

C.M.ST.P.&P.R.R.
CONDENSED PROFILE
TRANS-MISSOURI DIVISION

OFFICE OF CHIEF ENGINEER, CHICAGO, ILL

MR. C. E. CRIPPEN

FEB. '58

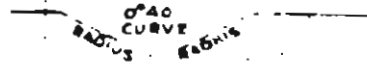
EXPLANATIONS

Miles

157

156

Alignment

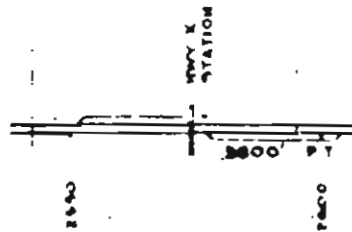


Grade Line



MASON

Track Diagram



Rail Charts



Ballast Charts

SCALES

1" = 4000' { Horizontal scale for Profile
Alignment, Tracks & Charts
1" = 200' 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
.550 & 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

CULVERTS

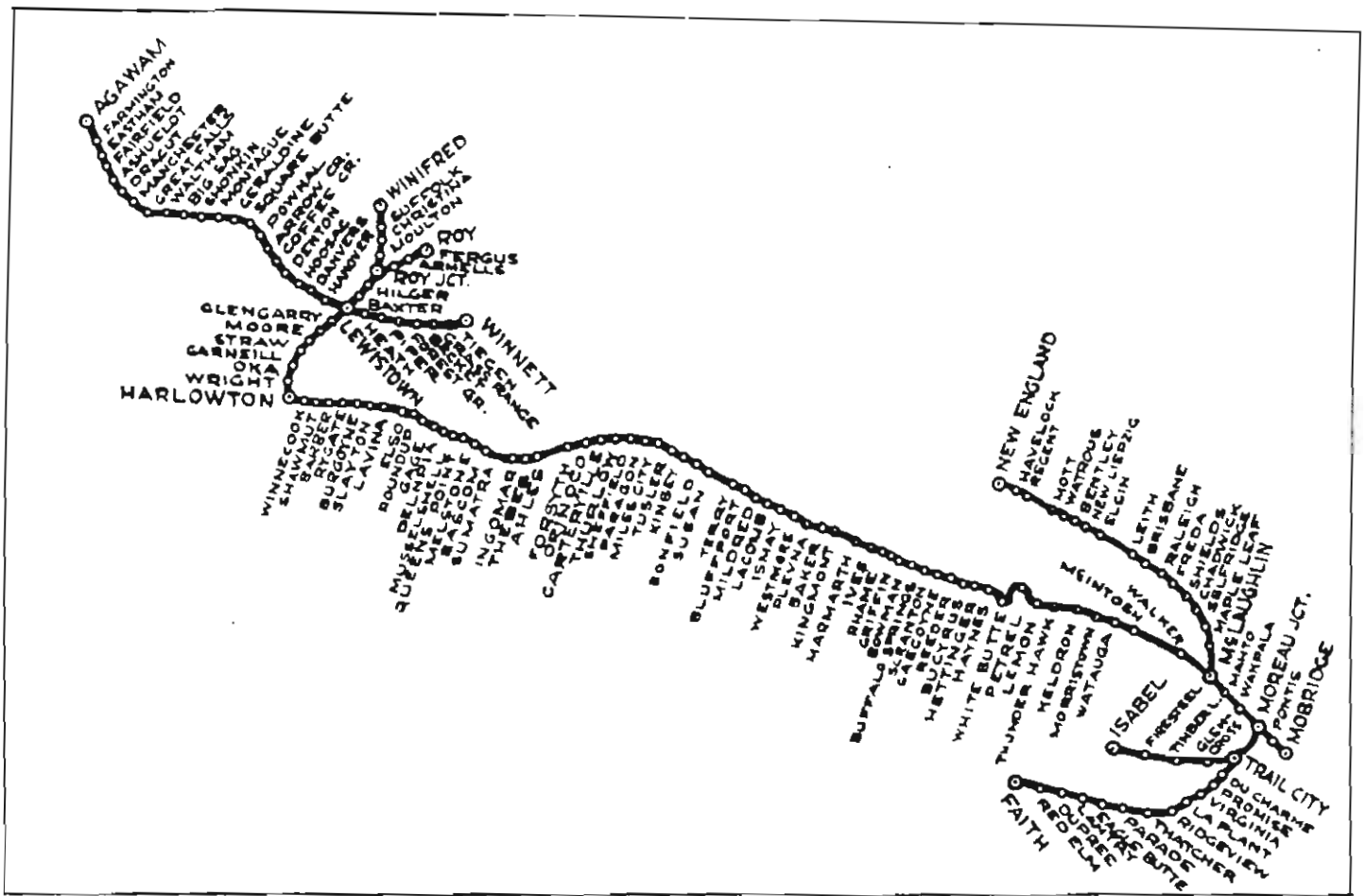
C. CUL.	CONCRETE CULVERT
C. P.	CONCRETE PIPE CULVERT
C. I. P.	CAST IRON PIPE CULVERT
T. CUL.	TIMBER CULVERT
VIT P.	VITRIFIED PIPE
COR P.	CORRUGATED IRON PIPE

FACILITIES

W. T.	WATER TANK
2-S.P.	TWO STAND PIPES
MECH COAL STA.	MECHANICAL COALING STA

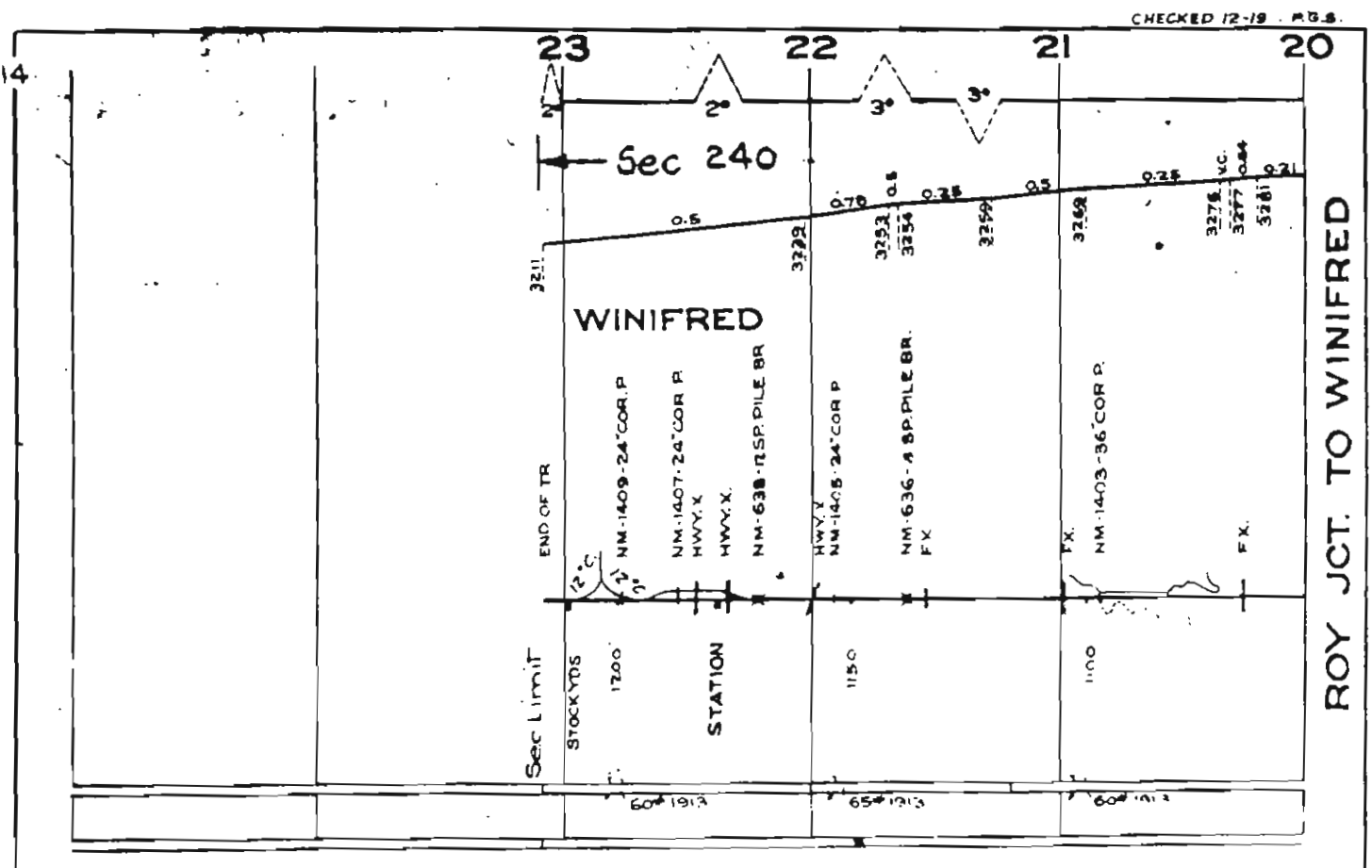
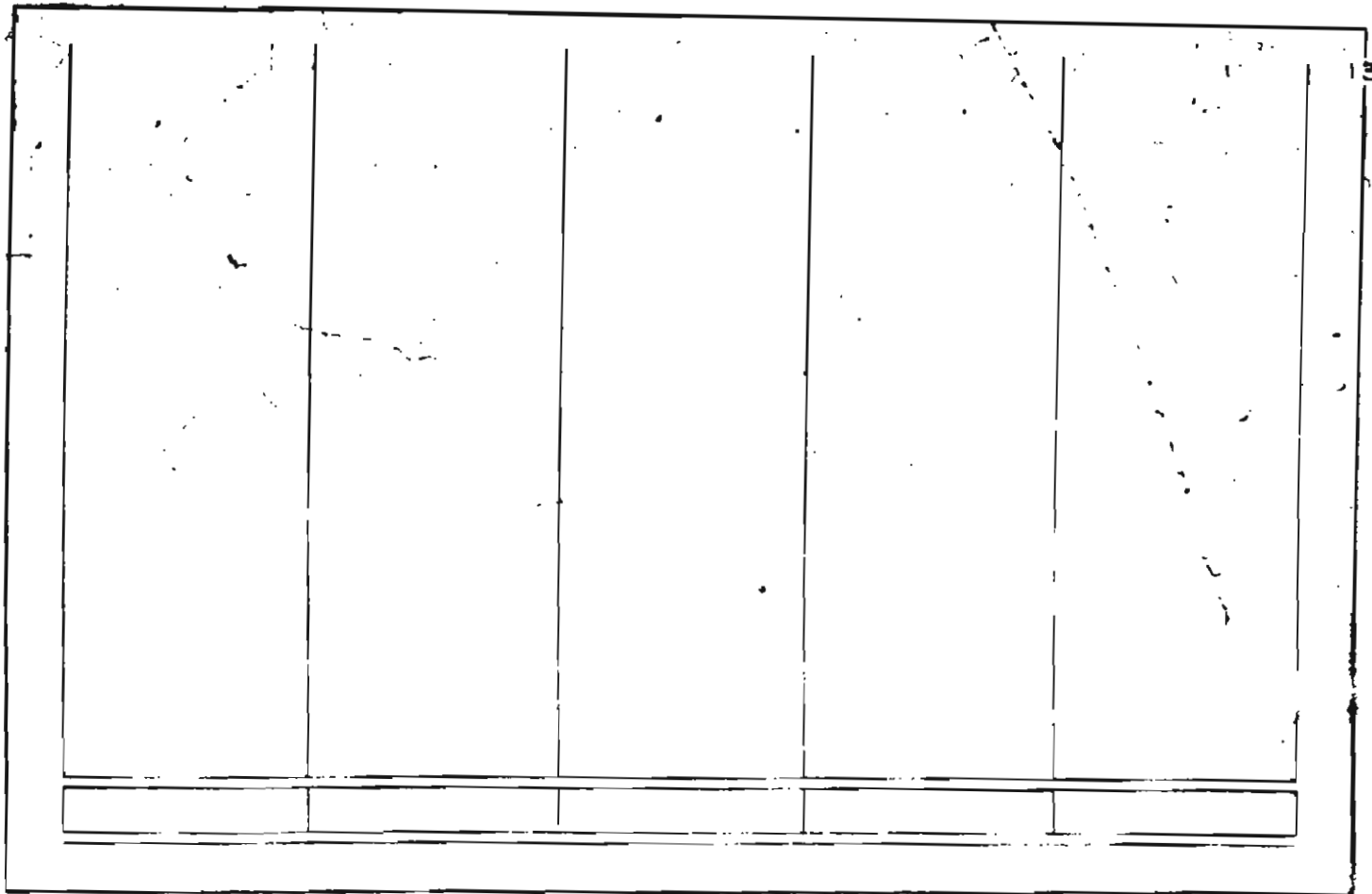
MISCELLANEOUS

Hwy X	HIGHWAY CROSSING
F. X.	FARM CROSSING
DBL	DOUBLE
SP.	SPAN
P. T.	PASSING TRACK
R. R.	REROLLED (RAIL)

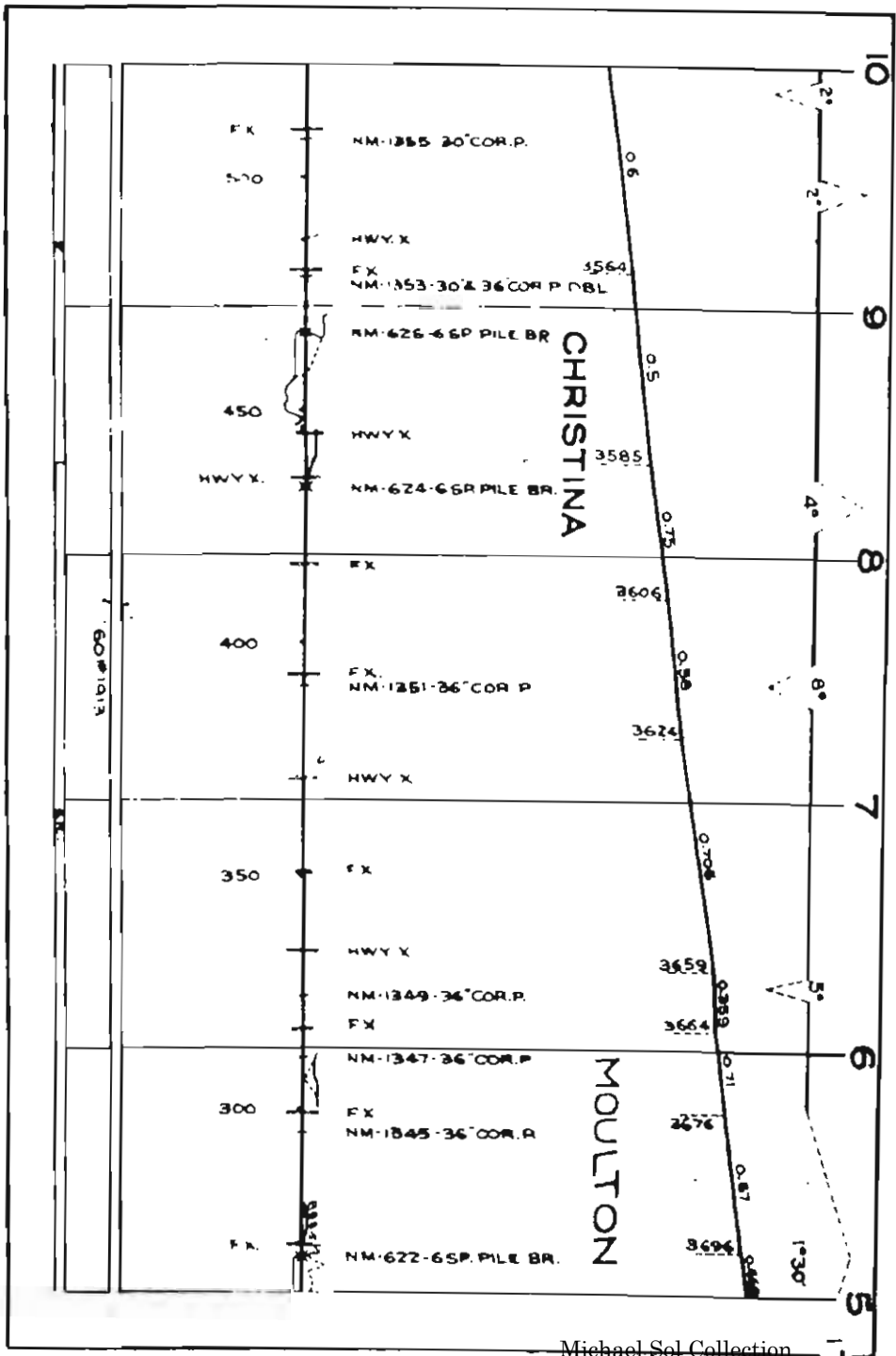
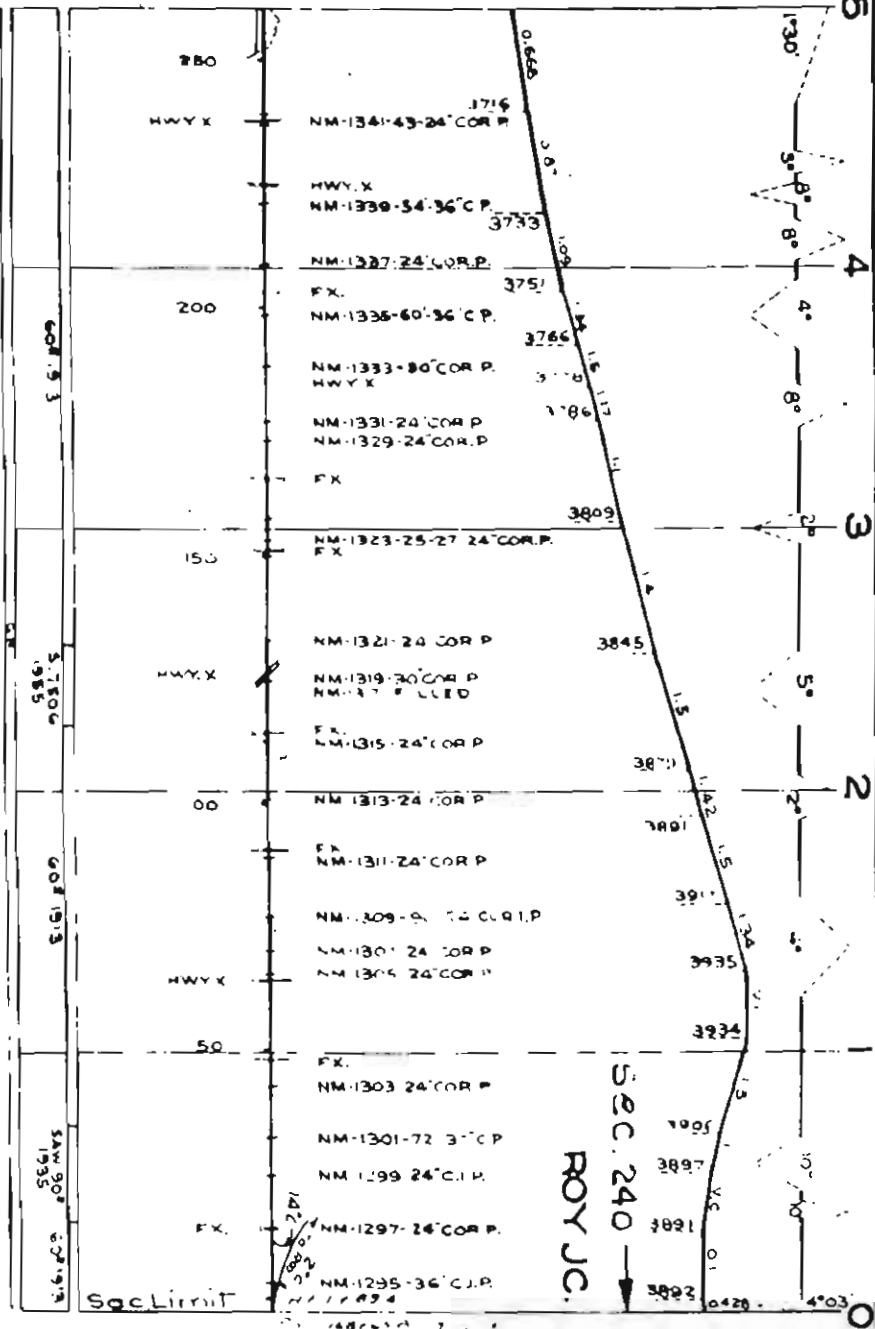


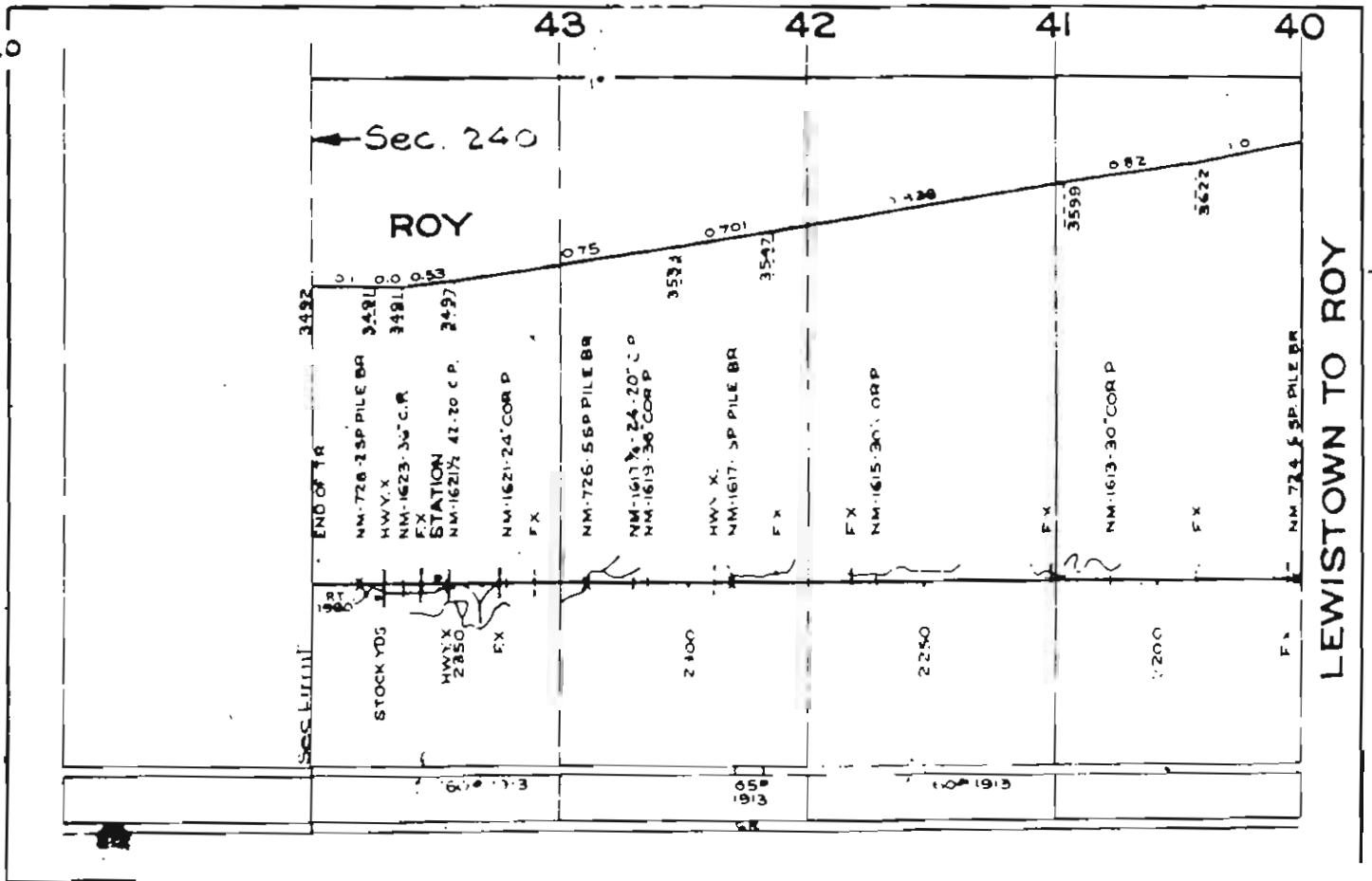
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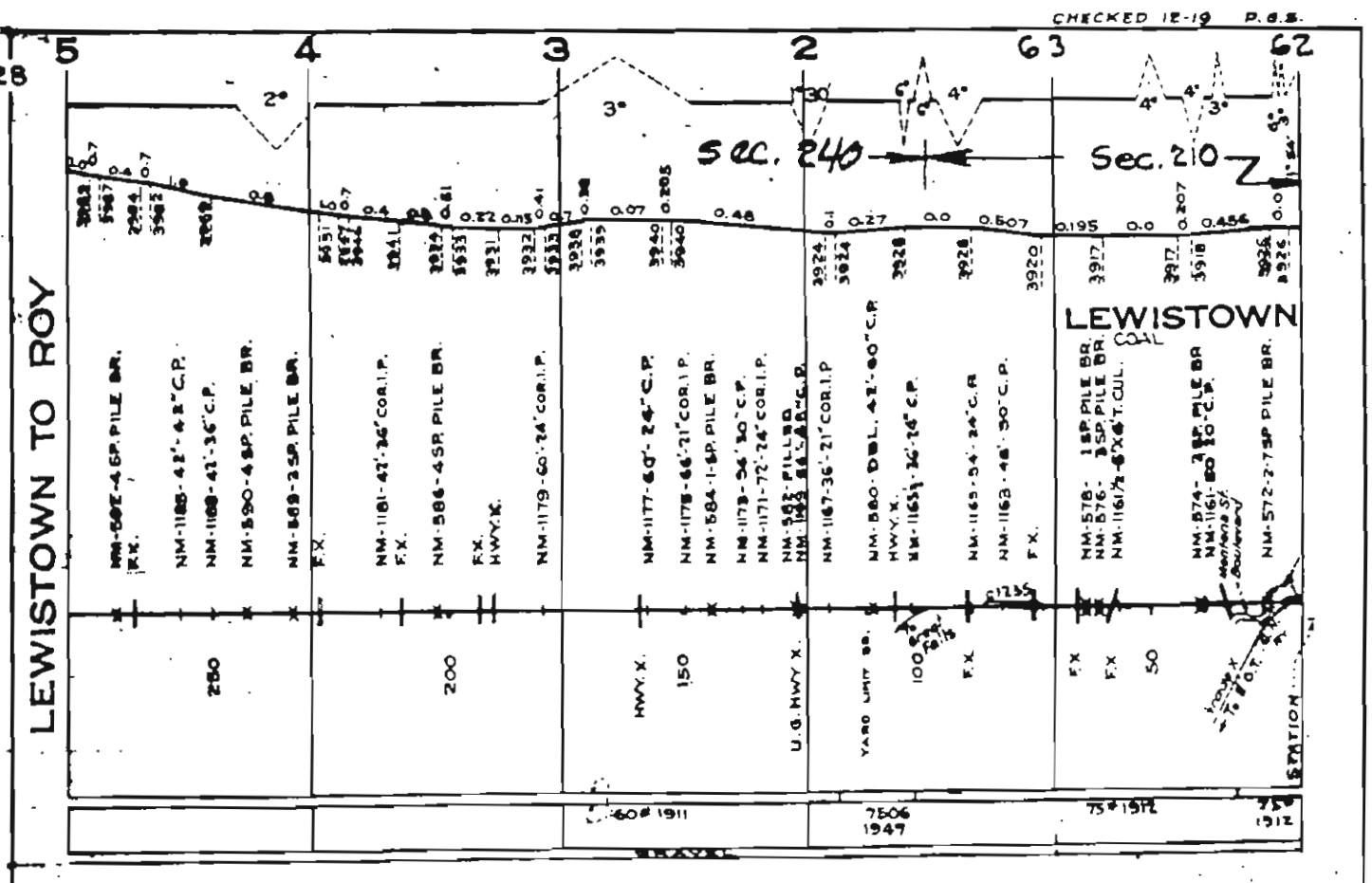
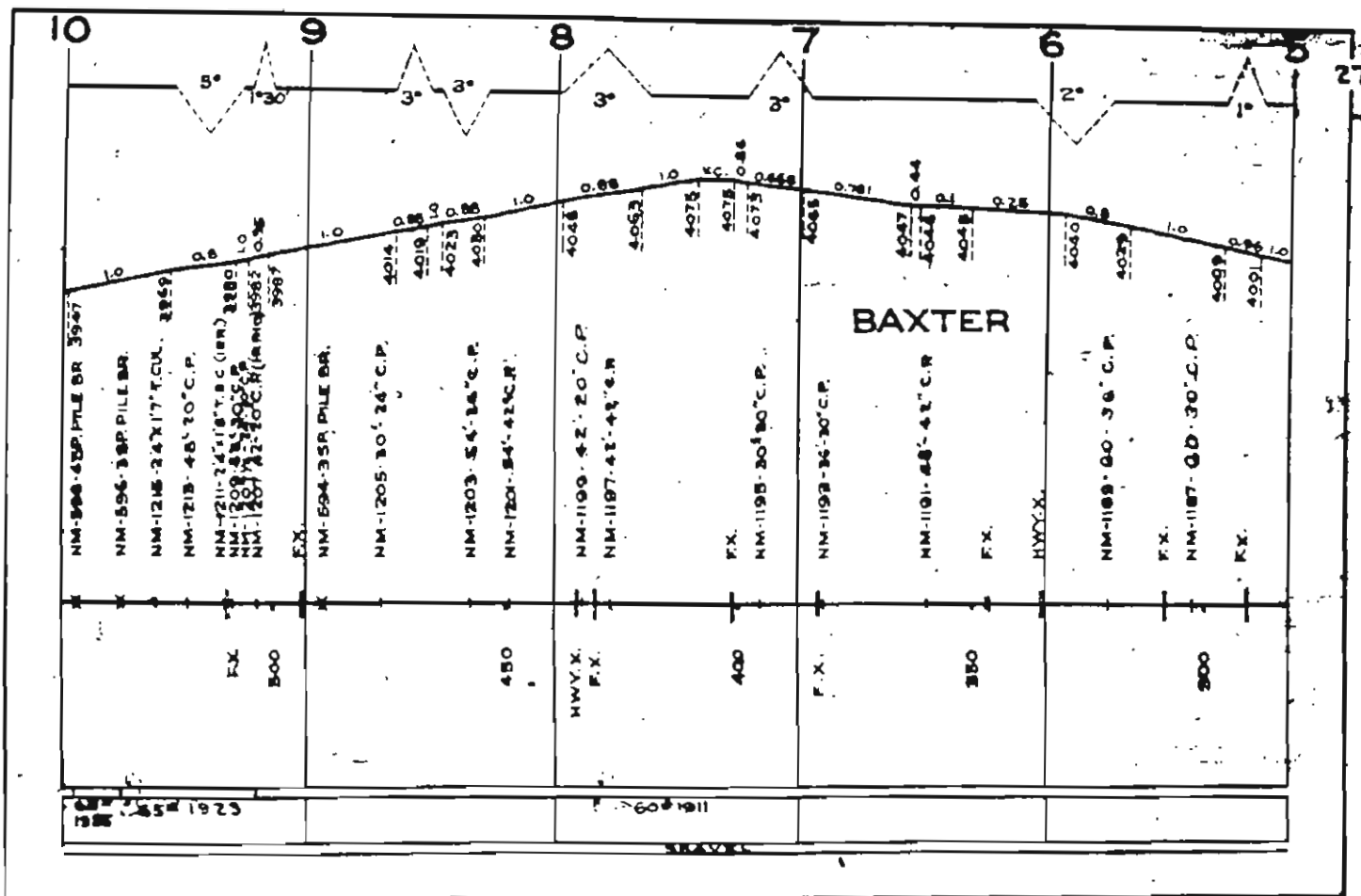


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LEWISTOWN TO ROY



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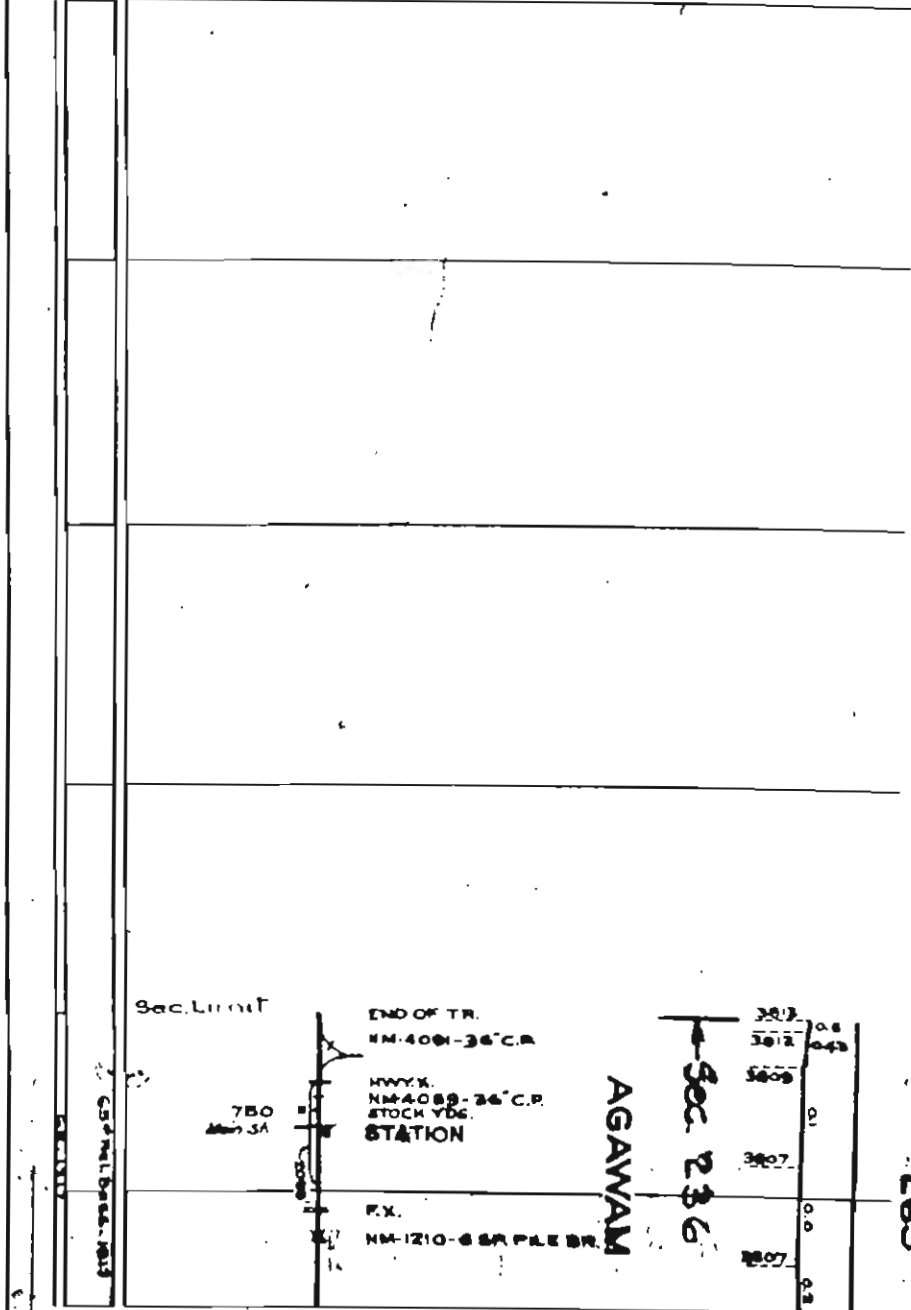
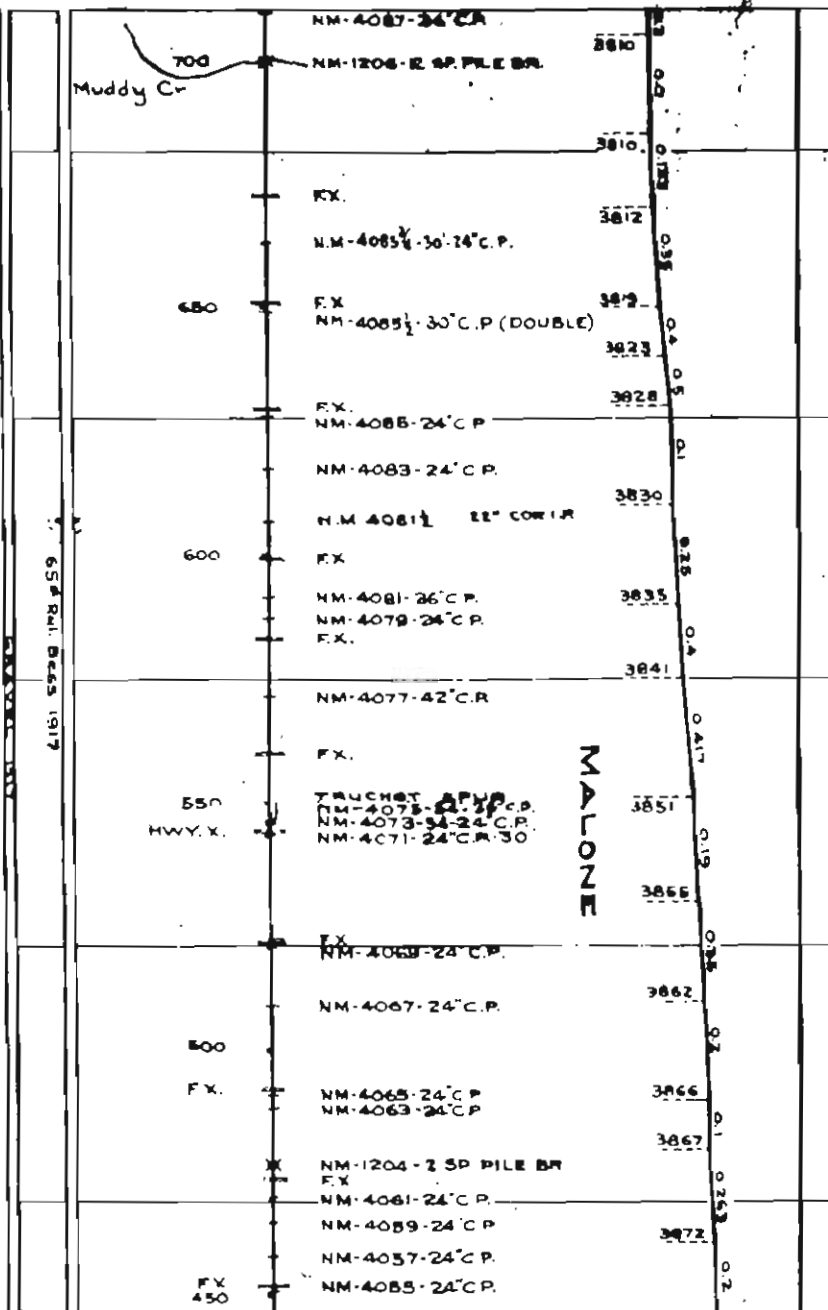
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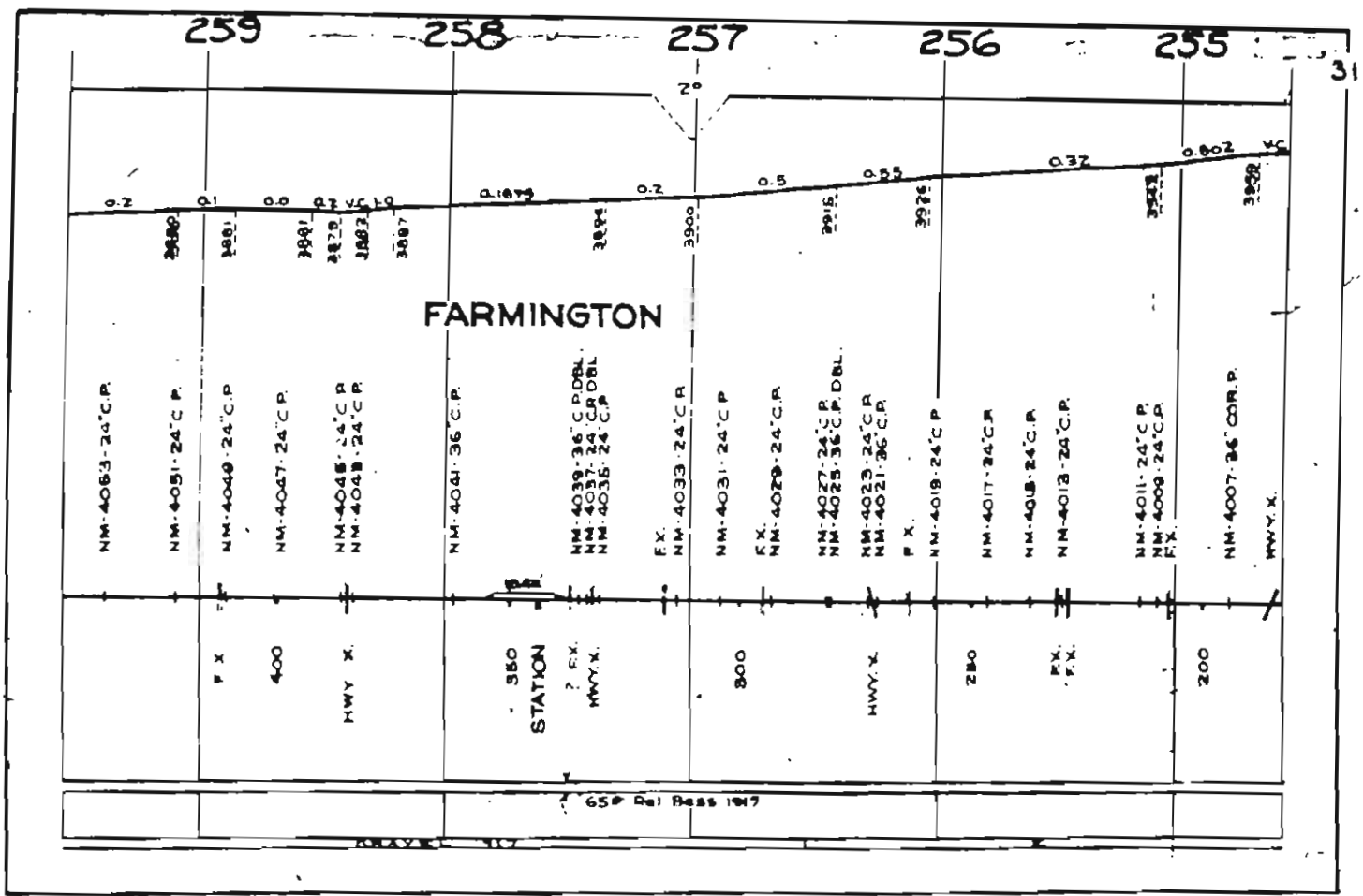
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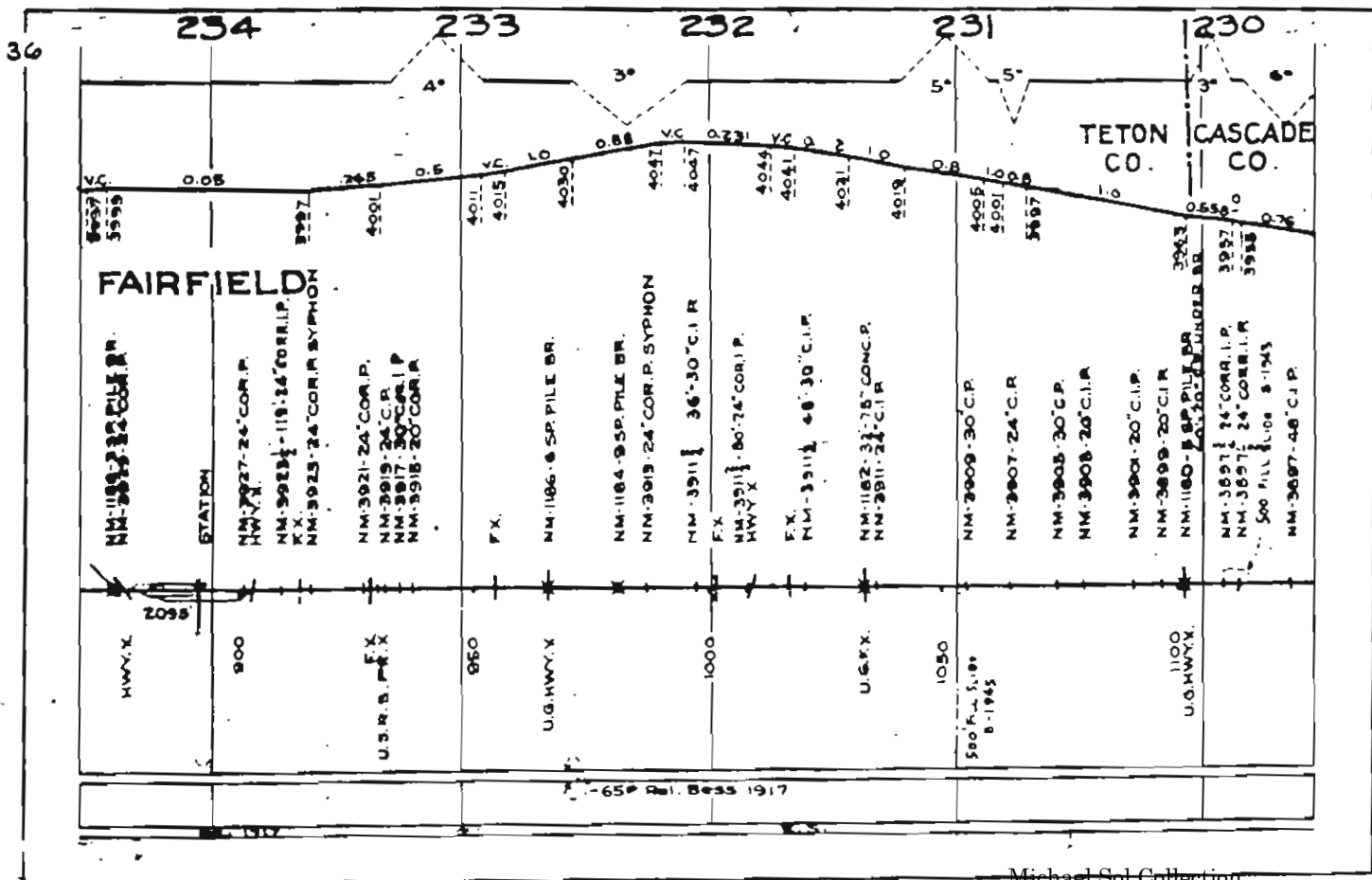
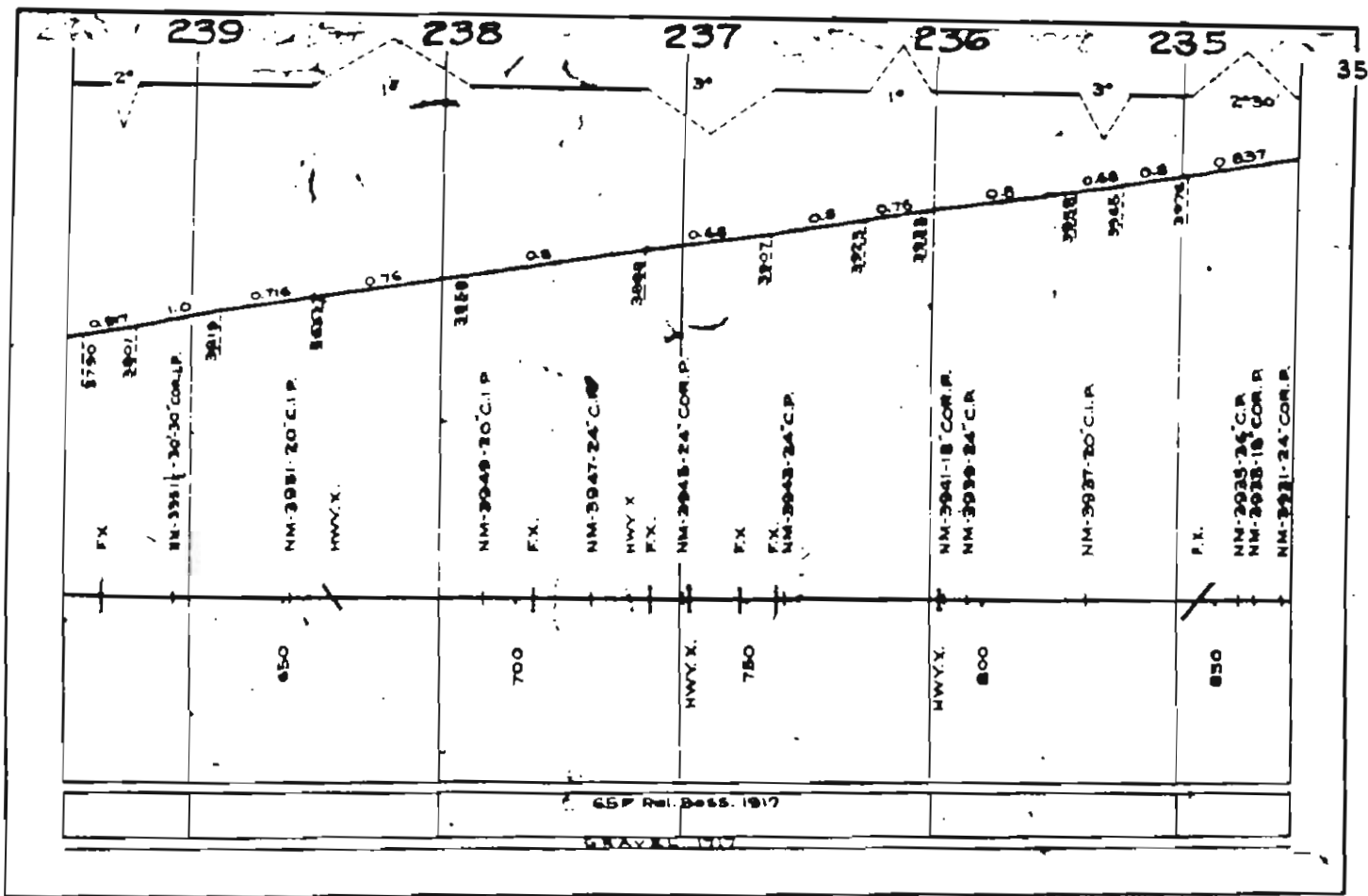
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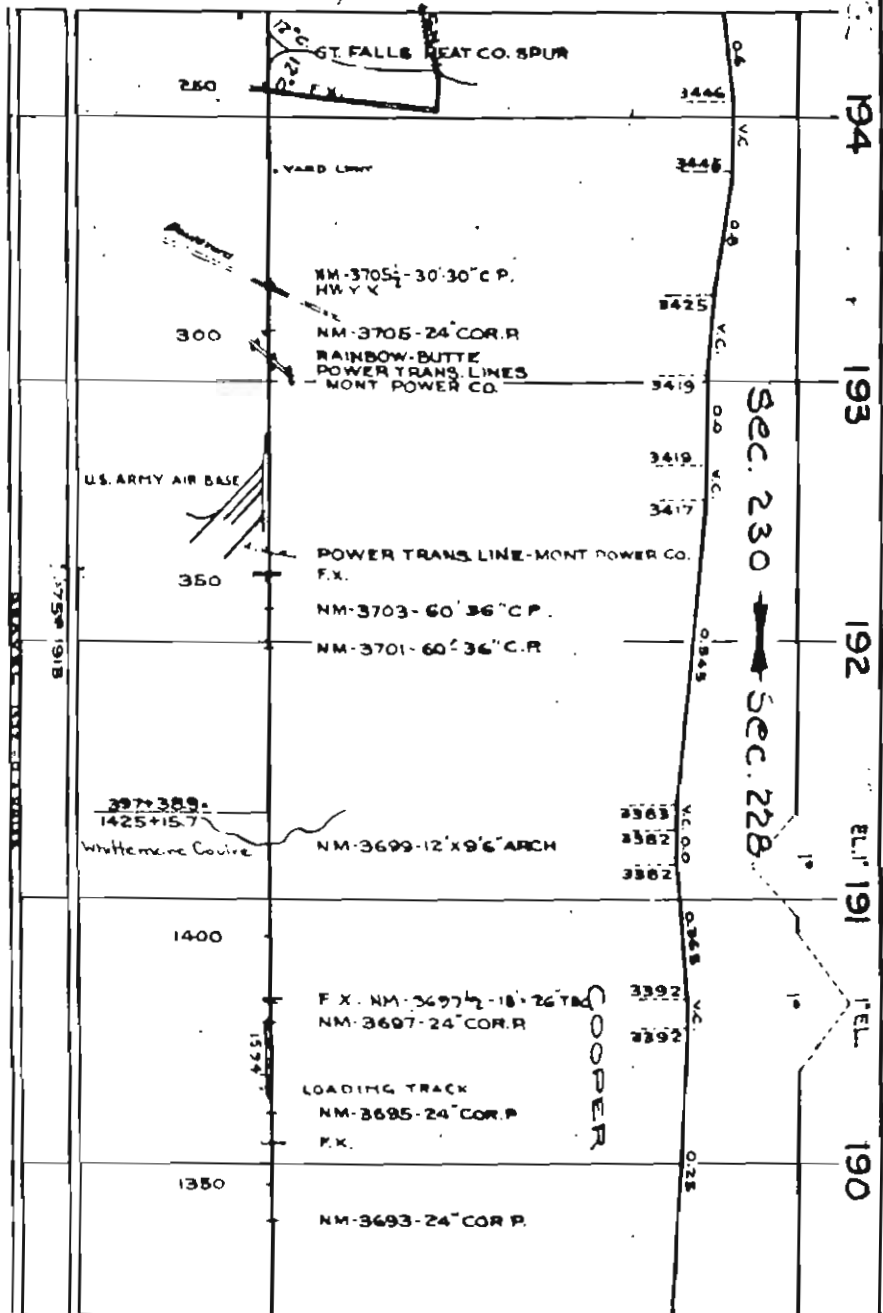
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HARLOWTON TO AGAWAM







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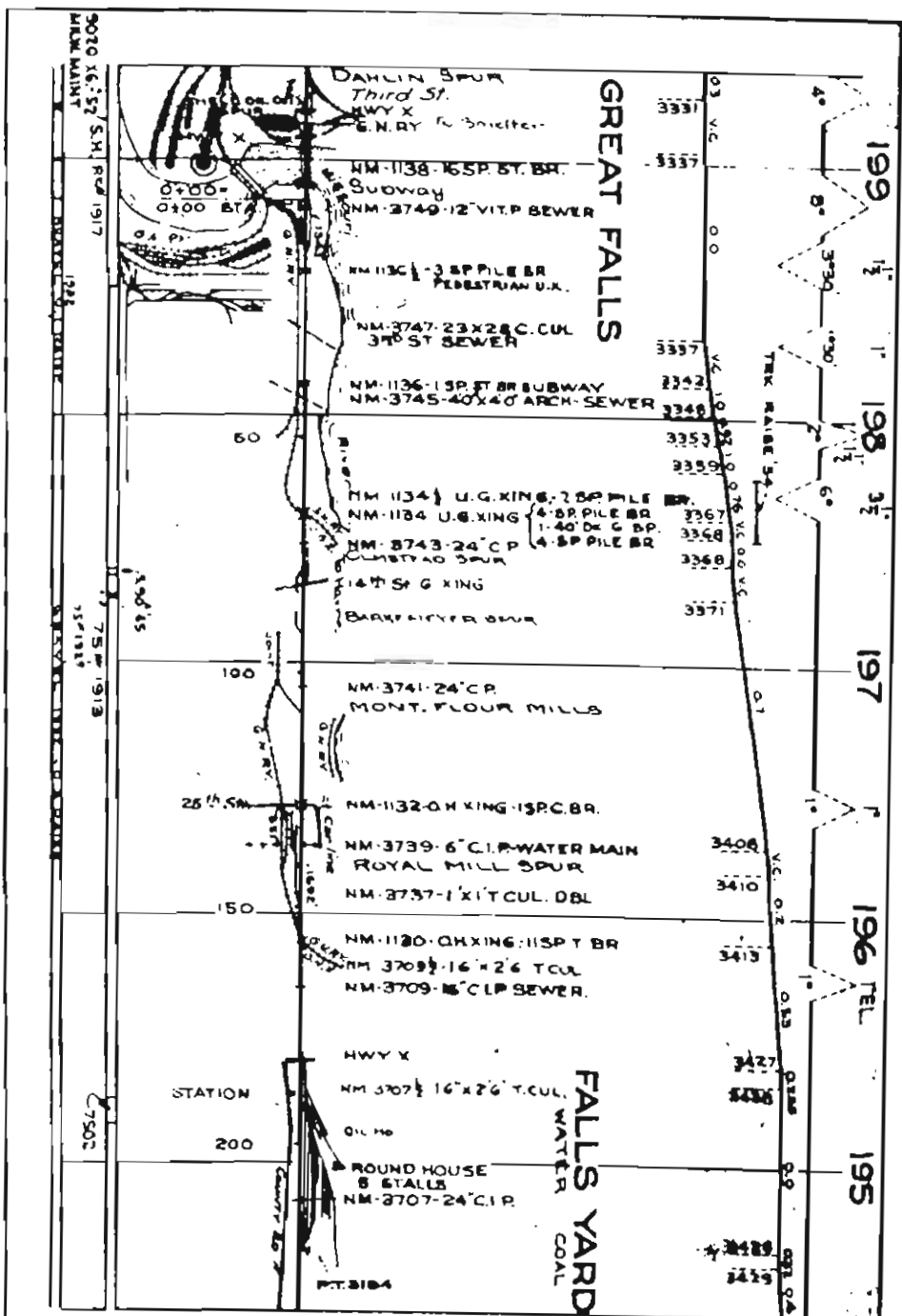
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COOPER



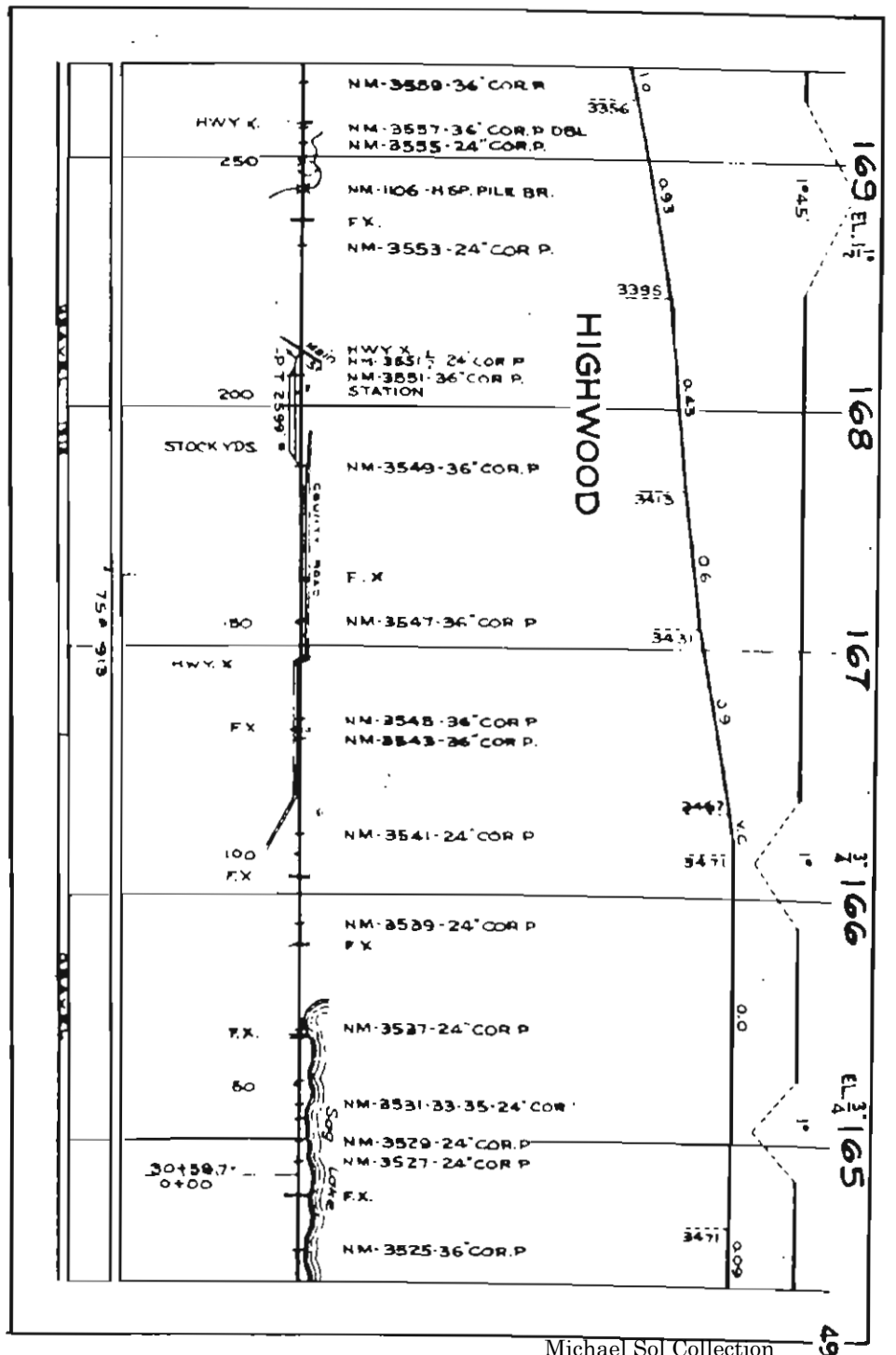
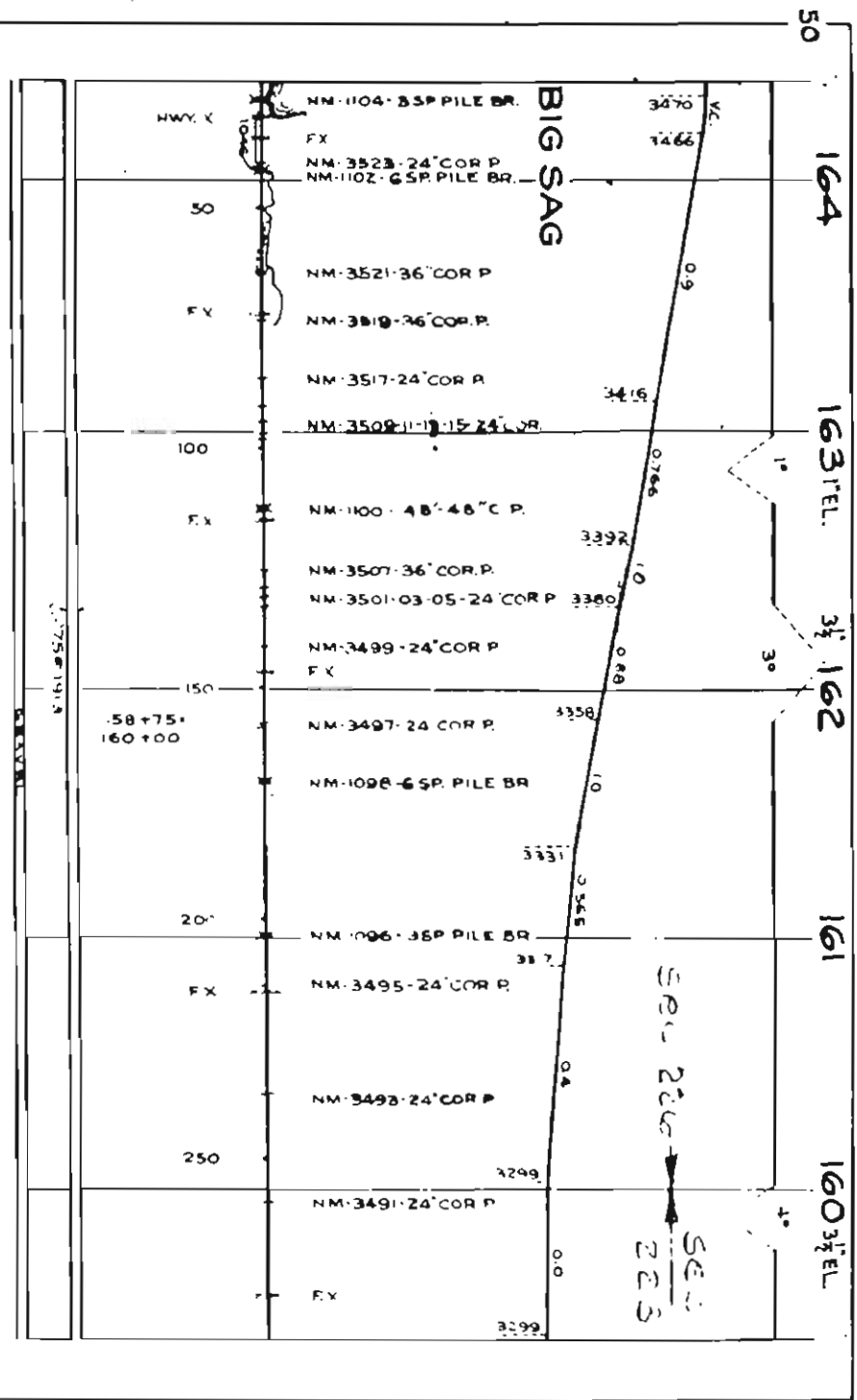
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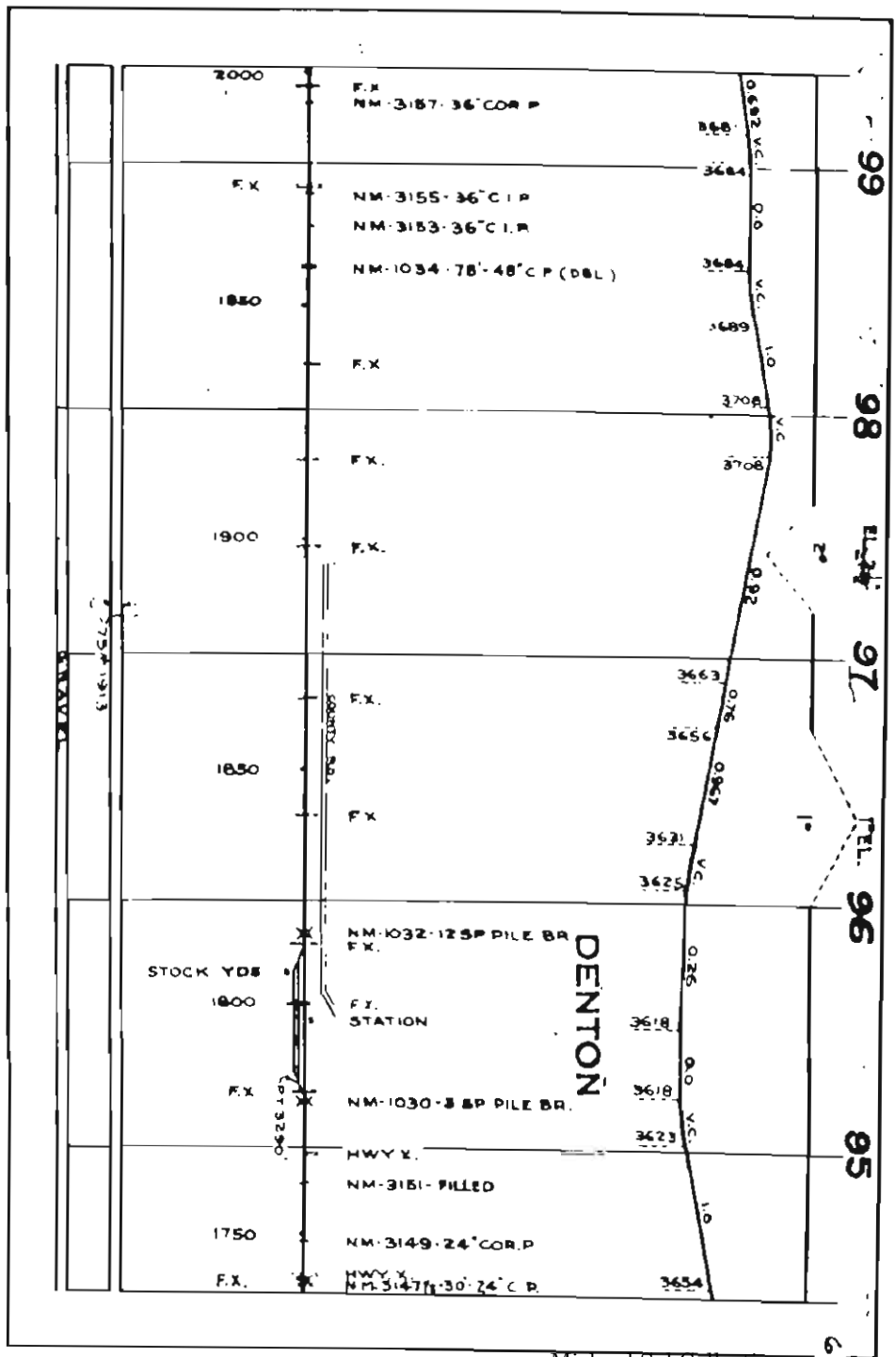
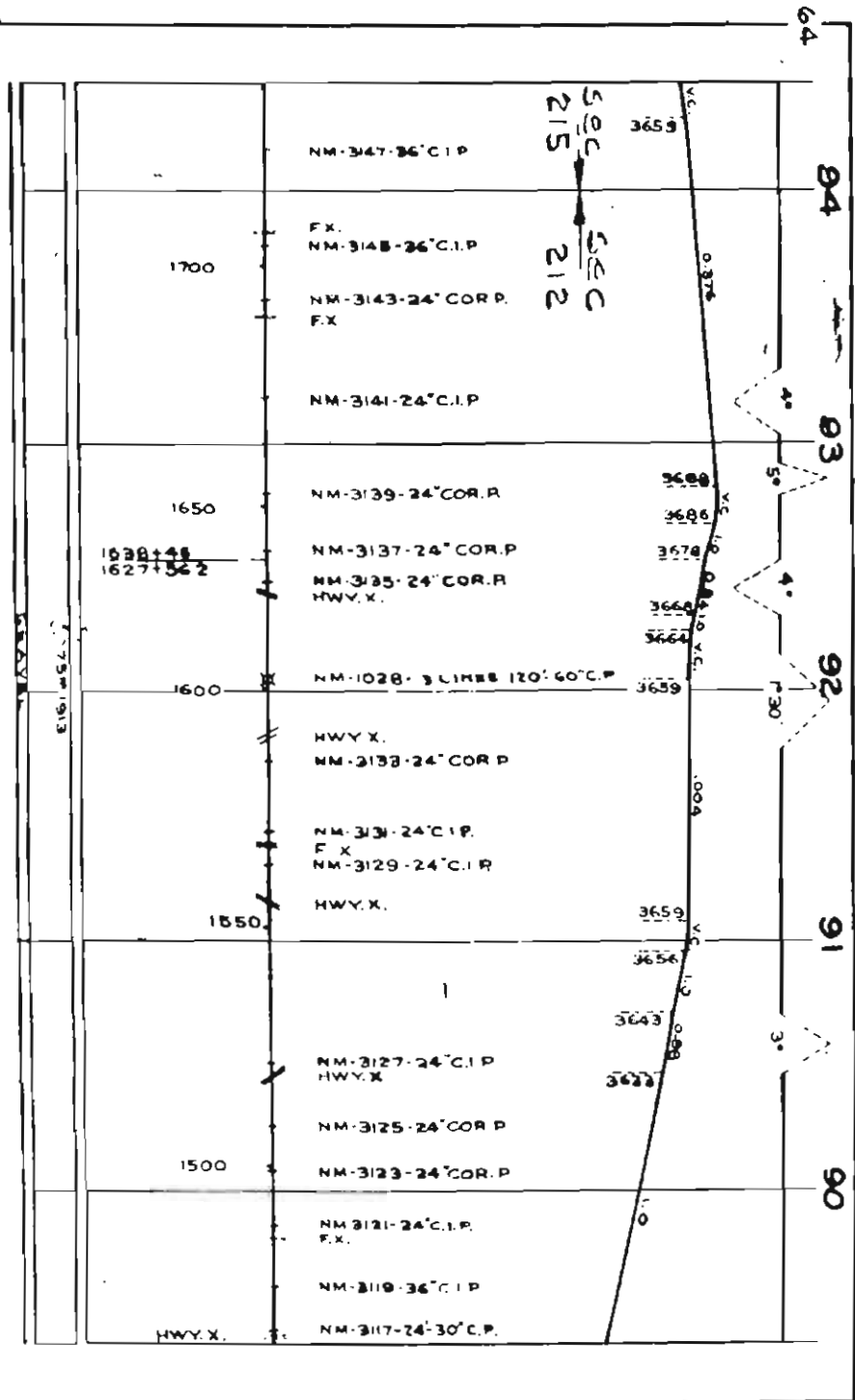
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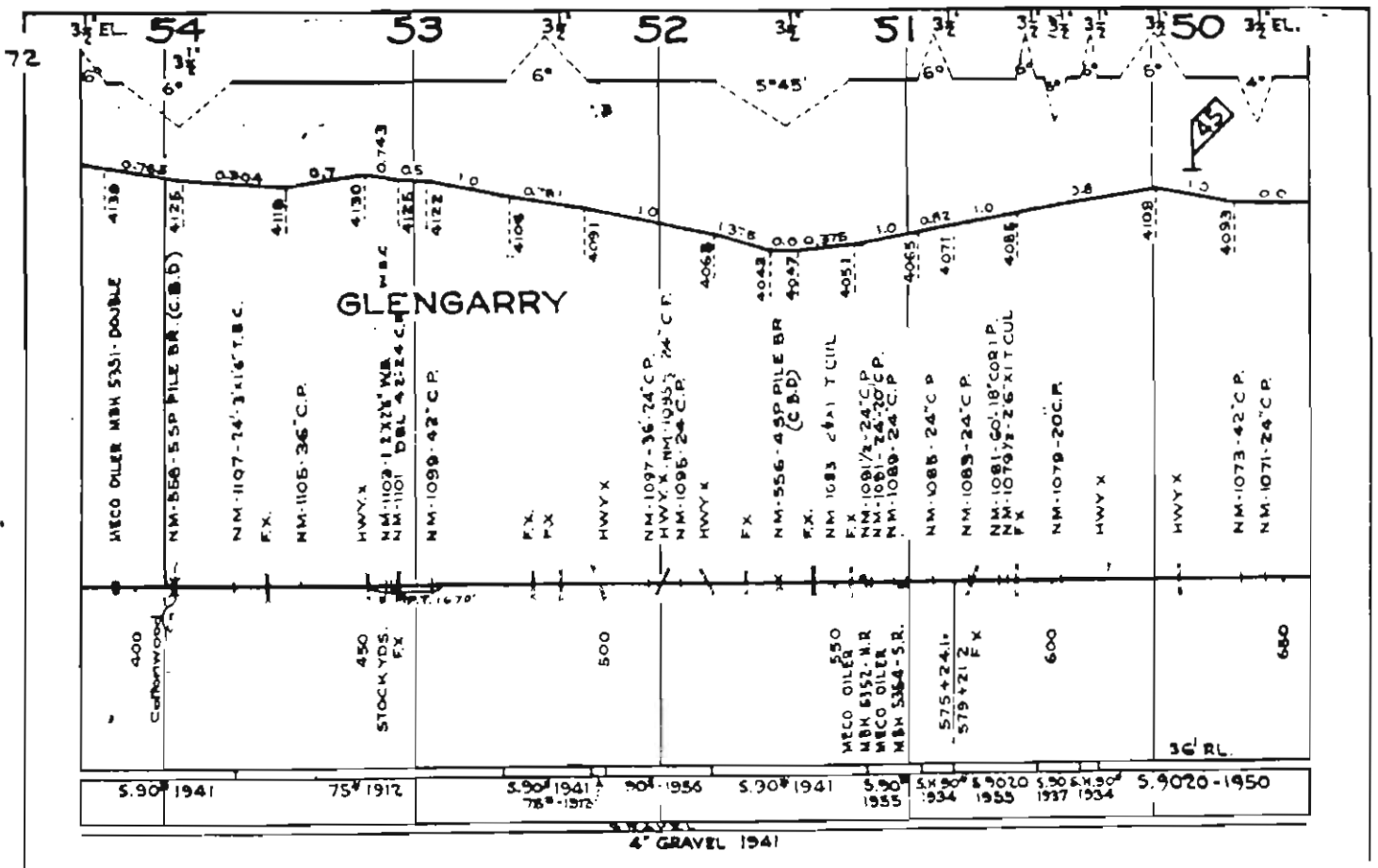
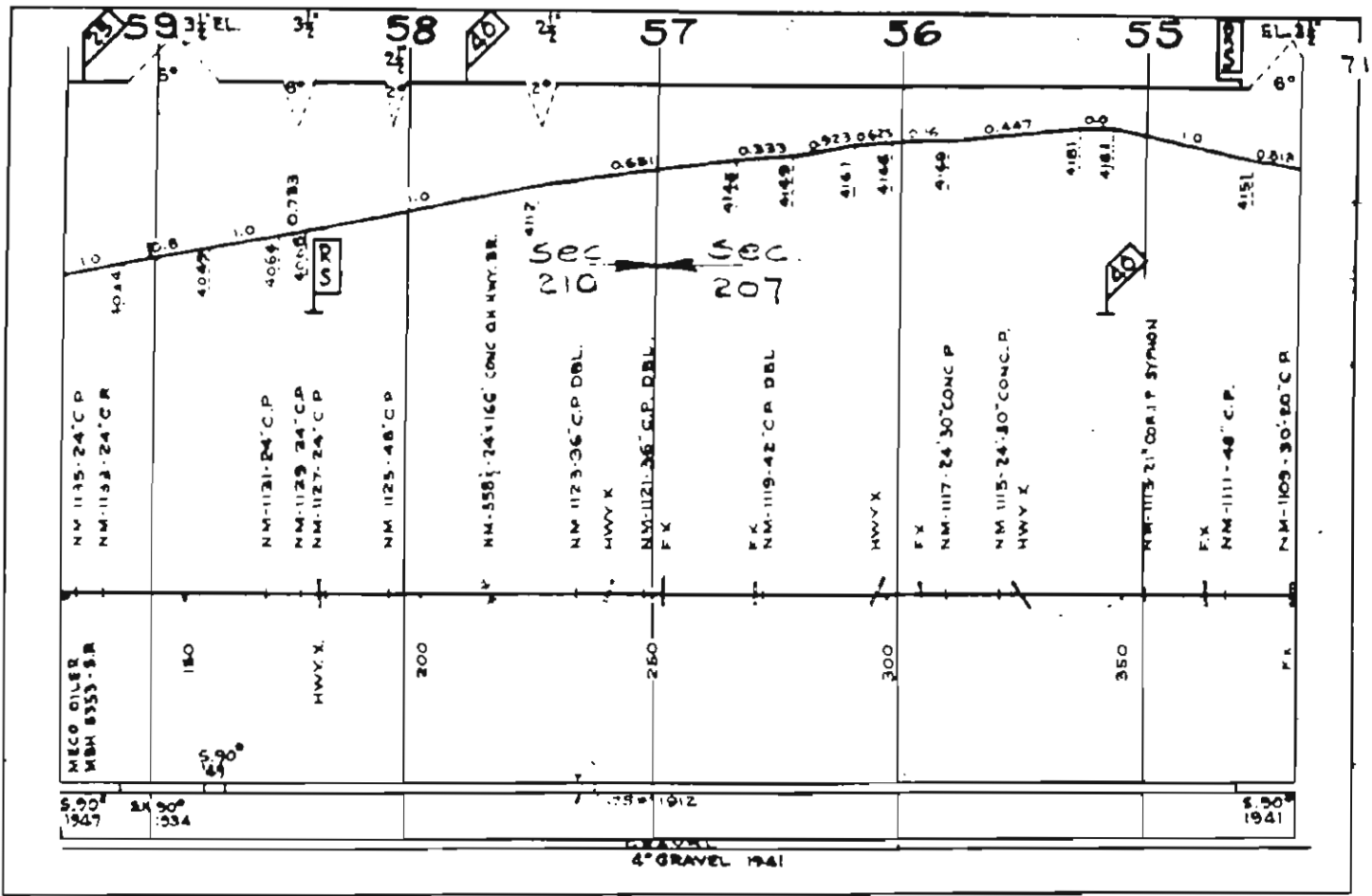
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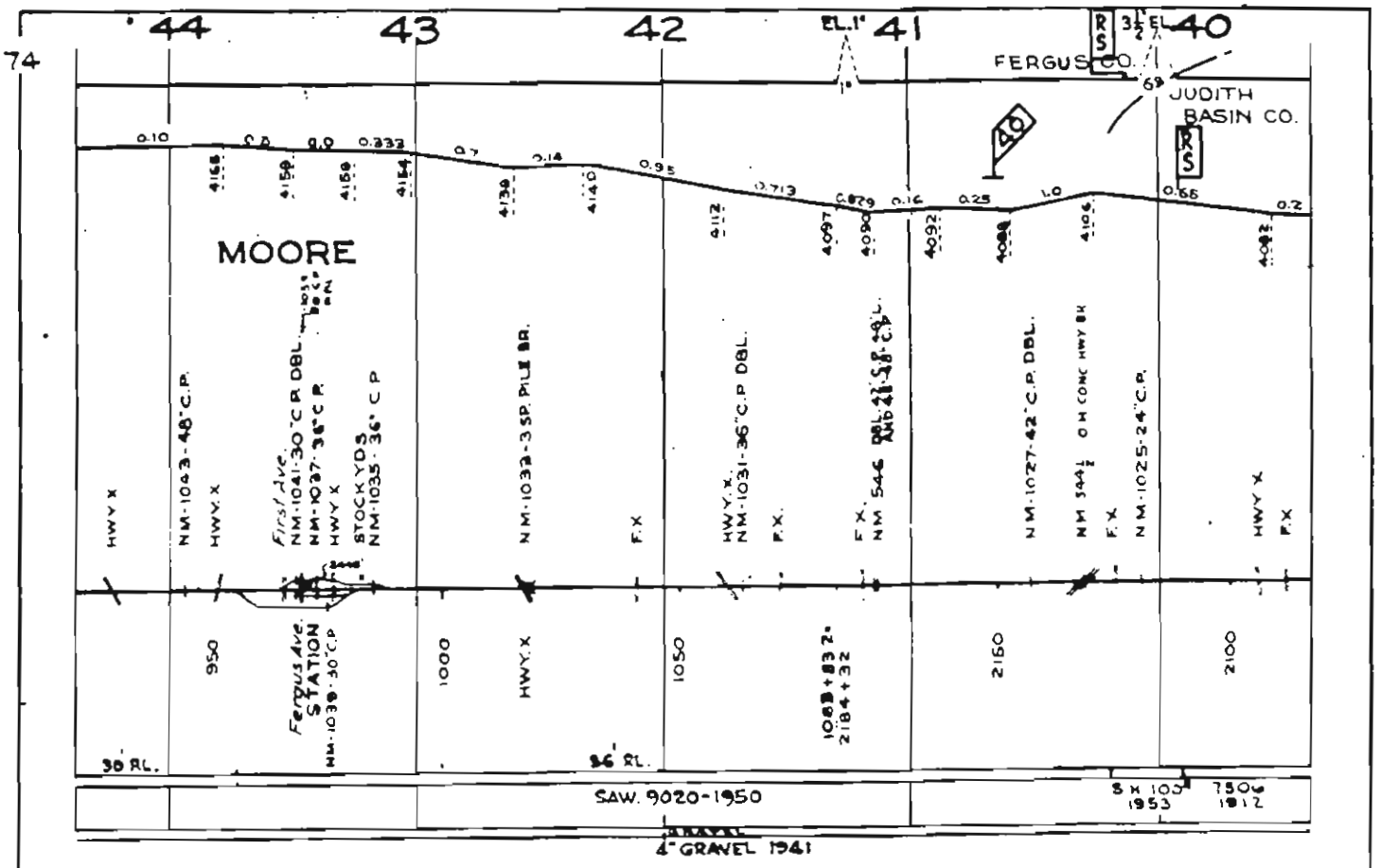
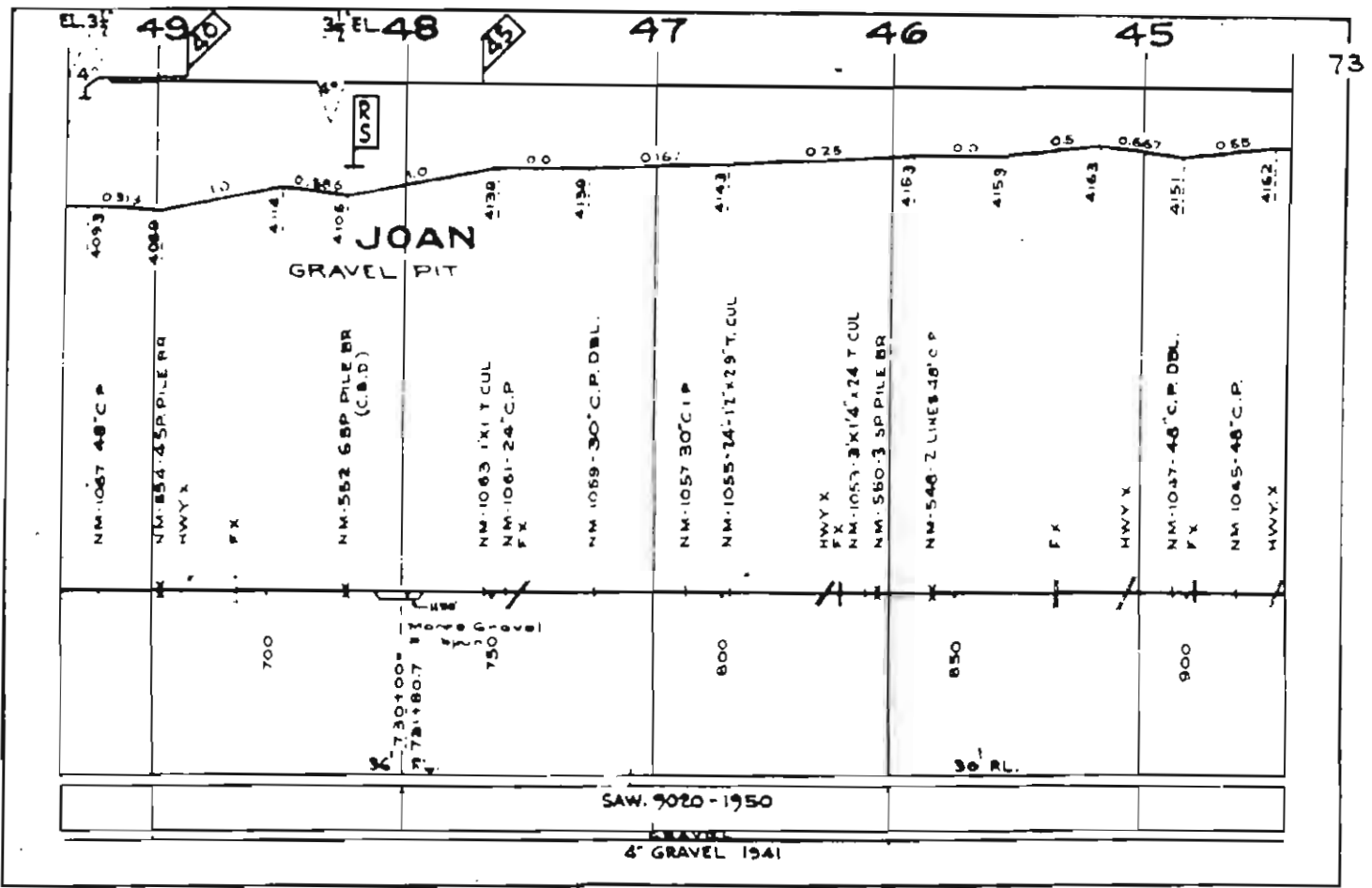
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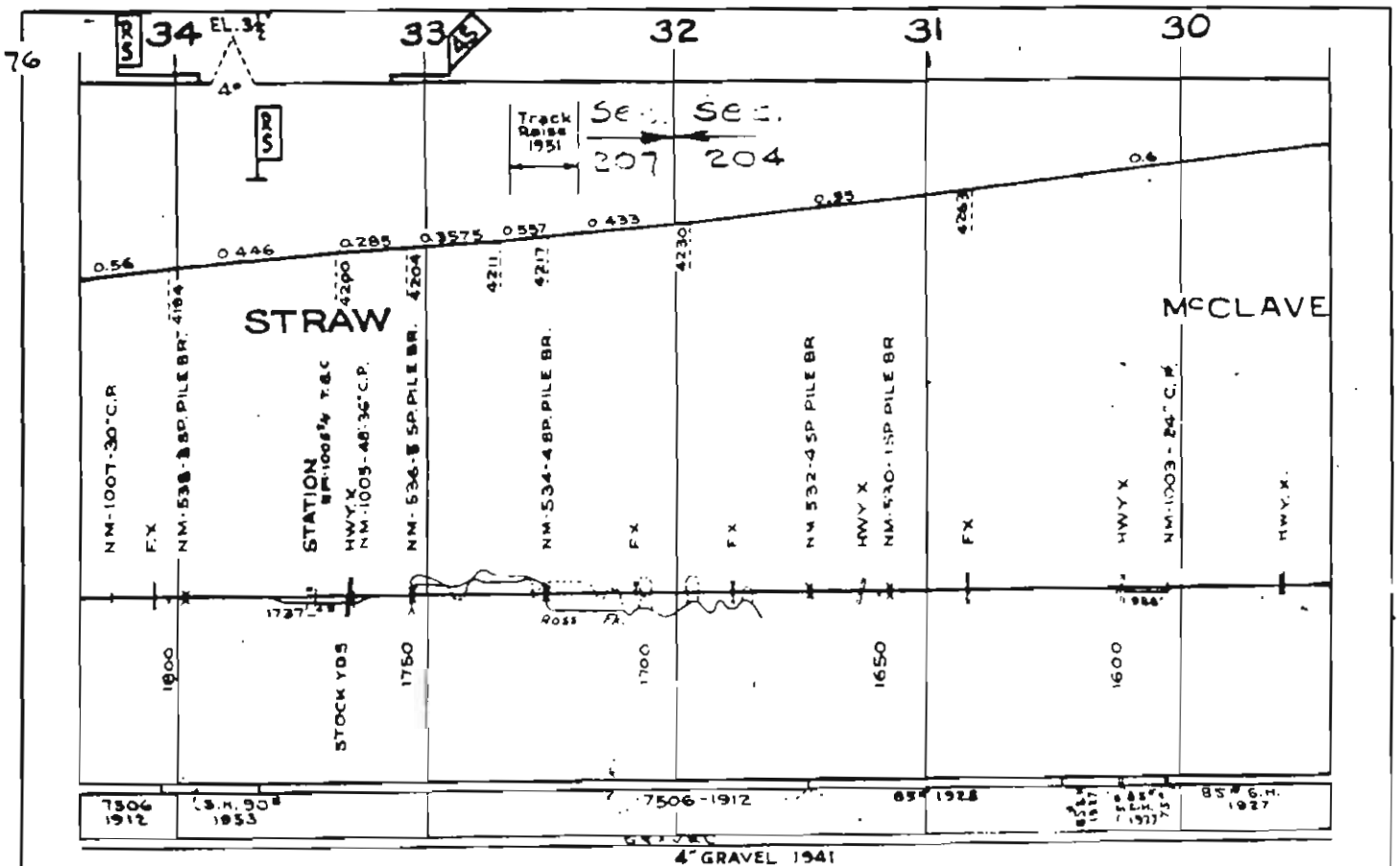
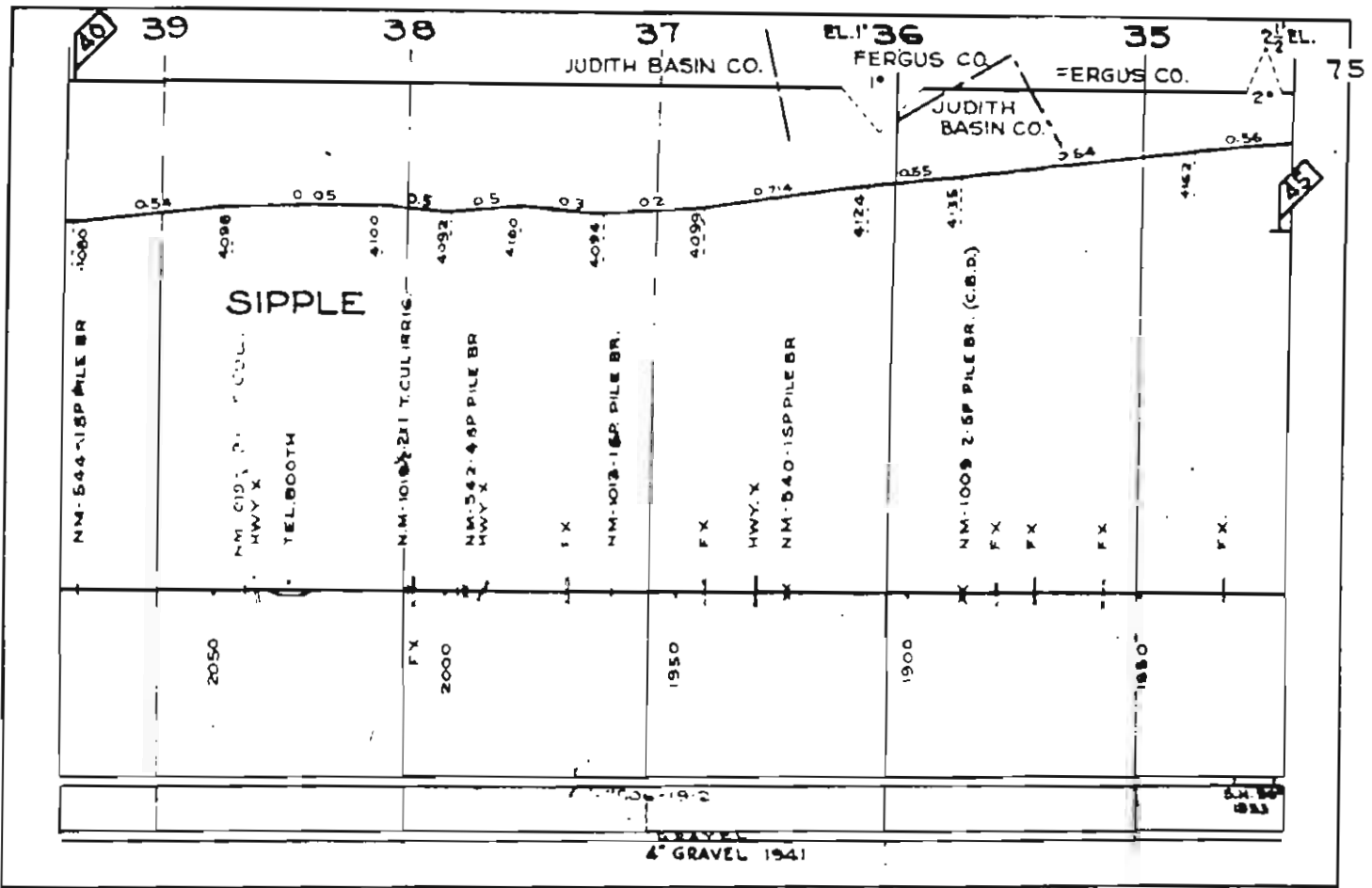
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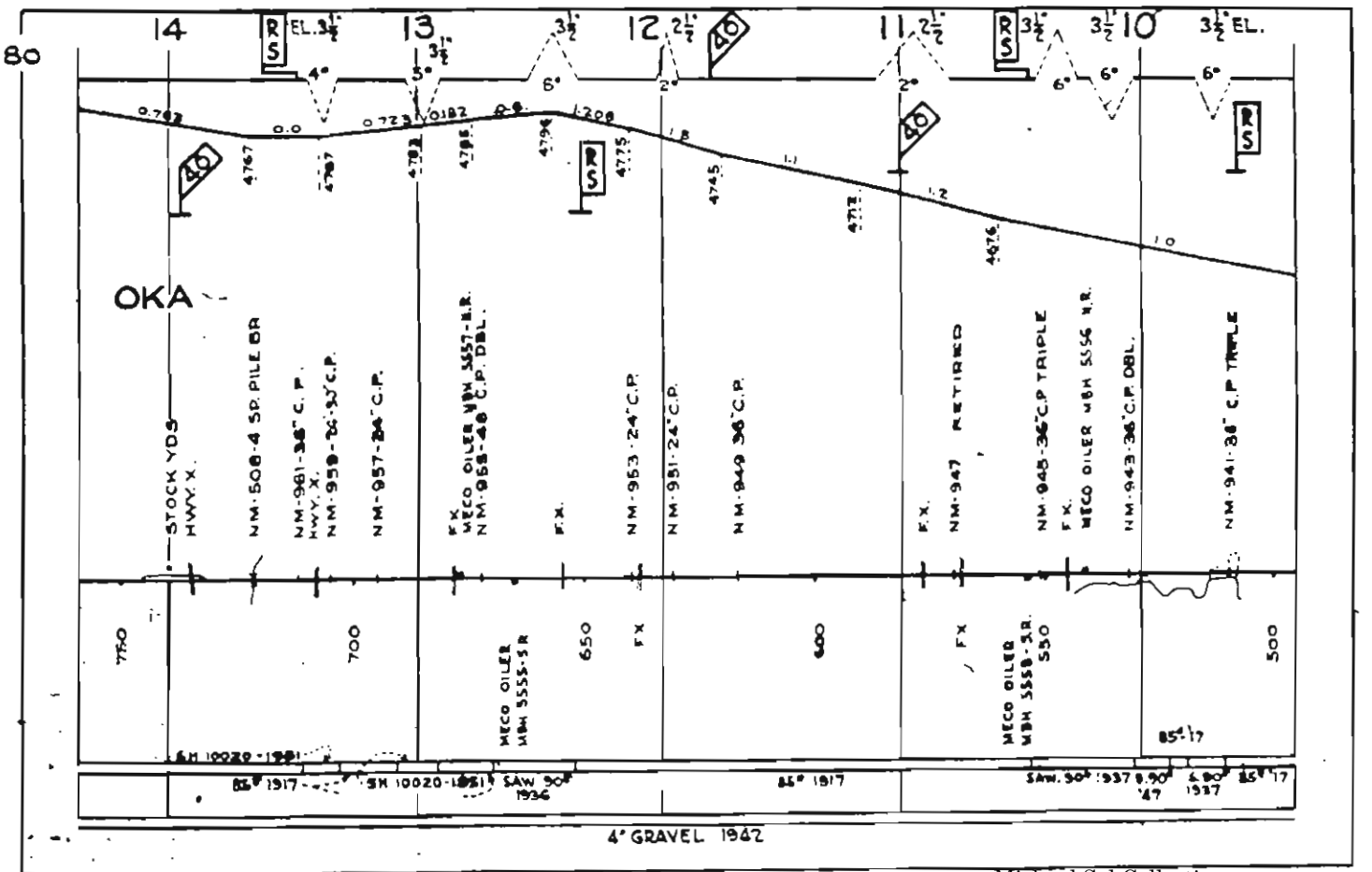
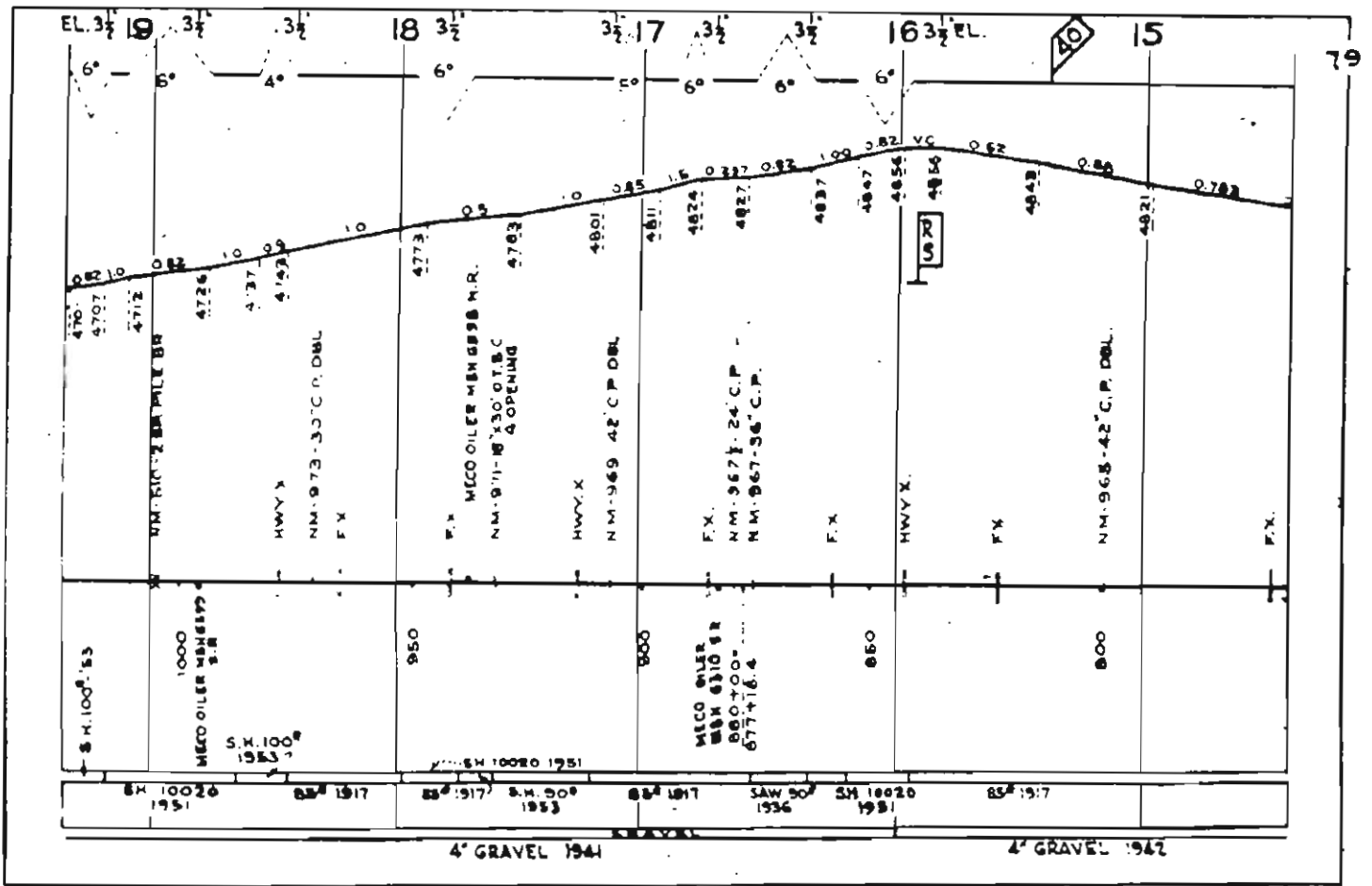


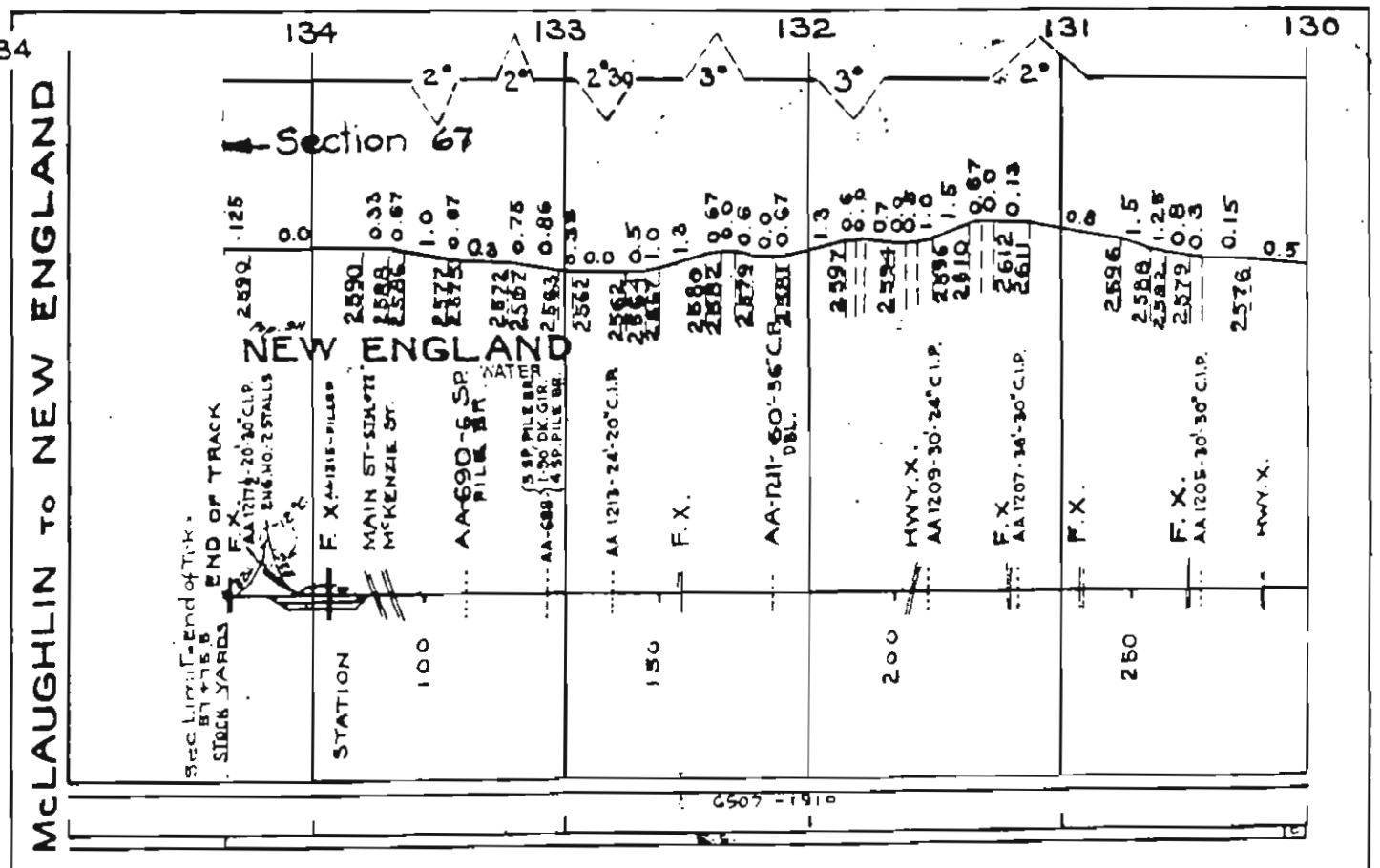




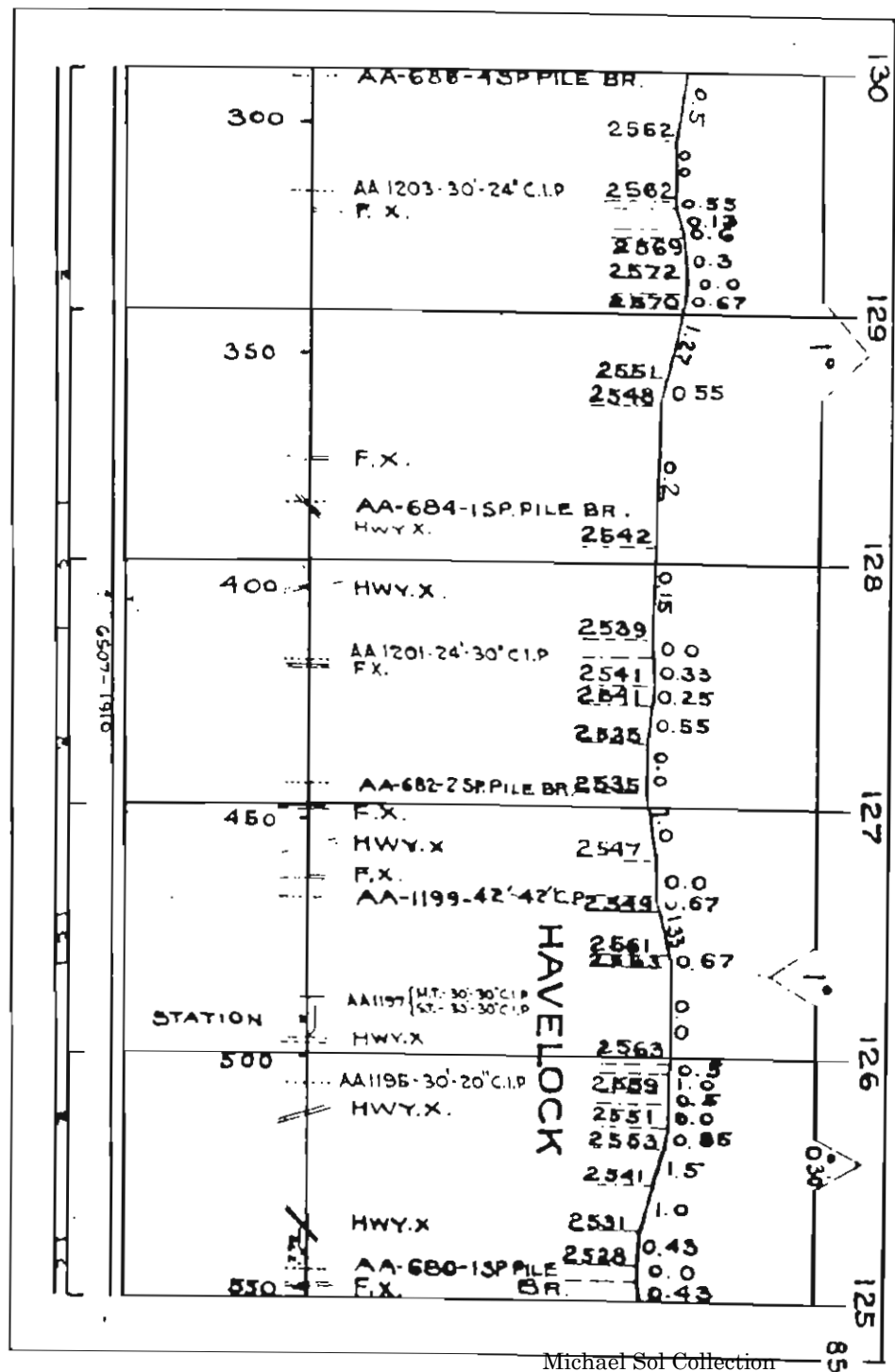
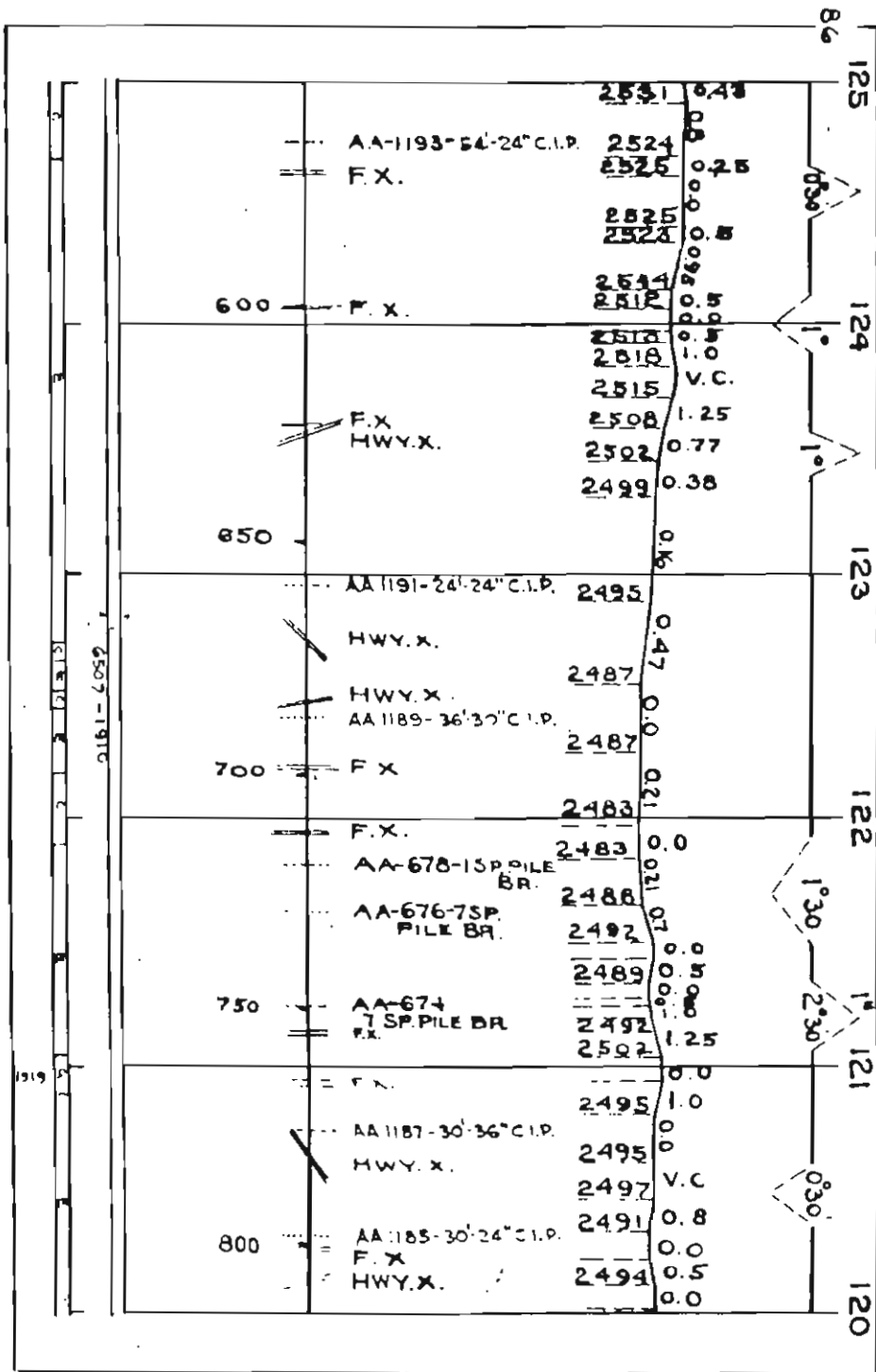


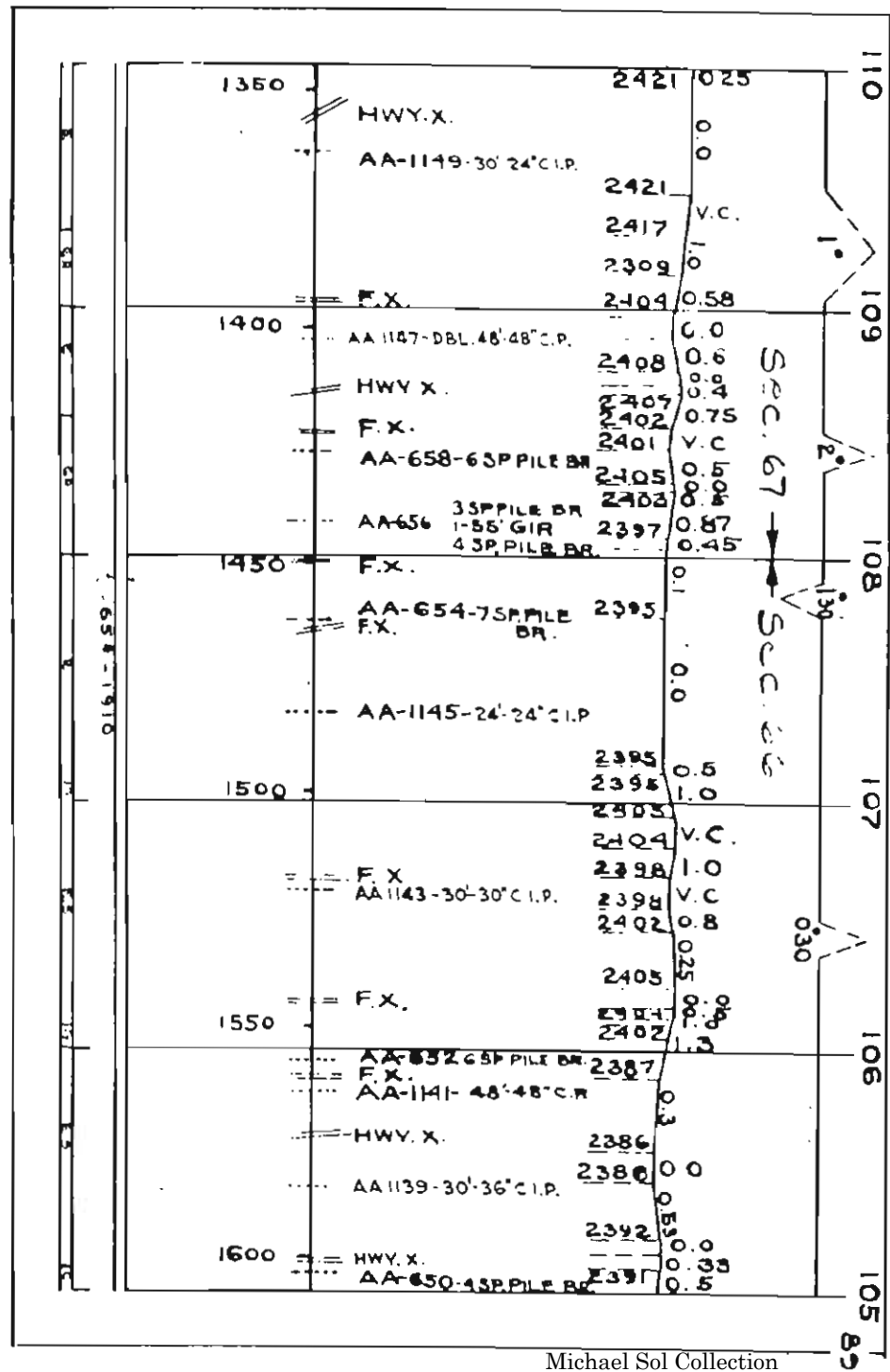
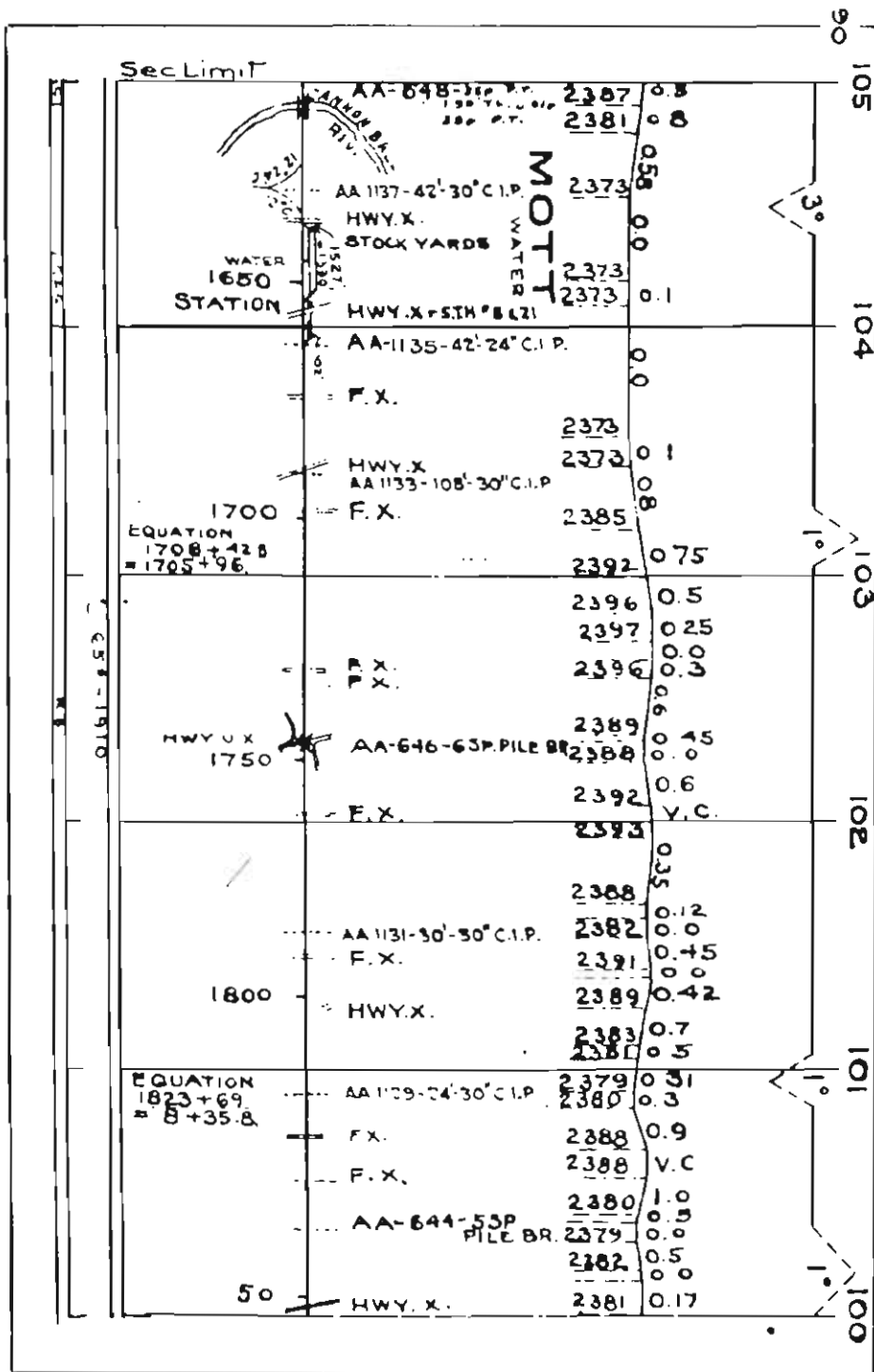


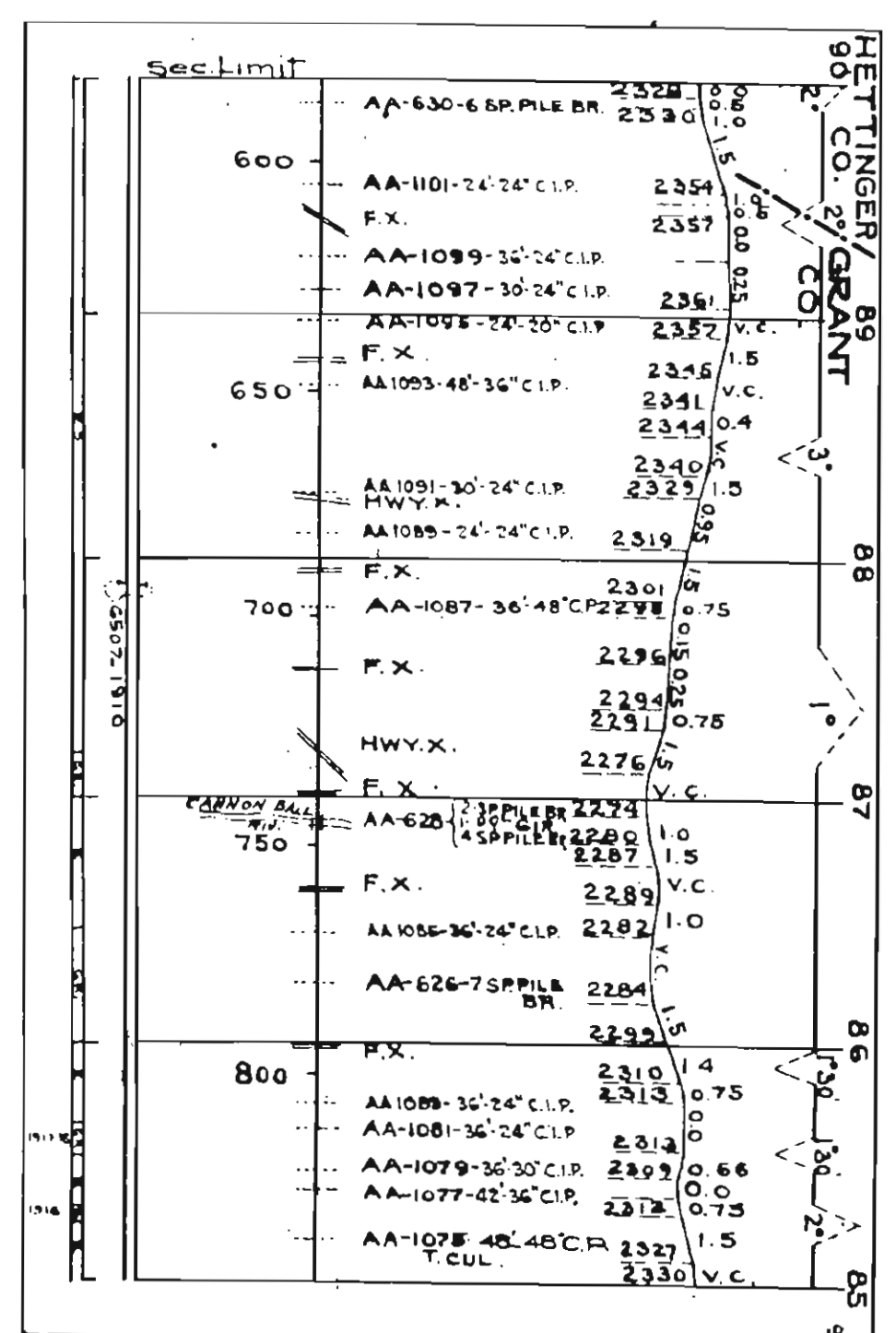
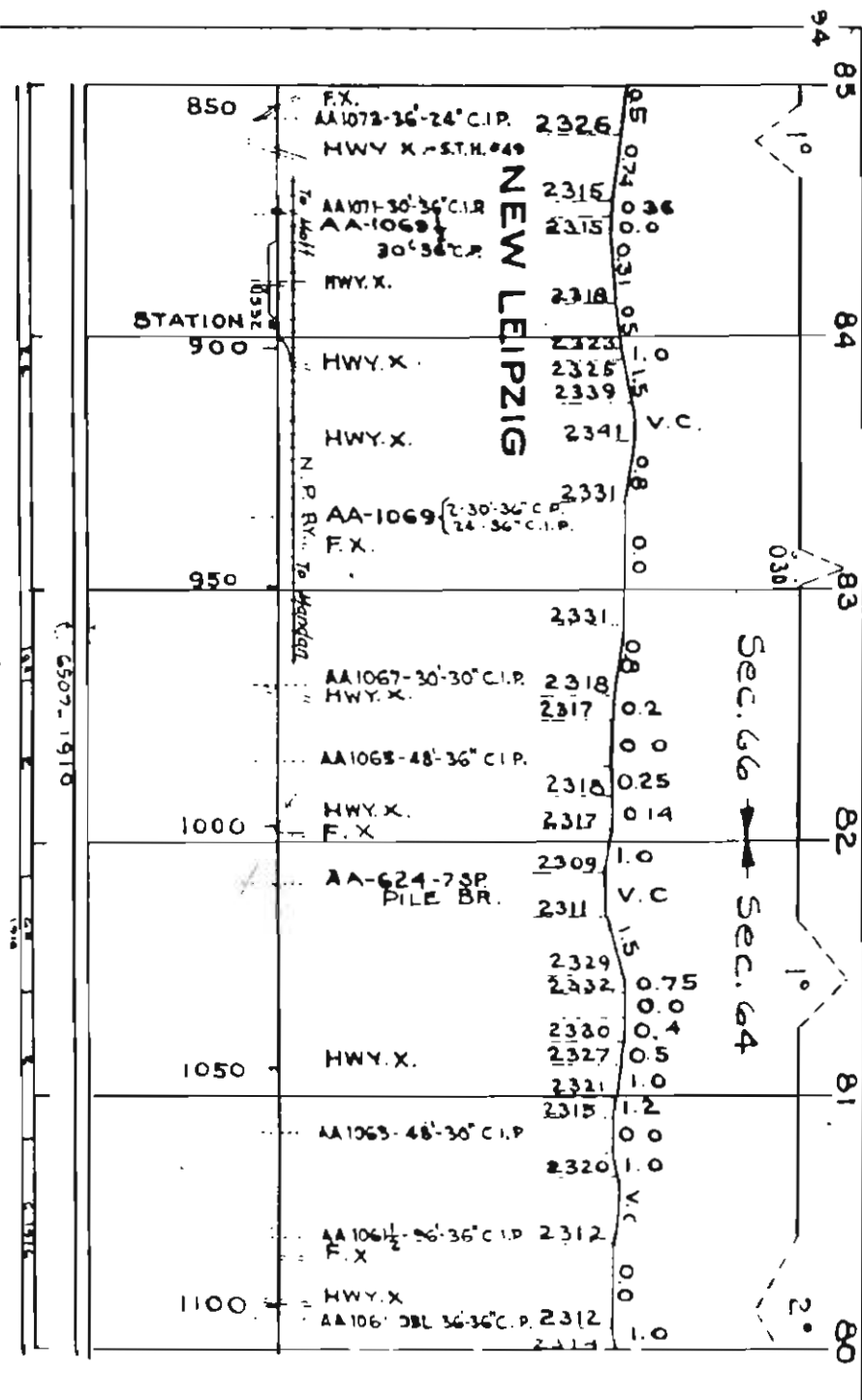


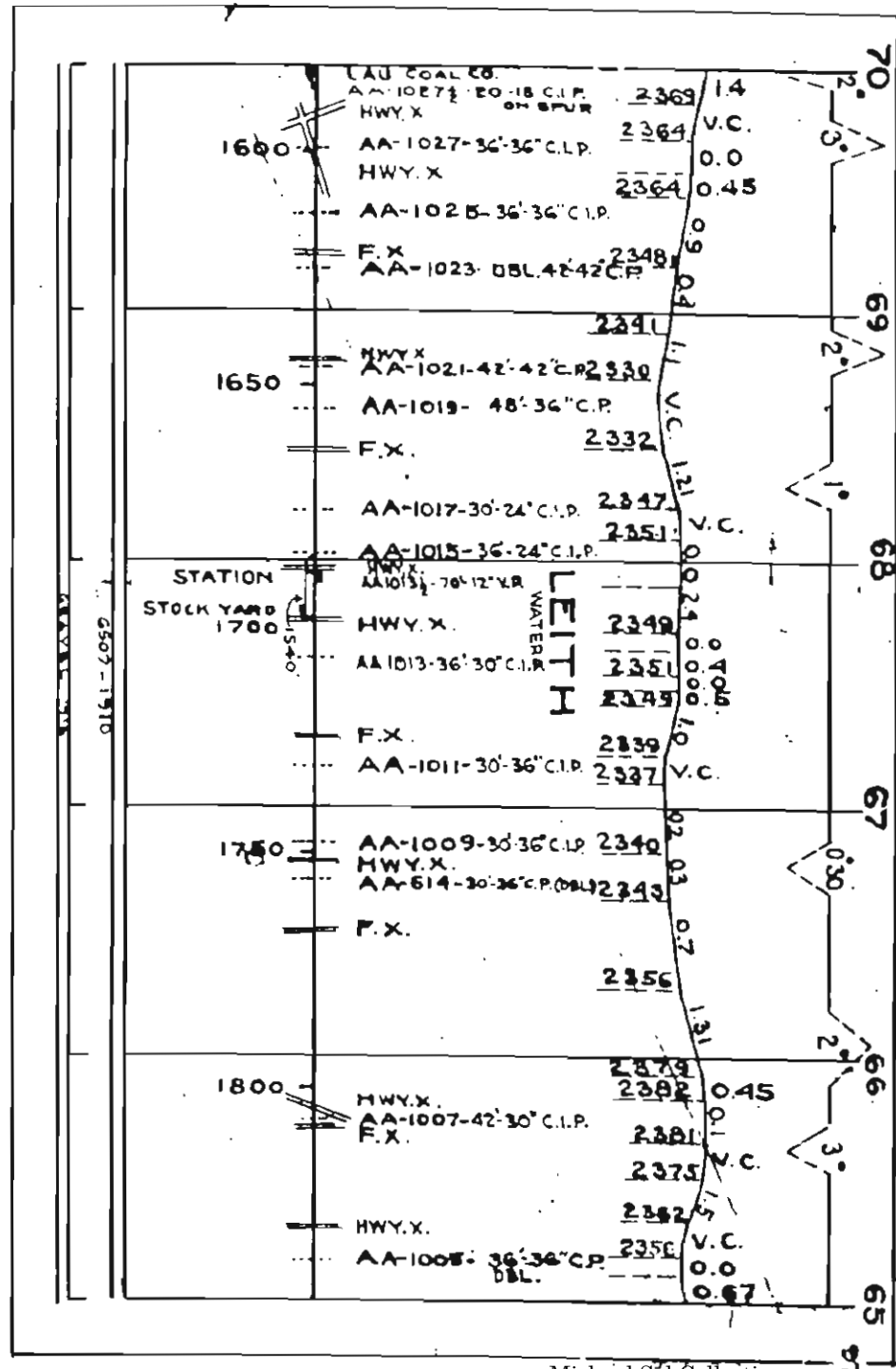
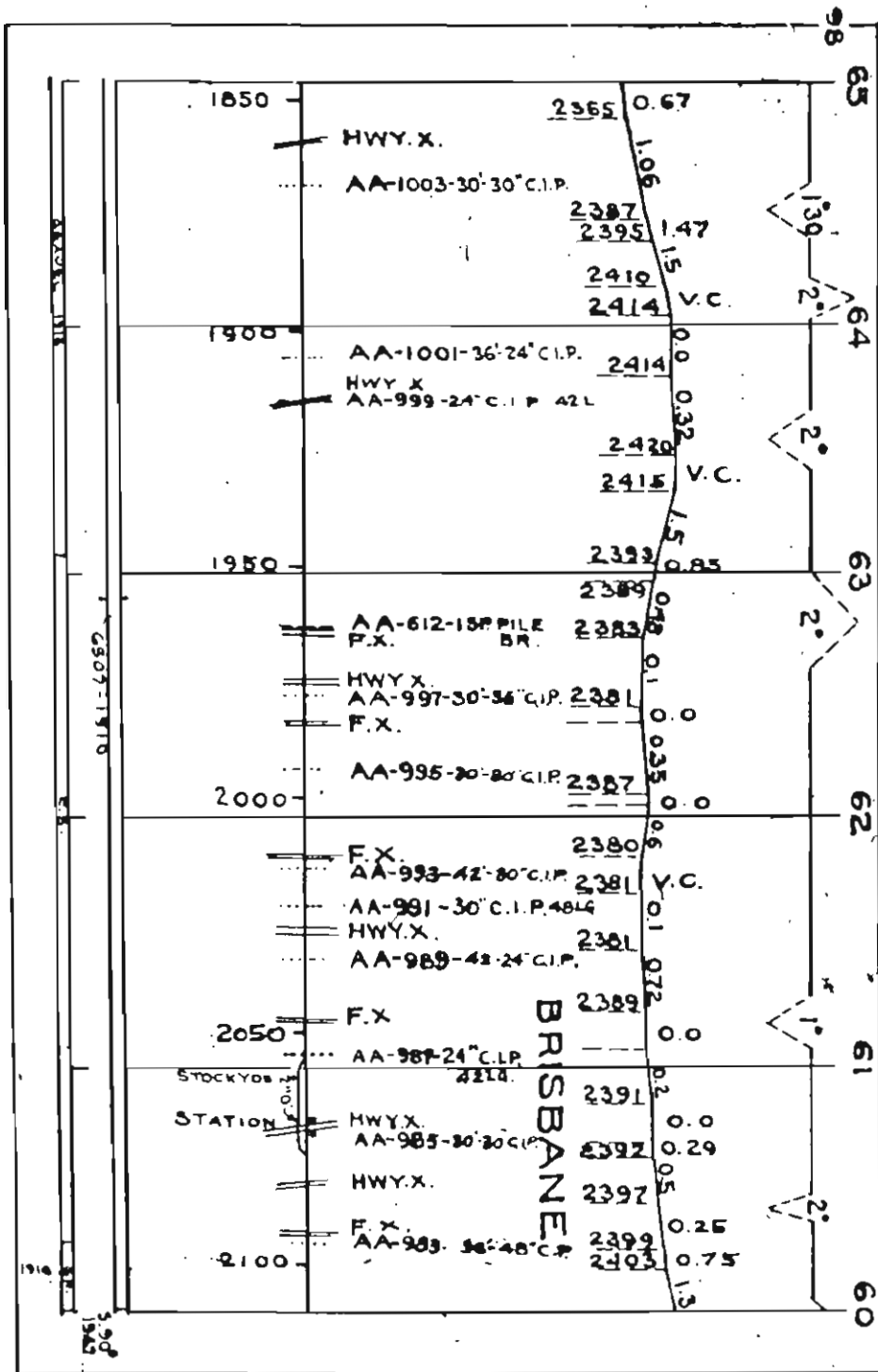


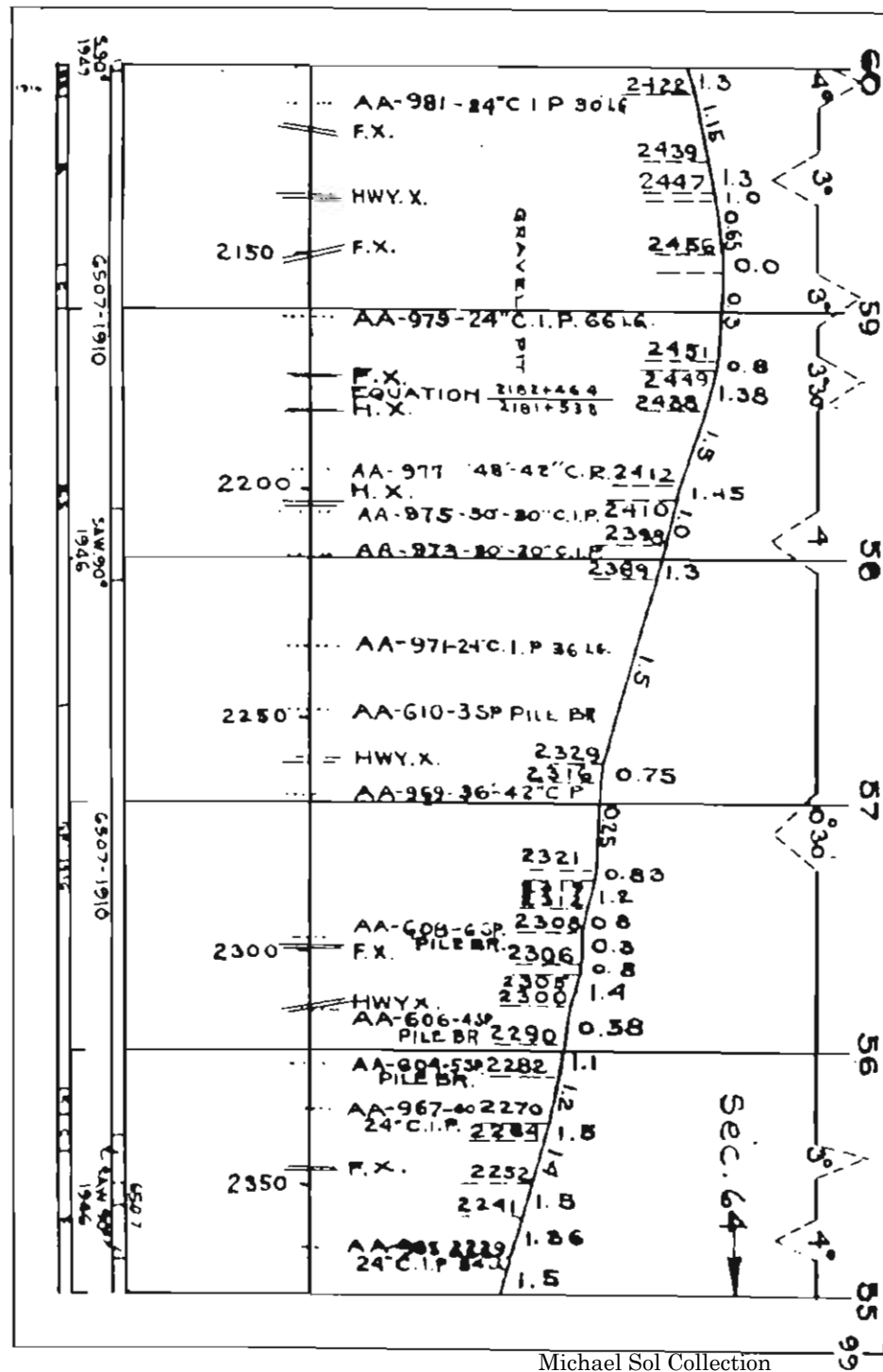
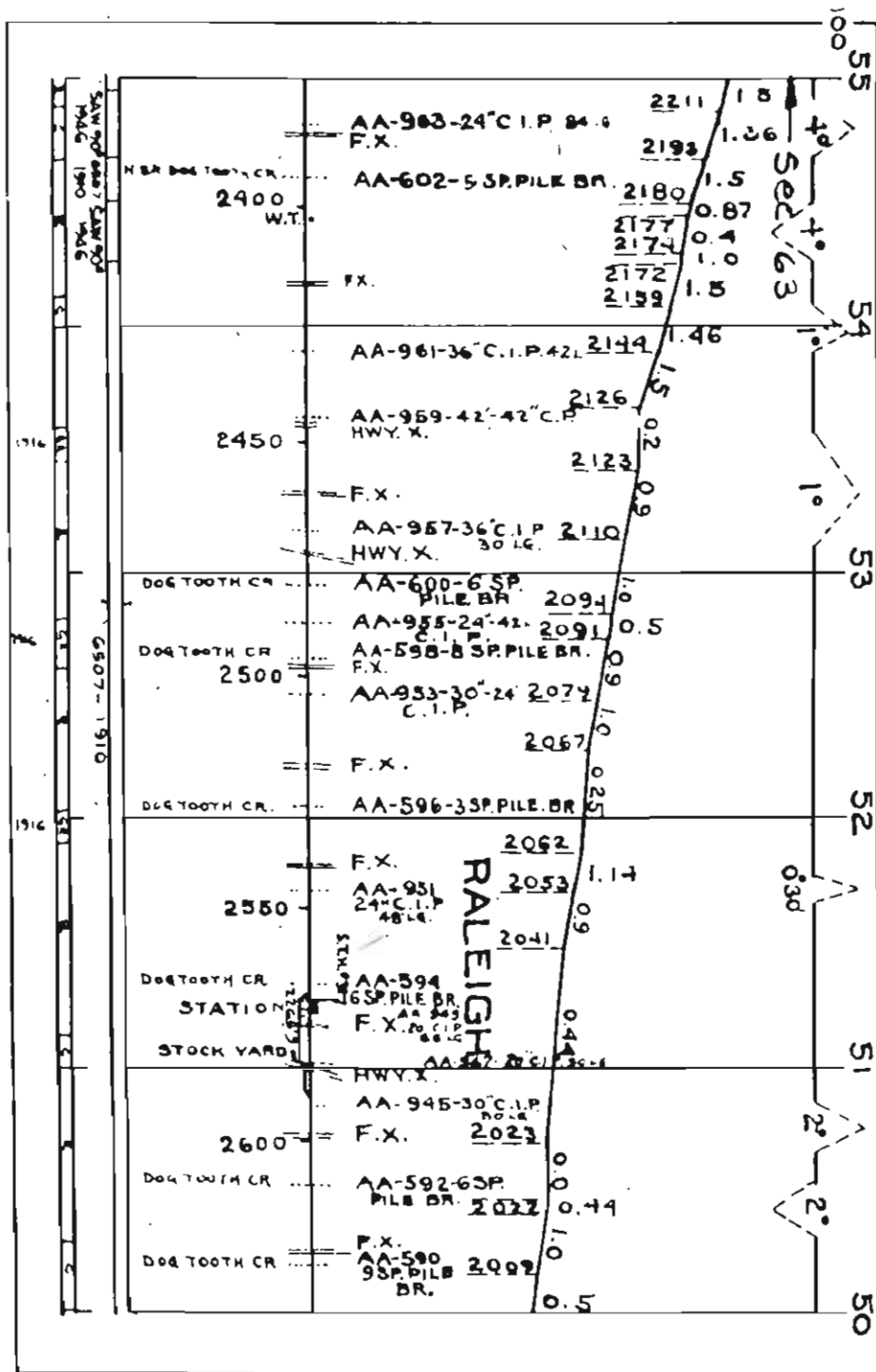
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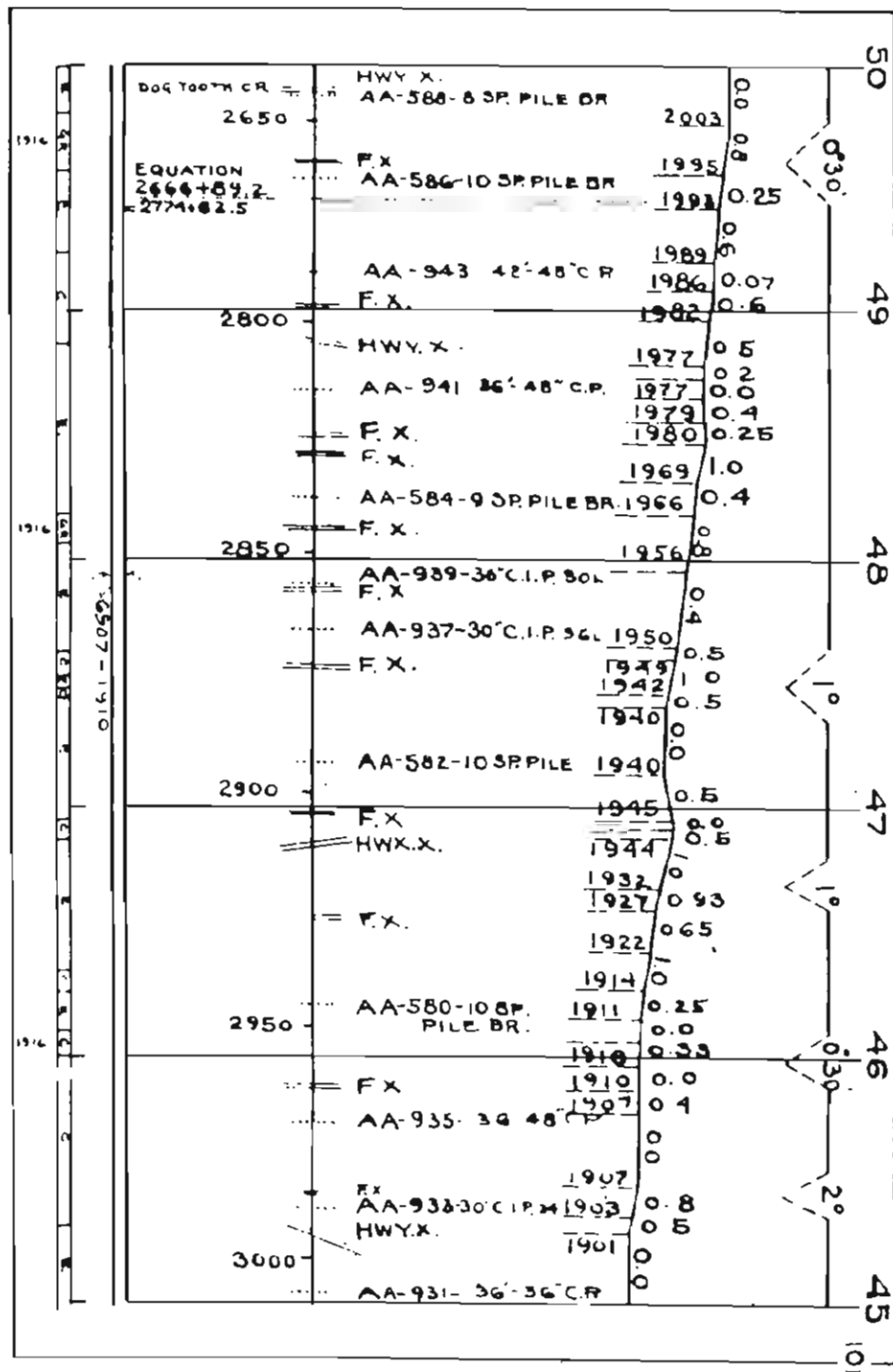
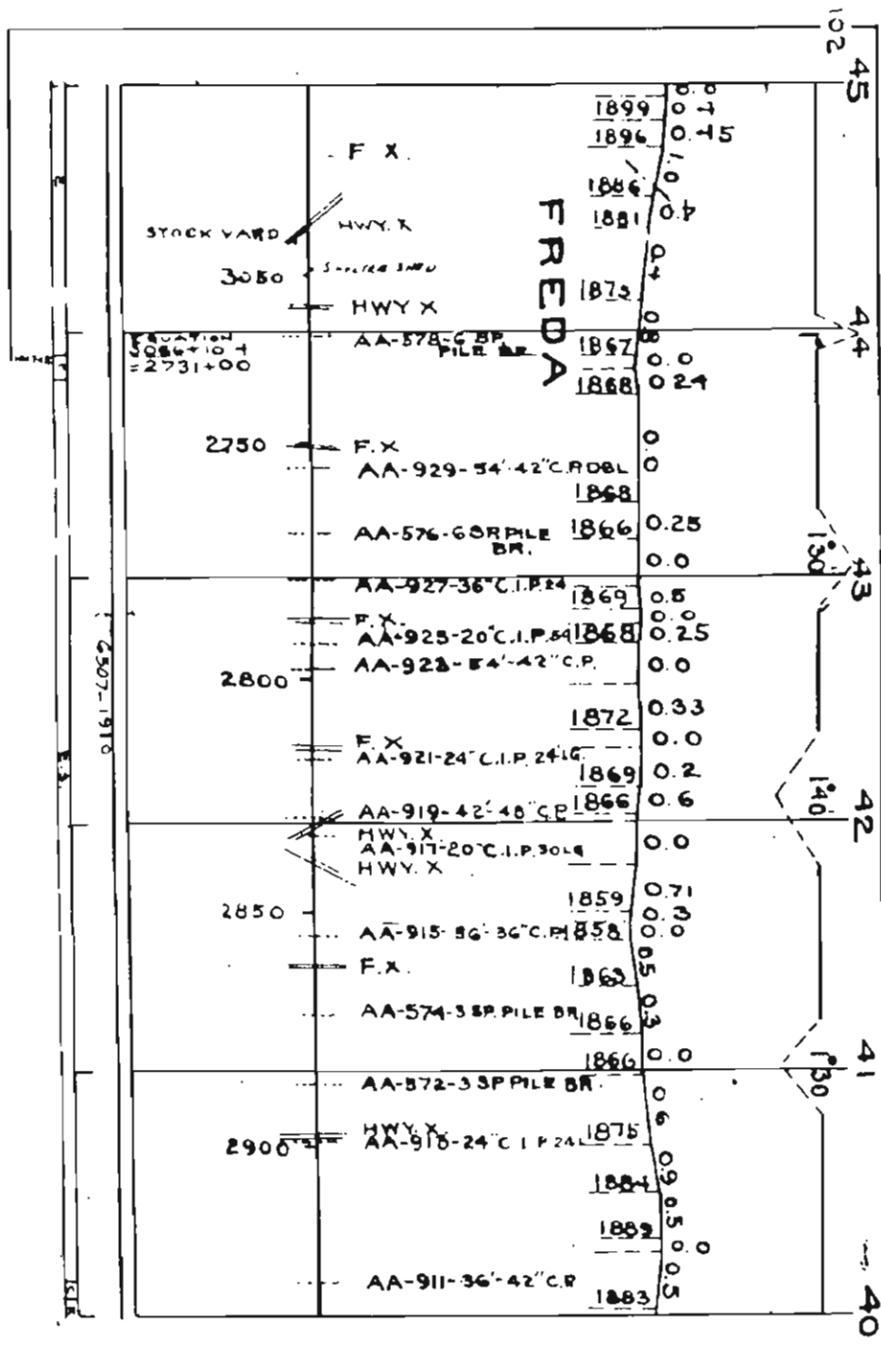


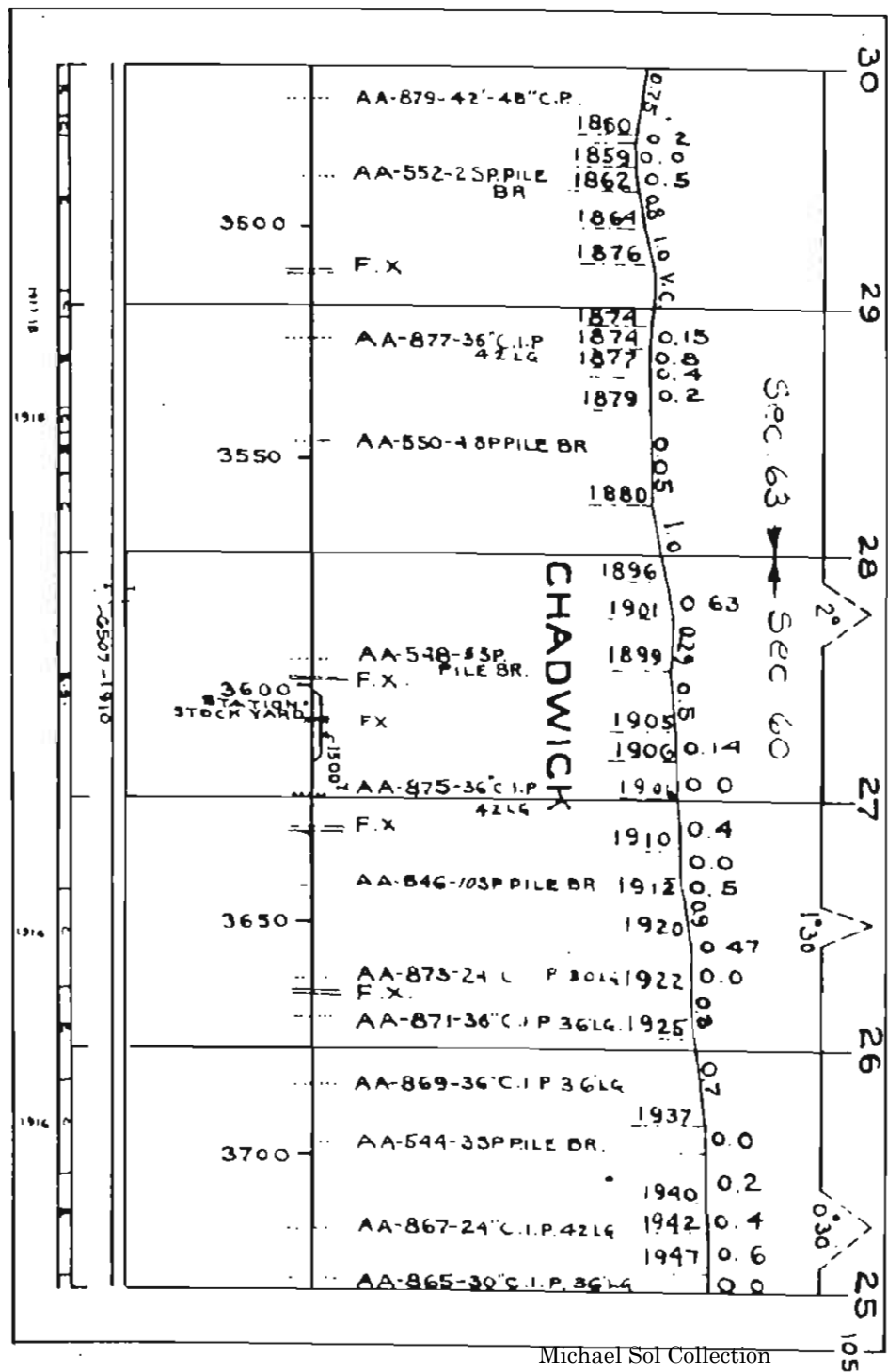
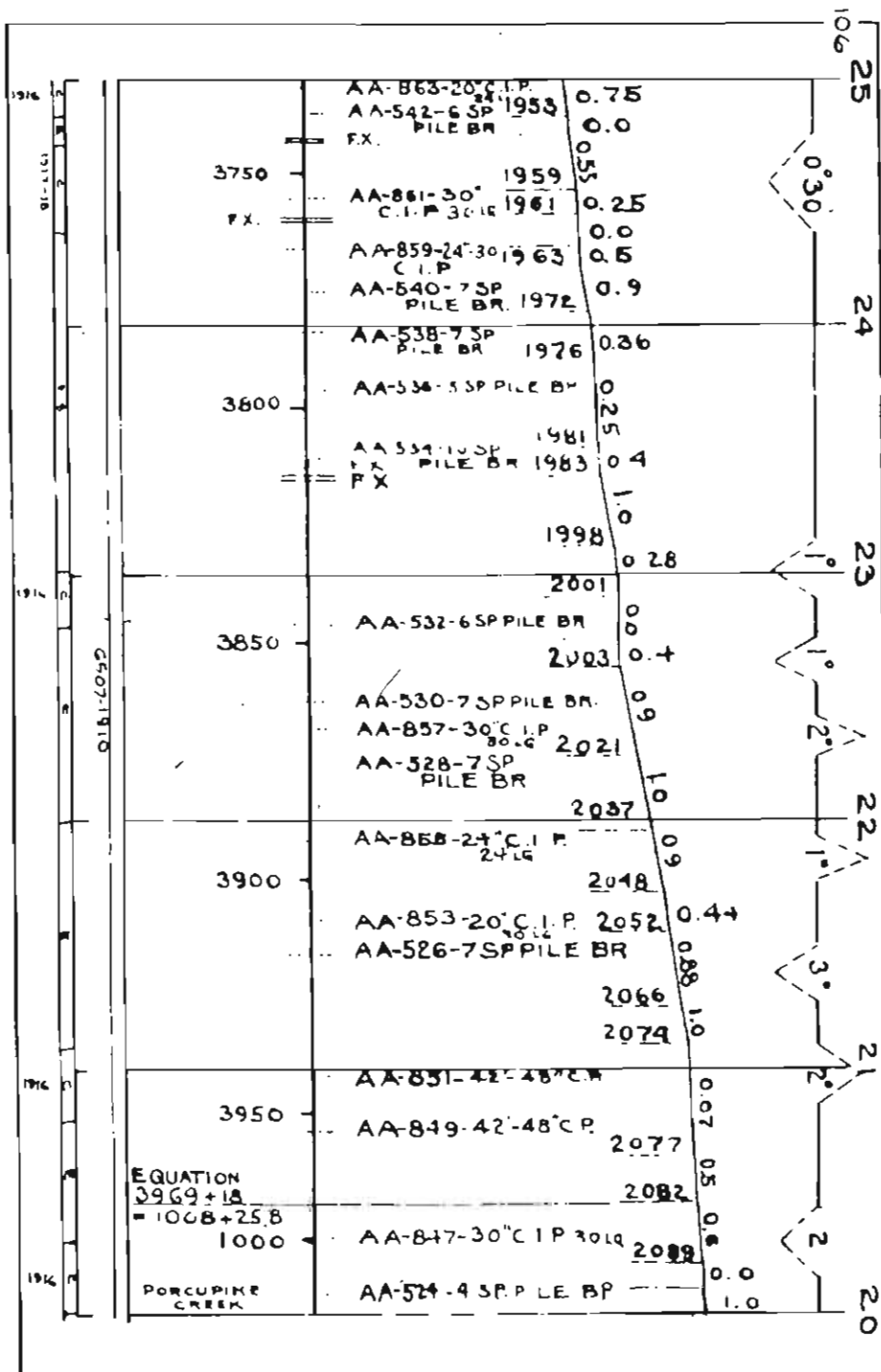


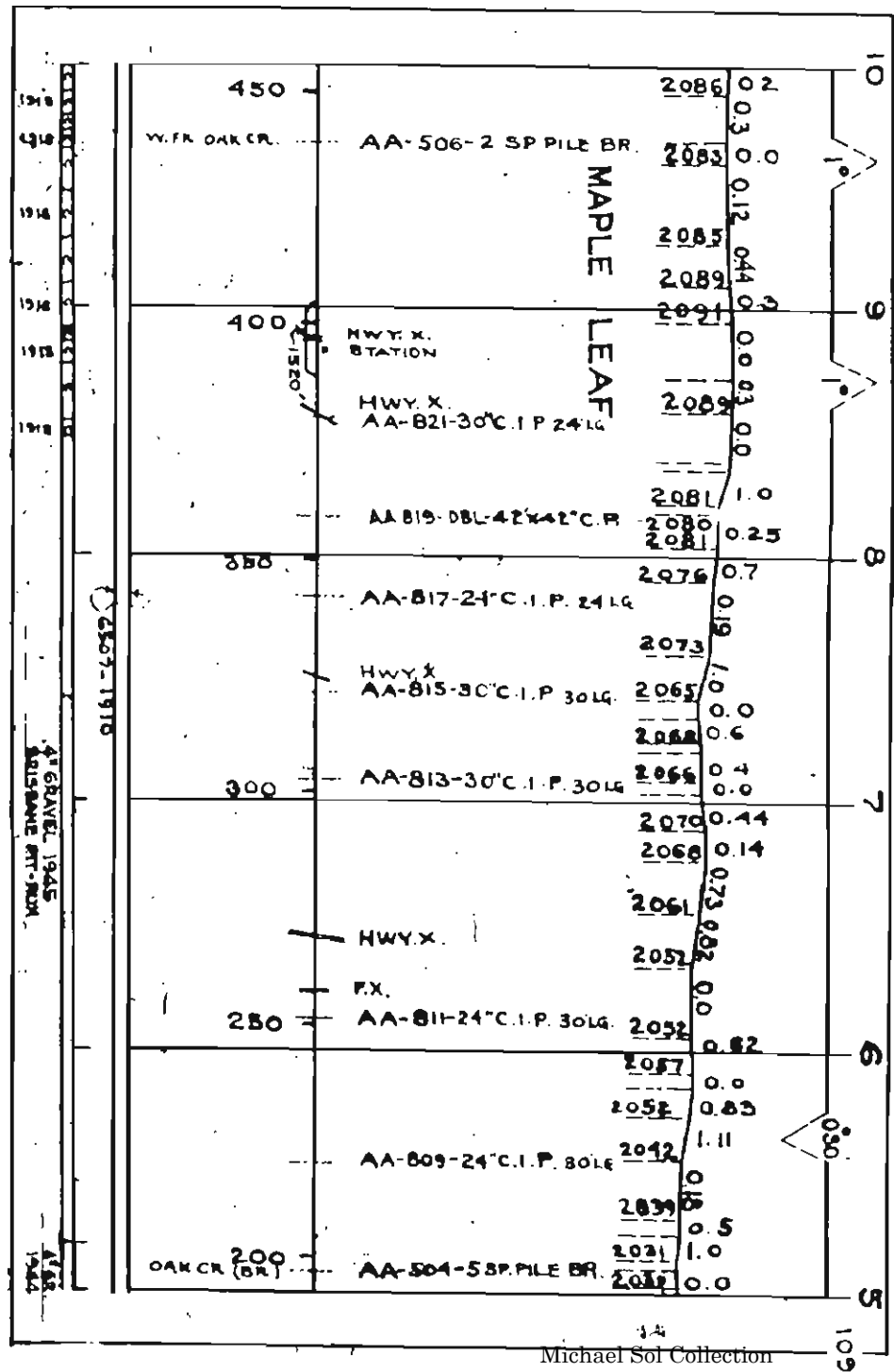
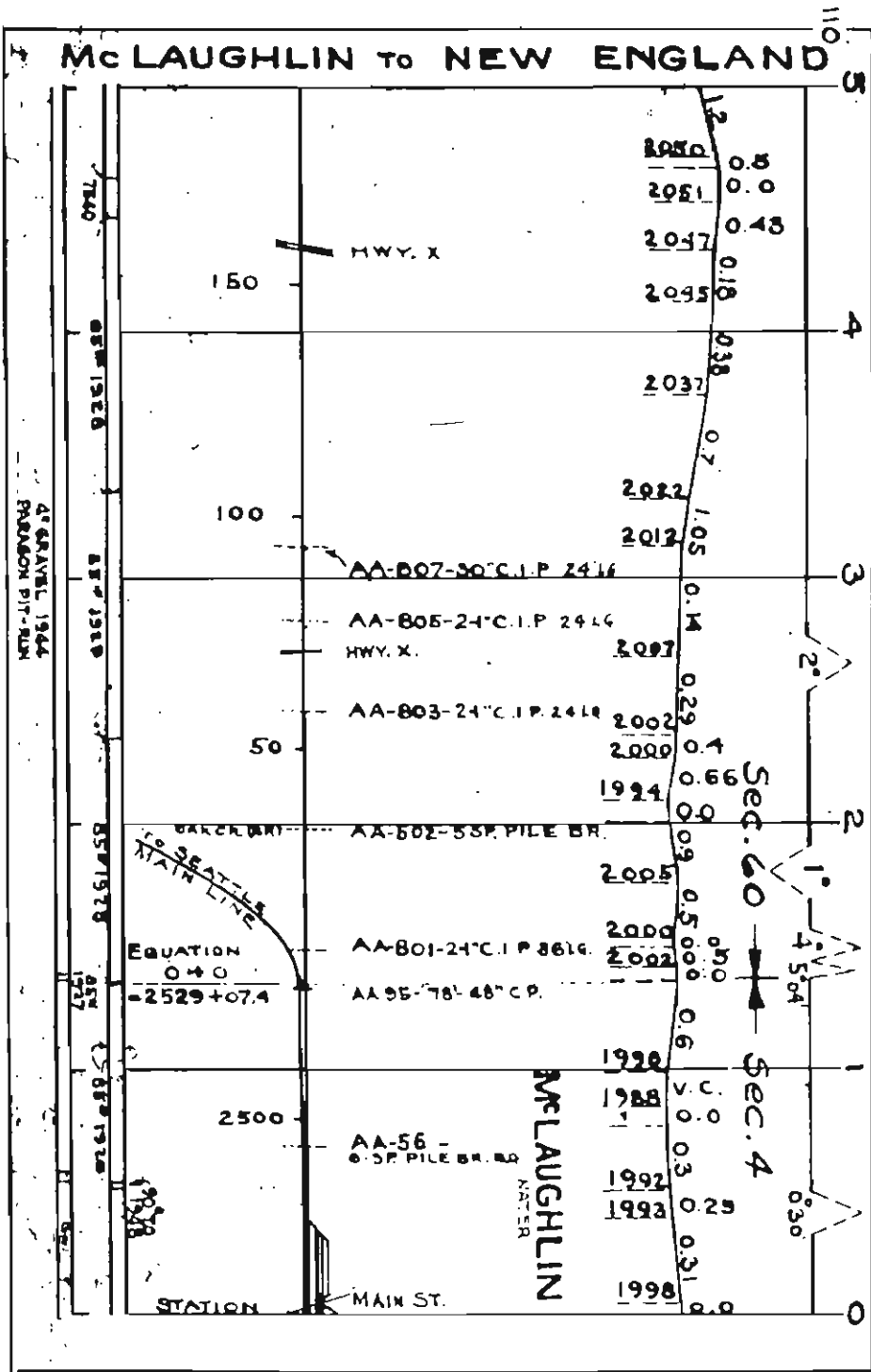


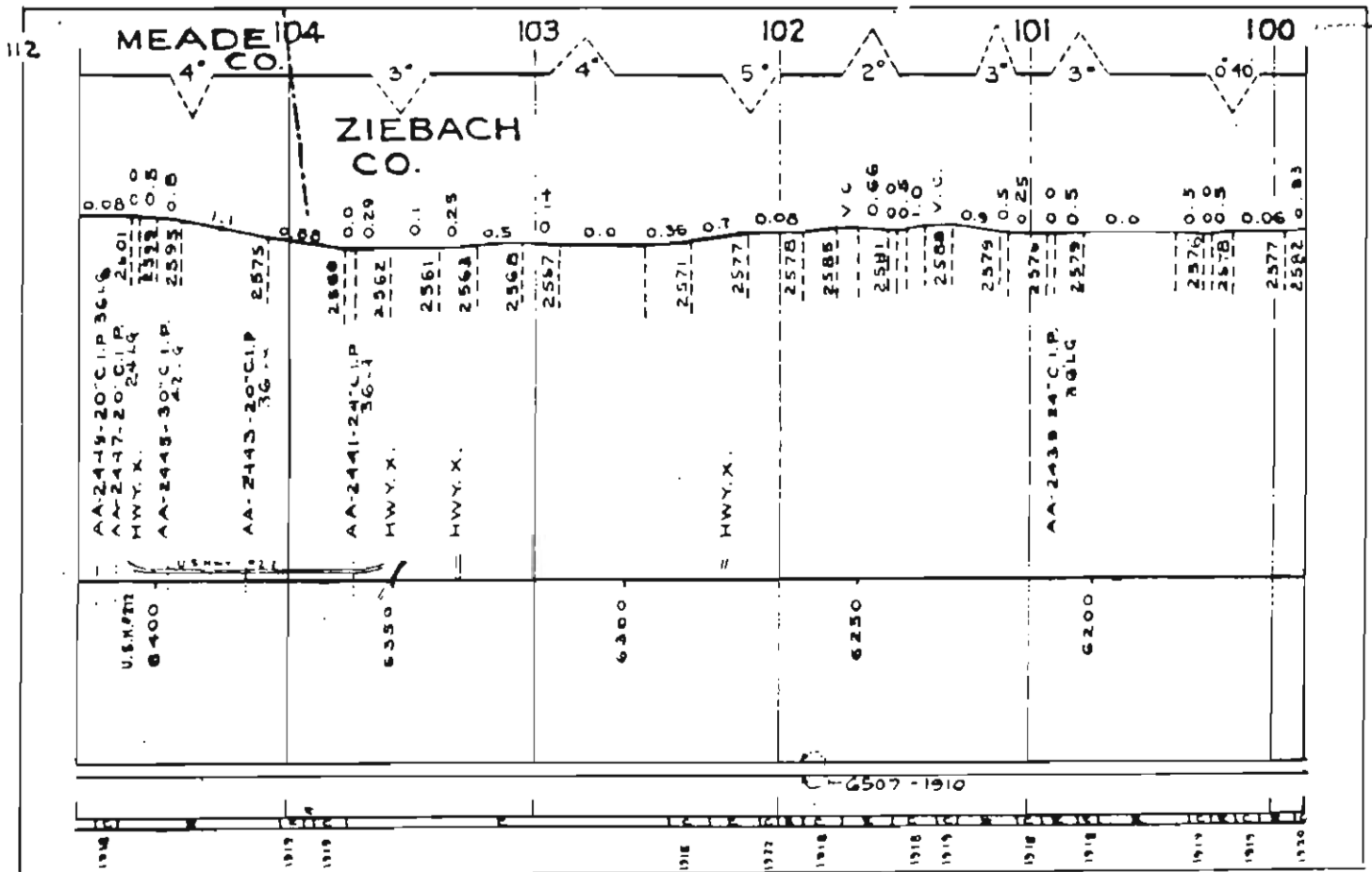
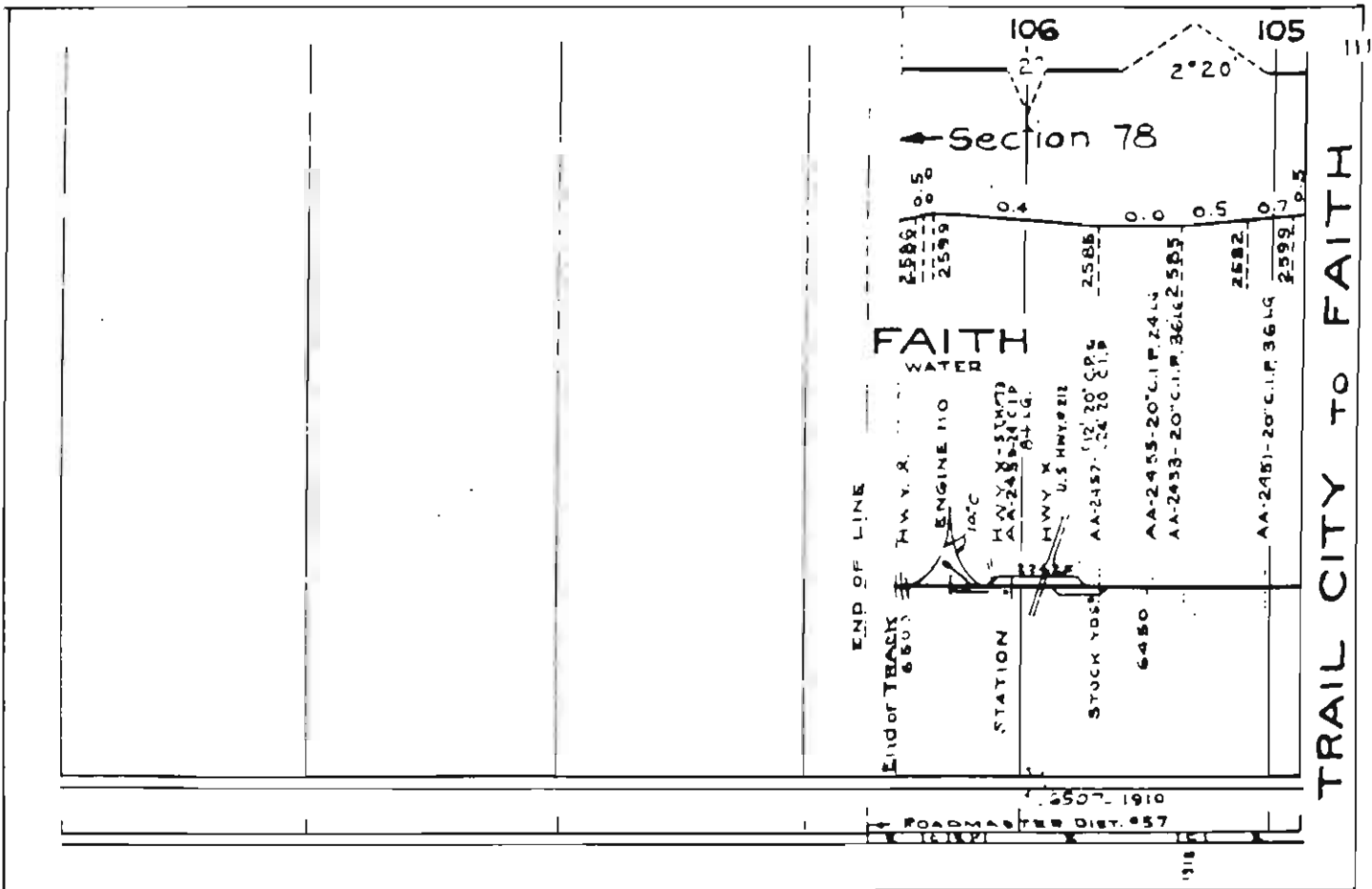


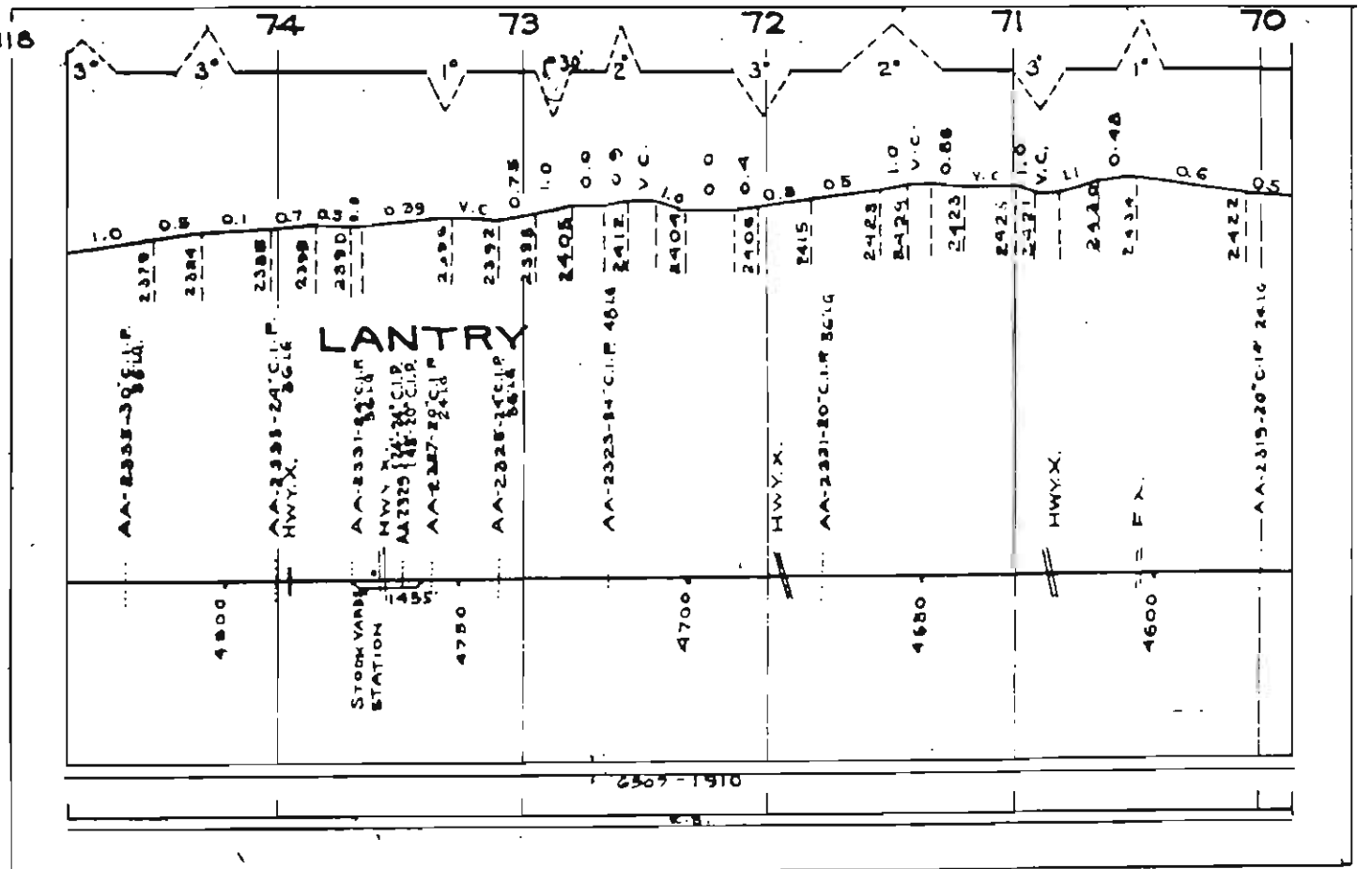
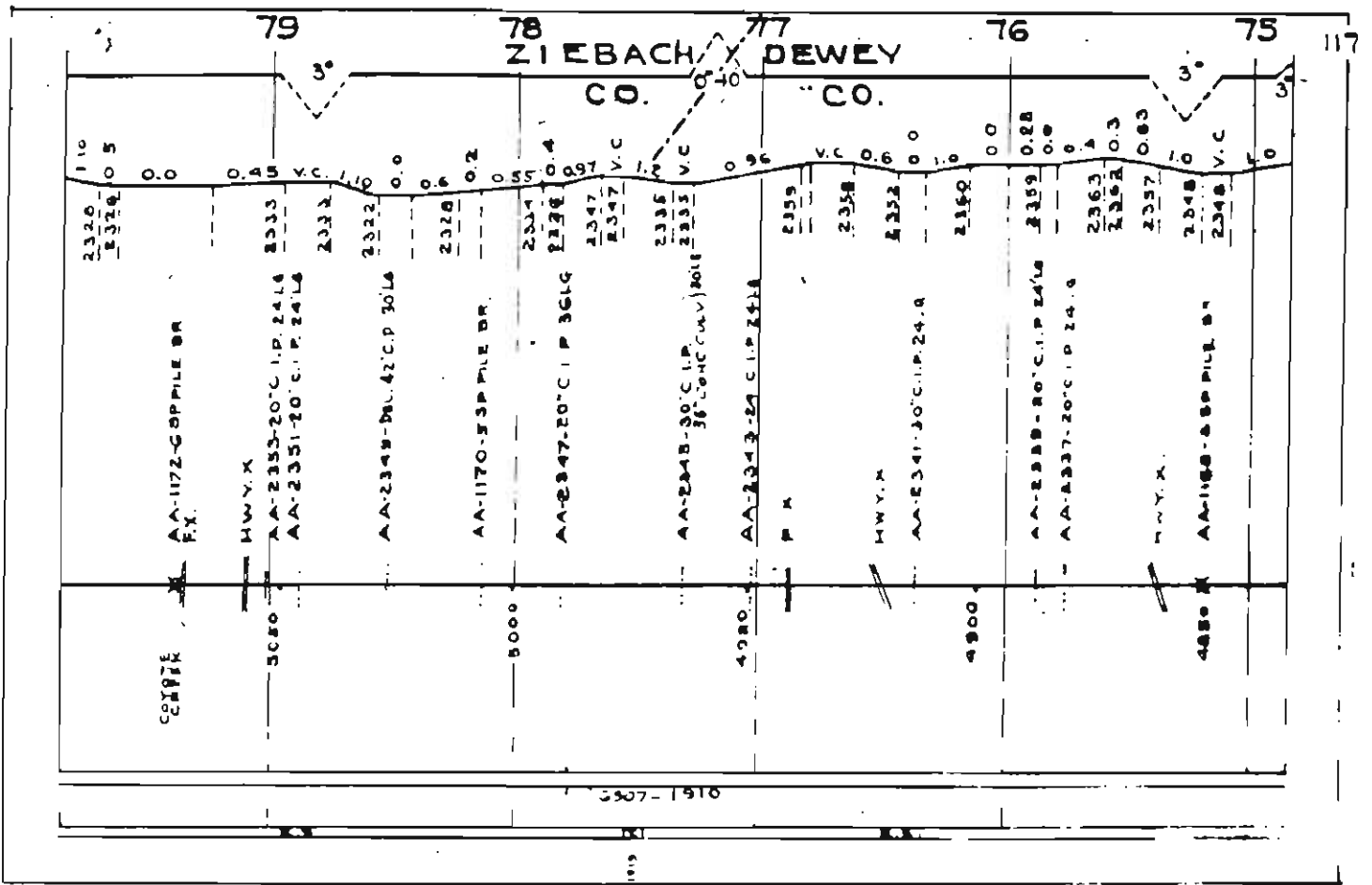


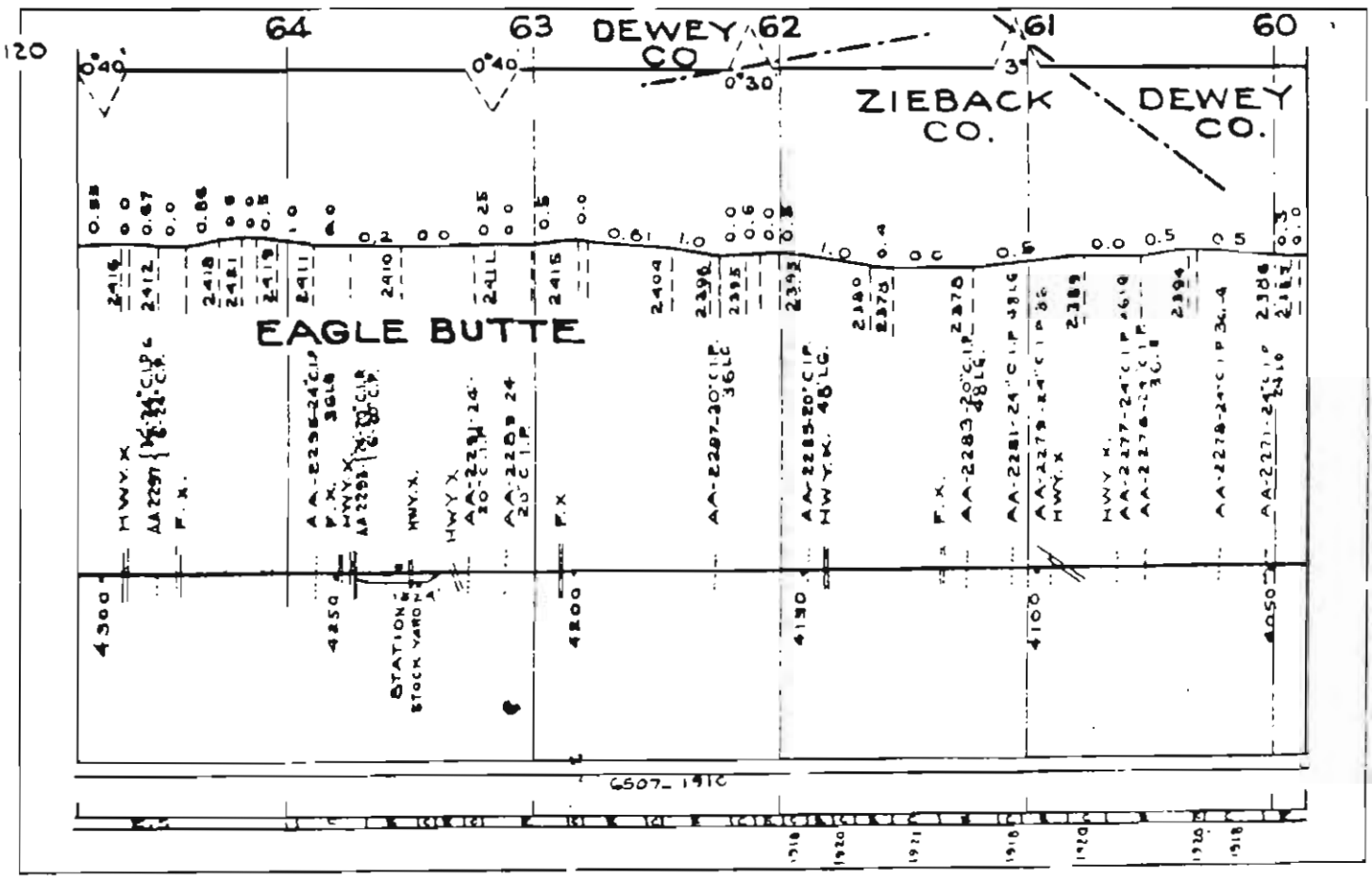
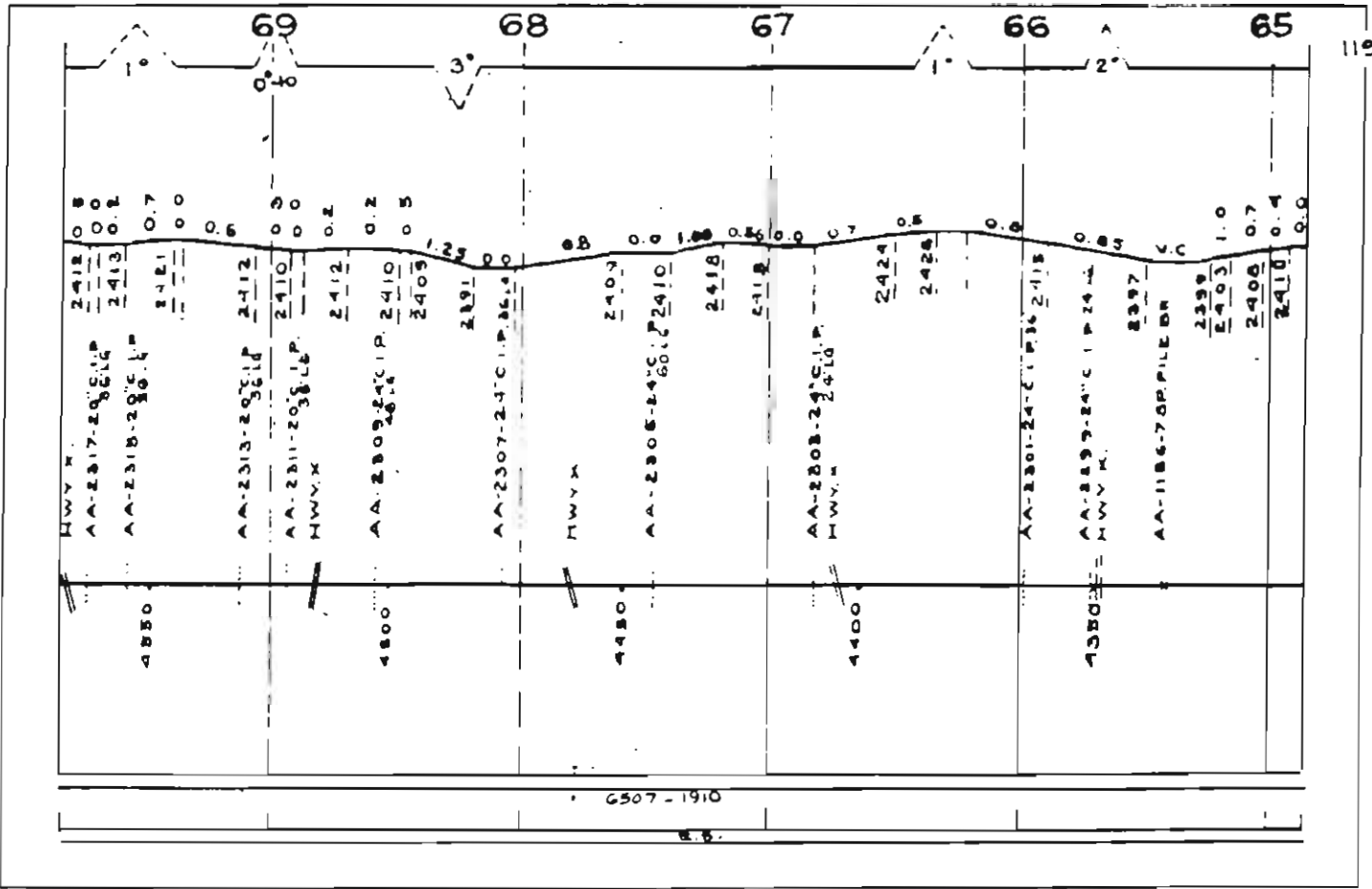


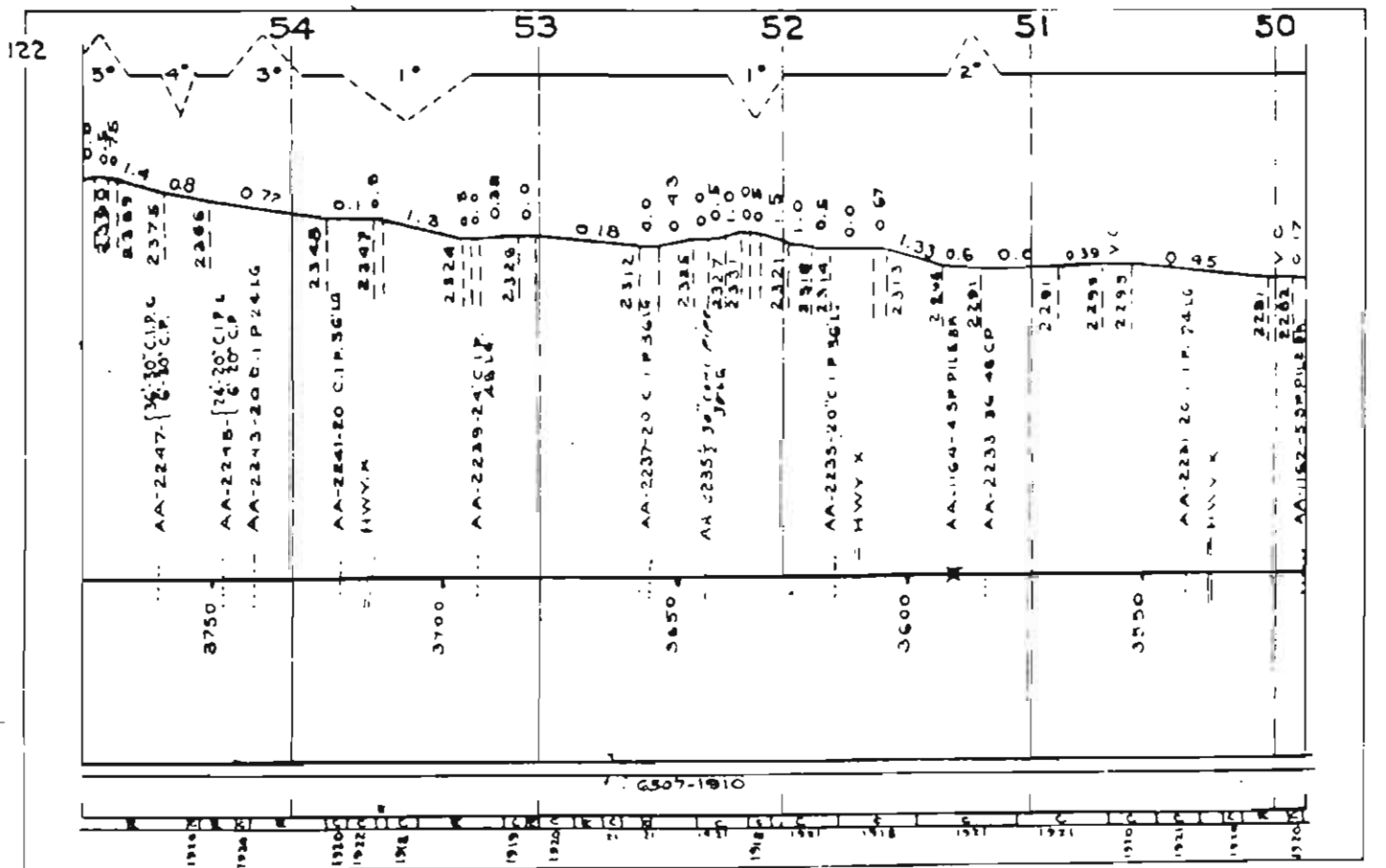
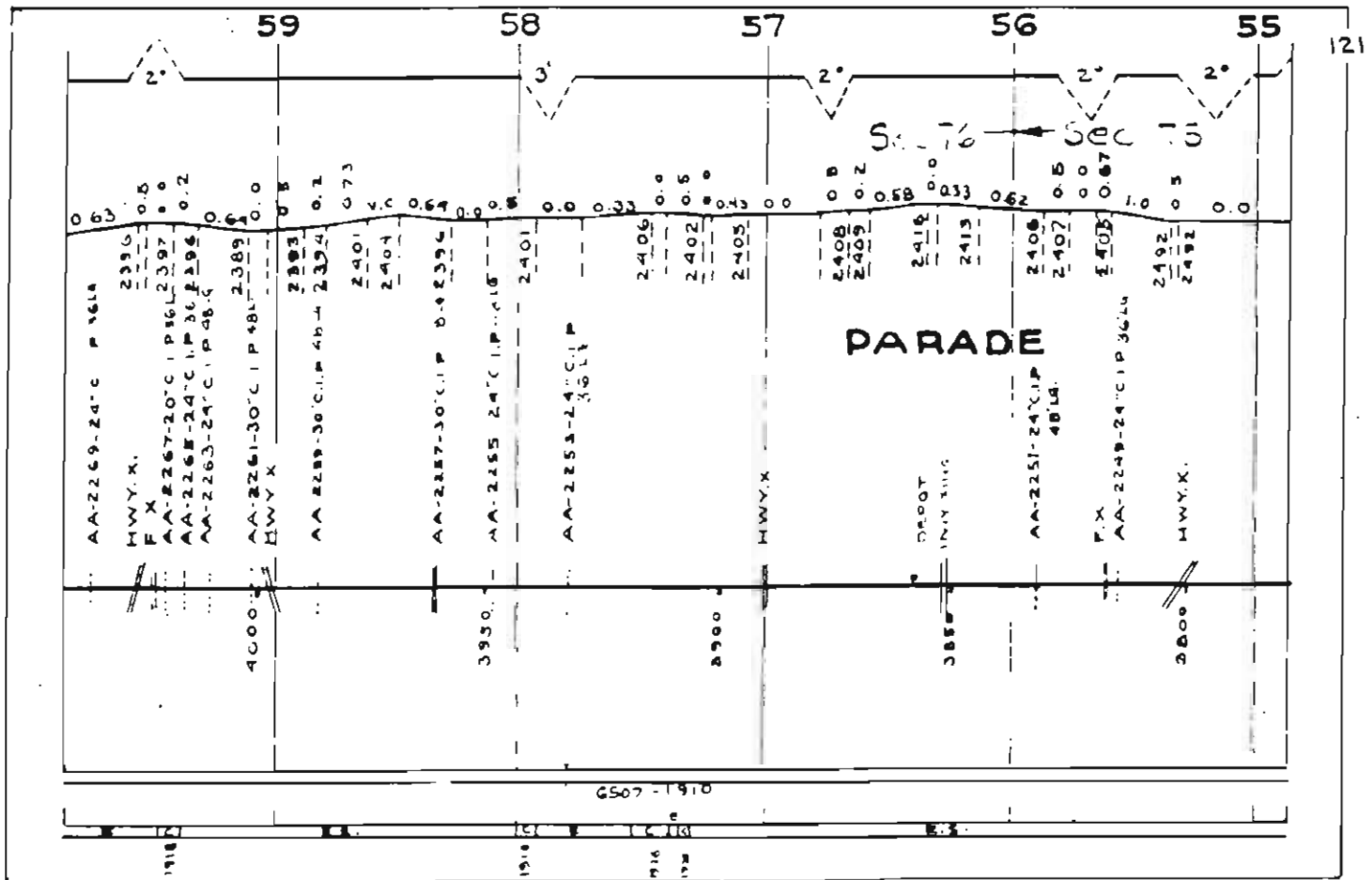


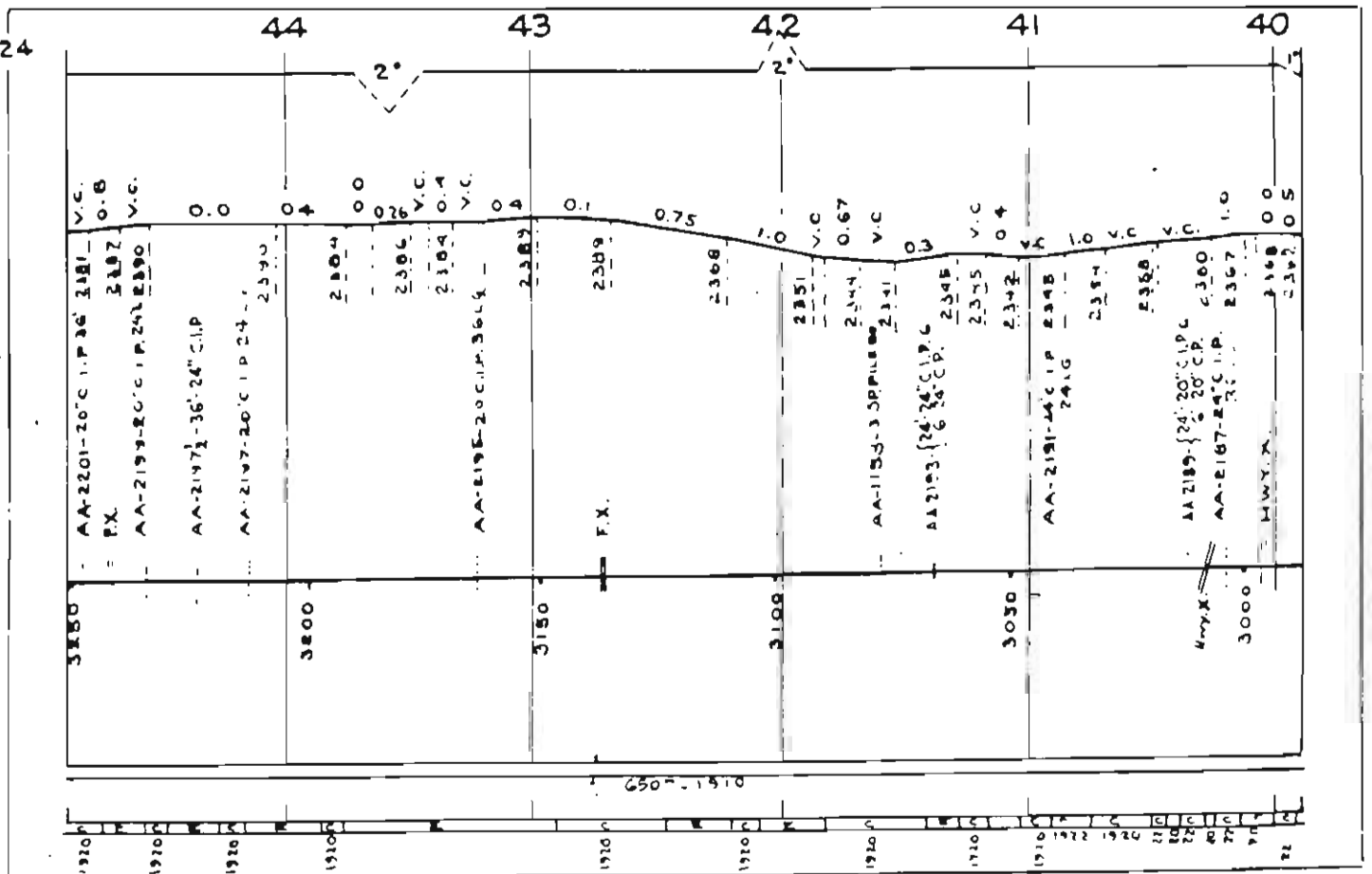
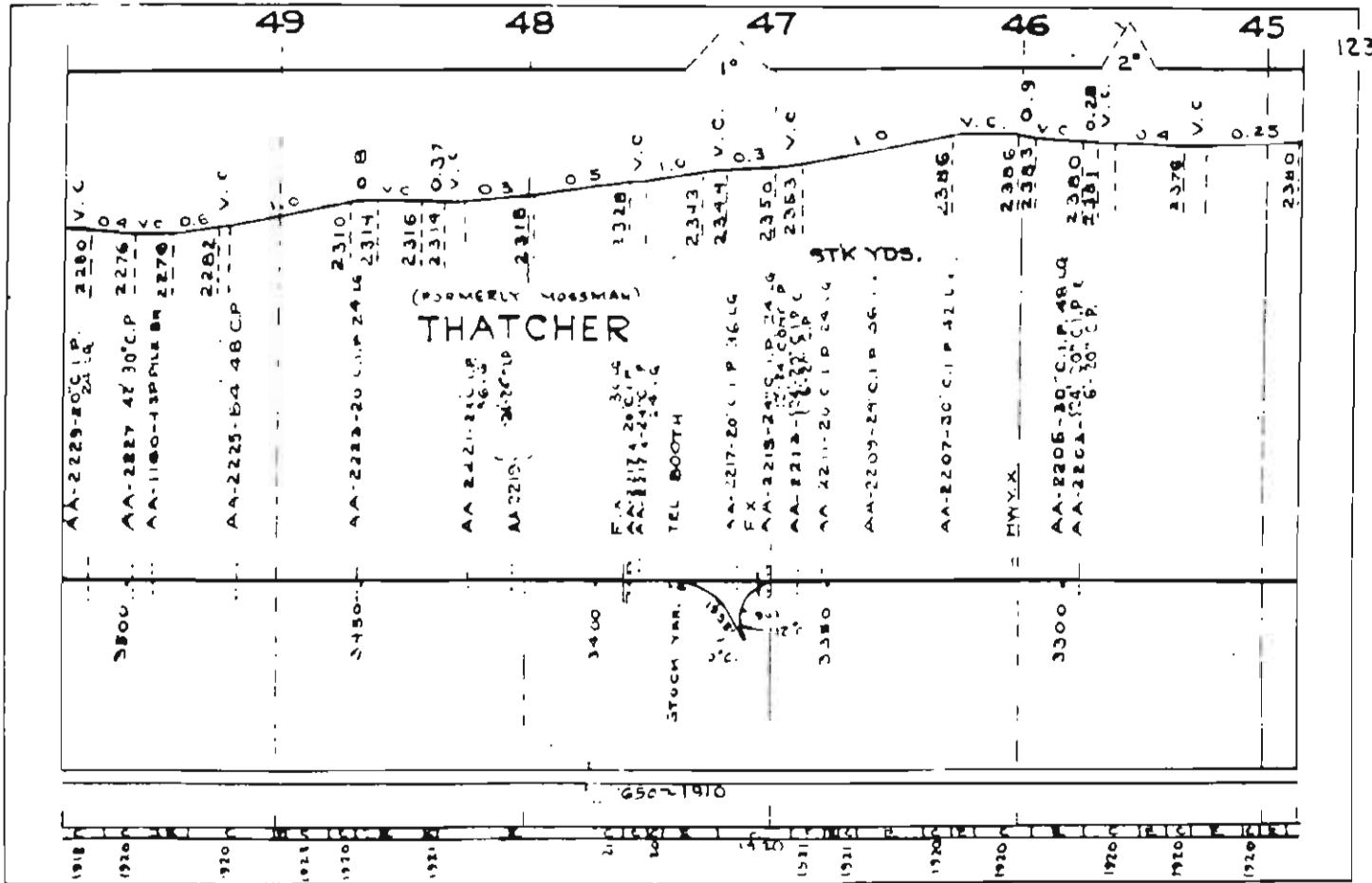


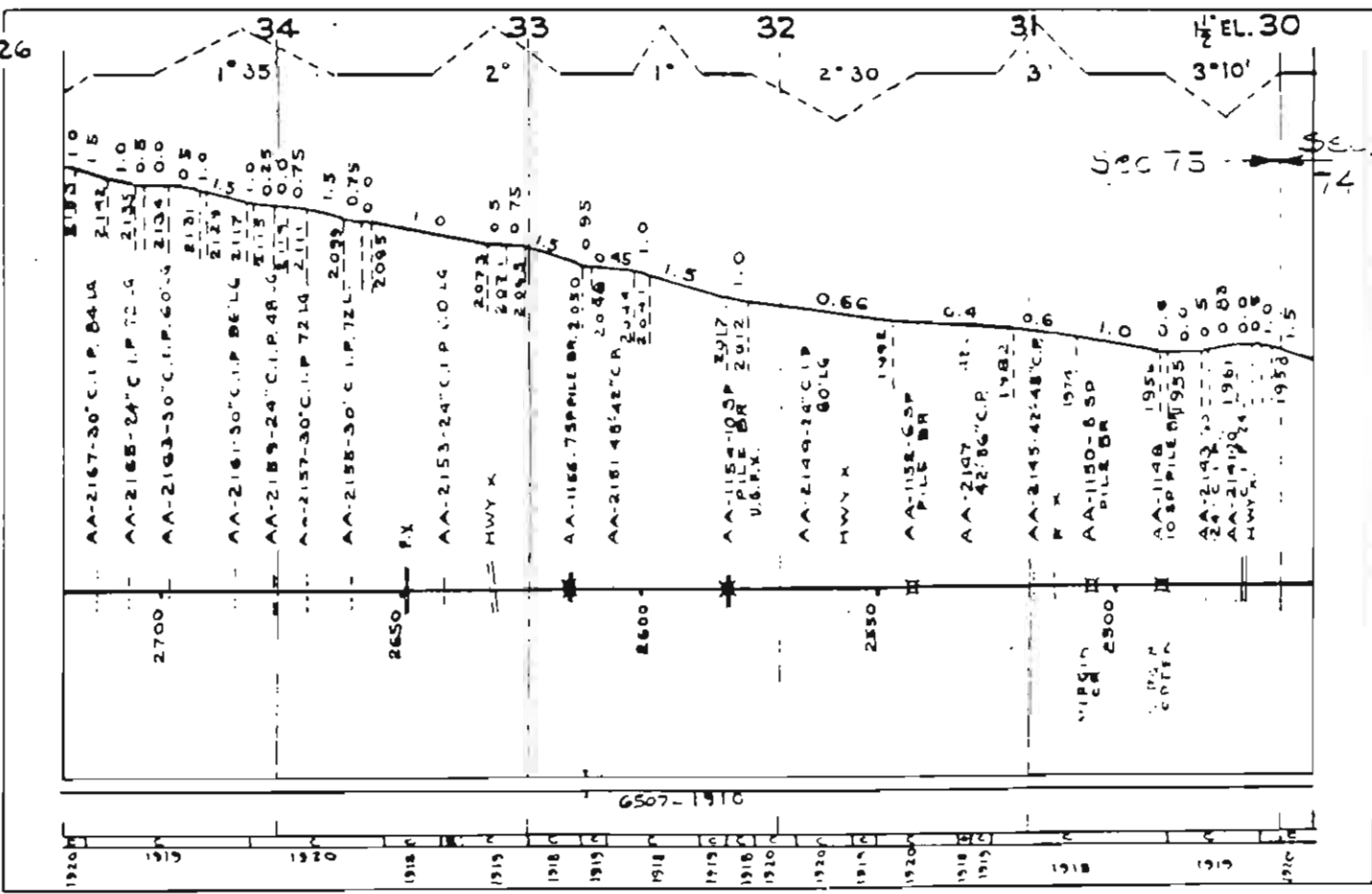
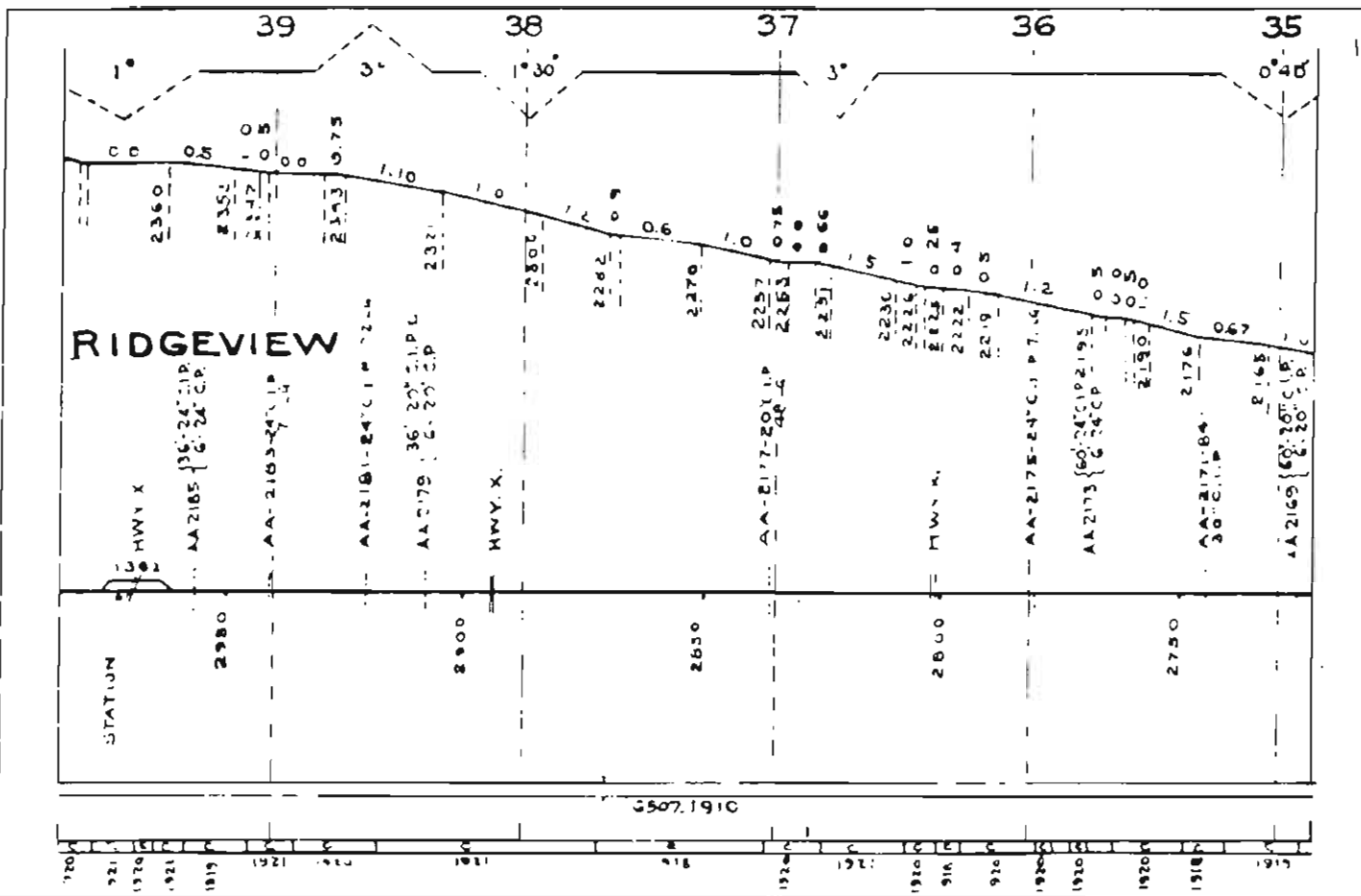


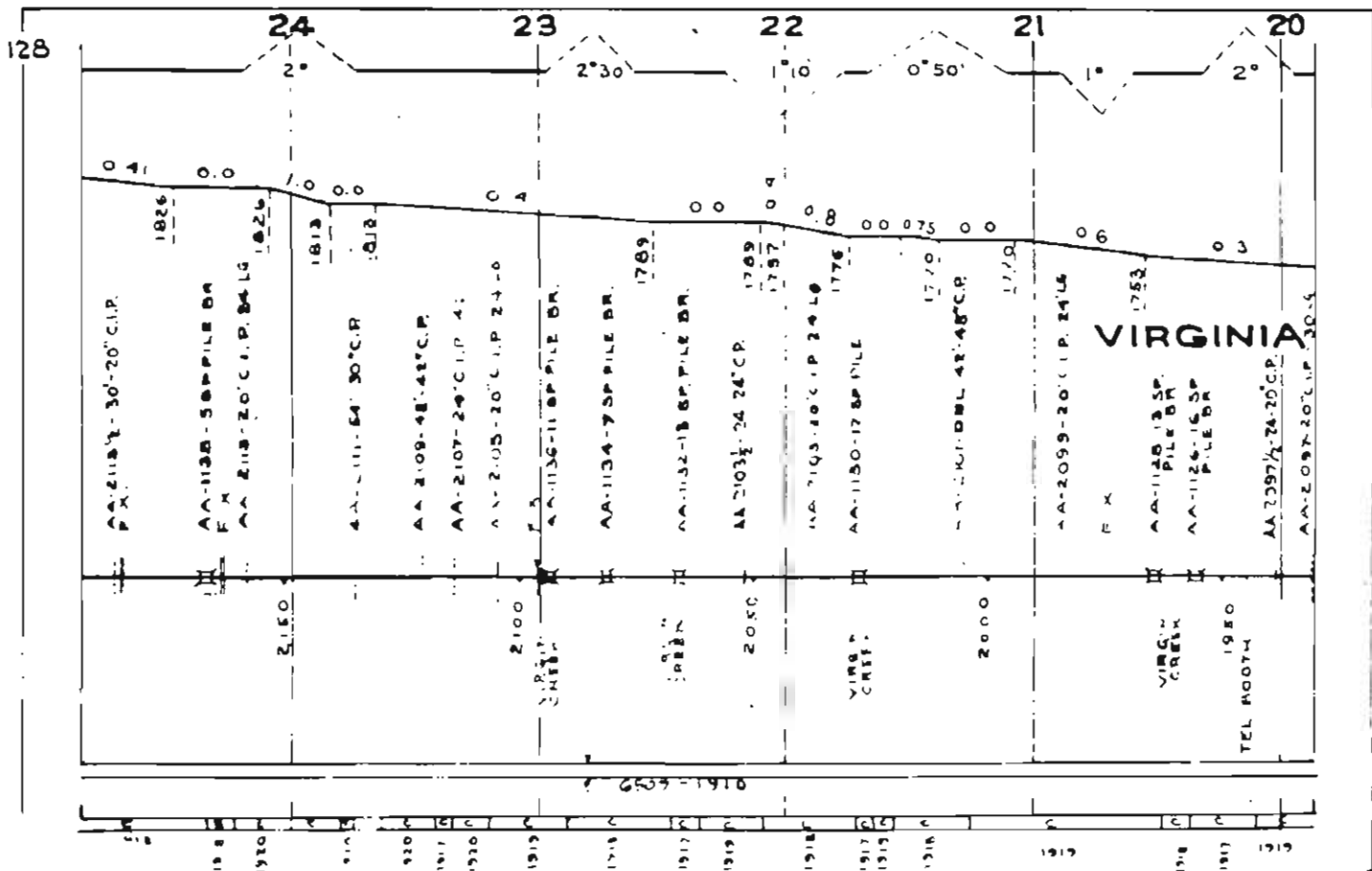
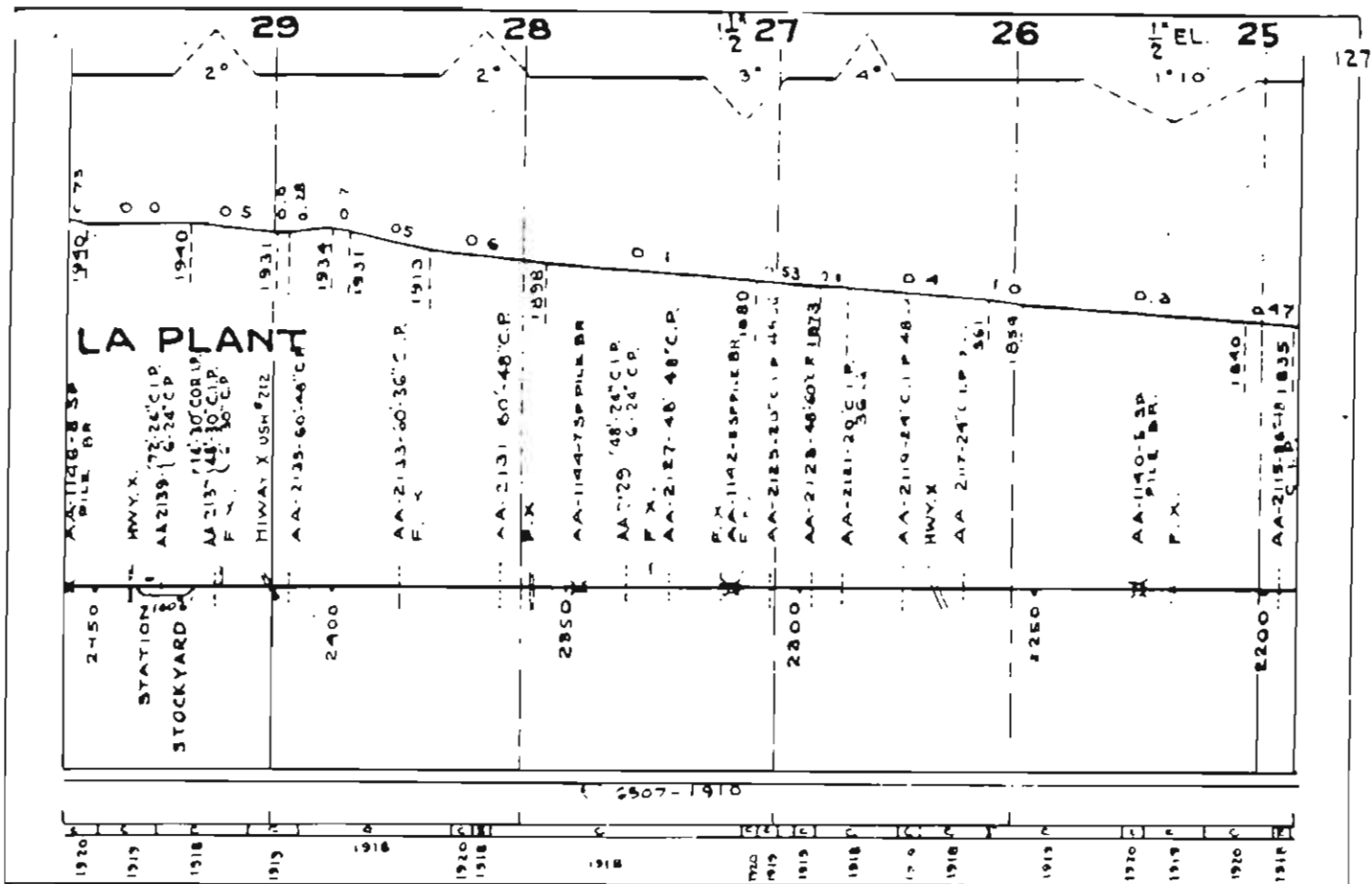


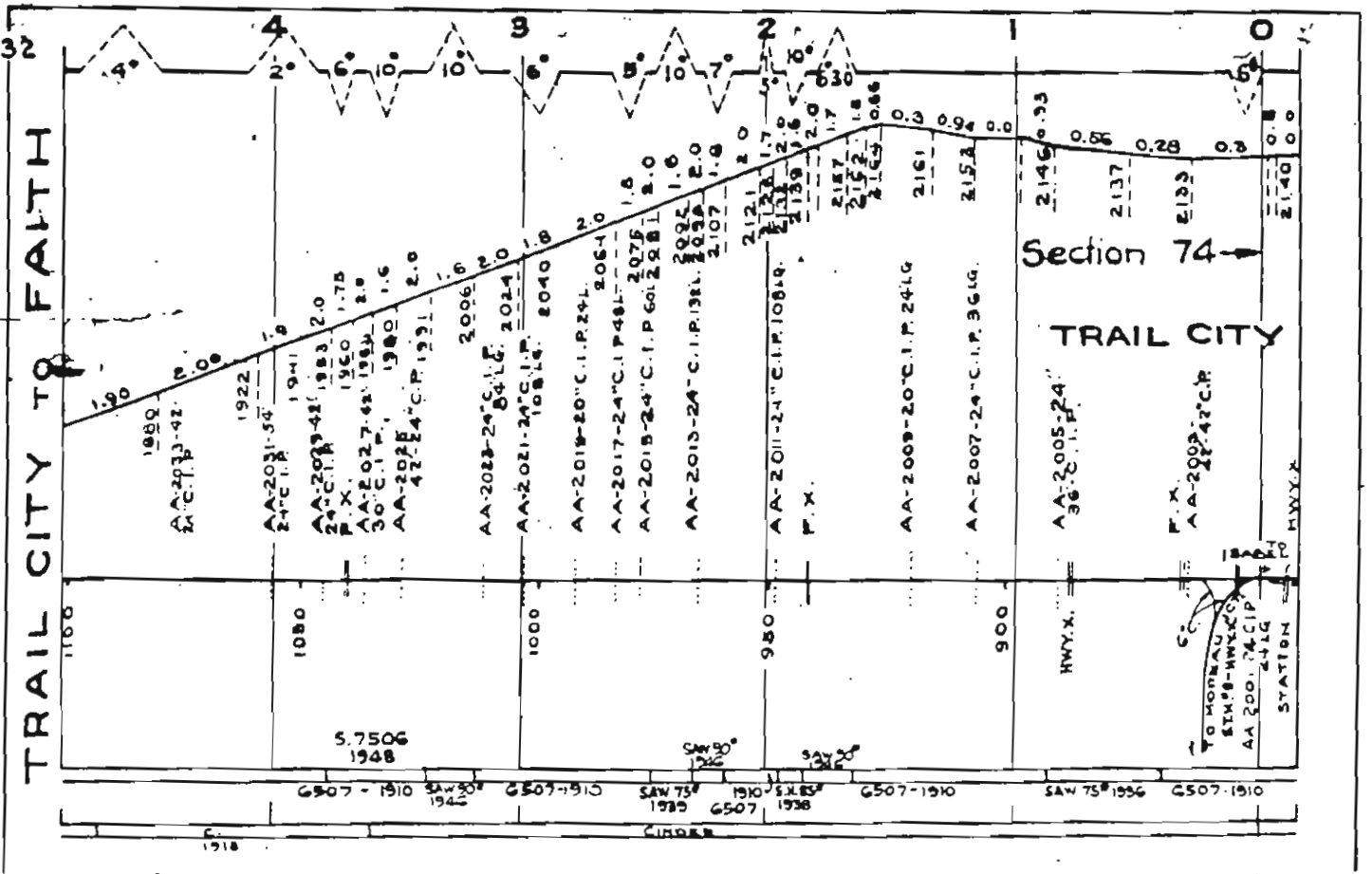
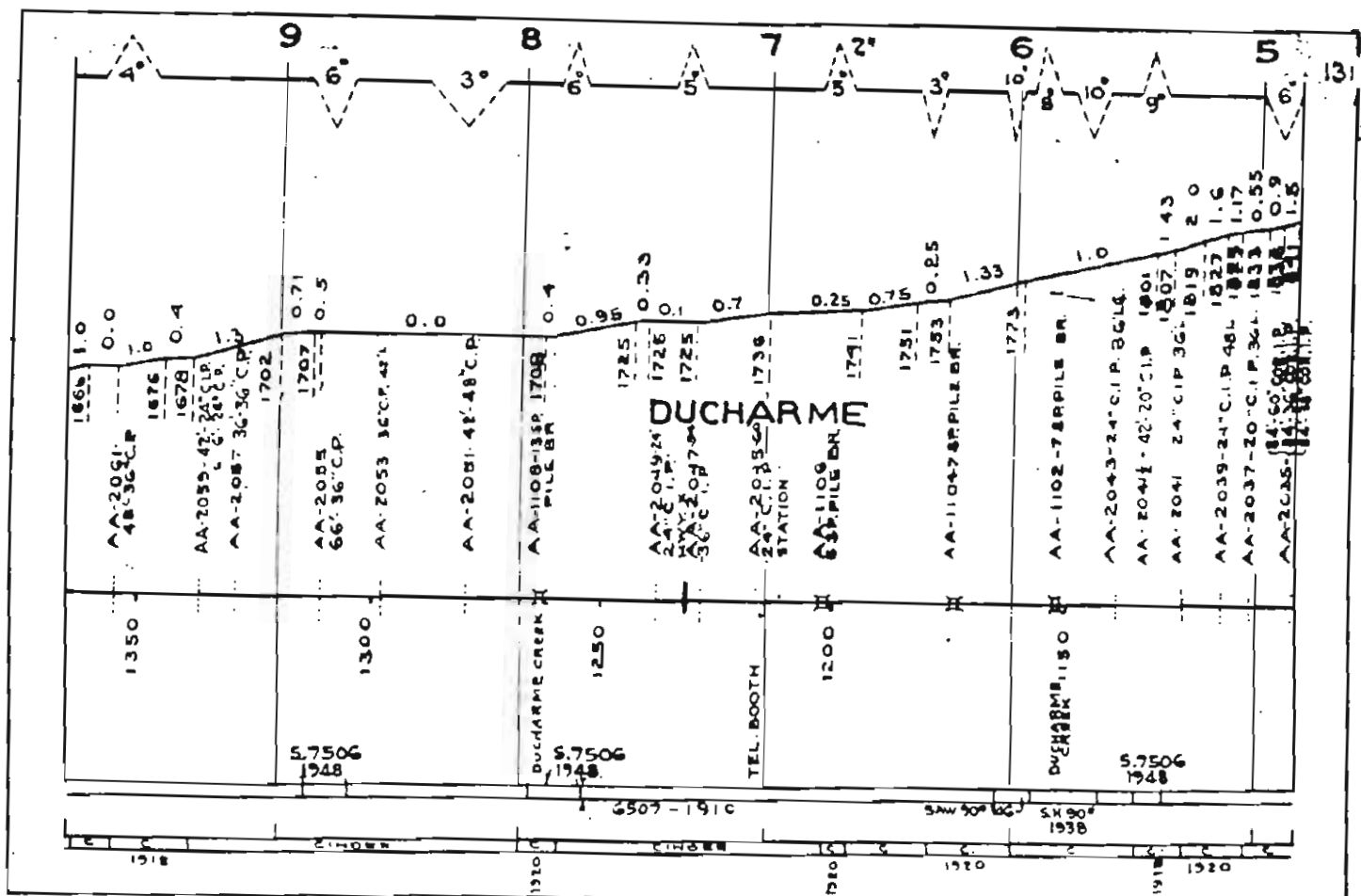


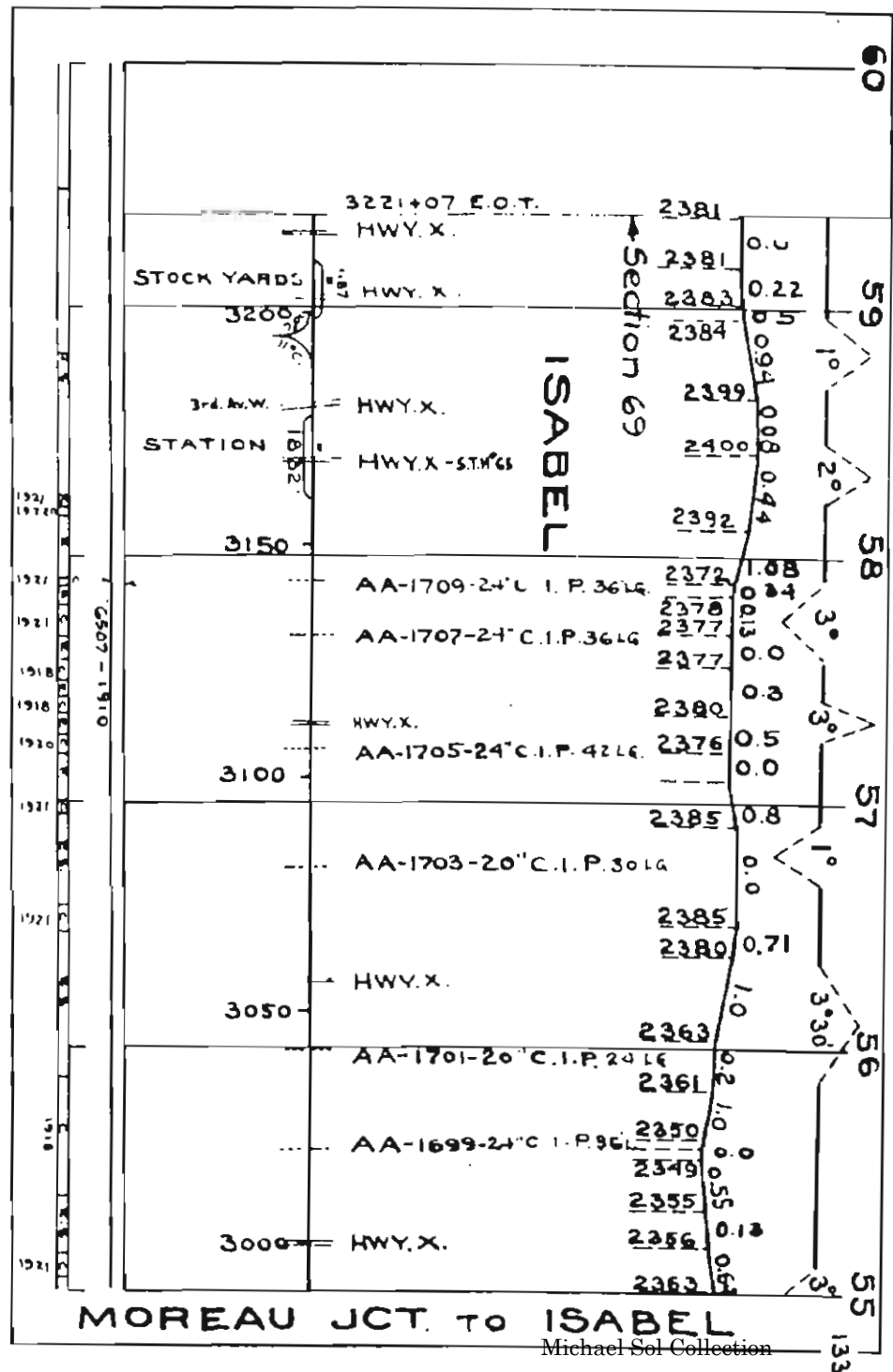
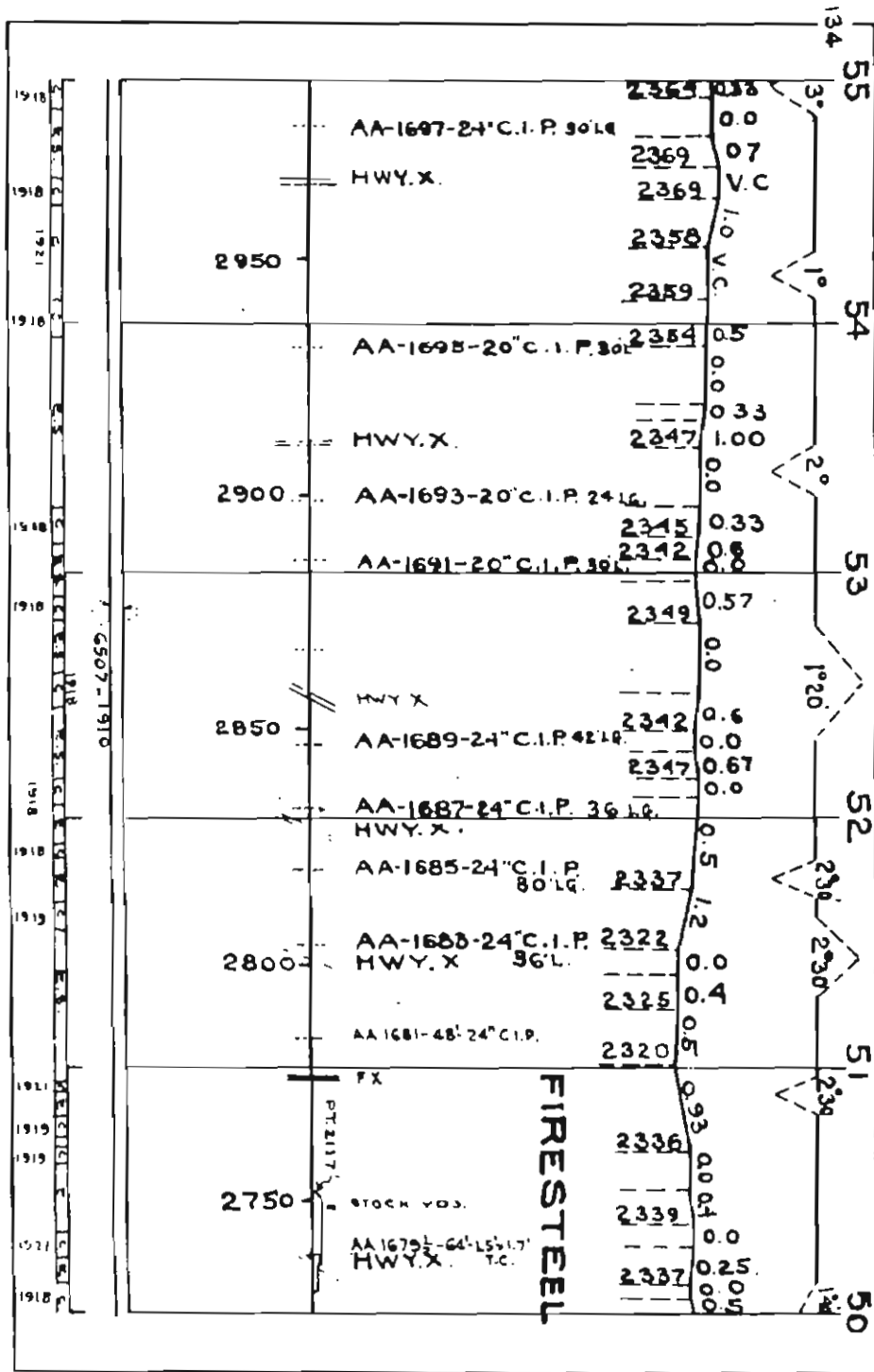


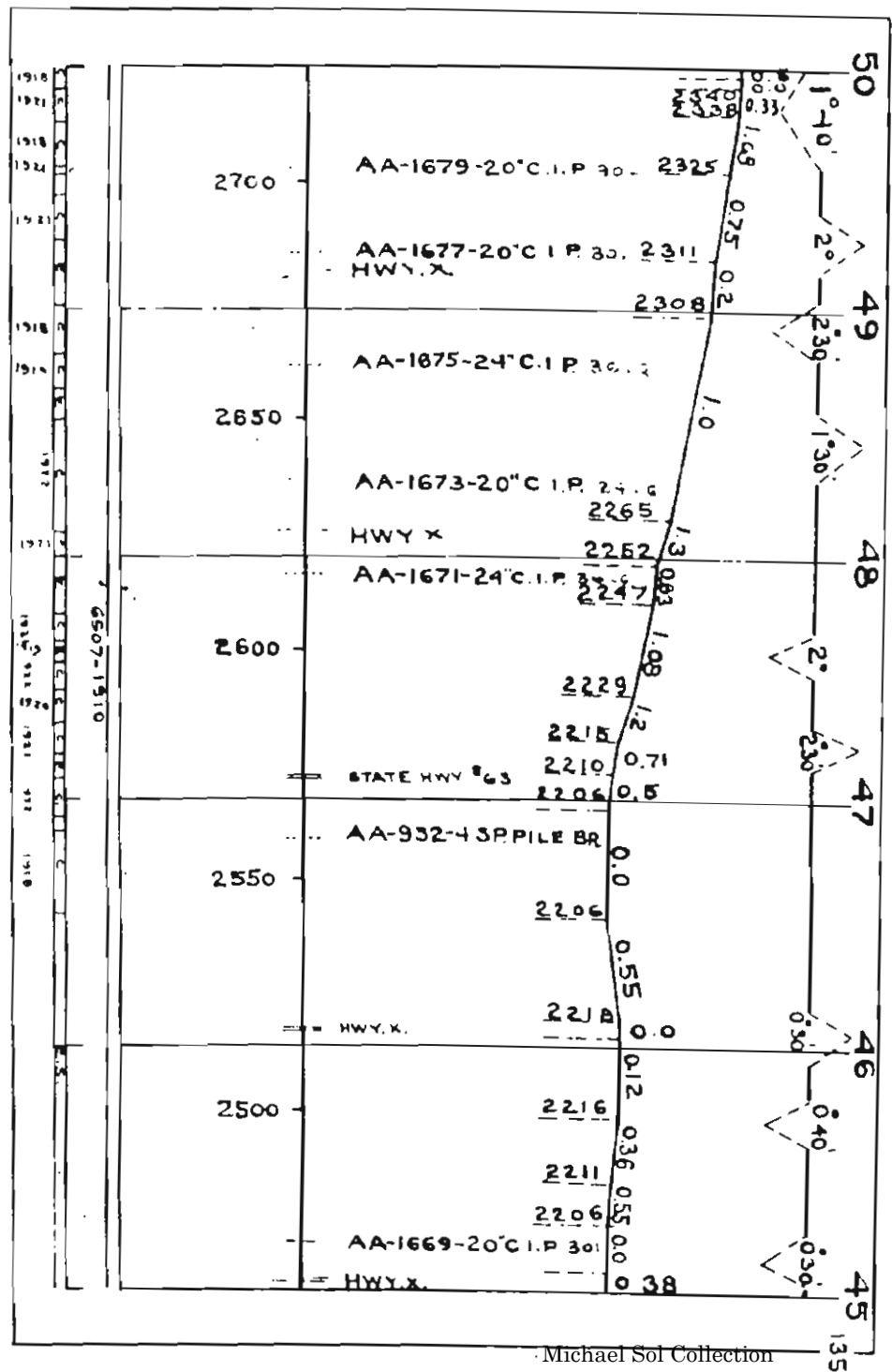
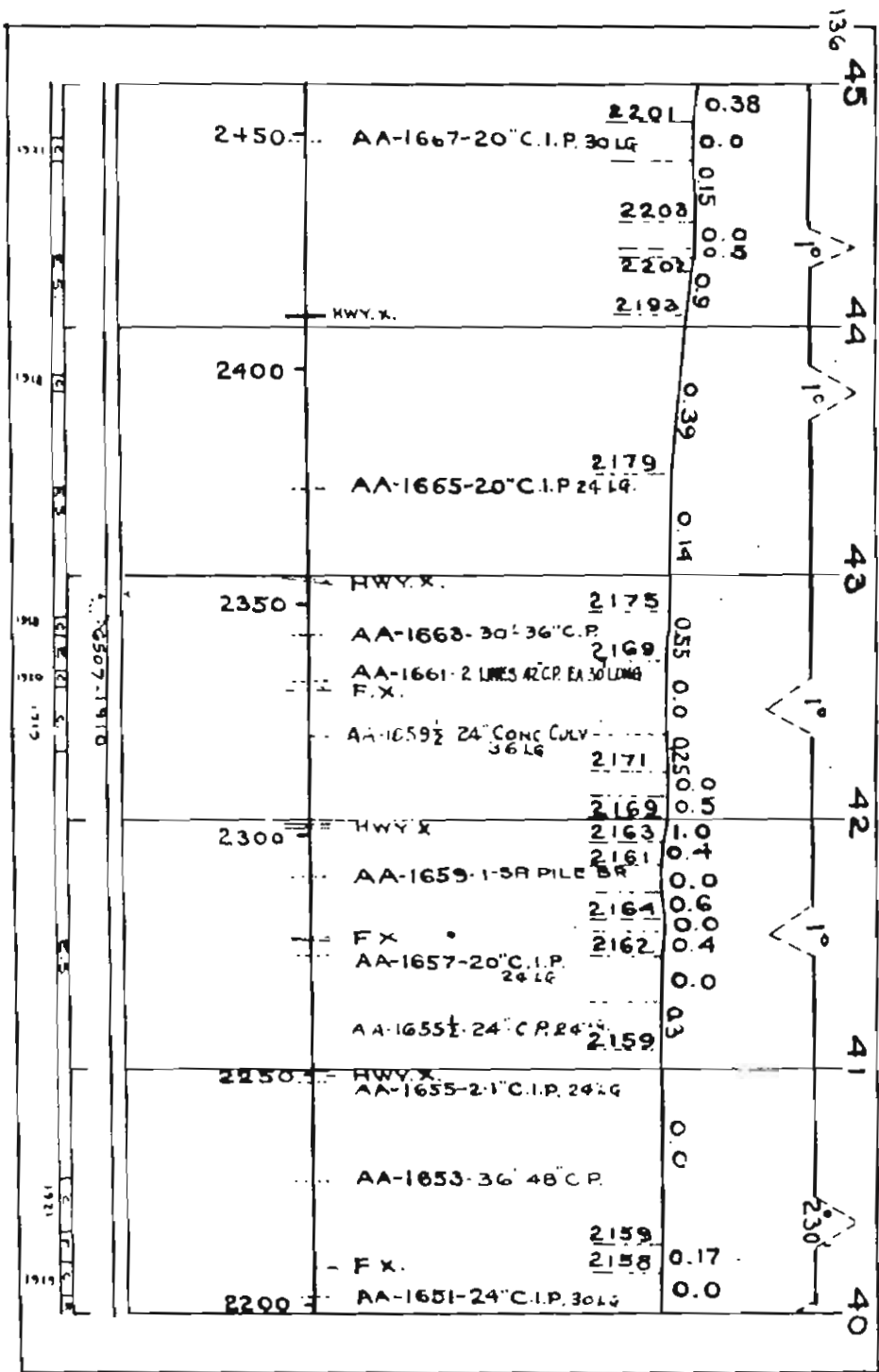


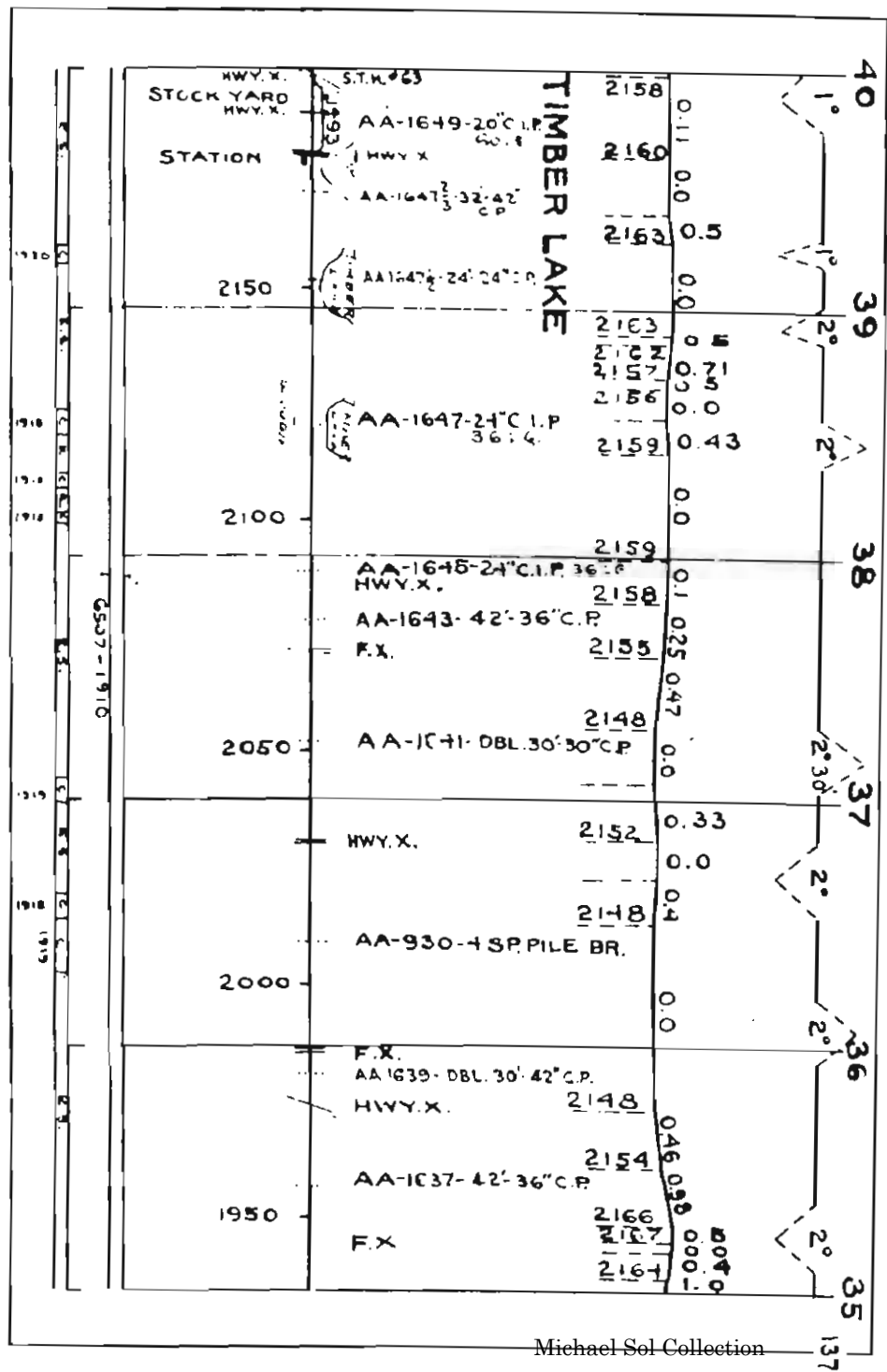
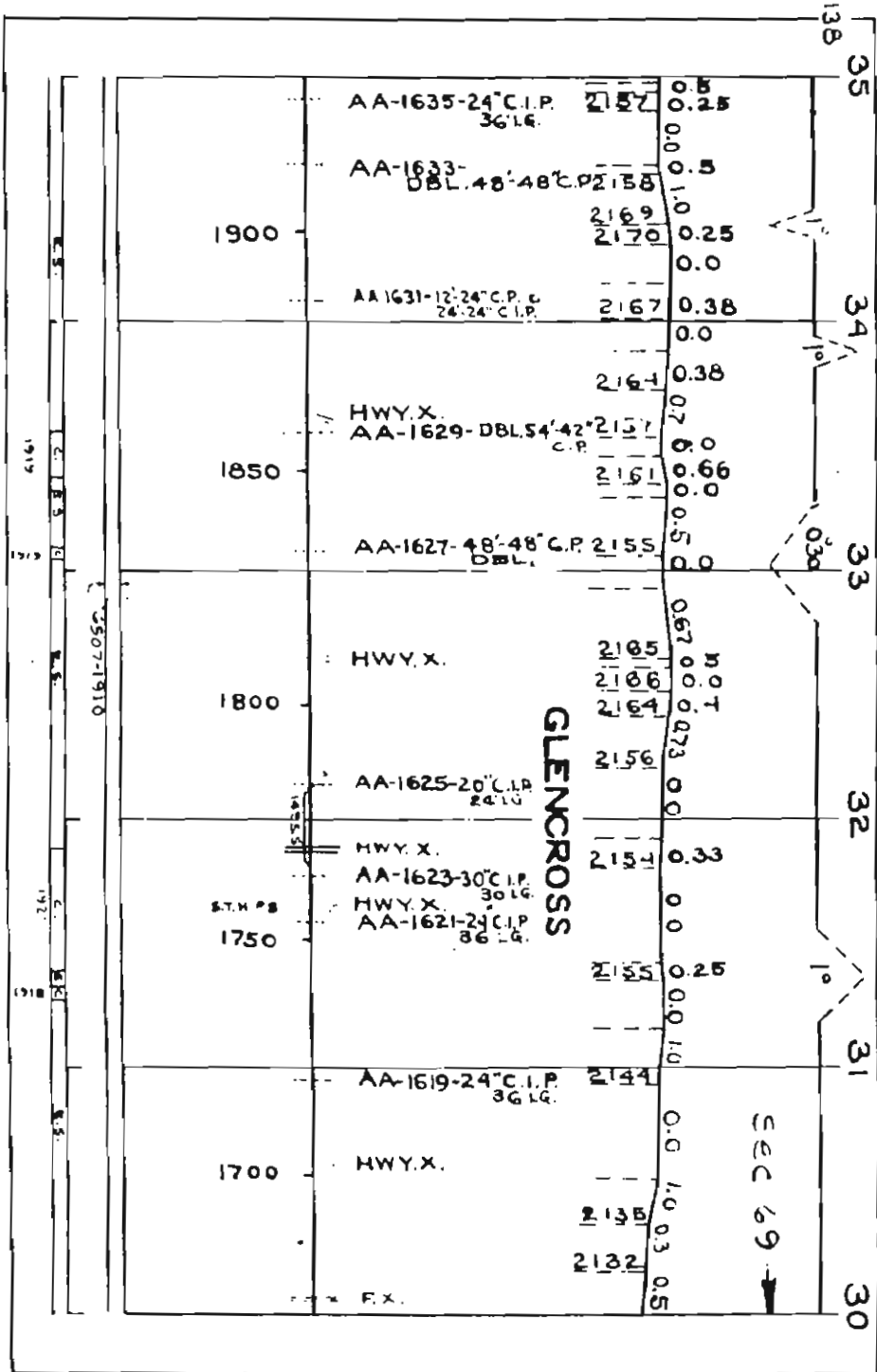




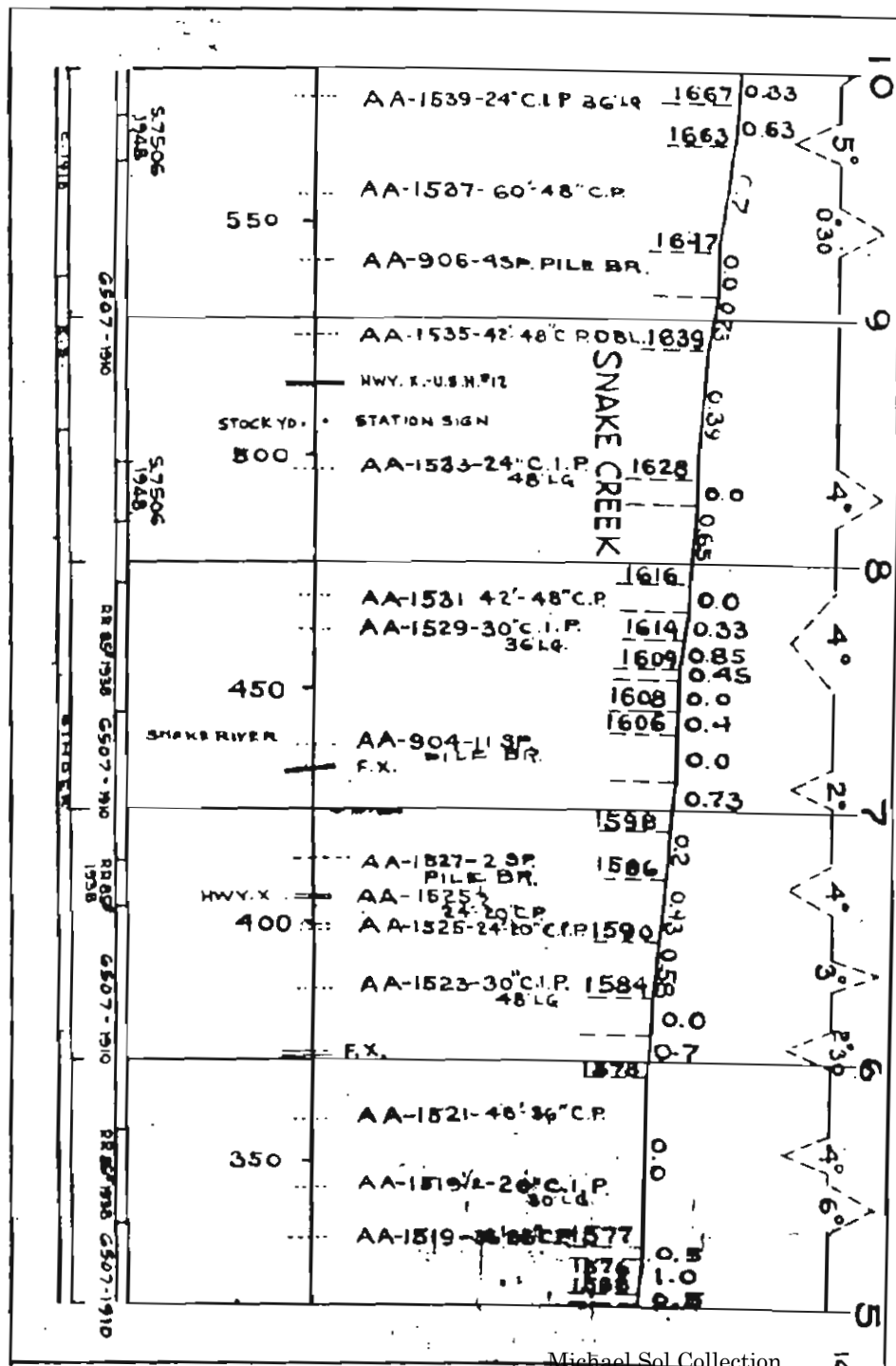
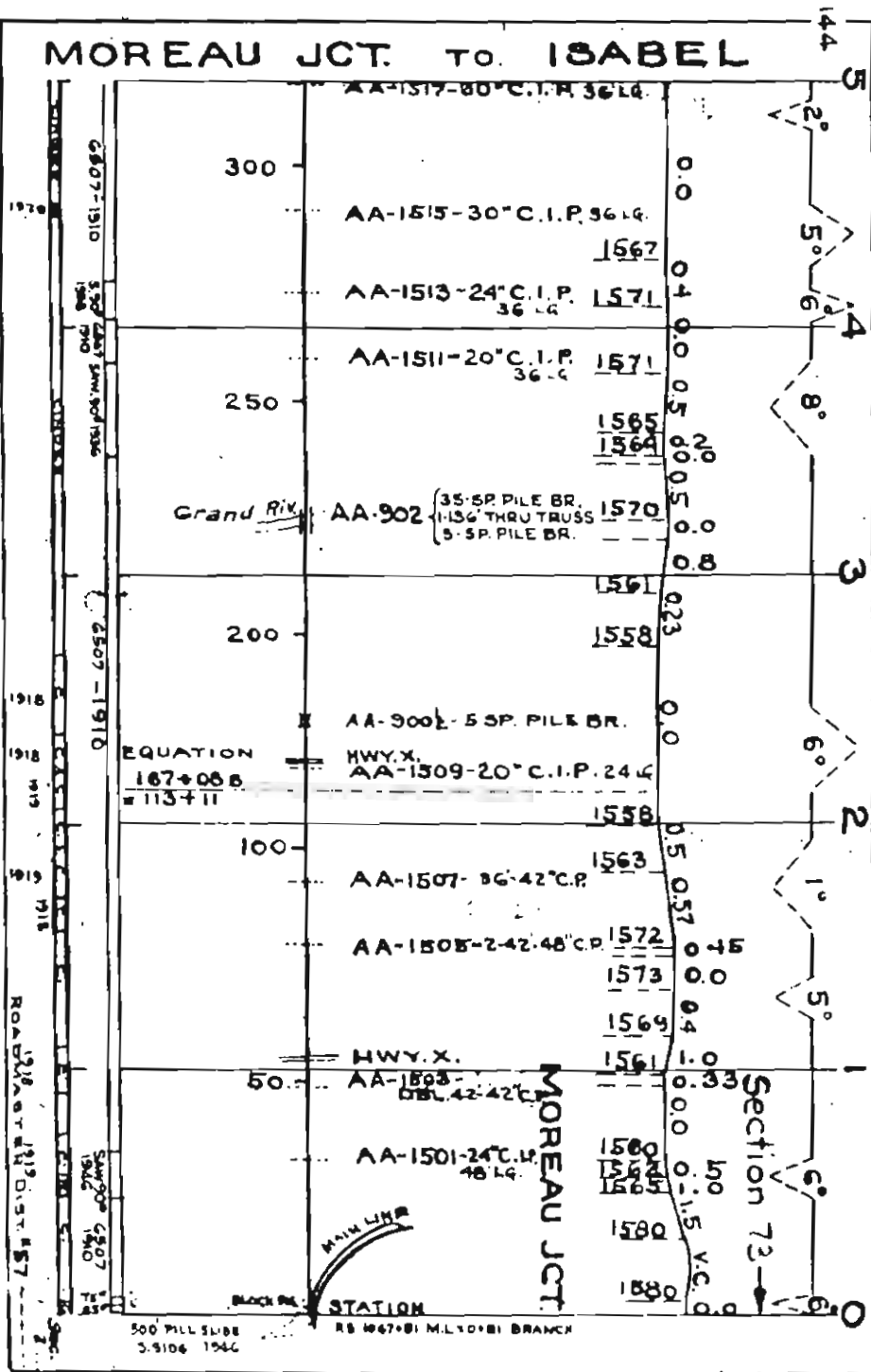


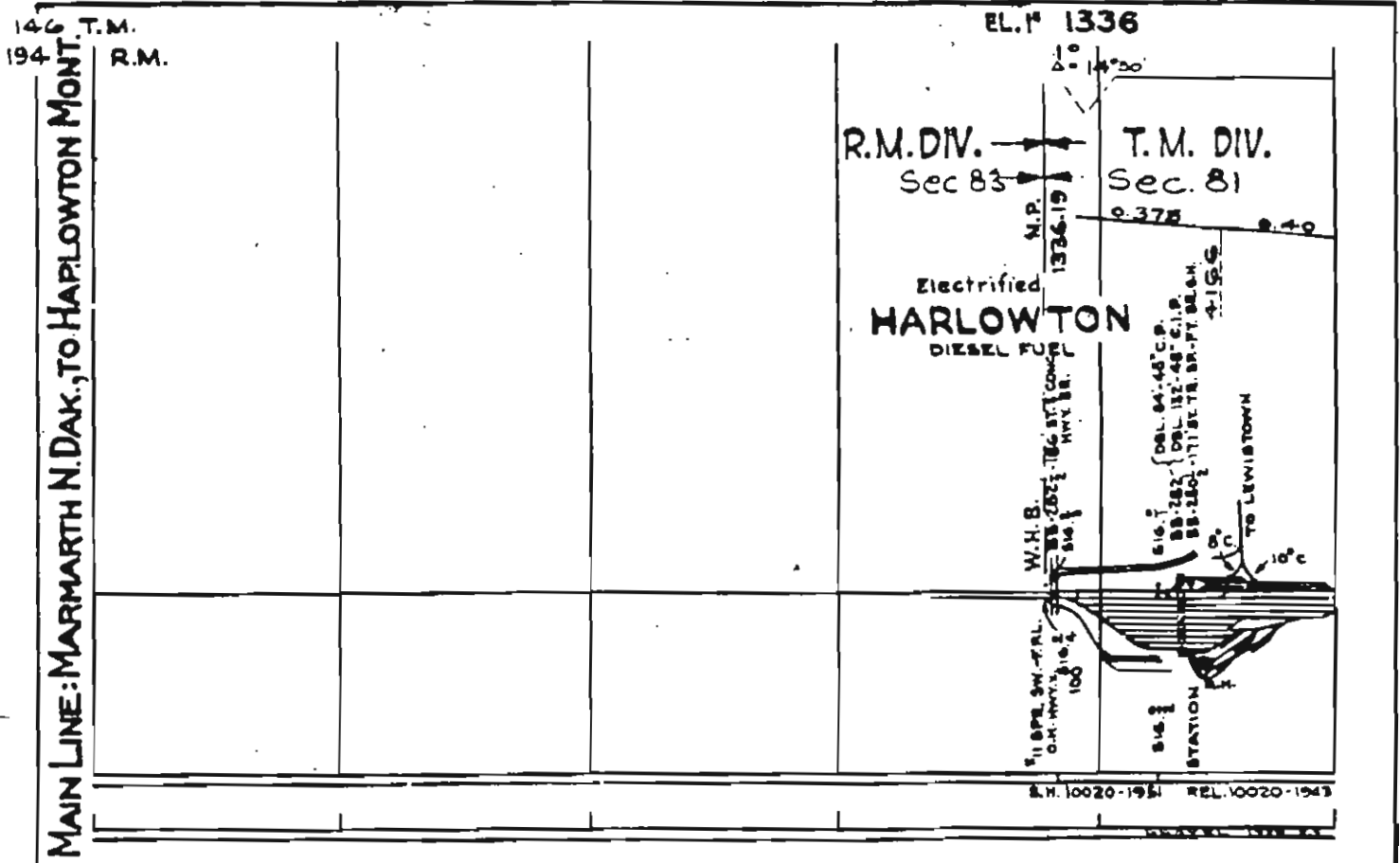
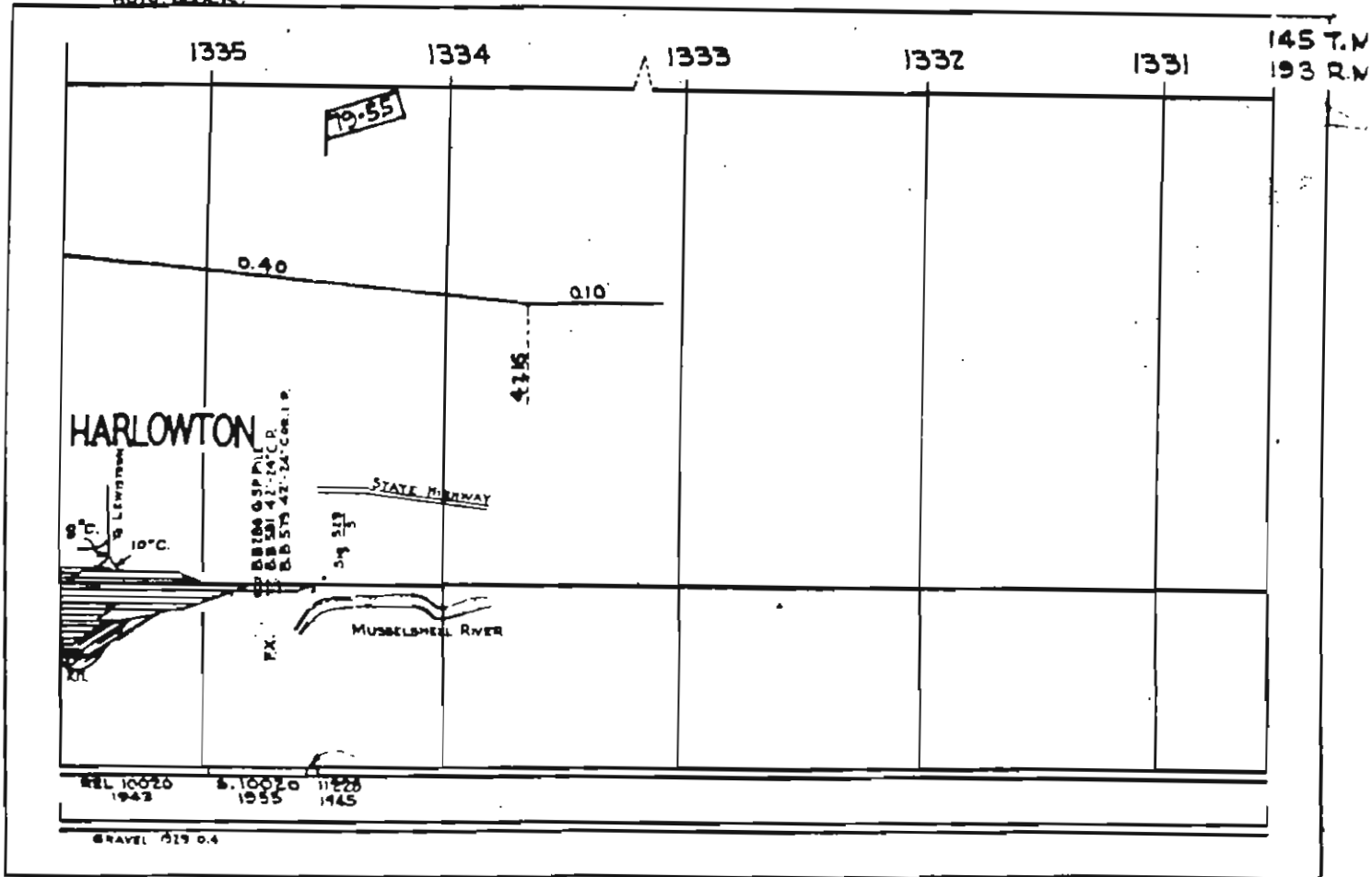






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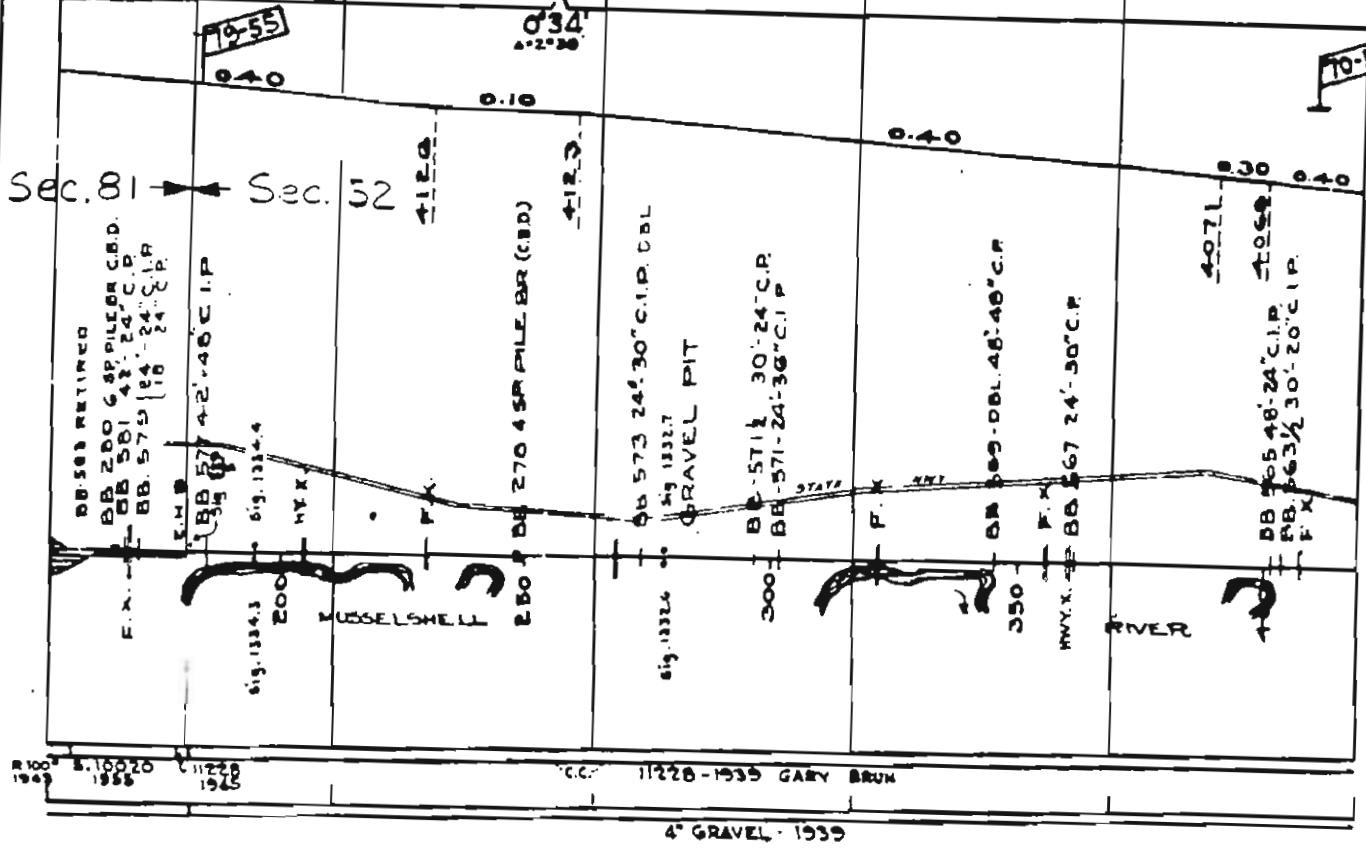
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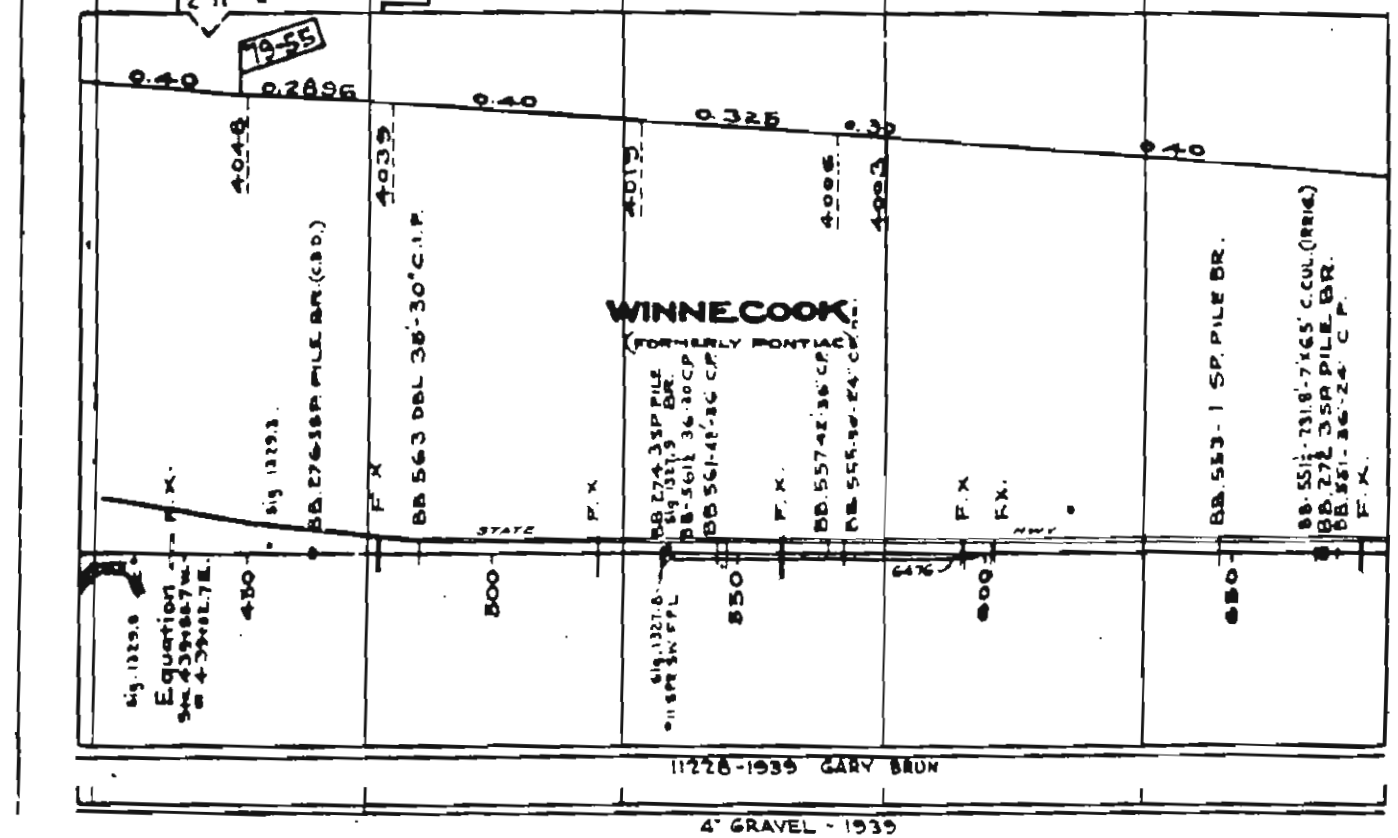
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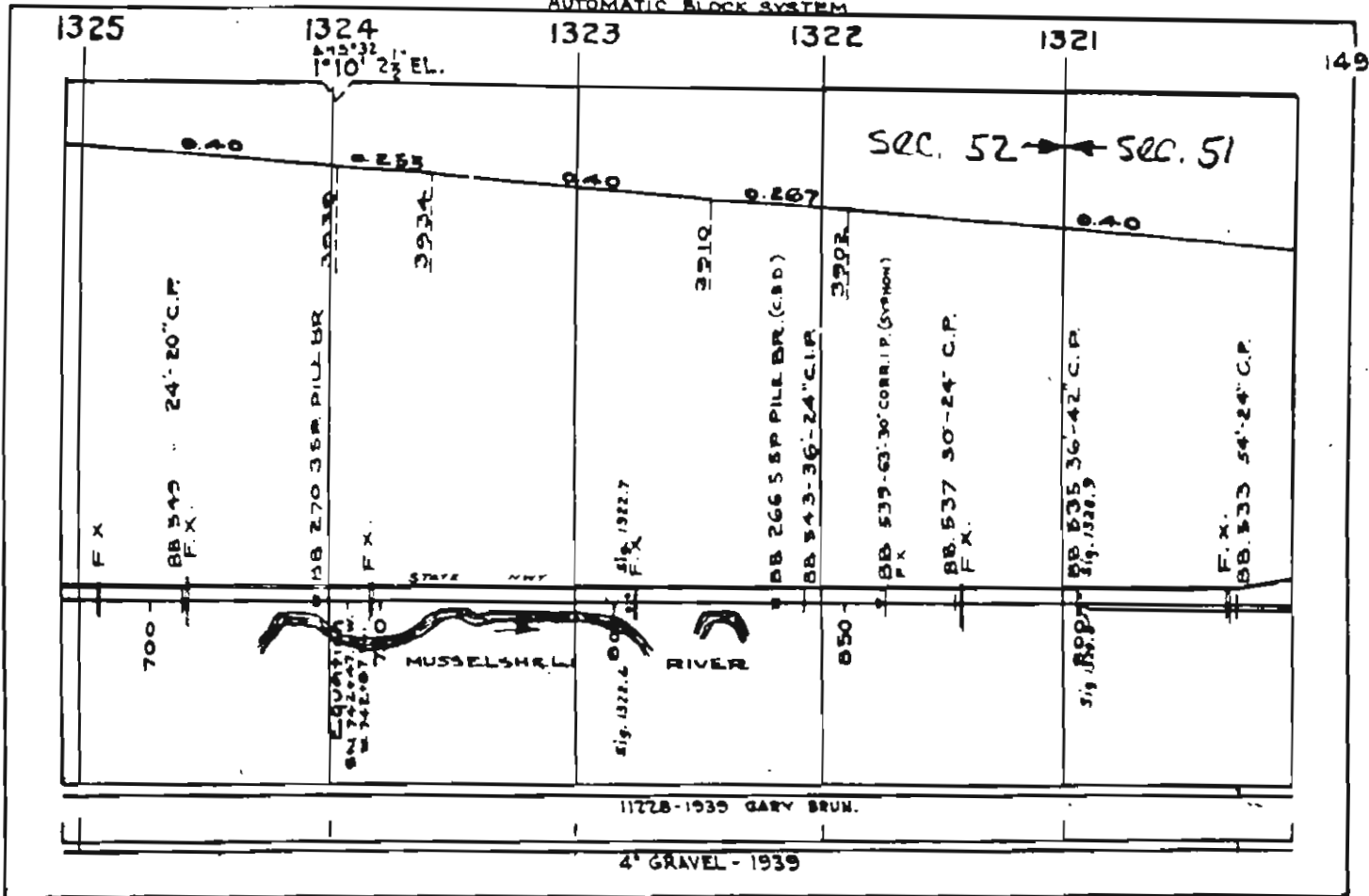
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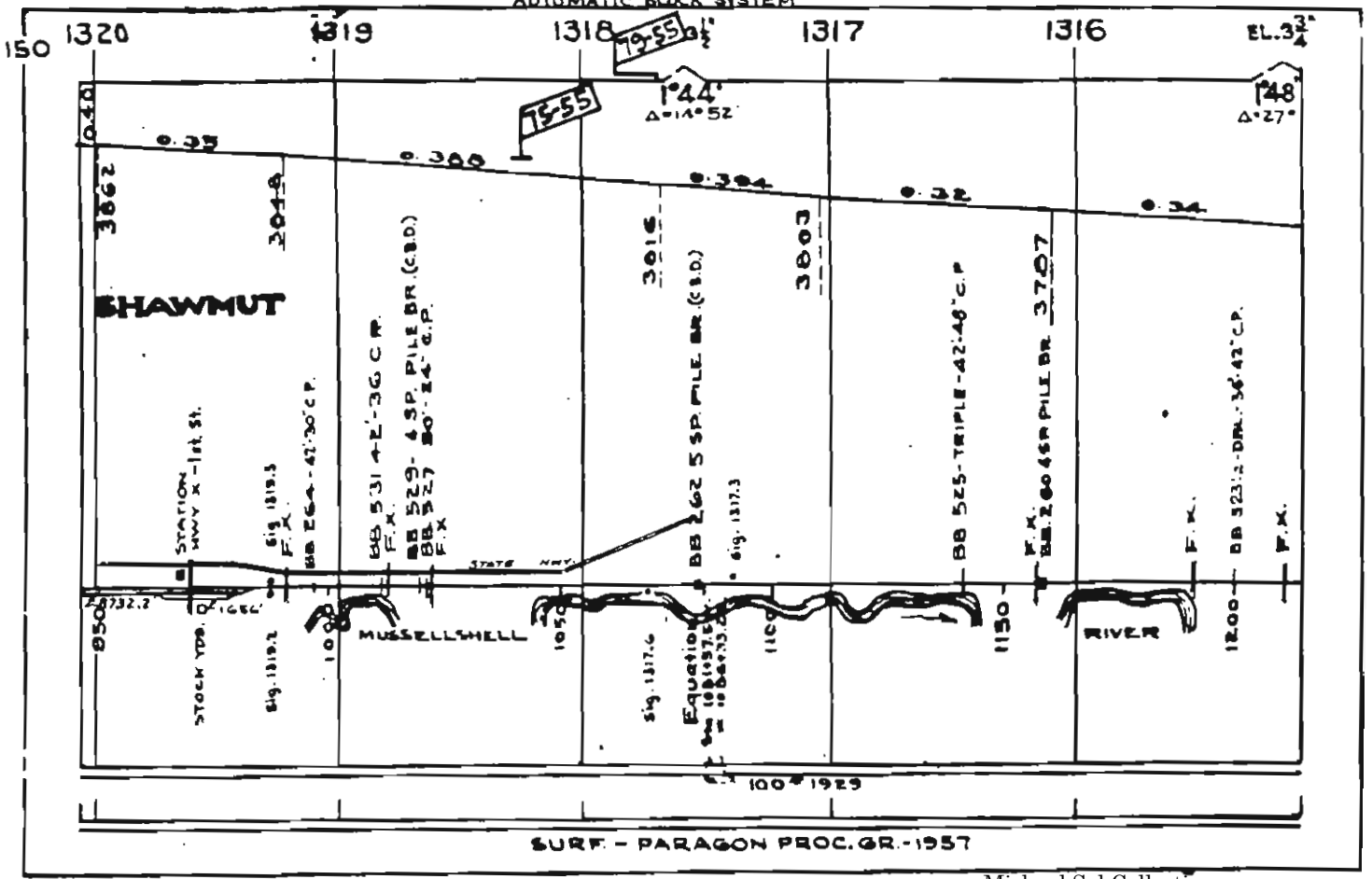
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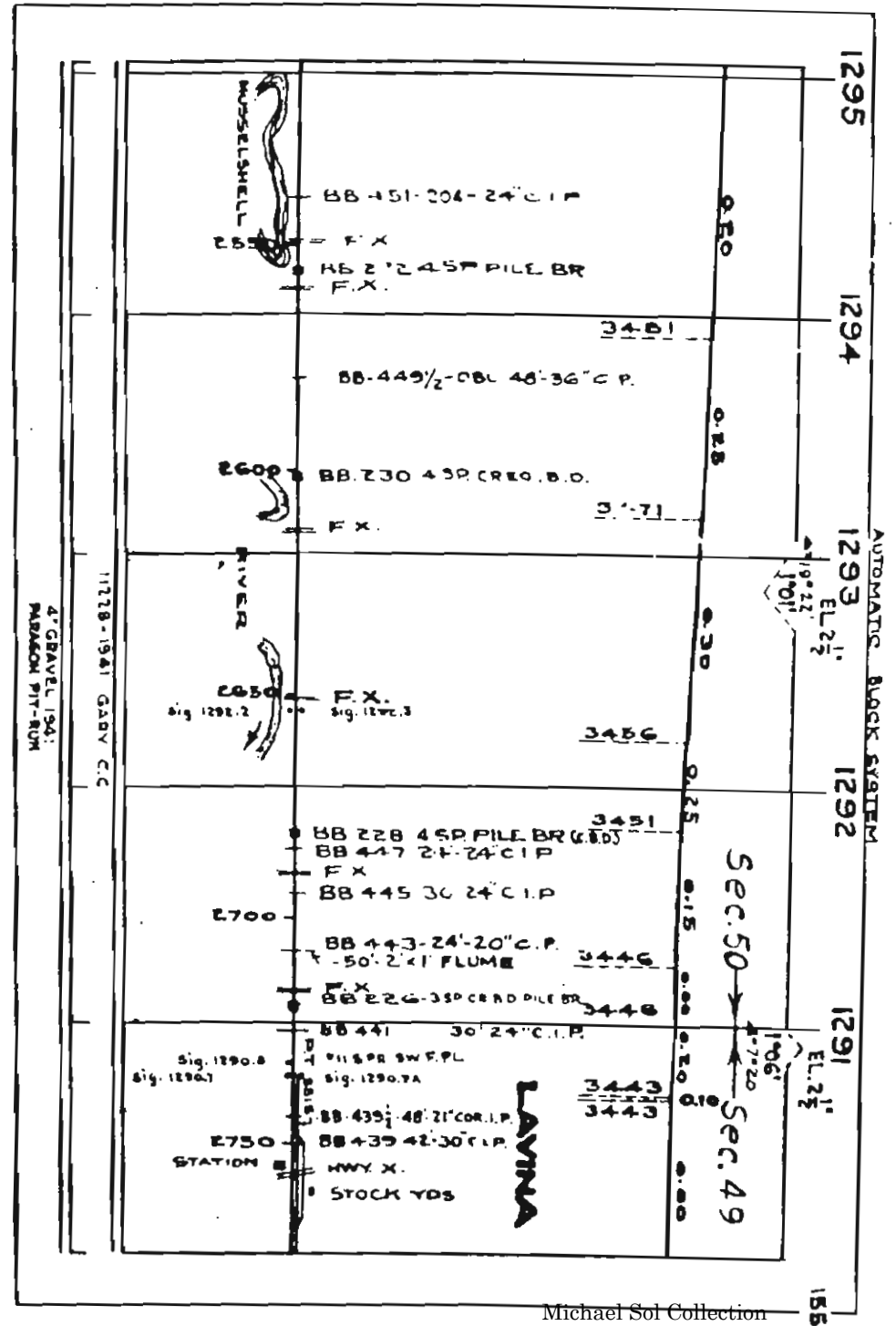
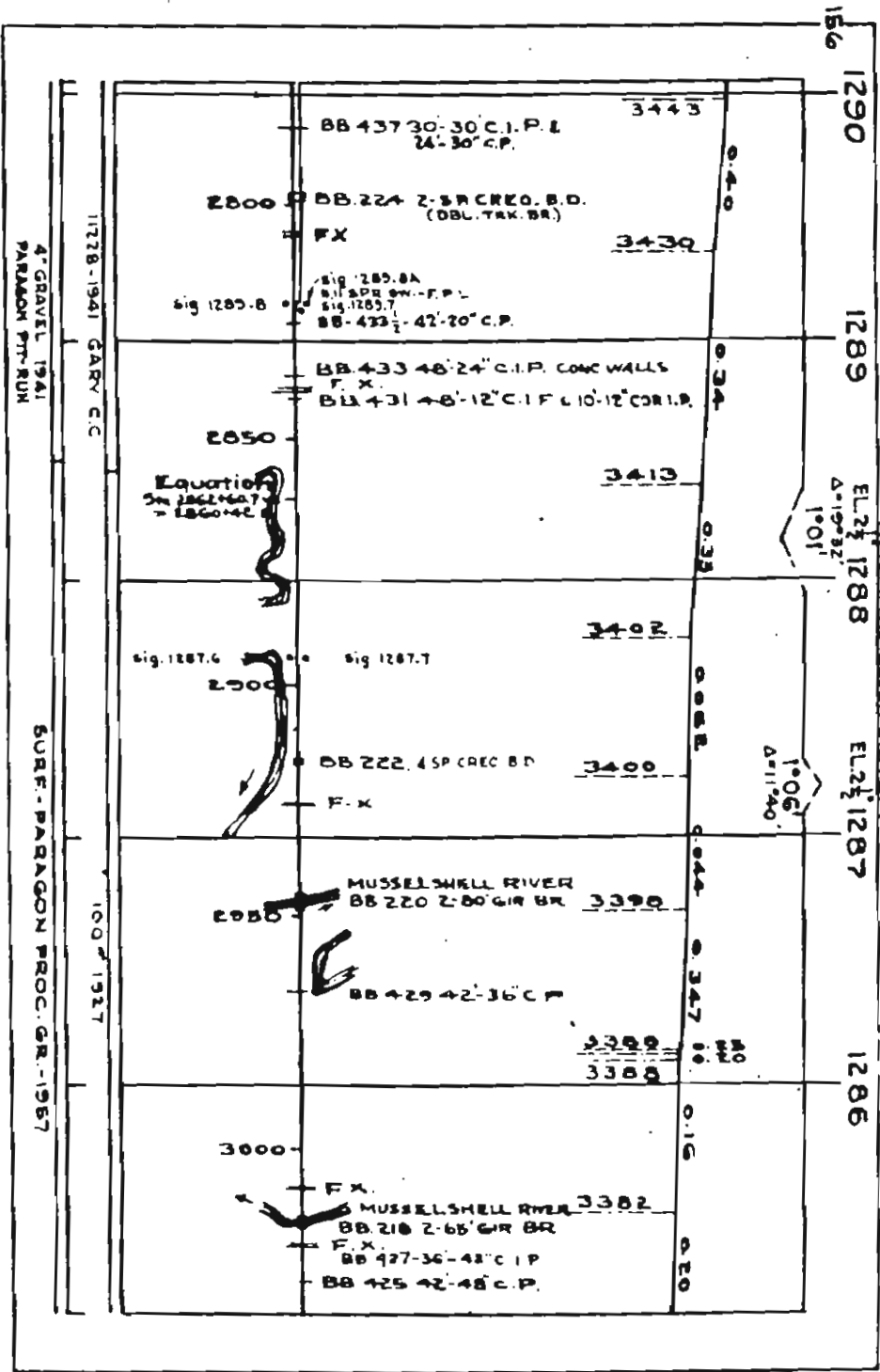


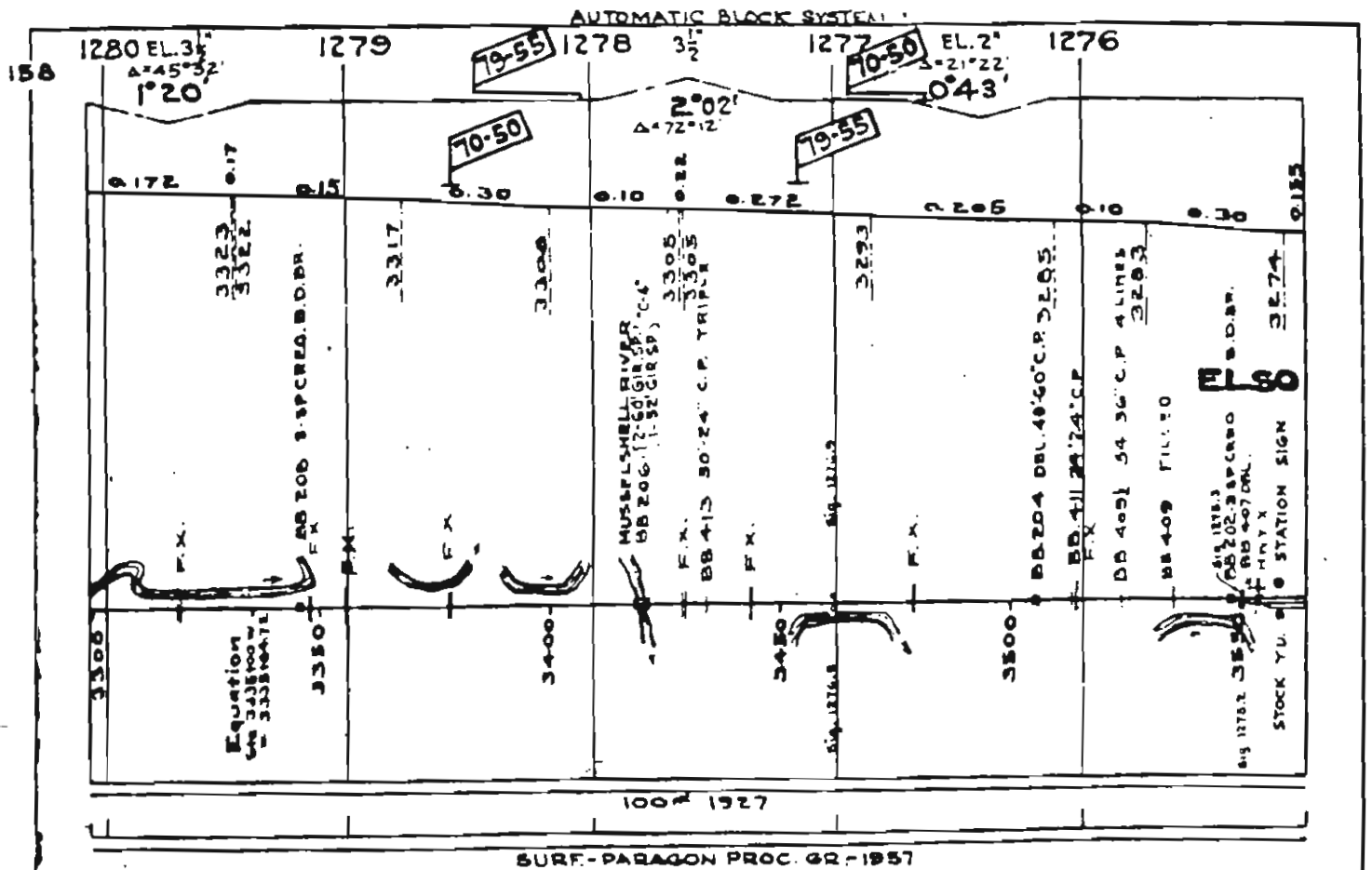
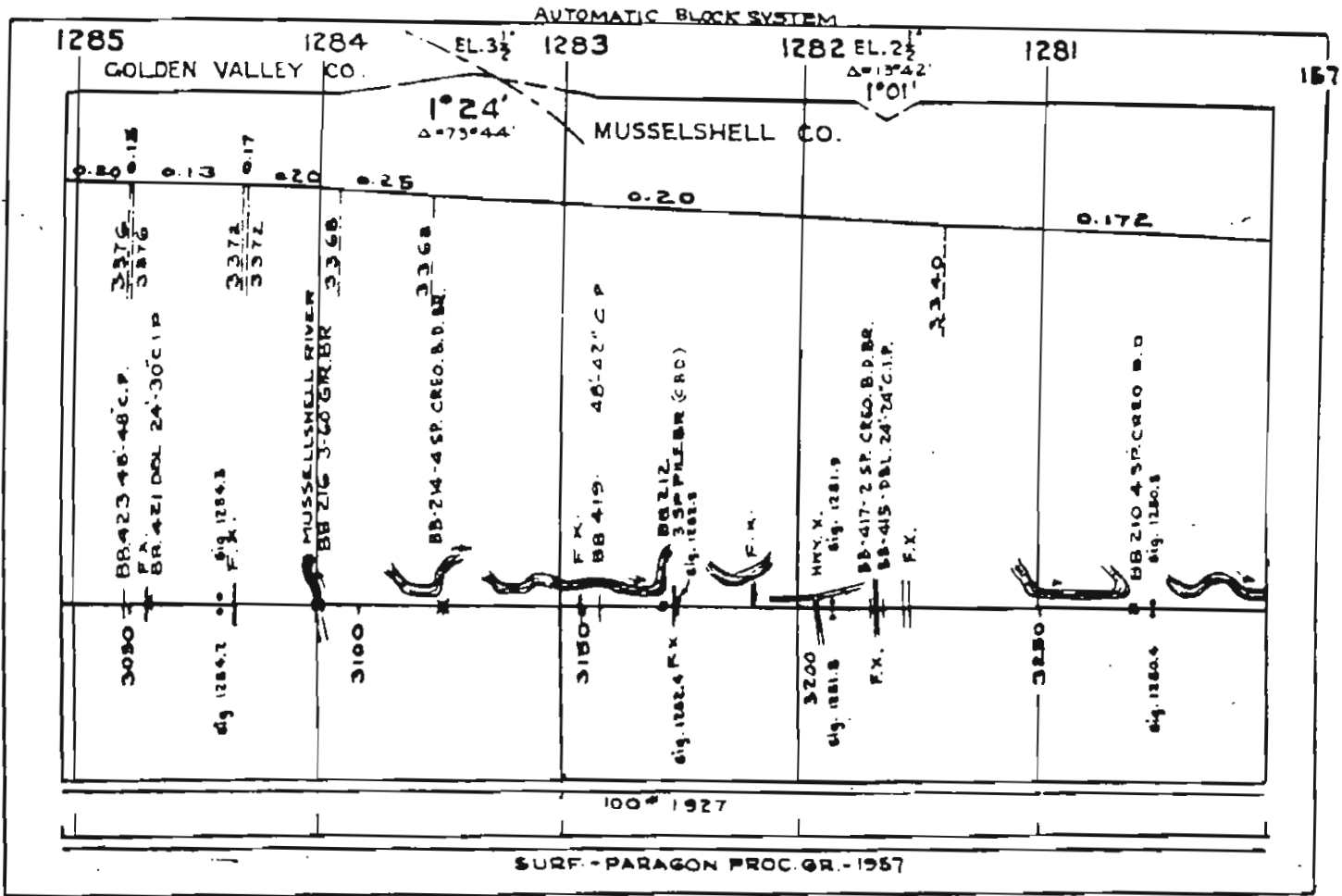
AUTOMATIC BLOCK SYSTEM



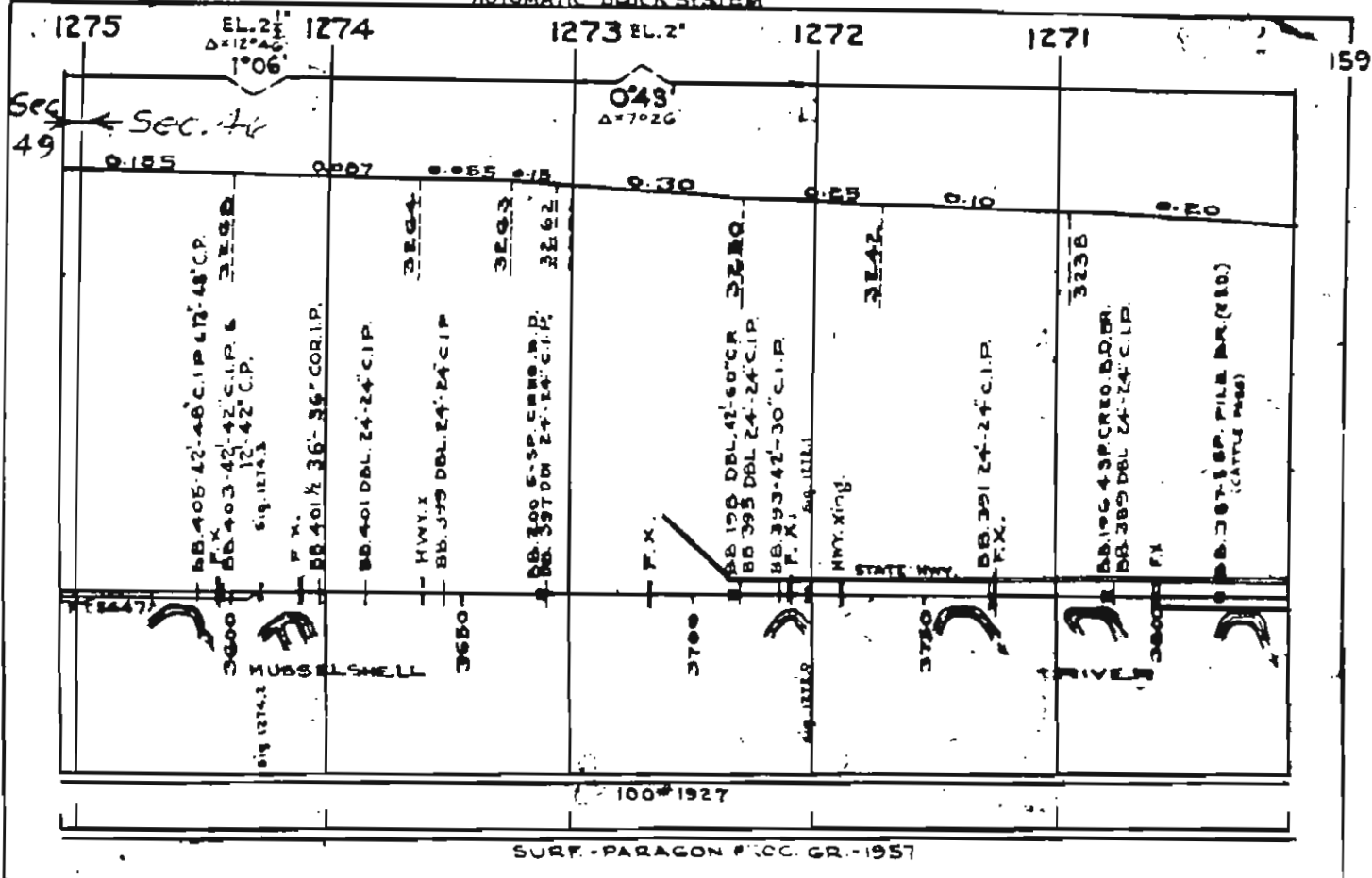
AUTOMATIC BLOCK SYSTEM





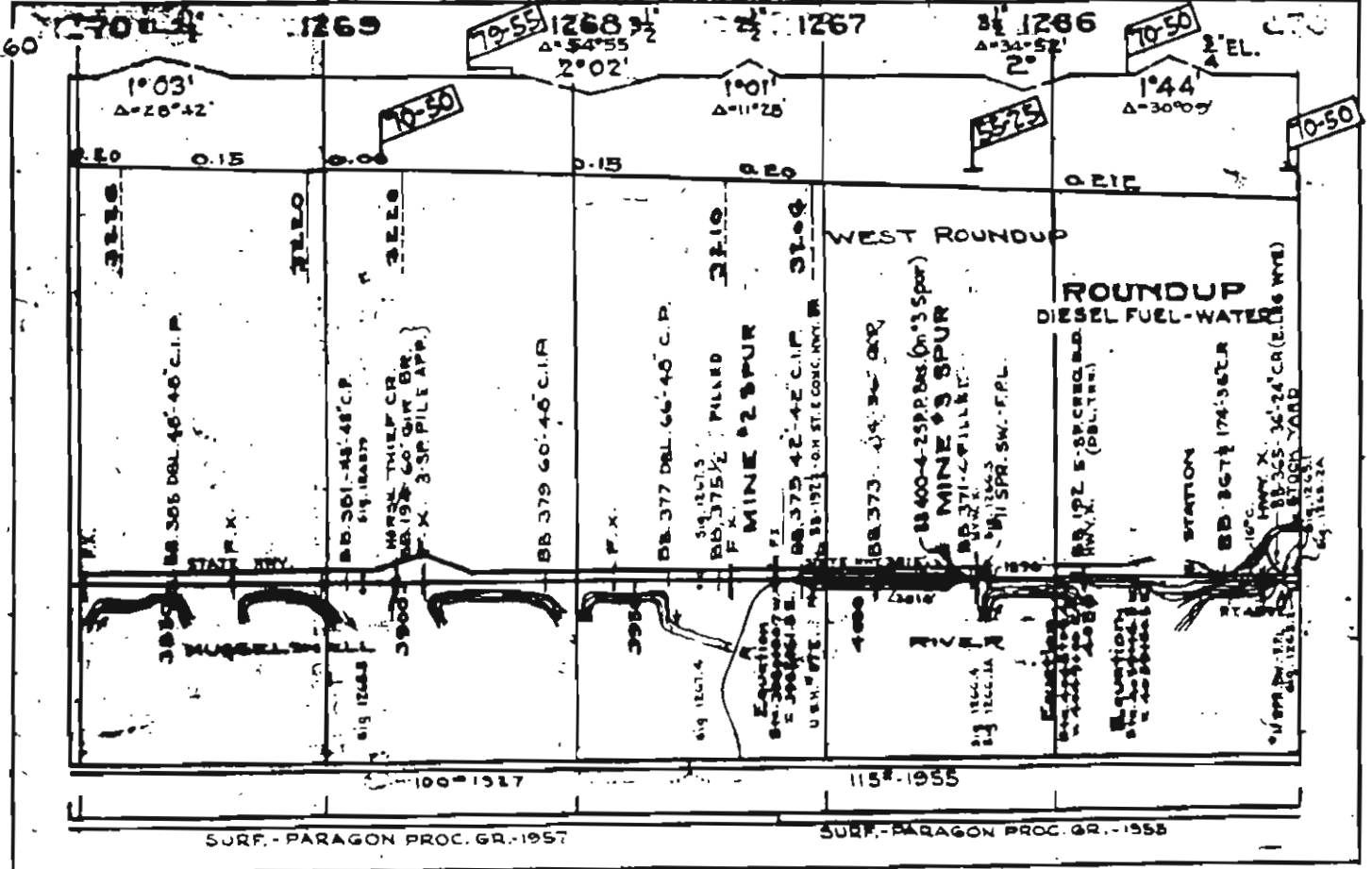


AUTOMATIC BLOCK SYSTEM



SURF - PARAGON PROC. GR. - 1957

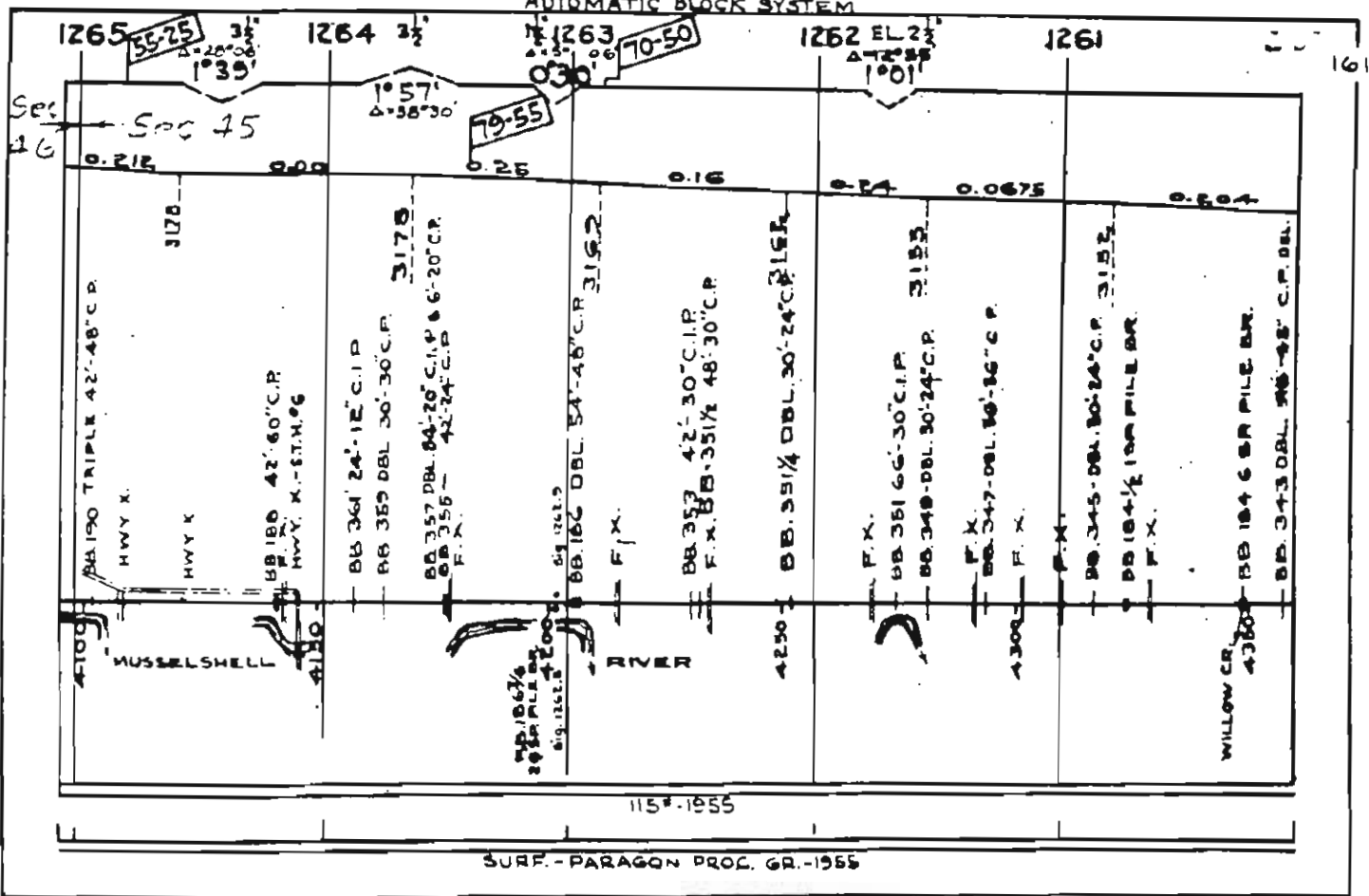
AUTOMATIC BLOCK SYSTEM



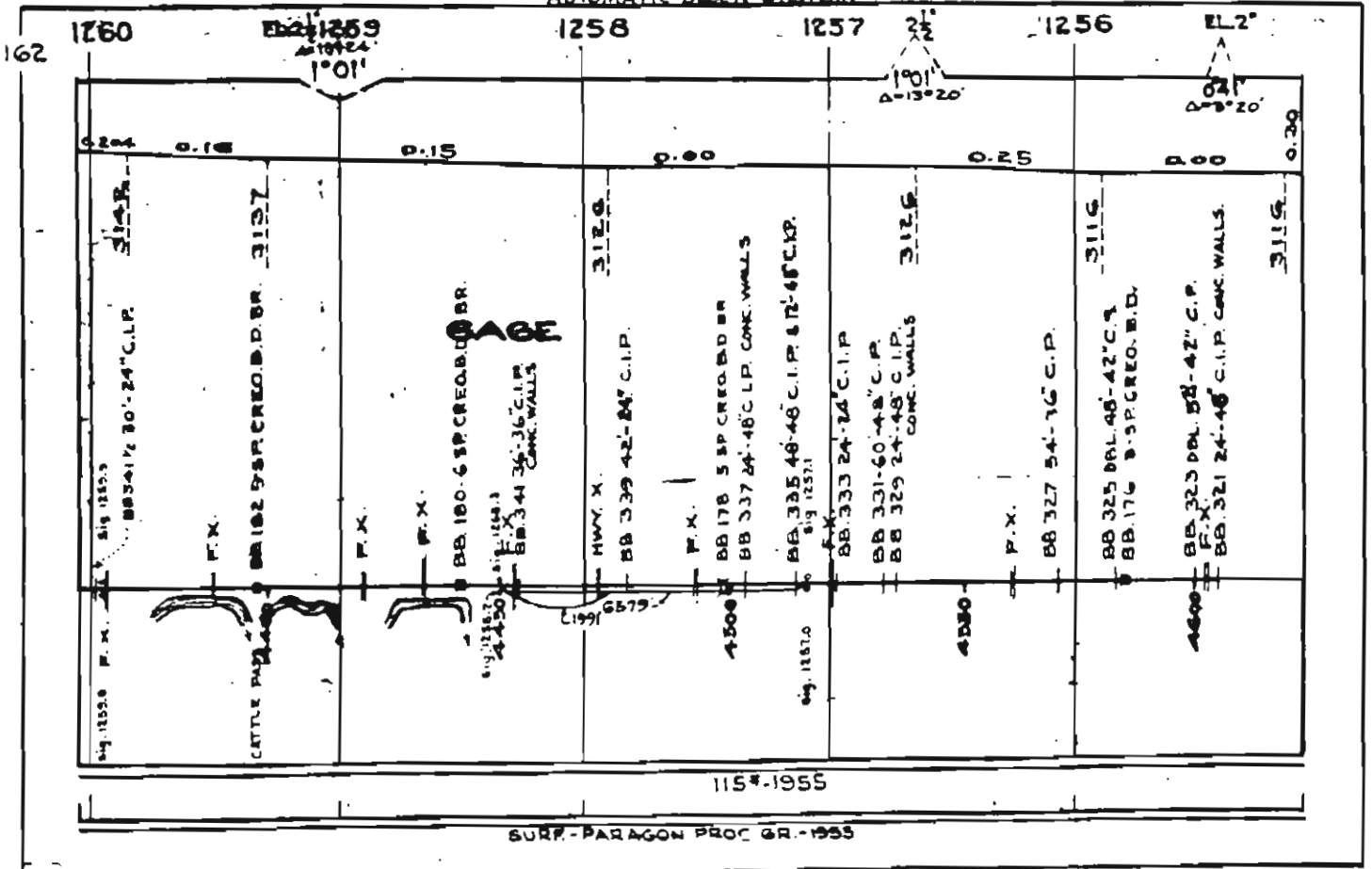
SURF - PARAGON PROC. GR. - 1957

SURF - PARAGON PROC. GR. - 1955

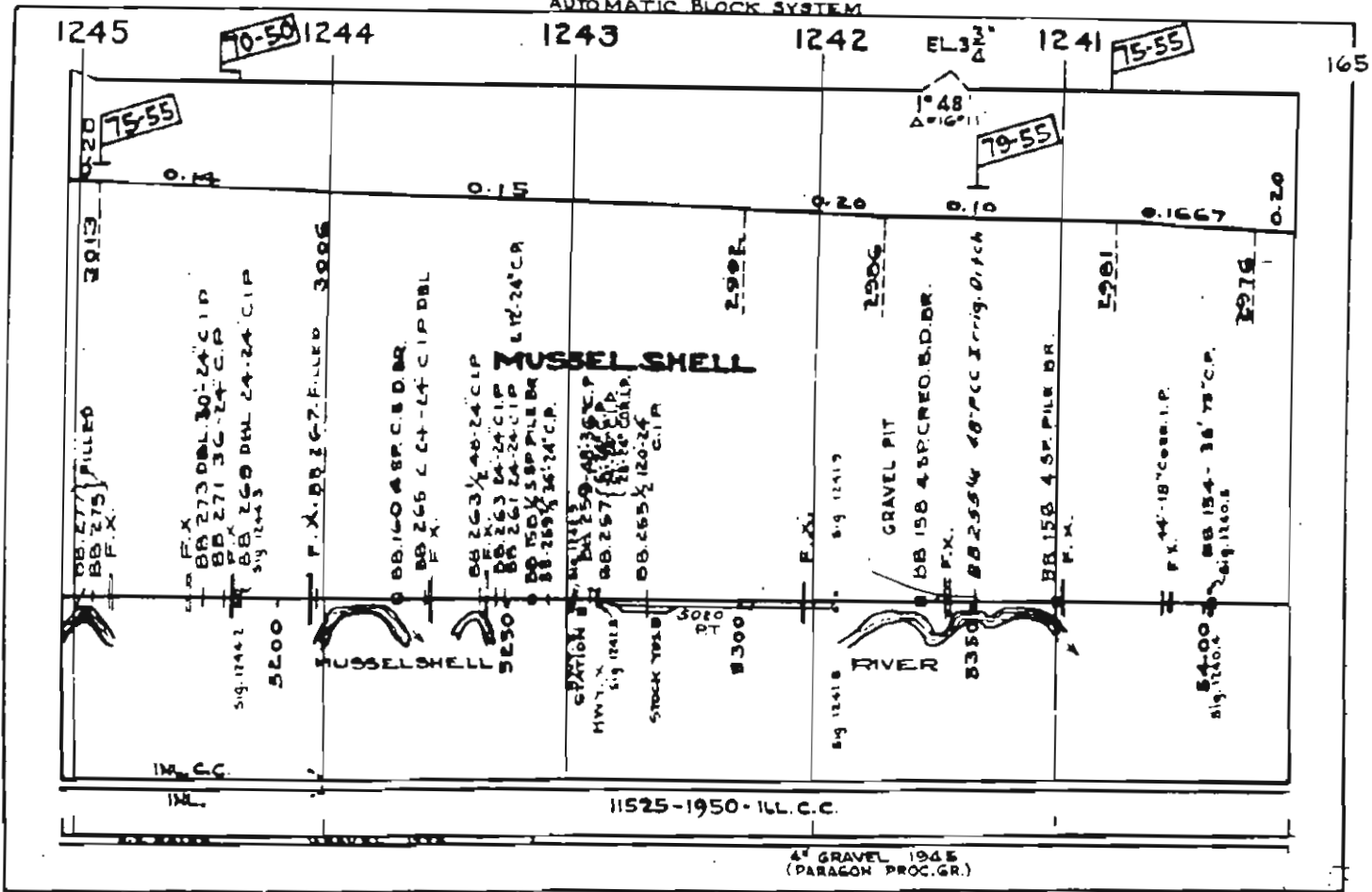
AUTOMATIC BLOCK SYSTEM



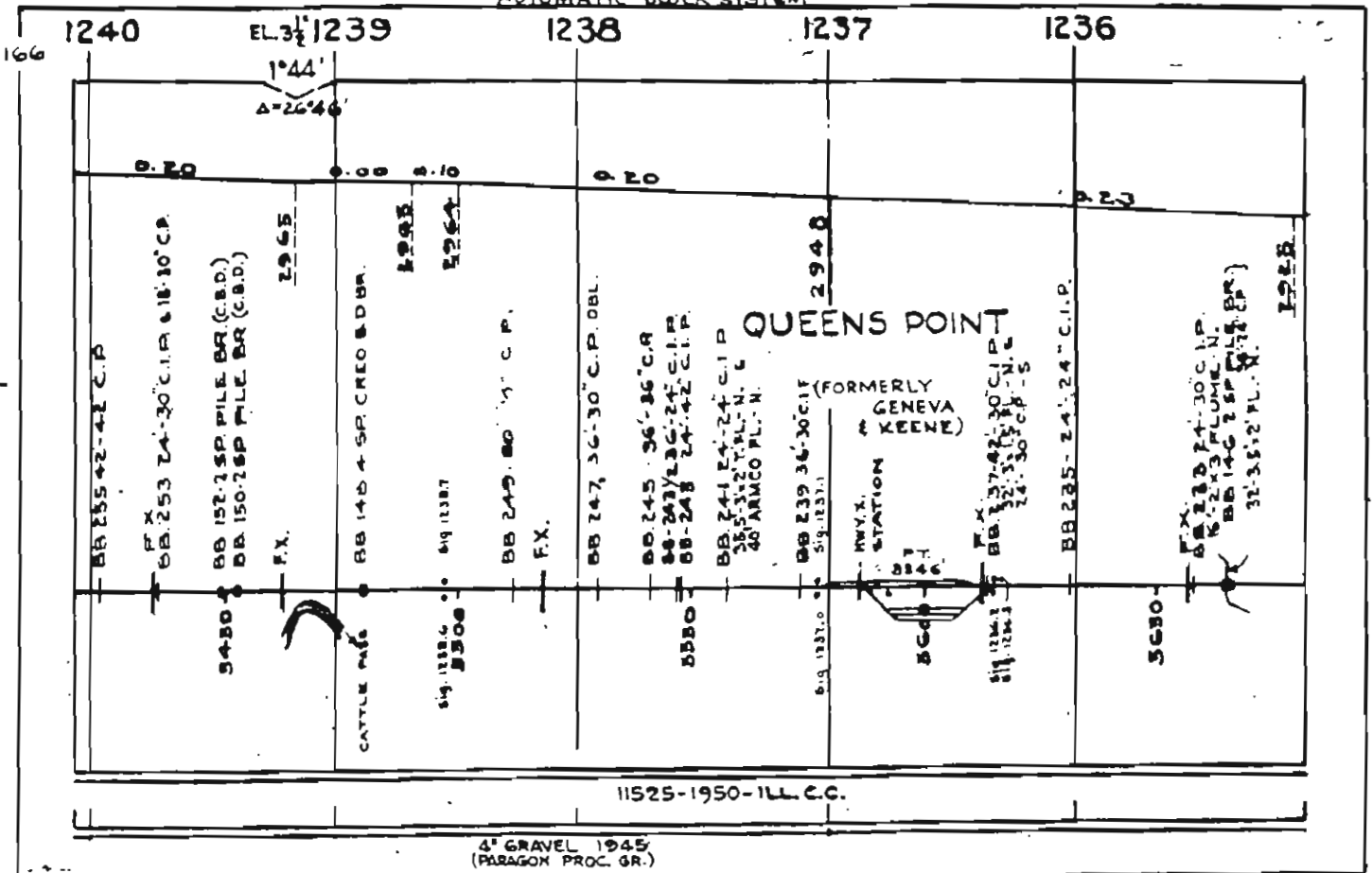
AUTOMATIC BLOCK SYSTEM



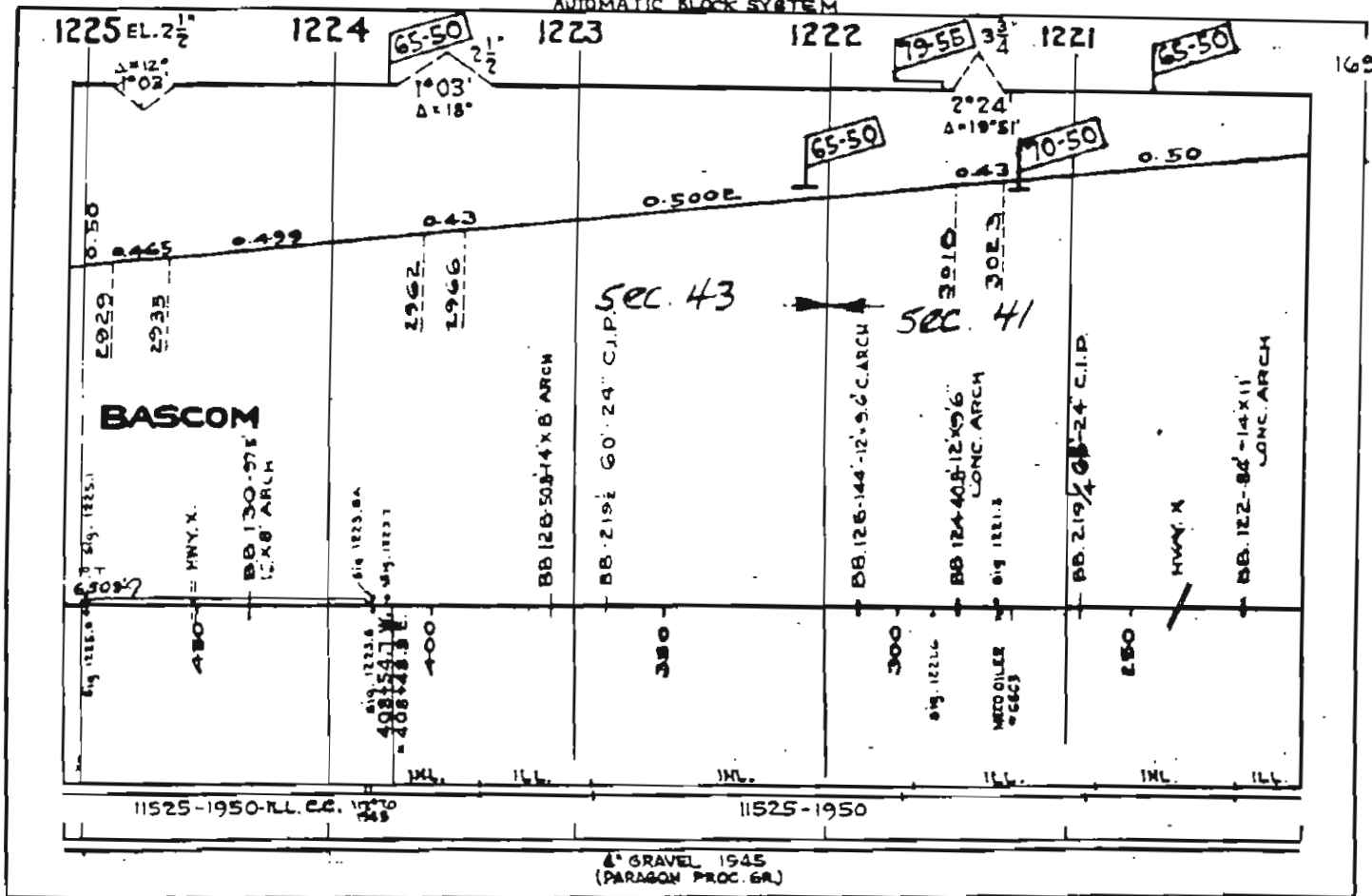
AUTOMATIC BLOCK SYSTEM



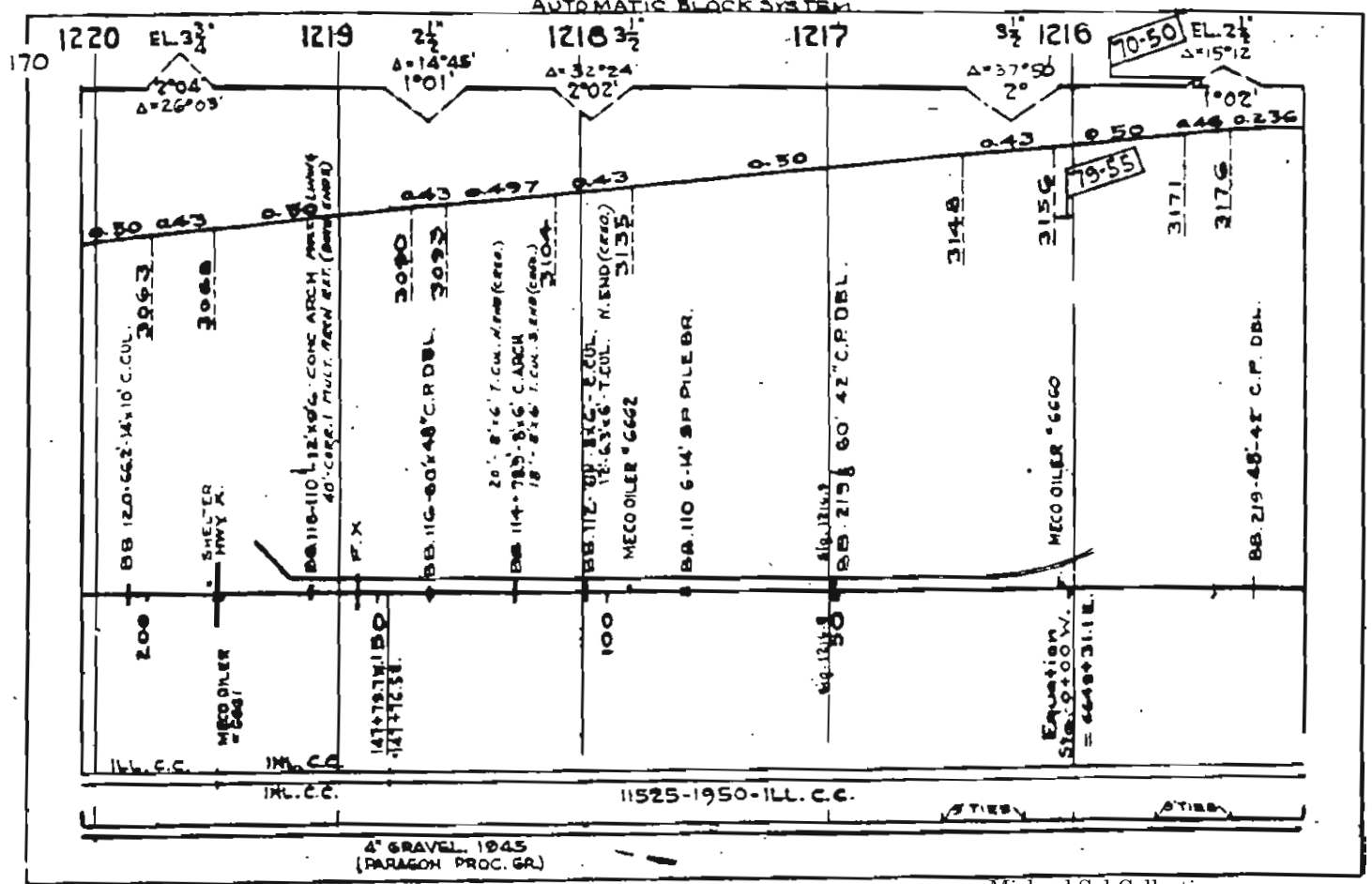
AUTOMATIC BLOCK SYSTEM



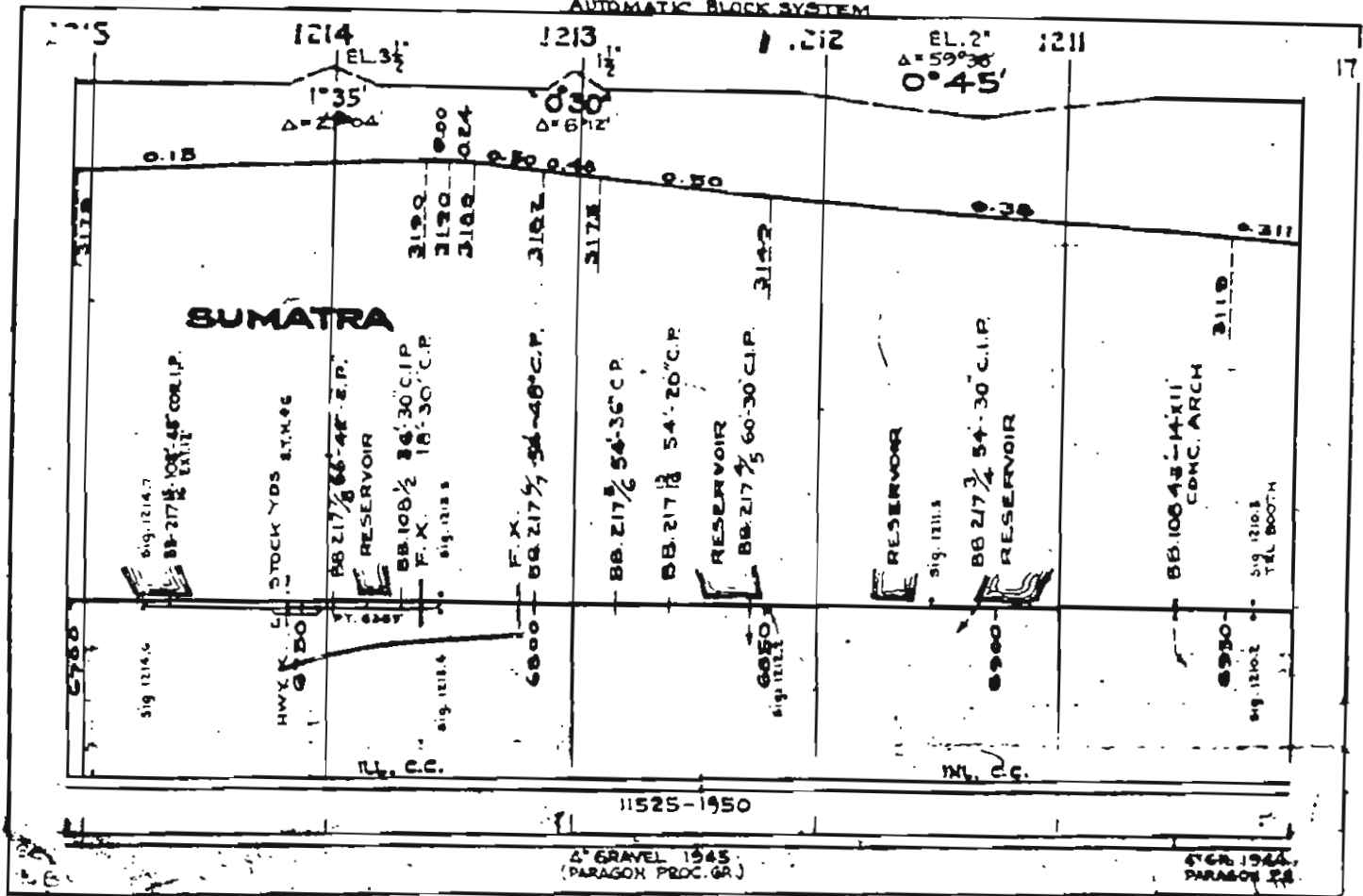
AUTOMATIC BLOCK SYSTEM



AUTOMATIC BLOCK SYSTEM



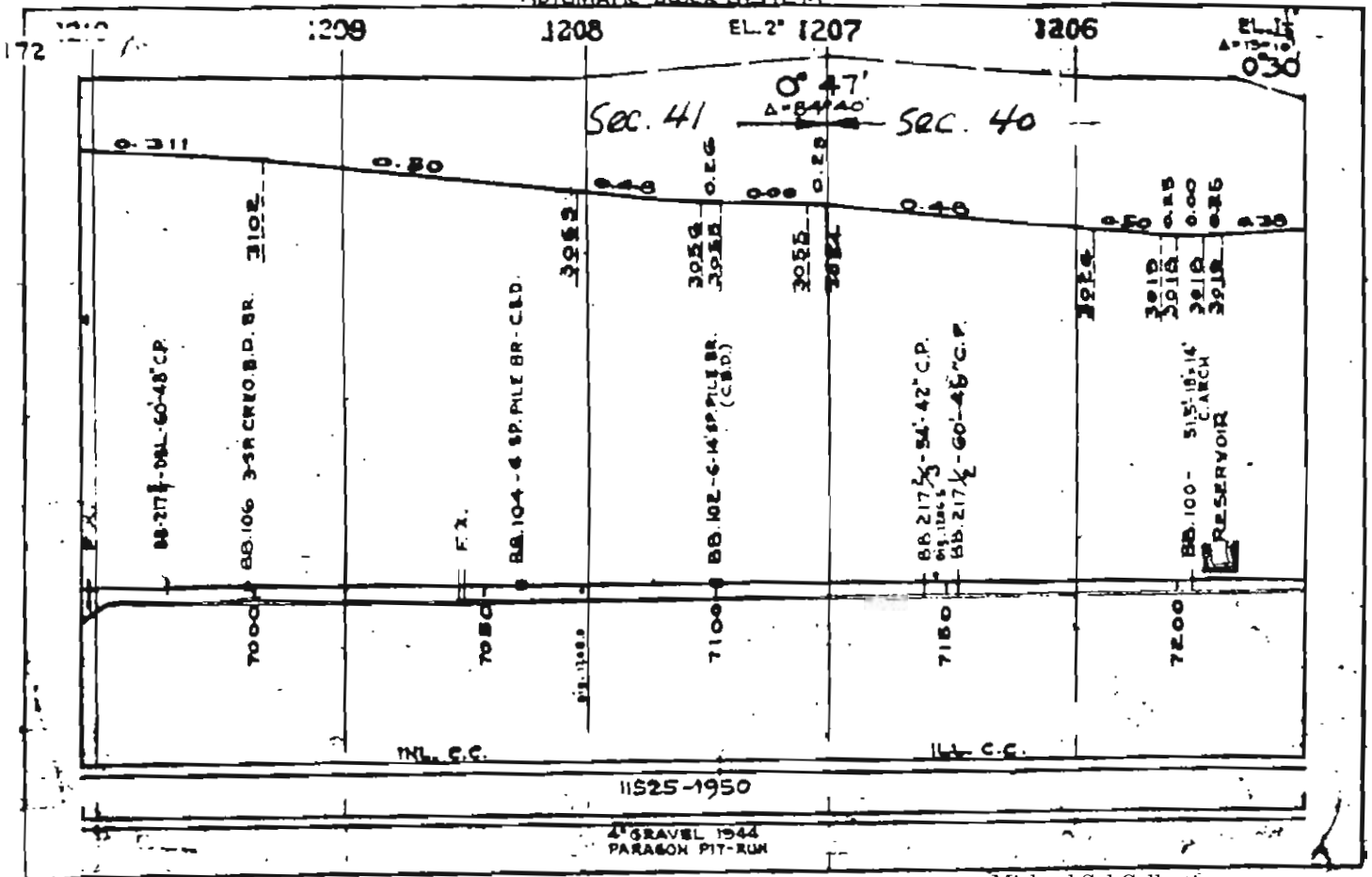
AUTOMATIC BLOCK SYSTEM



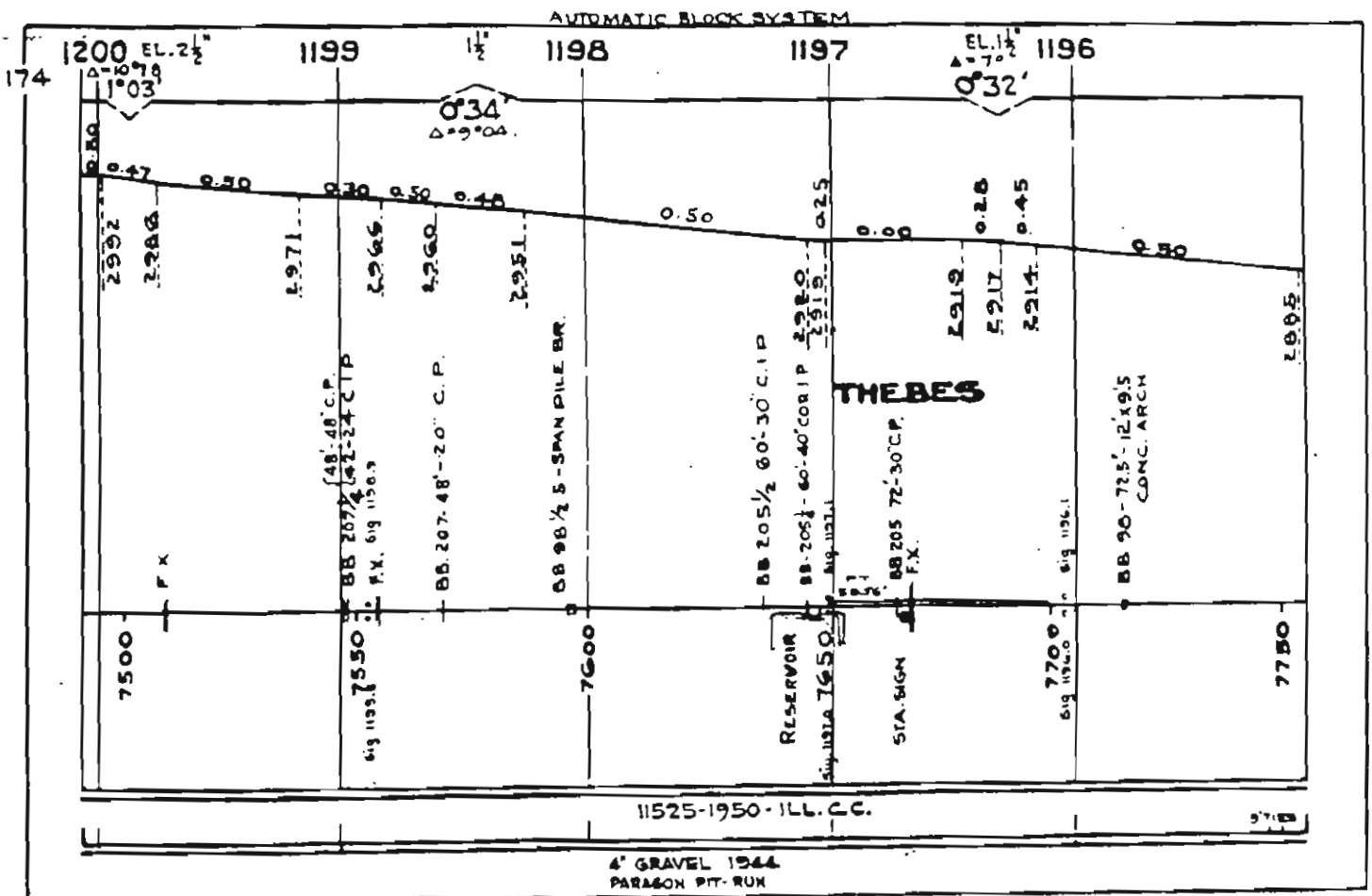
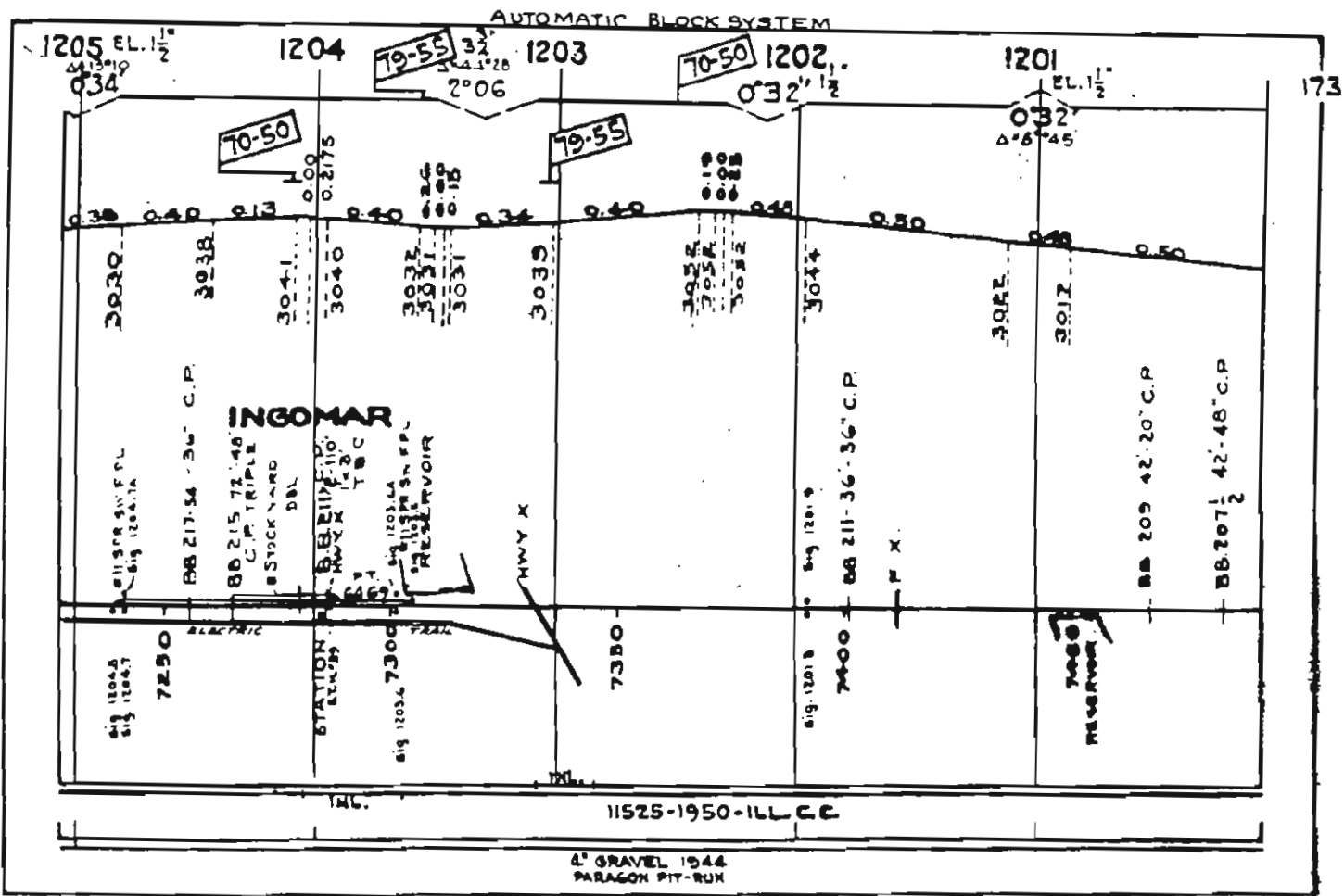
4" GRAVEL 1945
(PARAGON PROC. GR.)

4" GR. 1944
PARAGON P.S.

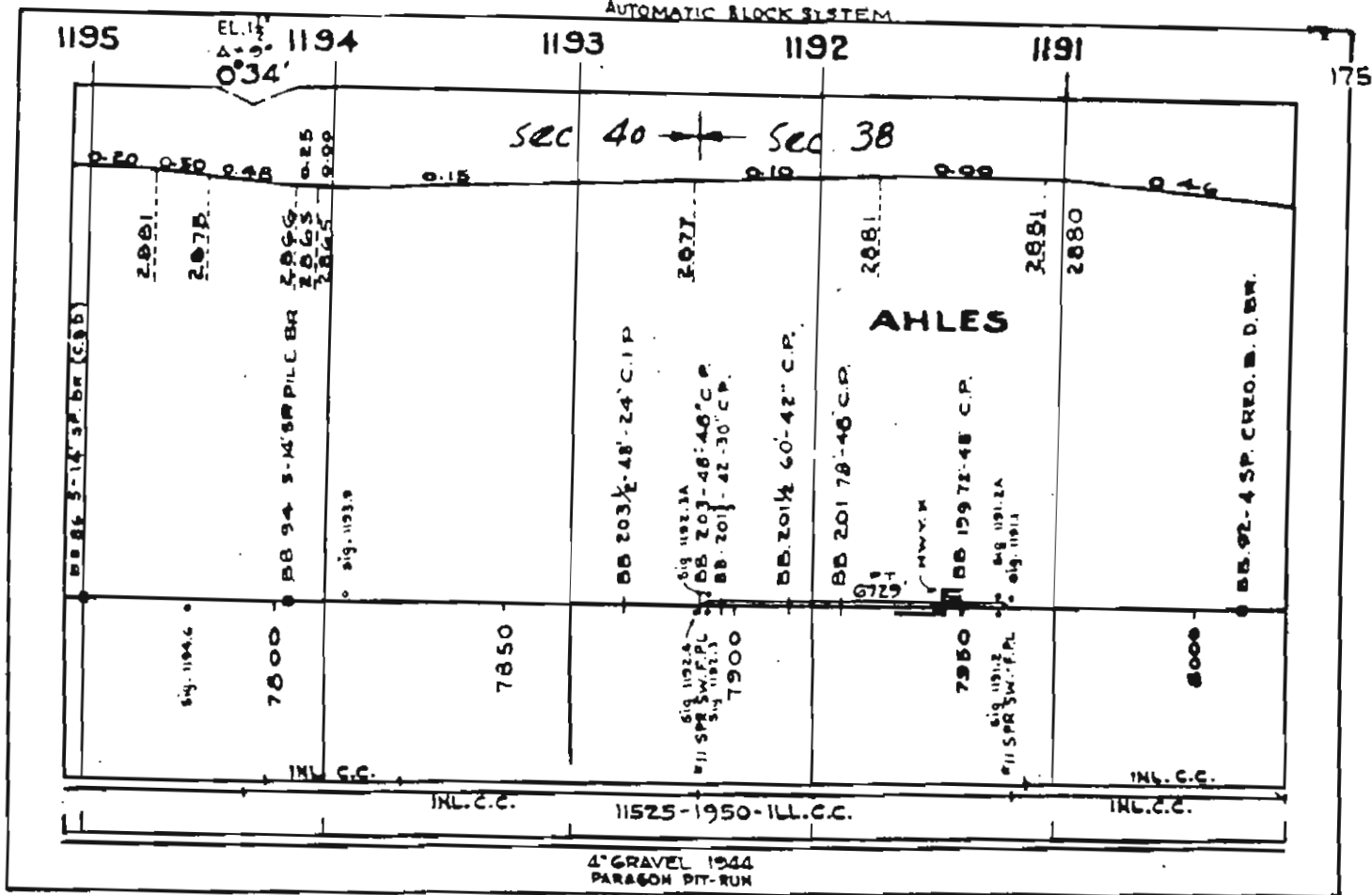
AUTOMATIC BLOCK SYSTEM



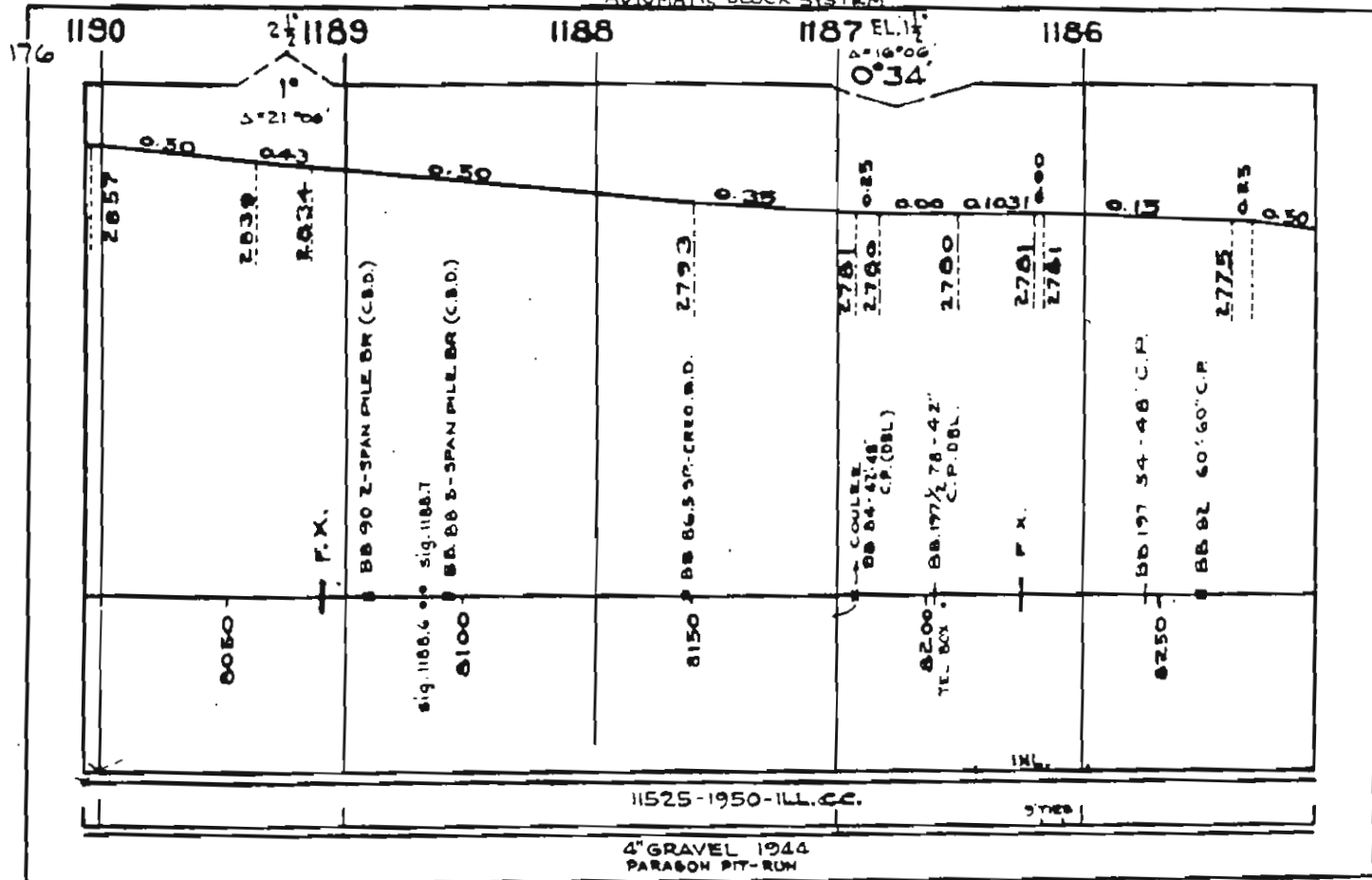
4" GRAVEL 1944
PARAGON PIT-RUM

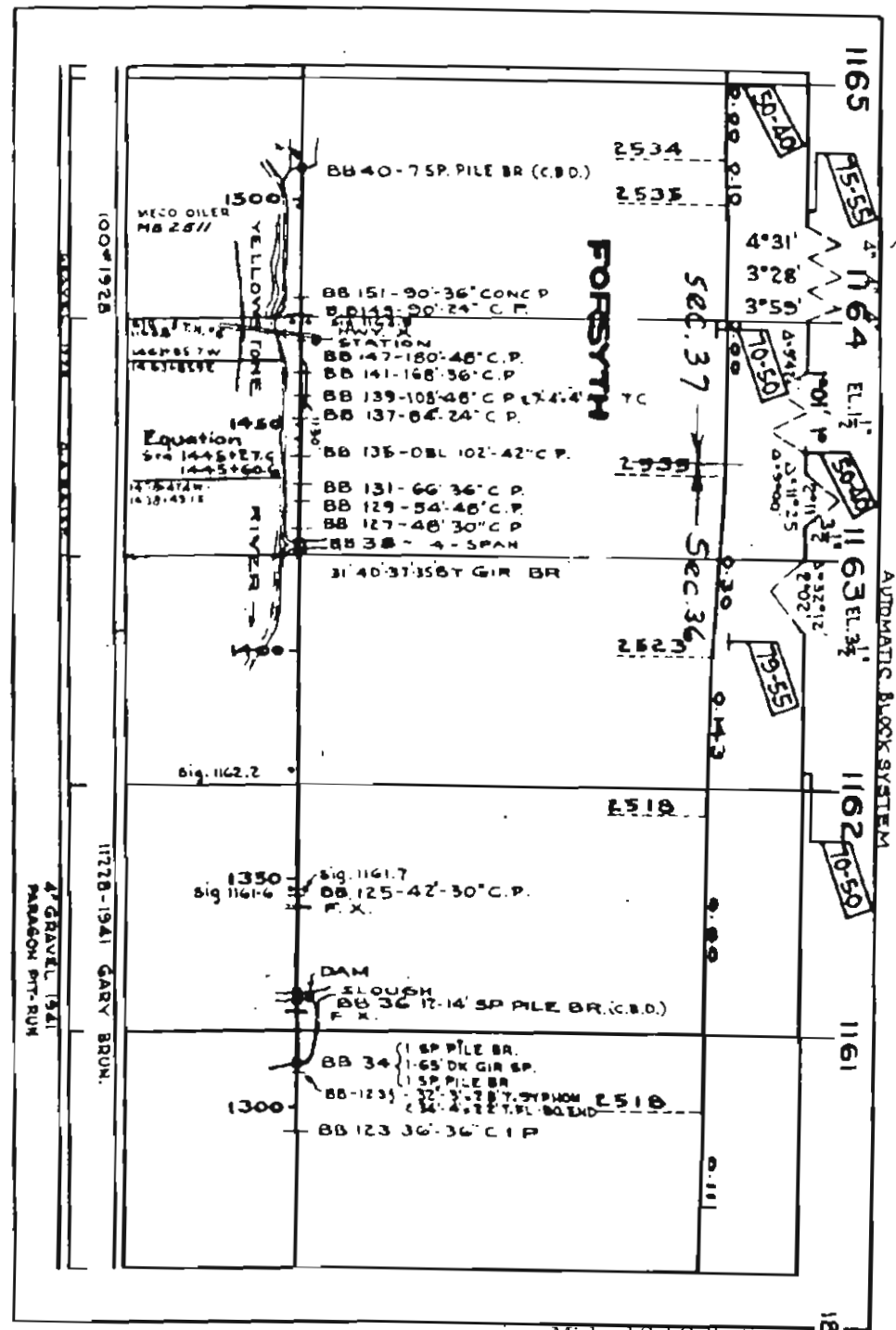
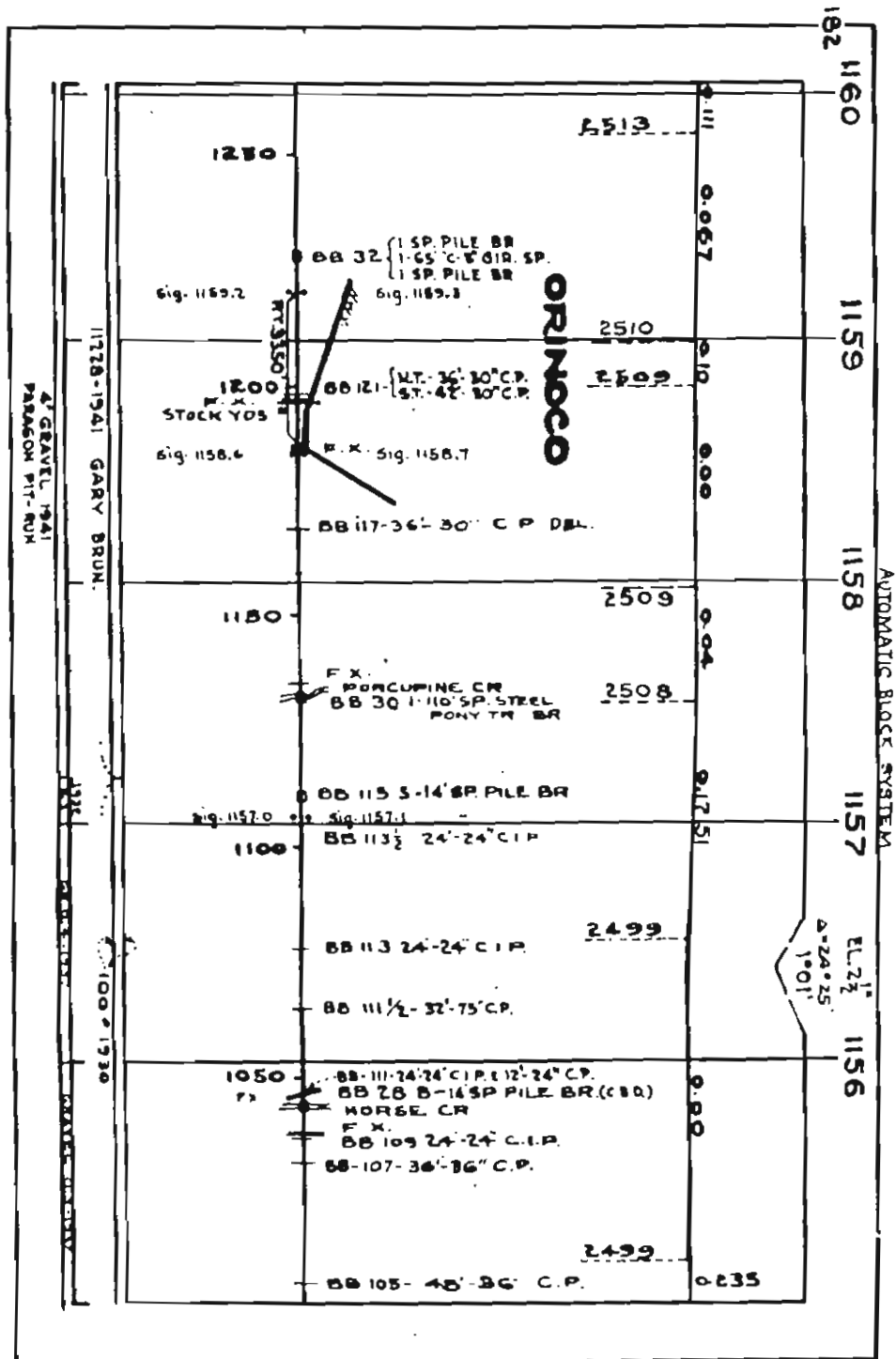


AUTOMATIC BLOCK SYSTEM

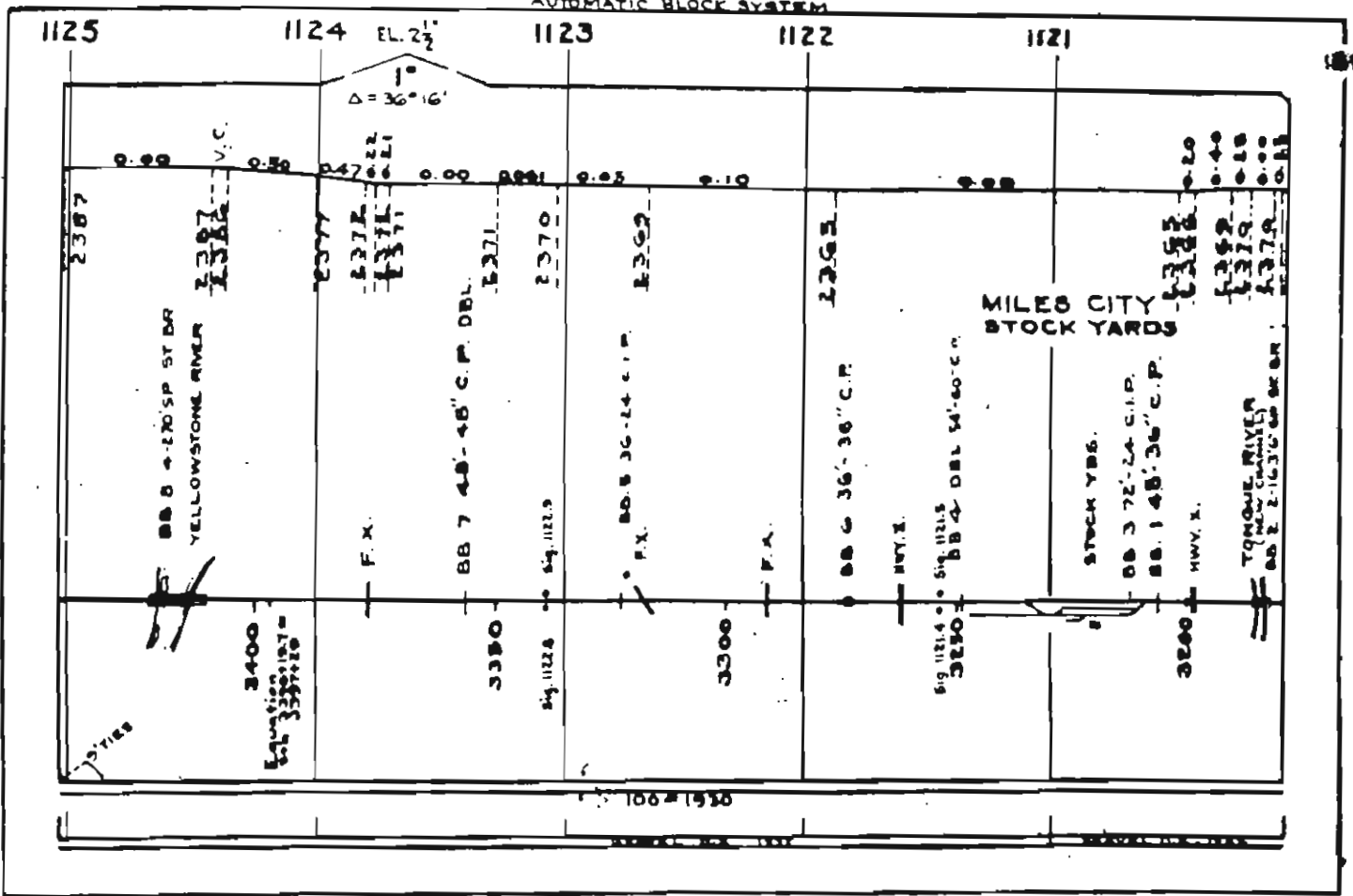


AUTOMATIC BLOCK SYSTEM

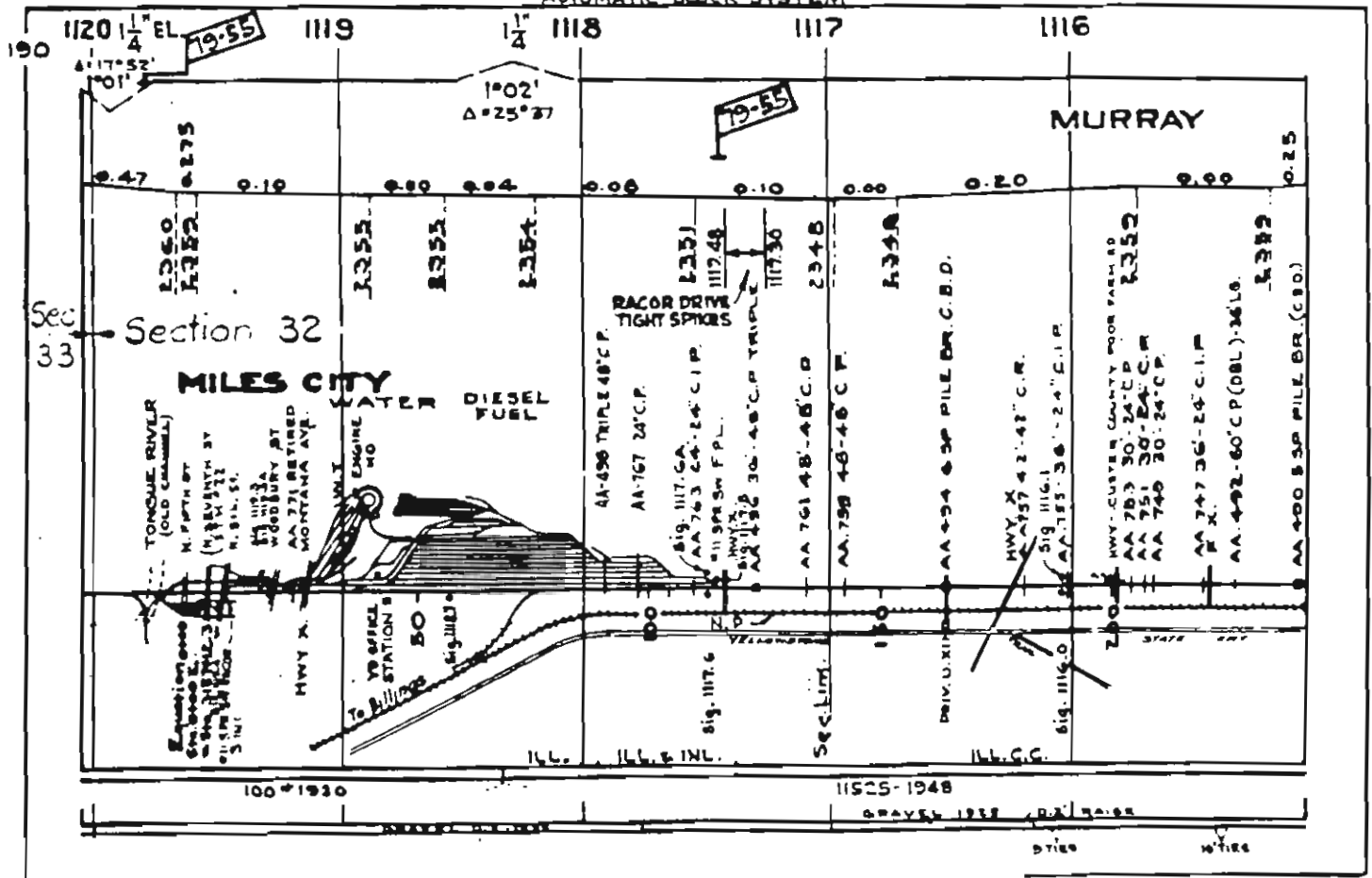




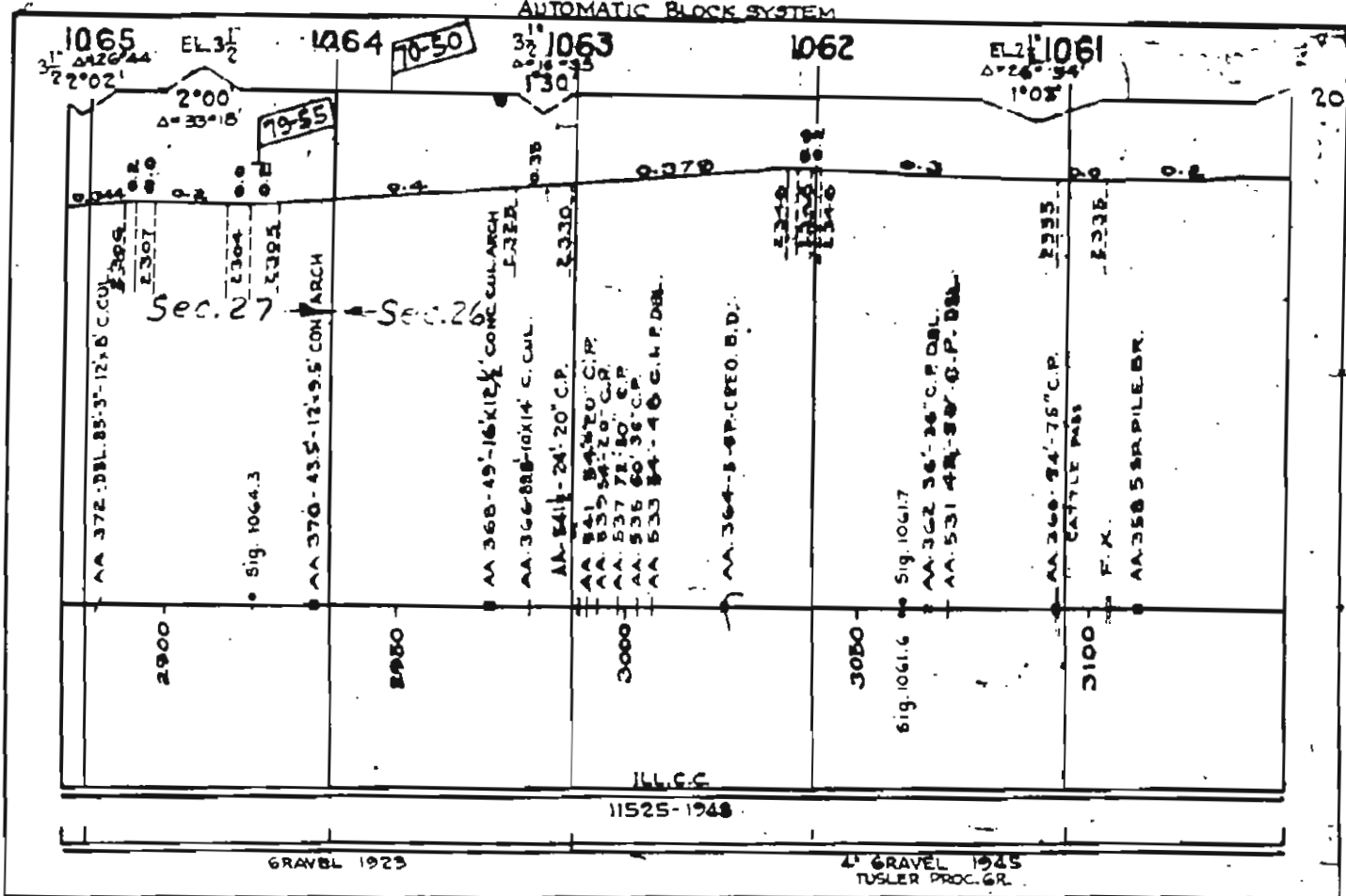
AUTOMATIC BLOCK SYSTEM



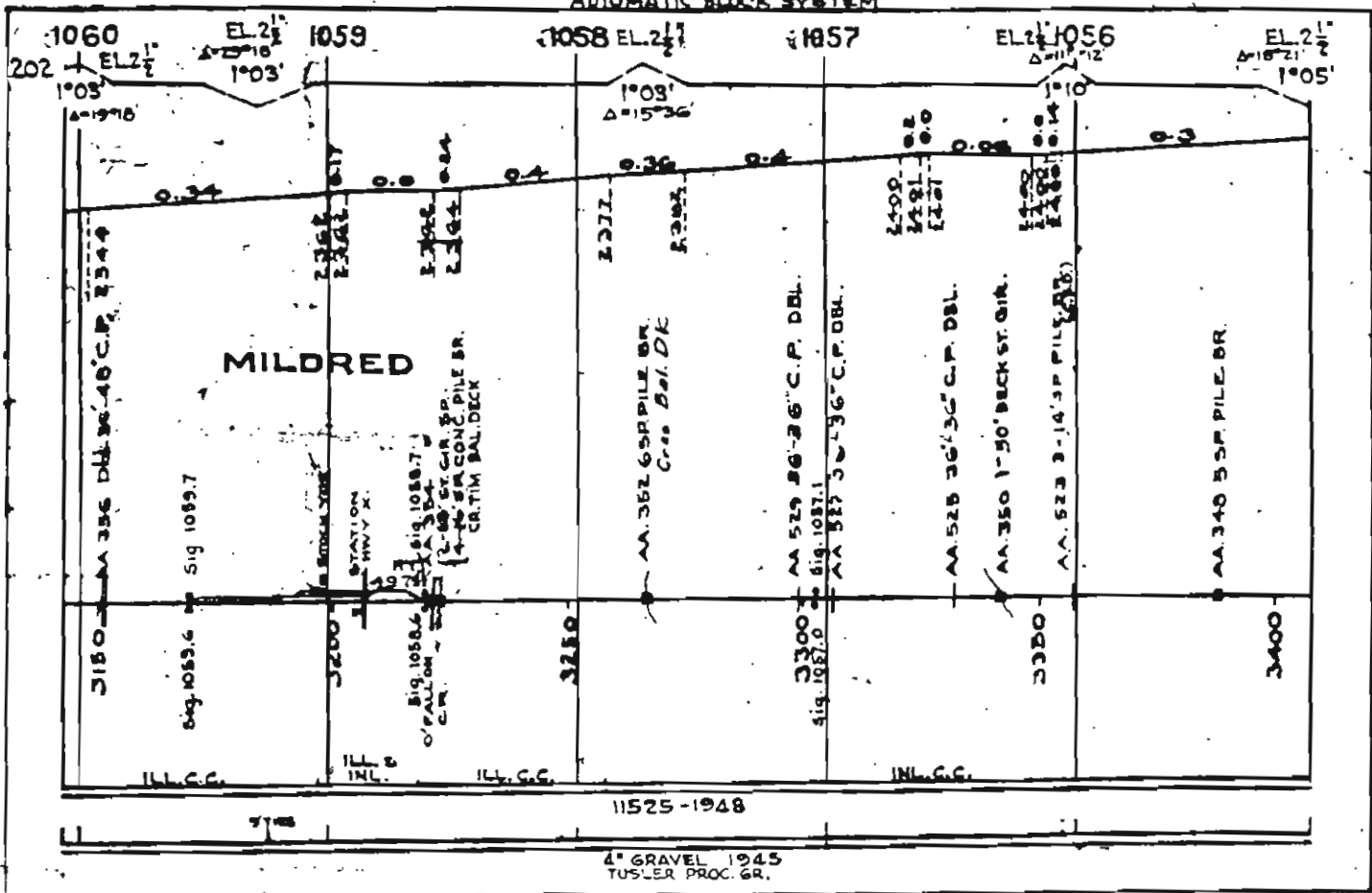
AUTOMATIC BLOCK SYSTEM



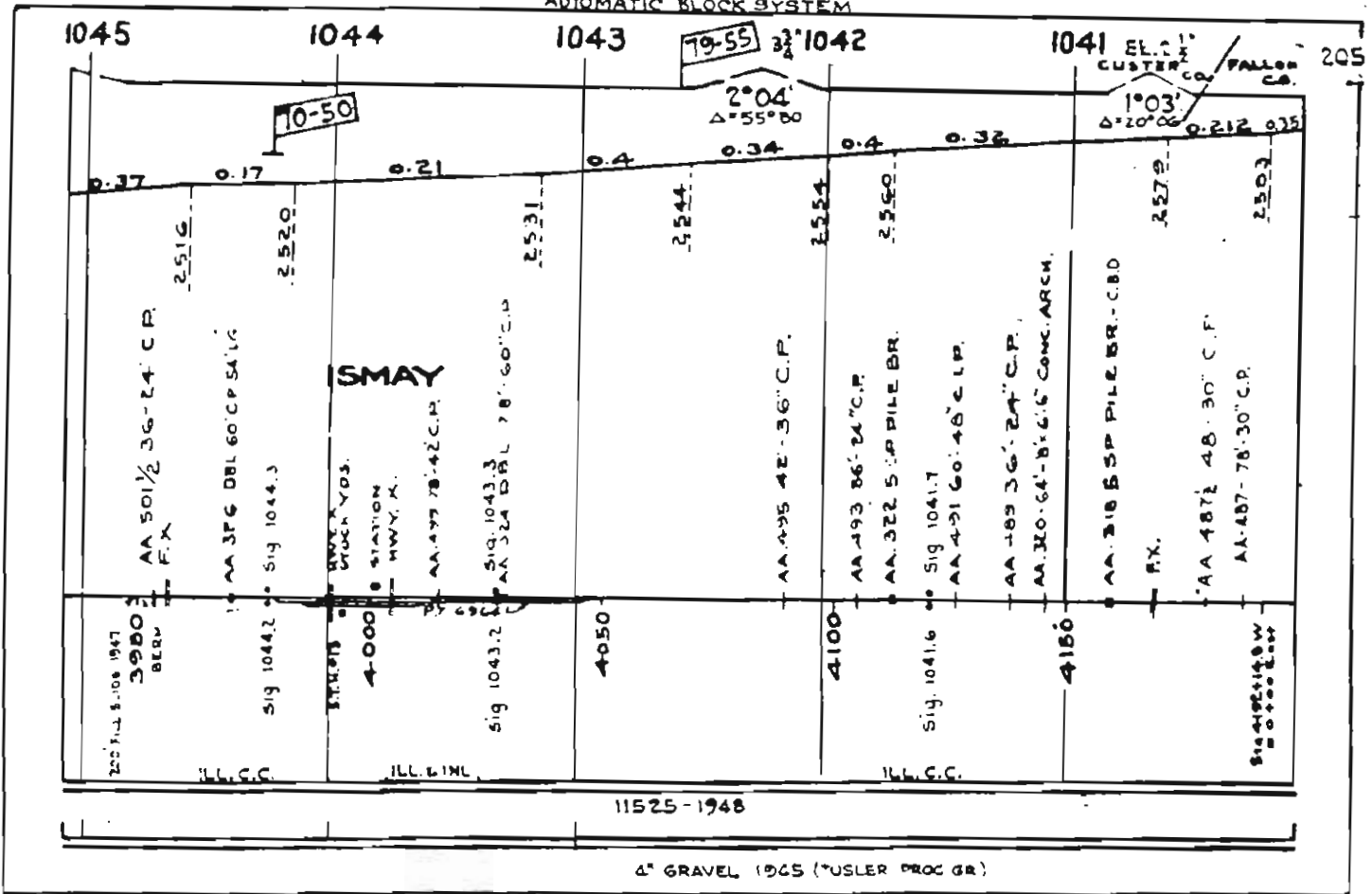
AUTOMATIC BLOCK SYSTEM



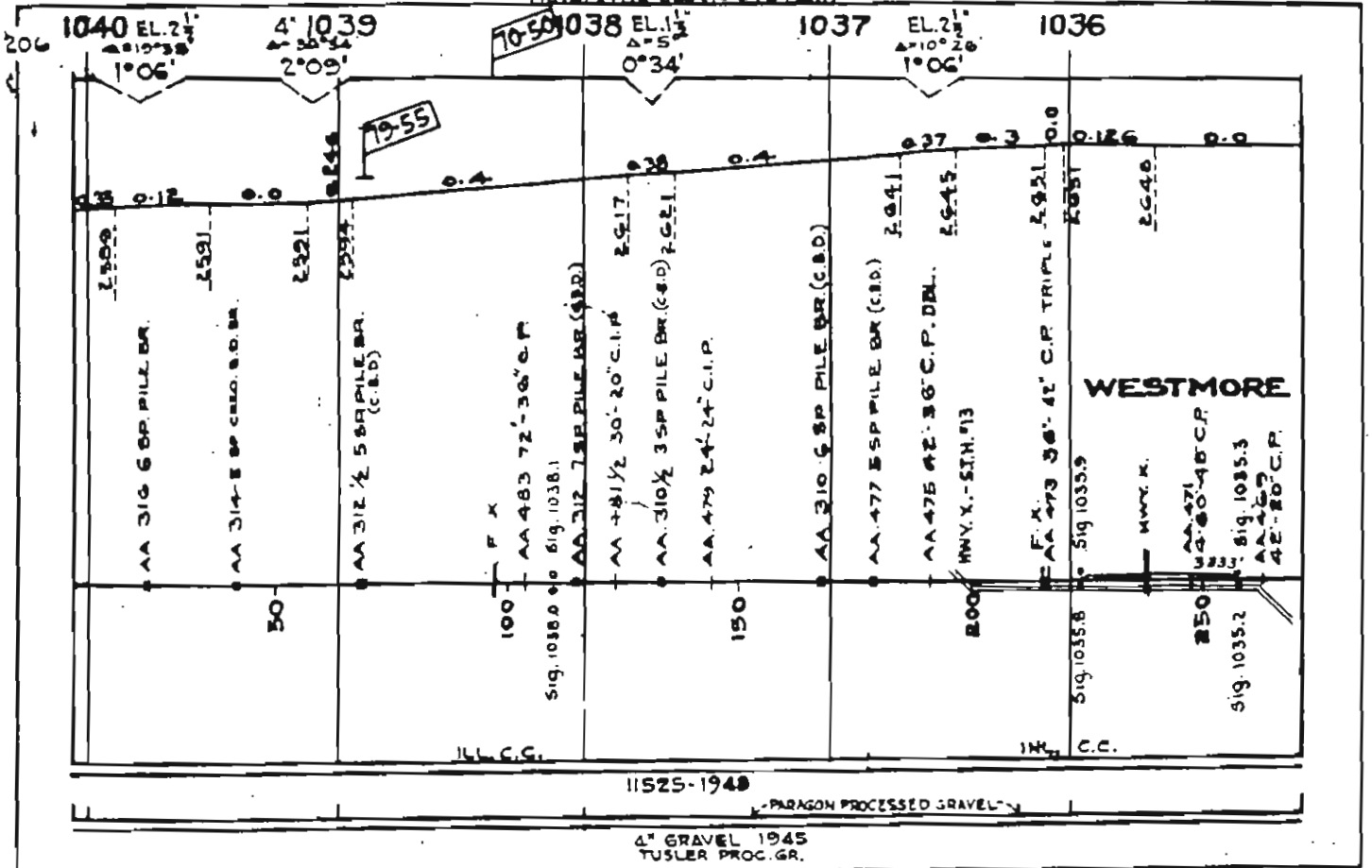
AUTOMATIC BLOCK SYSTEM

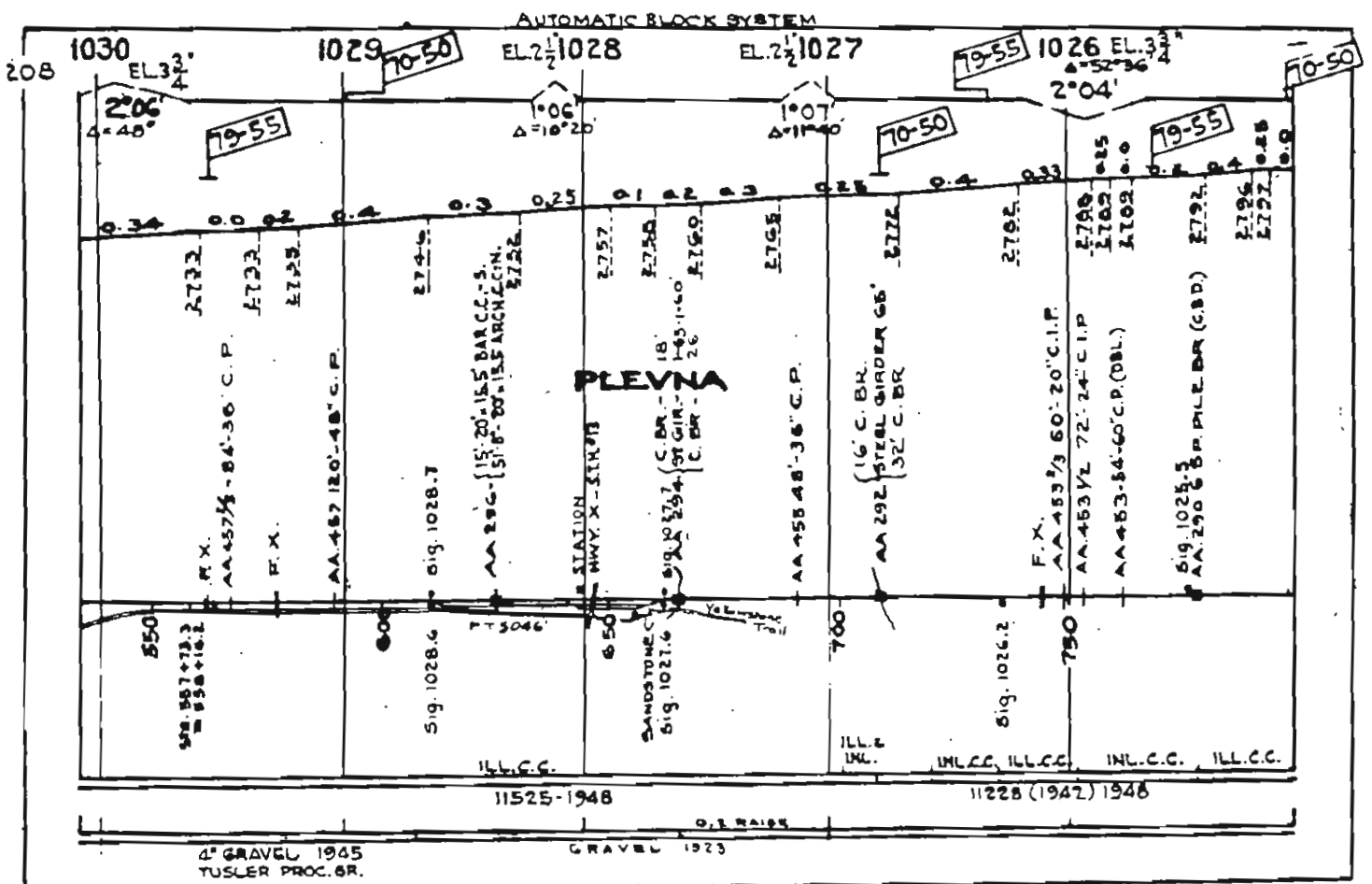
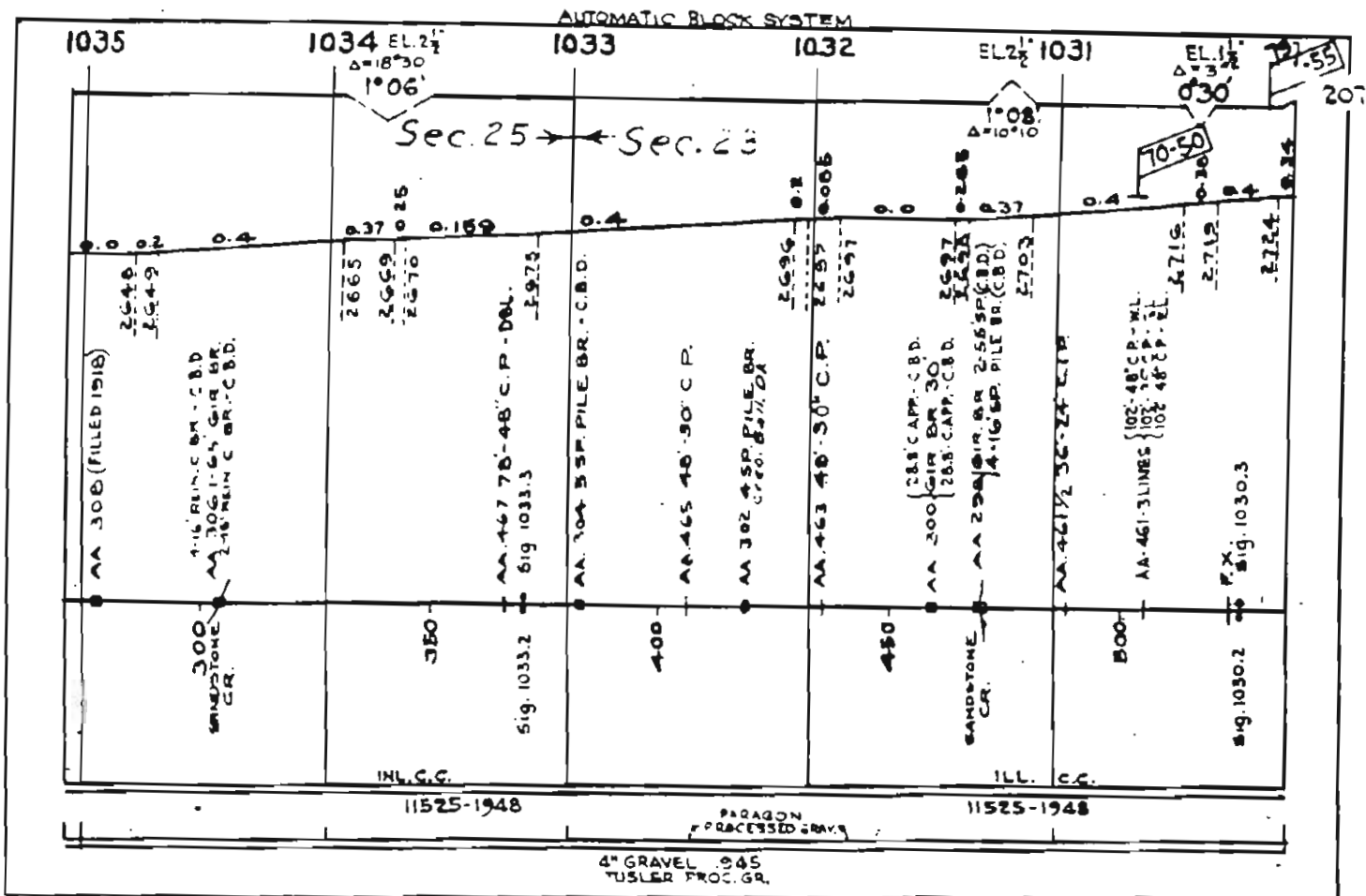


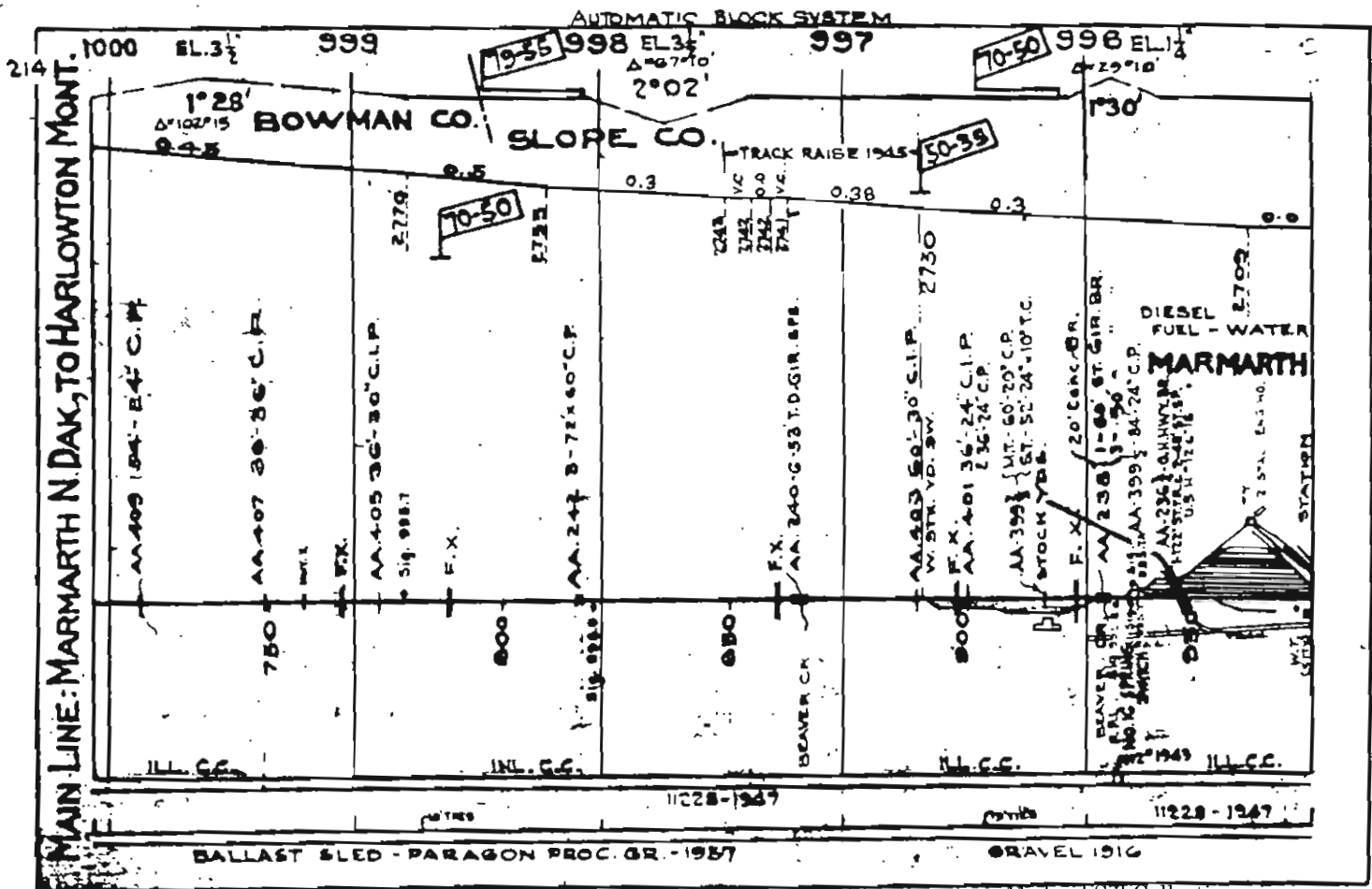
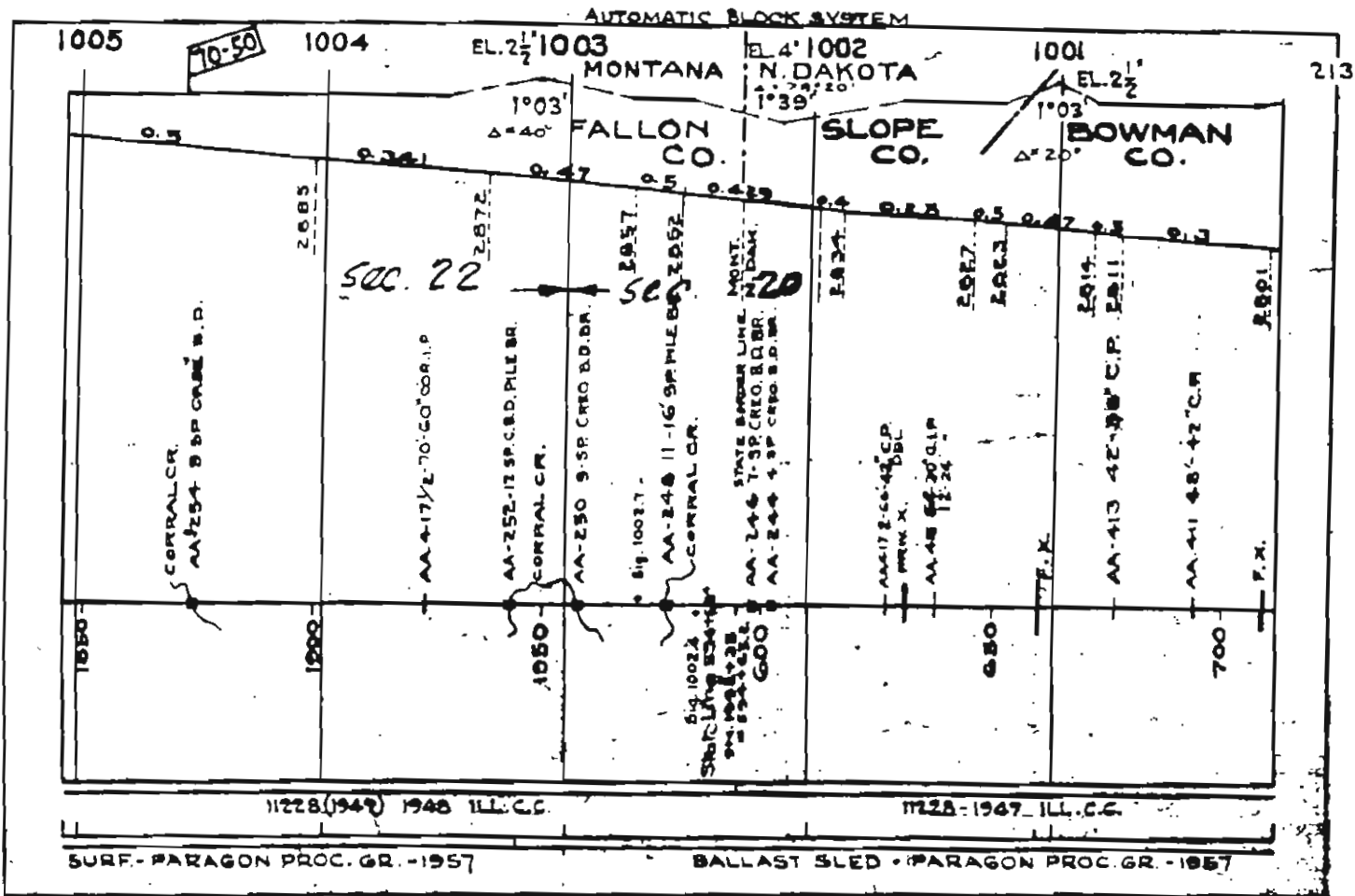
AUTOMATIC BLOCK SYSTEM



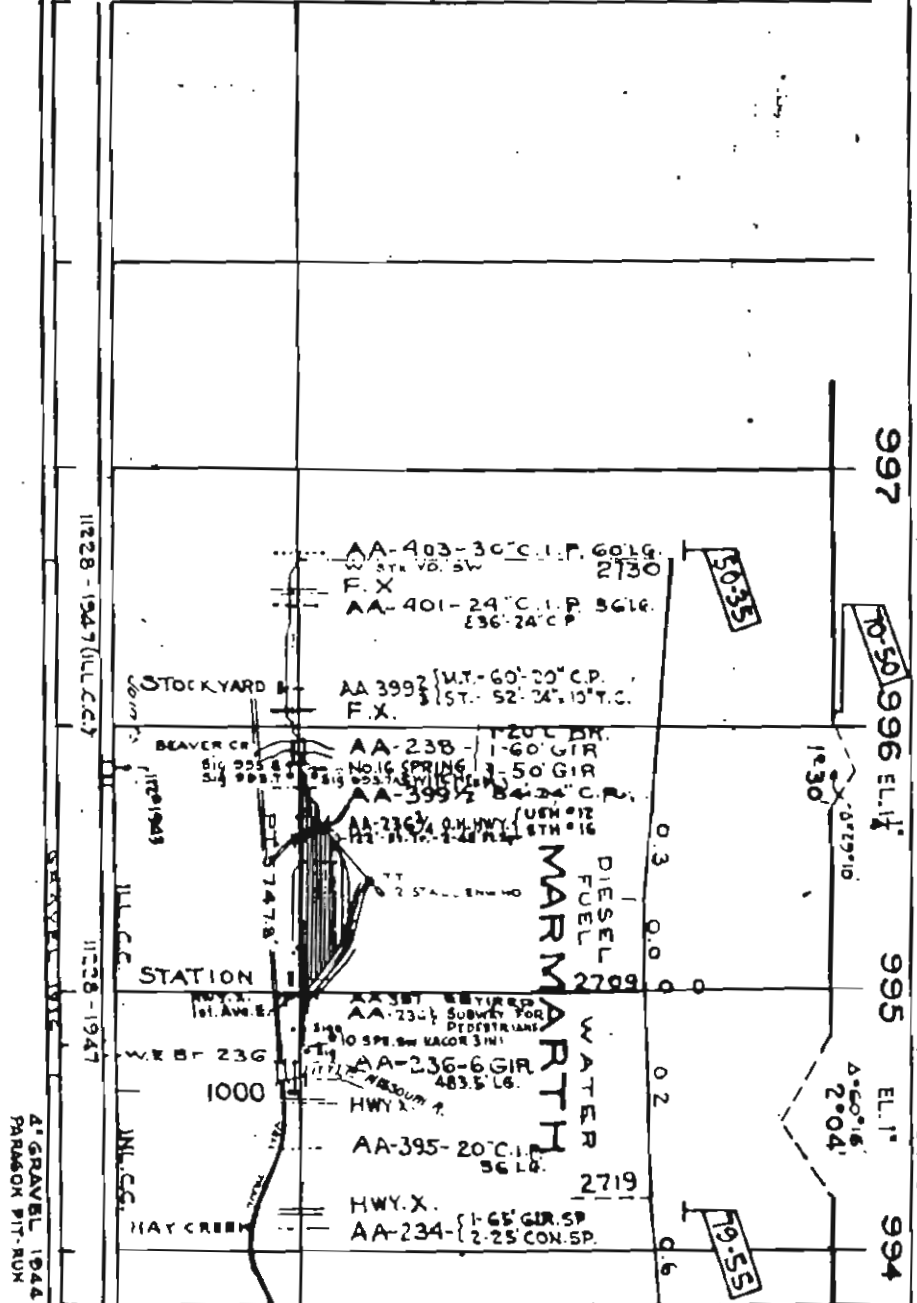
AUTOMATIC BLOCK SYSTEM



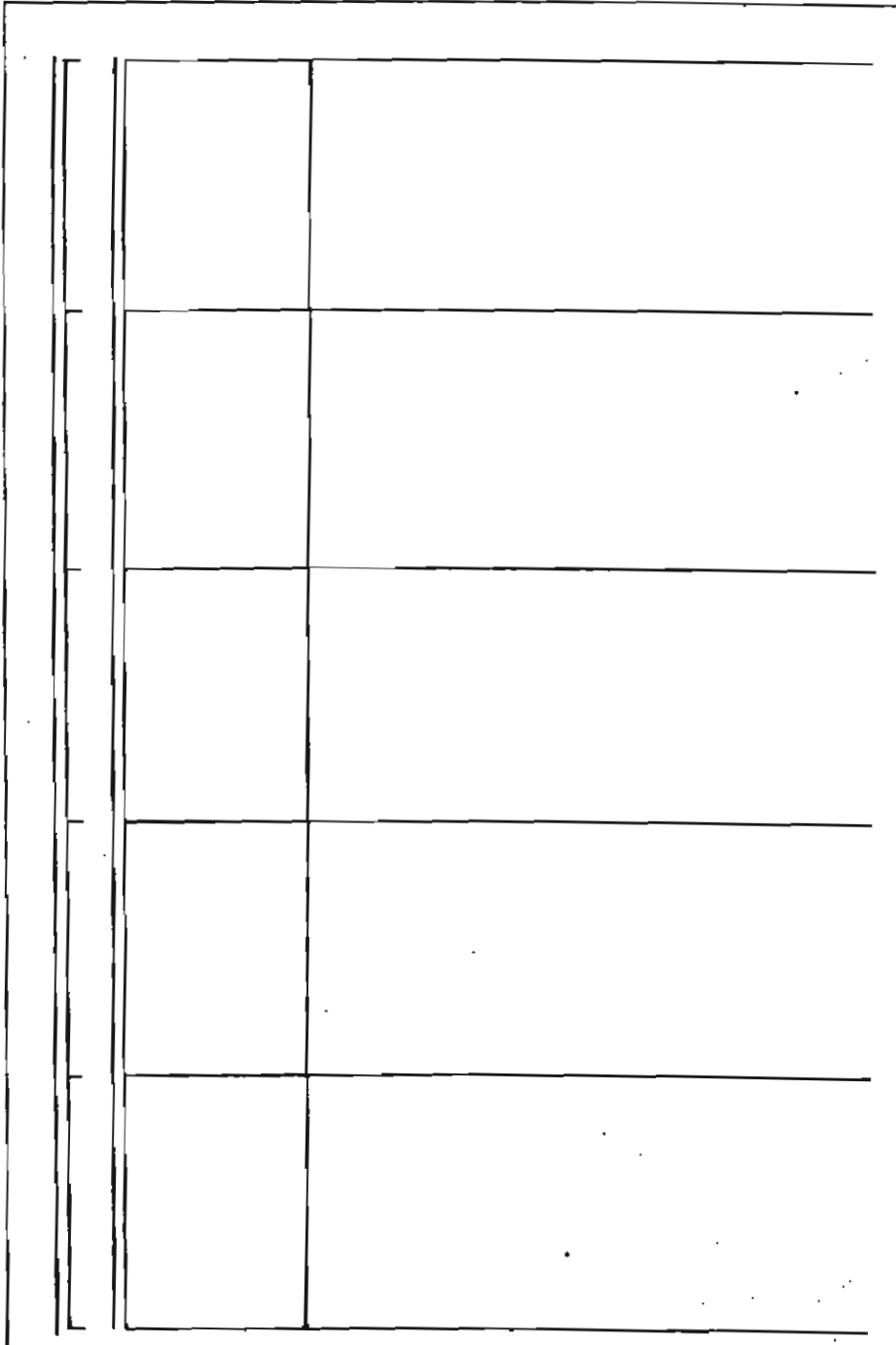




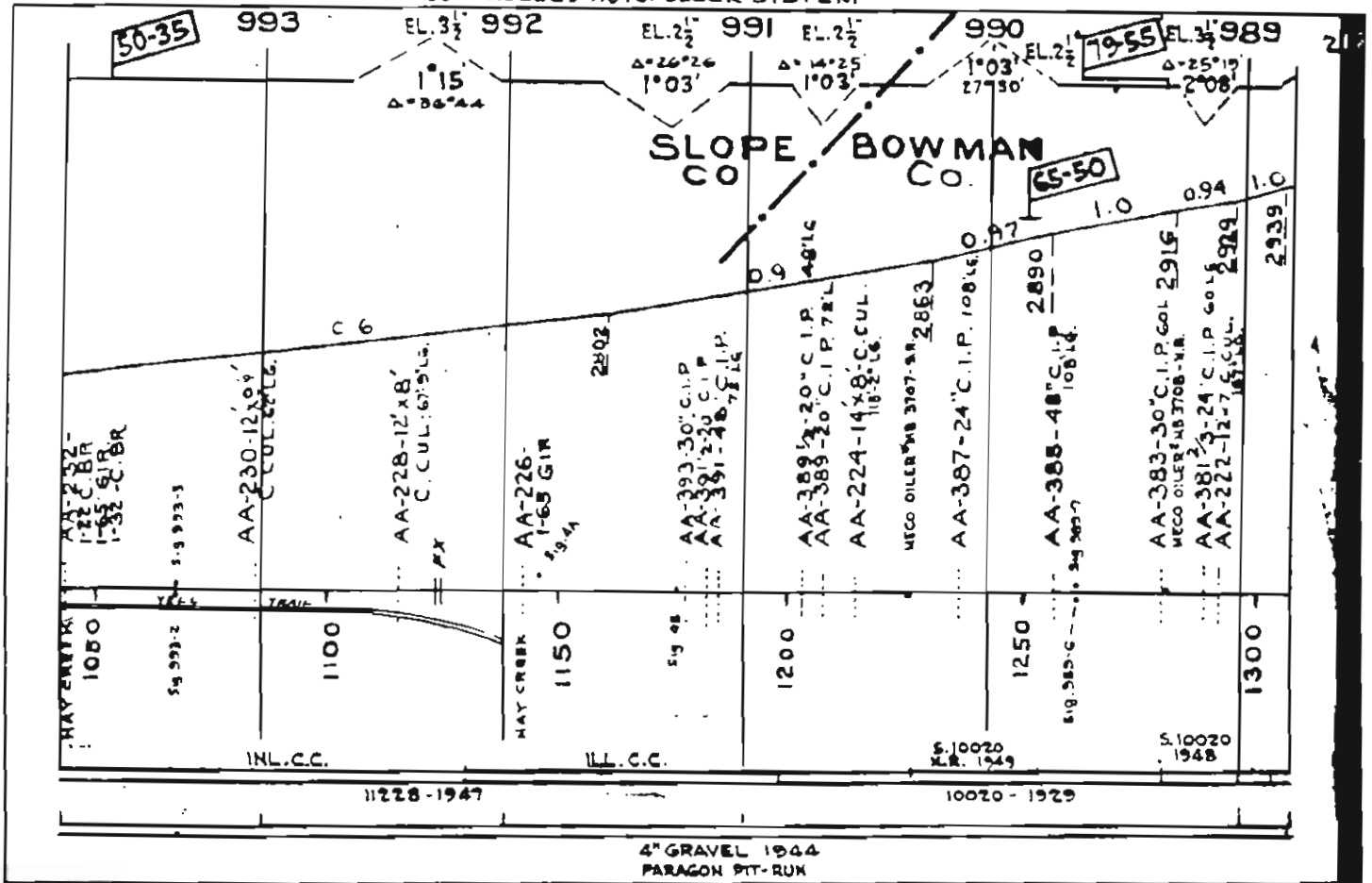
216
MAIN LINE - MOBRIDGE TO MARMARTH



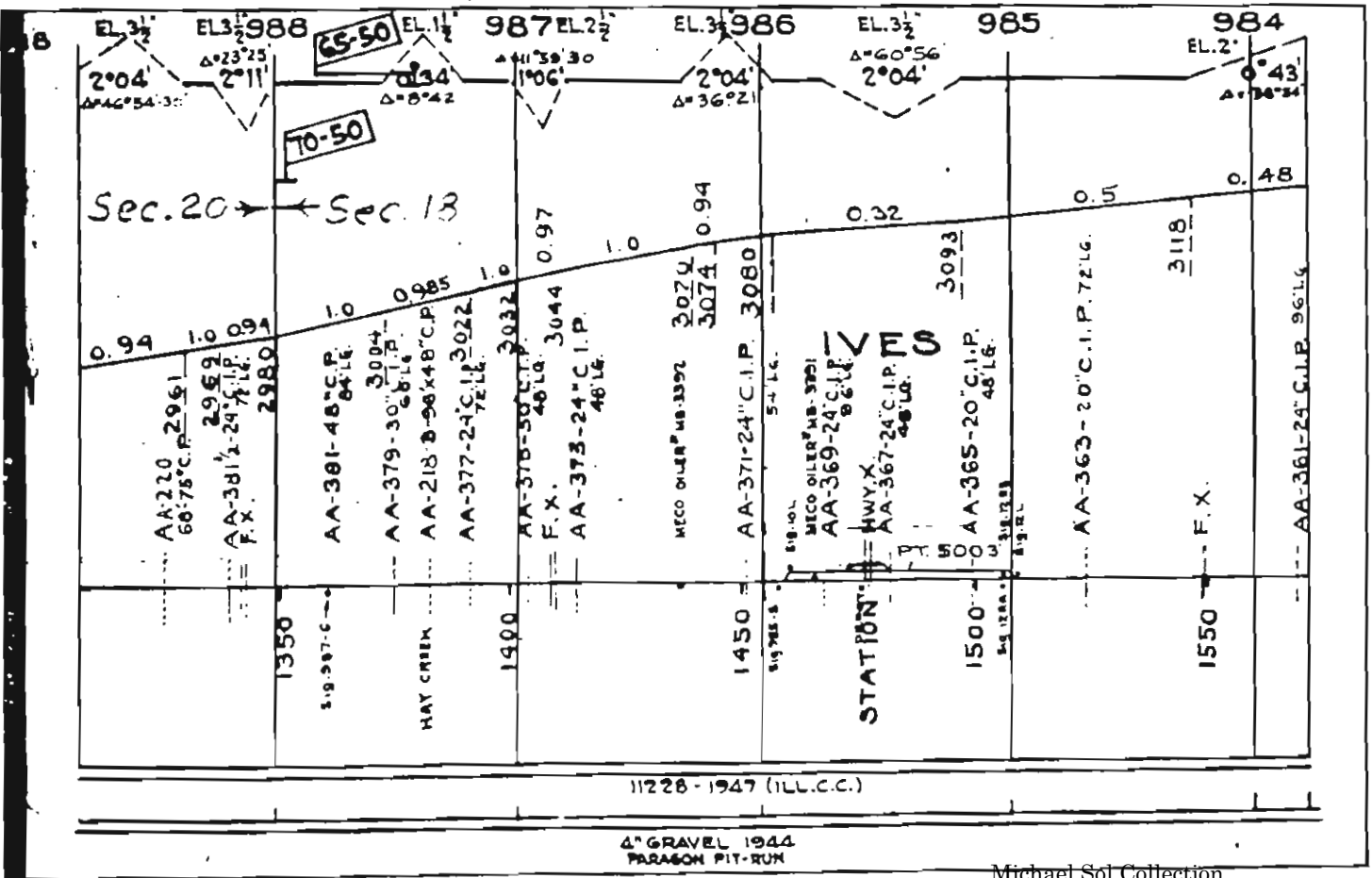
4" GRAVEL 1946
 PARADOX PIT-RUN

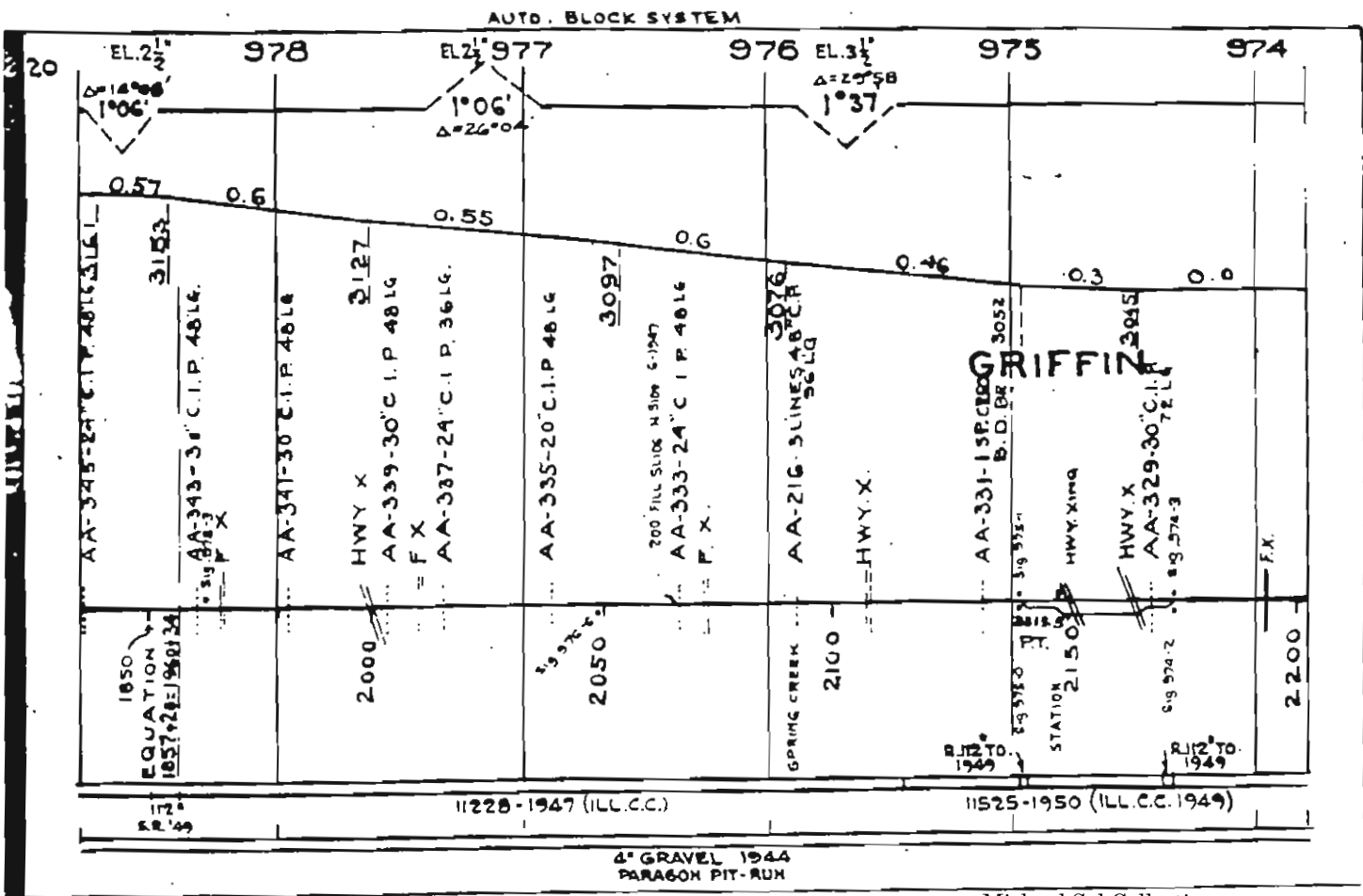
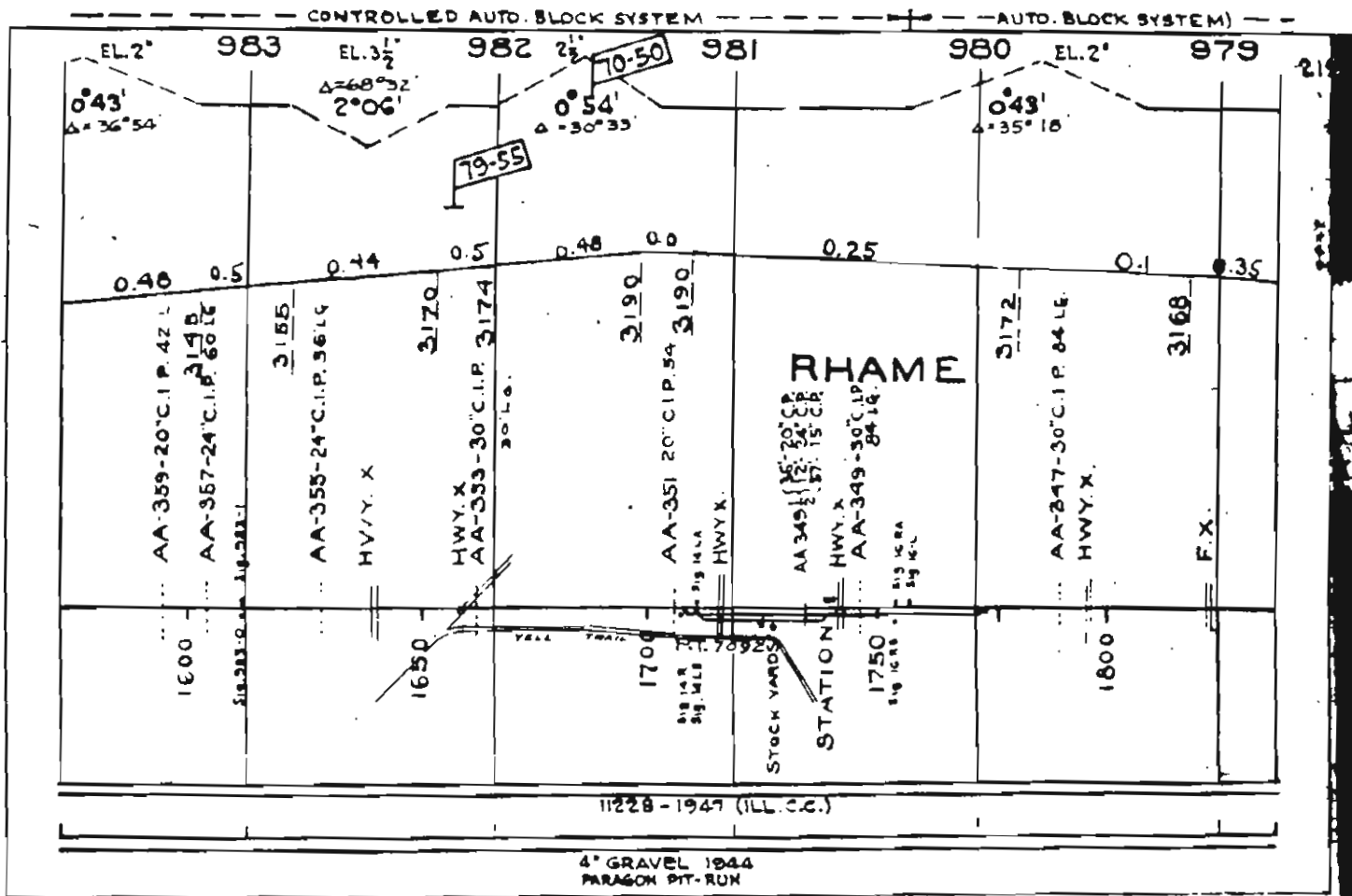


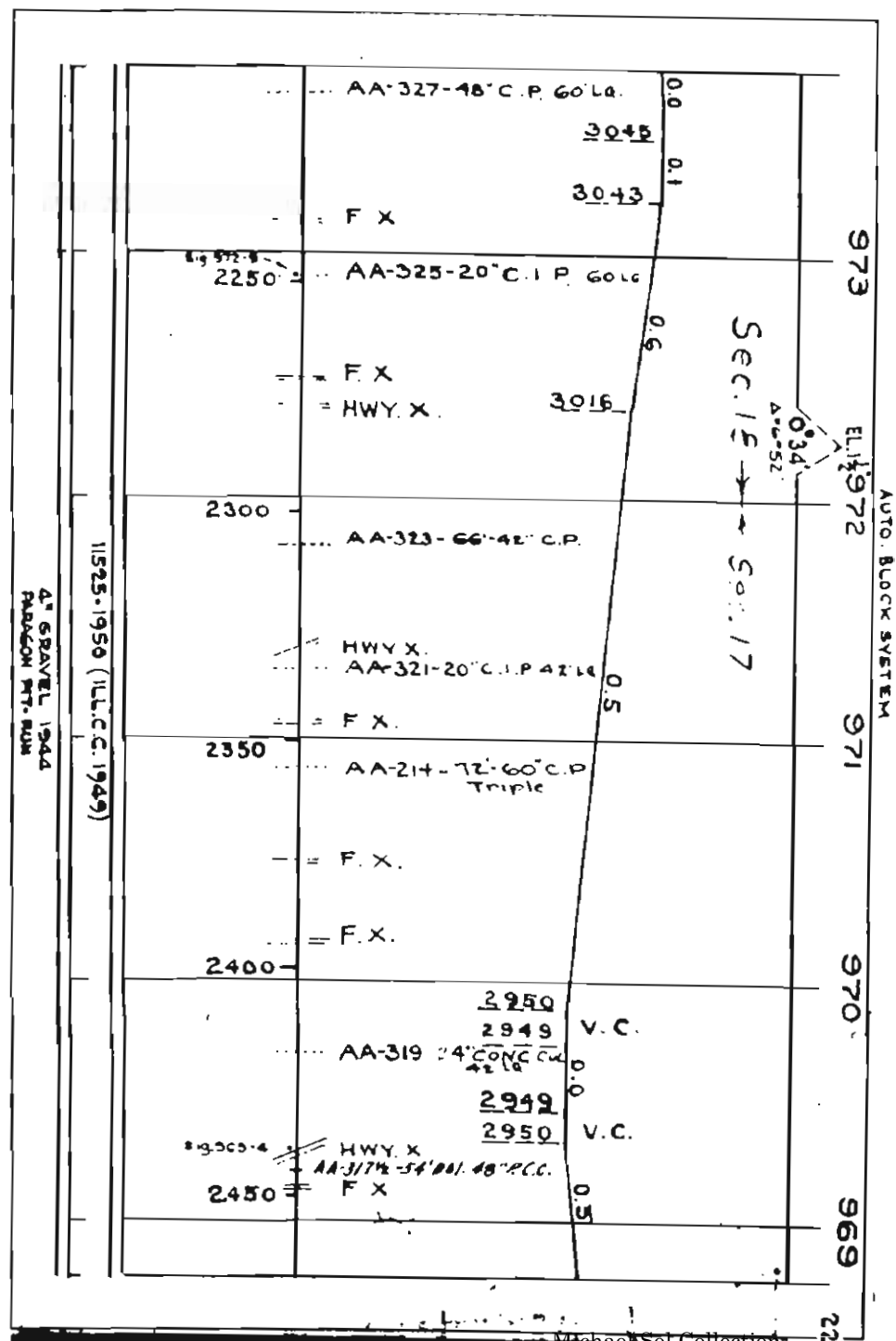
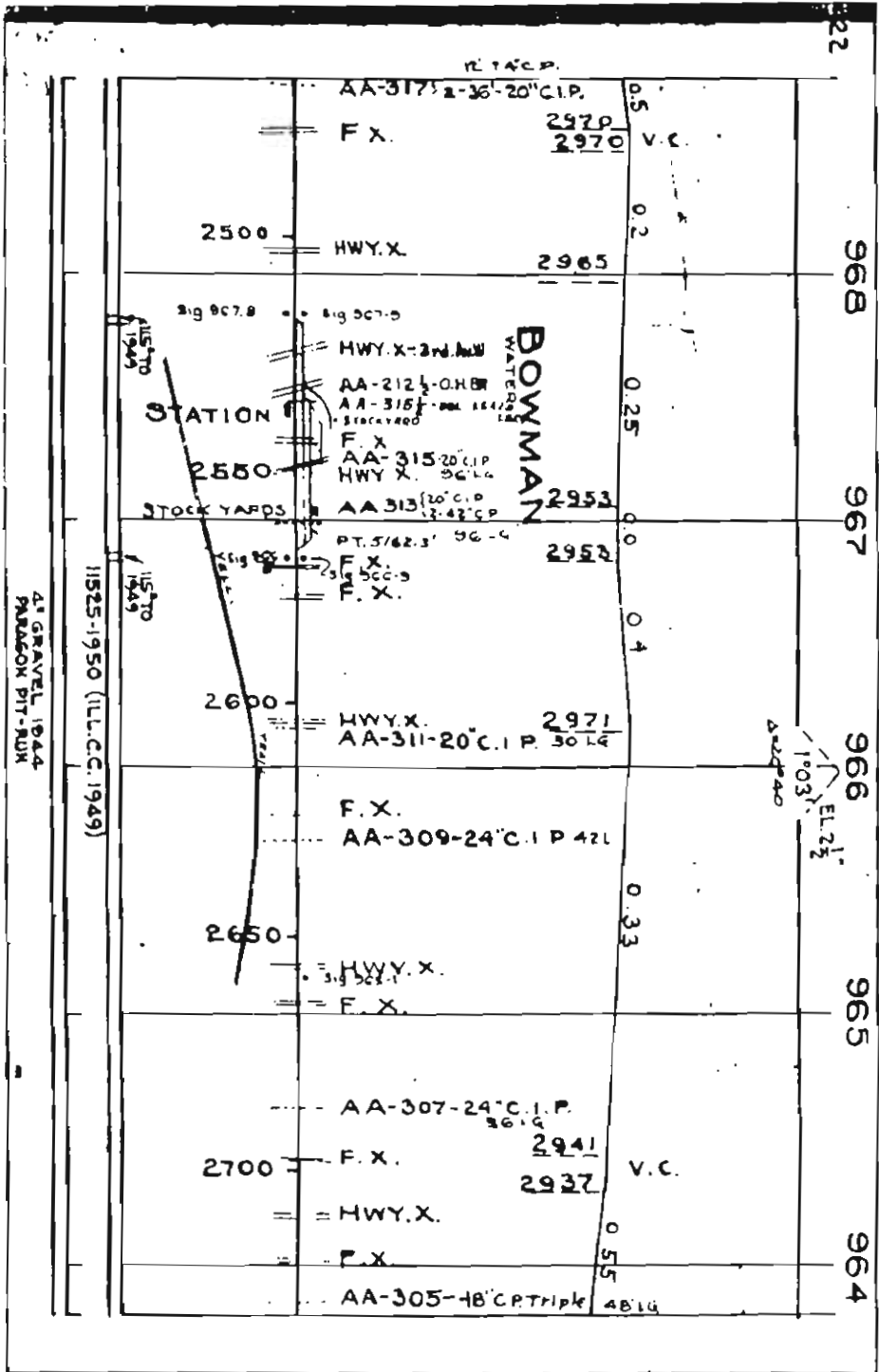
CONTROLLED AUTO. BLOCK SYSTEM

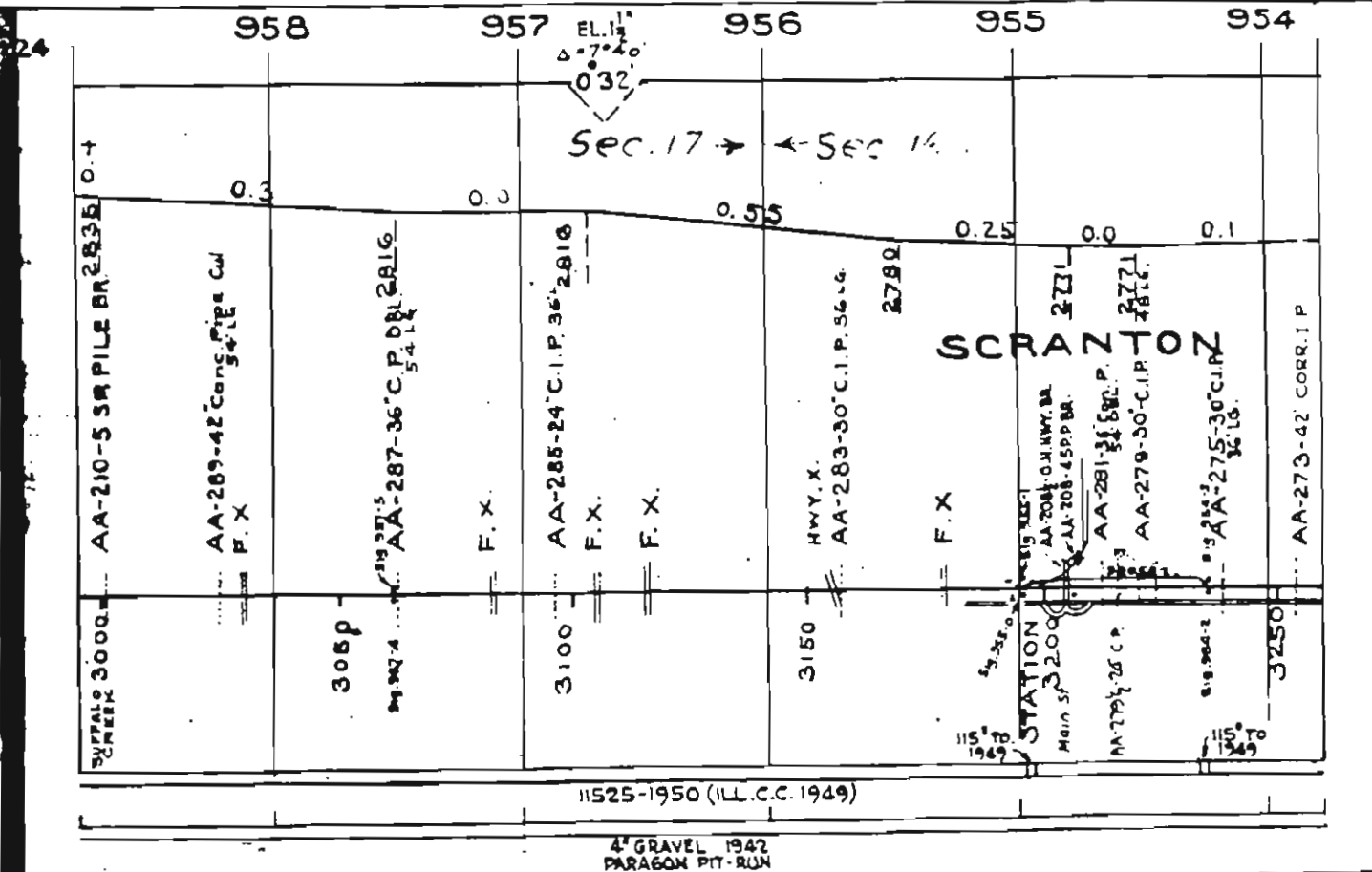
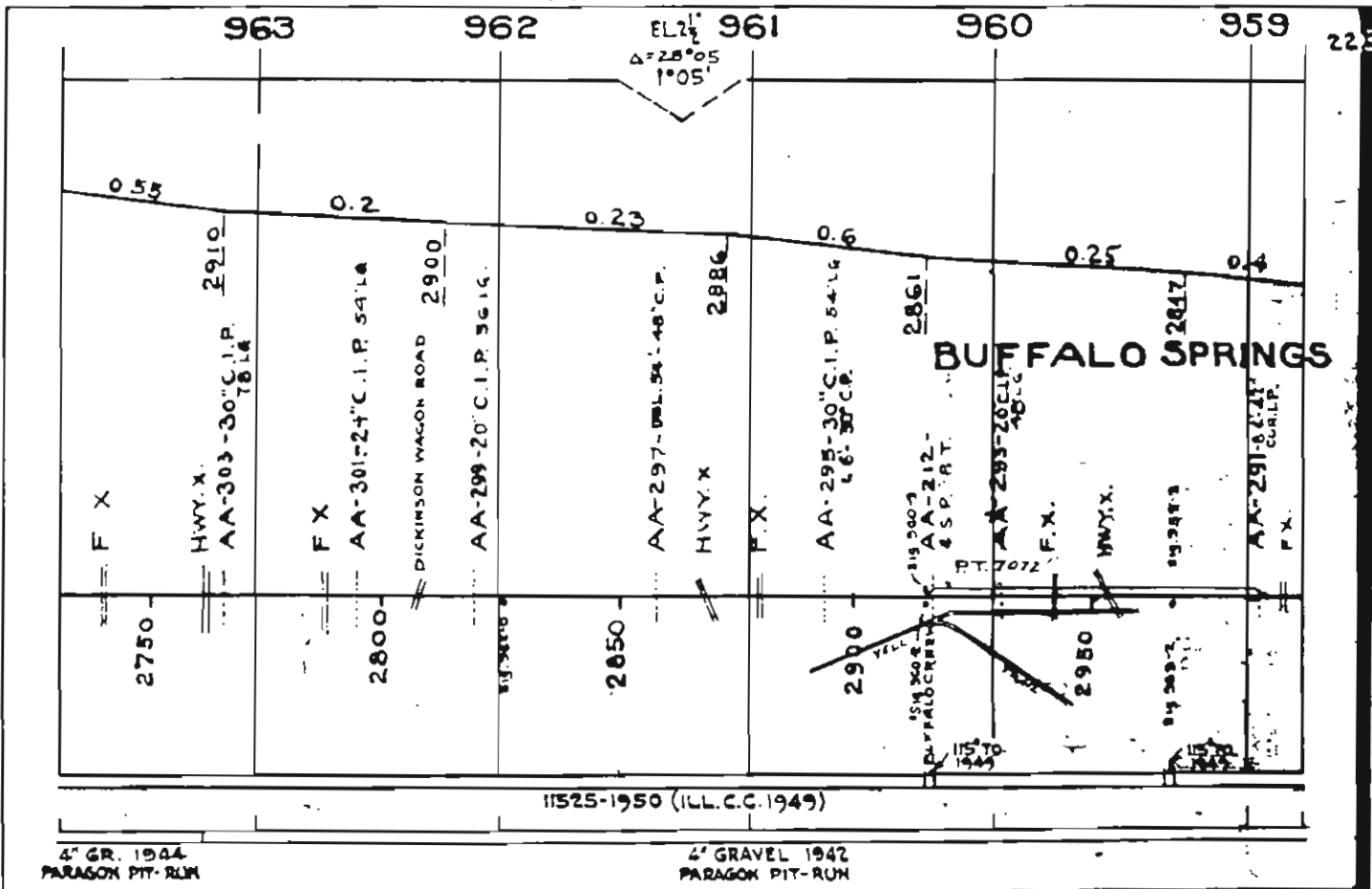


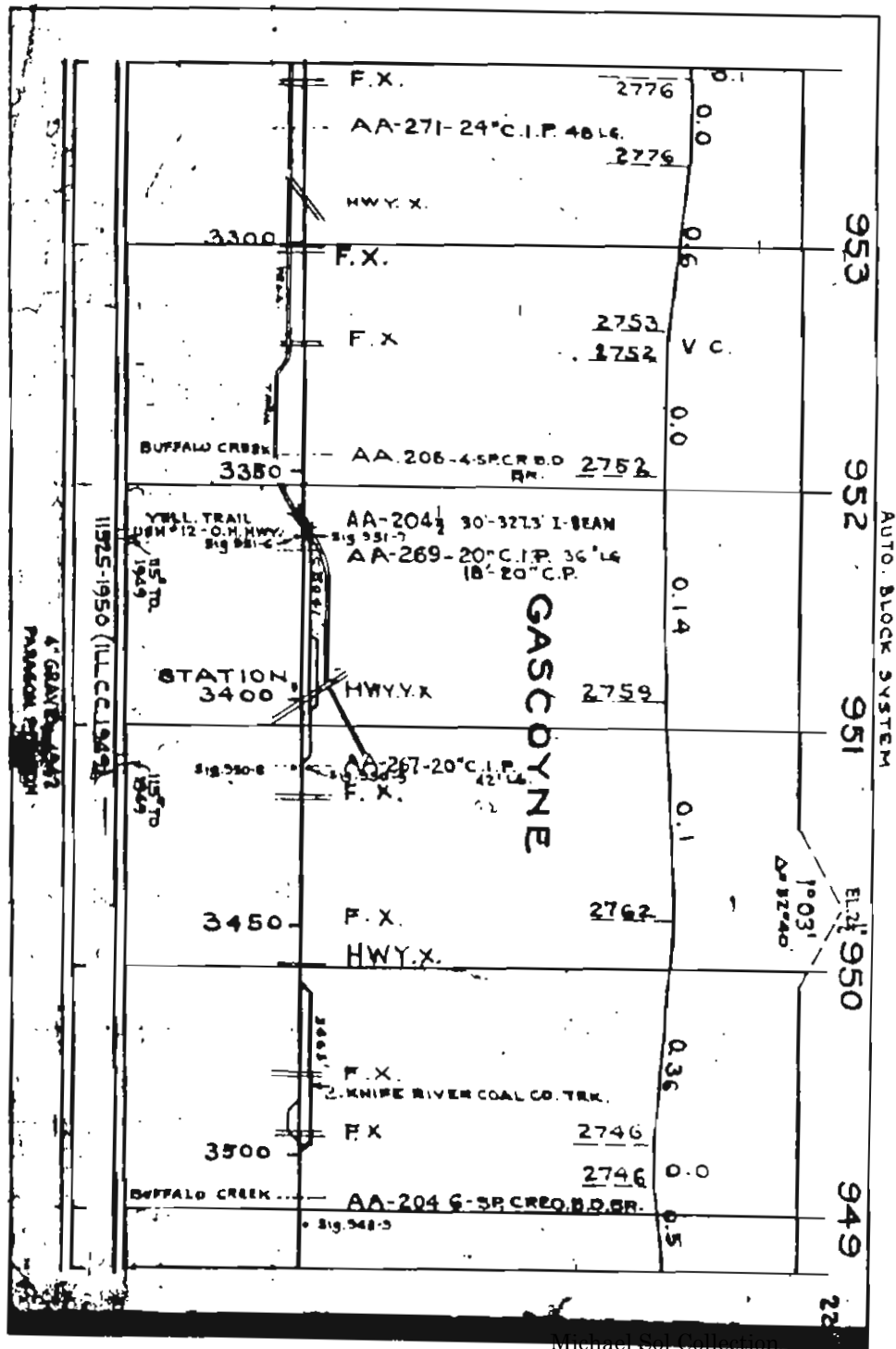
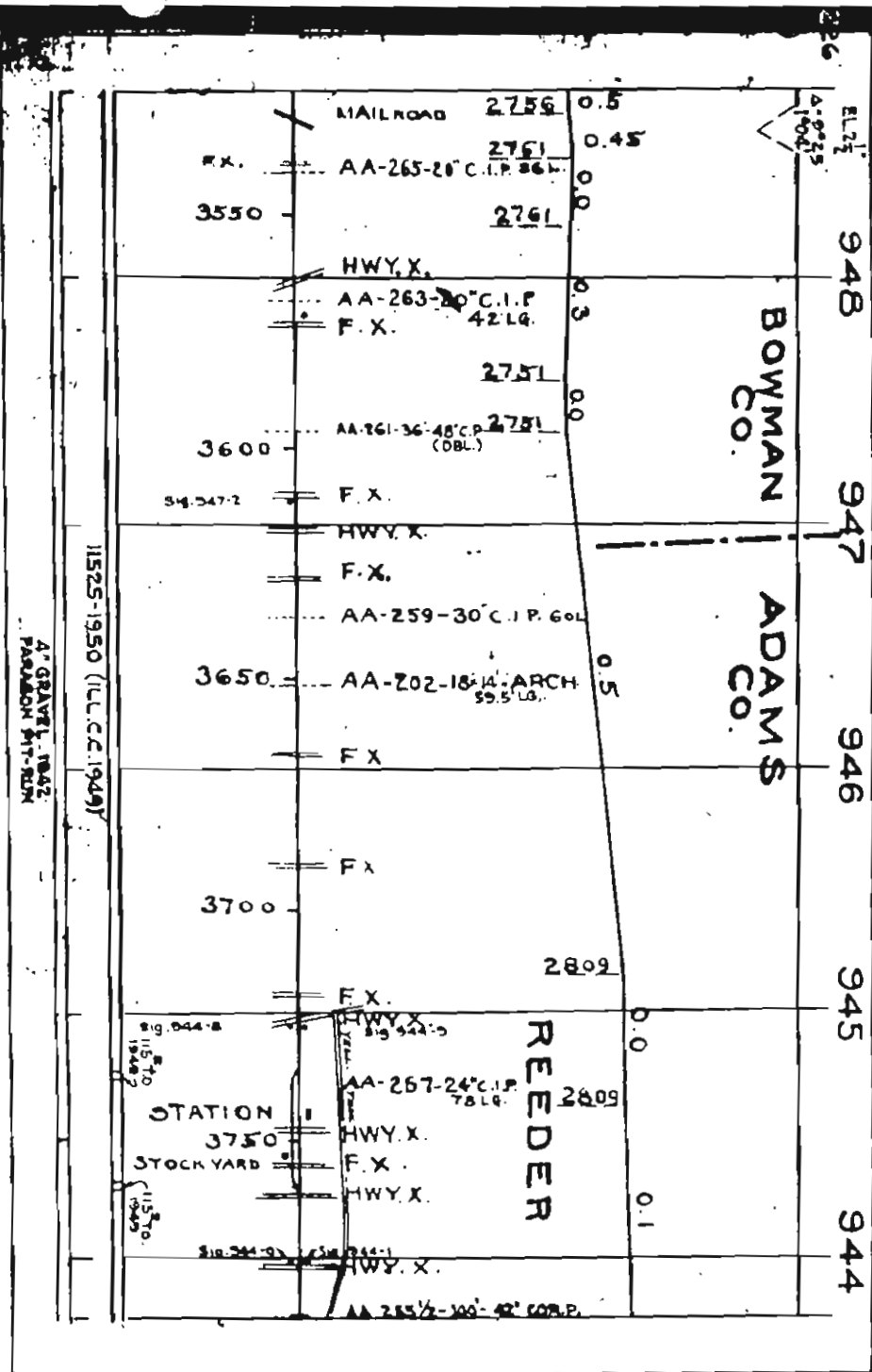
CONTROLLED AUTO. BLOCK SYSTEM







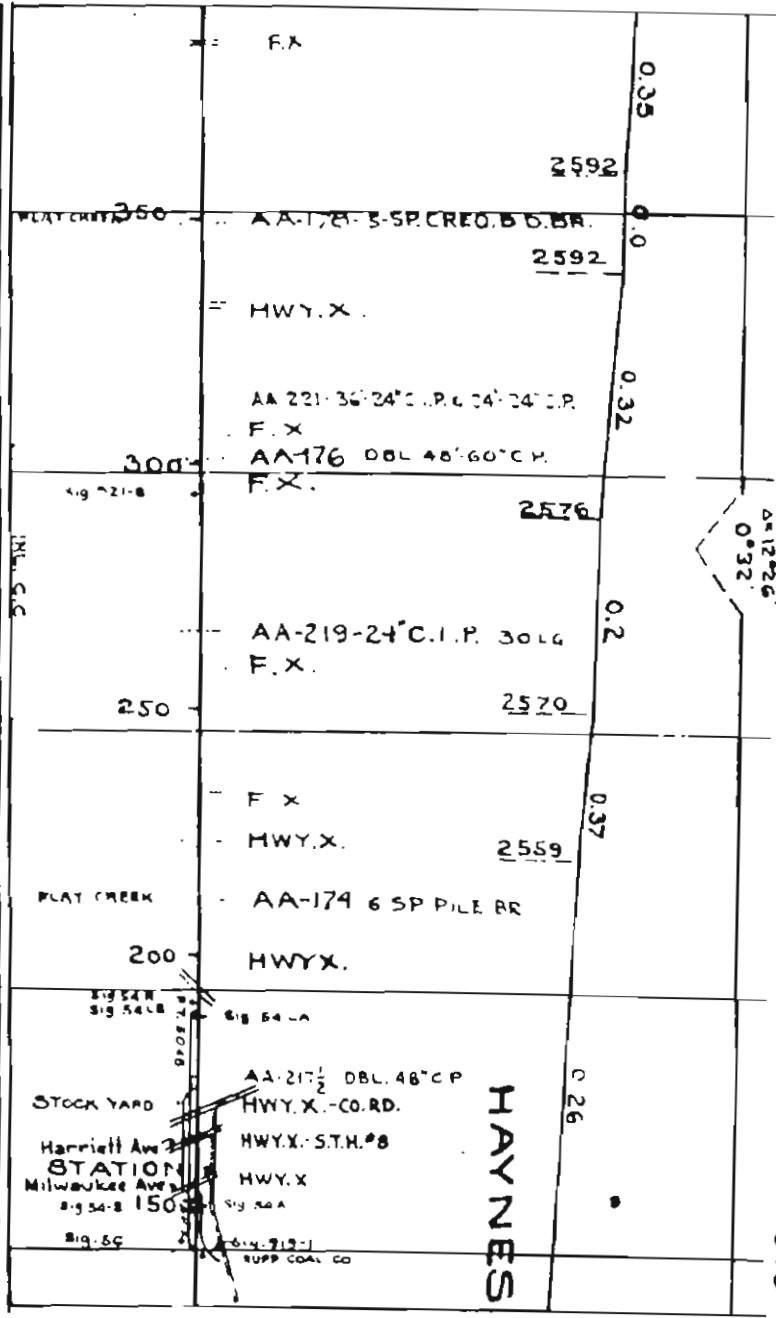




CONTROLLED AUTO. BLOCK SYSTEM.

923 922 E.L.I. 921 920 919

0°32'



4" GRAVEL 1947 PARAGON PROC.

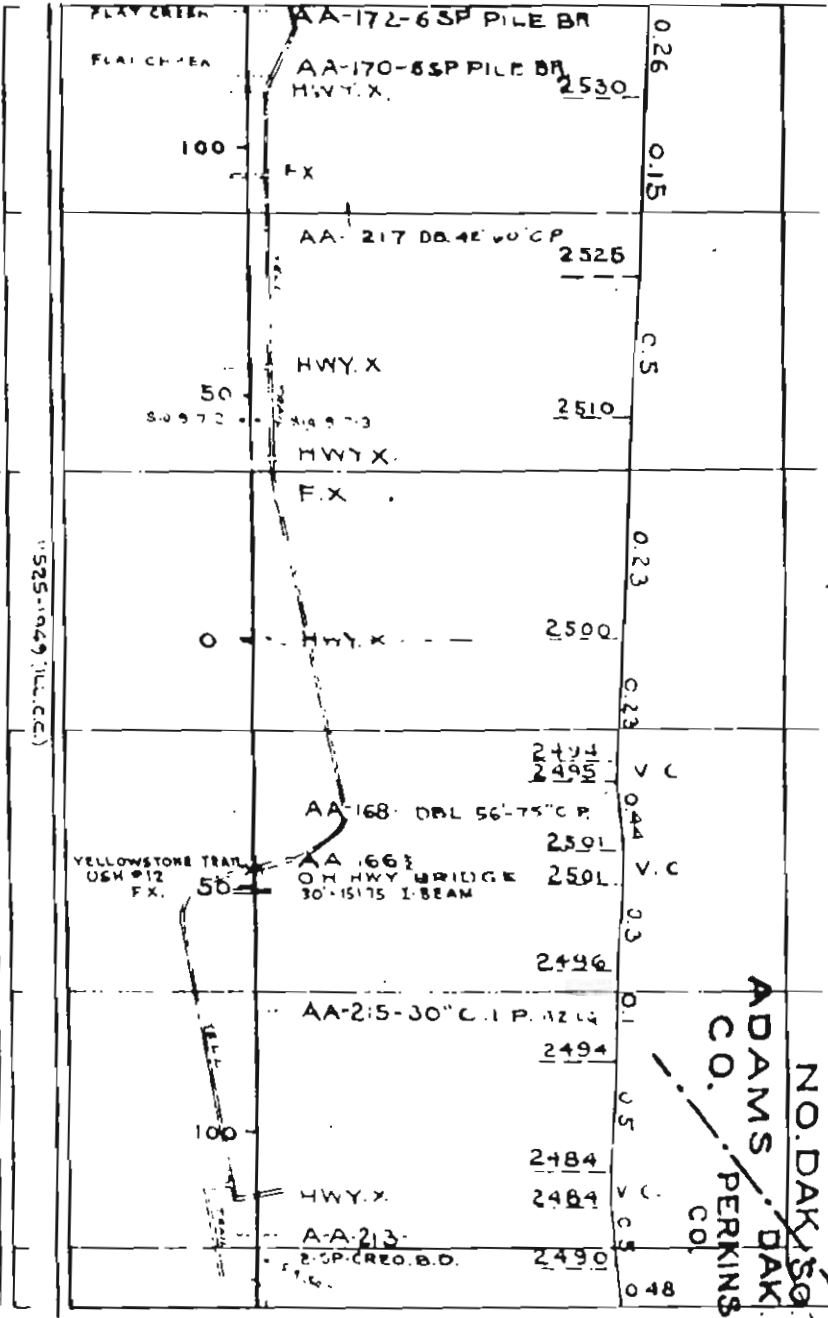
11525-1949 (ILL.C.C.)

232

CONTROLLED AUTO. BLOCK SYSTEM.

918 917 916 915 914

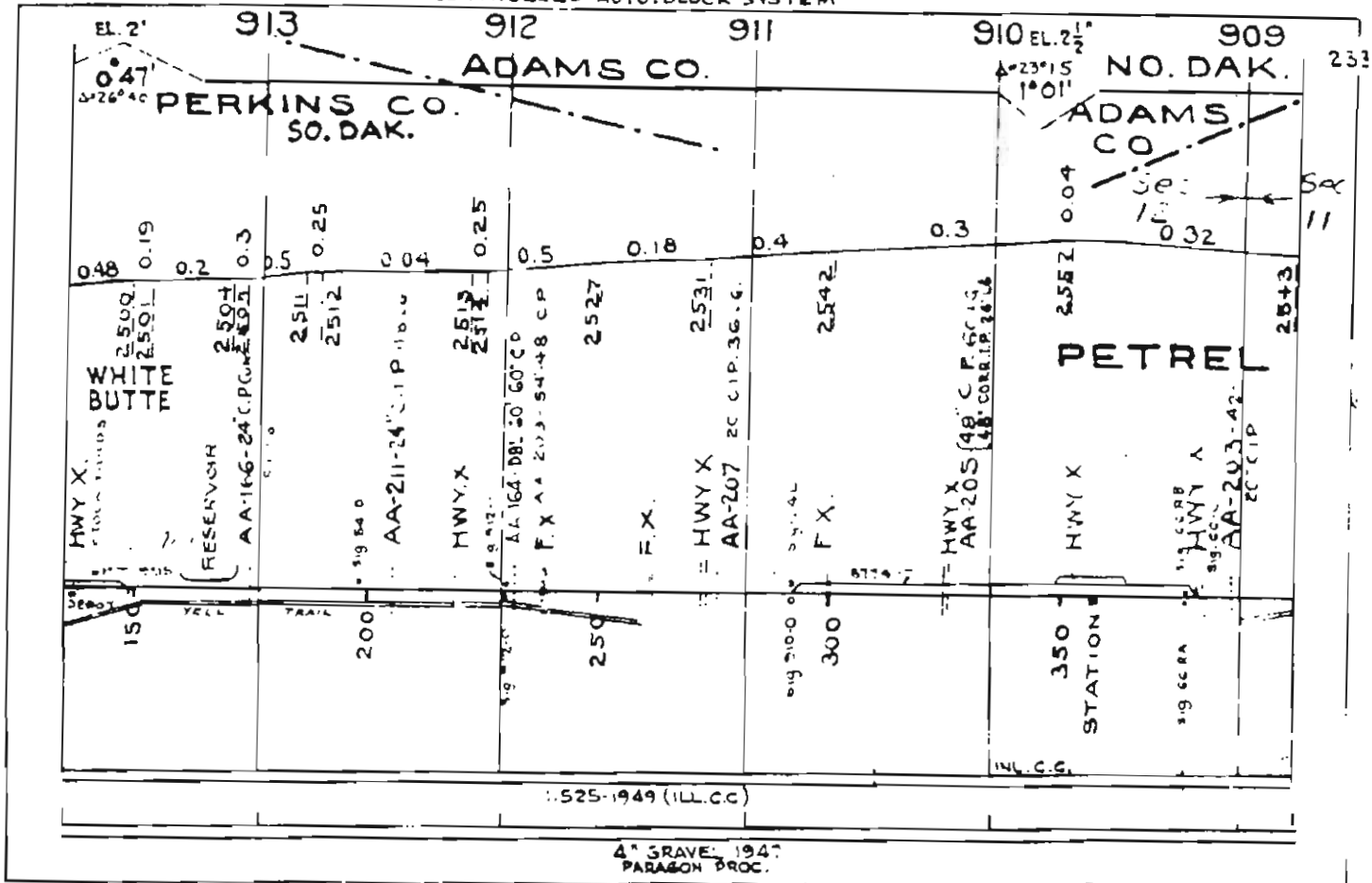
NO. DAK. CO. ADAMS PERKINS CO.



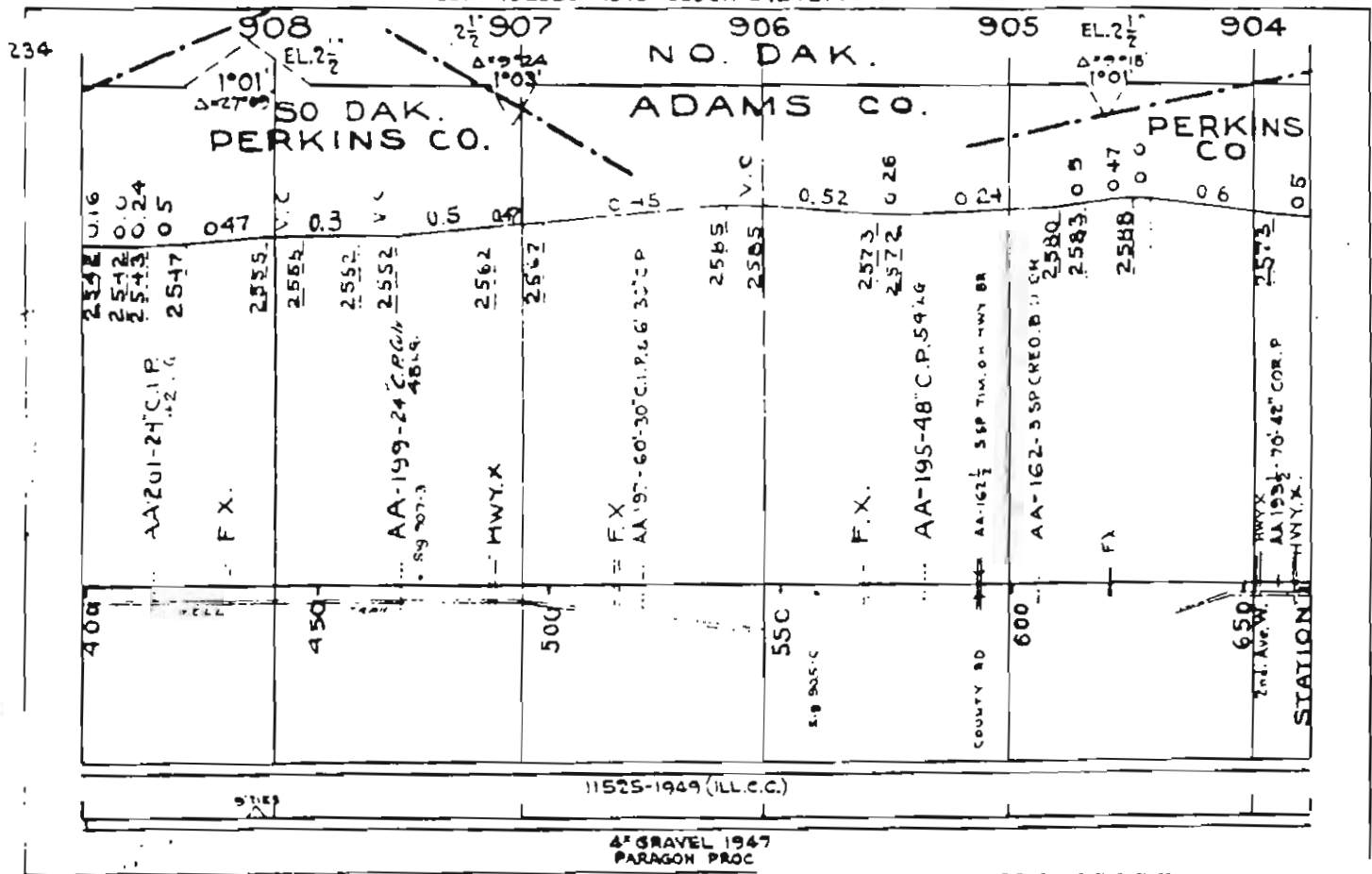
4" GRAVEL 1947 PARAGON PROC.

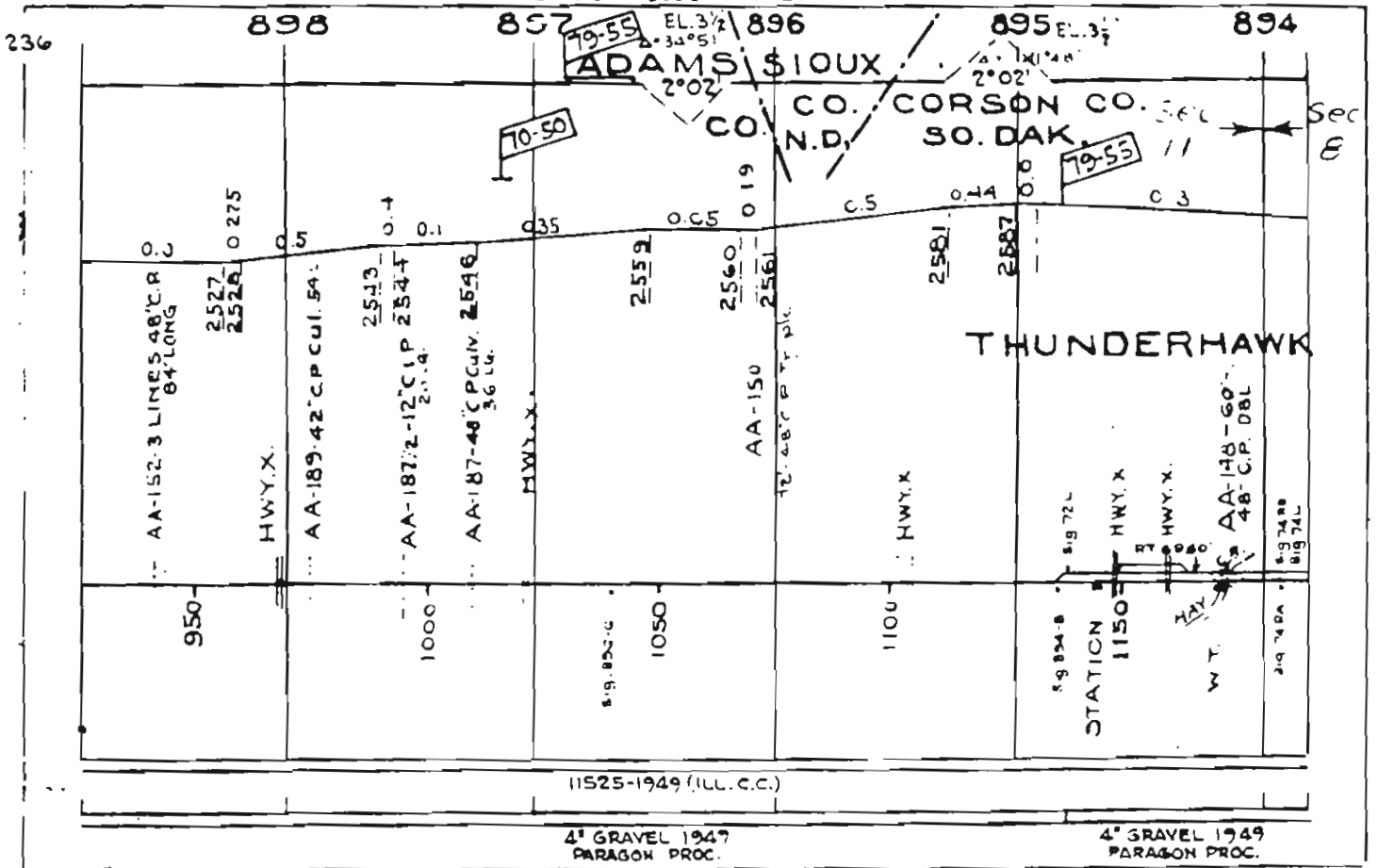
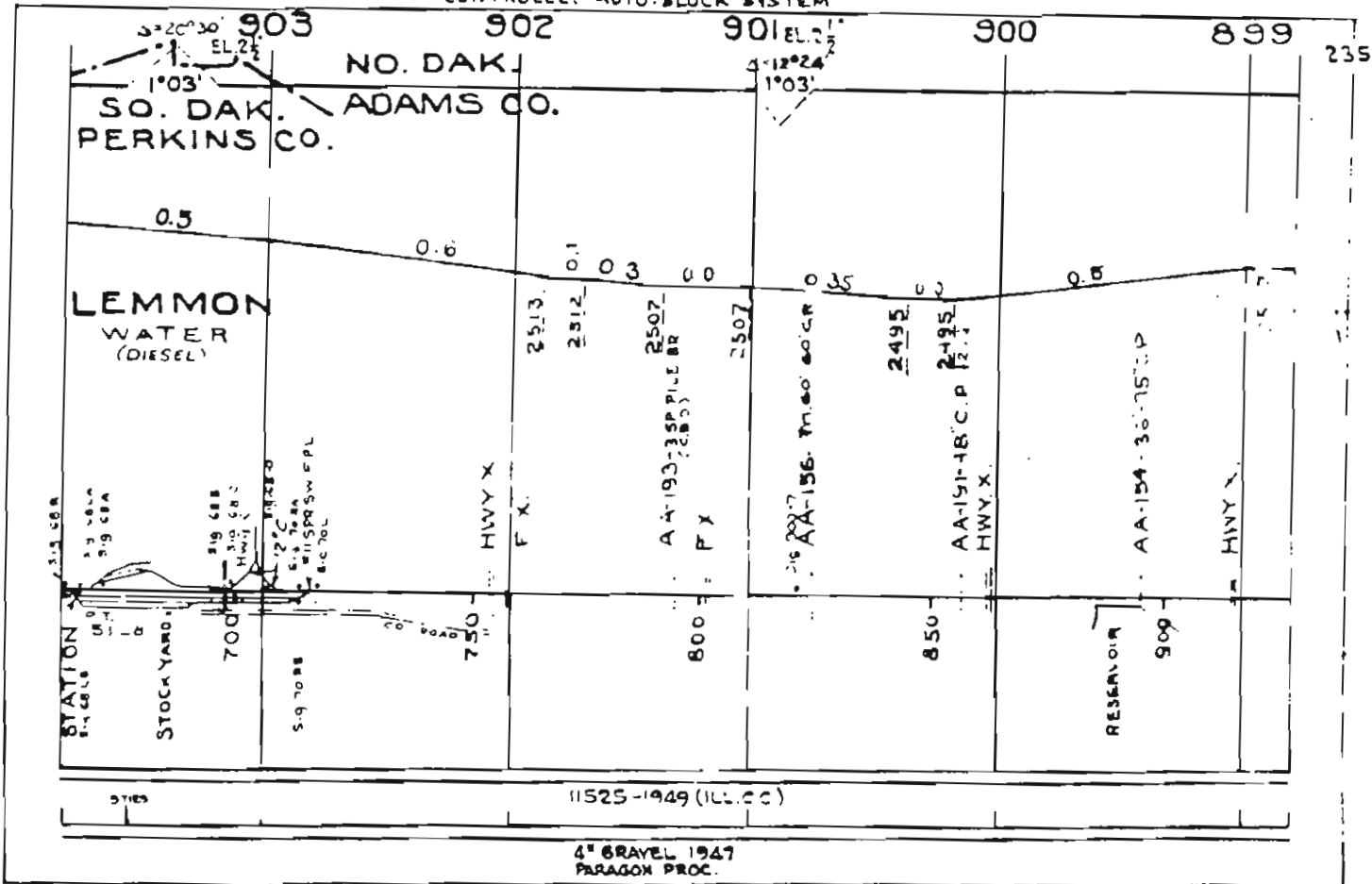
11525-1949 (ILL.C.C.)

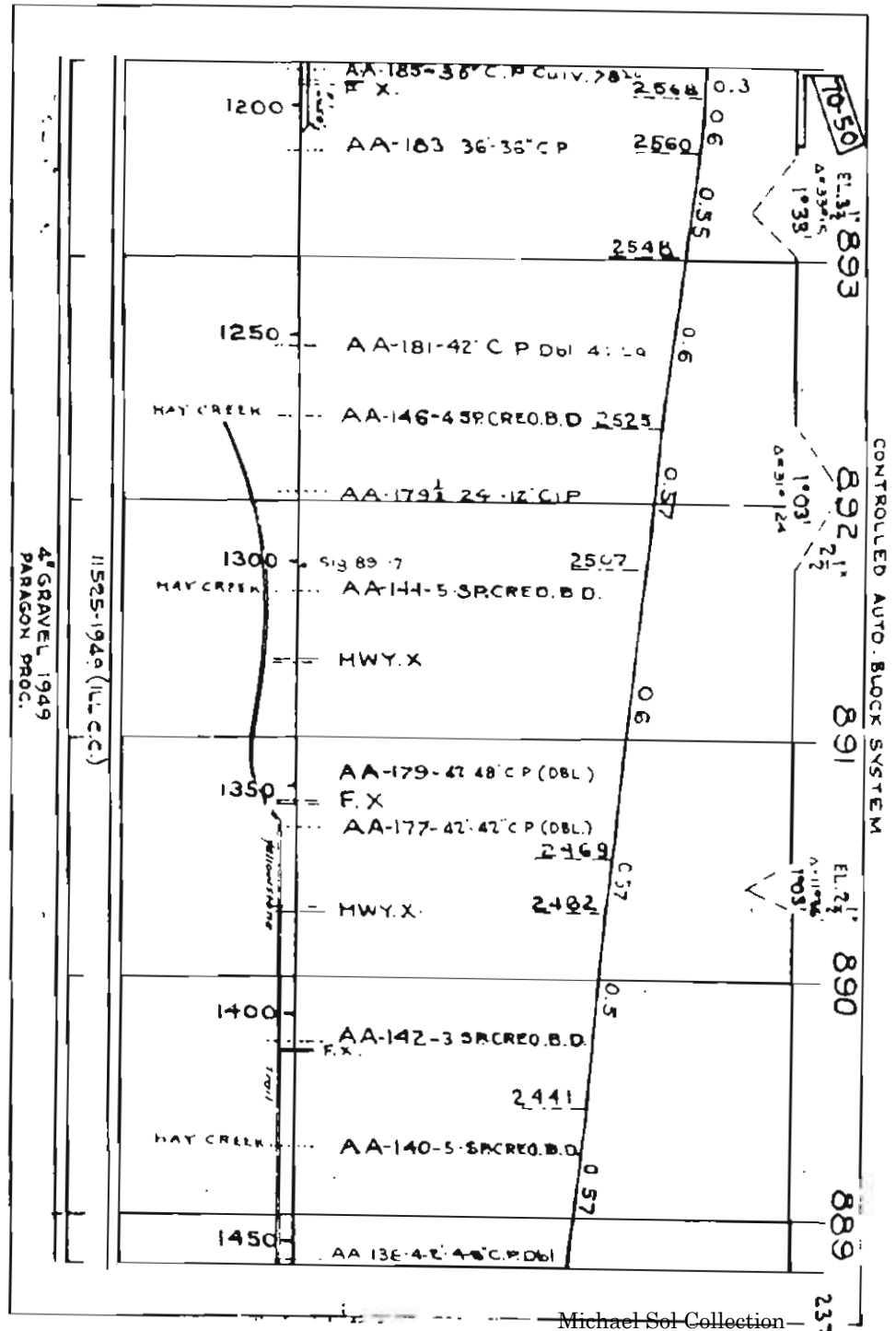
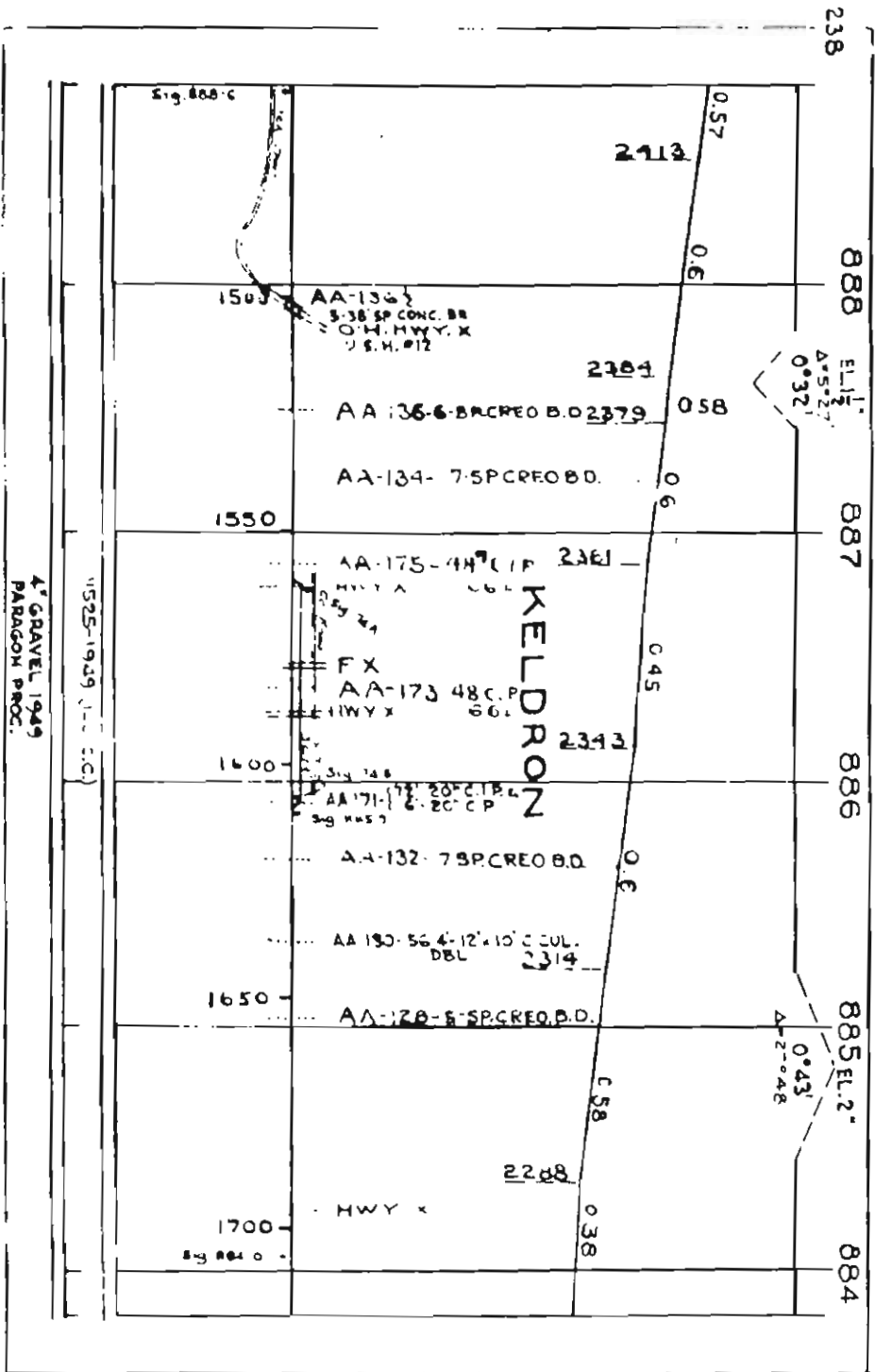
CONTROLLED AUTO. BLOCK SYSTEM



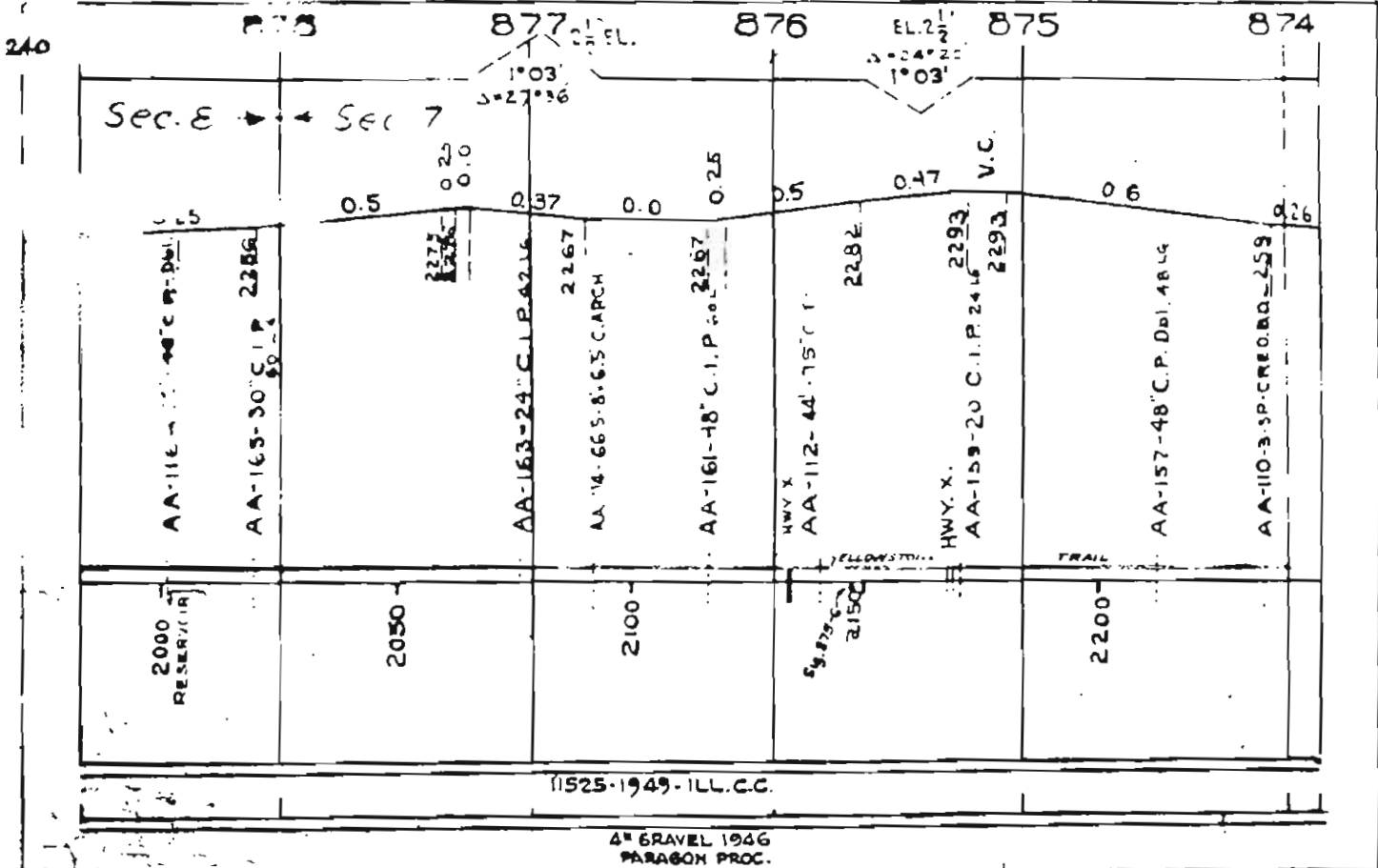
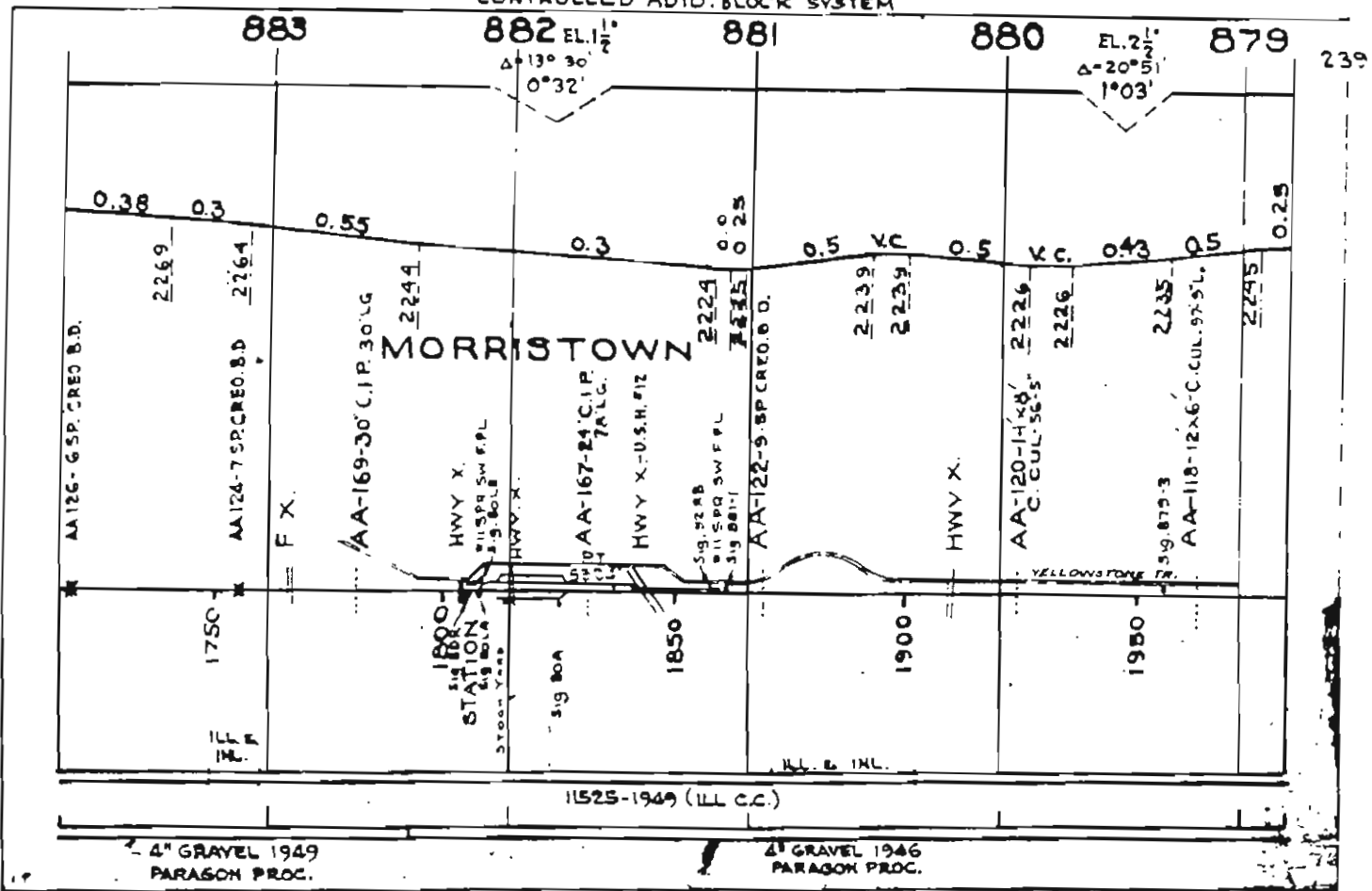
CONTROLLED AUTO. BLOCK SYSTEM

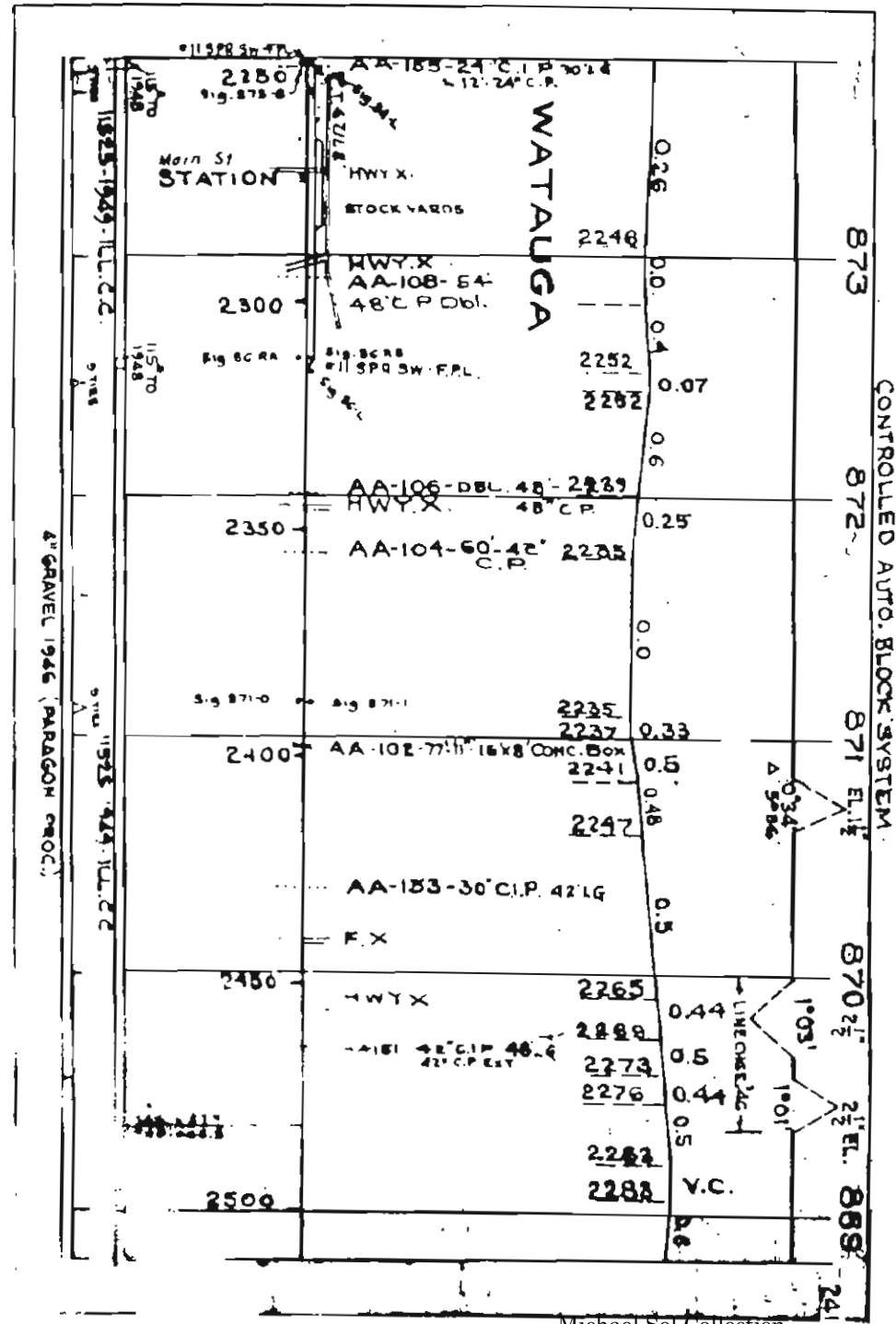
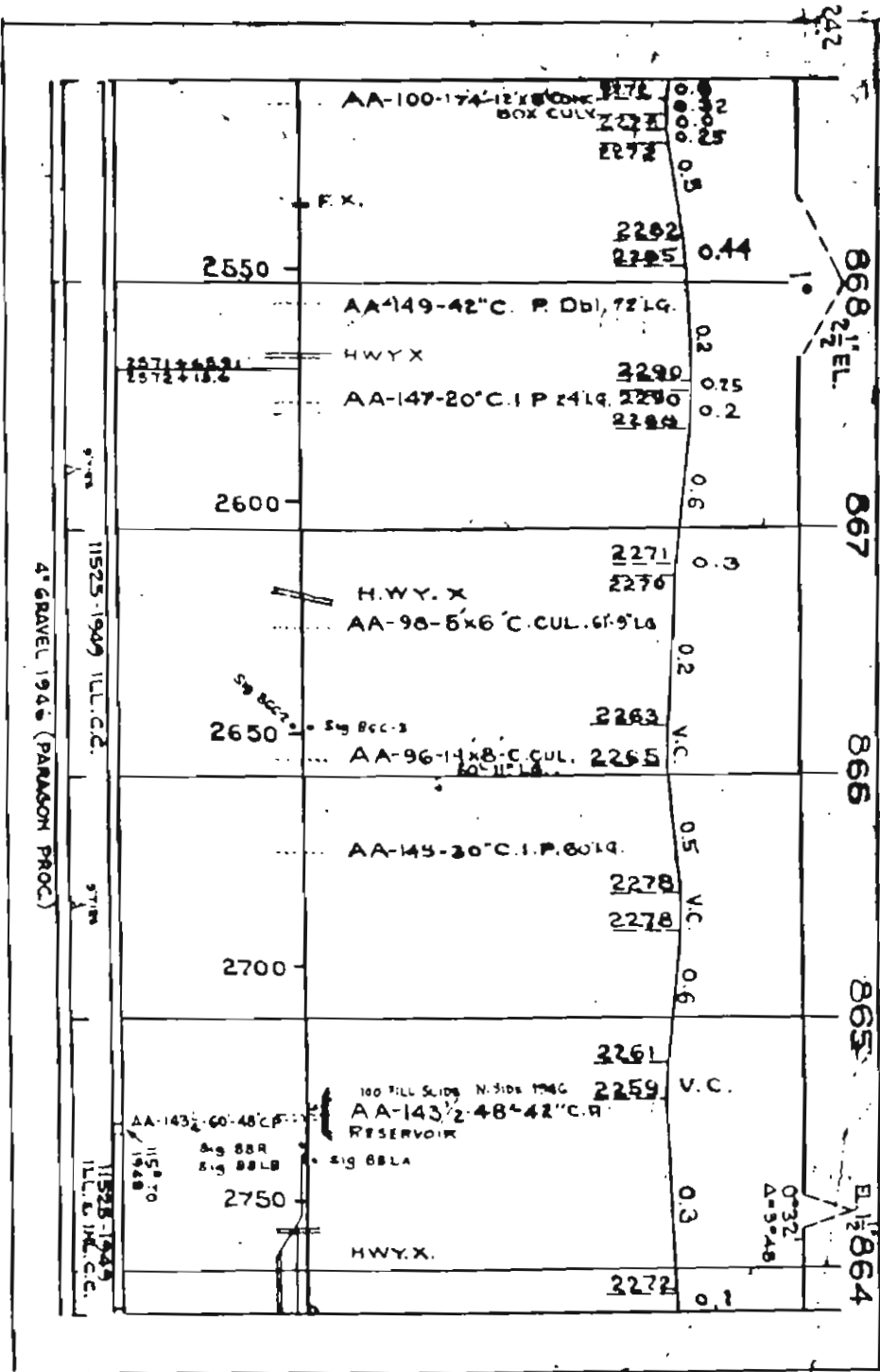




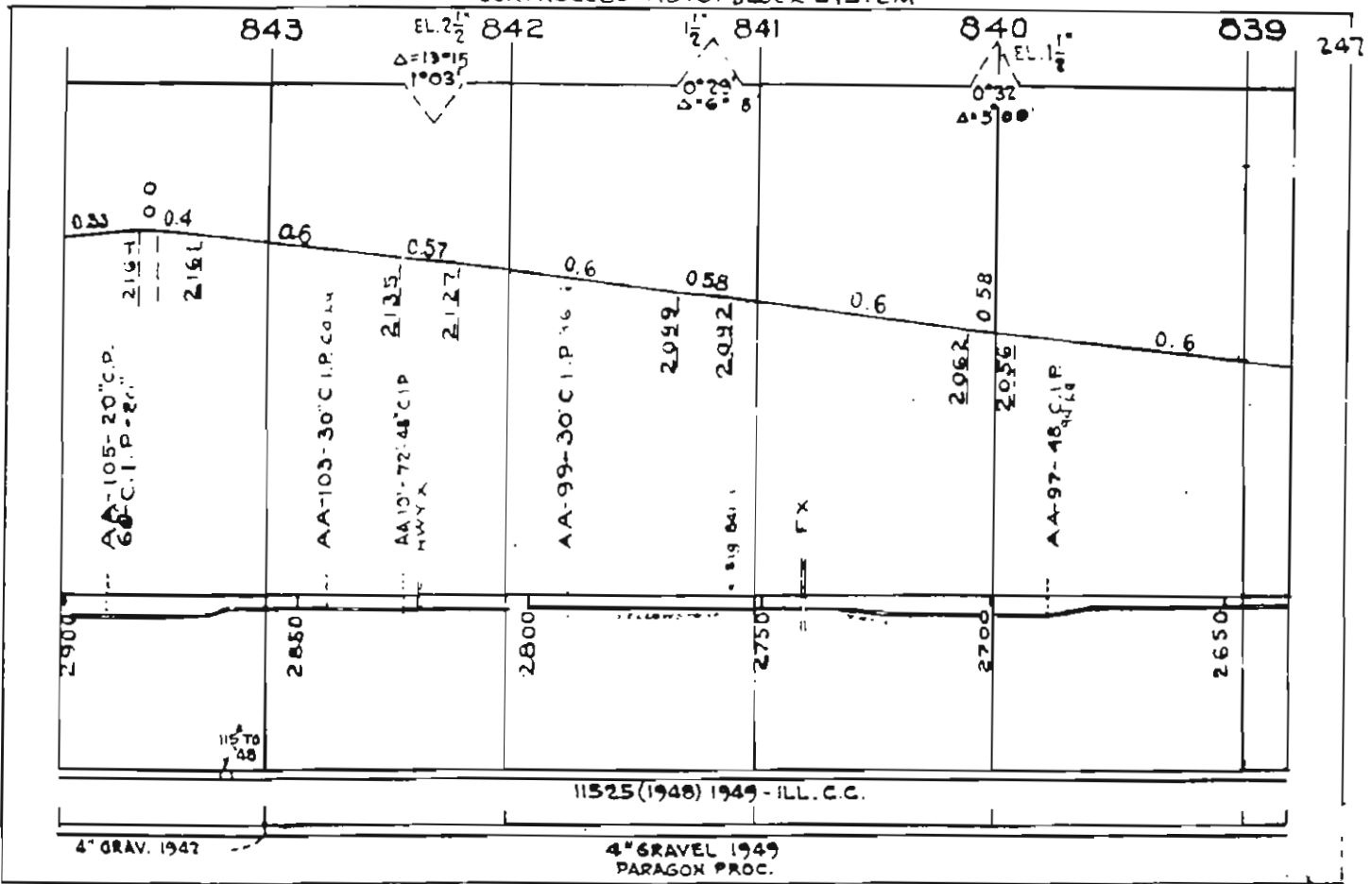


CONTROLLED AUTO. BLOCK SYSTEM





CONTROLLED AUTO. BLOCK SYSTEM



CONTROLLED AUTO. BLOCK SYSTEM

