

ABERDEEN DIVISION

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

OFFICE OF COMMUNICATIONS - 645-1111

OCT 1973

EXPLANATIONS

Miles

Alignment

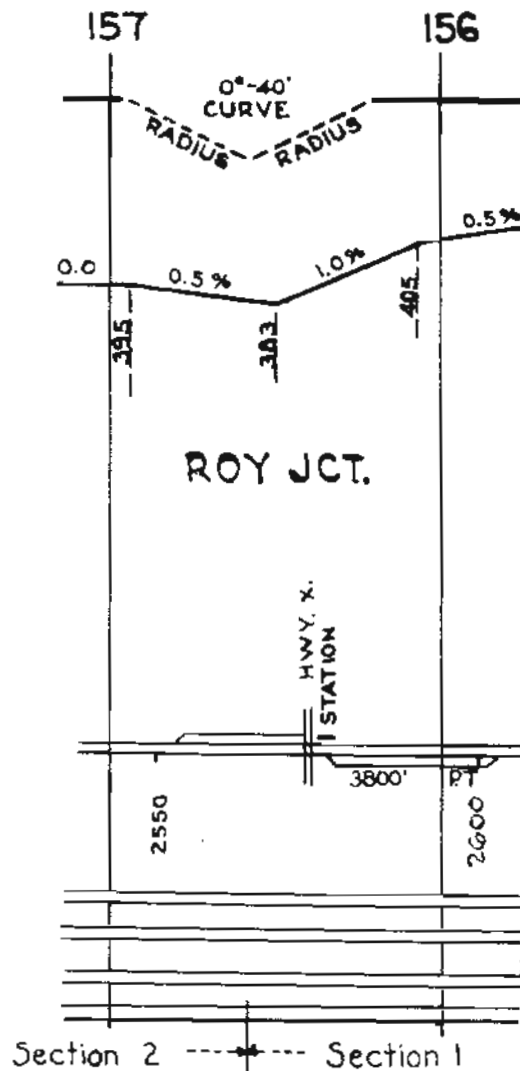
Grade Line

Track Diagram

Rail Charts

Ballast Charts

Section Limits



SCALES

1" = 4000'

1" = 200'

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

Numbers on Grade Lines are % Gradients

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

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

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

ABBREVIATIONS

BRIDGES

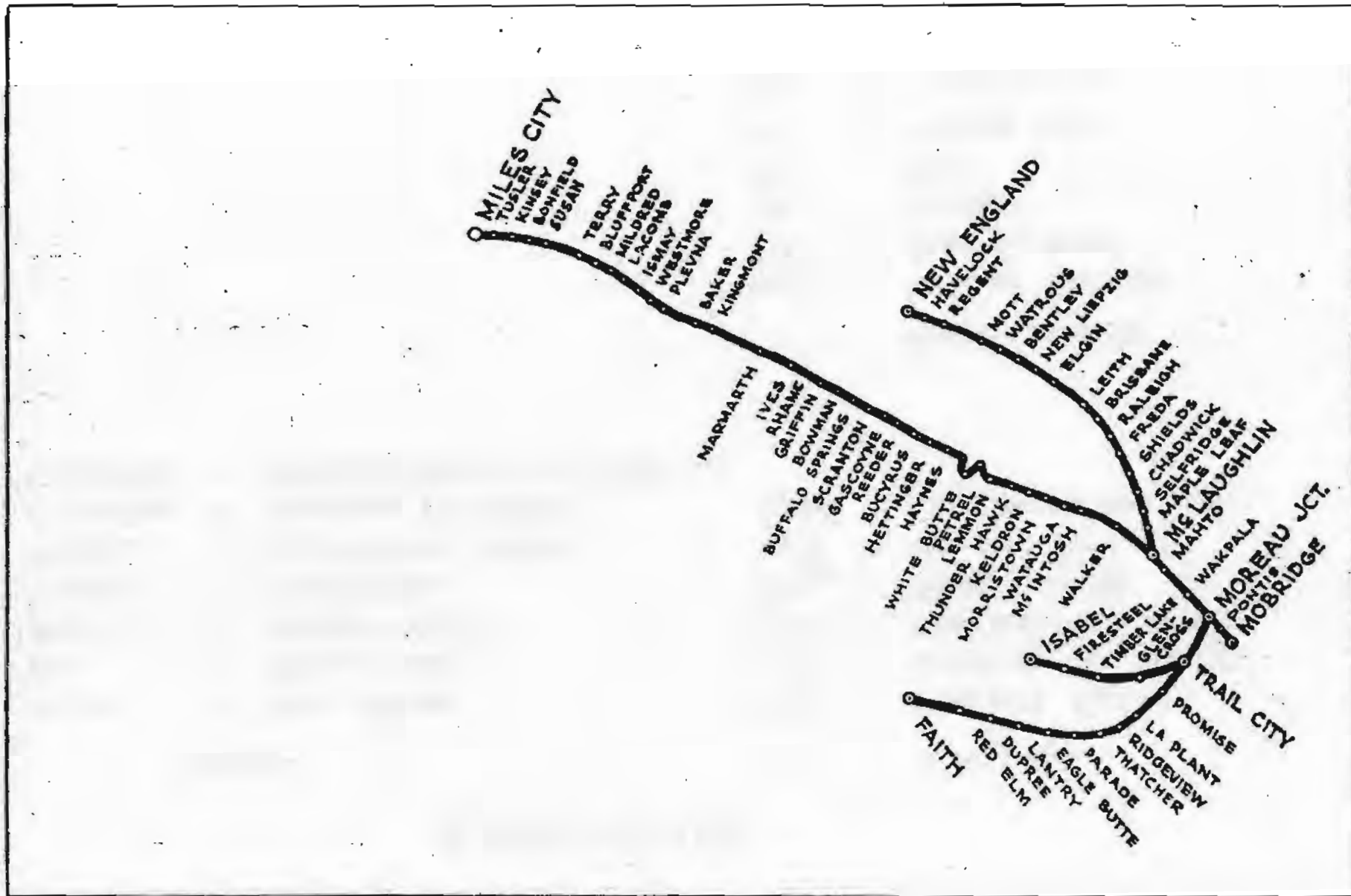
ST. BR.	=	STEEL BRIDGE
GIR.	=	STEEL GIRDER
ARCH	=	CONCRETE ARCH
S. ARCH	=	STONE ARCH
PILE BR.	=	PILE BRIDGE OR TRESTLE
C. PILE BR.	=	CONCRETE PILE BRIDGE
CR. B. D. BR.	=	CREOSOTED BALLAST DECK TRESTLE

CULVERTS

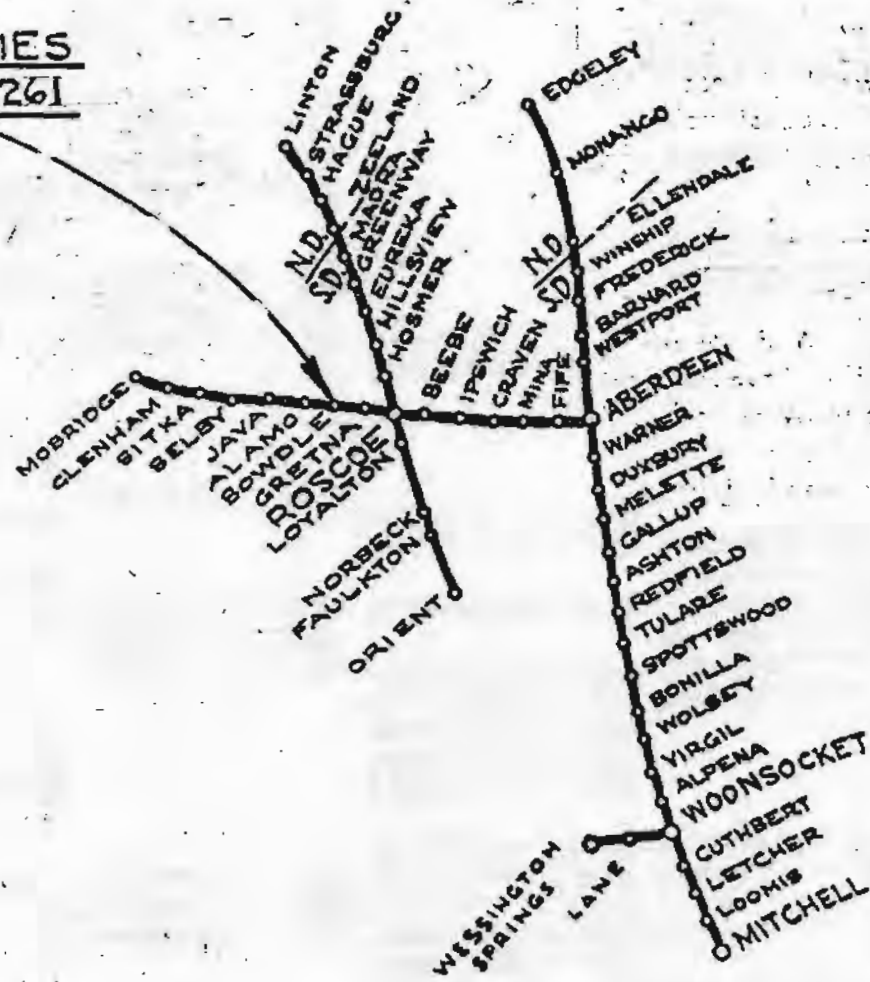
C. CUL.	=	CONCRETE CULVERT
C. P.	=	CONCRETE PIPE CULVERT
C. I. P.	=	CAST IRON PIPE CULVERT
T. CUL.	=	TIMBER CULVERT
VIT. P.	=	VITRIFIED PIPE
COR. P.	=	CORRUGATED IRON PIPE

MISCELLANEOUS

HWY. X.	=	HIGHWAY CROSSING
F. X.	=	FARM CROSSING
DBL.	=	DOUBLE
SP	=	SPAN
PT.	=	PASSING TRACK
R R	=	REROLLED RAIL



TEST TIES
P. 260 & 261

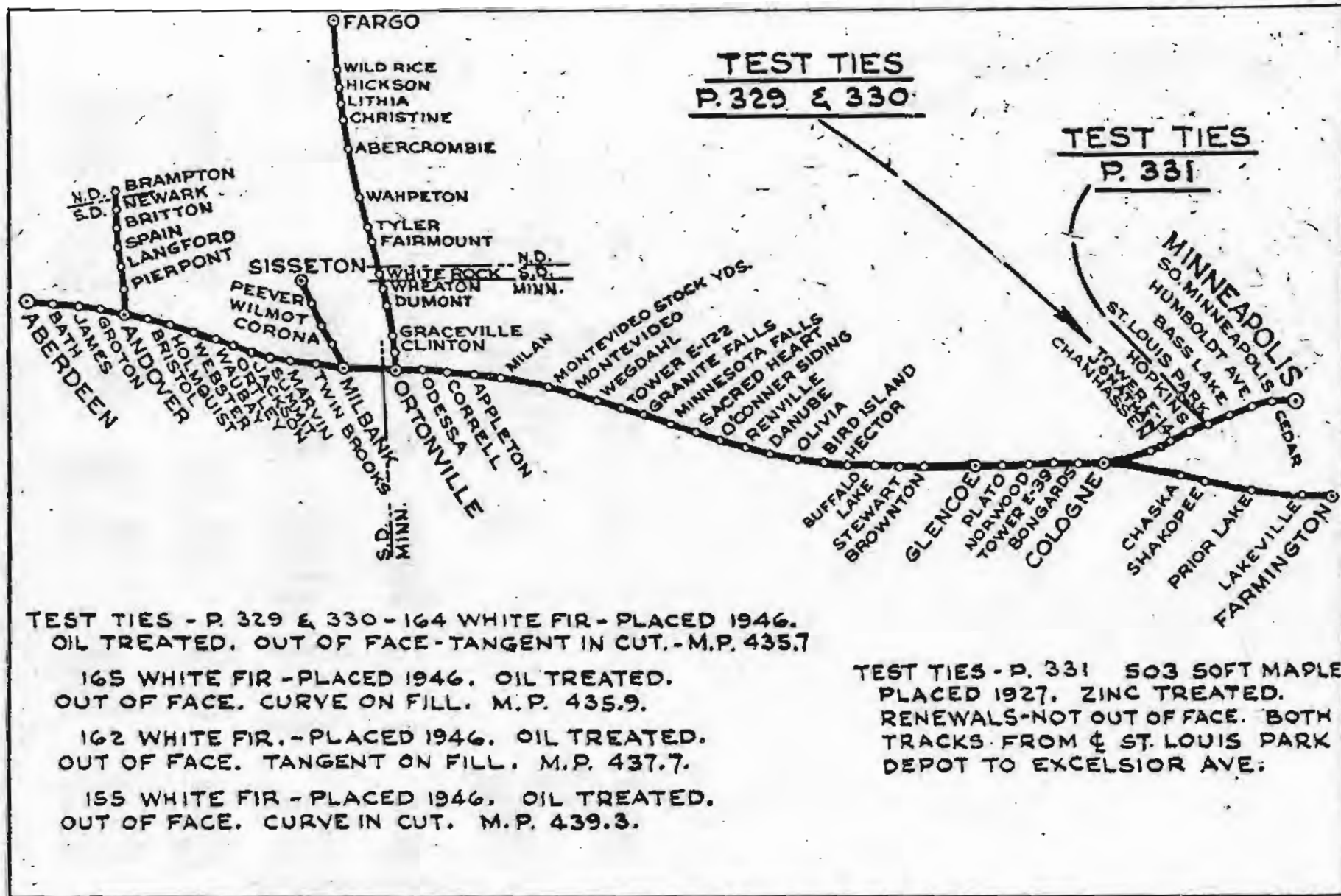


TEST TIES - P. 260 83 HARD MAPLE - PLACED 1931.
BOULTON PROCESS. RENEWALS - NOT OUT OF FACE.
IN FRONT OF BOWDLE DEPOT.

TEST TIES - P. 261 188 HARD MAPLE - PLACED 1931.
BOULTON PROCESS. RENEWALS - NOT OUT OF FACE.
M.P. 760.9 EASTERLY.

STATION INDEX					
STATION	PAGE	STATION	PAGE	STATION	PAGE
Aberdeen	103, 271	Hague	78	Selby	256
Alamo	258	Hillsview	85	Sitka	254
Alpena	121	Hosmer	86	Spottswood	114
Ashton	109			Strasburg	75
		Ipswich	266		
Barnard	99				
Beebe	264				
Bonilla	115				
Bowdle	260	Java Jct.	257	Tulare	113
		Lane	88 B		
		Letcher	125		
Craven	267	Linton	73		
Cuthbert	124	Loomis	127	Virgil	119
		Loyalton	67		
(Duane)	94				
Duxbury	106				
		Madra	81	Warner	105
		Melette	107	Westport	100
Edgeley	90	Mina	269	Winship	96
Ellendale	95	Mitchell	128	Wolsey	118
Eureka	83	Mobridge	252	Woonsocket	123 - 88D
		Monange	93	Westington Sprgs	88A
		(Millard)	69		
		Norbeck	68		
Faulkton	71				
Fife	270	Orient	72		
Frederick	98			Zeeland	79
(Gage)	101	(POTTS)	91		
Gallup	108				
Glenham	253				
Greenway	81				
Gretna	261	Redfield	111		
		Roscoe	64, 88, 263		

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

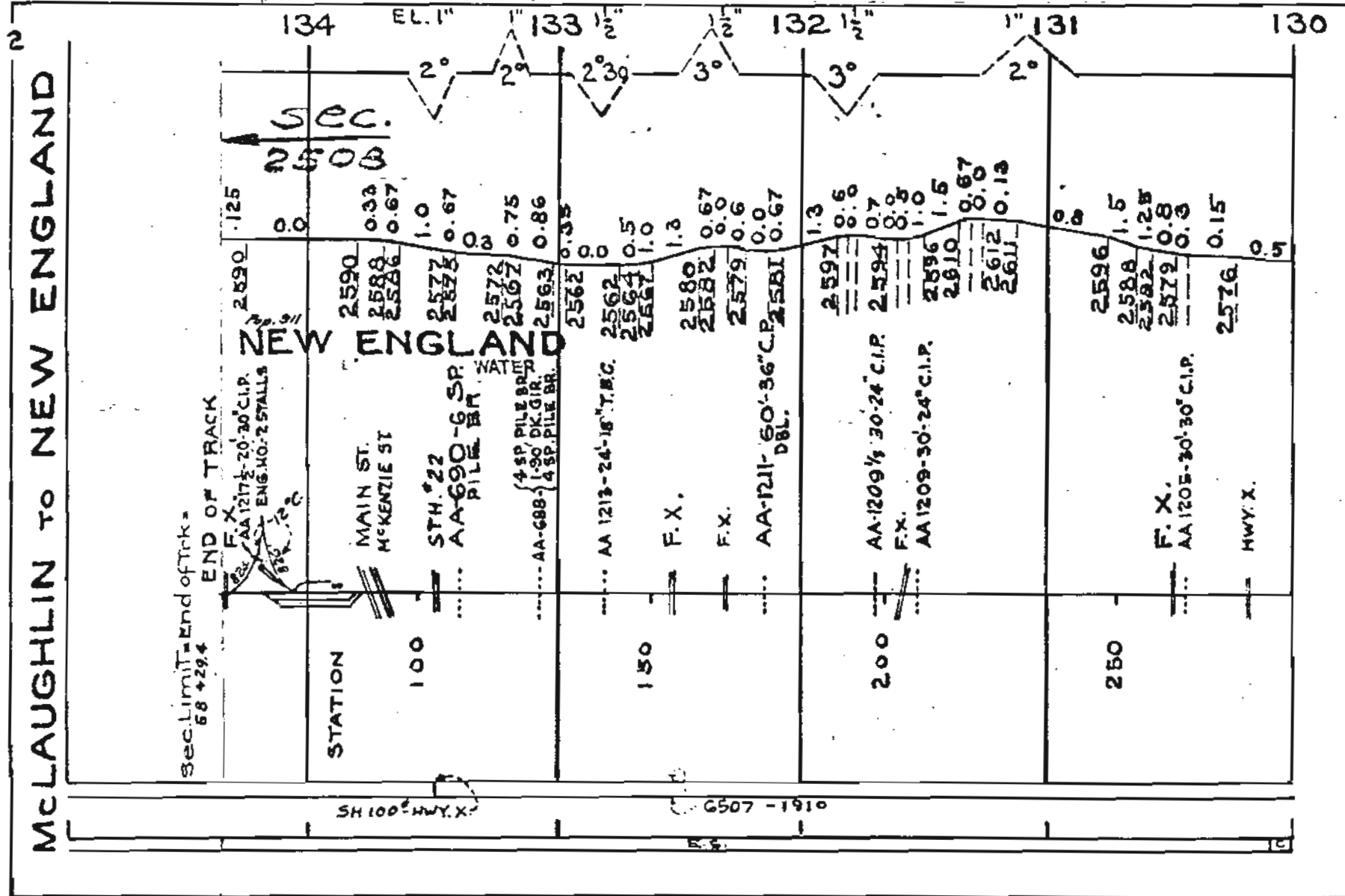


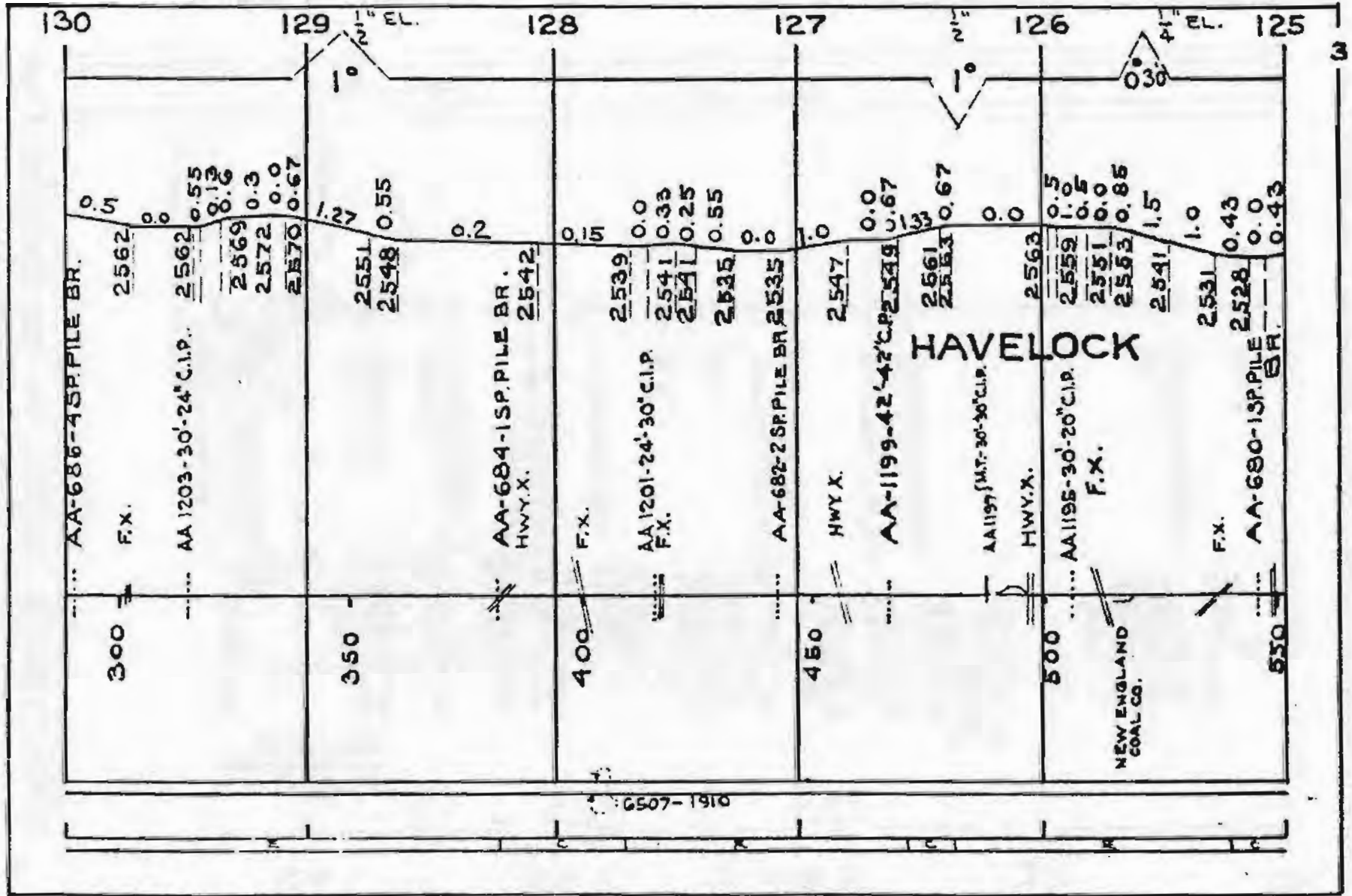
STATION INDEX

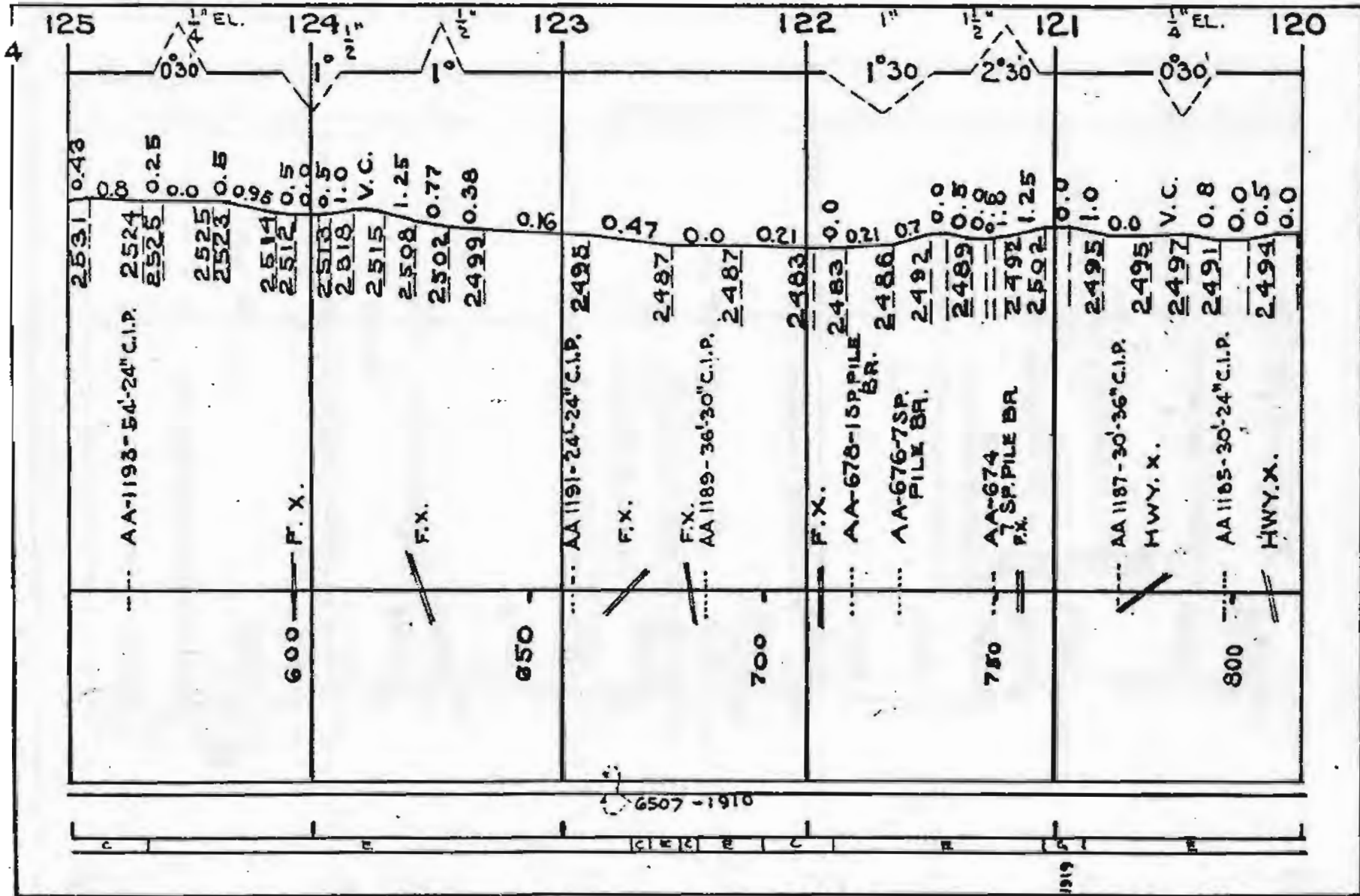
STATION	PAGE	STATION	PAGE	STATION	PAGE	STATION	PAGE
Abercrombie	156	Fairmount	141	Odessa	298		
Aberdeen	271	Fargo	149	Olivia	314		
Andover	140, 277, 279, 281	Farmington	184	Orlsey	289		
Appleton	301			Ortonville	172, 297		
(Augusta)	327	Glencoe	322				
Bass Lake Yd.	331	Graceville	169	Deever	143		
Bath	273			Pierpont	139		
(Big Stone City)	297	Granite Falls	309	Plato	324		
Bird Island	315	Groton	275	Prior Lake	181		
(Blackmer)	162						
Bongards	325	Jonathan	328	Renville	312		
Brampton	132	Hector	317	(Rock Cut)	306		
Bristol	283	Hickson	152	Sacred Heart	310		
Britton	135	Holmquist	264	St. Louis Park	331		
Brownton	320	Hopkins	330	(Saunders)	150		
Buffalo Lake	318			Shakopee	180		
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Chanhassen	329	Jackson	269	So. Minneapolis	332		
Chaska	179	James	274	Spain	136		
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(Collis)	167	Lithia	153	(Swift)	306		
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(Dahlgren)	178	Minnesota Falls	309	Wahpeton	158		
Danube	313	Montevideo	306	(Watson)	305		
Dumont	166	(No. Granite Falls)	309	Waubay	288		
(Enloe)	155	(Nubia)	296	Webster	285		
		Newark	133	Wegdahl	307		
		Norwood	325	Wheaton	145		
		North Watson	305	White Rock	143		
				Wild Rice	151		
				Wilmot	145		
				(Woodhull)	157		

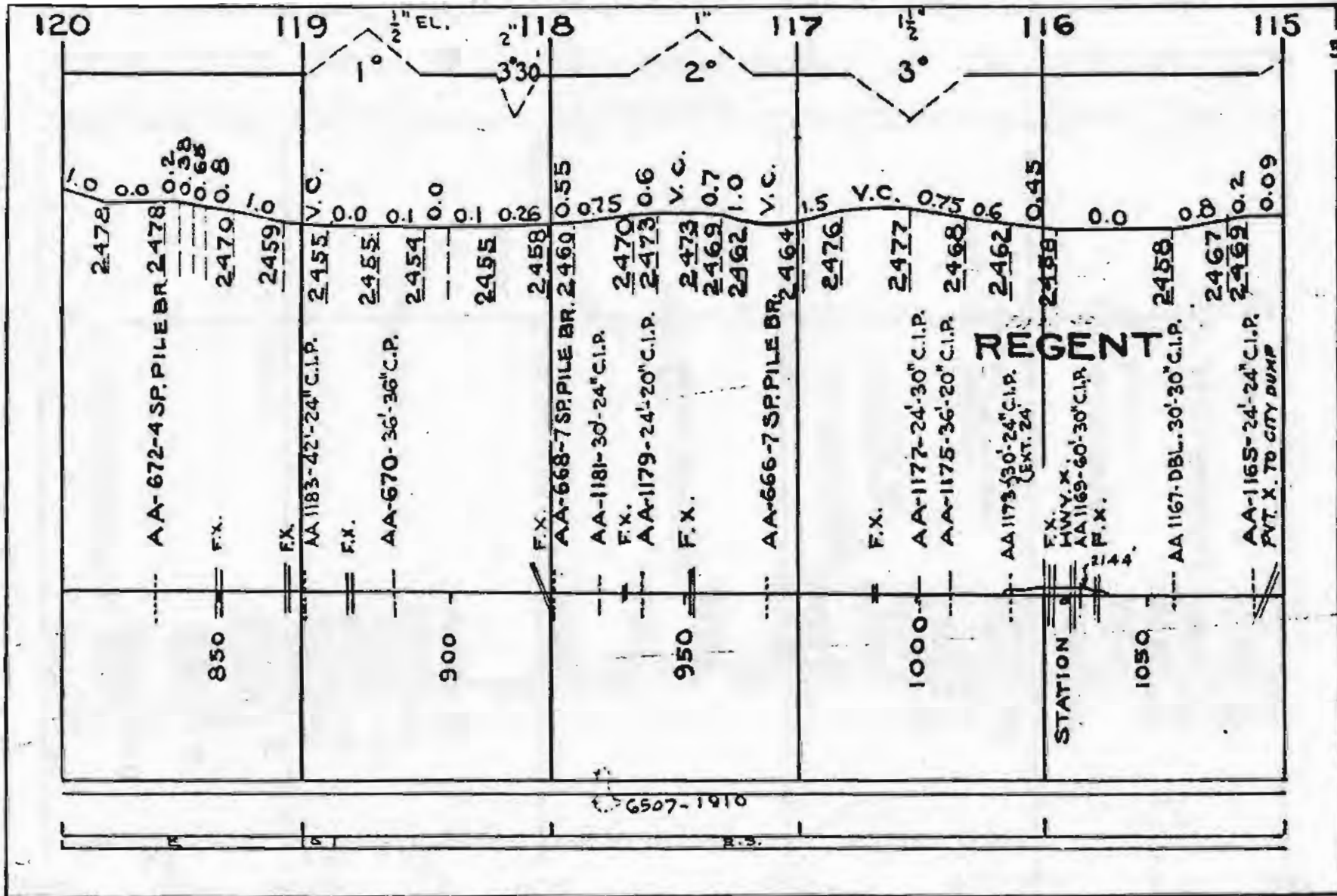
NOTE:
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NO LONGER LISTED IN TIME TABLE.

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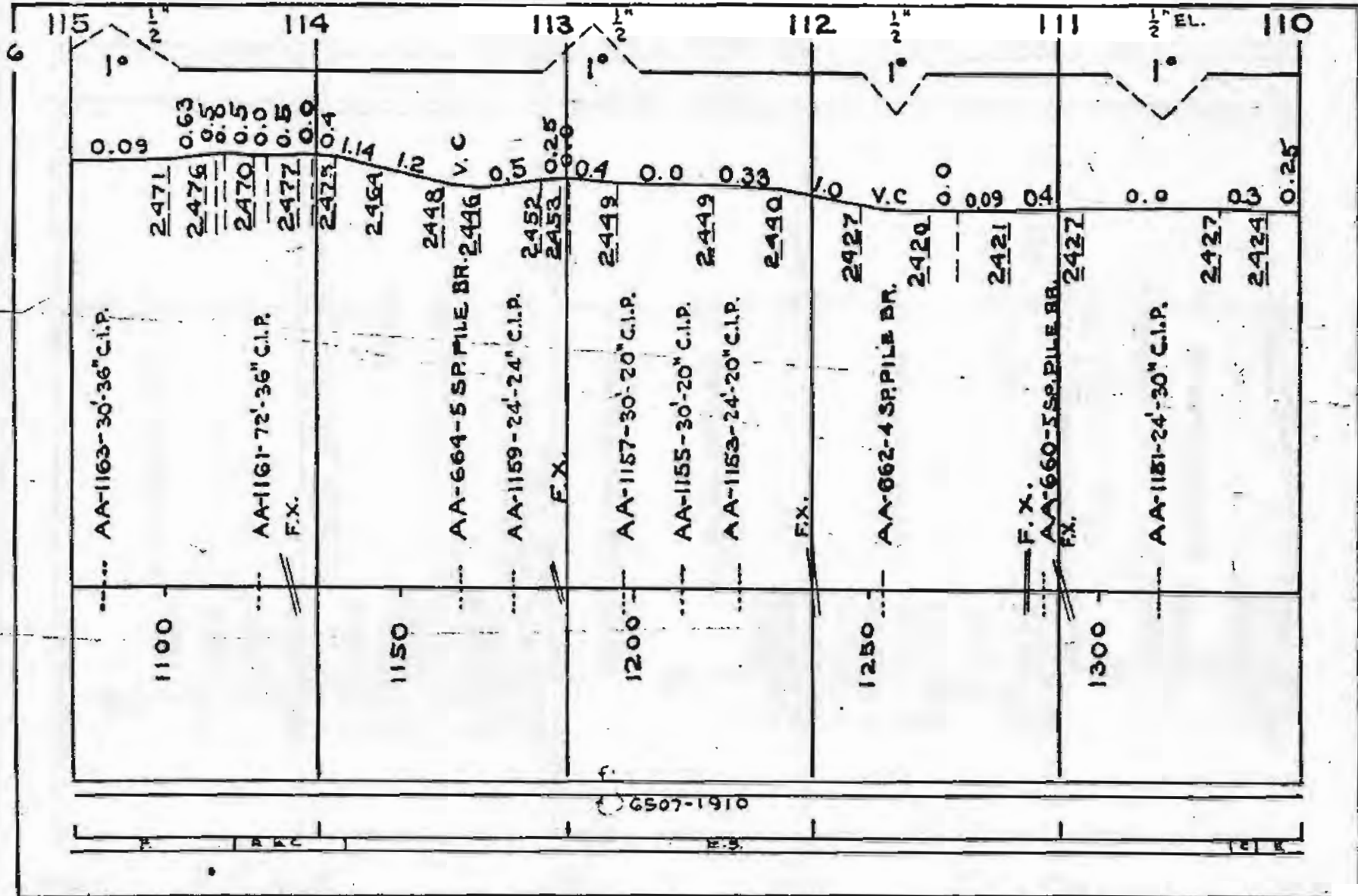


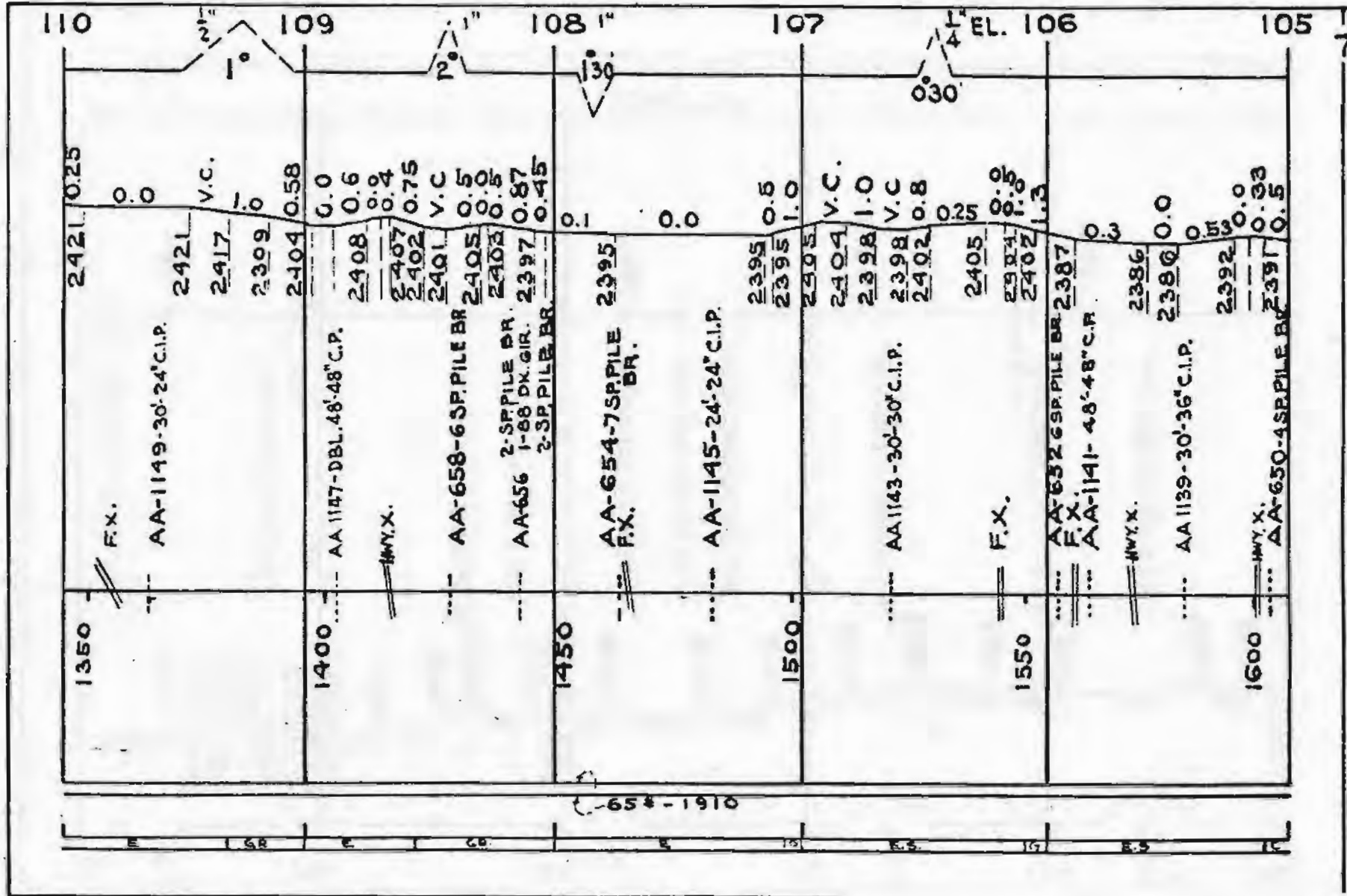


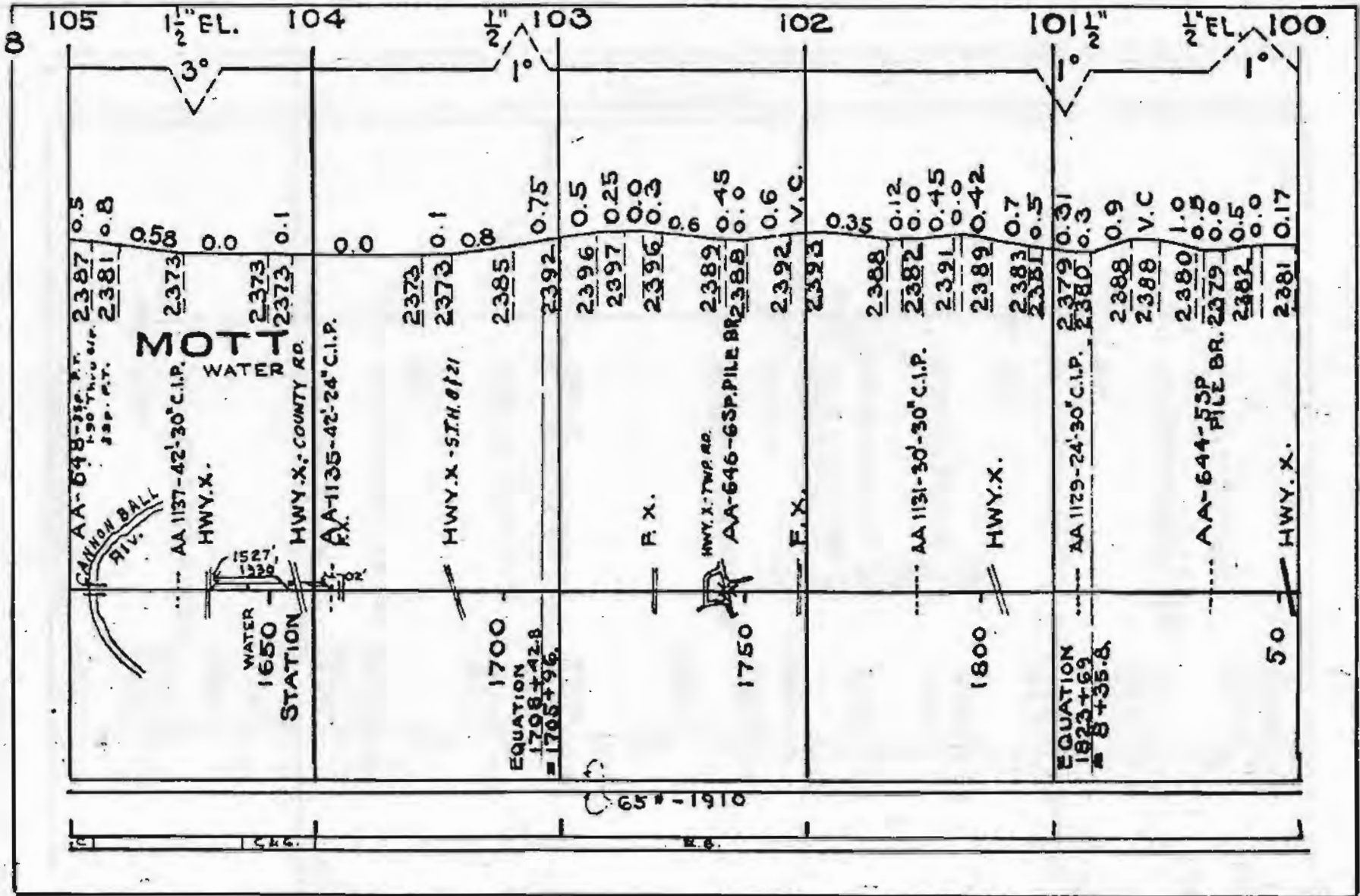


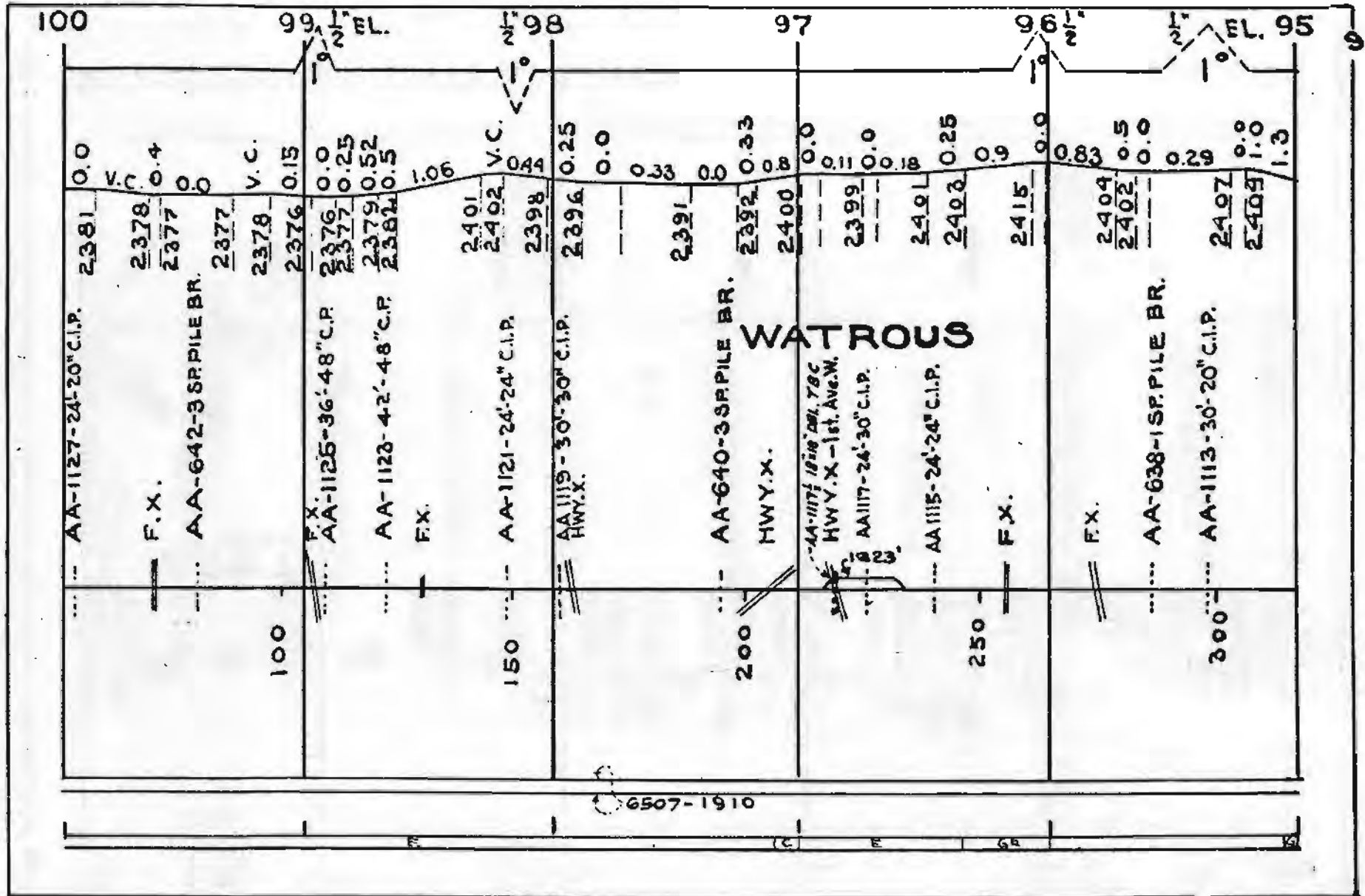


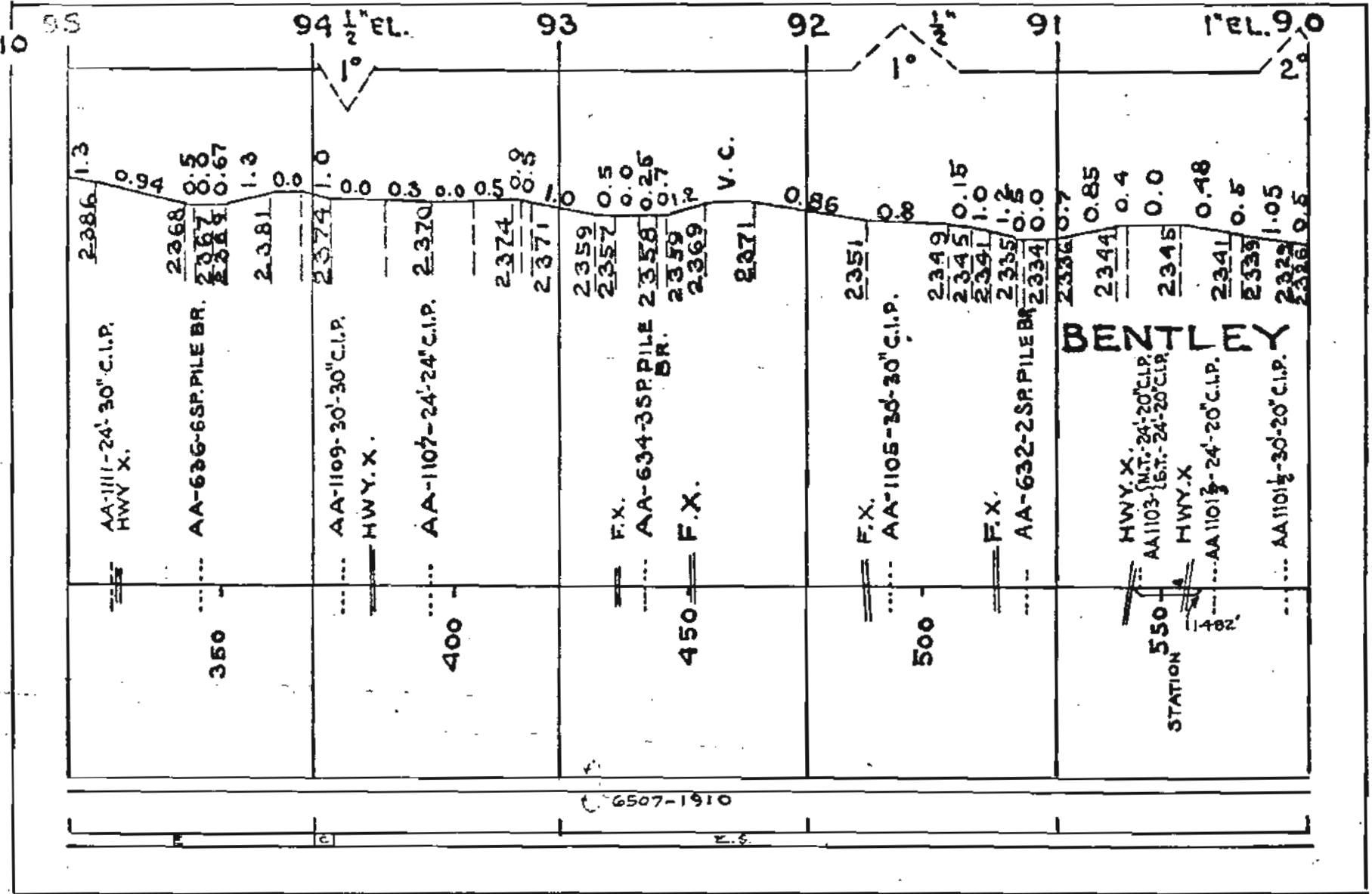
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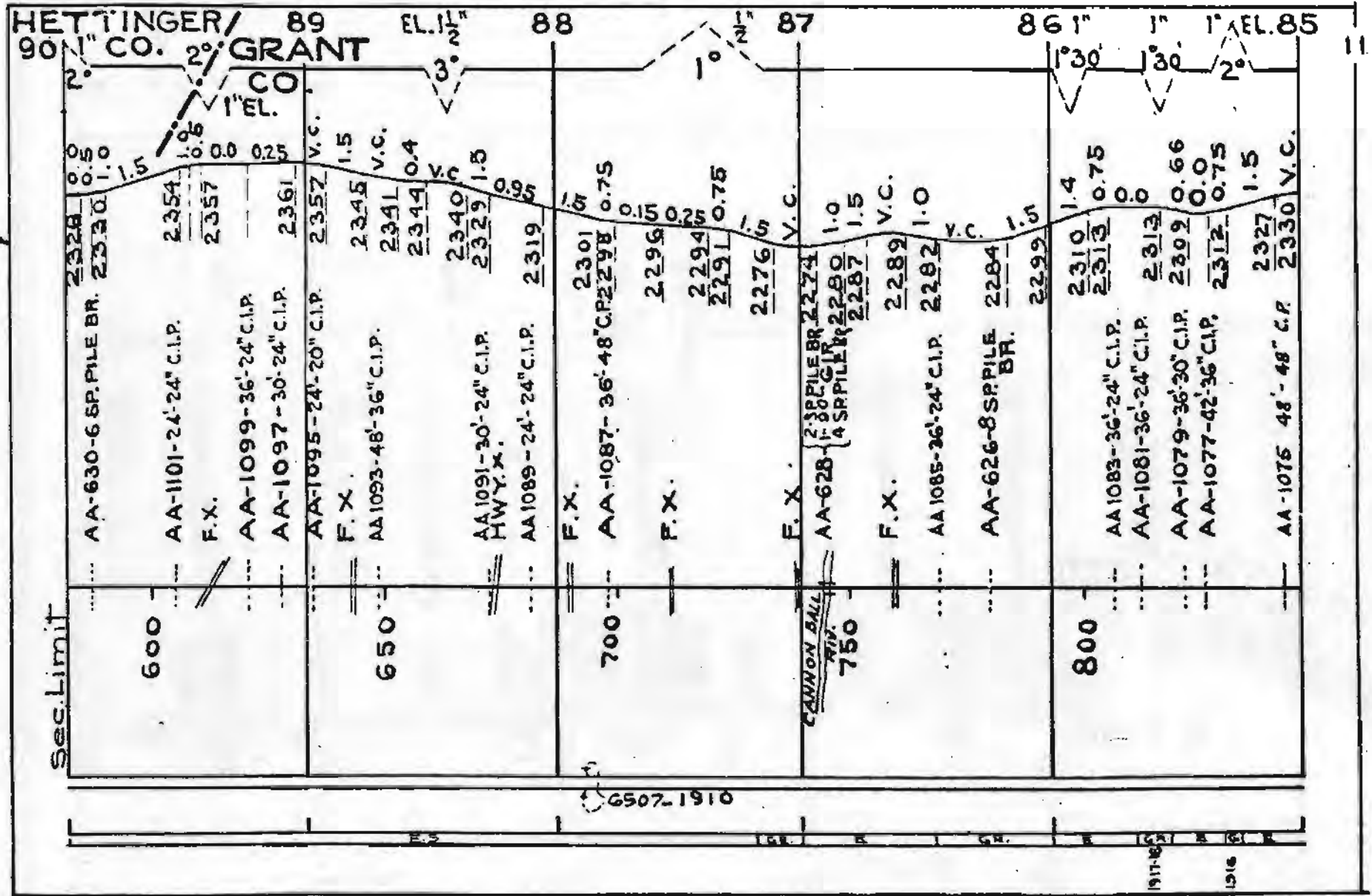


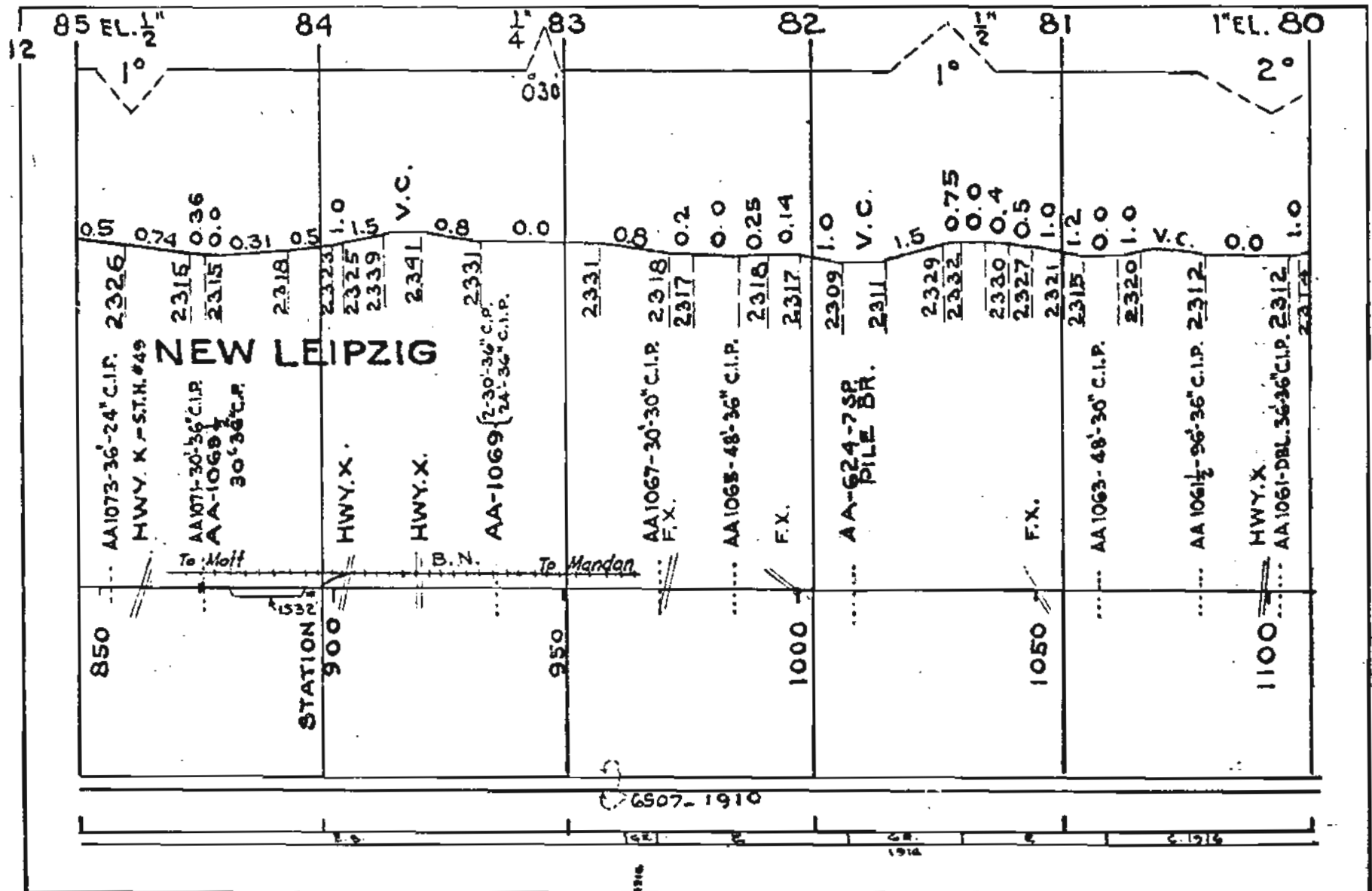


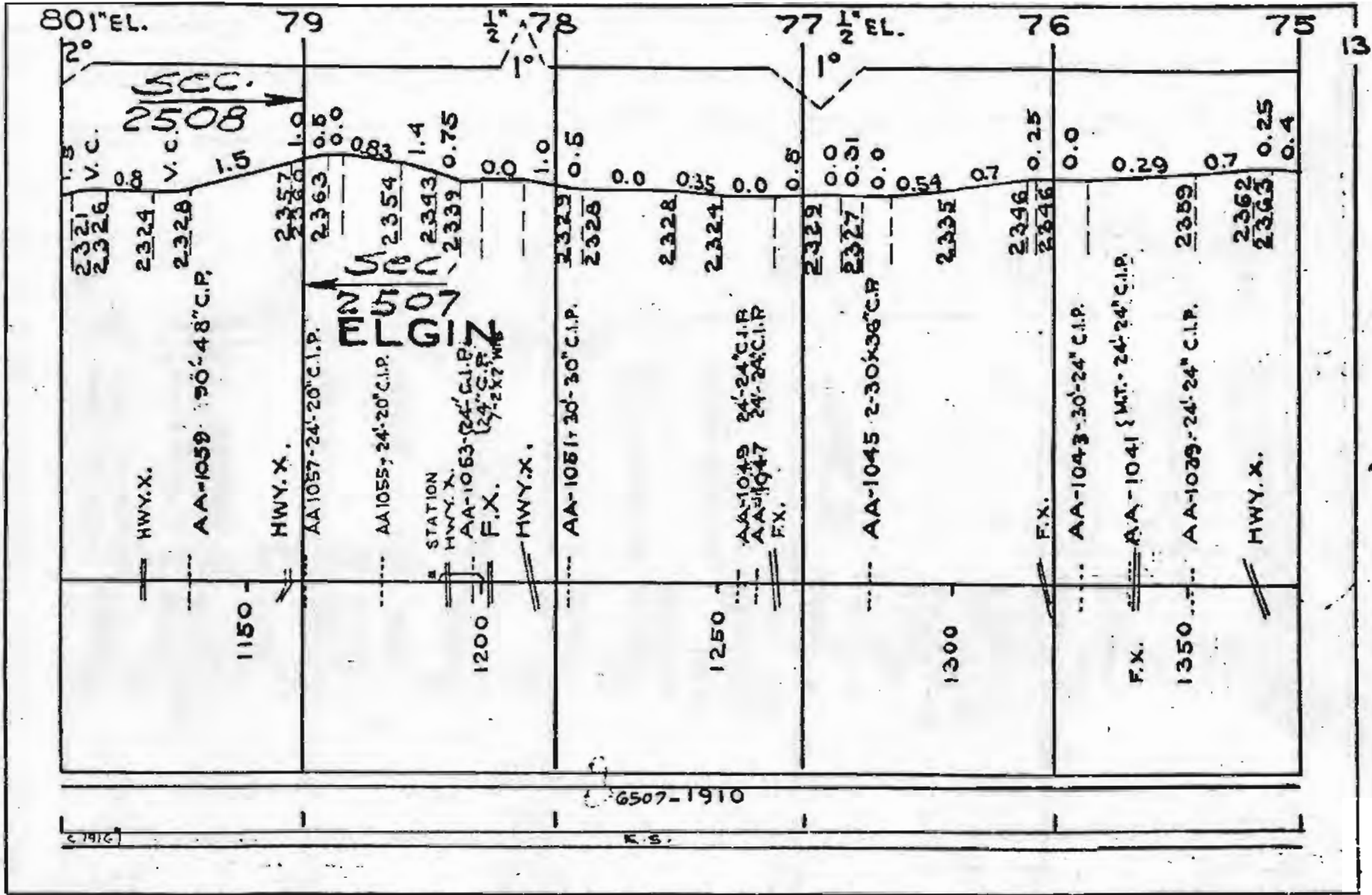


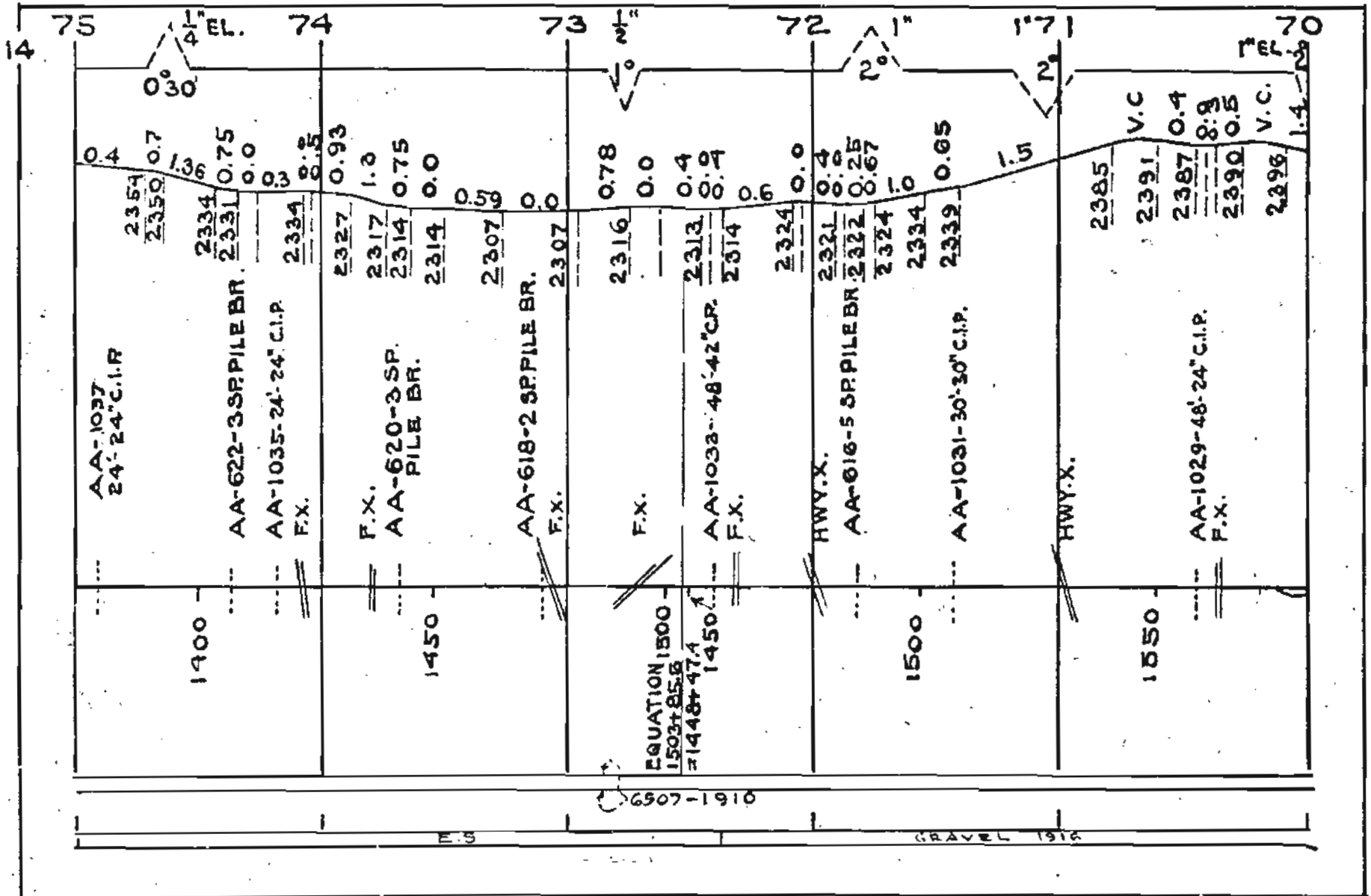


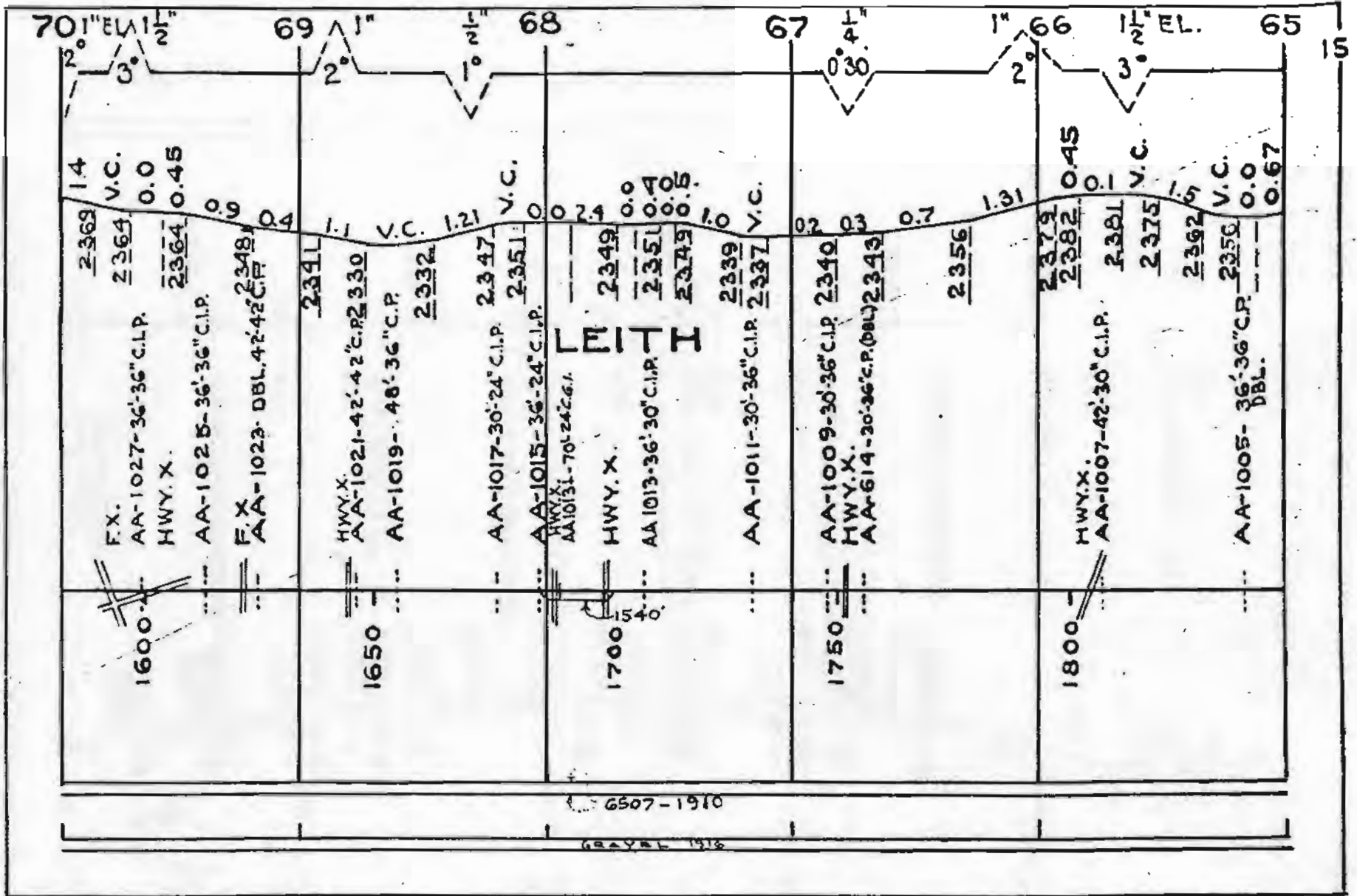


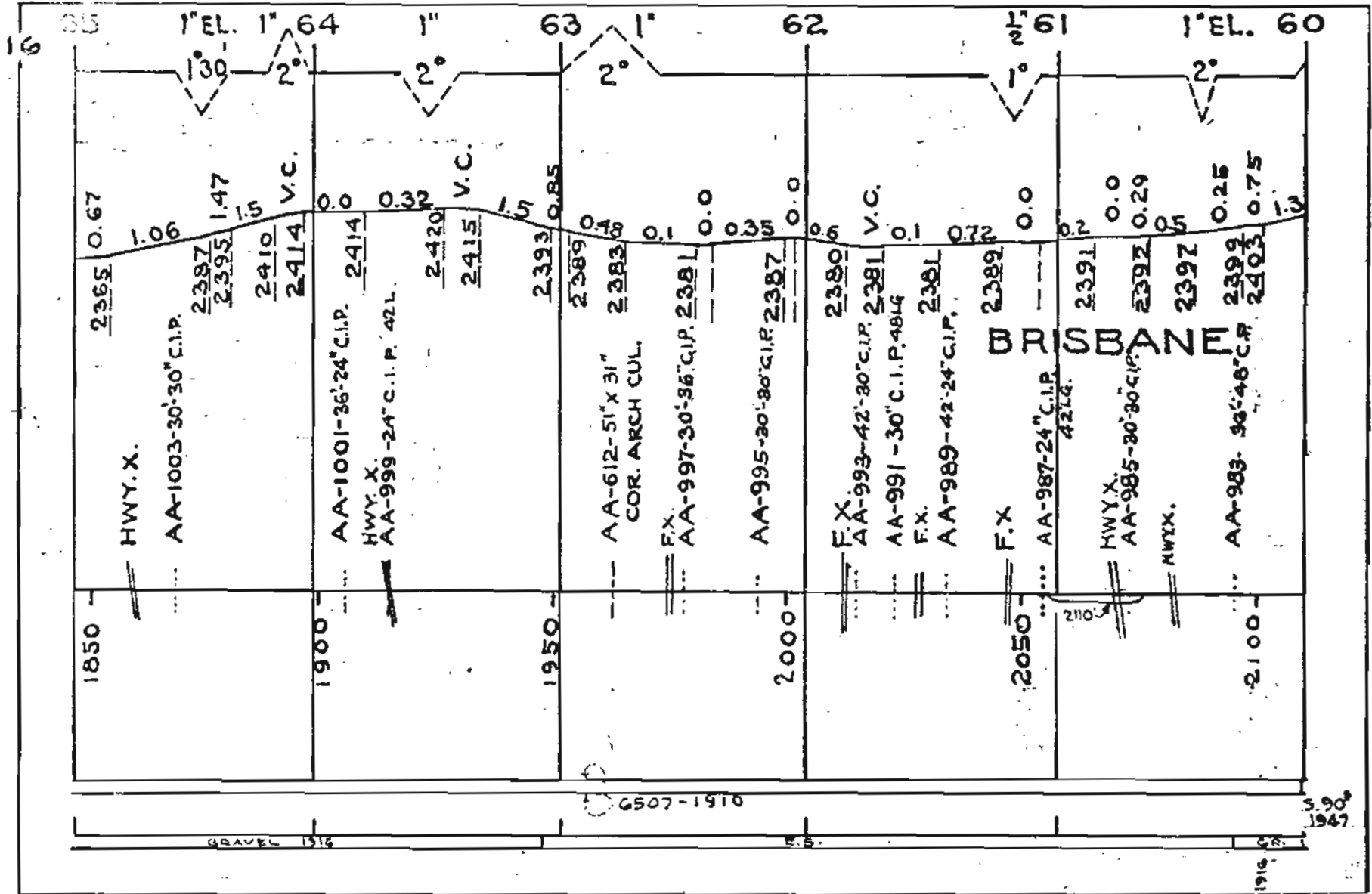


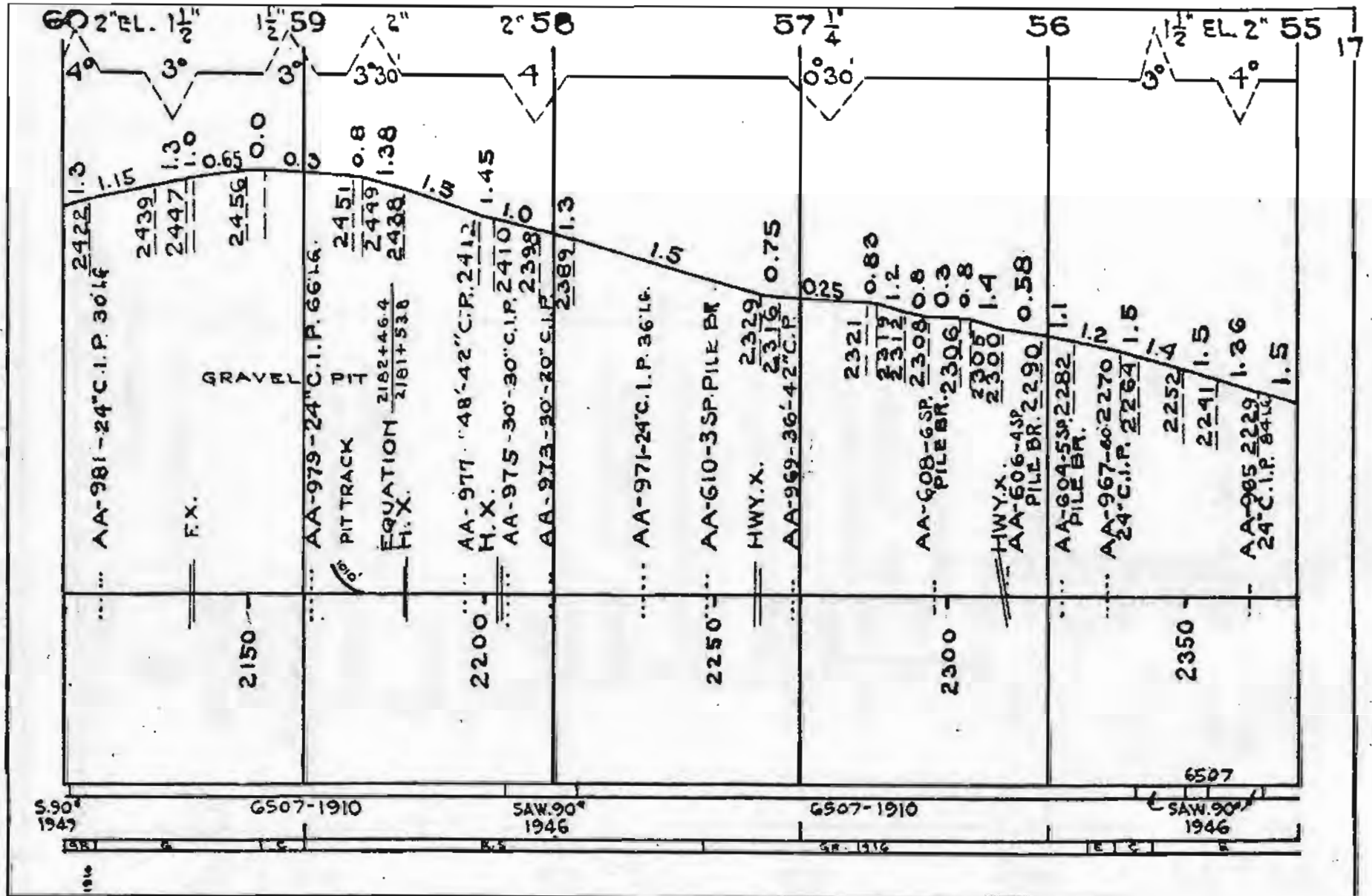


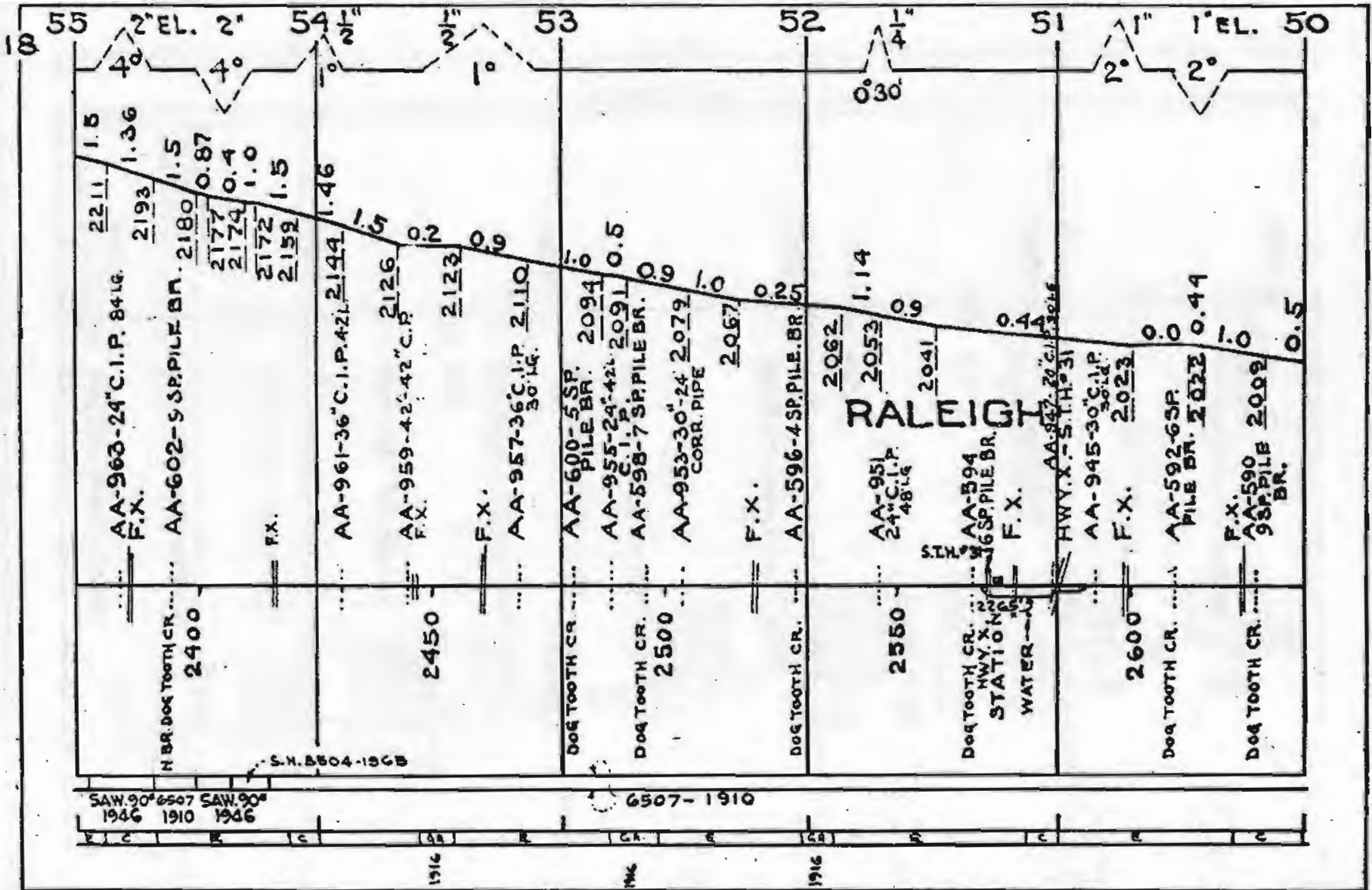


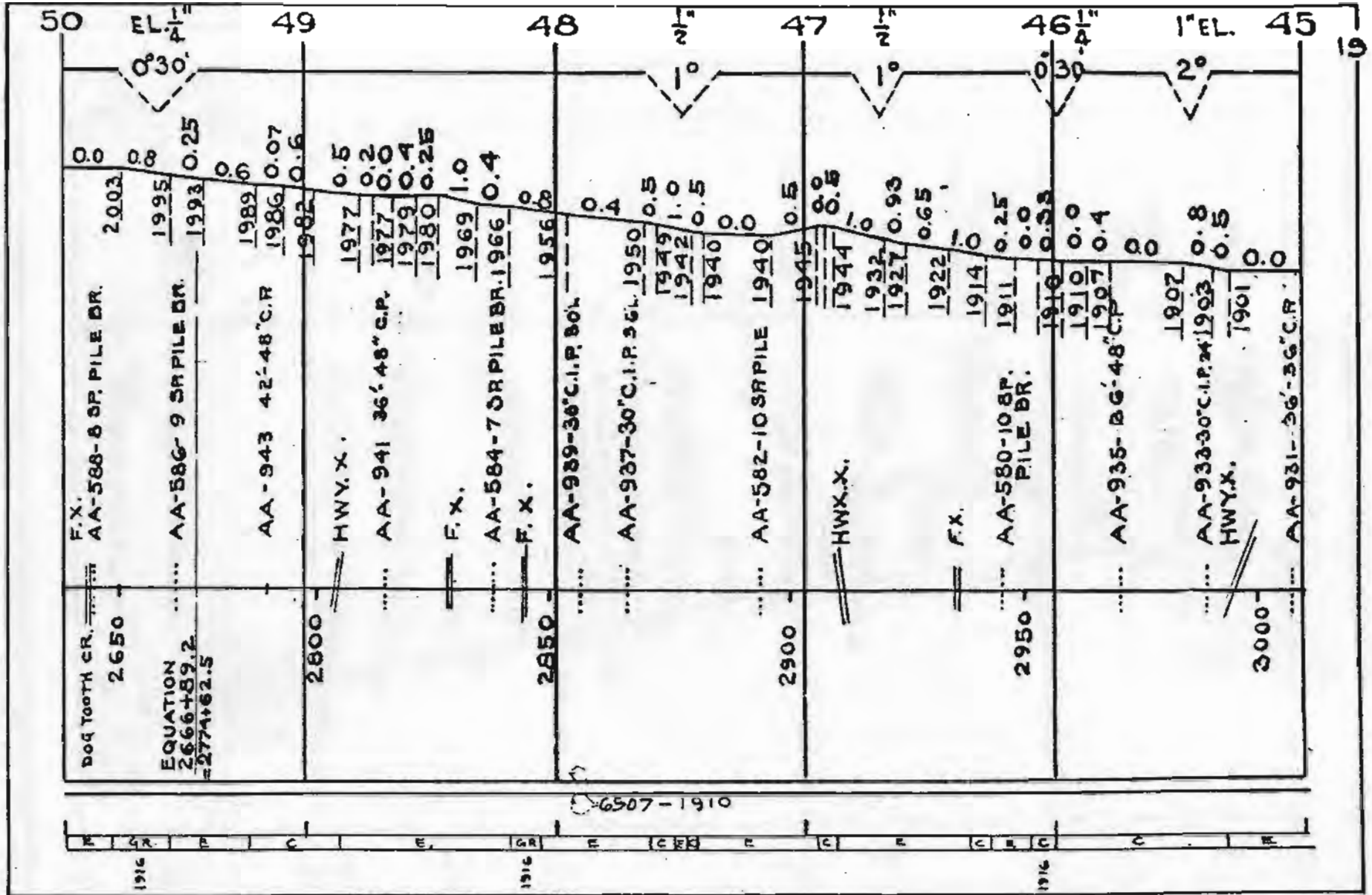


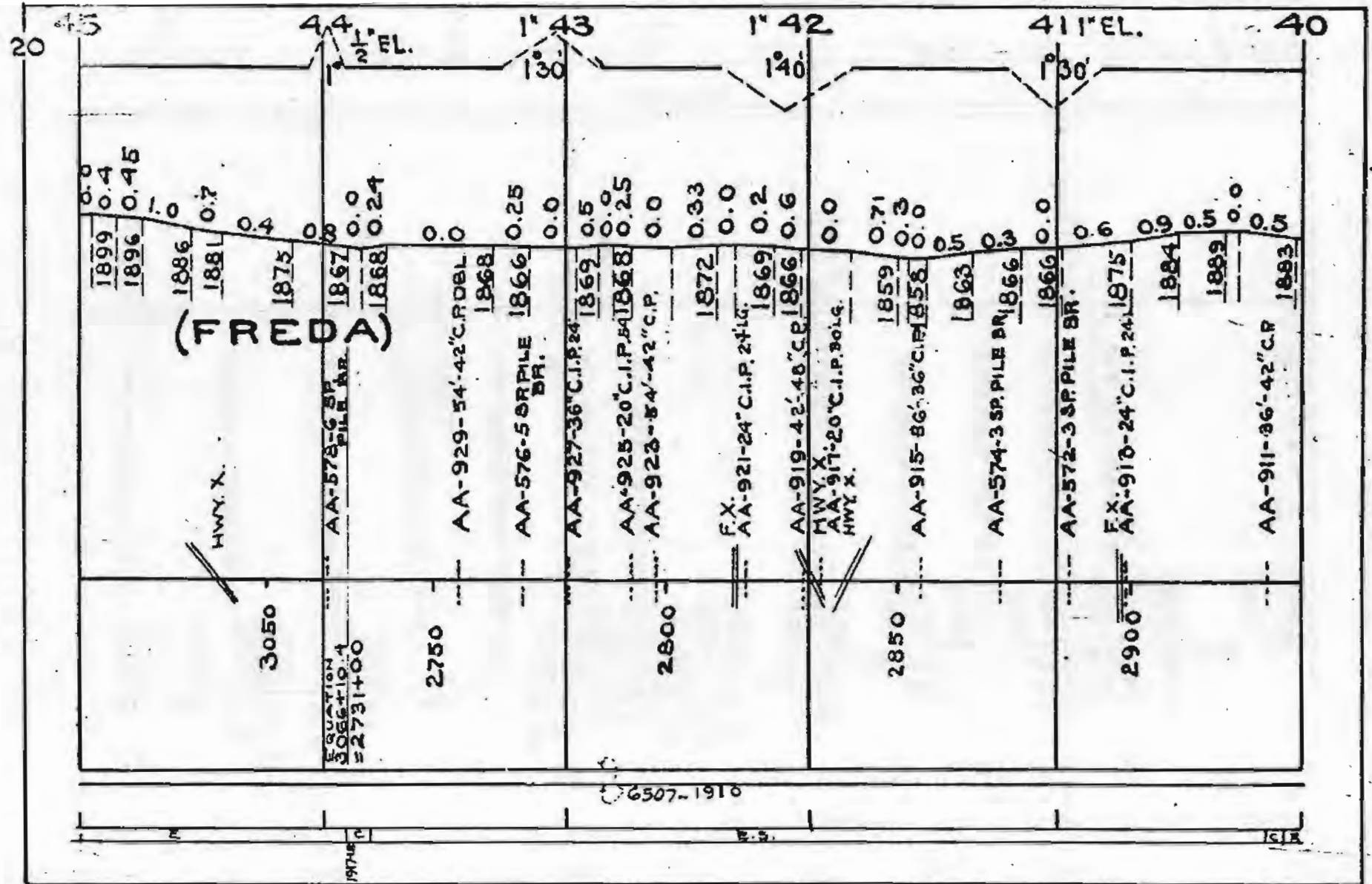


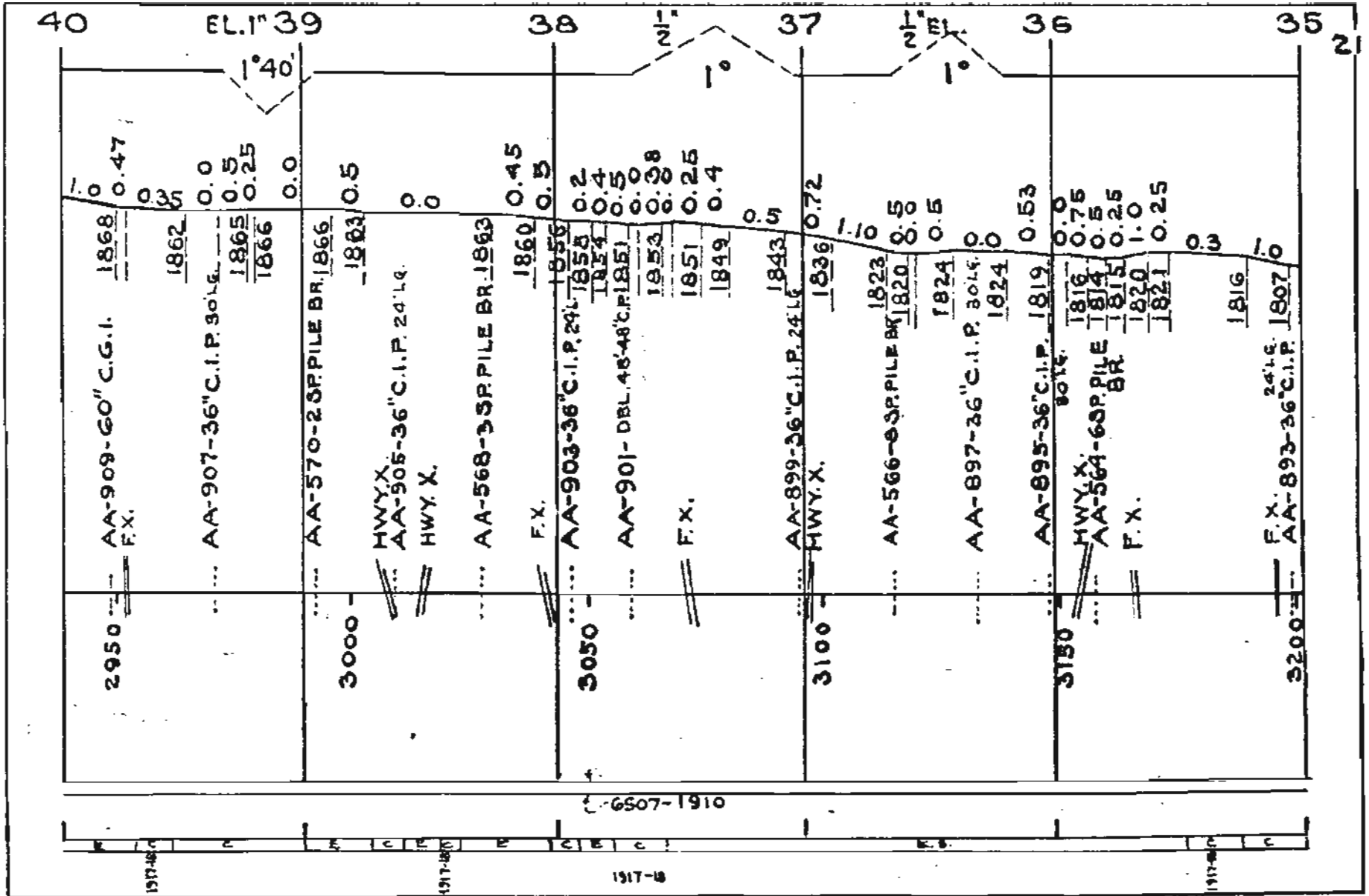


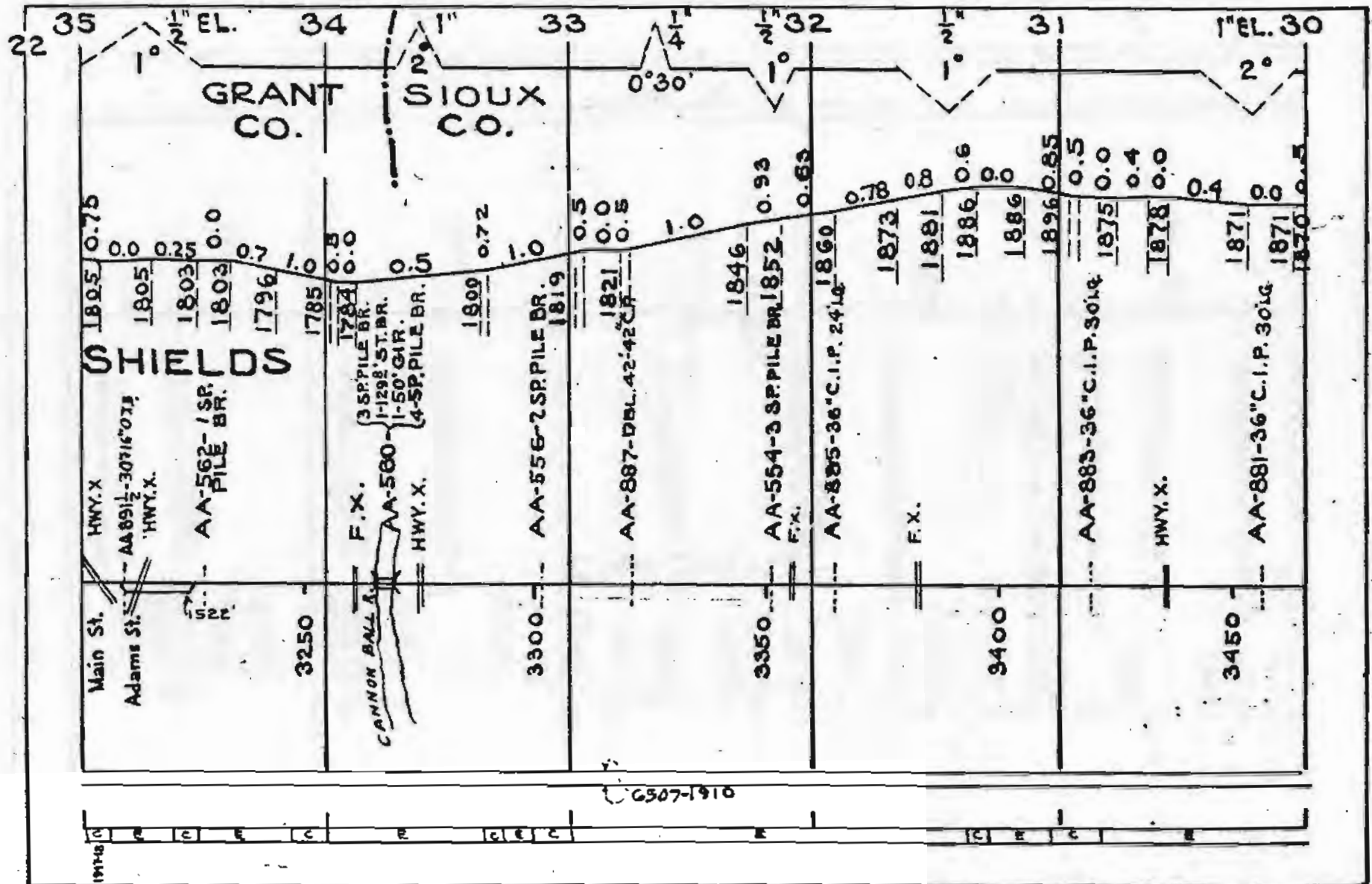


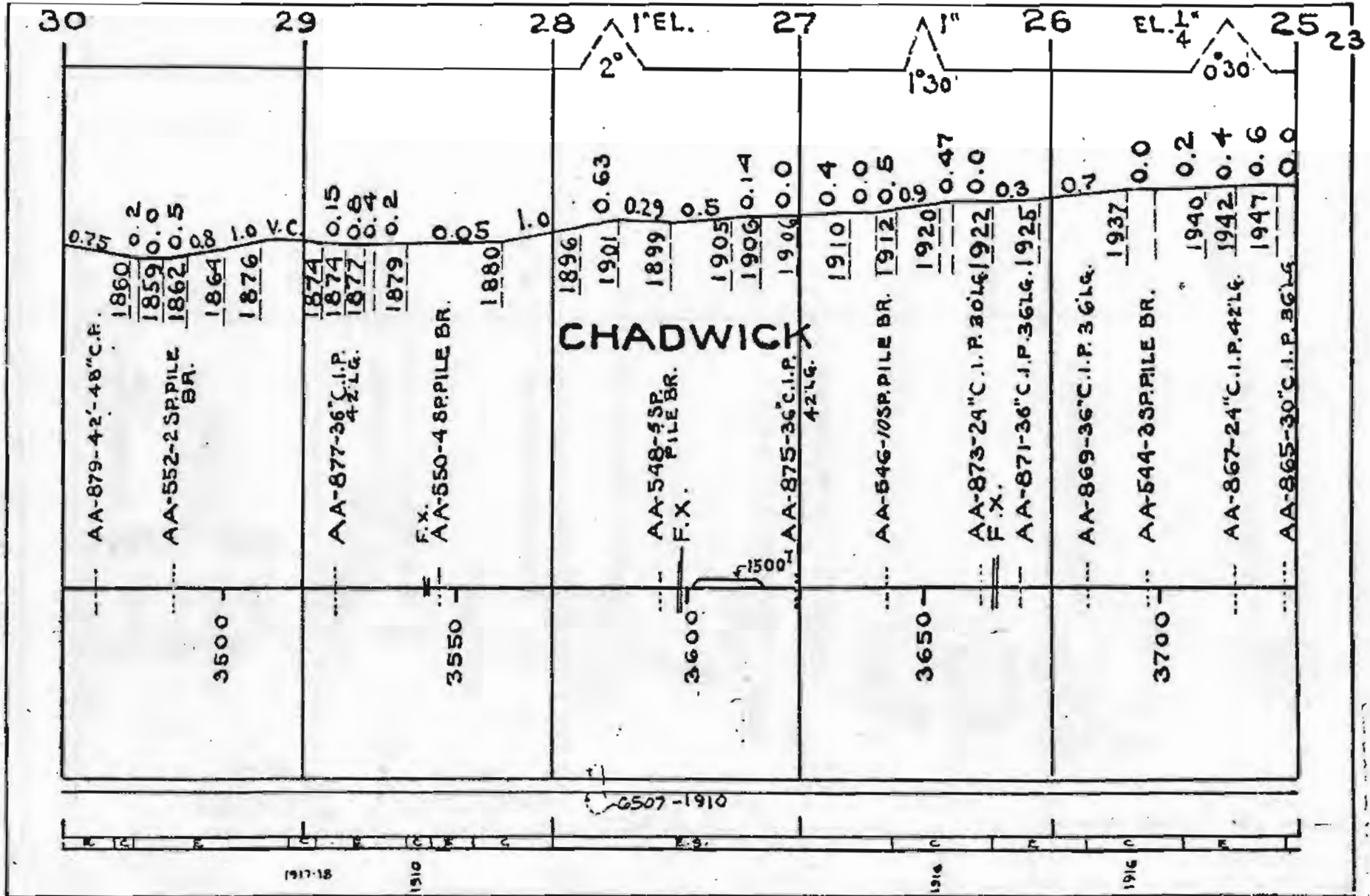


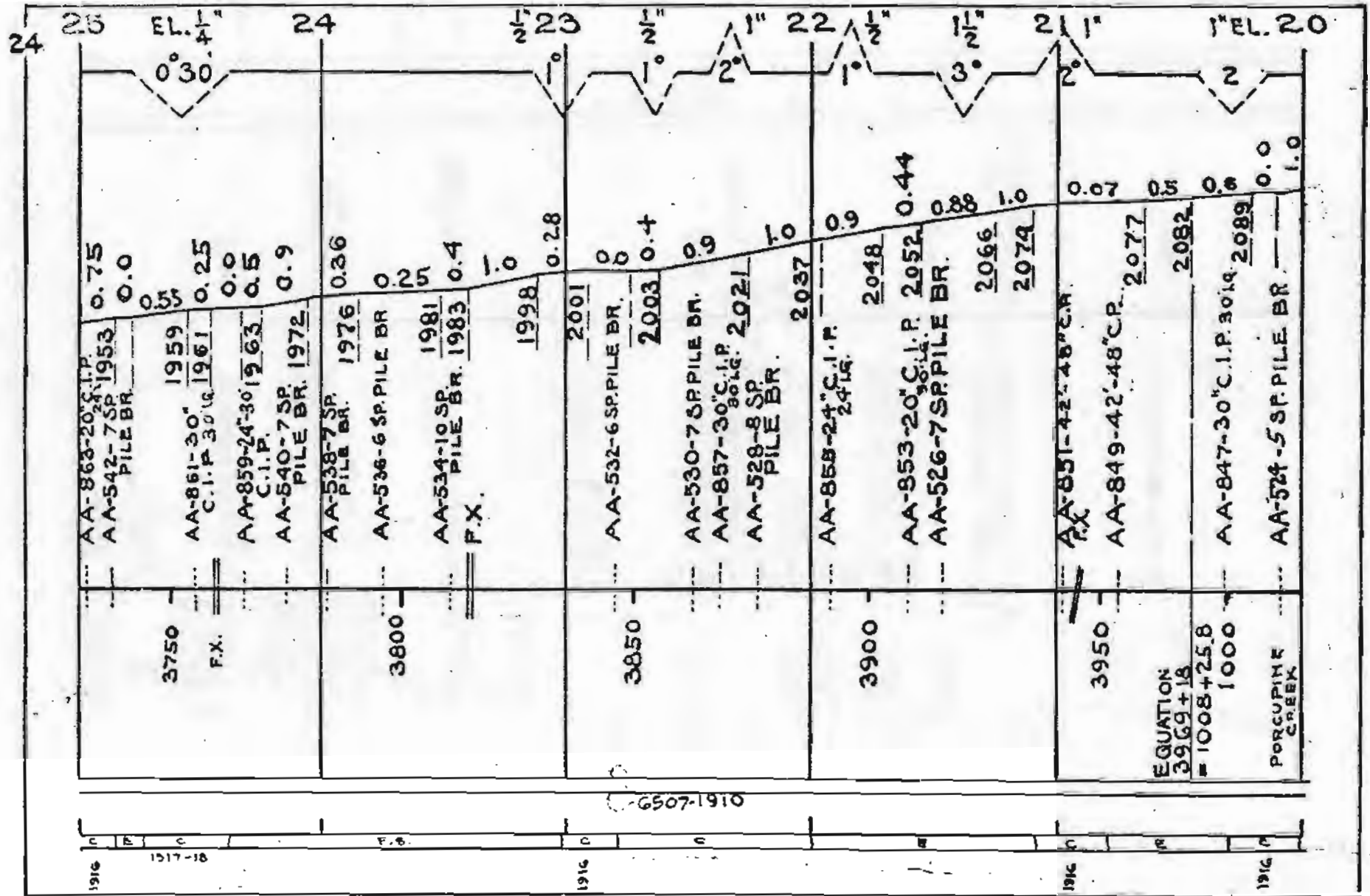


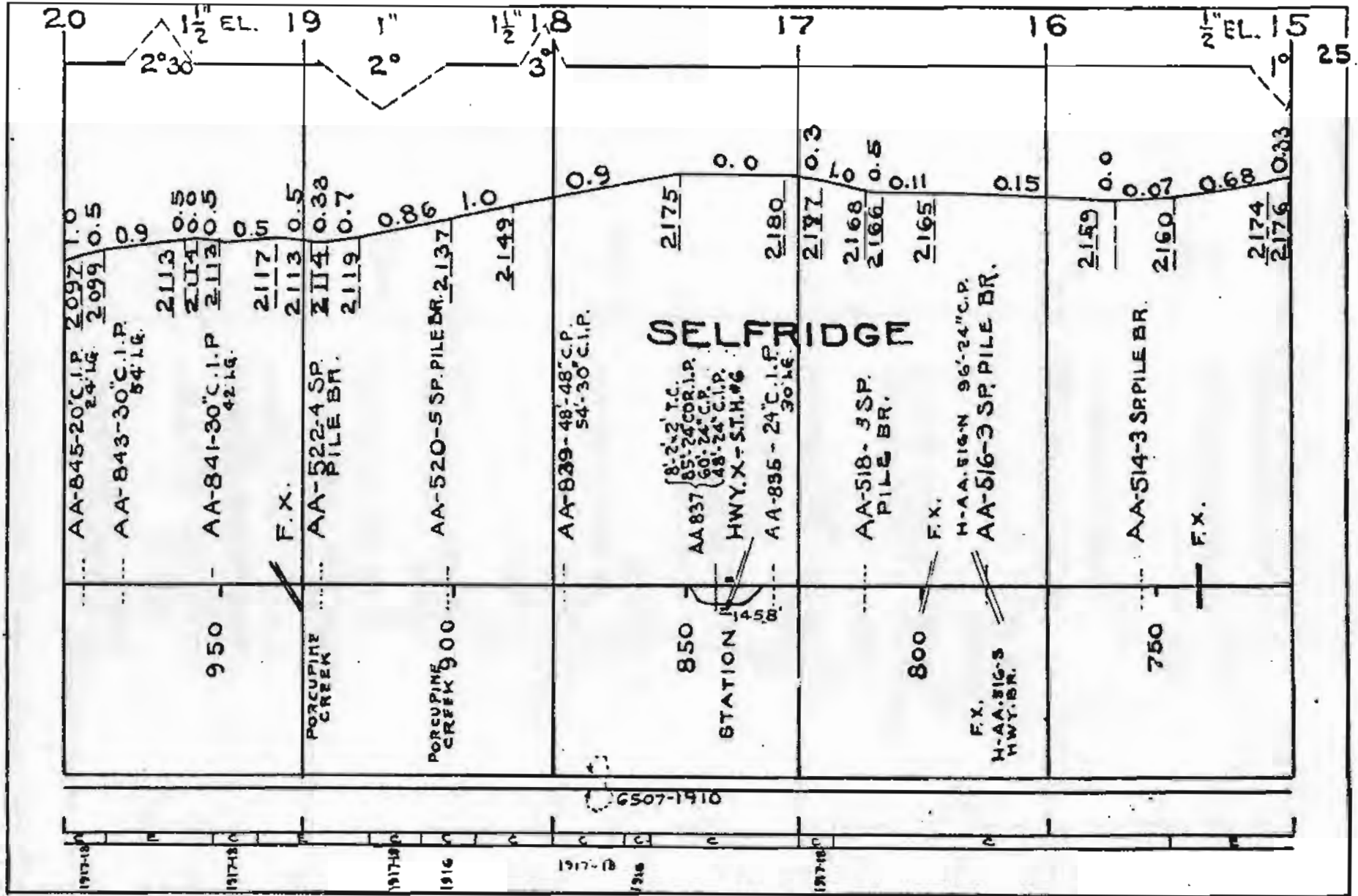


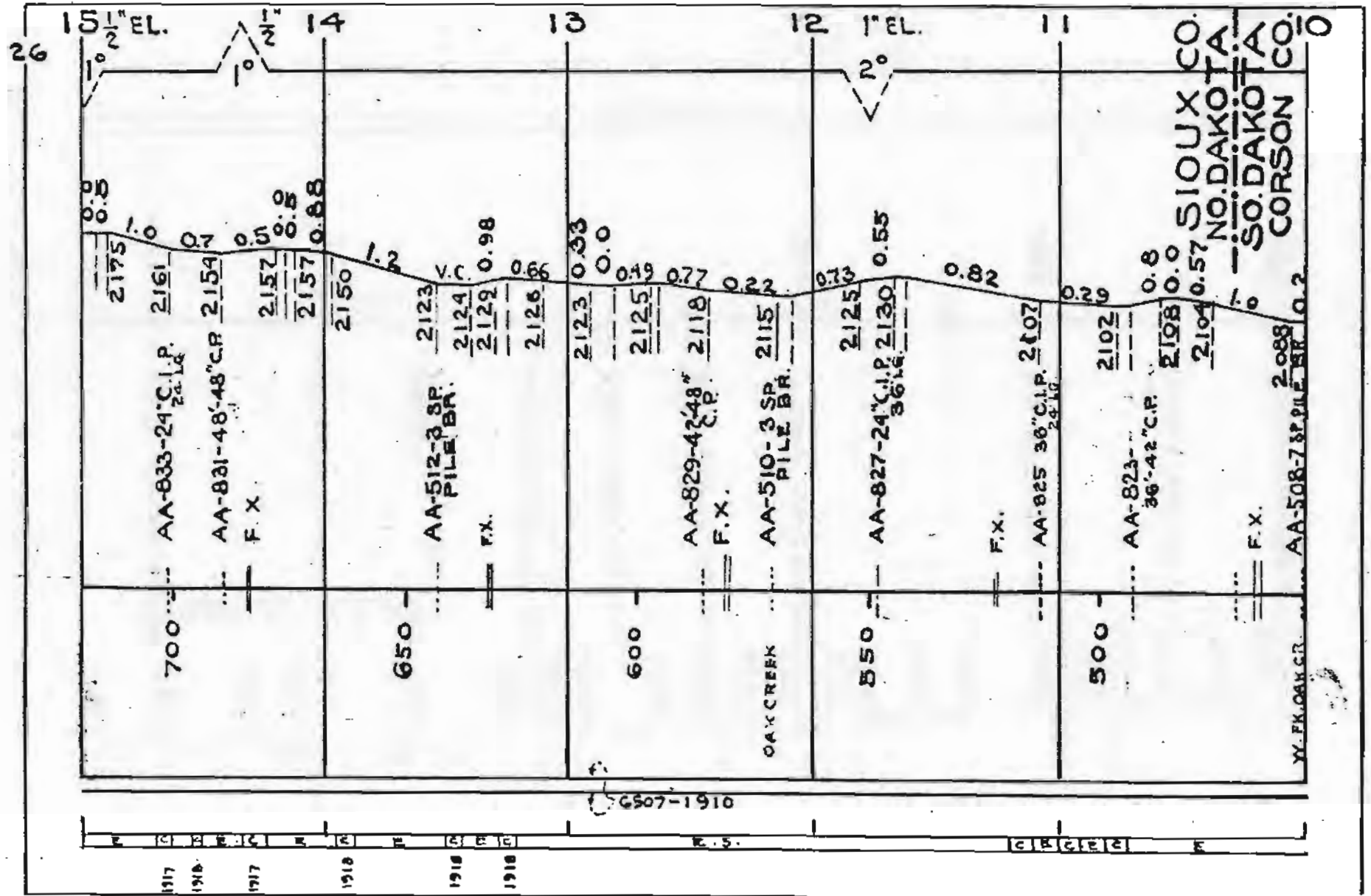


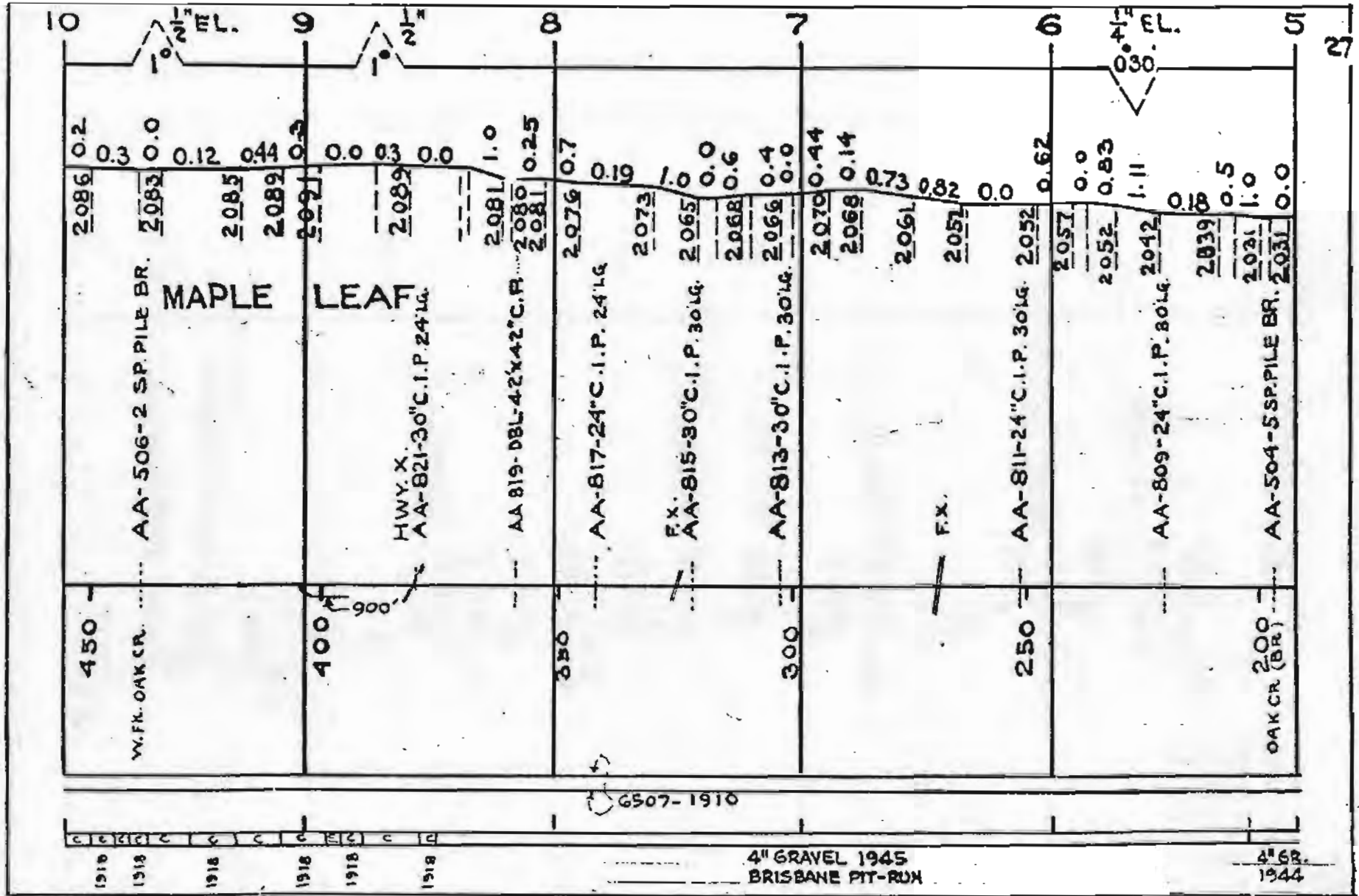


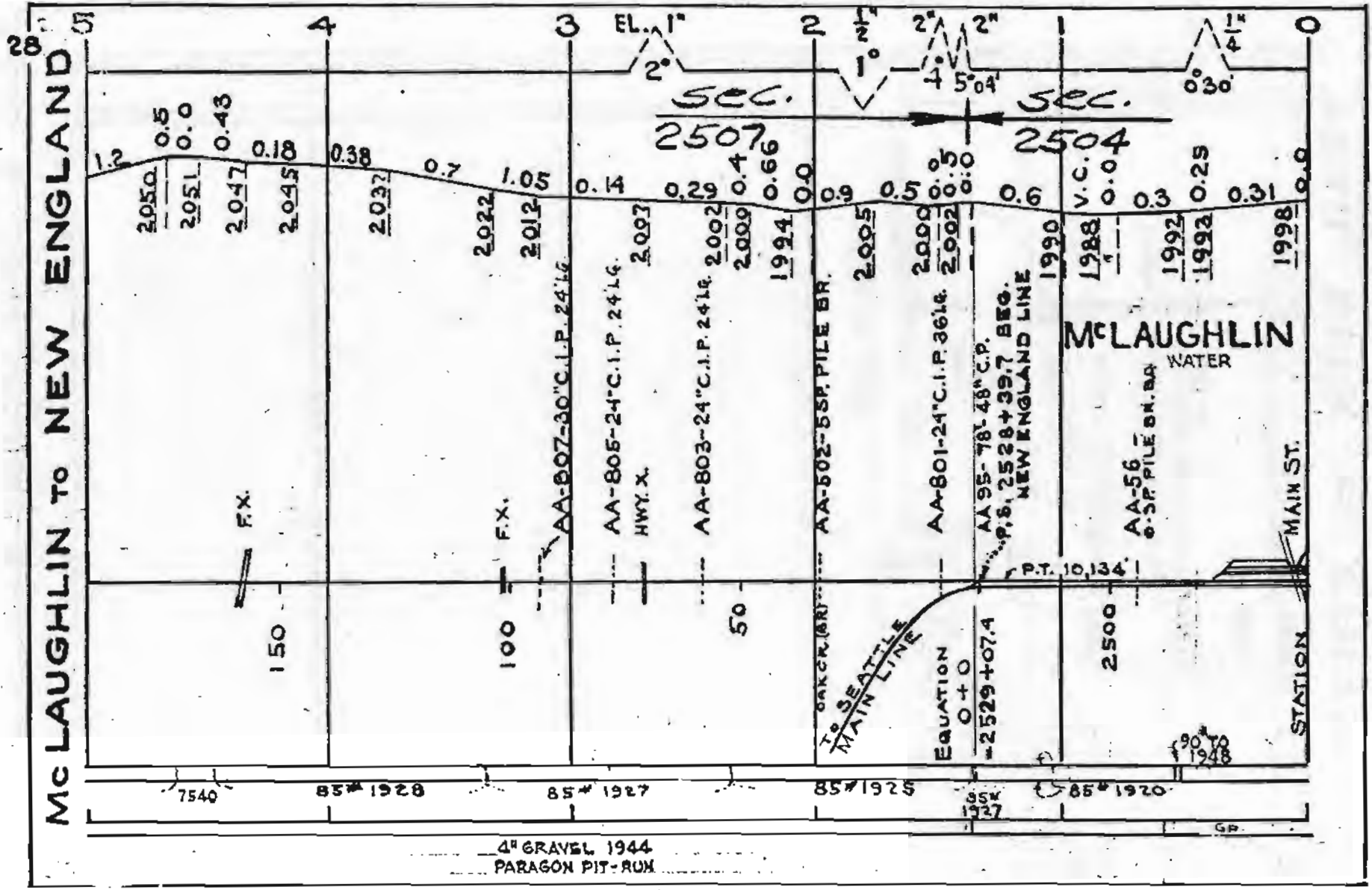


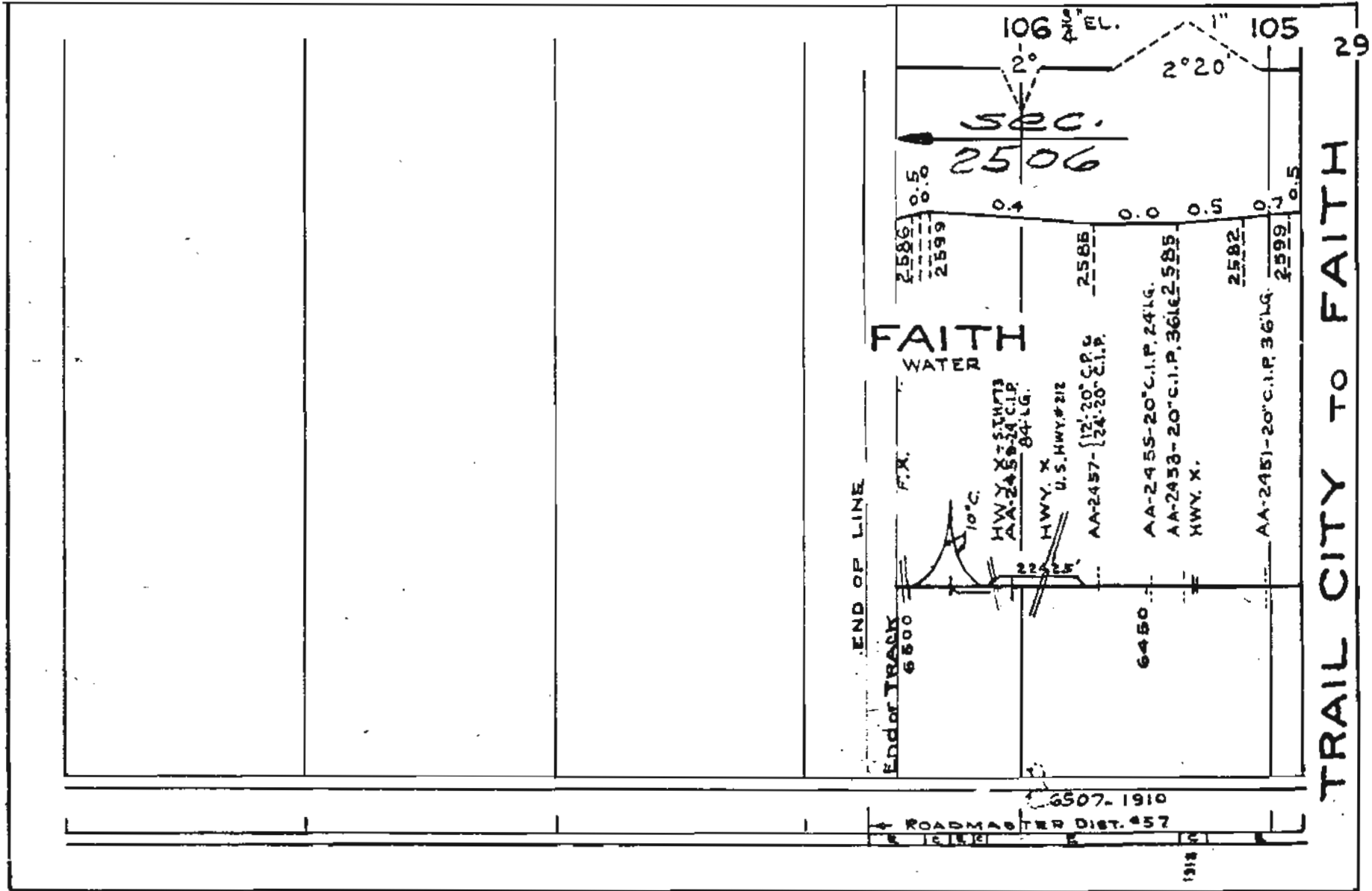


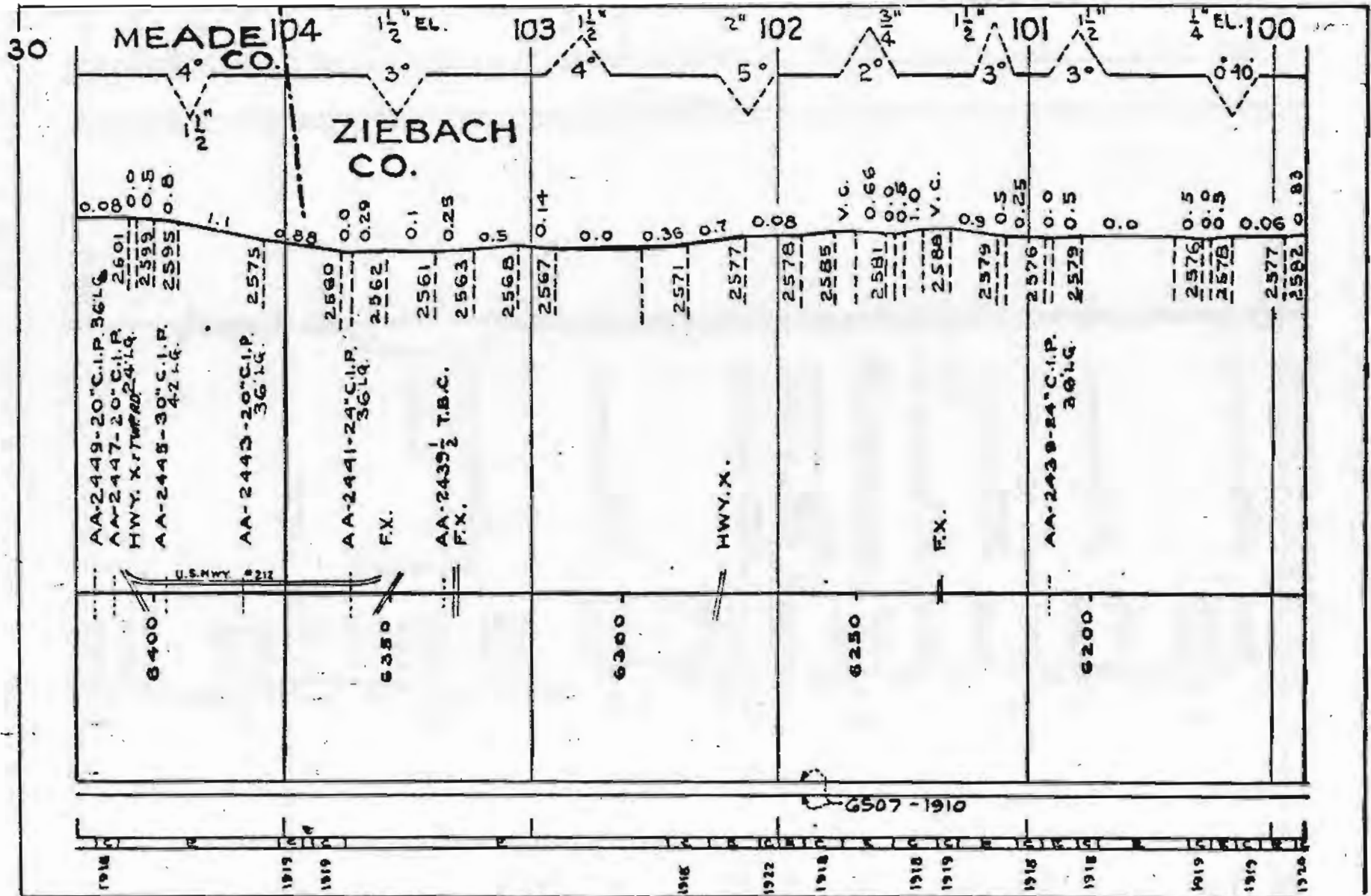


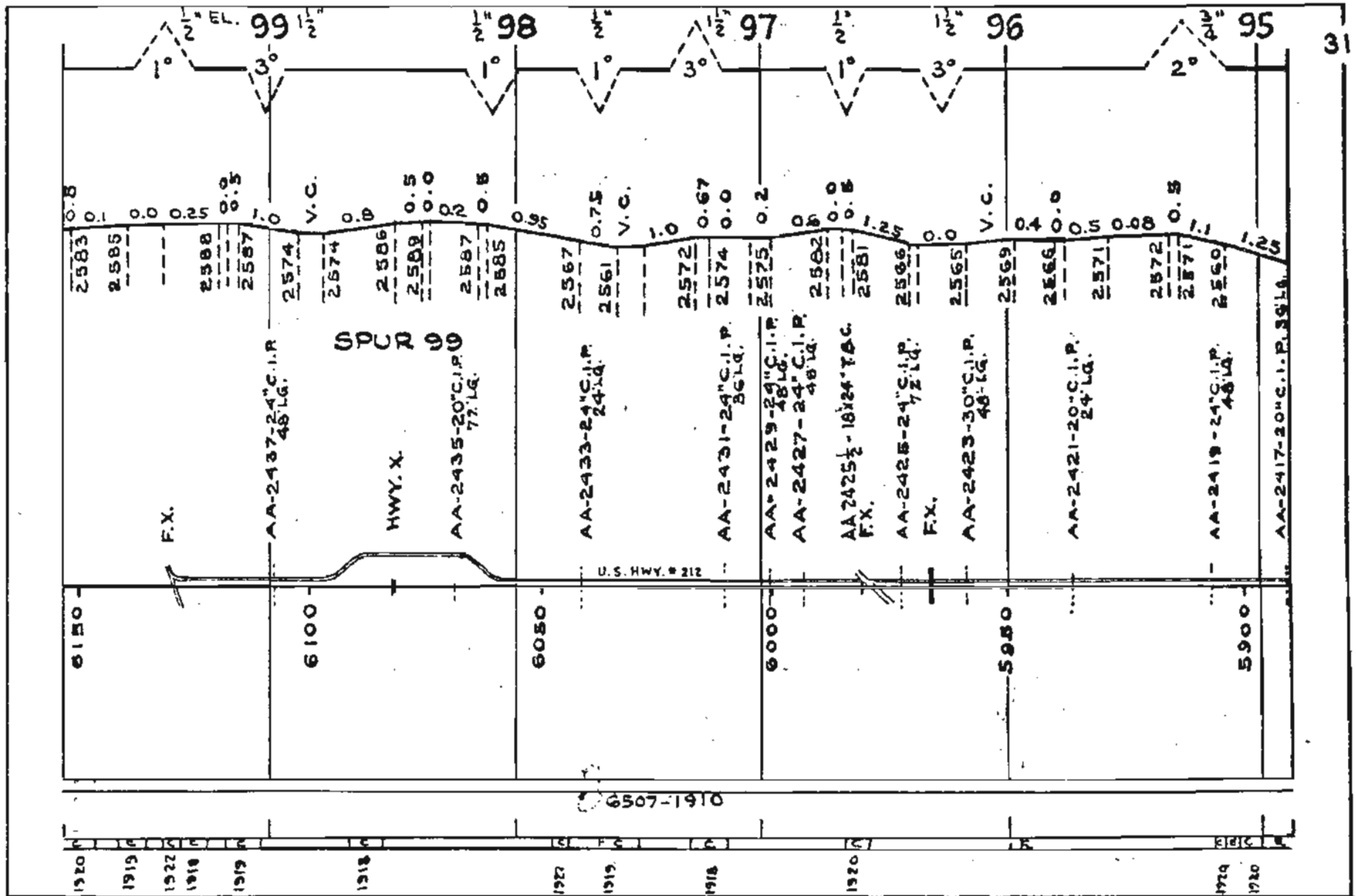


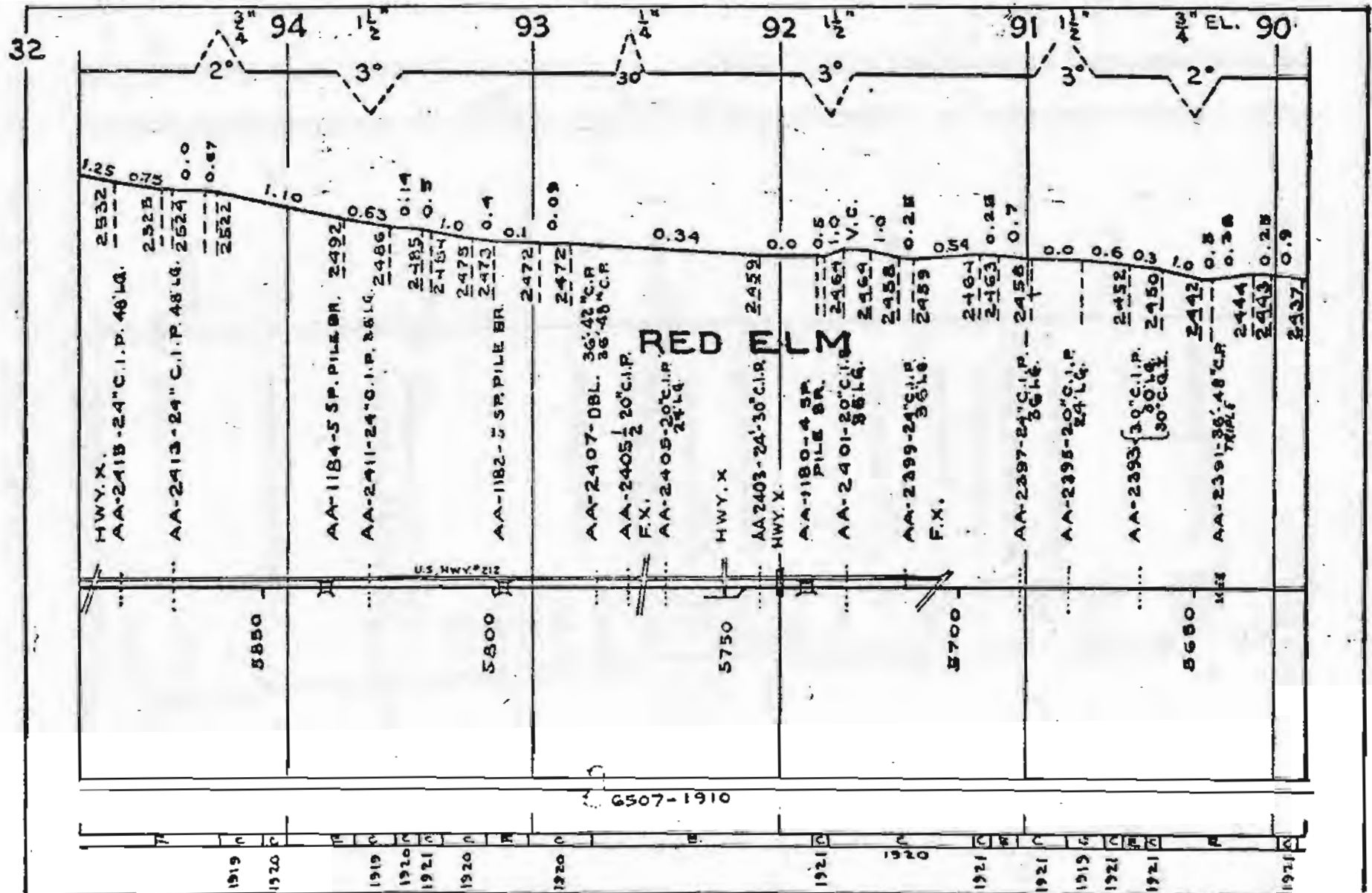


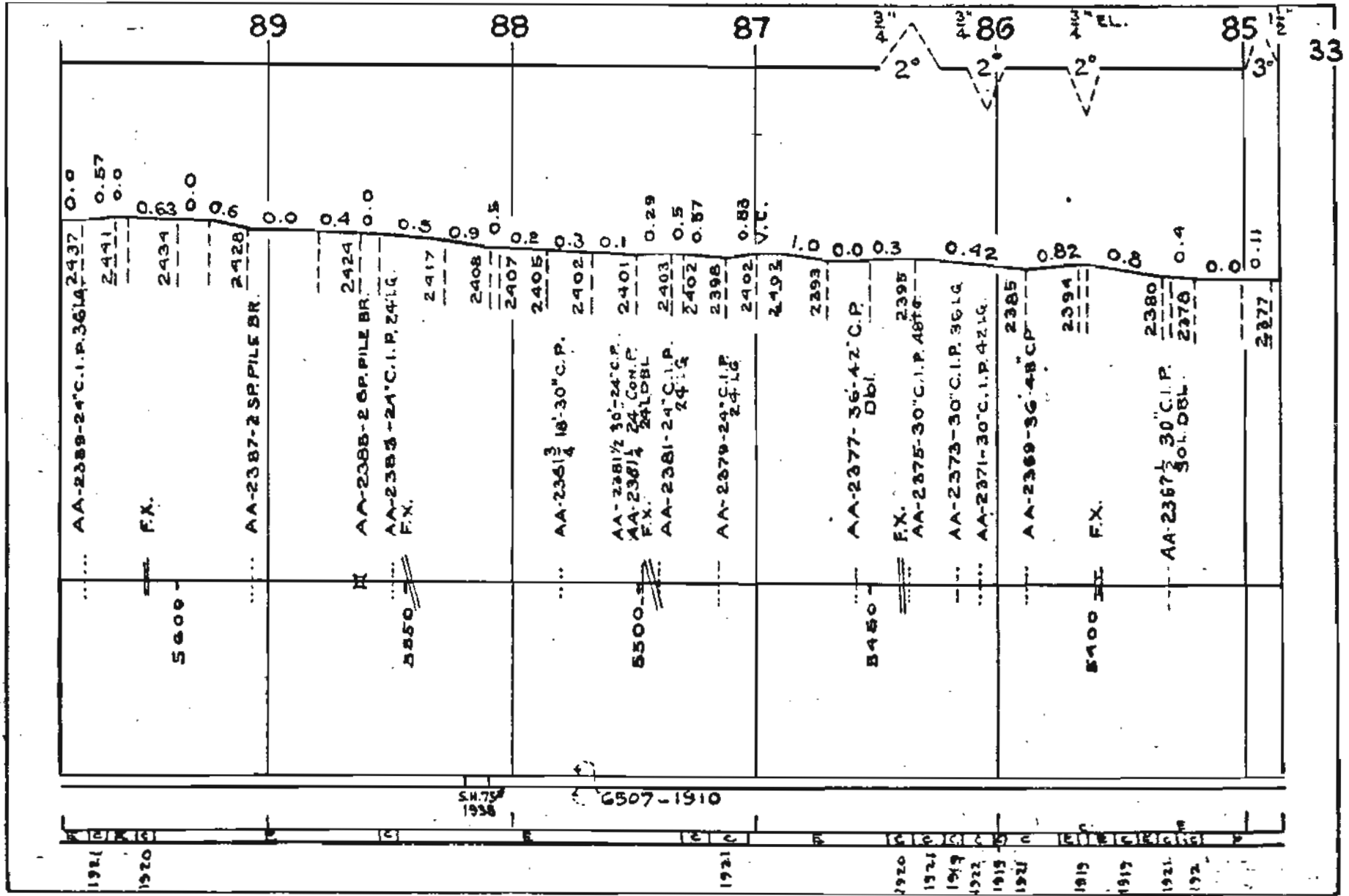


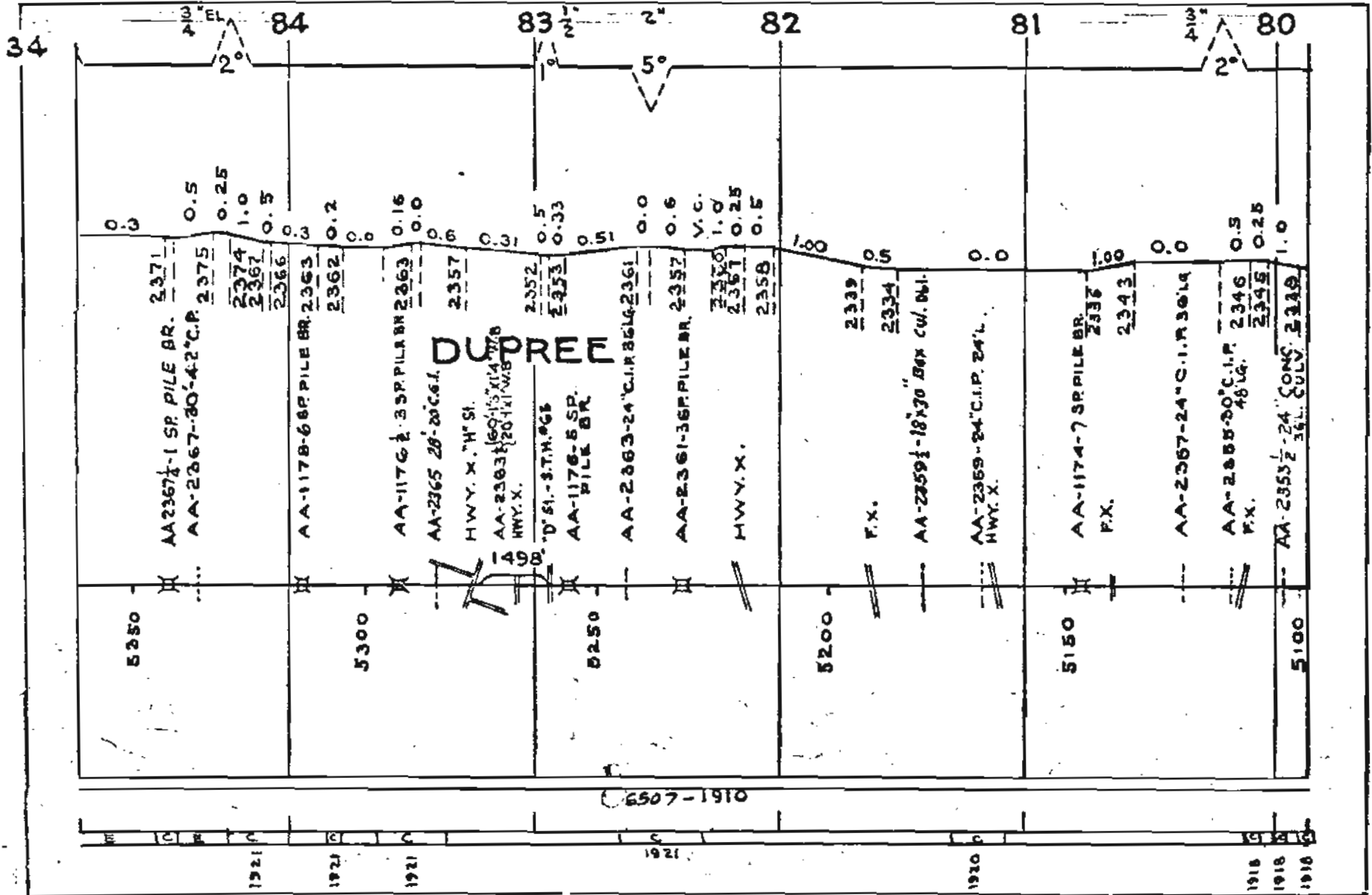


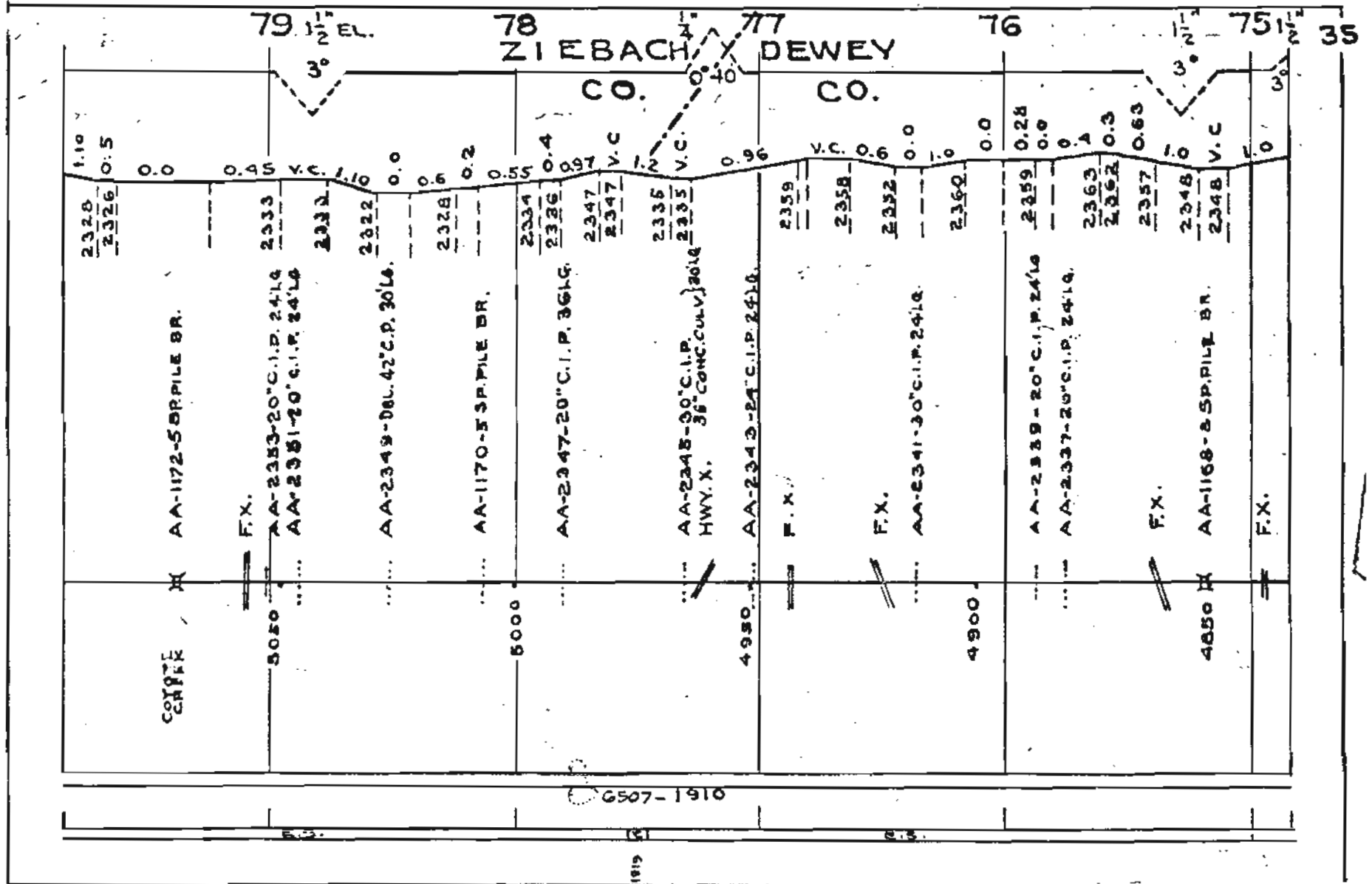


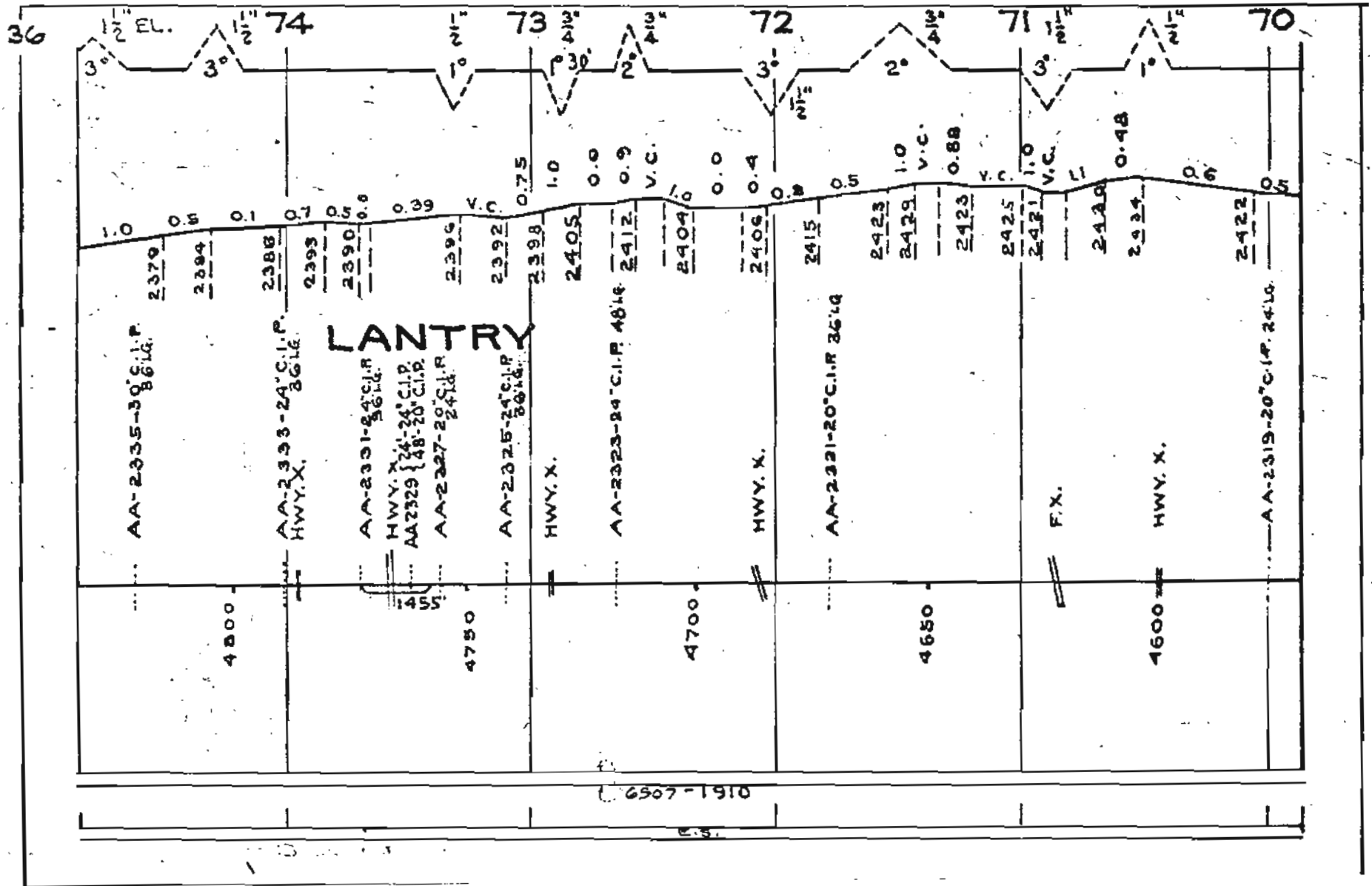


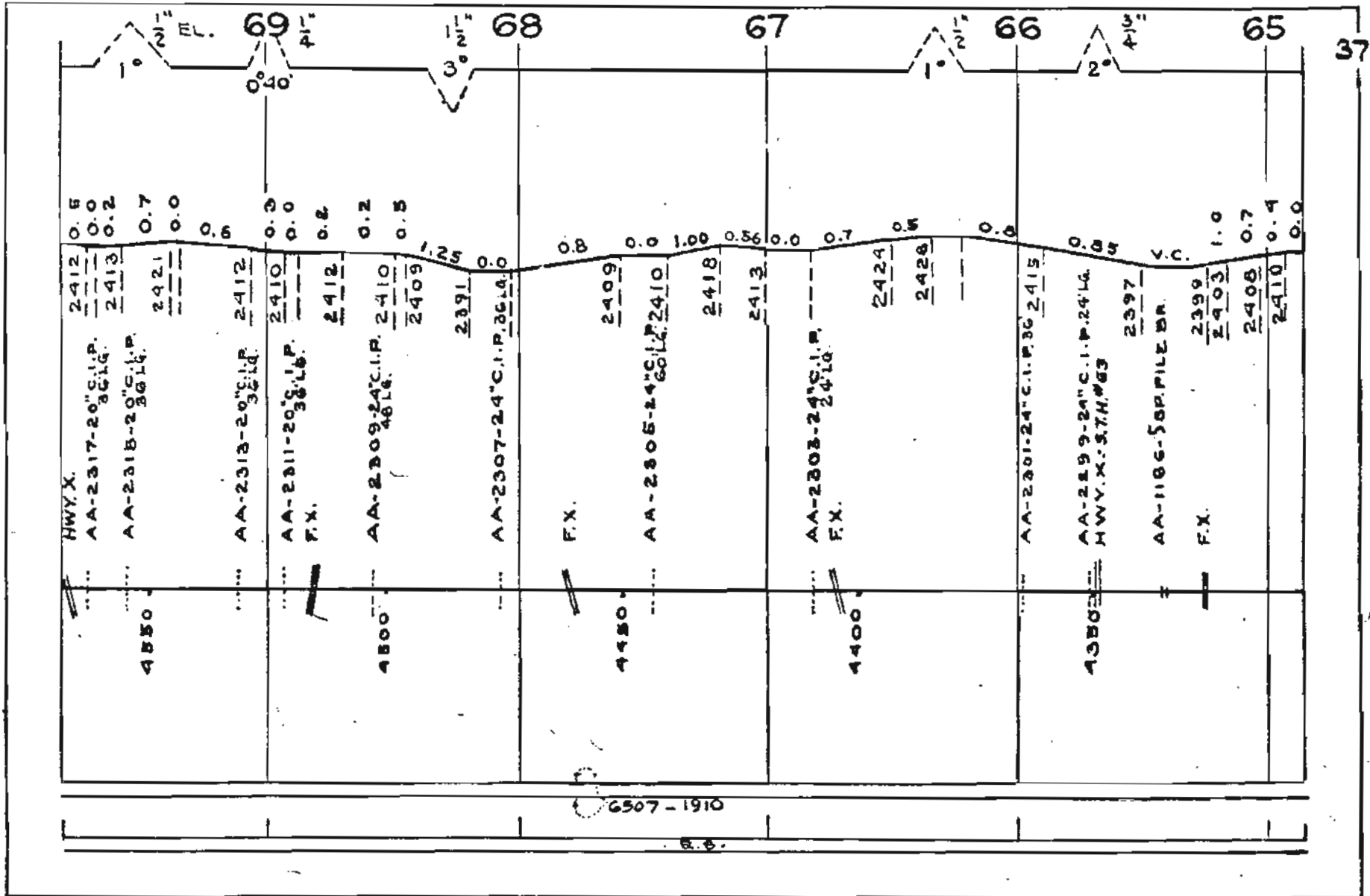


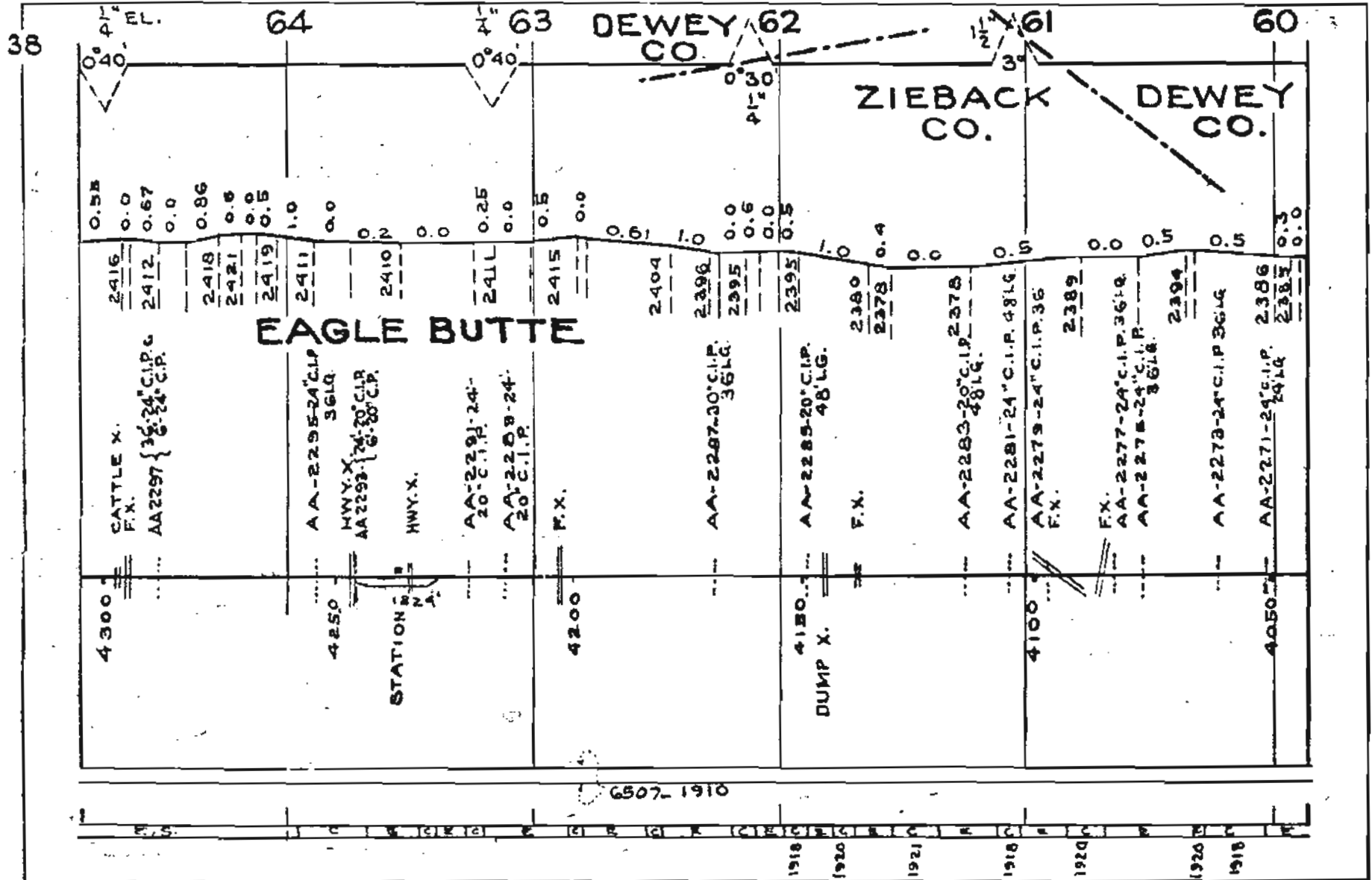


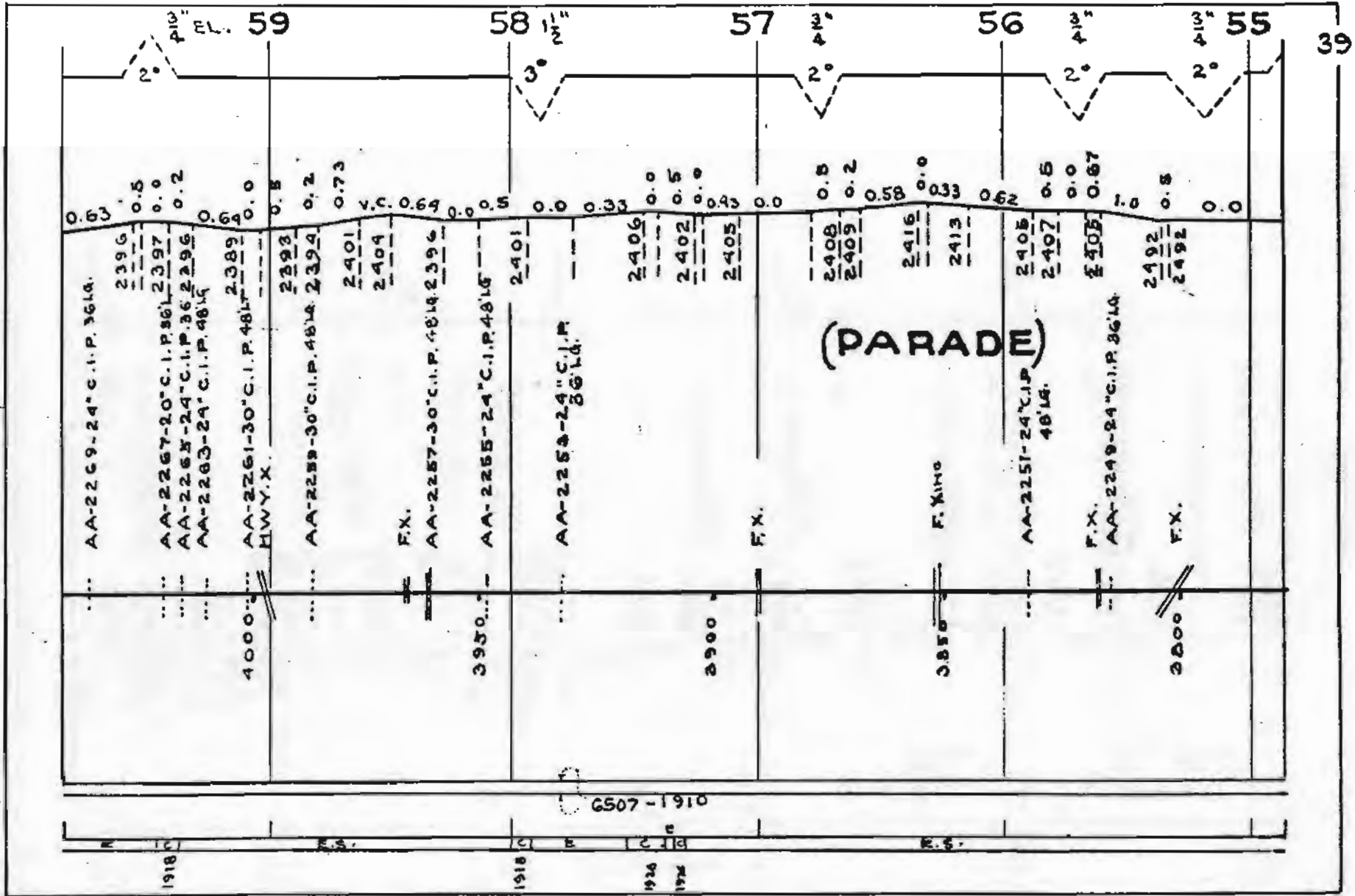


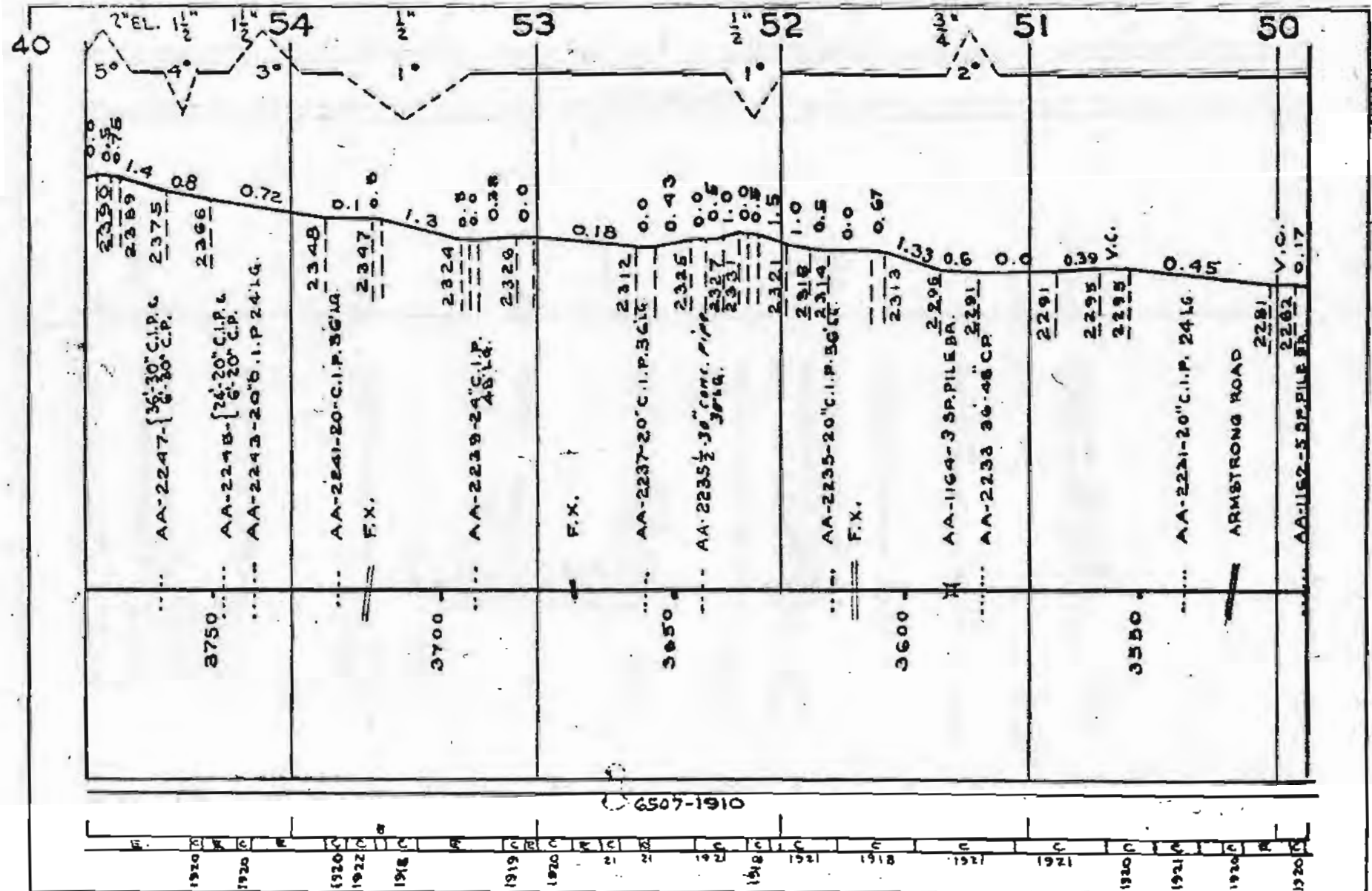


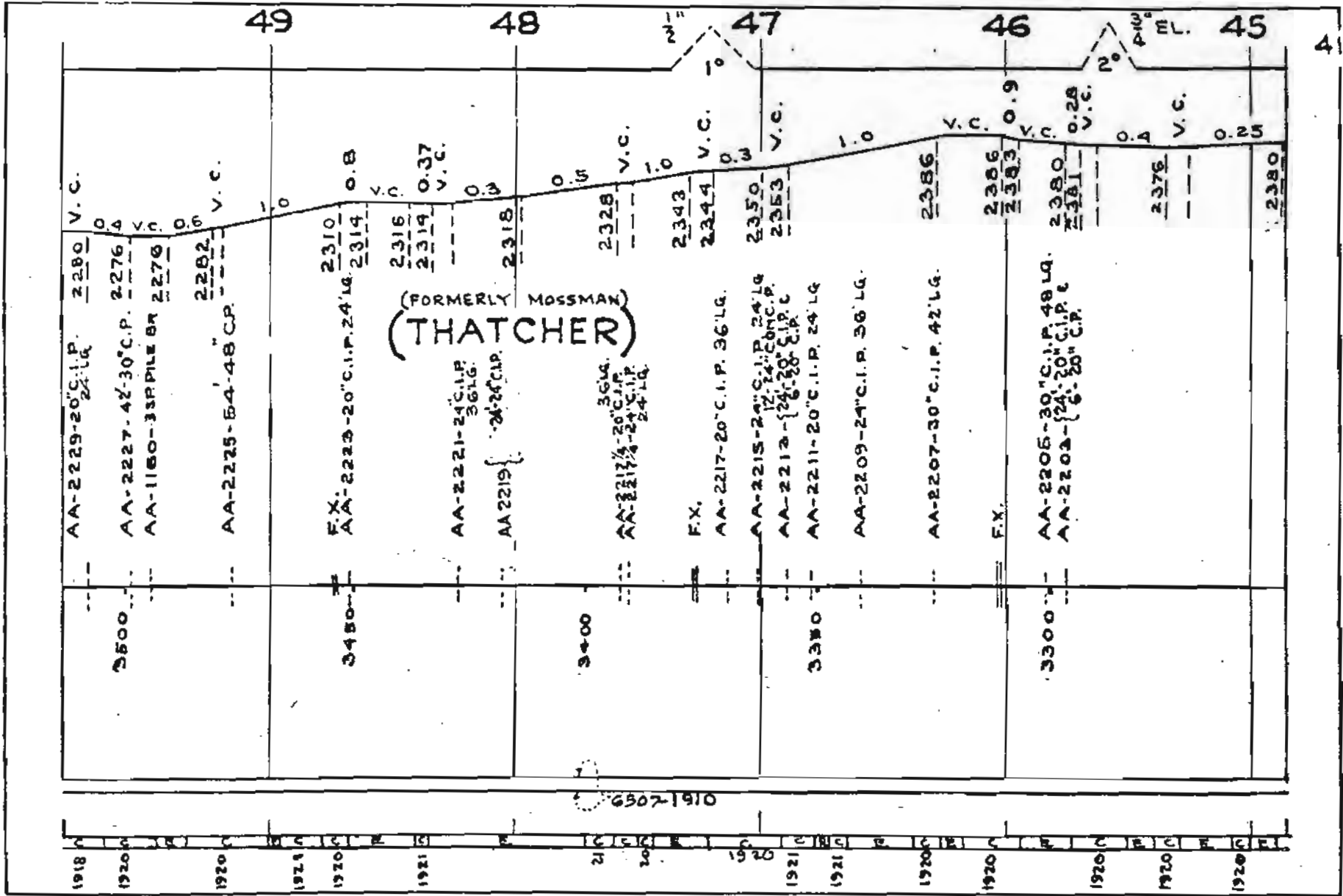


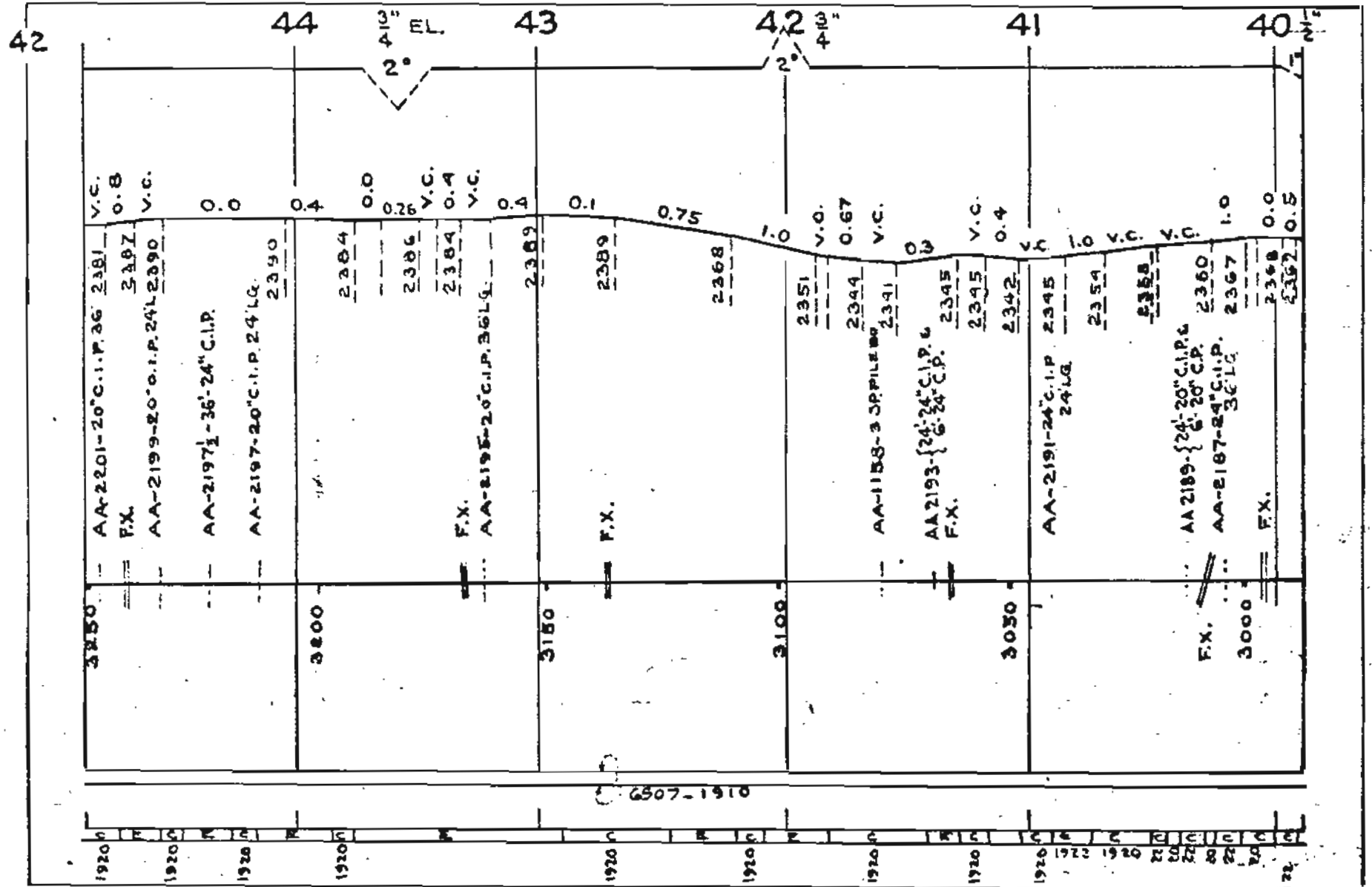


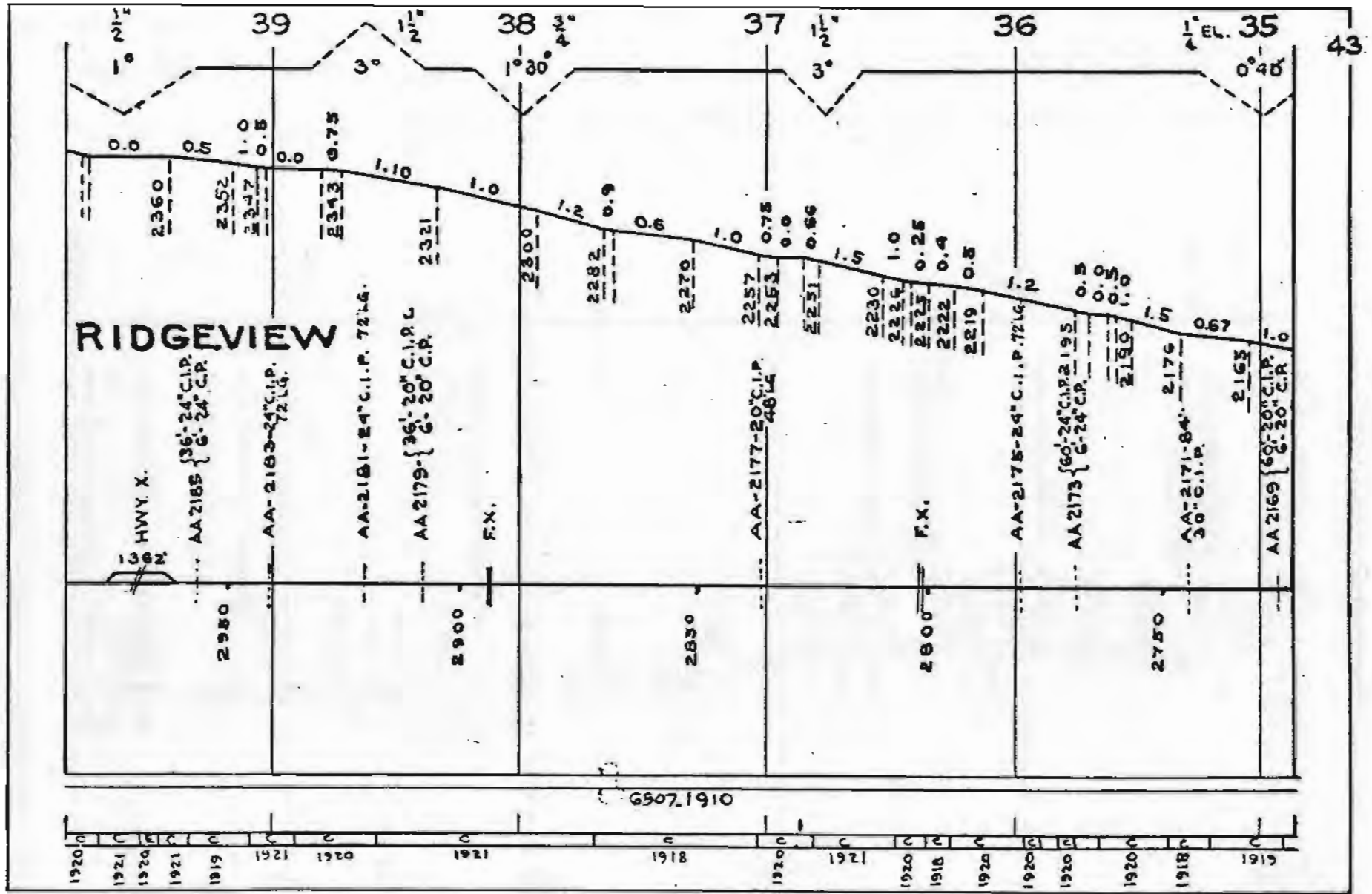


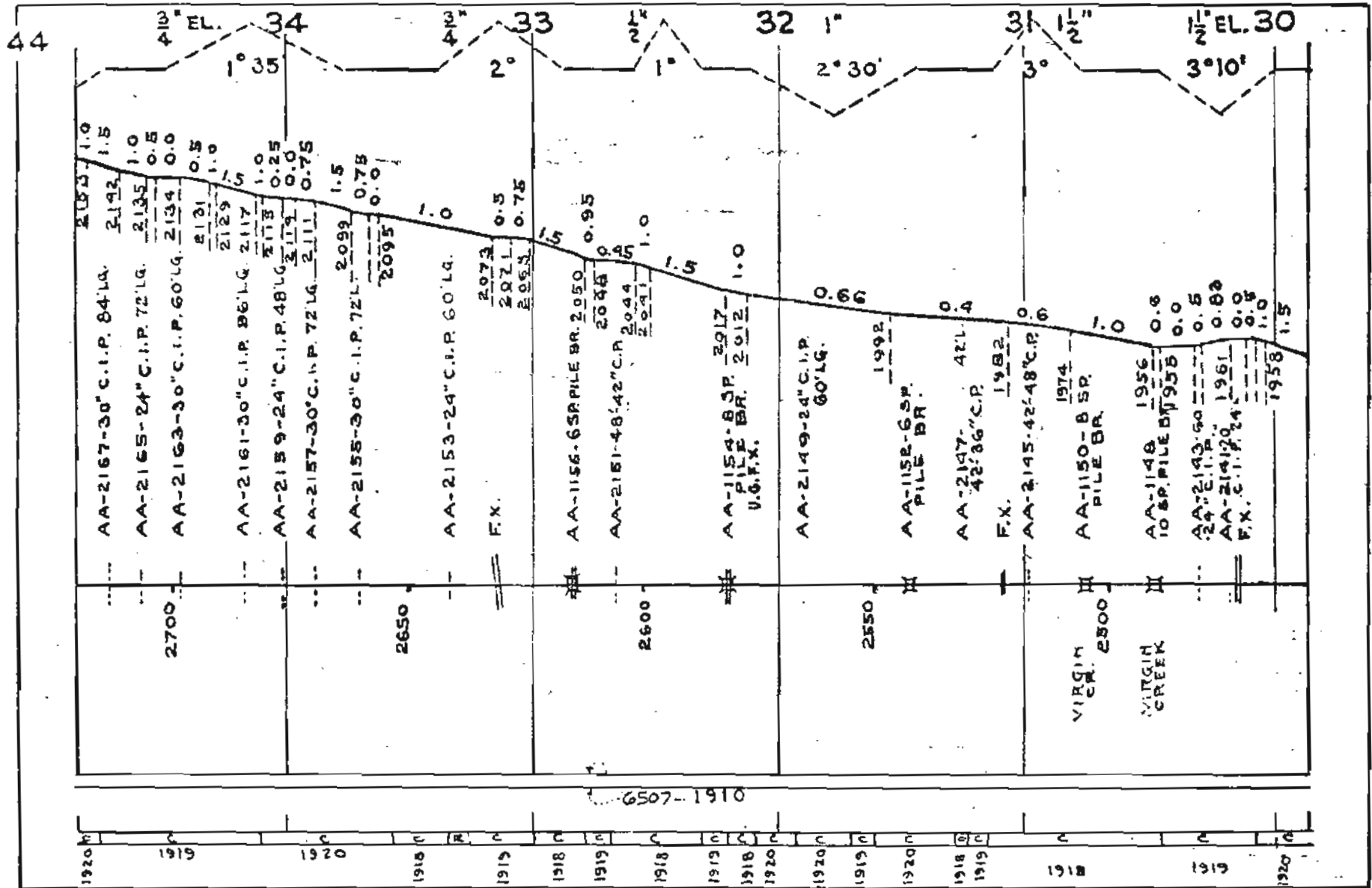


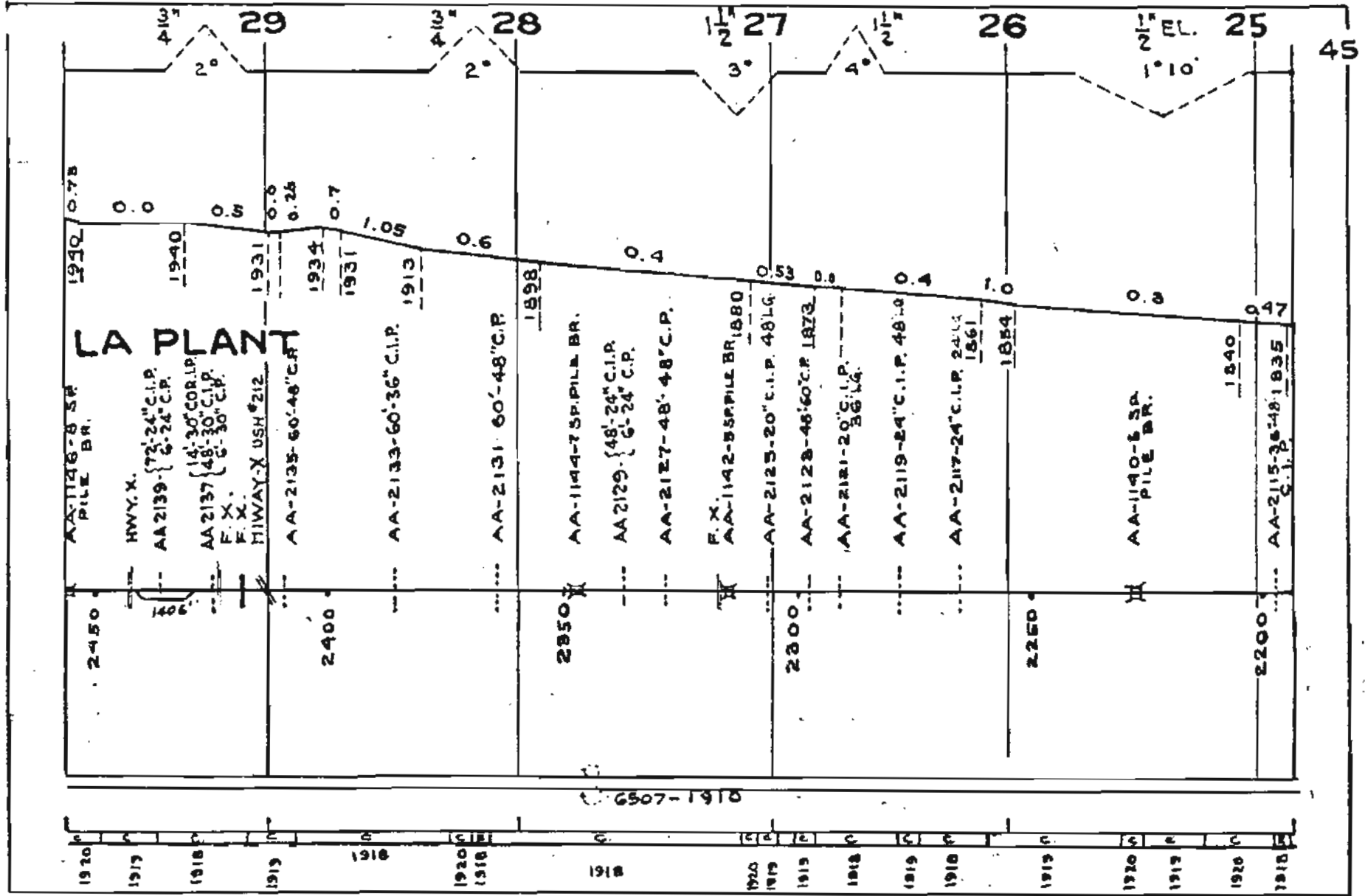


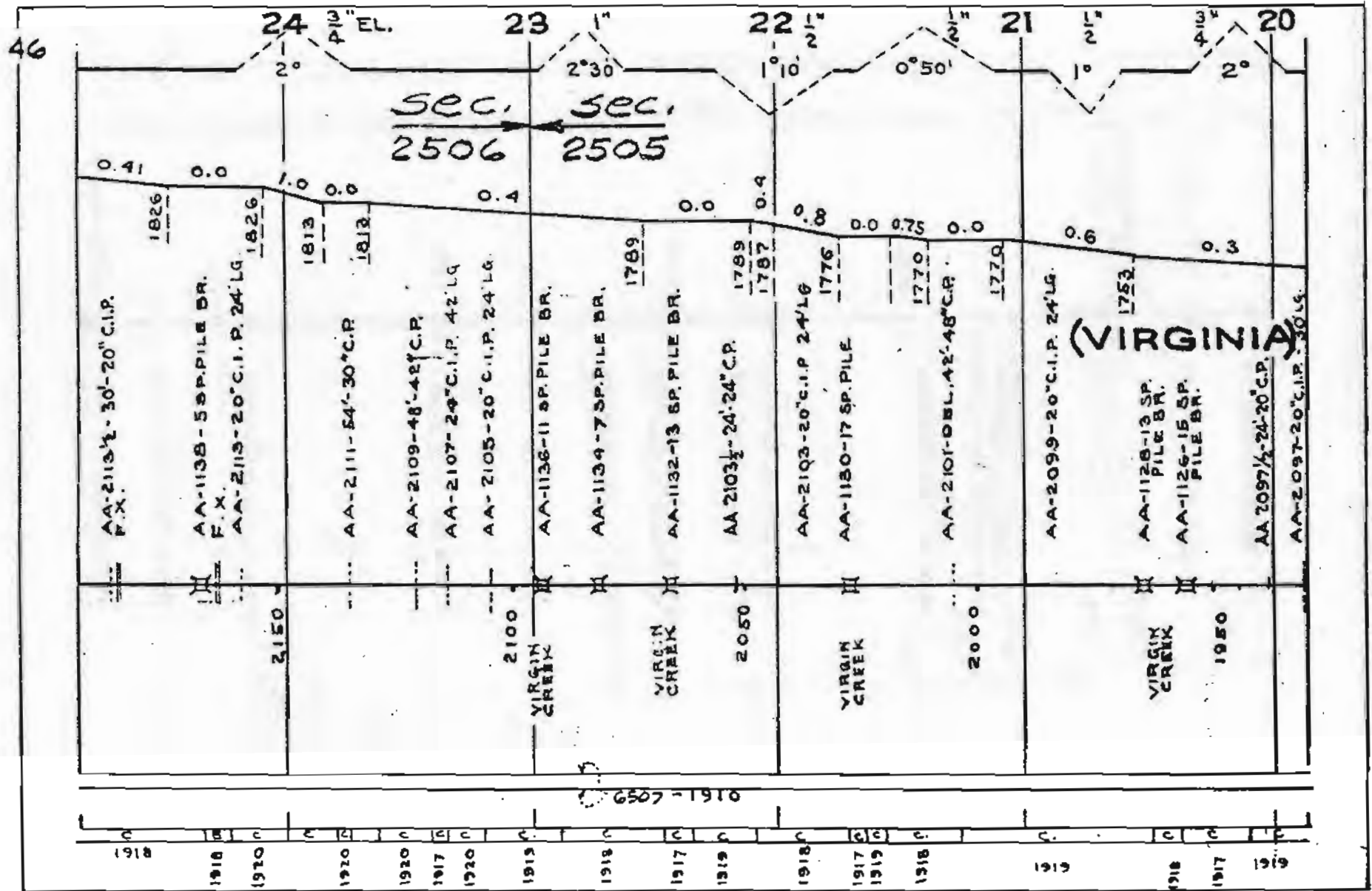


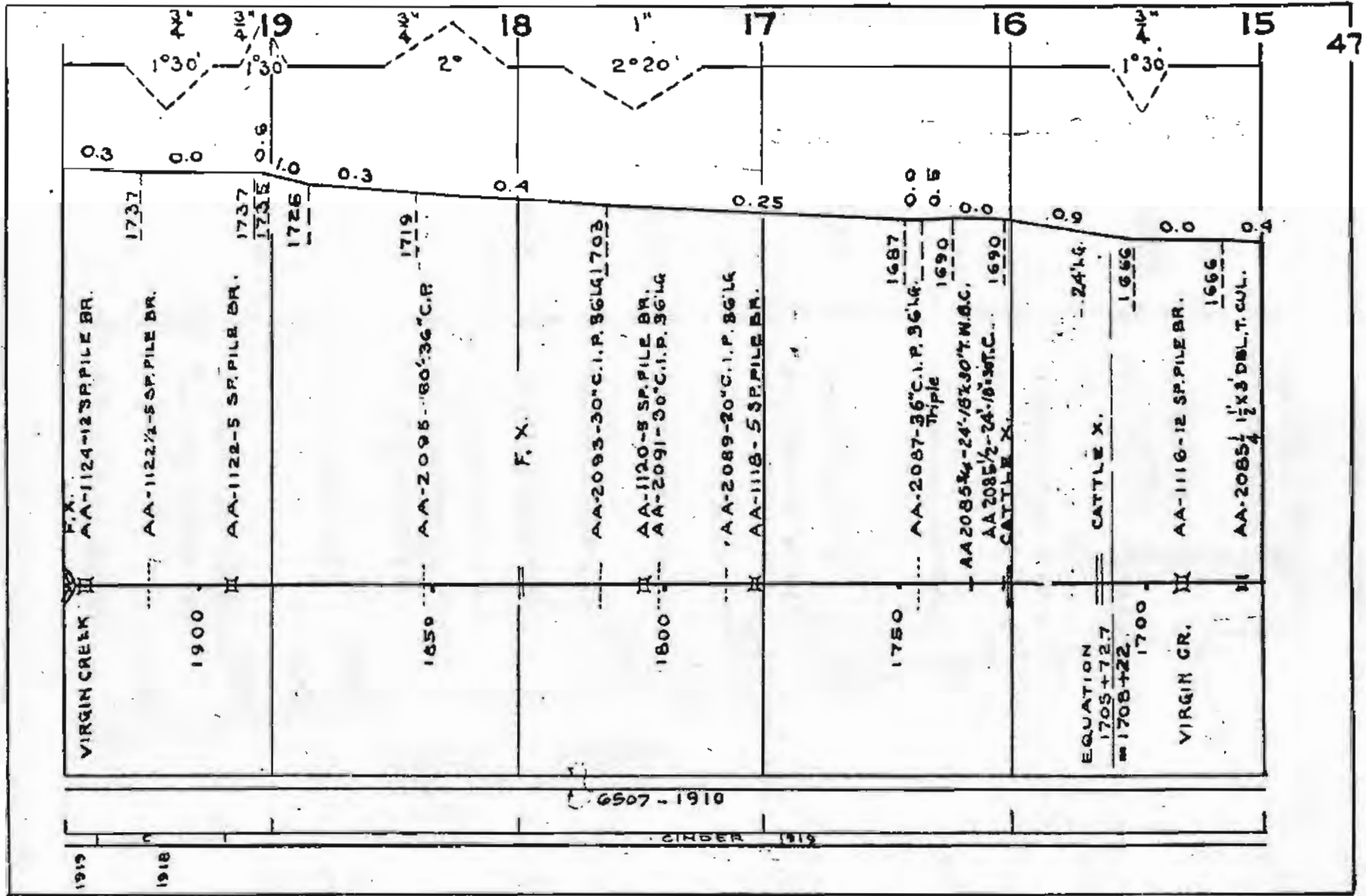


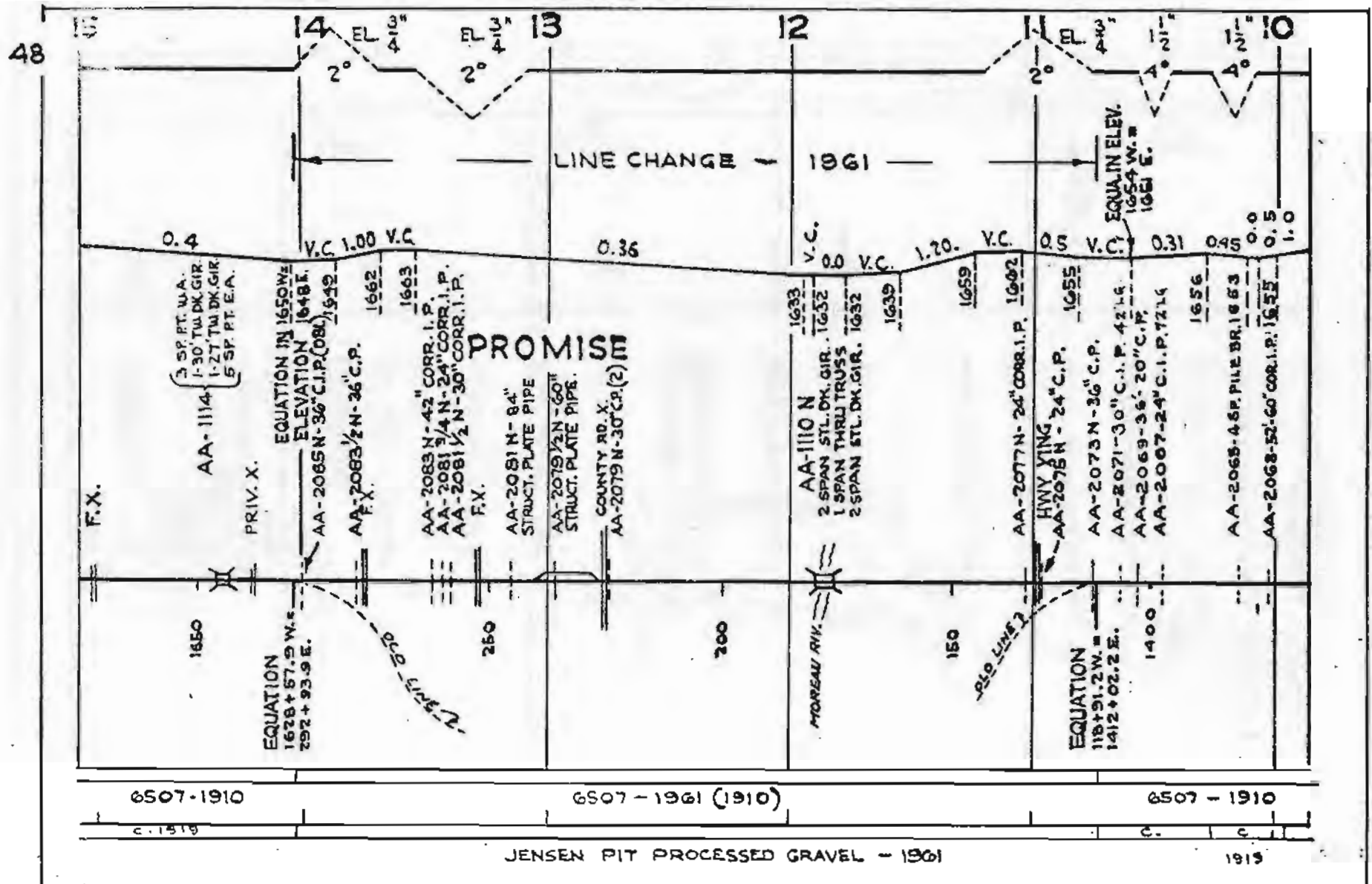


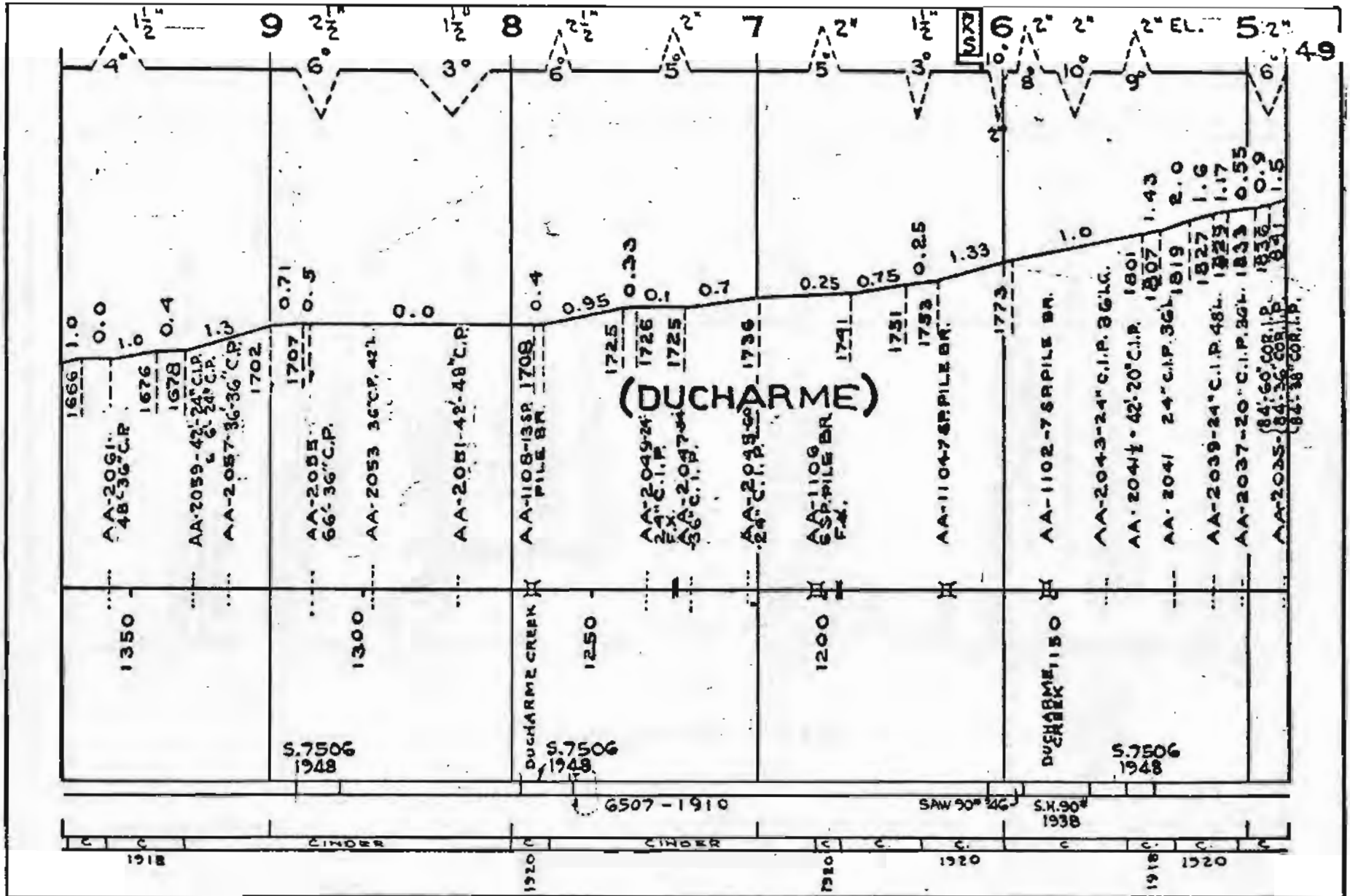


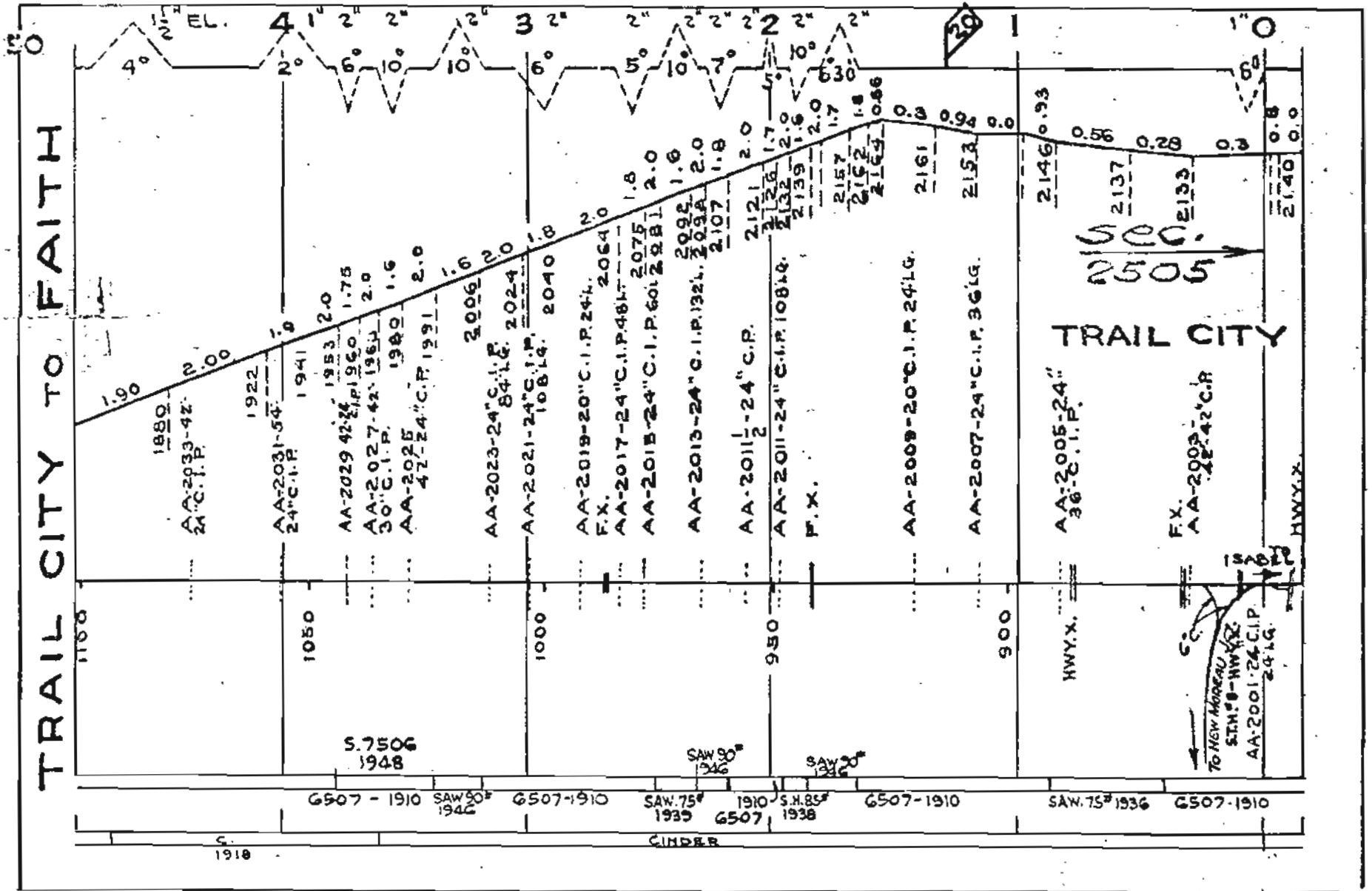


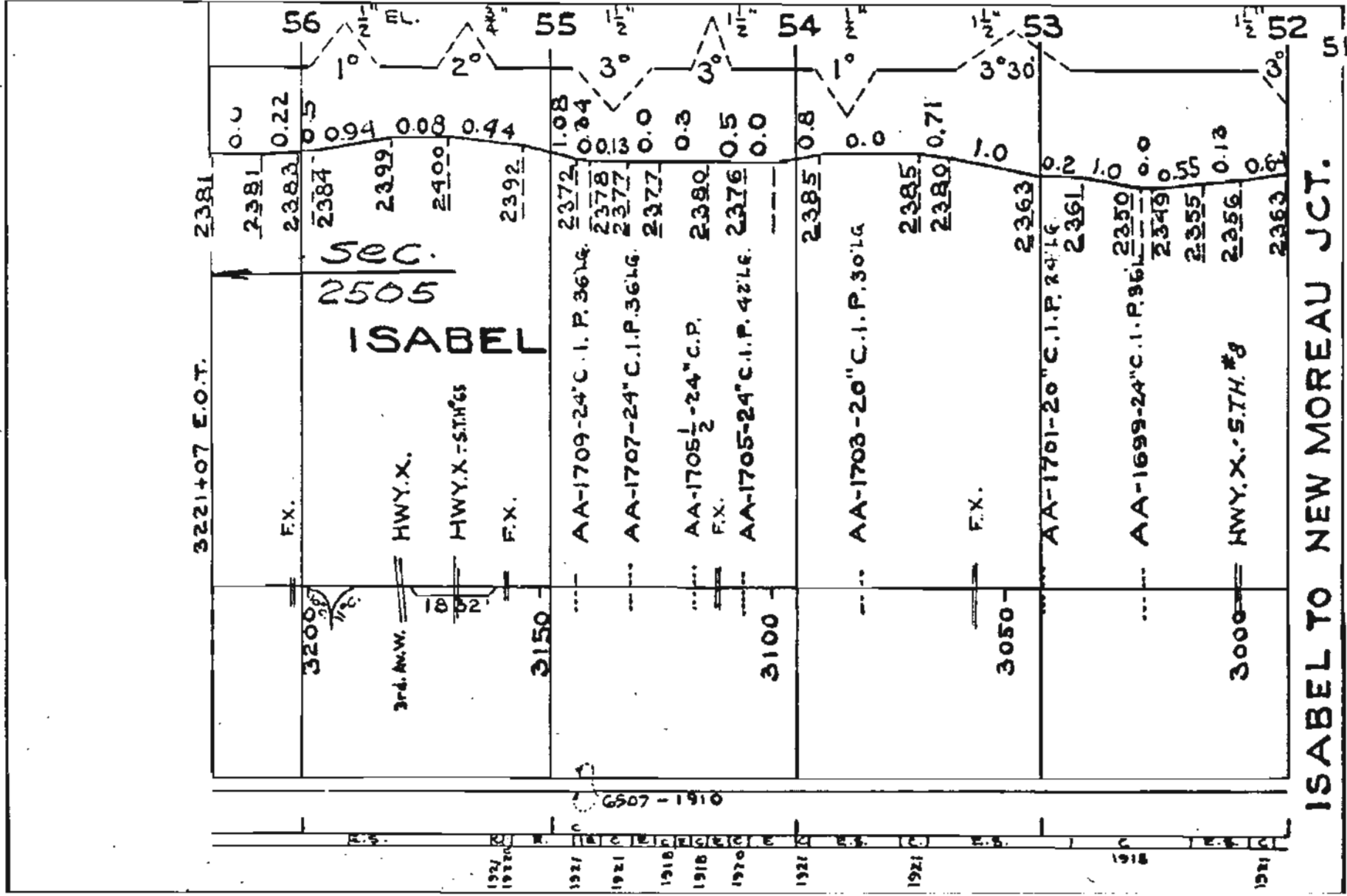


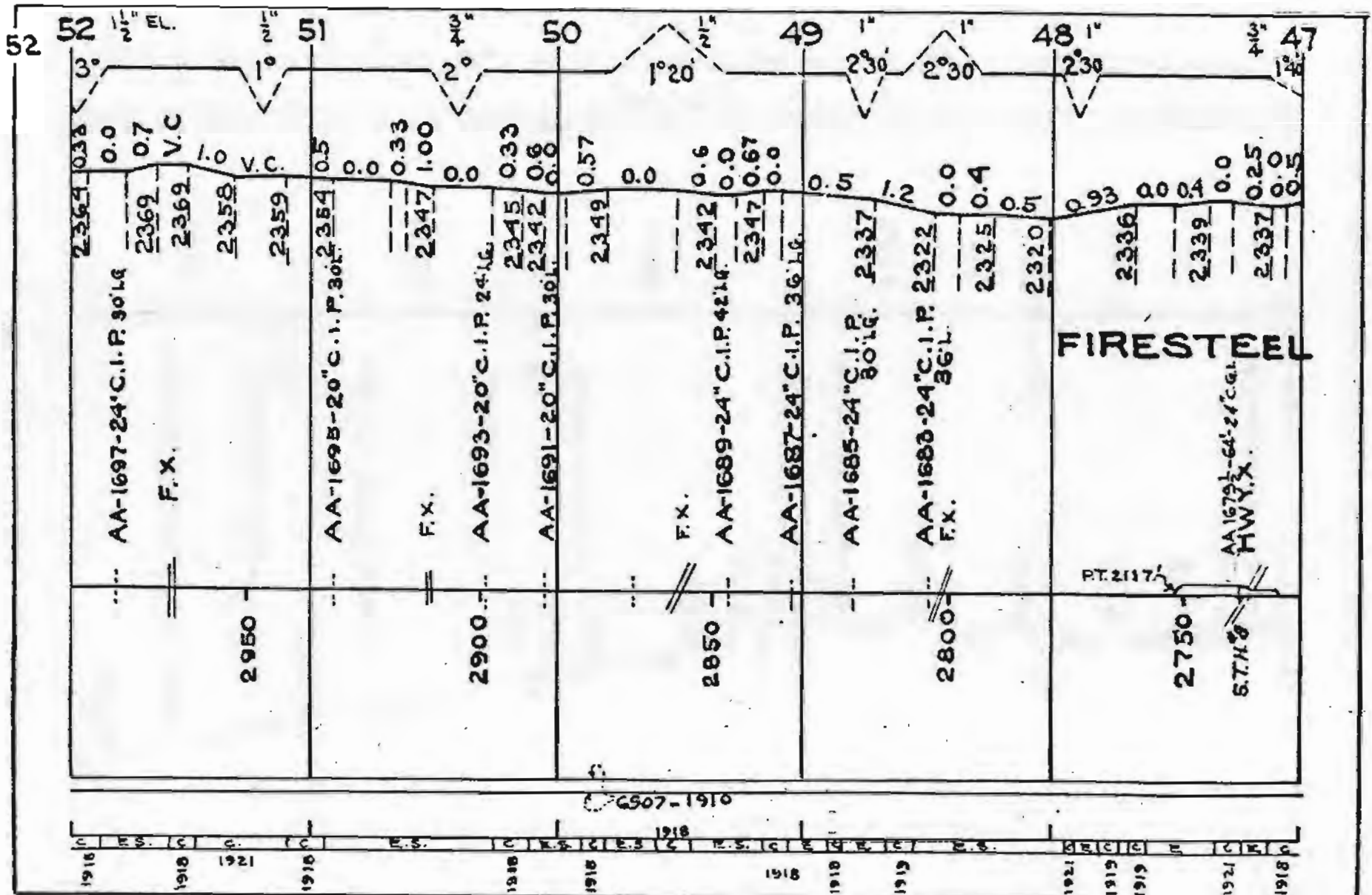


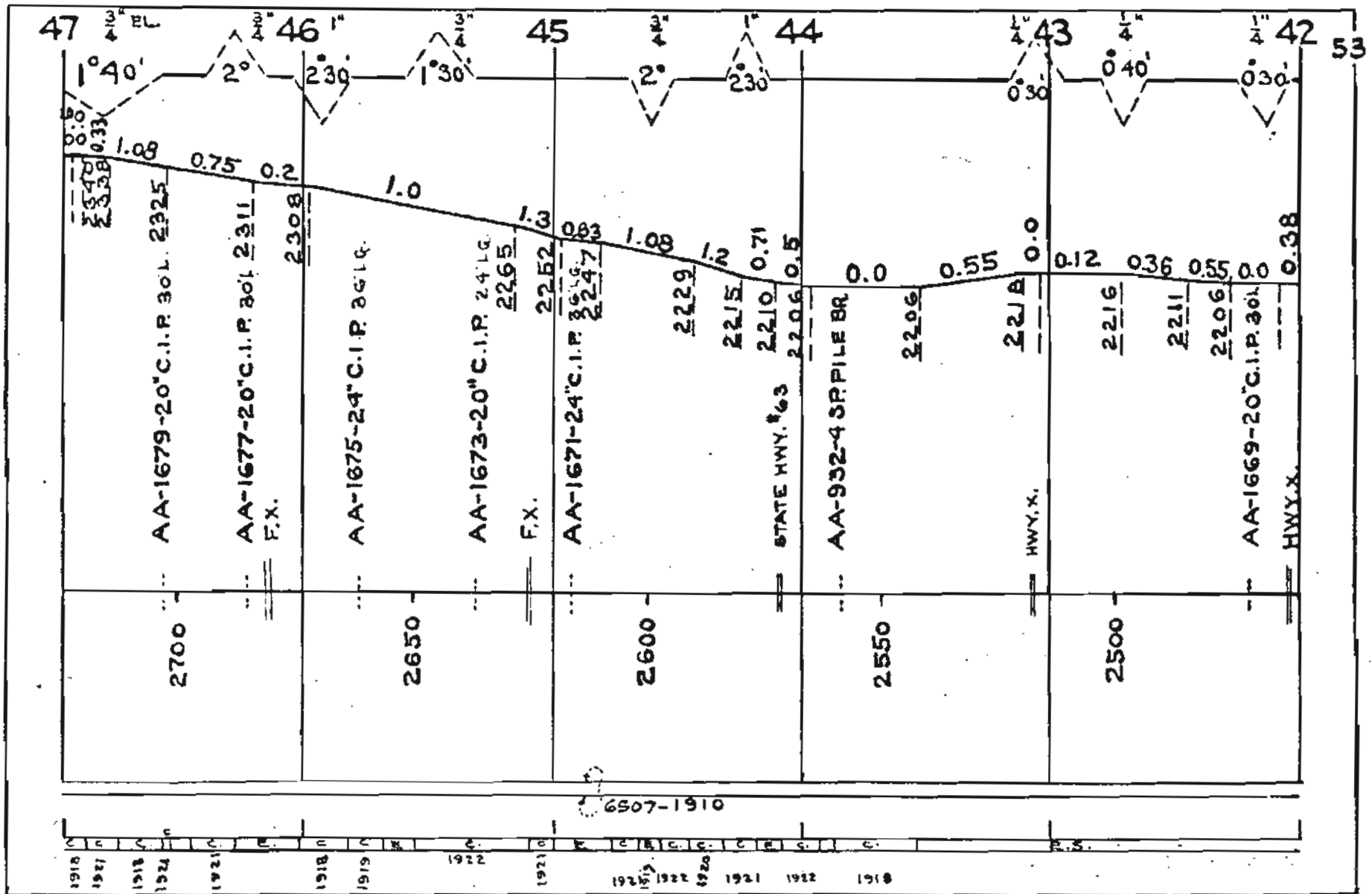


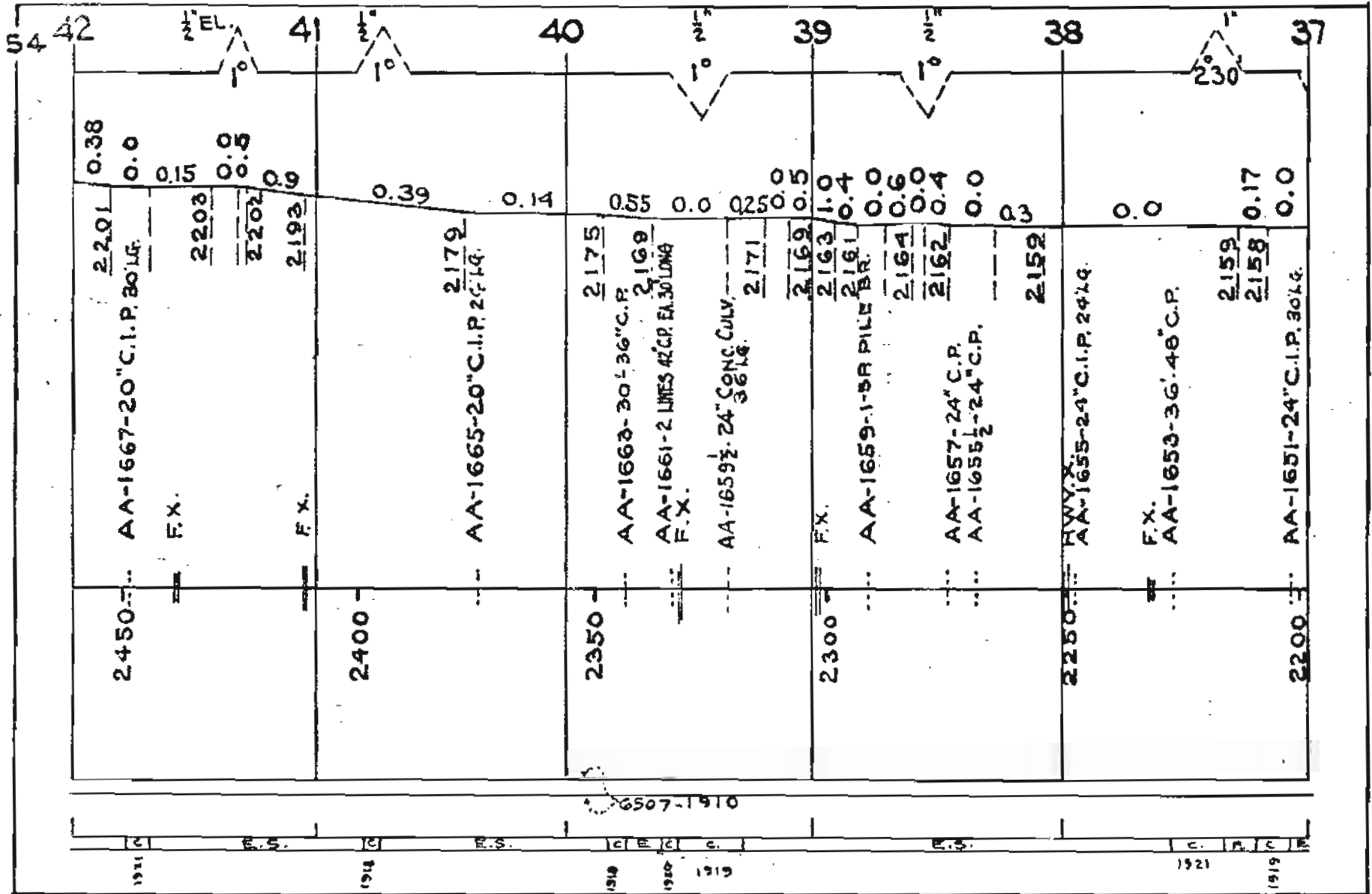


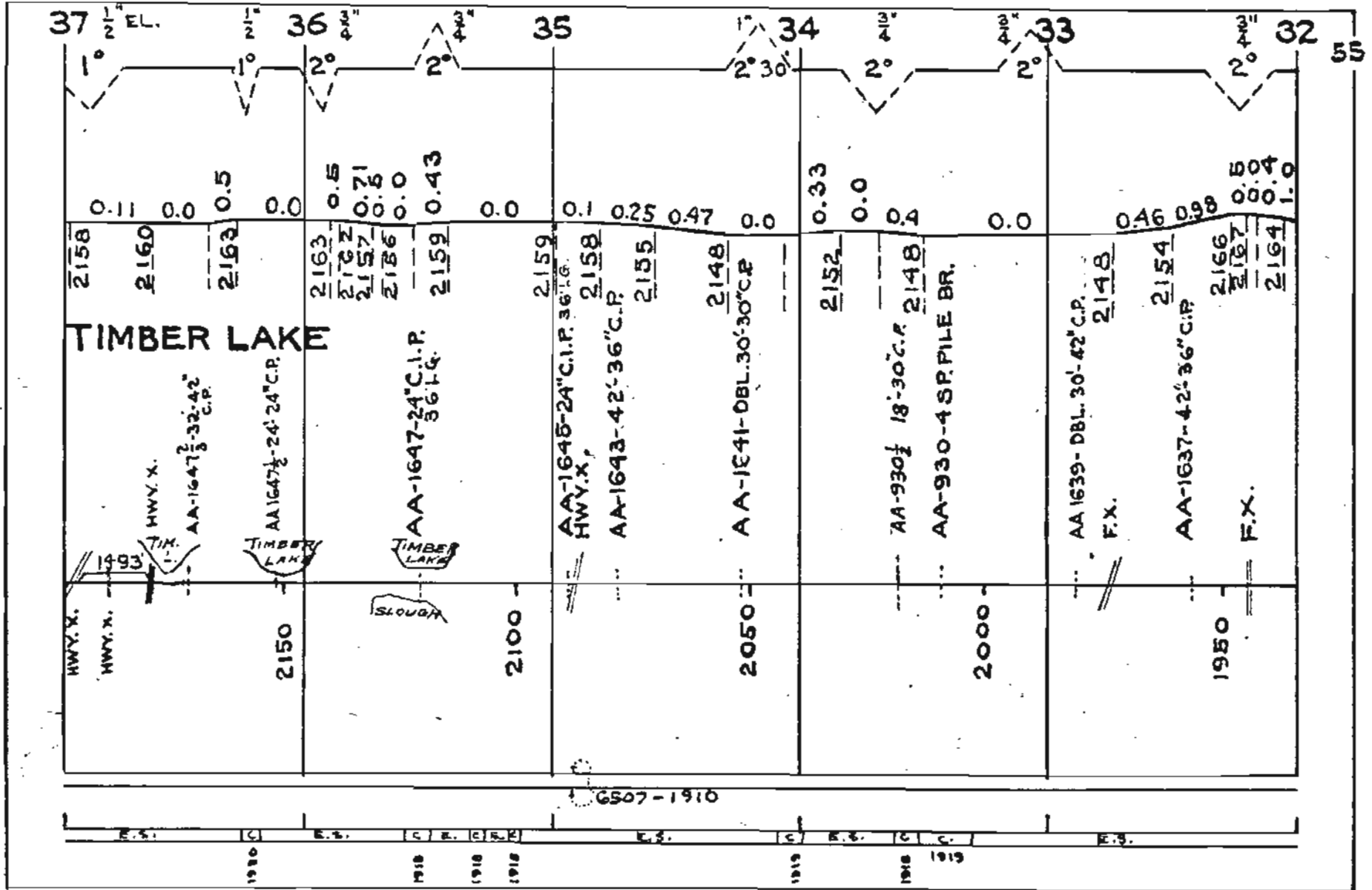


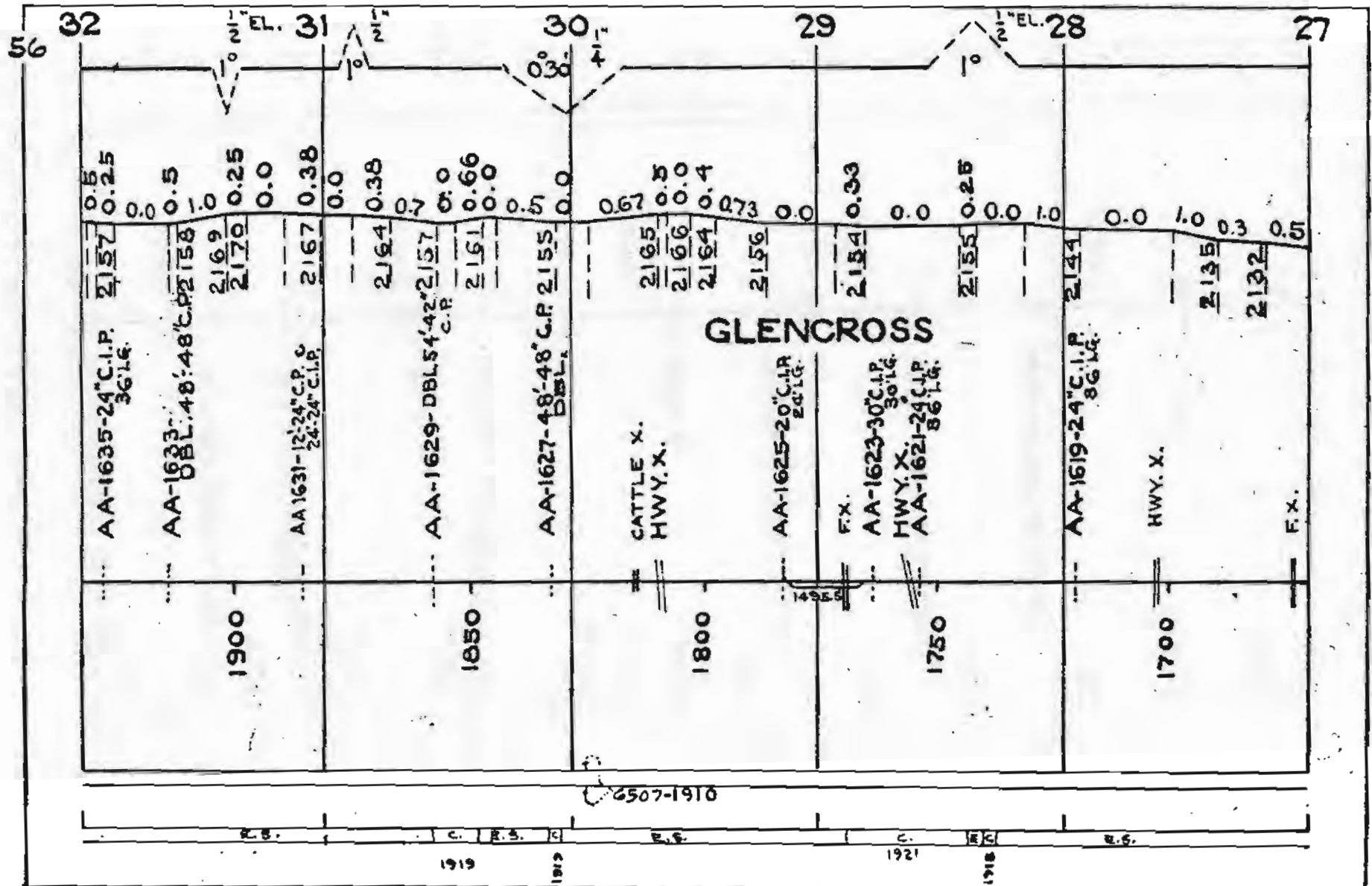


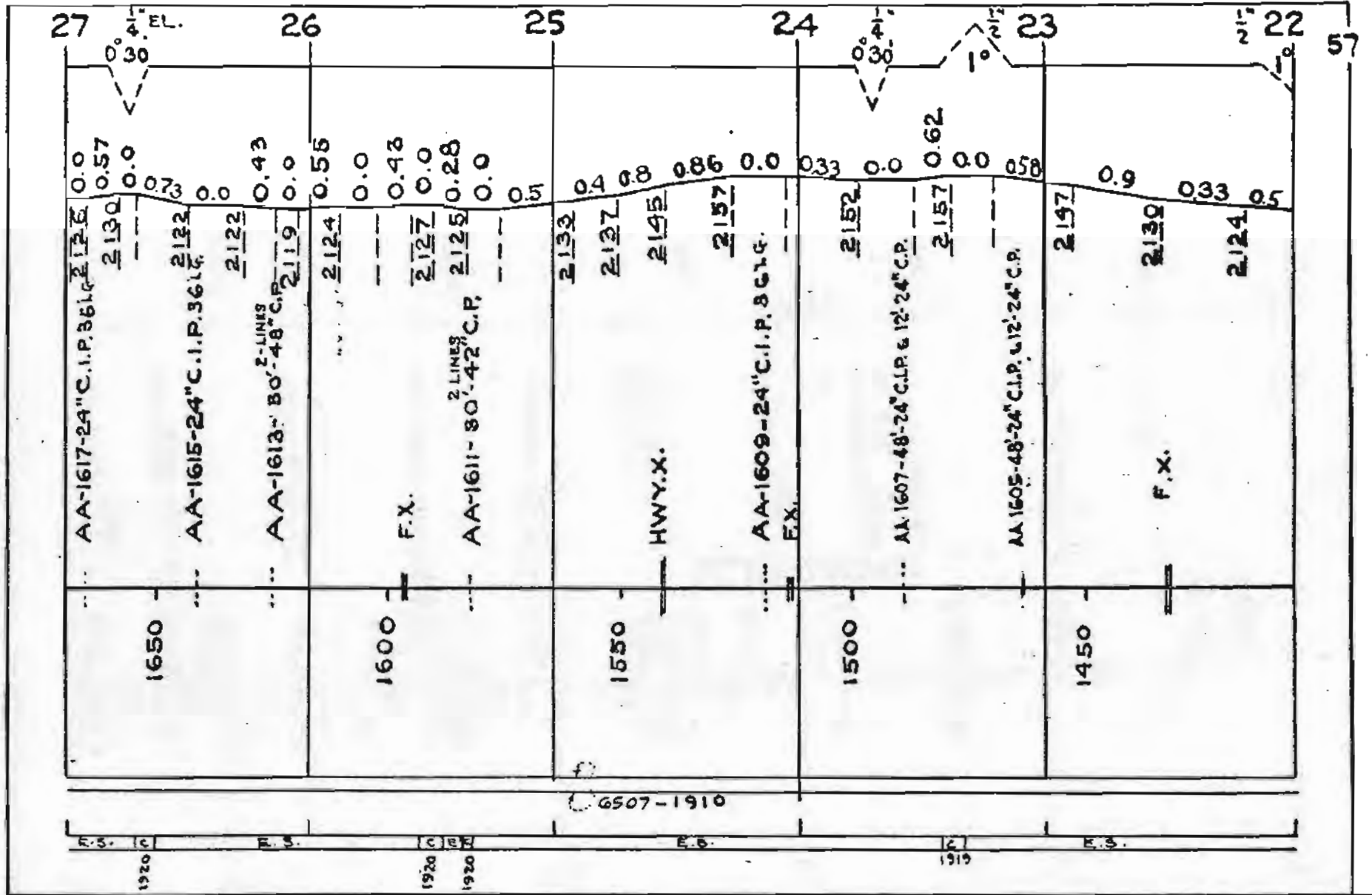


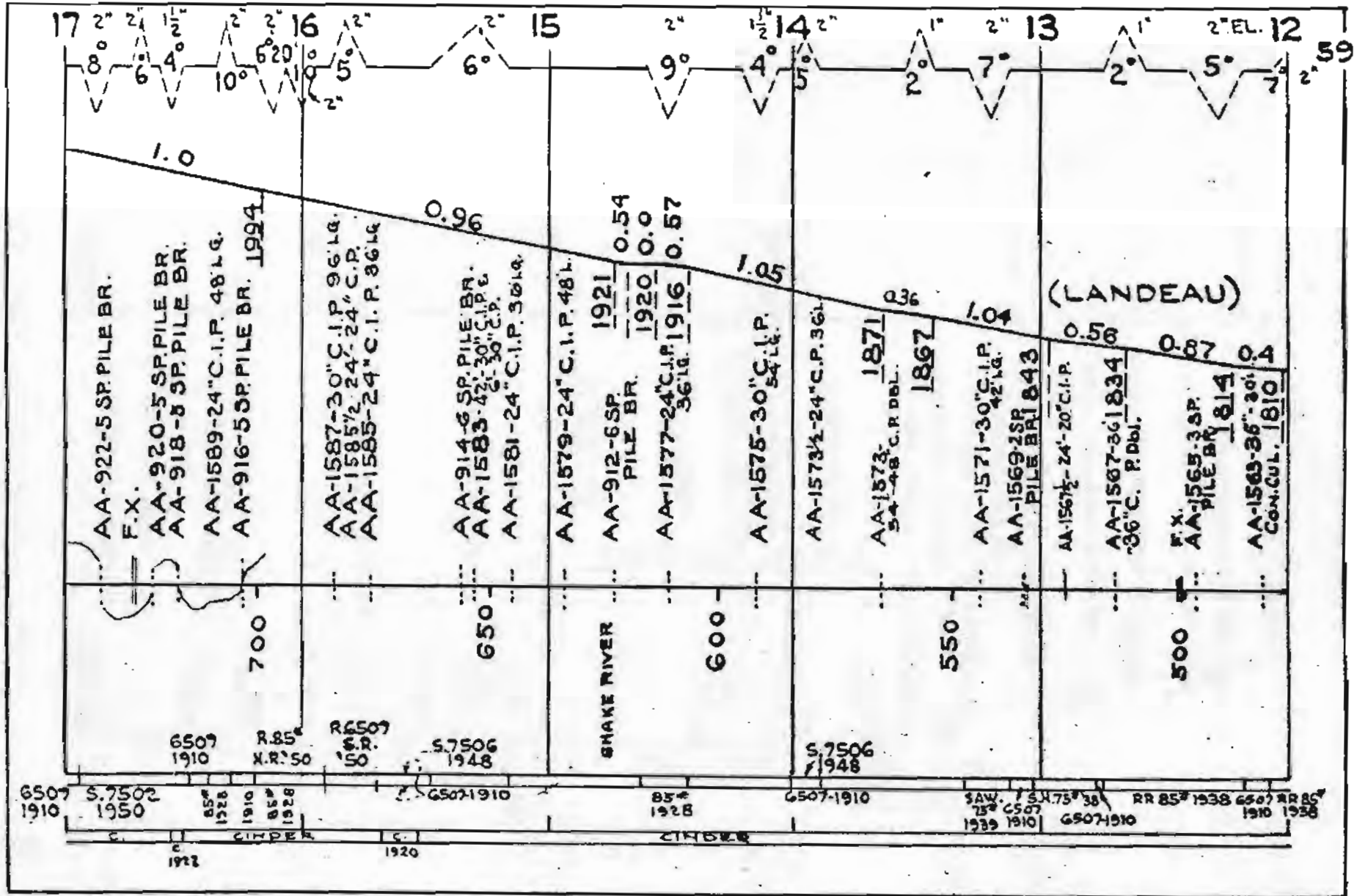


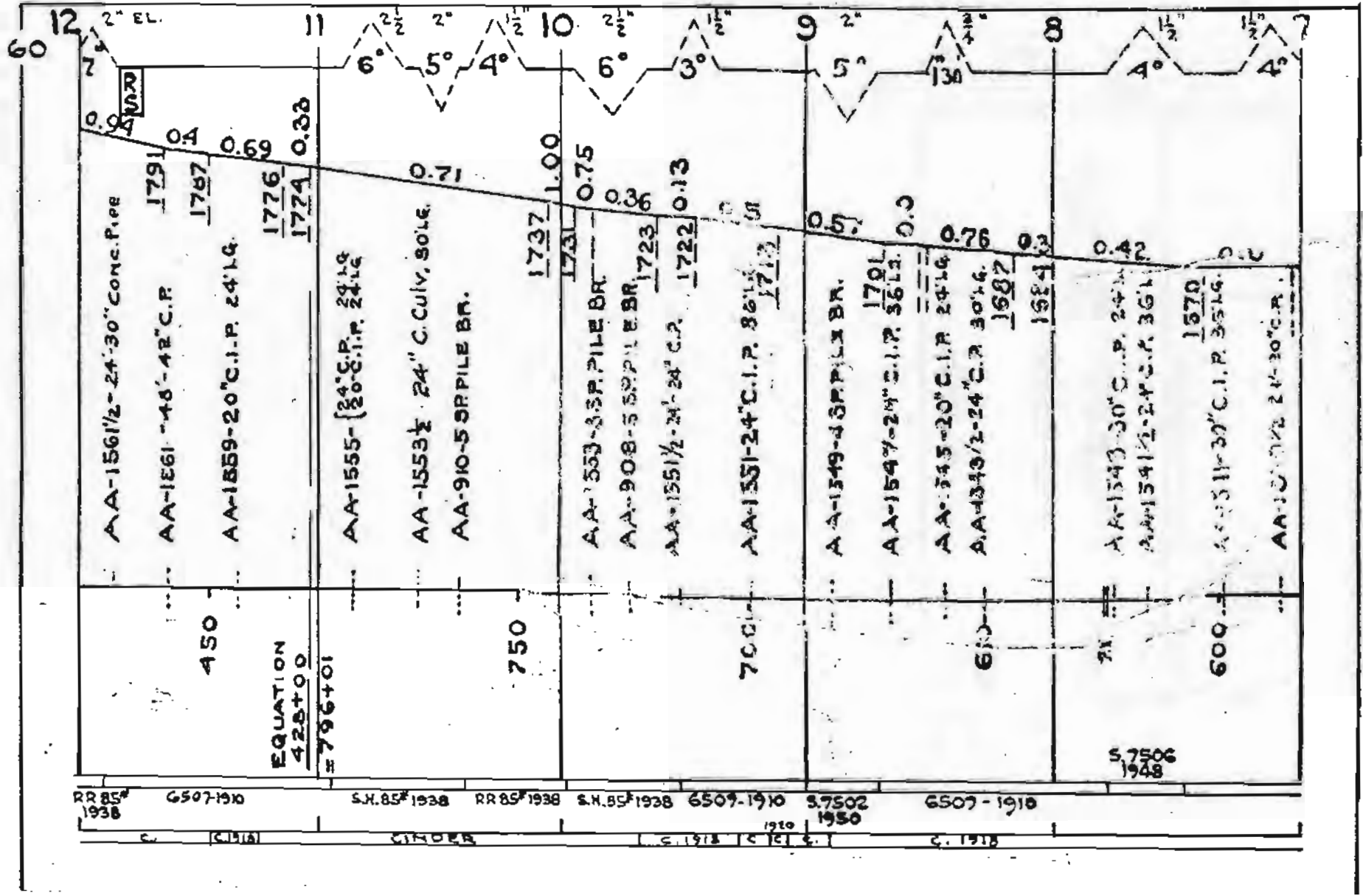


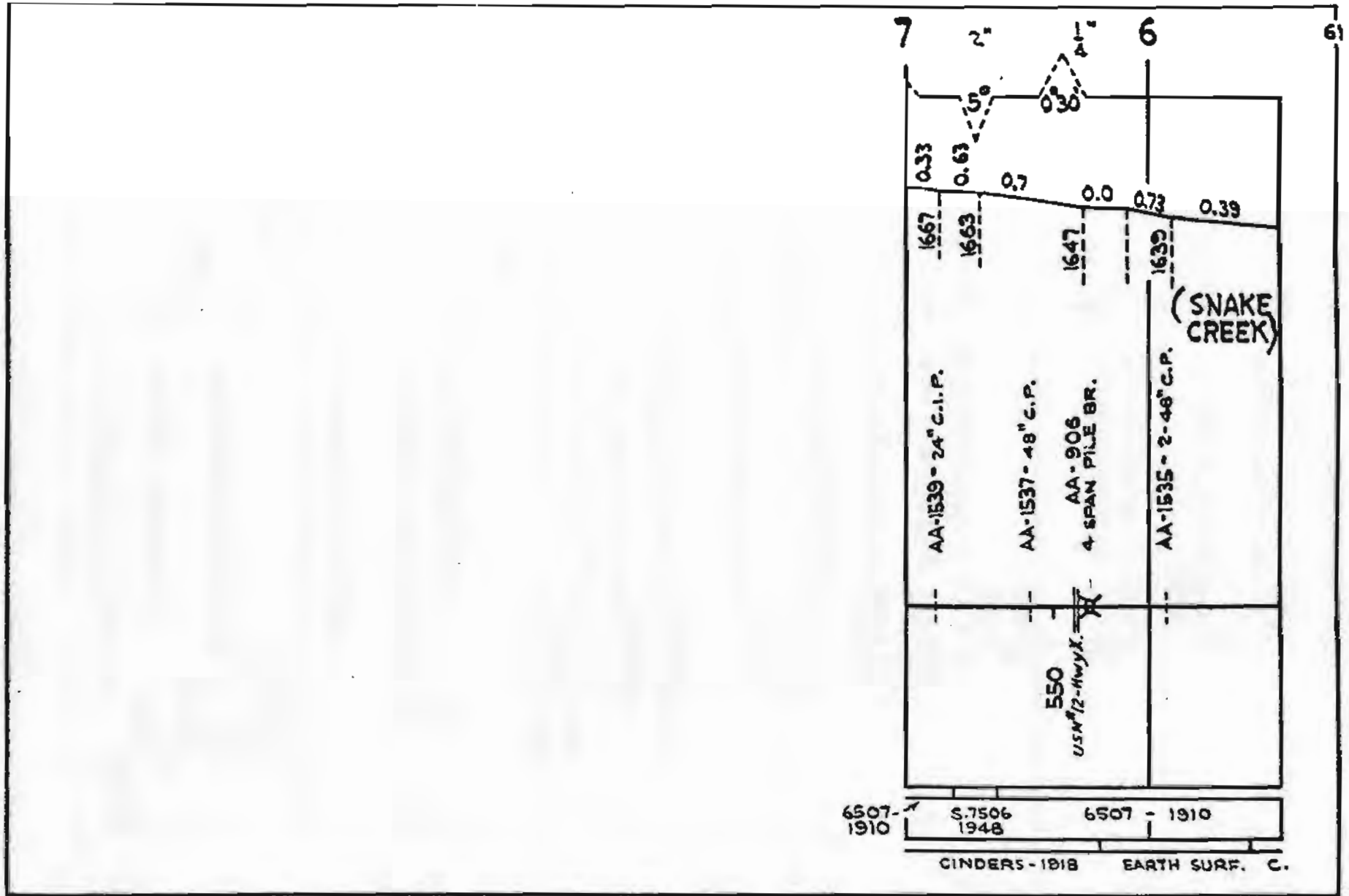


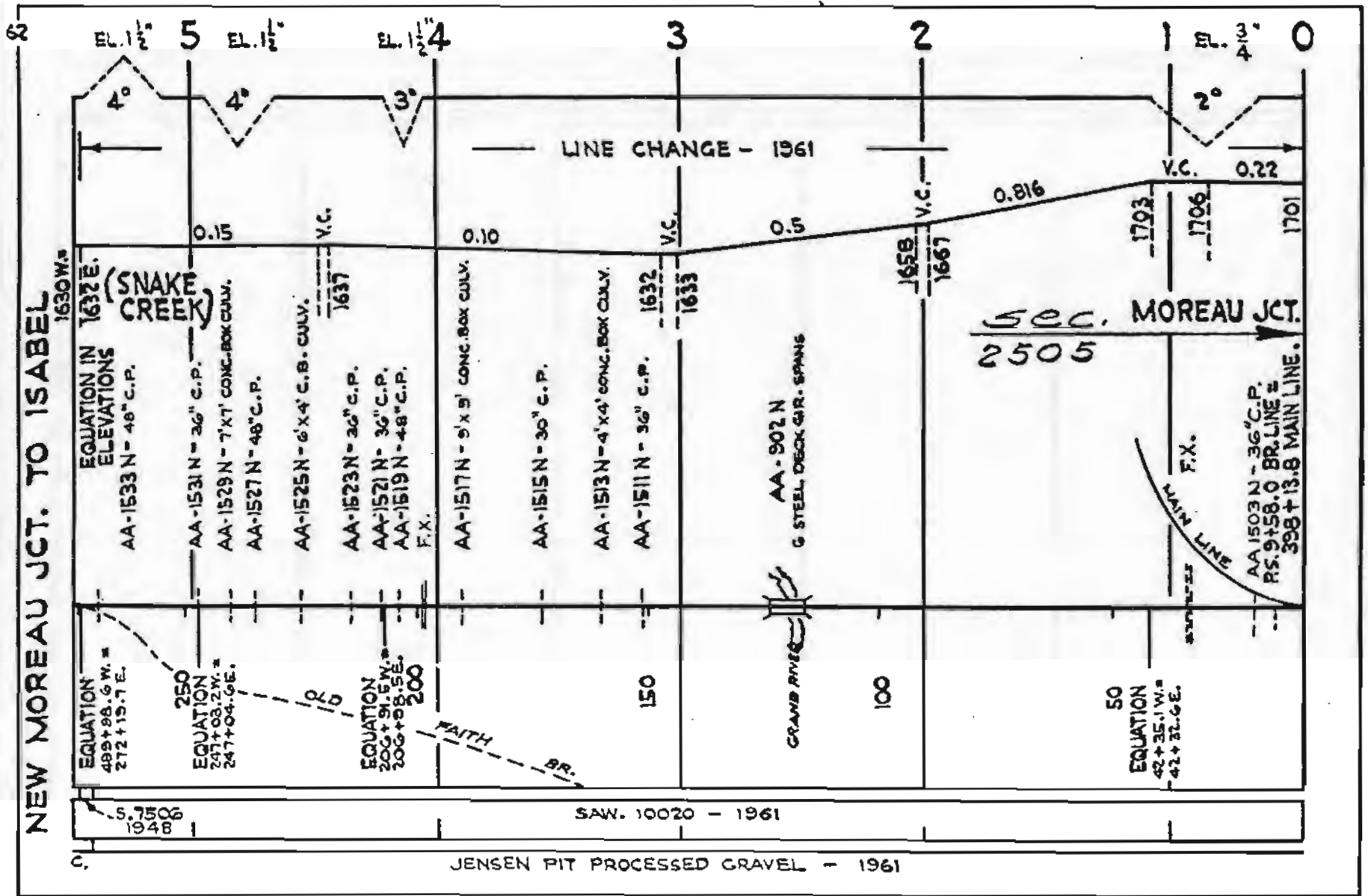


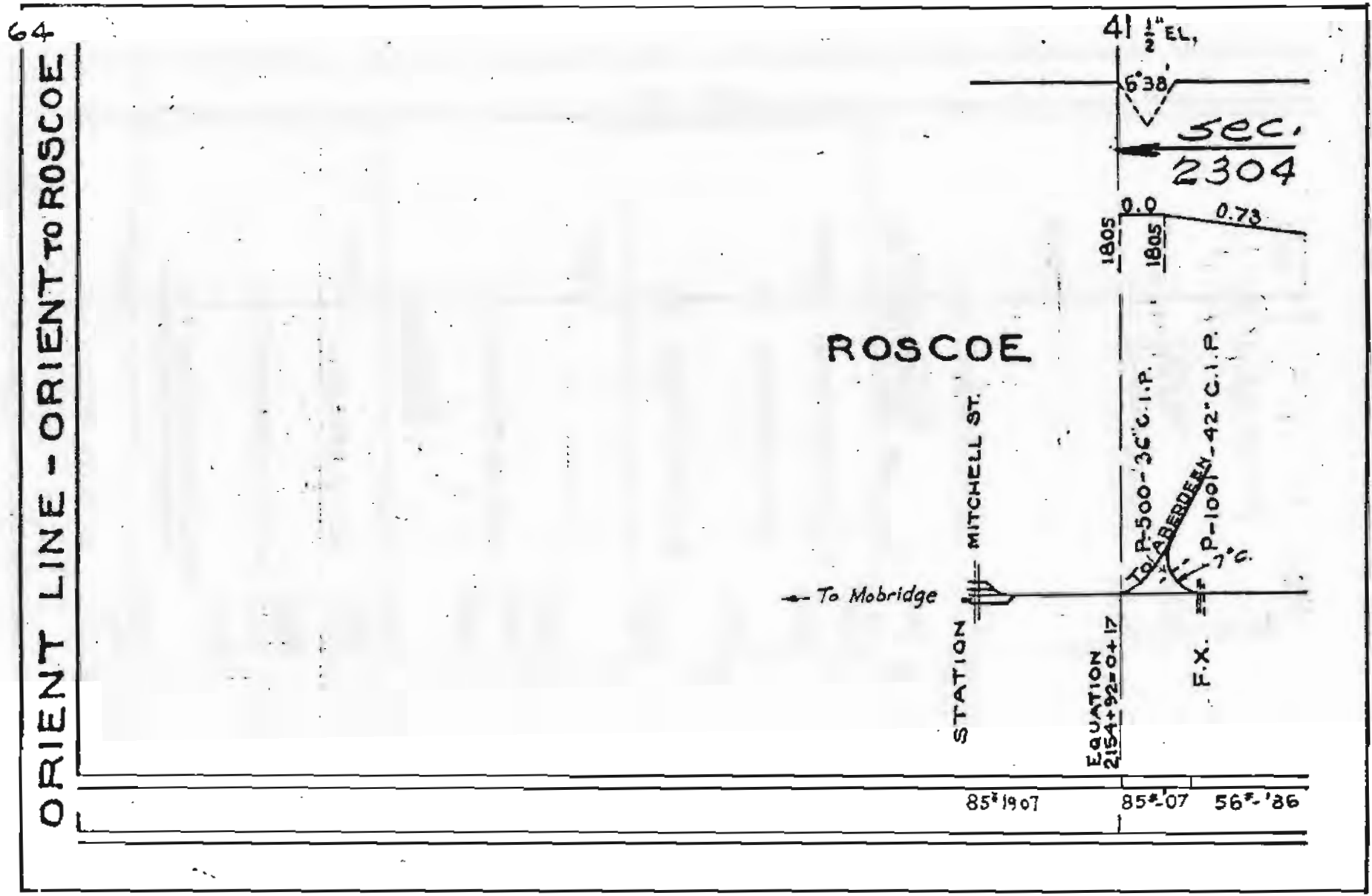


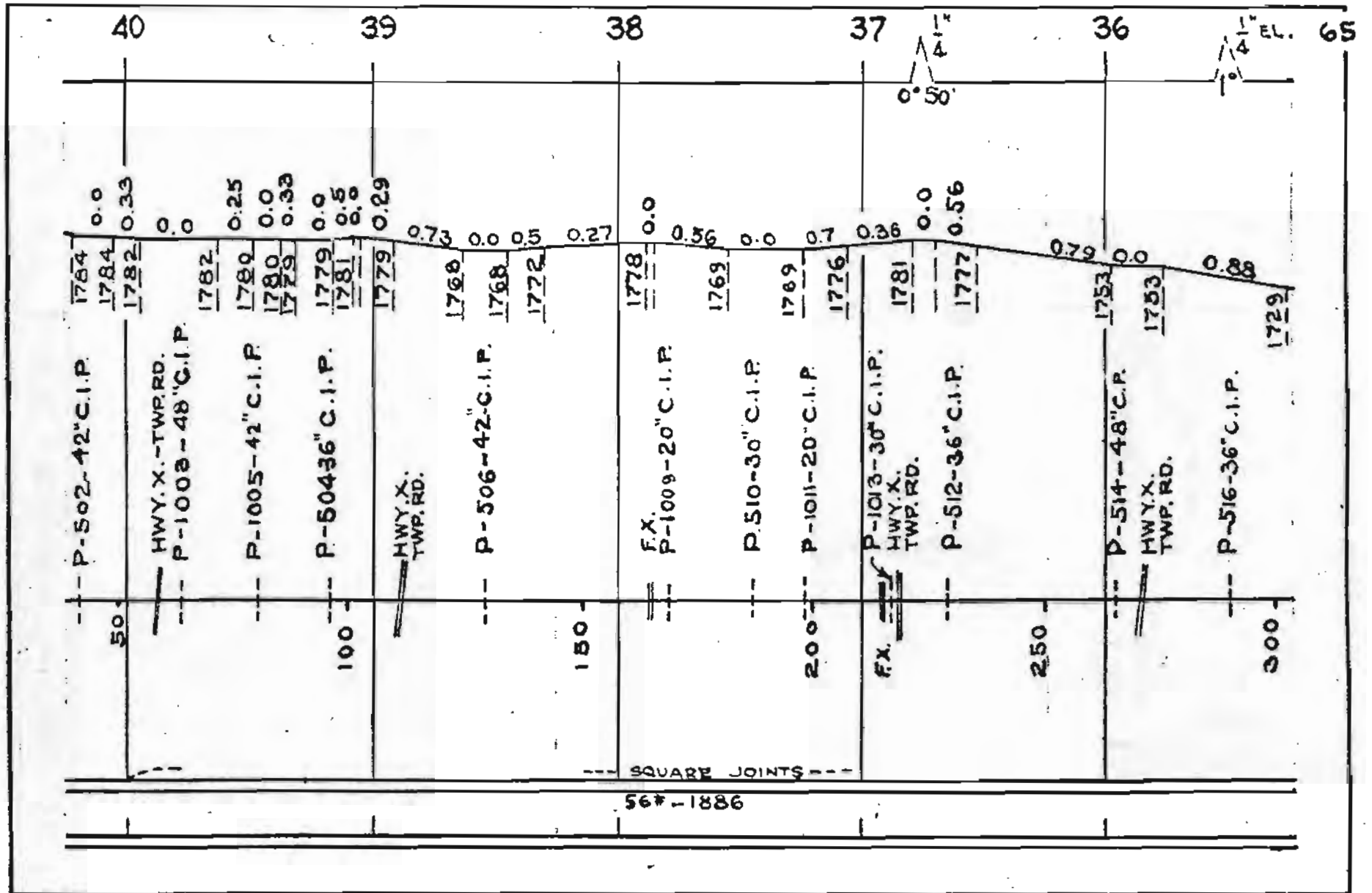


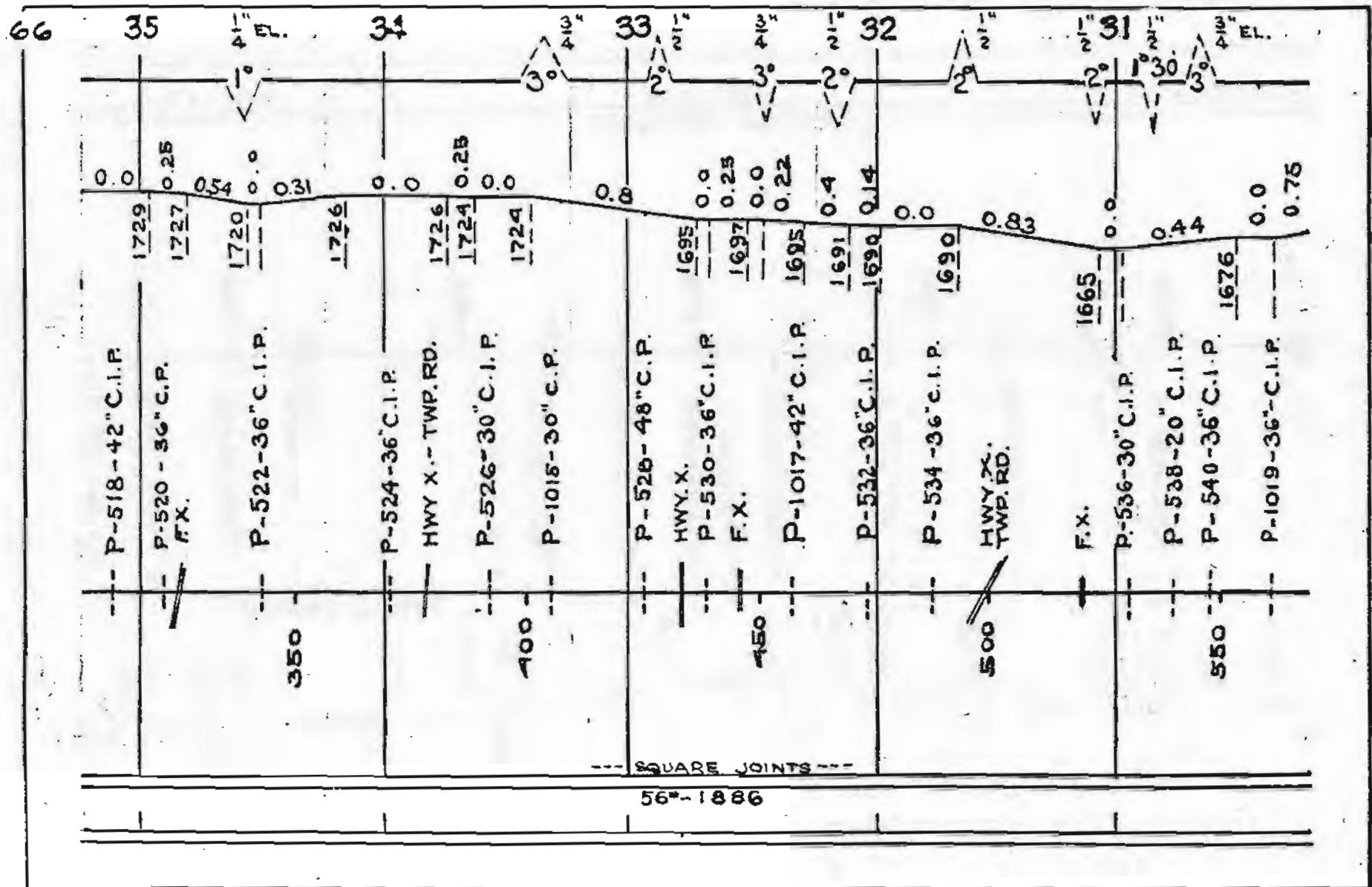


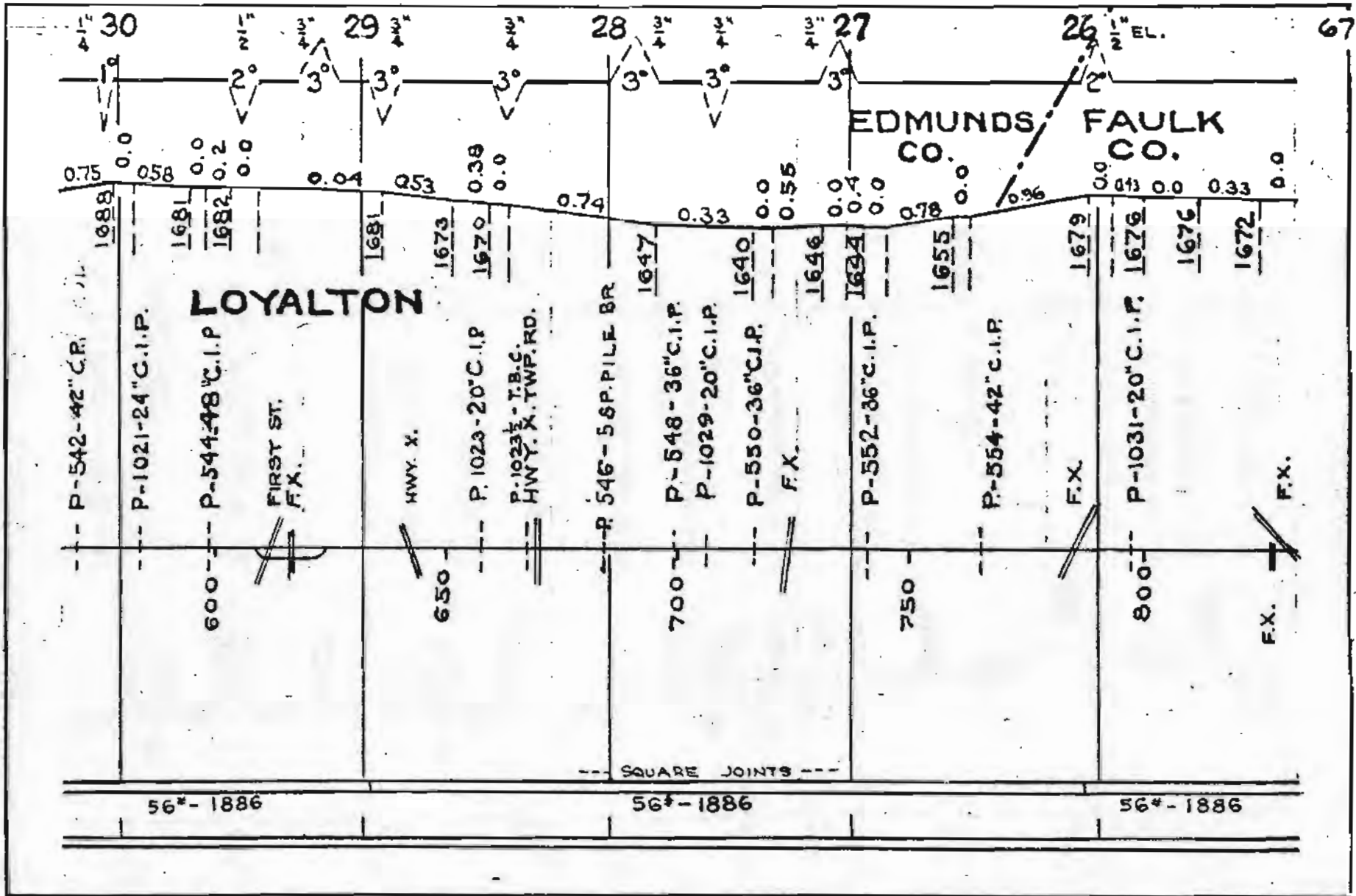


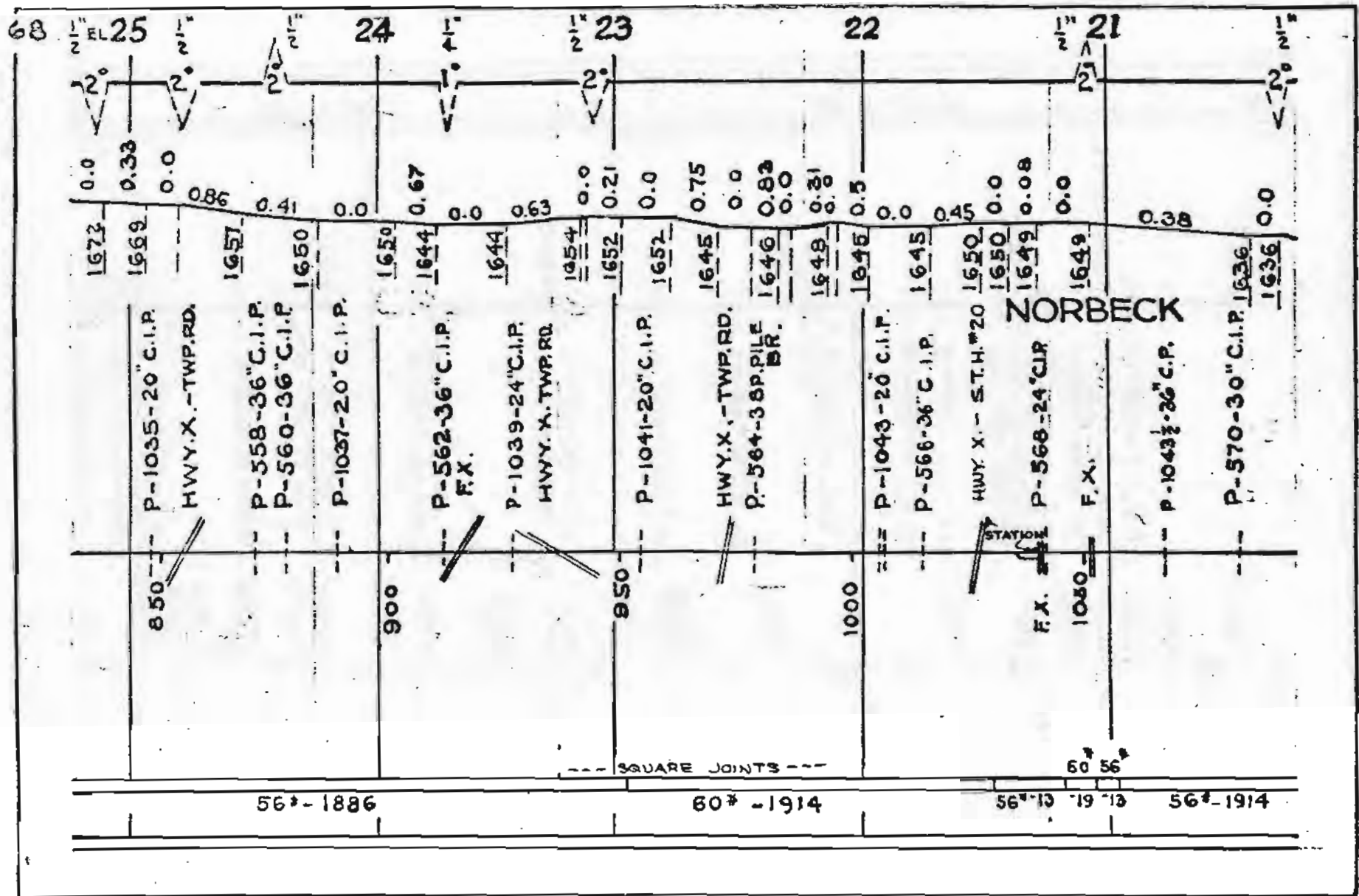


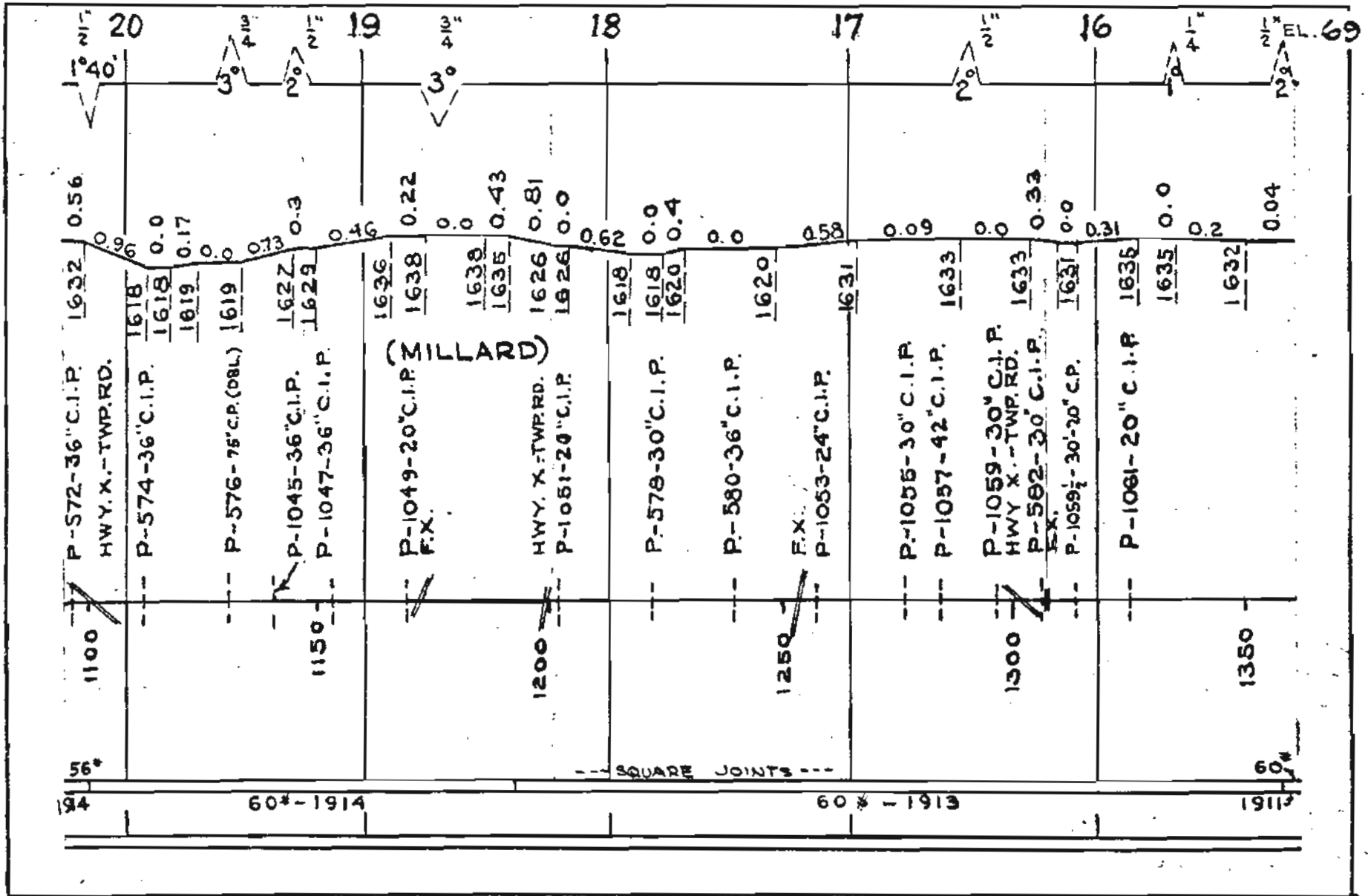


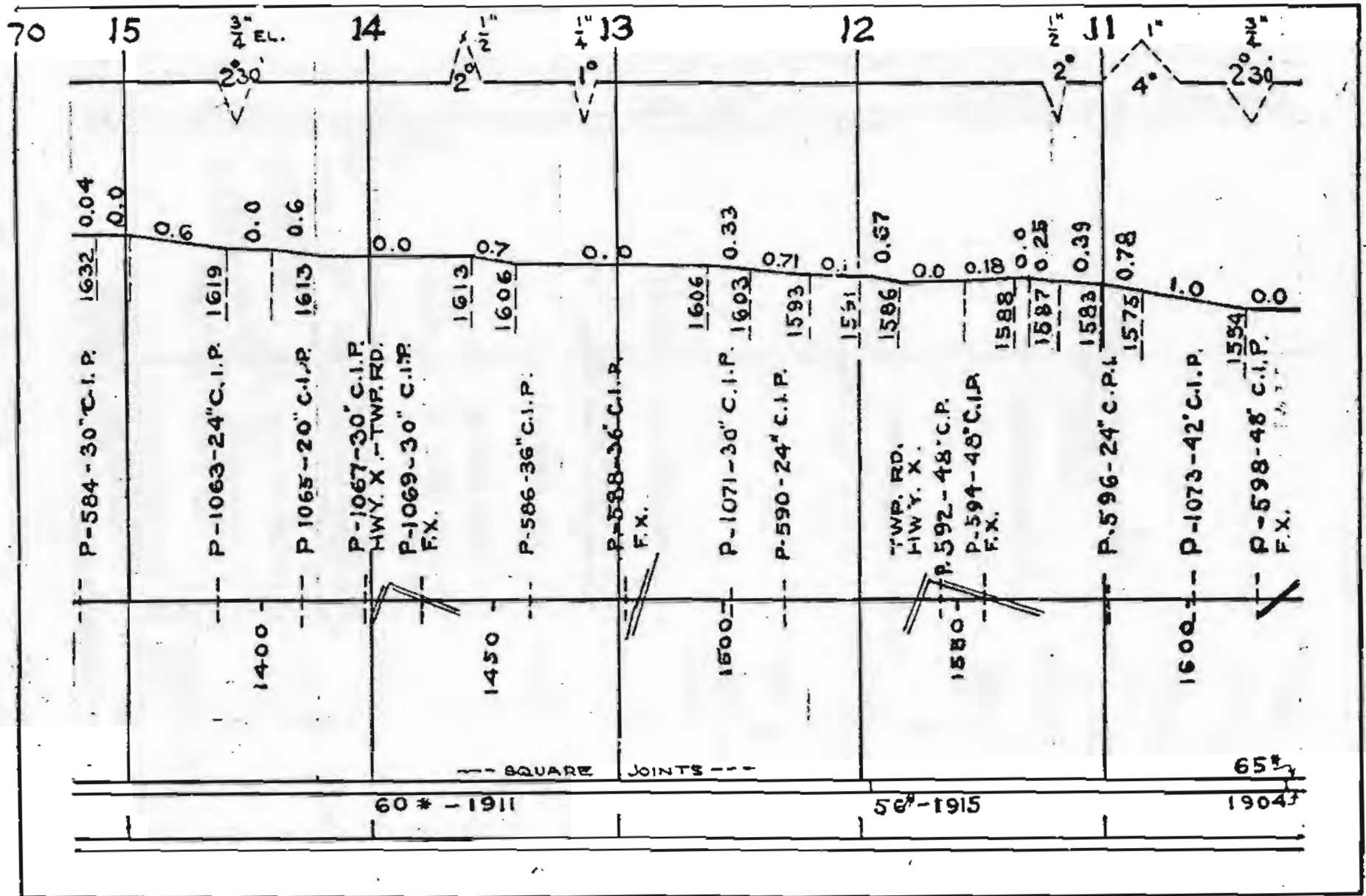


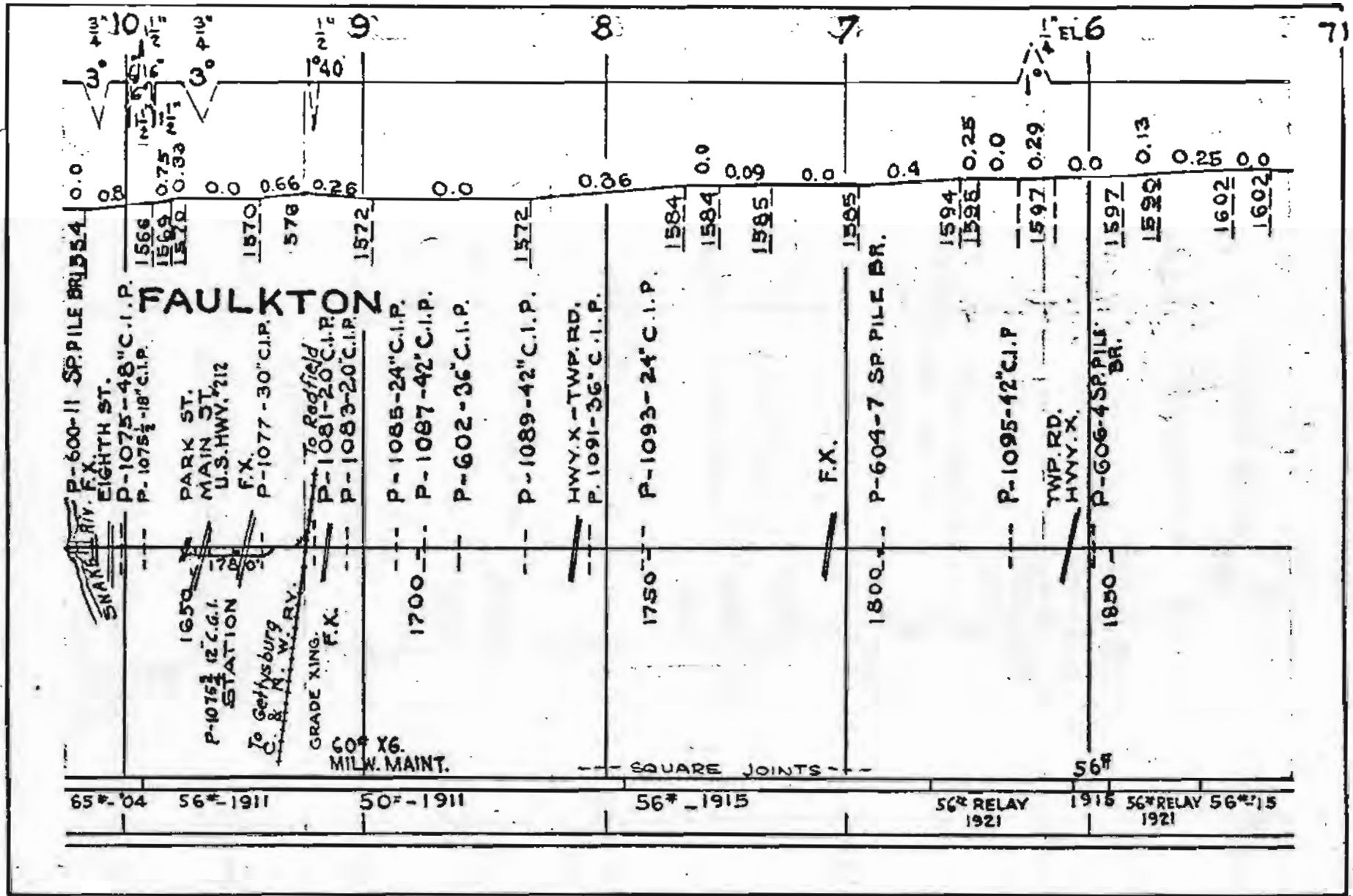


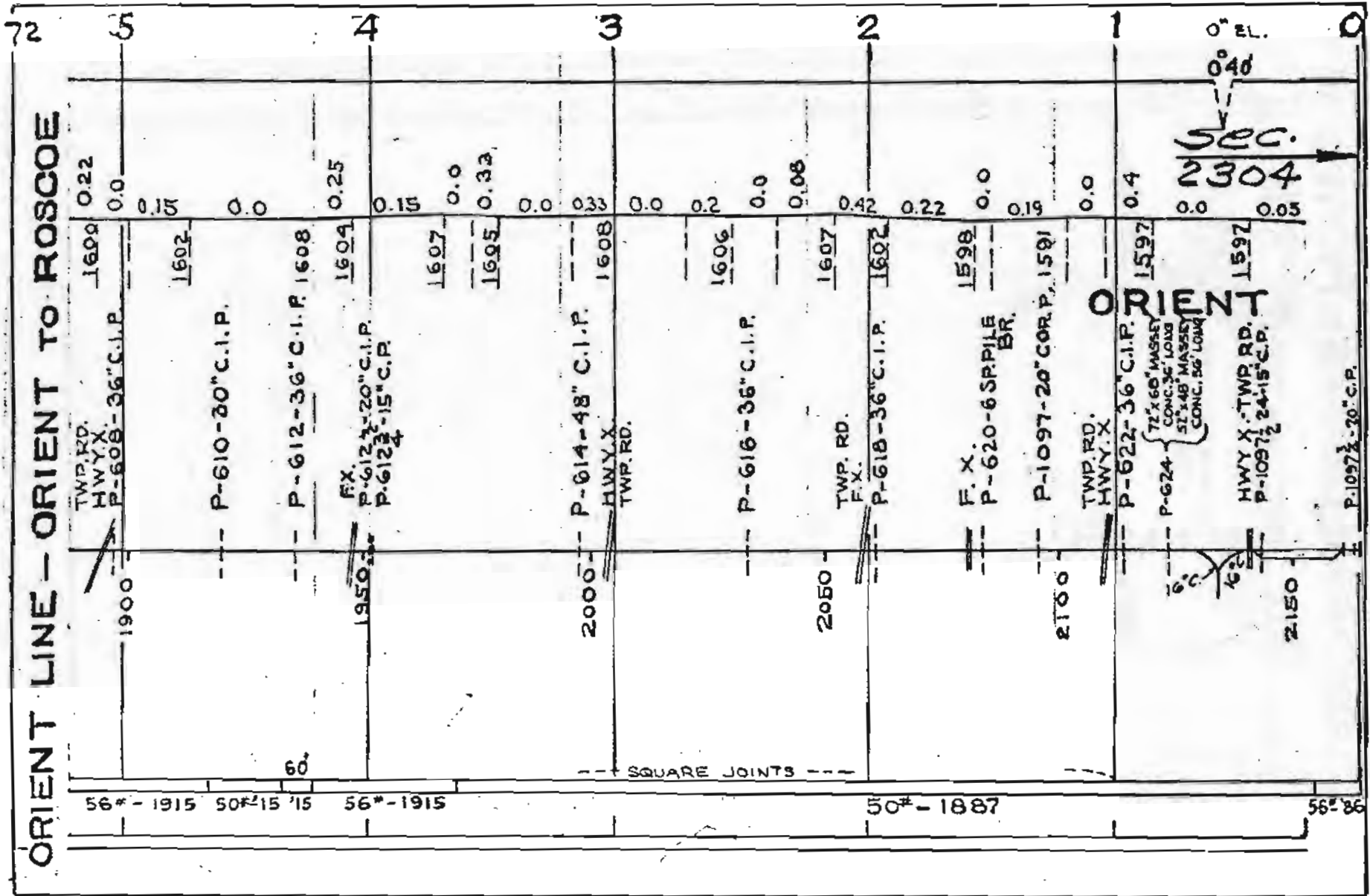












75

73

LINTON

SEC.
2313

1712
0.33
1704
0.0

B.N.
To McKenzie

END OF JOINT
TRACK

HICKORY AVE.
SAMPSON AVE.

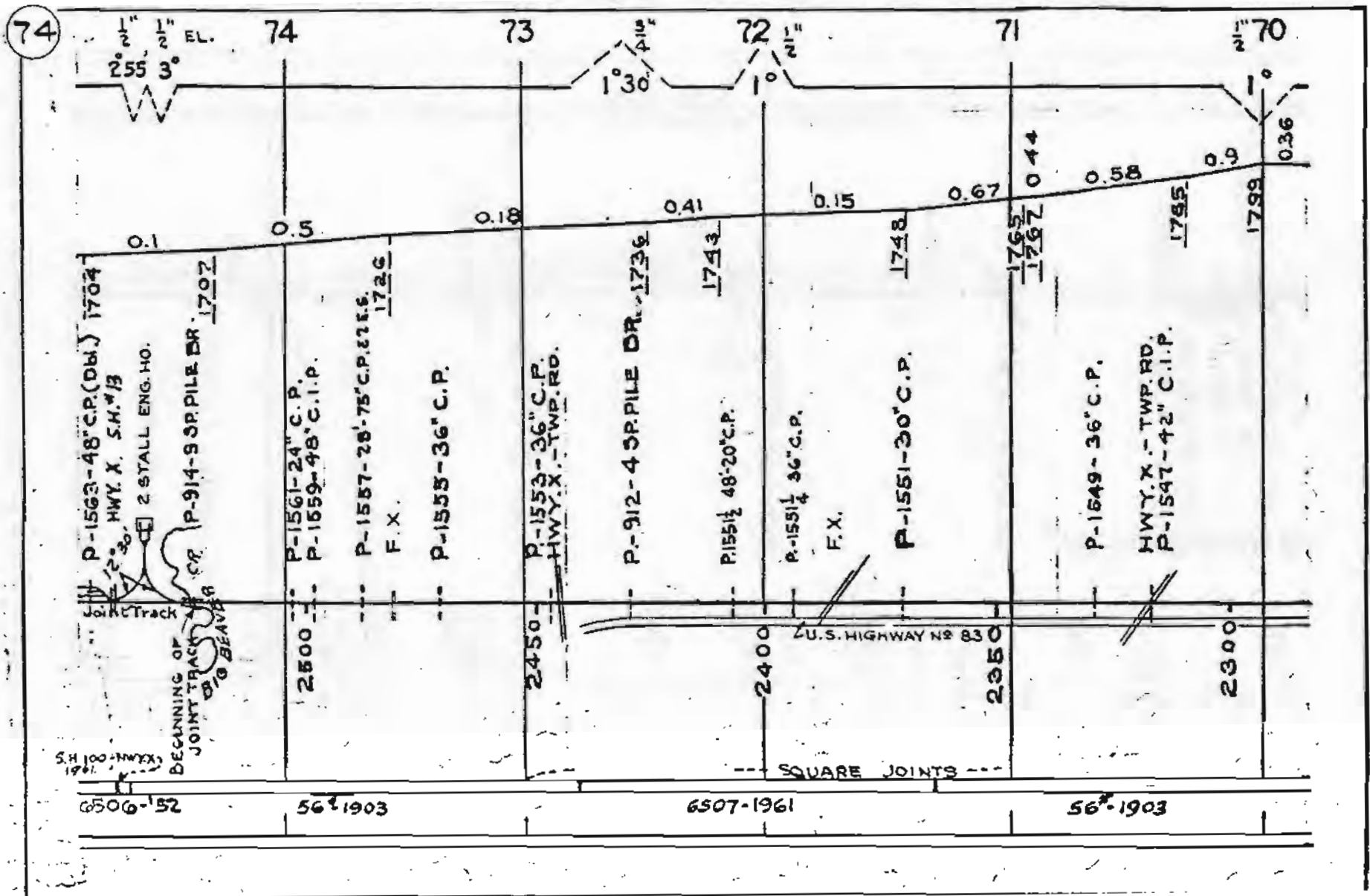
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P-1565 - 48' C.I.P. (OBL.)

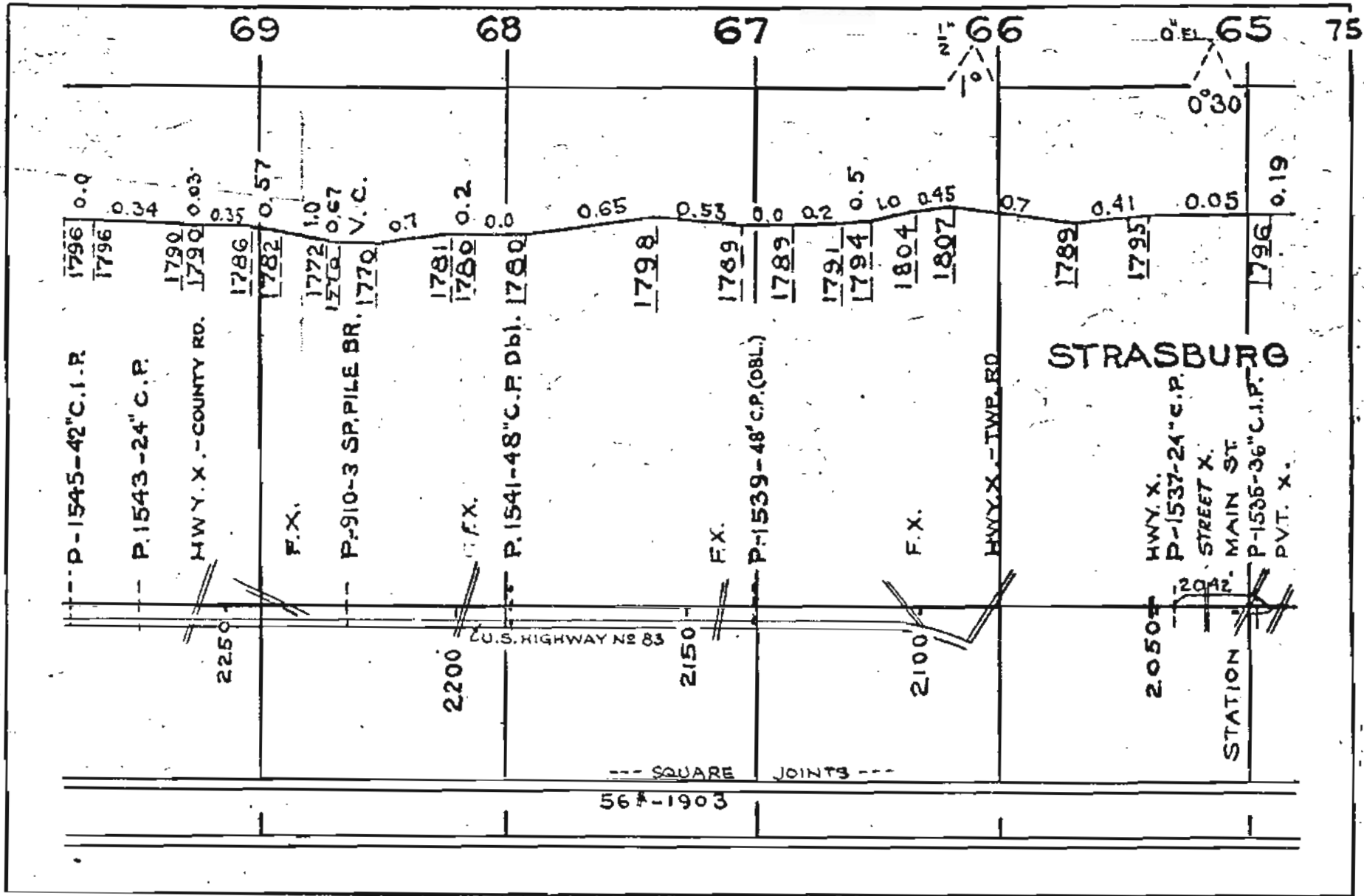
Joint
Tracks

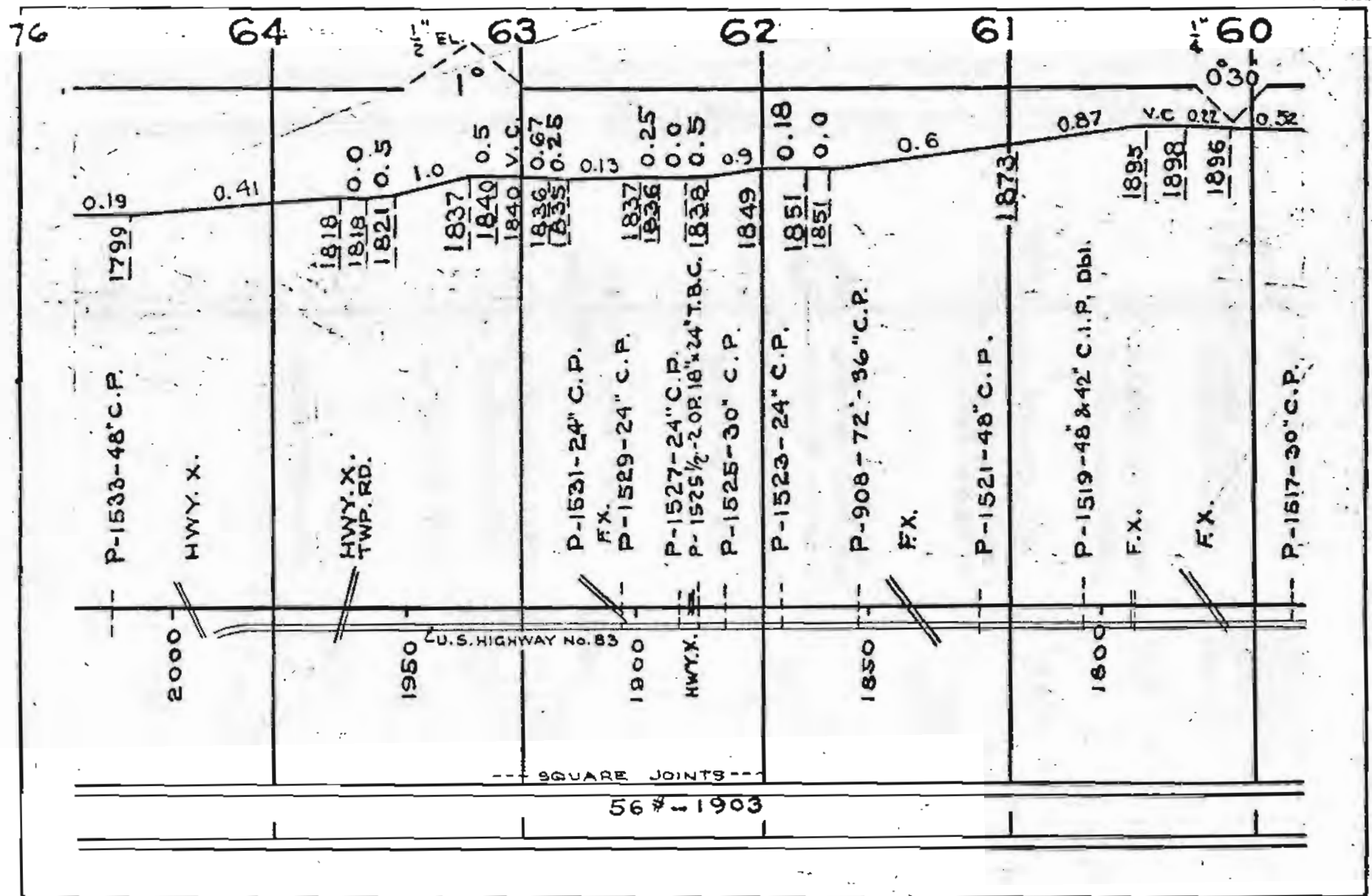
STATION
HWY X
2550

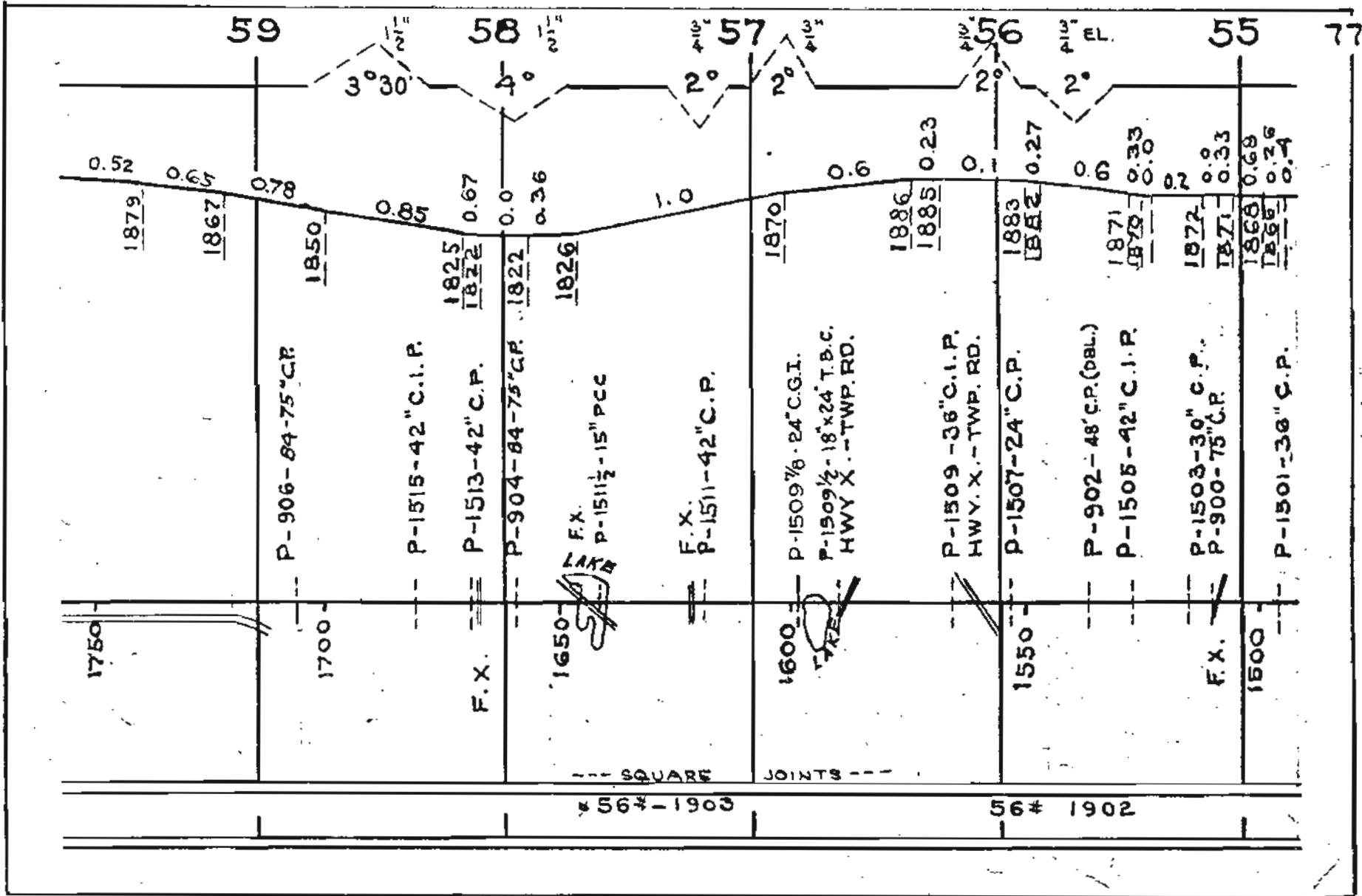
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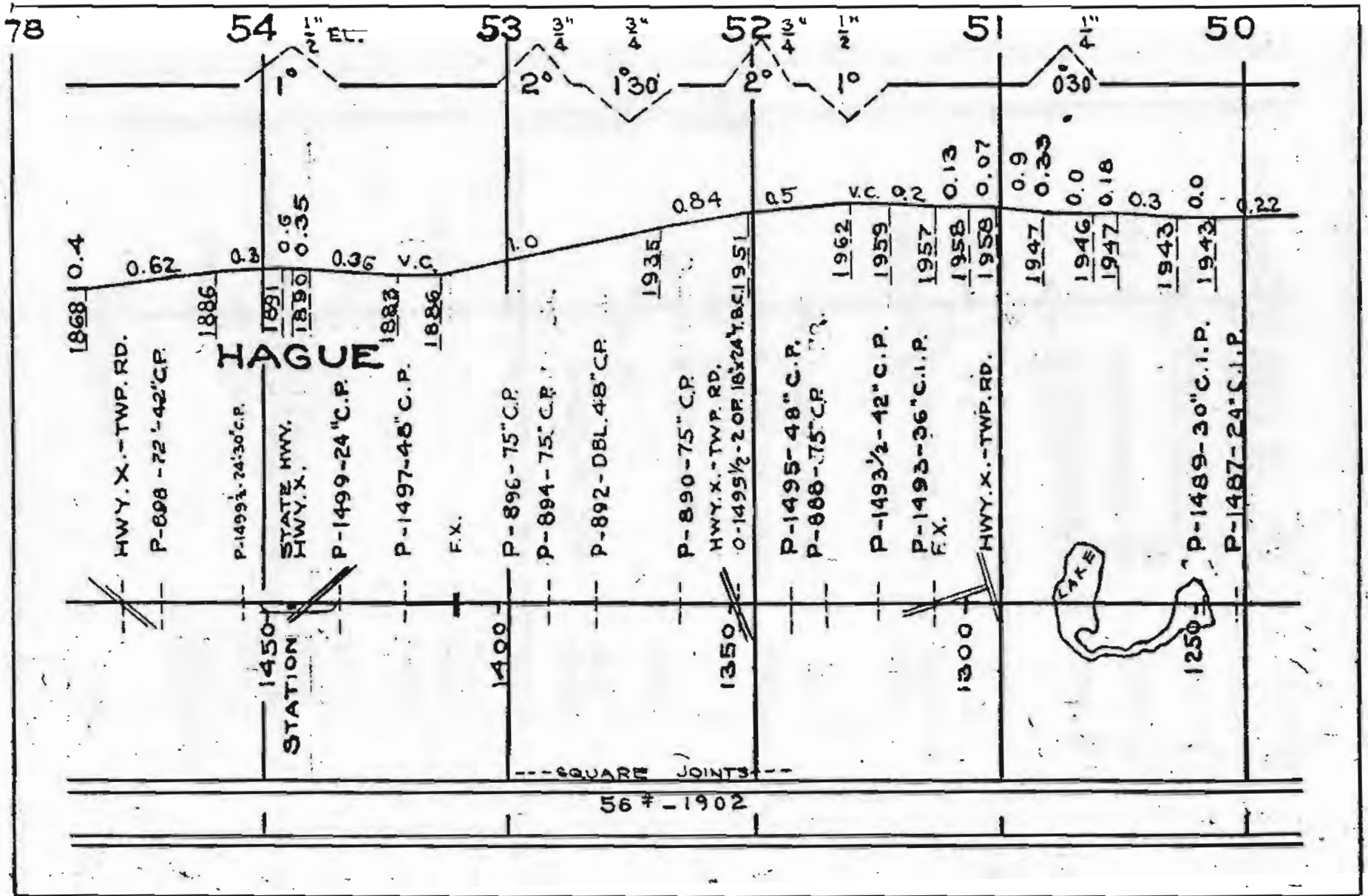
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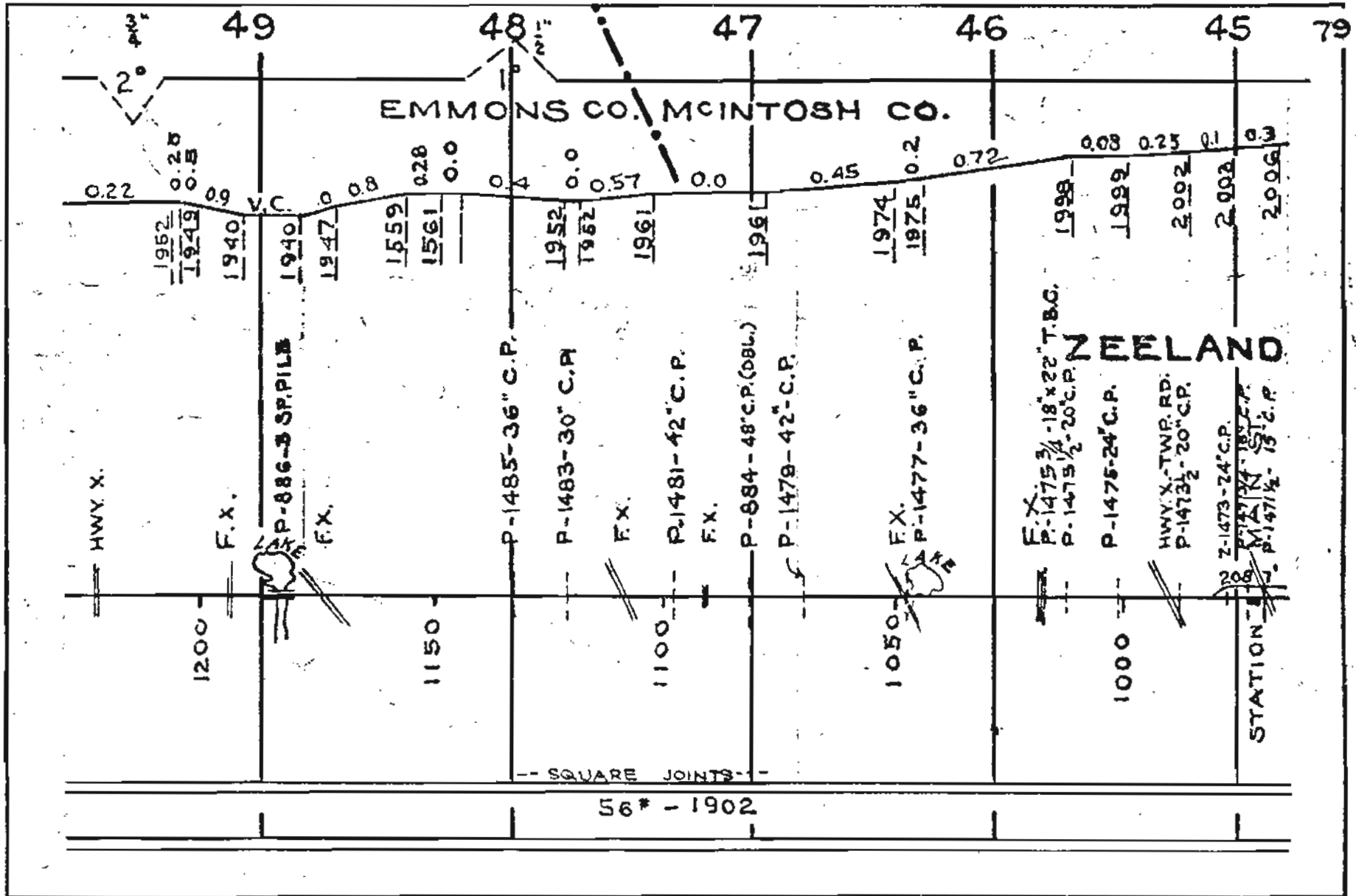


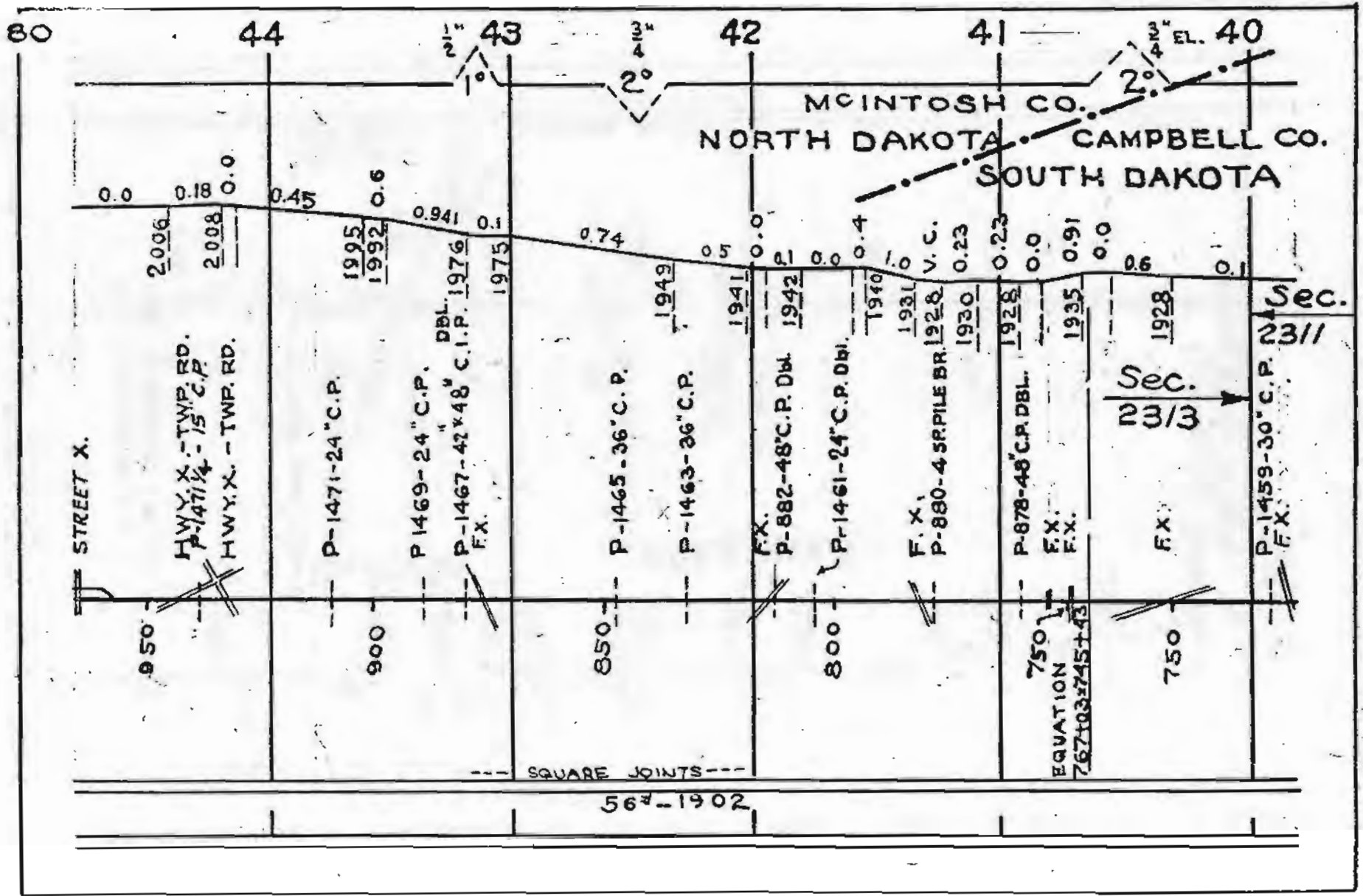


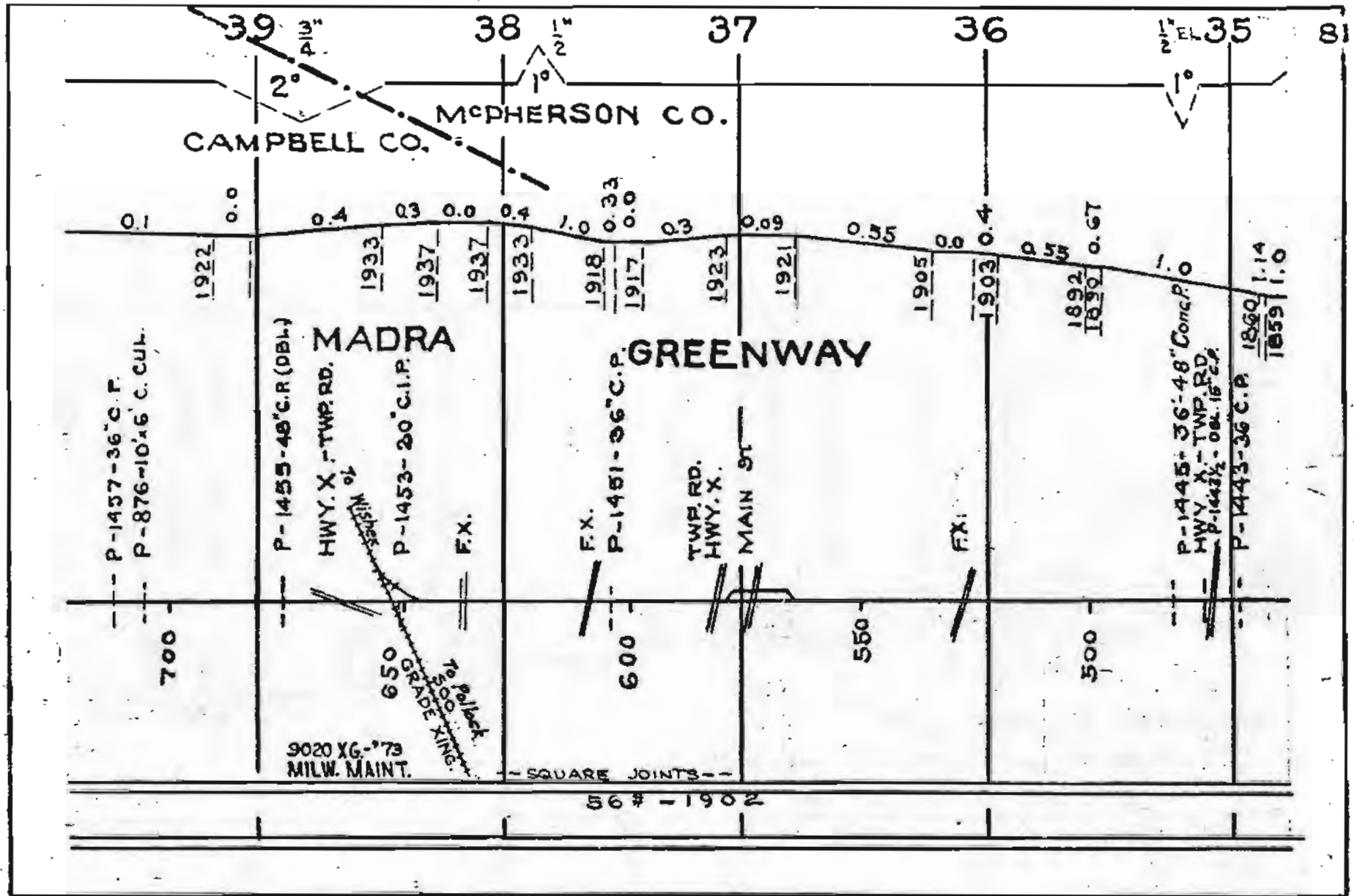


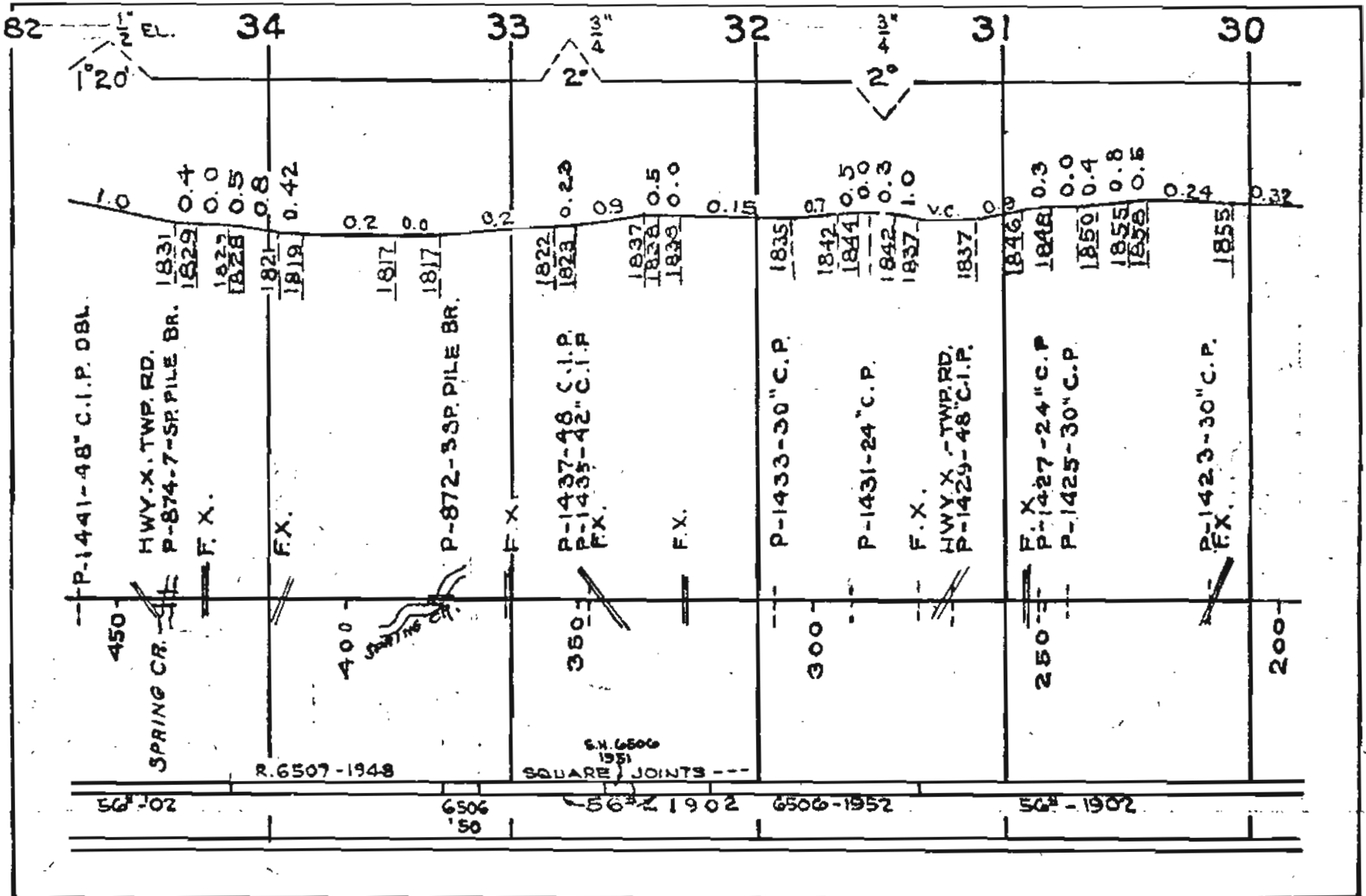


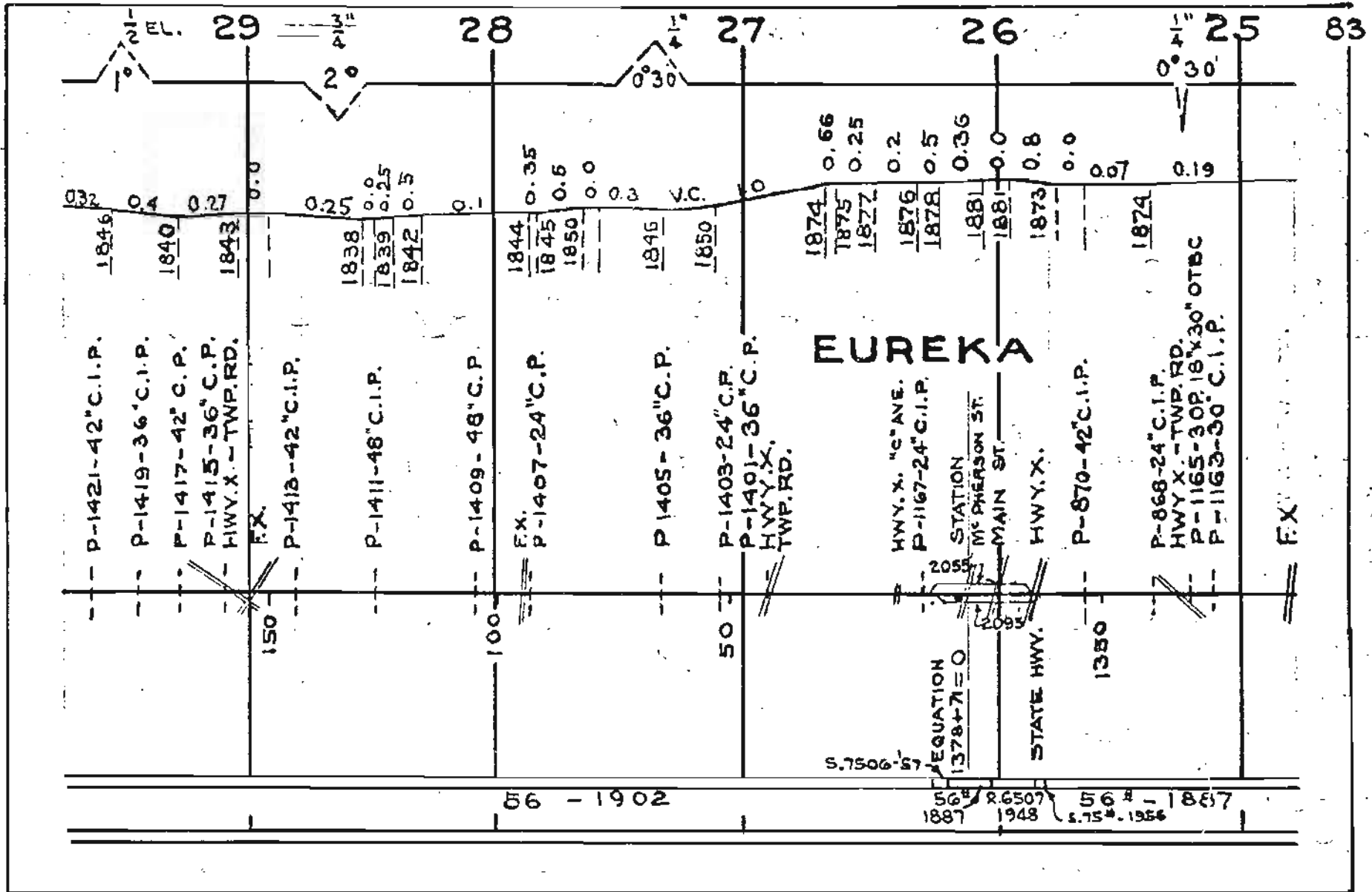


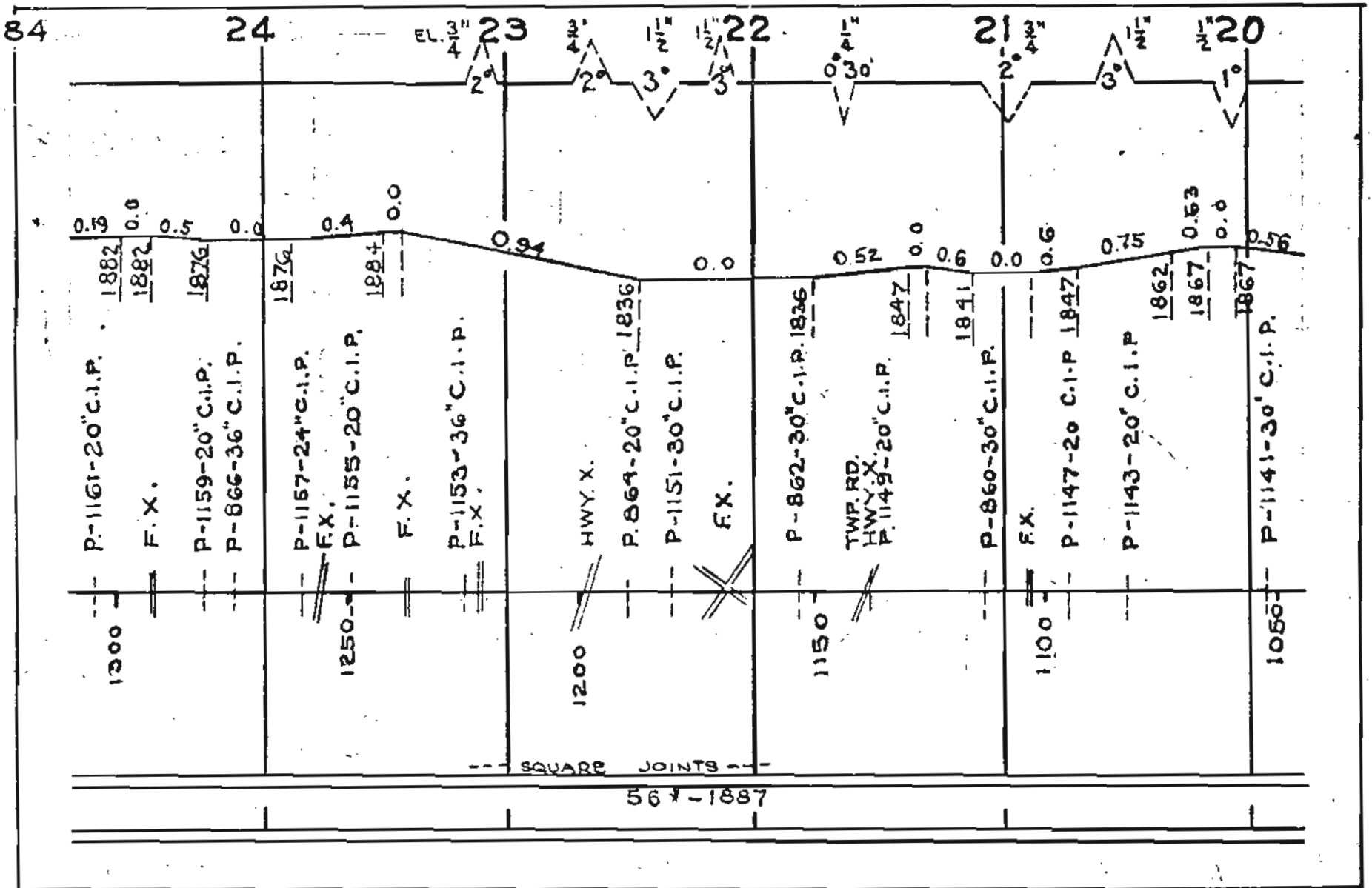


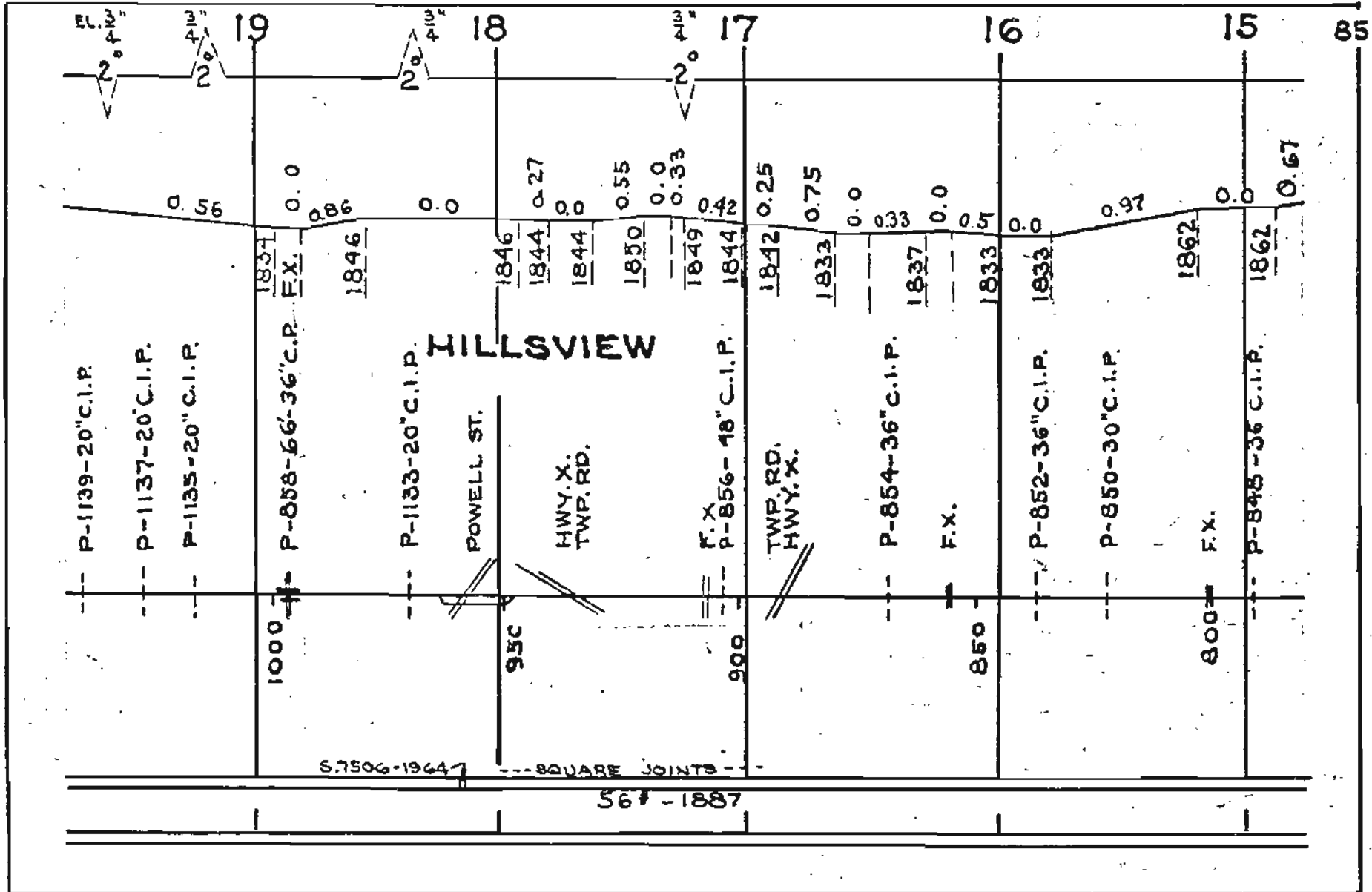


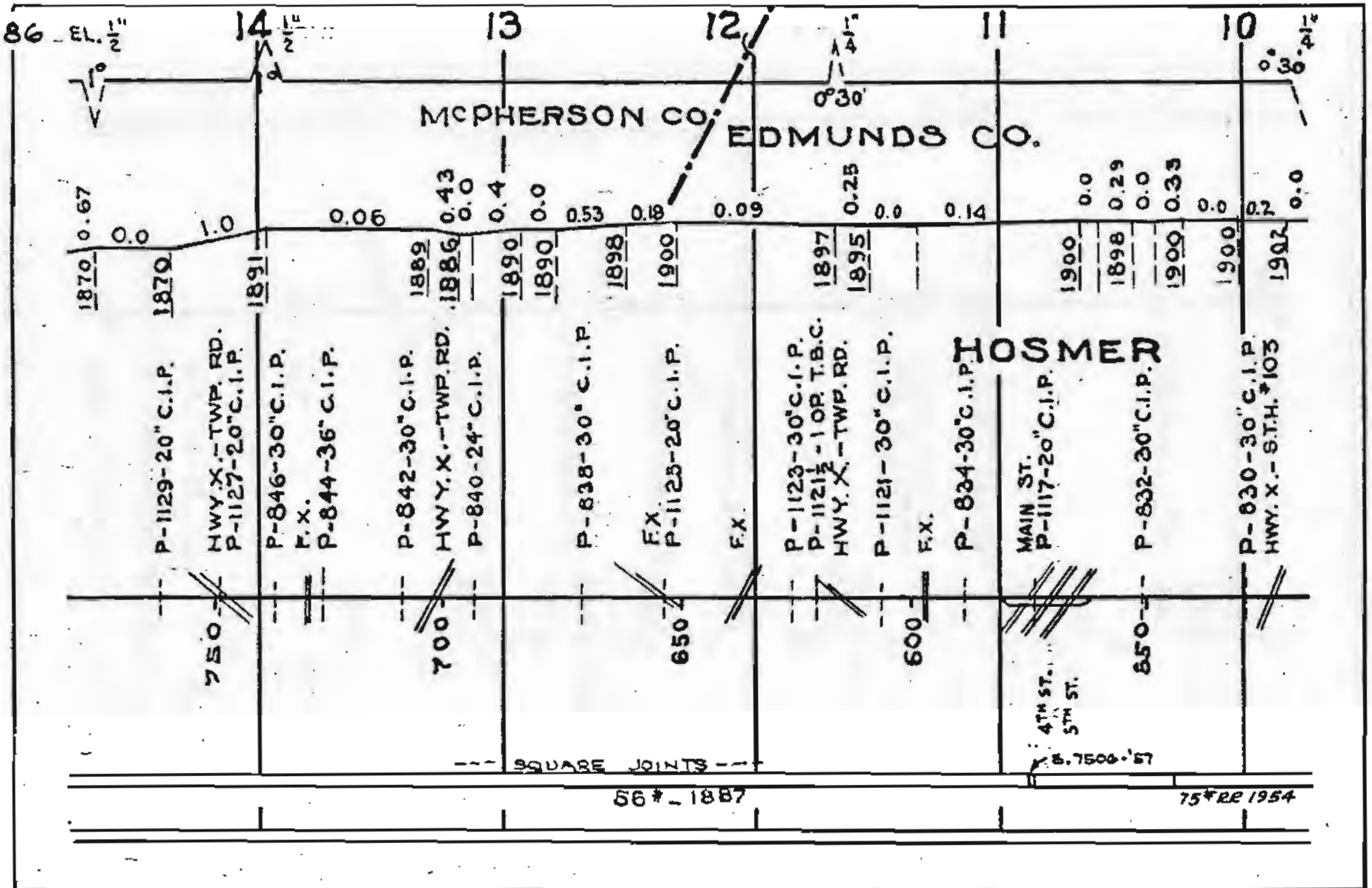


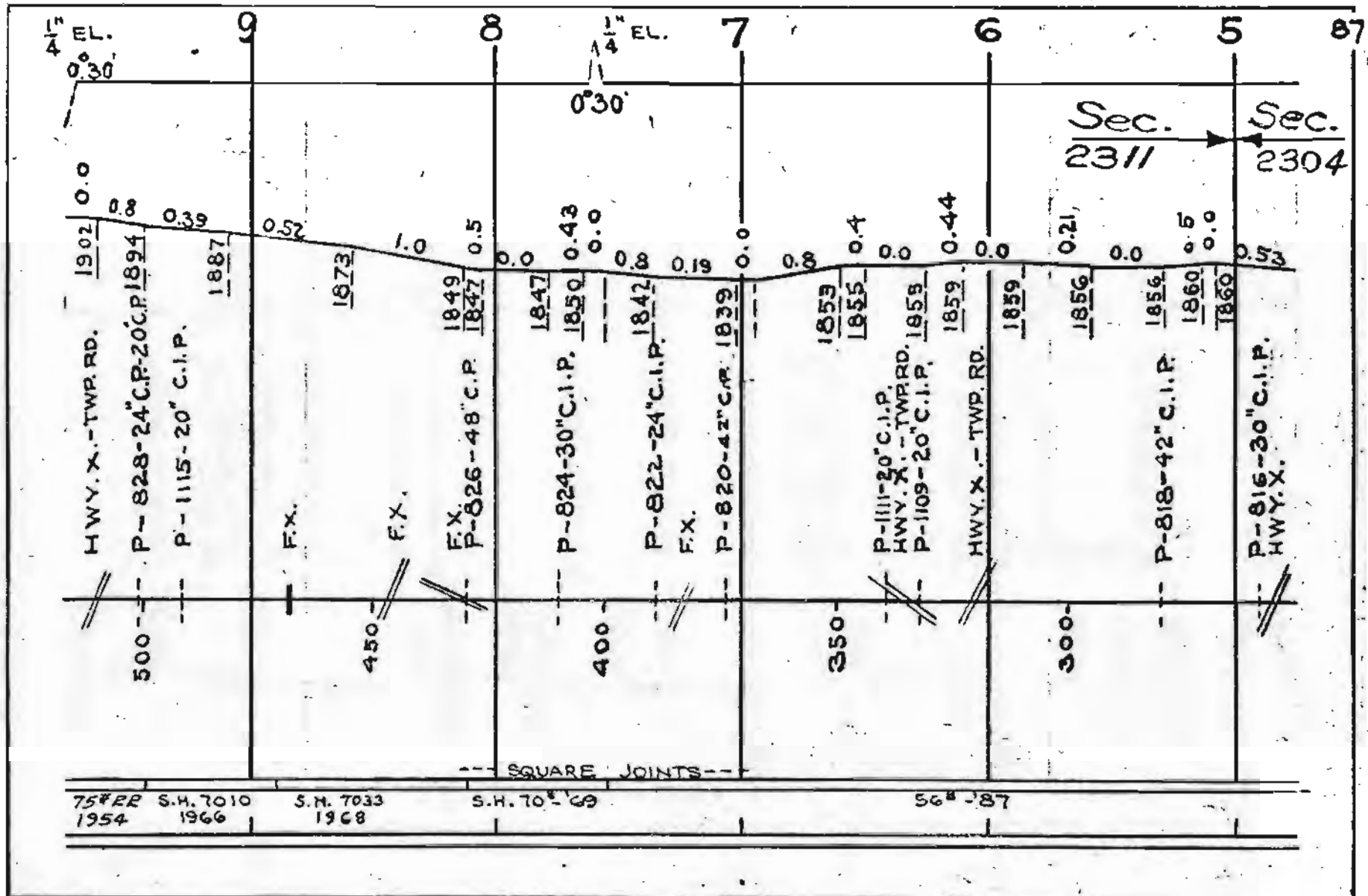


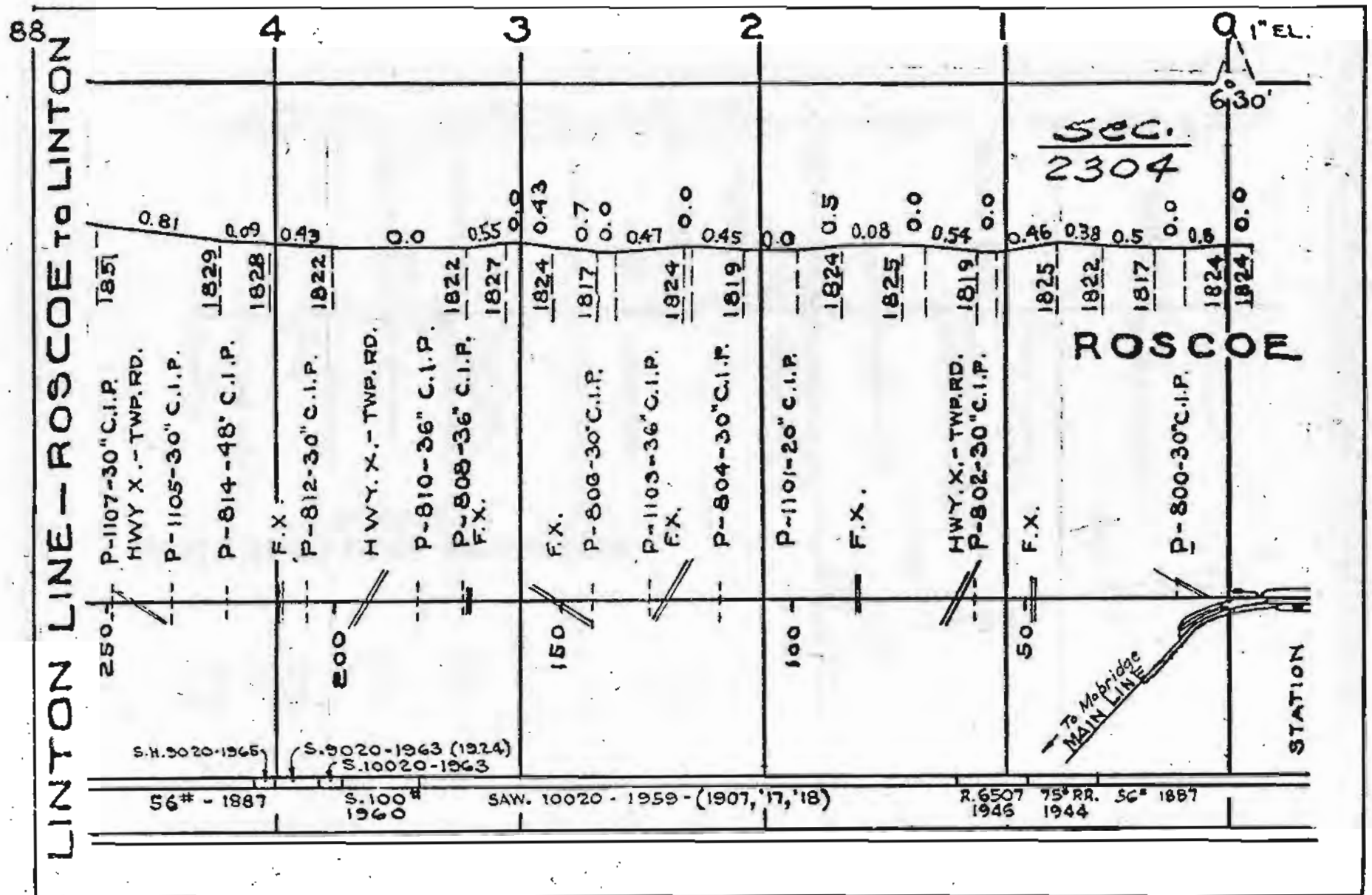


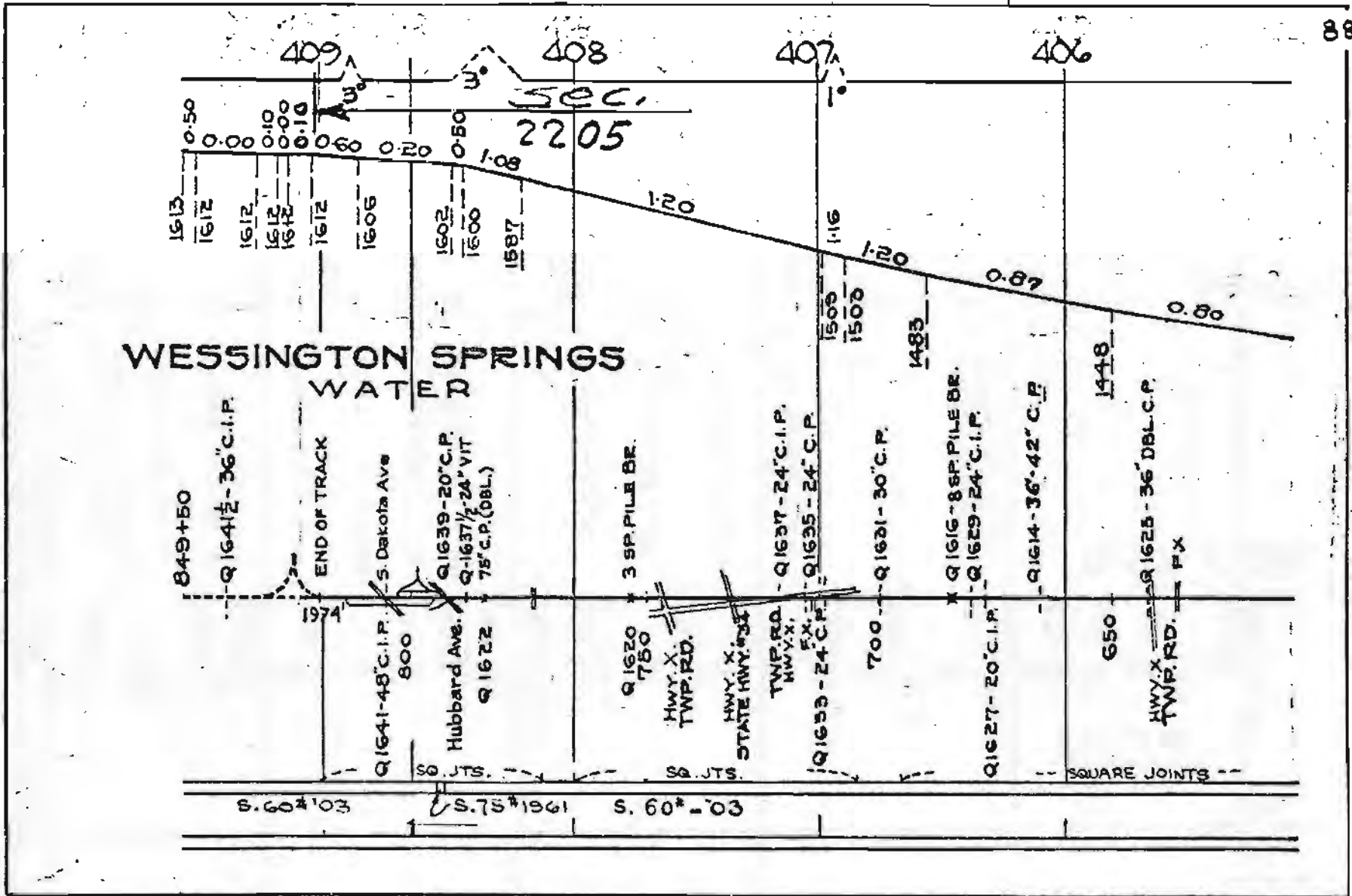


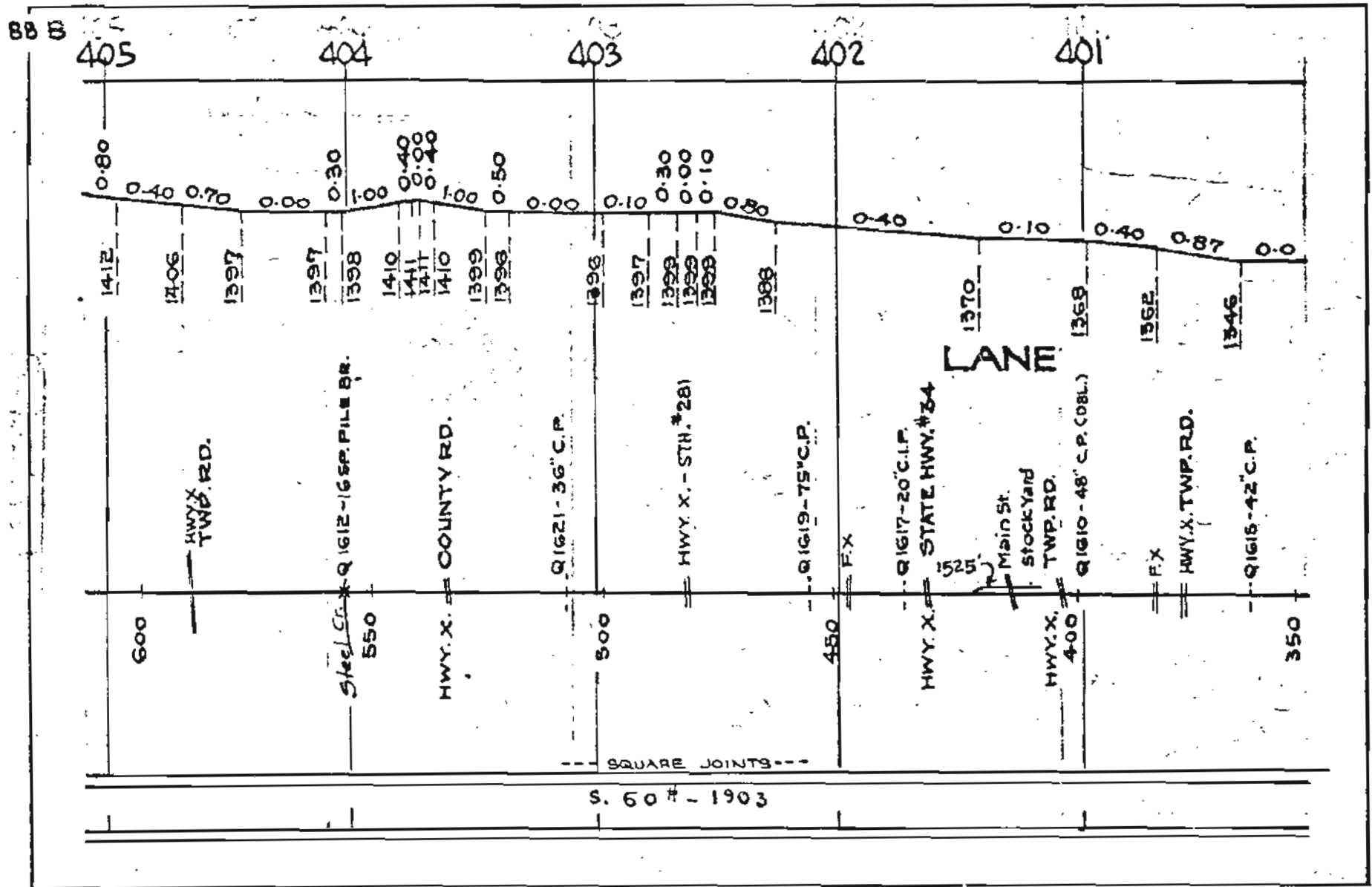


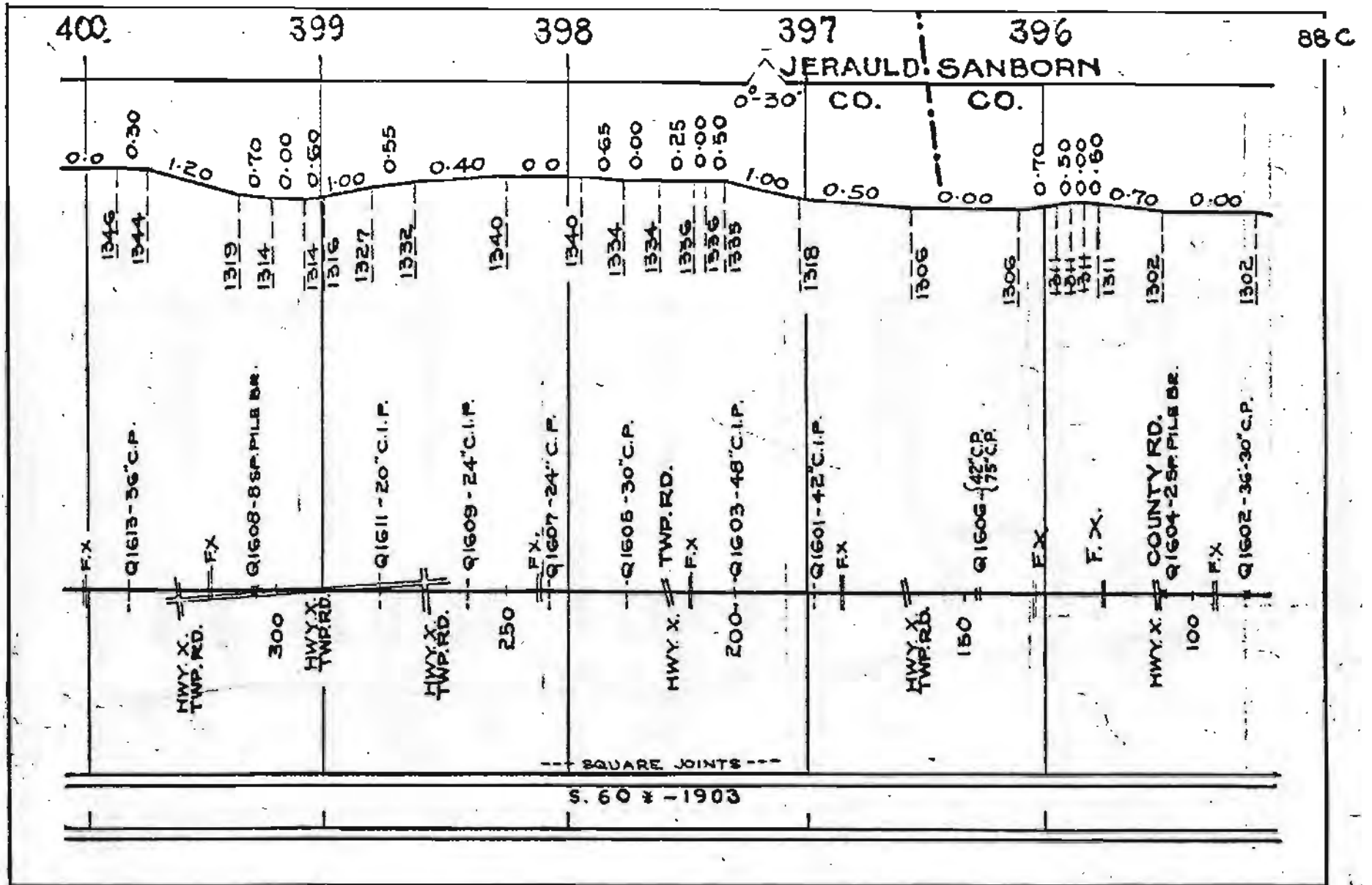




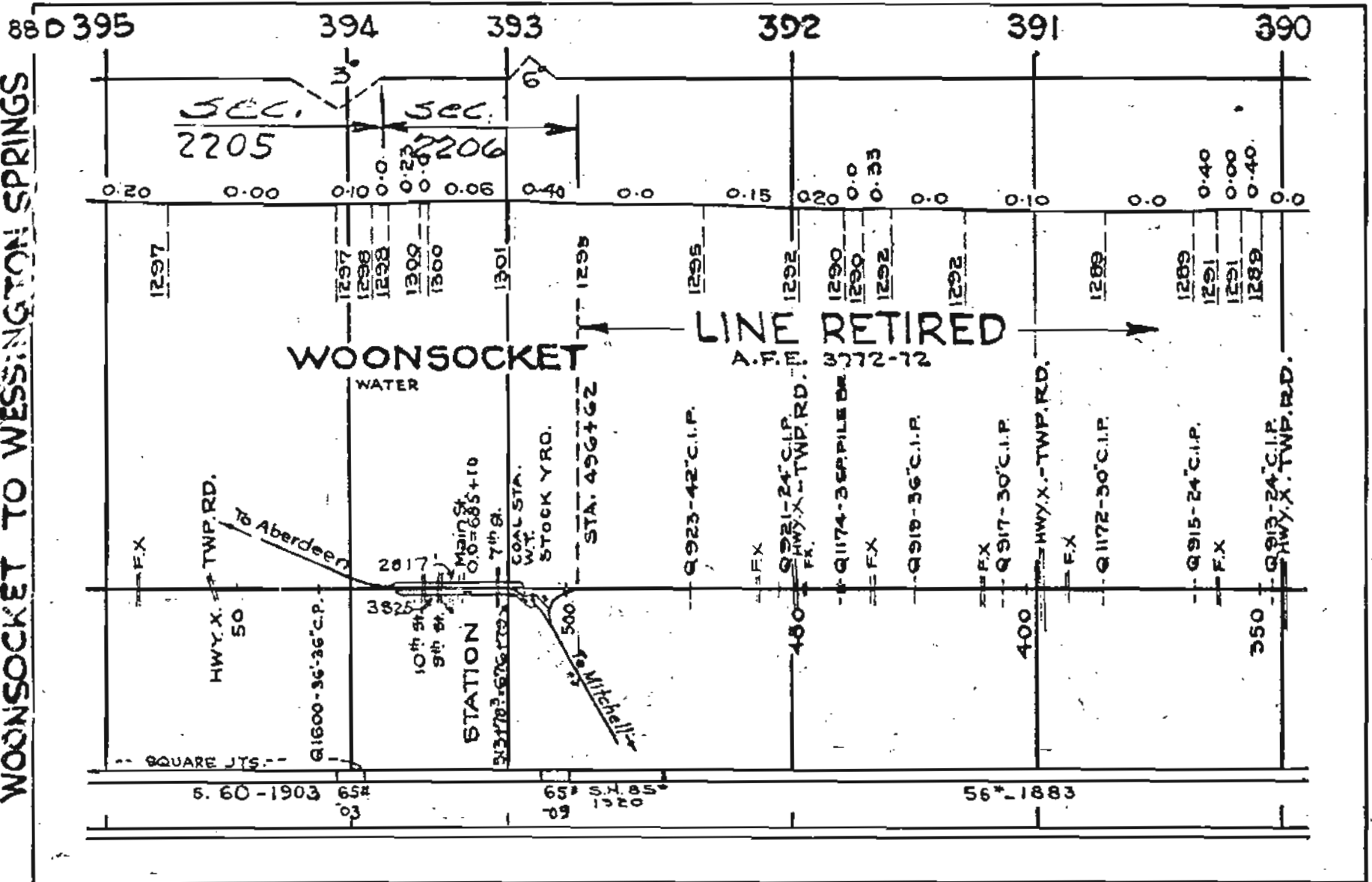


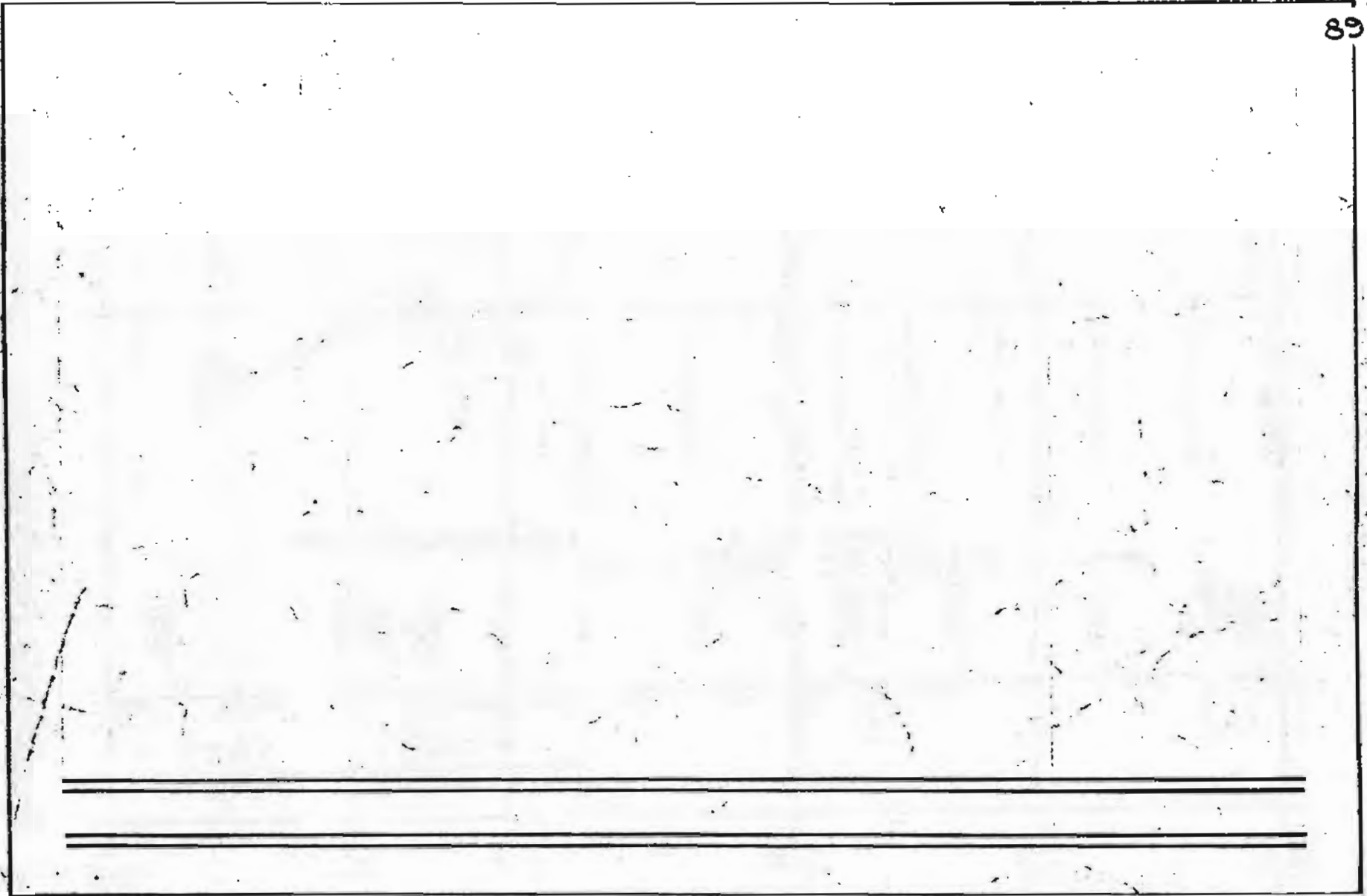


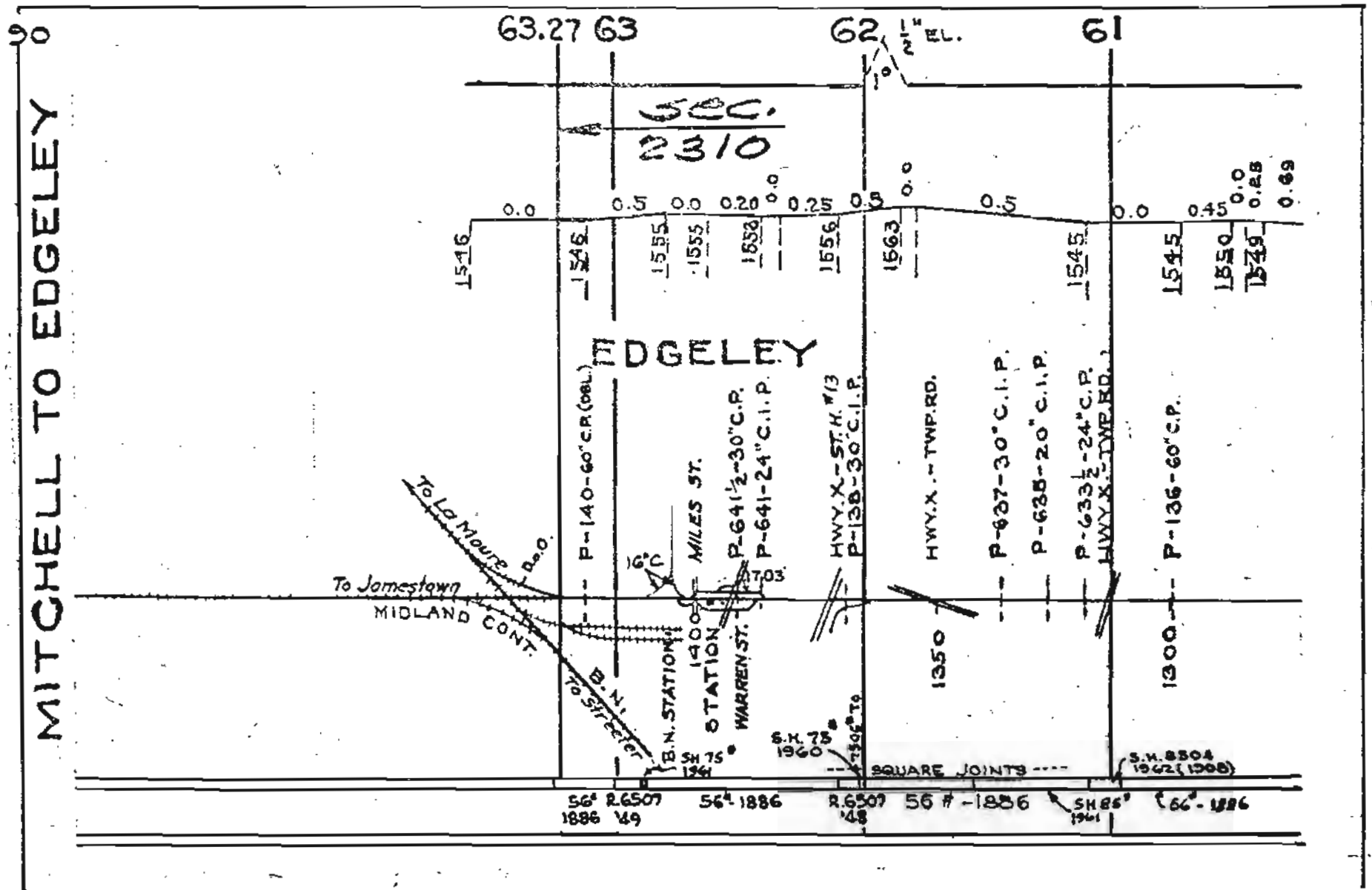


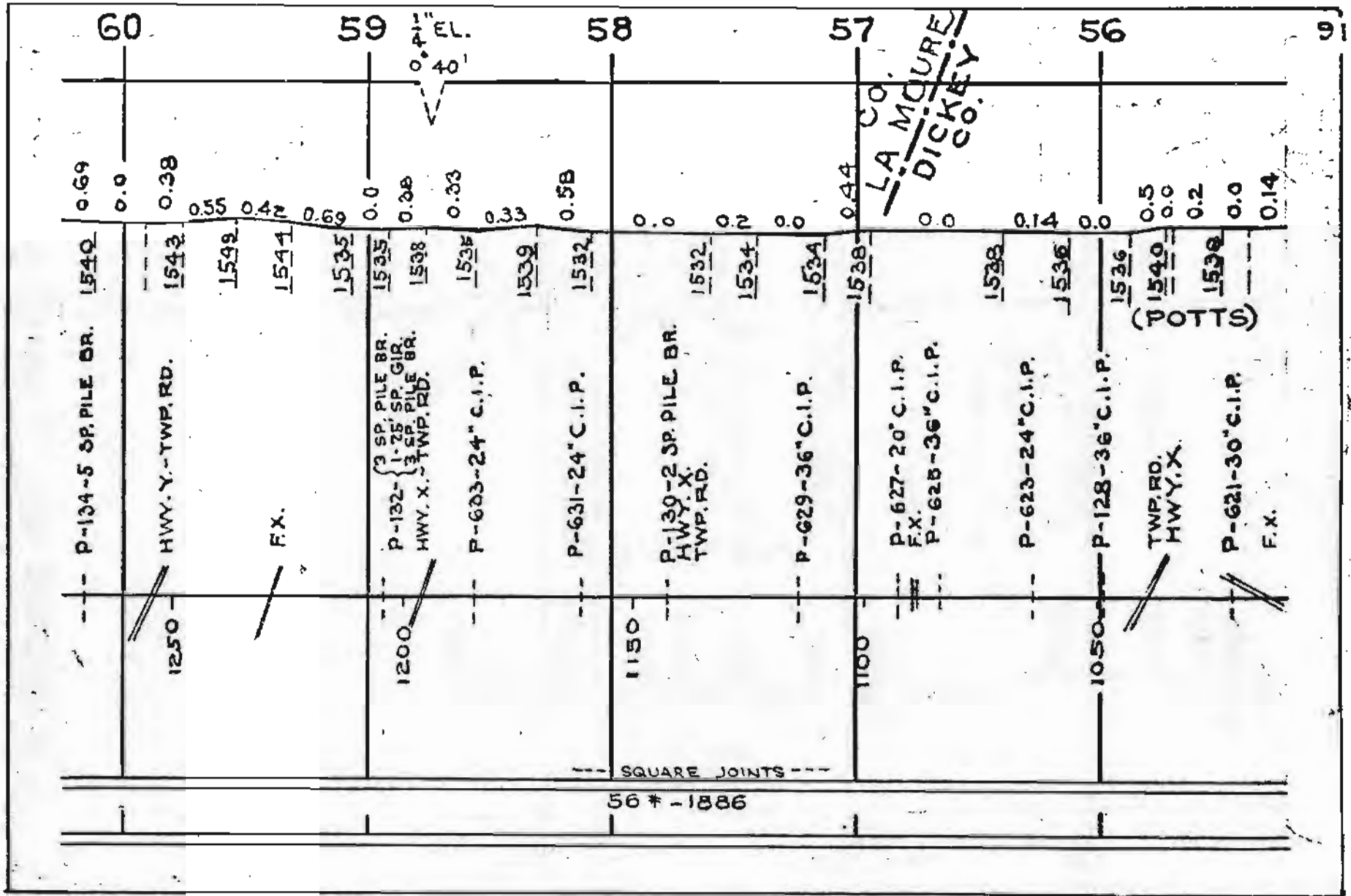


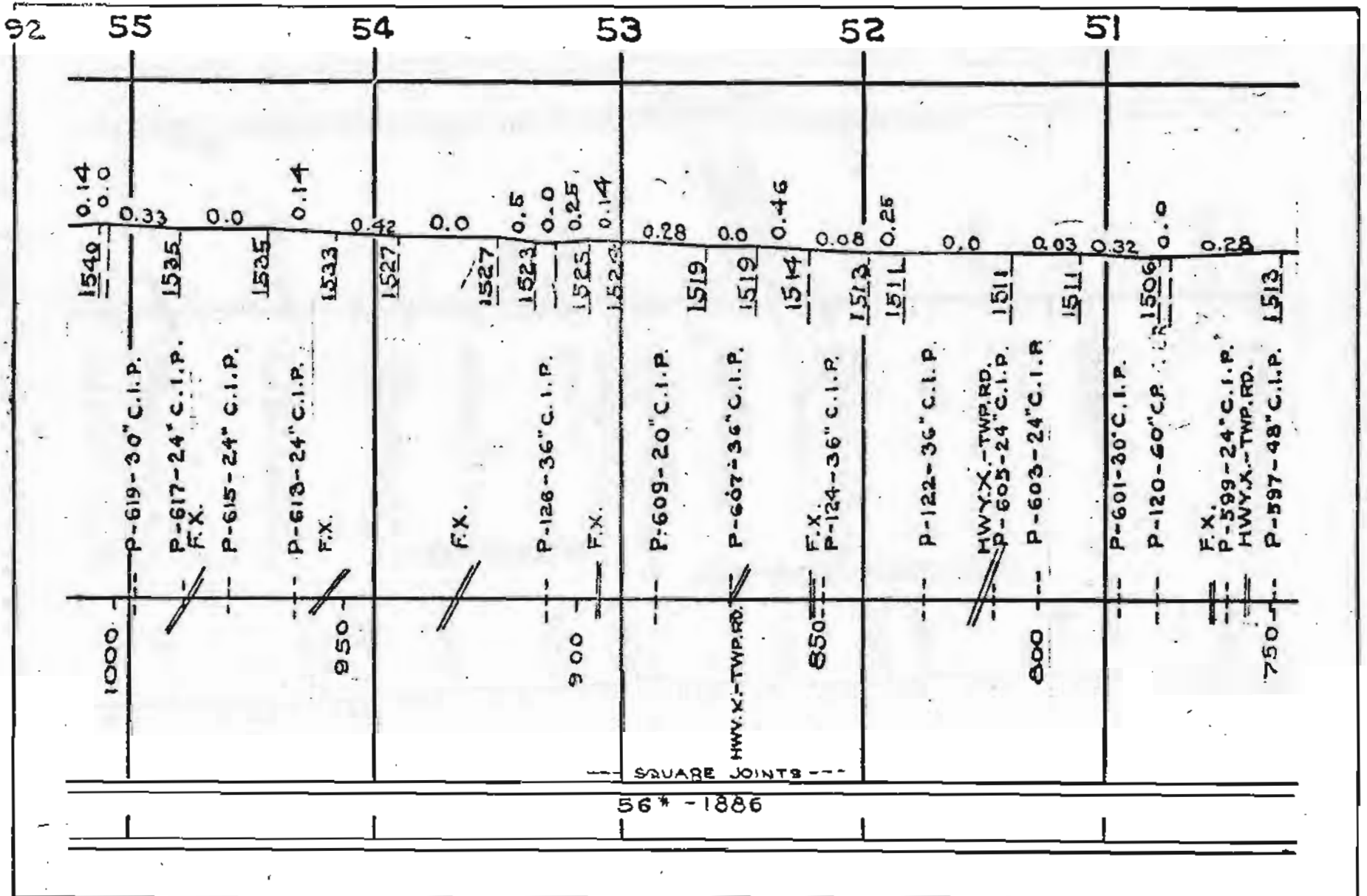
WOONSOCKET TO WESSINGTON SPRINGS

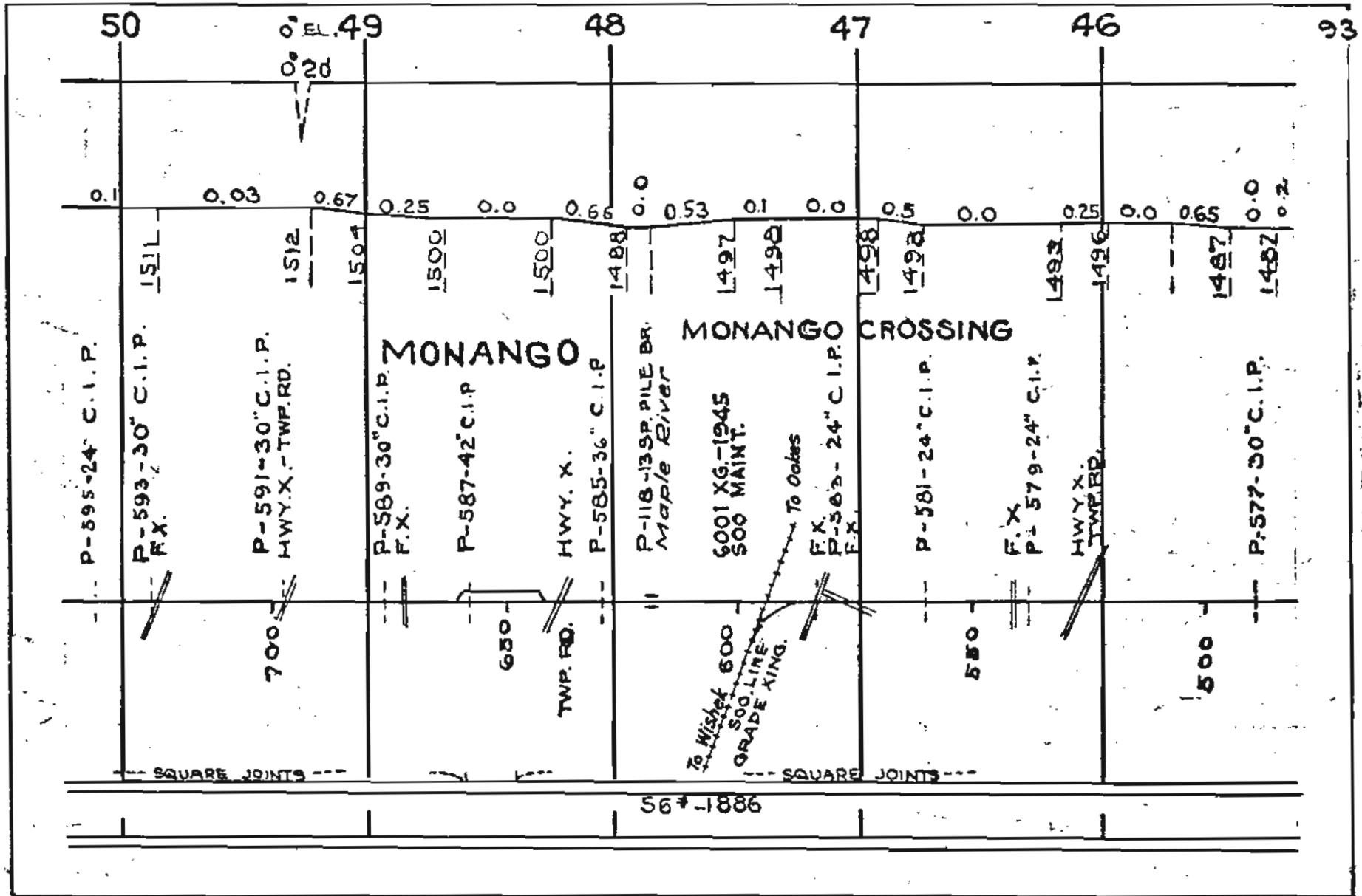


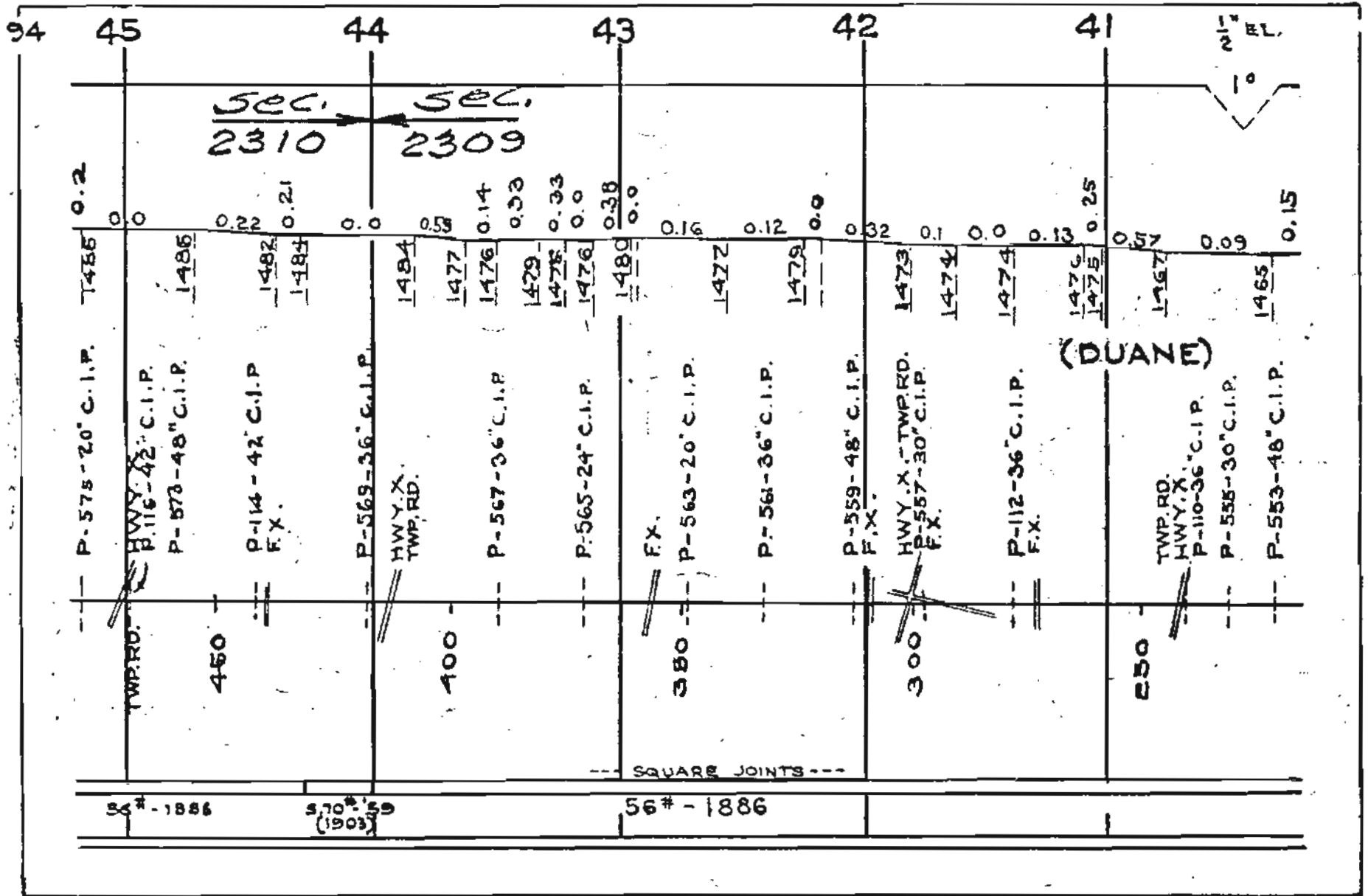


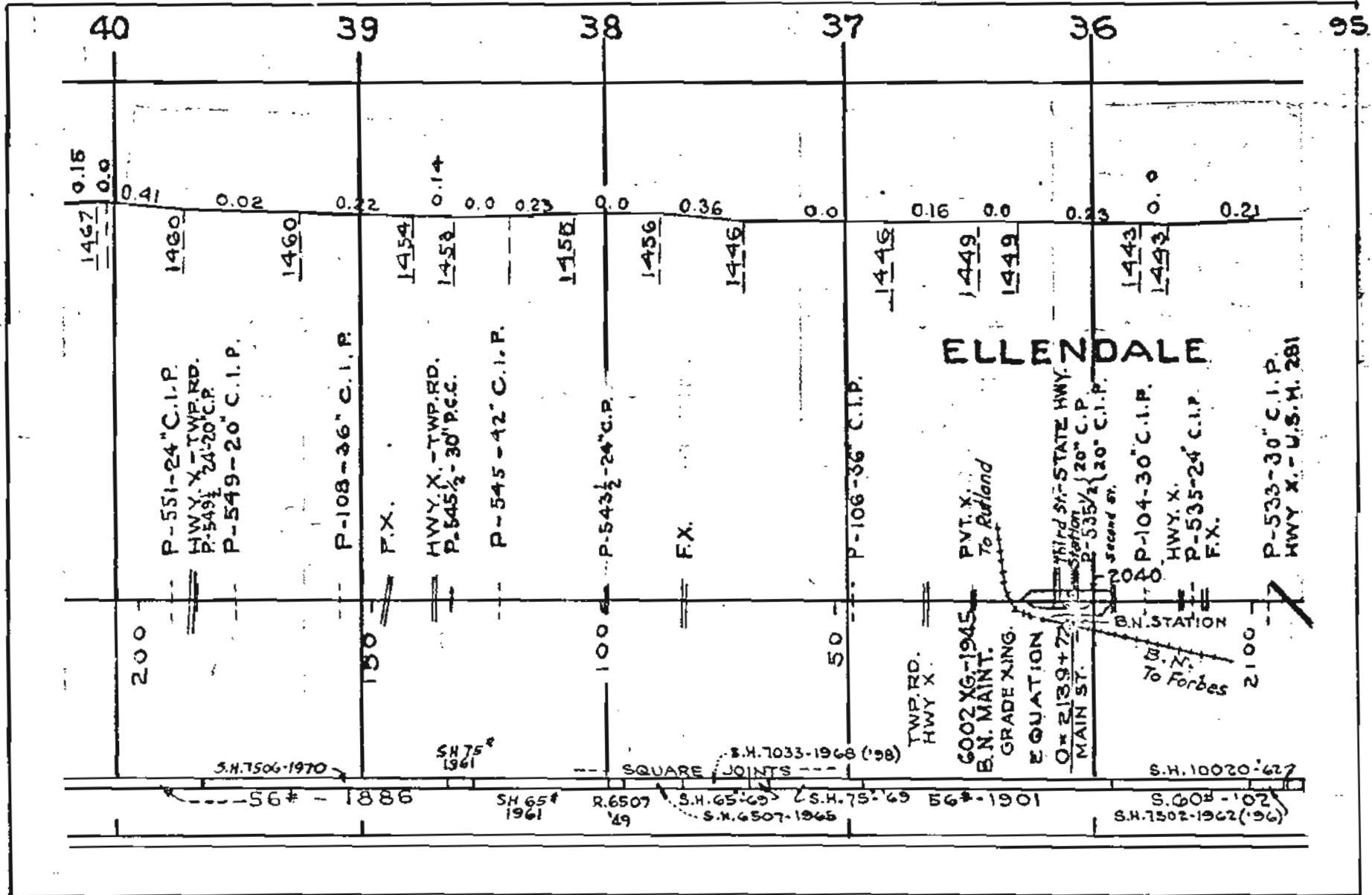


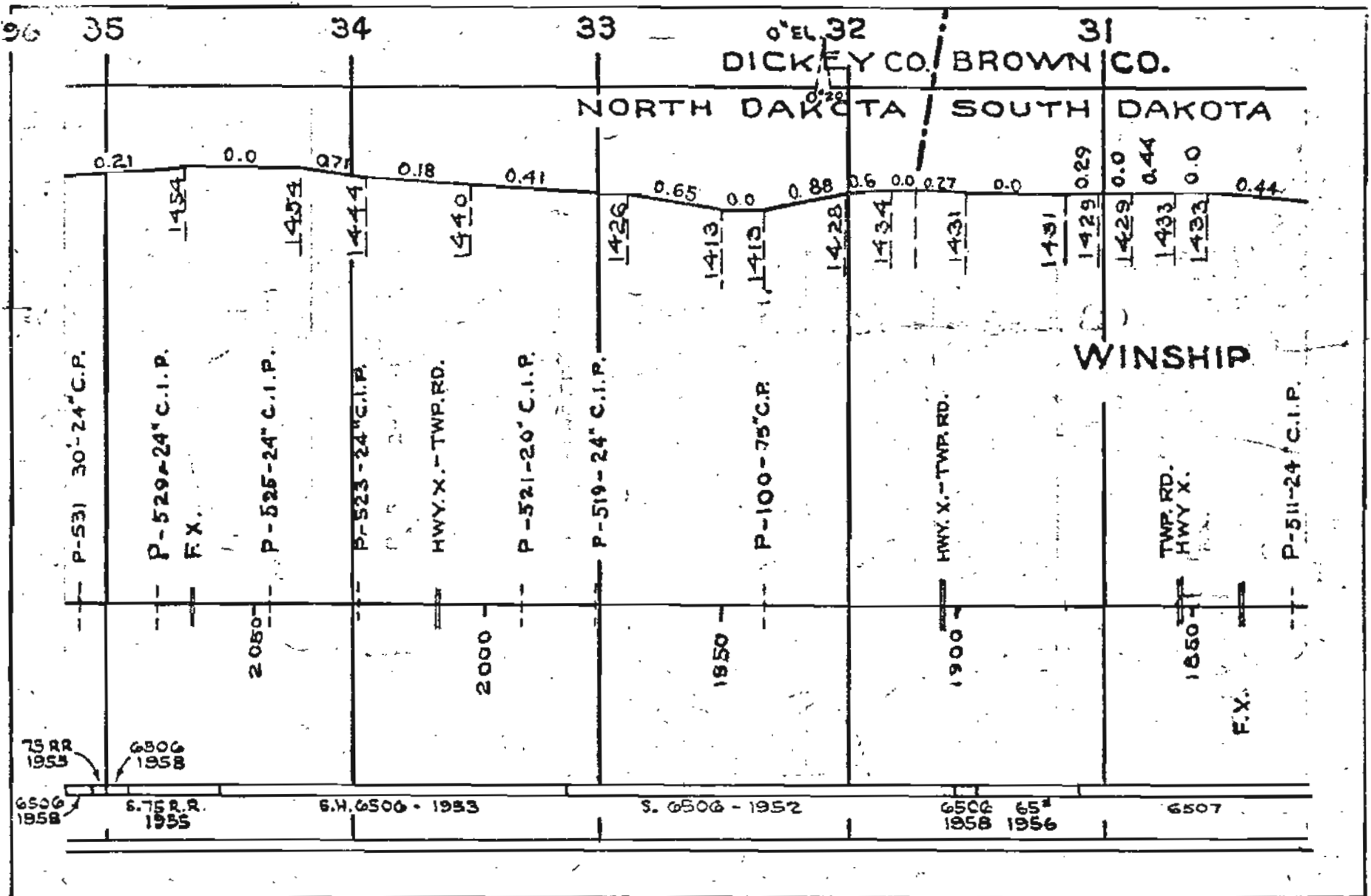


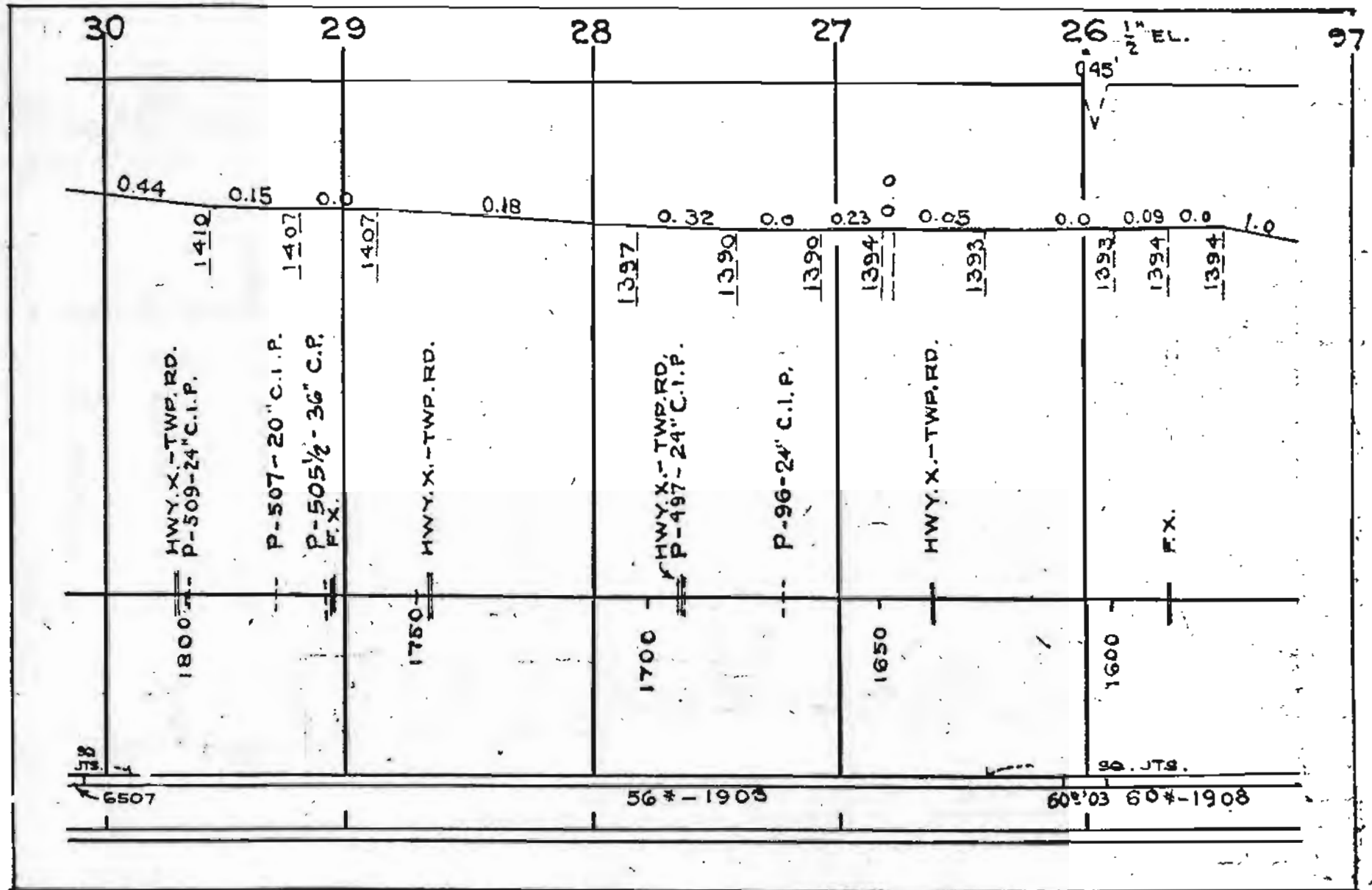


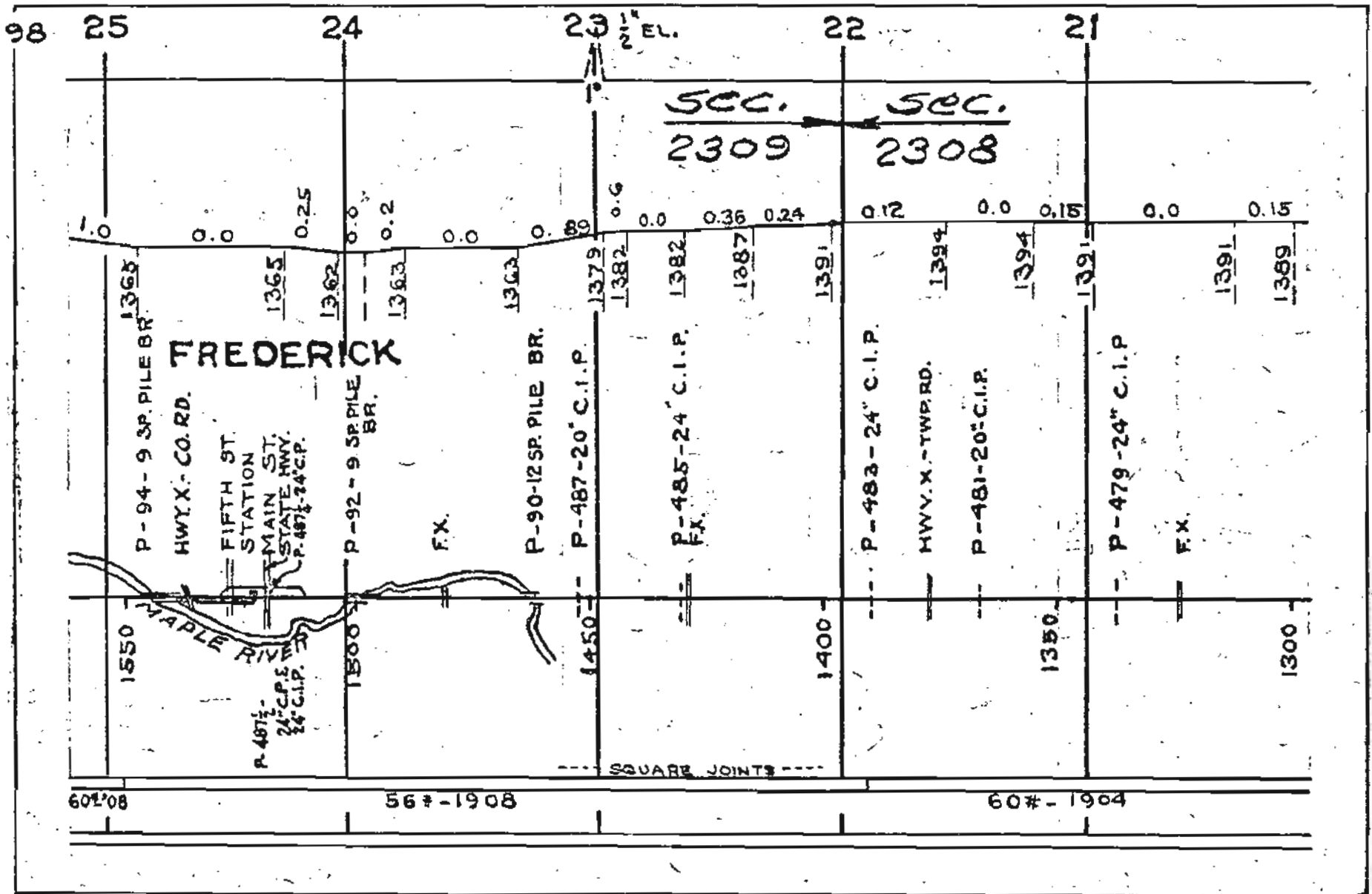


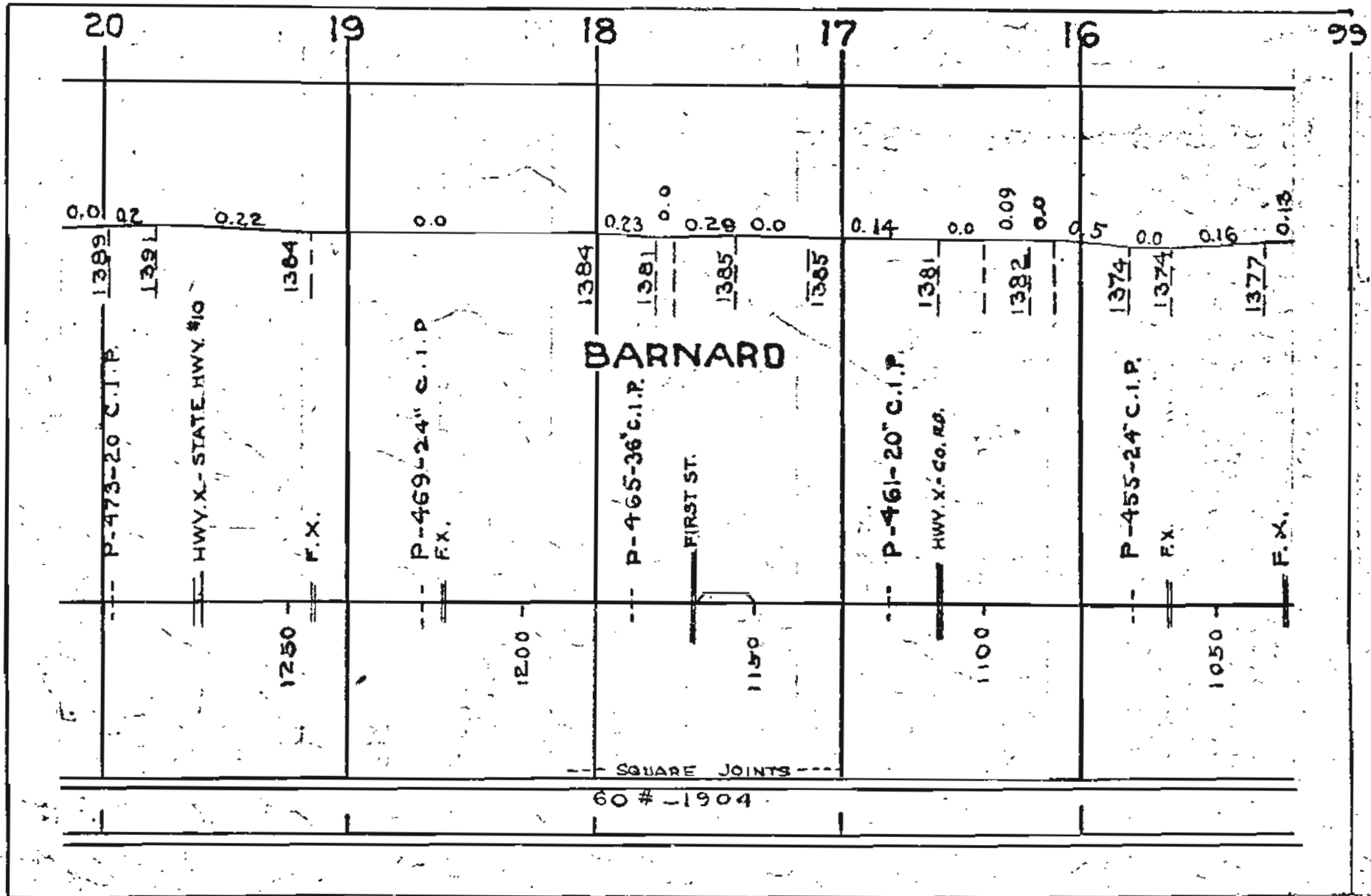


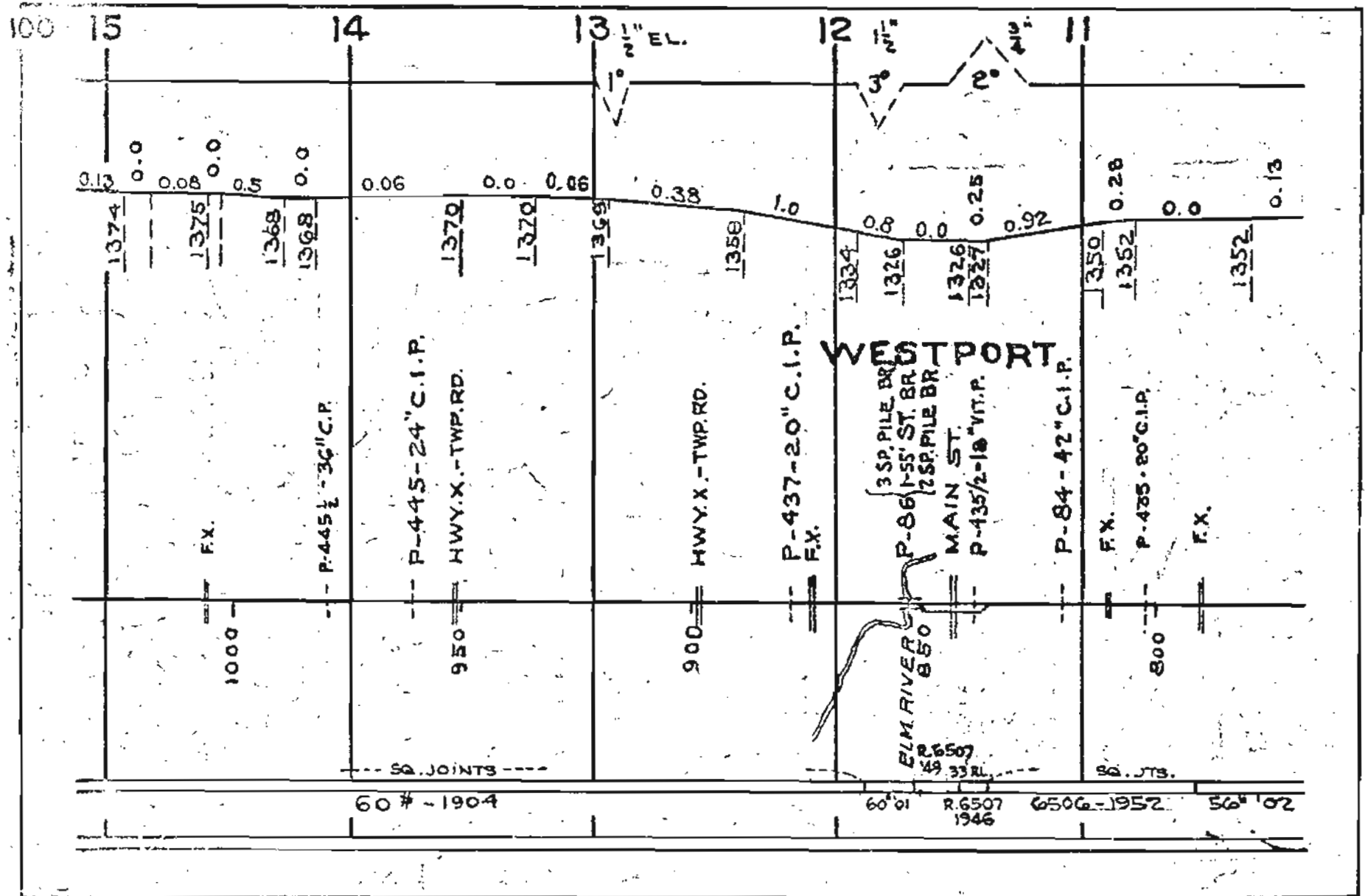


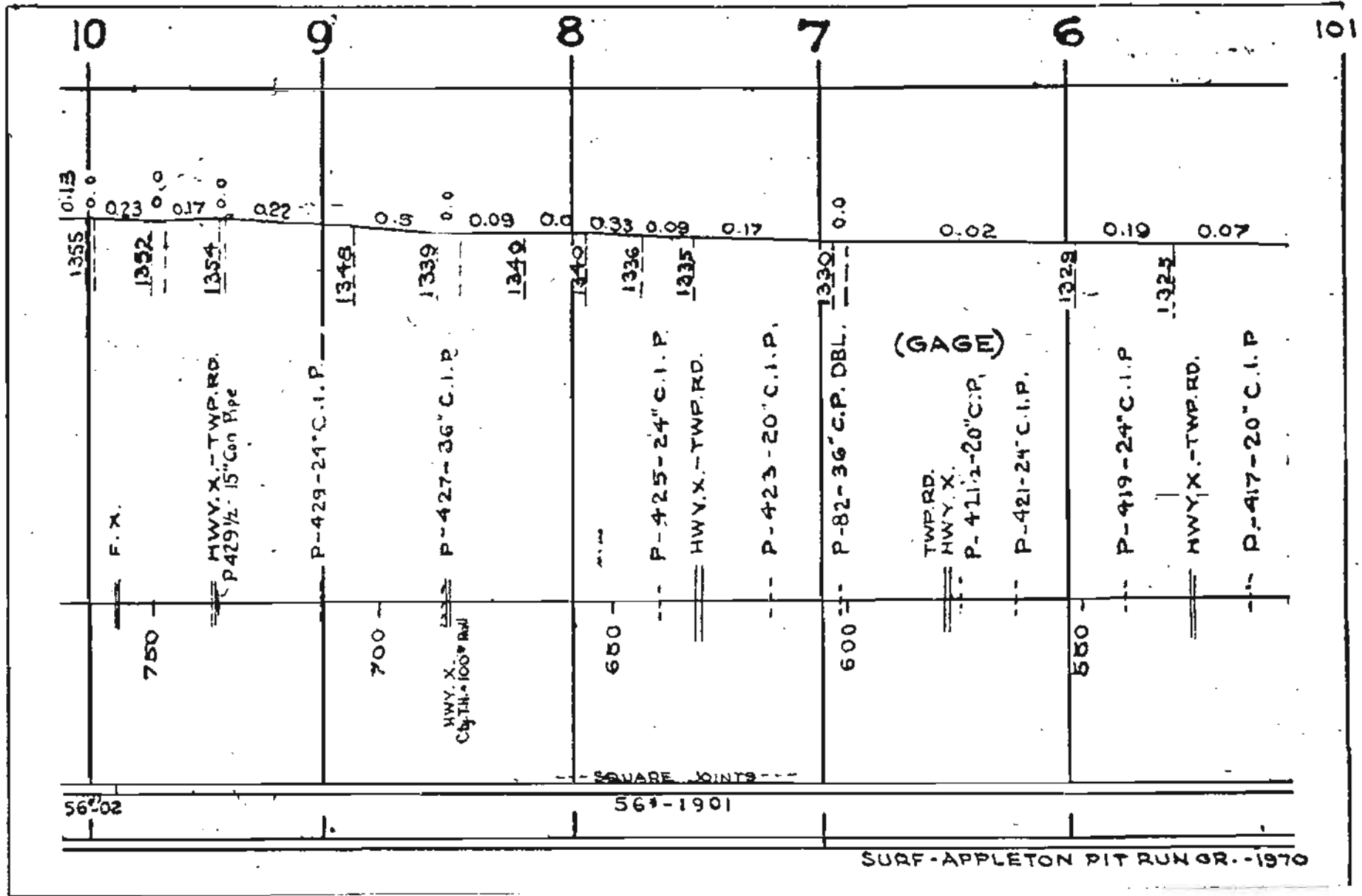


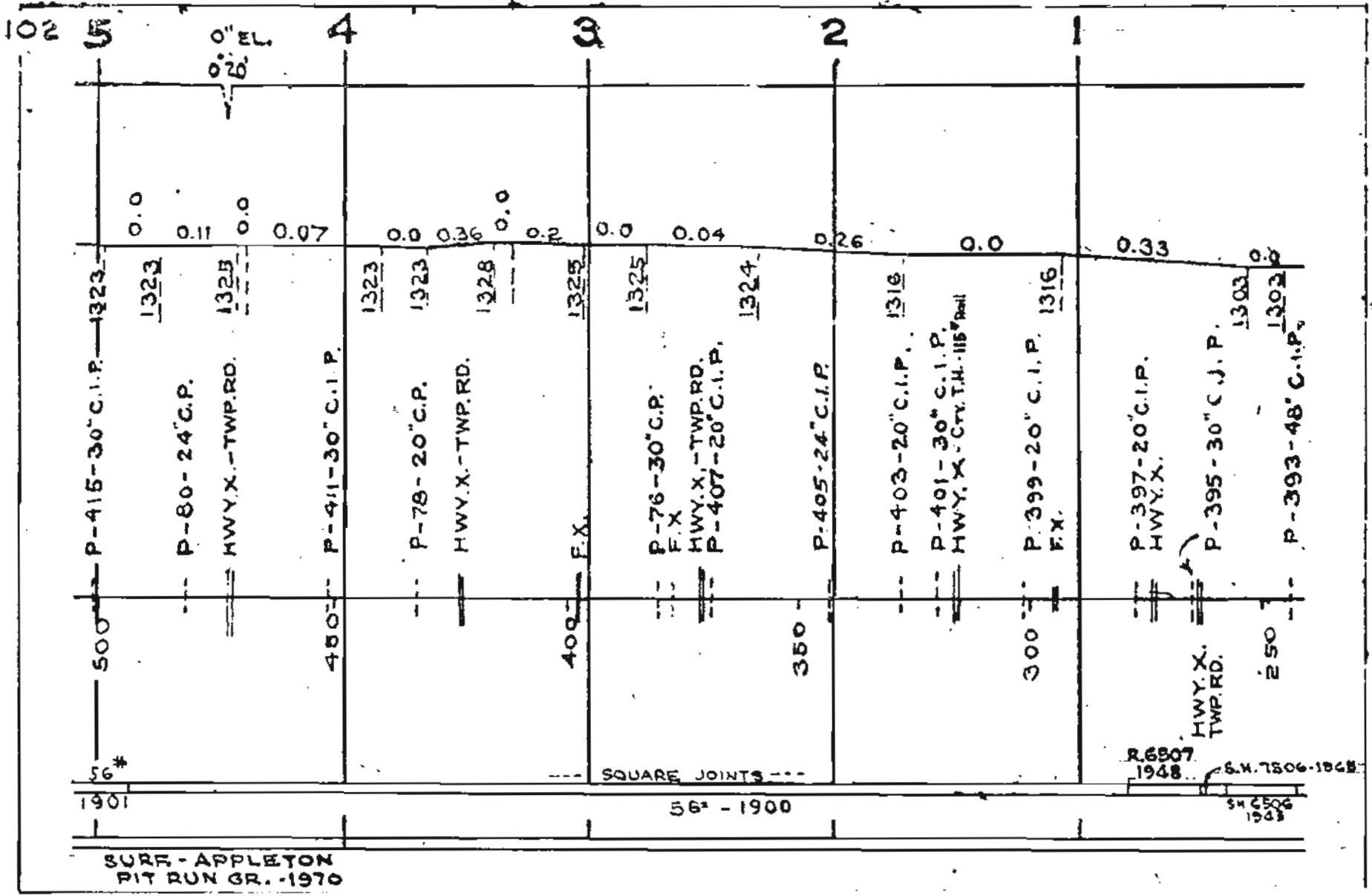


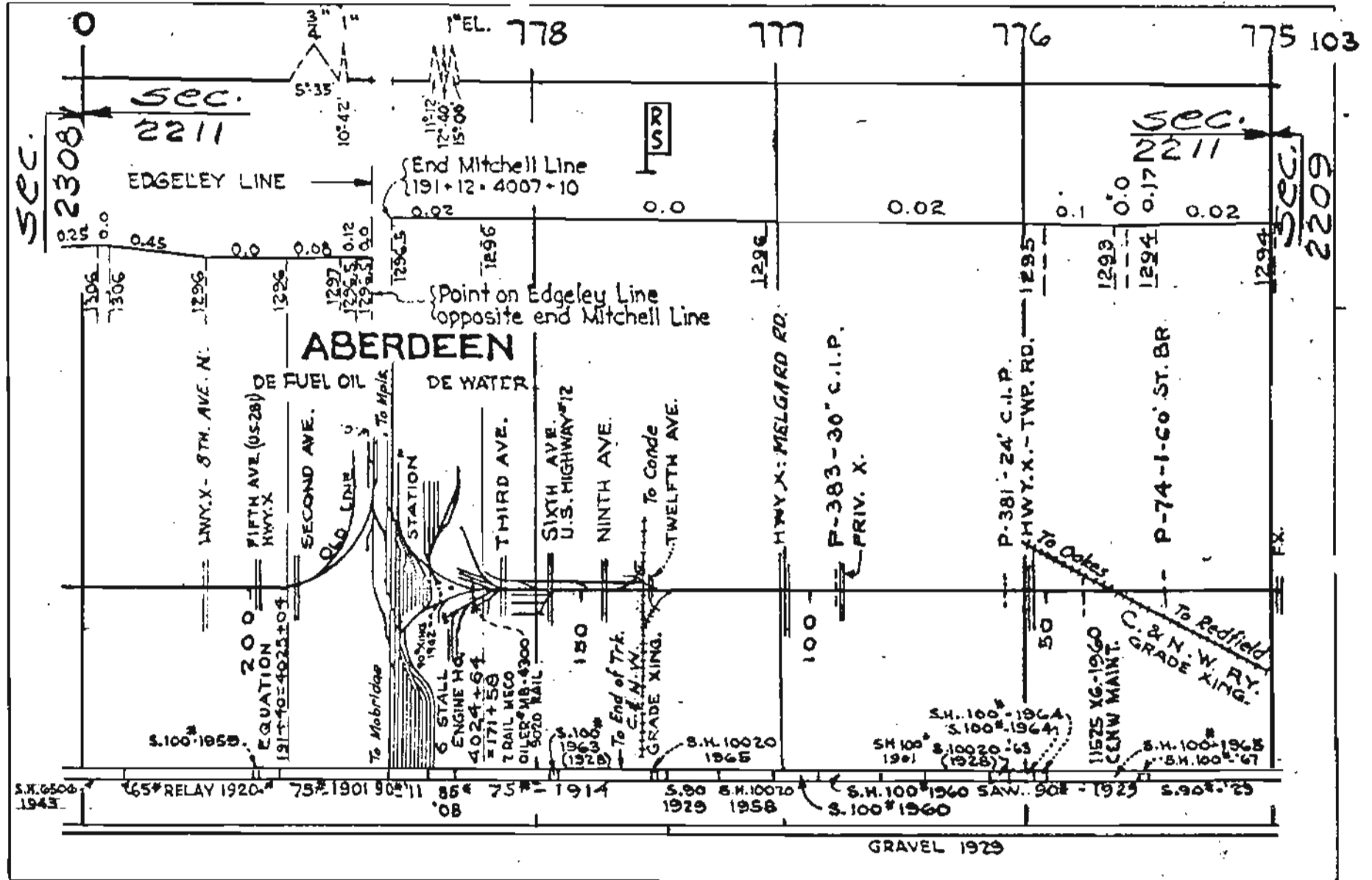


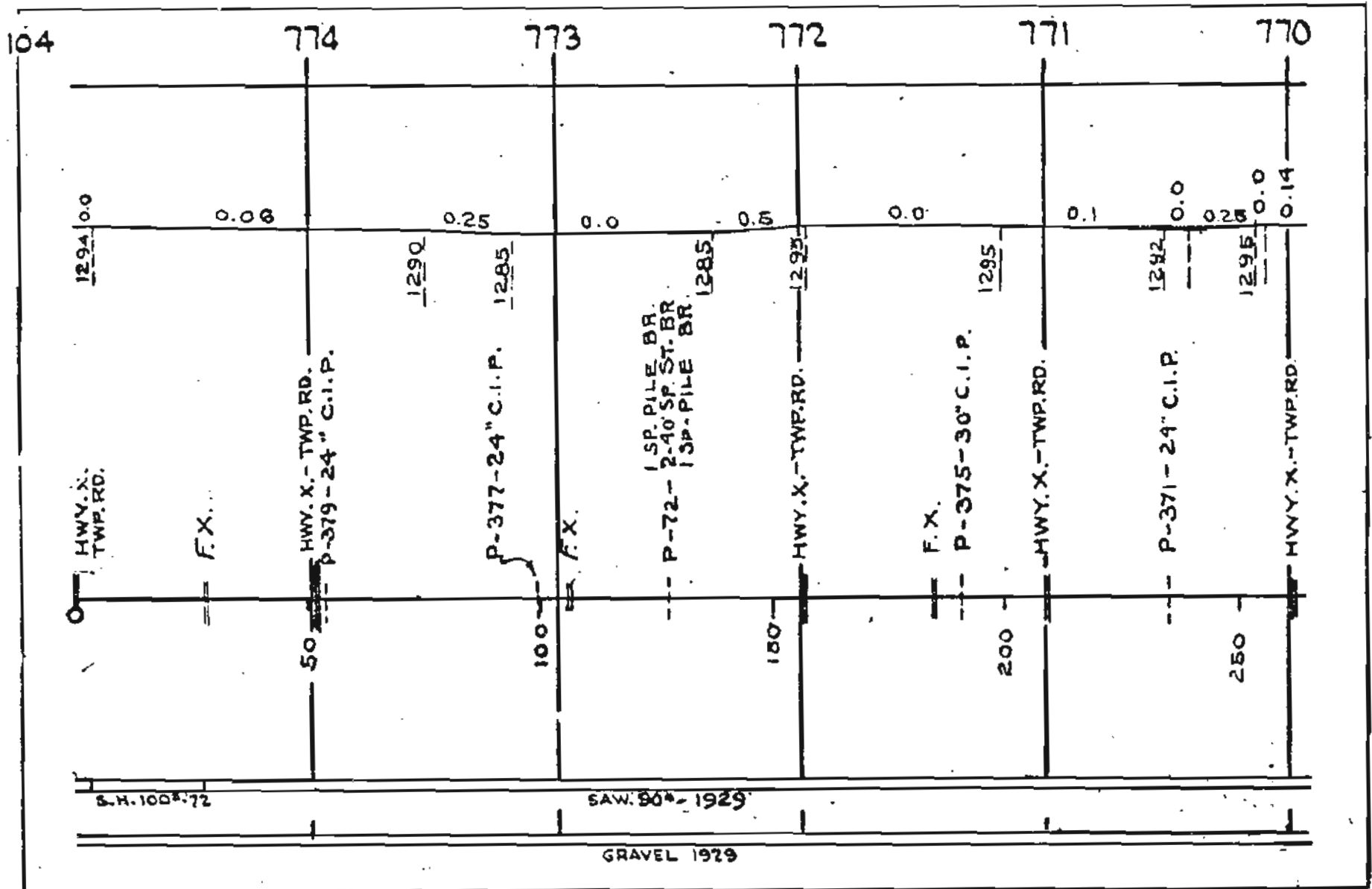


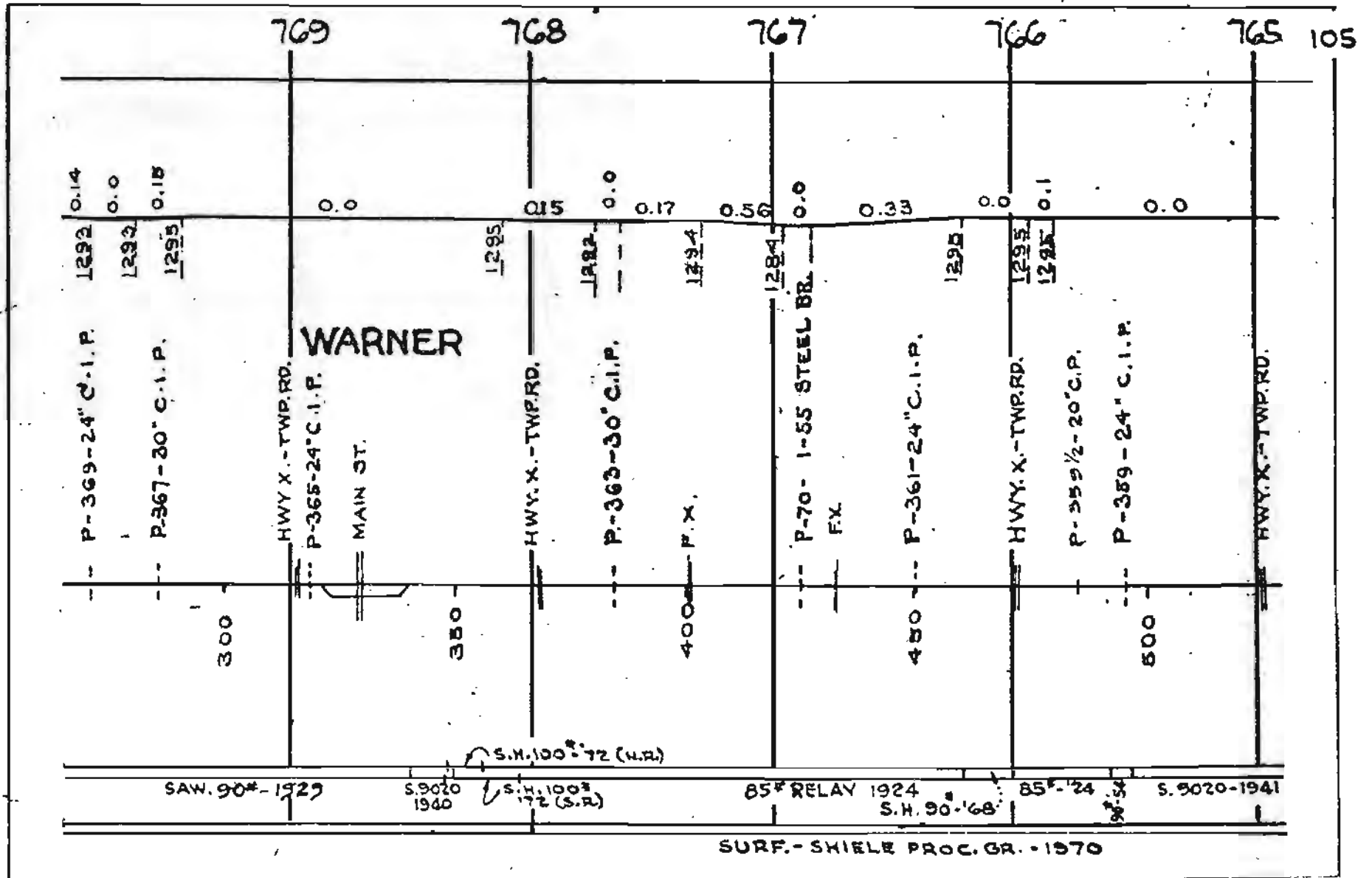


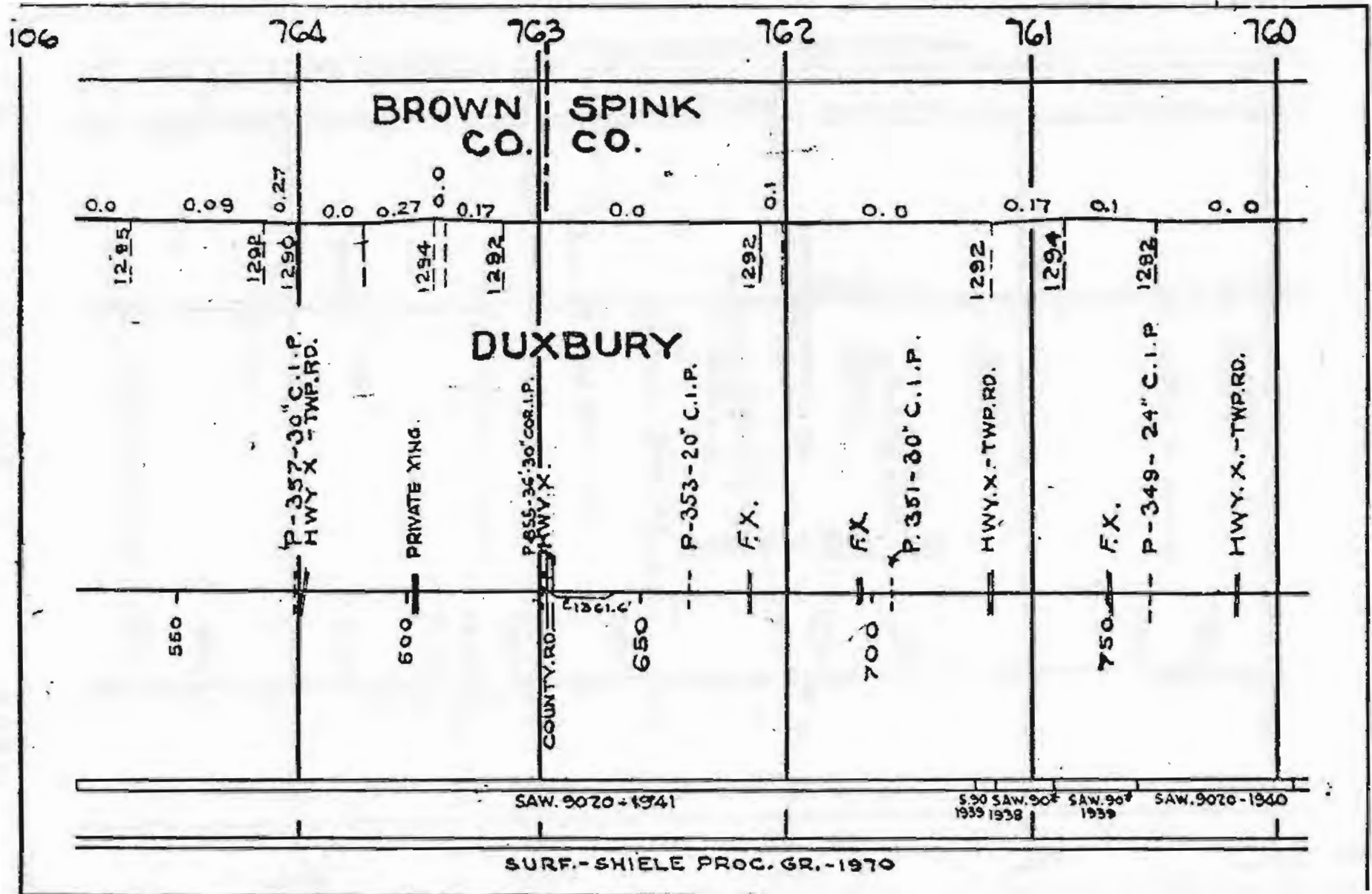


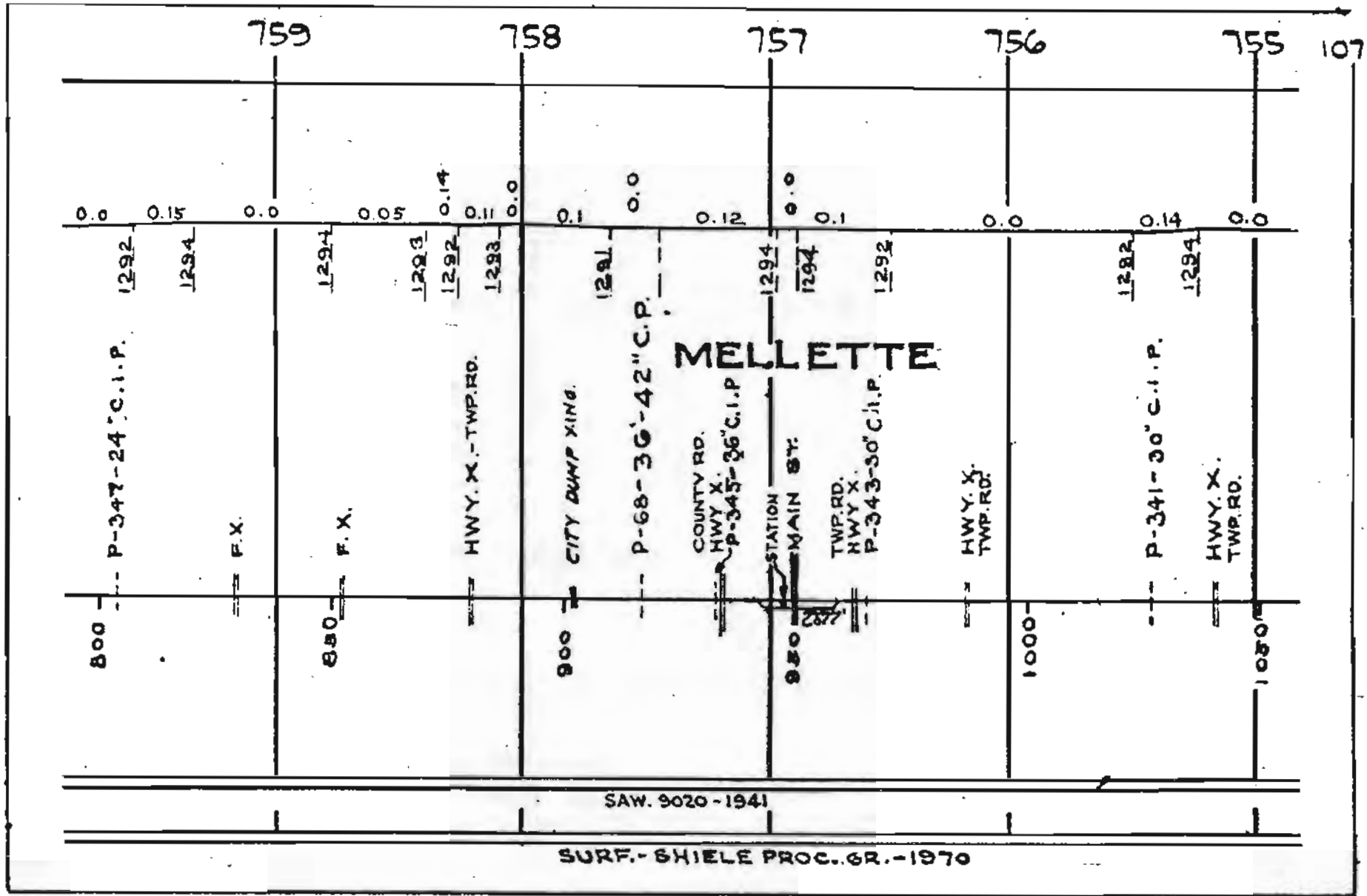


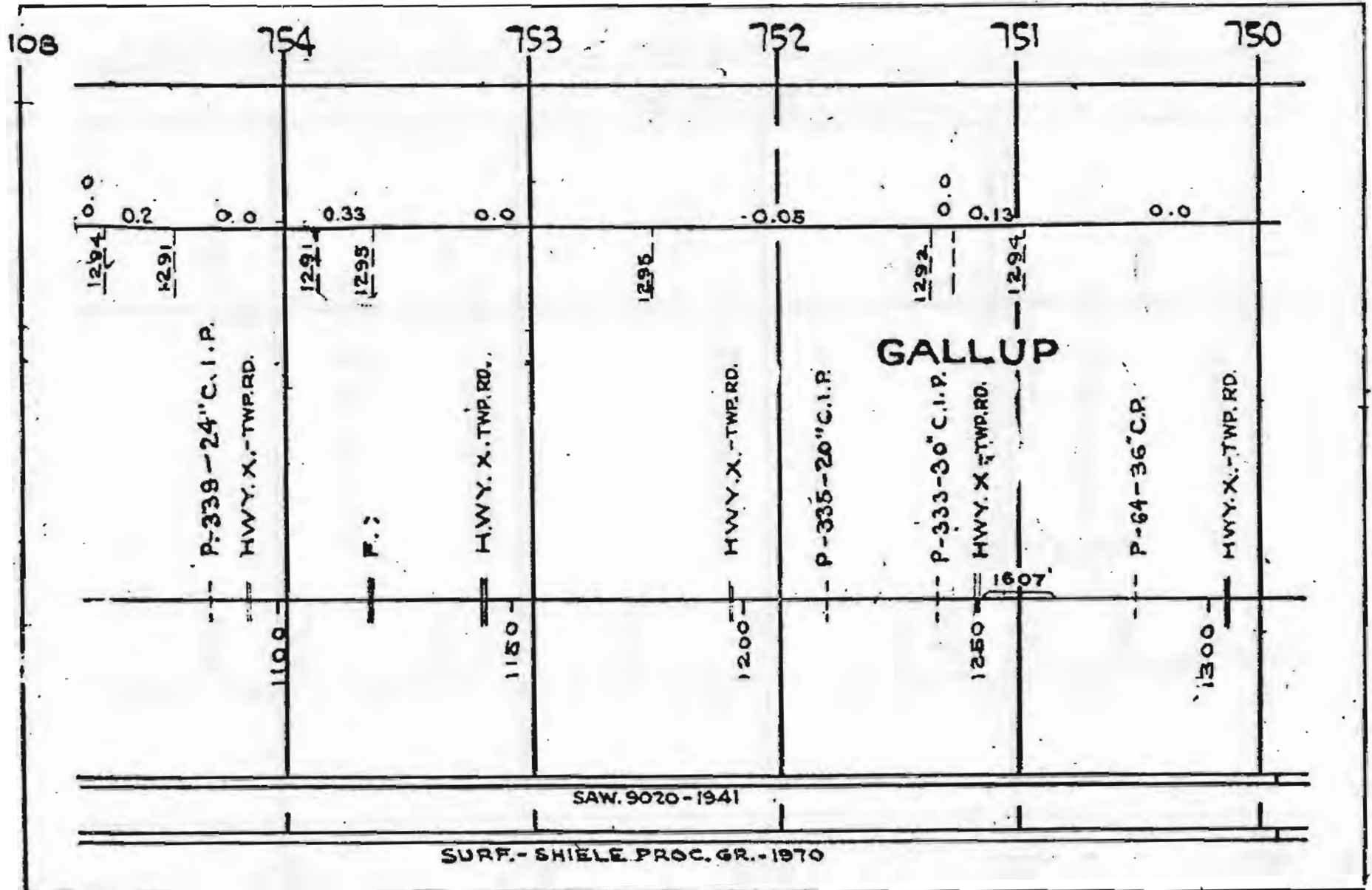


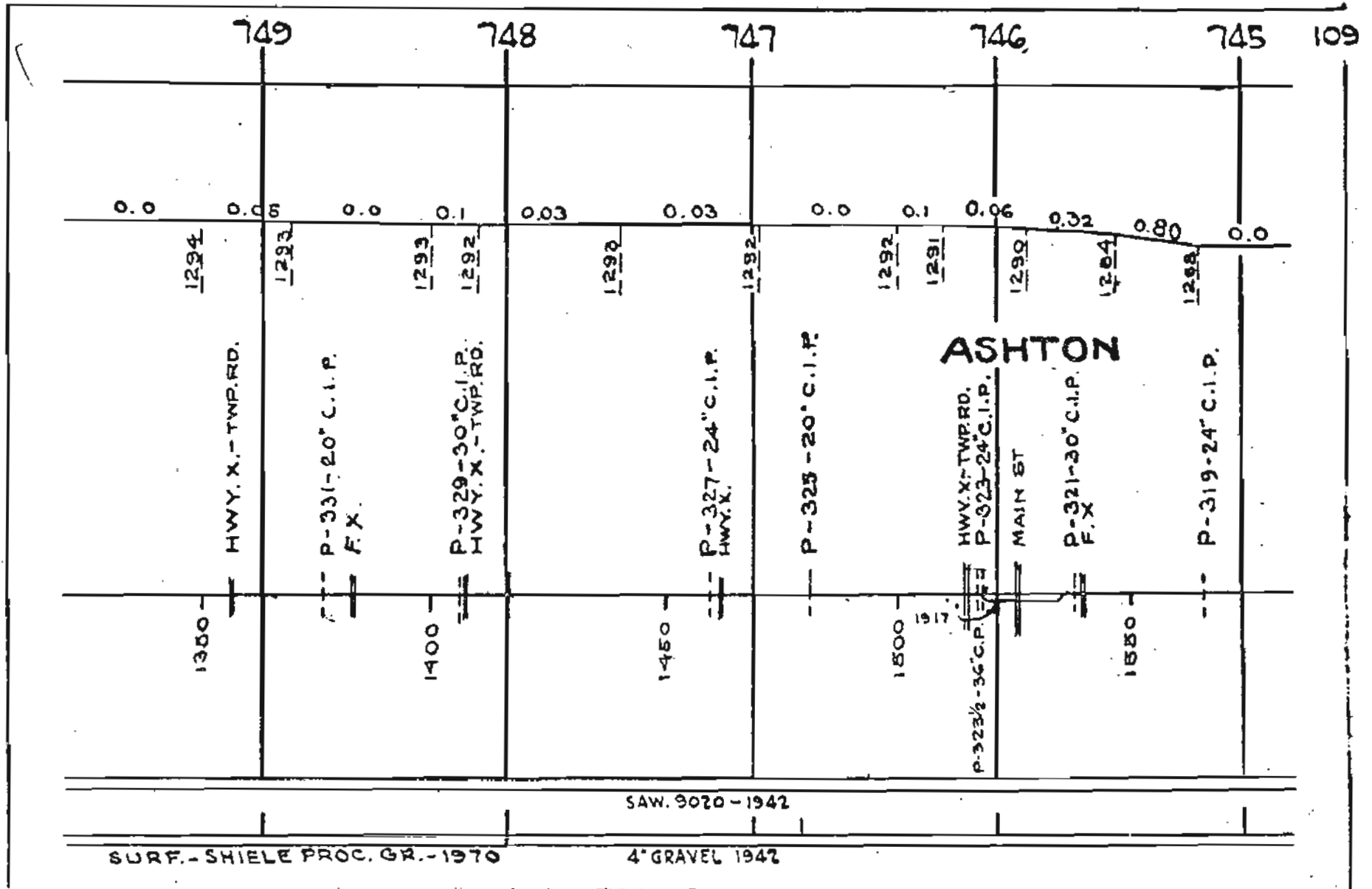


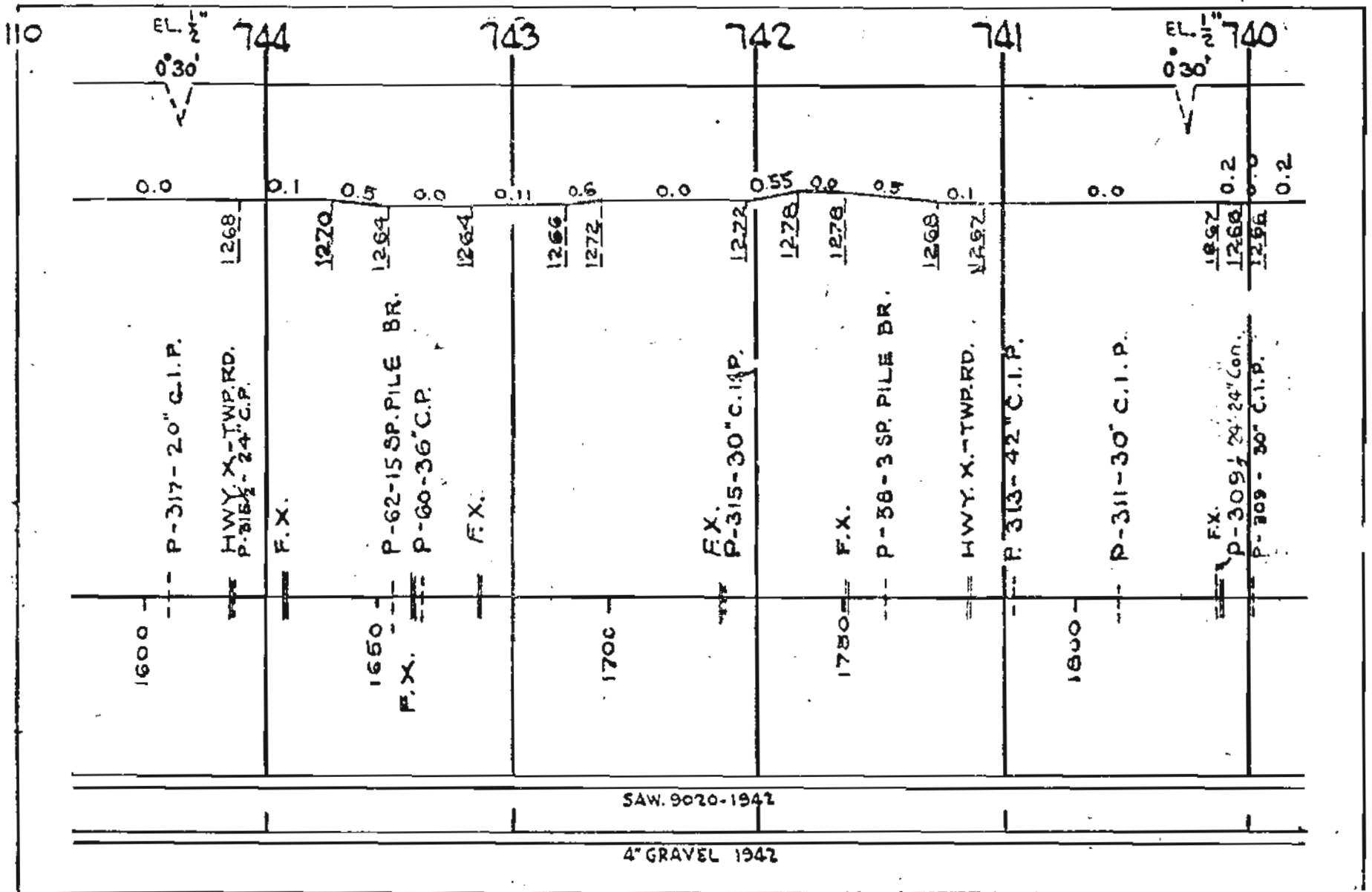


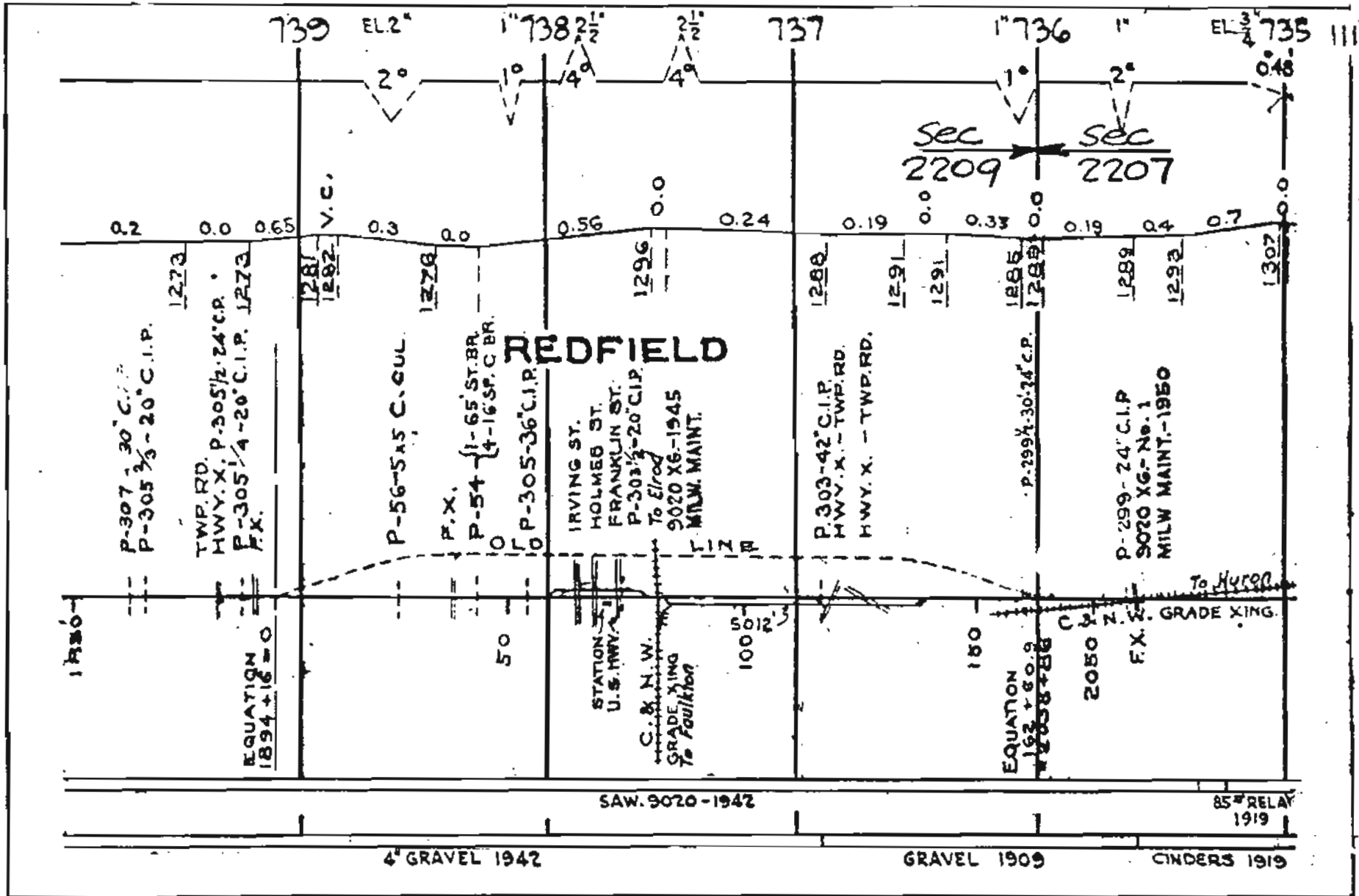


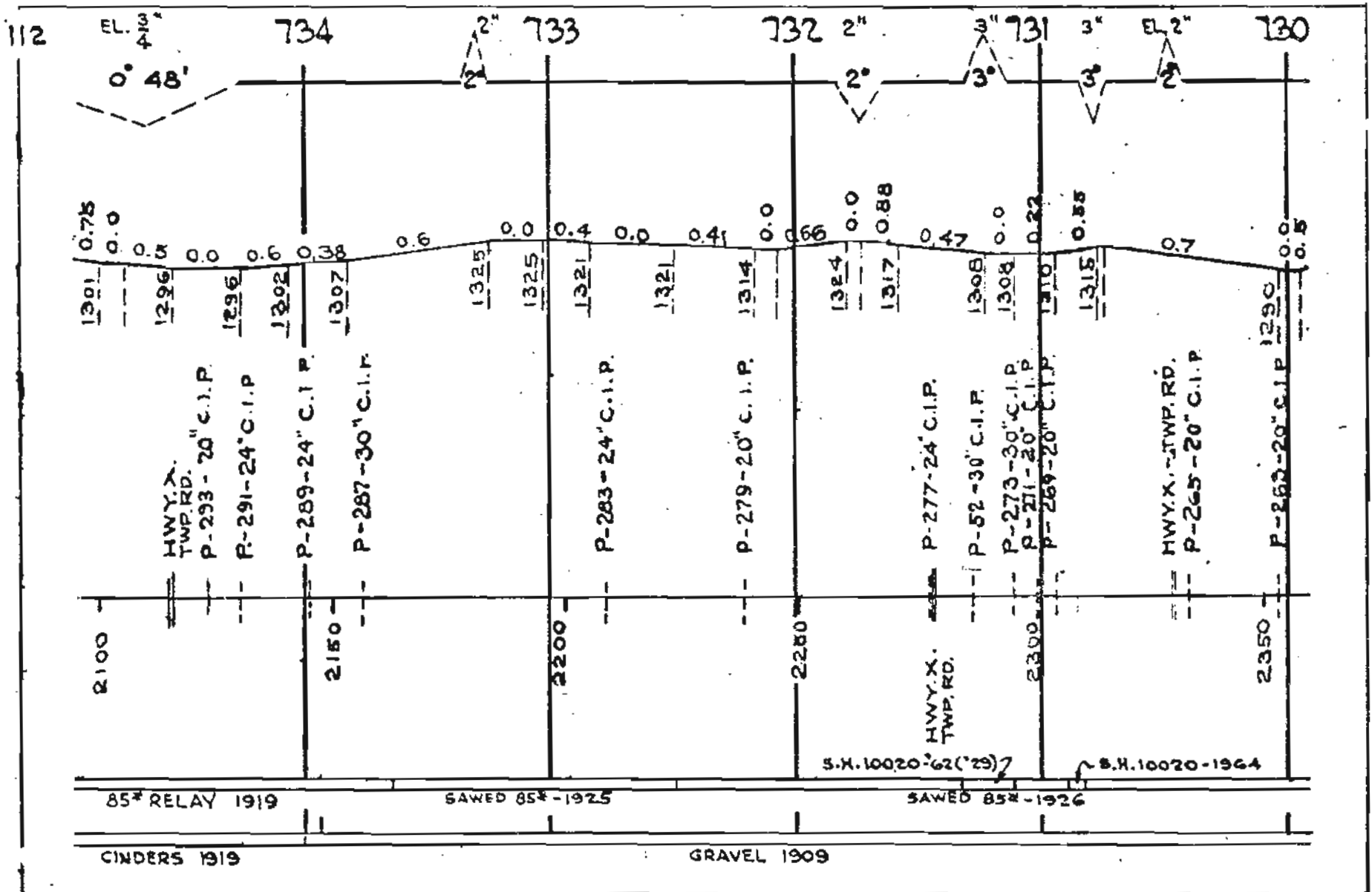


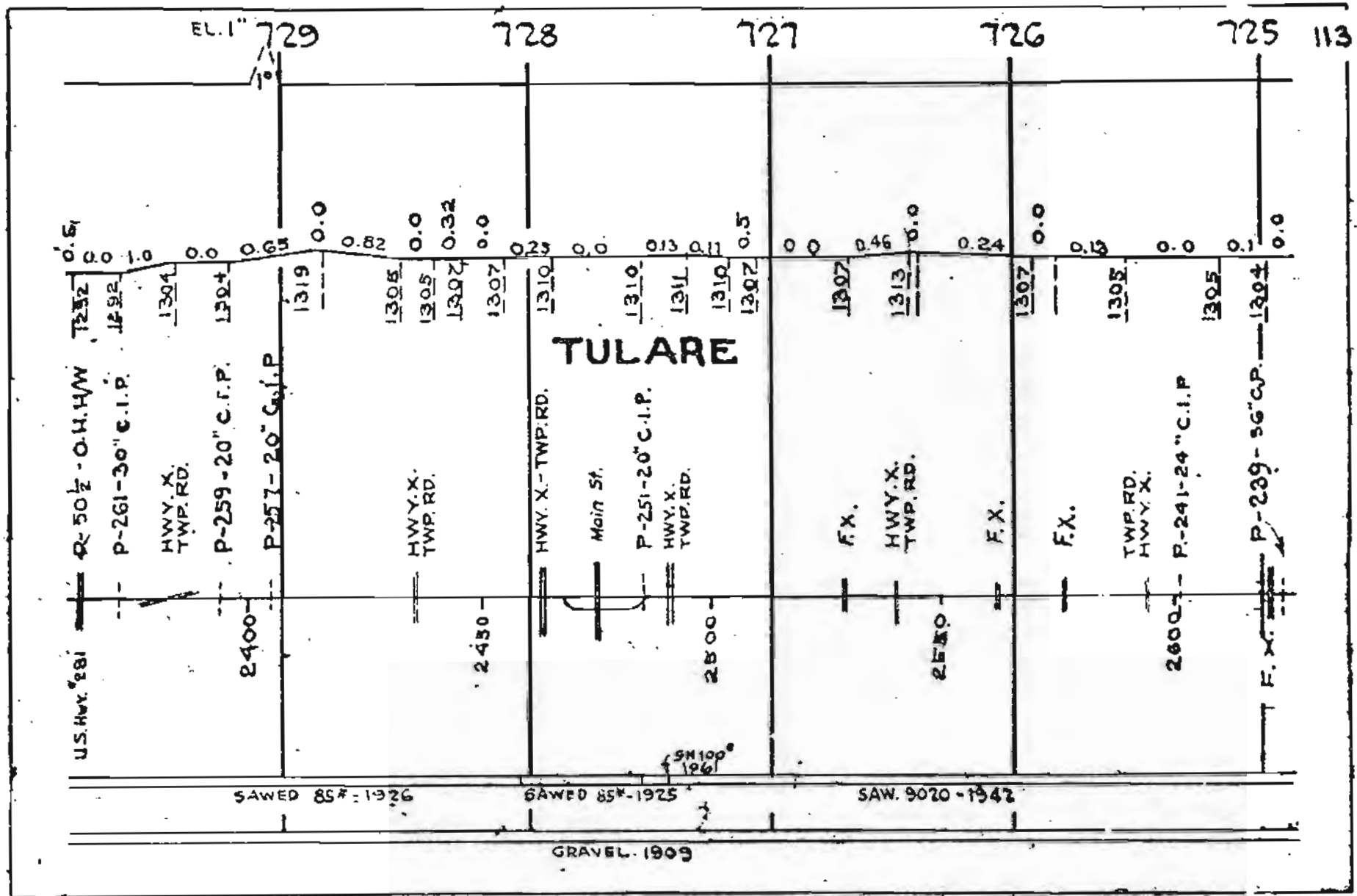


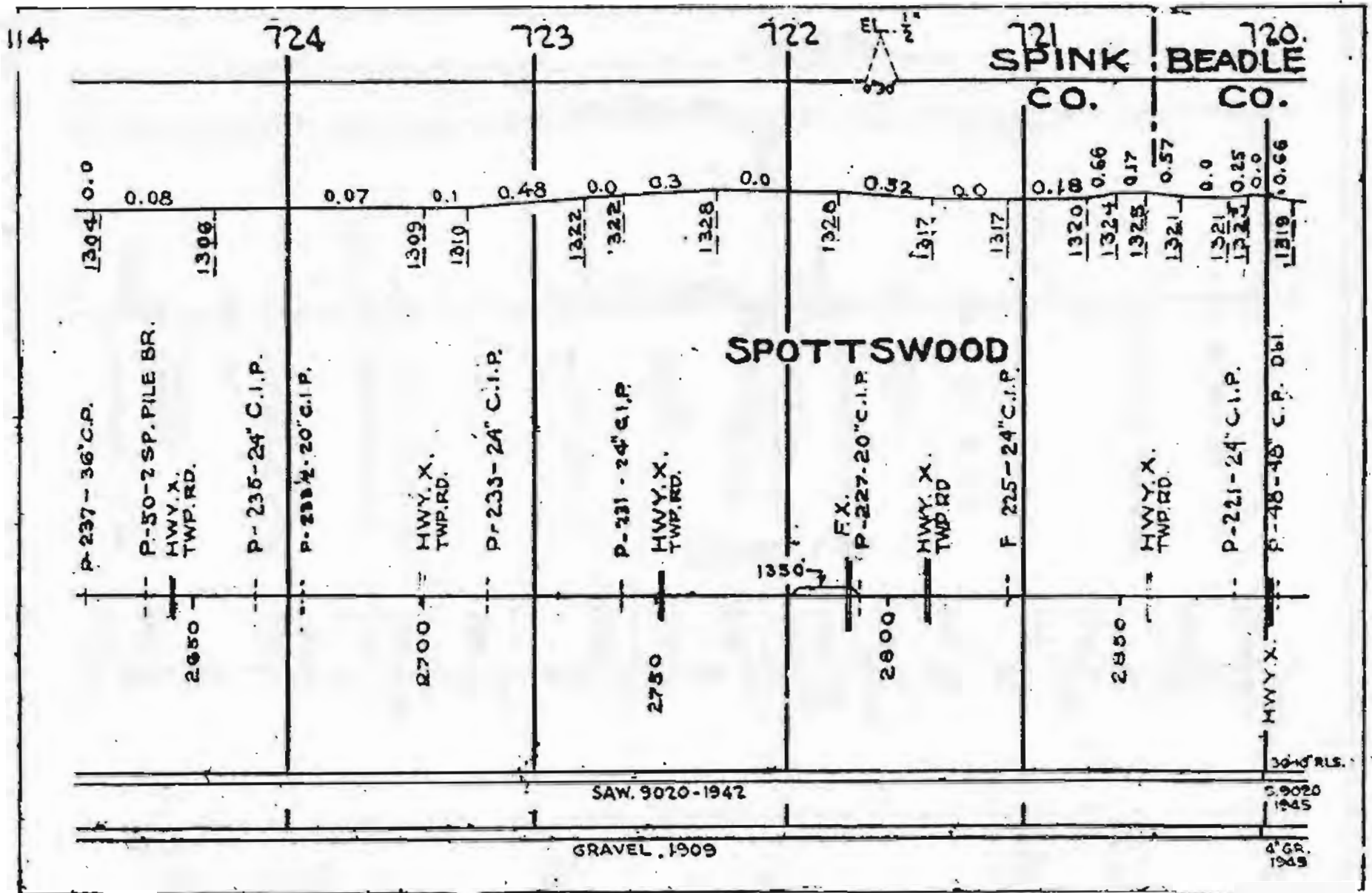


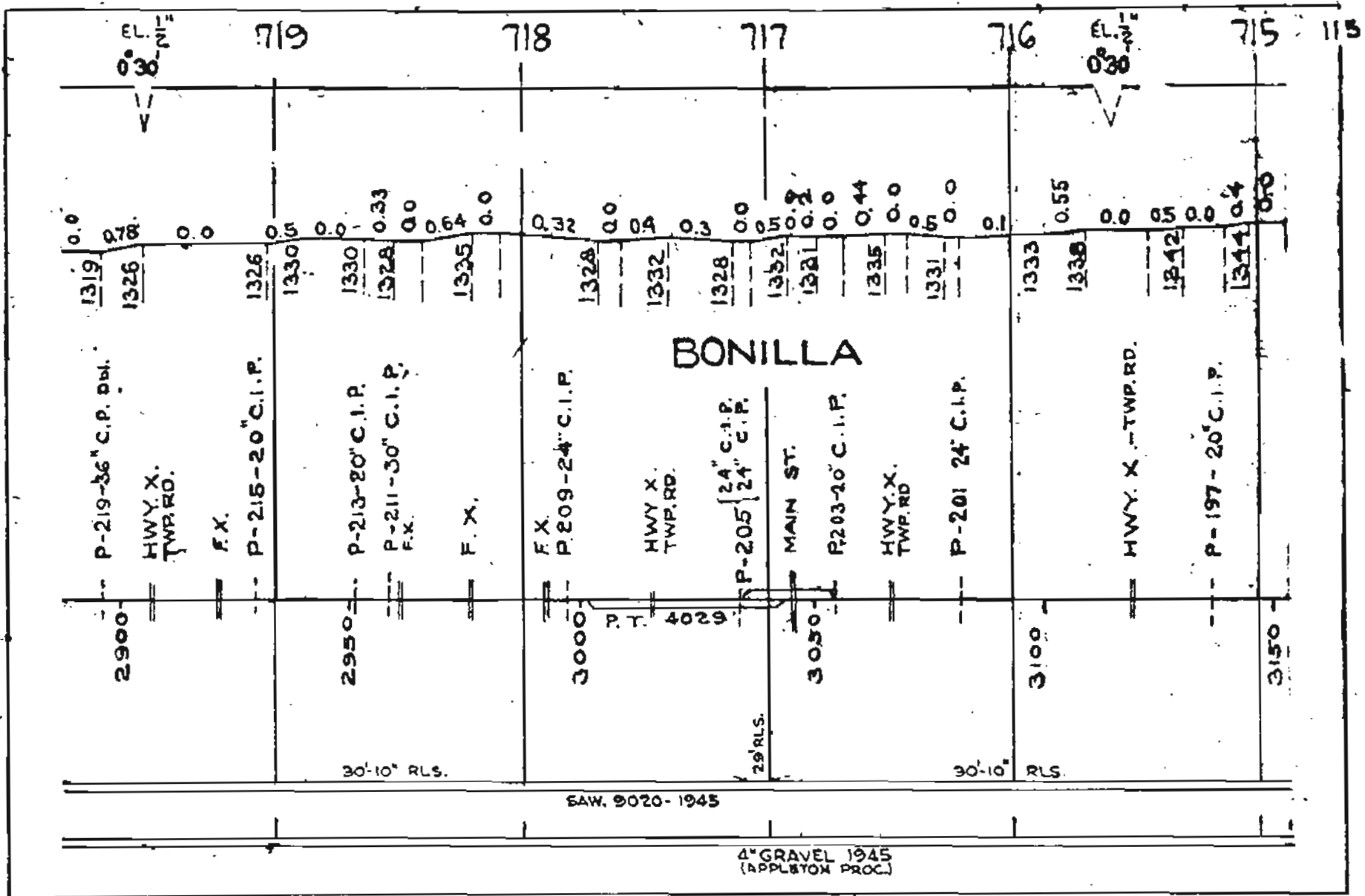


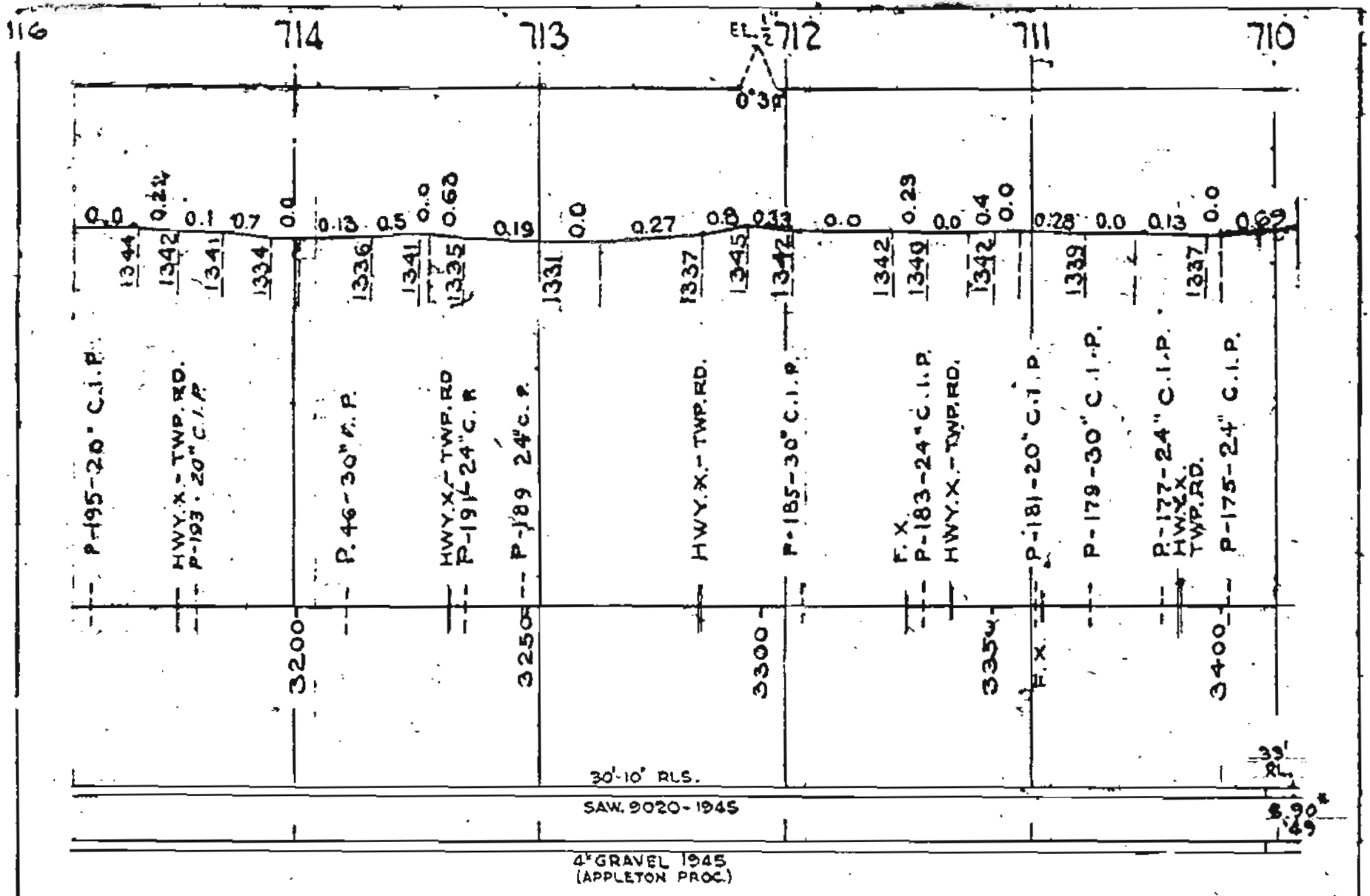


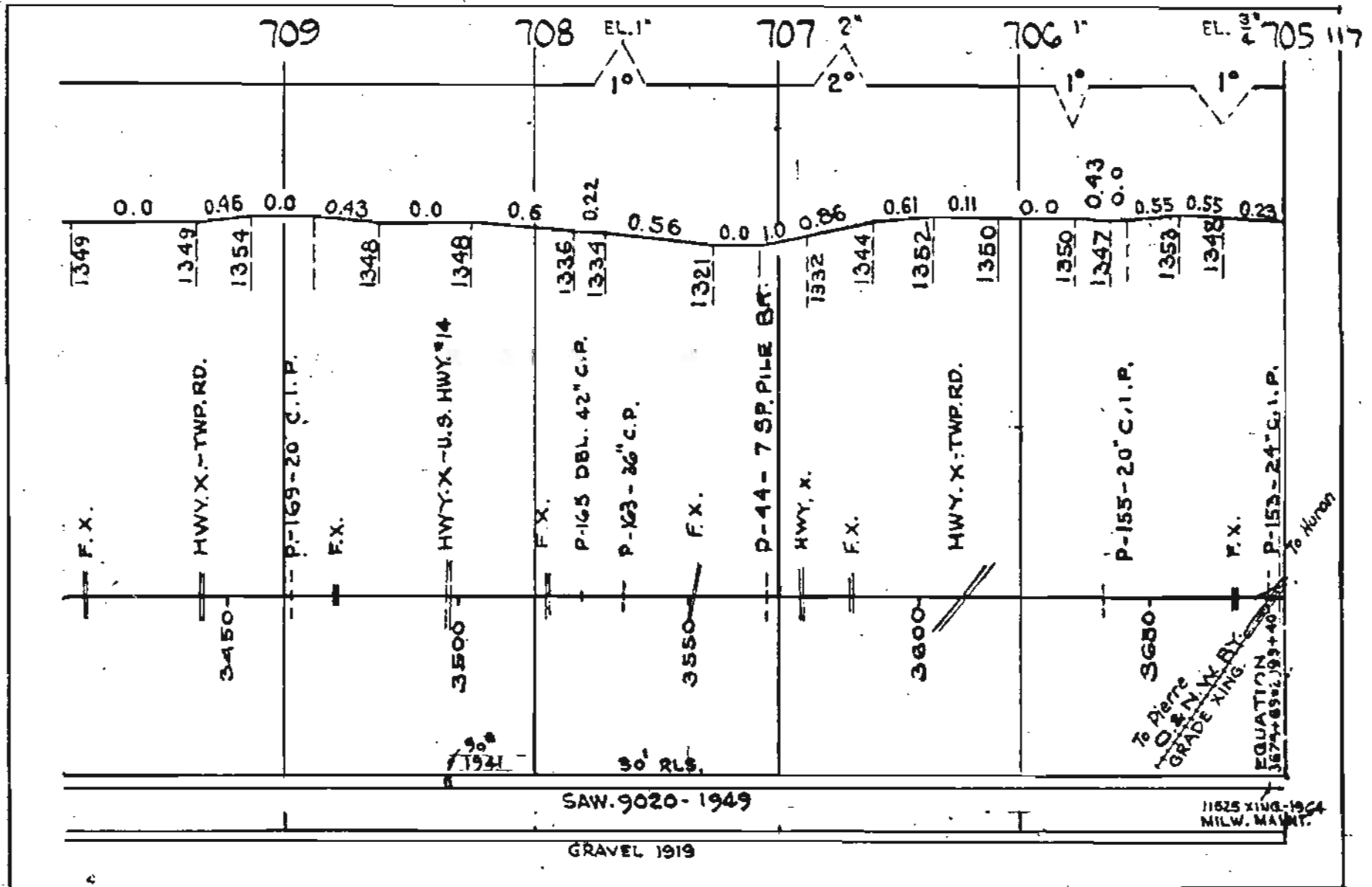


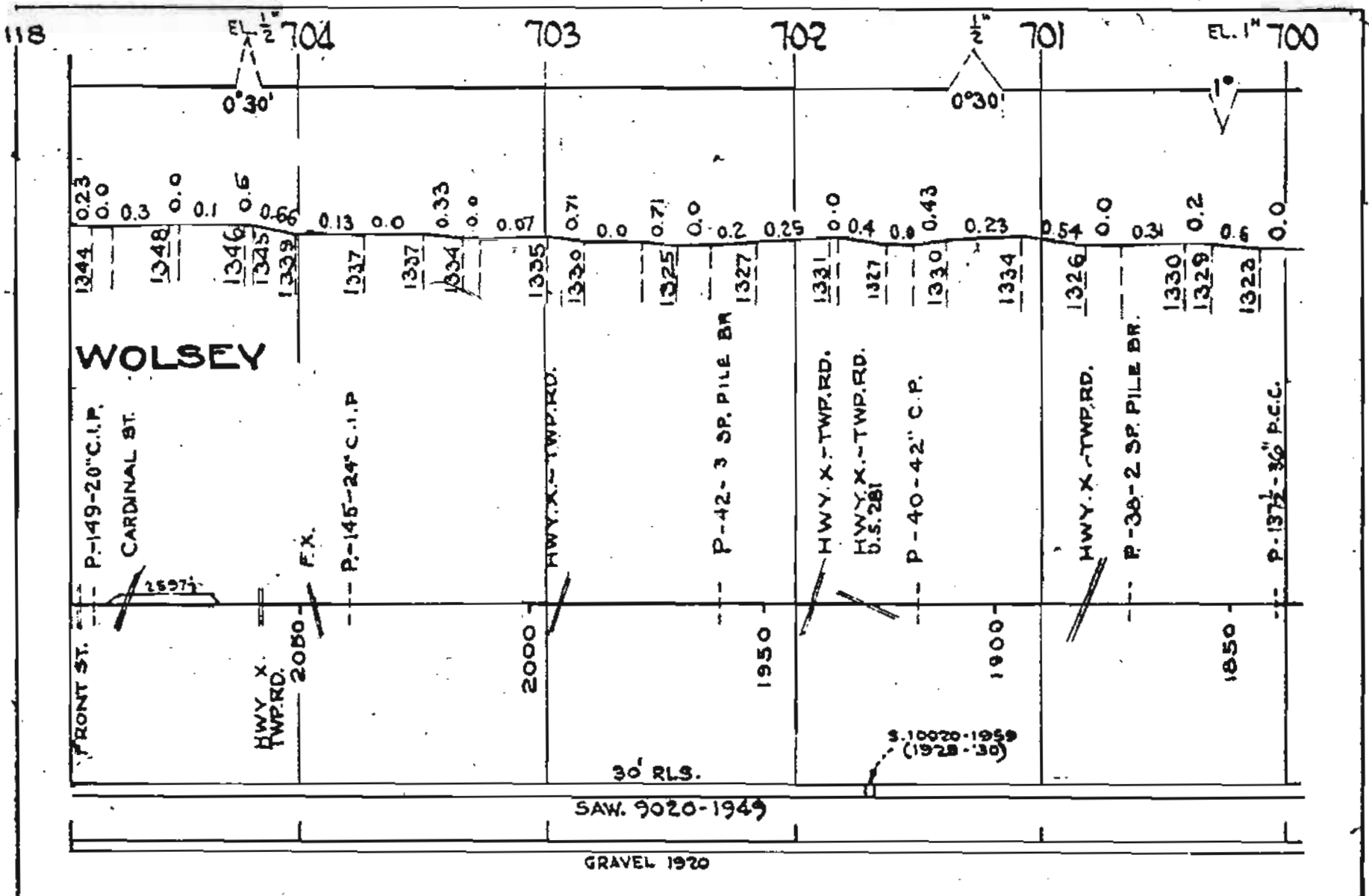


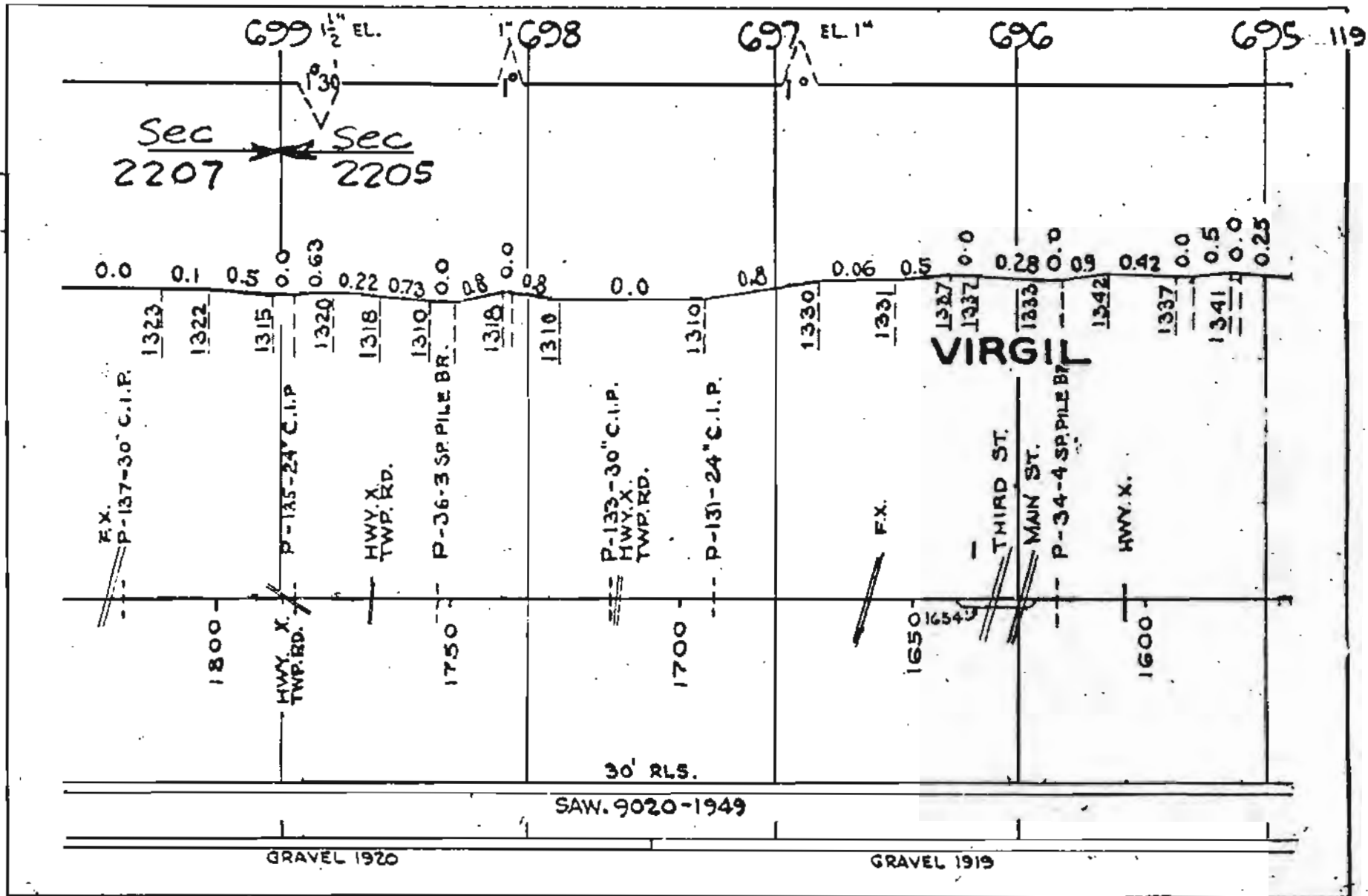


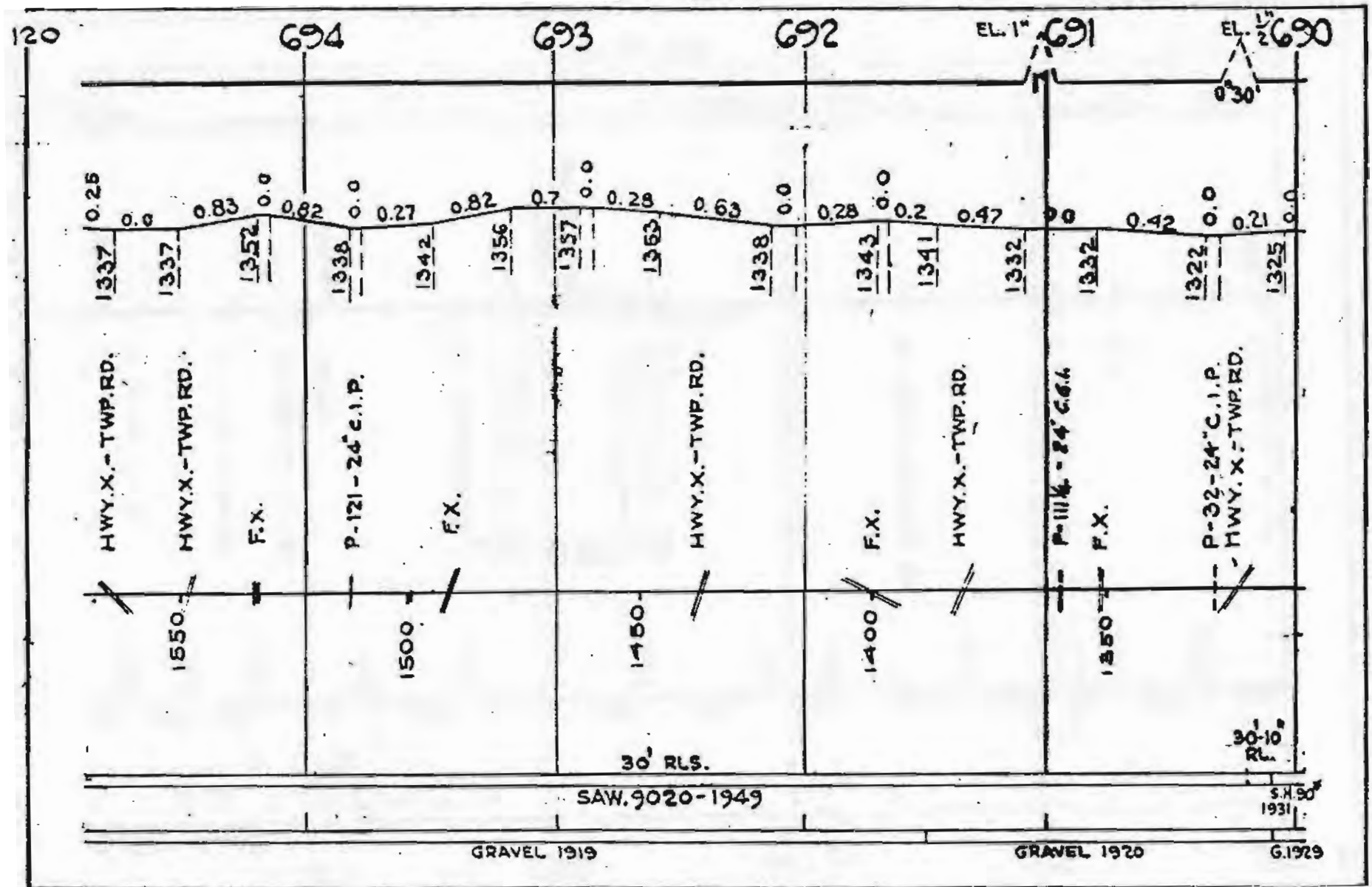


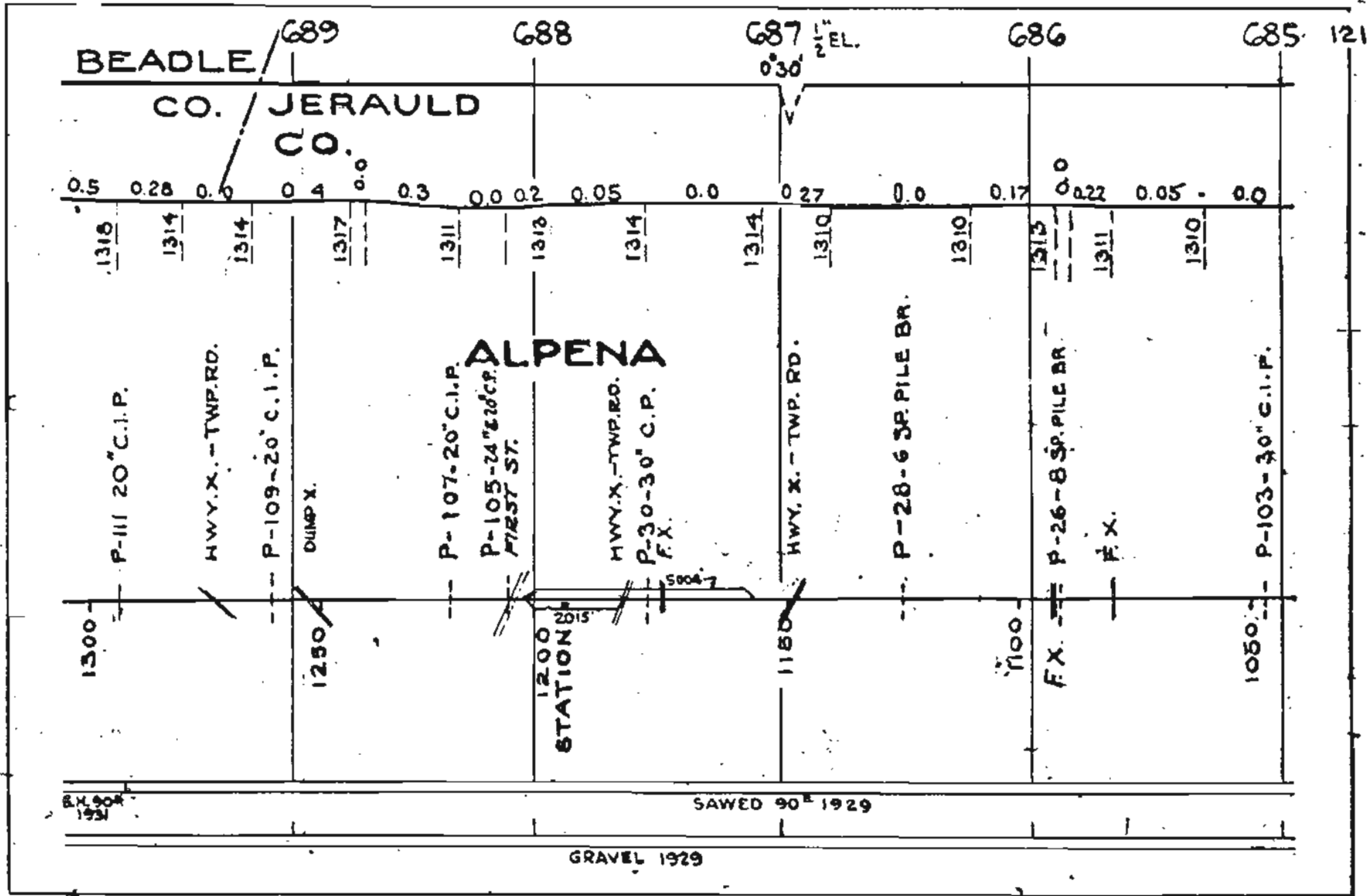


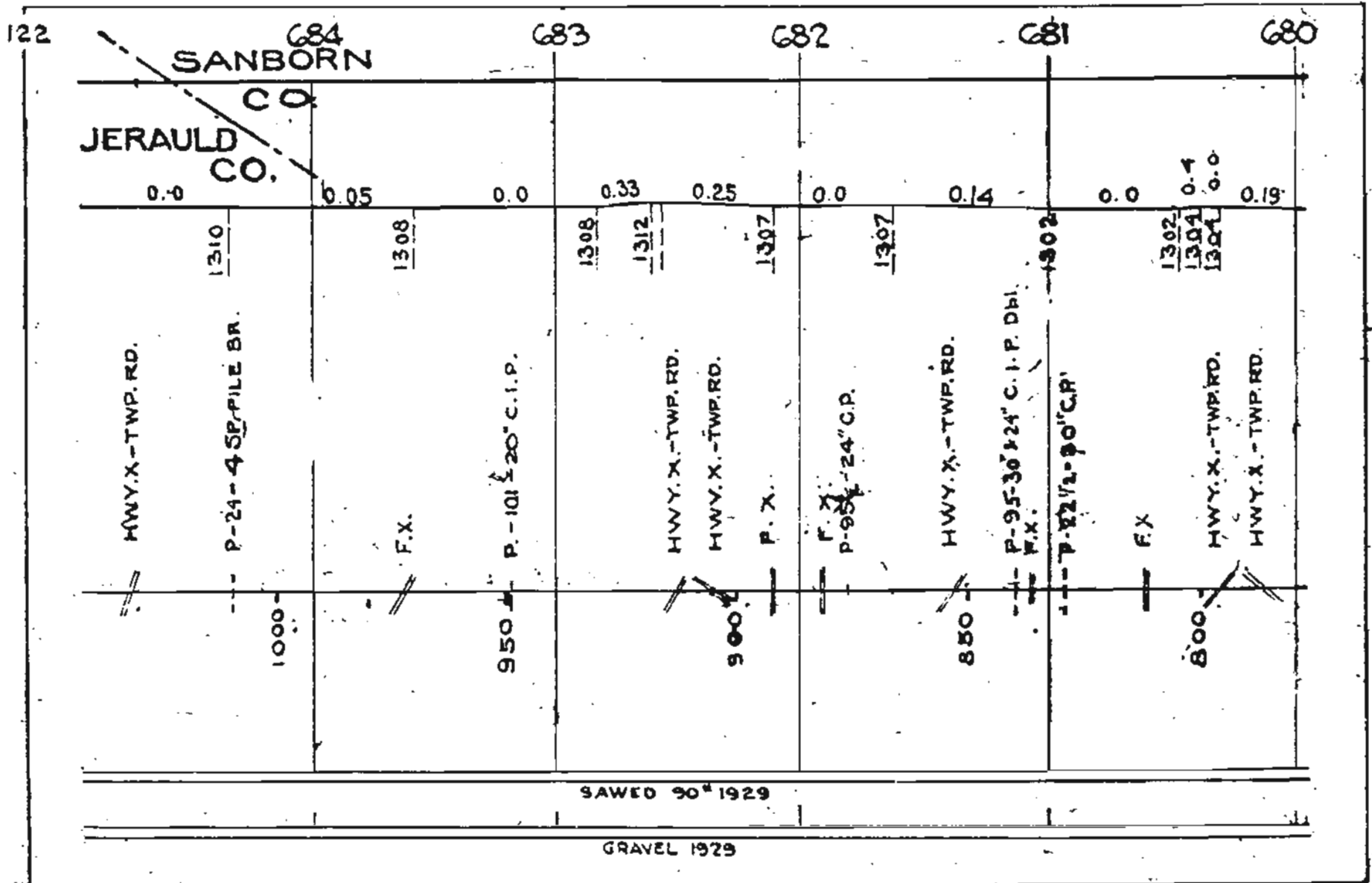


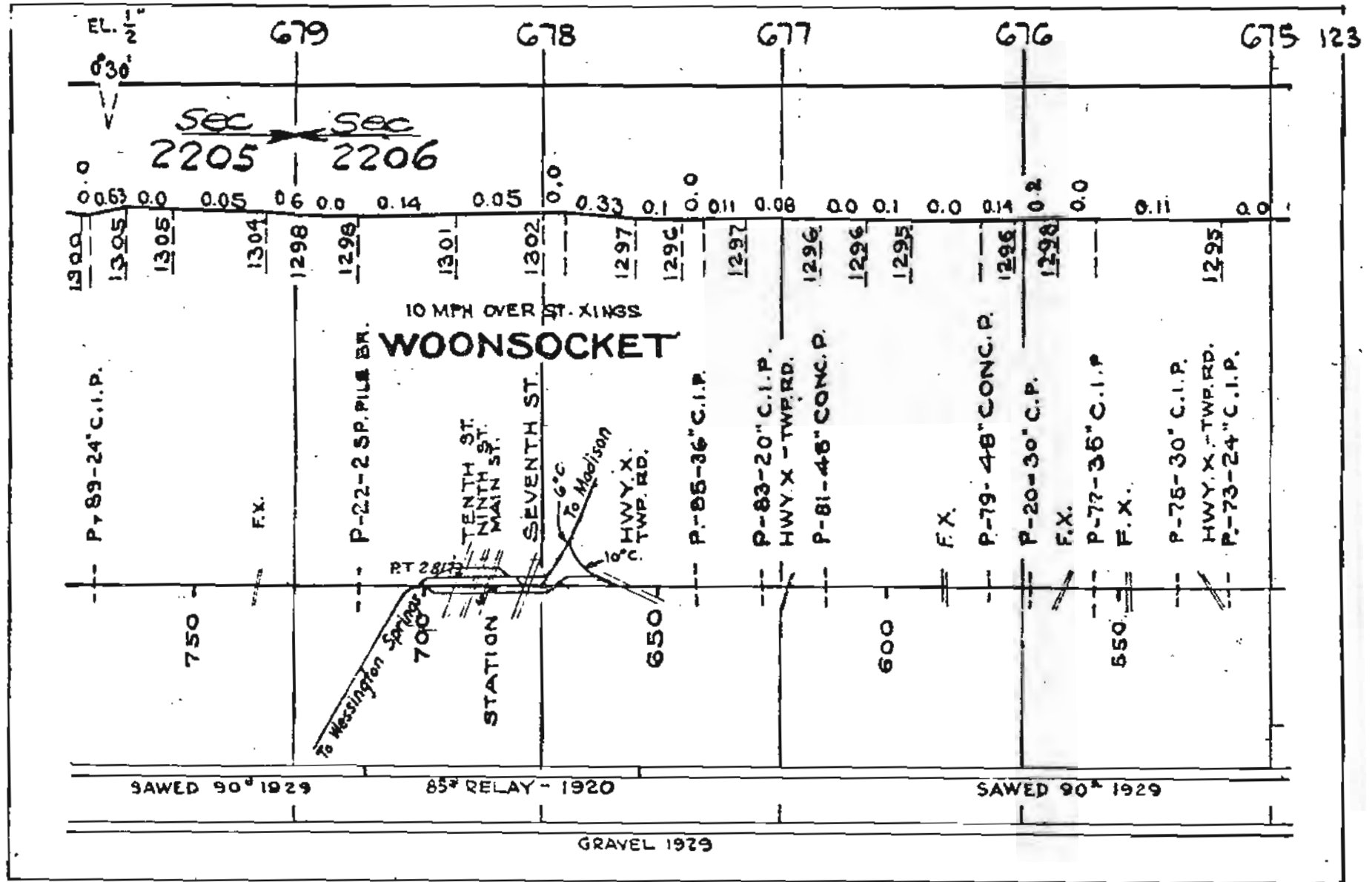


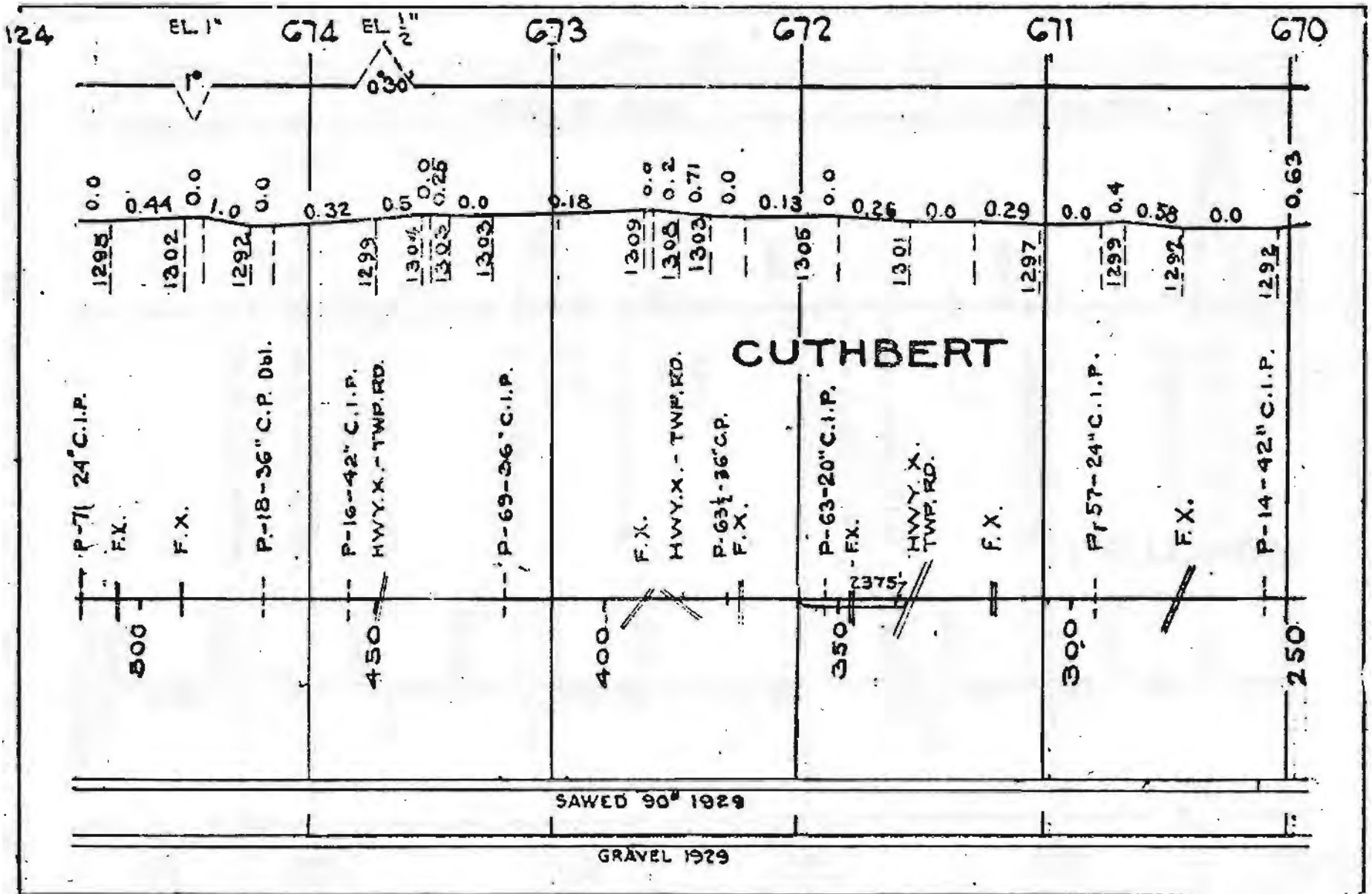


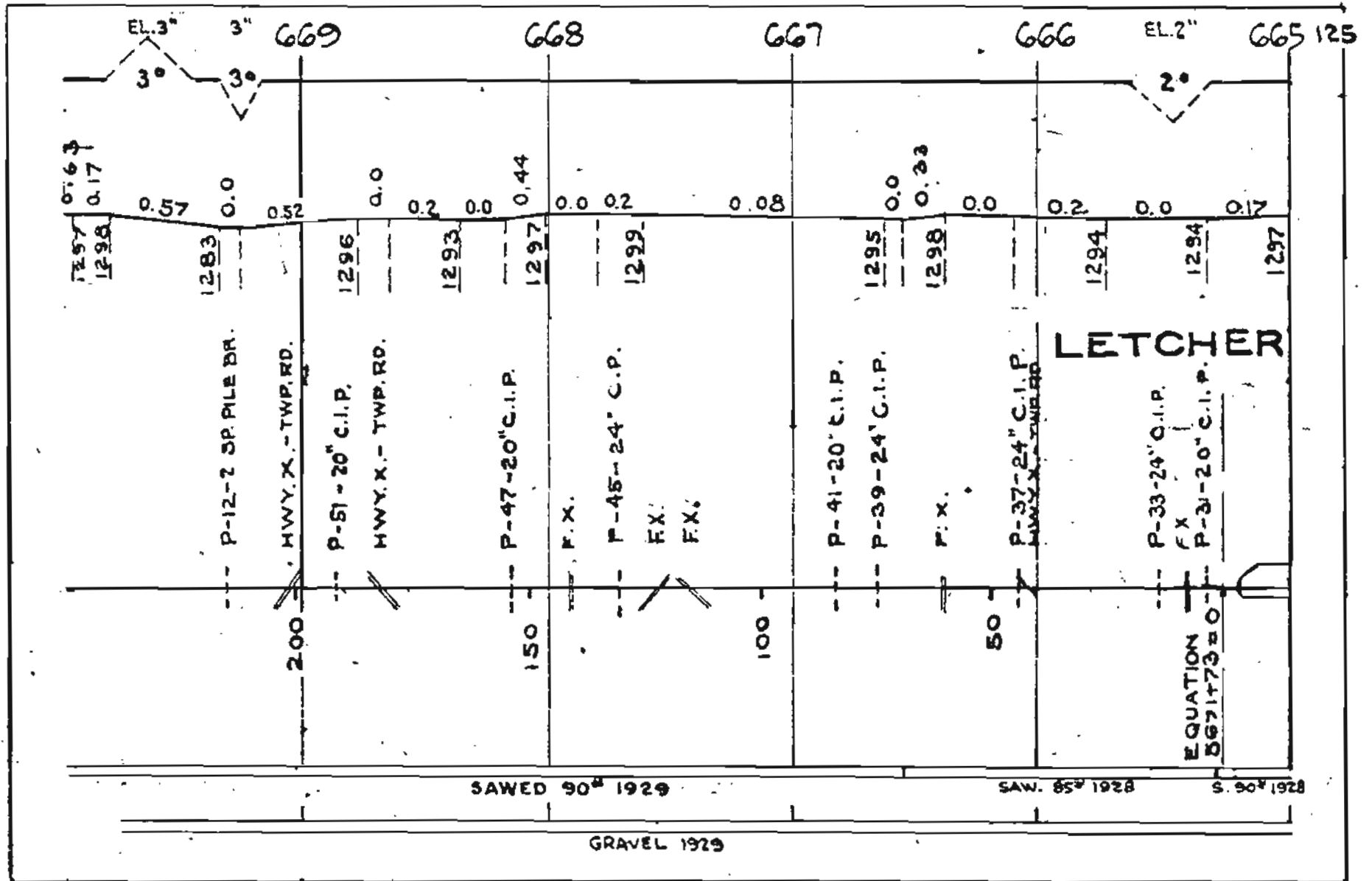


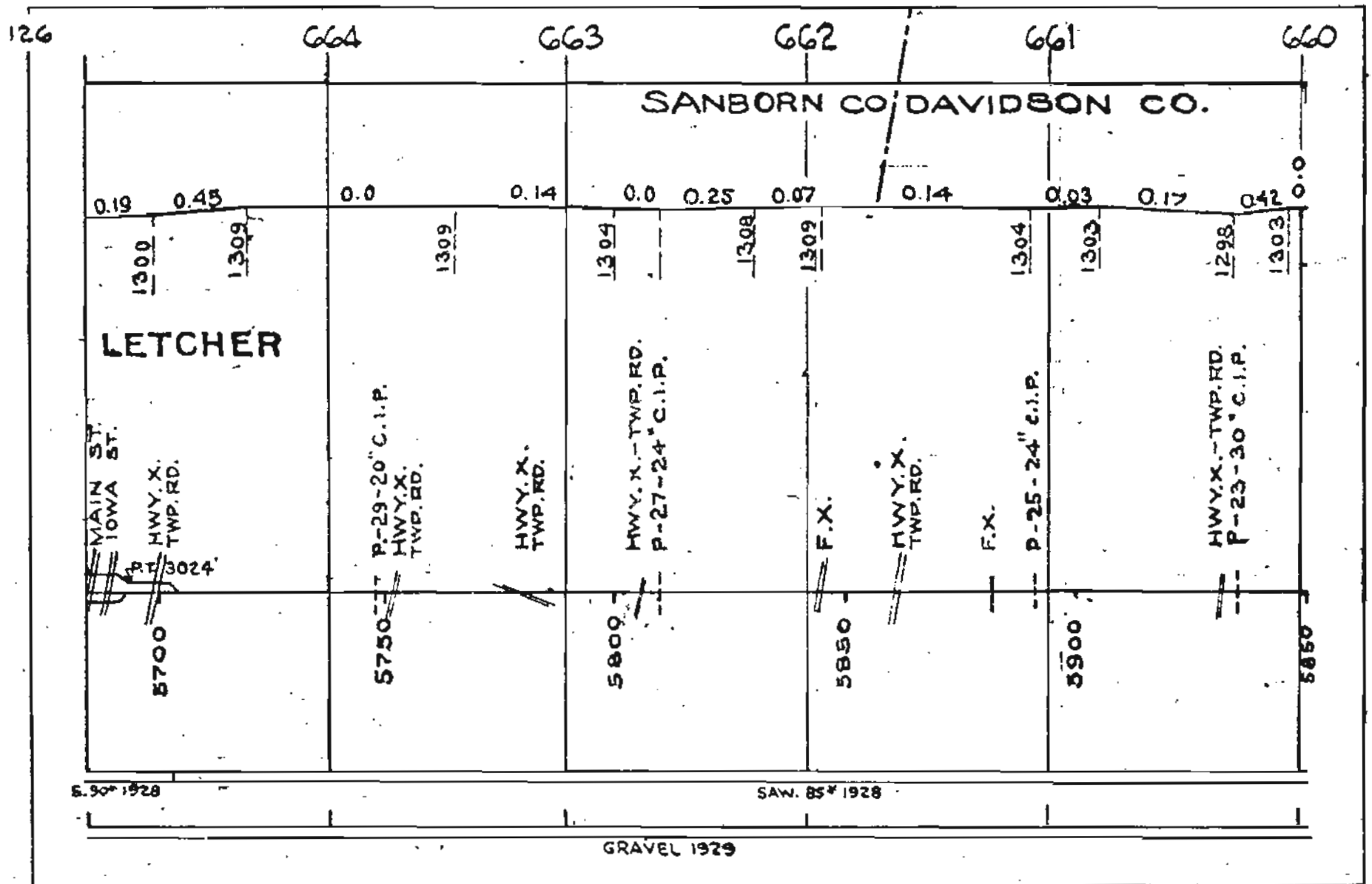


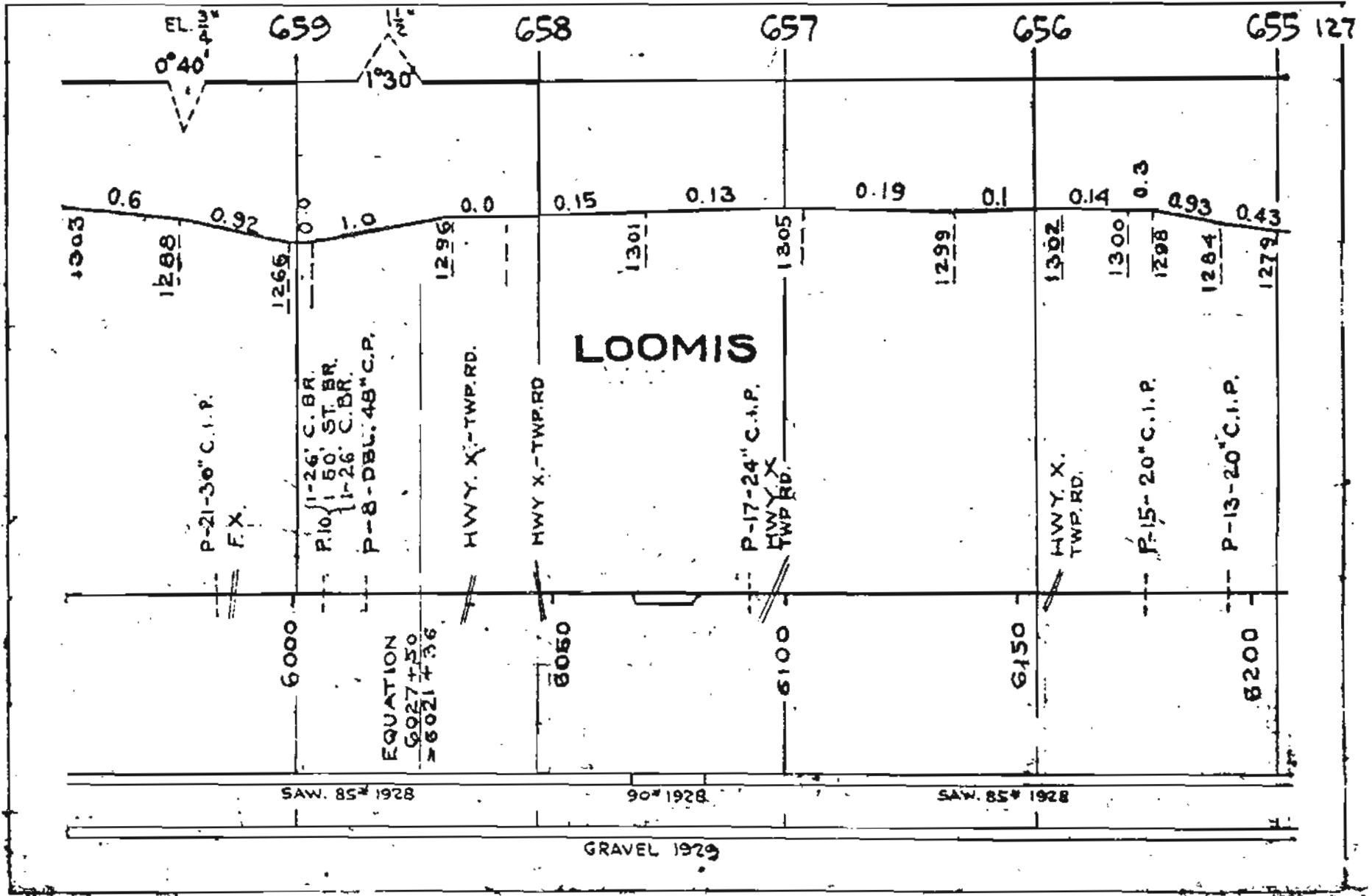


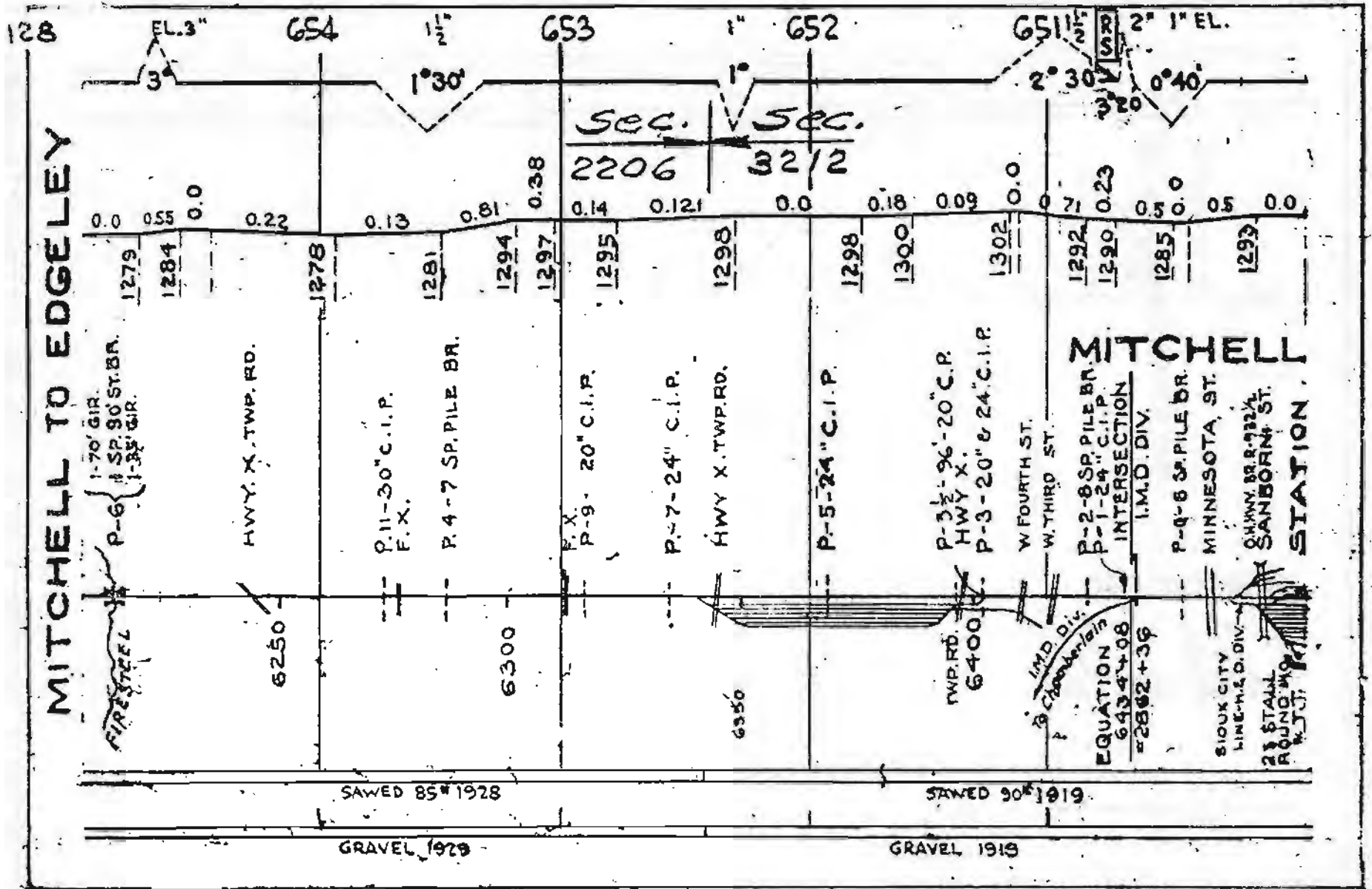


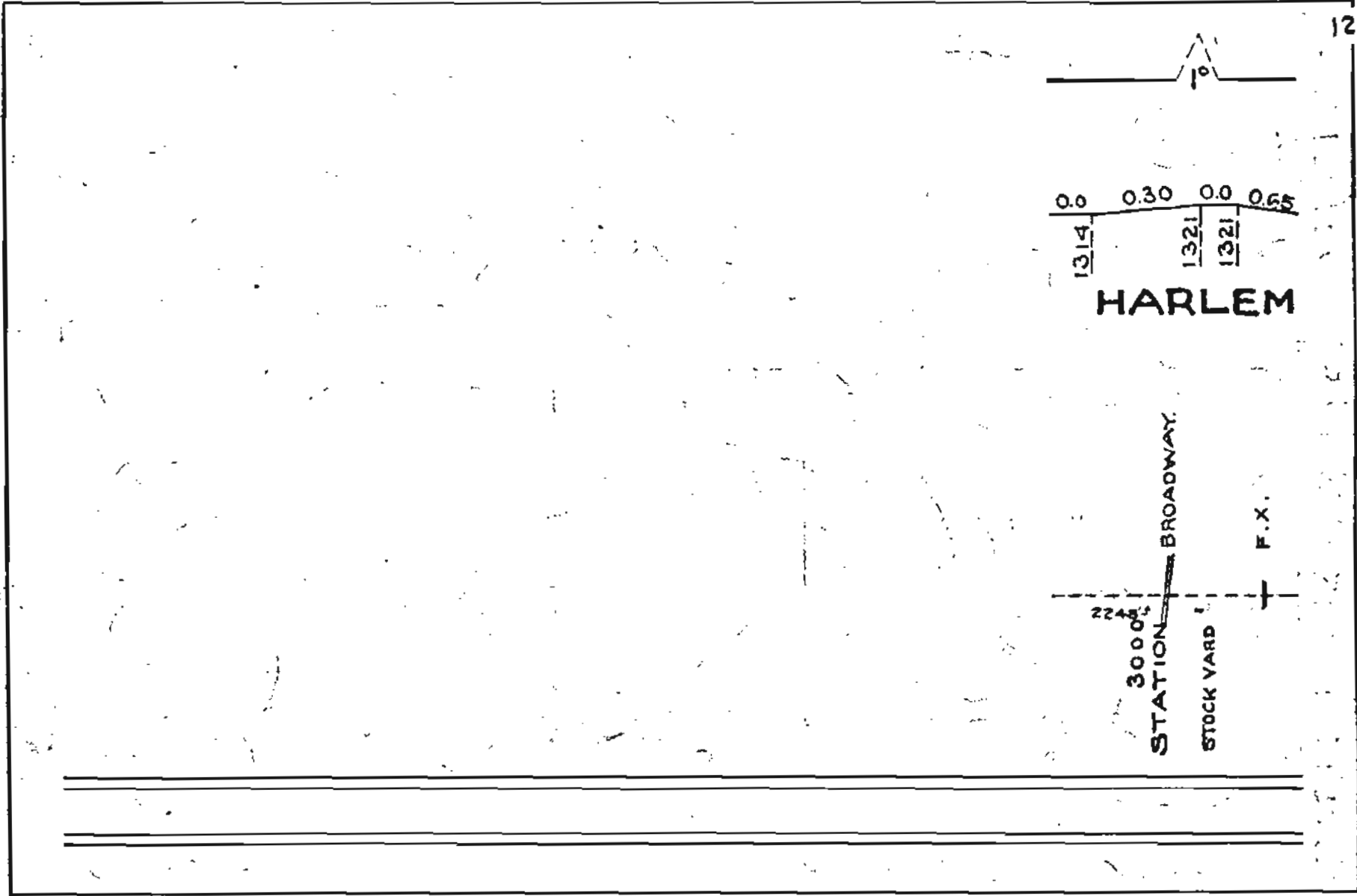


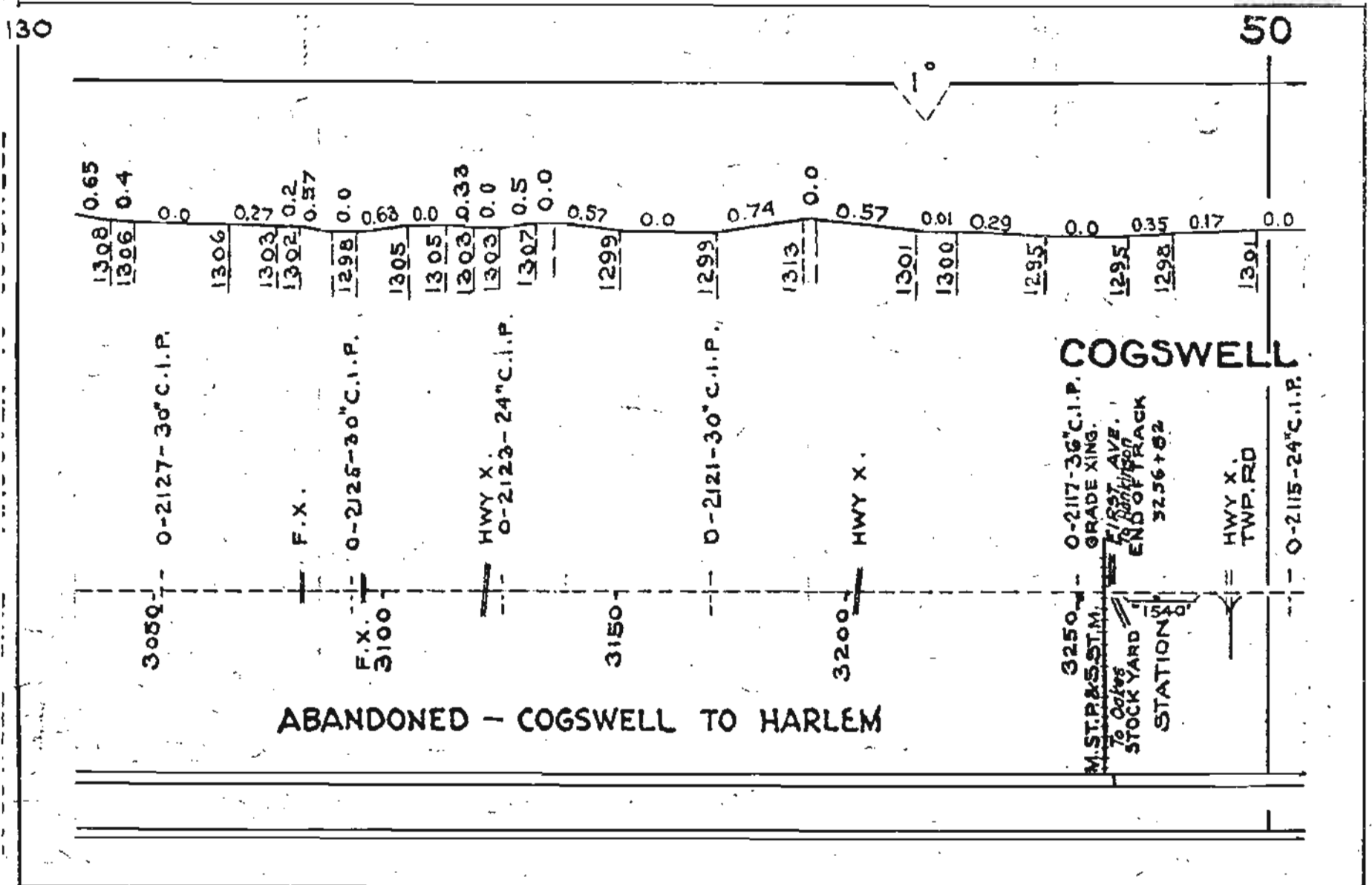


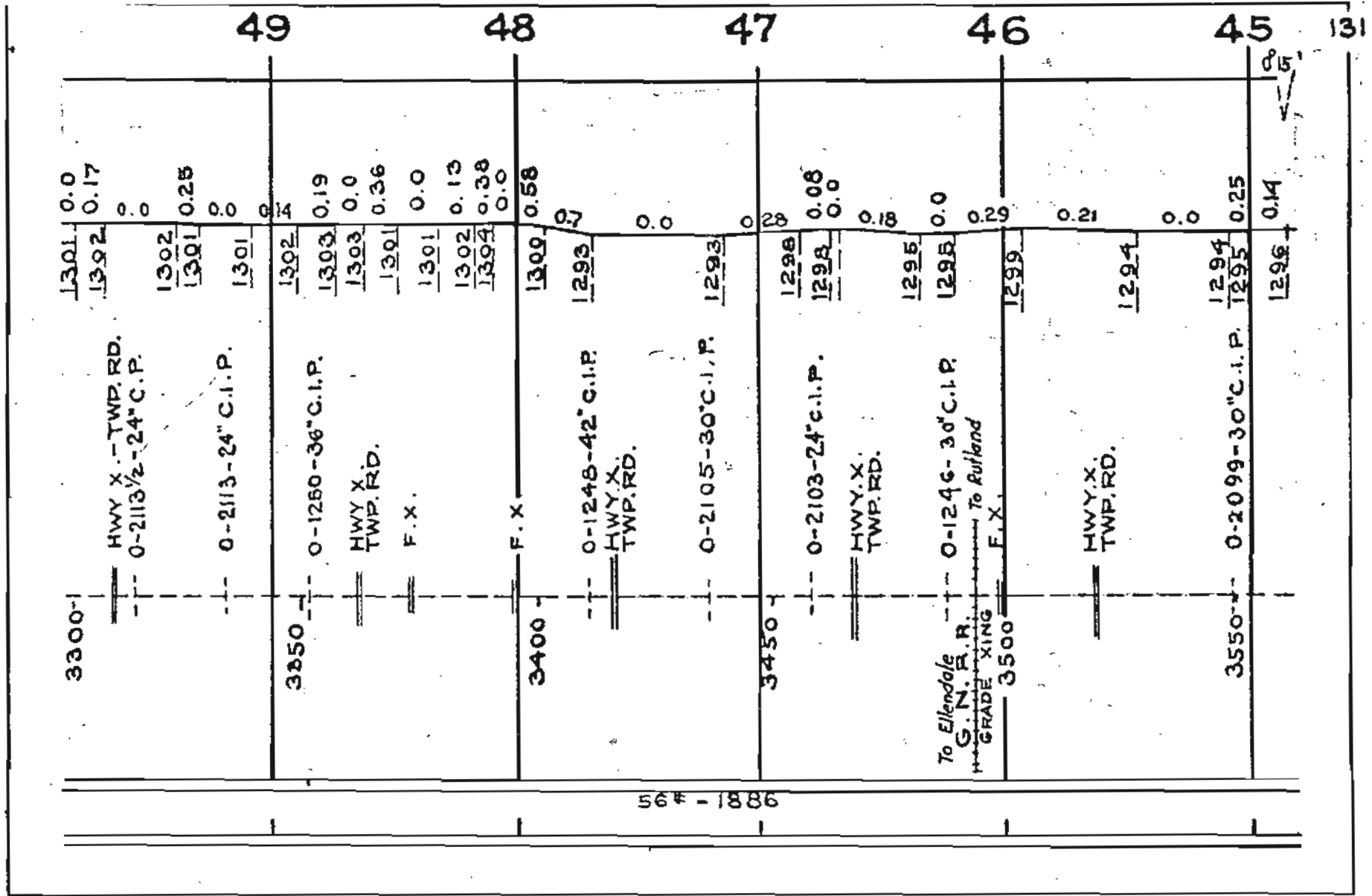




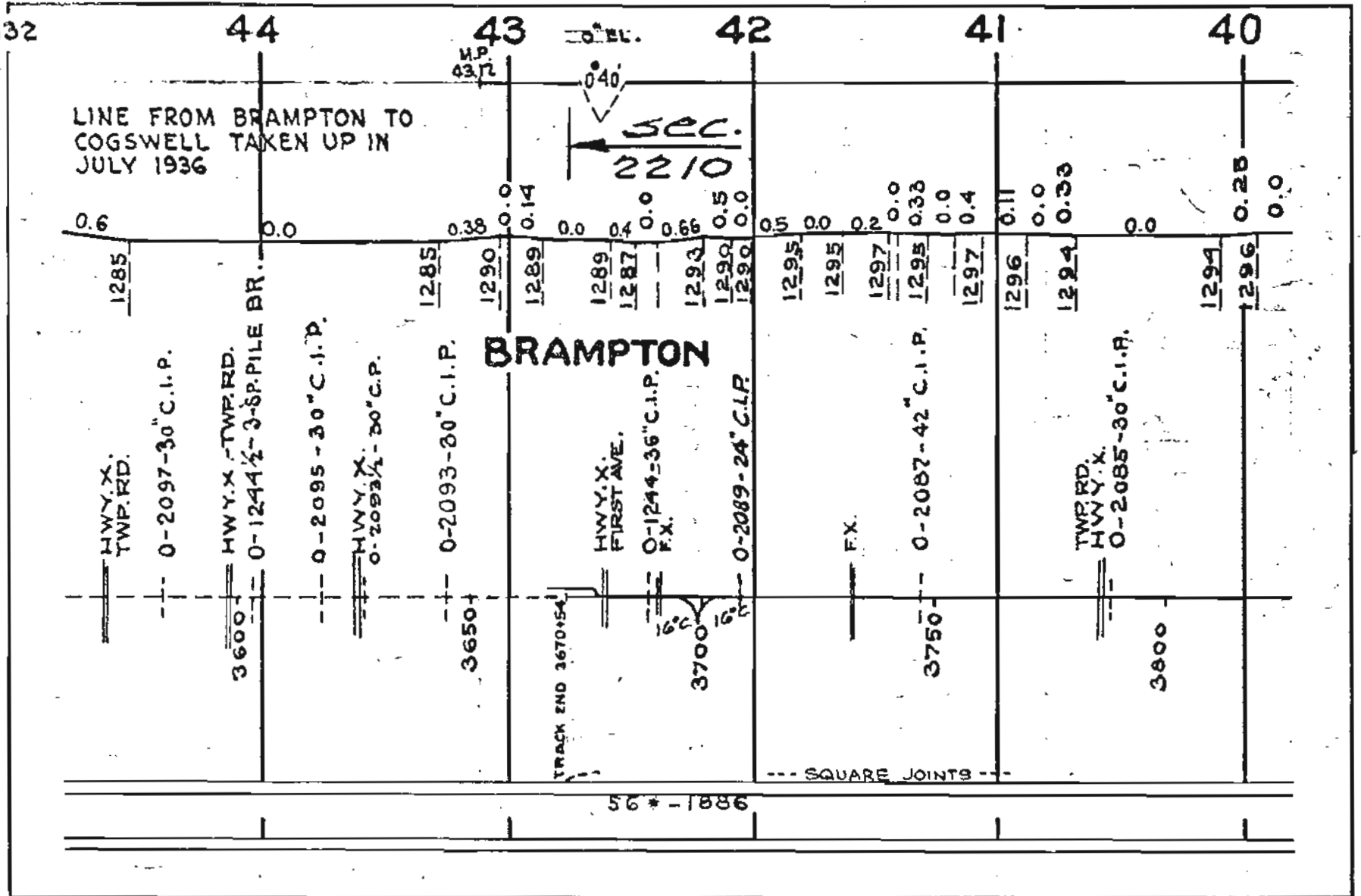


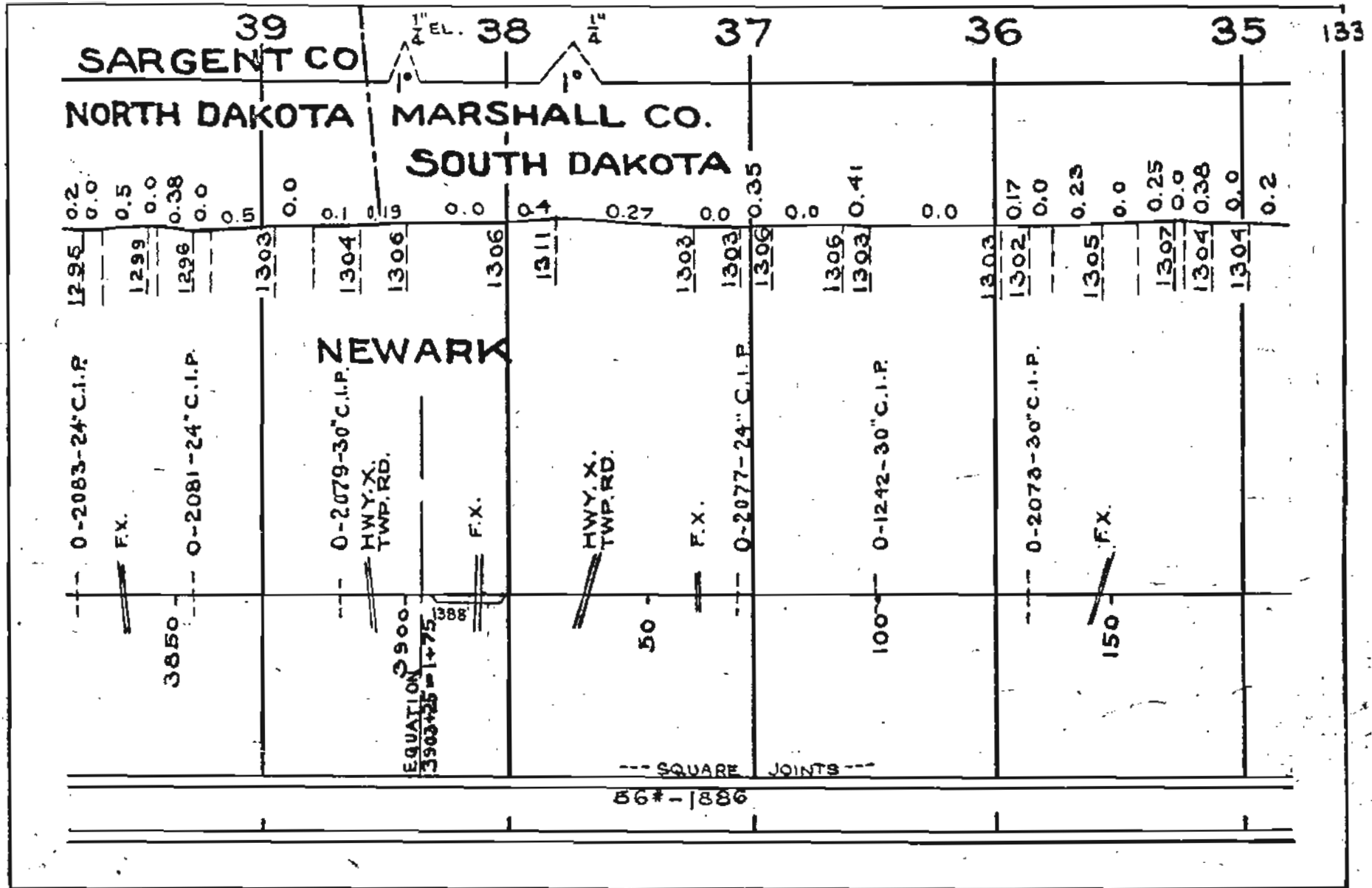


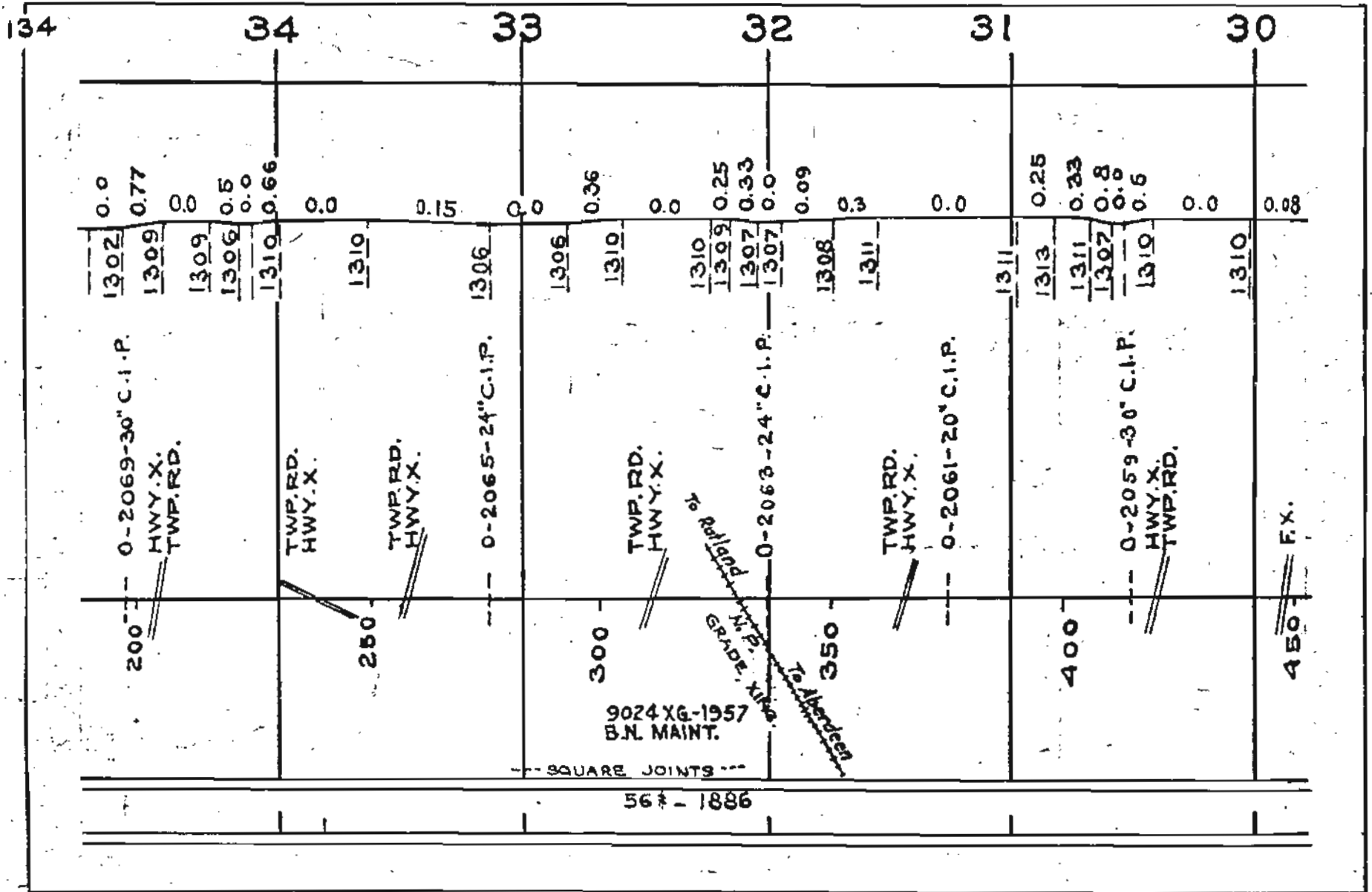


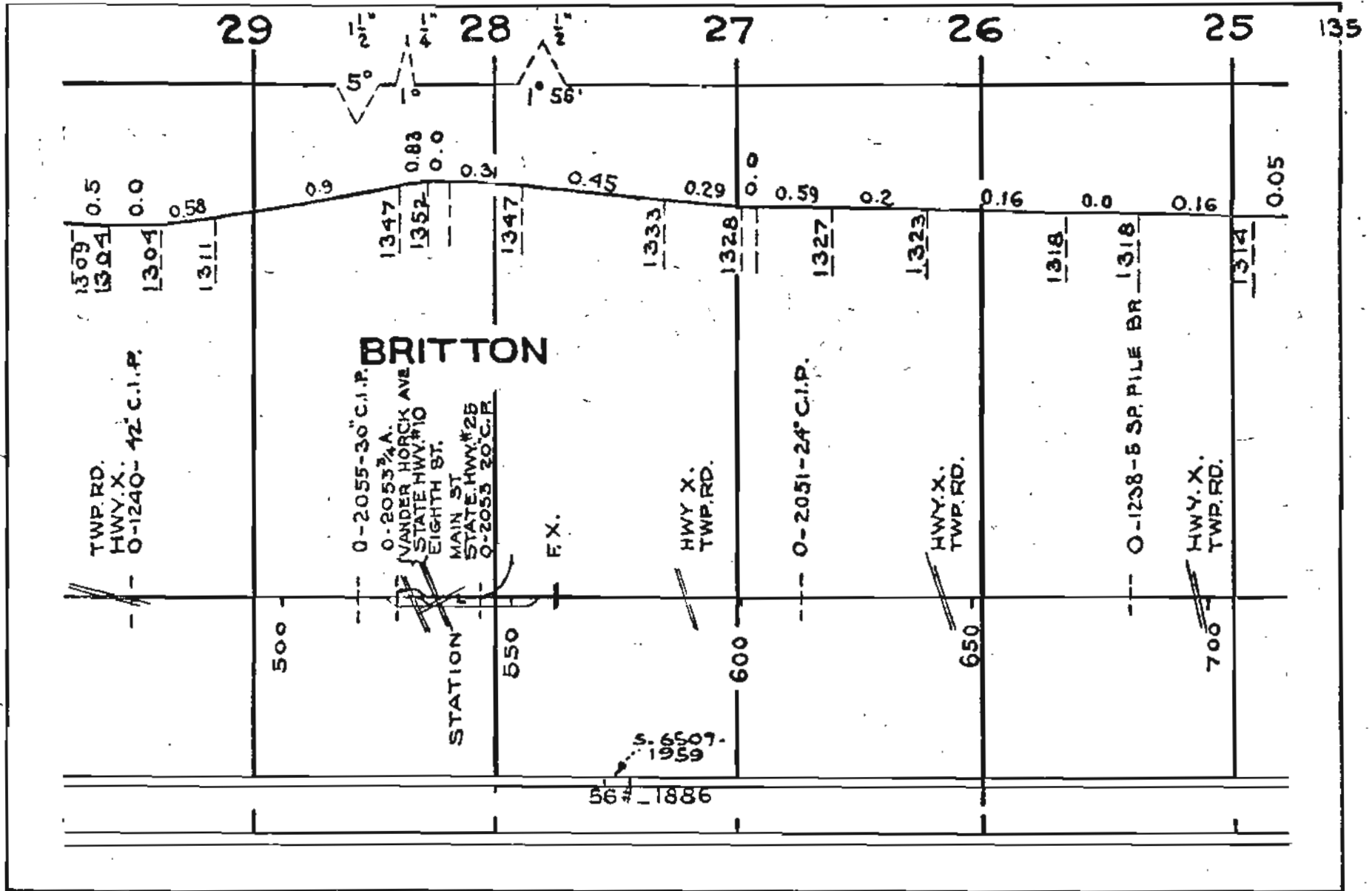


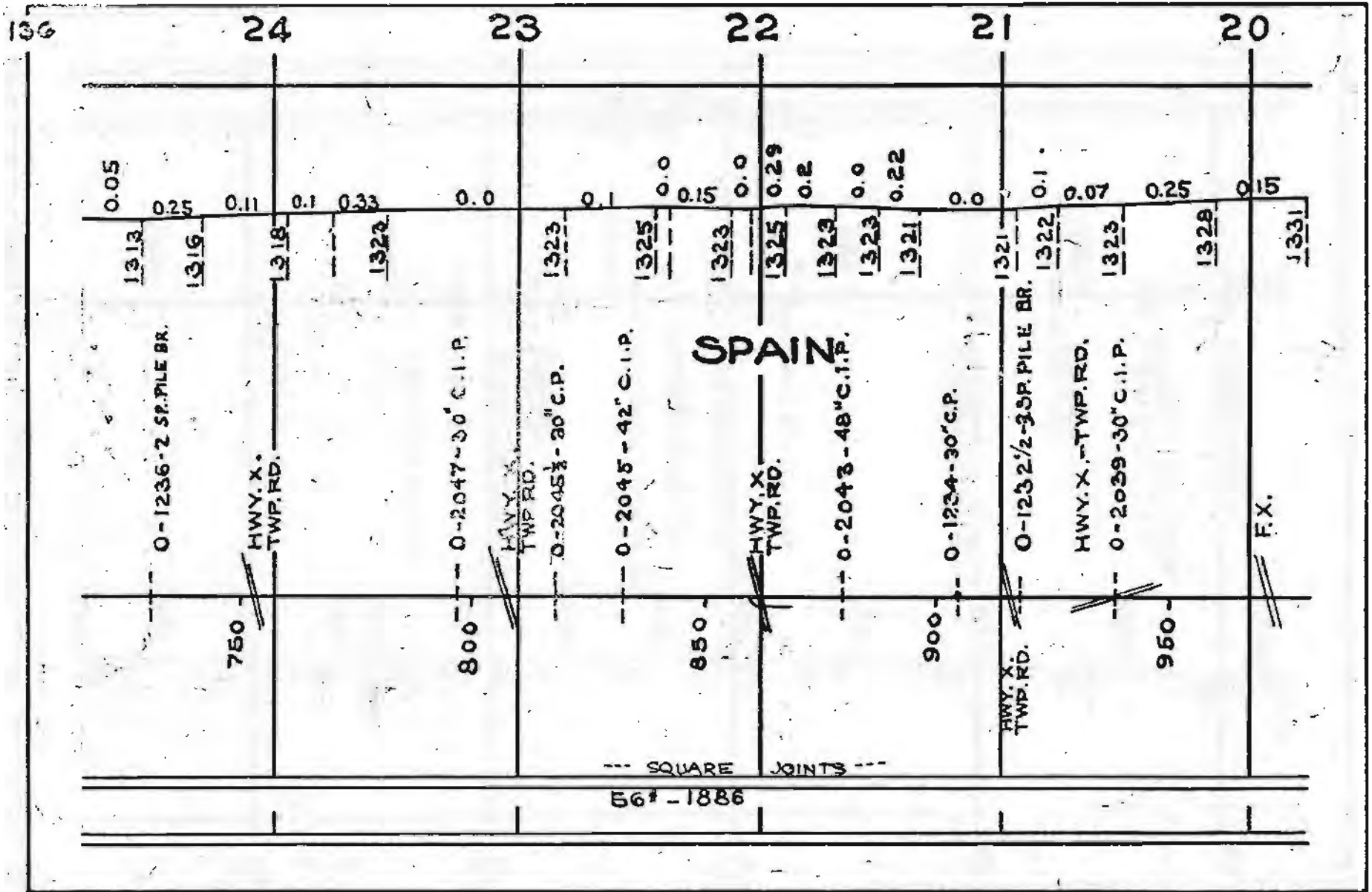
BRAMPTON LINE - ANDOVER TO BRAMPTON

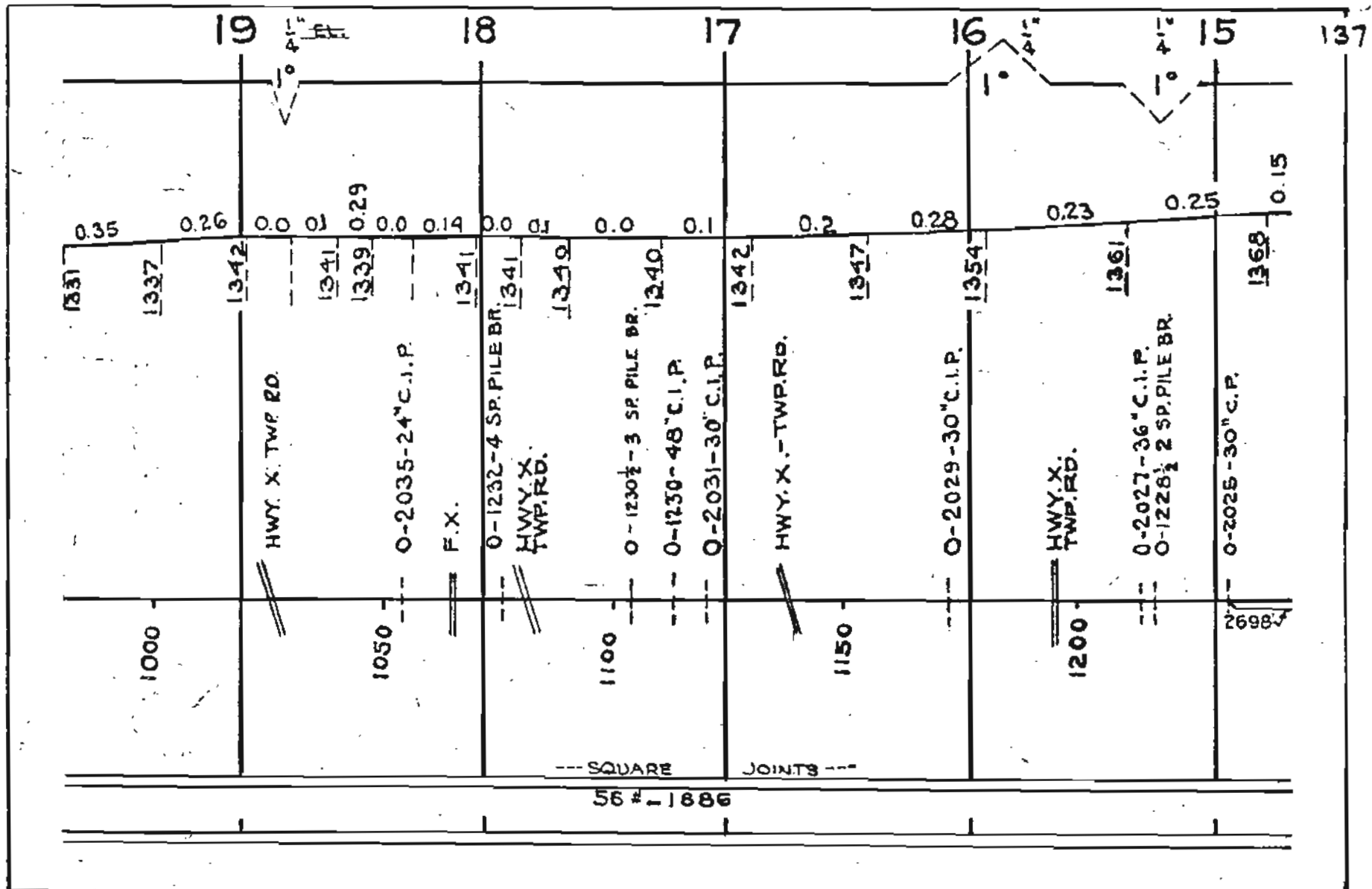


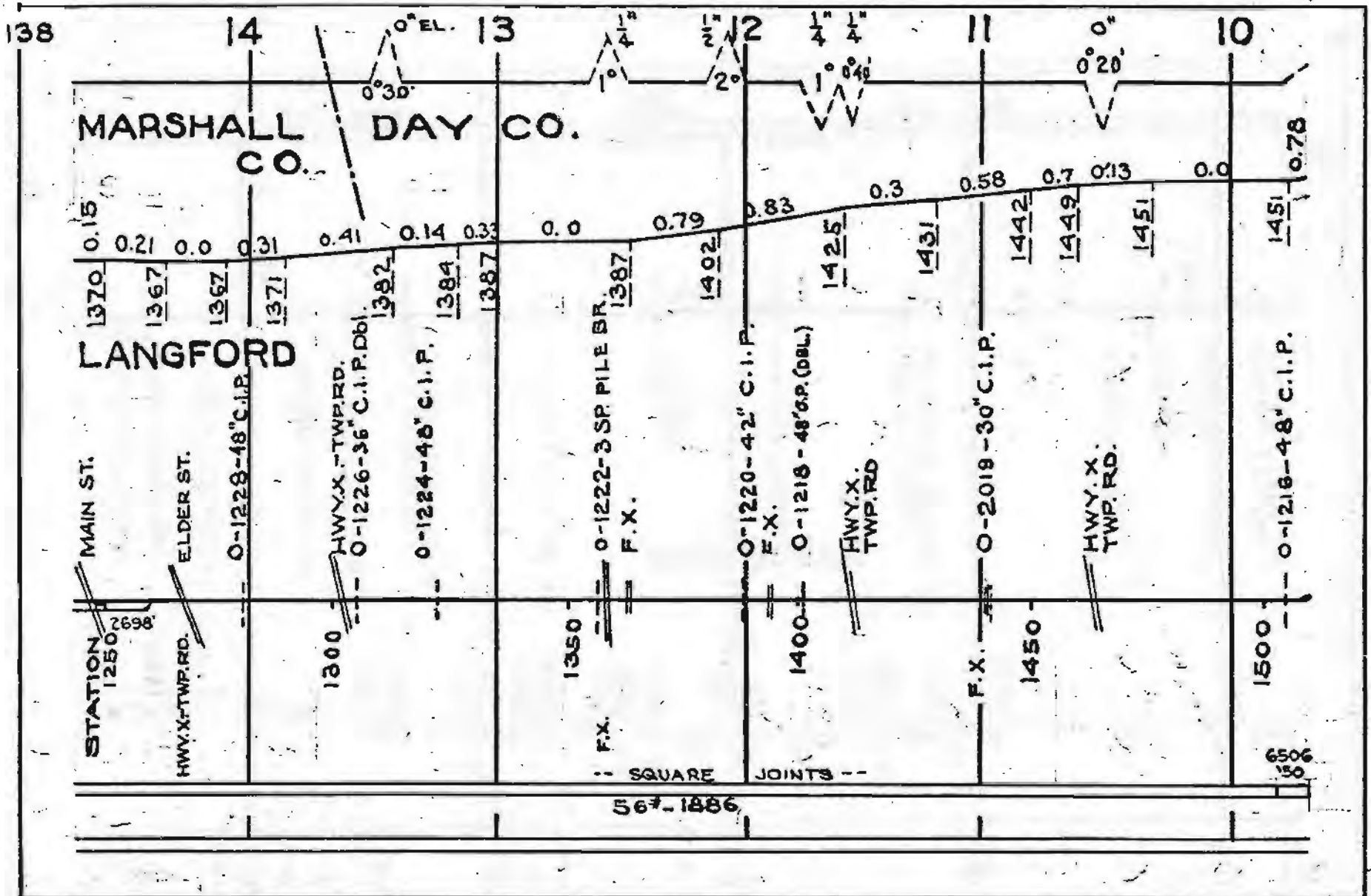


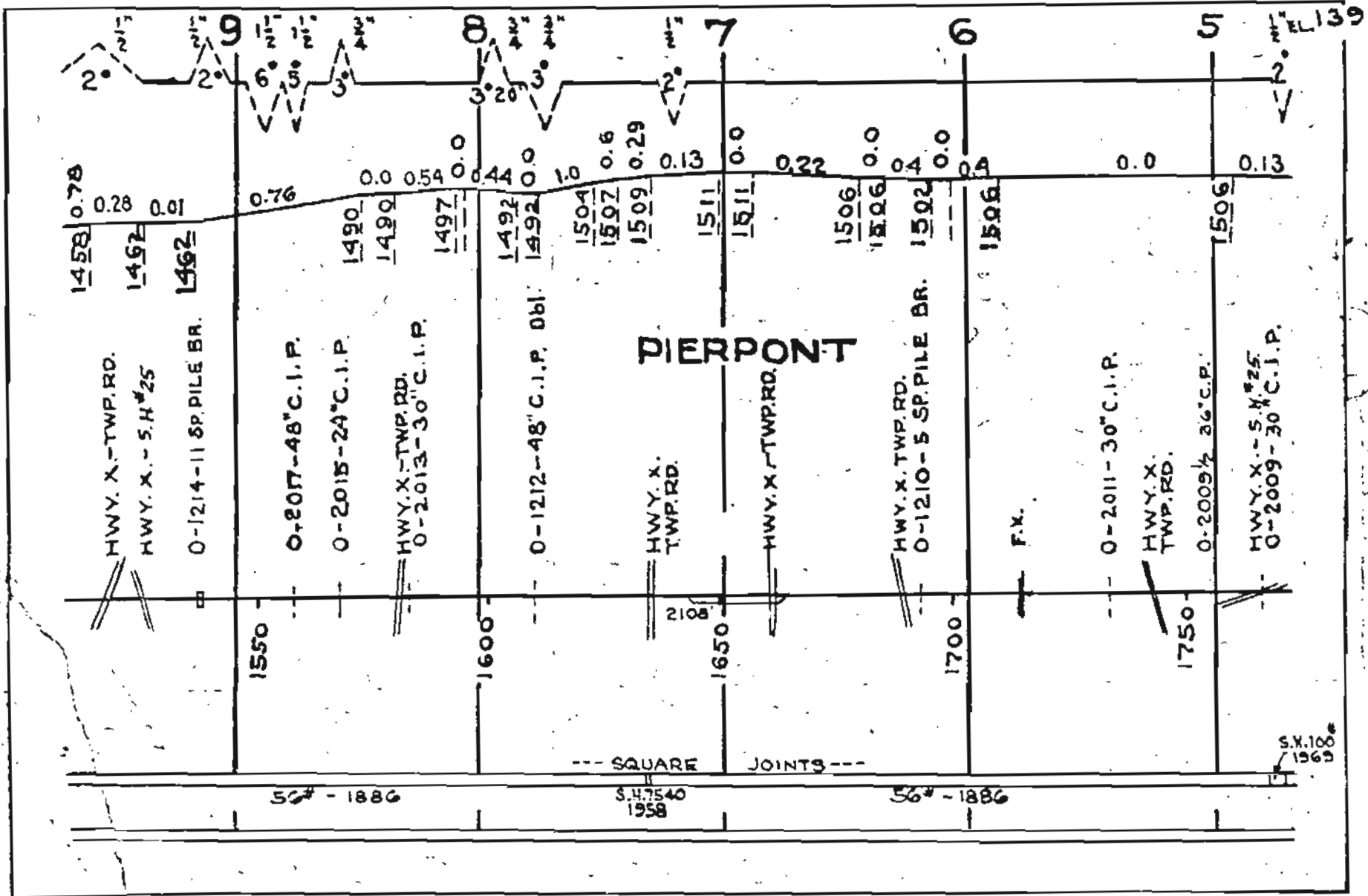


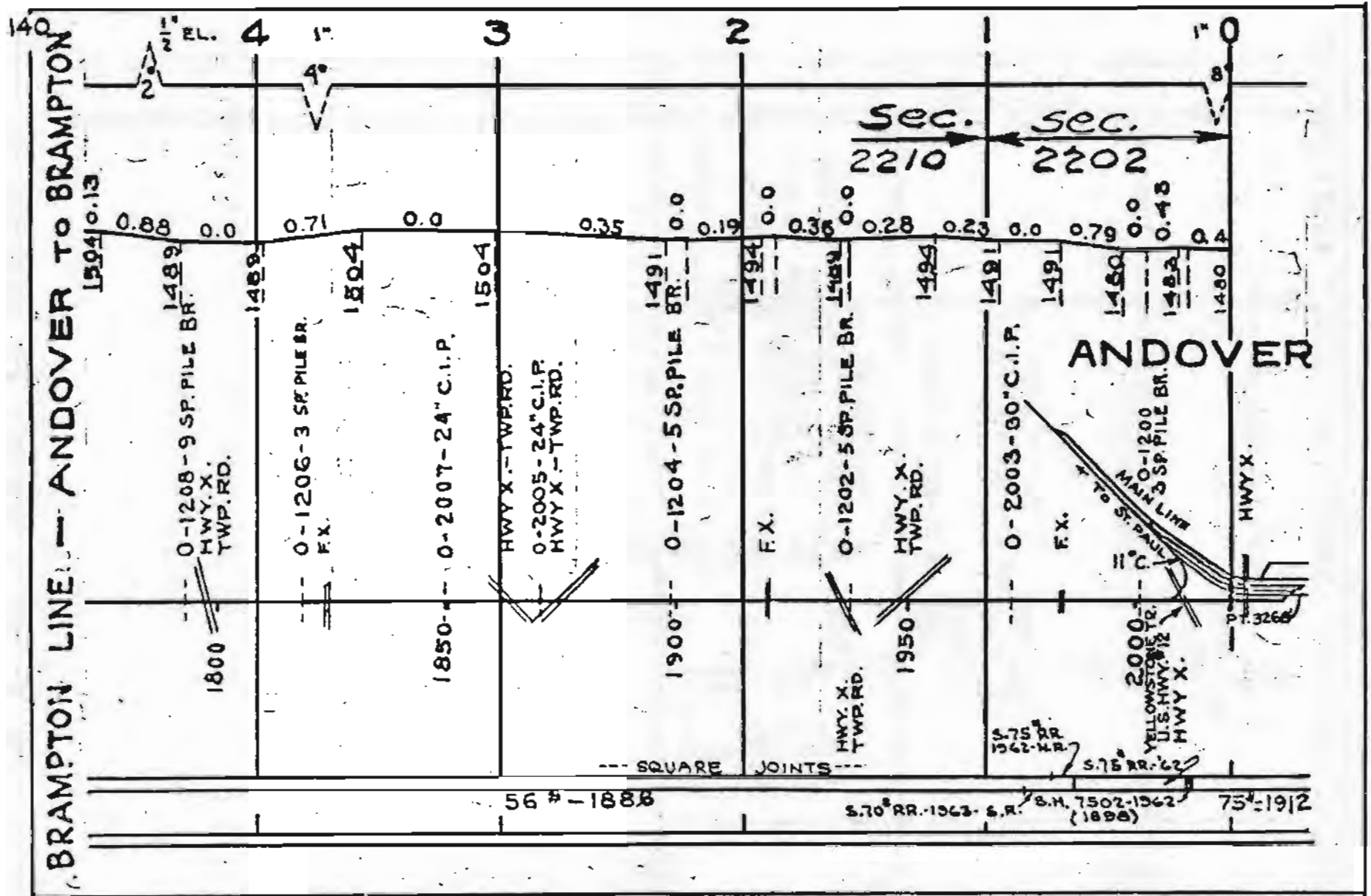


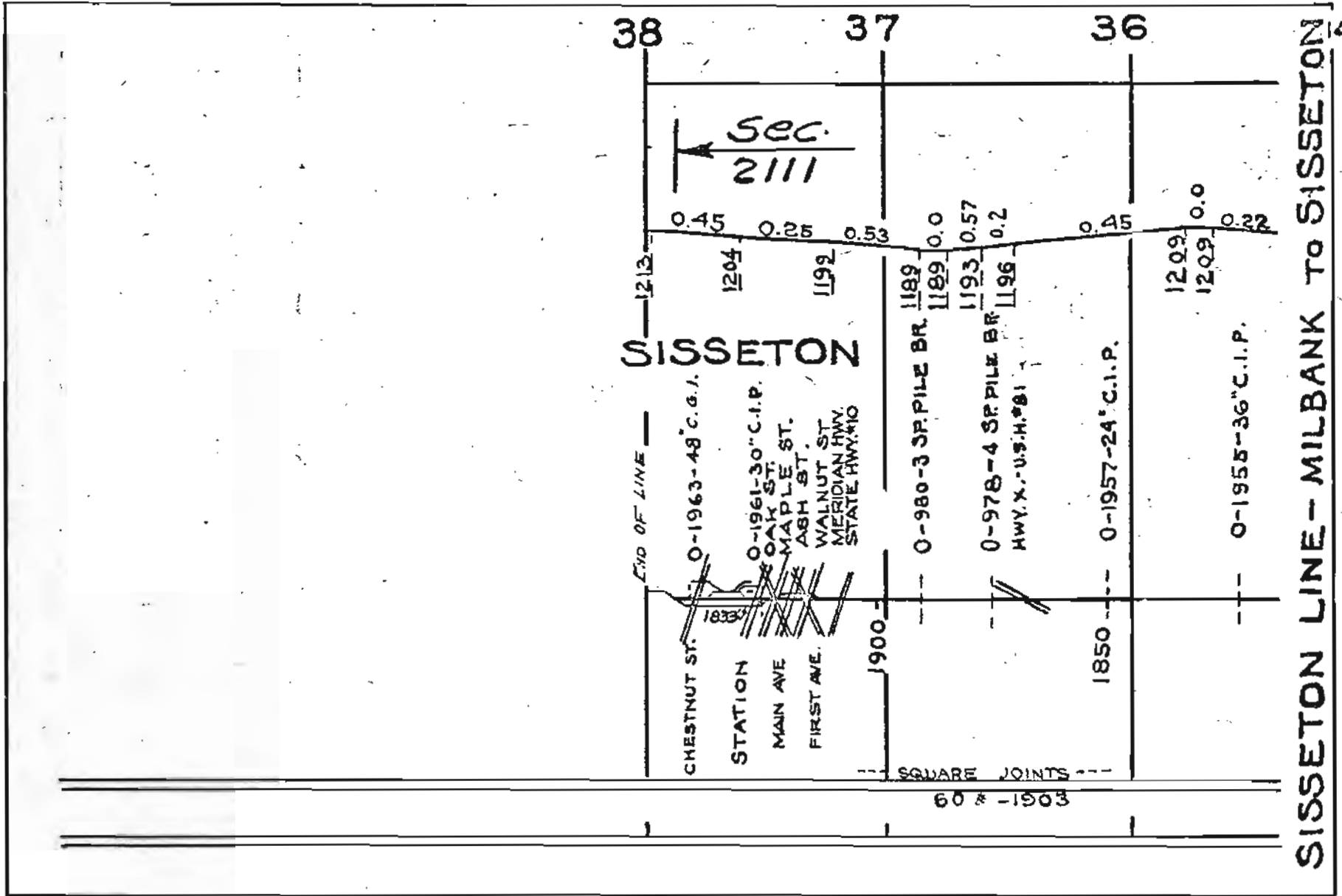


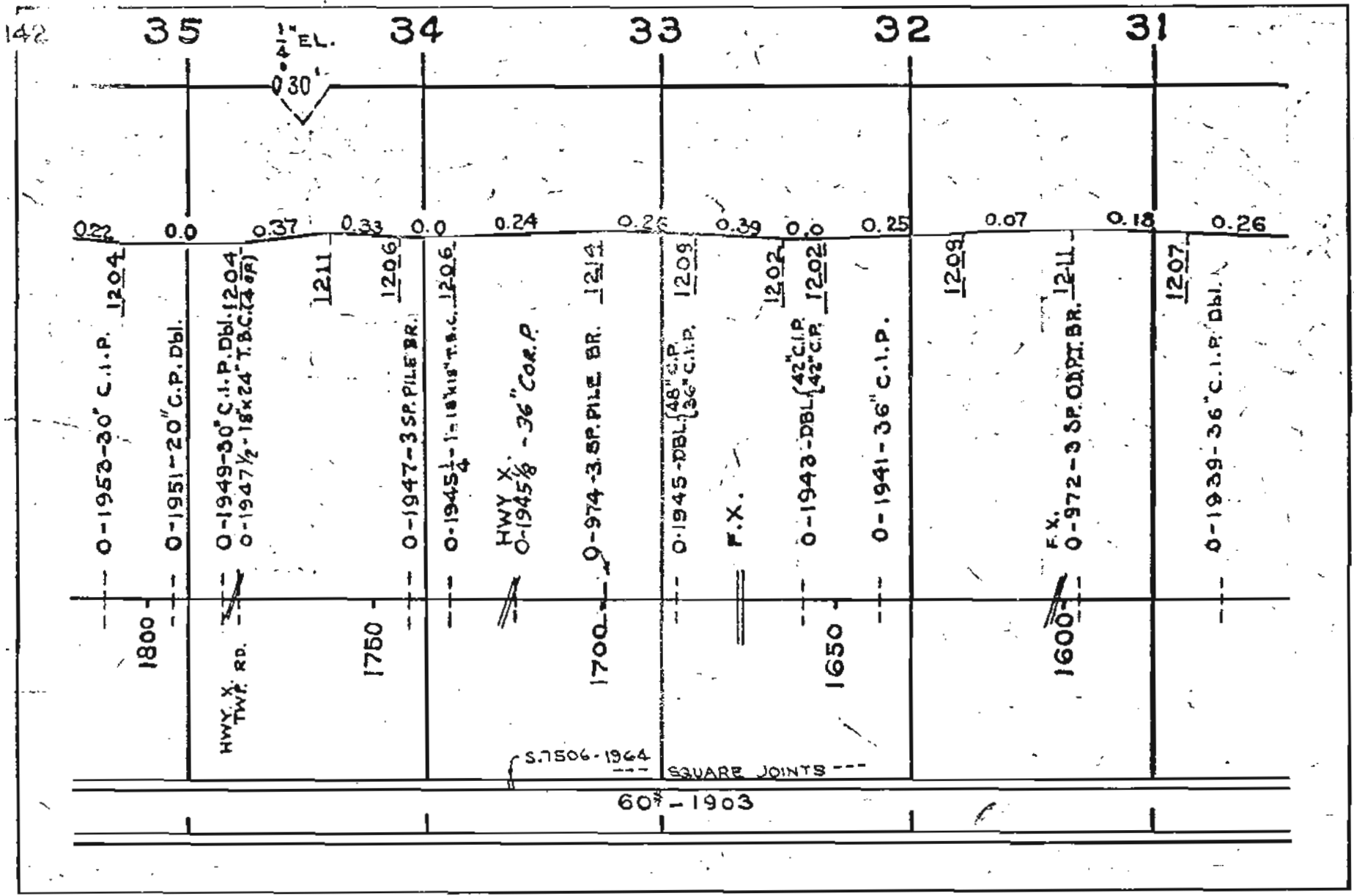


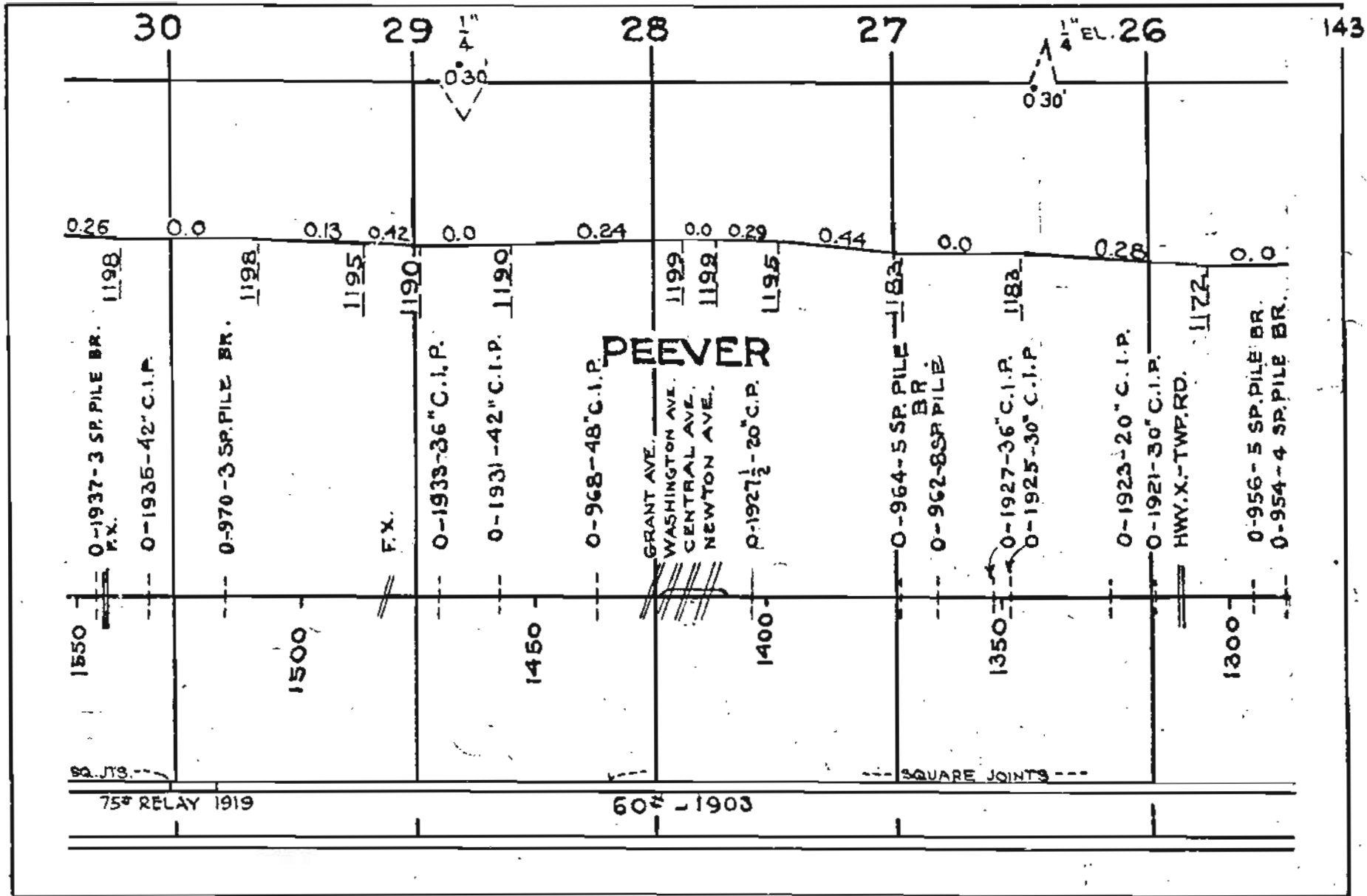


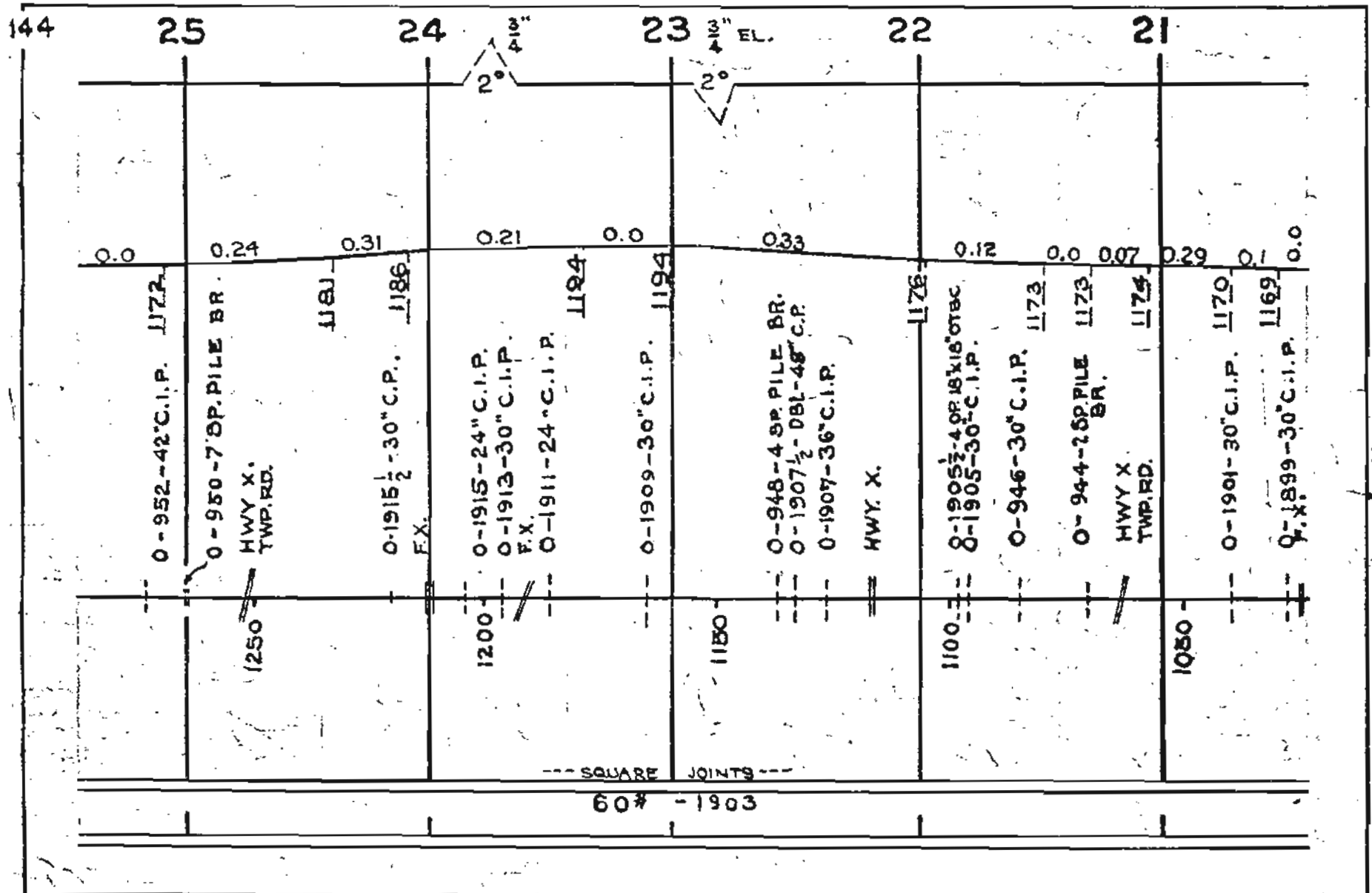


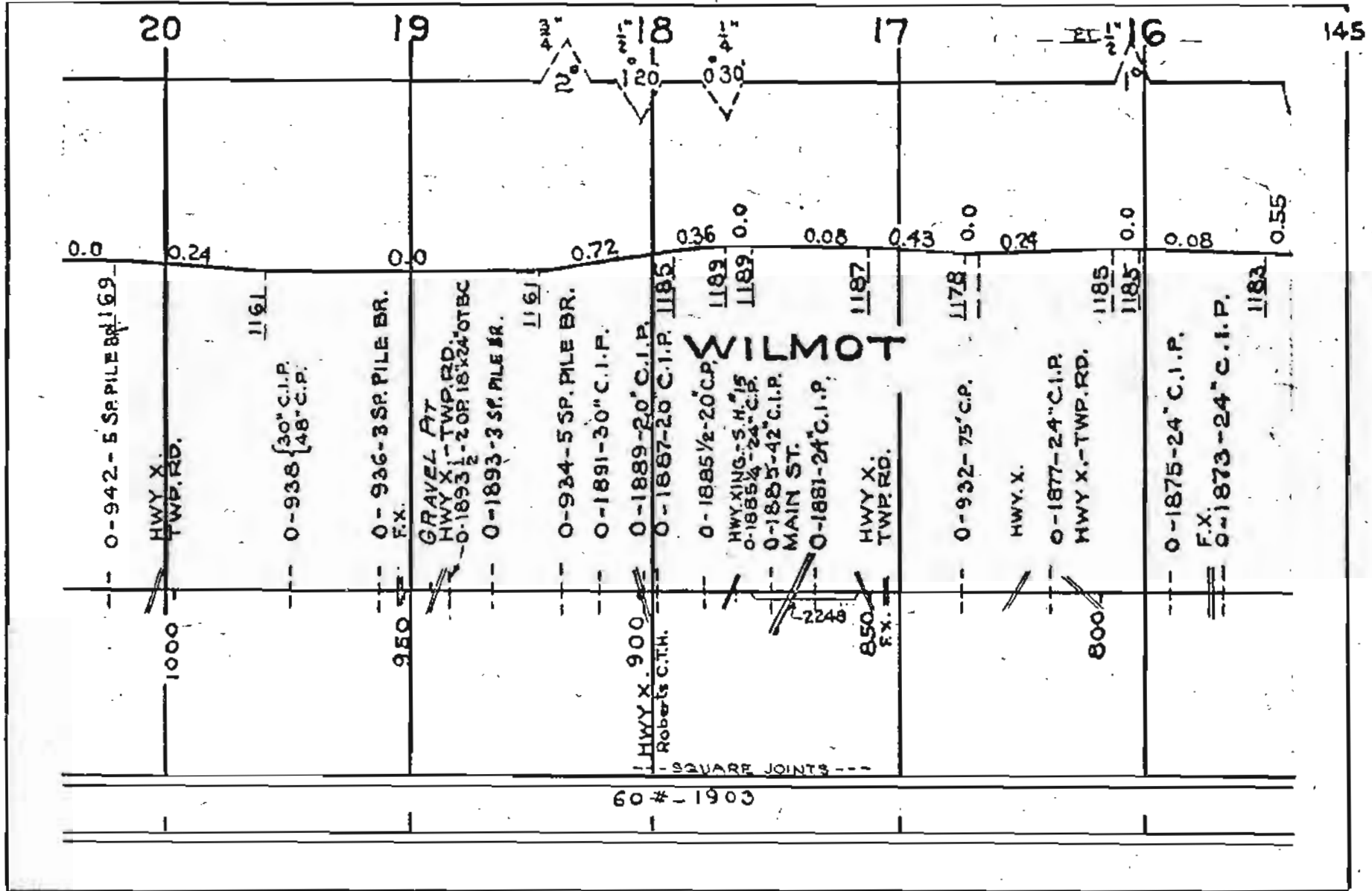


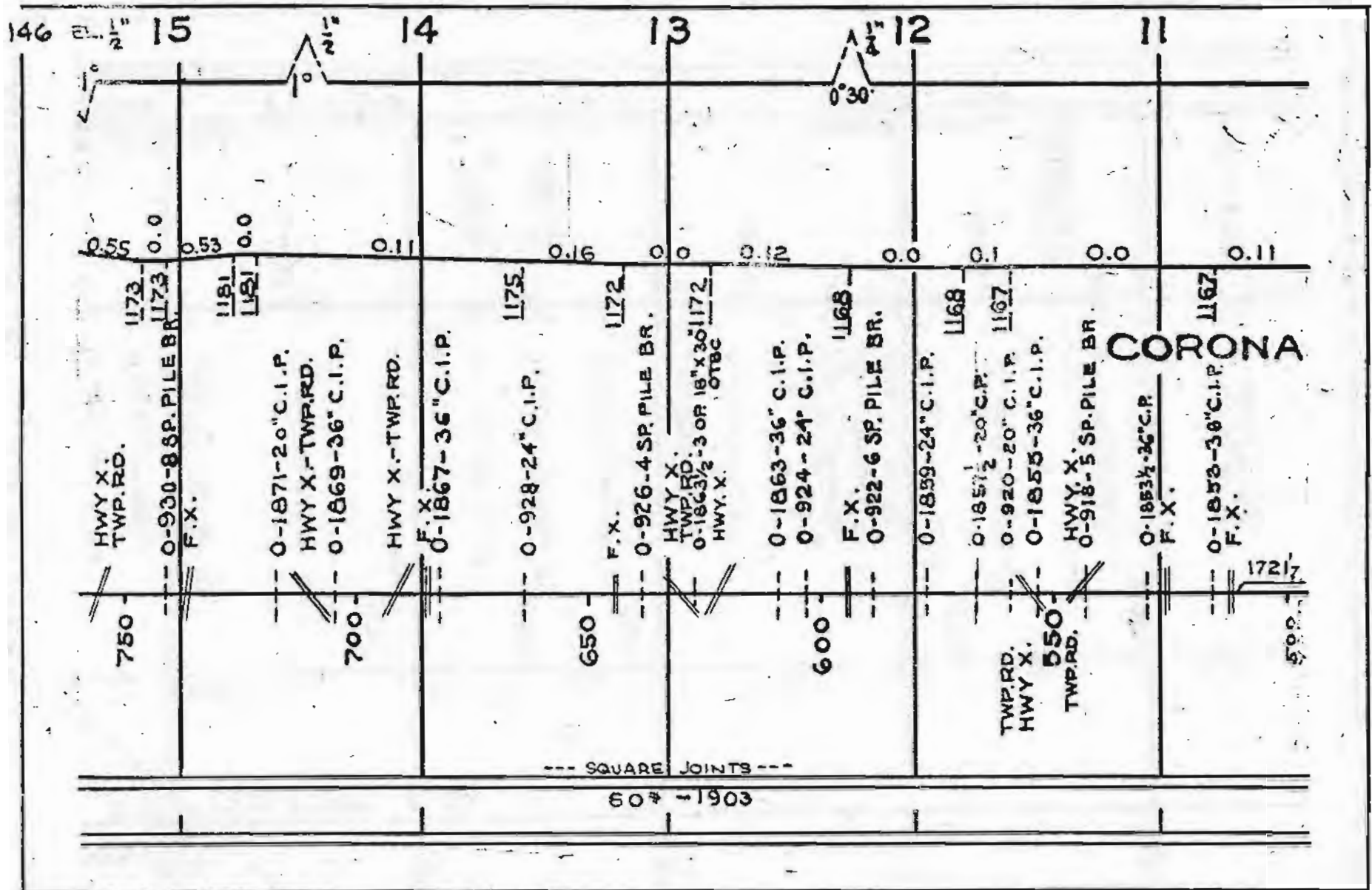


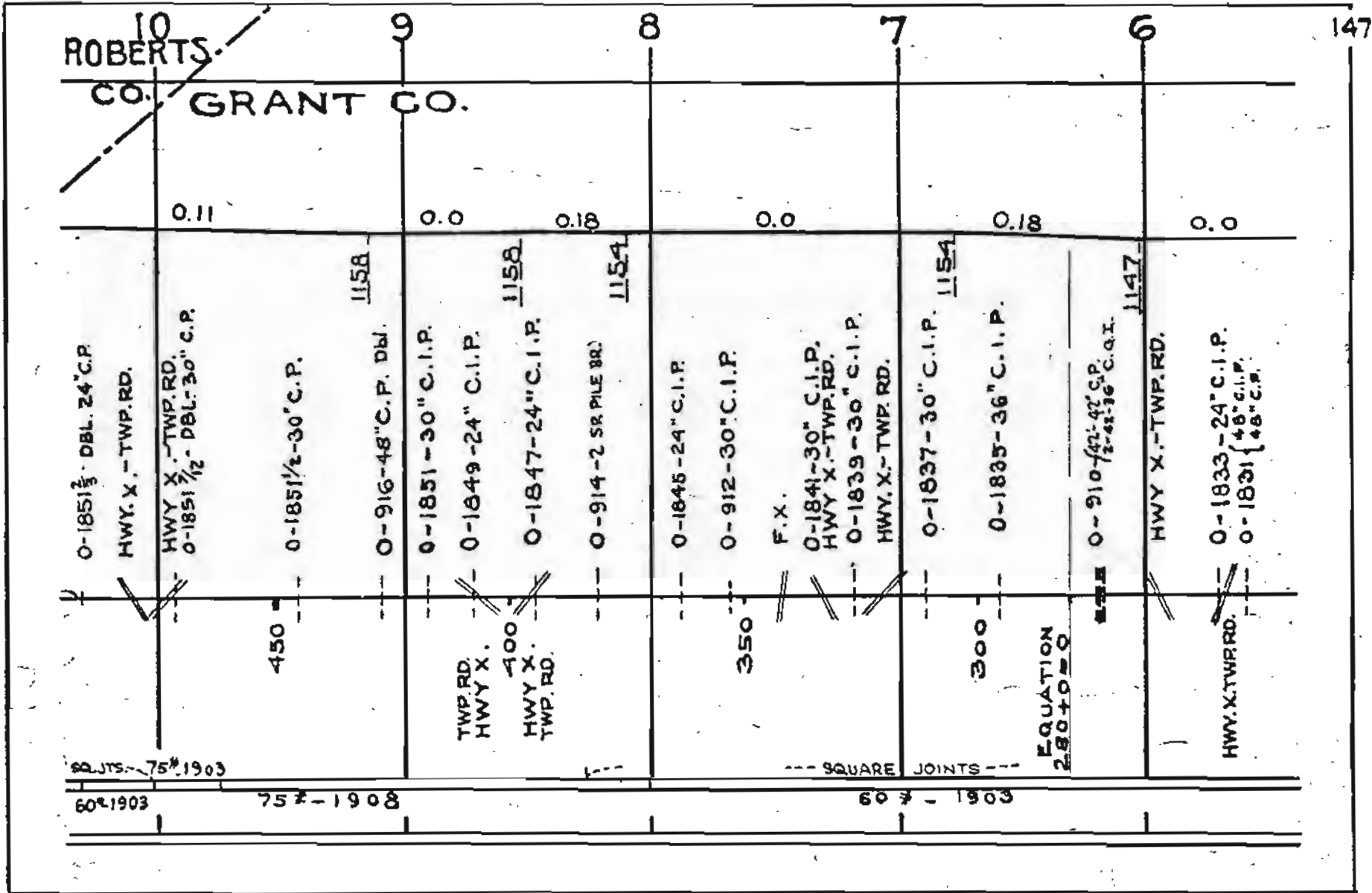


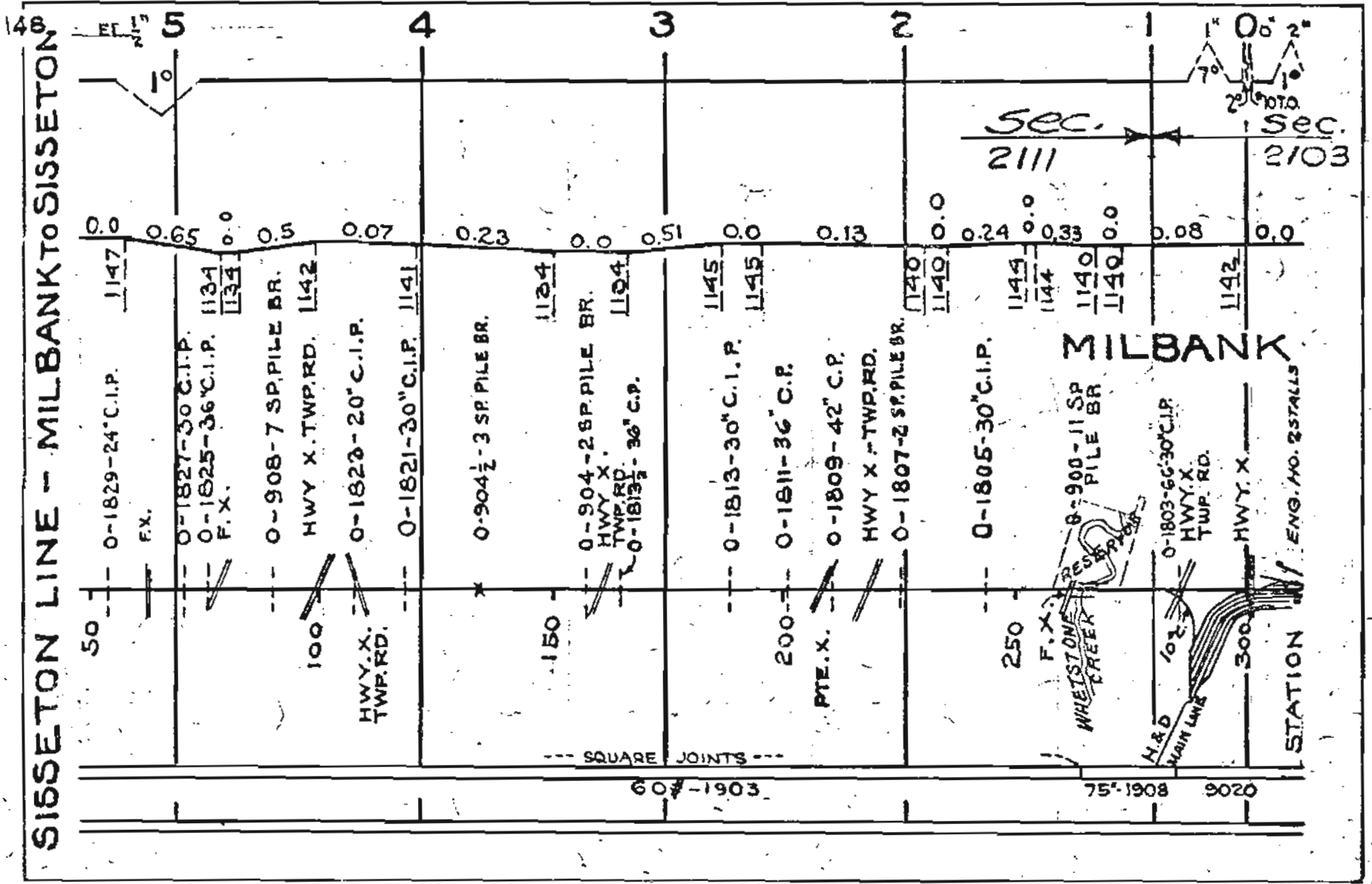


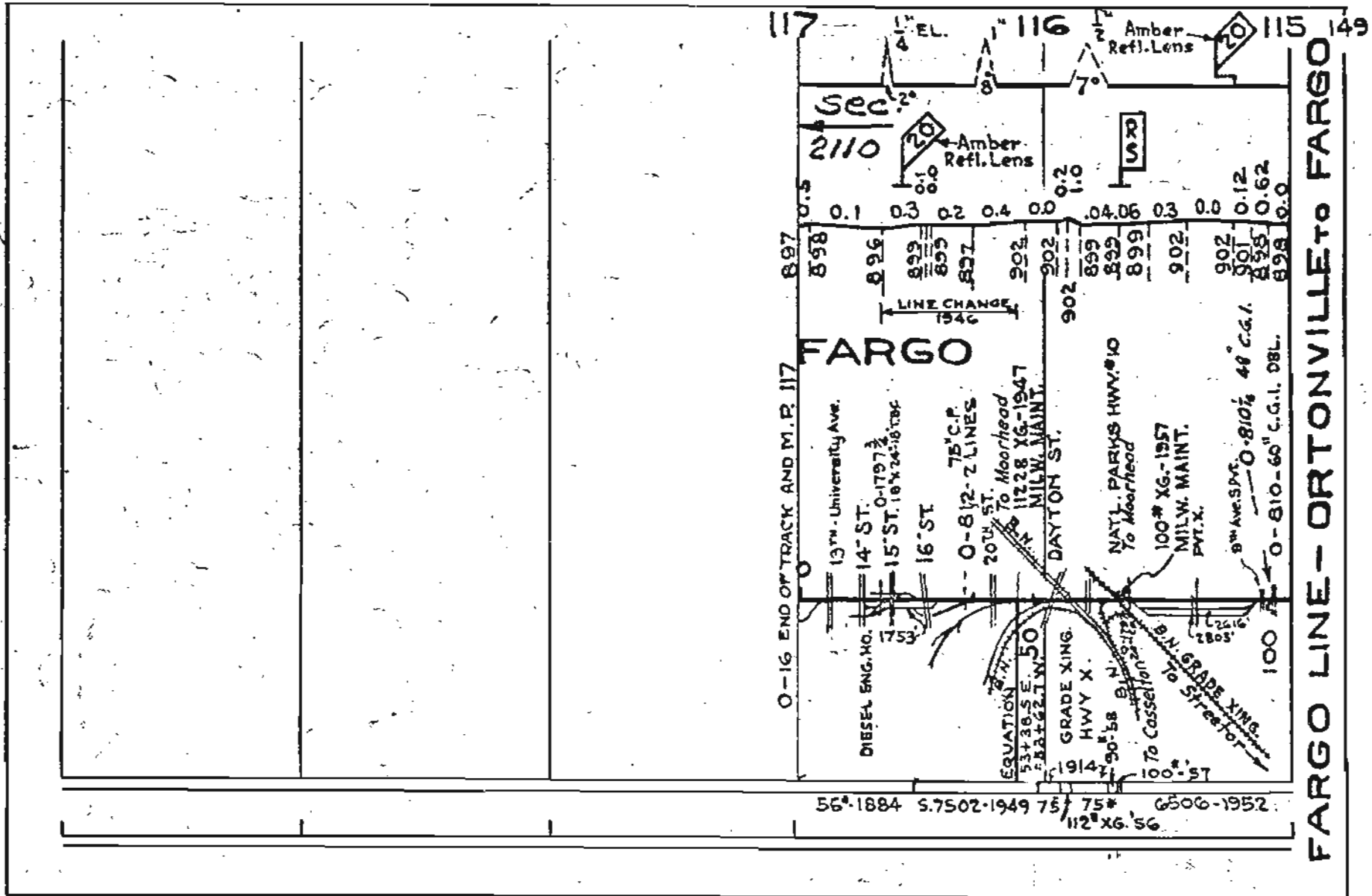


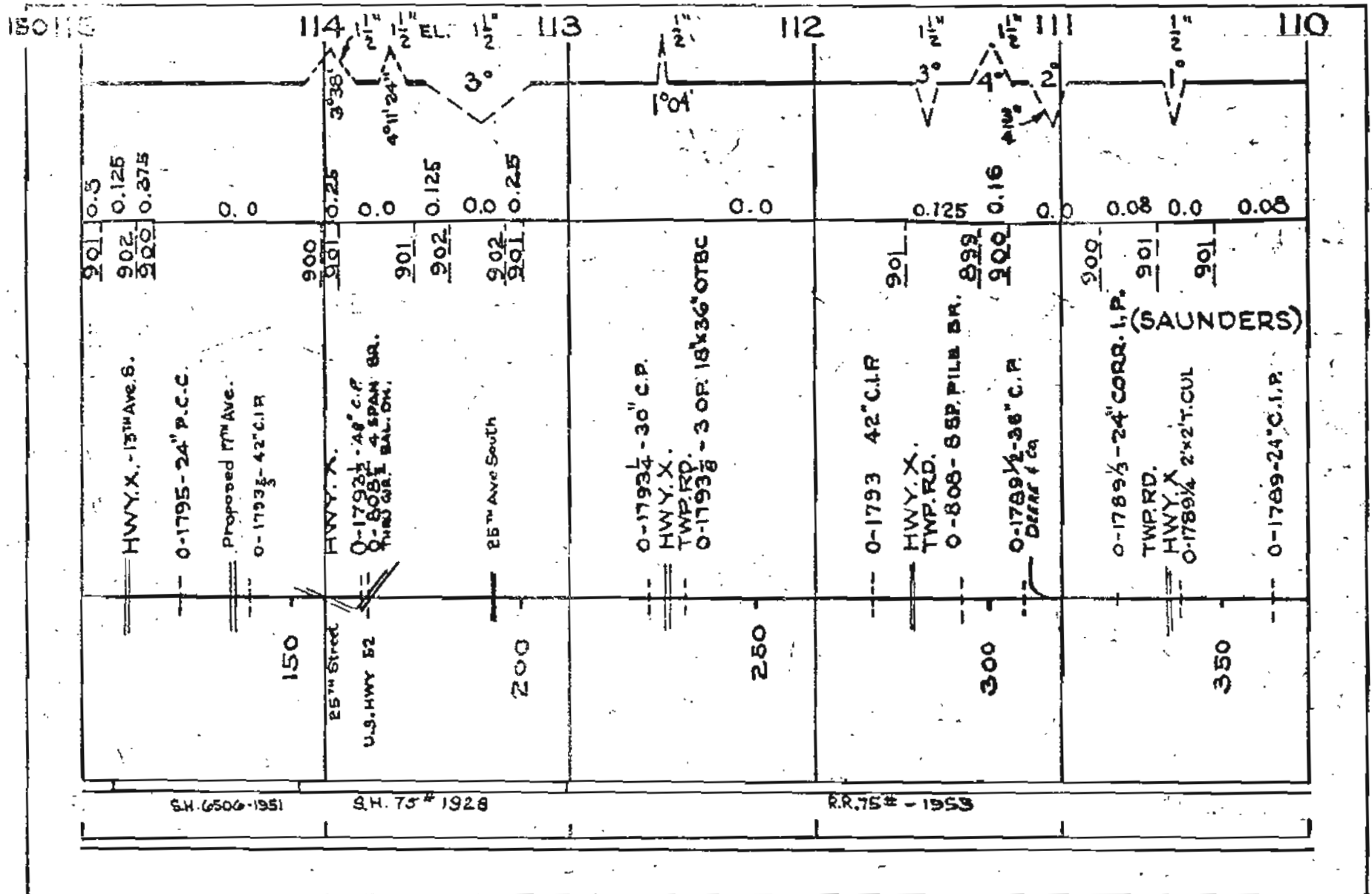


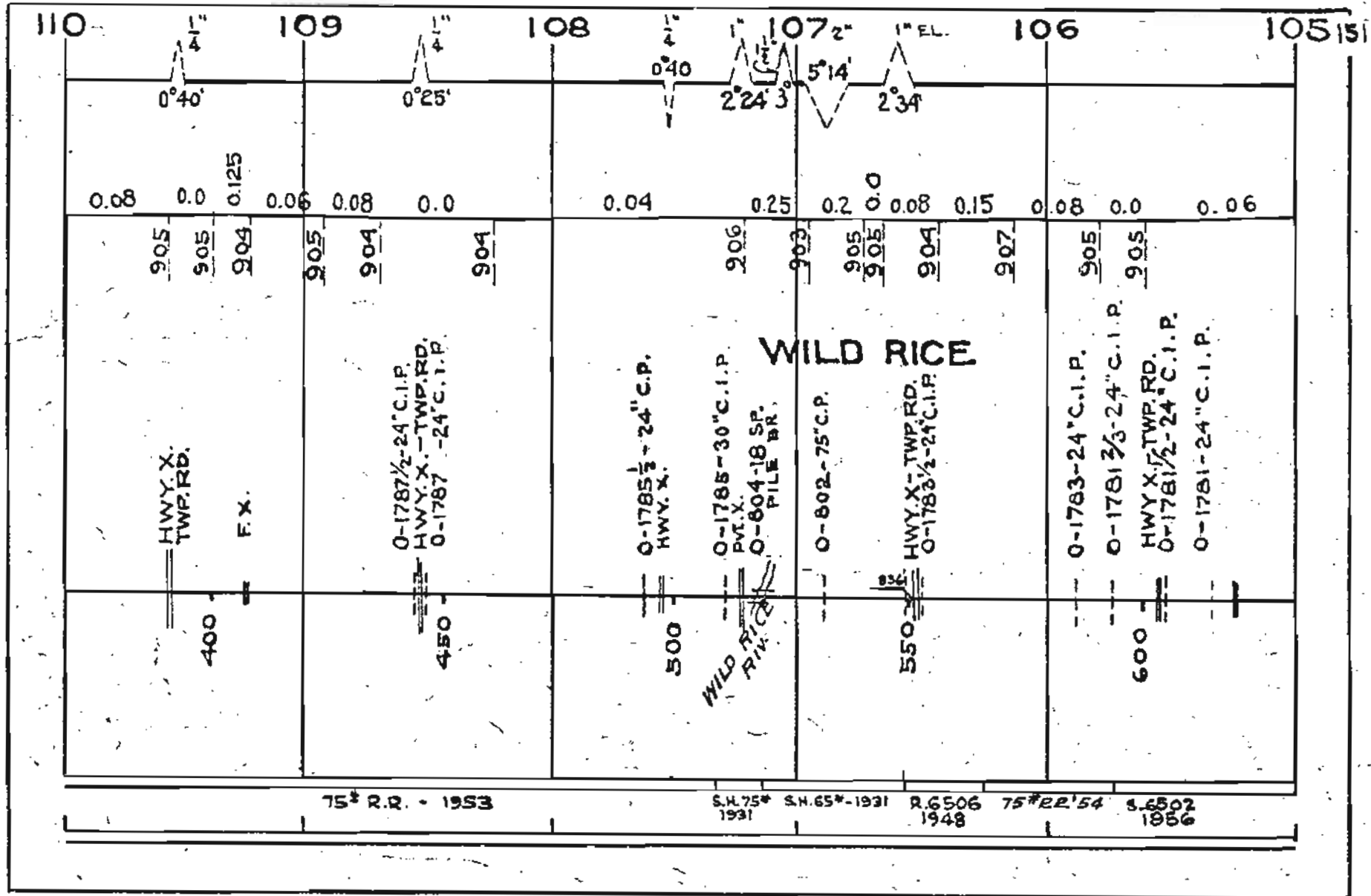


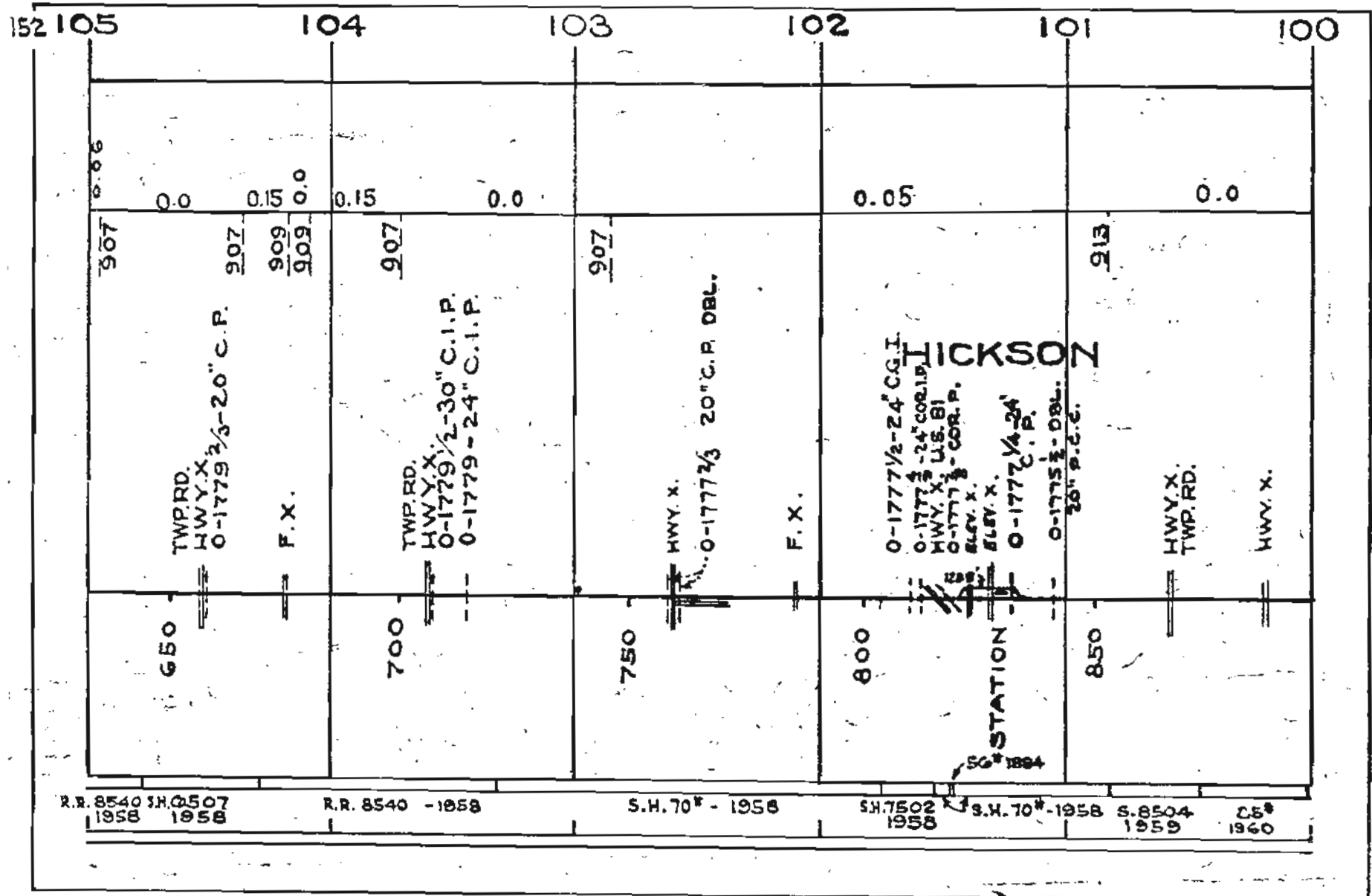


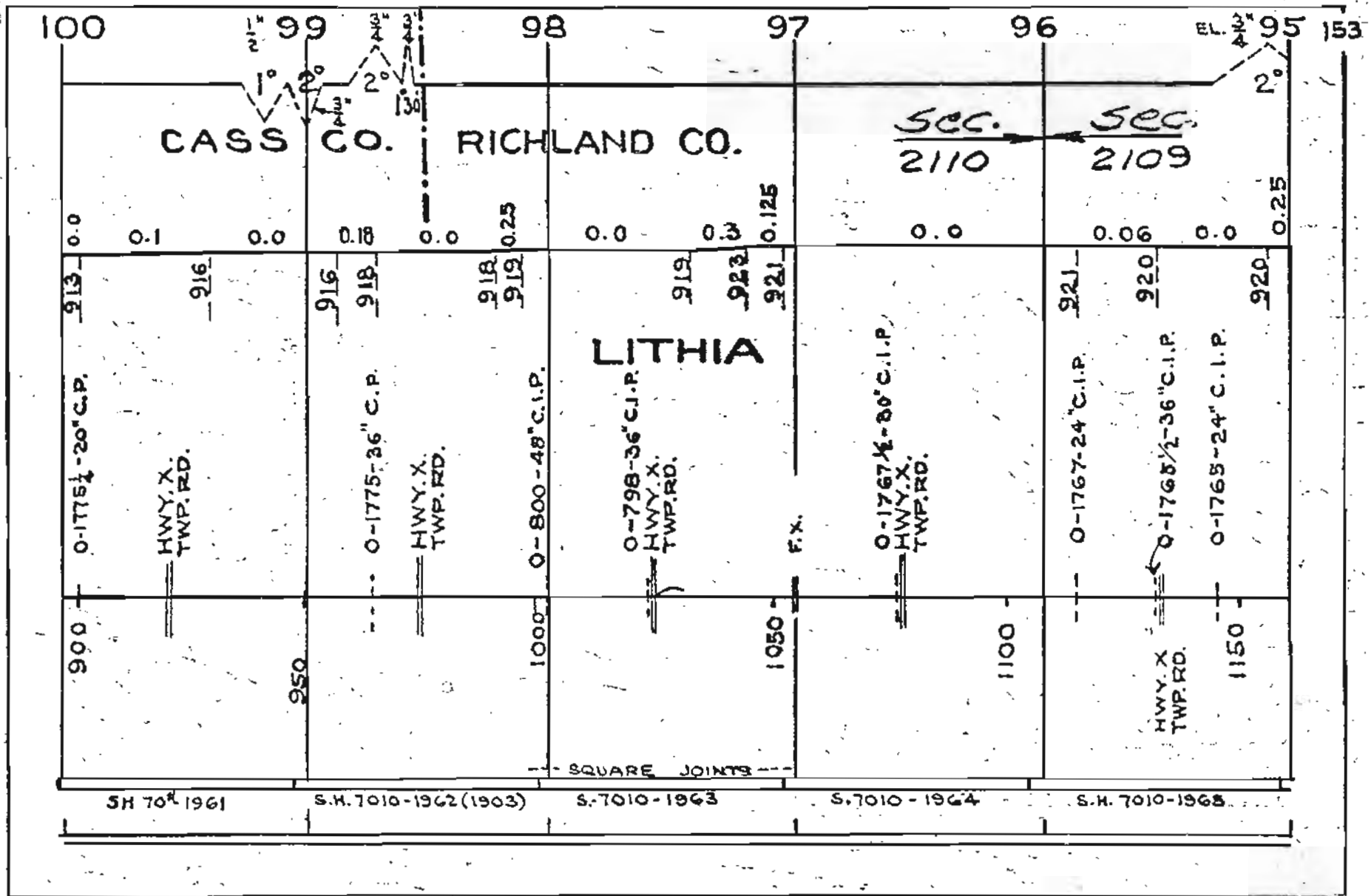


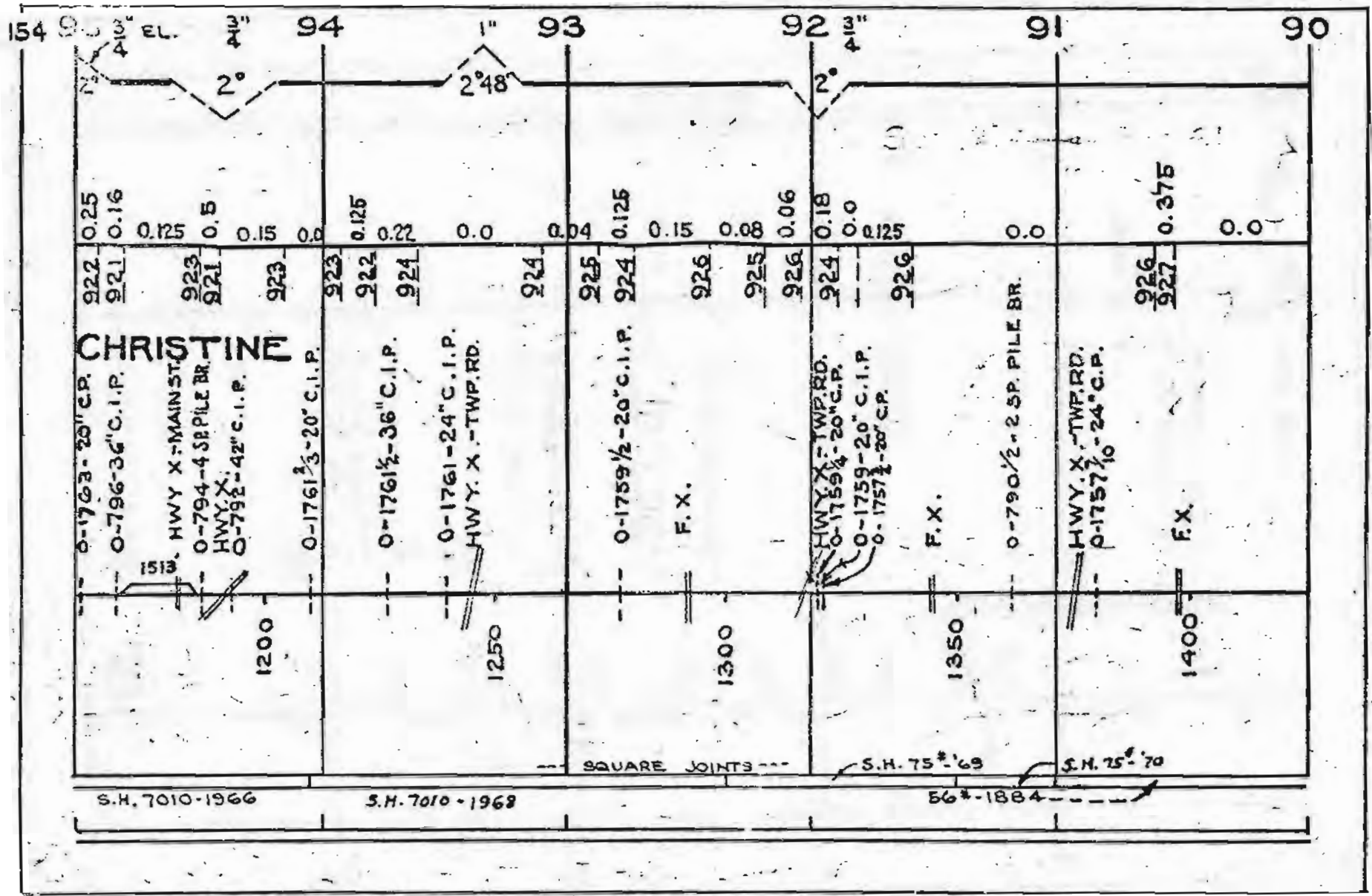


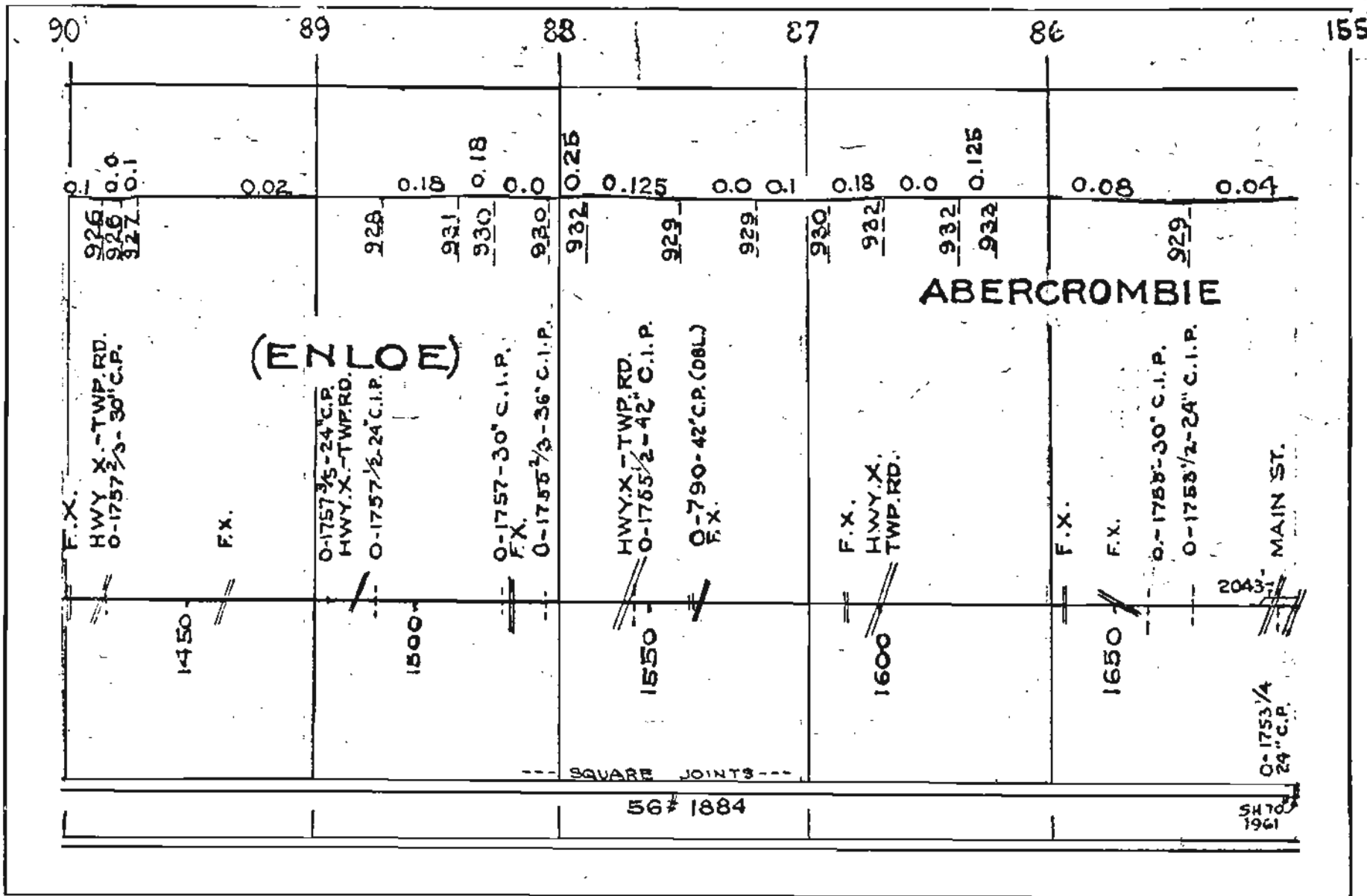


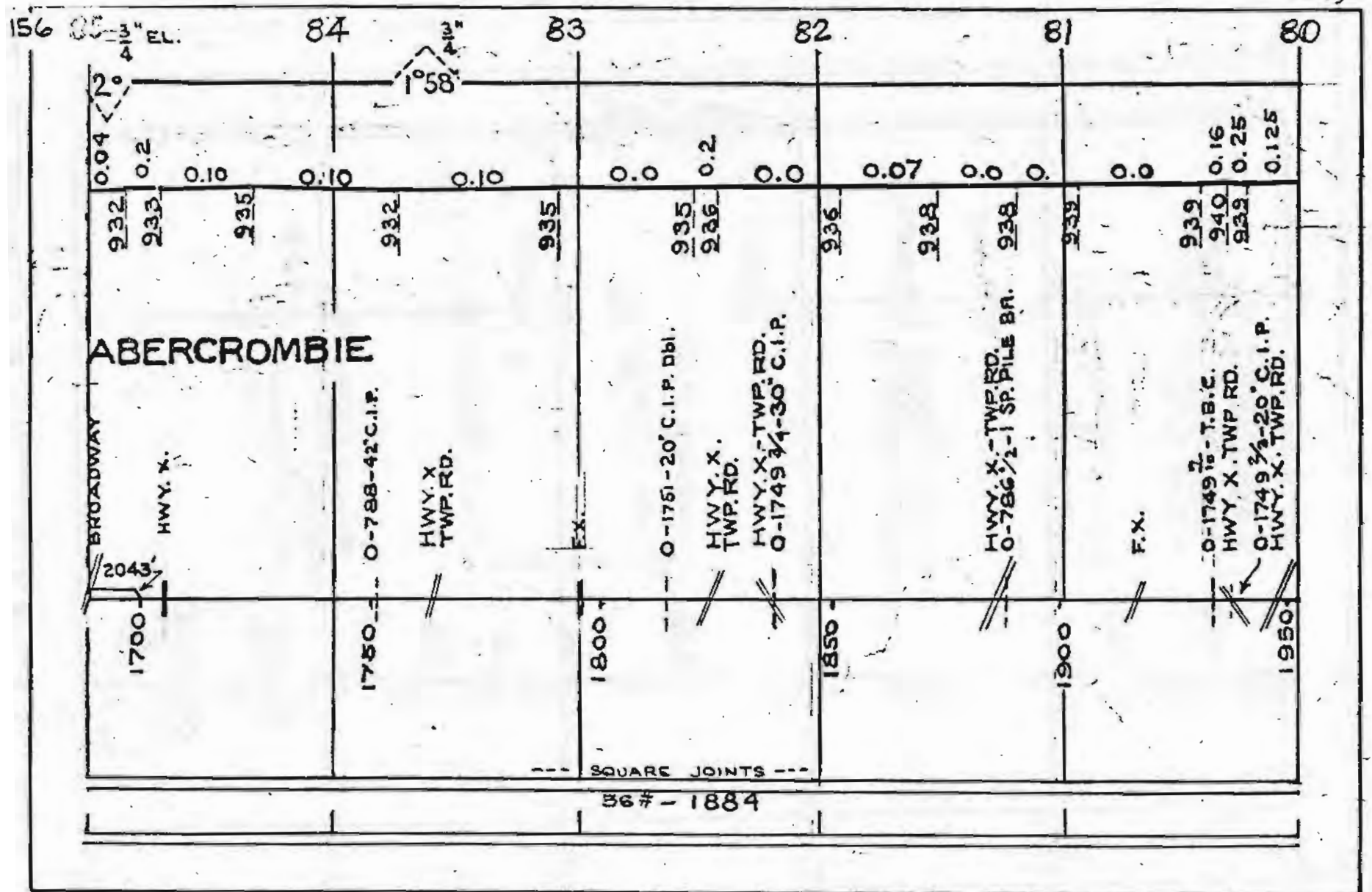


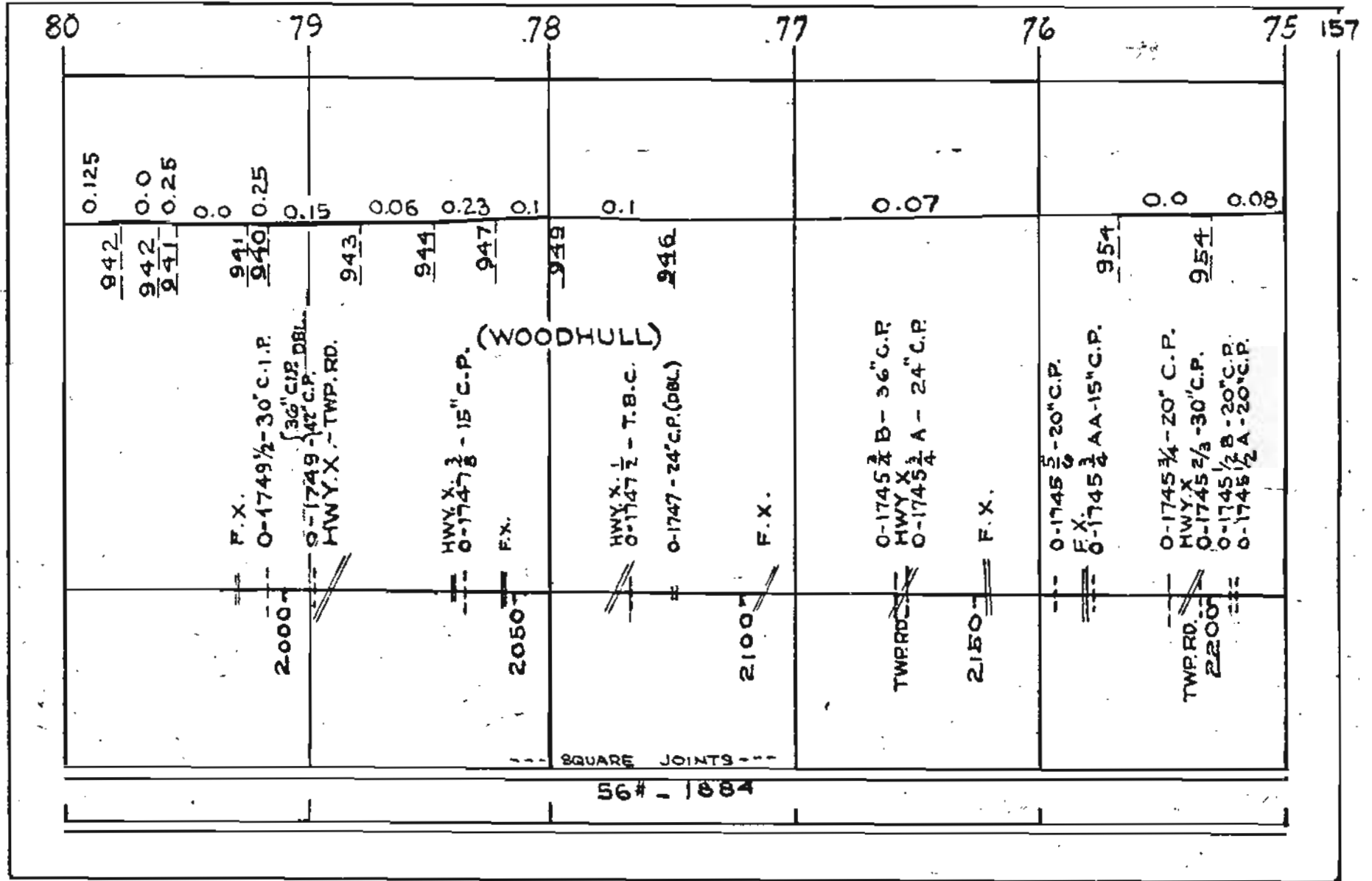


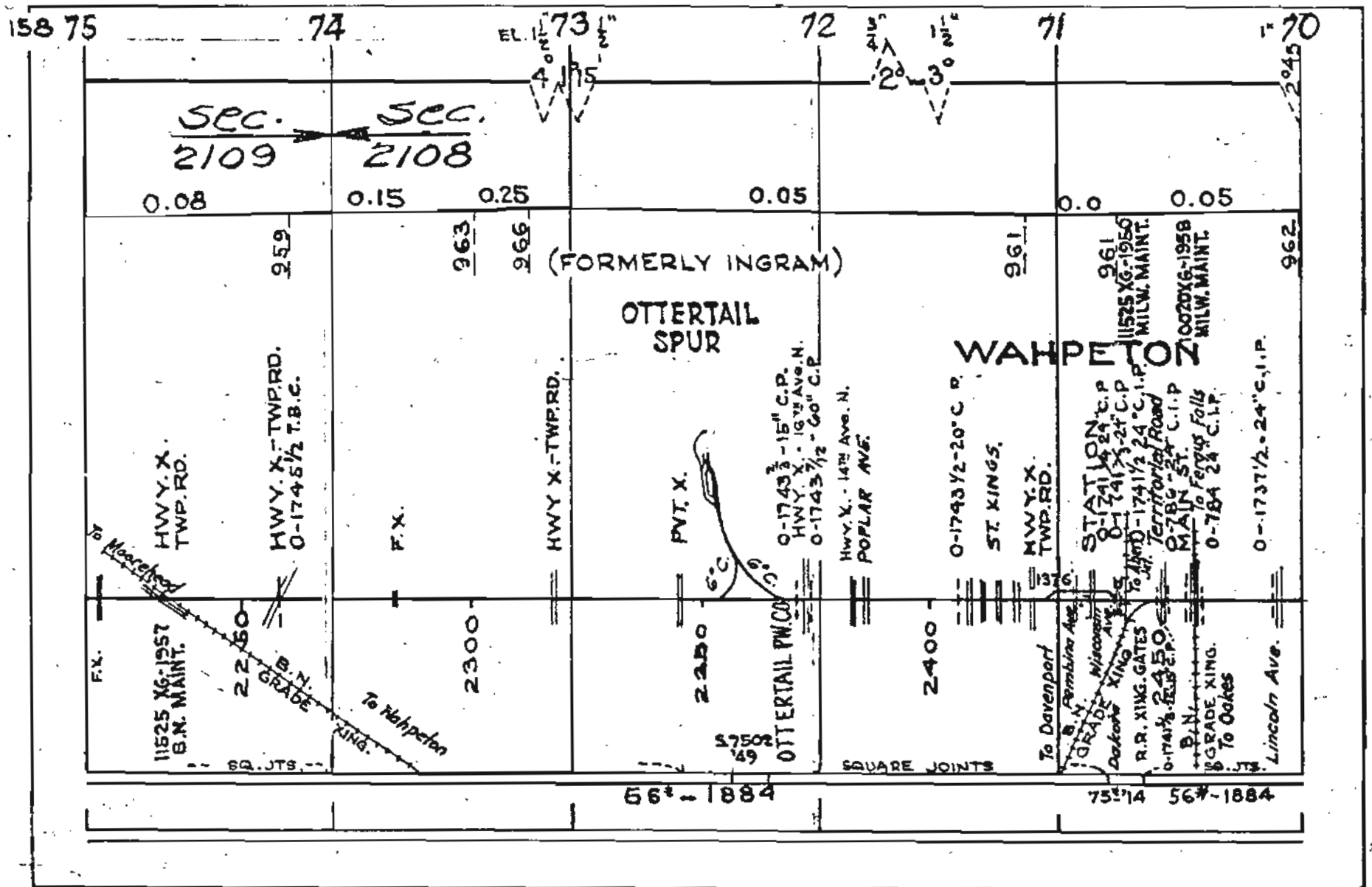


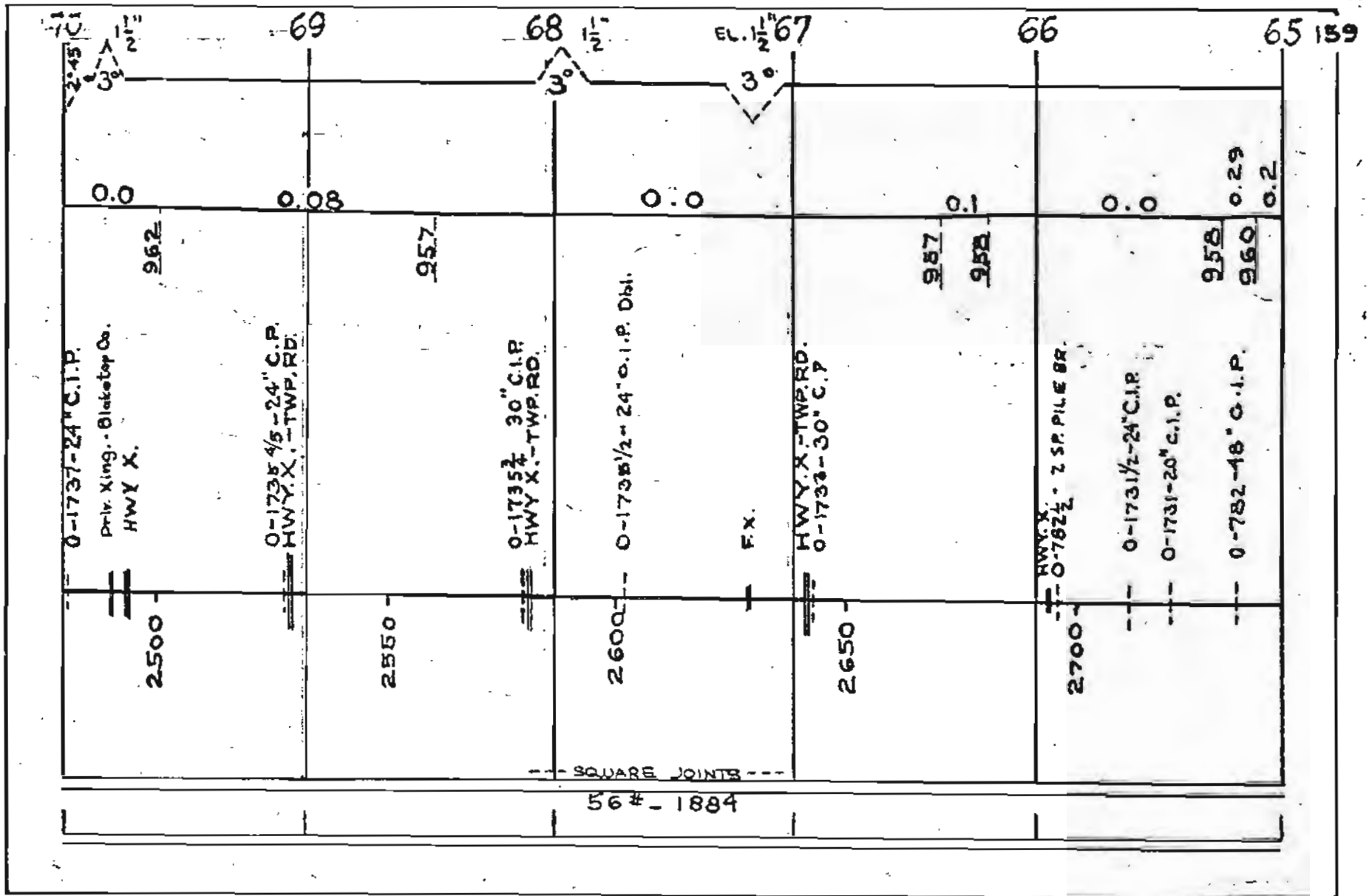


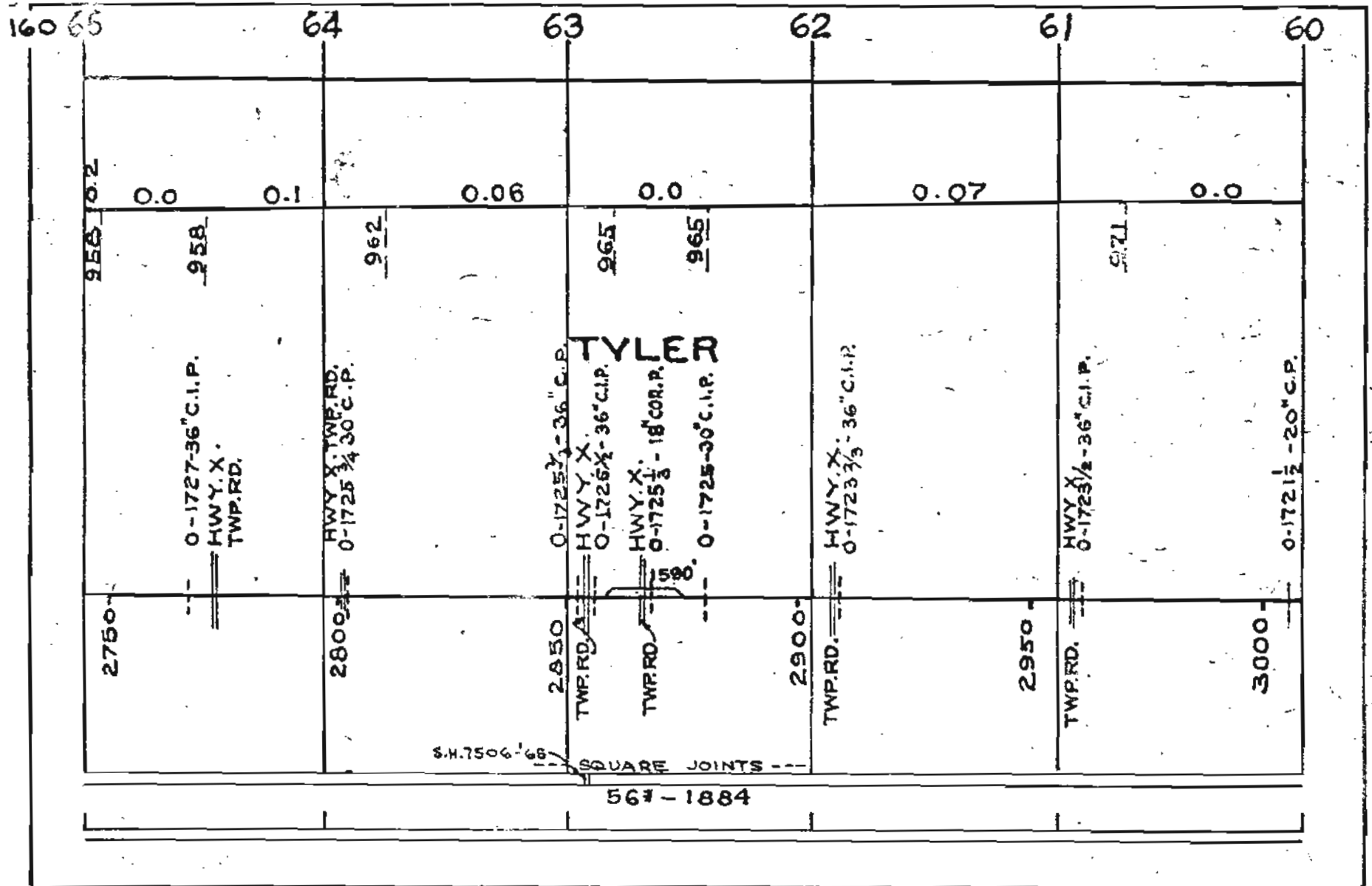


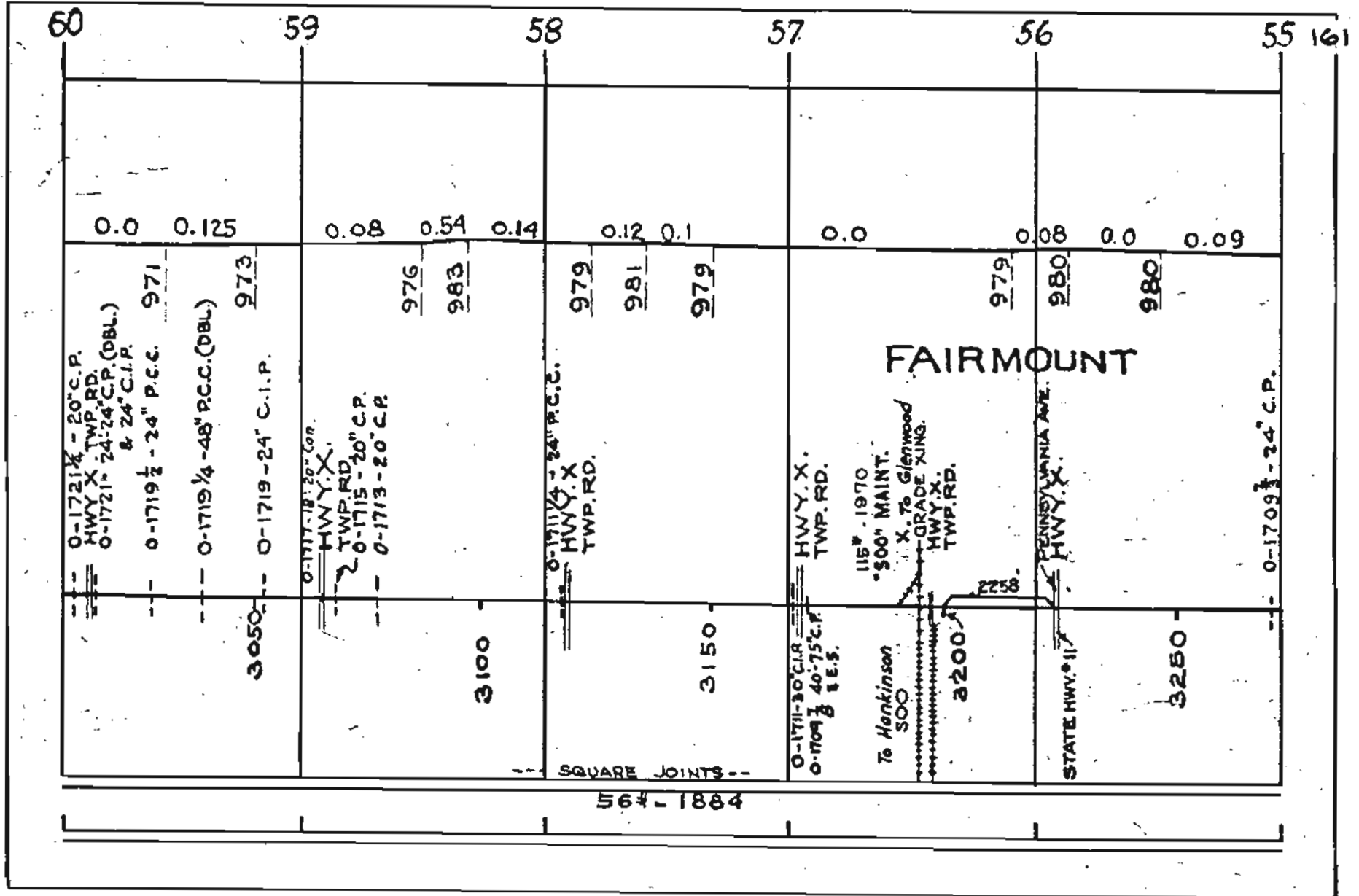


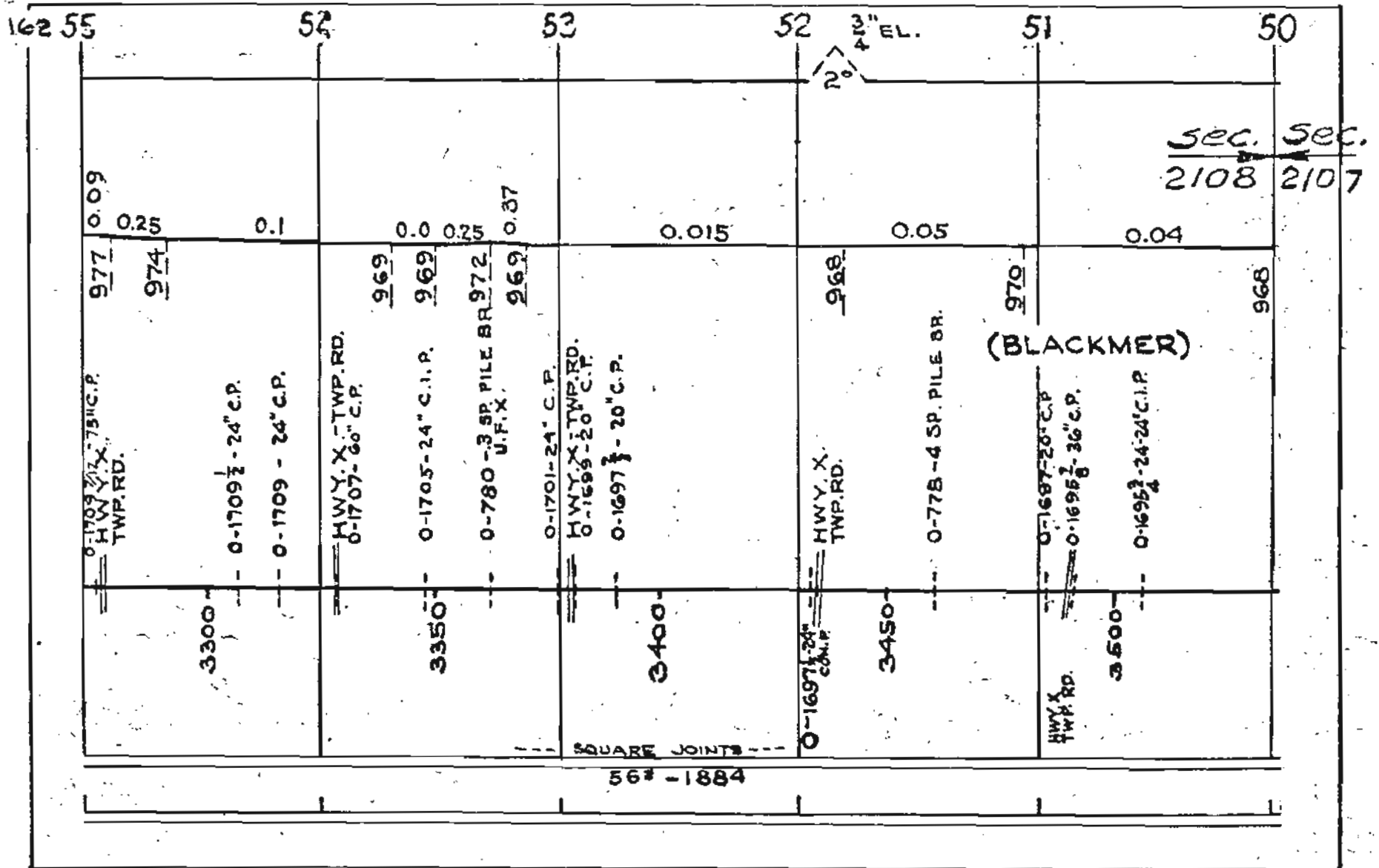


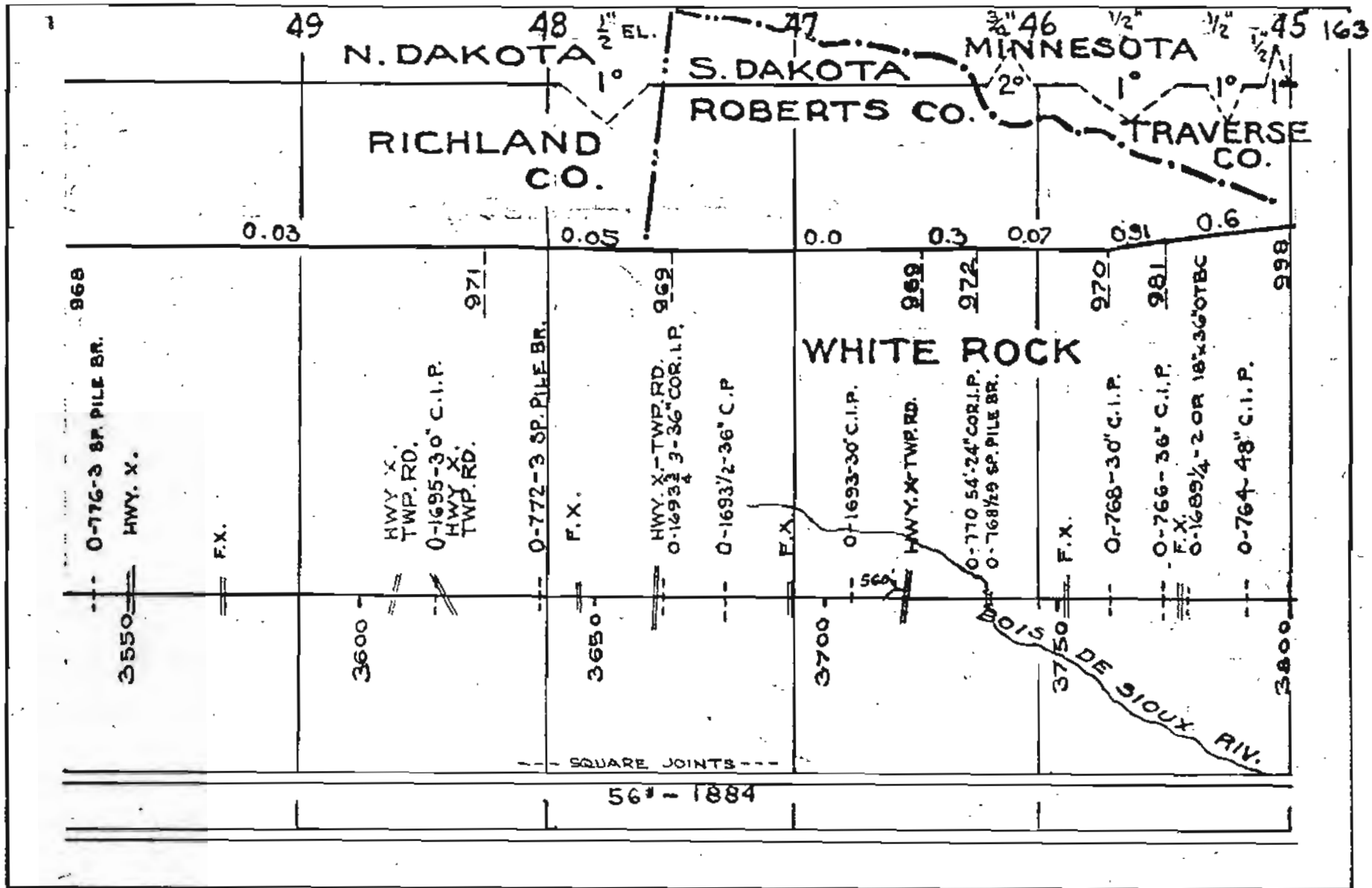


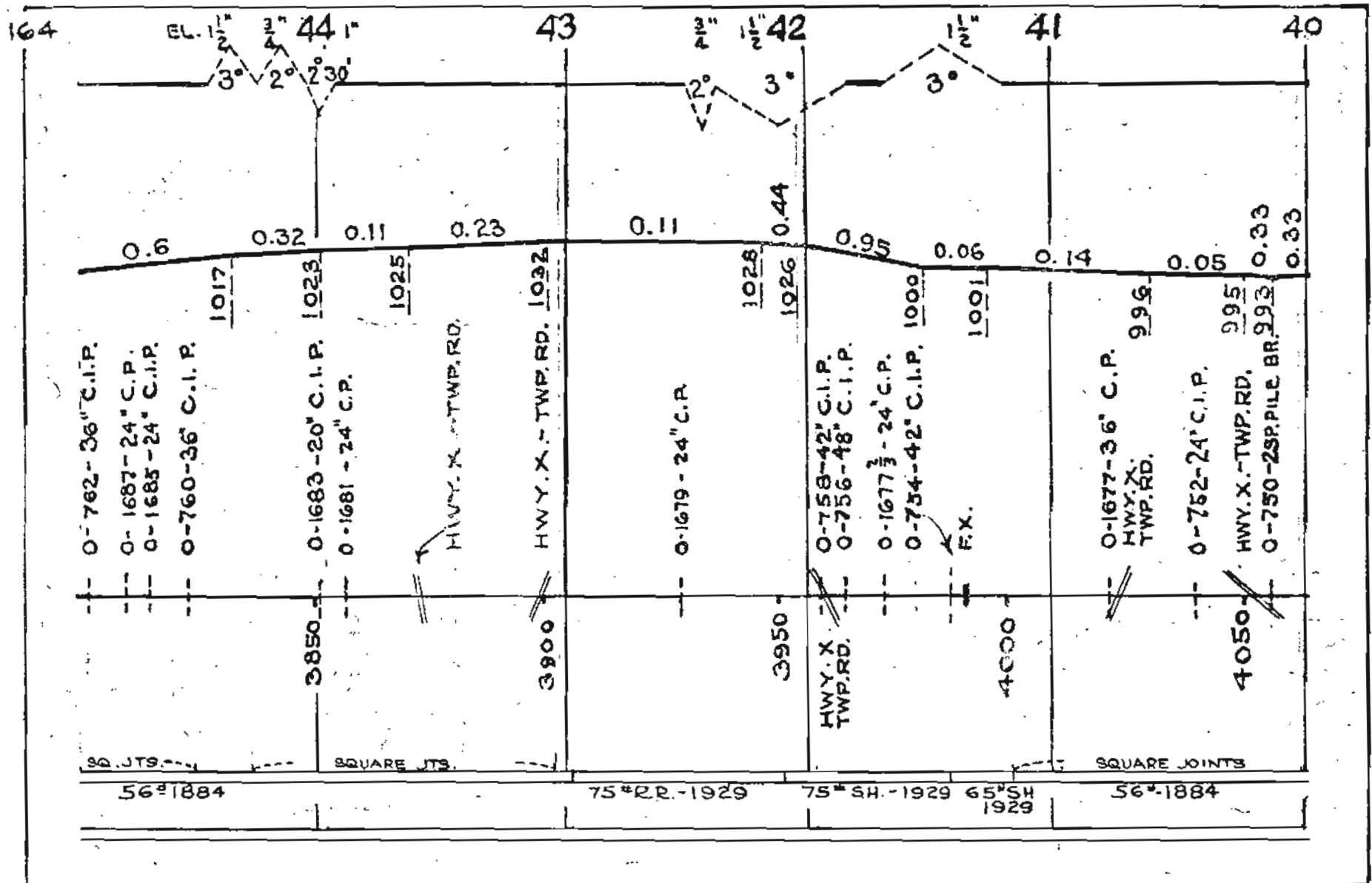


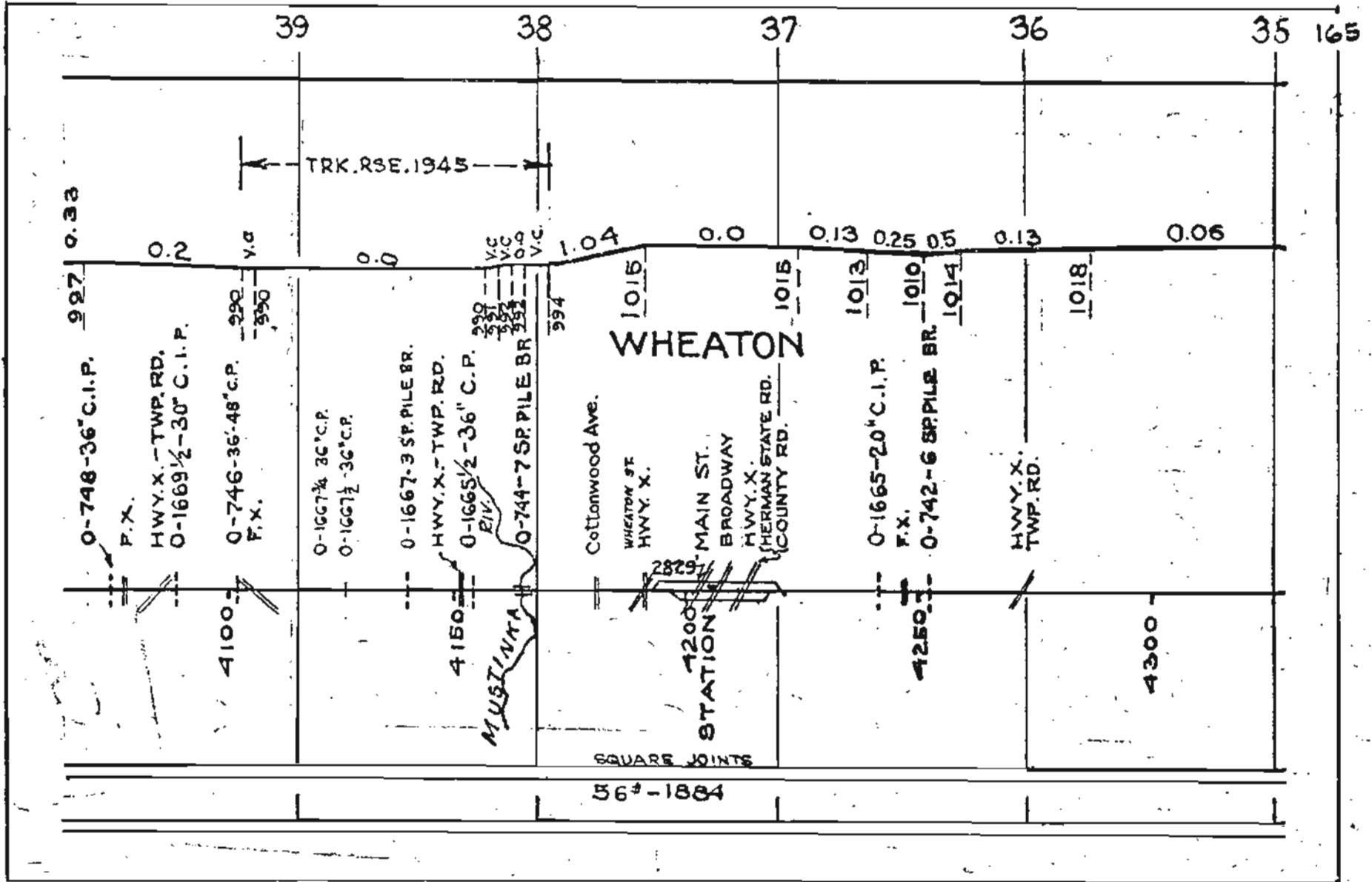


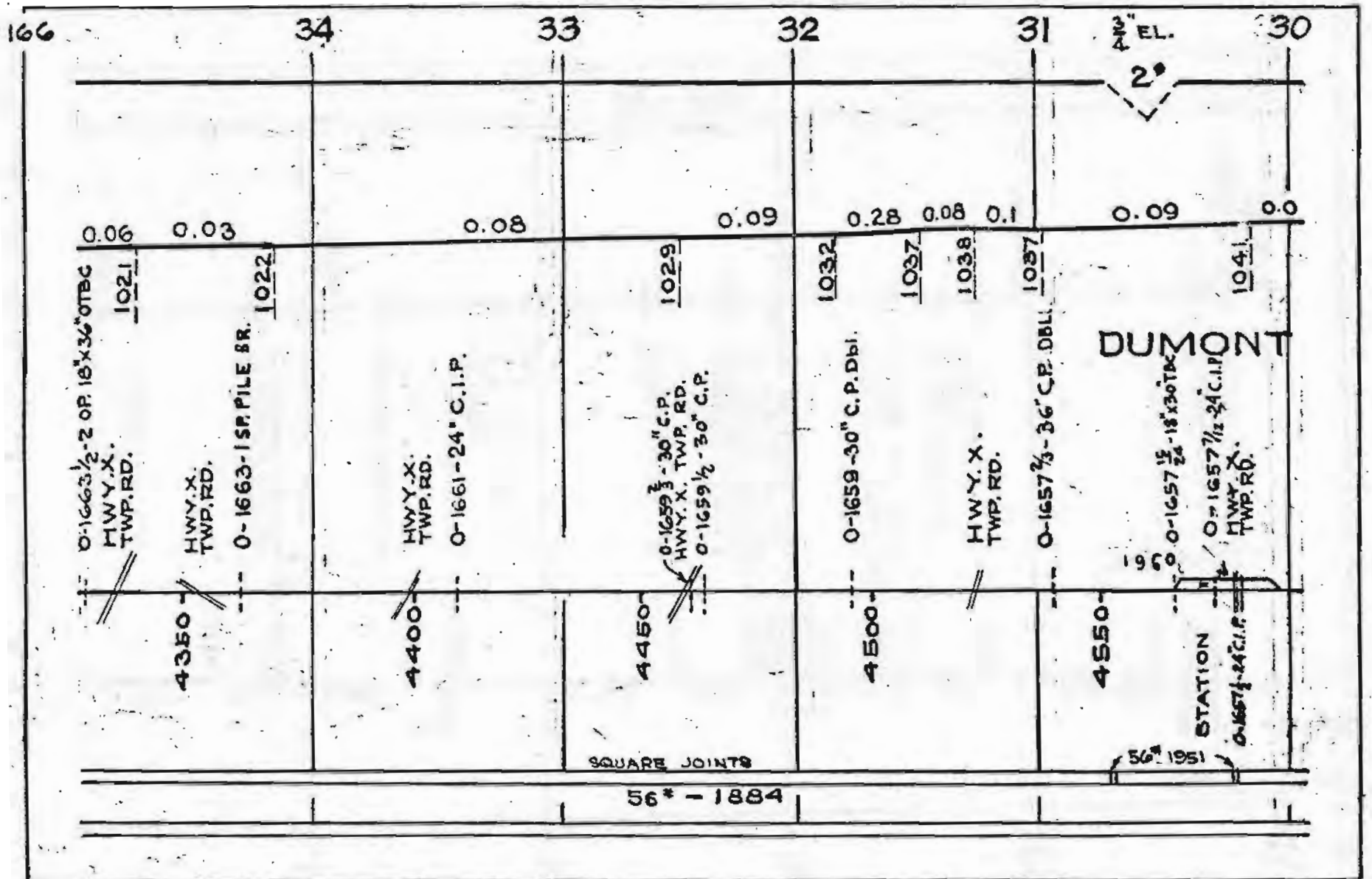


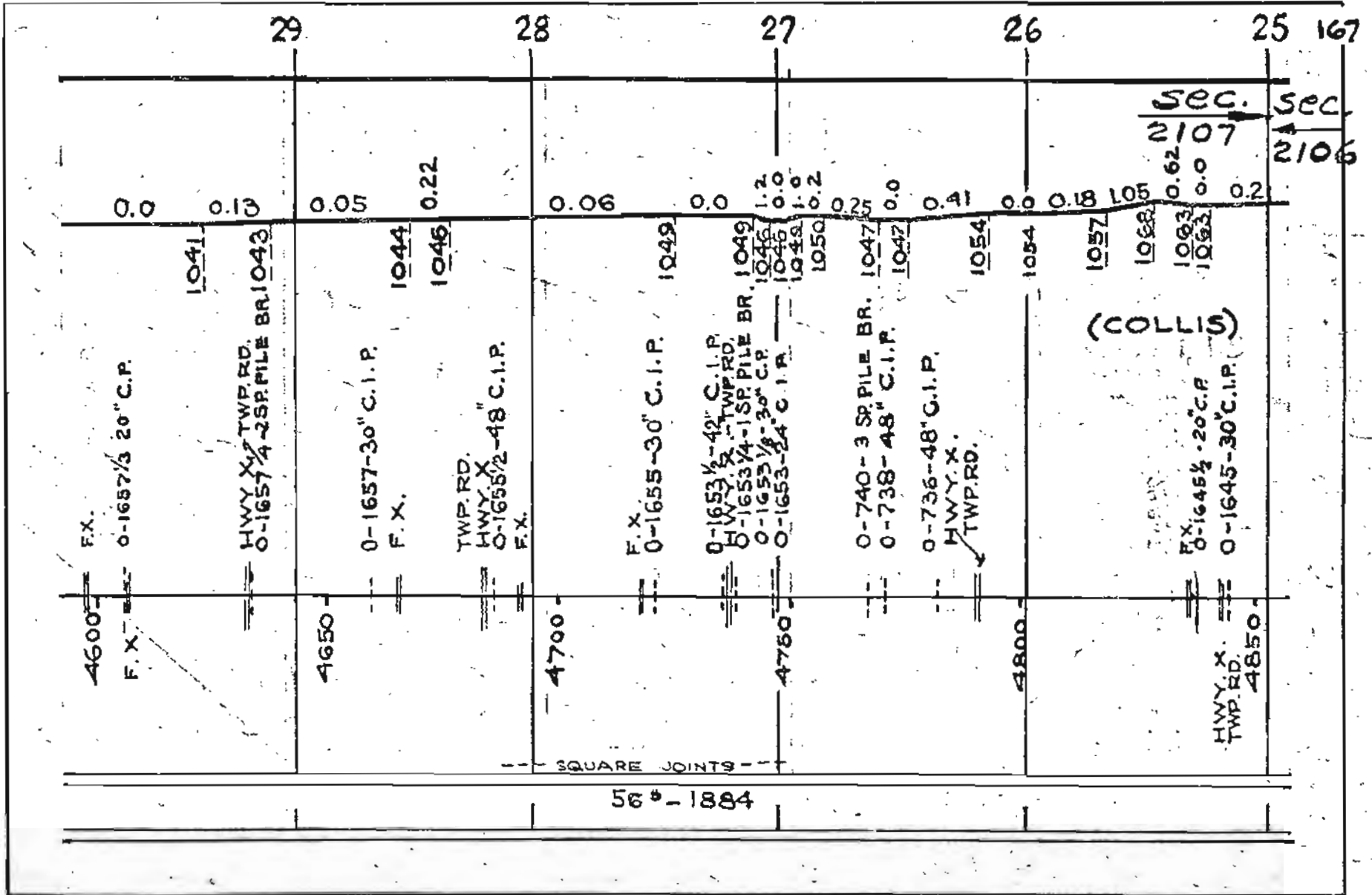


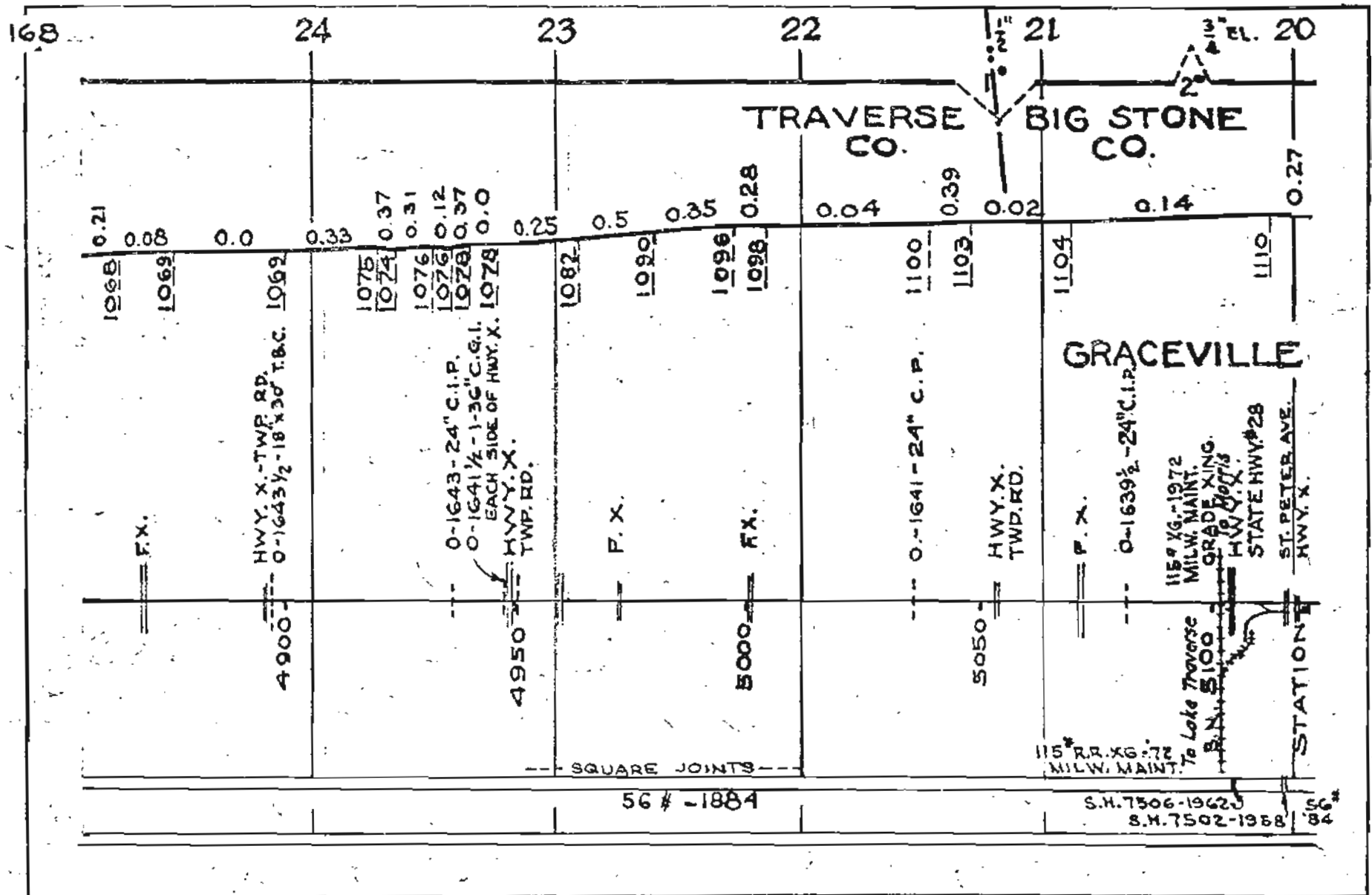


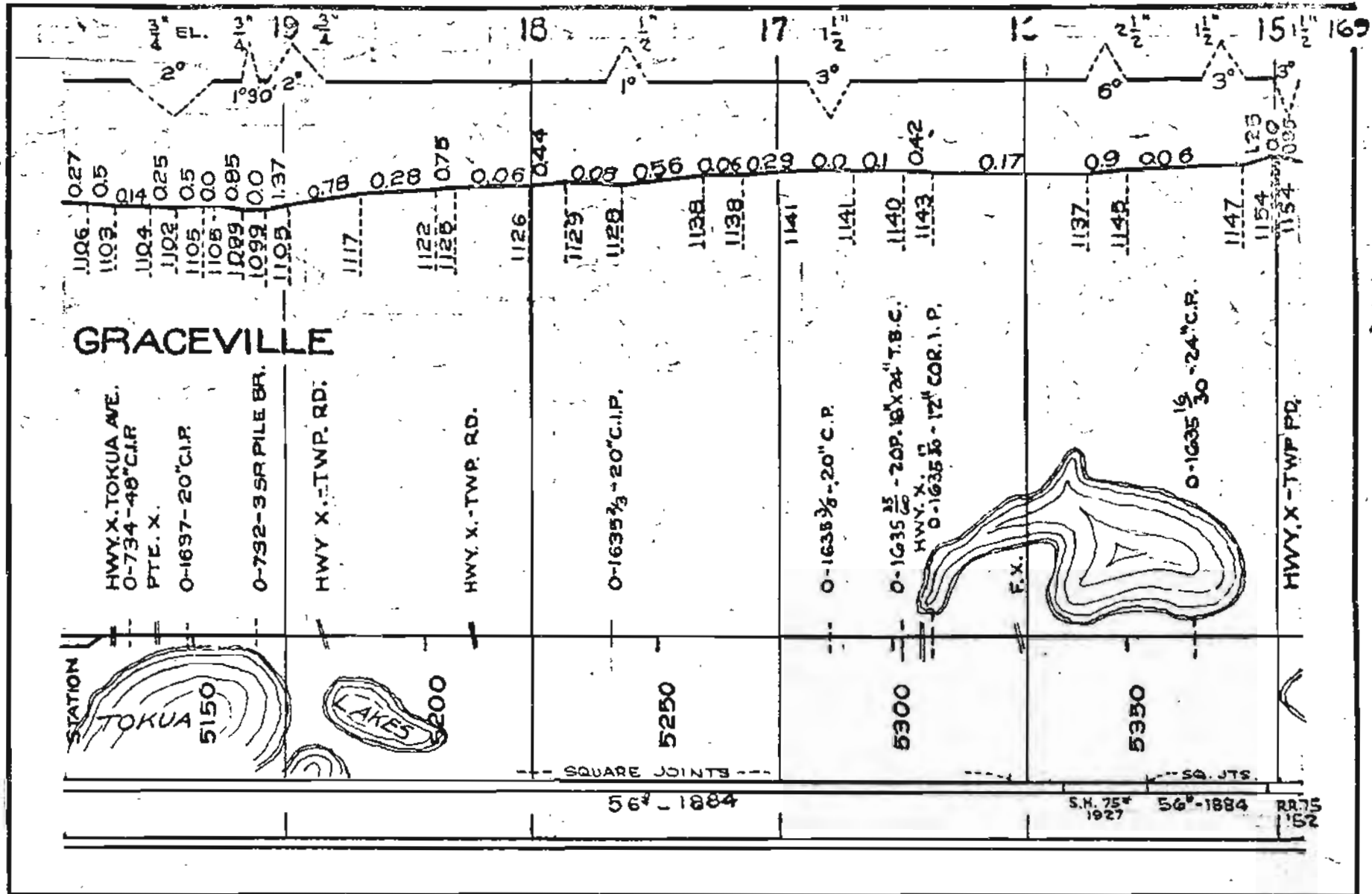


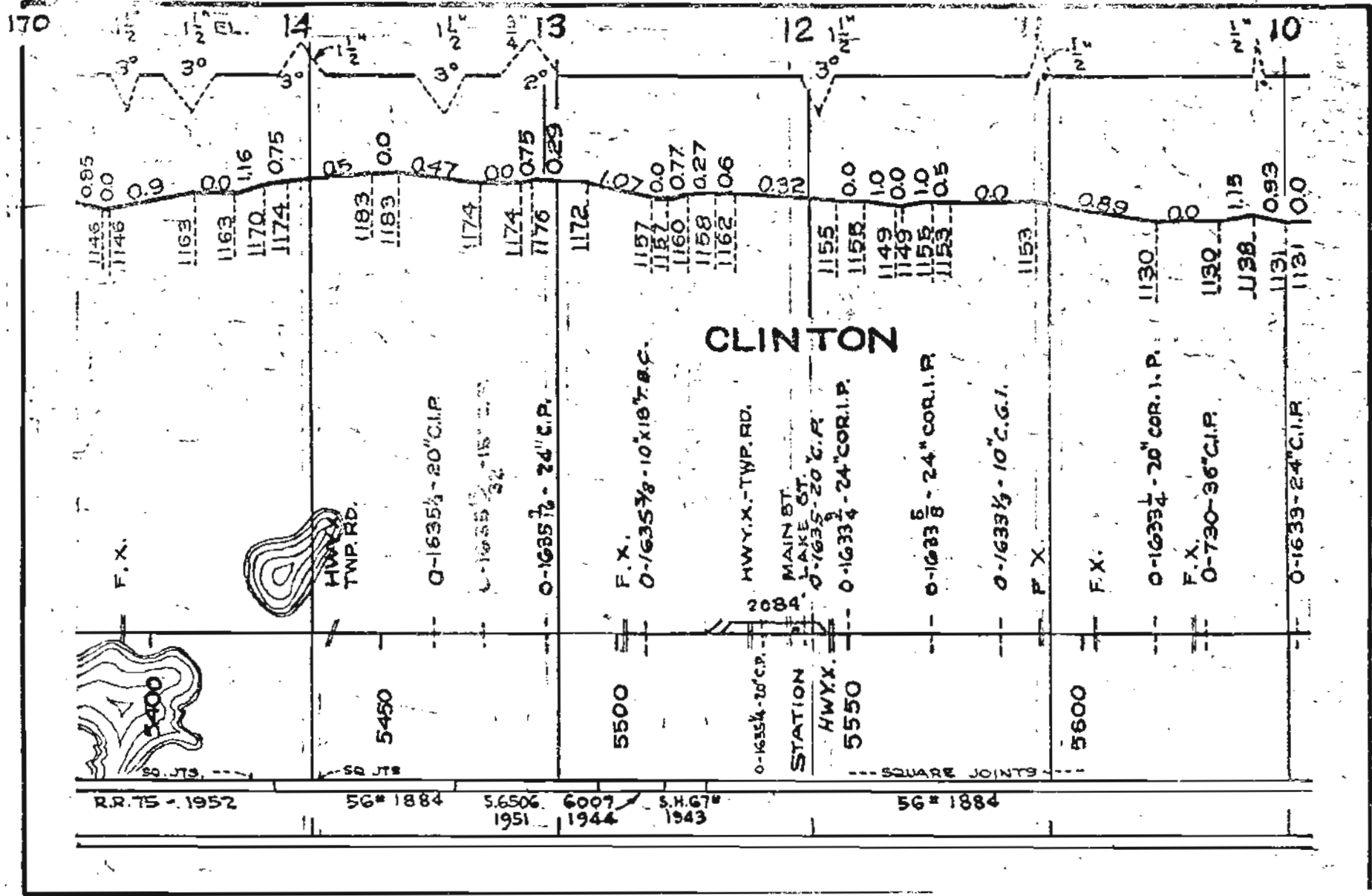


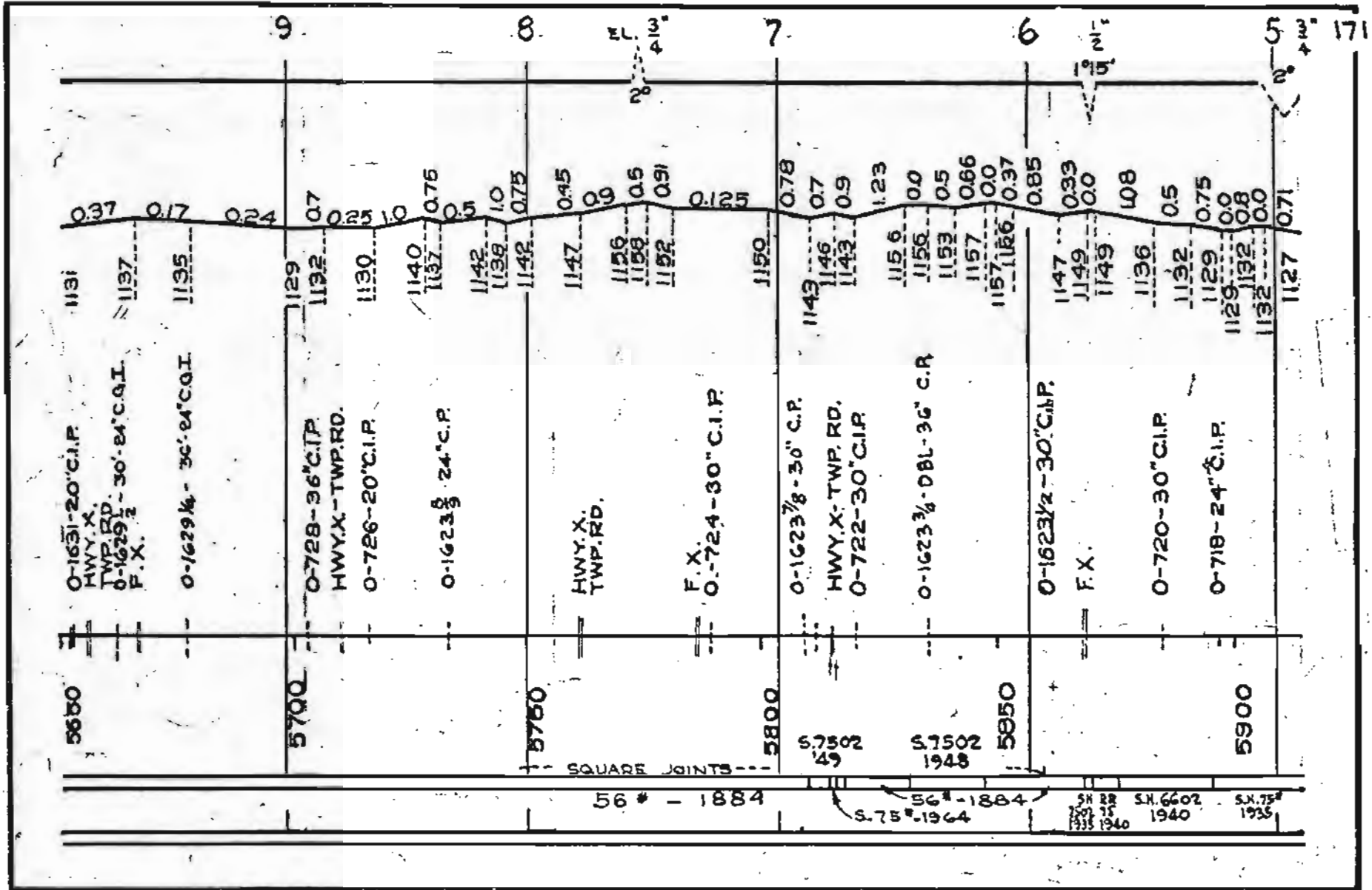


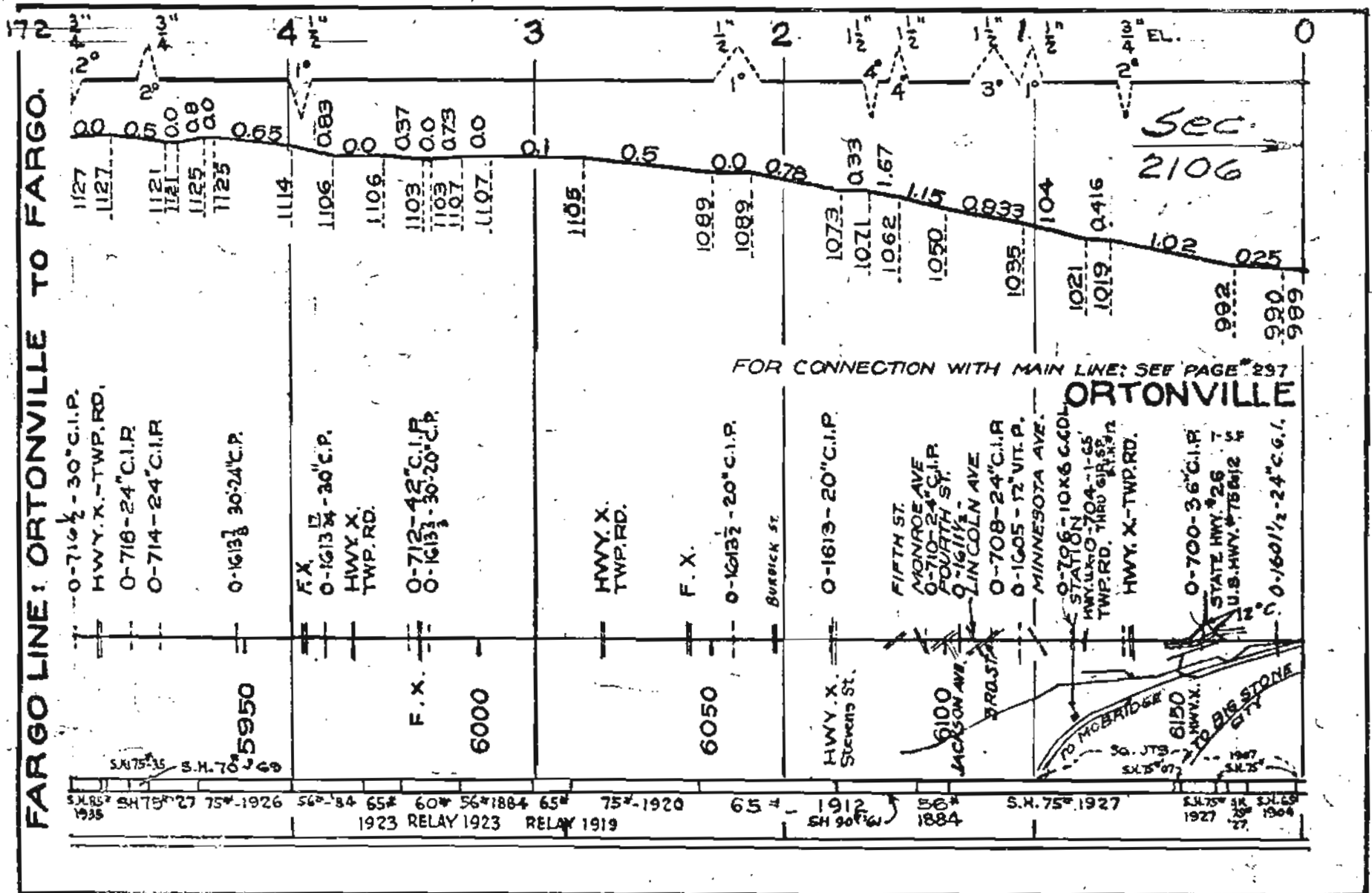


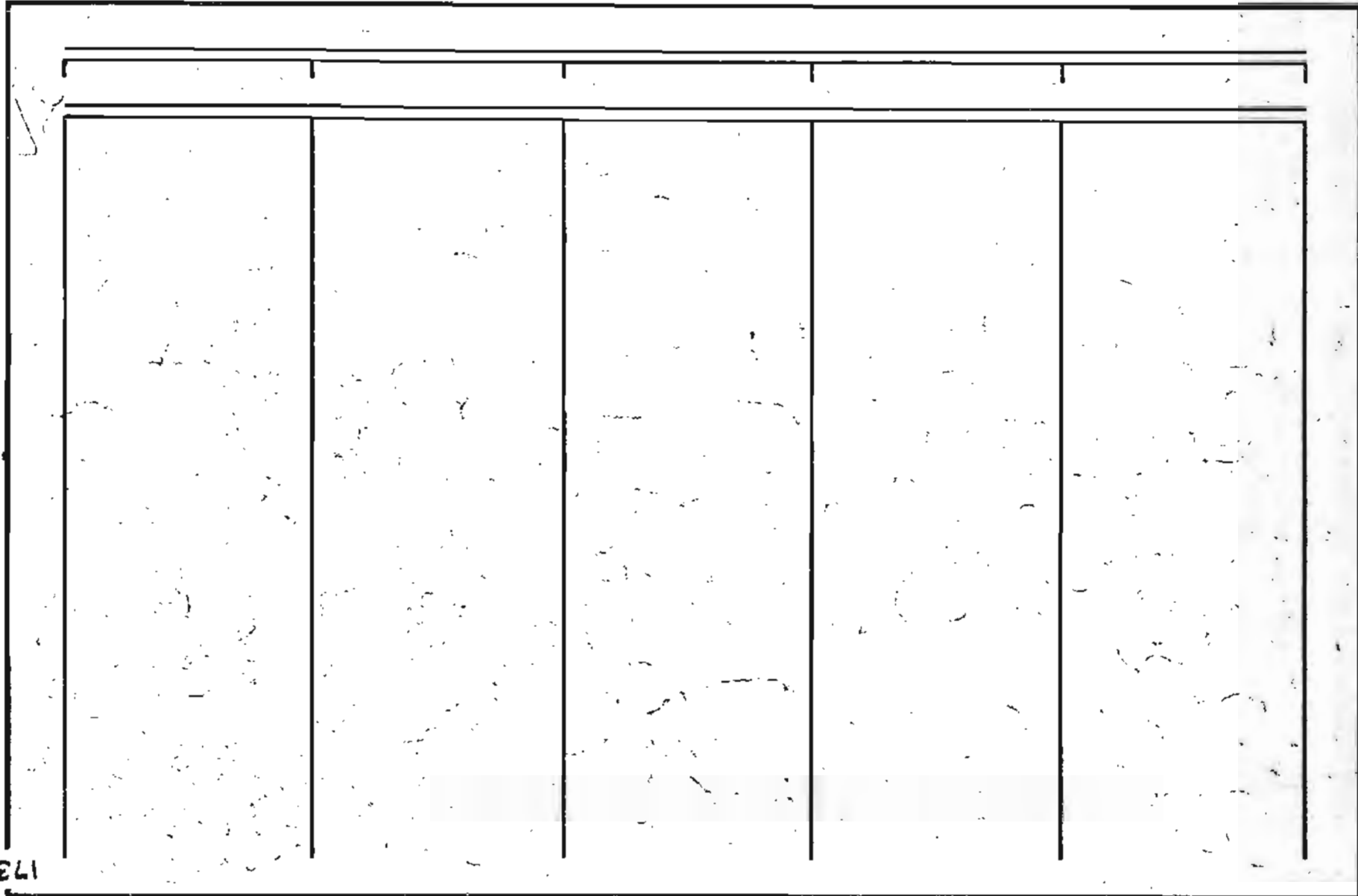




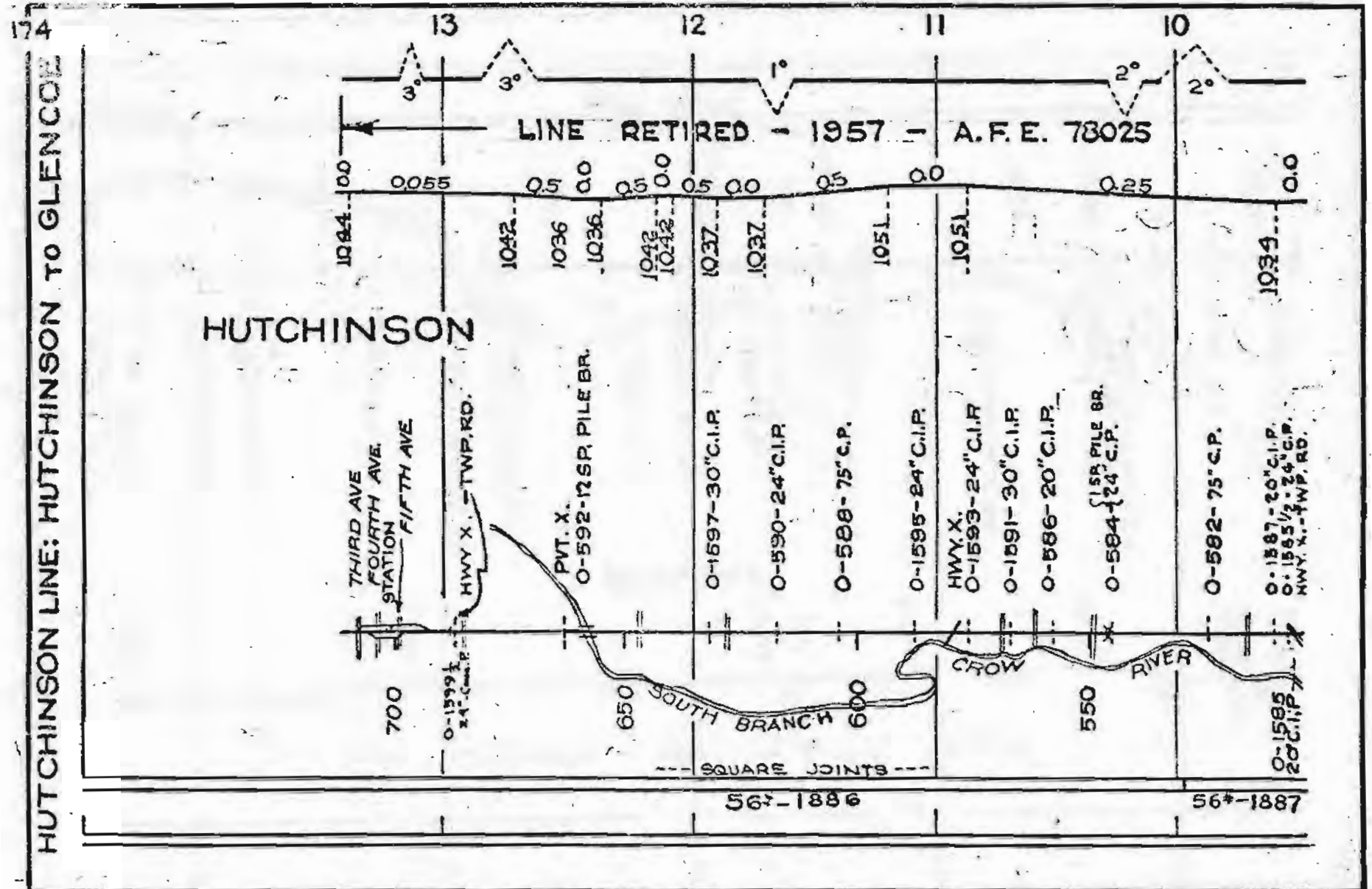


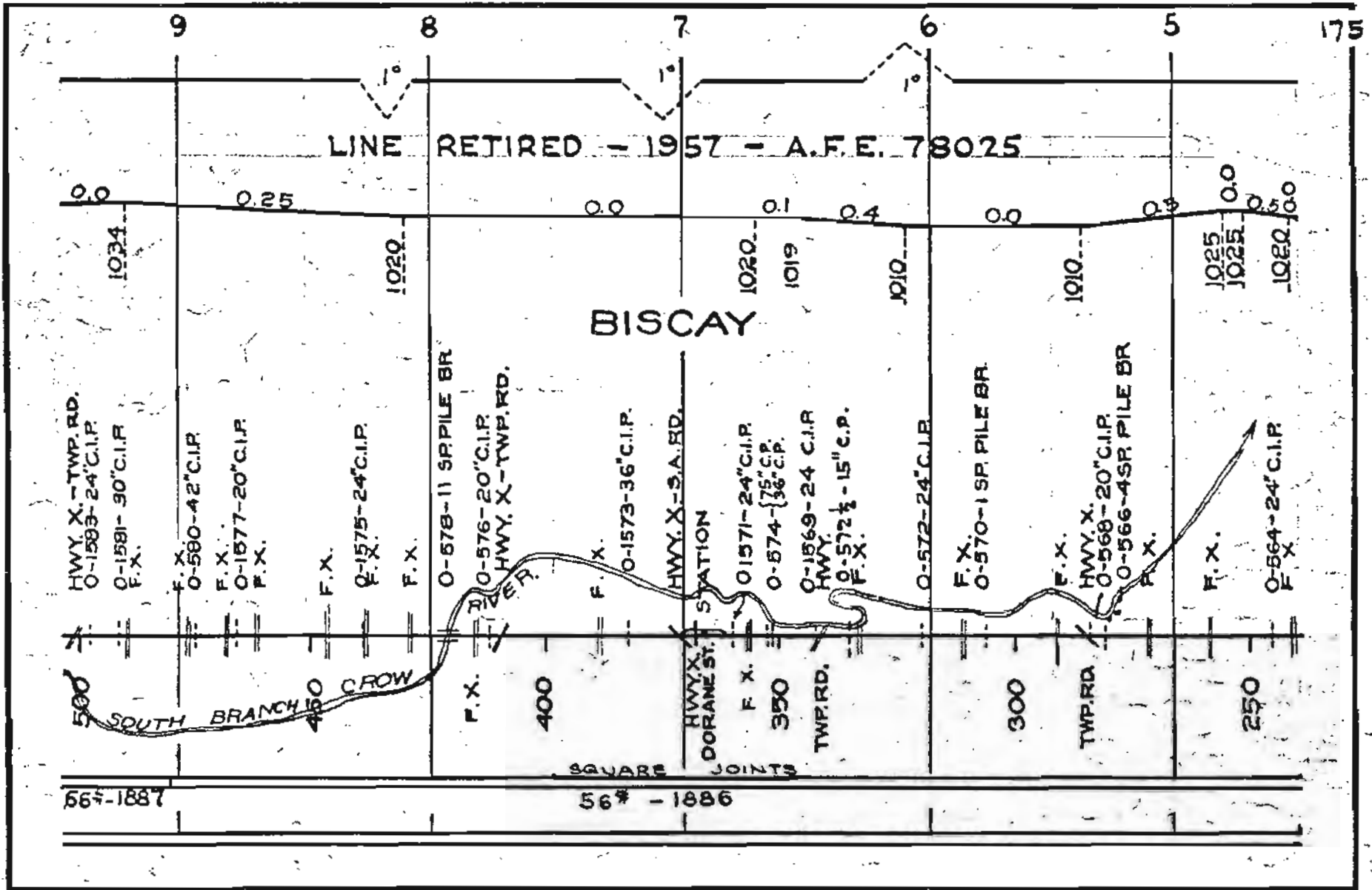


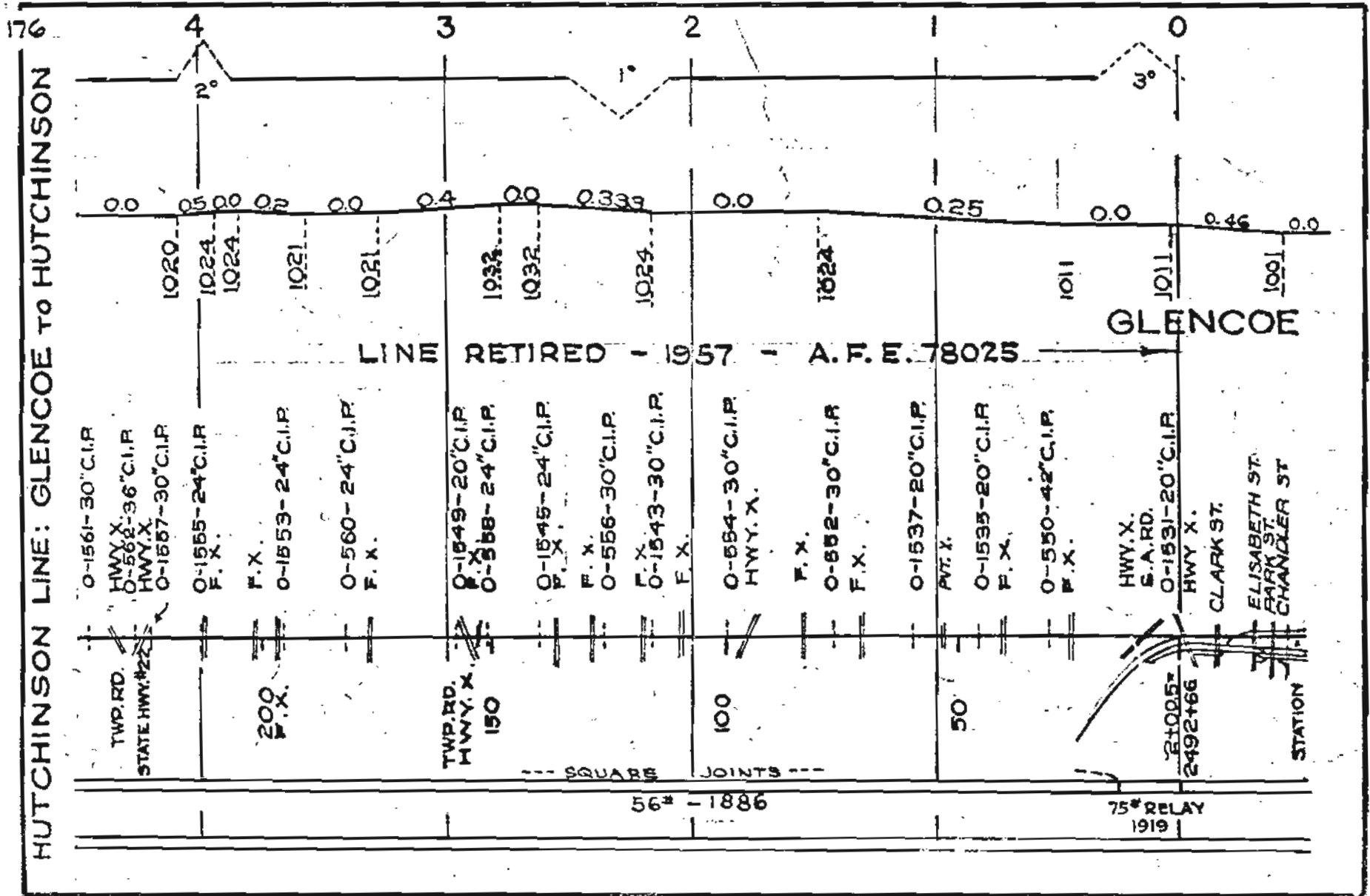


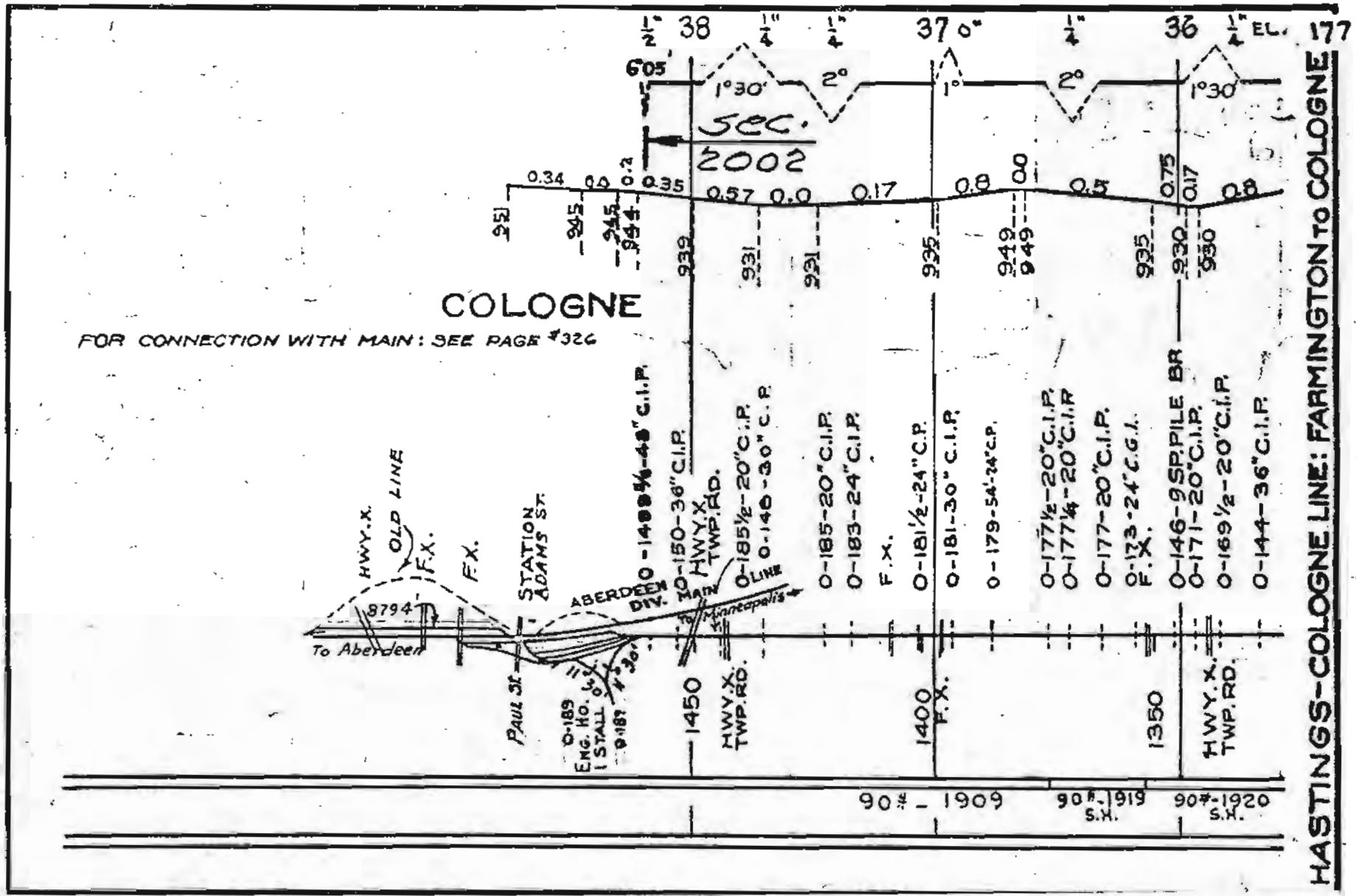


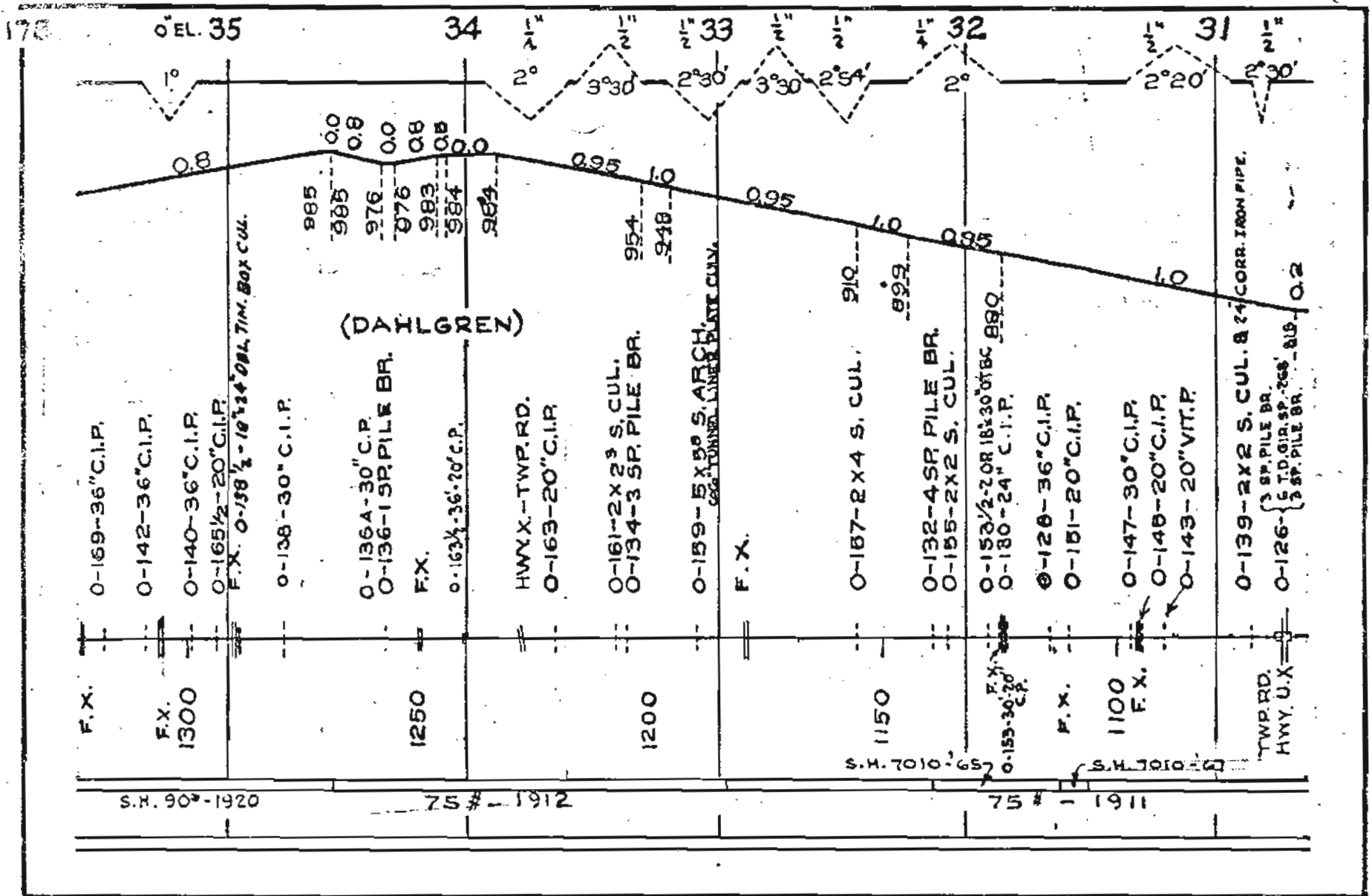
173

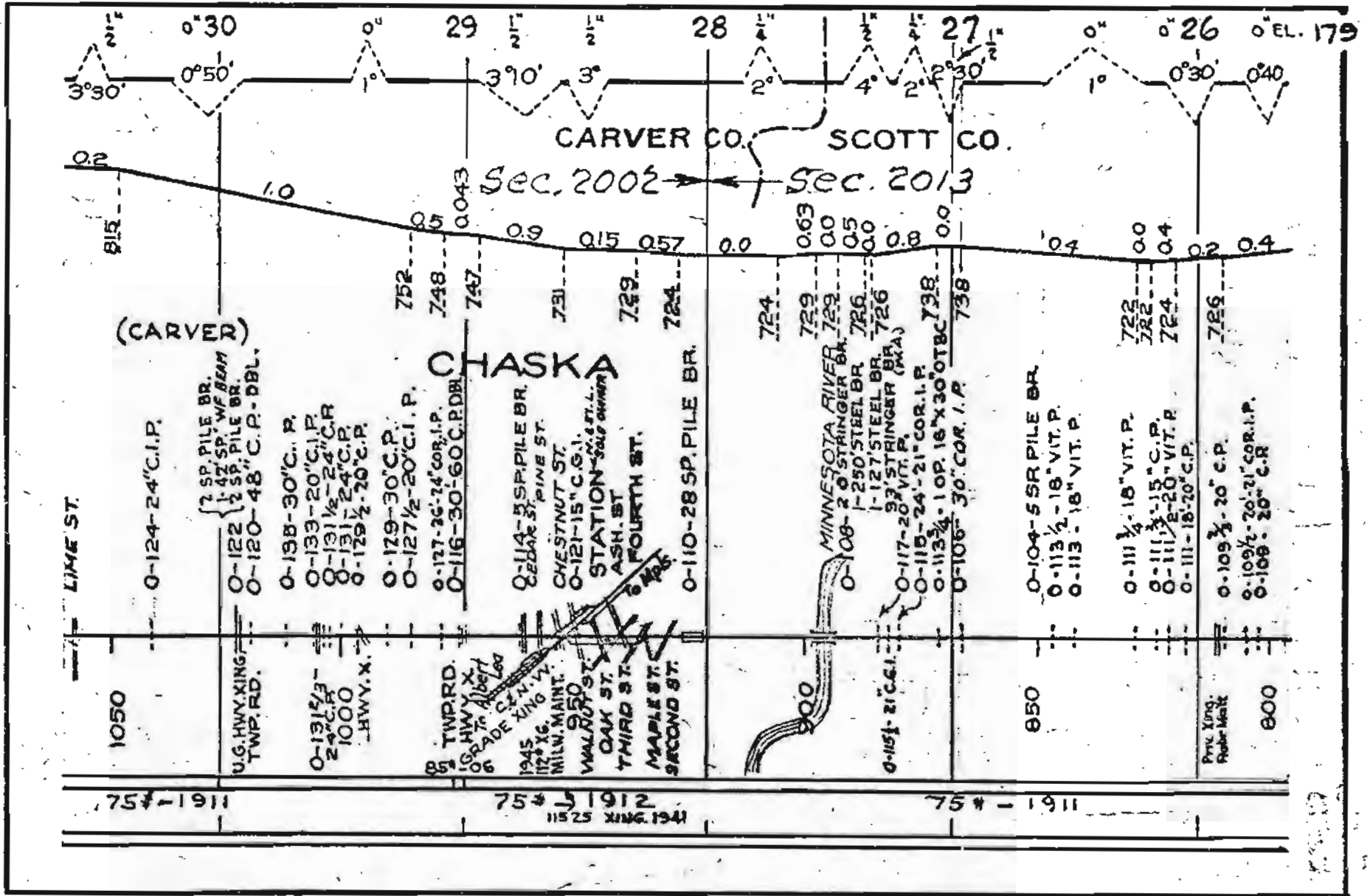


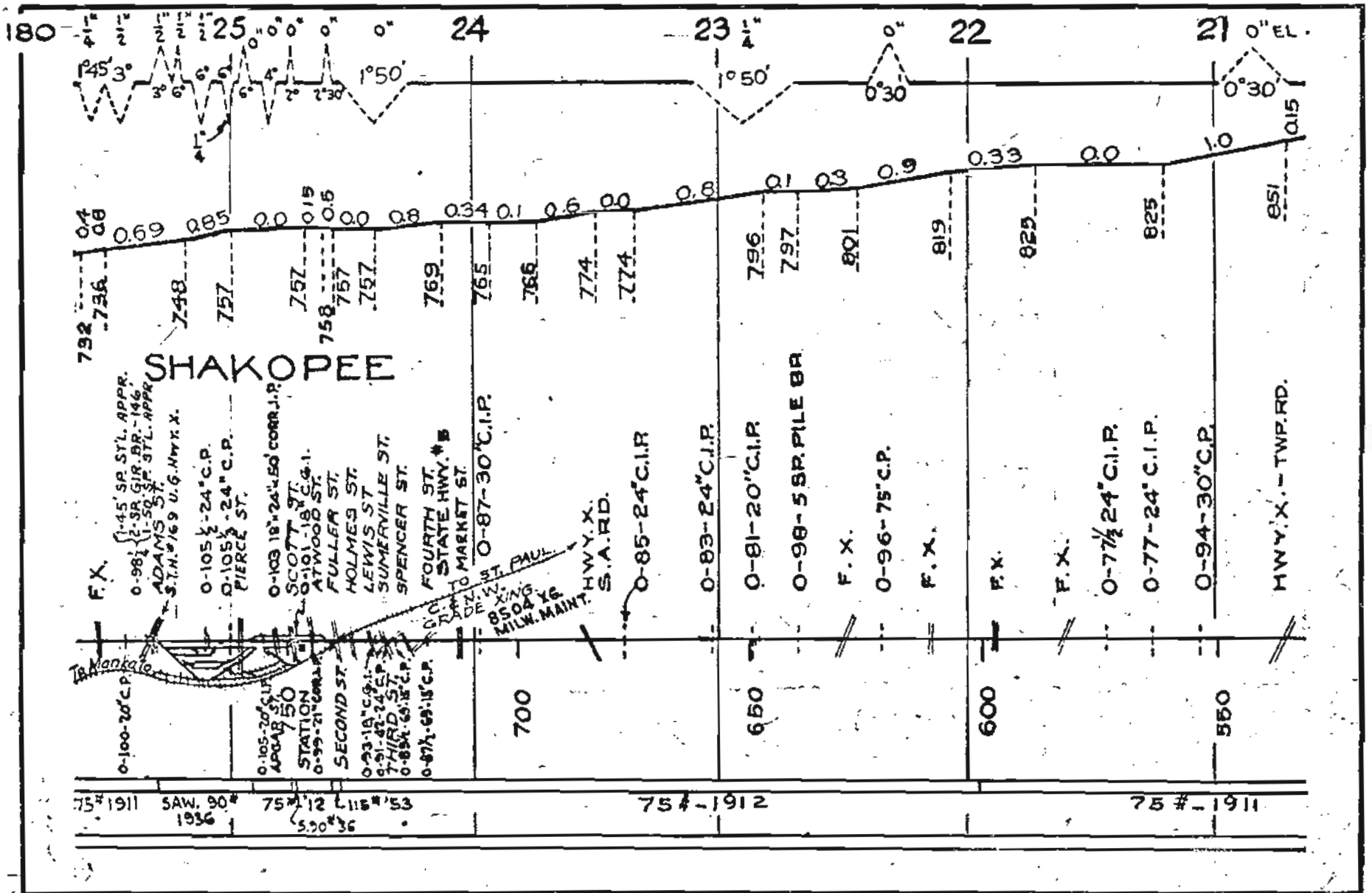


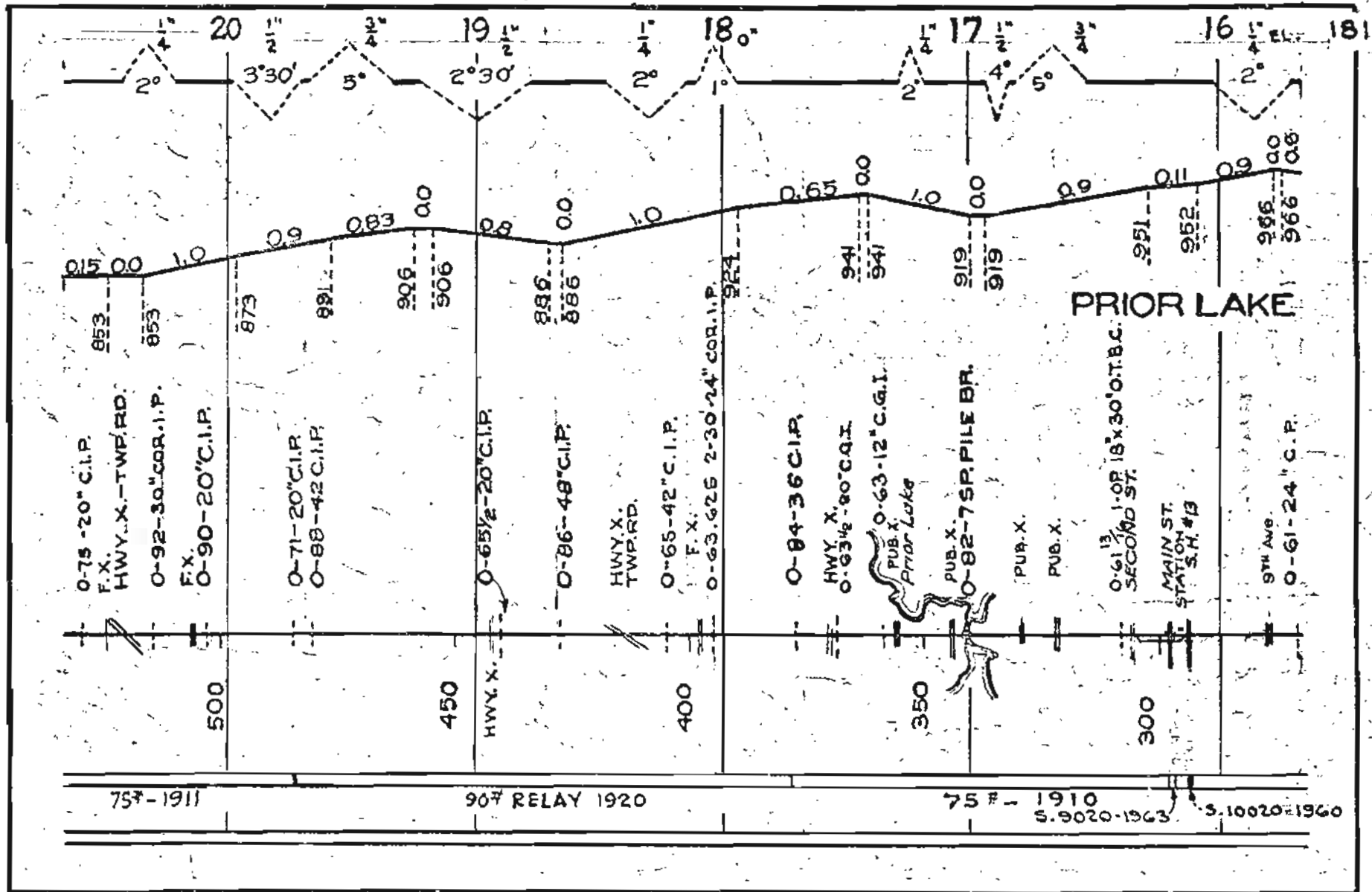


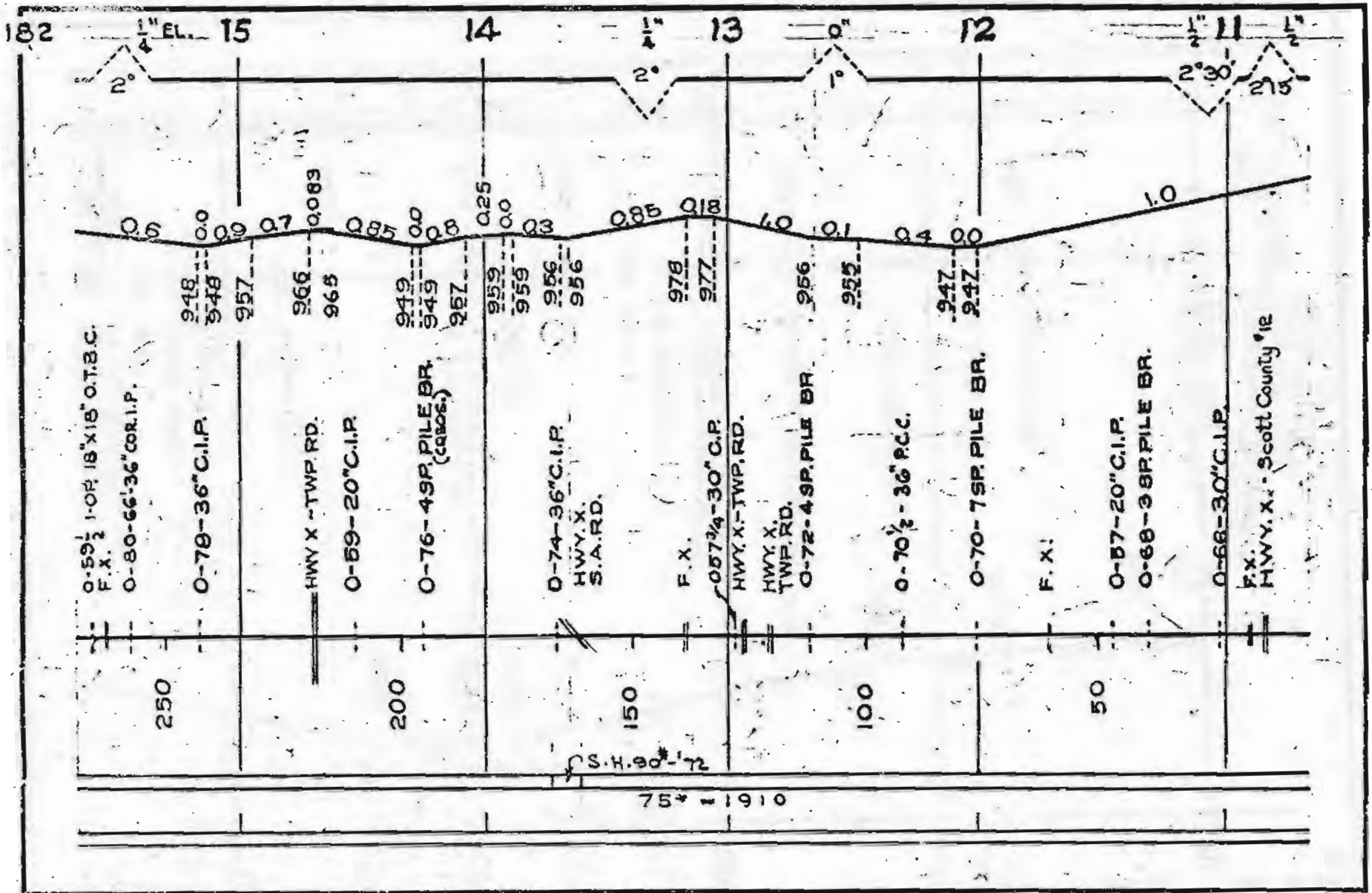


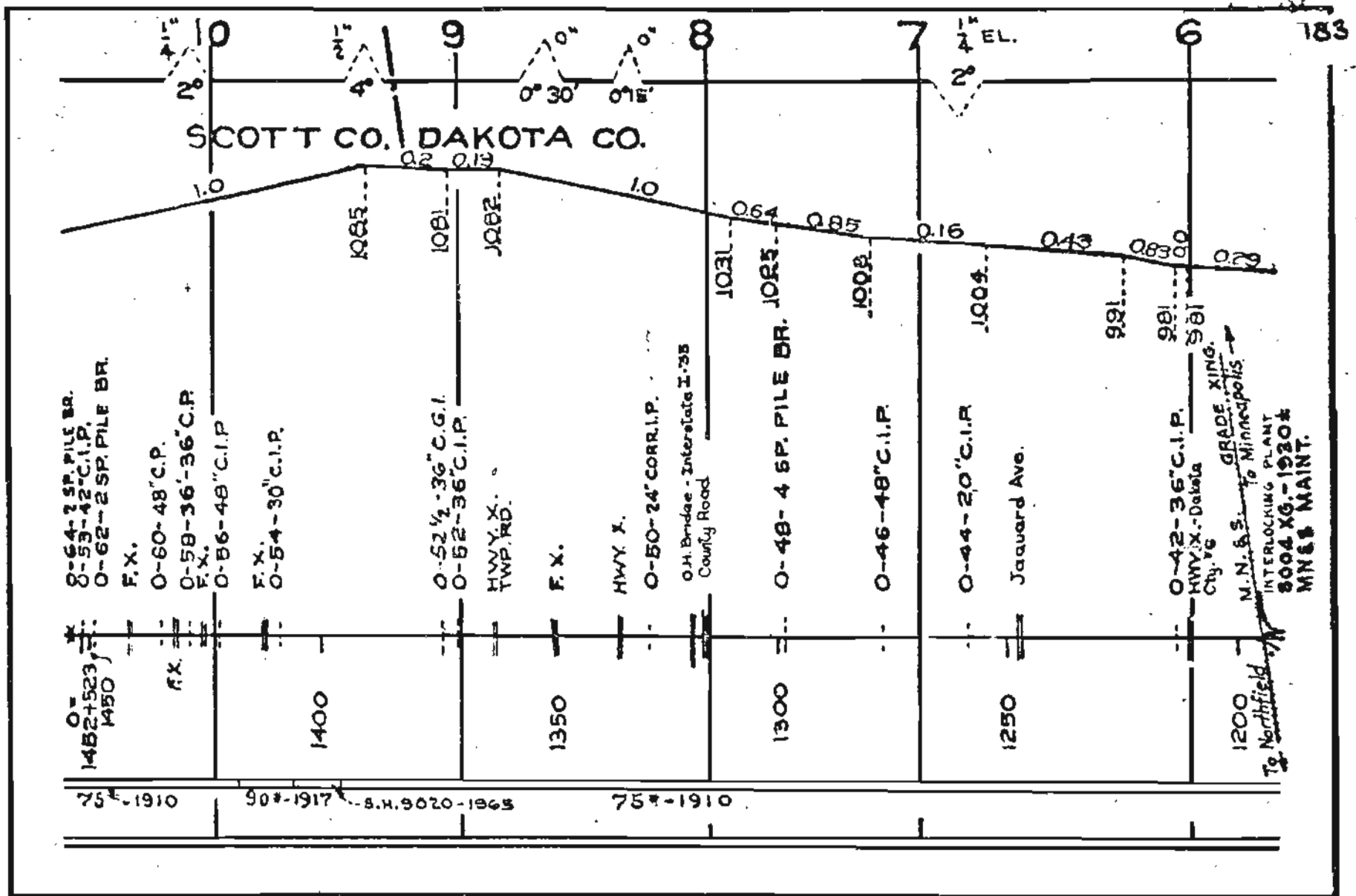


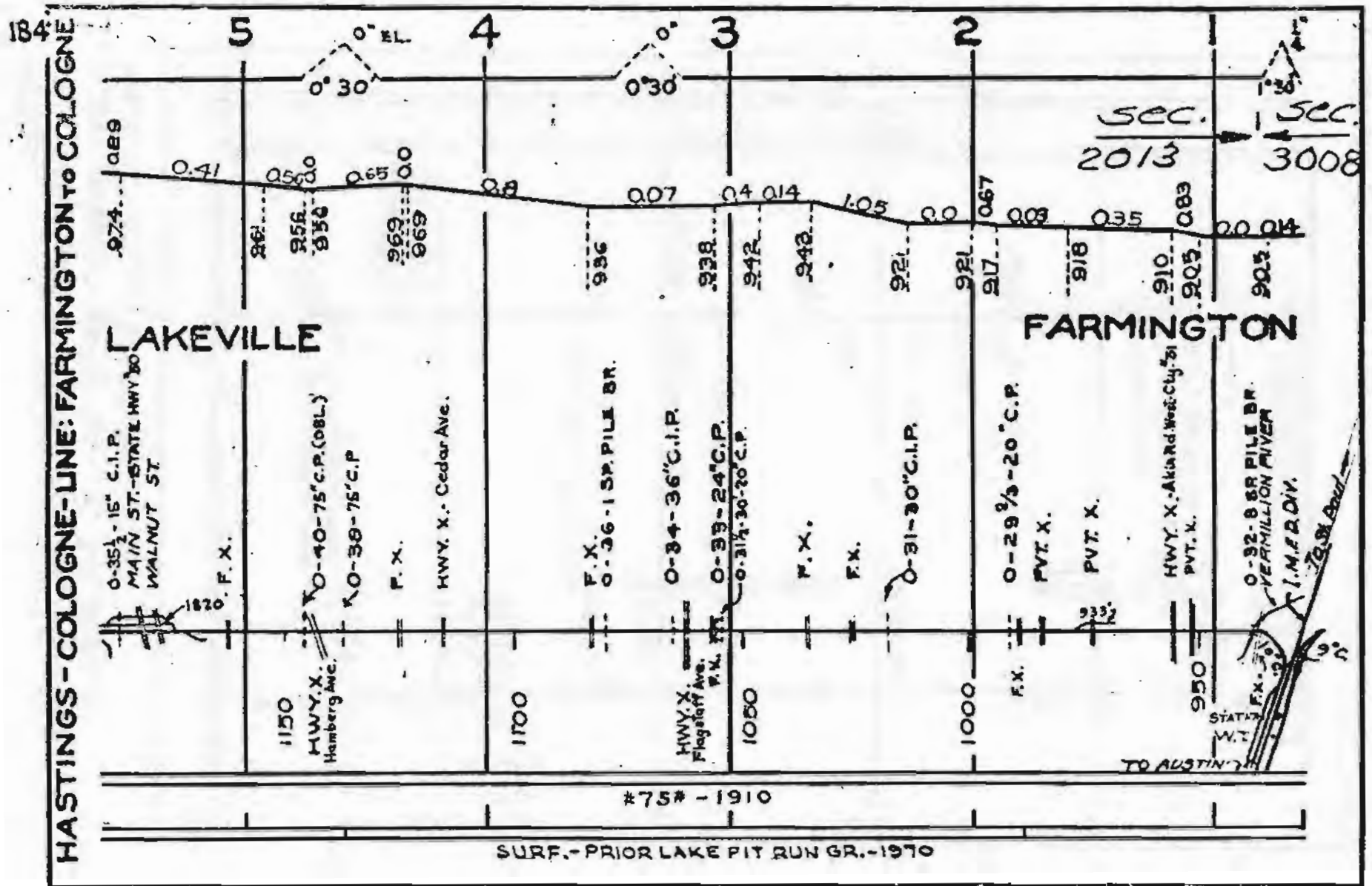




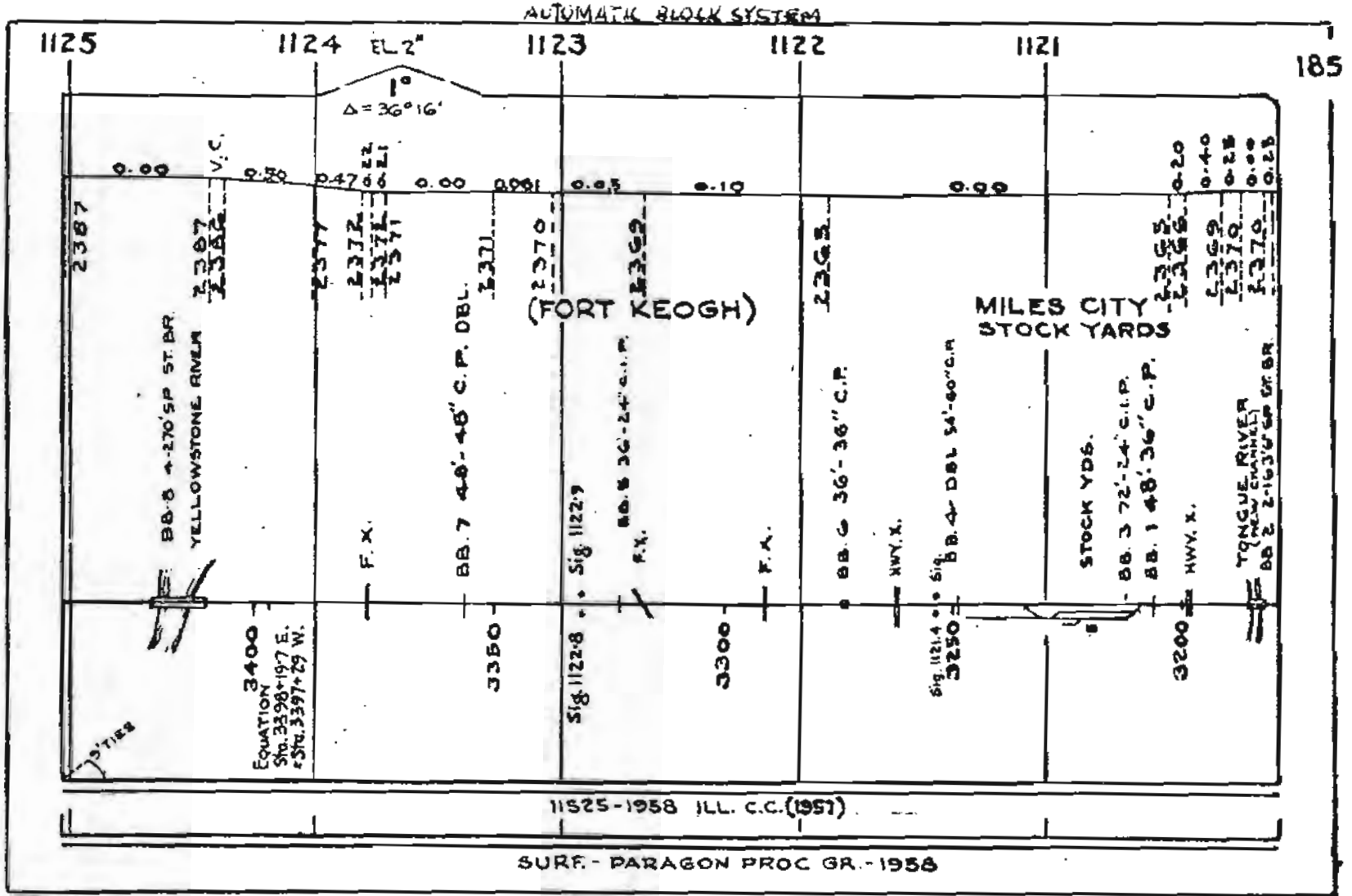


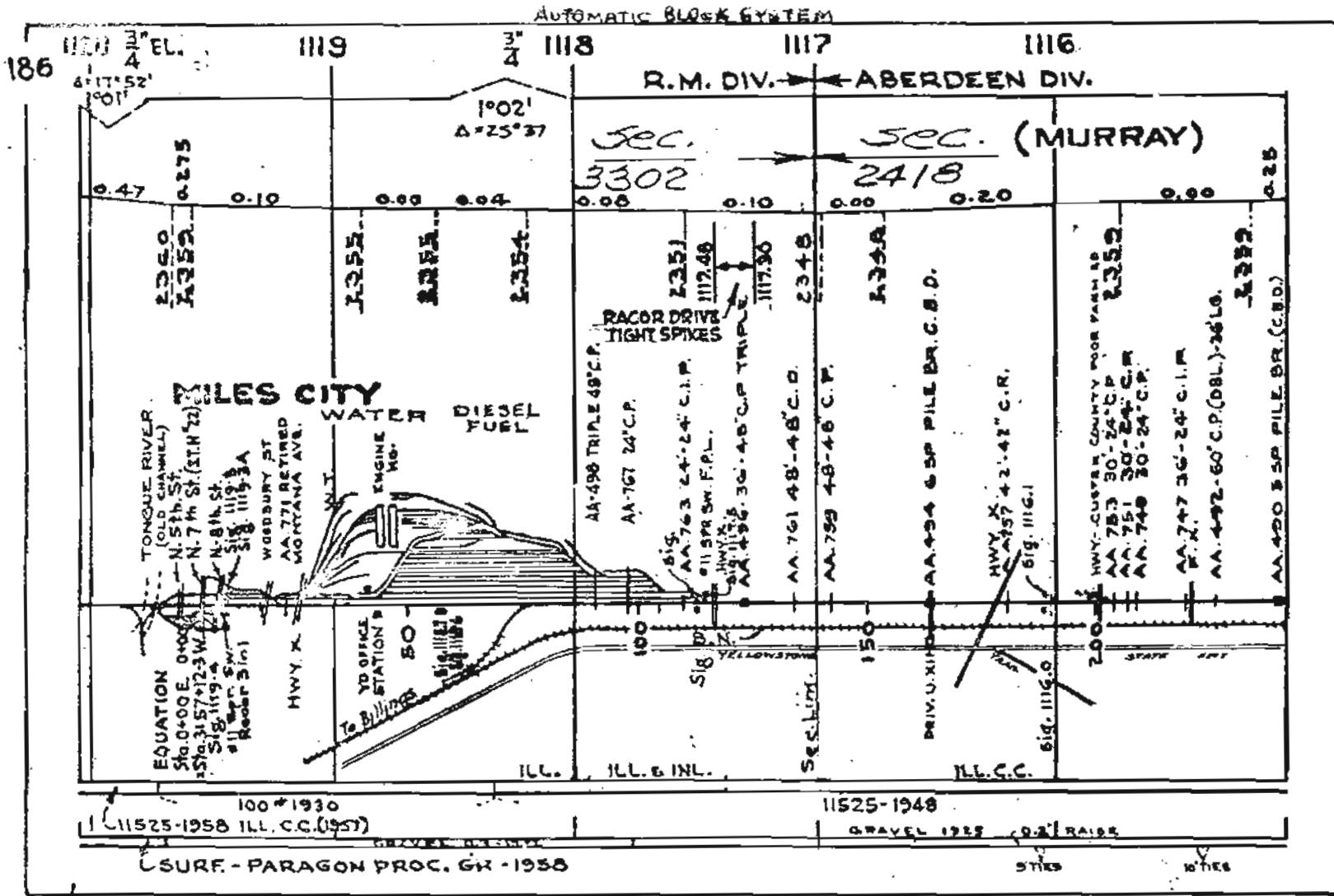




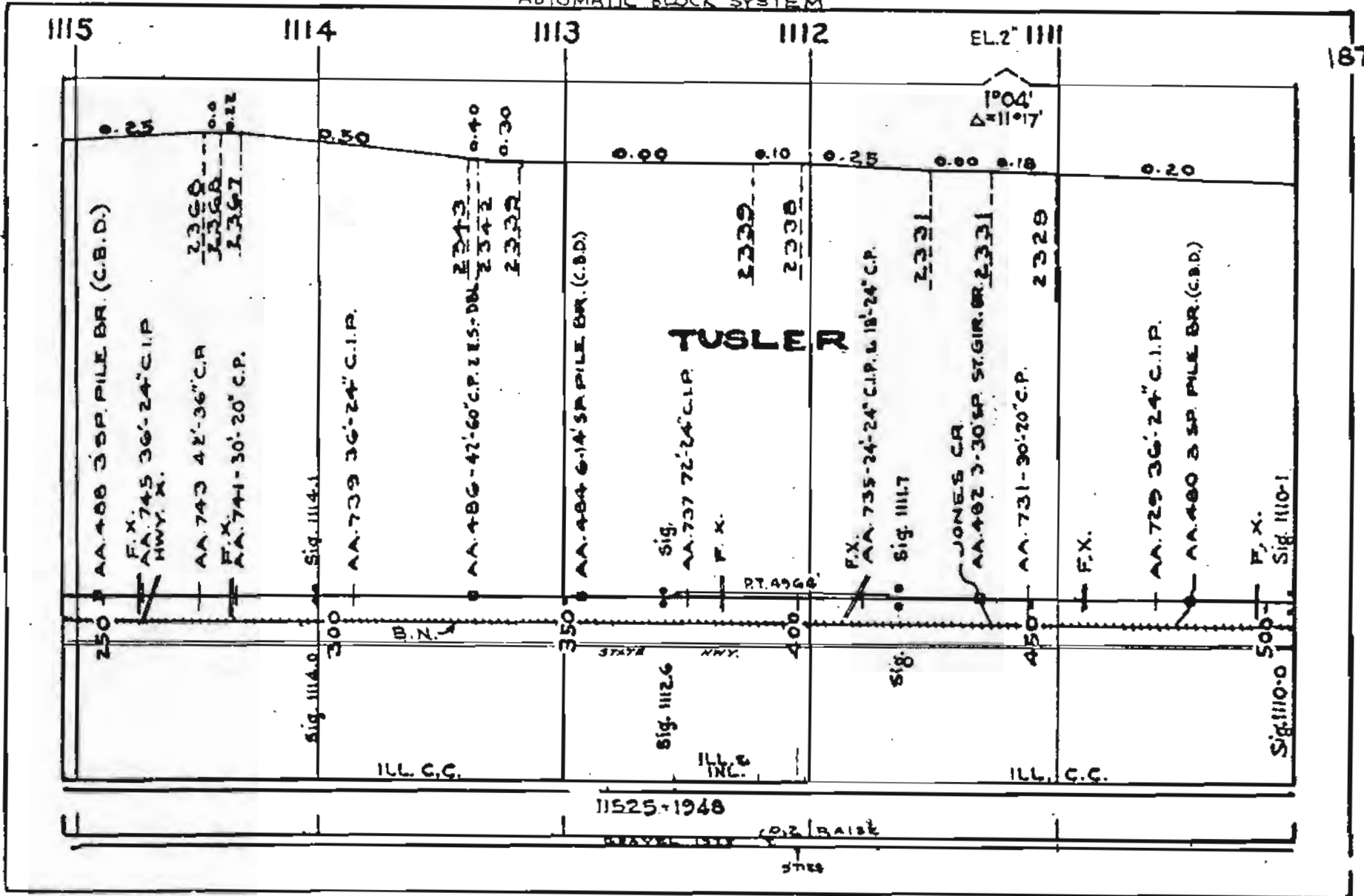


NOTE:
 WHEN MAKING CORRECTIONS ON THIS PAGE
 ALSO CORRECT PAGE 241 ON THE ROCKY
 MOUNTAIN DIV. (SHEET 20 OF 20)

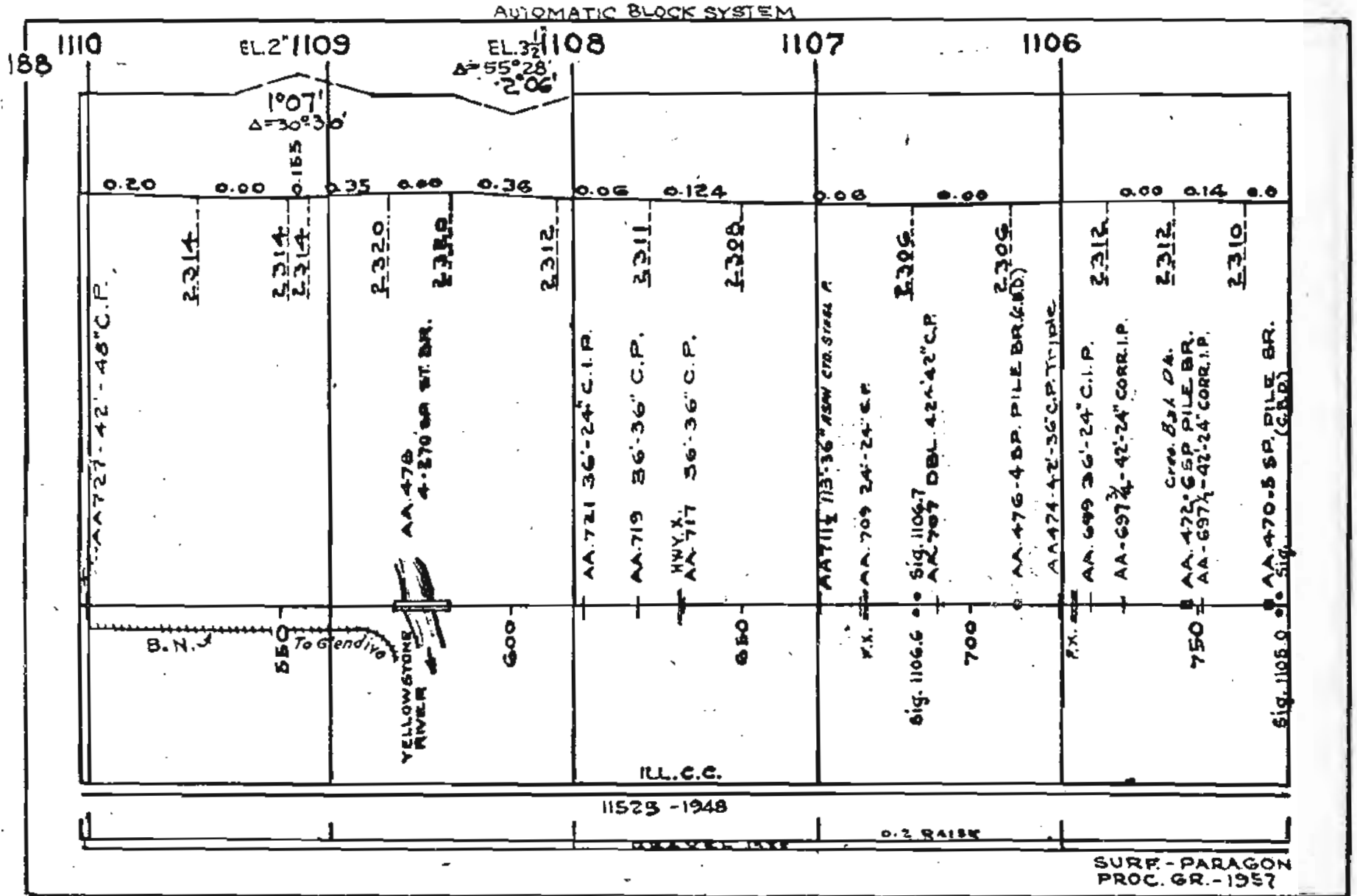




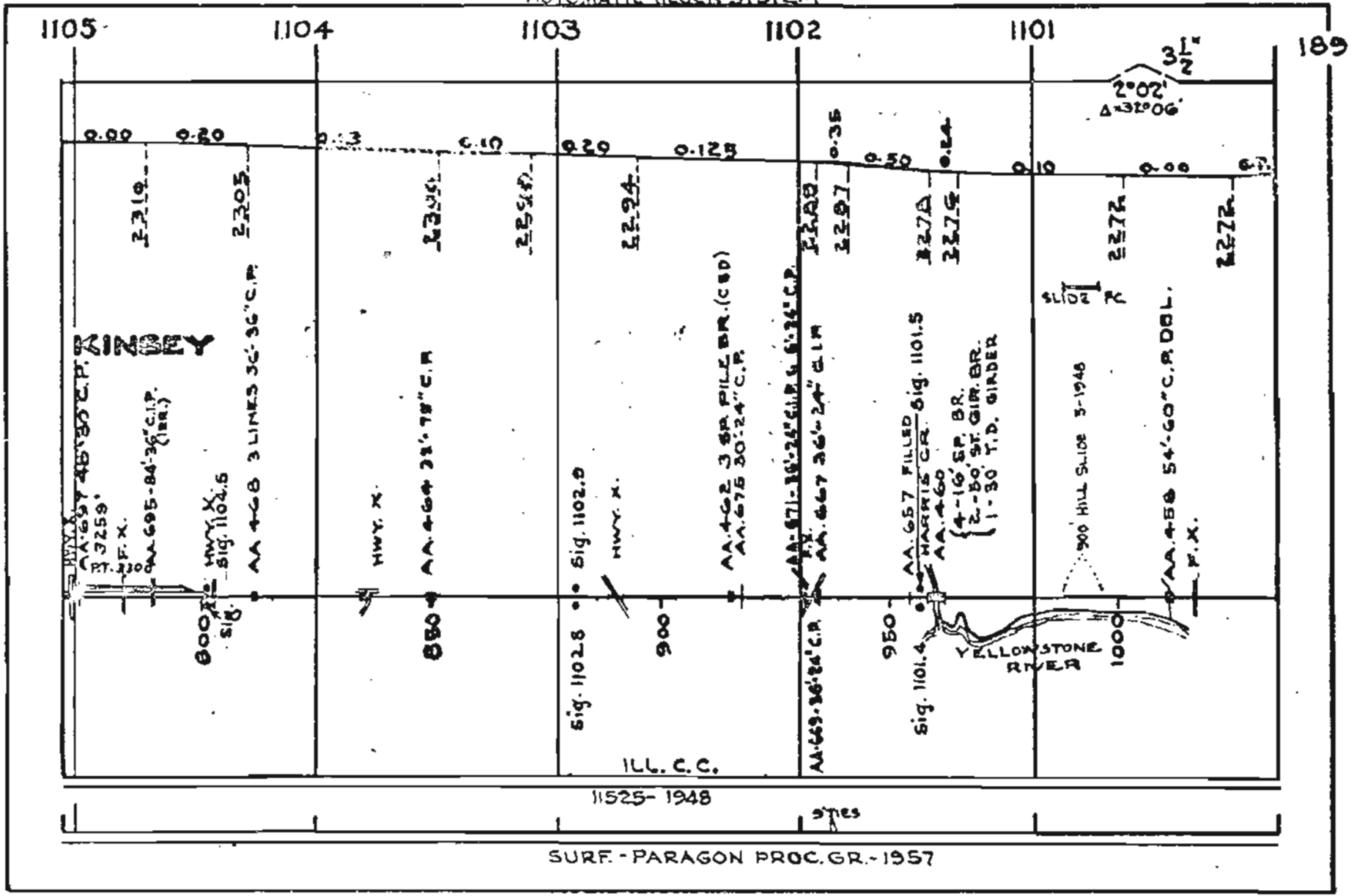
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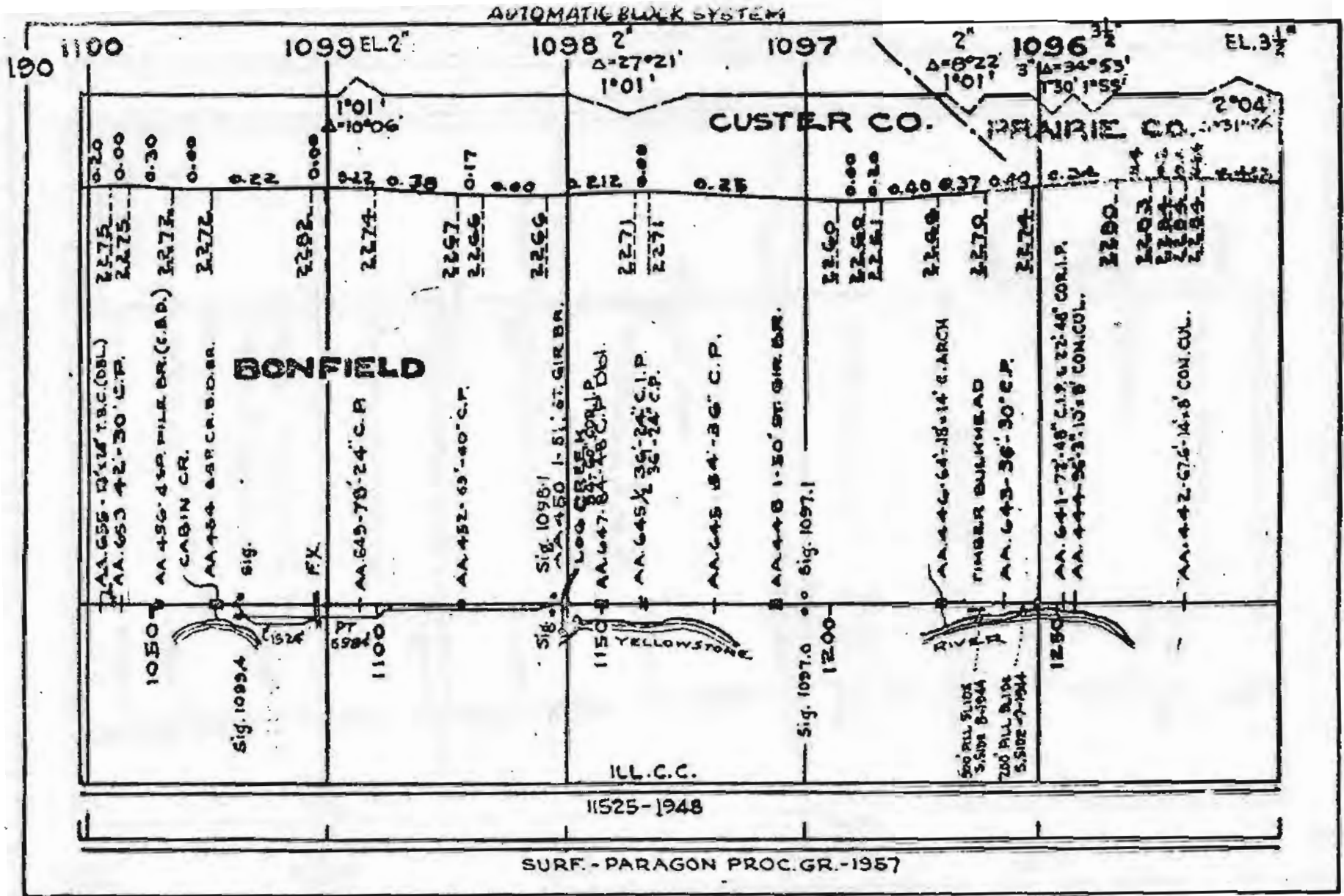


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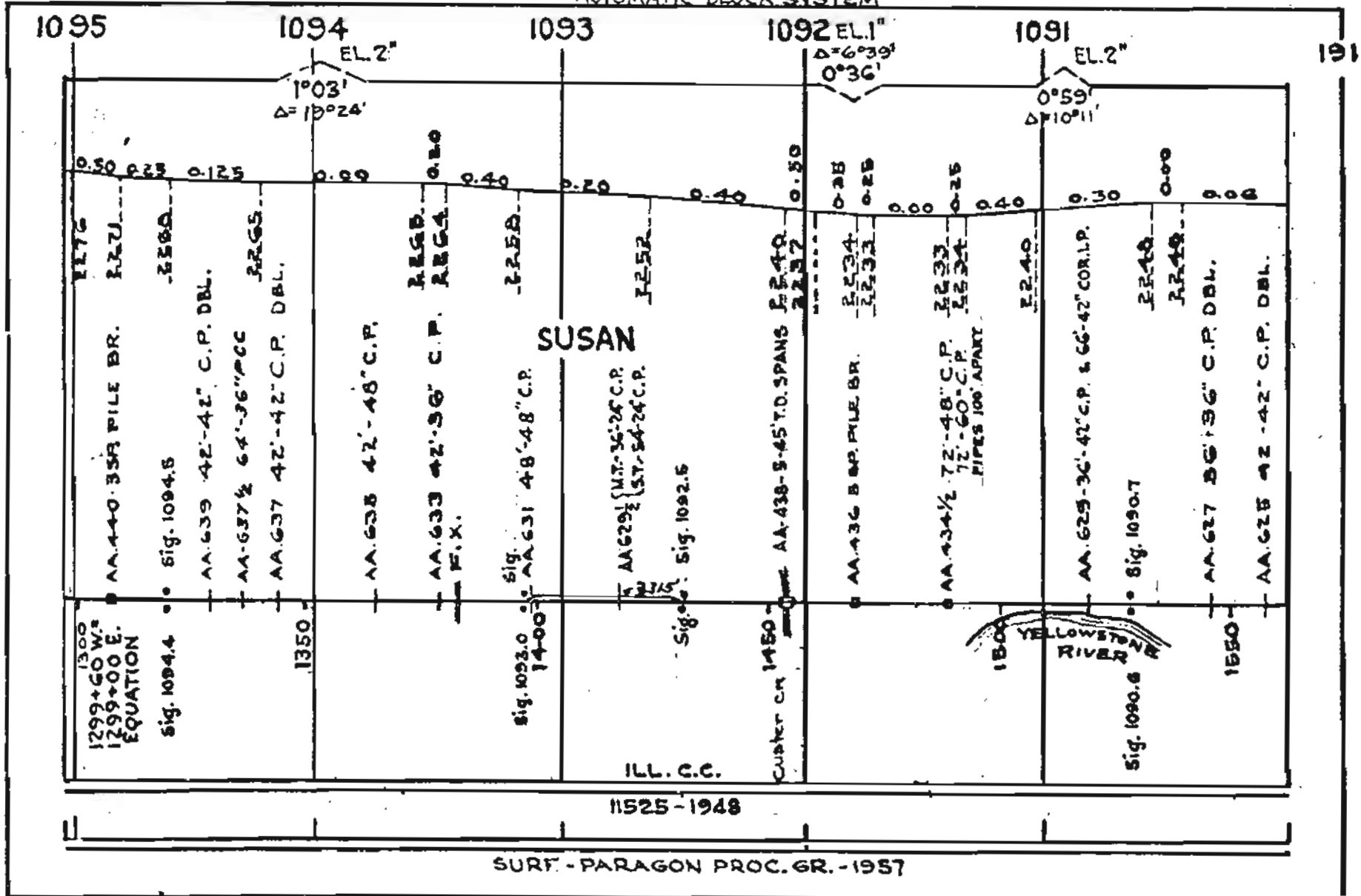


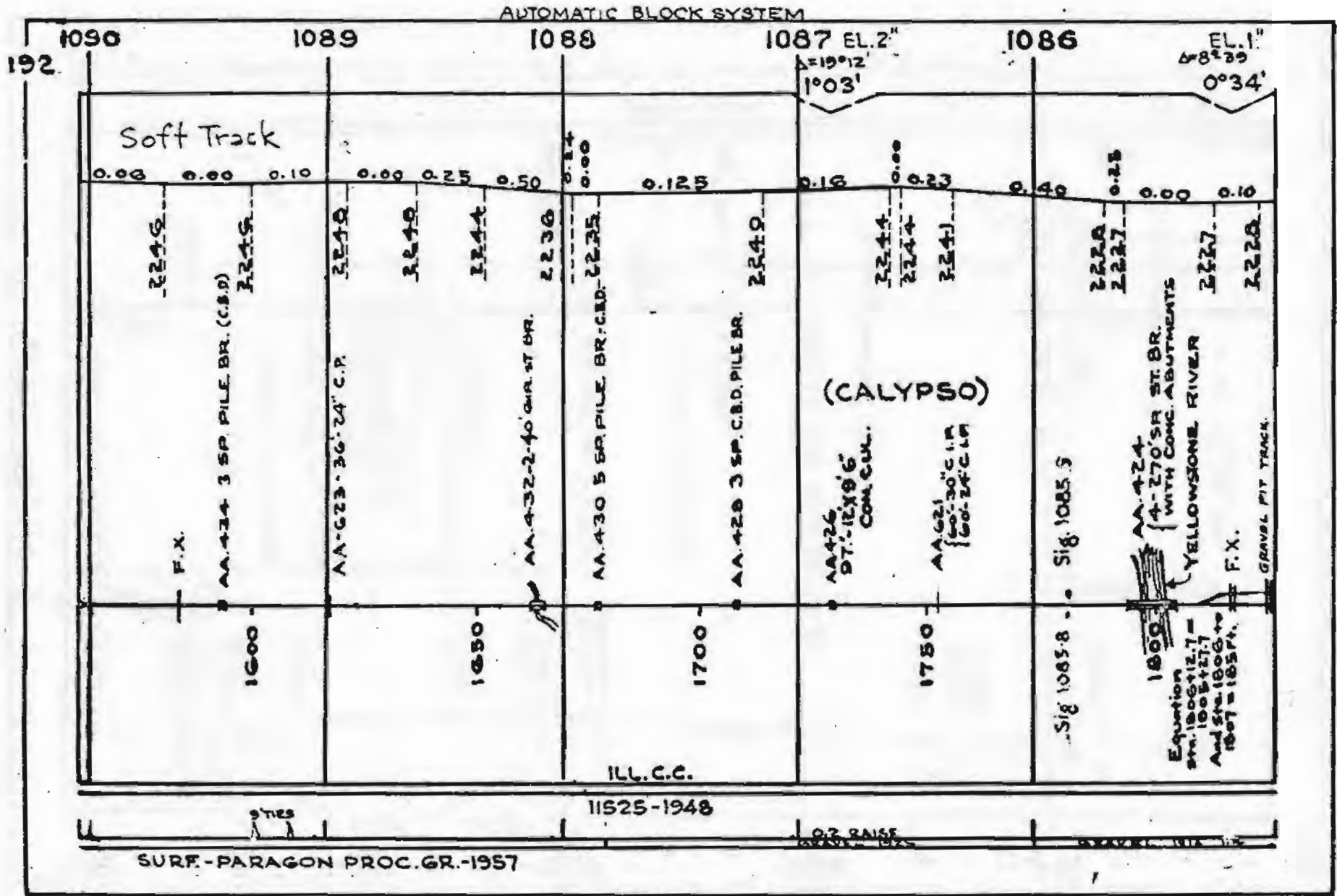
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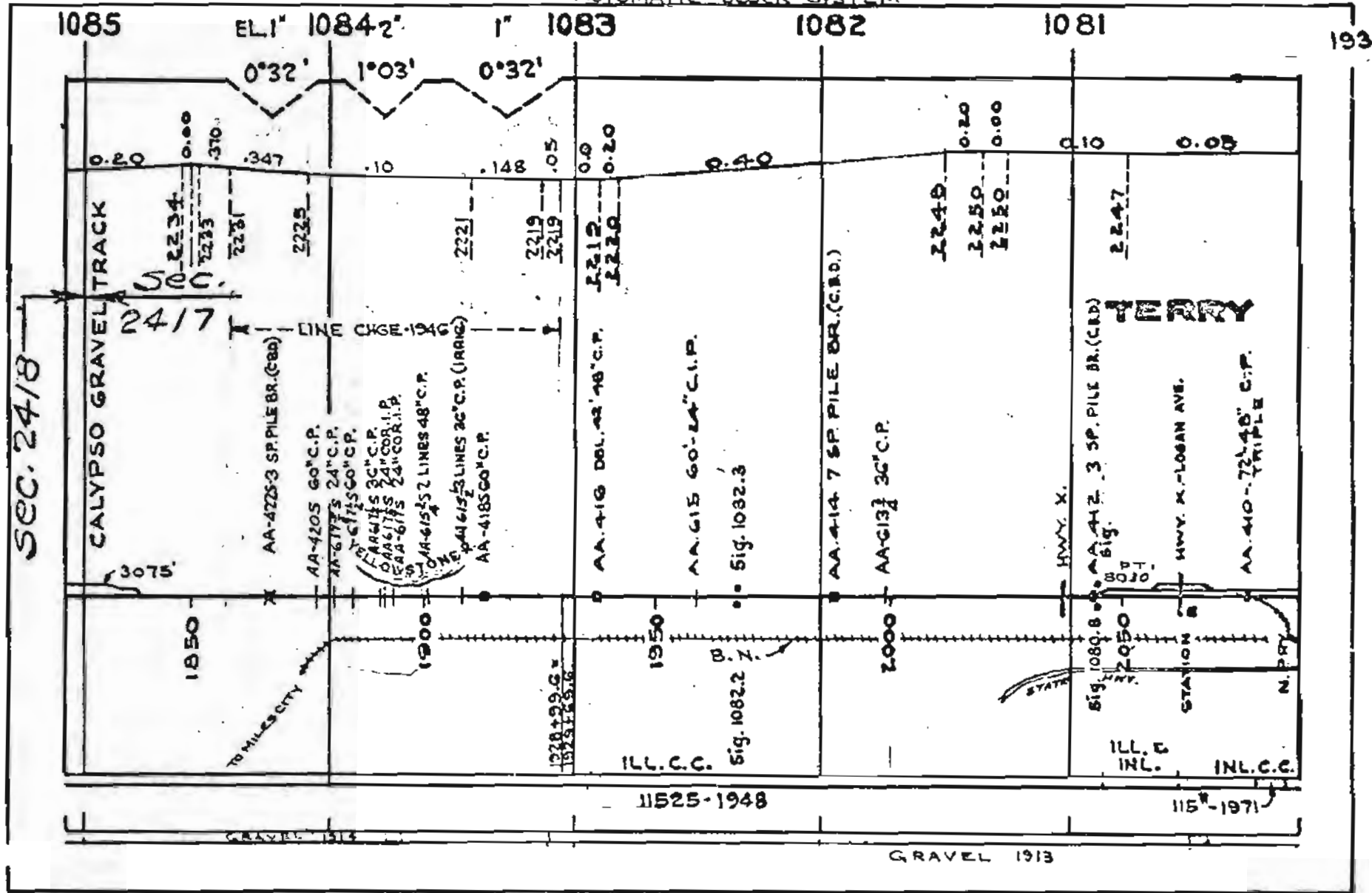


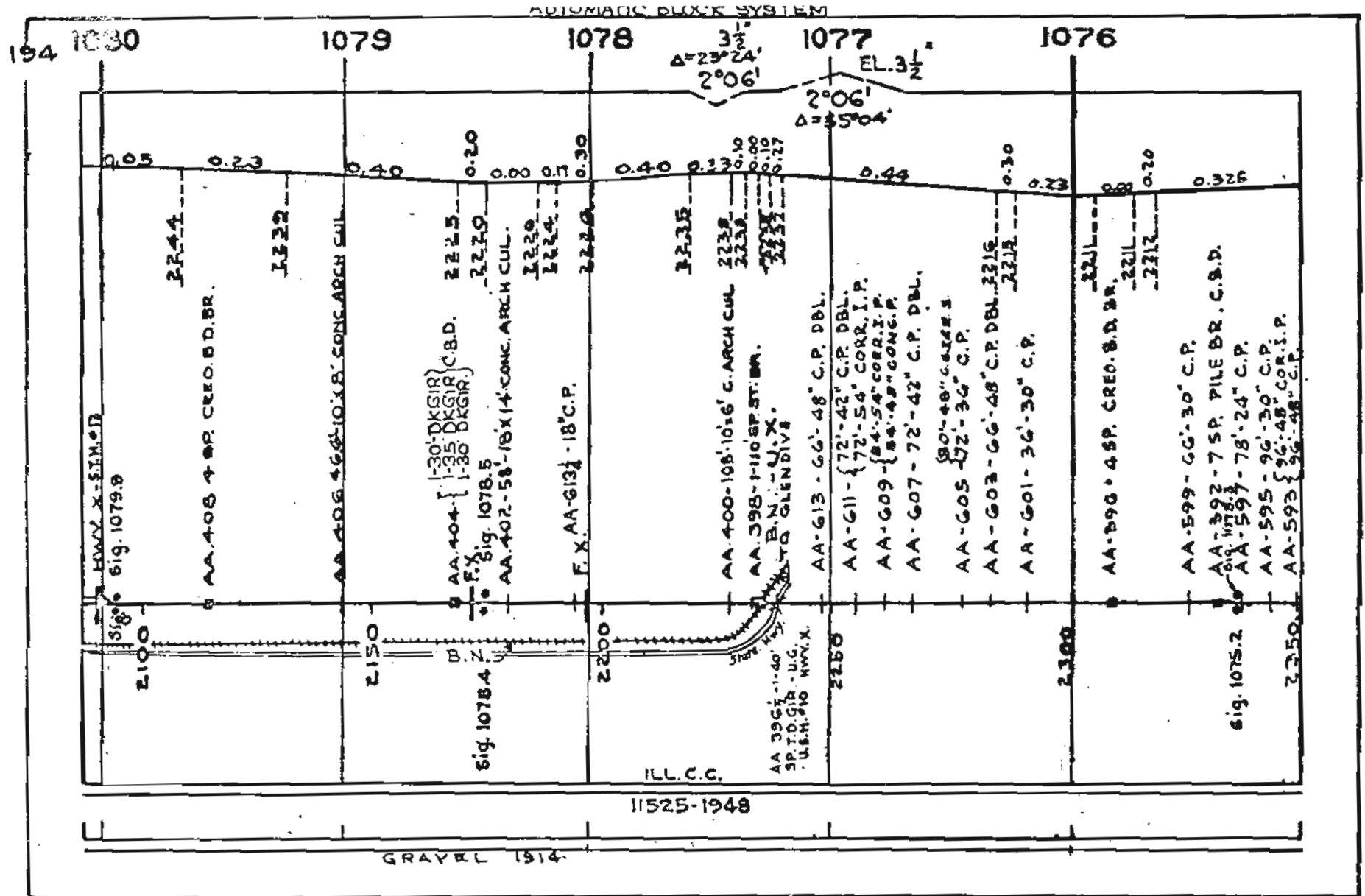
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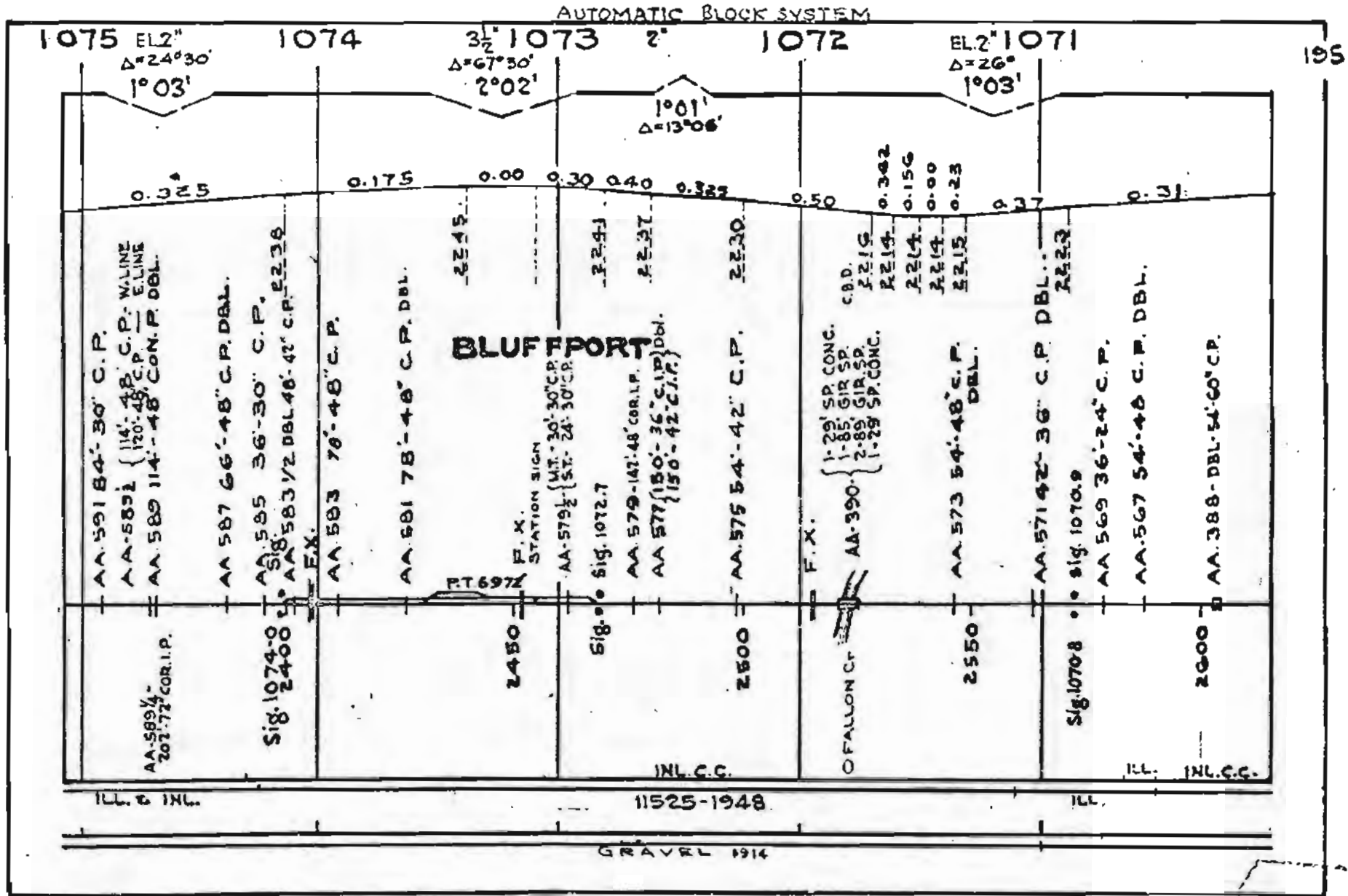


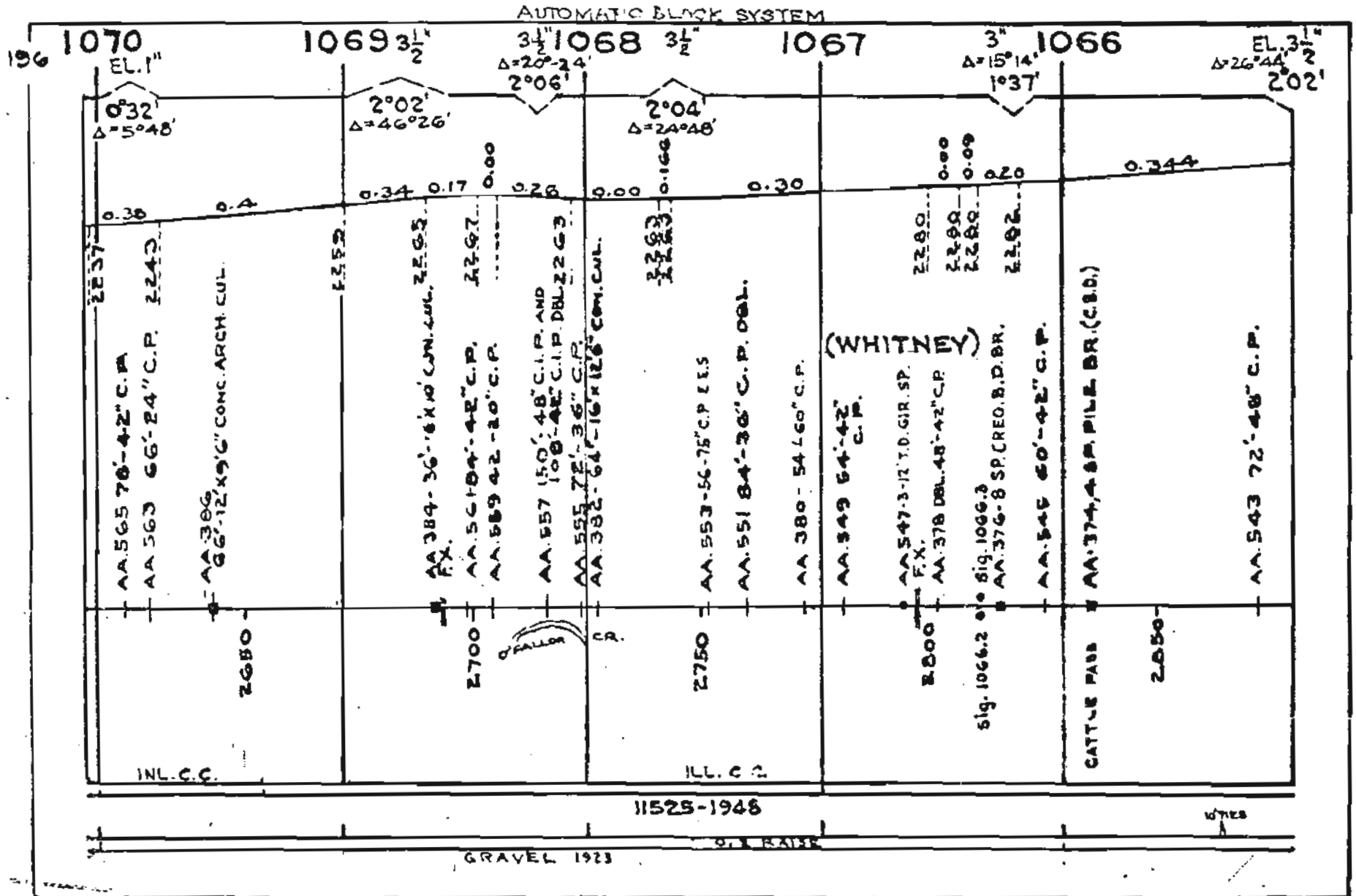


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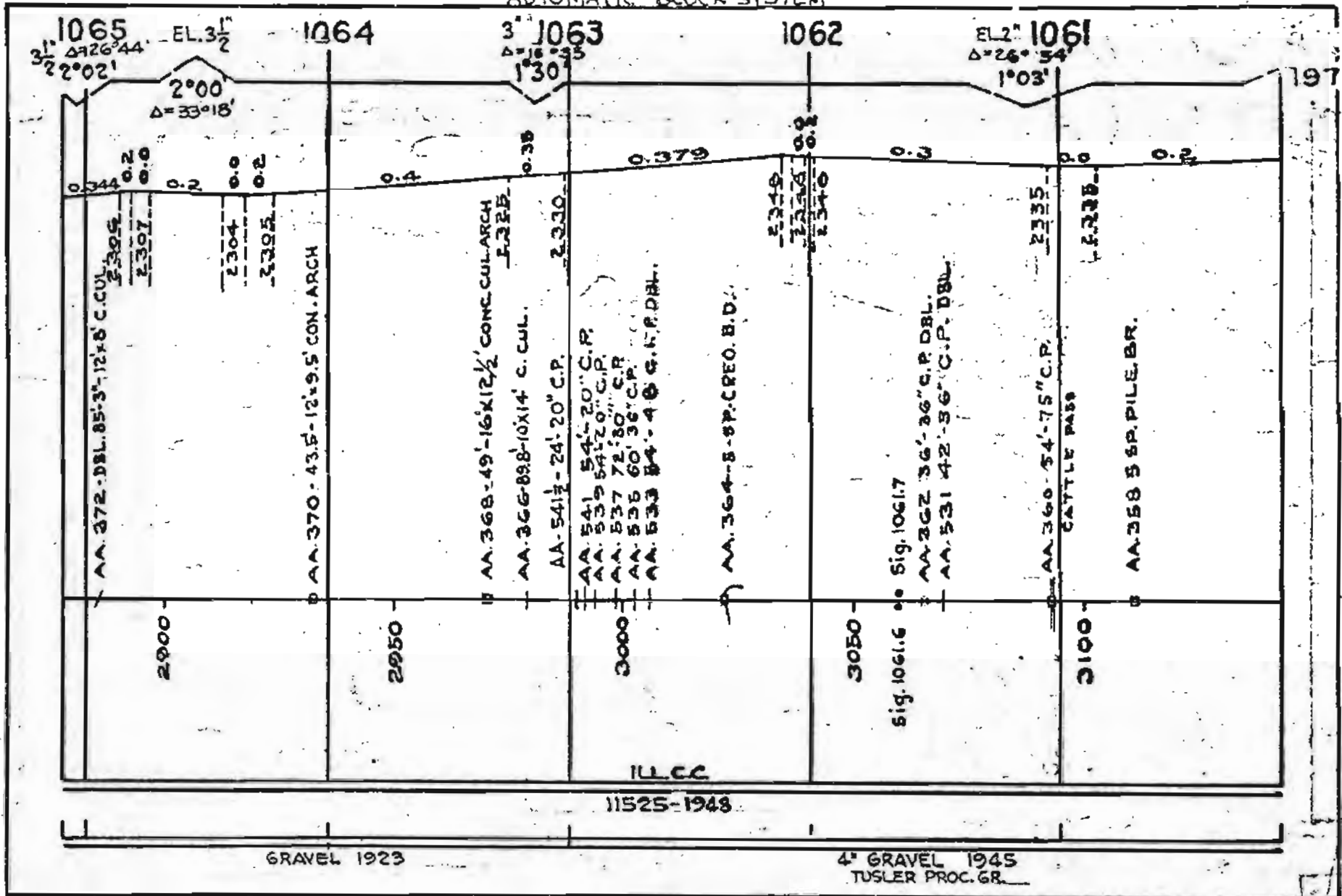








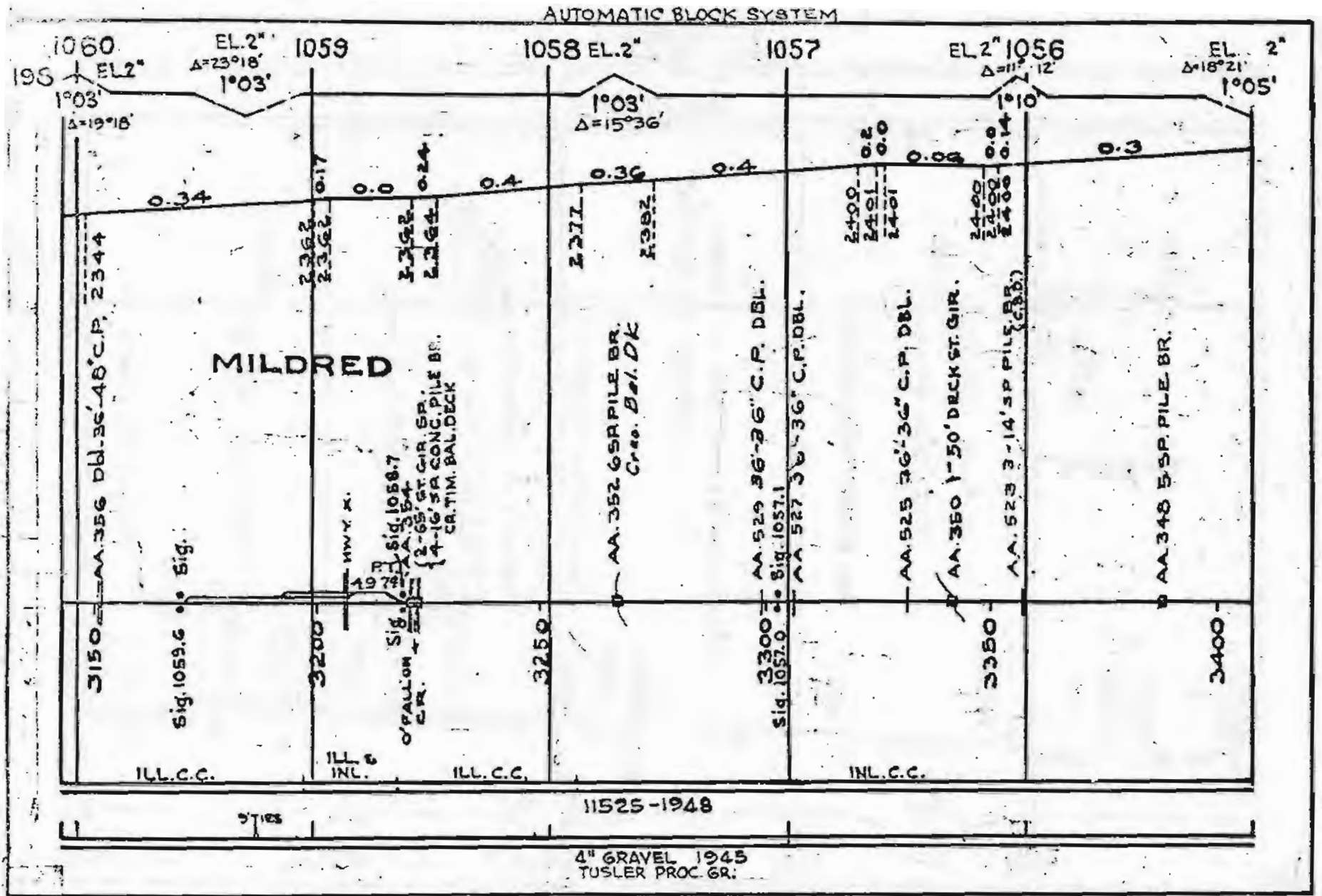
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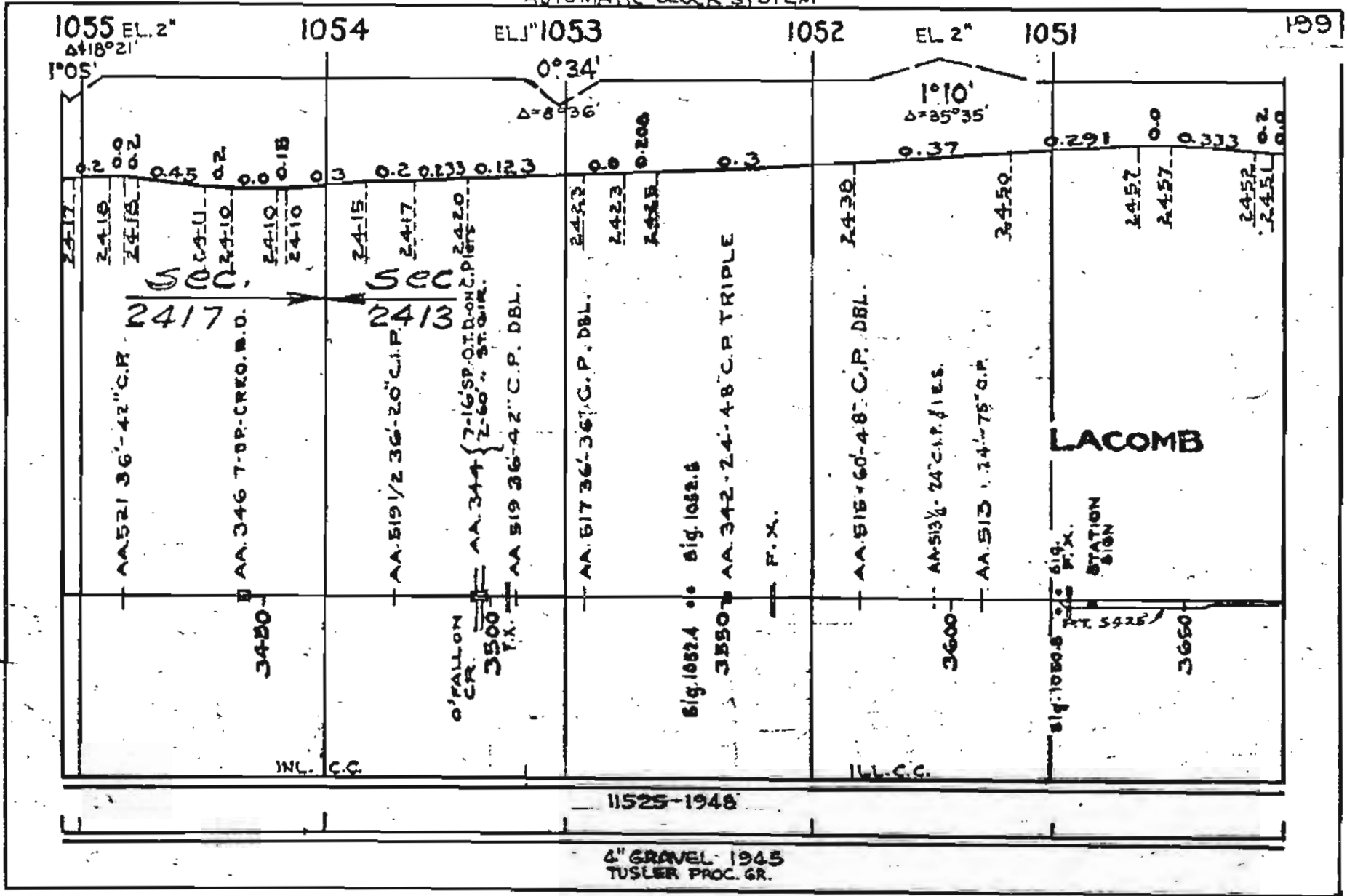
GRAVEL 1923

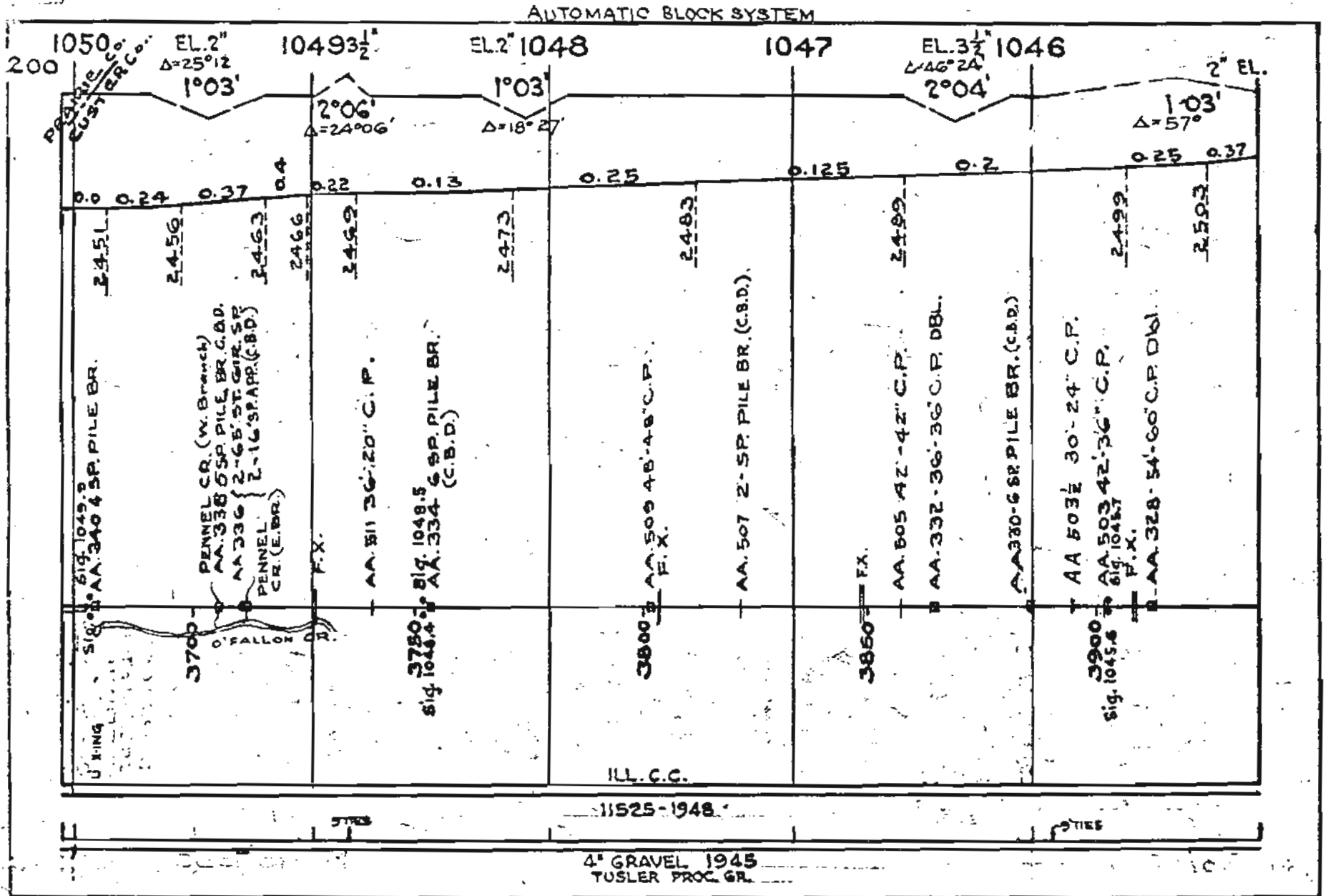
11525-1948

4" GRAVEL 1945
TUSLER PROC. GR.

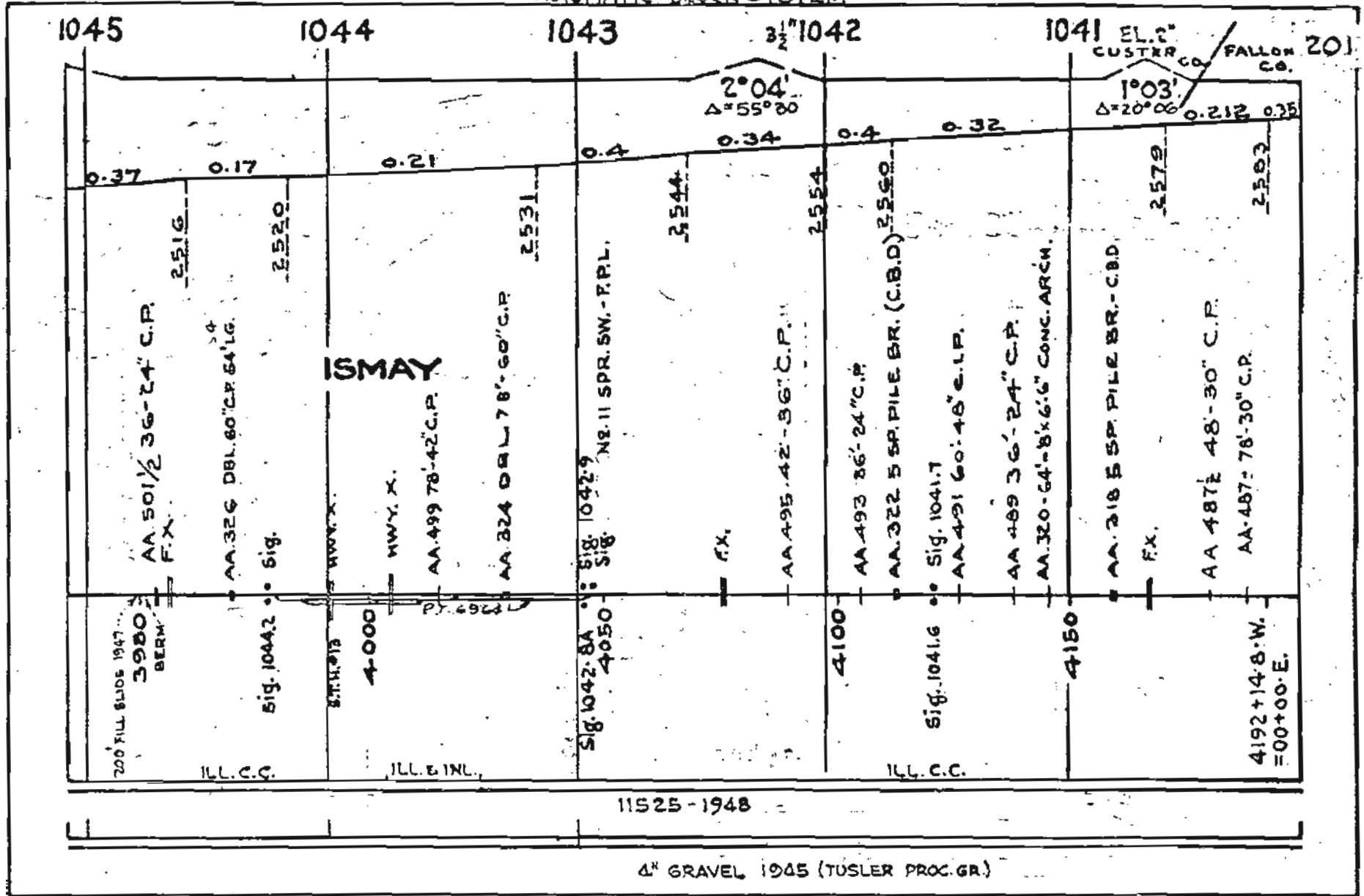


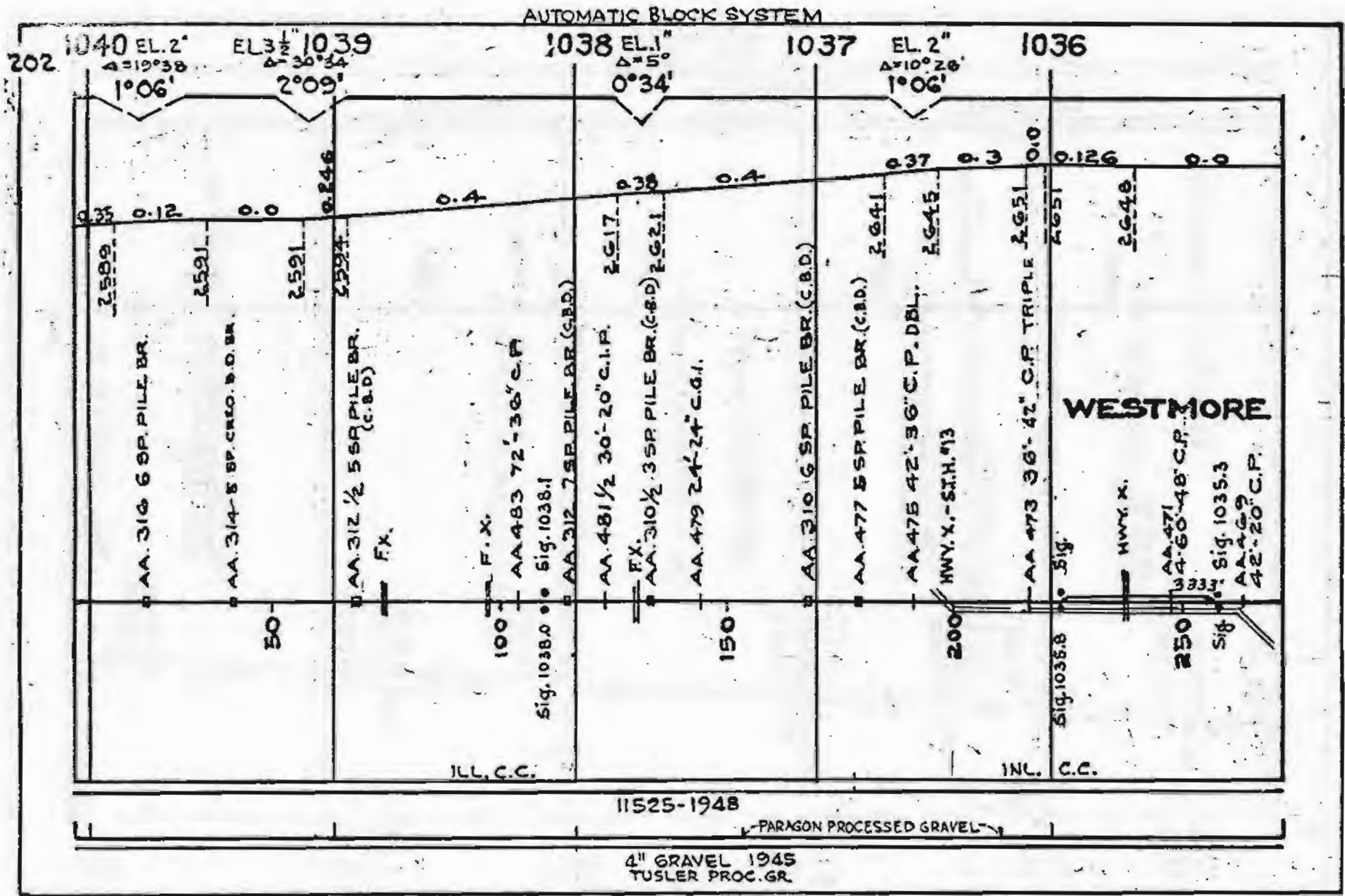
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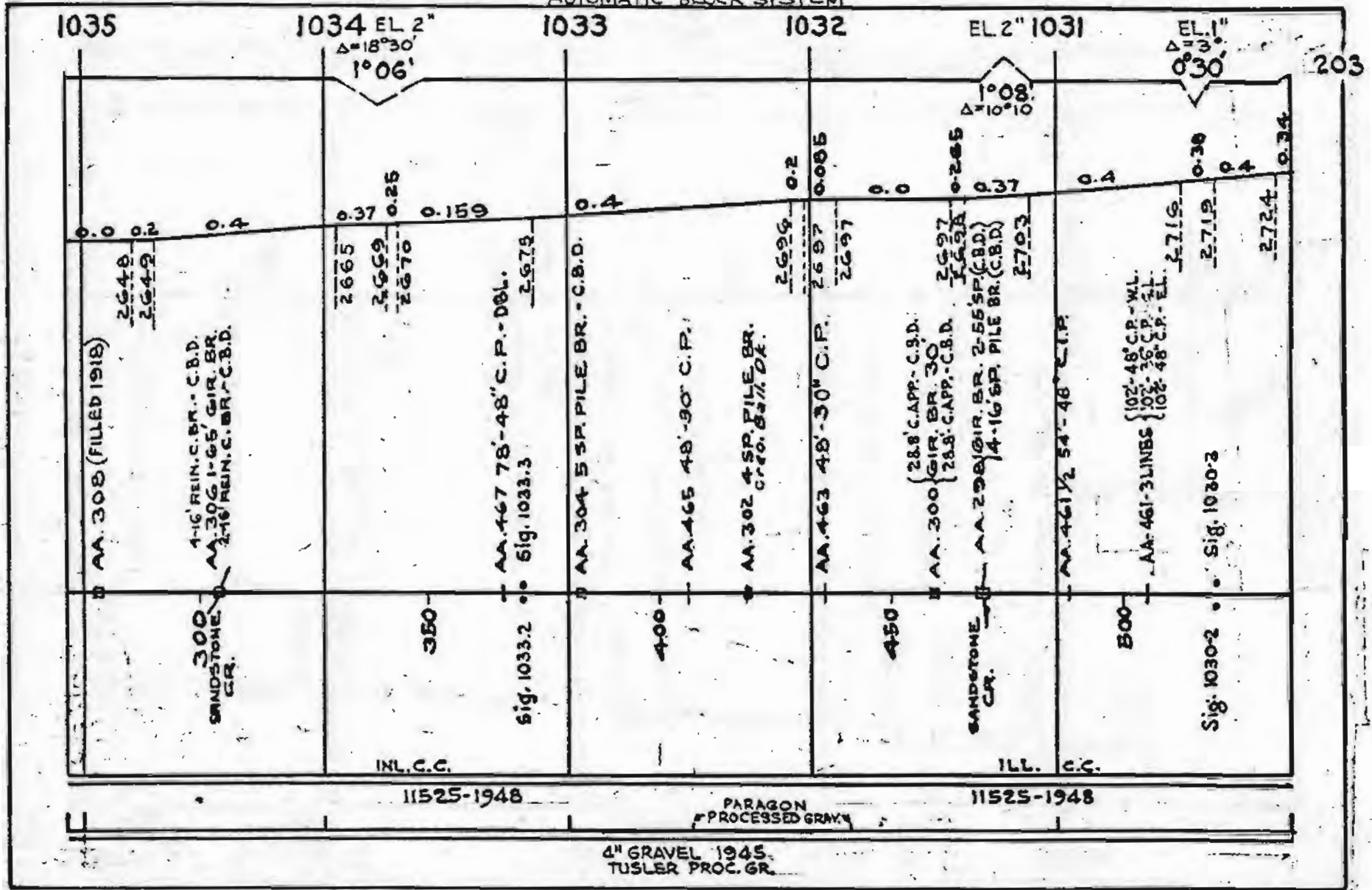


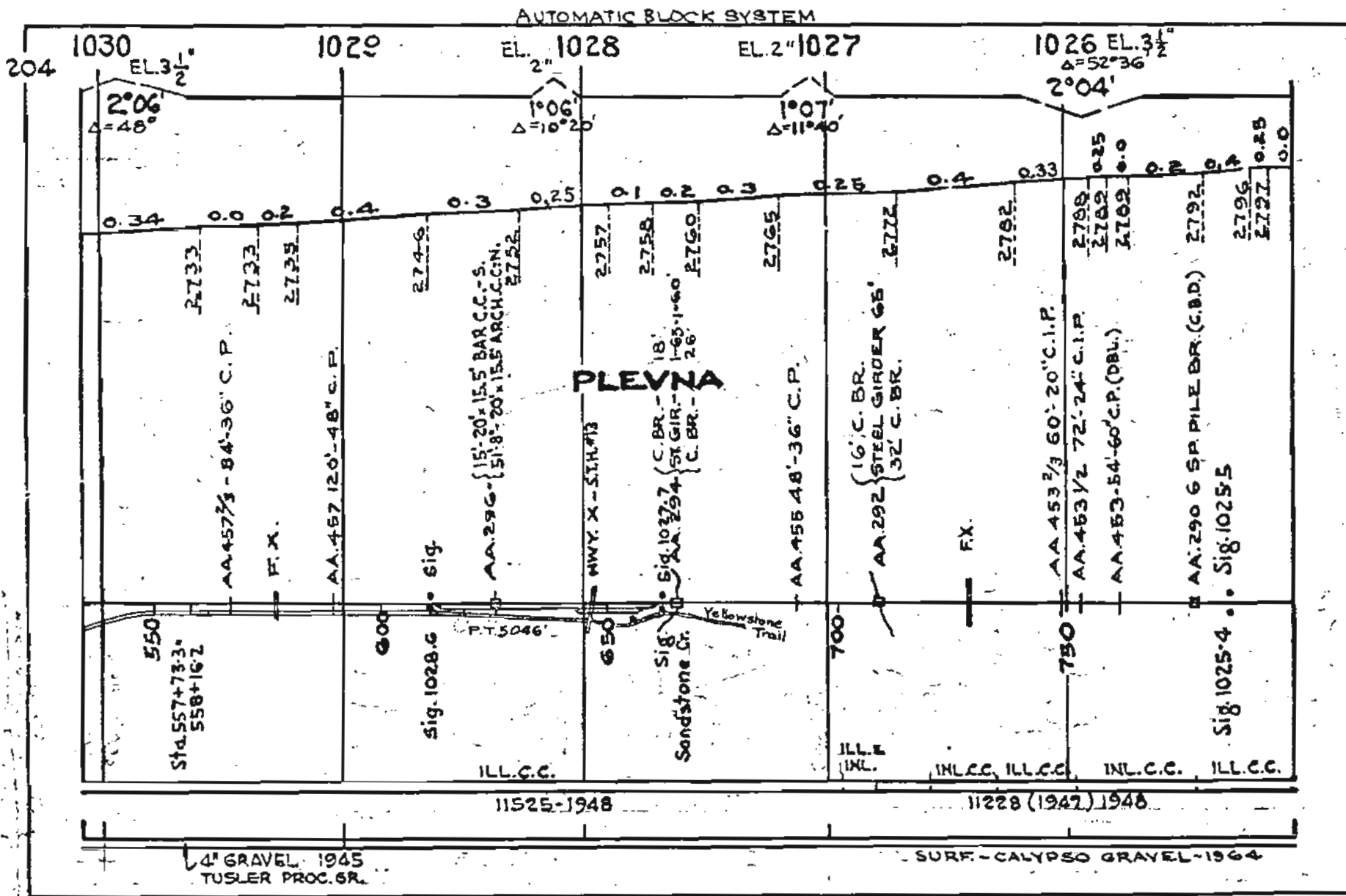
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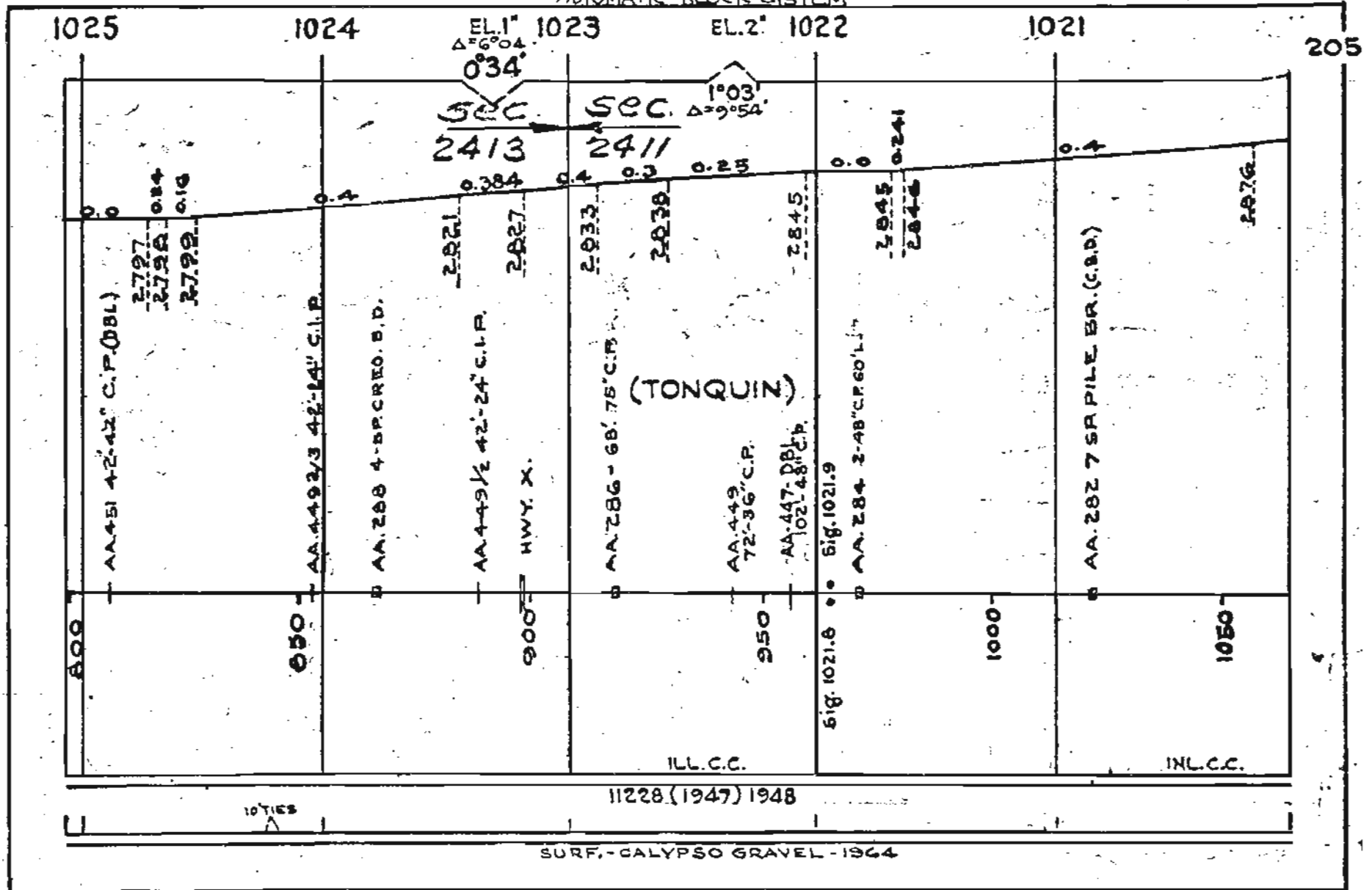


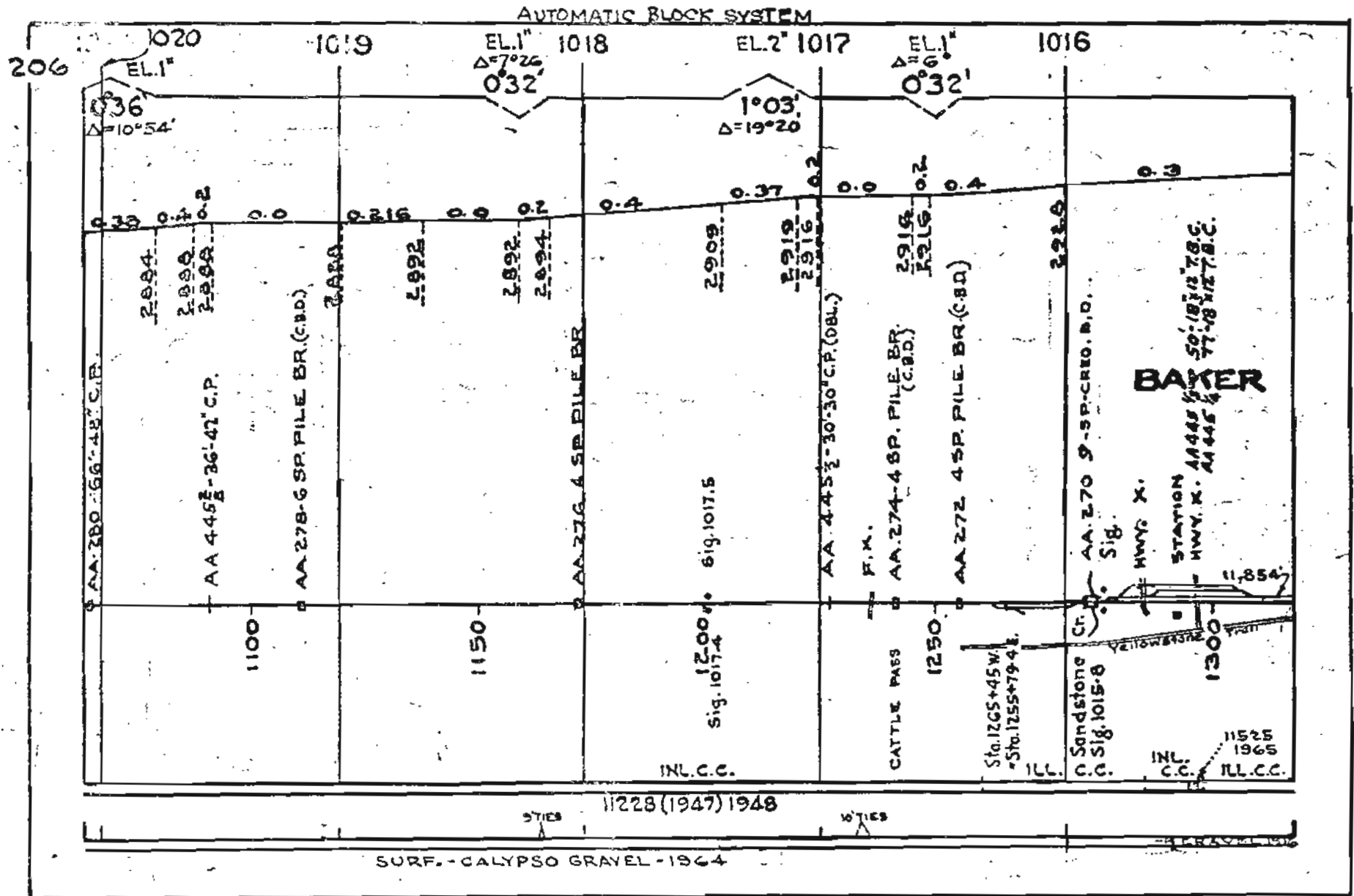
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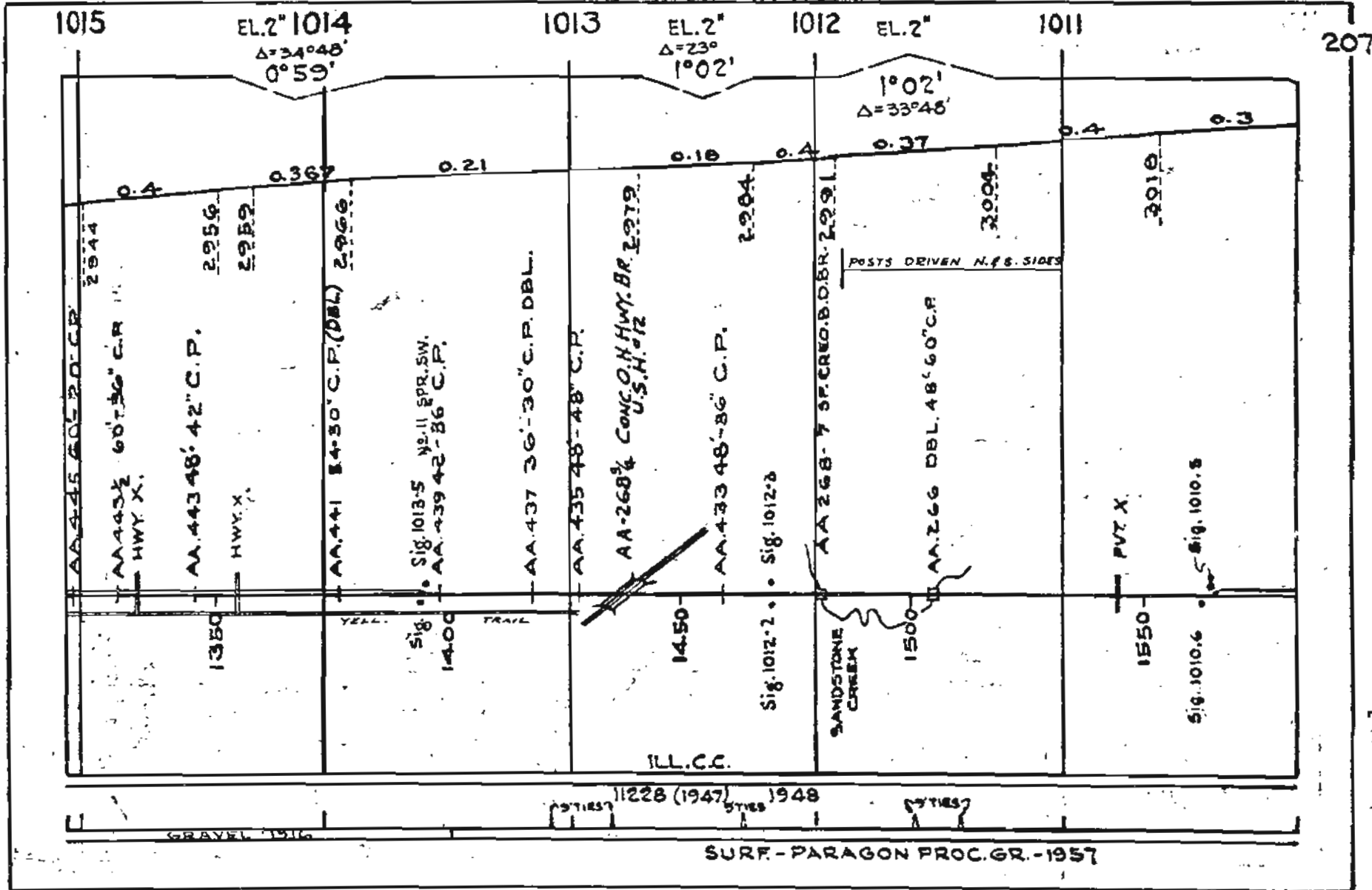


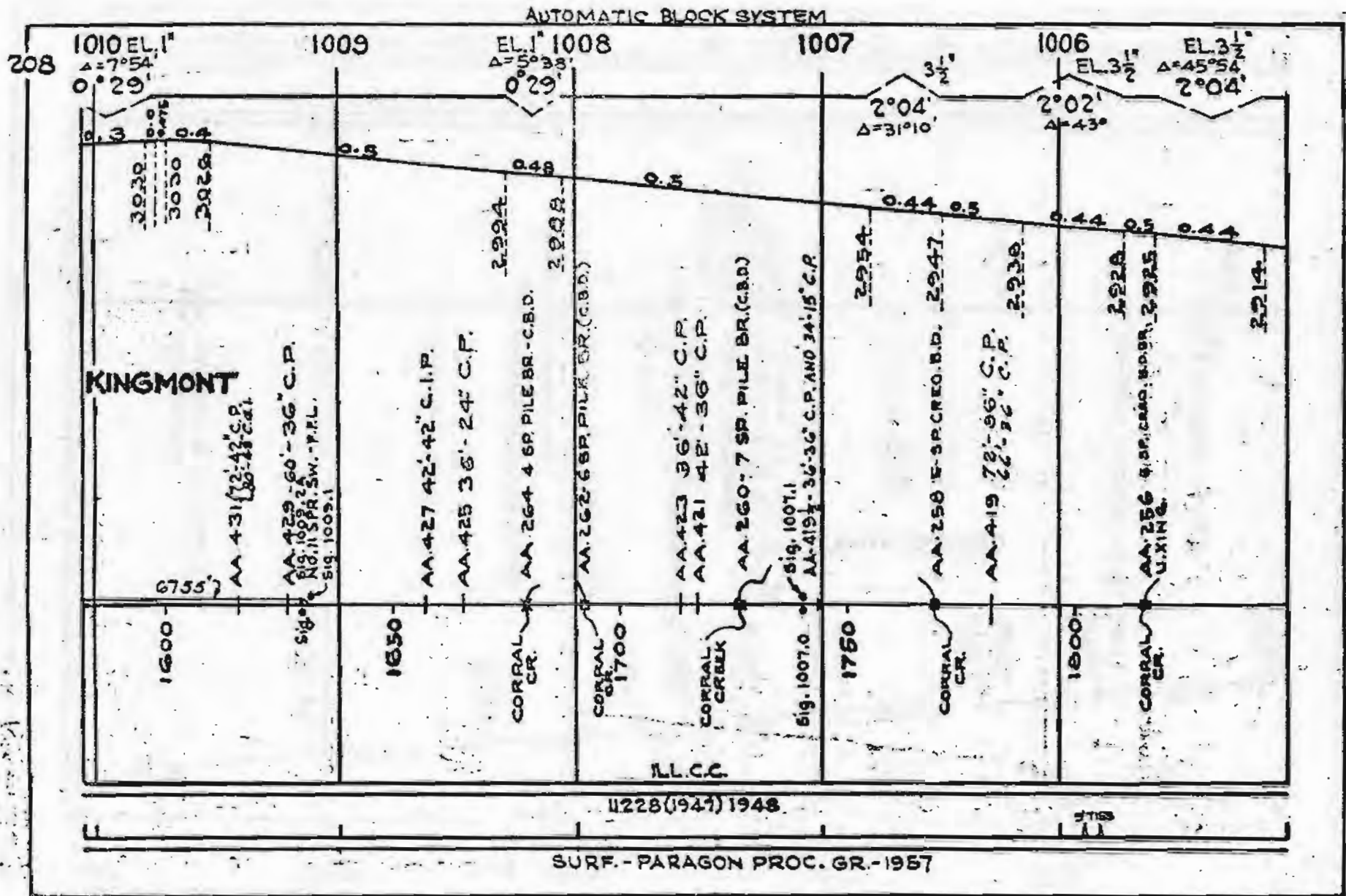
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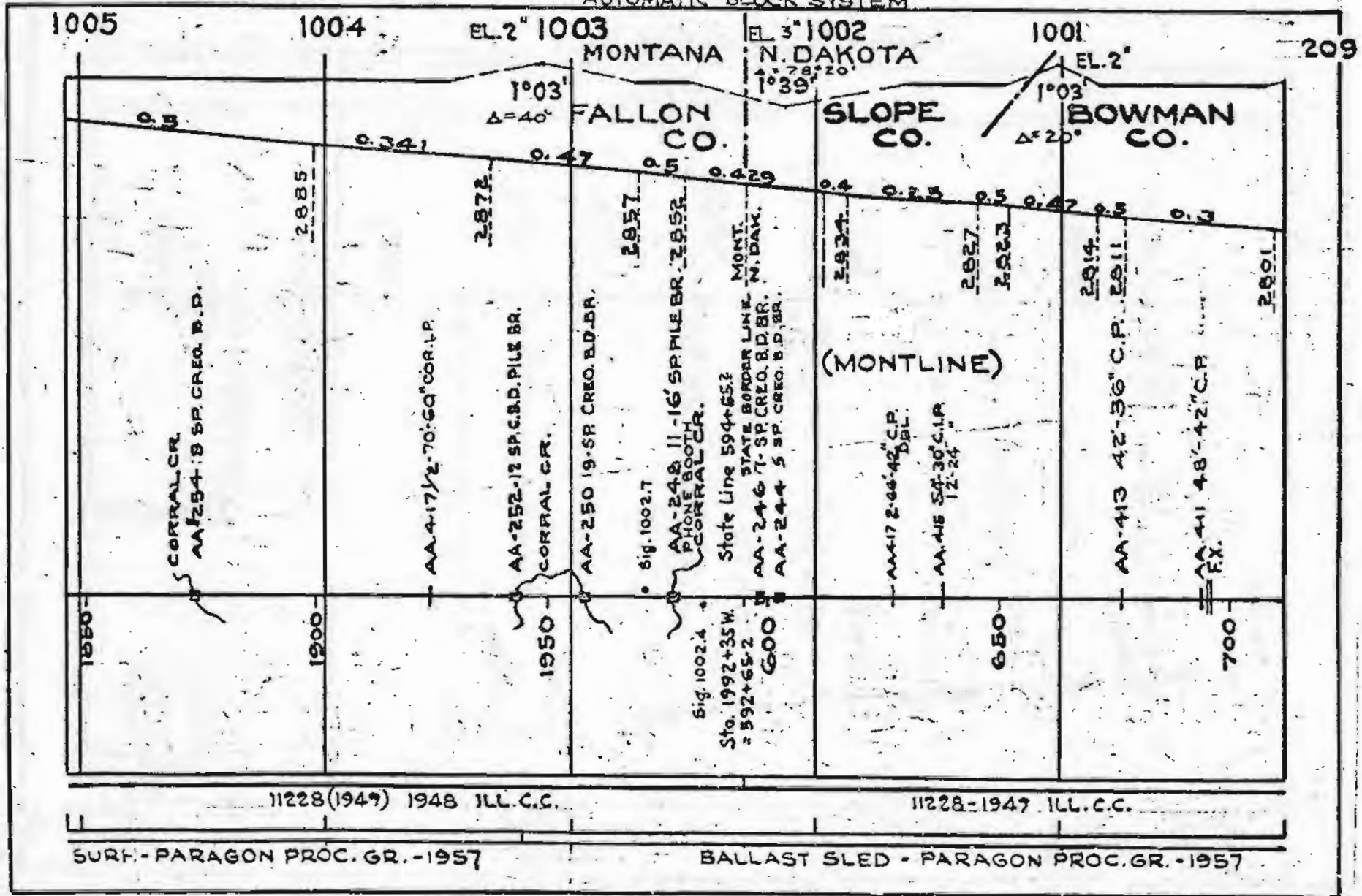


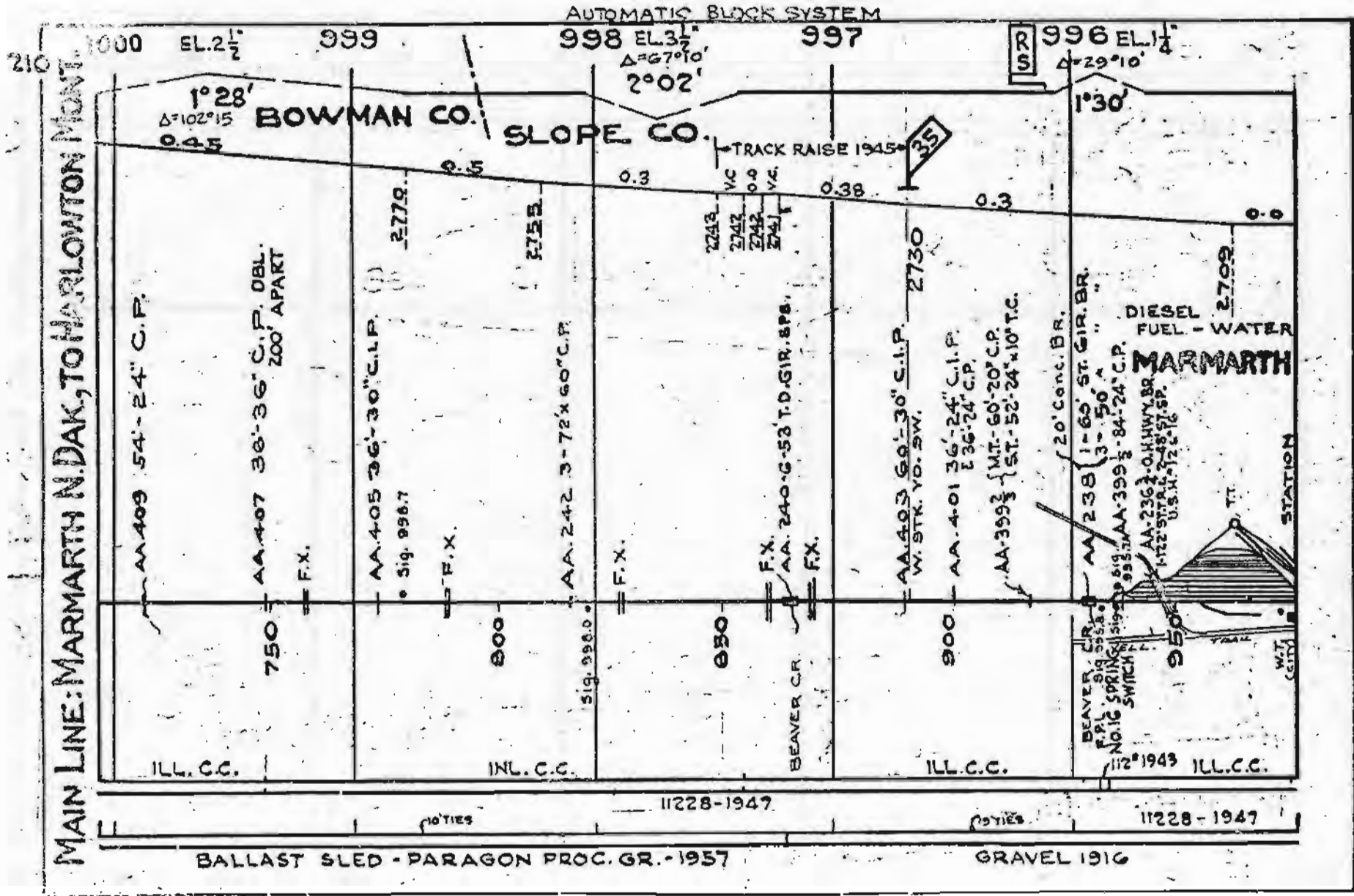
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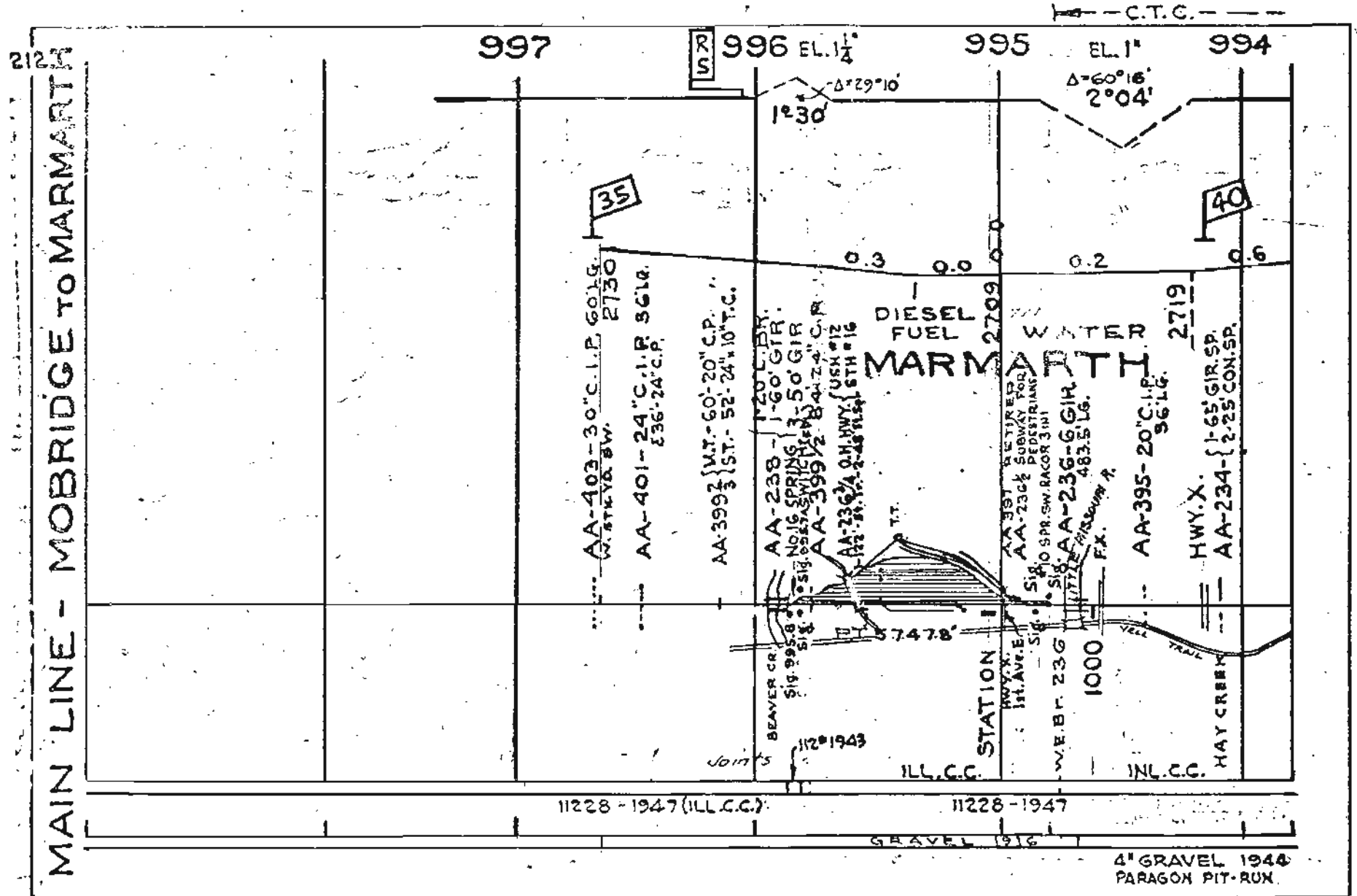


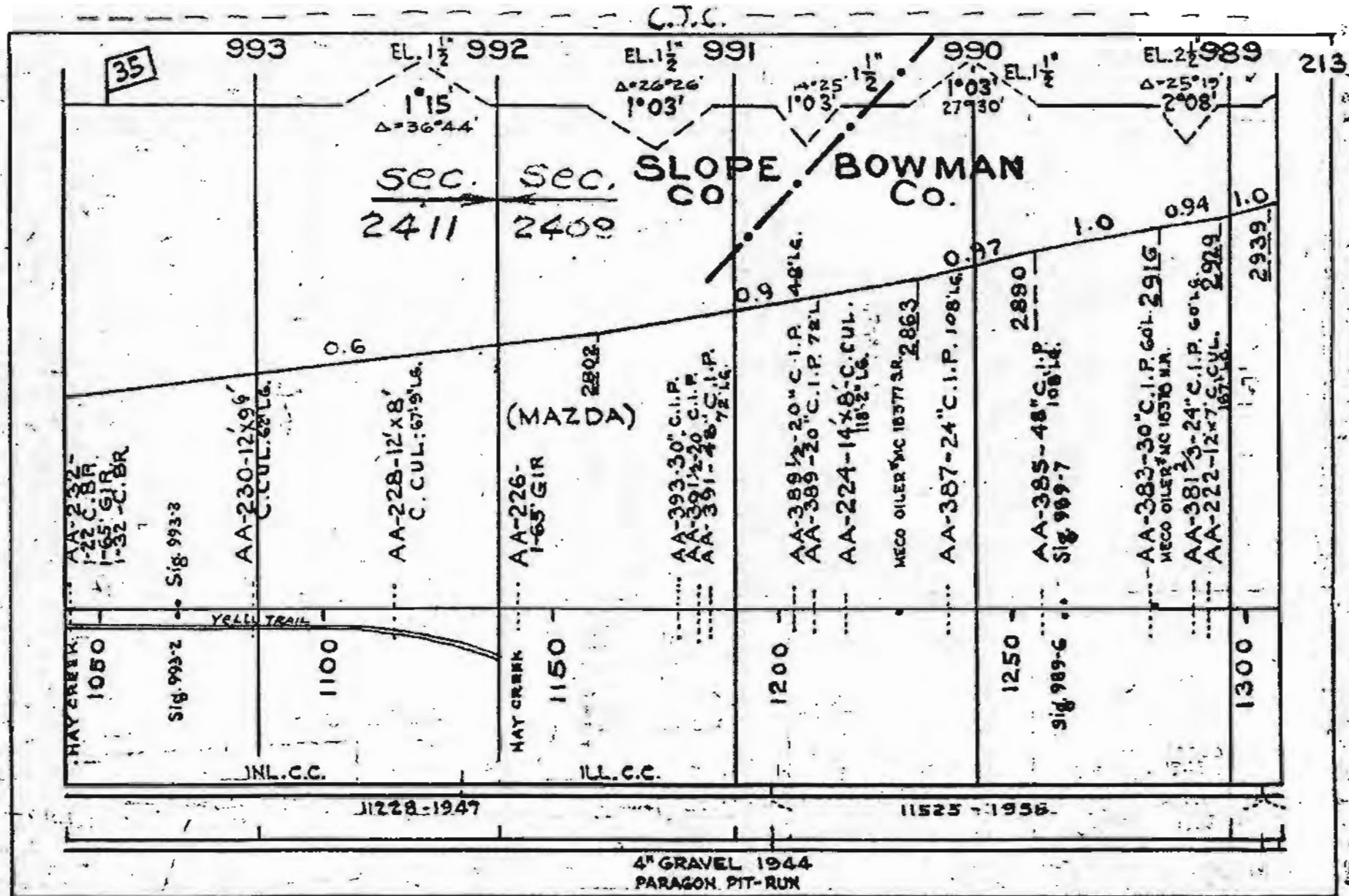
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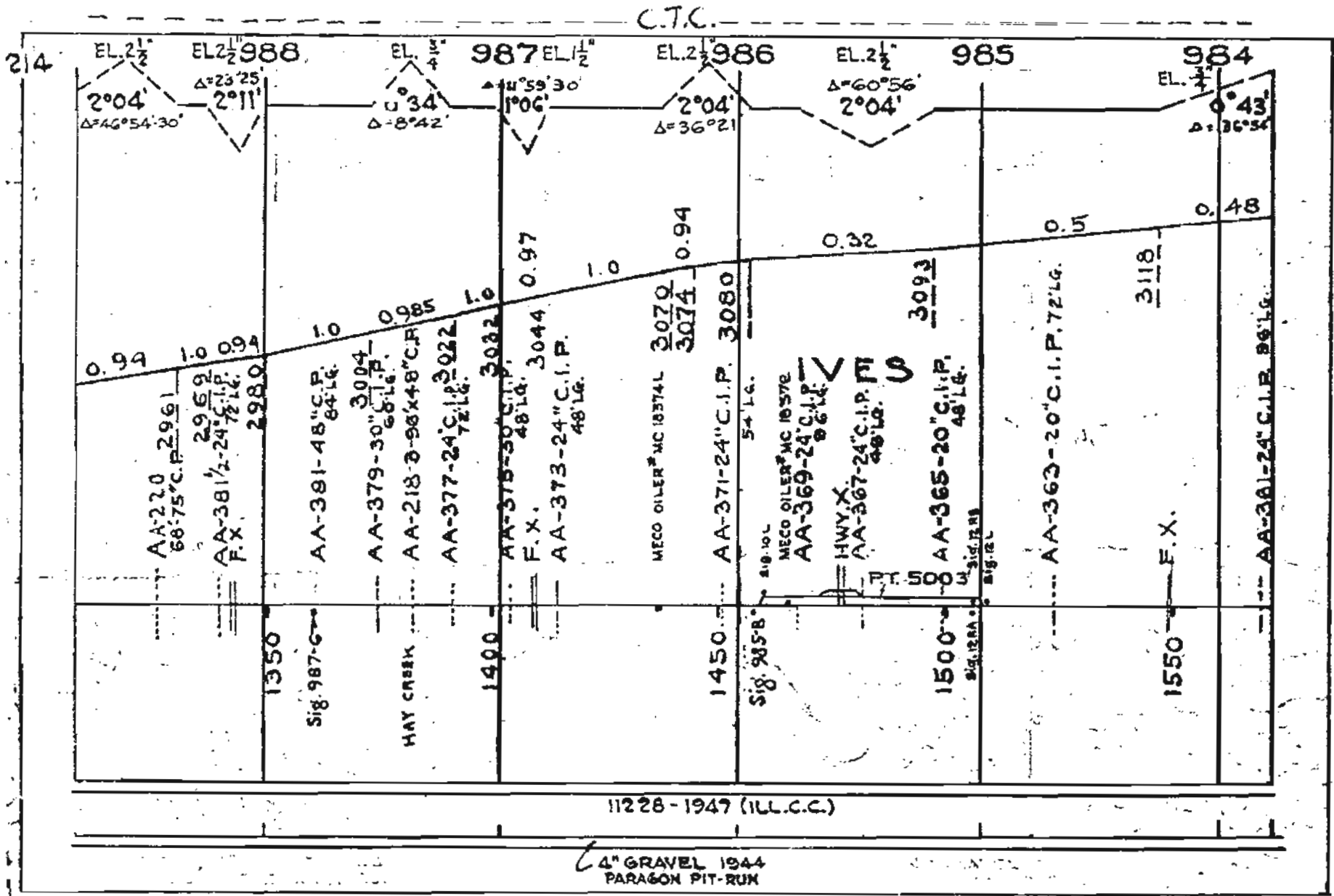


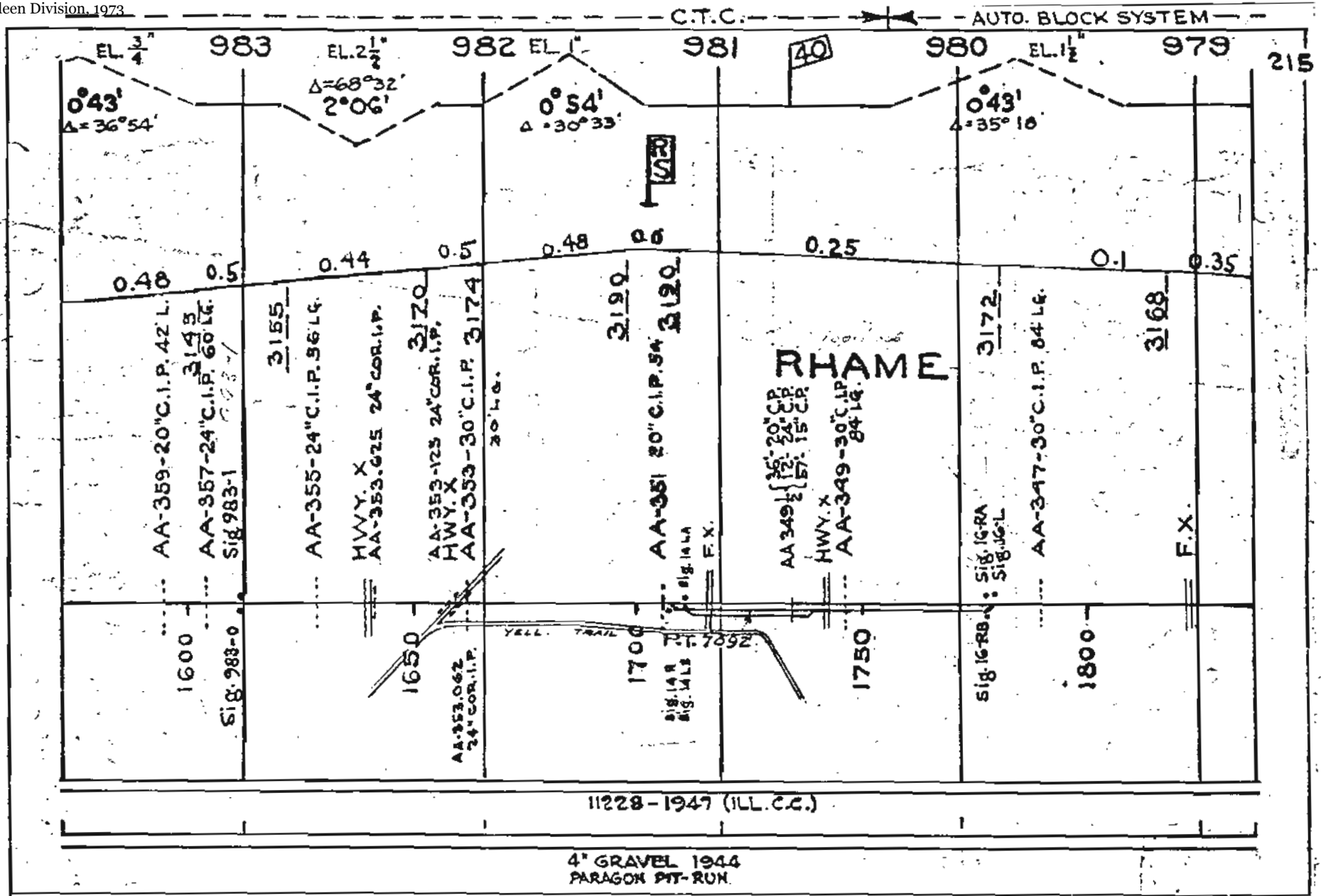


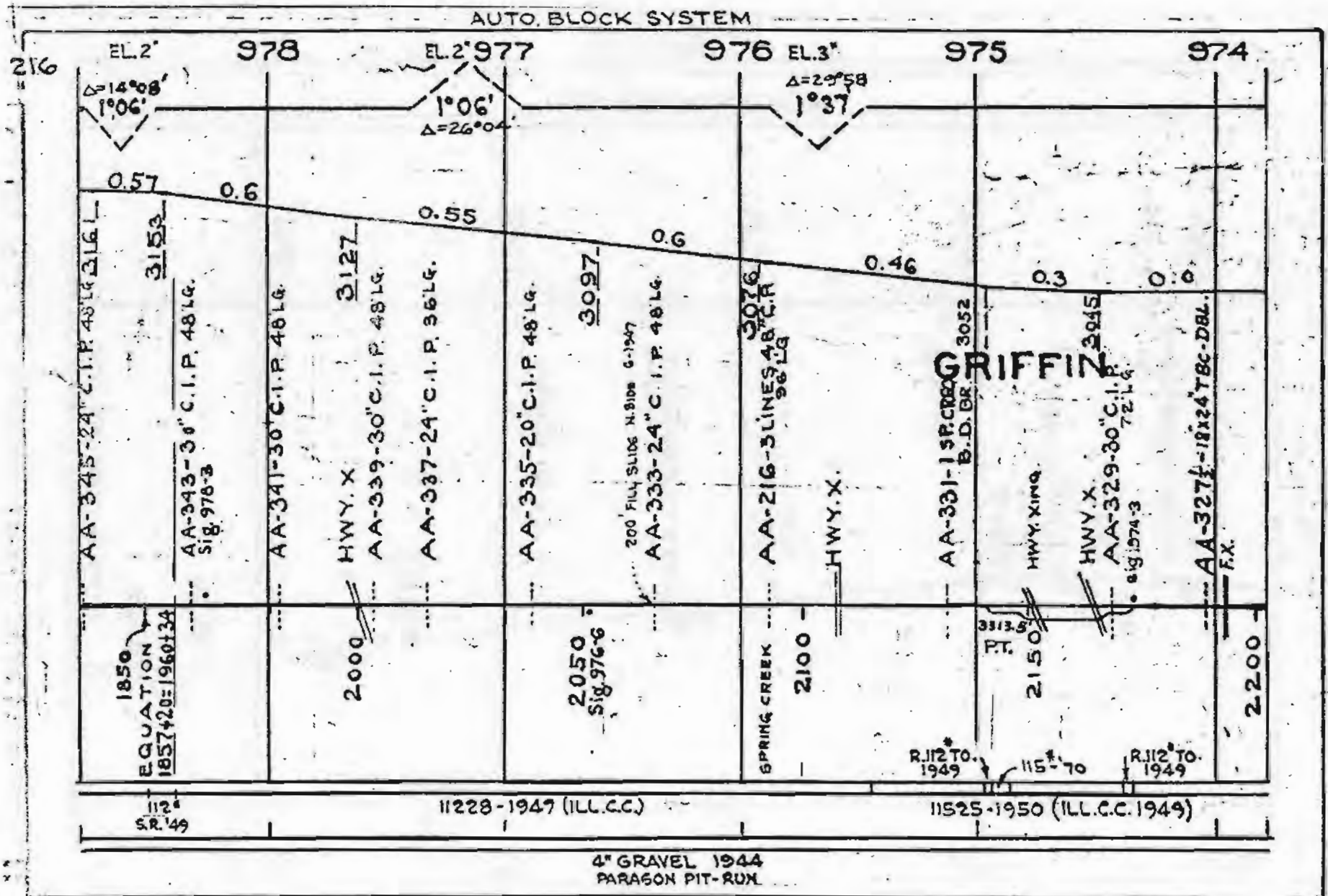
21E



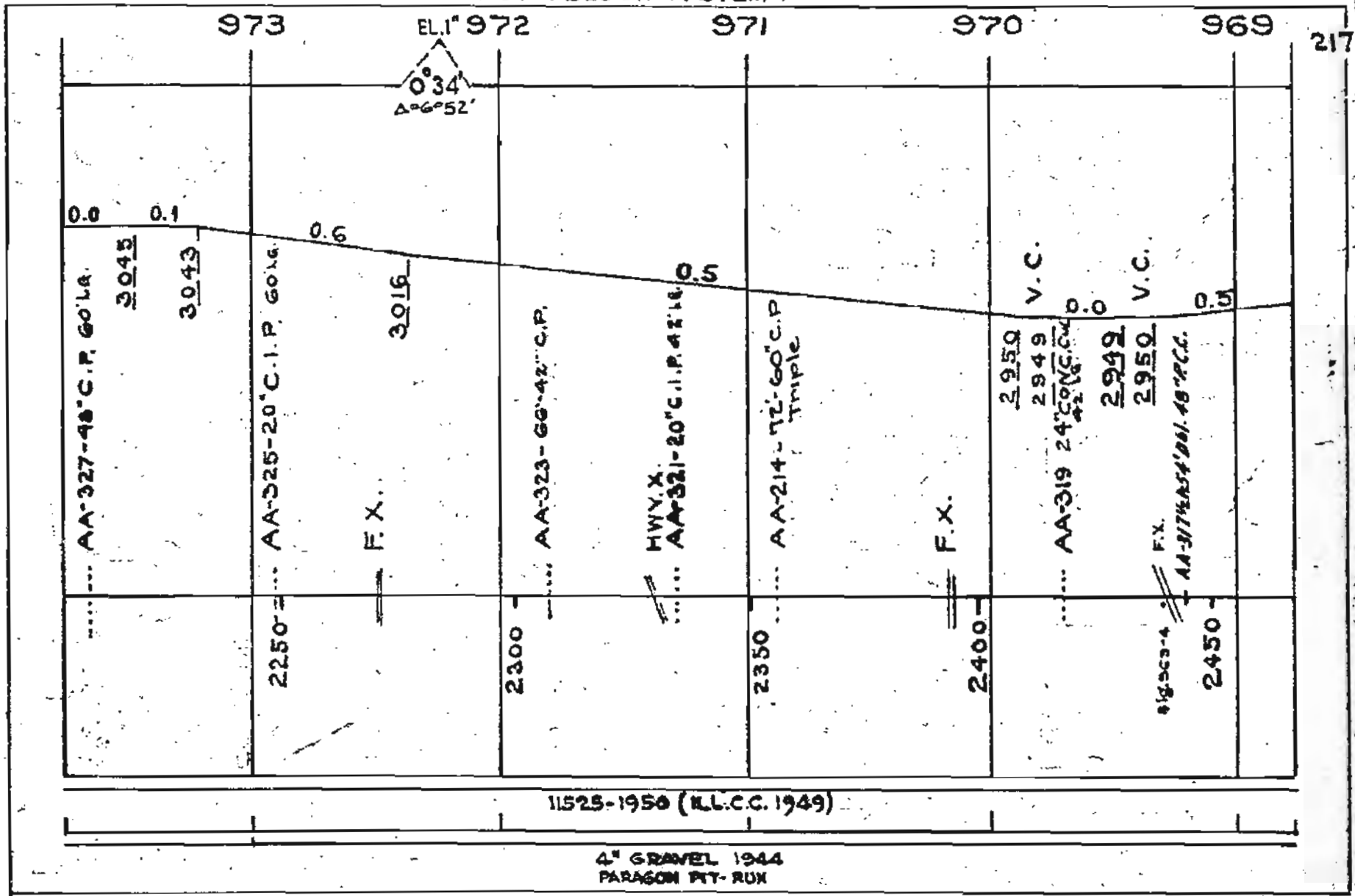


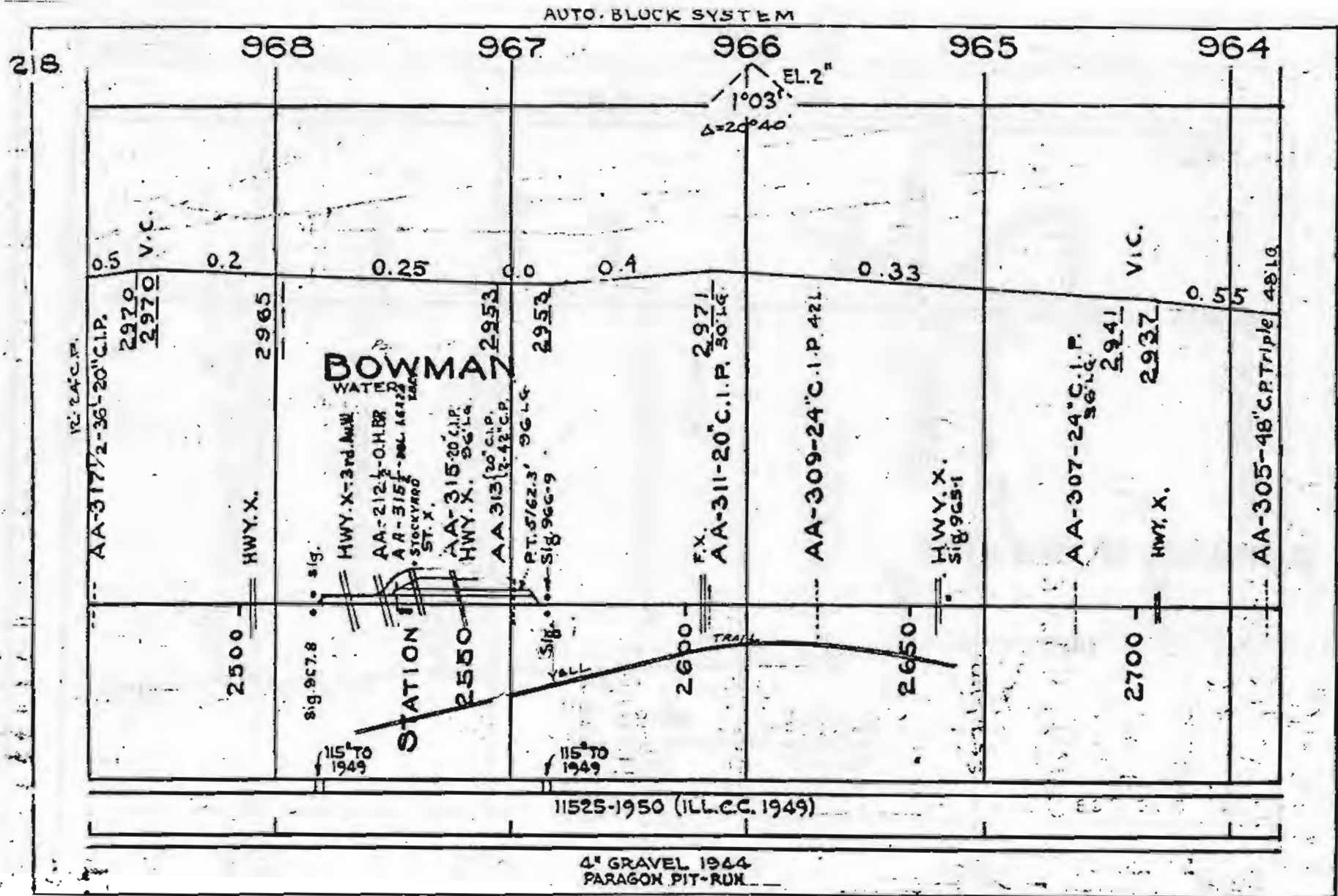




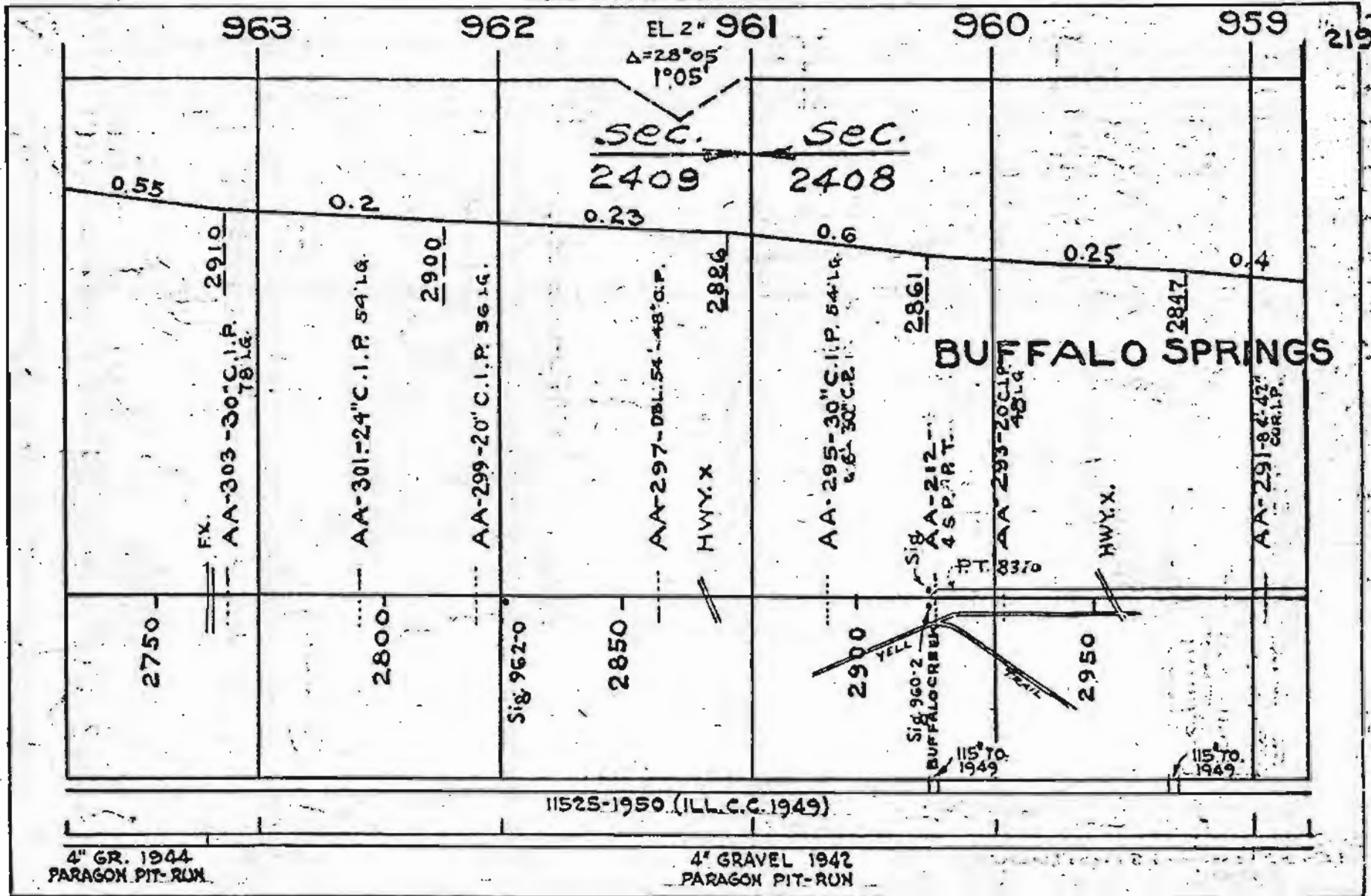


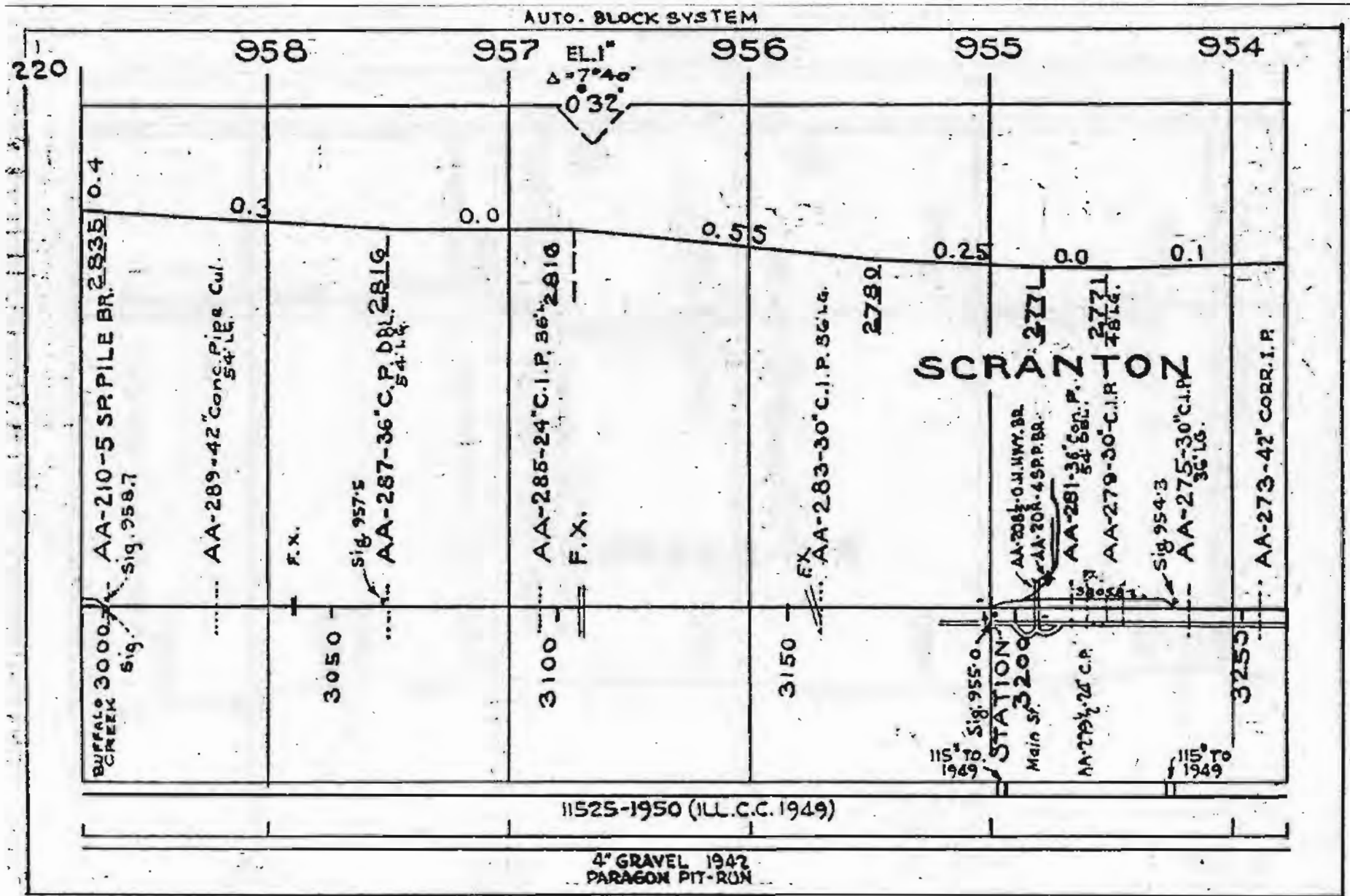
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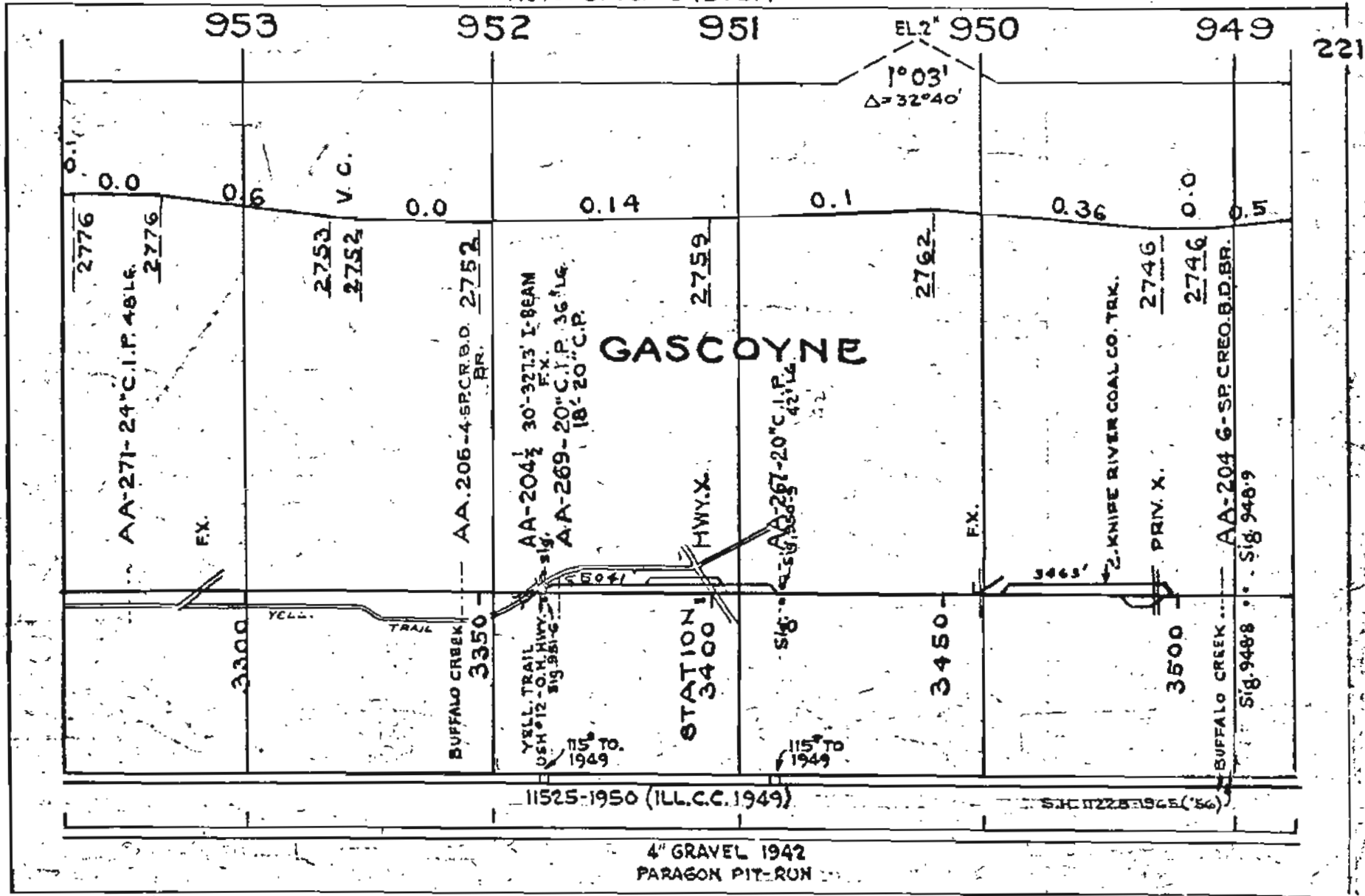


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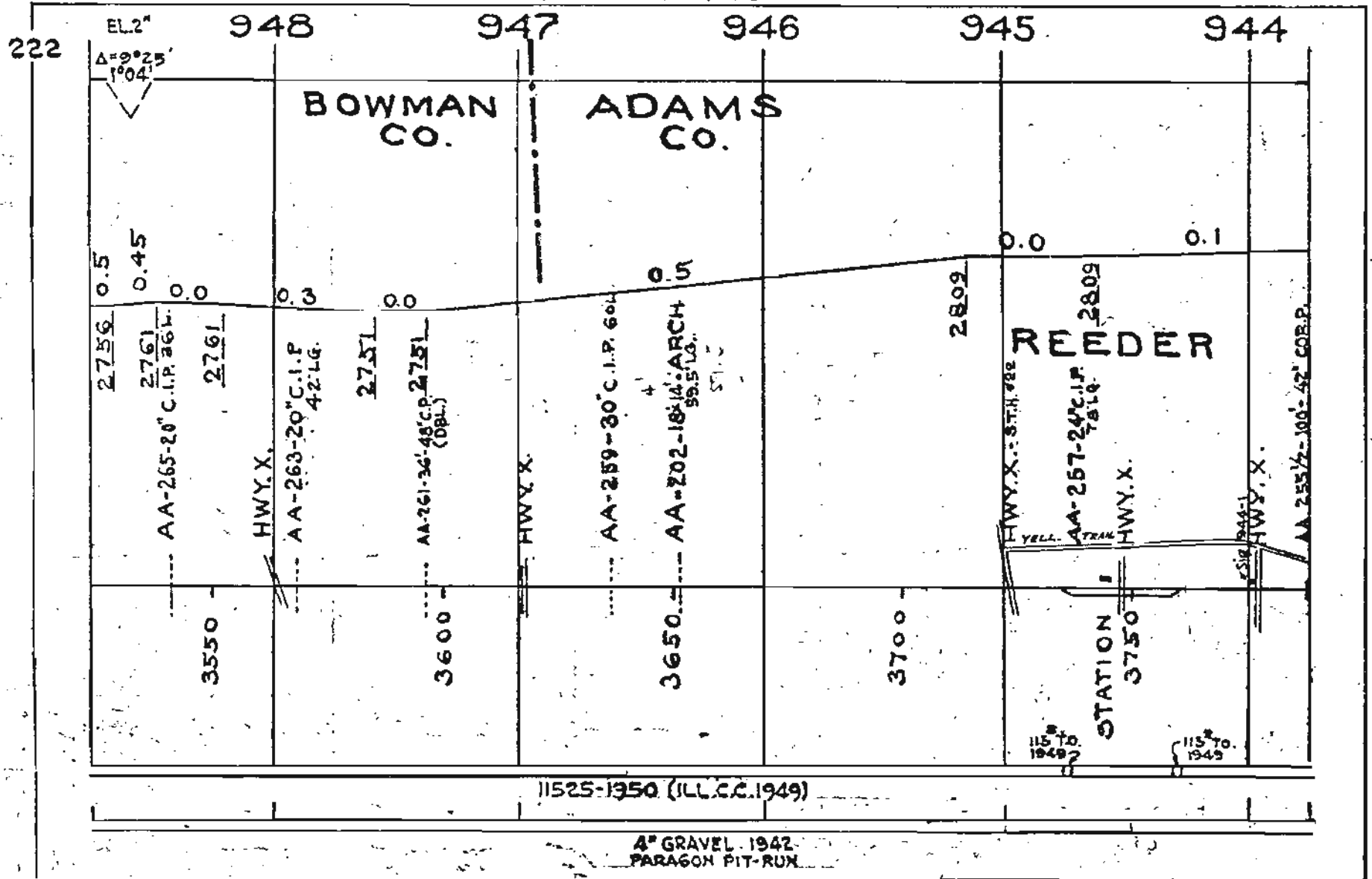


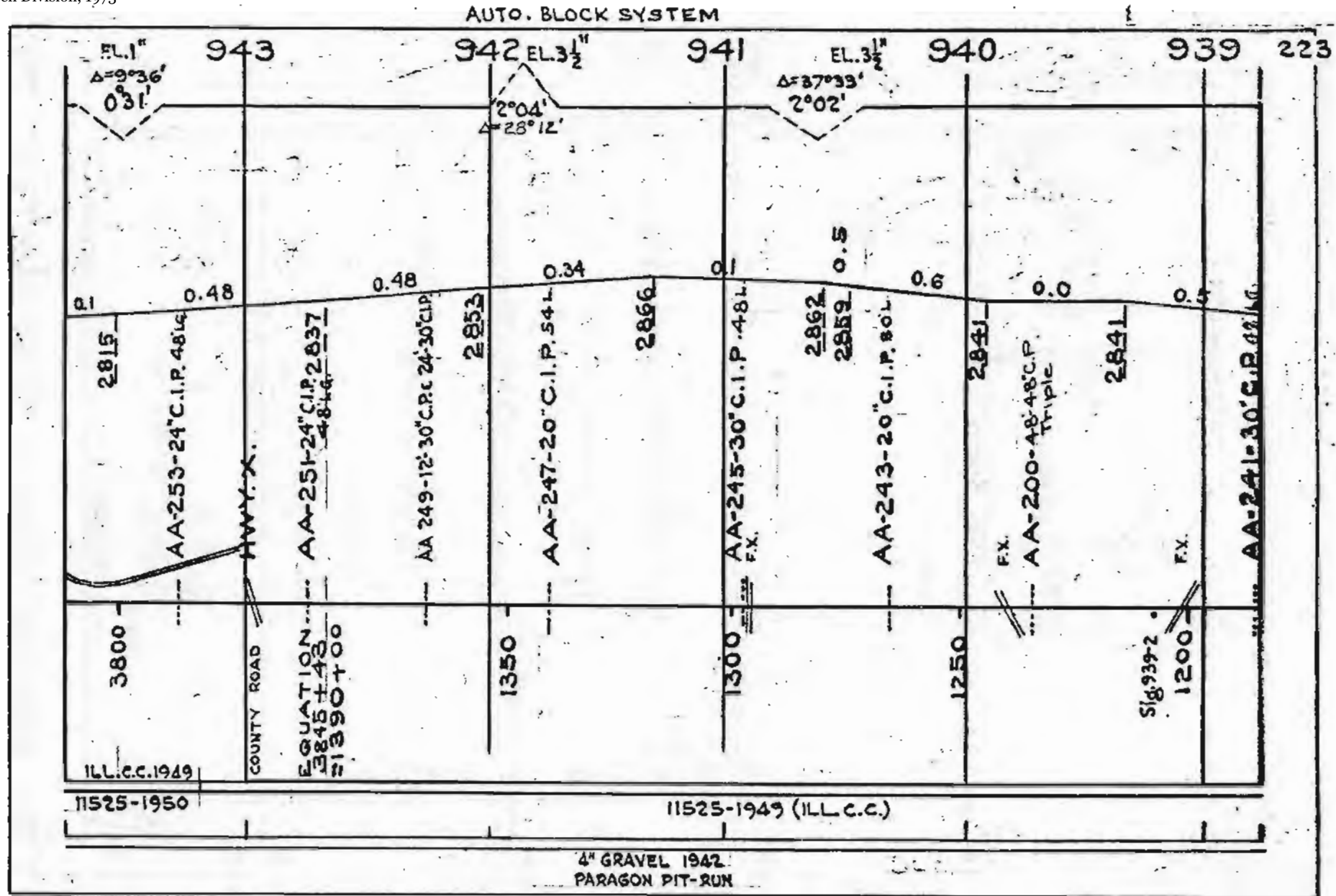


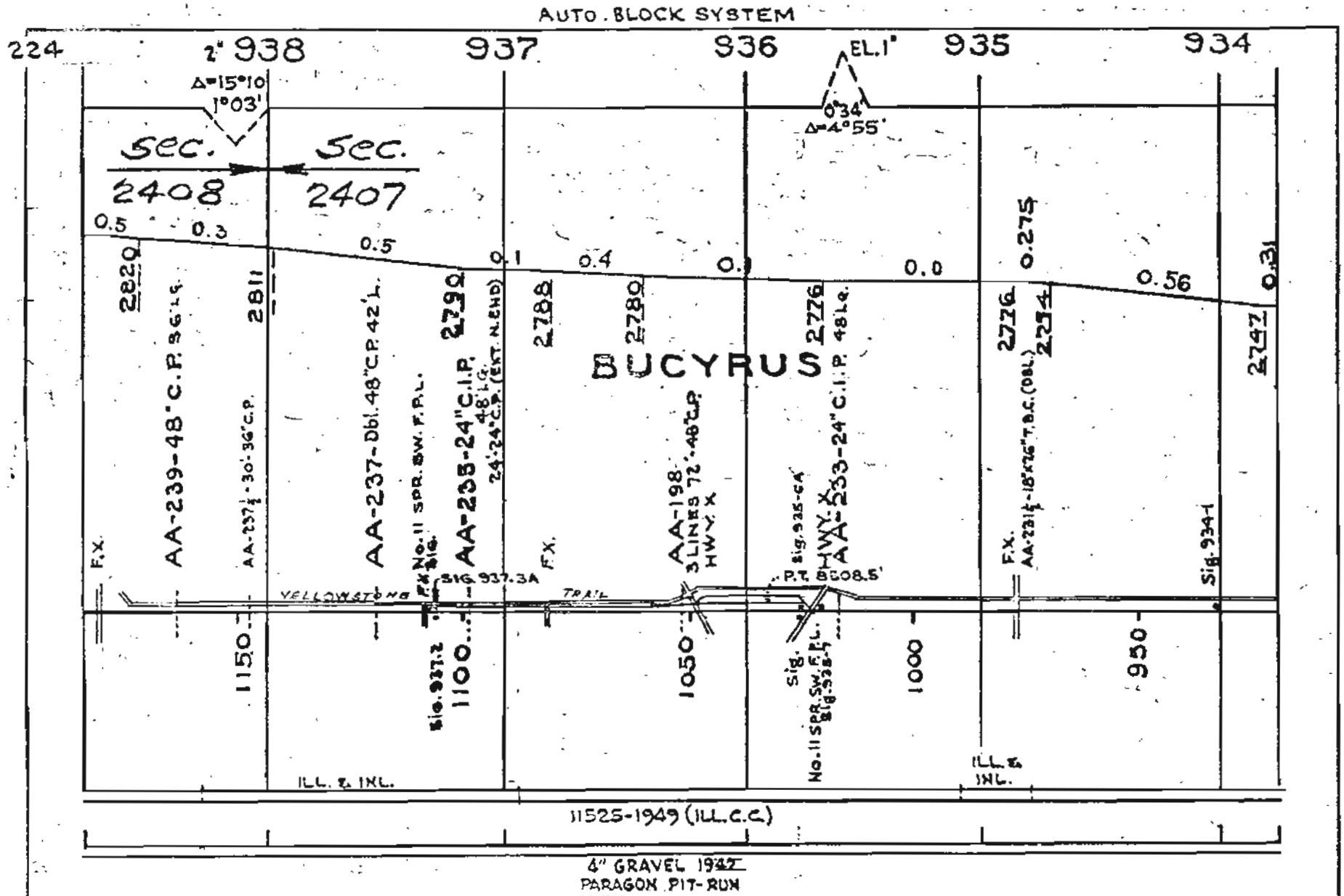
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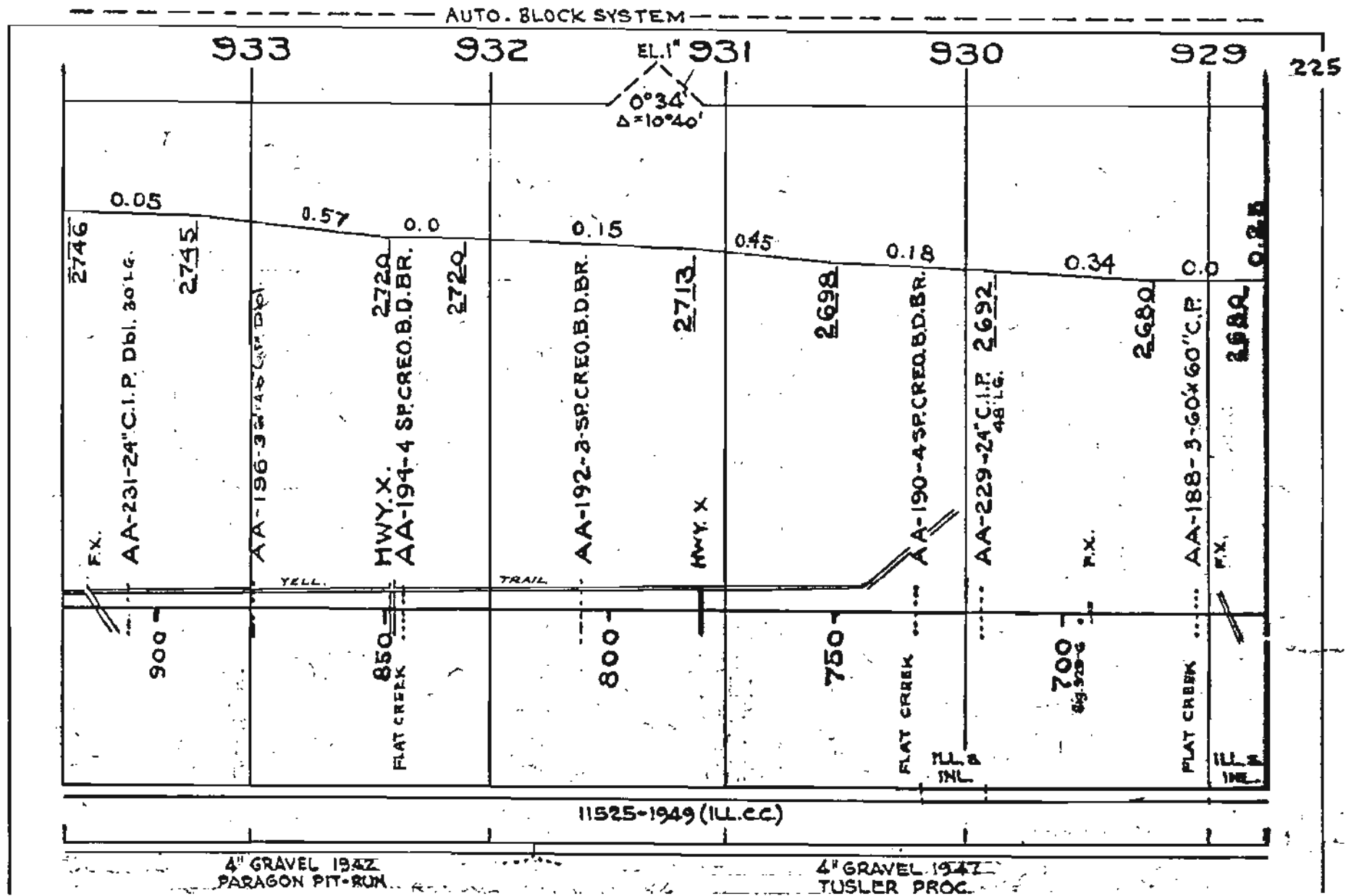


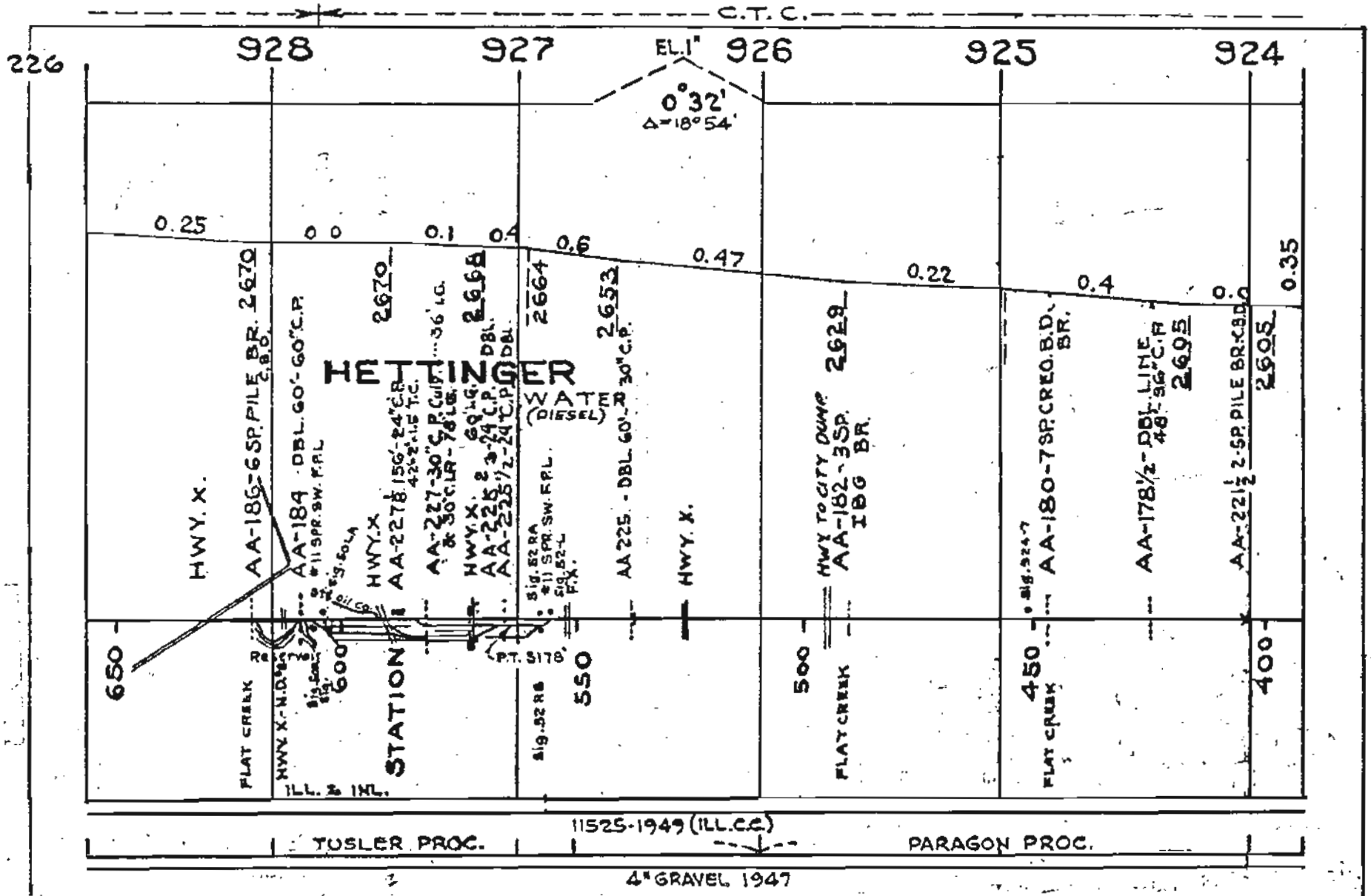
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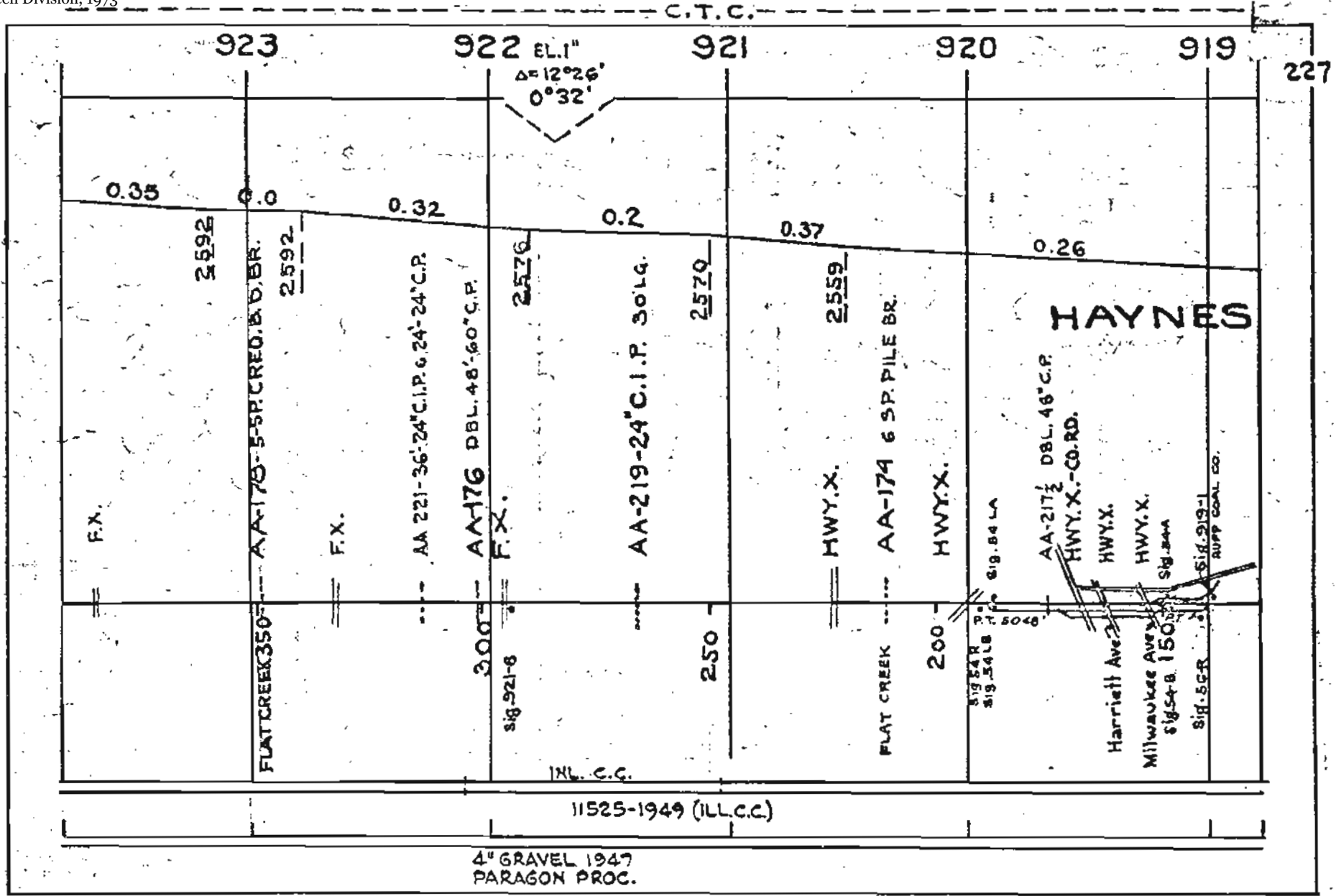






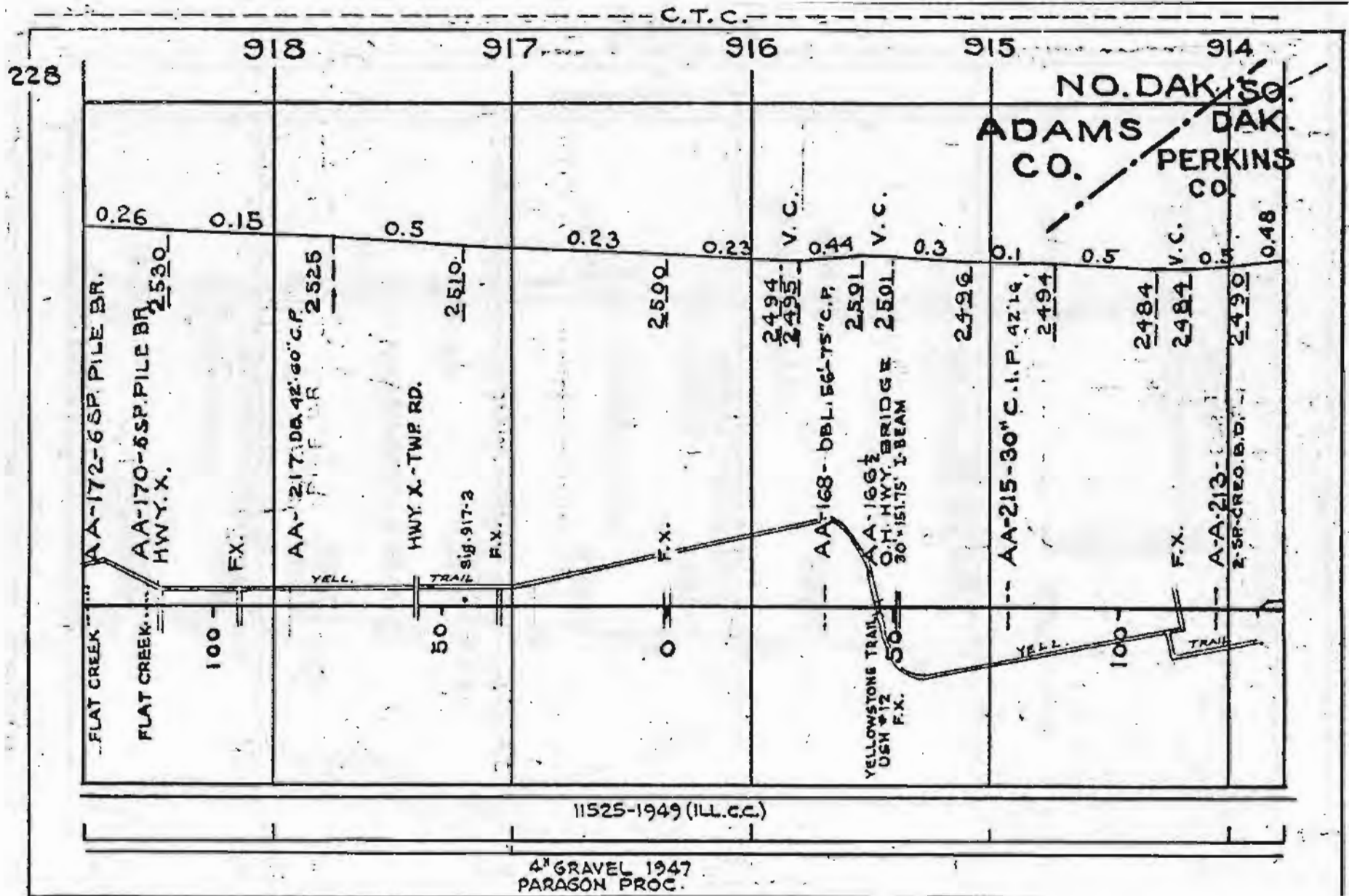


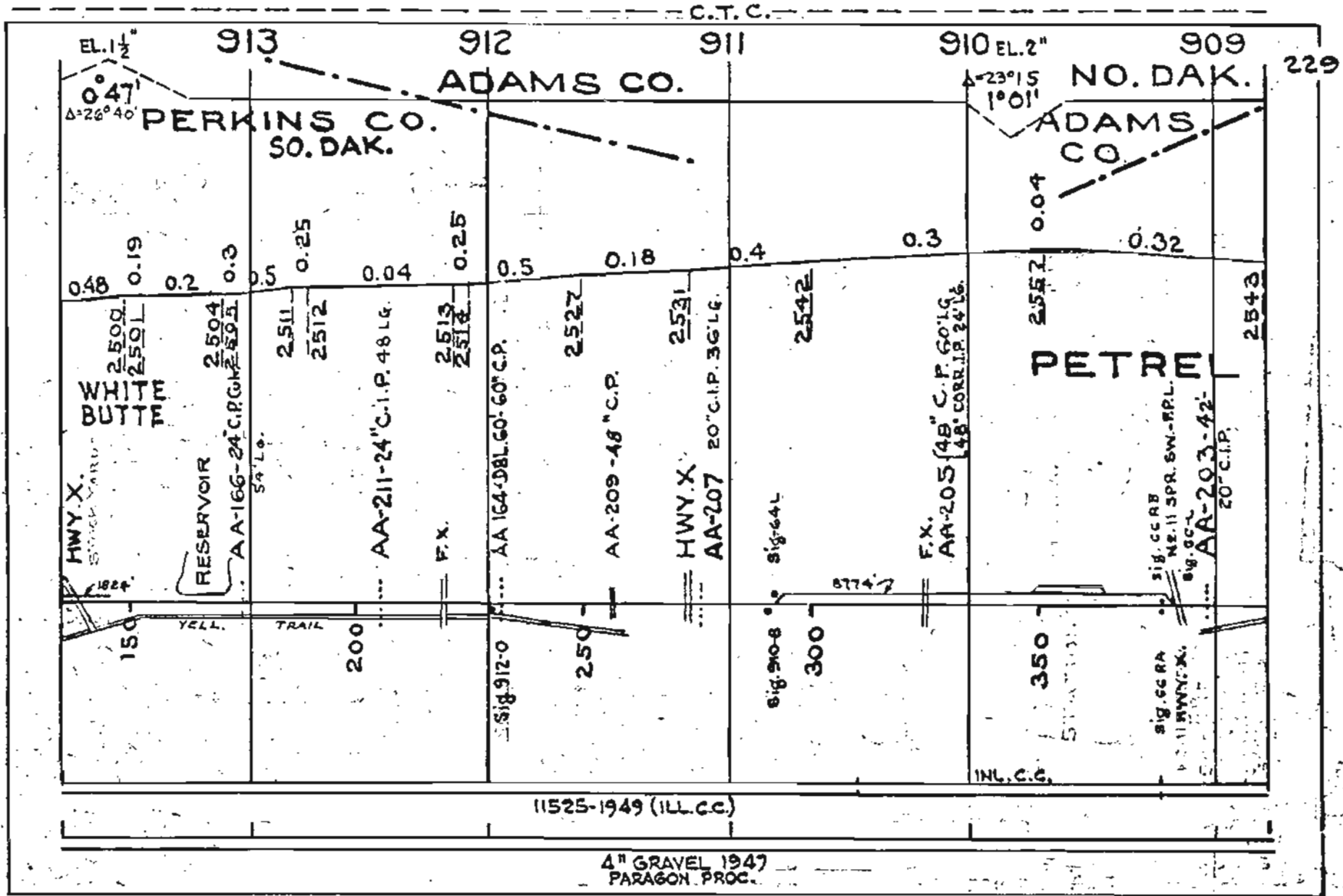


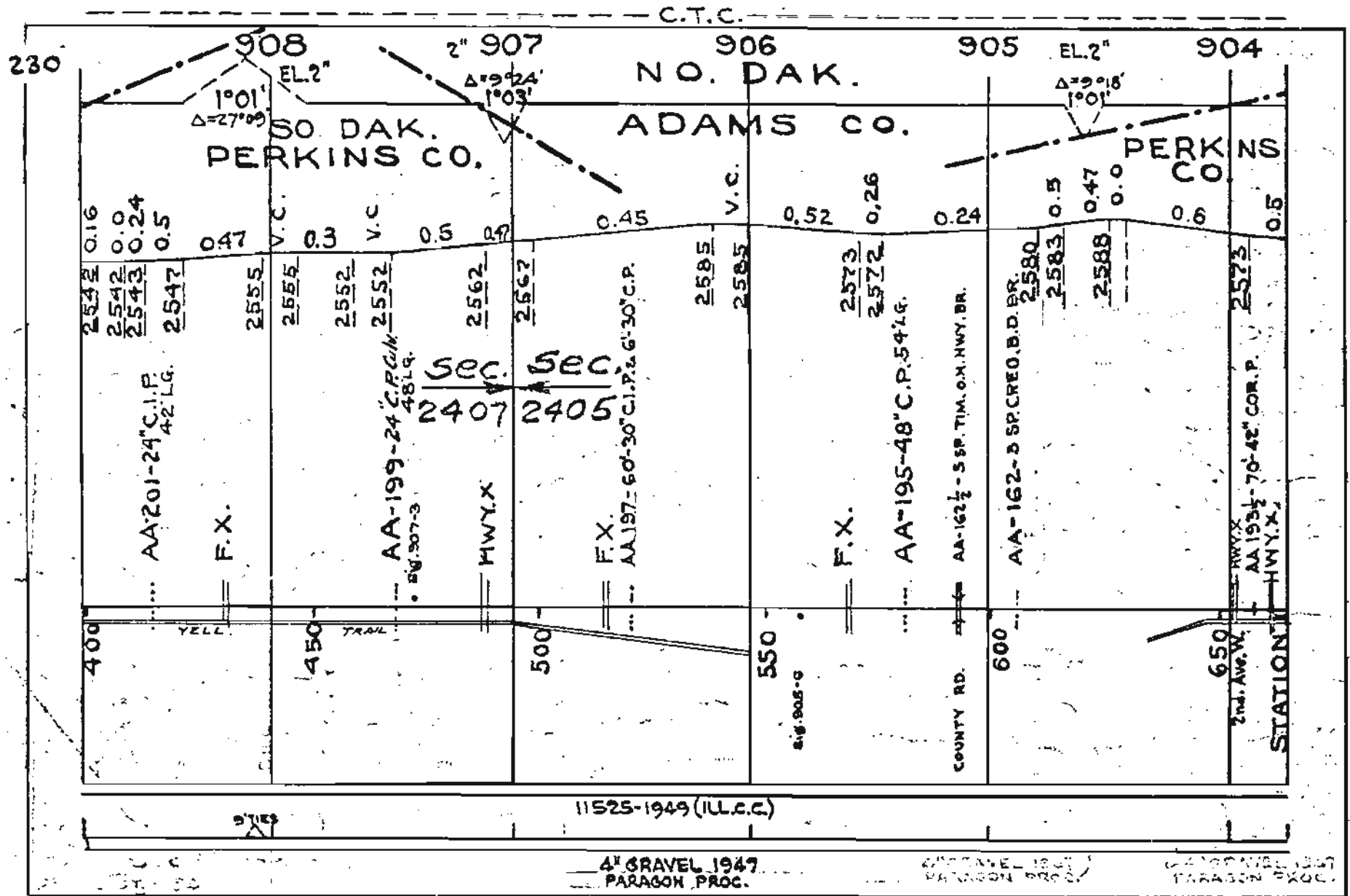


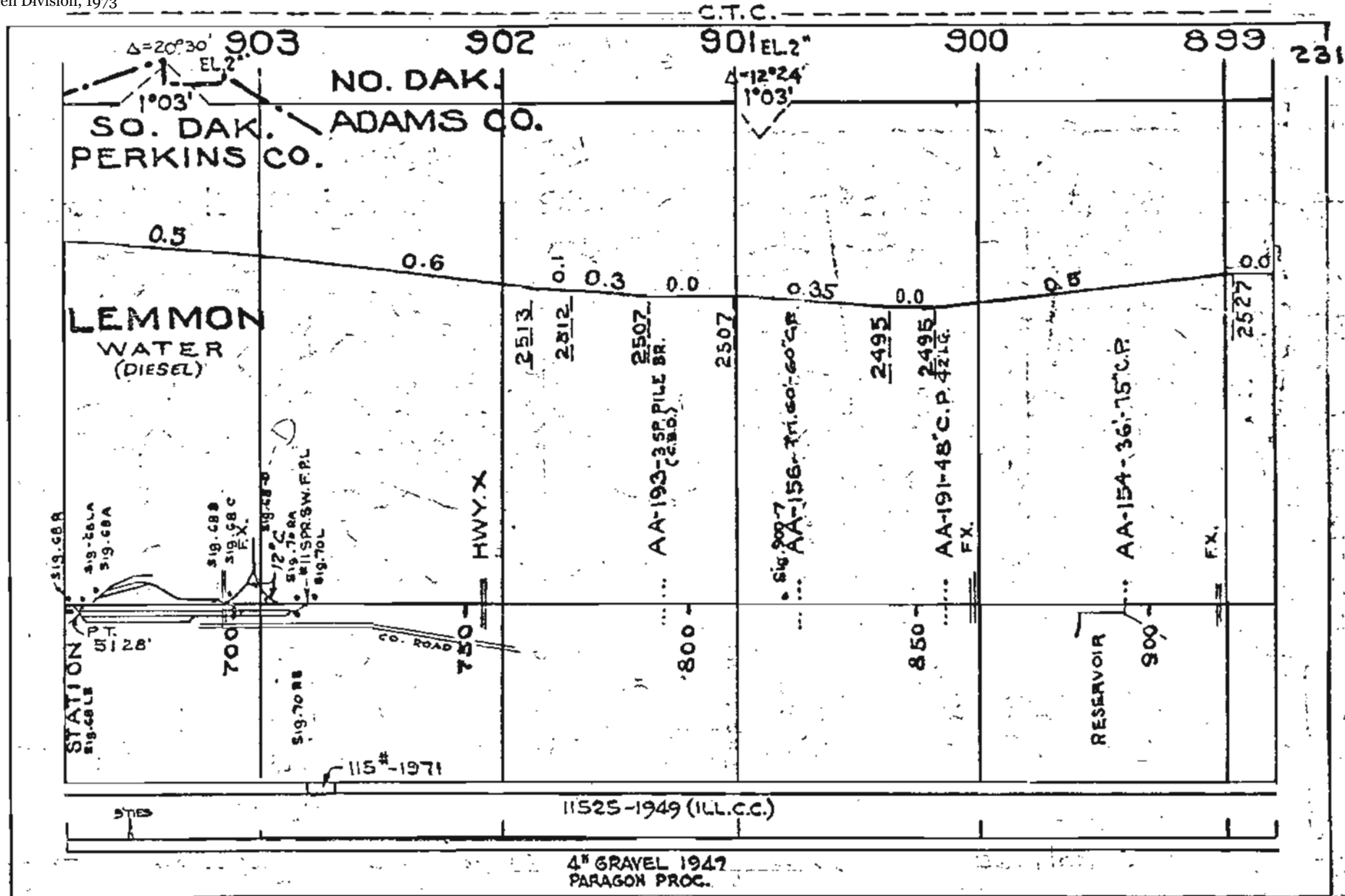
11525-1949 (ILL.C.C.)

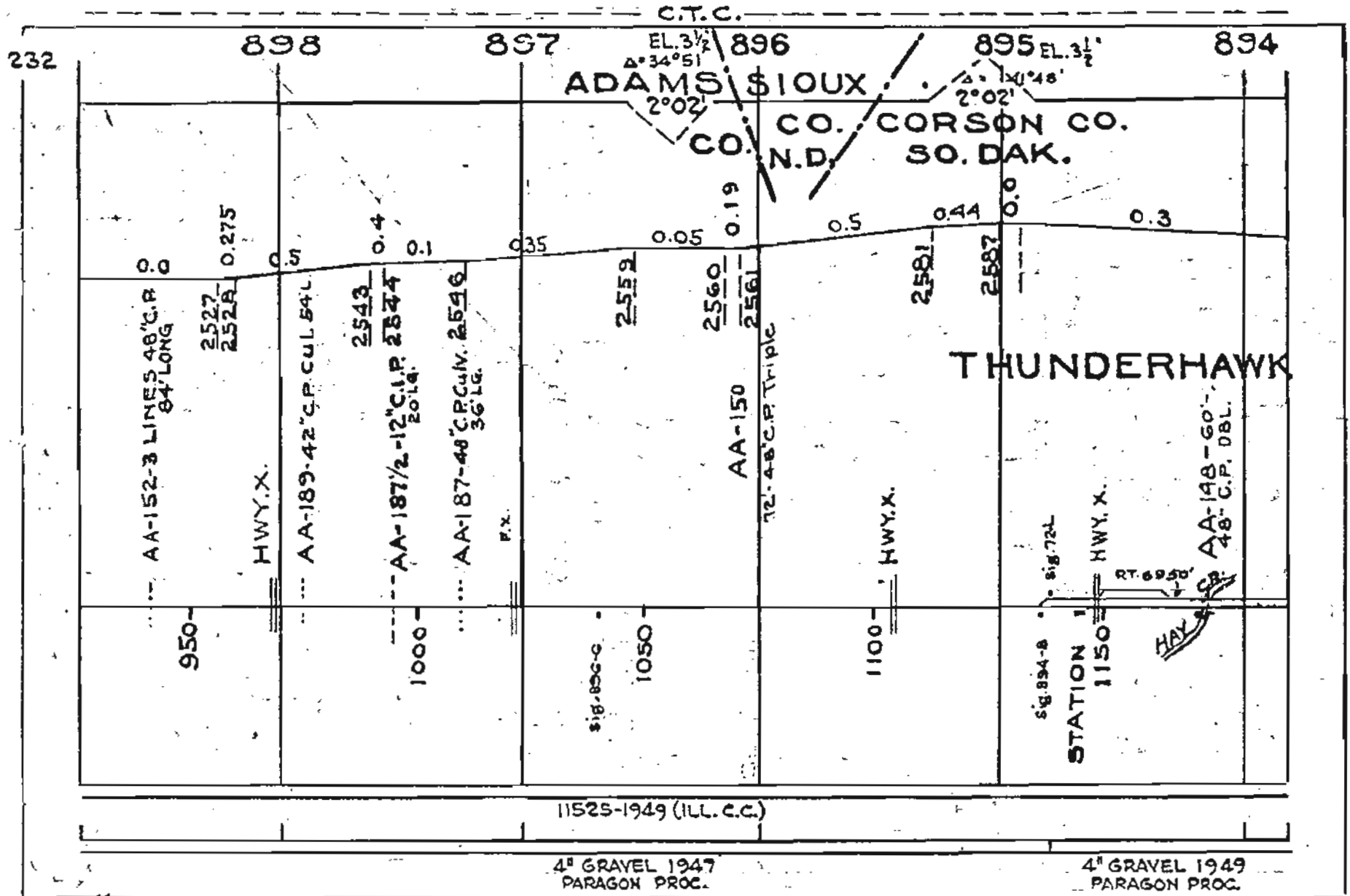
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PARAGON PROC.

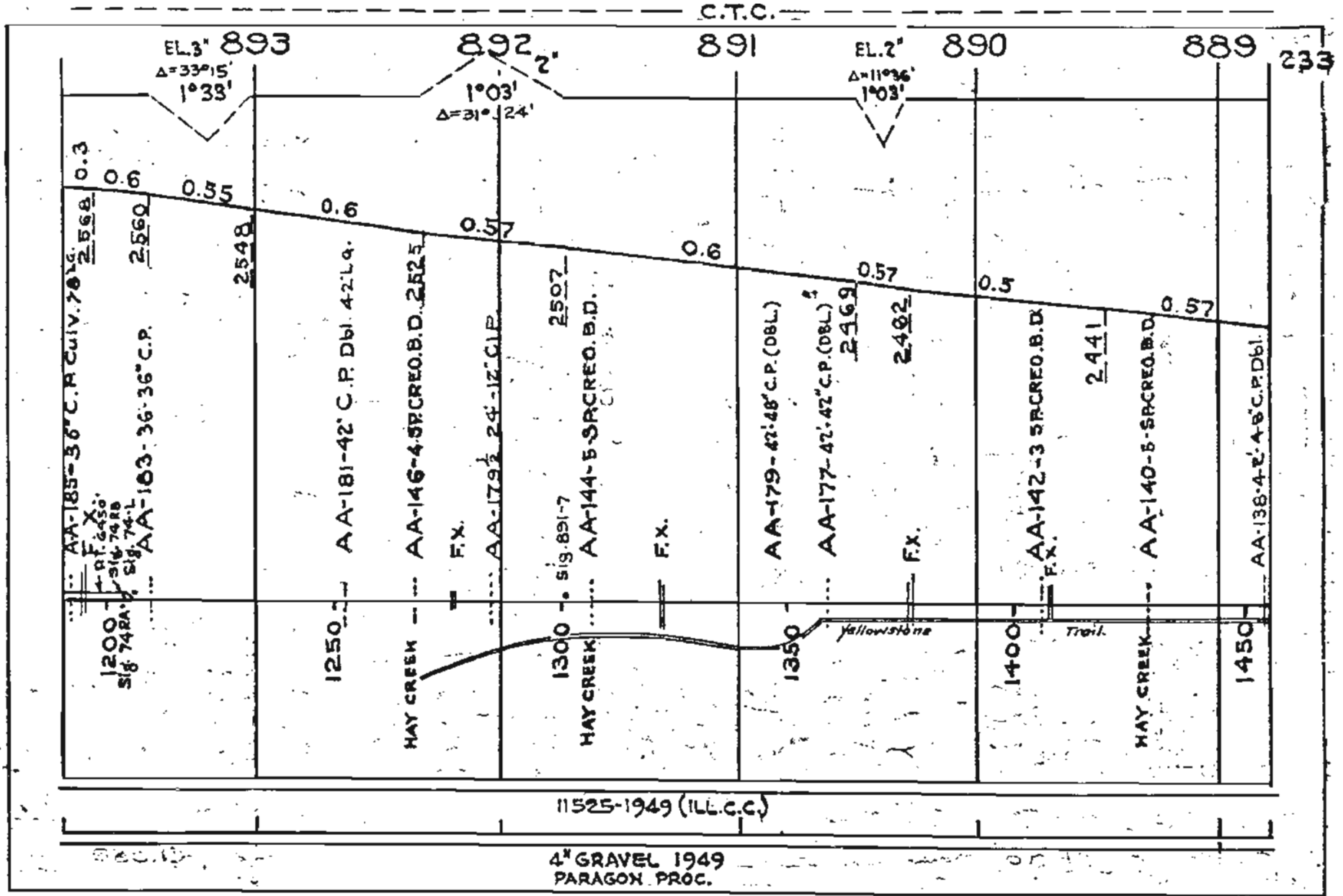


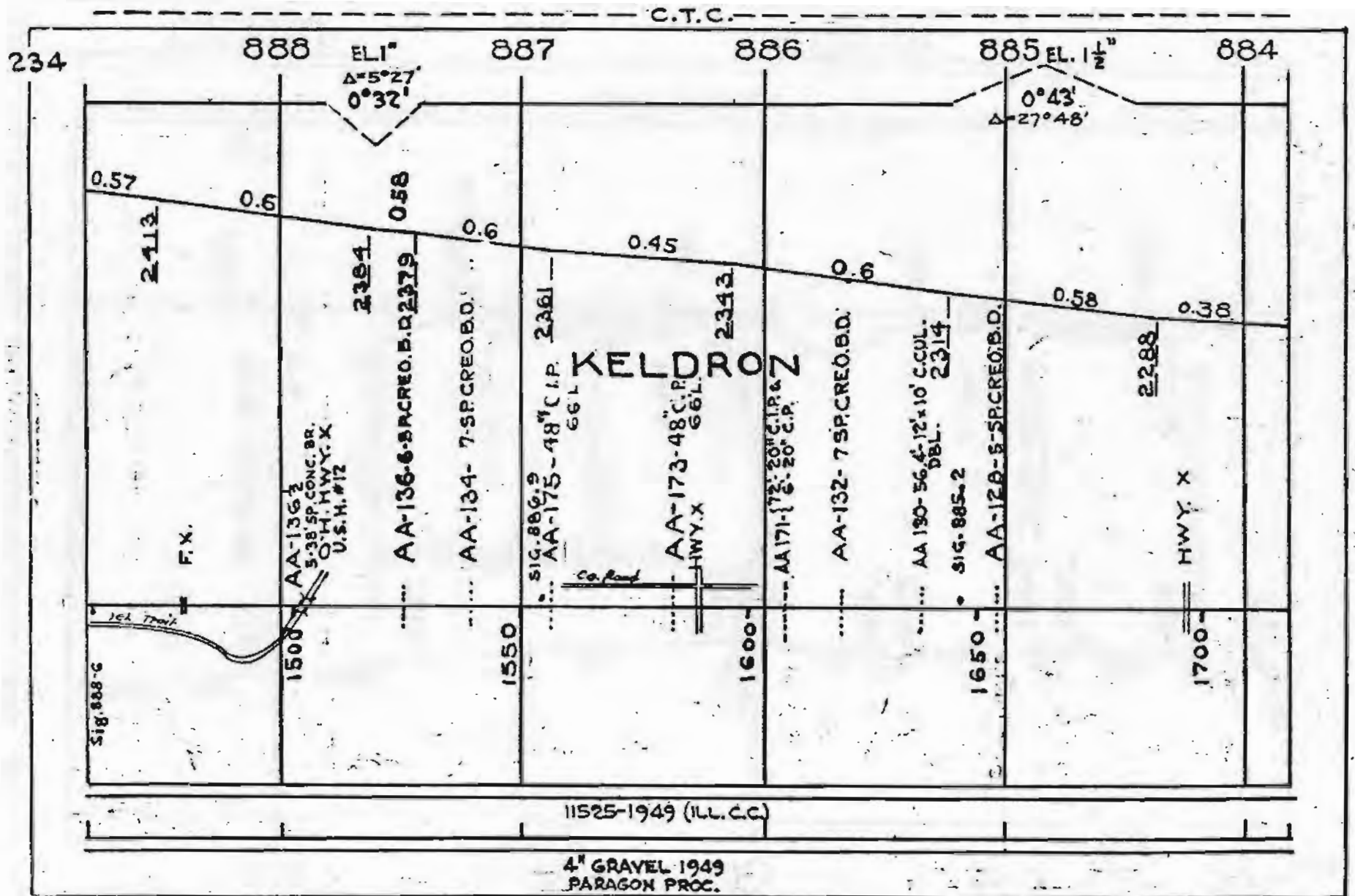


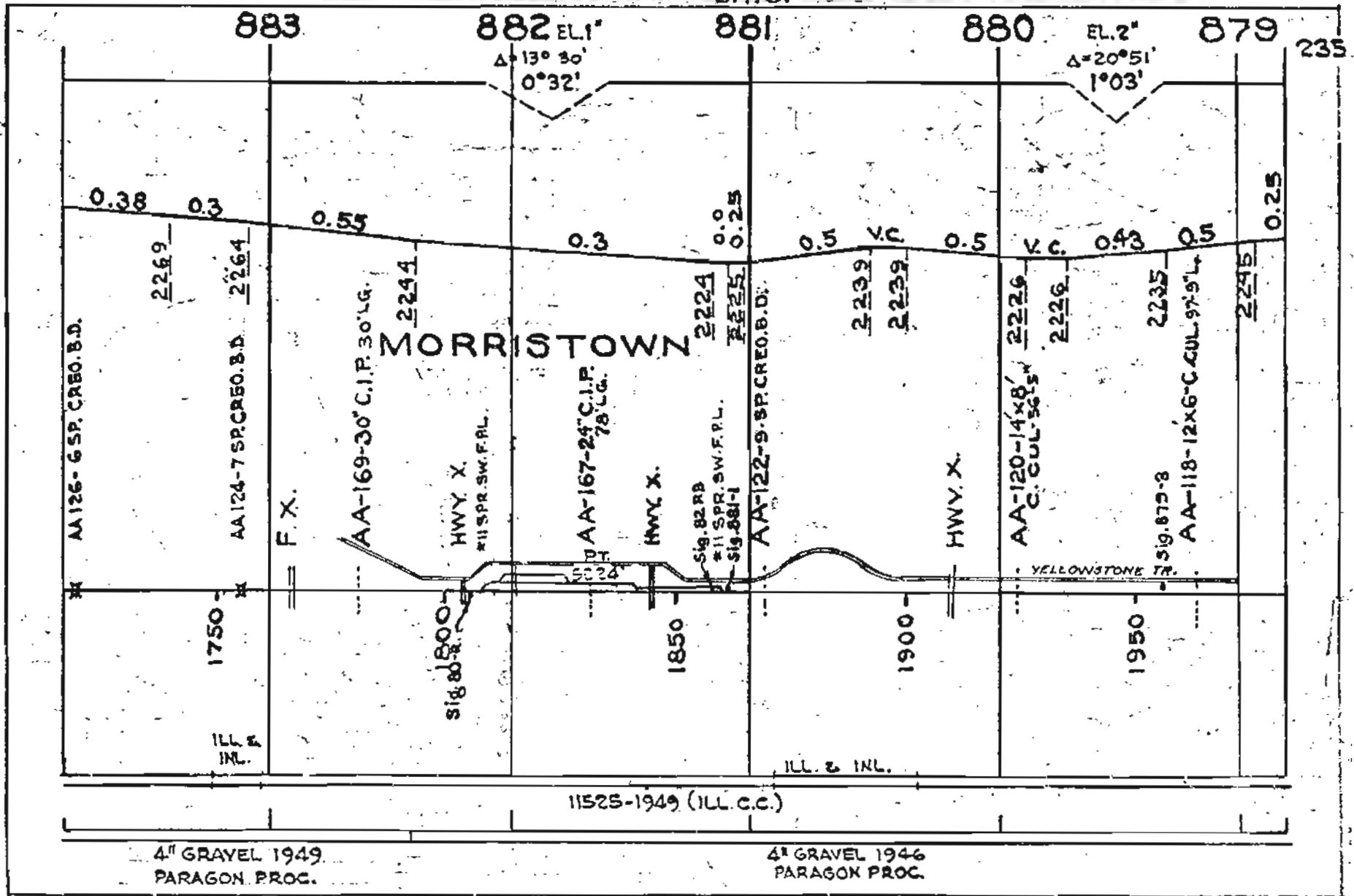


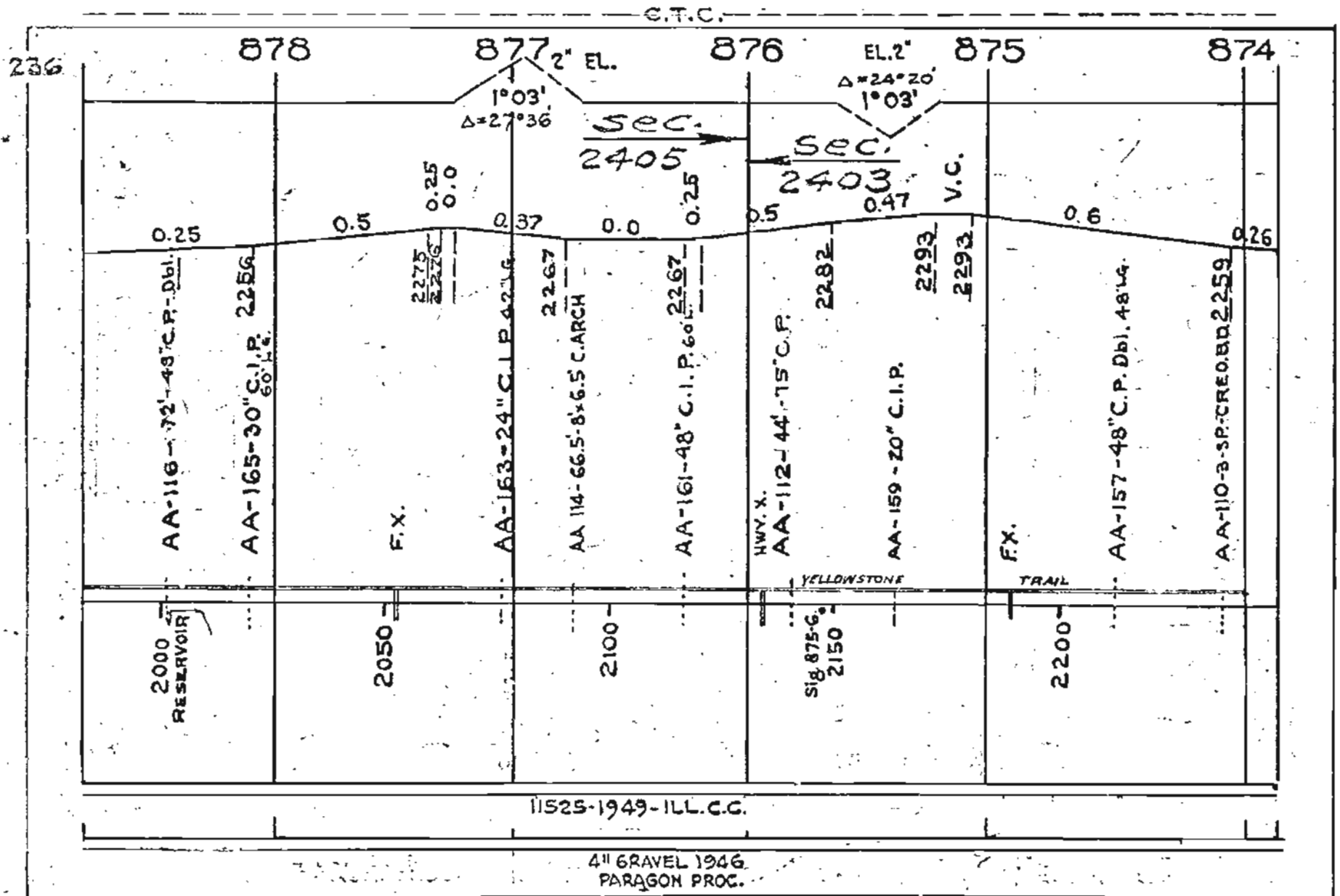




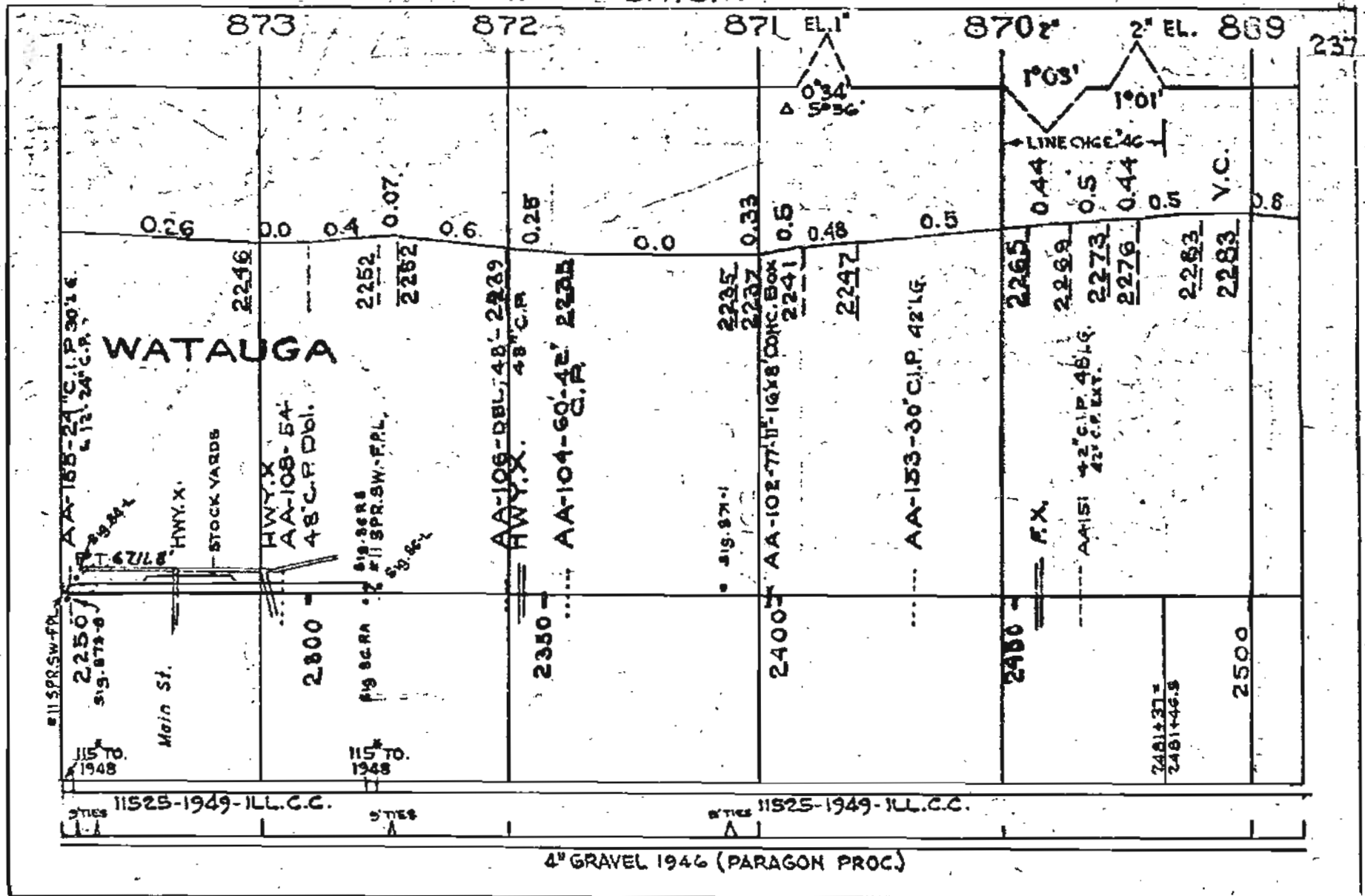


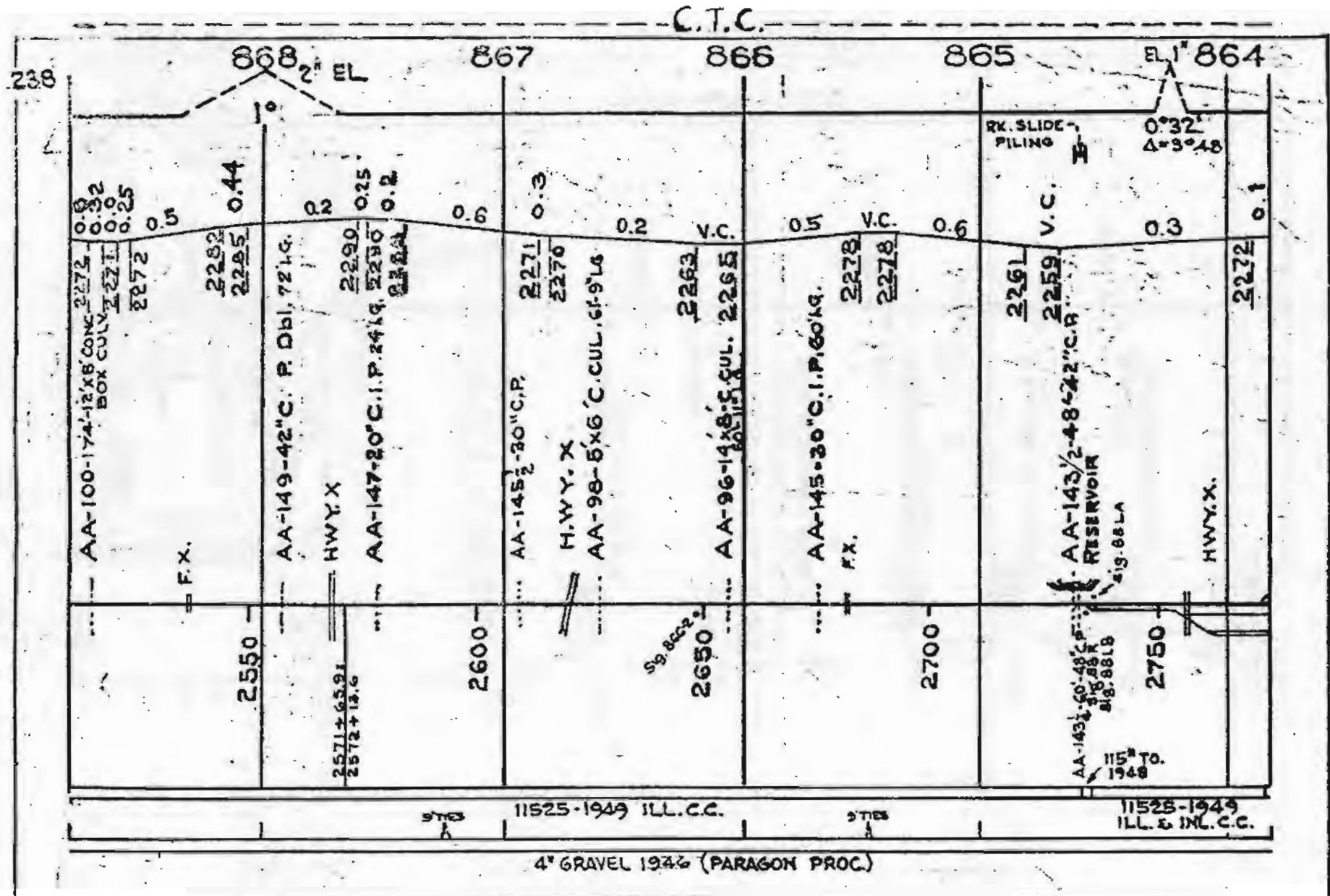


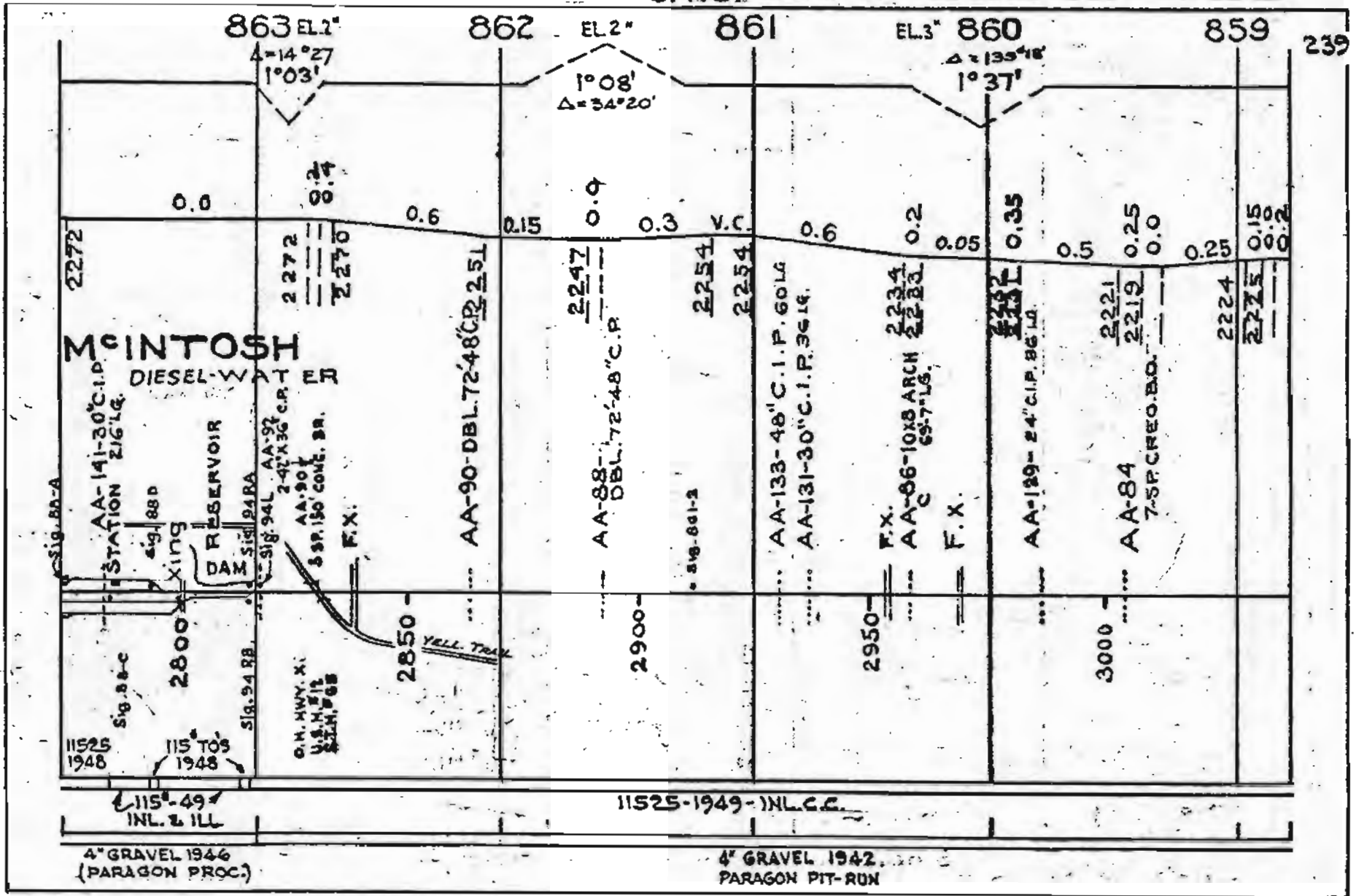


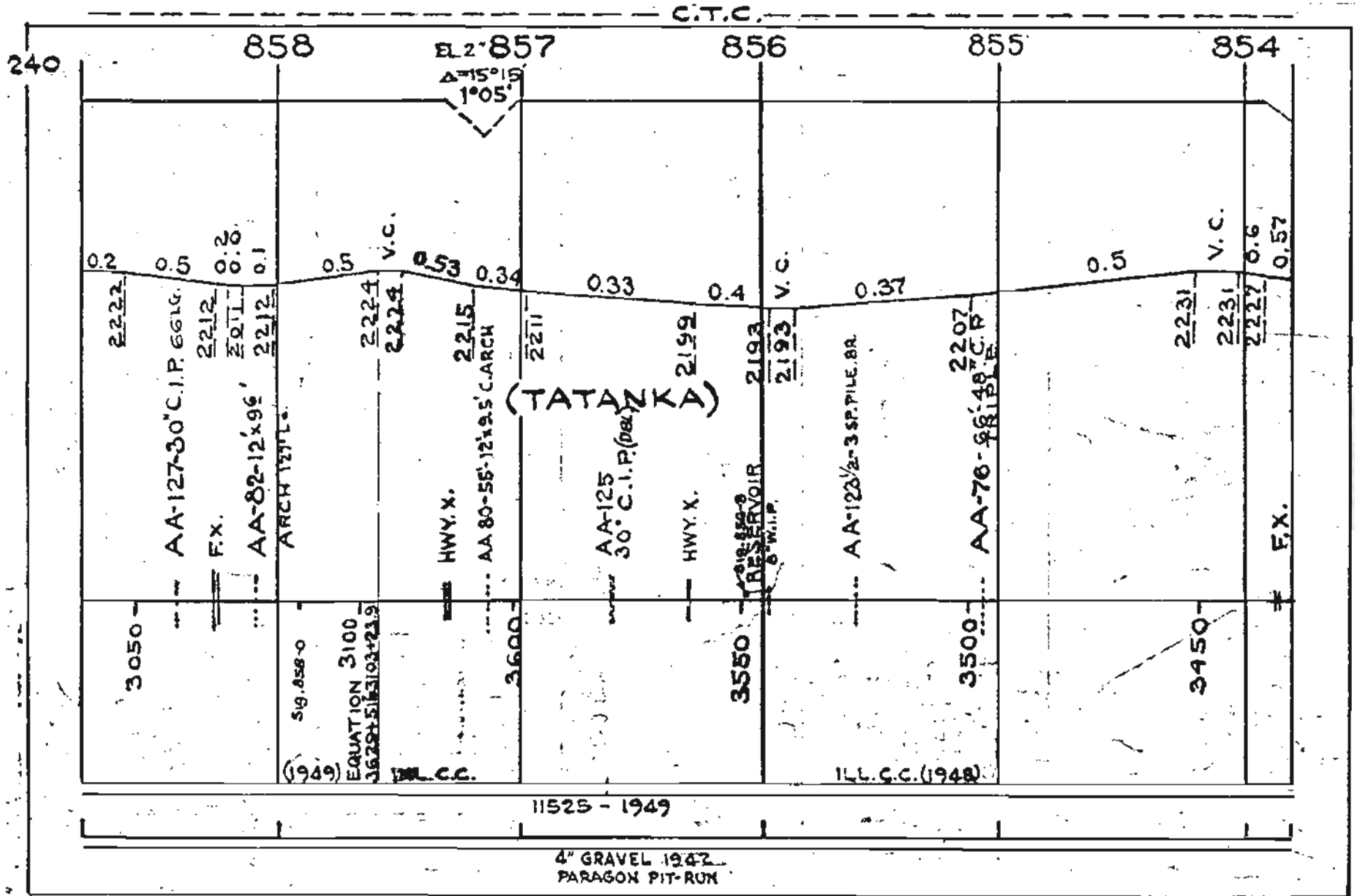


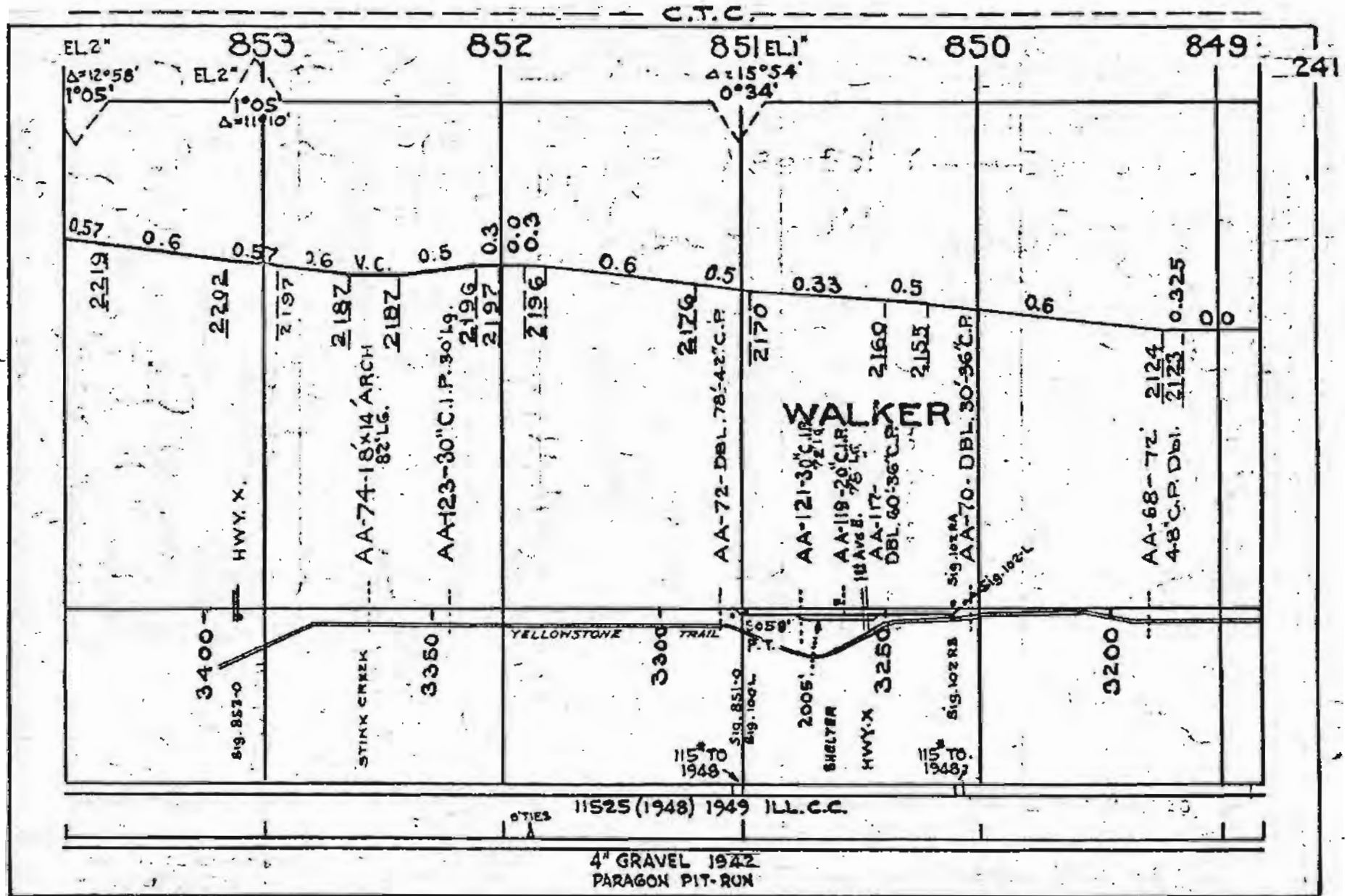
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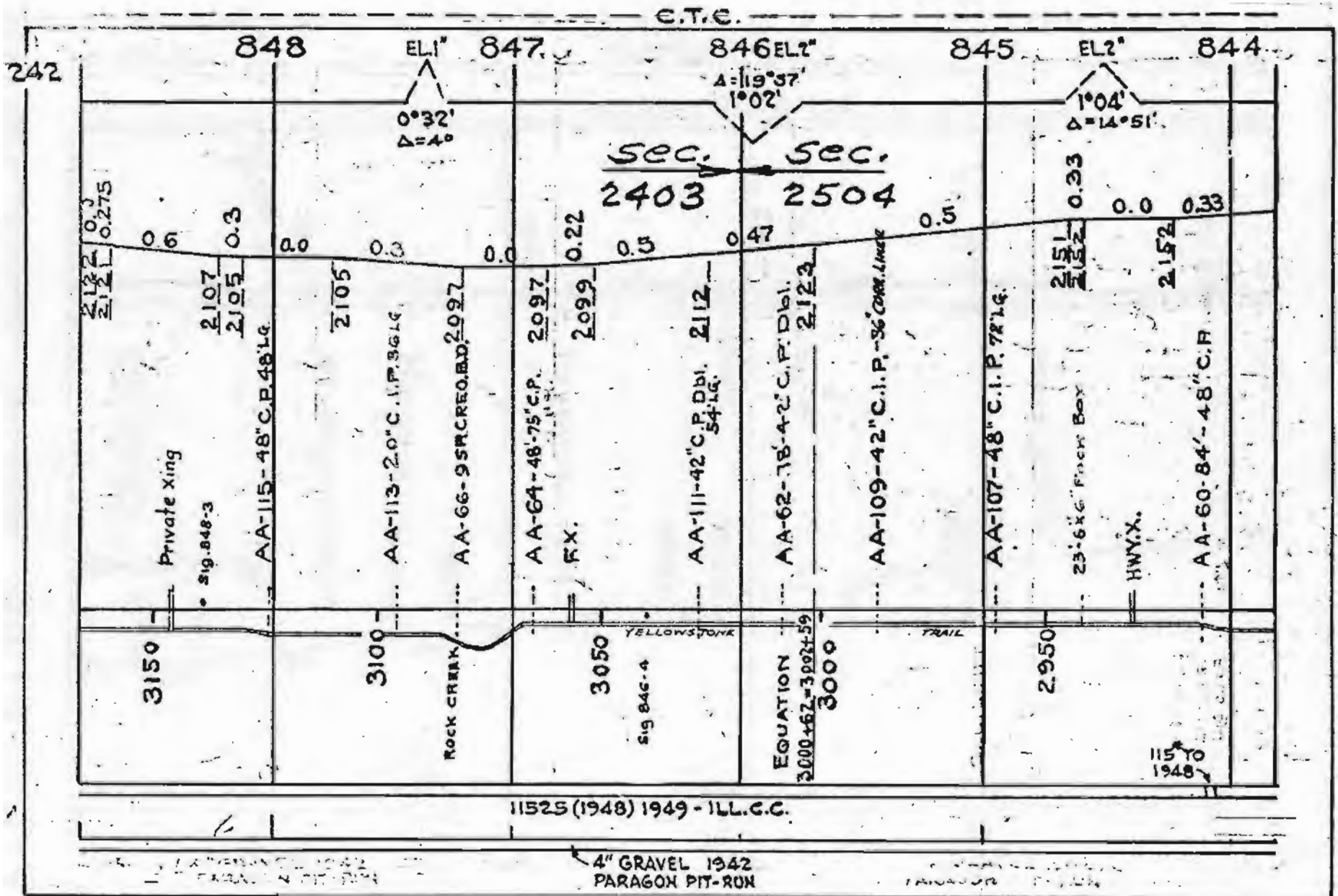




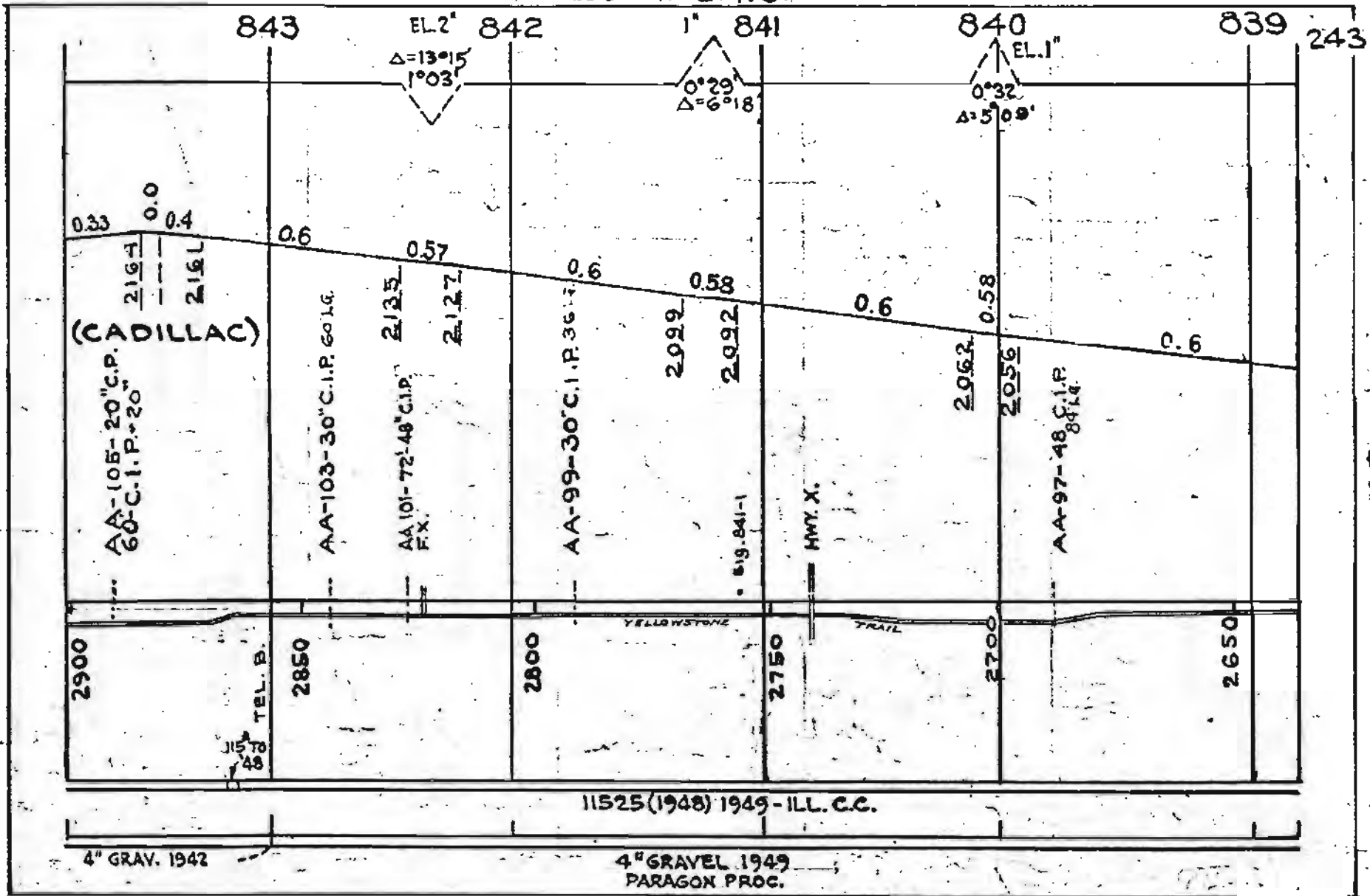


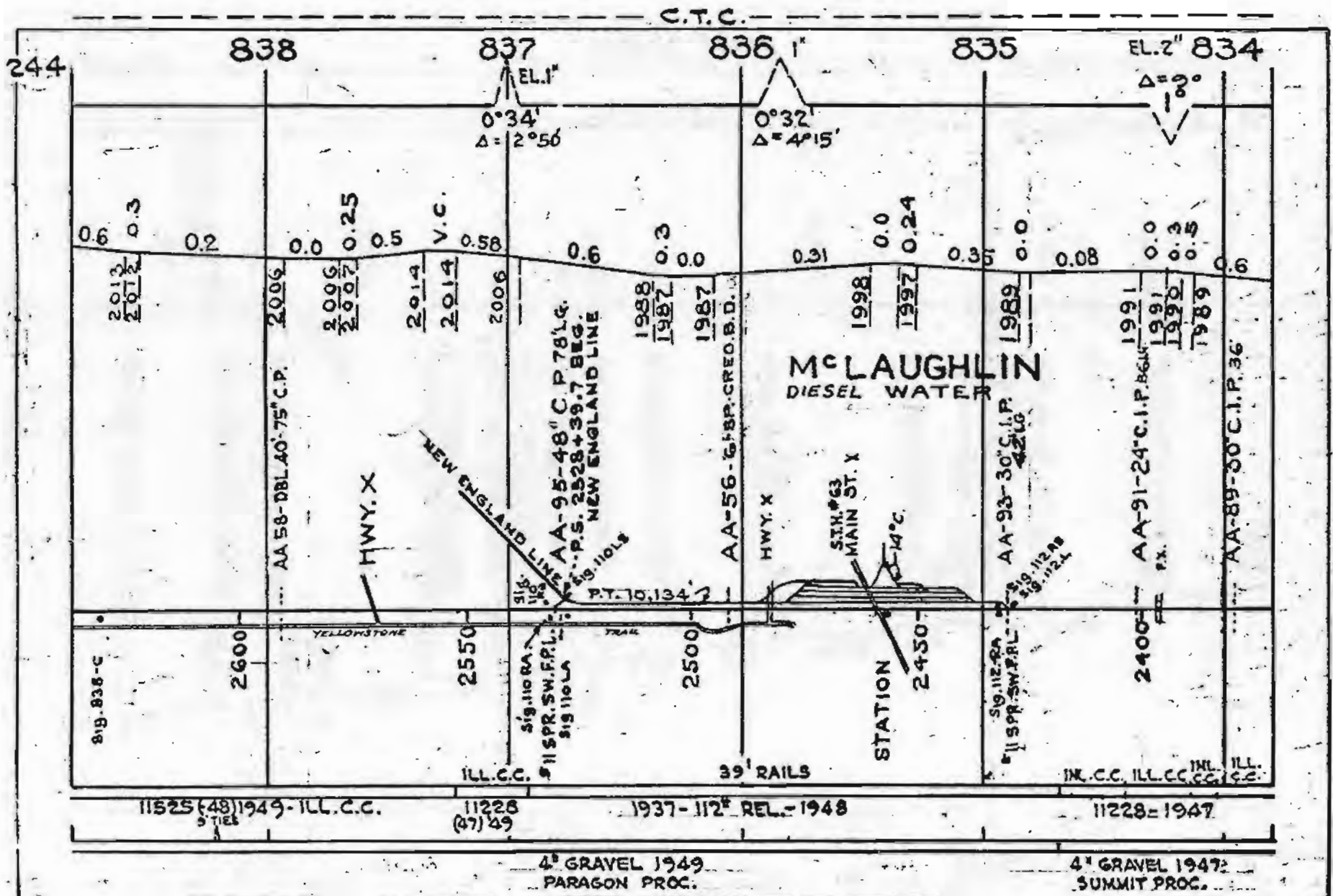


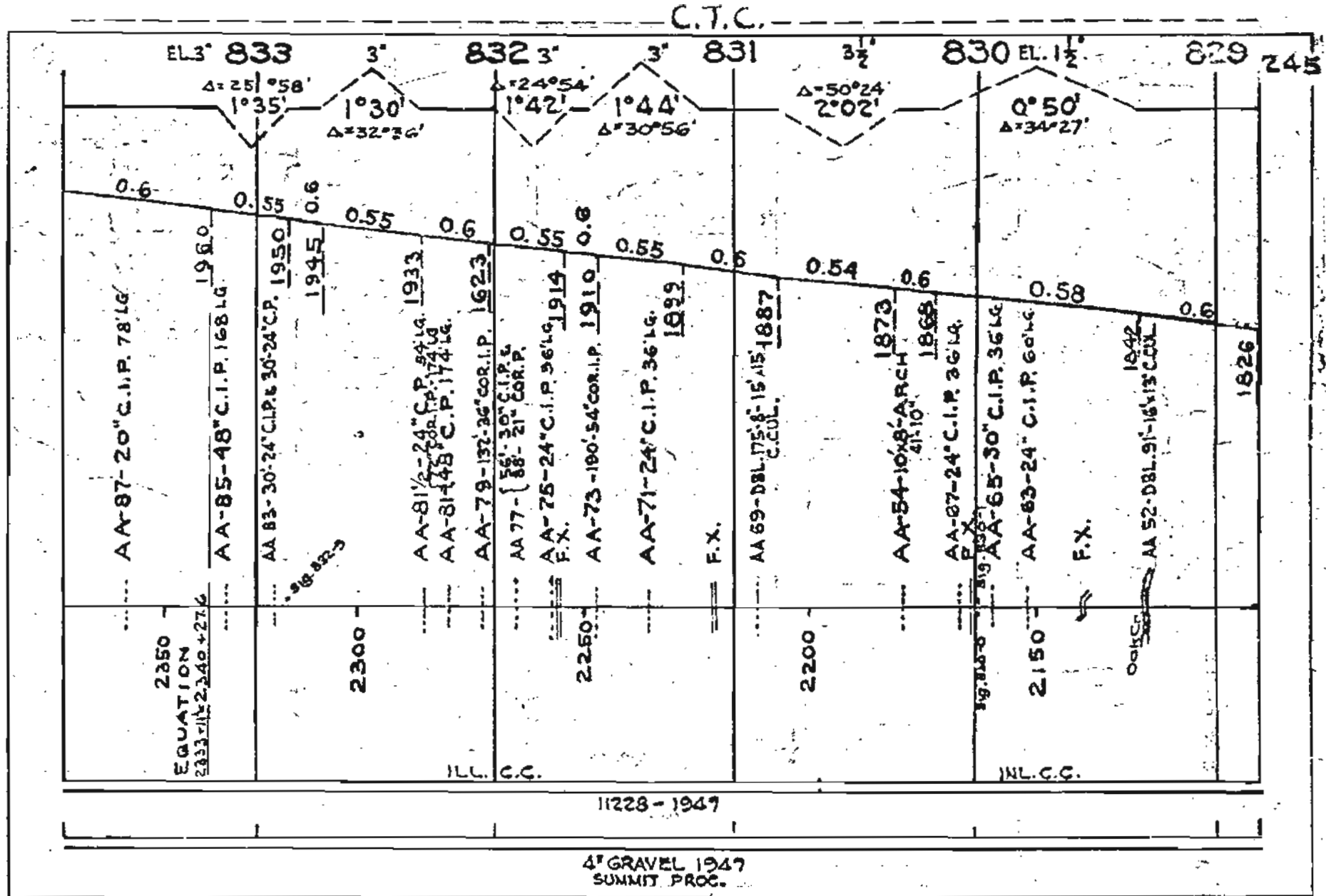


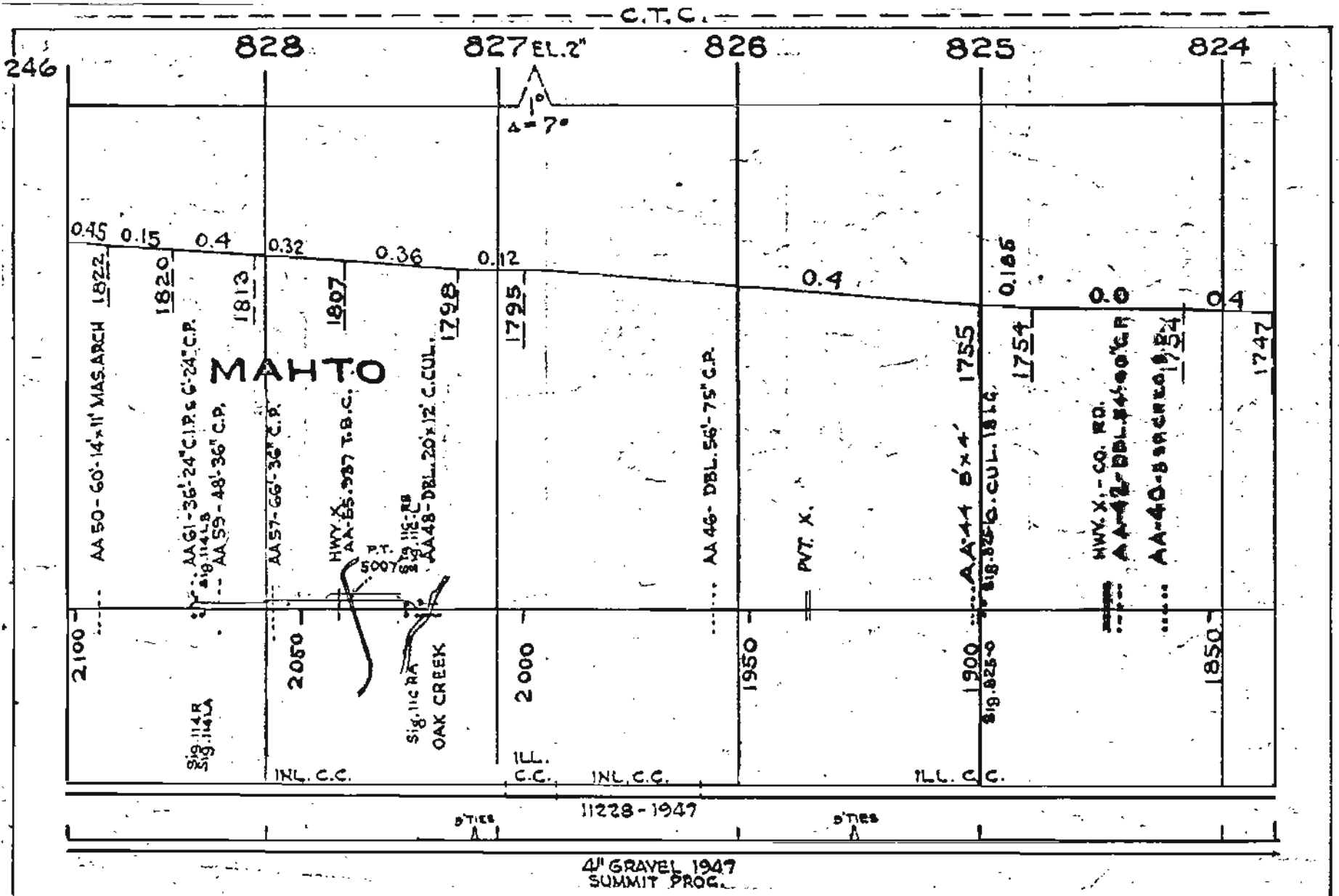


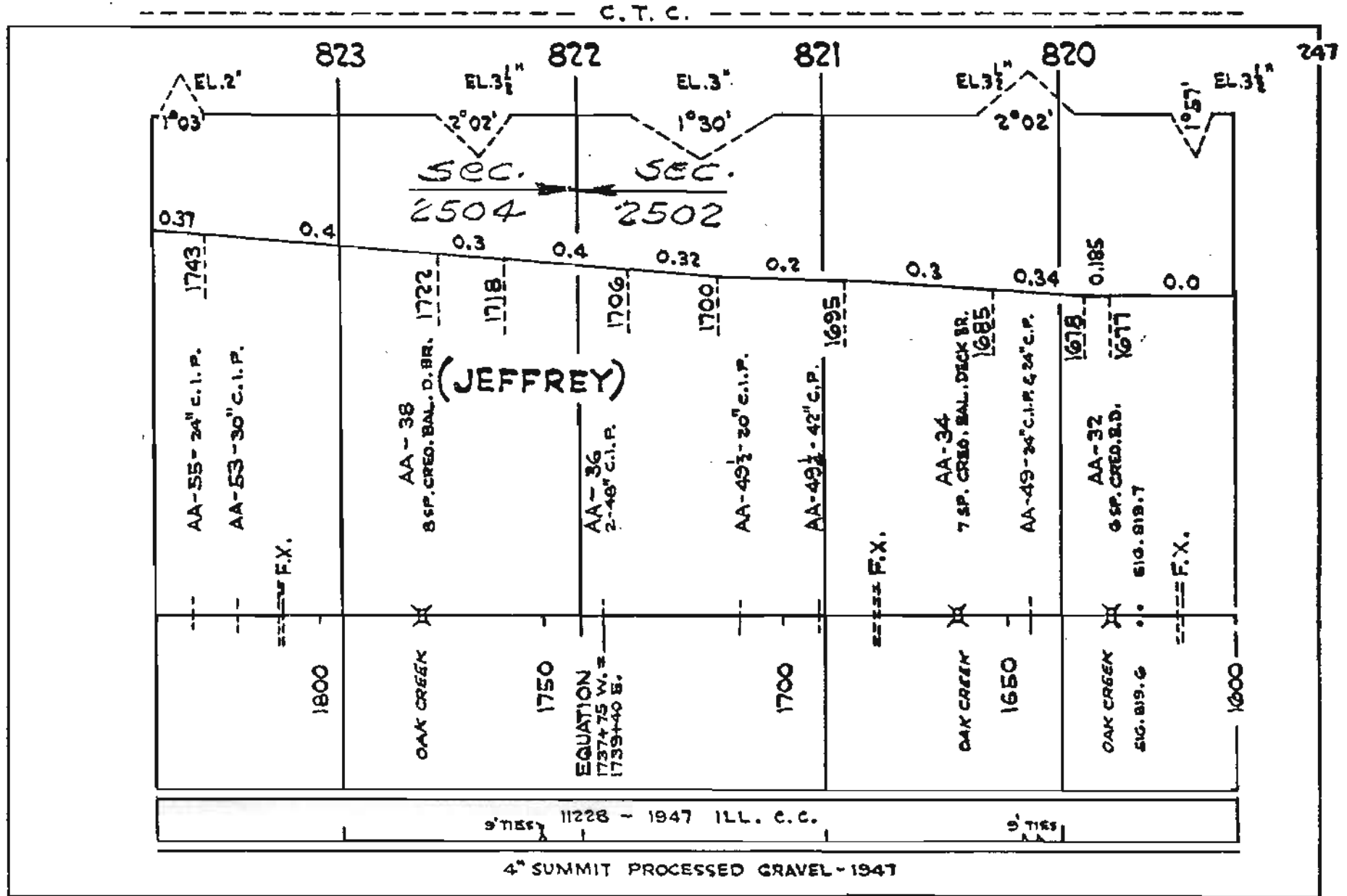
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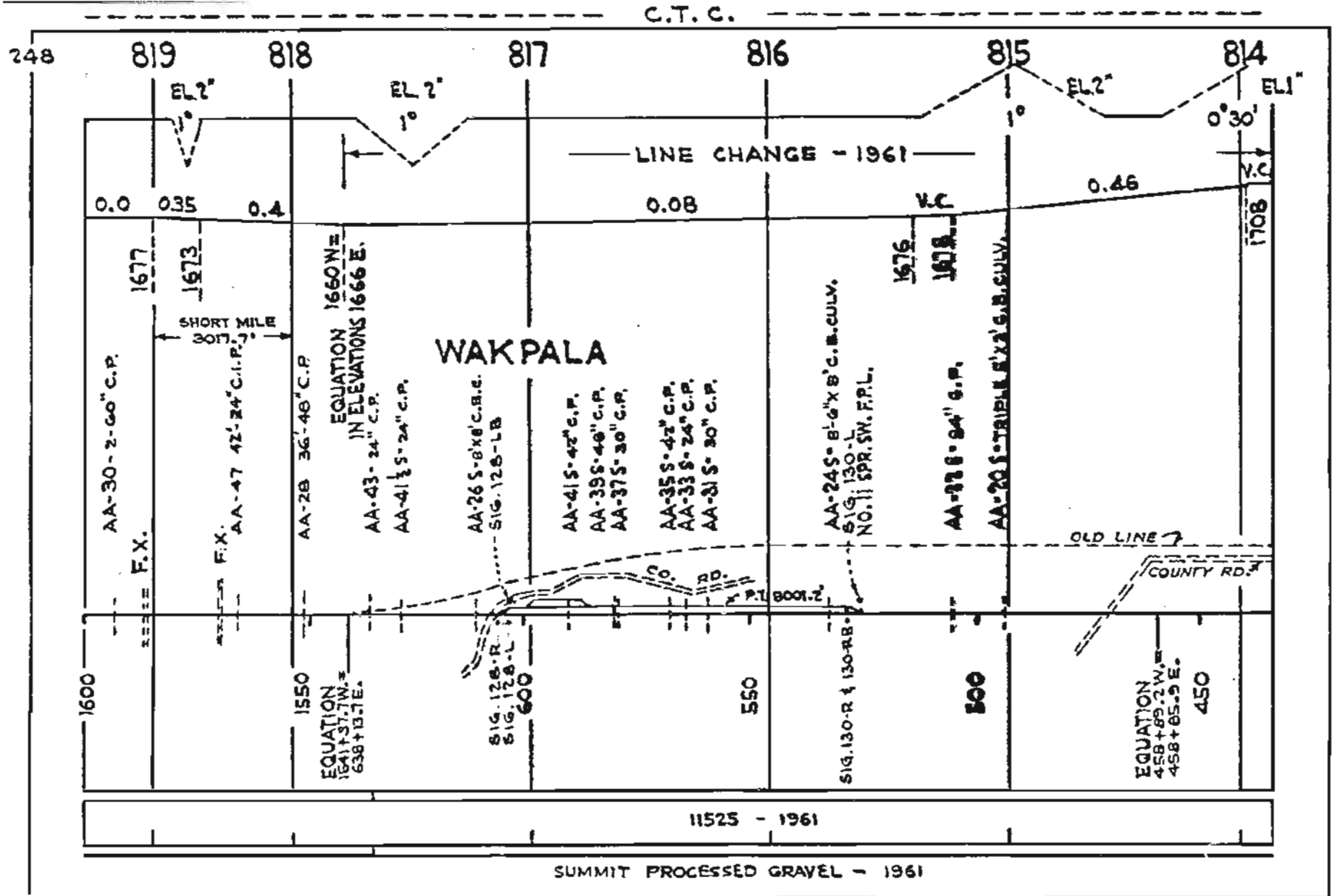


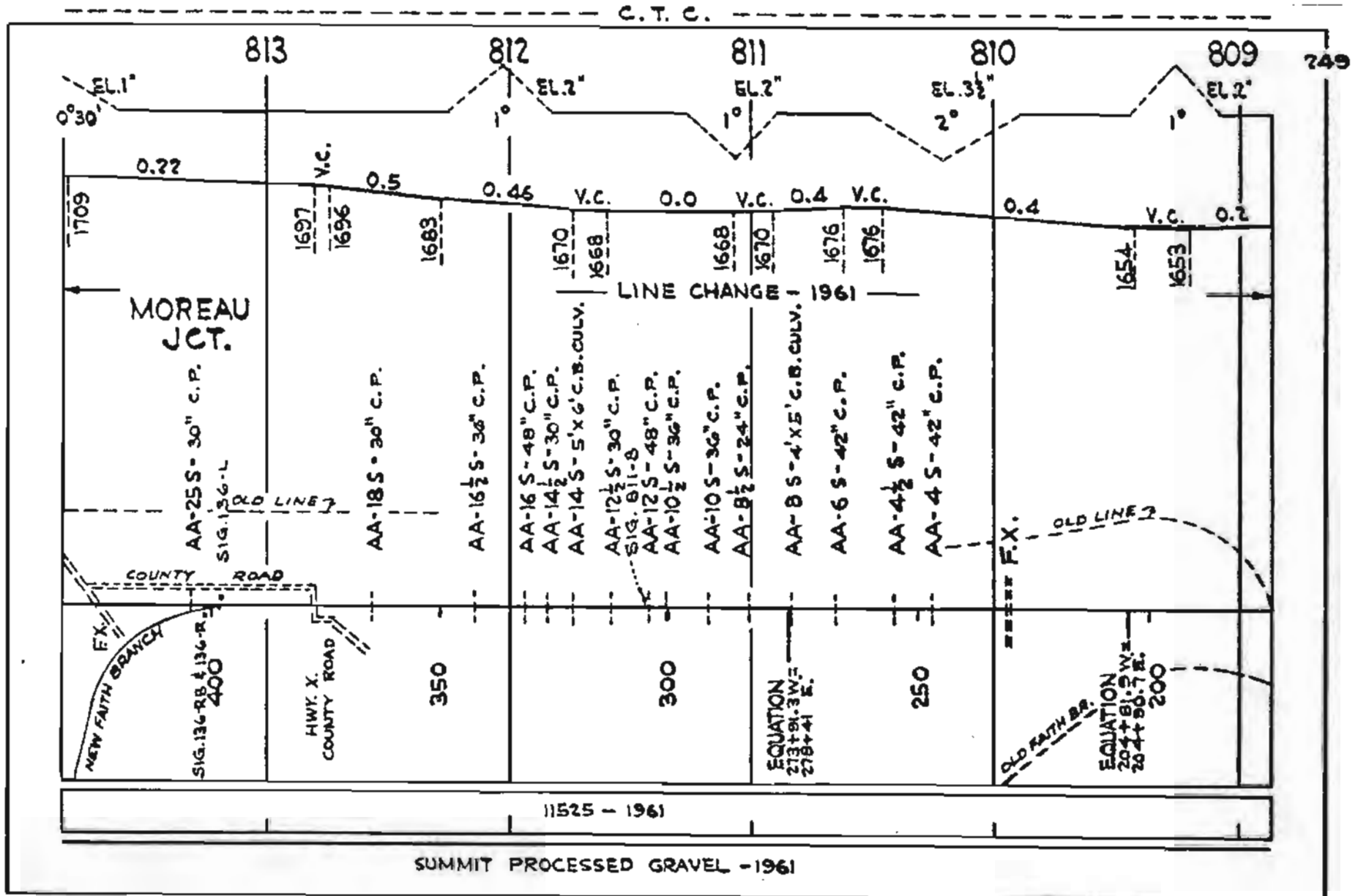


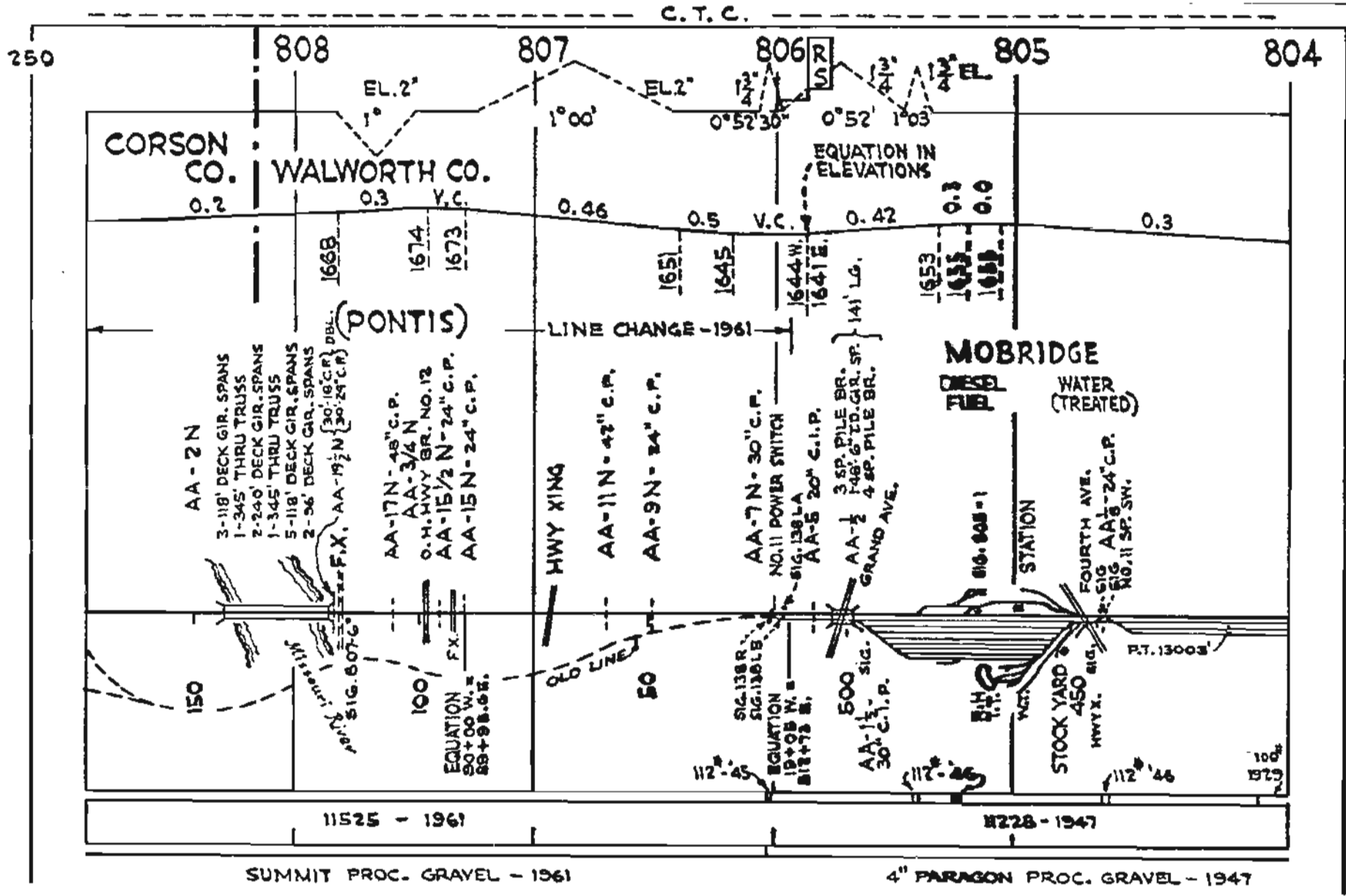


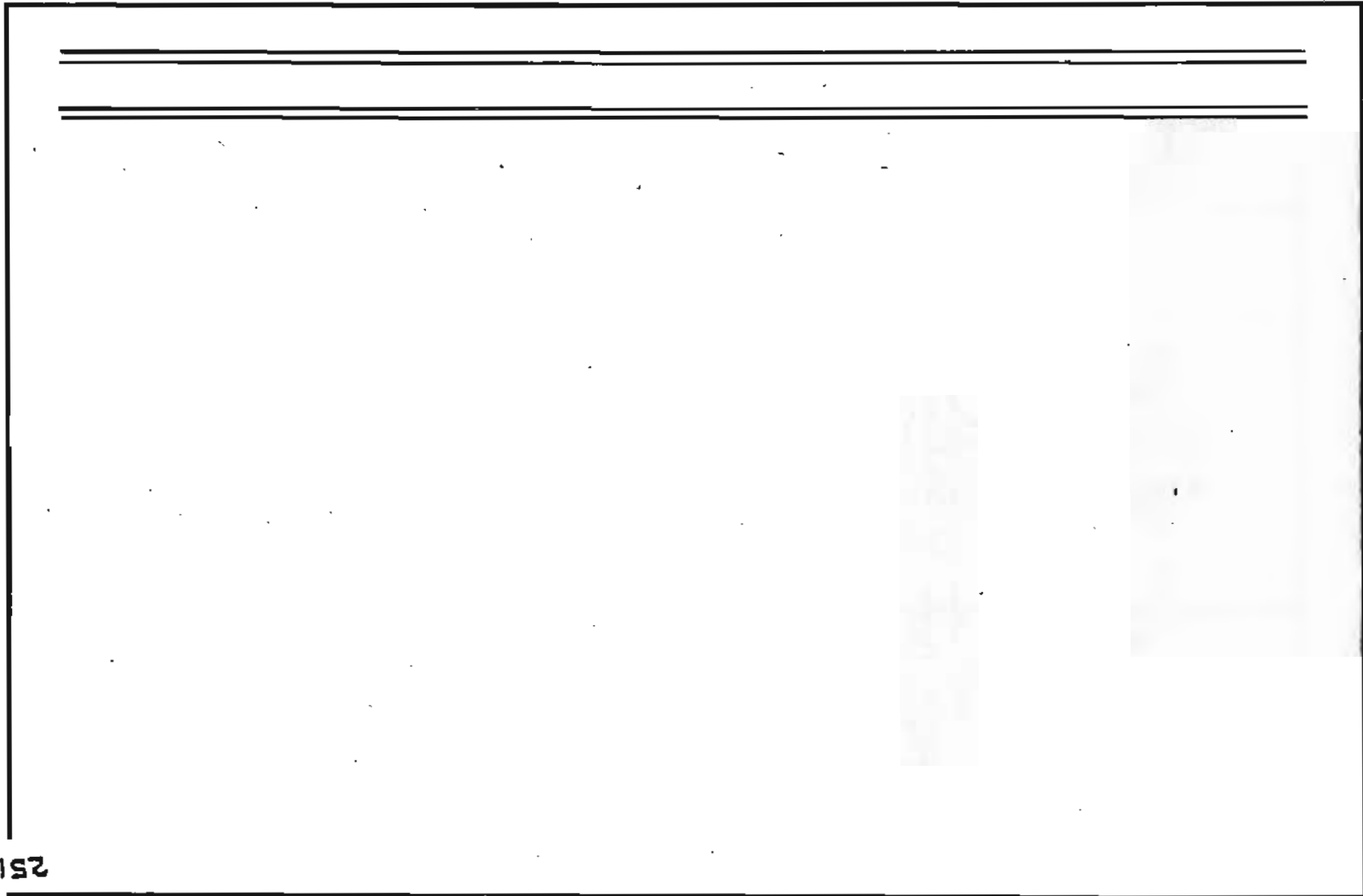




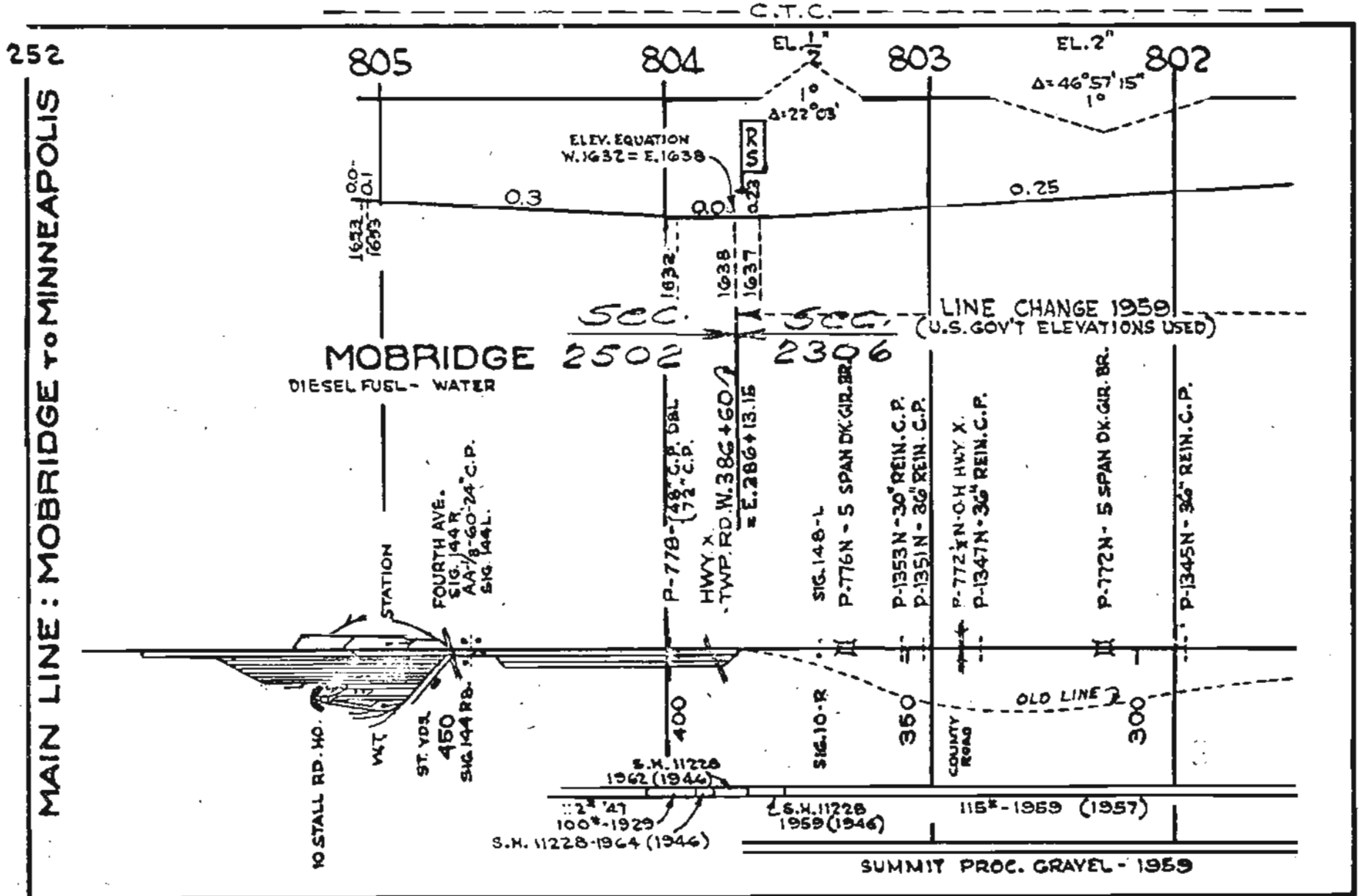


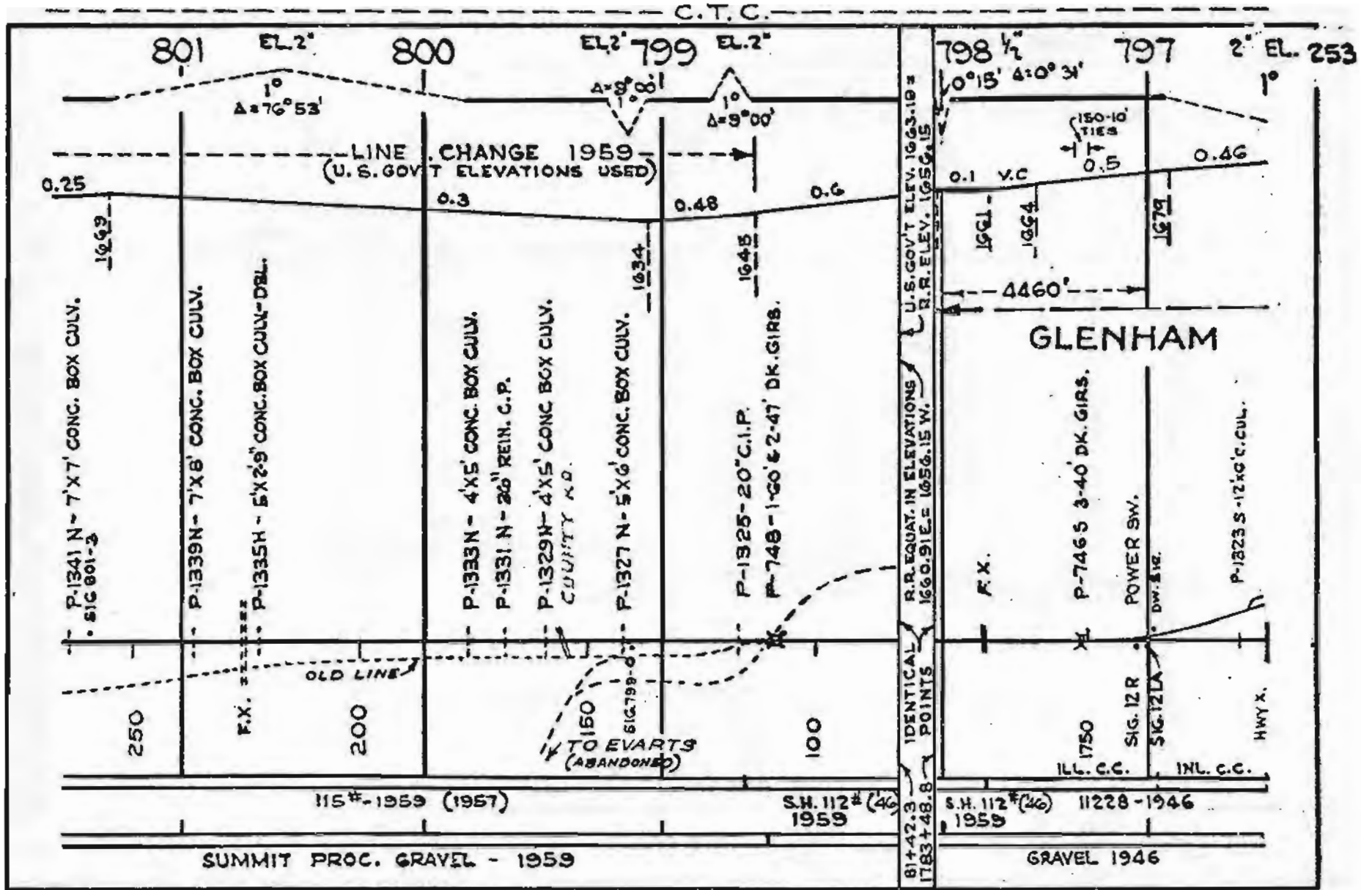


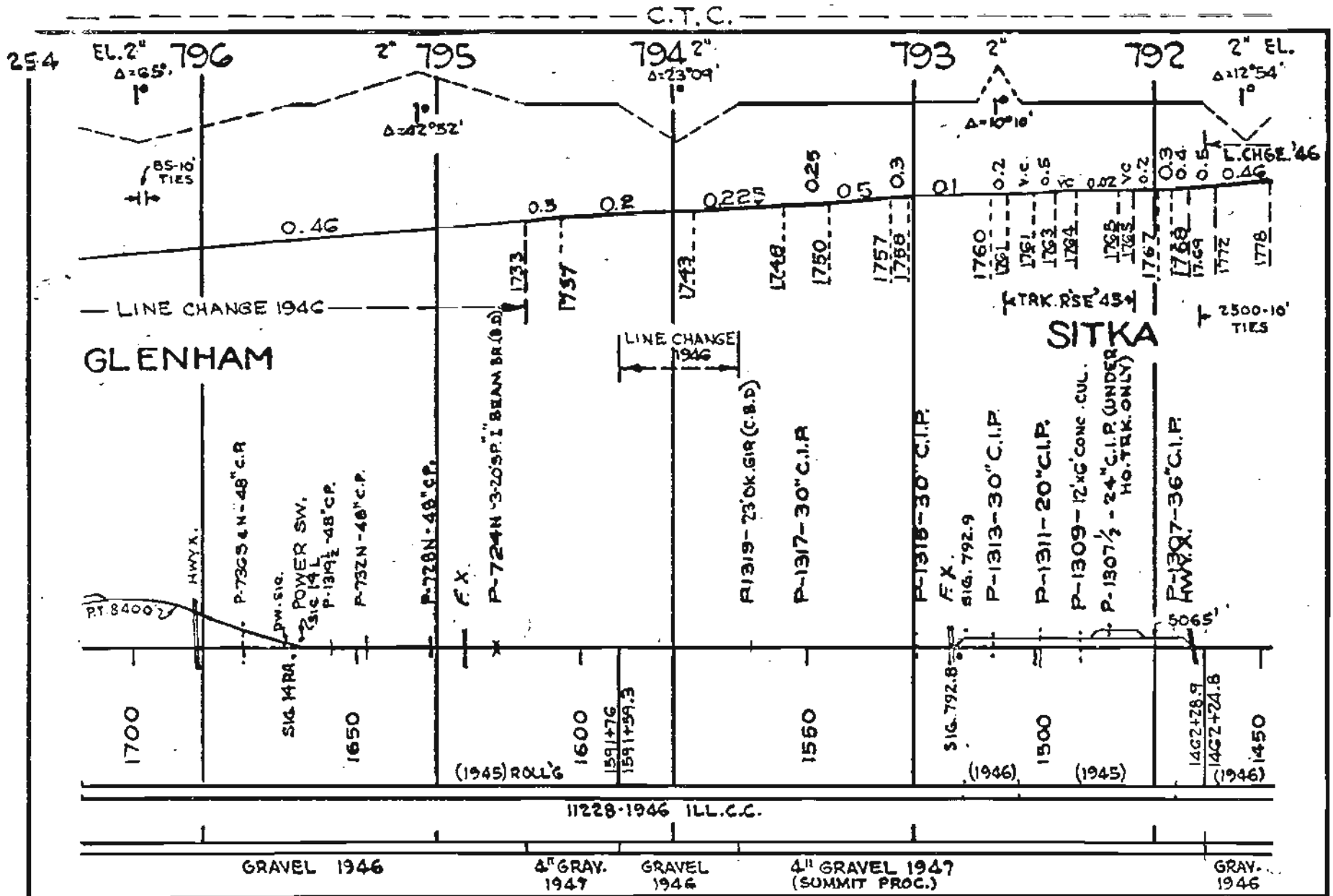


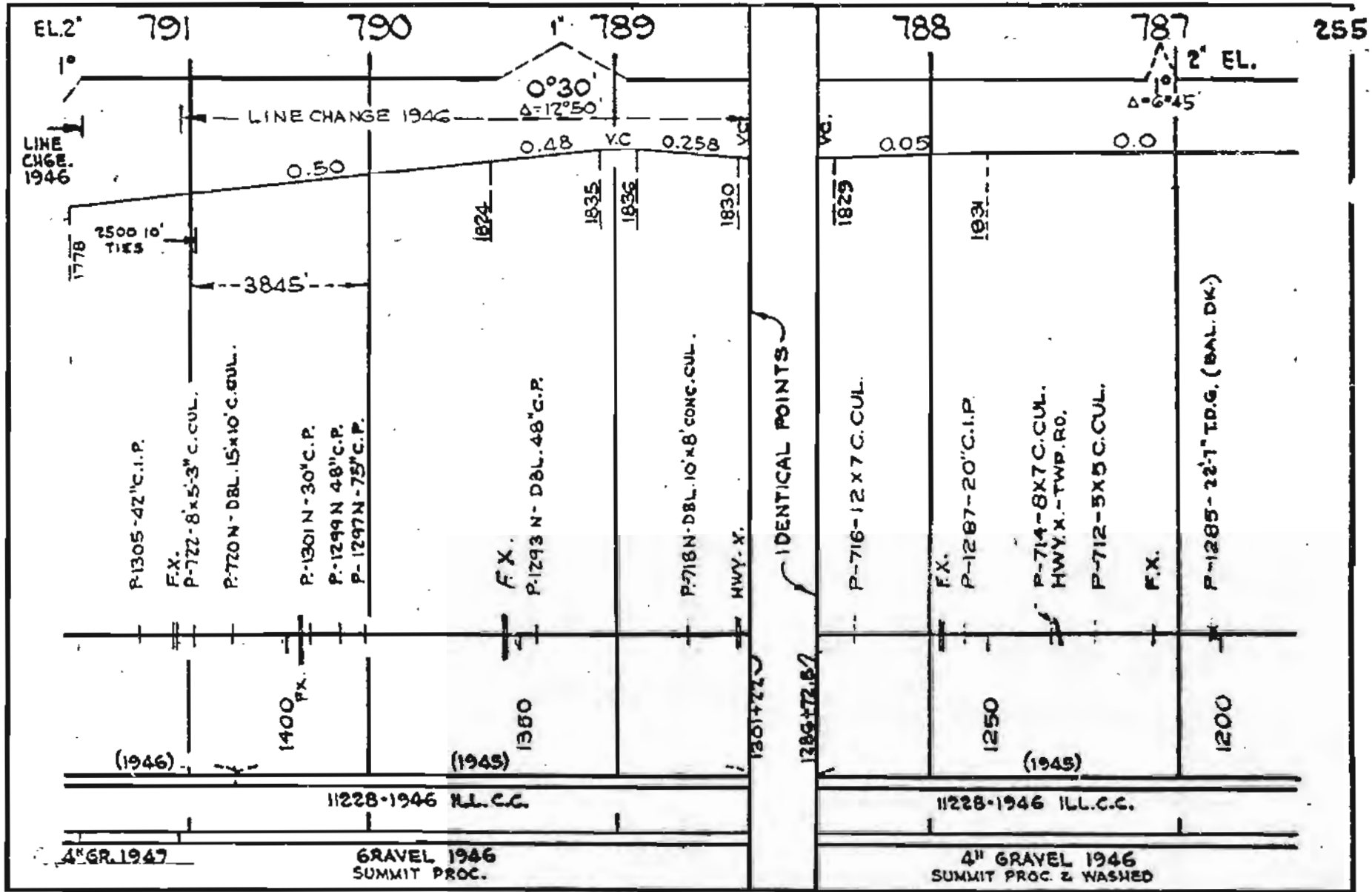


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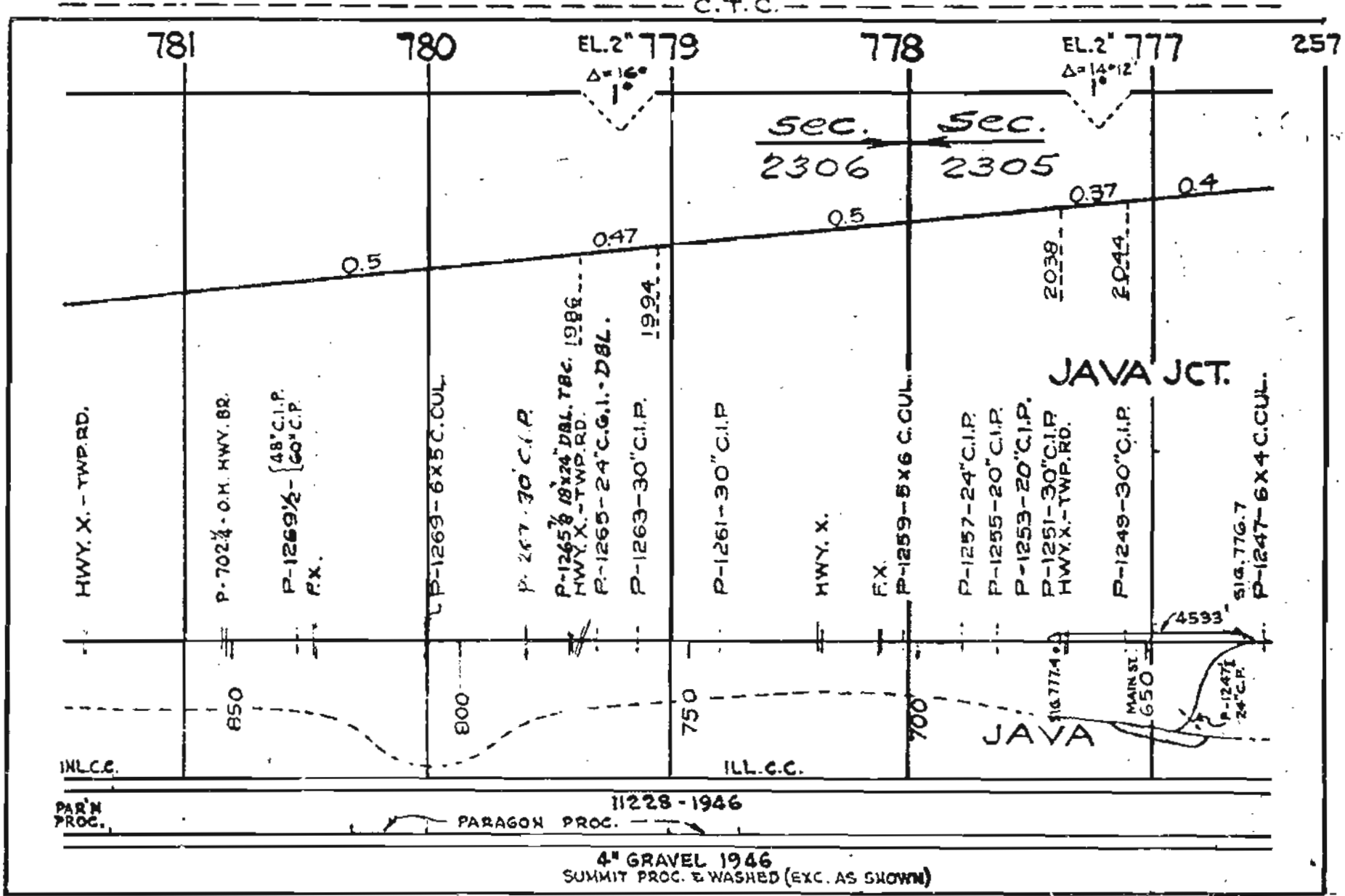


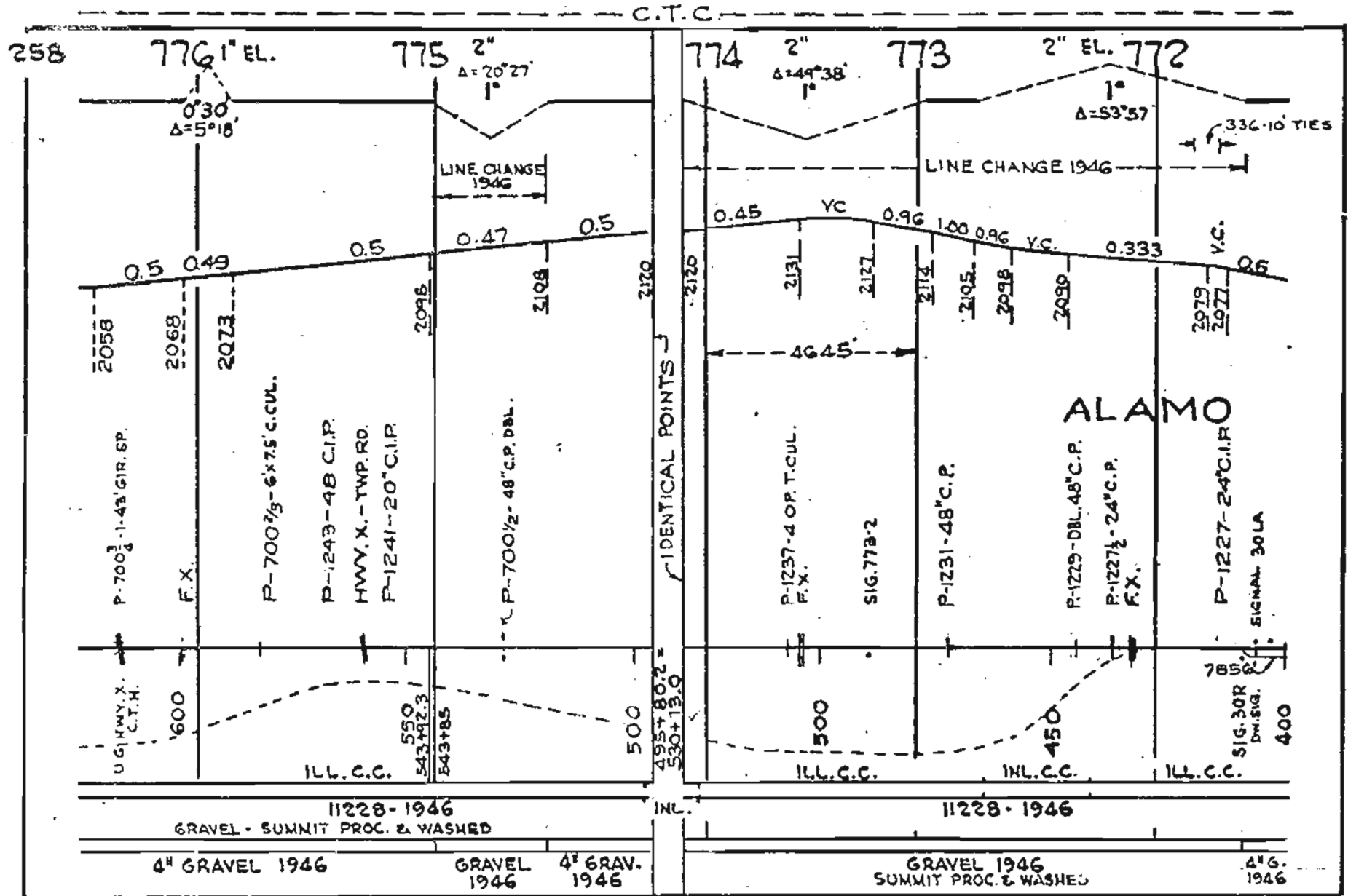


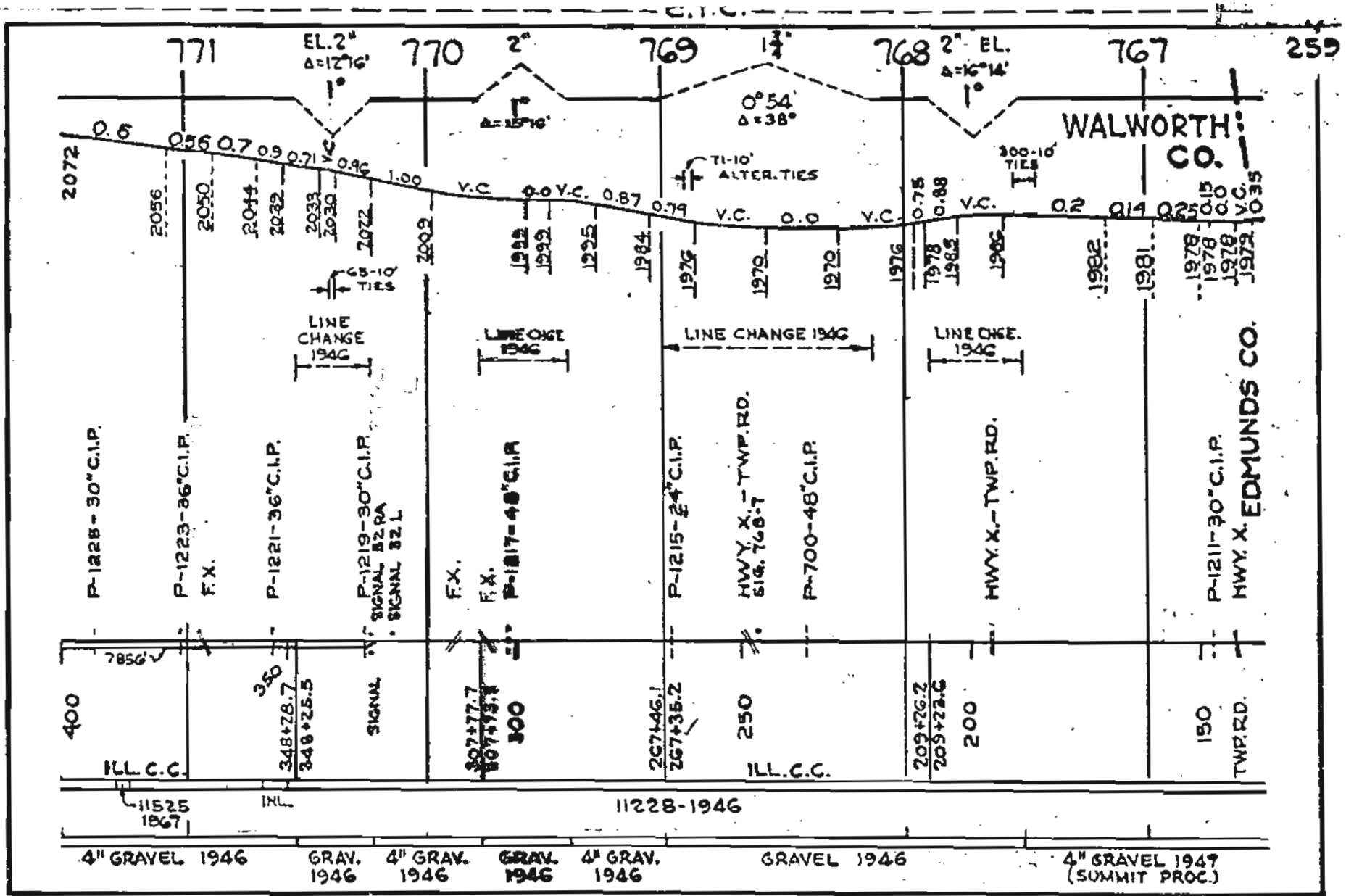


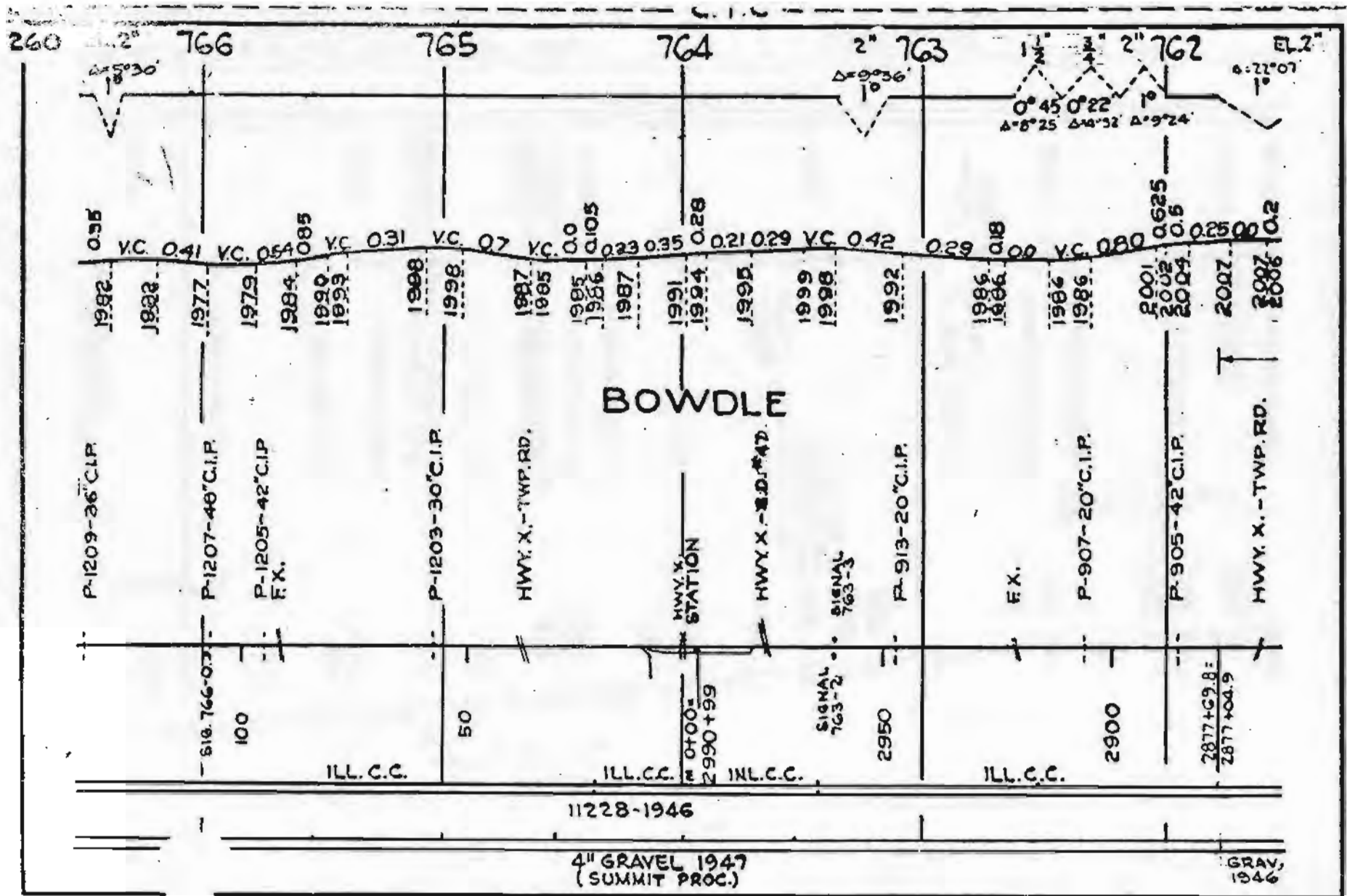


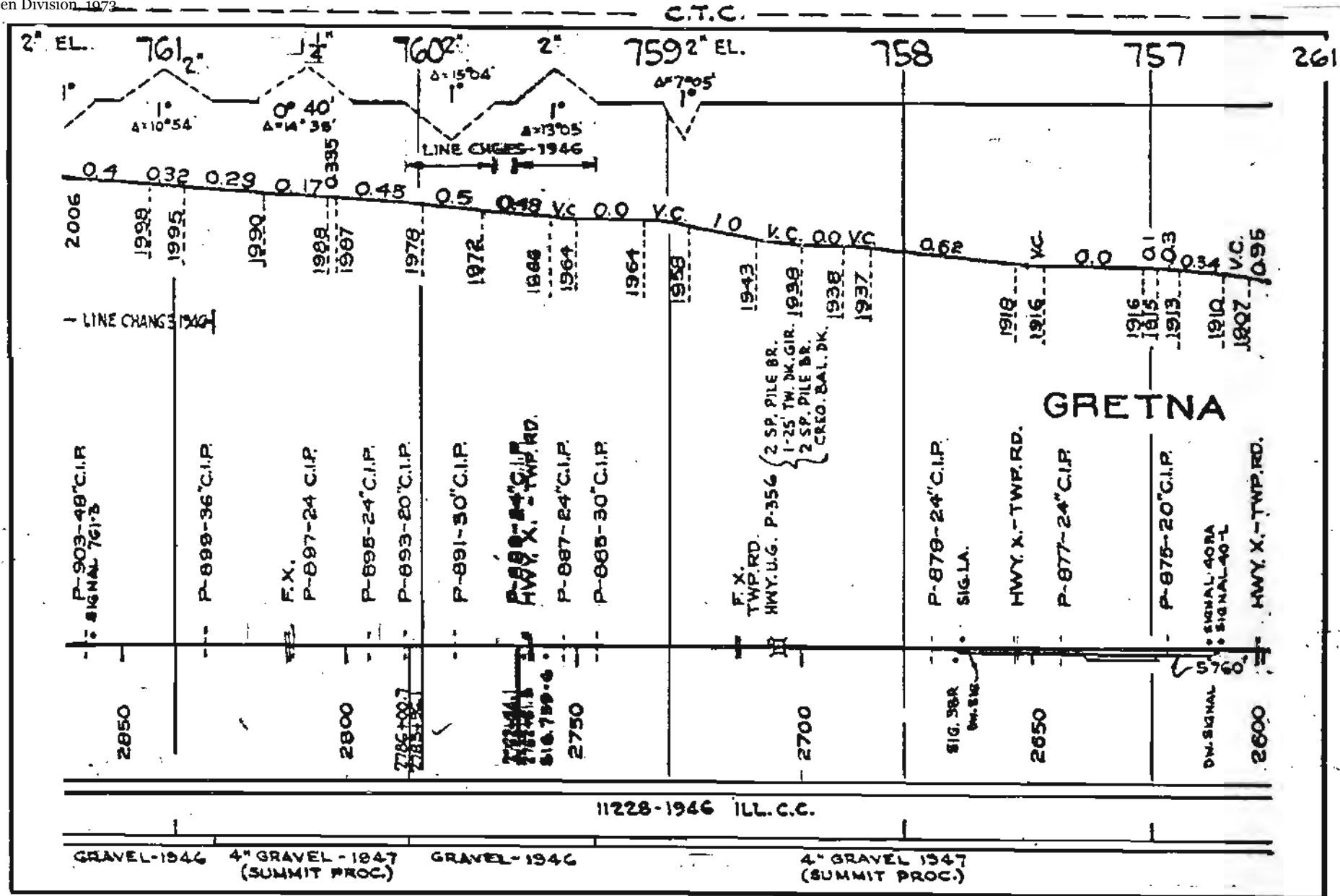
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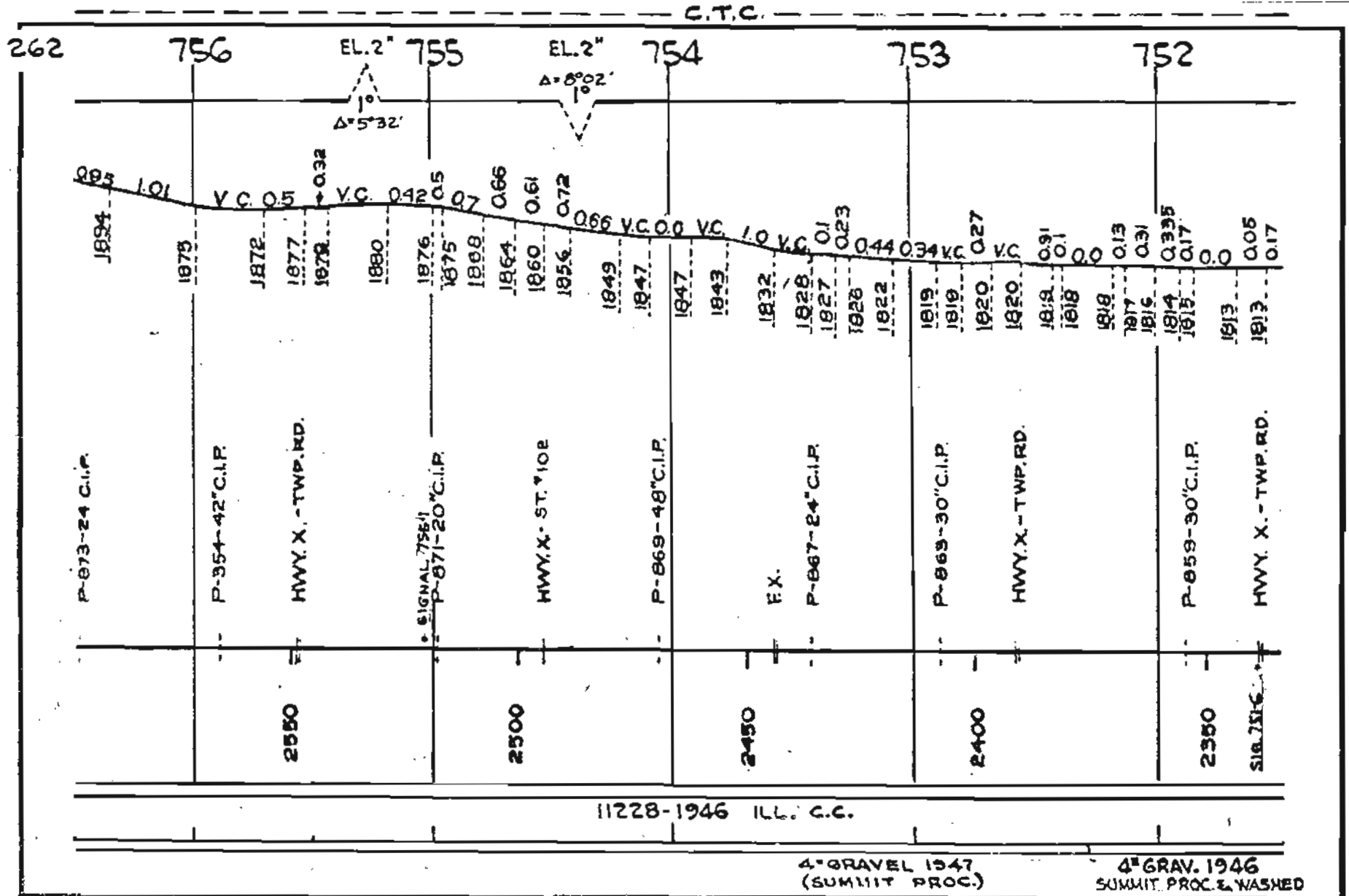


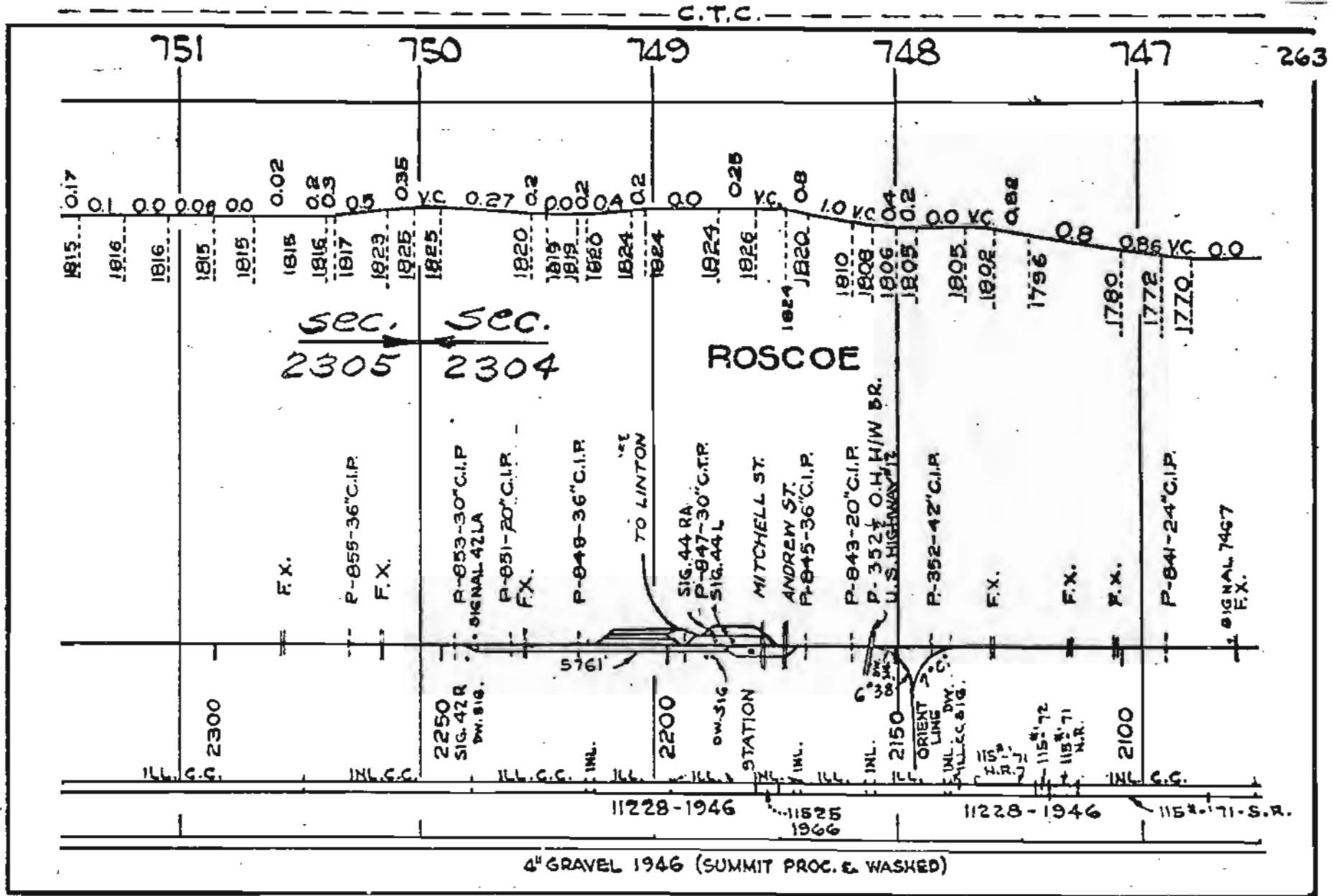


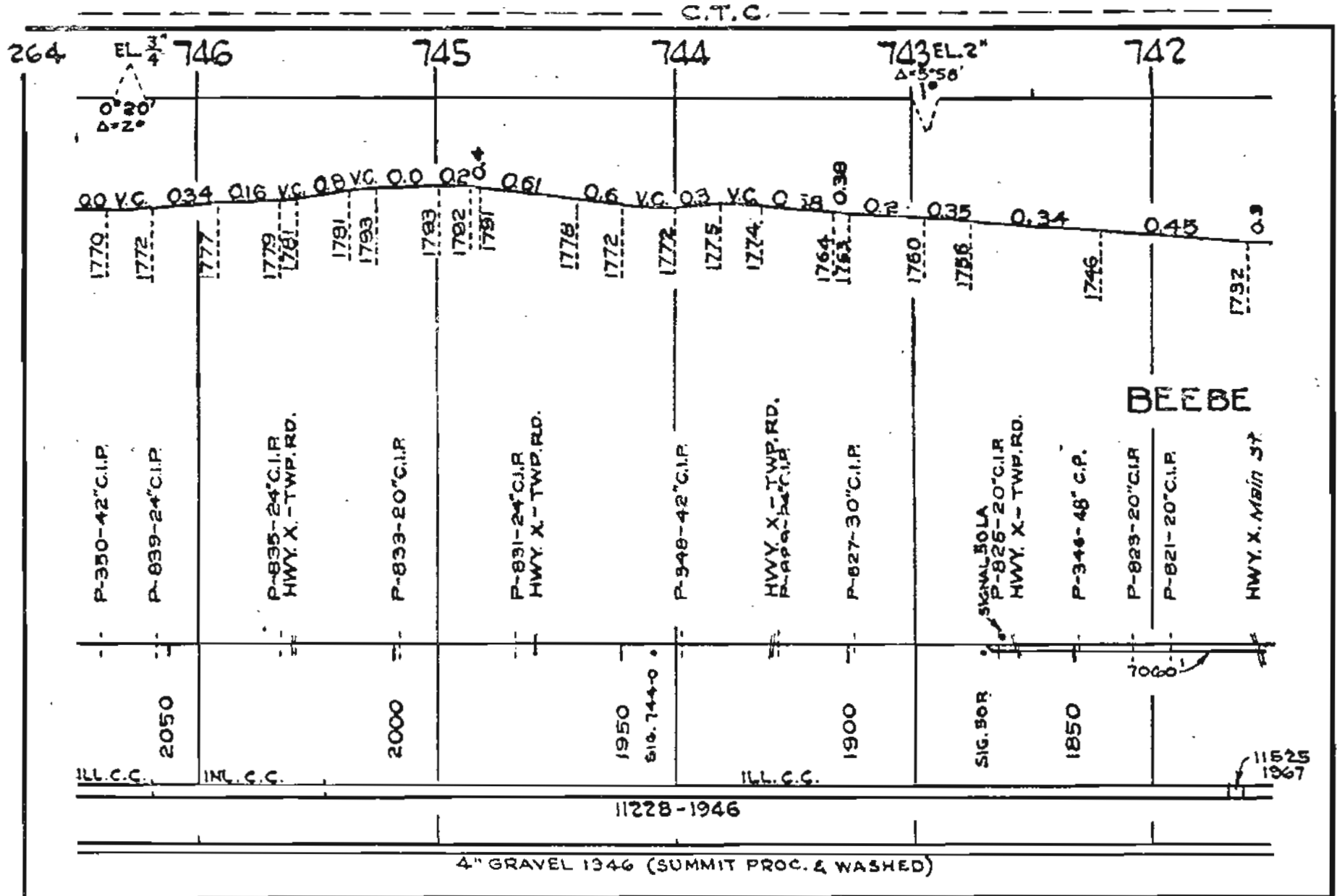


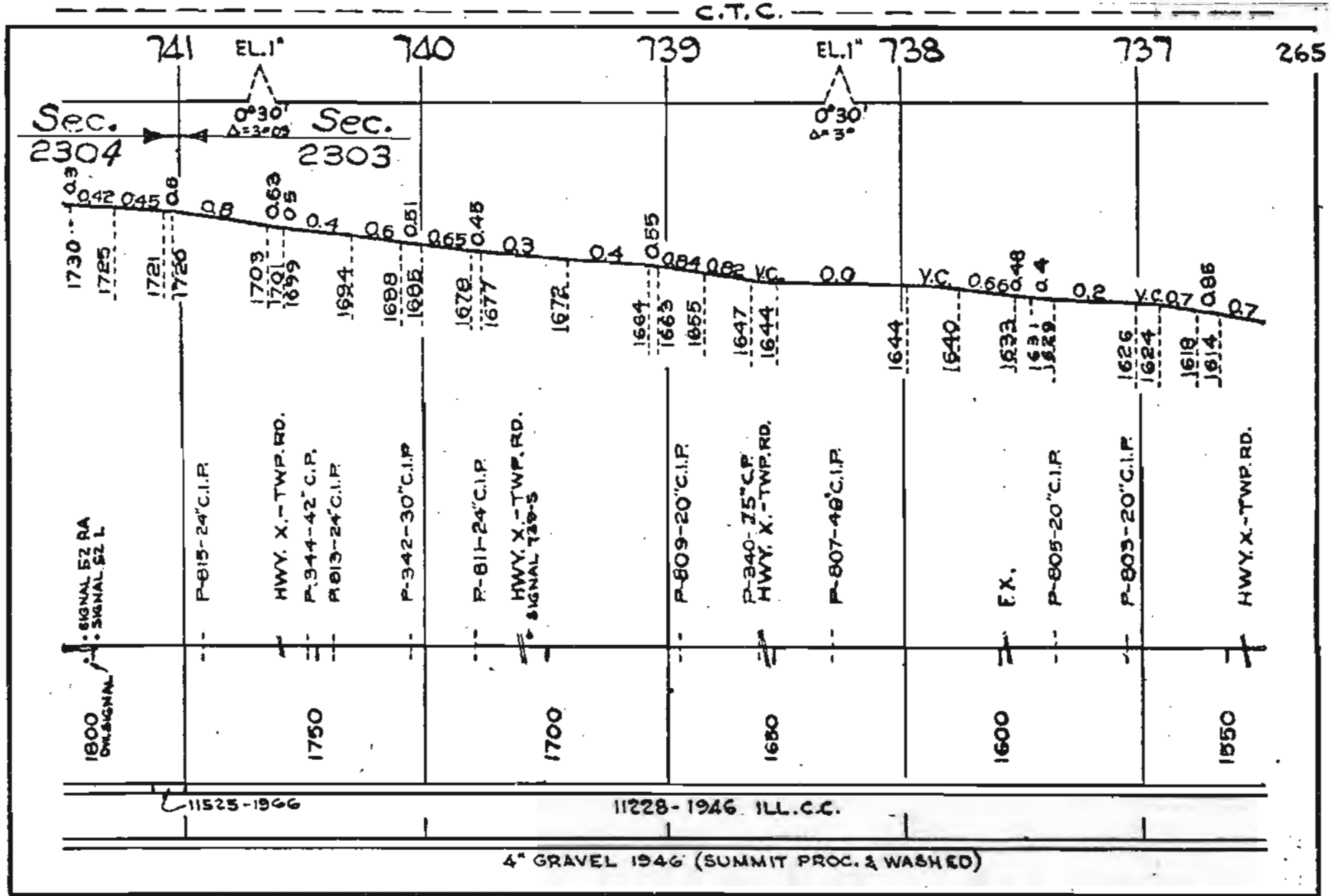


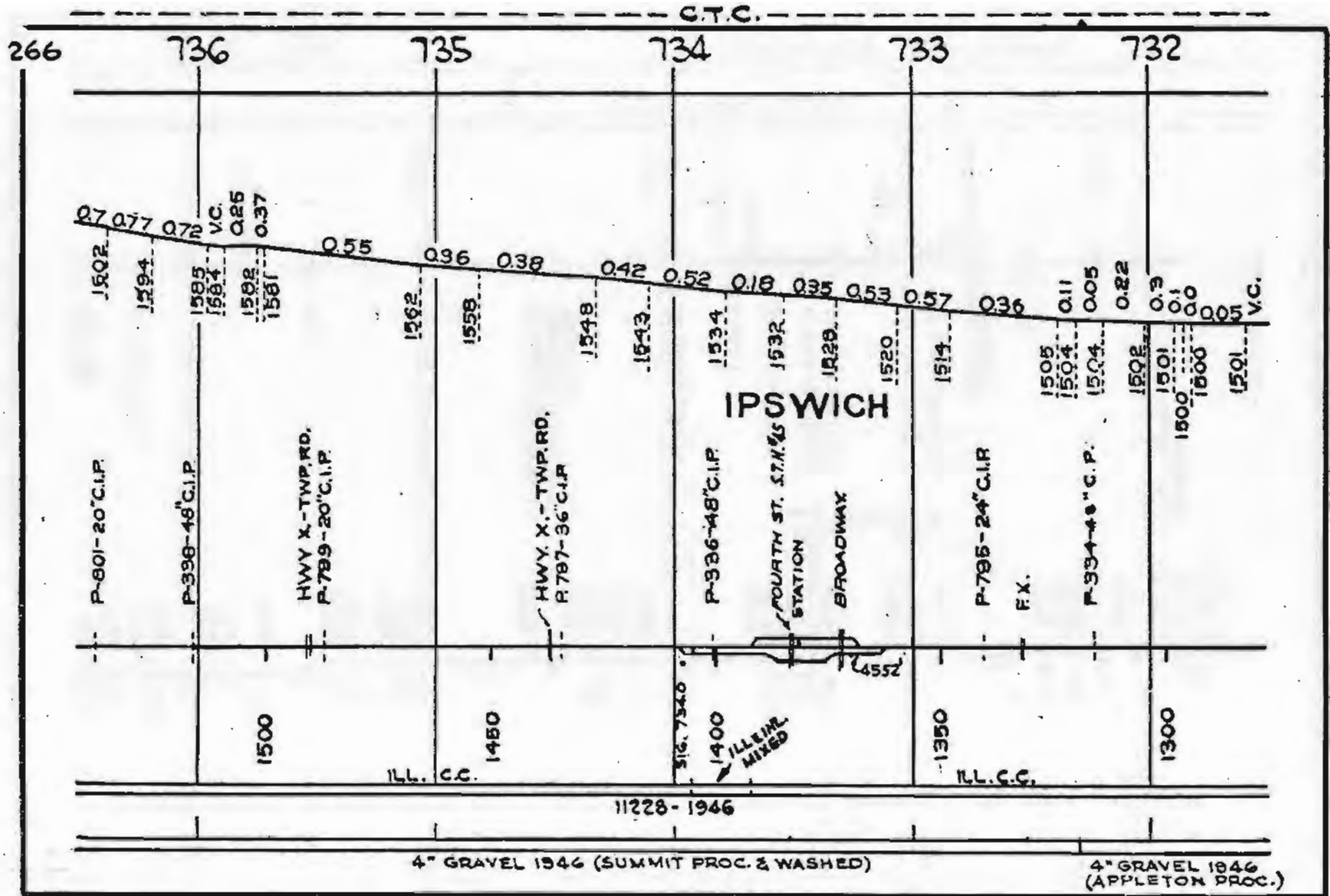


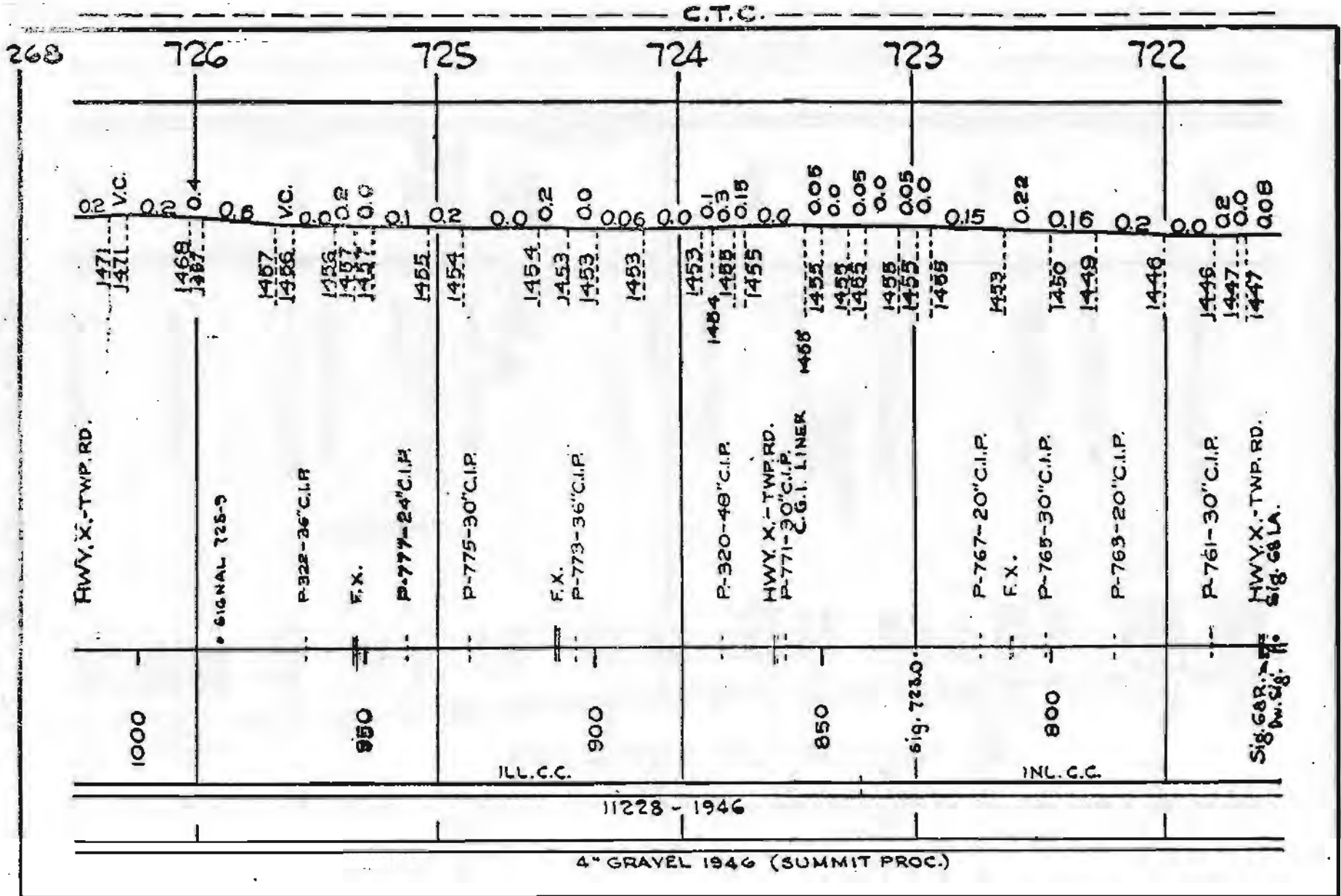


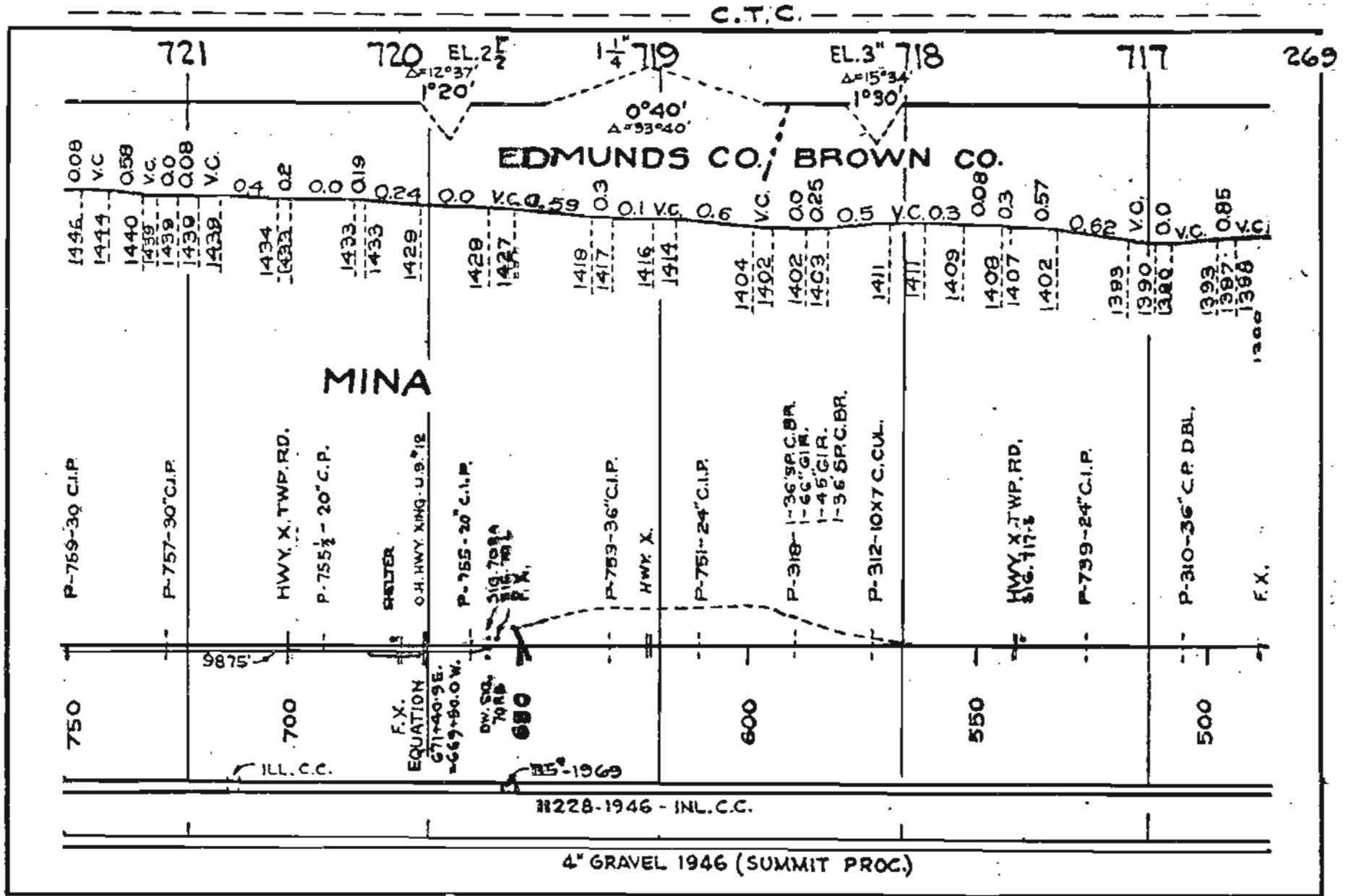


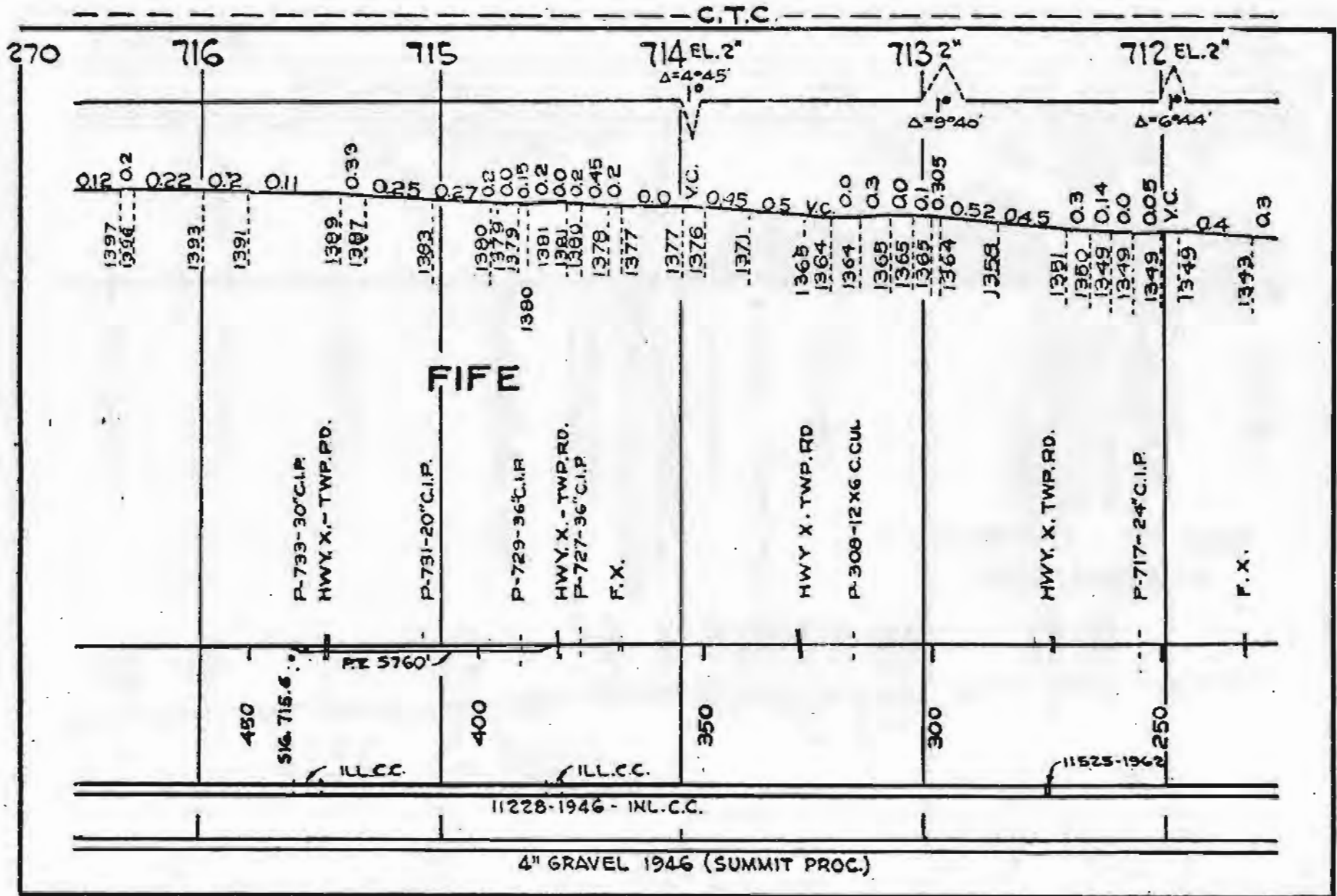


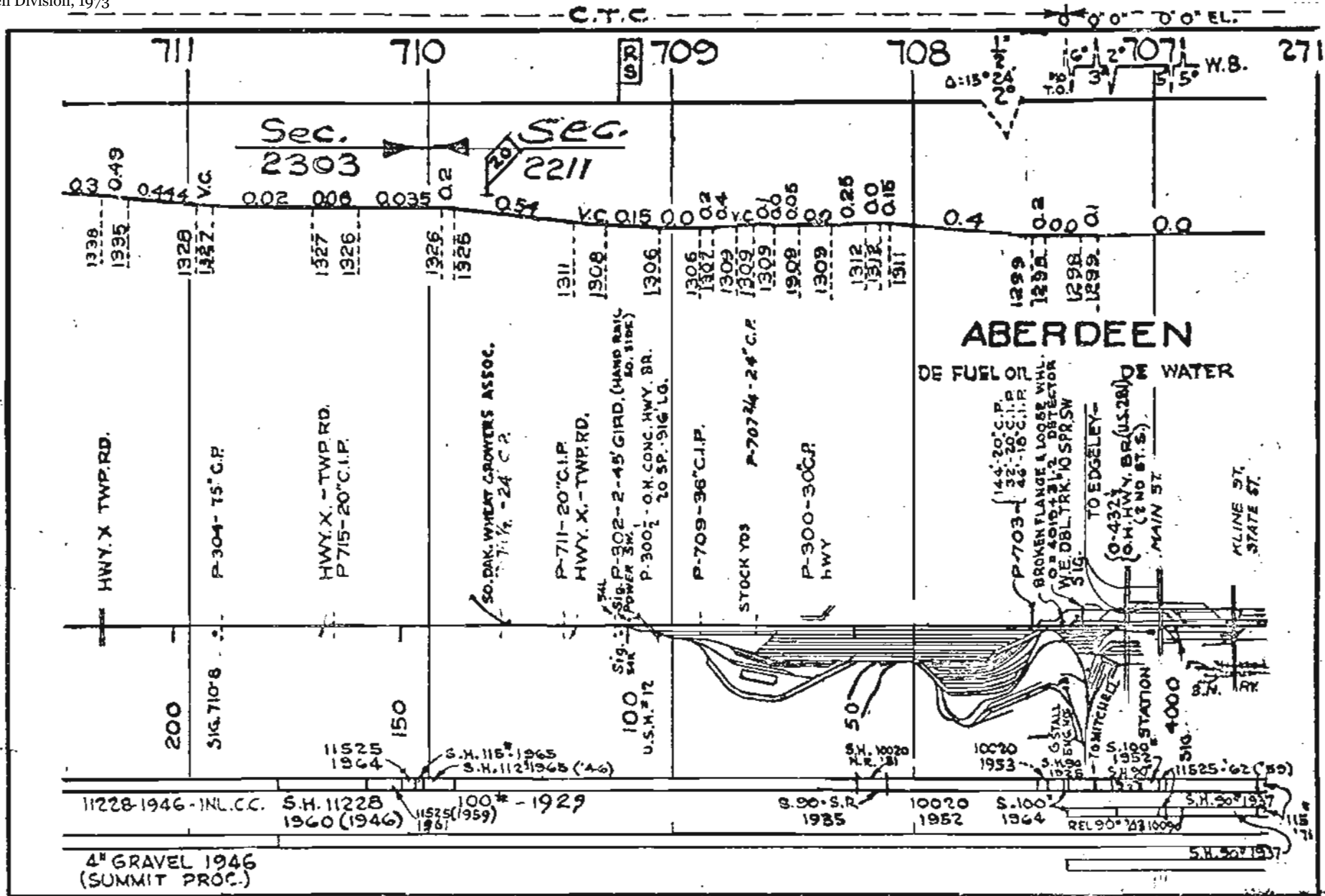


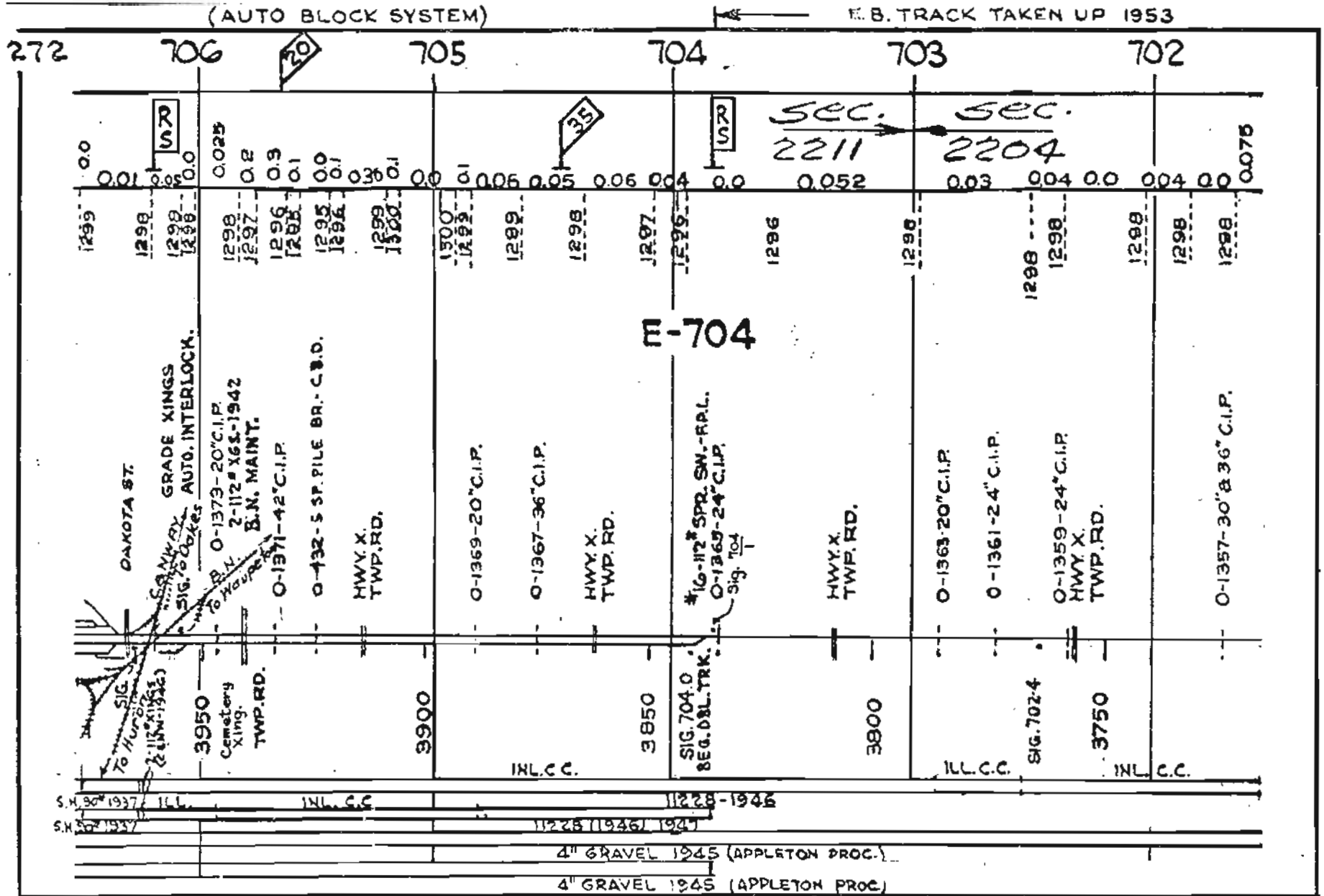


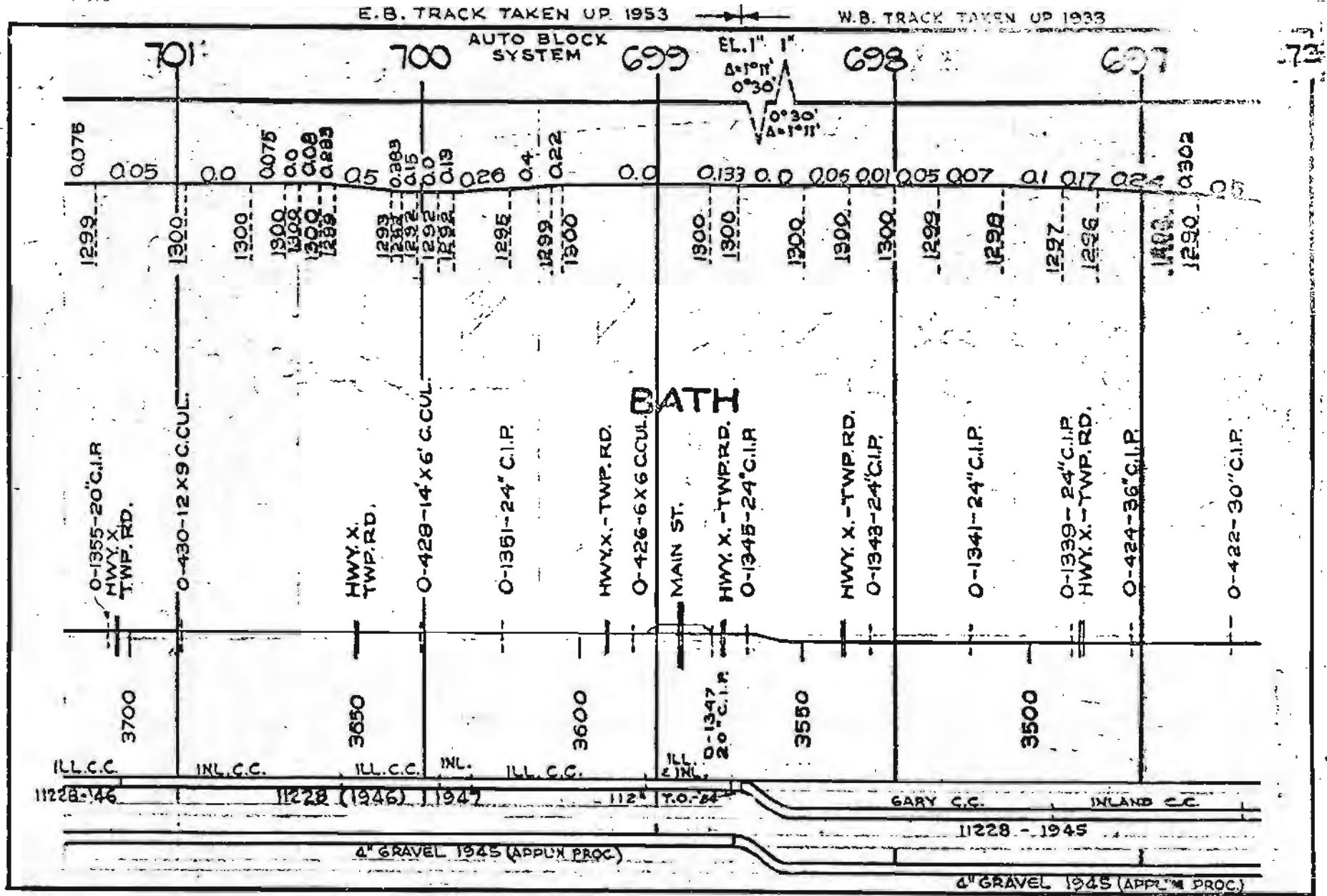


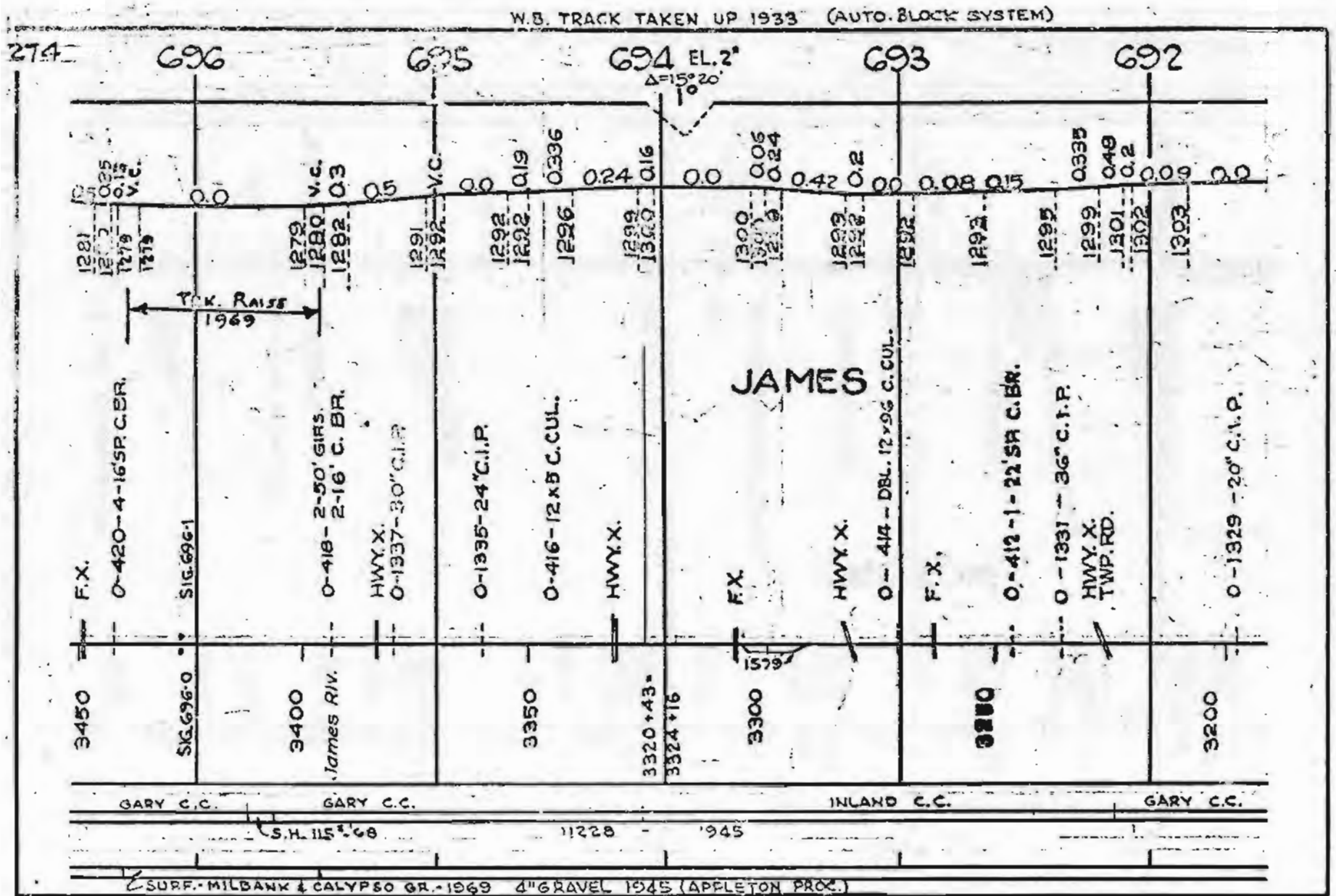






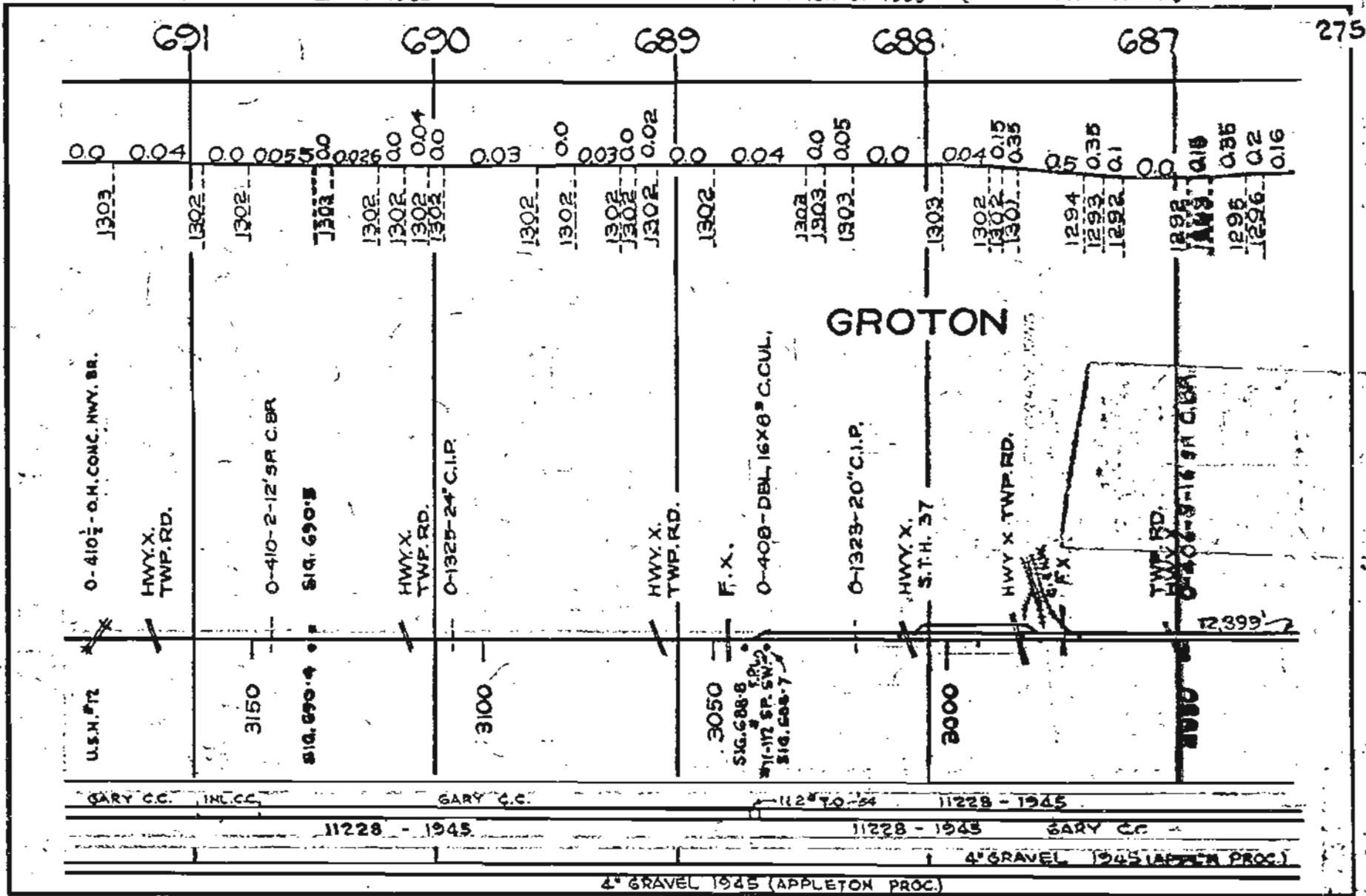


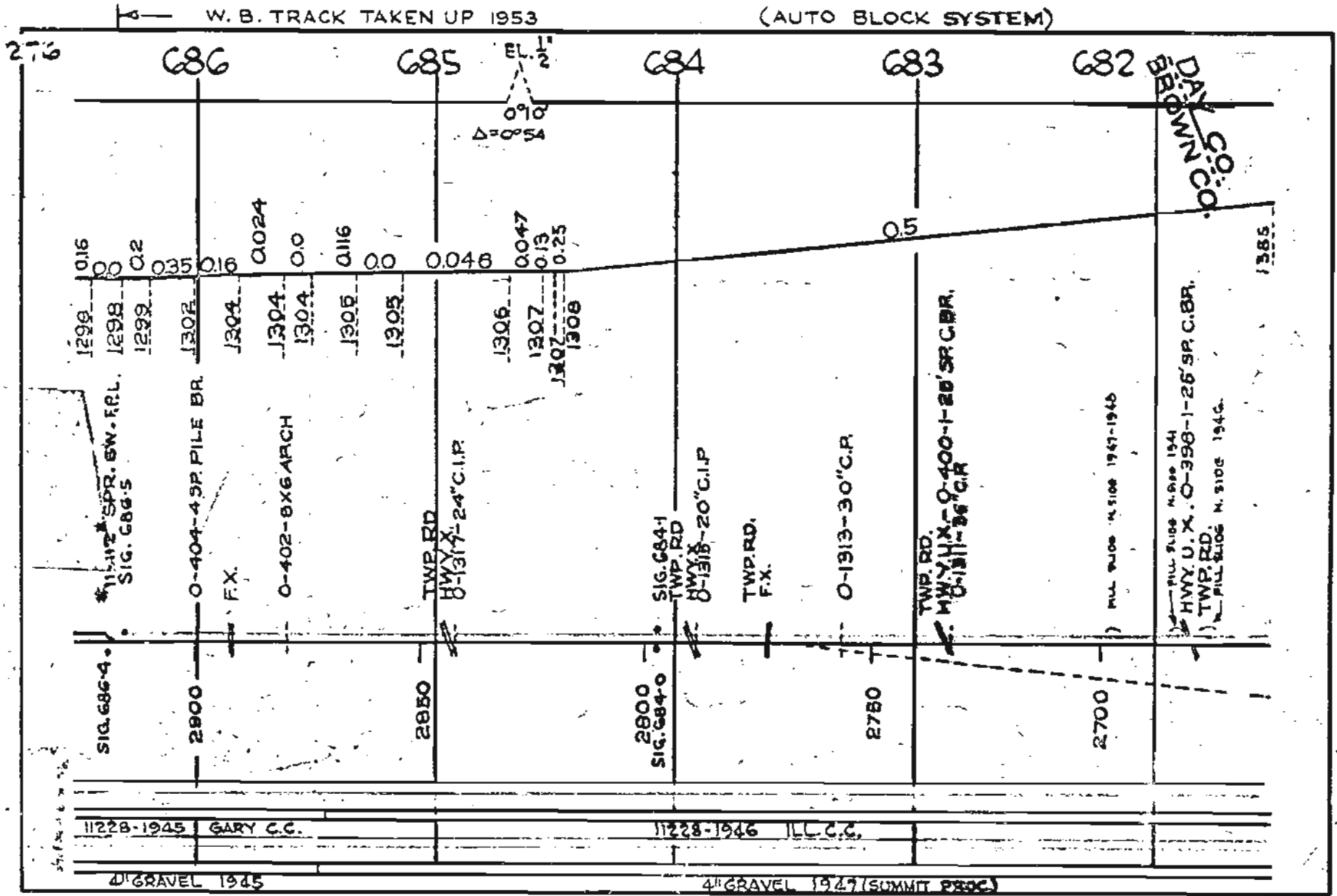


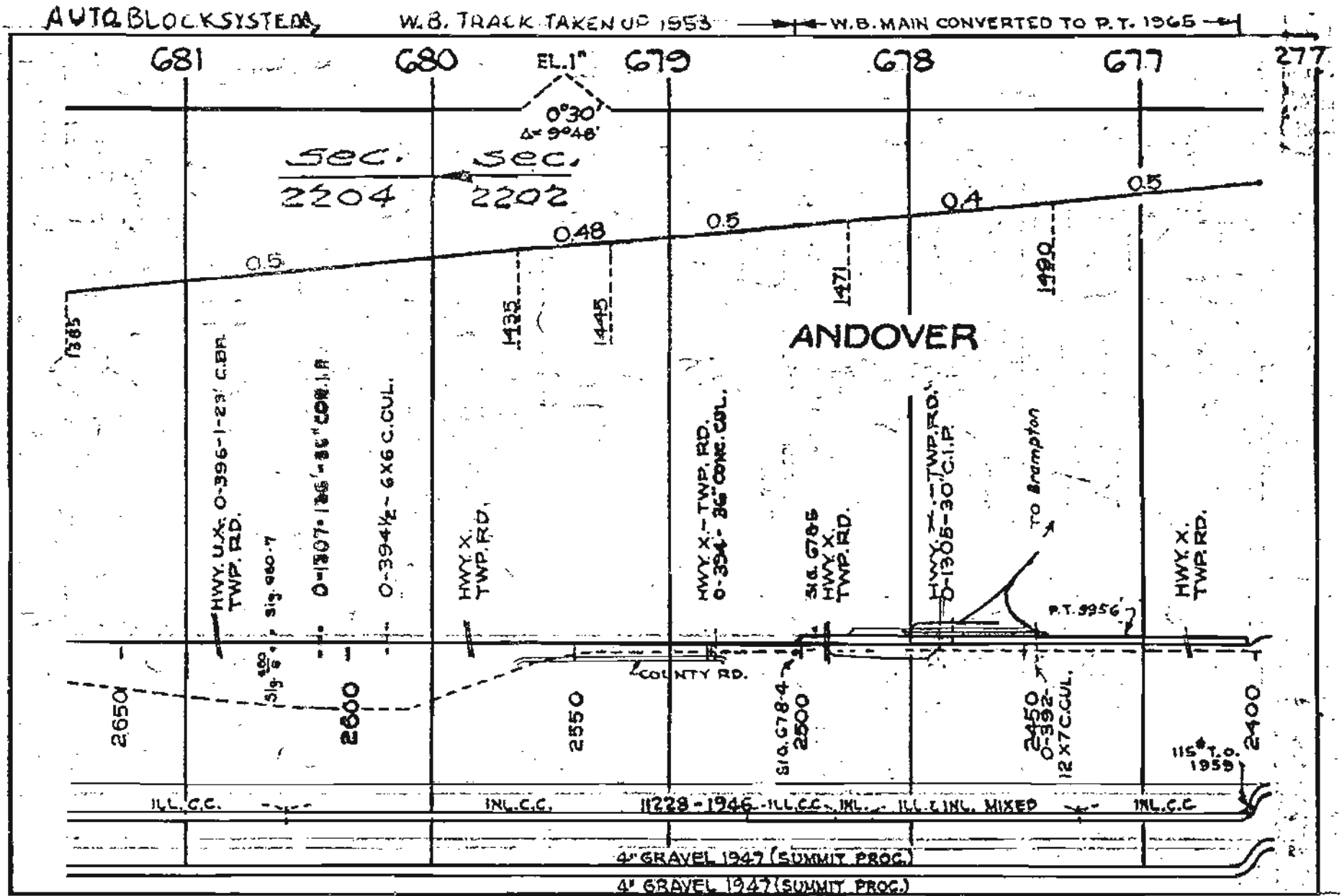


W.B. TRACK TAKEN UP 1933

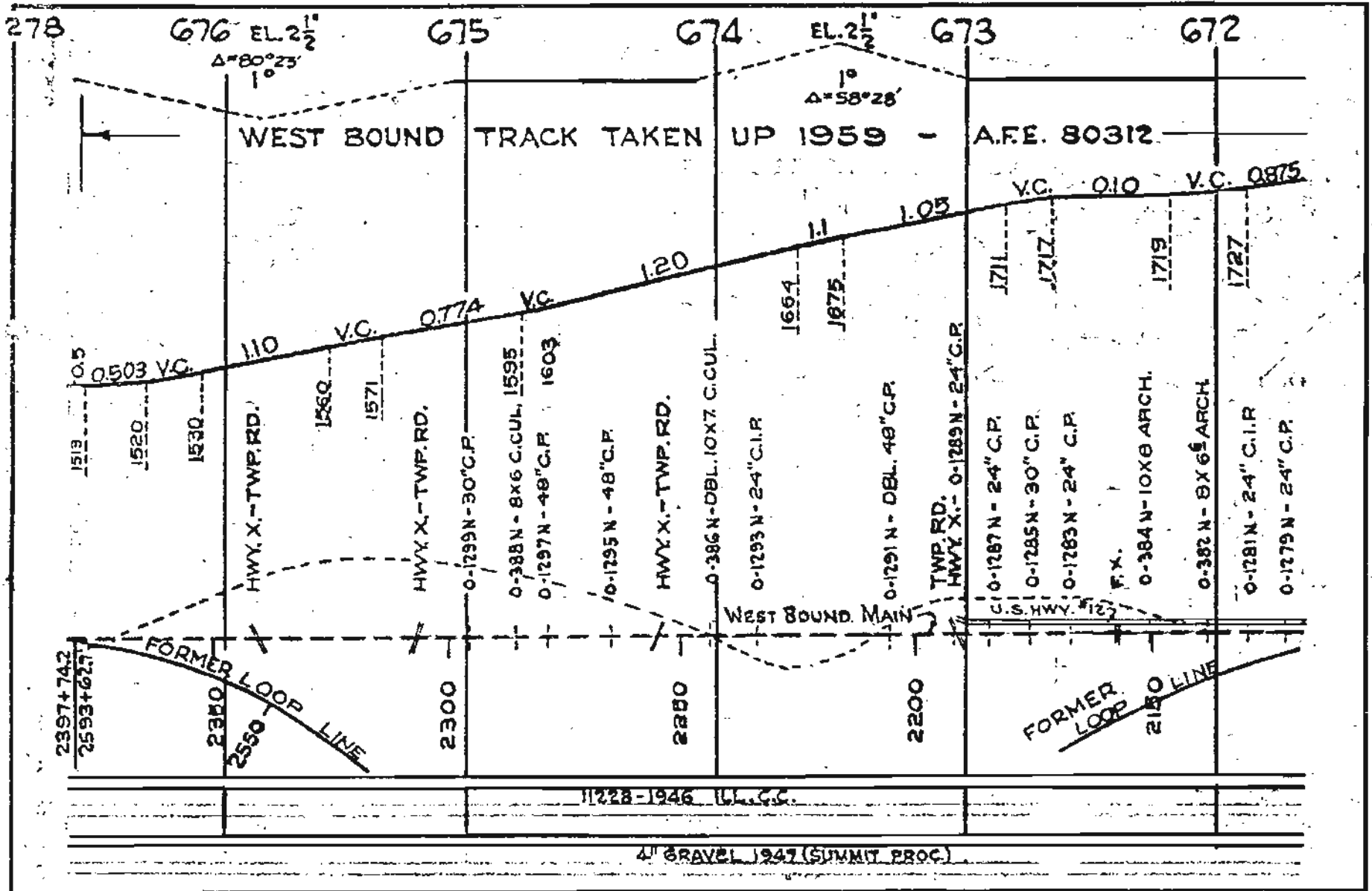
TAKEN UP 1933 (AUTO. BLOCK SYSTEM)



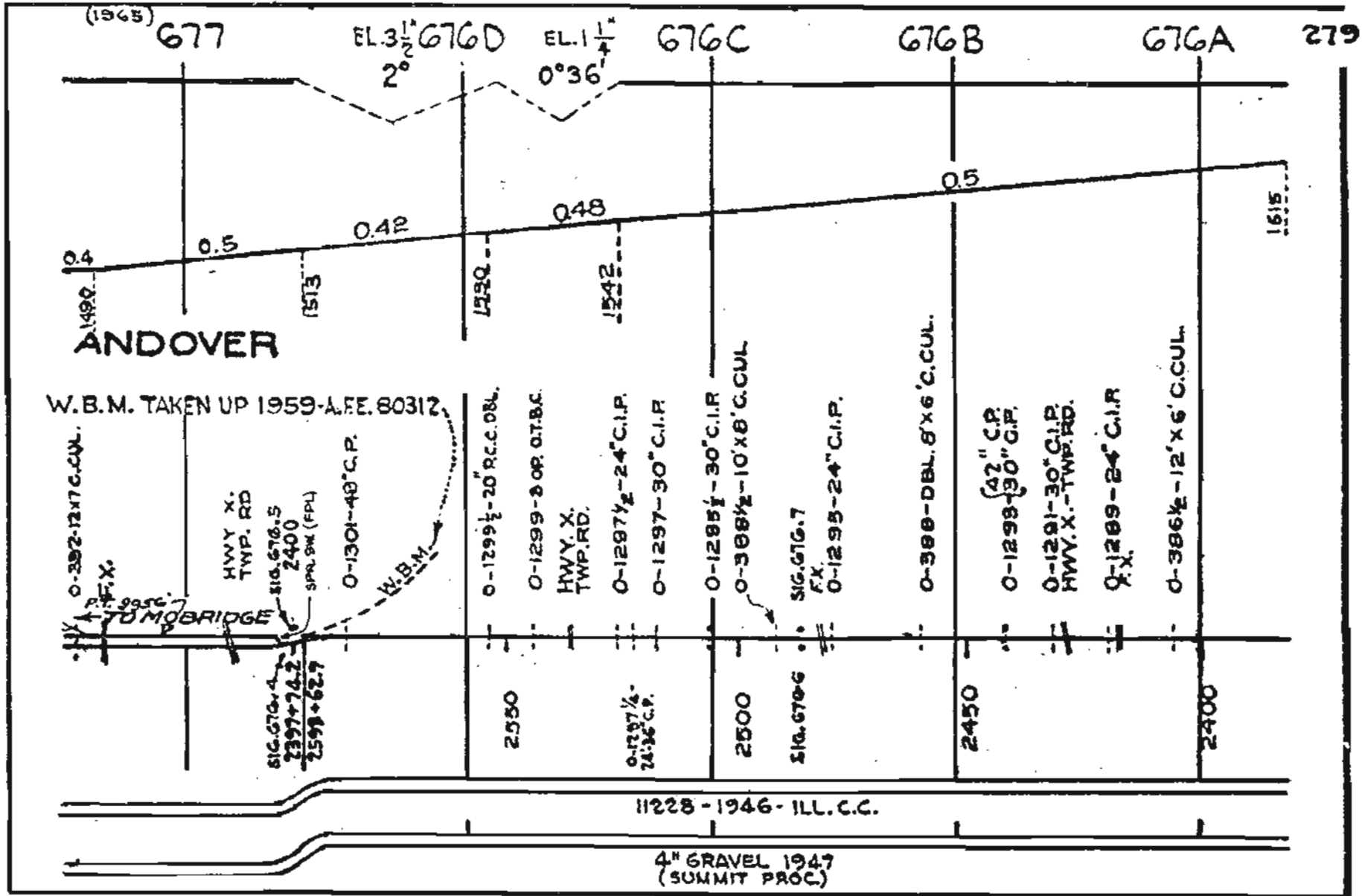




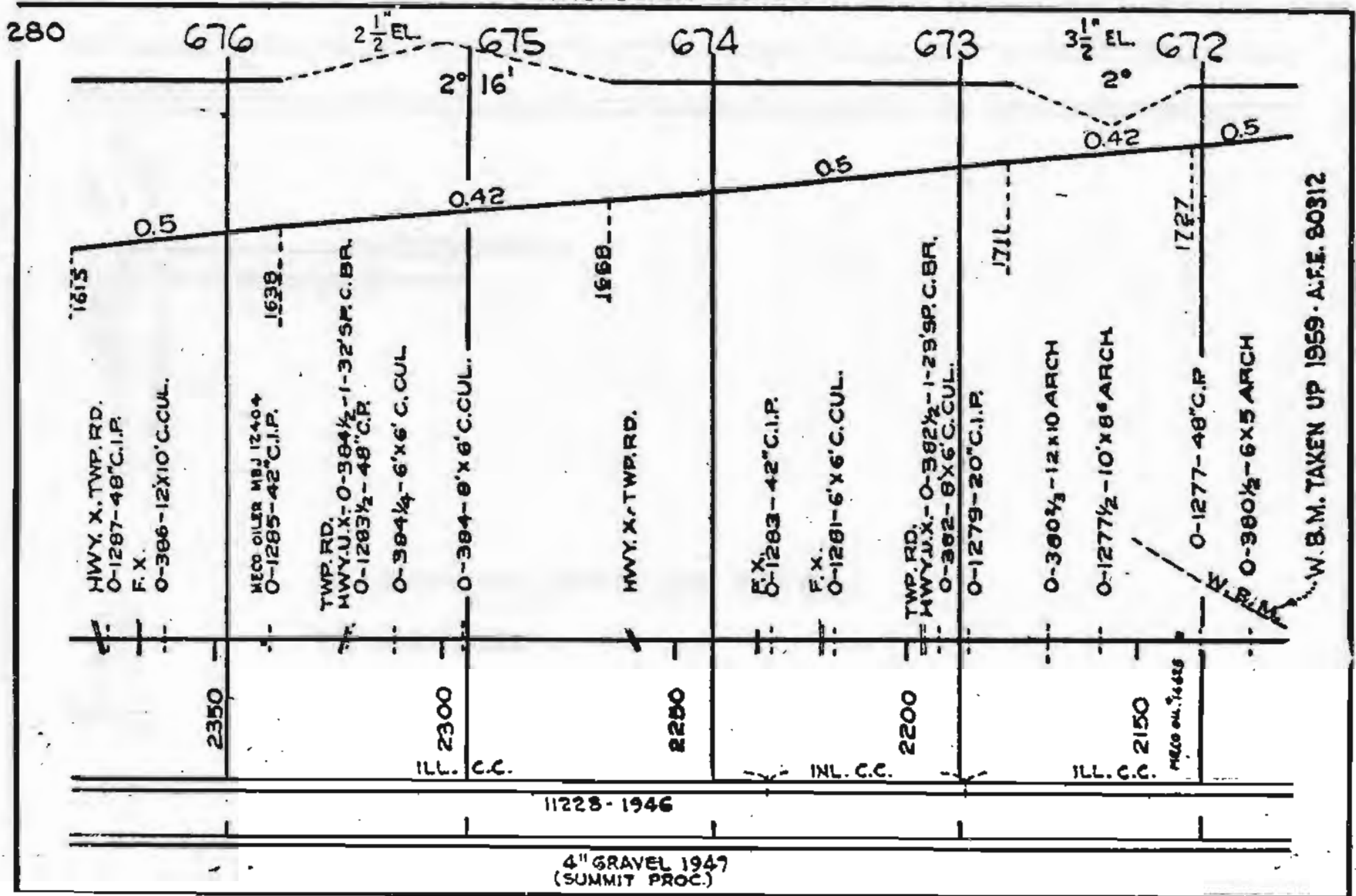
AUTO. BLOCK SYSTEM



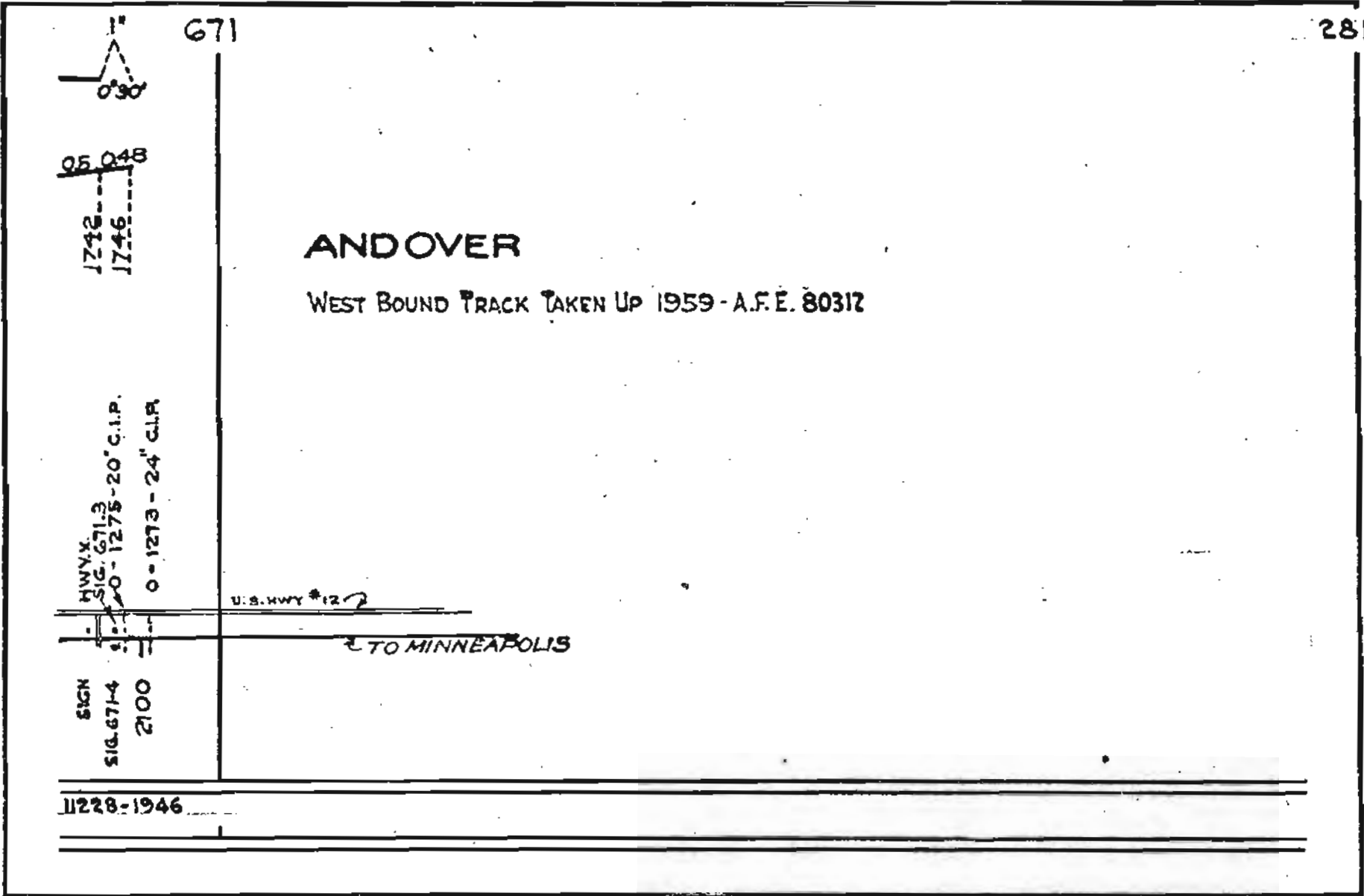
AUTO. BLOCK SYSTEM



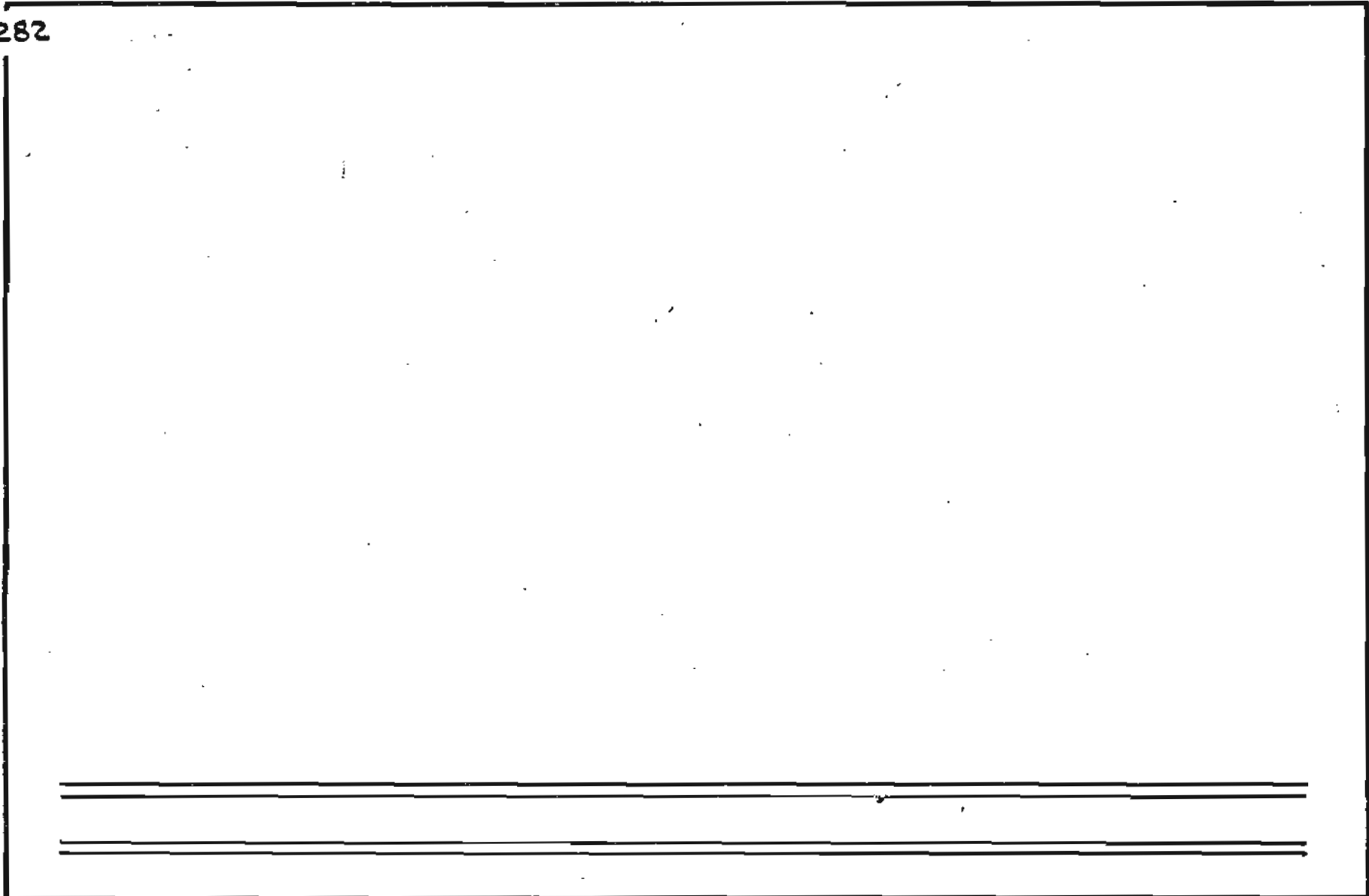
AUTO. BLOCK SYSTEM

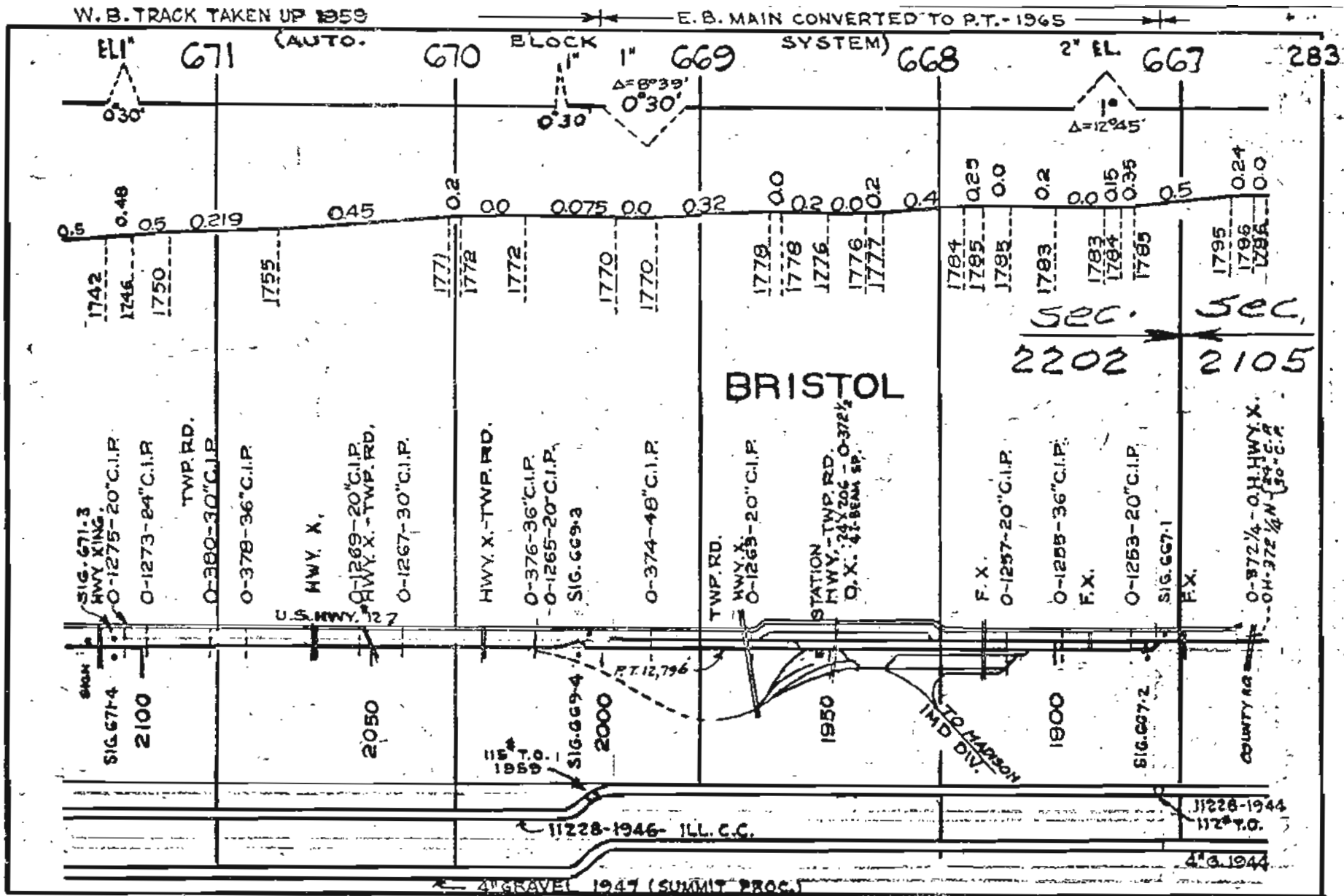


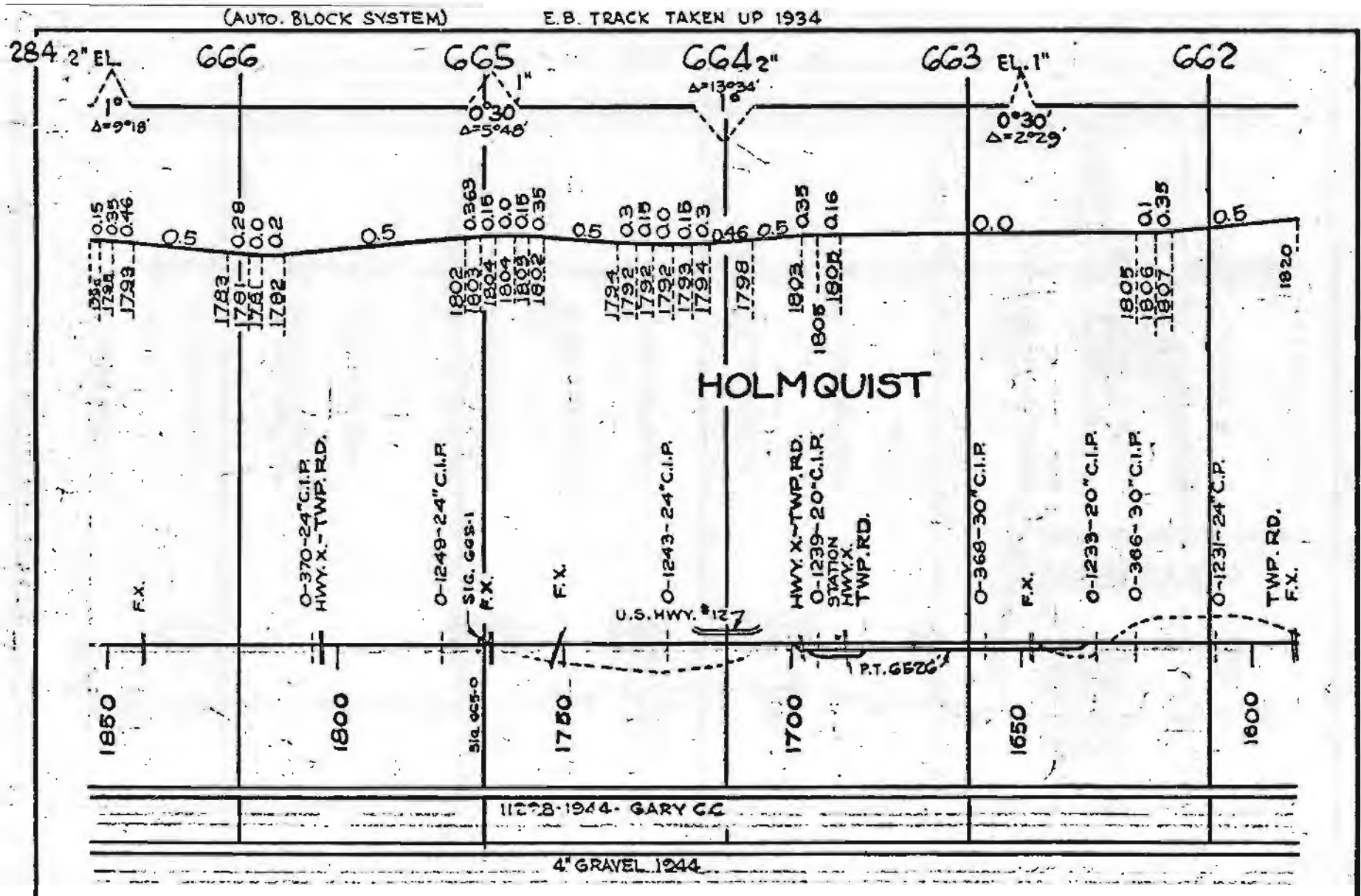
A. BLOCK SYS.



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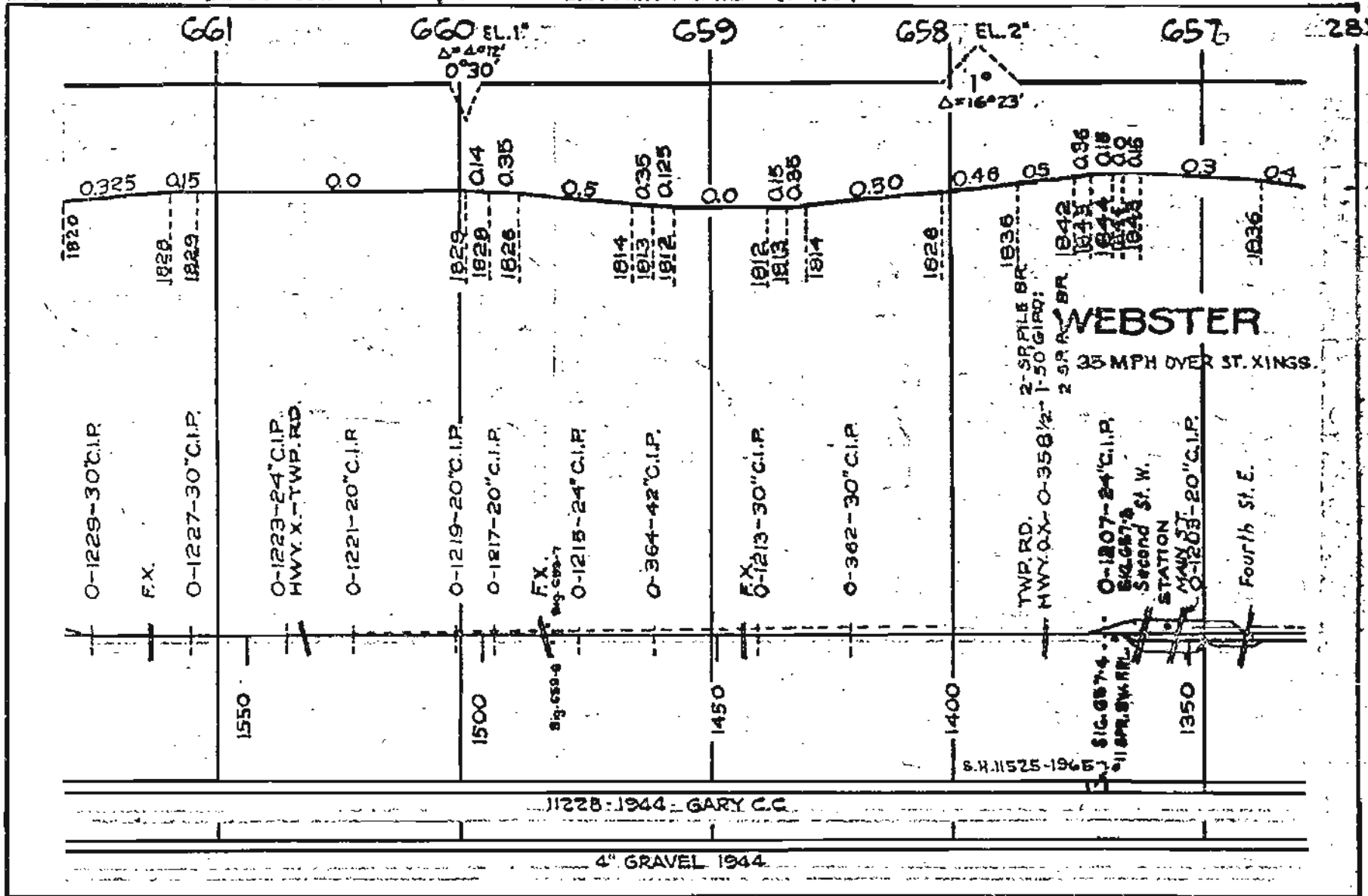


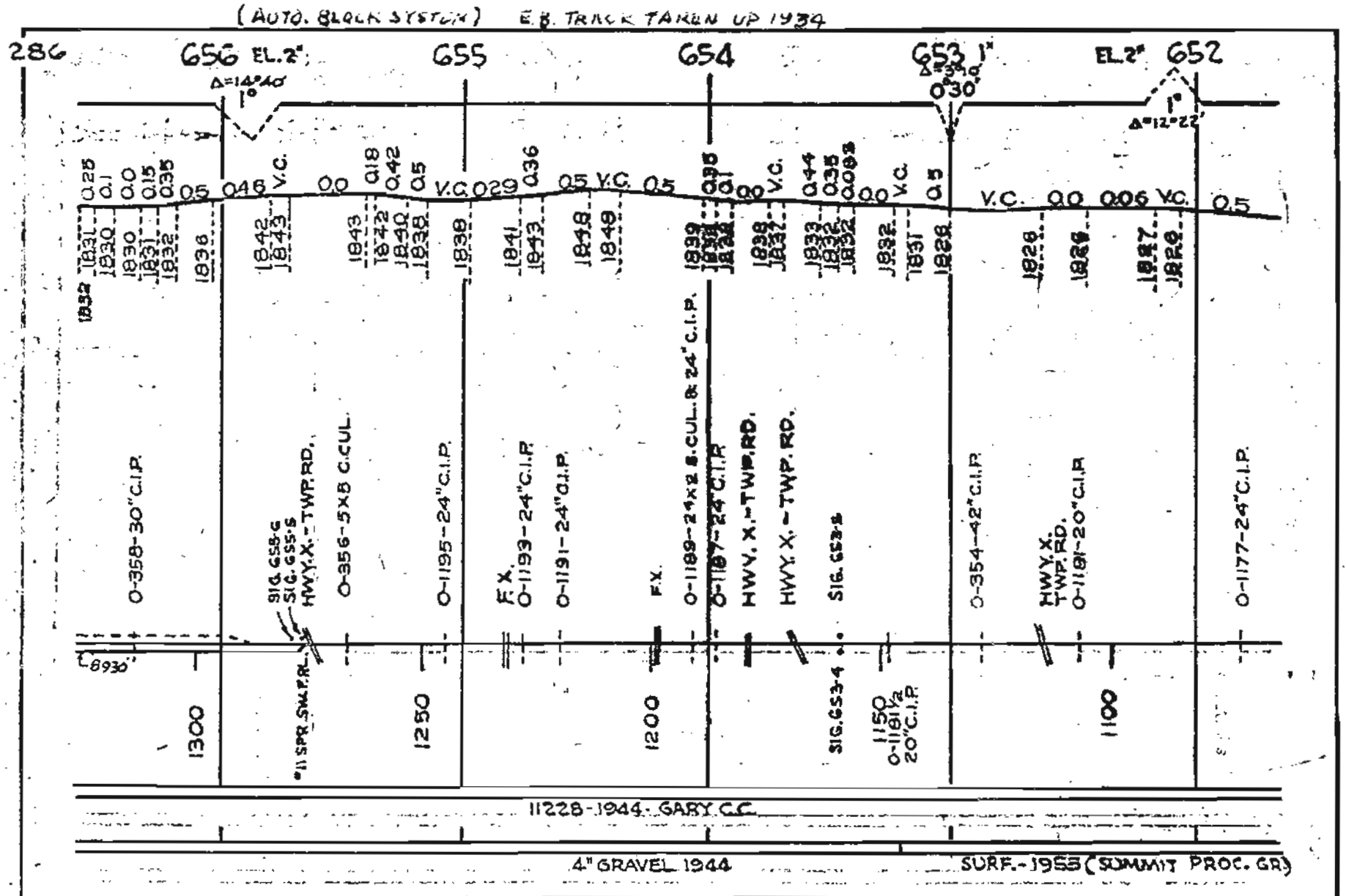




(AUTO. BLOCK SYSTEM)

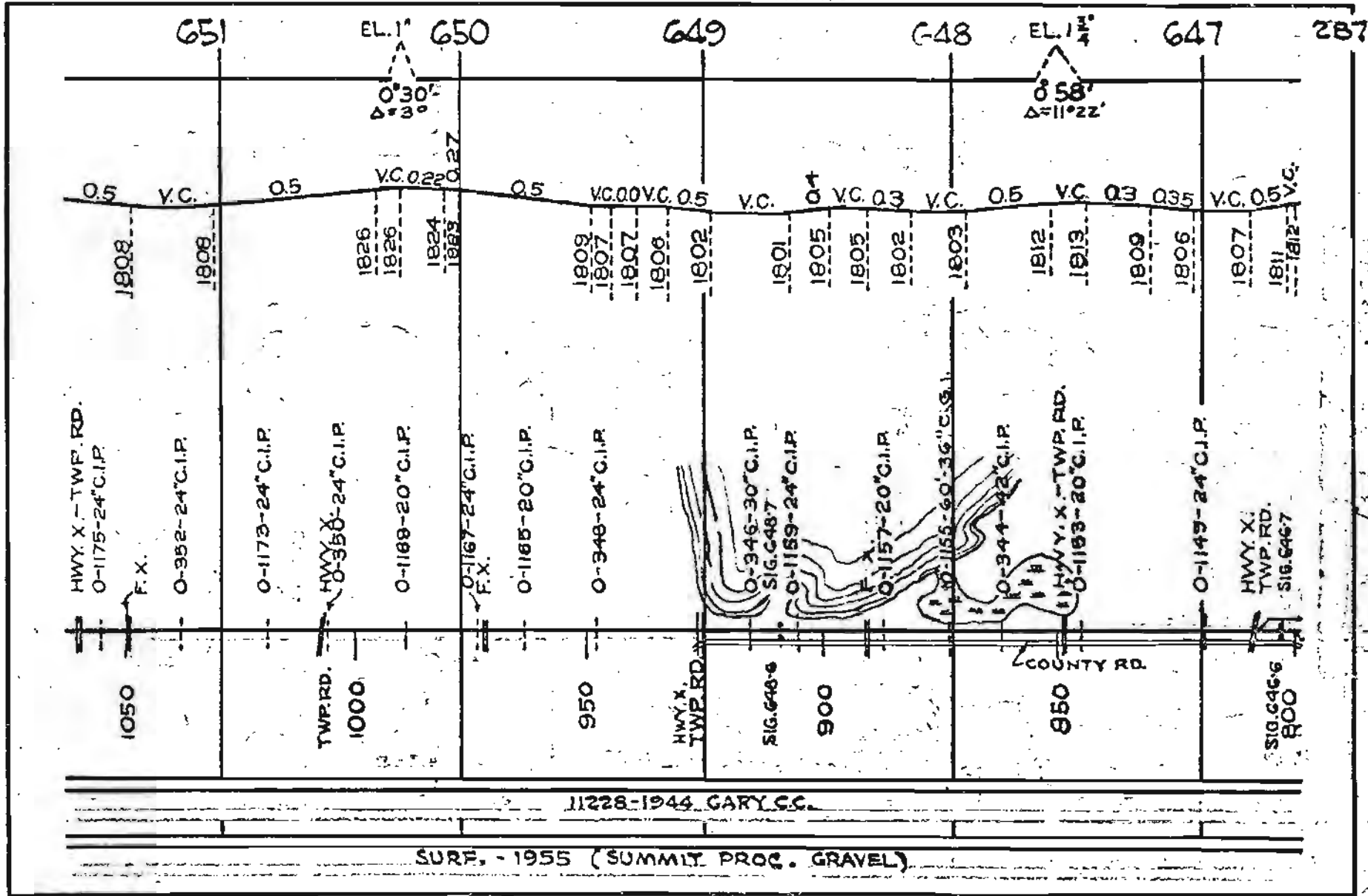
E.R. TRACK TAKEN UP 1934



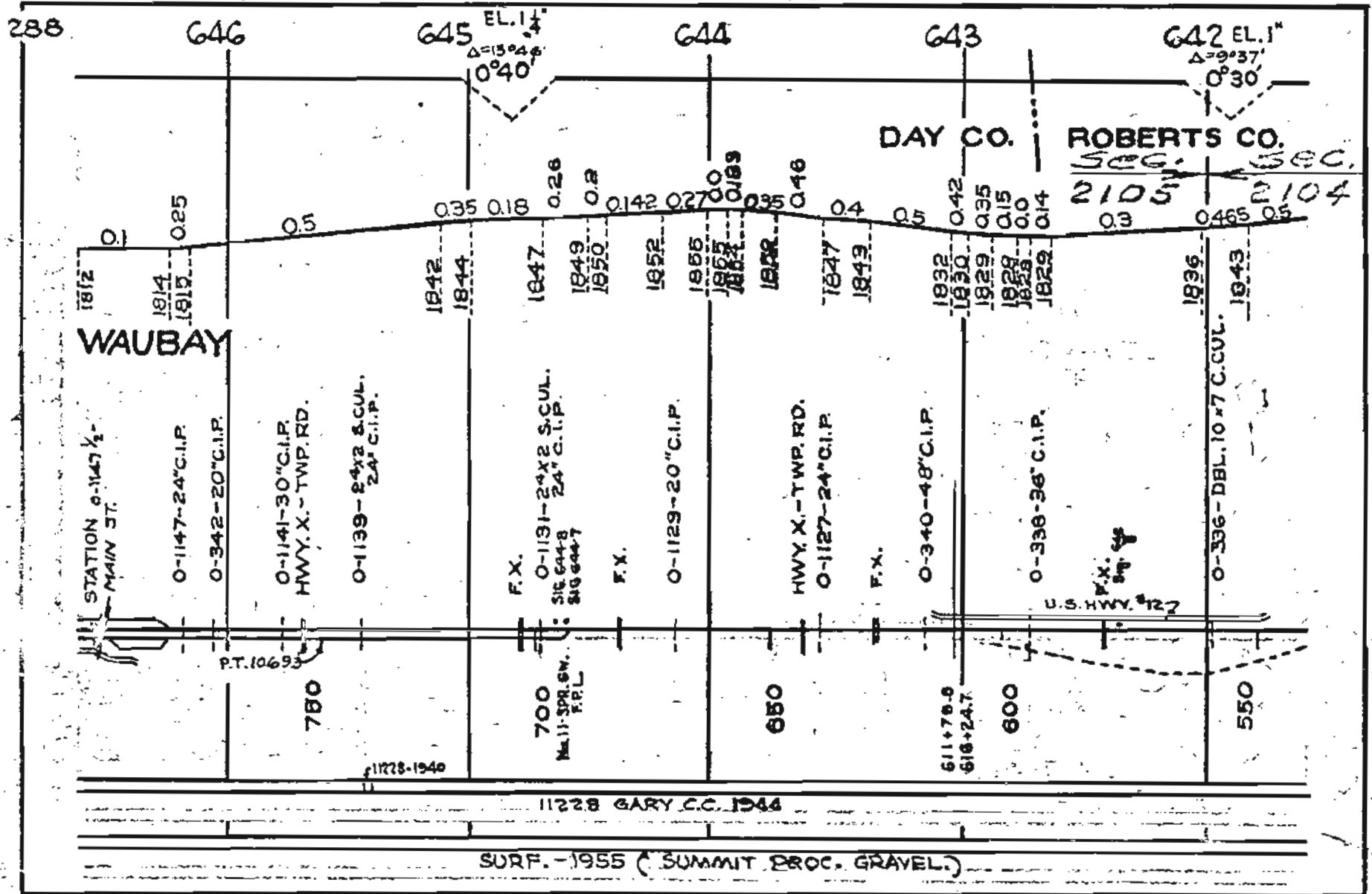


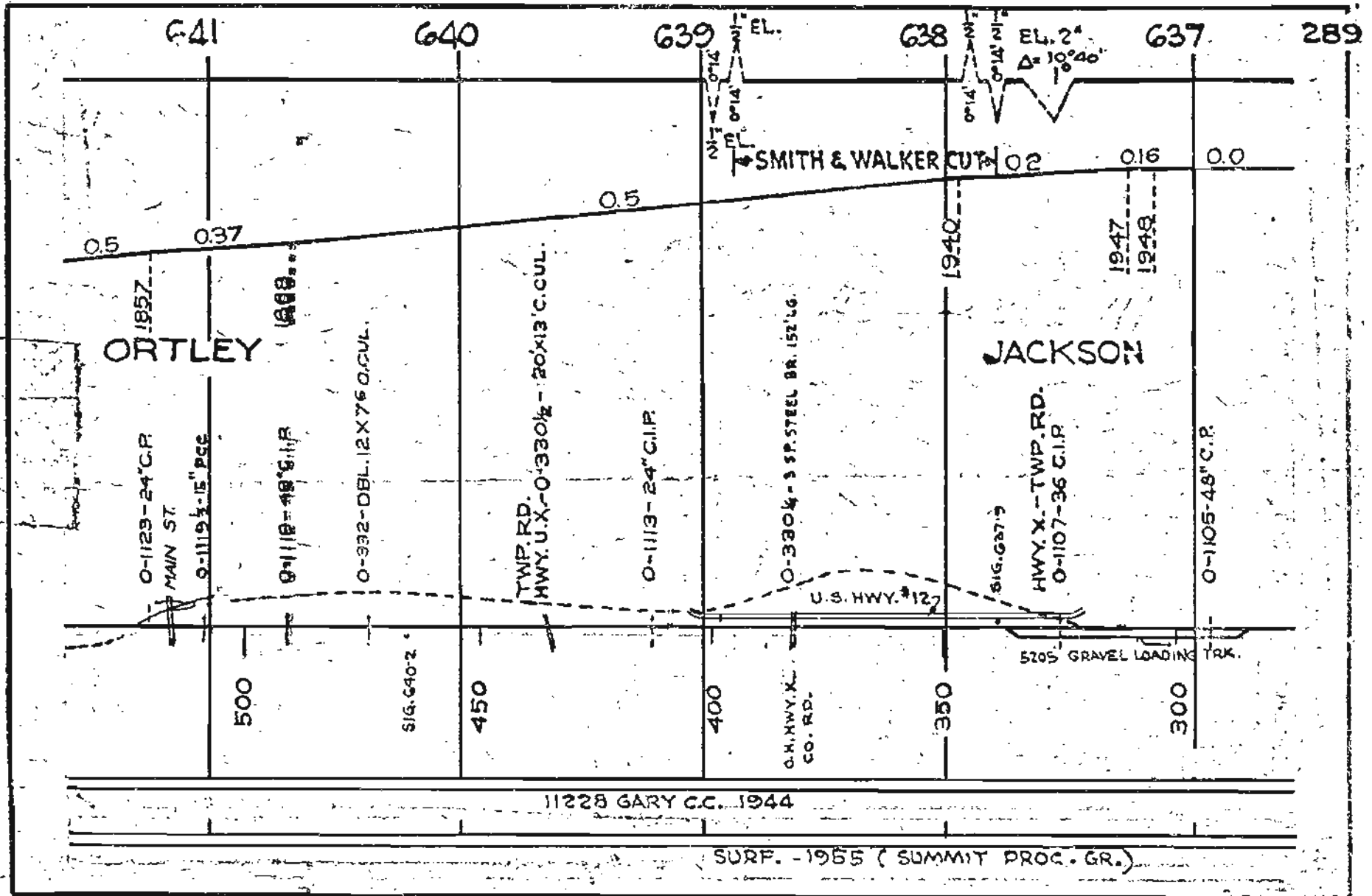
(AUTO. BLOCK SYSTEM)

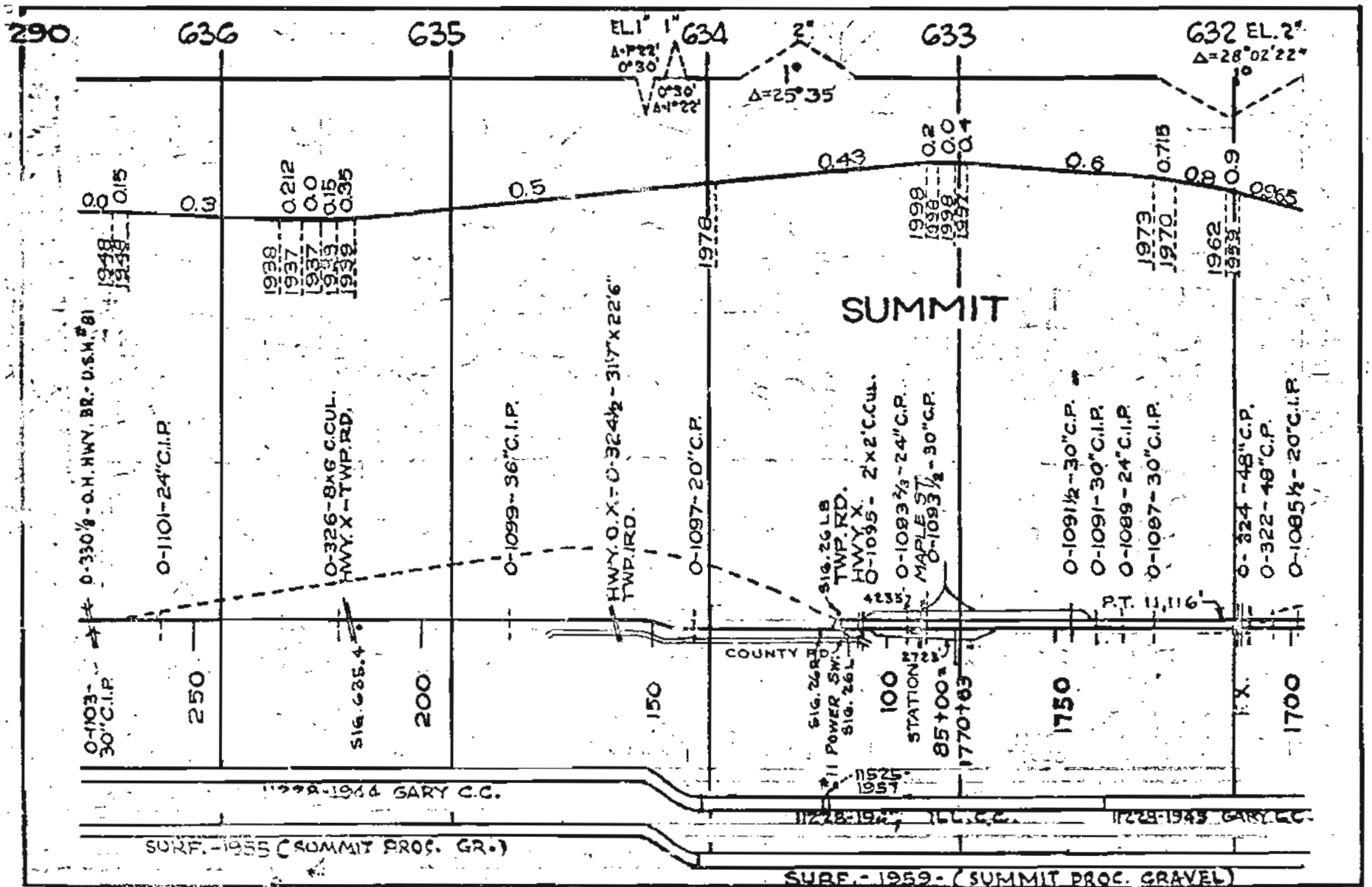
E.B. TRACK TAKEN UP 1934



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

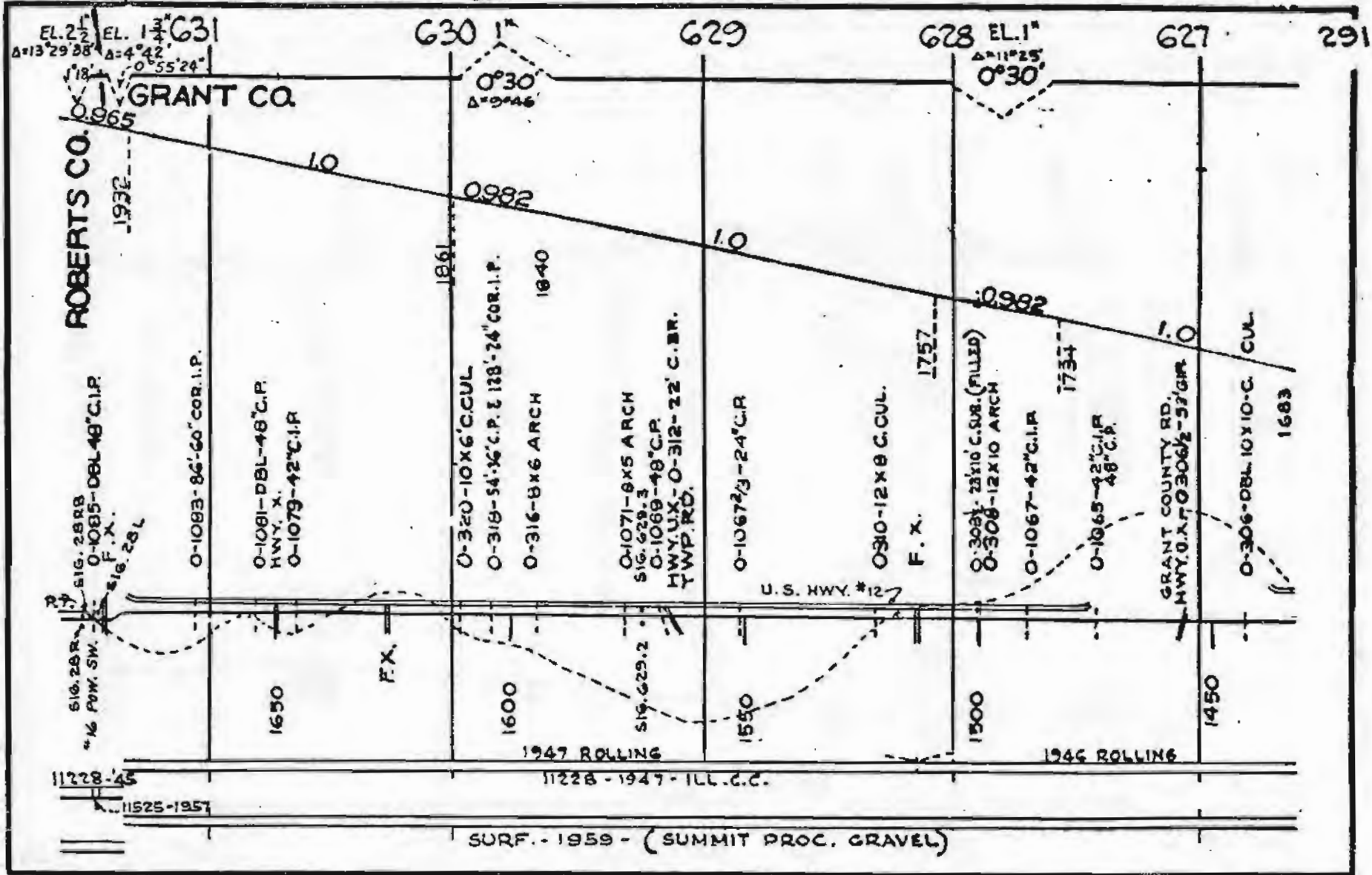


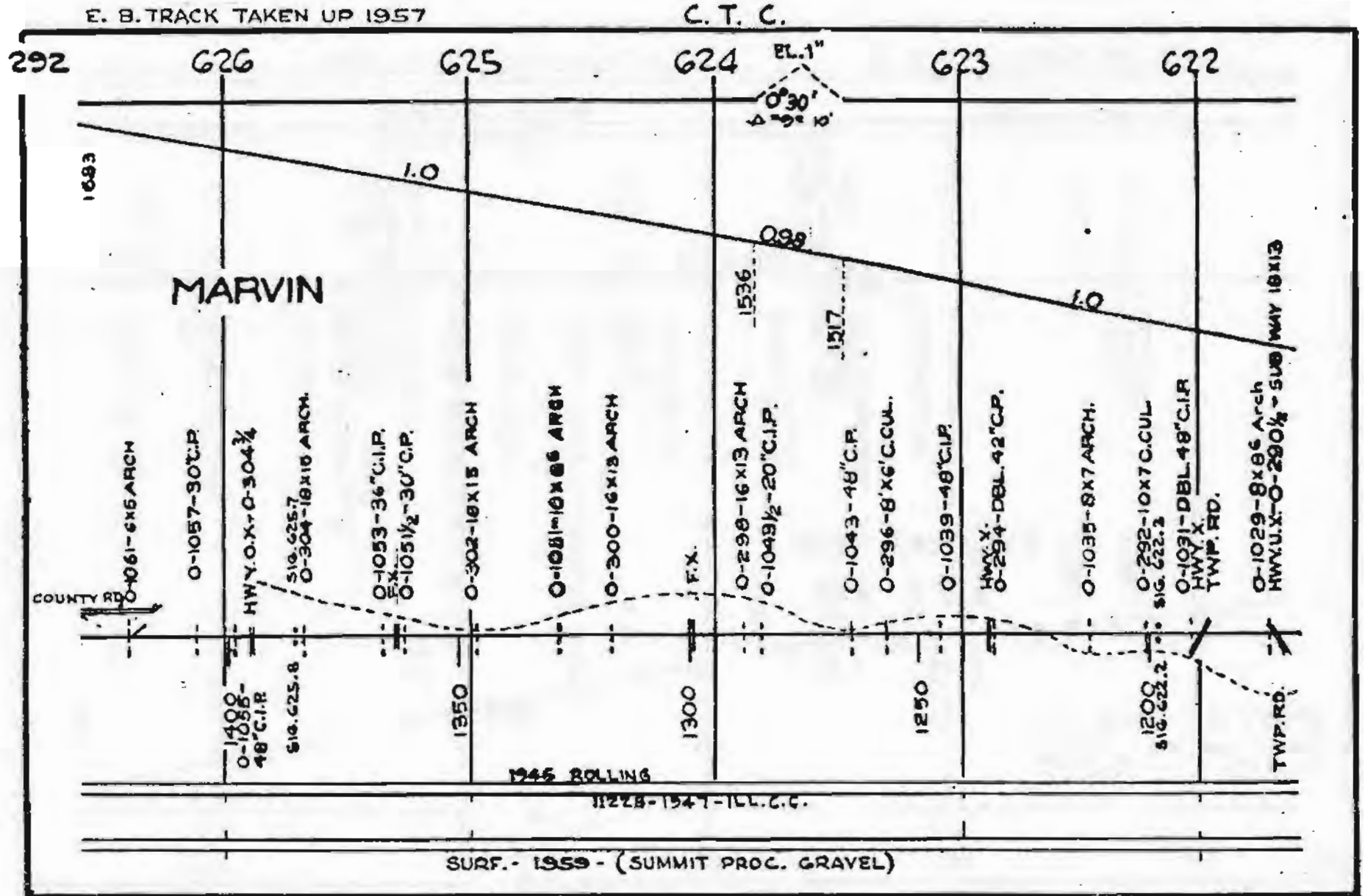




W.B.M. RET ← E.B. TRACK TAKEN UP 1957

C. T. C.

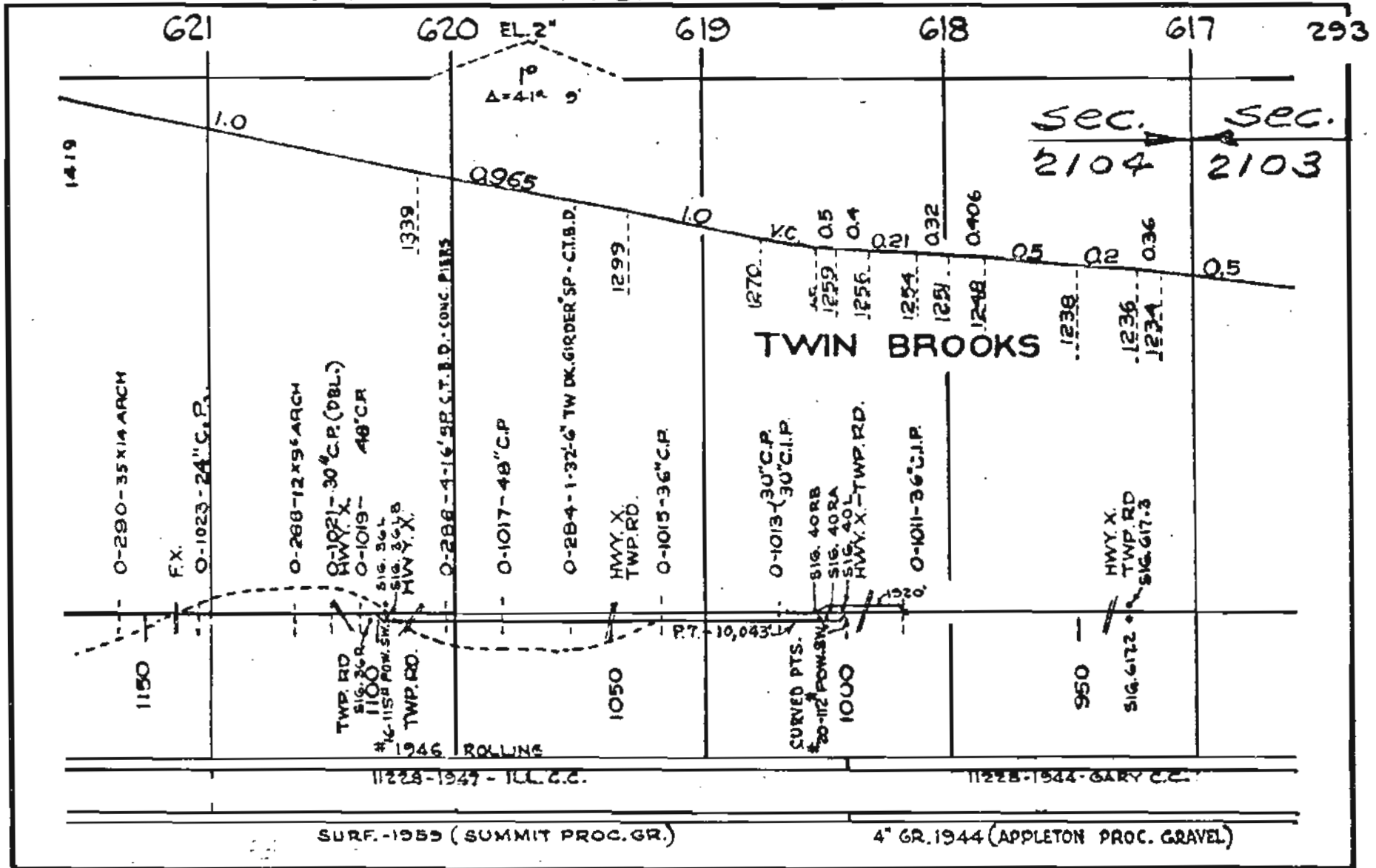


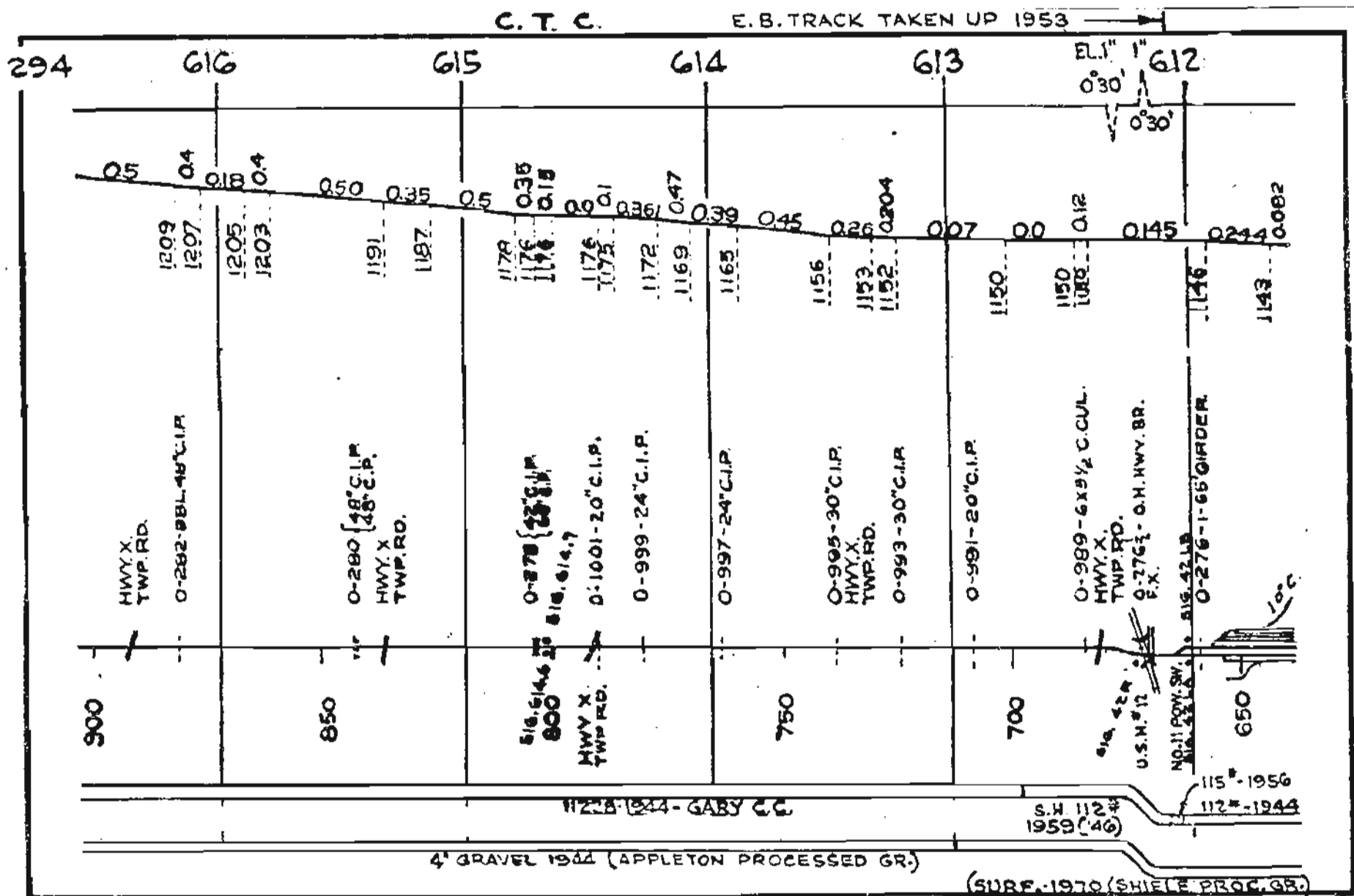


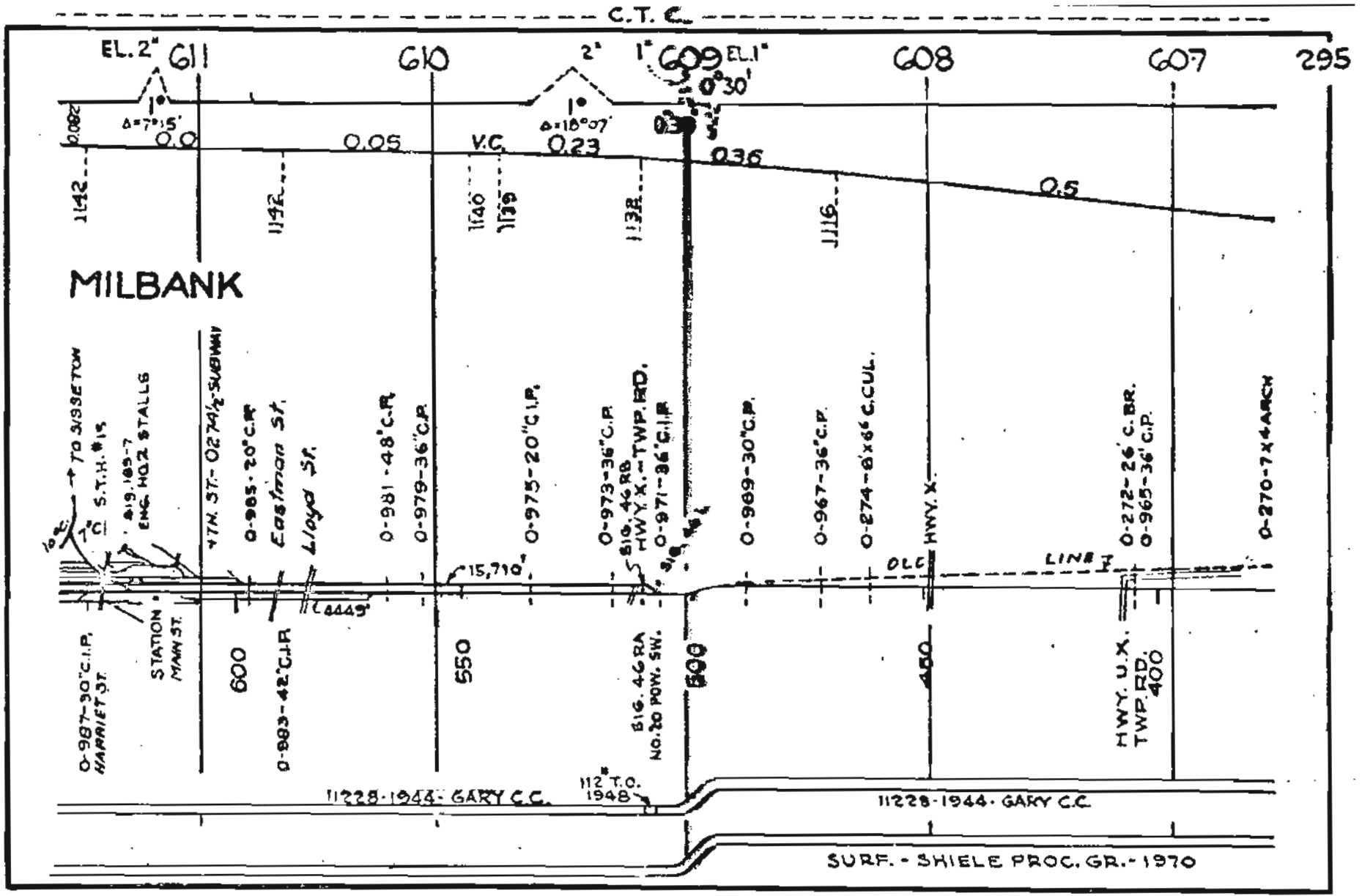
E. B. TRACK TAKEN UP 1957

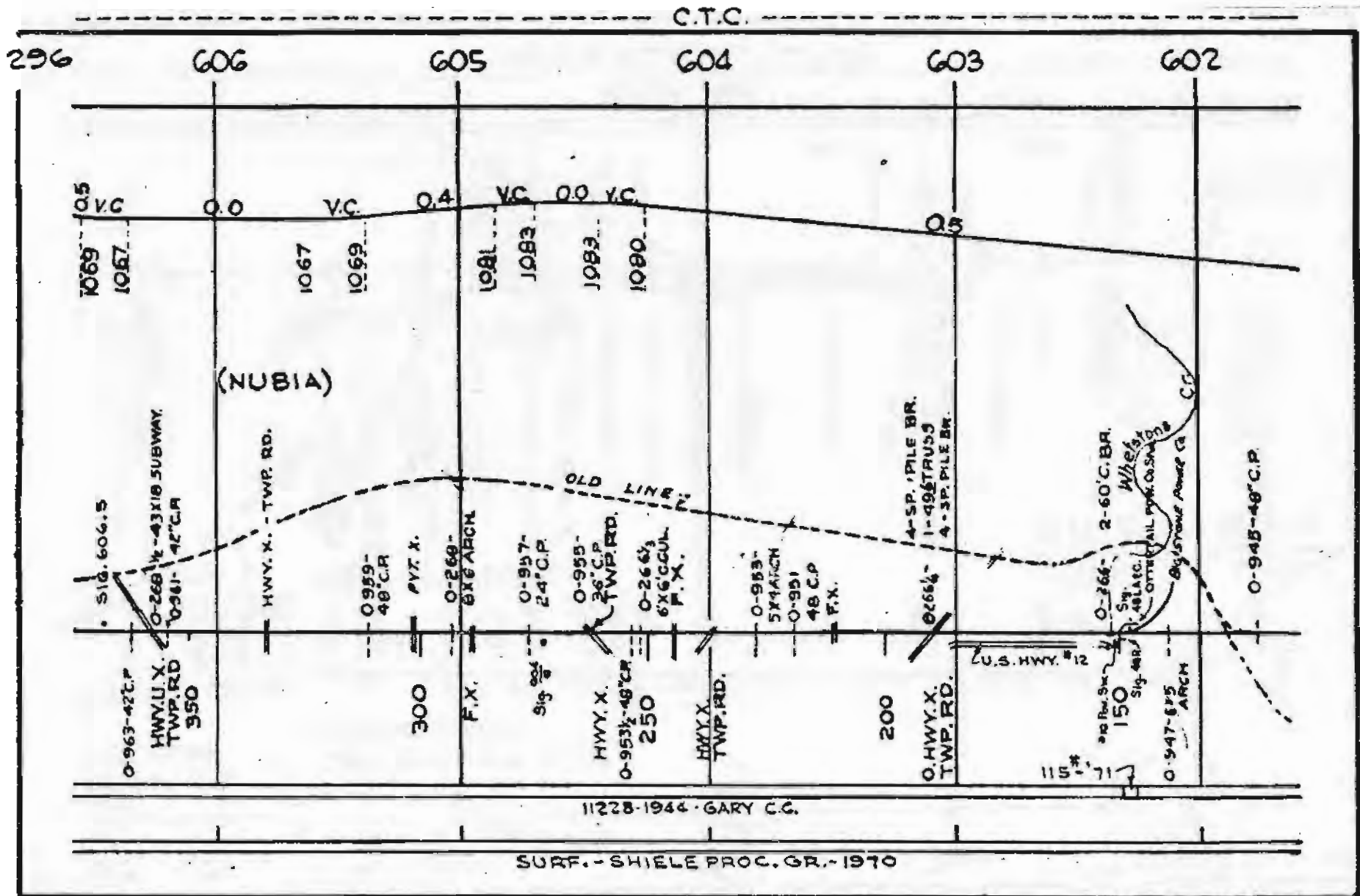
C. T. C.

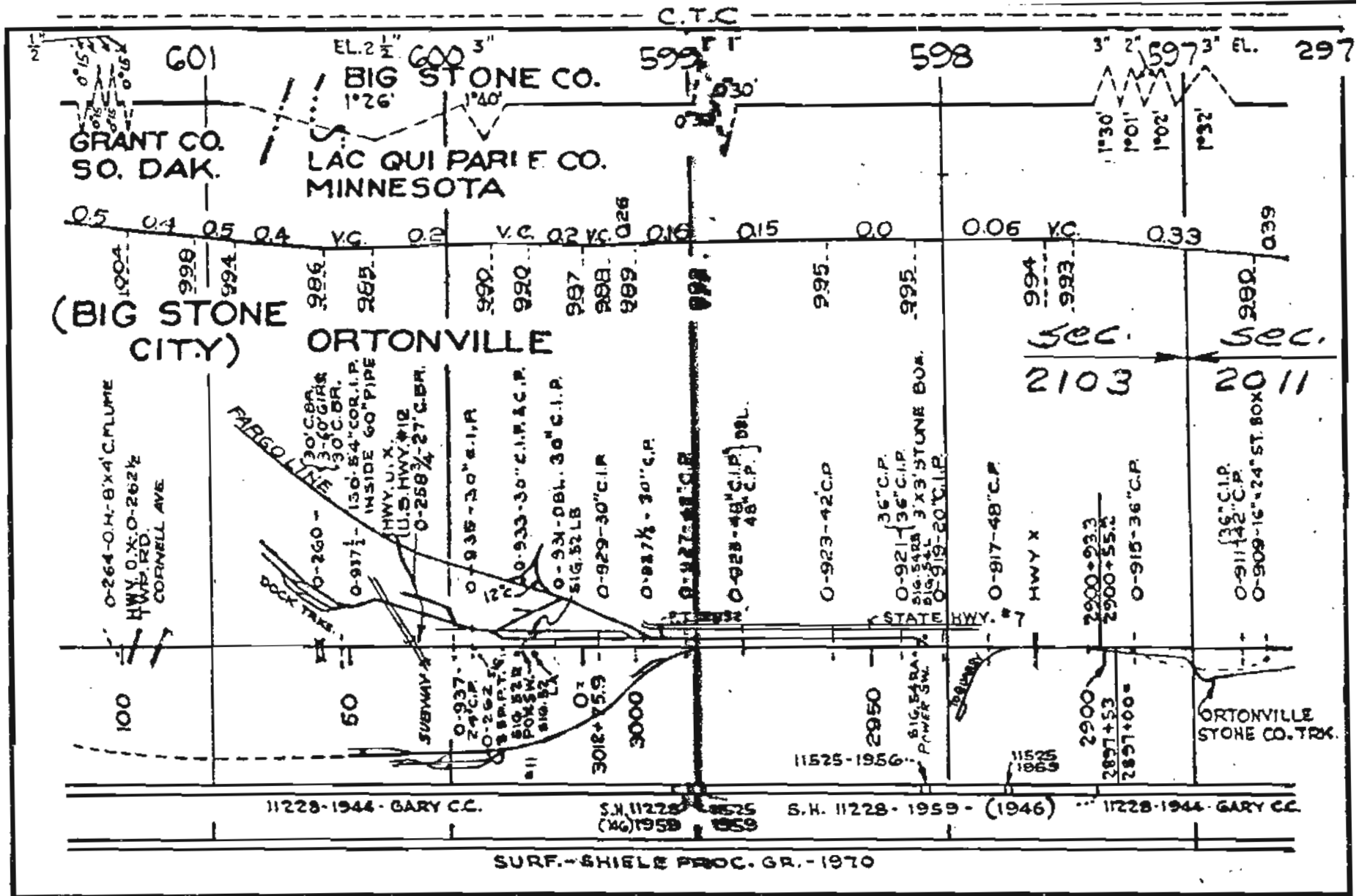
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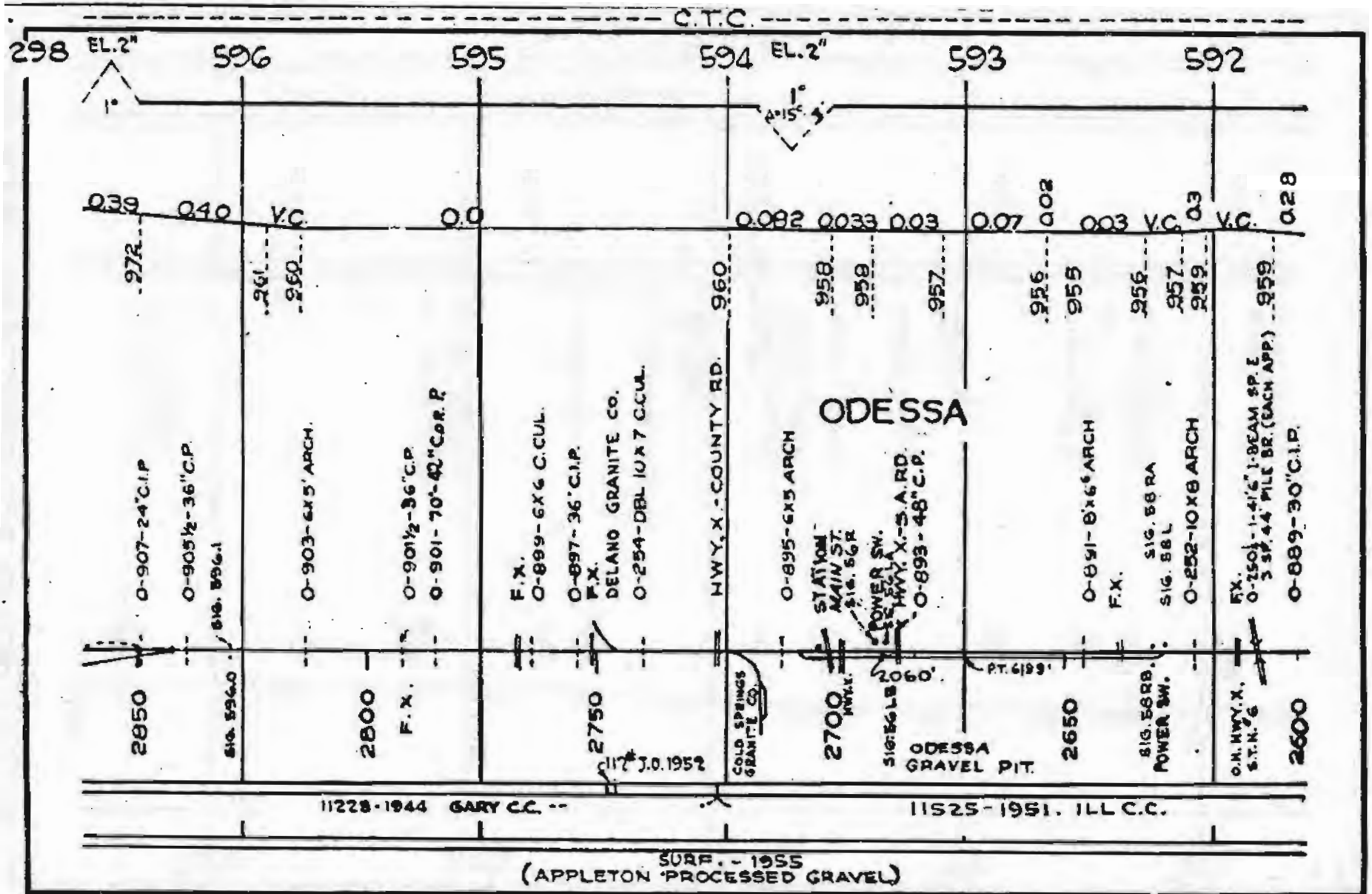


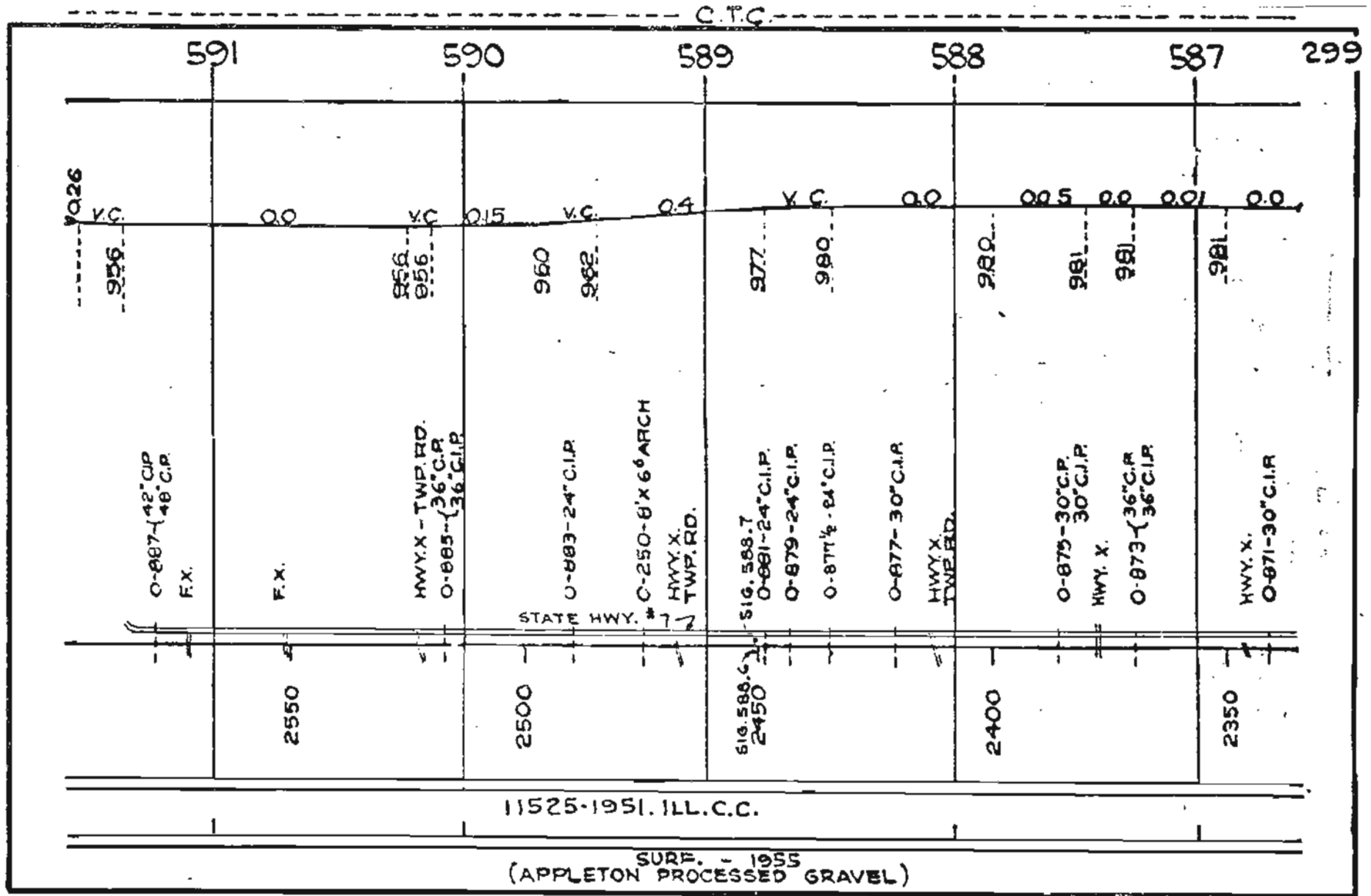


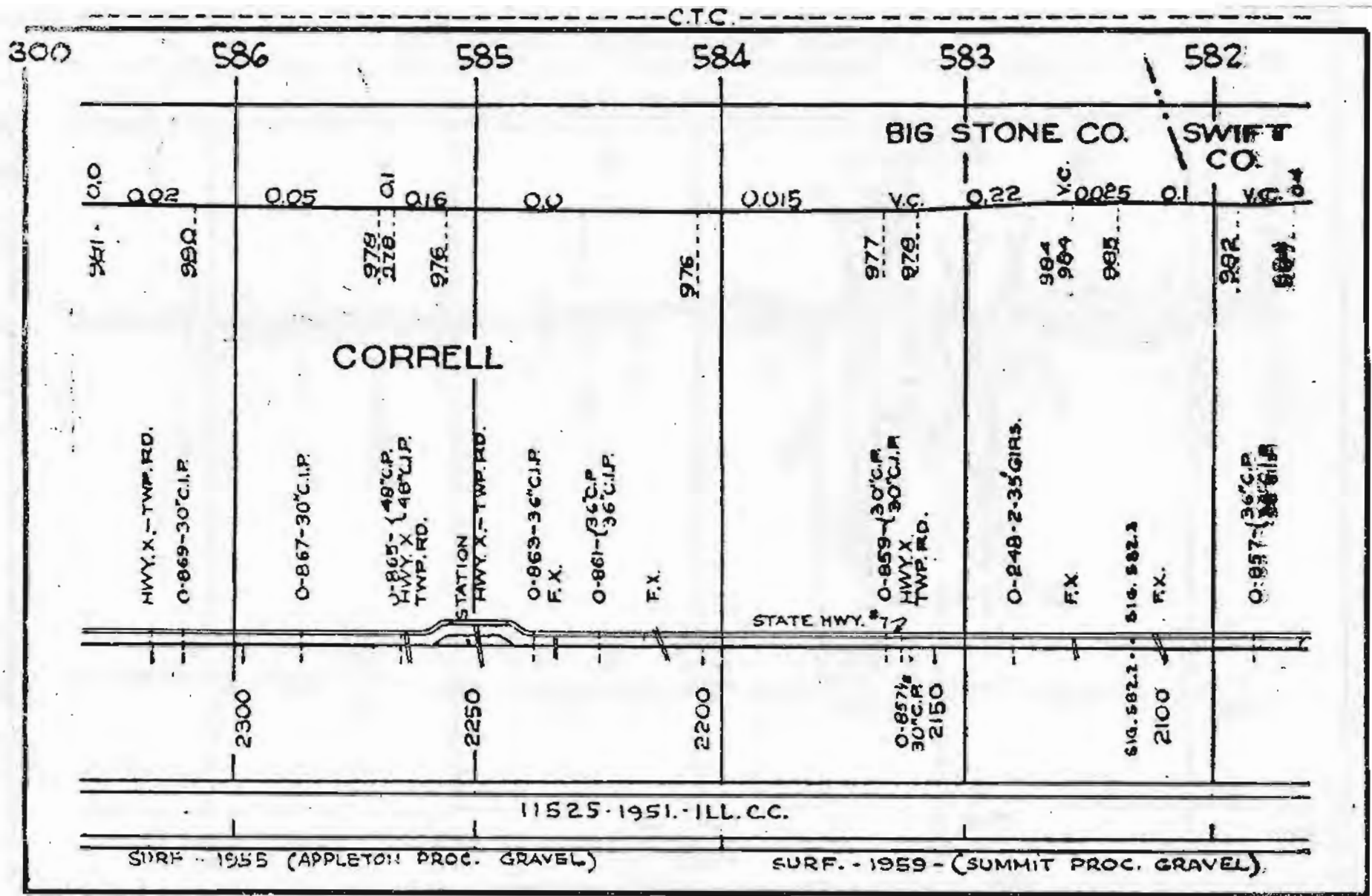


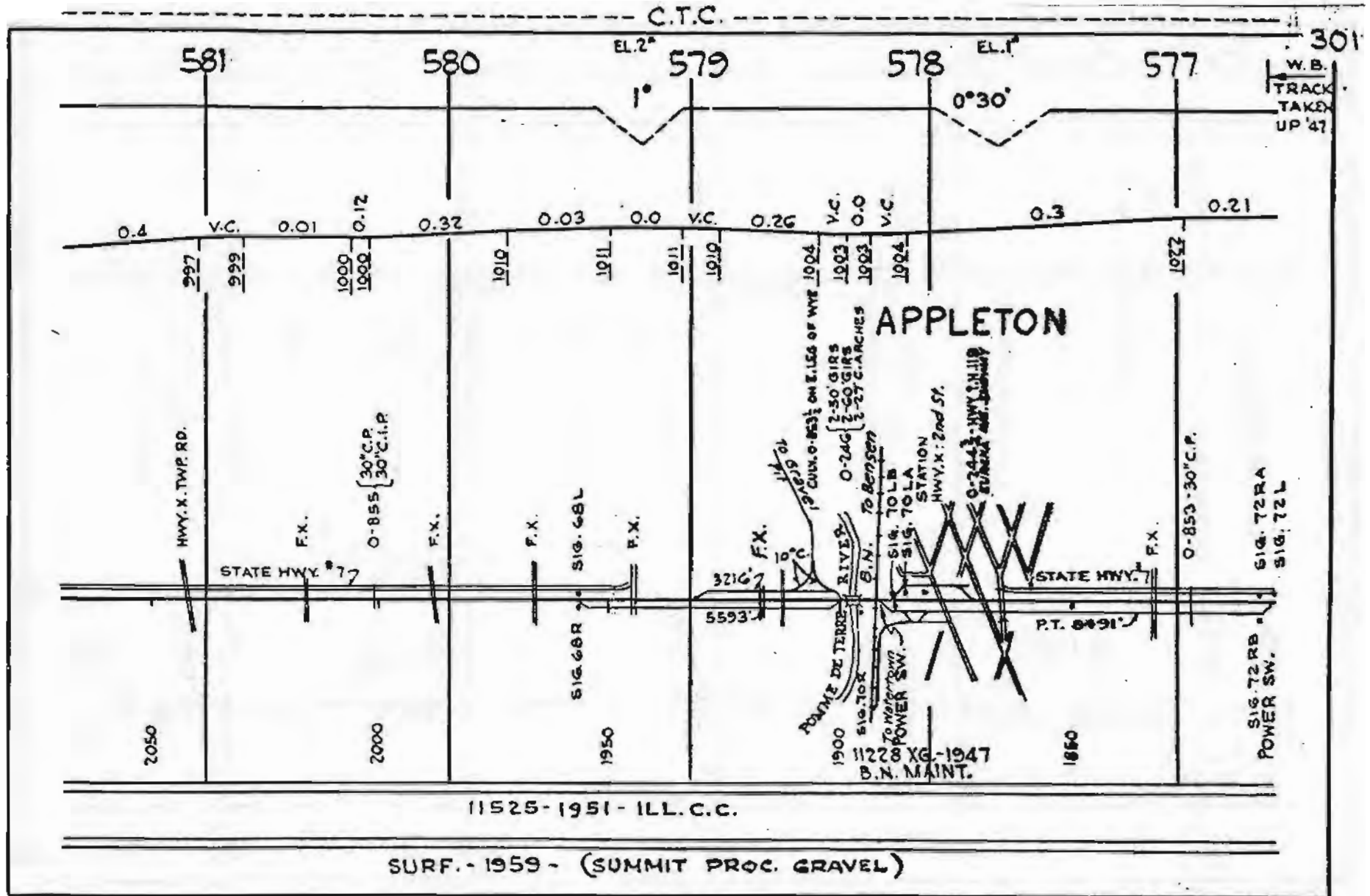


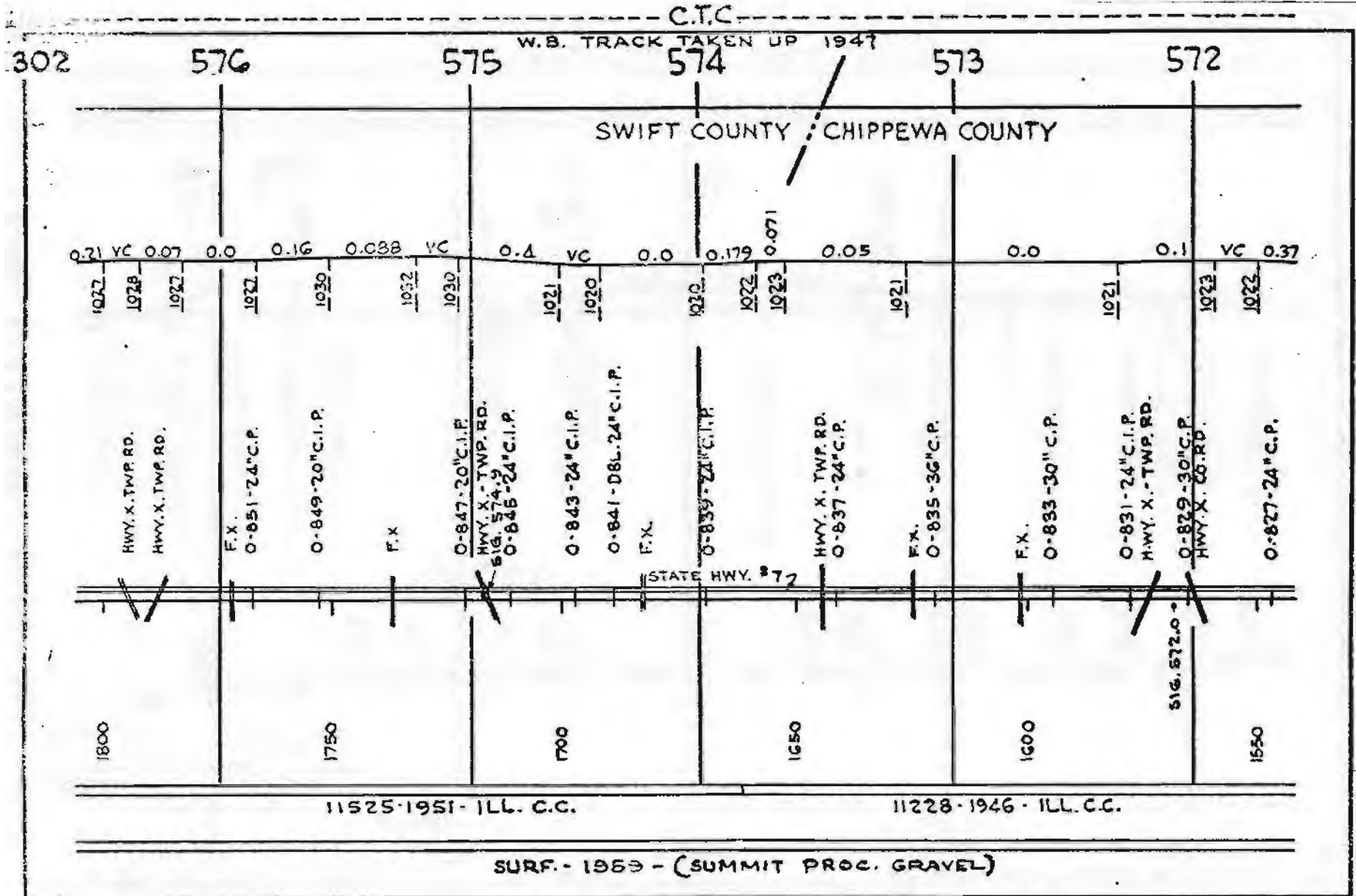


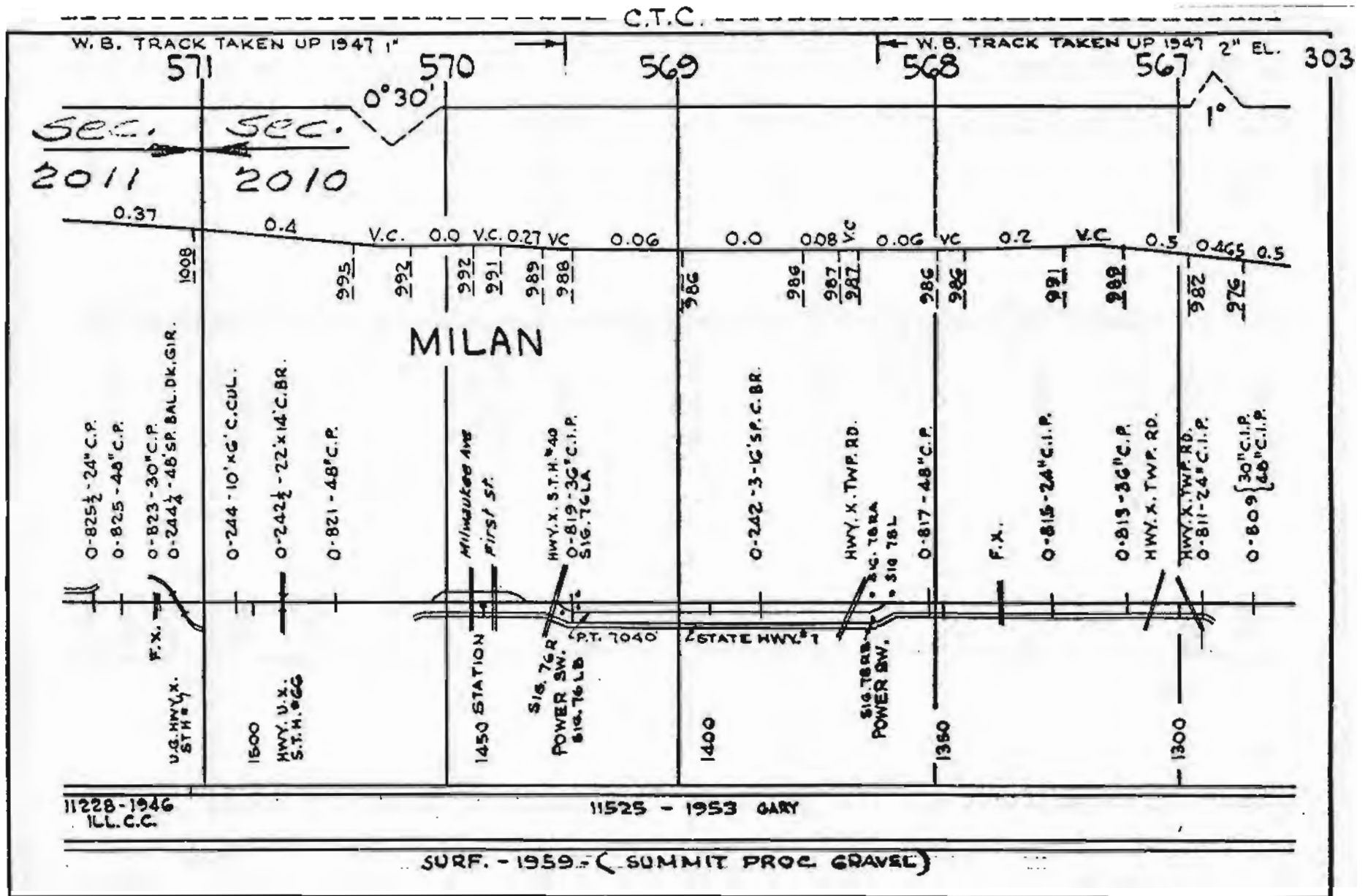


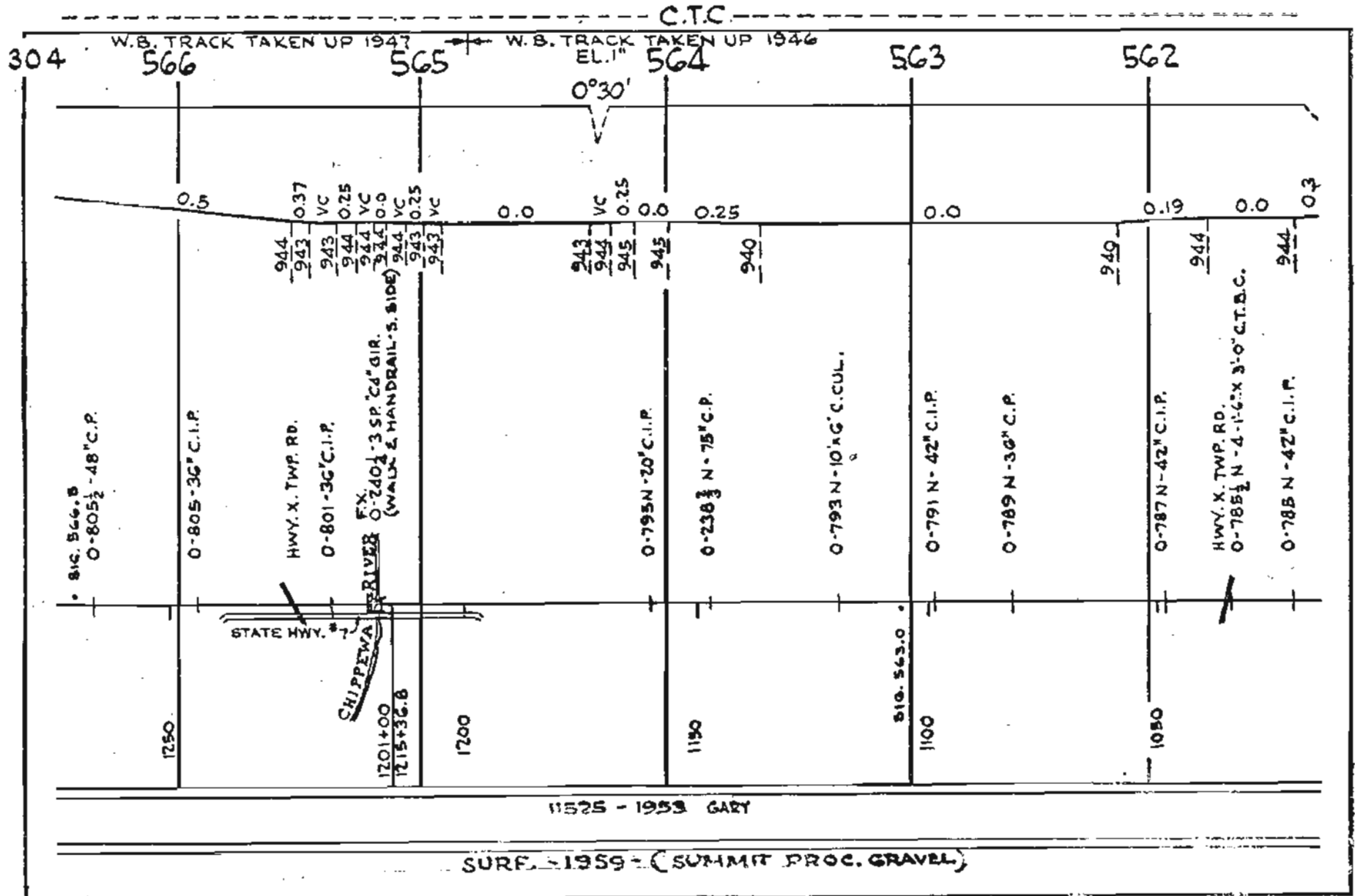


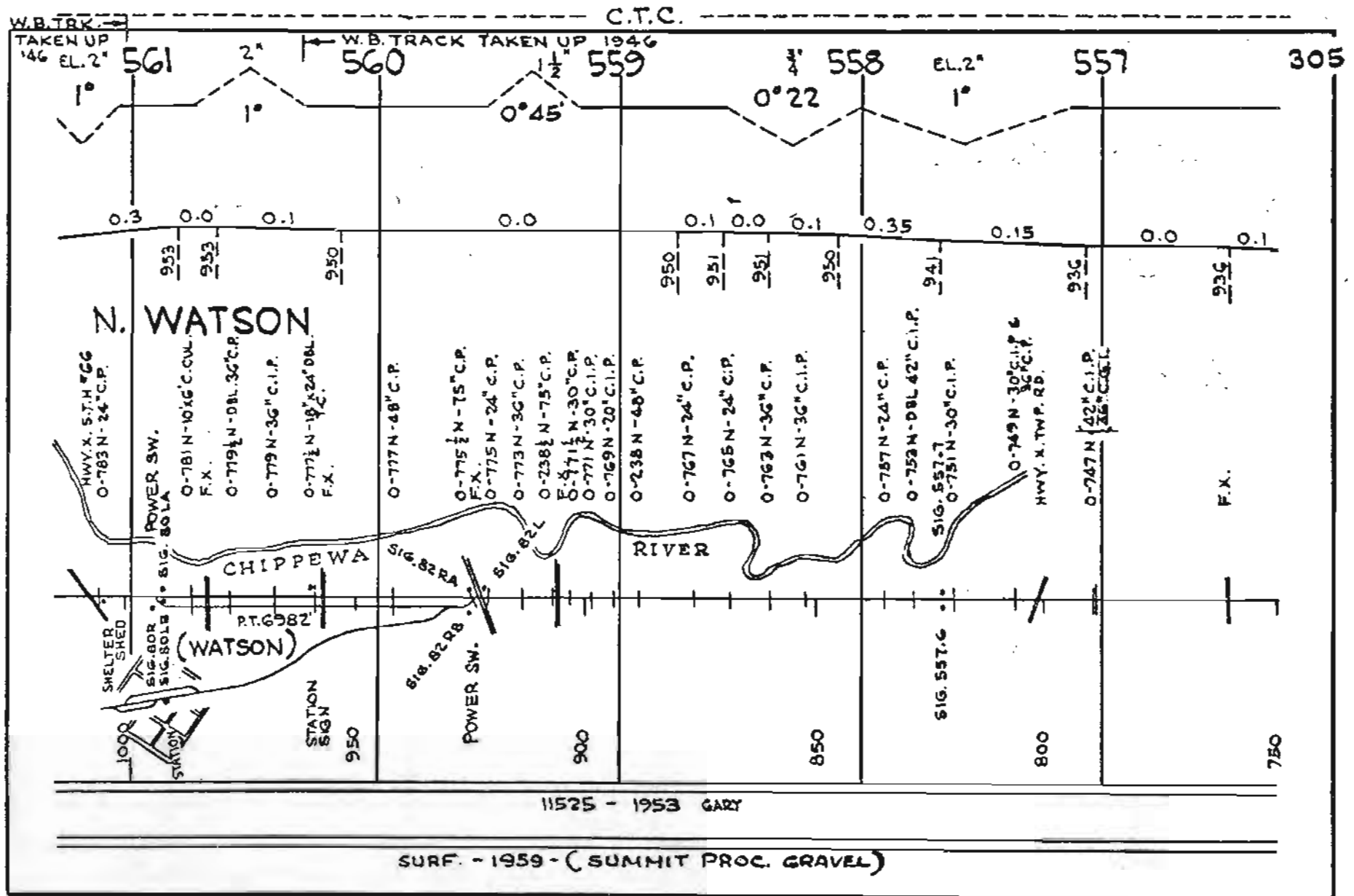


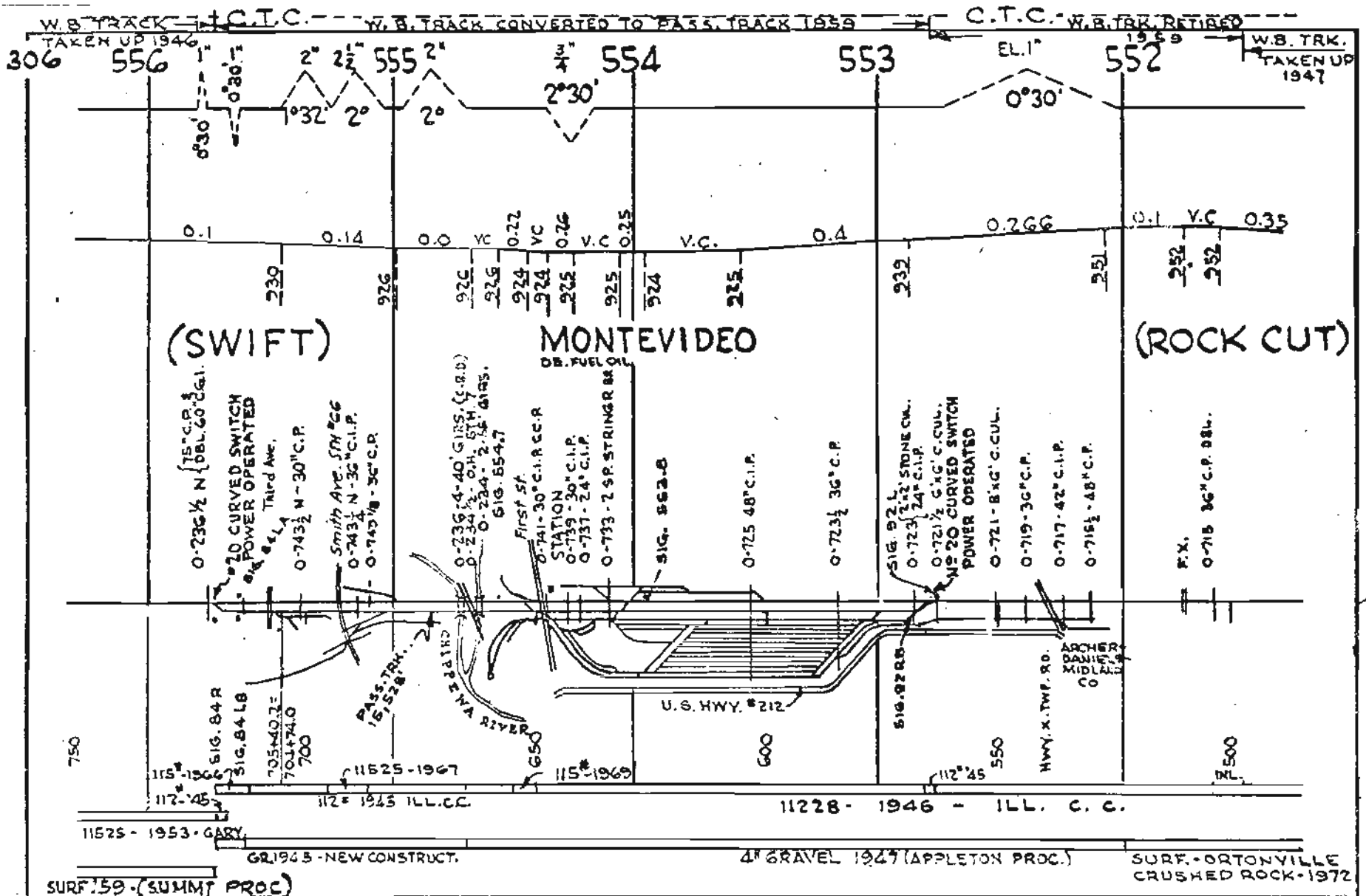


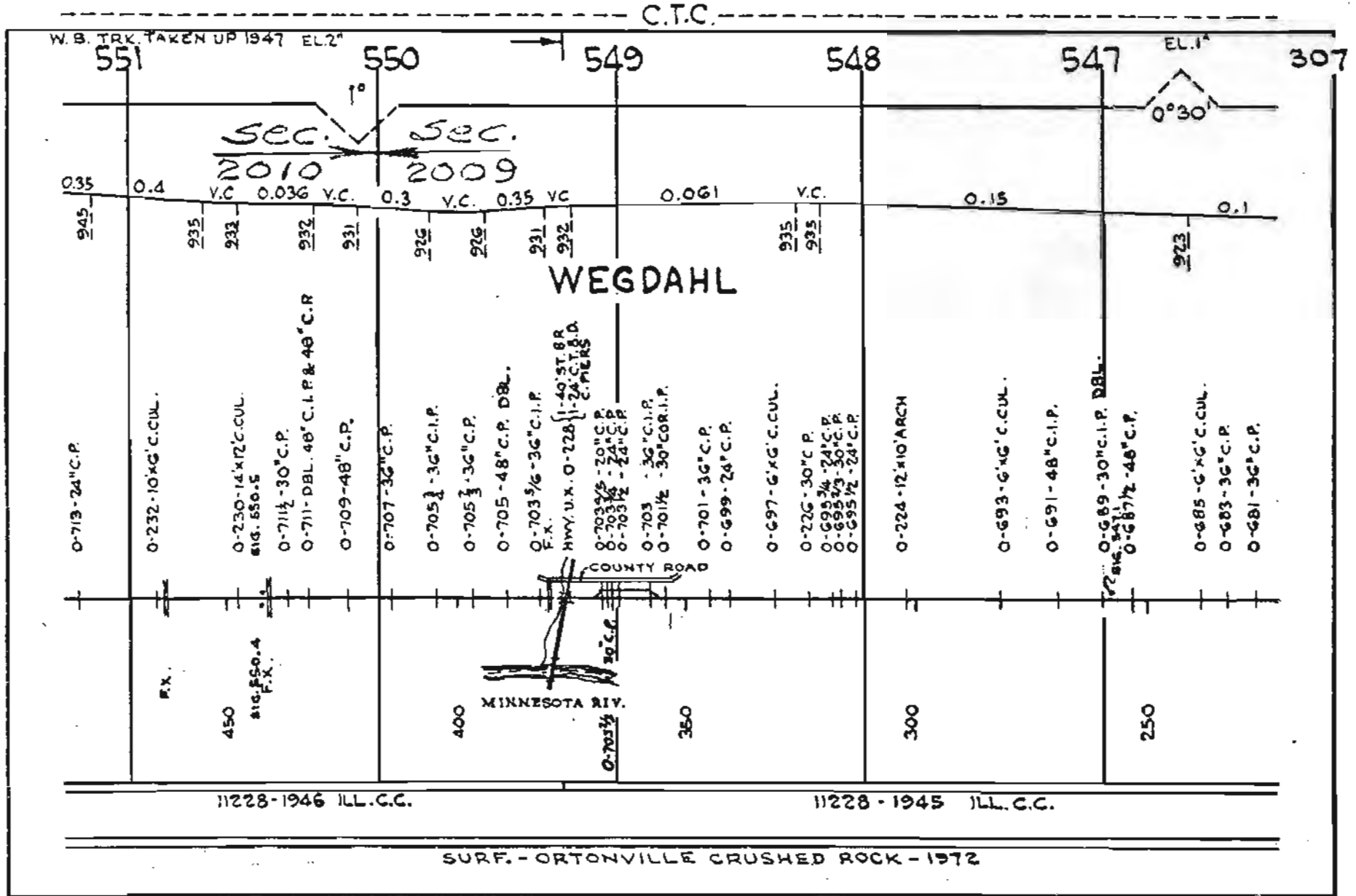


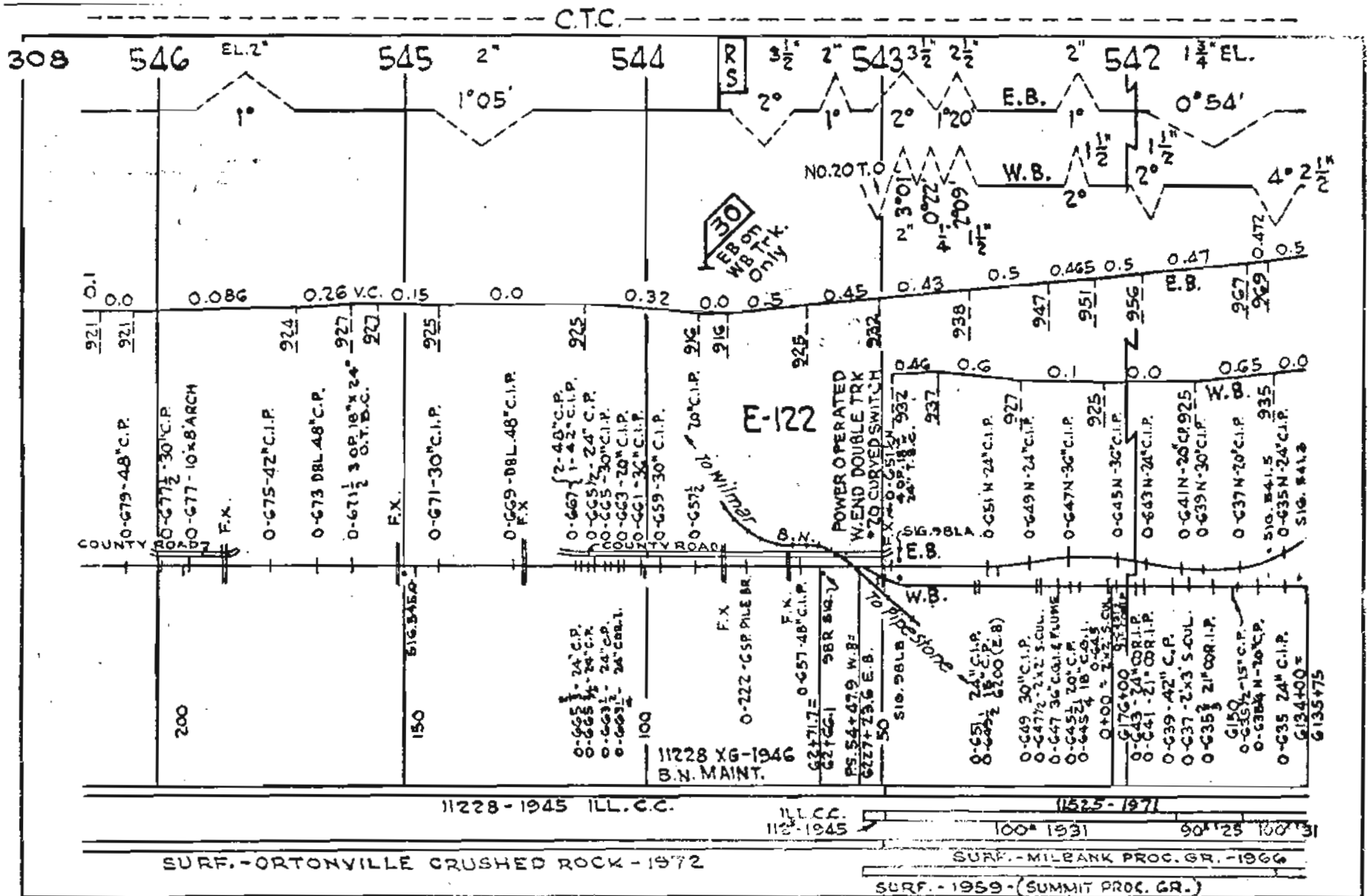


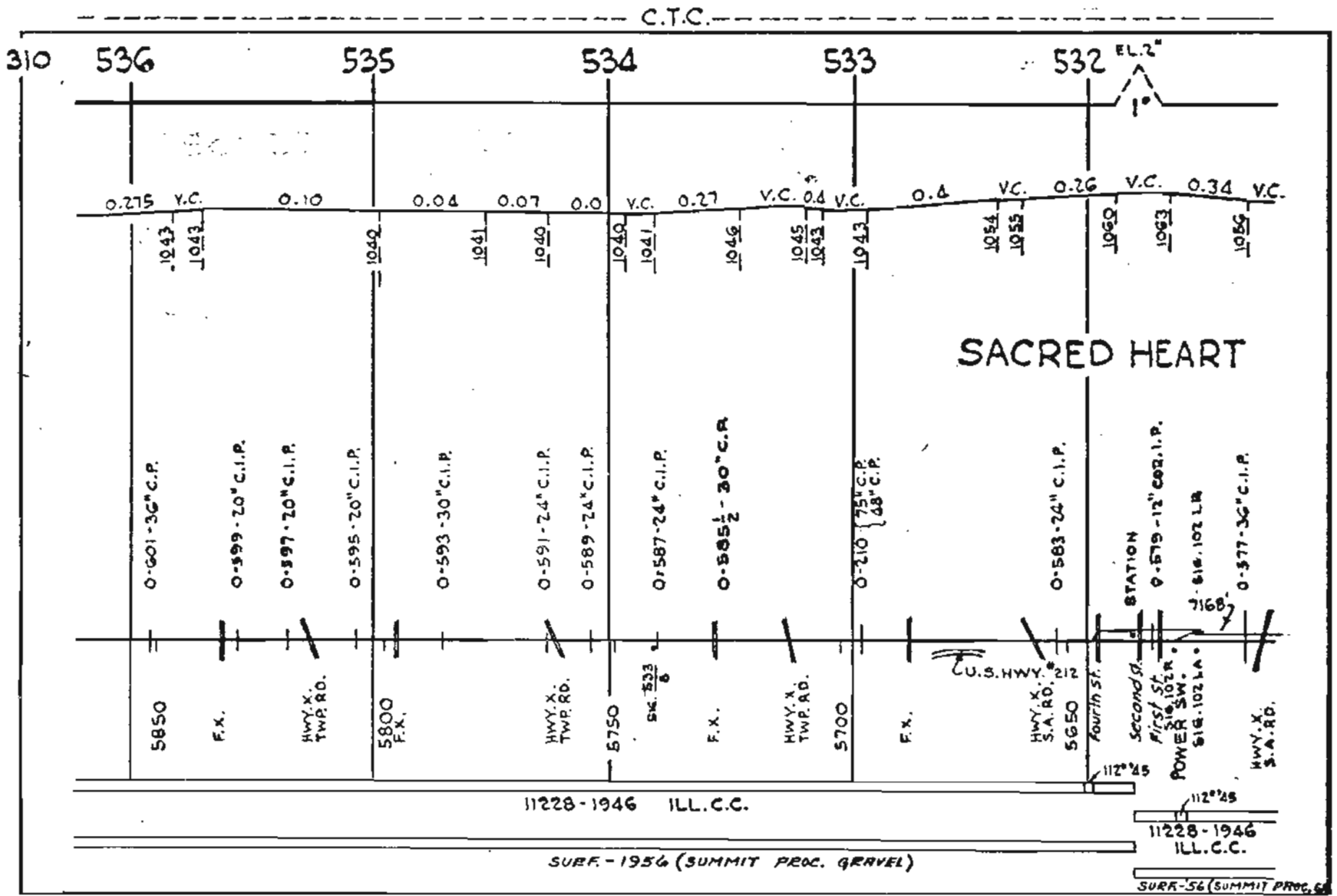


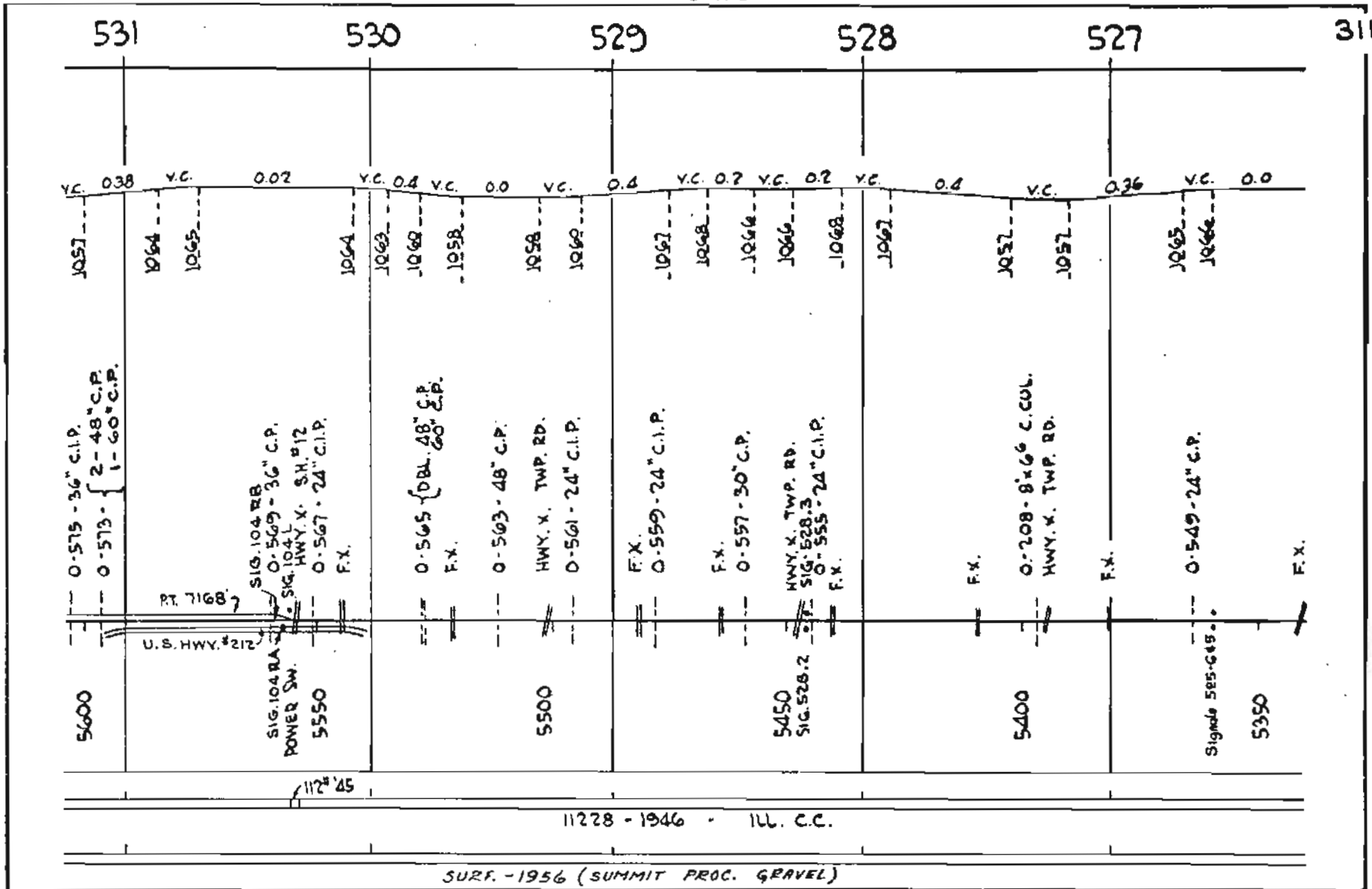


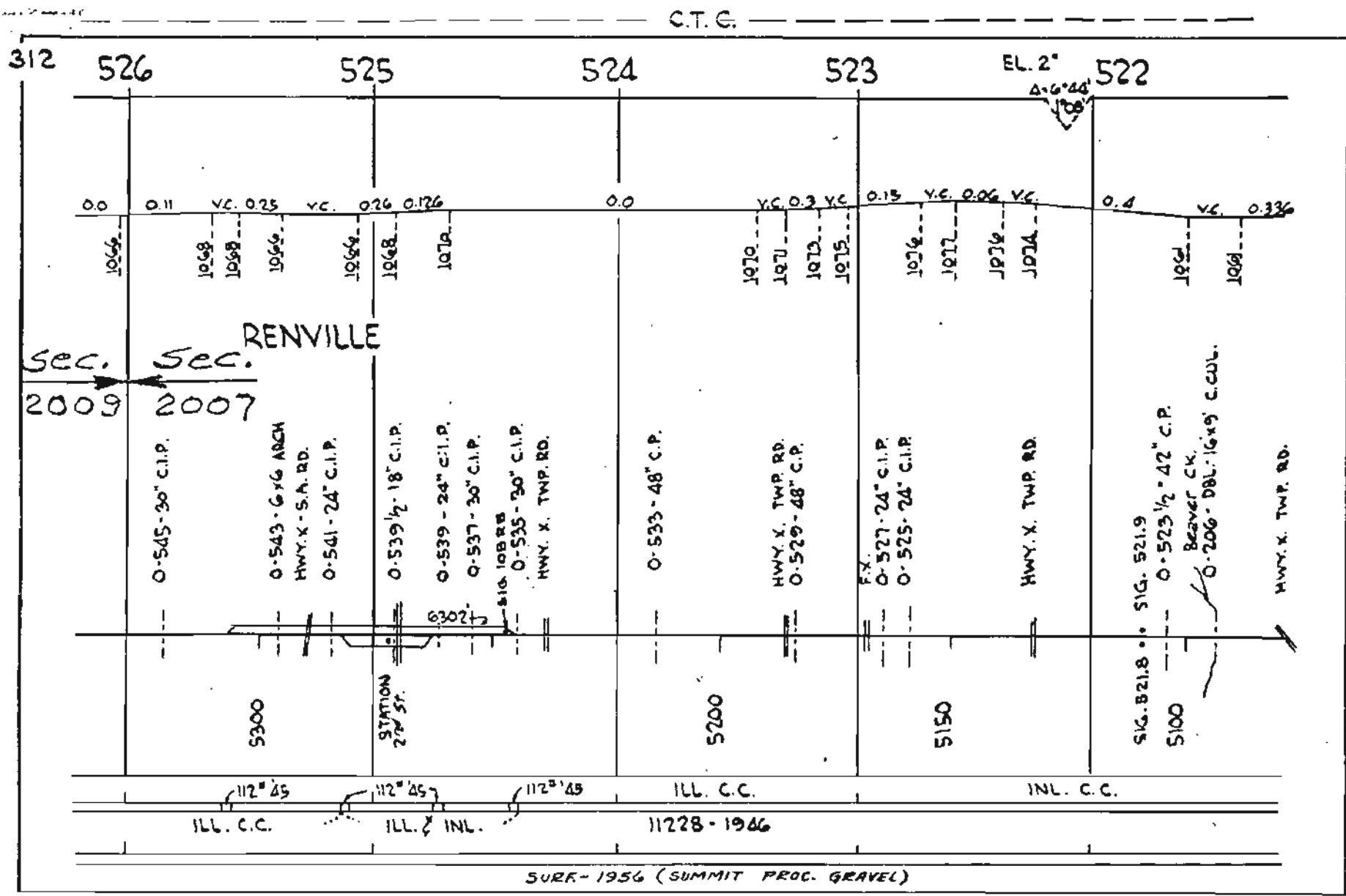


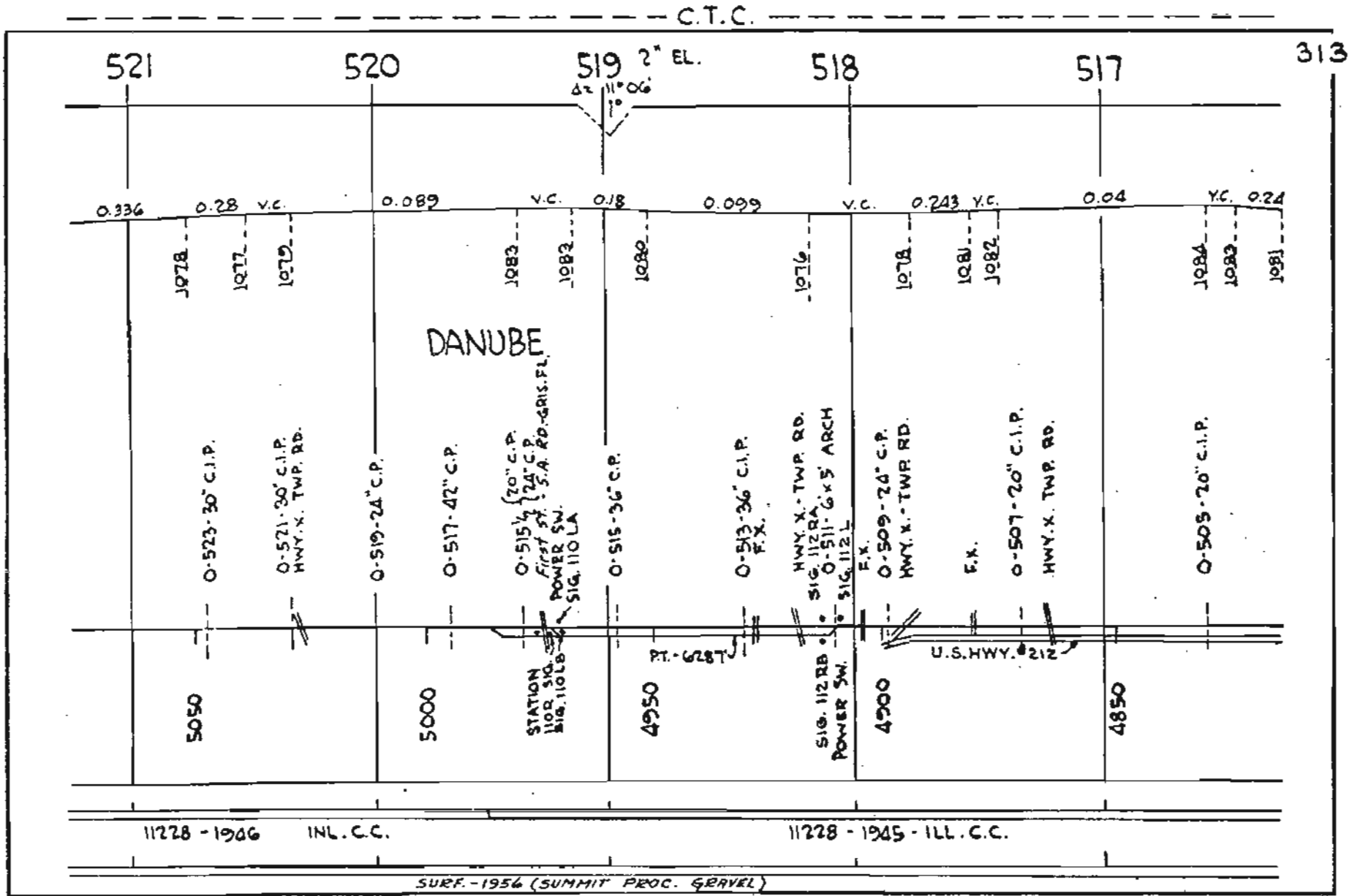


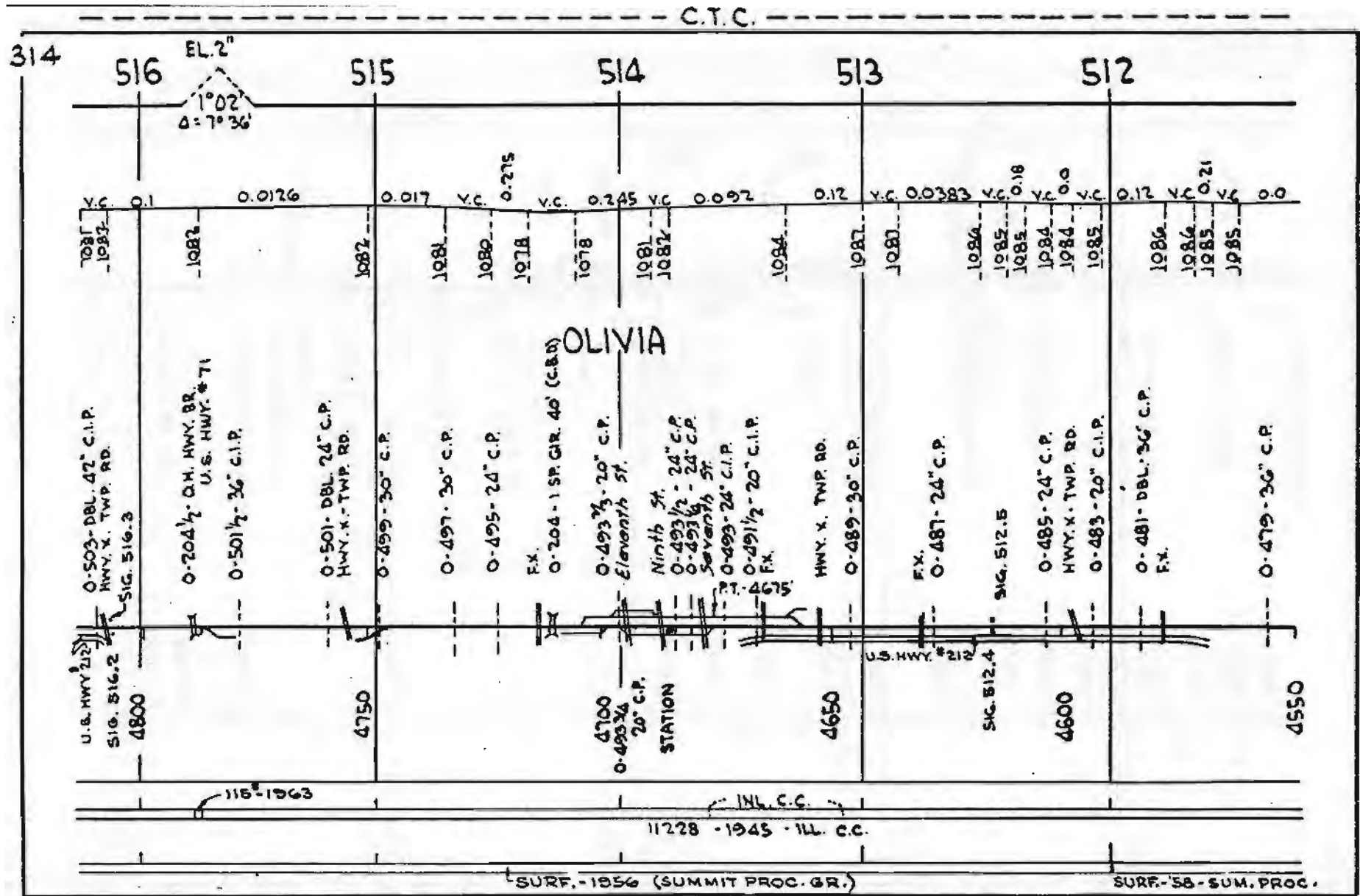


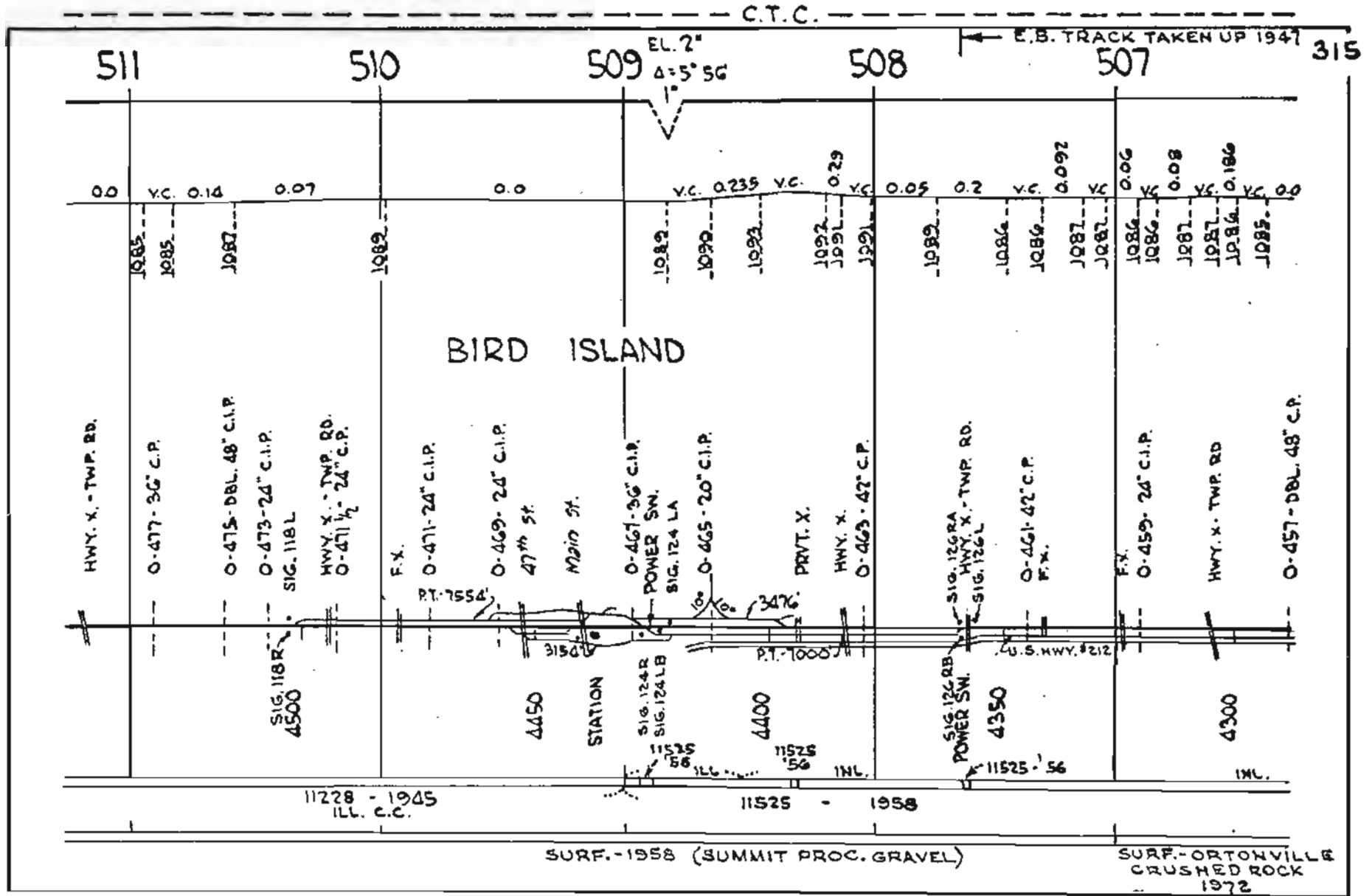


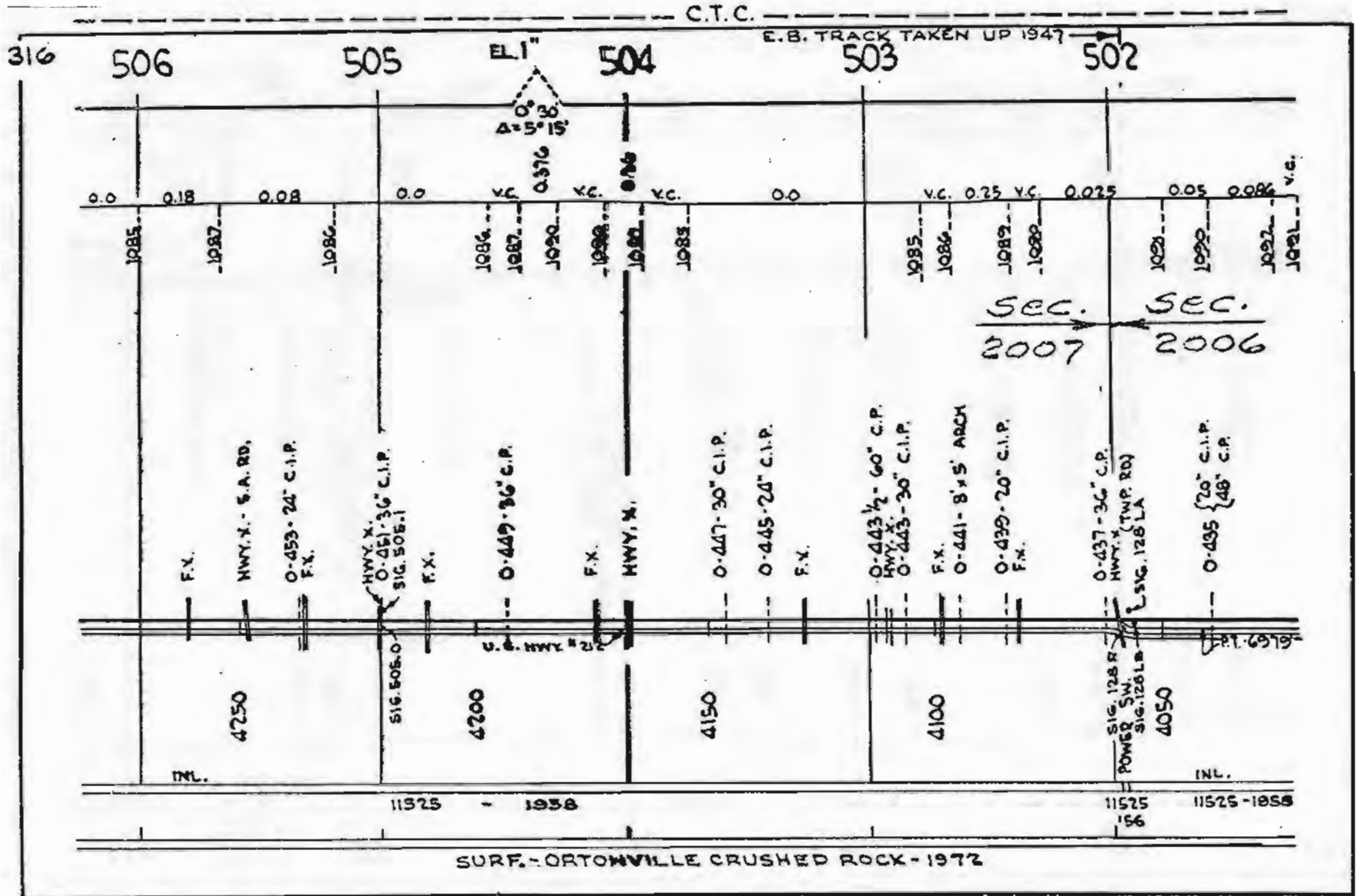


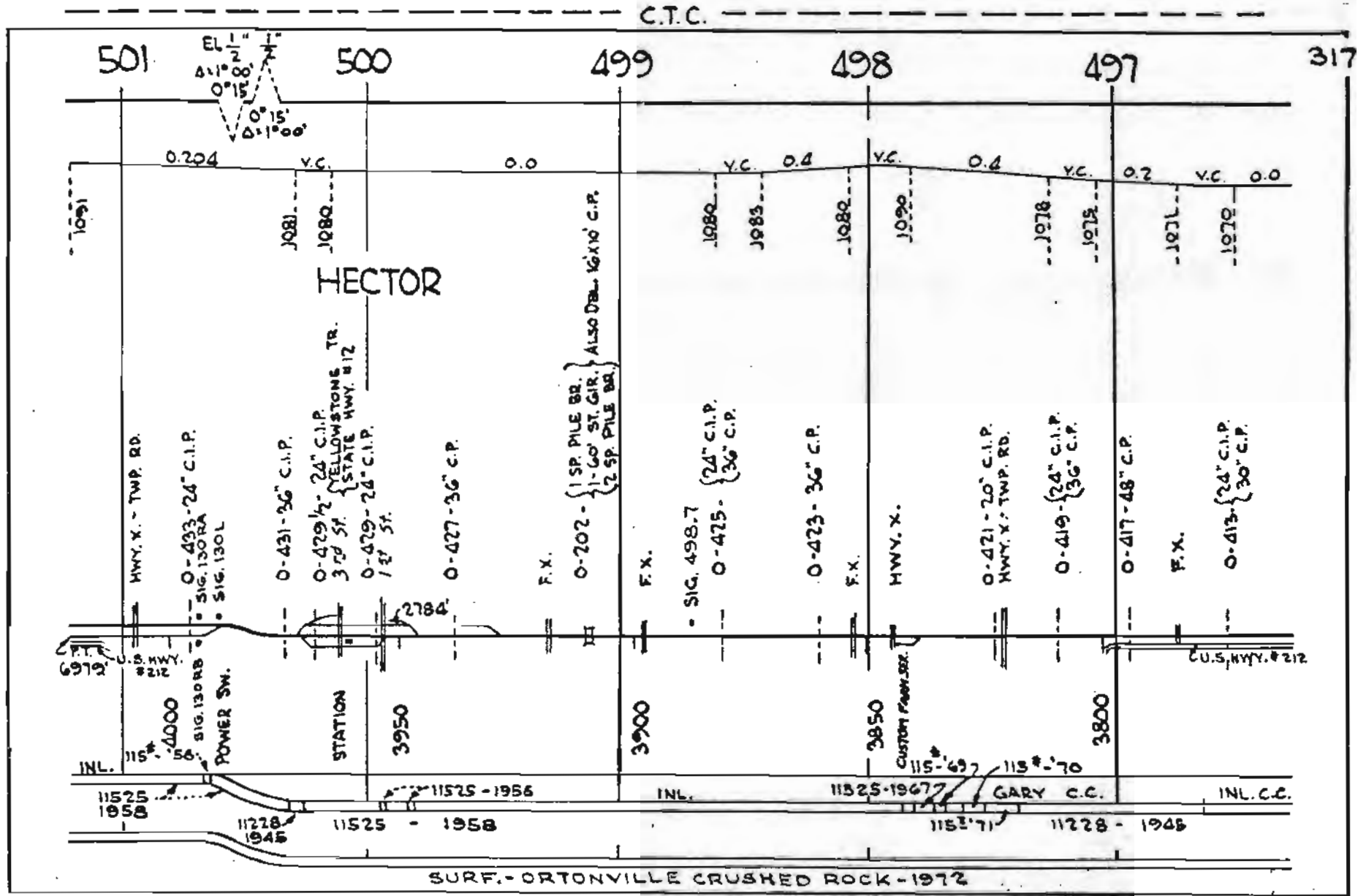


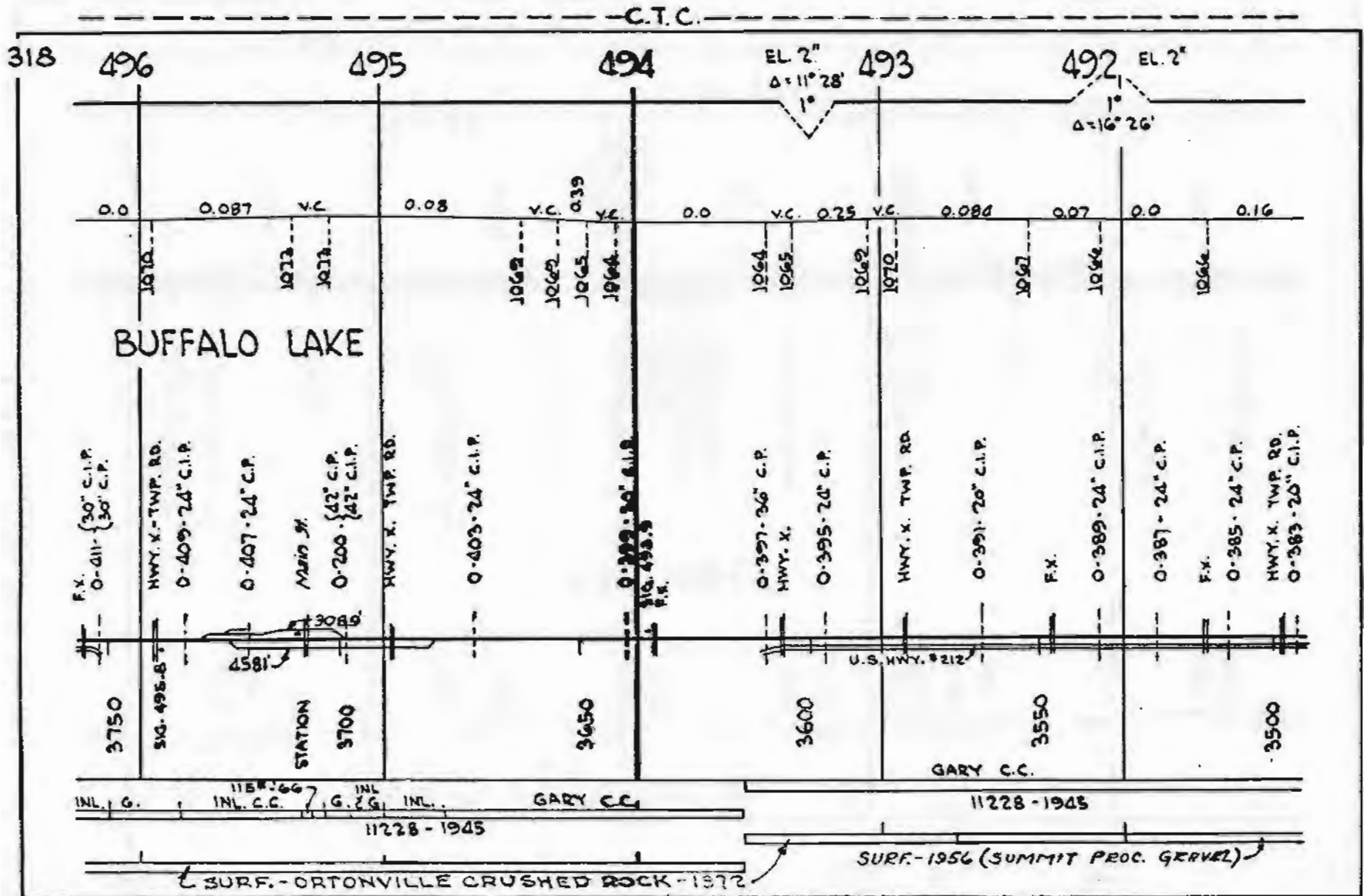




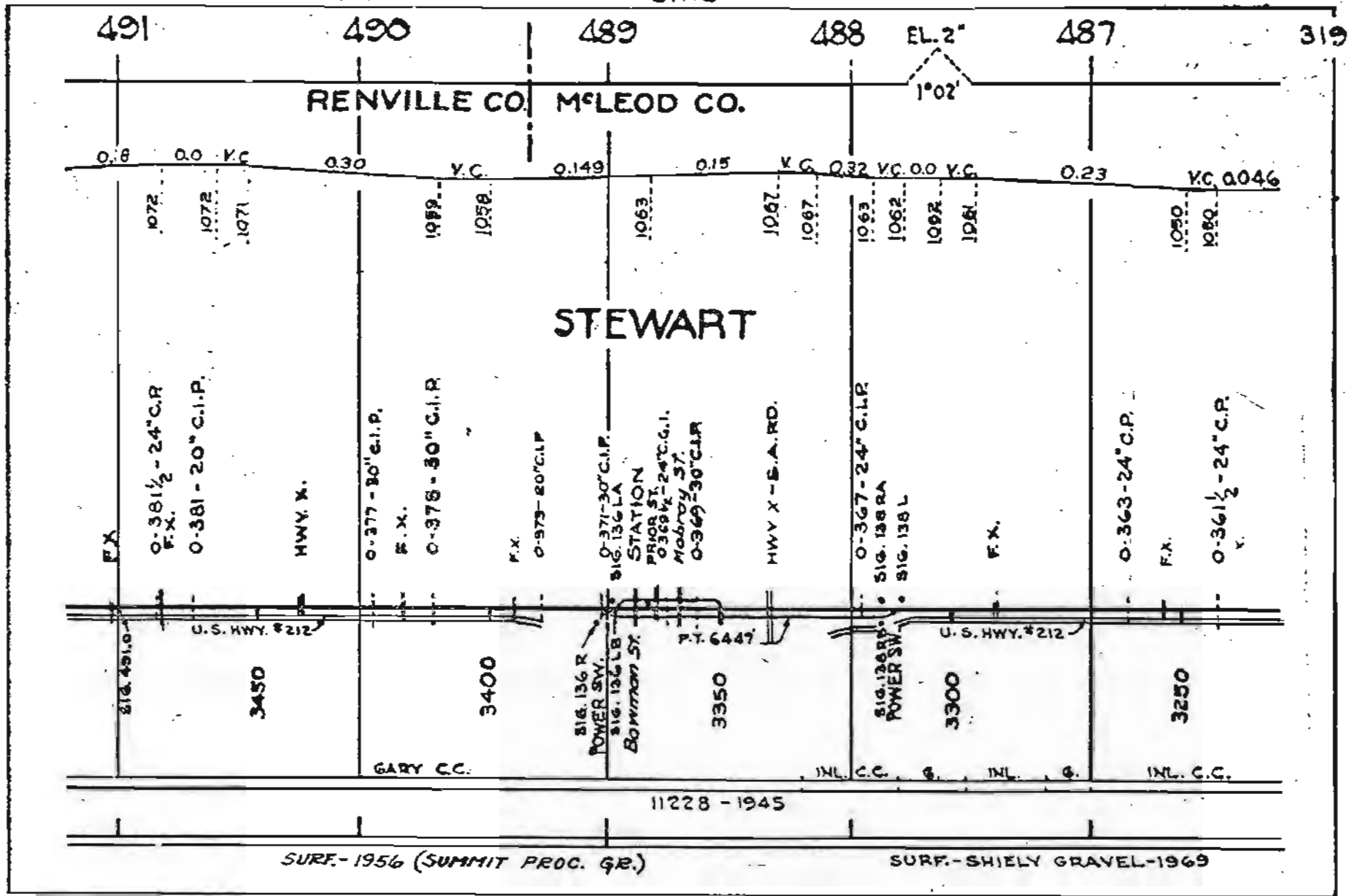


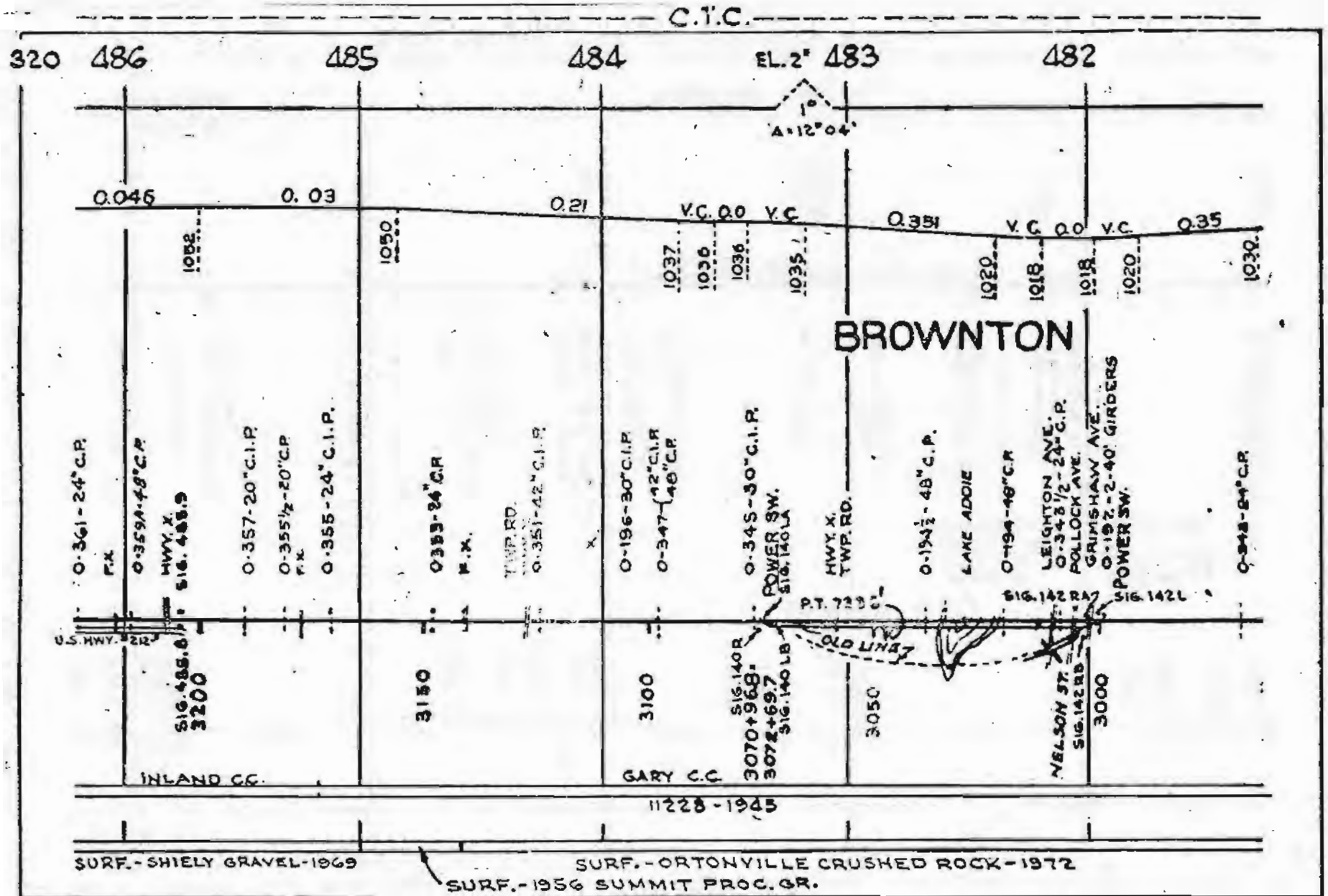




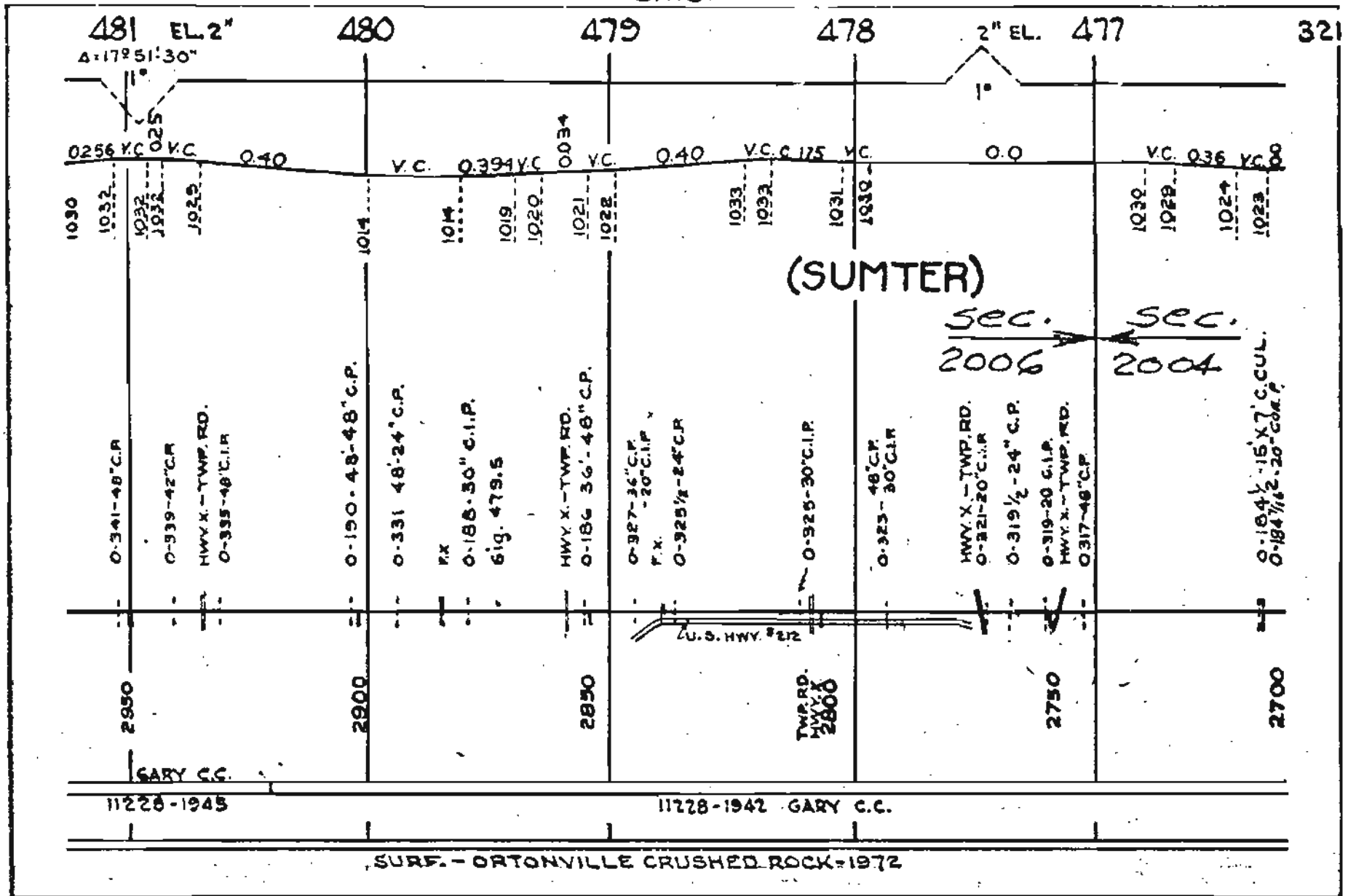


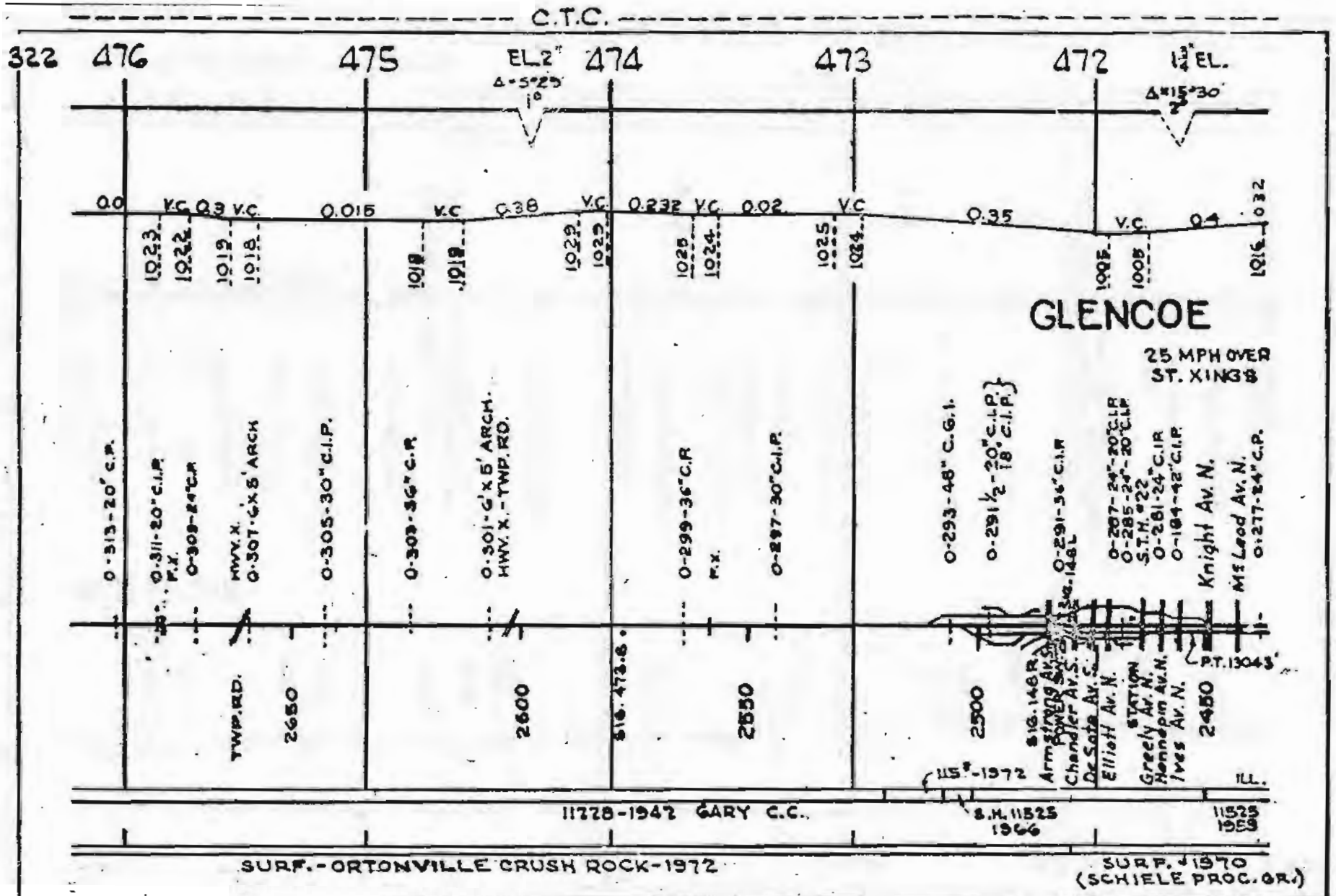
C.T.C.





C.T.C.

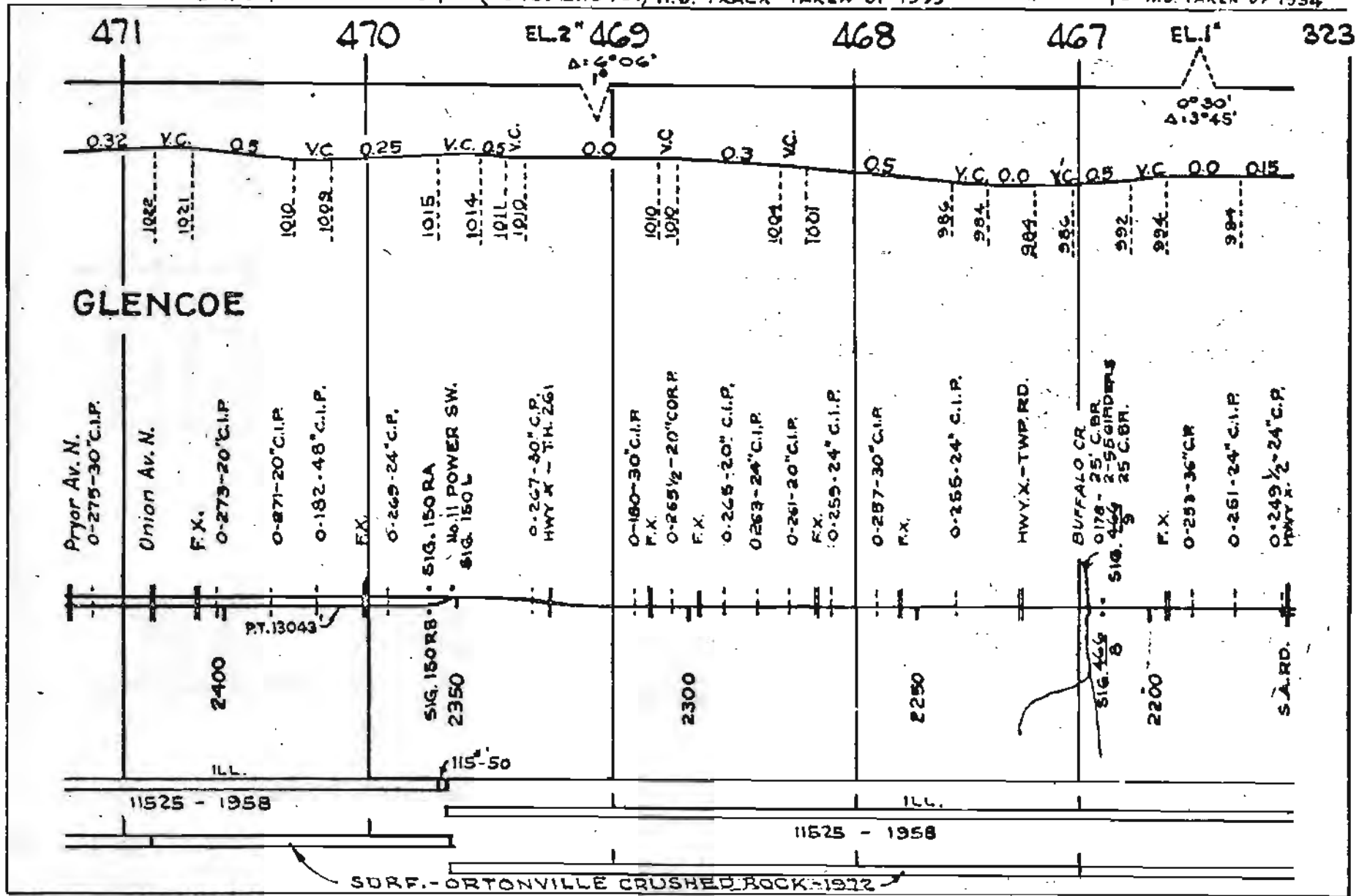


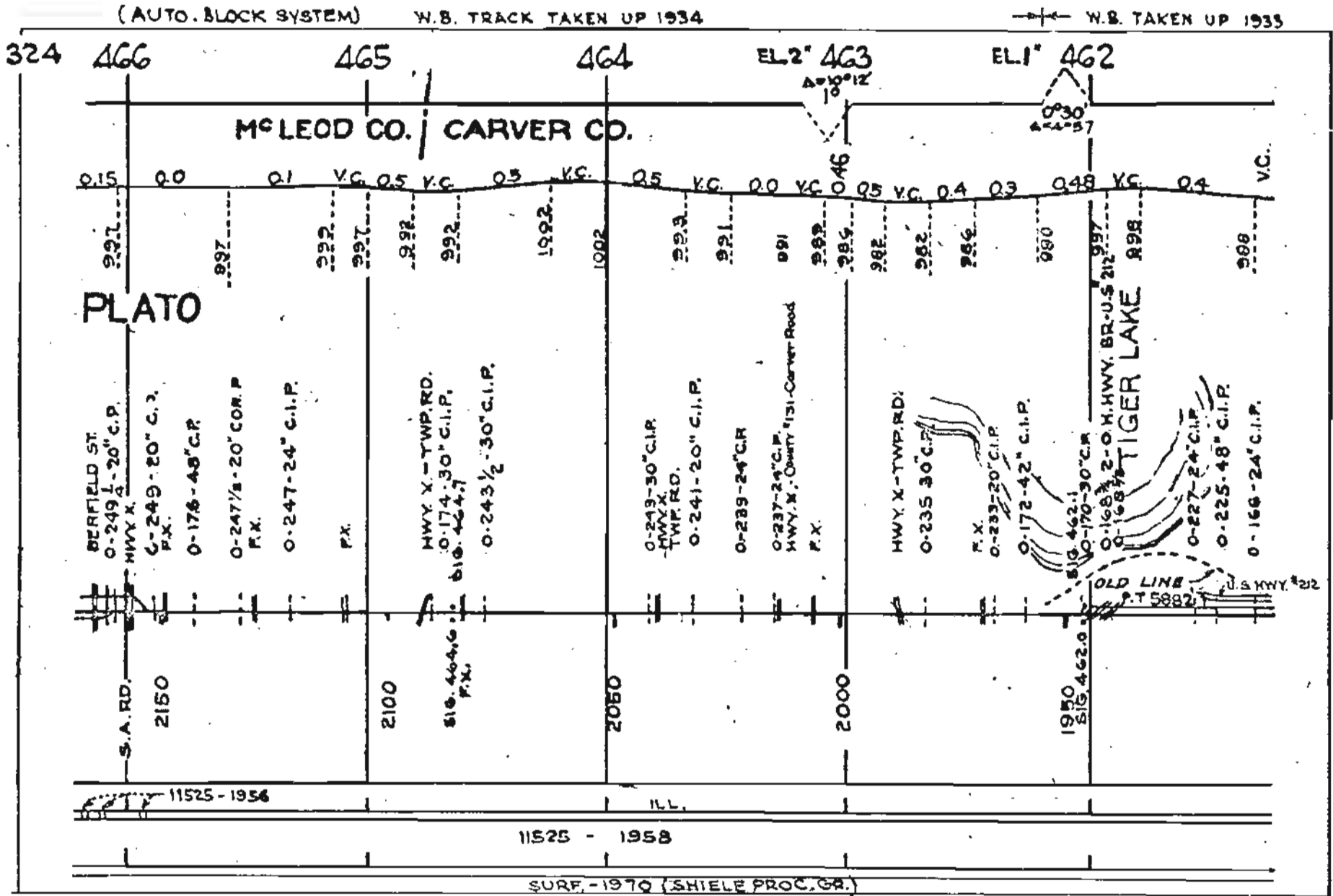


C.T.C.

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

W.B. TAKEN UP 1934

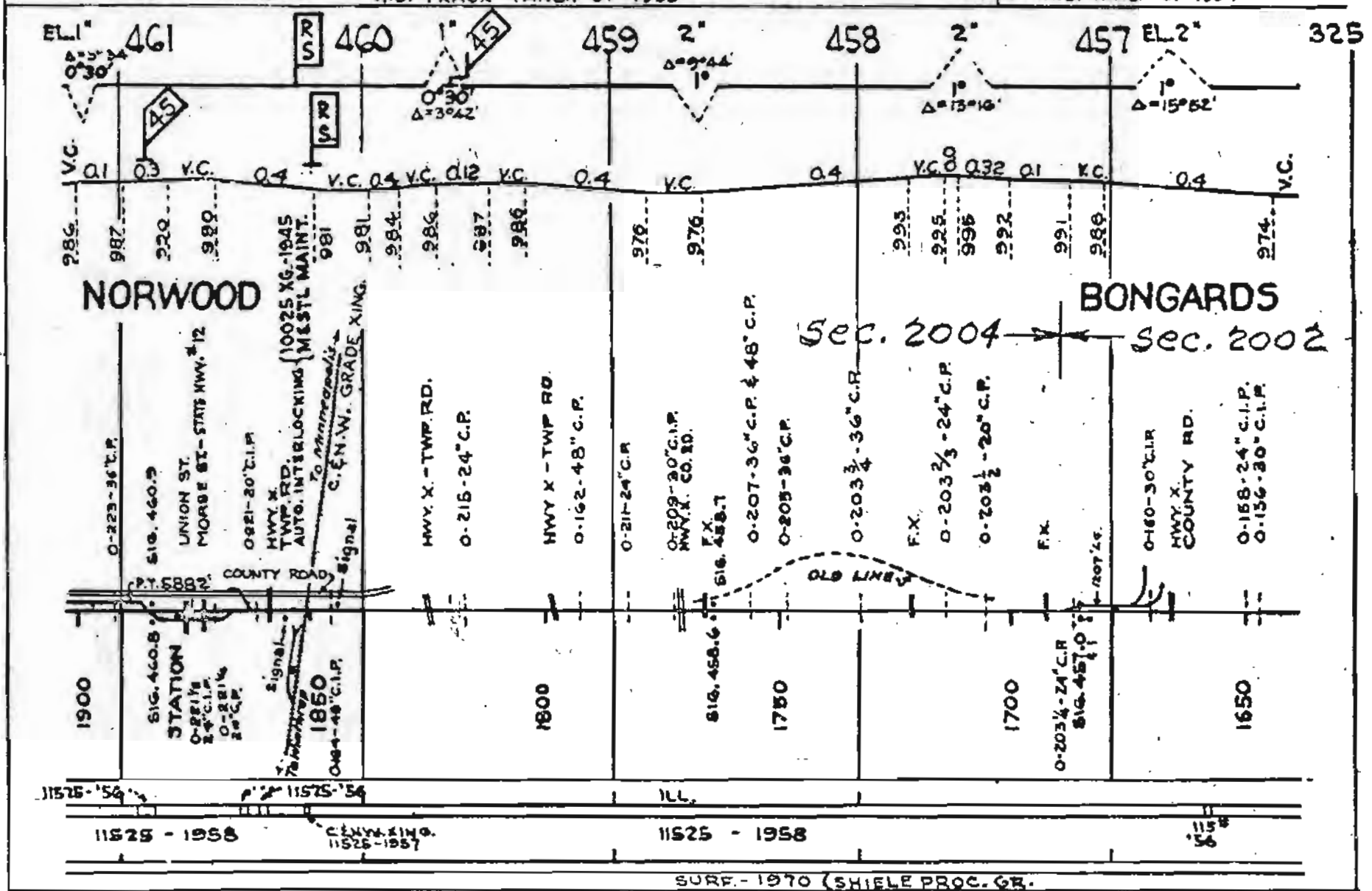


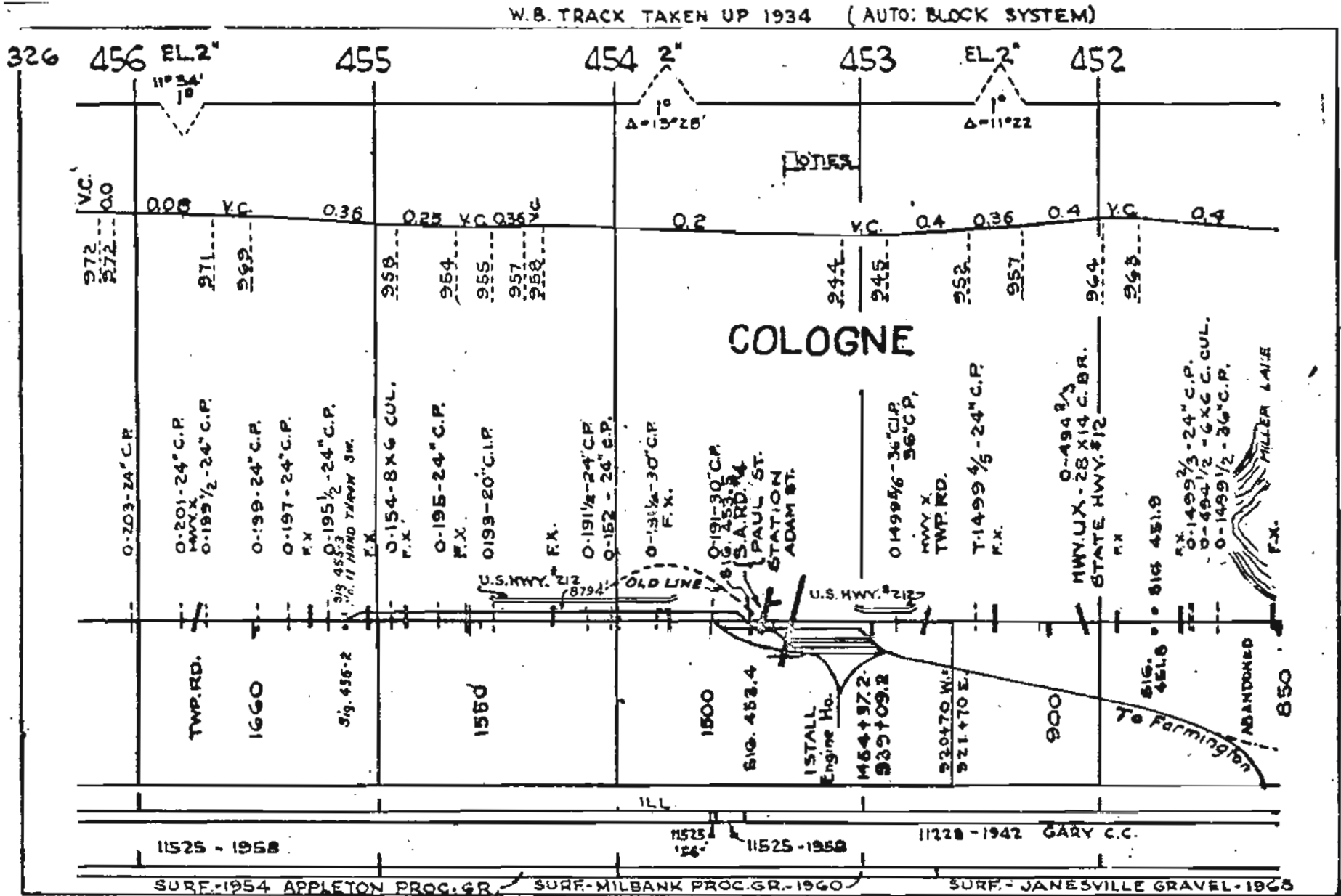


(AUTO. BLOCK SYSTEM)

W.B. TRACK TAKEN UP 1933

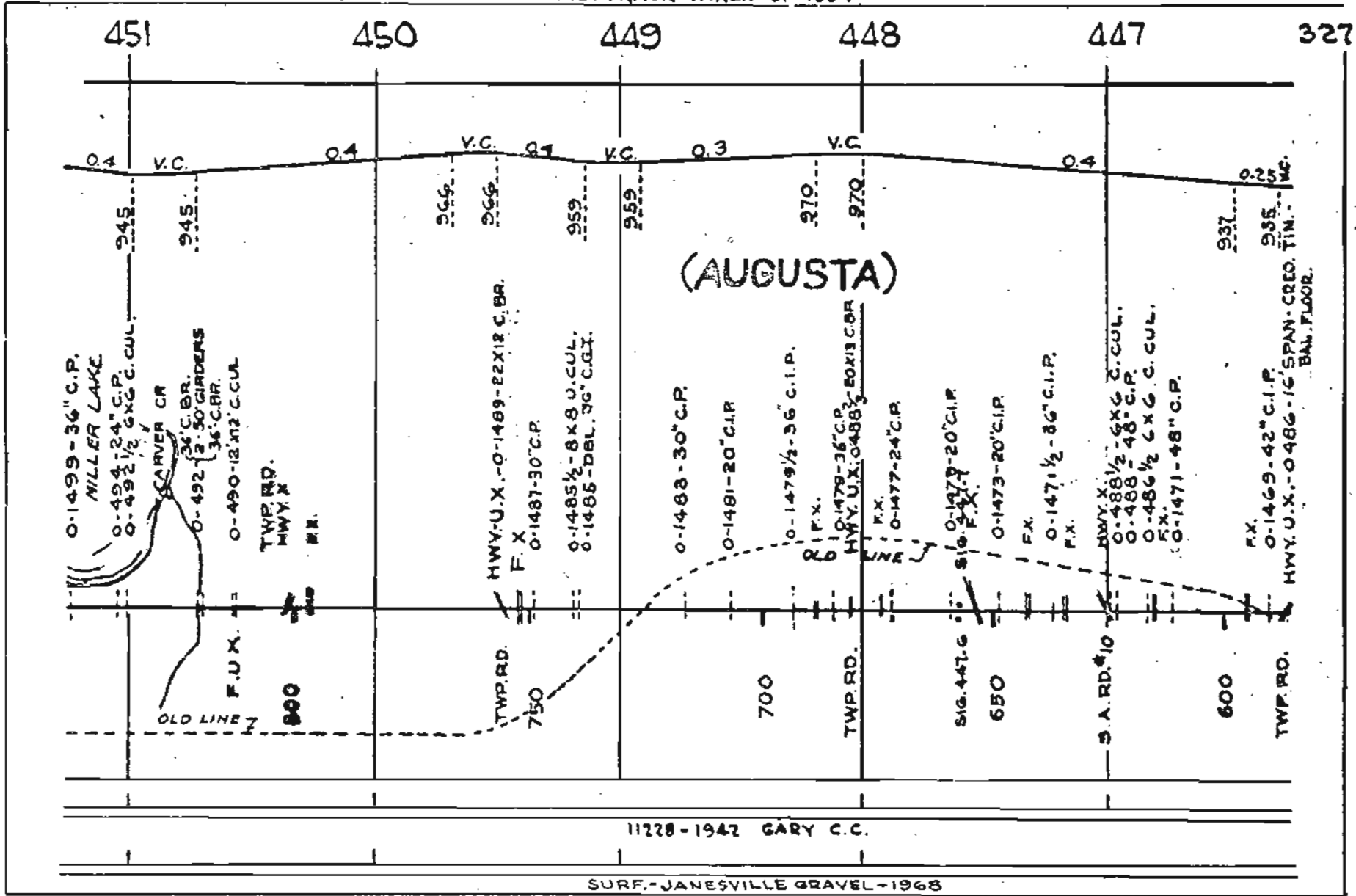
W.B. TAKEN UP 1934

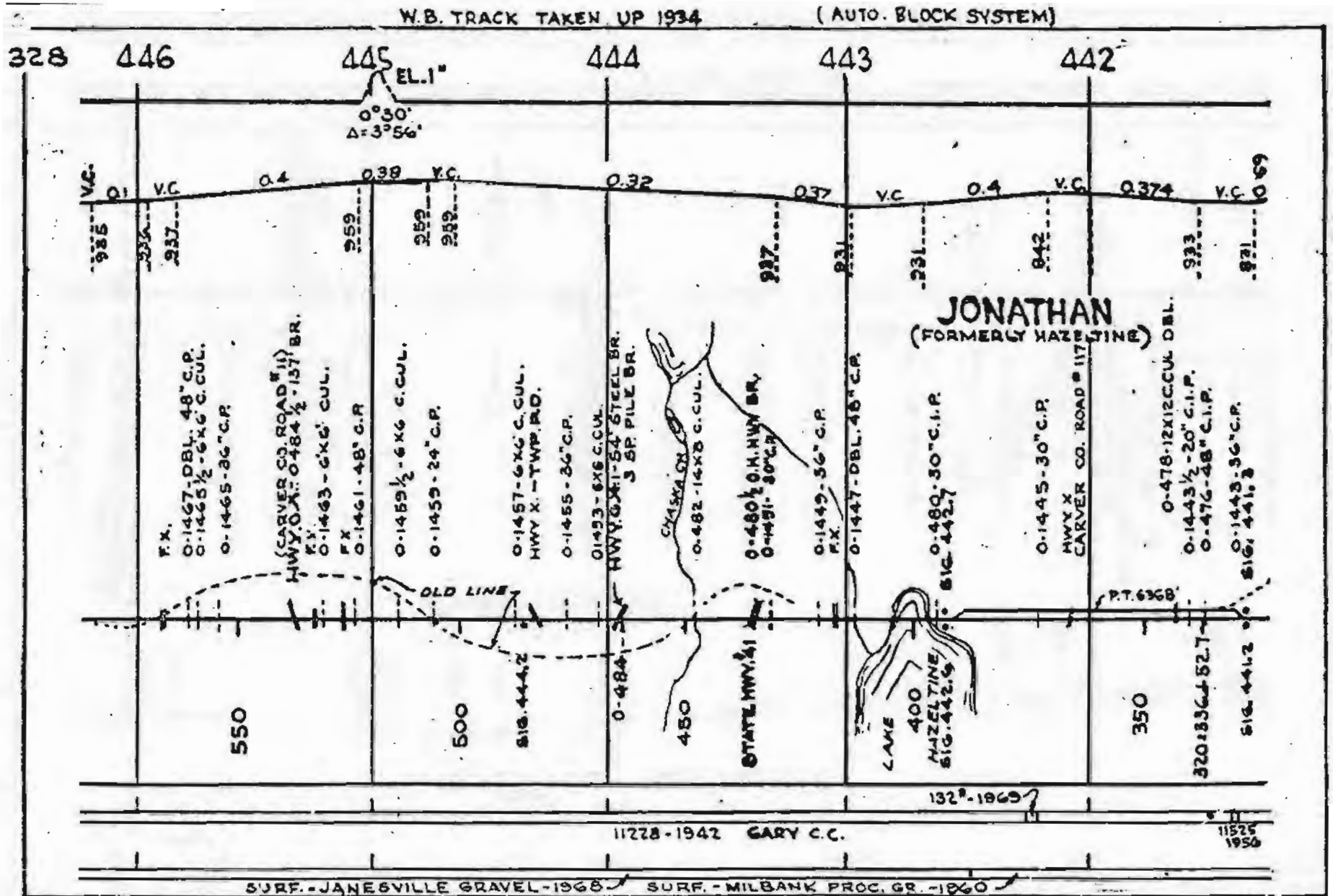




AUTO. BLOCK SYSTEM

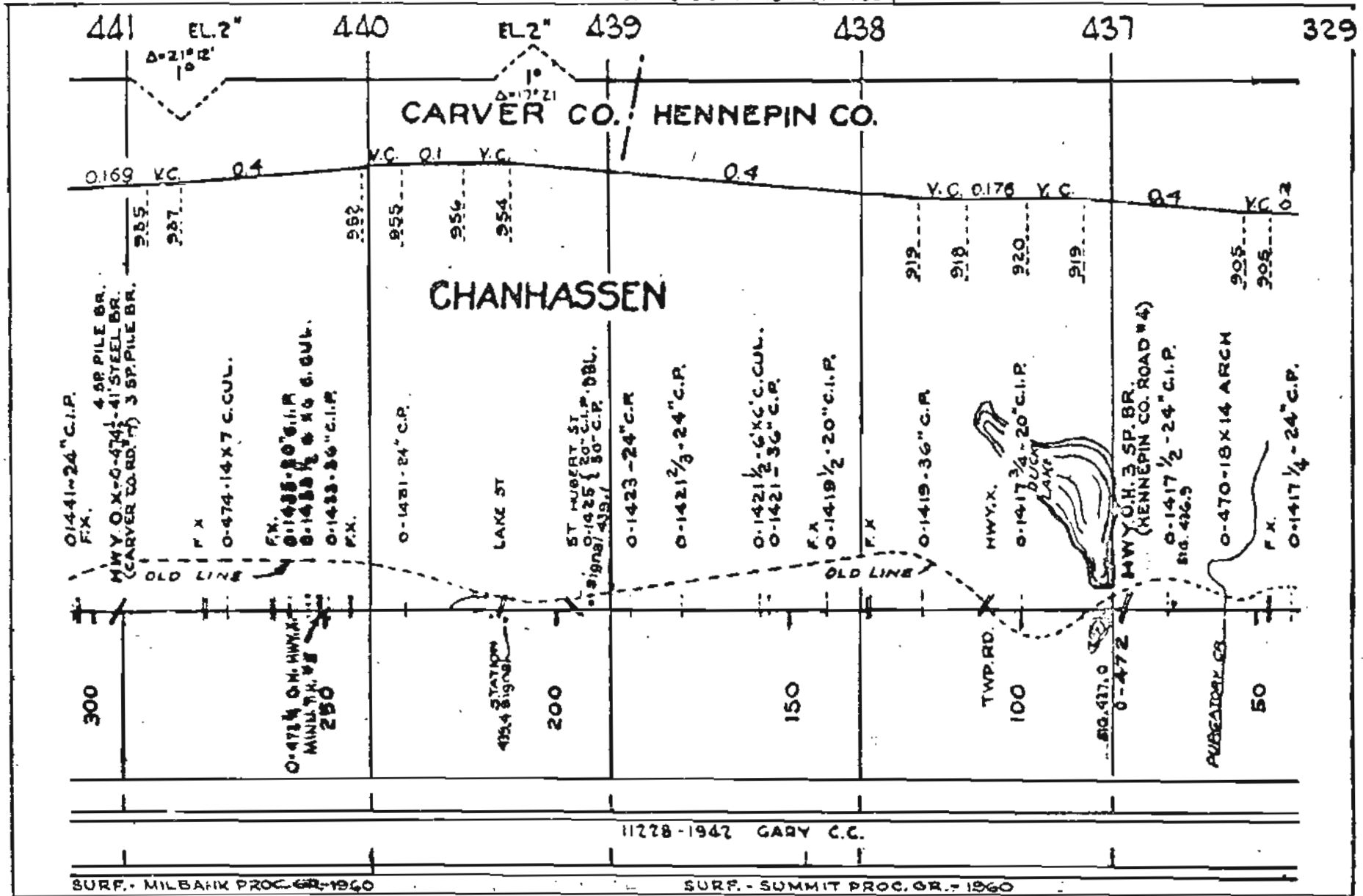
W.B. TRACK TAKEN UP 1934

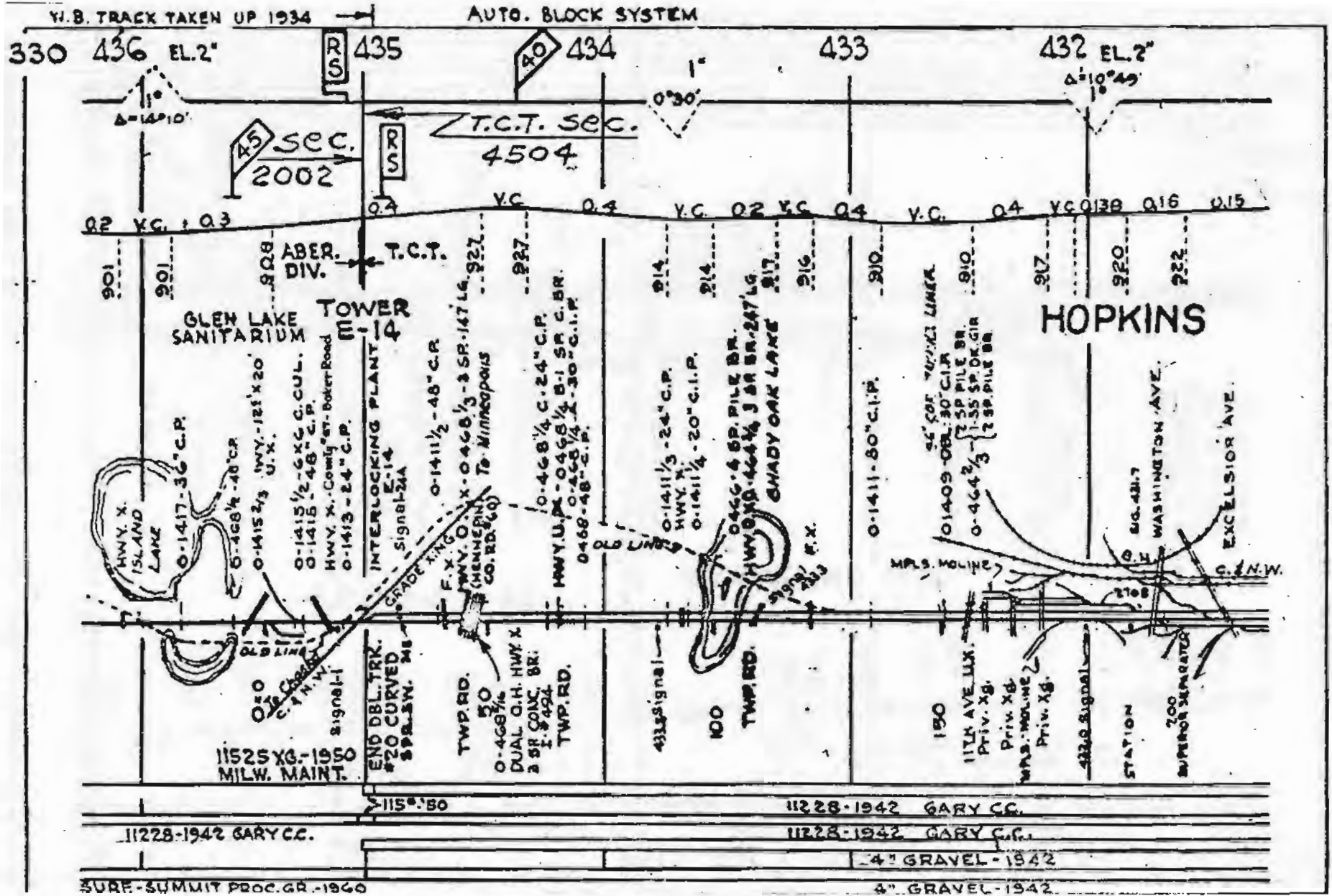




AUTO-BLOCK SYSTEM

W.B. TRACK TAKEN UP 1934





AUTO. BLOCK SYSTEM

