

C.M. ST. P. & P. R. R.
CONDENSED PROFILE
NORTHERN DIVISION

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

1982

EXPLANATIONS

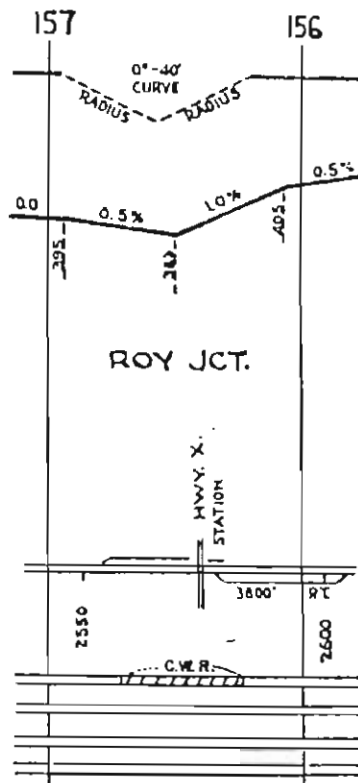
Miles
Alignment

Grade Line

Track Diagram

Rail Charts

Ballast Charts



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.

A

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

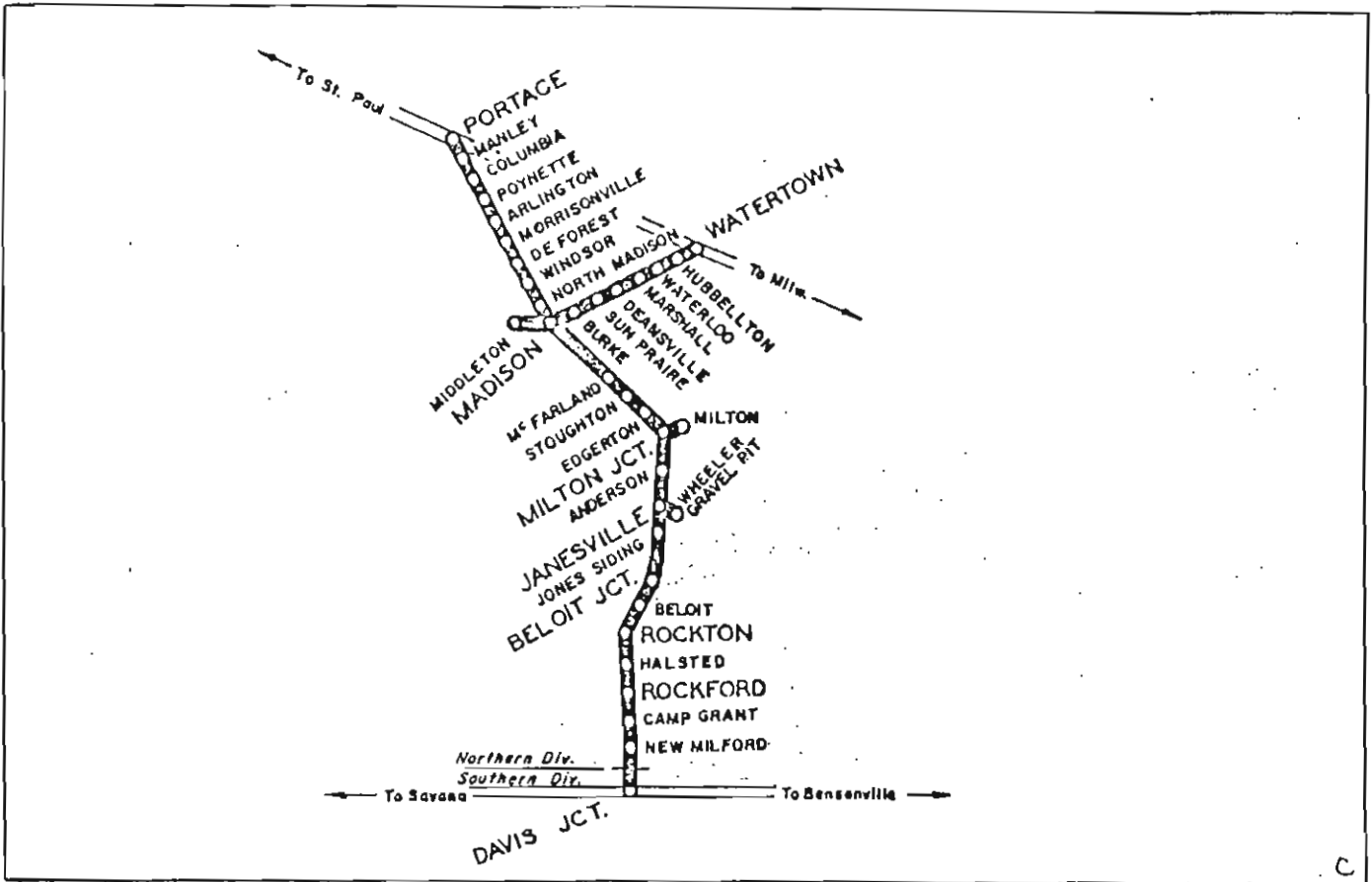
CULVERTS

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

B

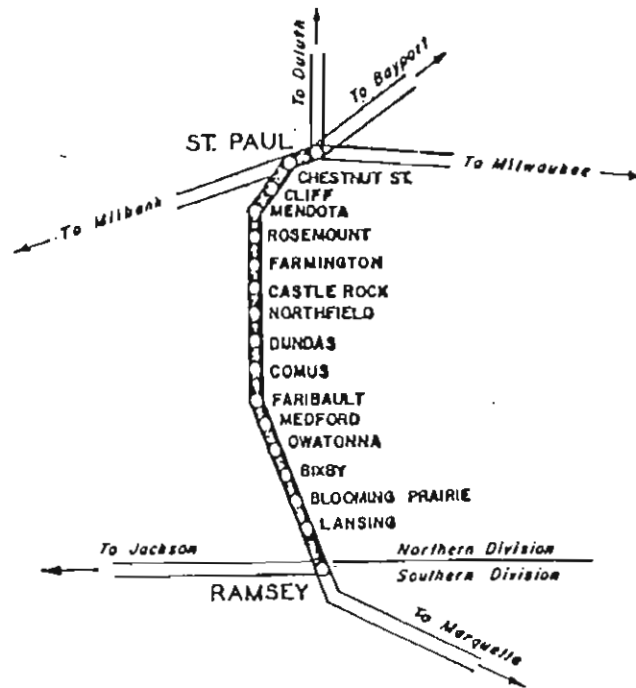


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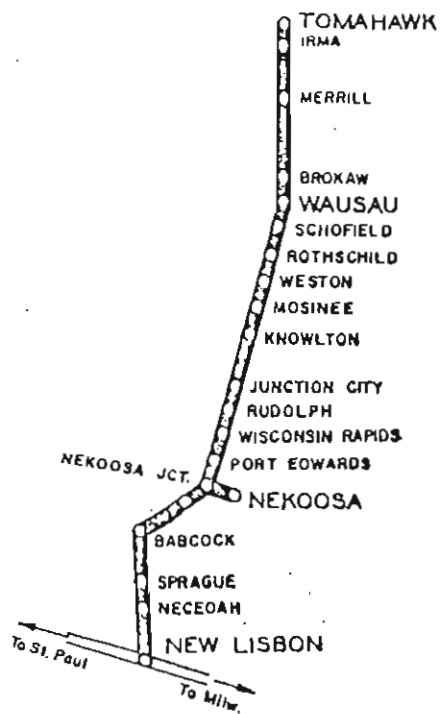
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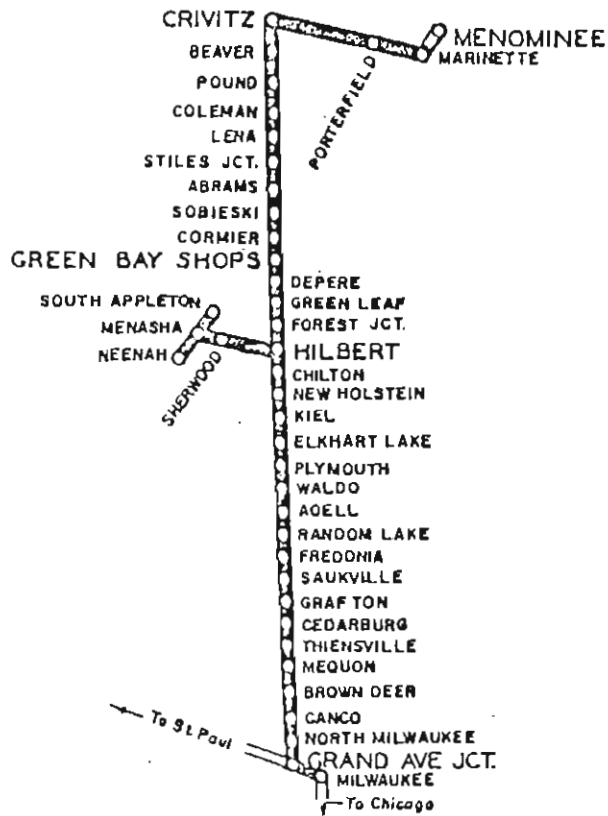


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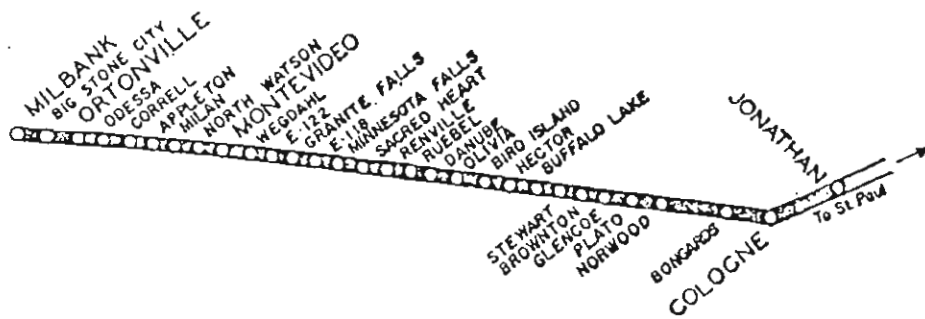


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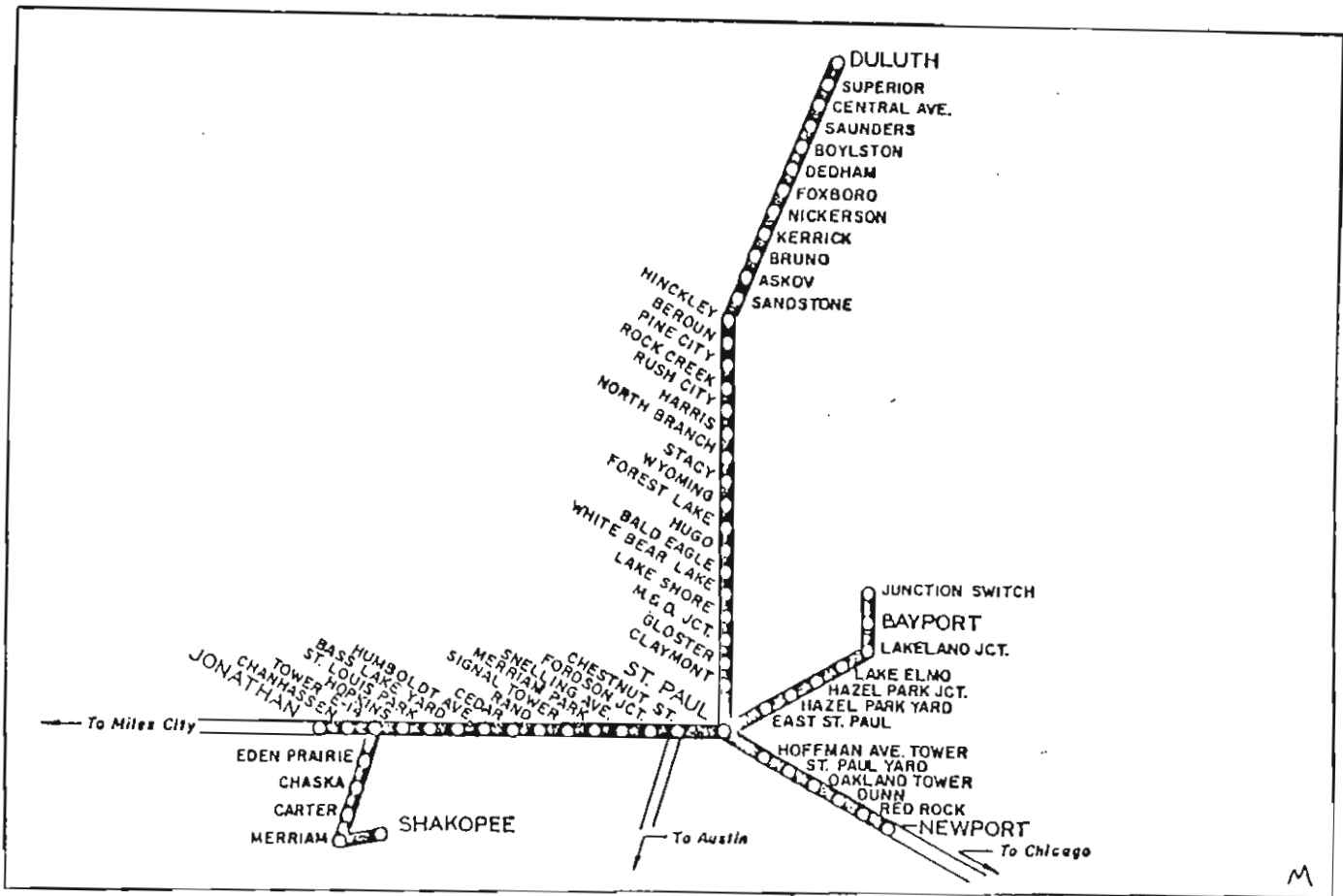


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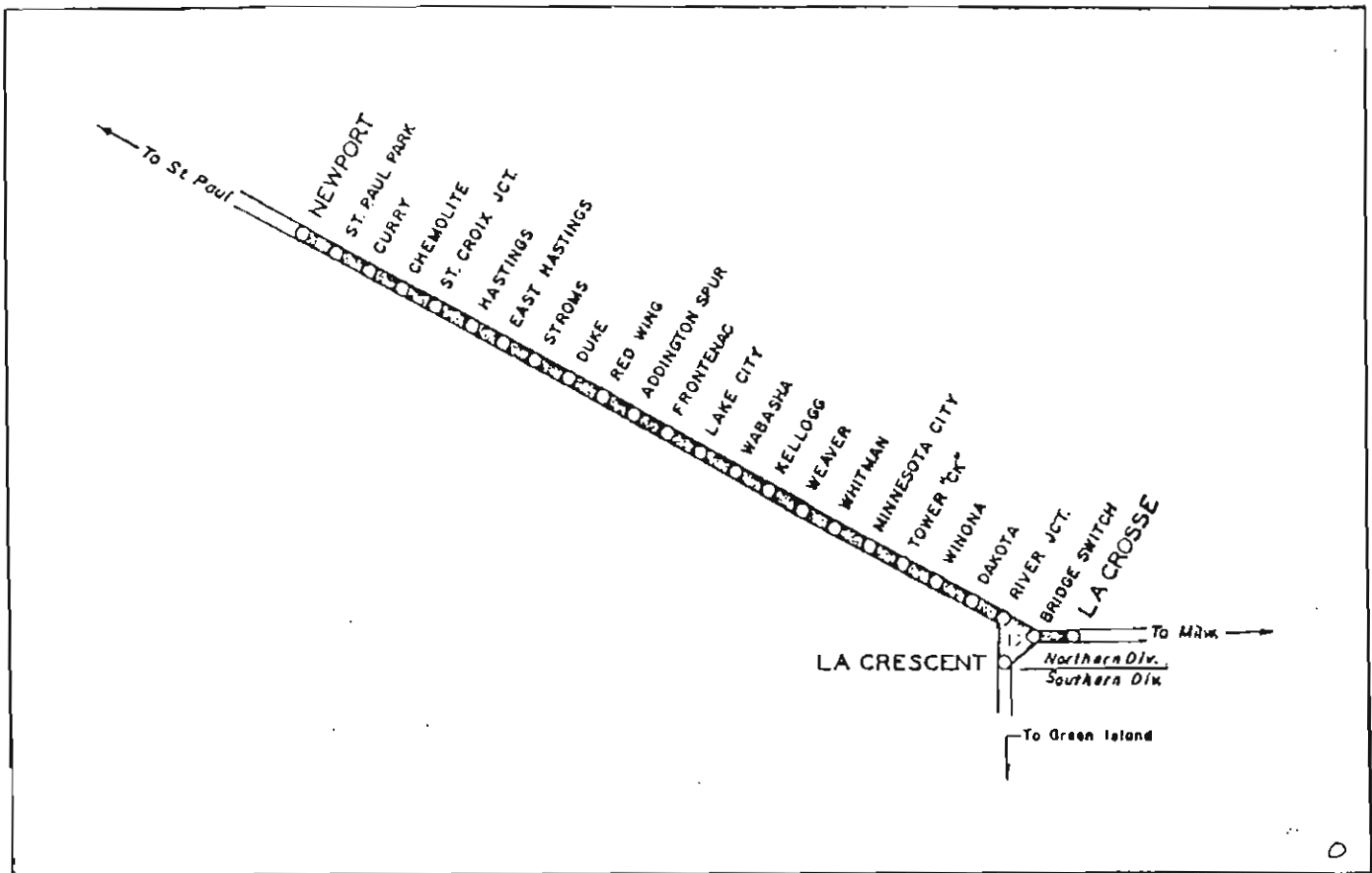
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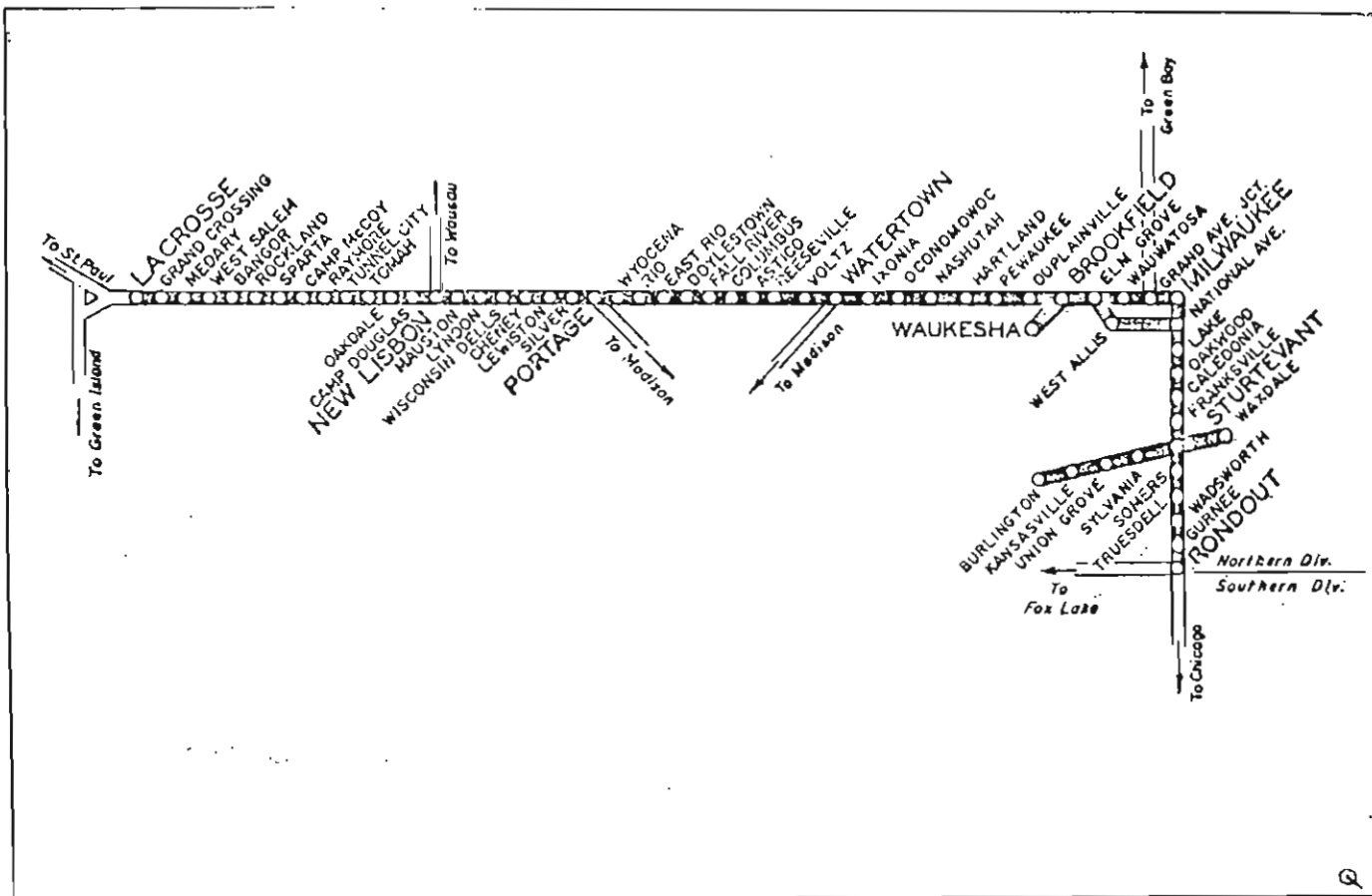
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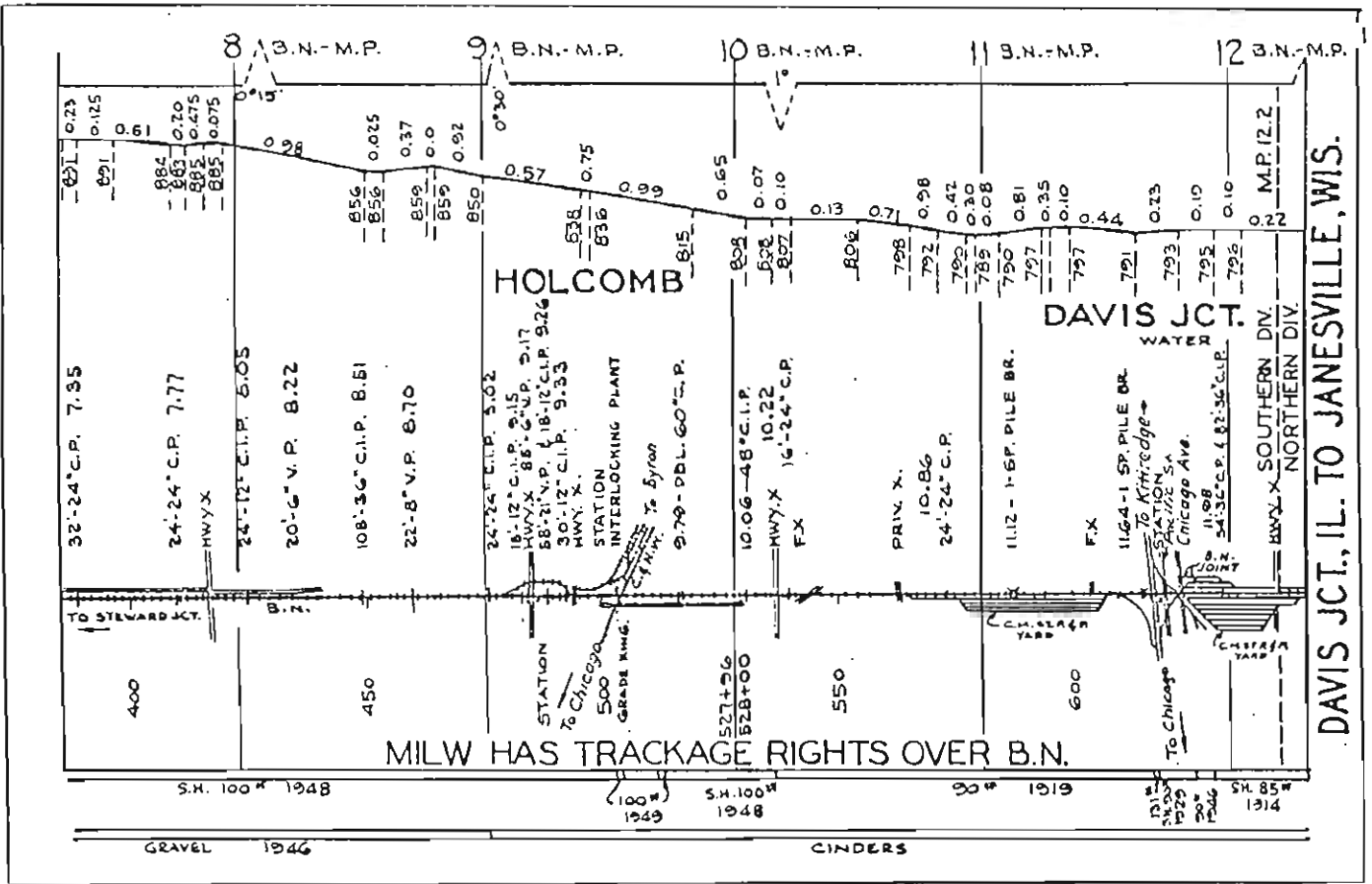
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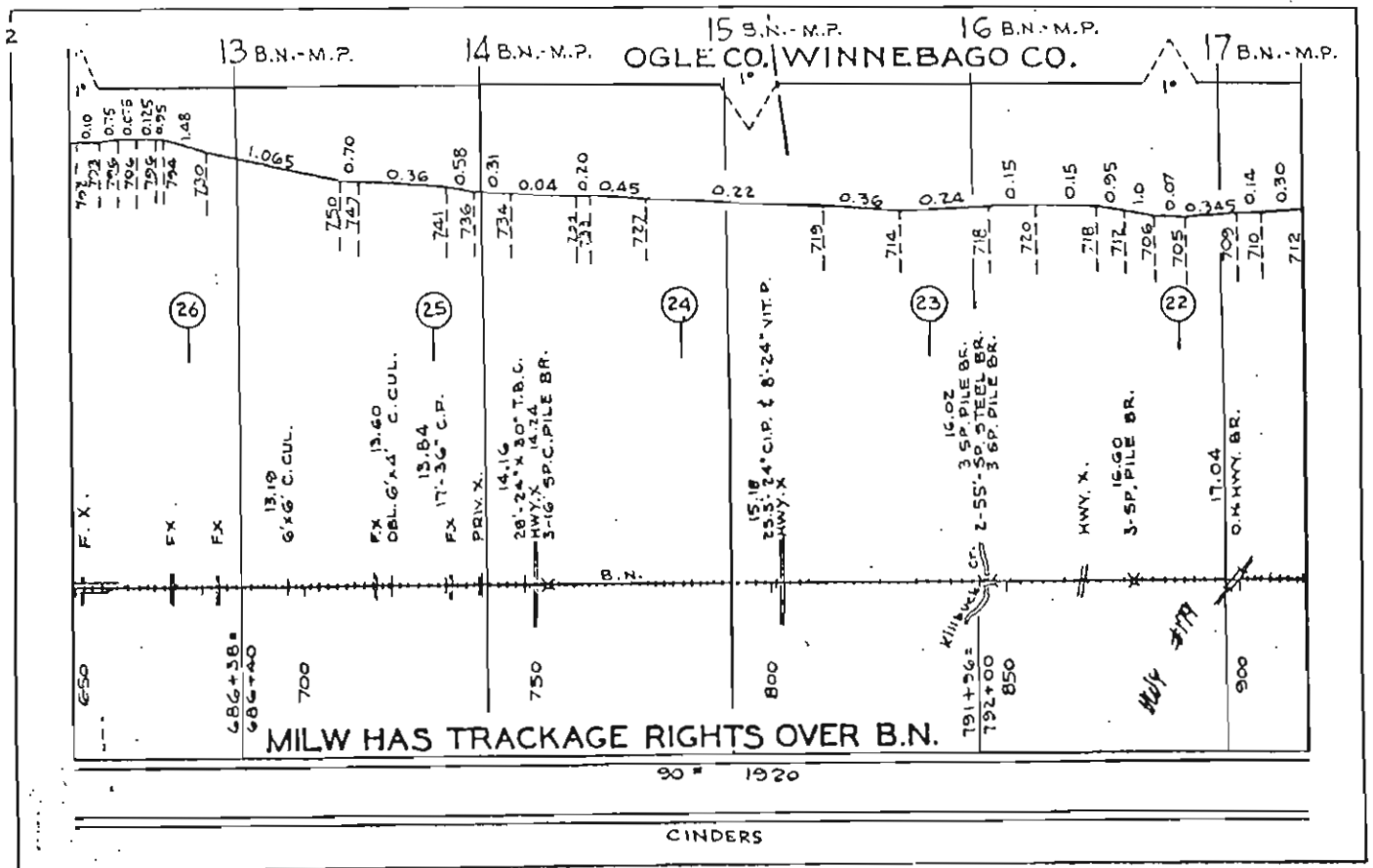


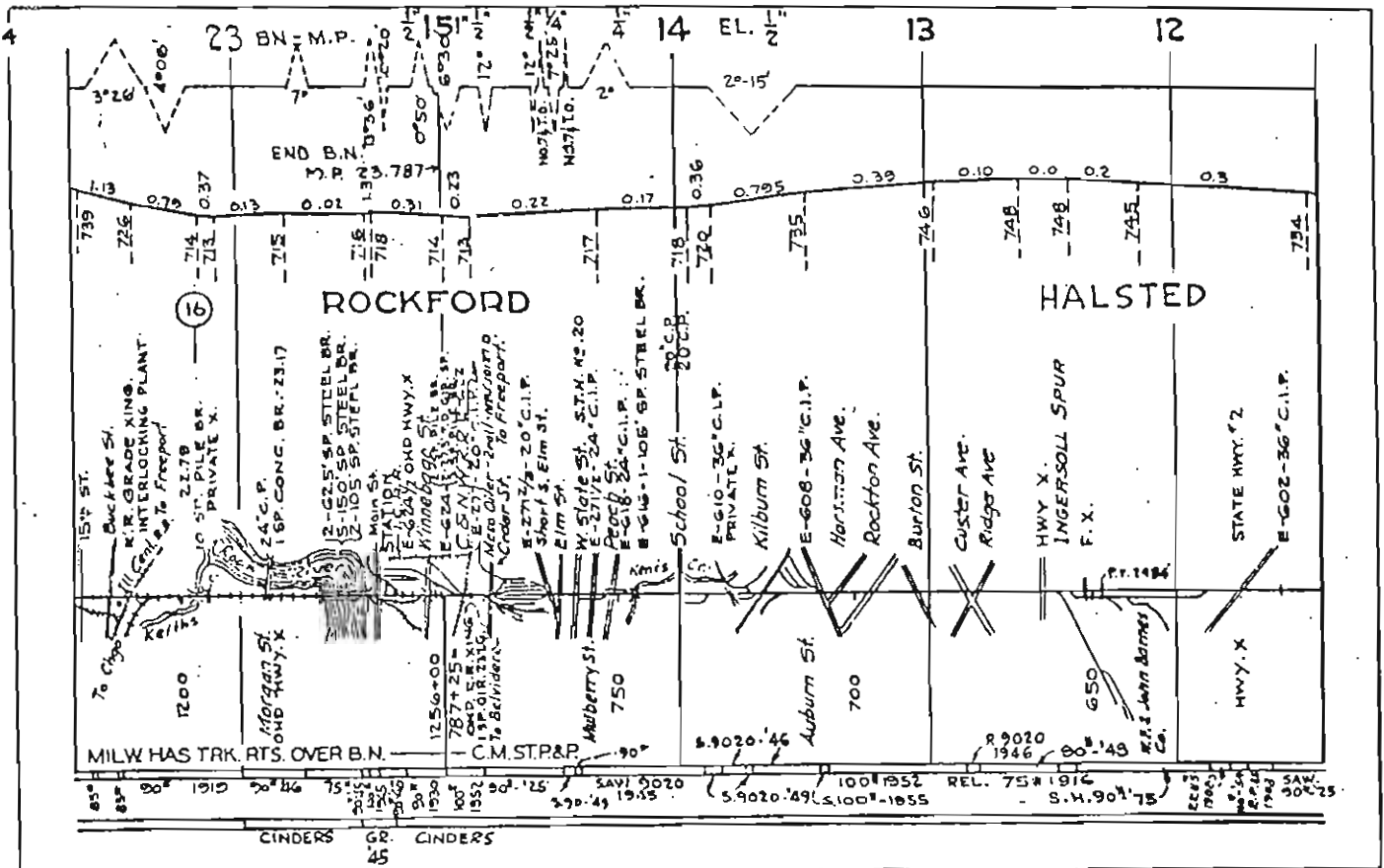
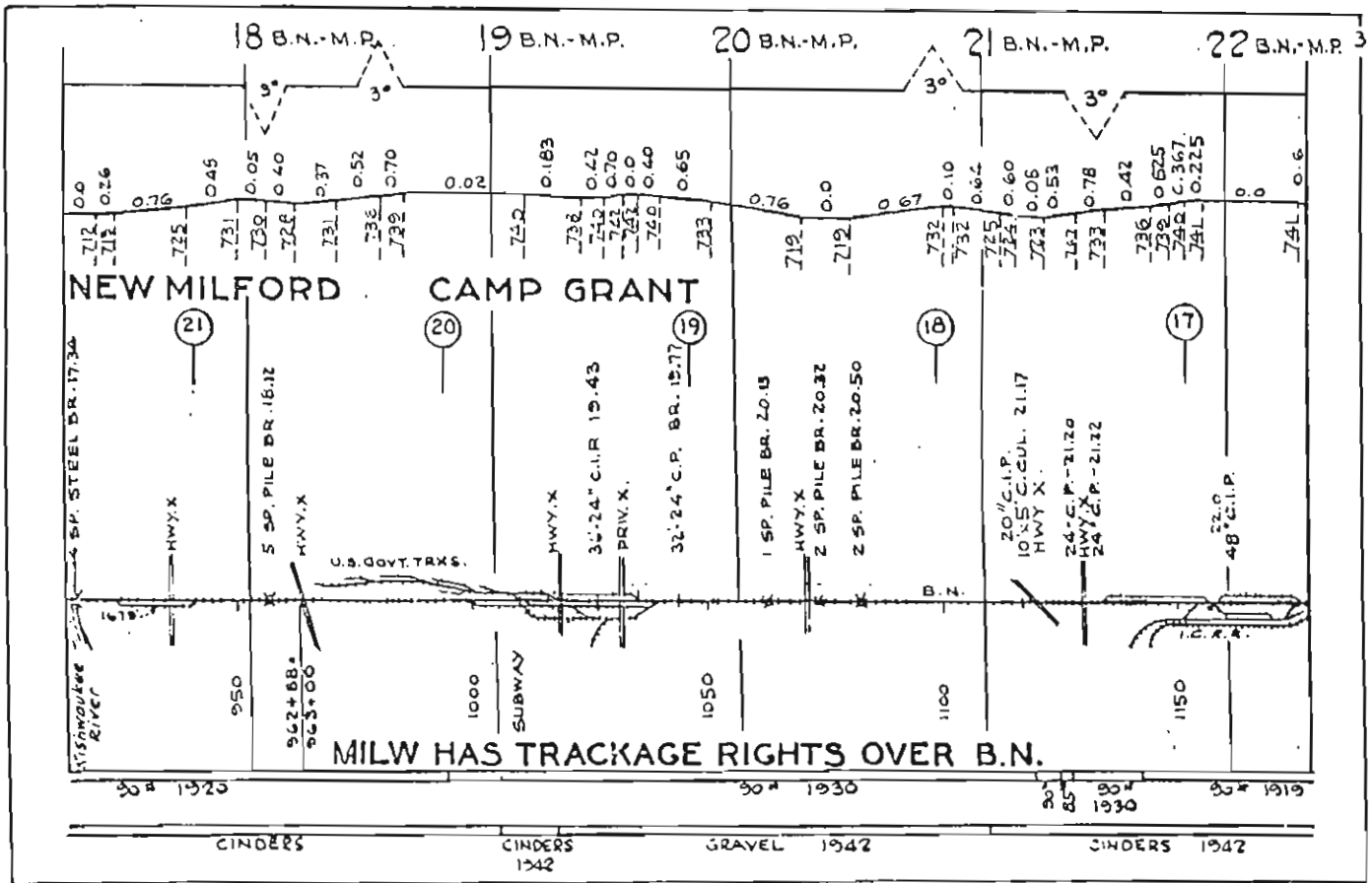
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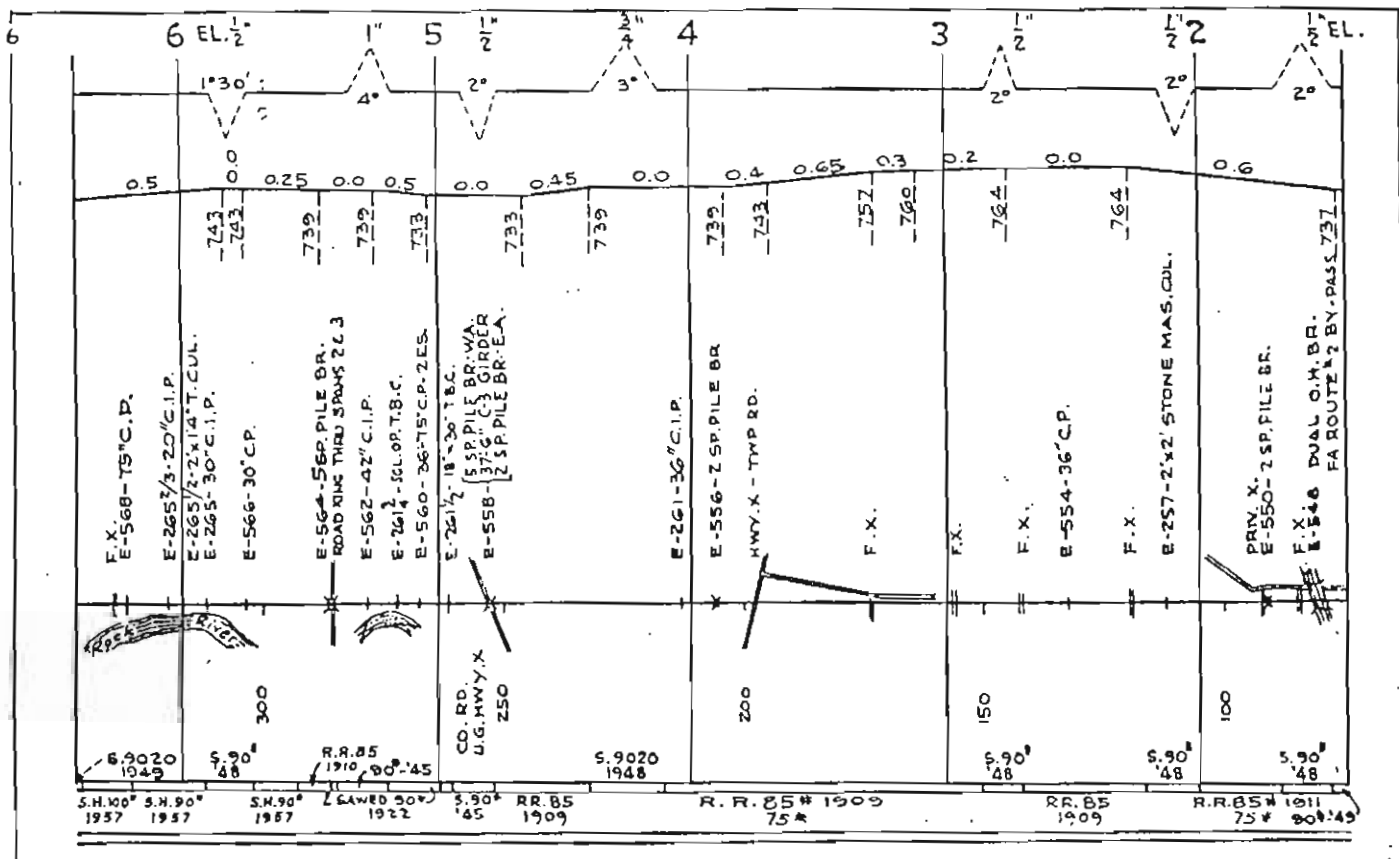
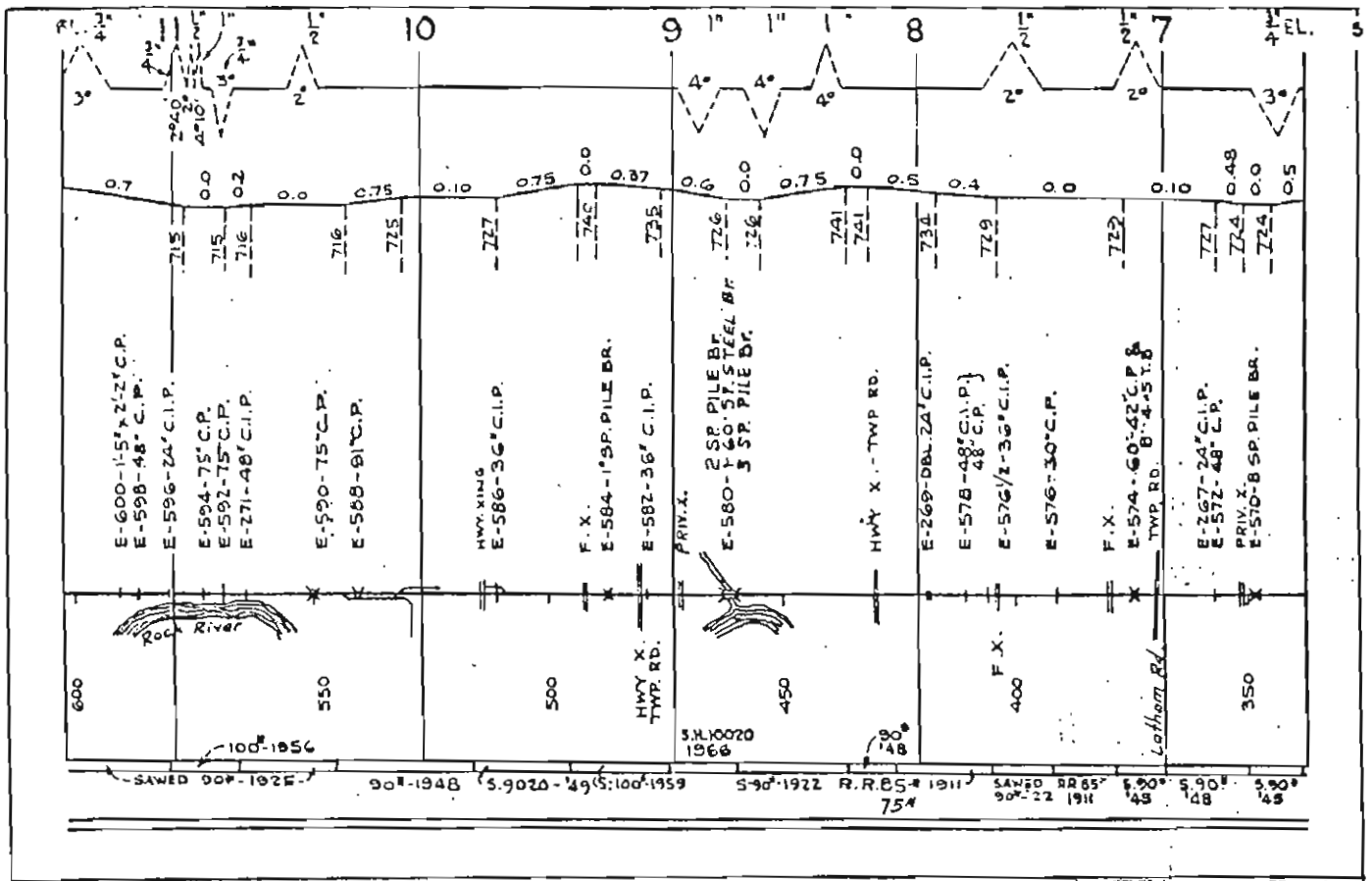
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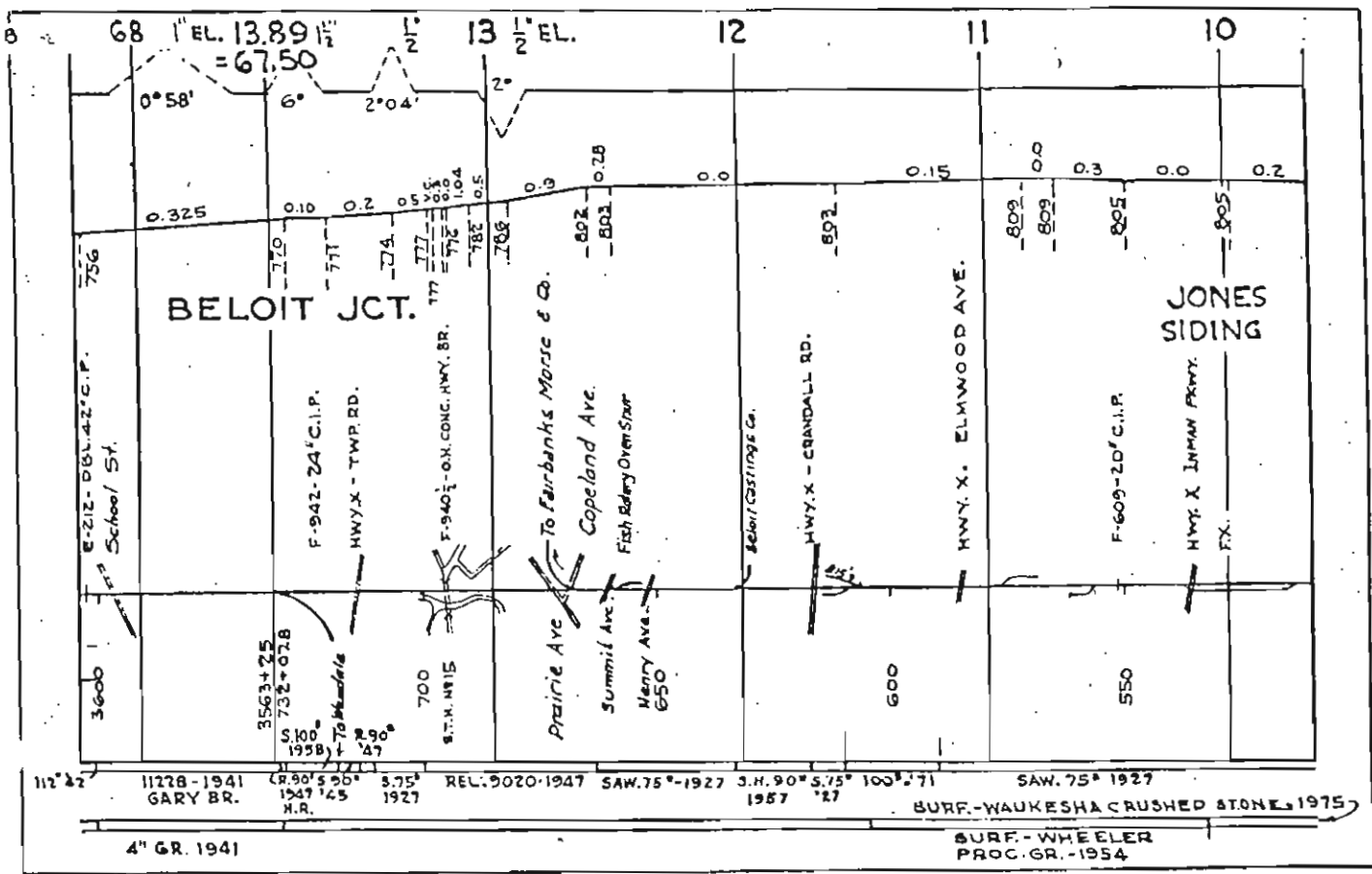
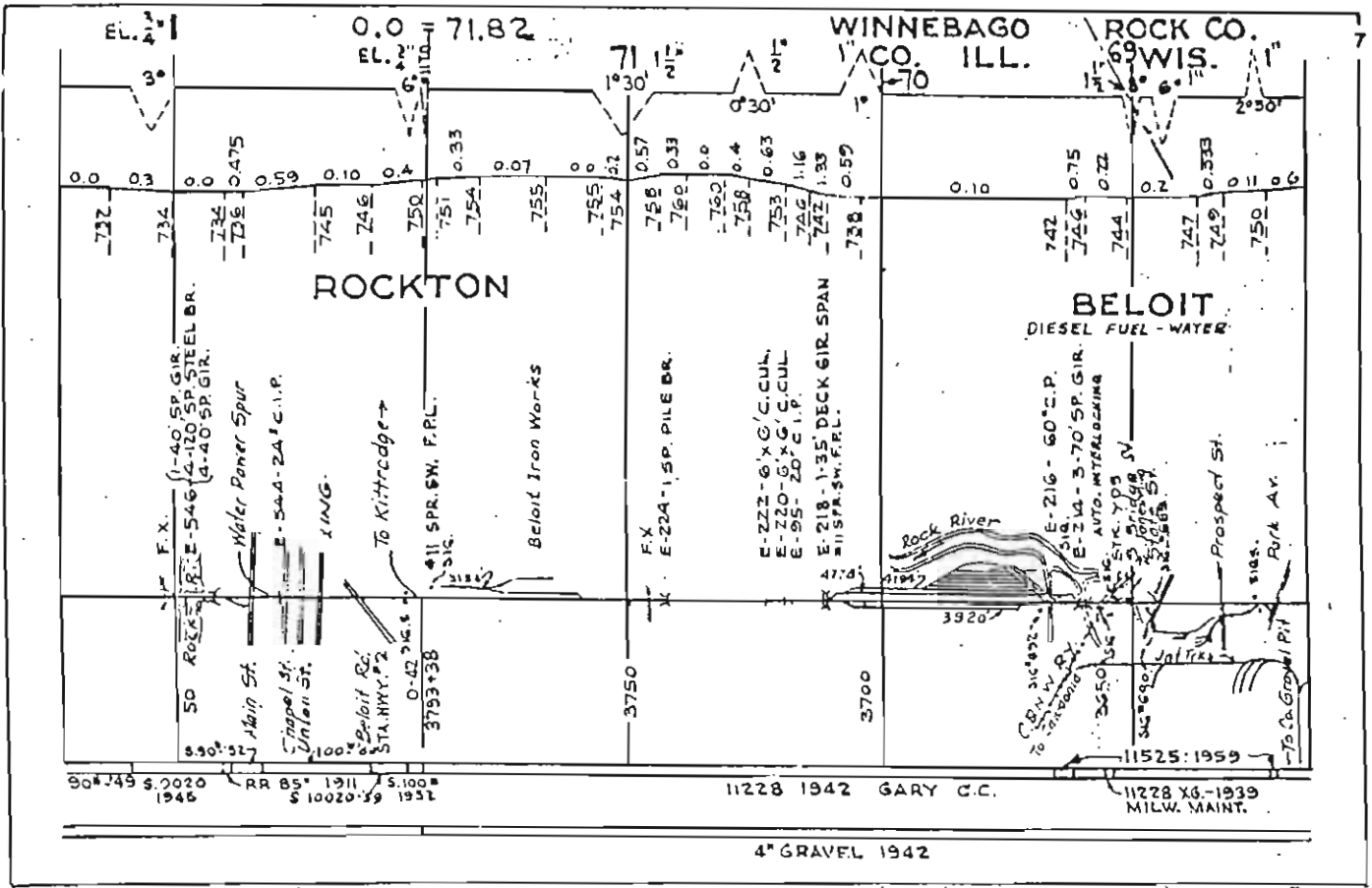


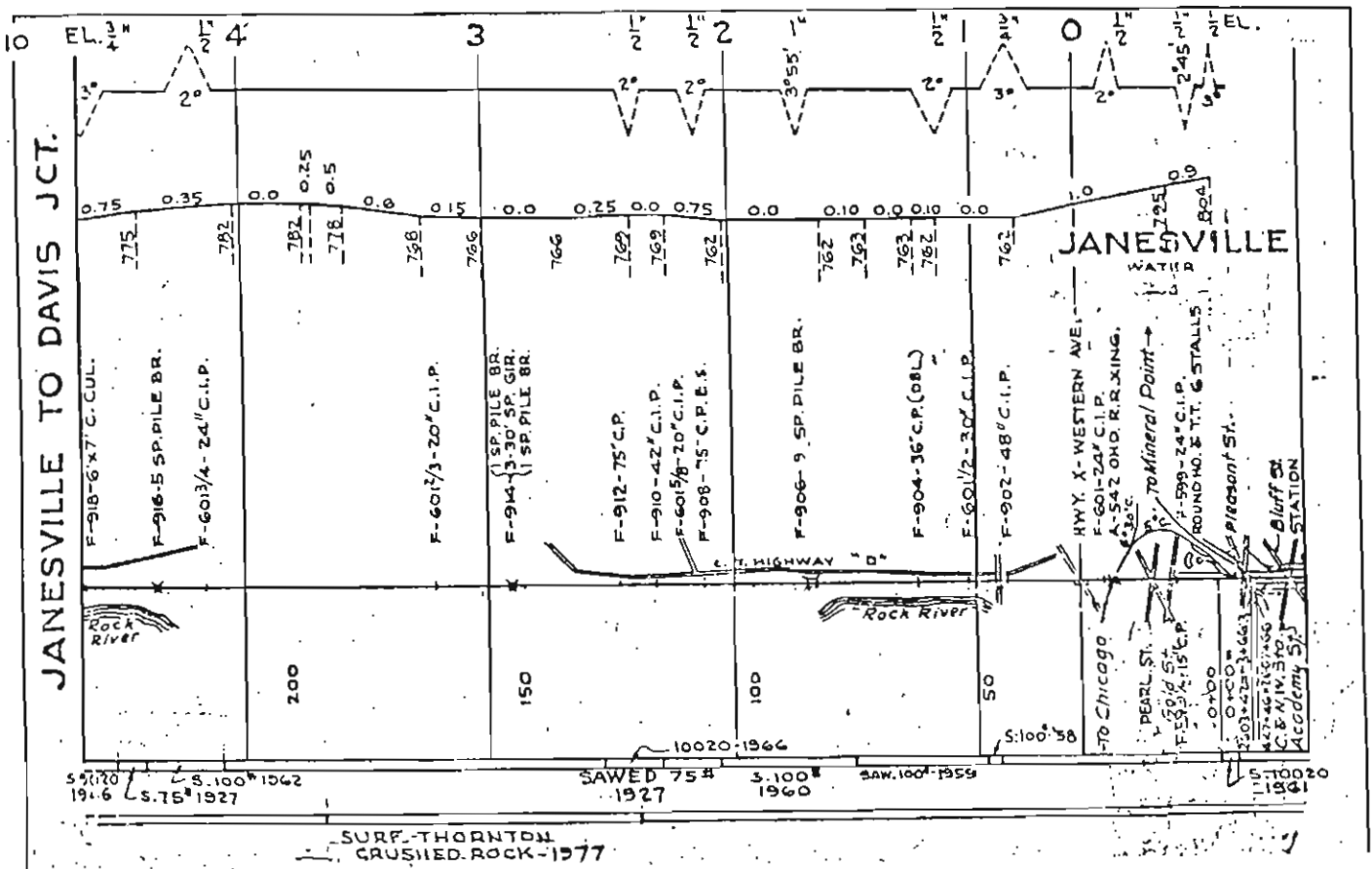
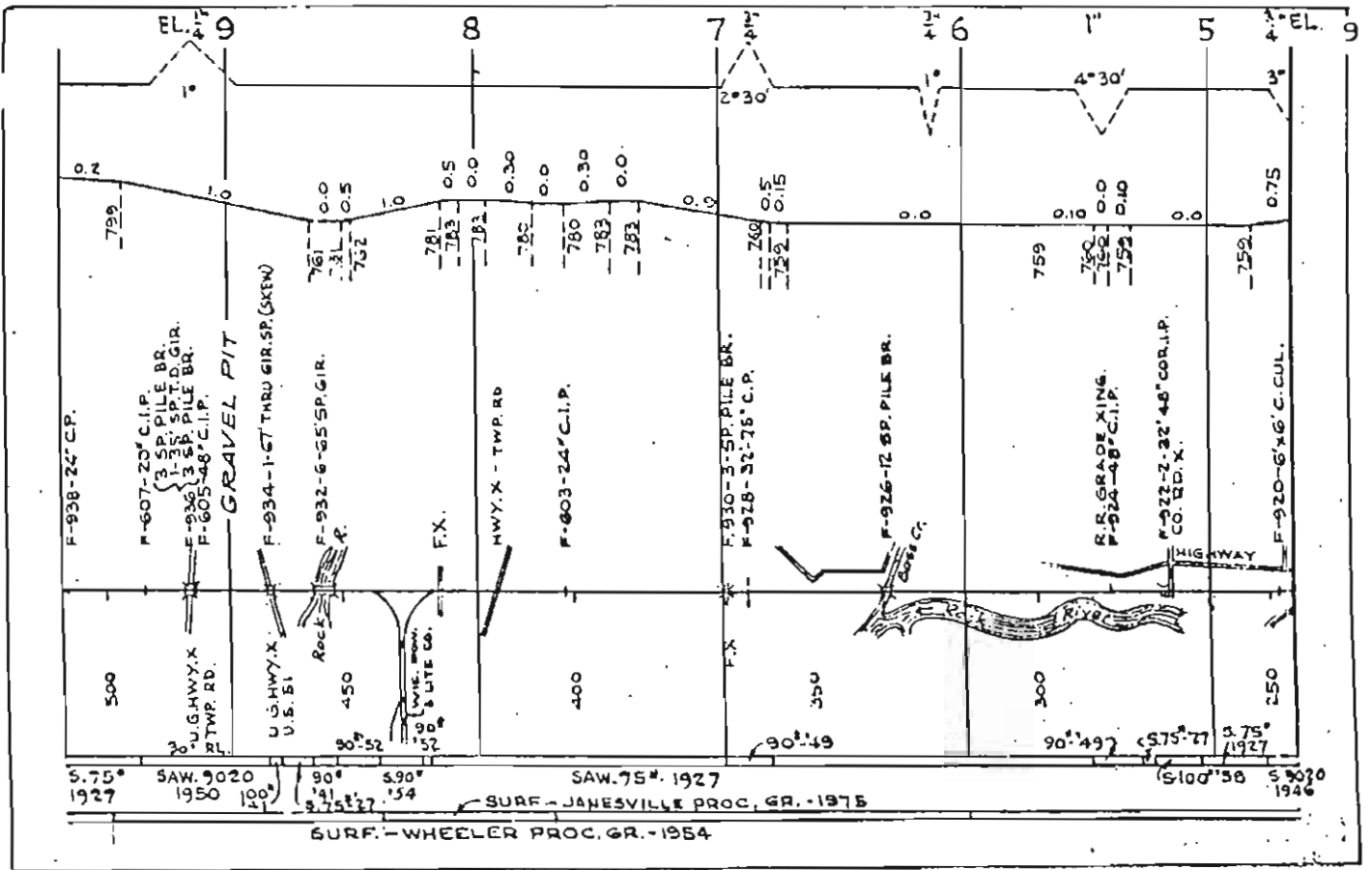
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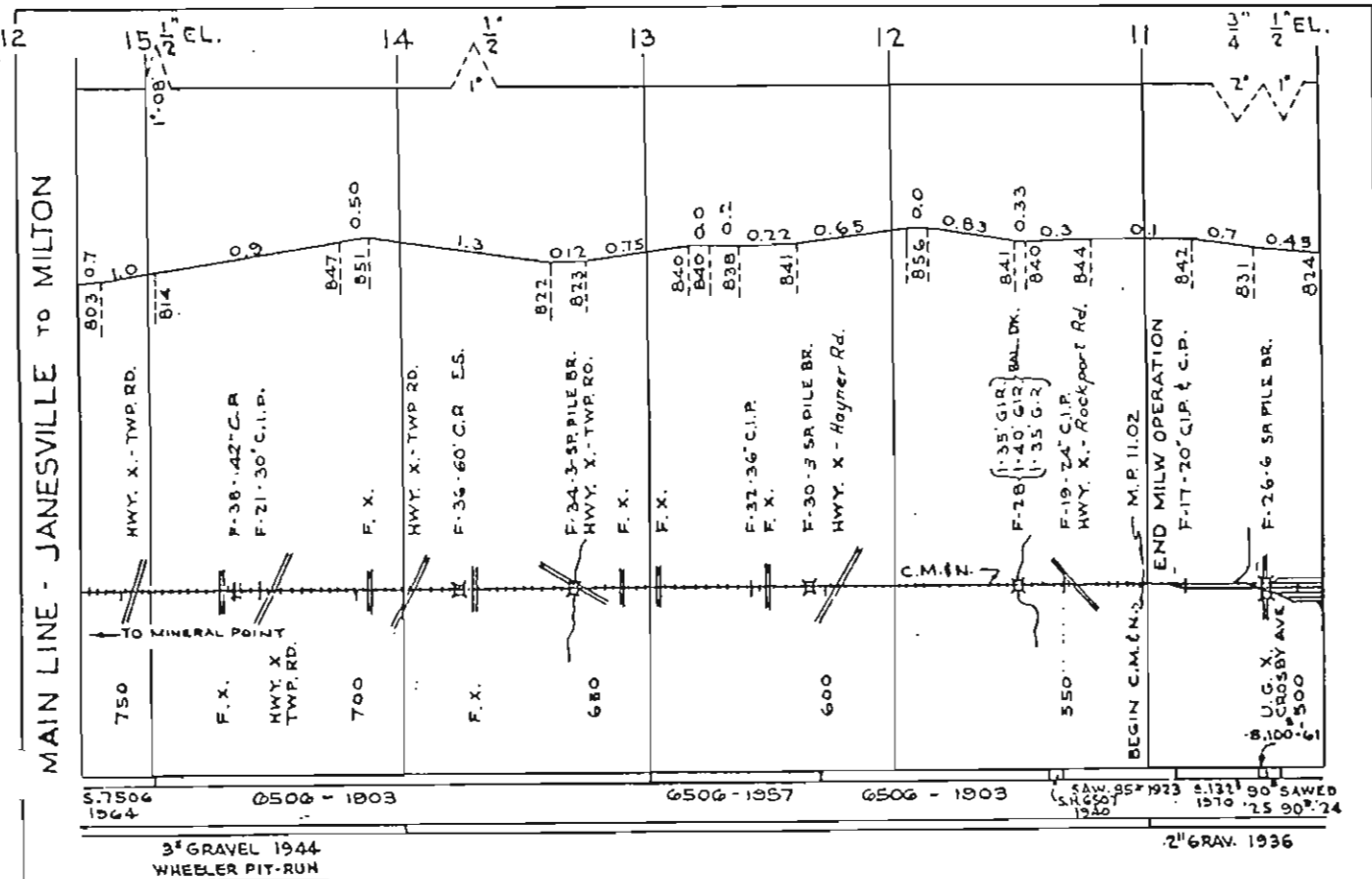
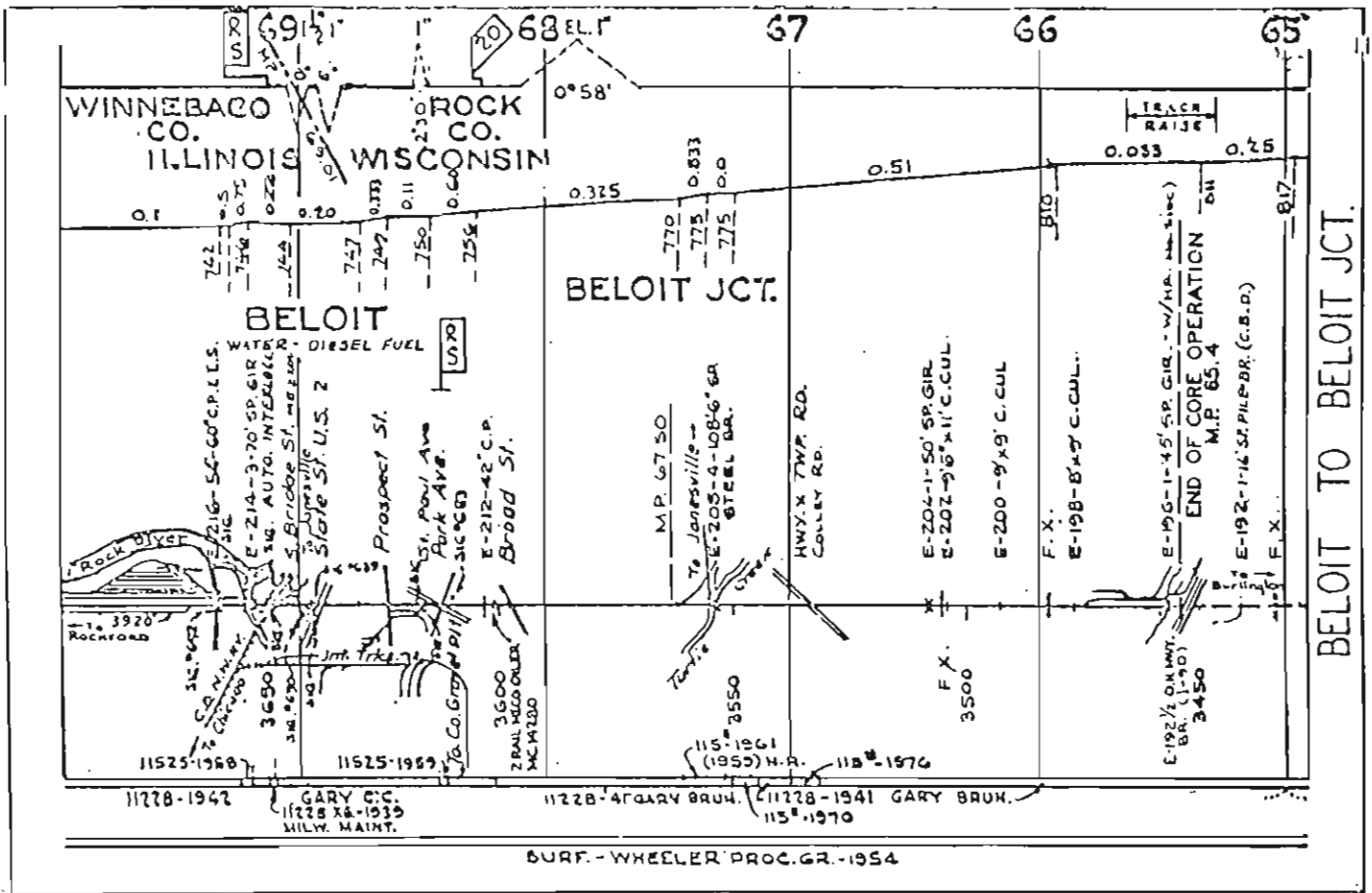


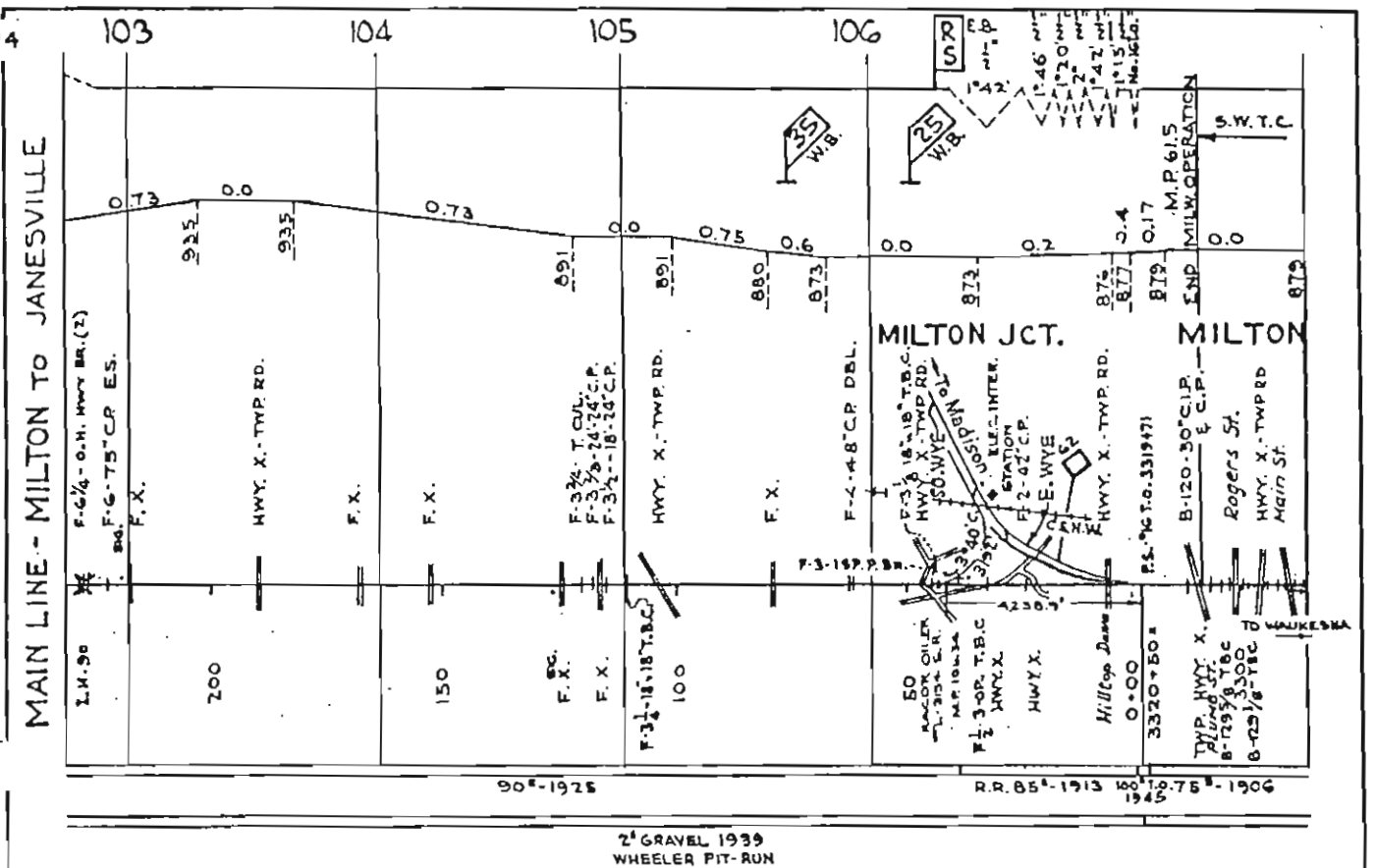
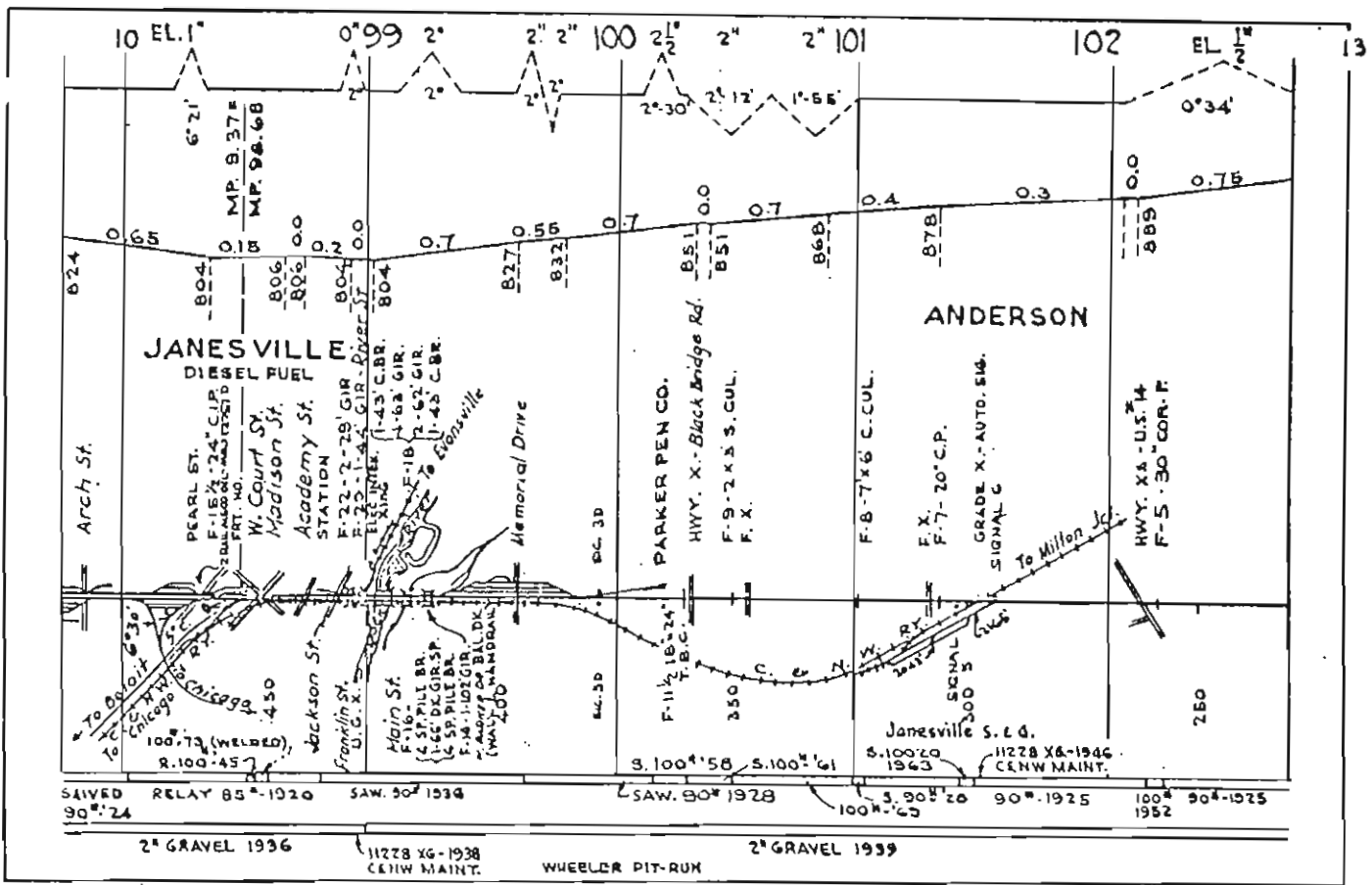


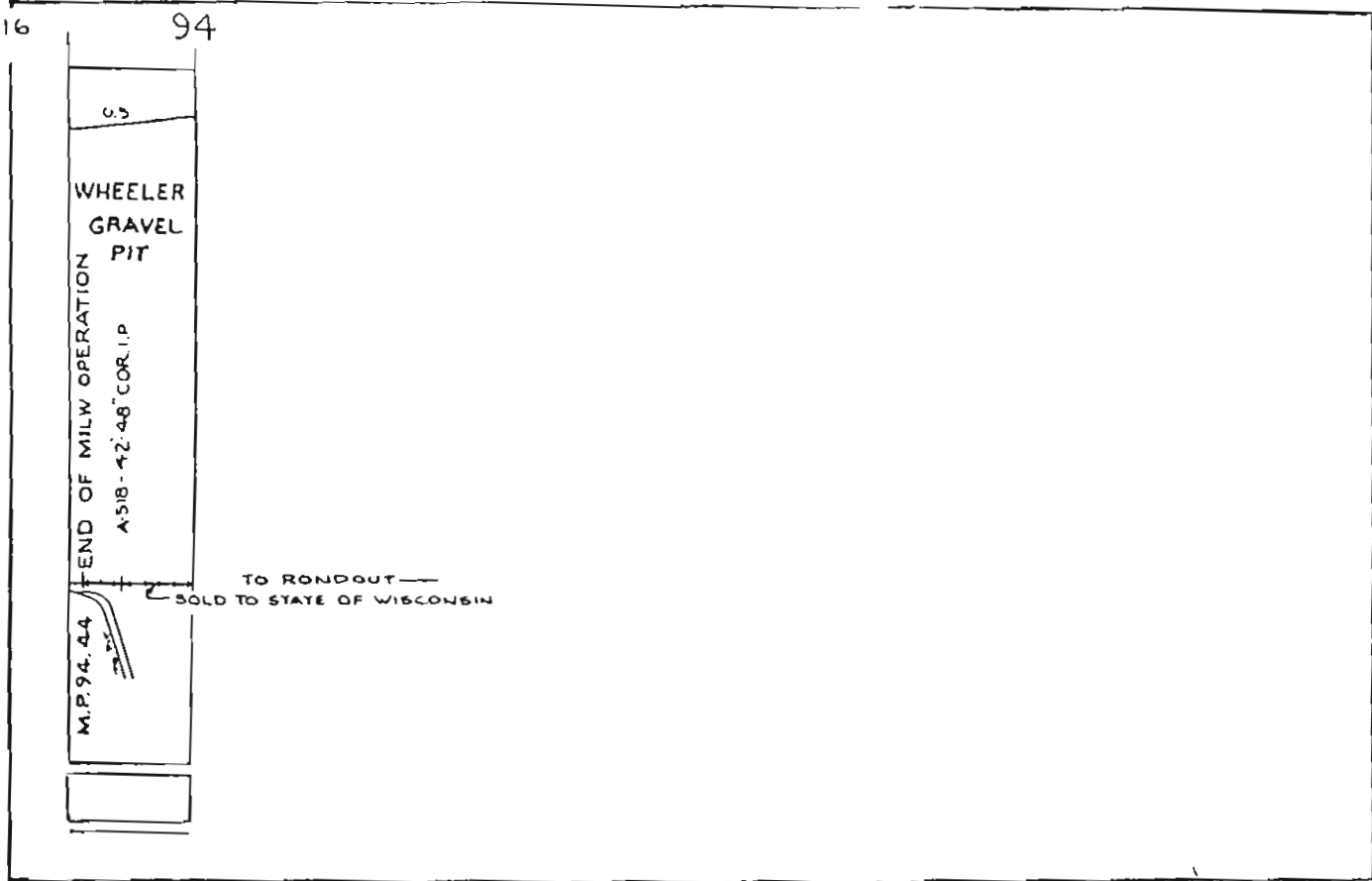
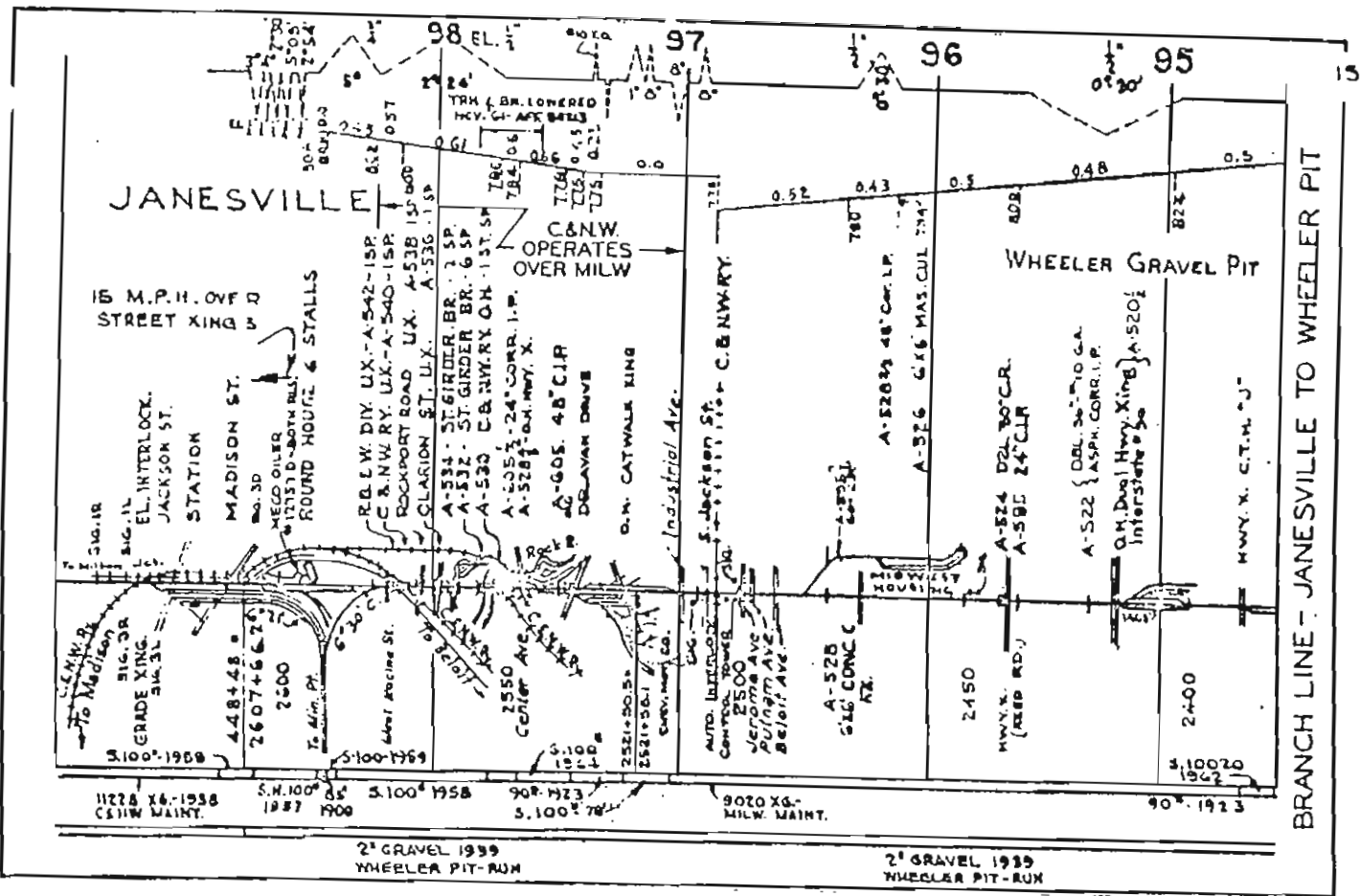


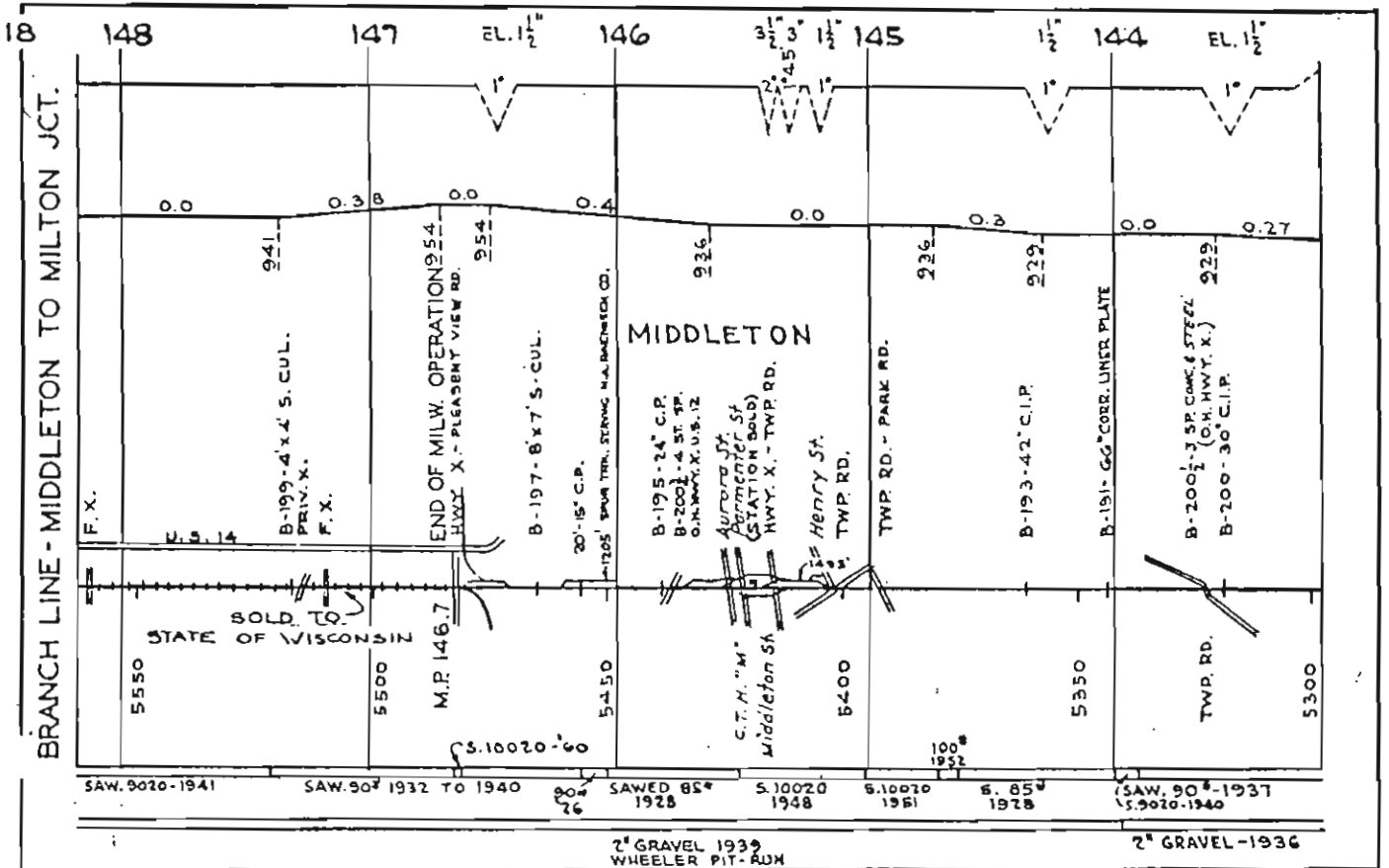


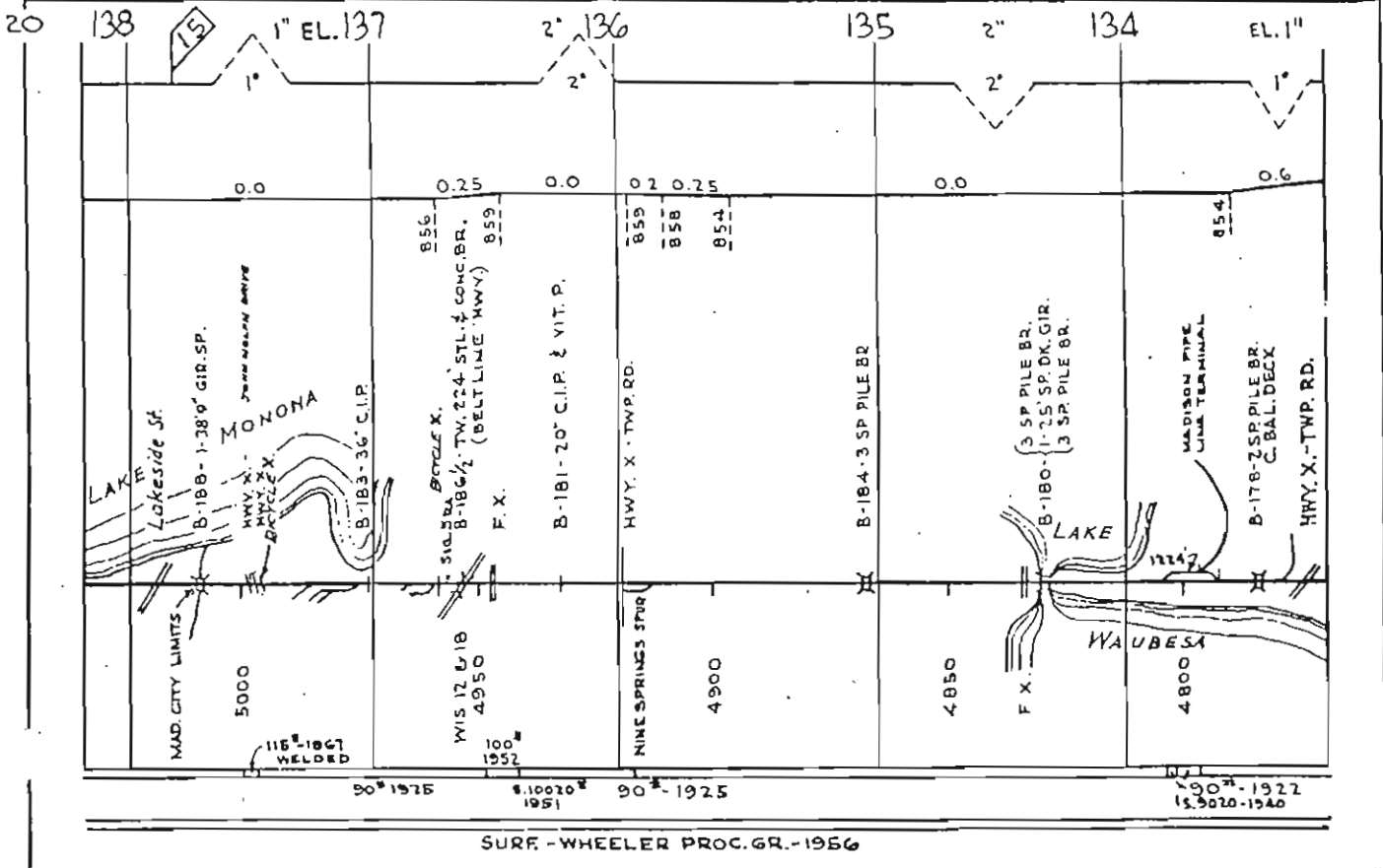
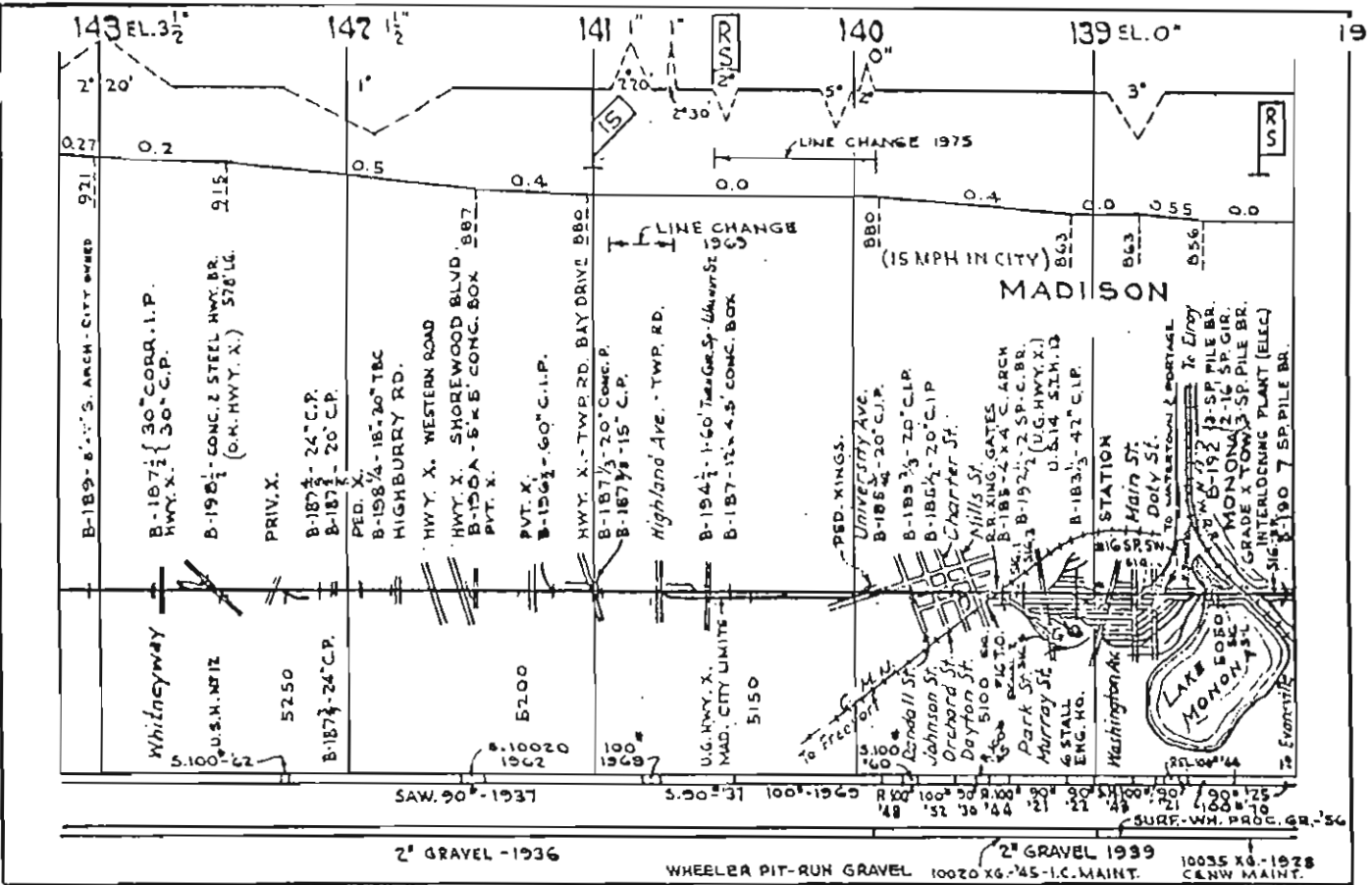


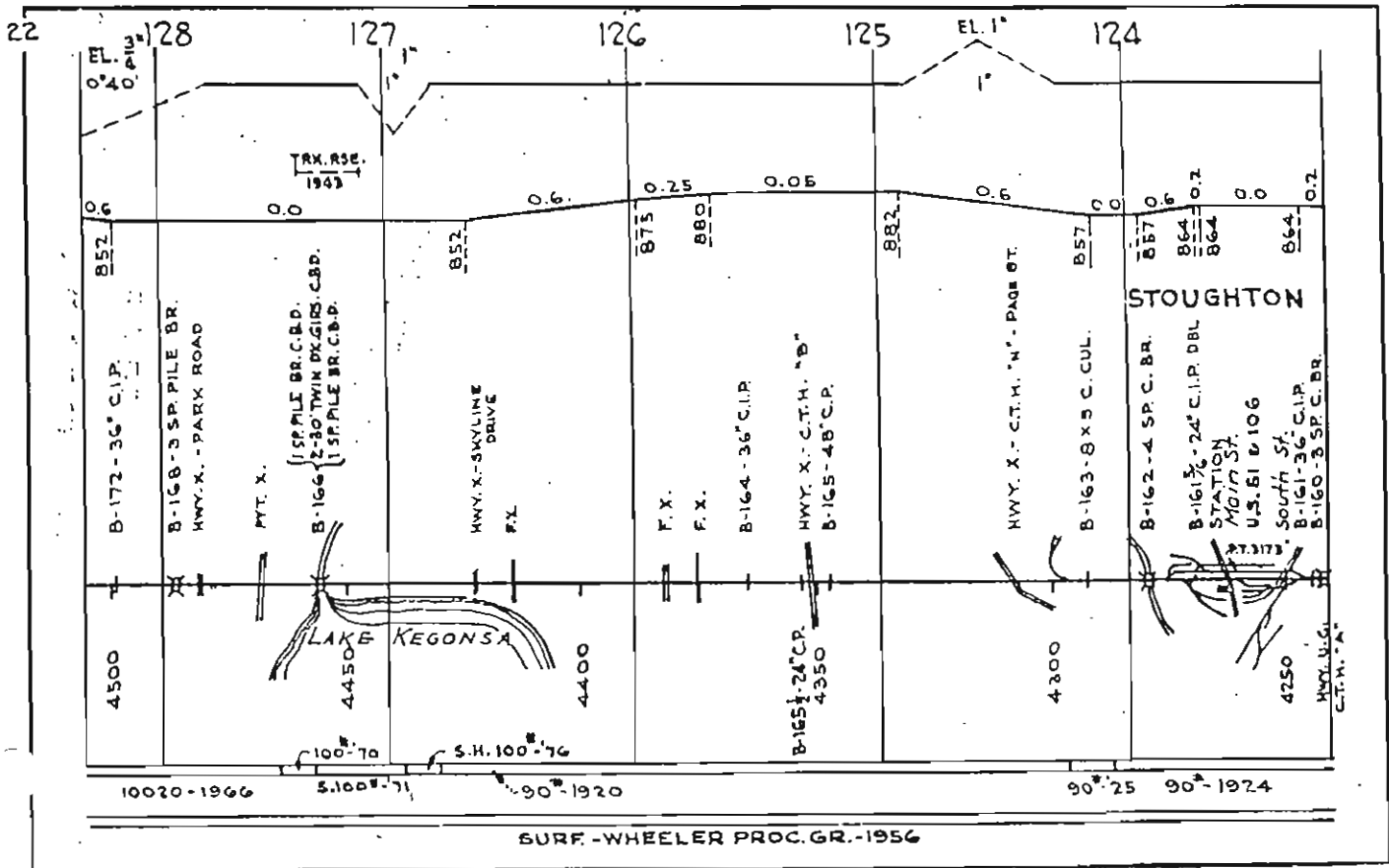
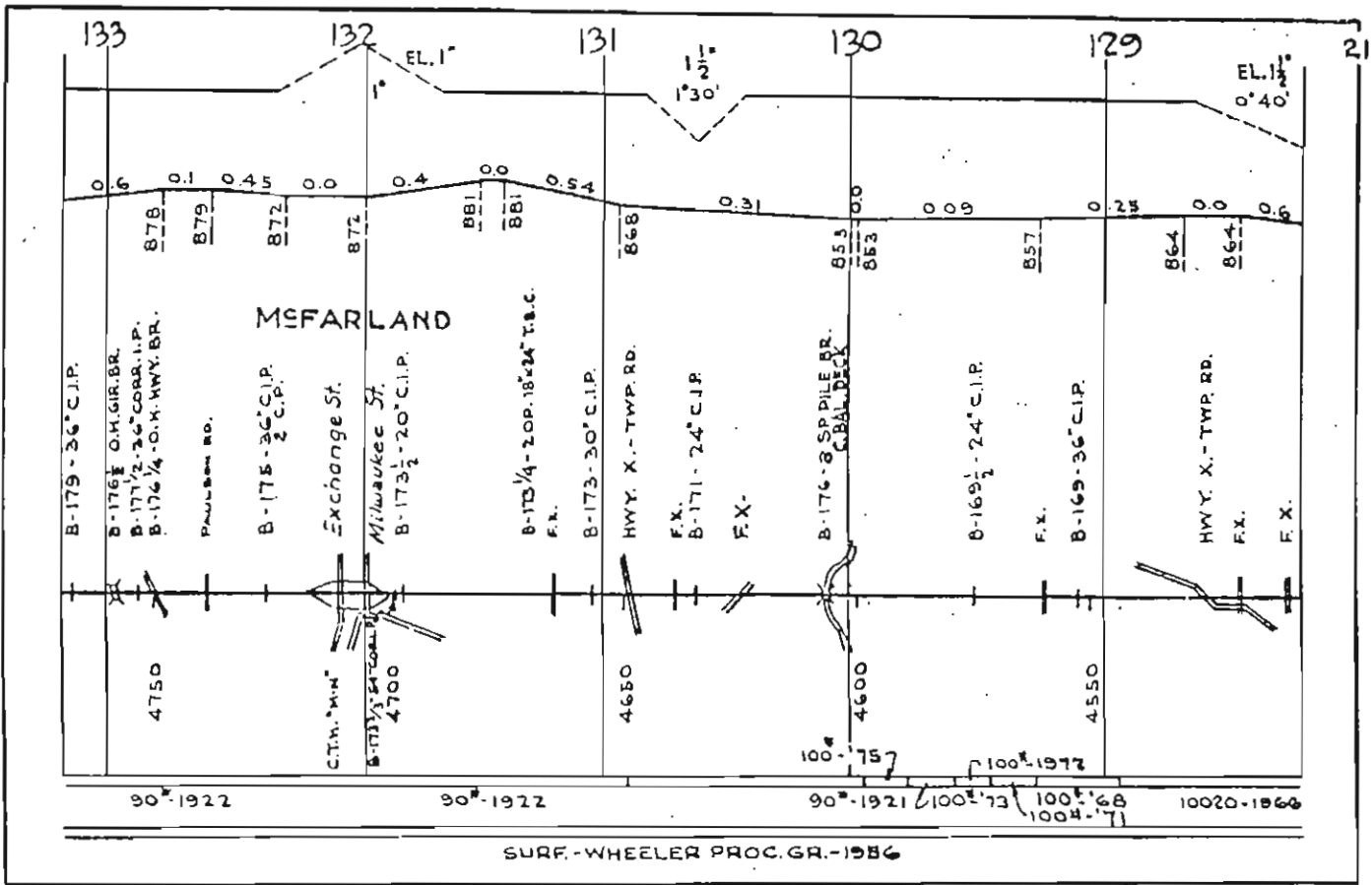


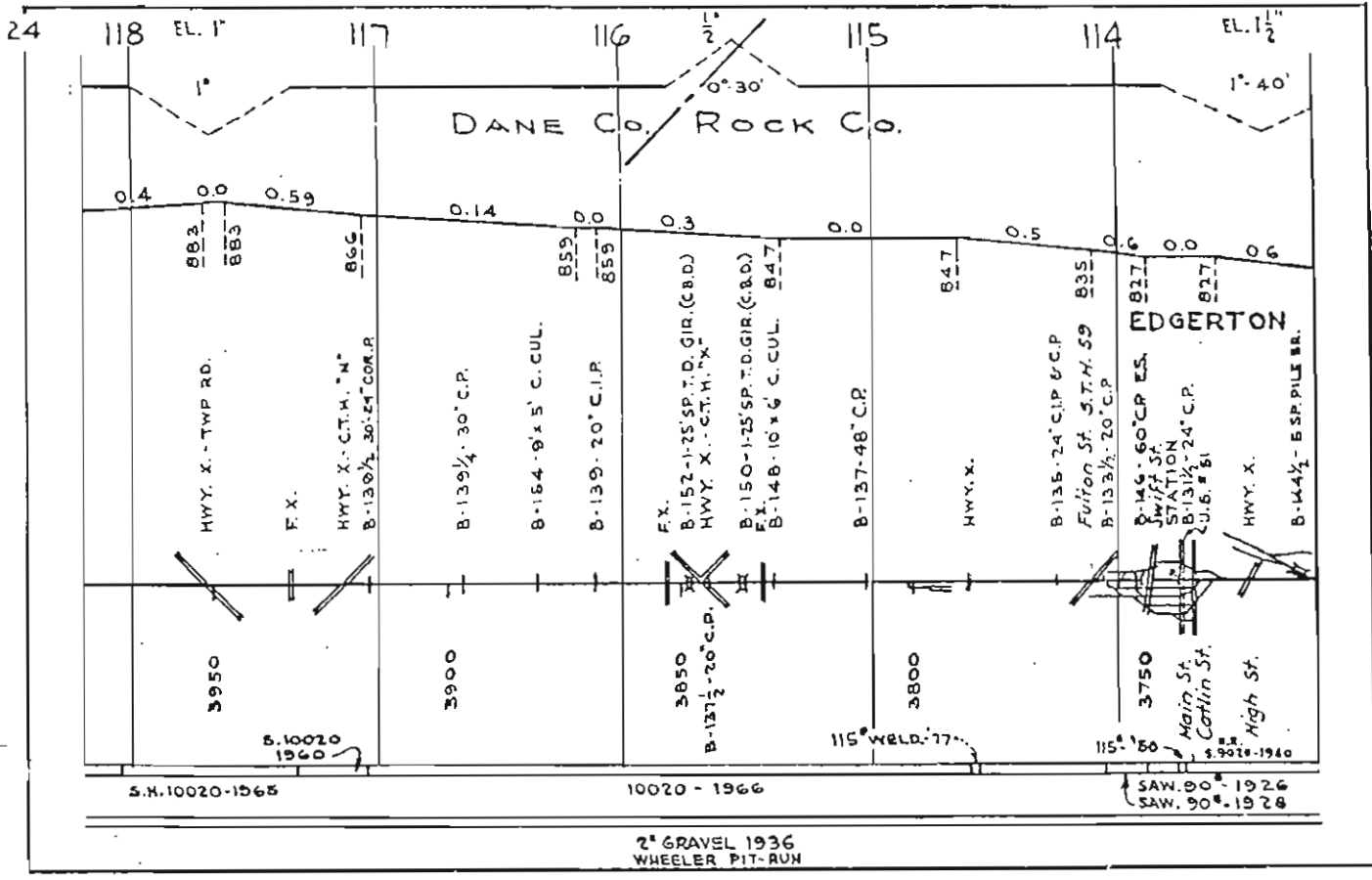
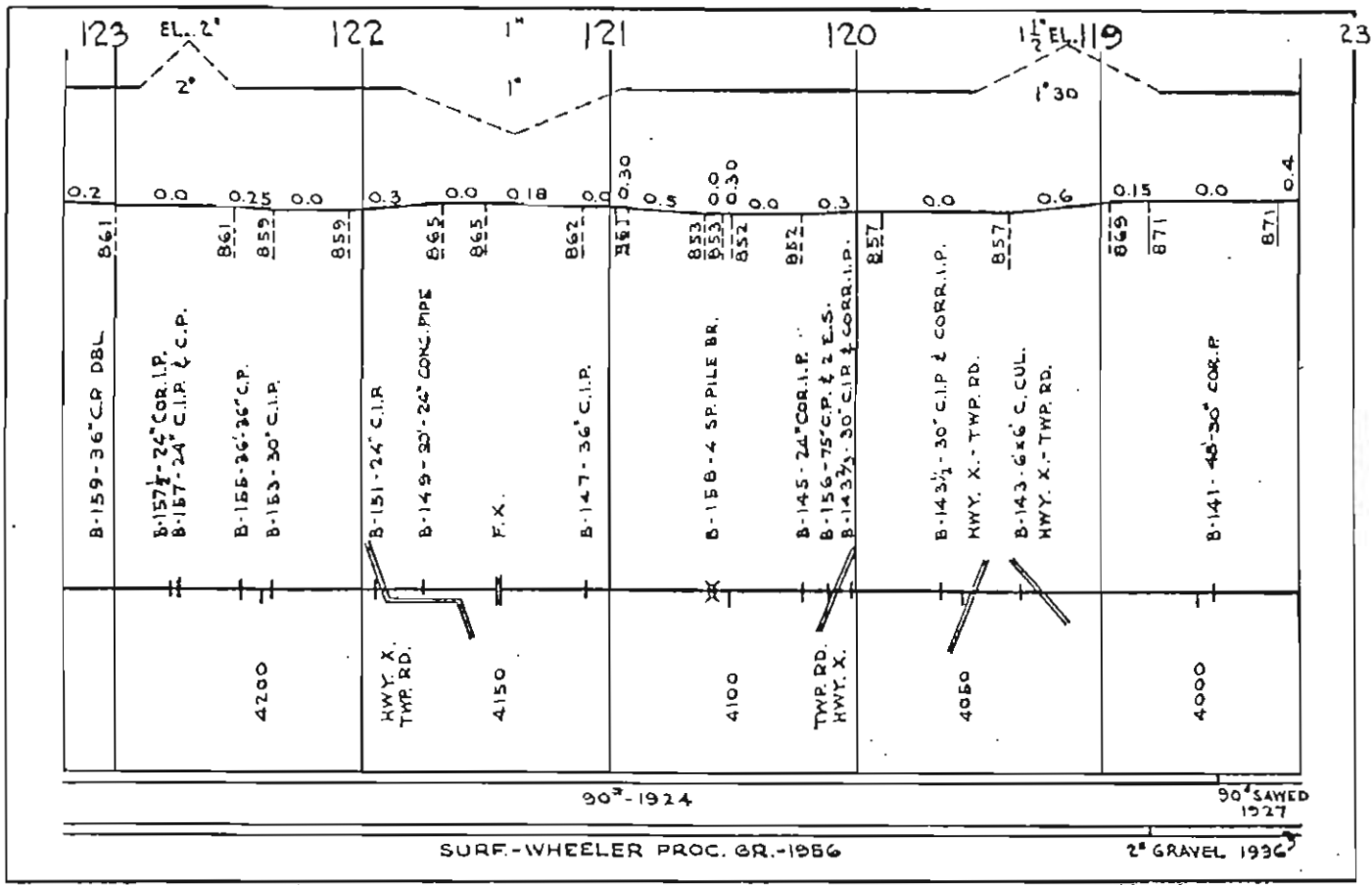


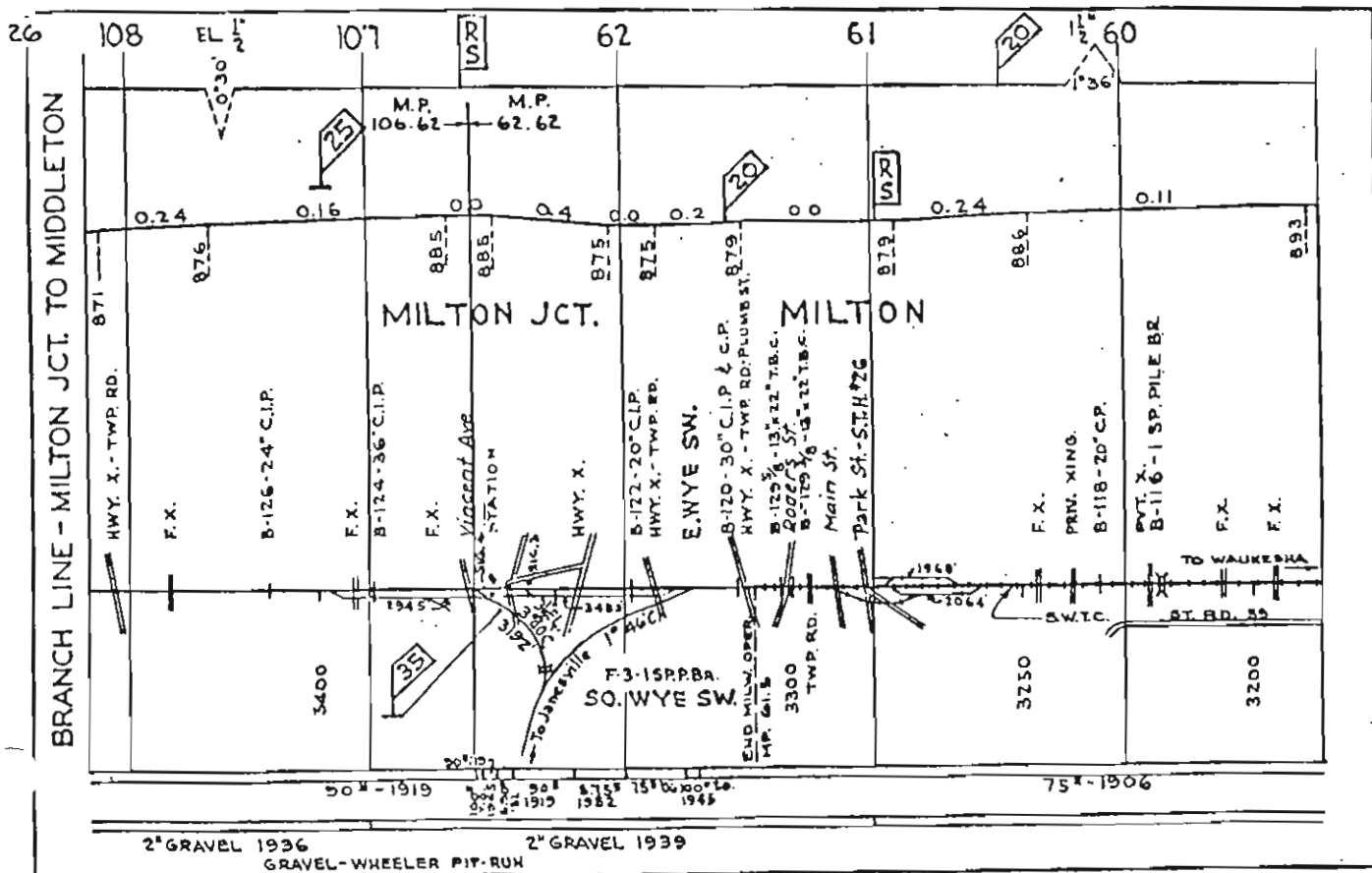
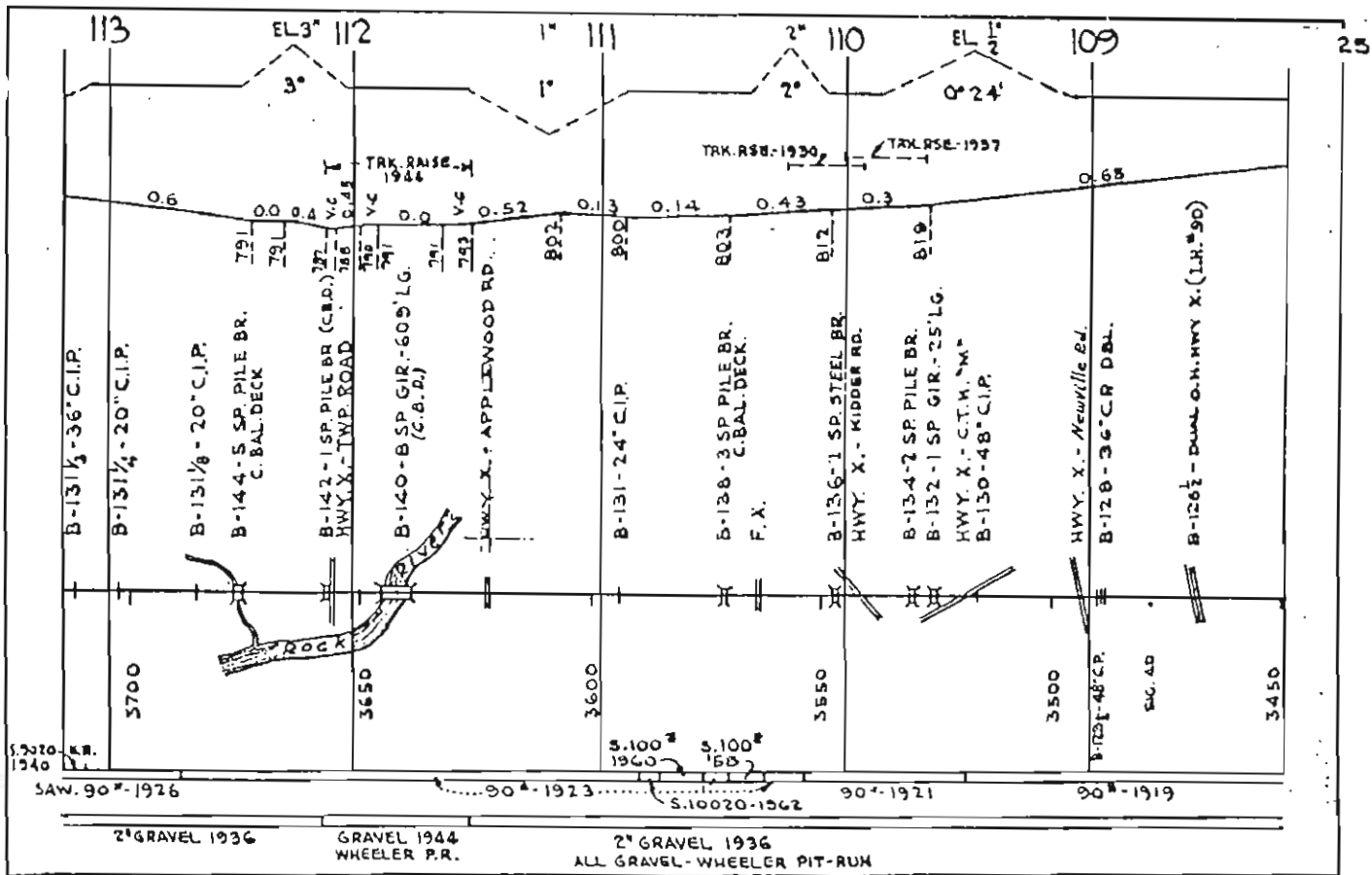


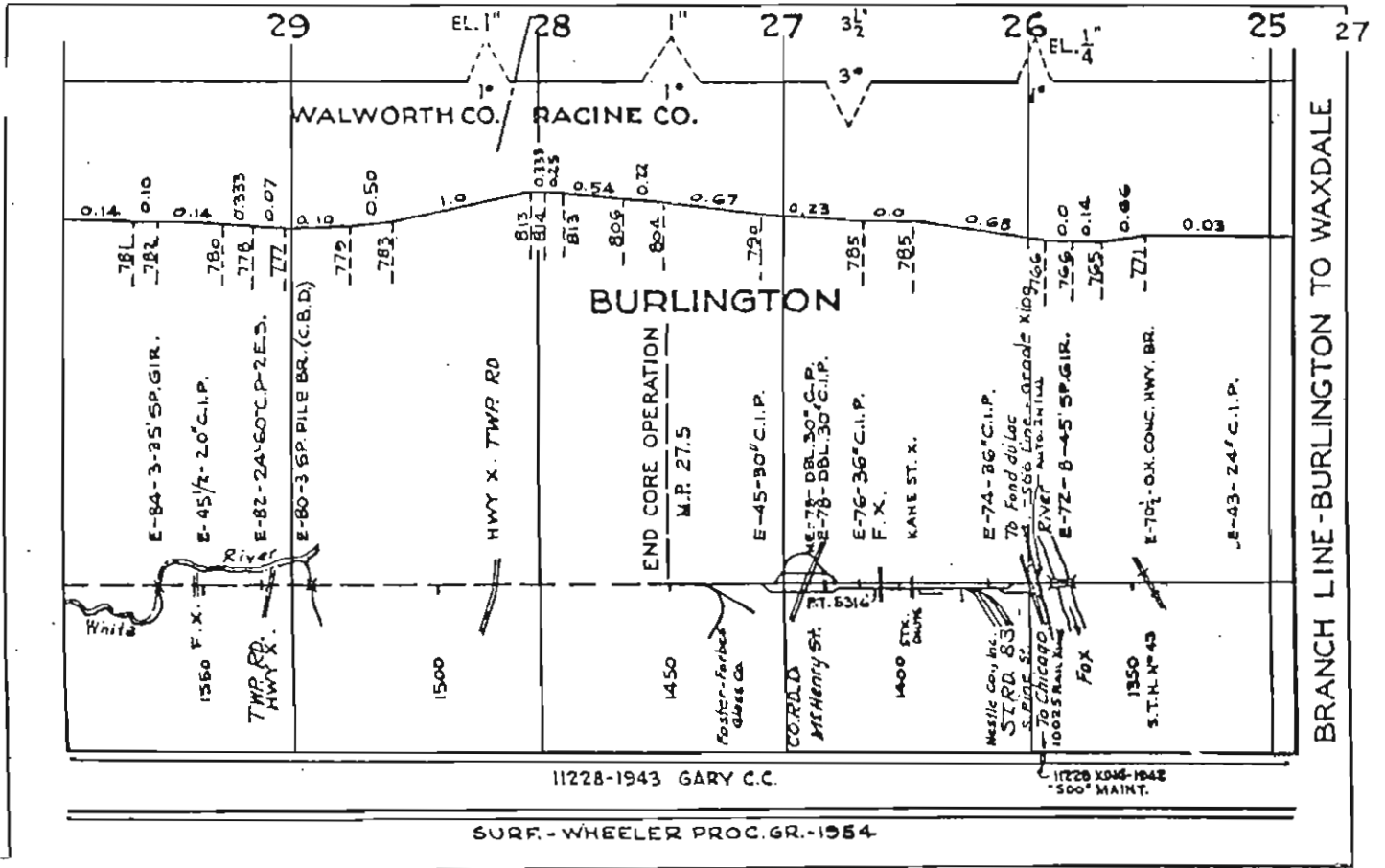
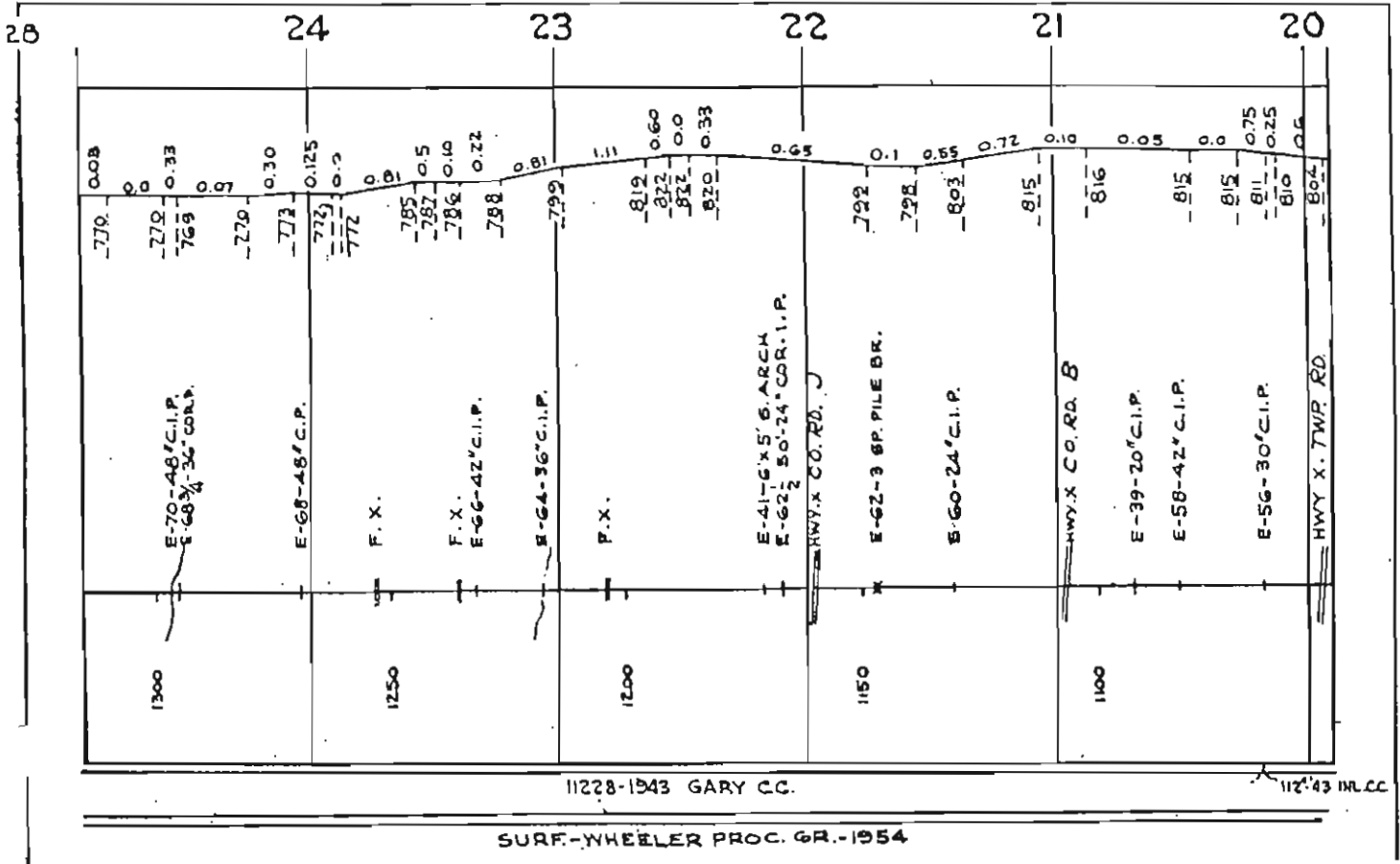


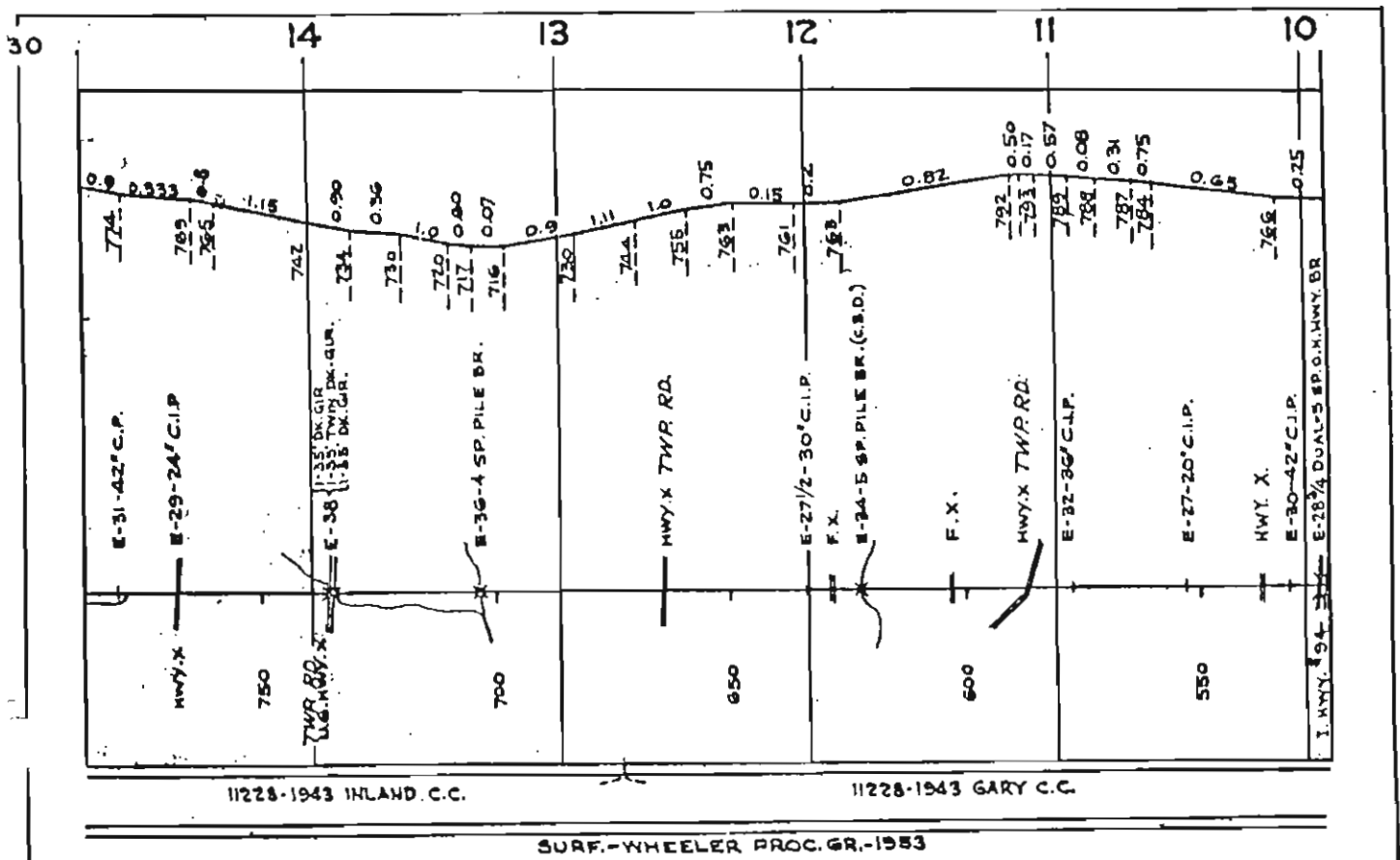
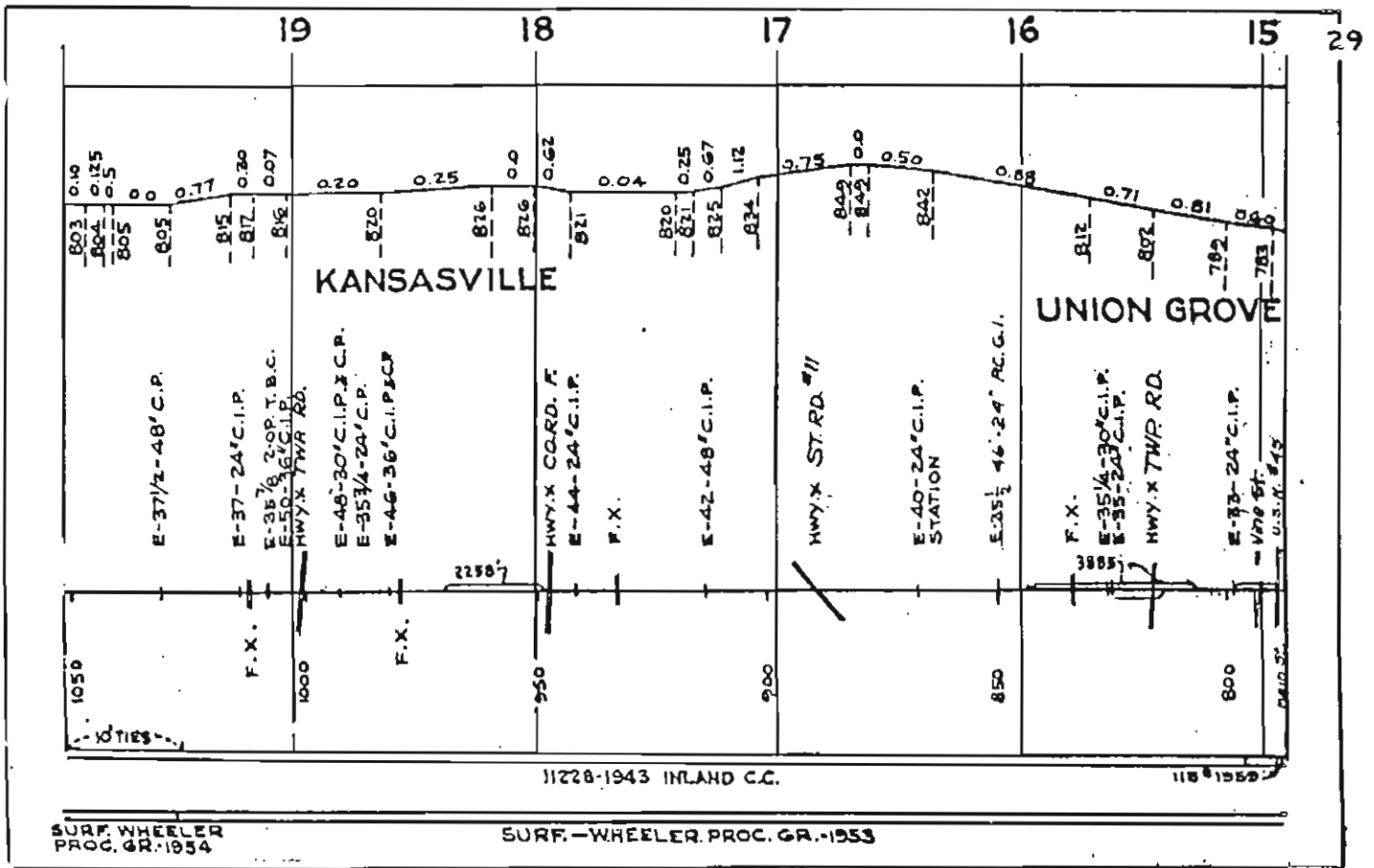


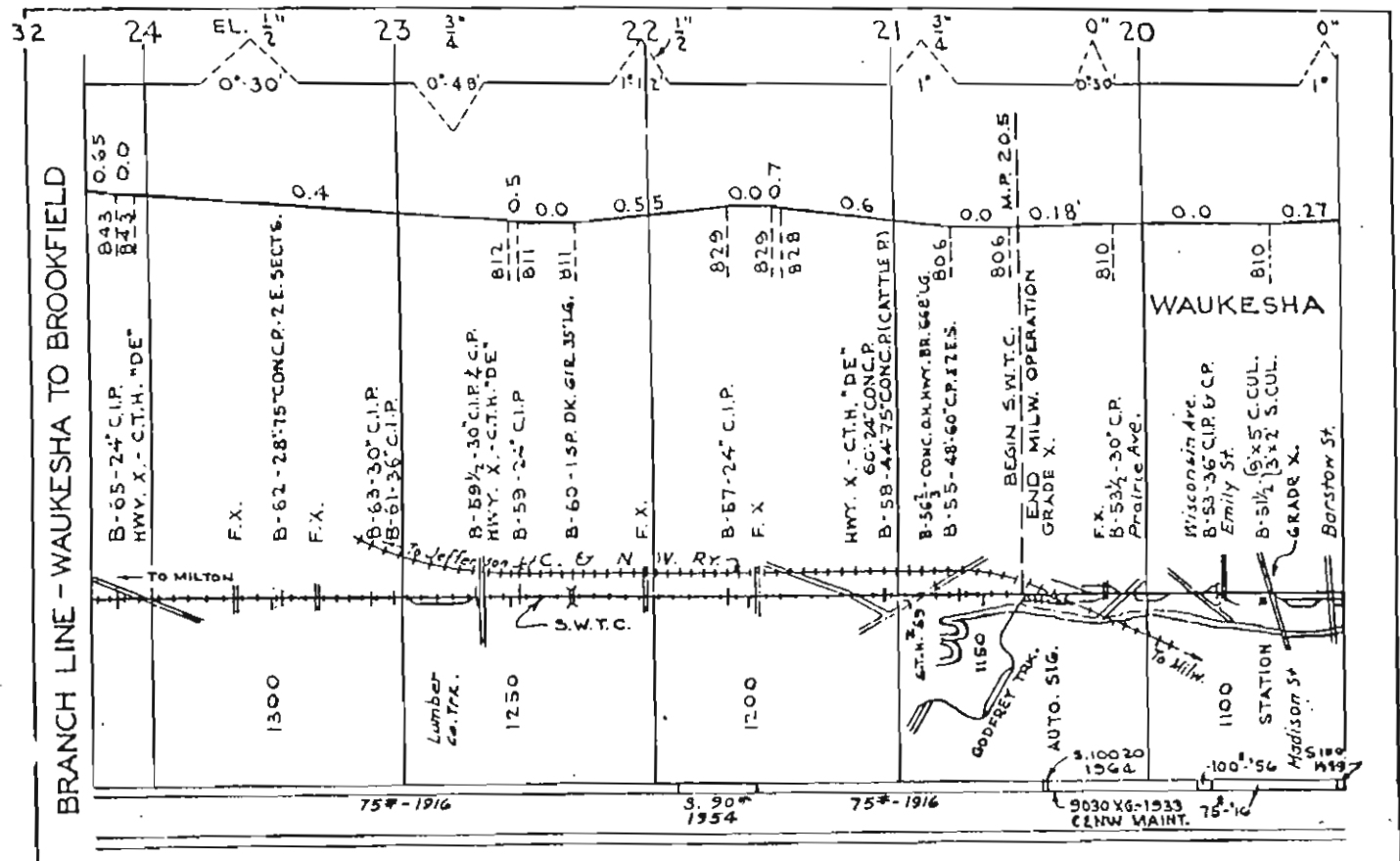
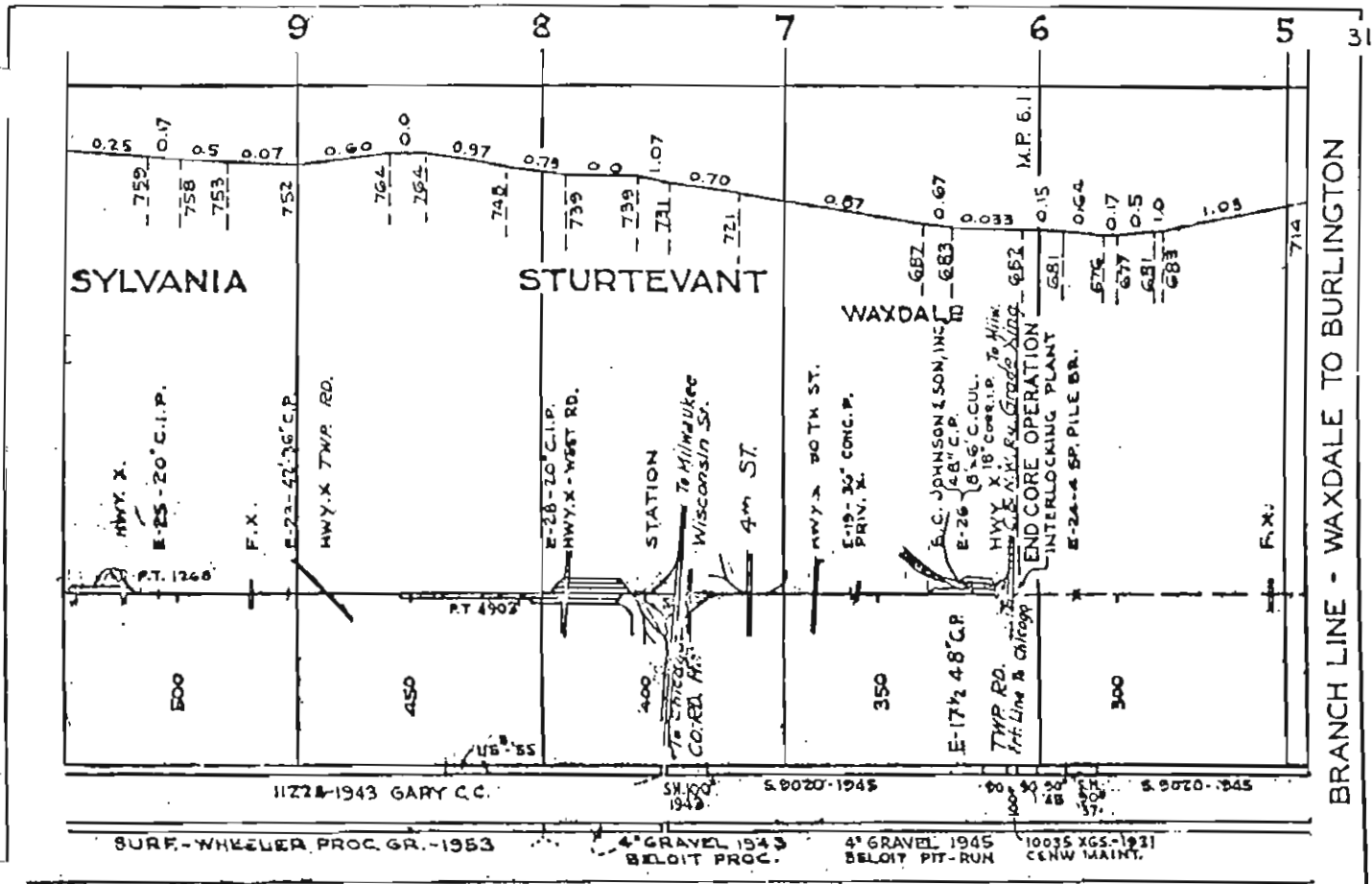


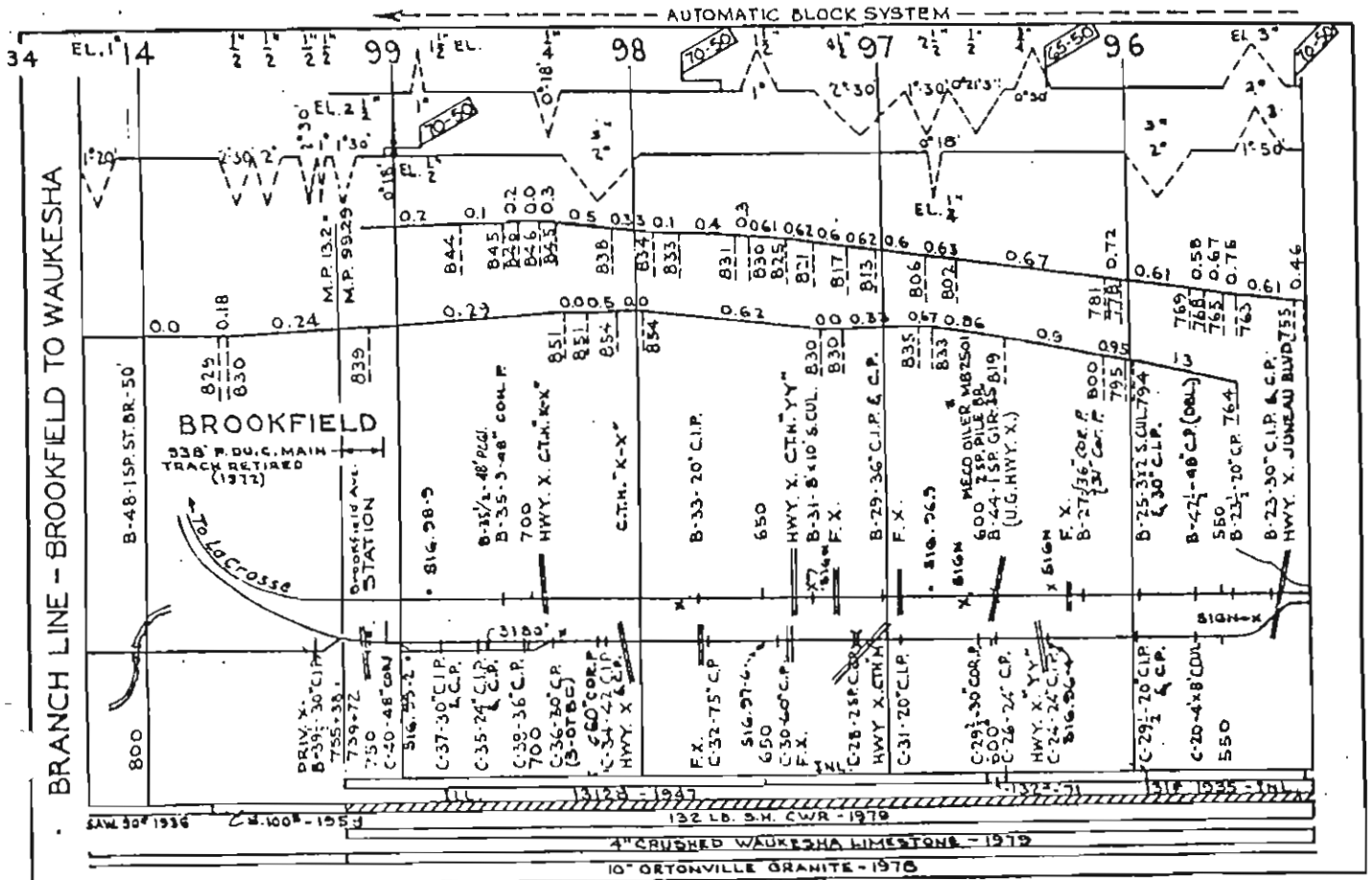
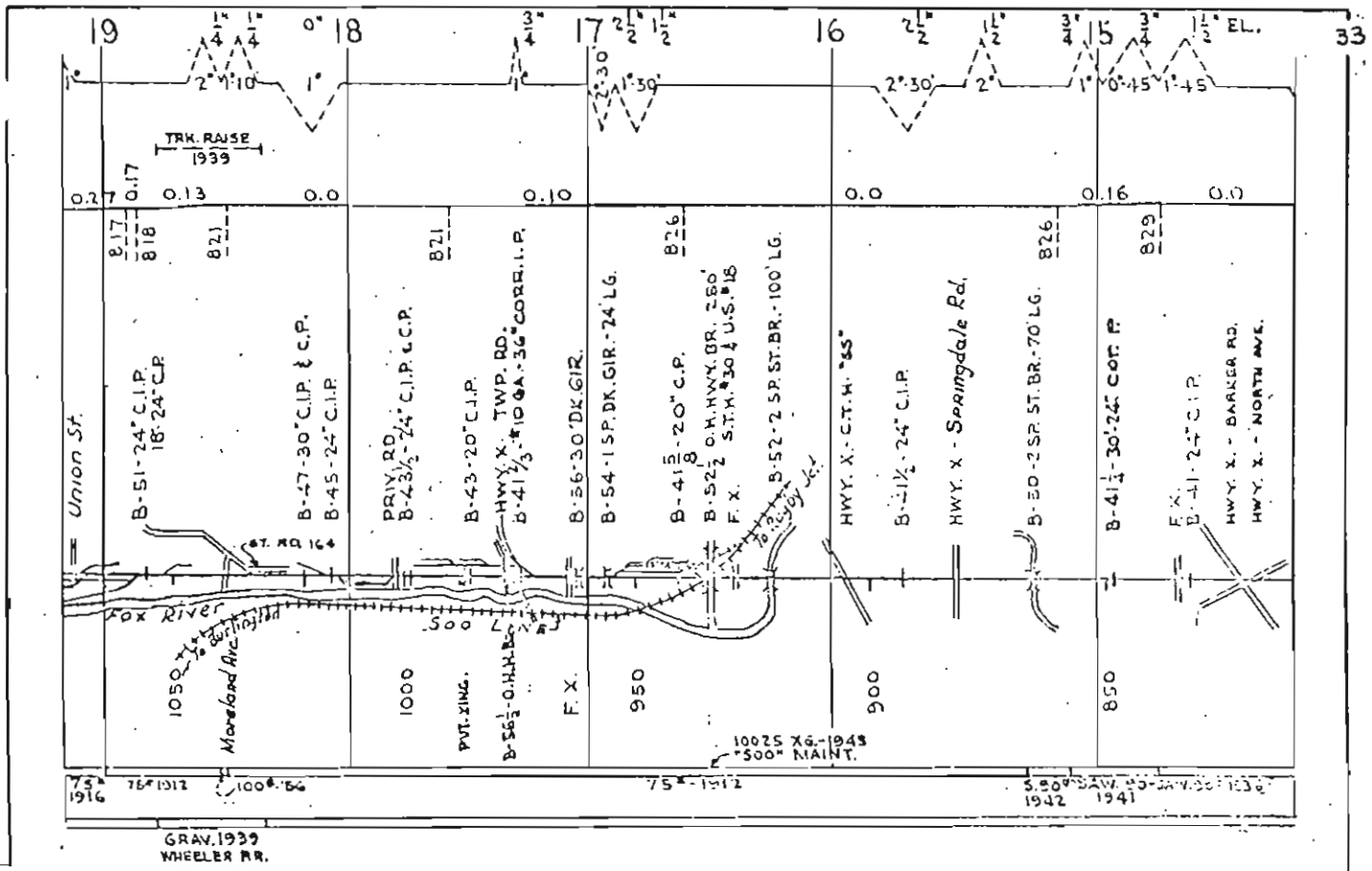


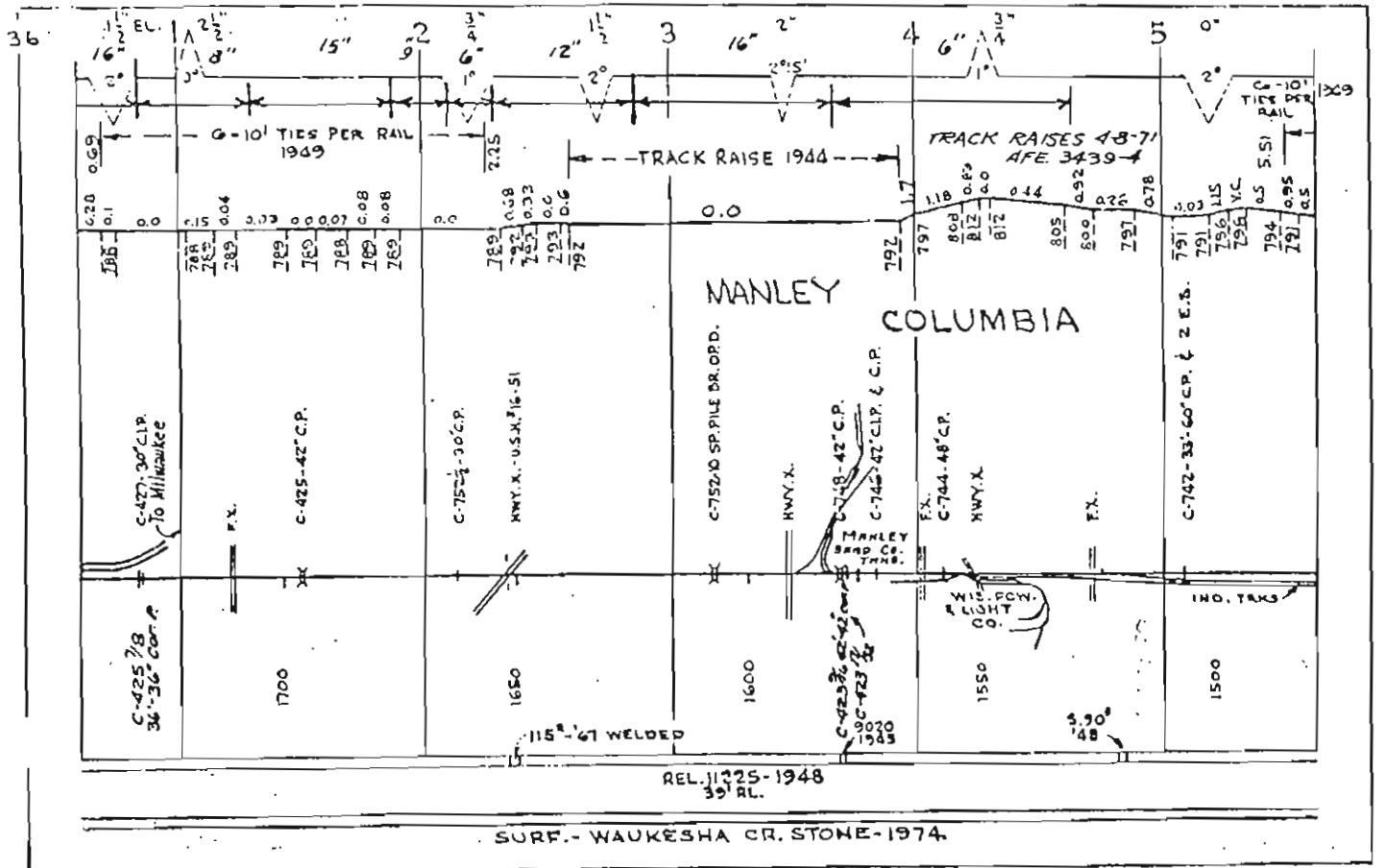
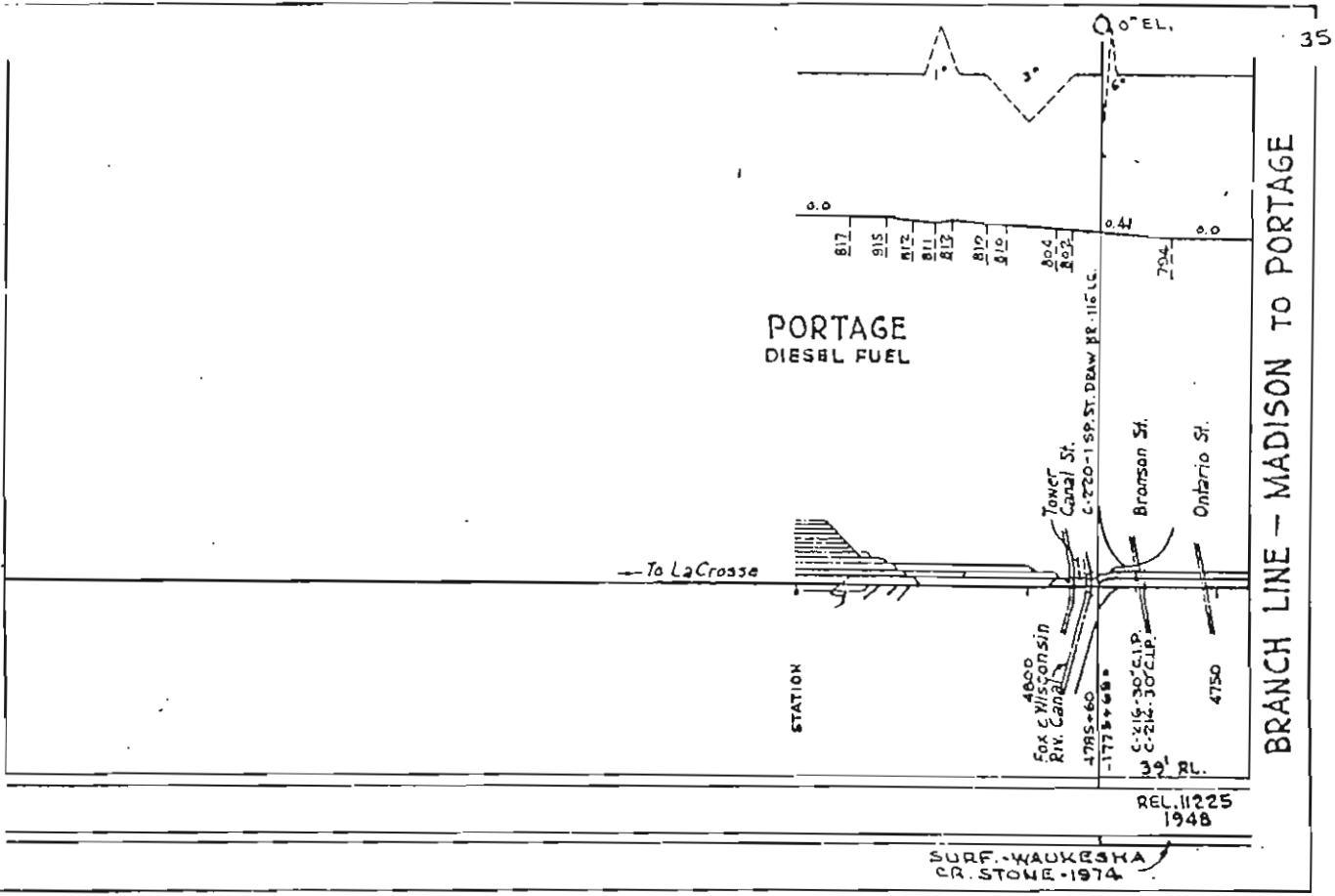


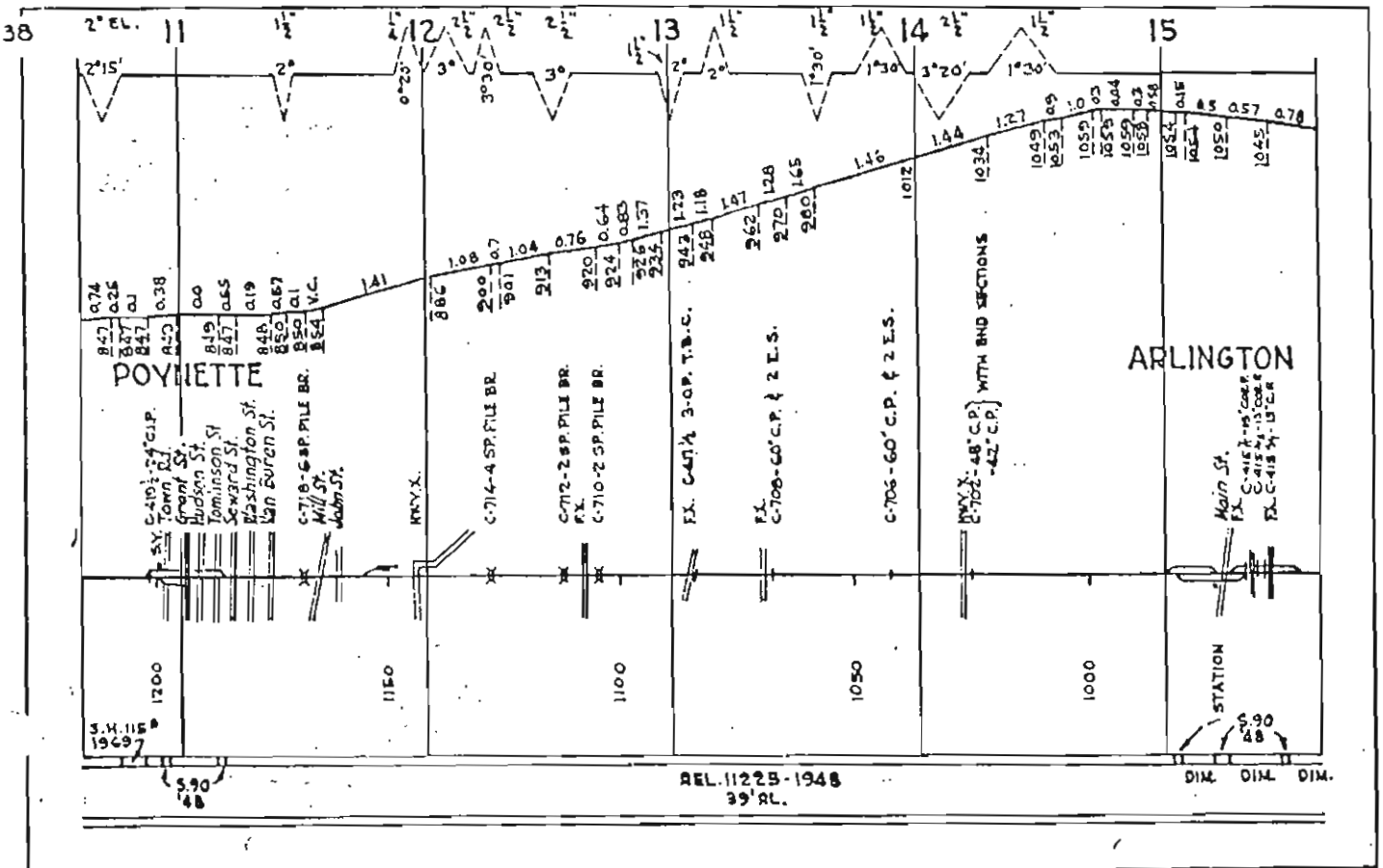
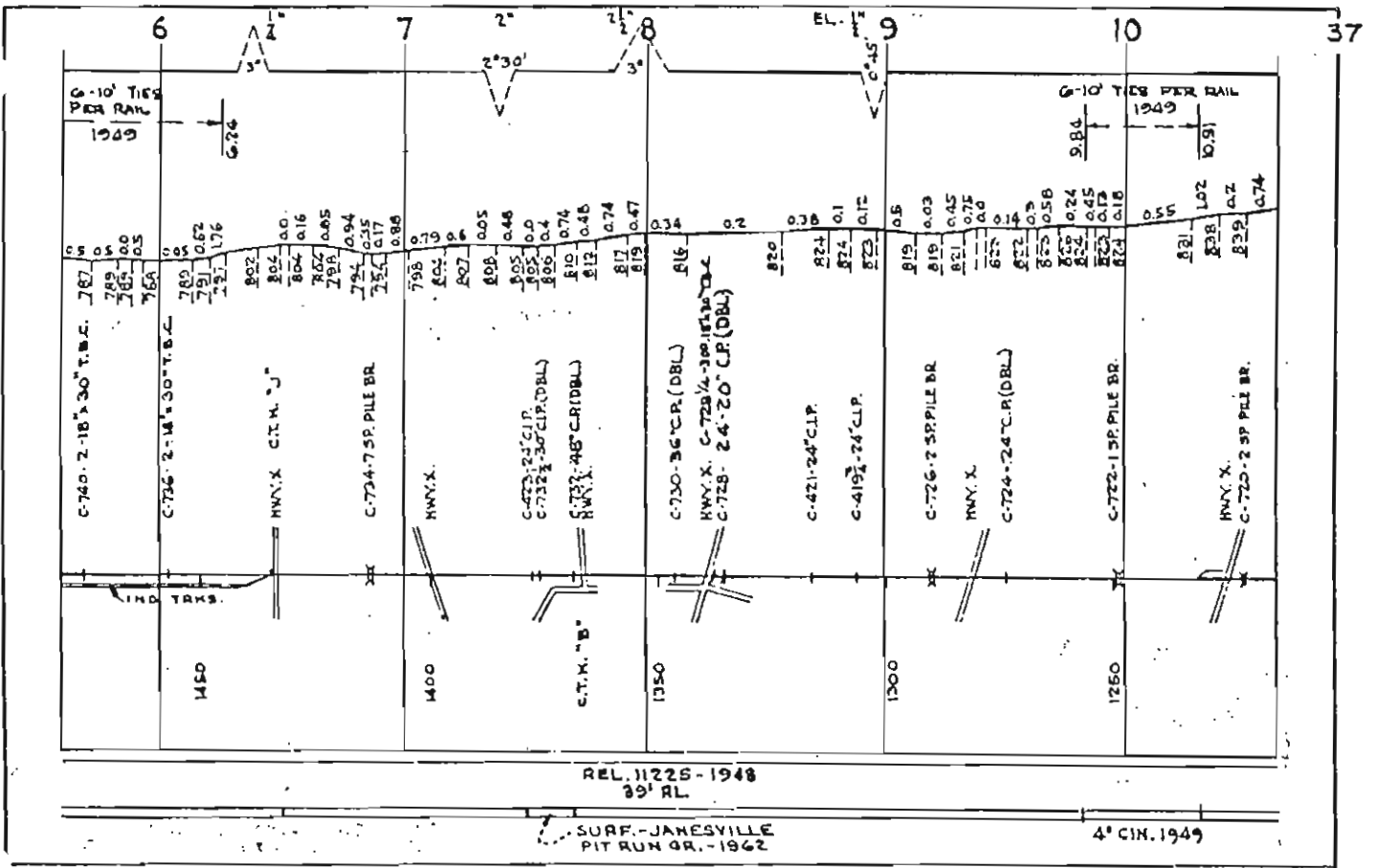


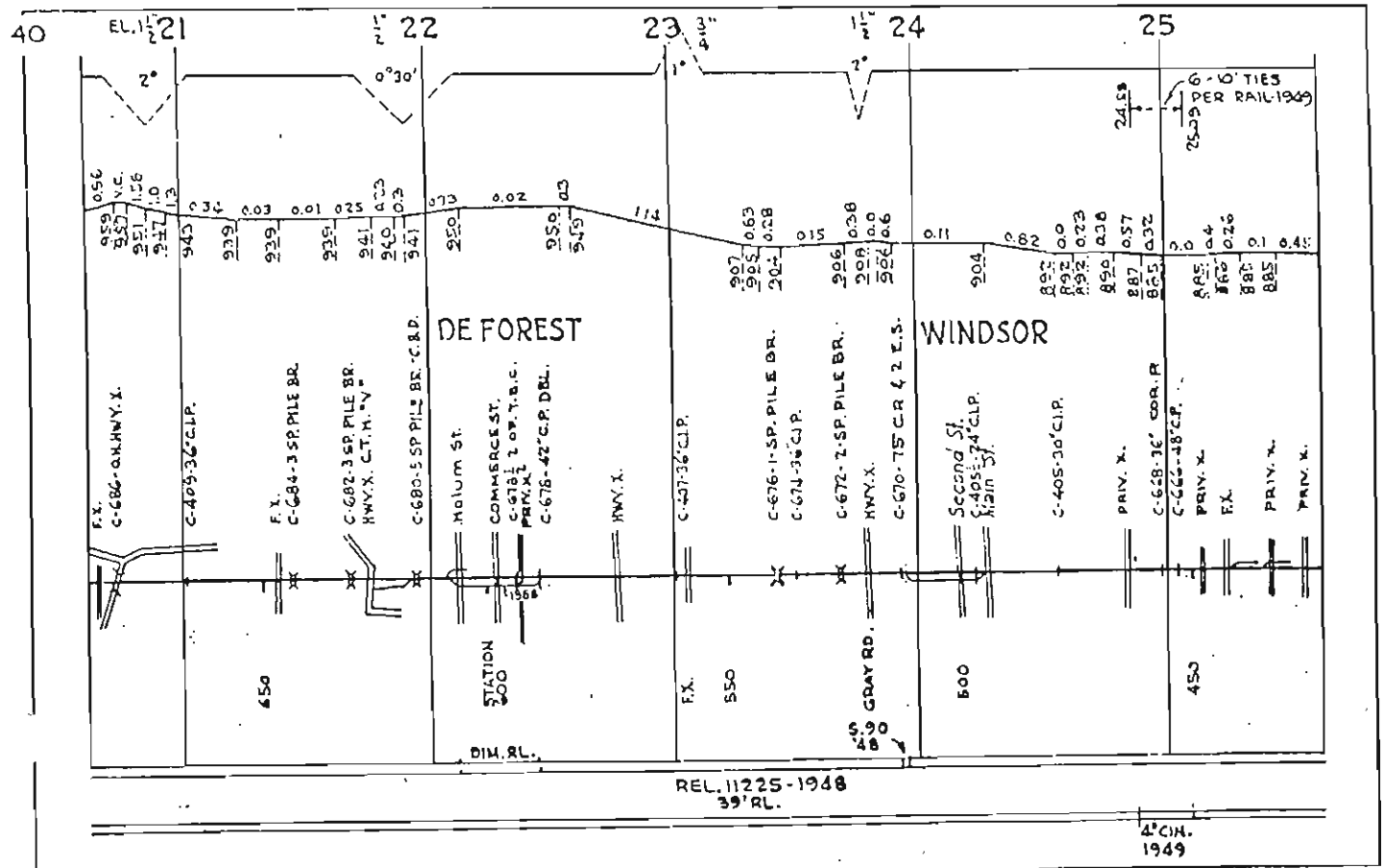
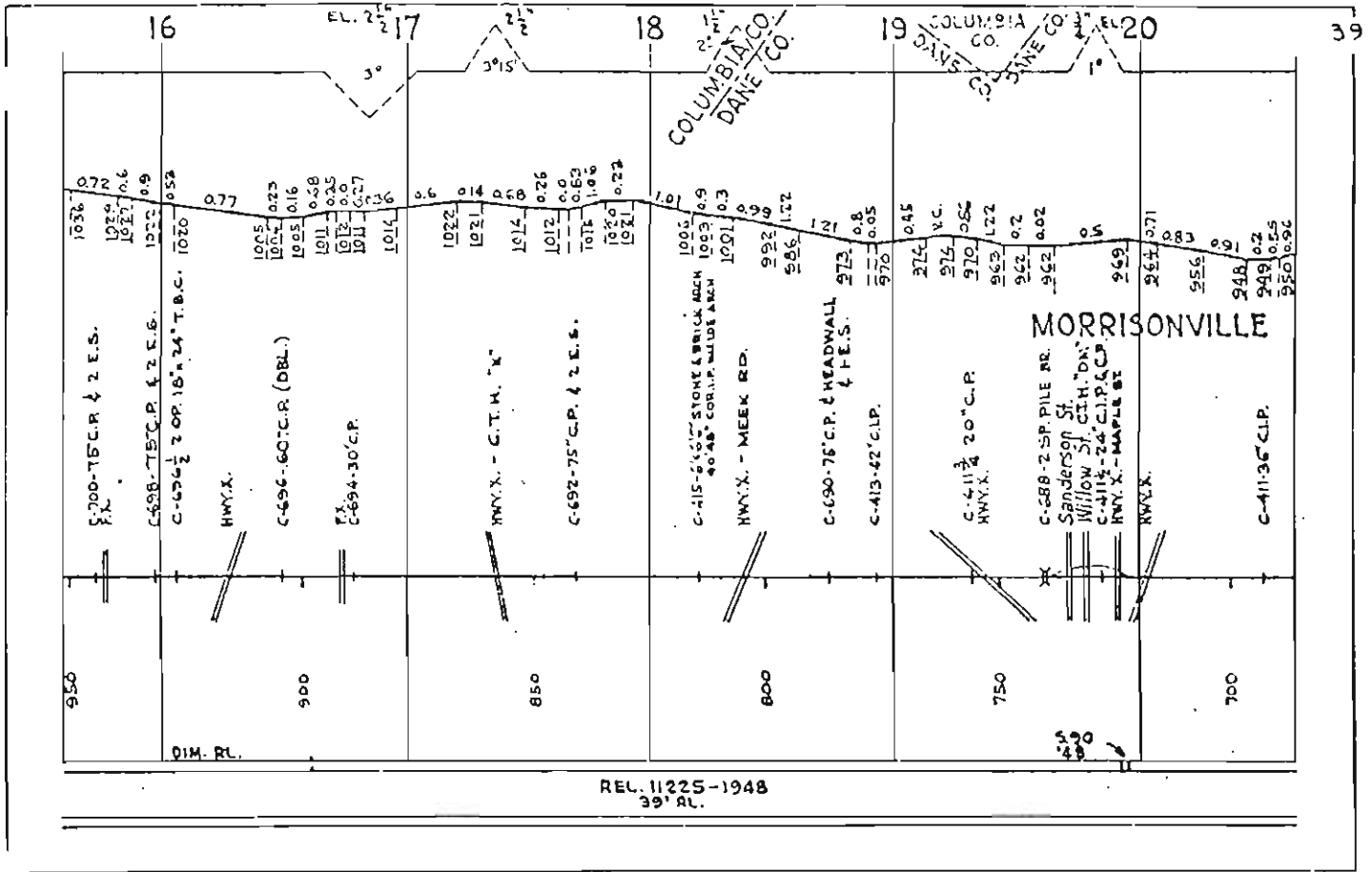


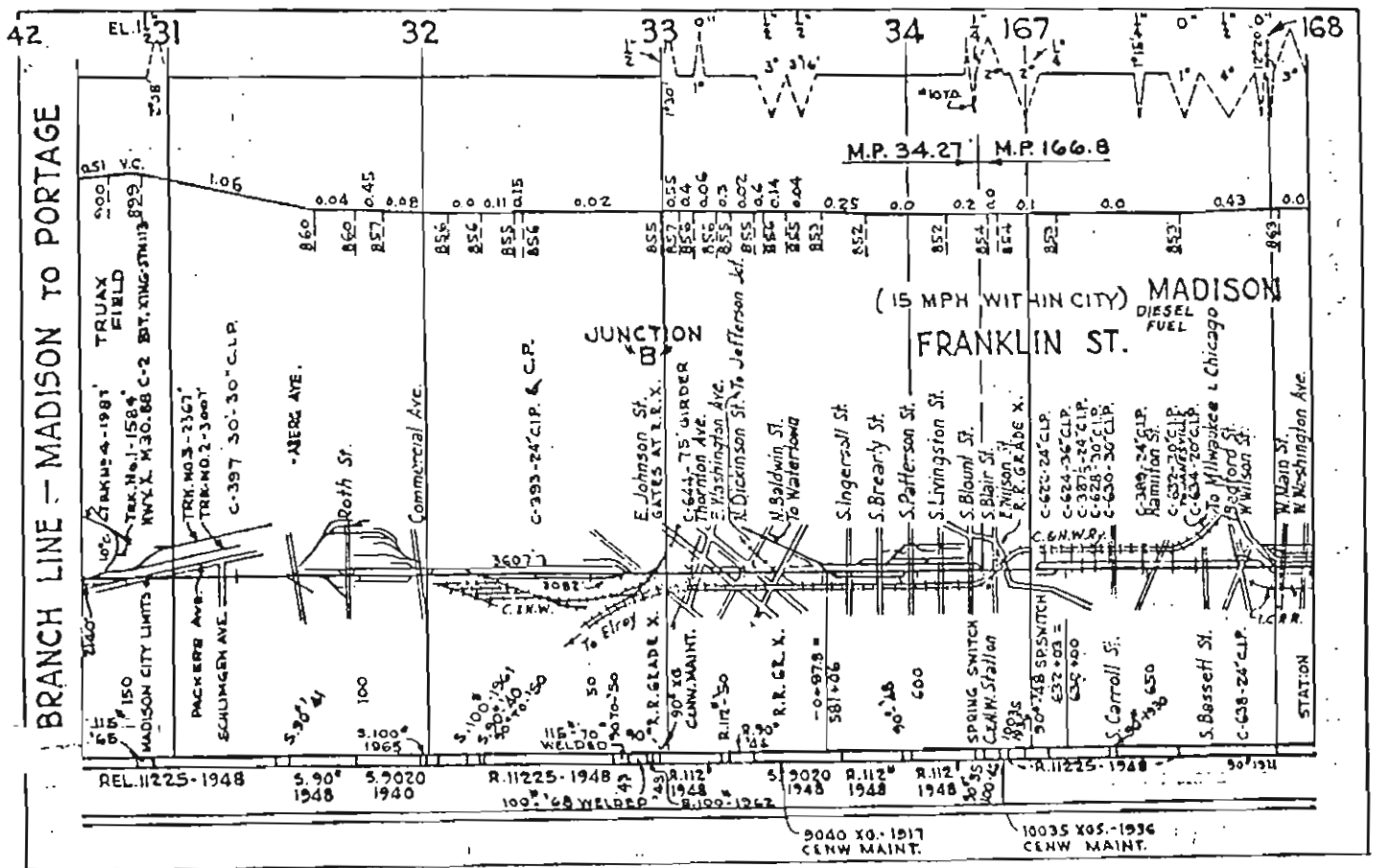
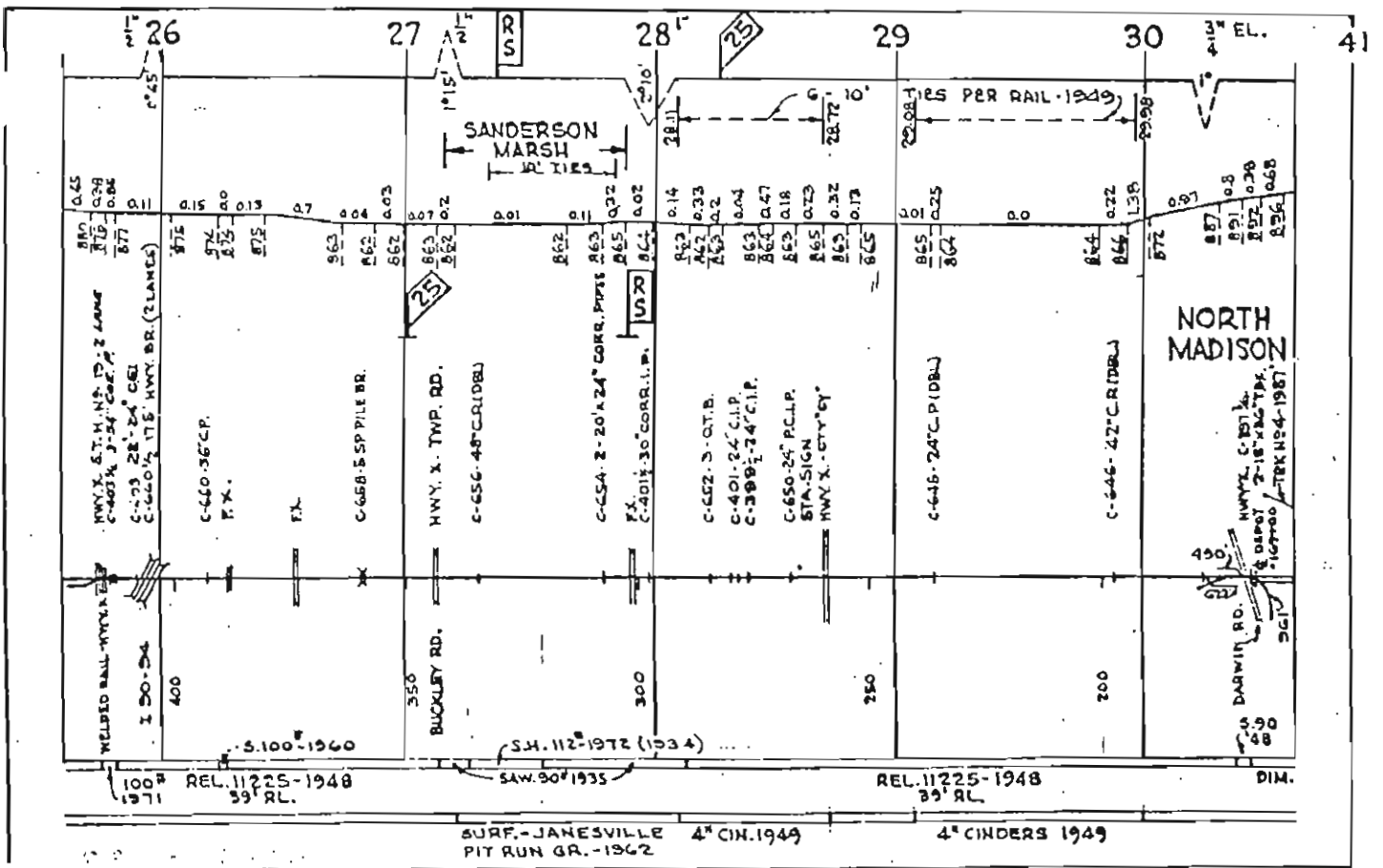


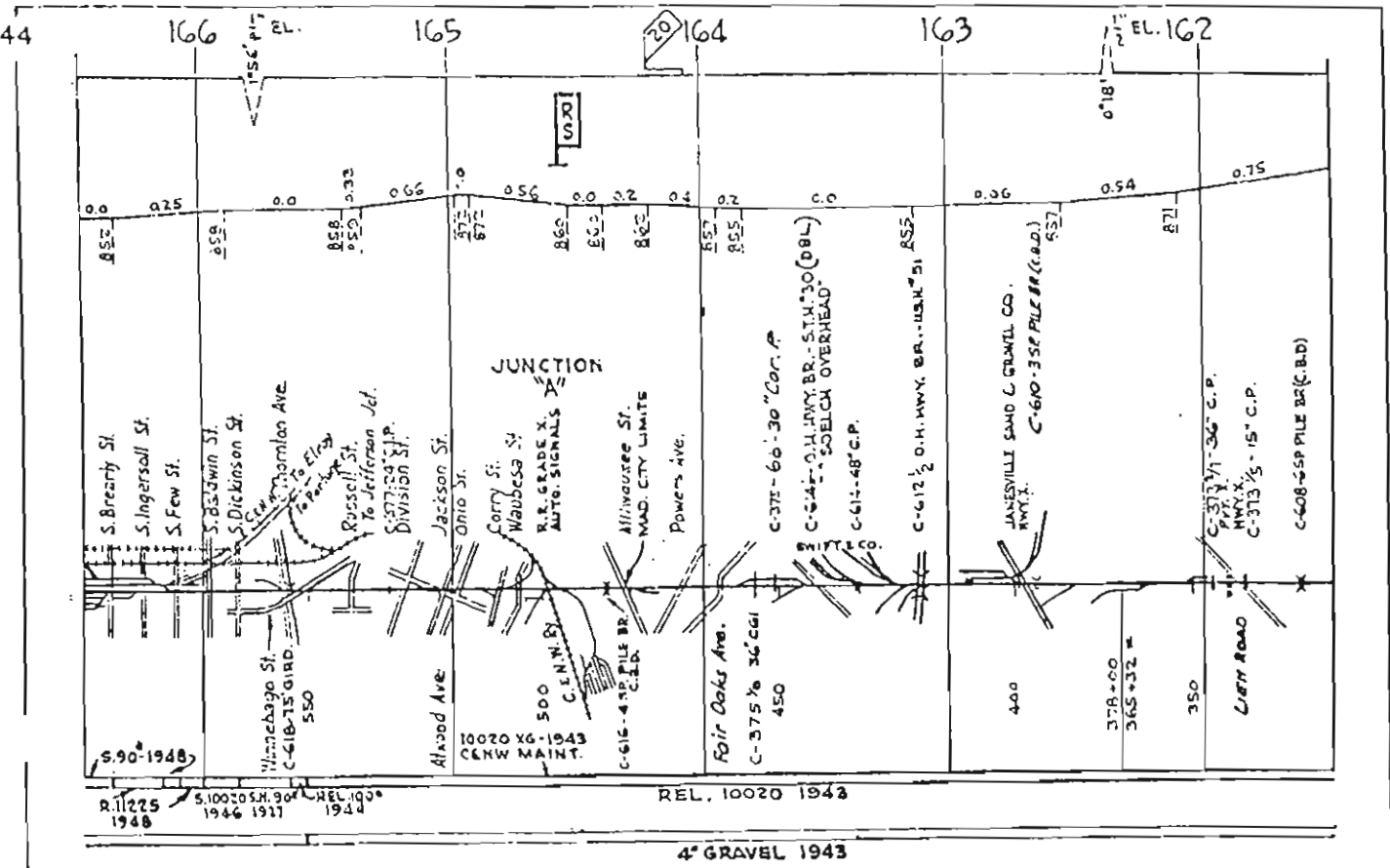
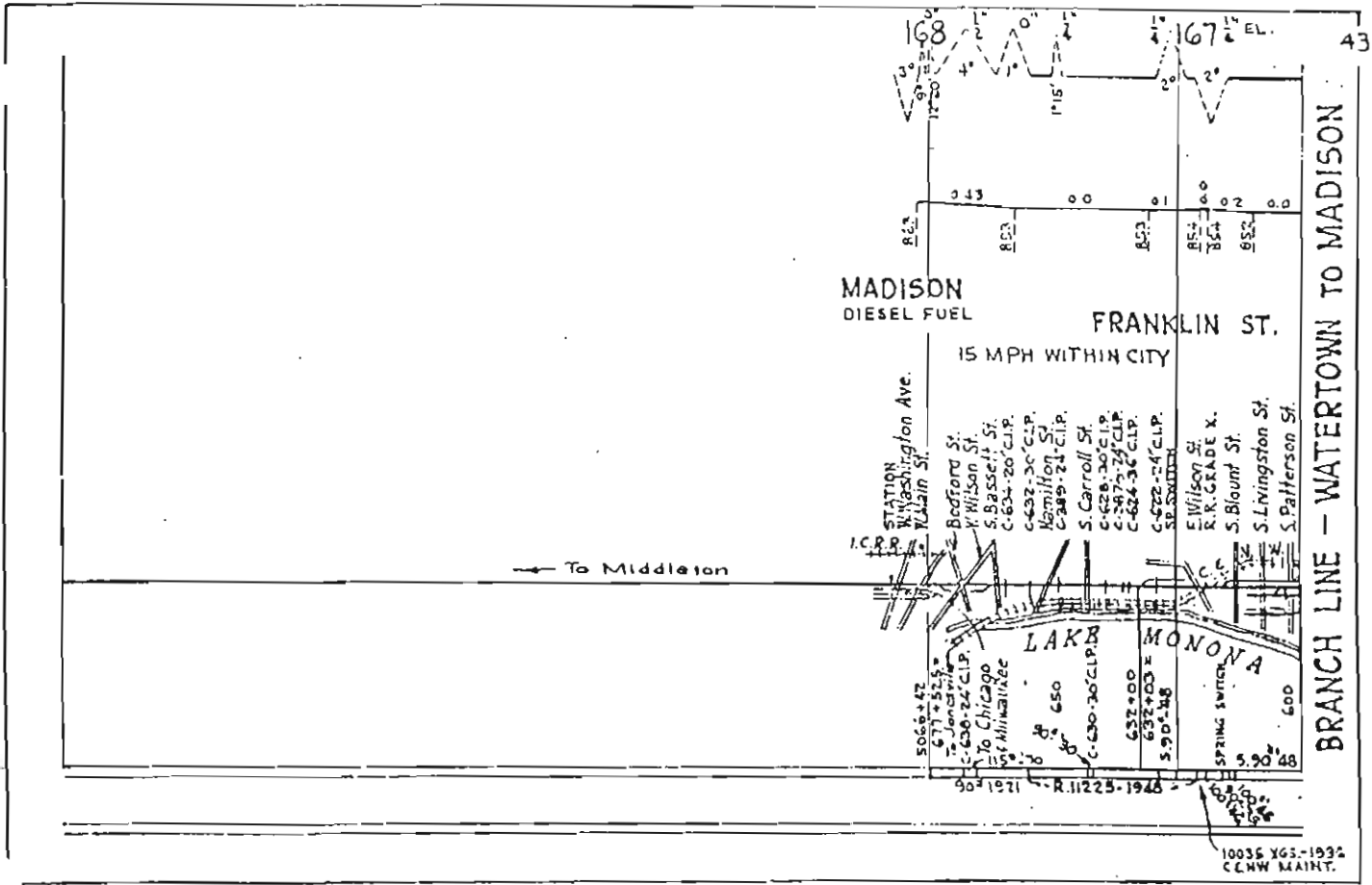


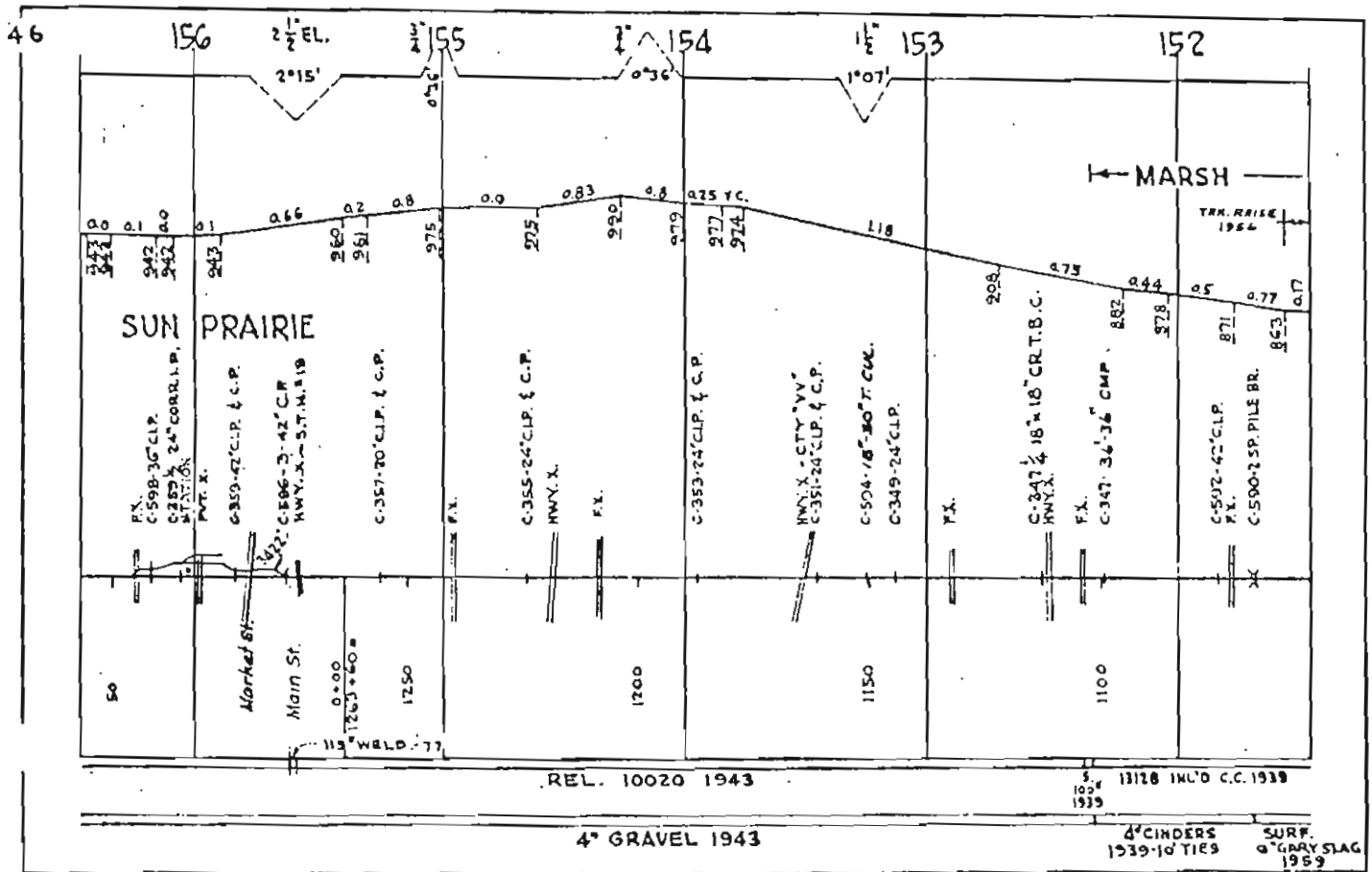
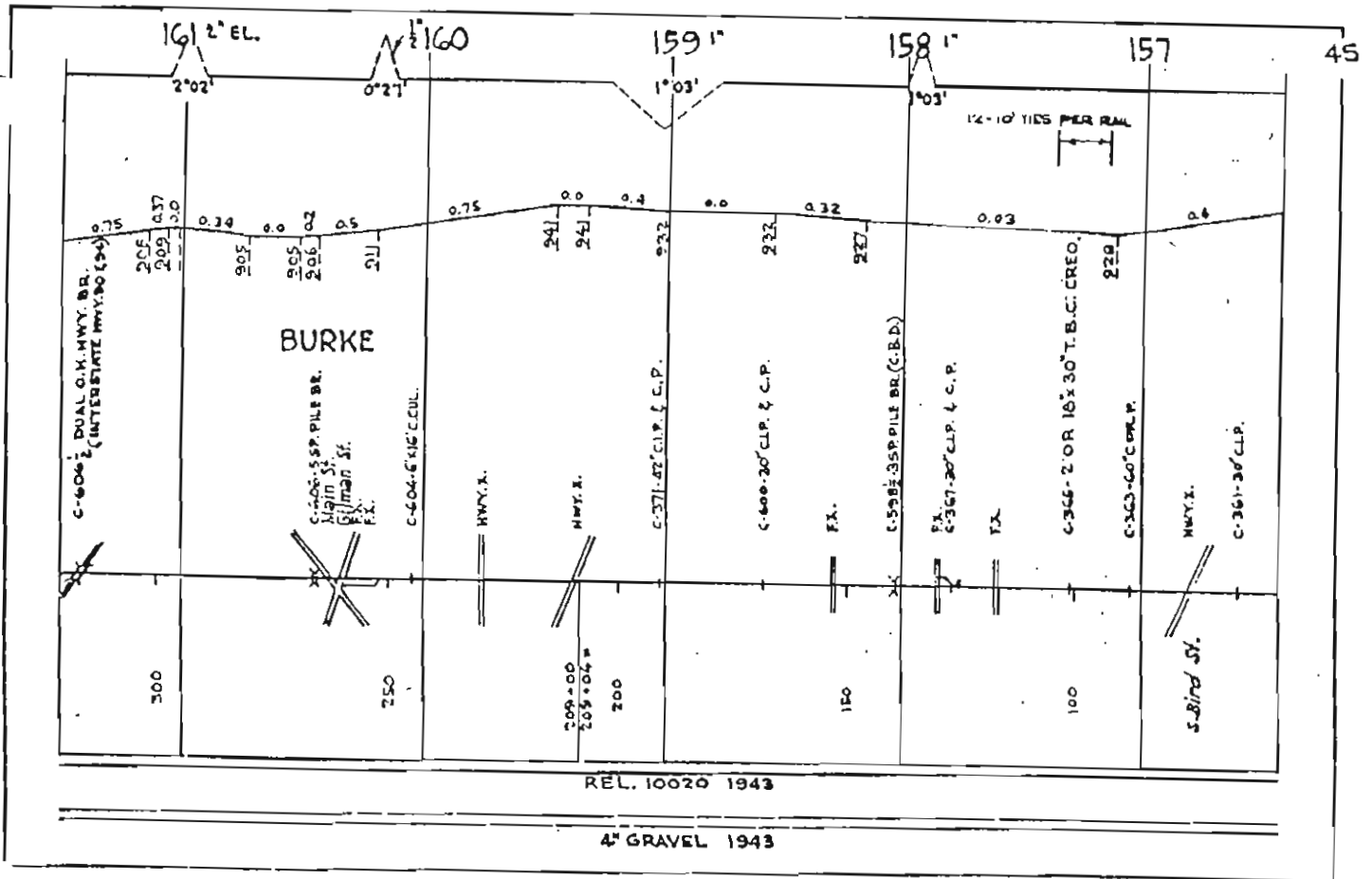


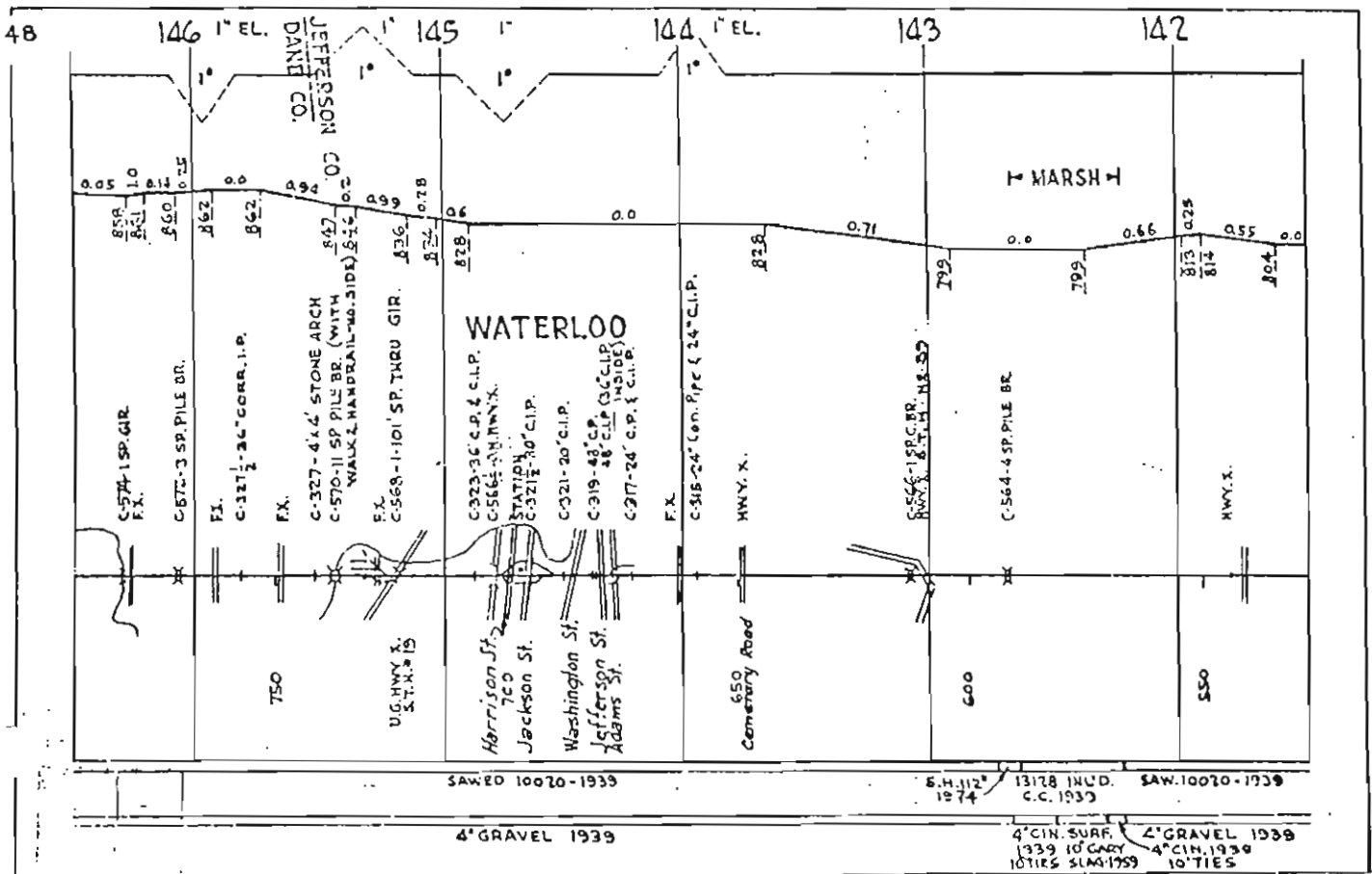
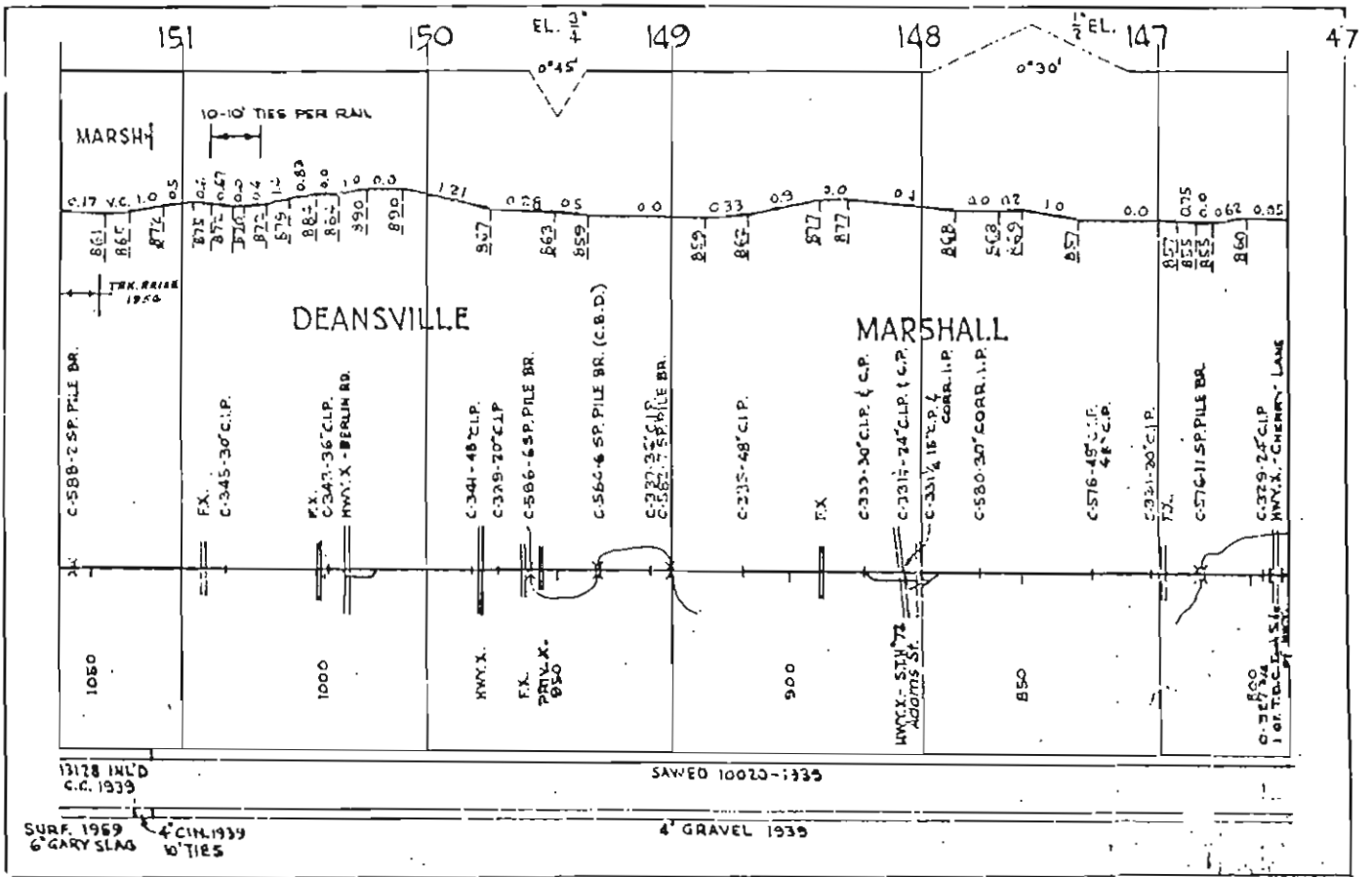


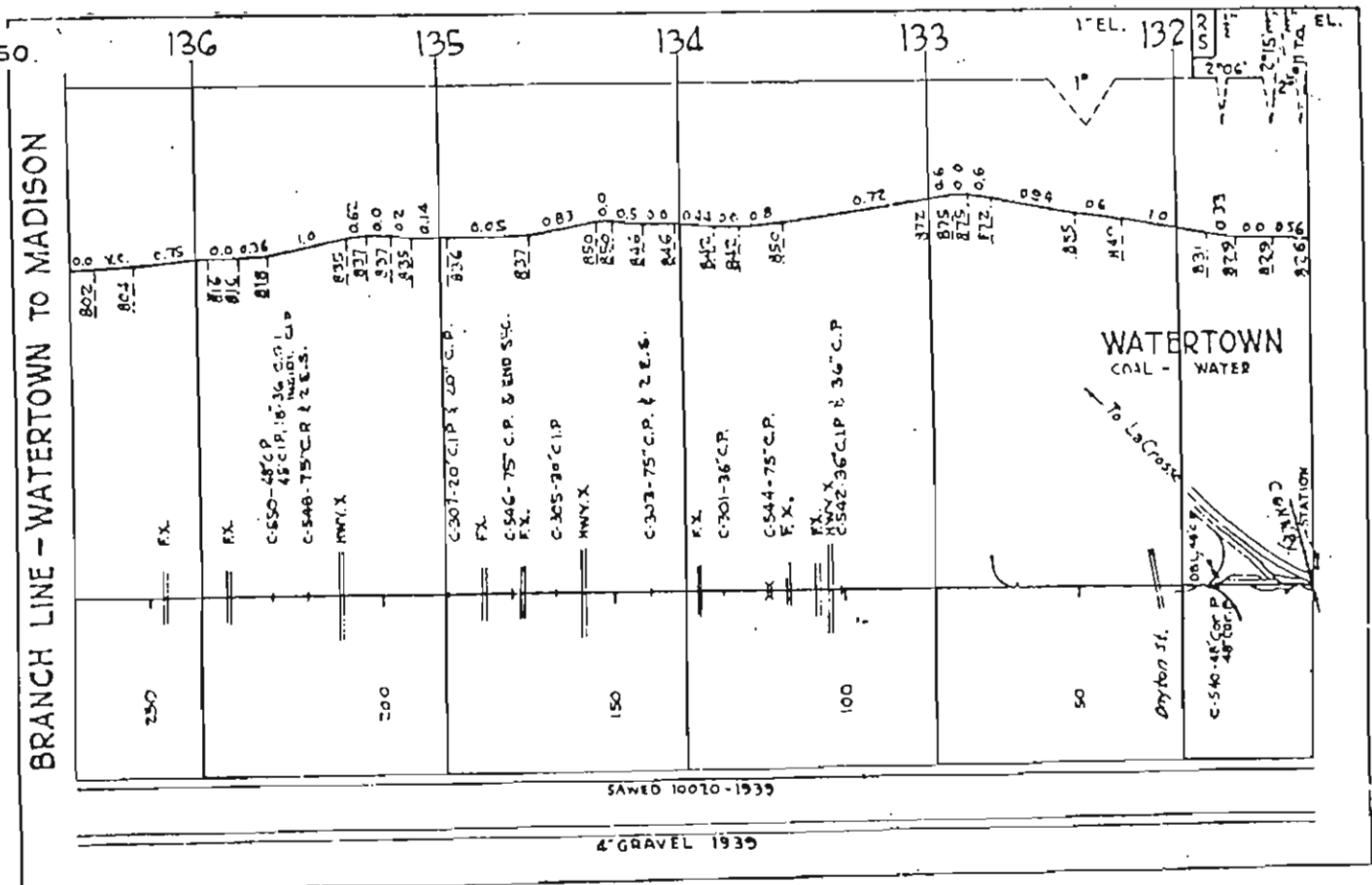
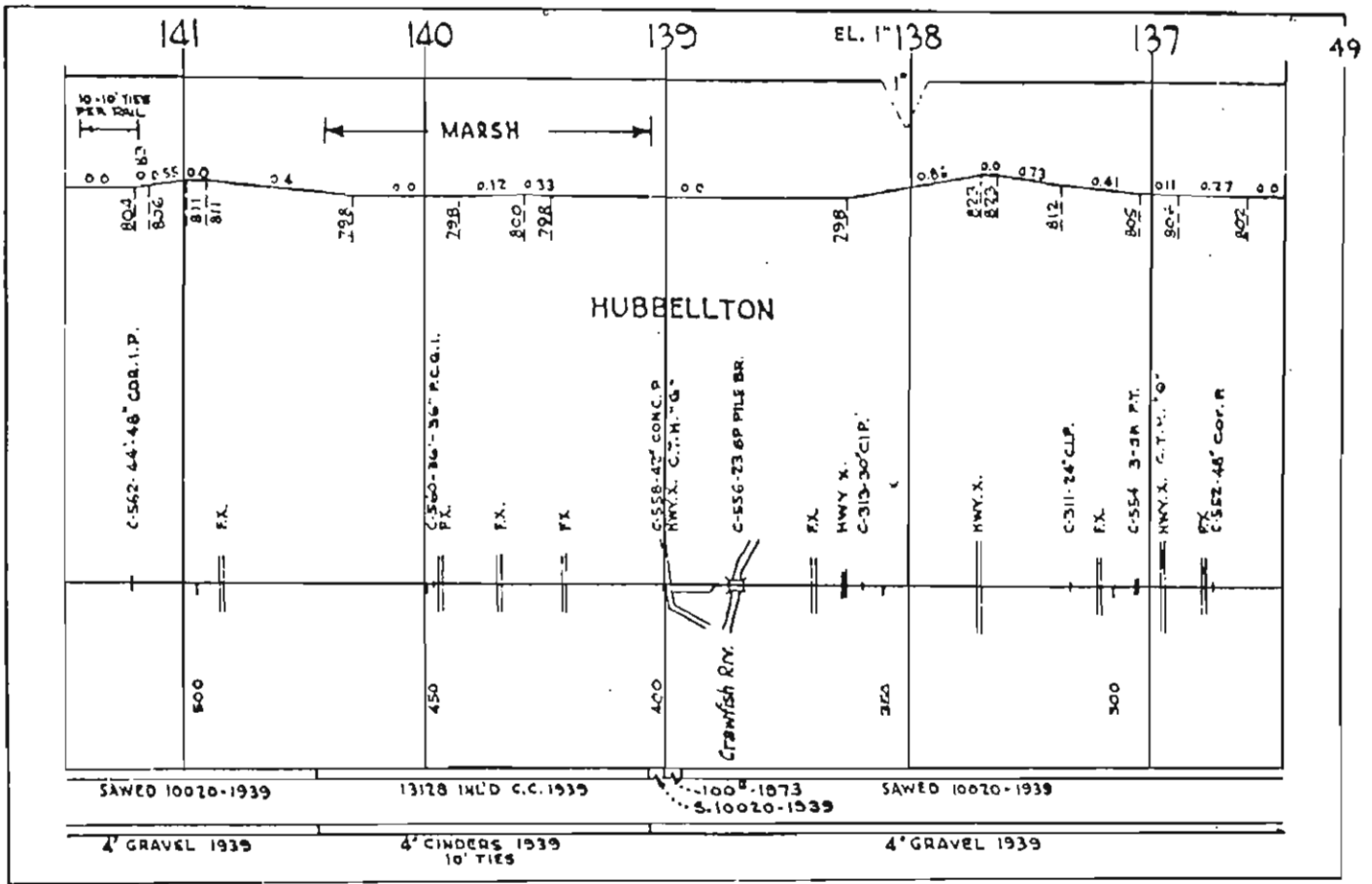




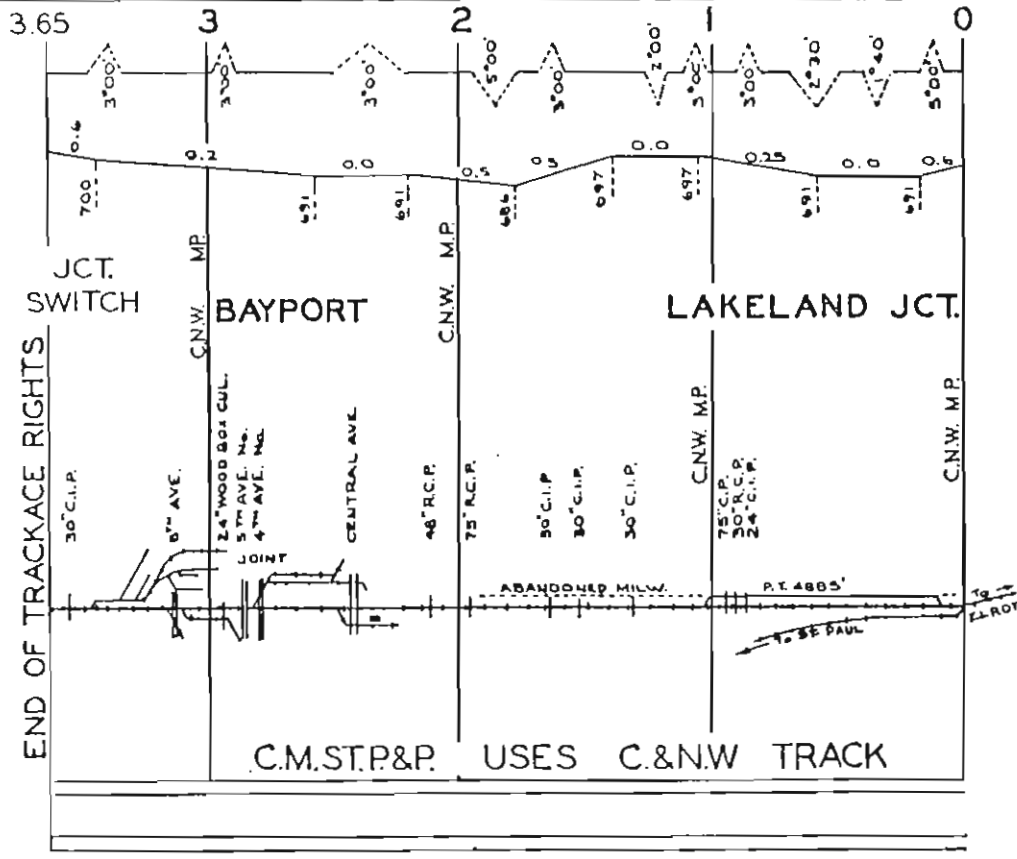


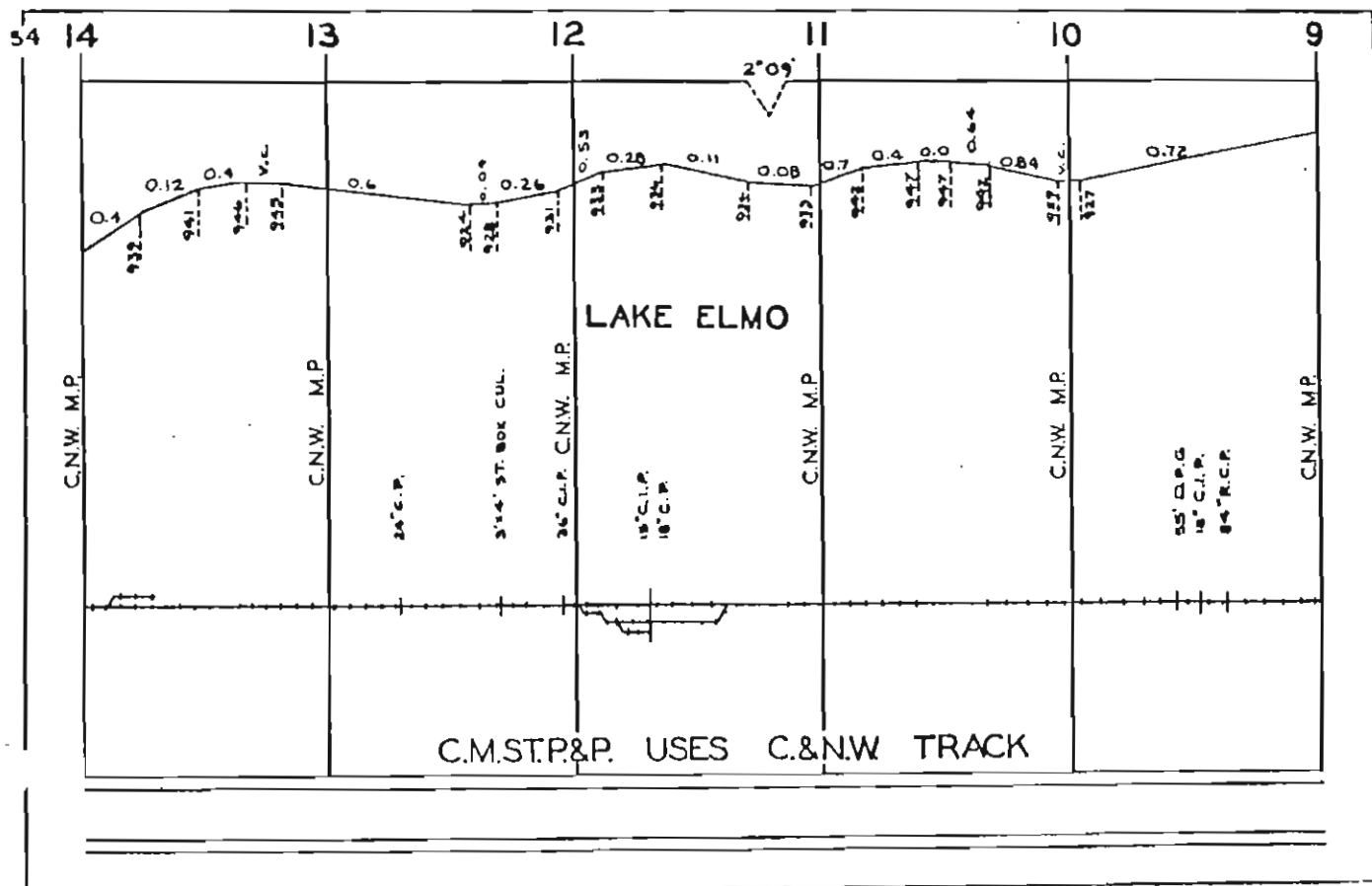
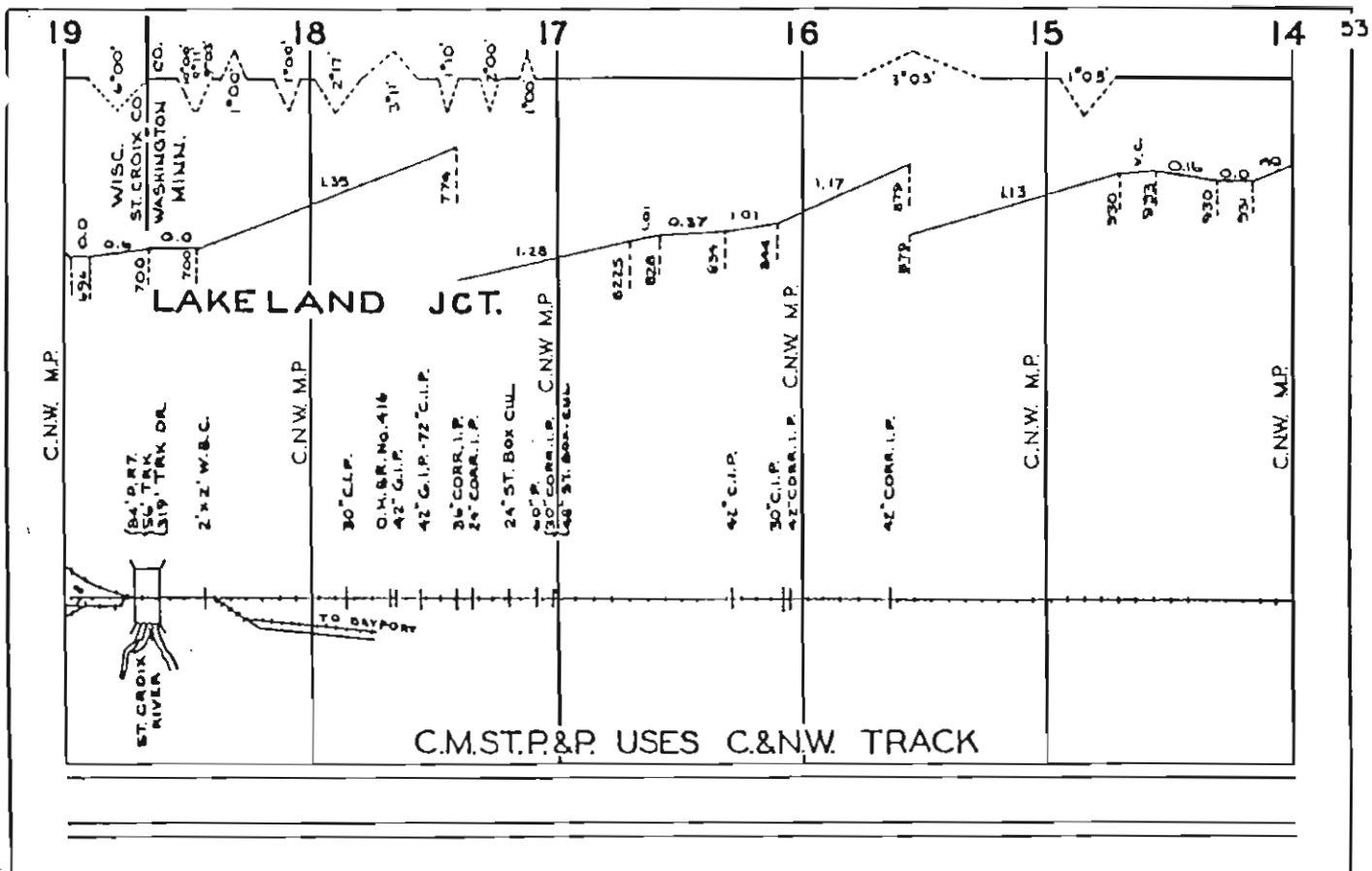


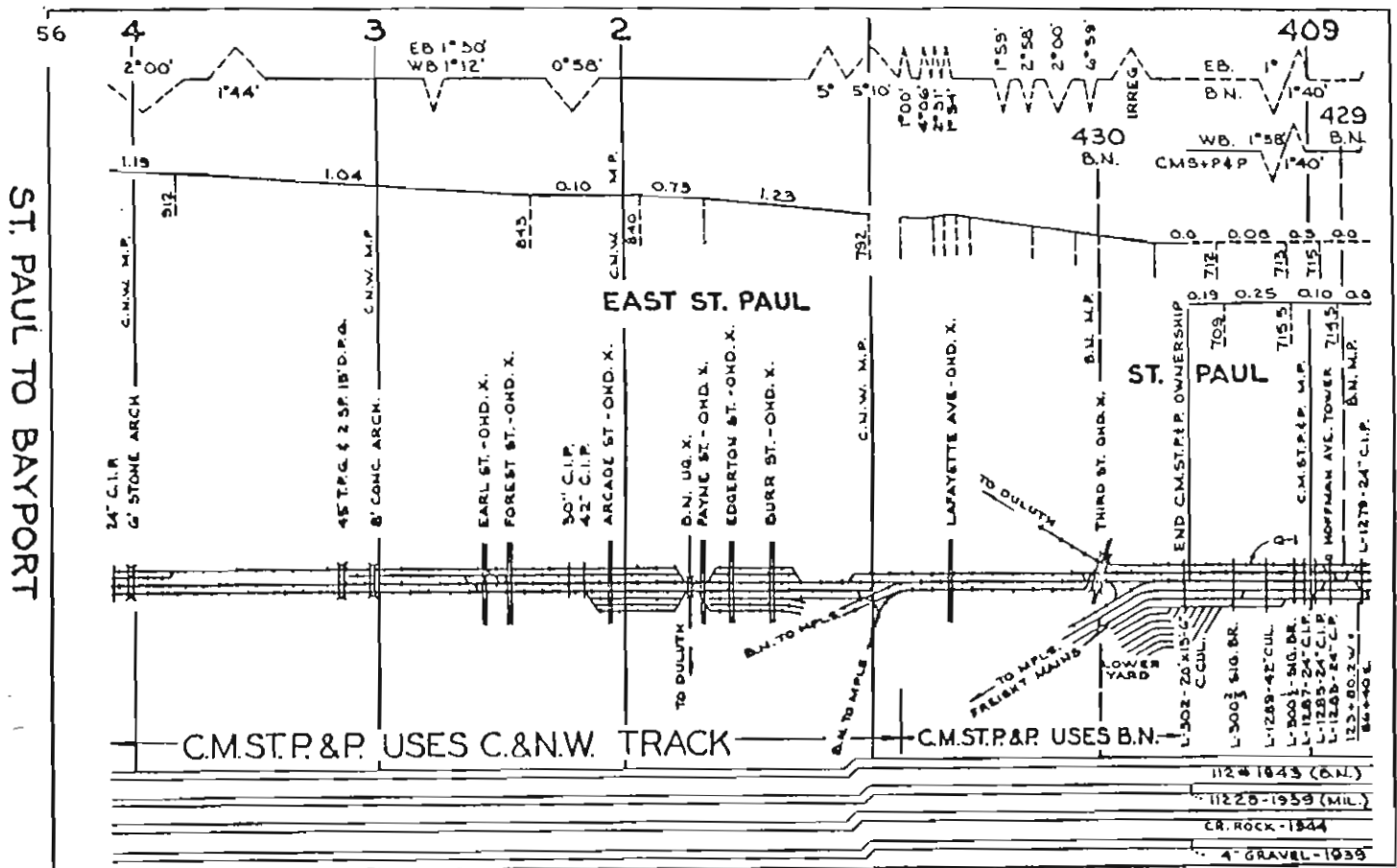
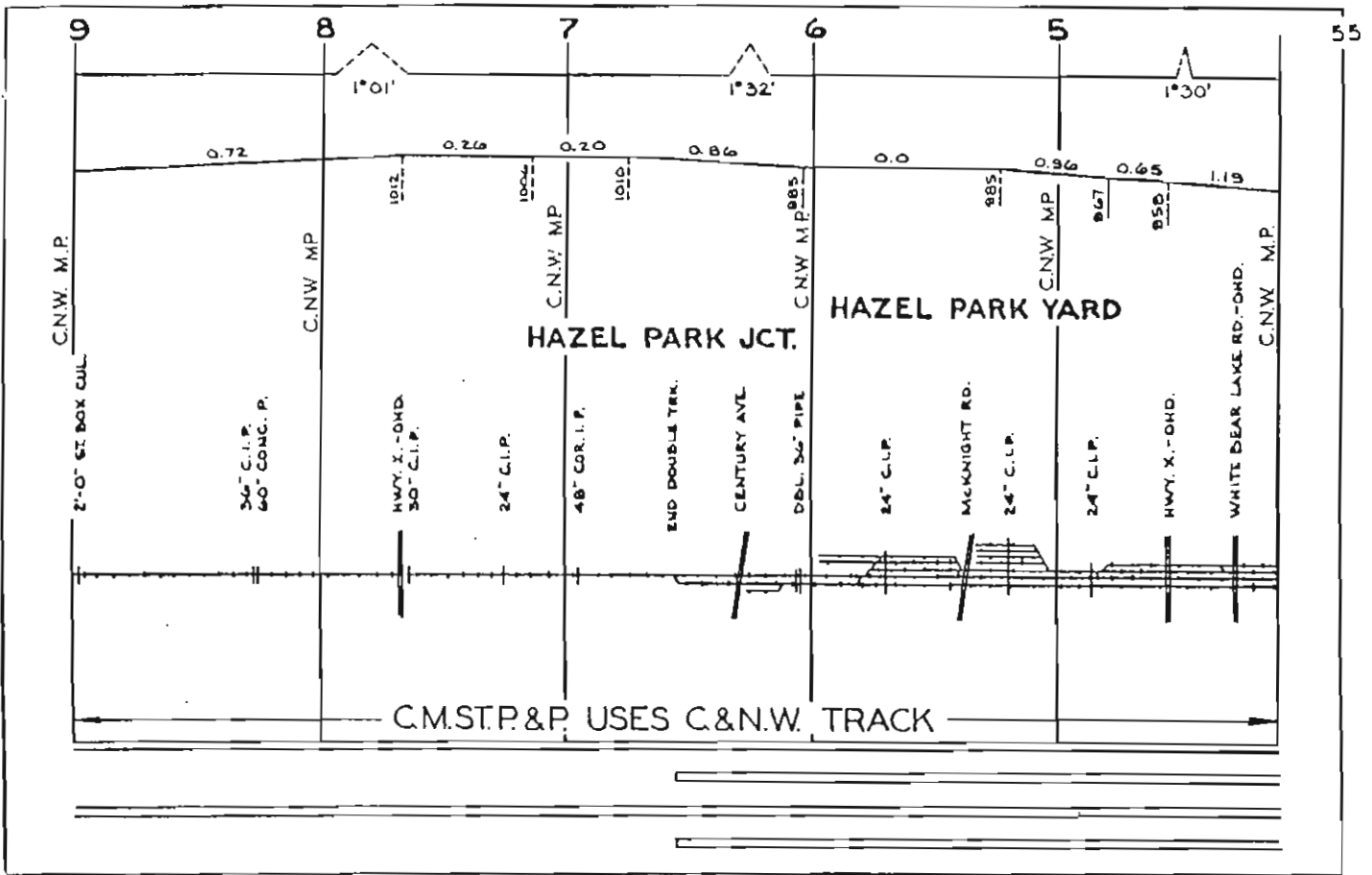


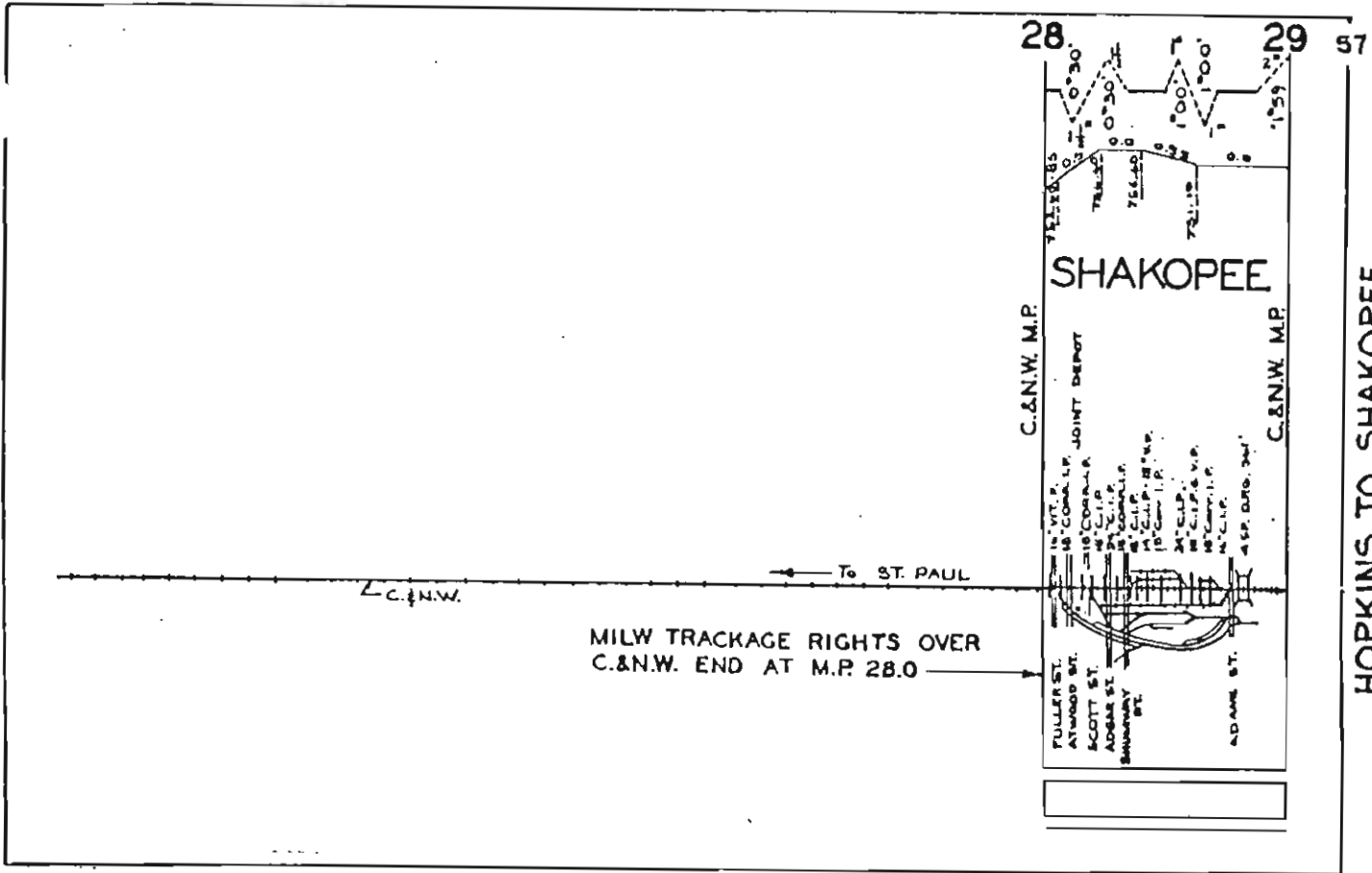


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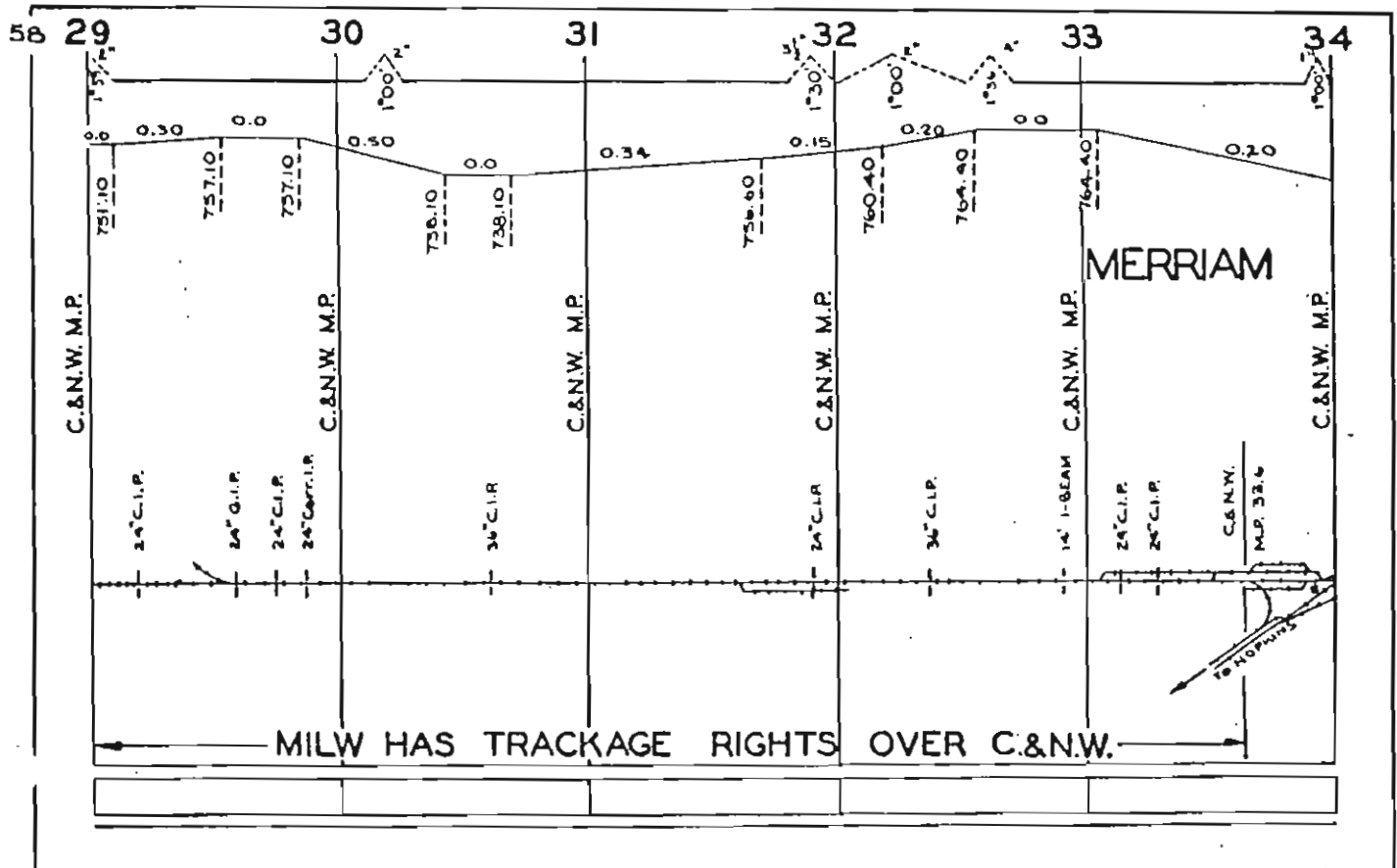


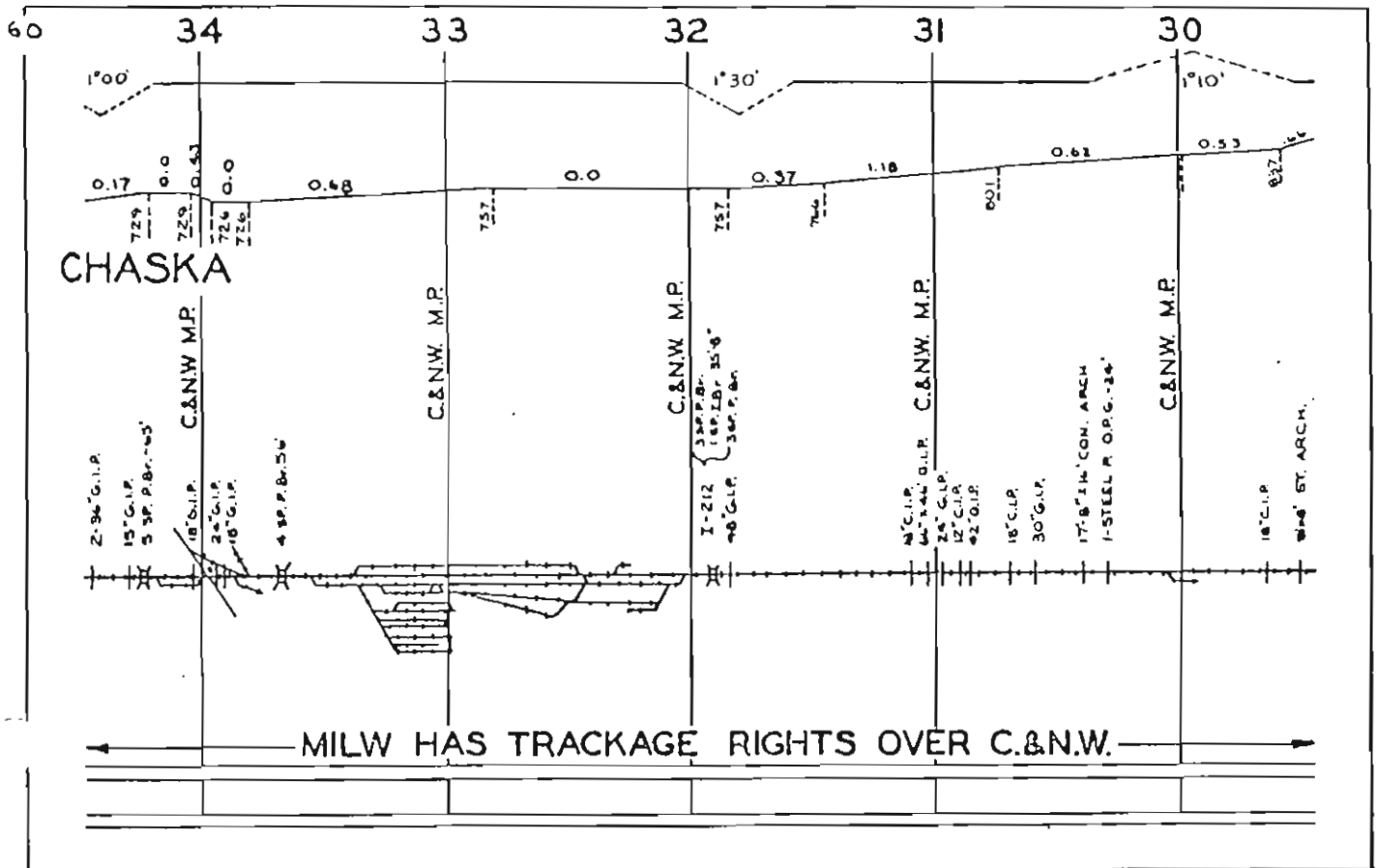
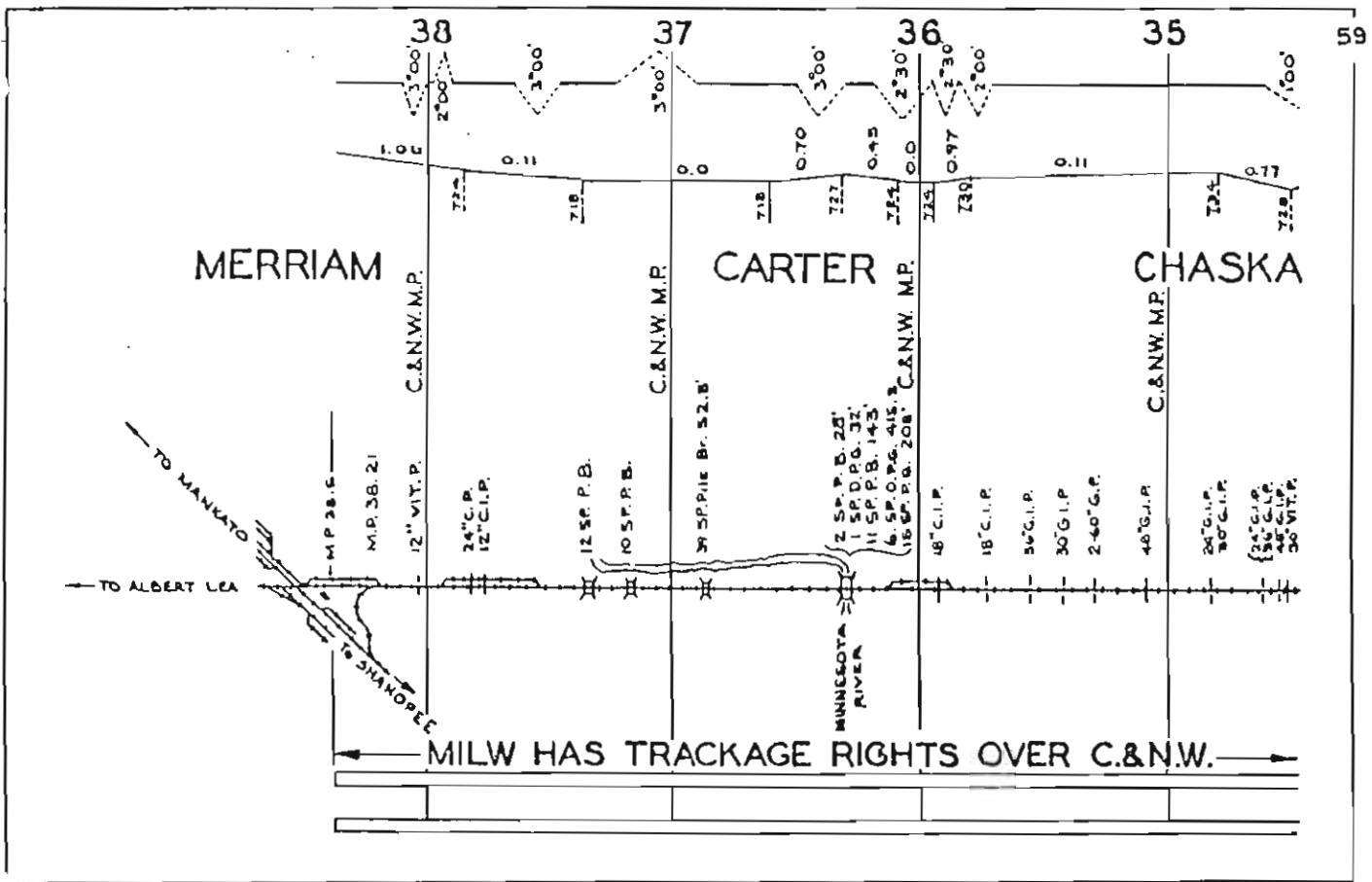


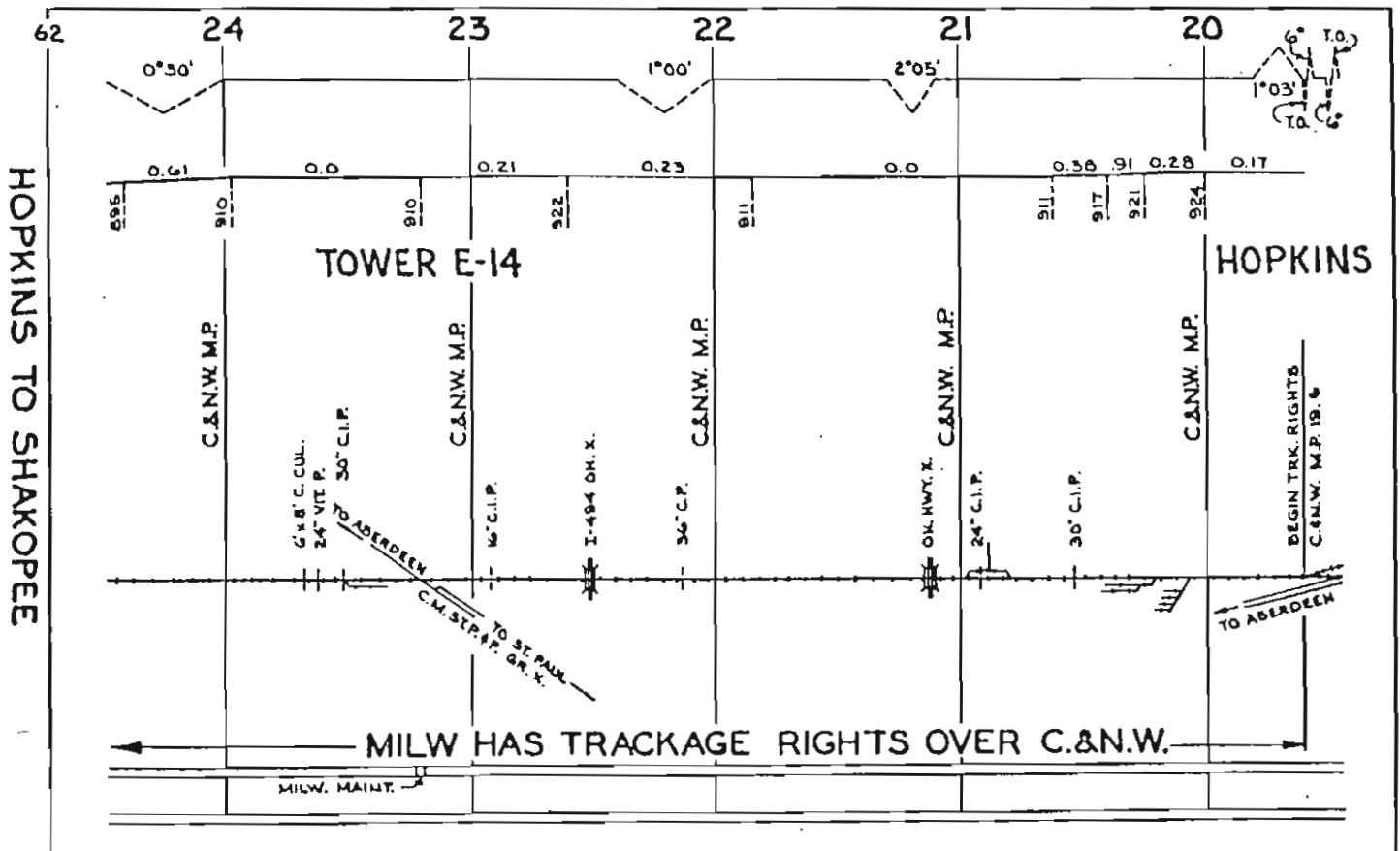
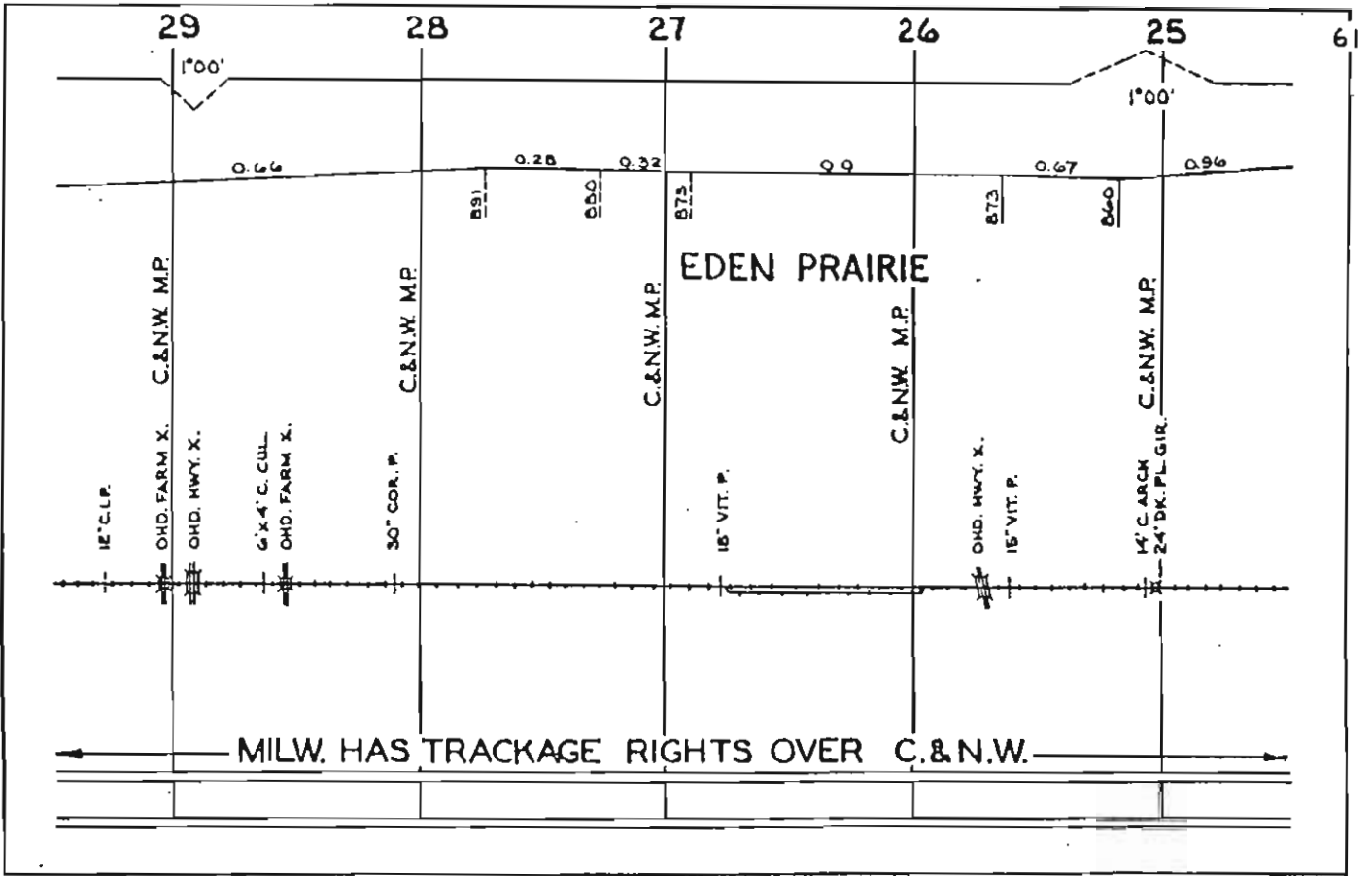


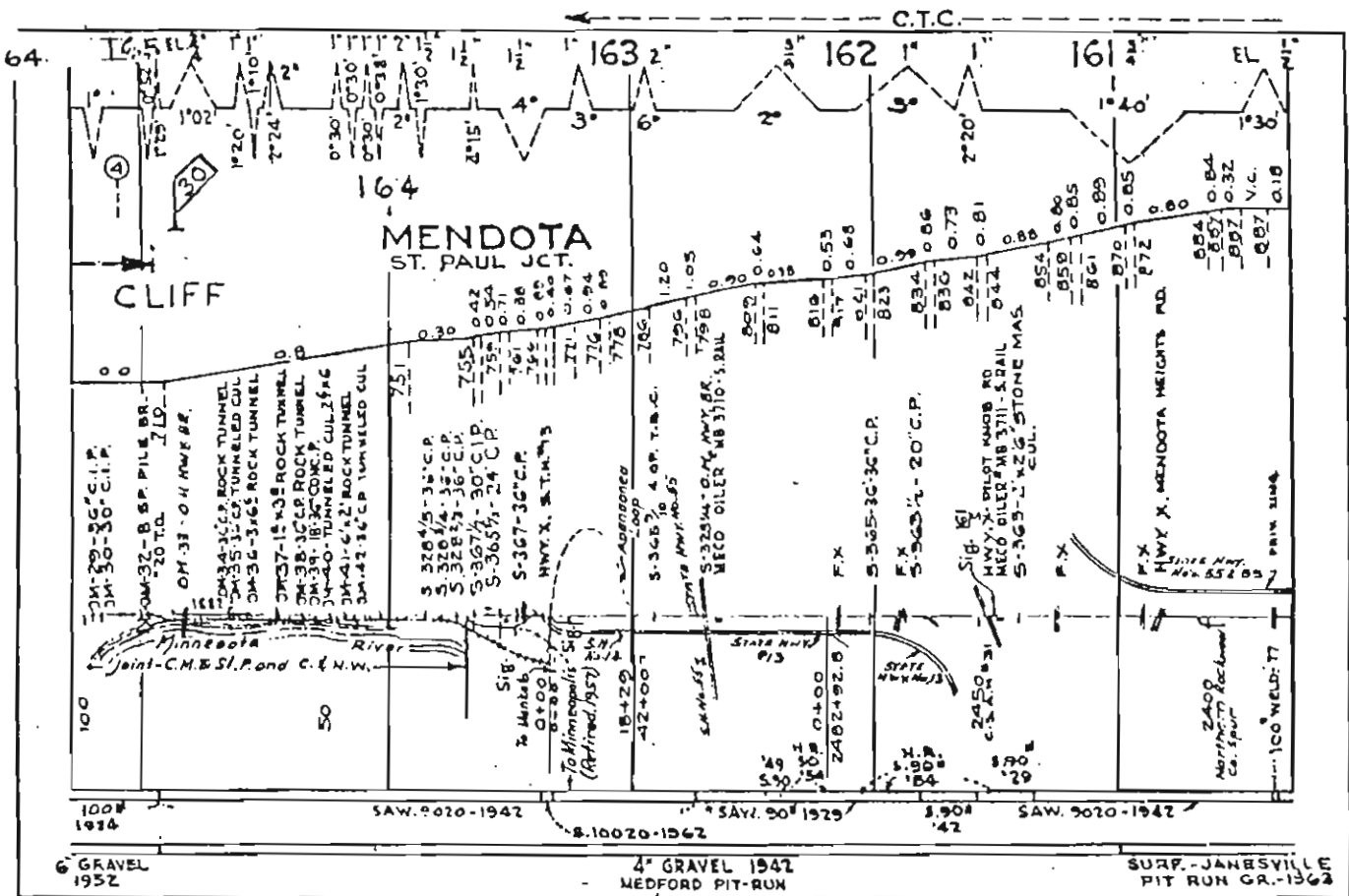
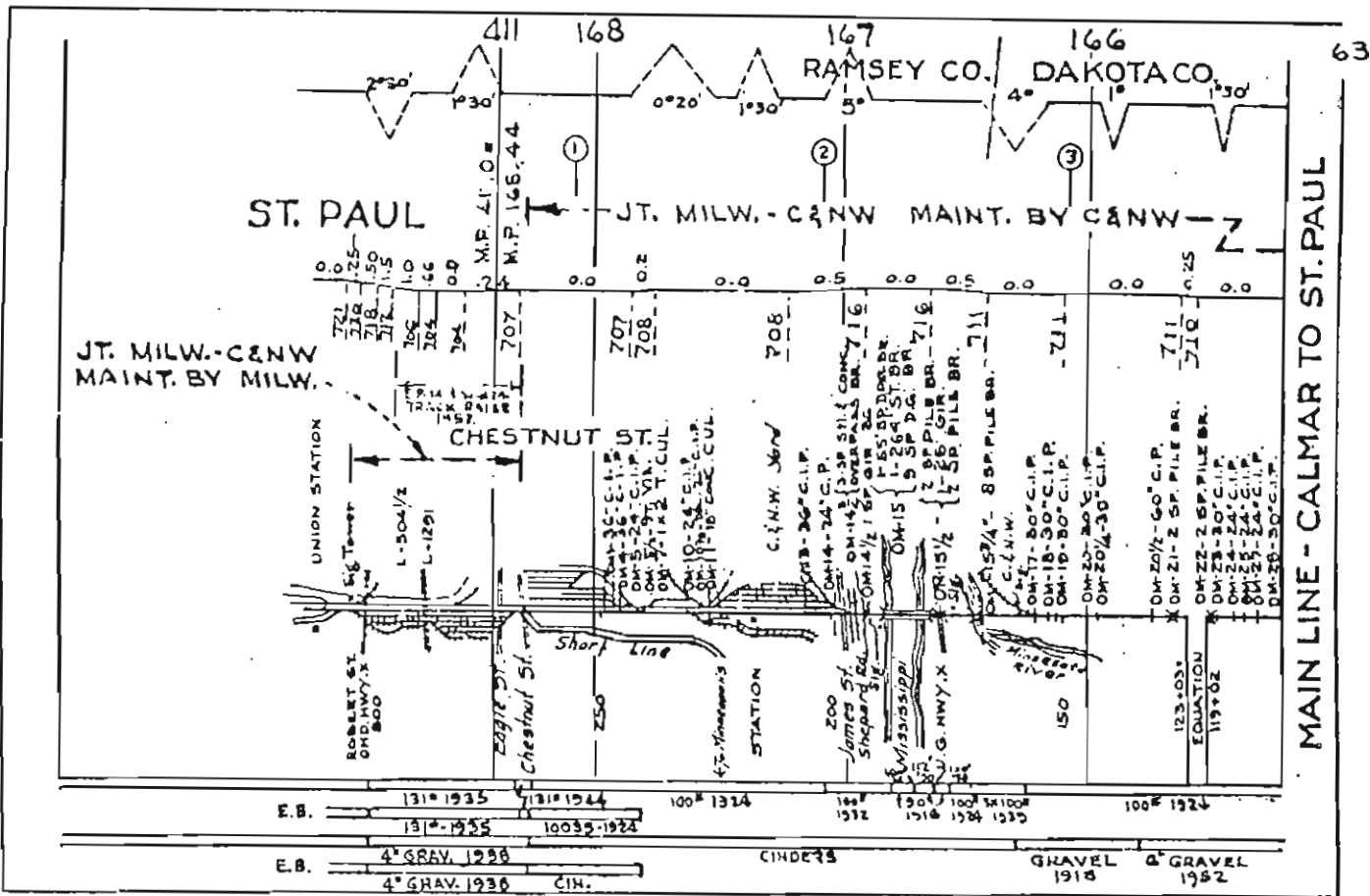


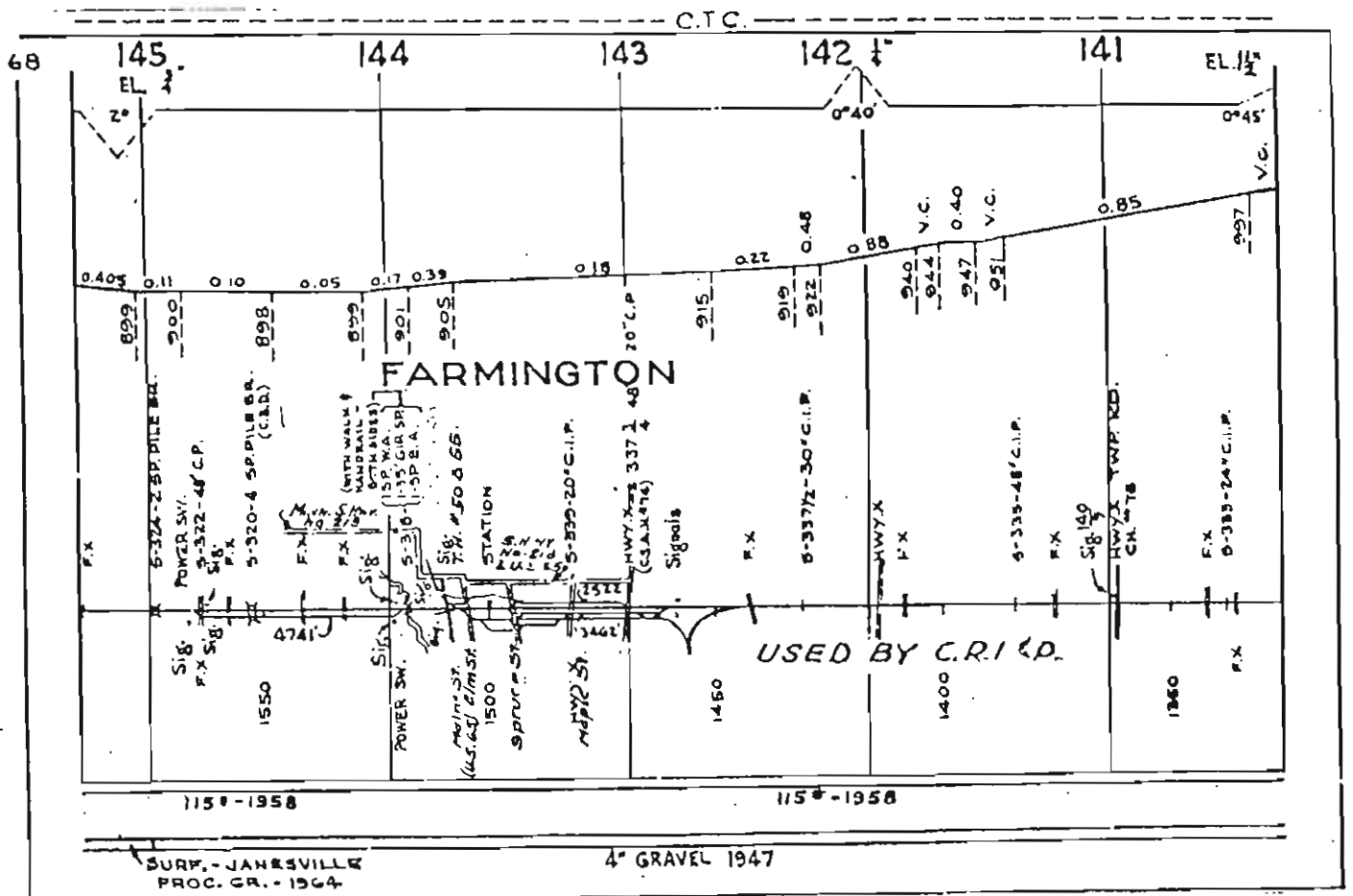
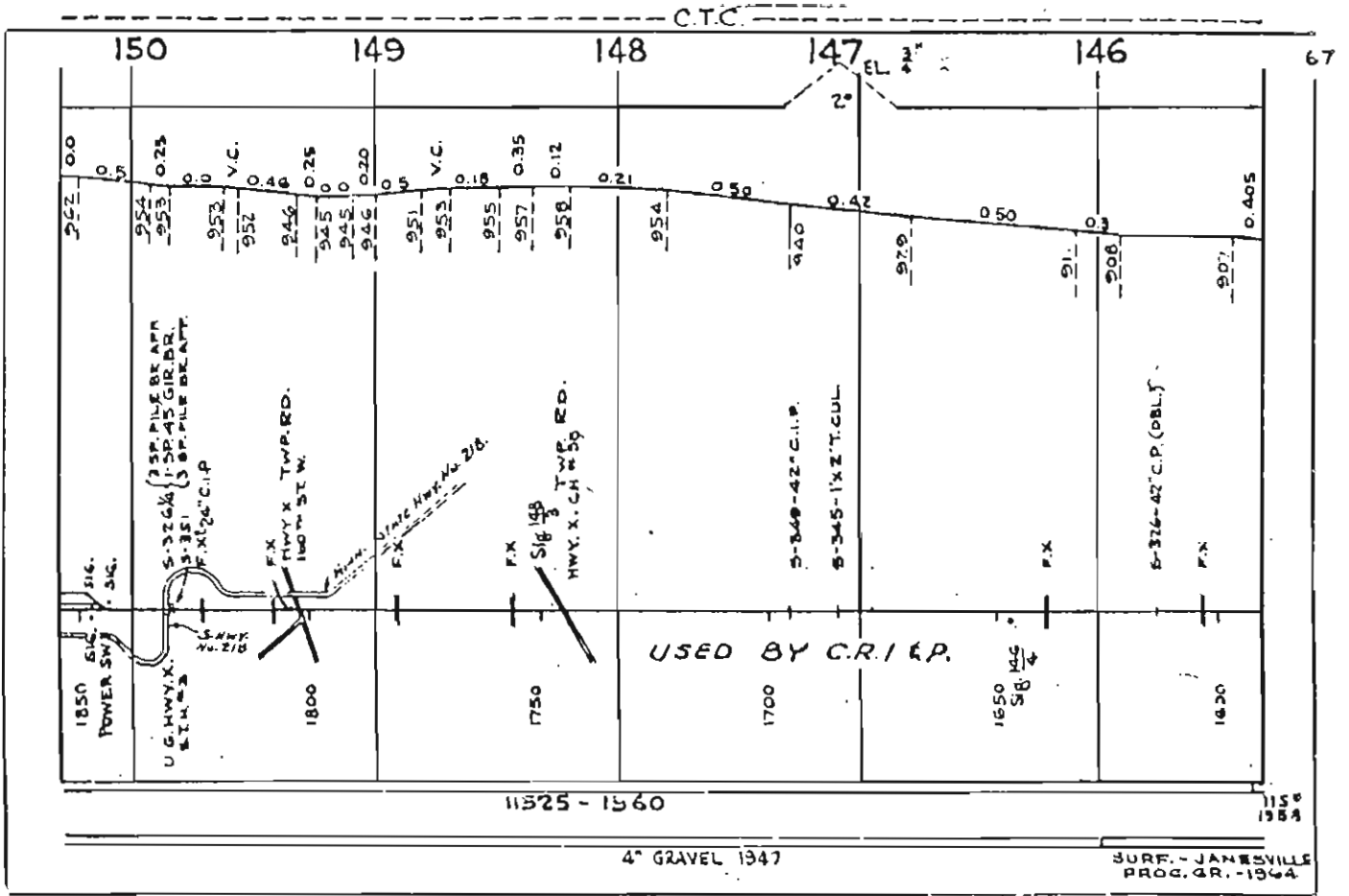
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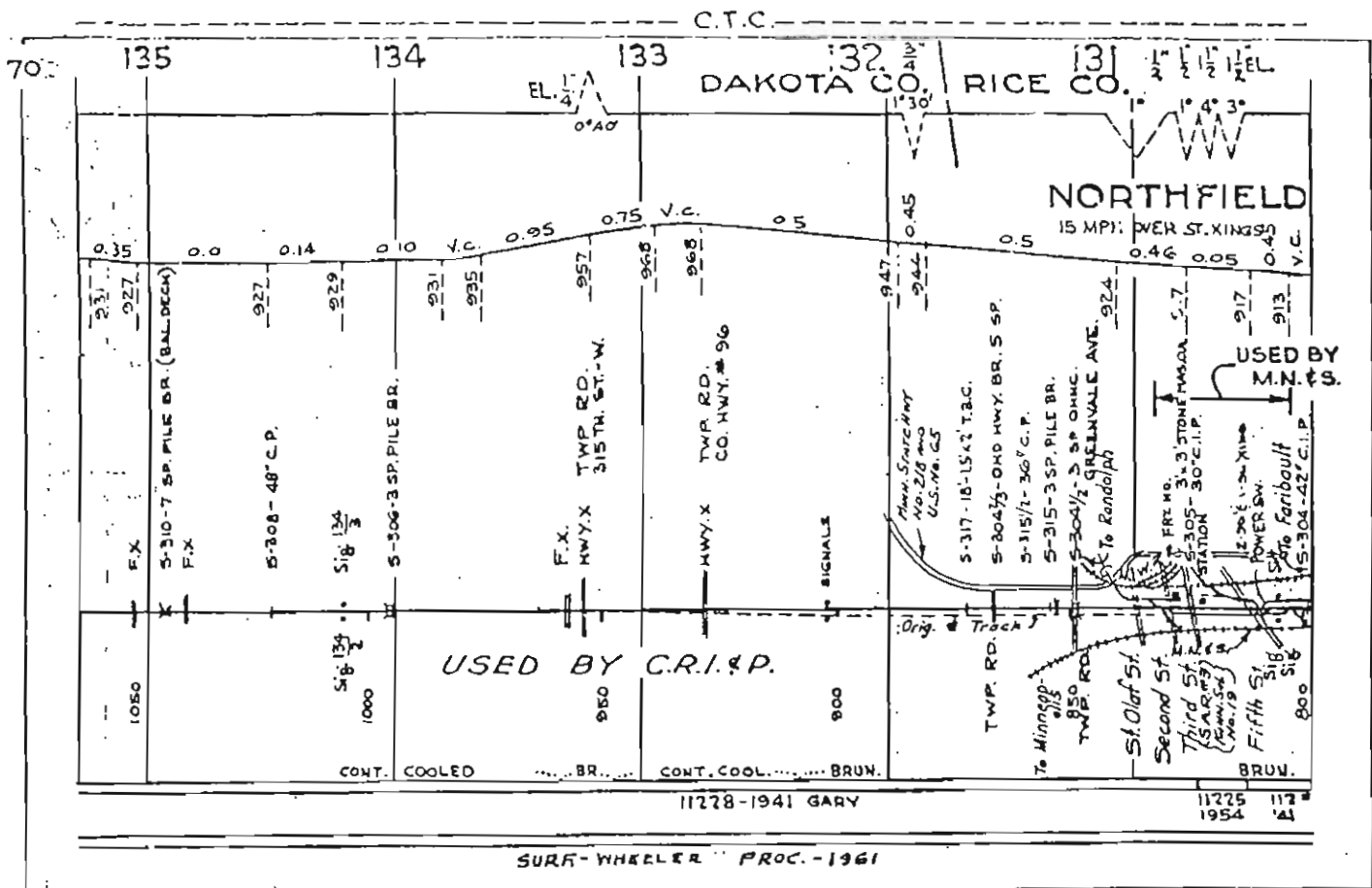
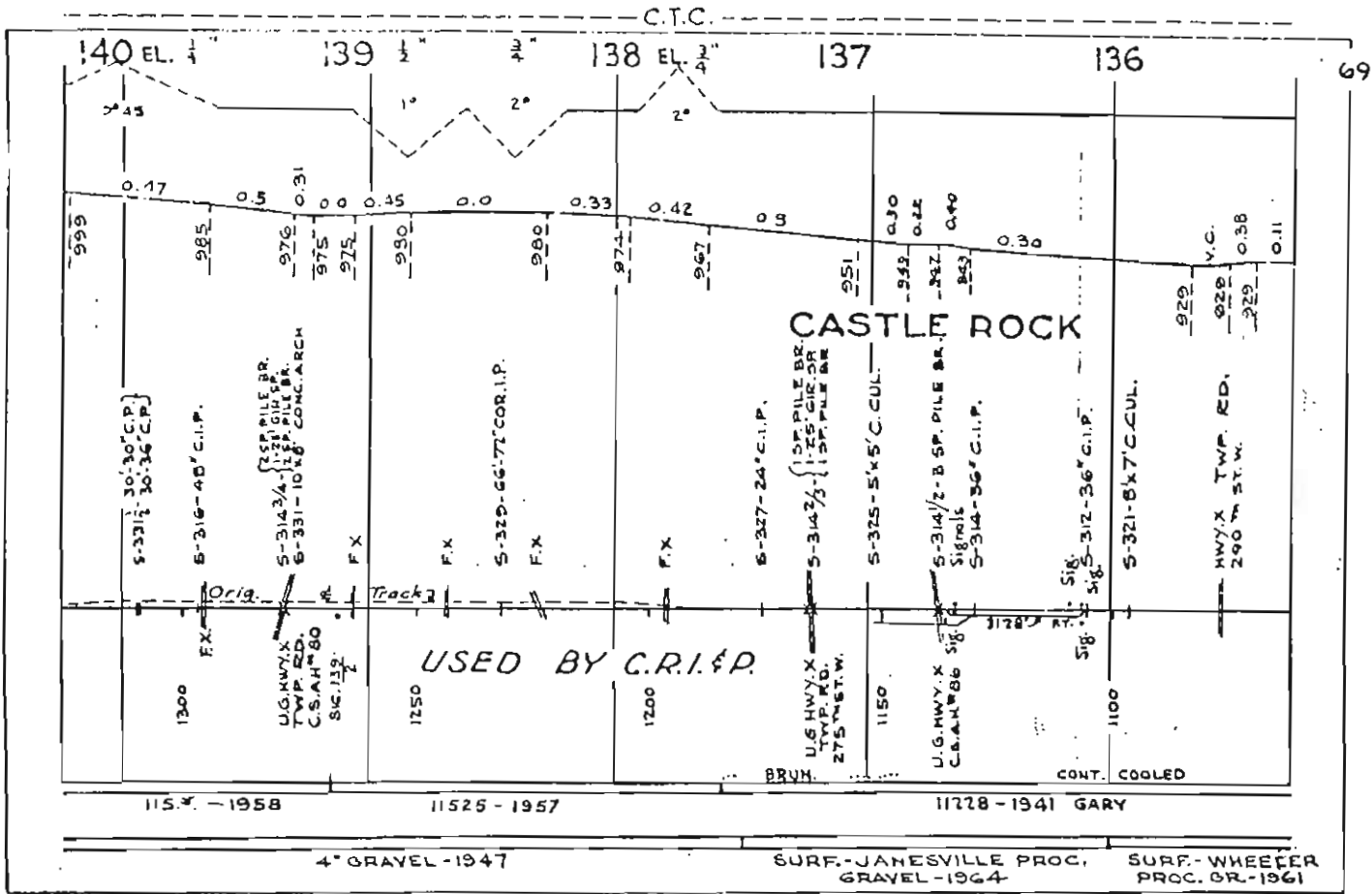


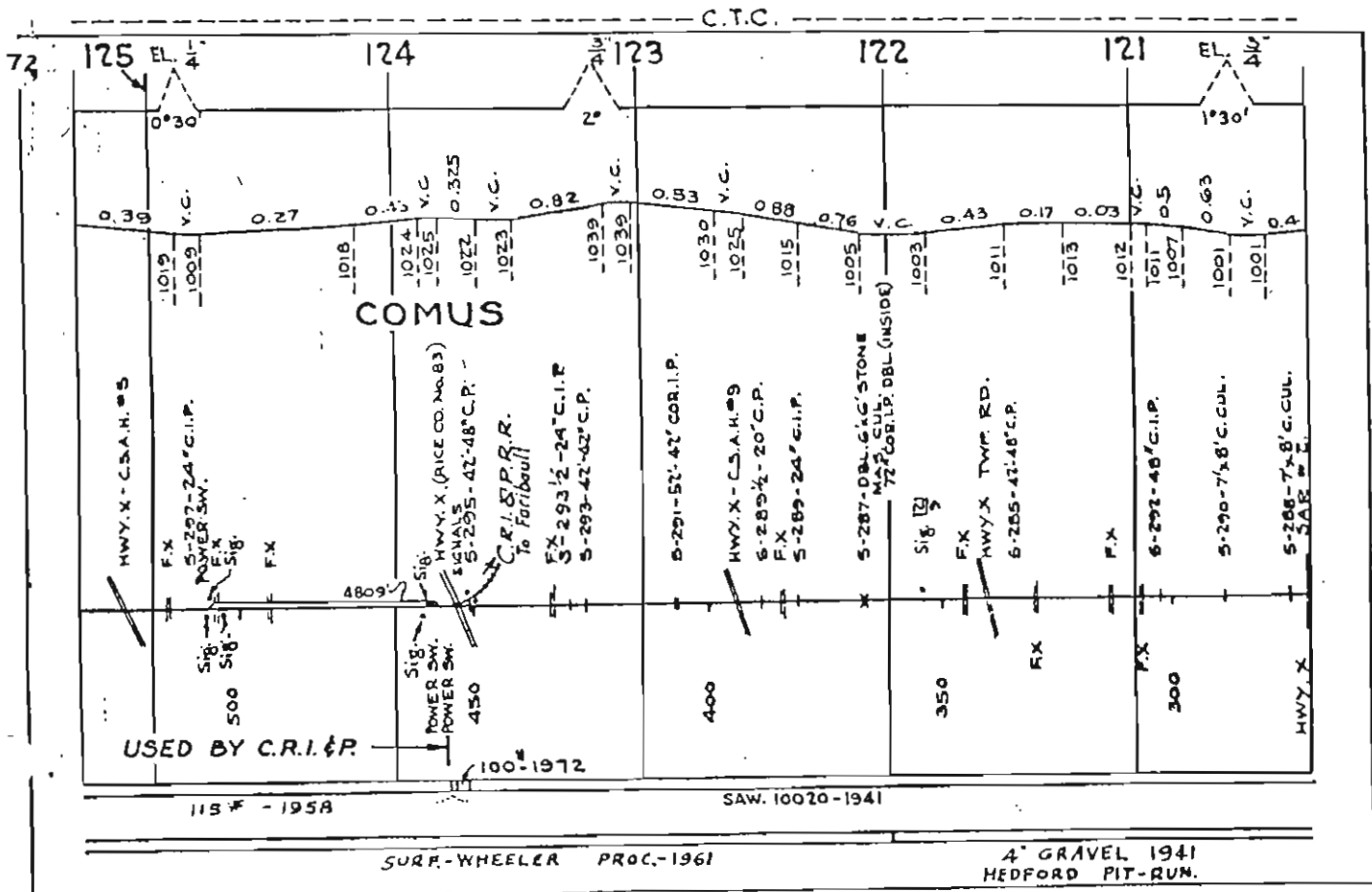
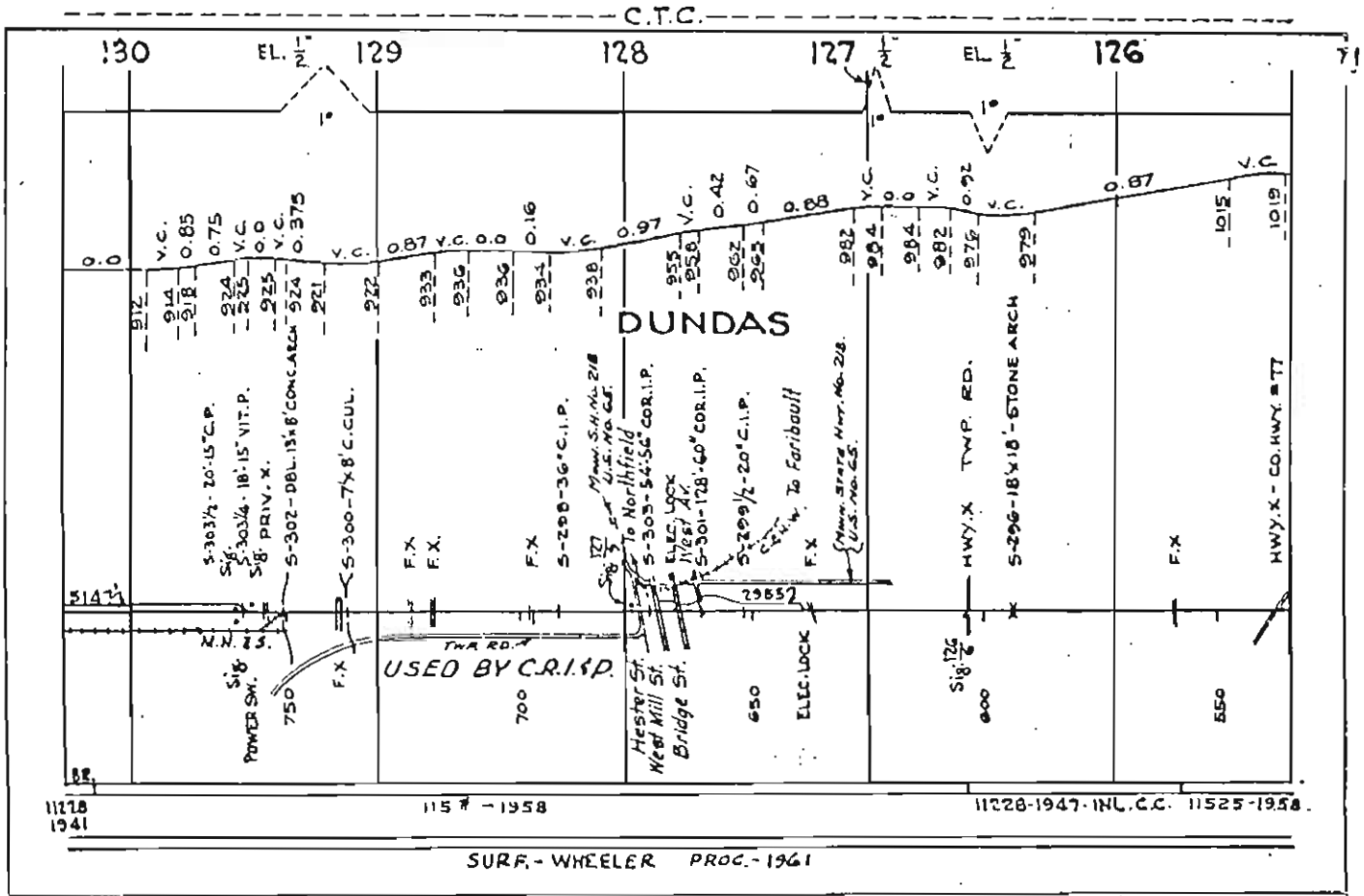


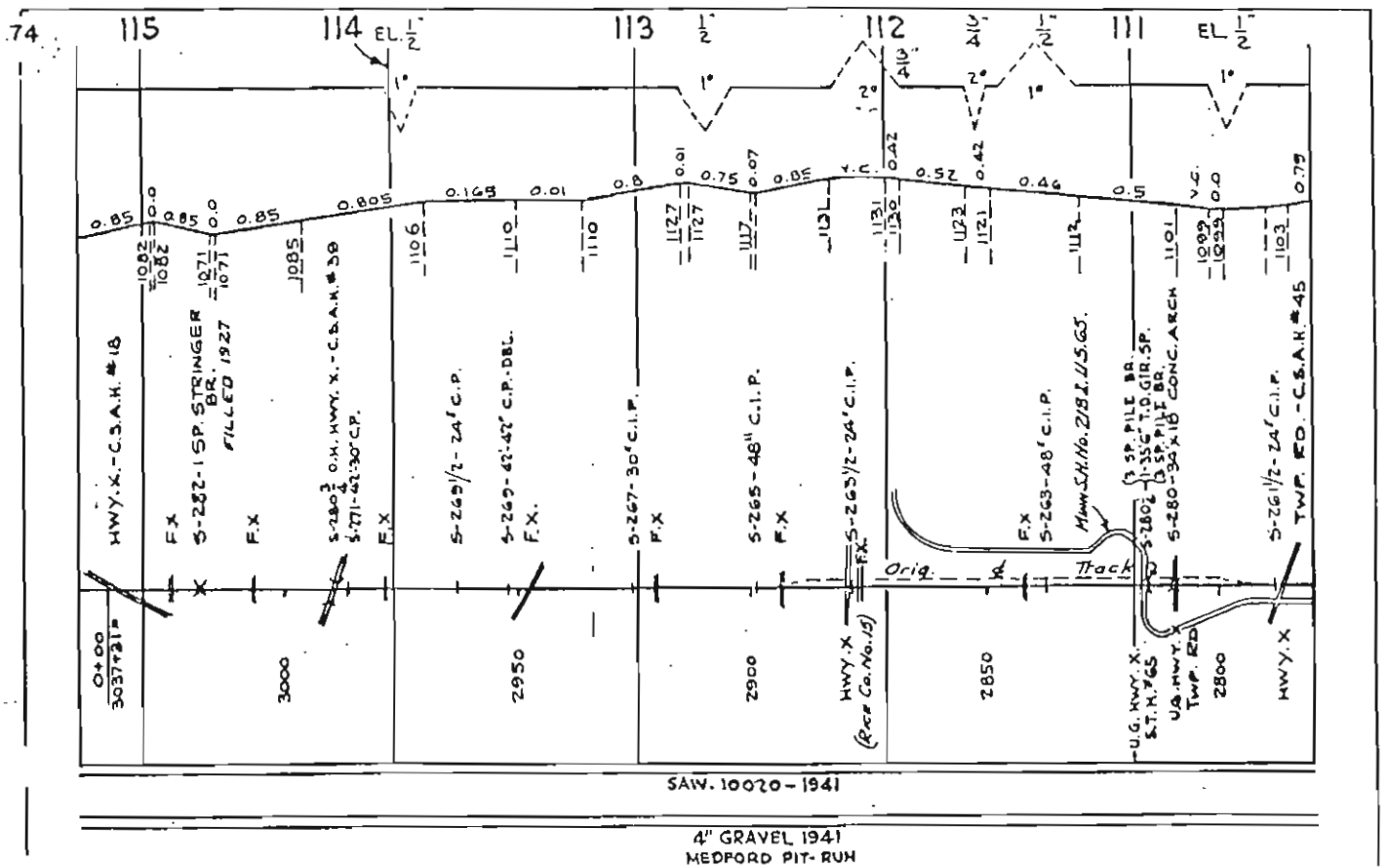
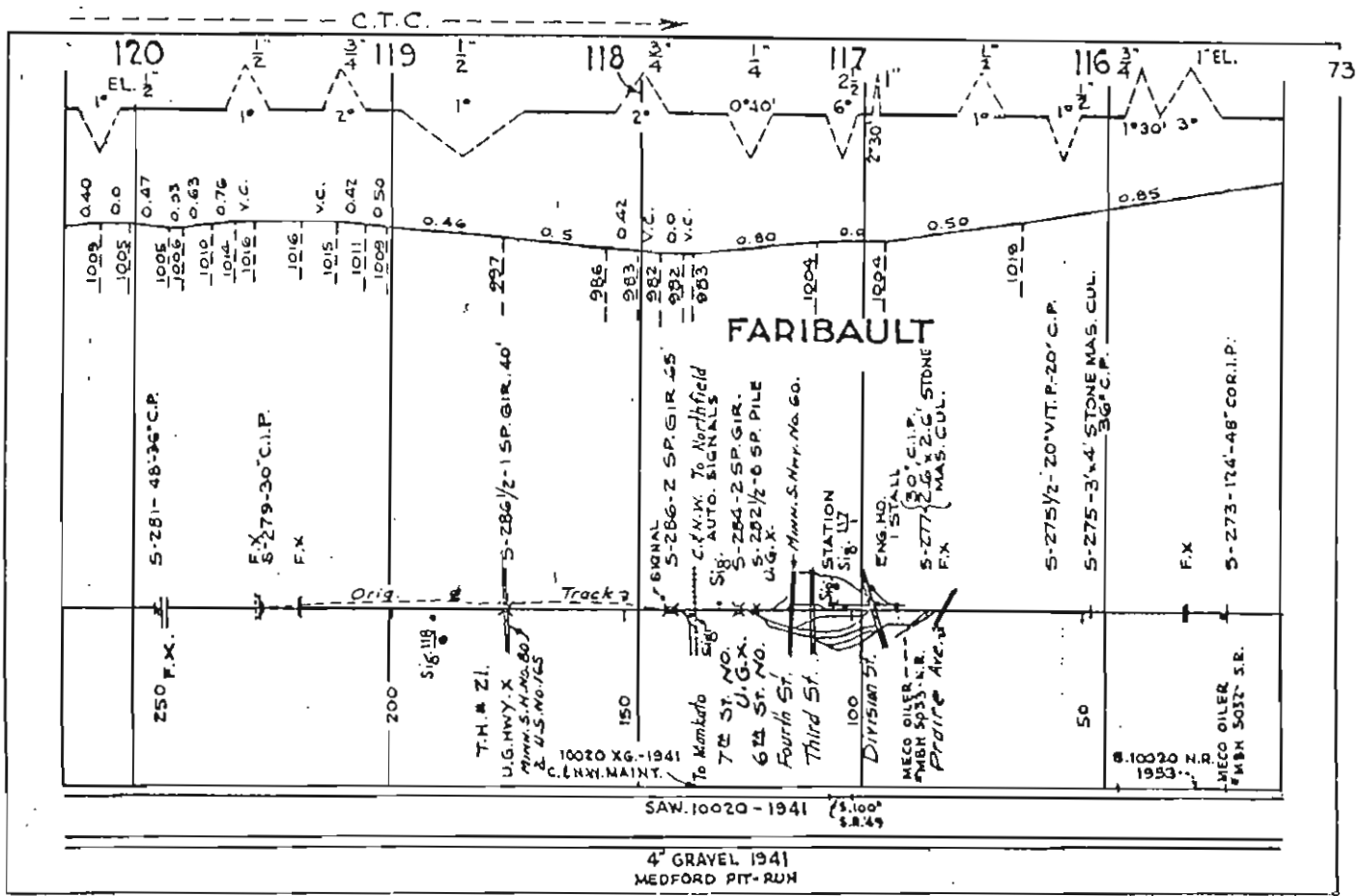


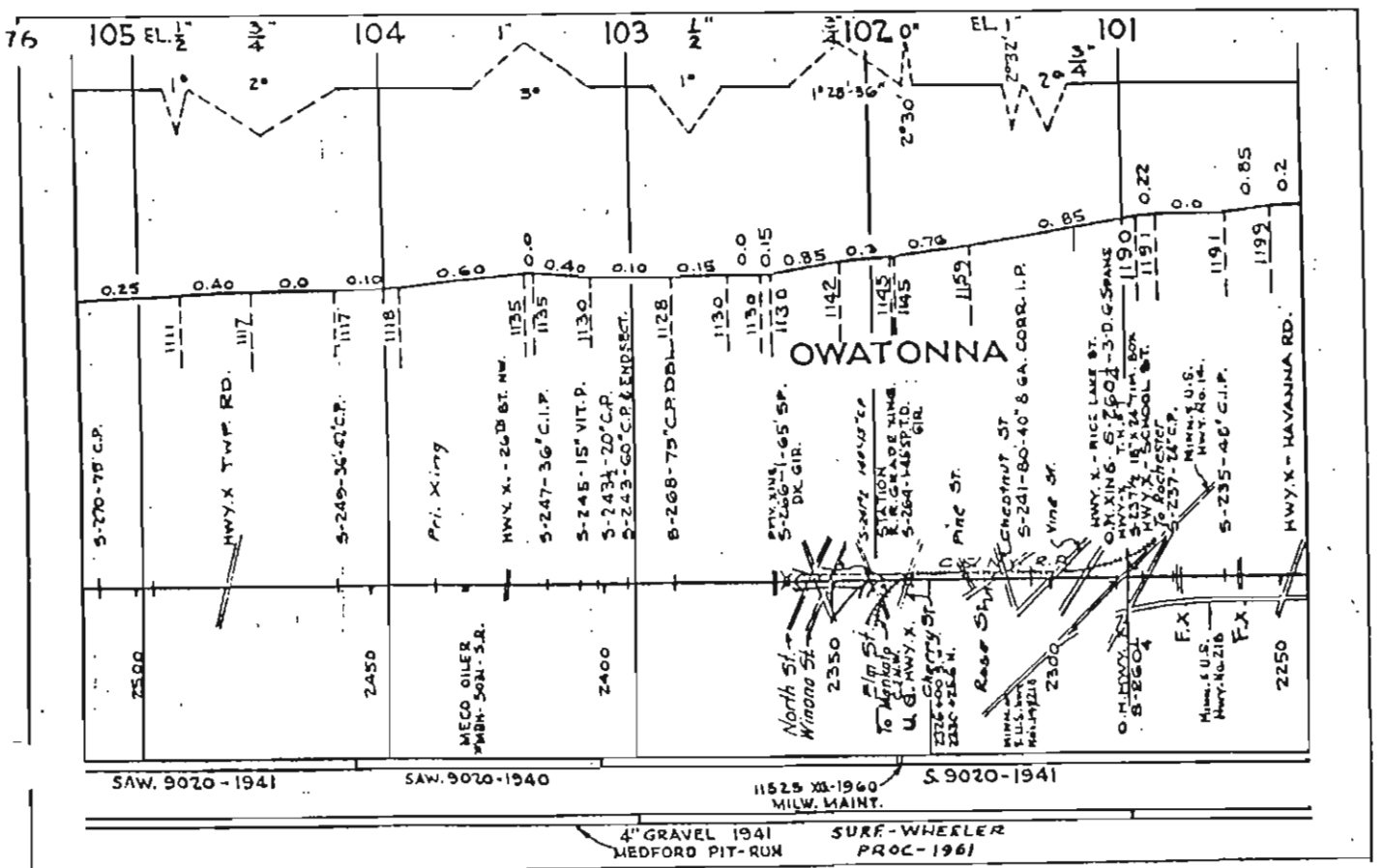
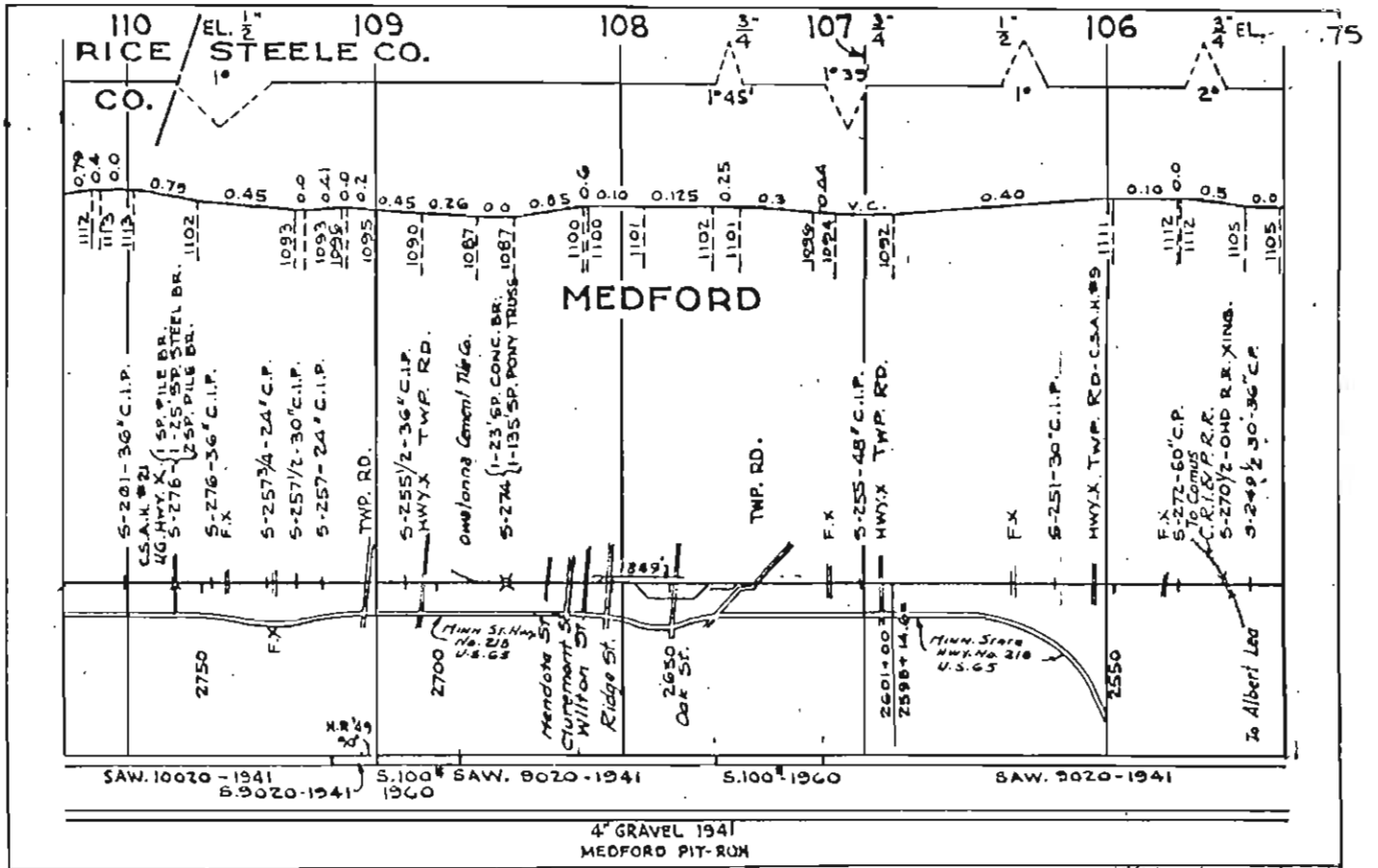


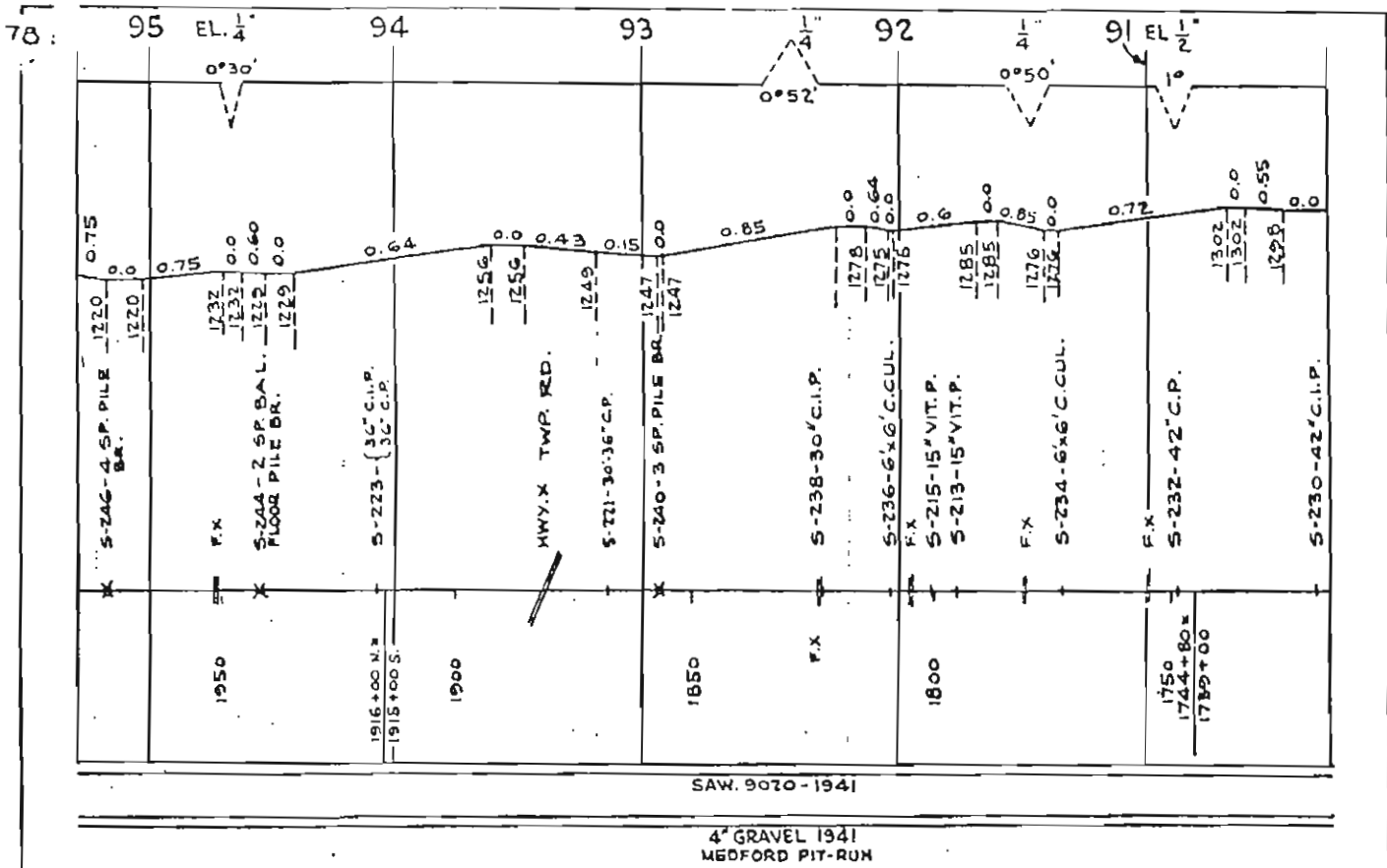
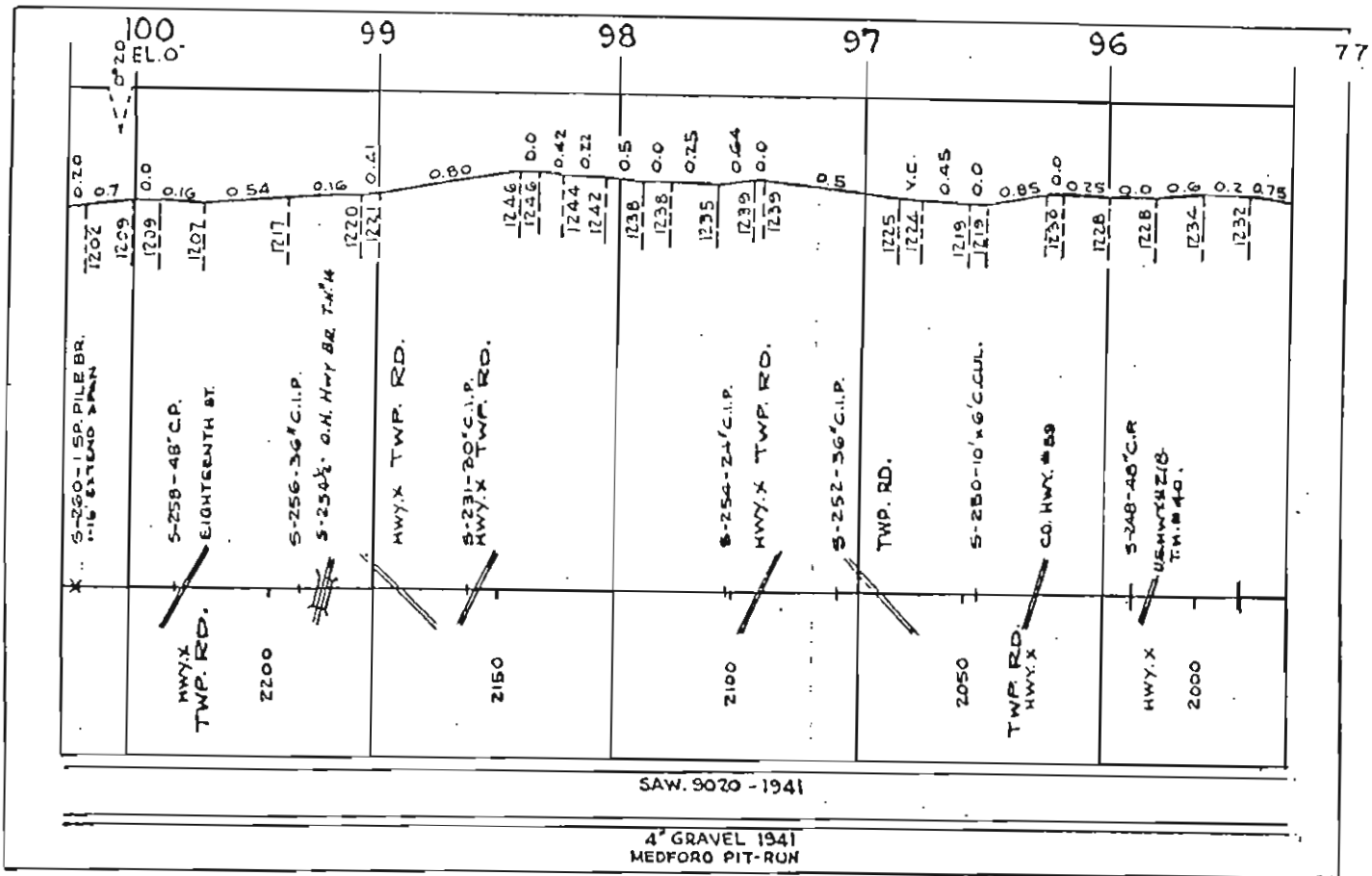


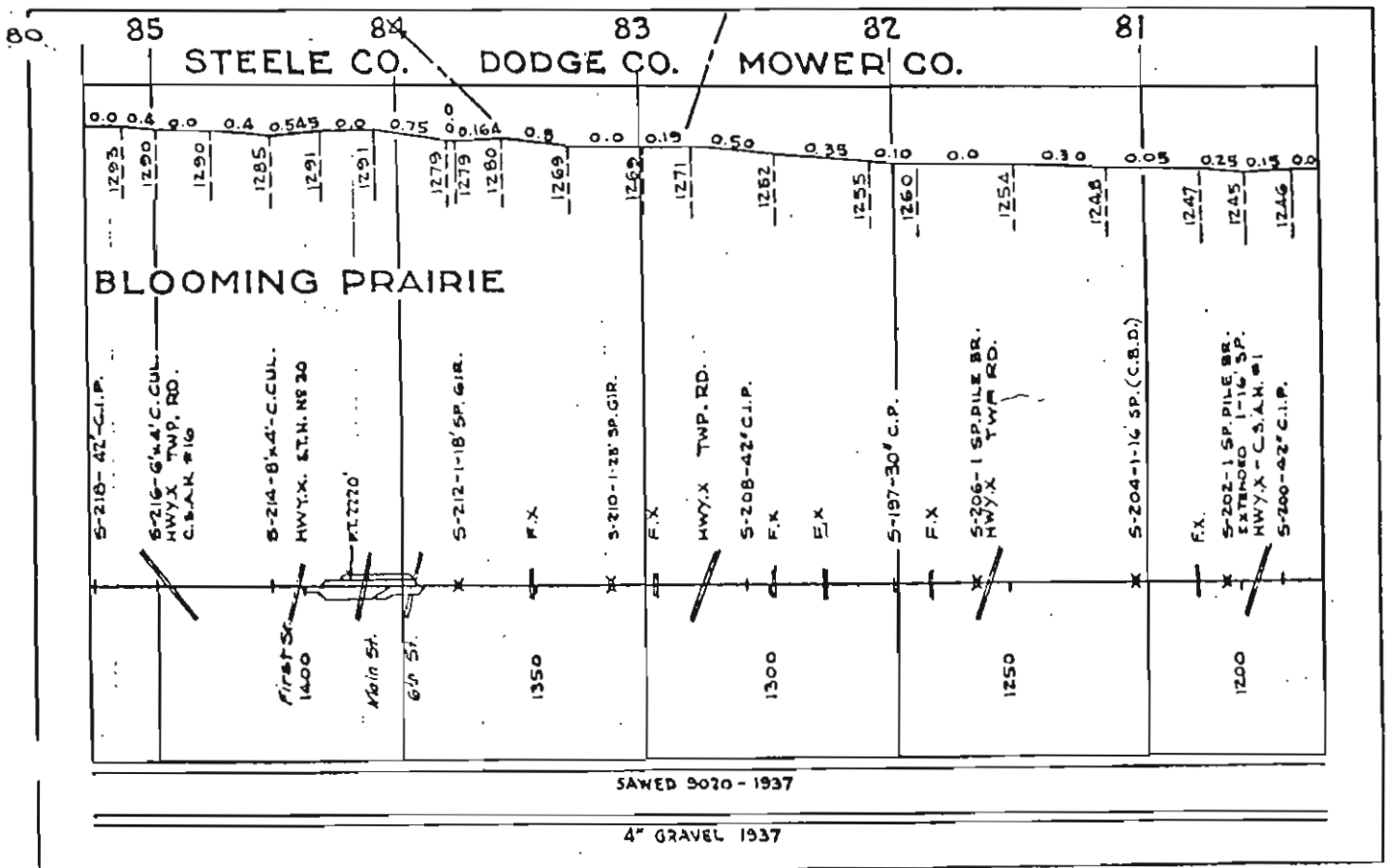
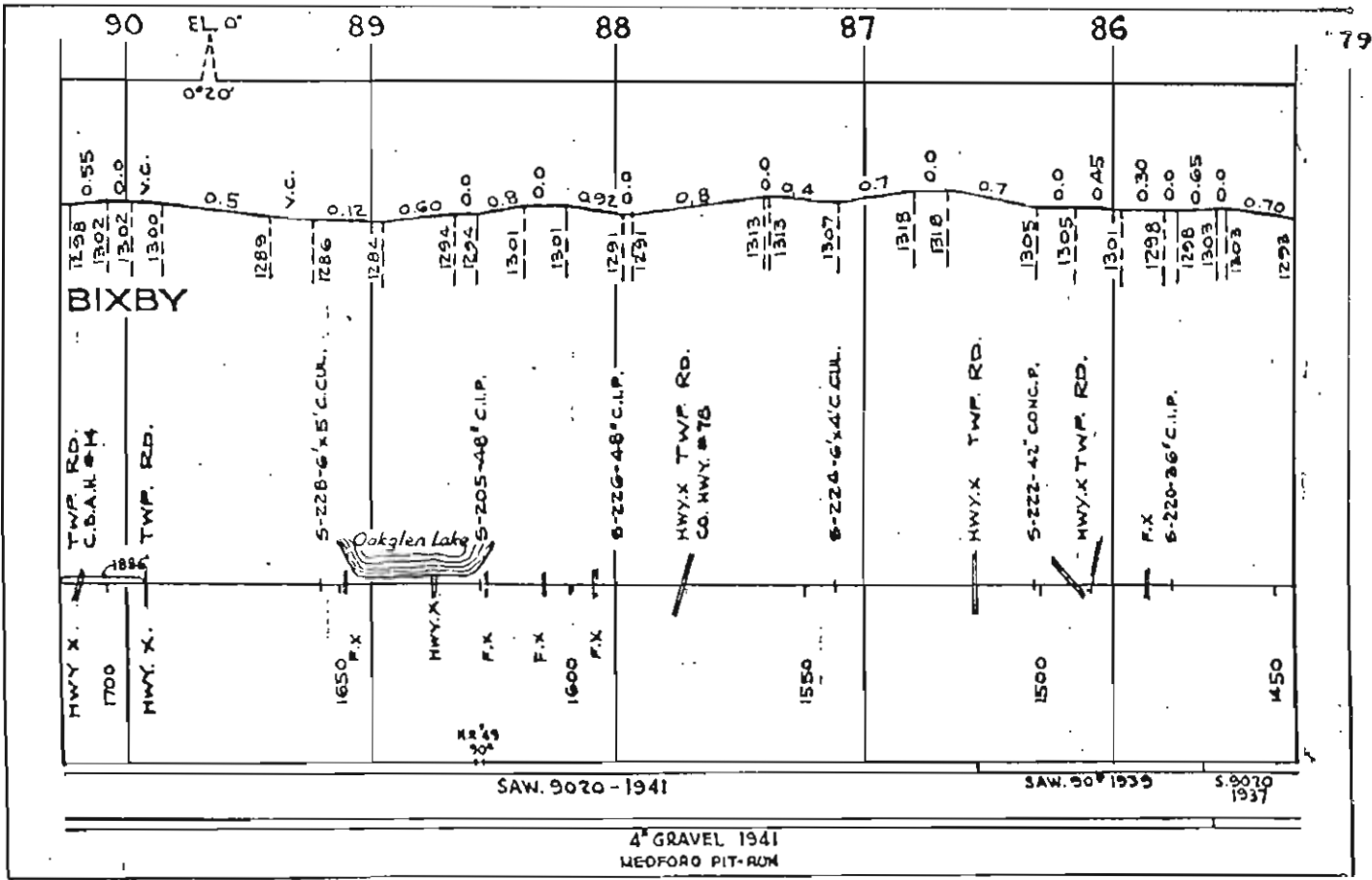


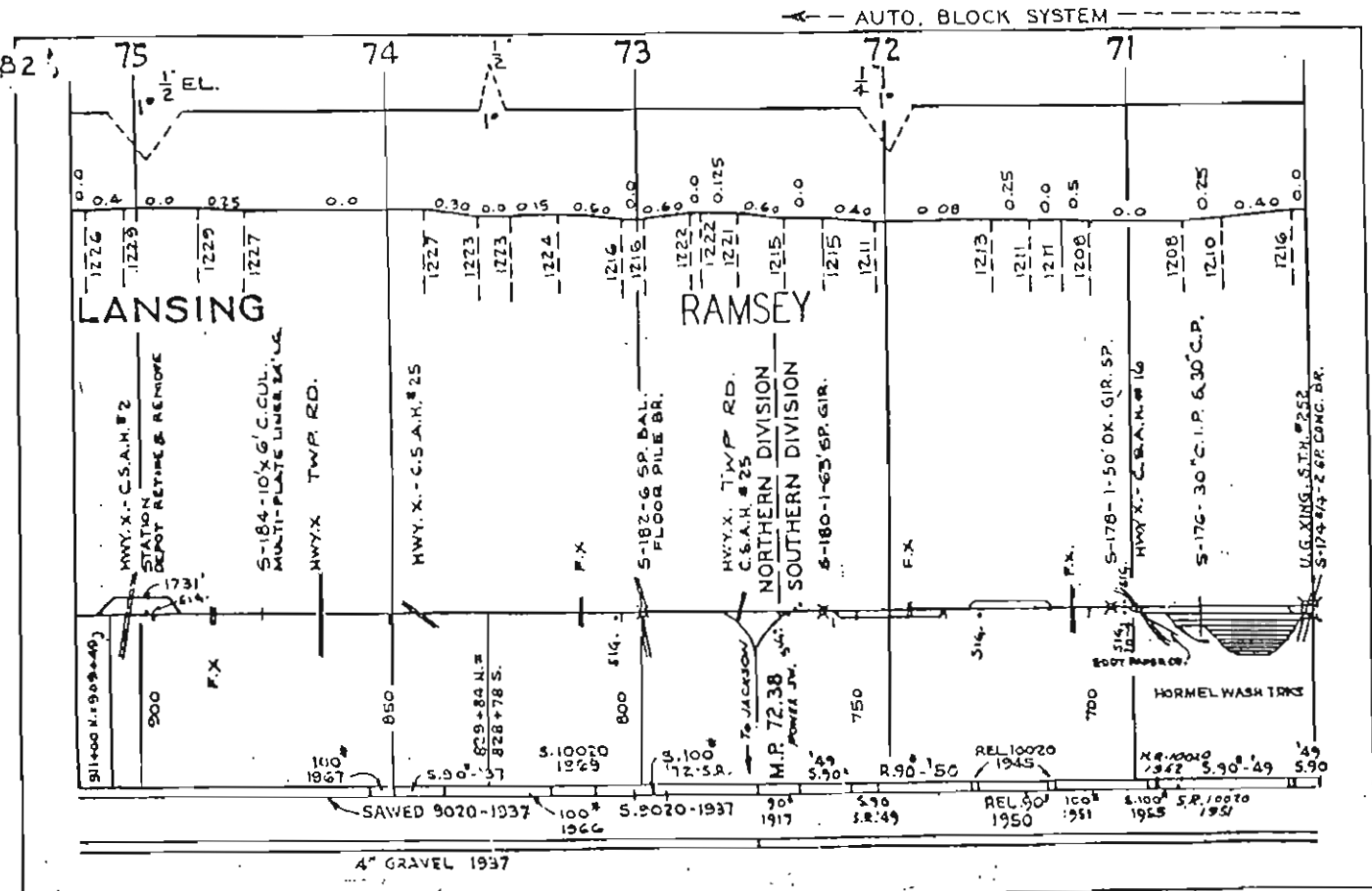
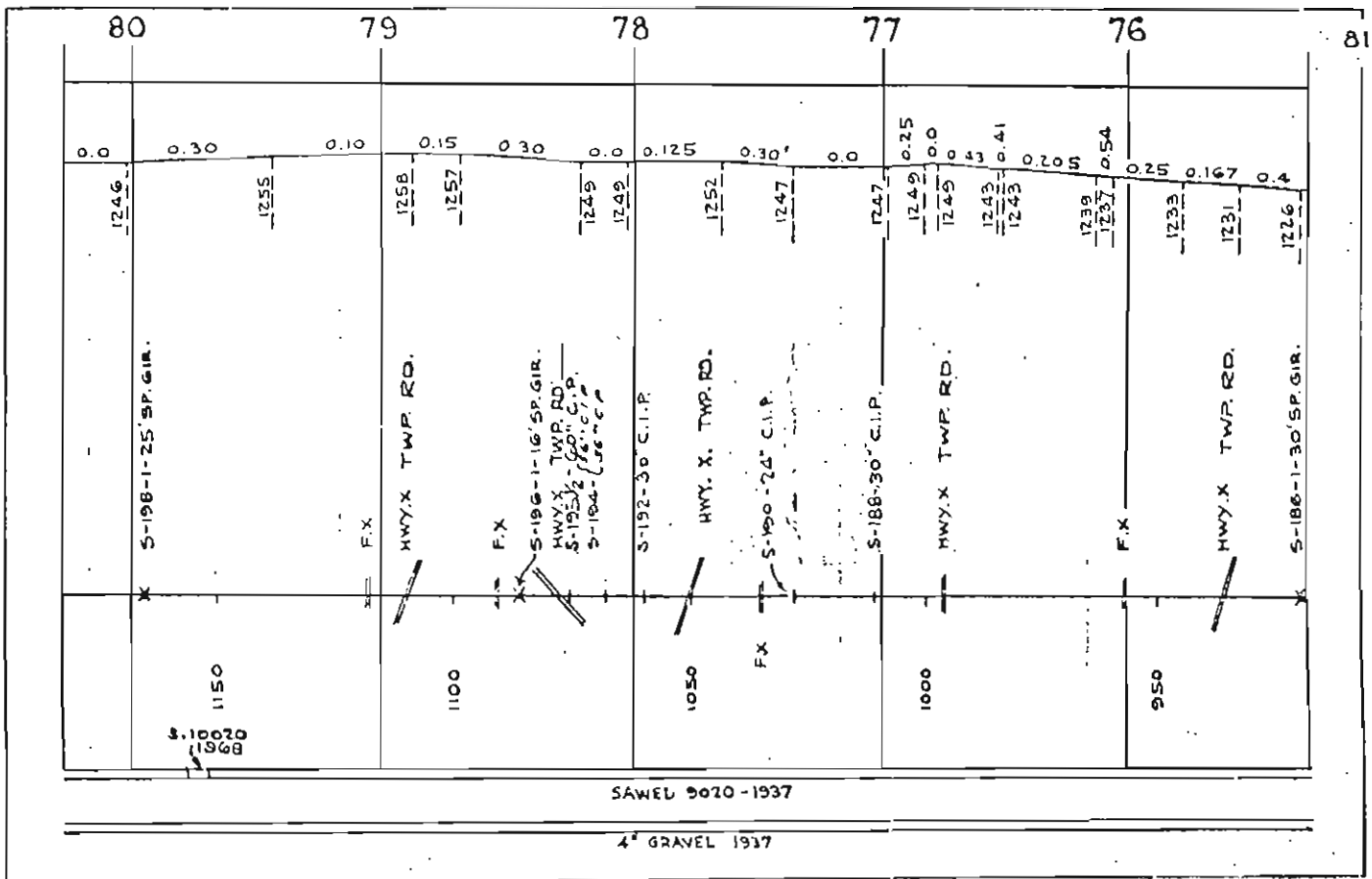


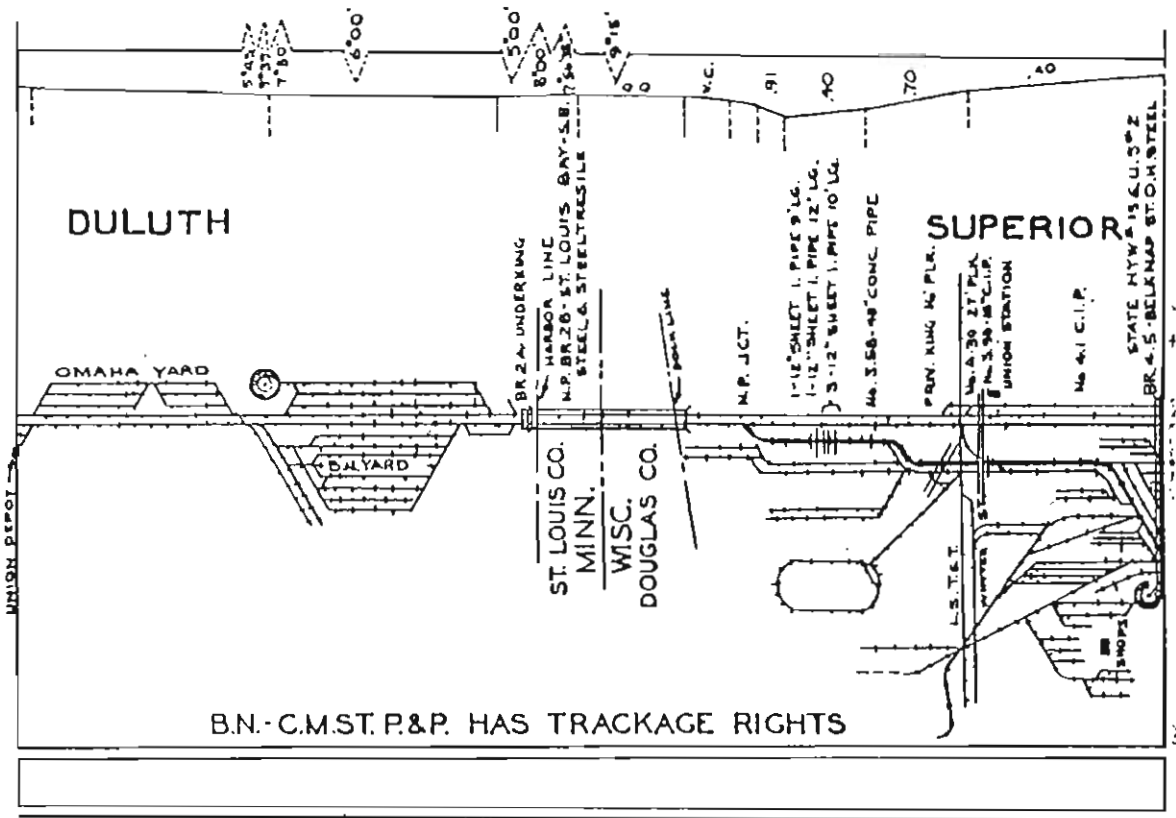






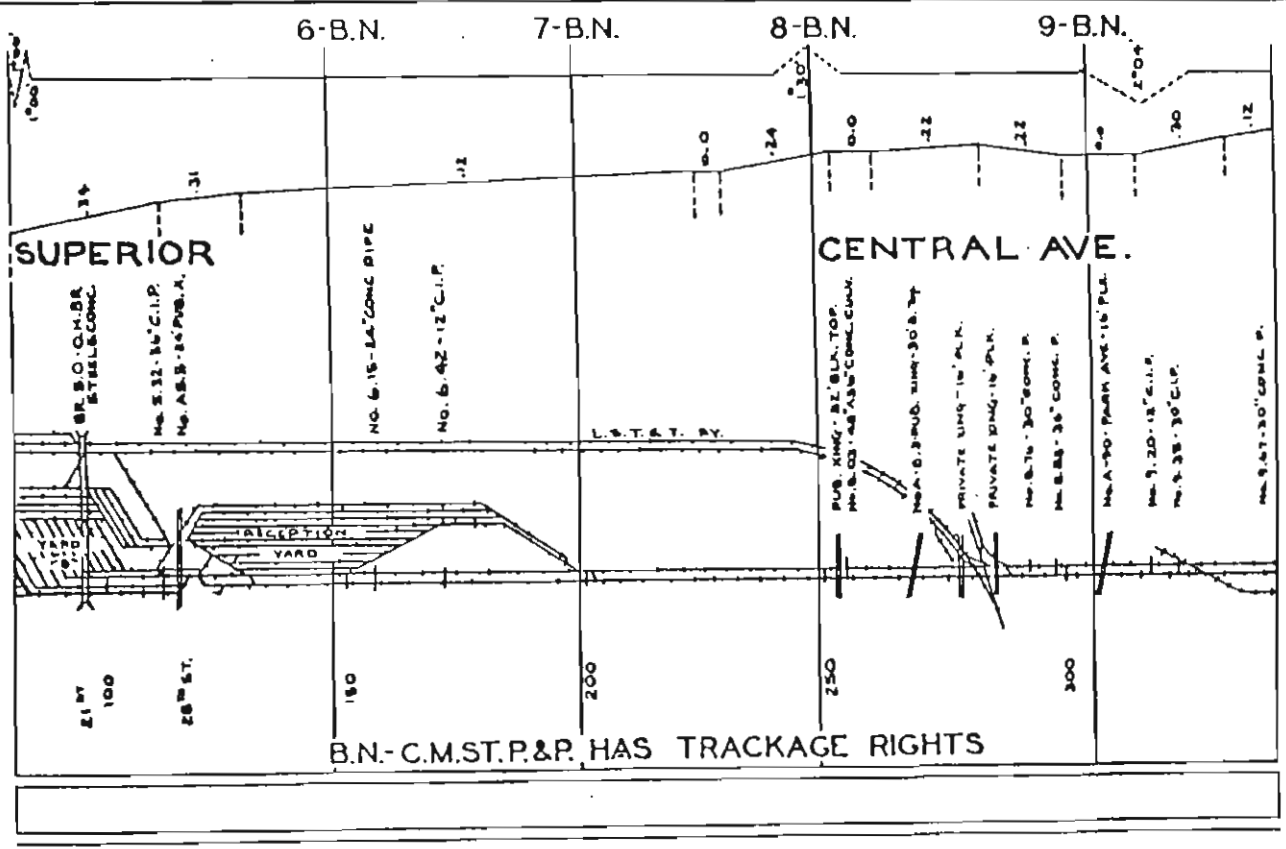




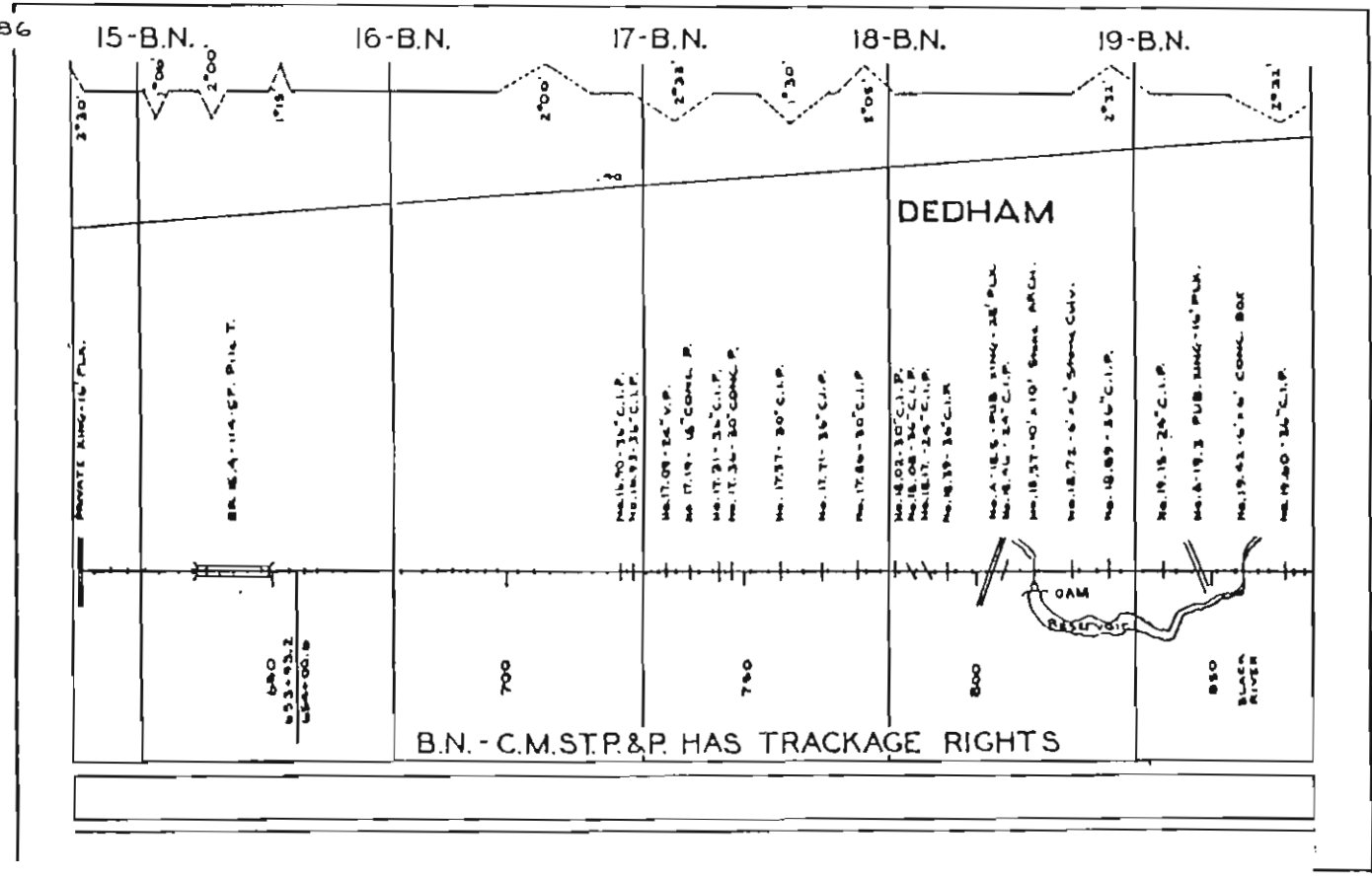
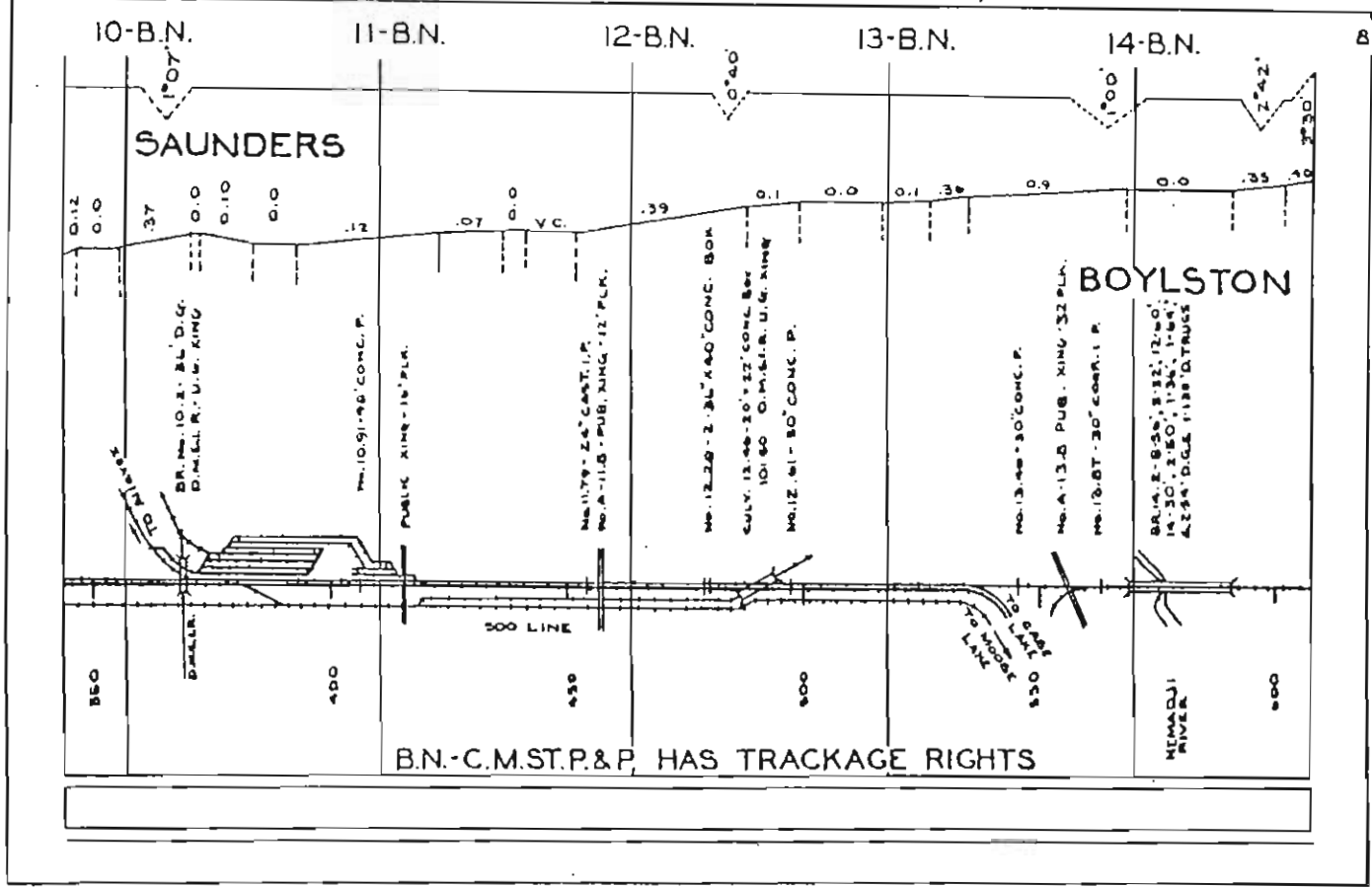


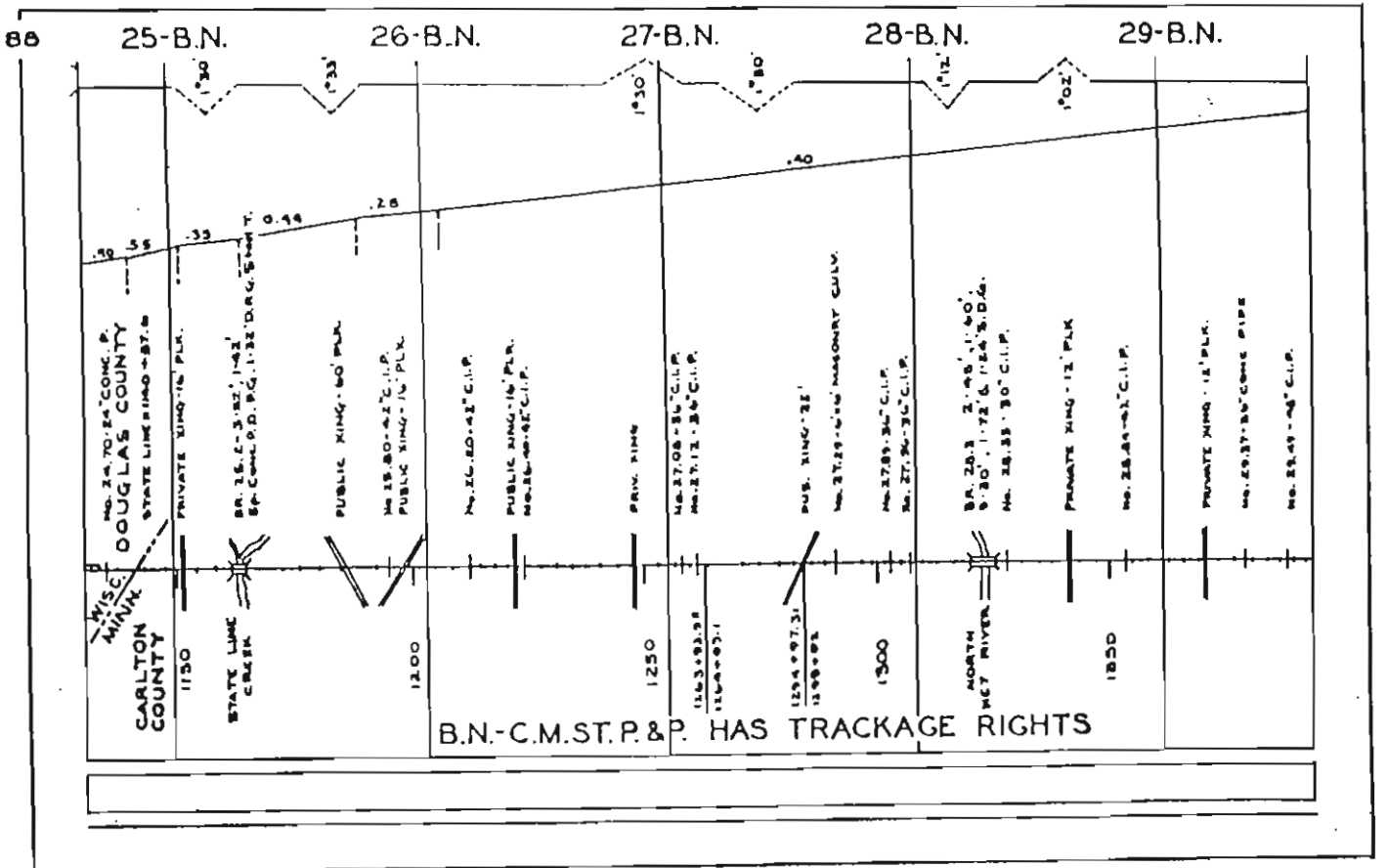
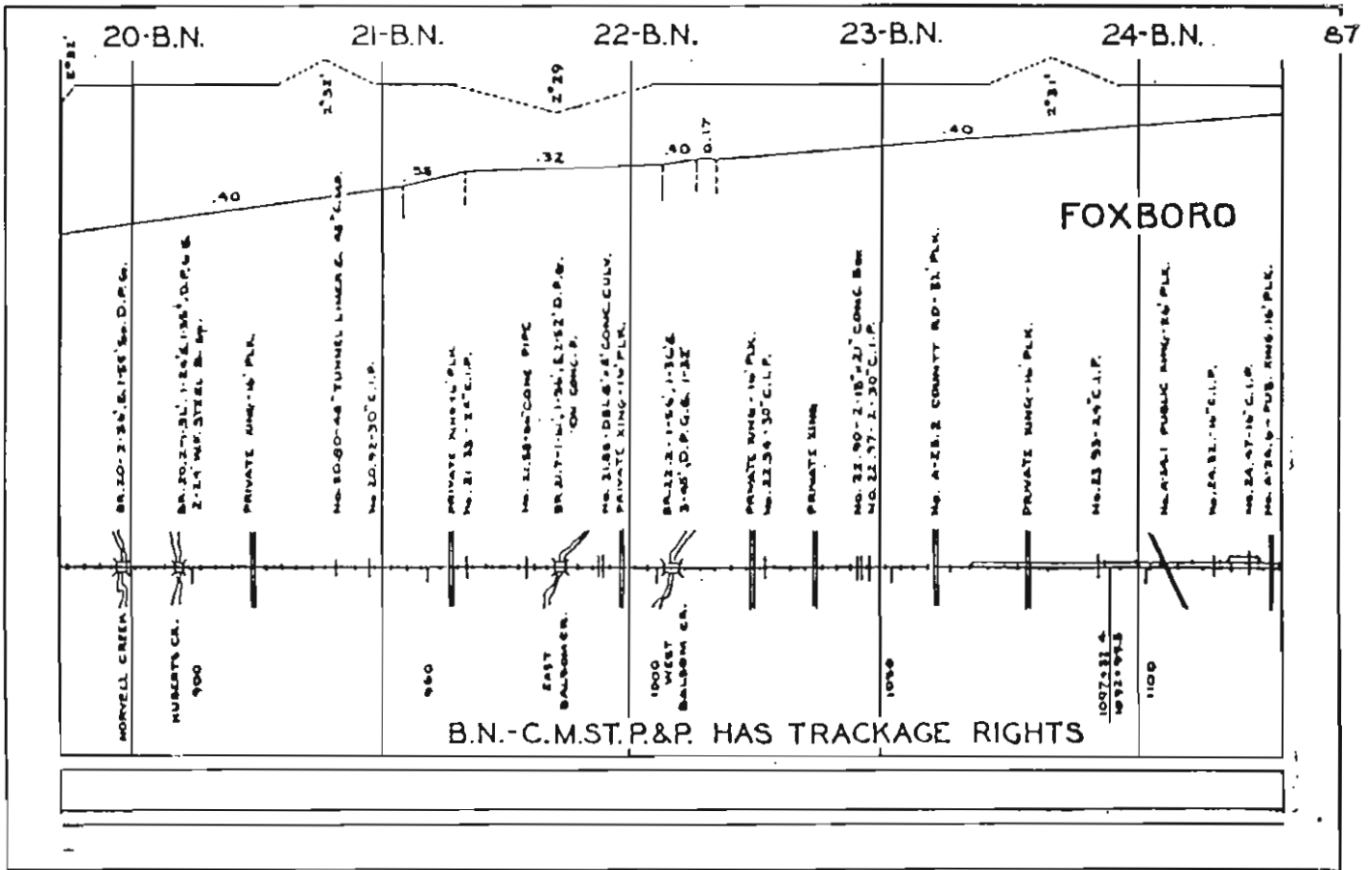
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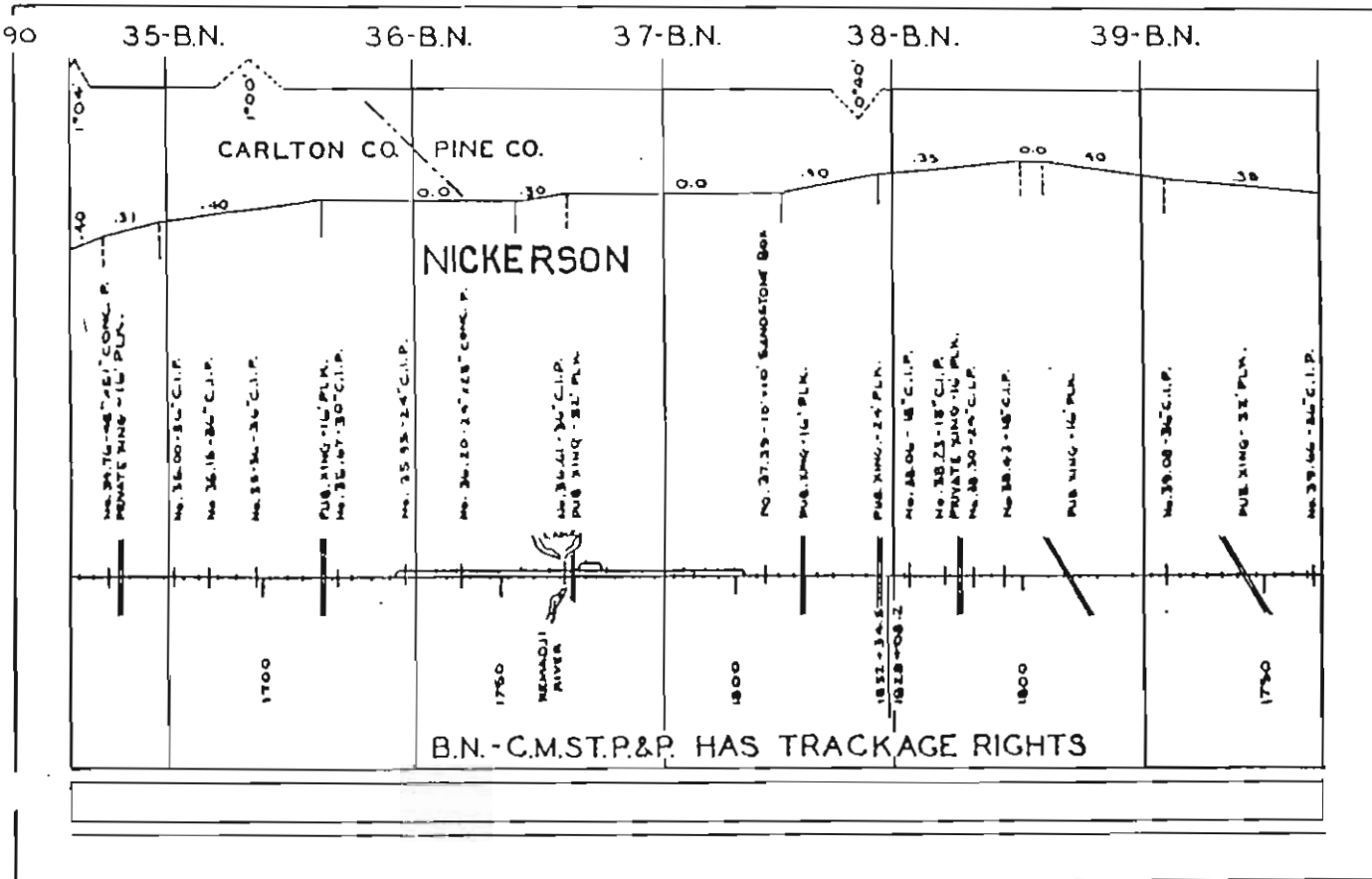
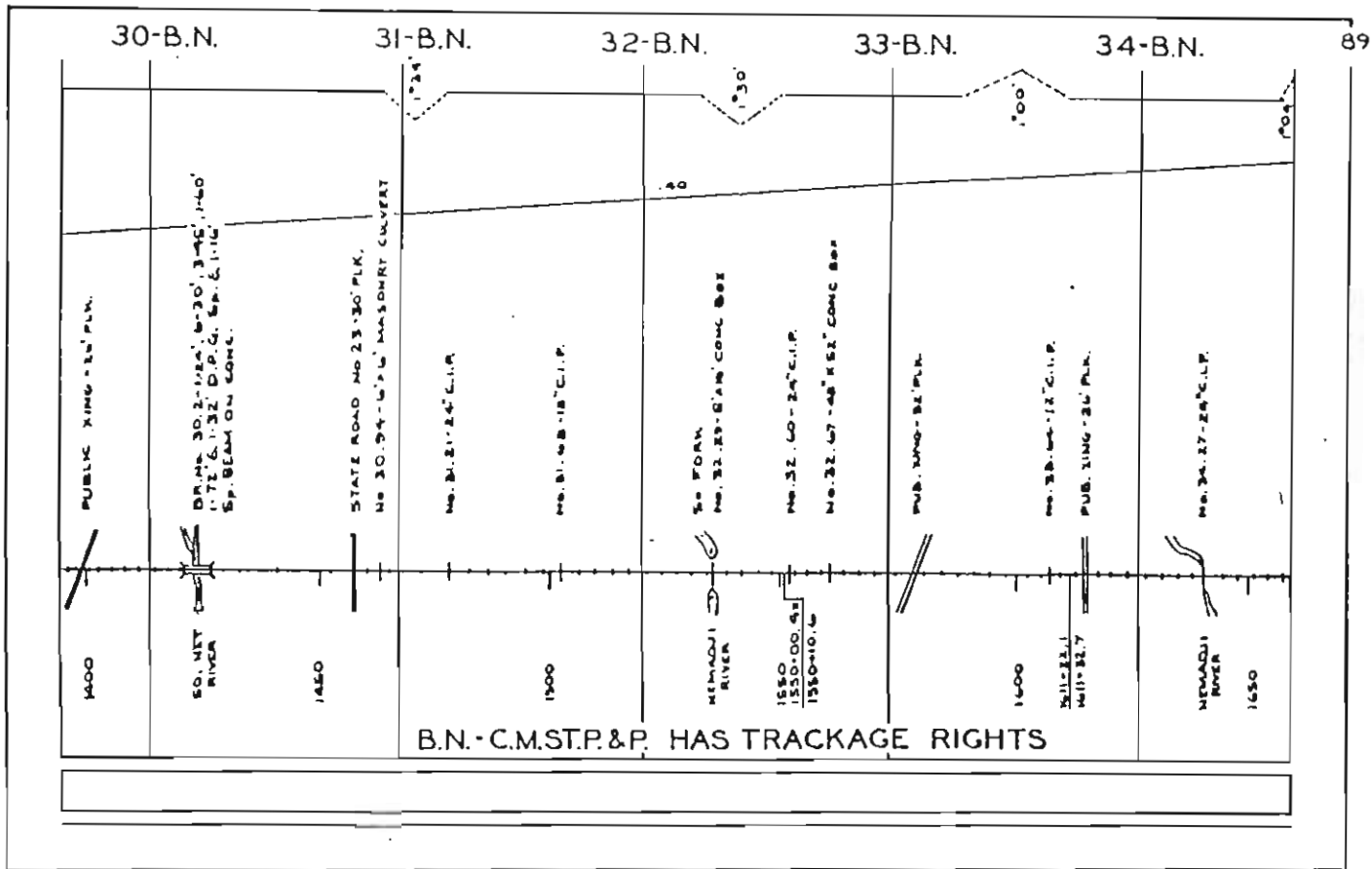
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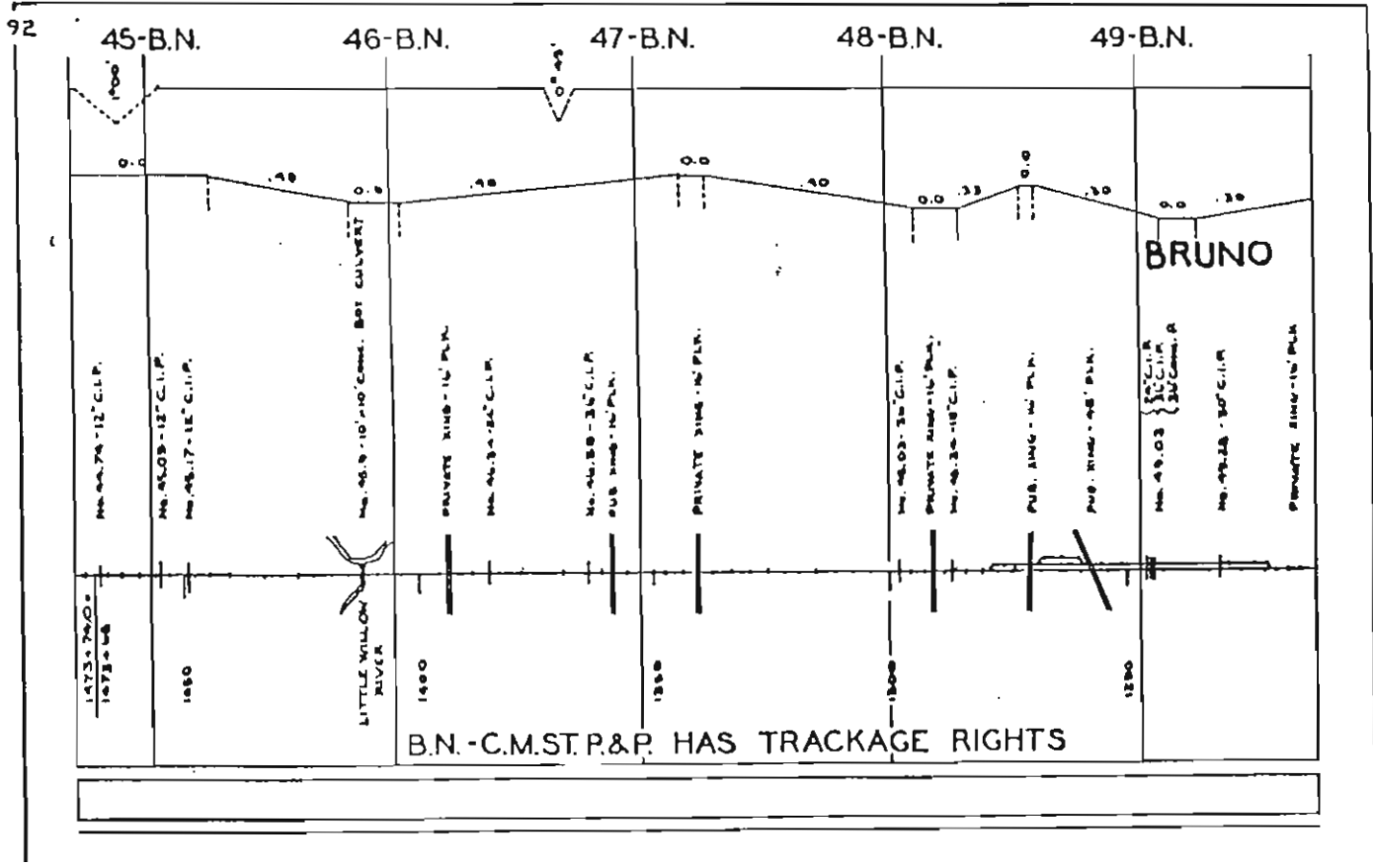
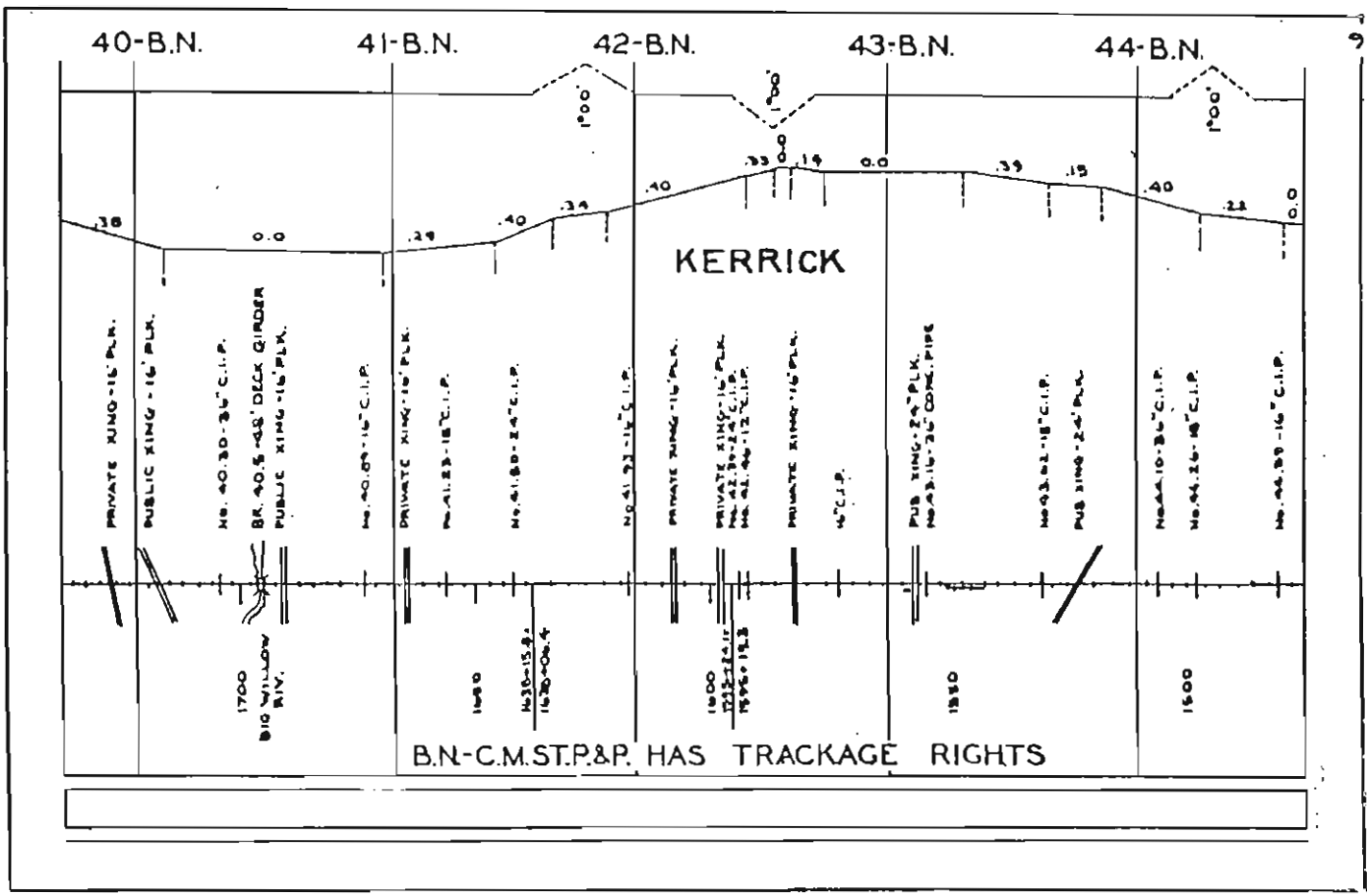


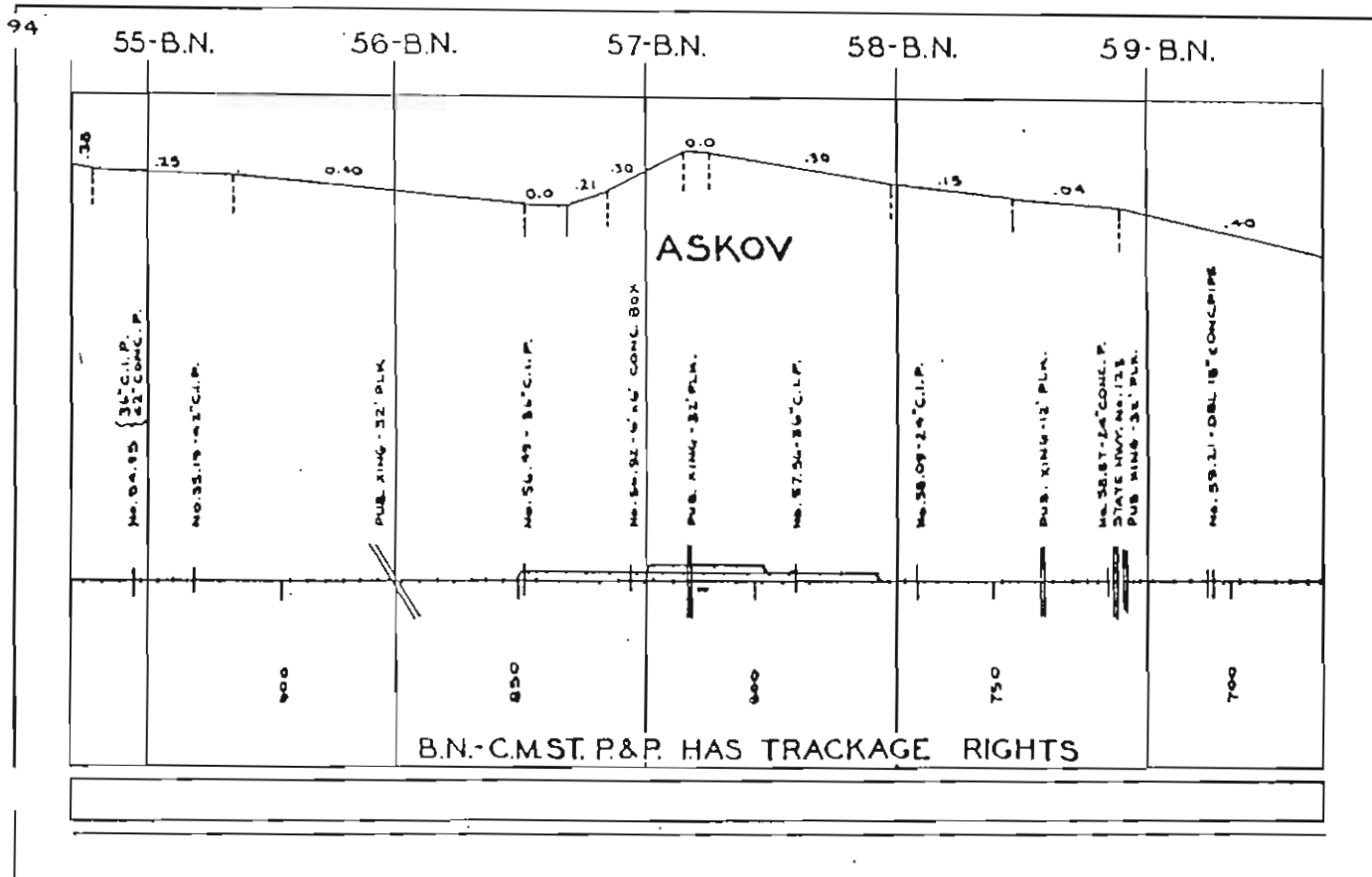
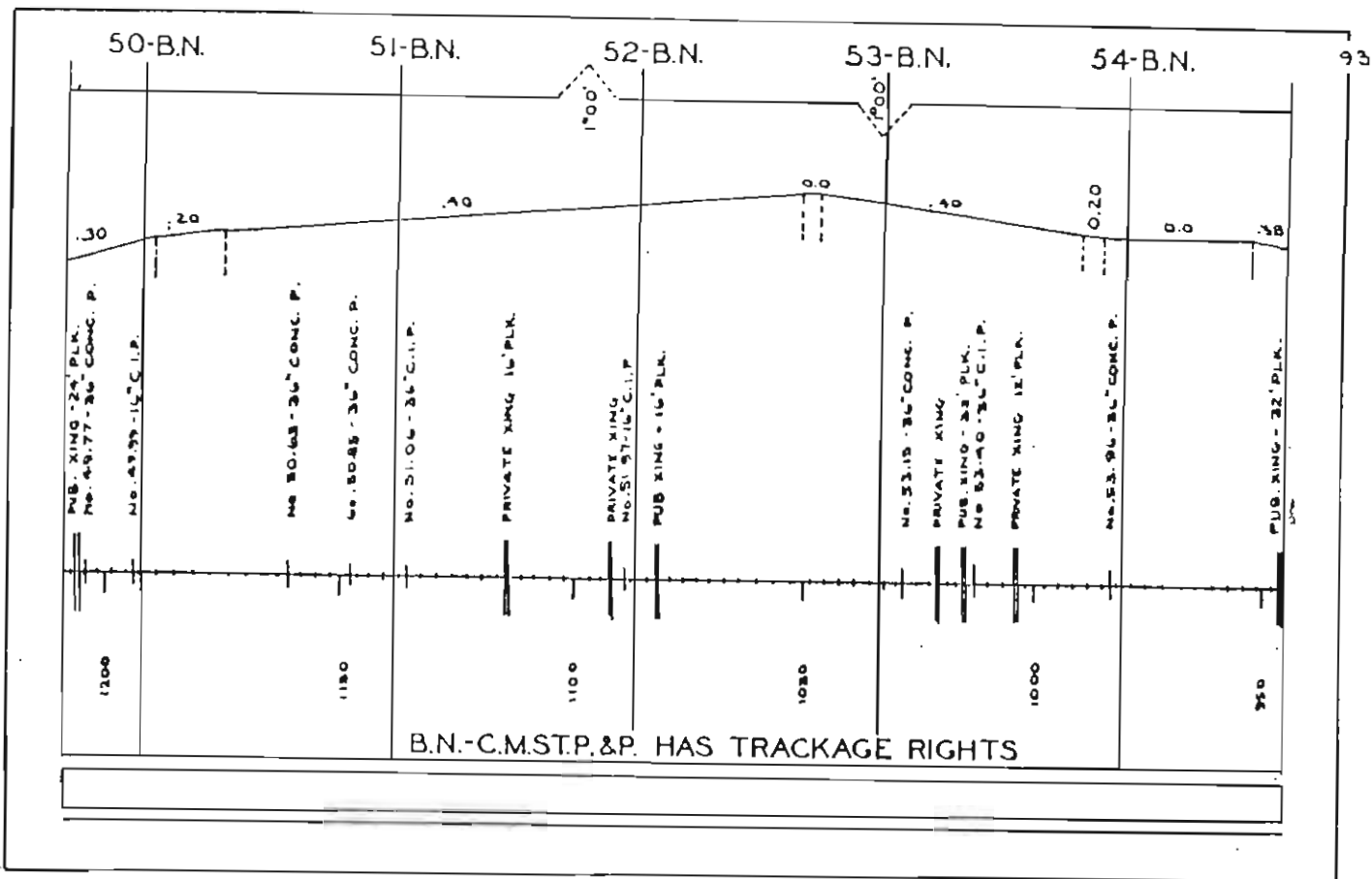
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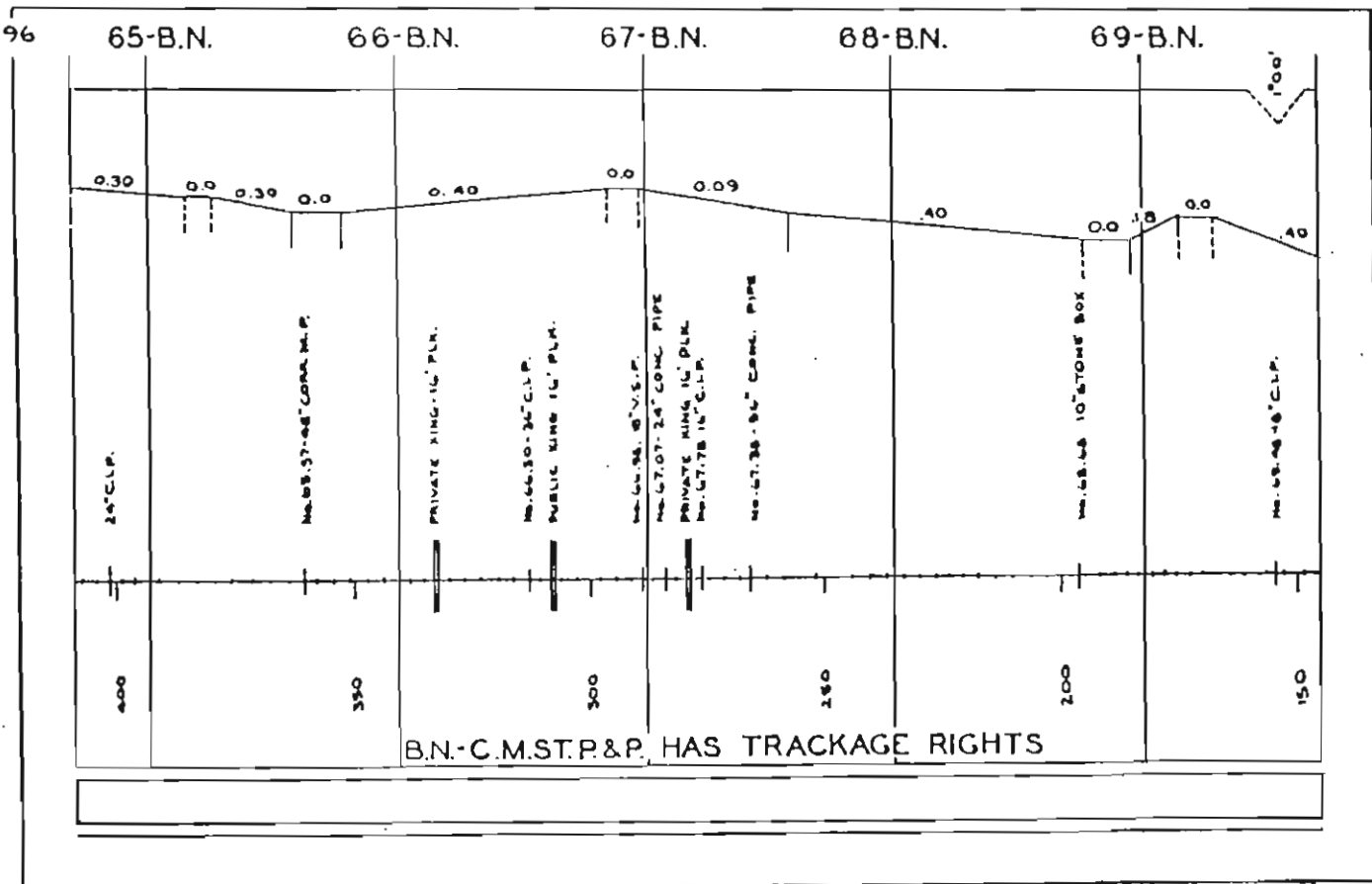
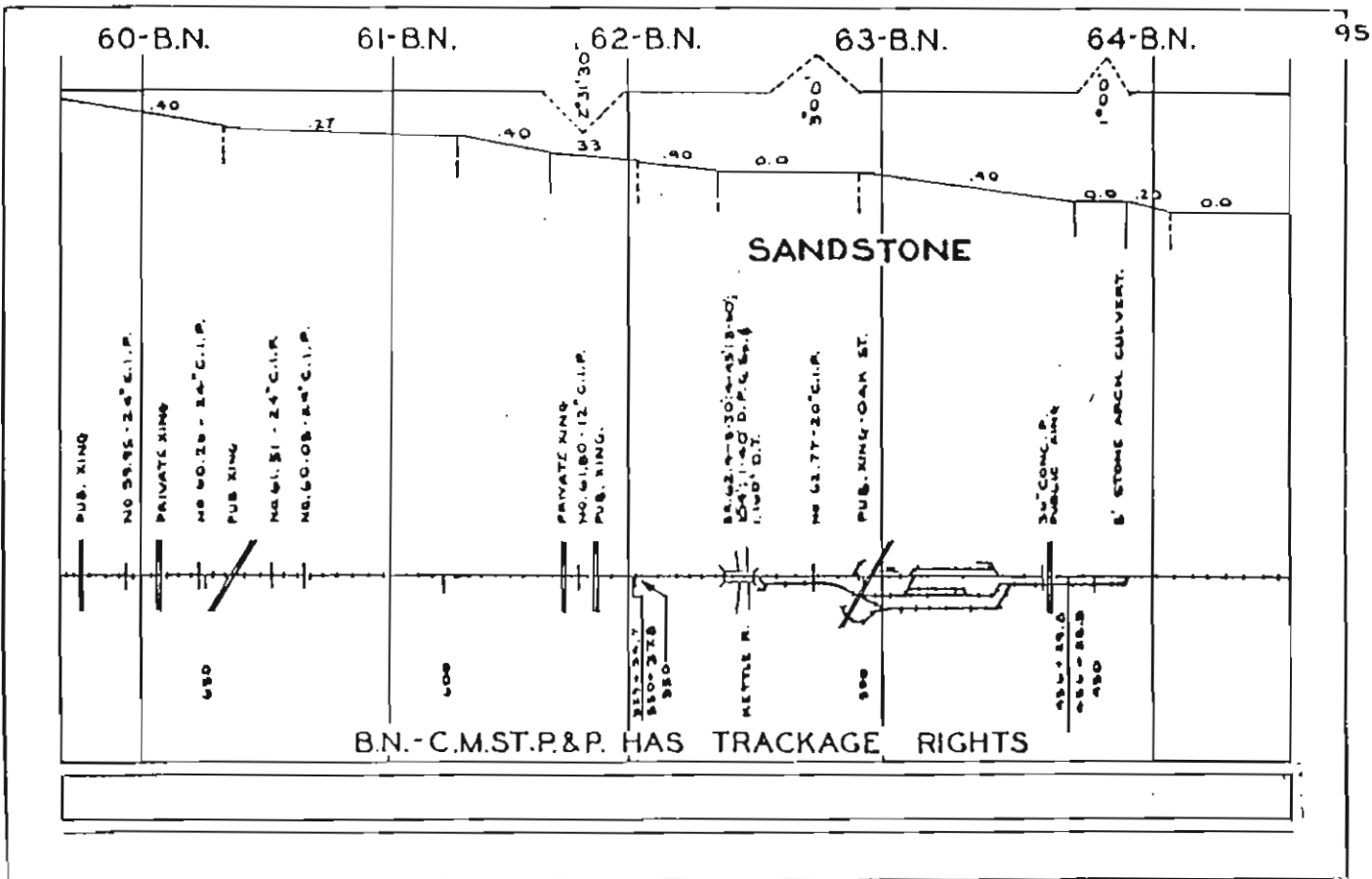


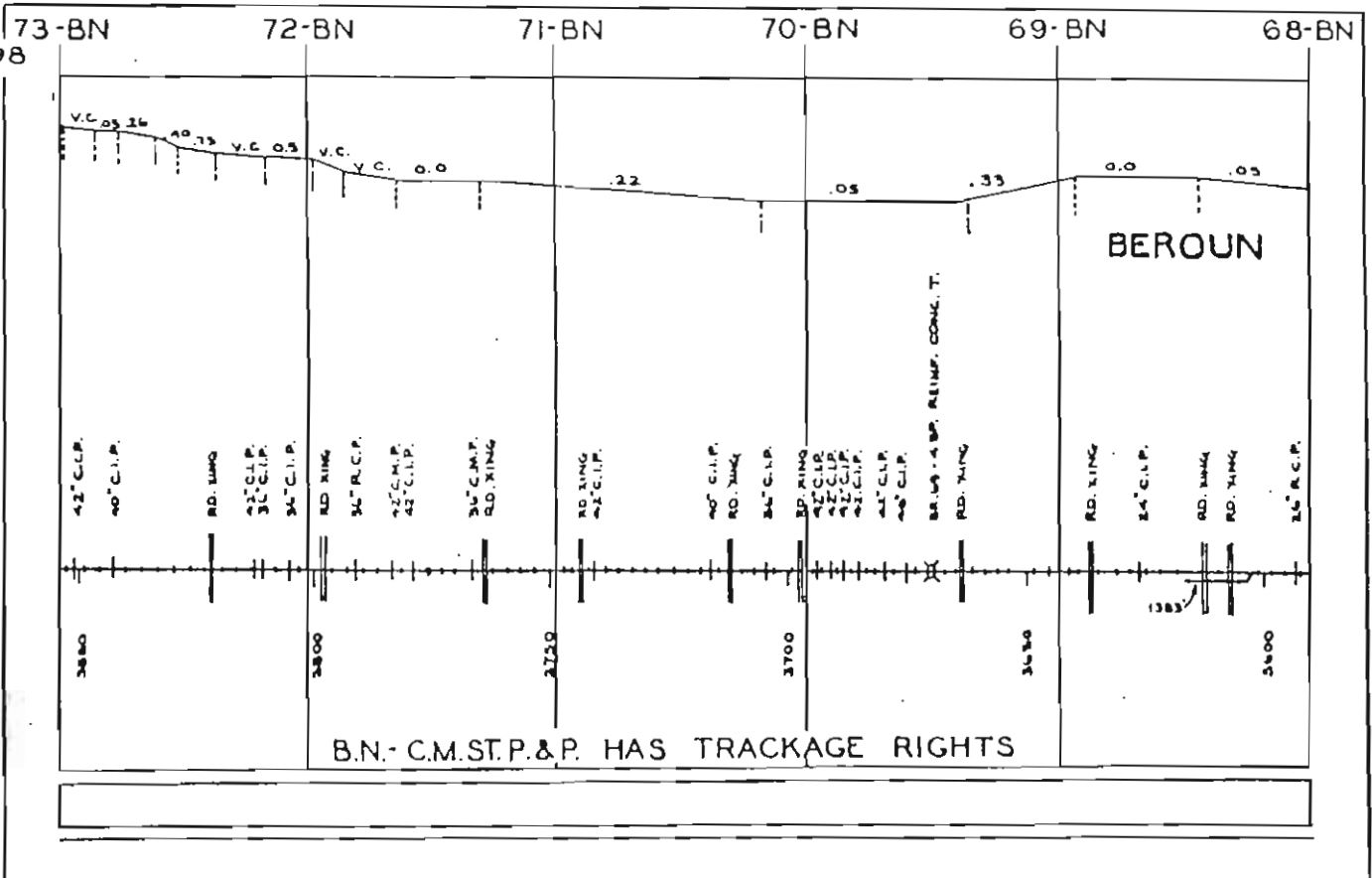
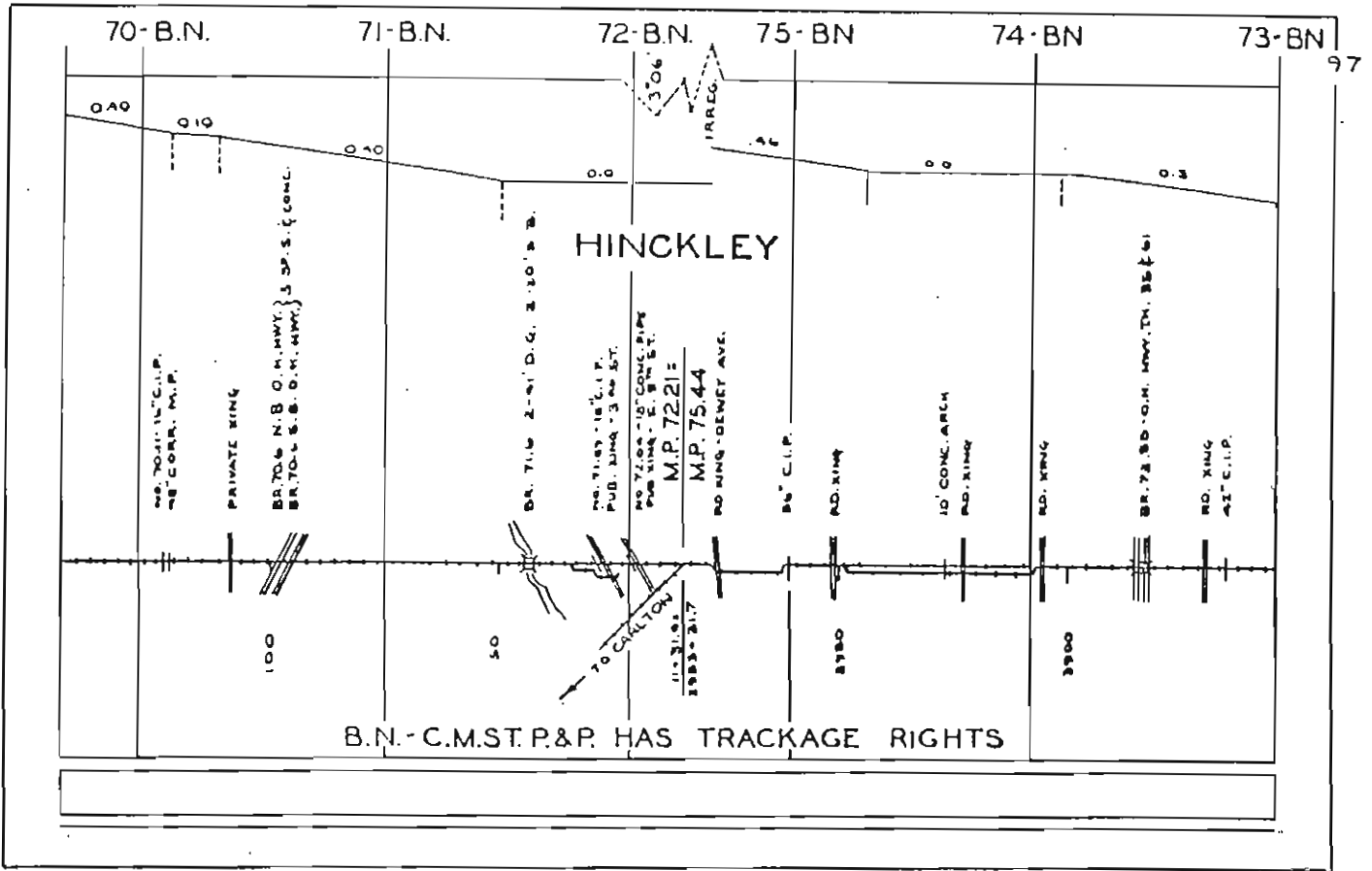


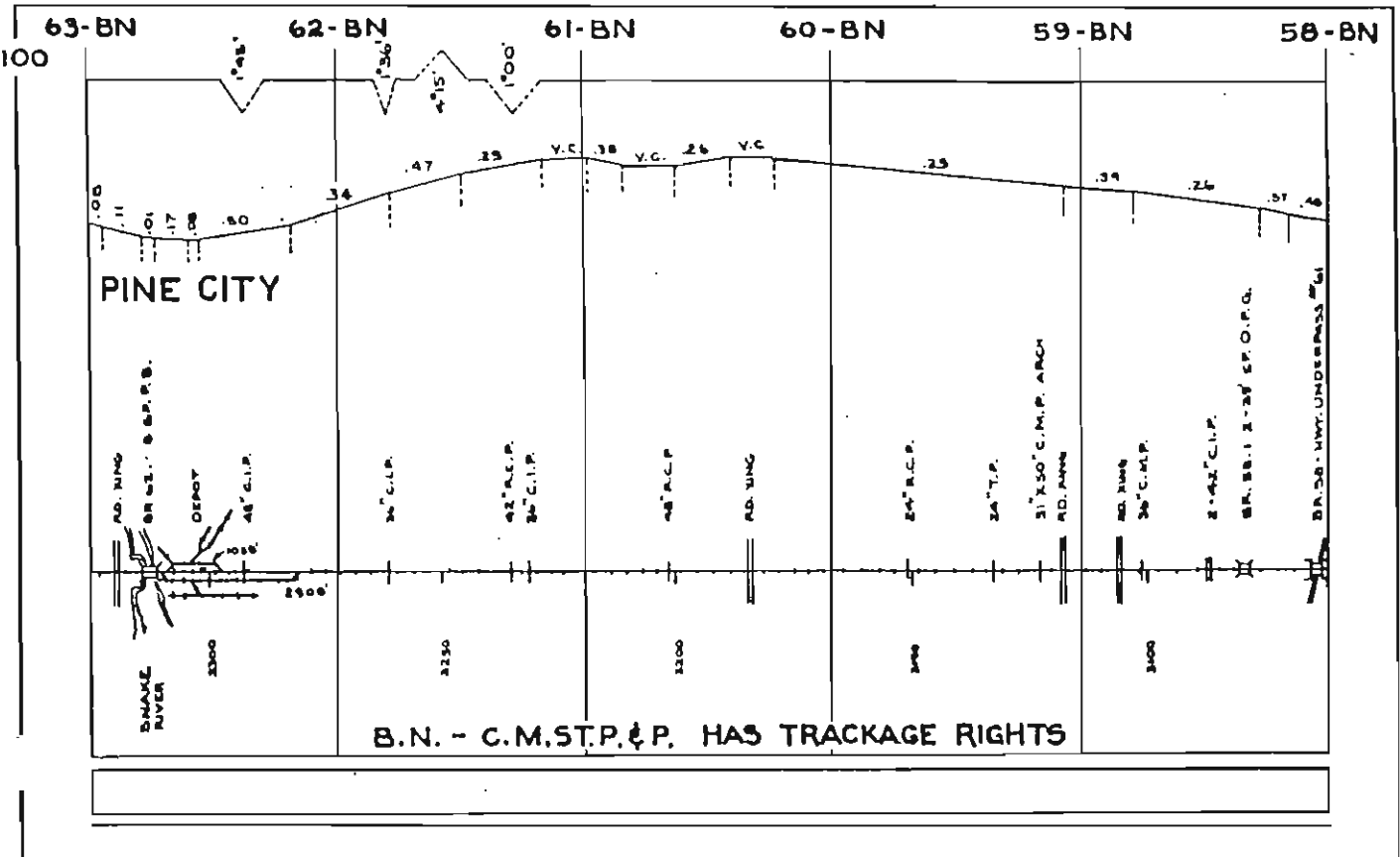
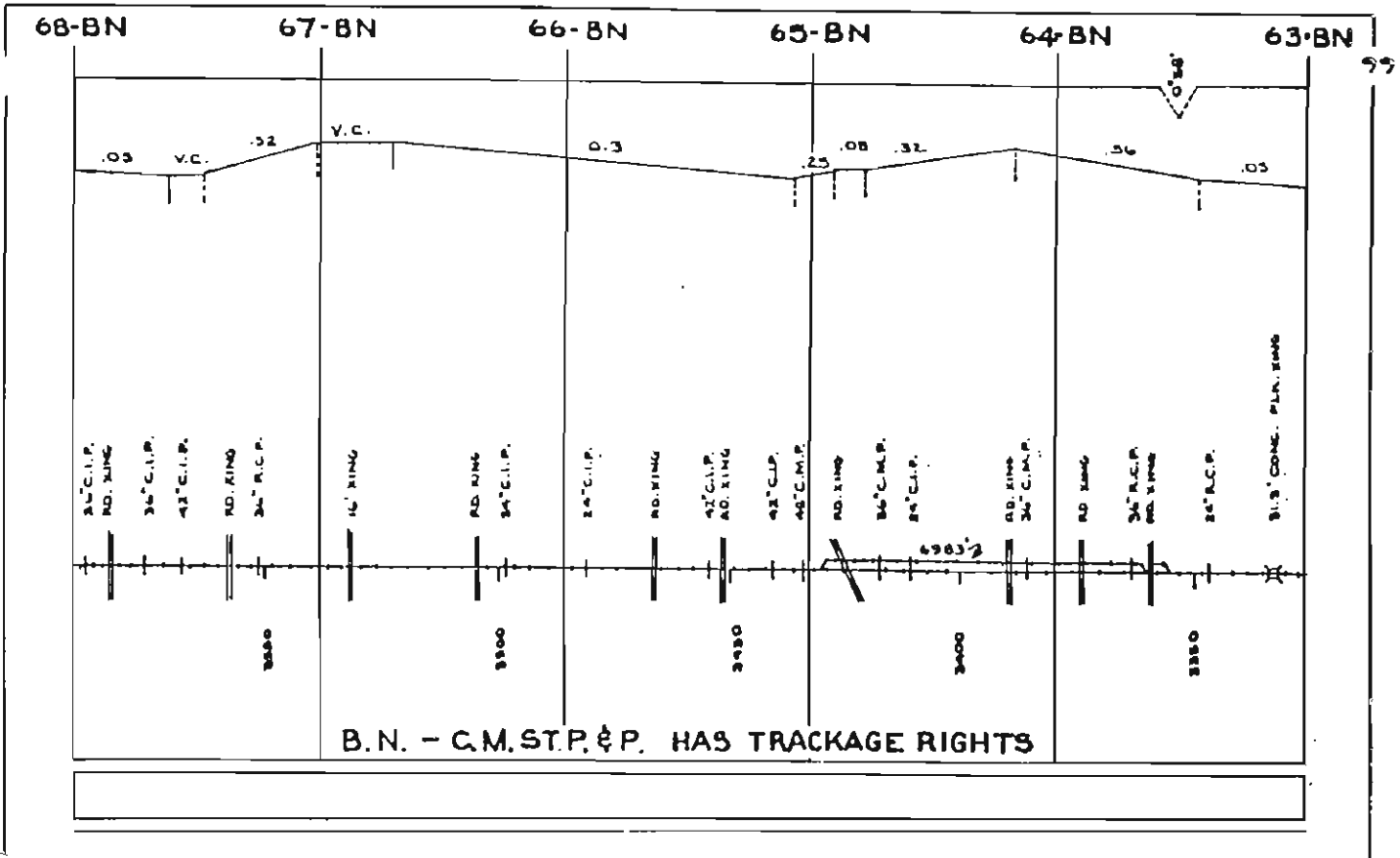


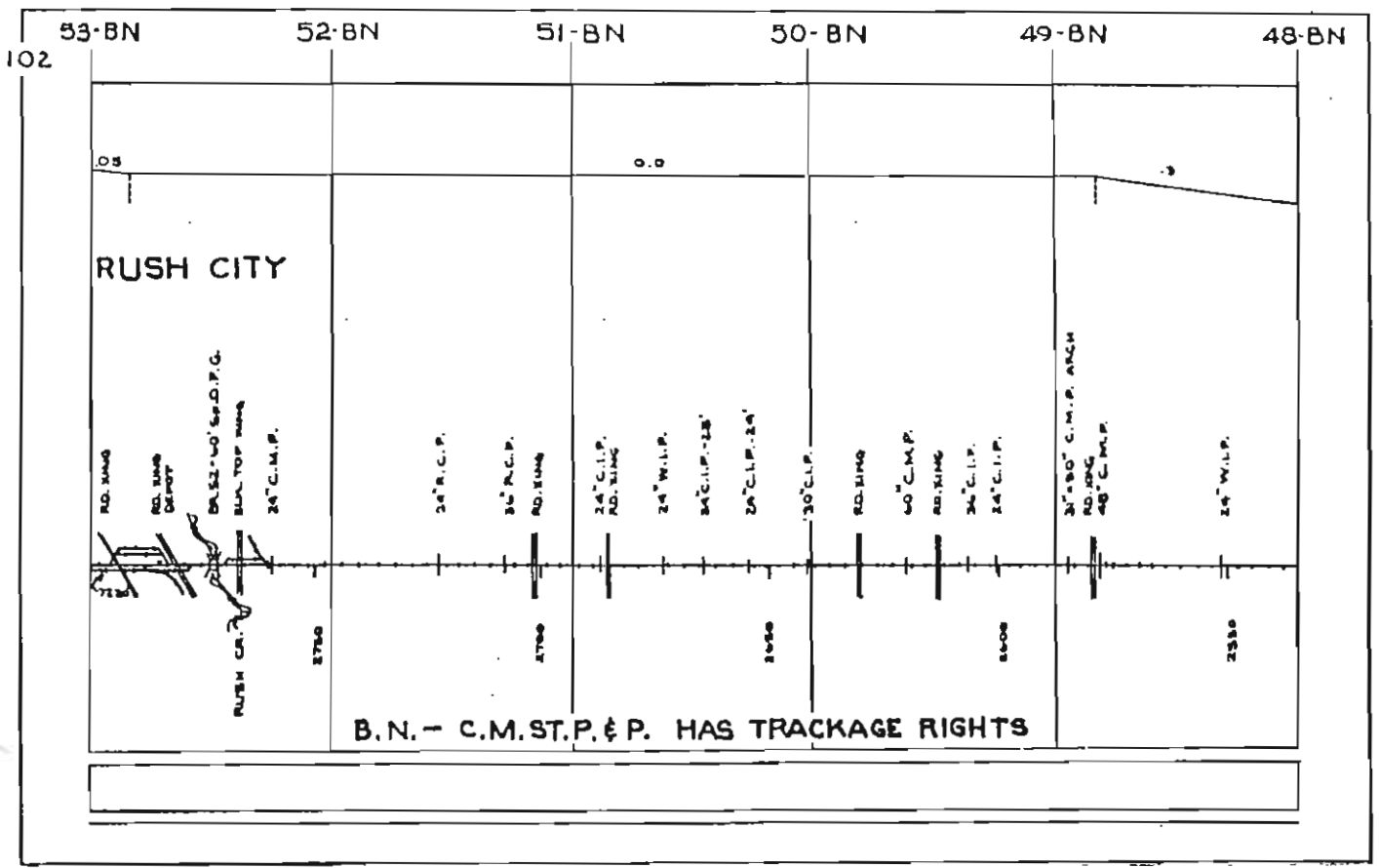
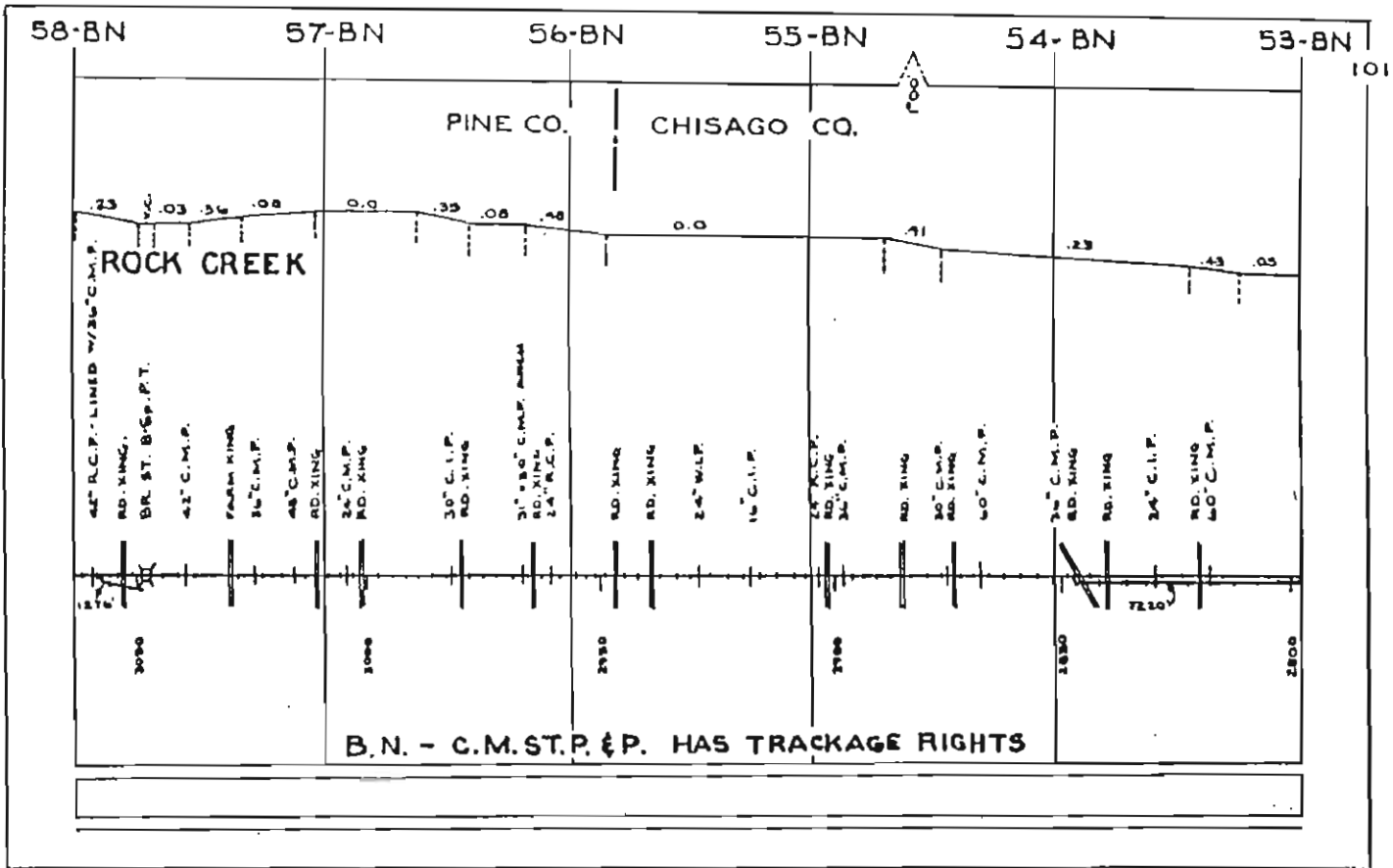


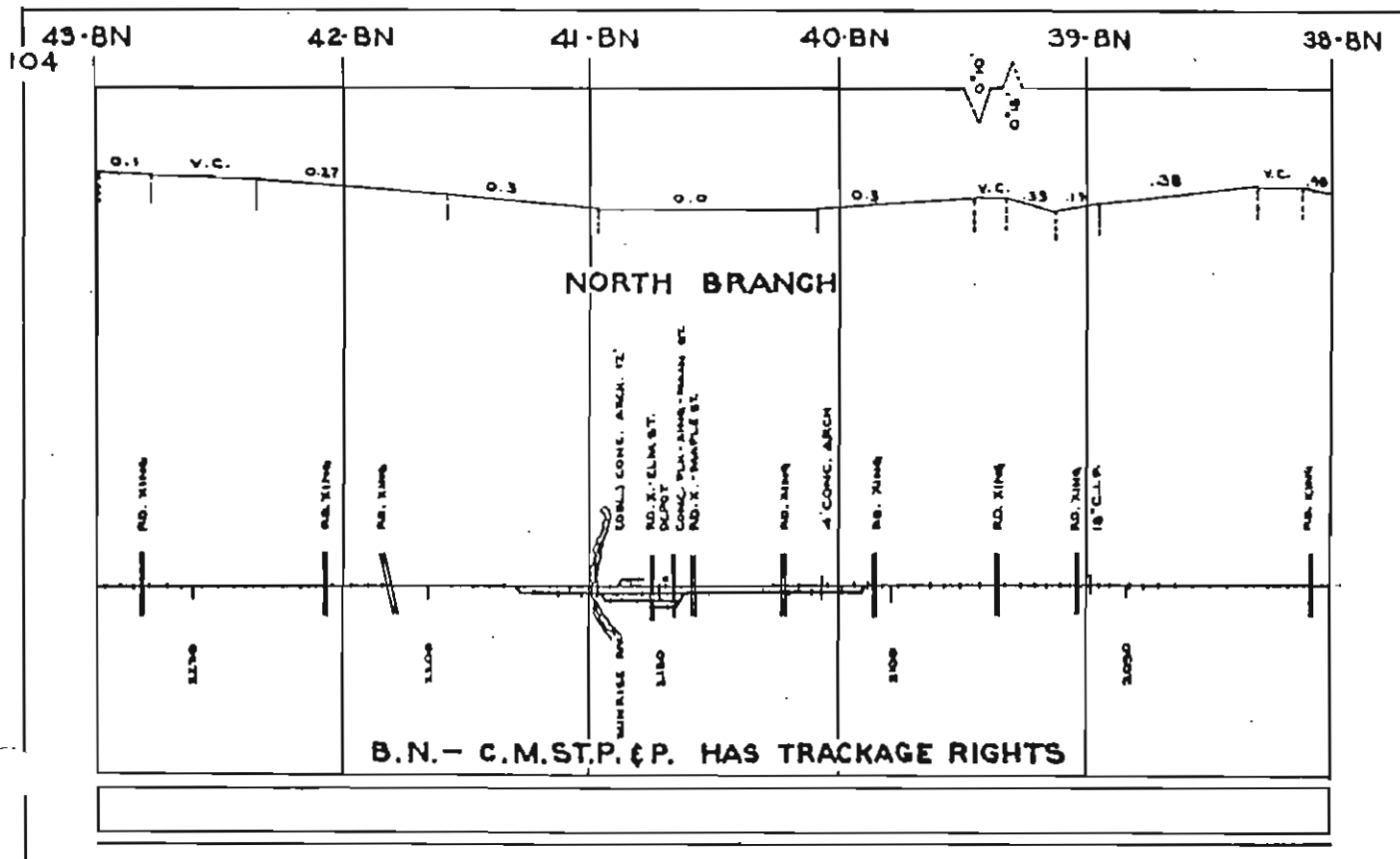
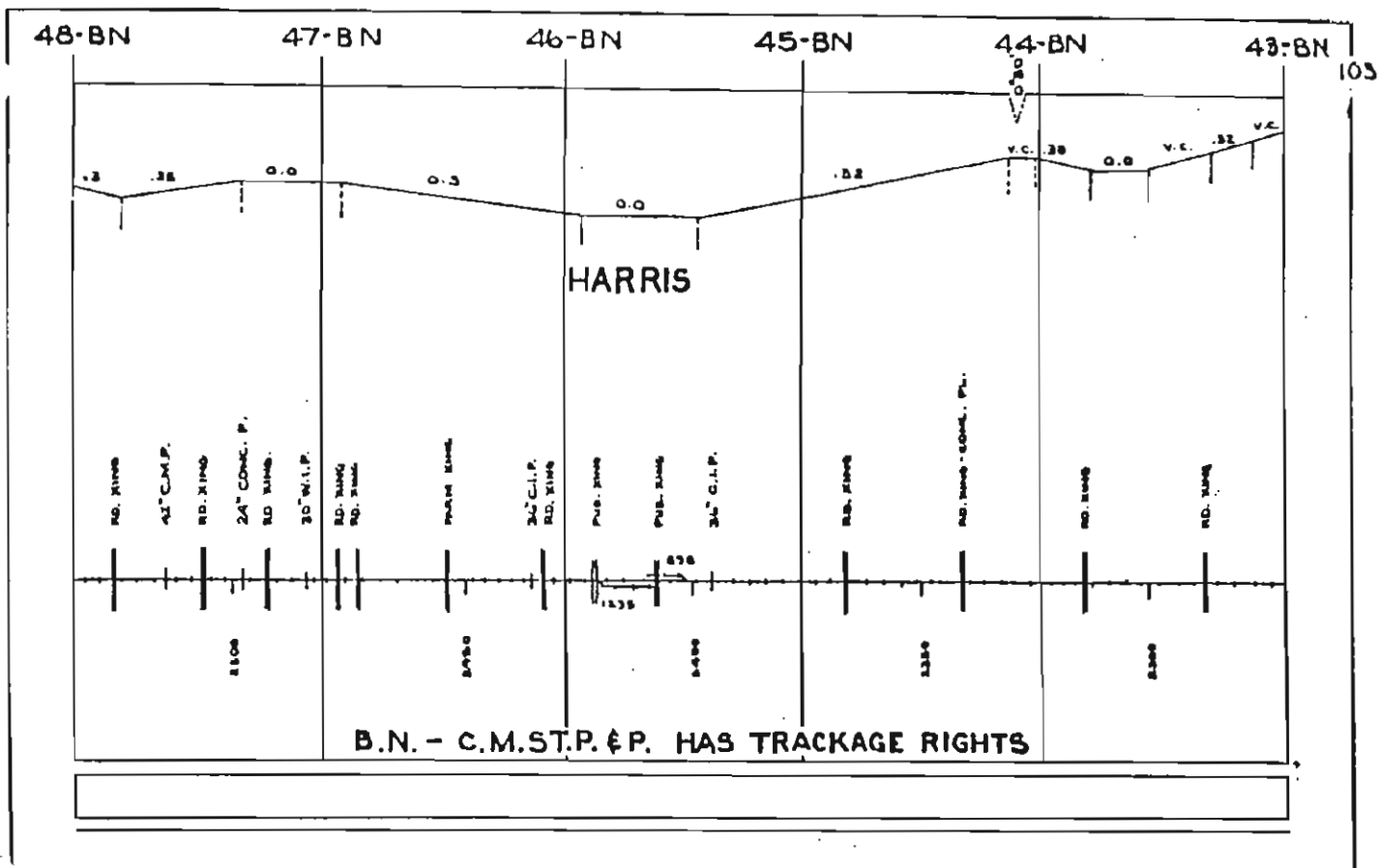


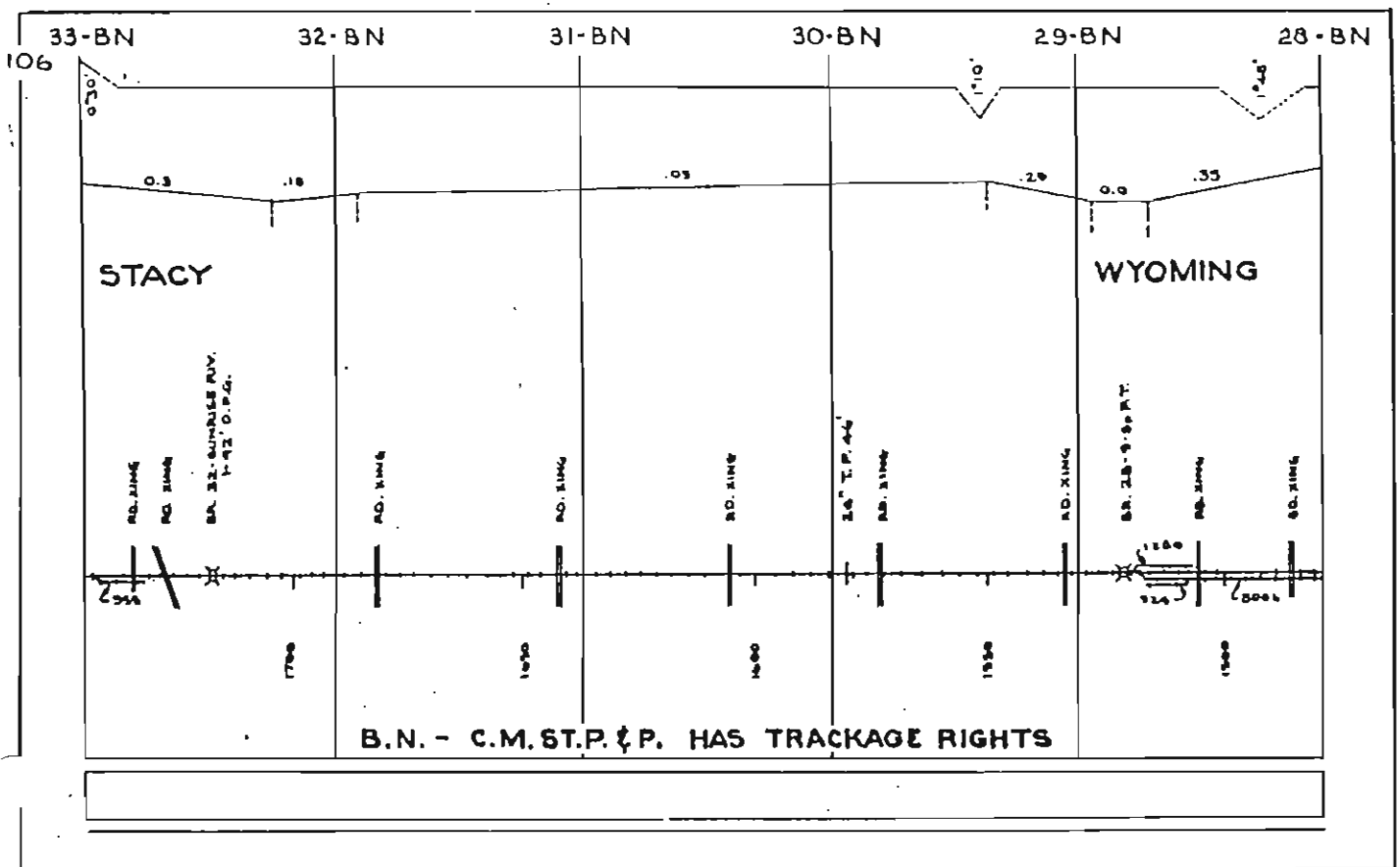
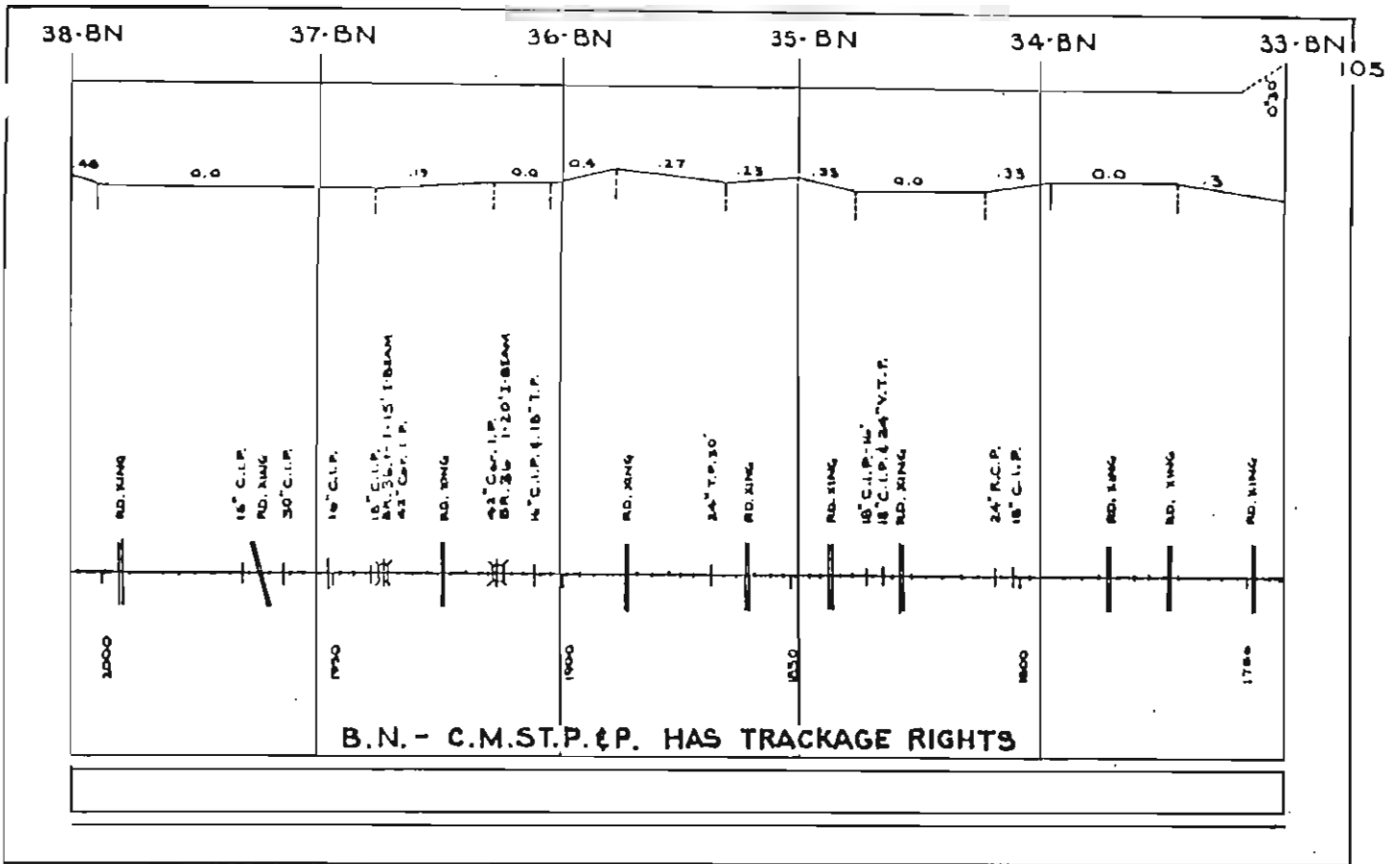


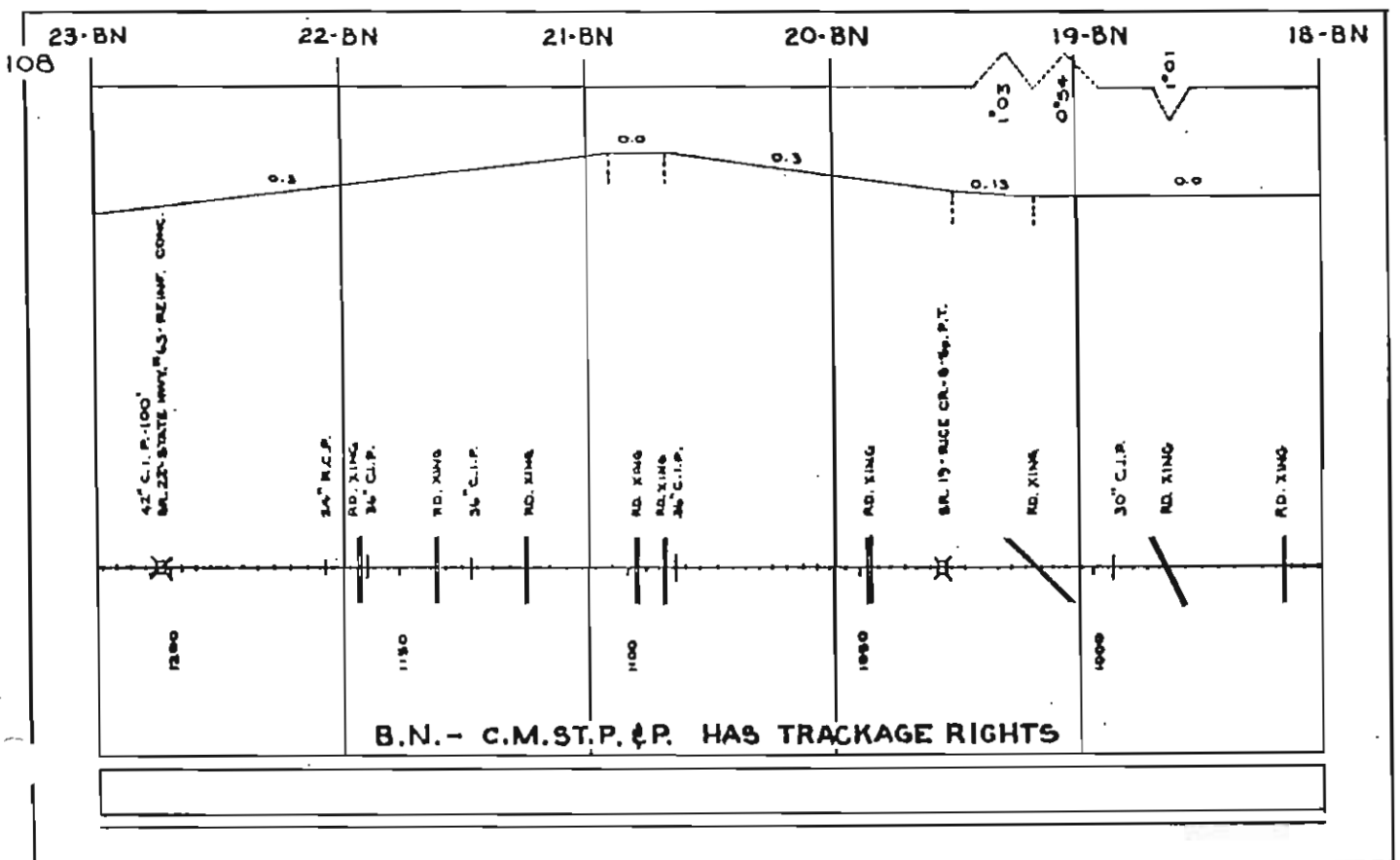
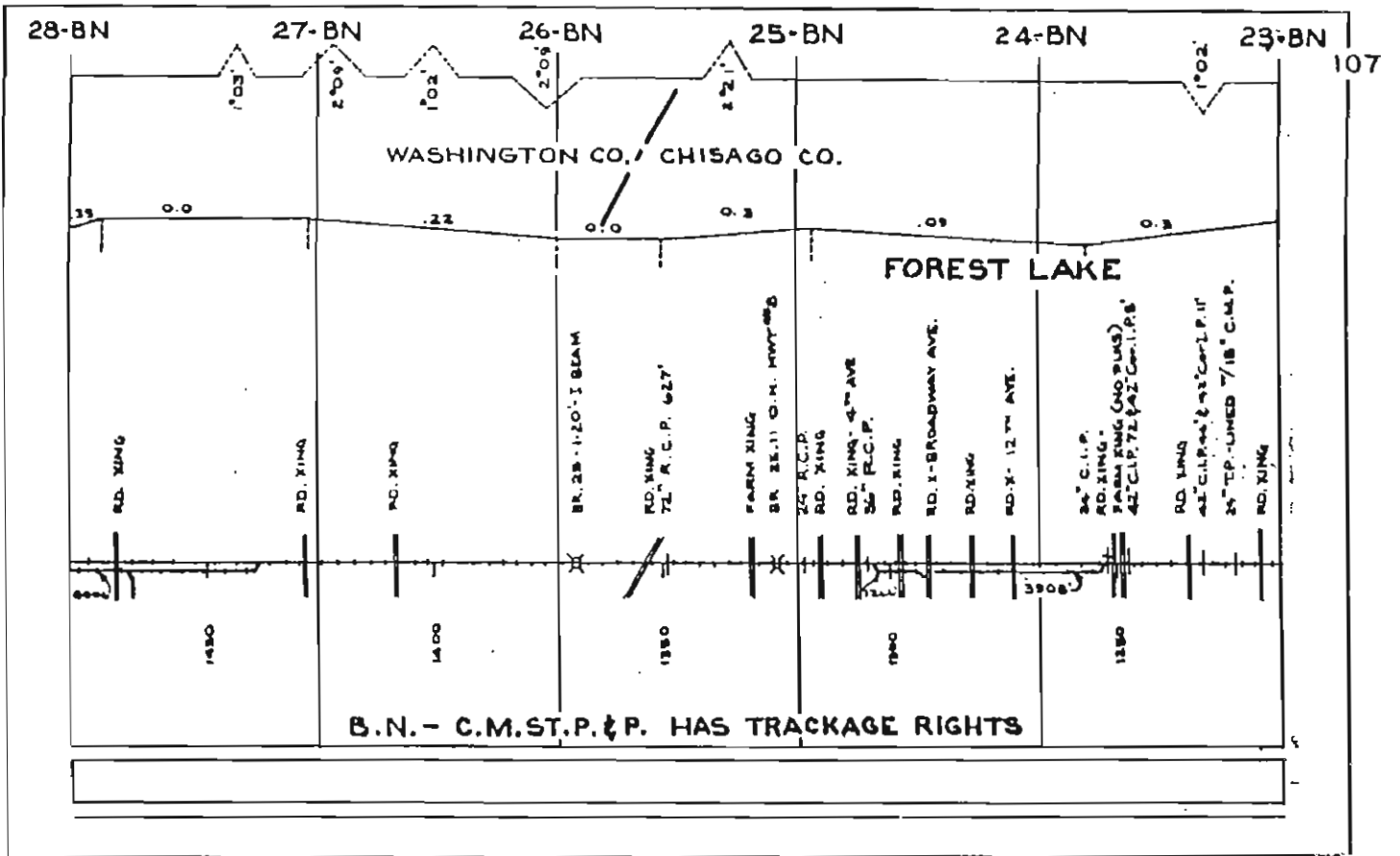


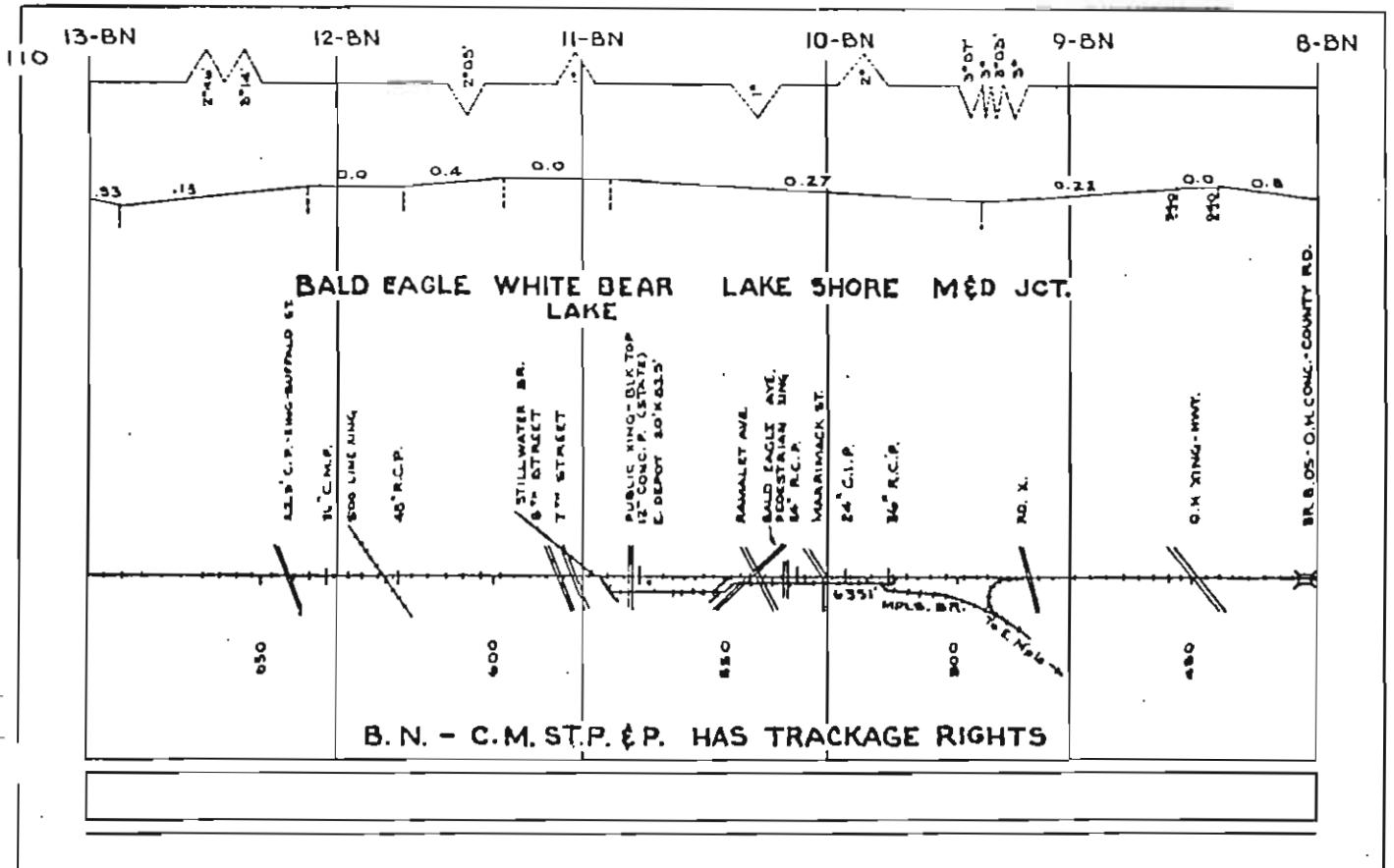
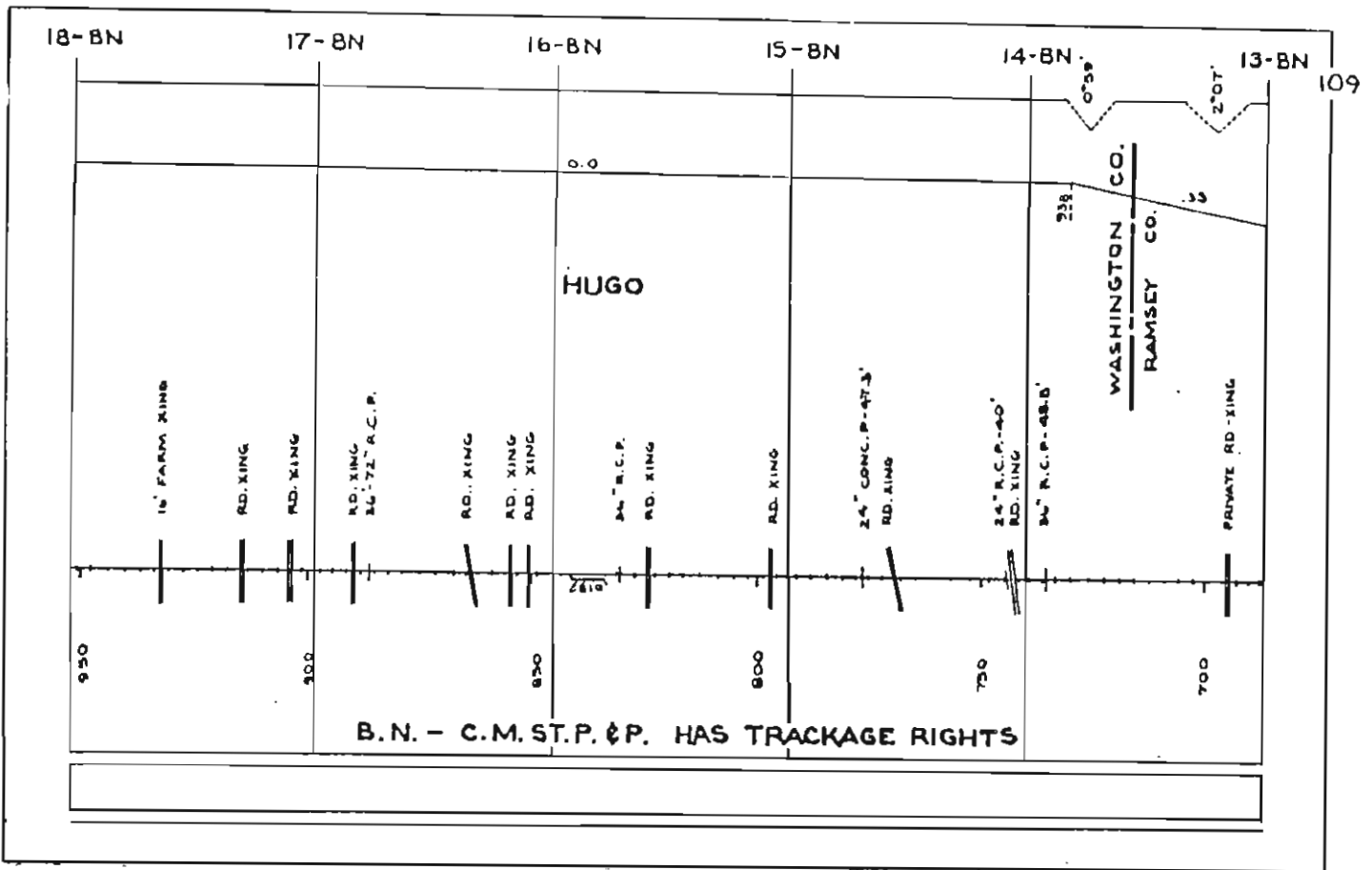


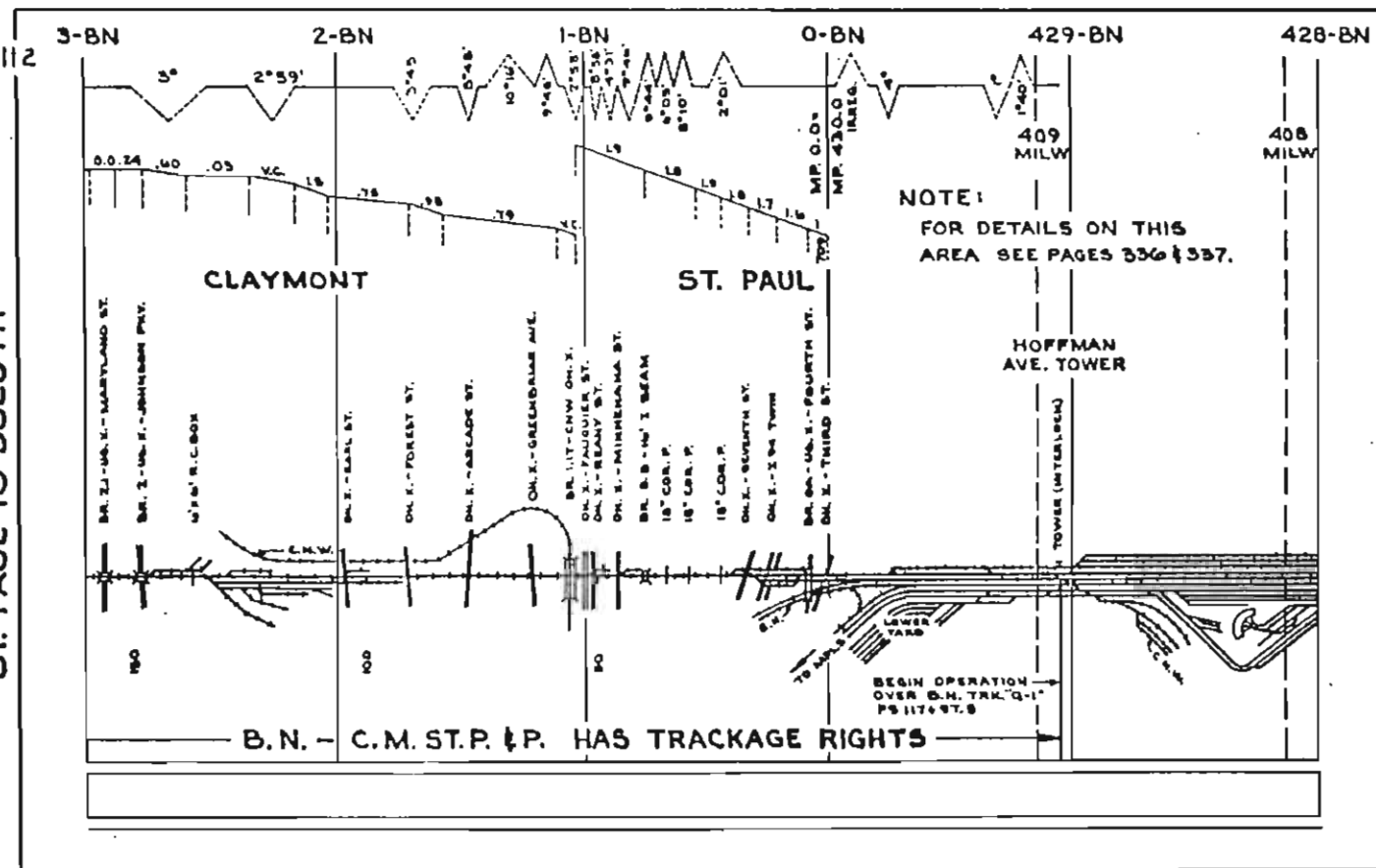
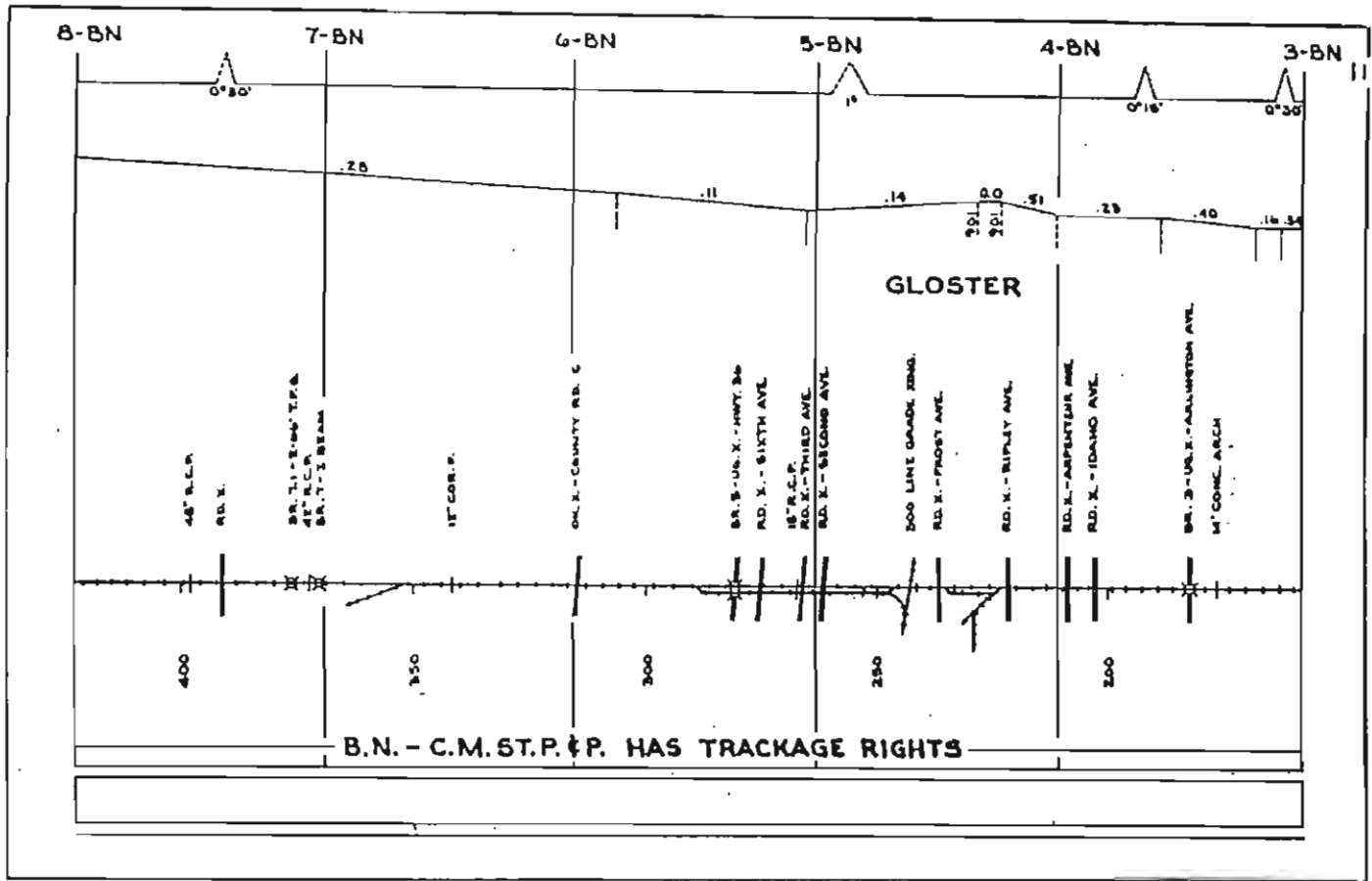




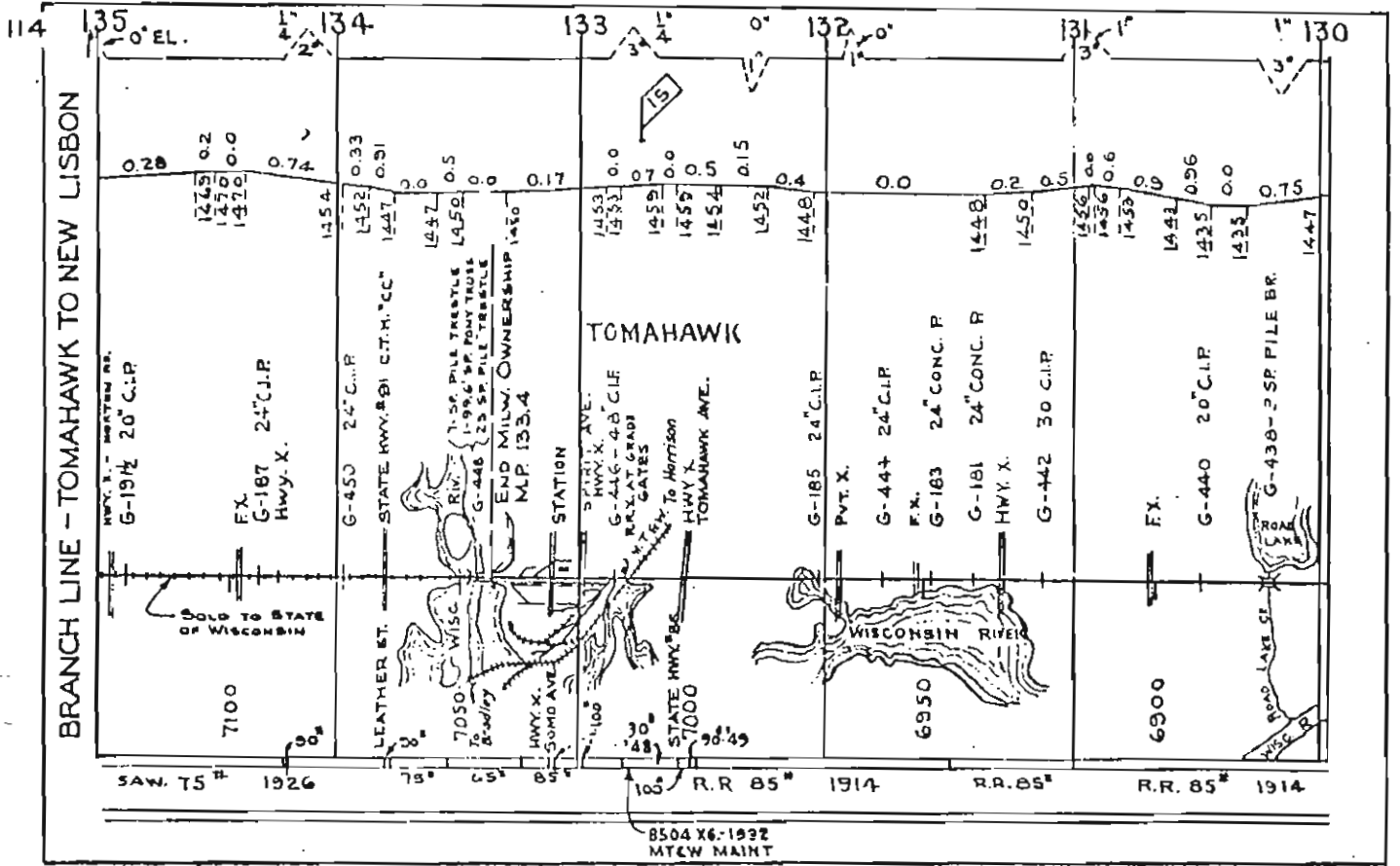


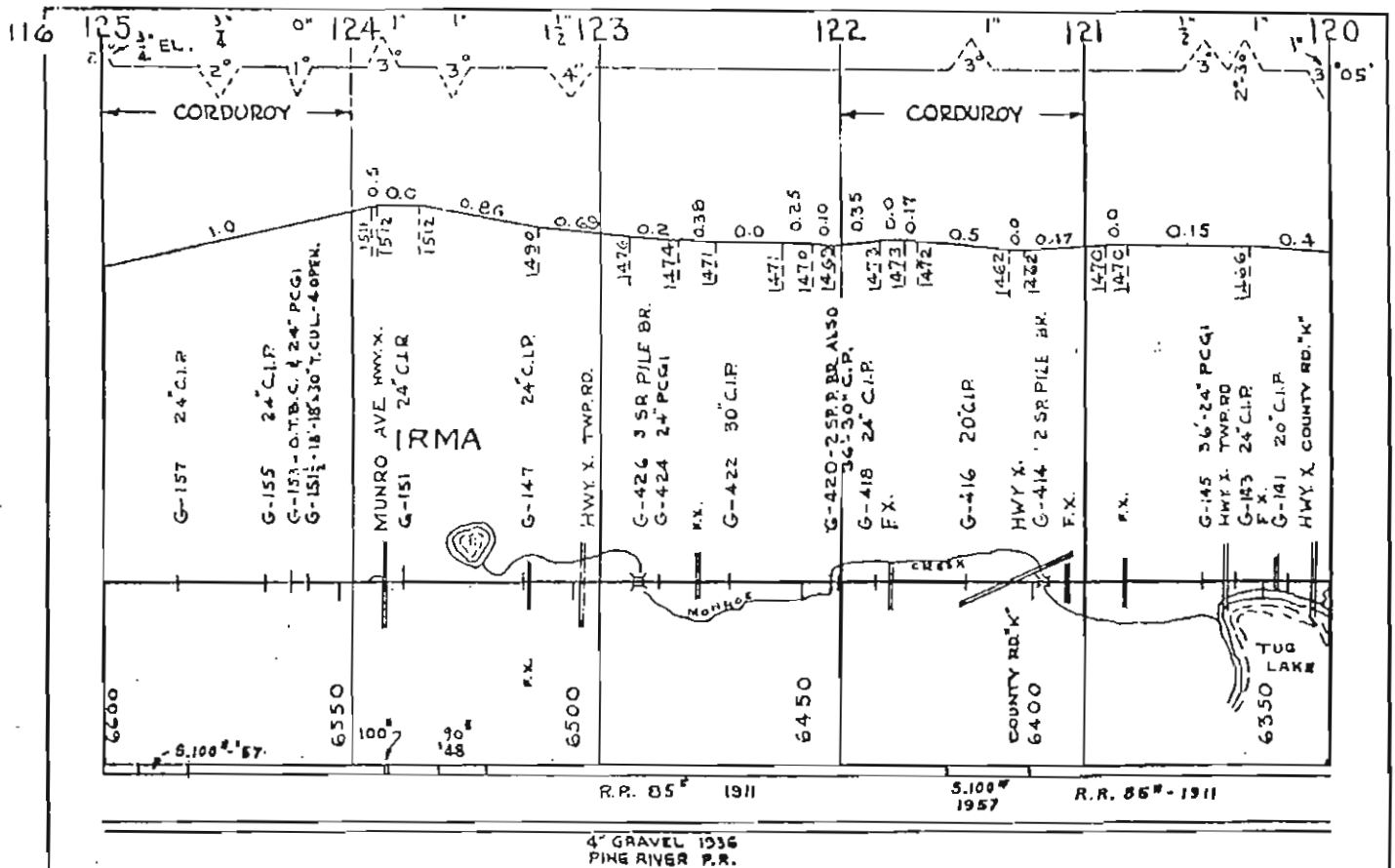
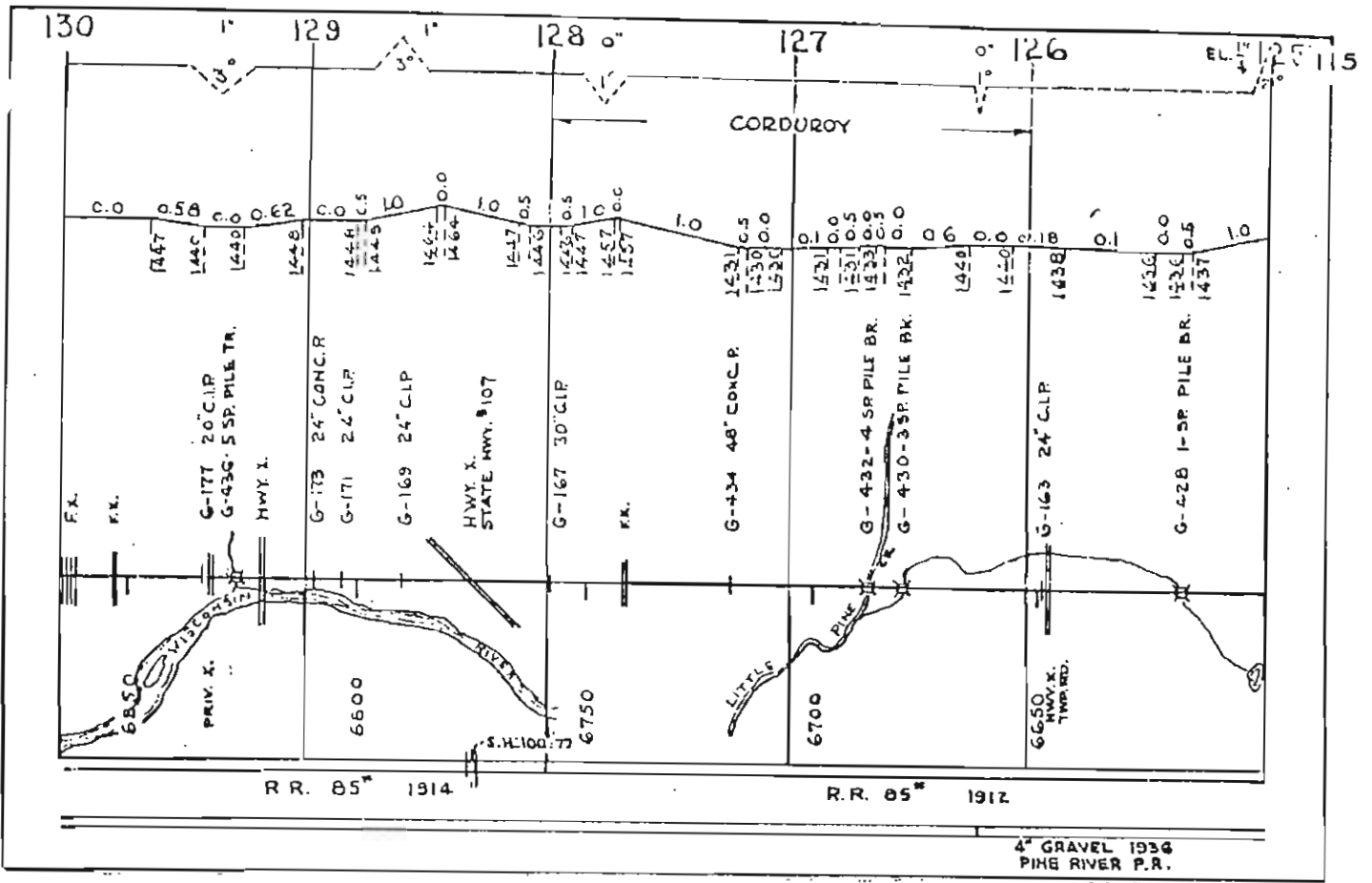


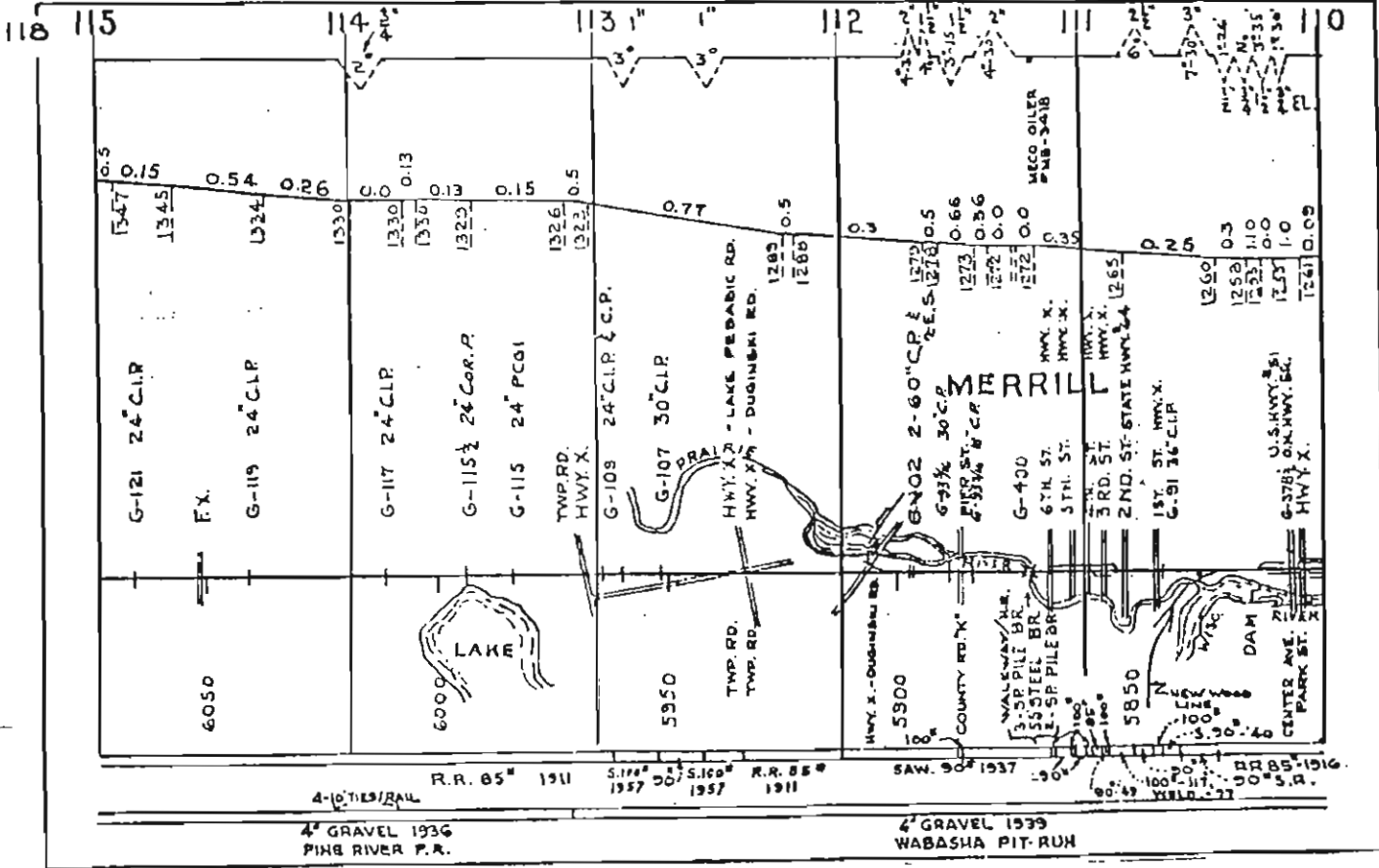
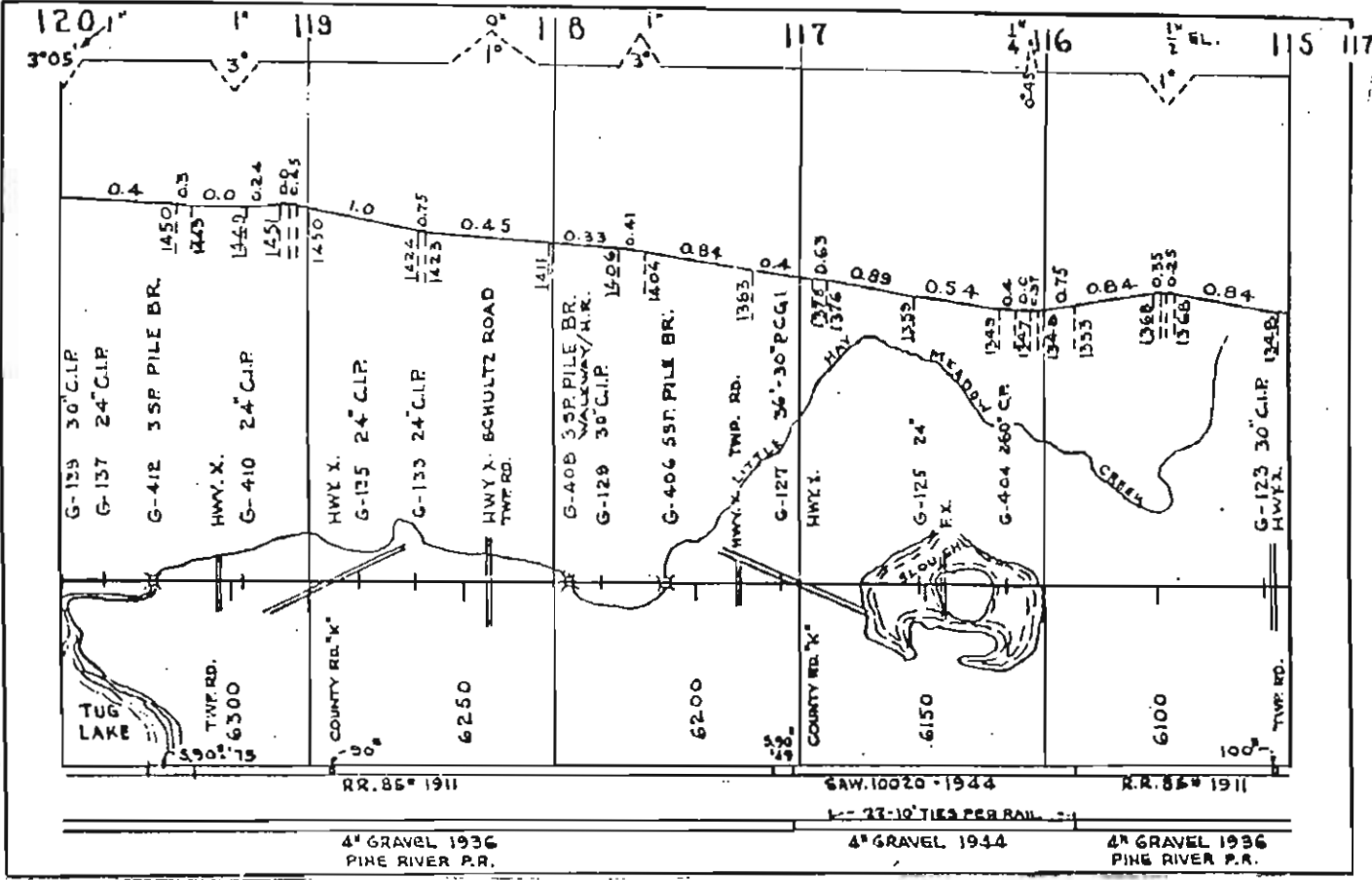


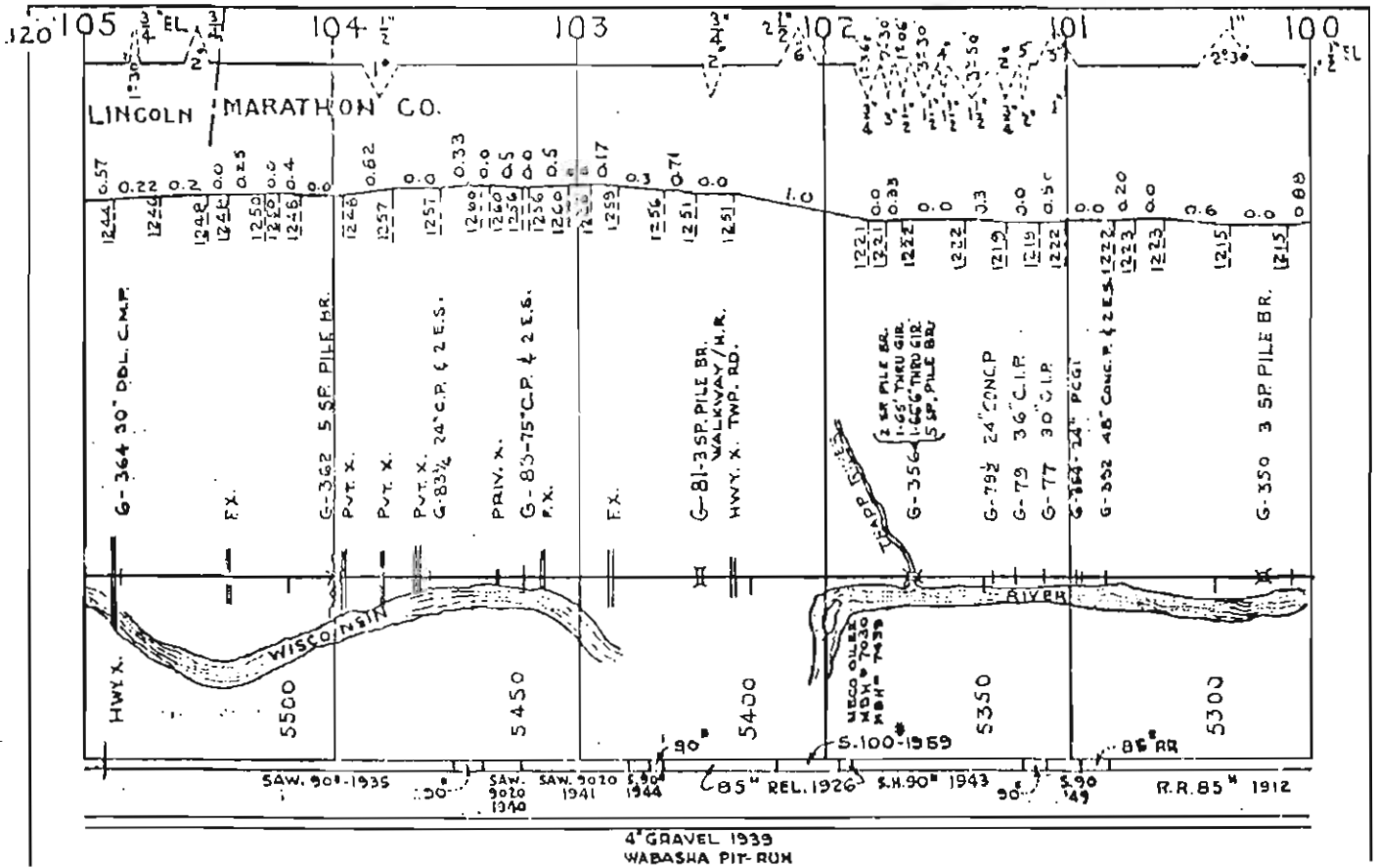
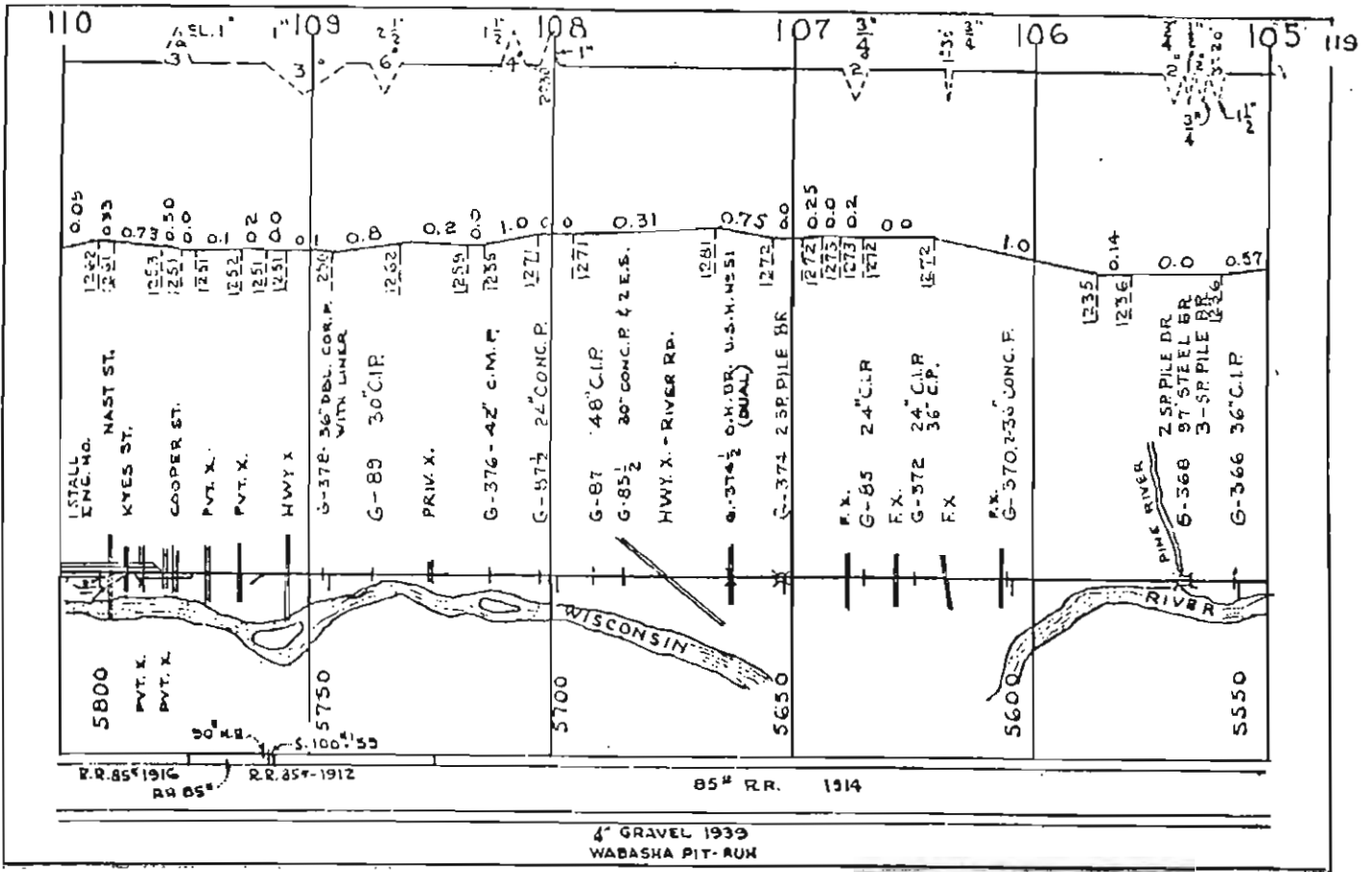


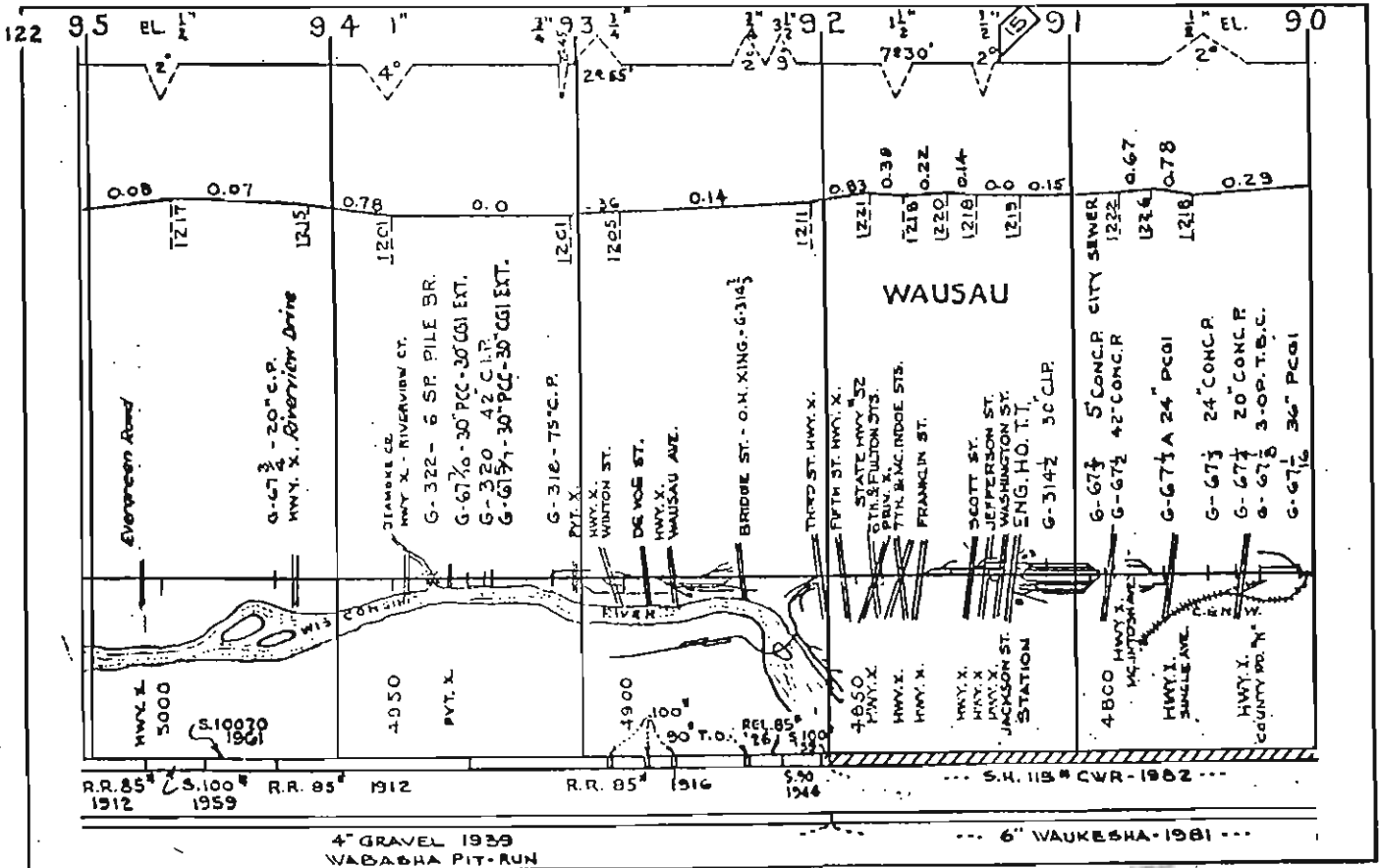
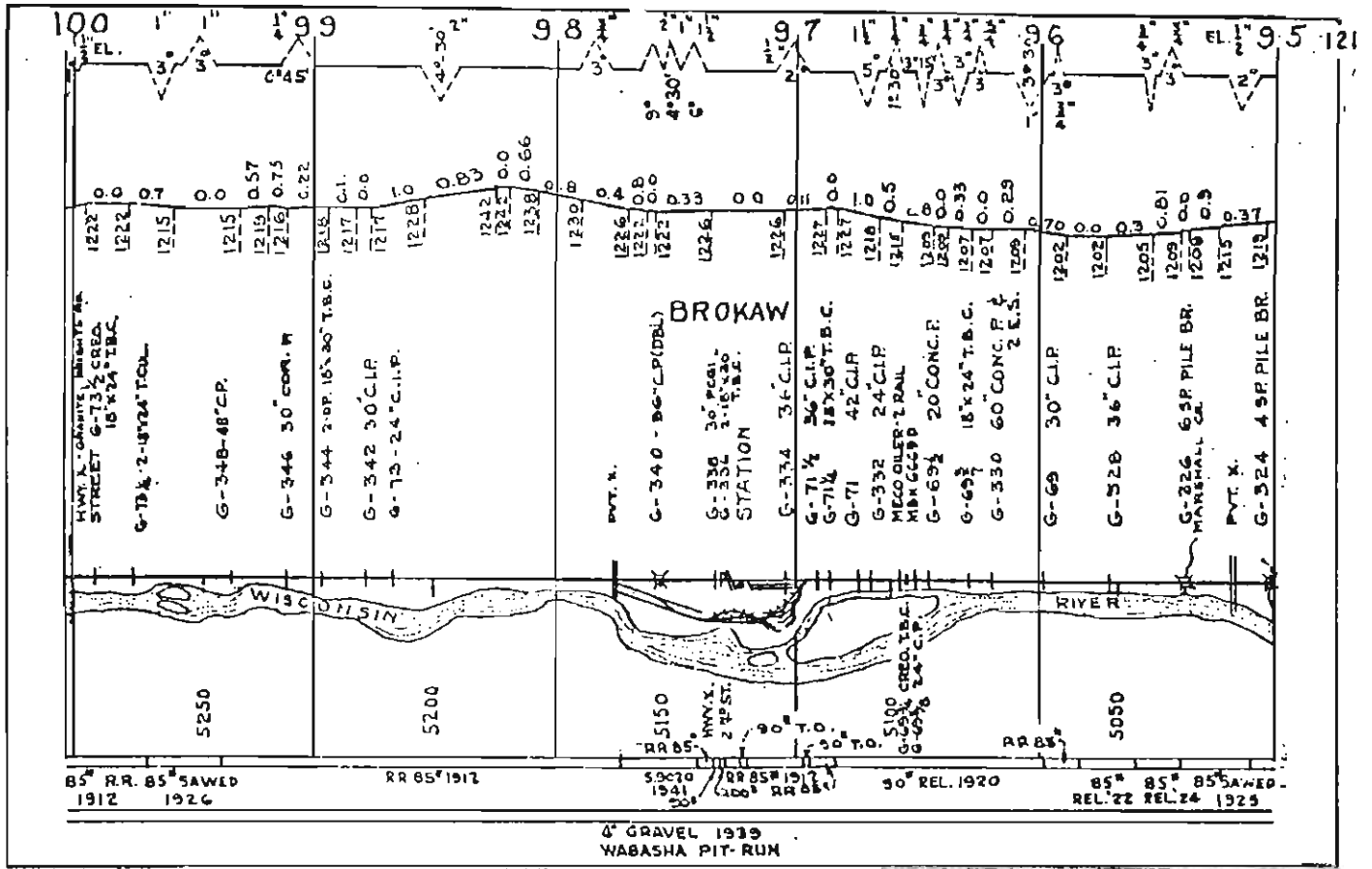
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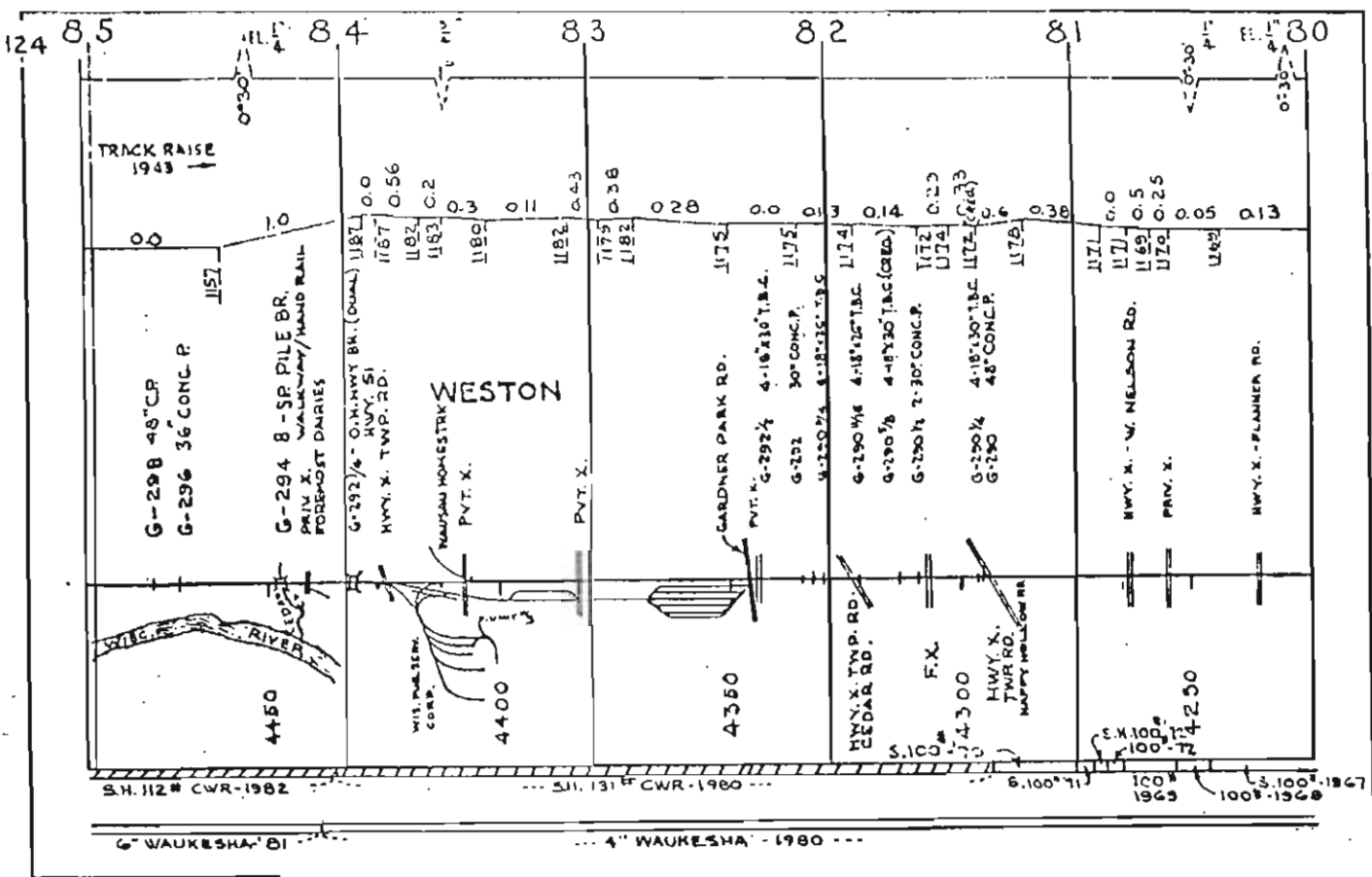
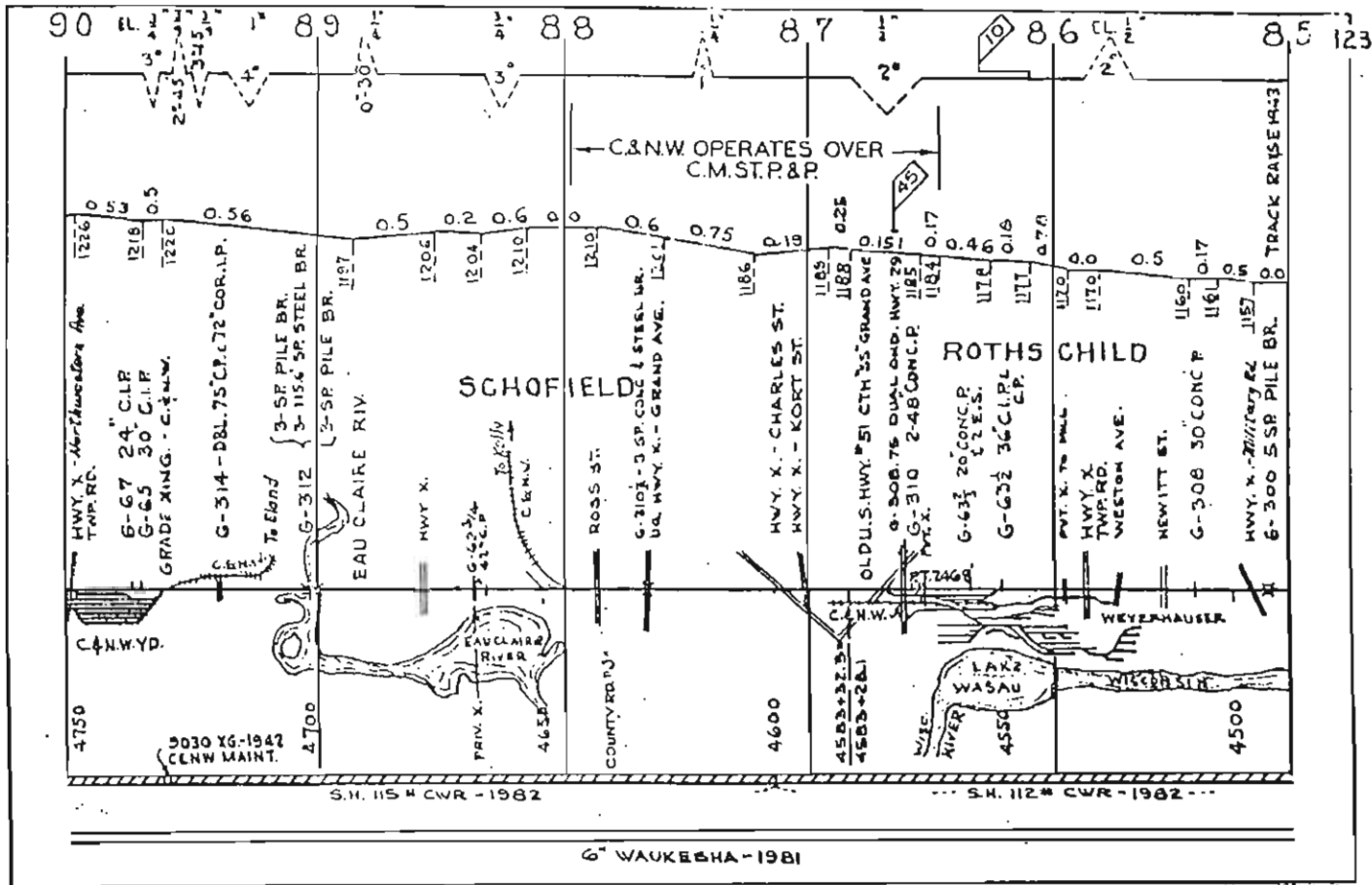


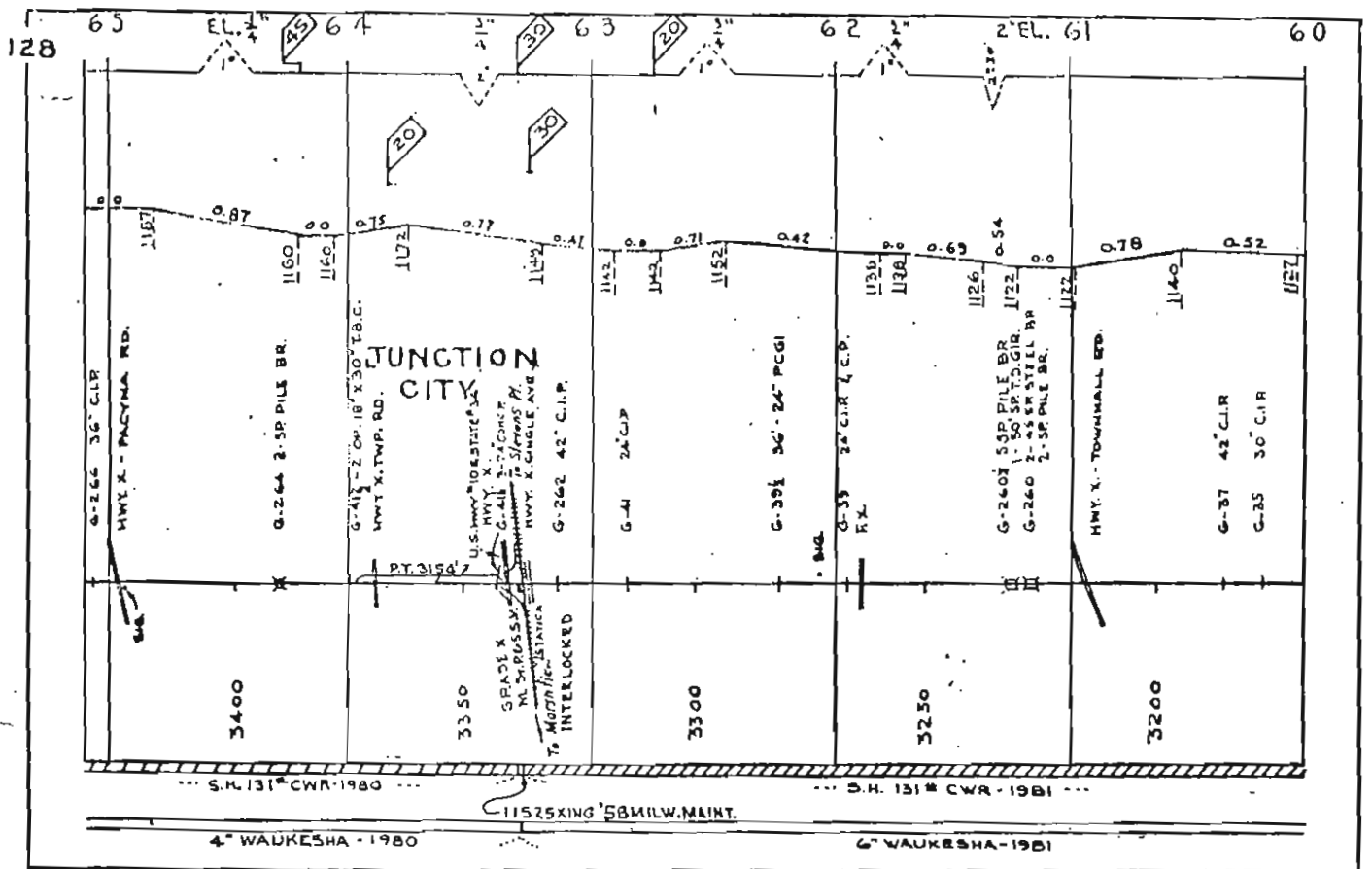
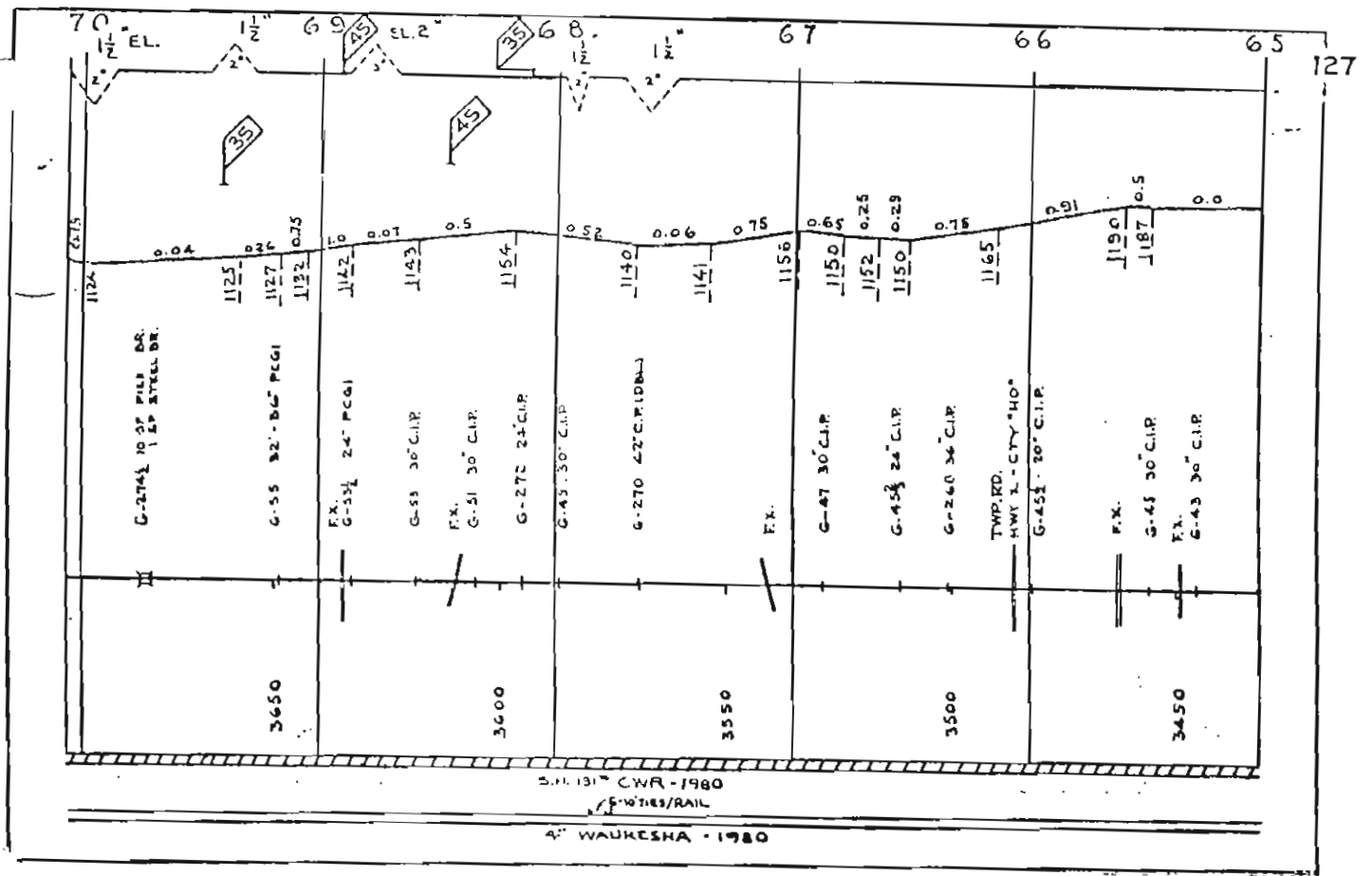


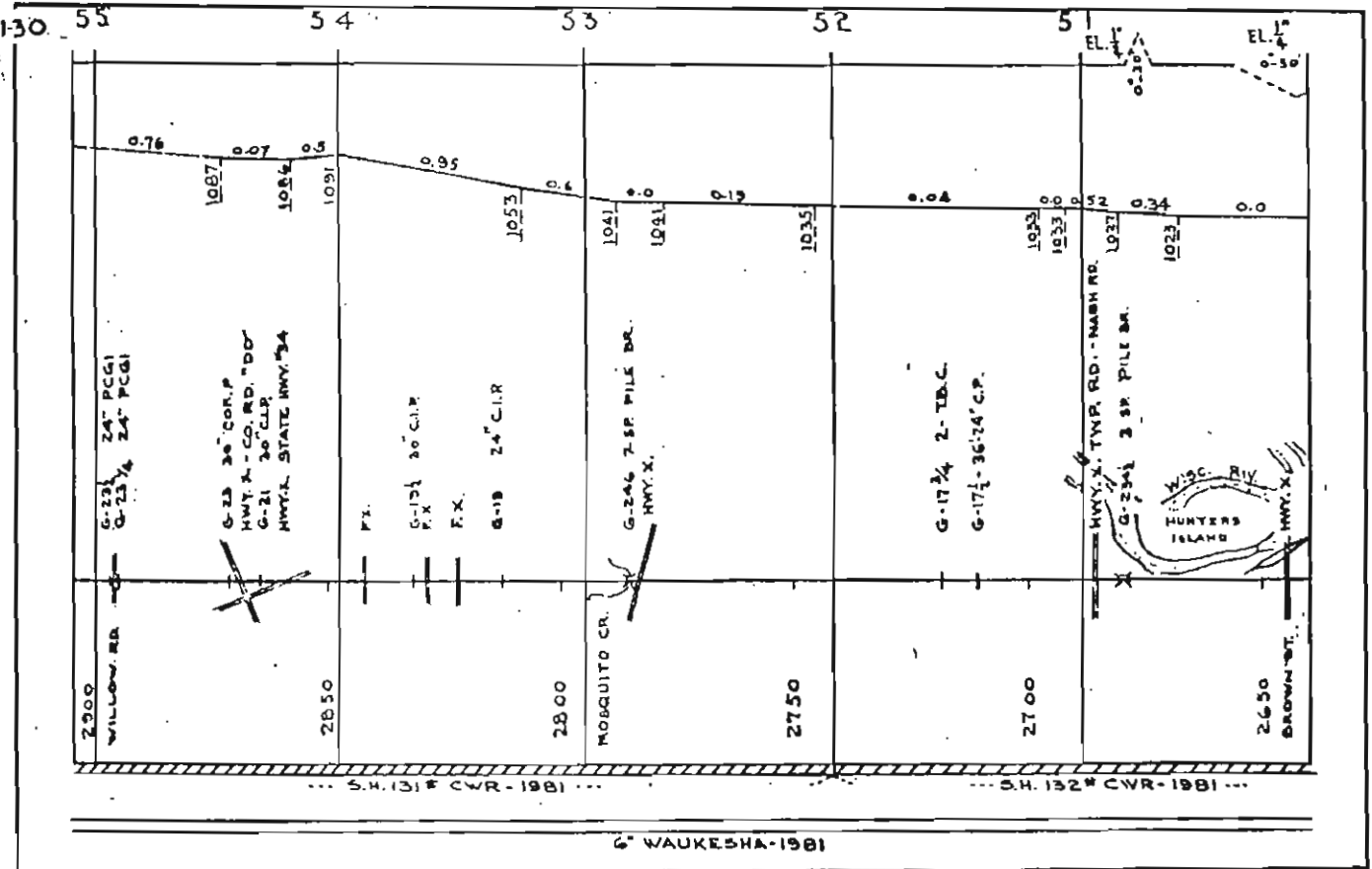
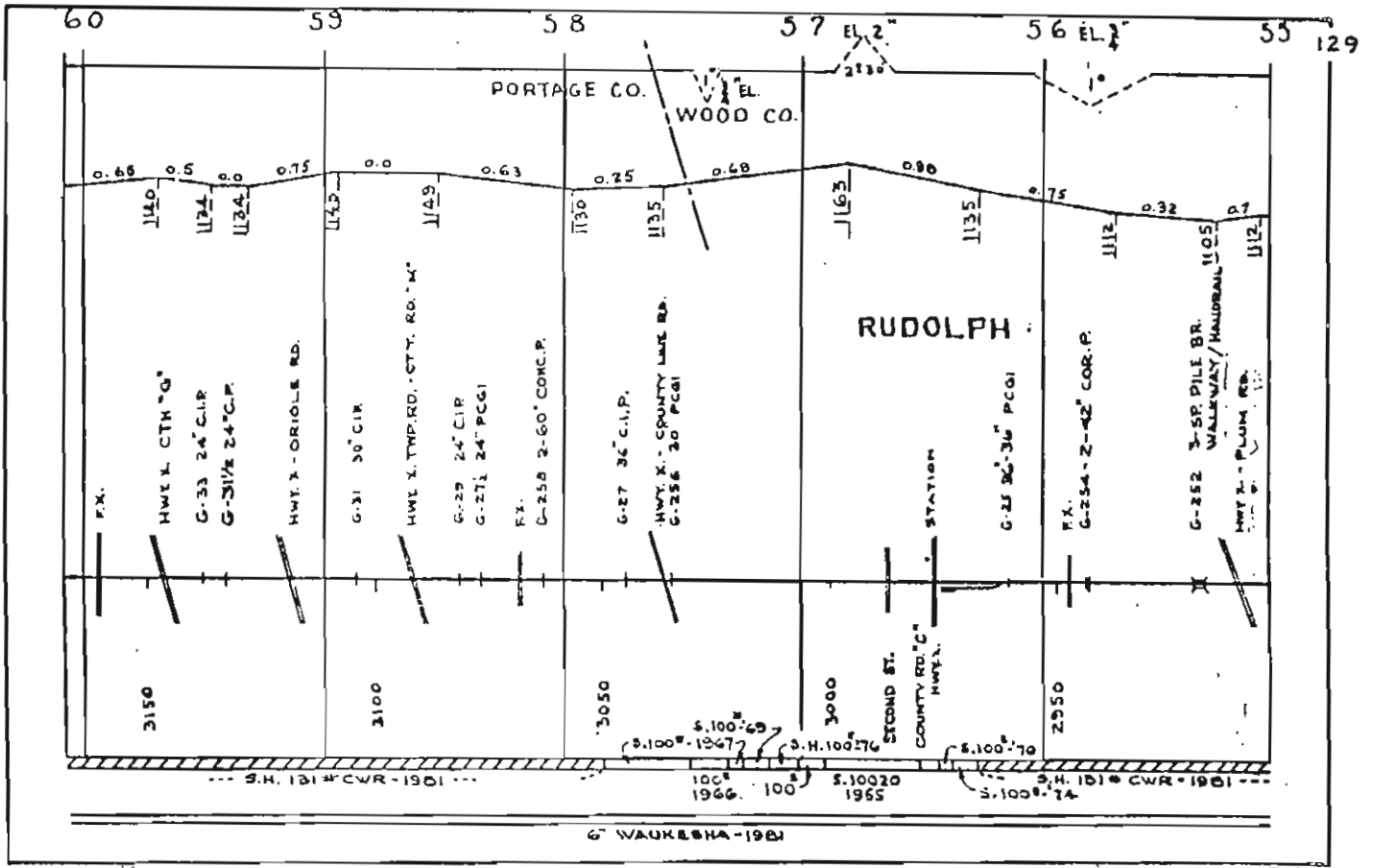


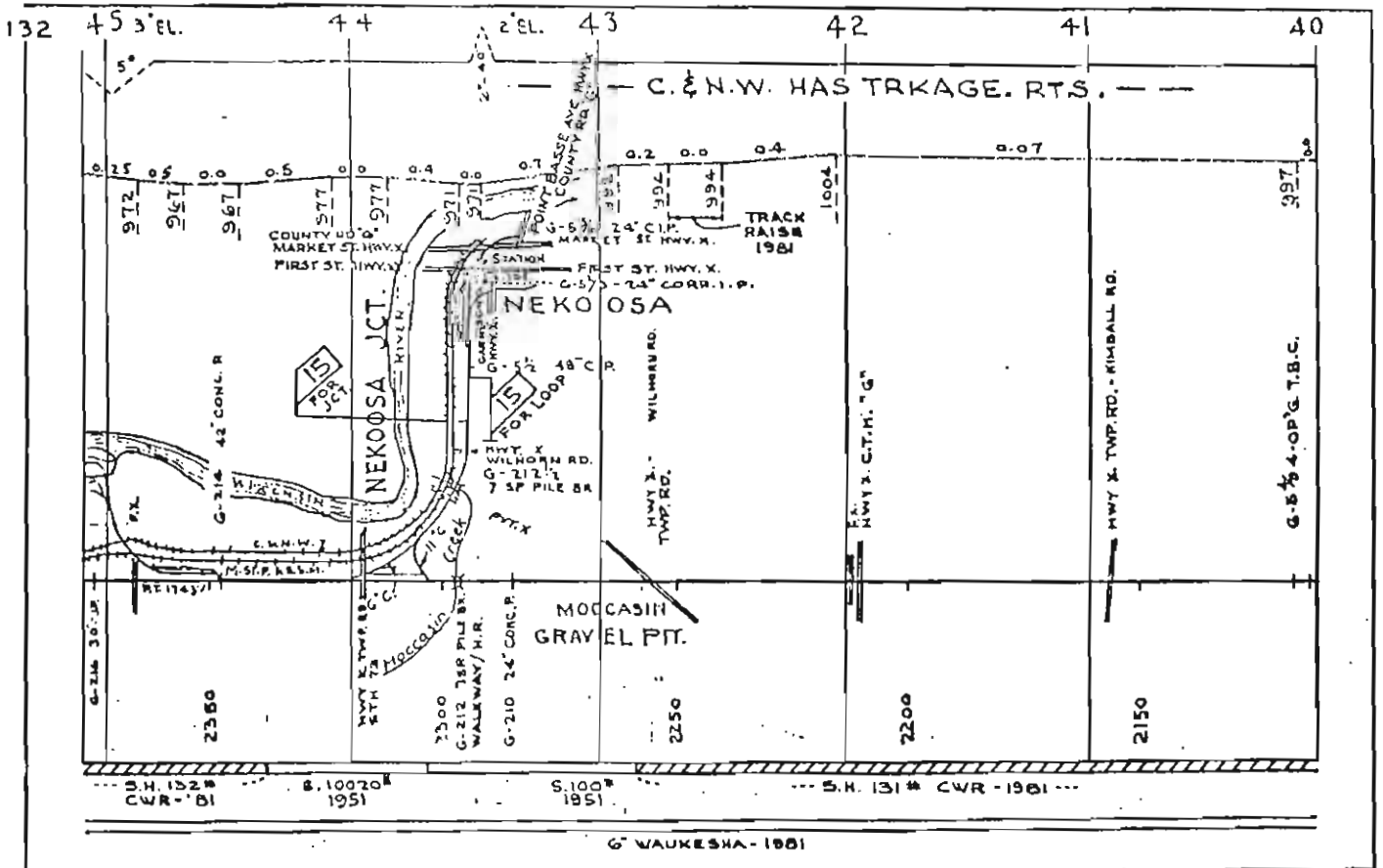
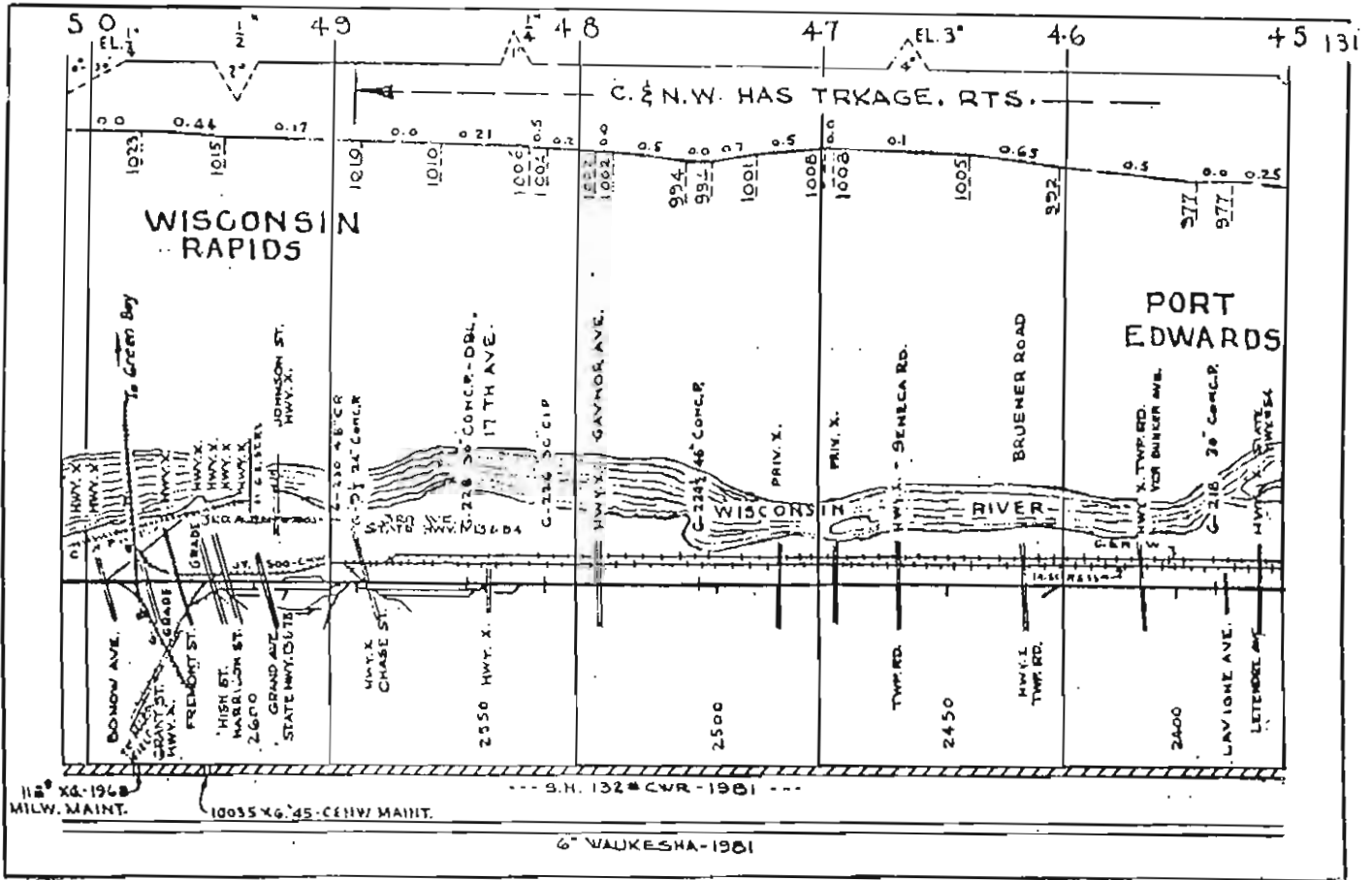


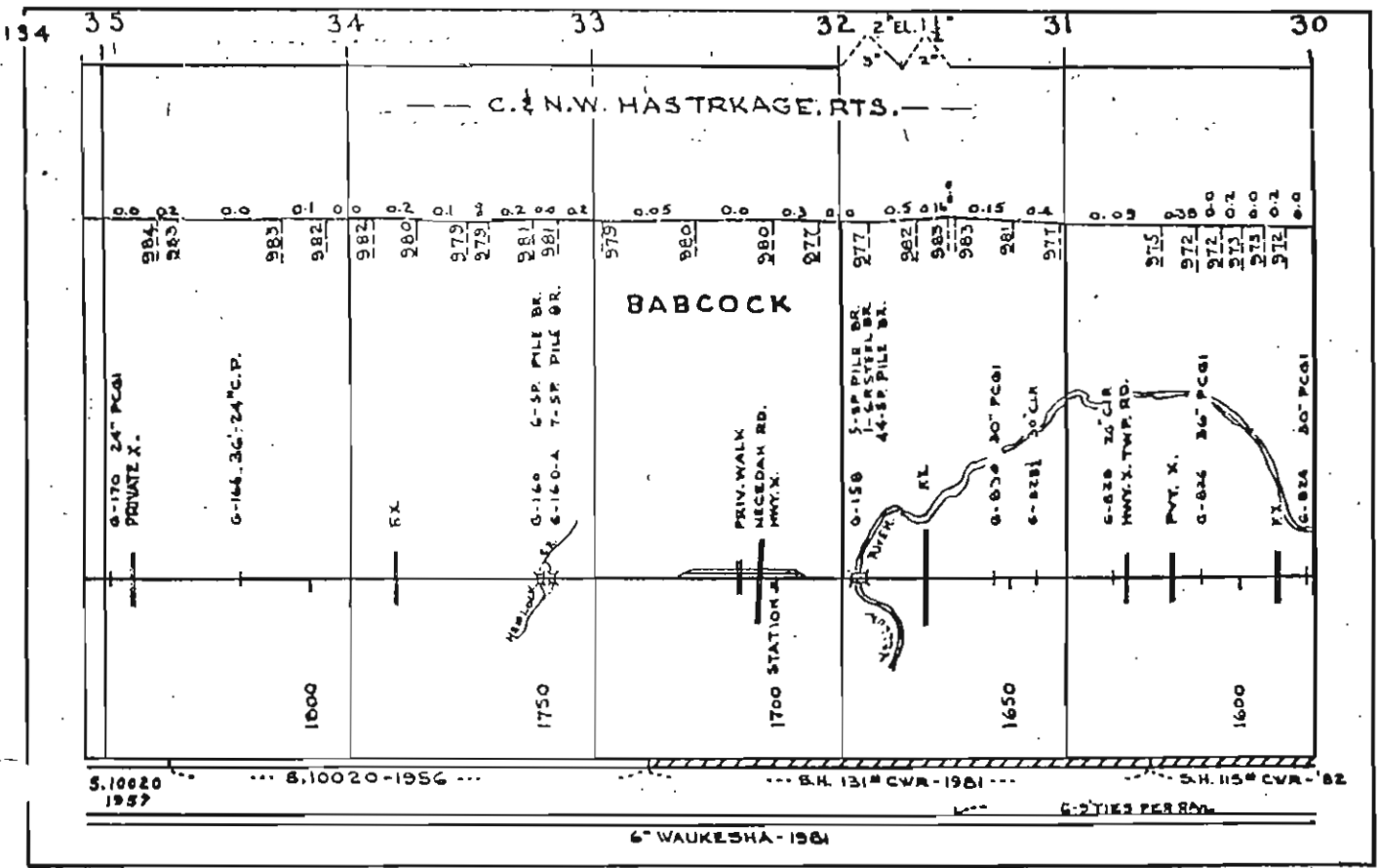
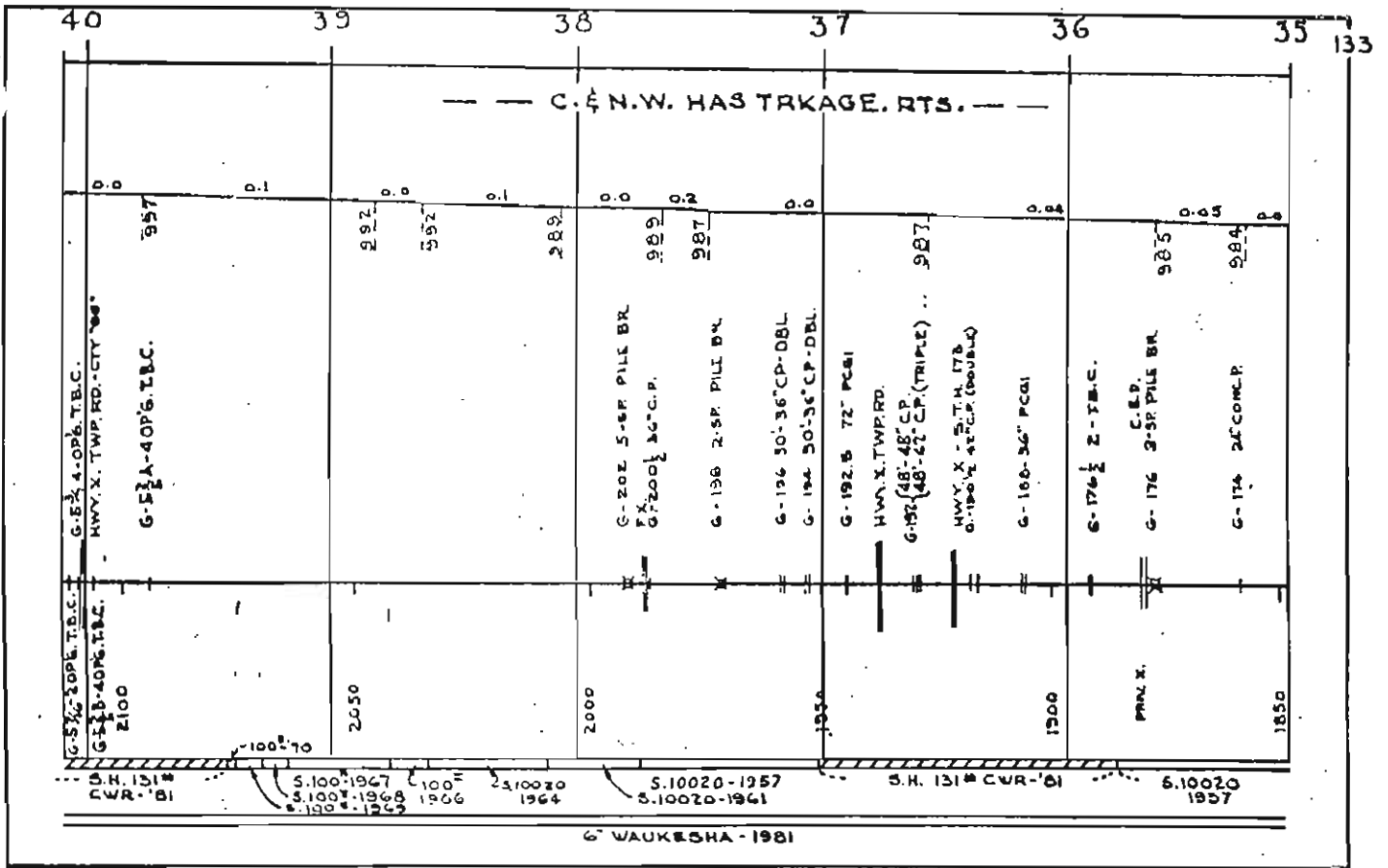


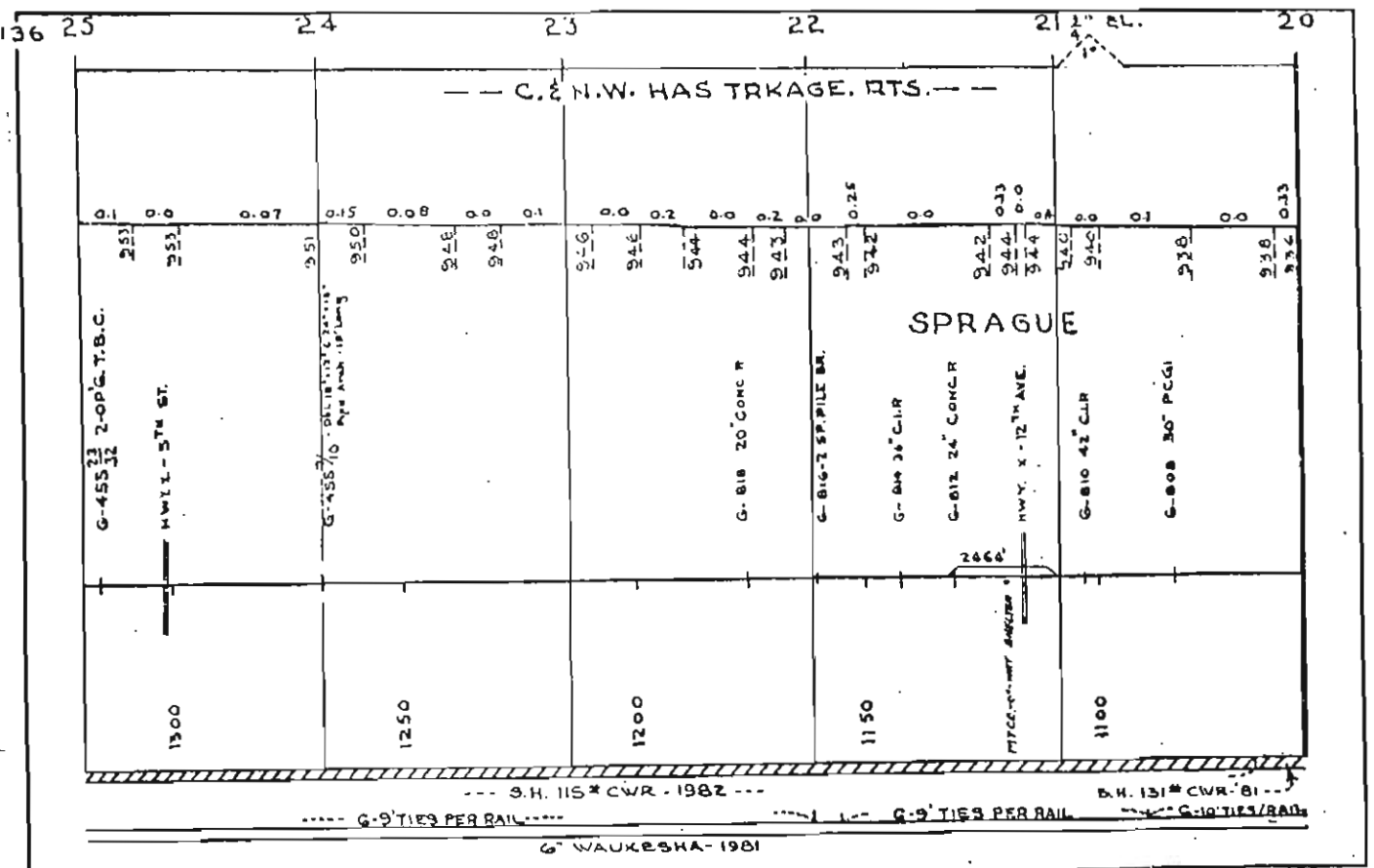
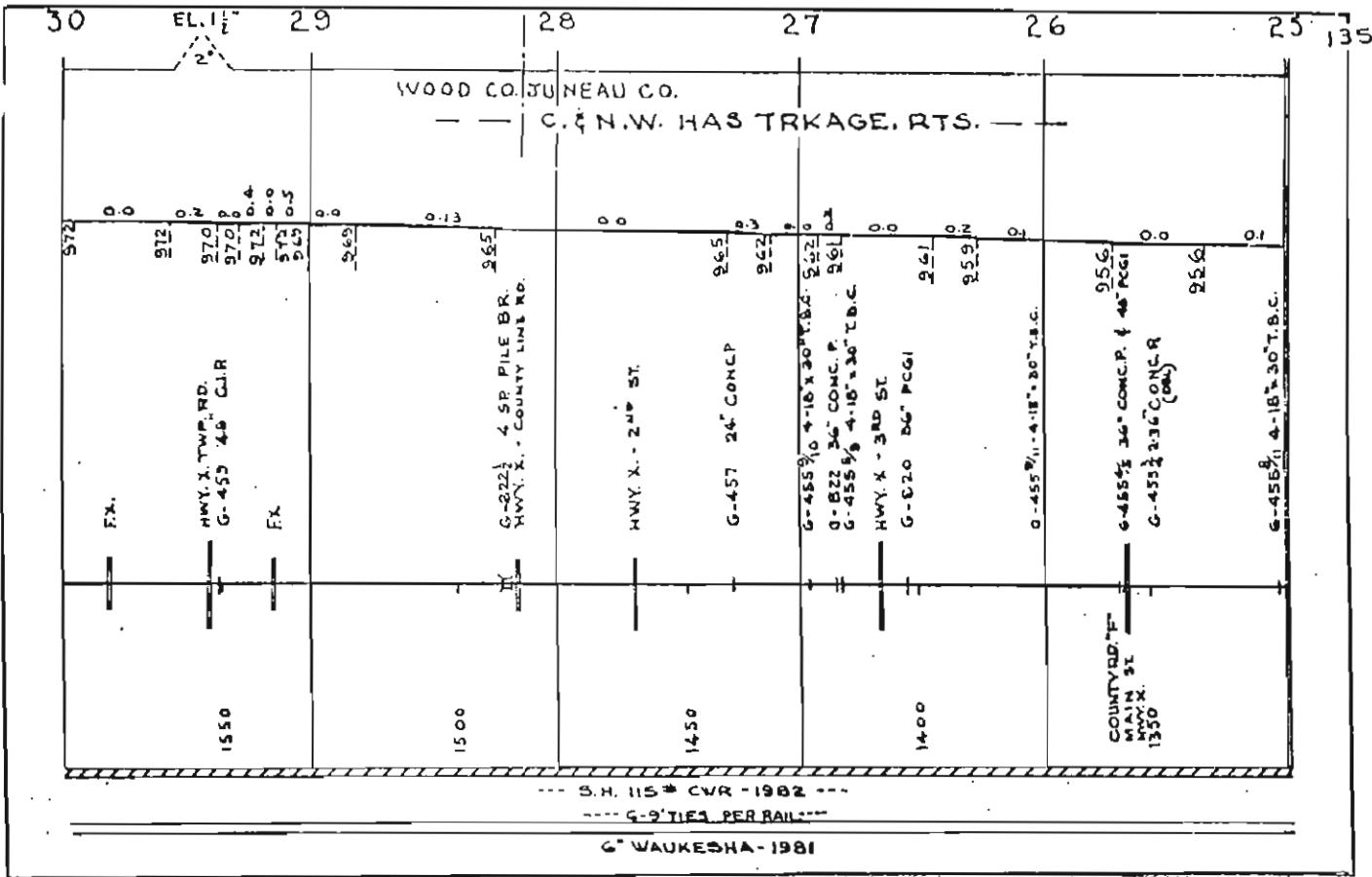


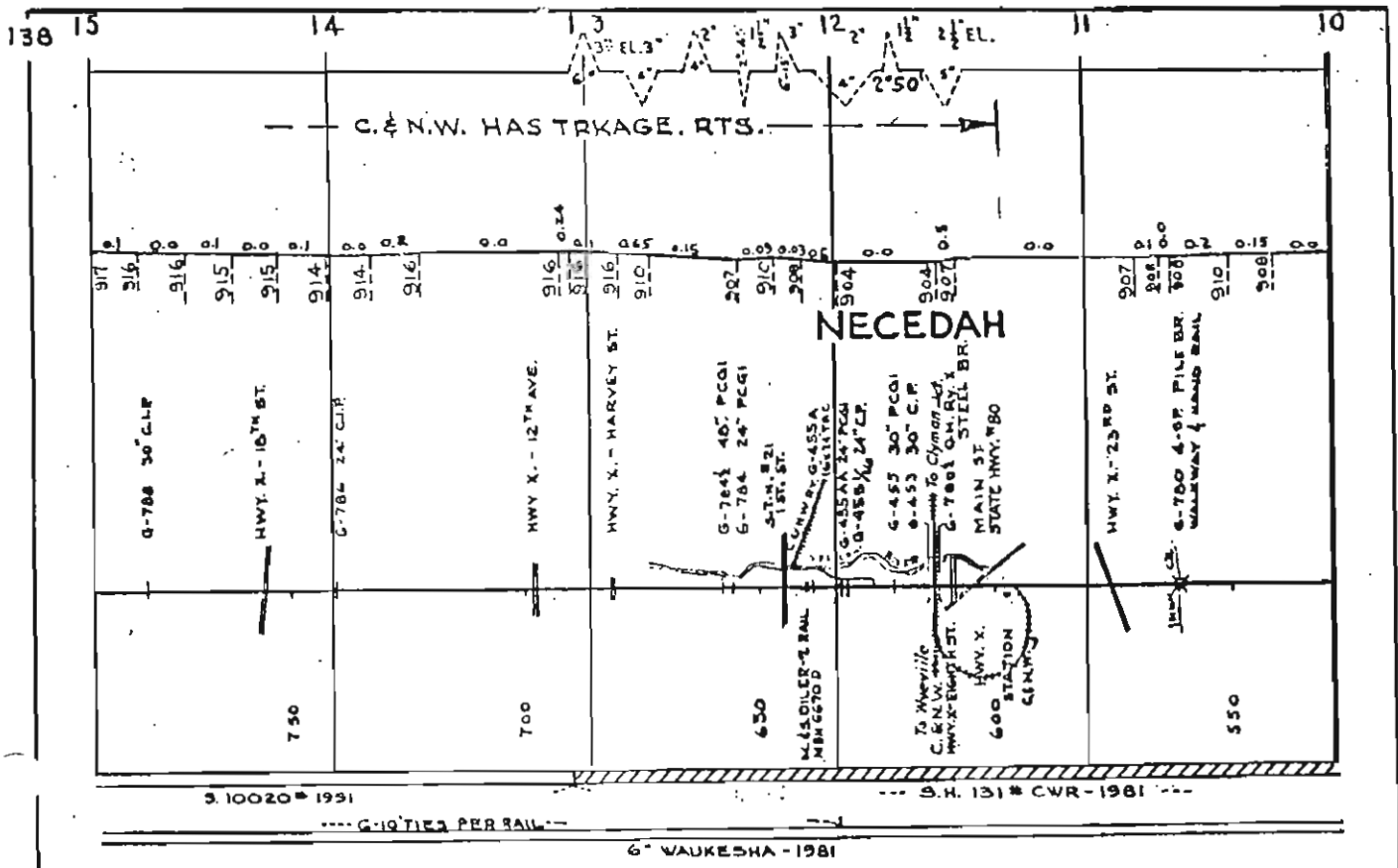
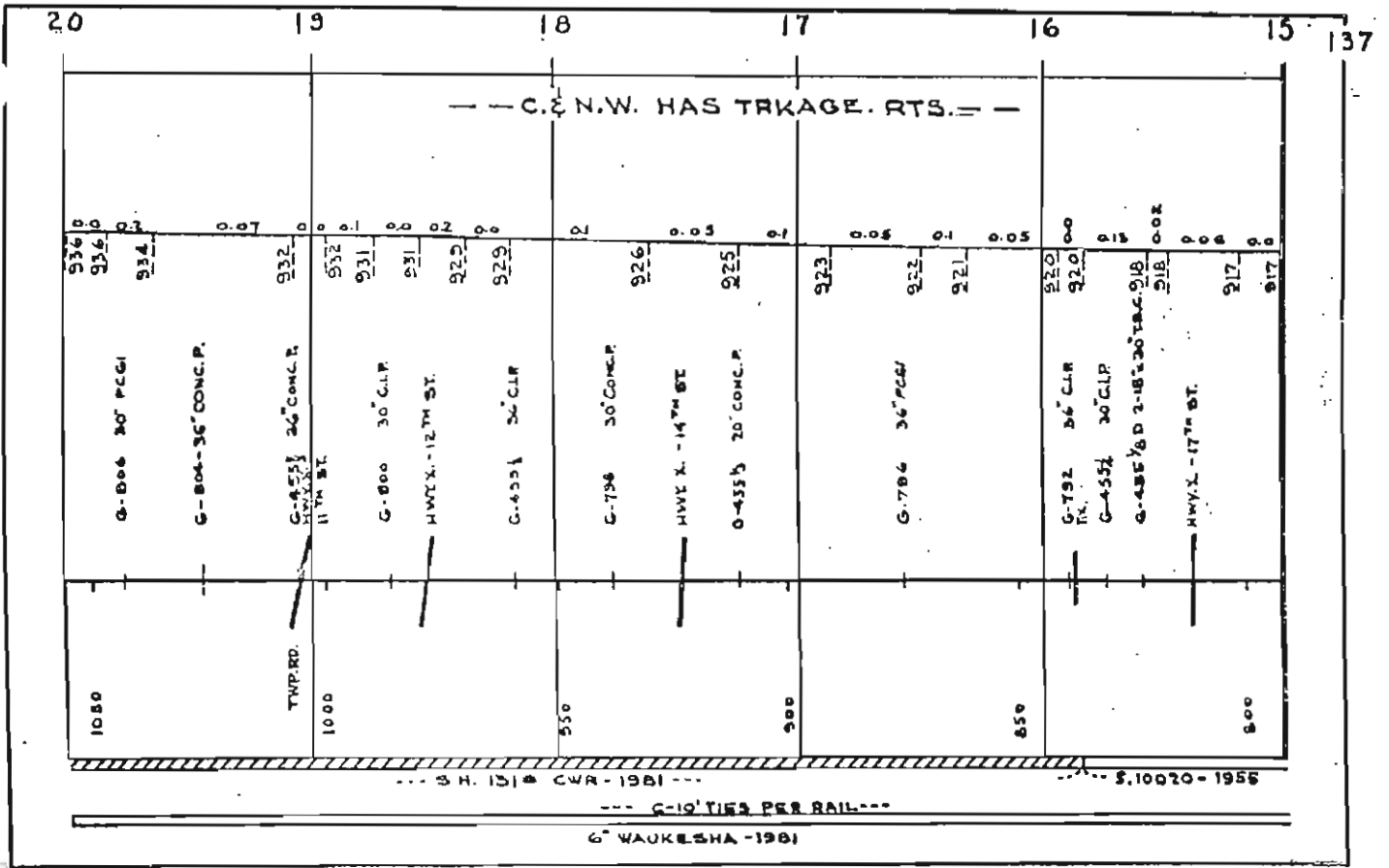




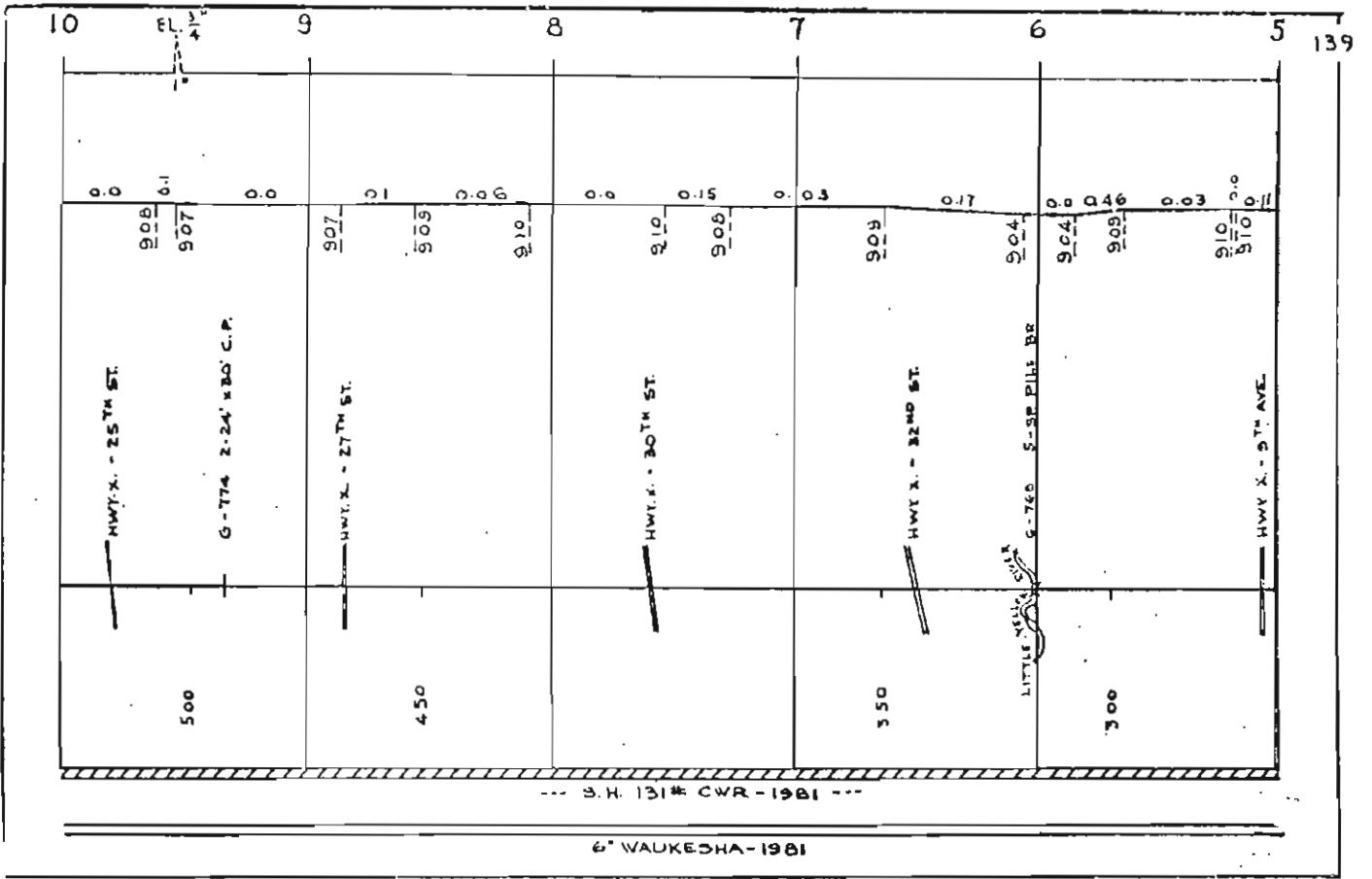
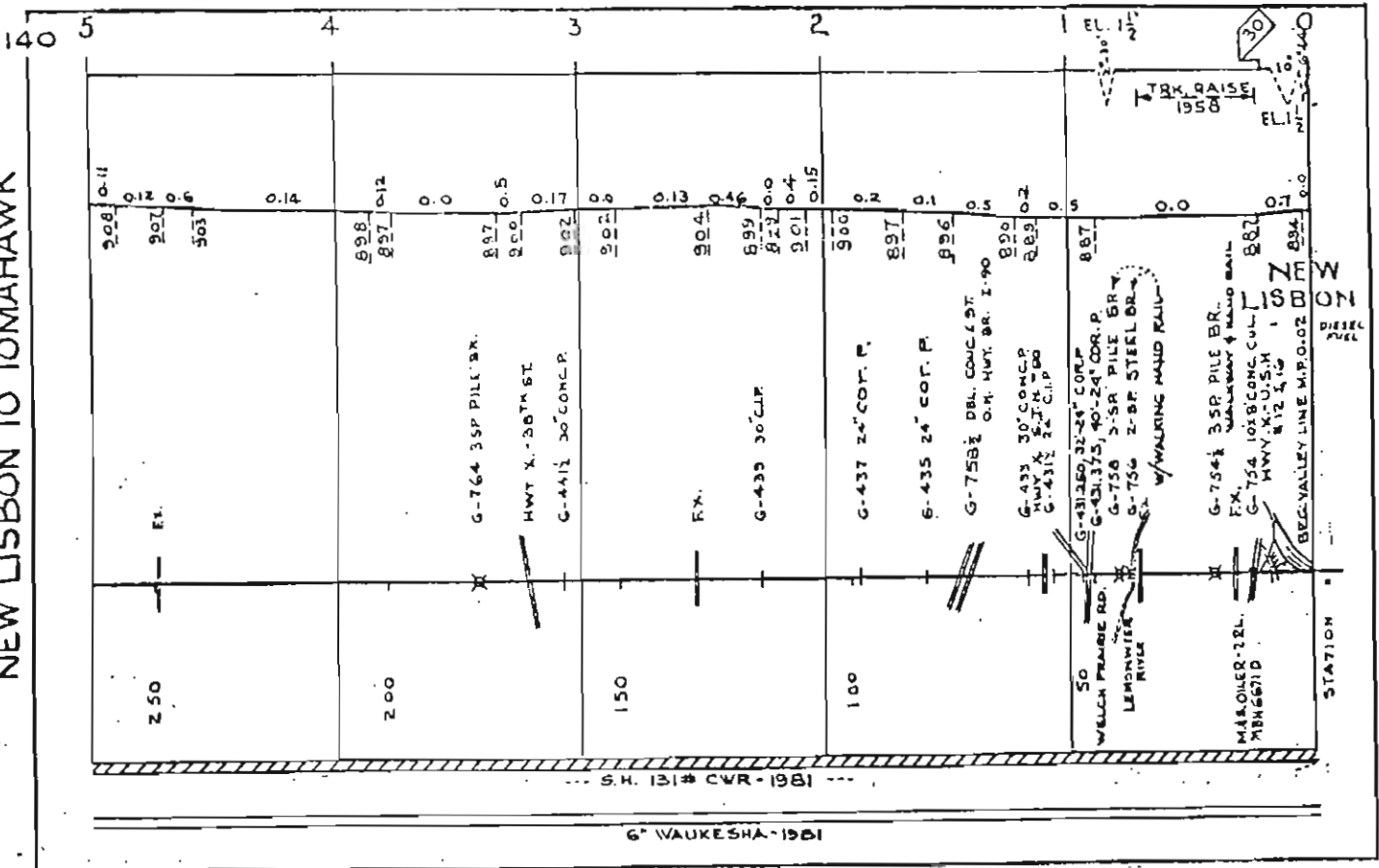


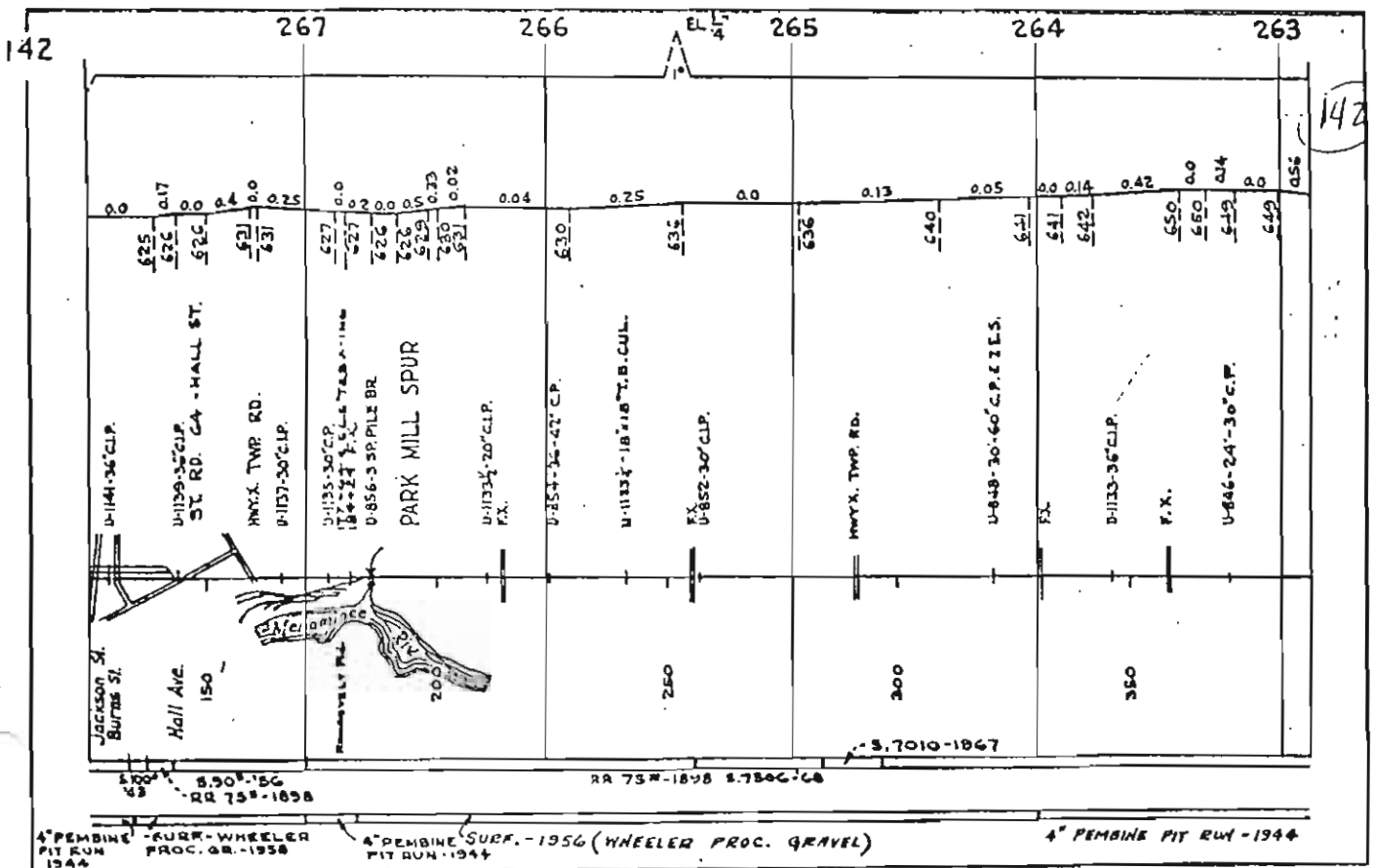
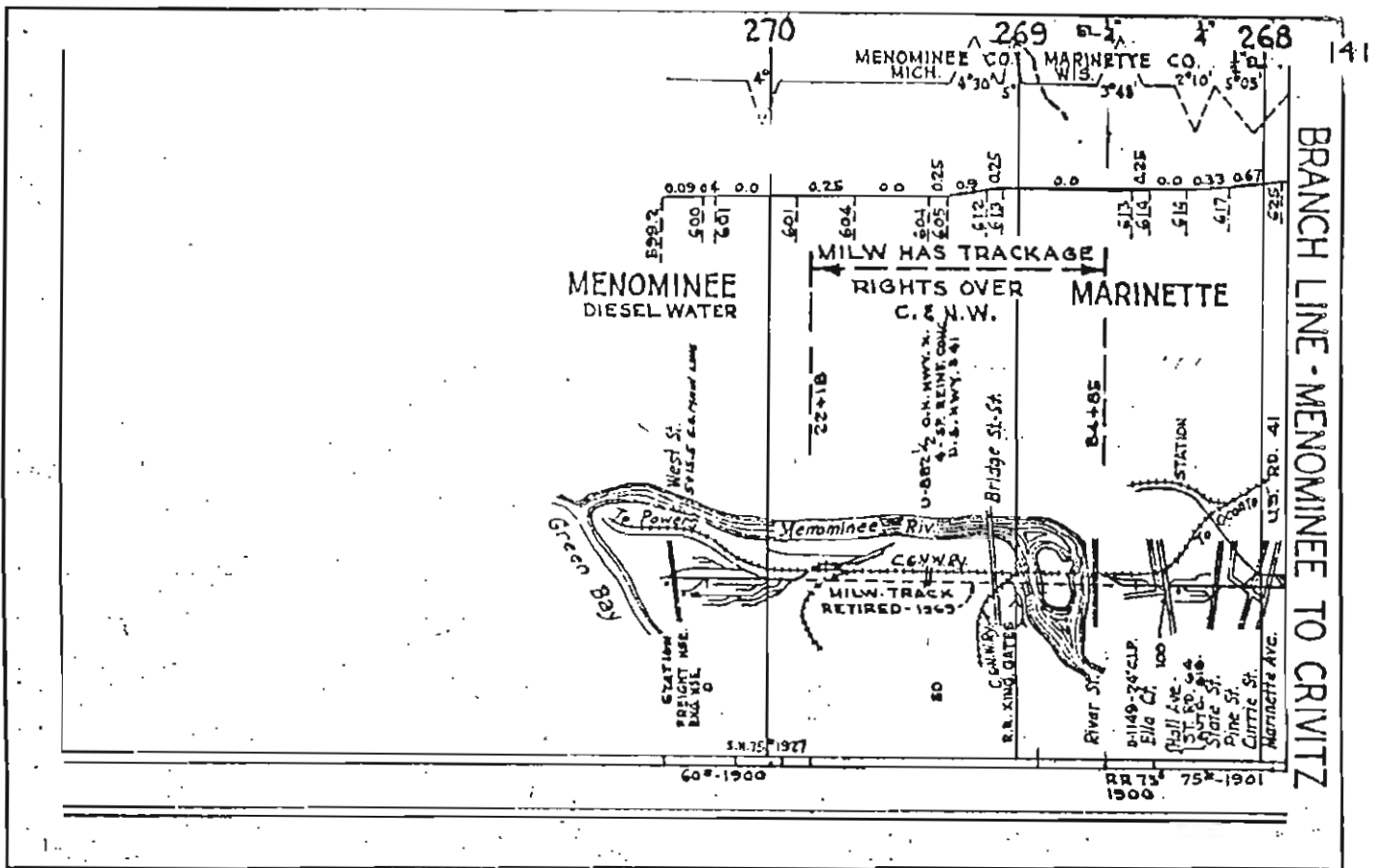


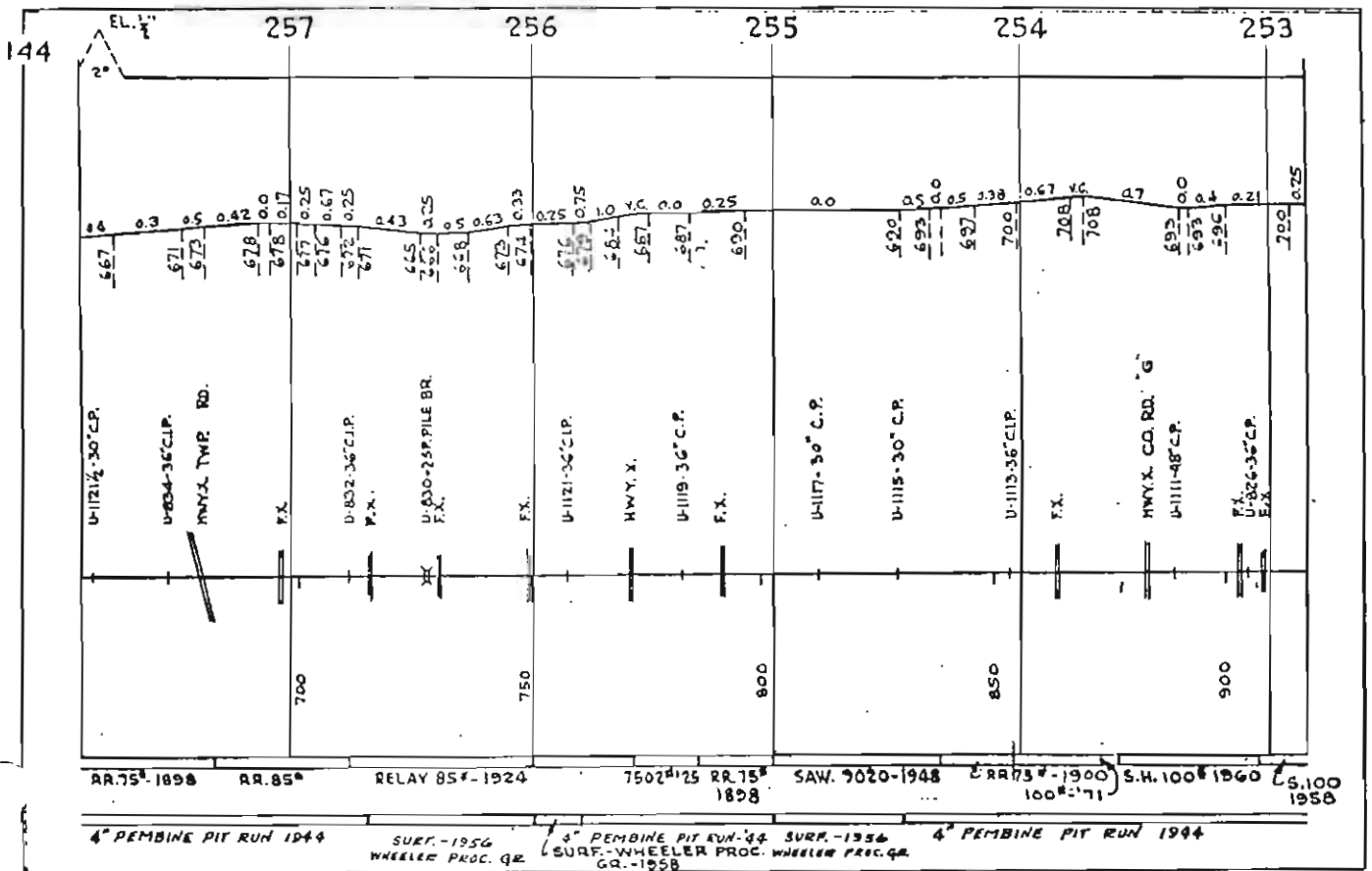
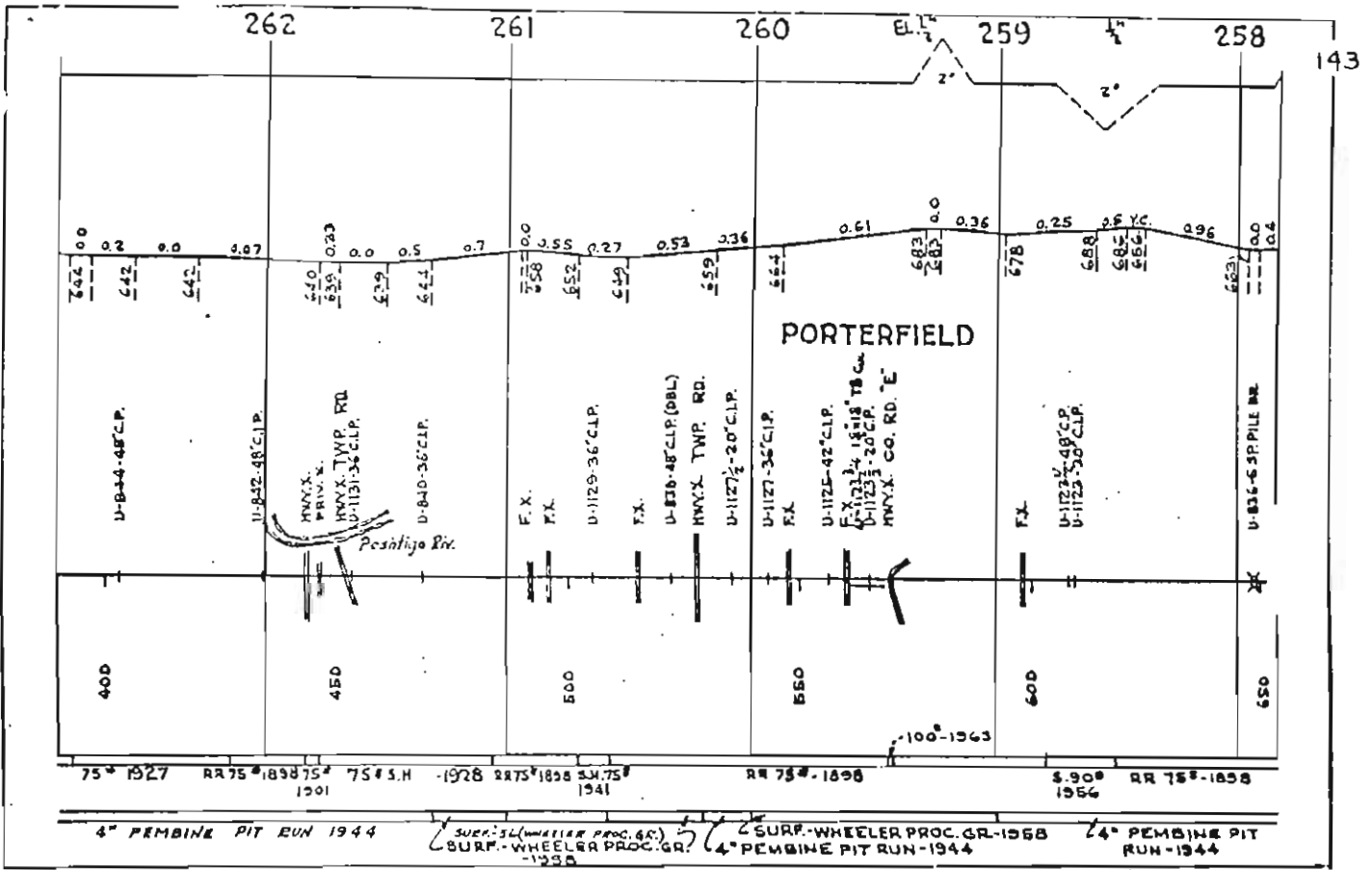


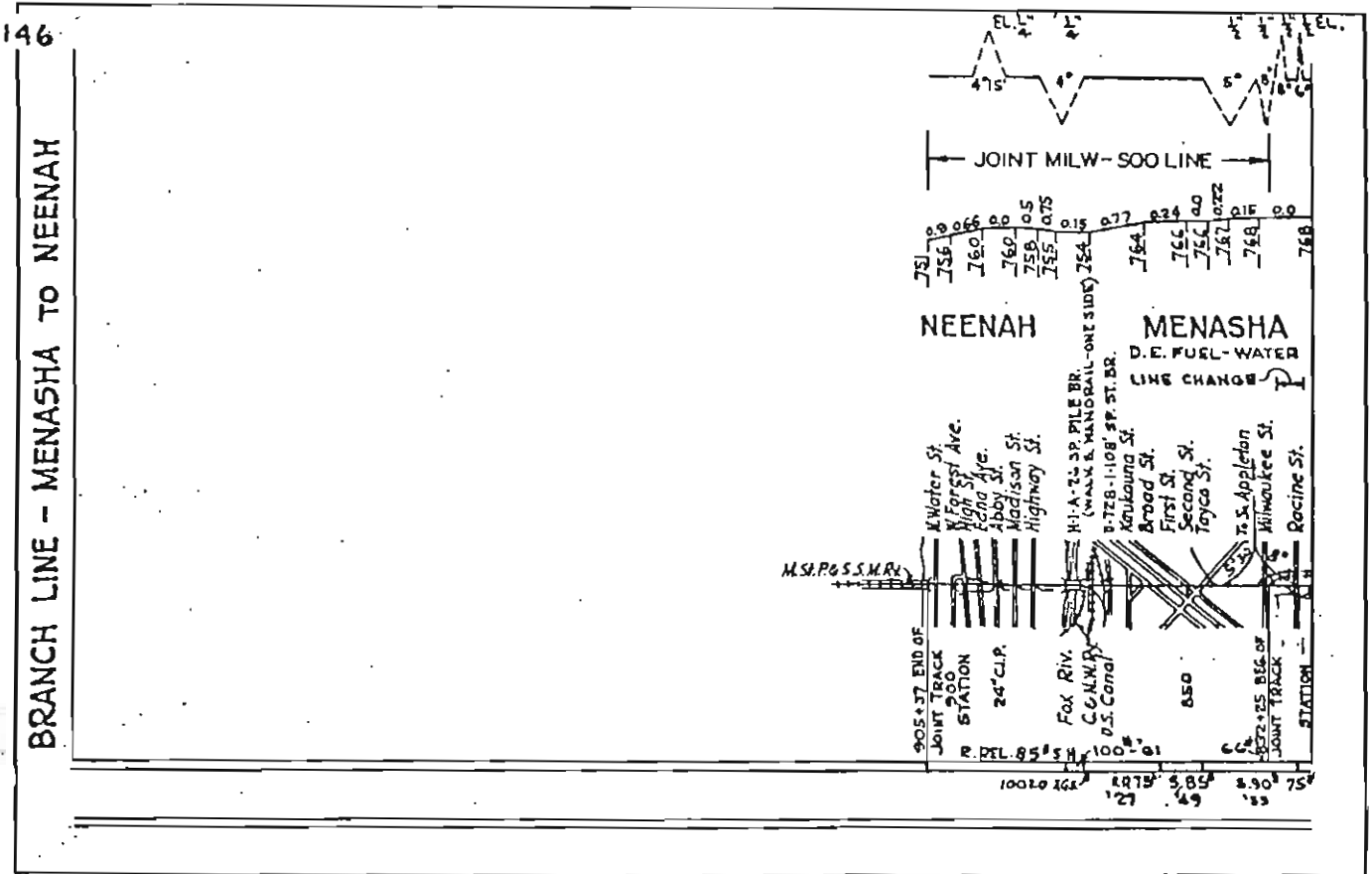
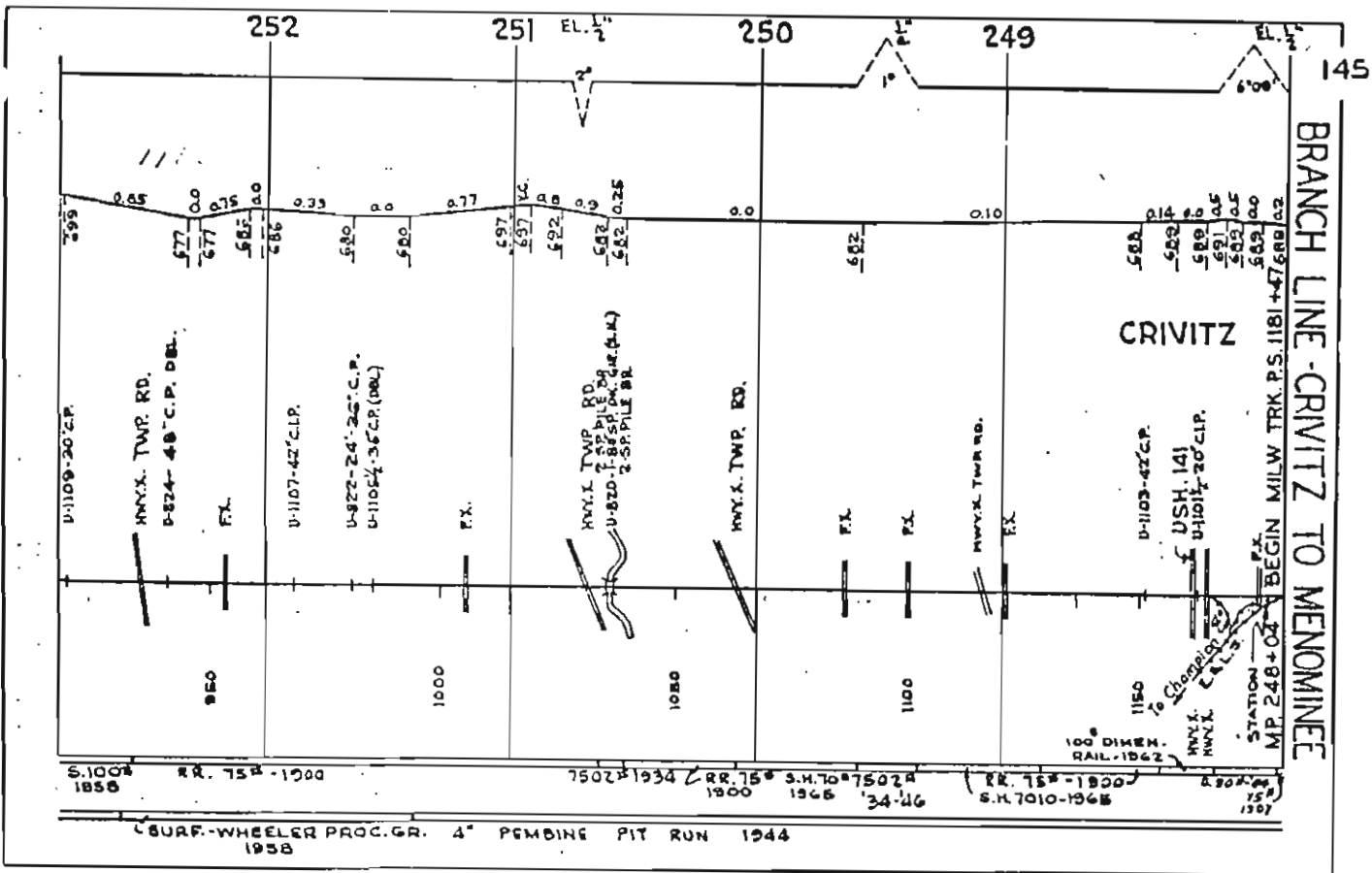


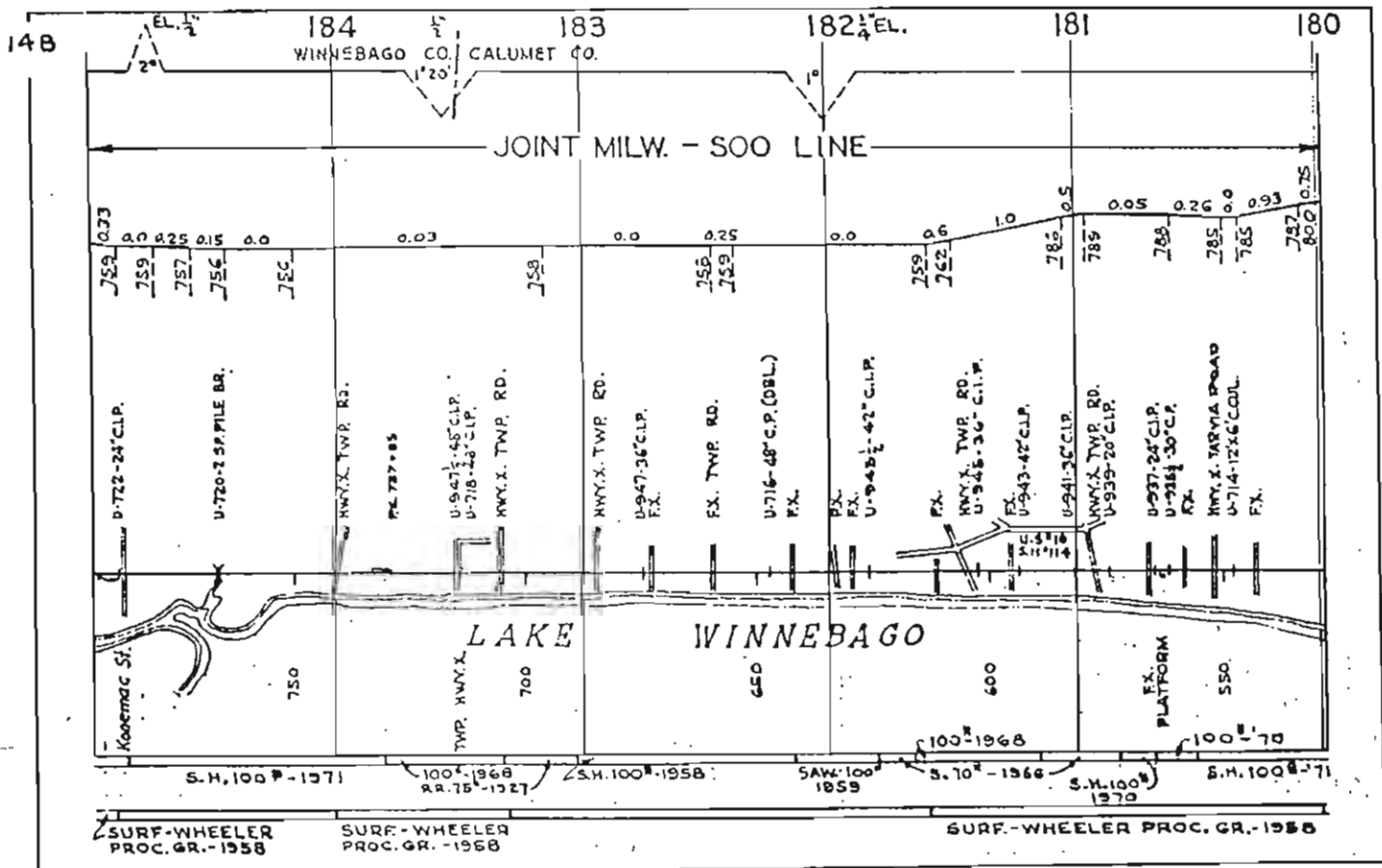
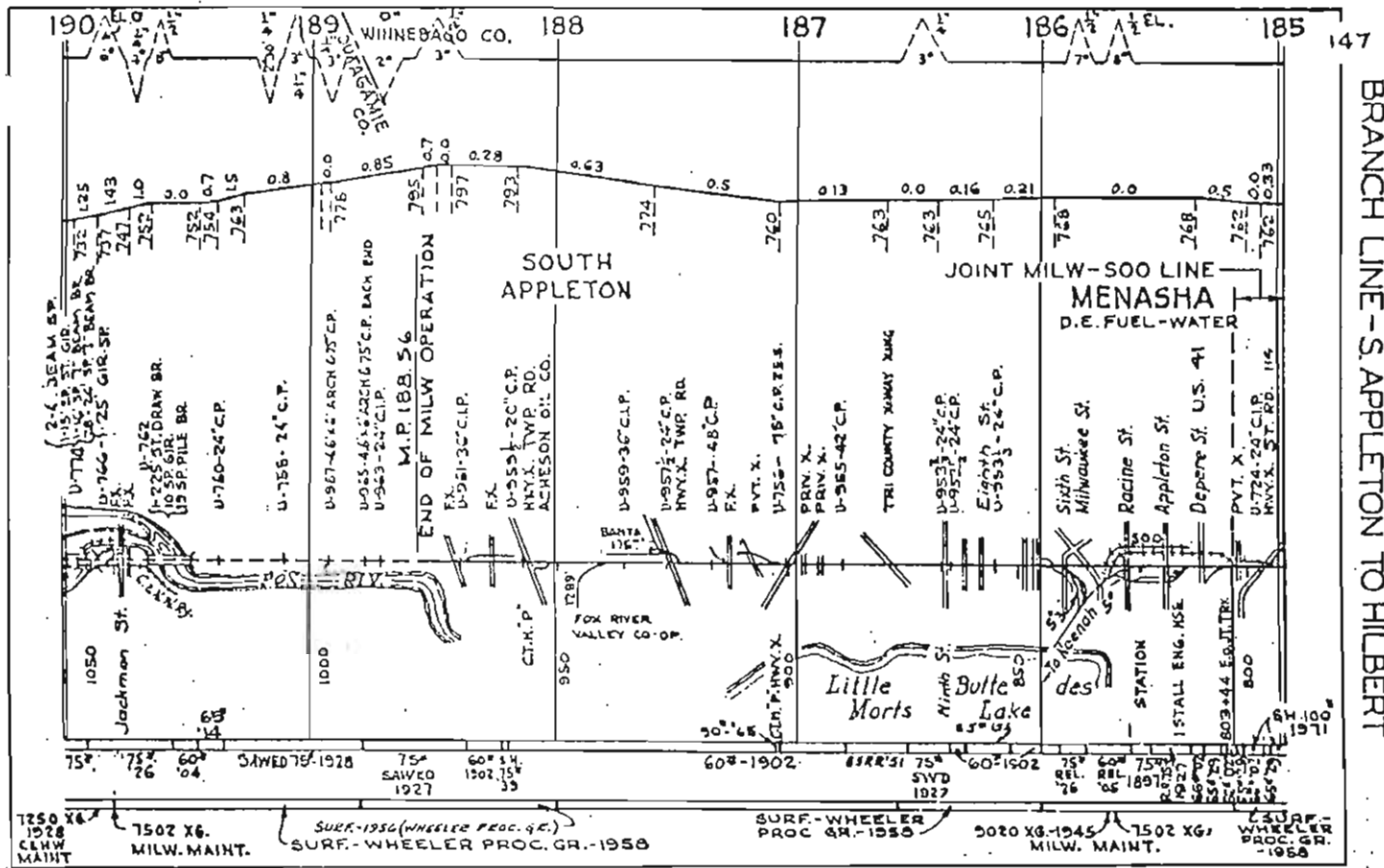
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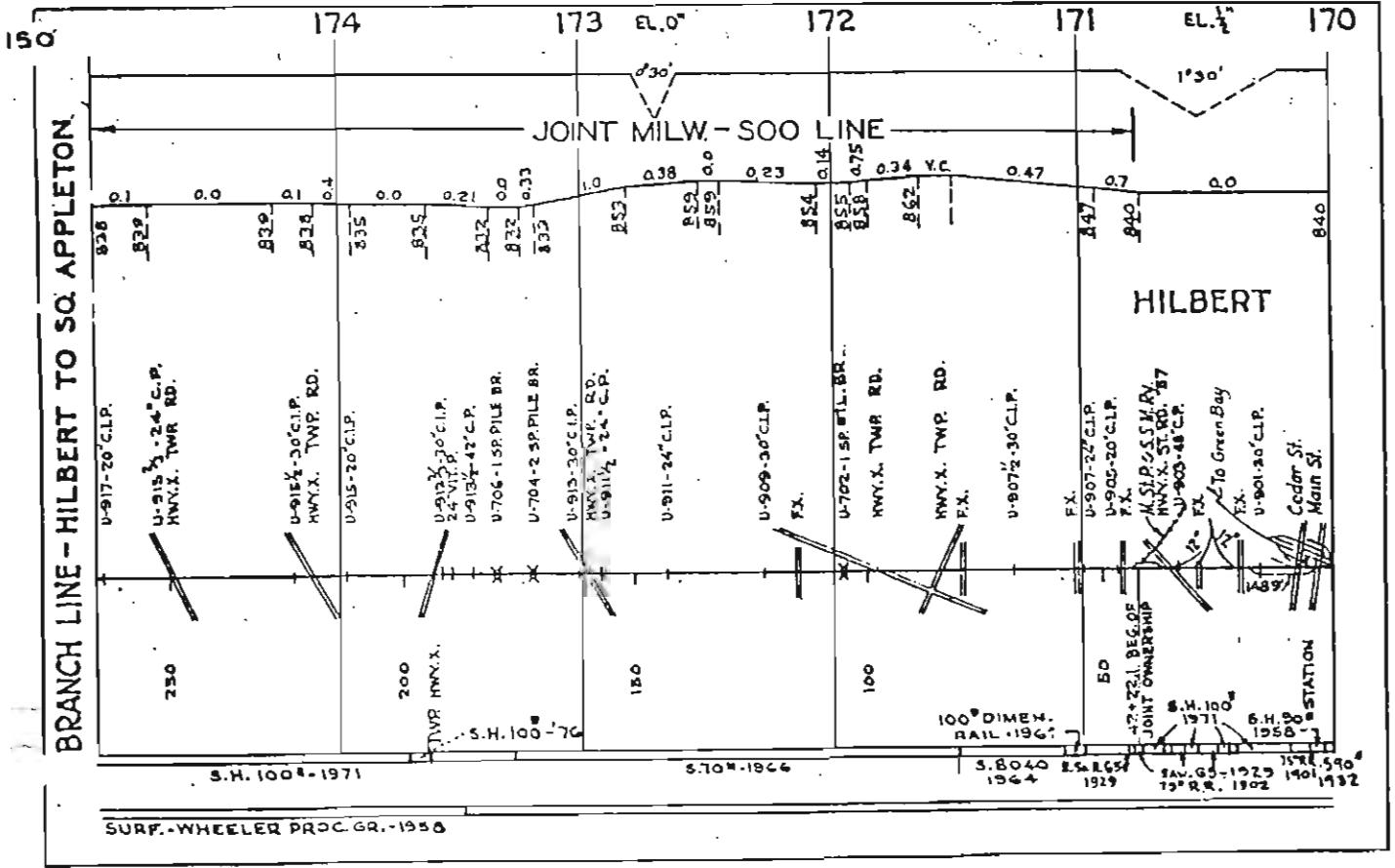
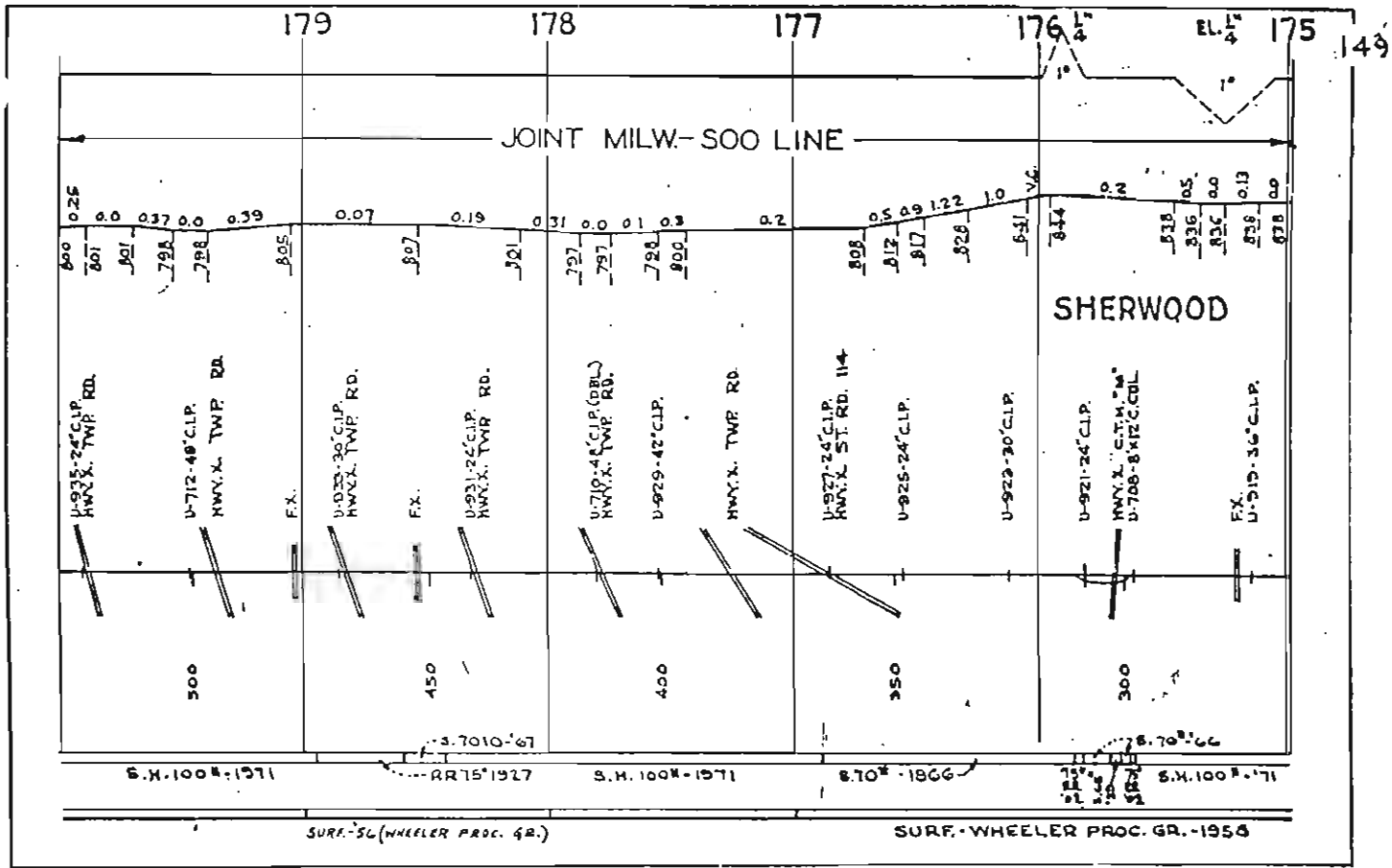


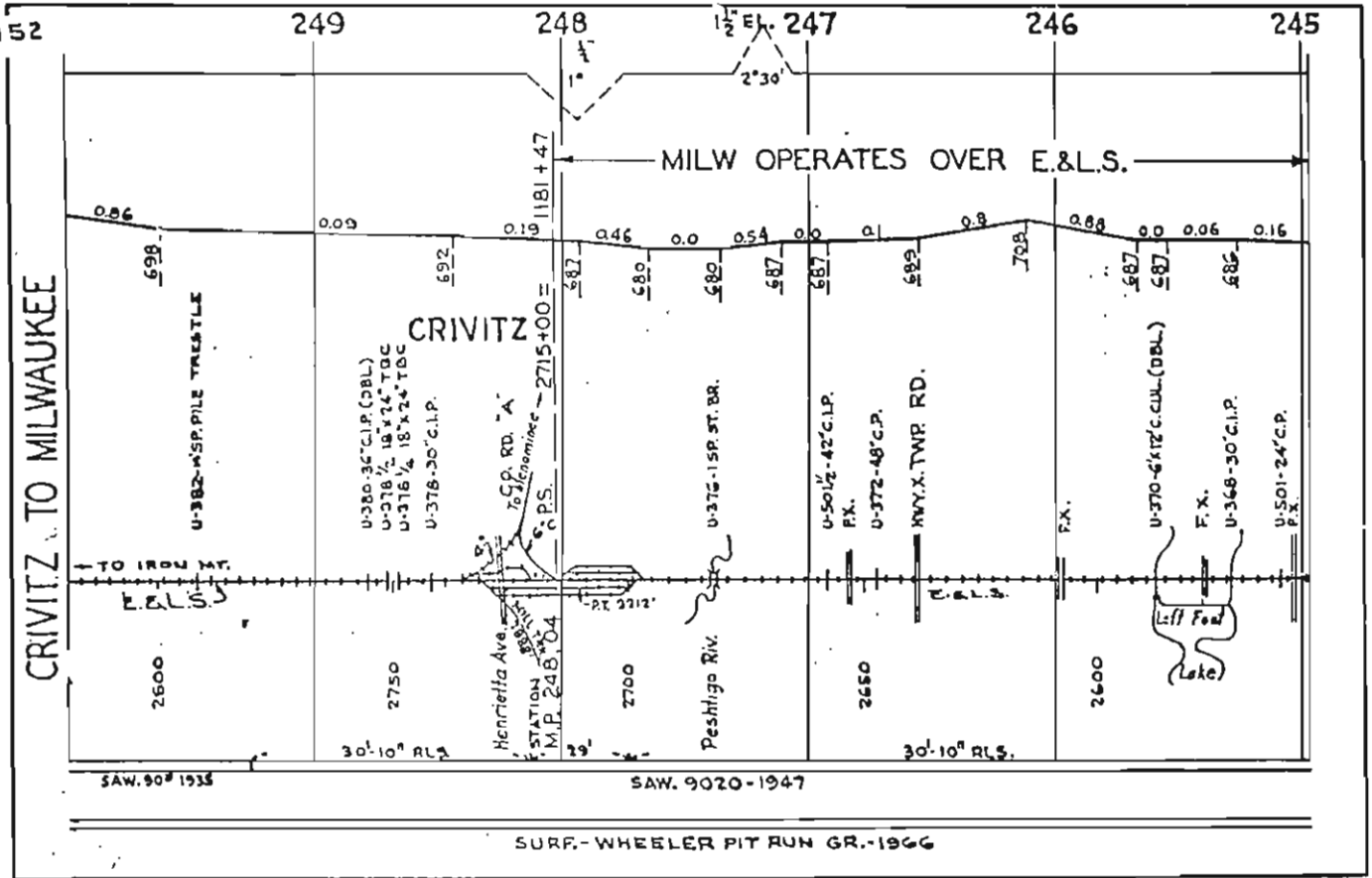


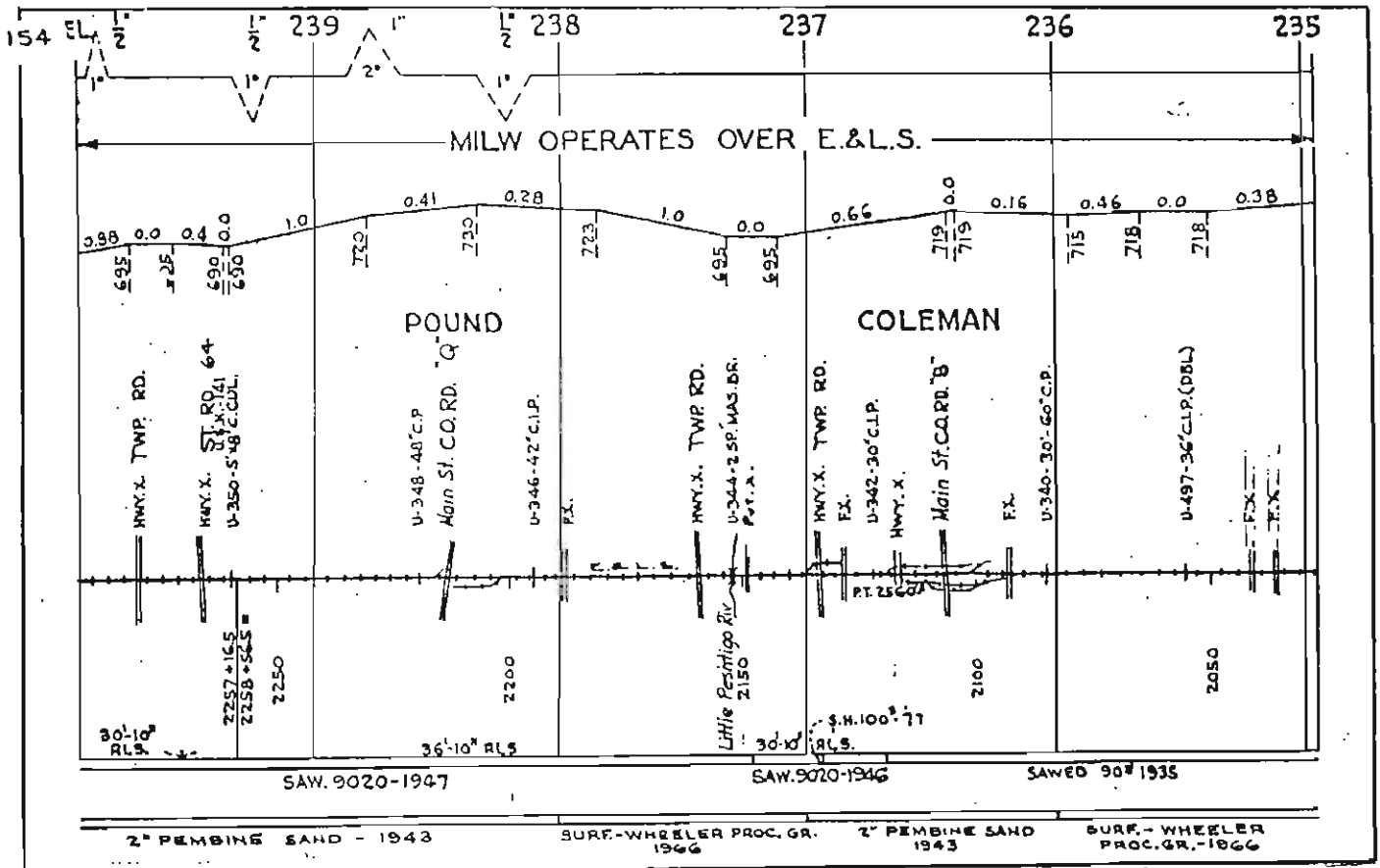
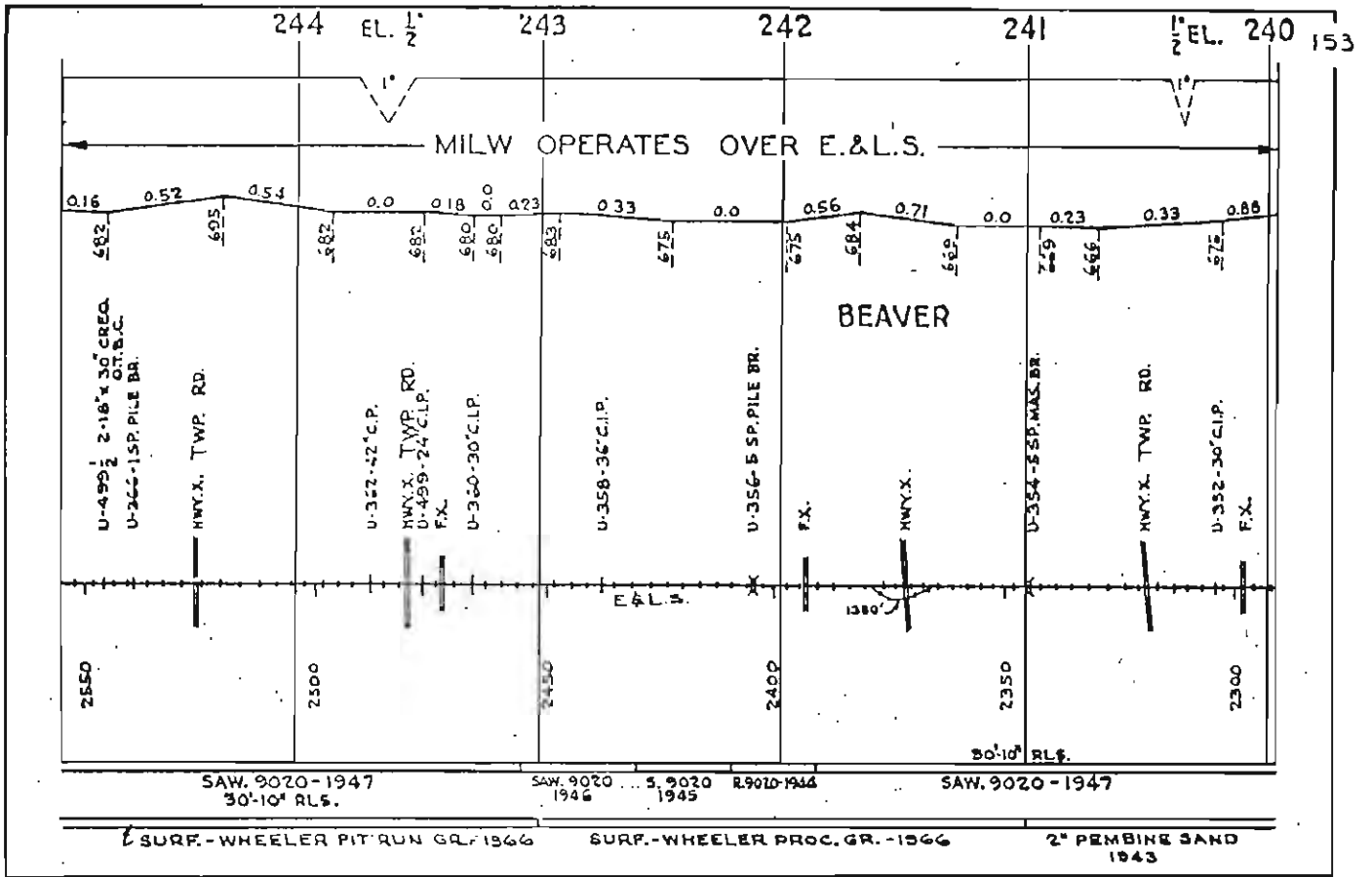


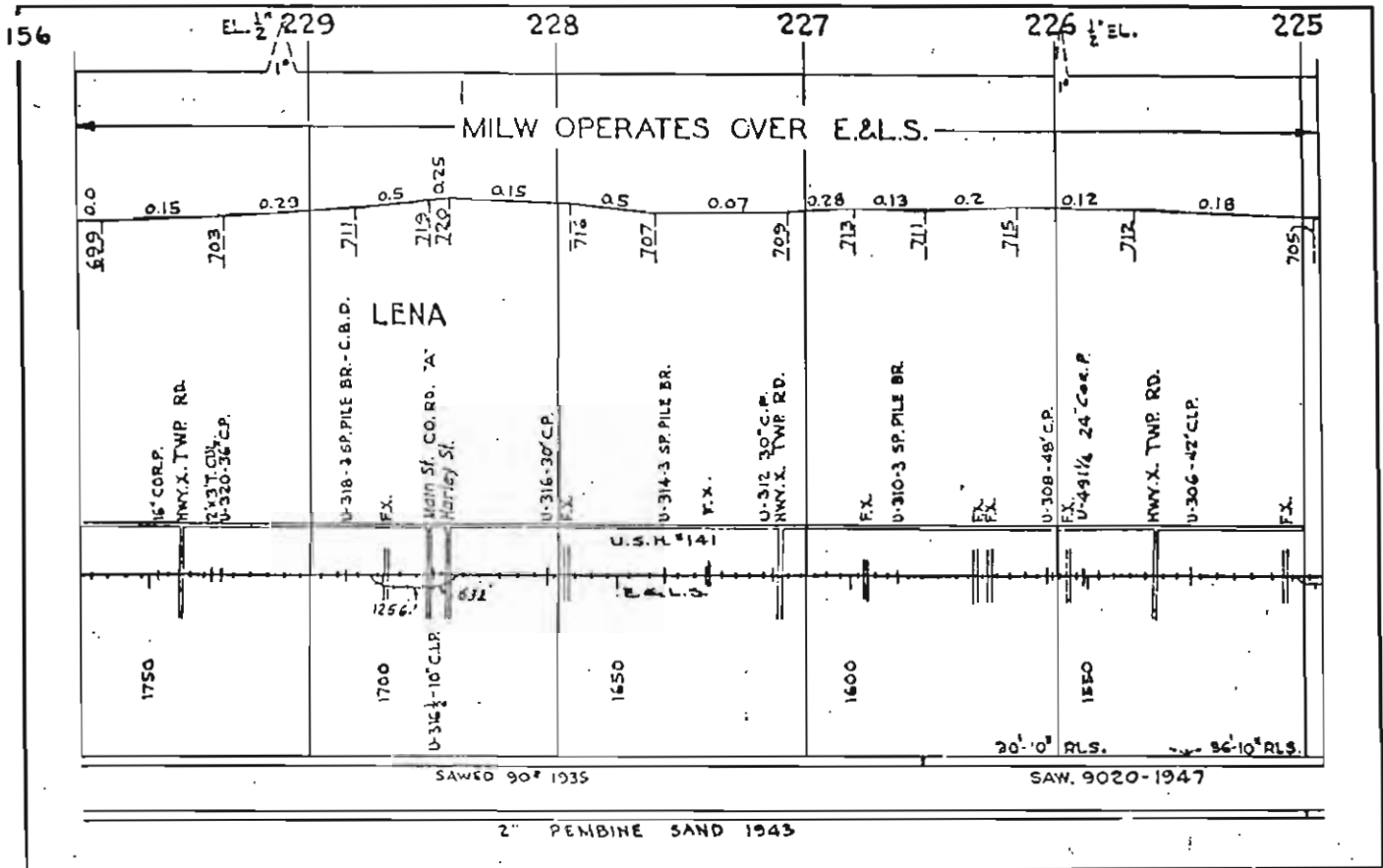
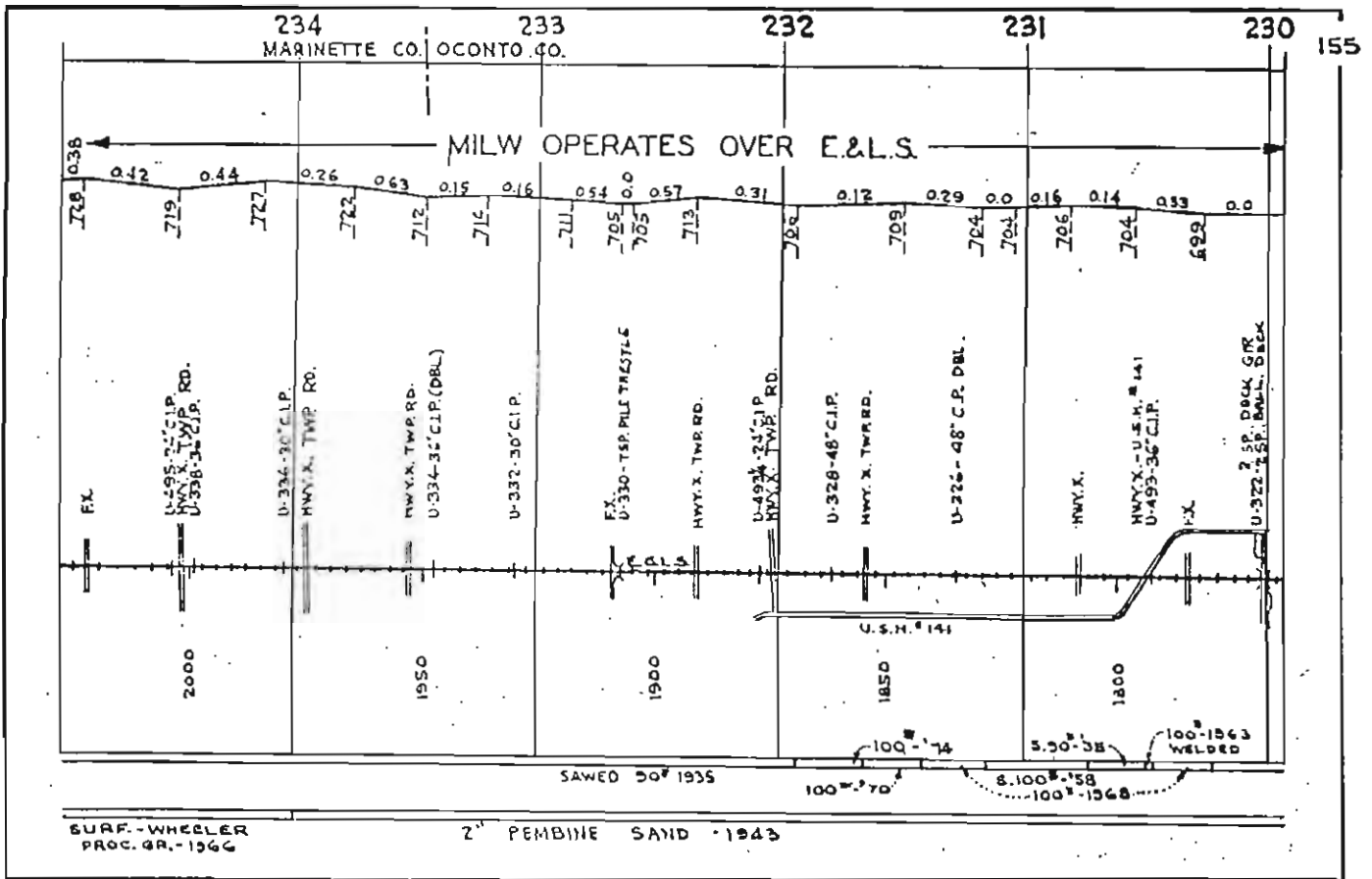


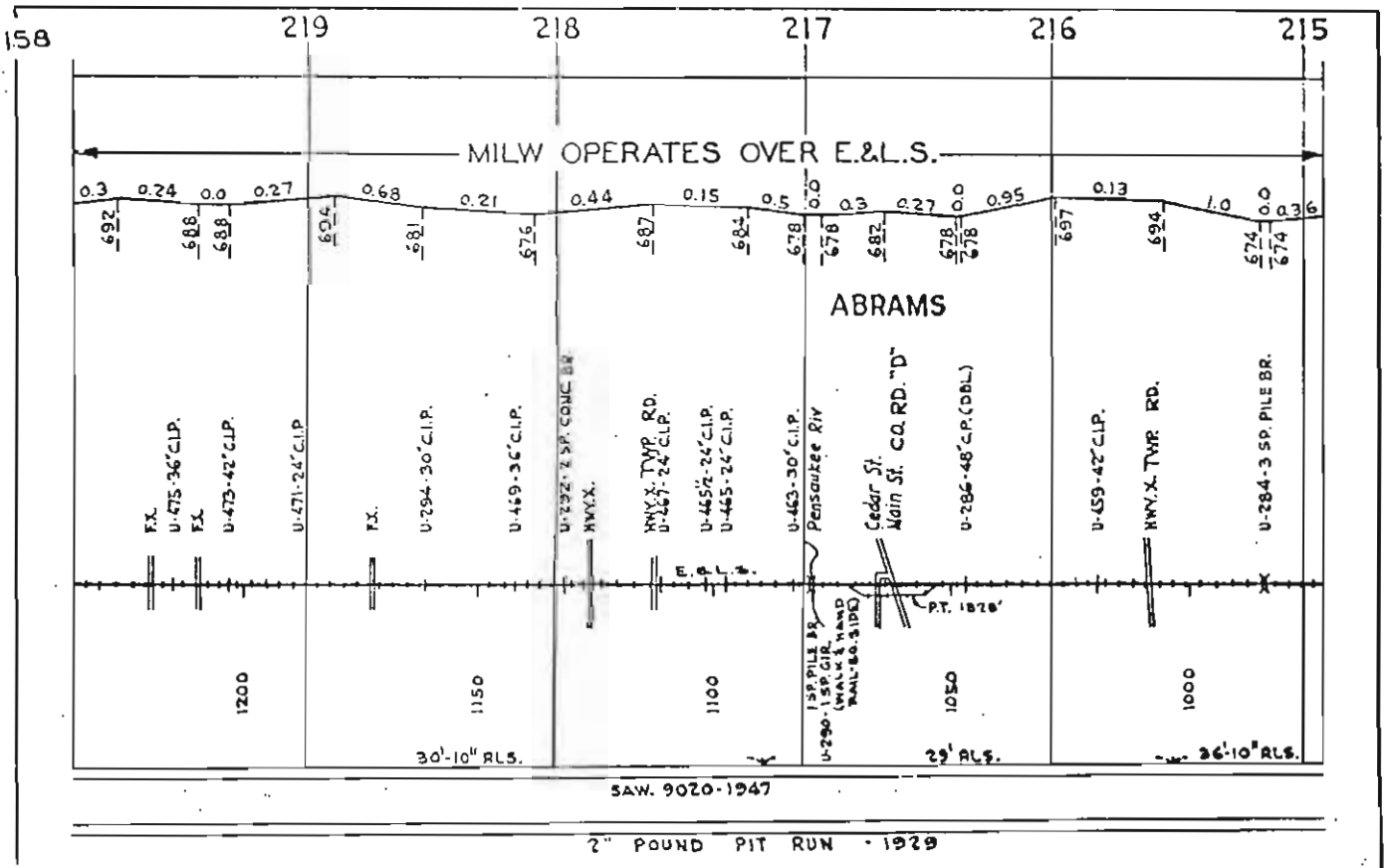
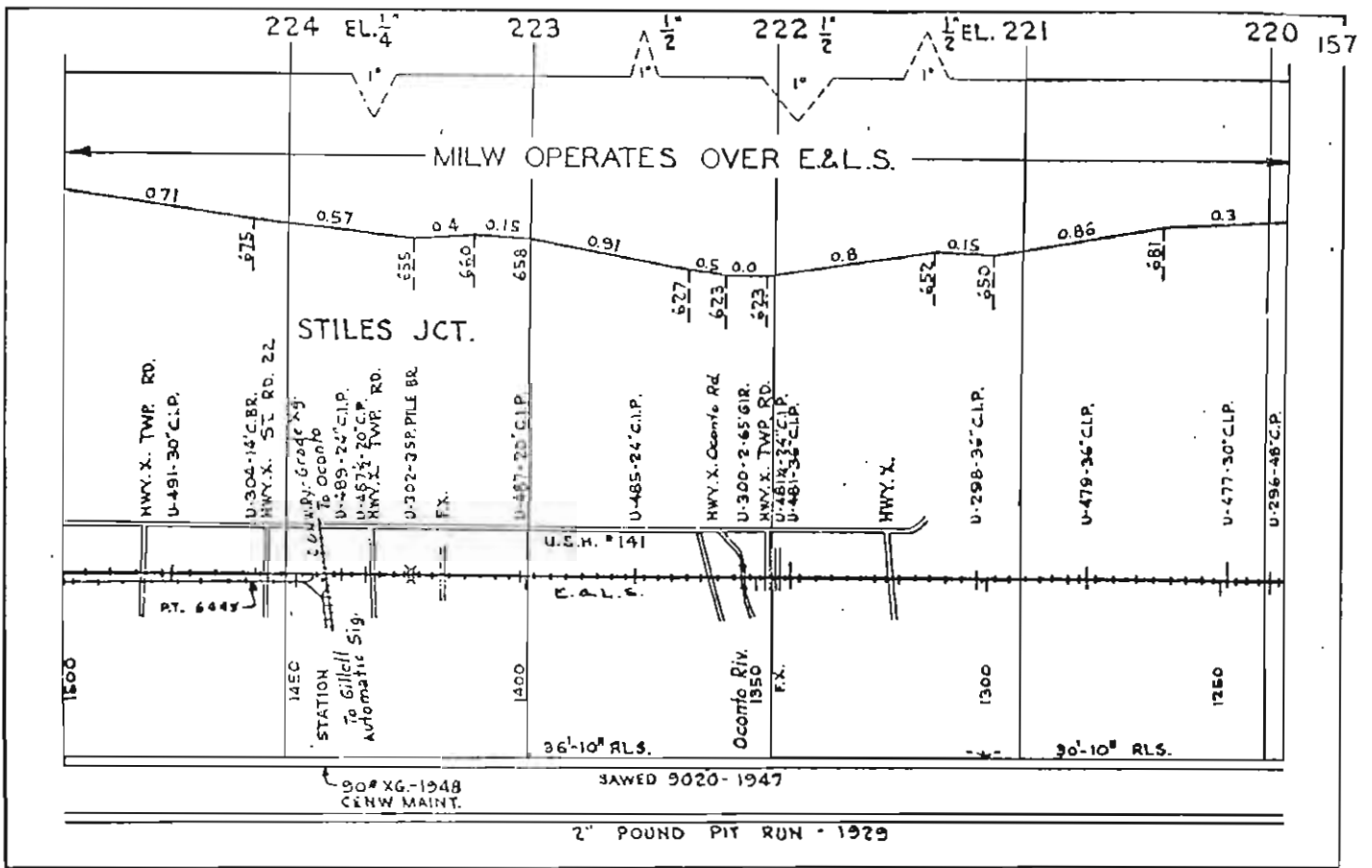


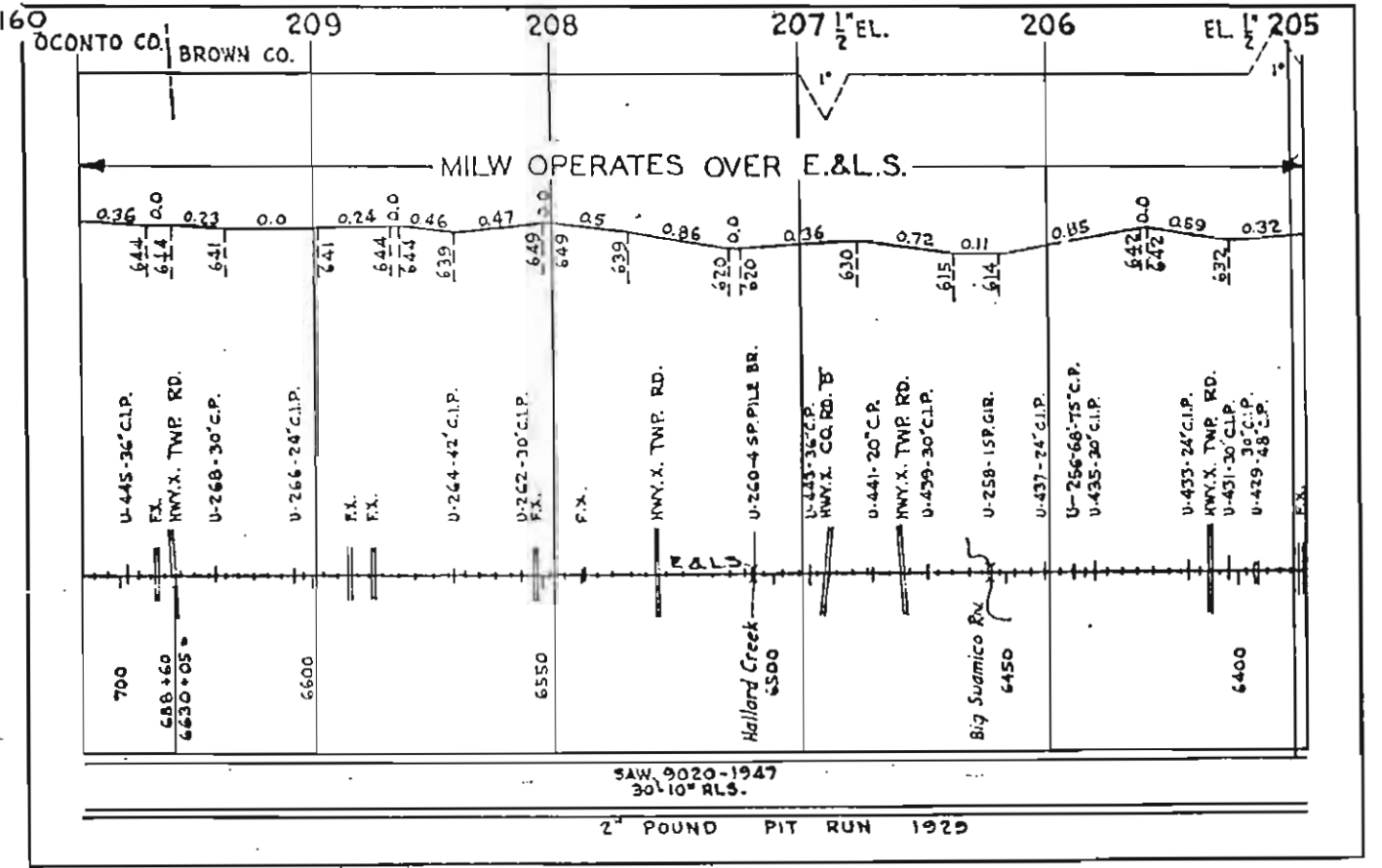
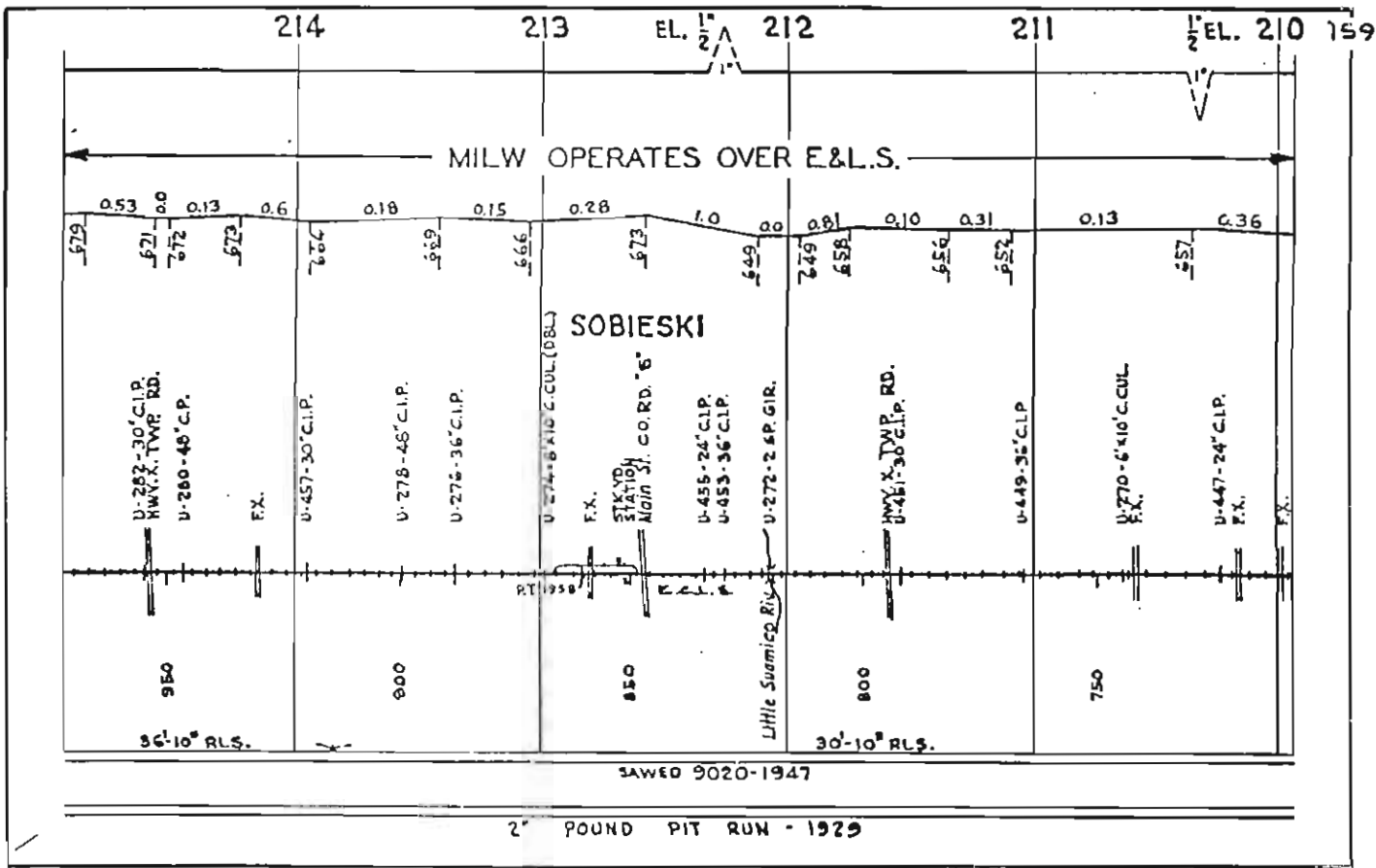


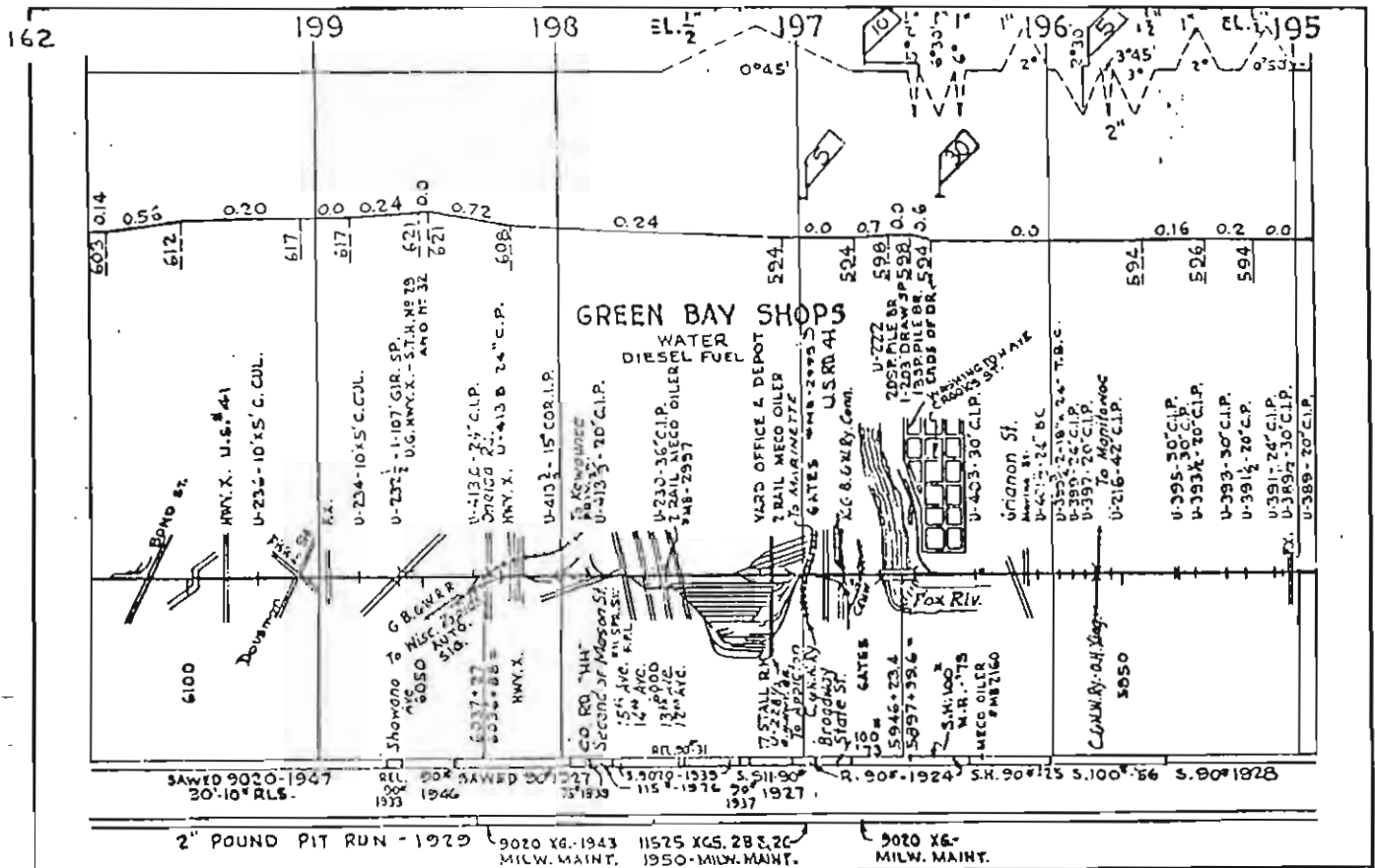
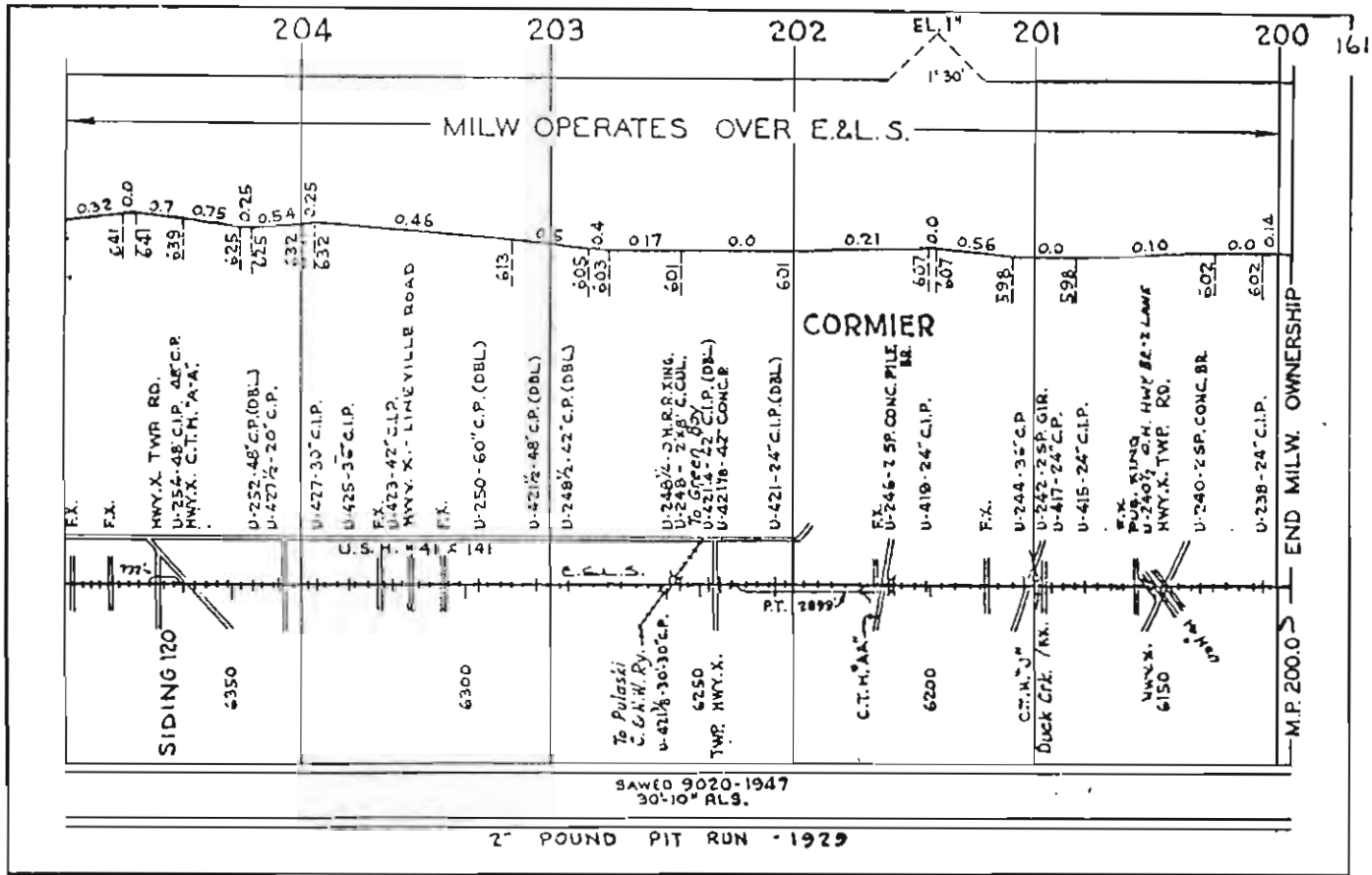


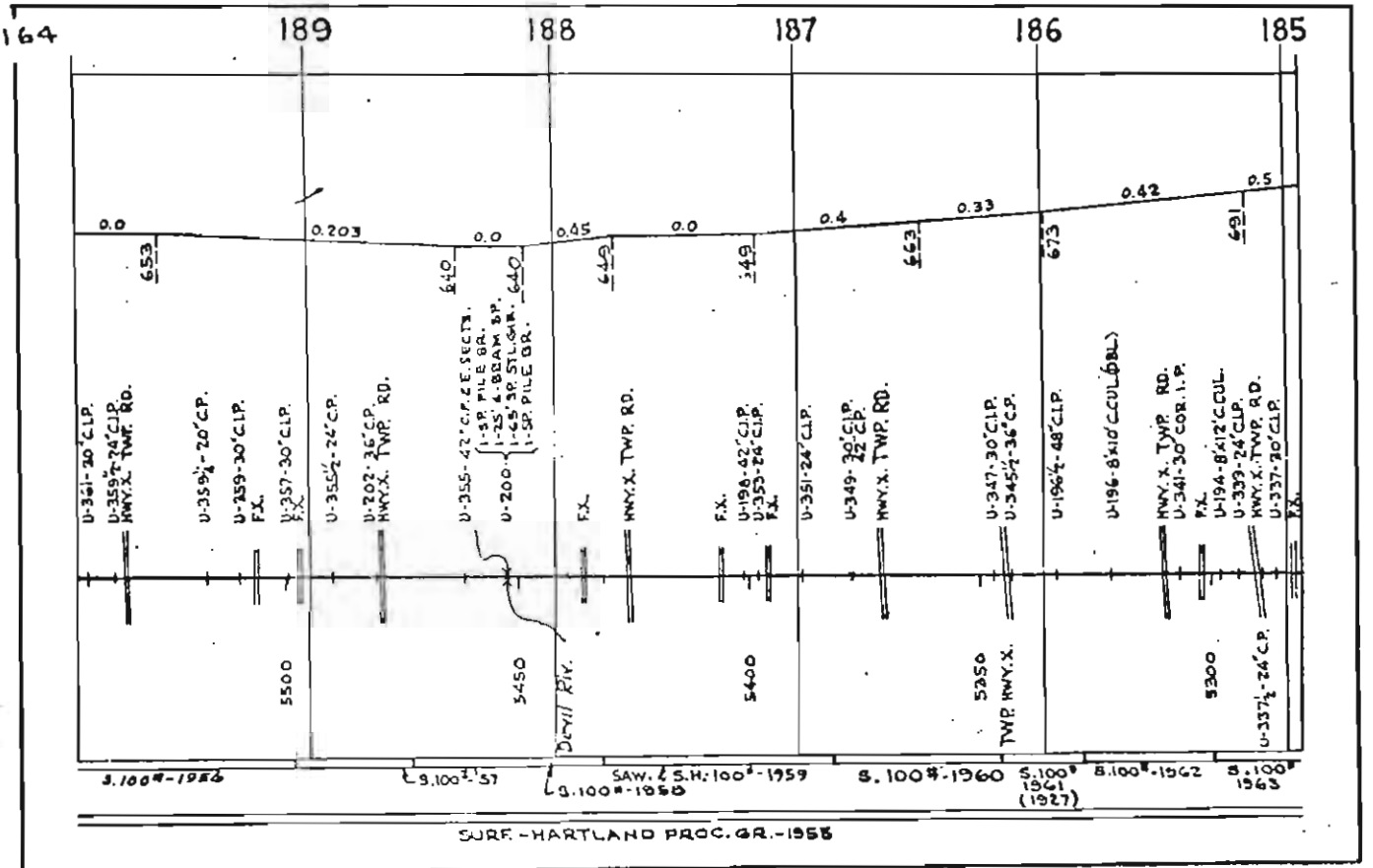
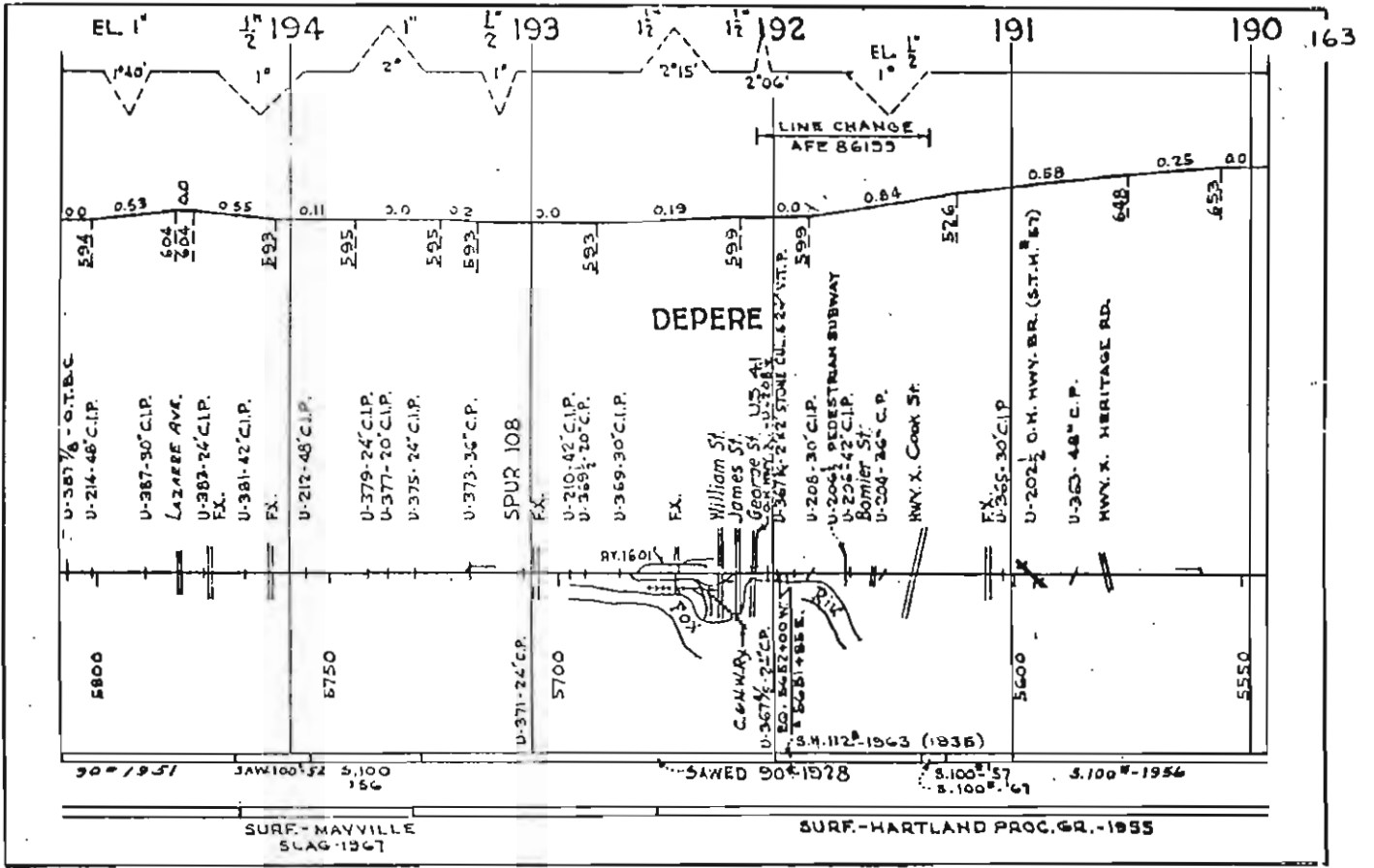


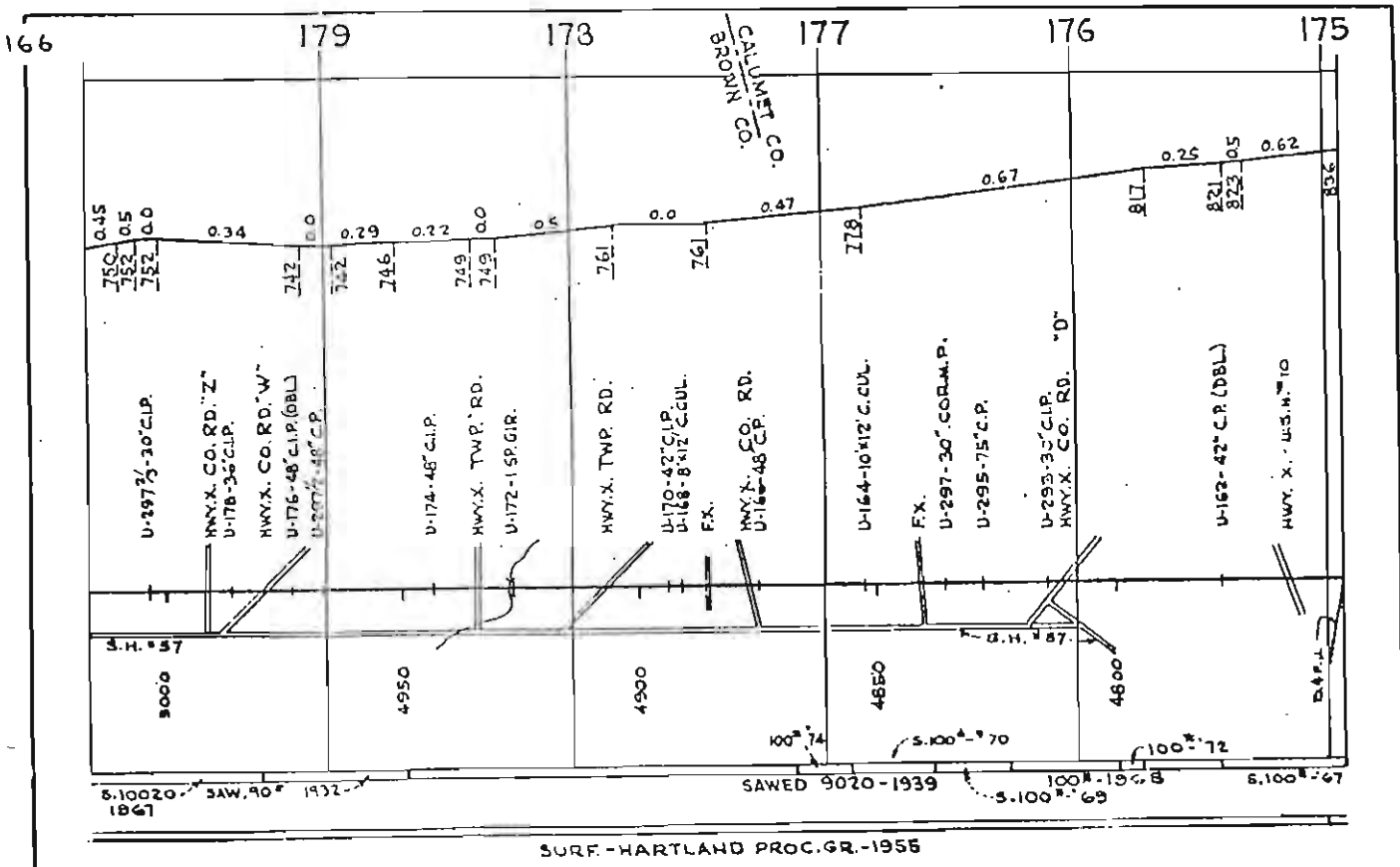
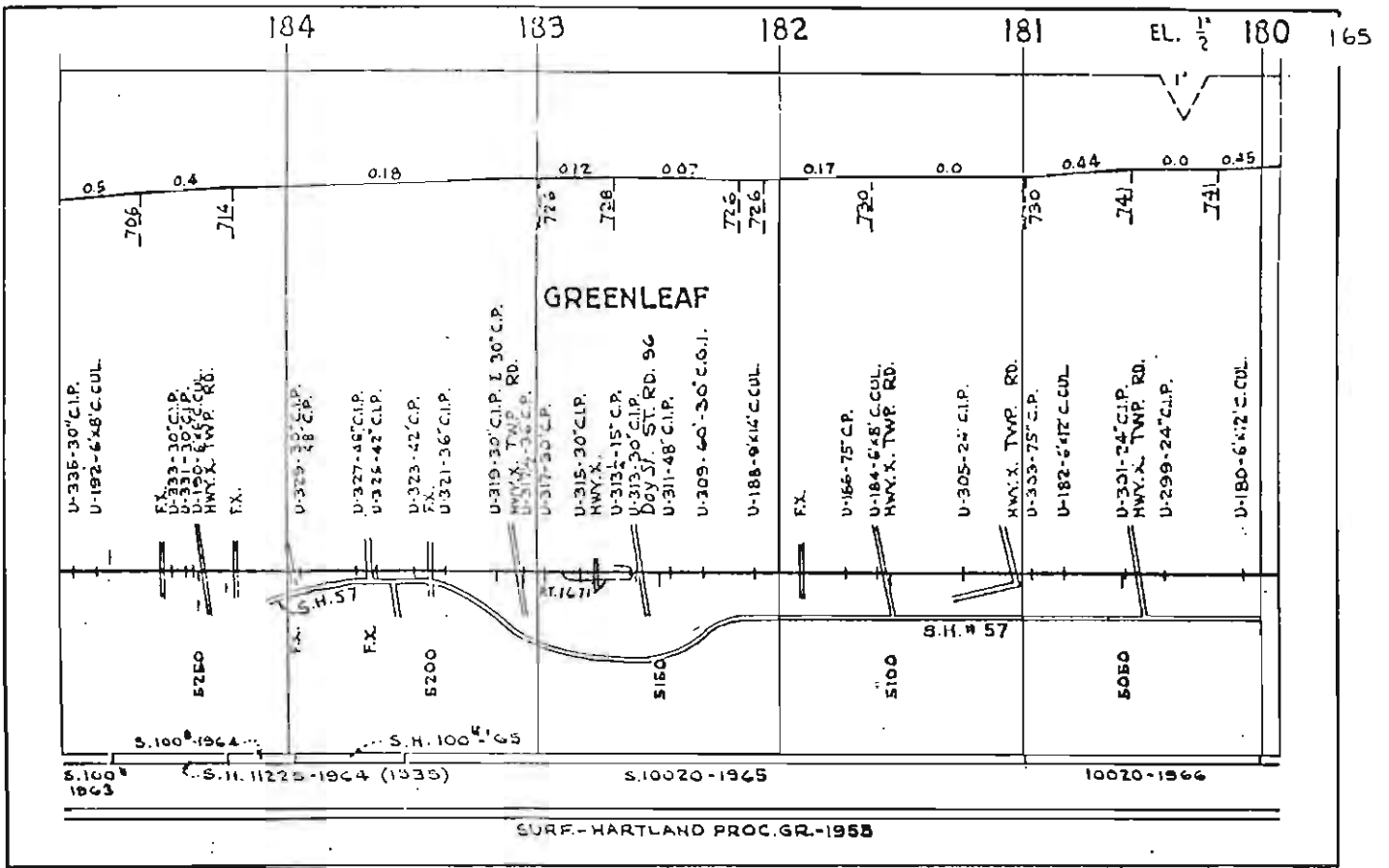


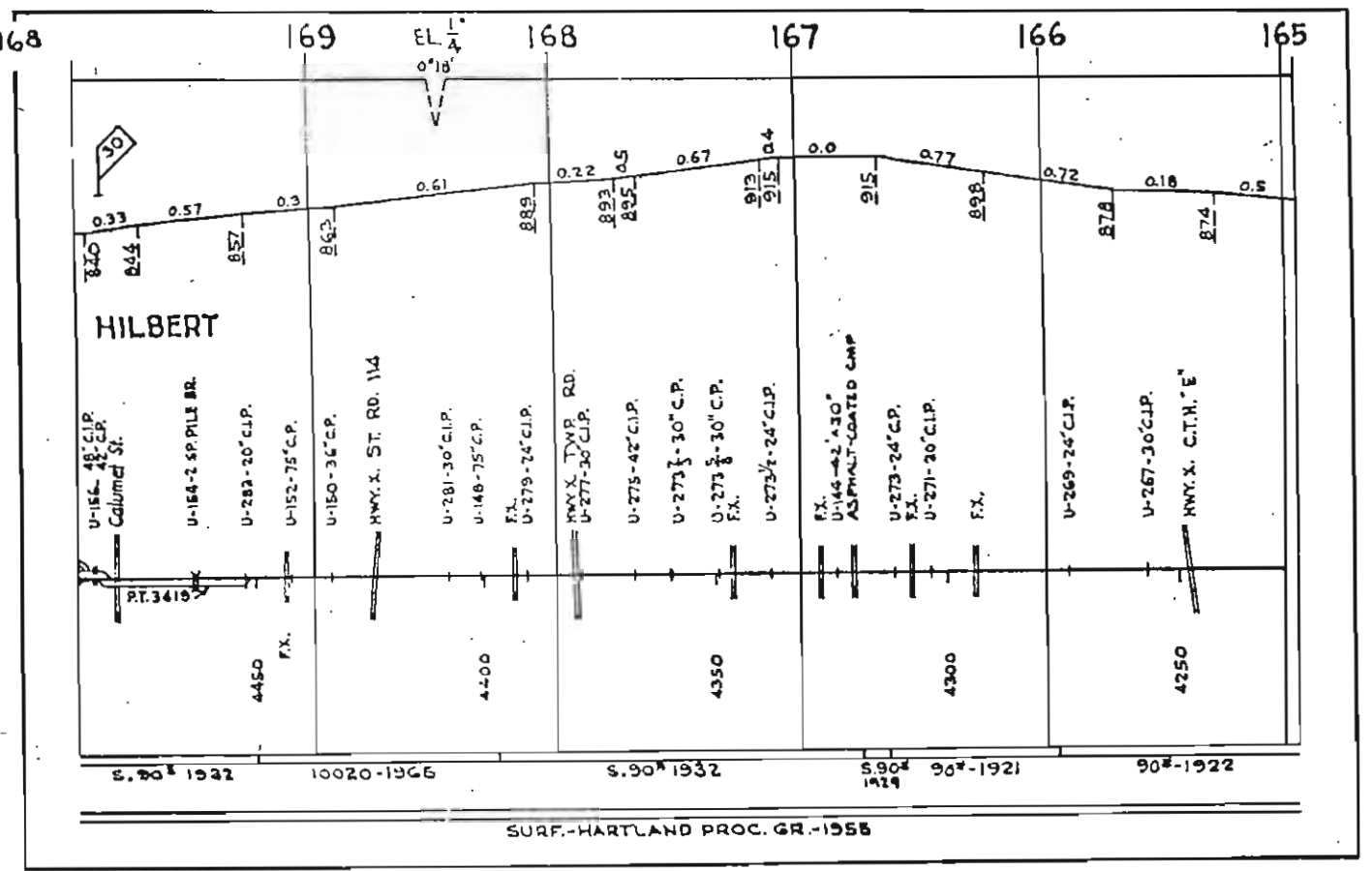
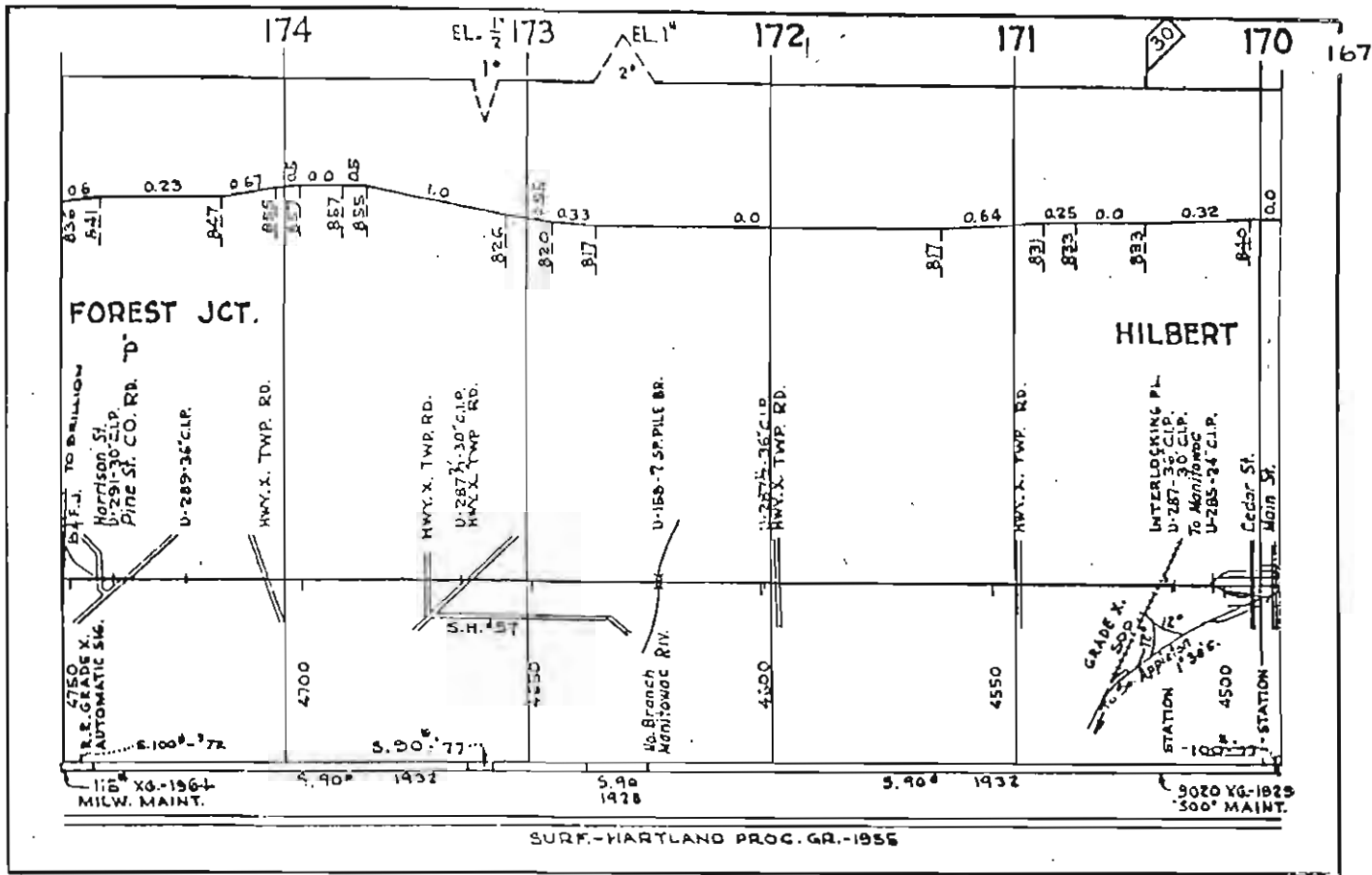


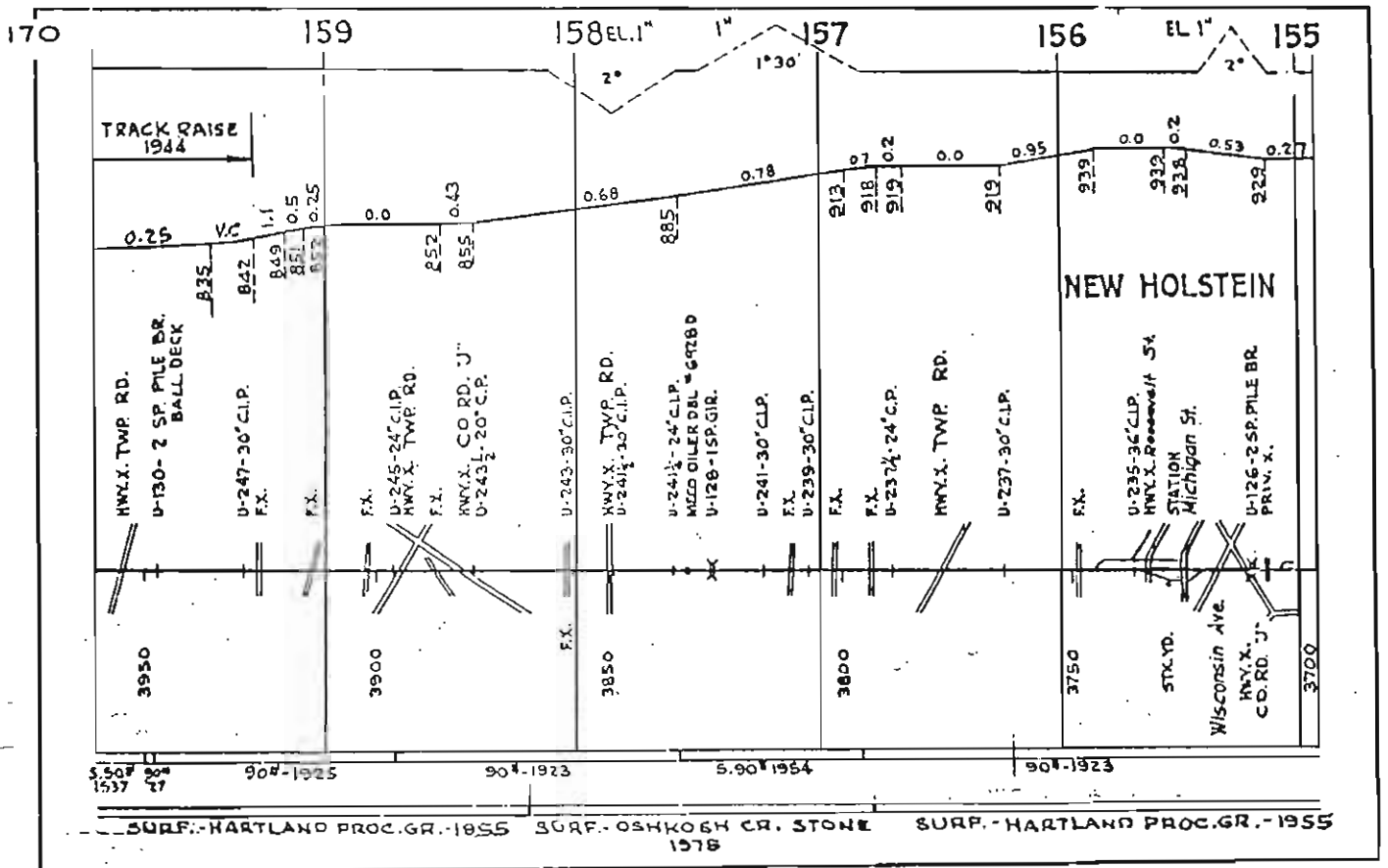
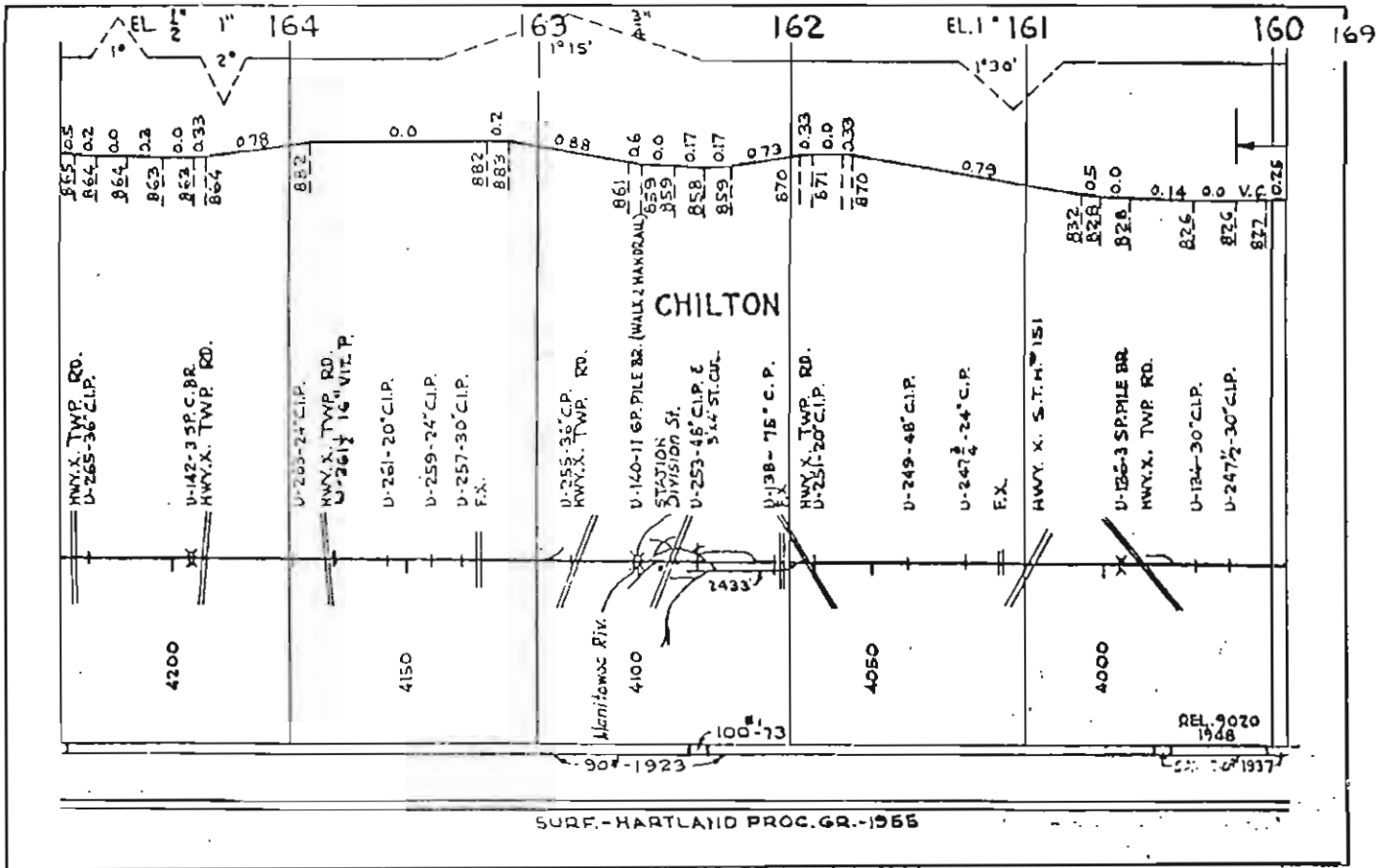


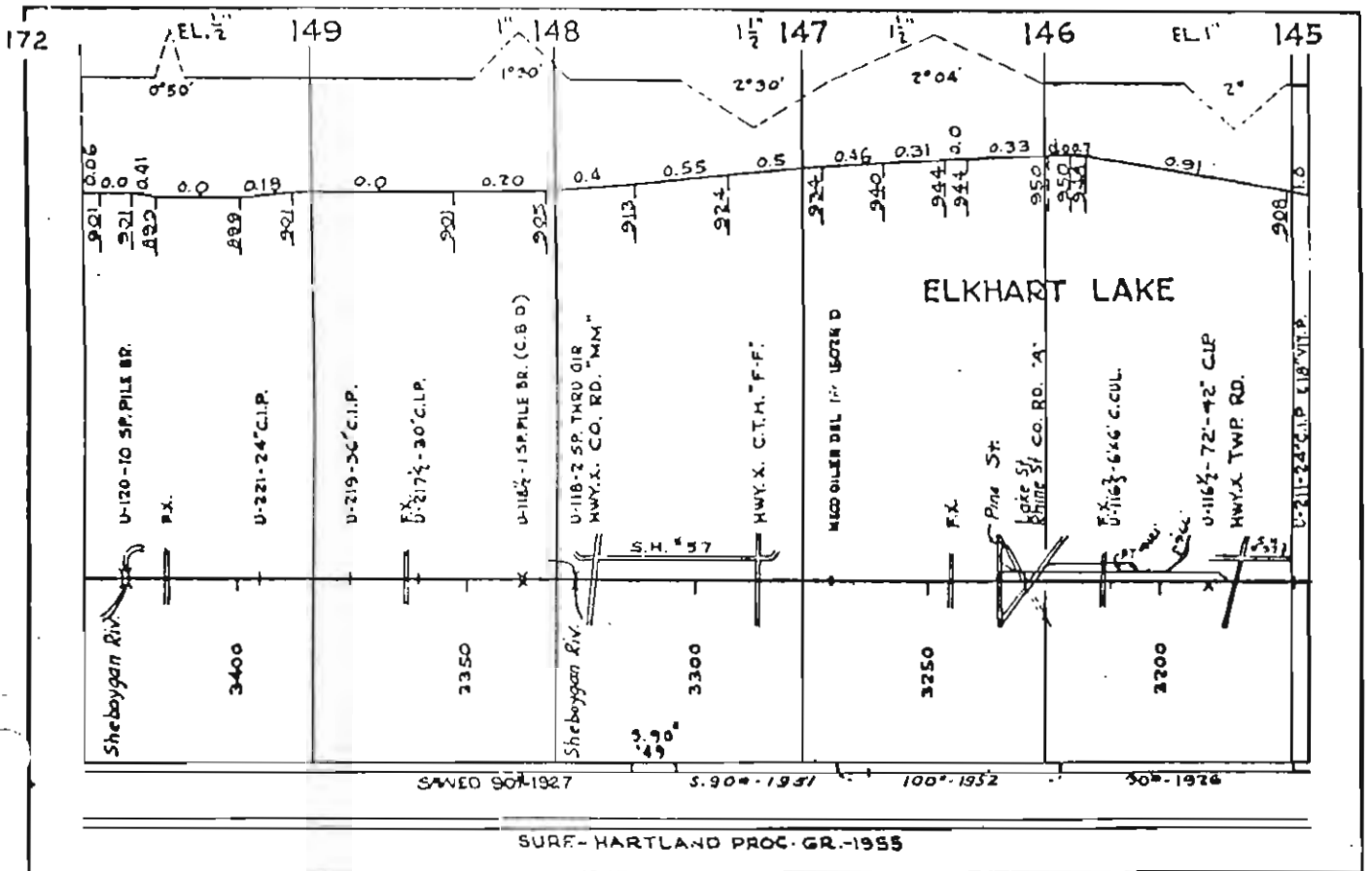
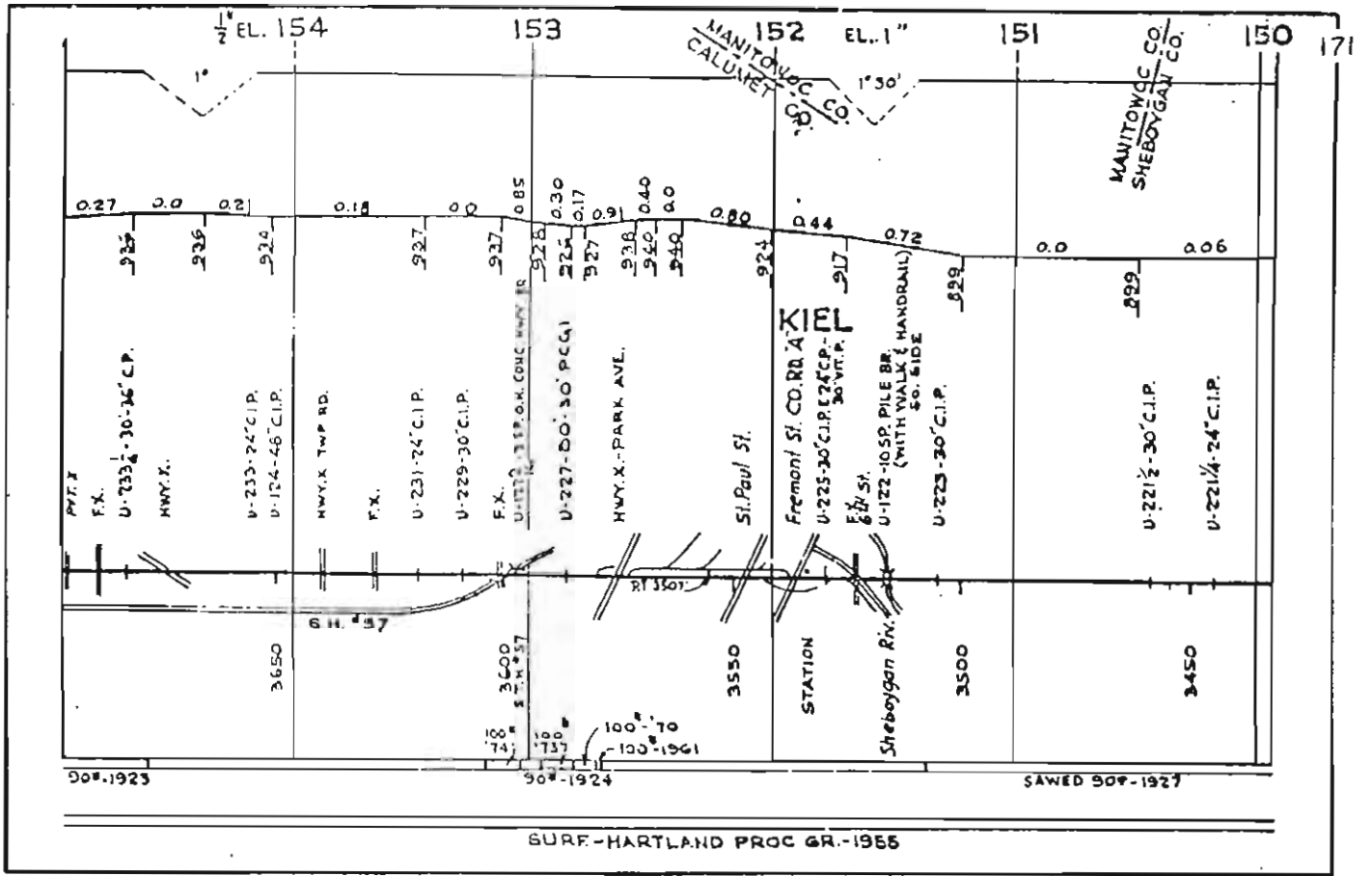


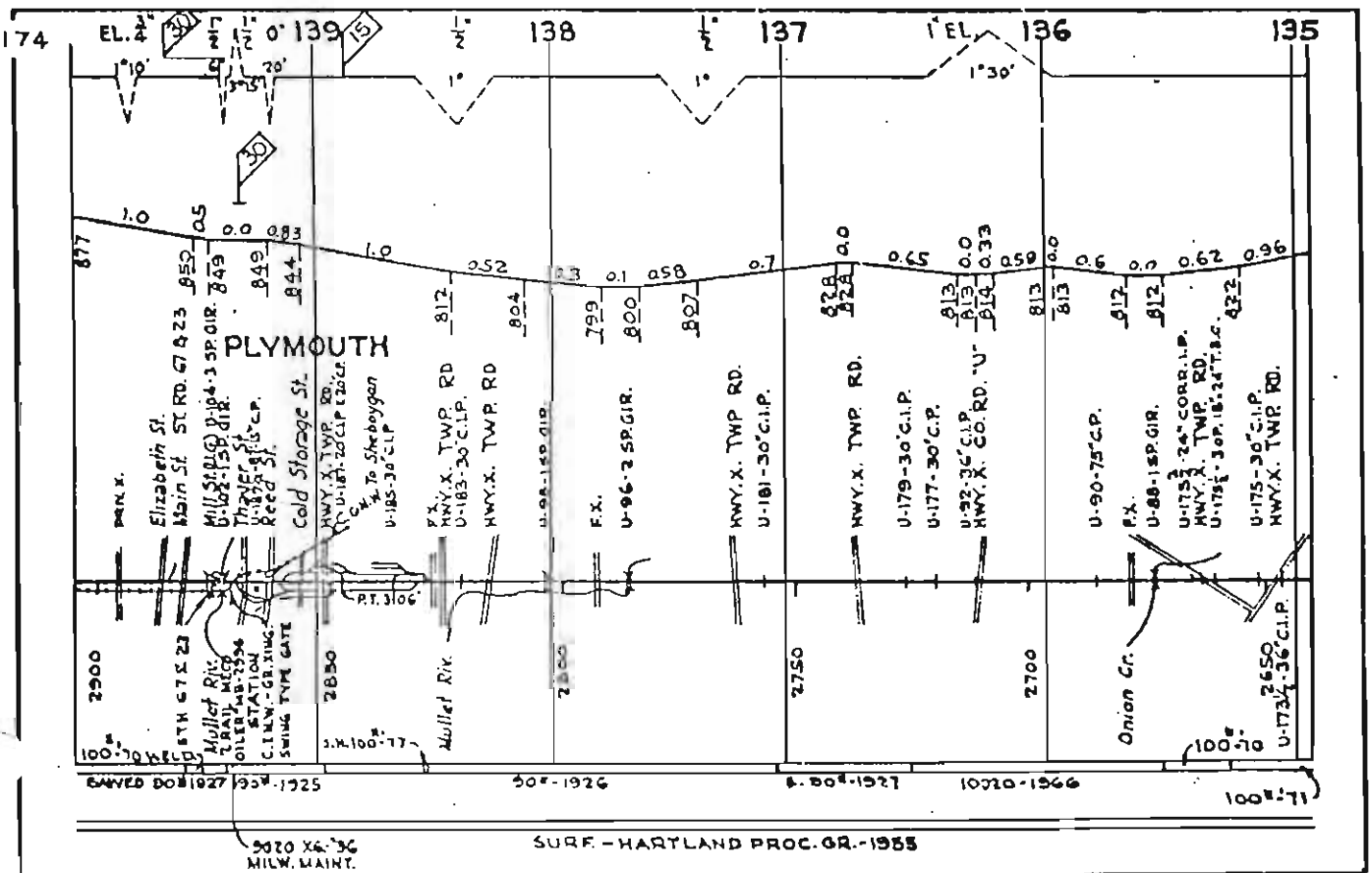
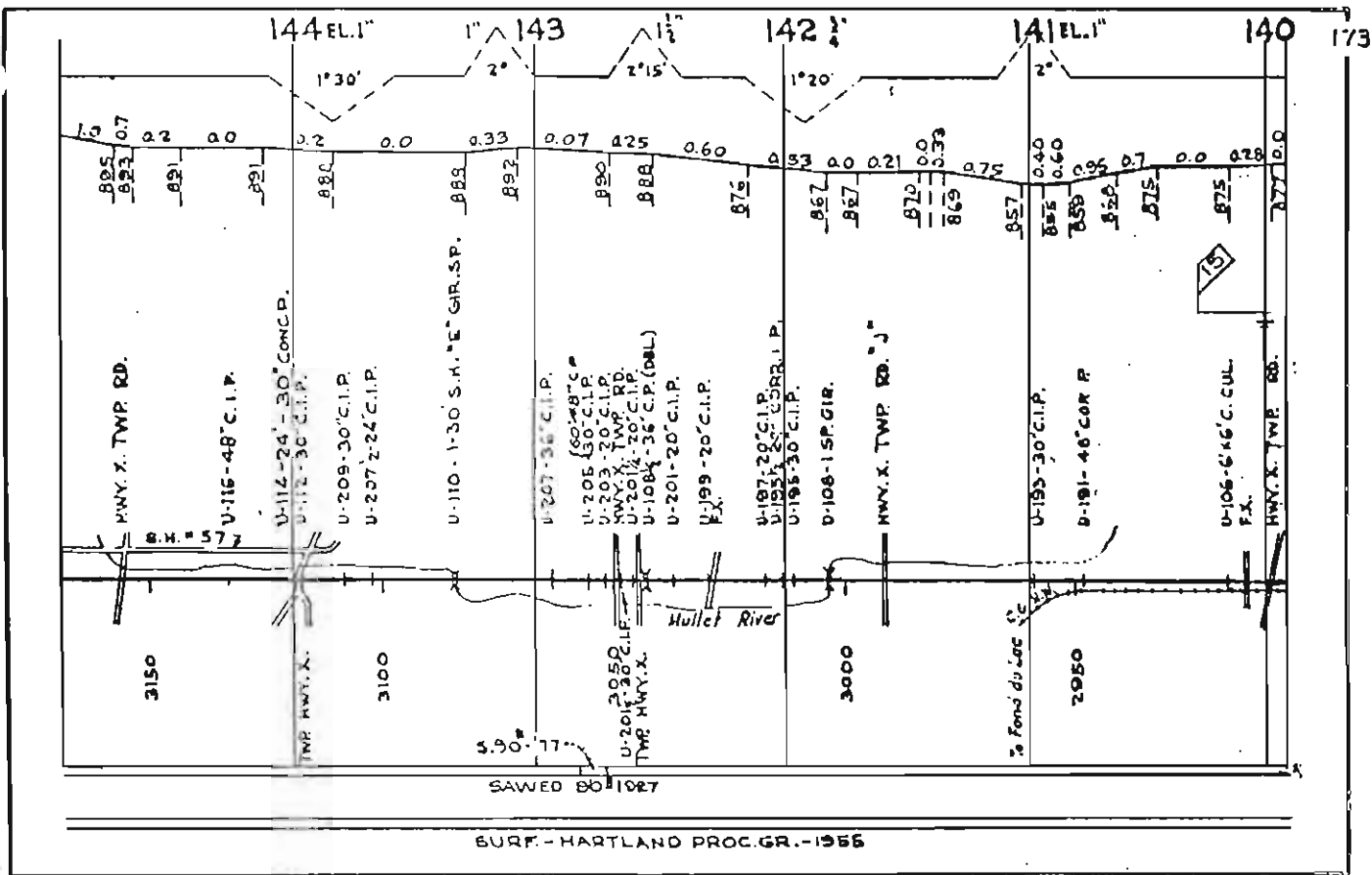


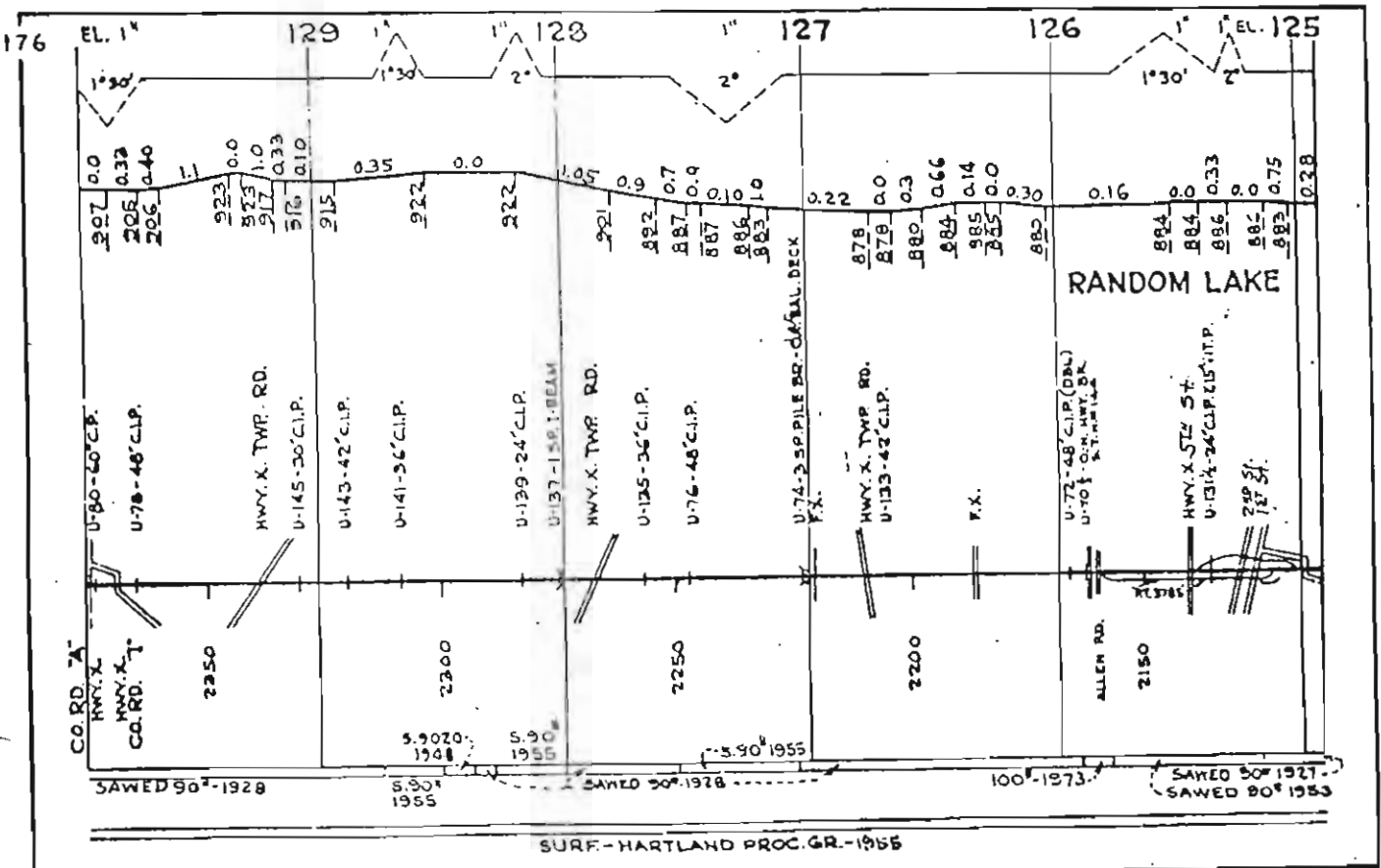
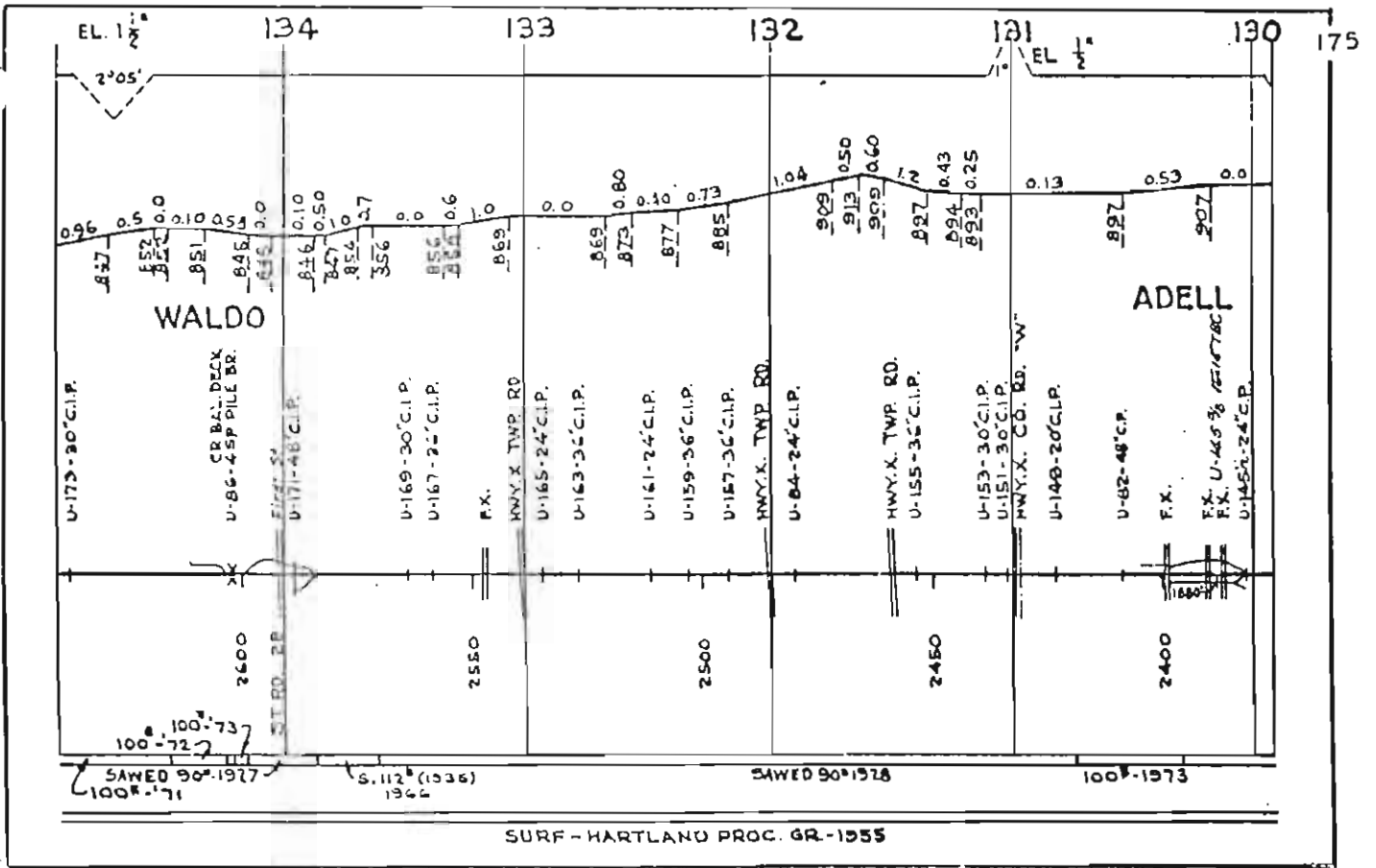


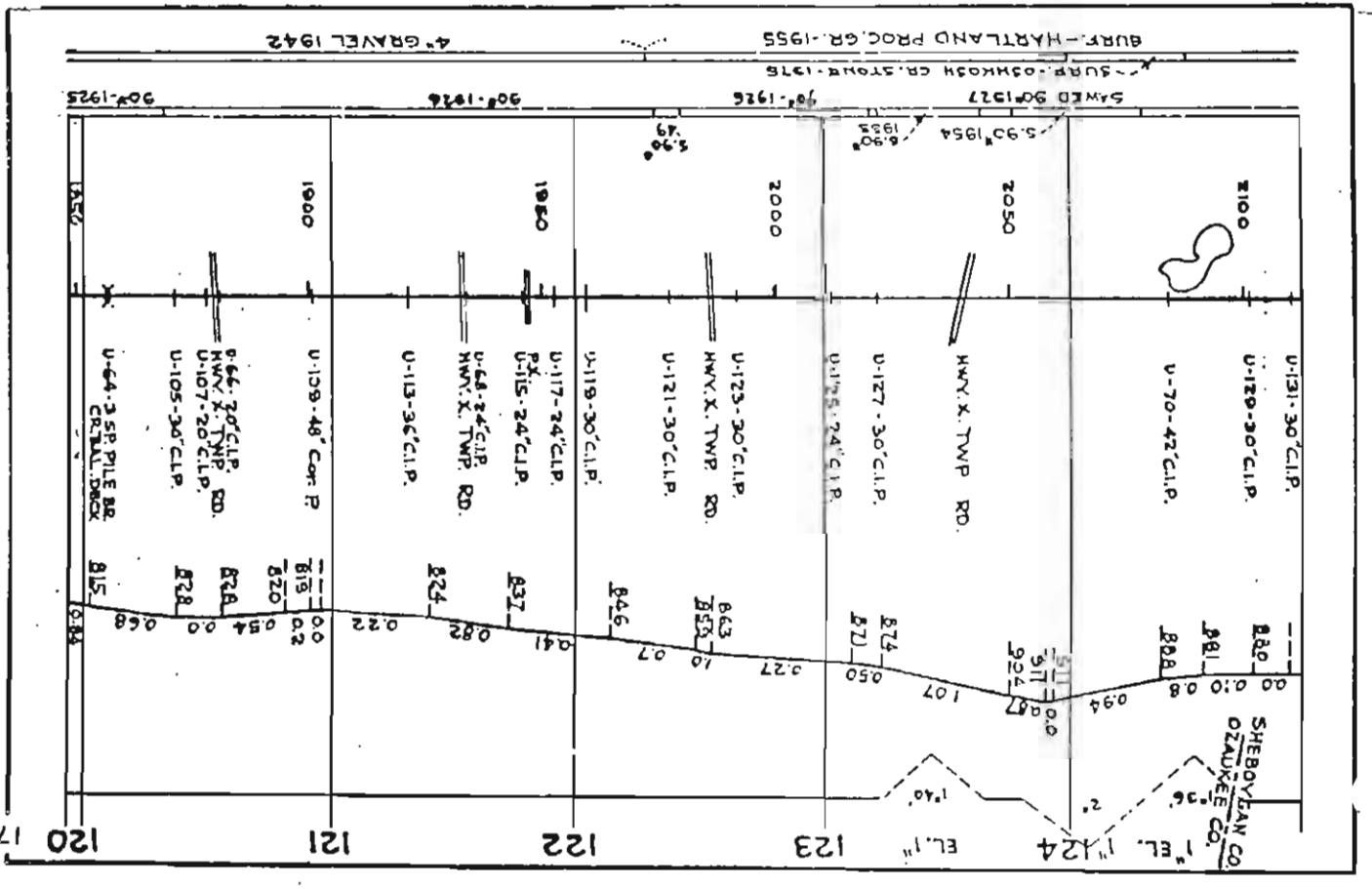
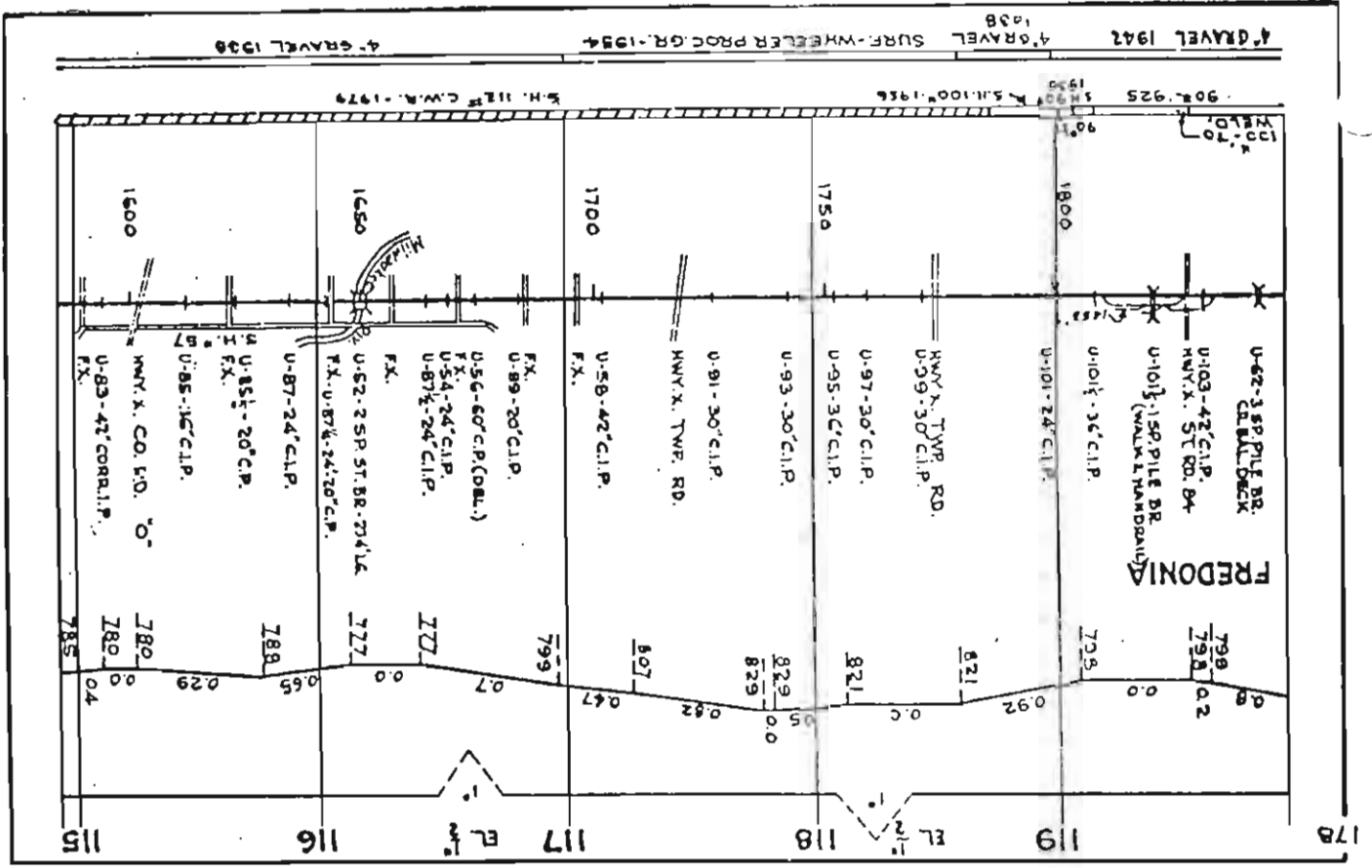


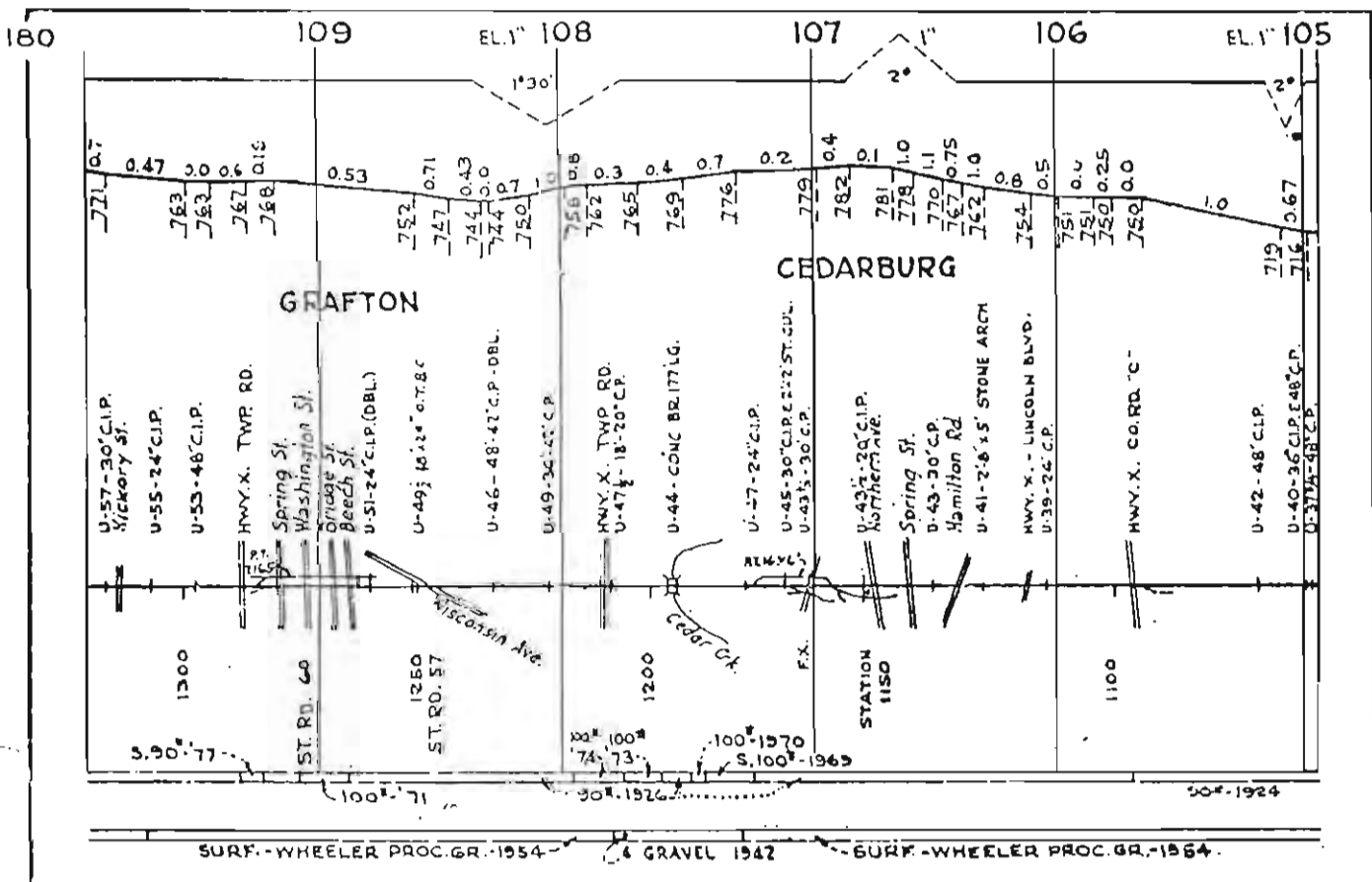
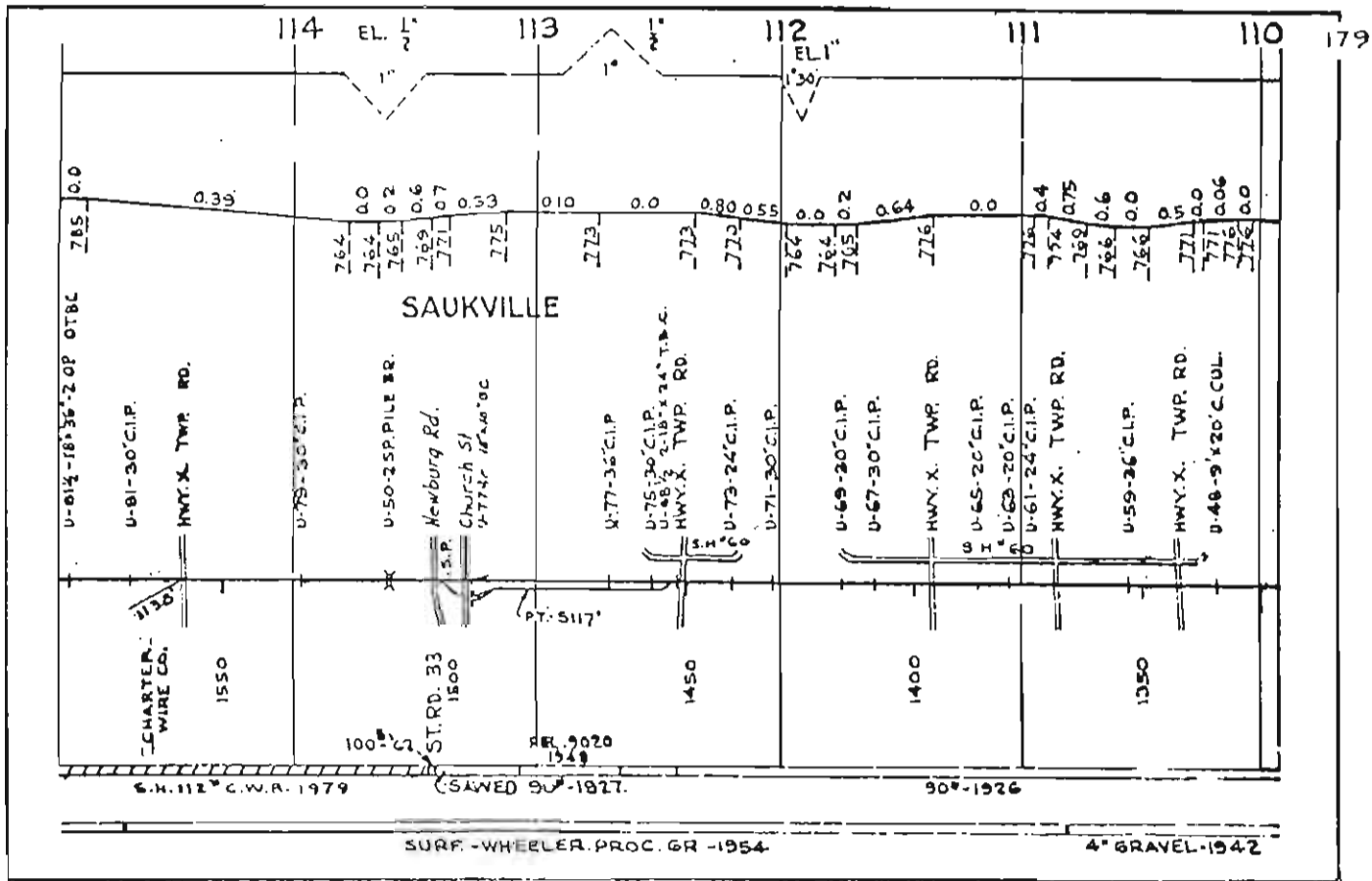


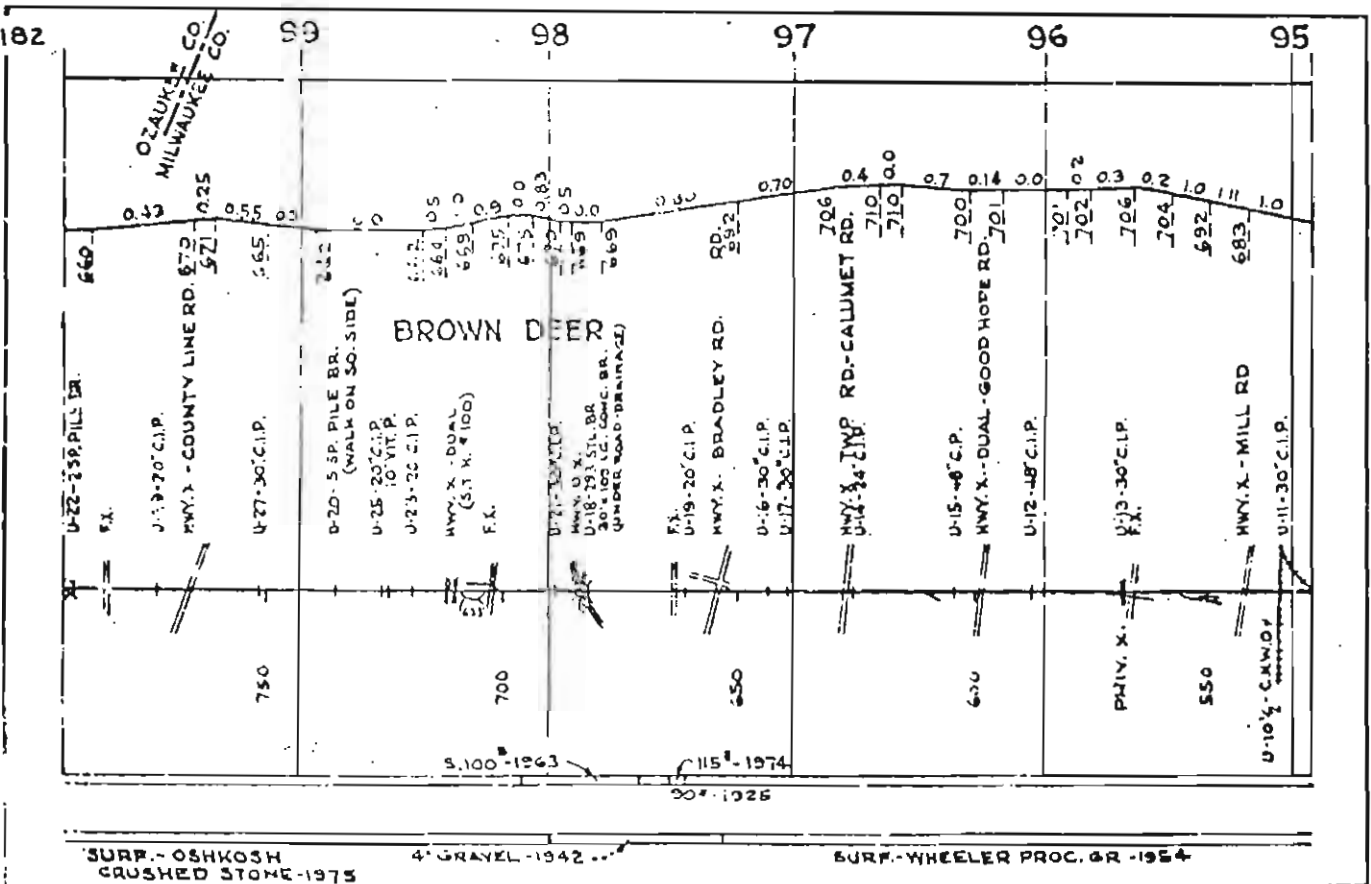
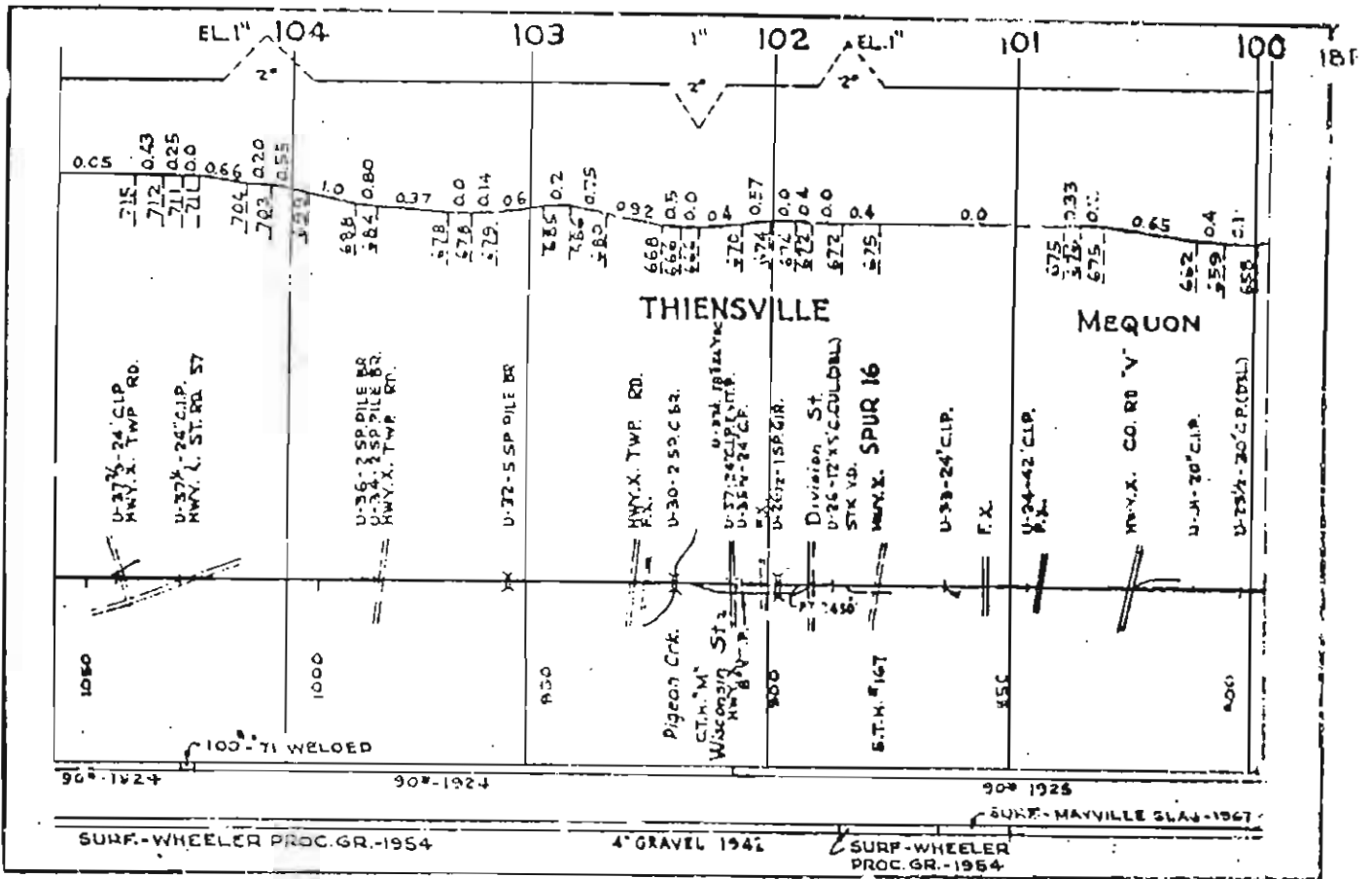


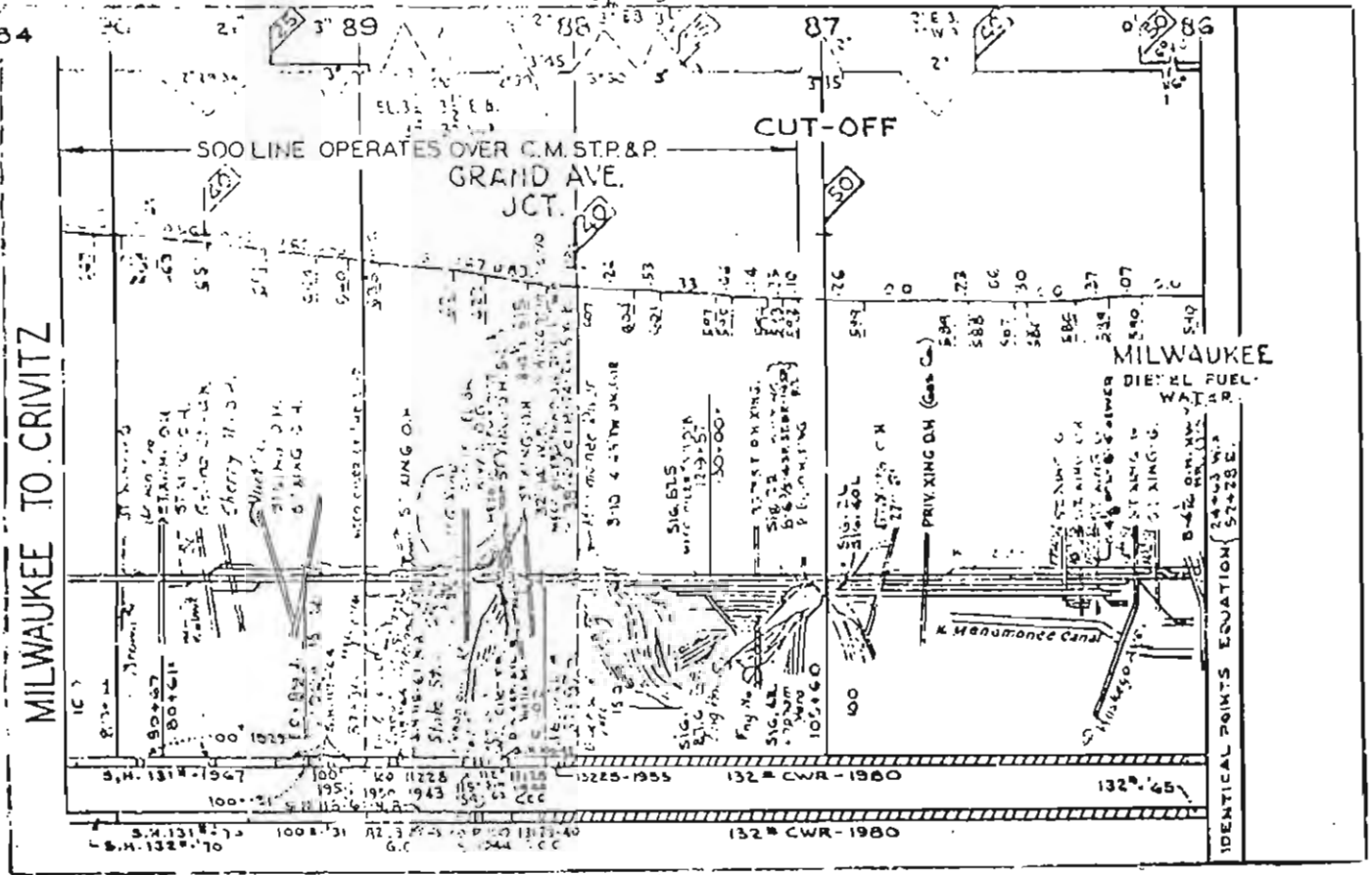
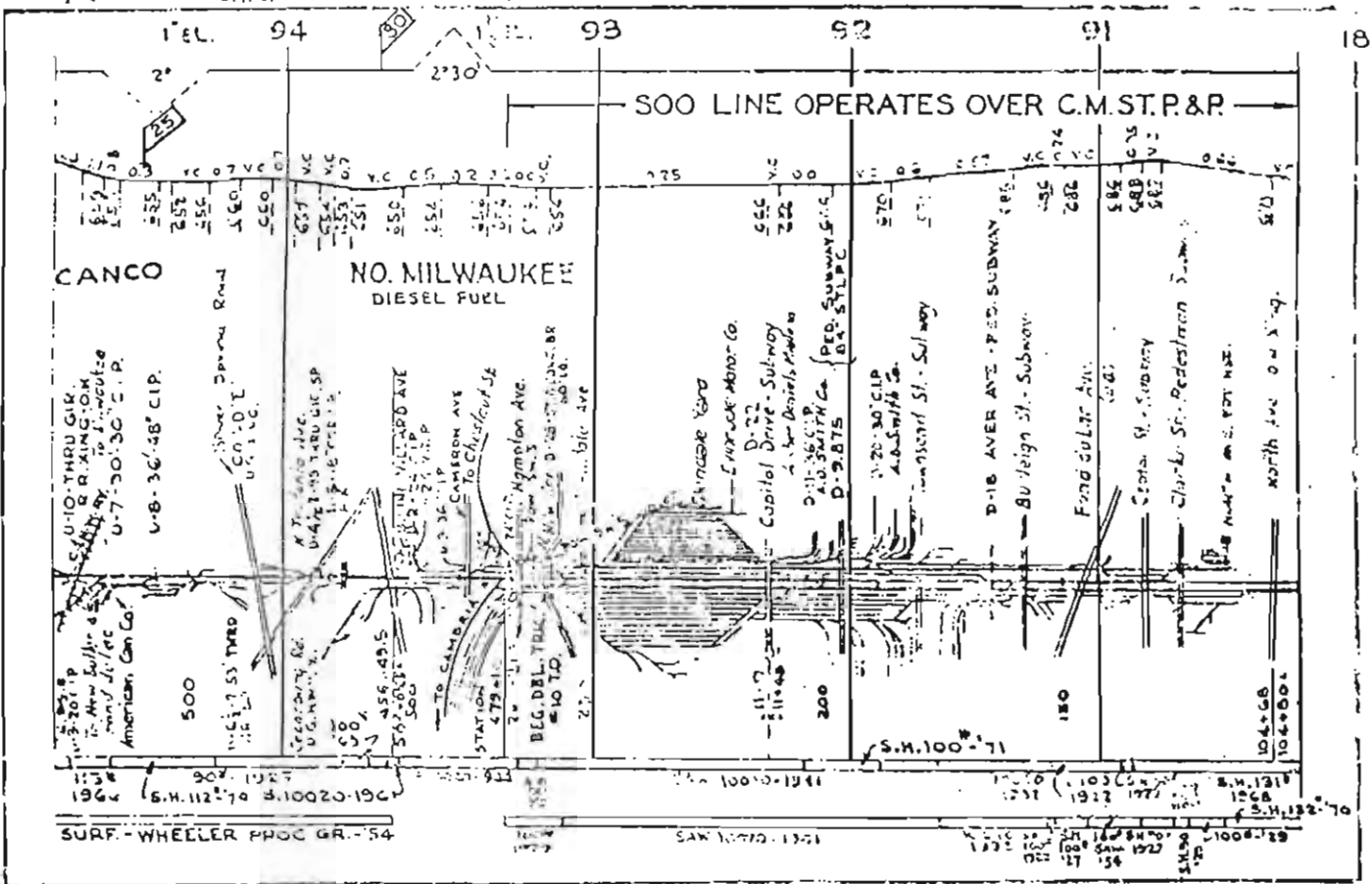


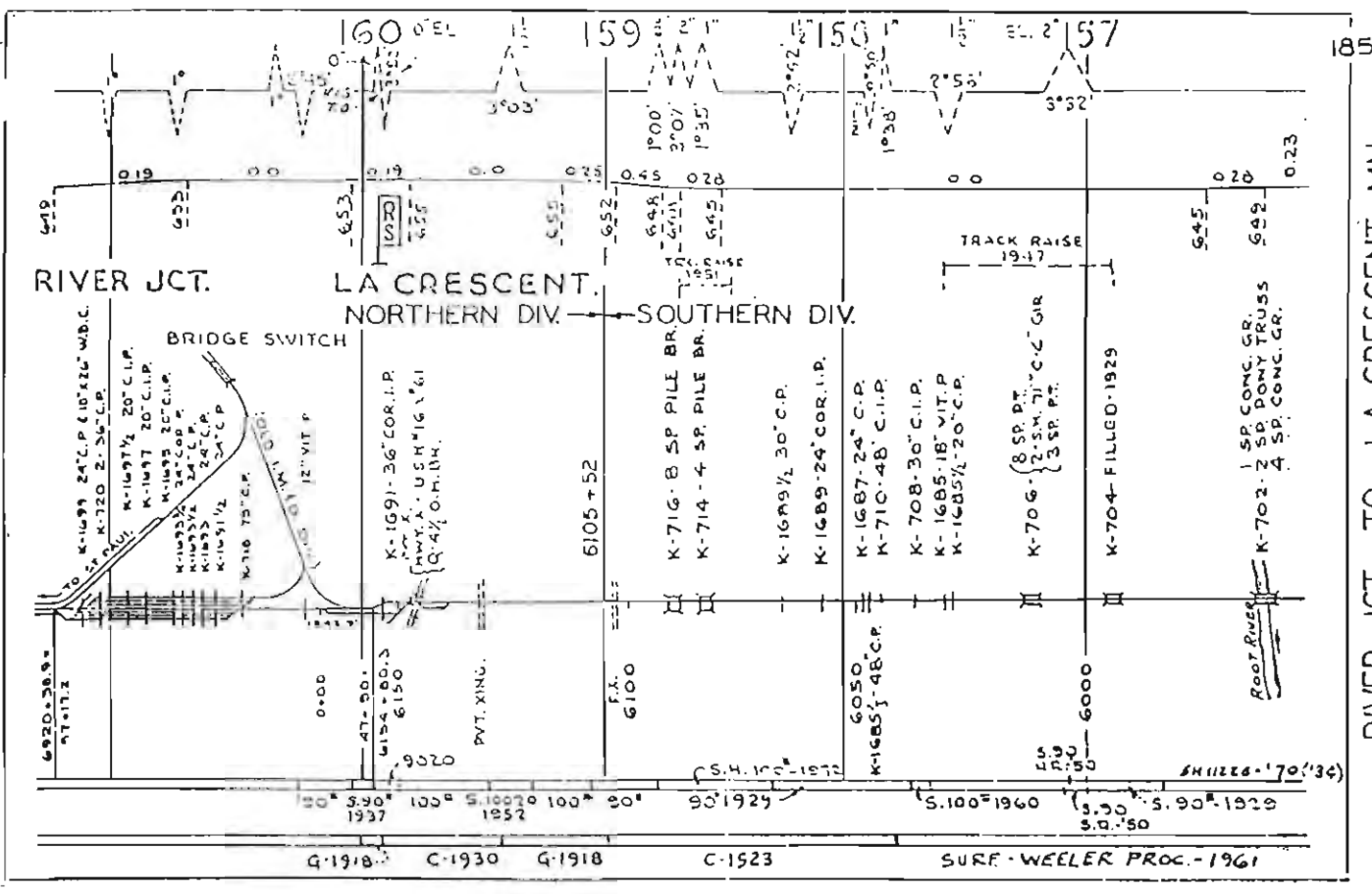
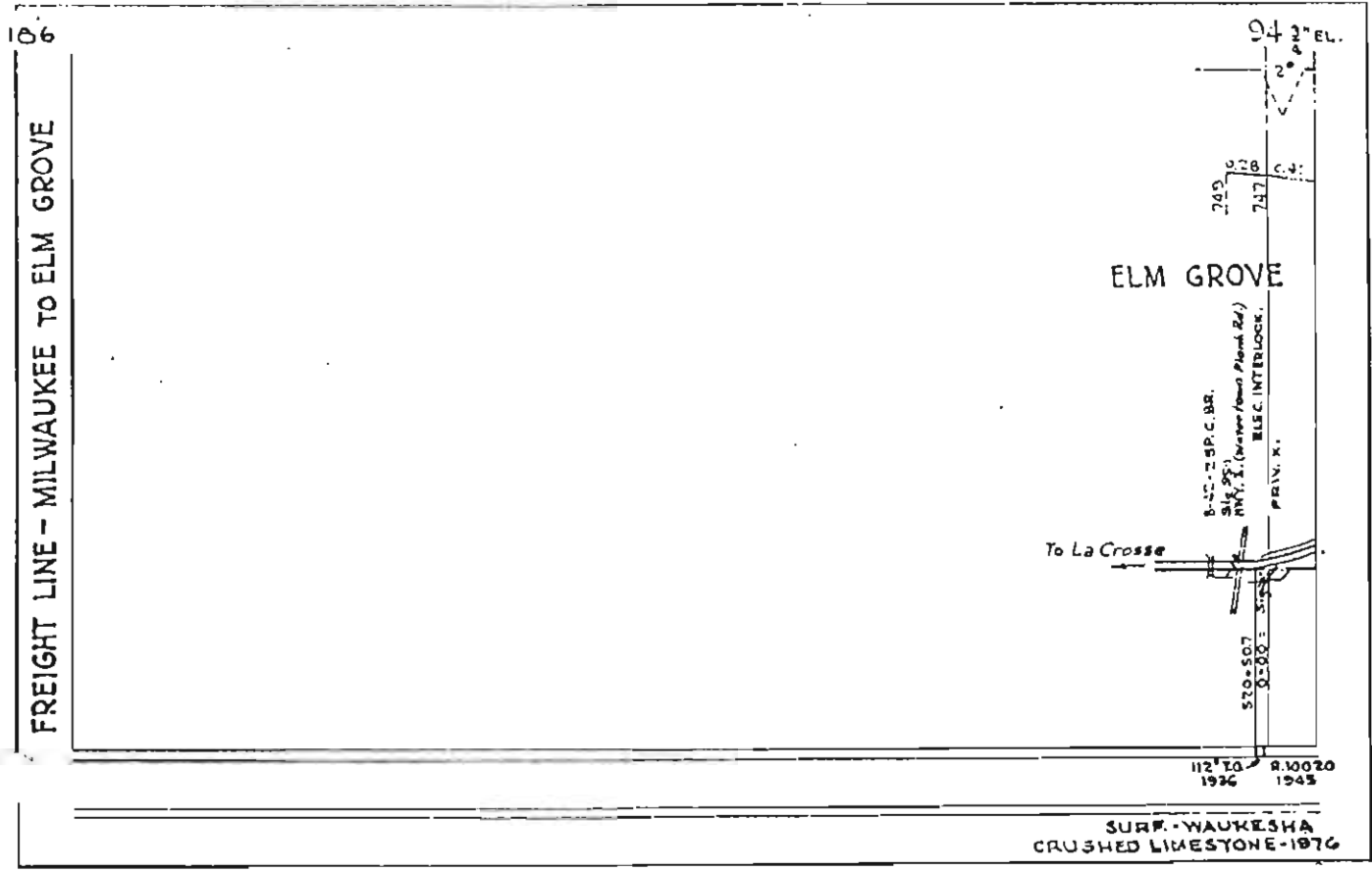




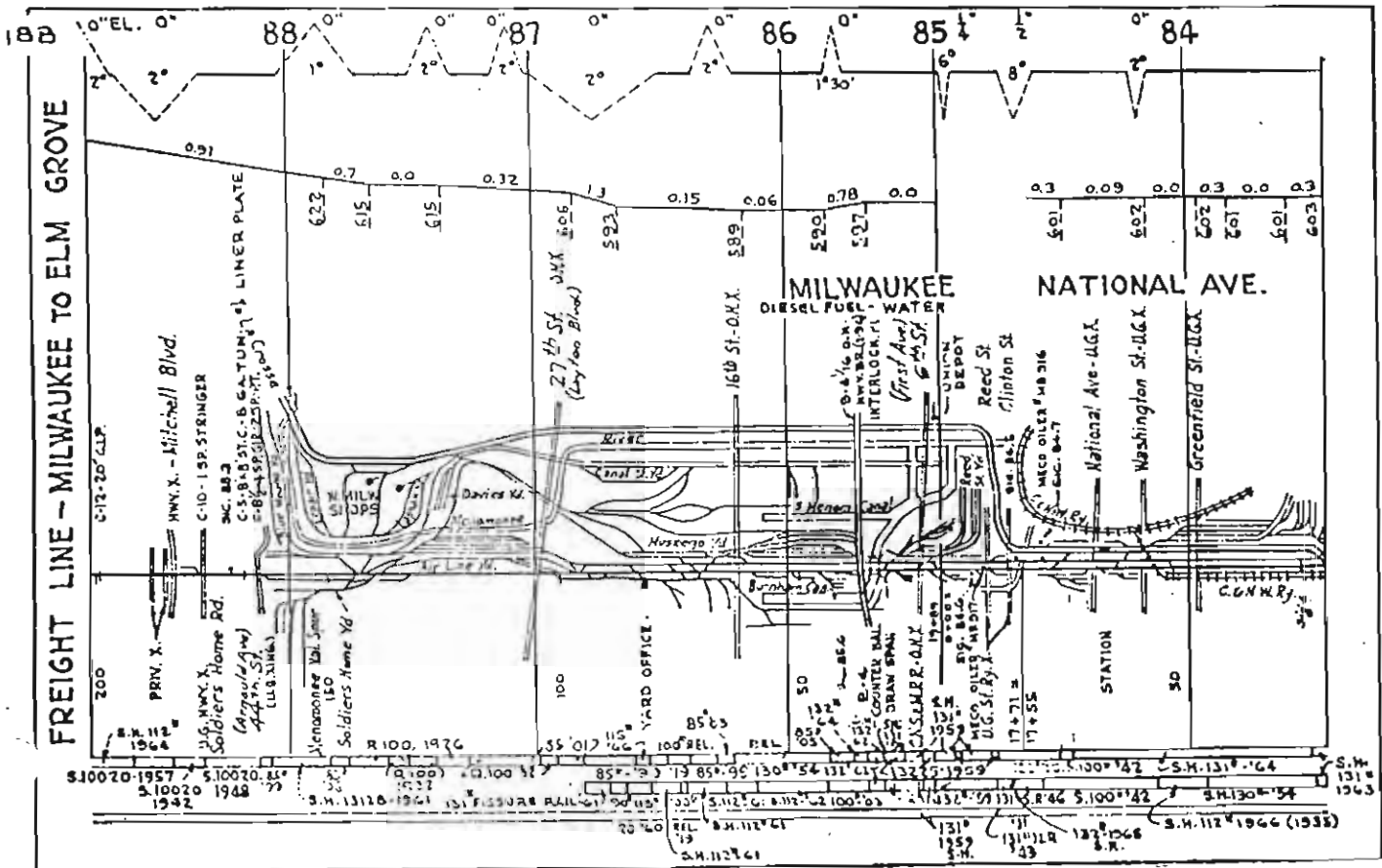
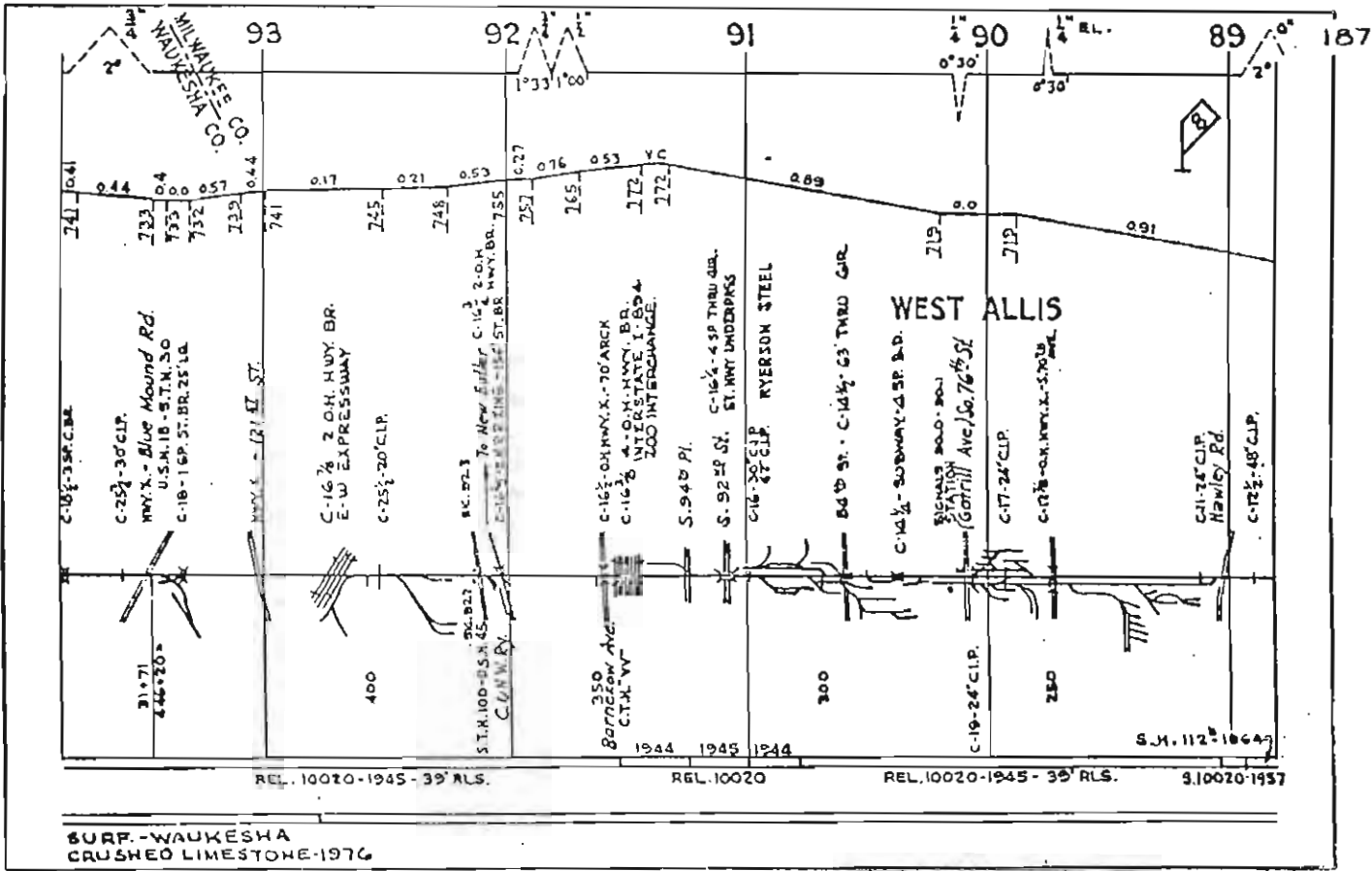




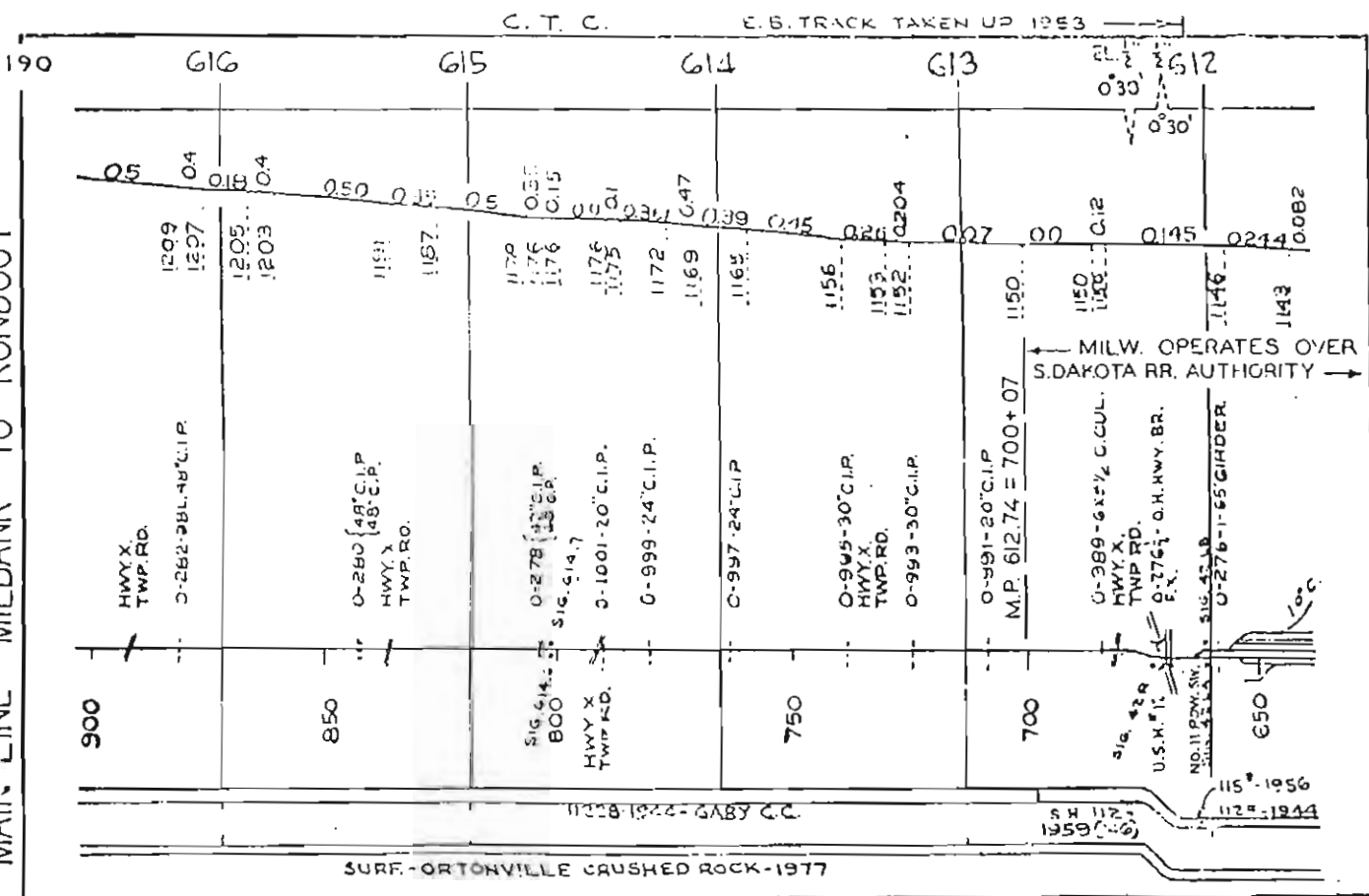


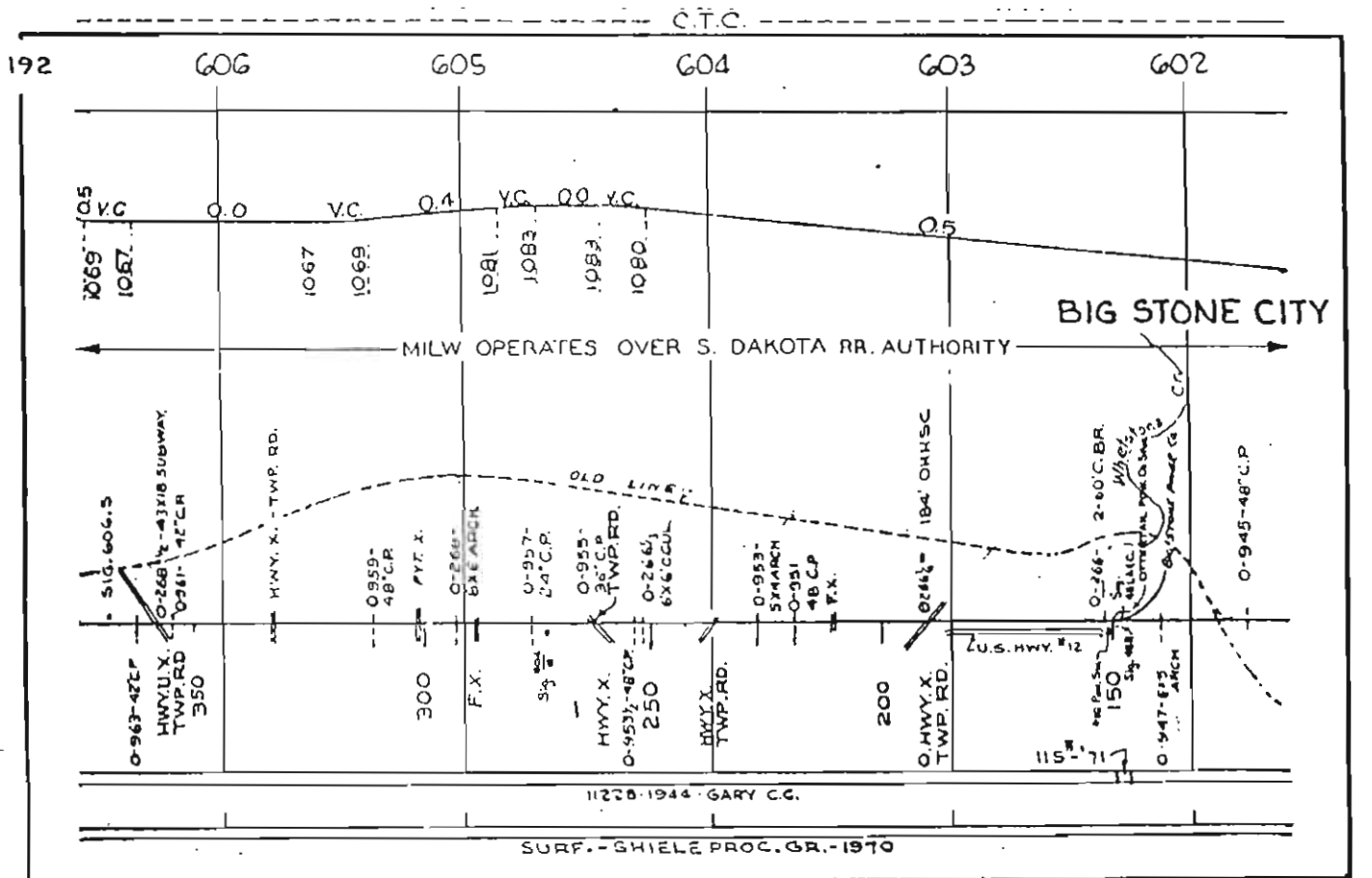
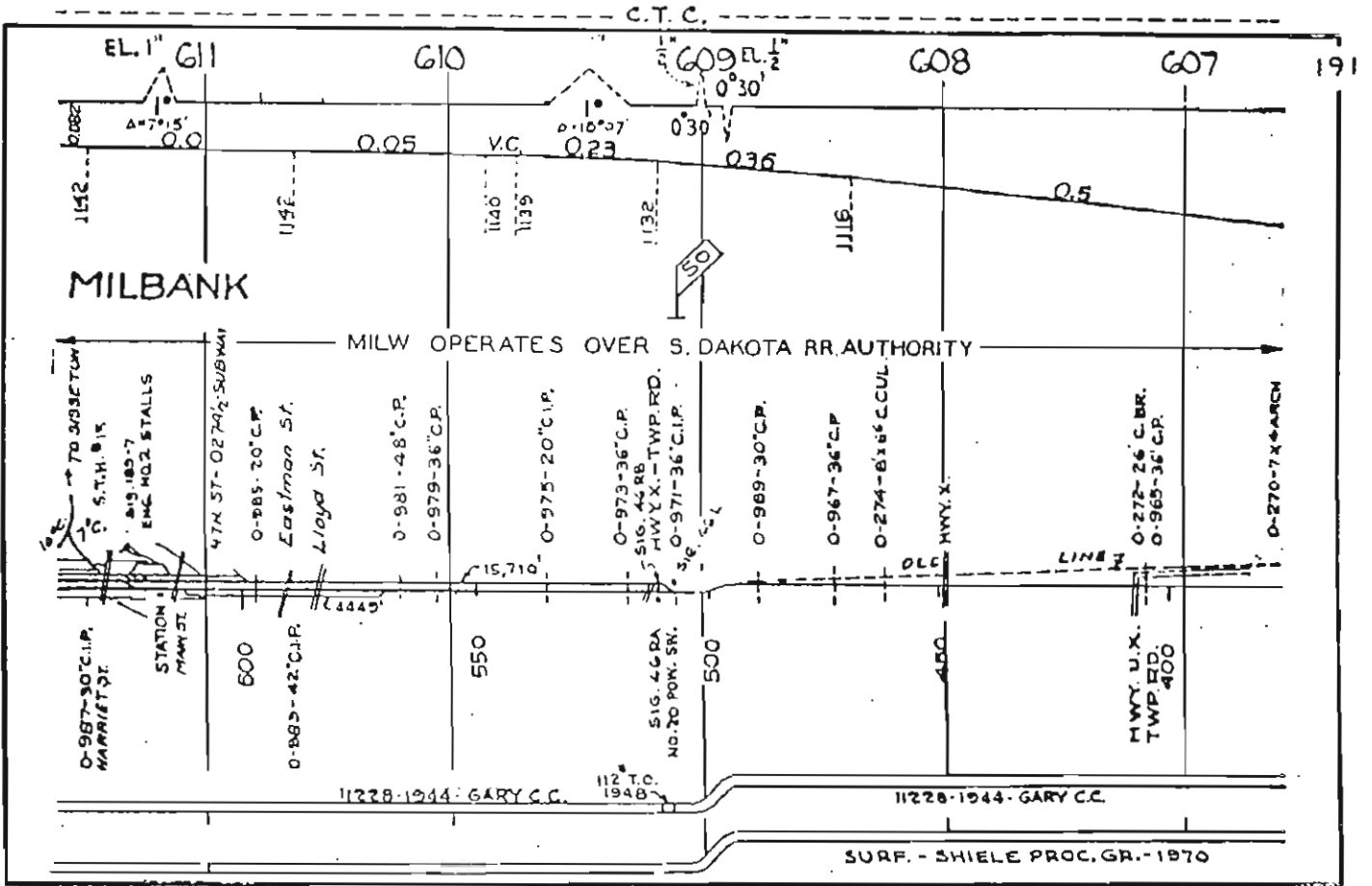


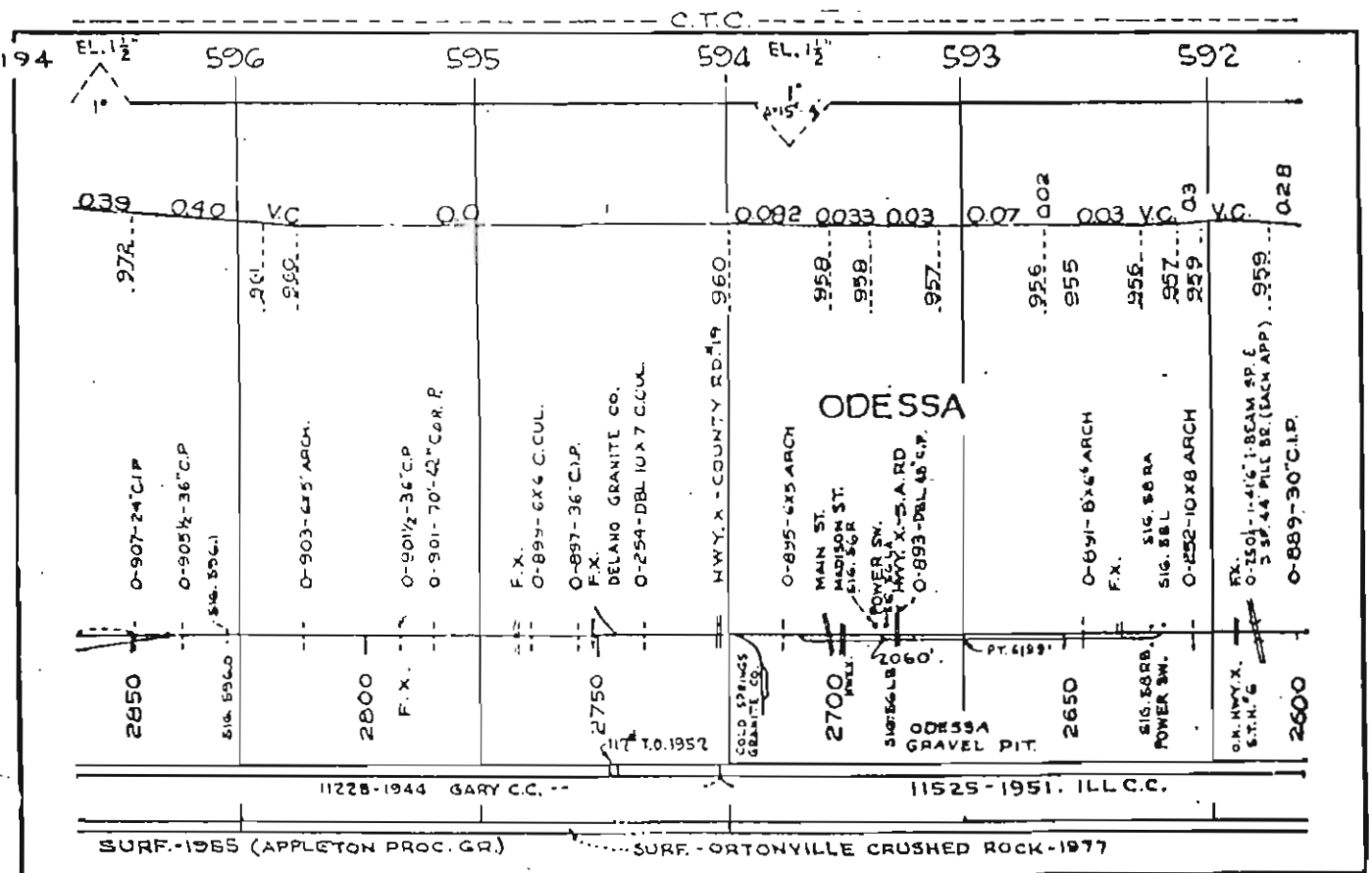
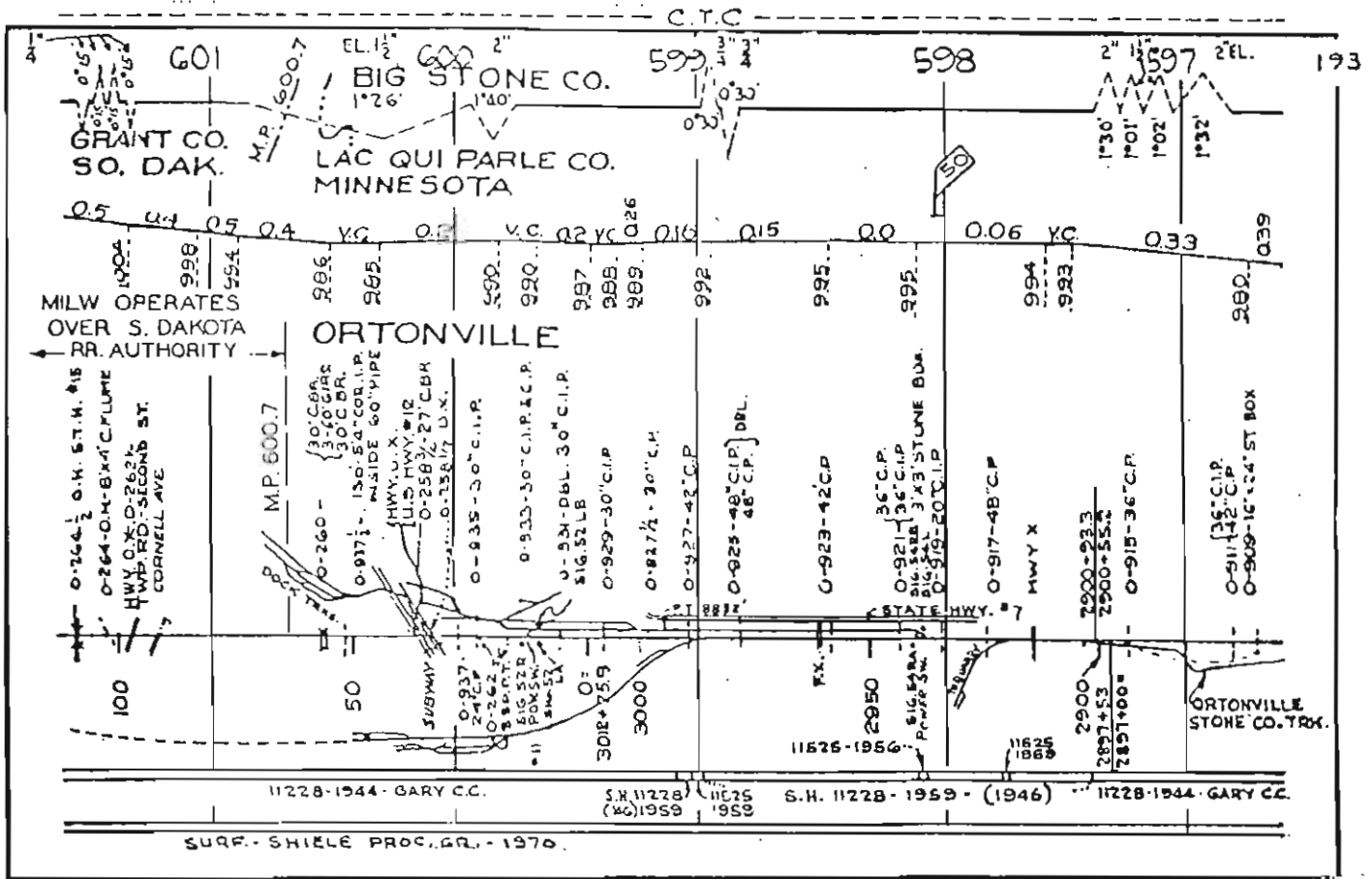
RIVER JCT. TO LA CRESCENT, MN.

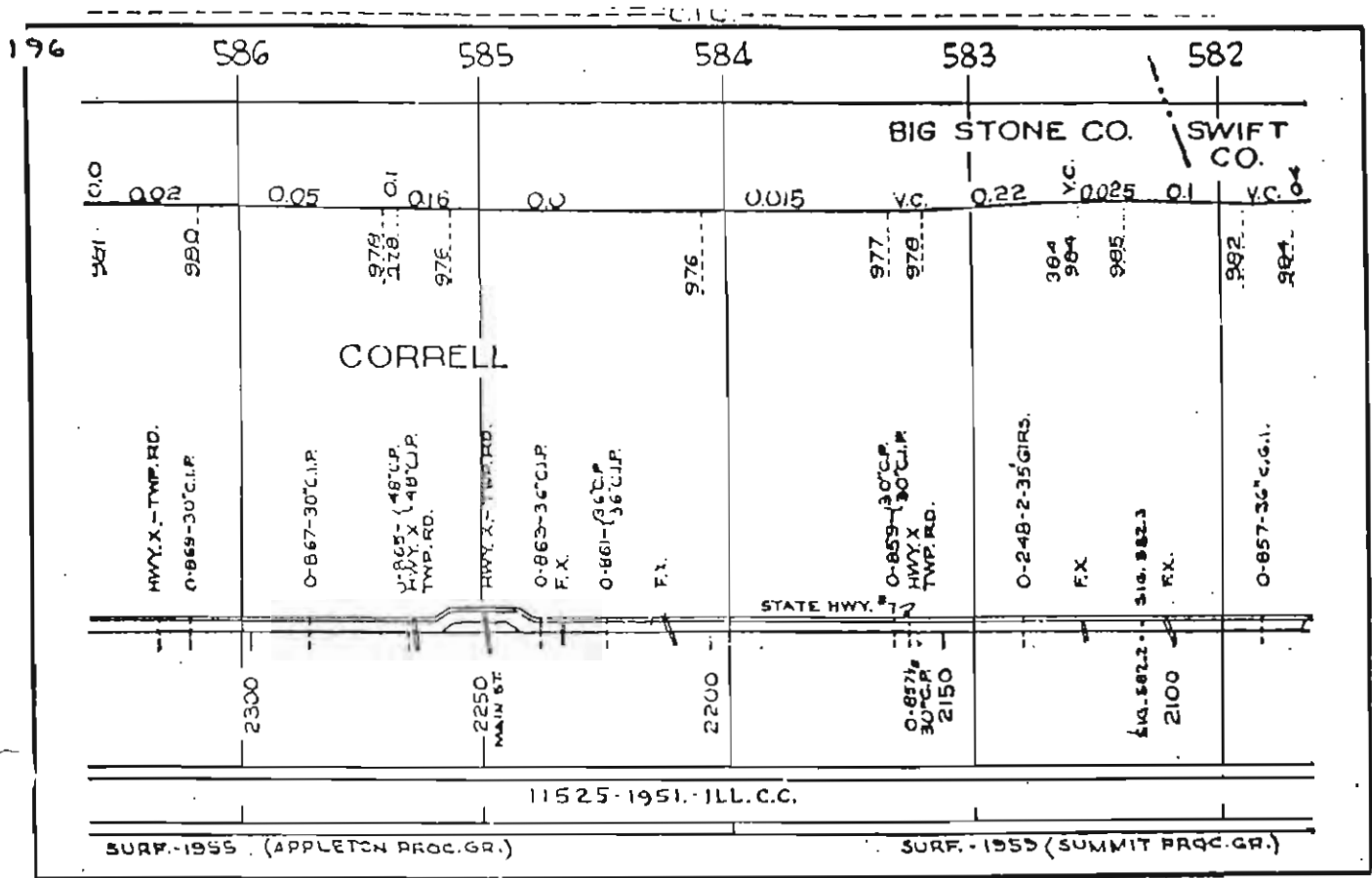
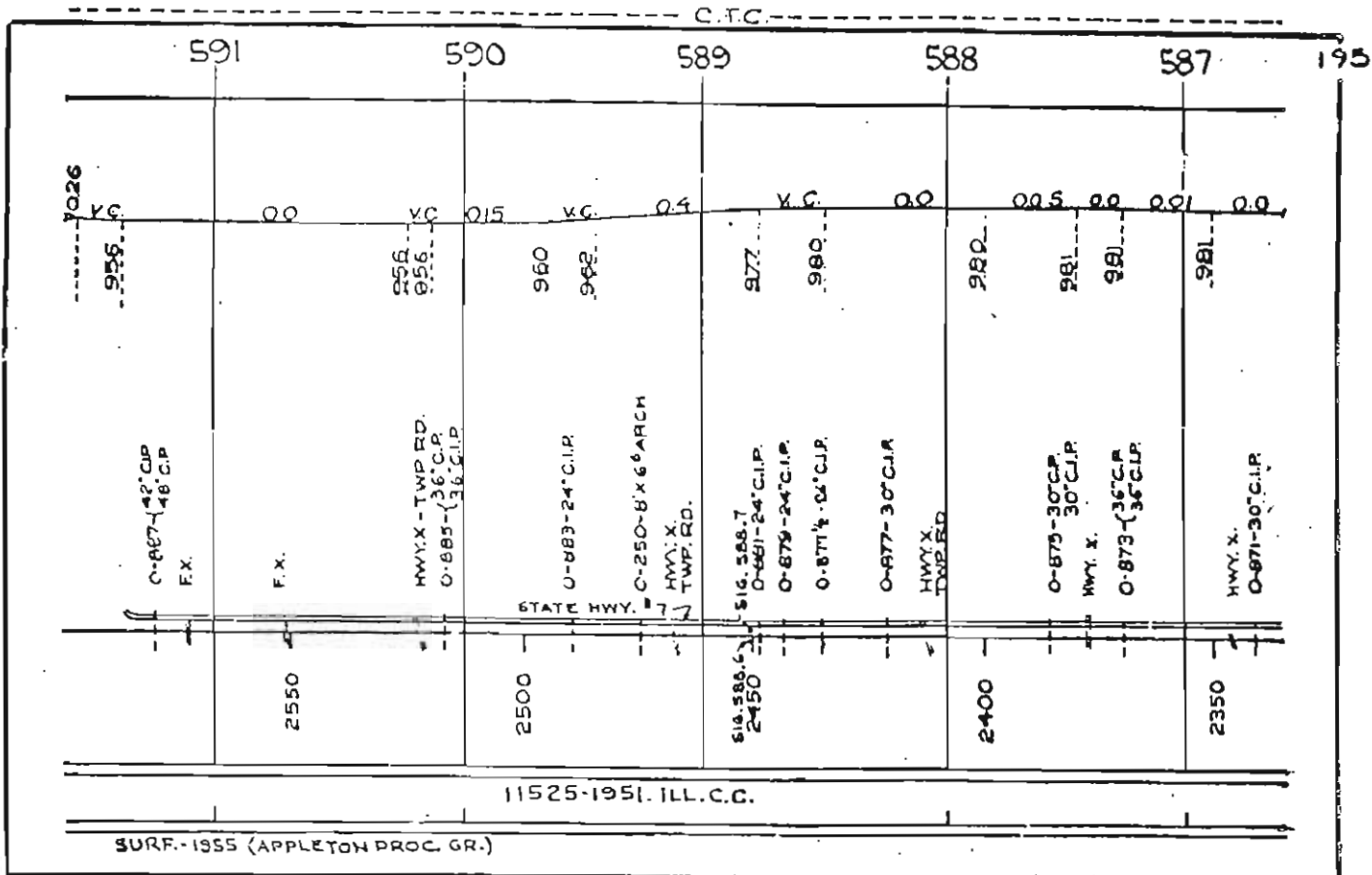


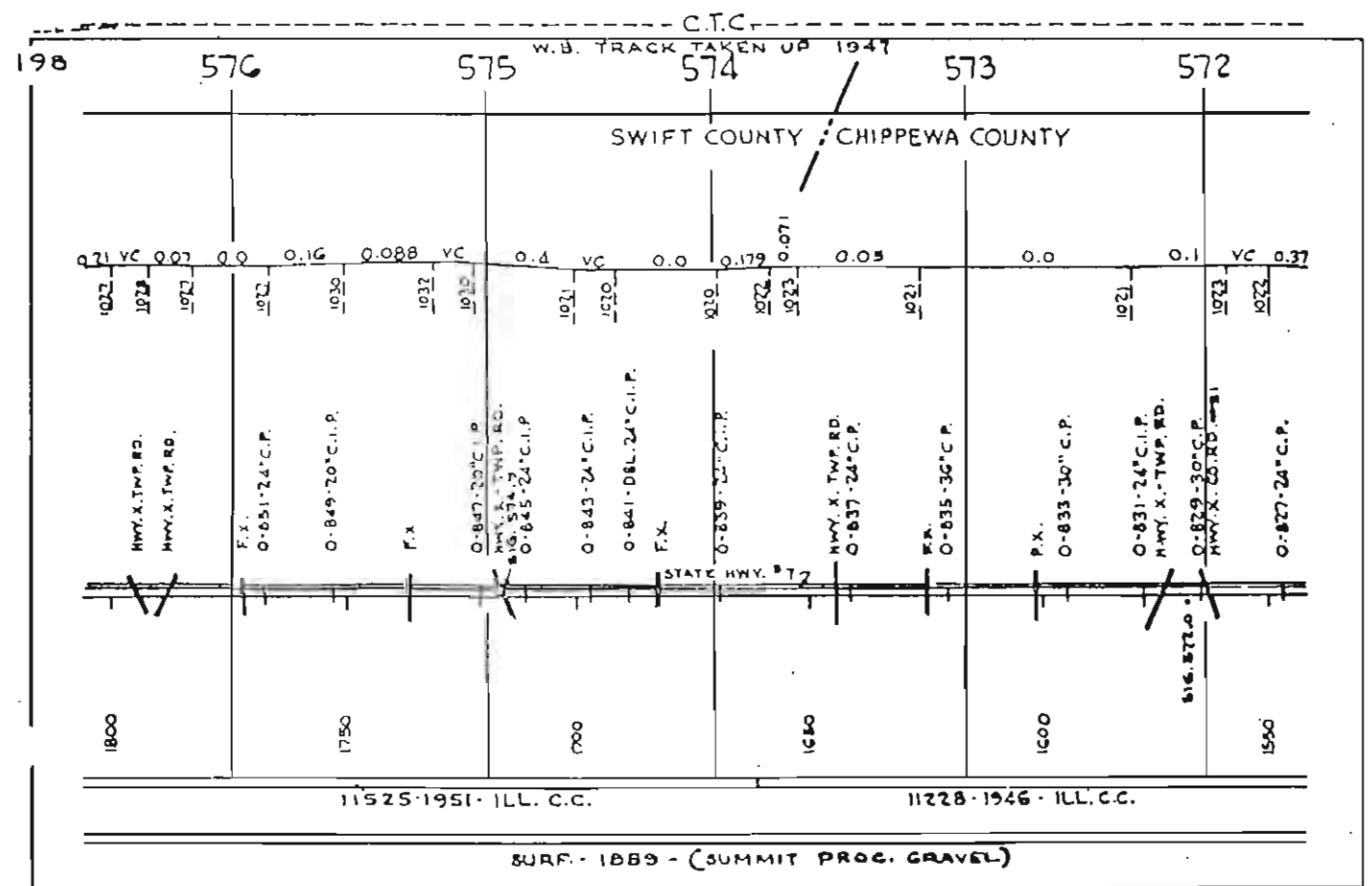
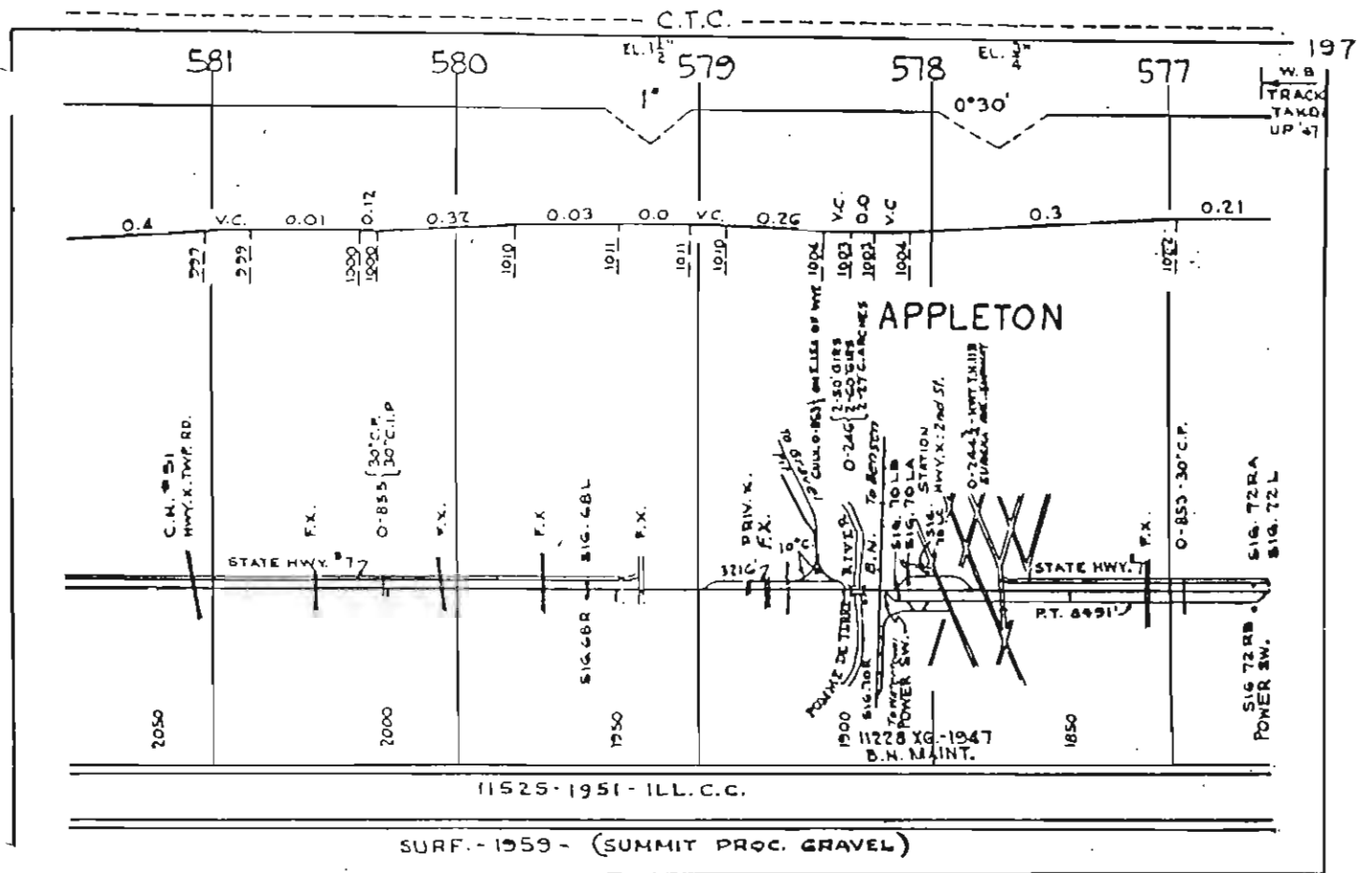
MAIL LINE - MILBANK TO RONDOUT

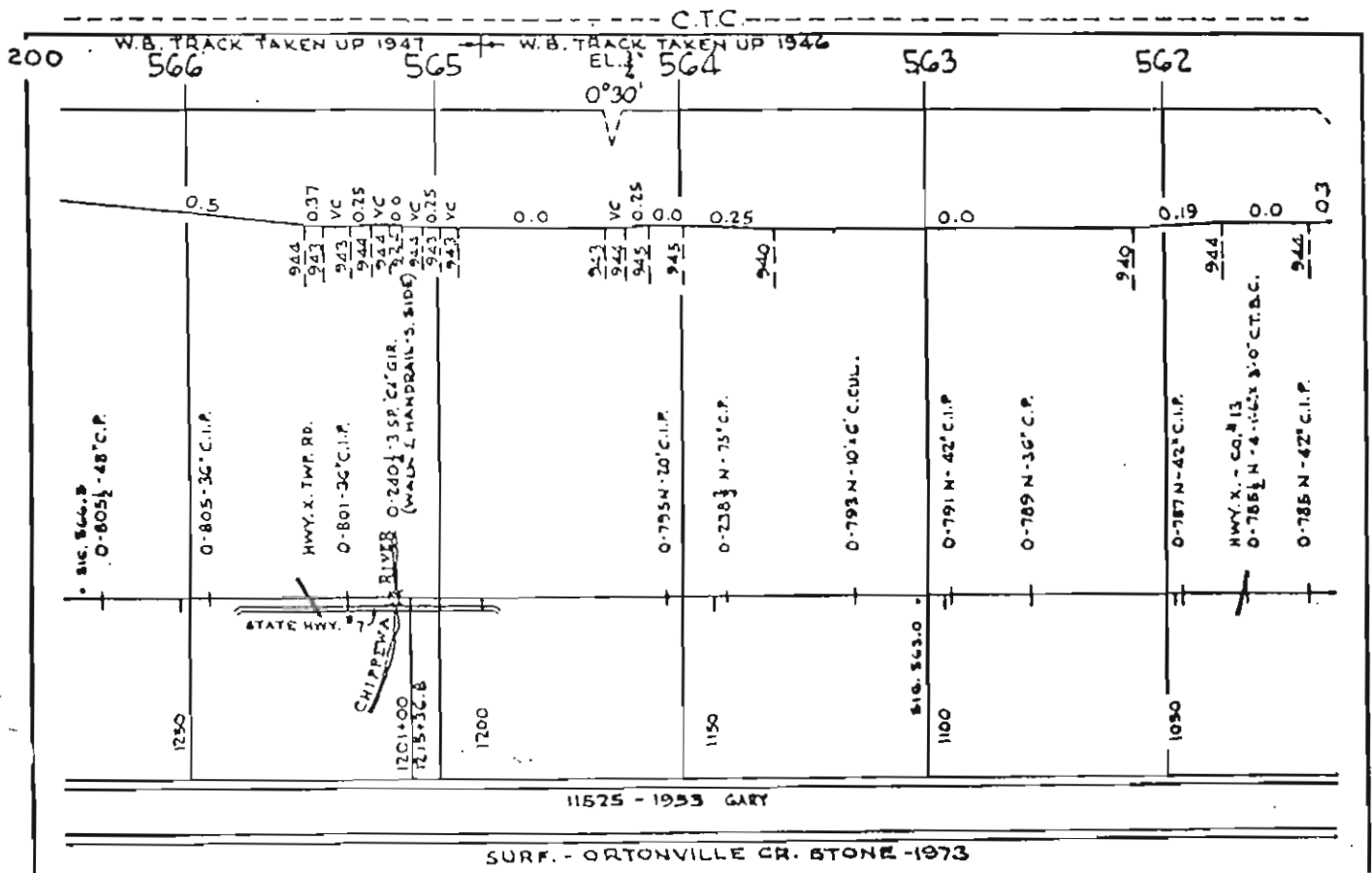
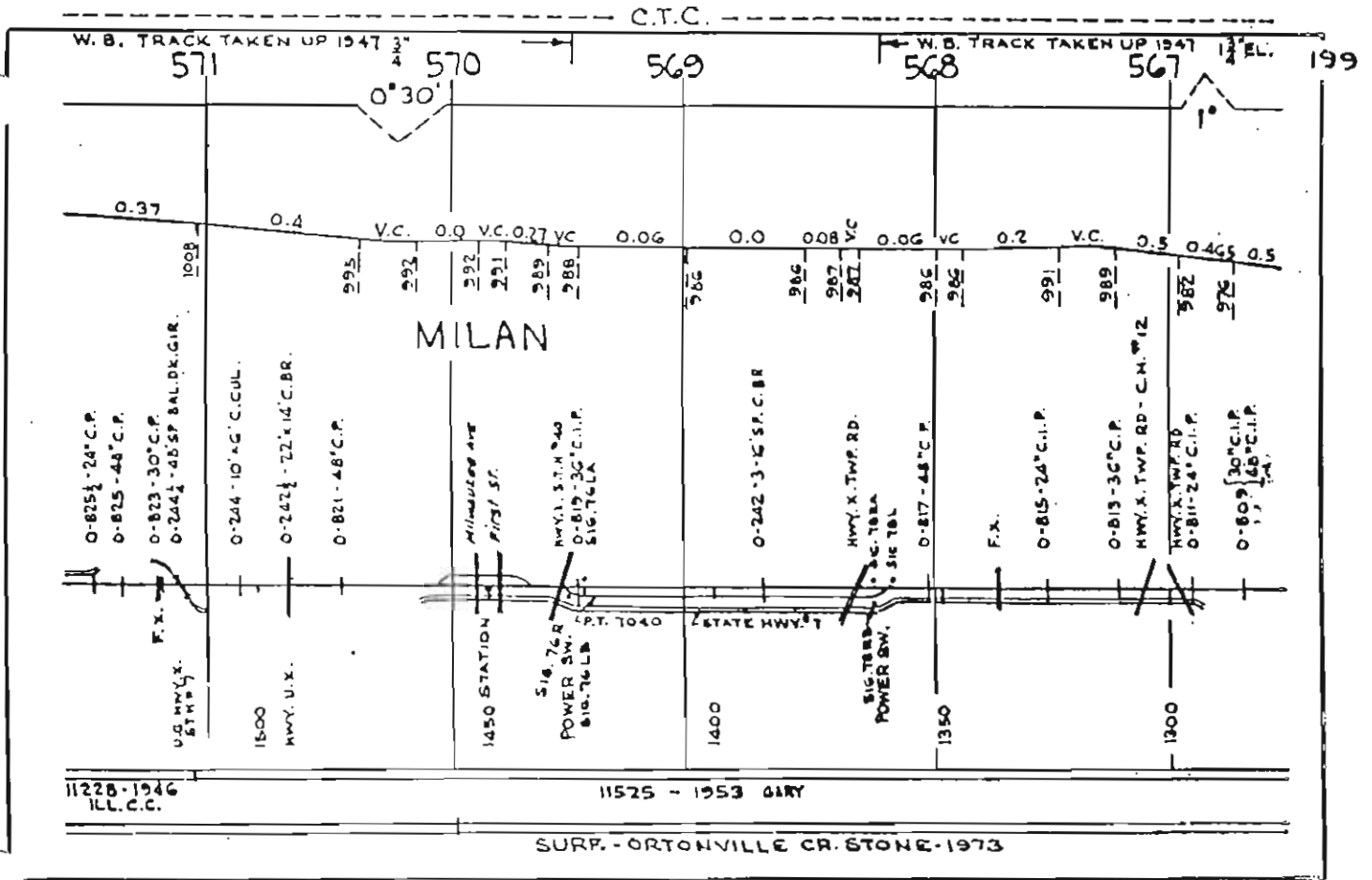


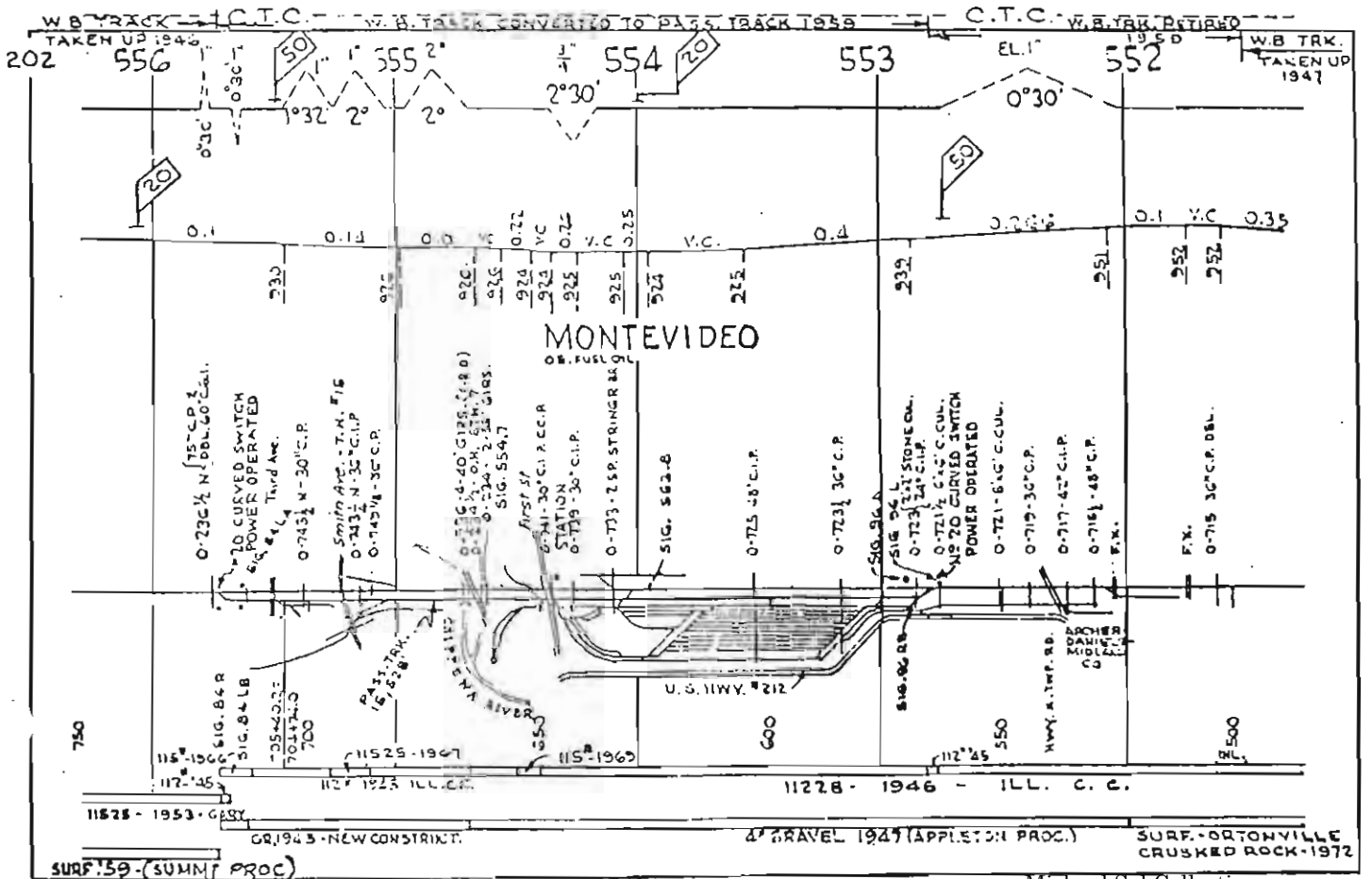
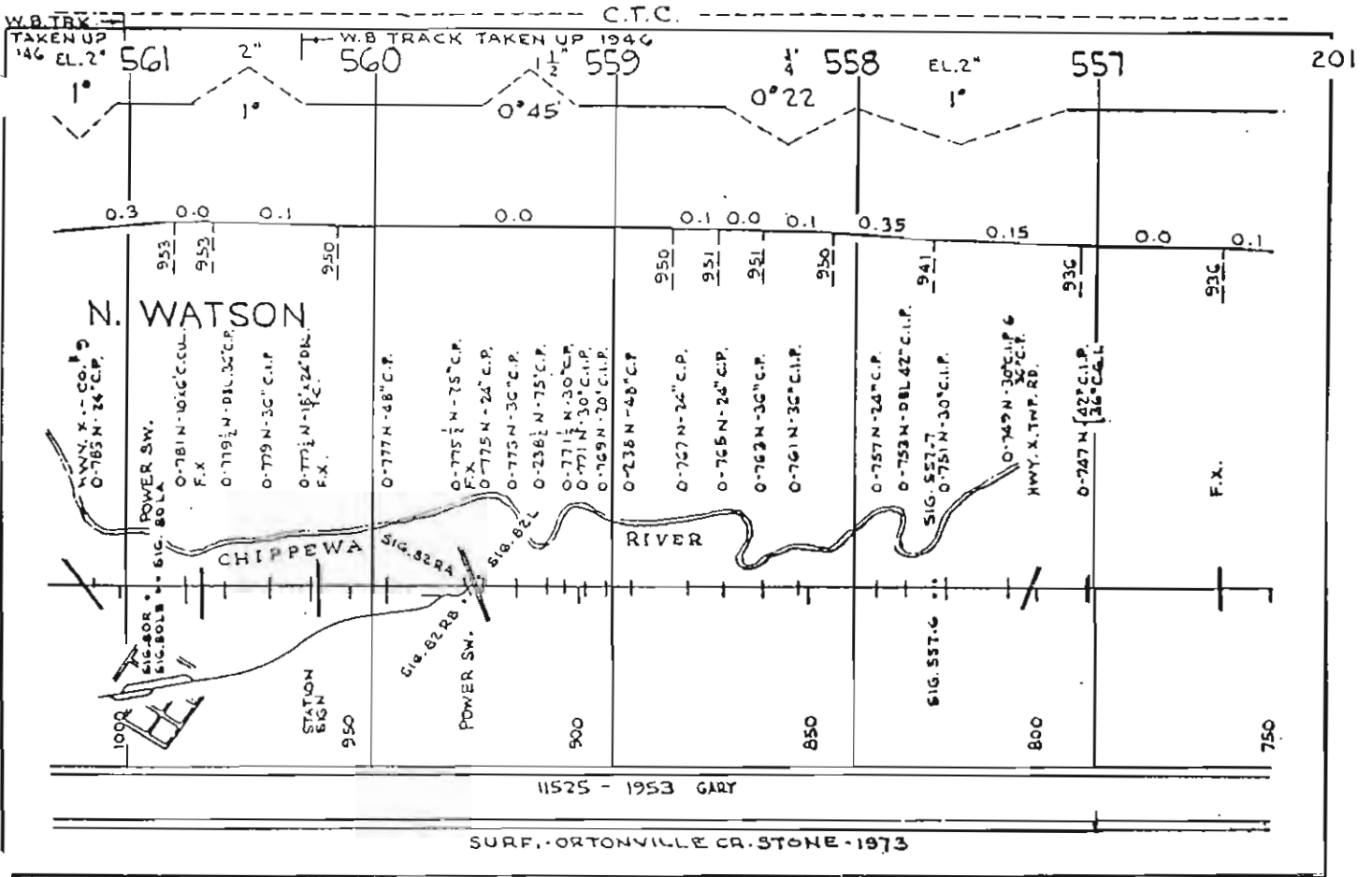












C.T.C.

W.B. TAKEN UP 1947 EL. 2'

551

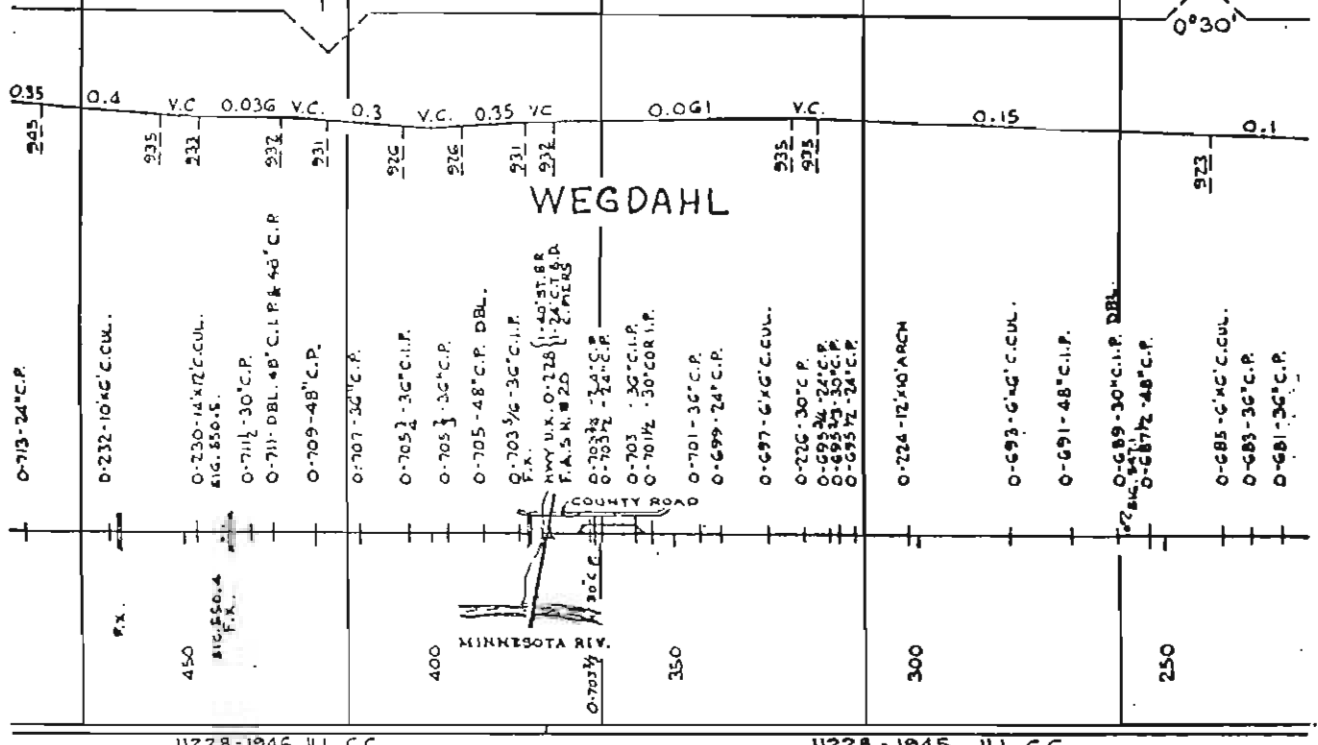
550

549

548

547

203



WEGDAHL

COUNTY ROAD

MINNESOTA RIV.

11228-1946 ILL. C.C.

11228-1945 ILL. C.C.

SURF. - ORTONVILLE CRUSHED ROCK - 1972

C.T.C.

204

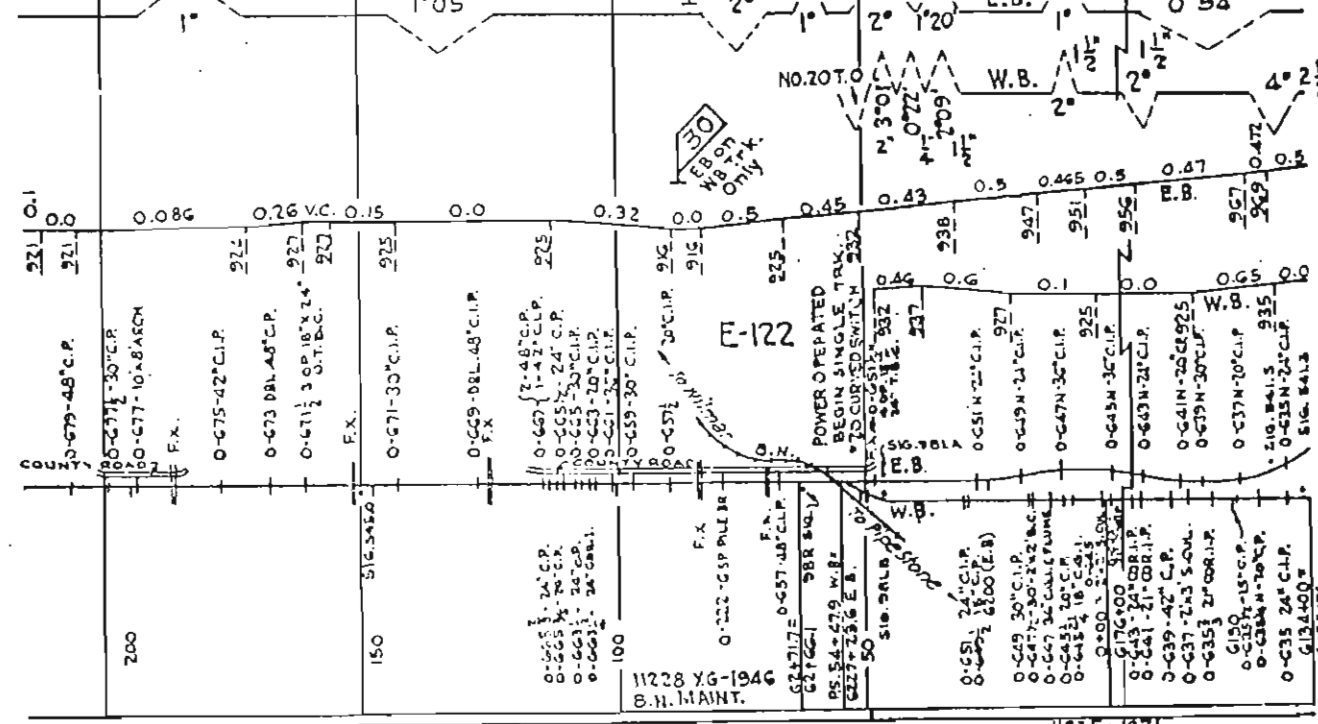
546

545

544

543

542



F-122

POWER OPERATED
BEGIN SINGLE TRAX

11228 YG-1946
B.N. MAINT.

11228-1945 ILL. C.C.

ILL. C.C.
11228-1945

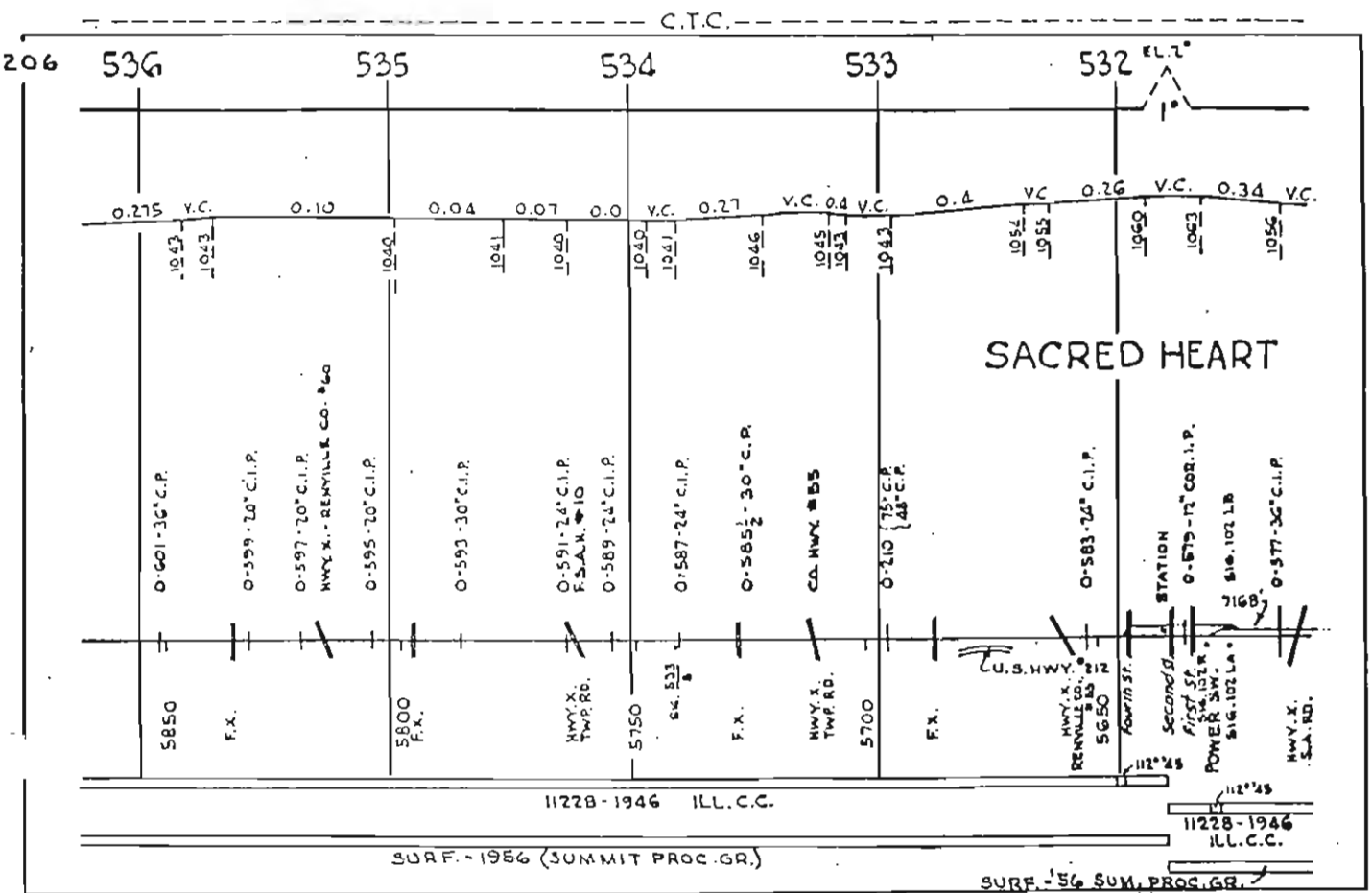
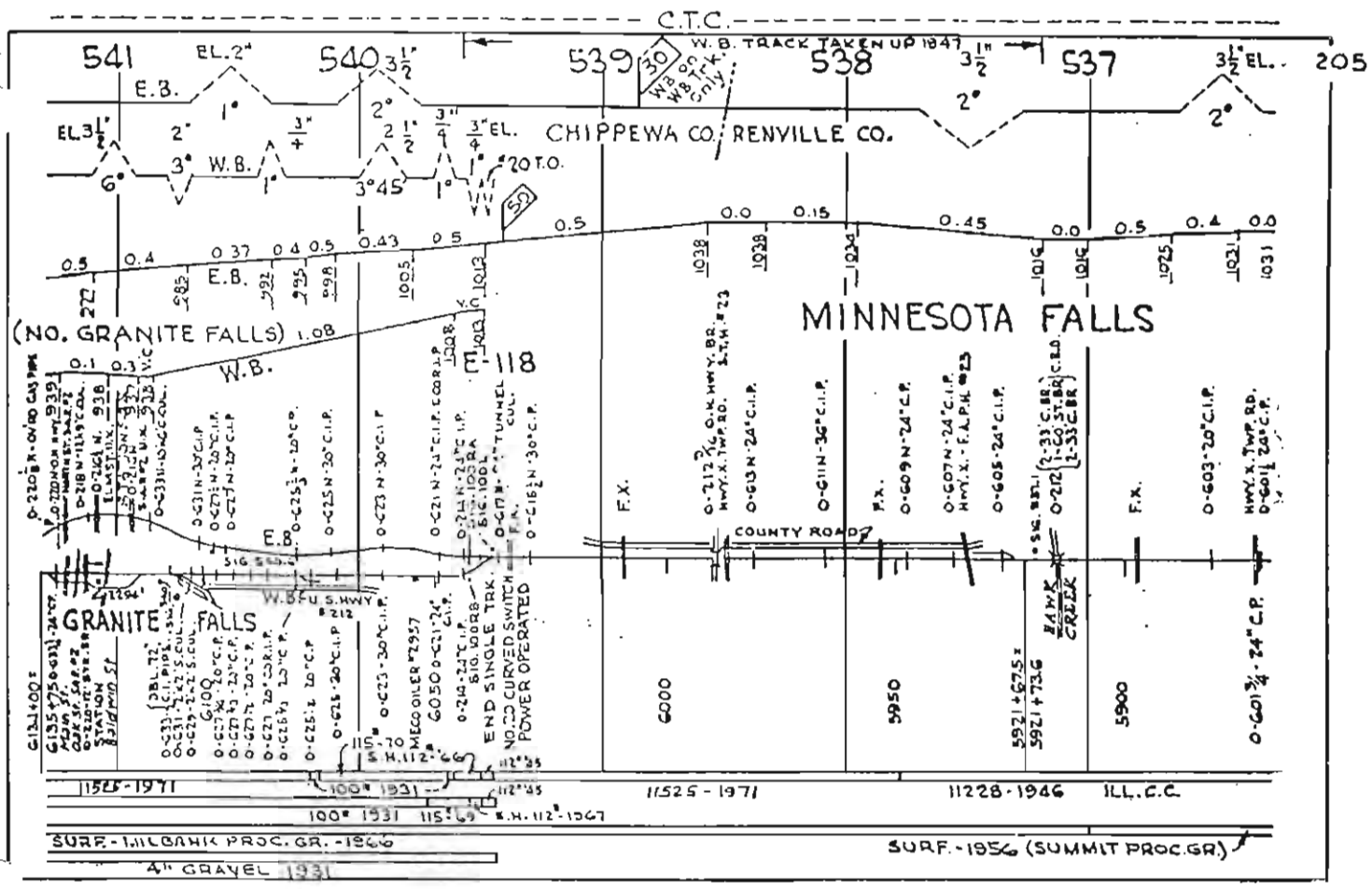
100' 1931

90' 125 100' 131

SURF. - ORTONVILLE CRUSHED ROCK - 1972

SURF. - MILBANK PROC. GR. - 1966

SURF. - 1959 (SUMMIT PROC. GR.)



531

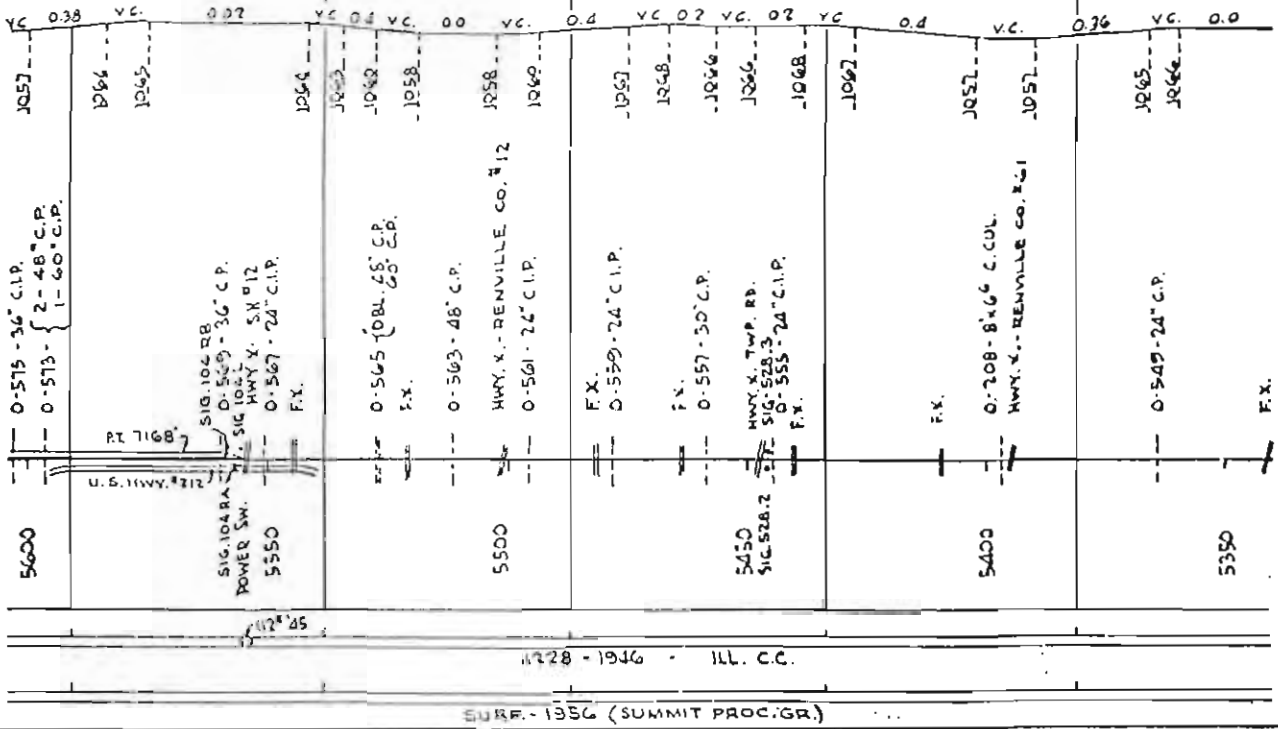
530

529

528

527

207



208

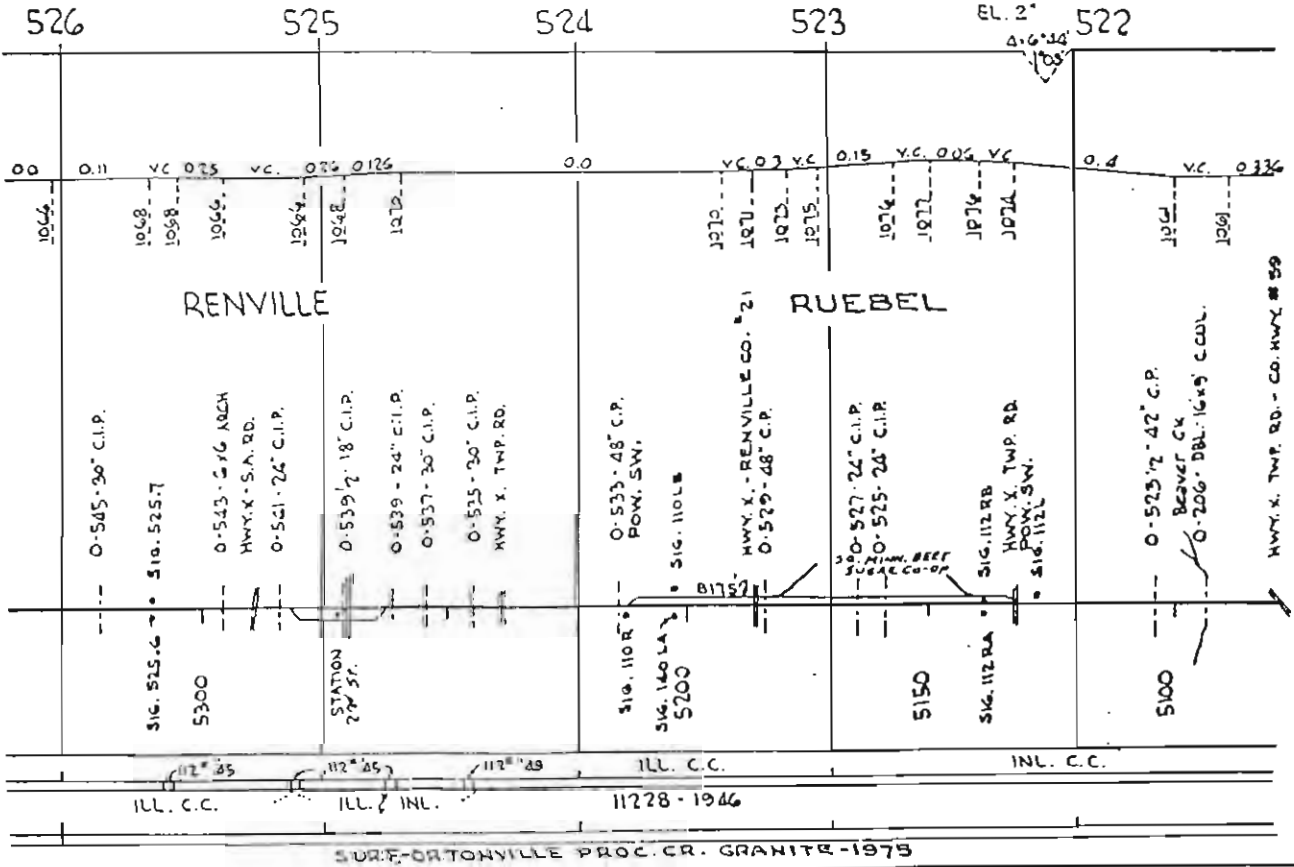
526

525

524

523

522



521

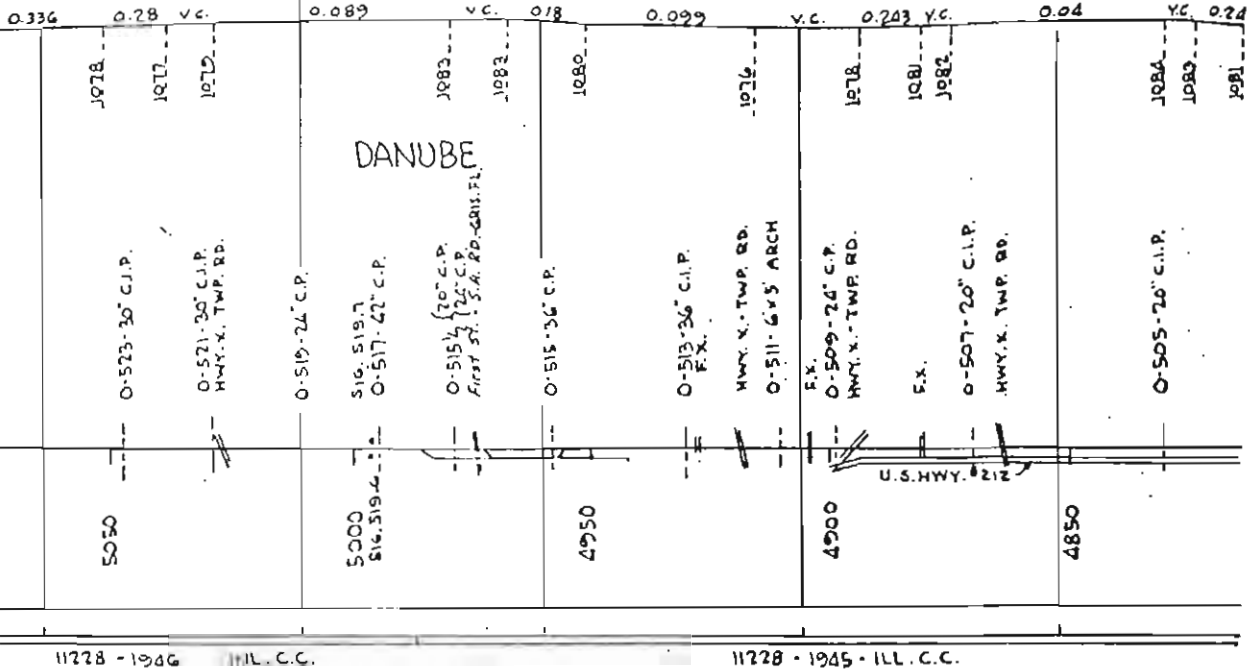
520

519 2" EL.

518

517

209



11278 - 1946

ILL. C.C.

11278 - 1945 - ILL. C.C.

SURF. - ORTONVILLE PROC. CR. GRANITE - 1974

SURF. - ORTONVILLE PROC. CR. GRANITE - 1974

210

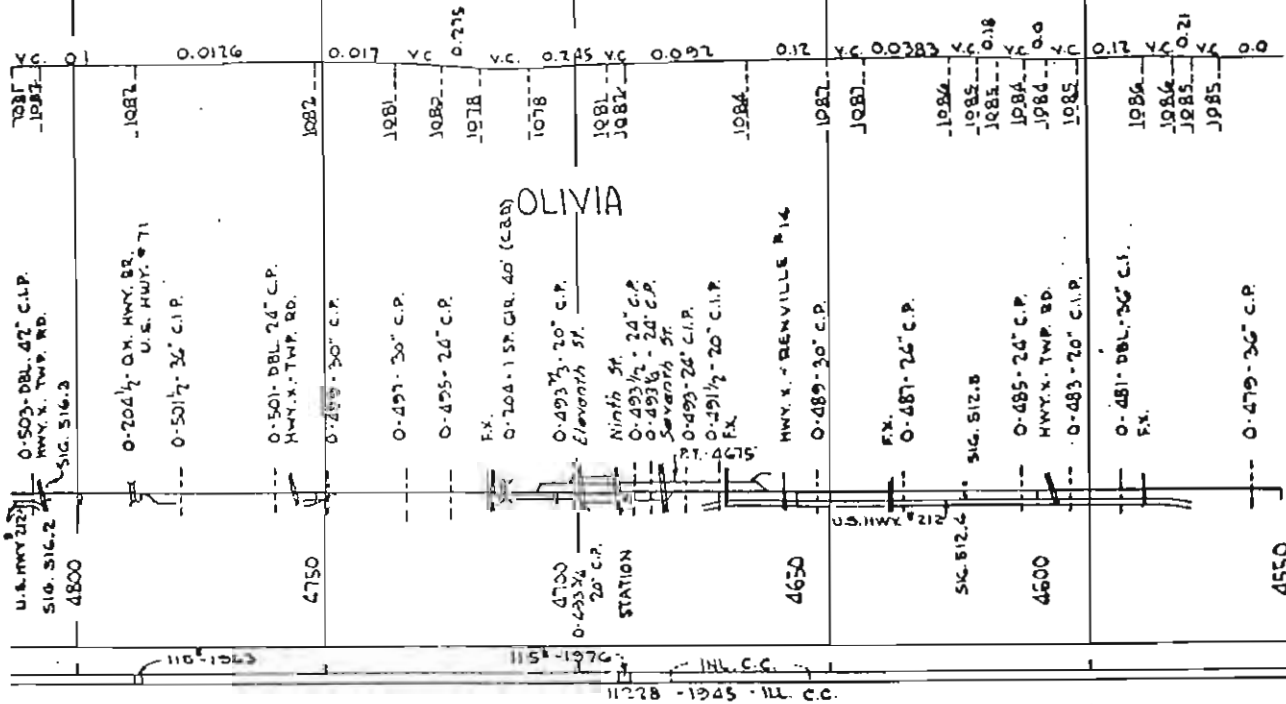
516

515

514

513

512



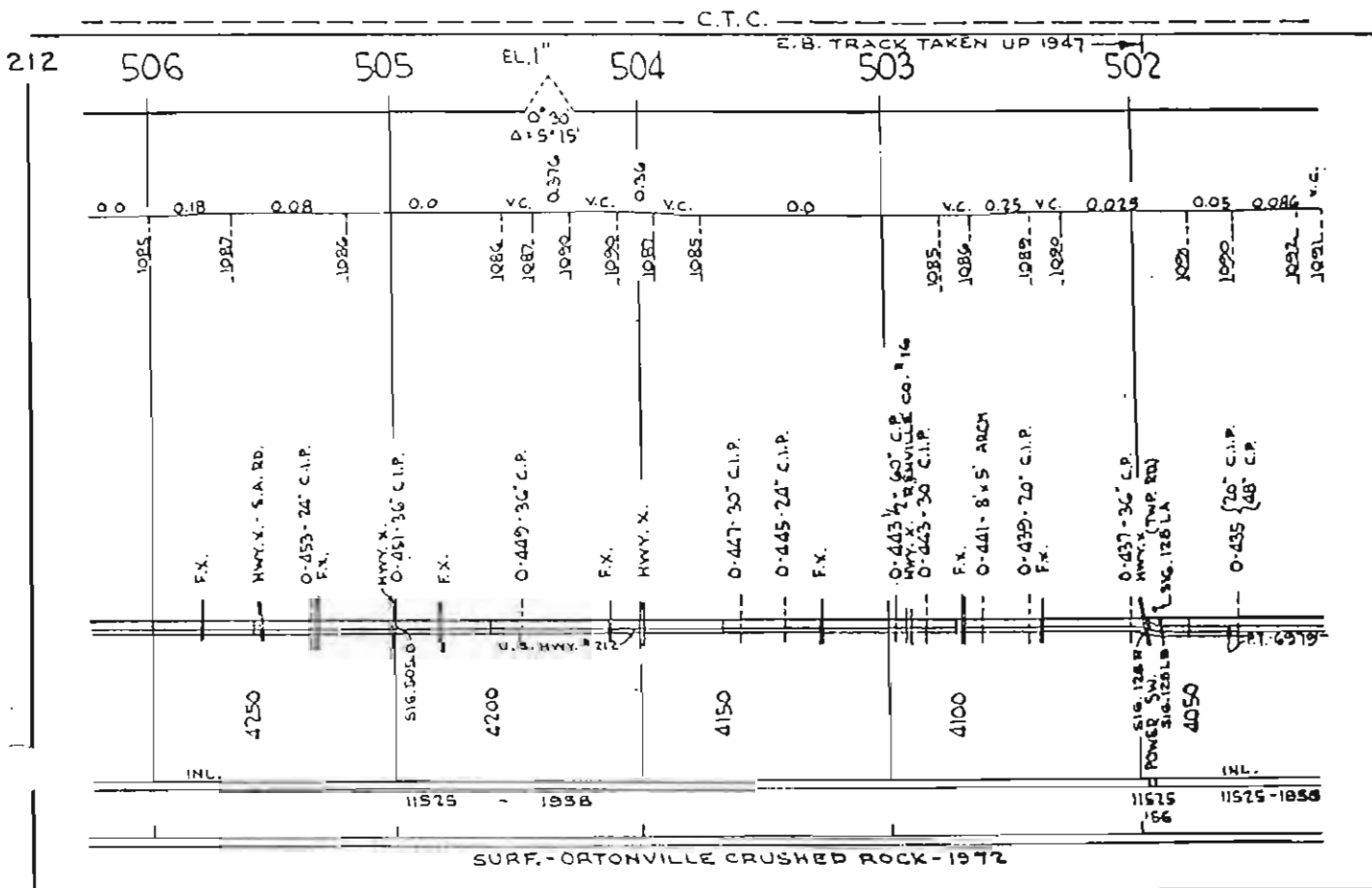
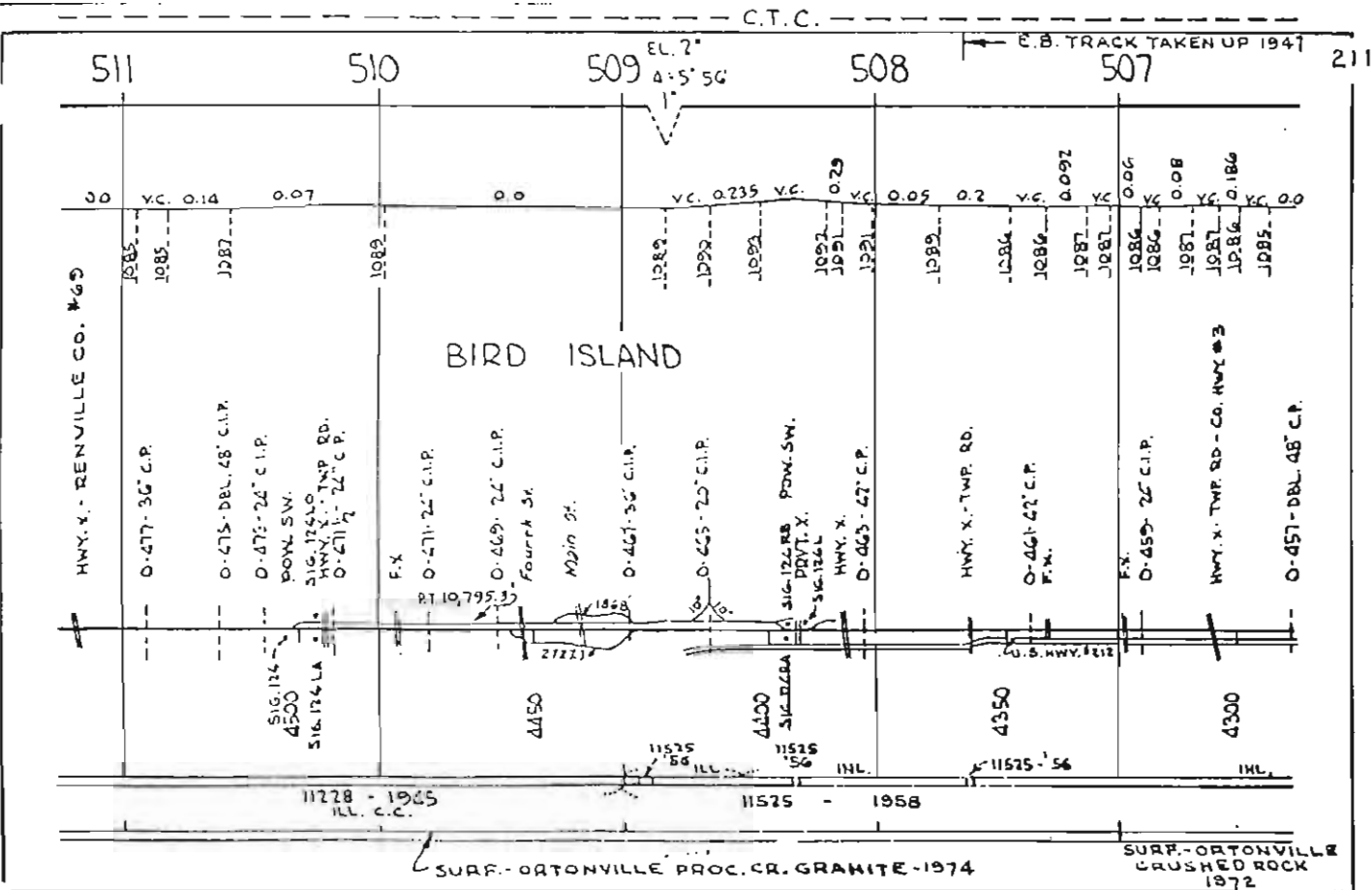
110-1974

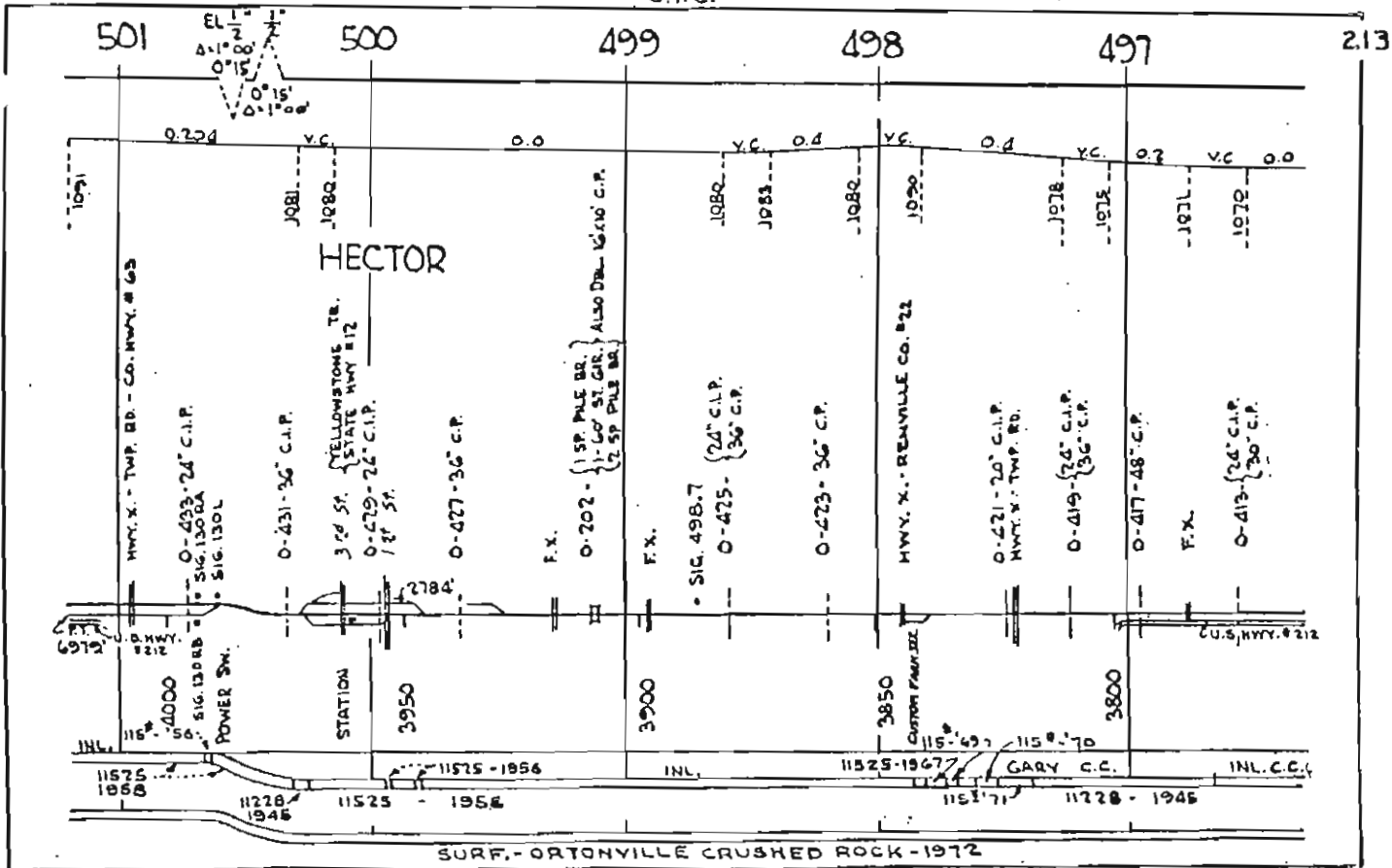
115-1976

ILL. C.C.

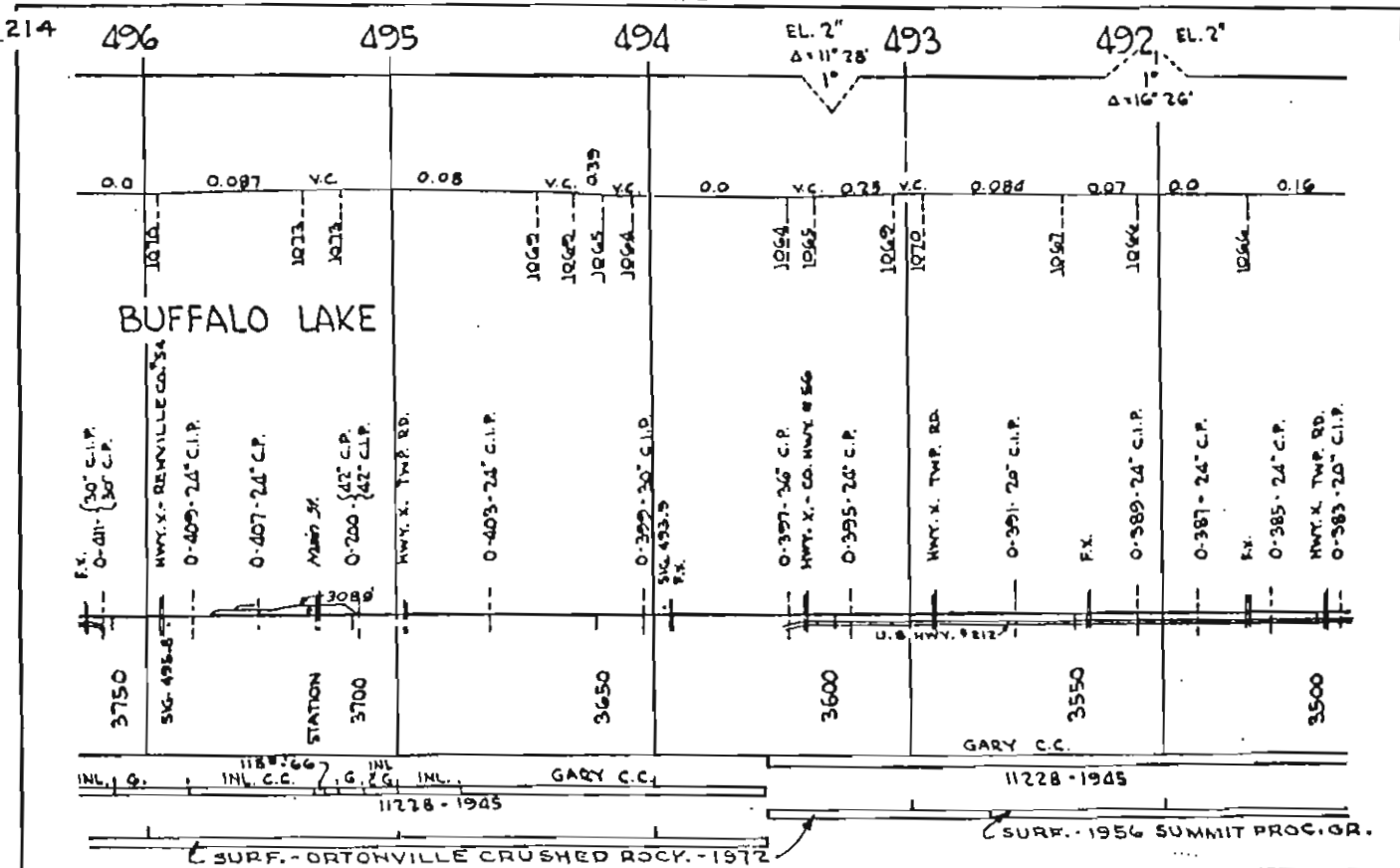
11278 - 1945 - ILL. C.C.

SURF. - ORTONVILLE PROC. CR. GRANITE - 1974



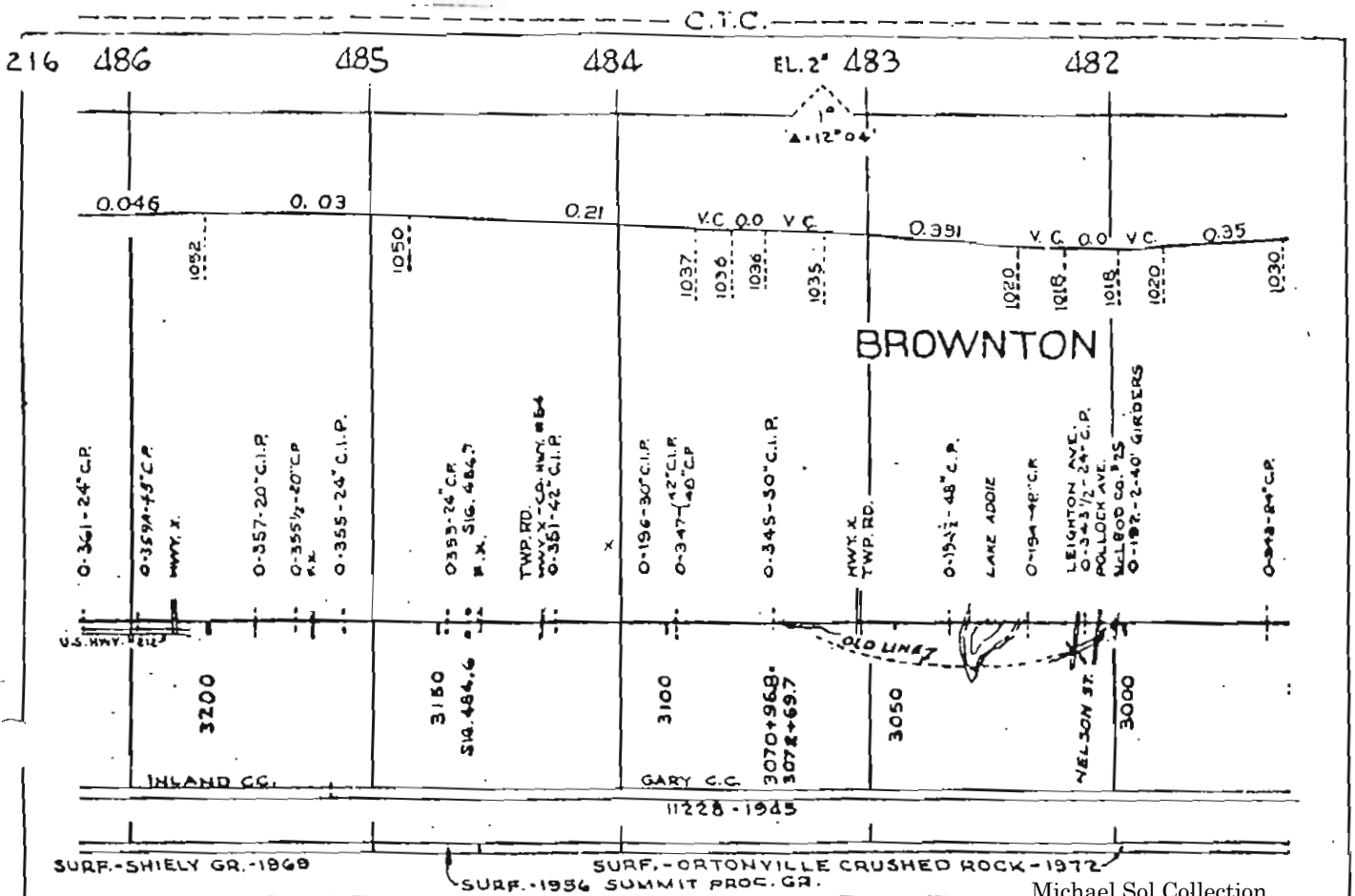
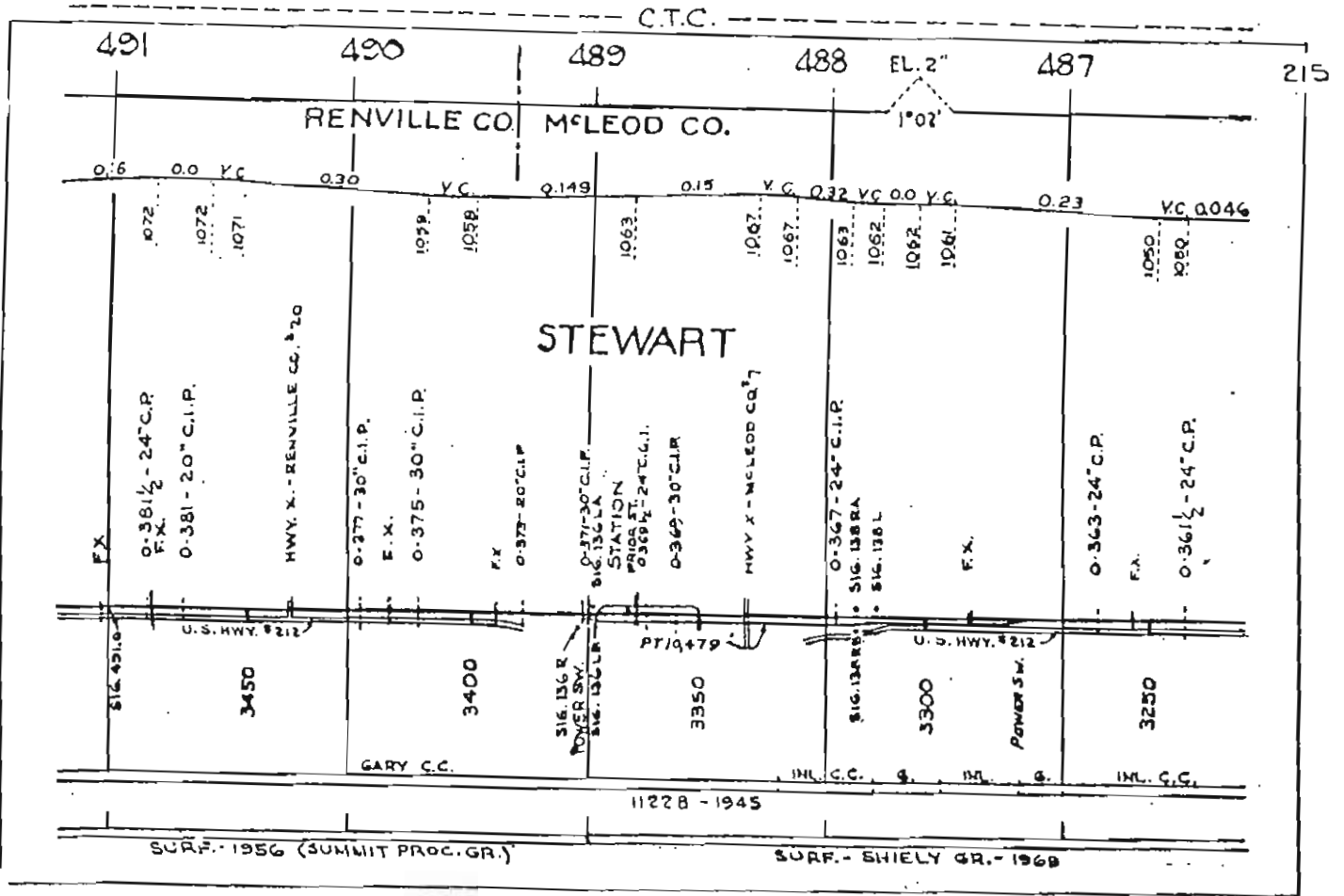


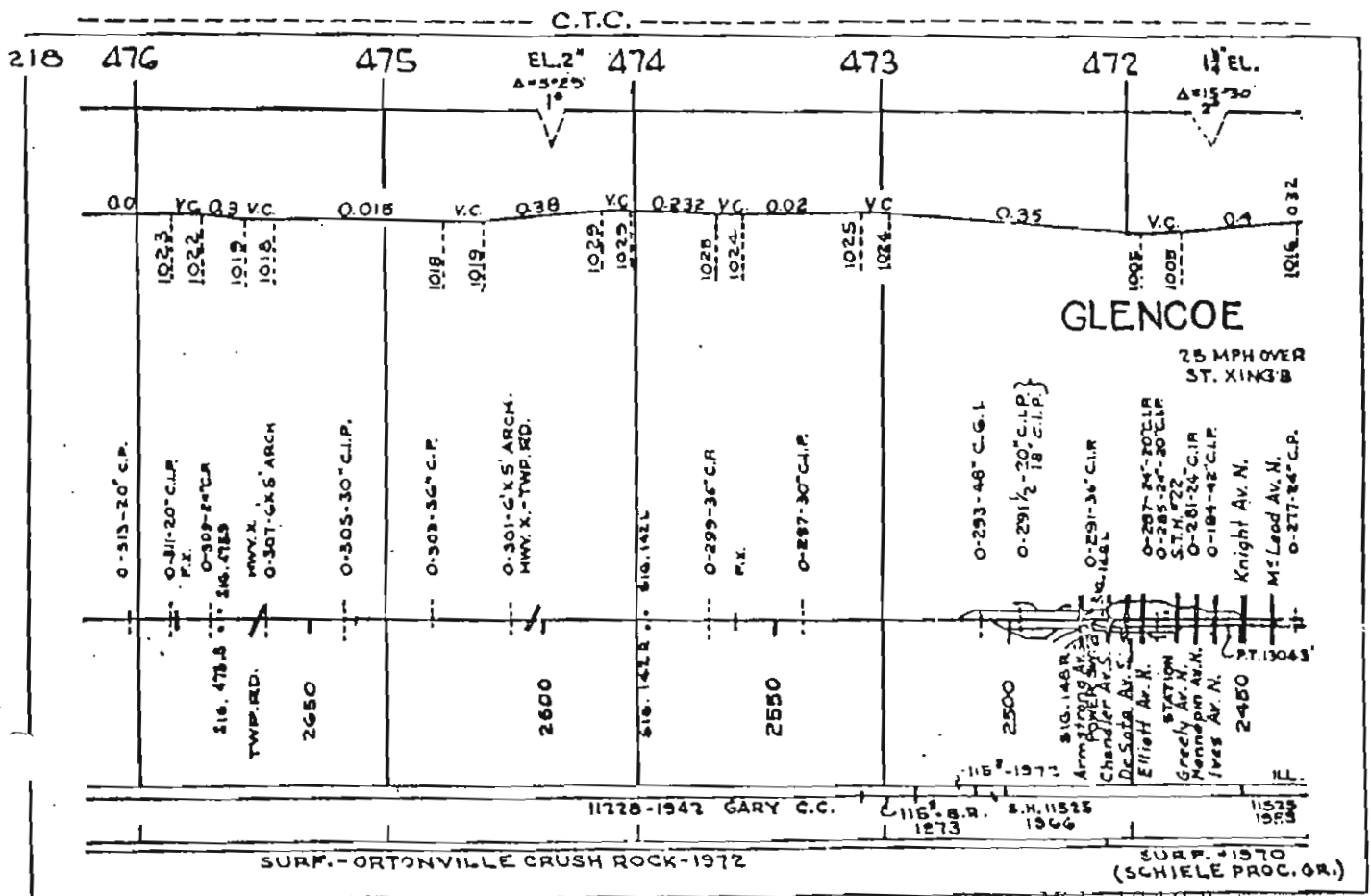
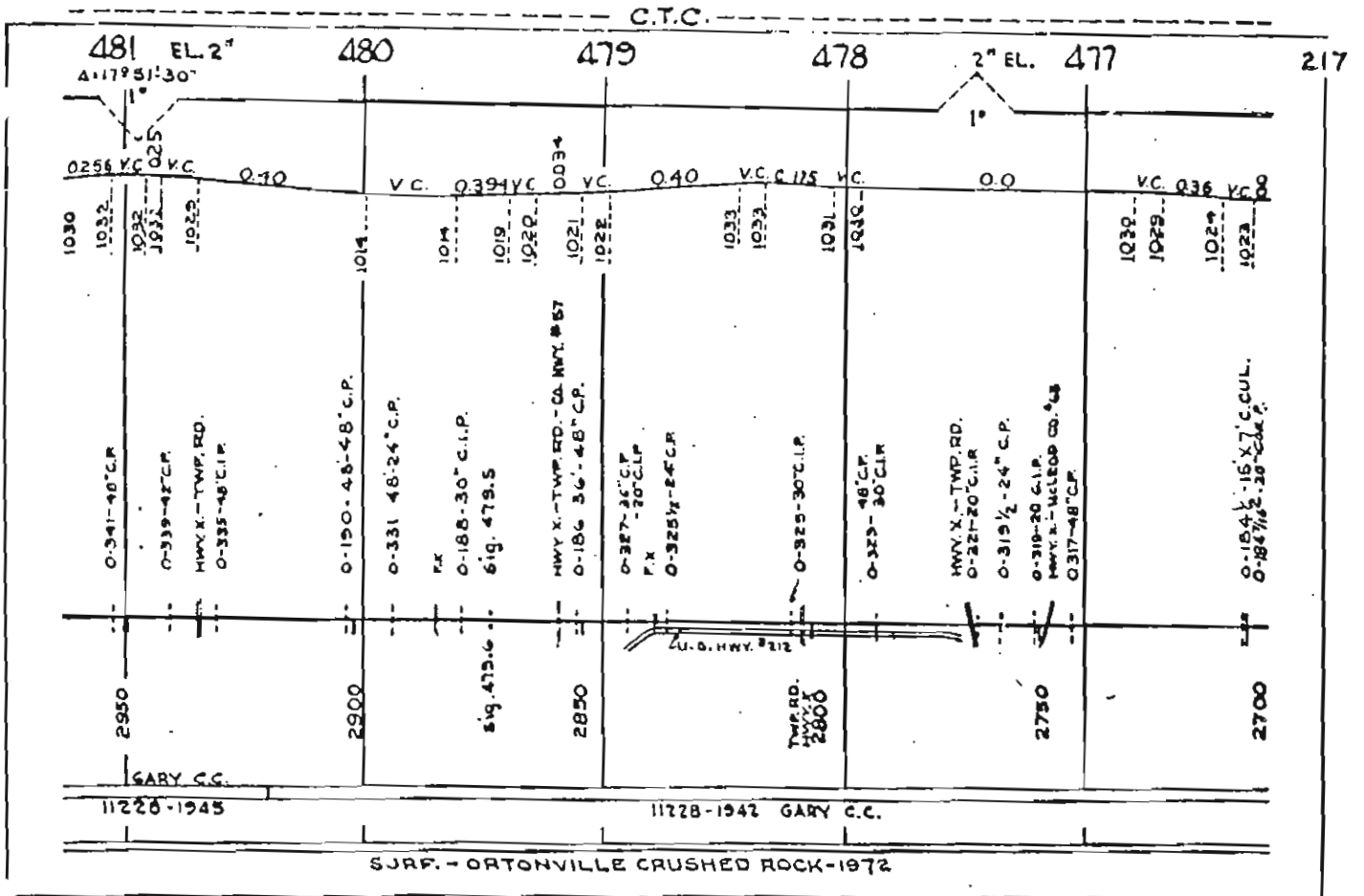
SURF.- ORTONVILLE CRUSHED ROCK - 1972

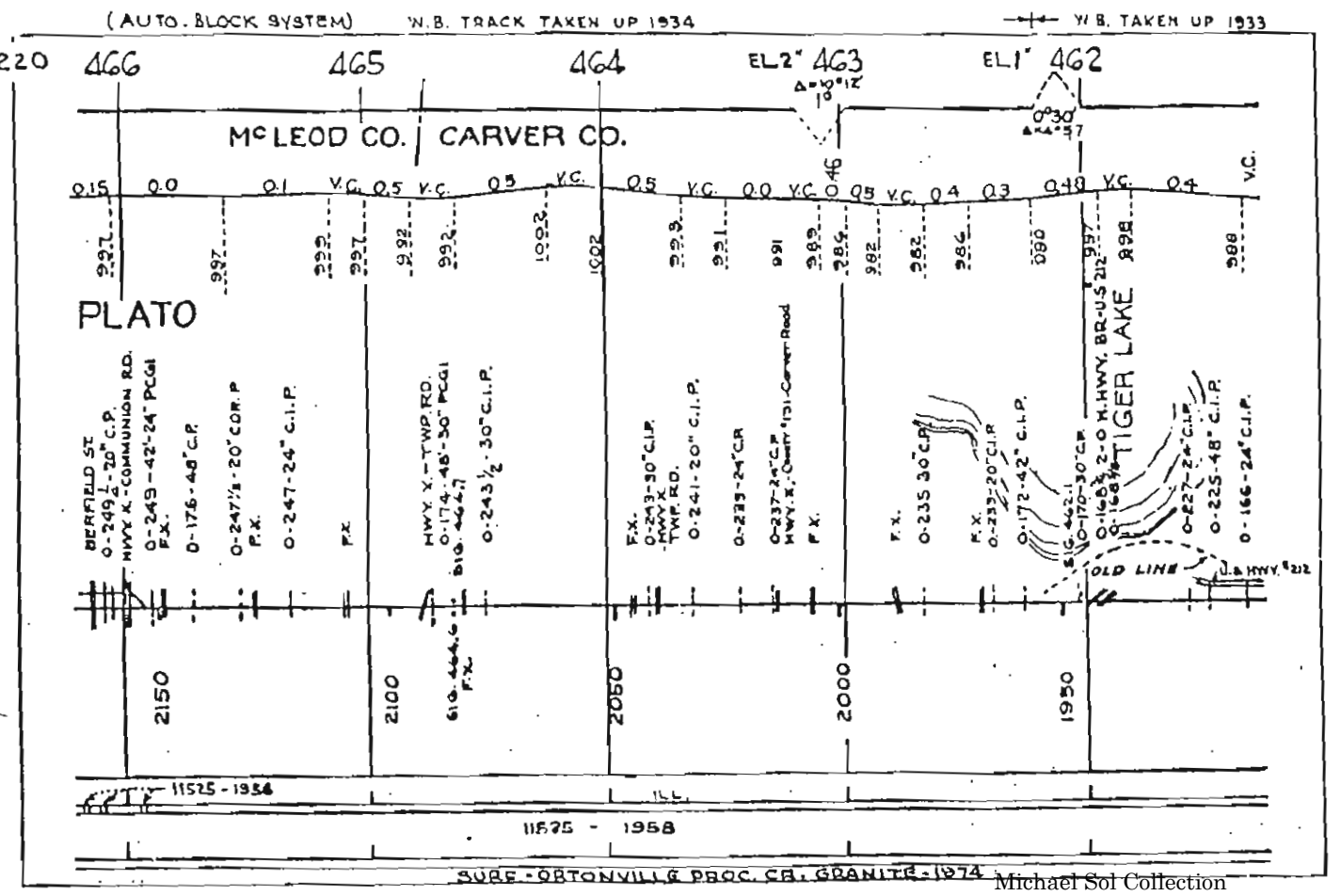
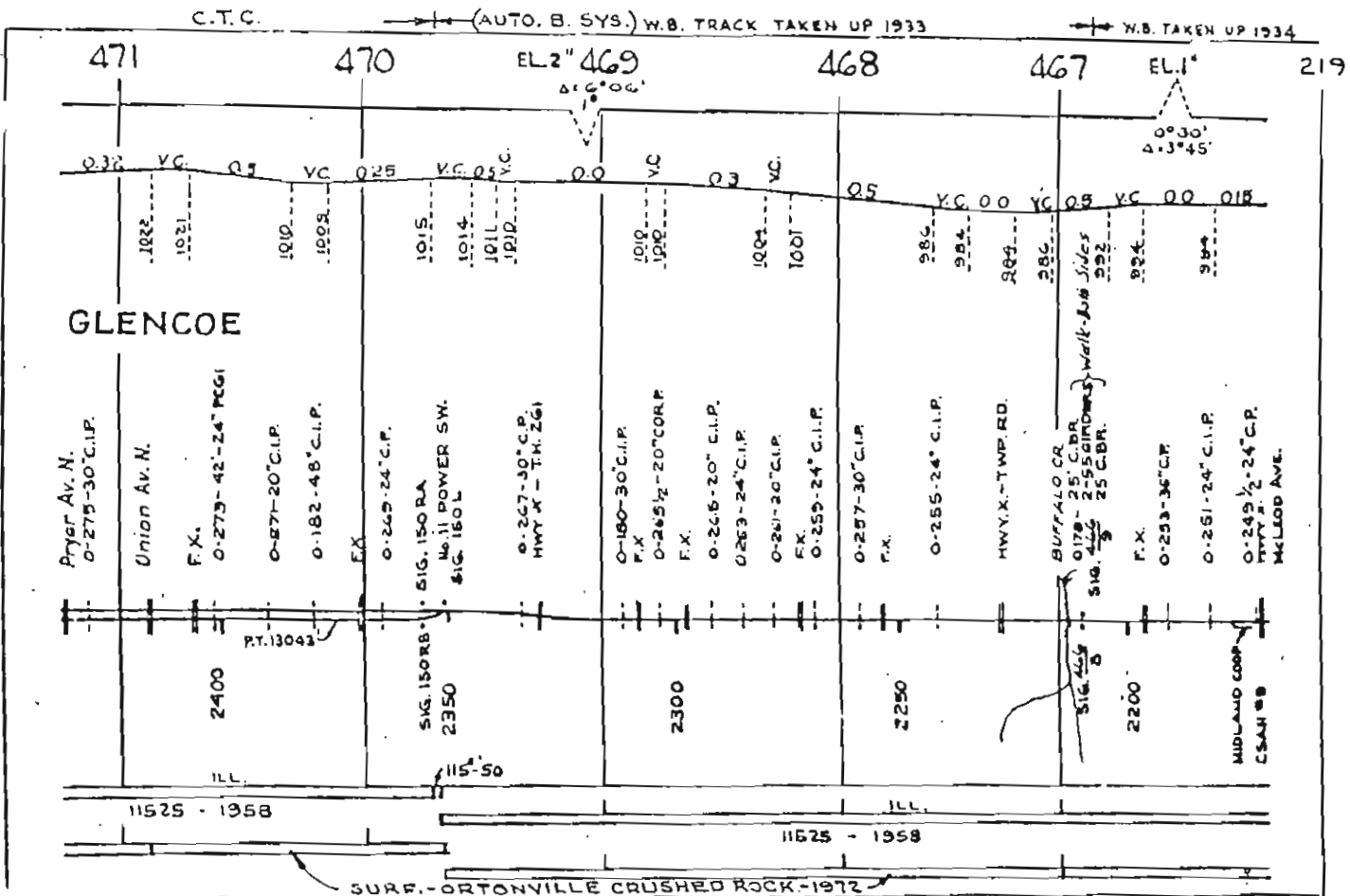


SURF.- ORTONVILLE CRUSHED ROCK - 1972

SURF.- 1956 SUMMIT PROC. GR.



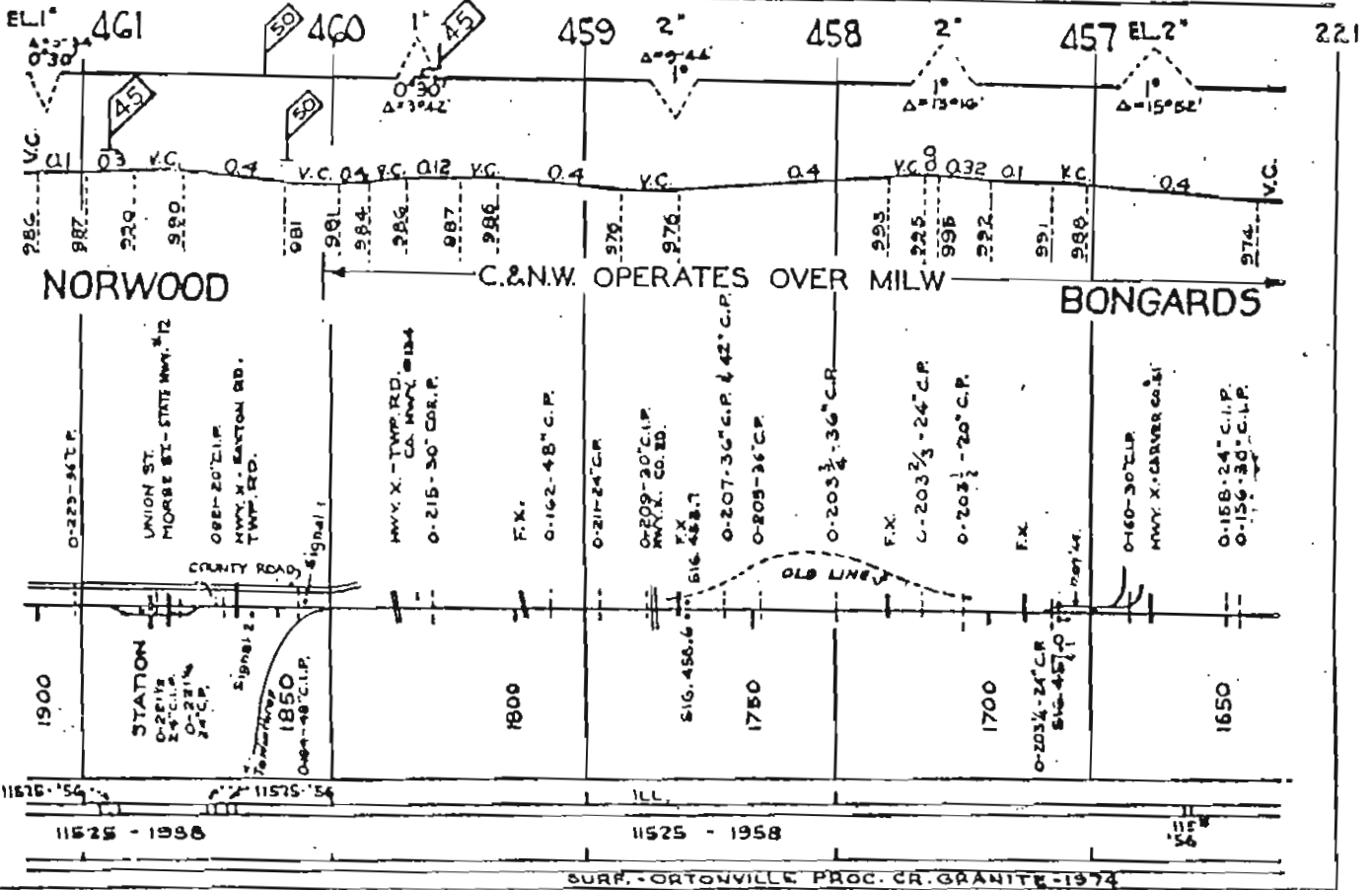




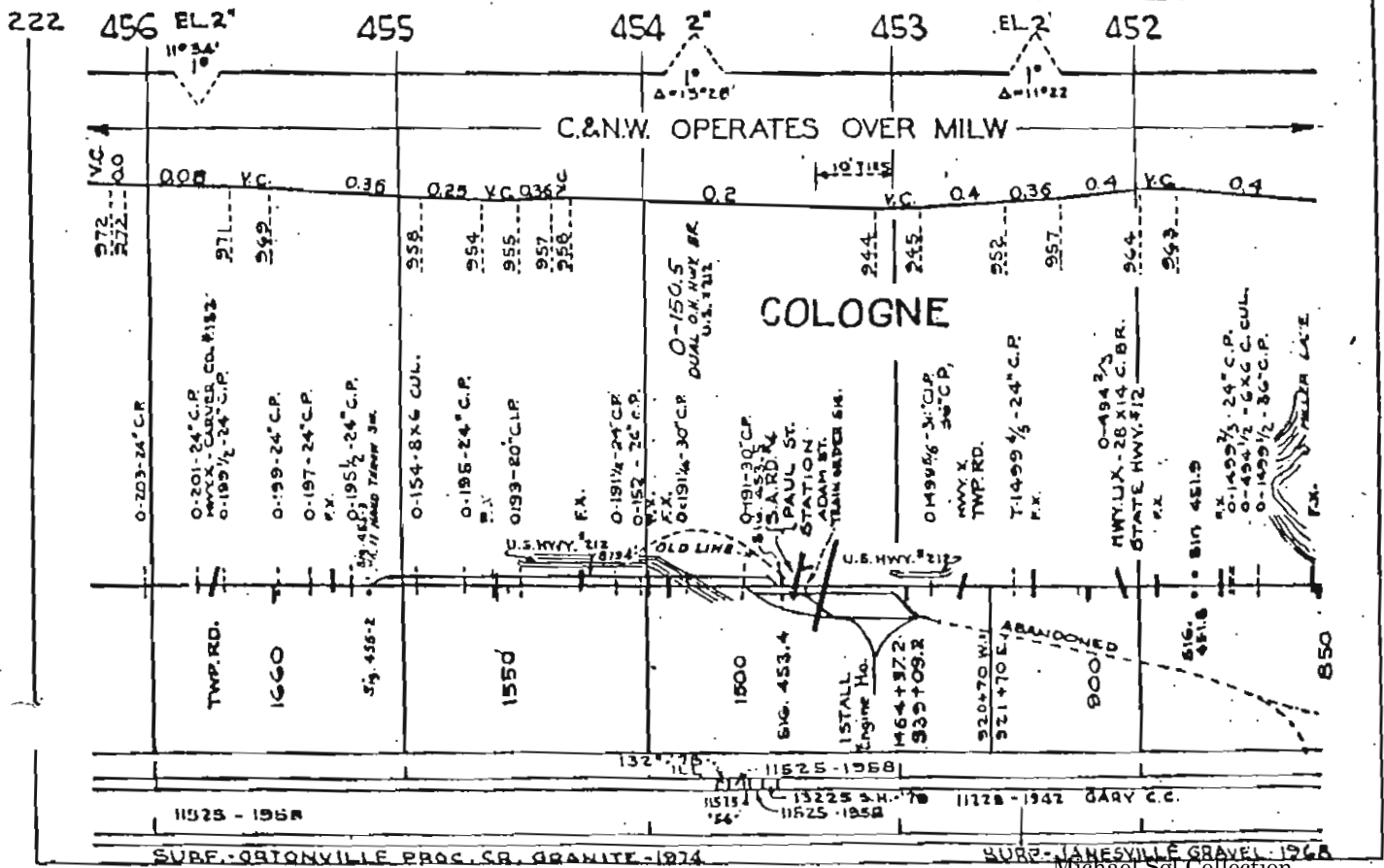
(AUTO. BLOCK SYSTEM)

W.B. TRACK TAKEN UP 1933

W.B. TAKEN UP 1934



W.B. TRACK TAKEN UP 1934 (AUTO. BLOCK SYSTEM)



451

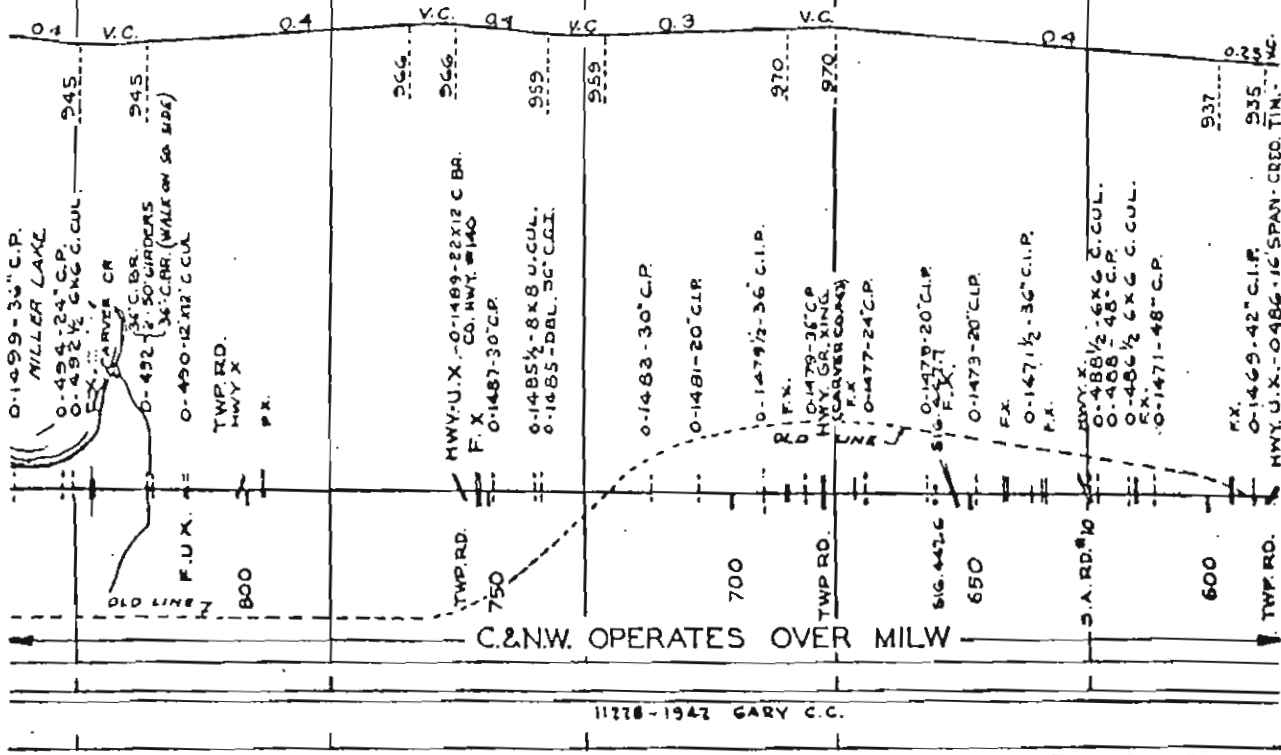
450

449

448

447

223



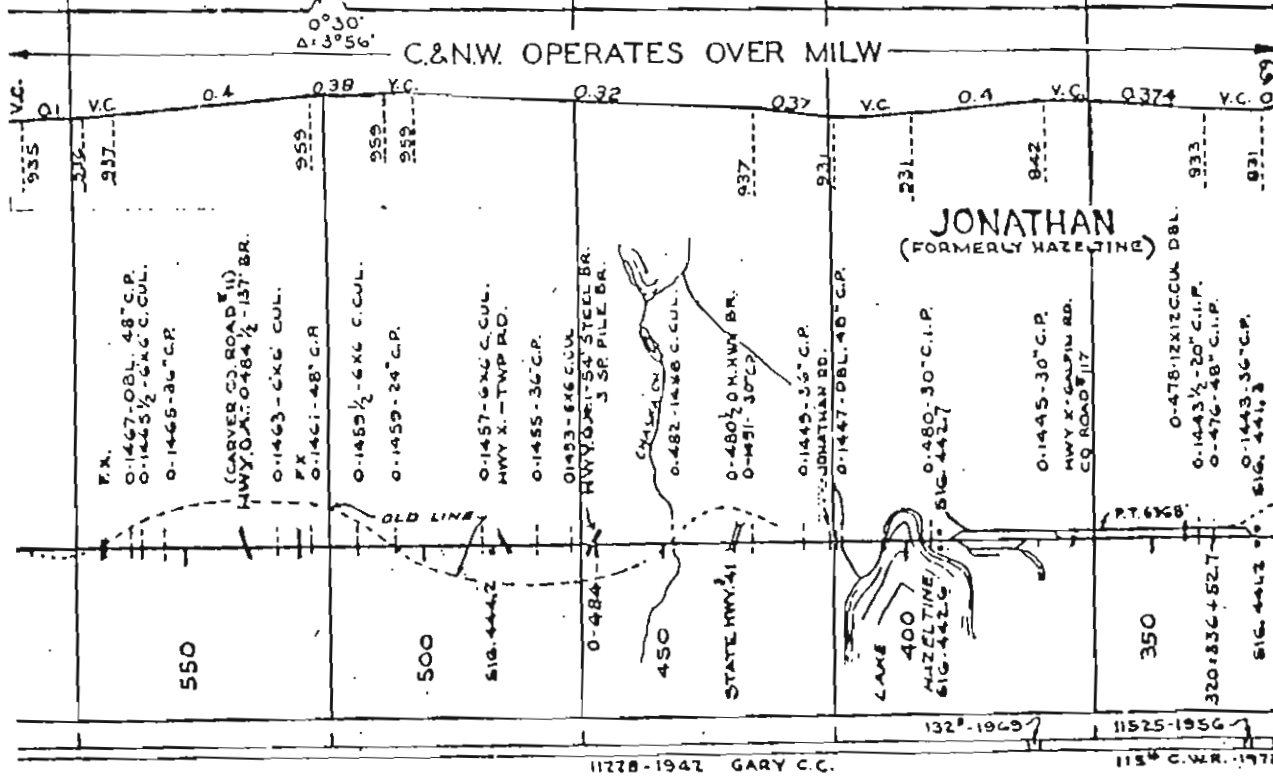
224 446

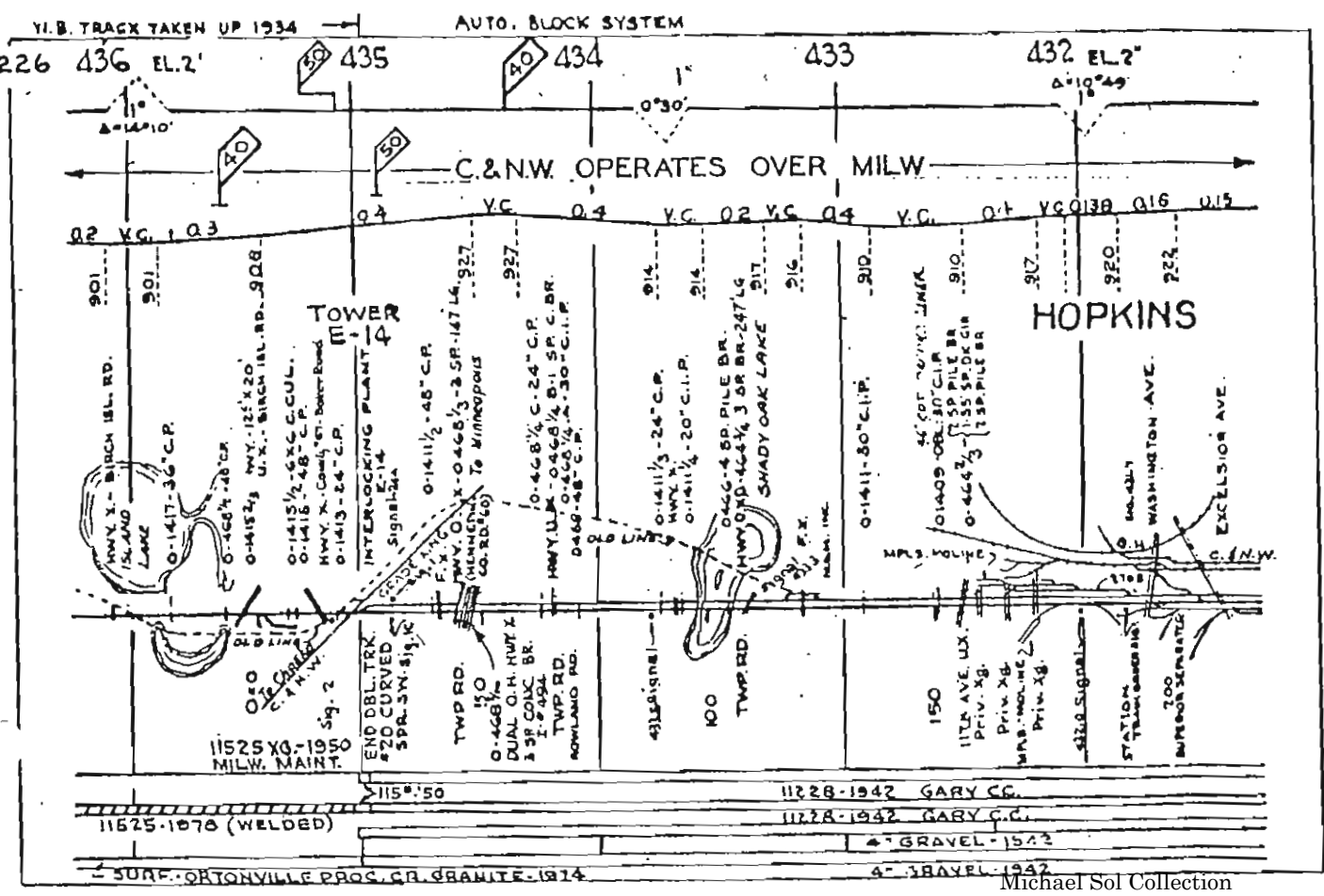
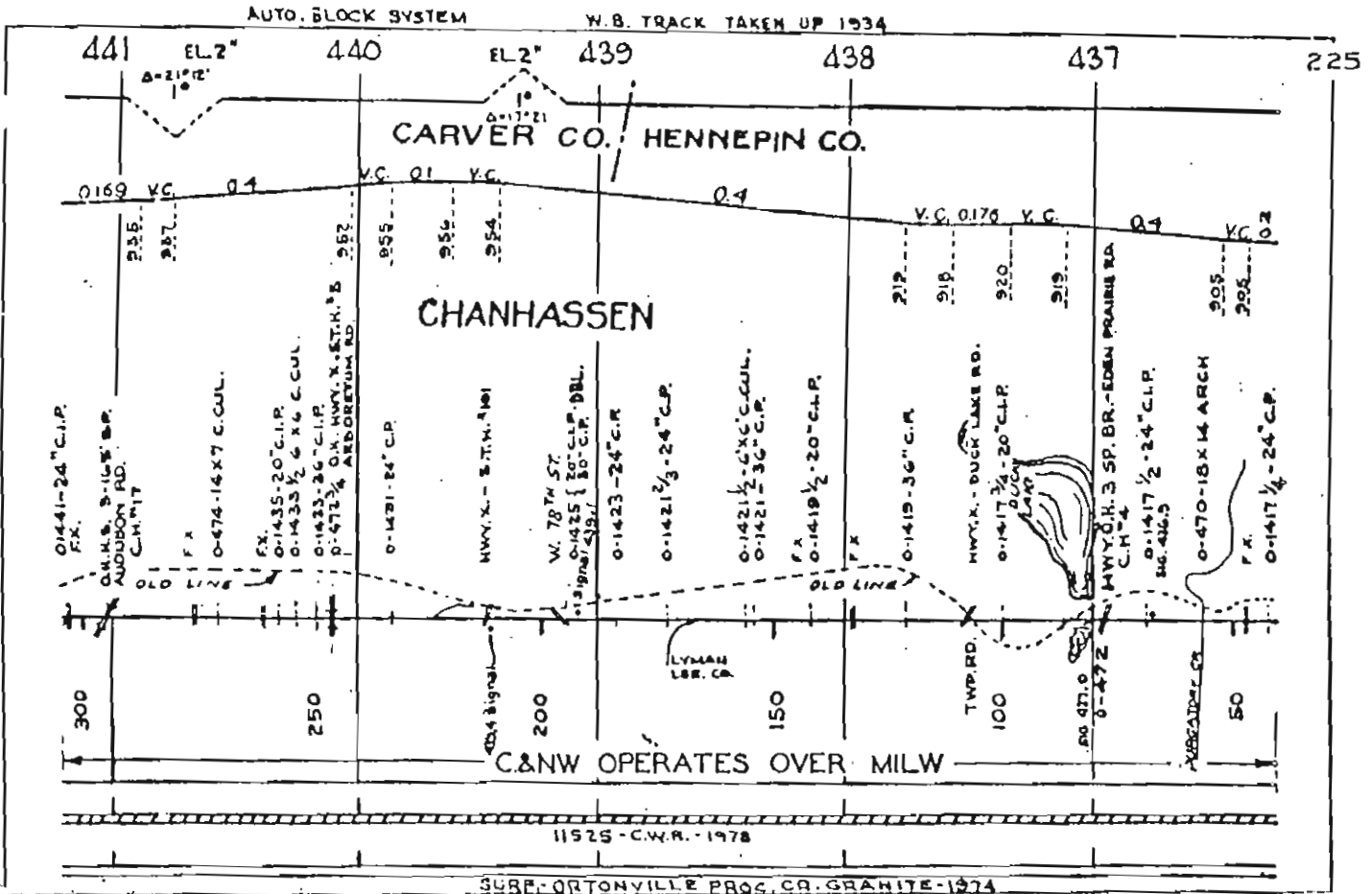
445 EL. 11"

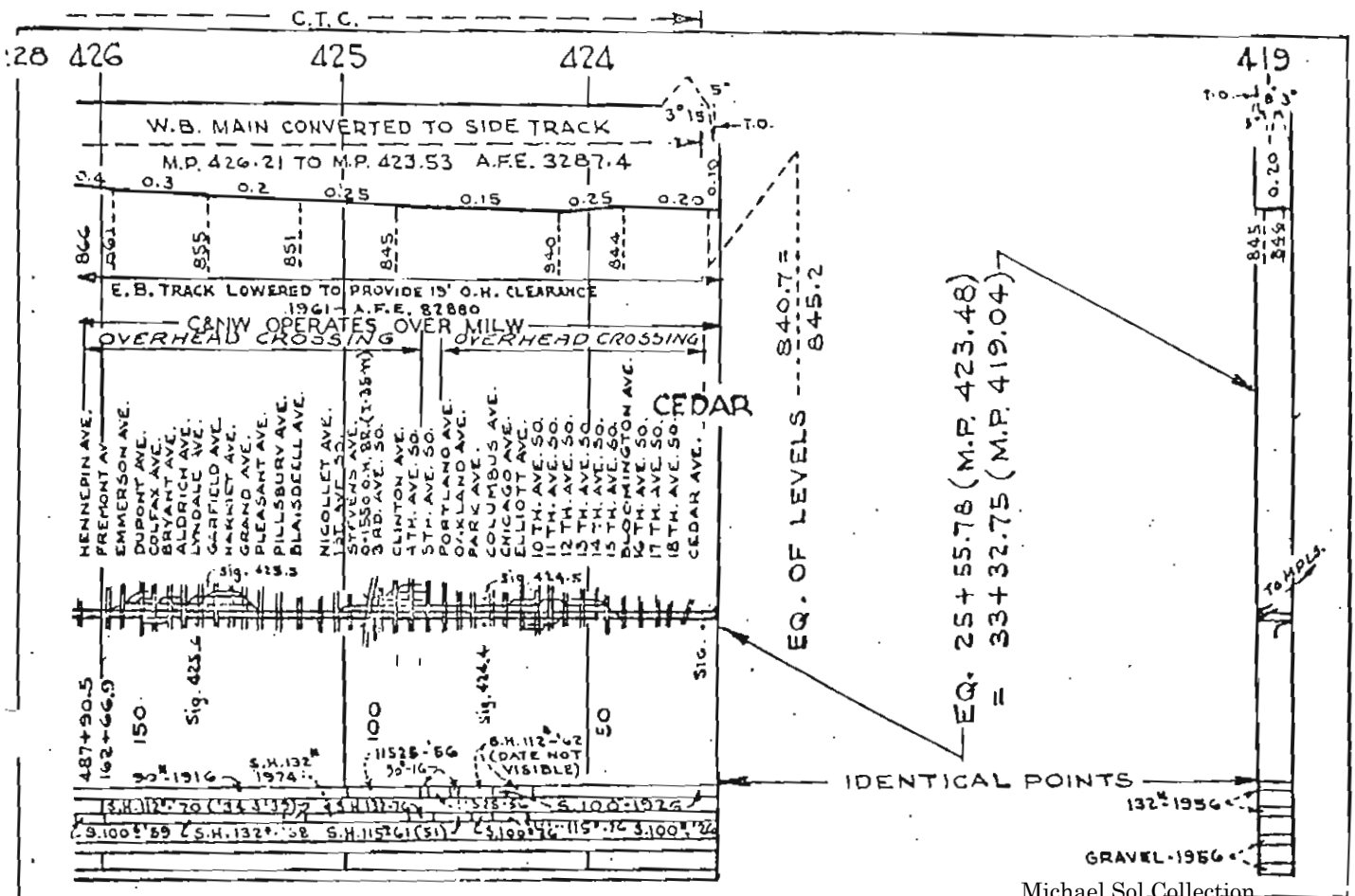
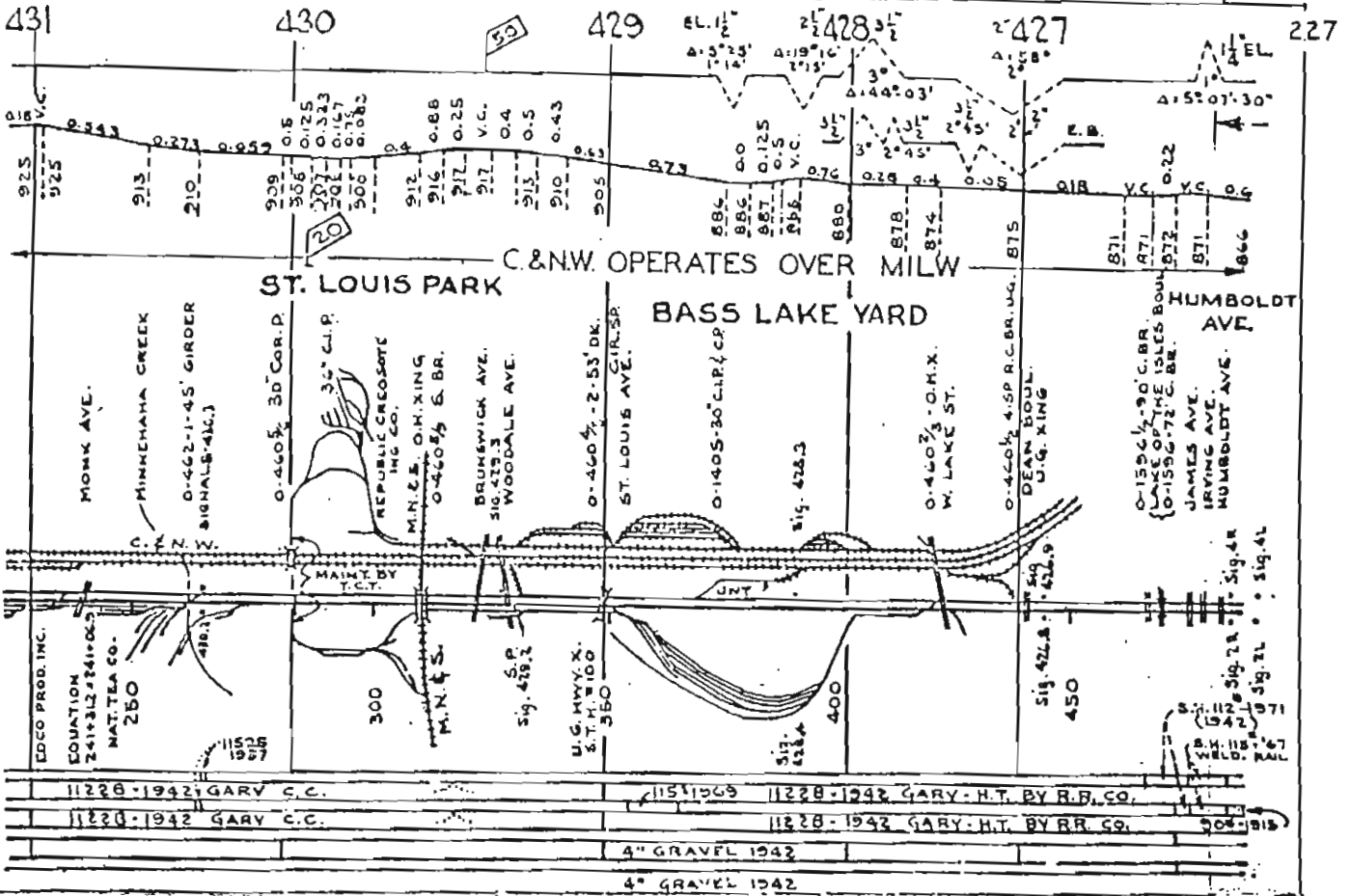
444

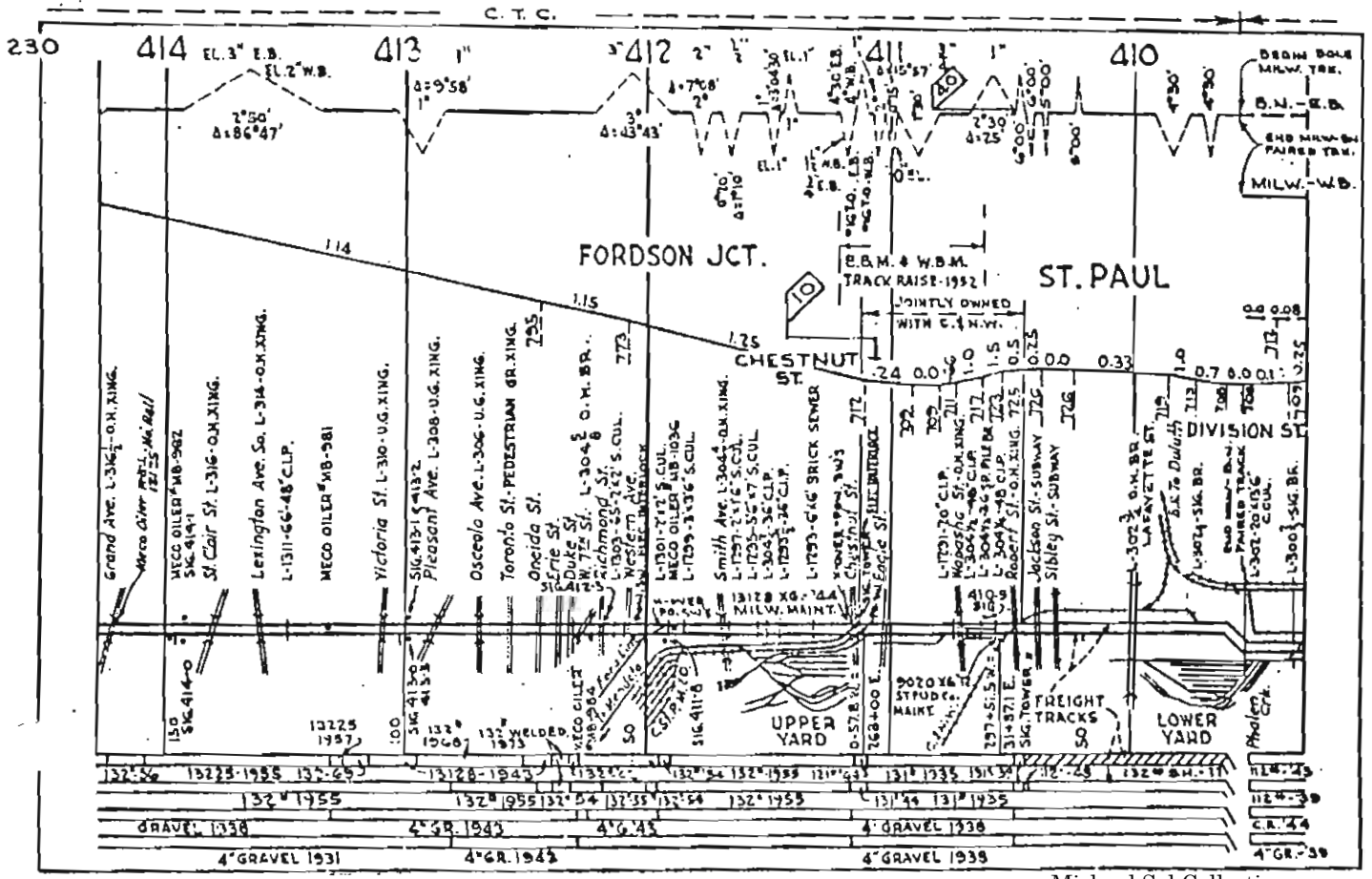
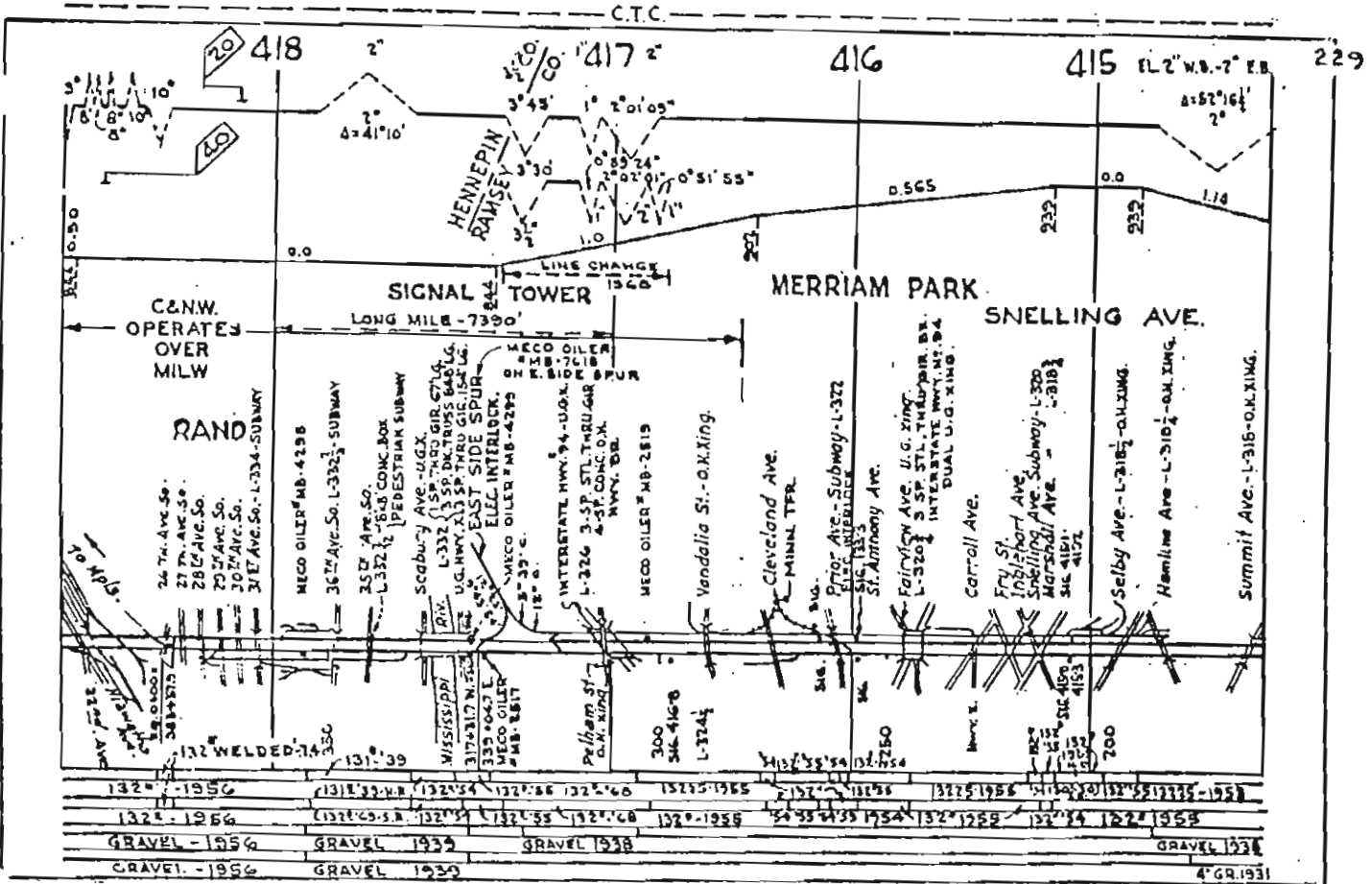
443

442



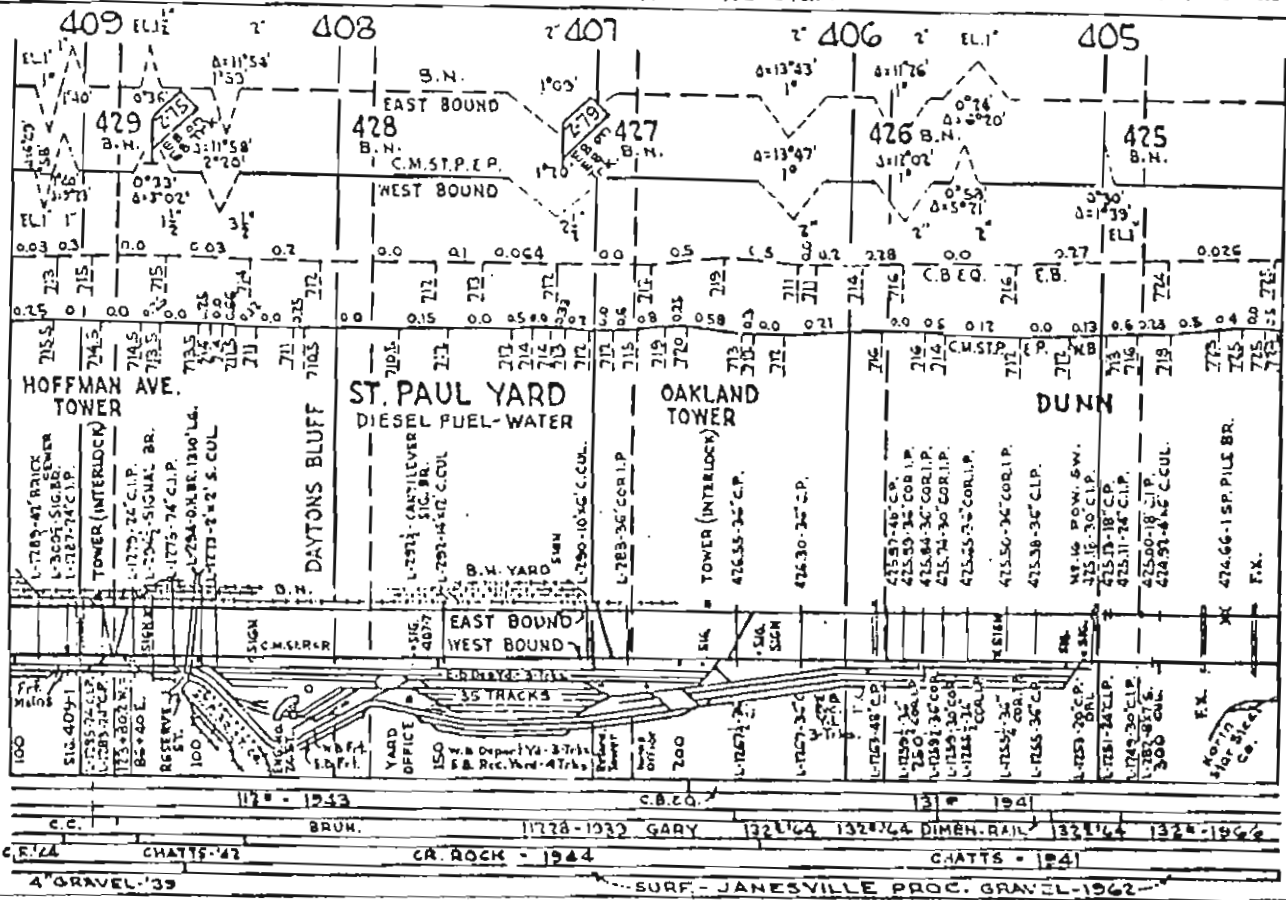






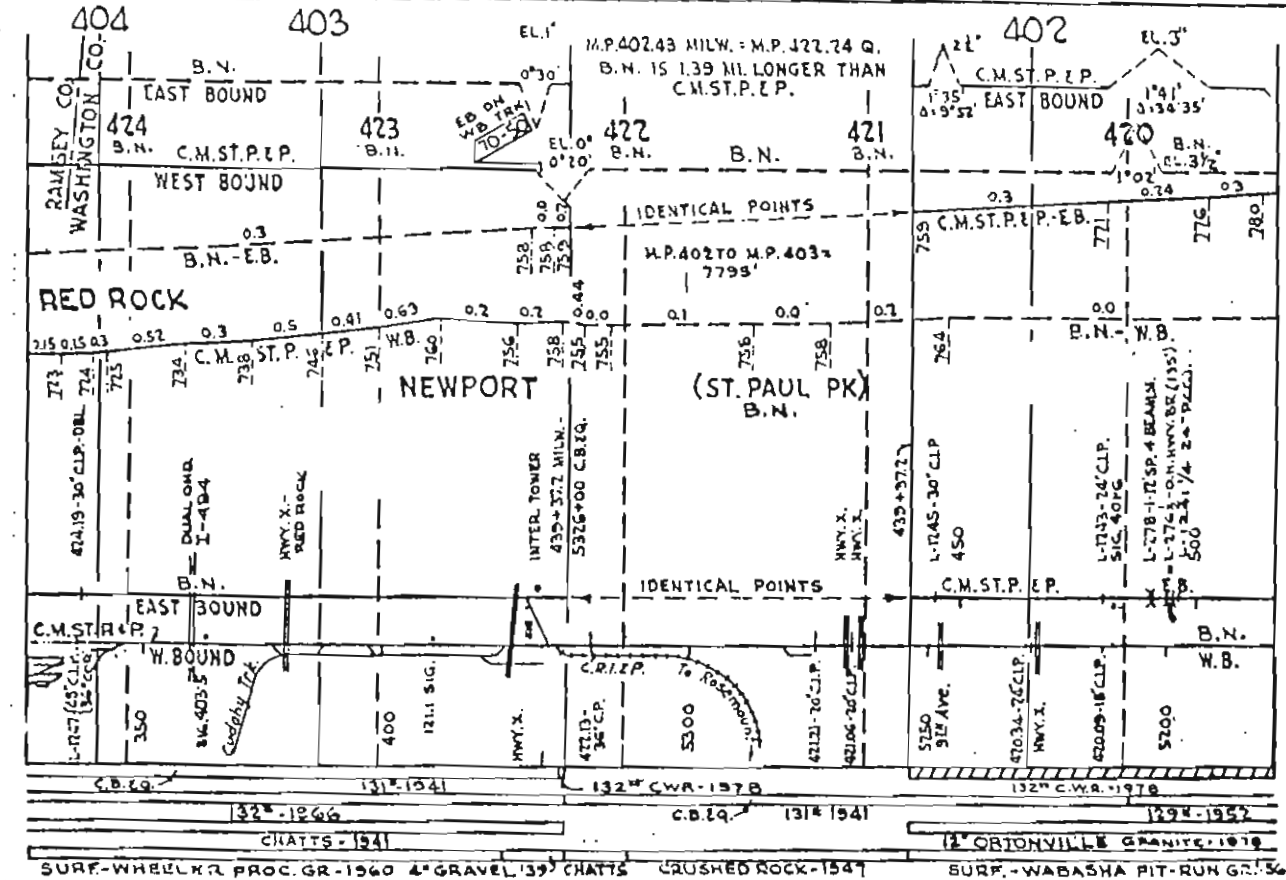
AUTOMATIC BLOCK SYSTEM

231

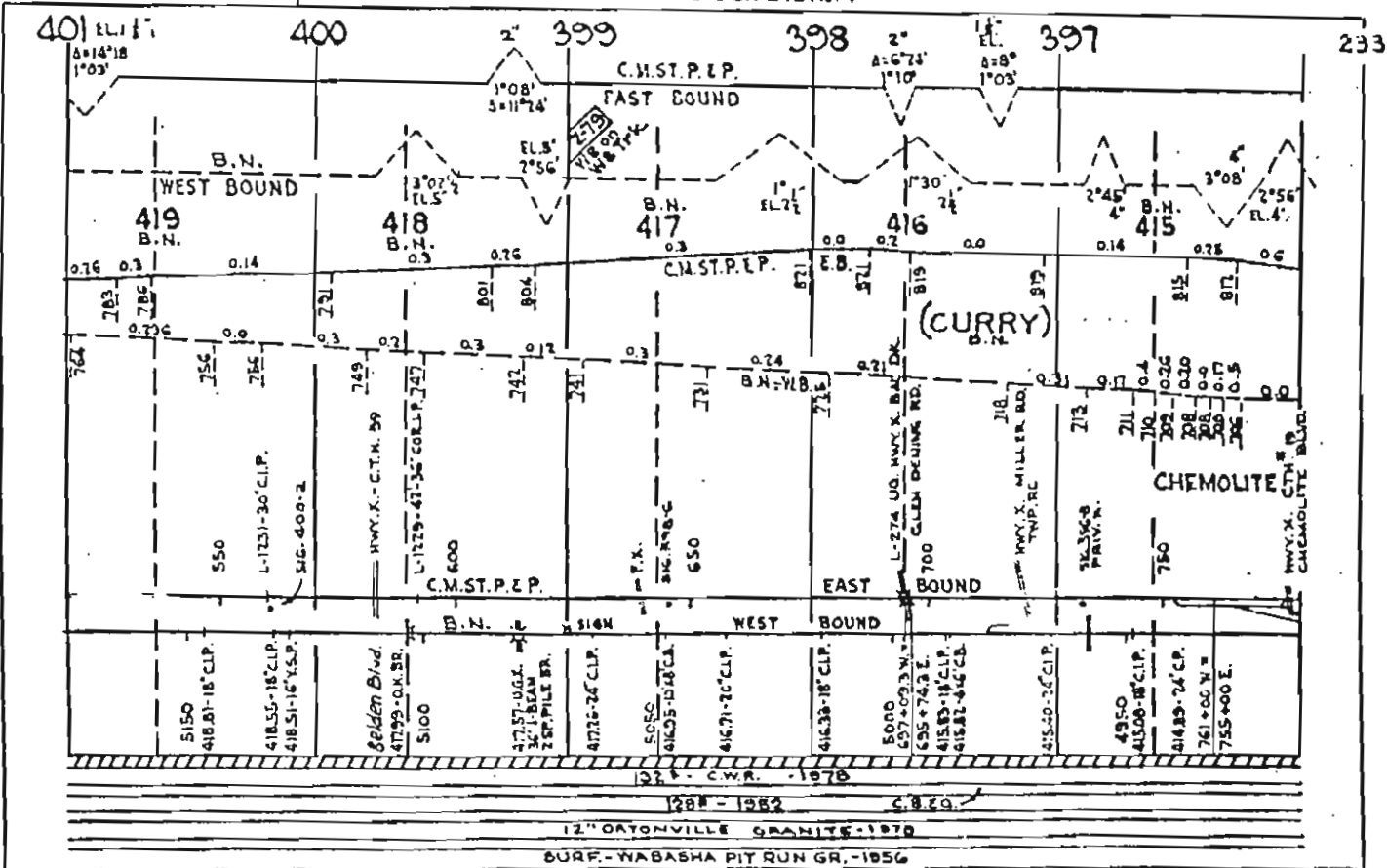


AUTOMATIC BLOCK SYSTEM

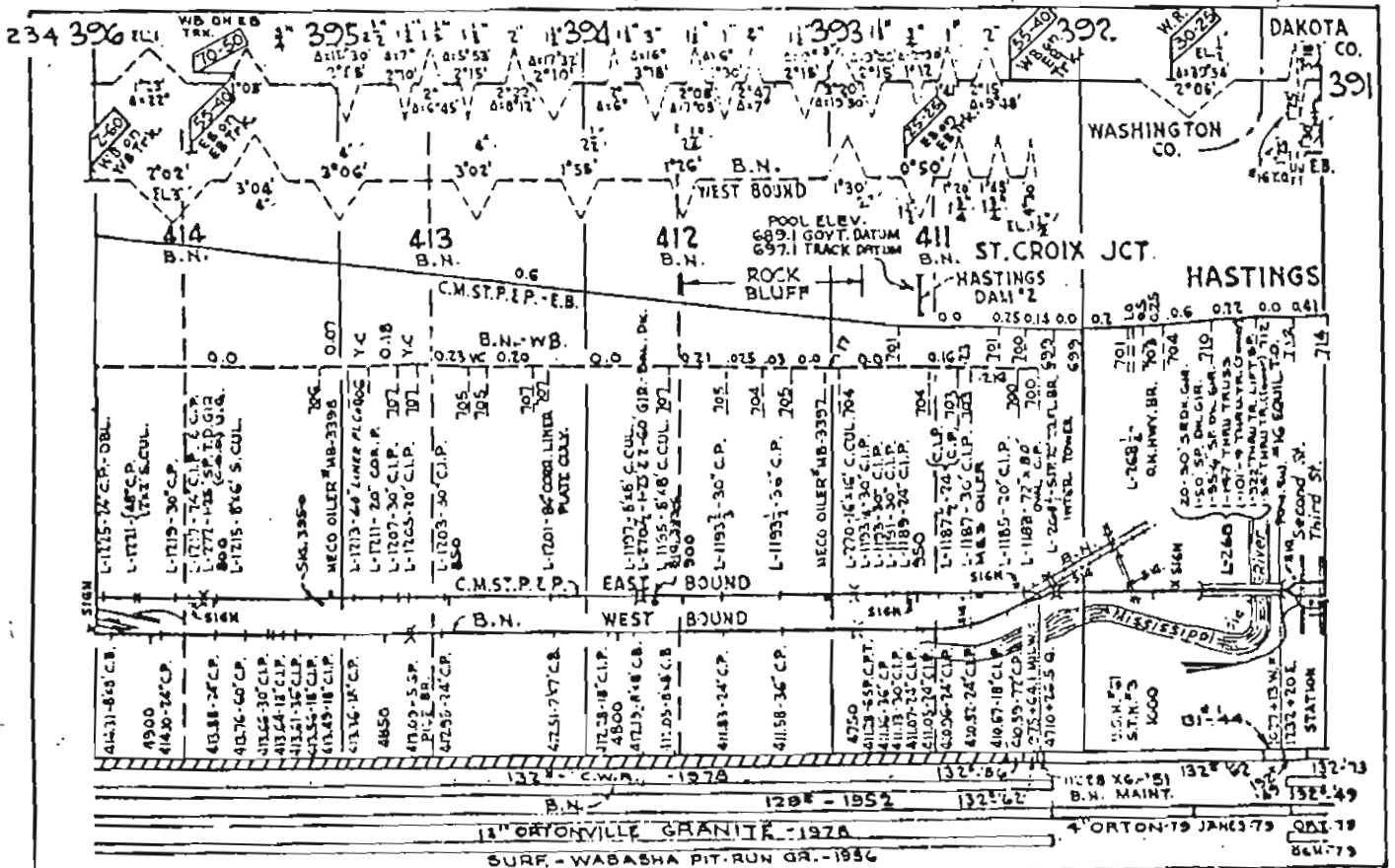
232

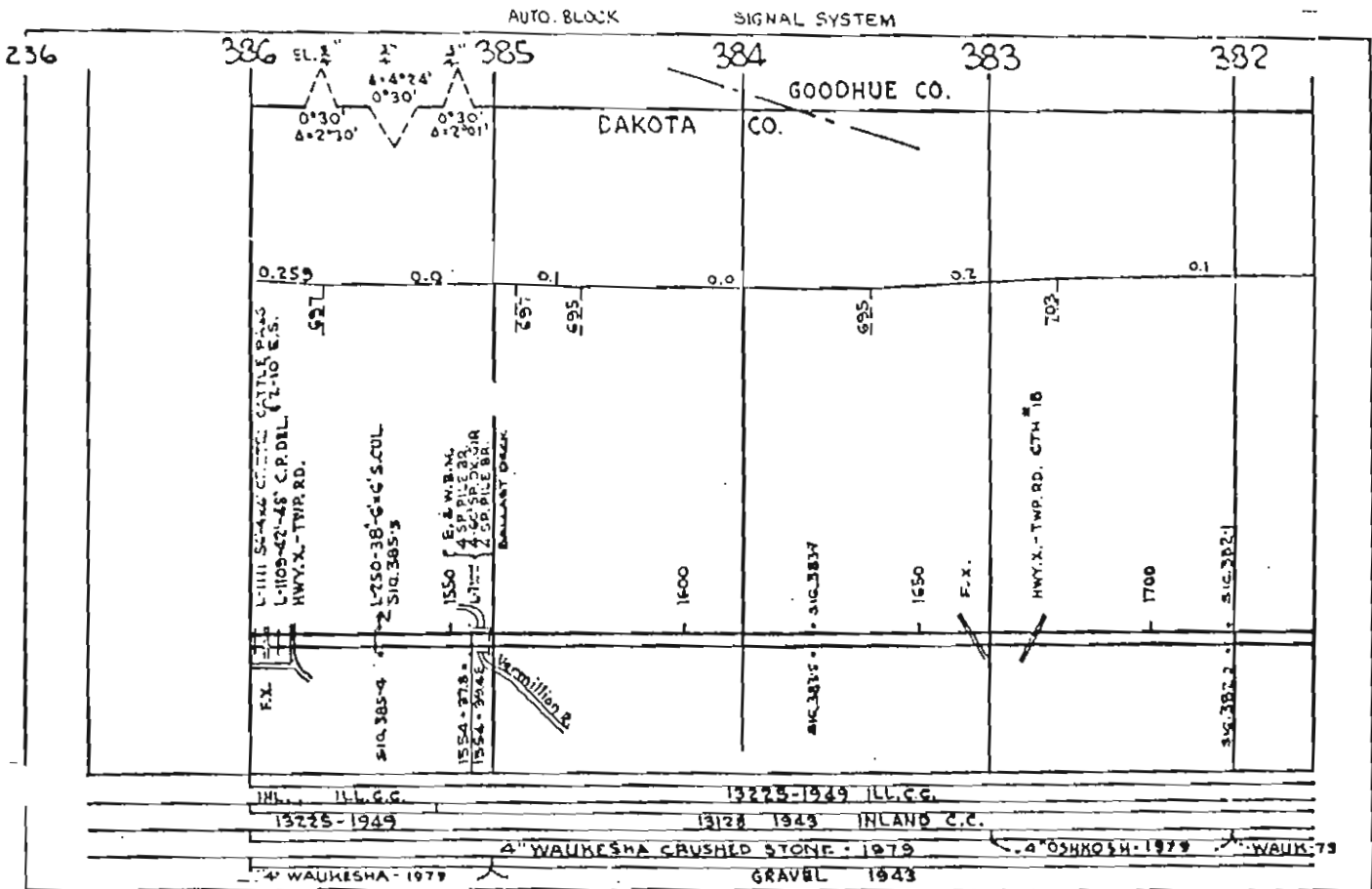
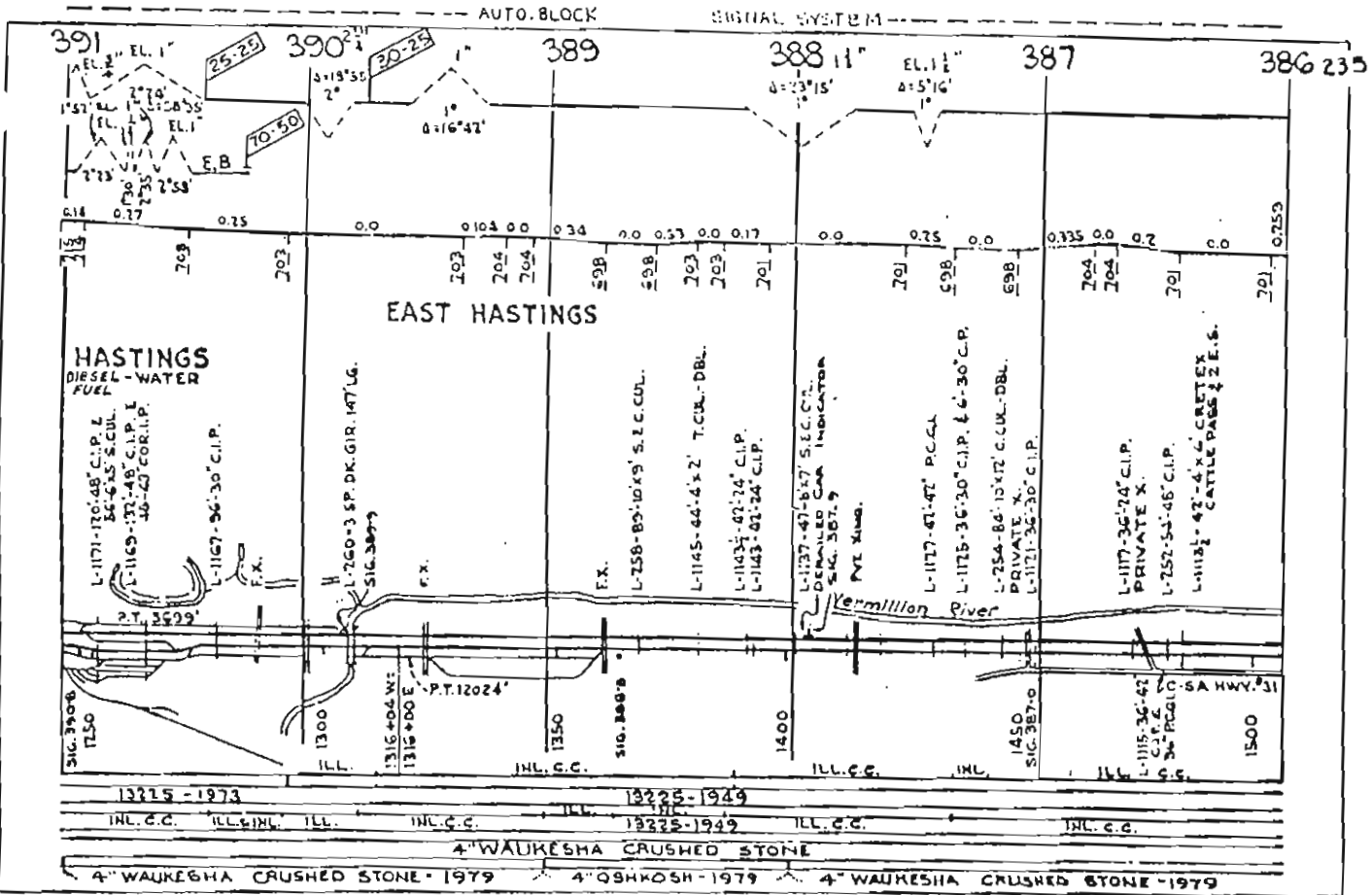


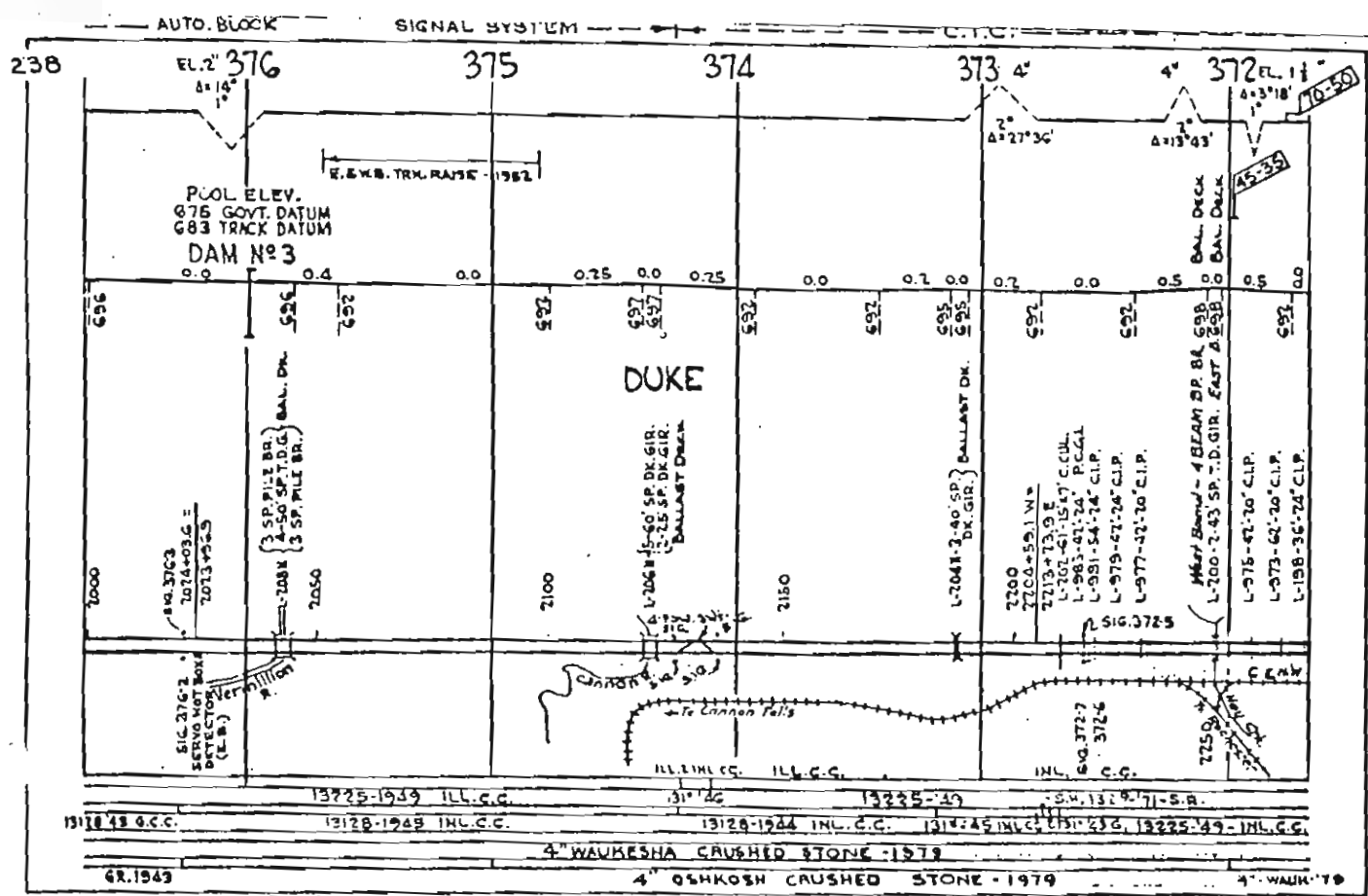
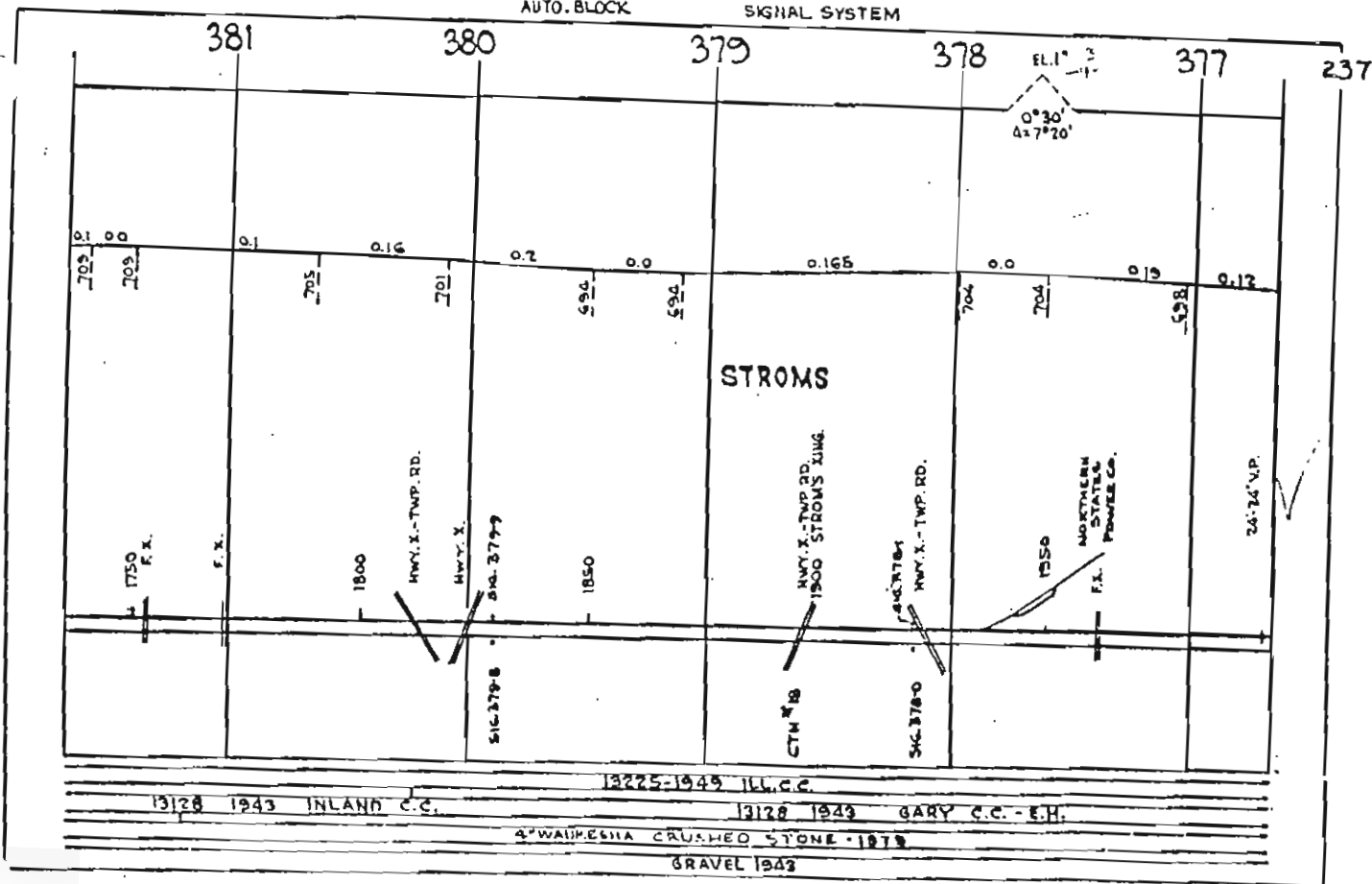
AUTOMATIC BLOCK SYSTEM

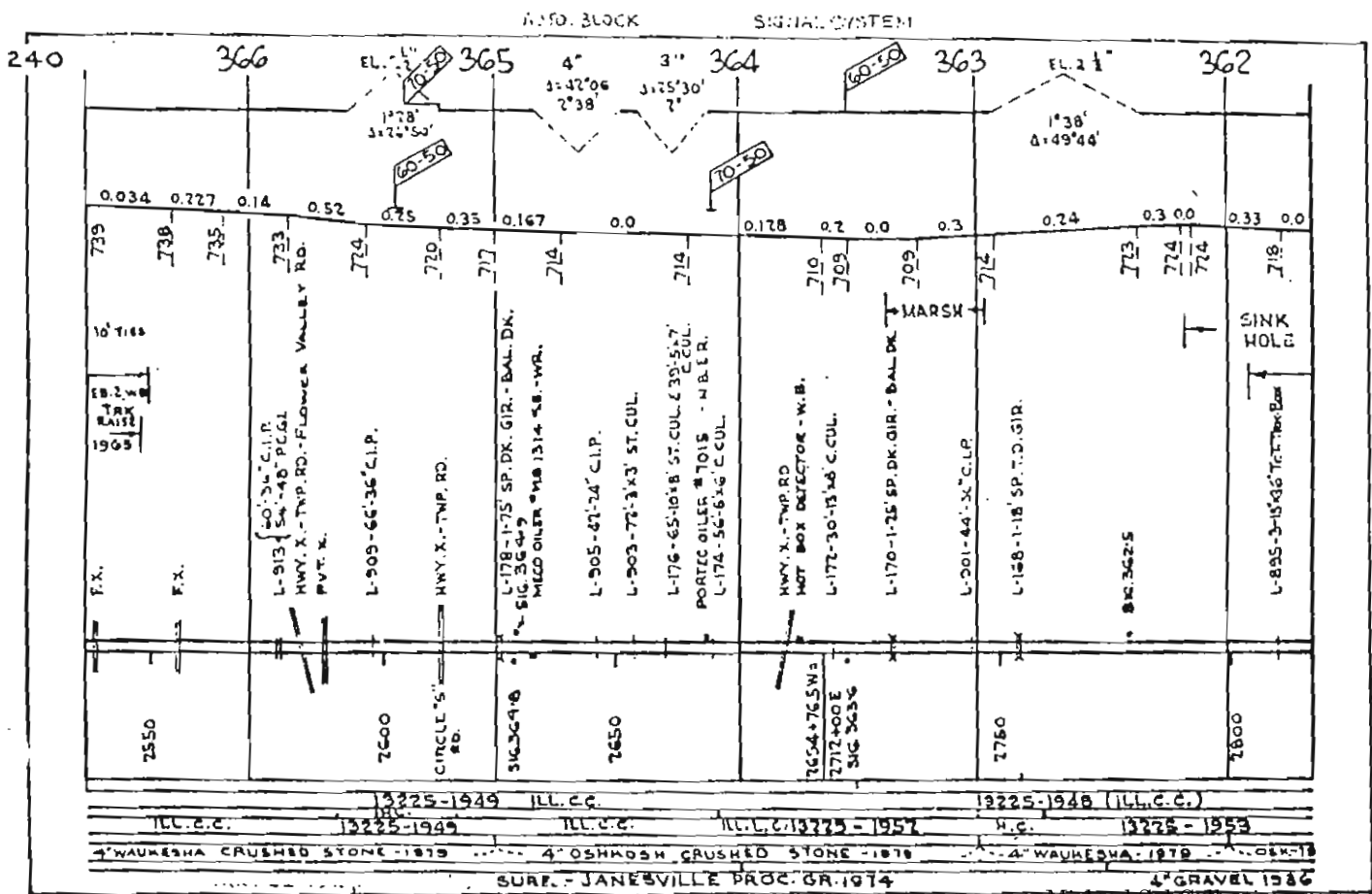
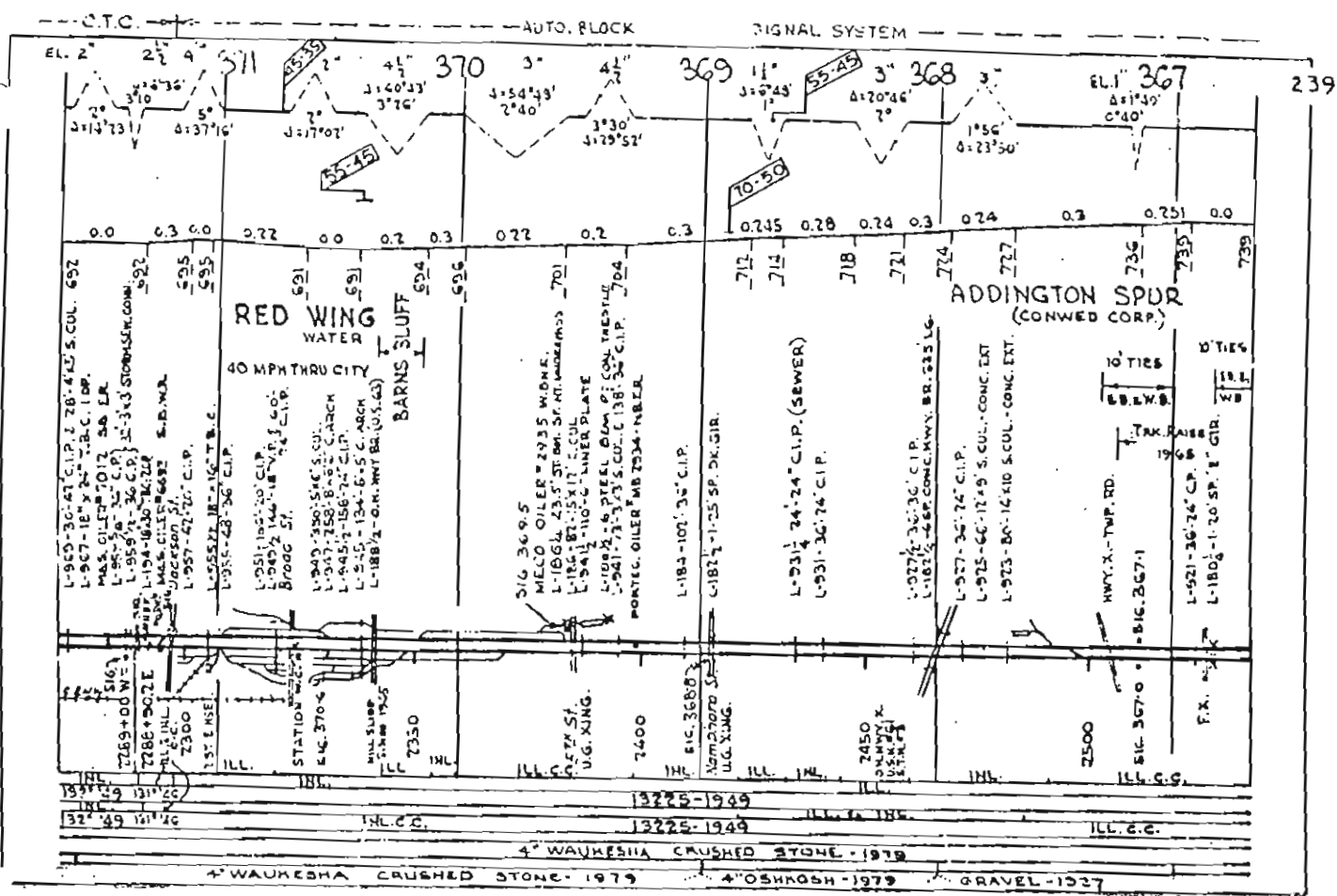


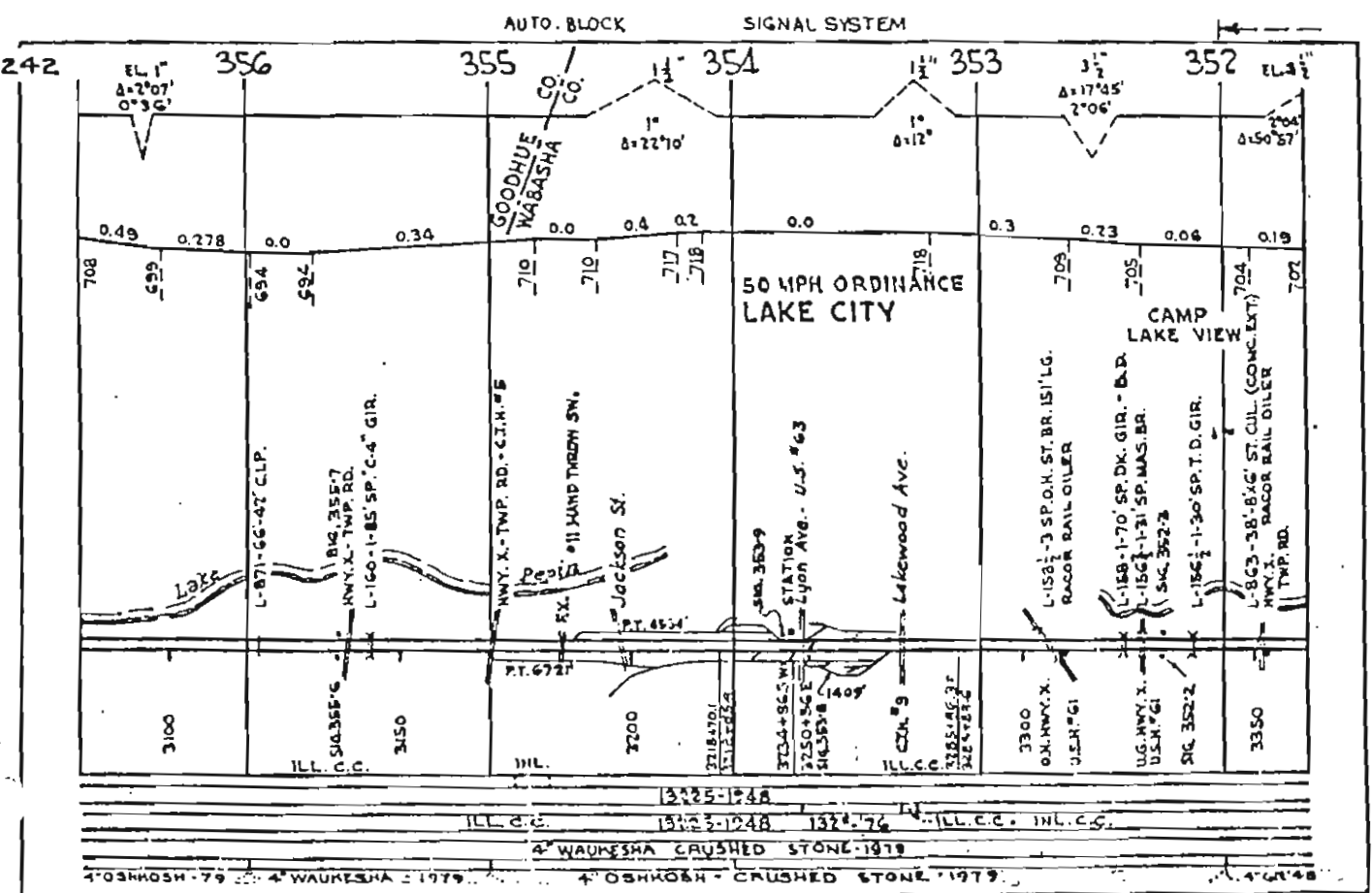
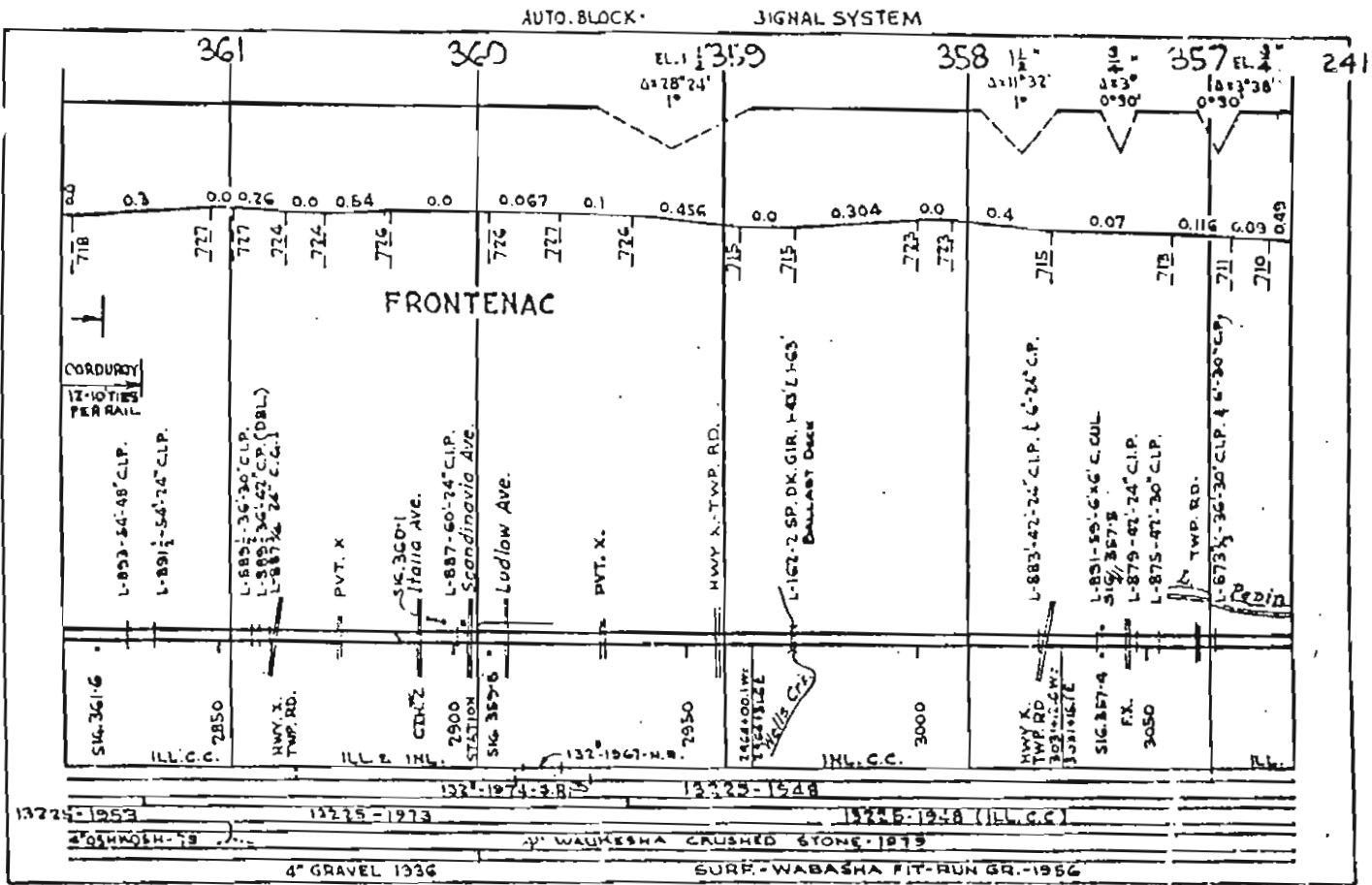
AUTOMATIC BLOCK SYSTEM

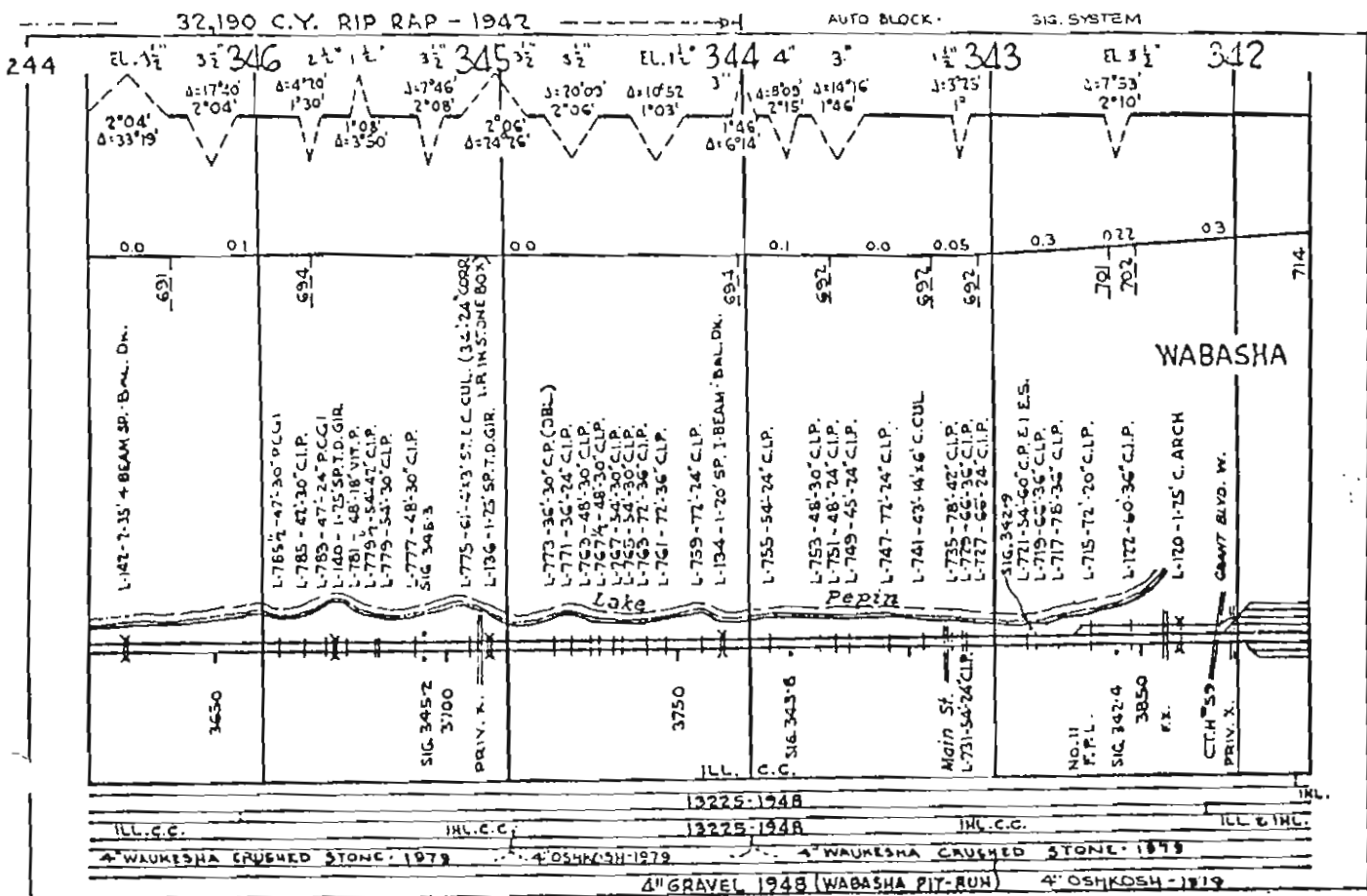
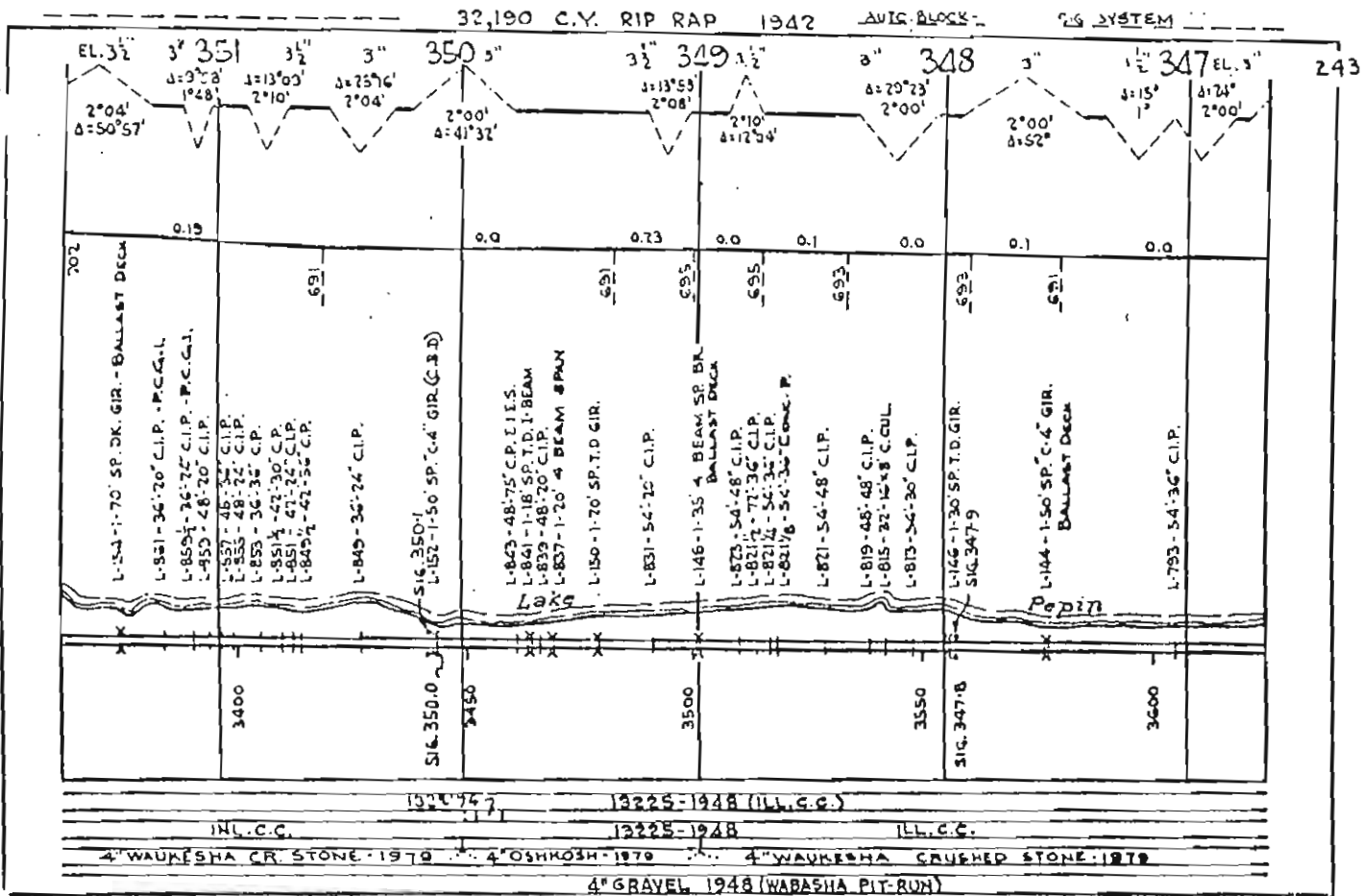


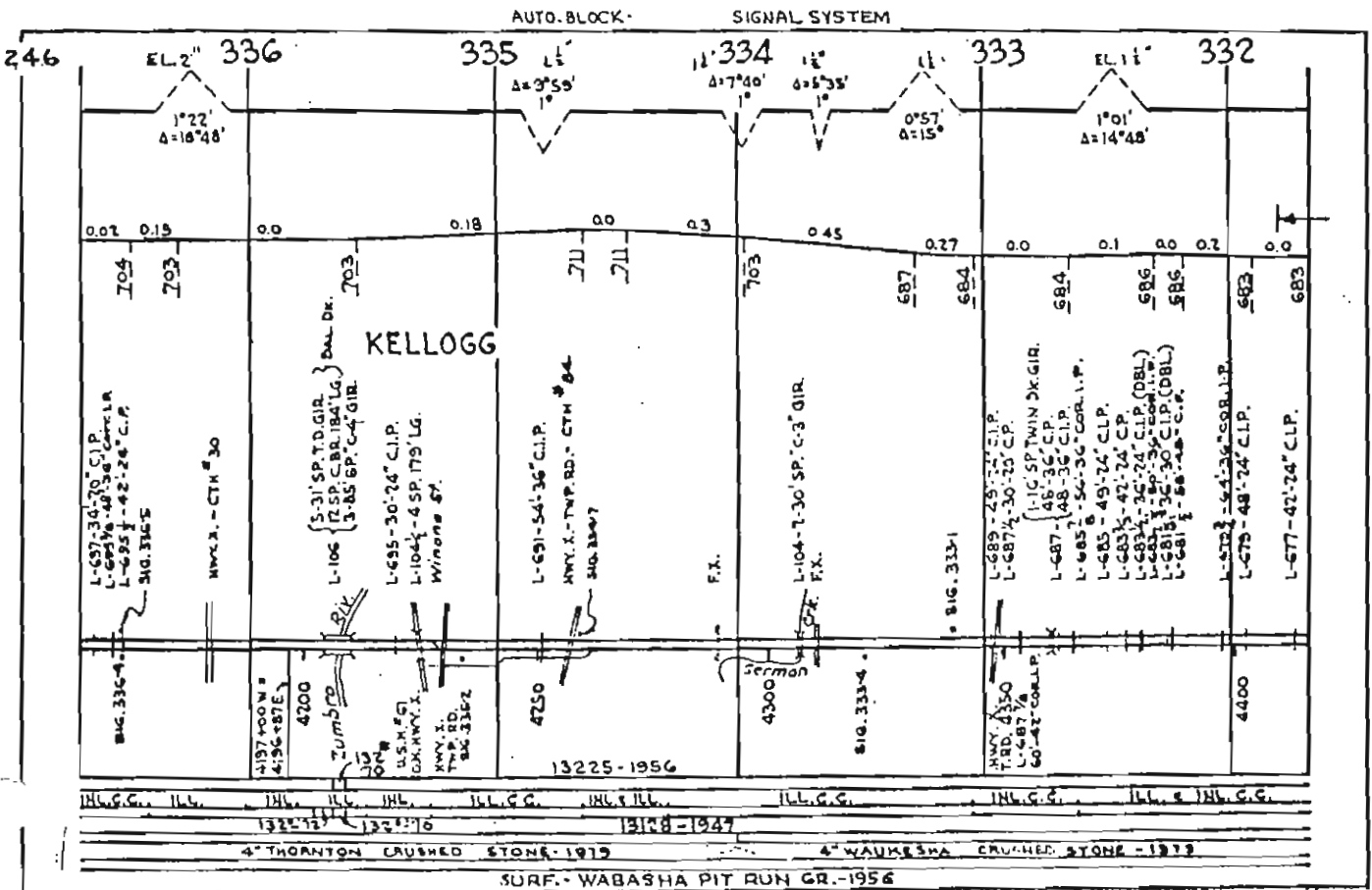
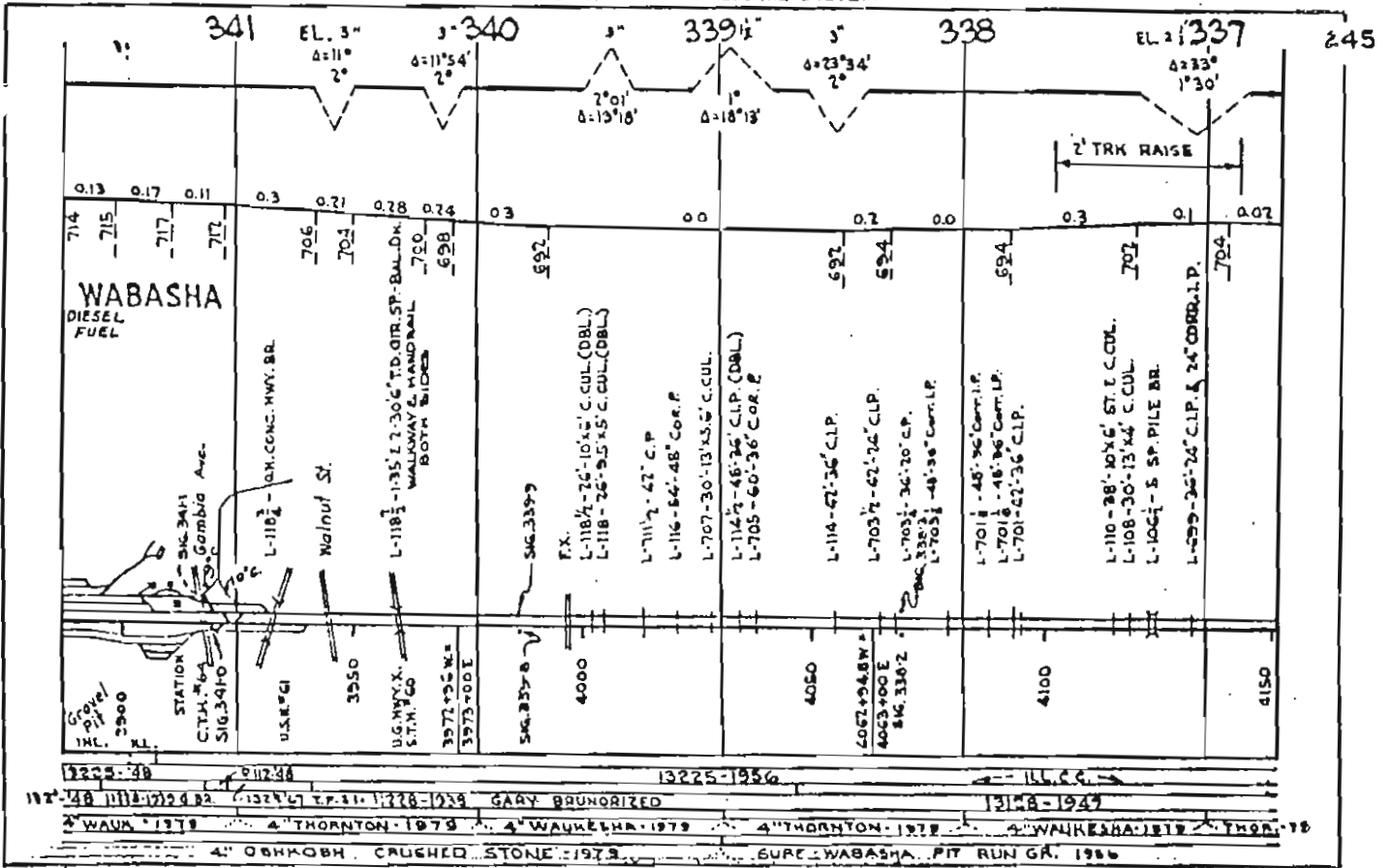


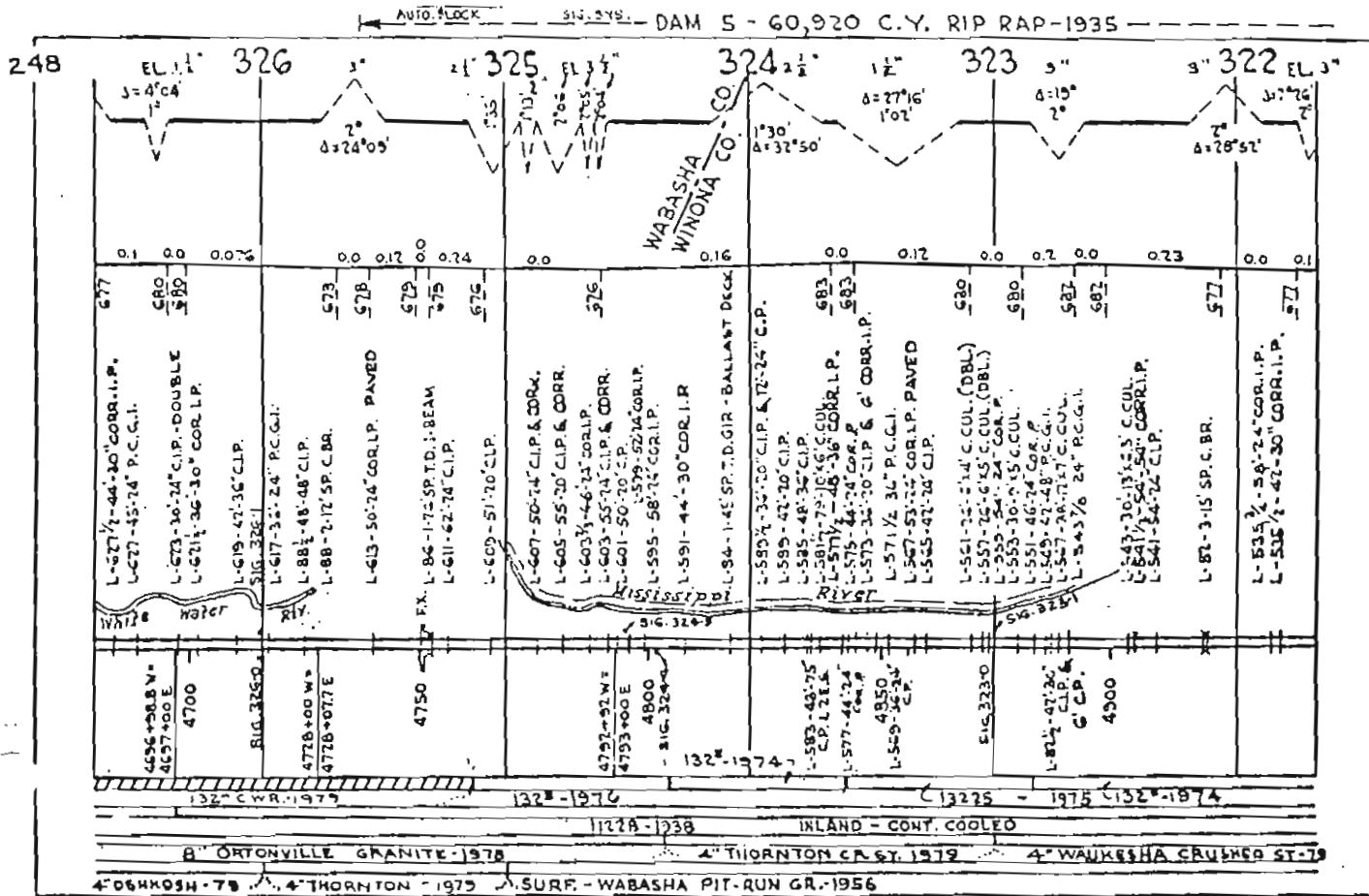
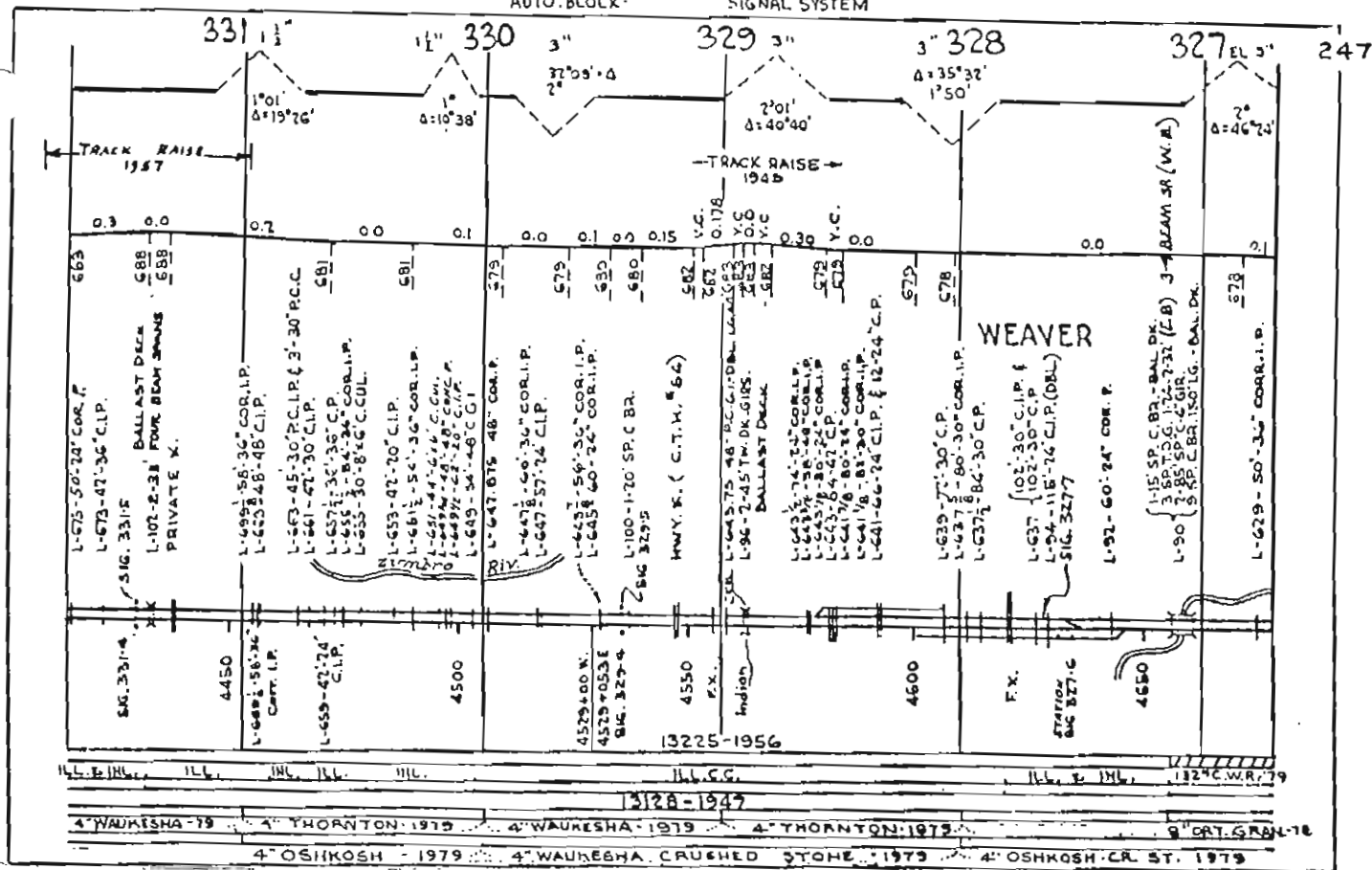


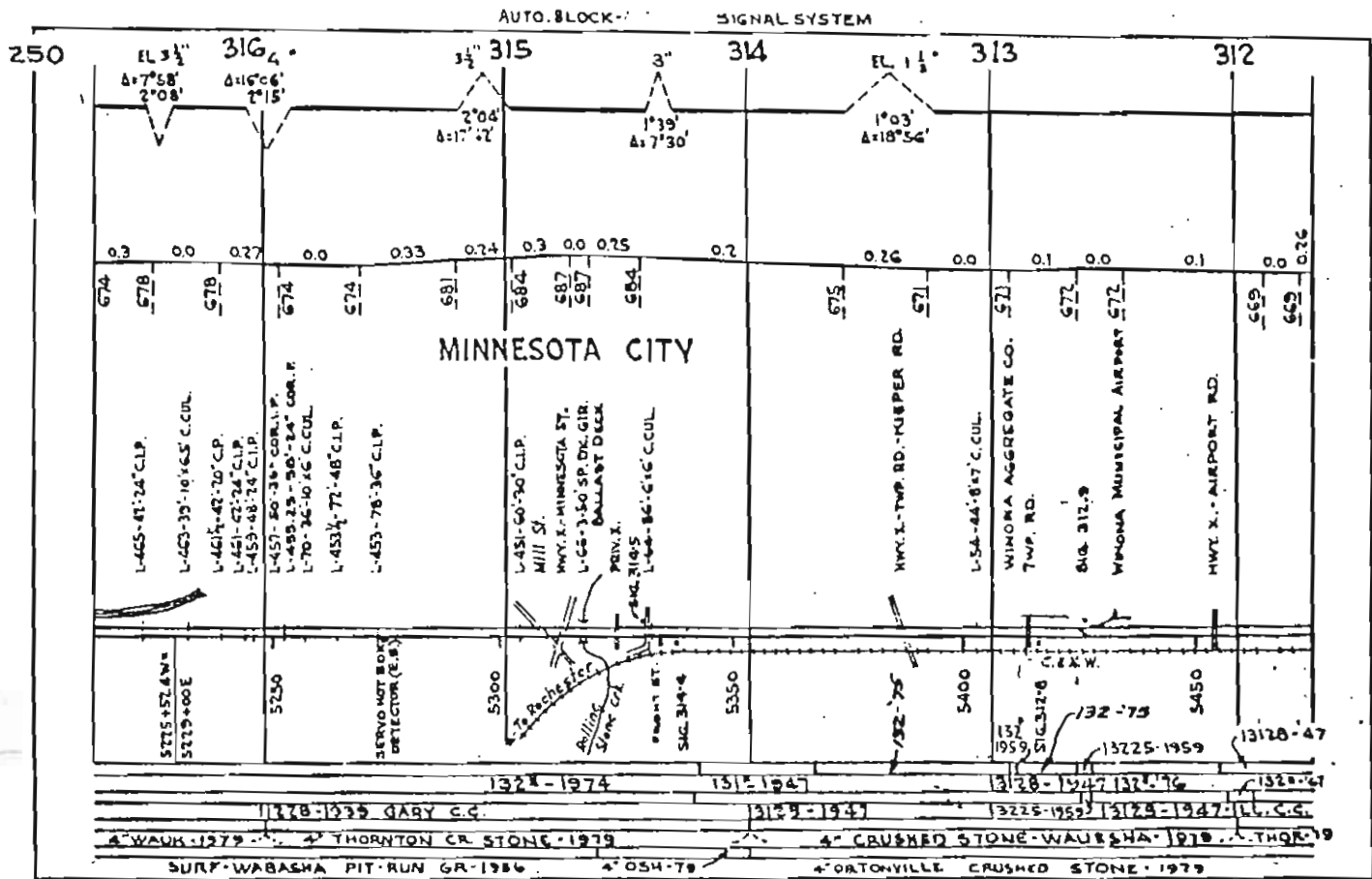
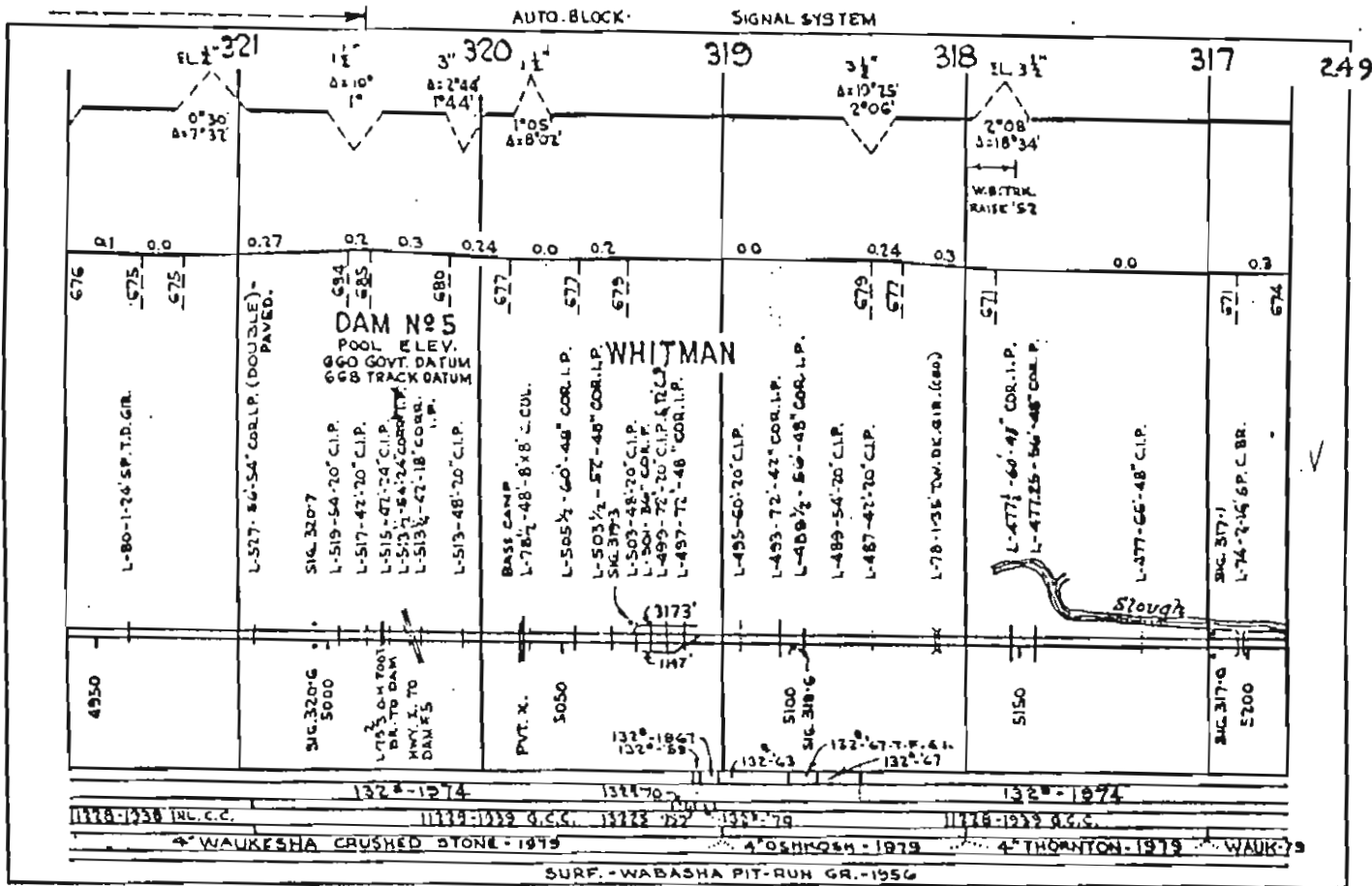


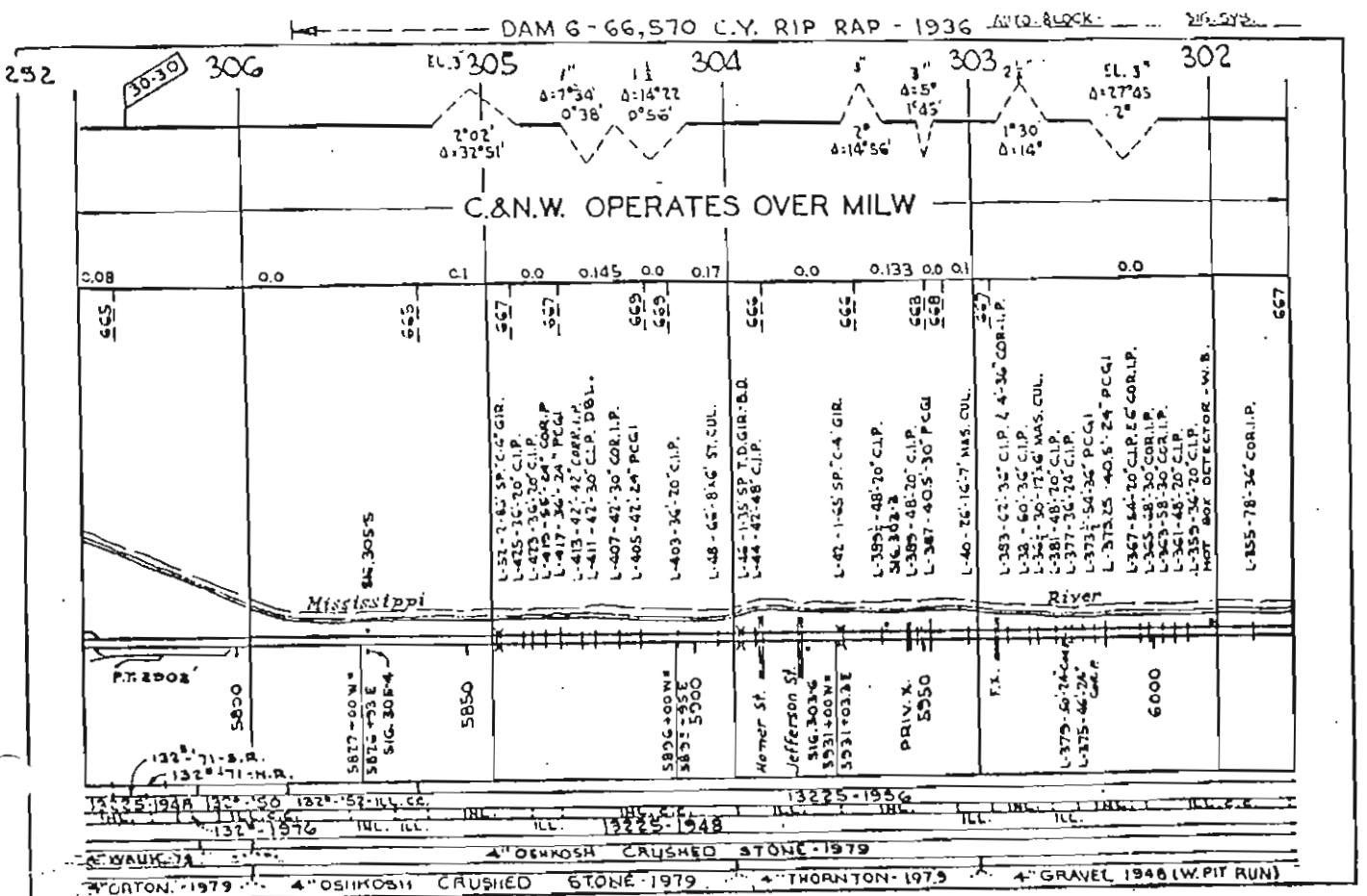
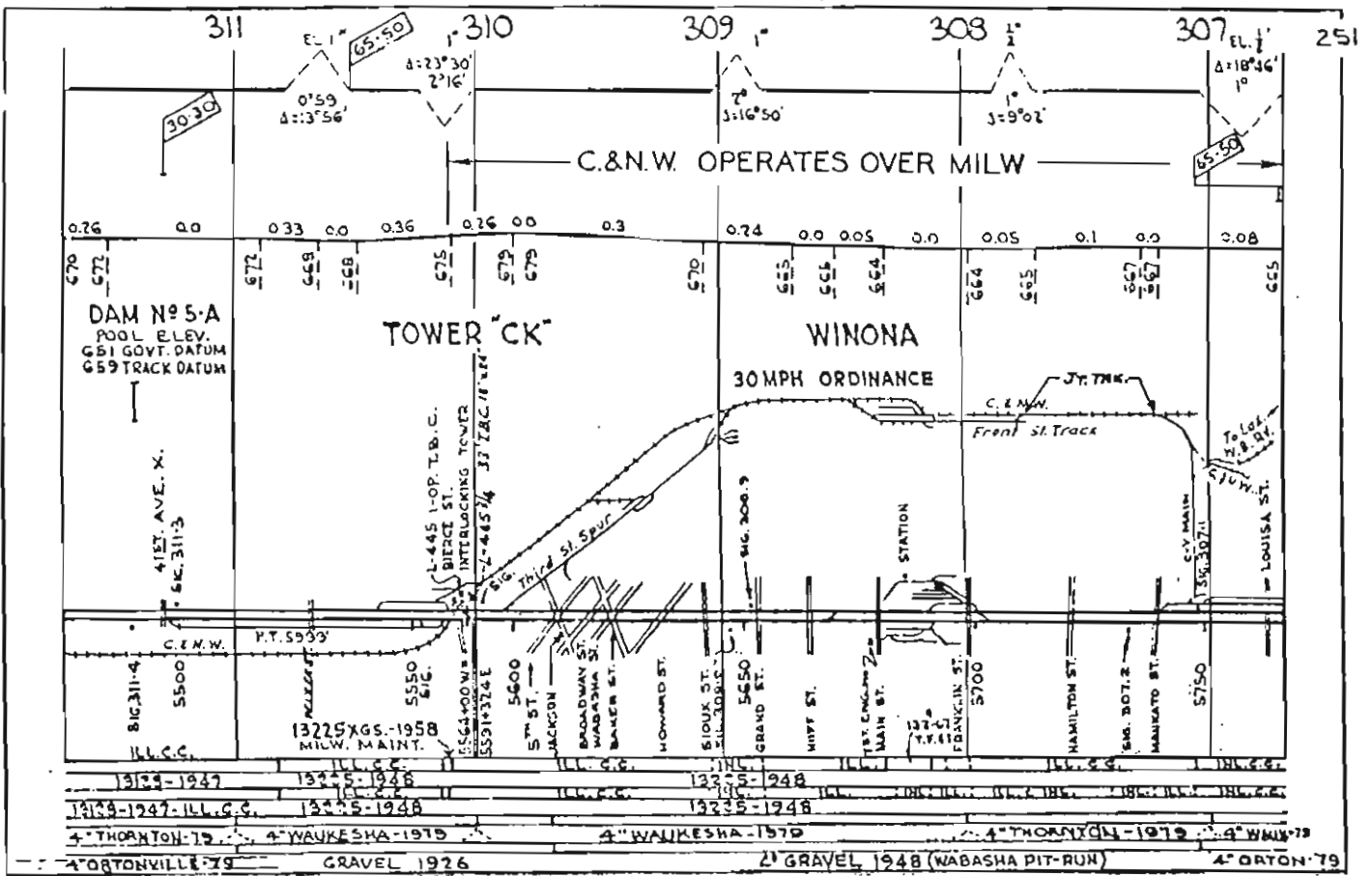


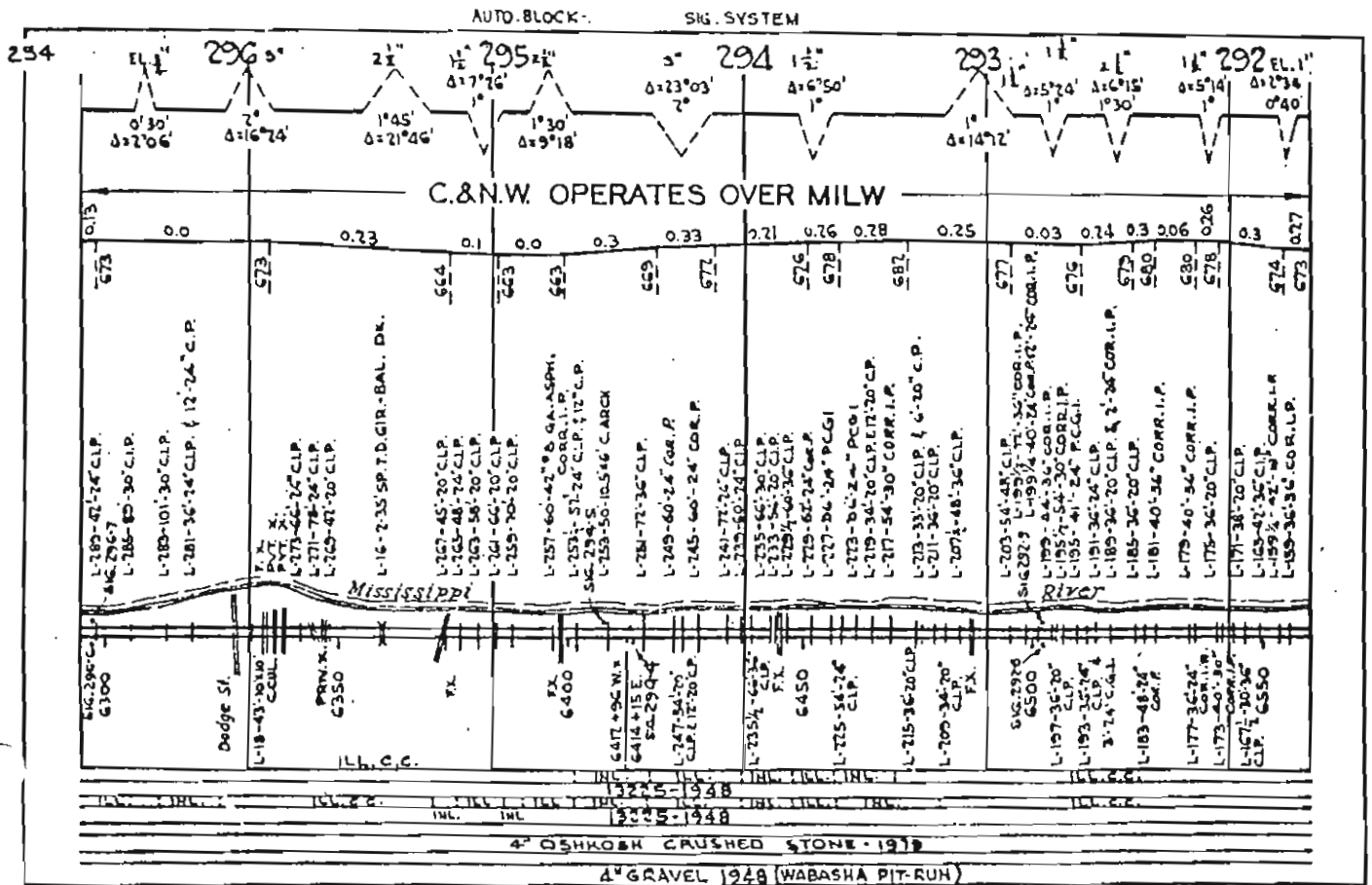
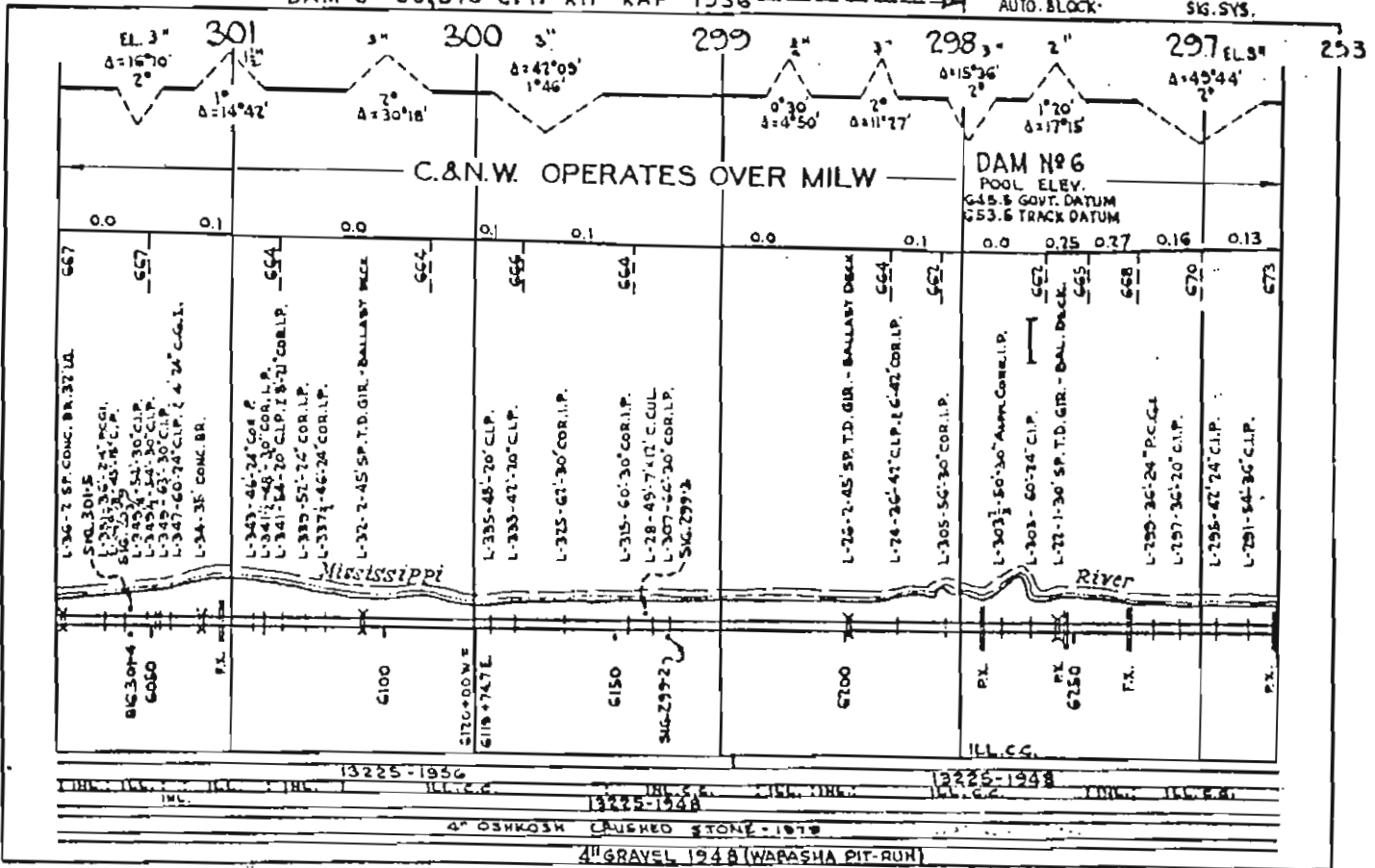


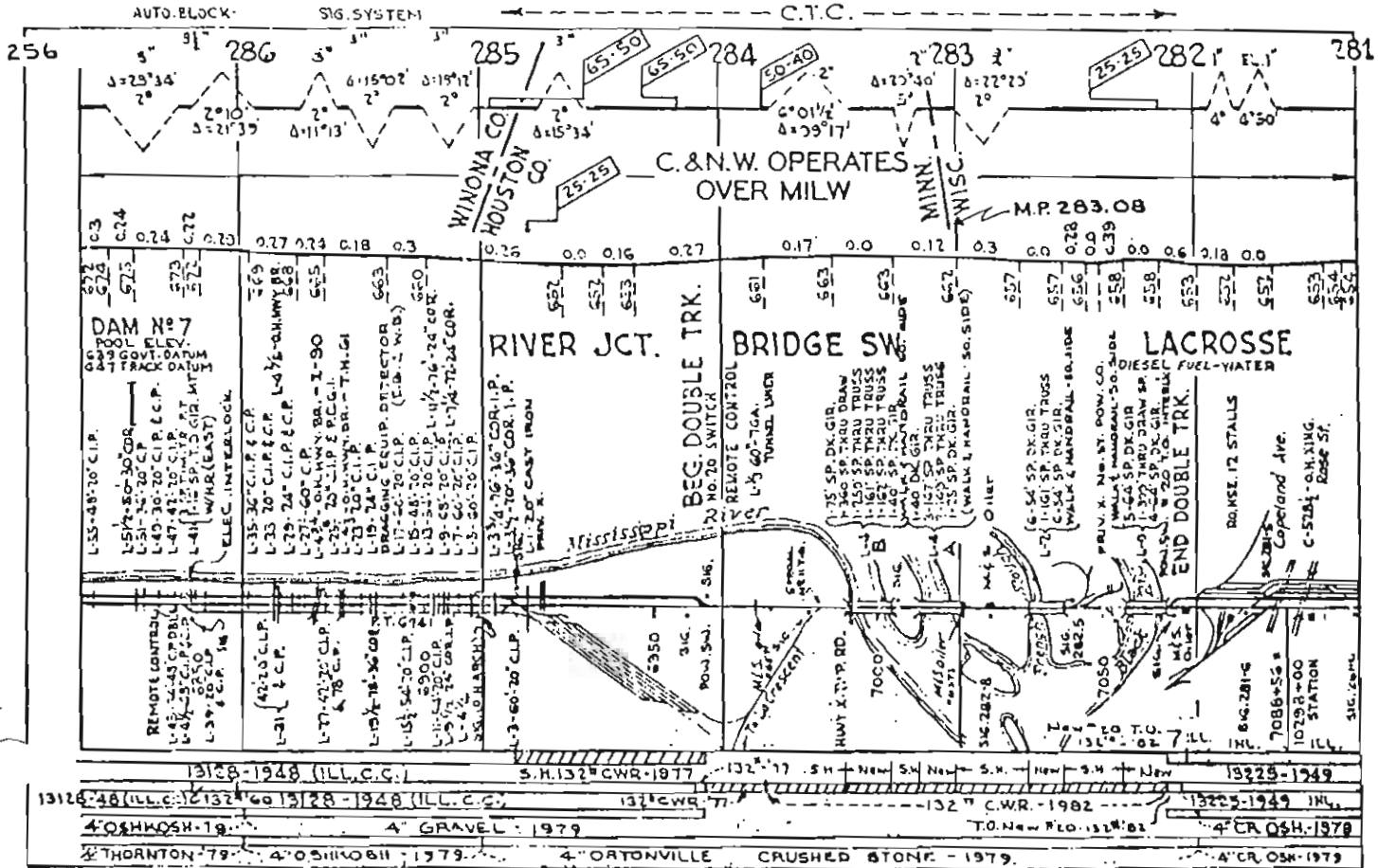
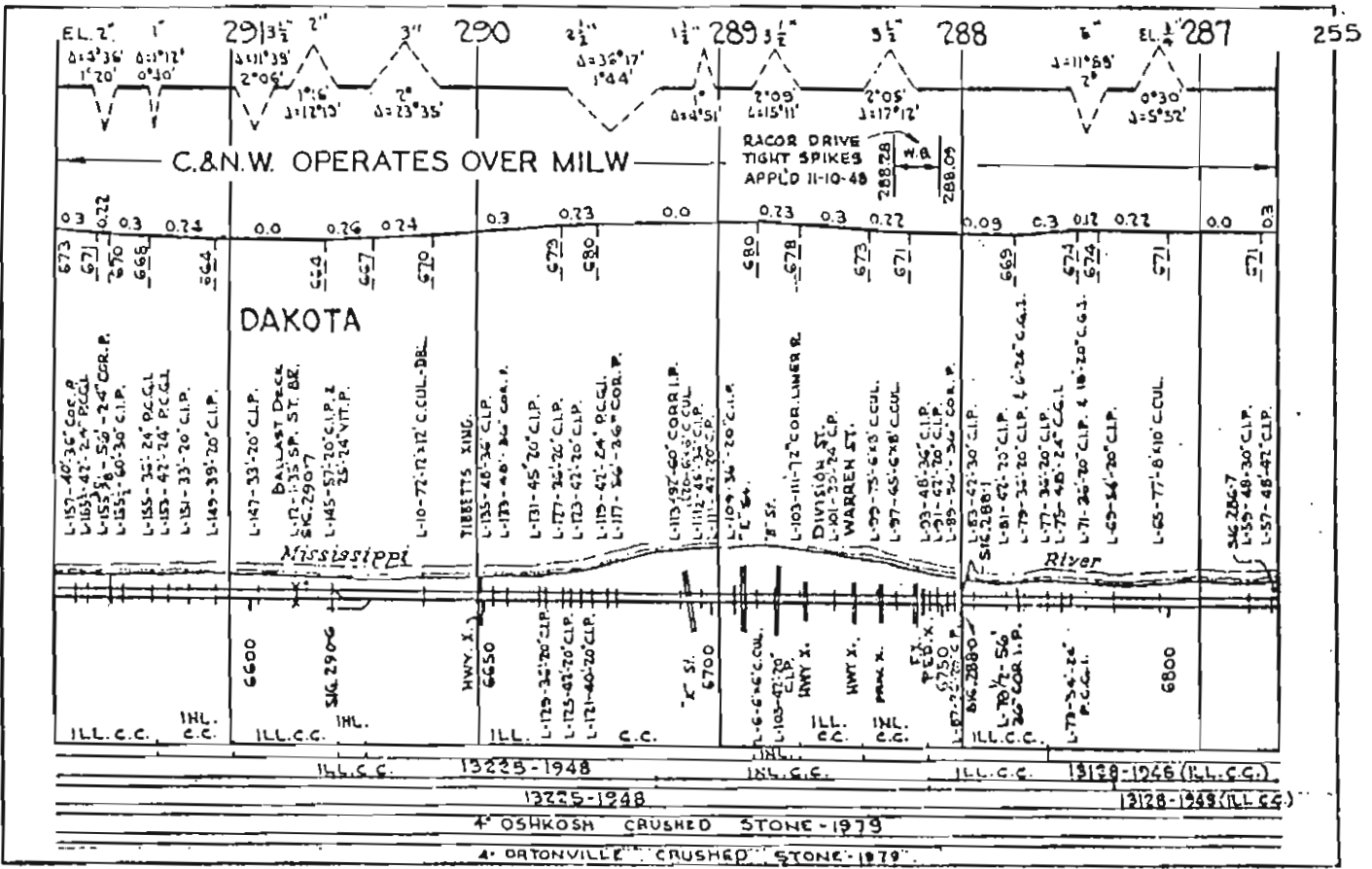


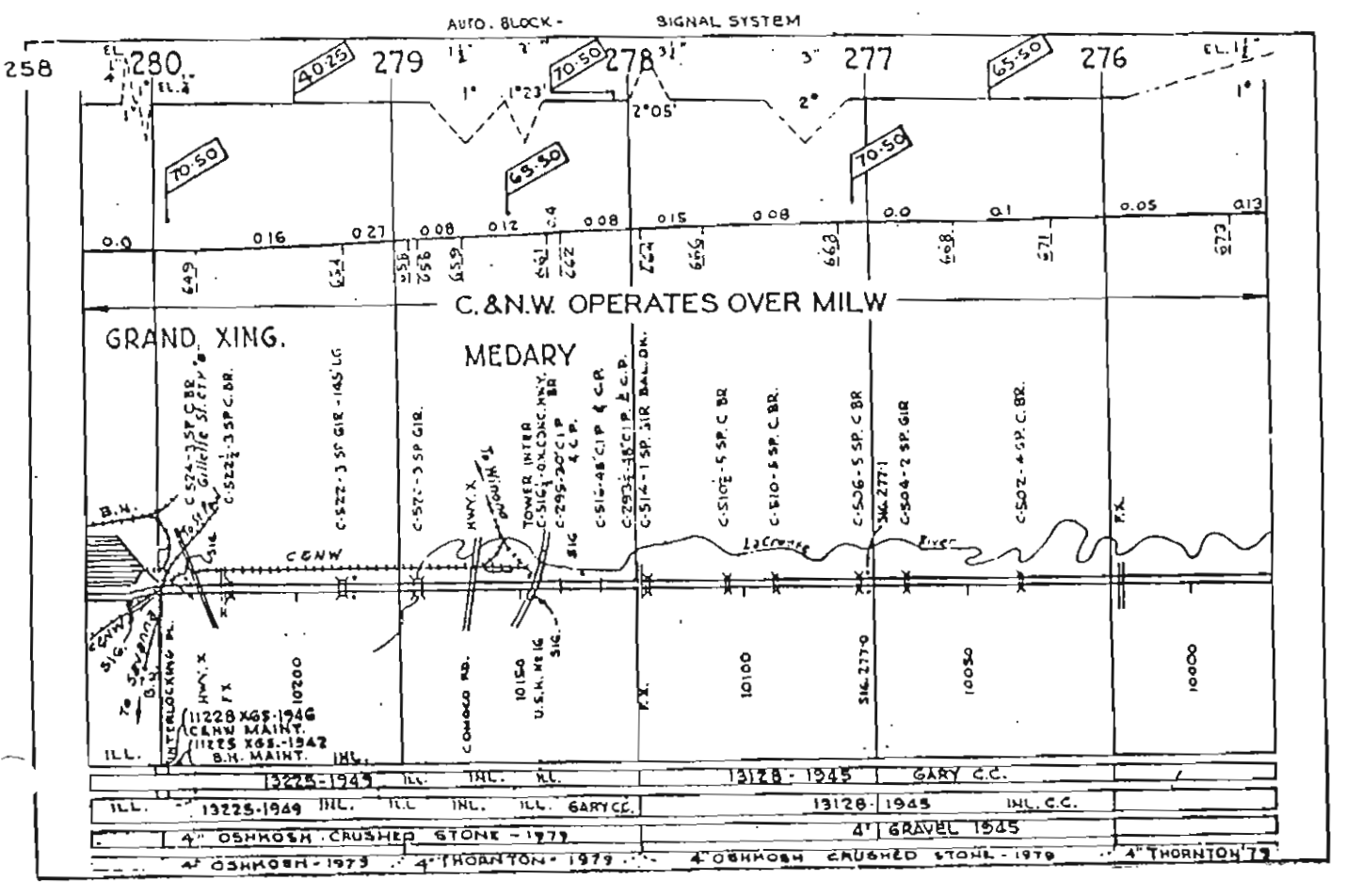
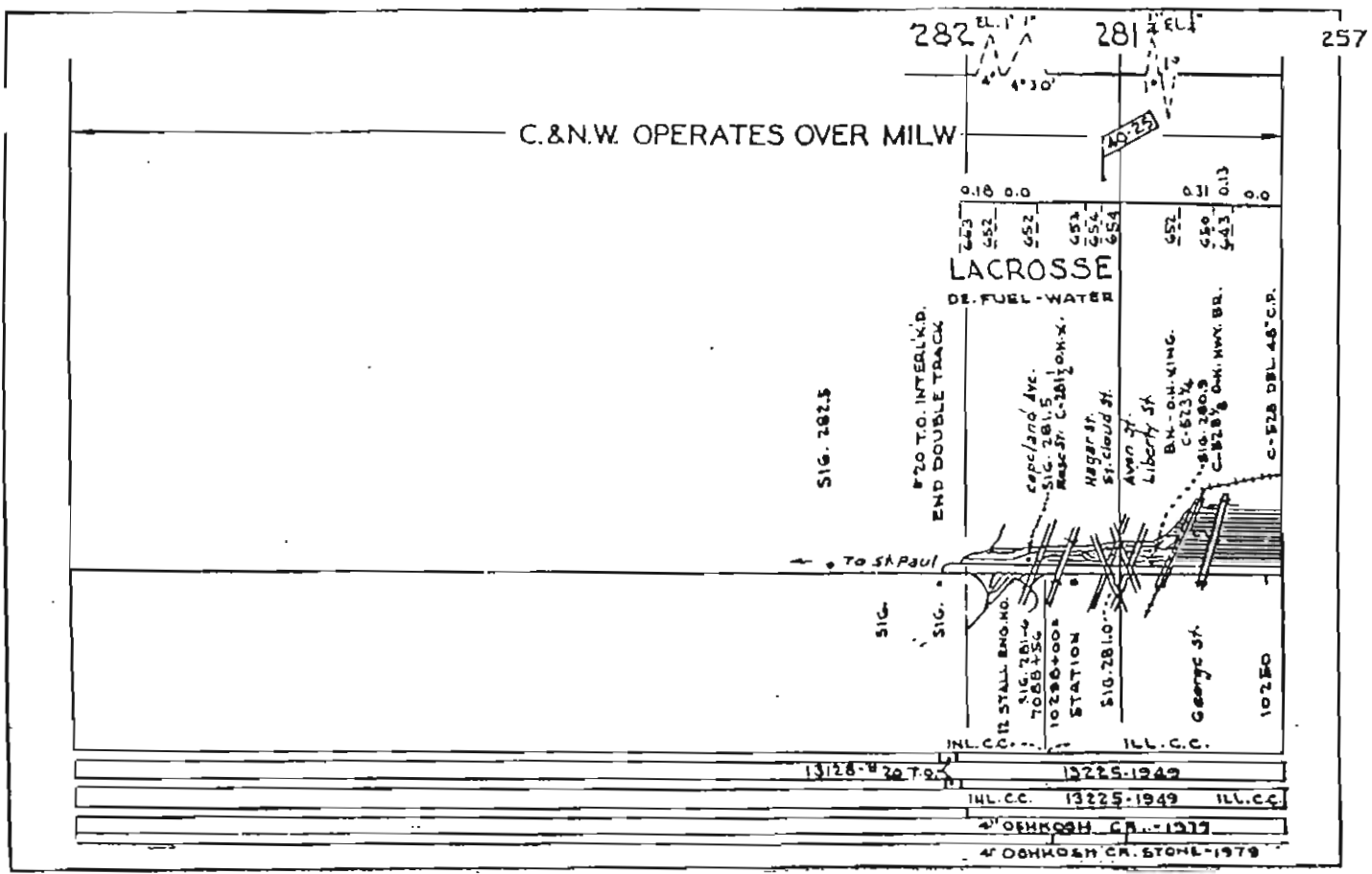


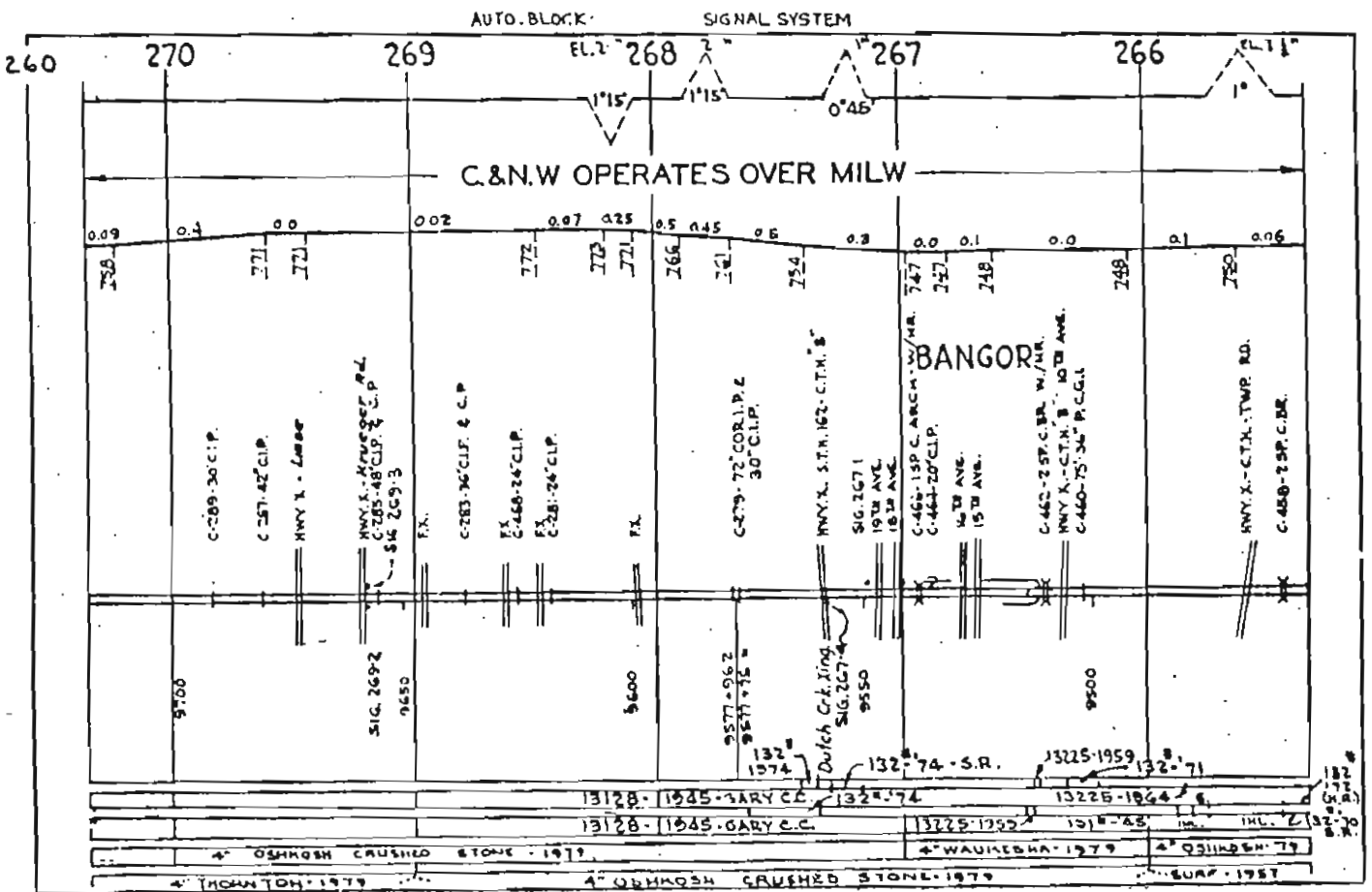
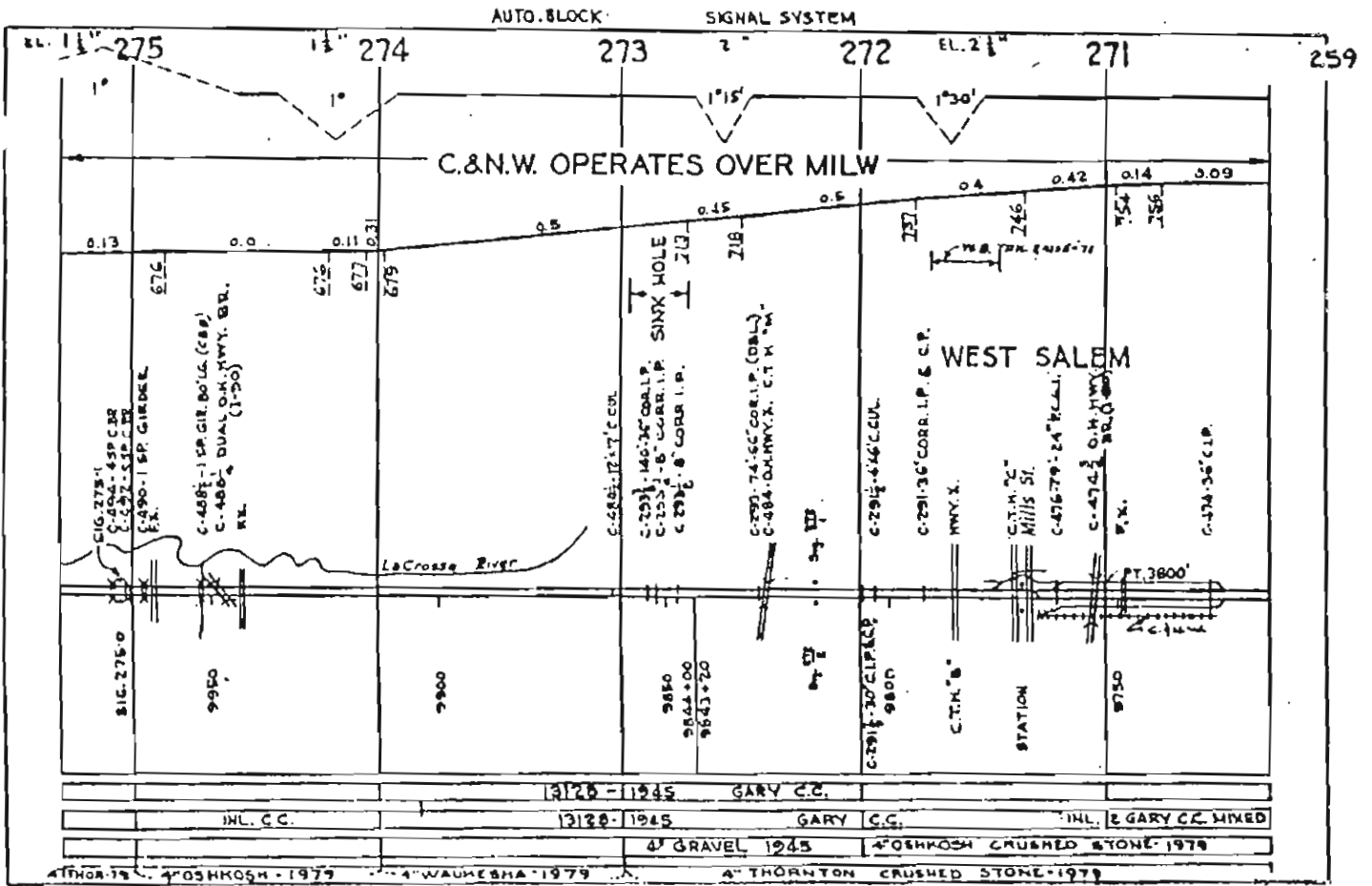


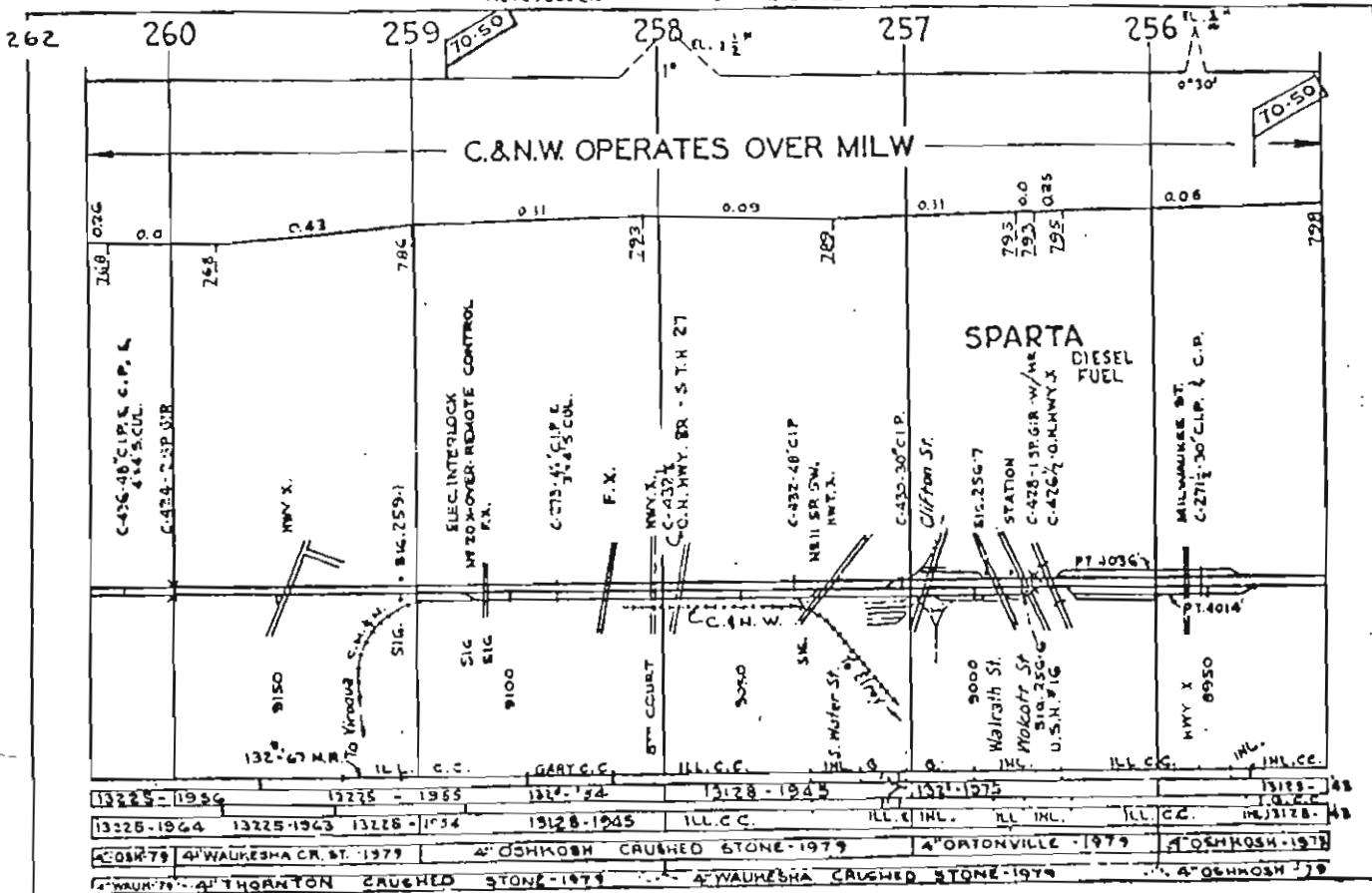
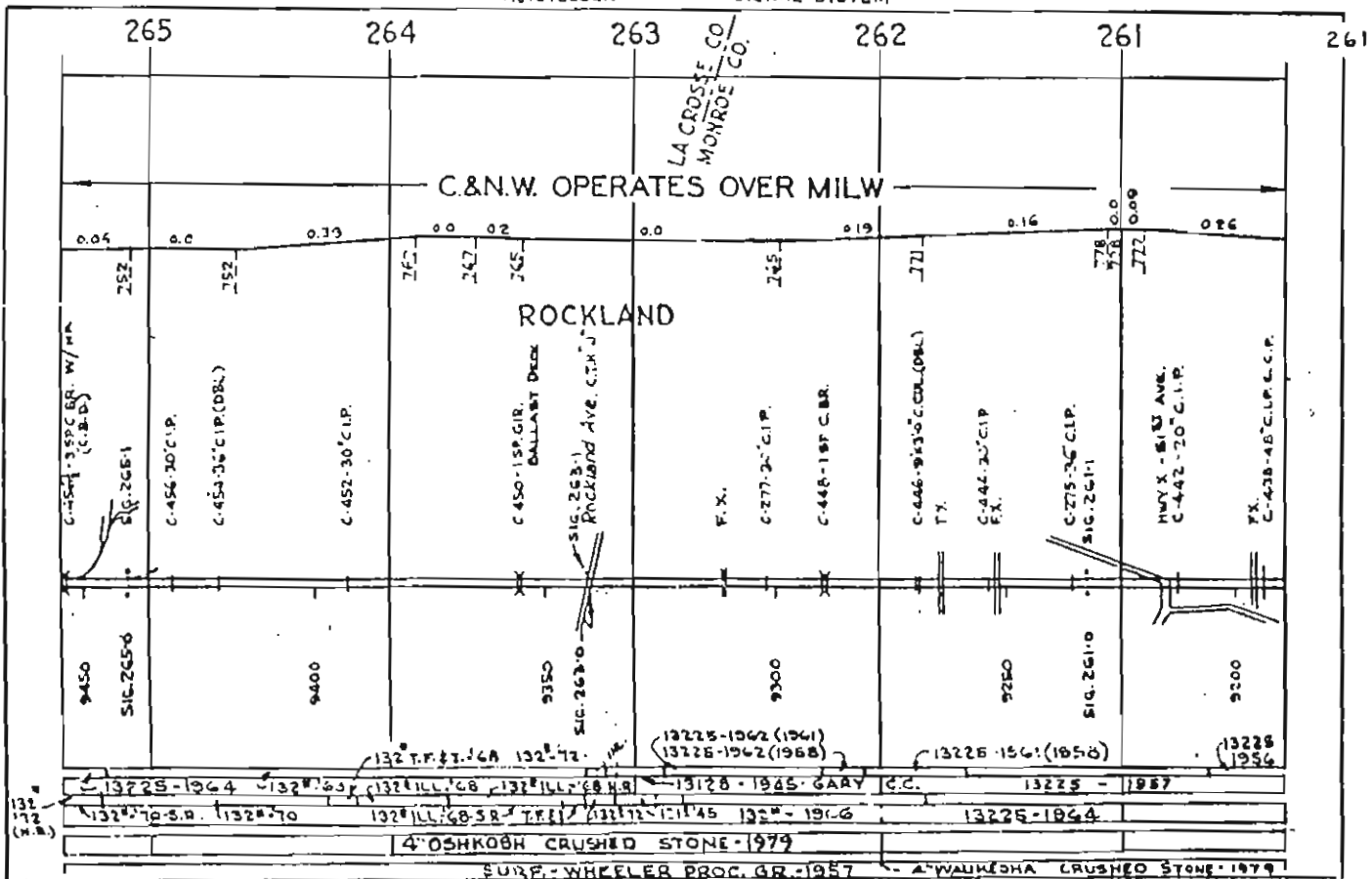


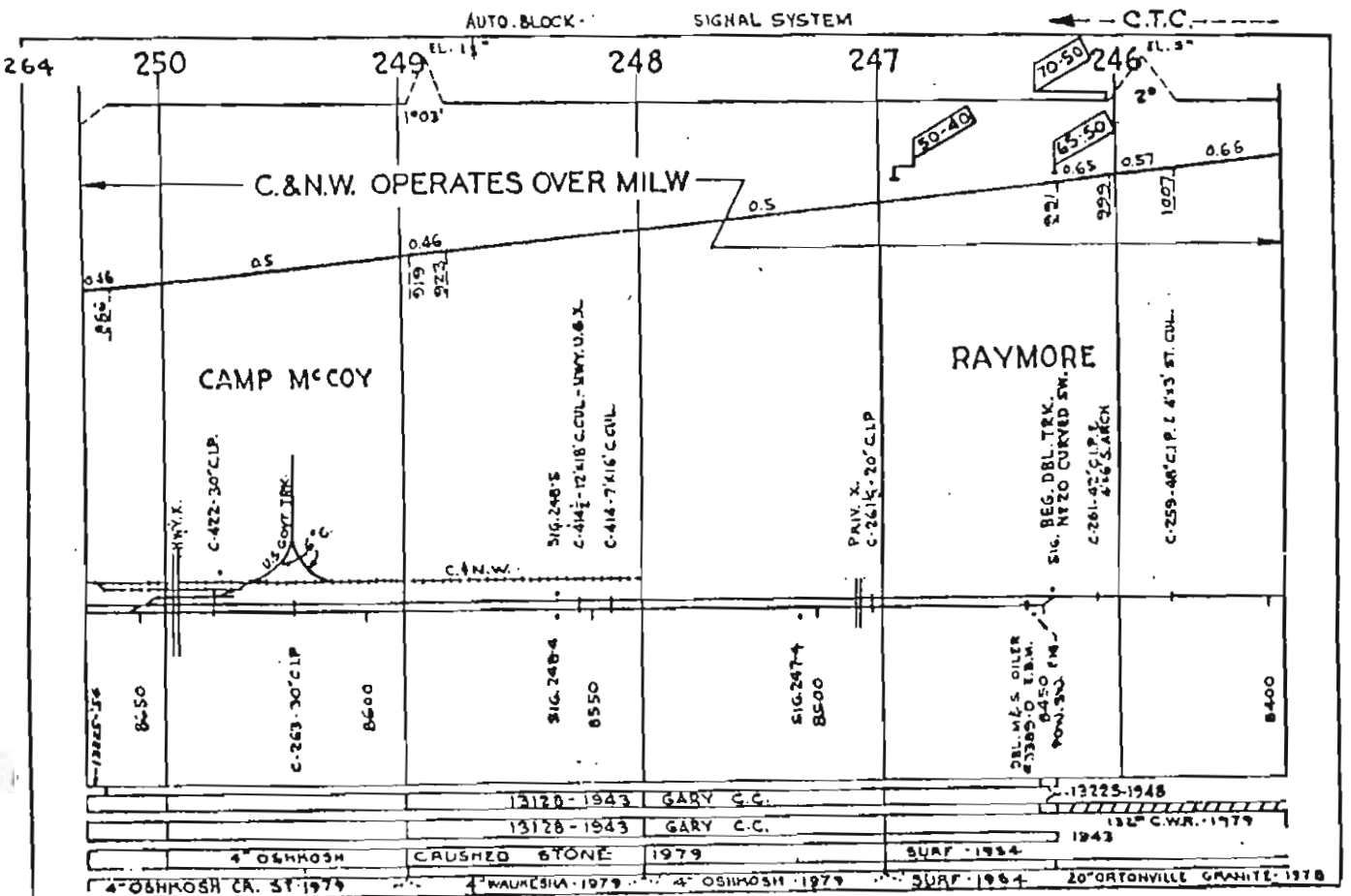
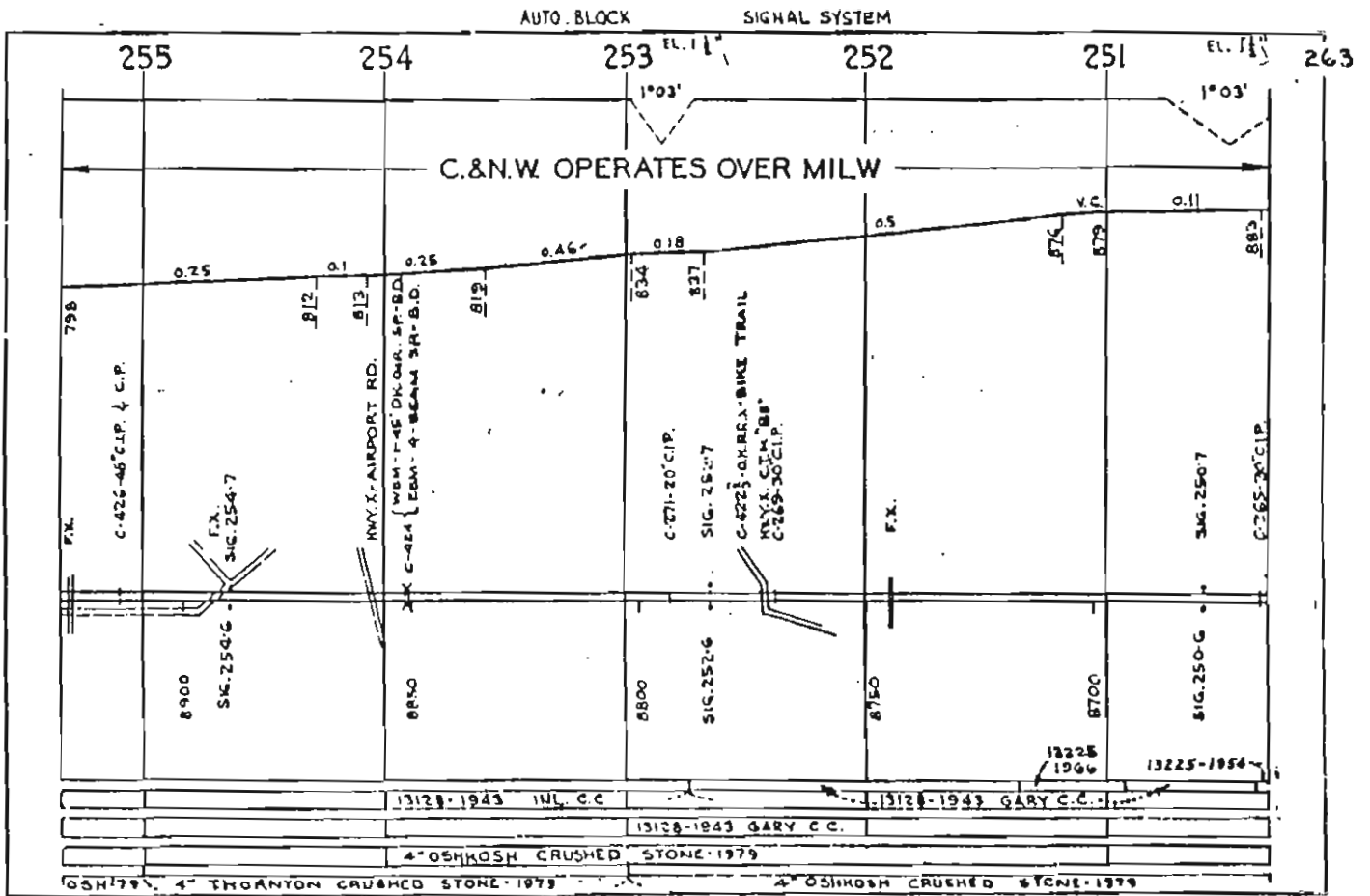


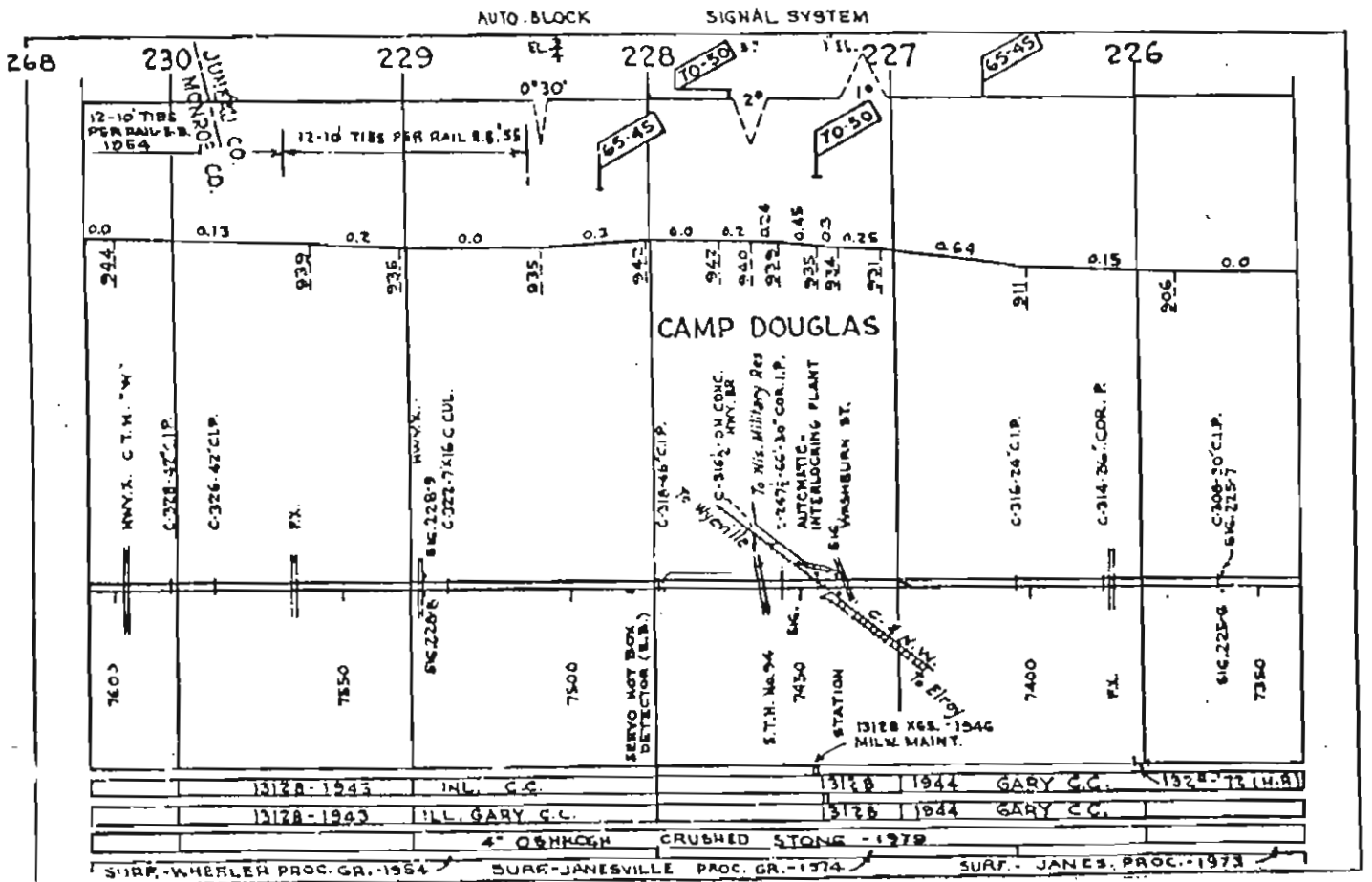
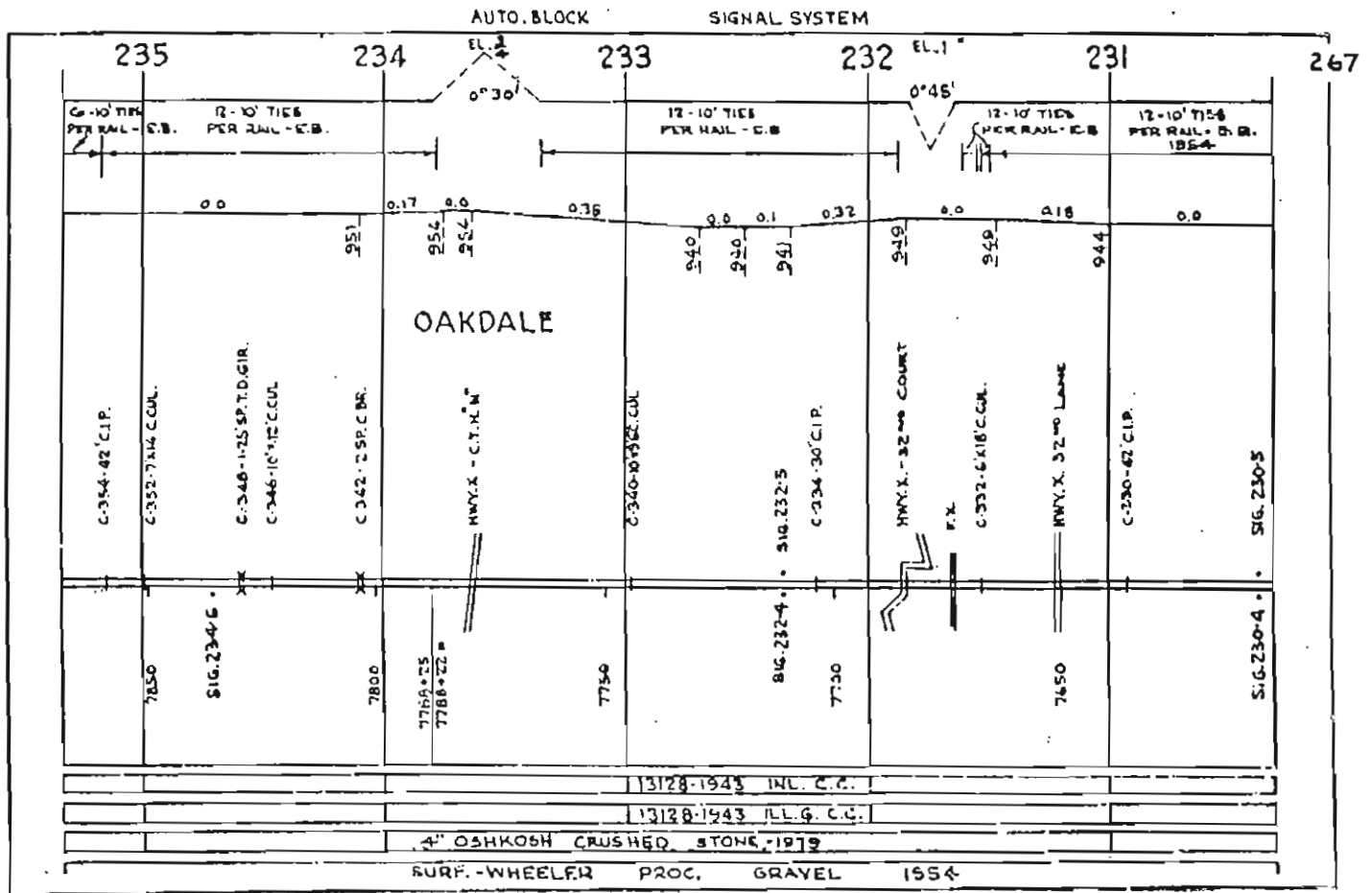












225

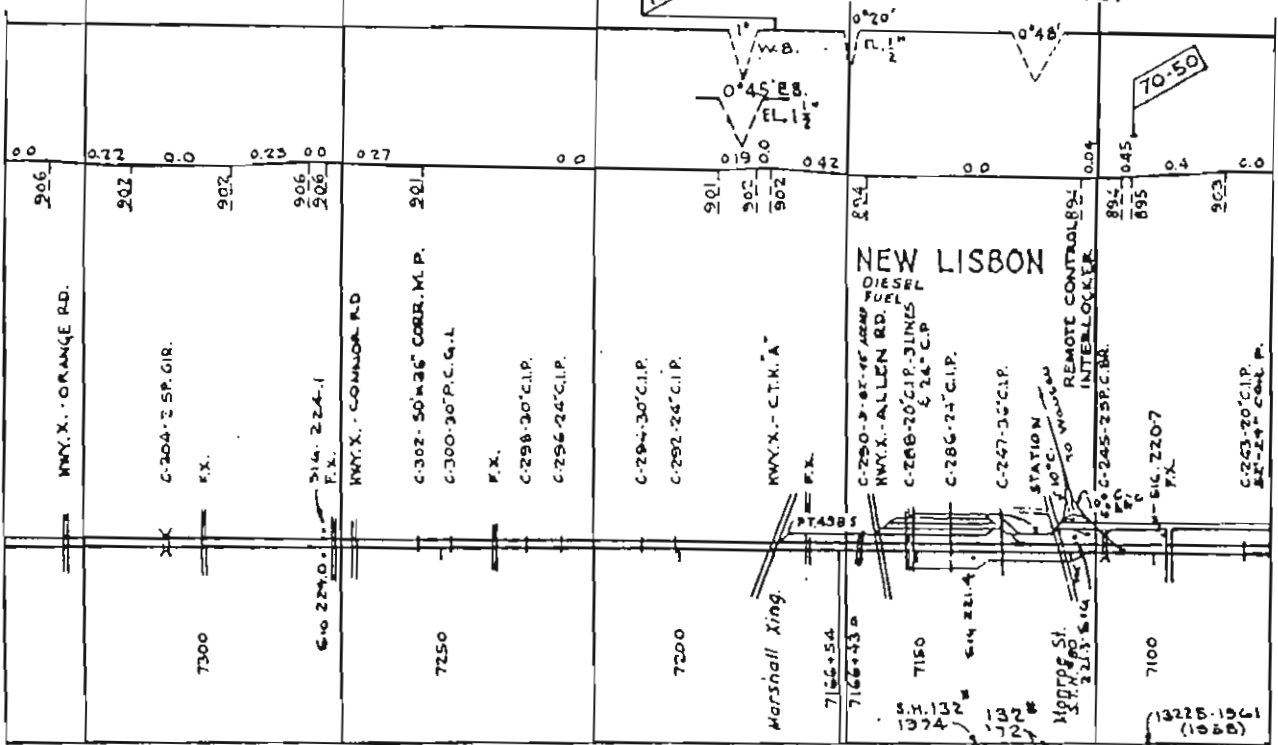
224

223

222

221

269



		13120-1944	GARY C.C.
		13120-1944	GARY C.C.
4" OSHKOSH	CRUSHED STONE	-	1979
4" THORNTON - 1979	4" OSHKOSH - 1979	4" WAUBESA	CRUSHED STONE - 1979

270

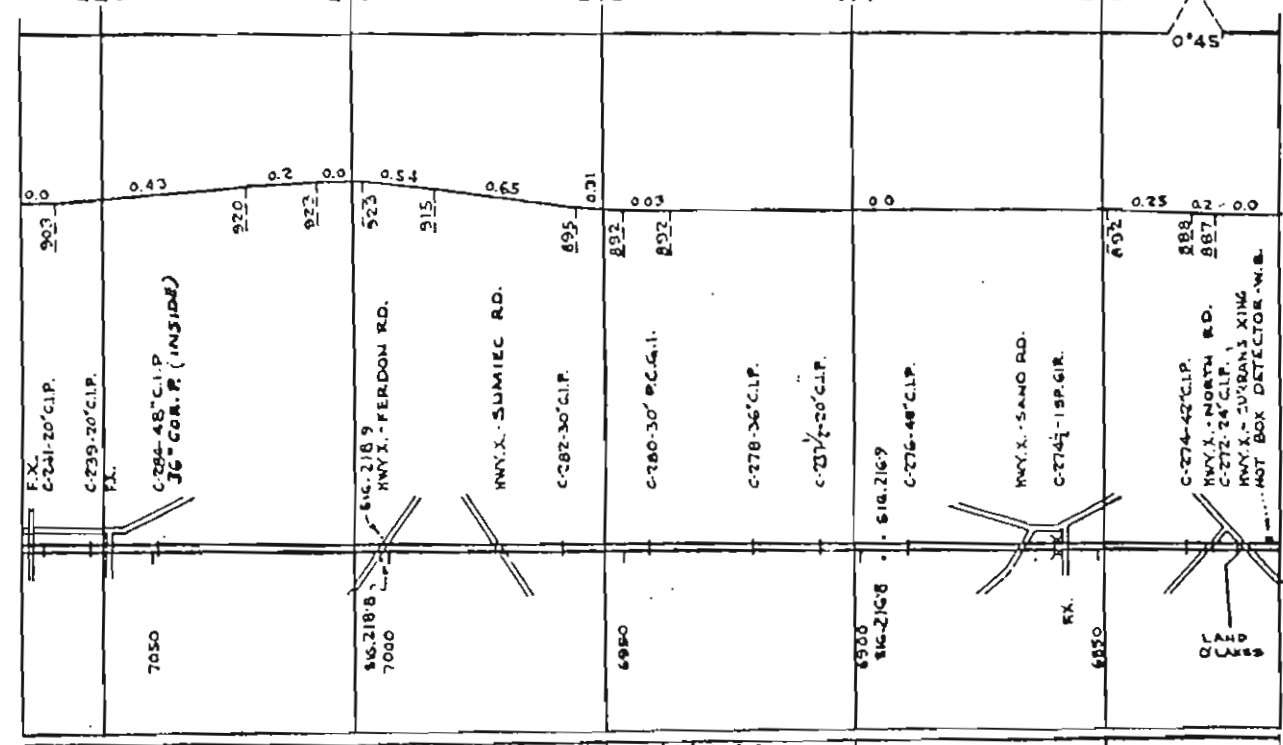
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219

218

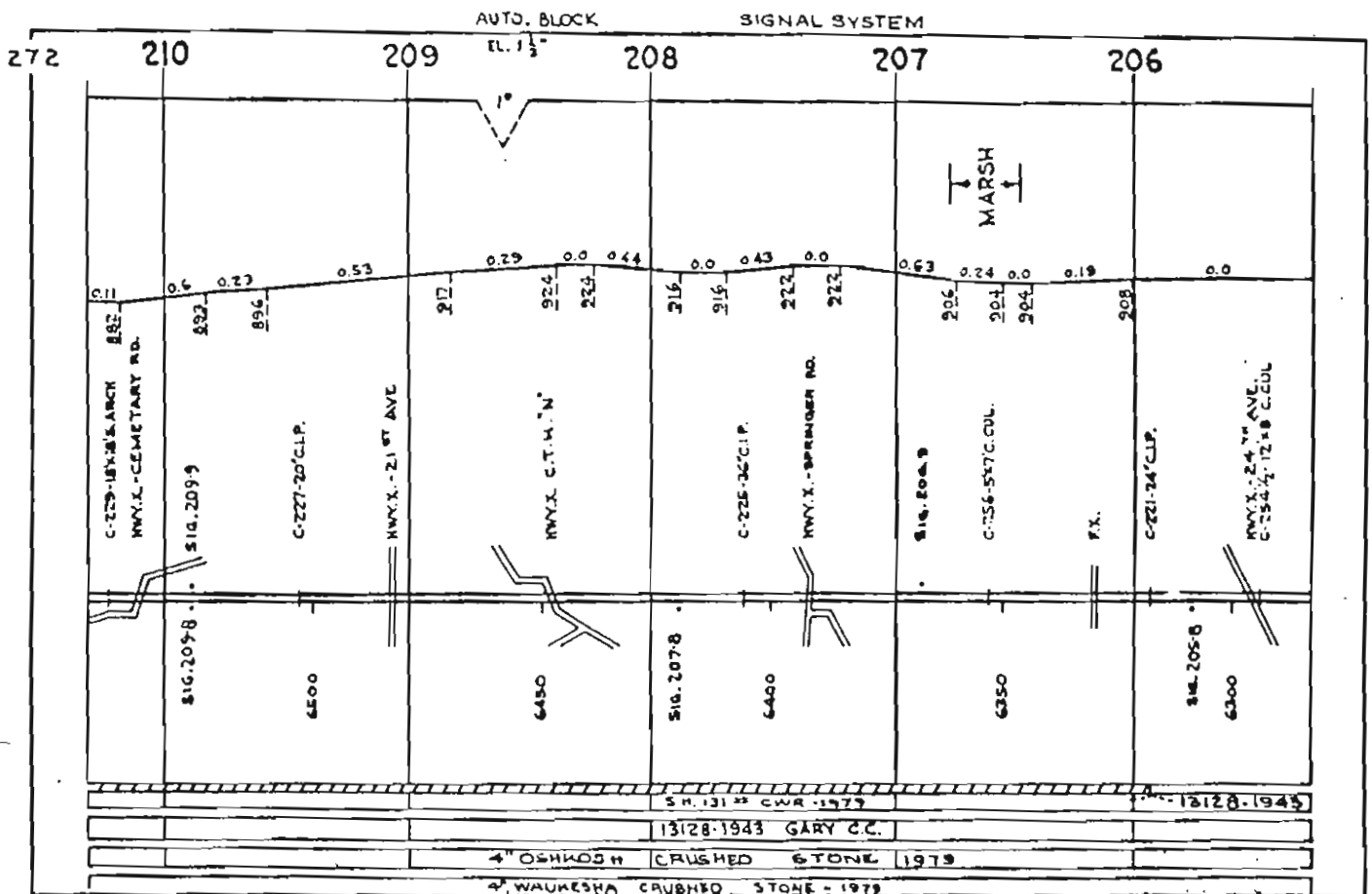
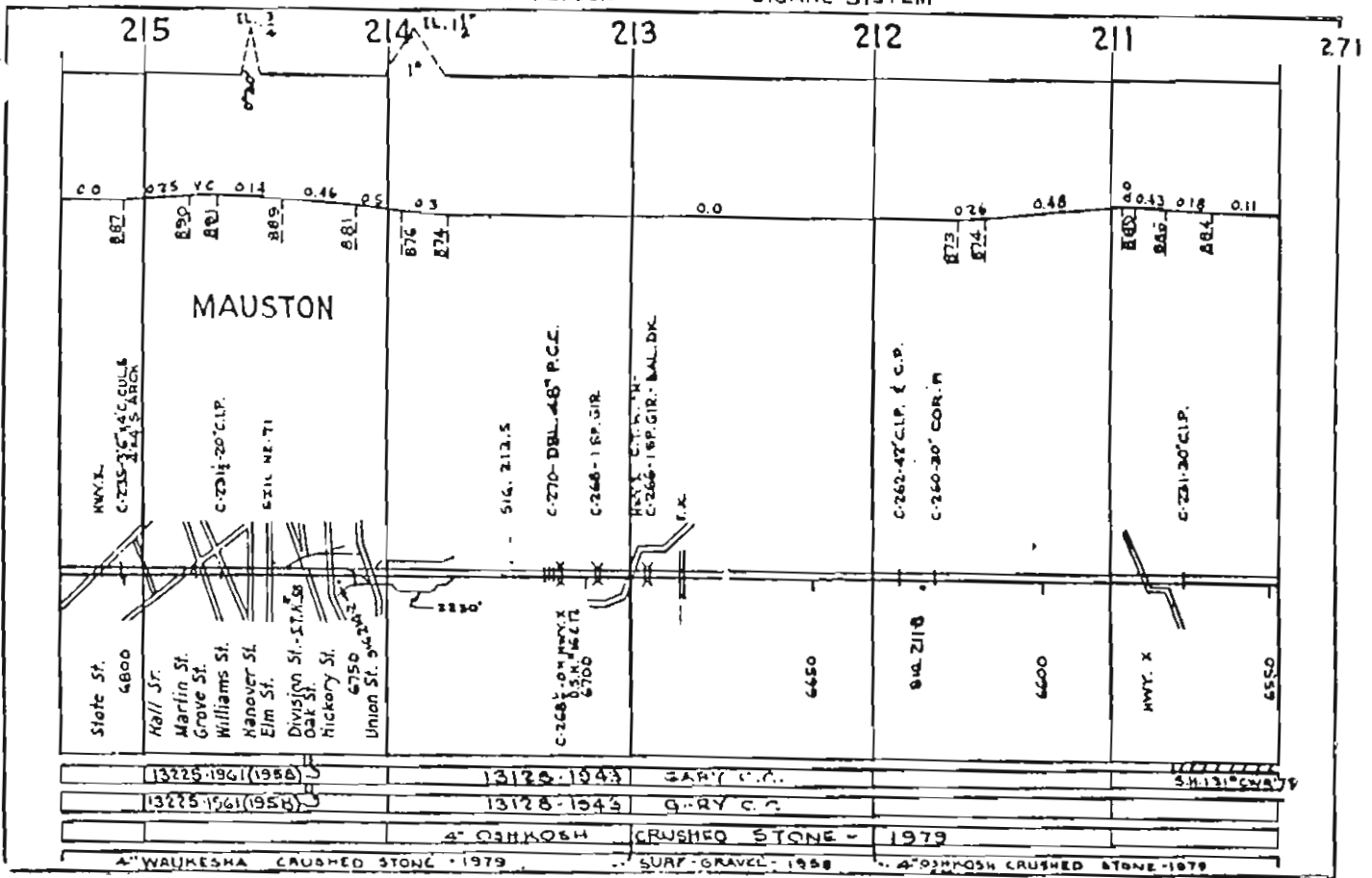
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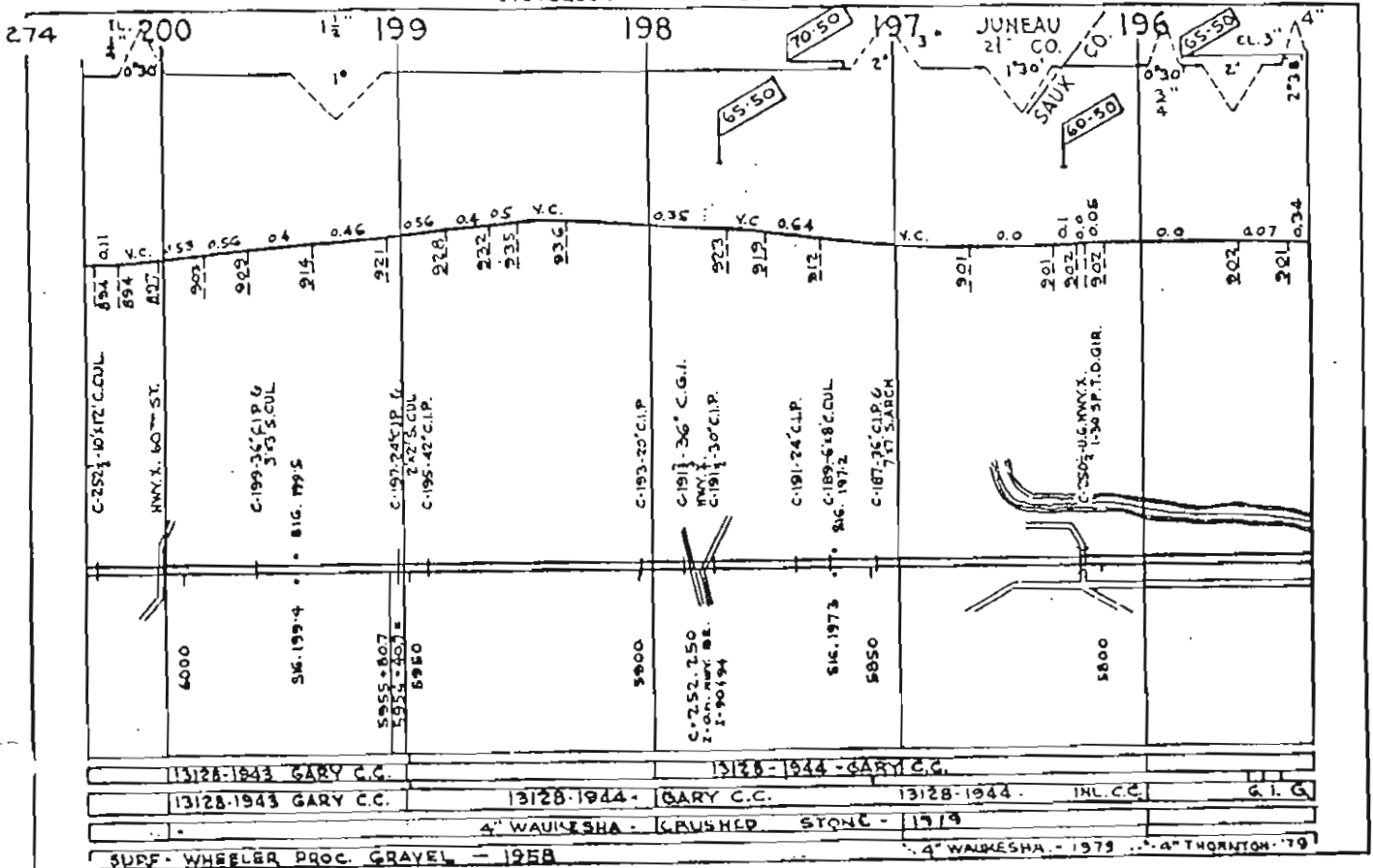
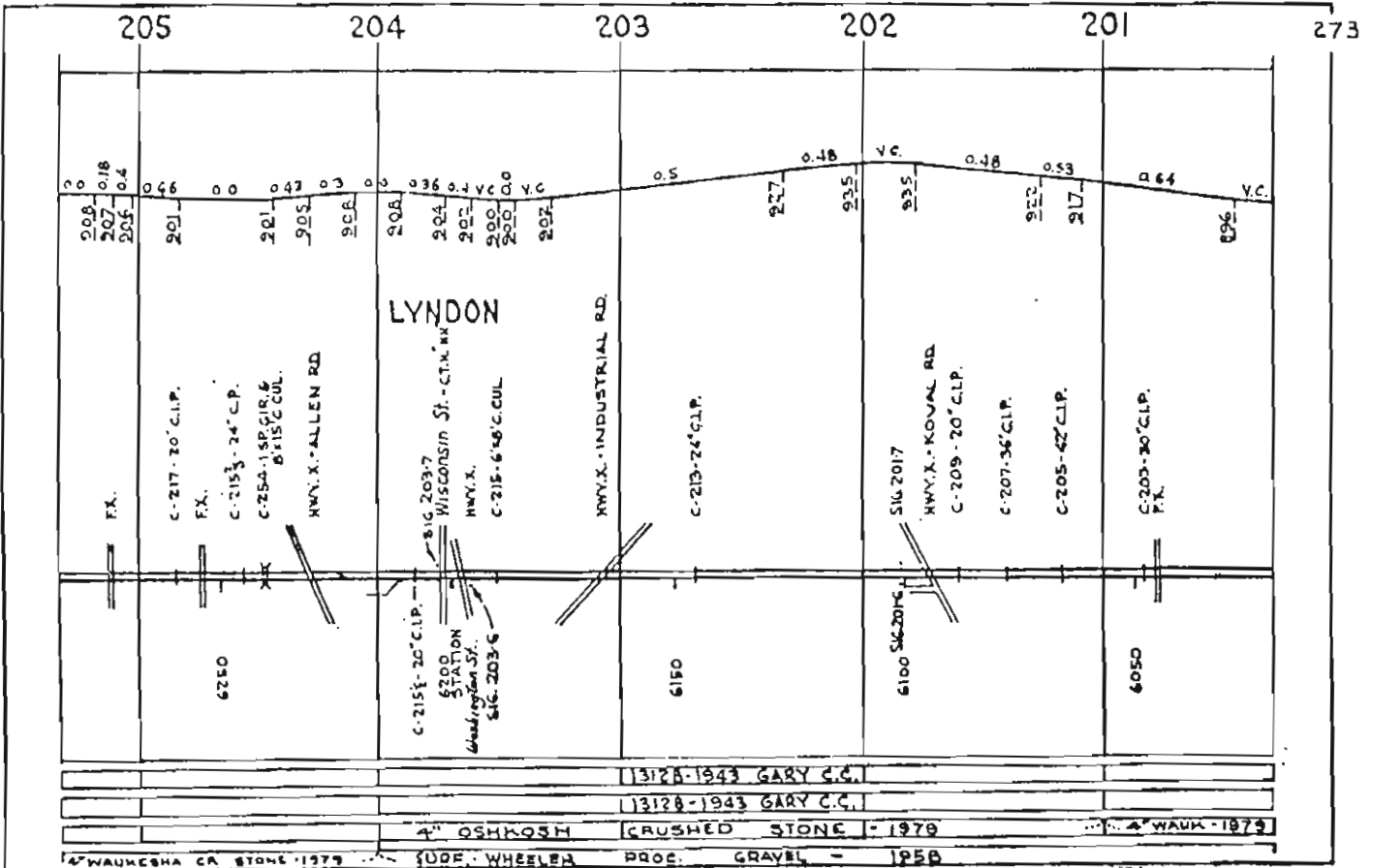
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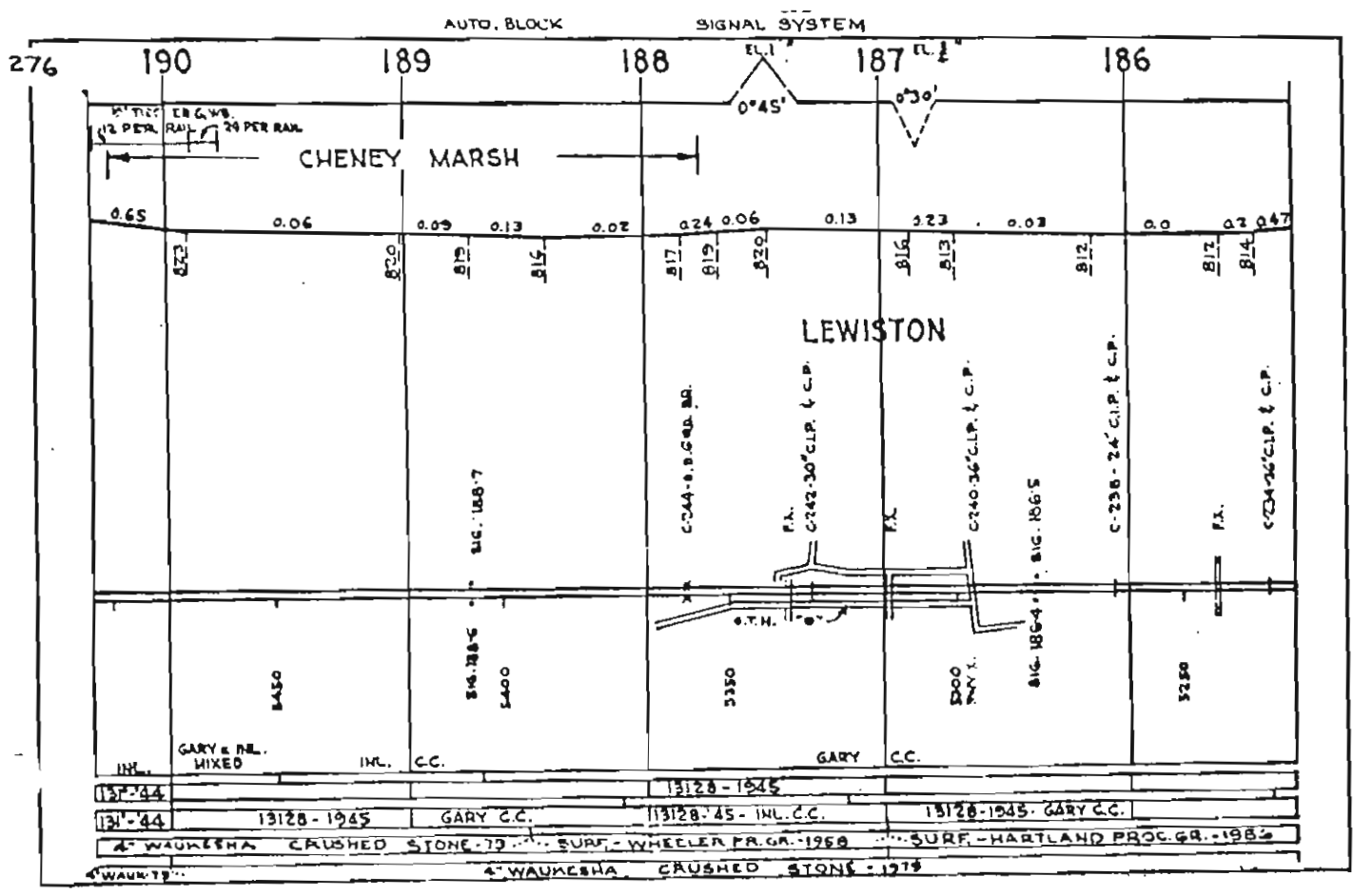
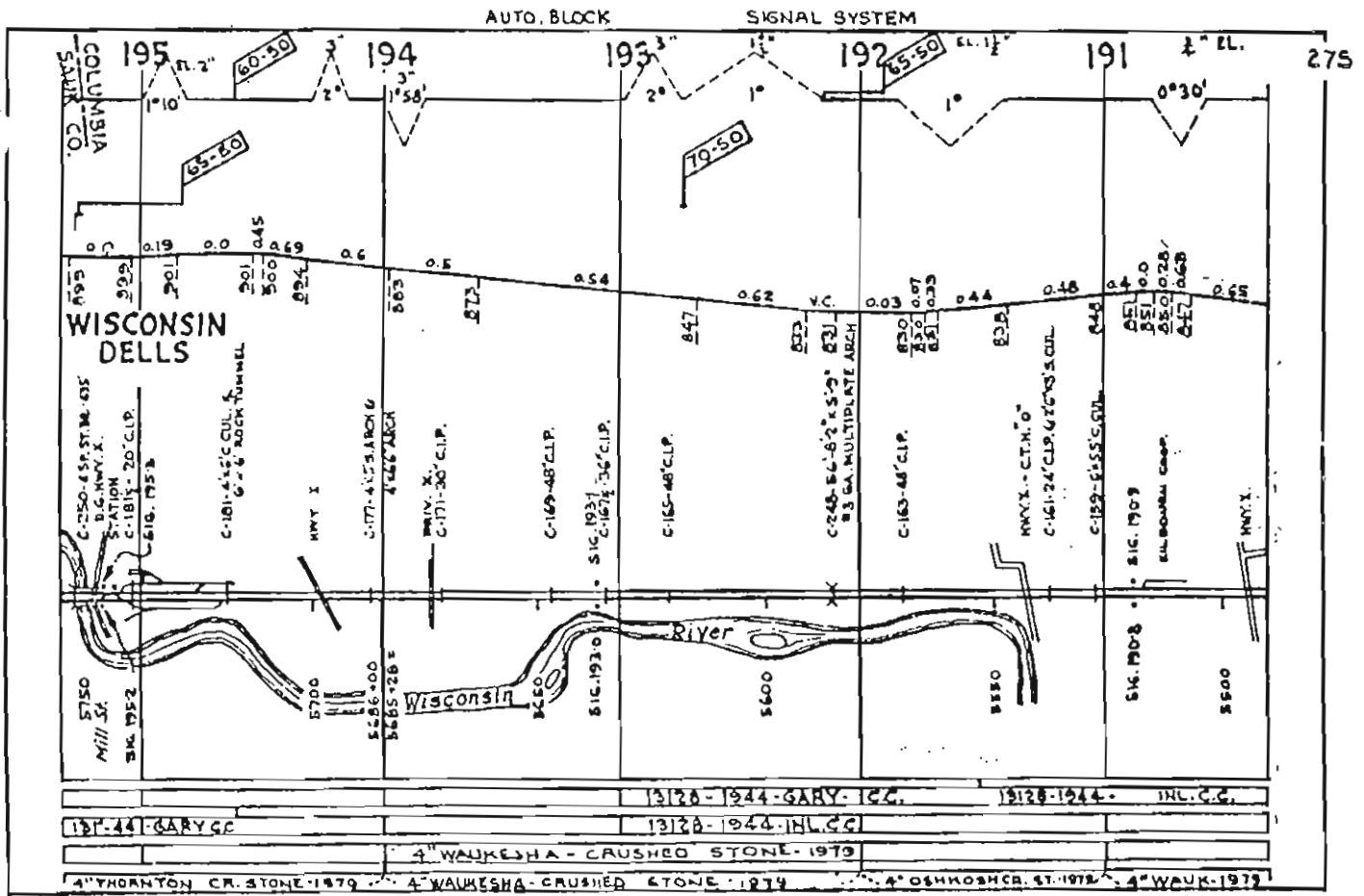


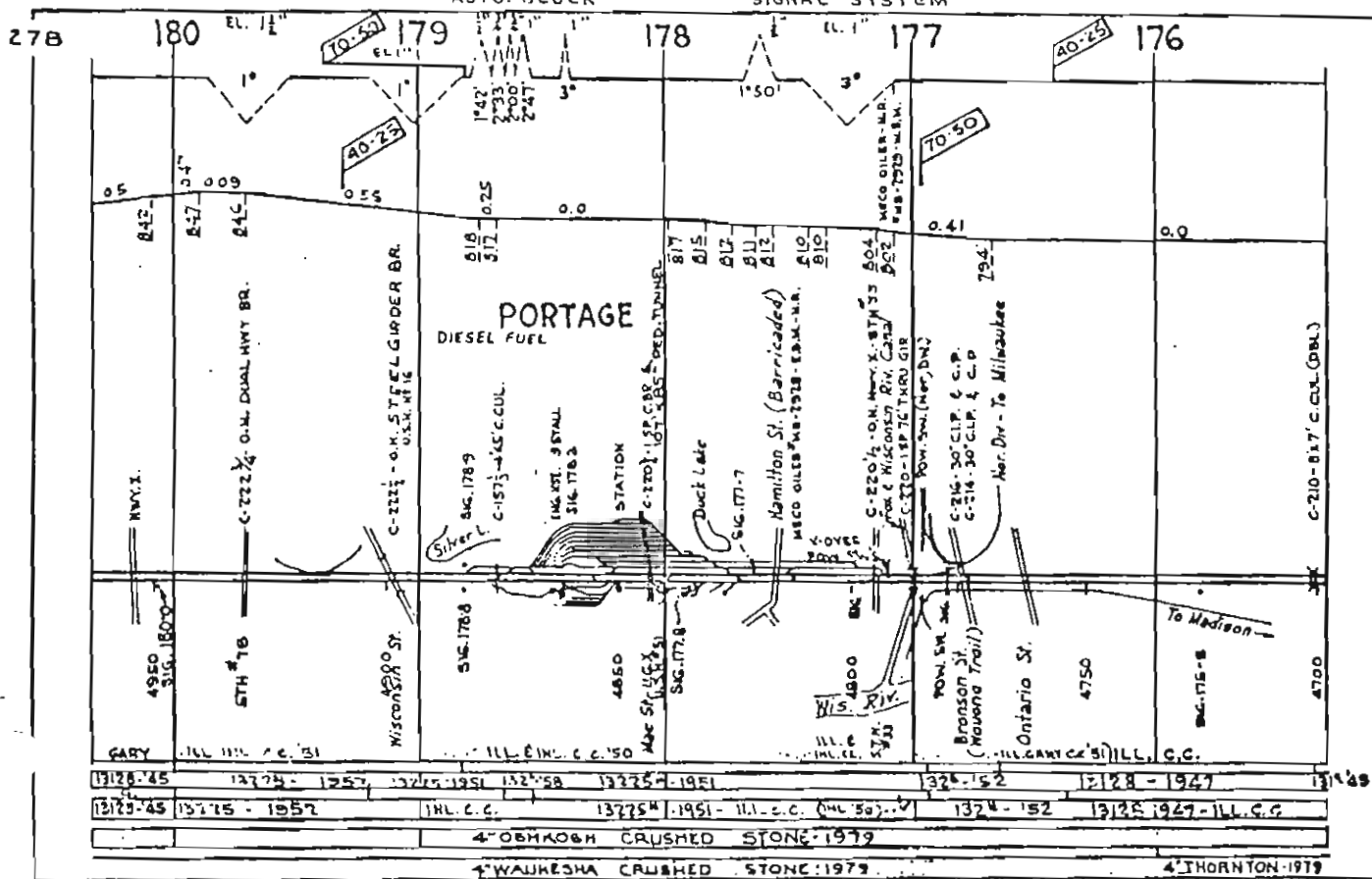
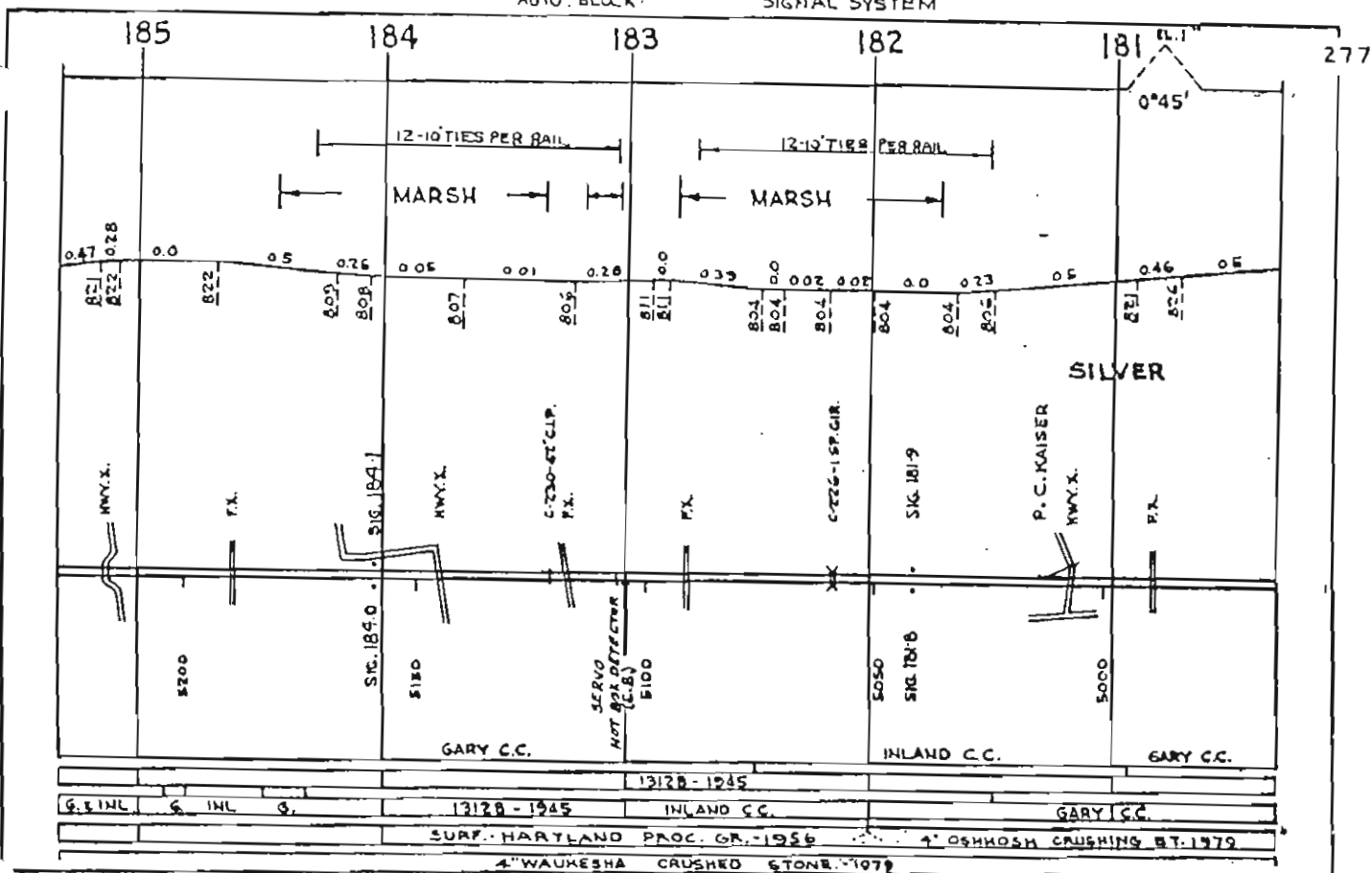
		13128 - 1943	GARY C.C.
		13128 - 1943	GARY C.C.
4" OSHKOSH	CRUSHED STONE	-	1979
4" OSHKOSH - 1979	4" WAUBESA	CRUSHED STONE	1979

AUTO. BLOCK- SIGNAL SYSTEM



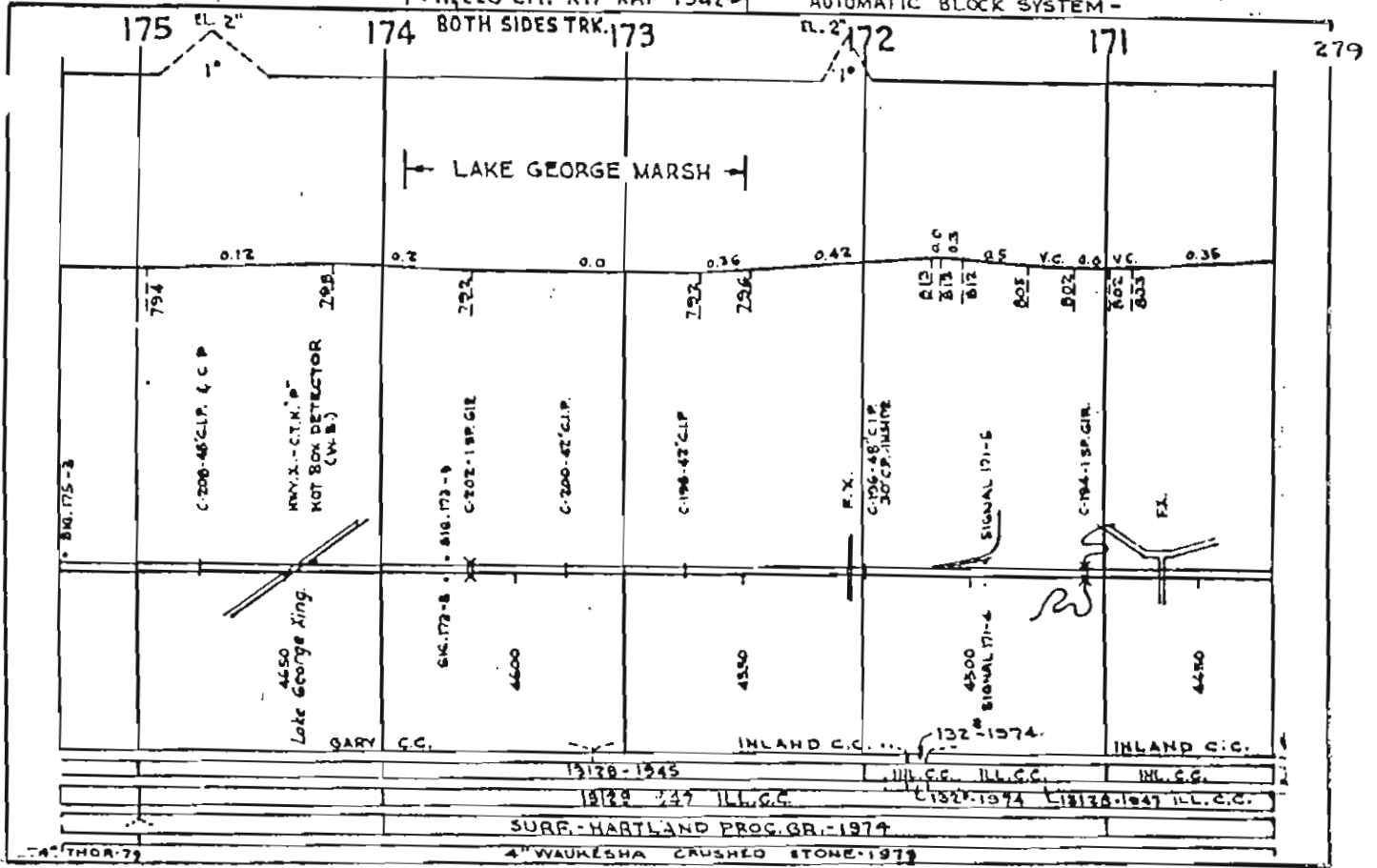




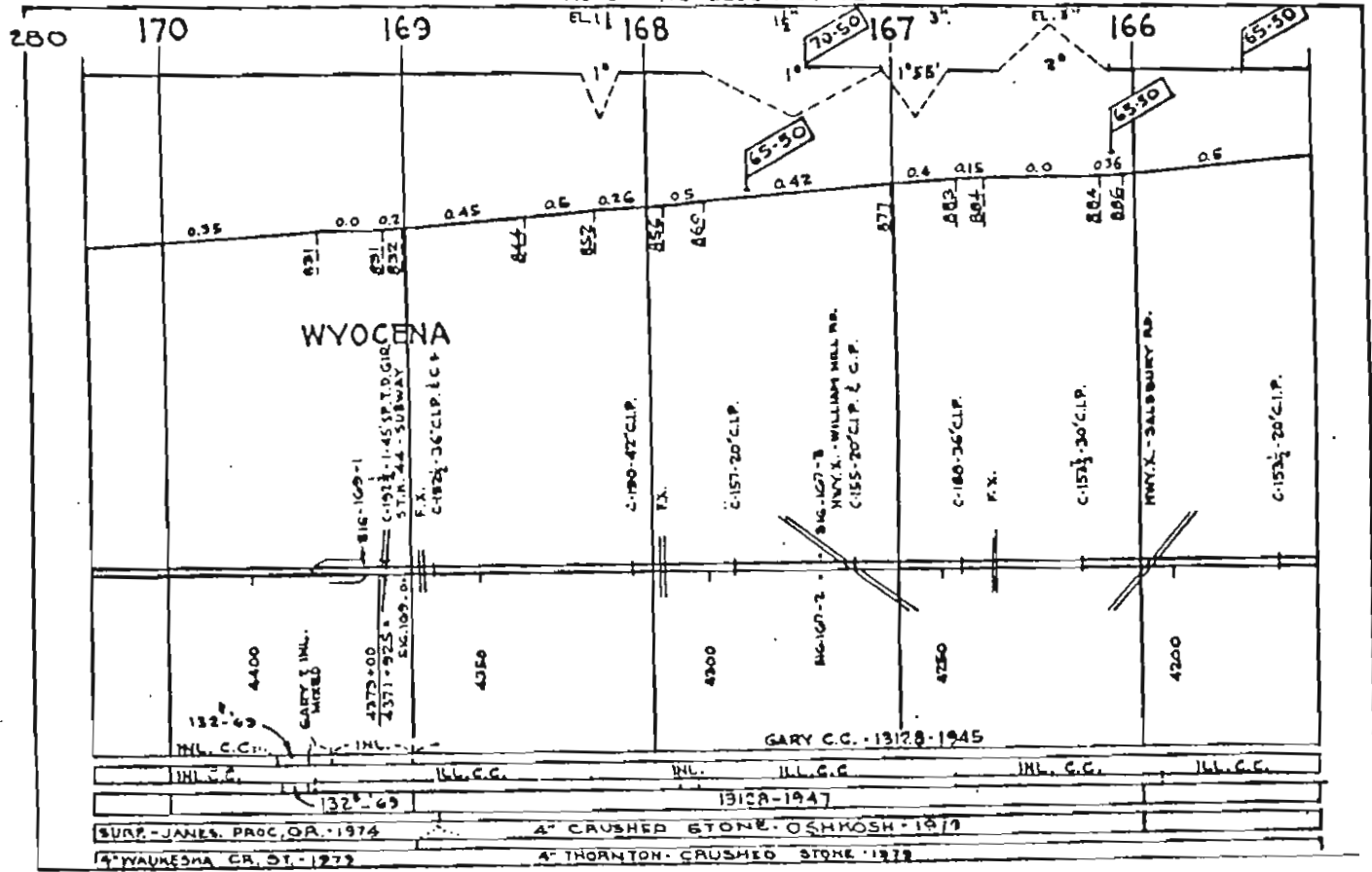


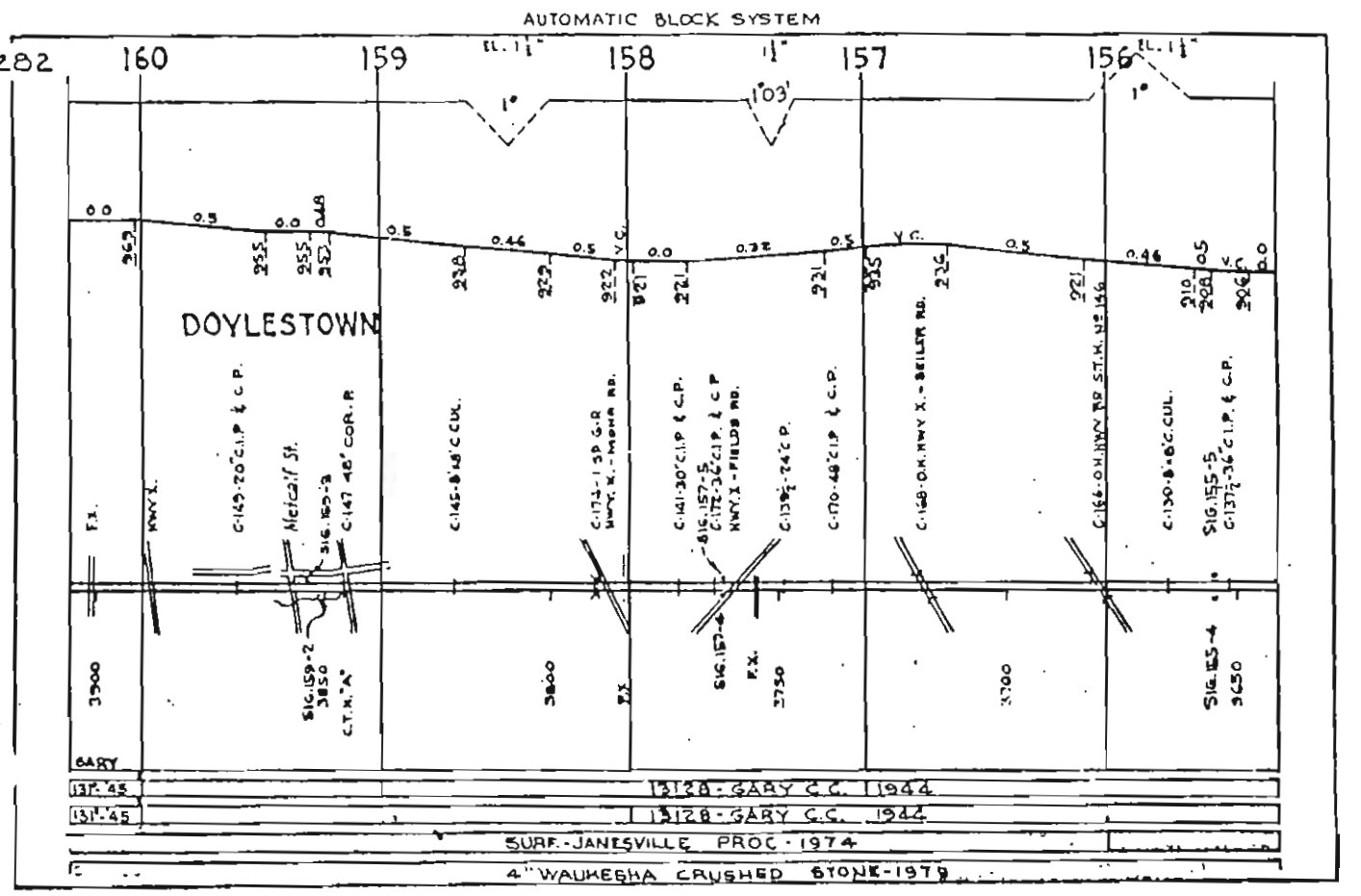
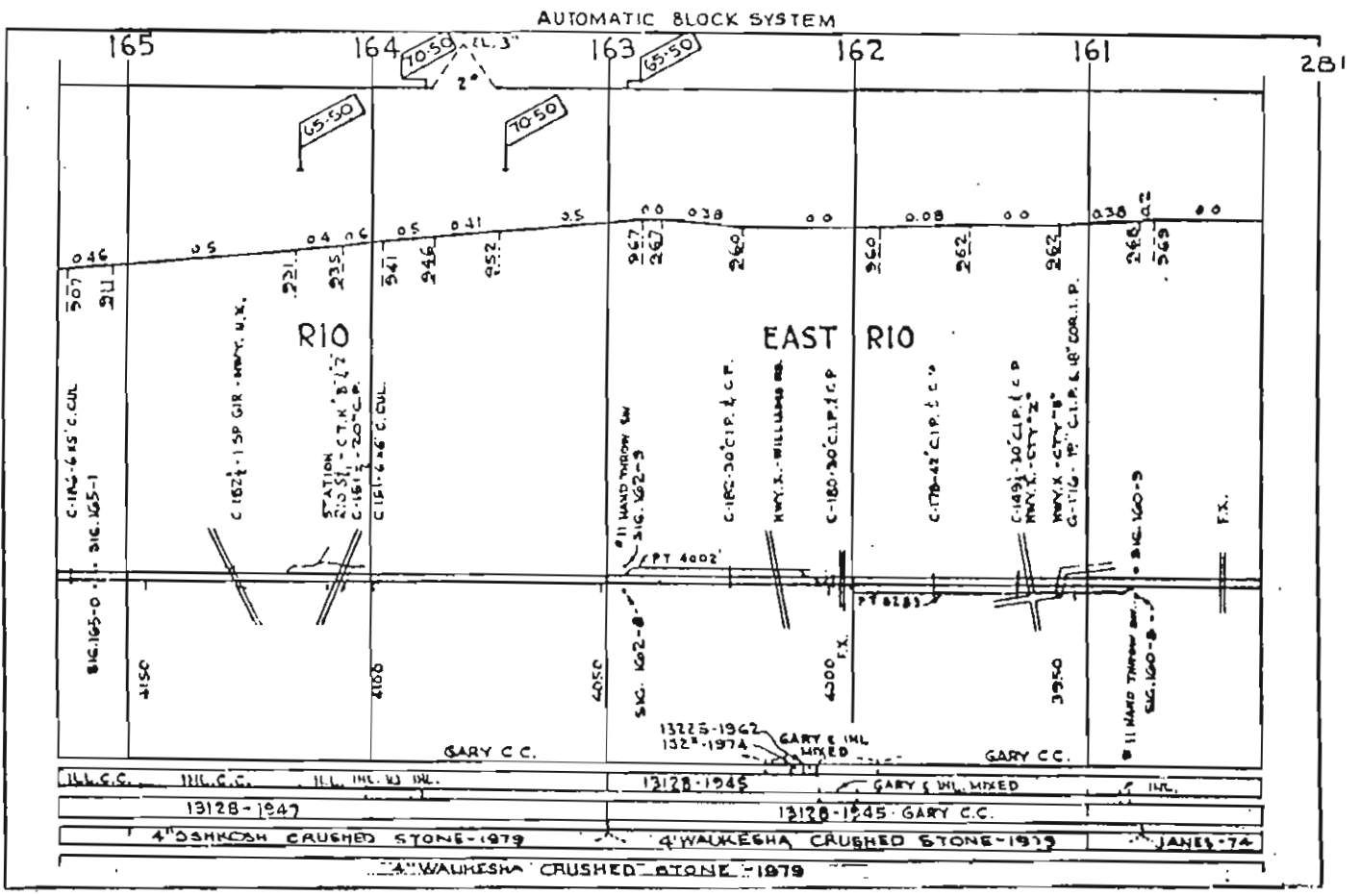
11,220 C.Y. RIP RAP-1942

AUTOMATIC BLOCK SYSTEM -

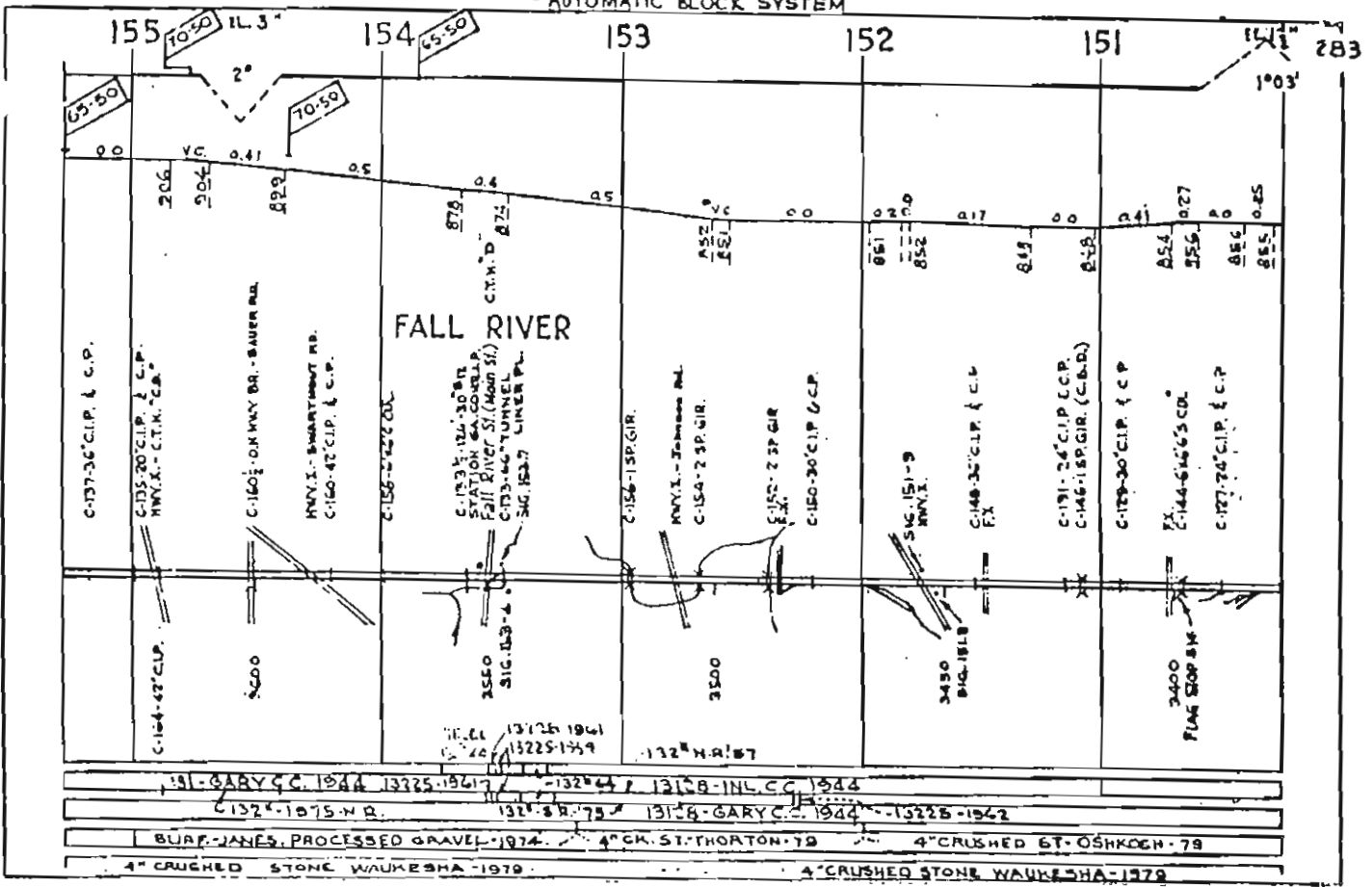


AUTOMATIC BLOCK SYSTEM

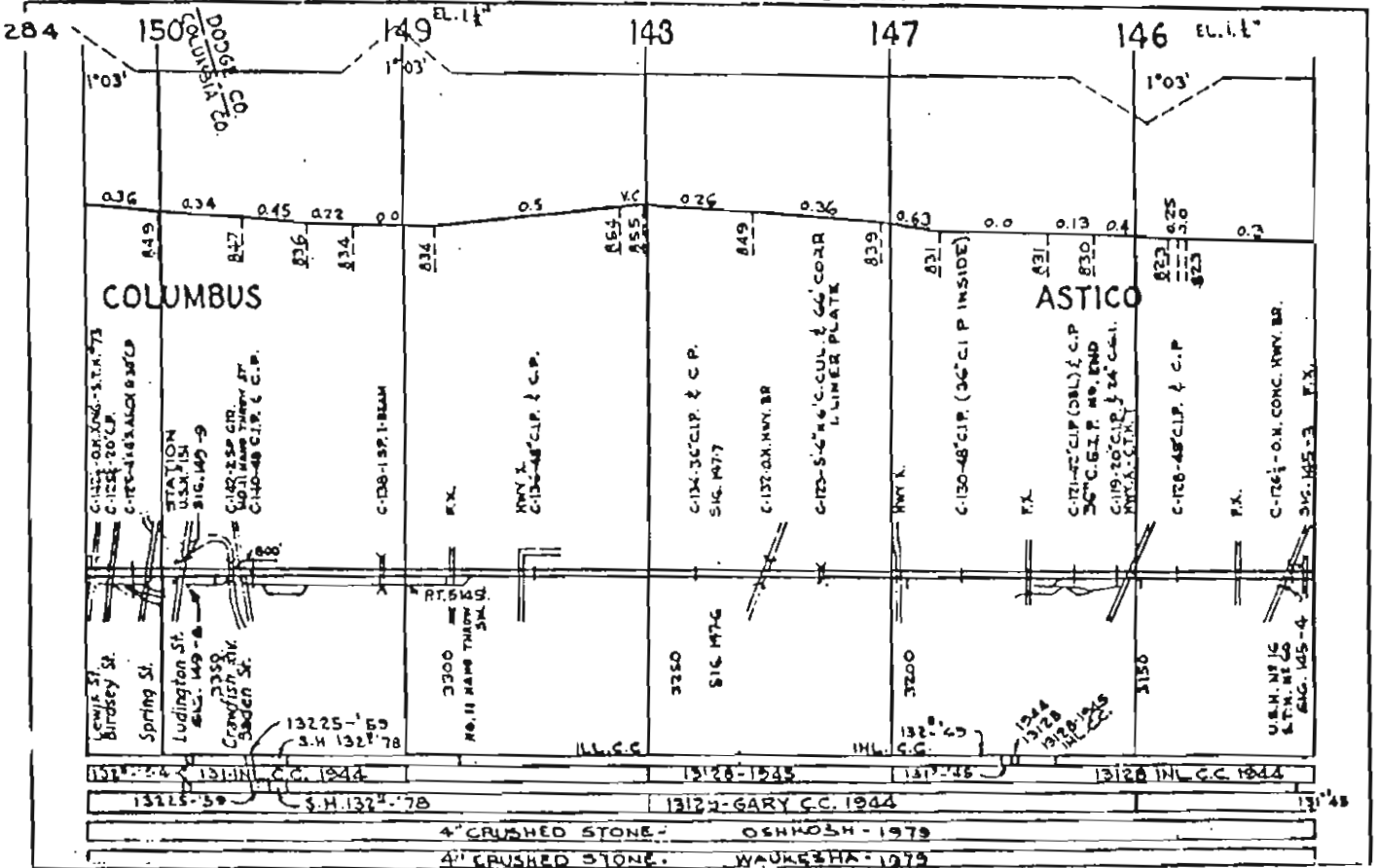




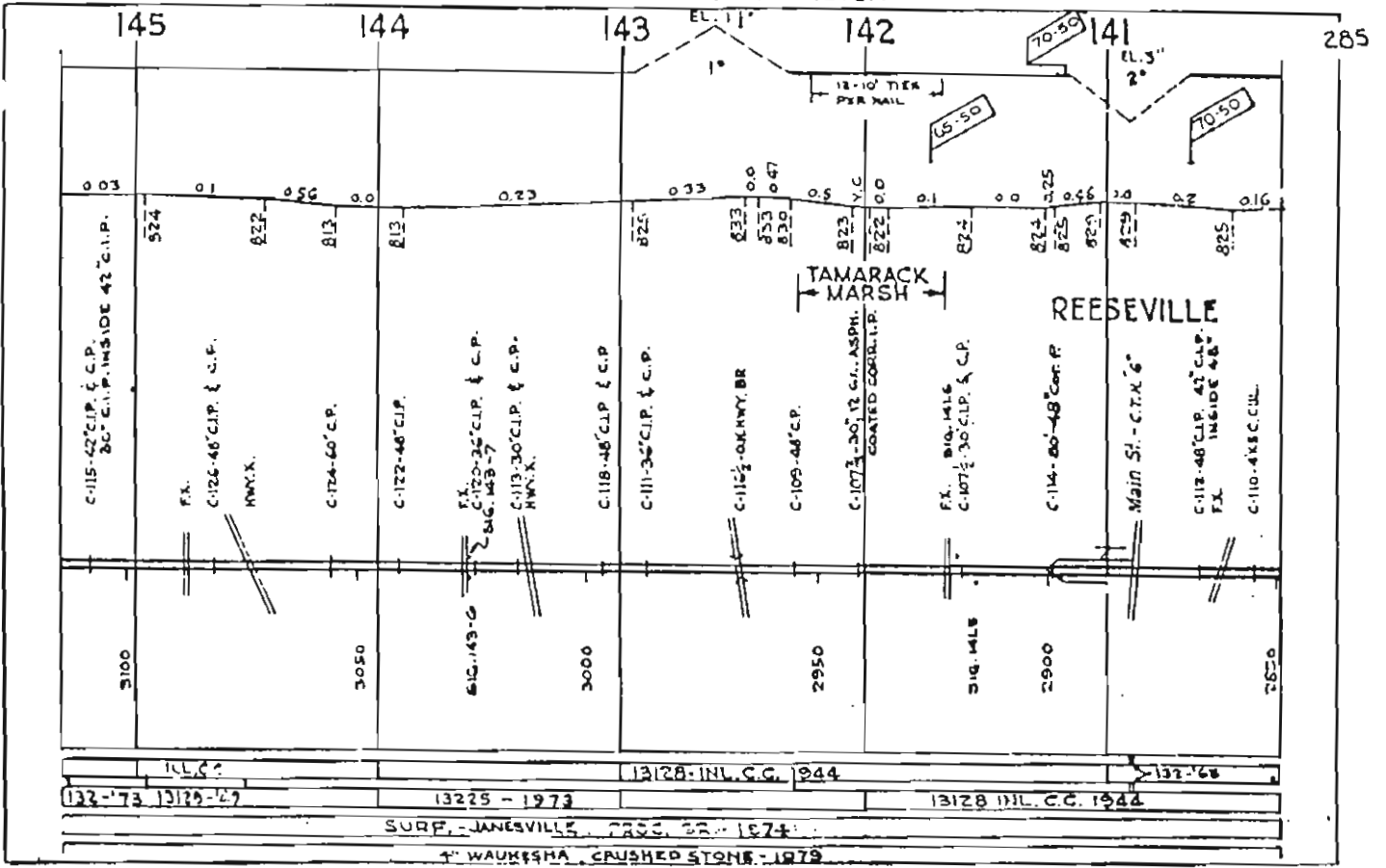
- AUTOMATIC BLOCK SYSTEM



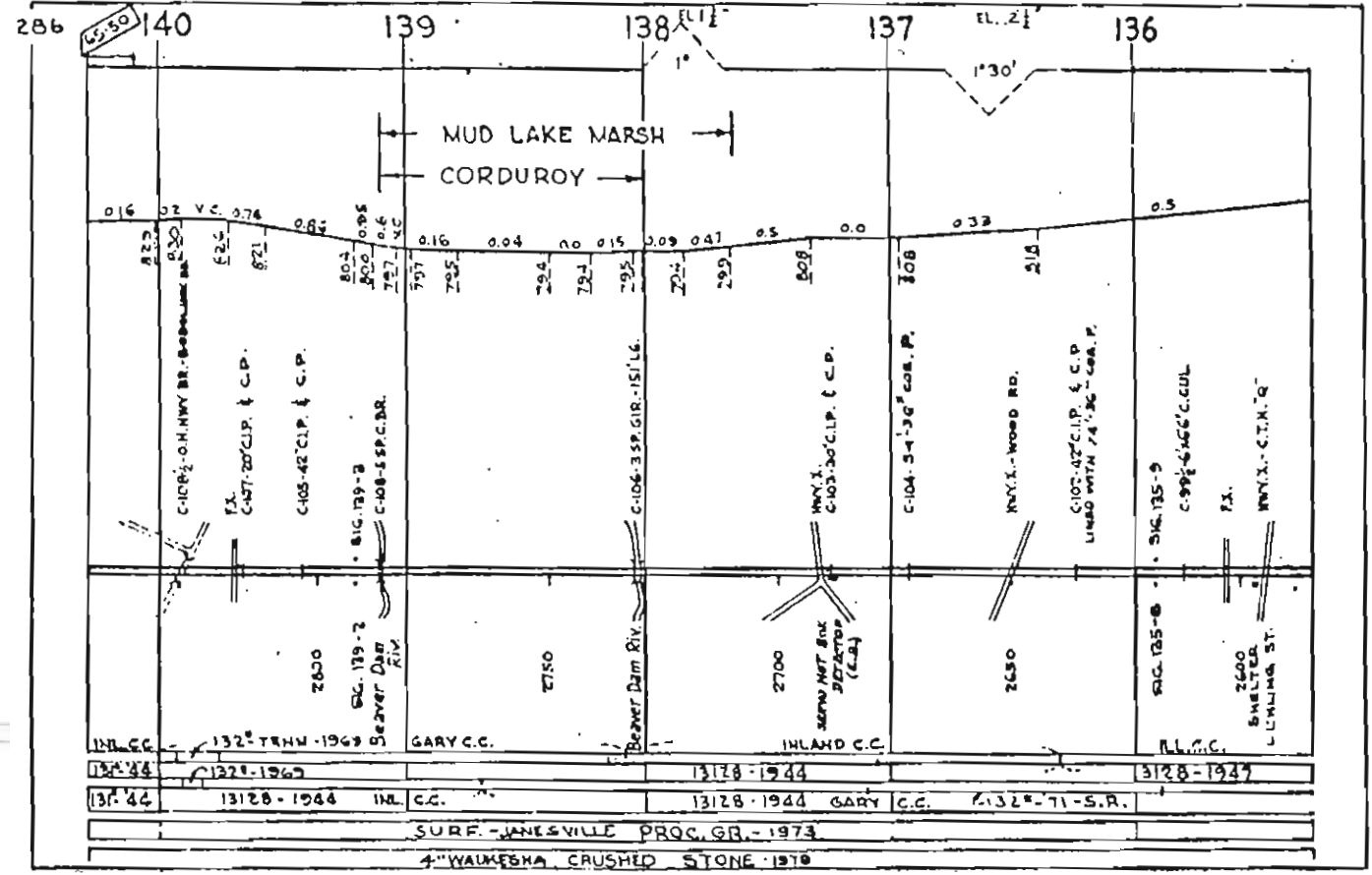
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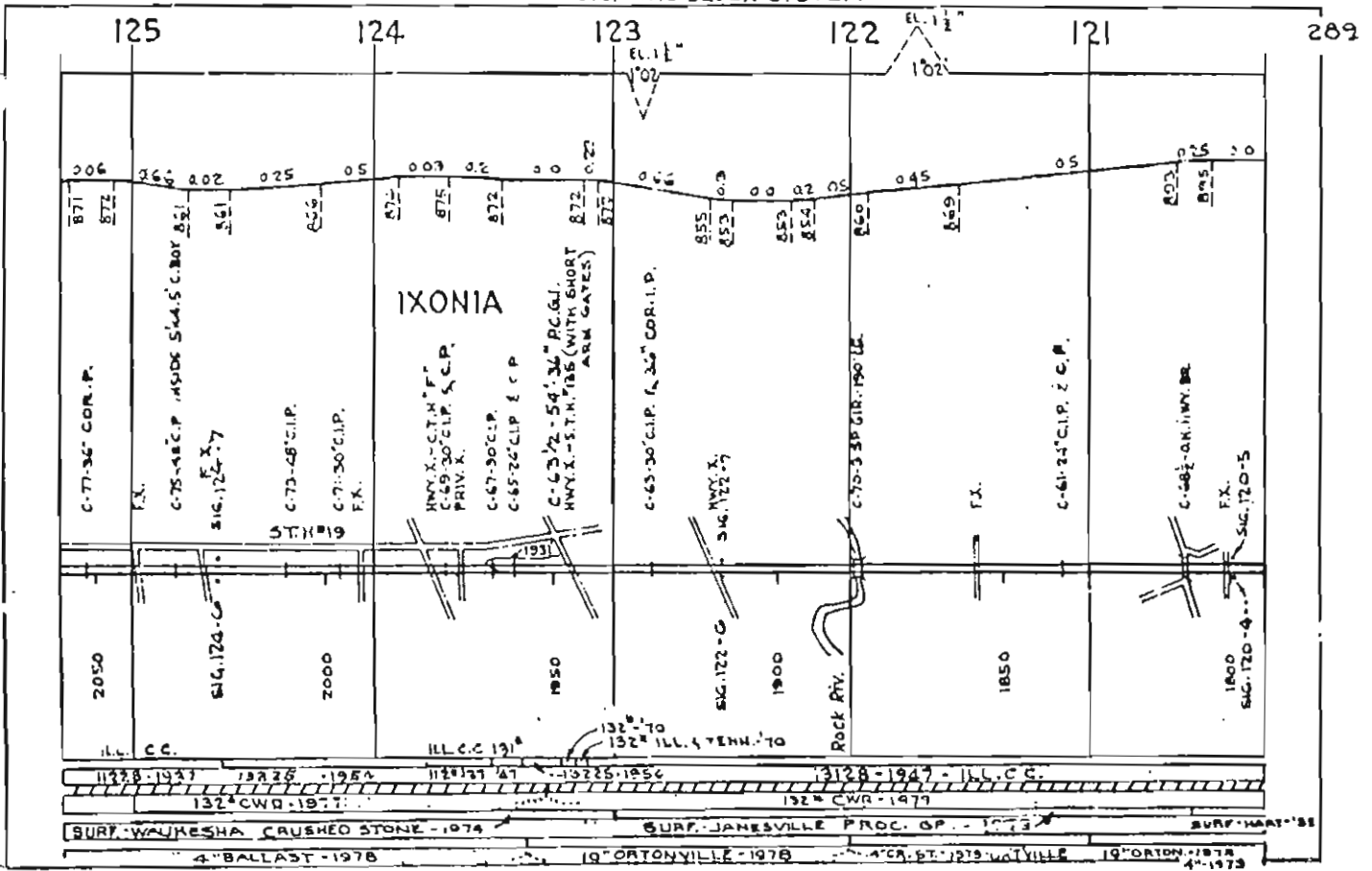
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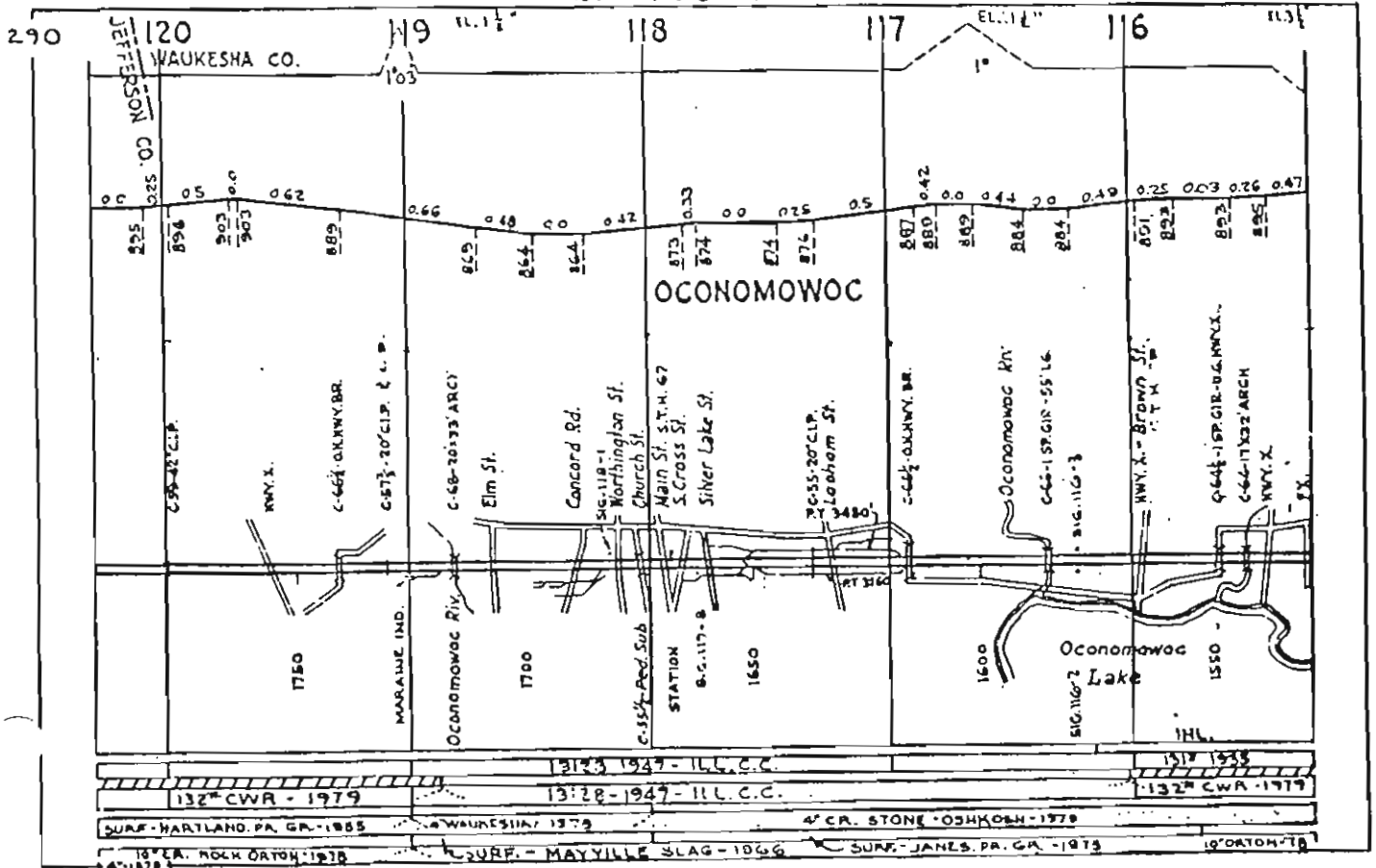
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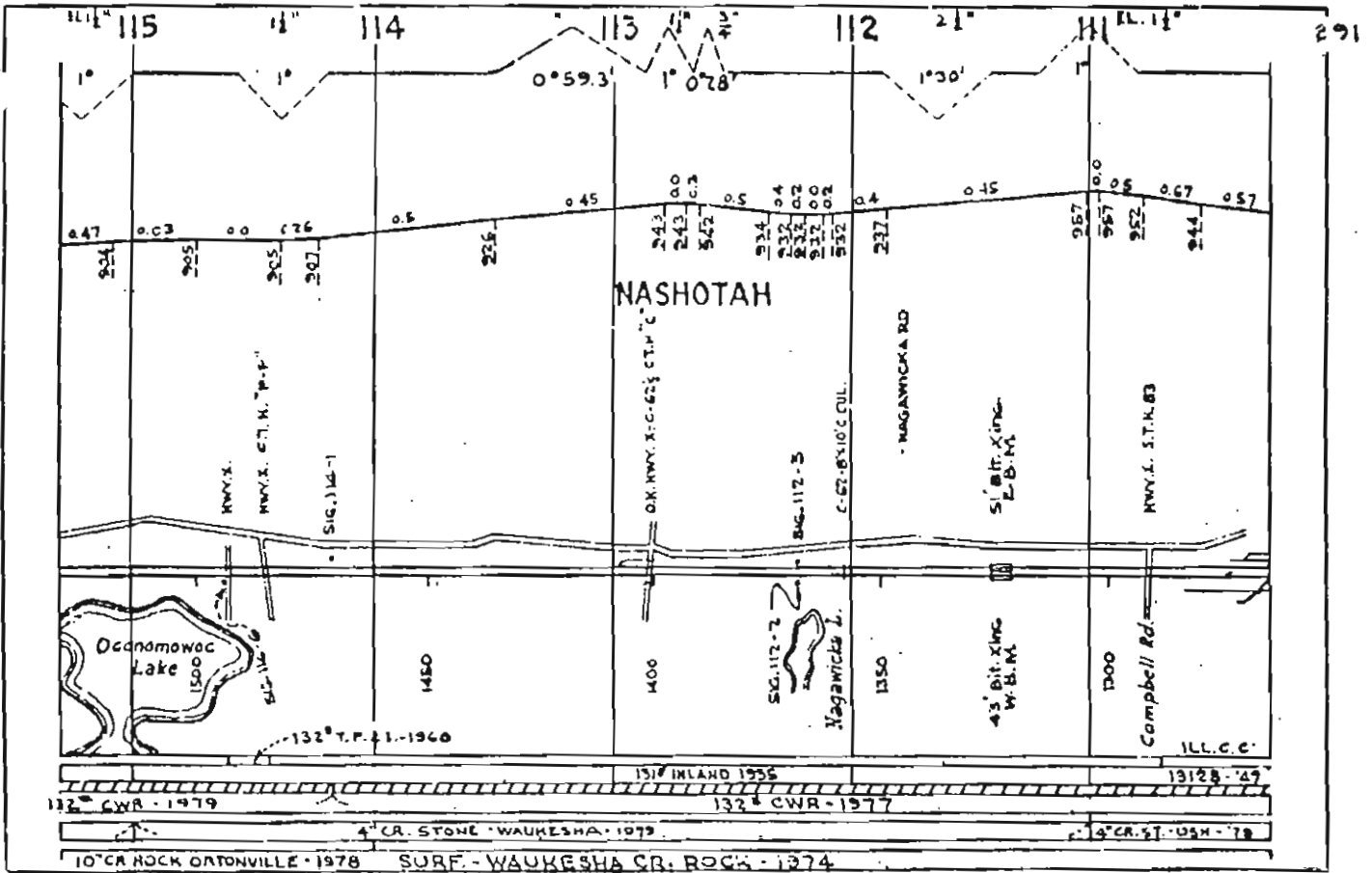
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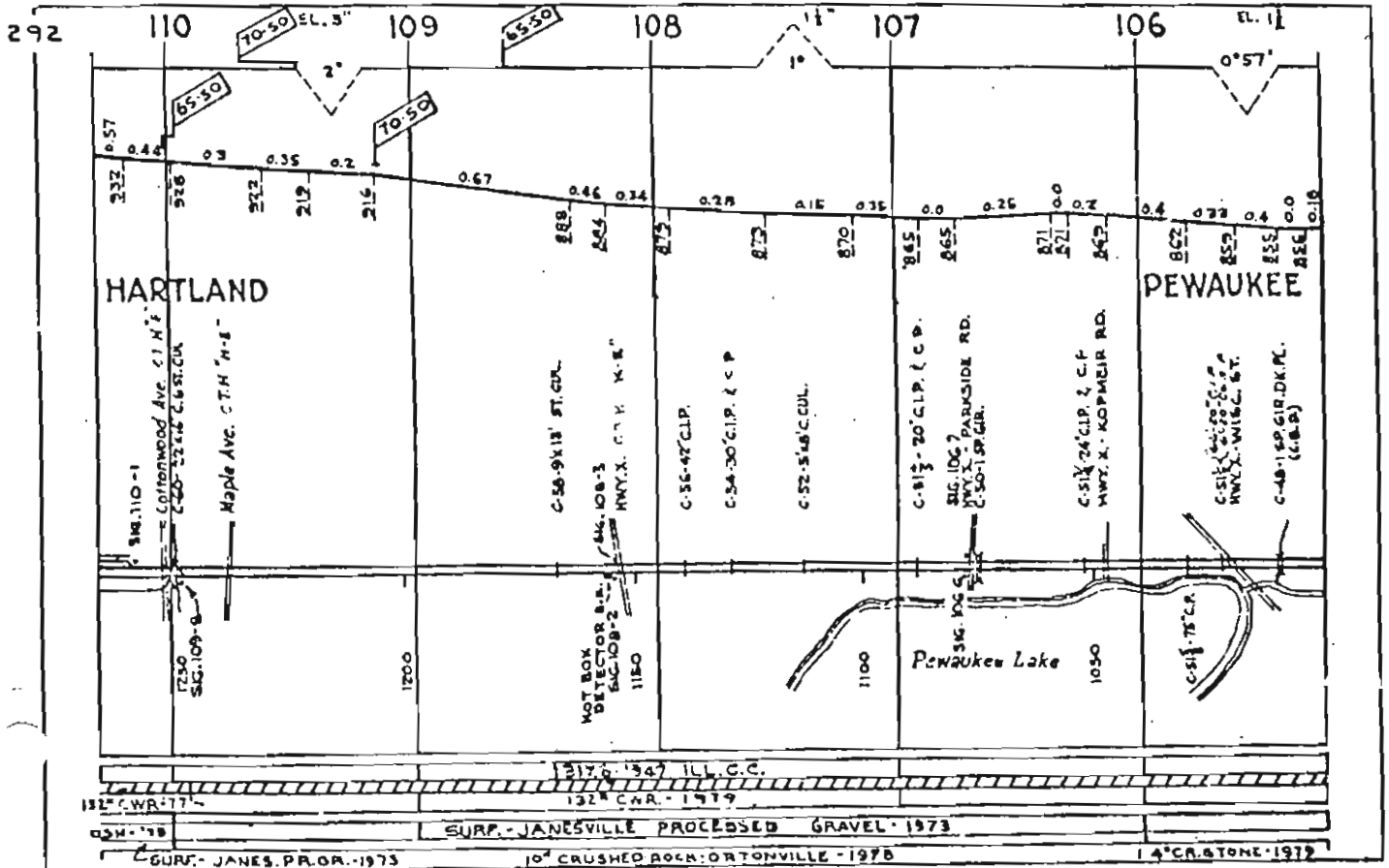
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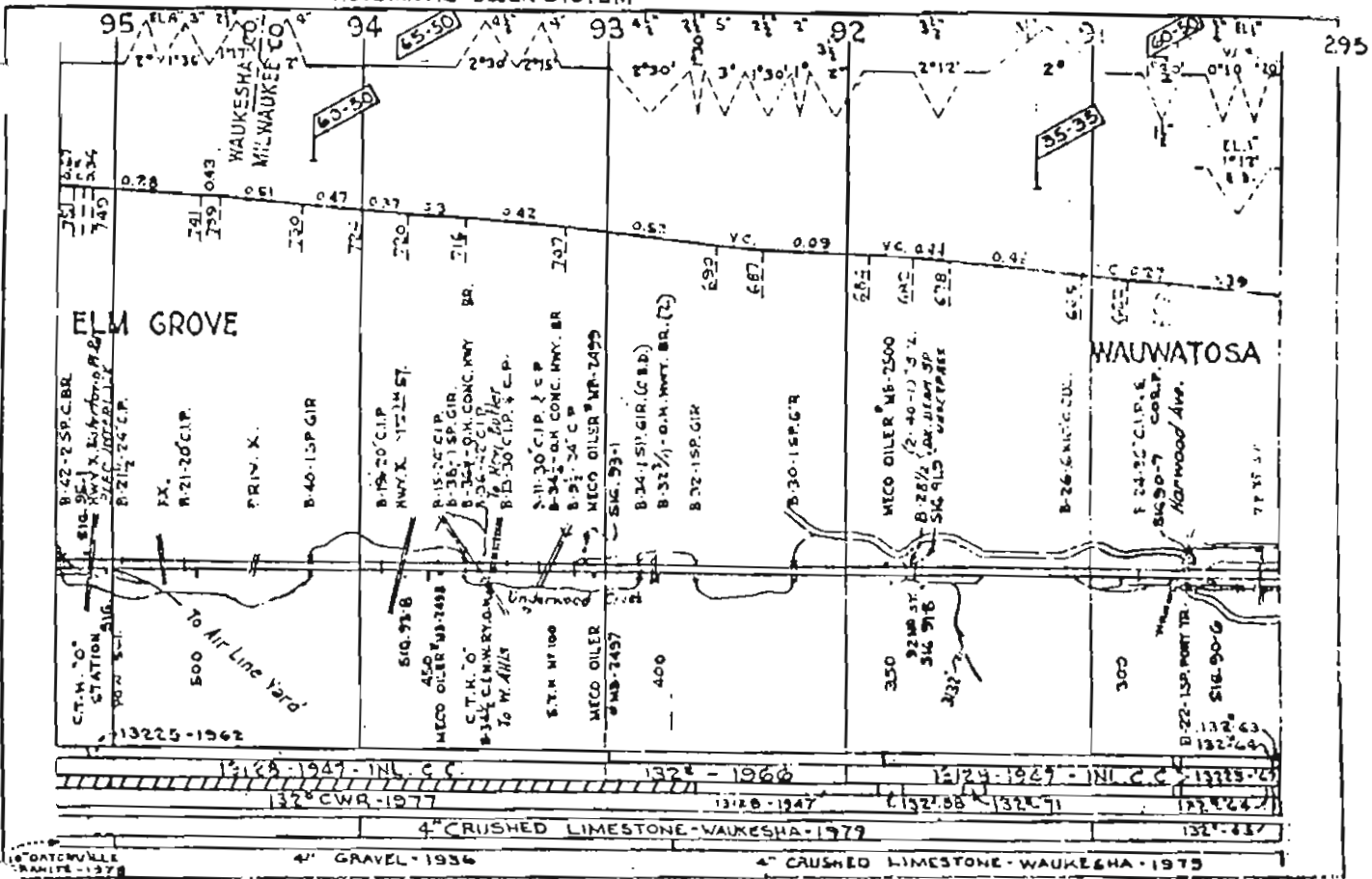
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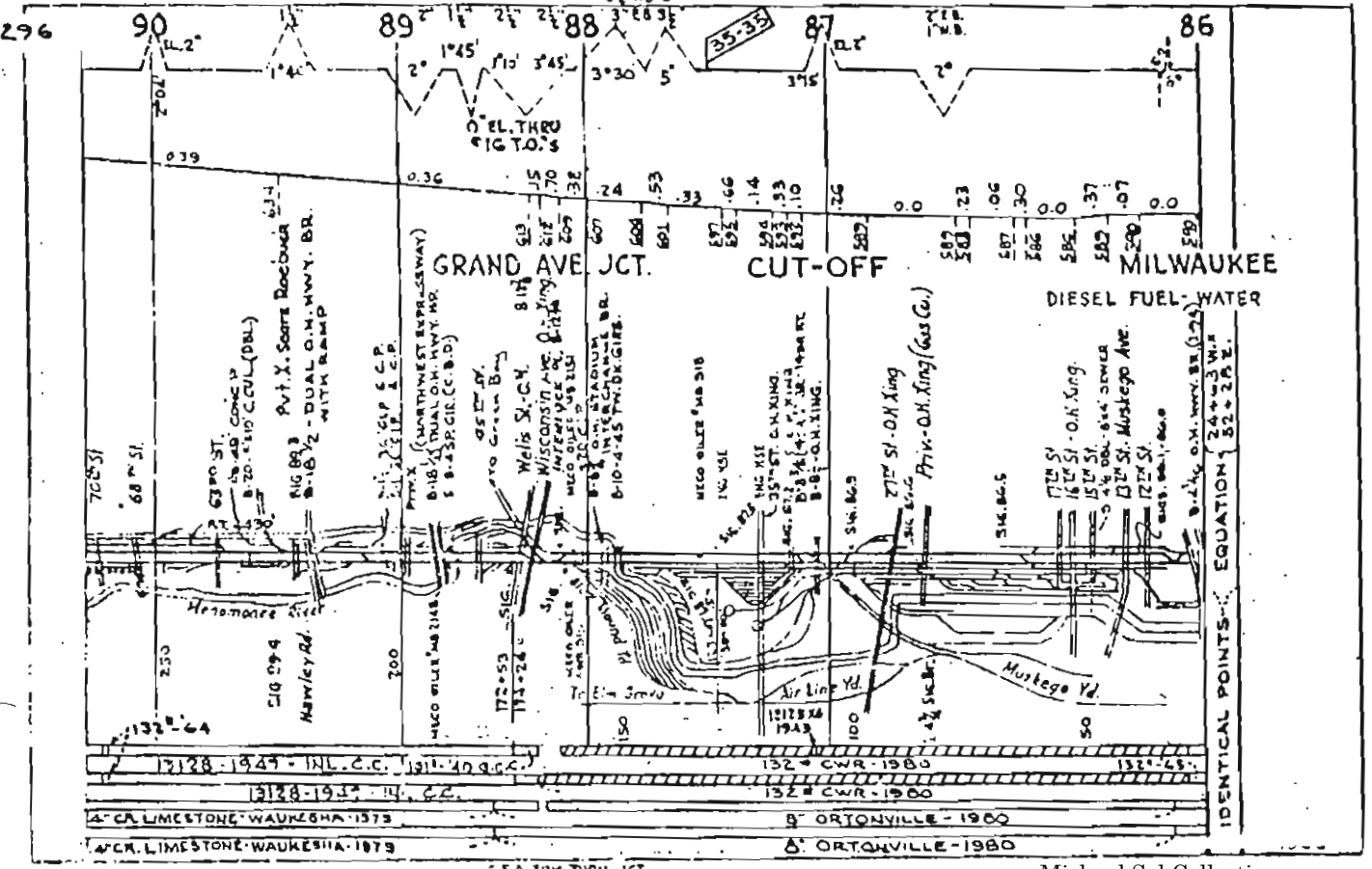
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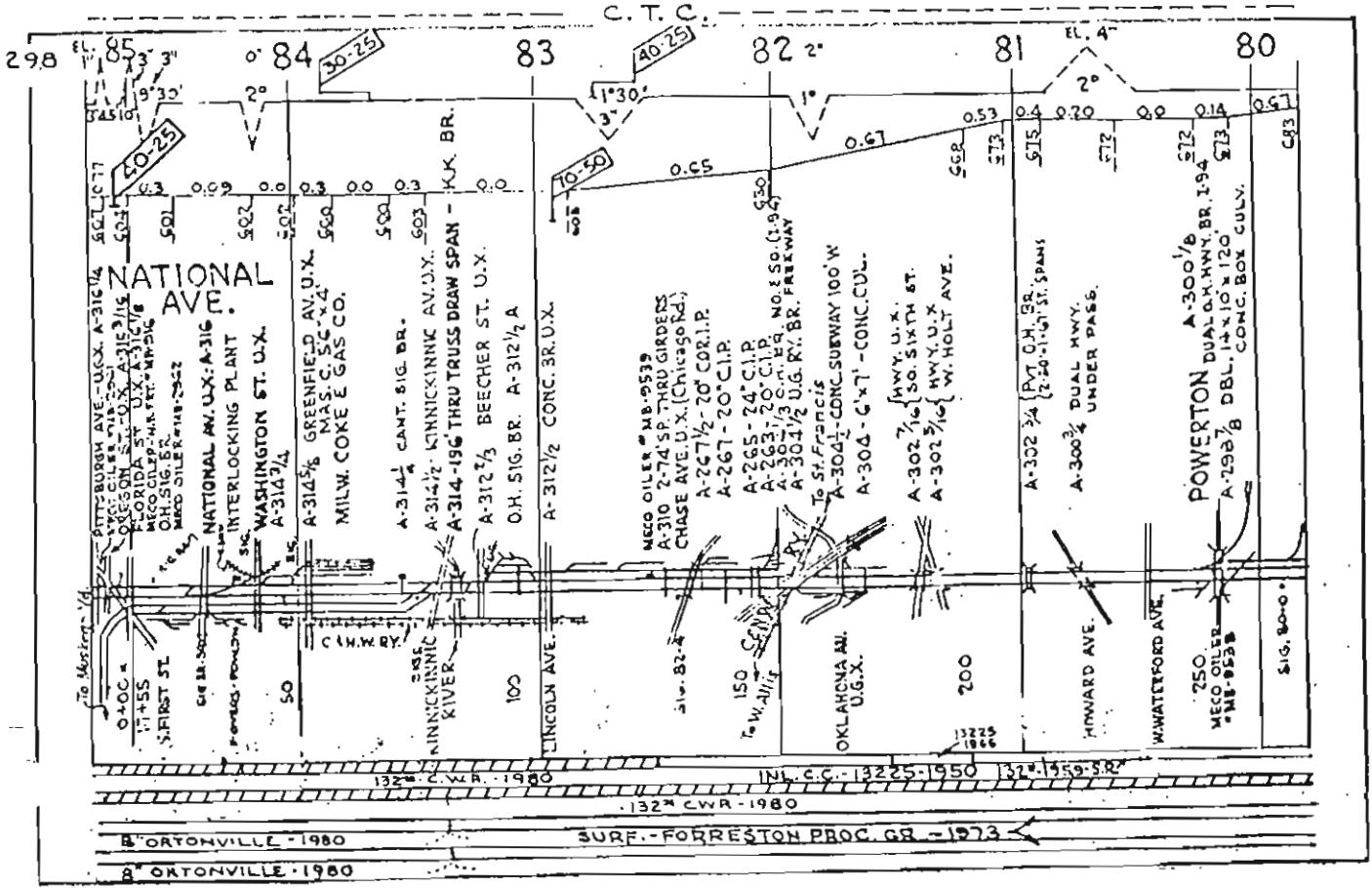
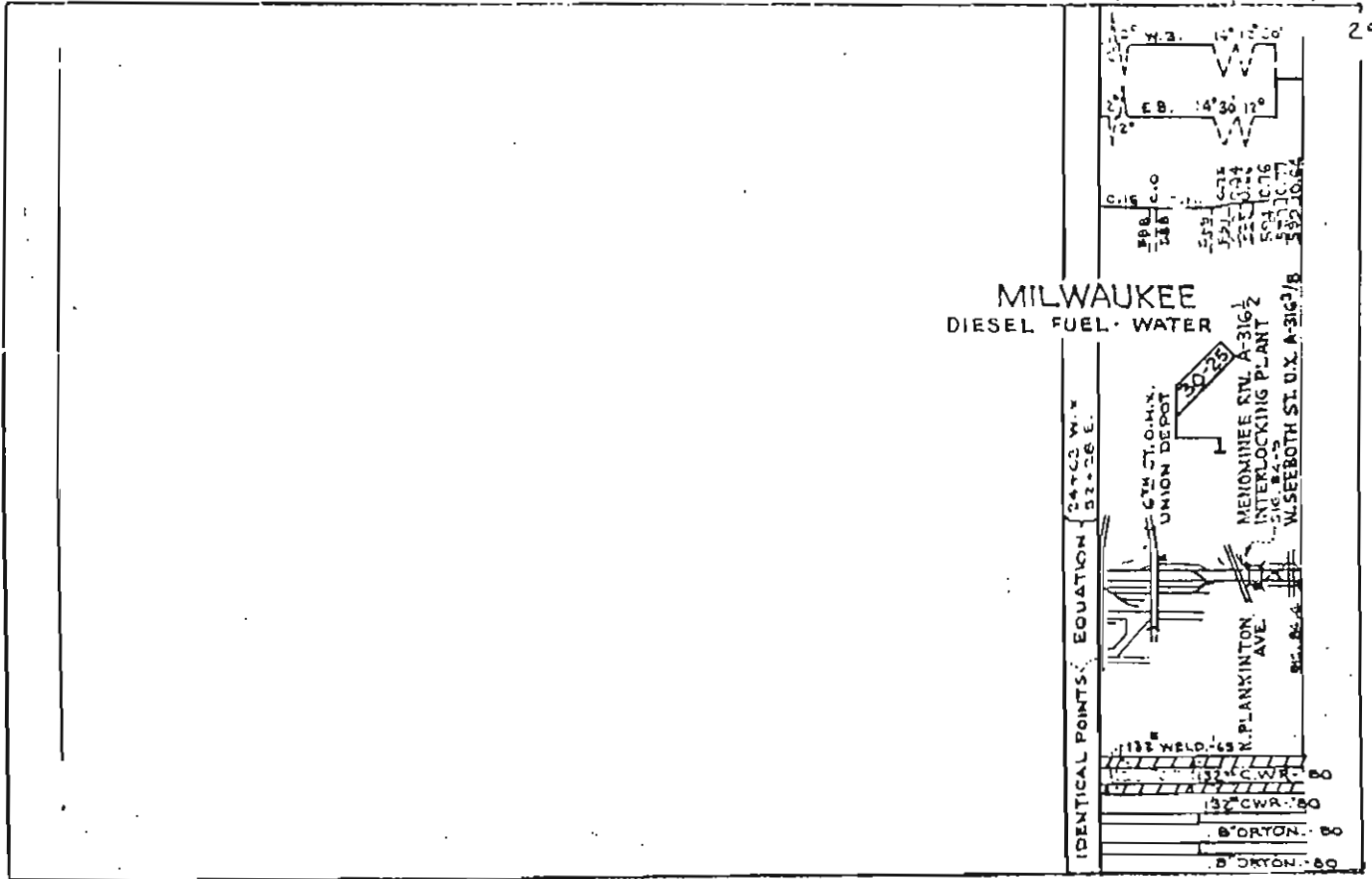


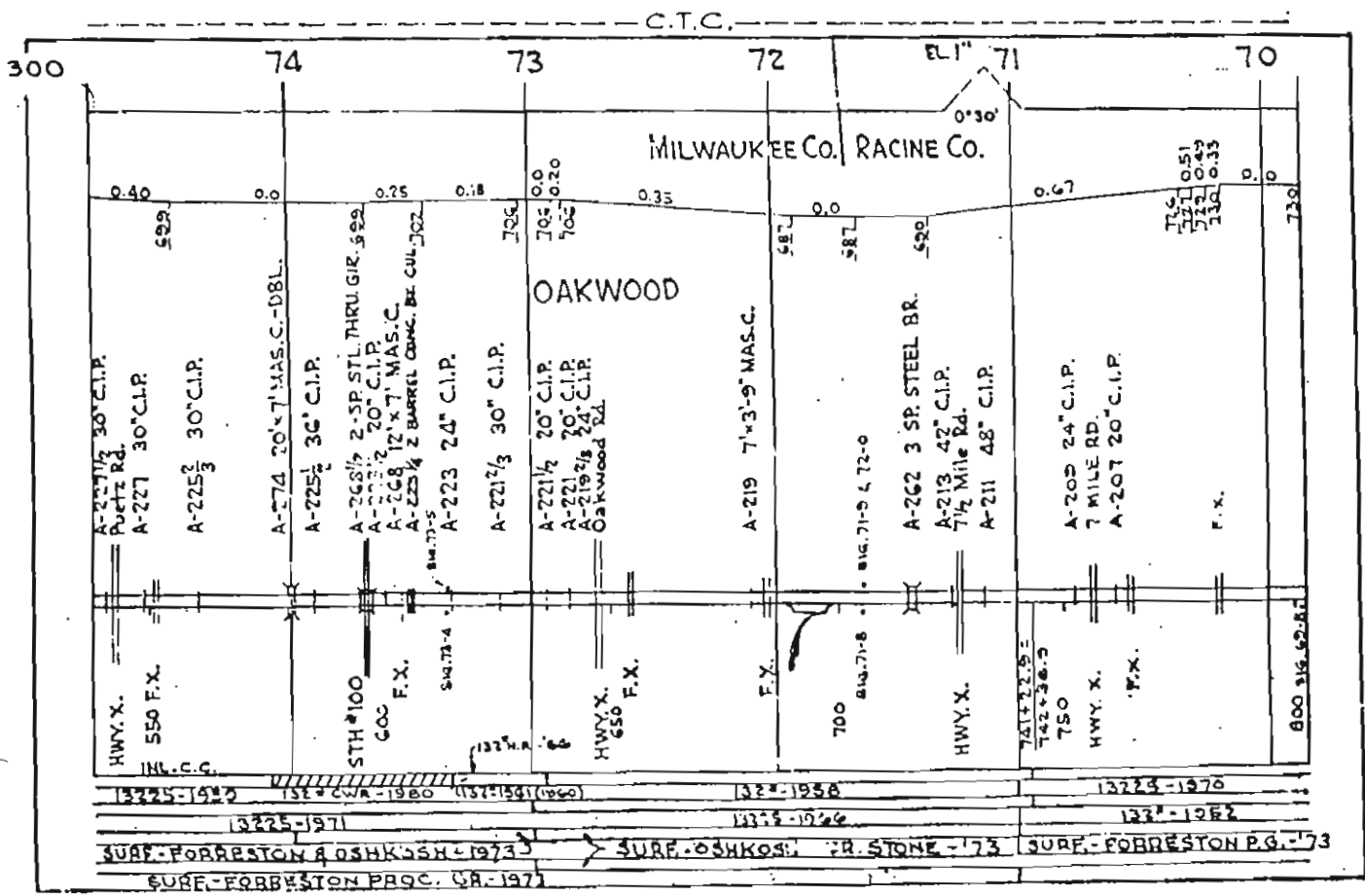
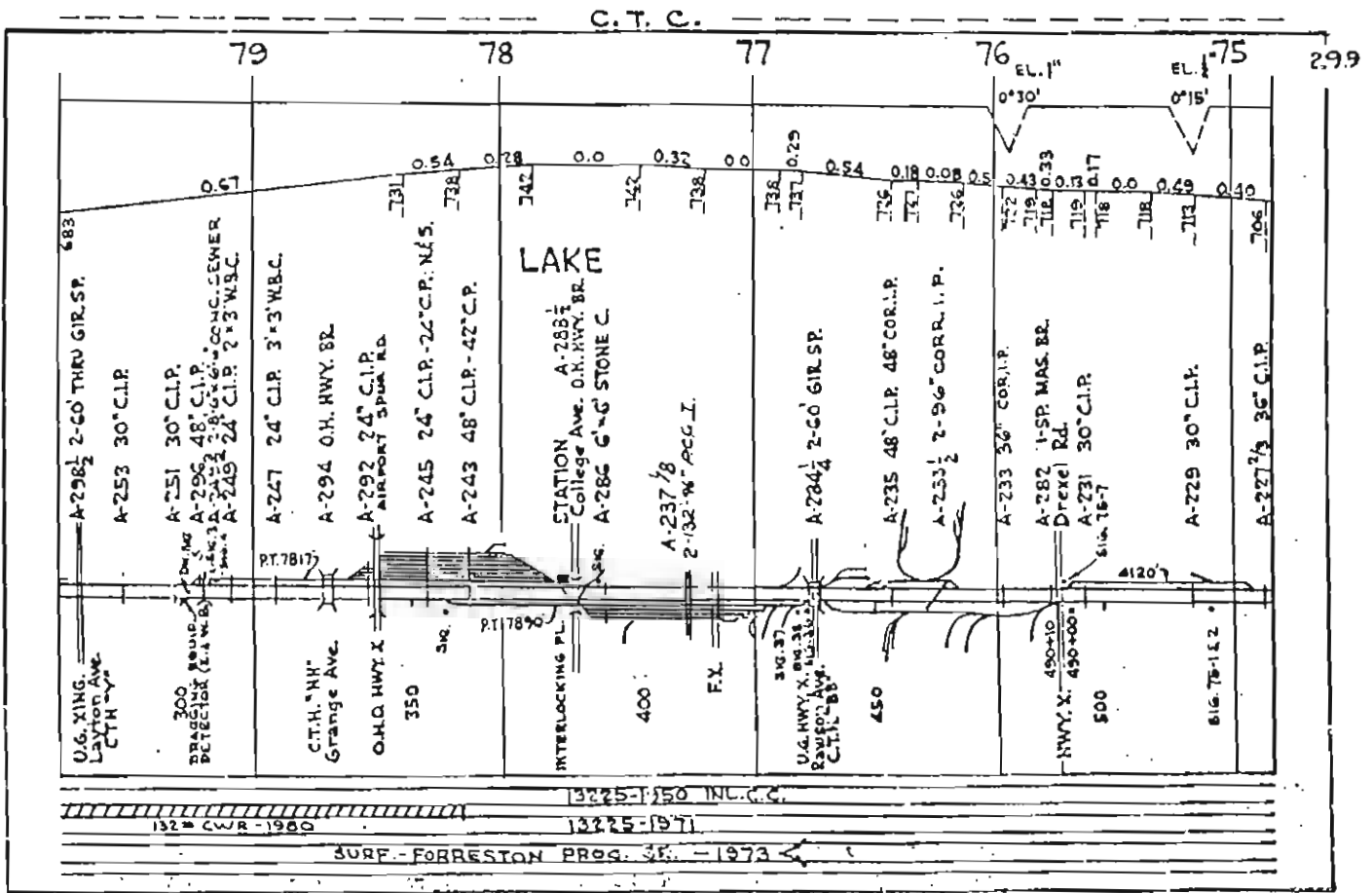
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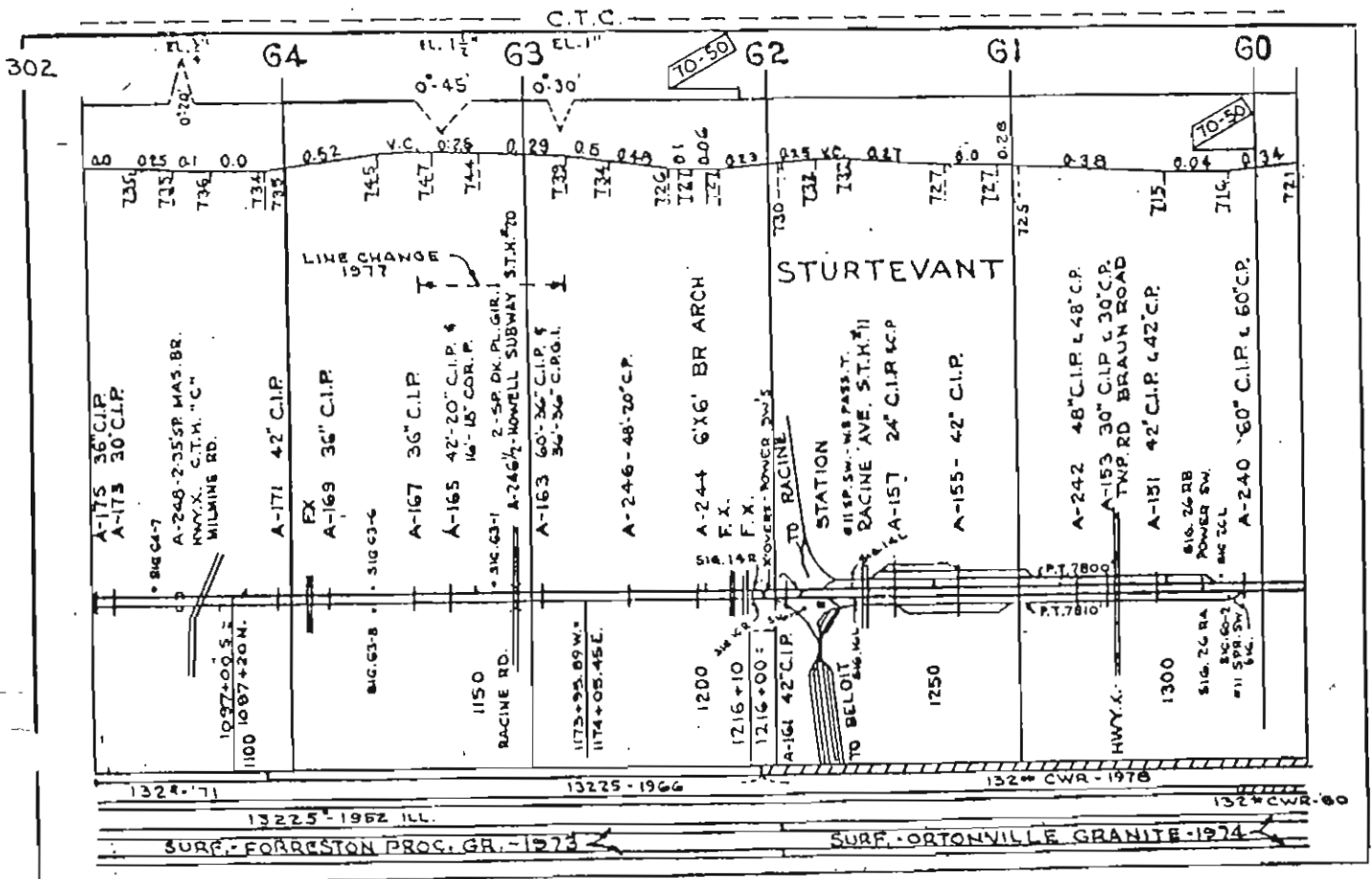
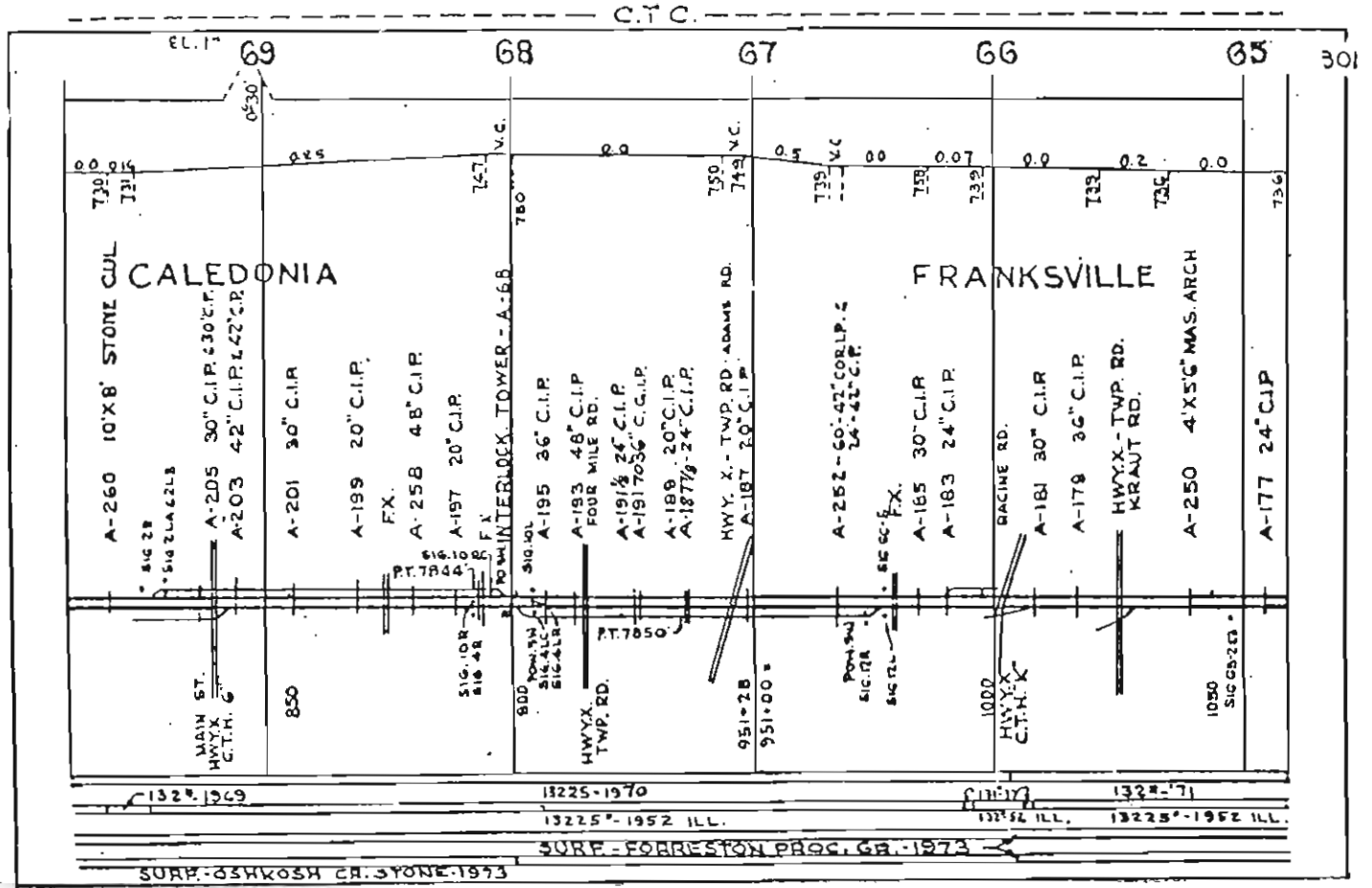


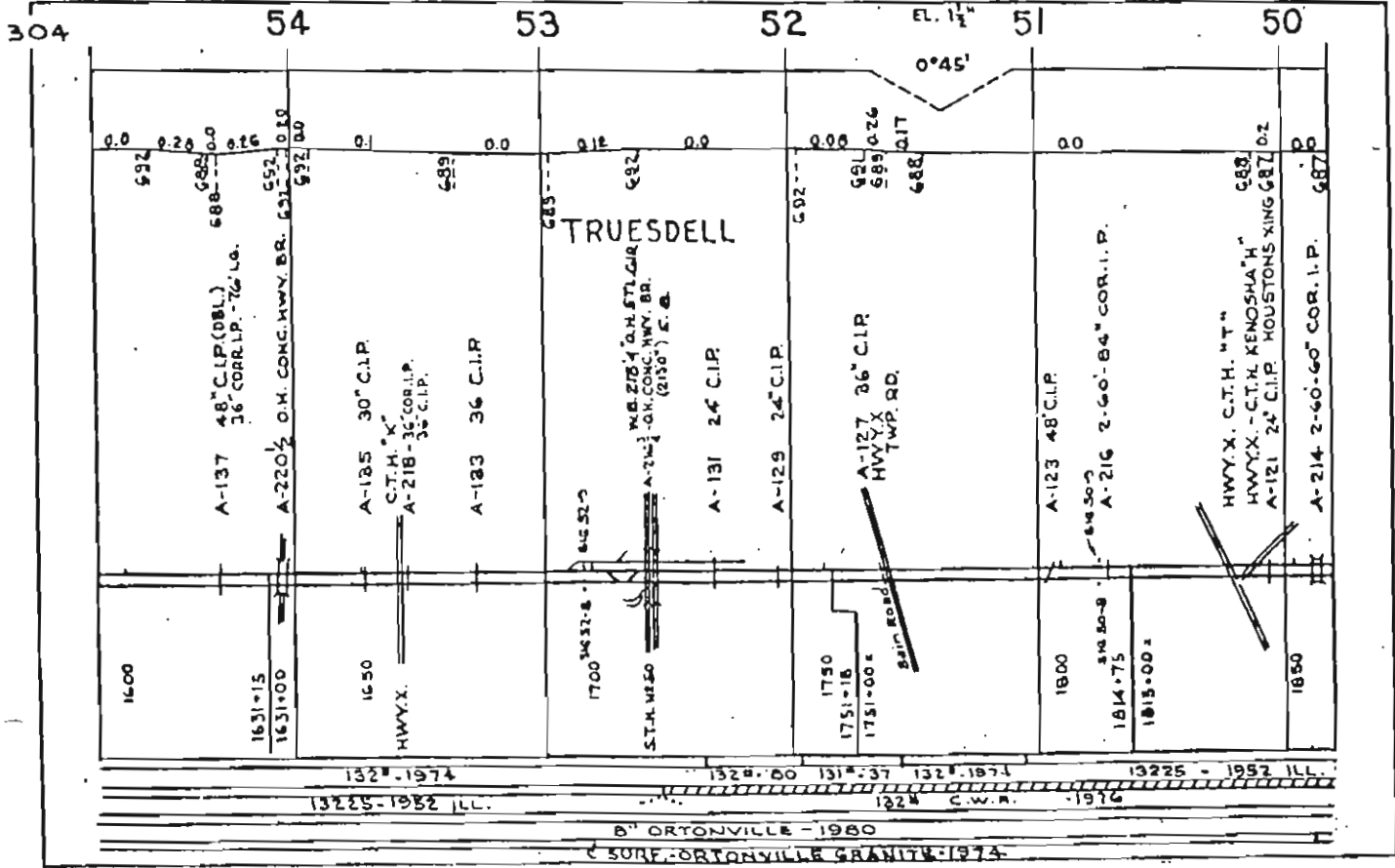
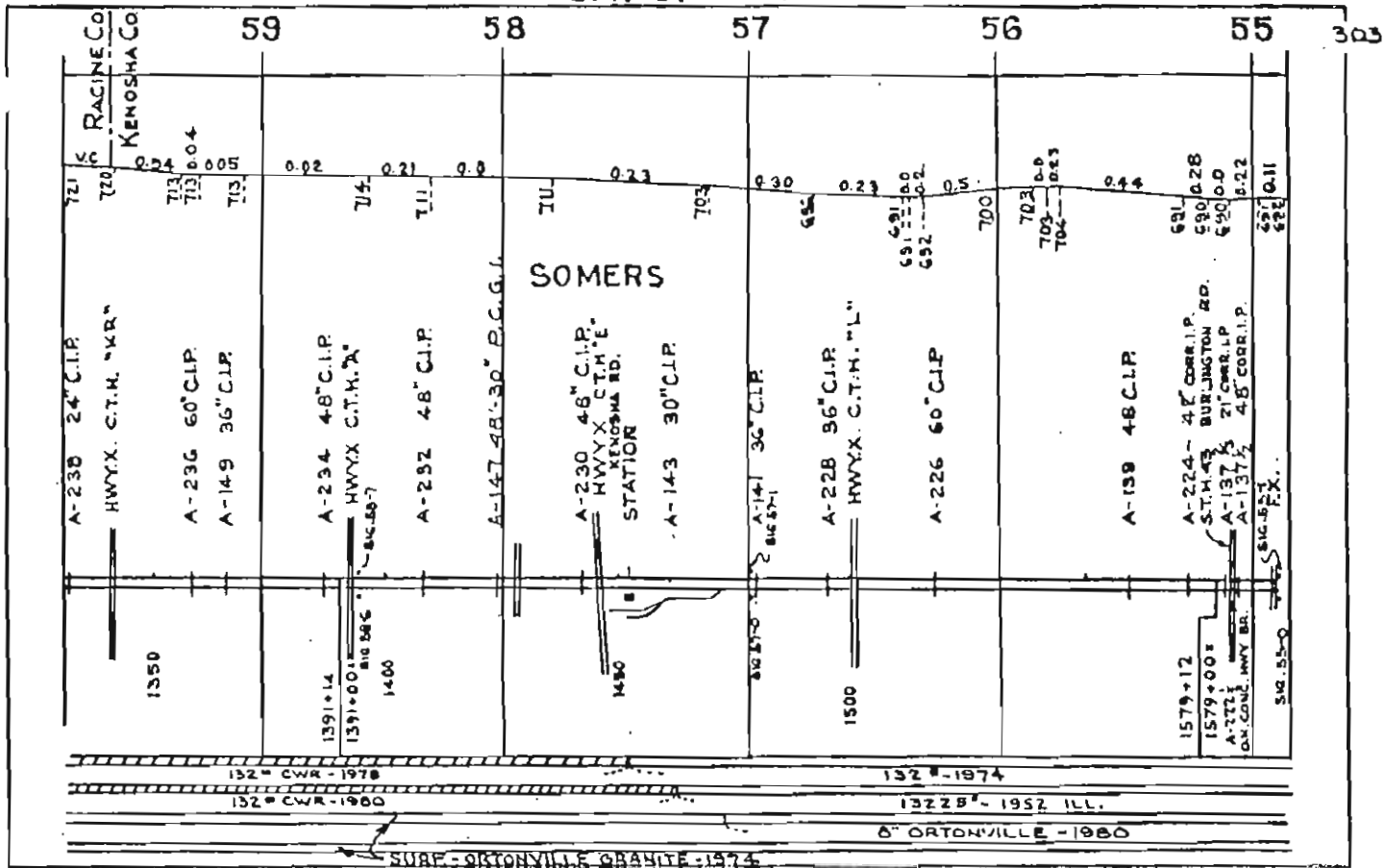
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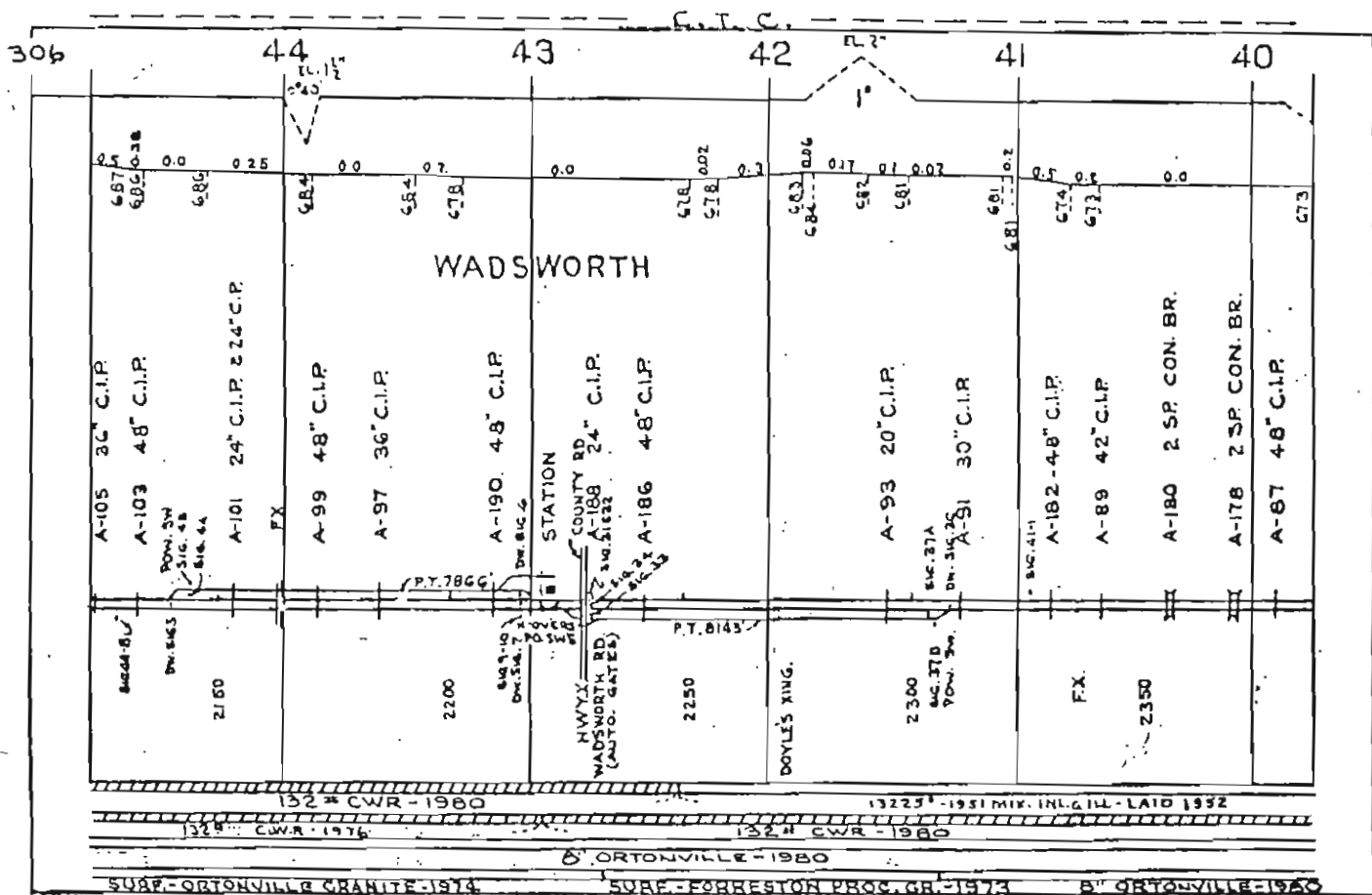
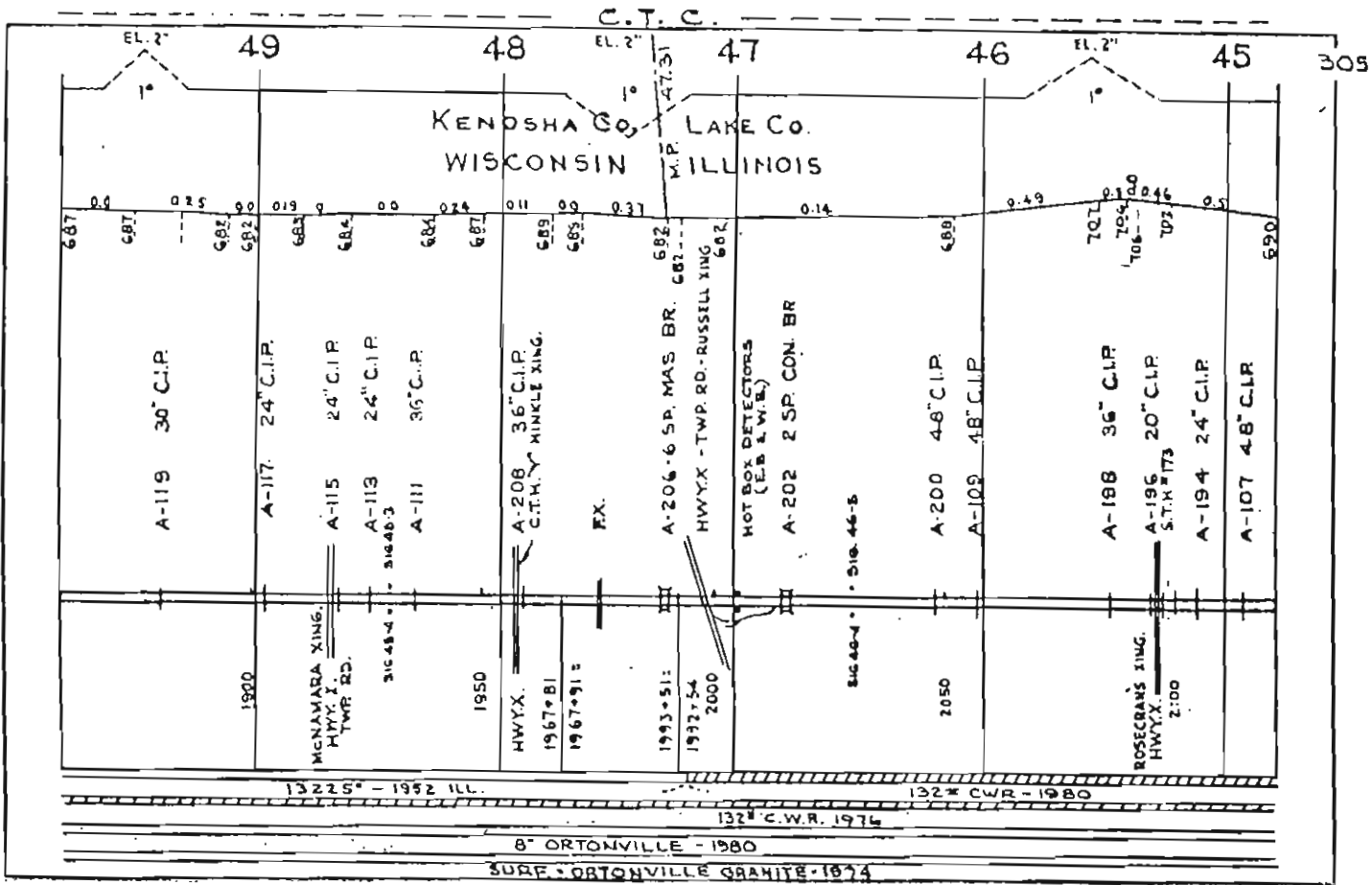












MAIN LINE-RONDOUT, ILL. TO MILBANK, S. DAK.

