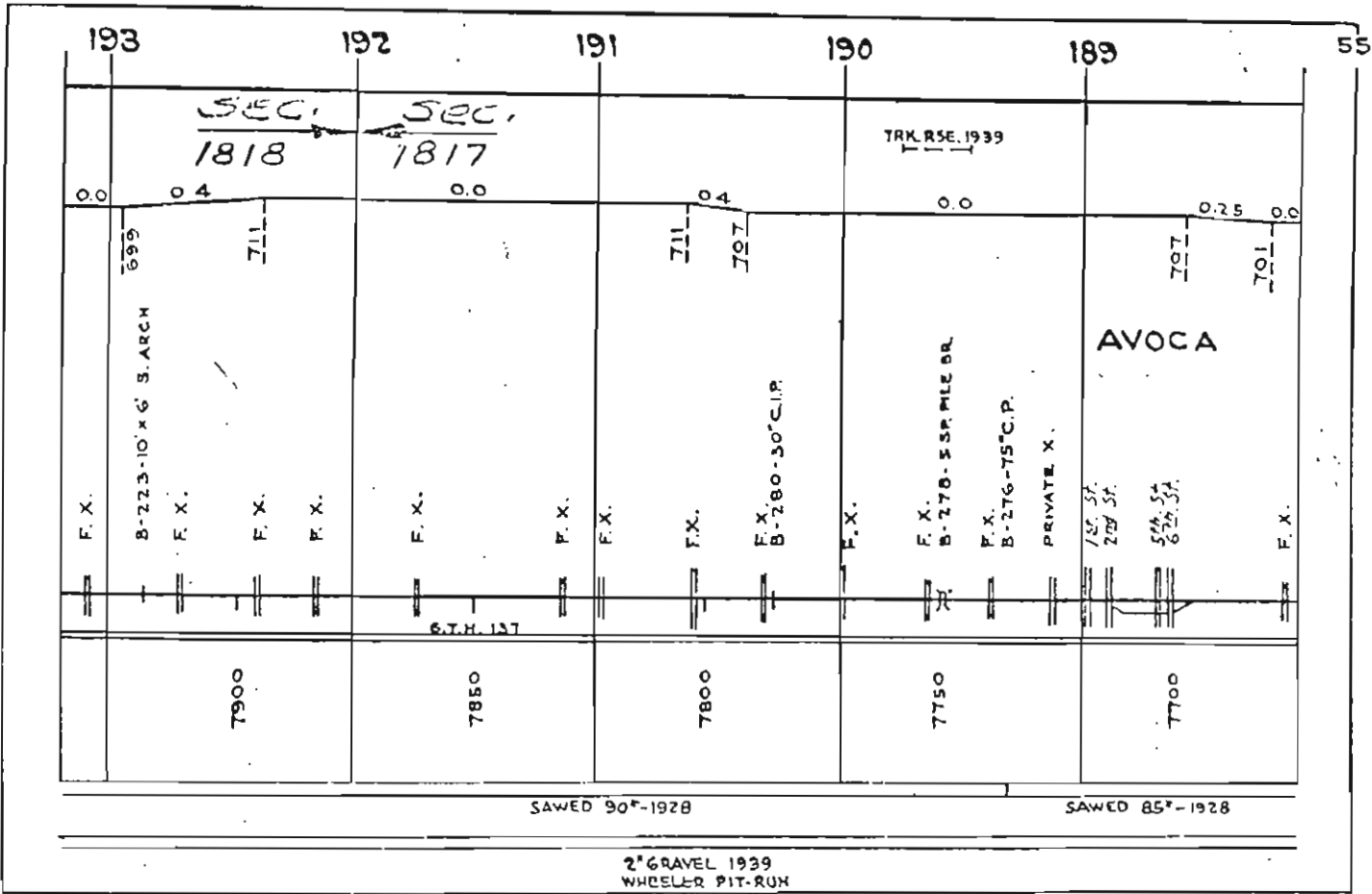


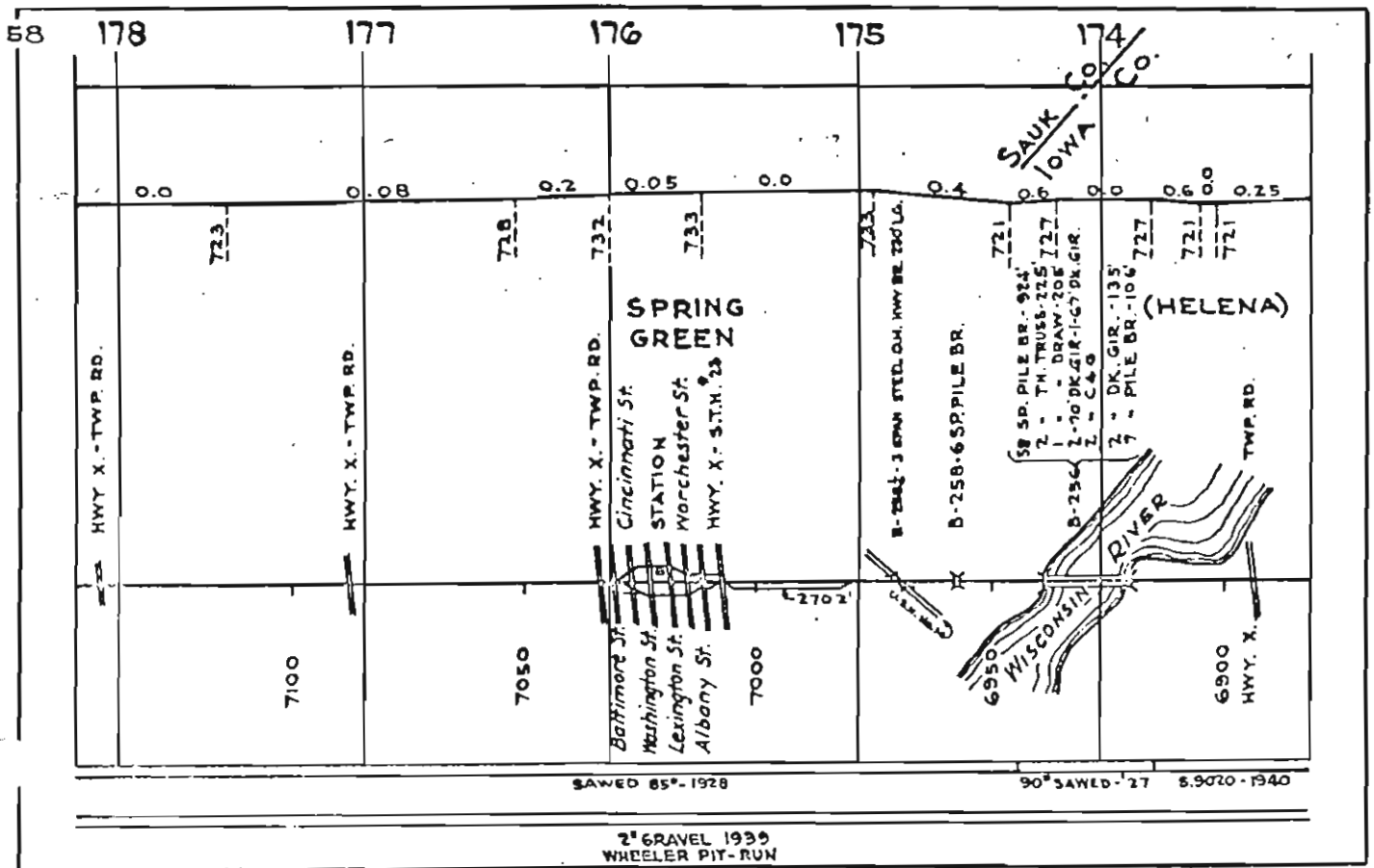
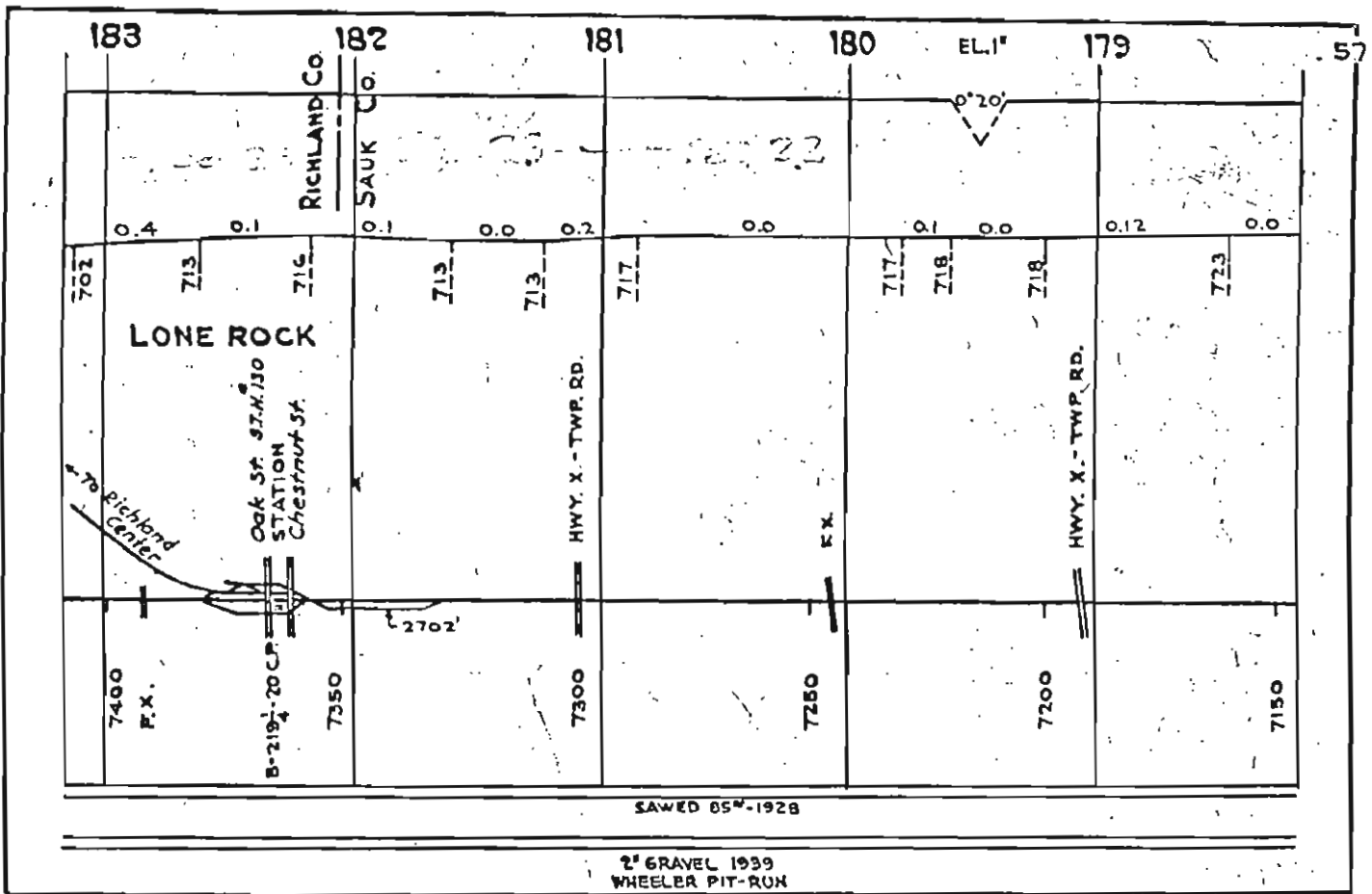


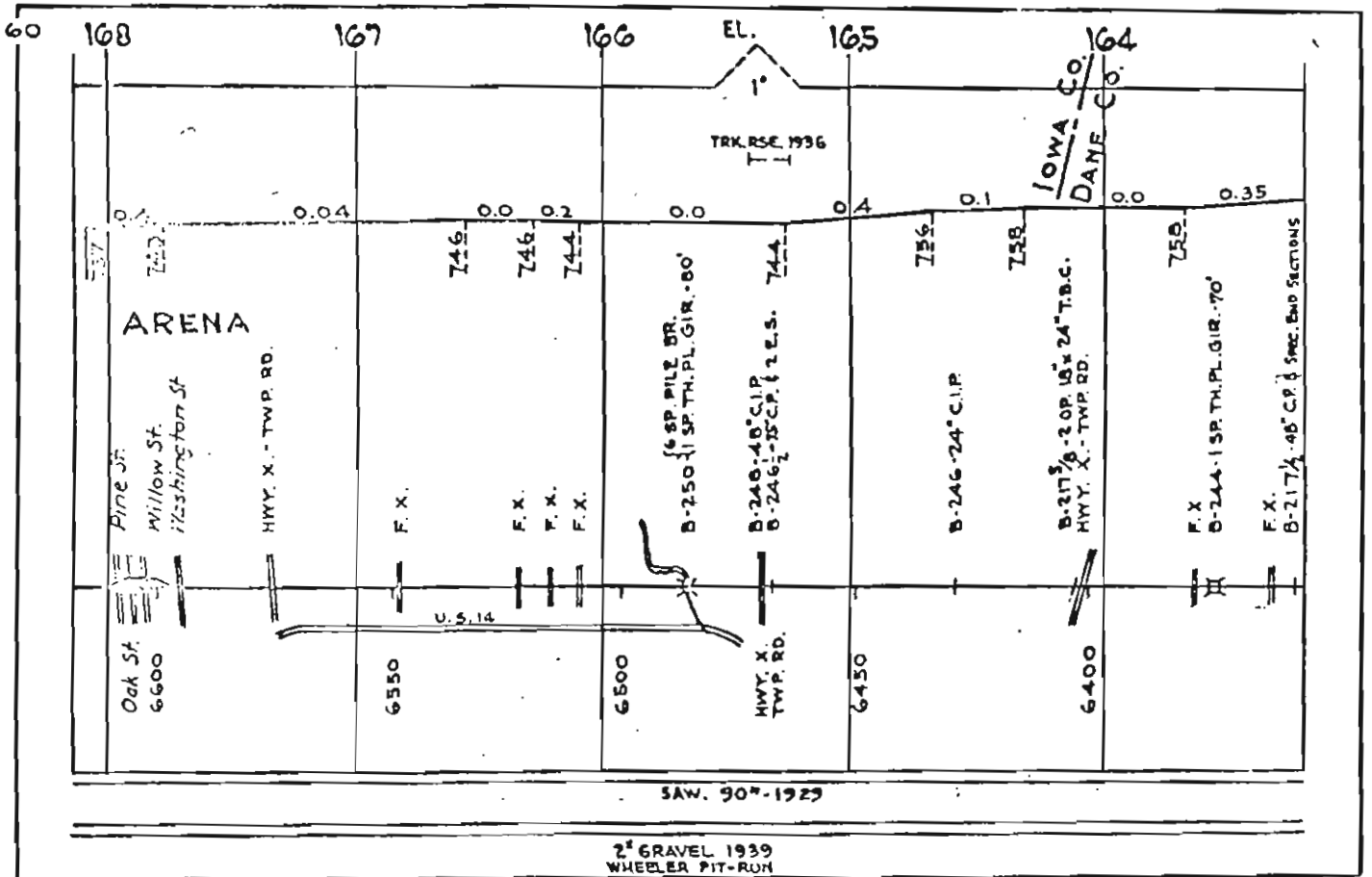
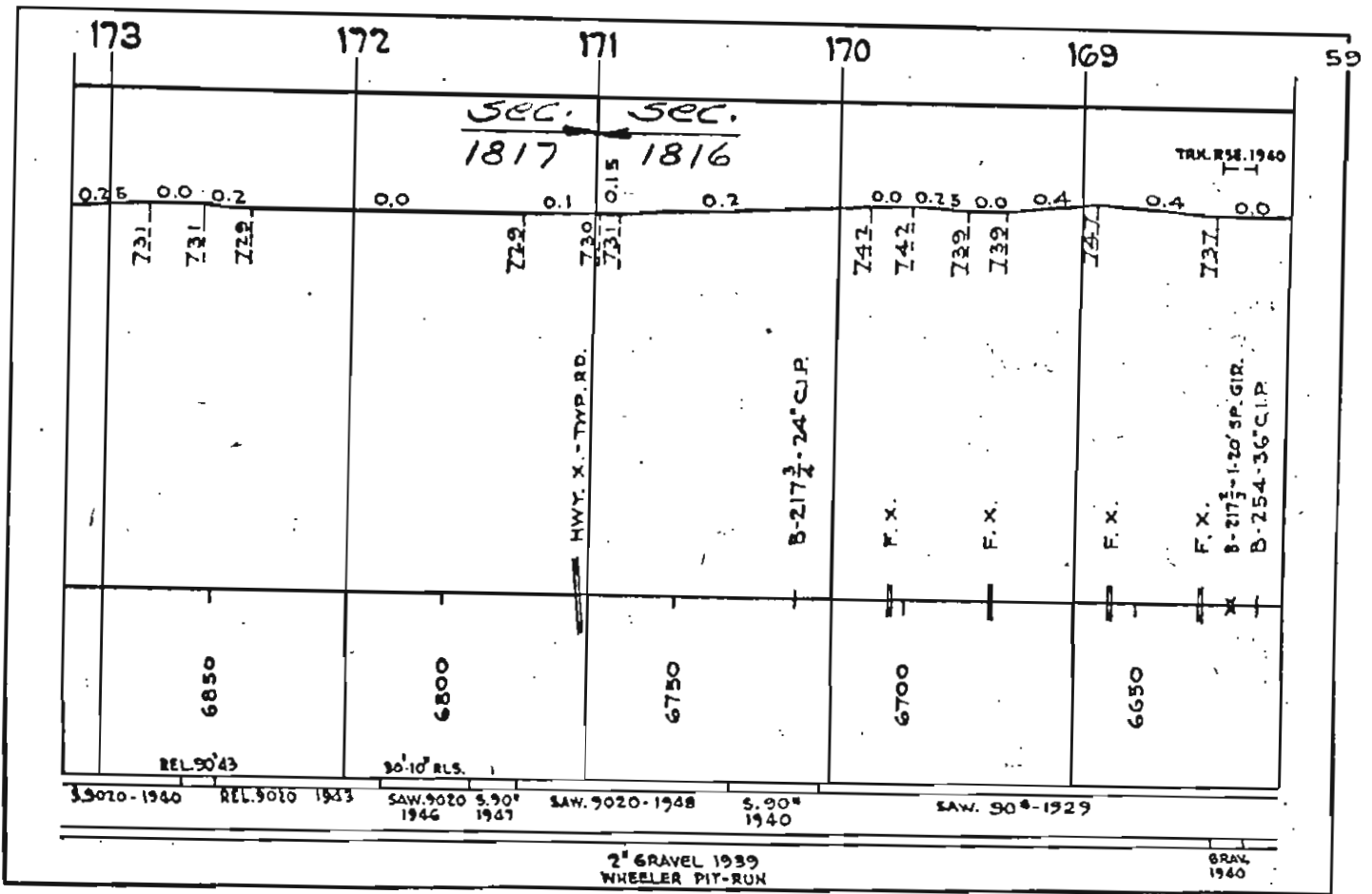


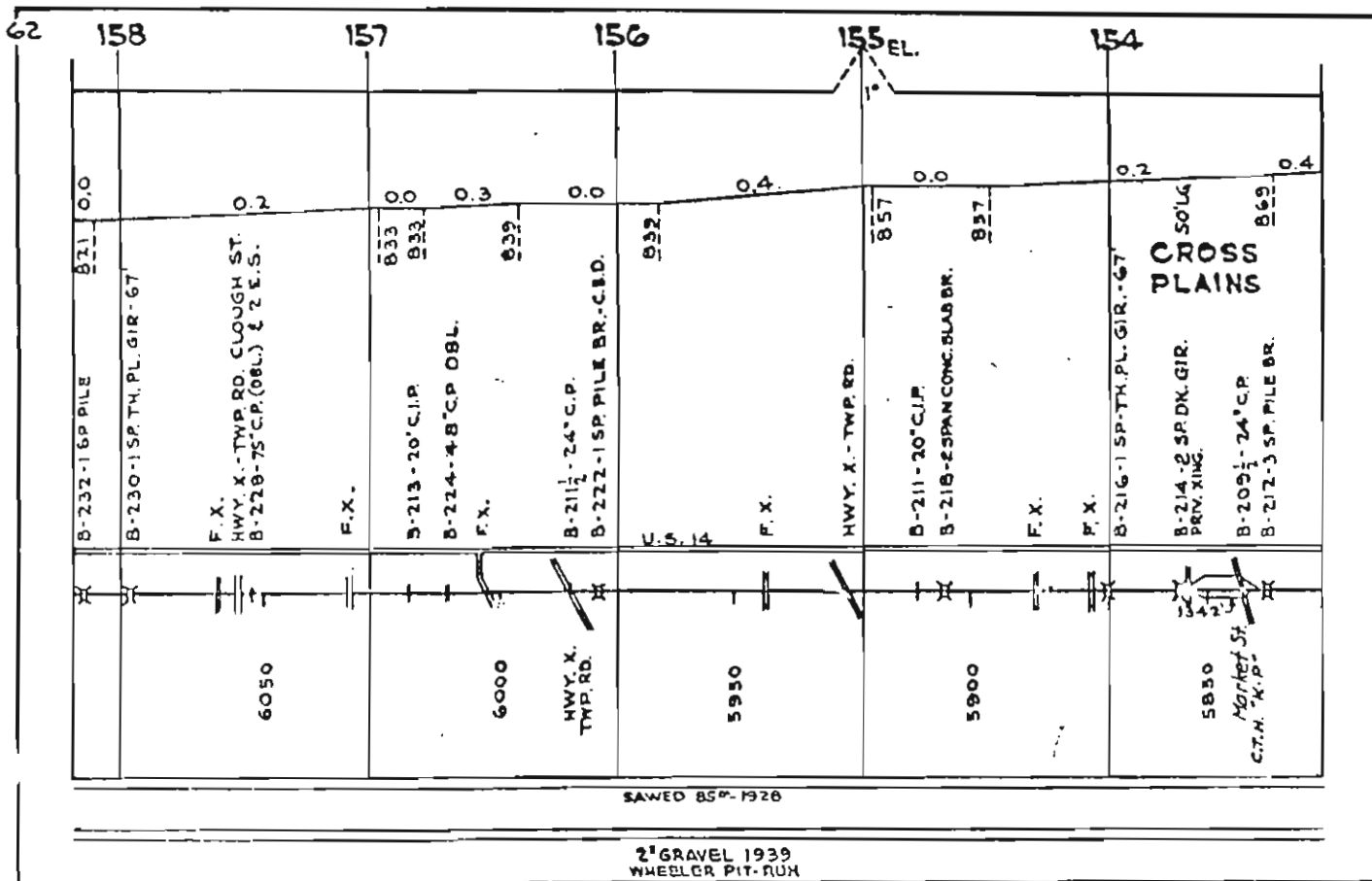
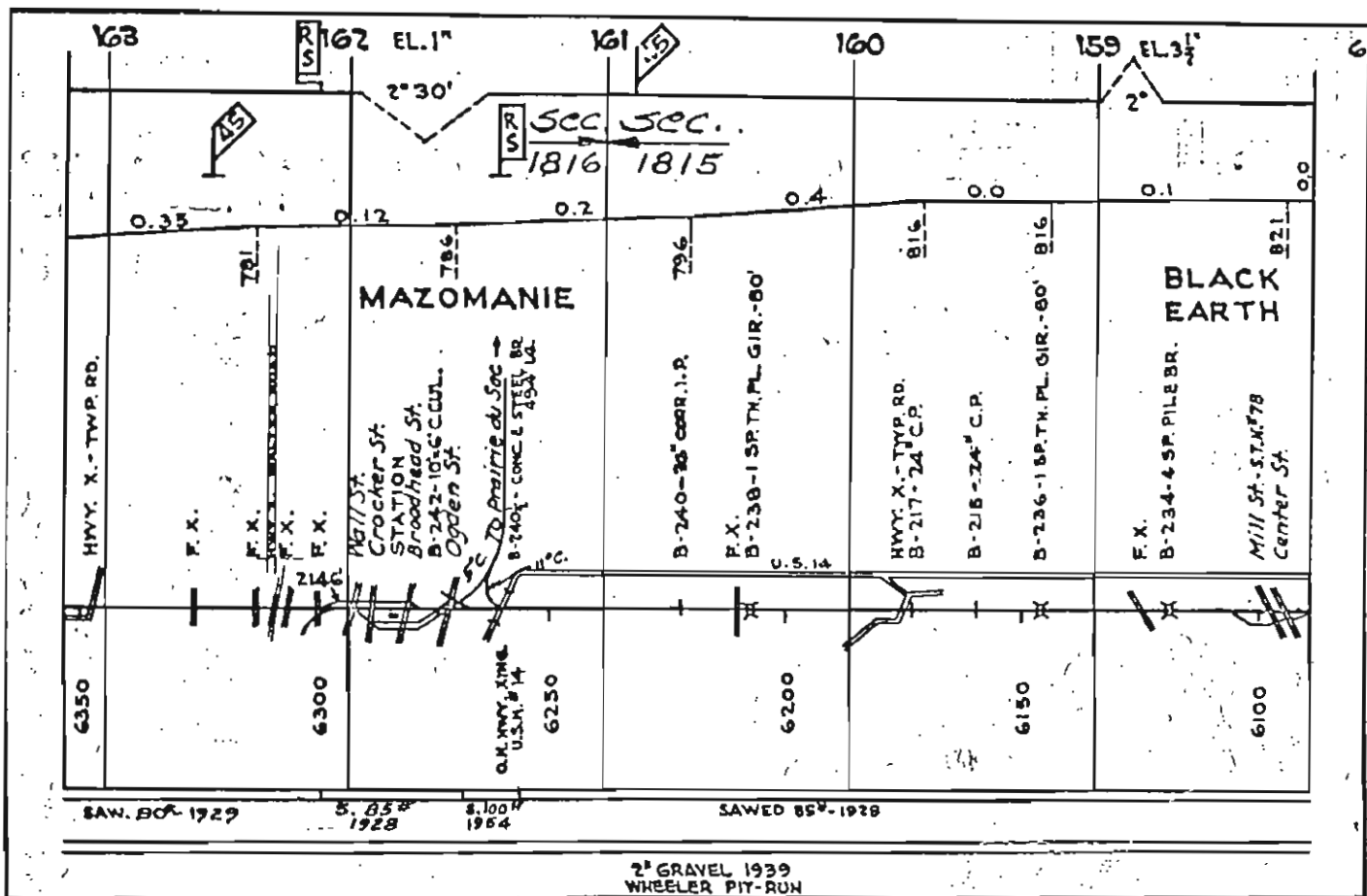


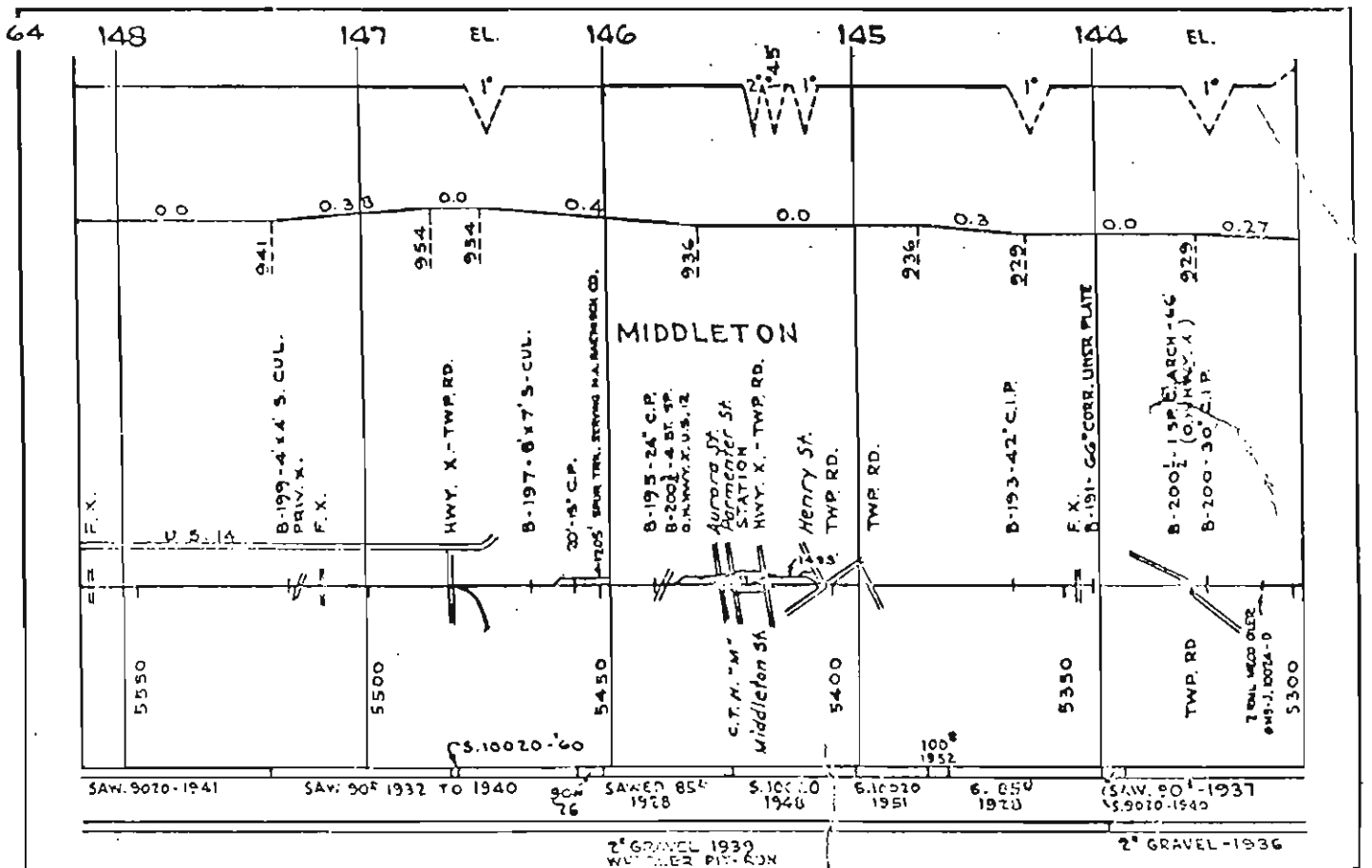
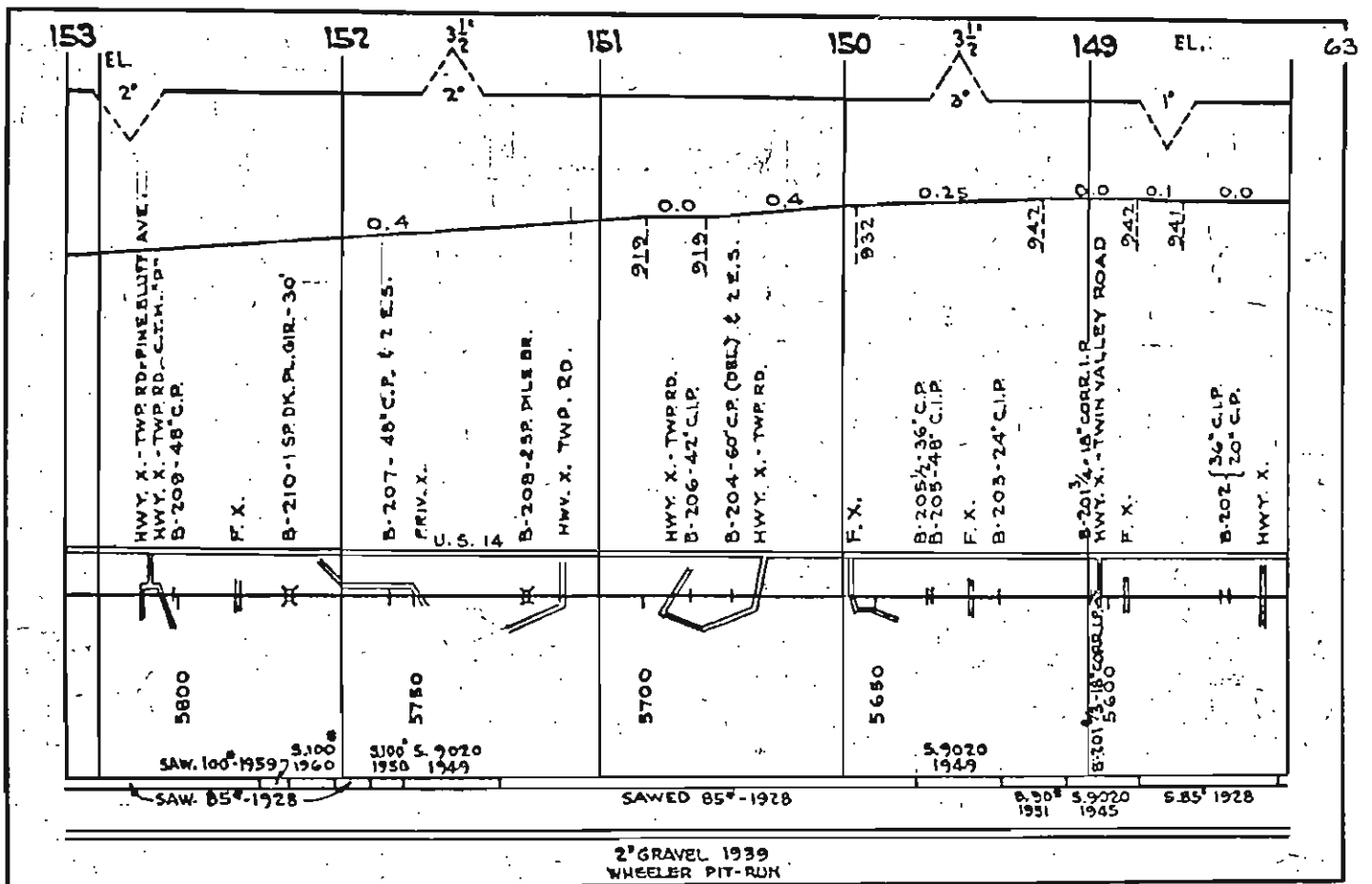


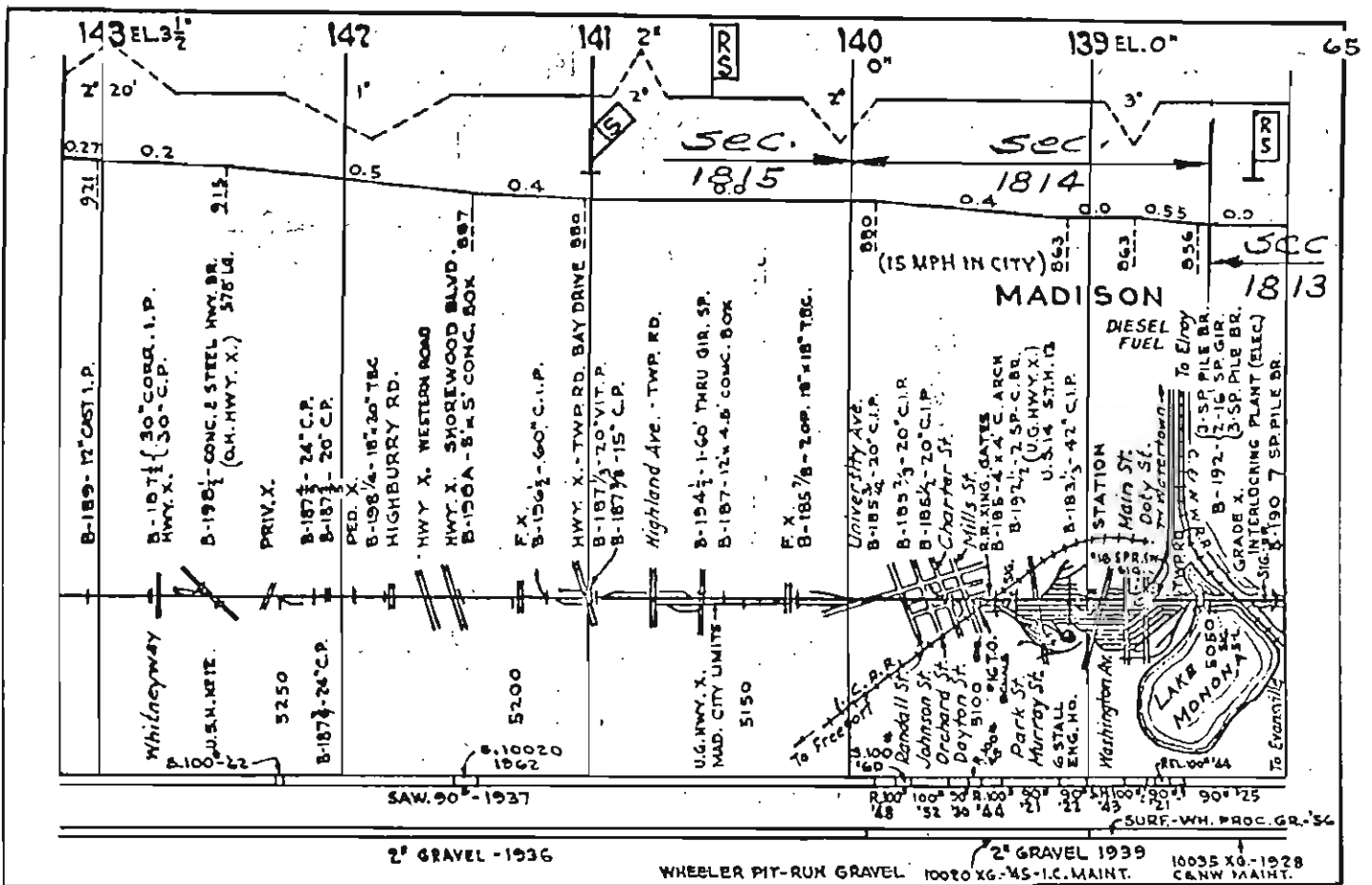










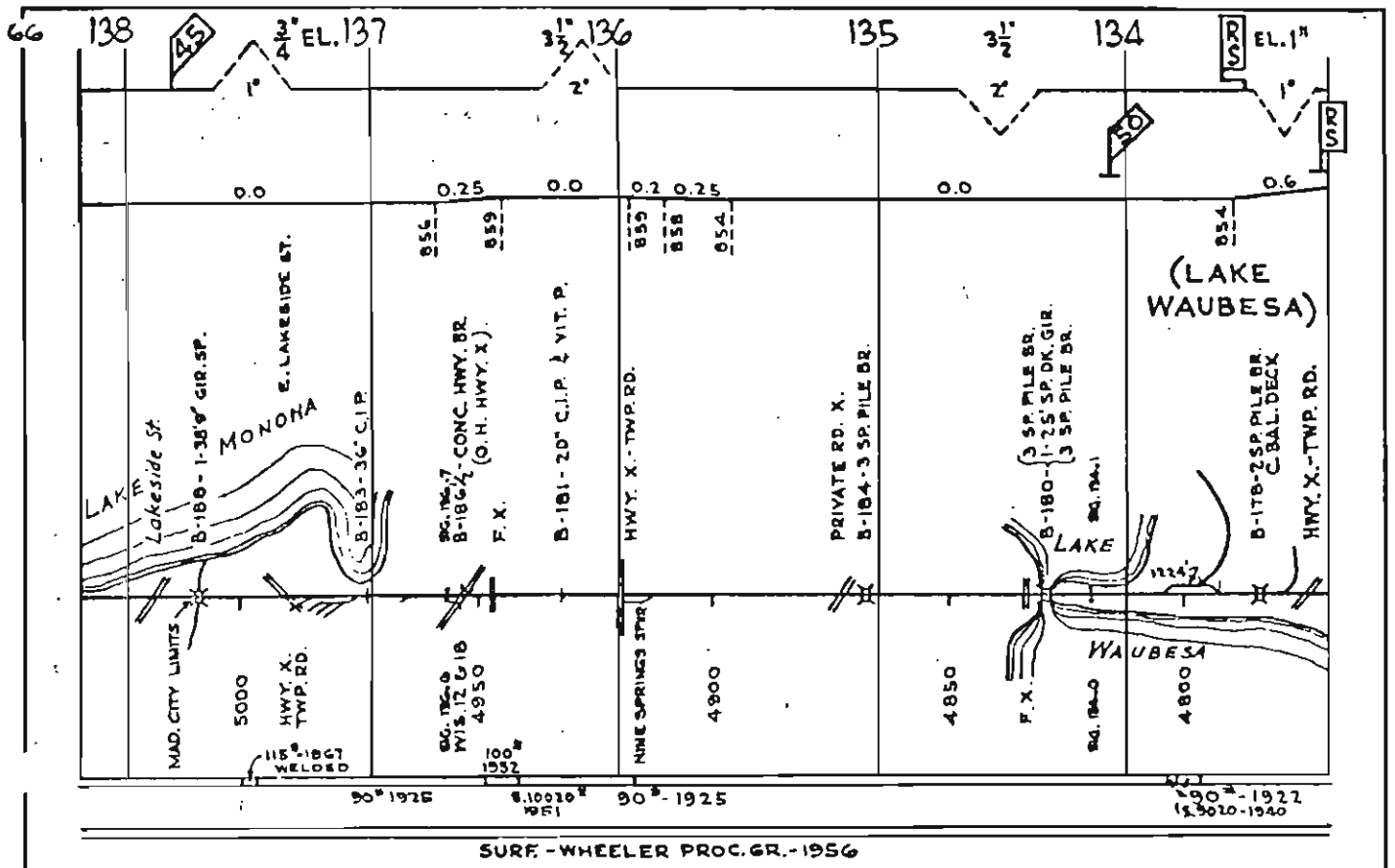


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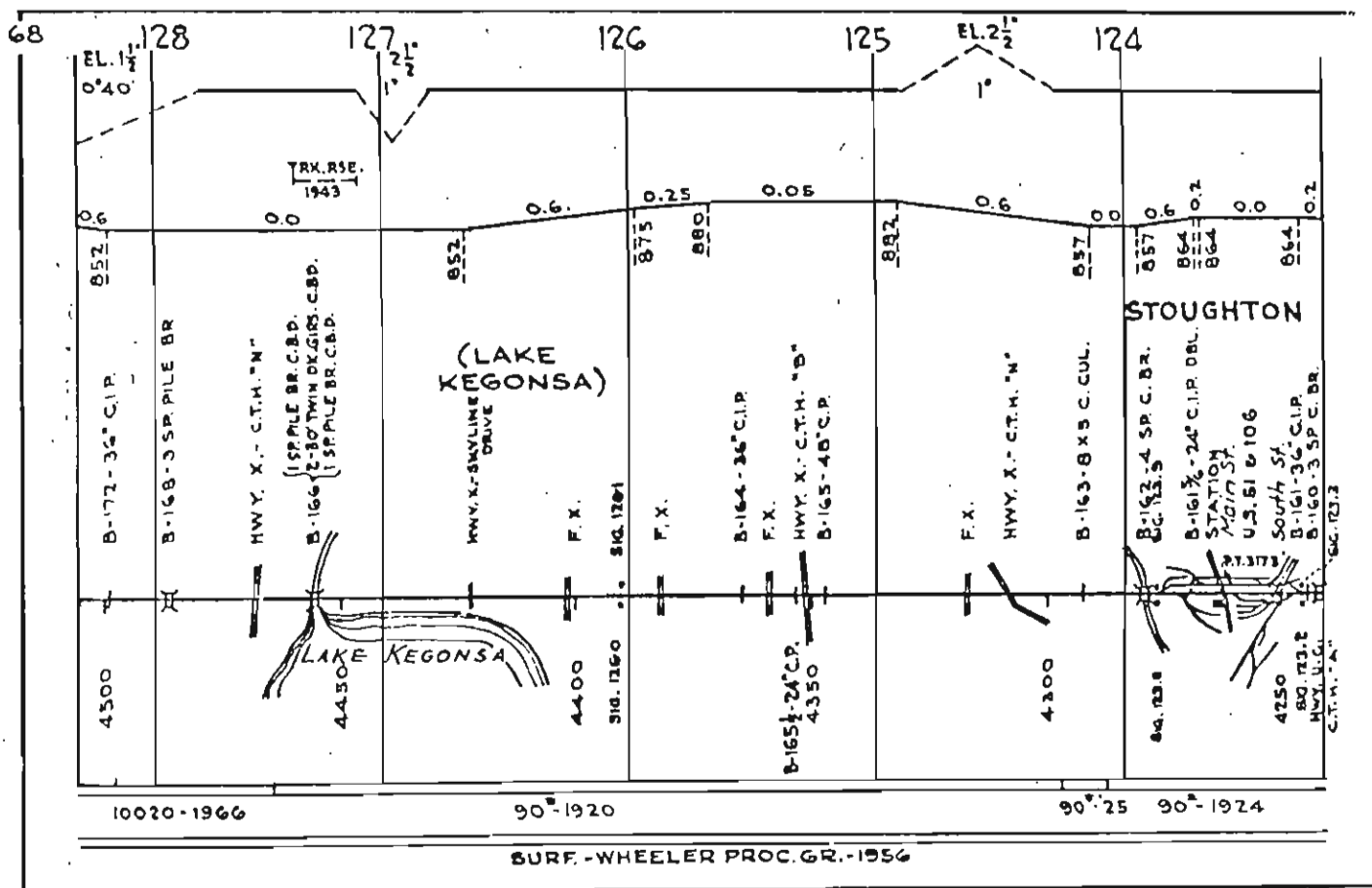
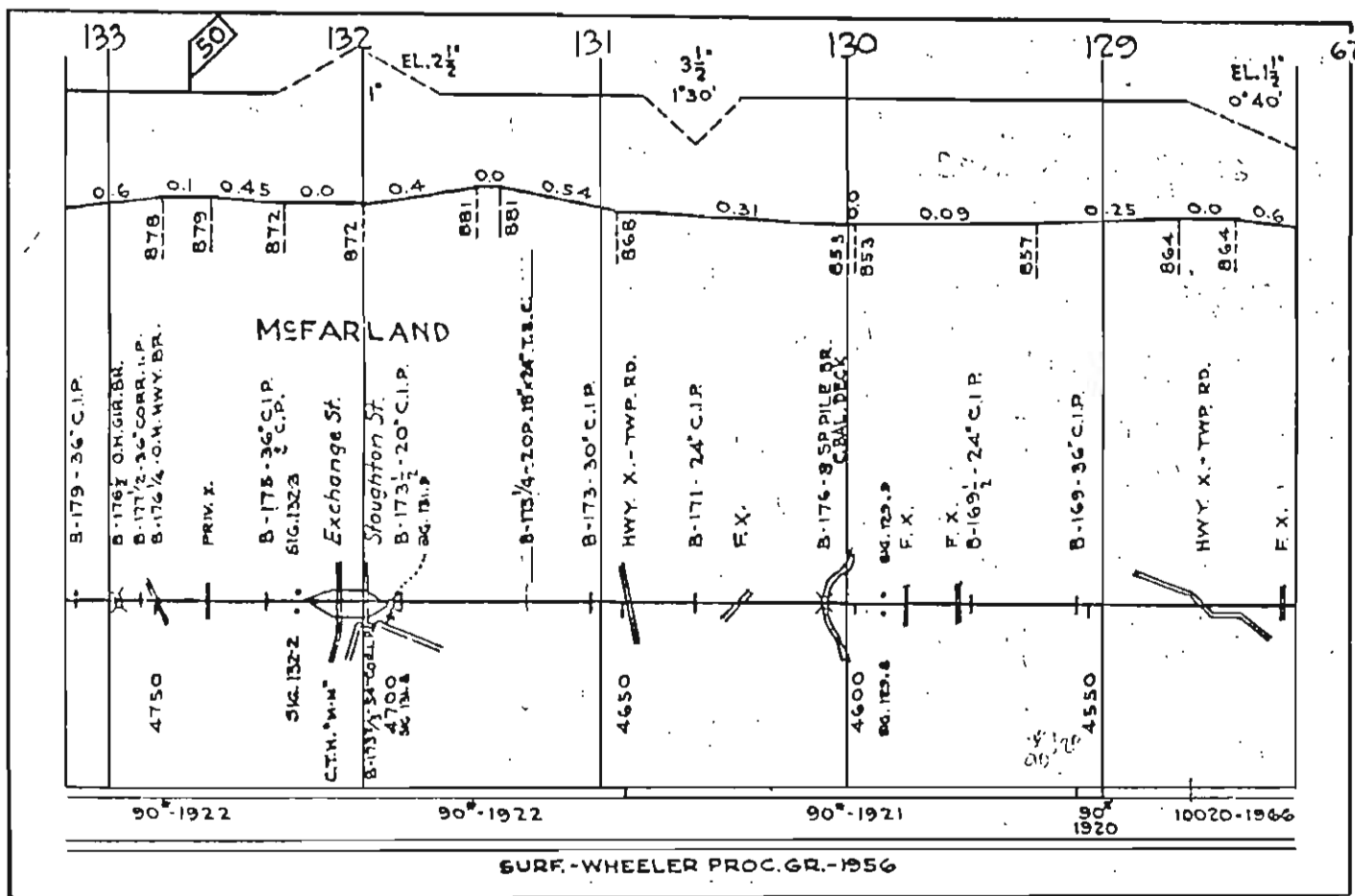
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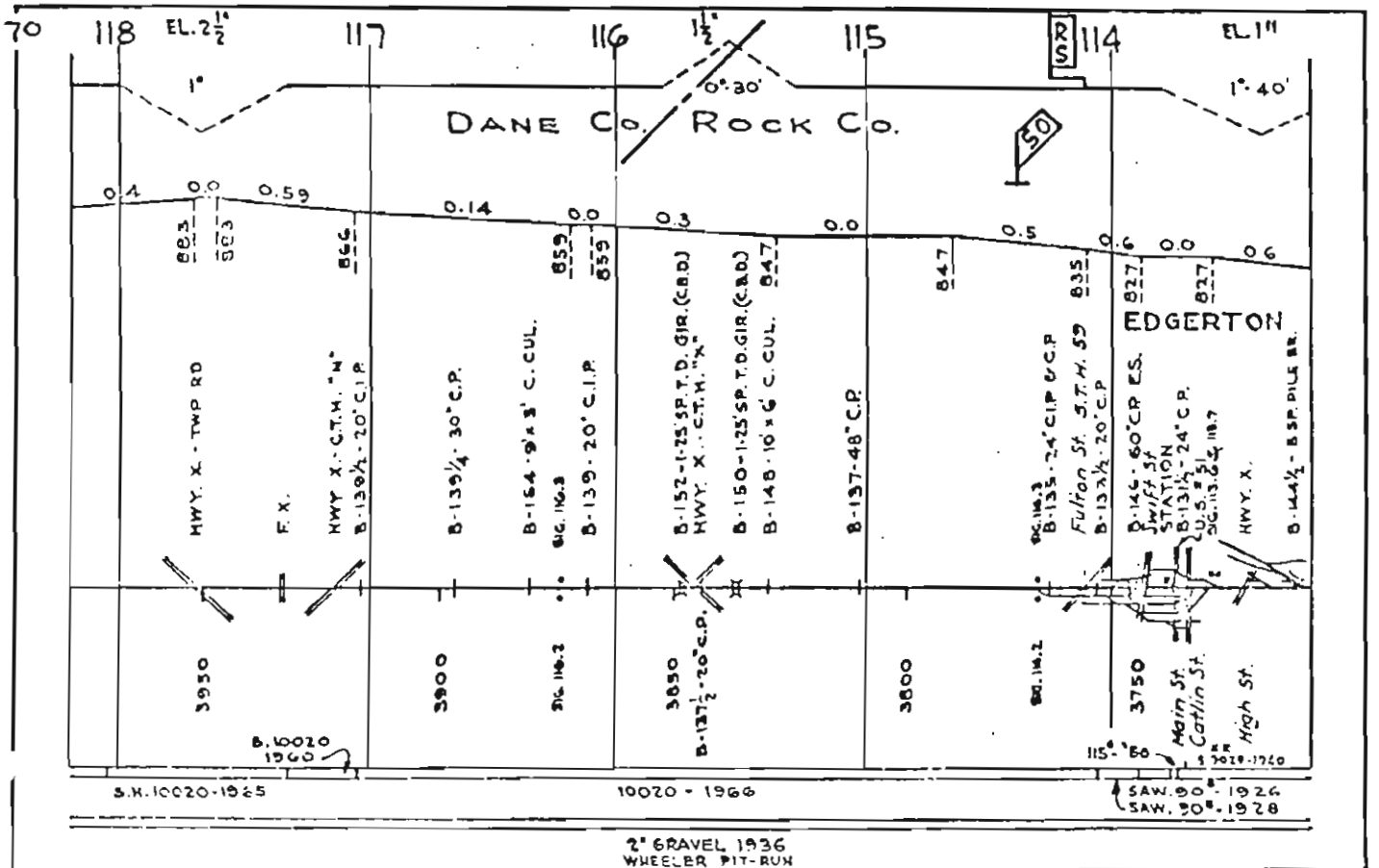
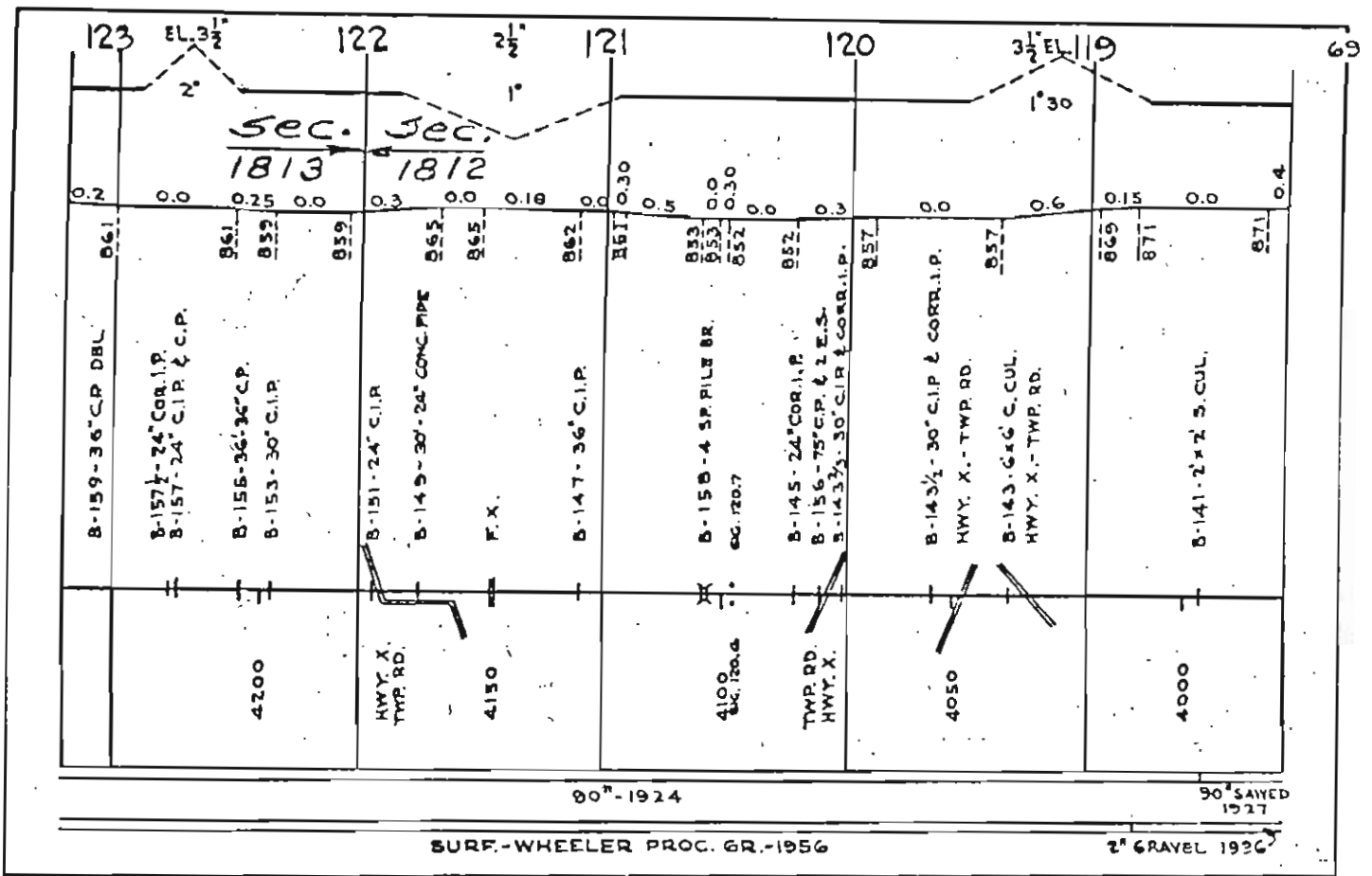
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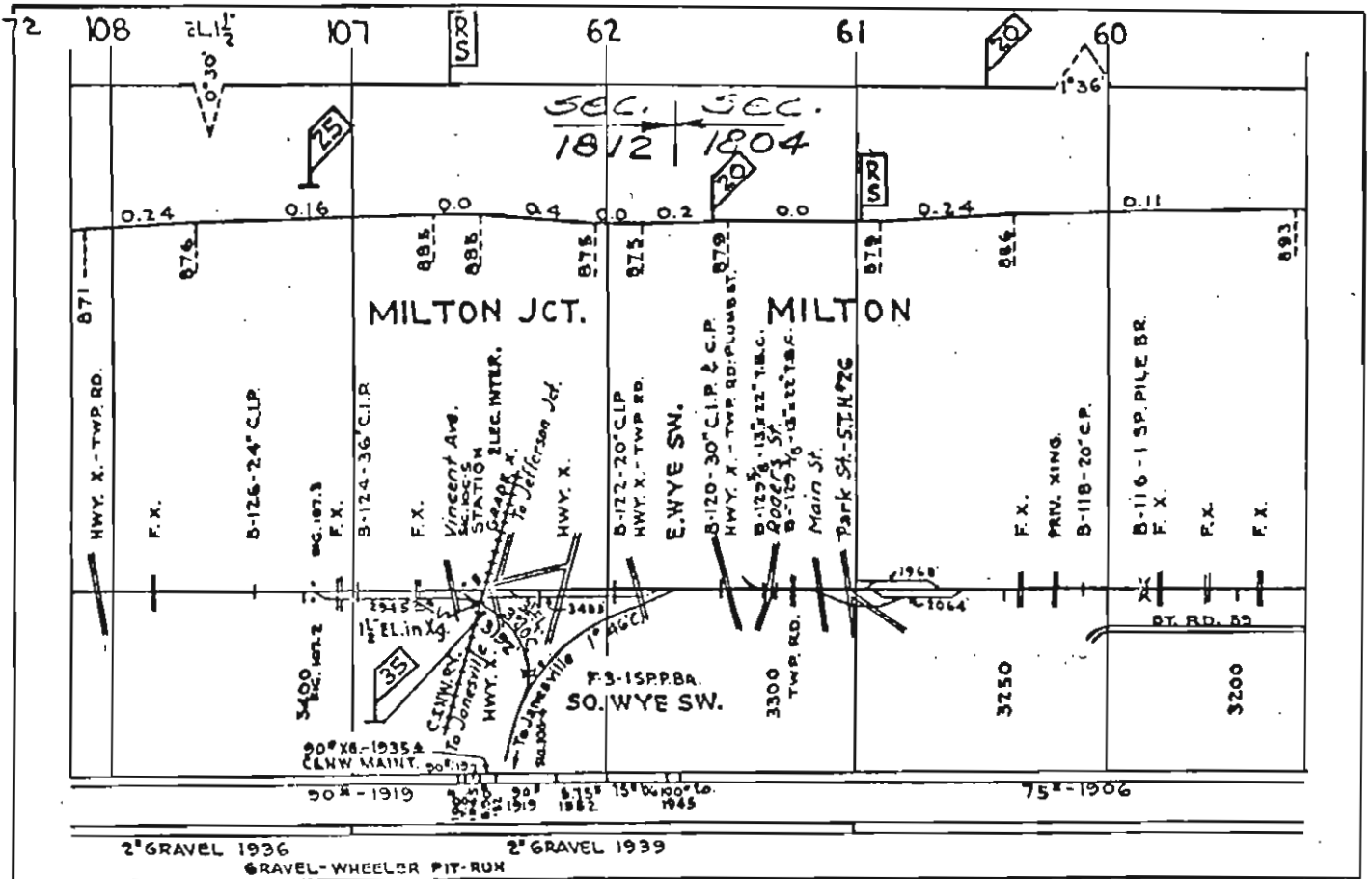
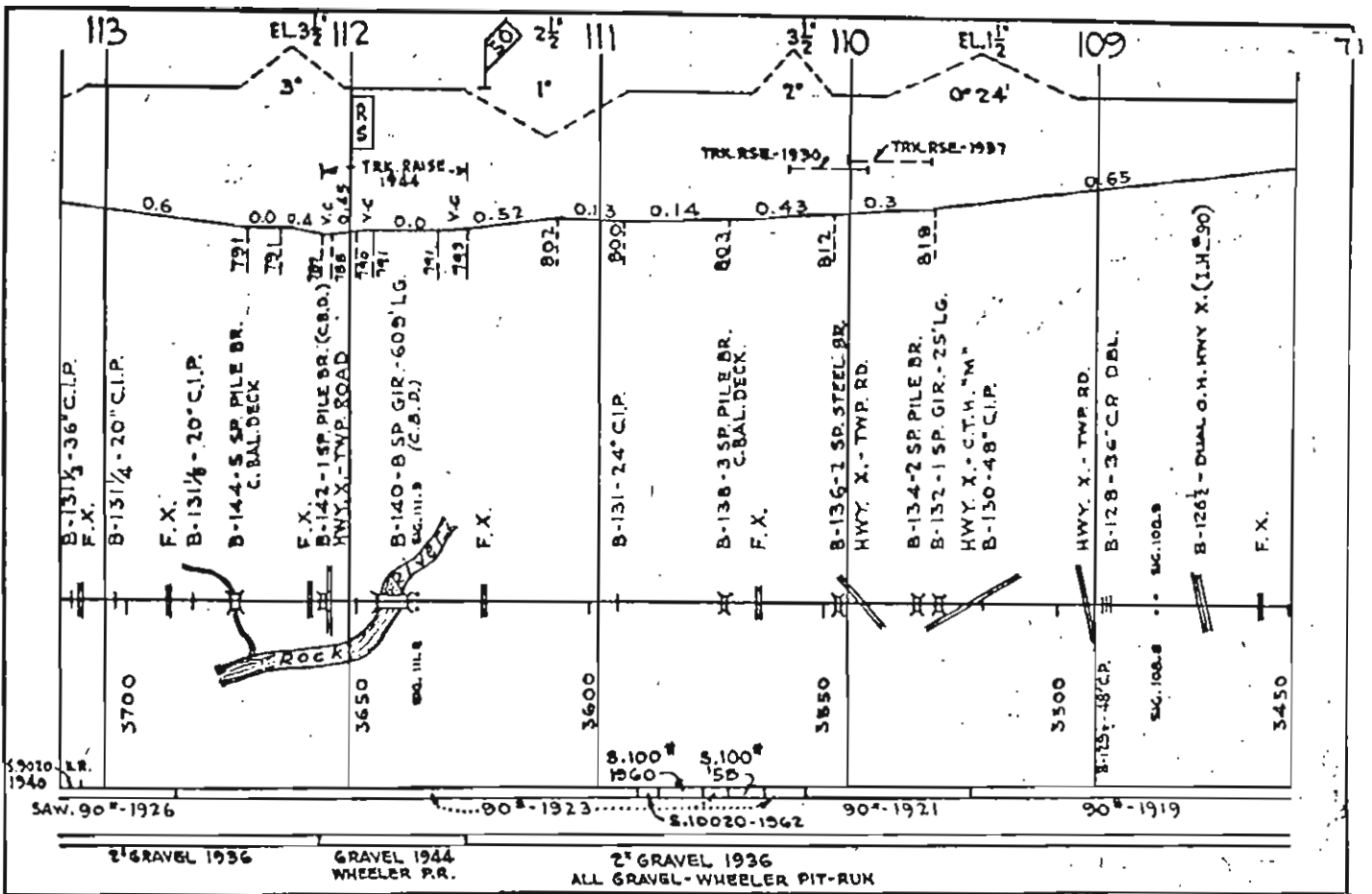
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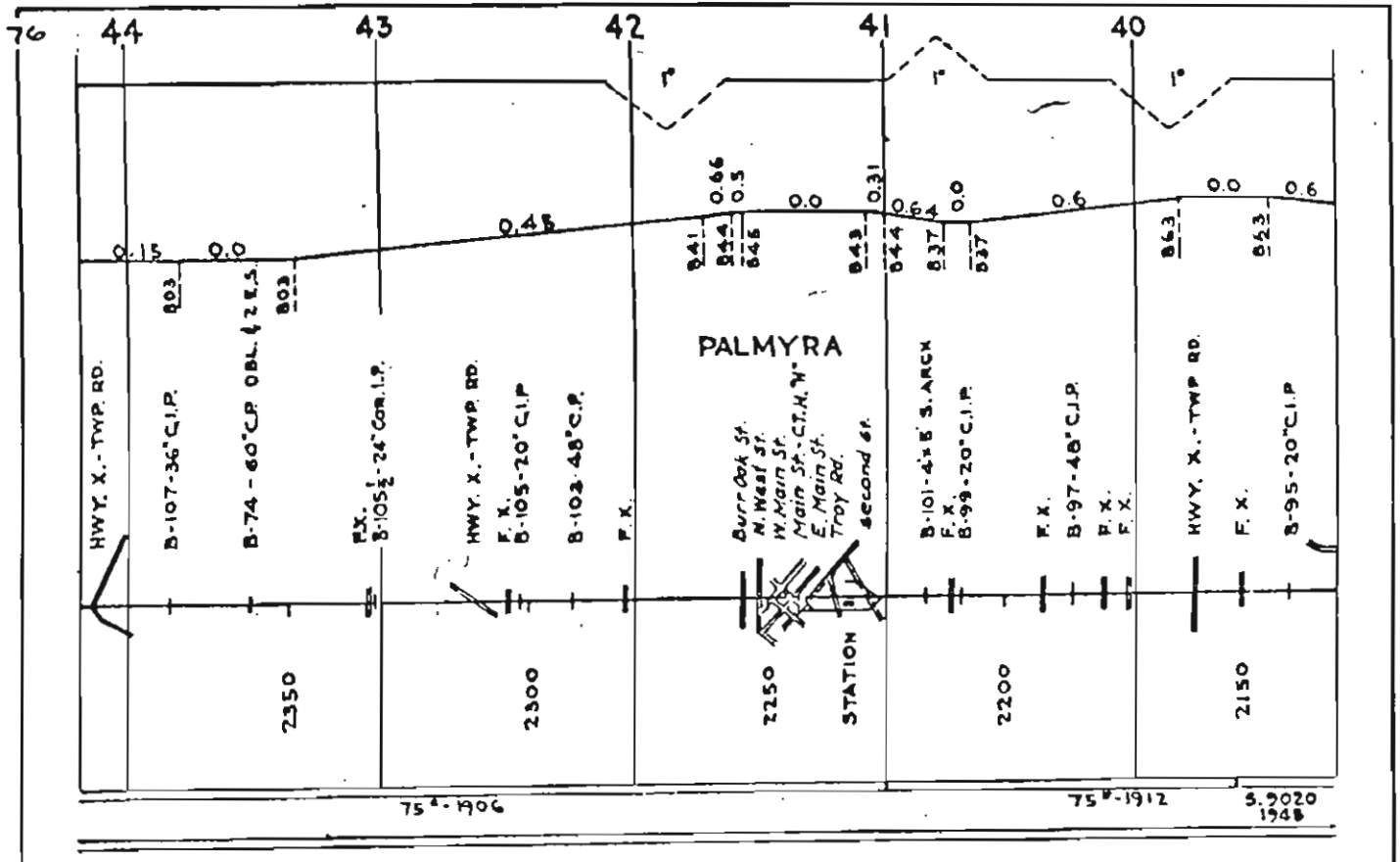
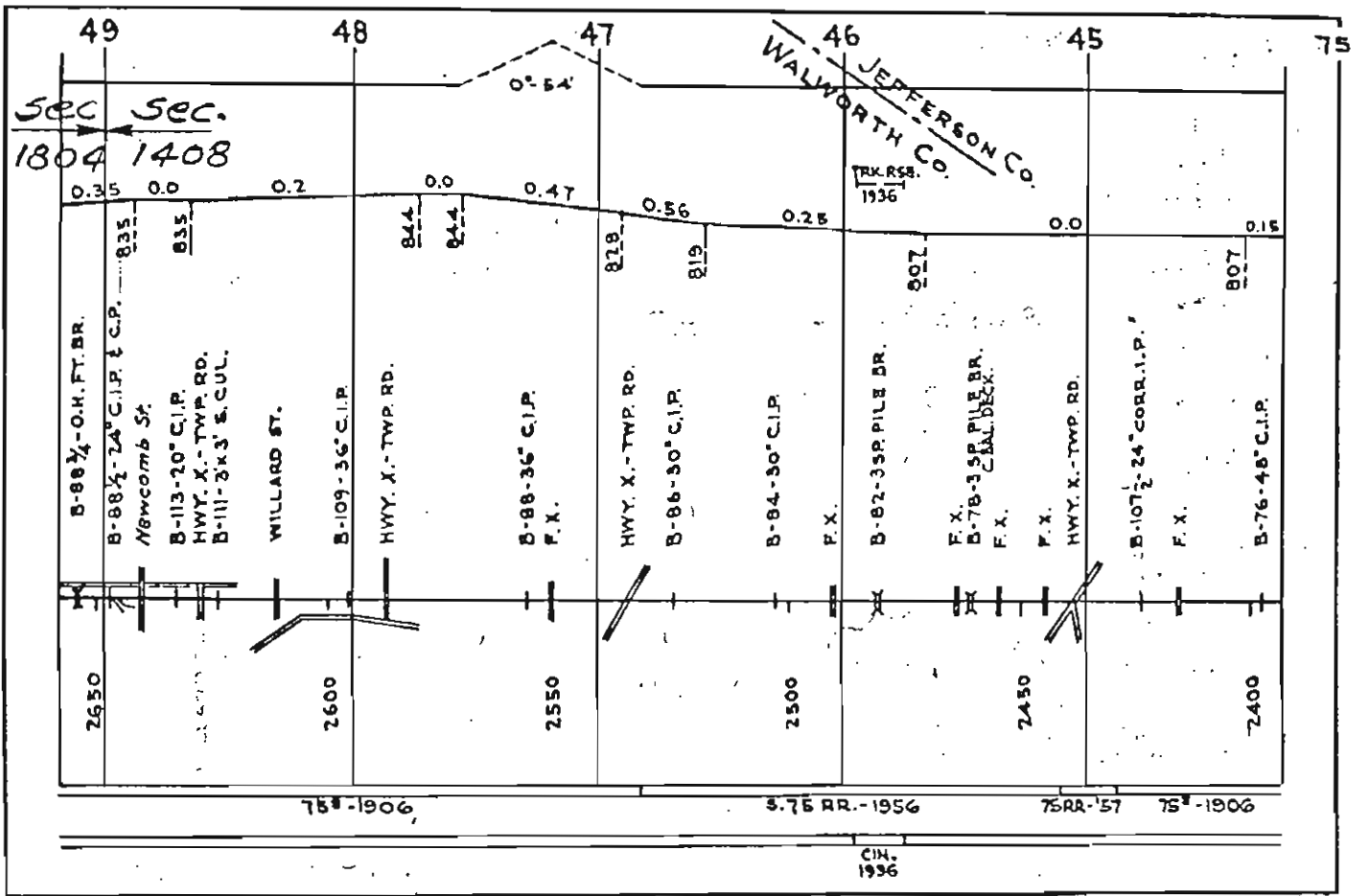


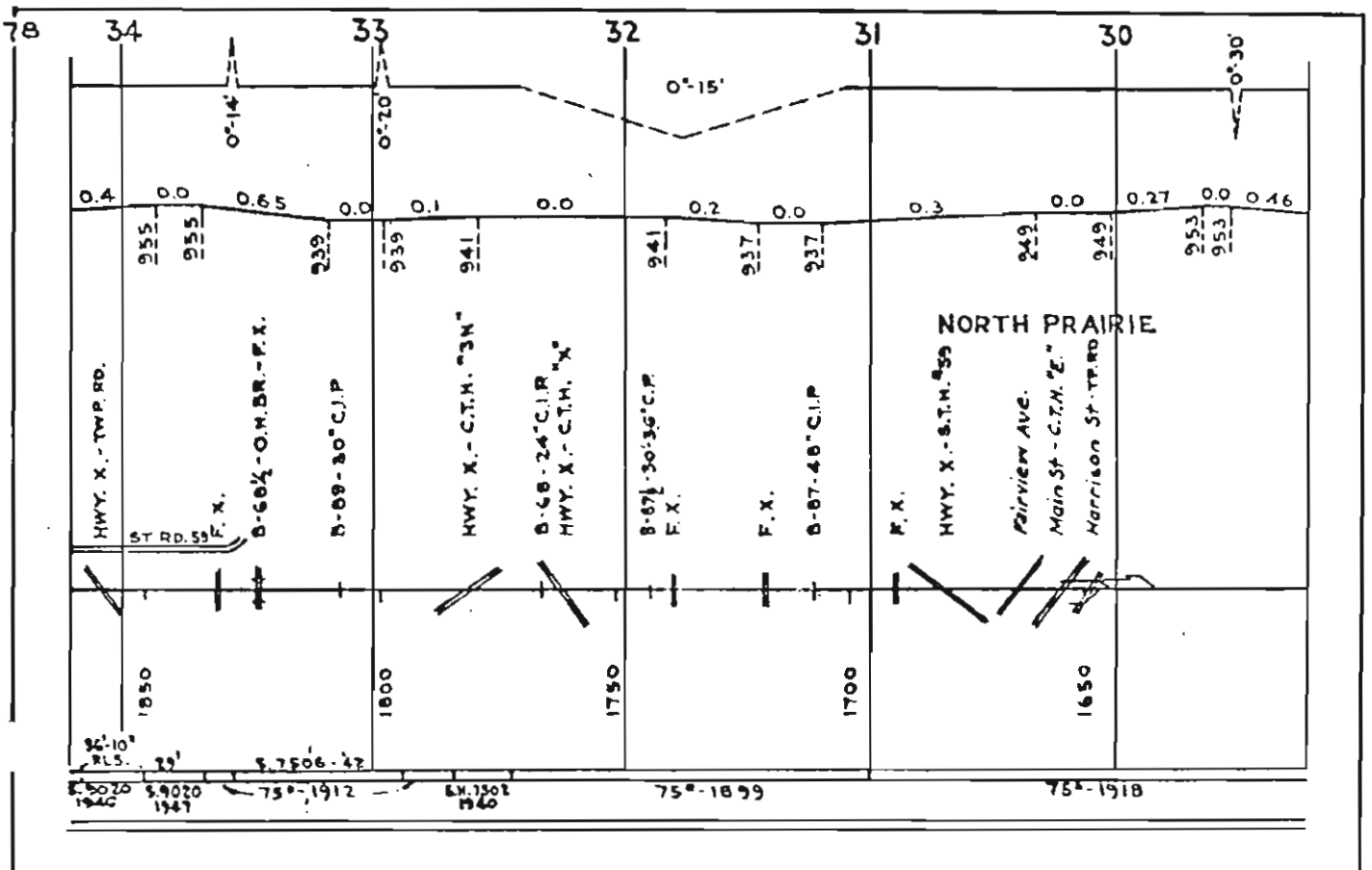
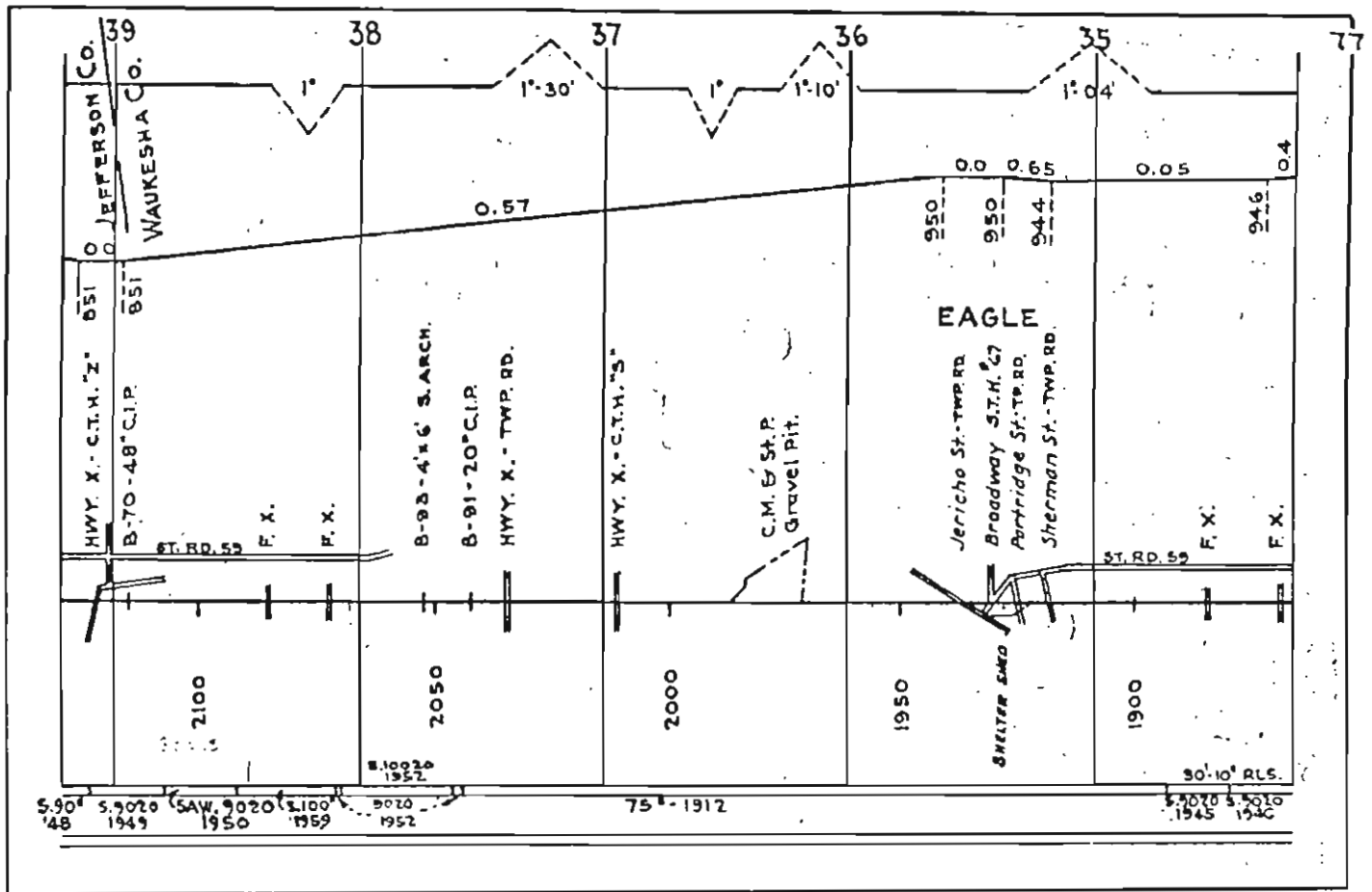
SURF - WHEELER PROC. GR. - 1956

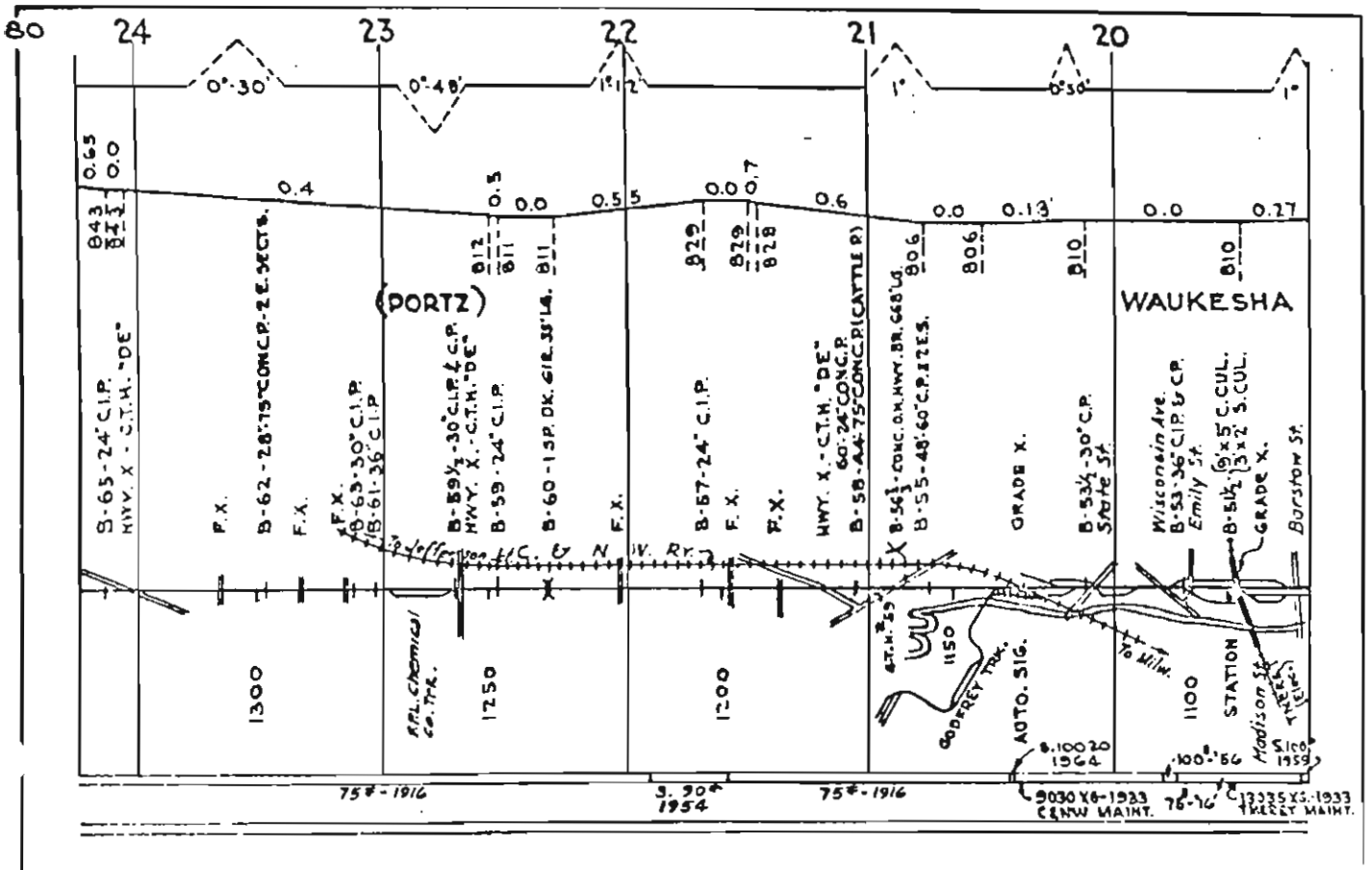
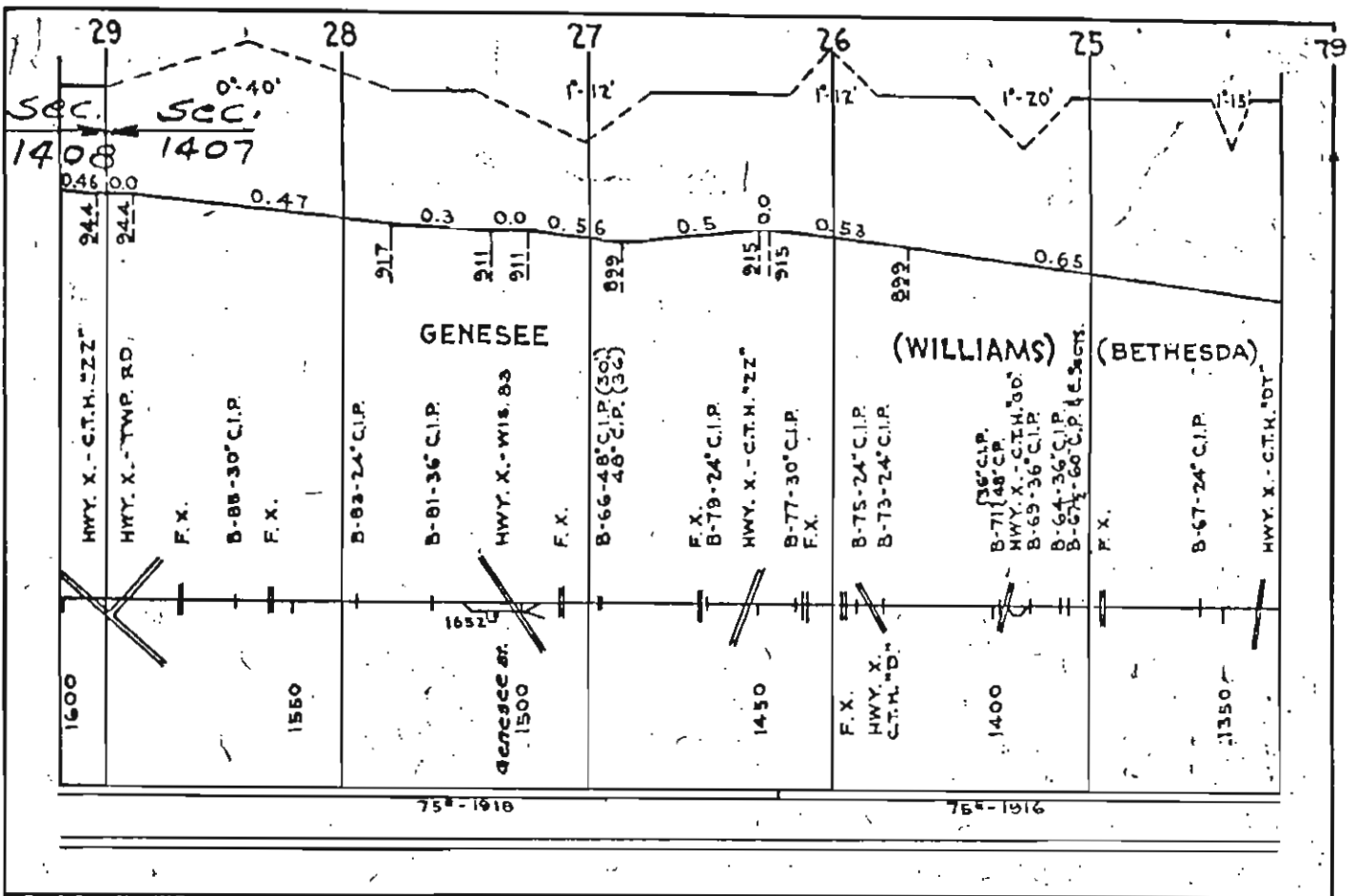






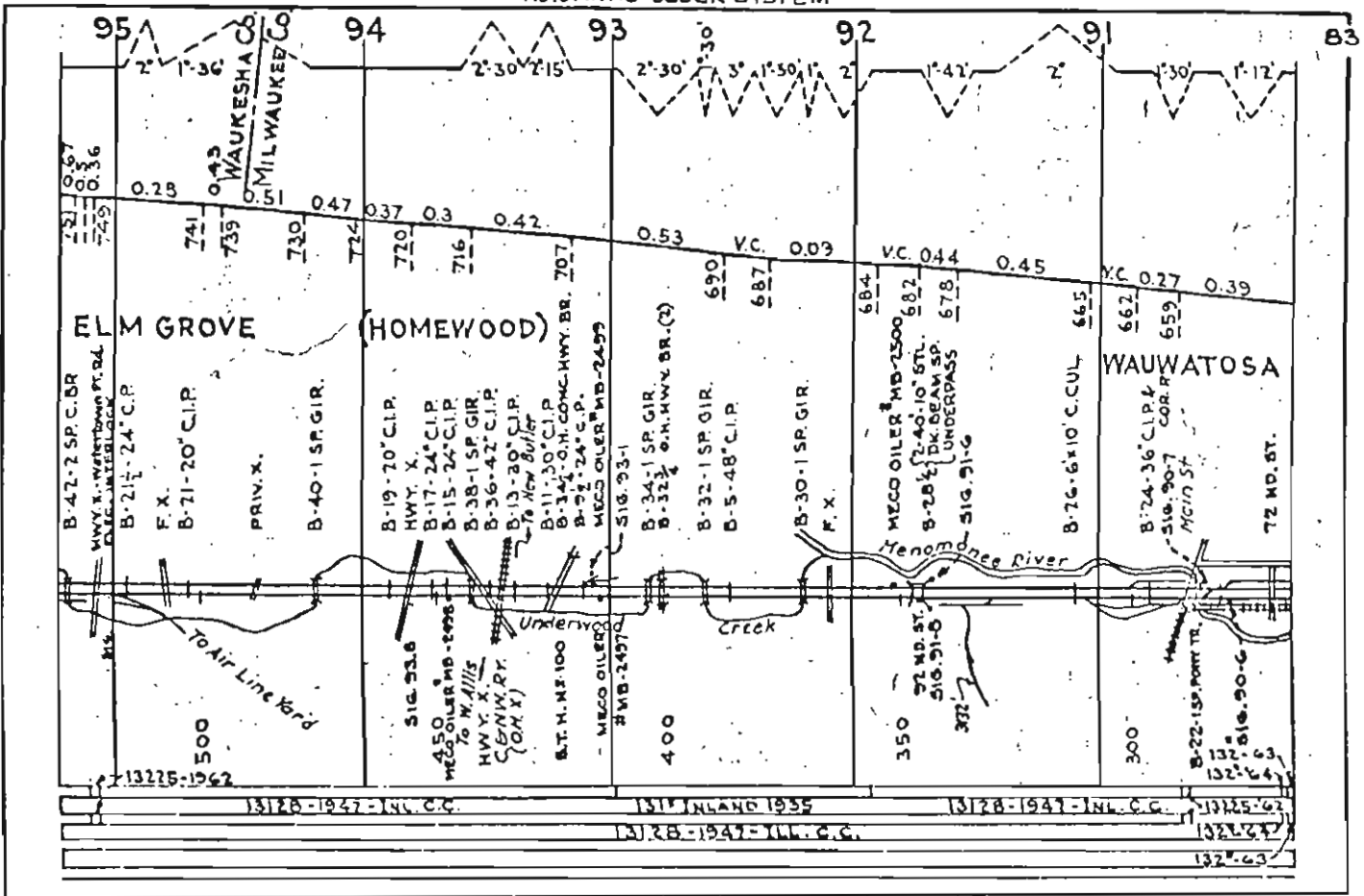




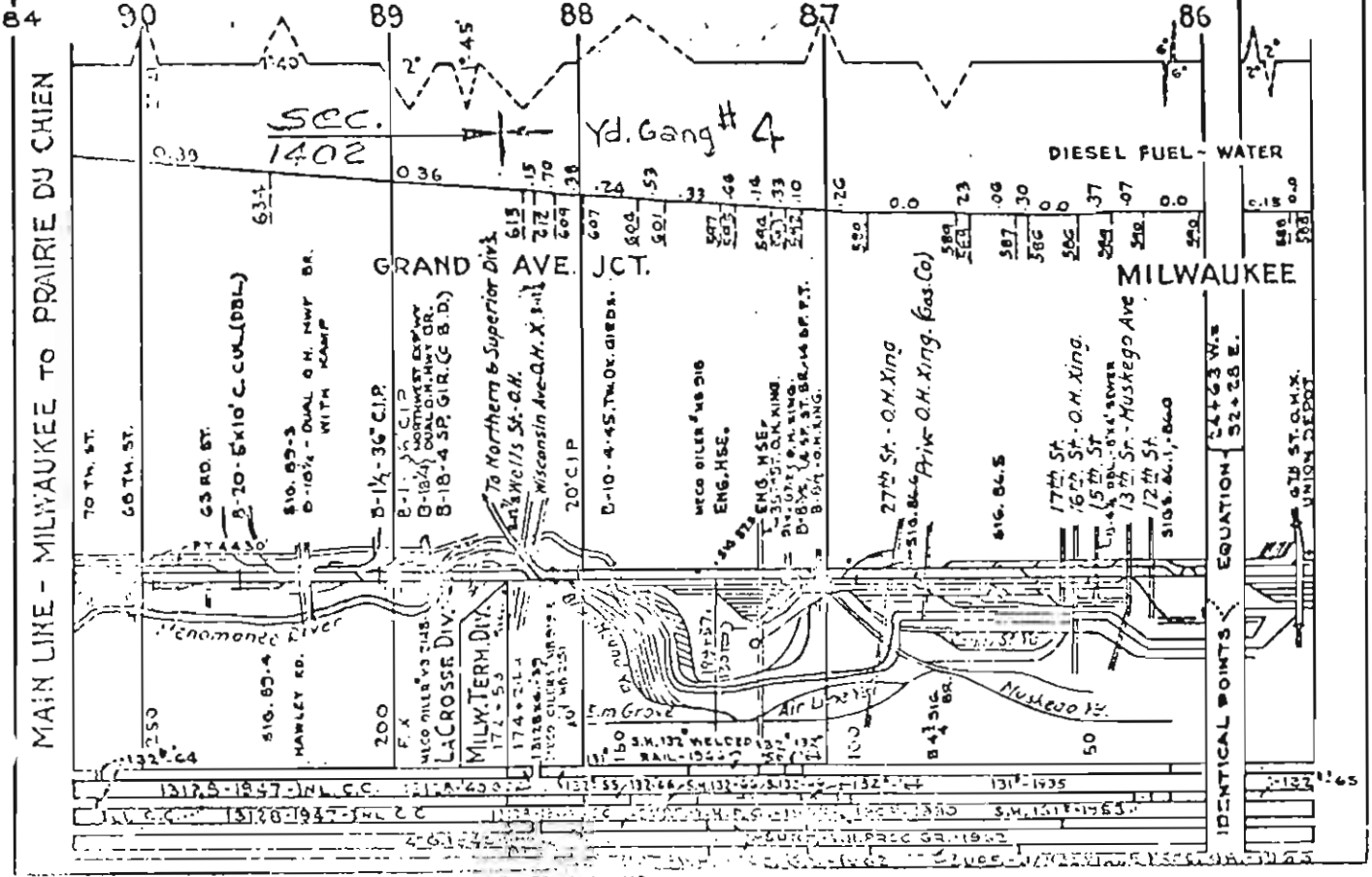


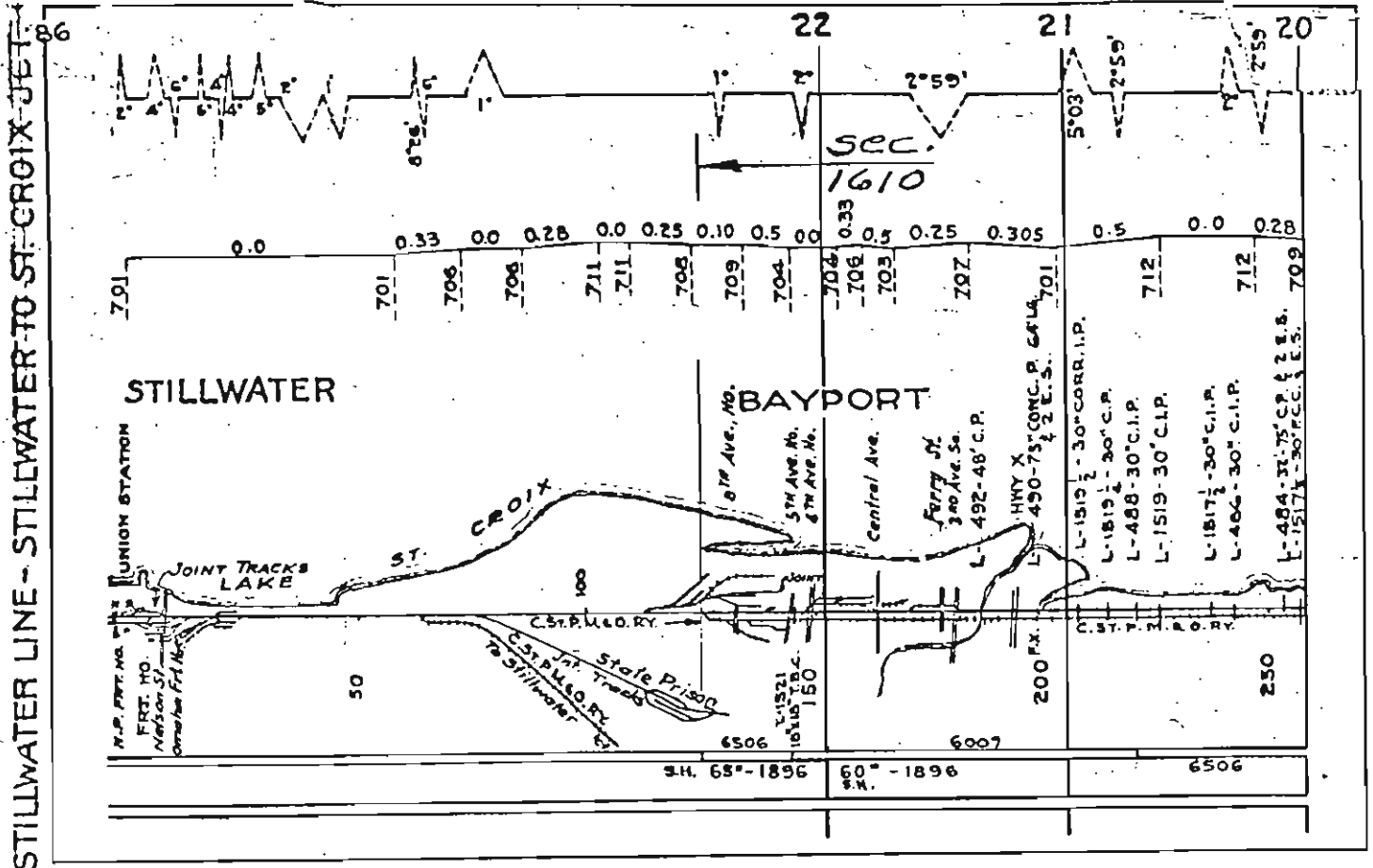
AUTOMATIC BLOCK SYSTEM

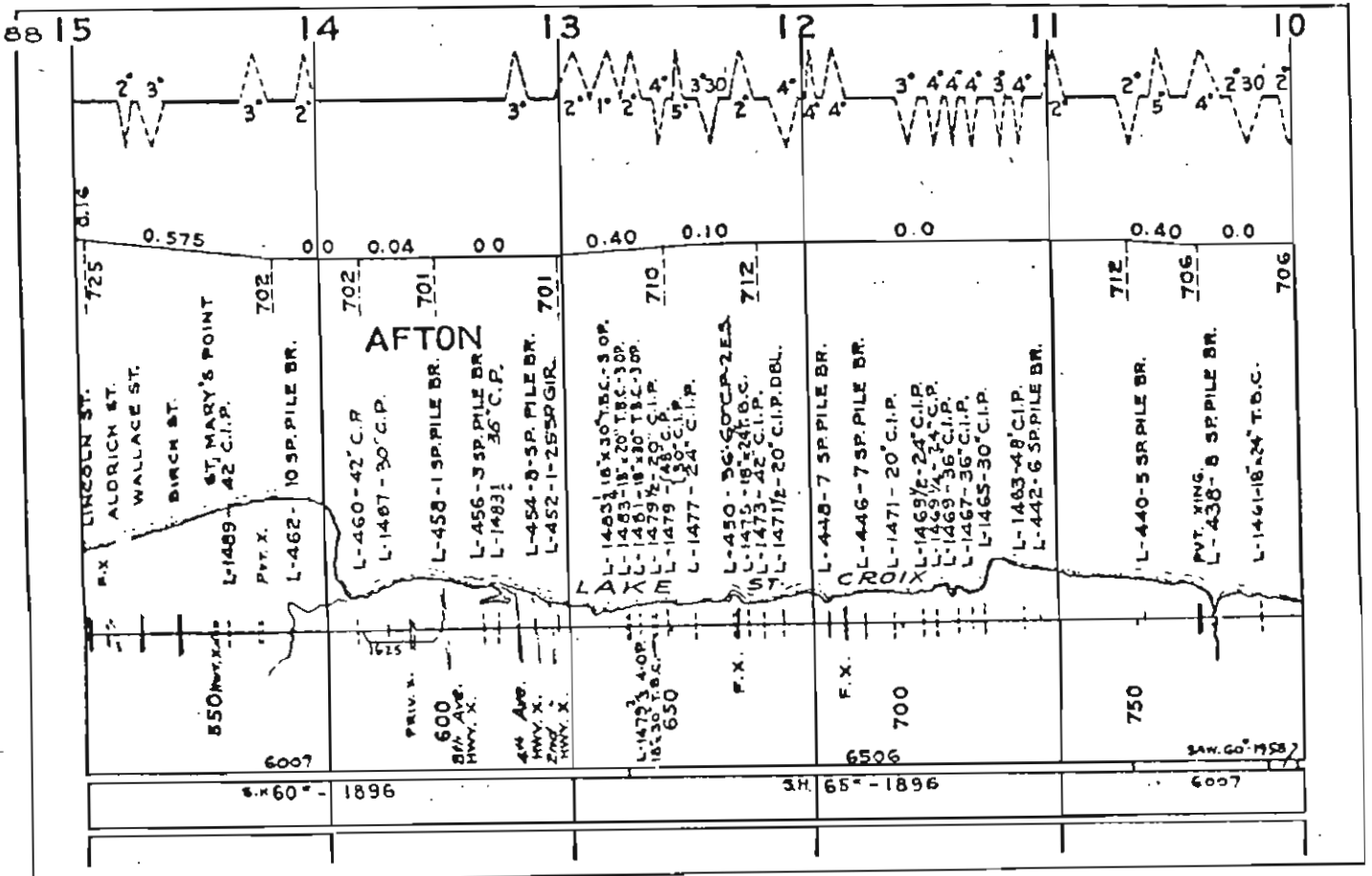
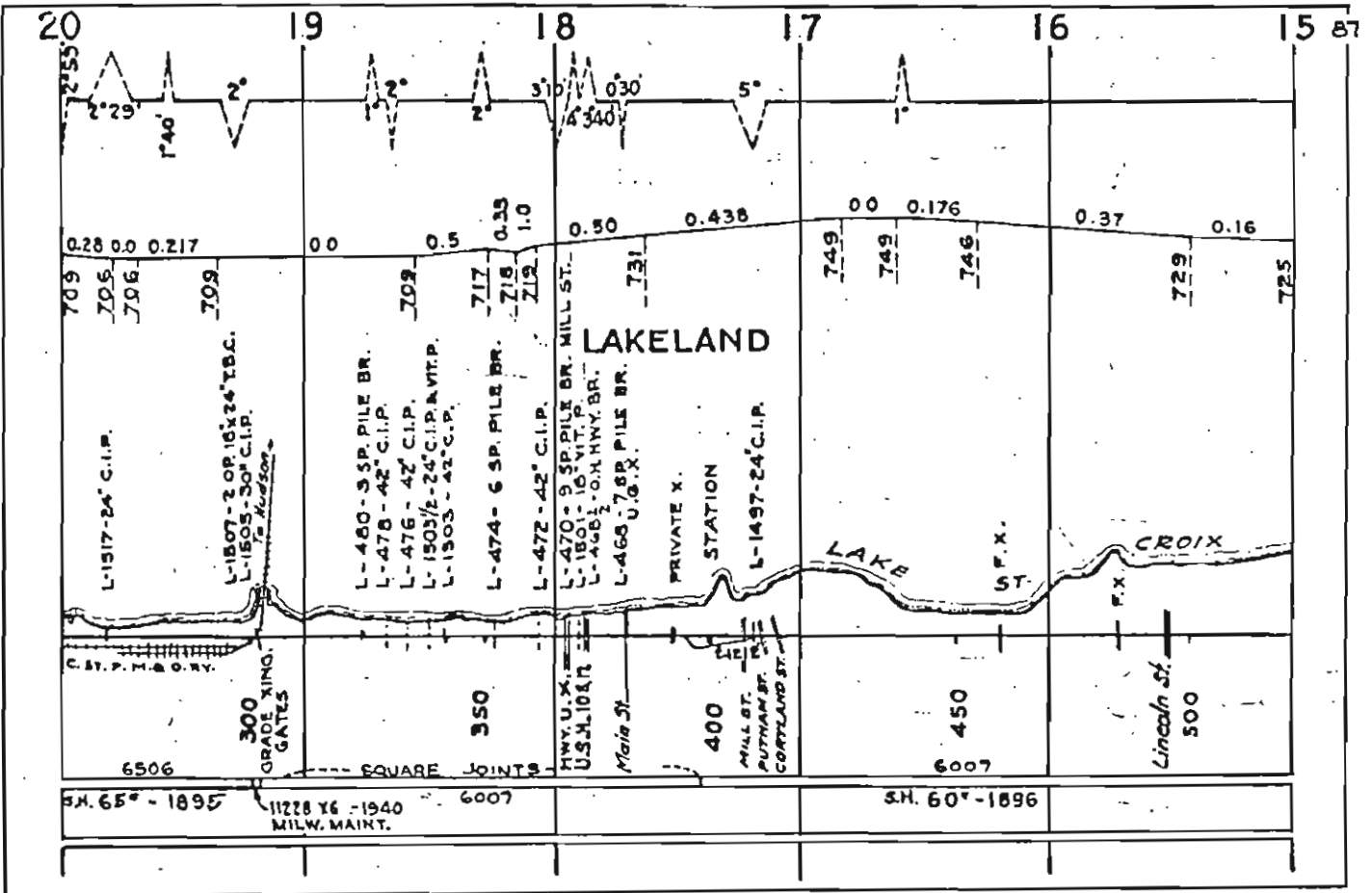
83



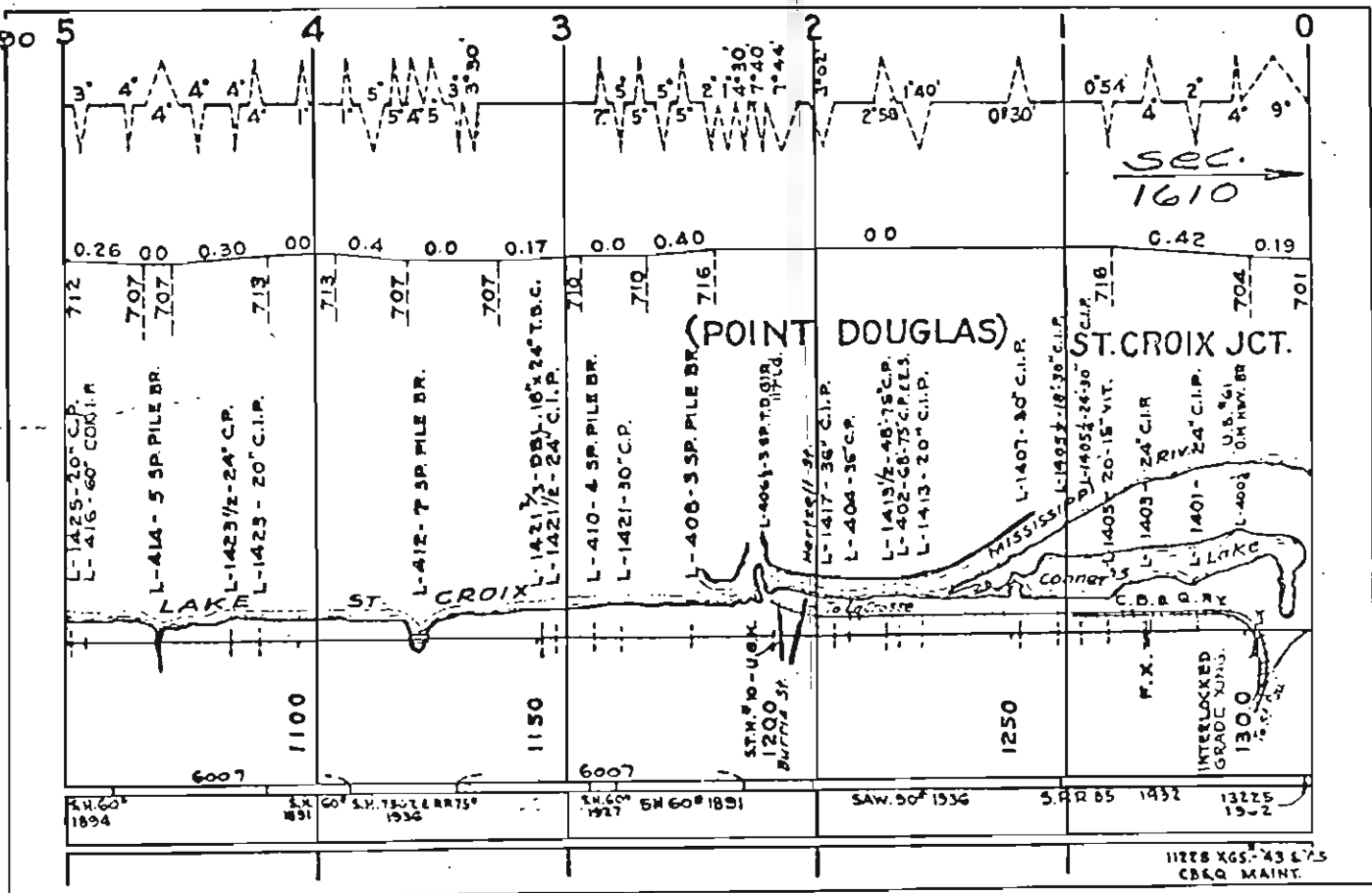
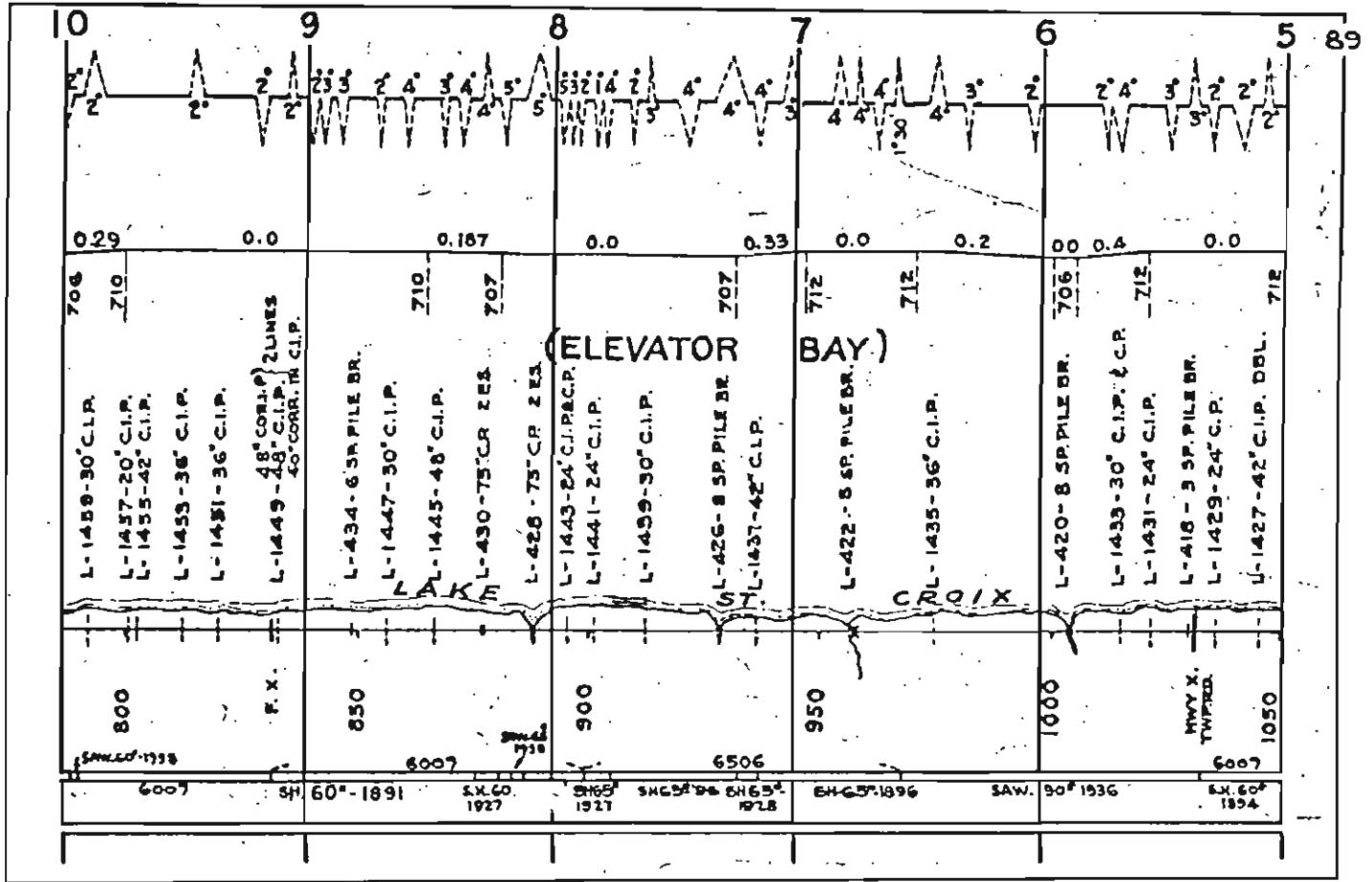
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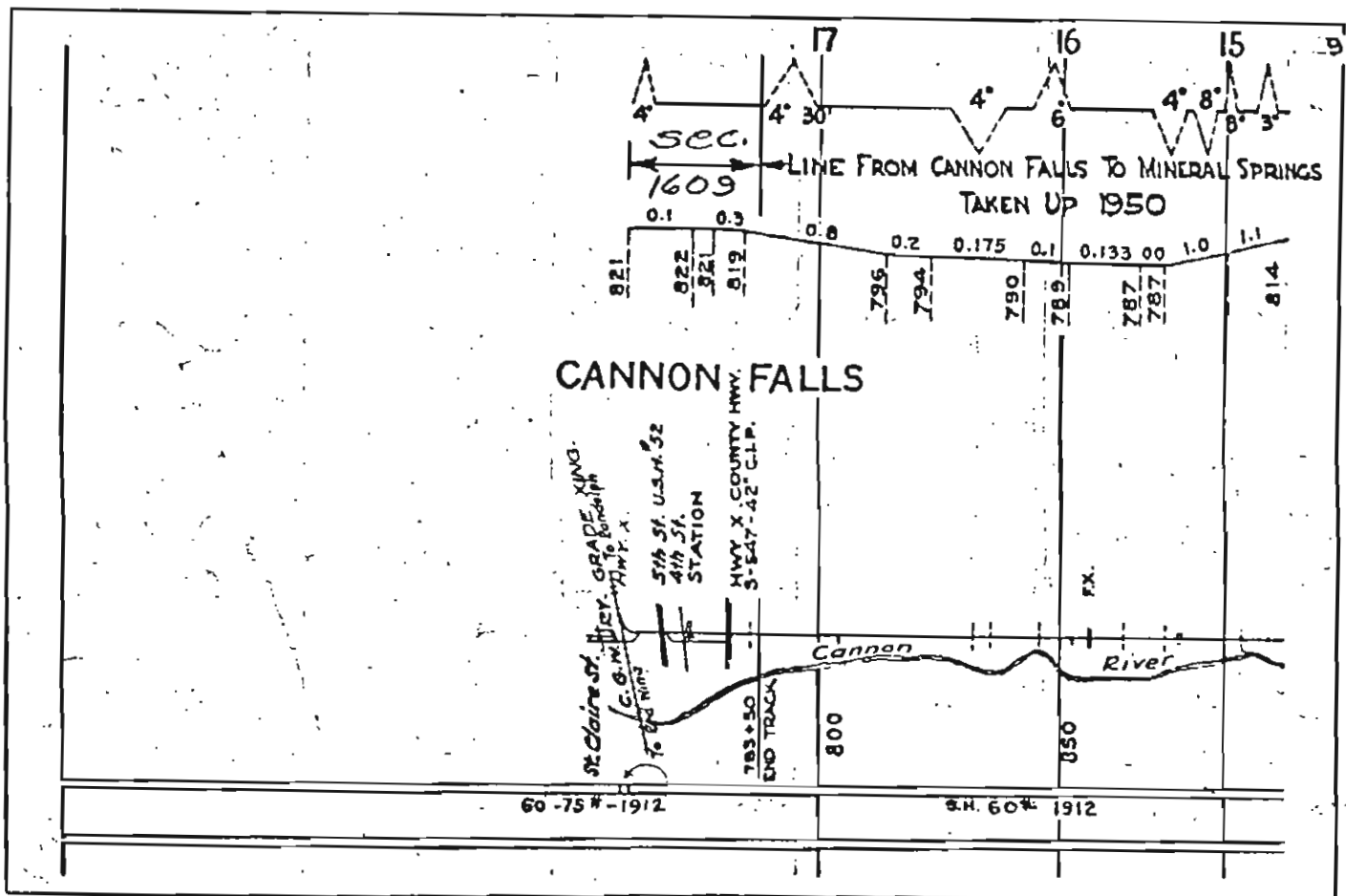




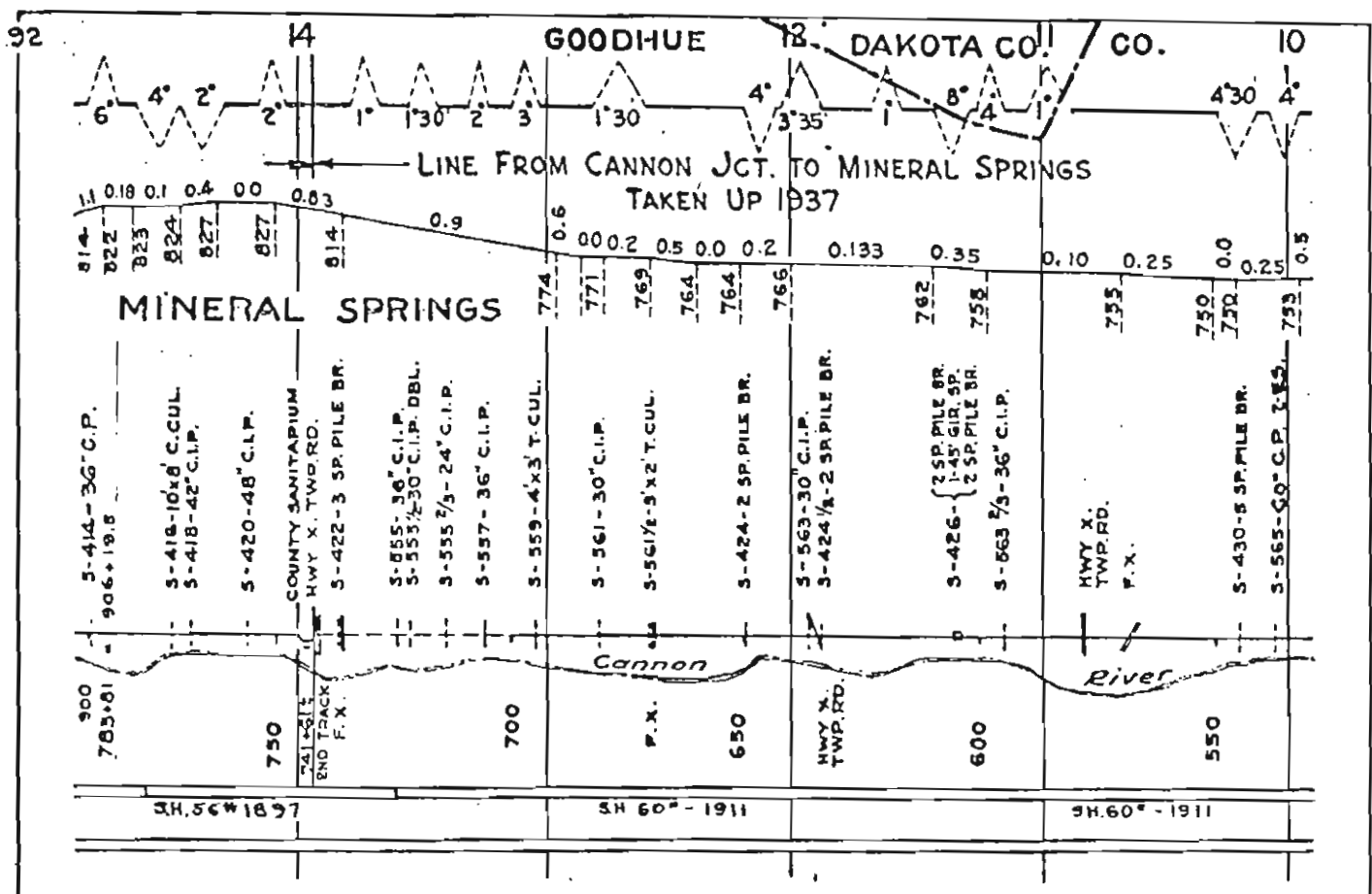


STILLWATER LINE-ST. CROIX JCT. TO STILLWATER, MINN.

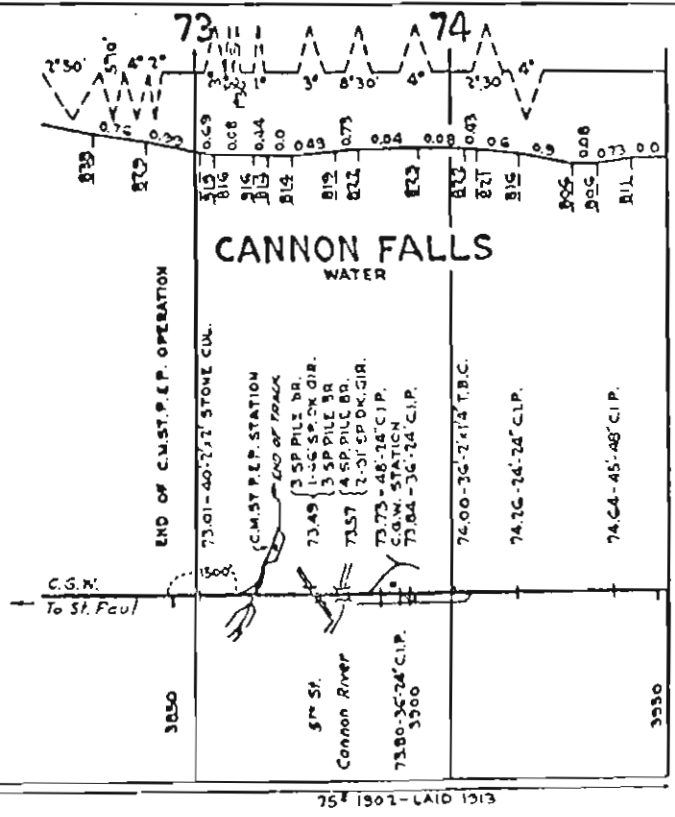


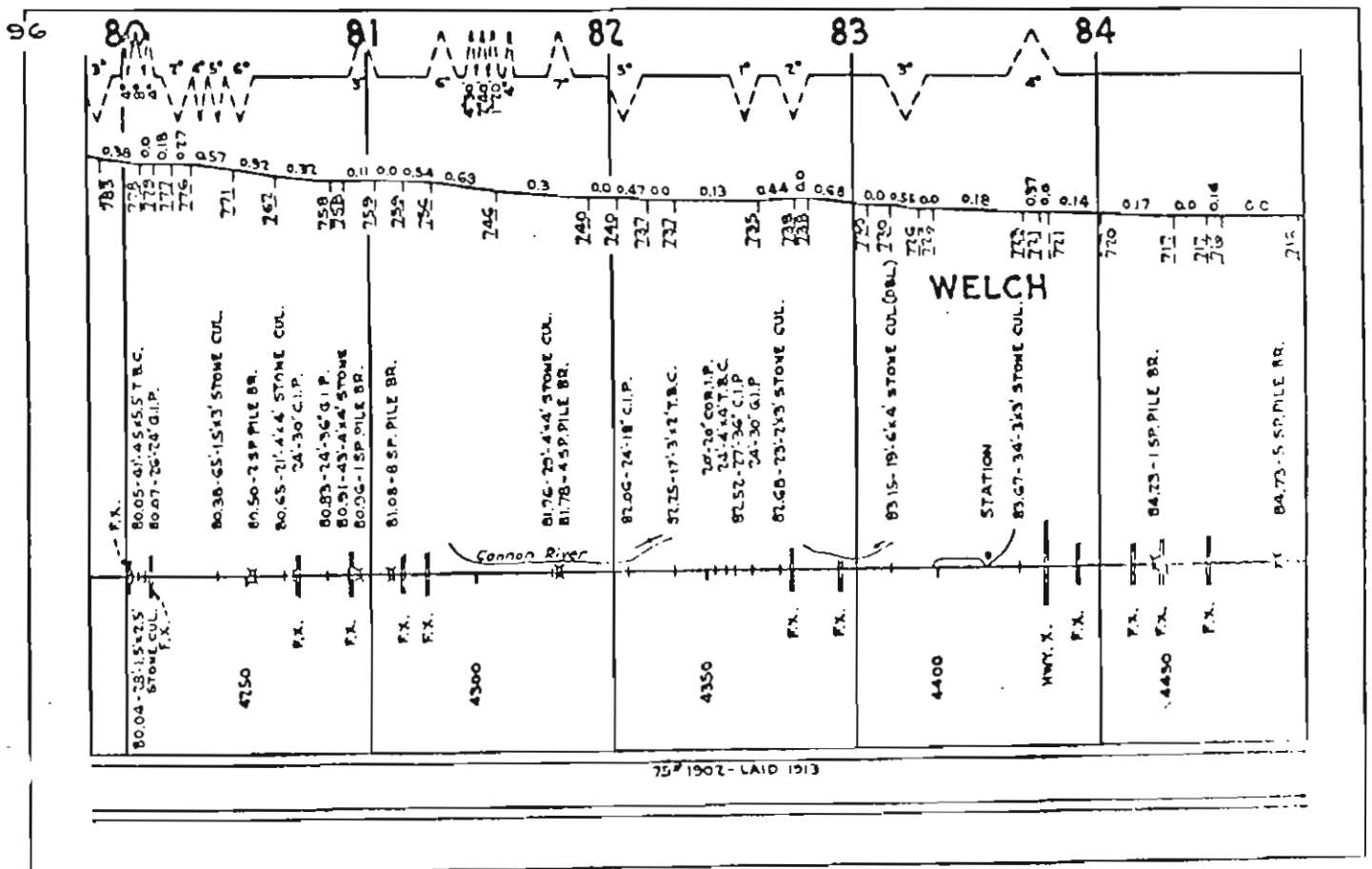
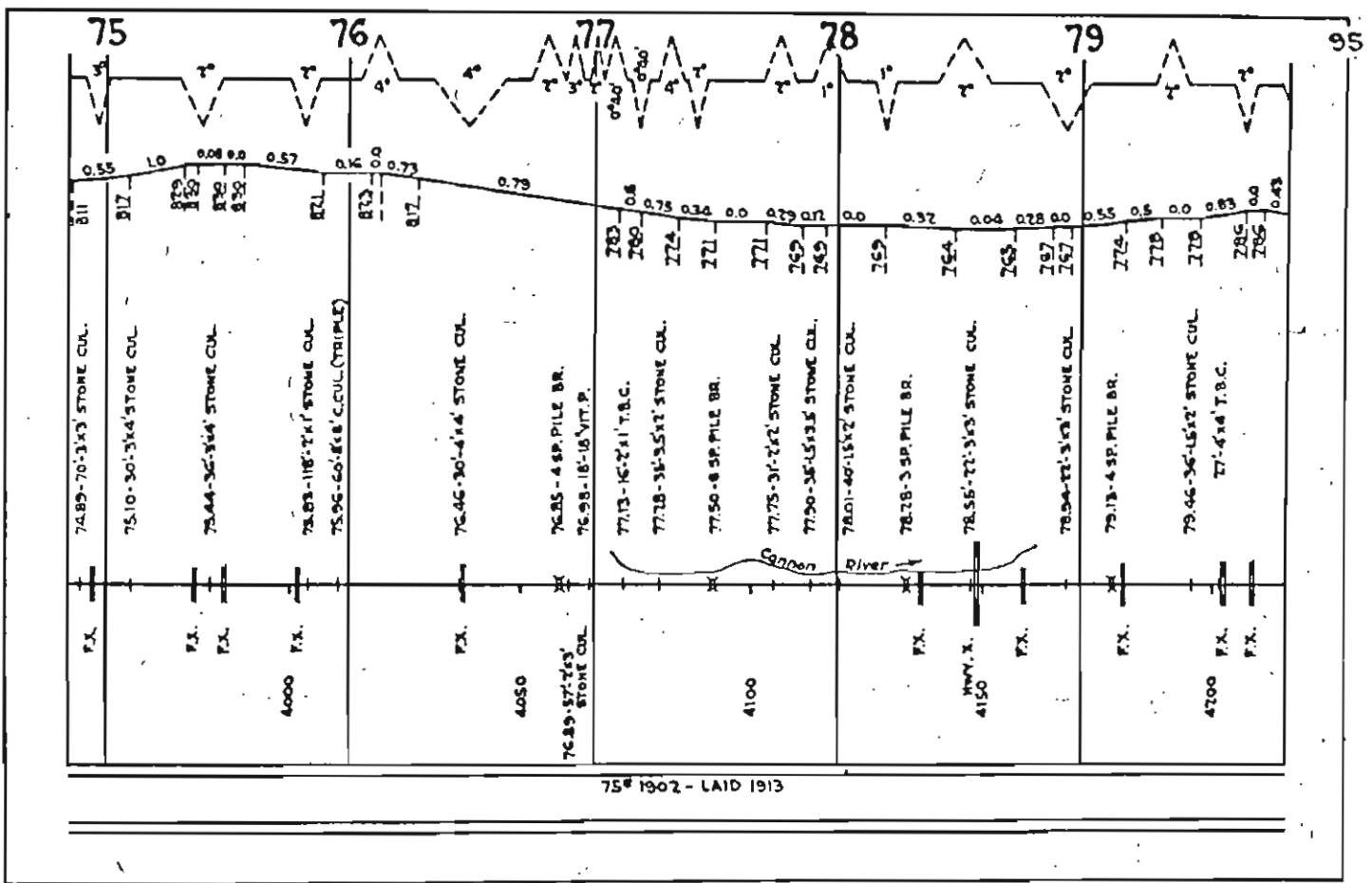


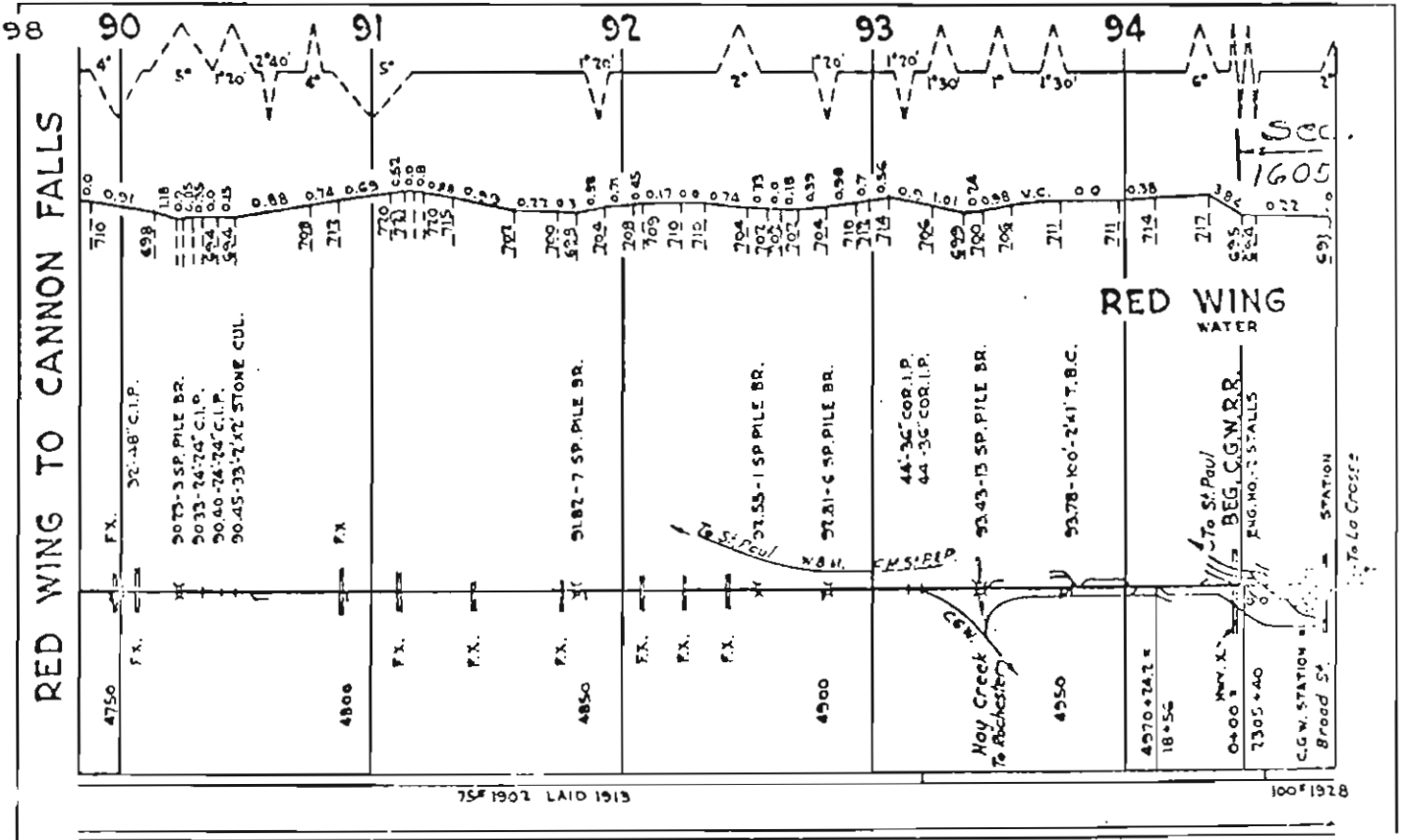
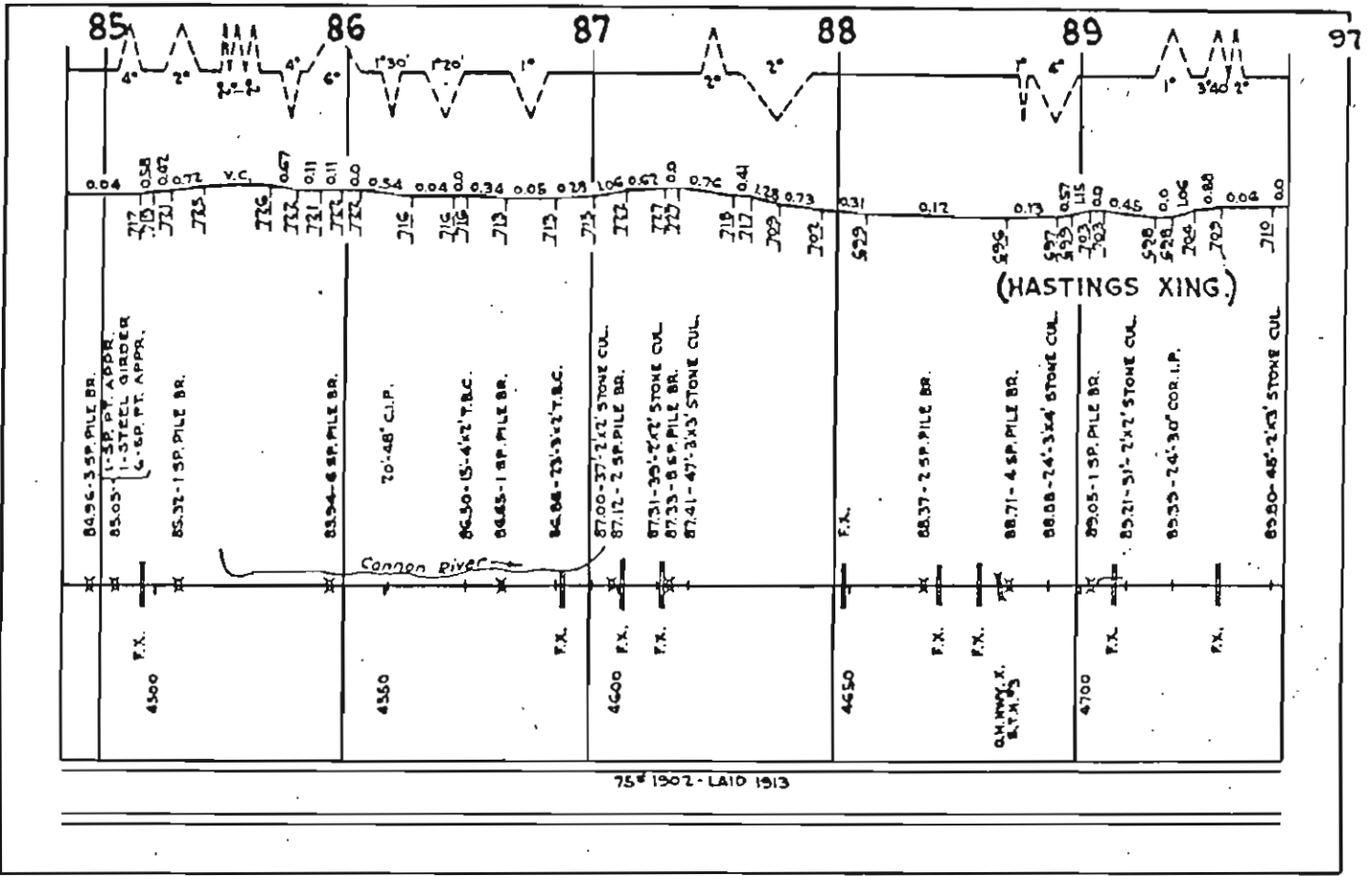
CANNON FALLS TO MINERAL SPRINGS

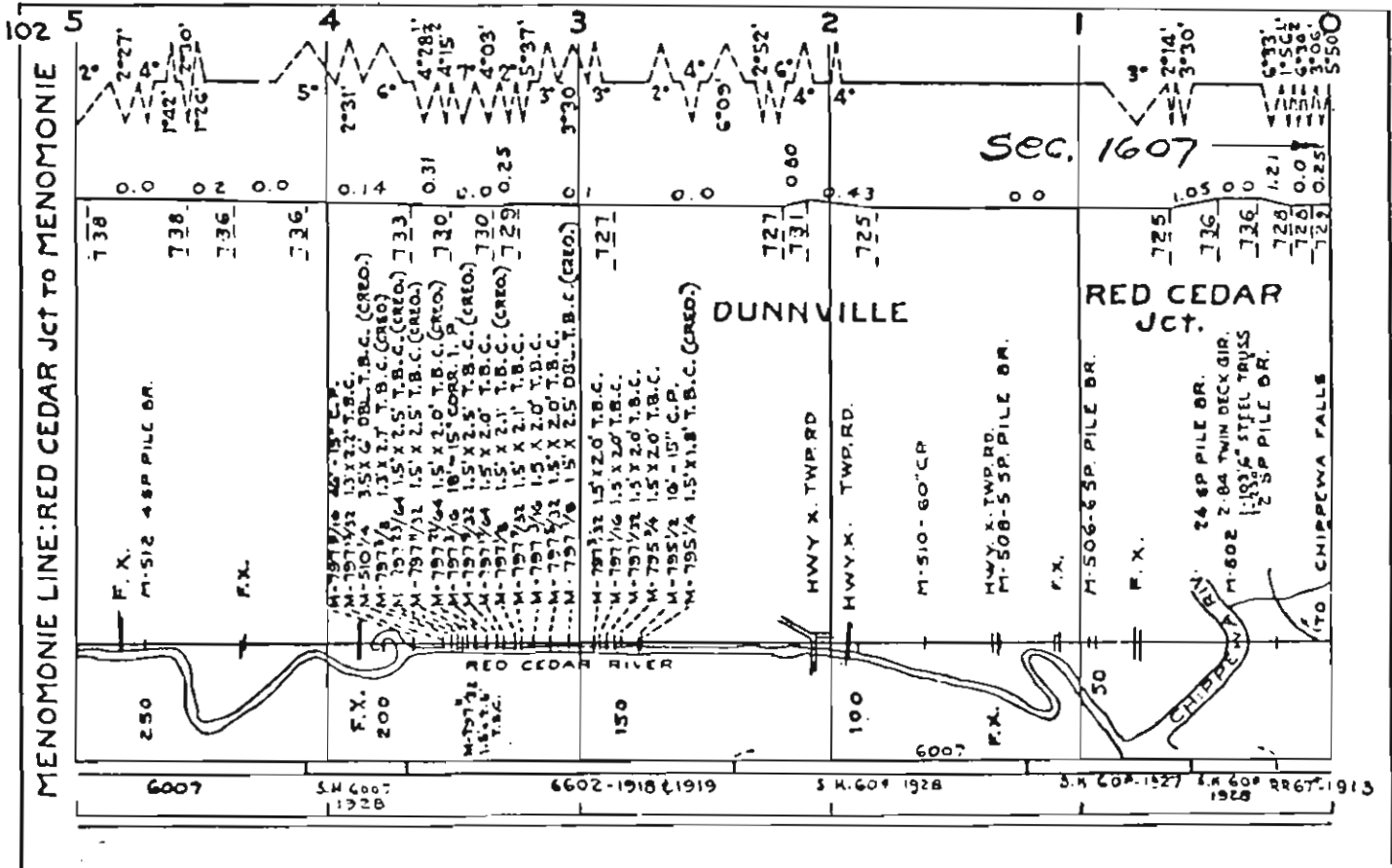
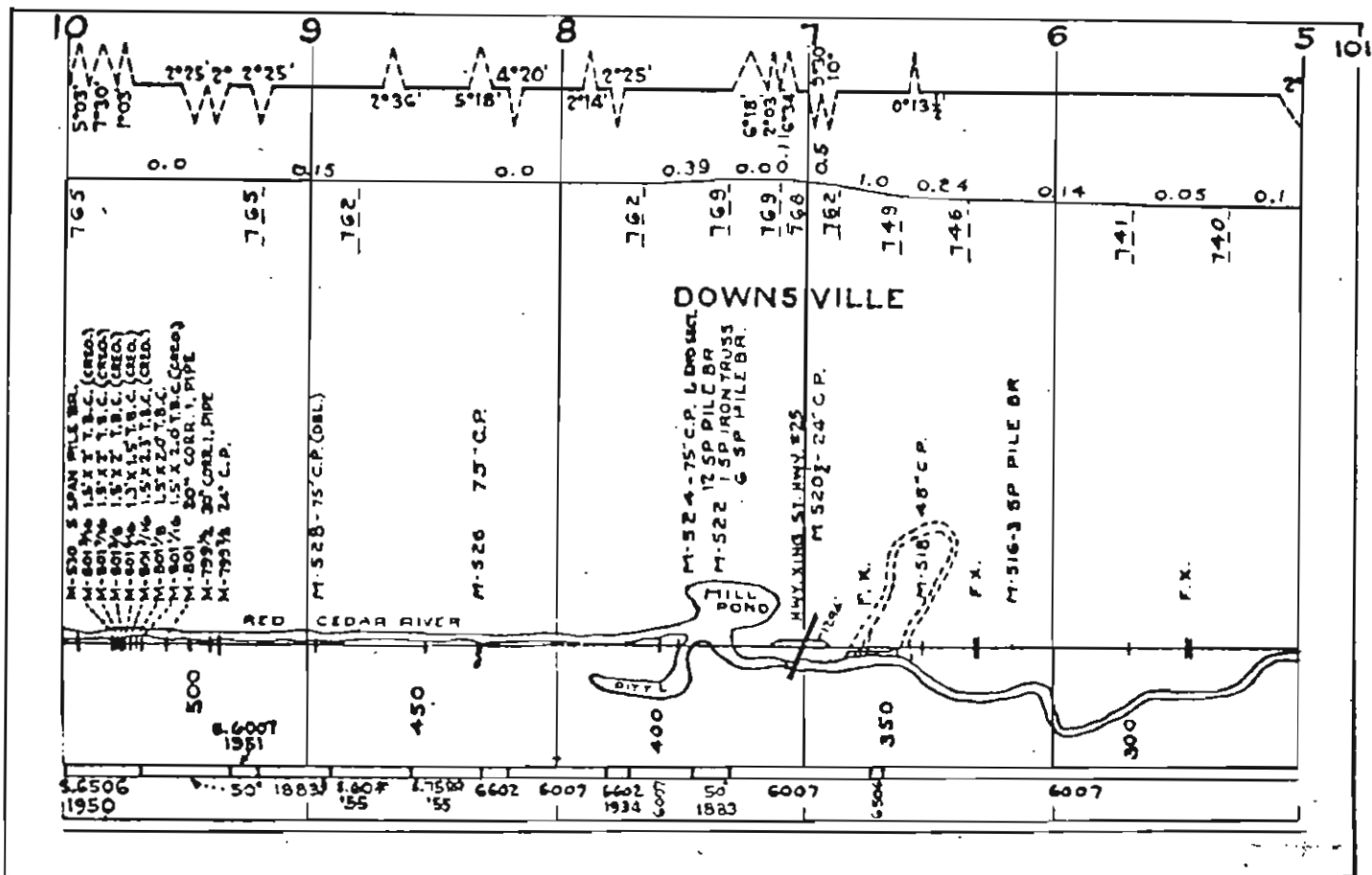


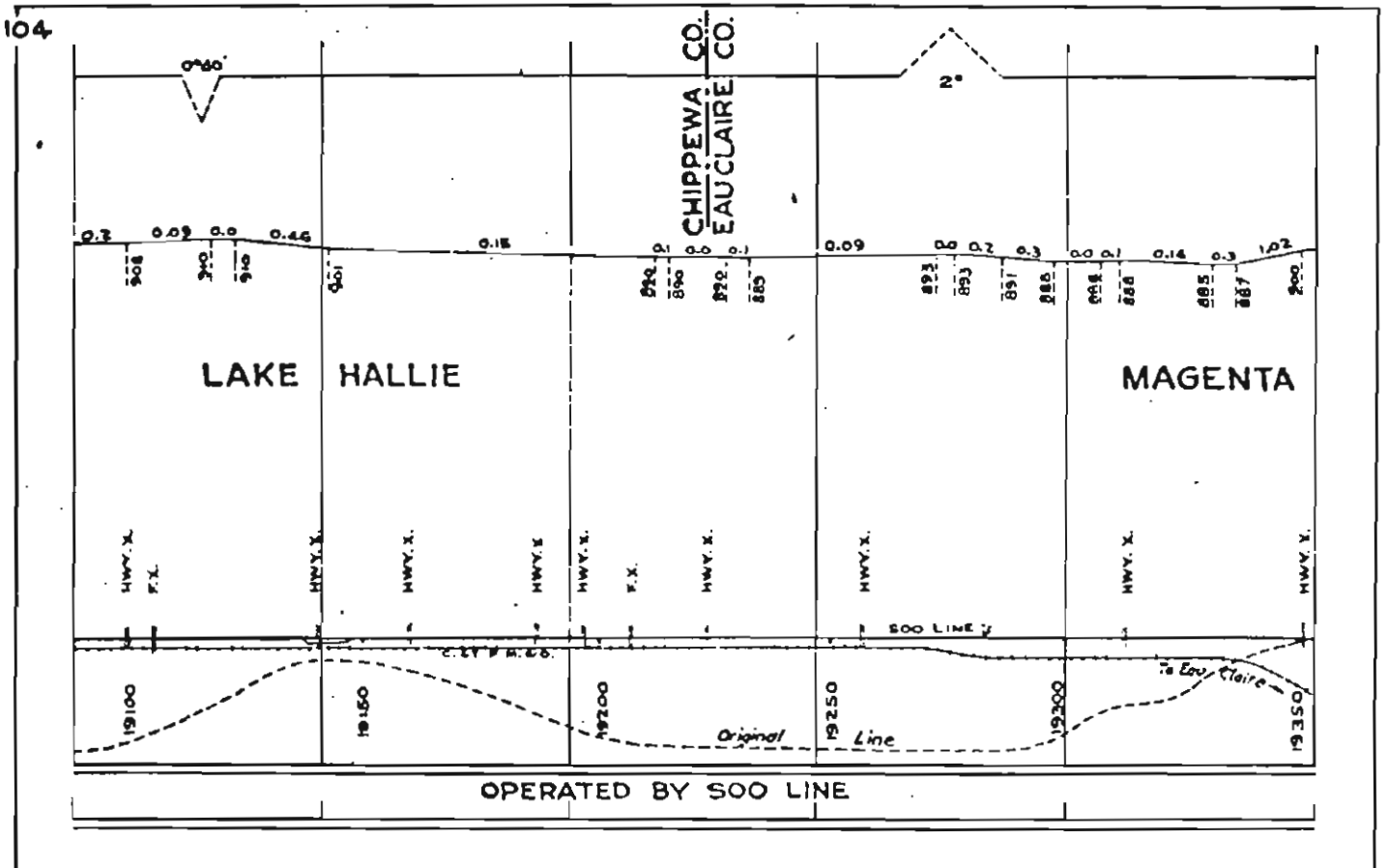
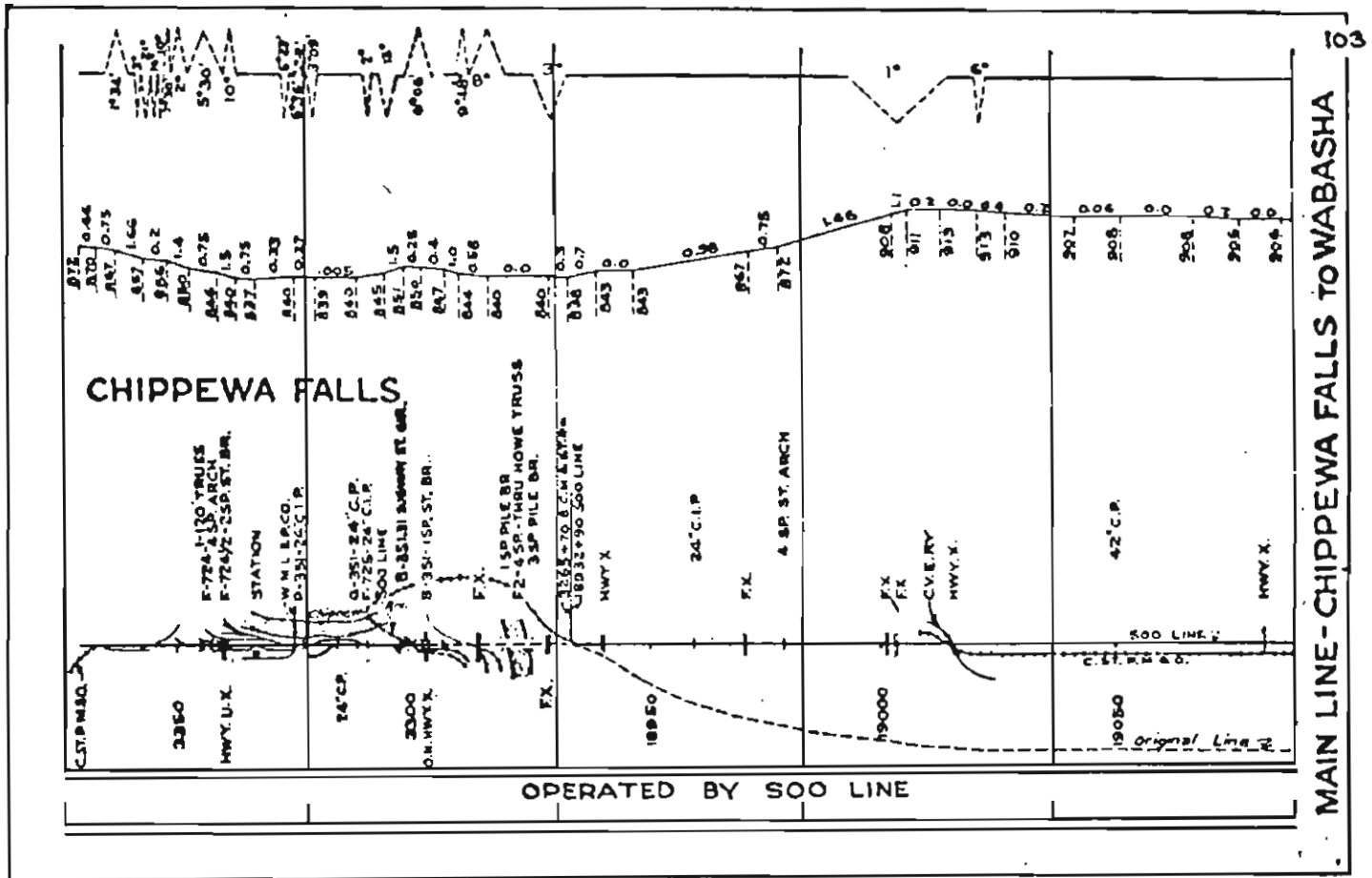
RED WING TO CANNON FALLS

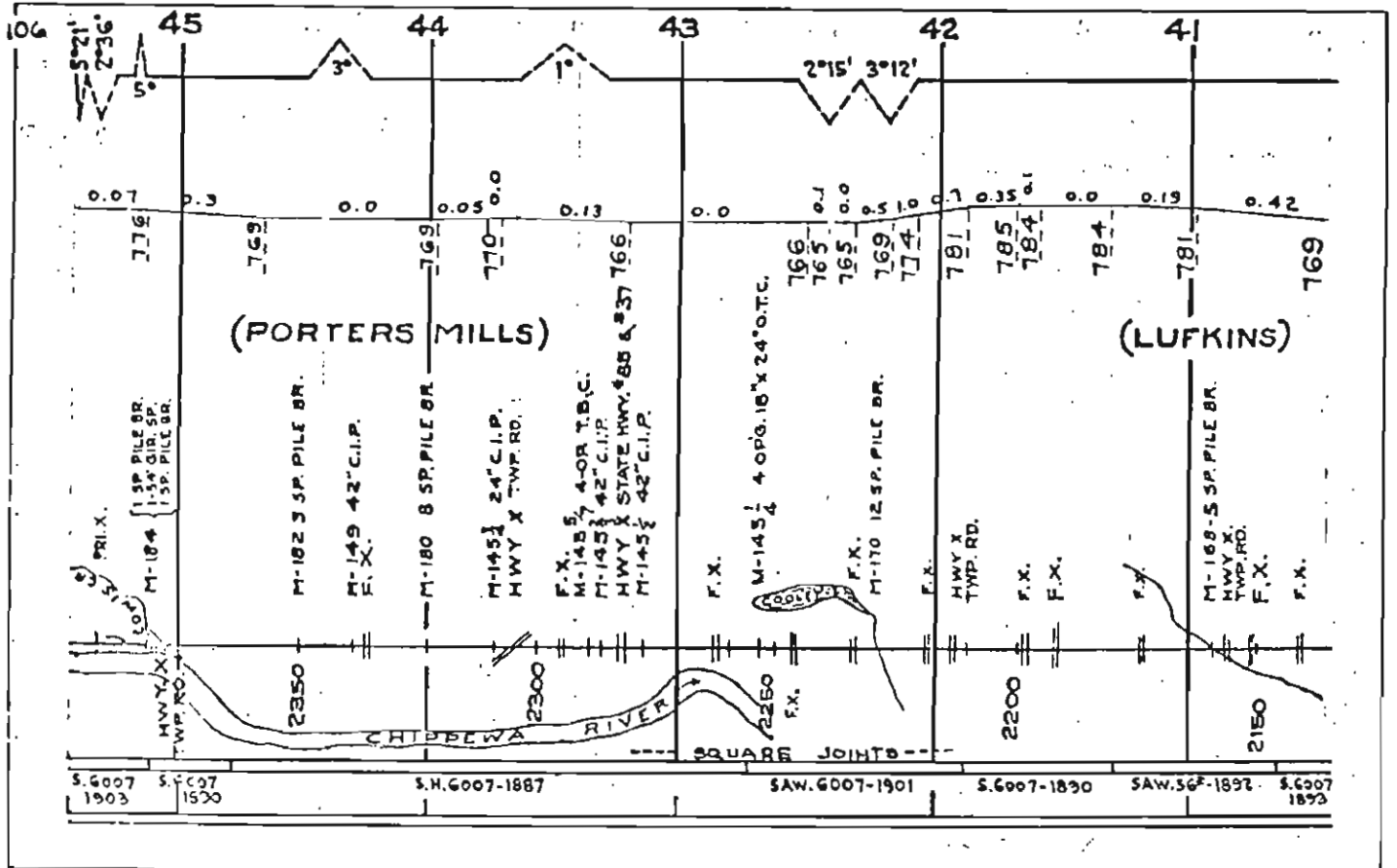
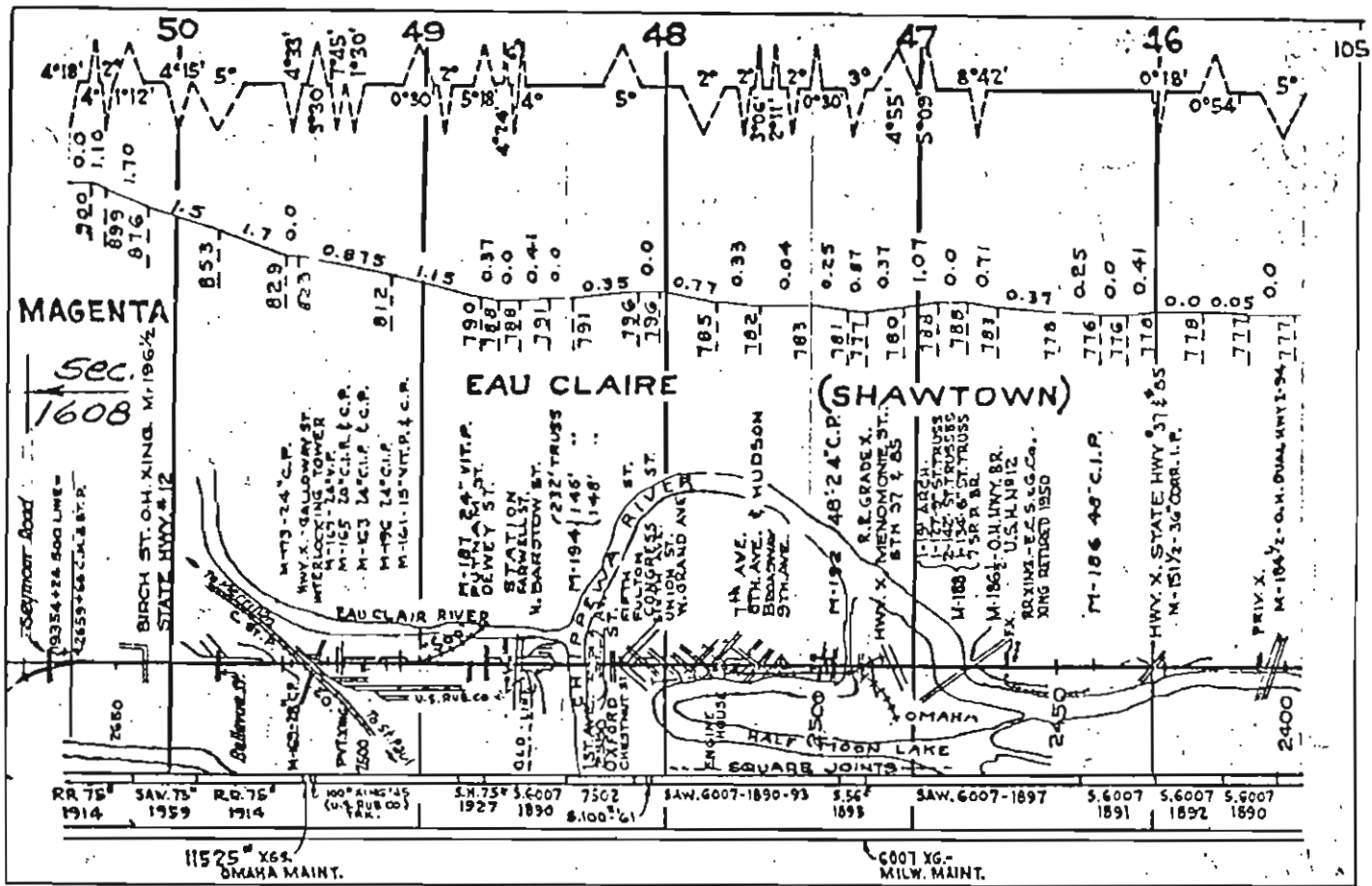


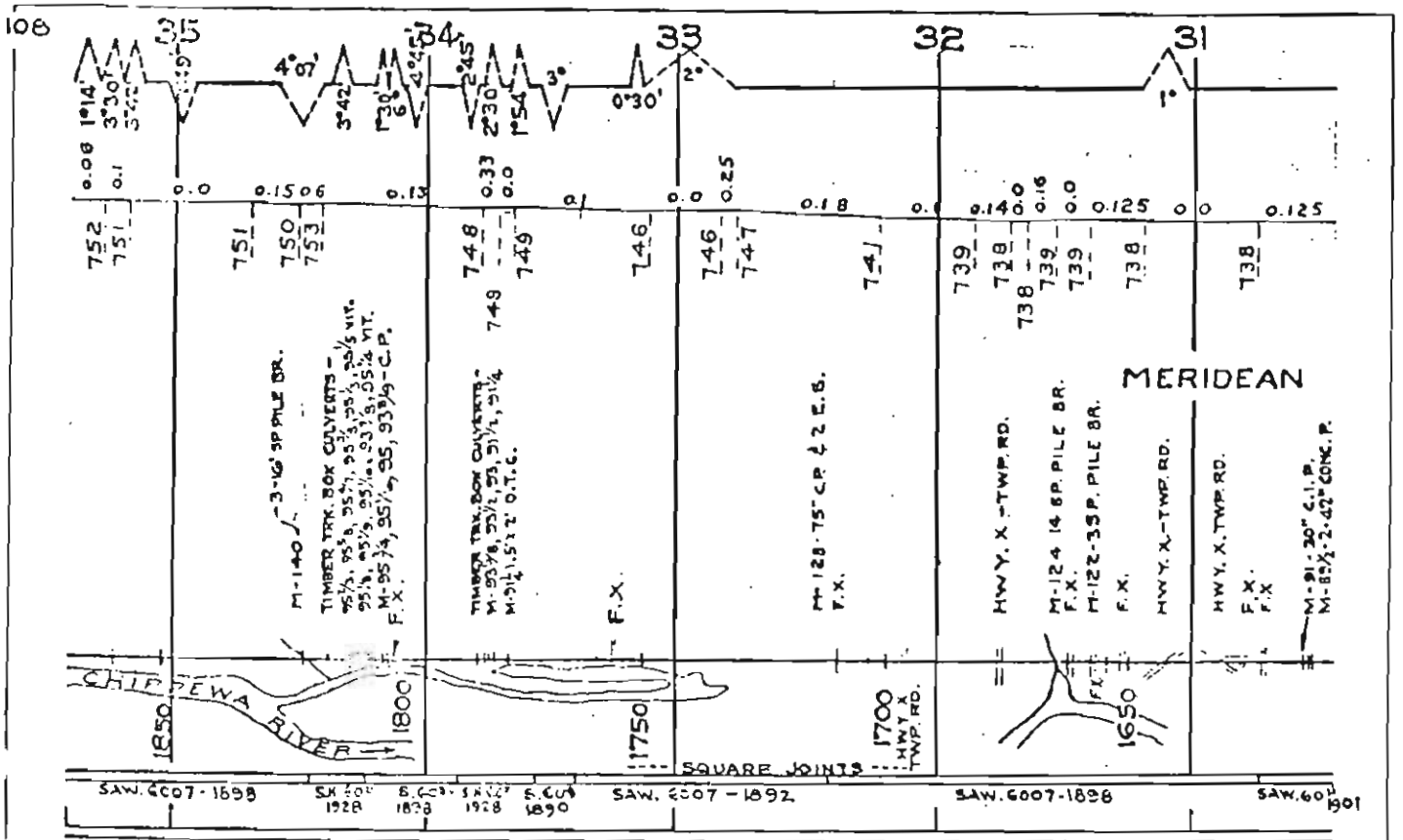
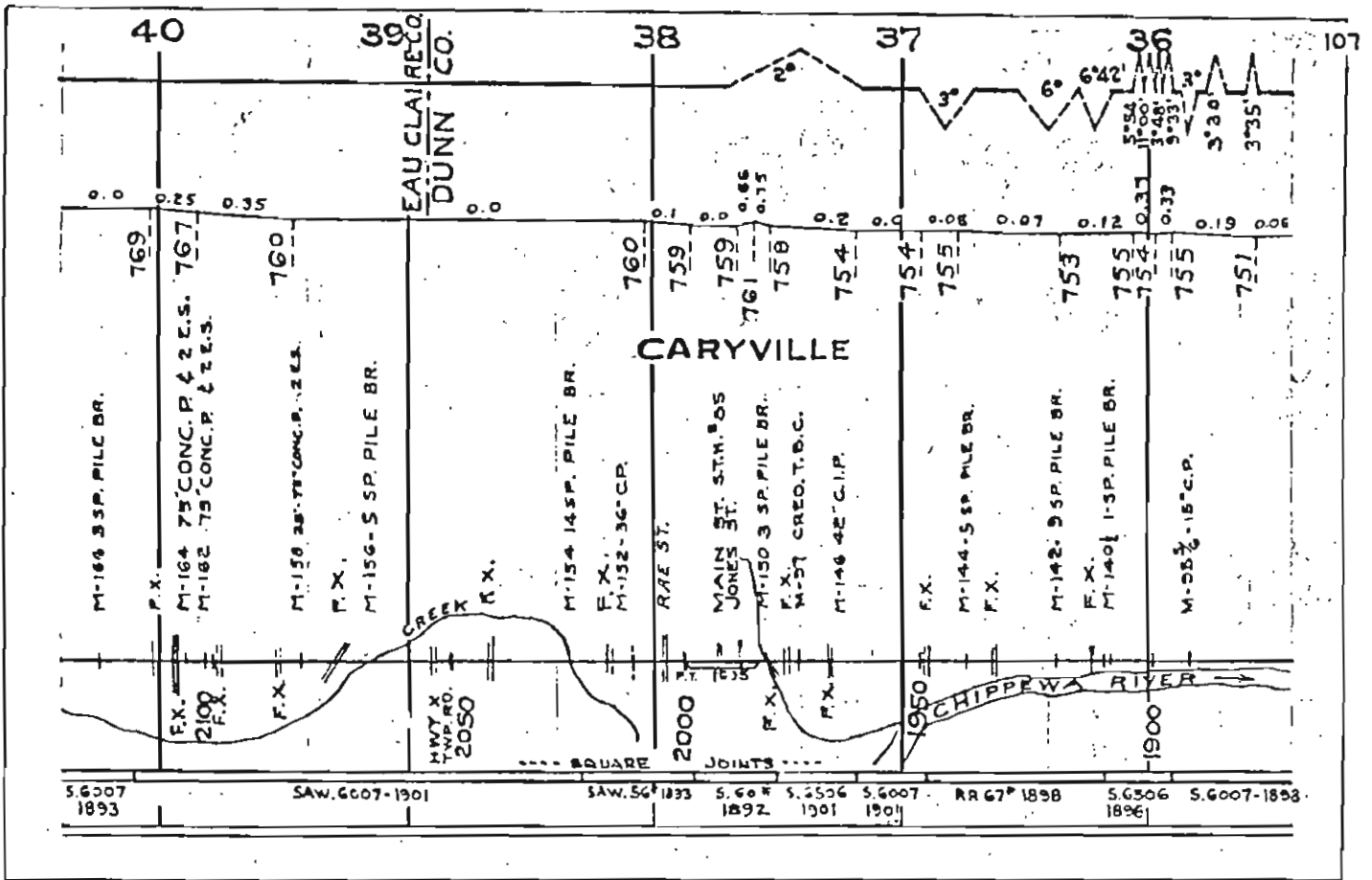


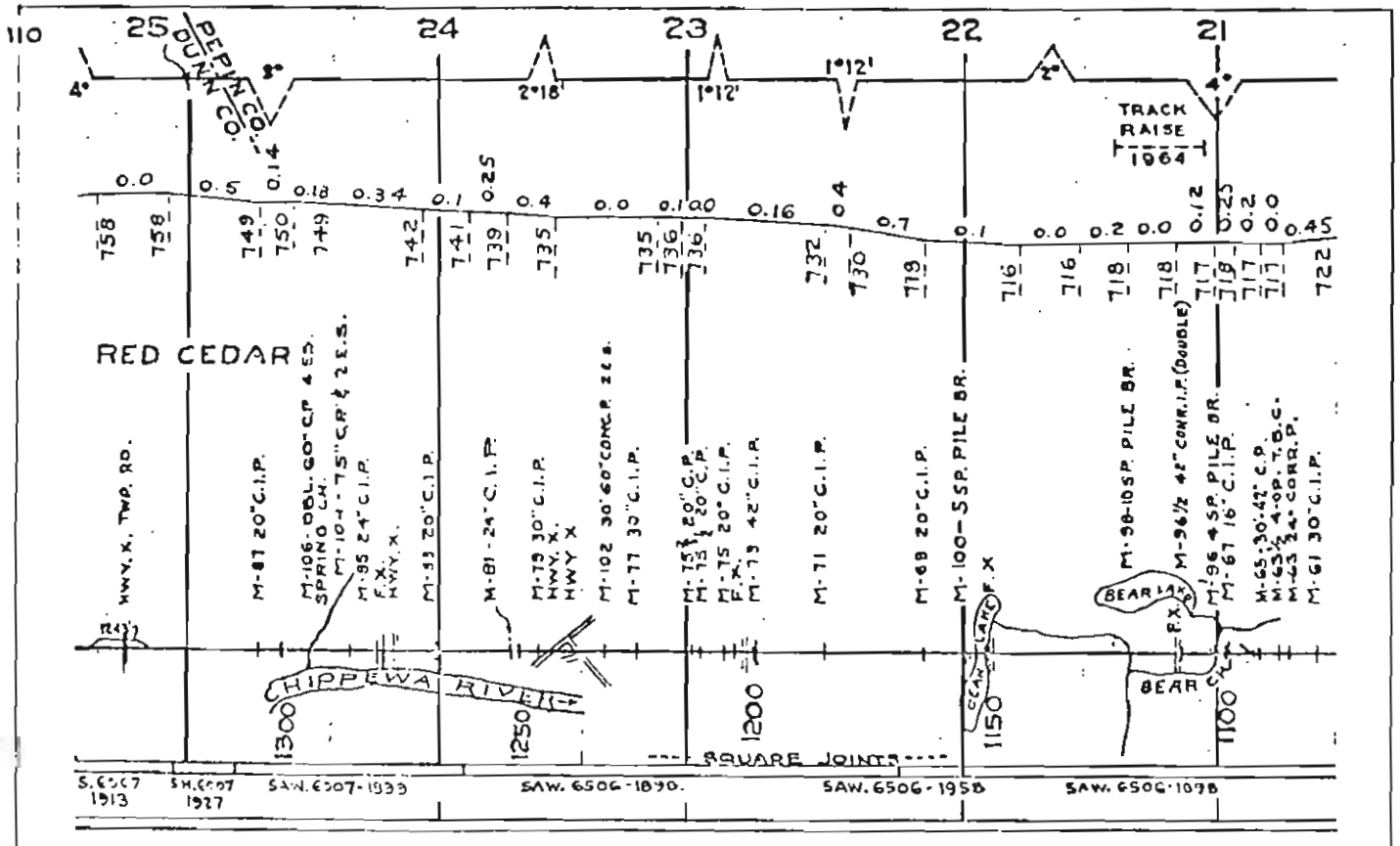
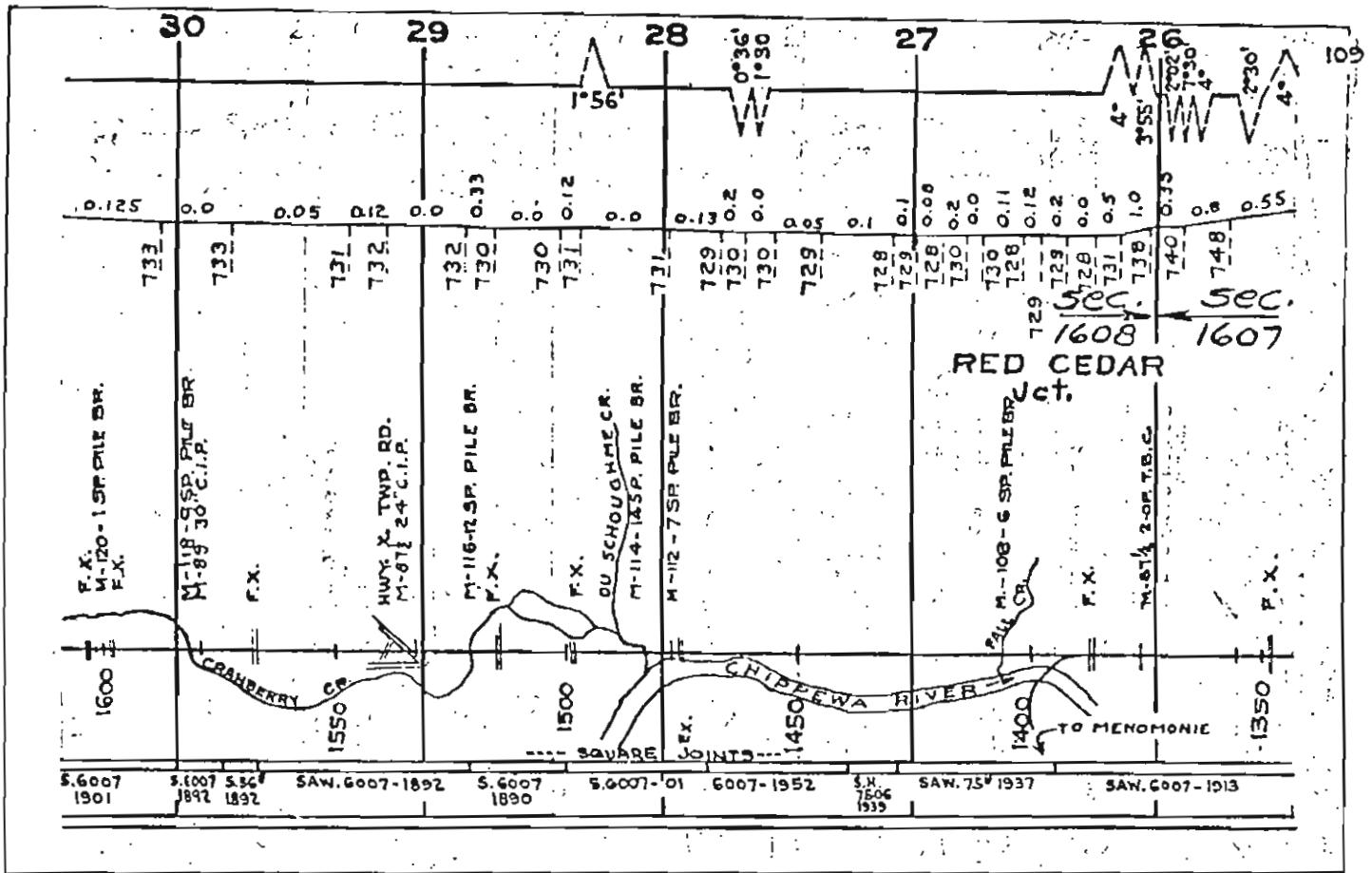


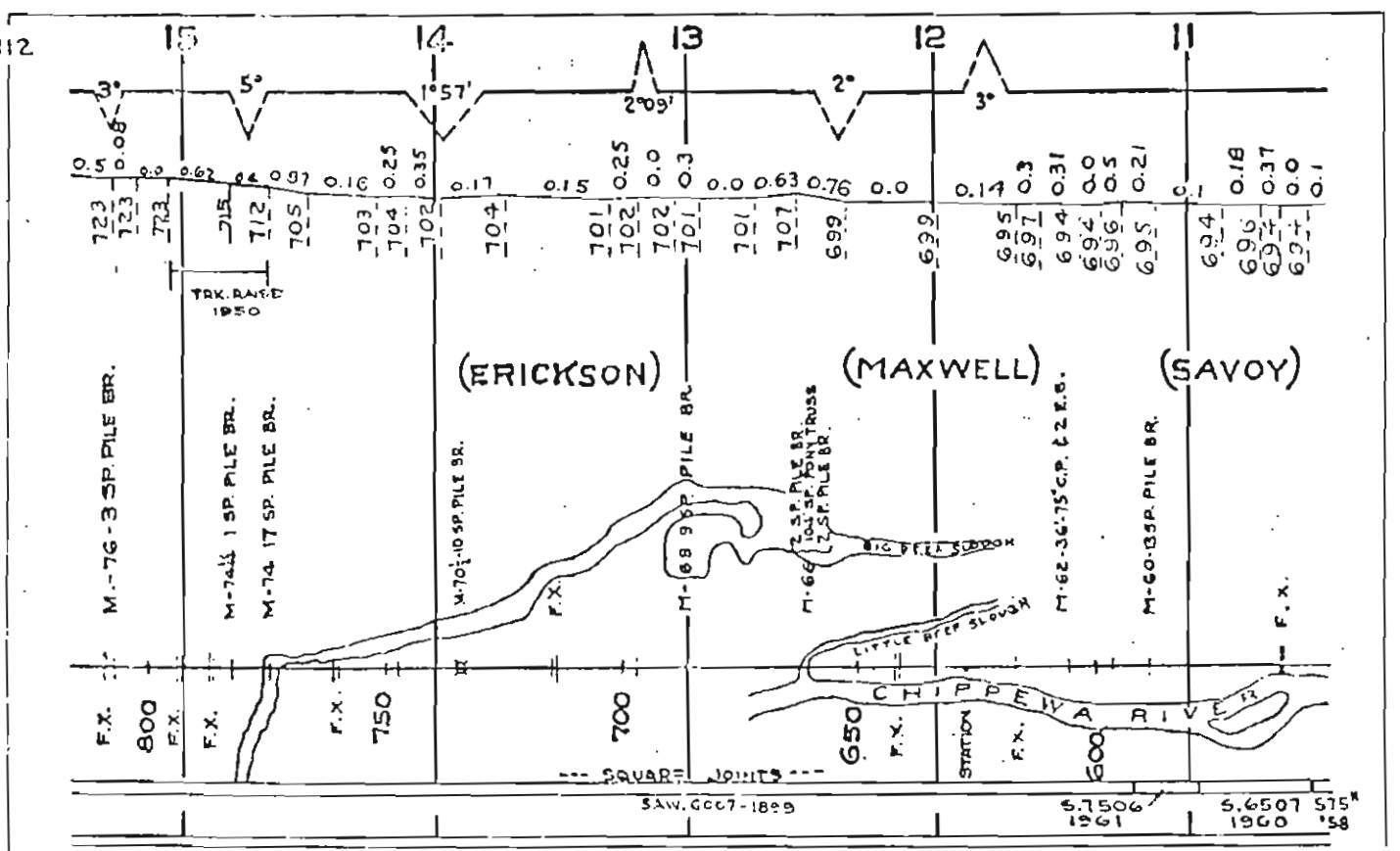
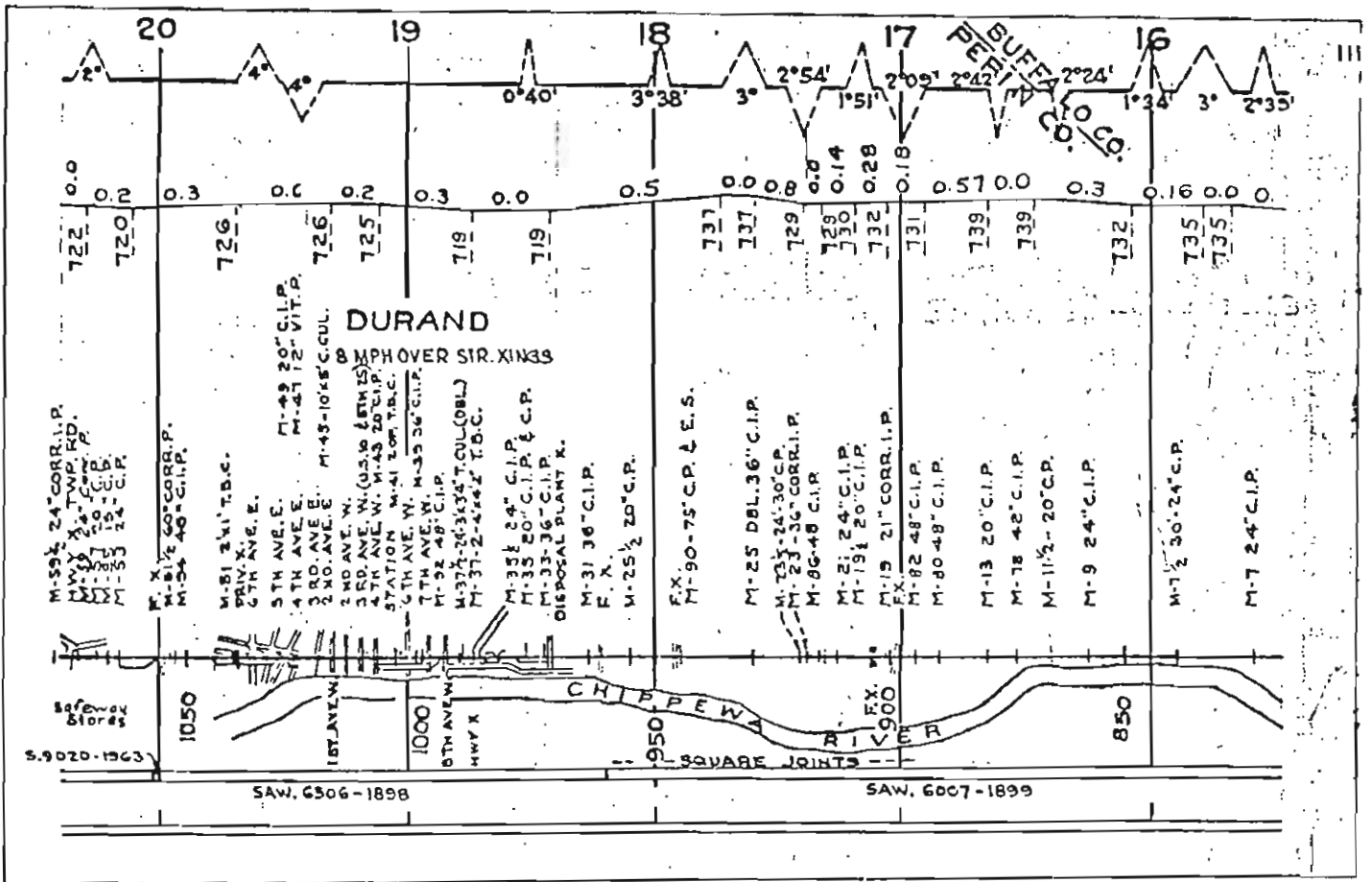


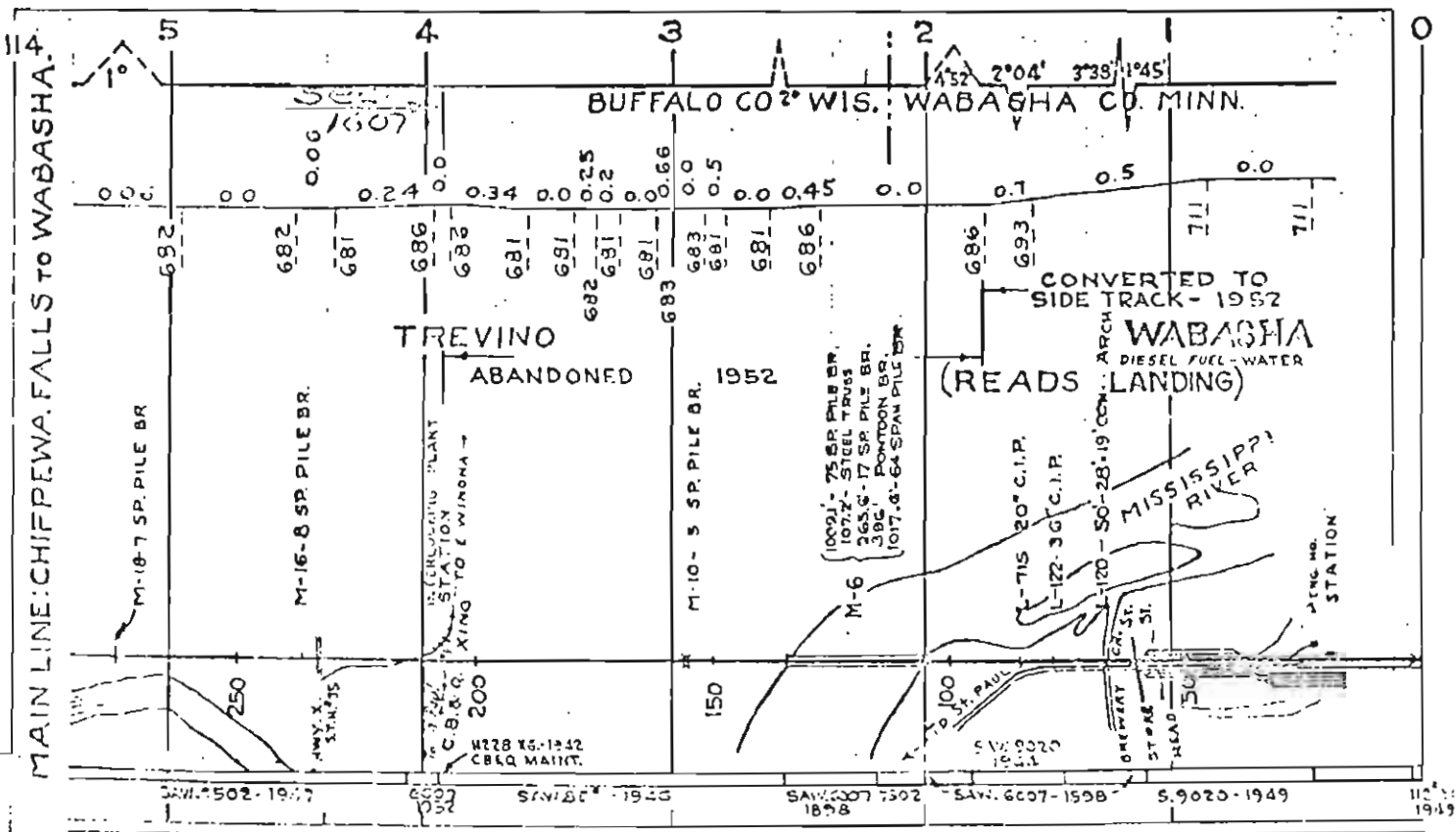
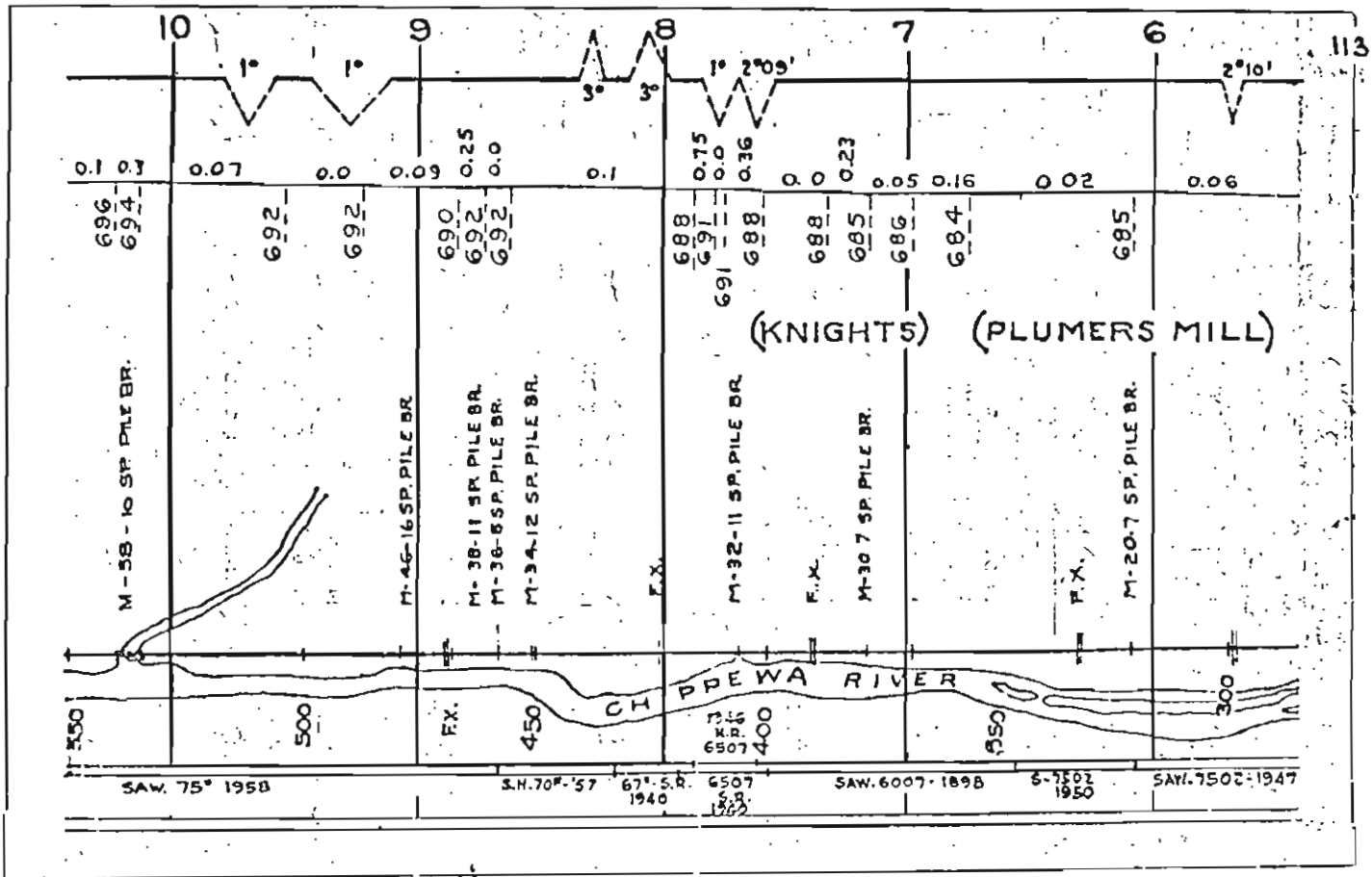


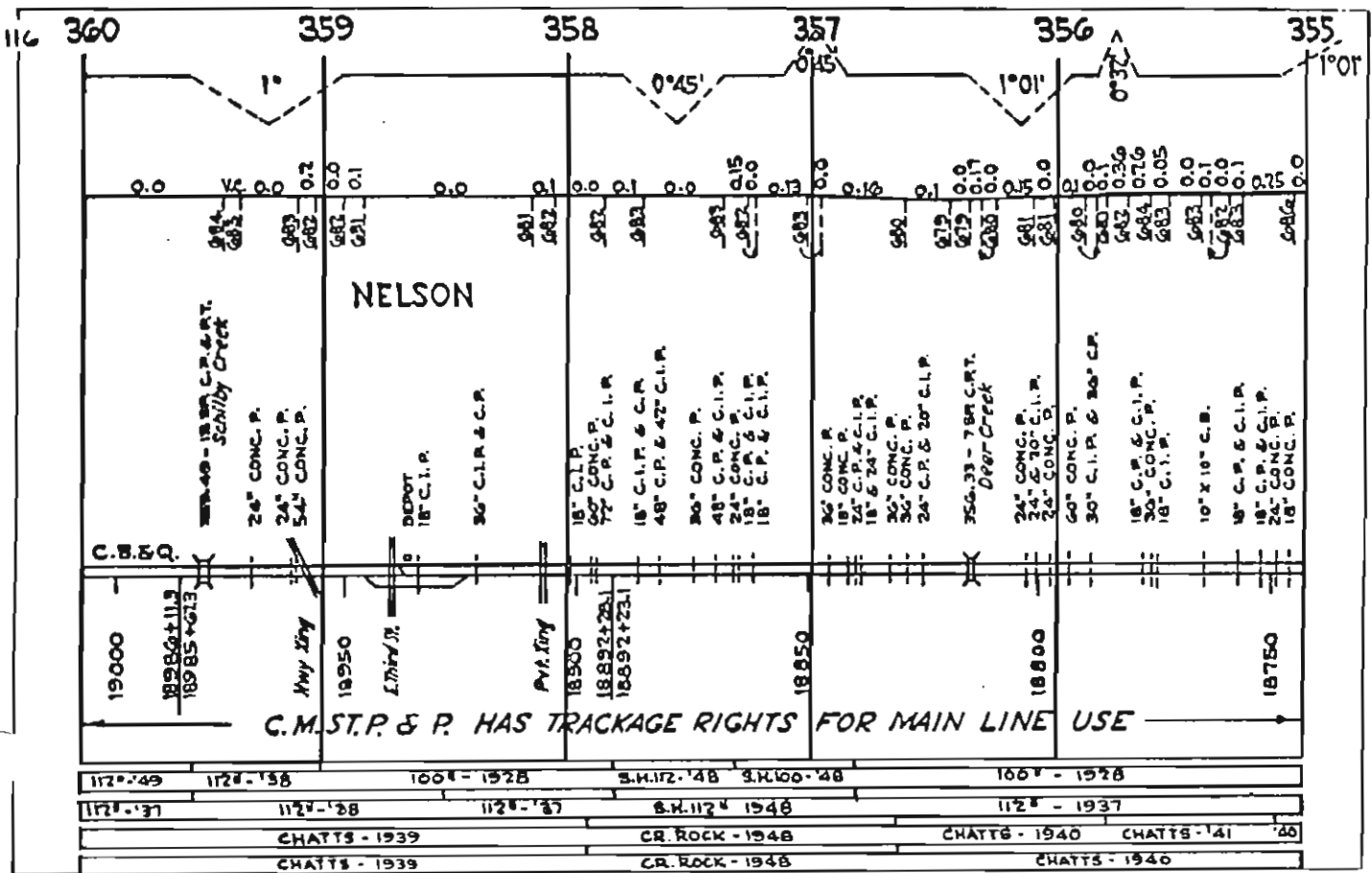
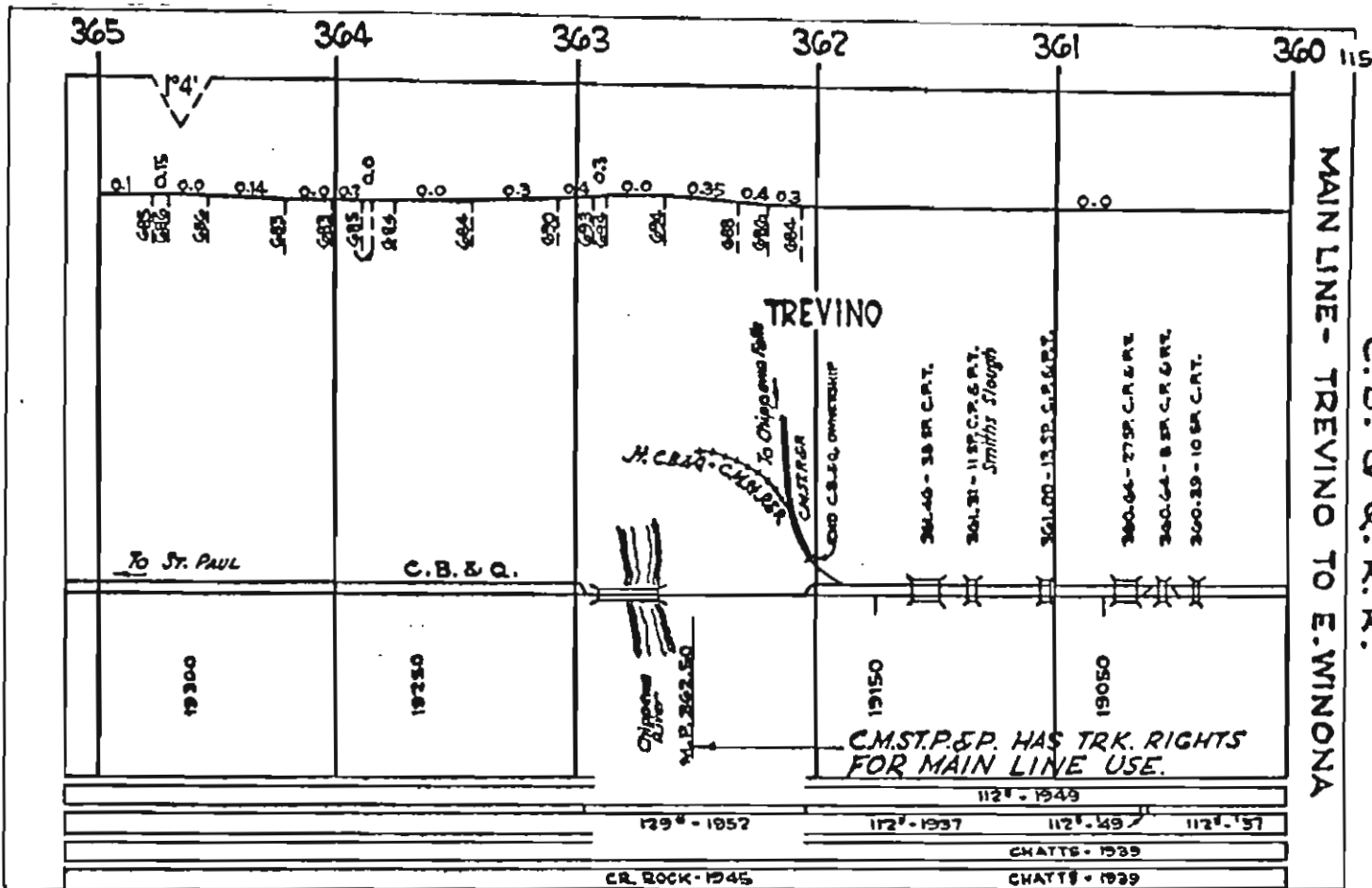


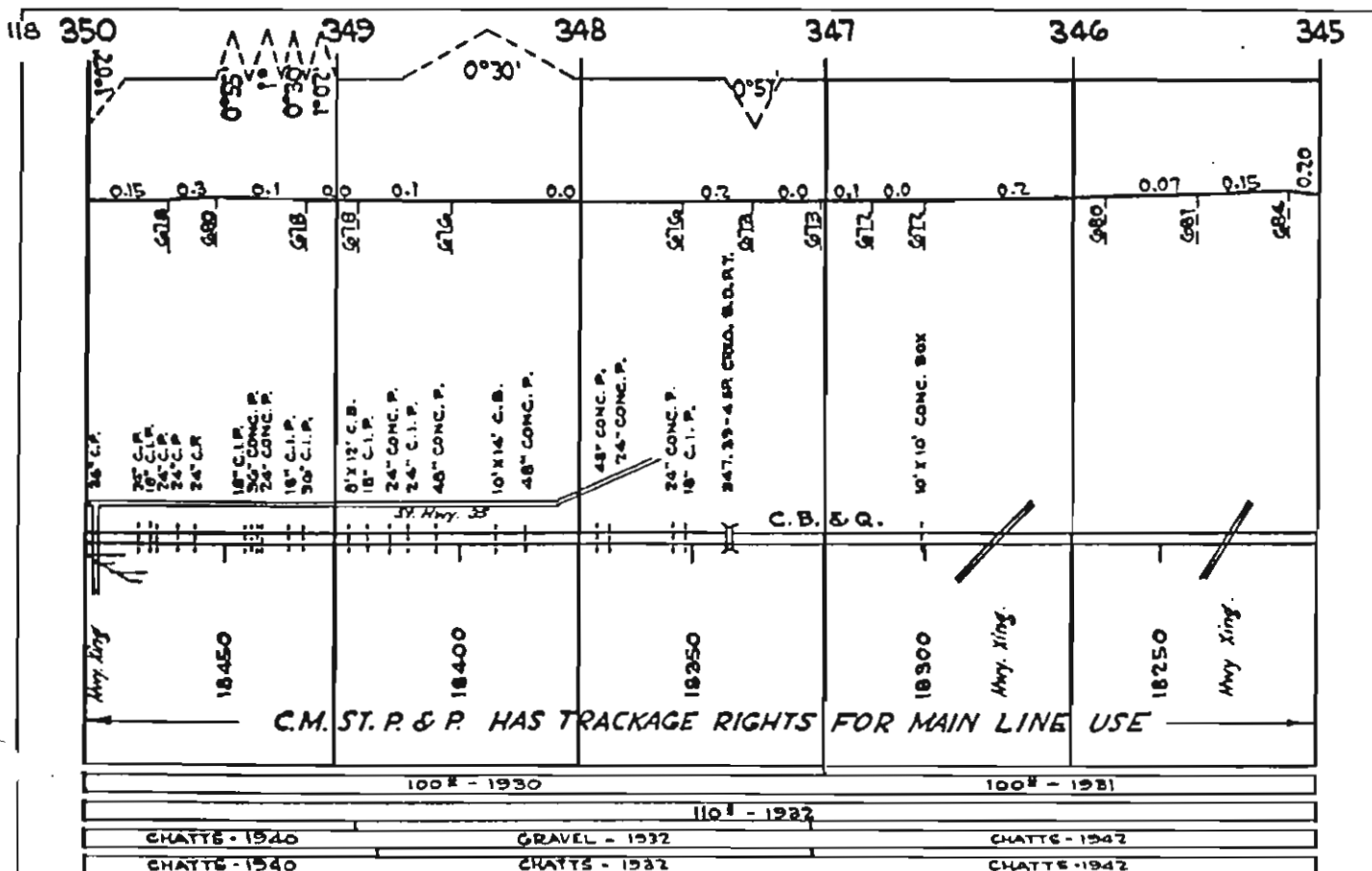
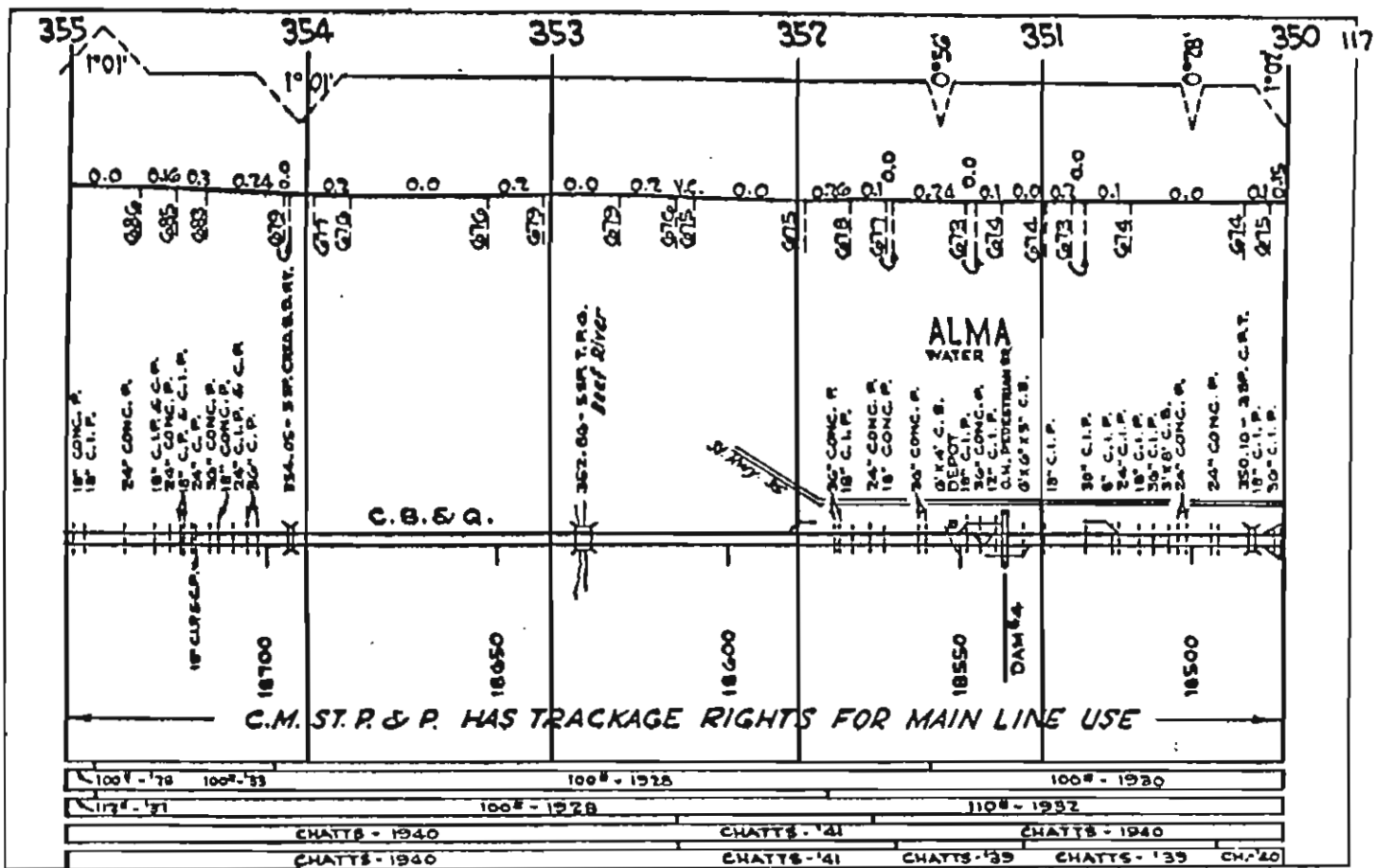


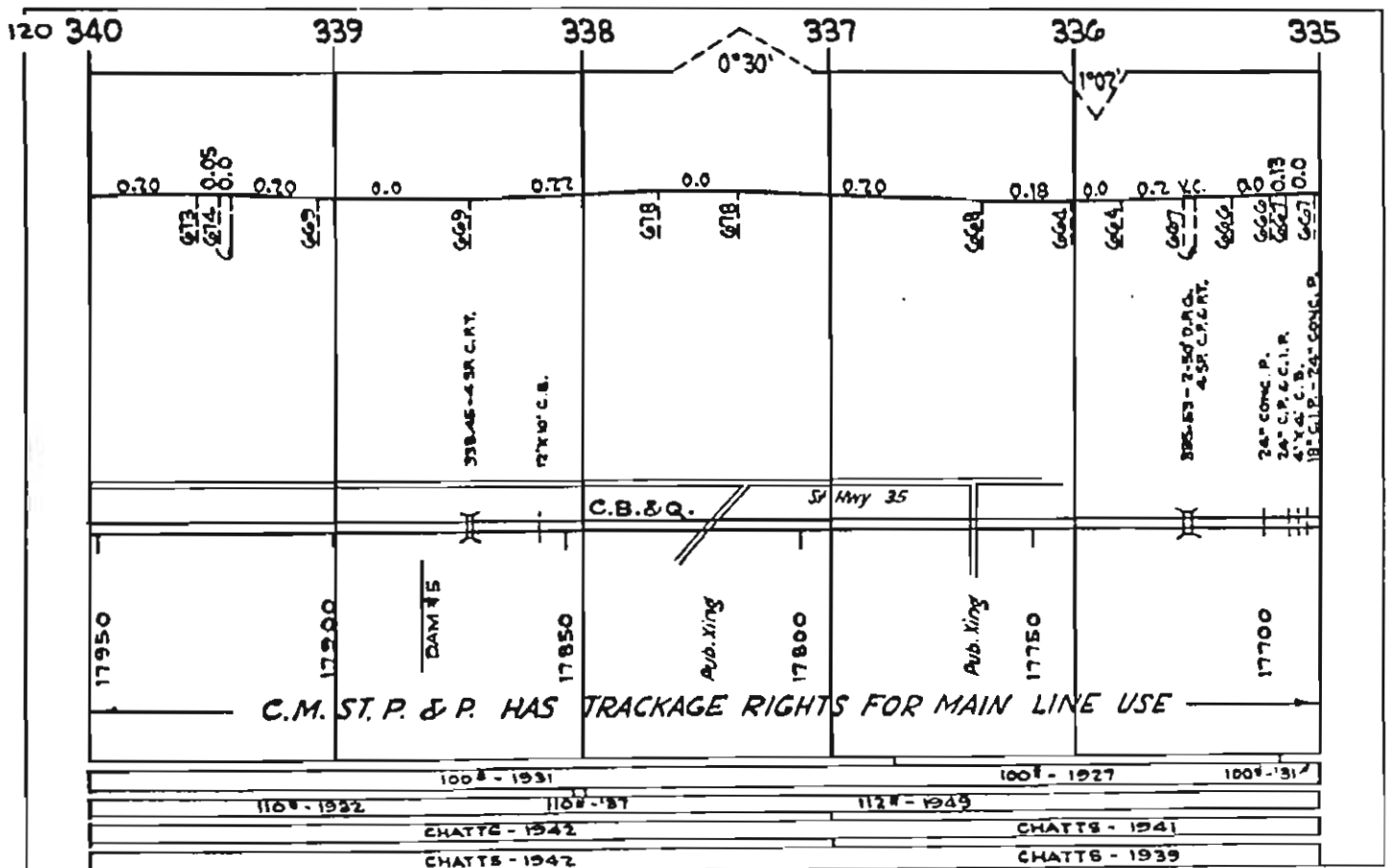
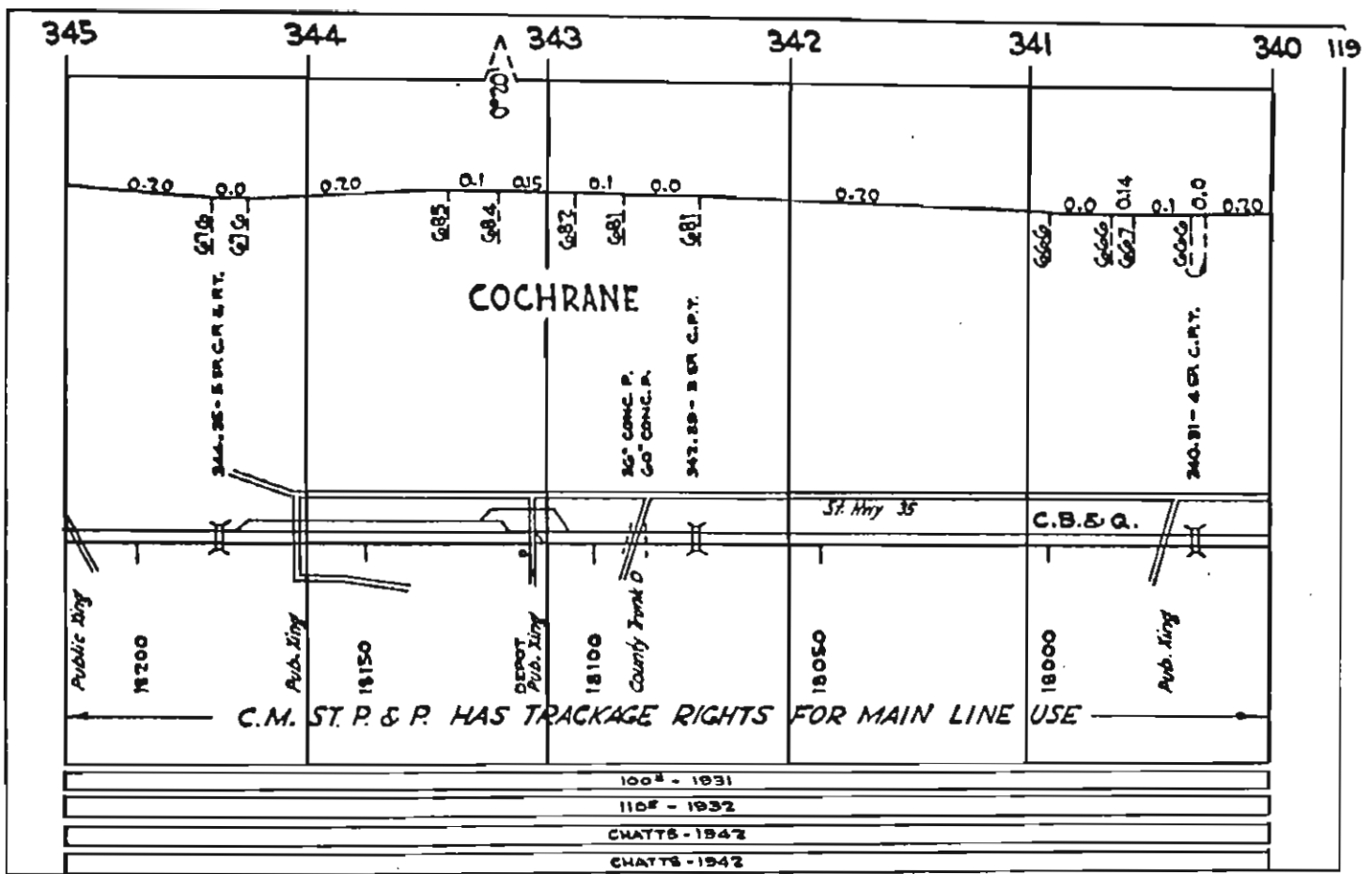


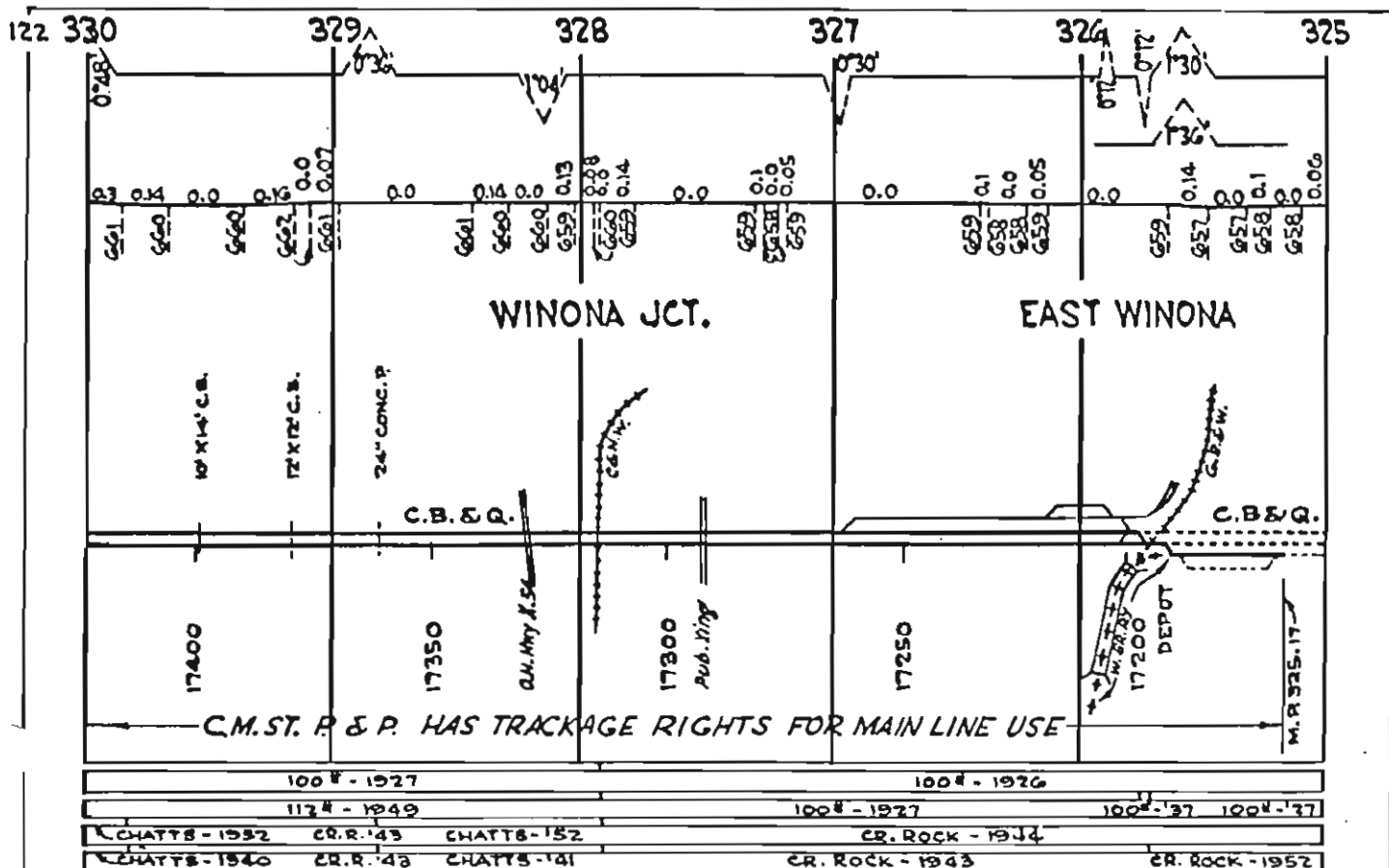
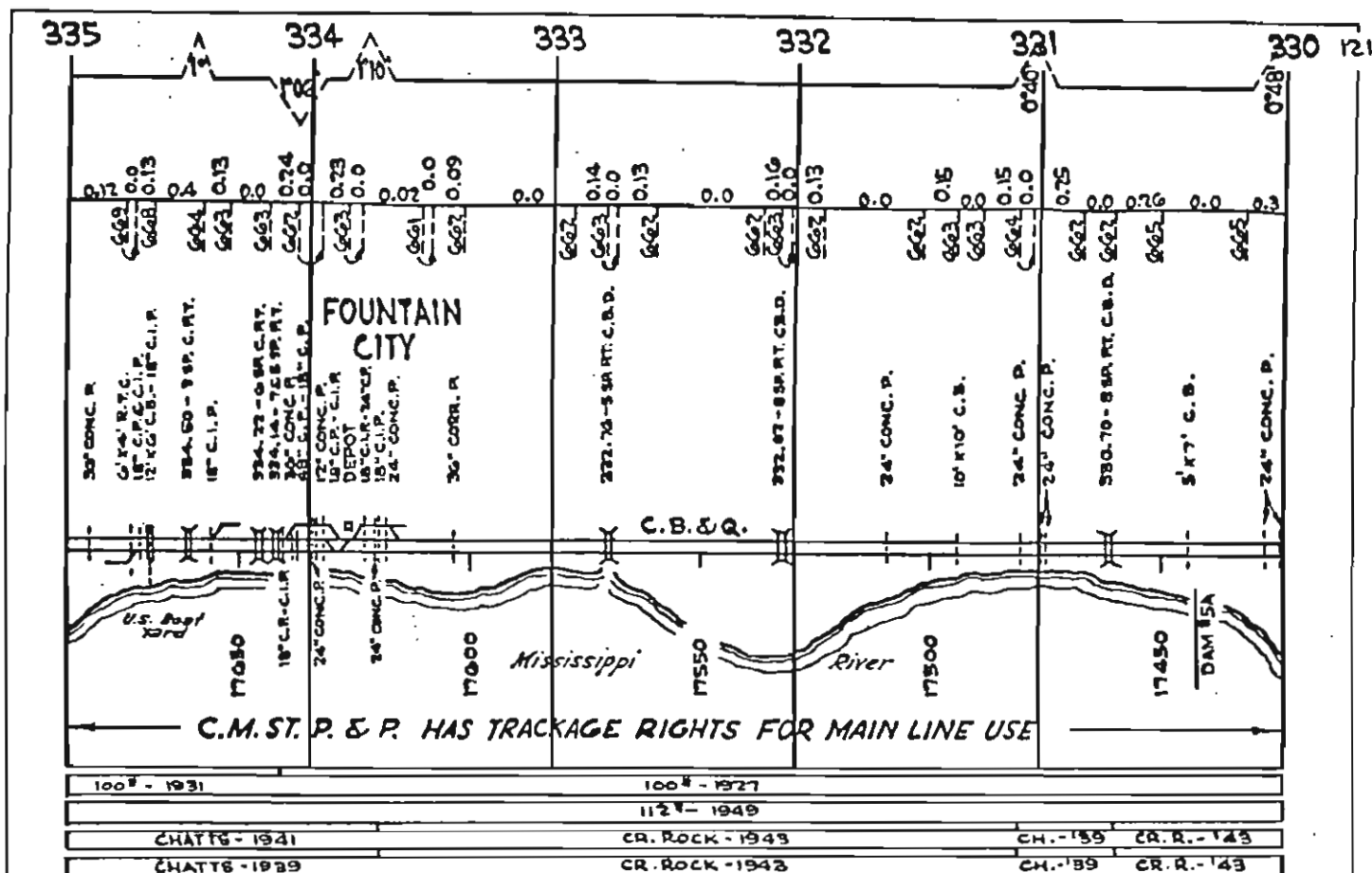


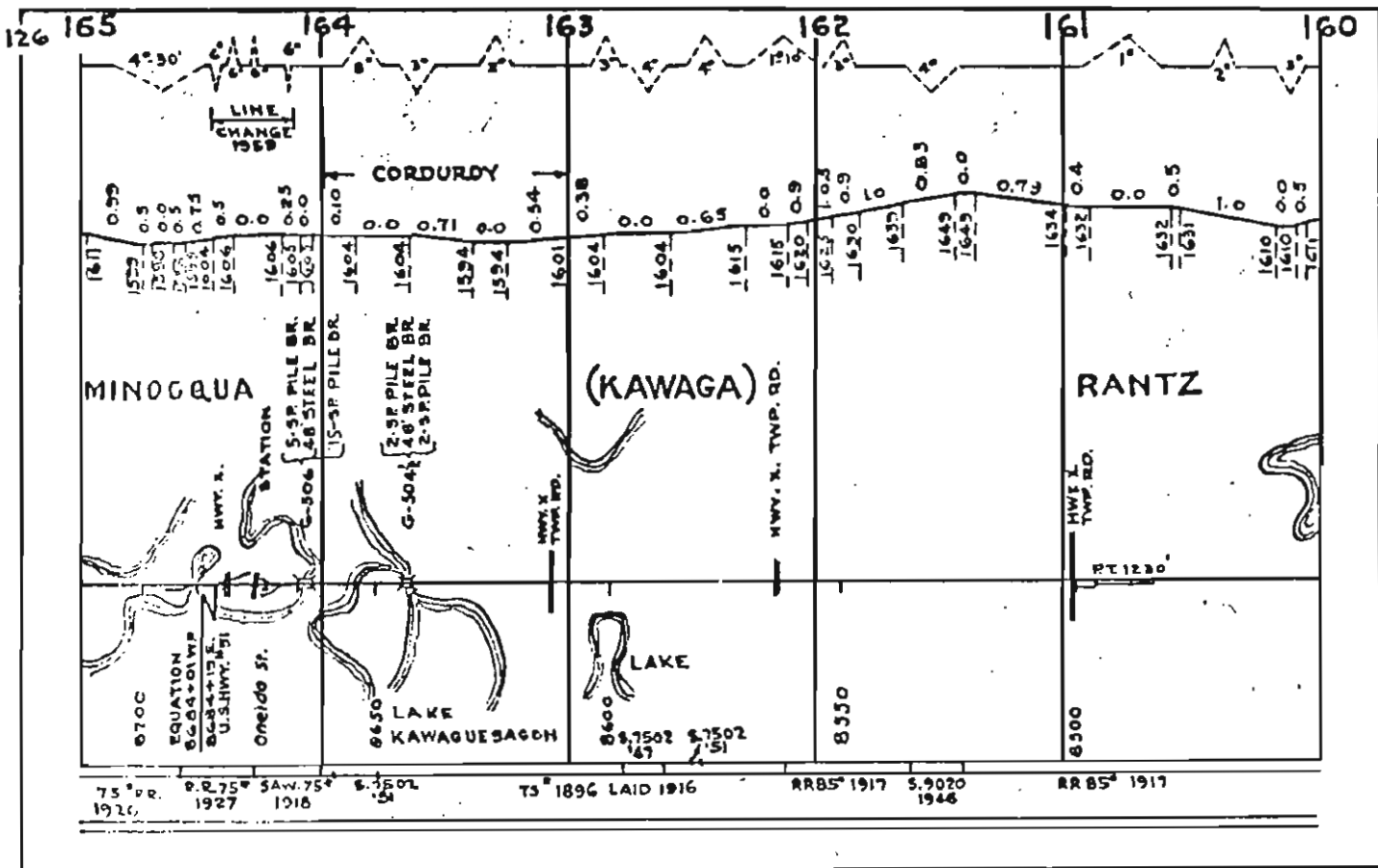
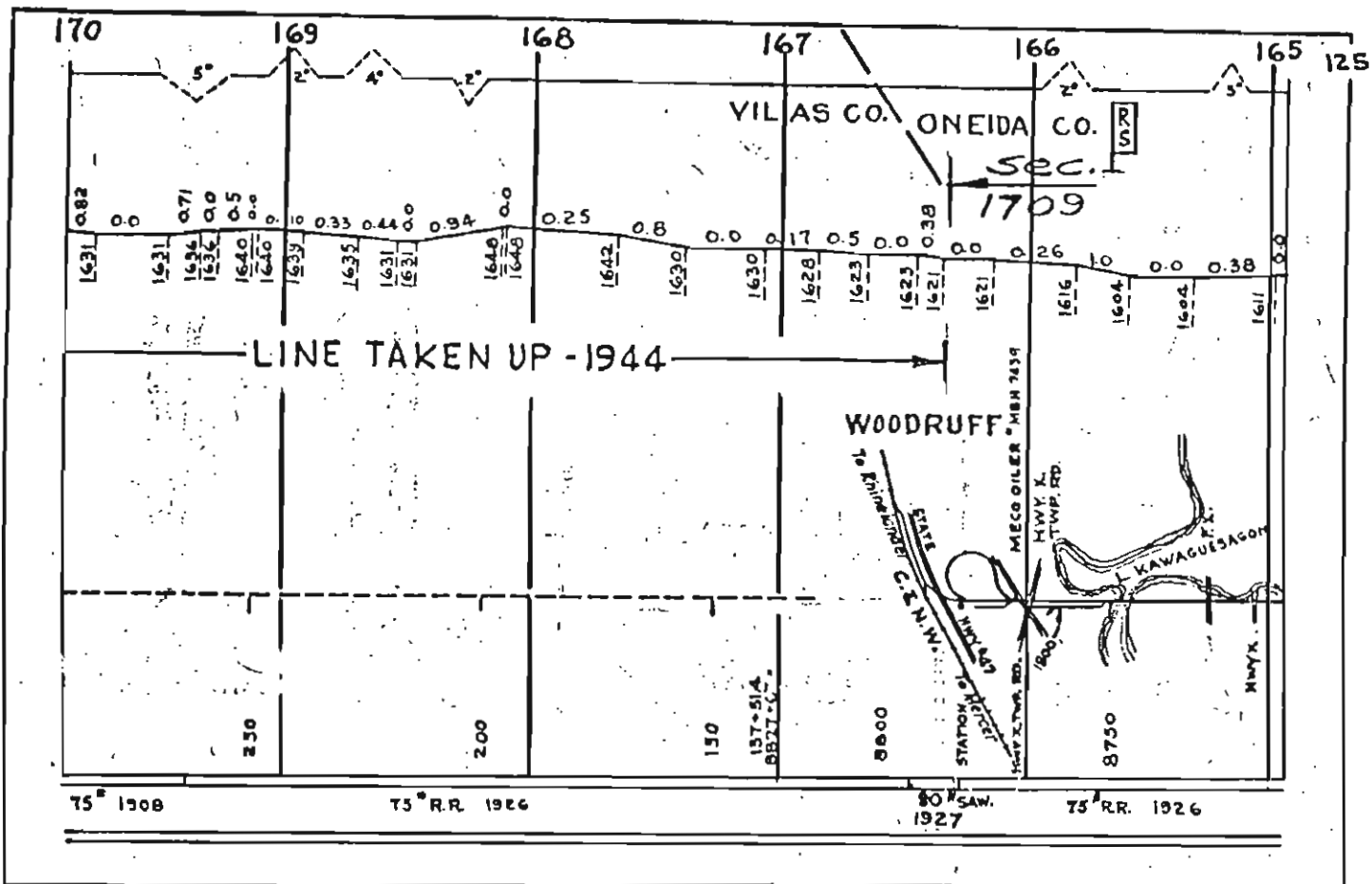


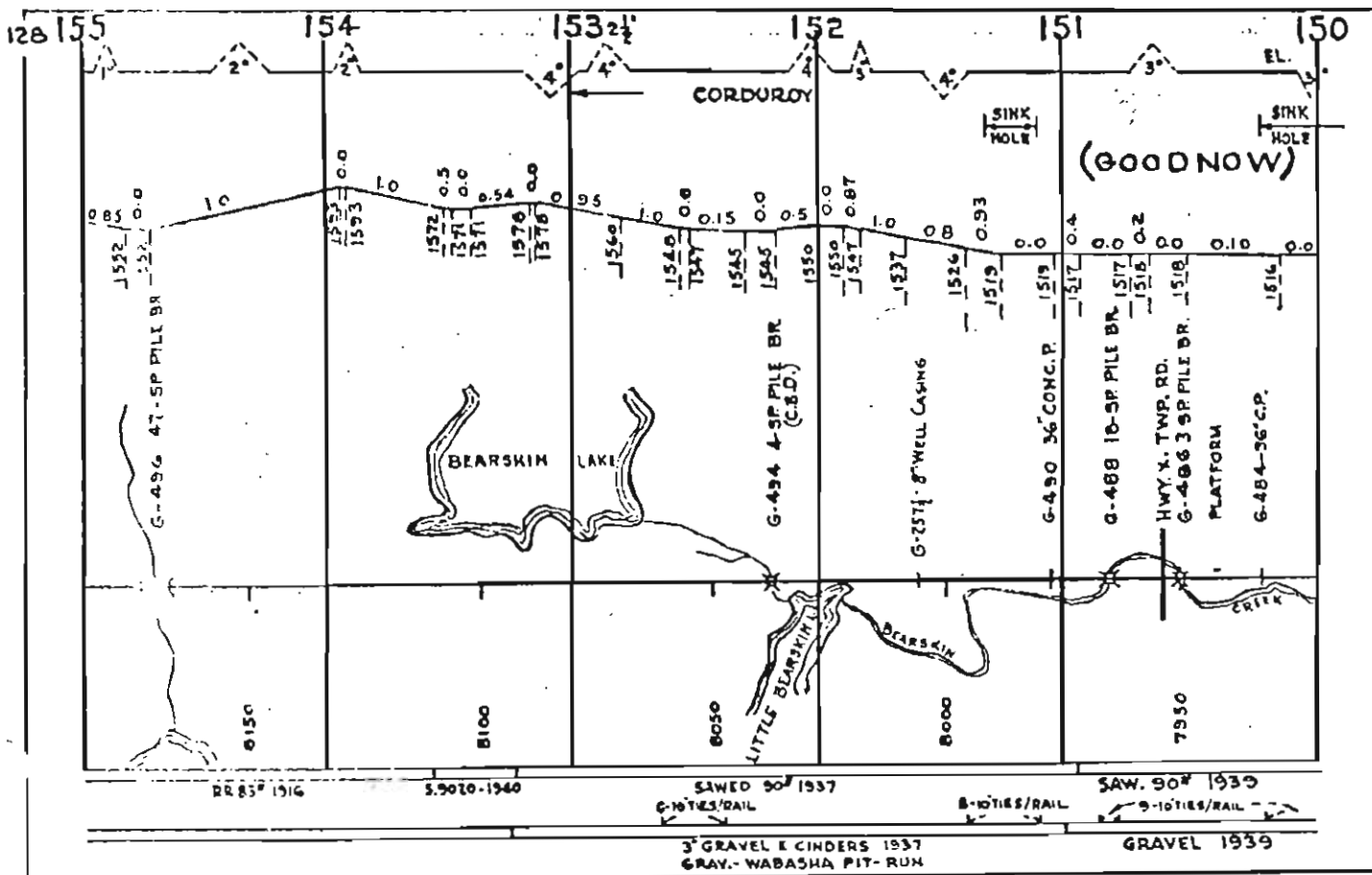
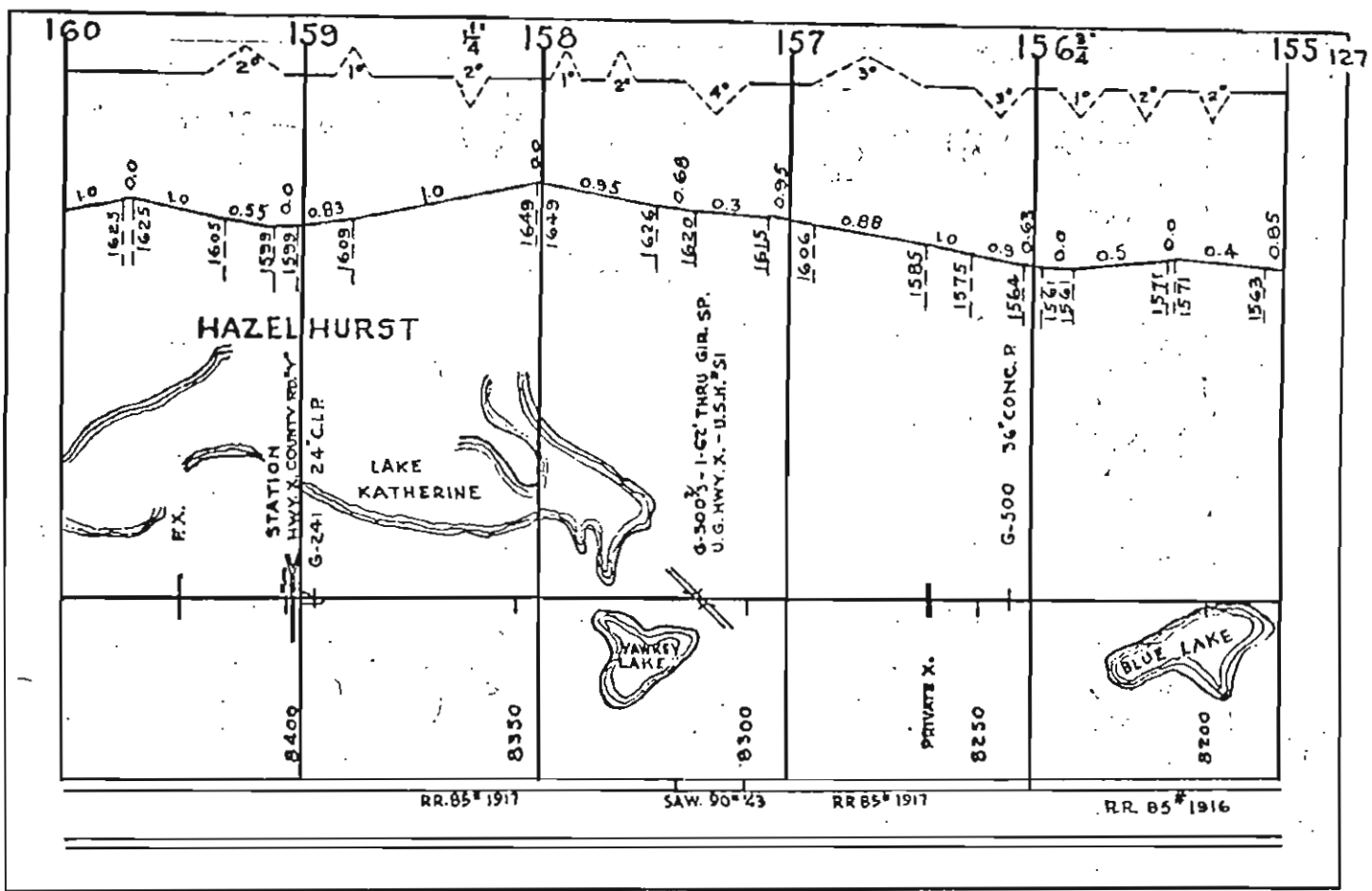


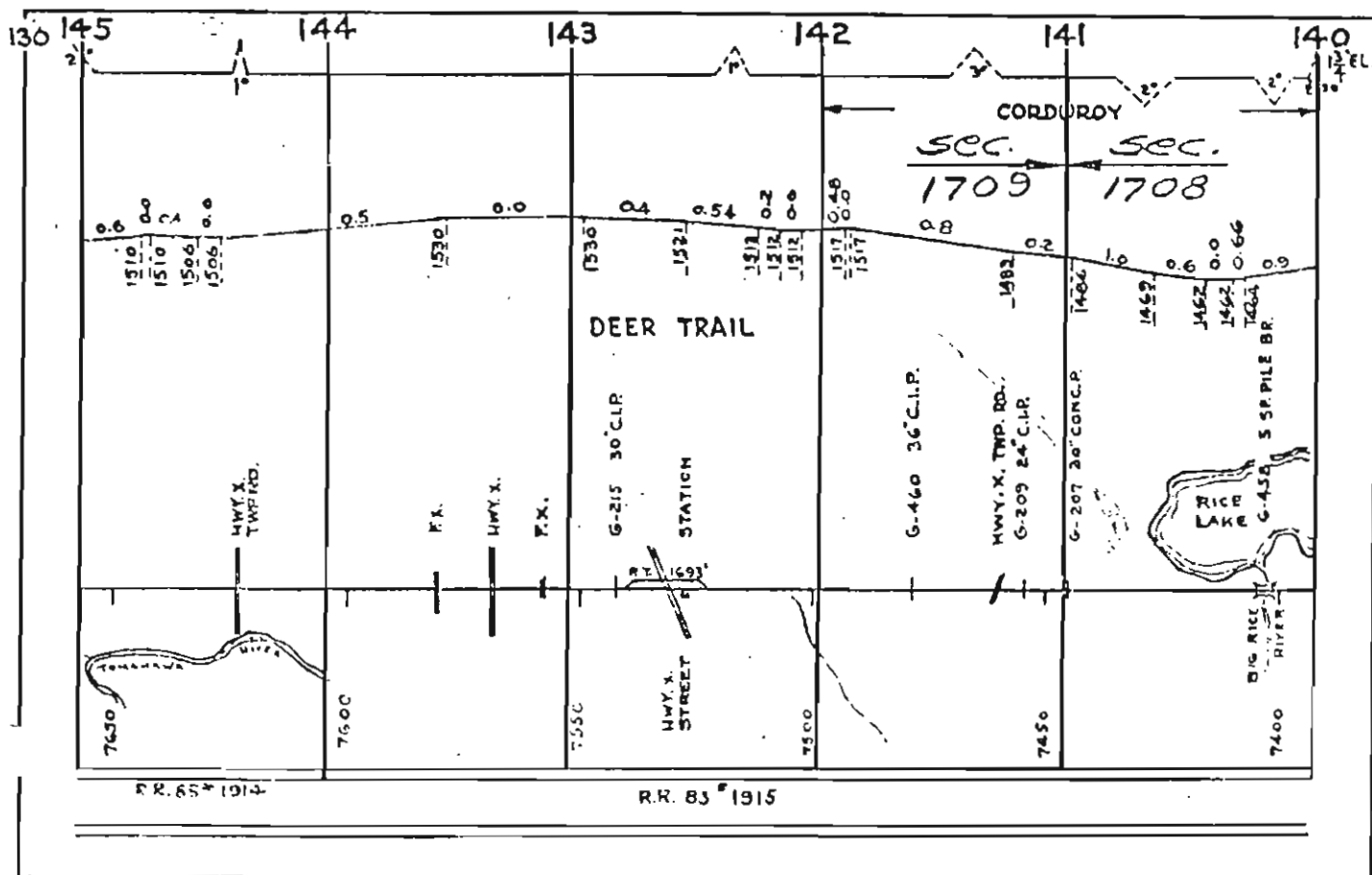
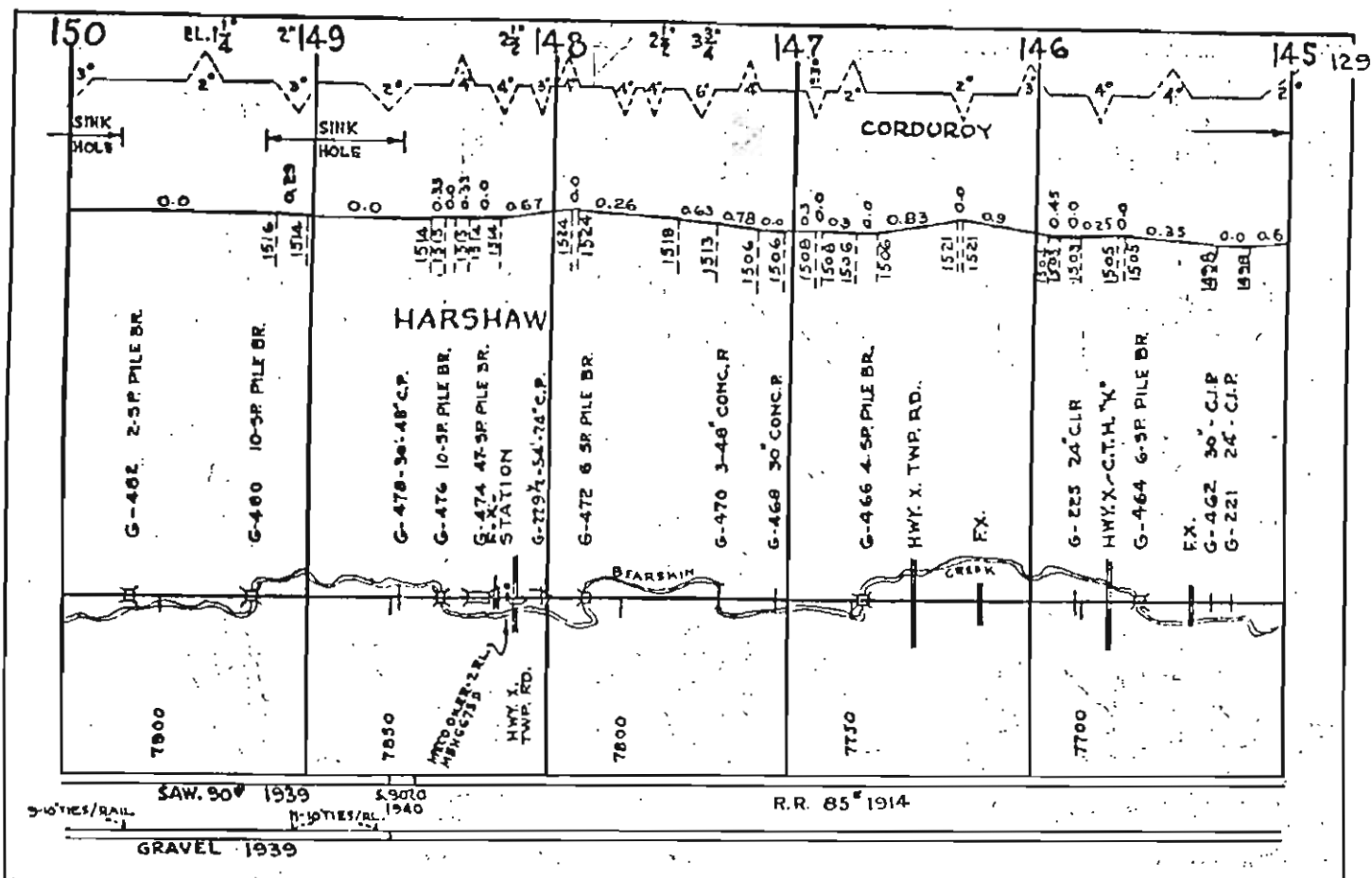


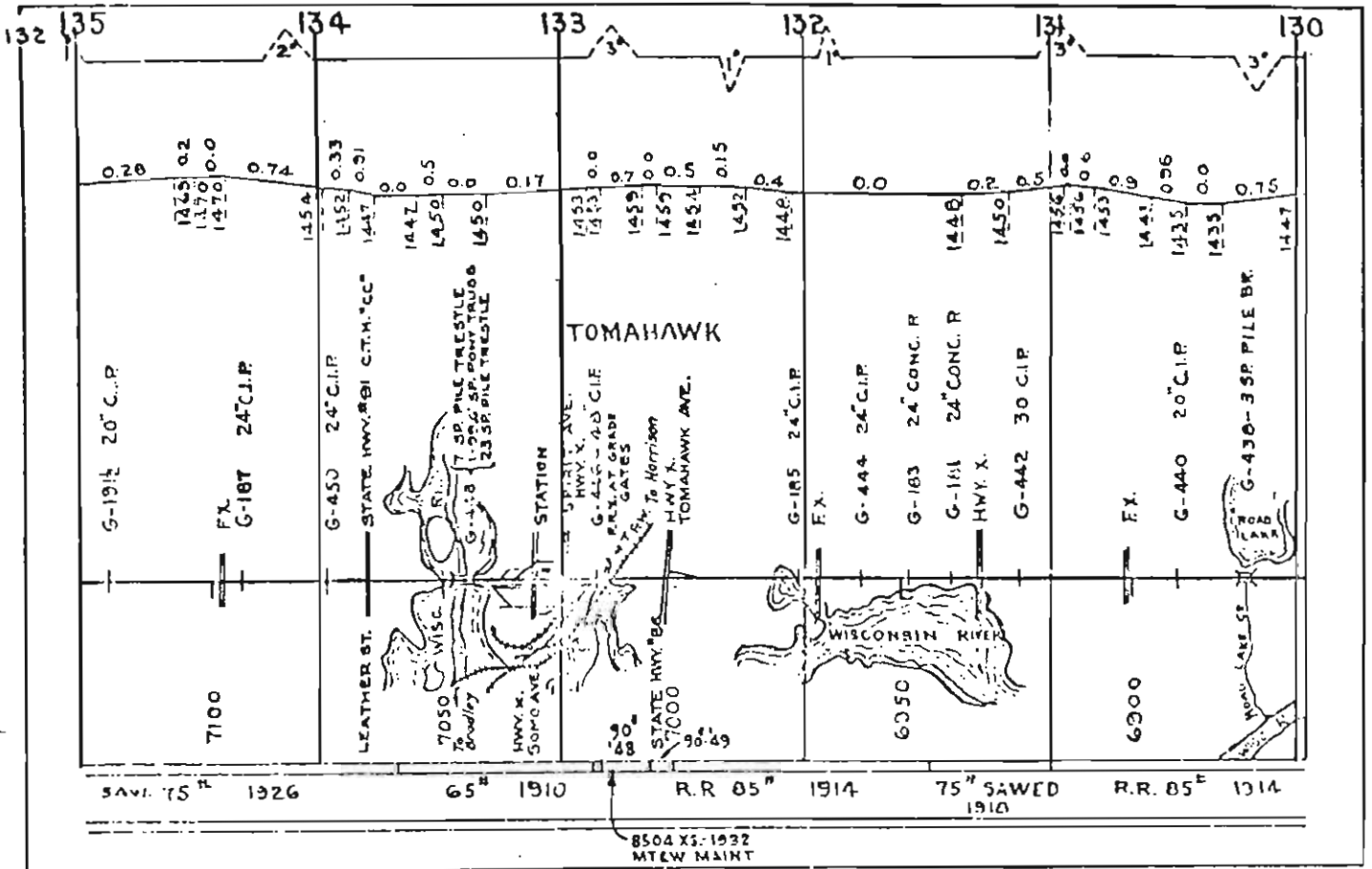
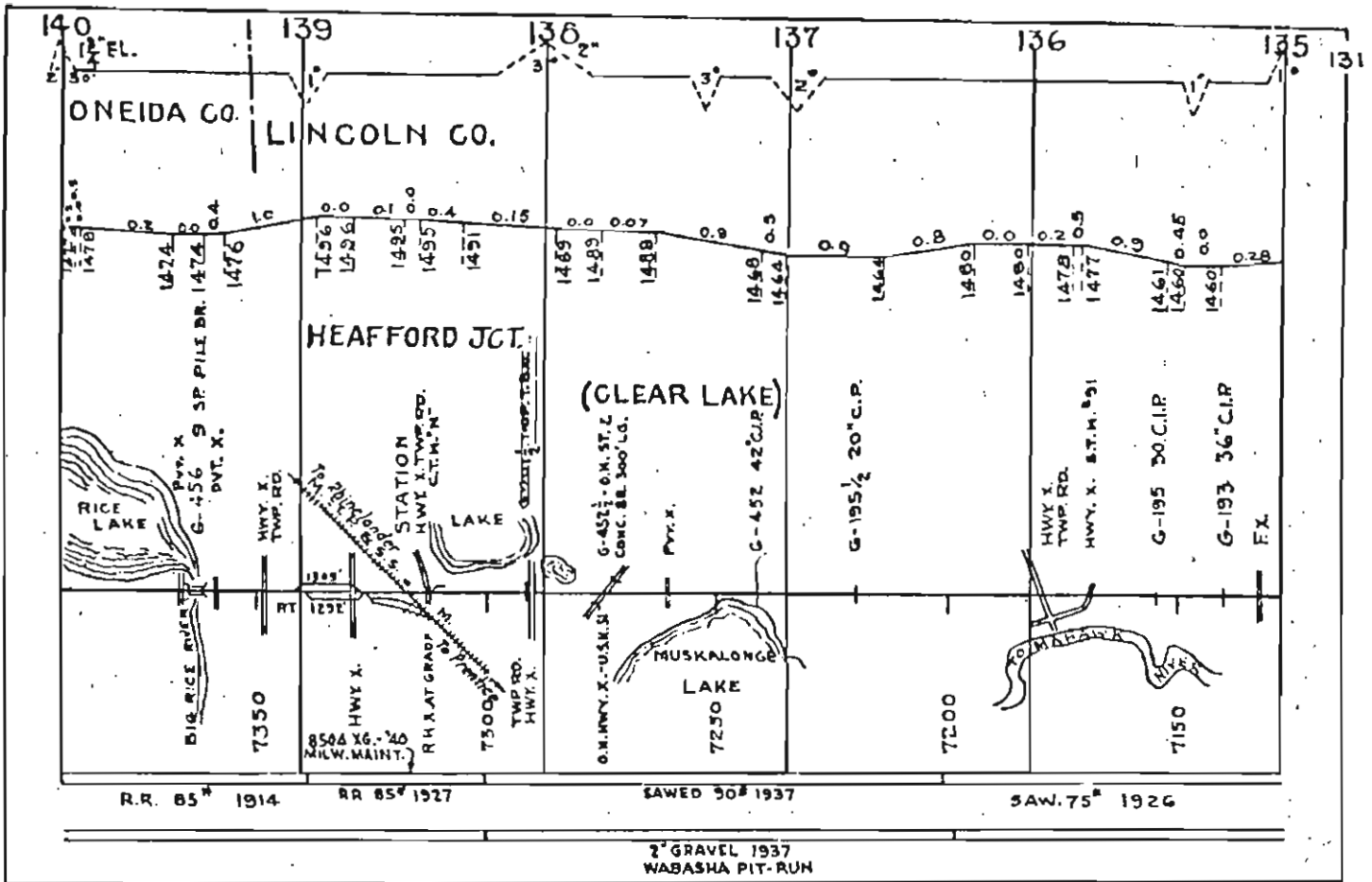


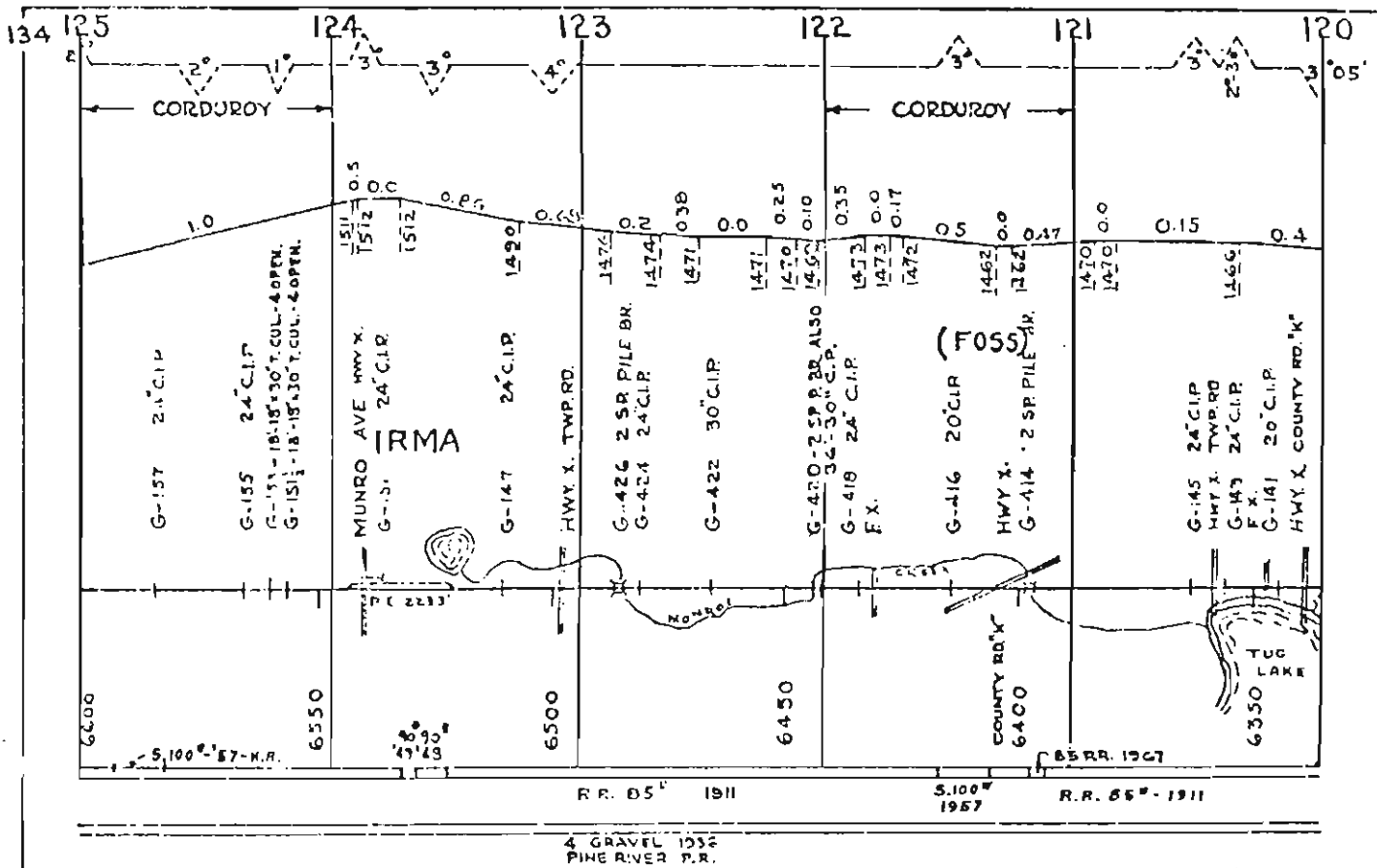
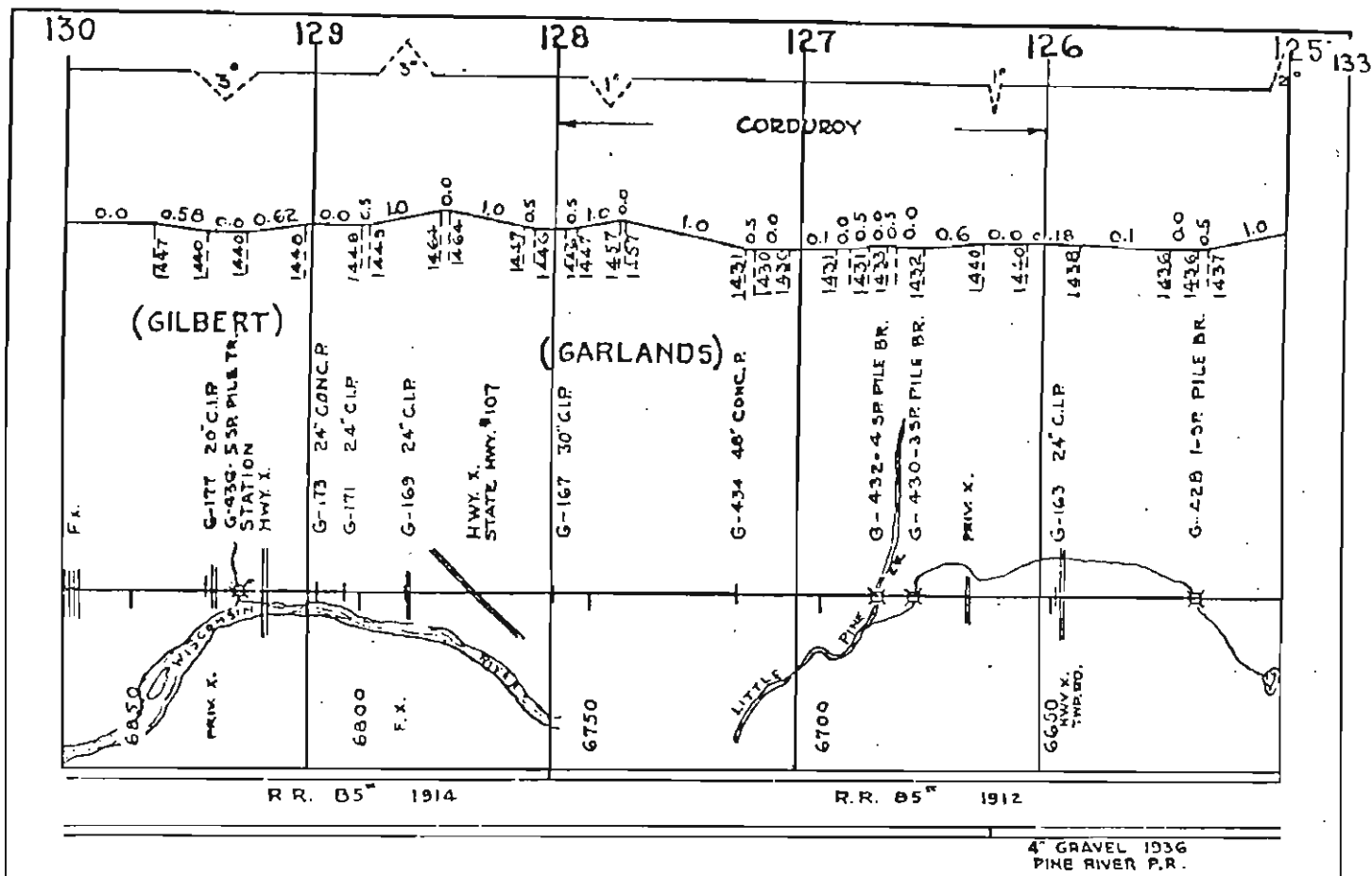


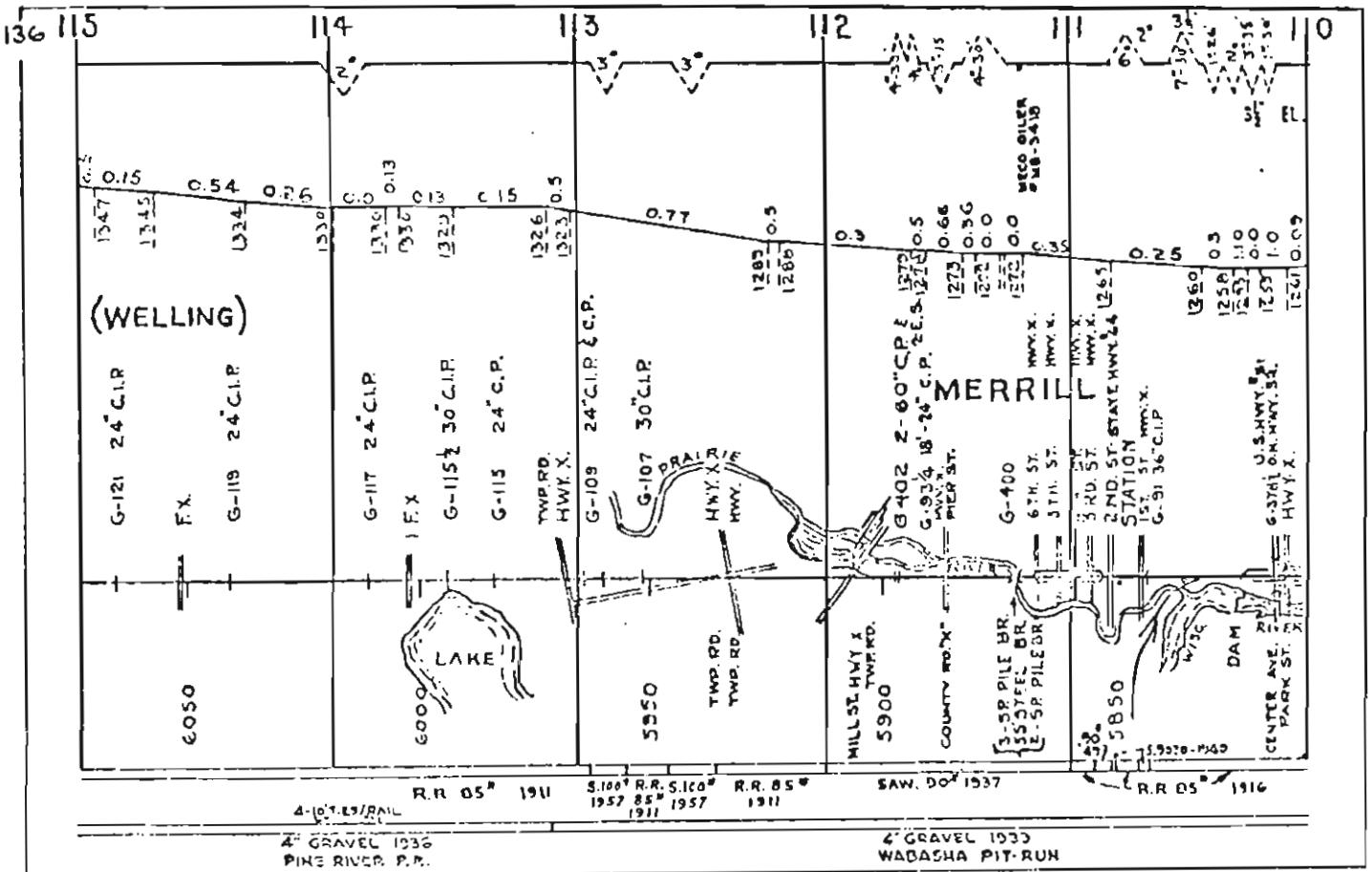
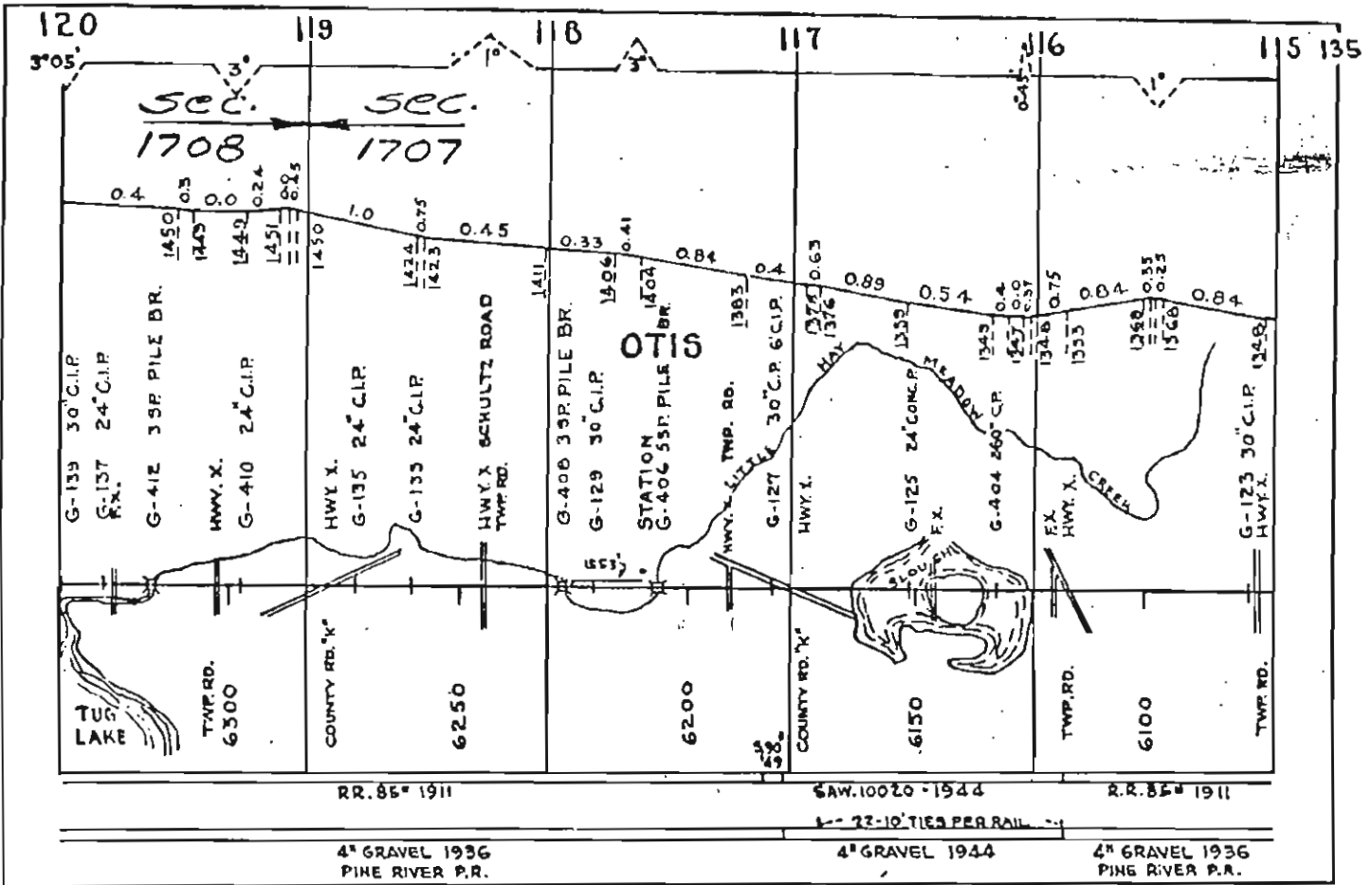


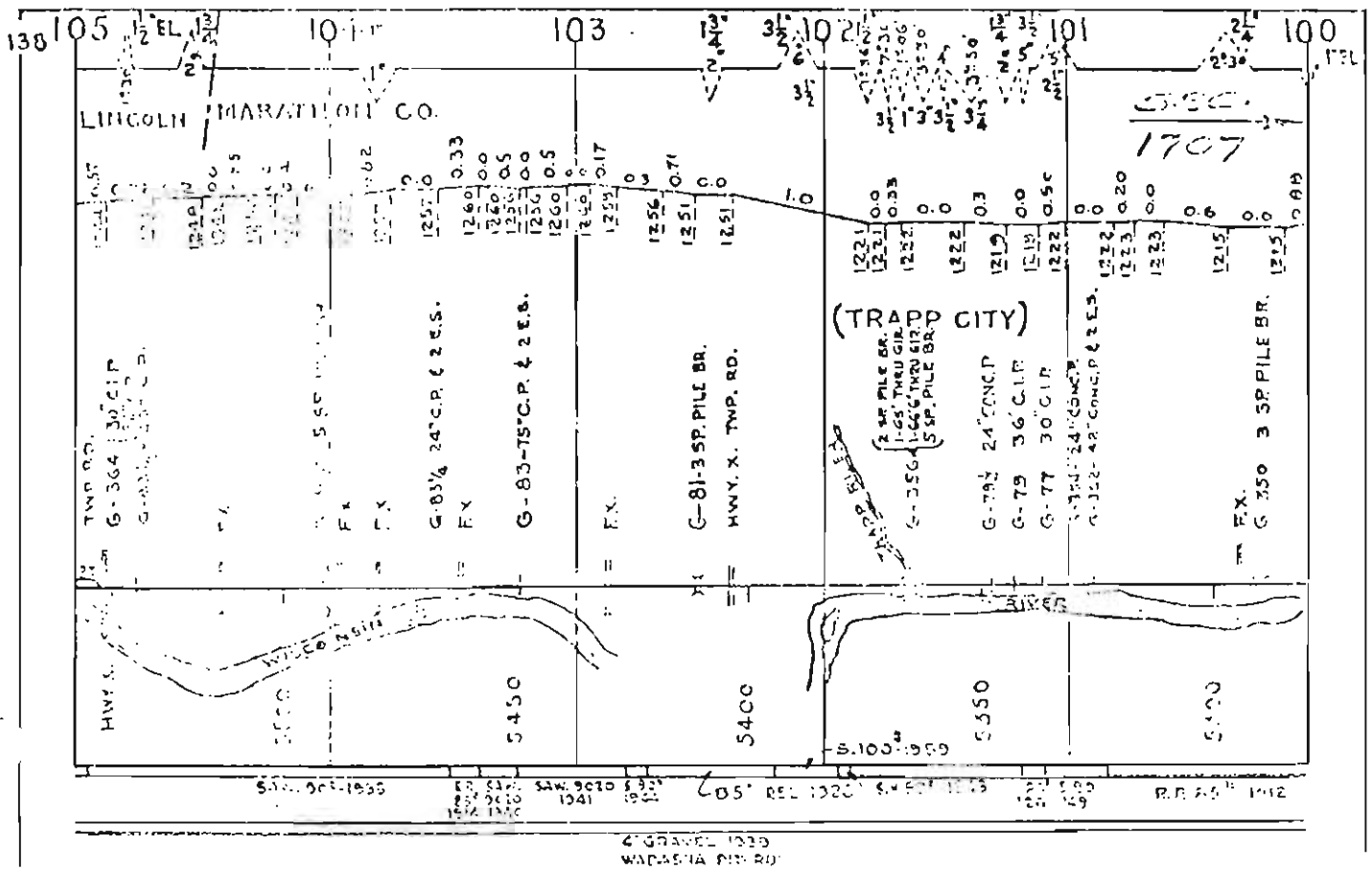
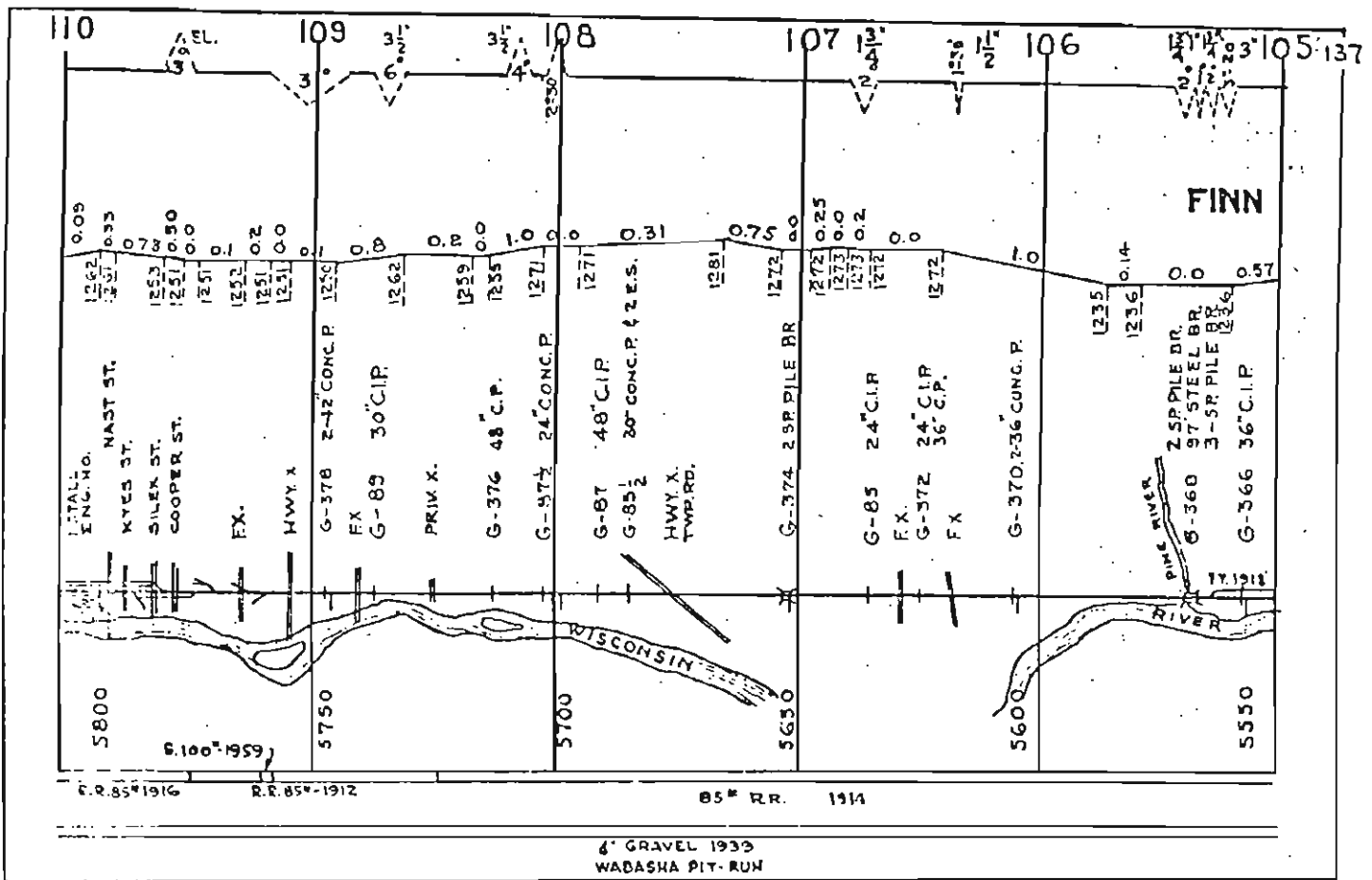


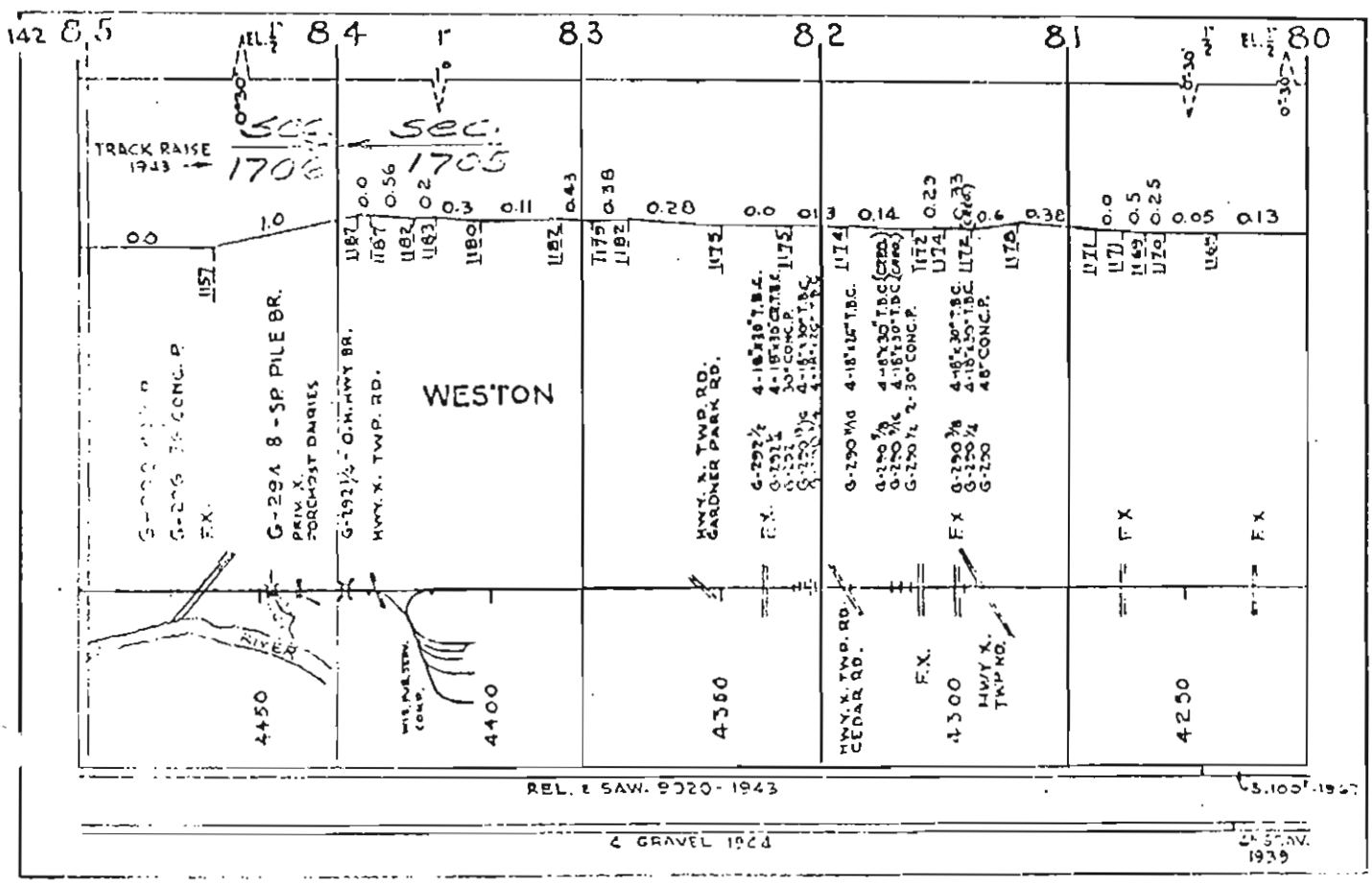
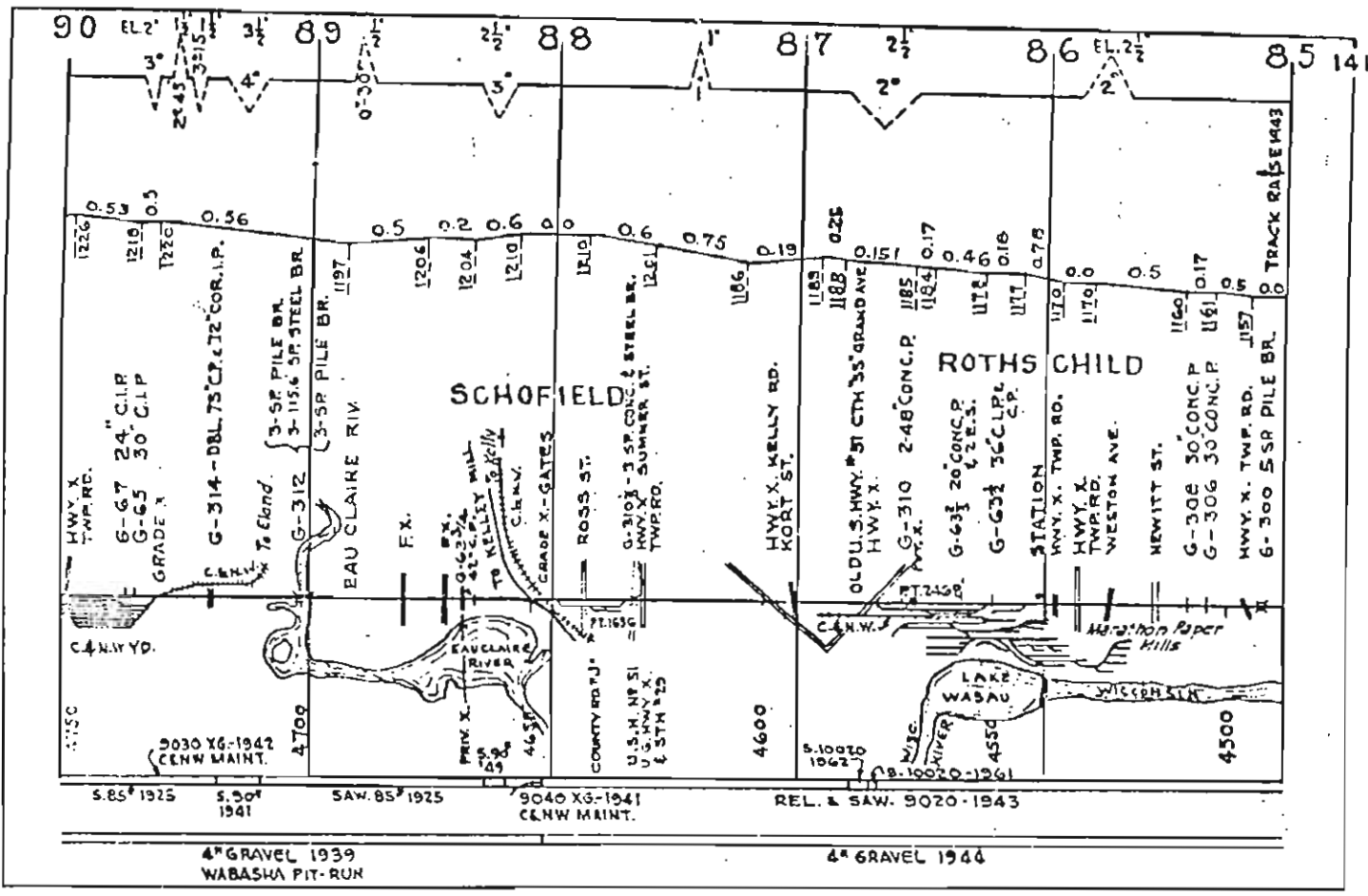


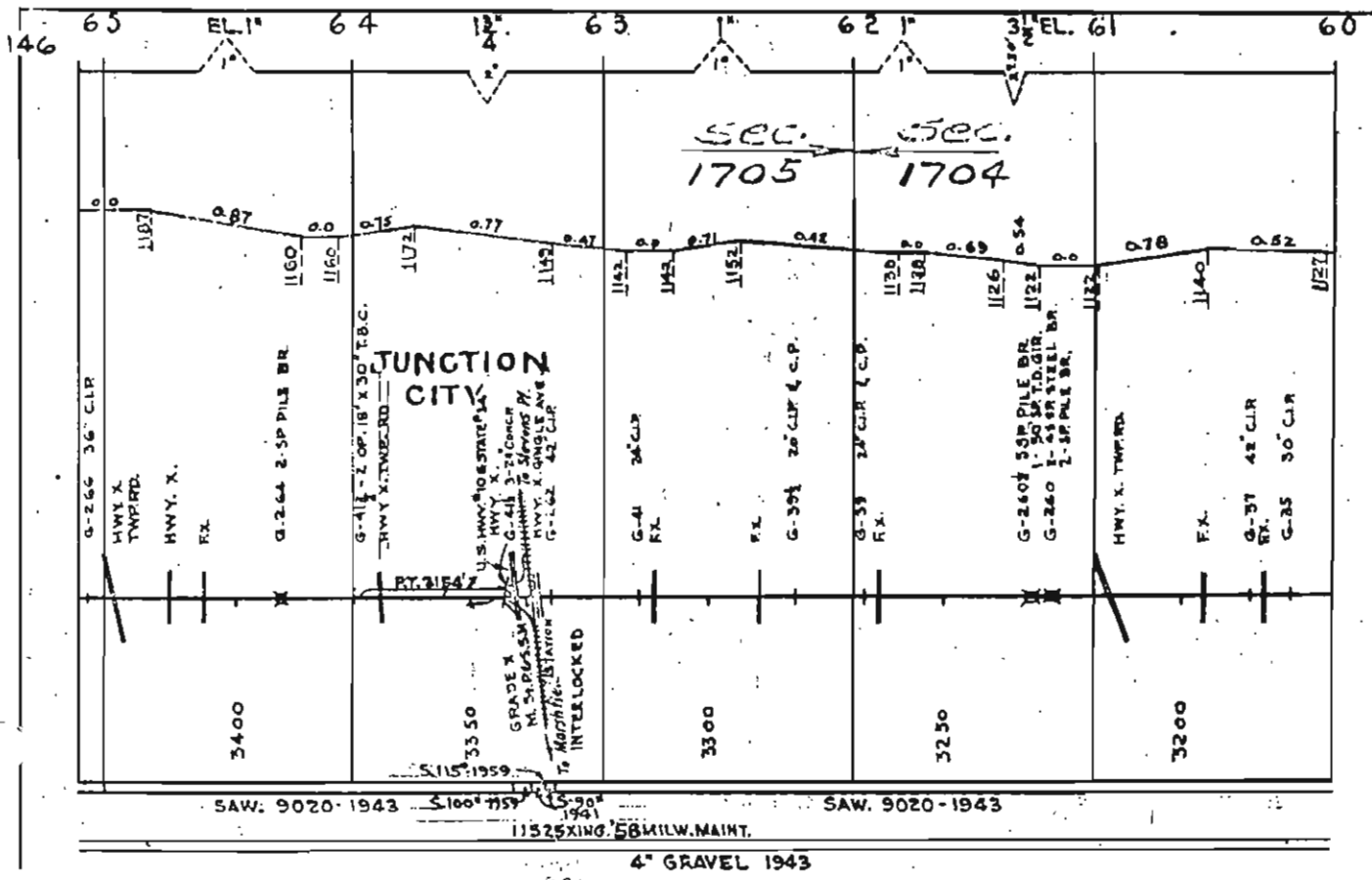
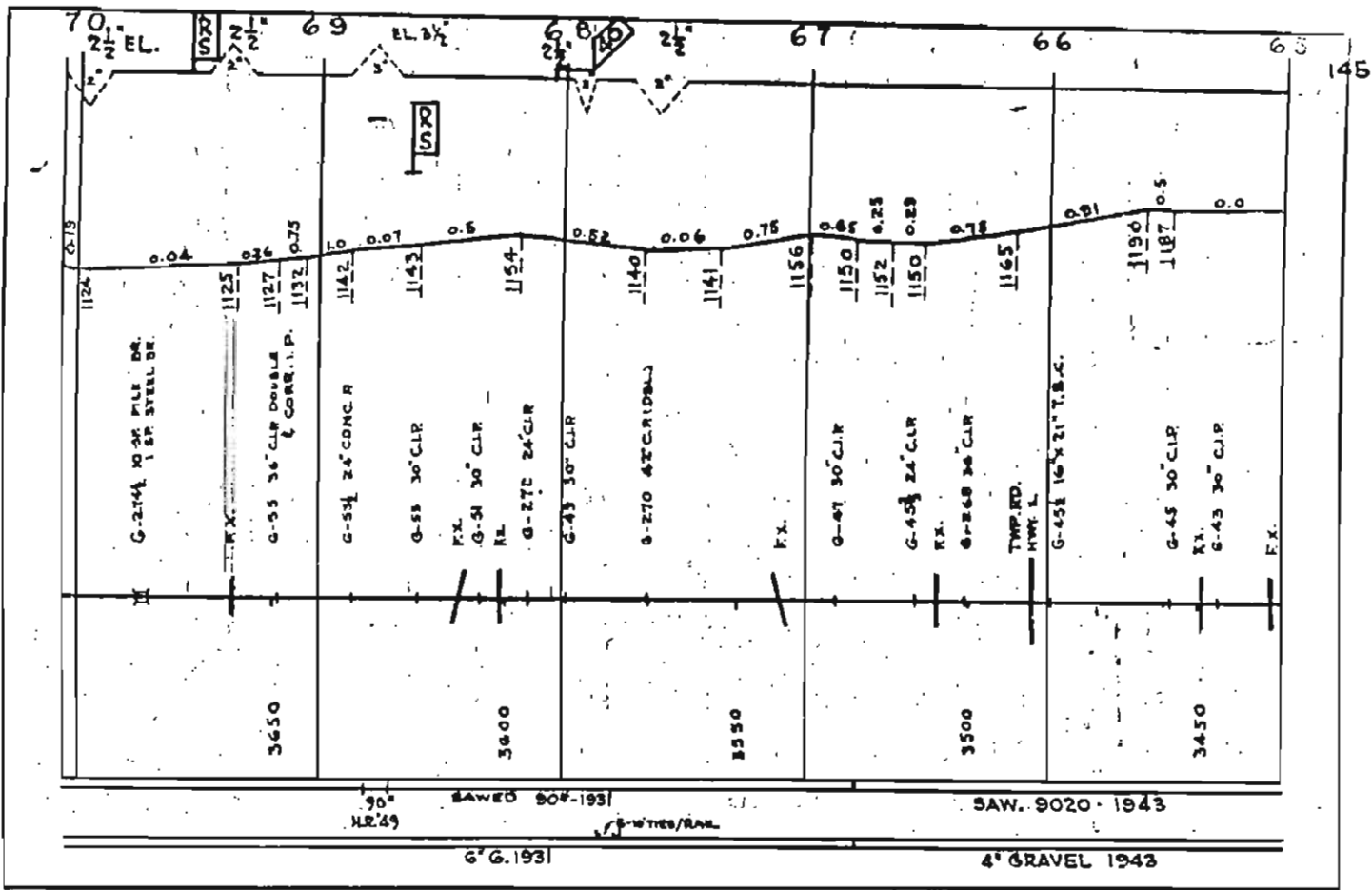


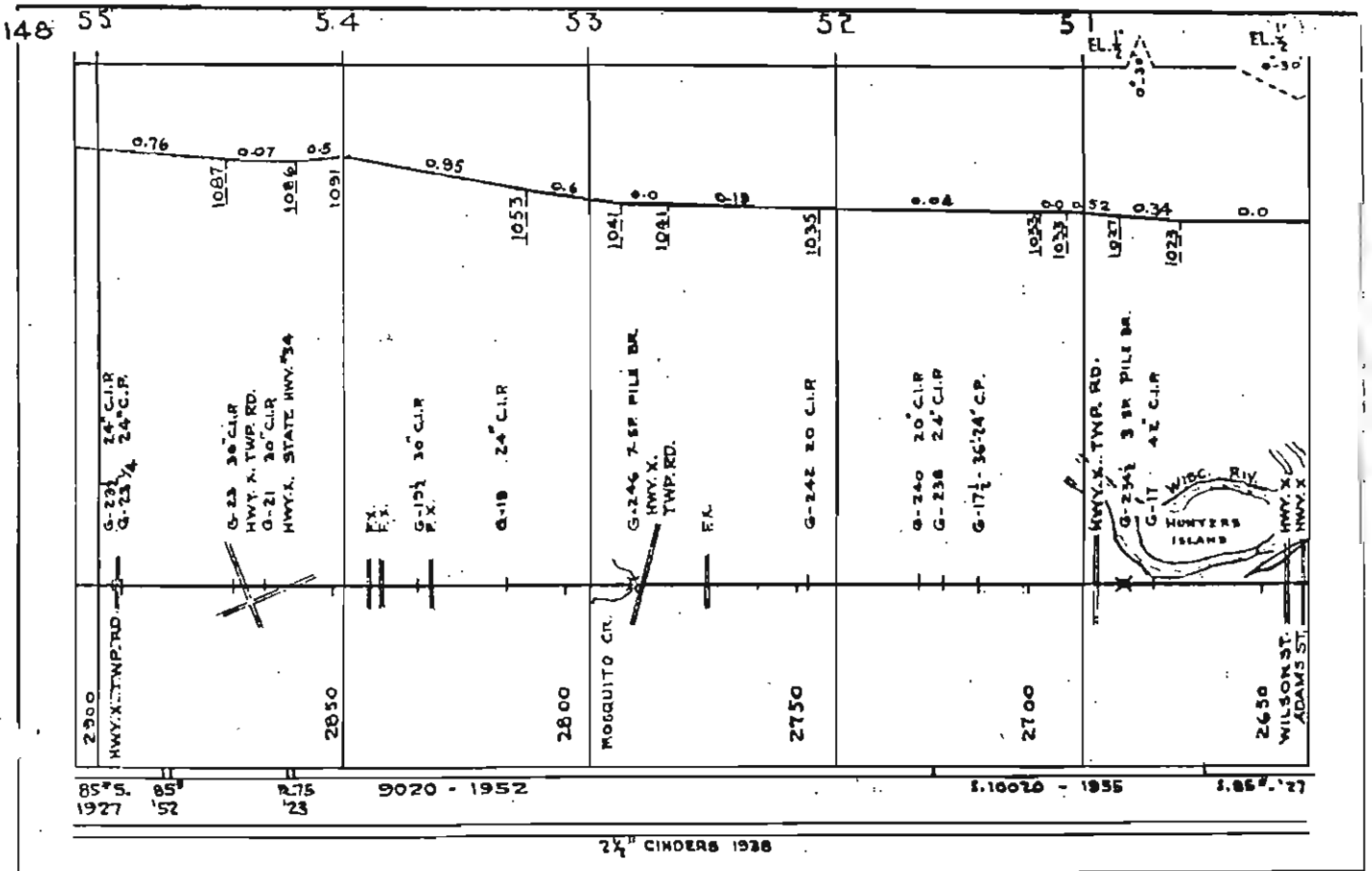
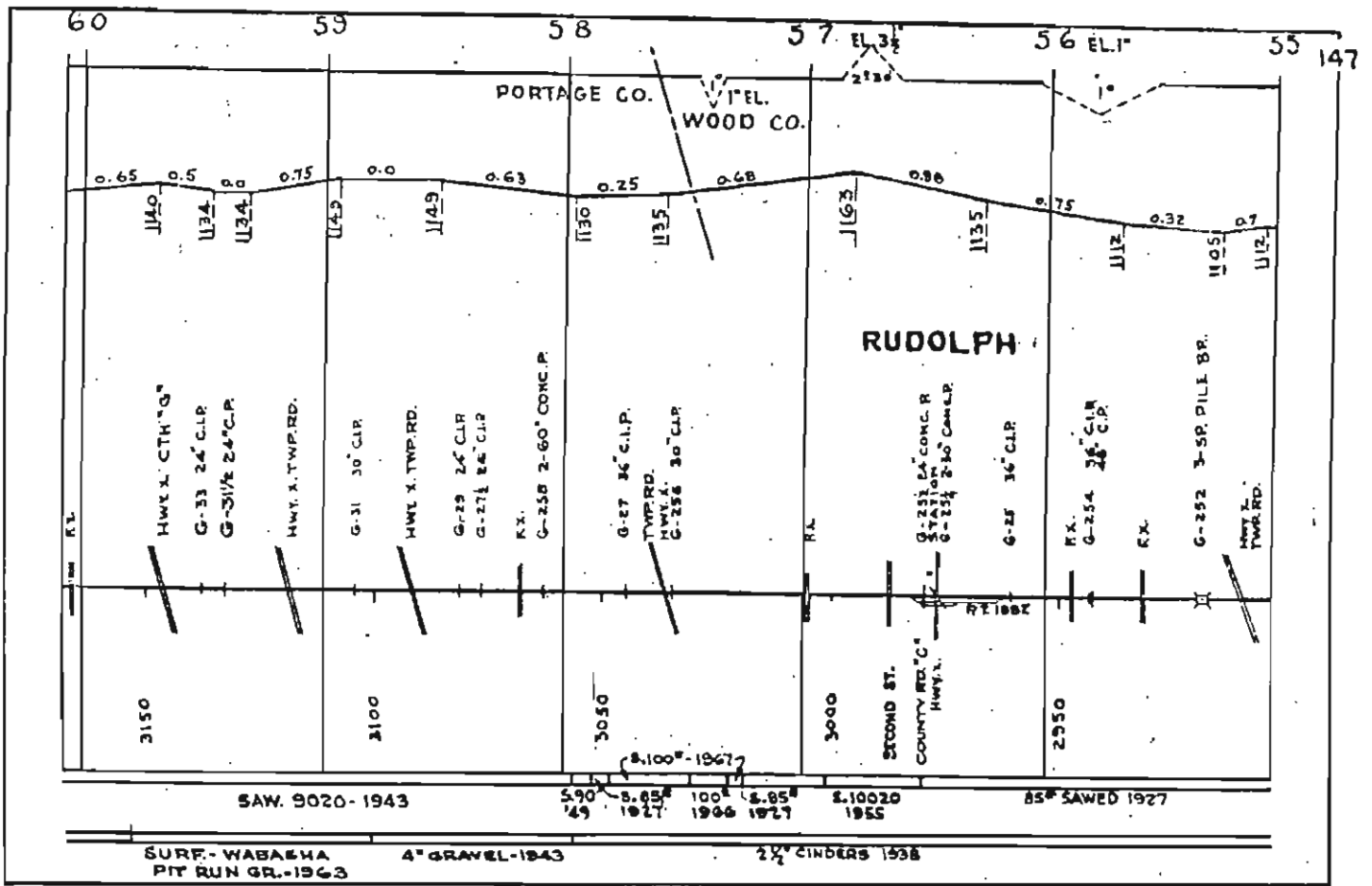


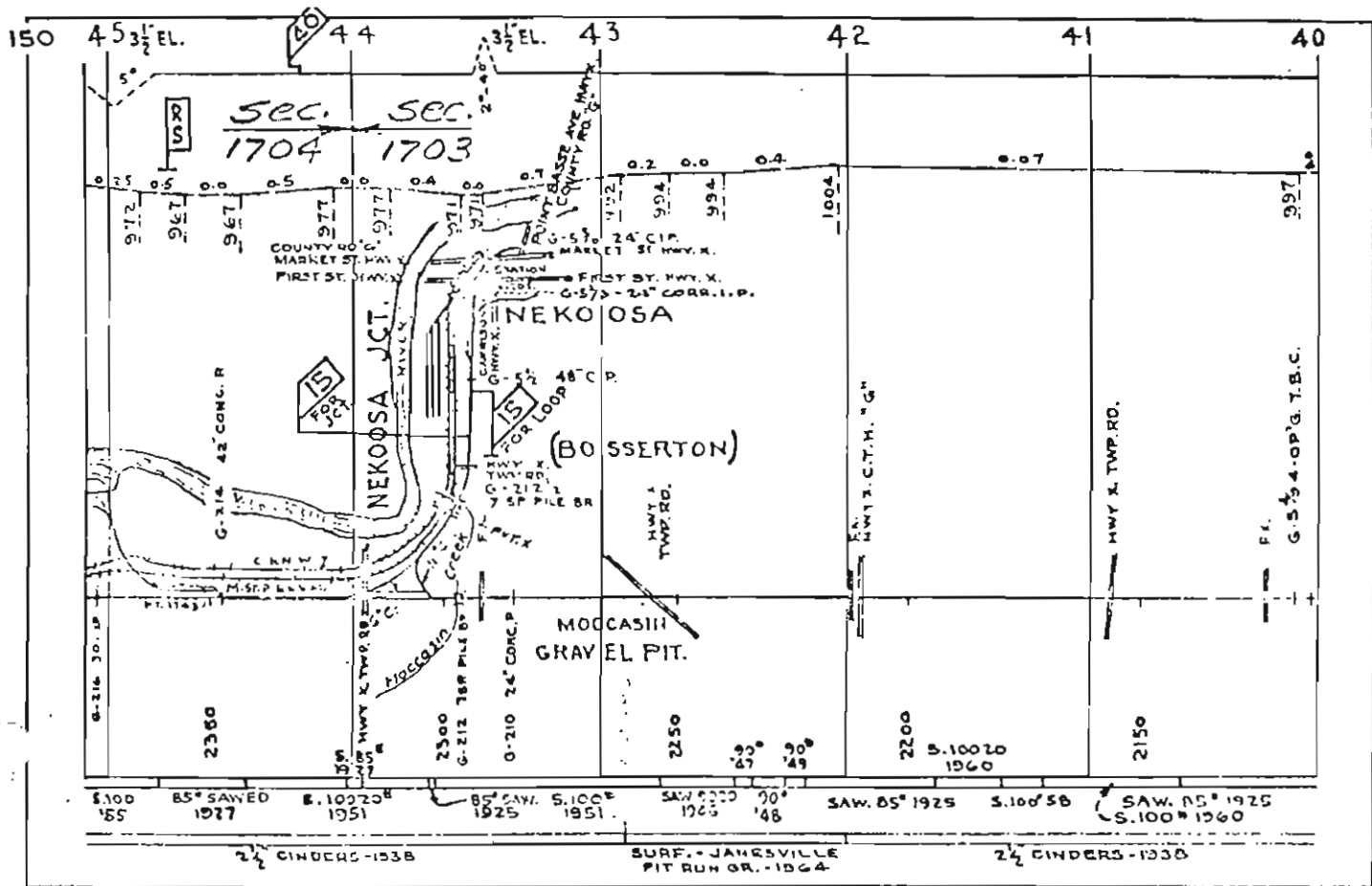
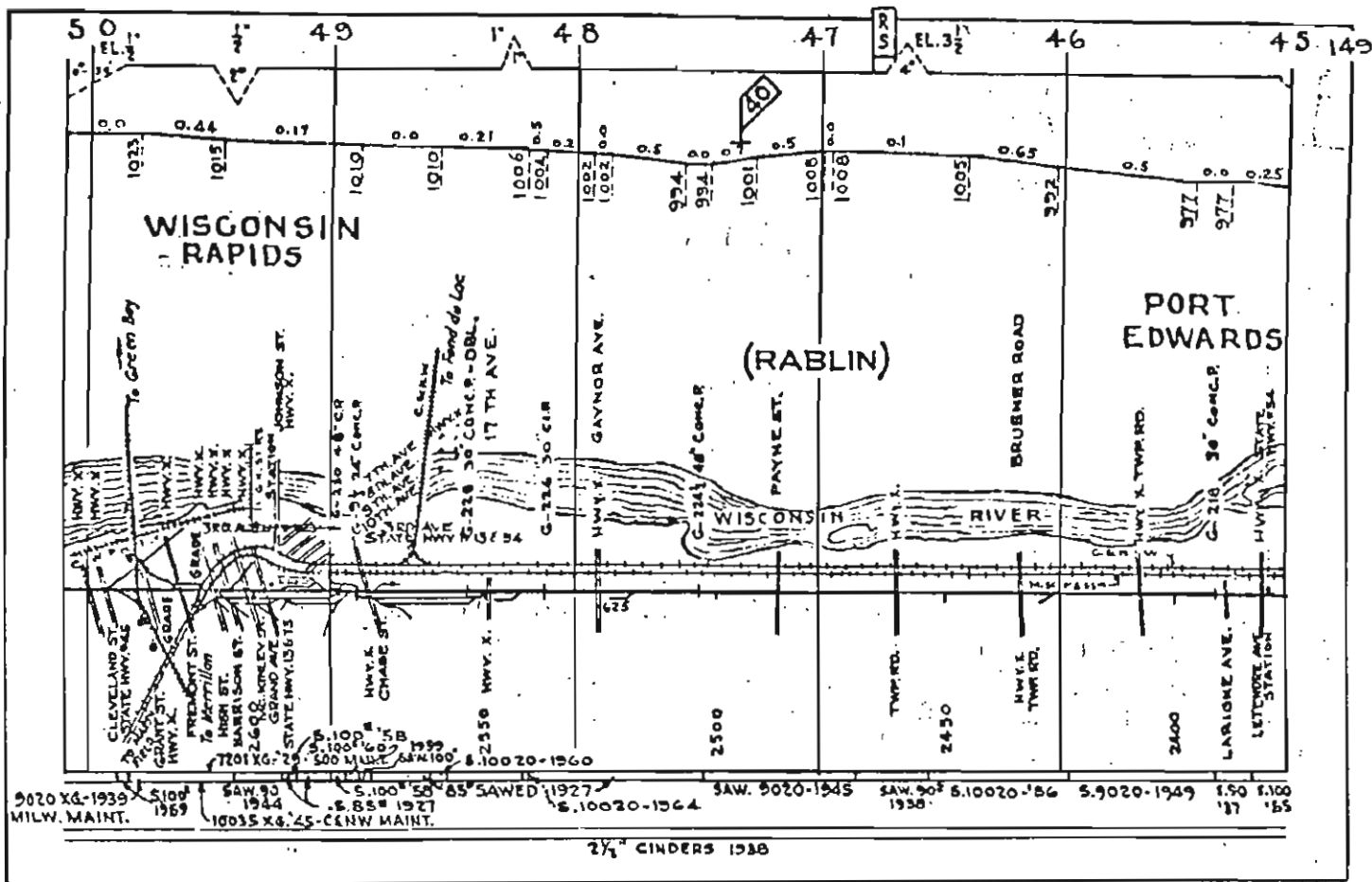


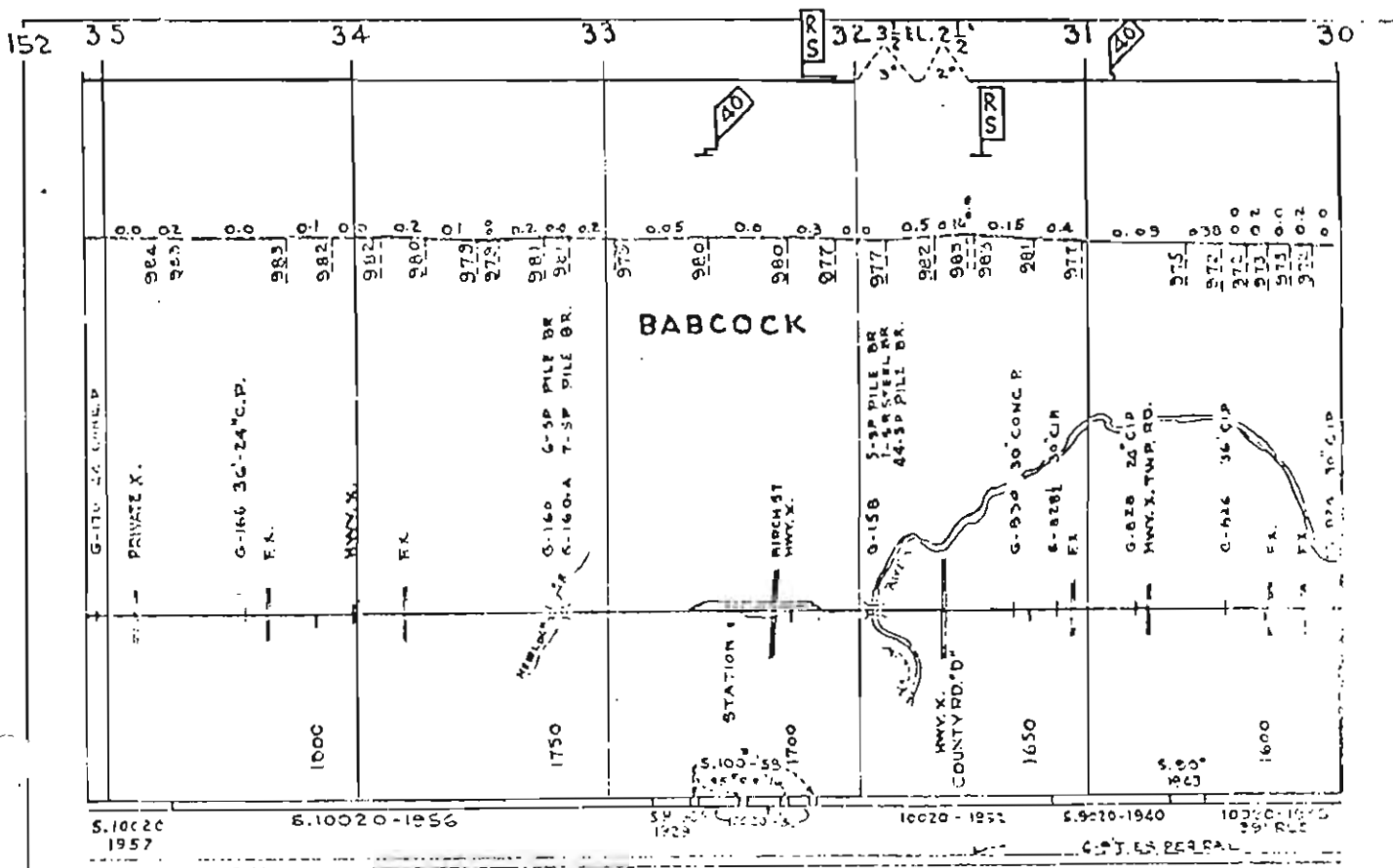
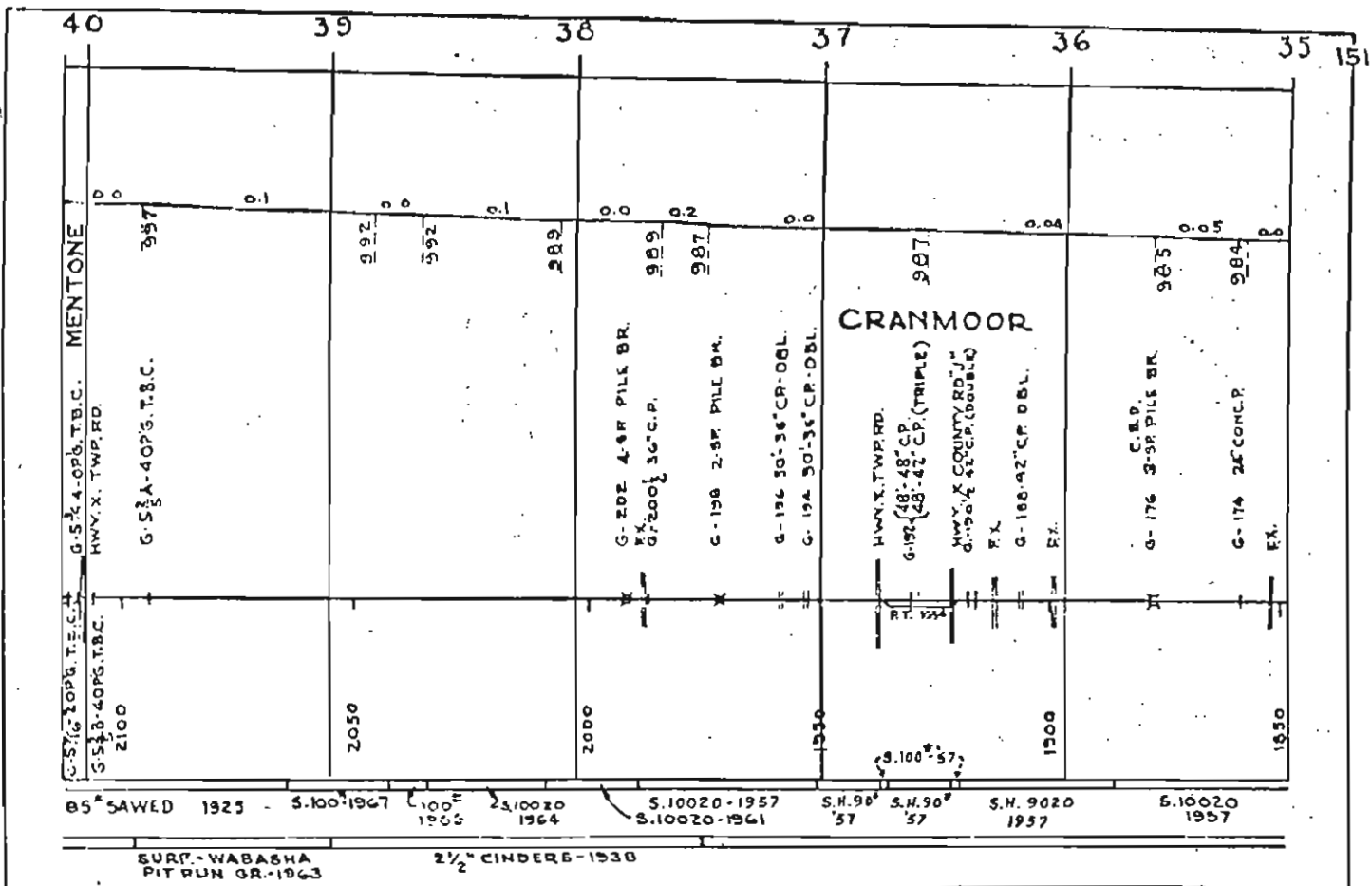


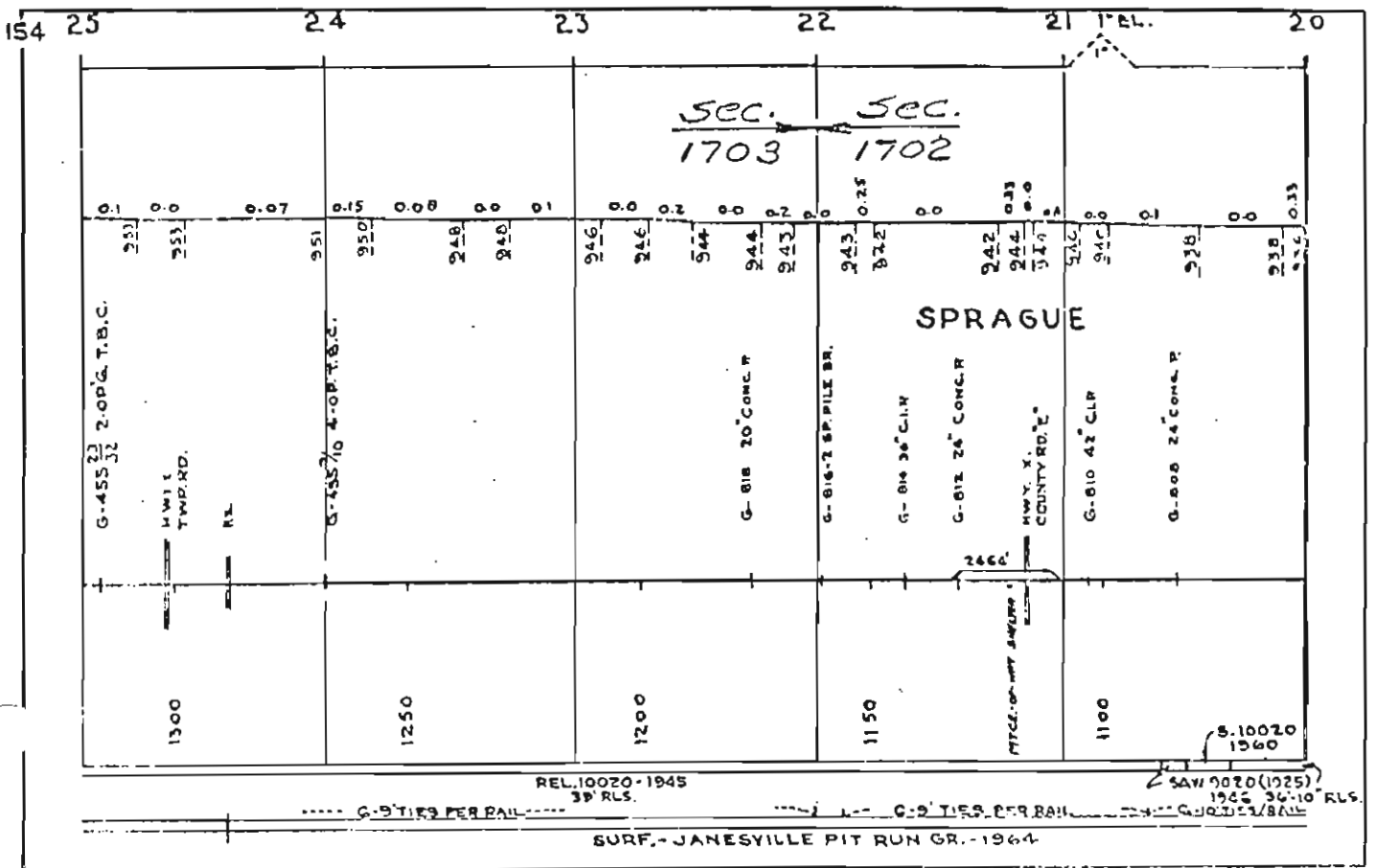
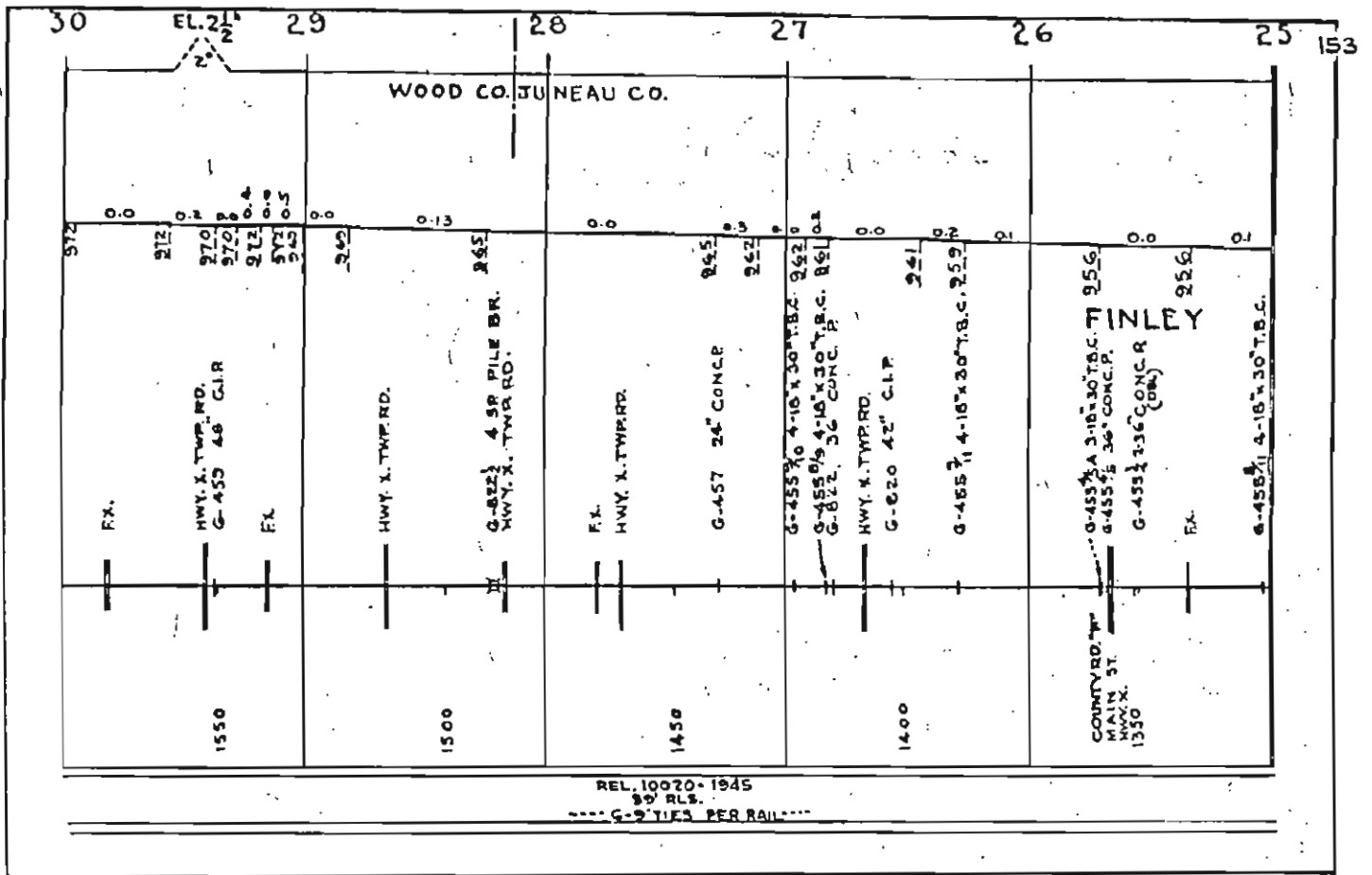




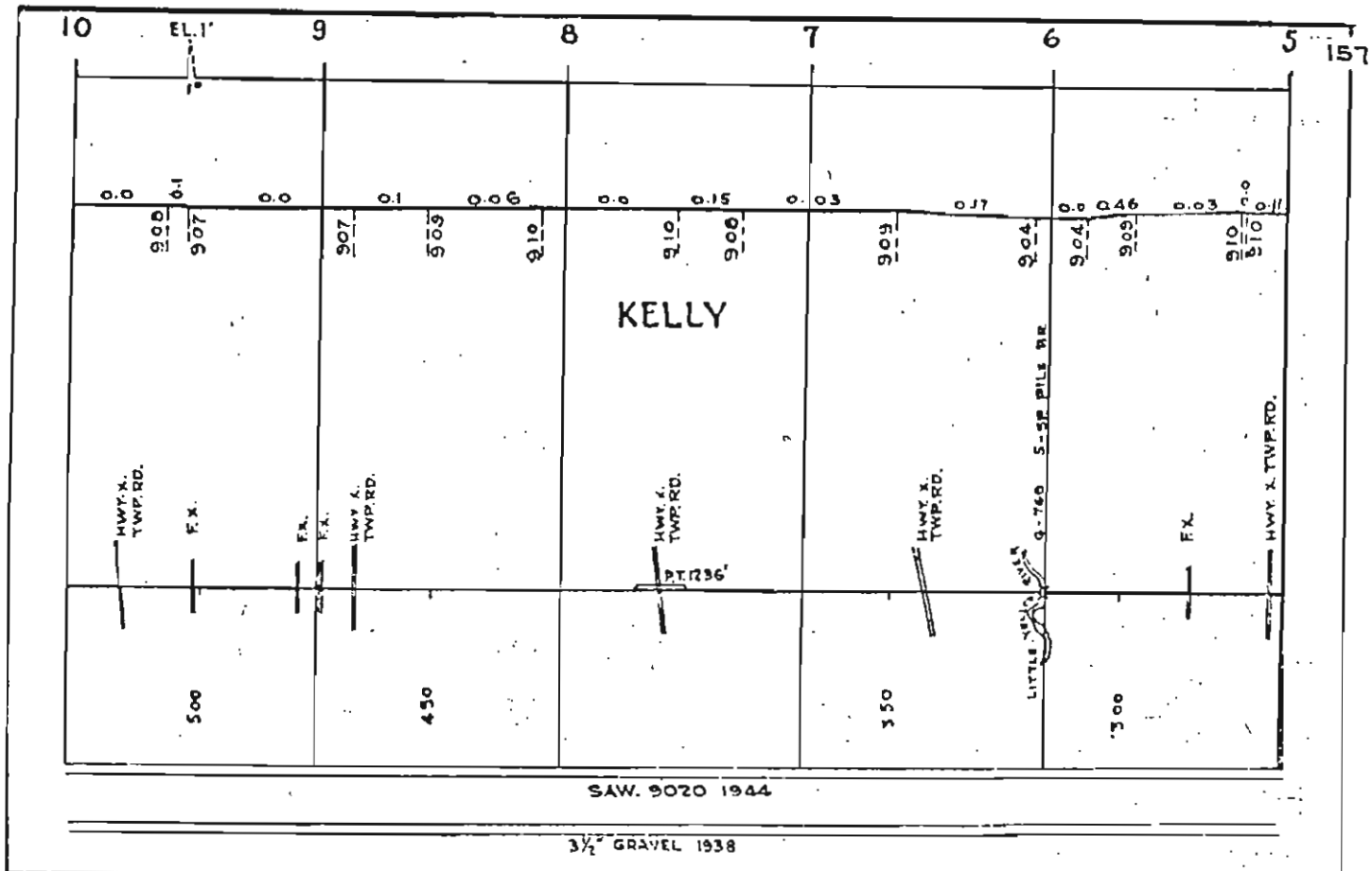
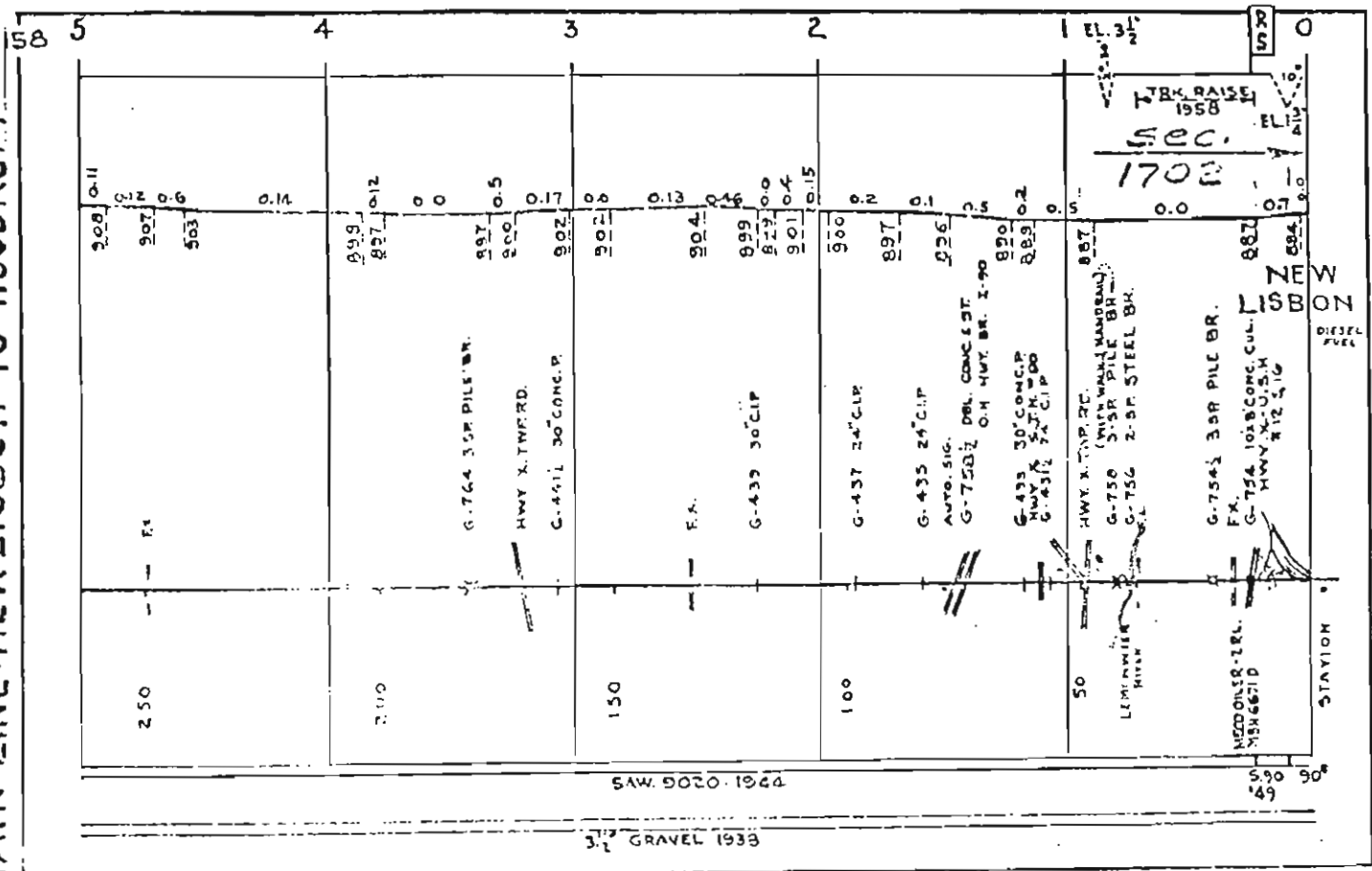


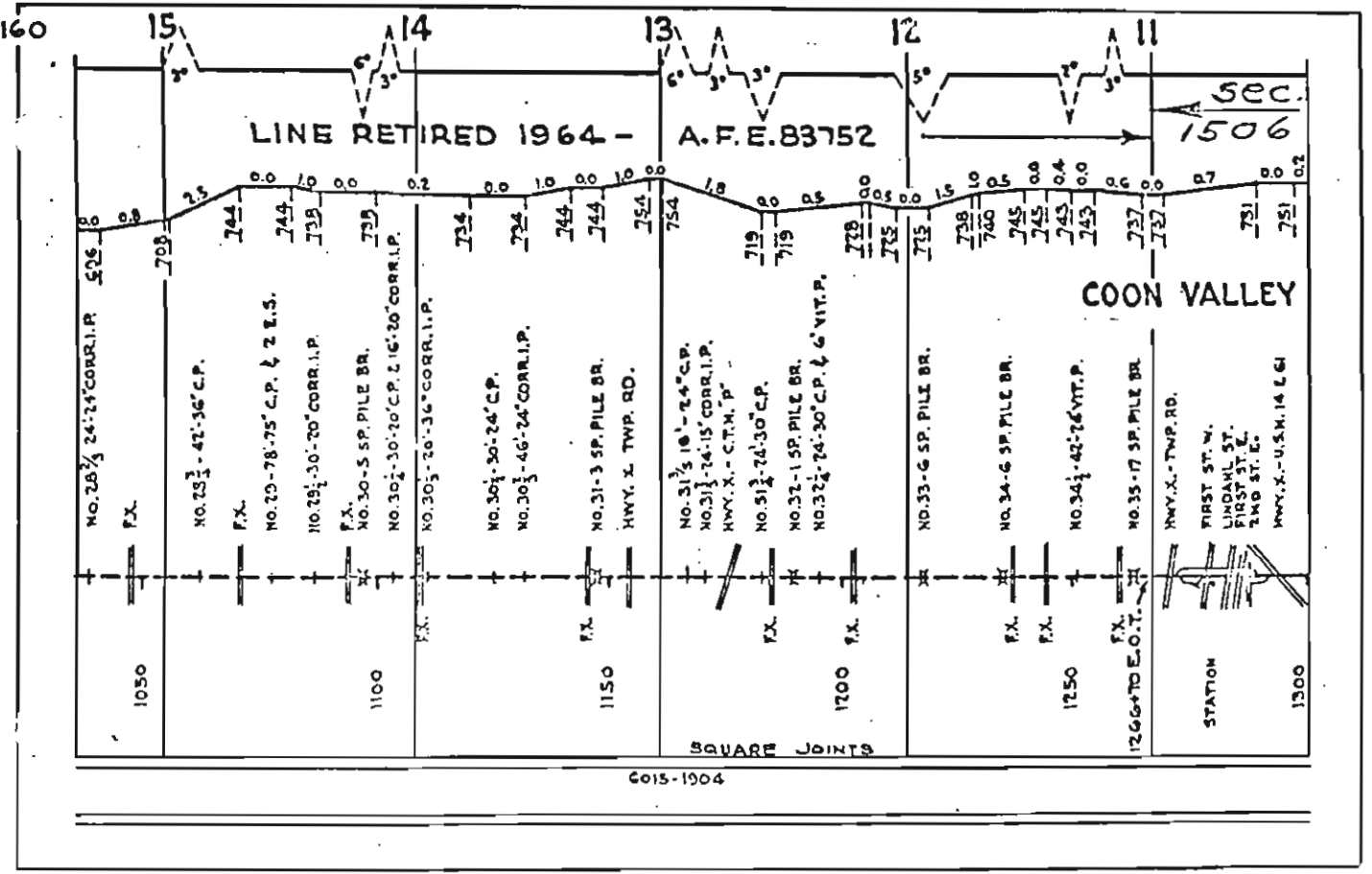
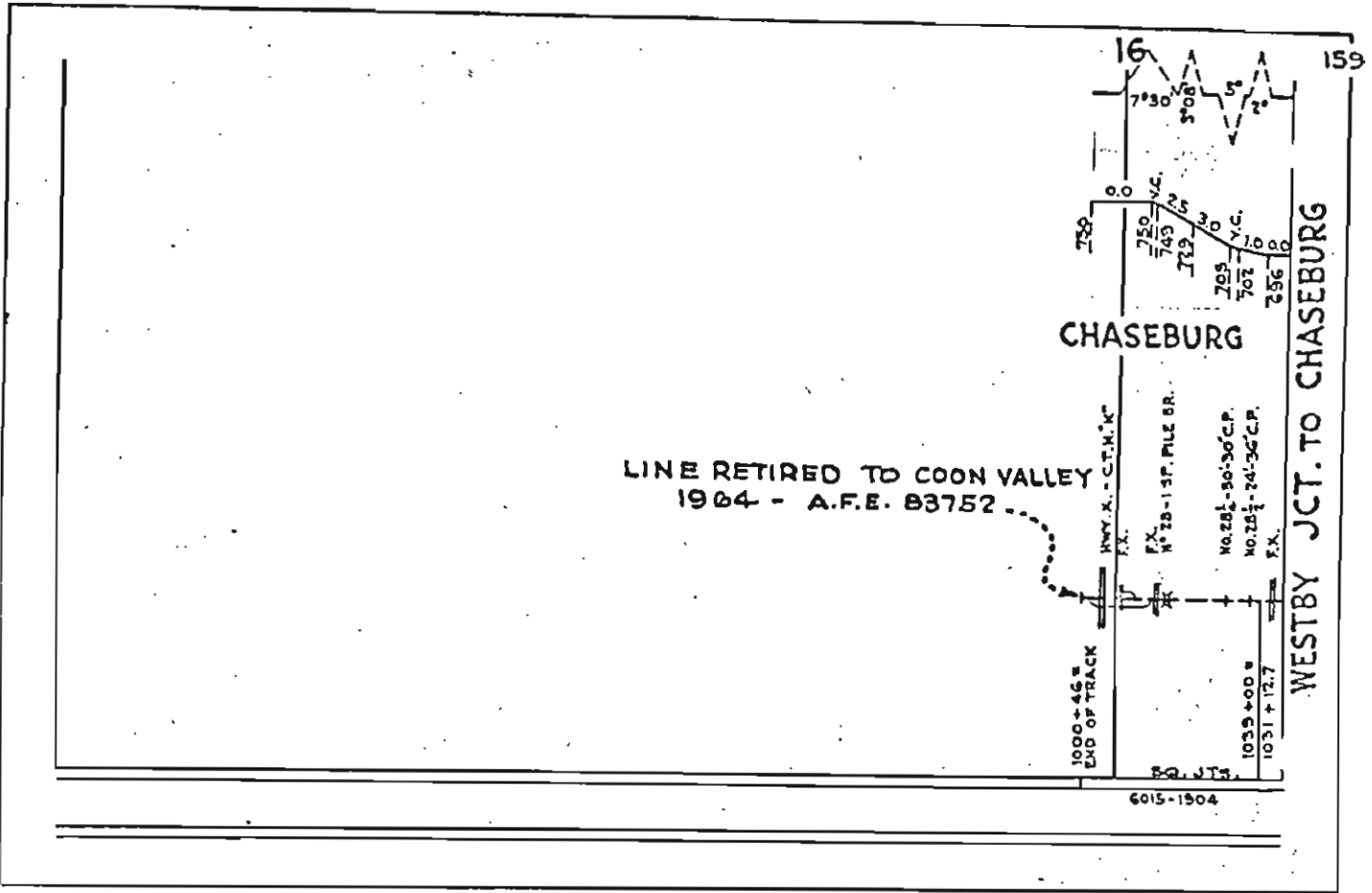


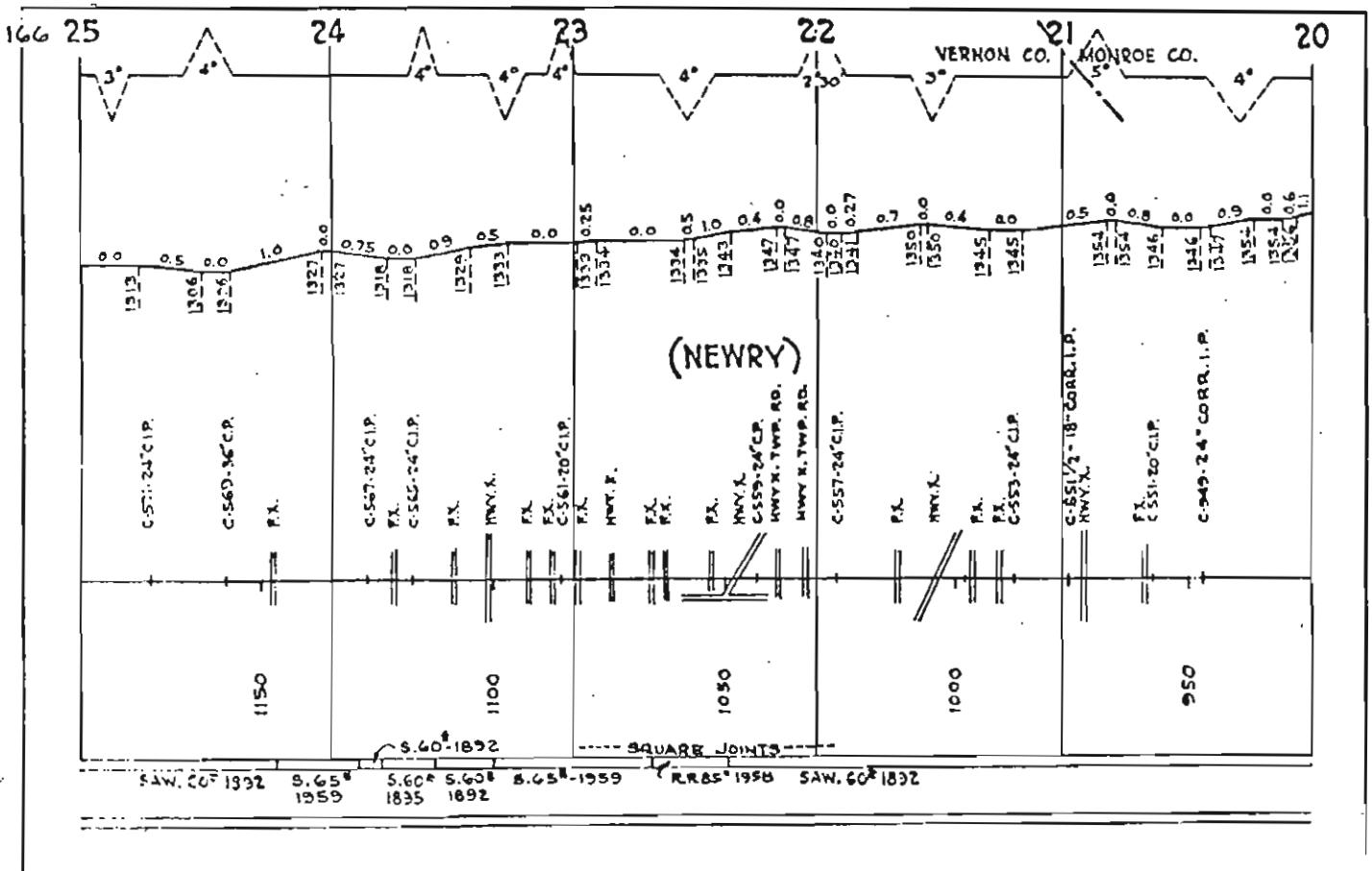
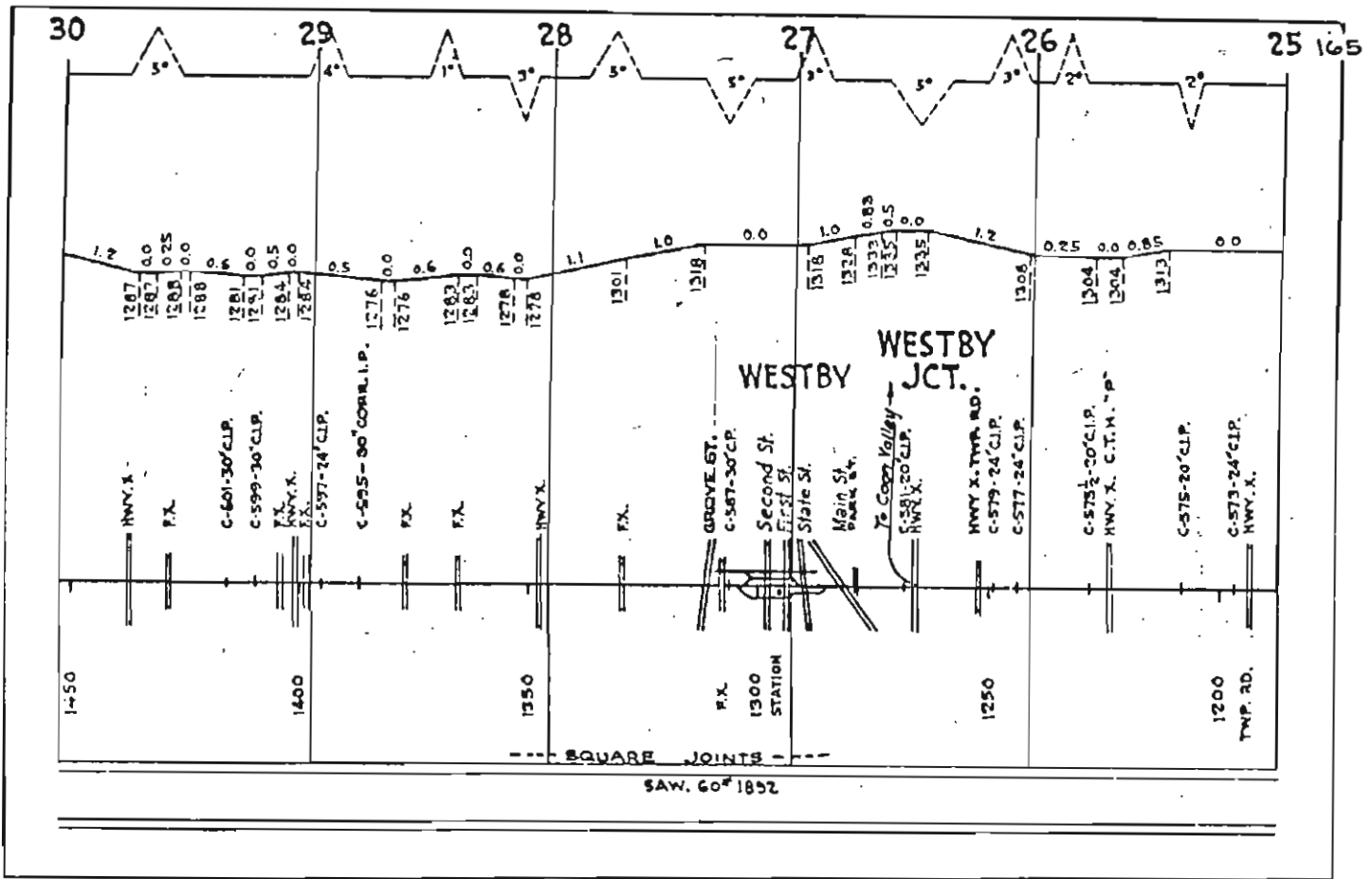


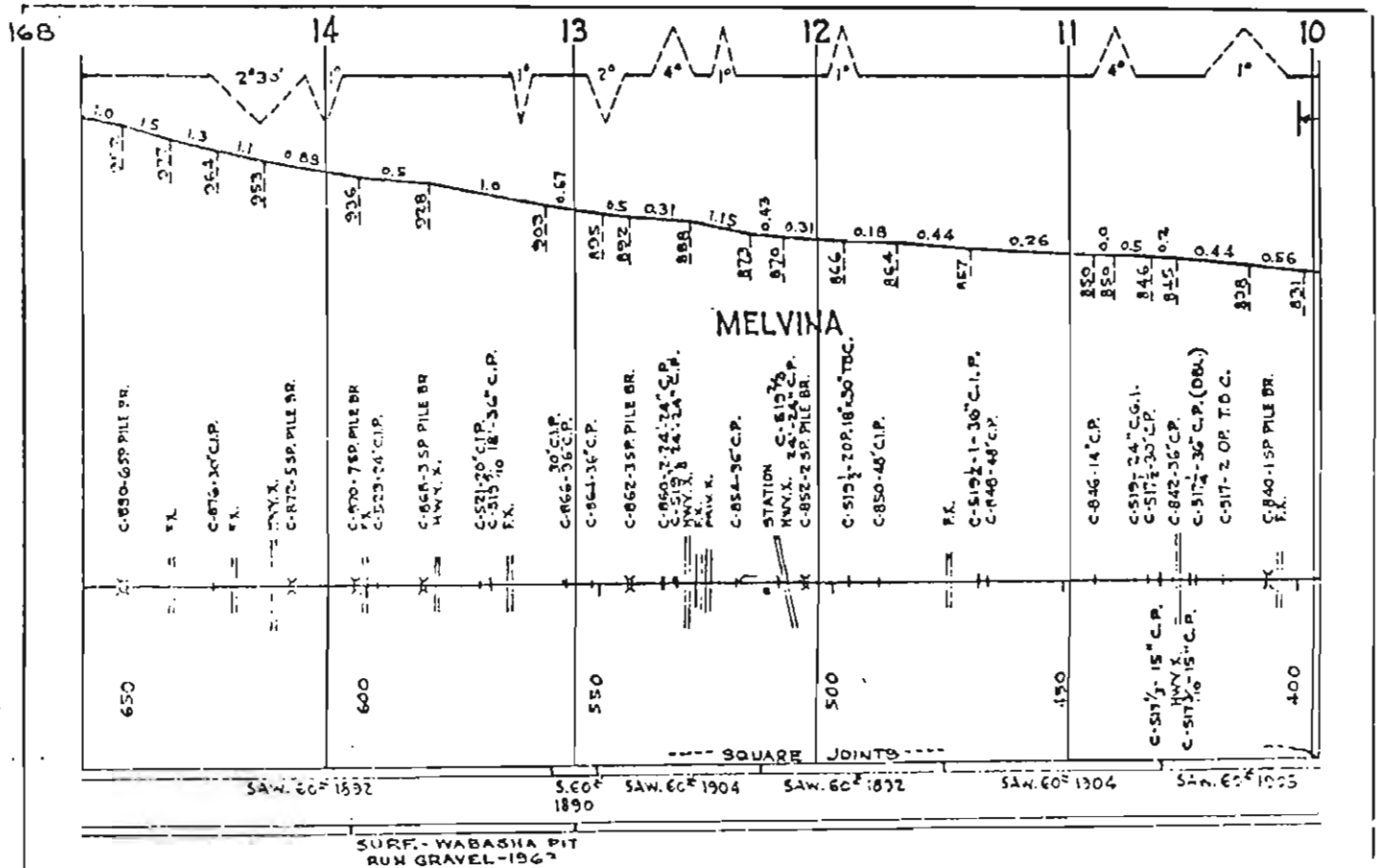
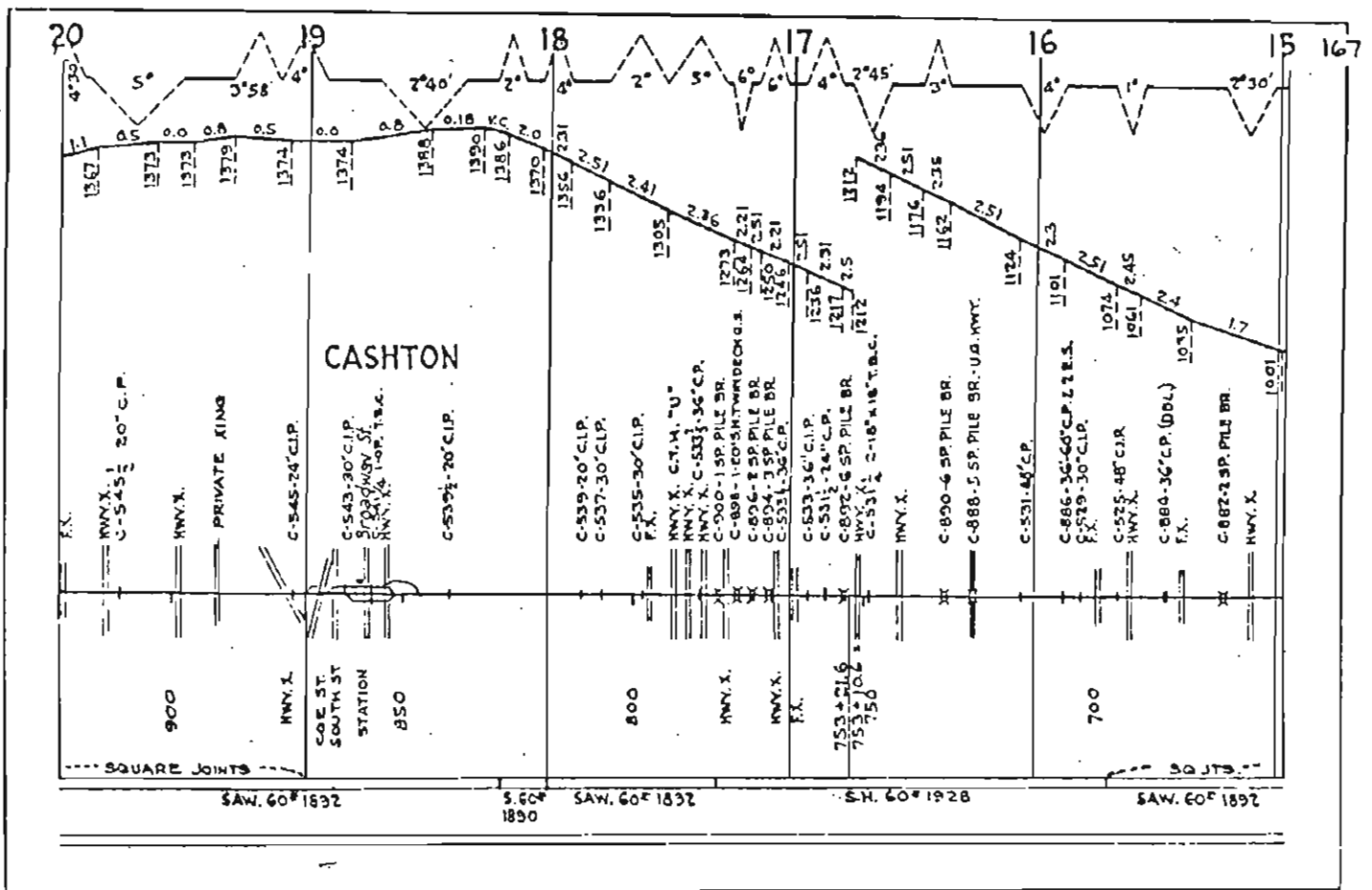


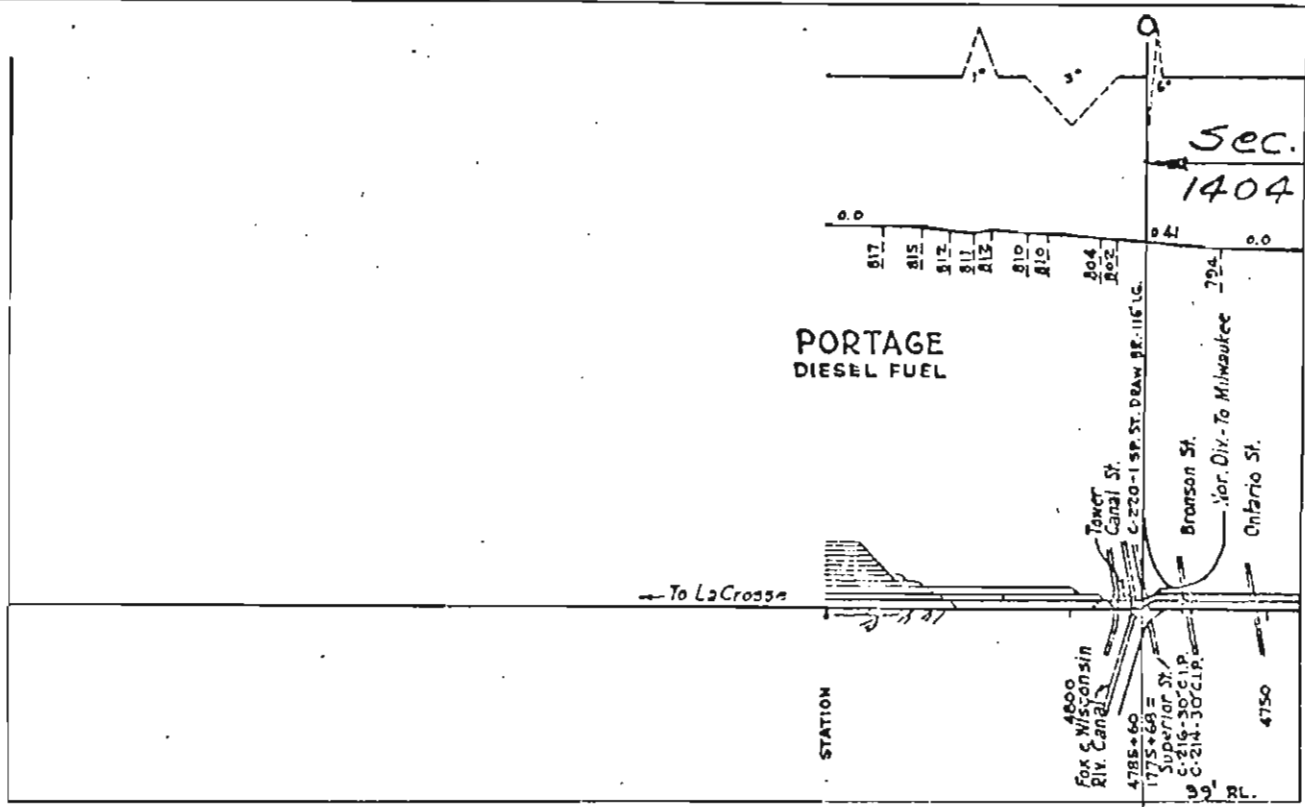
MAIN LINE: NEW-LIBSON TO WOODRUFF



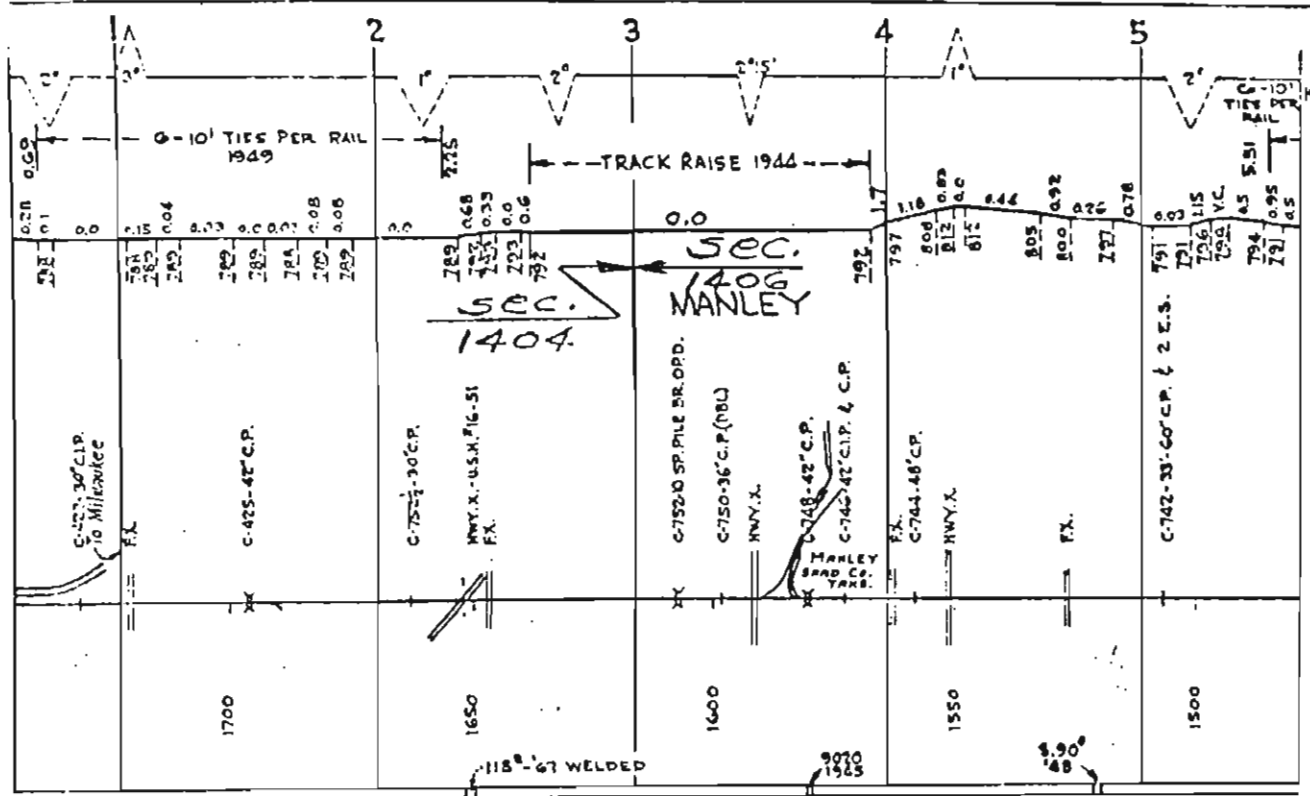








REL. 11225
1948

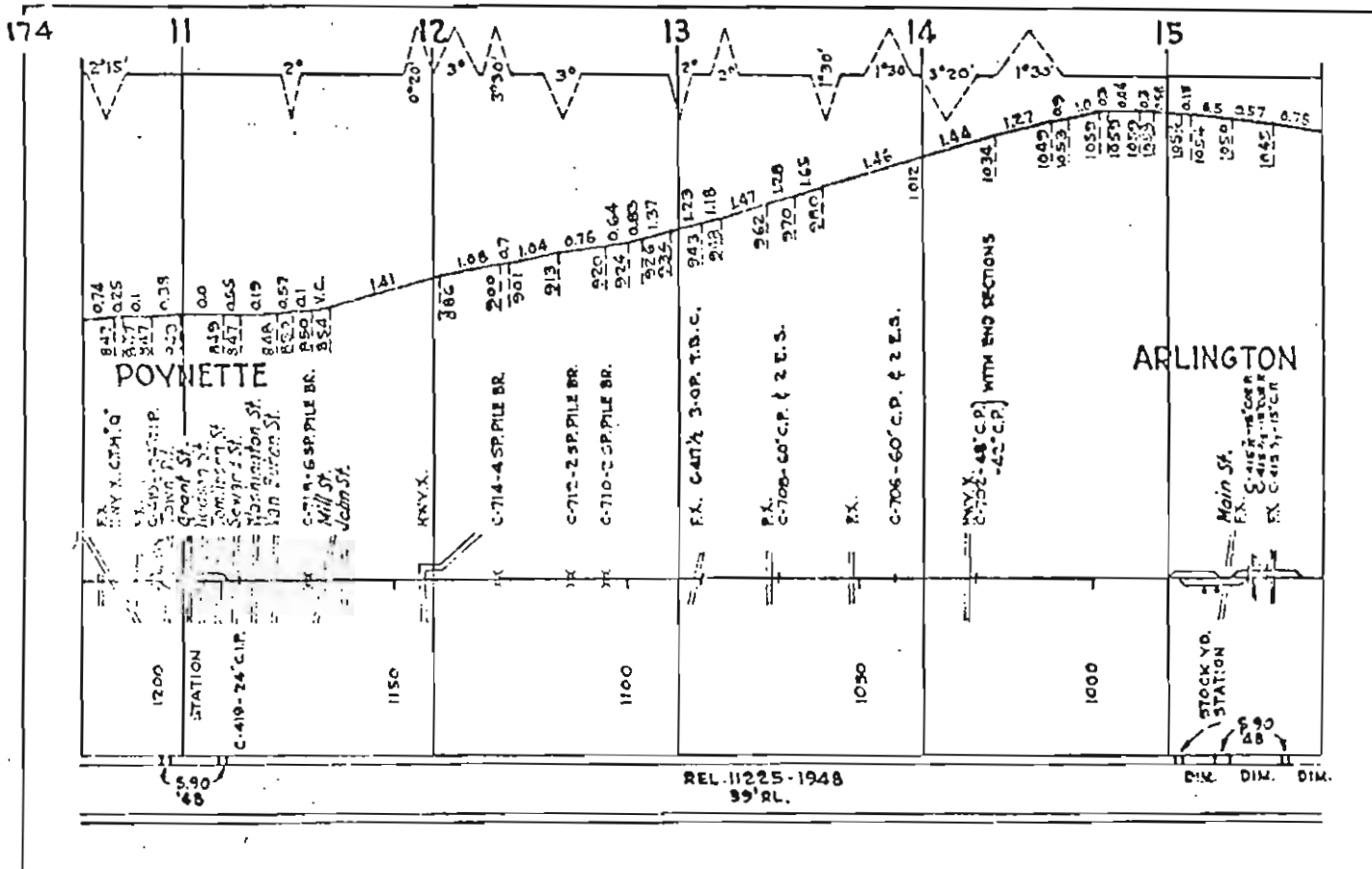
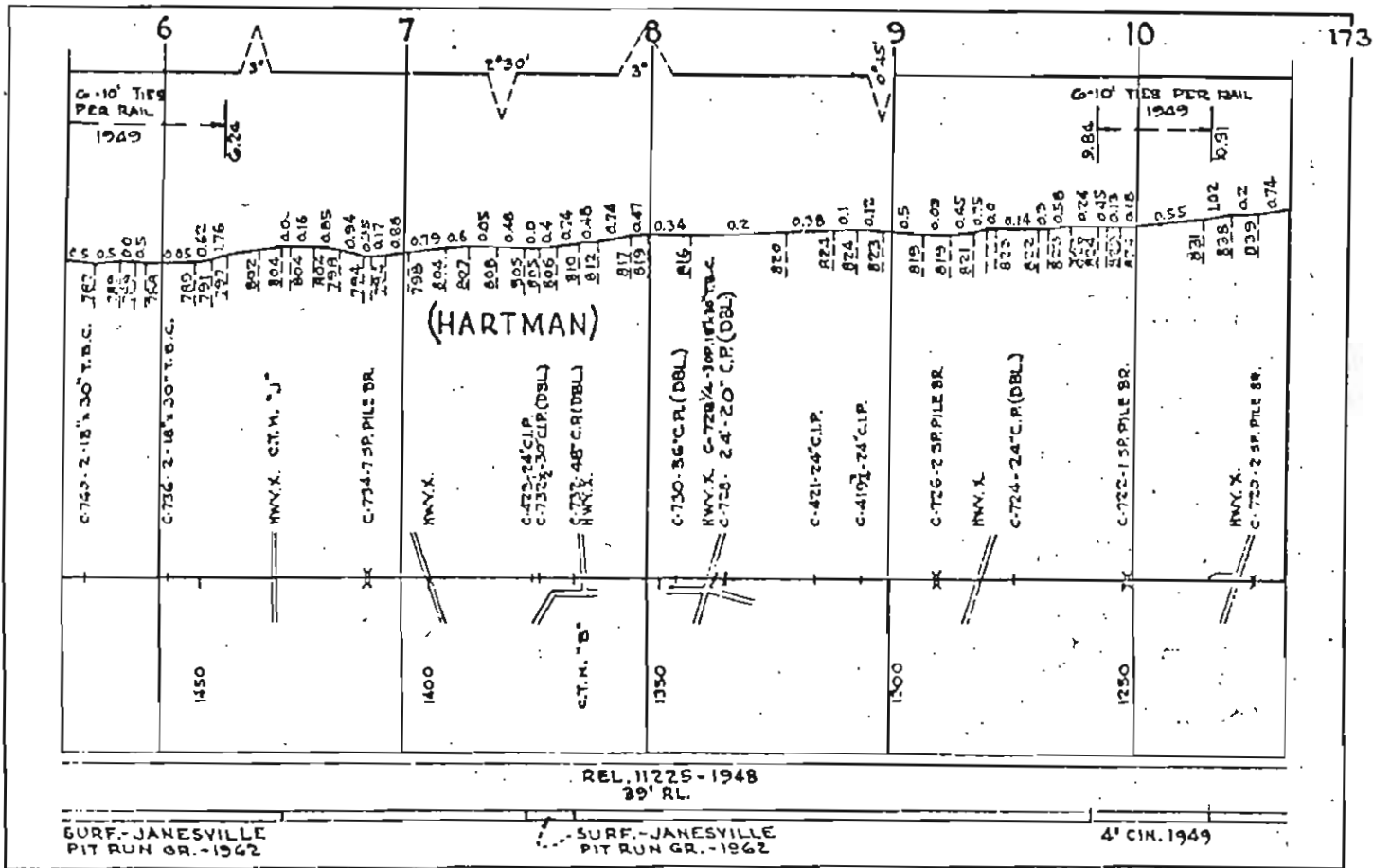


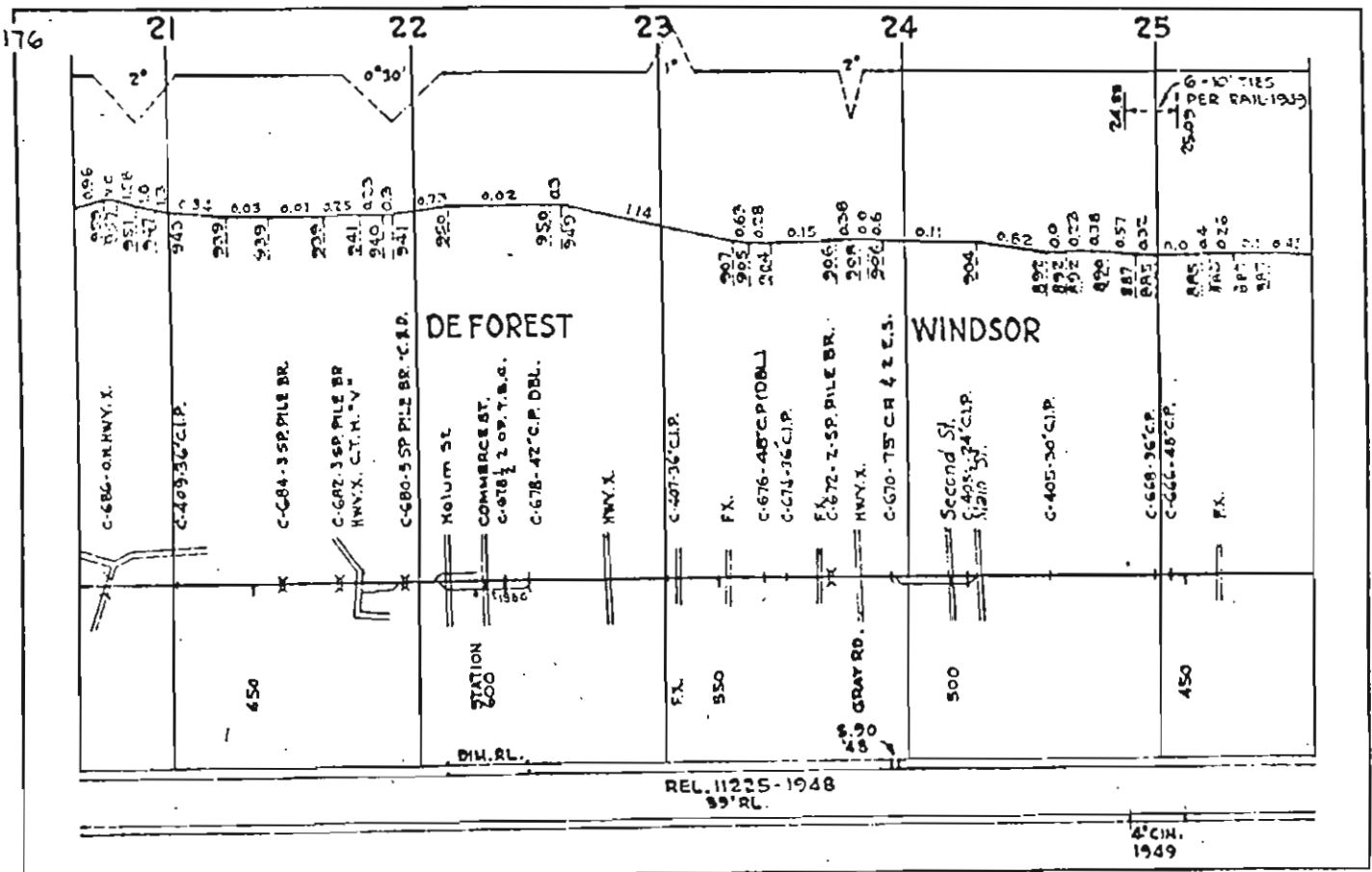
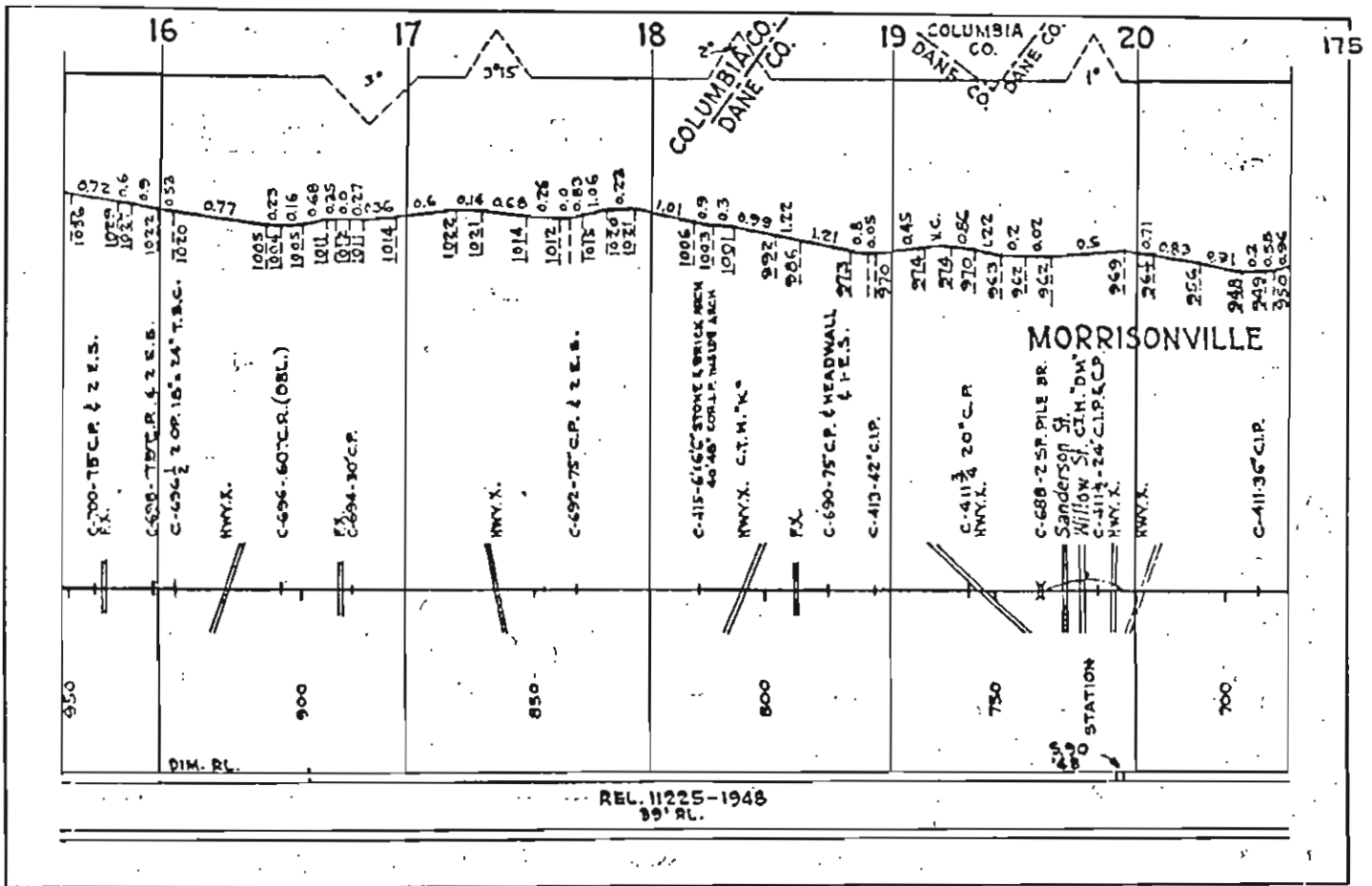
REL. 11225-1948
99' RL.

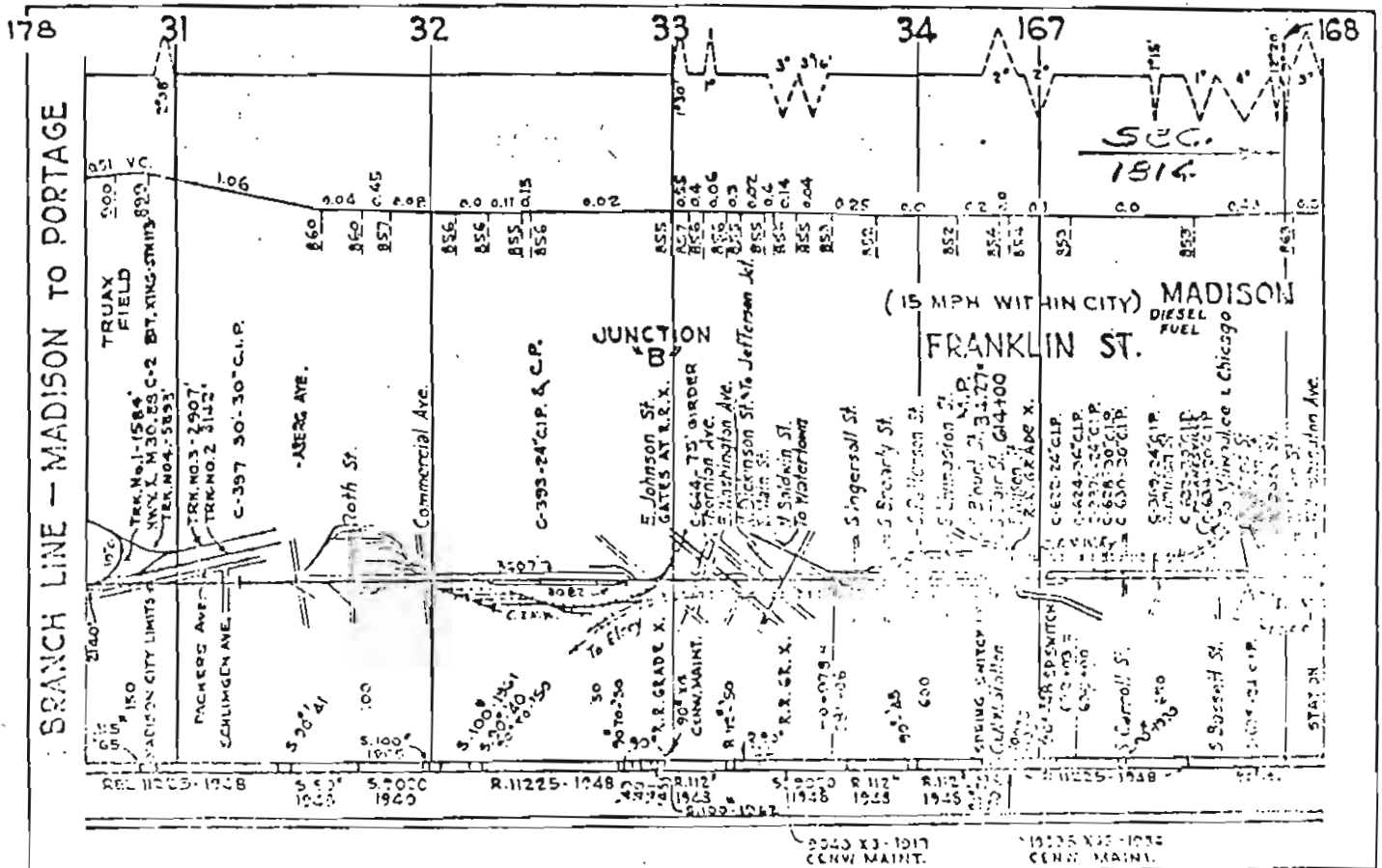
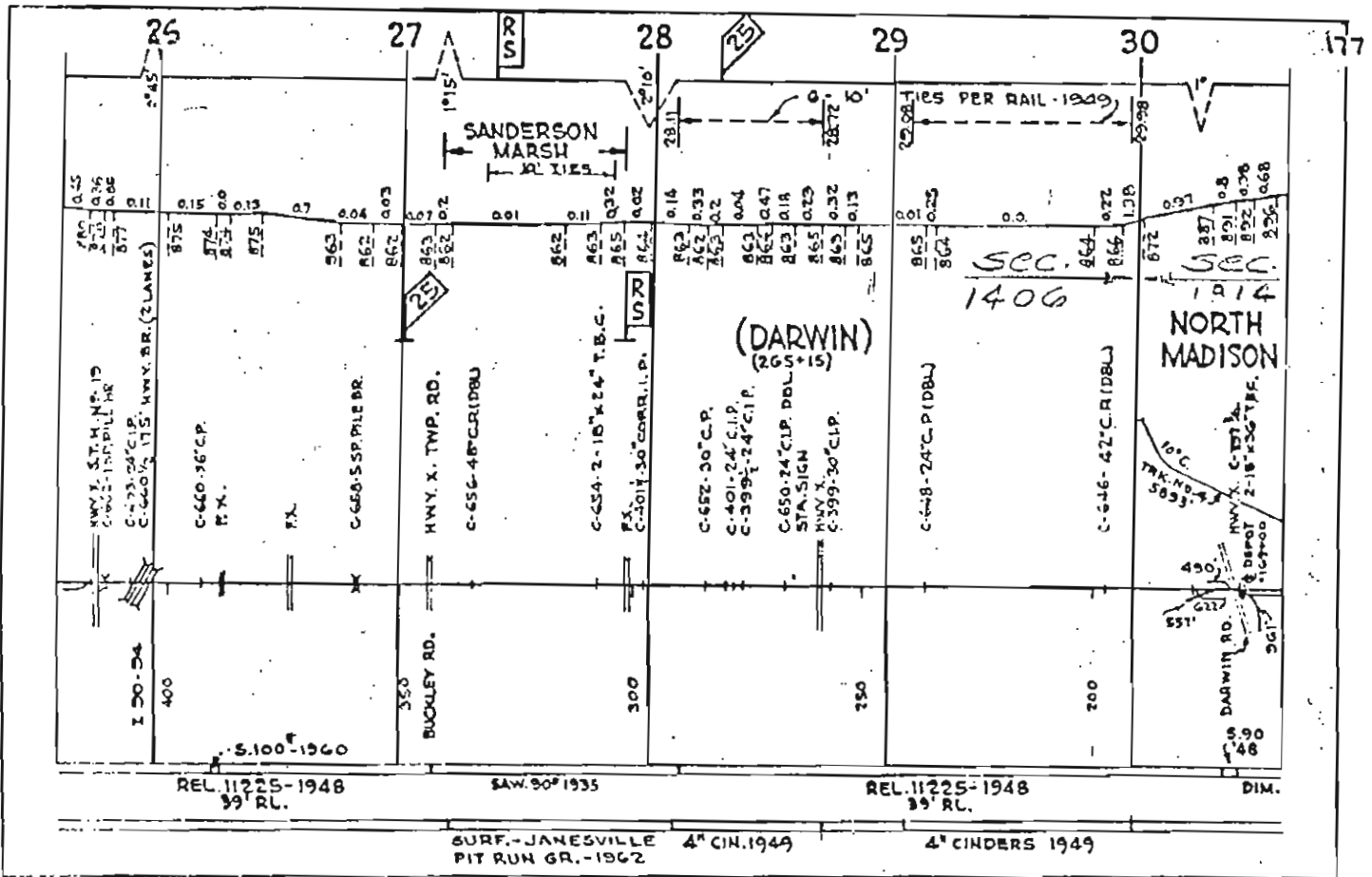
4" CINDERS 1949

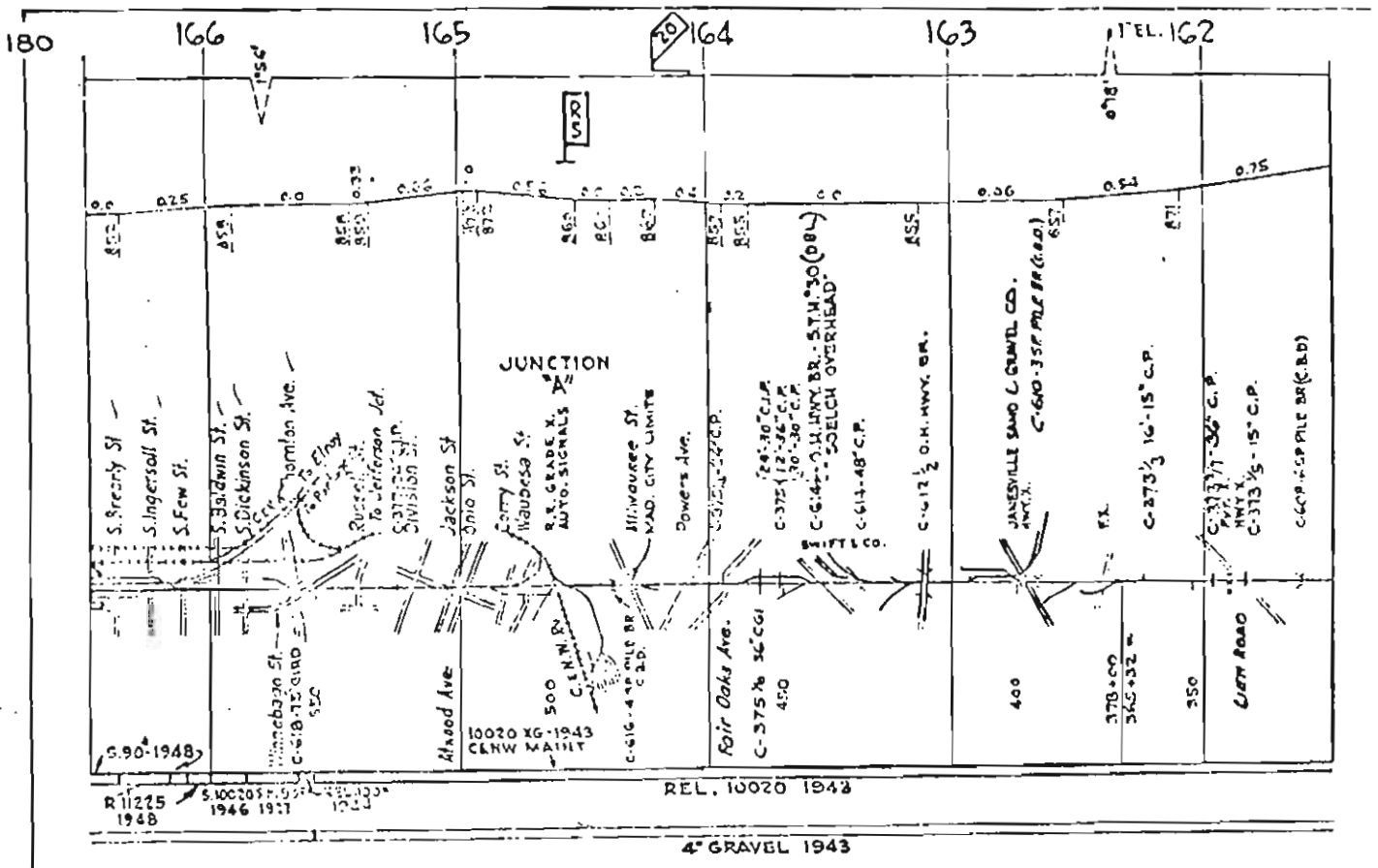
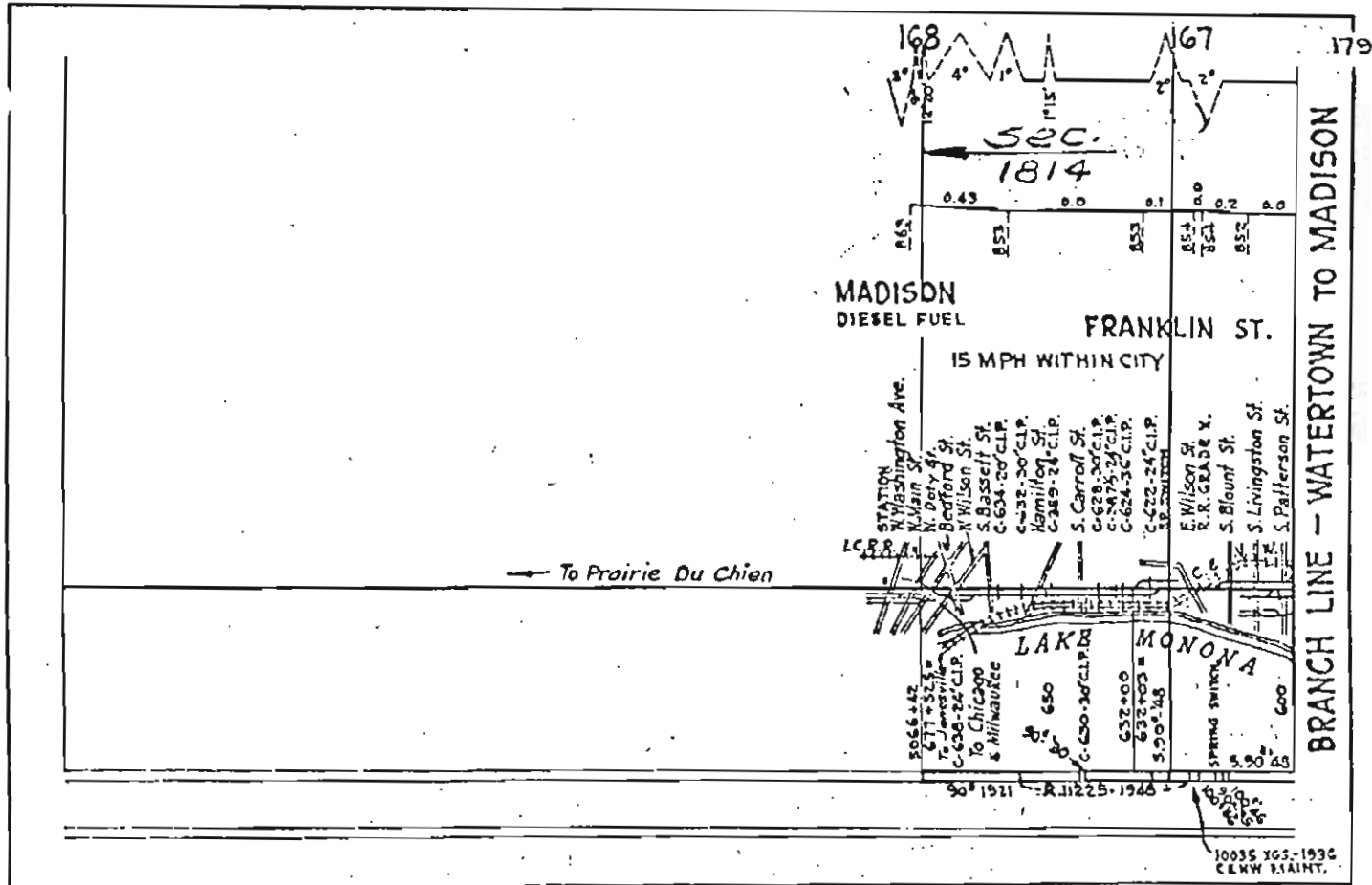
SURF. - JANESVILLE PIT RUN GR. - 62

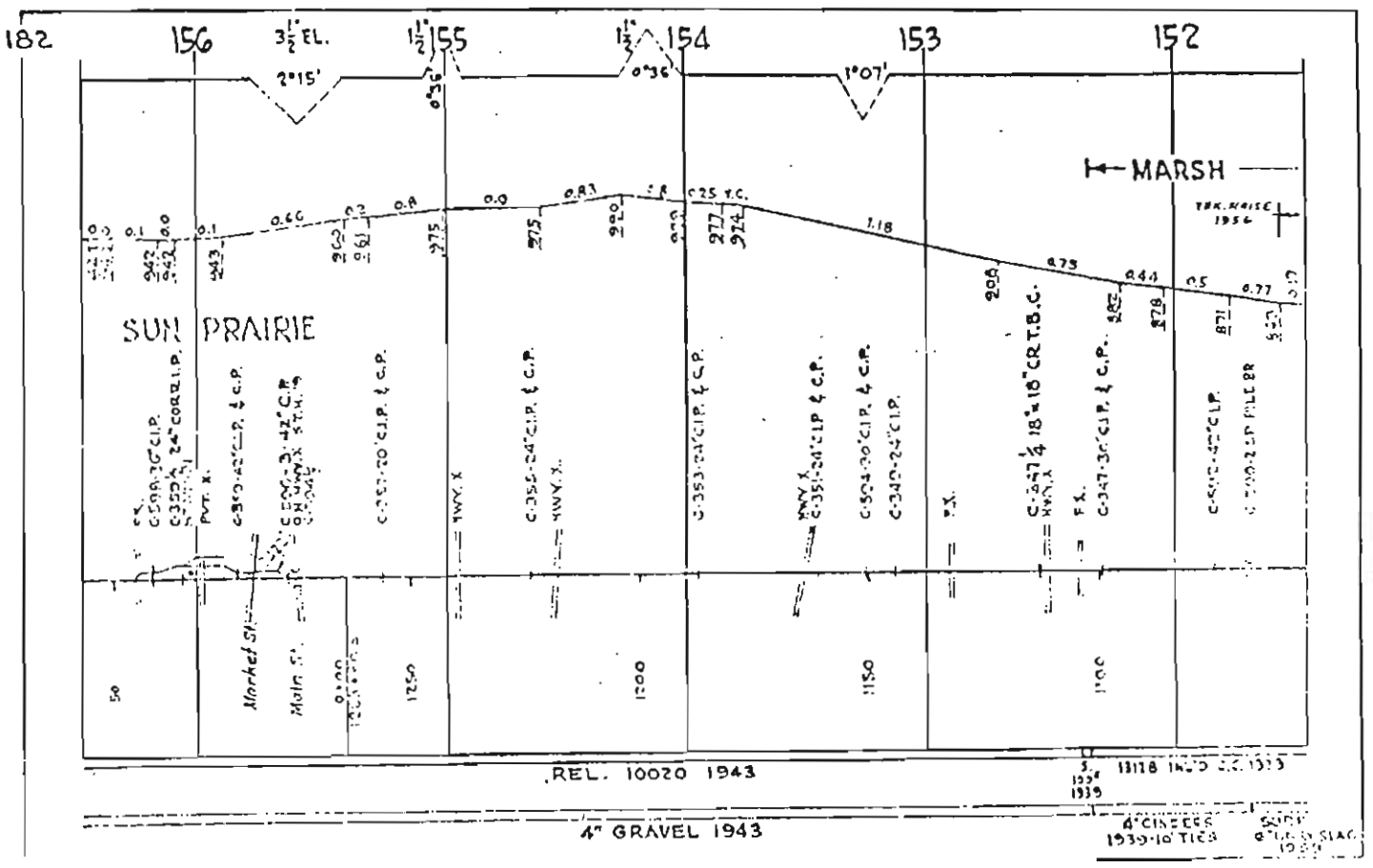
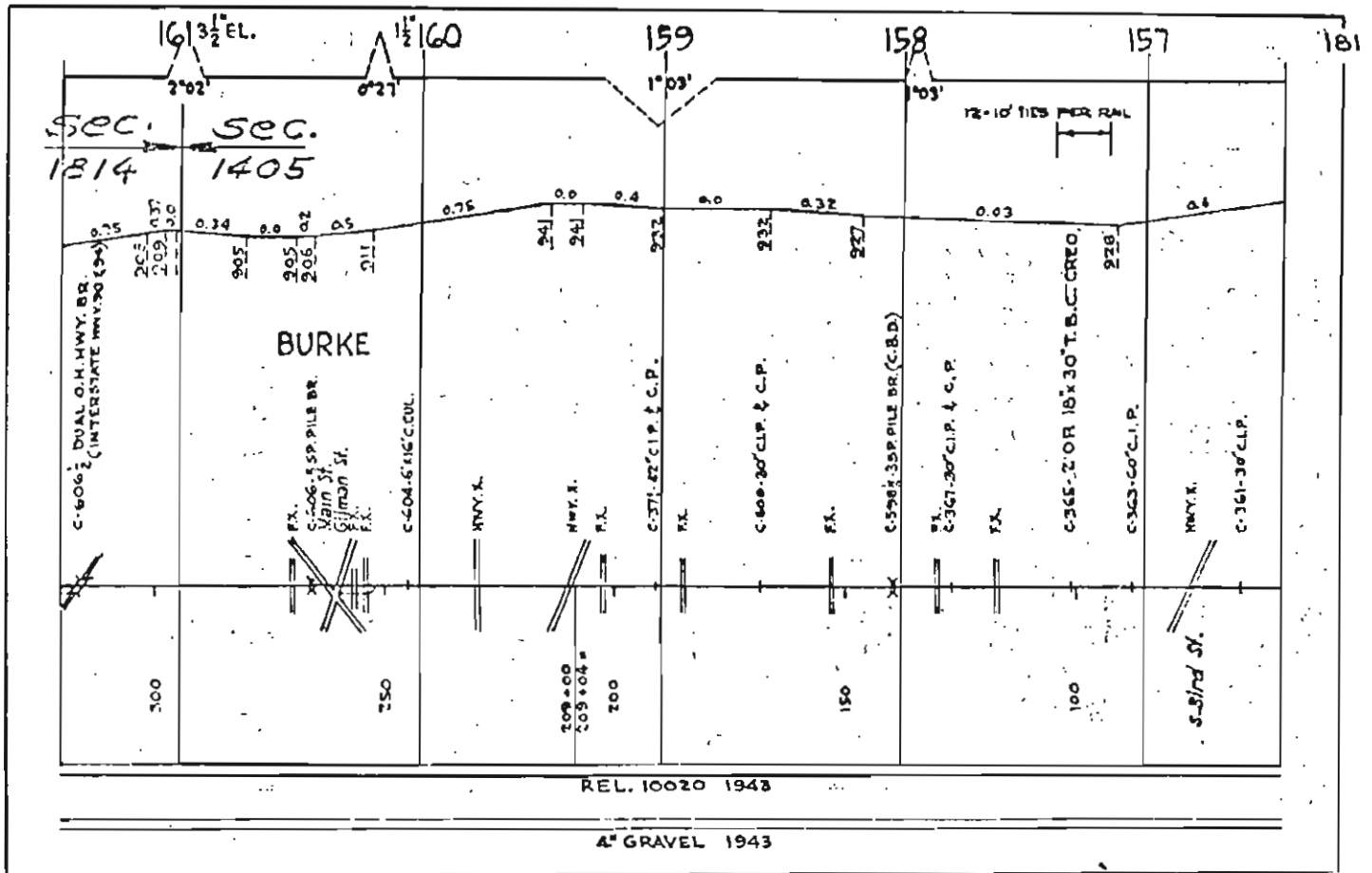
SURF. - JANESVILLE
PIT RUN GR. - 1962

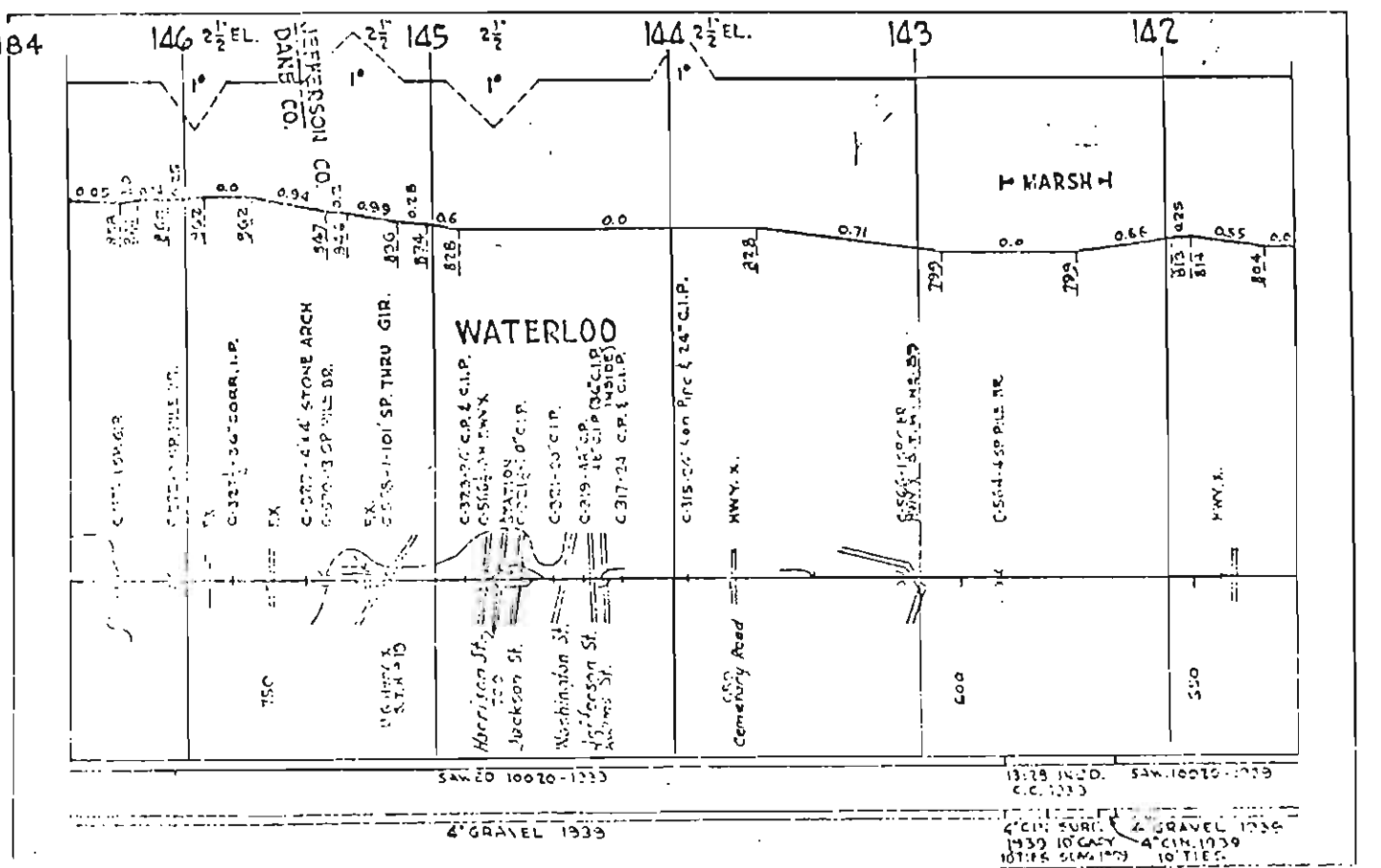
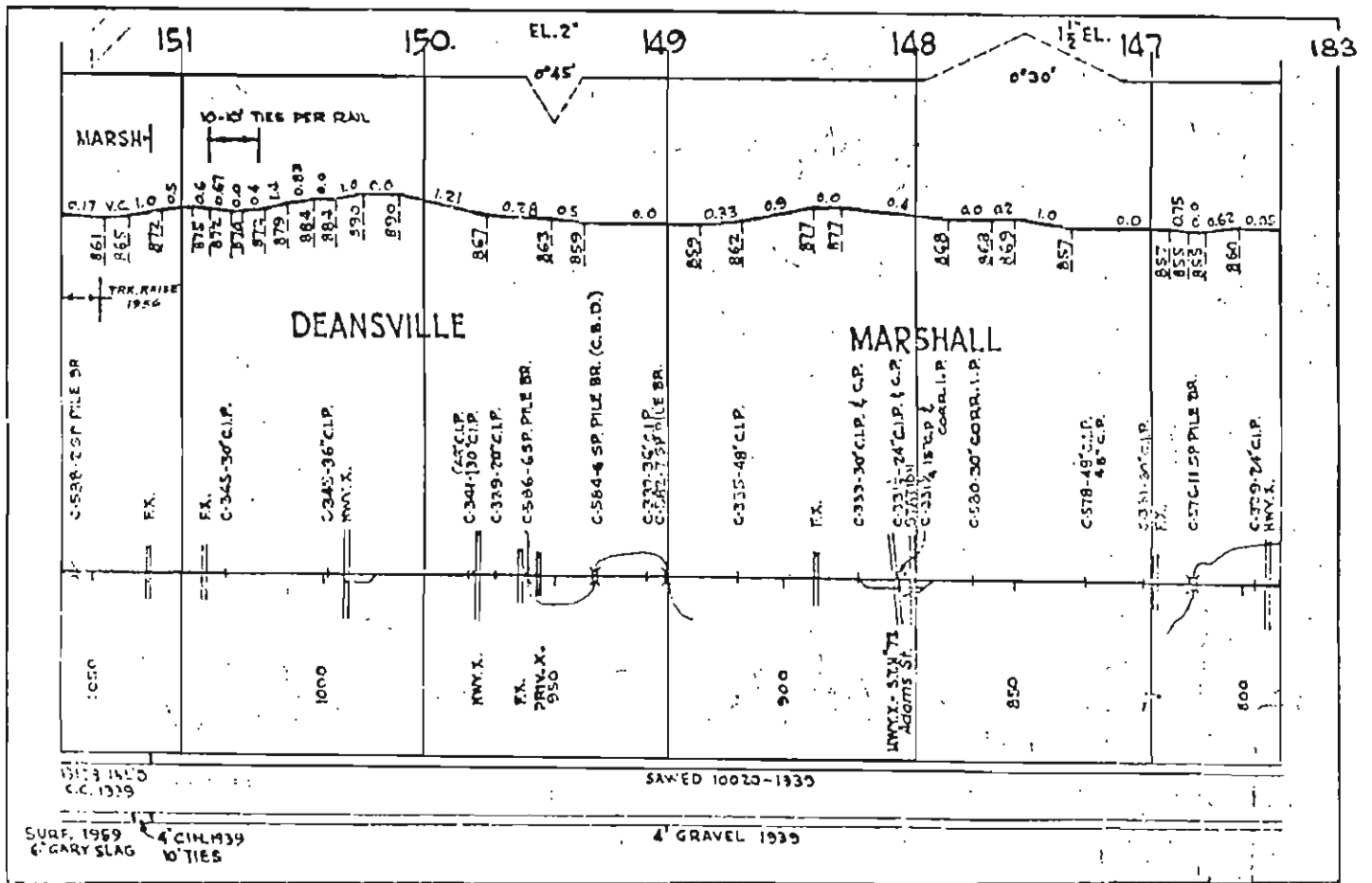


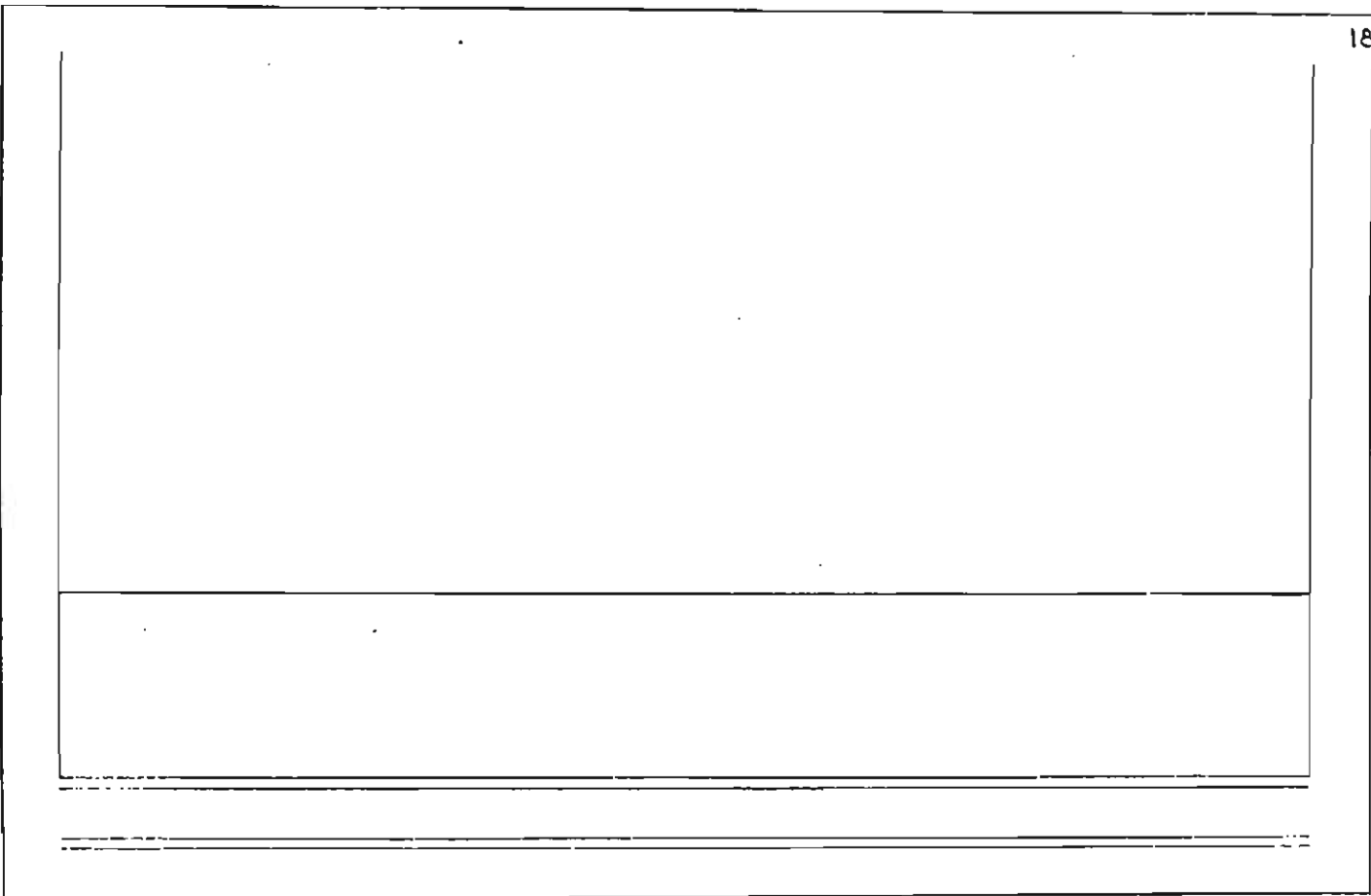




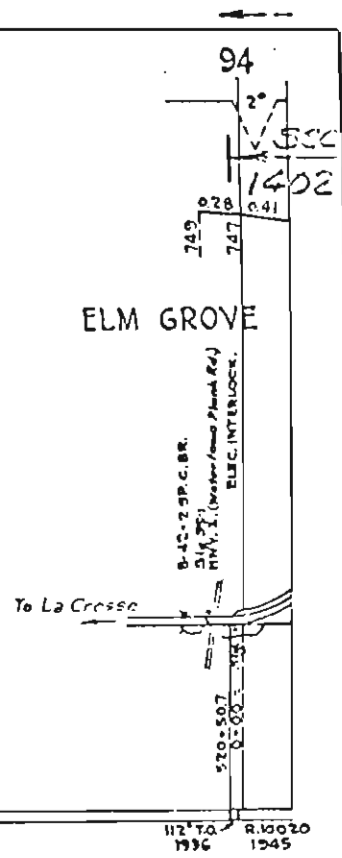


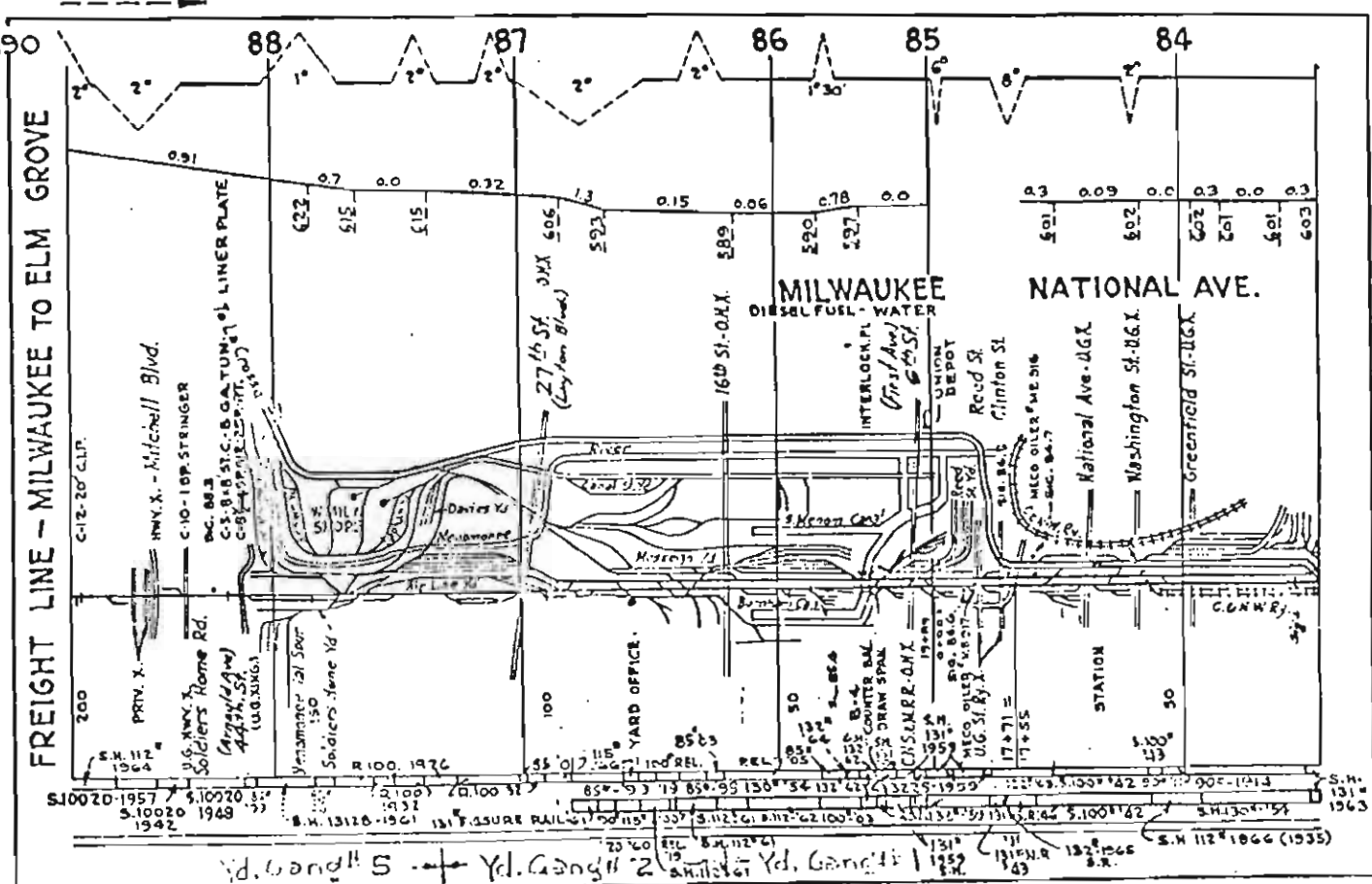
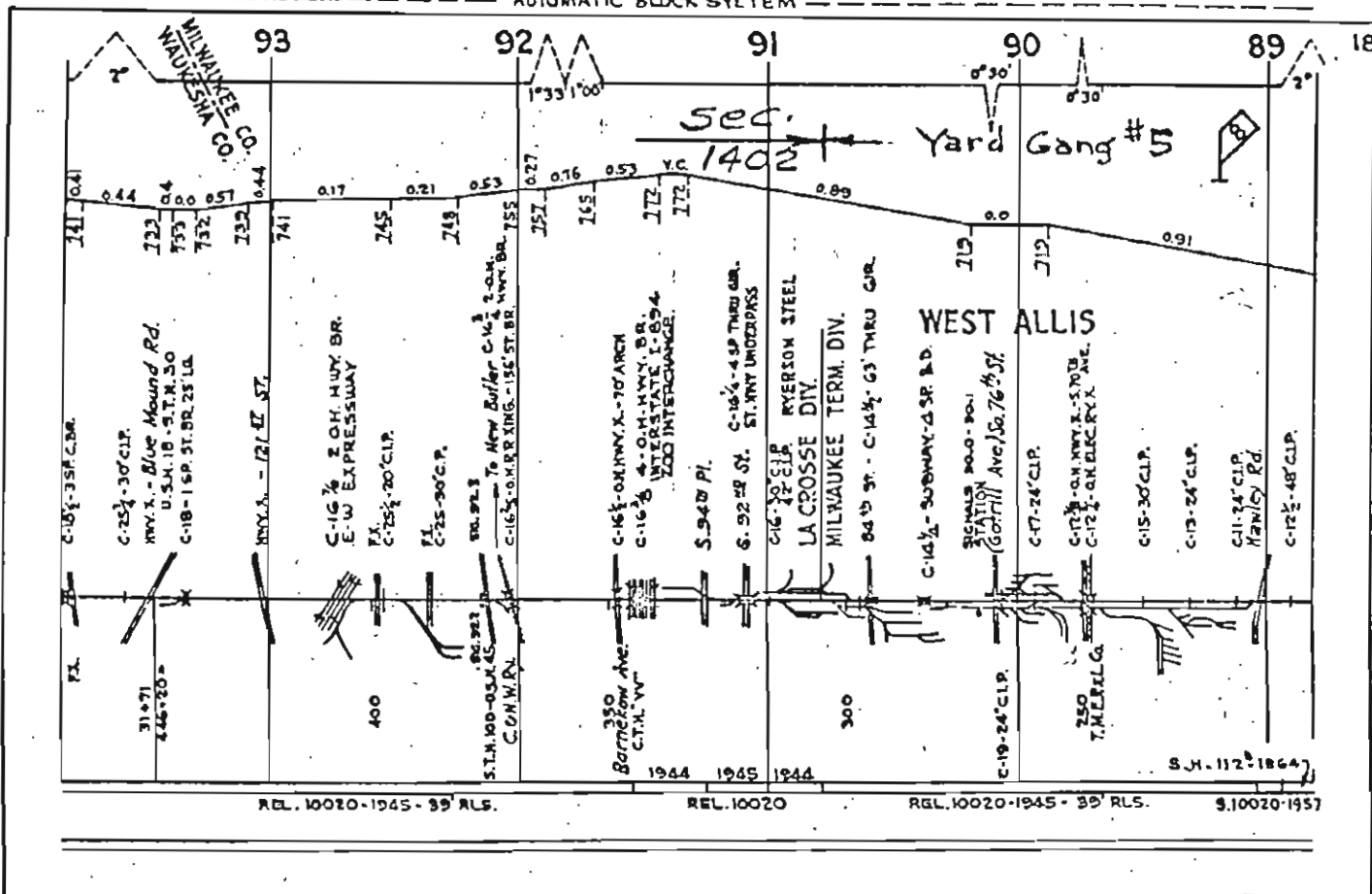




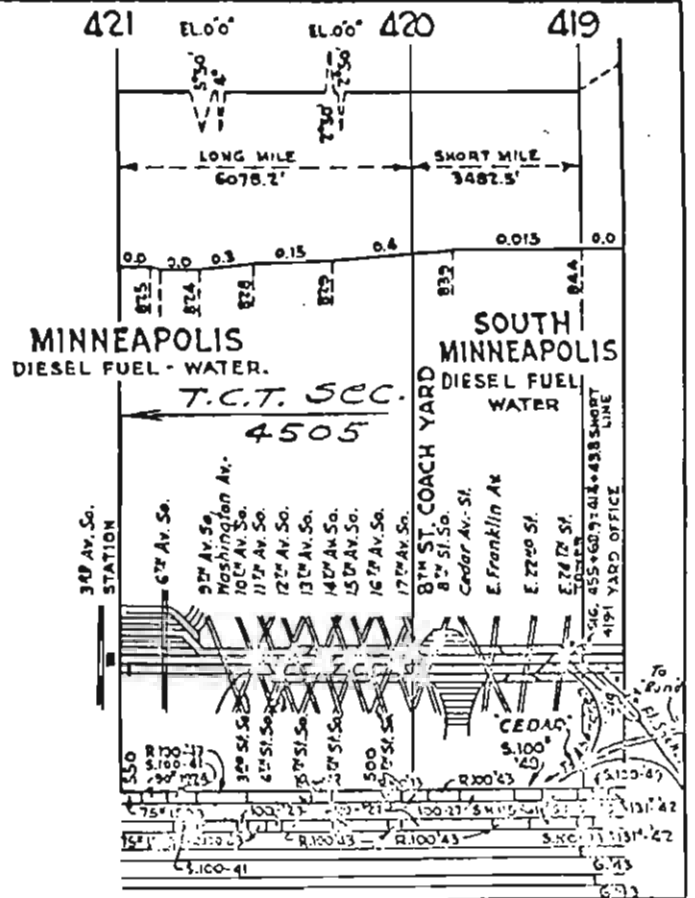


FREIGHT LINE - MILWAUKEE TO ELM GROVE

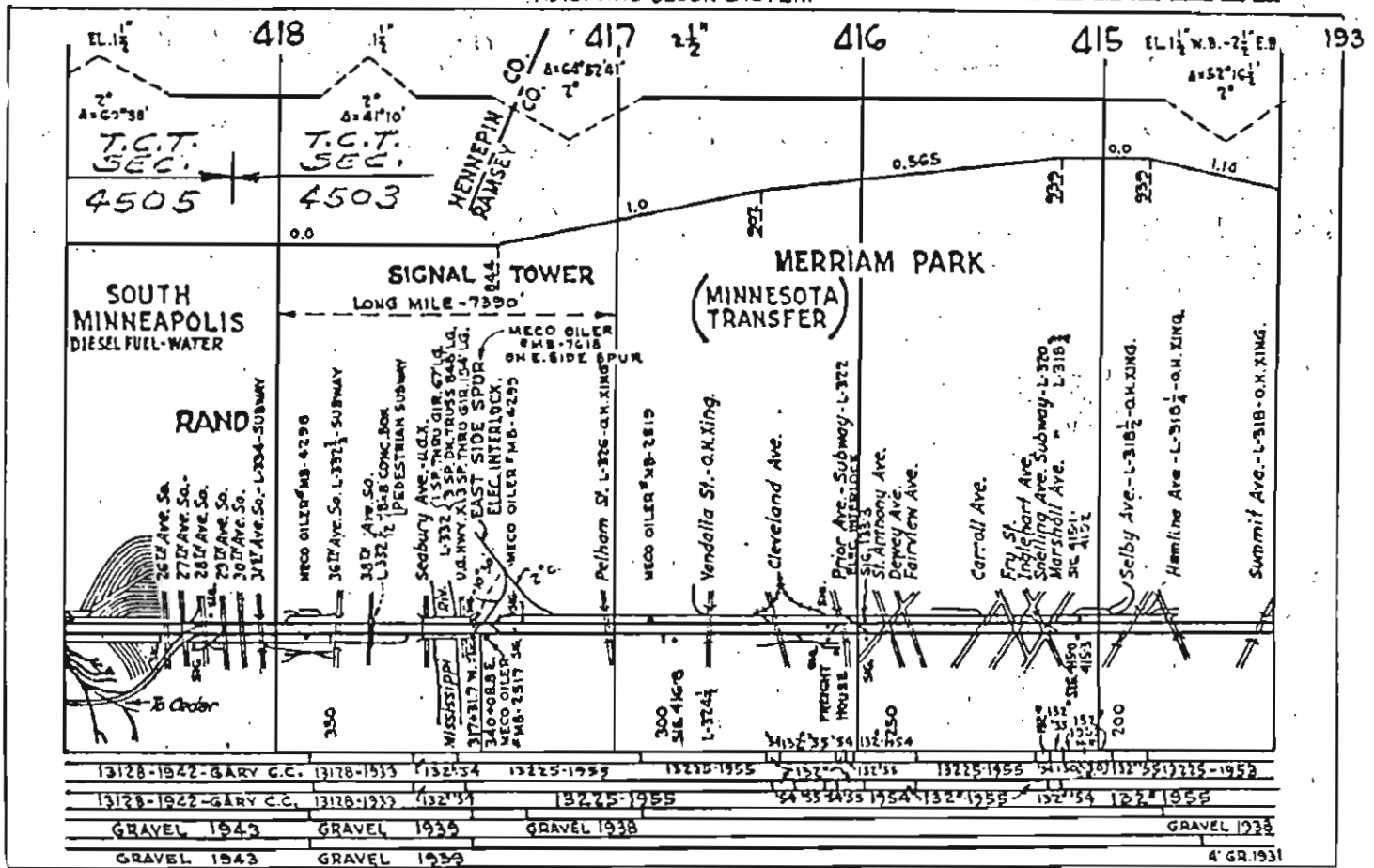




LACROSSE TO MINNEAPOLIS

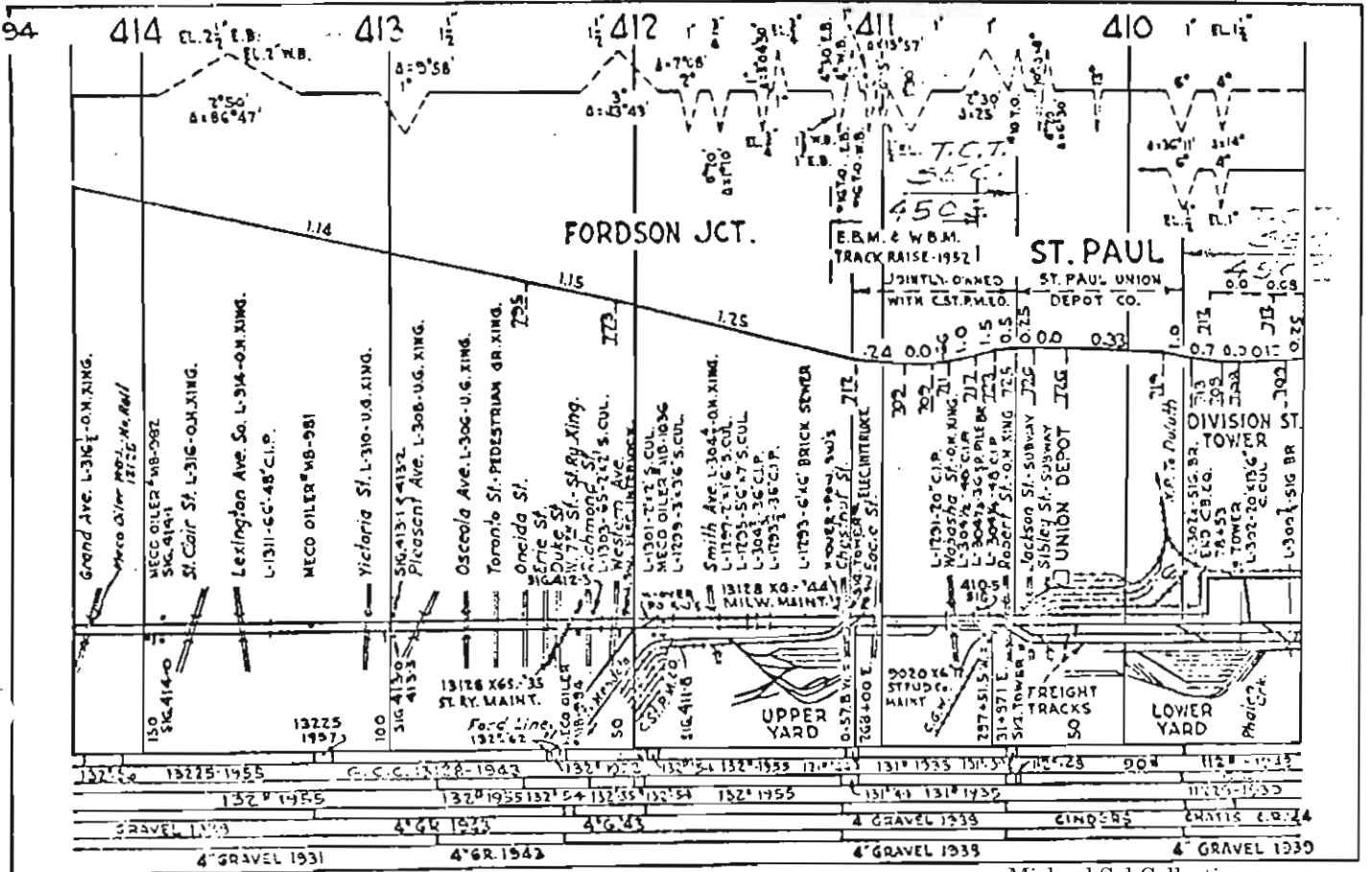


AUTOMATIC BLOCK SYSTEM



13128-1942-GARY C.C.	13178-1953	132154	13225-1959	13225-1955	13225	13225-1955	13225	13225-1955
13128-1942-GARY C.C.	13178-1933	132154	13225-1959	13225-1955	13225	13225-1955	13225	13225-1955
GRAVEL 1943	GRAVEL 1935		GRAVEL 1938					GRAVEL 1938
GRAVEL 1943	GRAVEL 1935							4 GR. 1931

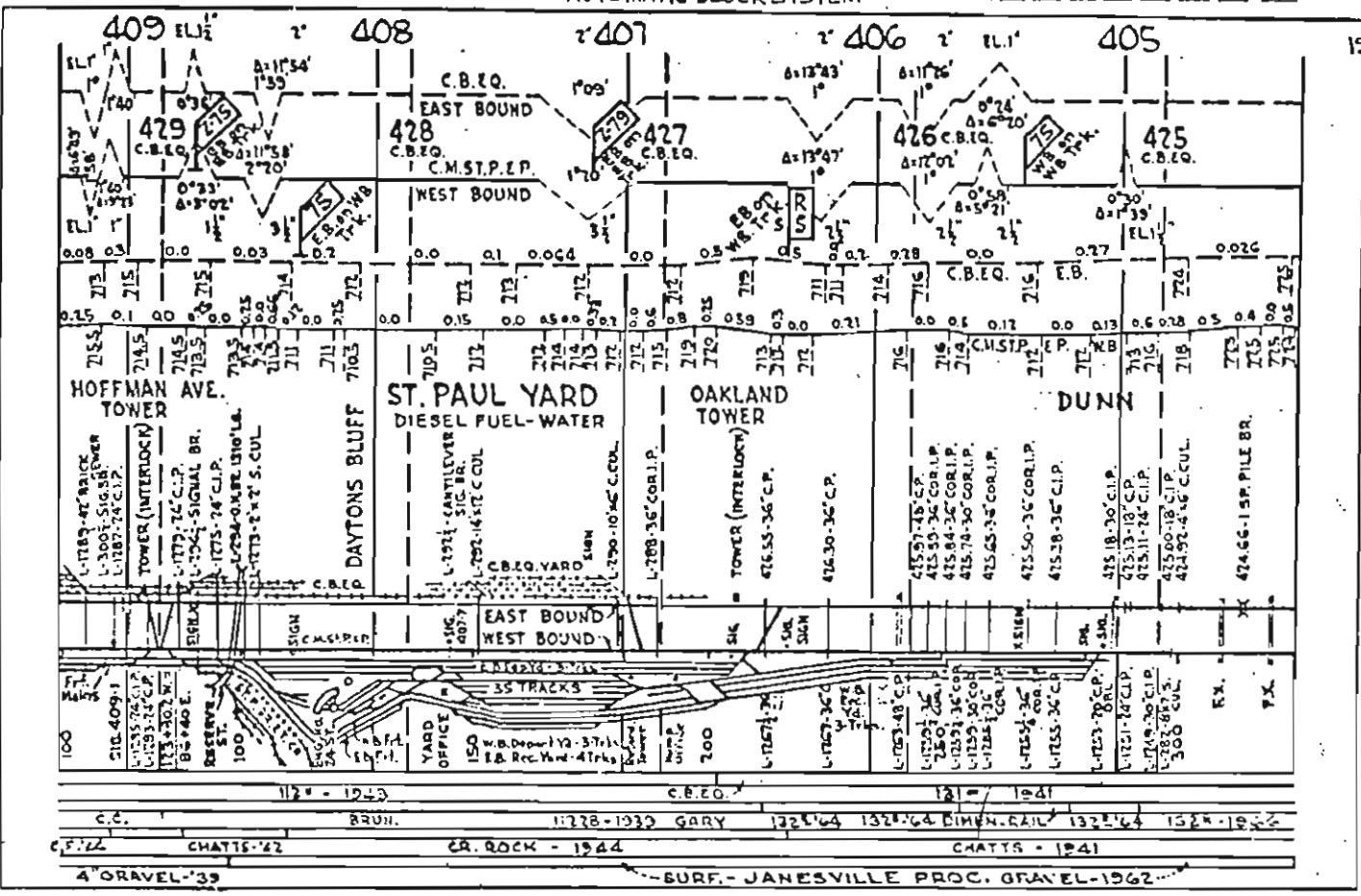
AUTOMATIC BLACK SYSTEM



13225	13225-1955	13225-1955	13225-1955	13225-1955	13225-1955	13225-1955	13225-1955	13225-1955
13225	13225-1955	13225-1955	13225-1955	13225-1955	13225-1955	13225-1955	13225-1955	13225-1955
GRAVEL 1935	4 GR. 1935	4 GR. 1935	4 GR. 1935	4 GR. 1935	4 GR. 1935	4 GR. 1935	4 GR. 1935	4 GR. 1935
4 GR. 1931	4 GR. 1942	4 GR. 1935	4 GR. 1935	4 GR. 1935	4 GR. 1935	4 GR. 1935	4 GR. 1935	4 GR. 1935

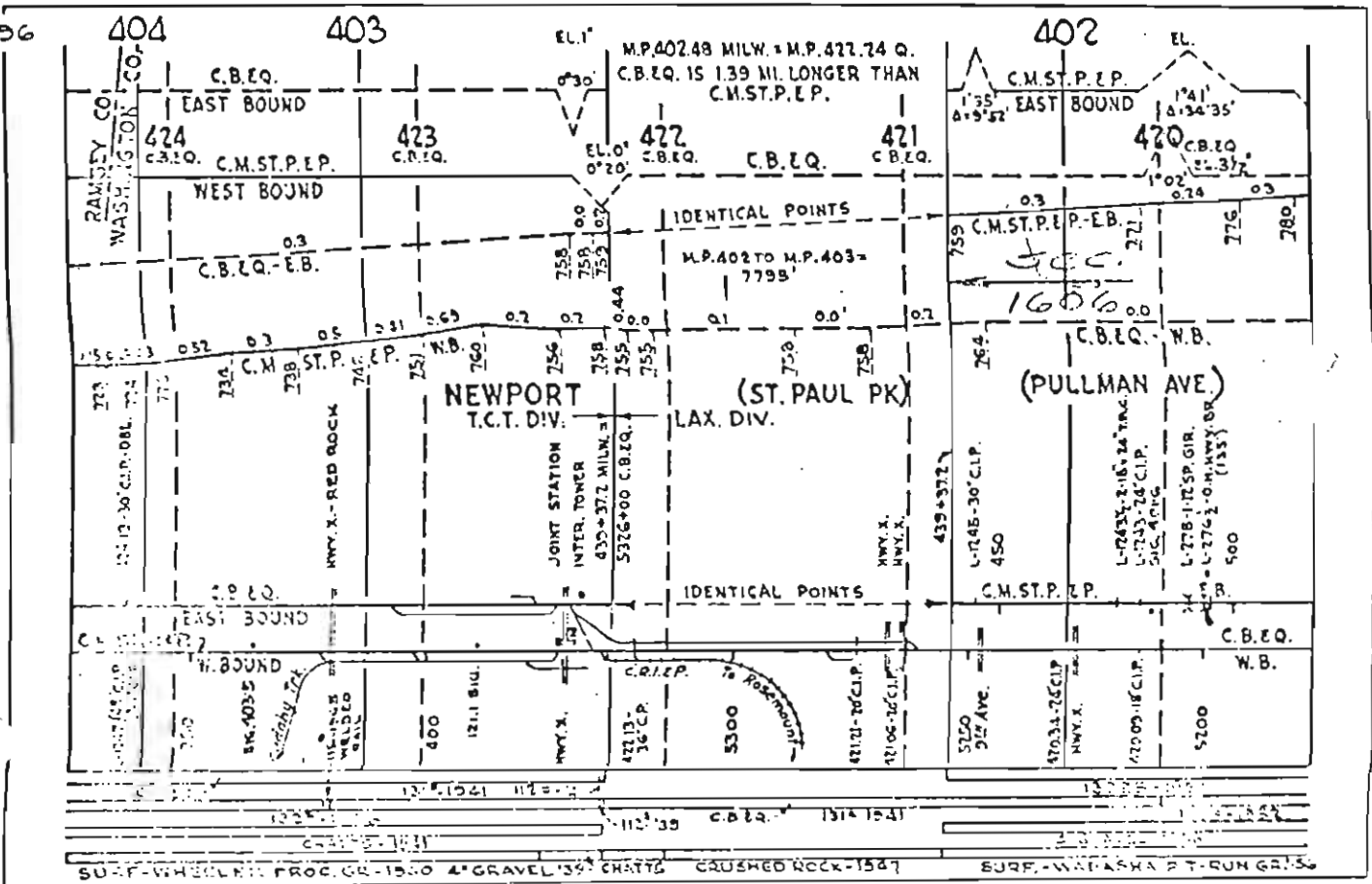
AUTOMATIC BLOCK SYSTEM

195

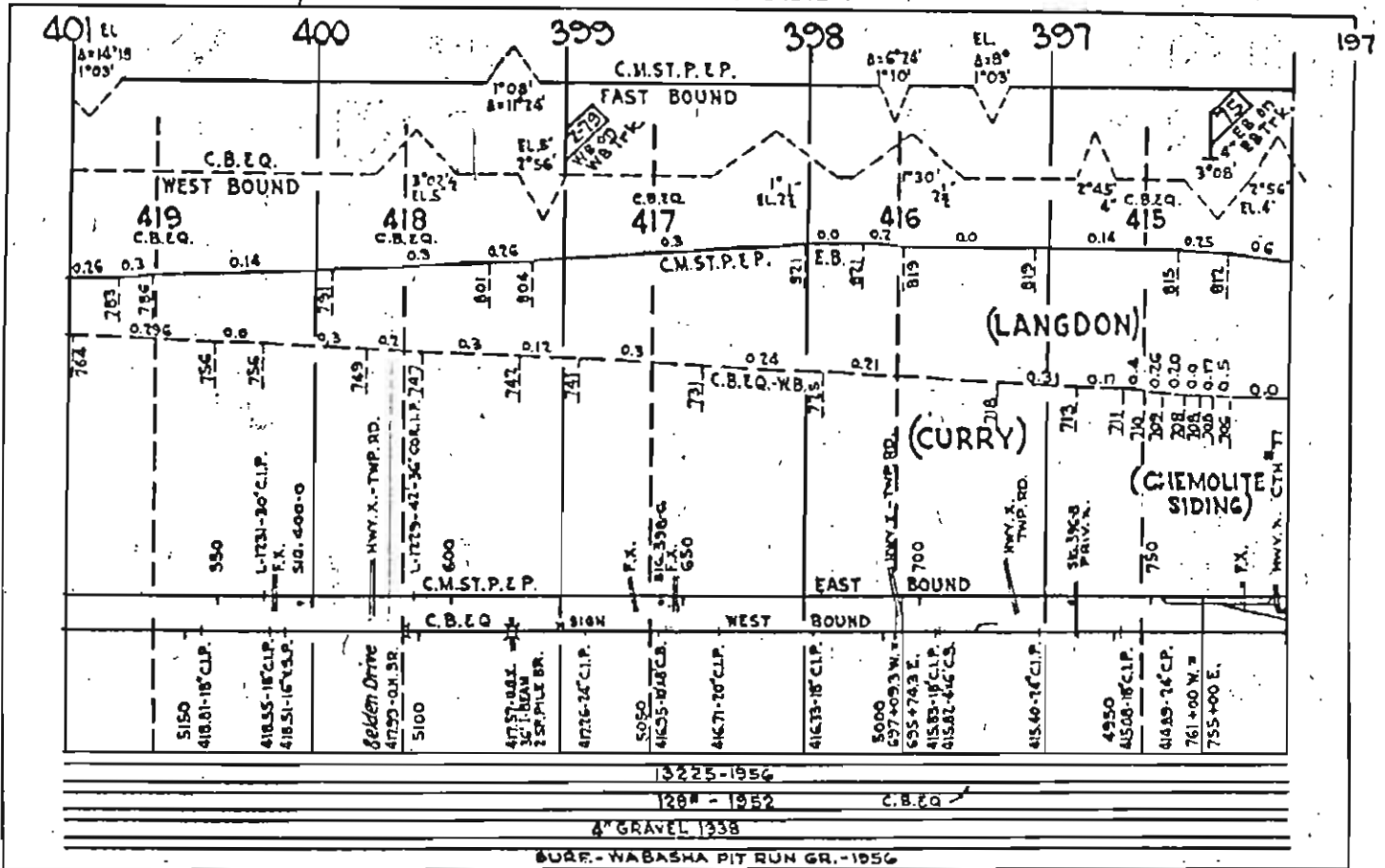


AUTOMATIC BLOCK SYSTEM

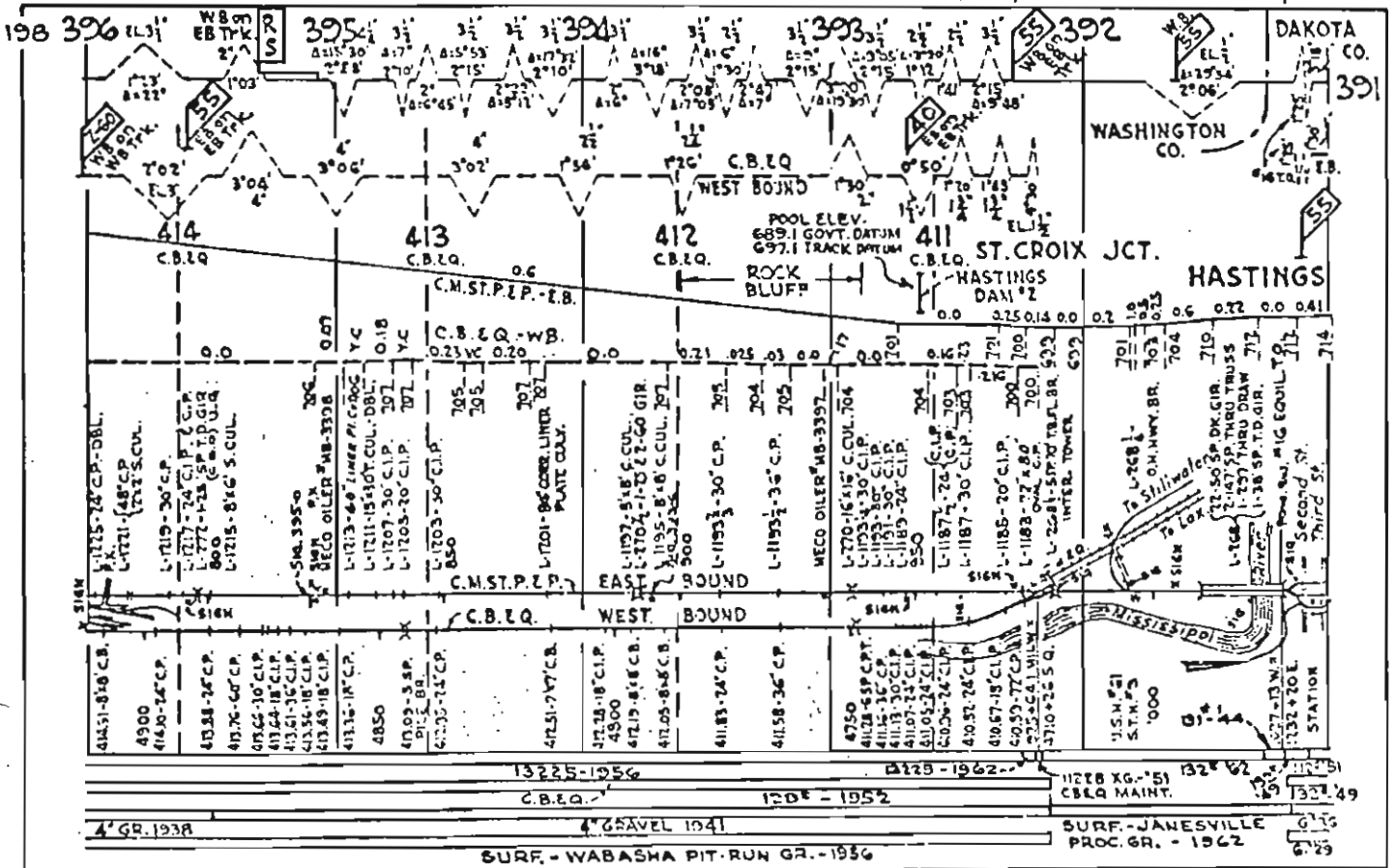
196



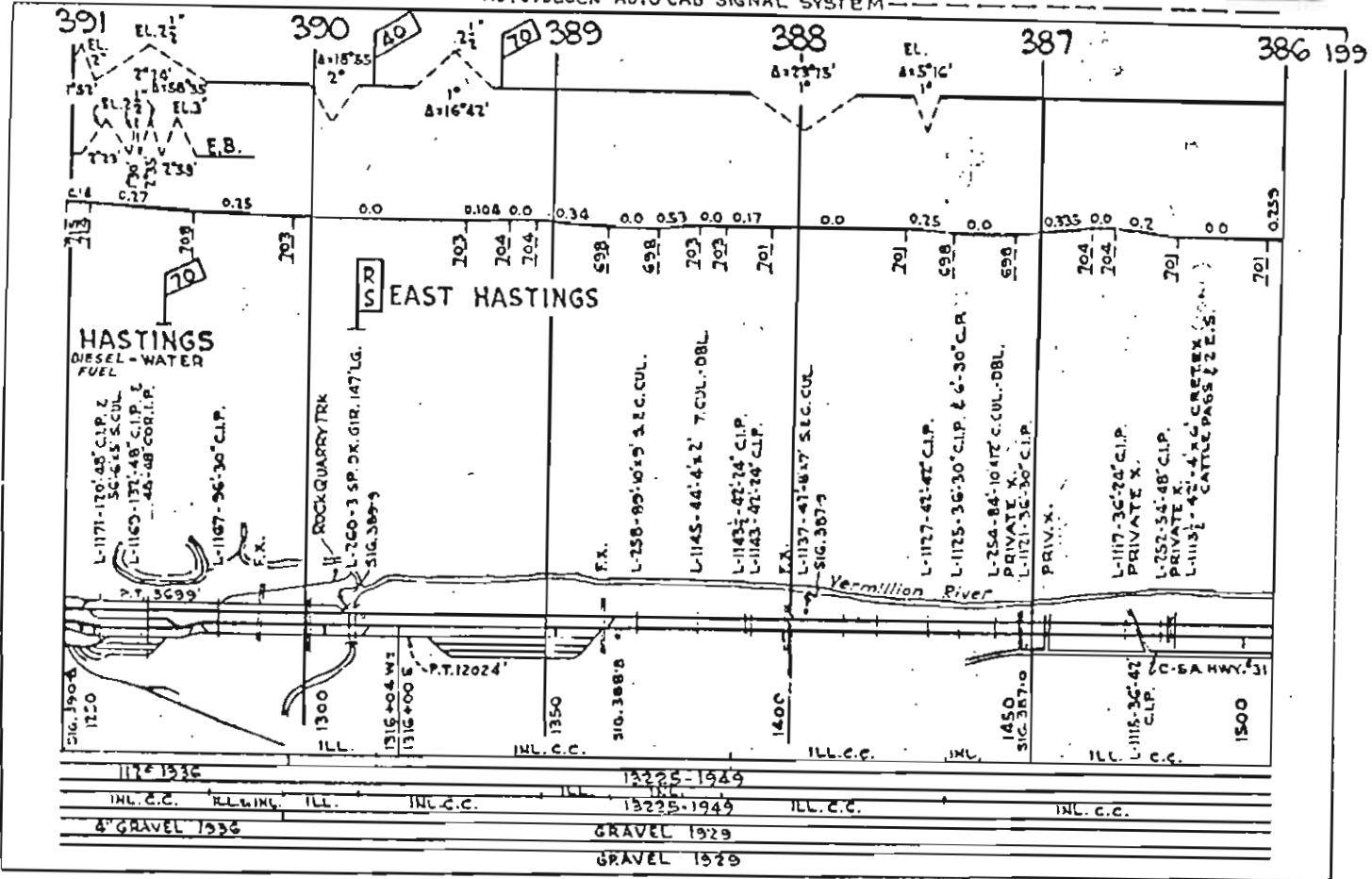
AUTOMATIC BLOCK SYSTEM



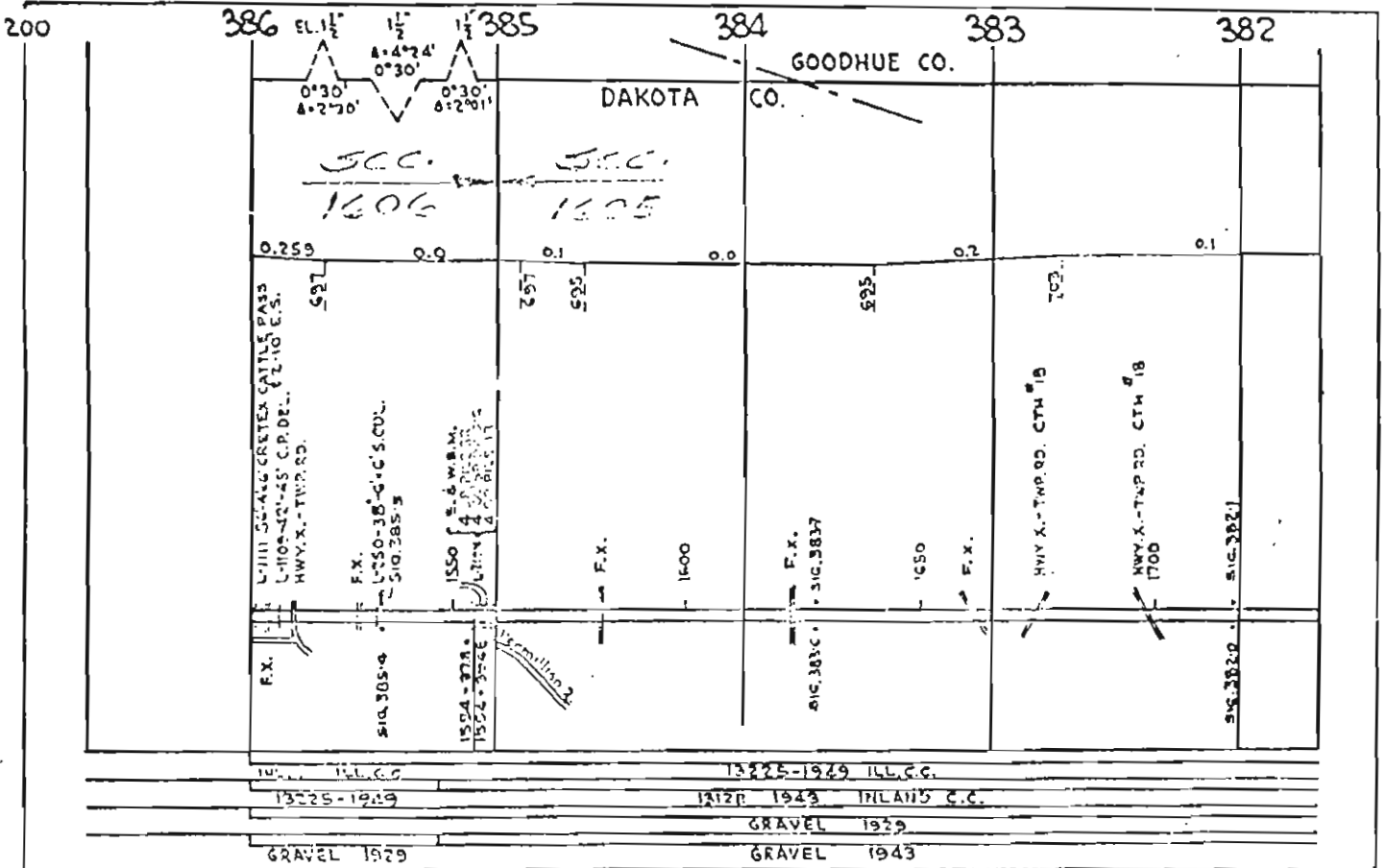
AUTOMATIC BLOCK SYSTEM



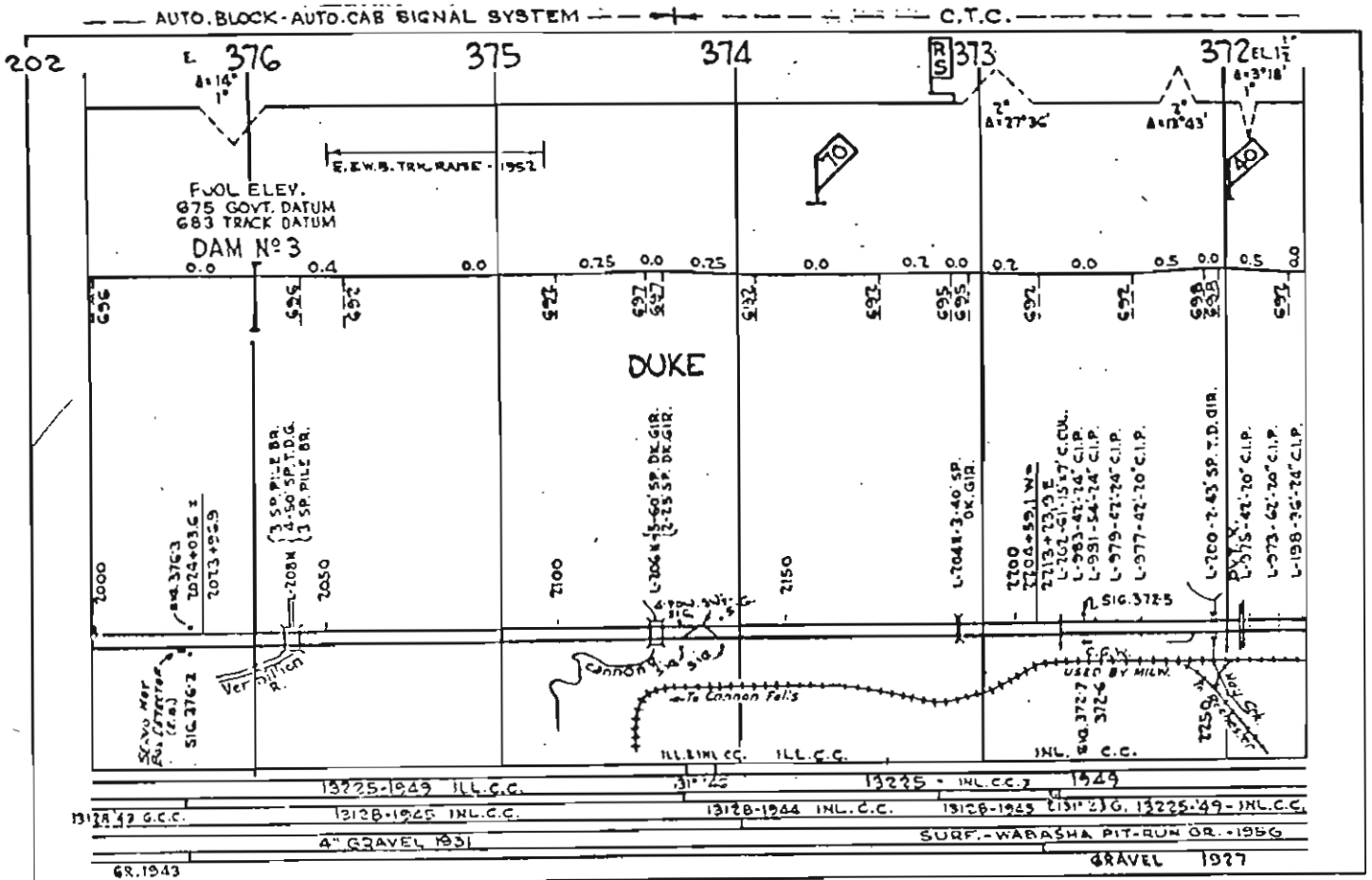
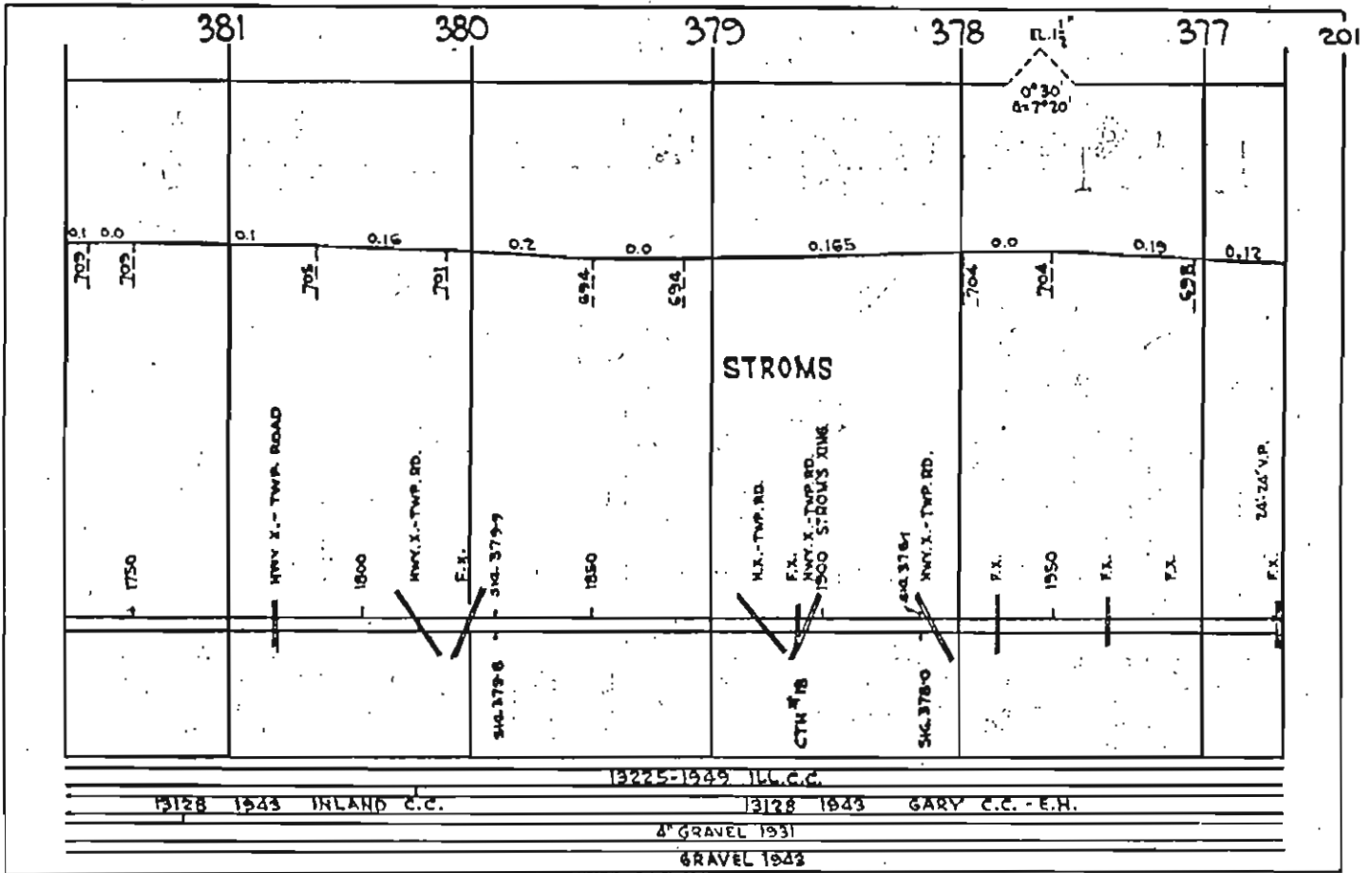
AUTO. BLOCK-AUTO CAB SIGNAL SYSTEM

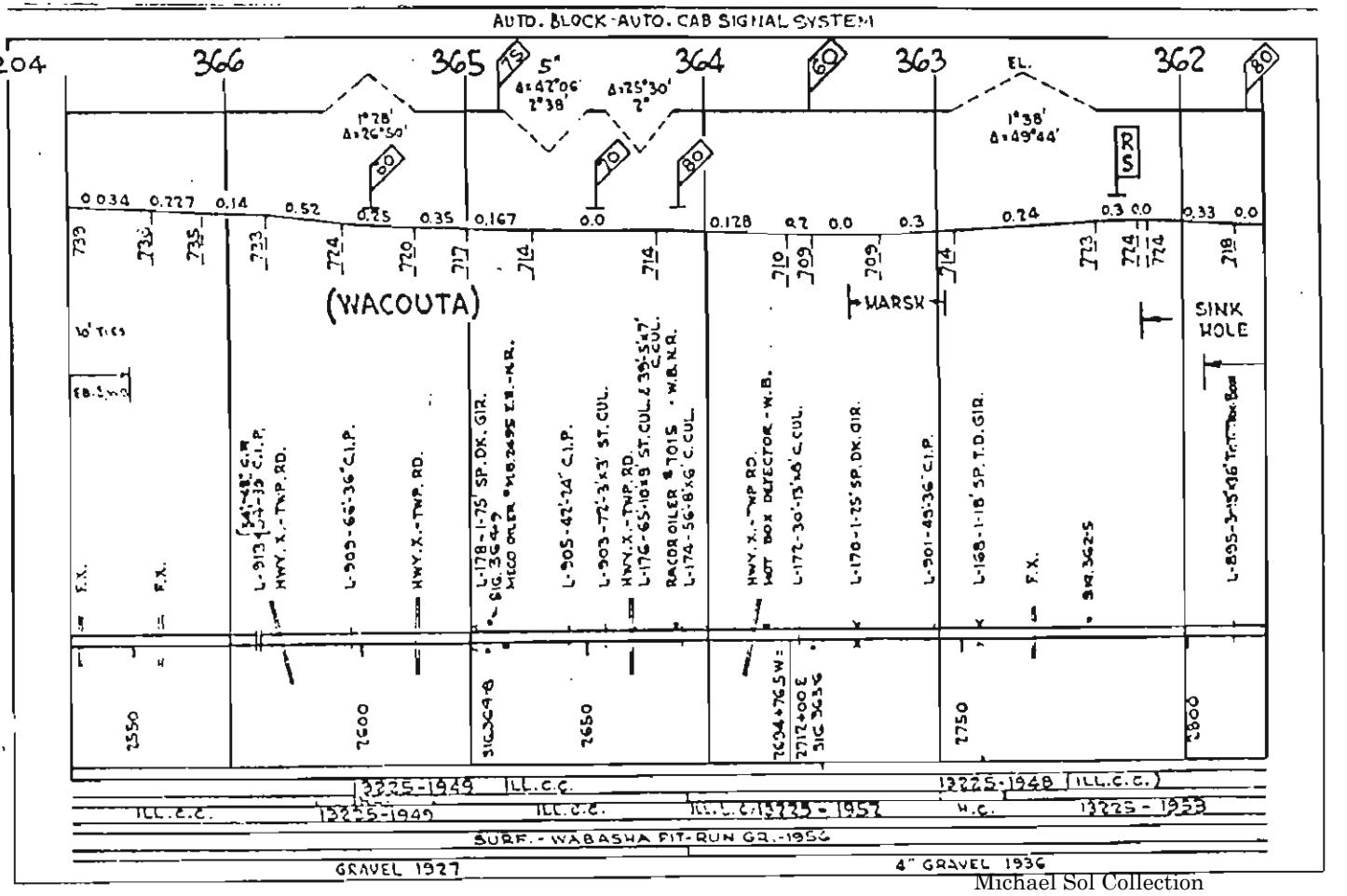
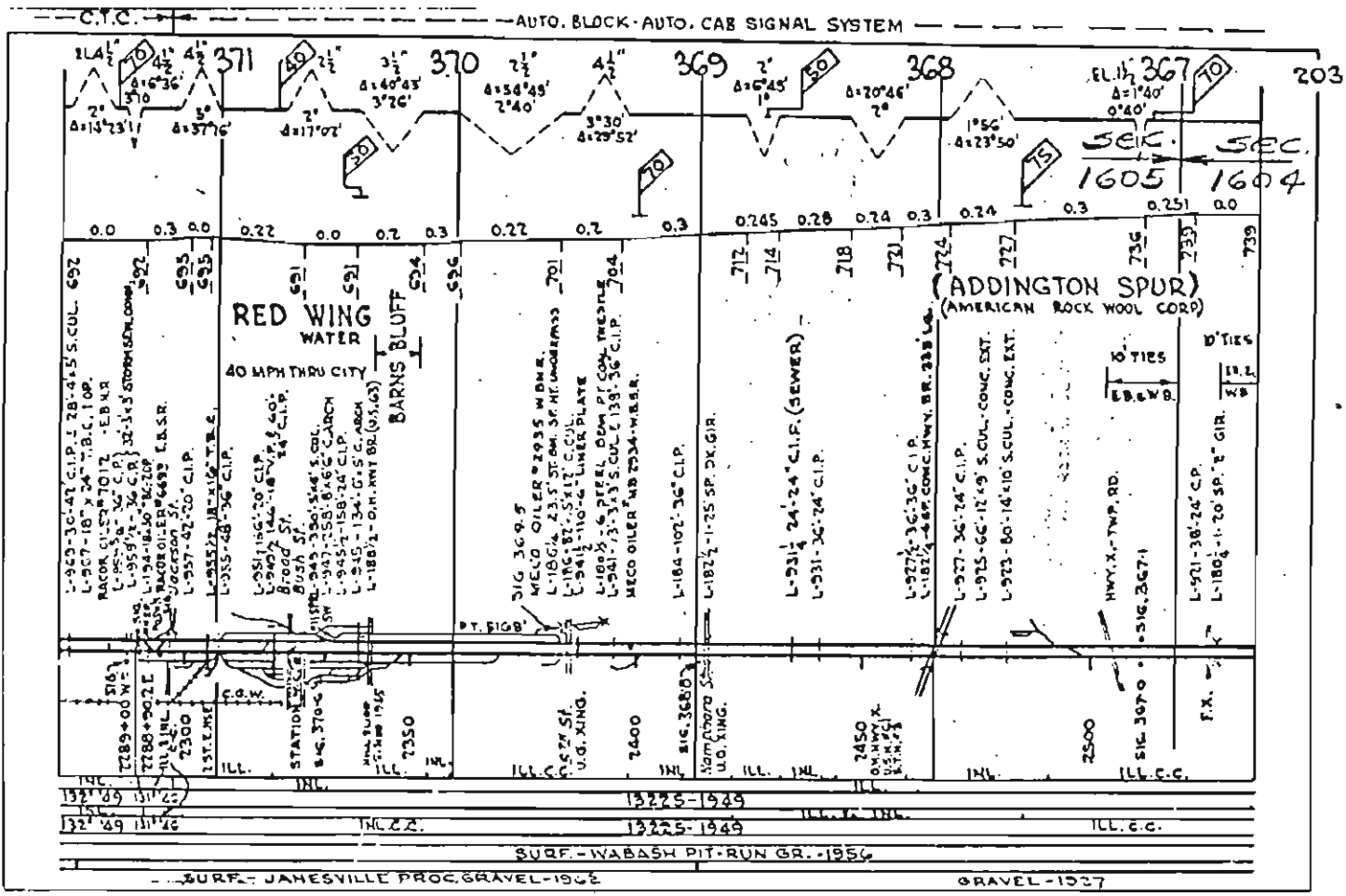


AUTO. BLOCK-AUTO CAR SIGNAL SYSTEM

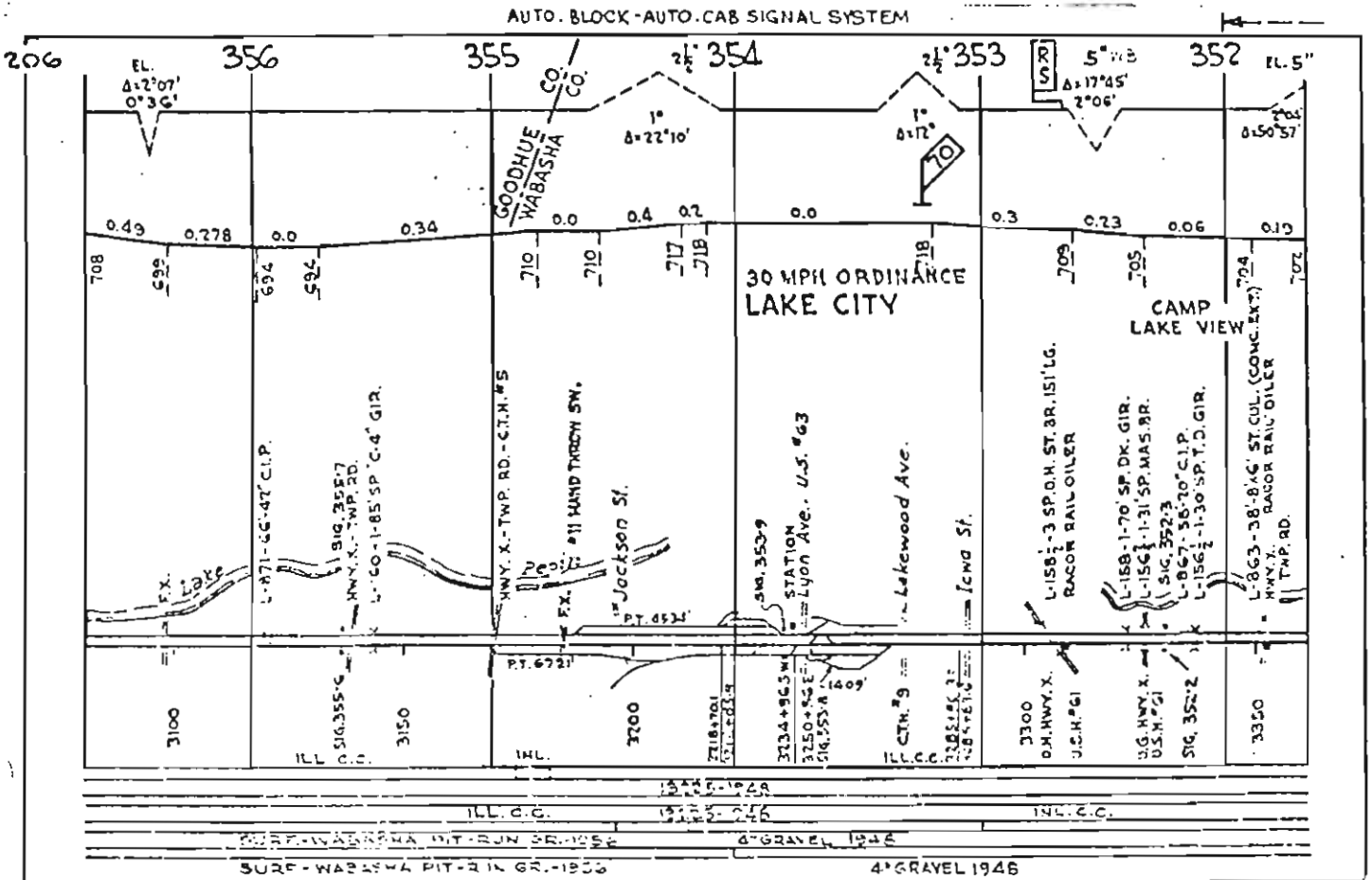
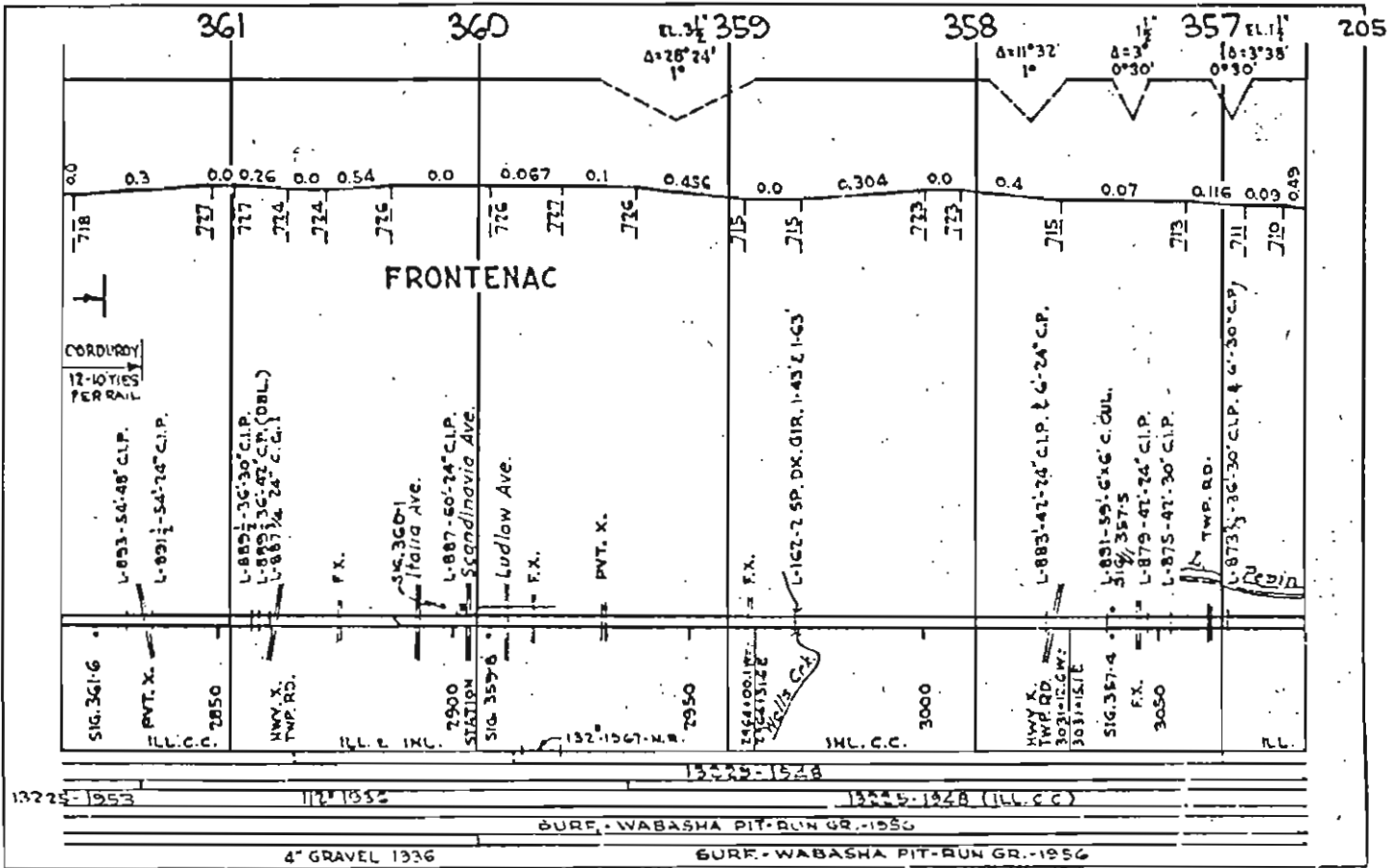


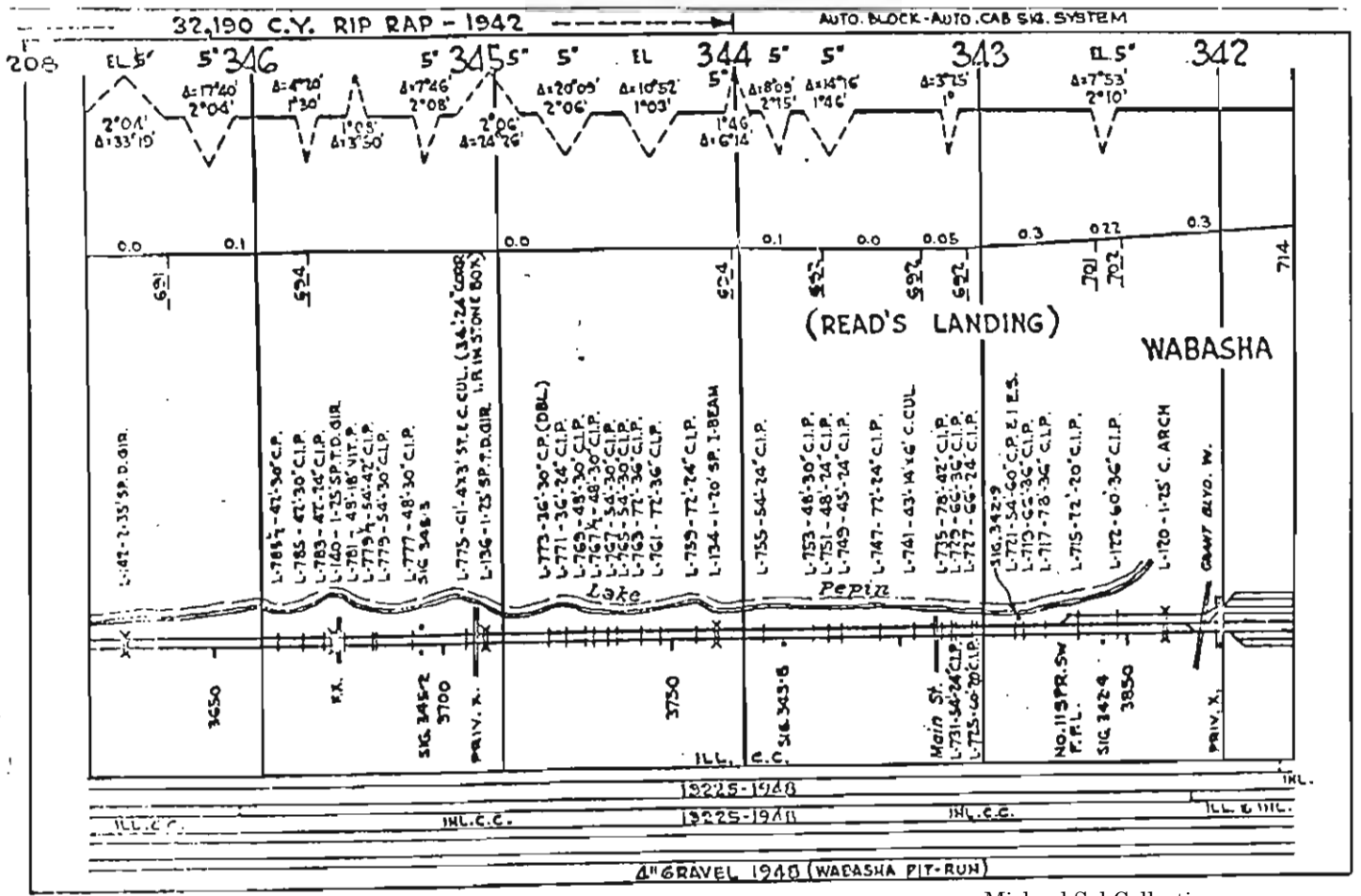
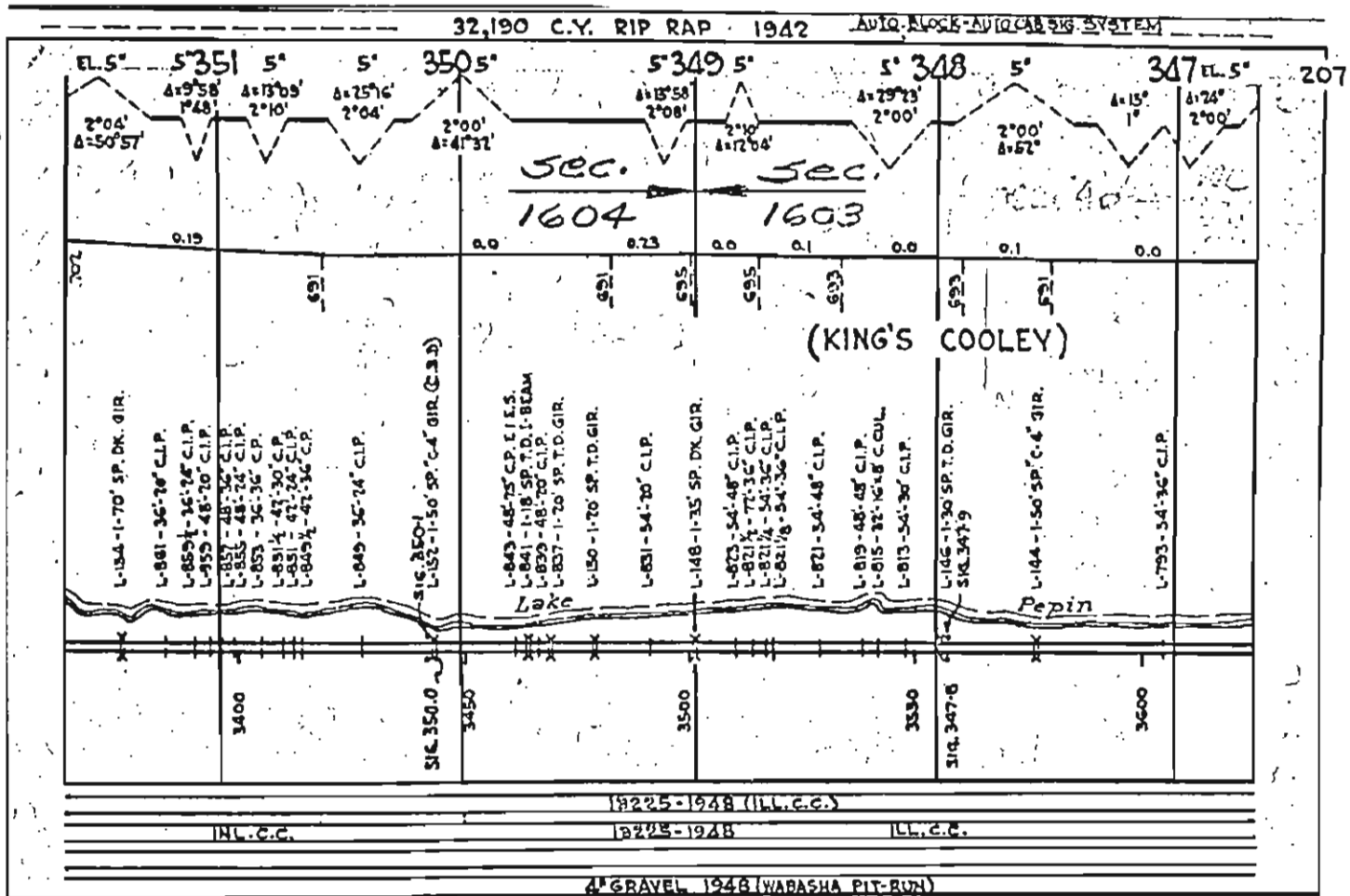
AUTO-BLOCK-AUTO-CAB SIGNAL SYSTEM



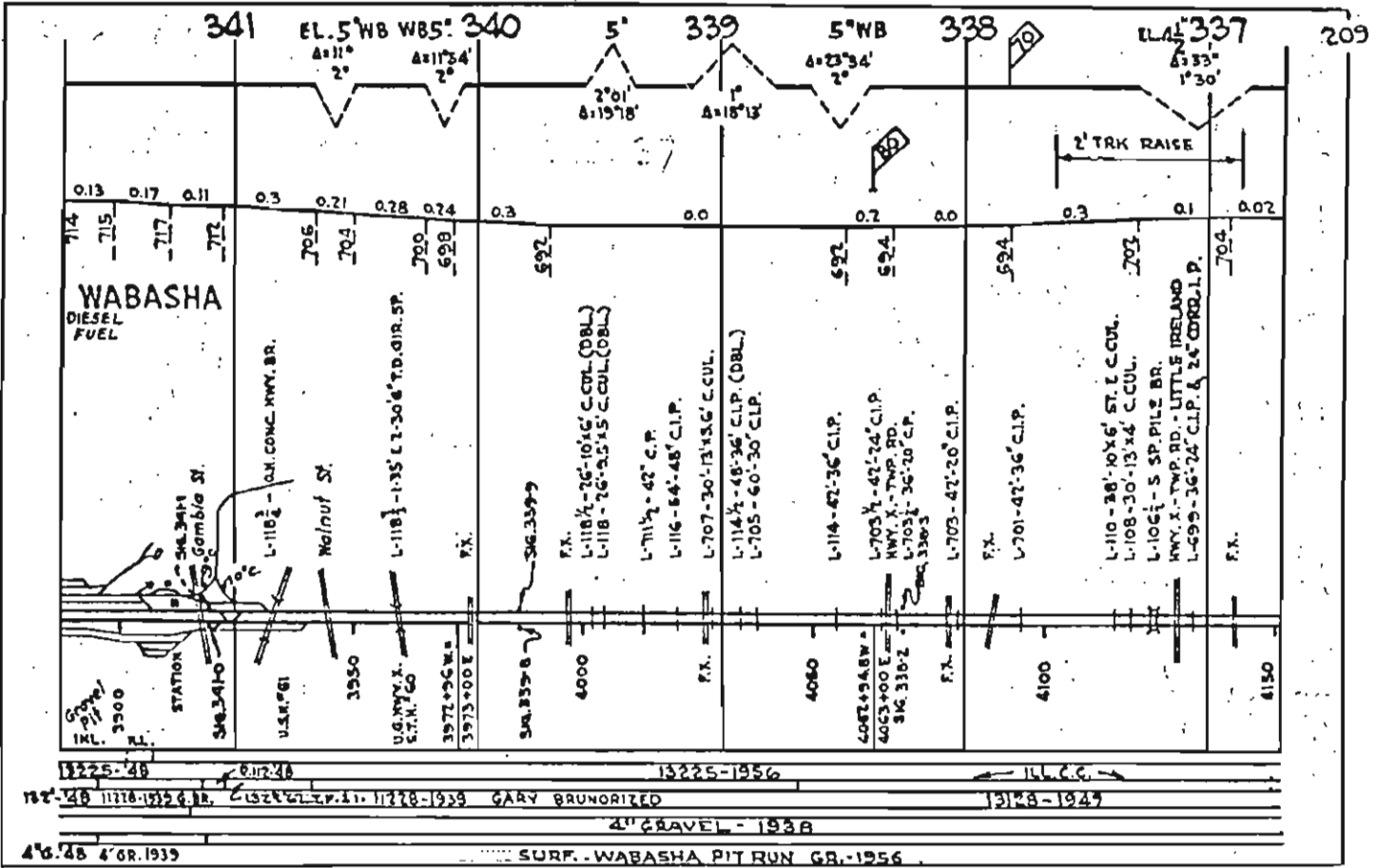


AUTO. BLOCK-AUTO. CAB SIGNAL SYSTEM

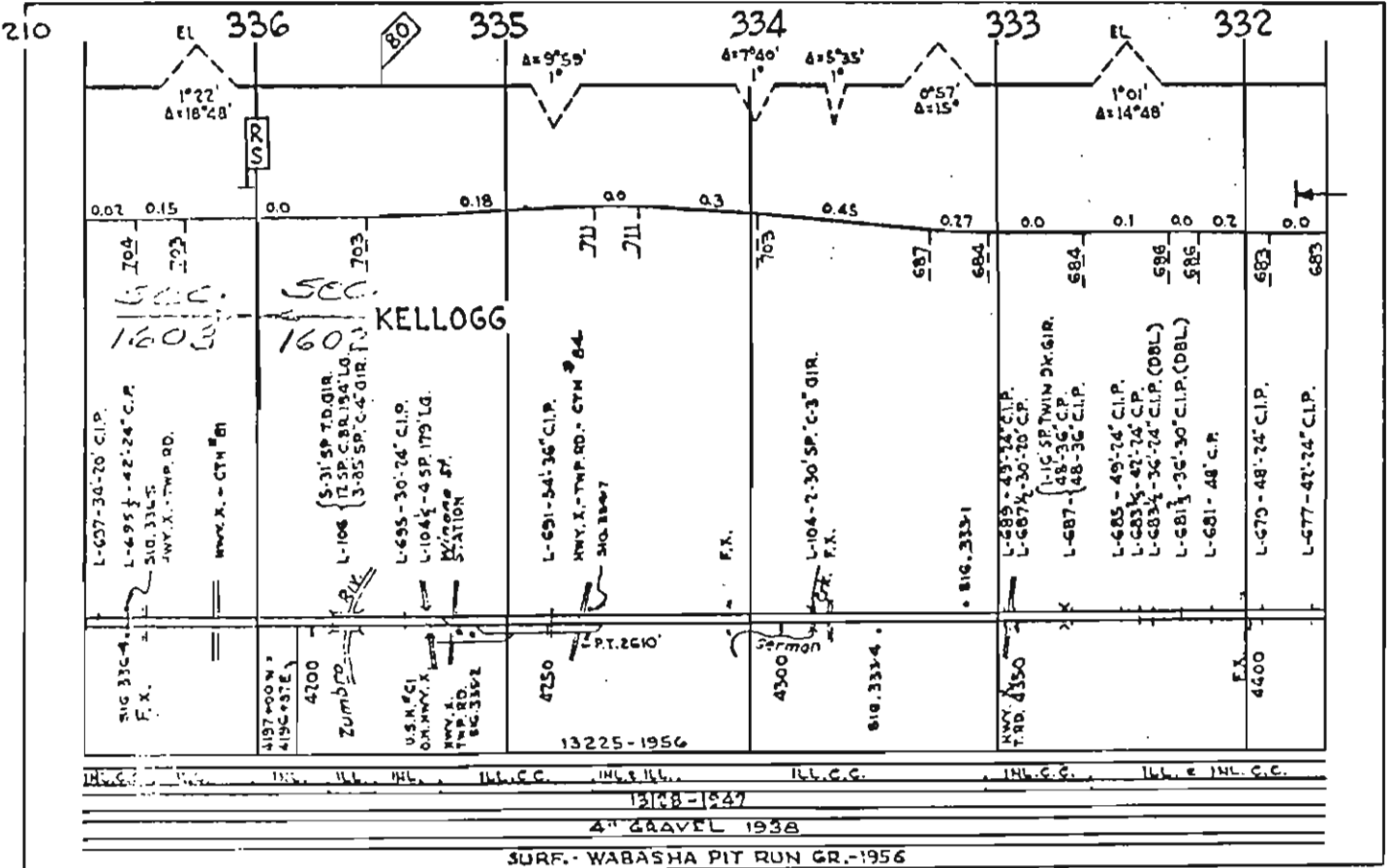




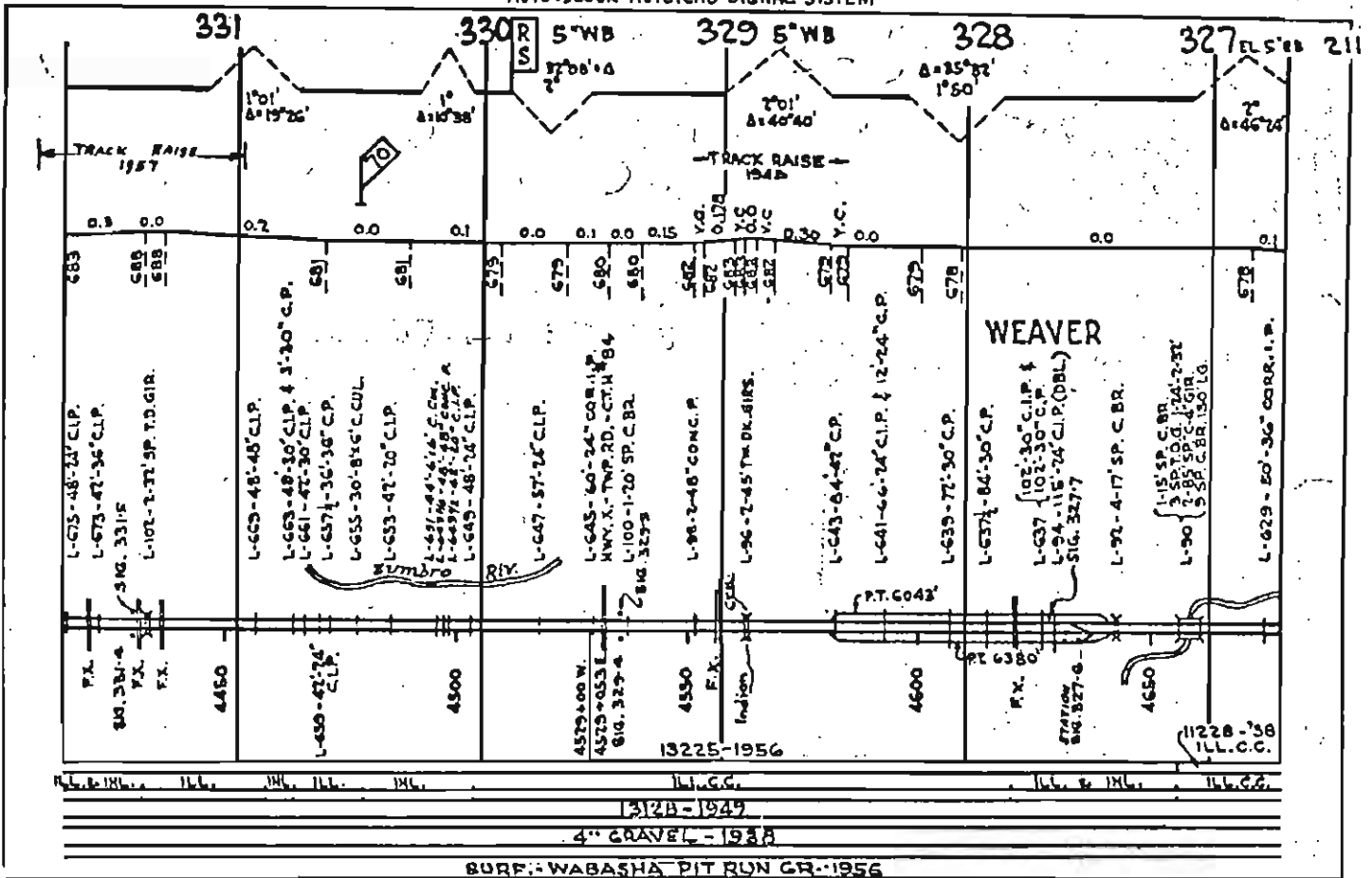
AUTO. BLOCK - AUTO. CAB SIGNAL SYSTEM



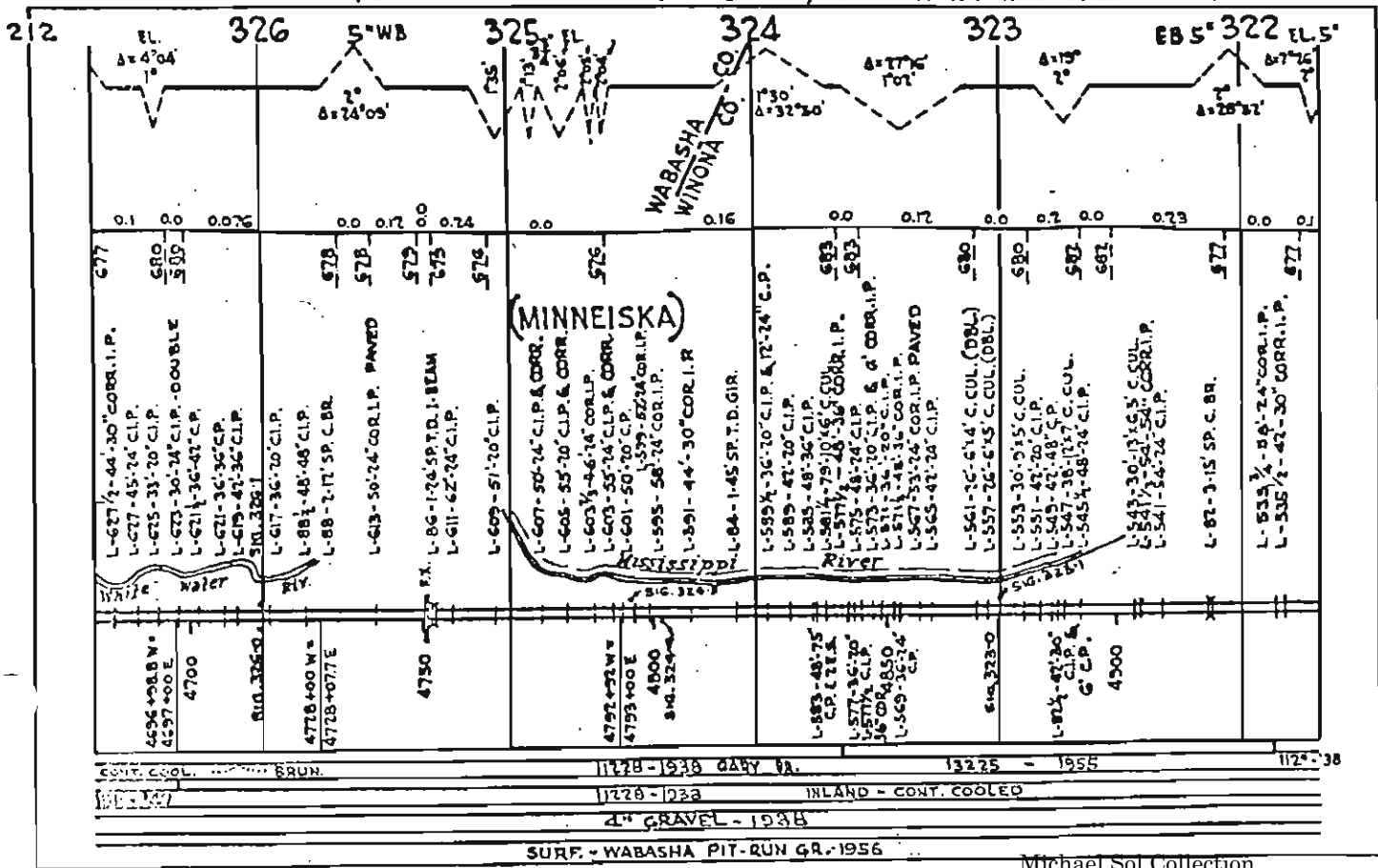
AUTO. BLOCK - AUTO. CAB SIGNAL SYSTEM



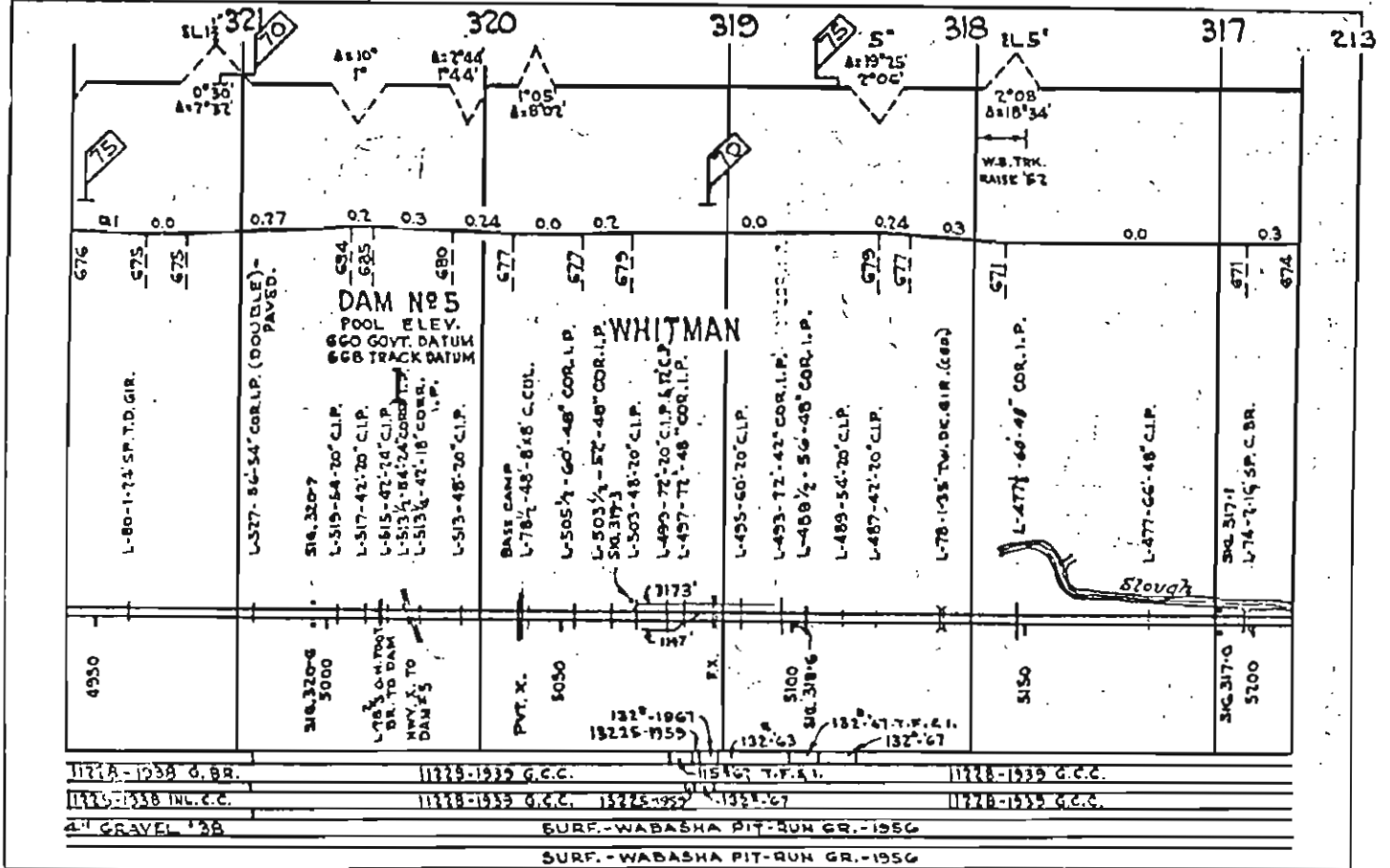
AUTO-BLOCK-AUTO-CAB SIGNAL SYSTEM



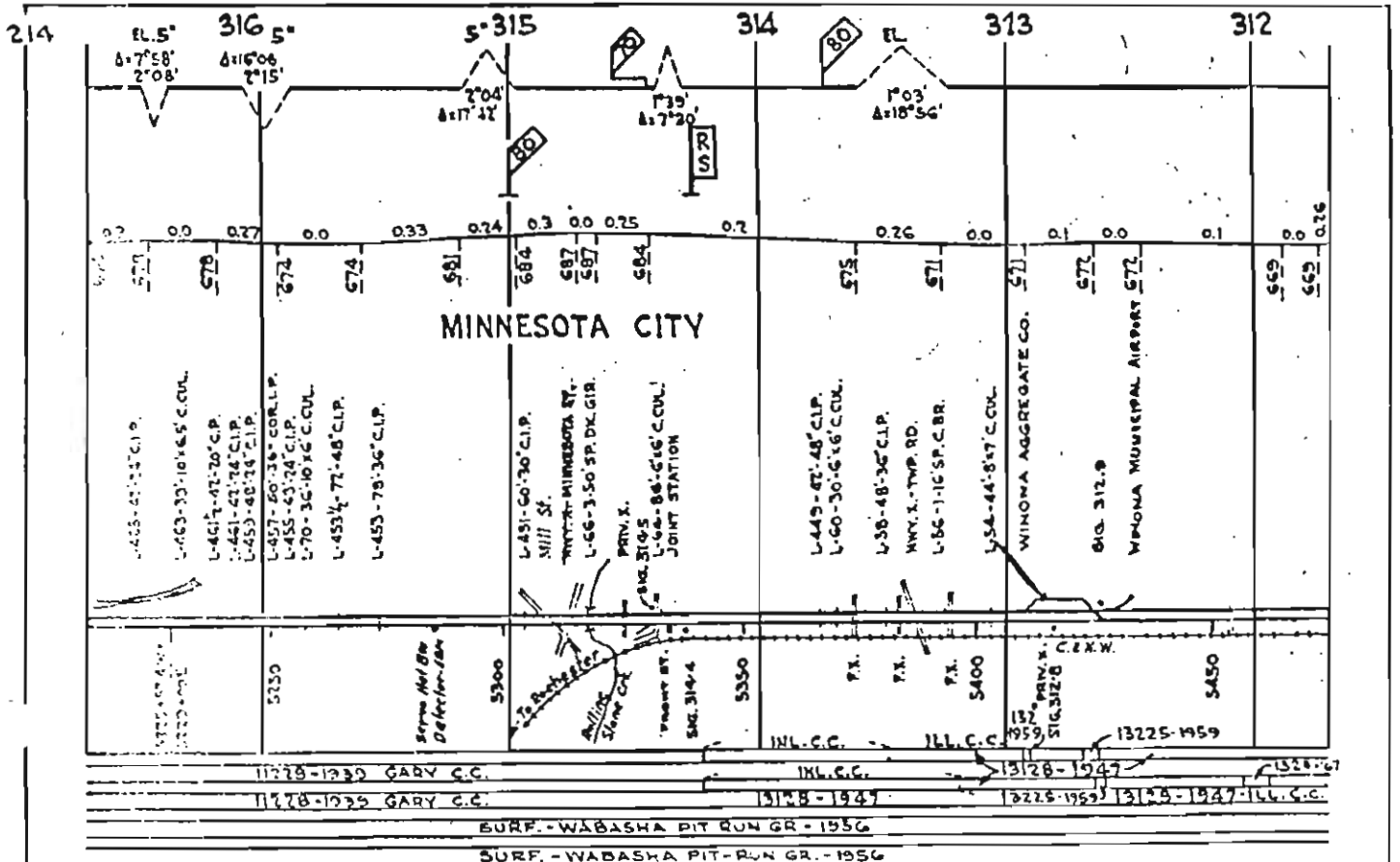
AUTO-BLOCK-AUTO-CAB SIGNAL SYSTEM DAM 5 - 60,920 C.Y. RIP RAP-1935



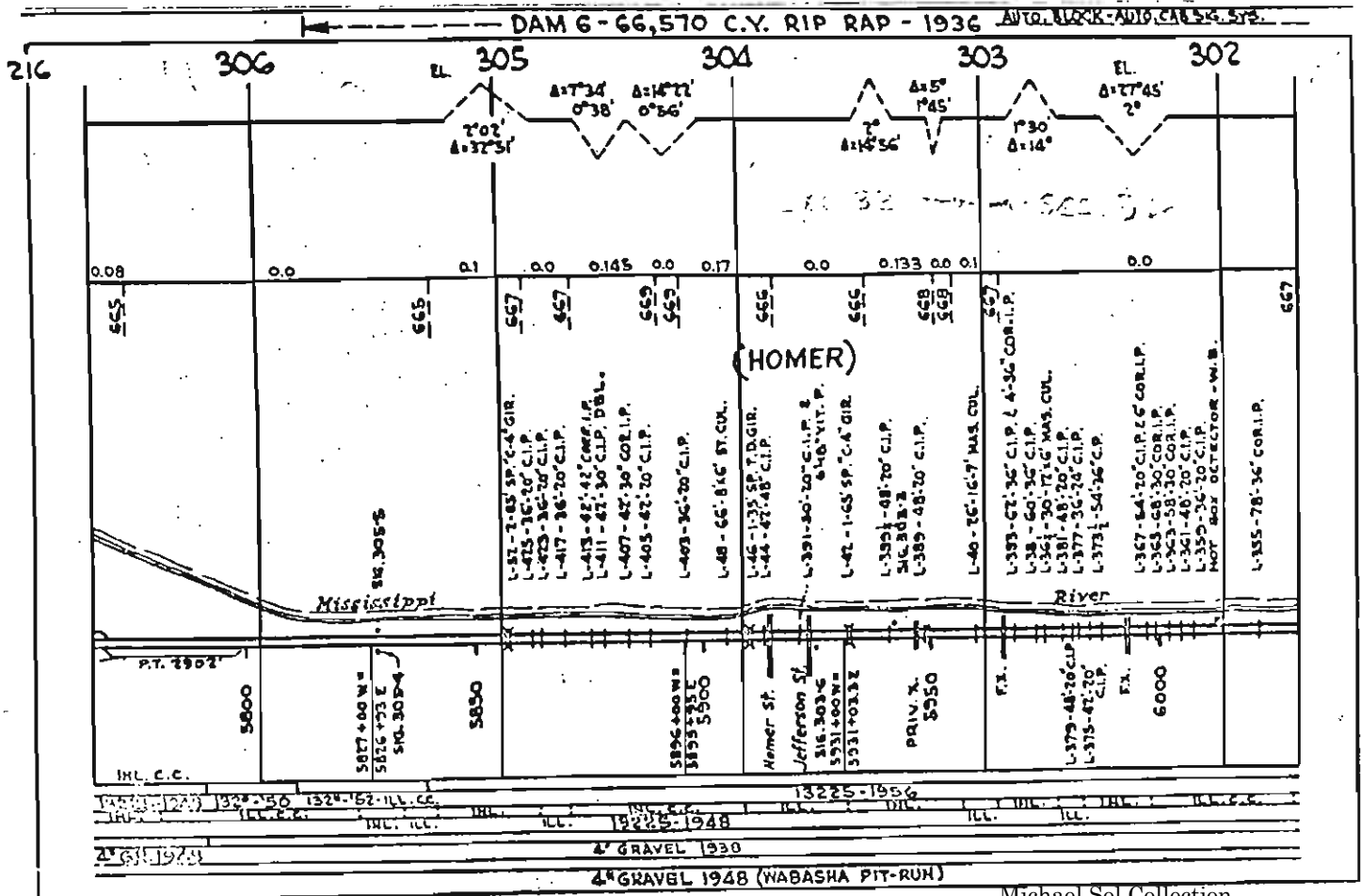
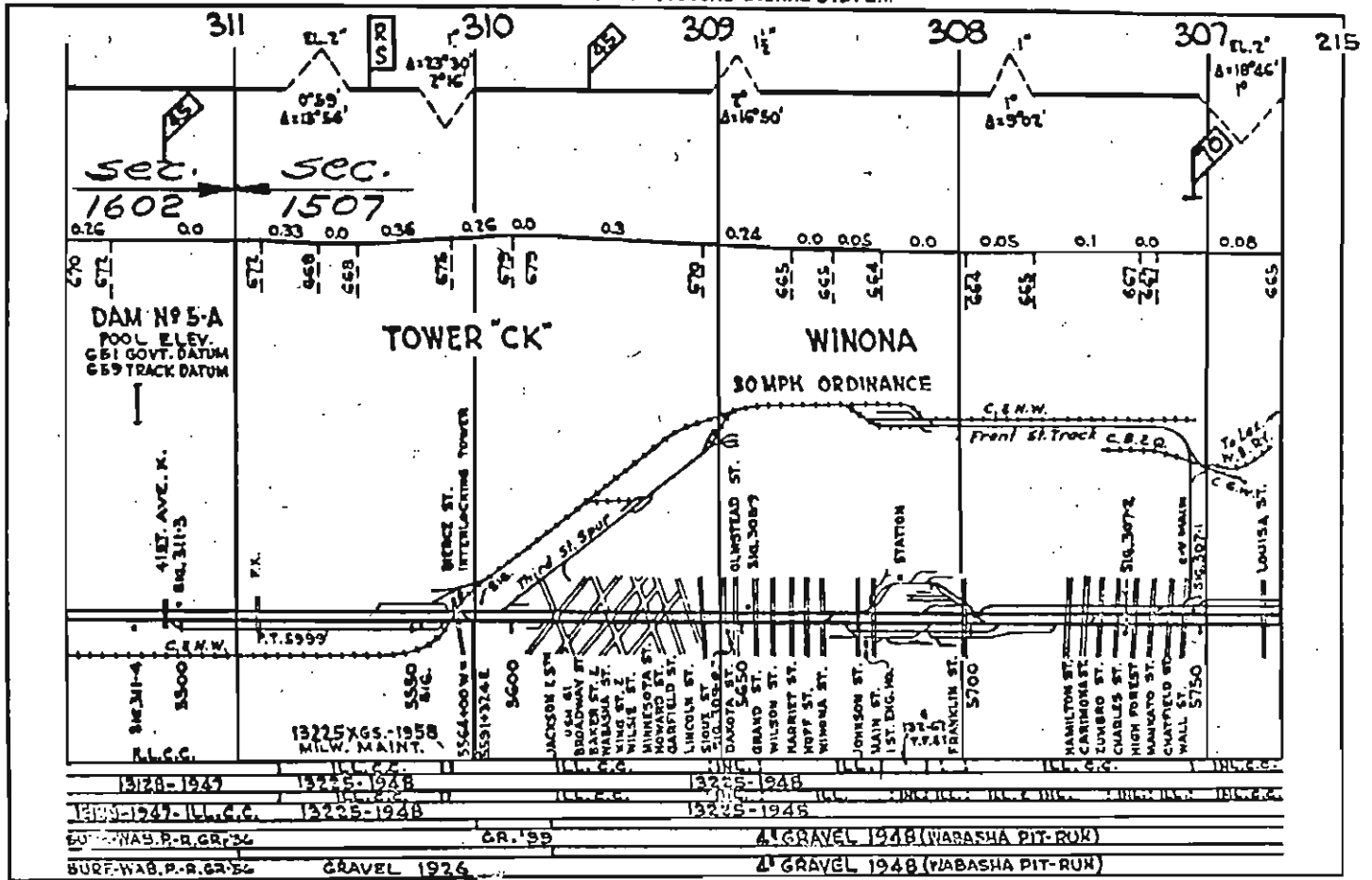
AUTO-BLOCK-AUTO-CAB SIGNAL SYSTEM

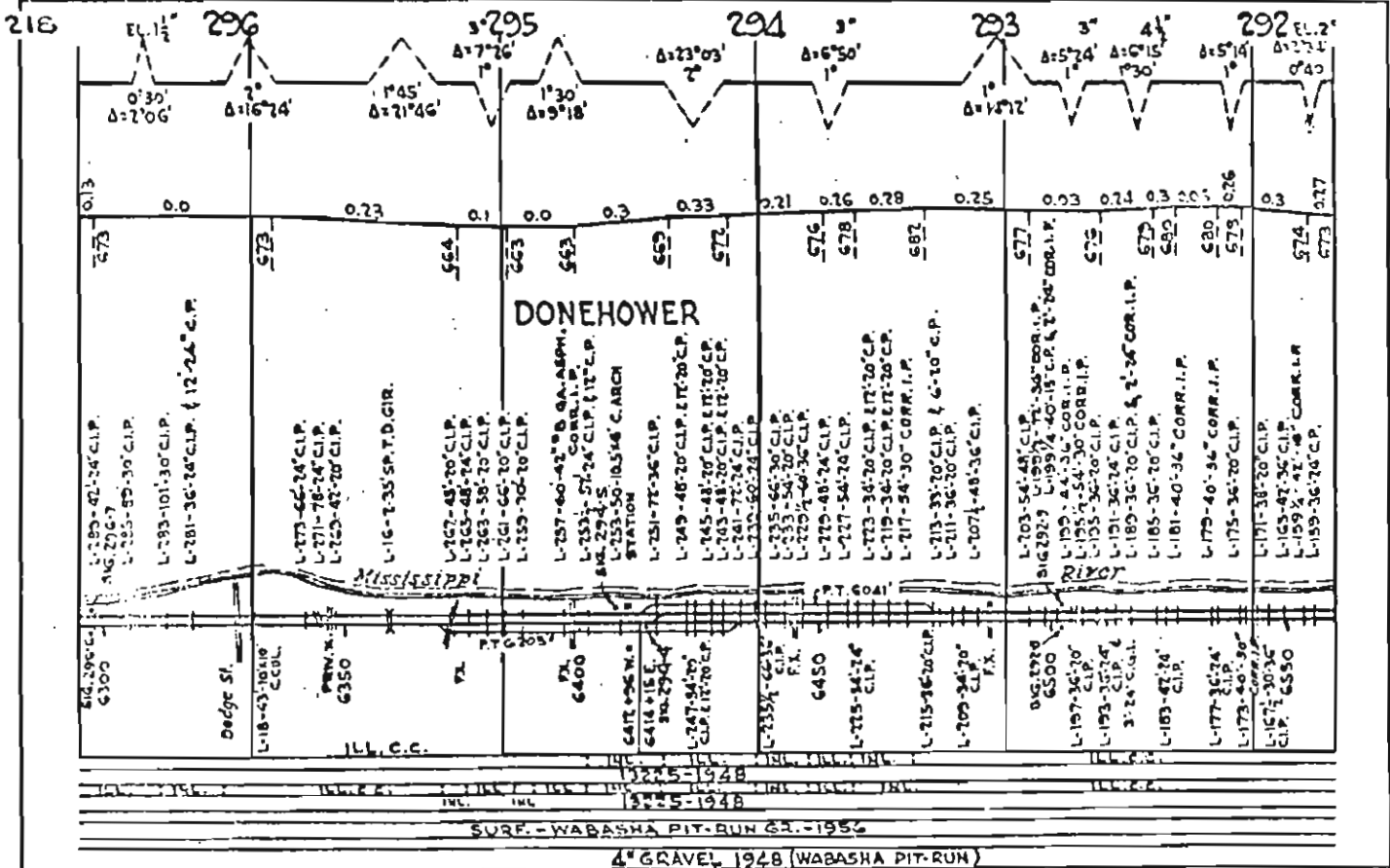
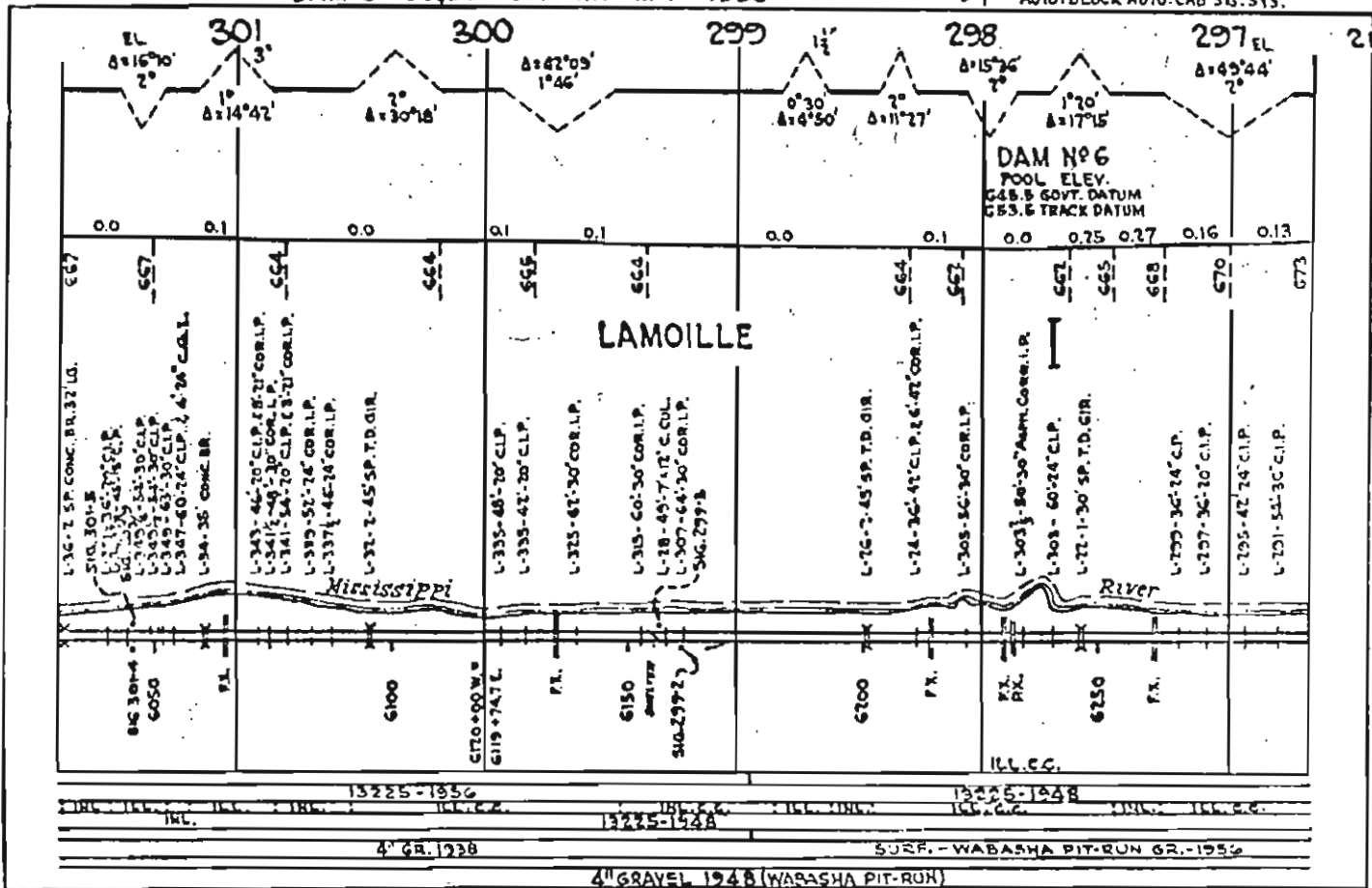


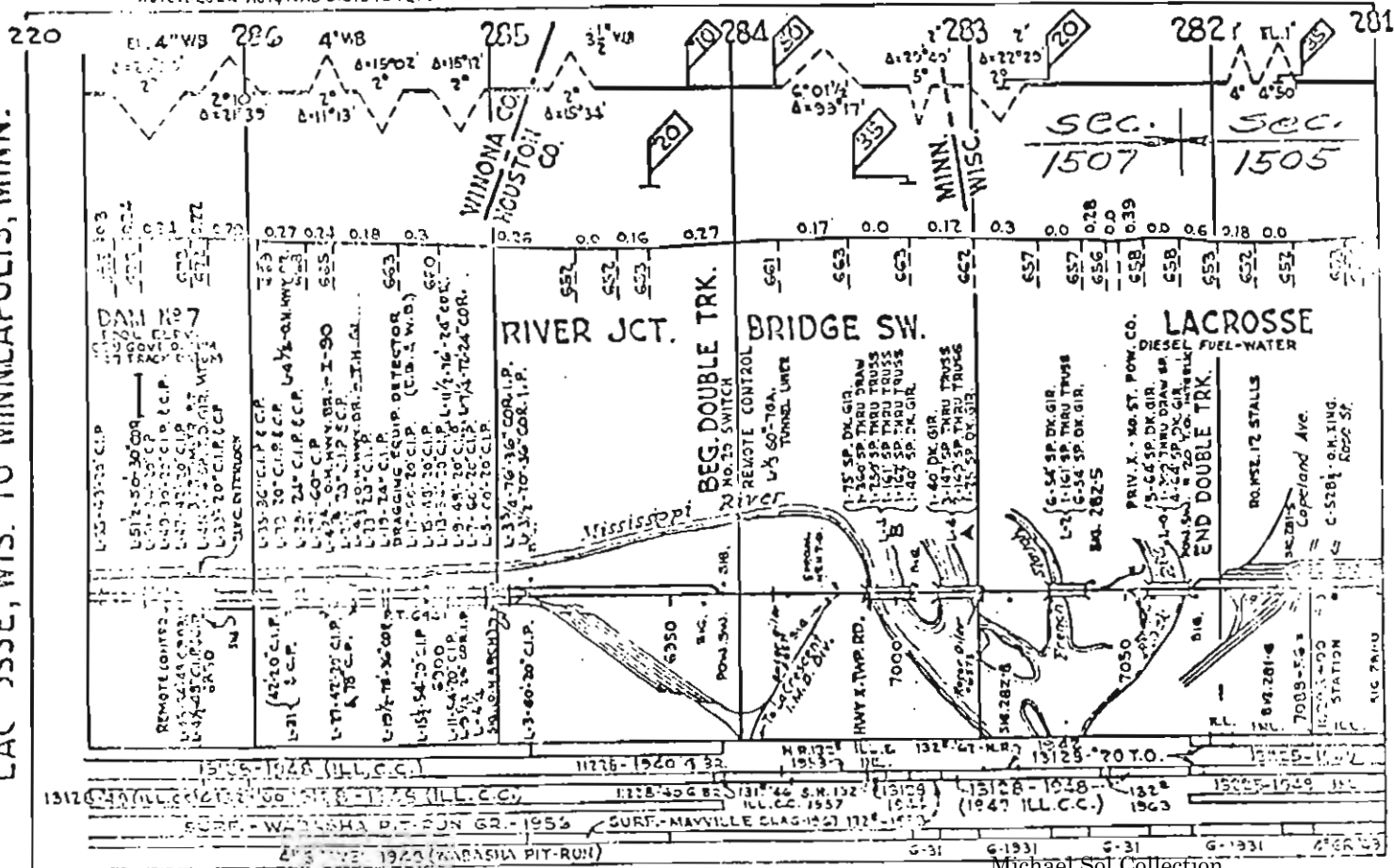
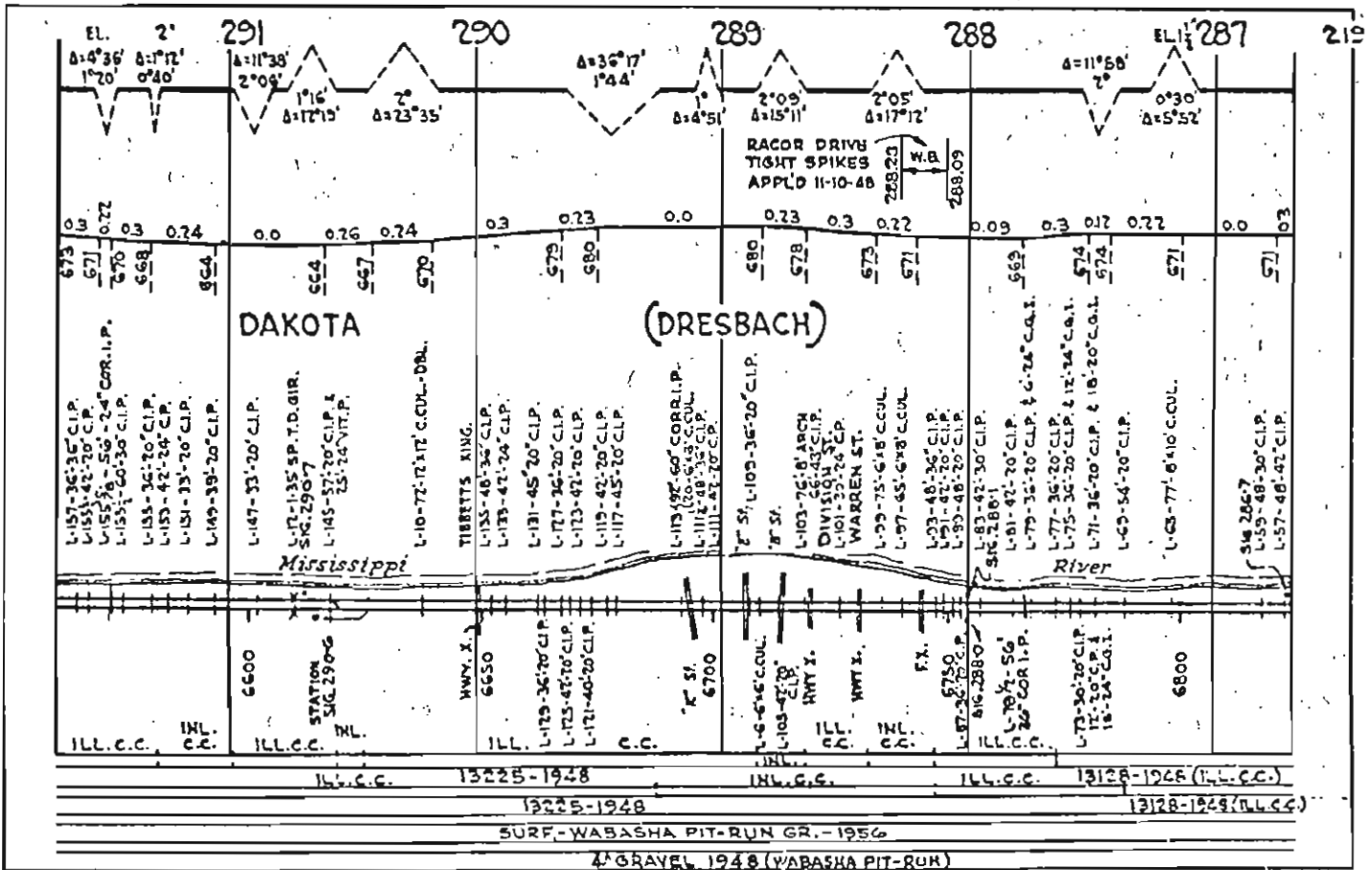
AUTO-BLOCK-AUTO-CAB SIGNAL SYSTEM



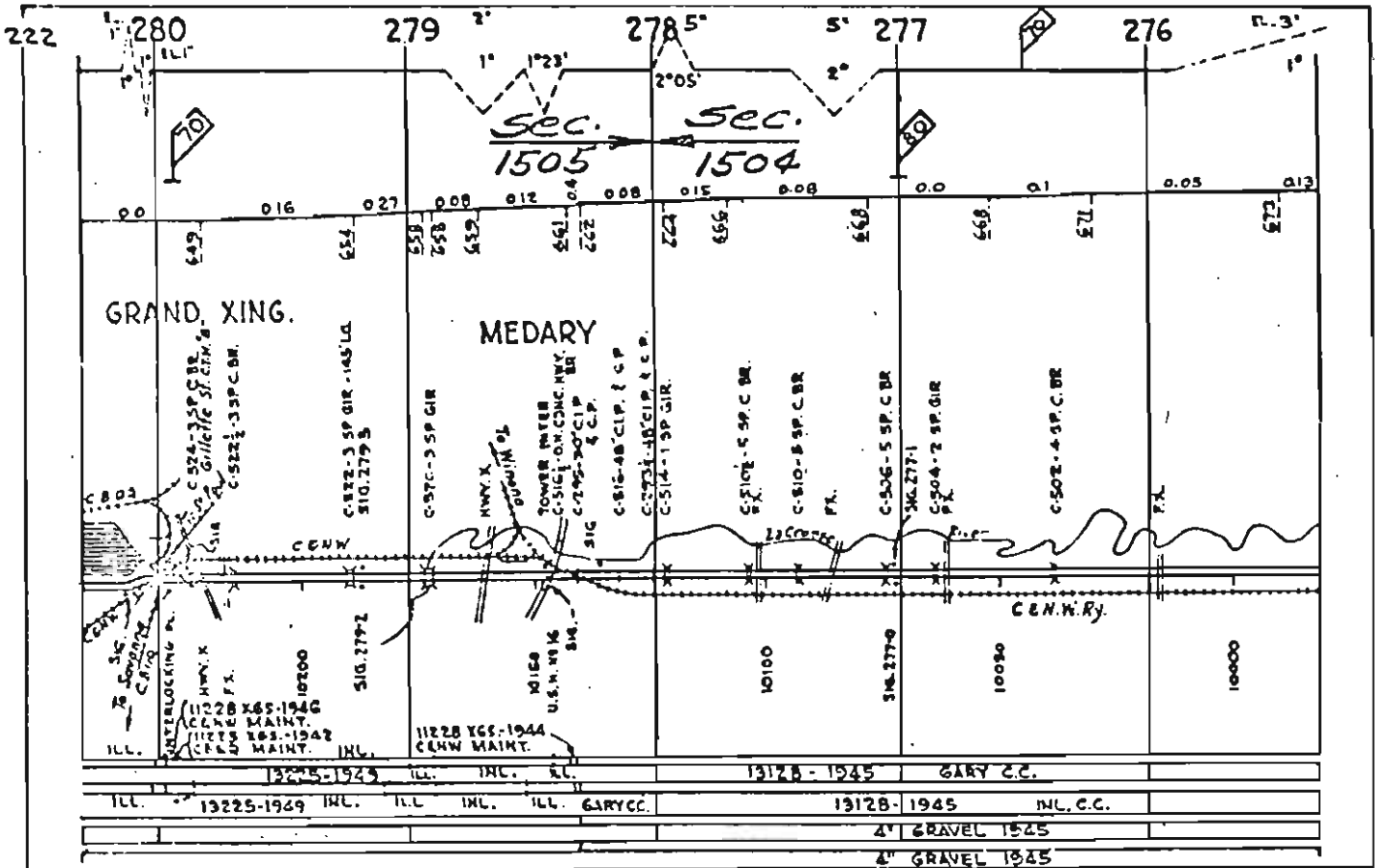
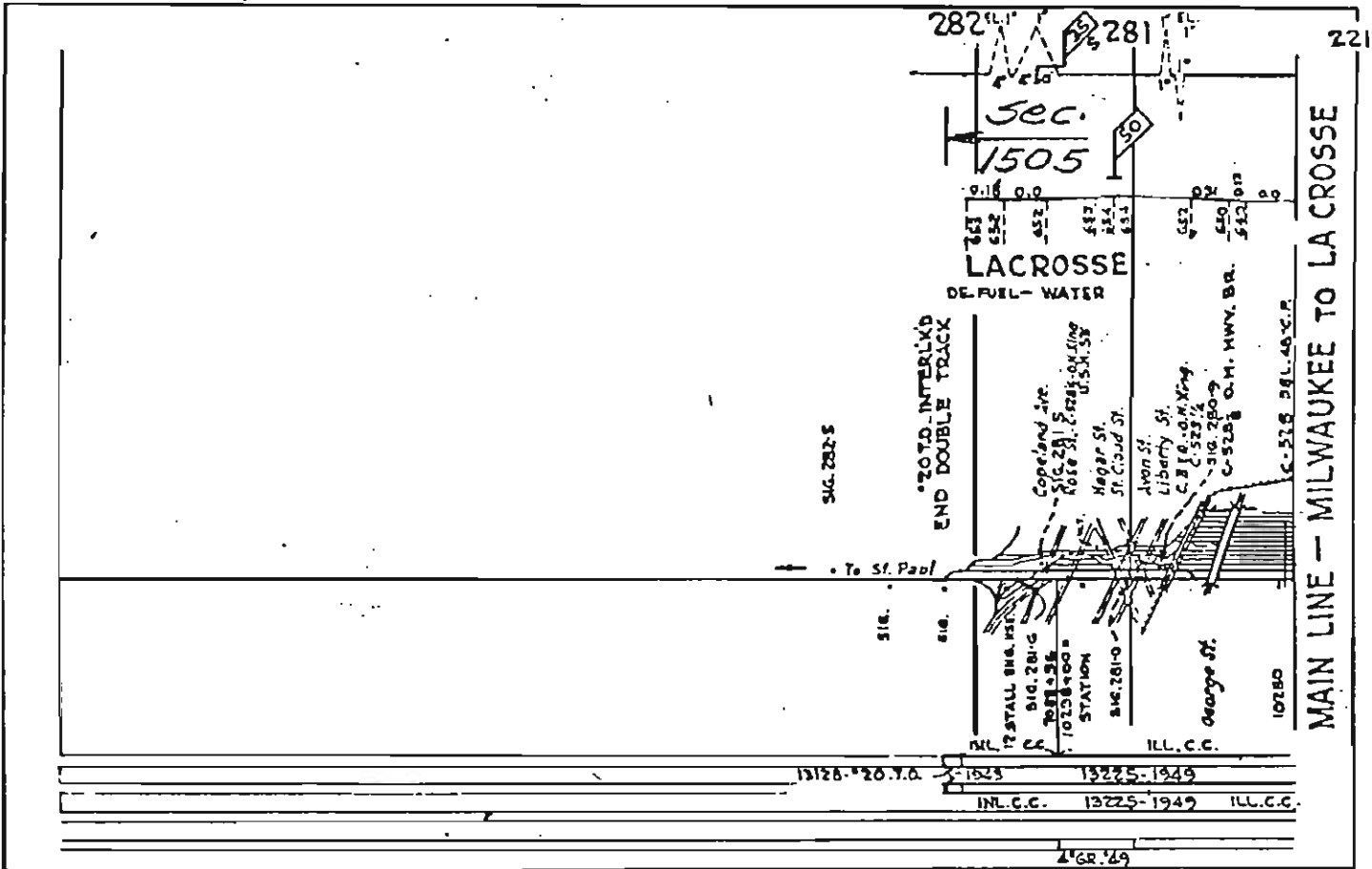
AUTO-BLOCK-AUTO-CAB SIGNAL SYSTEM



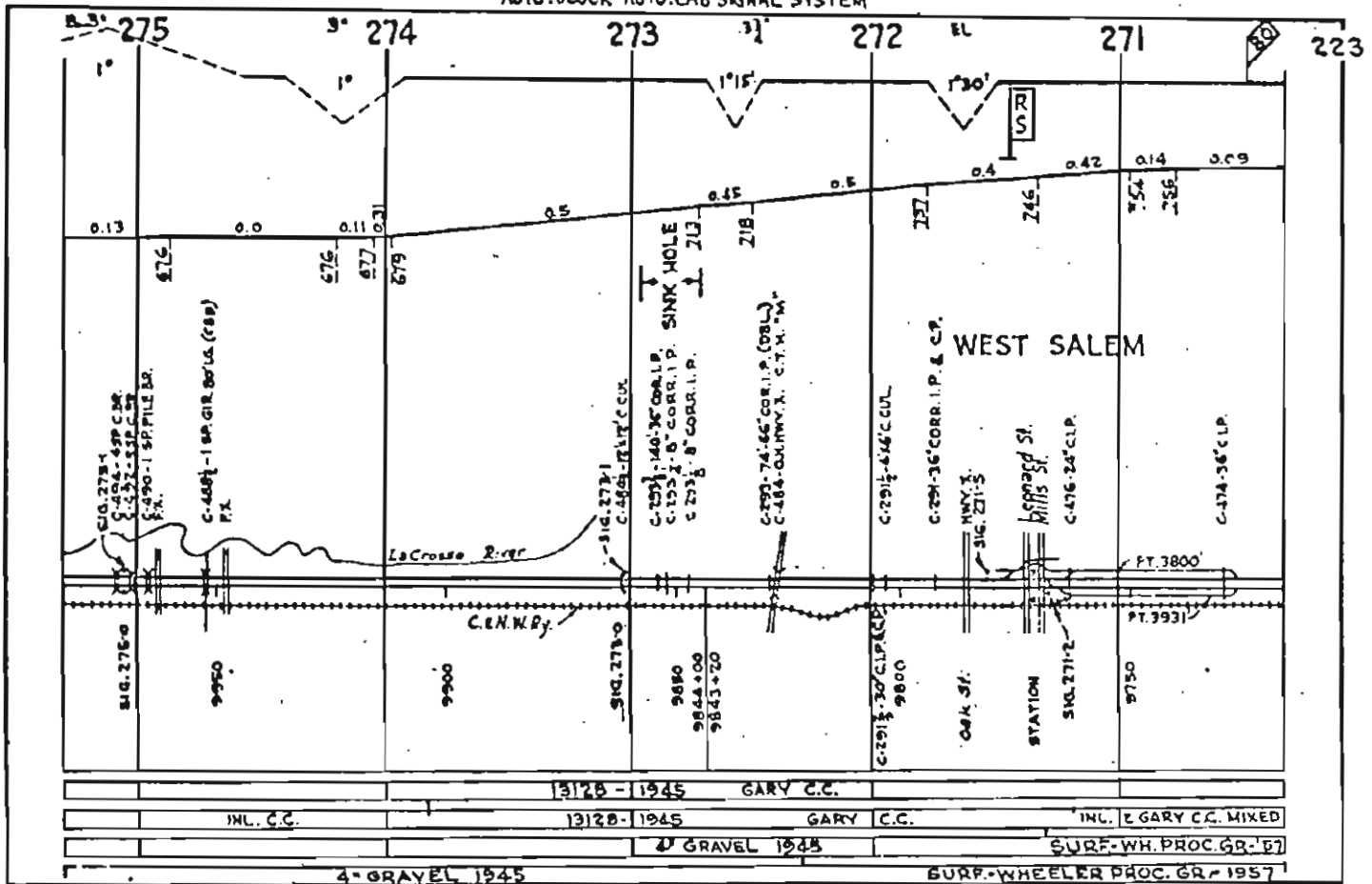




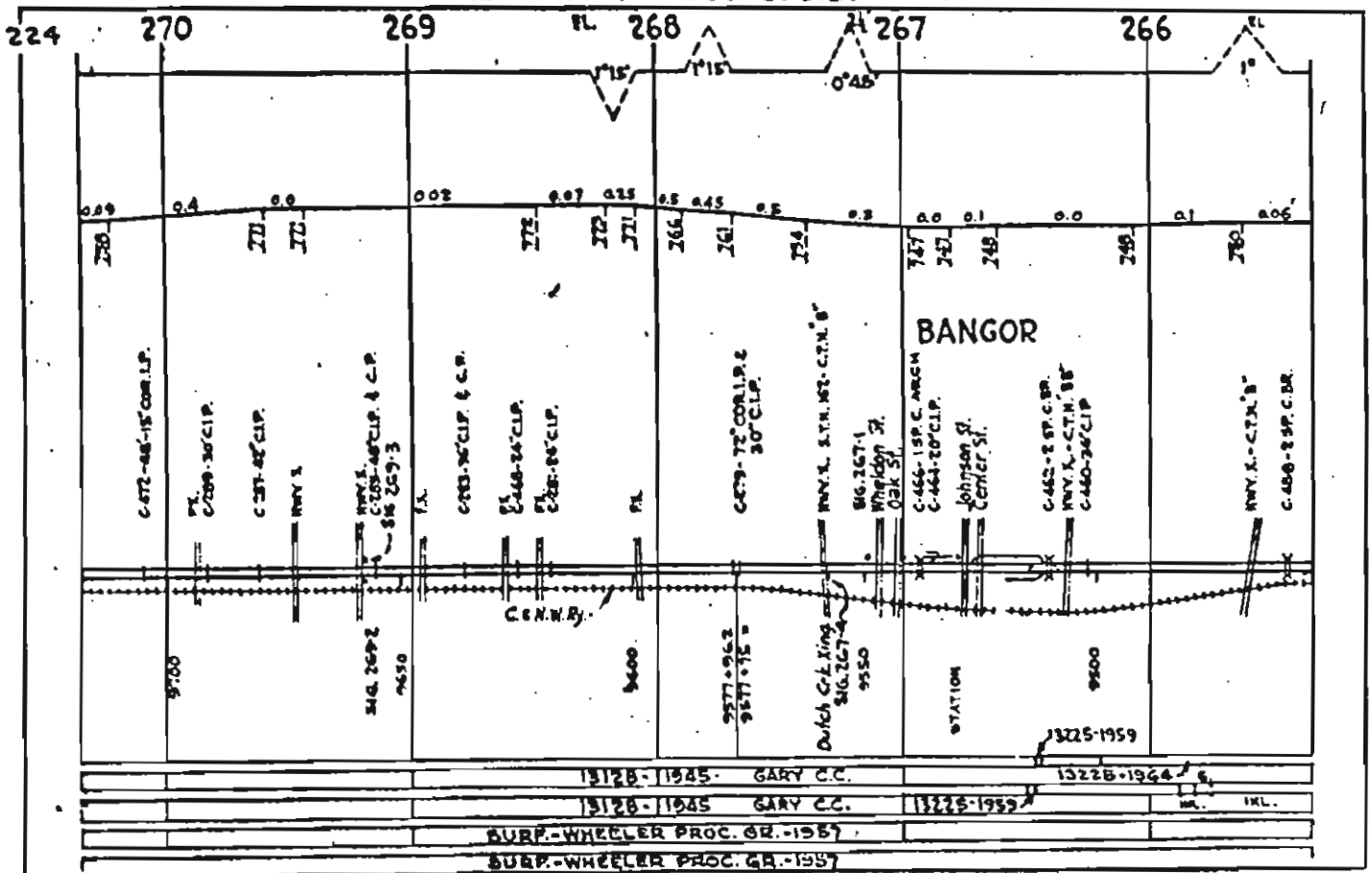
LACROSSE, WIS. TO MINNEAPOLIS, MINN.



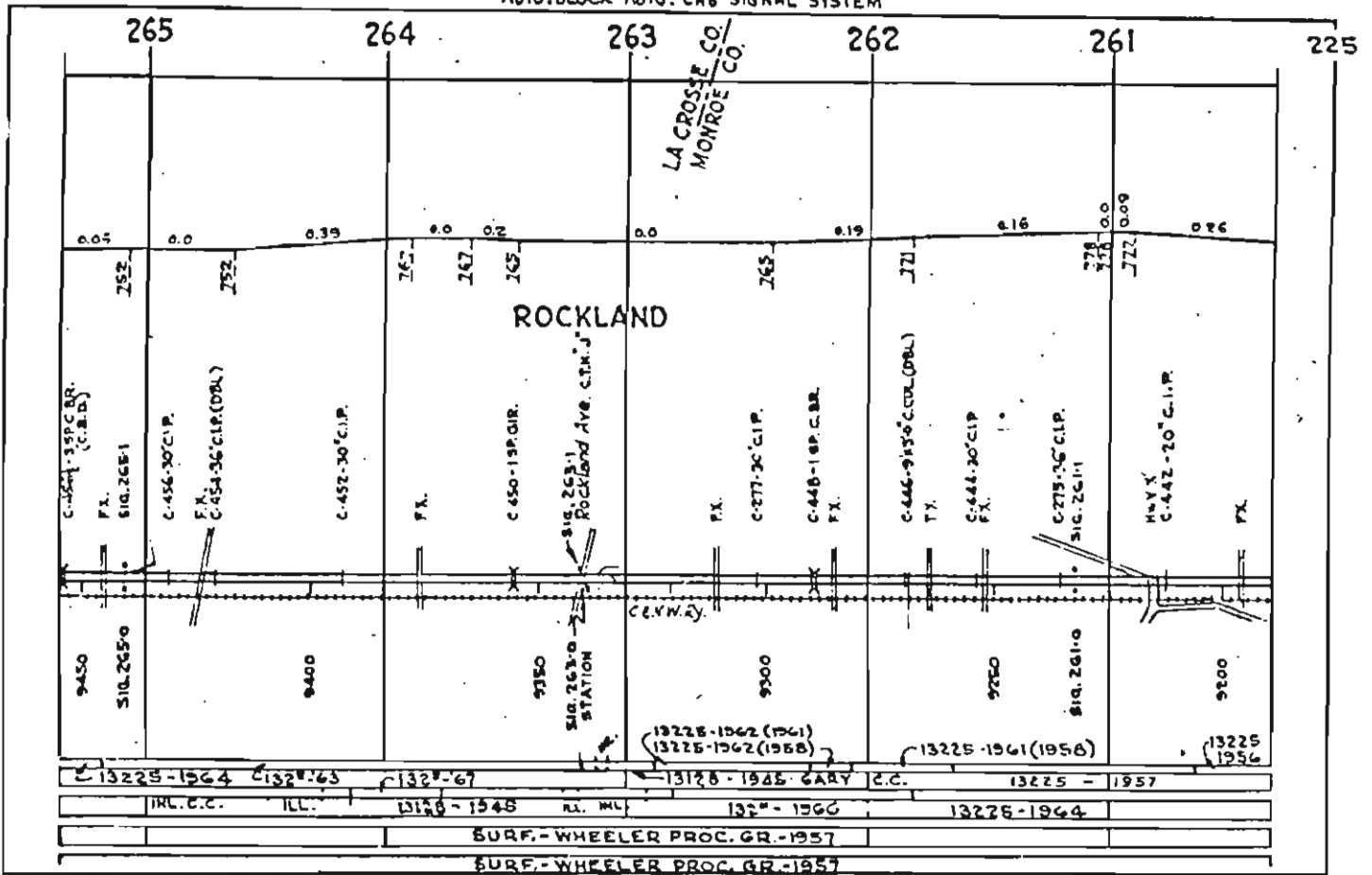
AUTO.BLOCK-AUTO.CAB SIGNAL SYSTEM



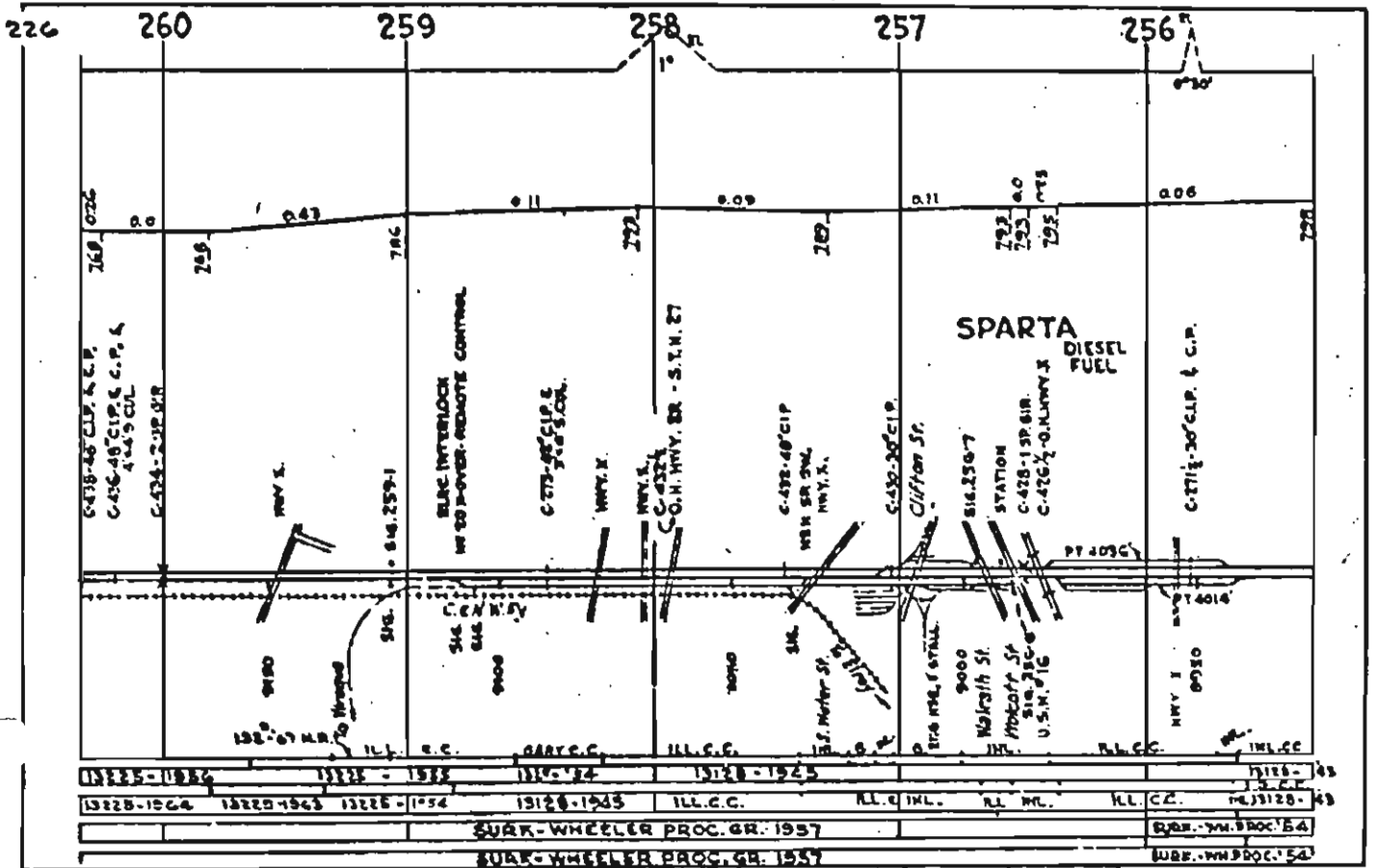
AUTO.BLOCK-AUTO.CAB SIGNAL SYSTEM



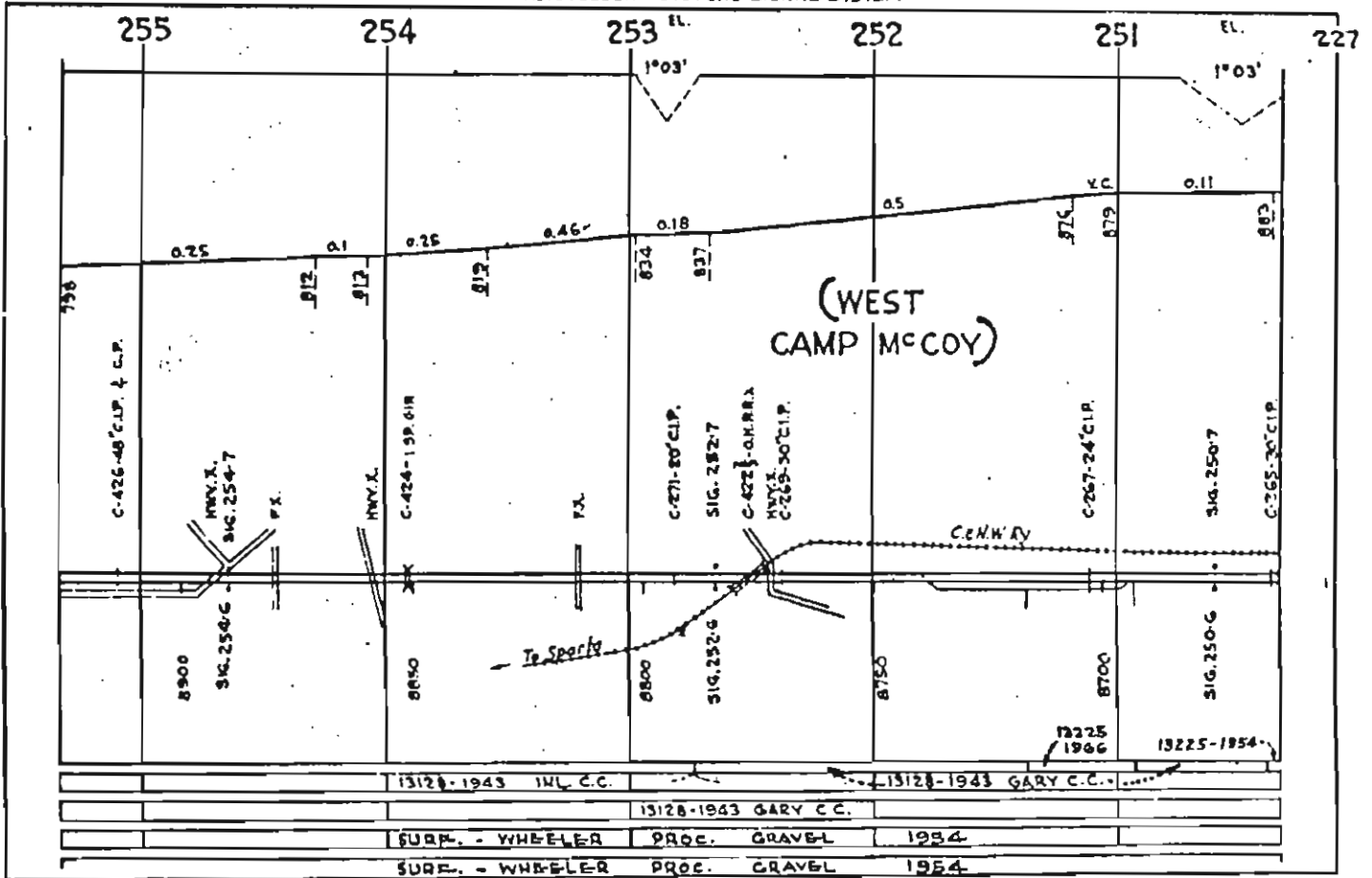
AUTO.BLOCK-AUTO. CAB SIGNAL SYSTEM



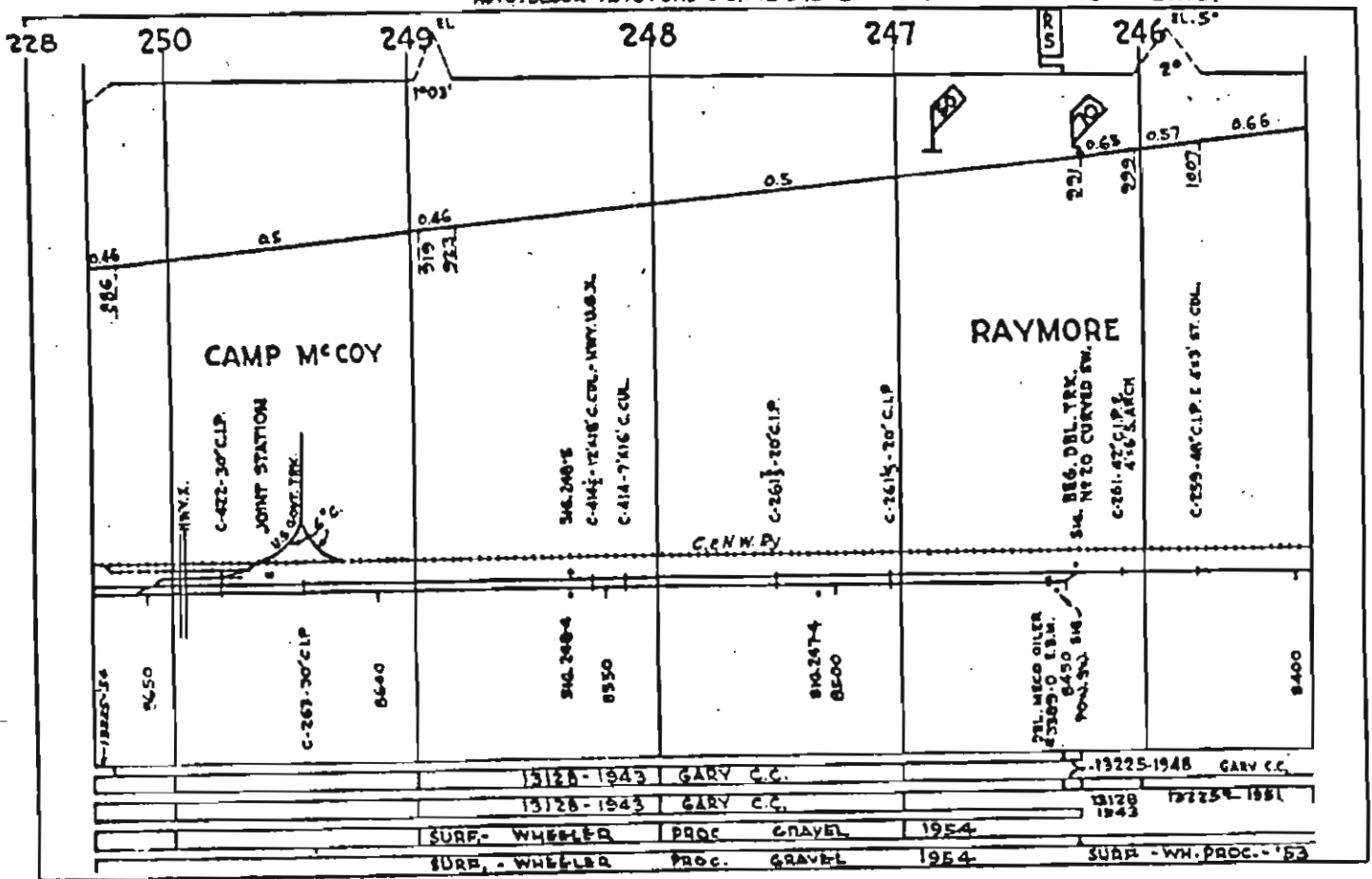
AUTO.BLOCK-AUTO. CAB SIGNAL SYSTEM

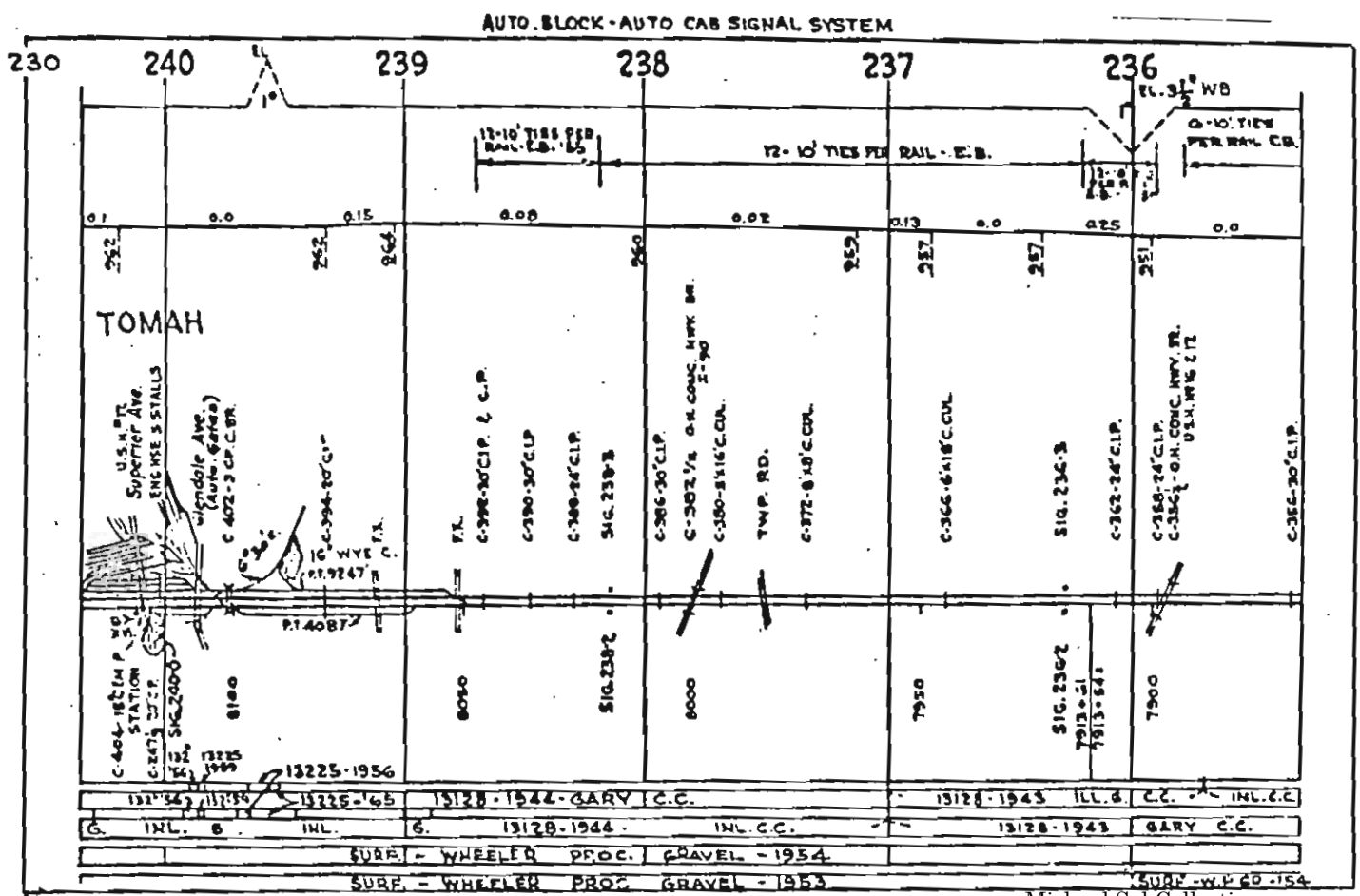
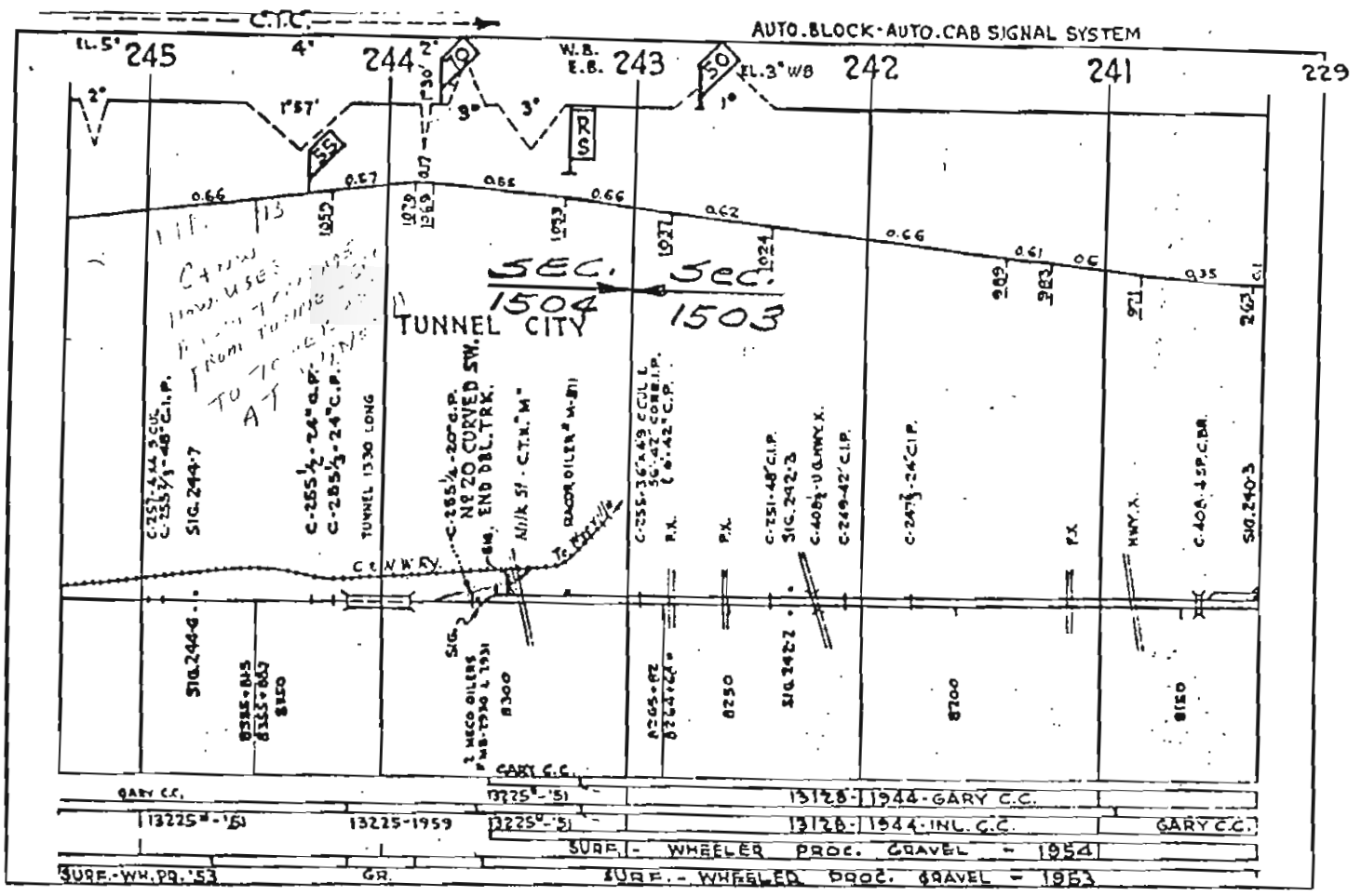


AUTO. BLOCK-AUTO. CAB SIGNAL SYSTEM

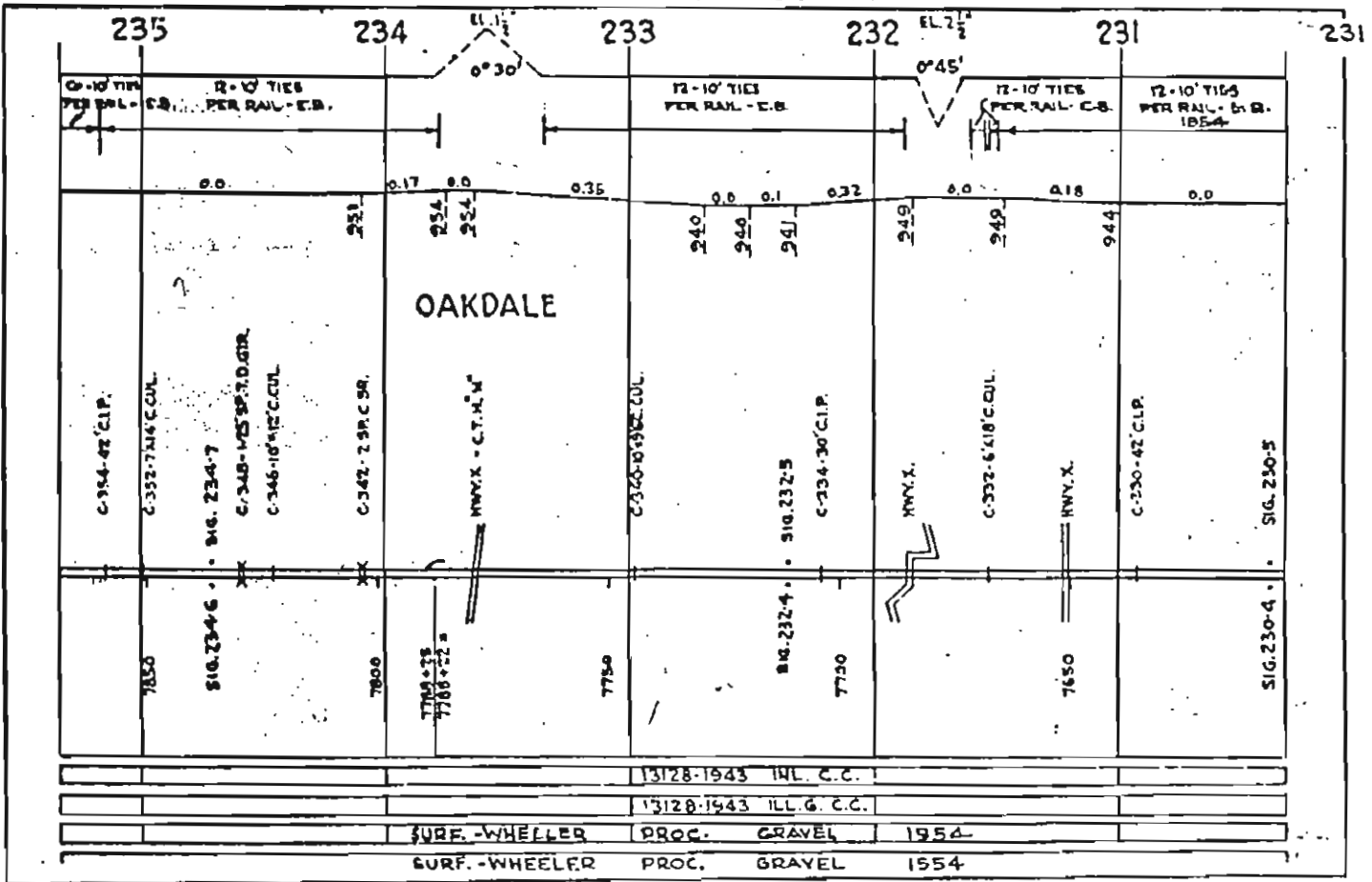


AUTO. BLOCK-AUTO. CAB SIGNAL SYSTEM

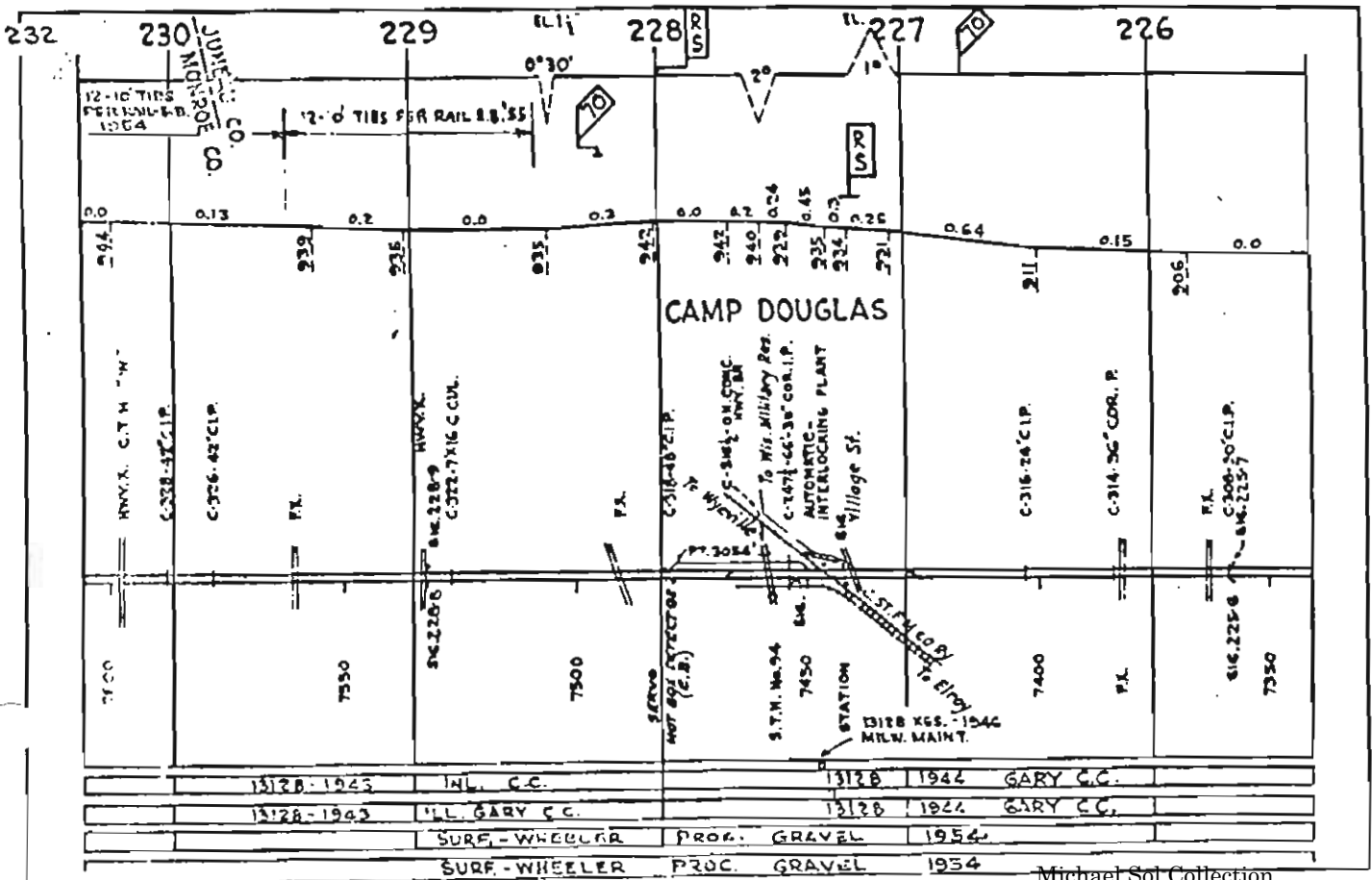




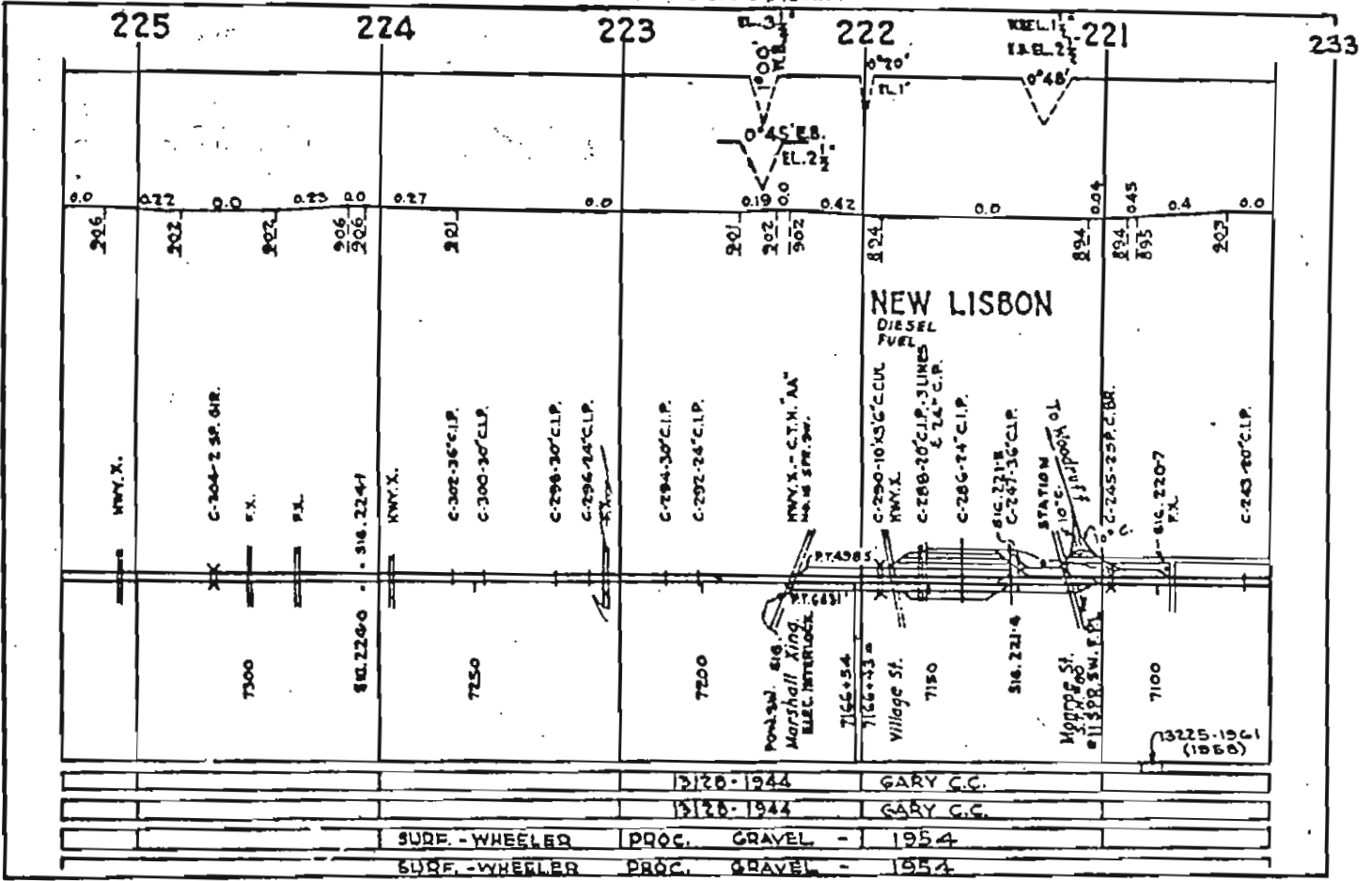
AUTO. BLOCK-AUTO. CAB SIGNAL SYSTEM



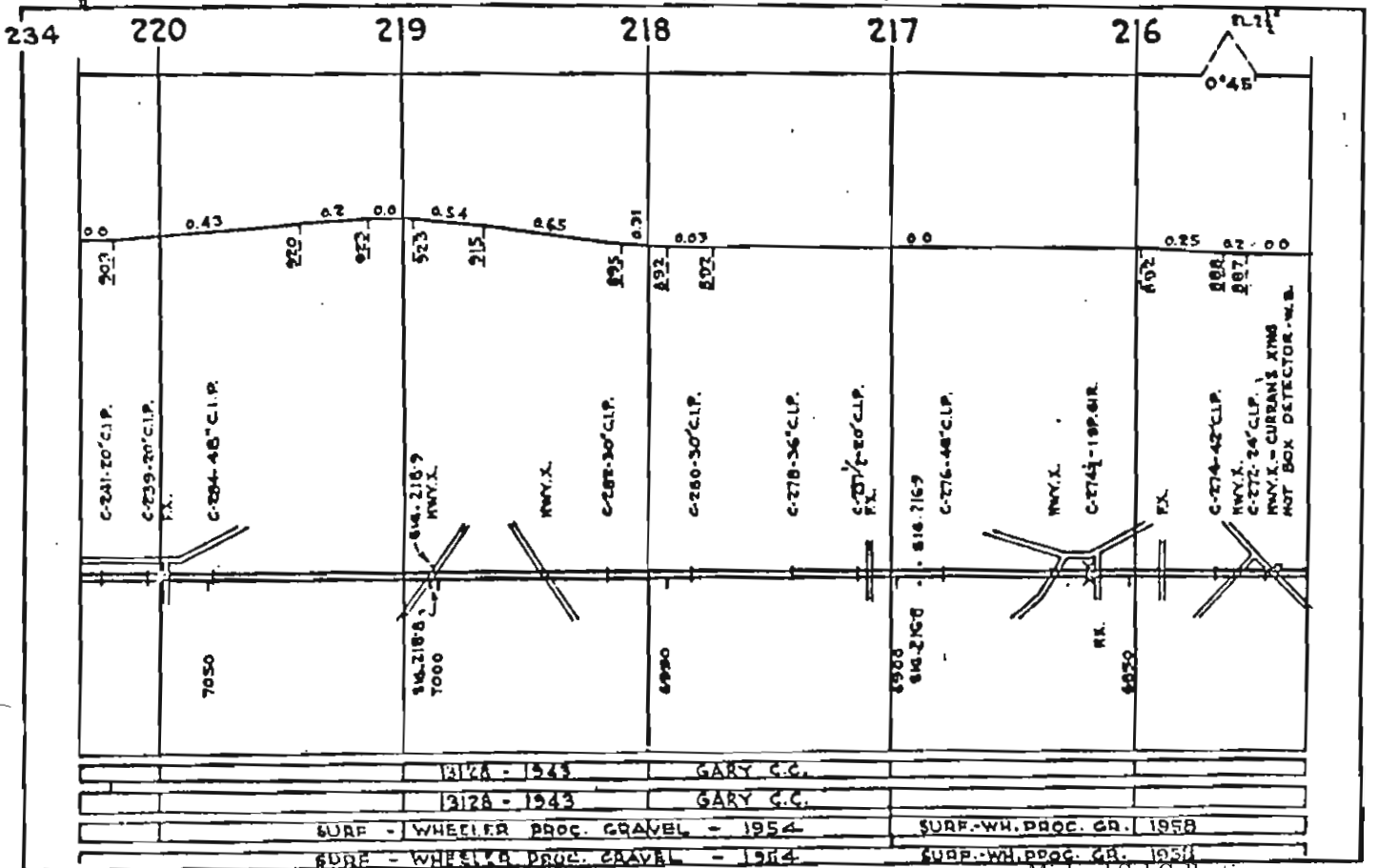
AUTO. BLOCK-AUTO. CAB SIGNAL SYSTEM



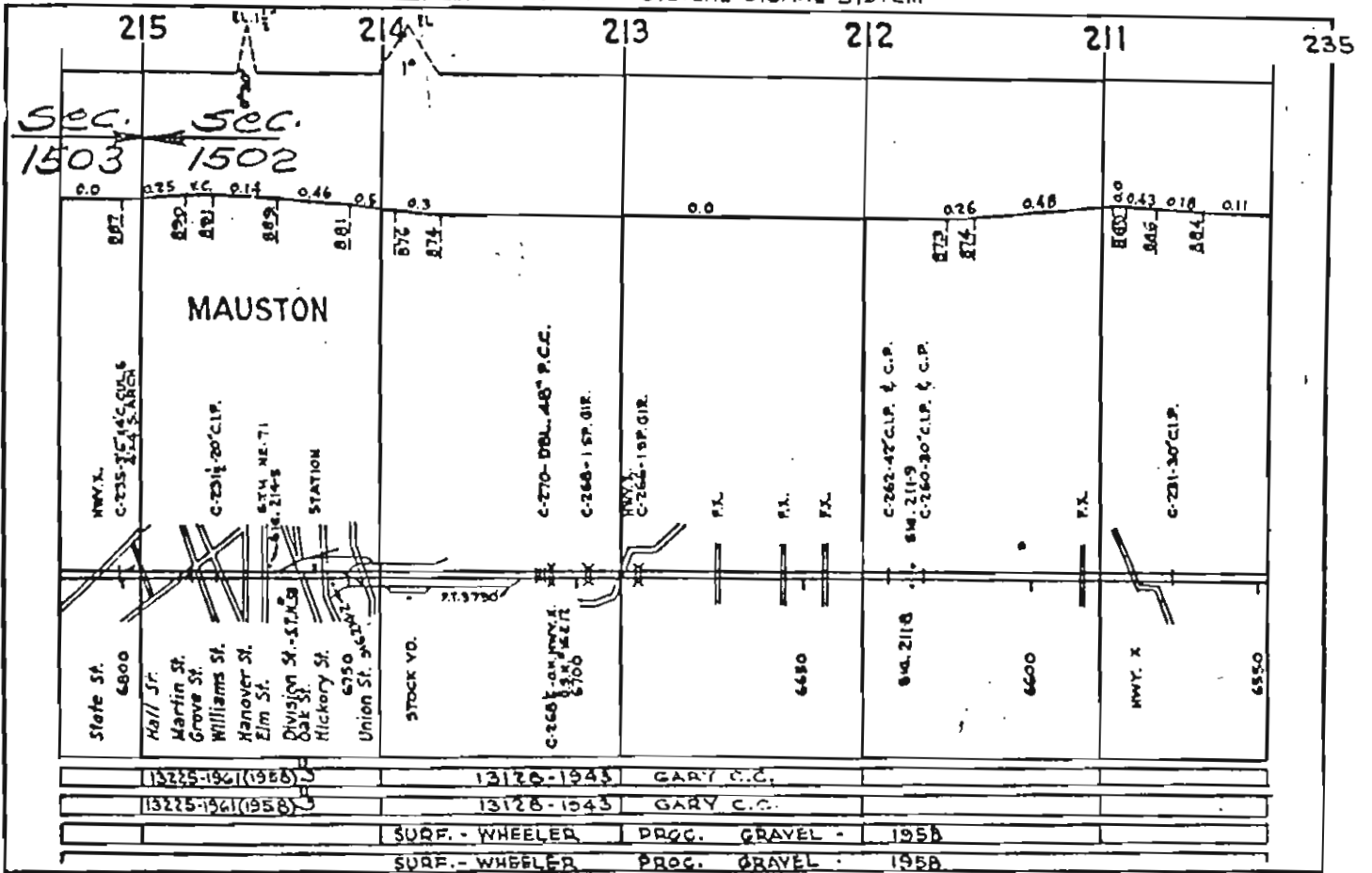
AUTO BLOCK - AUTO, CAB SIGNAL SYSTEM



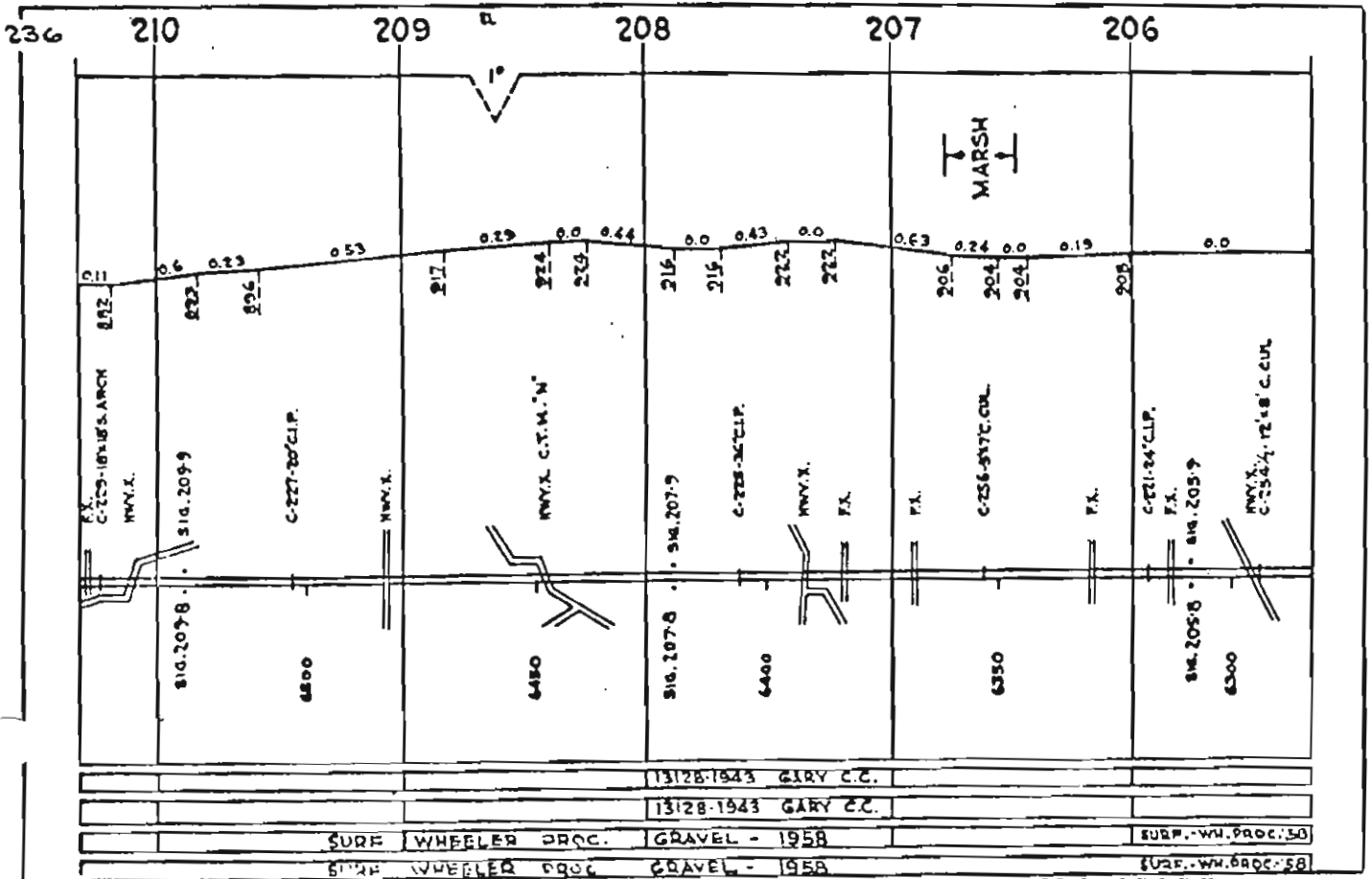
AUTO BLOCK - AUTO, CAB SIGNAL SYSTEM



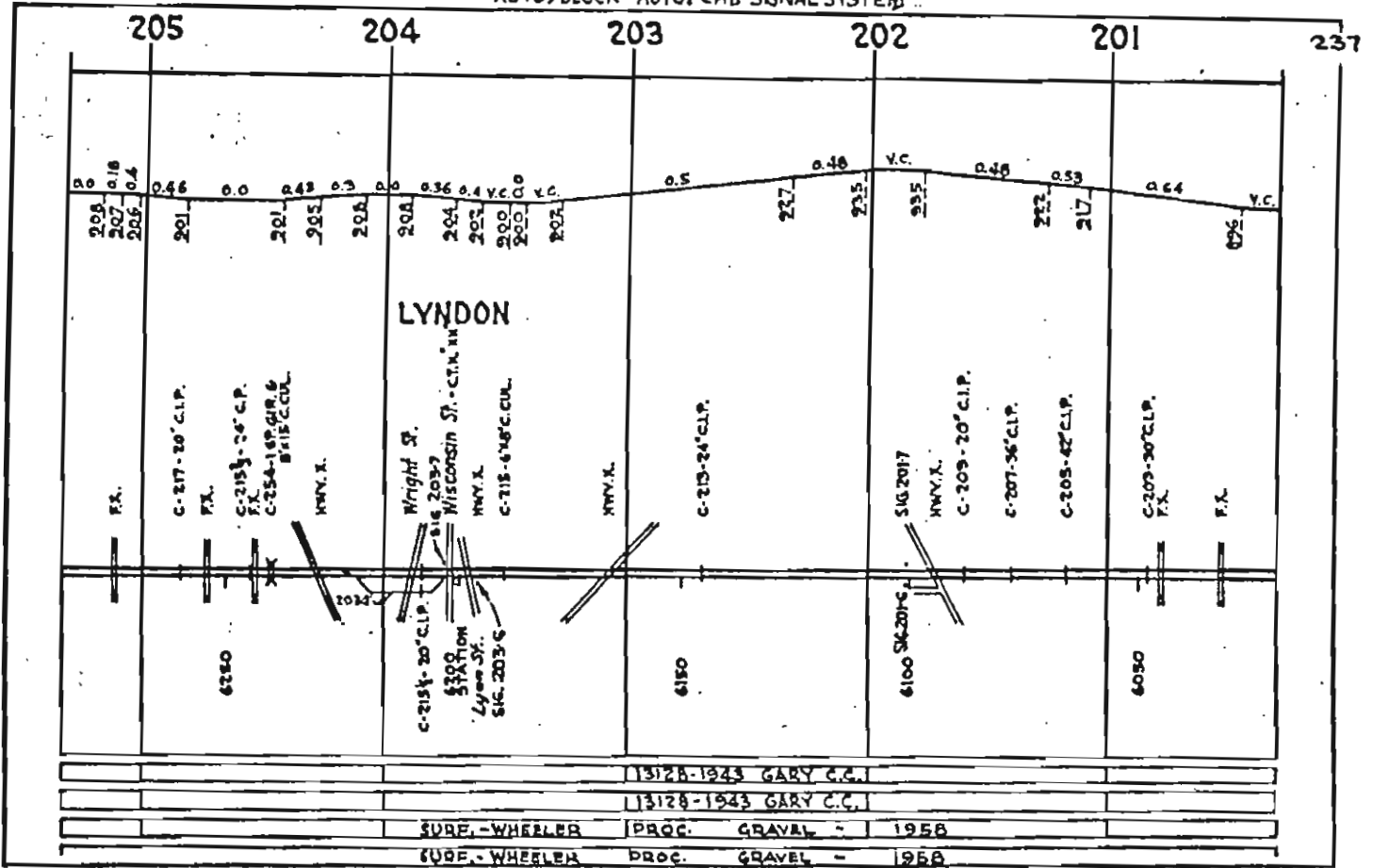
AUTO. BLOCK - AUTO. CAB SIGNAL SYSTEM



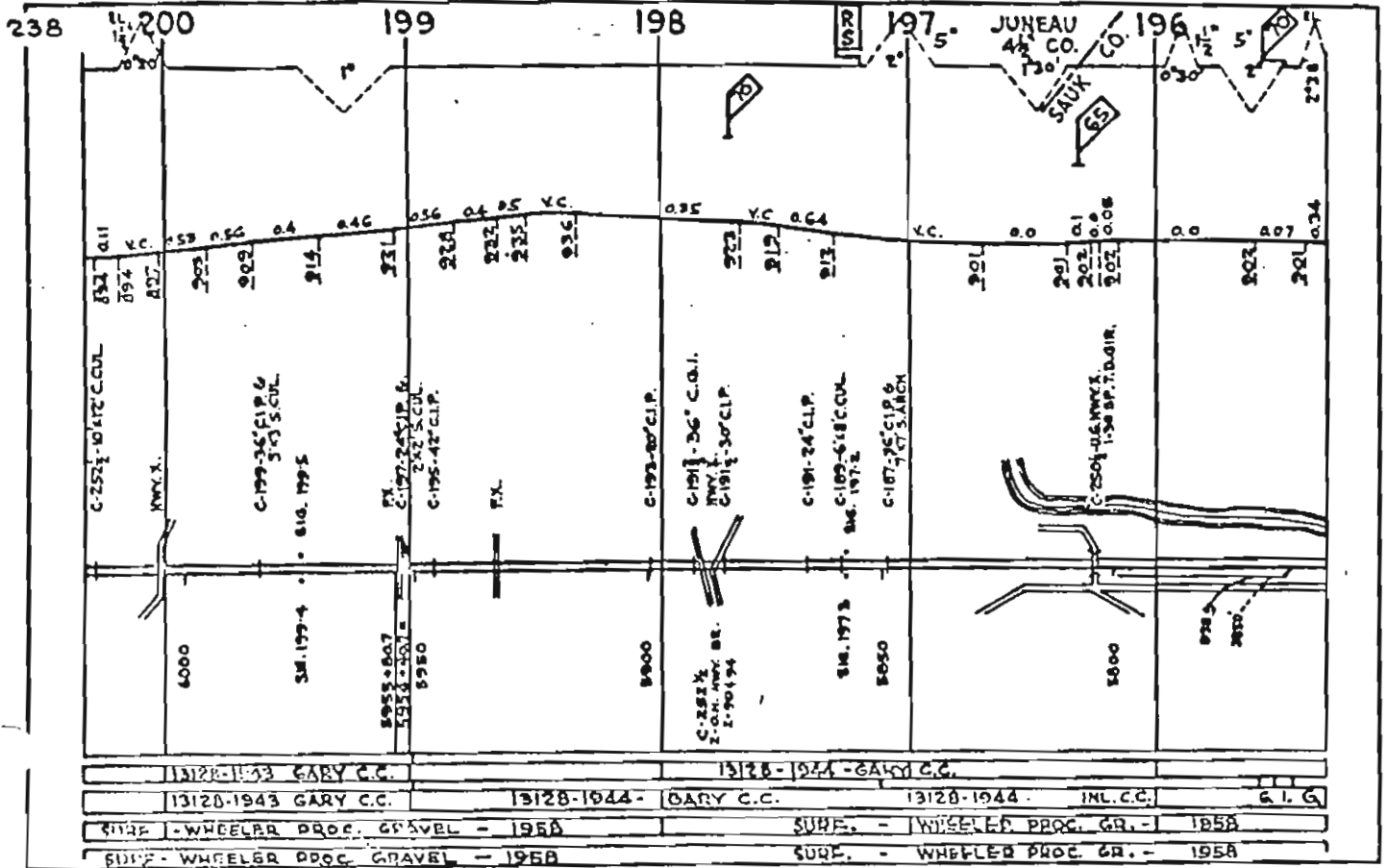
AUTO. BLOCK - AUTO. CAB SIGNAL SYSTEM



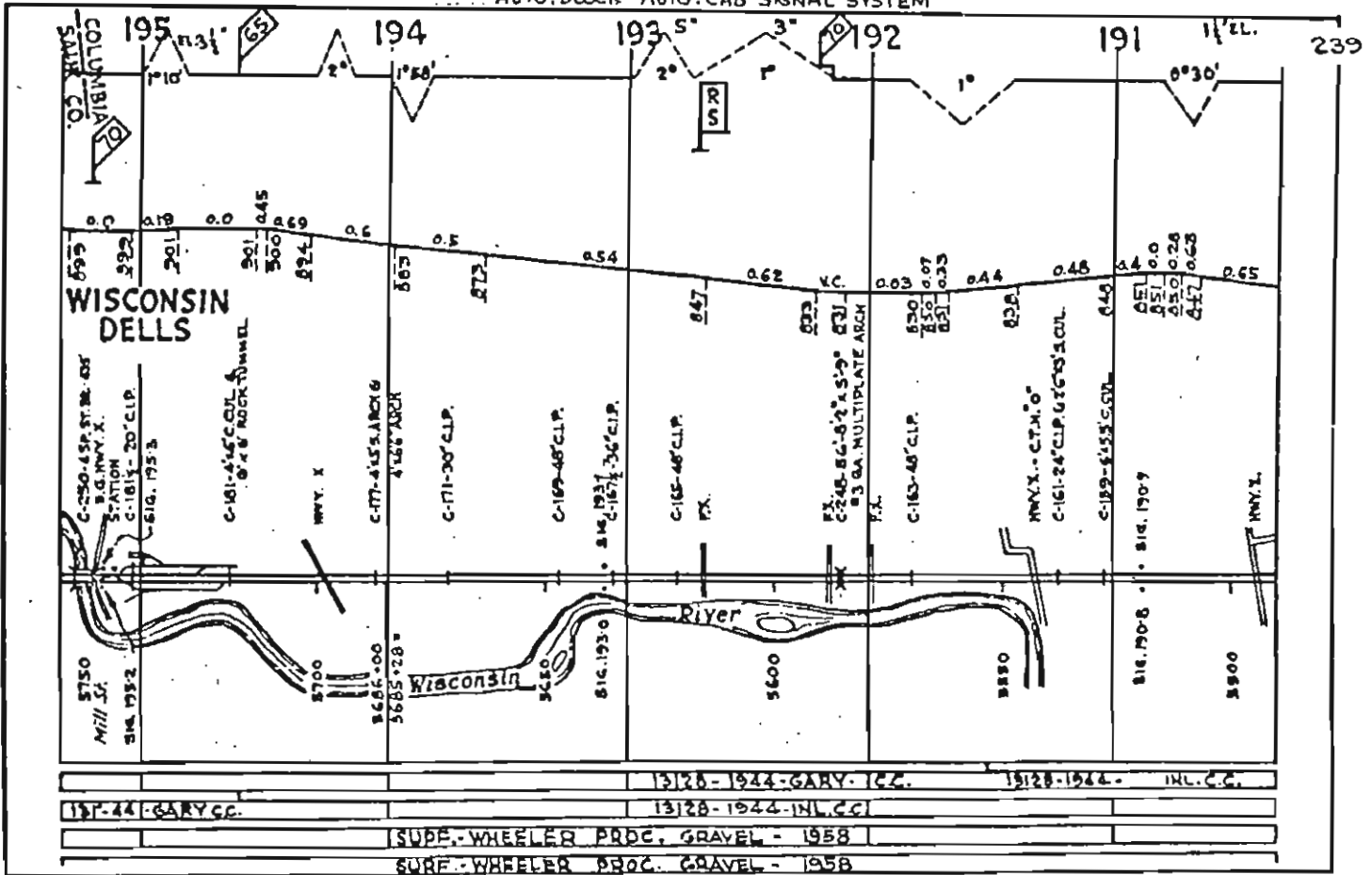
AUTO. BLOCK-AUTO. CAB SIGNAL SYSTEM



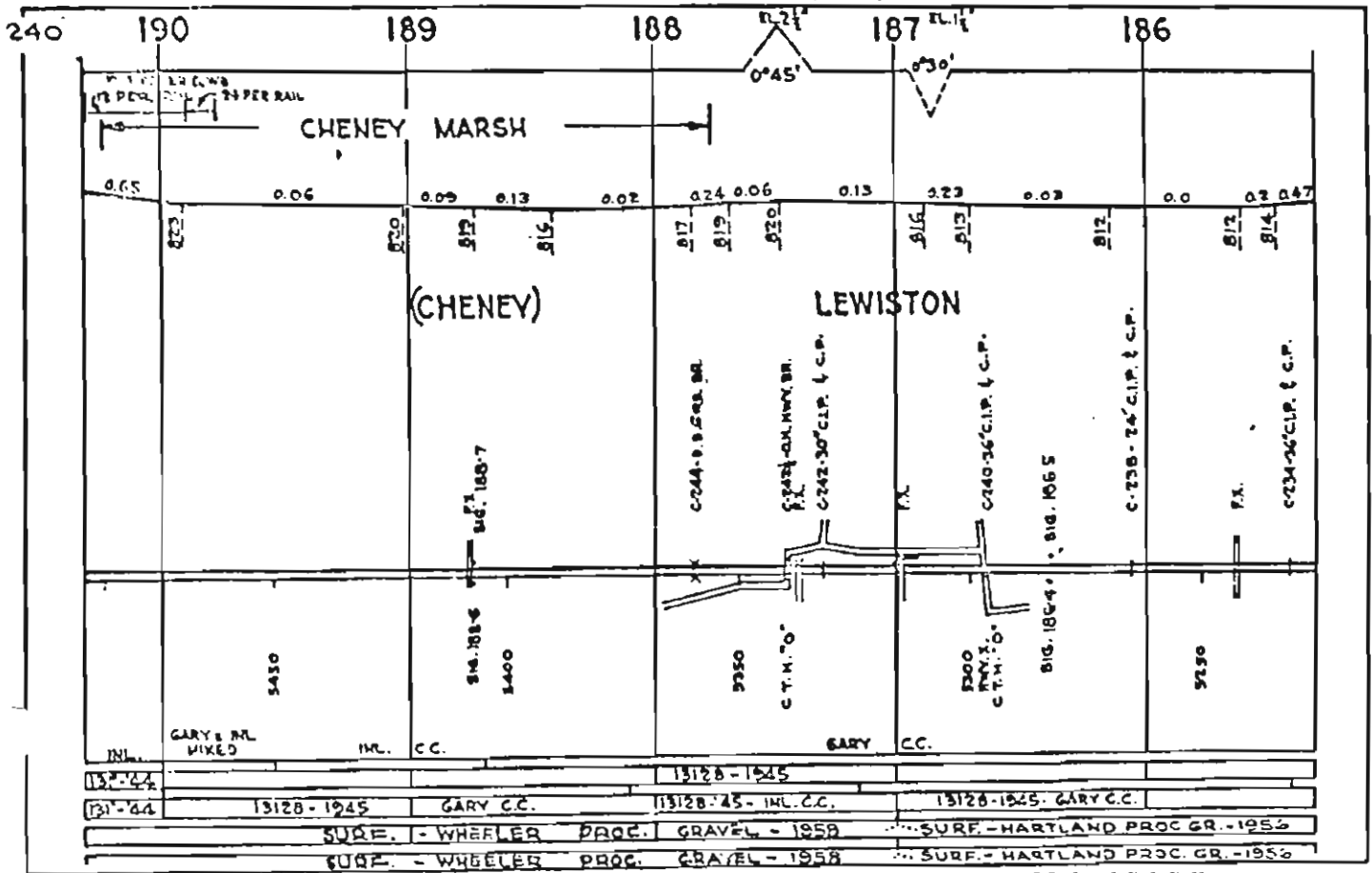
AUTO. BLOCK-AUTO. CAB SIGNAL SYSTEM



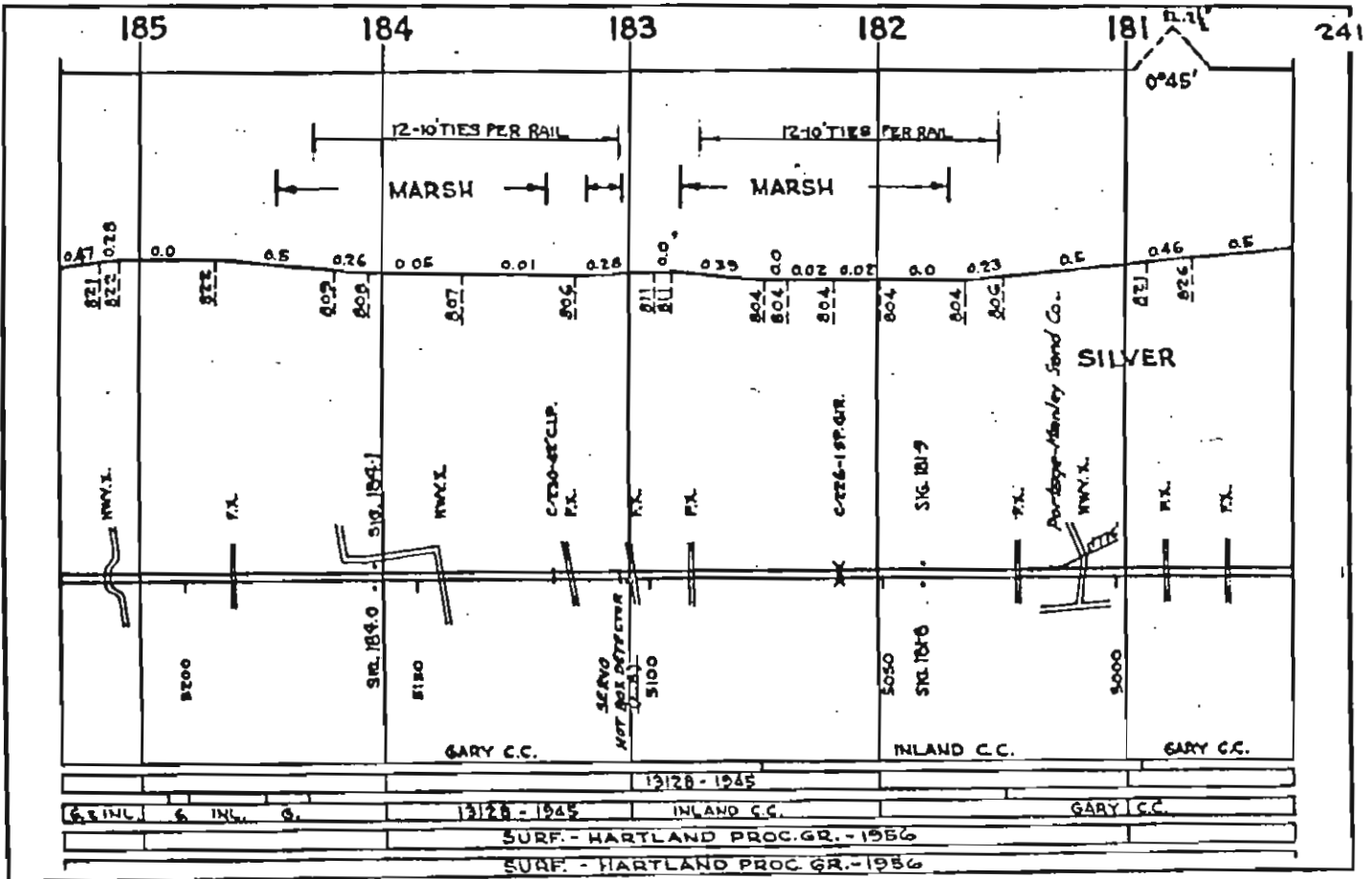
AUTO. BLOCK - AUTO. CAB SIGNAL SYSTEM



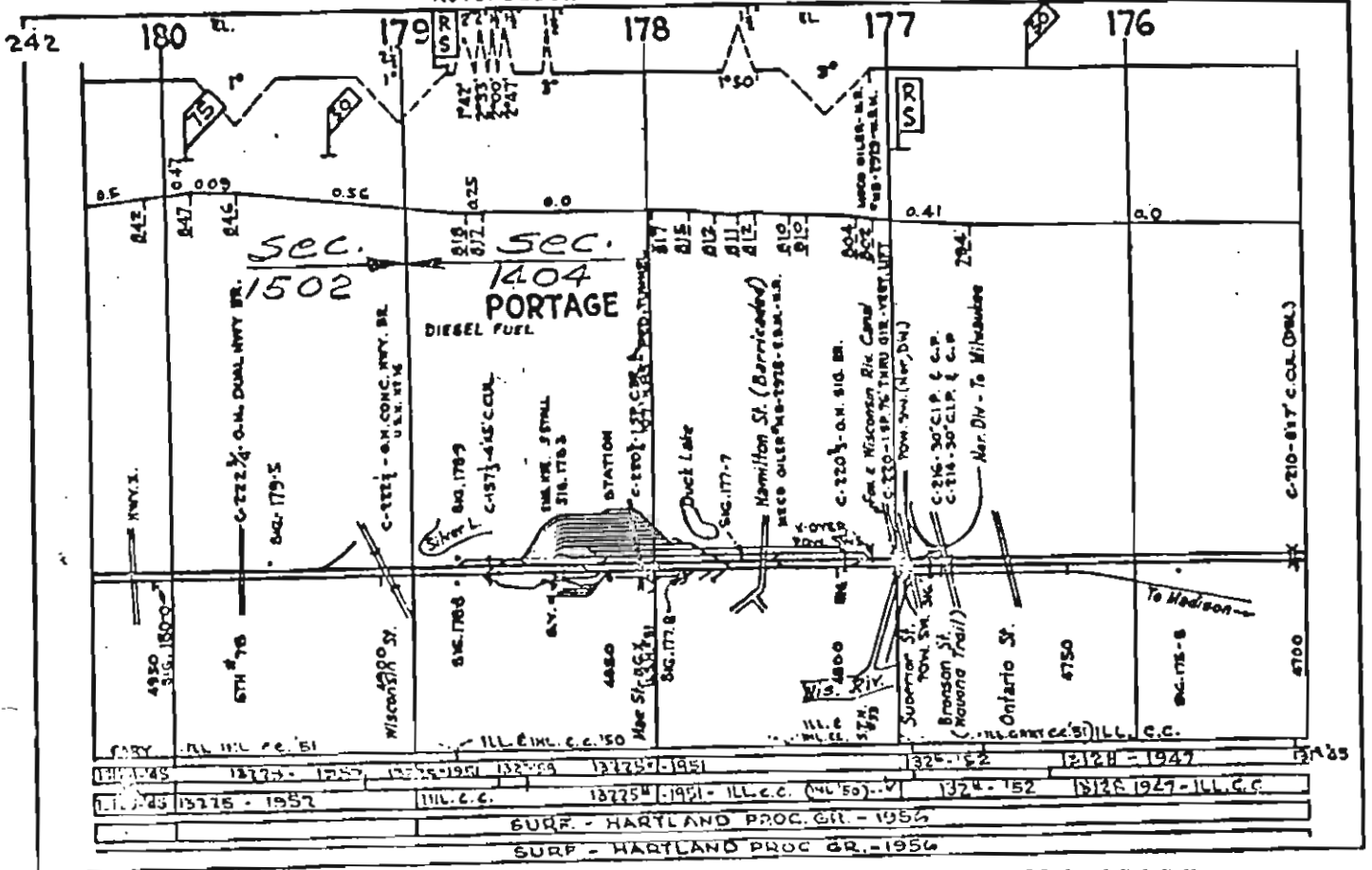
AUTO. BLOCK - AUTO. CAB SIGNAL SYSTEM

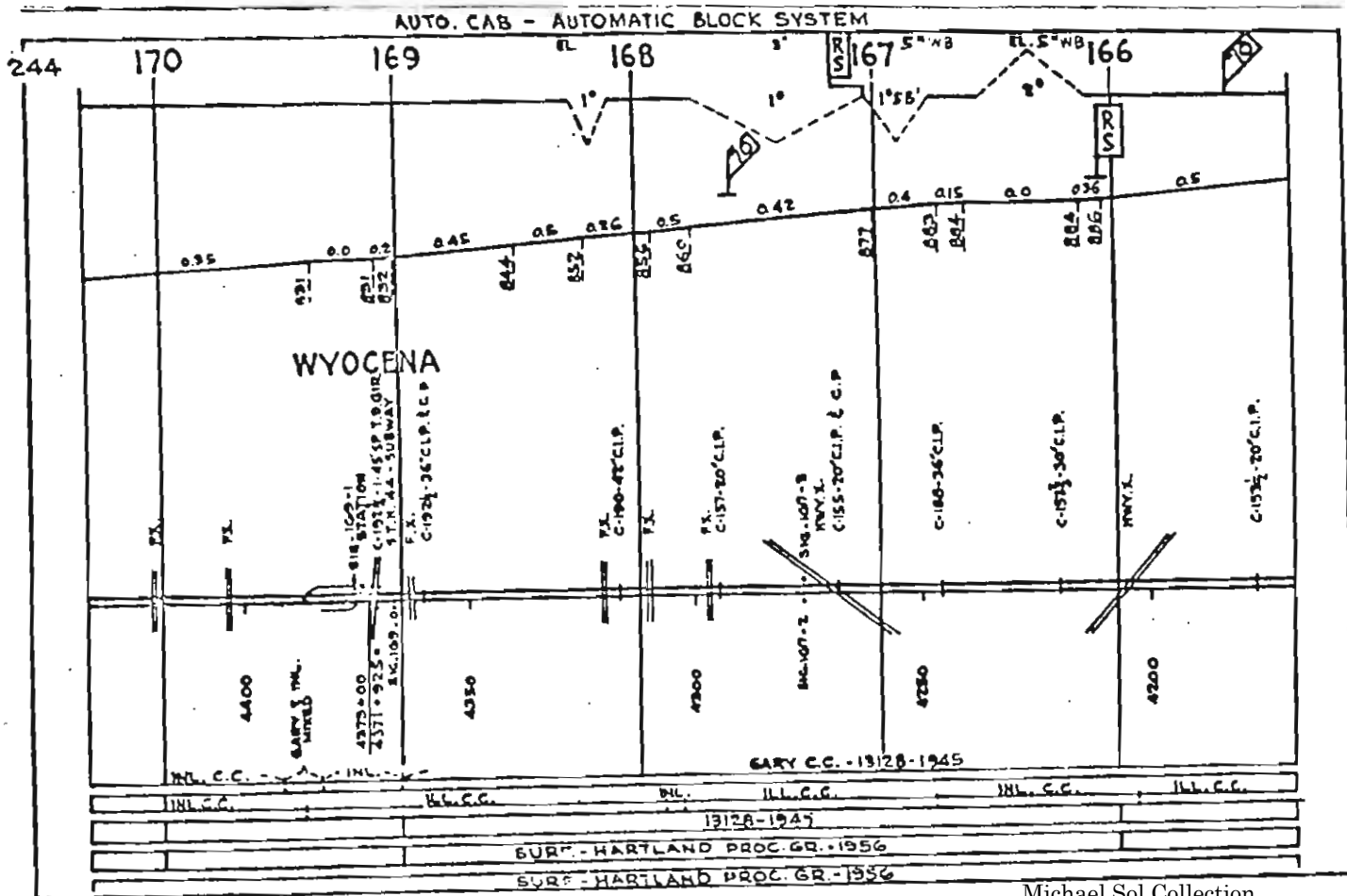
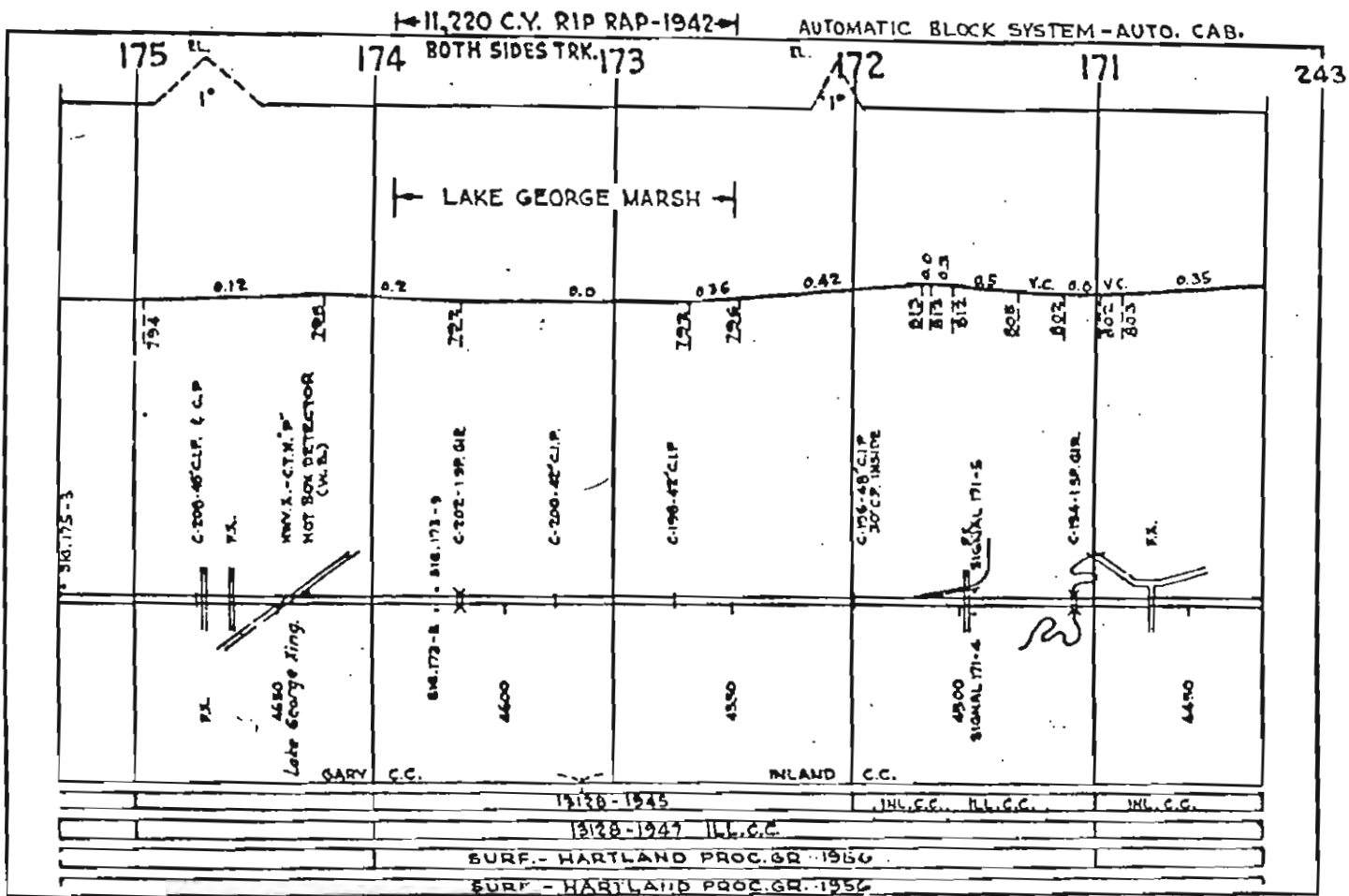


AUTO. BLOCK-AUTO. CAB. SIGNAL SYSTEM

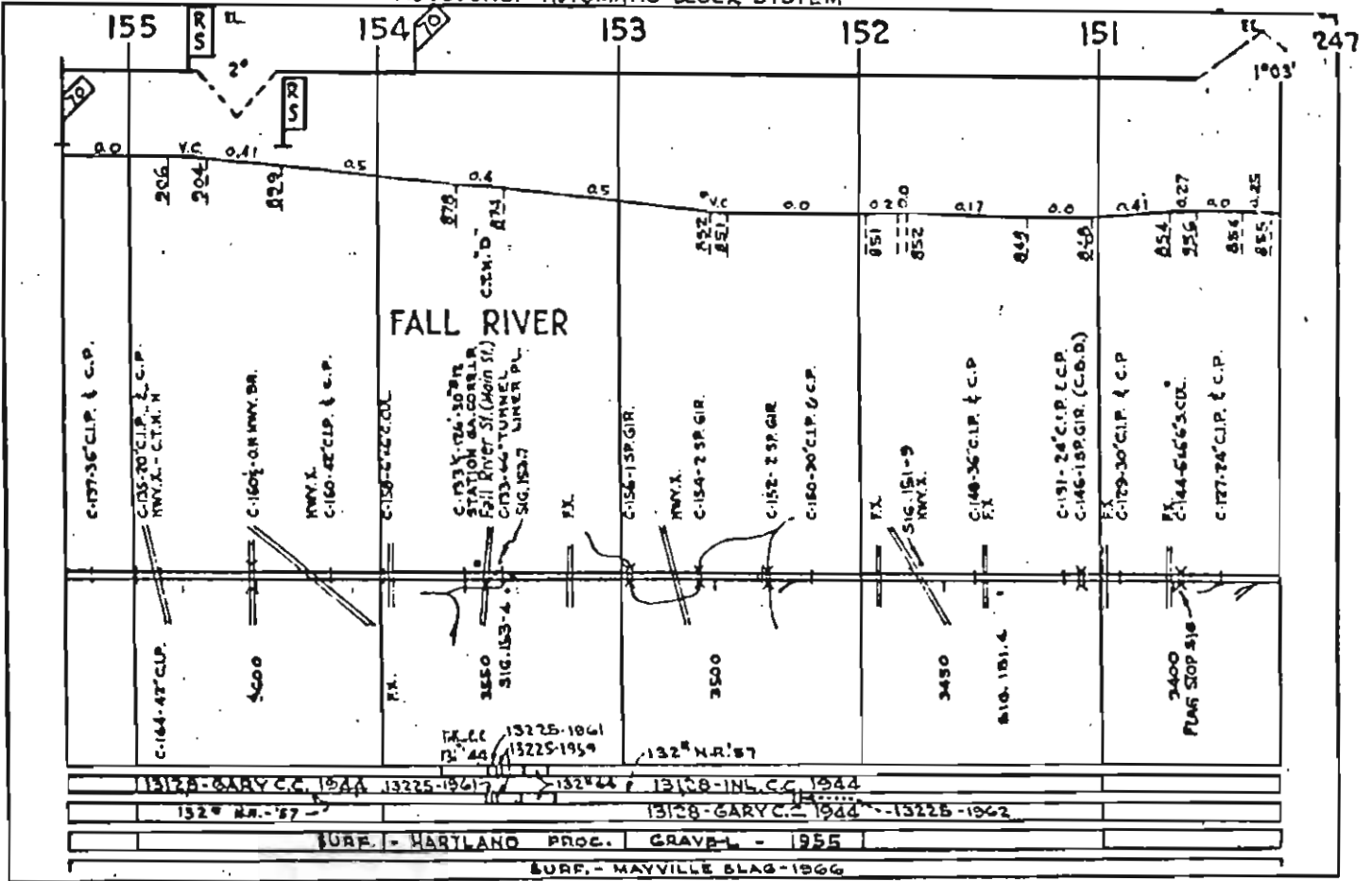


AUTO. BLOCK-AUTO. CAB. SIGNAL SYSTEM

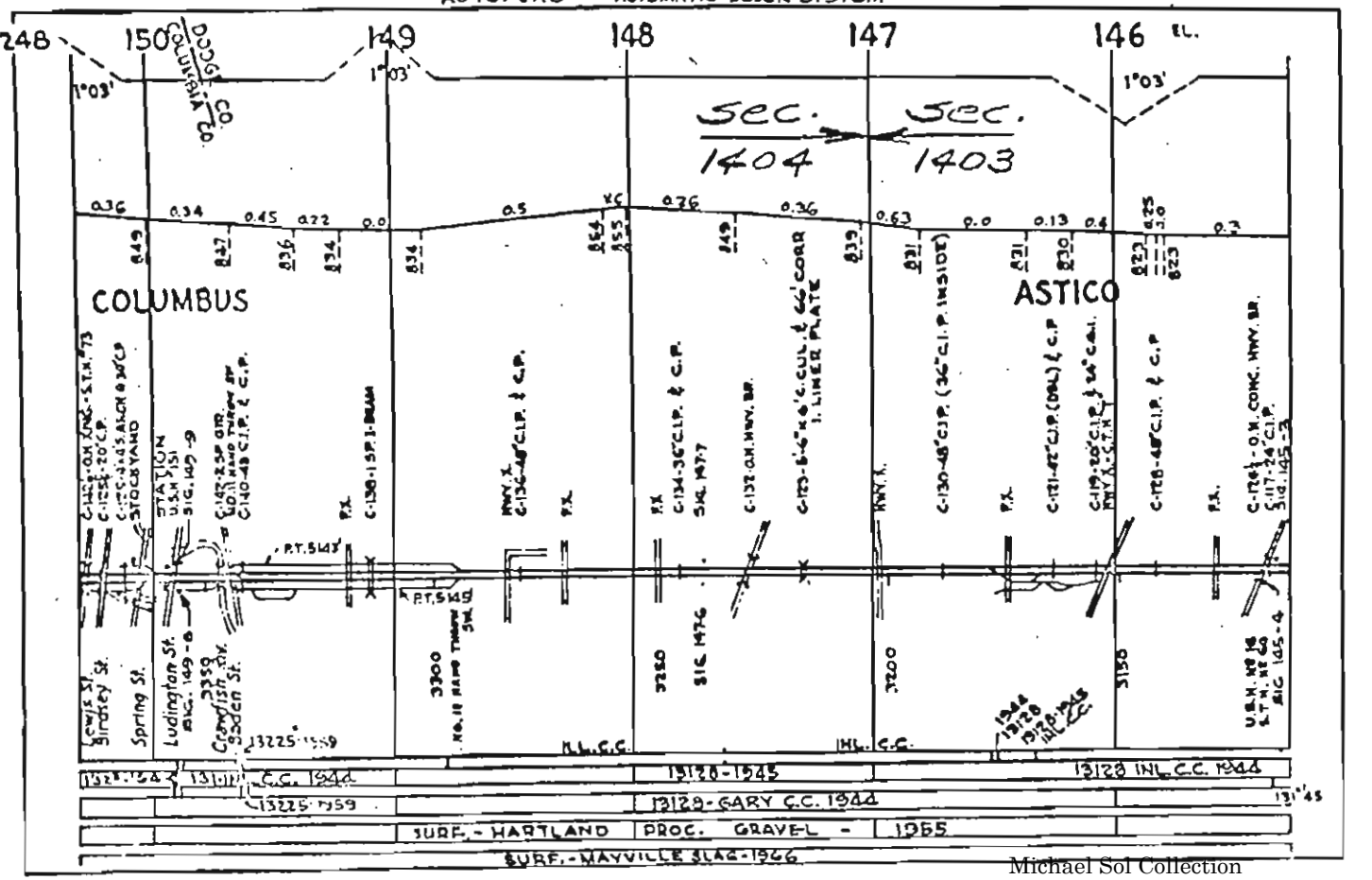




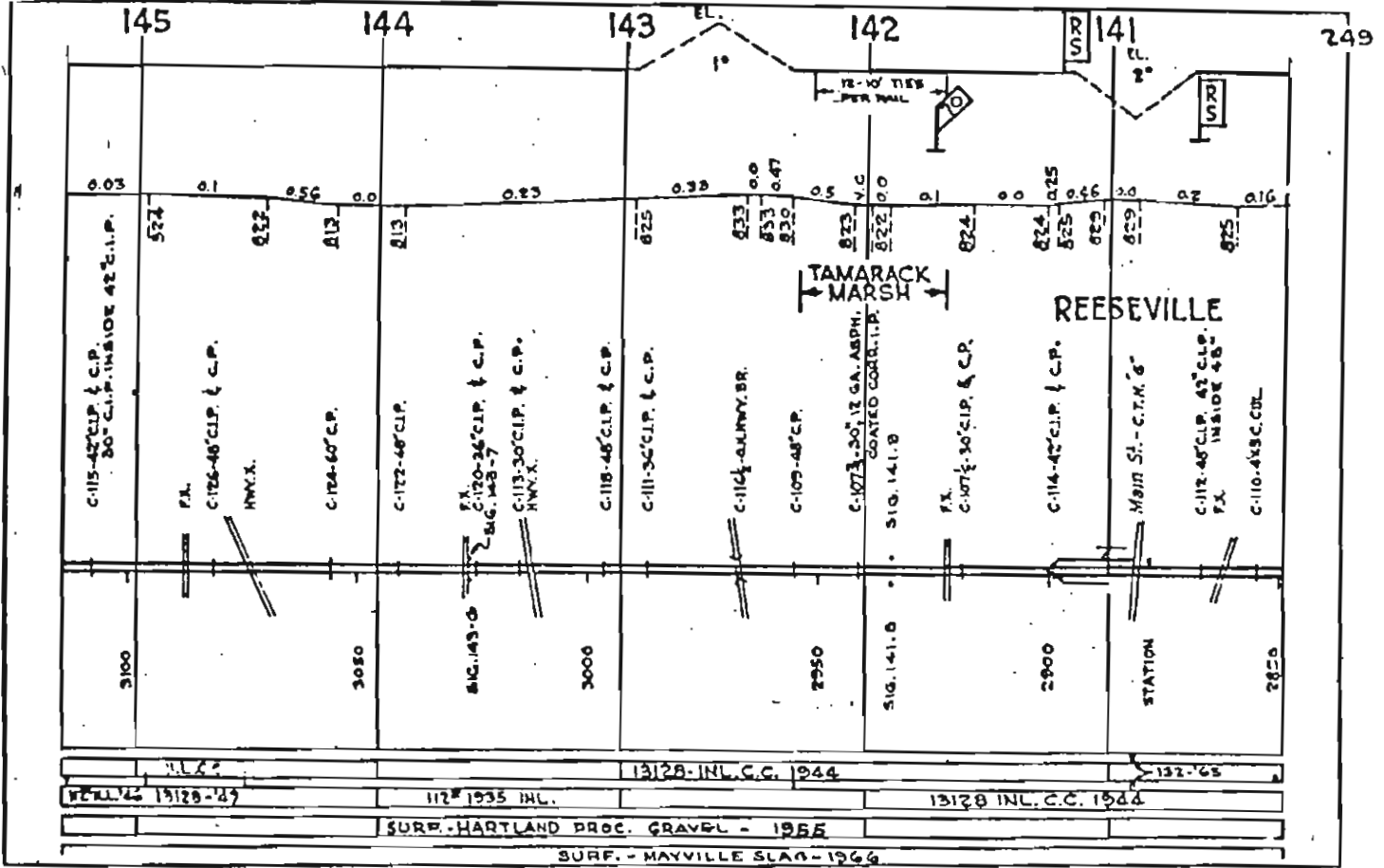
AUTO. CAB. - AUTOMATIC BLOCK SYSTEM



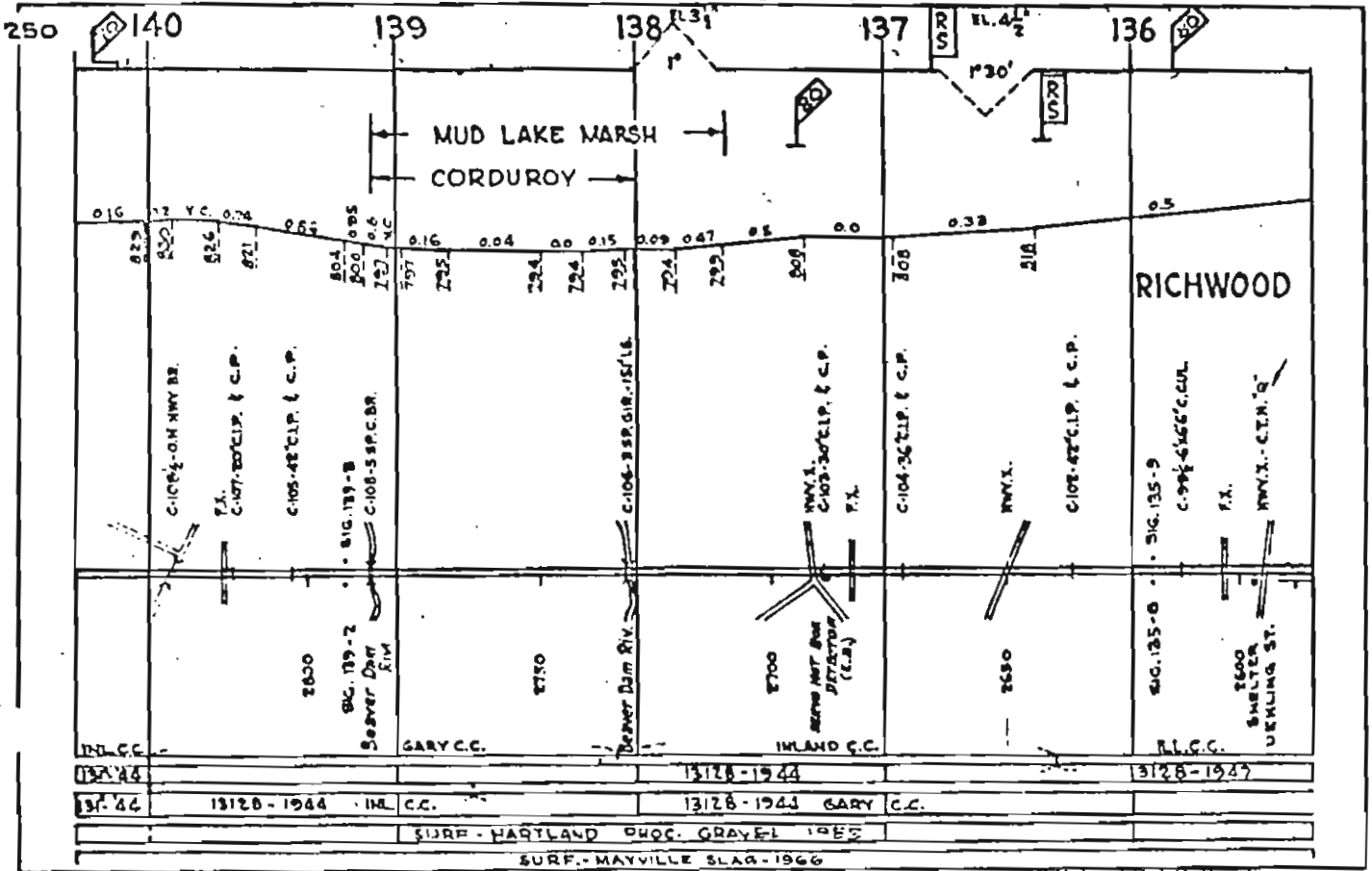
AUTO. CAB - AUTOMATIC BLOCK SYSTEM



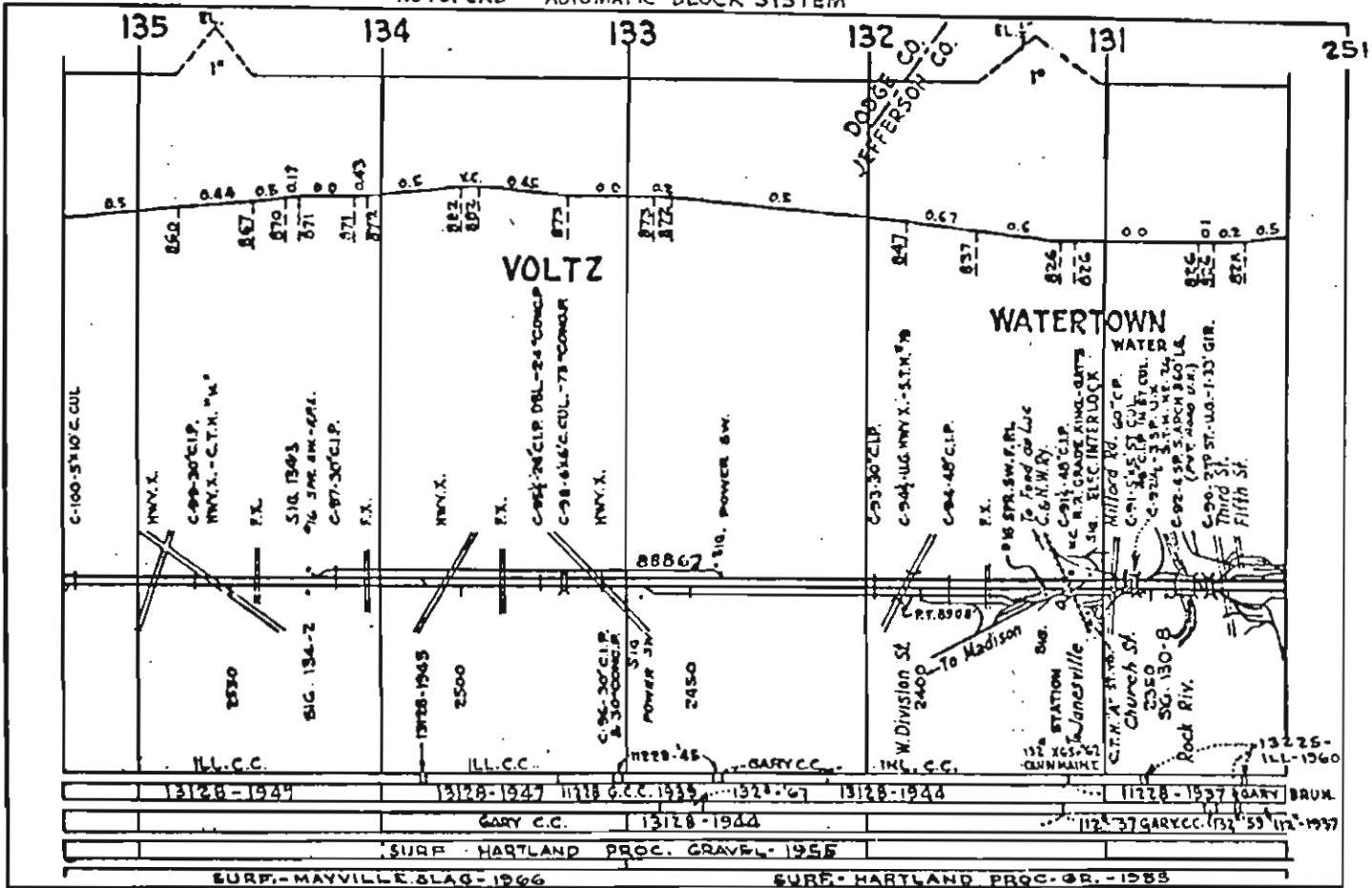
AUTO. CAB - AUTOMATIC BLOCK SYSTEM



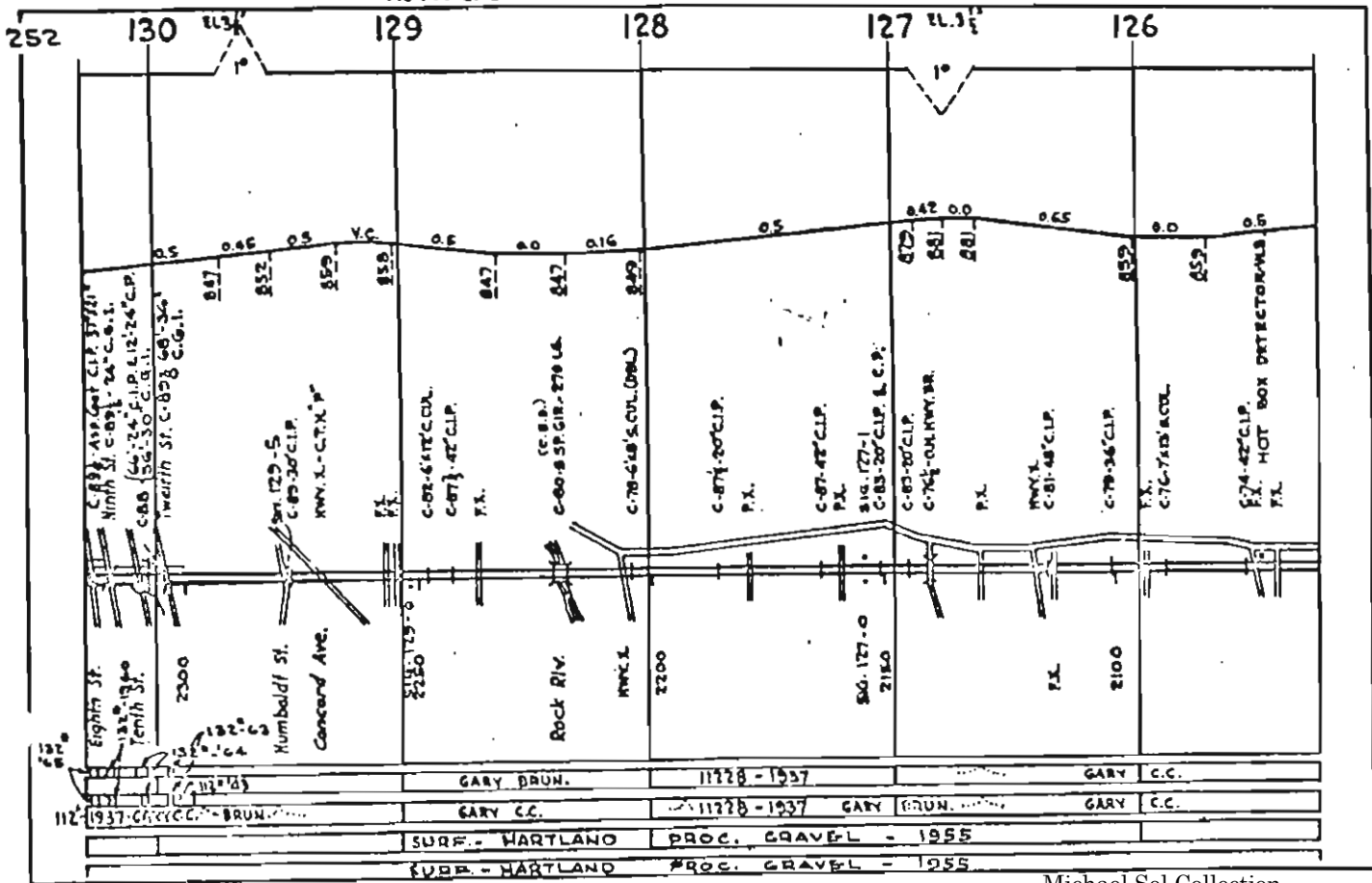
AUTO-CAB - AUTOMATIC BLOCK SYSTEM



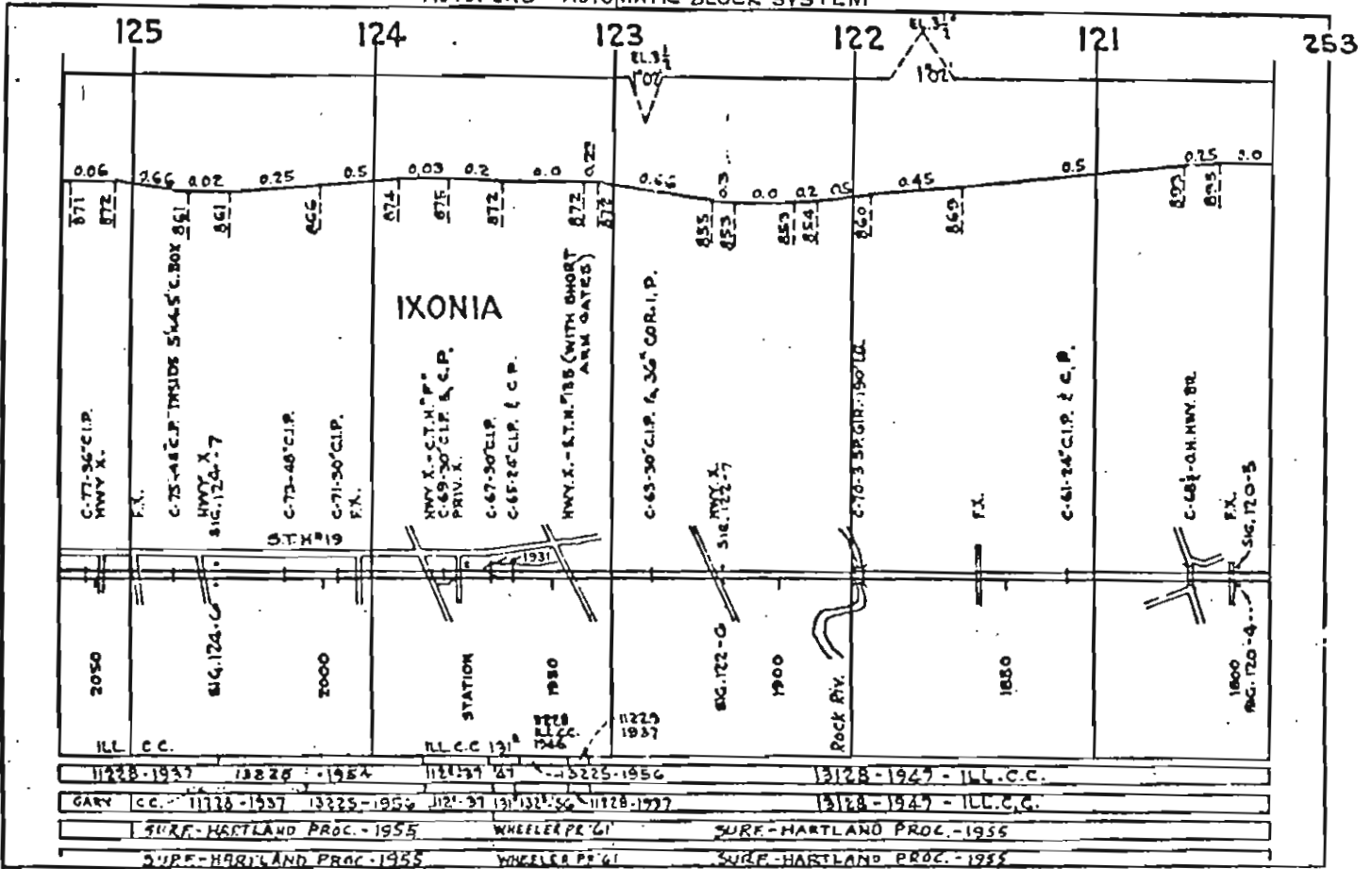
AUTO. CAB - AUTOMATIC BLOCK SYSTEM



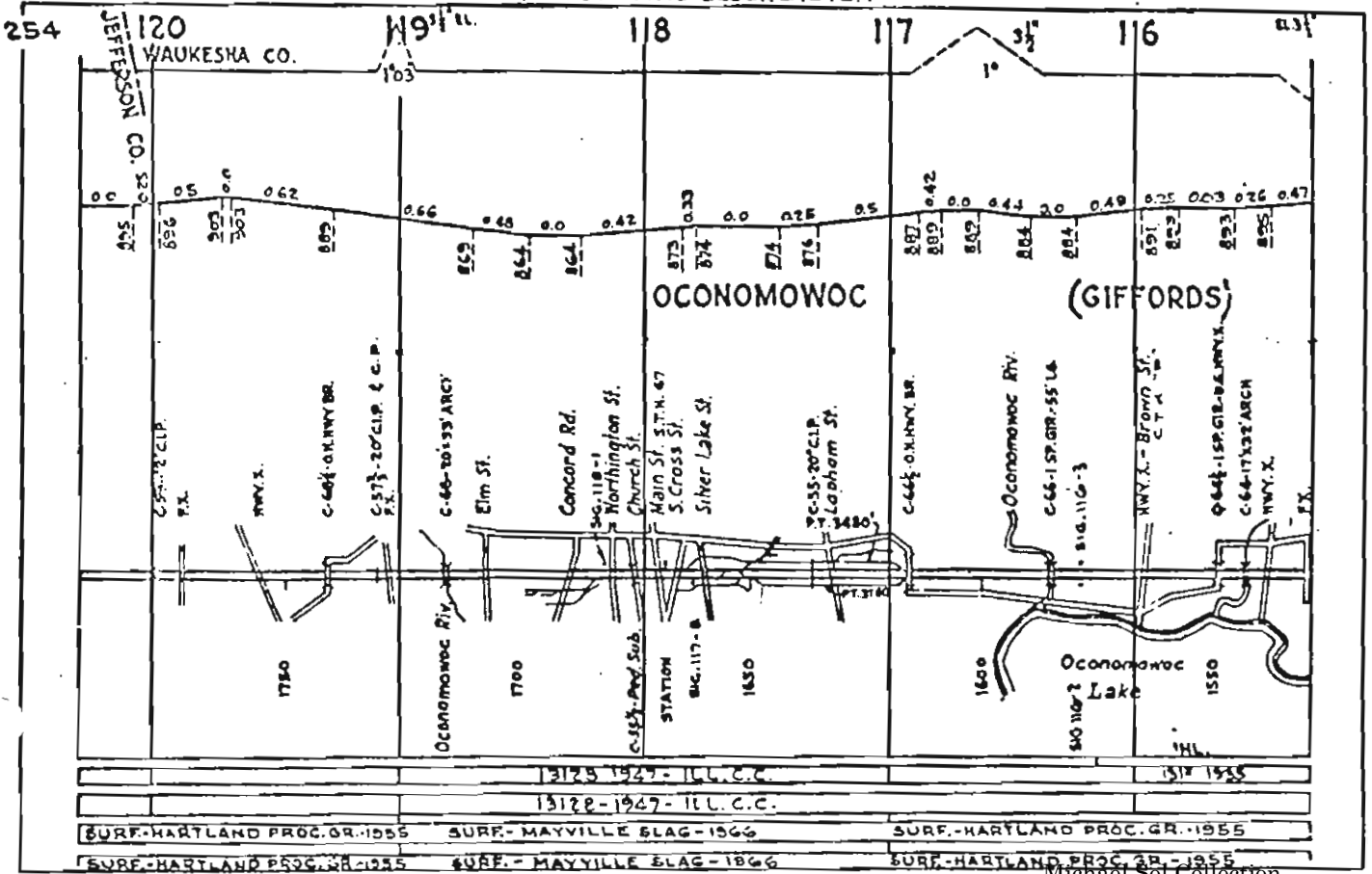
AUTO. CAB - AUTOMATIC BLOCK SYSTEM



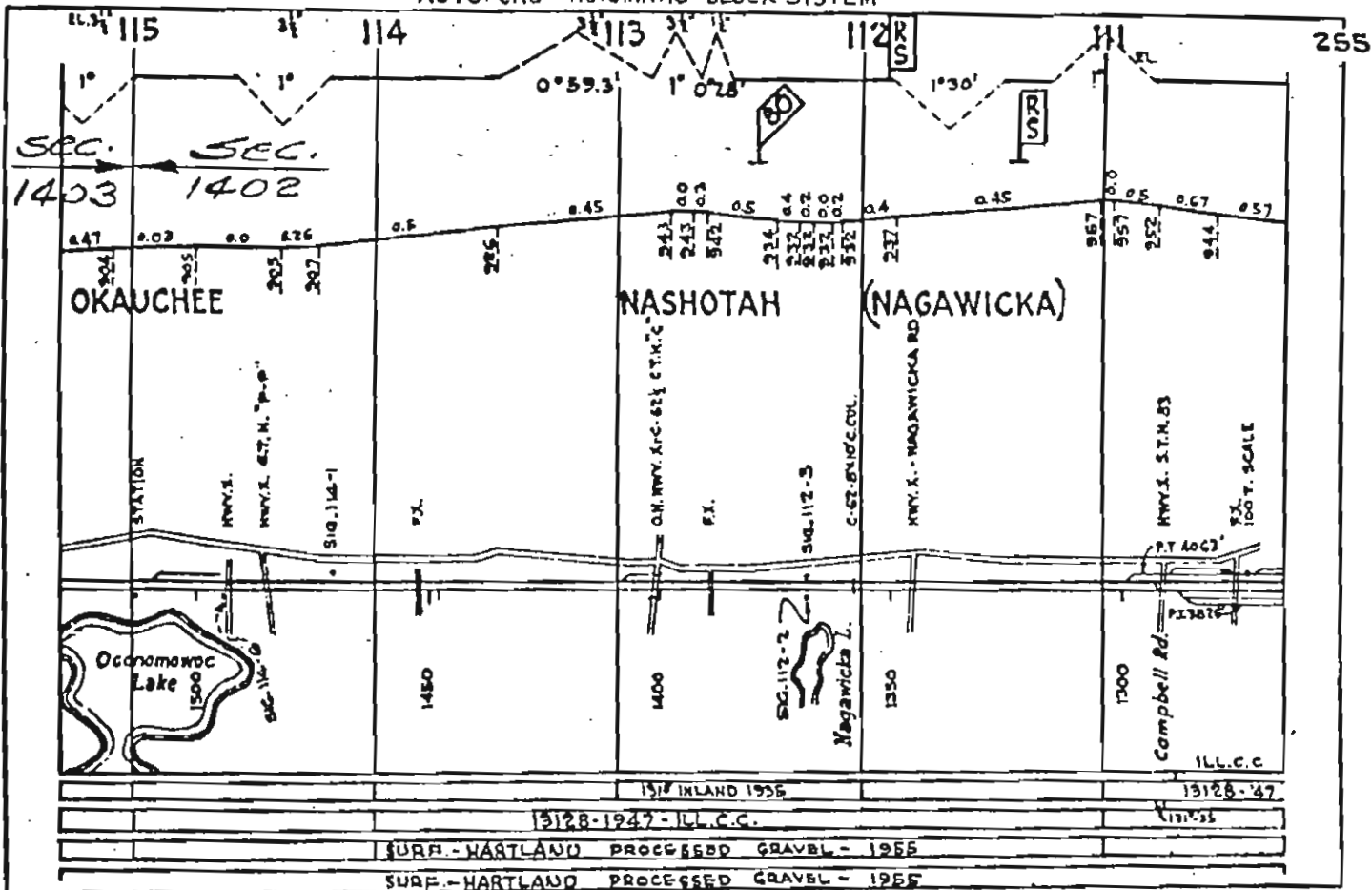
AUTO. CAB - AUTOMATIC BLOCK SYSTEM



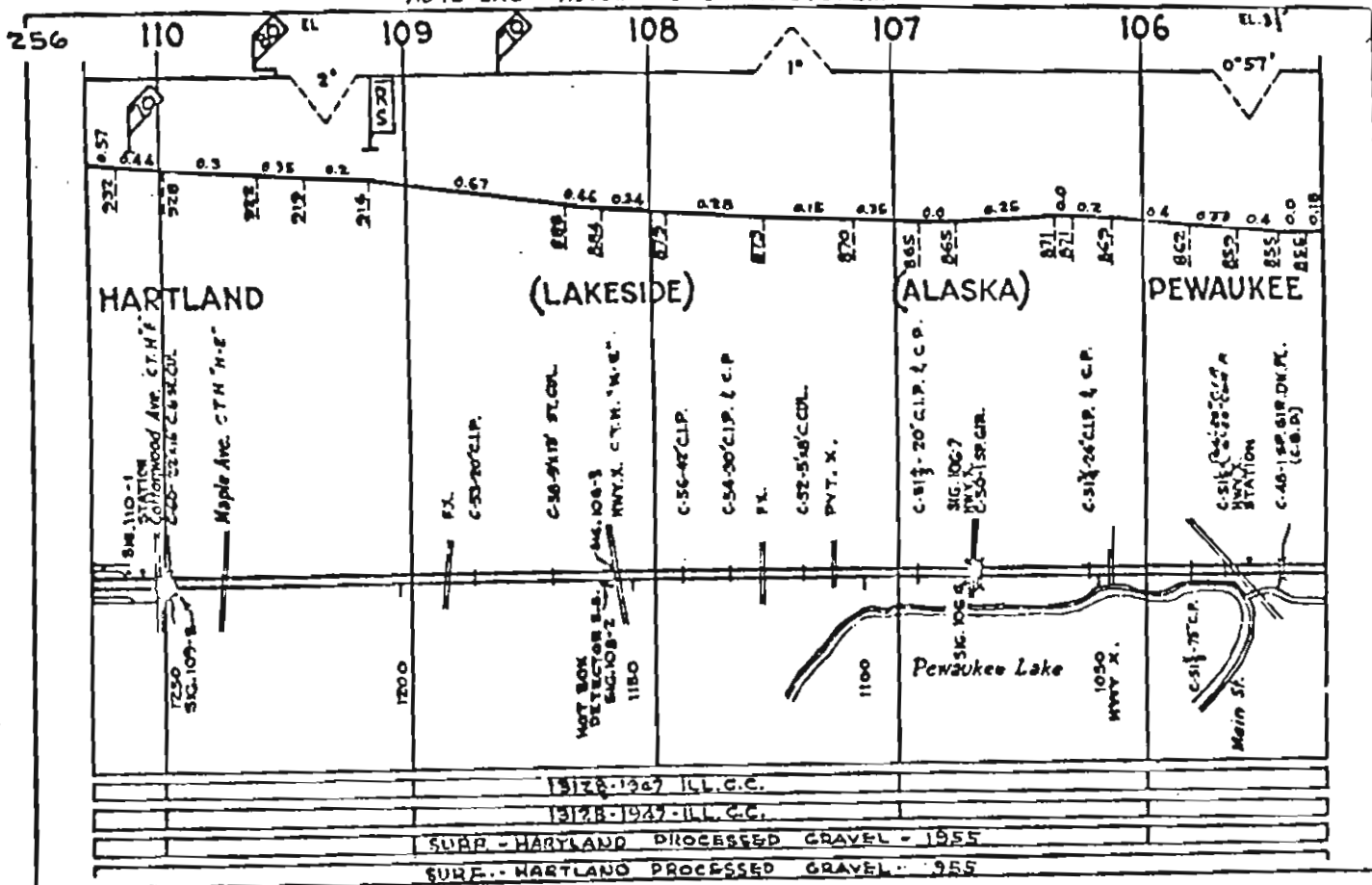
AUTO. CAB - AUTOMATIC BLOCK SYSTEM



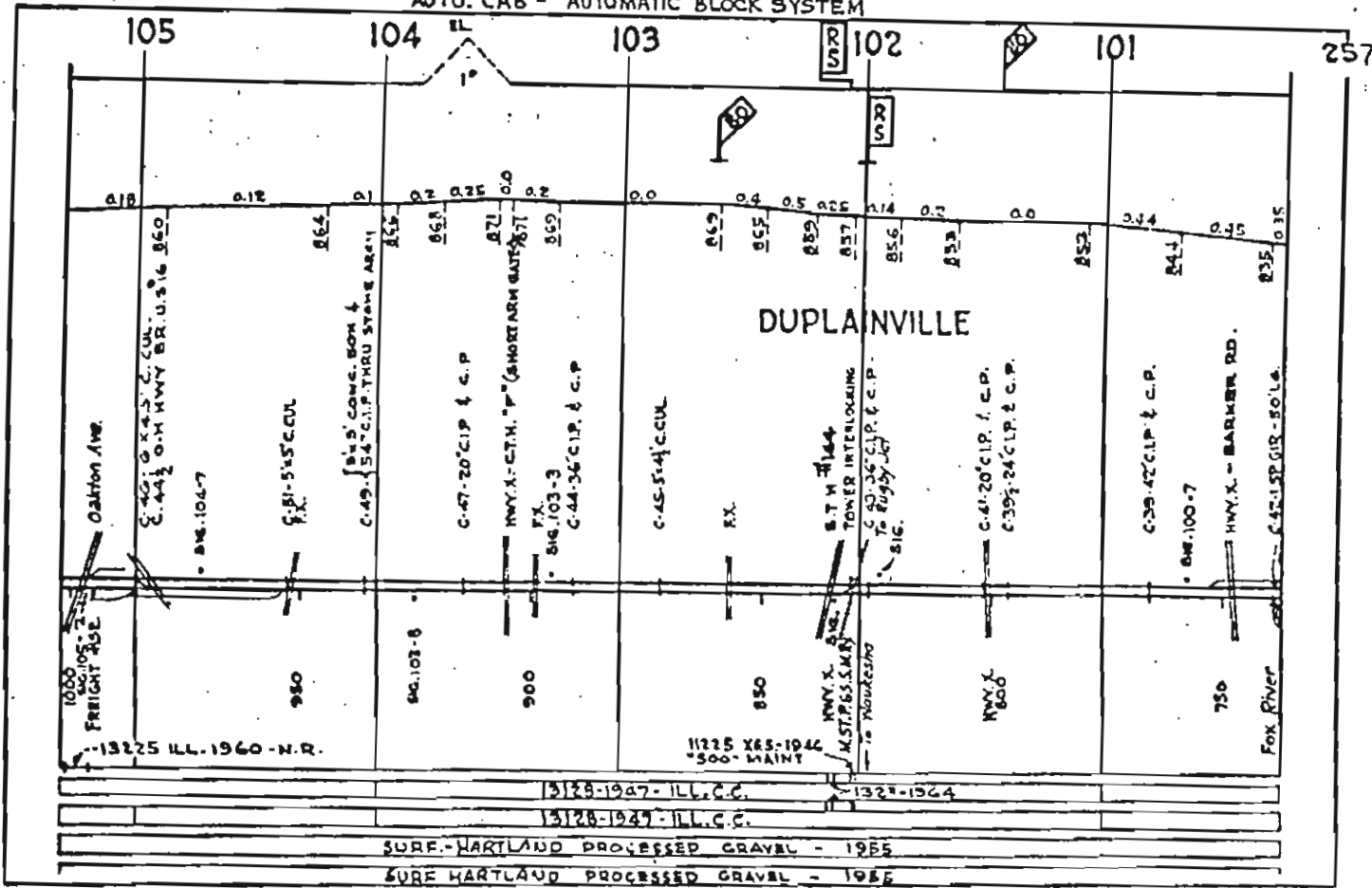
AUTO. CAB - AUTOMATIC BLOCK SYSTEM



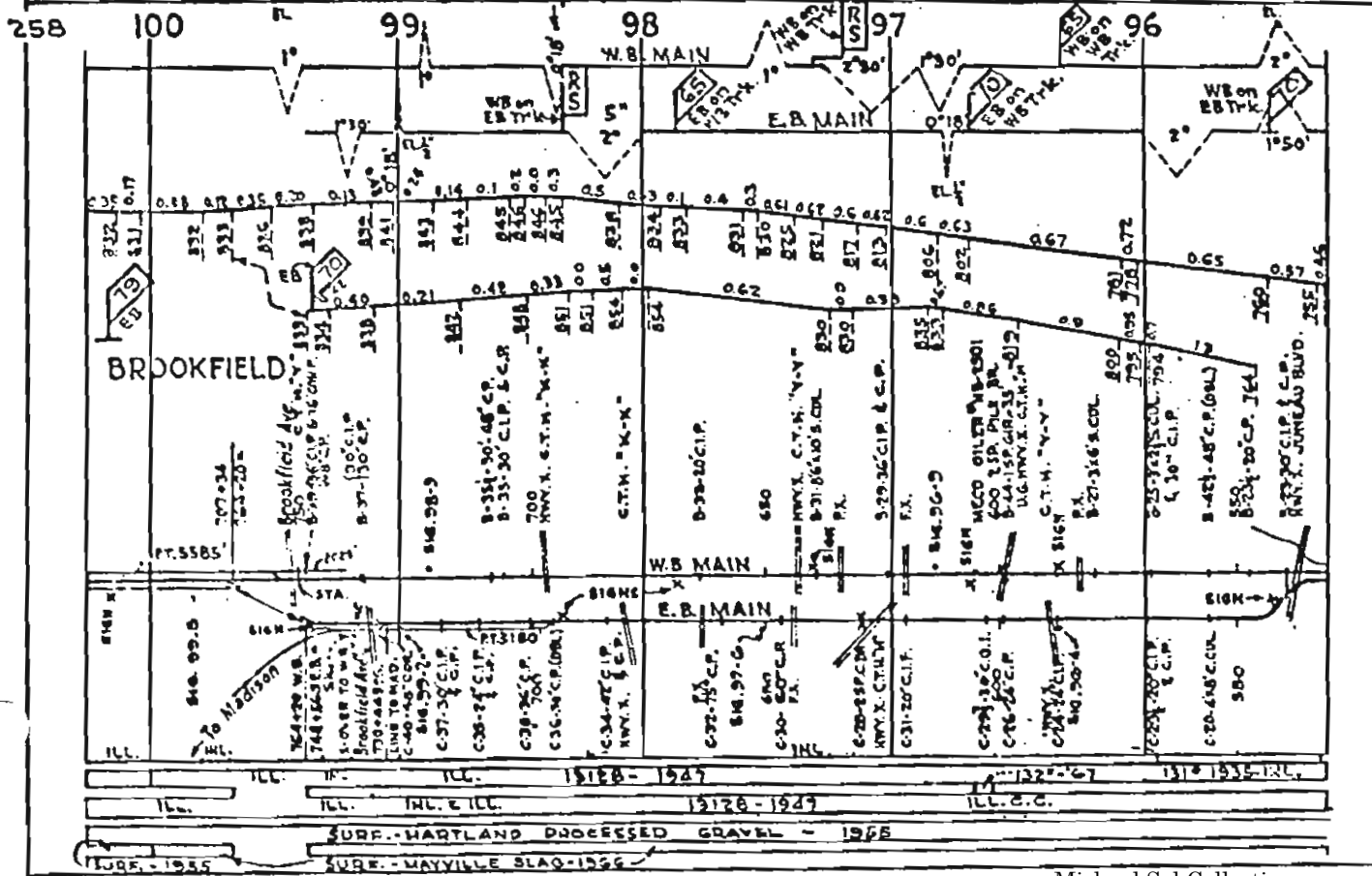
AUTO CAB - AUTOMATIC BLOCK SYSTEM



AUTO. CAB - AUTOMATIC BLOCK SYSTEM



AUTO. CAB-AUTO. BLOCK AUTOMATIC BLOCK SYSTEM



AUTOMATIC BLOCK SYSTEM

