

C.M. ST.P.&P.R.R.  
**CONDENSED PROFILE**  
DAKOTA DIVISION

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

G. A. JONASSON

JAN. 1976

# EXPLANATIONS

Miles  
Alignment

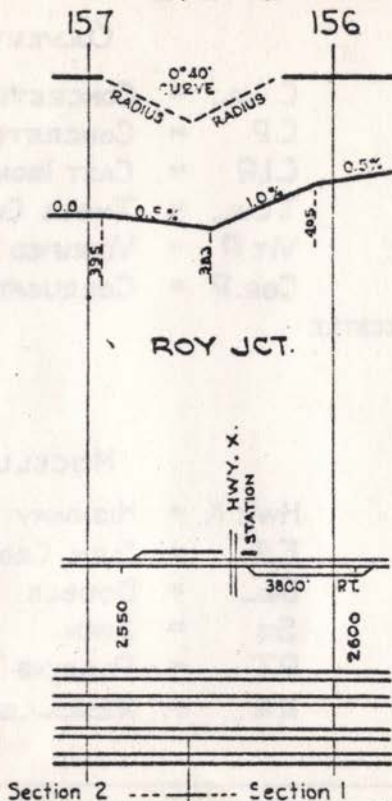
Grade Line

Track Diagram

Rail Charts

Ballast Charts

Section Limits



## SCALES

1" = 4000'

1" = 200'

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

Numbers on Grade Lines are % Gradients.

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

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

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

# ABBREVIATIONS

## BRIDGES

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

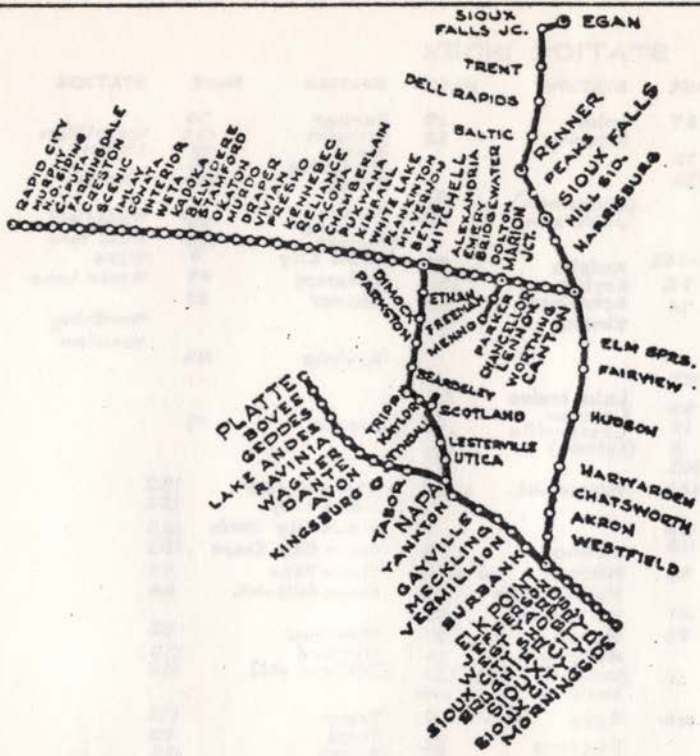
## CULVERTS

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

## MISCELLANEOUS

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

"A"



## STATION INDEX

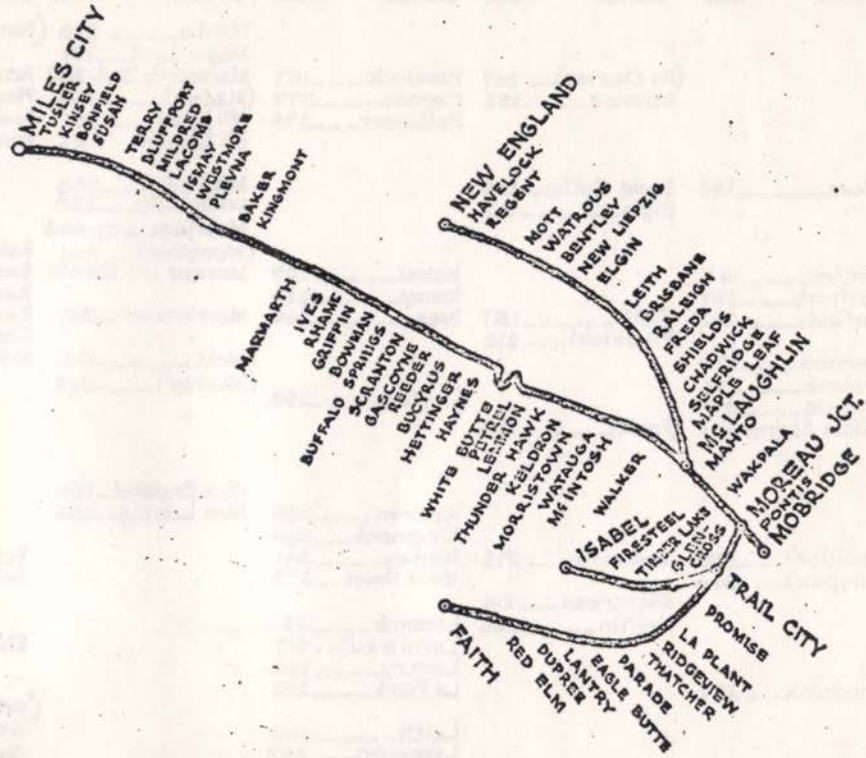
STATION	PAGE	STATION	PAGE	STATION	PAGE	STATION	PAGE	STATION	PAGE
Akron	104	Dell Rapids	87	Imley	19	Parker	76	Vermillion	145
Alexandria	68	Dolton	73	Interior	23	Parkston	130	Vivian	42
(Austin)	99	Draper	39	(Janousek)	123	Peaks	92	Wagner	113
Avon	118			Jefferson	150	Plankinton	61	Westfield	105
Baltic	88	Elk Point	106-148	Kadoka	28	Platte	108	West Yard	151
Beardsley	131	(Elm Springs)	98	Kaylor	133	Prasho	44	Weta	26
(Beloit)	97	Emery	70	Kennebec	46	Pukwana	54	White Lake	59
Belvidere	31			Kimball	36	(Plump)	136	Worthing	80
Betts	65					Rapid City	9	Yankton	140
Bovee	105					Reilance	48		
Bridgewater	72	Ethan	127			Renner	89		
(Brughier Br.)	132	Fairview	98	Lake Andes	112	Ravinis	114		
Burbank	147	Farmingdale	12	Lennox	78	Scenic	17		
(Burton)	67	Freeman	5	Lesterville	137				
(Calliope)	101	(Fullerville)	142	(Lyman)	48	Shore Acres	152		
Canton	82-97	Gayville	143	Marion Jct.	6-75	Sioux City	152		
Caputa	11	(Glen Ellen)	154			Sioux City Yards	153		
Chamberlain	52	Geddes	110	Menno	2	Sioux City Shops	153		
Chancellor	77	Harrisburg	94	Mitchell	66-125	Sioux Falls	92		
Chatsworth	103	Kawarden	101	Morningside	153	Sioux Falls Jct.	84		
Conata	21	(Hill Siding)	93	Mt. Vernon	63	Stamford	33		
Creston	14	H.O. Siding	11	Murdo	37	Scotland	133		
		Hudson	100	Murphy	10	(Scotland Jct)	135		
Dante	117			(McCook)	151				
Dimock	128			Neckling	144	Tabor	122		
				Napa	124-139	Trent	85		
				Oacoma	52	(Tripp)	132		
				Okaton	35	Tyndall	120		
						Utica	138		

## NOTE:

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

"A"

"B"









## STATION INDEX

STATION	PAGE	STATION	PAGE	STATION	PAGE	STATION	PAGE
Abercrombie	320	Fife	422	Mellette	265	Spain	292
Aberdeen	261 - 423	Fredrick	256	Milan	455	Spottswood	272
Alamo	410	Garden city	304	Millbank	312 - 447	Strasburg	233
Alpena	279	(Sage)	259	(Millard)	227	Summit	442
Andover	296 - 429 - 431	Gallup	266	Mina	421		
Appleton	453	Glenham	405	Mitchell	286	Tulare	271
Ashton	267	Graceville	332	Mobridge	402 - 404	Twin Brooks	445
Barnard	257	Greenway	239	Monango	251	Tyler	324
Bath	425	Gretna	413	Montevideo	458		
Beebe	416	Groton	427			Virgil	277
Bonilla	273	Hague	236	Newark	289		
Bowdle	412	Hickson	316	Norbeck	226	Wahpeton	322
Bradley	302	Hillsview	243	N. Watson	457	Warner	263
Brampton	288	Holmquist	436	Odessa	450	Waubay	440
Bristol	298 - 435	Hosmer	244	Orient	236	Webster	437
Britton	291	Ipswich	418	Ortley	441	Wessington Springs	183
Butler	299	Jackson	441	Ortonville	336 - 449	Westport	258
Christine	318	James	4			Wheaton	329
Clinton	334	Java Jct.	409	peever	307	White Rock	327
Corona	310			Pierpont	295	Wild Rice	315
Correll	452	Lane	184	(Potts)	249	Wilmot	309
Craven	419	Langford	294			Winship	254
Cuthbert	282	Letcher	284	Redfield	269	Wolsey	276
(Duane)	252	Lily	300	Roscoe	222 - 246 - 415	Woonsocket	186 - 281
Dumont	330	Linton	231				
Duxbury	264	Lithia	317	Selby	408	Zeeland	237
Edgeley	248	Loomis	285	Sisseton	305		
Ellendale	253	Loyalton	225	Sitka	406		
Eureka	241	Madra	239				
Fairmount	325	Marvin	444				
Fargo	313						
Faulkton	229						

## NOTE:

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

30 29 28 27 26 25

M.P.  
29.73

HUTCHINSON  
BON HOMME CO.

LINE TAKEN UP JUNE & JULY 1938

1203  
0.5  
0.25

HWY. X - COUNTY RD.

R-1706 - 24" C.I.P.

R-1704 - 1 SP. PILE BR.

HWY X. - TWP. RD.

1550

R-1591 - 1 SP. PILE BR.

R-1702 2 SP. PILE BR.

R-1700 2 SP. PILE BR.

R-1698 1 SP. PILE BR.

R-1696 3 SP. PILE BR.

FX.

1500

1252

R-1692 4 SP. PILE BR.

R-1690 5 SP. PILE BR.

R-1688 4 SP. PILE BR.

HWY X. - TWP. RD.

R-1686 6 SP. PILE BR.

1450

HWY X. - TWP. RD.

1177

R-1682 32 SP. PILE BR.

1 SP. PILE BR.

R-1680 15 SP. ST. BR.

HWY X 5 SP. PILE BR.

CO. RD. X.  
FX.

1400

USCAN

R-1678 5 SP. PILE BR.

1350

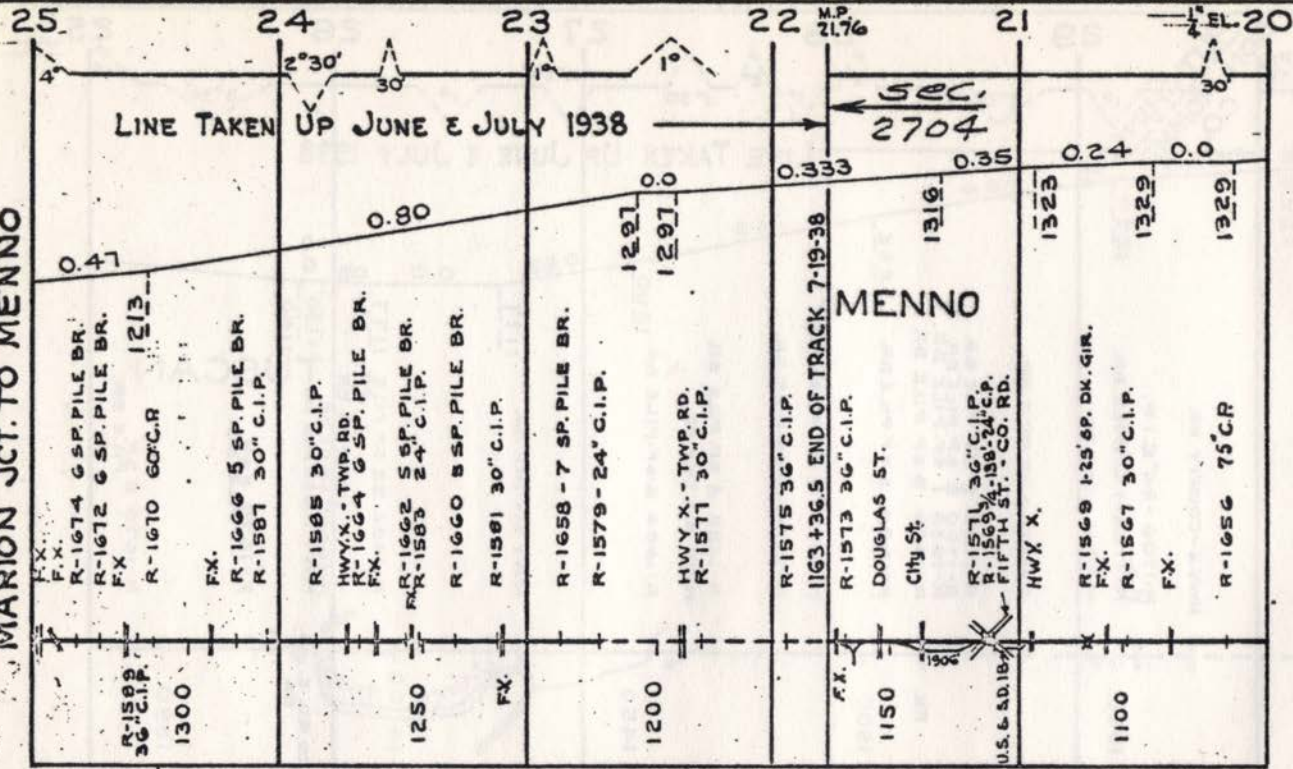
R-1676 5 SP. PILE BR.

S. 56° - 1898

SAW. 60# 1896

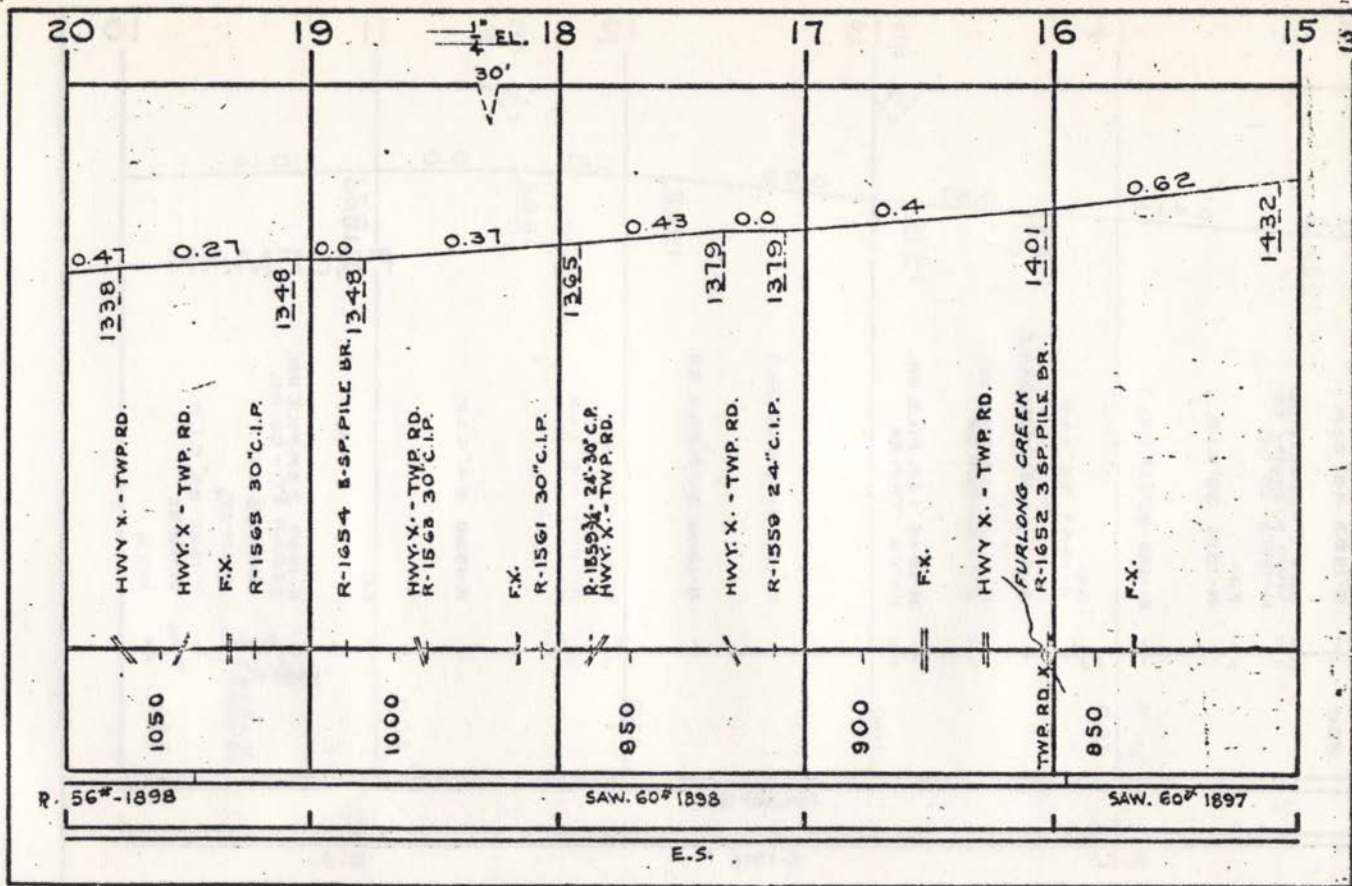
E. S.

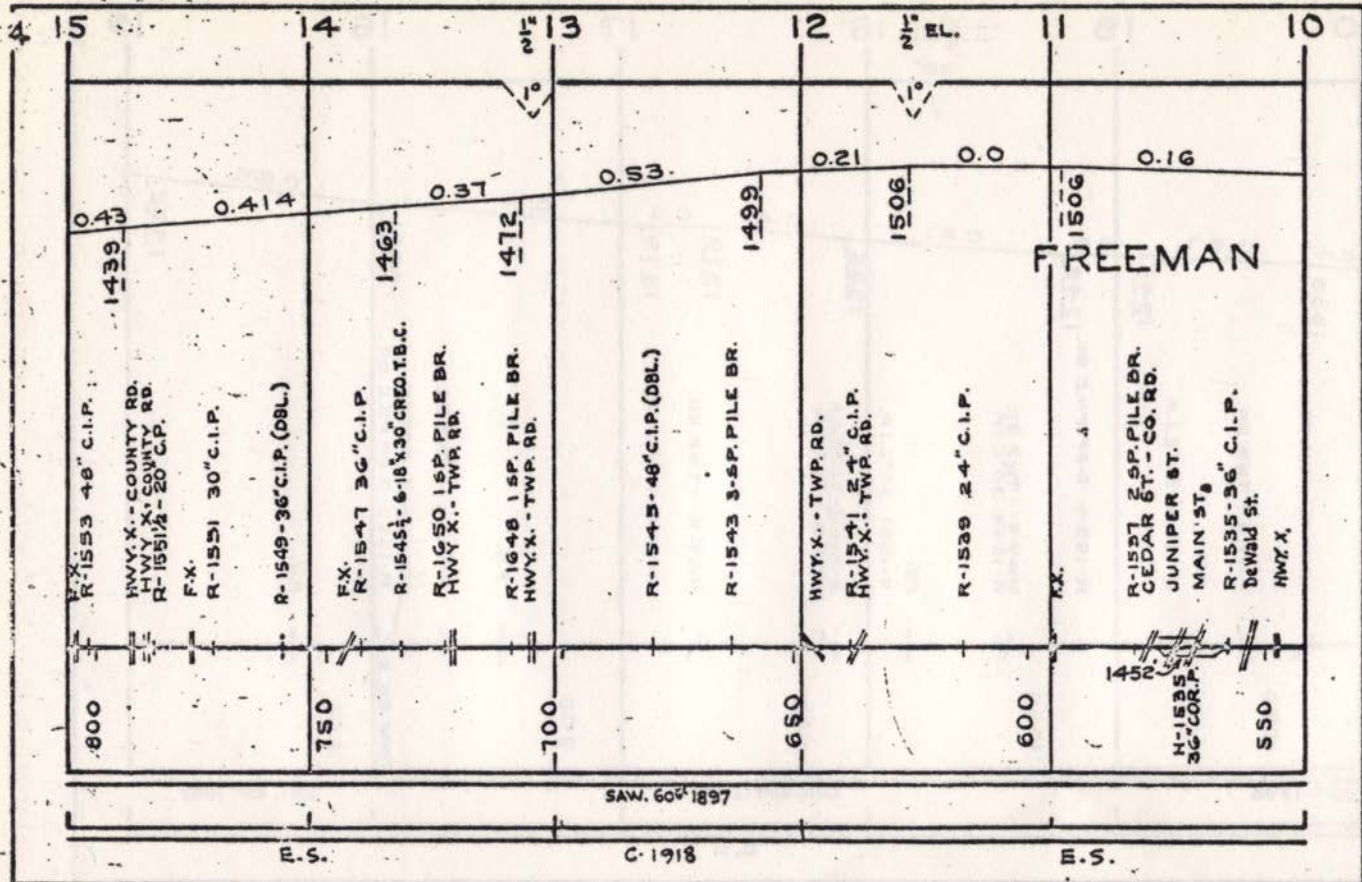
MARION JCT. TO MENNO



S. U. R. # 1898

P. S.





R-1553 48" C.I.P.  
 HWY. X. - COUNTY RD.  
 HWY. X. - COUNTY RD.  
 R-1551 1/2 - 20" C.I.P.  
 F.X.  
 R-1551 30" C.I.P.

R-1549 - 36" C.I.P. (DBL.)

F.X.  
 R-1547 36" C.I.P.  
 R-1545 1/2 - 6-18x30" CREO. T.B.C.  
 R-1650 1 1/2" PILE BR.  
 HWY. X. - TWP. RD.

R-1648 1 1/2" PILE BR.  
 HWY. X. - TWP. RD.

R-1543 - 48" C.I.P. (DBL.)

R-1543 3-5P. PILE BR.

HWY. X. - TWP. RD.  
 R-1541 24" C.I.P.  
 HWY. X. - TWP. RD.

R-1539 24" C.I.P.

F.X.  
 R-1537 2 1/2" PILE BR.  
 CEDAR ST. - CO. RD.  
 JUNIPER ST.  
 MAIN ST.  
 R-1535 - 36" C.I.P.  
 DeWald St.  
 HWY. X.

FREEMAN

SAW. 60x1897

E.S.

C. 1918

E.S.

10

9

8

7

6

5

5

HUTCHINSON CO. TURNER CO.

HWY. X. - COUNTY RD. R-1640 2 SP. PILE BR.	0.16	1494
HWY. X. - U.S. & S.D. 81 R-1533 3/4 - 20" C.P. R-1535 1/2 - 20" C.P.		
500		
R-1533 4-2" C.I.P.	0.2	
HWY. X. - CO. RD. R-1644 - 2 SP. PILE BR.		
450		
HWY. X. - TWP. RD. R-1531 - 42" C.I.P.		1474
FX.	0.0	1474
400	0.16	1471
R-1529 - 24" C.I.P. HWY. X. - TWP. RD.		
R-1642 - 2 SP. PILE BR.		
FX.	0.25	
R-1527 36" C.I.P.		1463
R-1525 - 30" C.I.P.	0.0	1463
FX.	0.0	
350		
R-1523 24" C.I.P. HWY. X. - TWP. RD.		
HWY. X. - TWP. RD.		1460
FX.	0.13	1457
R-1640 2-SP. PILE BR.	0.315	
FX.	0.0	
300	0.0	1457
R-1521 30" C.I.P.		

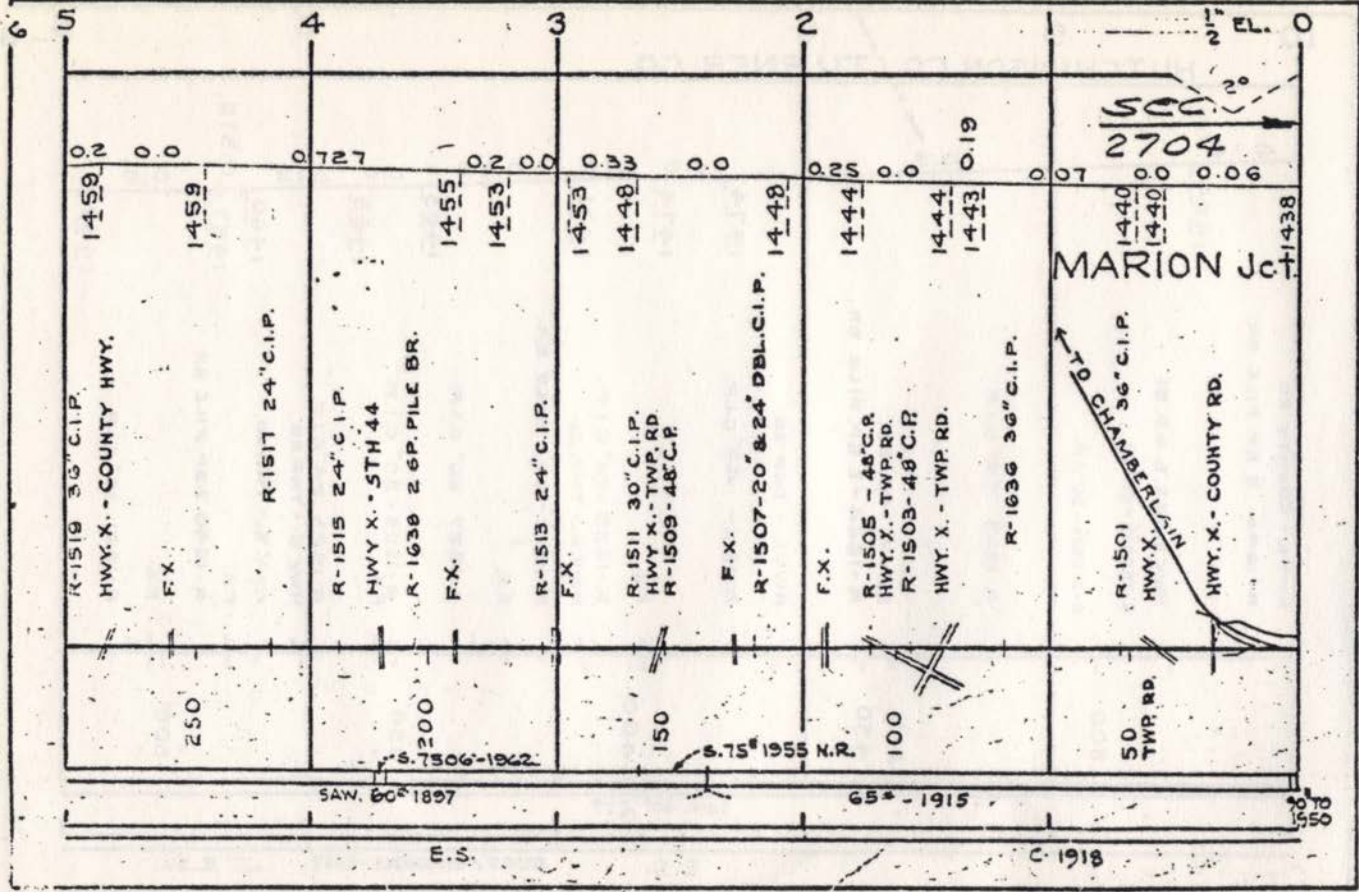
SAK. 602 237

E.S.

SURF. CINDERS-1967

E.S.

MARION JCT. TO MENNO.



SAV. 60° 1897

65° - 1915

TO  
1550

E.S.

C. 1918

MARION Jct.

SEC. 2  
2704  
0.00 0.06

← TO CHAMBERLAIN  
R-1501 HWY. X.  
HWY. X. - COUNTY RD.

50  
TWP. RD.

250

200

150

100

1458  
0.02

1459  
0.00

0.727

1455  
0.02

1453  
0.00

1453  
0.33

1448  
0.00

1448  
0.25

1444  
0.00

1444  
0.19

1443  
0.07

1438

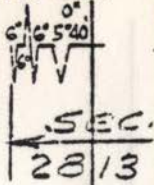
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RAPID CITY  
WATERWORKS



CANTON TO RAPID CITY

EL. 0'00" 66.7



RAPID CITY  
WATER-DIESEL FUEL

To Deadwood

C. & N.W.R.

W-787-24" C.P.

W-795-24" C.I.P.

W-793-24" C.P.

STATION

W-791-24" C.I.P.

W-789-24" C.I.P.

8<sup>th</sup> St.

7<sup>th</sup> St.

6<sup>th</sup> St.

5<sup>th</sup> St.

65# 1906

9.75# 1961

W-787-24" C.I.P.

65# 1906

10035 XG-1939  
CENW MAINT.

S&NW GR. XING

2020 XG.  
MILW. MAINT.  
C. & N. W. GRADE X

To Pierre

# RAPID CITY

S. CUL.

0' EL.

3217 0.5  
3215  
3200

W-785 - 2' G x 3'  
W-515 - 6" SP PILE BR.  
East Blvd.  
W-785 - 20" C.I.P.  
Maple Ave.

W-318-A - 5" SP PILE BR.  
W-318-B - 5" SP PILE BR.  
W-318-C - 7 1/2" C.I.P. SP.  
W-318-D - 5" SP. PILE BR.

Brennan St.  
La Crosse St.  
W-781 - 20" C.I.P.

W-779 1/2 - 48" C.P.  
Cambell Ave.

W-775 1/2 - 24" C.P.  
W-770 1/2 - 36" C.P.

CAL GAS

GREEK DRIVE  
W-318 - 48" C.P. DBL.  
W-314 - 48" C.P. DBL.

W-775 - 20" C.I.P.  
W-773 - 20" C.I.P.

TEXACO TRK.

RUSHMORE TRK

VALLEY DRIVE  
W-771 - 16" C.I.P.

150

PATRICK ST.

W-312 1/2 - 0" H. KING.  
(1-30 X 2 class)  
W-767 - 36" C.P.  
W-763 - 18" COR. I.P.

FX.

FX.

W-761 - 24" C.P.  
PIONEER ST.  
W-759 - 20" C.I.P.

200

JOLLY DRIVE

W-757 - 1 1/2" C.I.P.  
W-765 - 19" PILE BR.

HWY. X - TWP. RD.

PVT. X.

W-753 - DBL 48" CONC. R

250

W-751 - 30" C.I.P.

FX.

659

658

657

656

655

2186

2180

2178

2178

2177

0.63

3150

3140

3124

3103

3101

3107

3106

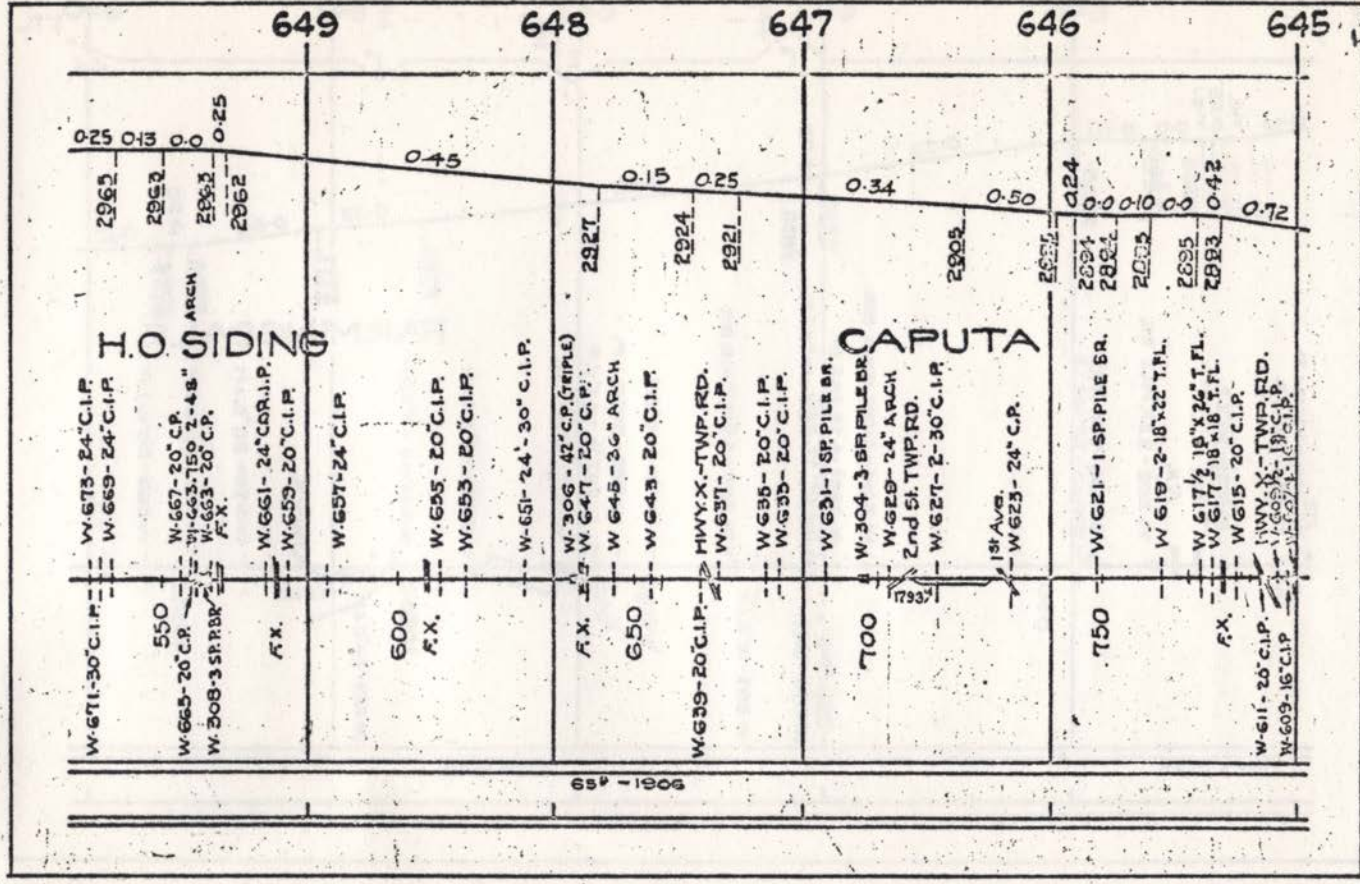
3105

3091

3084

3080





644 643 642 641 640

072 V.C. 0.25 V.C. 0.0 0.20  
2866 2866  
2868

W. 607 - 16" C.I.P.  
W. 605 - 20" C.P.

W. 603 1/2 - 30" C.P.  
F.X.  
F.X.

W. 302 - 3 SP. PILE BR.

HWY. X. - TWP. RD.  
W. 602 - 30" COR. I.P.

850

W. 300 - 4-SP. PILE BR.

W. 298 1/2 - 4 SP. PILE BR.

HWY. X. - W. 597 - 16" C.I.P.

W. 298 - 4-SP. PILE BR.

W. 591 - 48" C.P.

W. 589 - 30" C.I.P.

W. 587 1/2 - 24" C.P.

W. 587 1/2 - 18x18" T.F.L.

W. 587 - 30" COR. I.P.

W. 583.125 60" C.W.

HWY. X.

W. 575 - 20" C.I.P.

W. 571 - 20" C.I.P.

W. 569 - 20" C.I.P.

F.X.

0.75

0.72

0.59

0.33

0.60

0.38

0.12

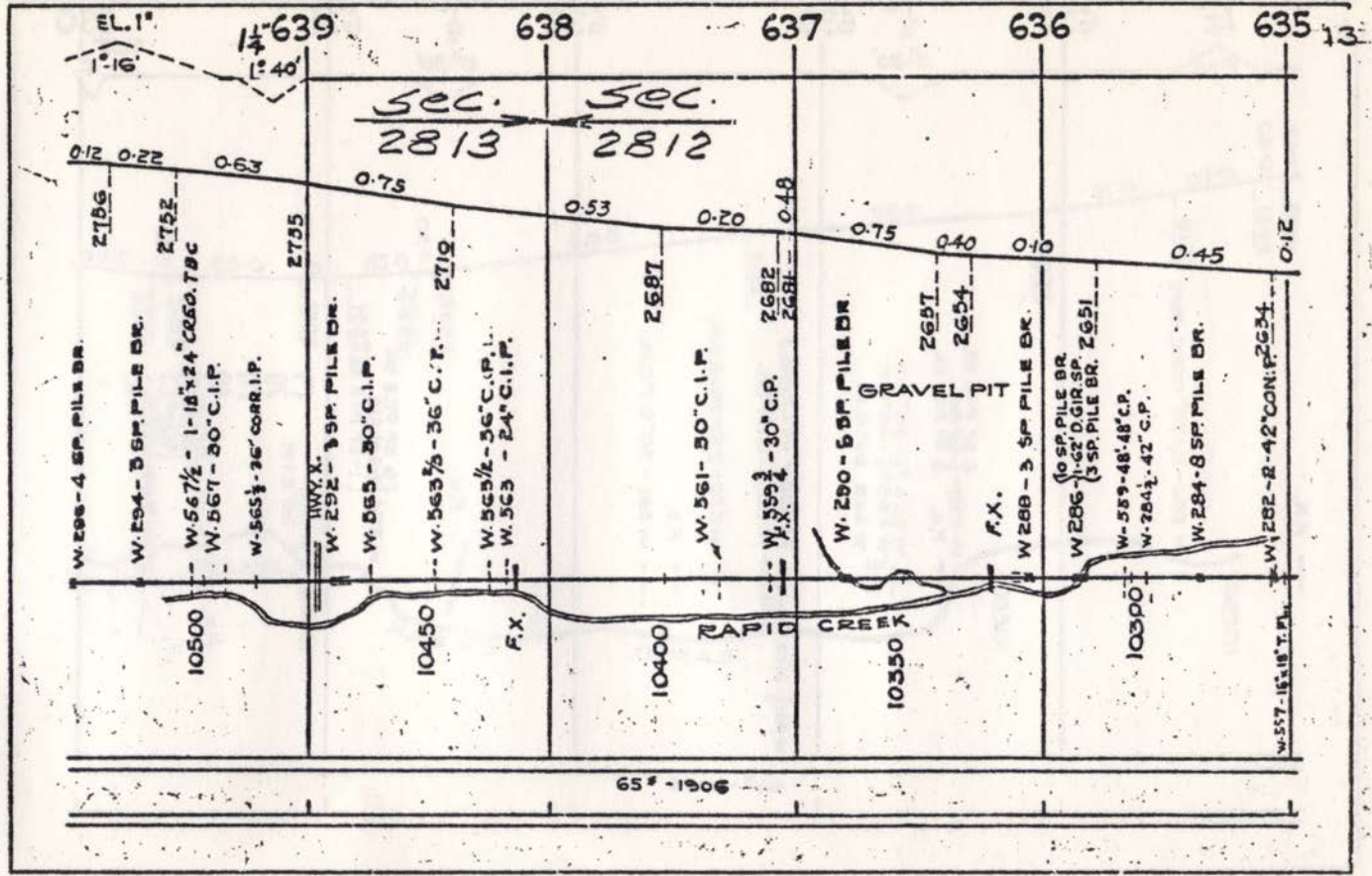
FARMINGDAL

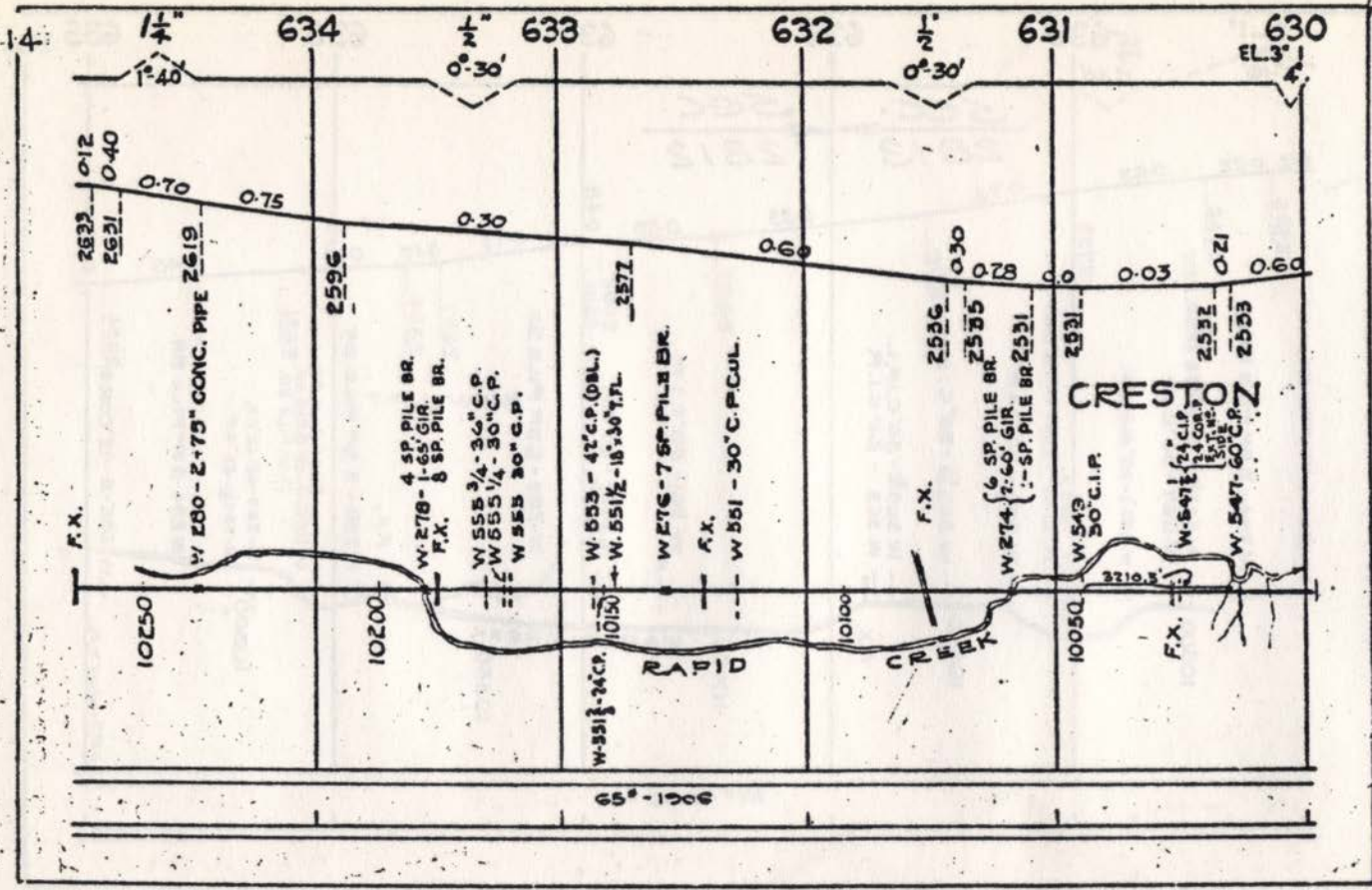
850 - 190

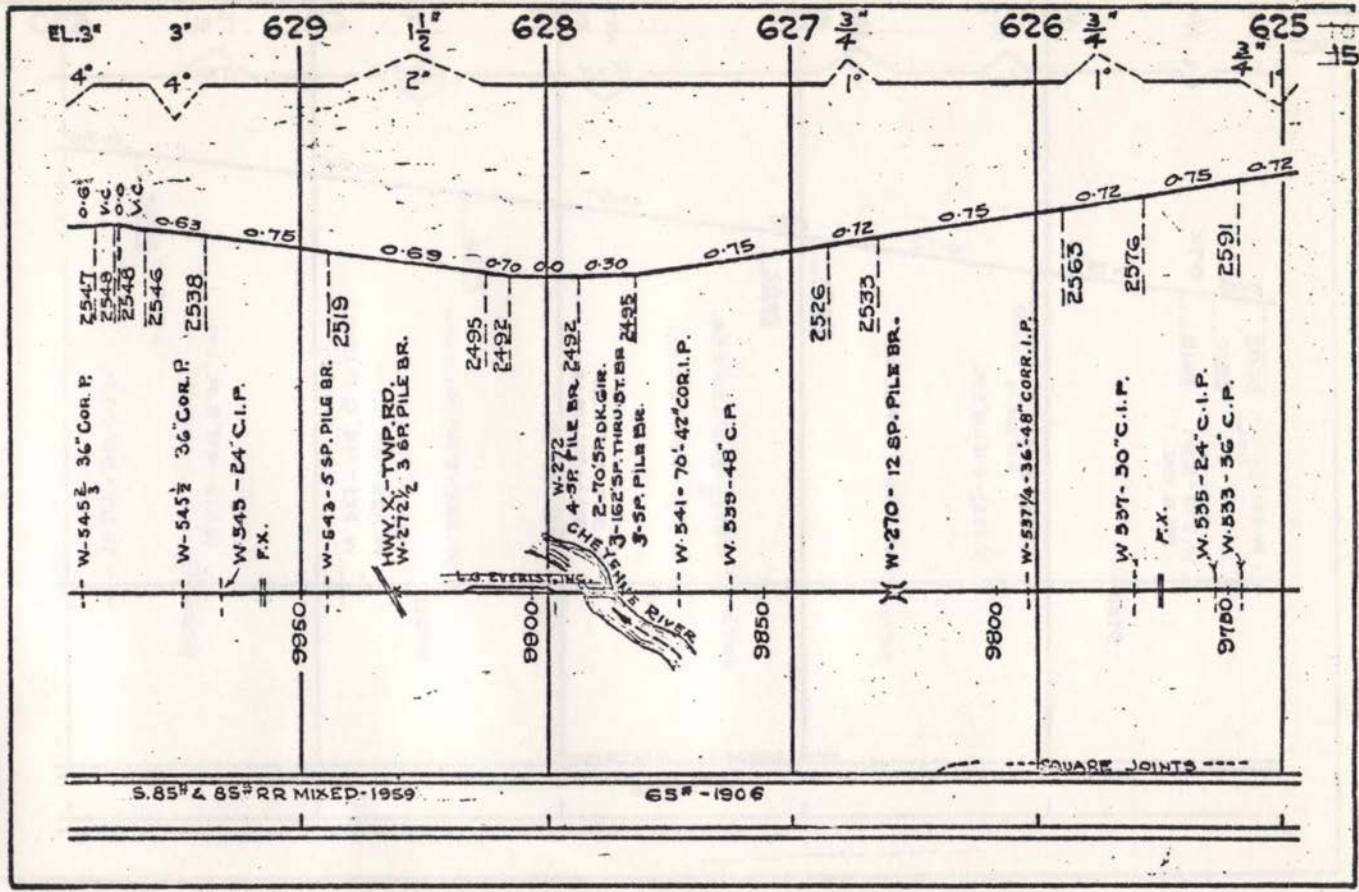
850 - 190

12.16

1" EL



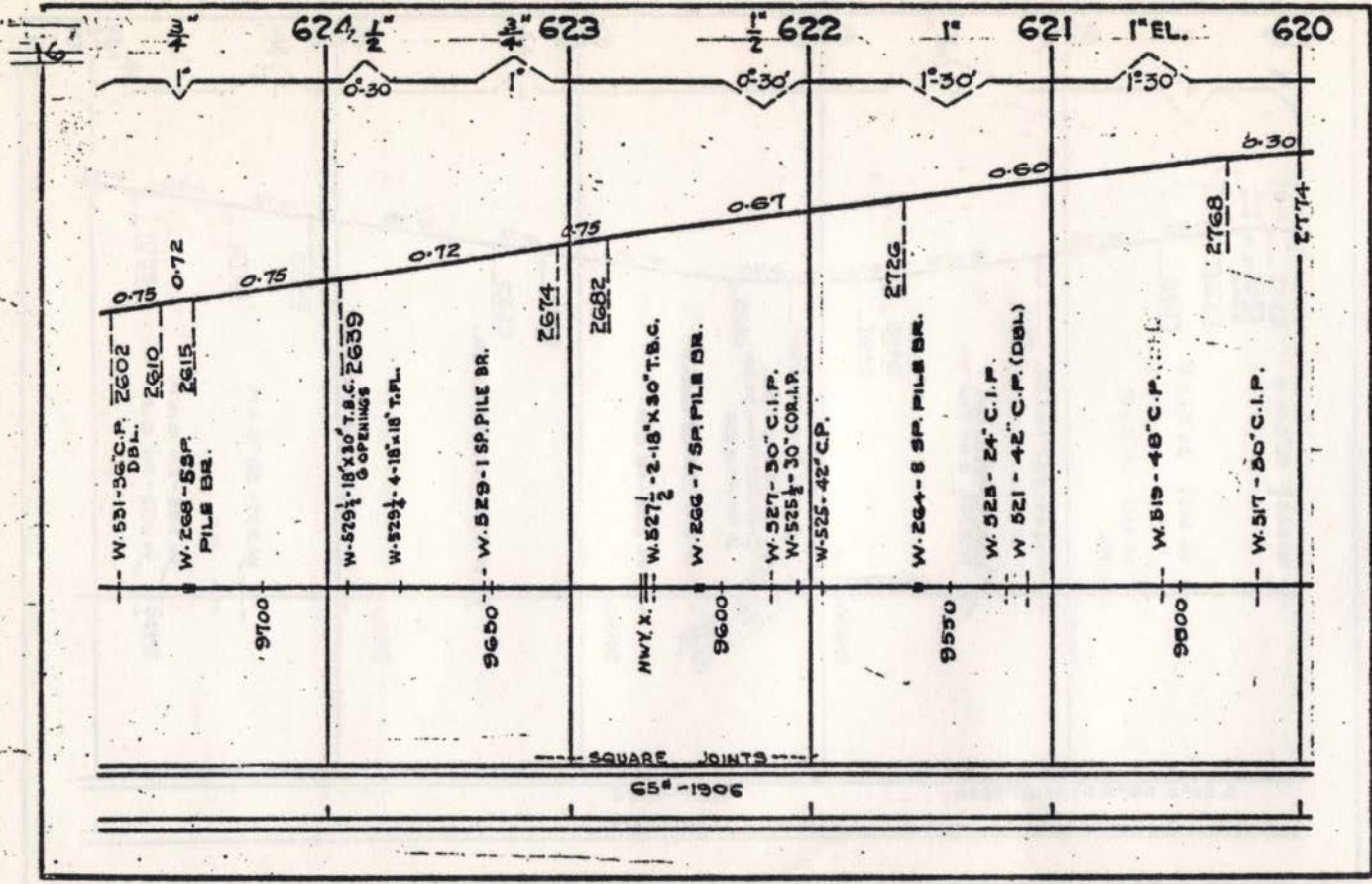


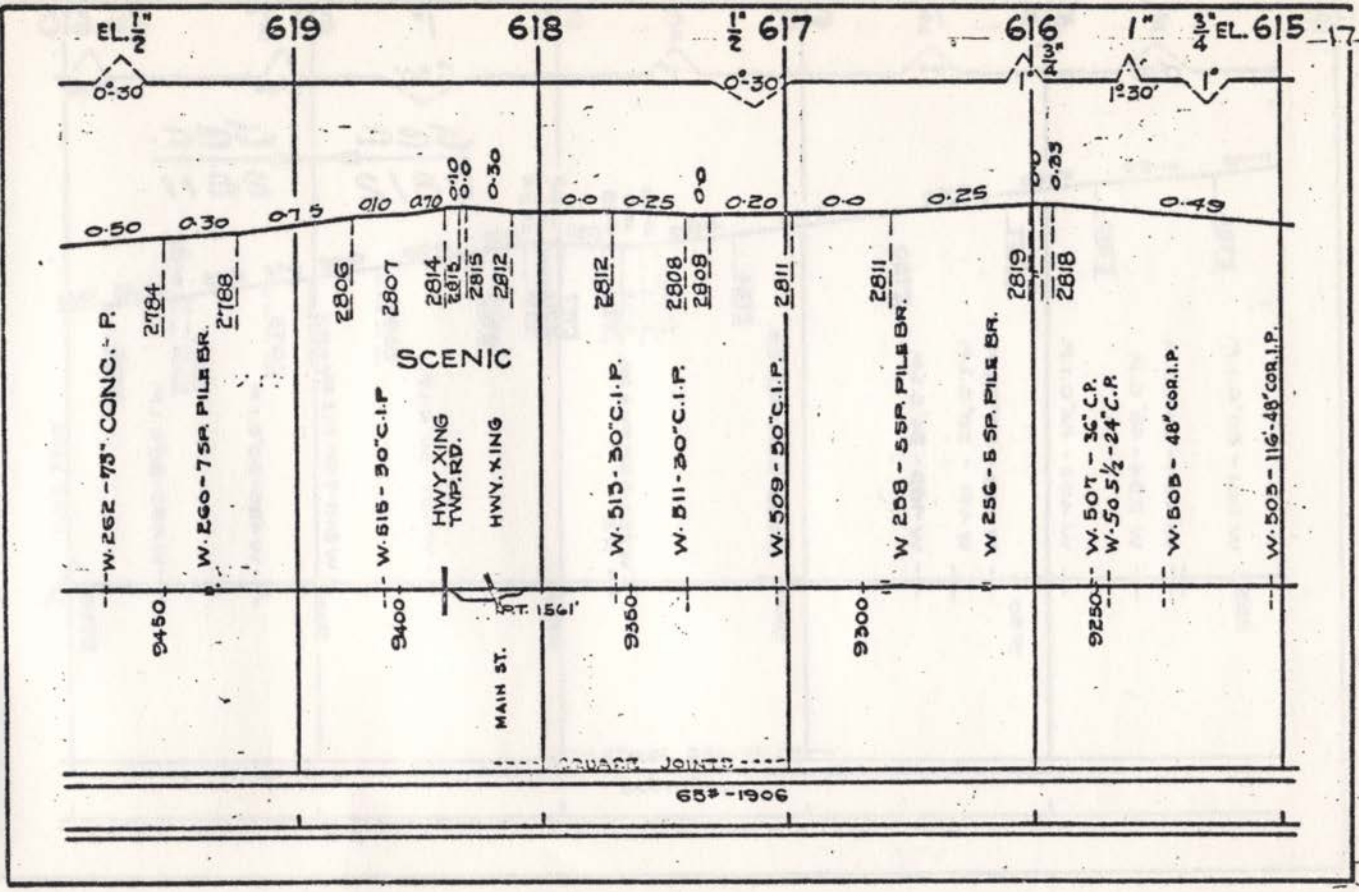


S. 85<sup>th</sup> & 85<sup>th</sup> RR MIXED - 1959

65<sup>th</sup> - 1906







18' 1/2" 614 1/2" 613 4 1/2" 612 1" 611 1/2" 1/2" EL 610

0-30 0-30 0-40 0-30

Sec. 2812 Sec. 2811

0.49 0.28 0.68 0.68 0.75 0.60 0.30 0.0 0.15 0.30 0.05 0.25 0.75 0.70 0.75 0.75 0.75 0.61 0.40 0.60

92002 W. 501 - 20" C.I.P.

W. 497 - 30" C.I.P.

W. 254 - 48" C.I.P.

W. 493 - 24" C.I.P.

W. 493 - 30" C.I.P.

W. 491 - 20" C.I.P.

W. 489 - 24" C.I.P.

91007 W. 252 - 6 SR PILE BR.

W. 250 - 6 SR PILE BR.  
FX

W. 497 - 30" C.I.P.

90003 W. 248 - 8 SR PILE BR.

W. 485 - 30" C.I.P.

W. 483 - 30" C.I.P.

NWY. XING.

2785

2780

2767

2750

2724

2714

2713

2712

2711

2710

2708

2693

2675

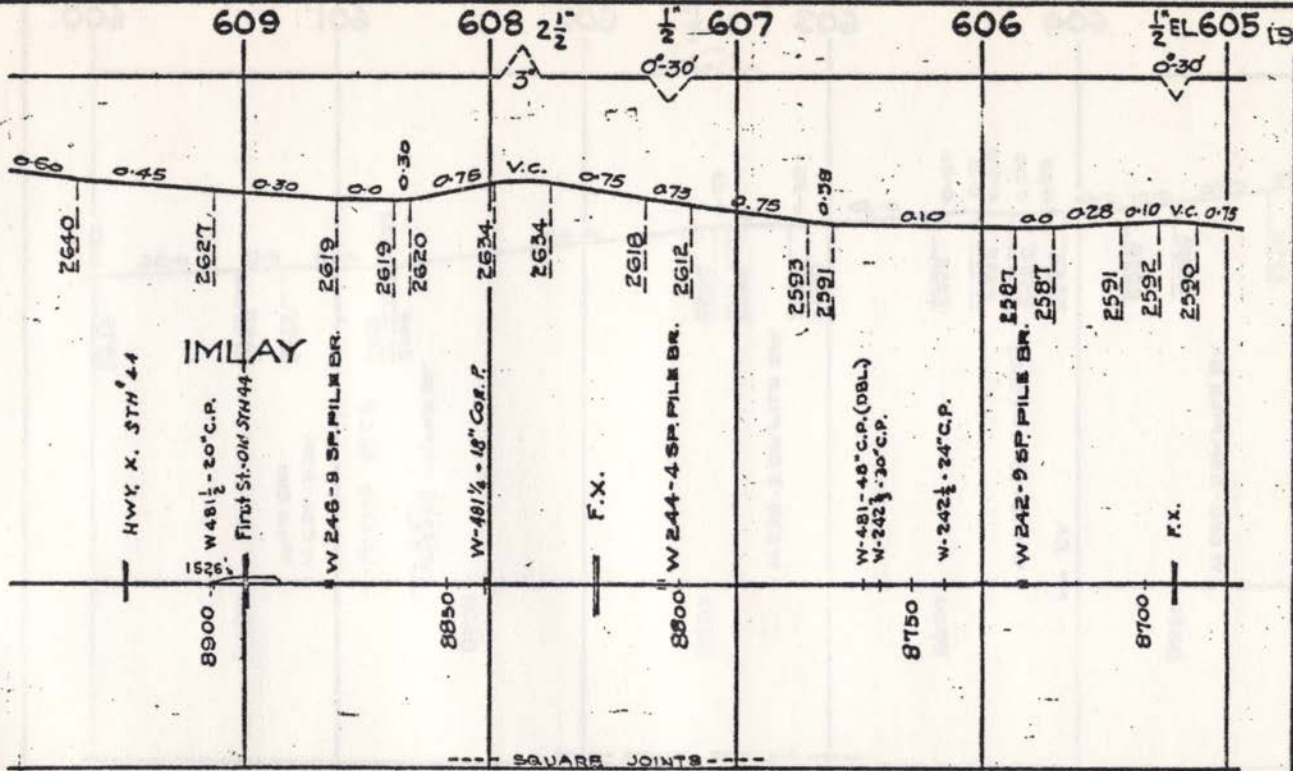
2663

2661

2655

SQUARE JOINTS

65# - 1906



100# WELDED, S.H. 90# & S.H. 75# - 1974

65# - 1906

20

604

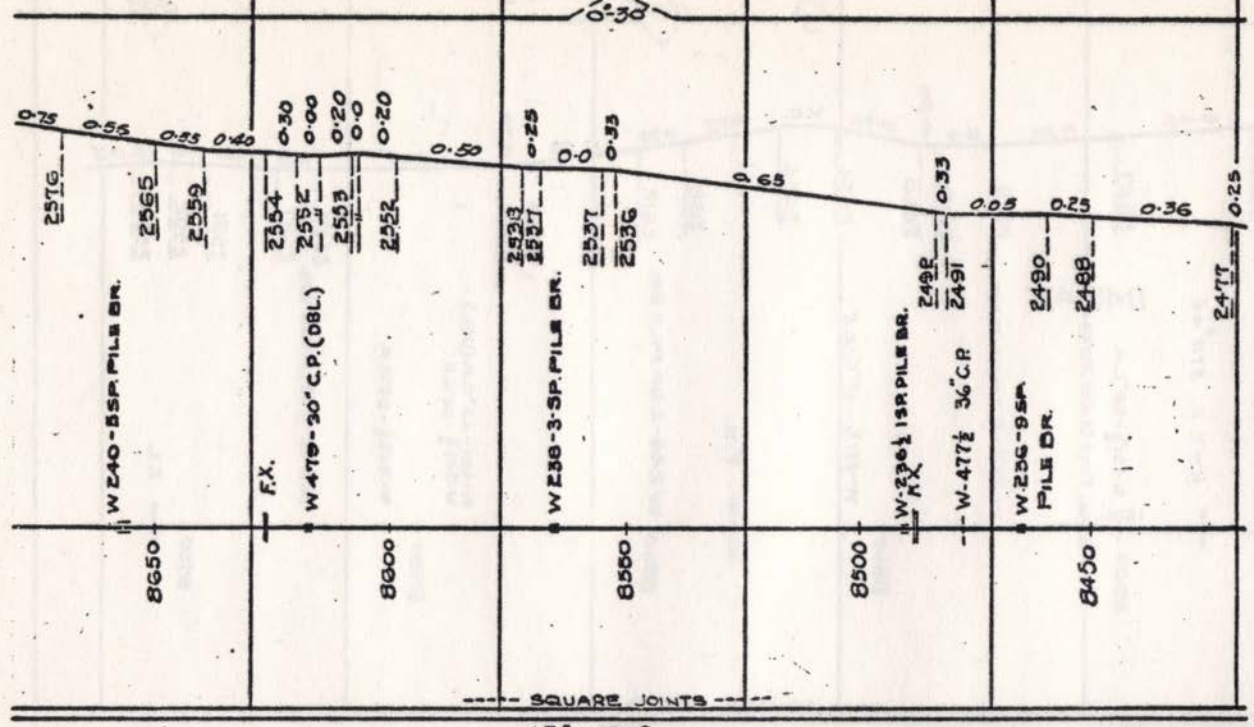
603

FL. 2 1/2

602

601

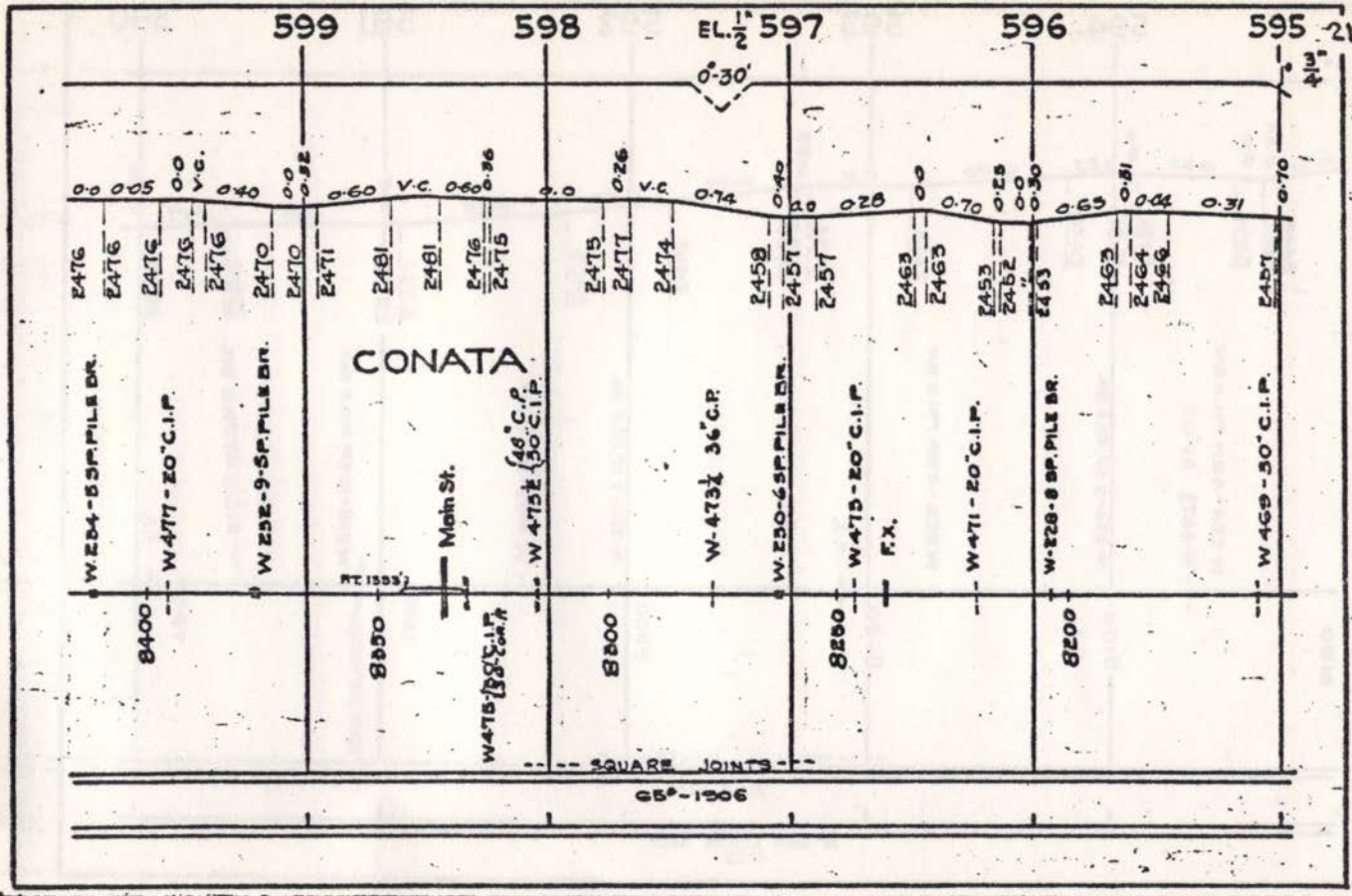
600



C

O

C



599

598

EL.  $\frac{1}{2}$  597

596

595 21

0.00 0.05 0.00 V.C. 0.40 0.00 0.92 0.60 V.C. 0.60 0.36 0.00 0.26 V.C. 0.74 0.40 0.20 0.28 0.00 0.70 0.28 0.00 0.30 0.63 0.31 0.04 0.31 0.70

2476  
2476  
2476  
2475  
2476  
2470  
2470  
2471  
2481  
2481  
2476  
2475  
2475  
2474  
2458  
2457  
2457  
2463  
2463  
2453  
2452  
2453  
2463  
2464  
2456  
2457

CONATA

Main St.

W 475E 36 C.P.

W 475E 36 C.P.

W 234-5 SP. PILE BR.

W 477-20 C.I.P.

W 252-9 SP. PILE BR.

W 250-6 SP. PILE BR.

W 475-20 C.I.P.

F.X.

W 471-20 C.I.P.

W 228-8 SP. PILE BR.

W 469-50 C.I.P.

8400

8350

8200

8250

8200

RT 1553

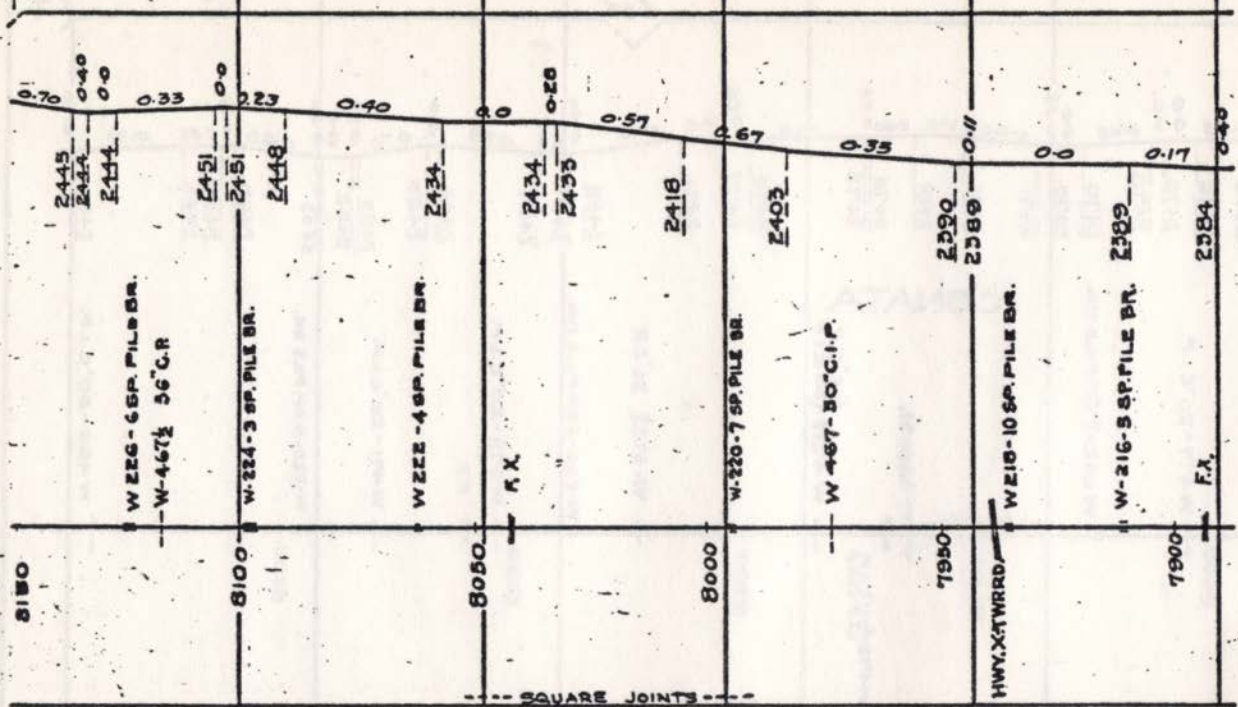
W 475-30 C.I.P.

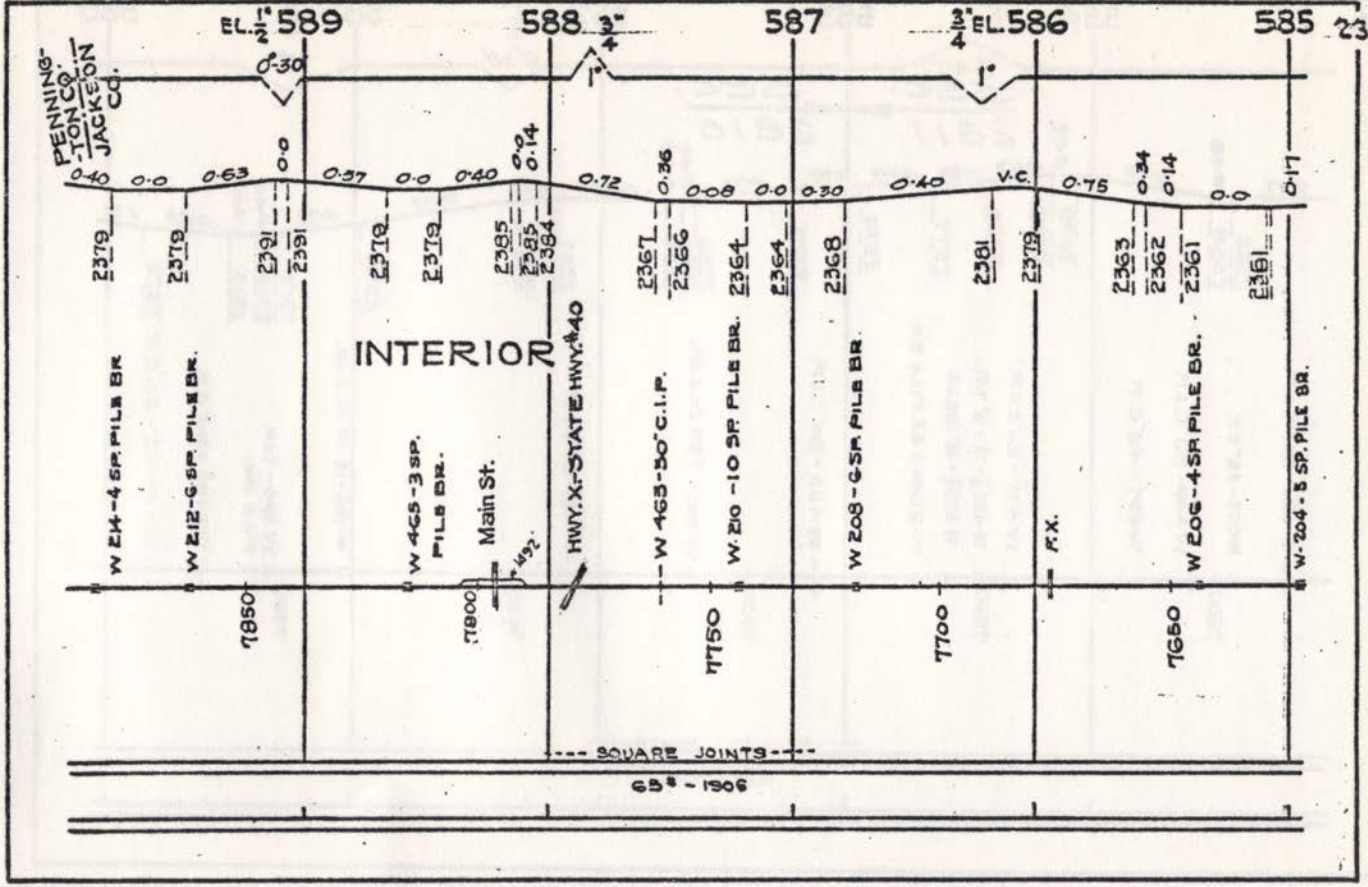
SQUARE JOINTS

65° - 1506

0-30

22 594 593 592 591 590







24

584

1 1/2"

583

582

1 1/2"

581

3/4"

580

1°-40' SEC. 2811  
1°-30' SEC. 2810

0.17

0.46

0.75

0.02

0.63

0.22

0.04

0.35

0.75

0.40

0.05

0.125

V.C.

0.75

0.72

0.40

0.00

0.35

0.75

2366  
2368

2359  
2369

2390

2377

2376

2377

2356  
2358  
2354

2357

2359

2330

2317  
2319  
2315

0.35

0.75

W 461 - 20" C.I.P.

W 202 - 48" C.P.

W 459 - 20" C.I.P.

W 457 - 48" C.P.

W 455 - 24" C.I.P.

W 453 1/2 - 18" x 18" T.F.L.

W 453 1/2 - 18" COR.I.P.

W-200-4 SP. PILE BR.

W 453 - 24" C.I.P.

W 198 - 7 SP. PILE BR.

W 451 - 24" C.I.P.

W 196 - 12 SP. PILE BR.

W 194 - 7 SP. PILE BR.

W 449 1/2 - 20" C.P.

W 449 - 42" - 48" C.P. 2322

7600

7550

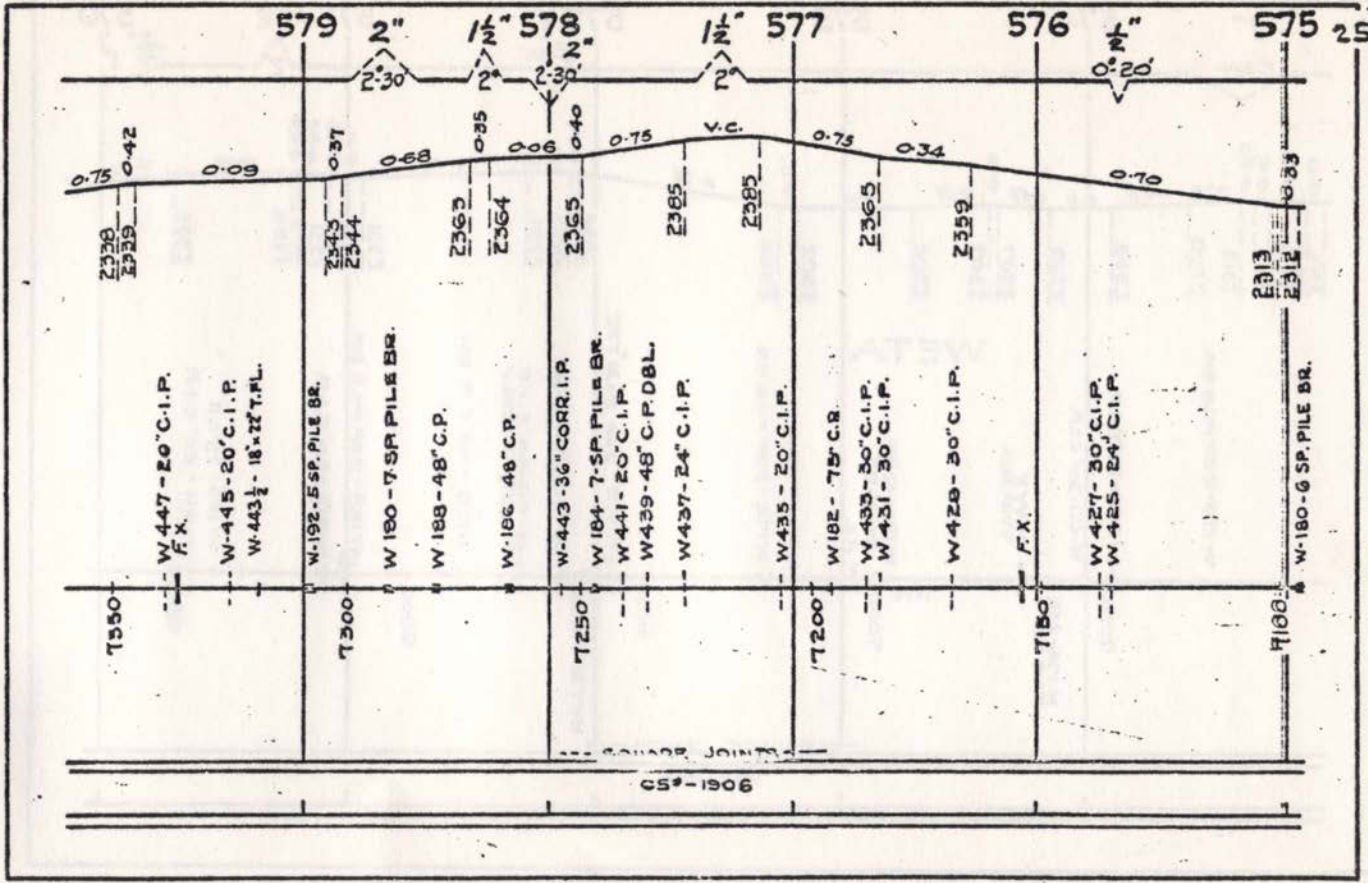
7500

7450

7400

SQUARE JOINTS

65 - 1906



7350

--- W-447 - 20" C.I.P.  
F.X.

--- W-445 - 20" C.I.P.  
W-443 1/2 - 18" x 22" T.P.L.

W-192 - 5 SP. PILE BR.

7300

W-180 - 7.5P PILE BR.

W-189 - 48" C.P.

W-186 - 48" C.P.

7250  
W-443 - 36" CORR. I.P.

W-184 - 7.5P PILE BR.

--- W-441 - 20" C.I.P.

--- W-439 - 48" C.P. DBL.

--- W-437 - 24" C.I.P.

--- W-435 - 20" C.I.P.

7200

W-182 - 7.5" C.R.

--- W-433 - 30" C.I.P.

--- W-431 - 30" C.I.P.

--- W-429 - 30" C.I.P.

F.X.

7150

--- W-427 - 30" C.I.P.

--- W-425 - 24" C.I.P.

7100

W-180 - 6 SP. PILE BR.

579

2"  
2:30

1 1/2"  
2"

578  
2:30

1 1/2"  
2"

577

576

0:20

575

25

0.75  
0.42  
2336  
2329

0.09

0.37  
2343  
2344

0.68

0.85  
2363  
2364

0.40  
2365

0.75

2385  
V.C.  
2385

0.75

0.34

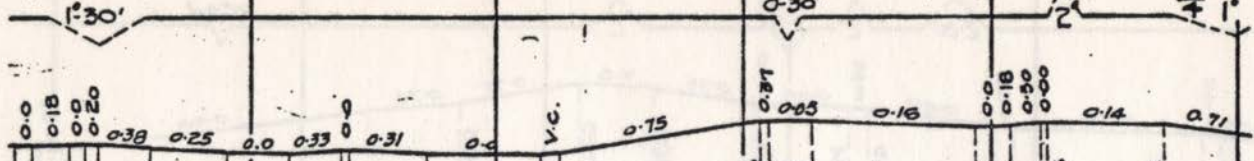
2359

0.70

0.33  
2313  
2312

657-1906

26 1" 574 573 572 1/2" 571 1 1/2" 570



W 176 - 10 SP PILE BR.

7050 - W 423 - 24" C.I.P.

W 421 - 30" C.I.P.

W 176 - 4 SP PILE BR.

HWY X TWP RD.

159

W 174 - 12 SP PILE BR.

WETA

7000 - P.F.

W 172 - 9 SP PILE BR.

6950

W 419 - 20" 18x30" TBC

HWY X TWP RD.

W 417 - 24" C.I.P.

W 415 - 24" C.I.P.

W 413 1/2 - 24" CON. P.

W 170 - 48" C.F. DBL.

6900

CW 168 - 9 SP PILE BR.

W 415 - 20" C.I.P.

W 166 - 75 C.R.

W 411 - 20" C.I.P.

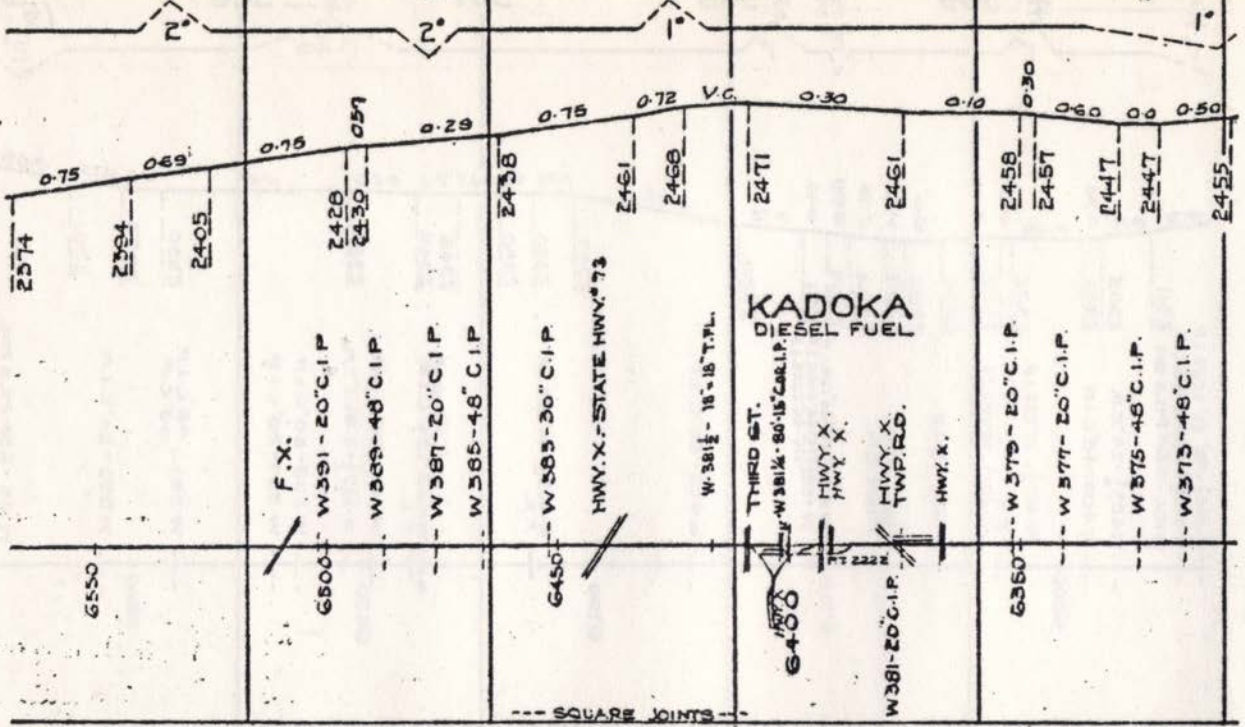
6850

QUARTER JOINTS

65° - 1906



123      1 1/2" 564      1 1/2" 563      3/4" 562      561      3/4" EL 560



0.75    0.69    0.76    0.57    0.29    0.75    0.72    V.C.    0.30    0.10    0.30    0.60    0.00    0.50

2574    2504    2405    2428  
2430    2438    2461    2460    2471    2461    2458  
2457    2447    2447    2455

F.X.  
6500' W 391-20" C.I.P.  
W 369-48" C.I.P.  
W 387-20" C.I.P.  
W 365-48" C.I.P.  
6450' W 383-30" C.I.P.  
HWY. X - STATE HWY. 73  
W 381 1/2 - 18" - 18" T.P.L.  
THIRD ST.  
W 381 1/2 - 80" - 18" C.I.P.  
HWY. X.  
HWY. X.  
HWY. X.  
TWP. RD.  
HWY. X.  
6360' W 379-20" C.I.P.  
W 377-20" C.I.P.  
W 375-48" C.I.P.  
W 373-48" C.I.P.

6550

6400

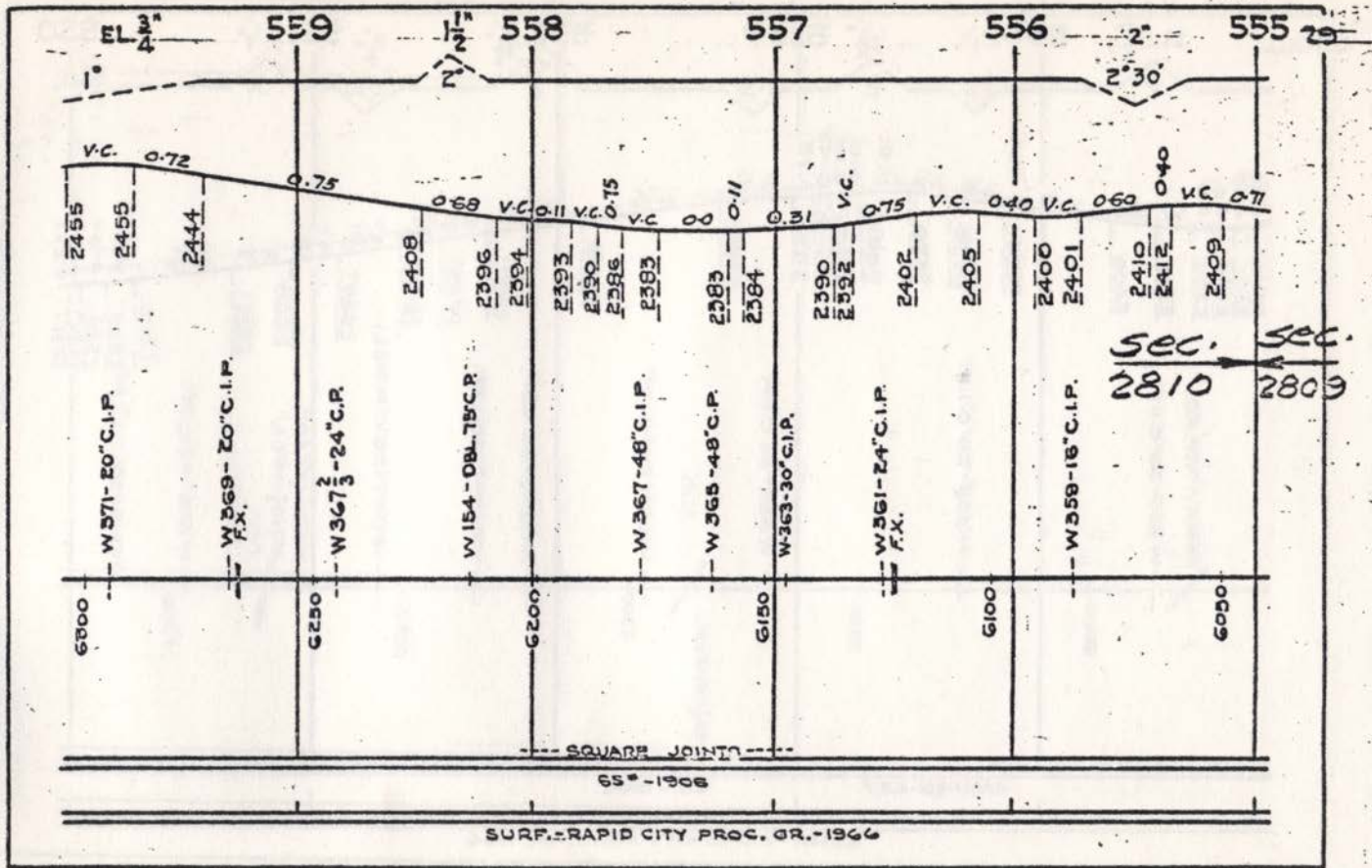
W 381-20" C.I.P.

6360

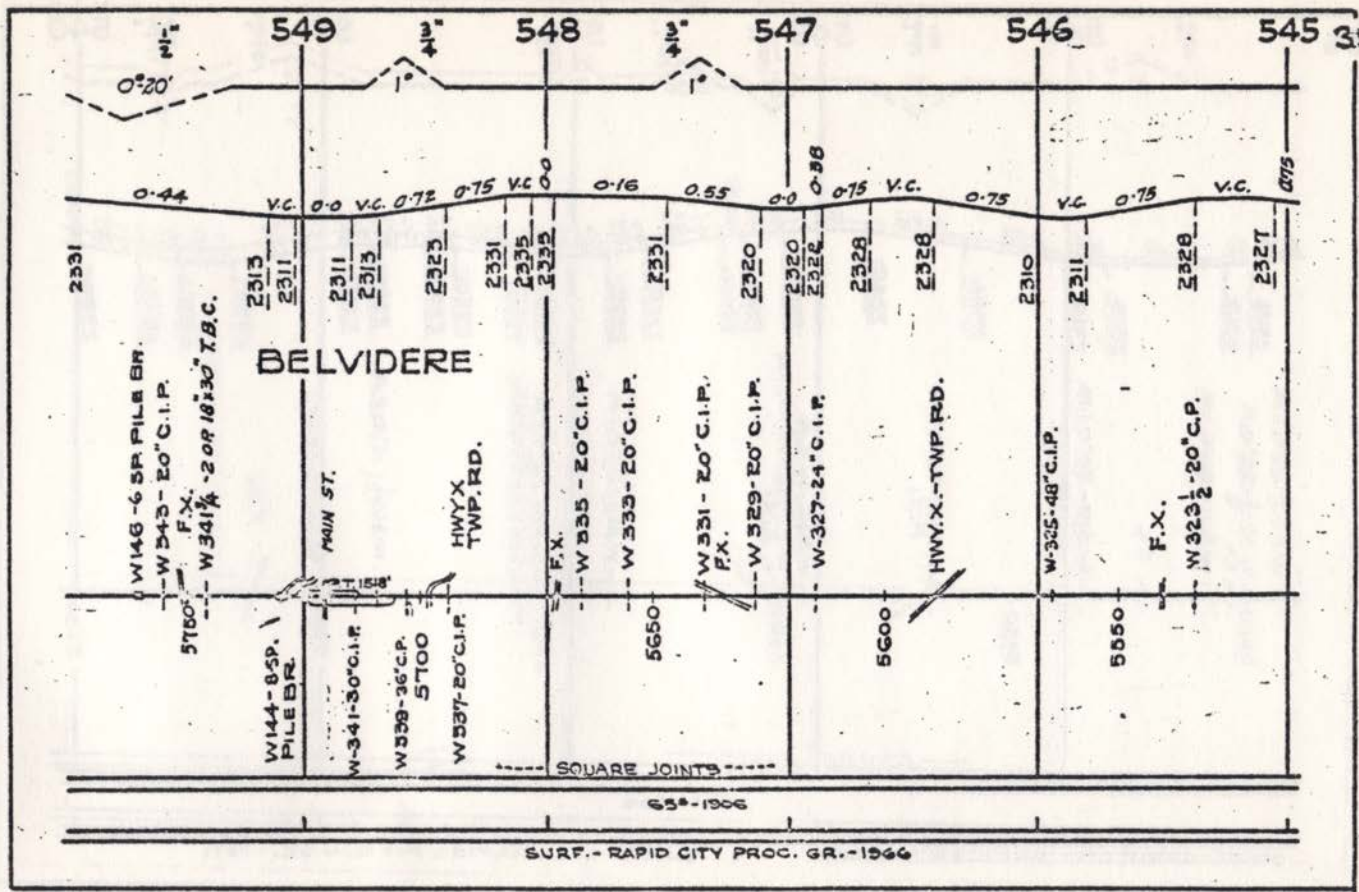
65' - 1906

65' - 1906

SURF. - RADIO CITY PROJ. GR. - 1966







BELVIDERE

W146-65R PILE BR.  
 W343-20" C.I.P.  
 F.X.  
 W341 1/4 - 20R18130 T.B.C.  
 5760

W144-85P. PILE BR.  
 W-341-30" C.I.P.  
 W338-26" C.P. 5700  
 W337-20" C.I.P.

--- SQUARE JOINTS ---

65°-1906

SURF.- RAPID CITY PROC. GR.-1966

2301

2313  
 2311

2311  
 2315

2323

2331  
 2335  
 2339

2331

2320  
 2320  
 2320

2328

2338

2310  
 2311

2328

2327

0.44

V.C.

0.0

V.C.

0.75

0.75

V.C.

0.0

0.16

0.55

0.0

0.75

V.C.

0.75

V.C.

0.75

V.C.

0.75

0°-20'

549

4°-0'

548

4°-0'

547

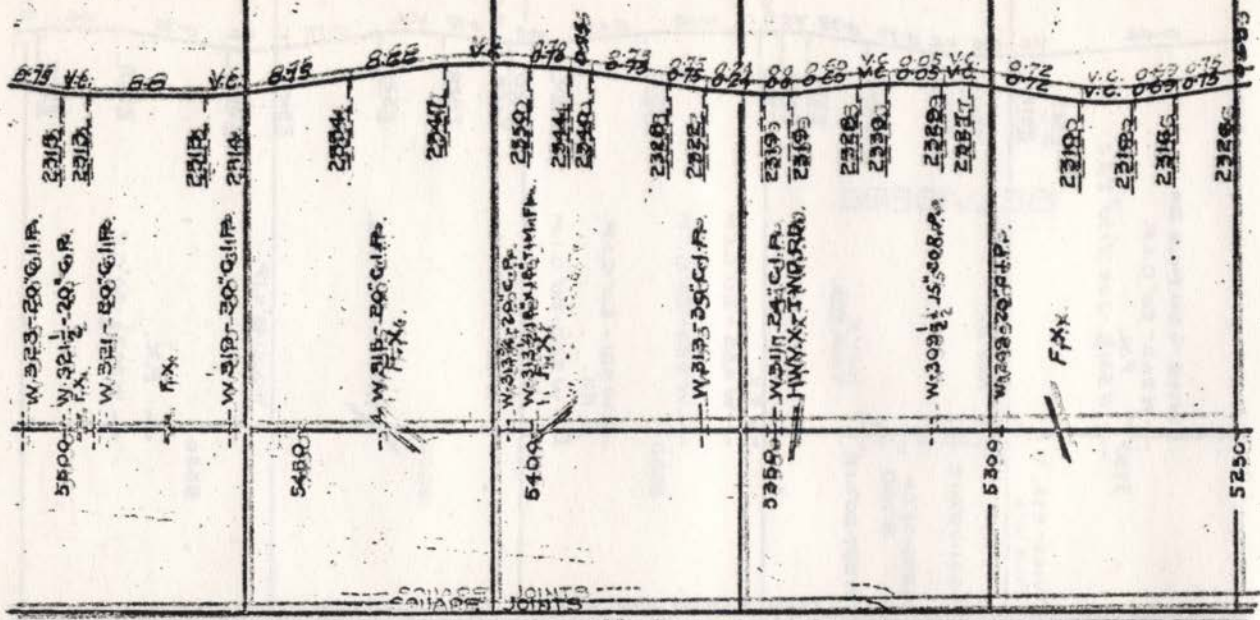
546

545

31'



+32 44" 544 2 1/2" 543 44" 542 1 1/2" 541 1 1/2" 540



W. 323-20' C.I.P.

W. 321-20' C.I.P.

W. 321-50' C.I.P.

F.M.

W. 318-30' C.I.P.

W. 315-20' C.I.P.

F.M.

W. 313-20' C.I.P.

W. 313-30' C.I.P.

W. 313-20' C.I.P.

W. 311-24' C.I.P.

H.W.X. T.M.P.

W. 309-15' C.I.P.

W. 298-20' C.I.P.

F.M.

5295

5290

5285

5280

5275

5270

5265

5260

5255

5250

5245

5240

5235

5230

5225

5220

5215

5210

2215  
2212

2212  
2210

2204  
2201

2201  
2198

2250  
2244  
2240

2280  
2272

2315  
2310

2285  
2280

2283  
2280

2283  
2280

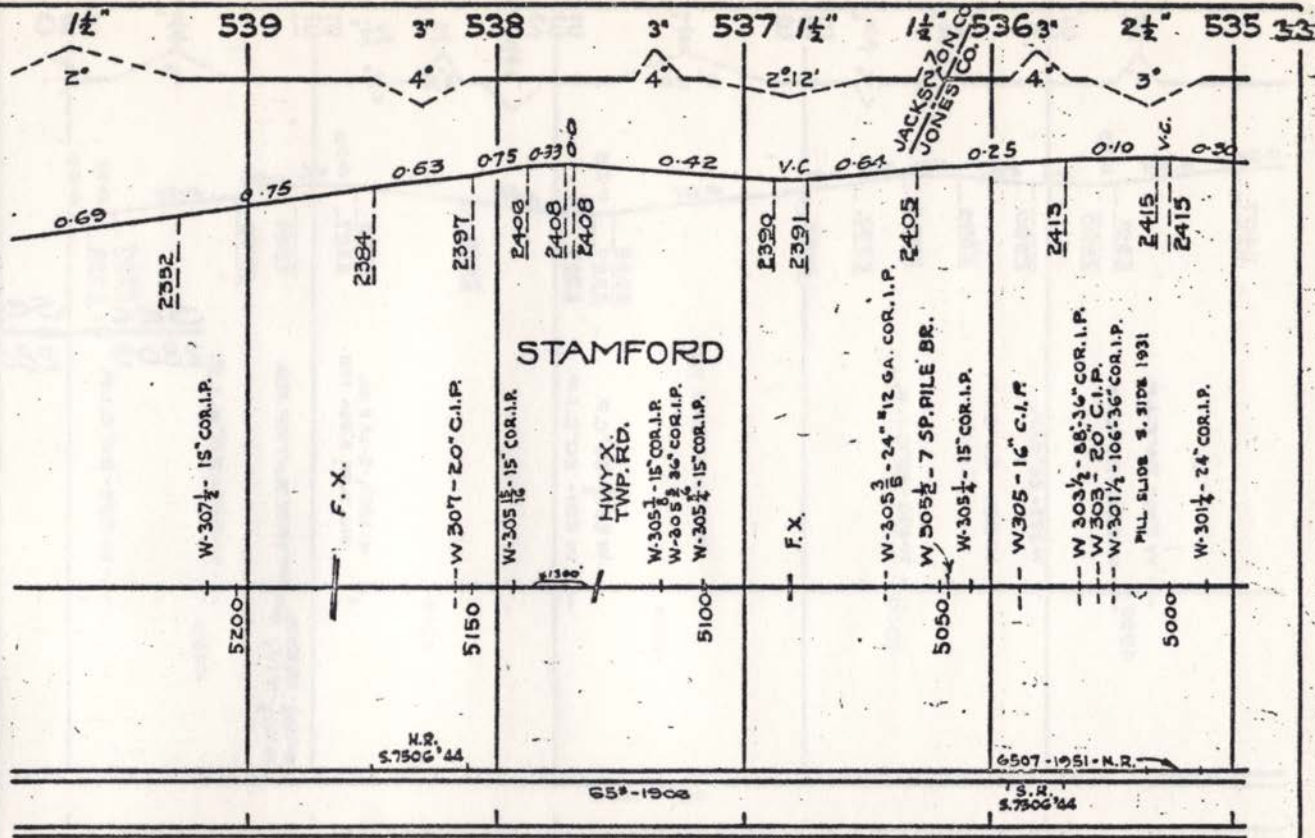
2283  
2280

2283  
2280

654-1908

SURF. - RABBIT CITY PROC. GR. - 1966

SURF. - DELL RAPIDS PIT RUN GR. - 1971



1 1/2" 539 3" 538 3" 537 1 1/2" 1 1/2" 536 3" 2 1/2" 535 3 1/2"

2° 4° 4° 2° 12' 4° 3°

0.69 0.75 0.63 0.75 0.33 0.0 0.42 V.C. 0.61 0.25 0.10 V.C. 0.30

2392 2394 2397 2400 2408 2408 2390 2391 2405 2413 2415 2415

STAMFORD

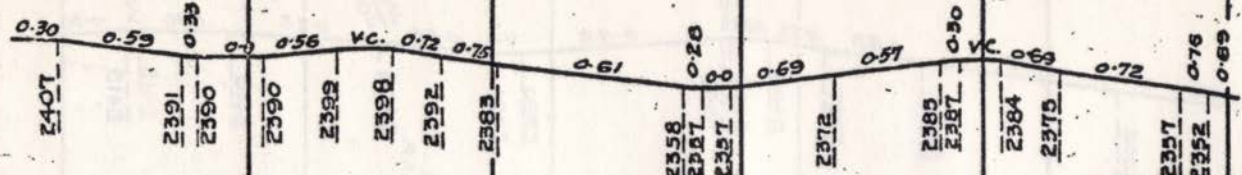
W-307 1/2 - 15" COR. I.P.  
 F. X.  
 W-307 - 20" C.I.P.  
 W-305 15/16 - 15" COR. I.P.  
 HWY X. TWP. RD.  
 W-305 1/4 - 15" COR. I.P.  
 W-305 2/4 - 30" COR. I.P.  
 W-305 3/4 - 15" COR. I.P.  
 F. X.  
 W-305 3/8 - 24" 1/2 GA. COR. I.P.  
 W-305 1/2 - 7 SP. PILE BR.  
 W-305 1/4 - 15" COR. I.P.  
 W-305 - 16" C.I.P.  
 W-303 1/4 - 88-36" COR. I.P.  
 W-303 - 20" C.I.P.  
 W-301 1/2 - 106-36" COR. I.P.  
 MILL SLIDE S. SIDE 1931  
 W-301 1/4 - 24" COR. I.P.

5200 5150 5100 5050 5000

N.R. 57506'44 6507-1951-N.R.

65°-1908 S.R. 57506'44

34 534 1/2" 533 532 2' 2 1/2" 531 530



W 501 - 24" C.I.P.  
W 299 - 20" C.I.P.

W 297 - 24" C.I.P.  
W 295 - 20" C.I.P.

W 293 - 20" C.I.P.

FILL SLIDE S. SIDE 1931

W 291 1/2 - 36" C.P.  
W 291 - 20" C.I.P.

W 289 1/2 - 5" SP. P. BR.  
FILL SLIDE S. SIDE 1931

HWY. X - TWP. RD.

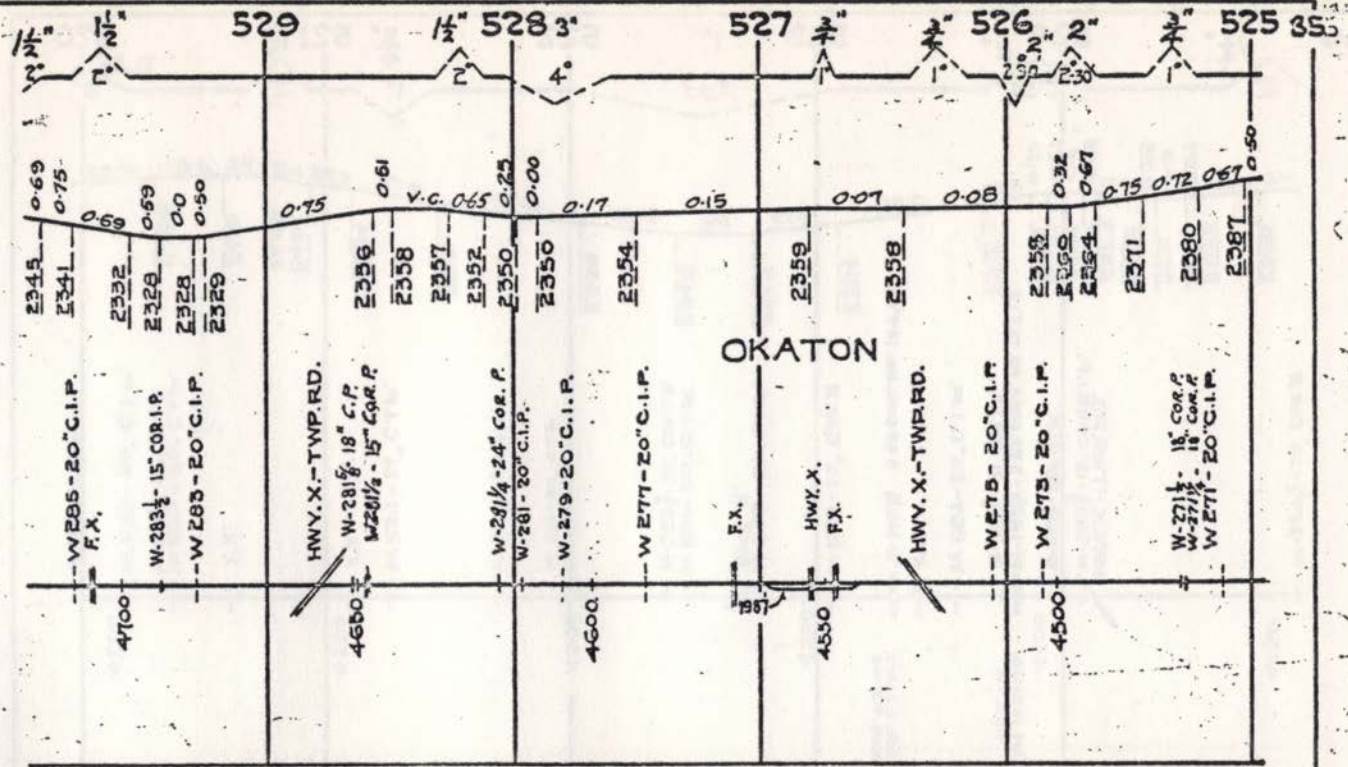
W 289 - 20" C.I.P.

W 287 - 20" C.I.P.

Sec. 2809 Sec. 2808

68' - 100'

SURF. DELL RAPIDS PIT RUN BR. - 1971



OKATON

65°-1906

SURF. - DELL RAPIDS PIT RUN GR. - 1971

SURF. - DELL RAPIDS PIT RUN GR. - 1971

65 - 1306

W-229 1/2 - 16" Cor.R

4450

HIV. X - TWP. RD.  
W-200 1/2 - 15" Cor.R.I.P.

4400

O.H. KING.  
U.S.H.#16  
W-142 1/2 - 3 SP. CONC. BR. 134 LG.  
W-267 1/2 - 21" Cor.I.P.

W-269 - 20" C.I.P.

FX.

DUAL CH. UNY.  
ZING. #1-90

W-142 1/4 3 BR CONC. BR. 147 LG.

W-265 - 36" Cor.R

4350

W-263 - 24" C.I.P.  
HWY. X.

4350

W-261 - 20" C.I.P.  
W-259 1/2 - 36" Cor.I.P.

4300

W-259 - 30" C.I.P.

W-257 1/2 20" C.I.P.

W-257 - 24" C.I.P.

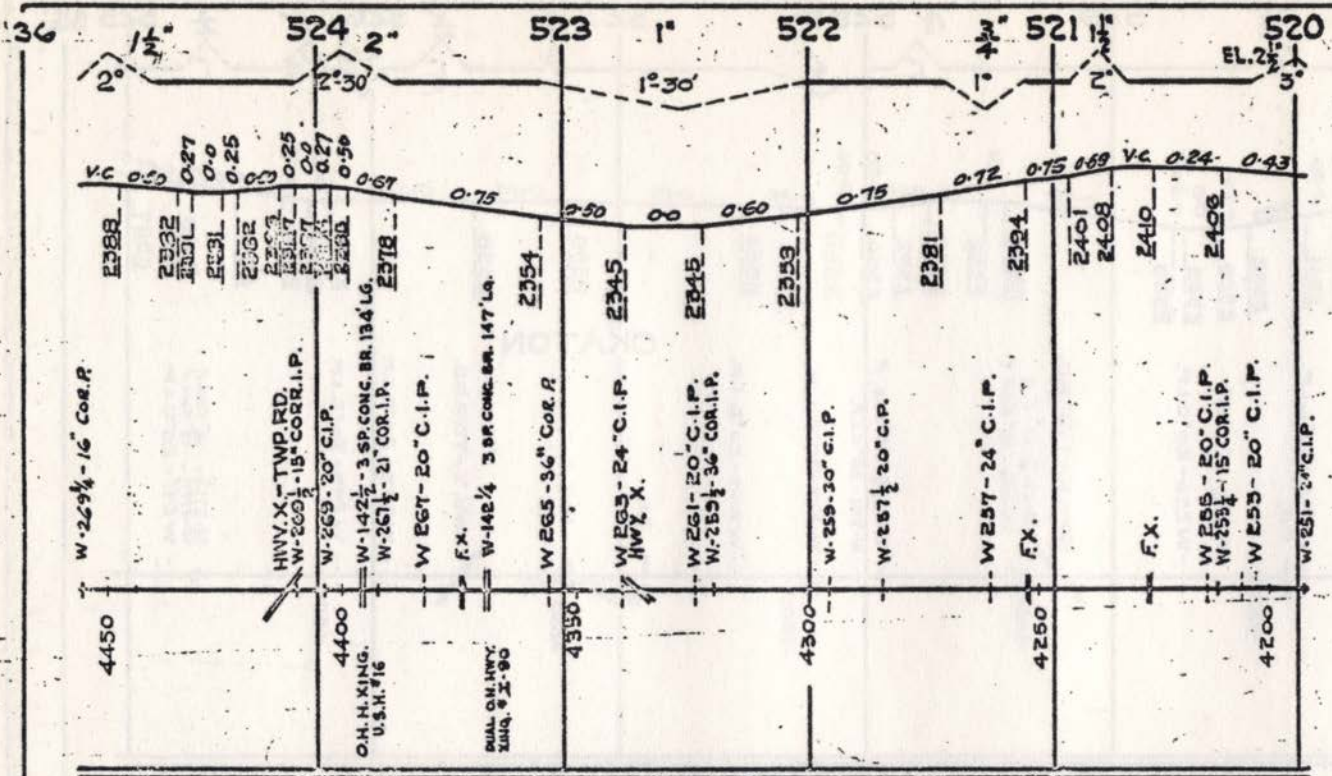
FX.

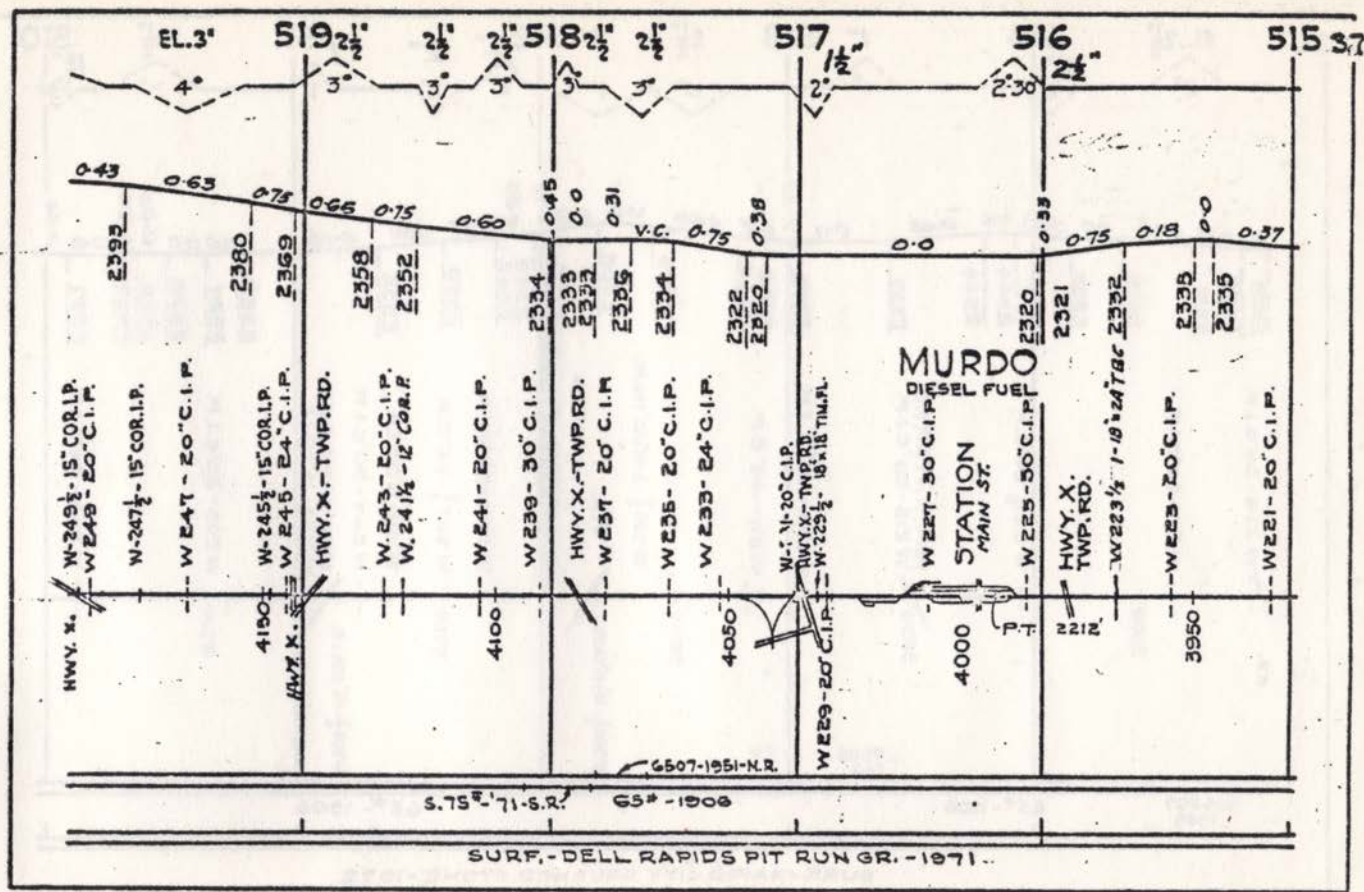
4250

W-255 - 20" C.I.P.  
W-253 1/2 - 15" Cor.I.P.  
W-253 - 20" C.I.P.

4200

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





38

EL. 2 1/2

514

513

2 1/2

512

511

510

0.00 0.30 0.45 0.00 0.50 V.C. 0.45 0.00 0.33 0.75 0.69 V.C. 0.72 0.75 0.69 0.27 0.54 0.16 0.00 0.11 0.00 0.20 0.00 0.40

2326  
2328  
2321  
2330  
2329  
2344  
2344  
2335  
2335  
2356  
2342  
2355  
2358  
2350  
2348  
2342  
2339  
2332  
2327  
2327  
2328  
2328  
2327  
2327

W 219-30" C.I.P.  
W 217-24" C.I.P.  
W 215 1/2 24" C.P.  
HWY. X-TWP. RD.  
W 215-30" C.I.P.  
W 213-48" C.I.P.  
W 211-48" C.P.  
W 209 1/2-2-18-30" TIM. FL.  
F.X.  
W 209 1/4 18" X 22" T. CUL. (2)  
W 208-30" C.I.P.  
W 207 2/3-24" C.P.  
W 207 1/2-15" COR. I.P.  
W 207-30" C.I.P.  
HWY. X-TWP. RD.  
W 205 1/2-15" COR. I.P.  
W 205-30" C.I.P.  
W 203-24" C.I.P.

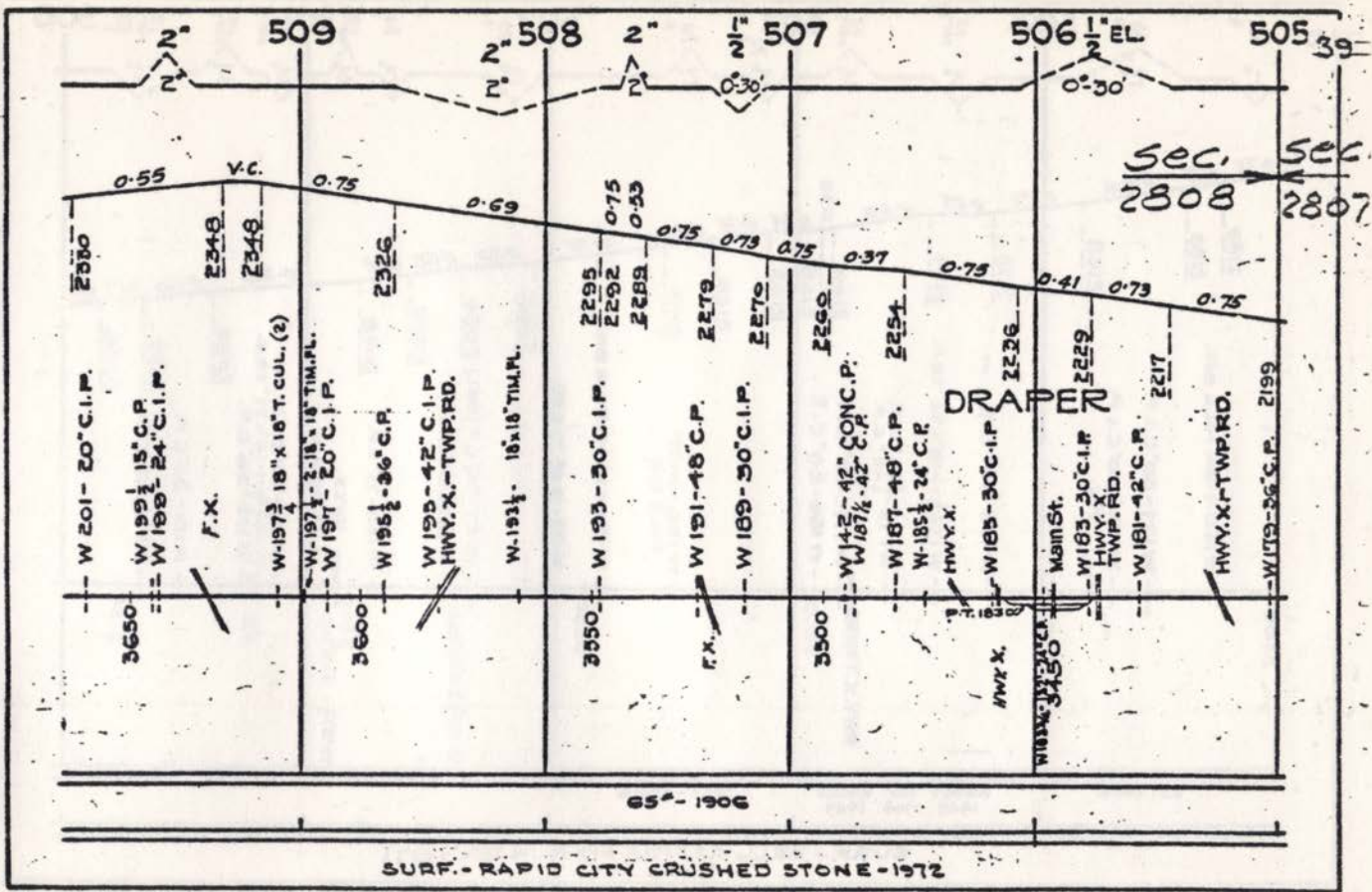
3850  
3900  
3850  
3750  
3700

S. 6507  
1949

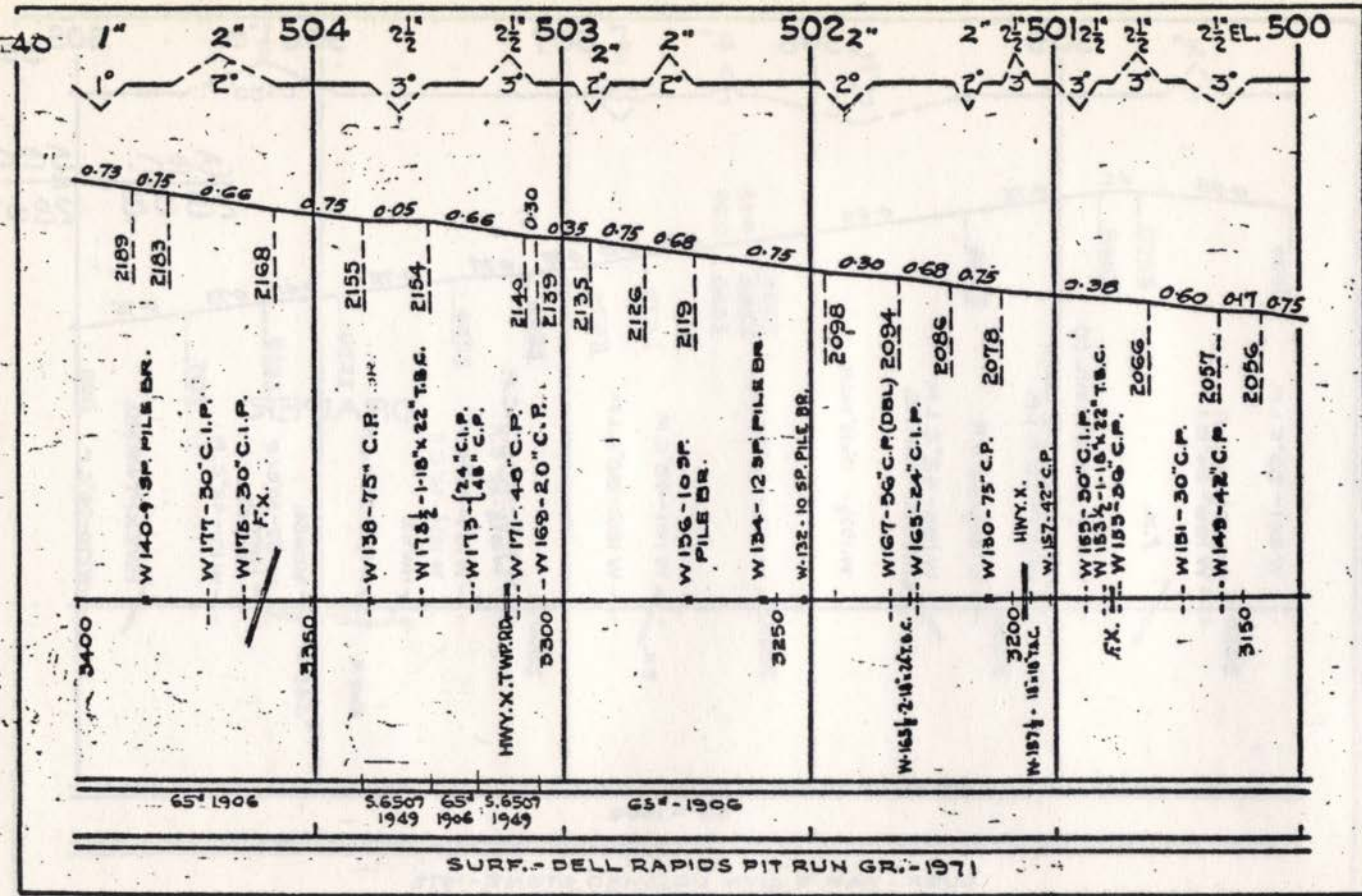
65# - 1906

65# - 1906

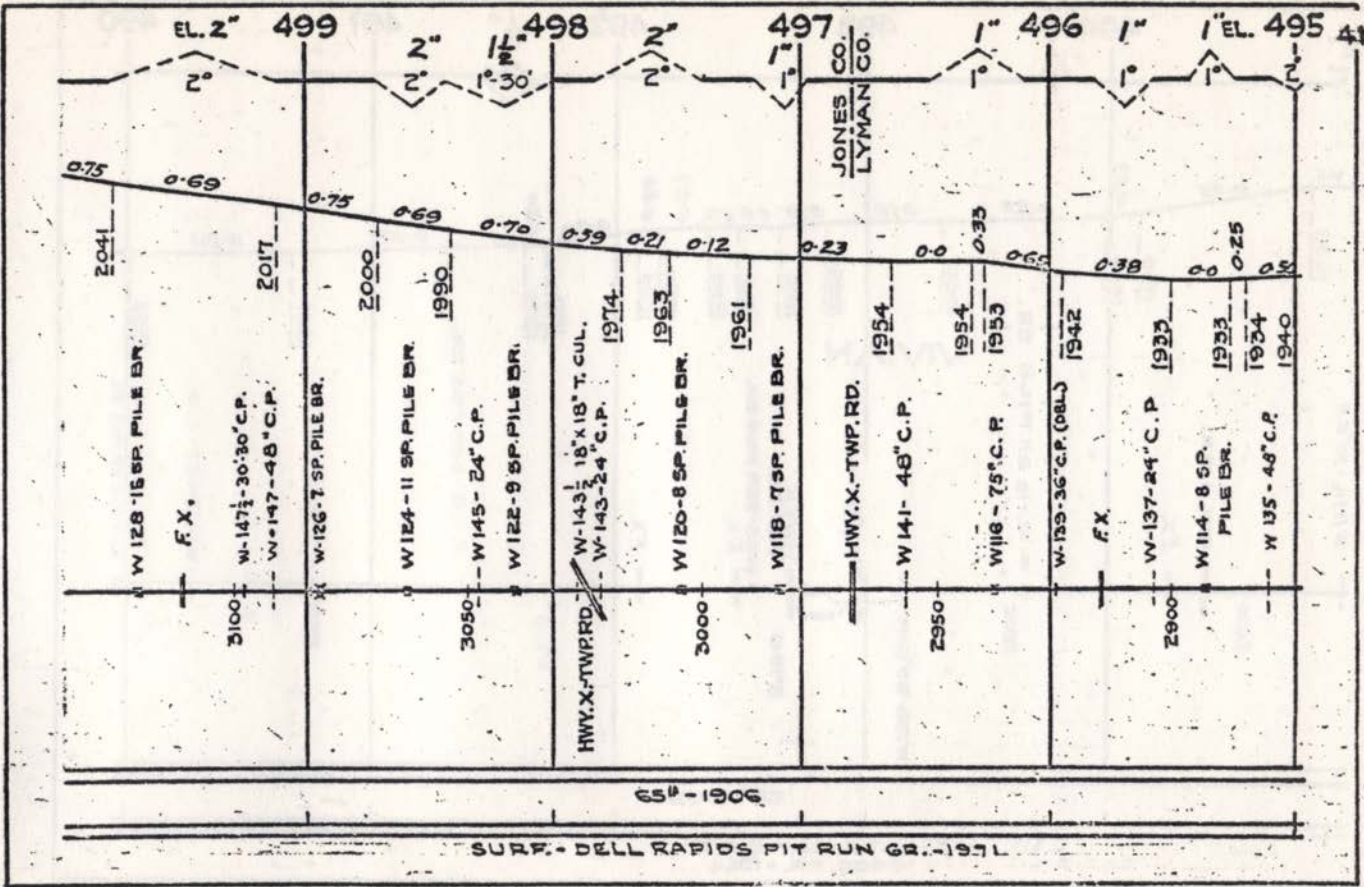
SURF-RAPID CITY CRUSHED STONE-1972







SURF. - DELL RAPIDS PIT RUN GR. - 1971



EL. 2" 499      2" N      1/4" N 30'      2" N      1" N      1" N      1" N      1" EL. 495 41'

JONES  
CO.  
LYMAN  
CO.

0.75      0.69      0.75      0.69      0.70      0.59      0.21      0.12      0.23      0.0      0.33      0.63      0.38      0.0      0.25      0.0

2041      2017      2000      1990      1974      1963      1961      1954      1954      1953      1942      1933      1934      1940

W 128 - 15 SP. PILE BR.      F. X.      W 147 1/2 - 30 - 30 C.P.      W 147 - 48 C.P.      W 126 - 7 SP. PILE BR.      W 124 - 11 SP. PILE BR.      W 145 - 24 C.P.      W 122 - 9 SP. PILE BR.      HWY. X - TWP. RD.      W 143 1/2 - 18 x 18 T. CUL.      W 143 - 24 C.P.      W 120 - 8 SP. PILE BR.      W 118 - 7 SP. PILE BR.      HWY. X - TWP. RD.      W 141 - 48 C.P.      W 116 - 75 C. P.      W 135 - 36 C.P. (OBL.)      F. X.      W 137 - 24 C. P.      W 114 - 8 SP. PILE BR.      W 135 - 48 C.P.

SURF. - DELL RAPIDS PIT RUN GR. - 1971

65 - 1906

494 1" 493 492 1/2" 491 490

0.75 0.23 0.16 0.50 0.07 0.27 0.50 0.70 0.20 0.18 0.26

1939 1910 1908 1900 1996 1891 1891 1892 1887 1885 1871 1870 1861 1852

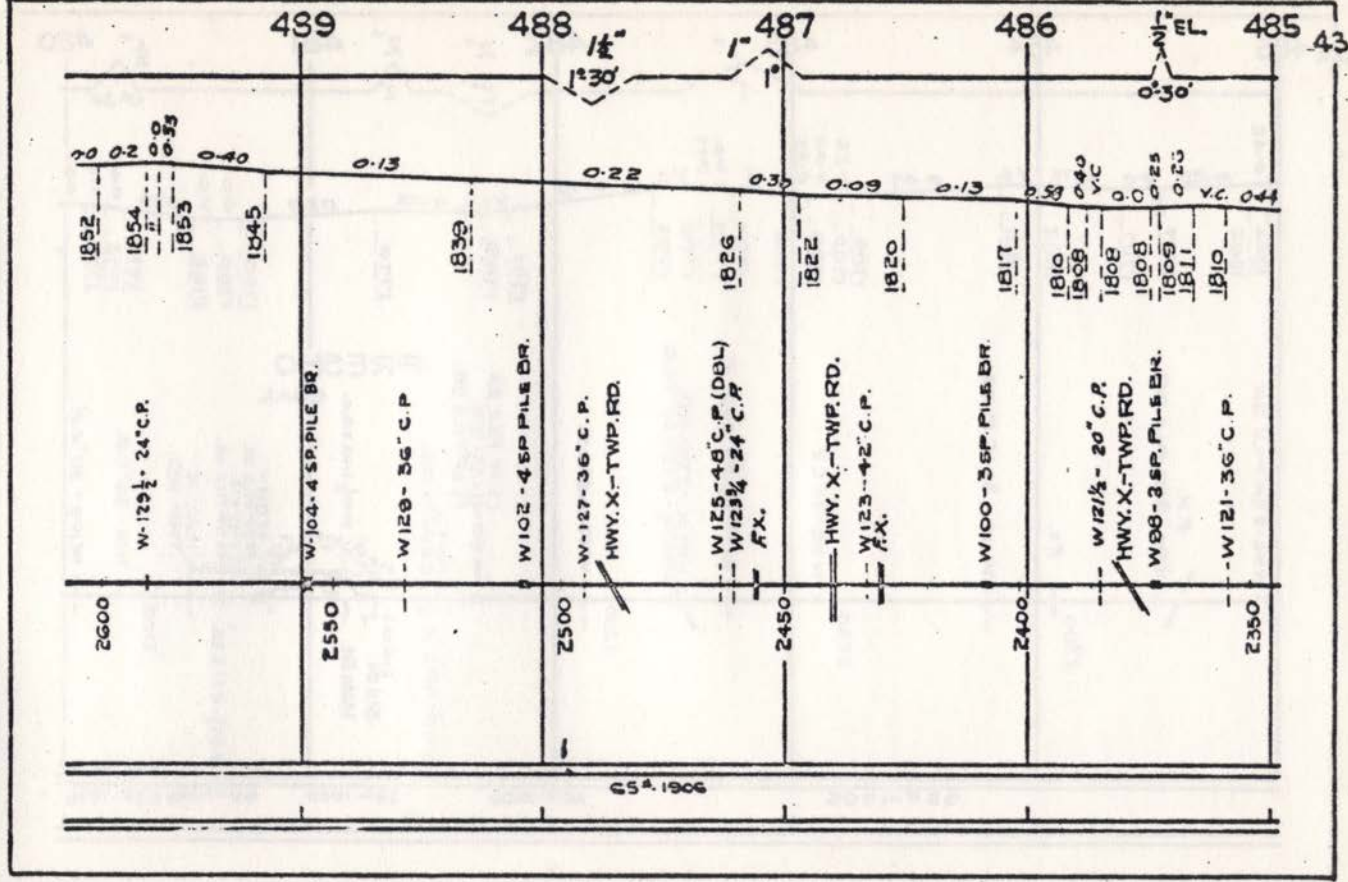
# VIVIAN

W 13 1/2 - 30" C.R.  
HWY. # 83 X.  
F.X.  
W 12-10 SP. PILE DR.  
W 108 - 30" C.R.  
HWY. X.  
HWY. X. TWP. RD.  
W 110 - 9 SP. PILE DR.  
F.X.  
F.X.  
W 108 - 9 SP. PILE DR.  
W - 131 - 08" C.P.  
W - 106 - 5 SP. PILE DR.

2850 2800 2750 2700 2650

658-1906

SURF. - RAPID CITY  
PROC. GR. - 1966



44 485

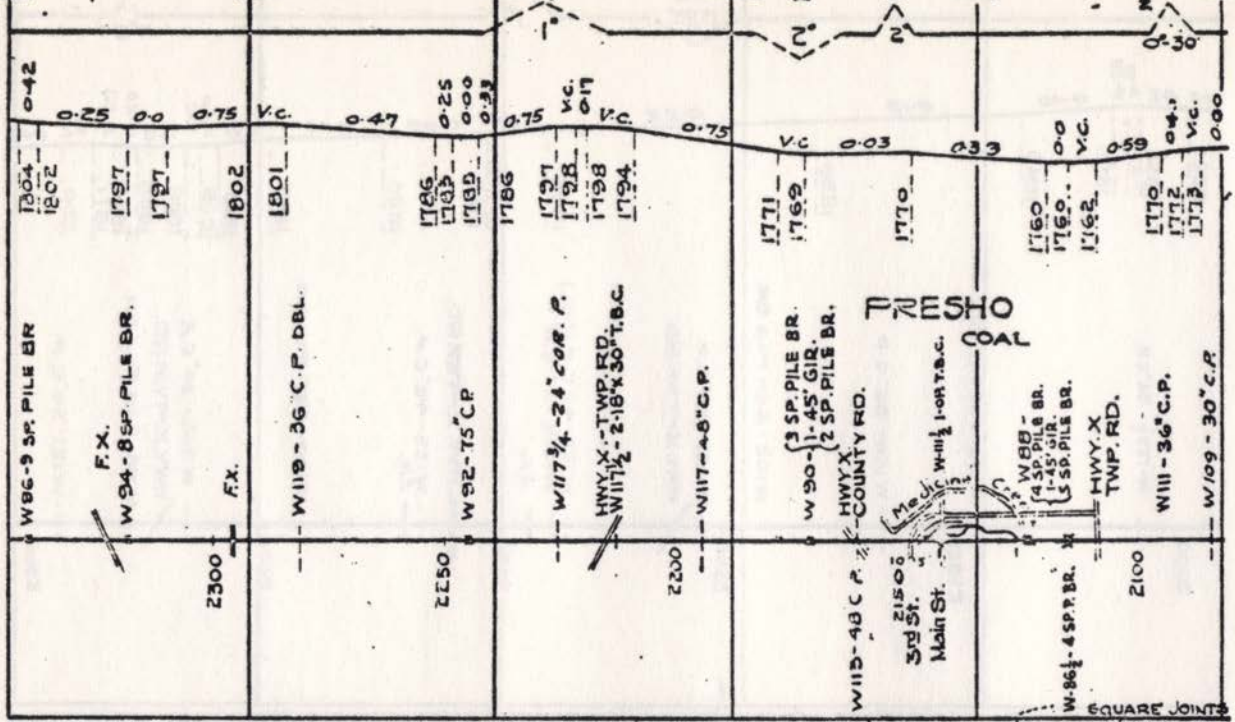
484

483

482

481

480



0.42

0.25

0.0

0.75

V.C.

0.47

0.25

0.00

0.33

0.75

V.C.

0.17

V.C.

0.75

V.C.

0.03

0.33

0.0

V.C.

0.59

0.47

V.C.

0.00

1804  
1802

1797  
1797

1802  
1801

1786  
1785  
1785

1786  
1797  
1798  
1798  
1794

1771  
1769

1770

1760  
1759  
1762

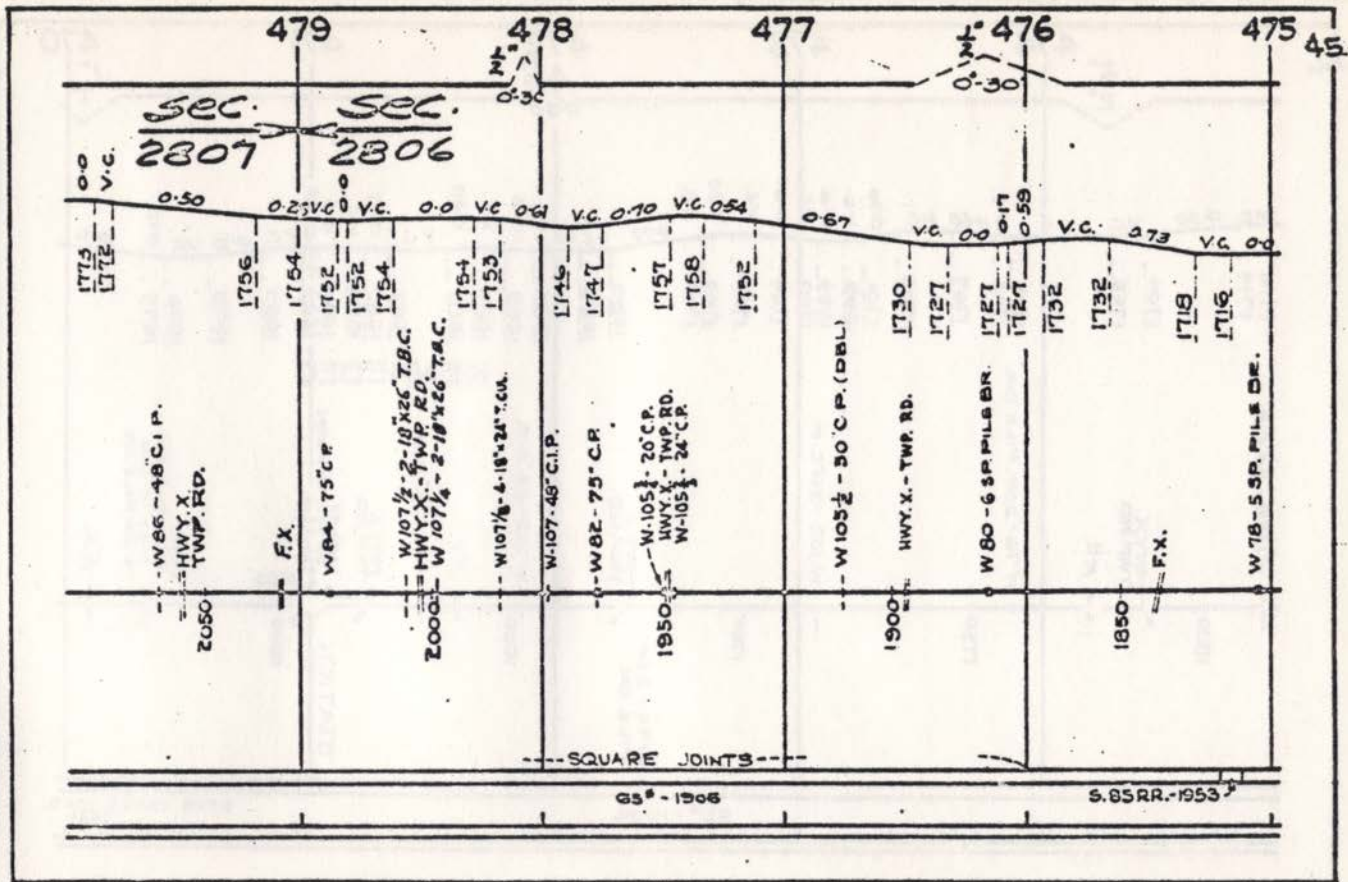
1770  
1772  
1773

657-1906

604-1906

754-1955

604-1906 654-1906



46

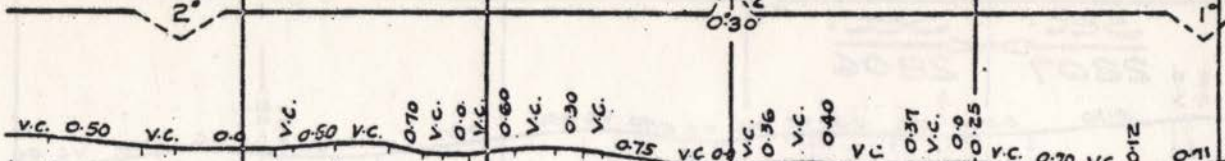
474

473

472

471

470



W 105 1/4 - 20' C.P.

HWY X.  
TWP RD.  
= F.X.

W 76 - 35P. PILE BR.

W 105 - 30' C.P.

W 74 - 35P.  
PILE BR.

HWY X.  
TWP RD.

W 103 - 24' C.P.

F.X.

W 101 - 36' C.P.

HWY X.  
TWP RD.

STATION

W 102 - 30' C.P.  
HWY X.  
TWP RD.

W 72 - 35P. PILE BR.  
1-63' A. GIR.  
5-5P. PILE BR.

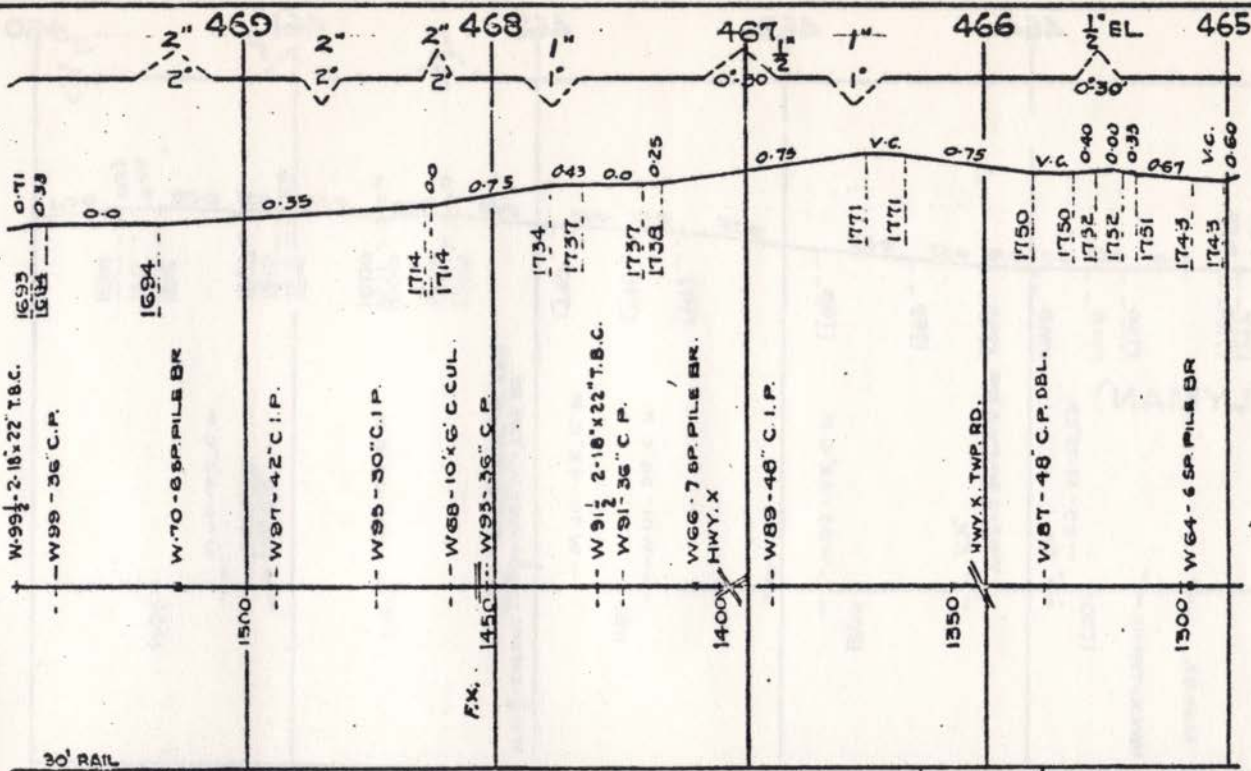
F.X.

KENNEDY



65 - 1008

85RR 10505 85RR.  
1927



30' RAIL

SAW. 85 RR. 1947

SAW. 85 RR. 1945

7502-1937 SAWED 85 RR 1932

SURF. - DELL RAPIDS PIT RUN GR. - 1971



48

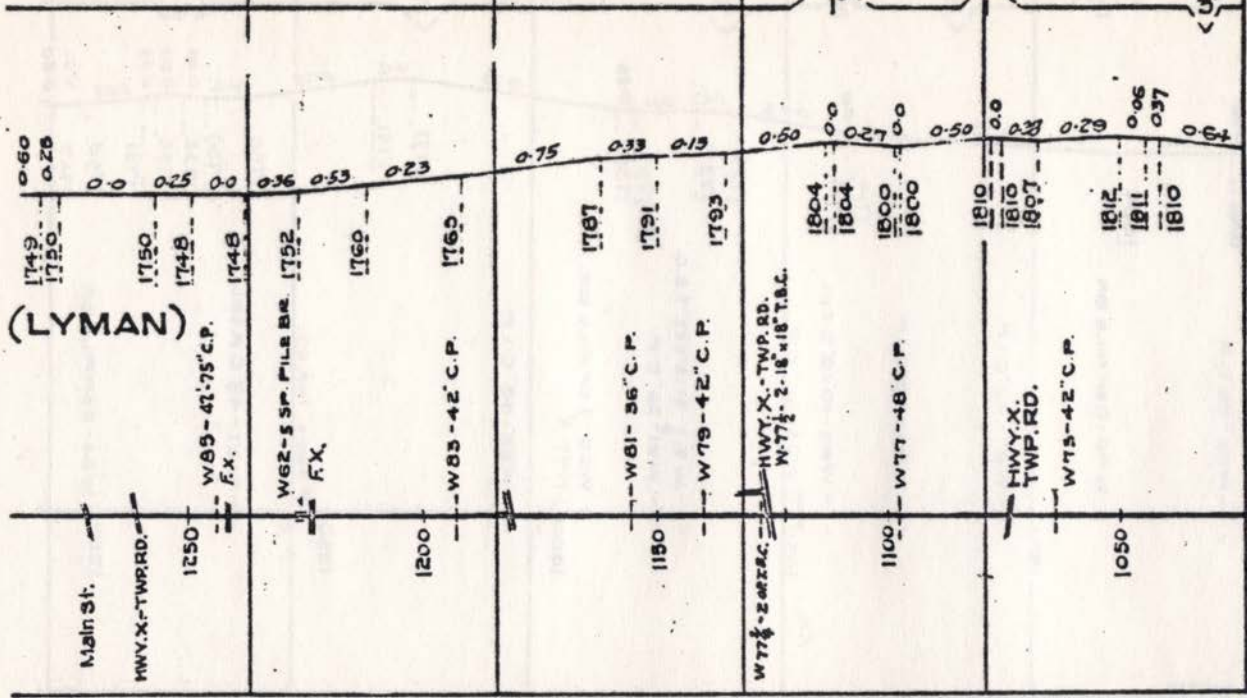
464

463

462

461

460



(LYMAN)

Main St.

HWY. X - TWP. RD.

1250

W 85 - 41.75" C.P.  
FX.

W 62 - 5 SP. FILE BR.  
FX.

1200

W 83 - 42" C.P.

1150

W 81 - 36" C.P.

W 79 - 42" C.P.

W 77 1/2 - 2 or 24 C.

HWY. X - TWP. RD.  
W 77 1/2 - 2 - 18" x 18" T.B.C.

1100

W 77 - 48" C.P.

HWY. X.  
TWP. RD.

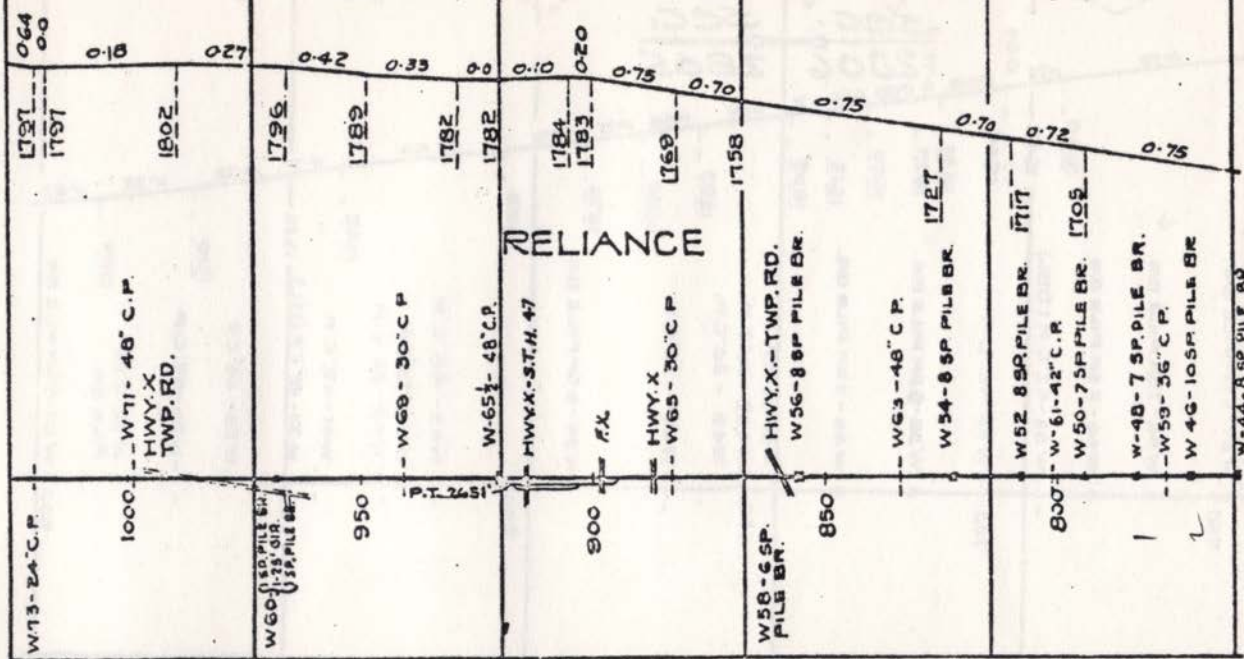
W 75 - 42" C.P.

1050

SAWED 85° RR 1932

SURF. - DELL RAPIDS PIT RUN GR. - 1971

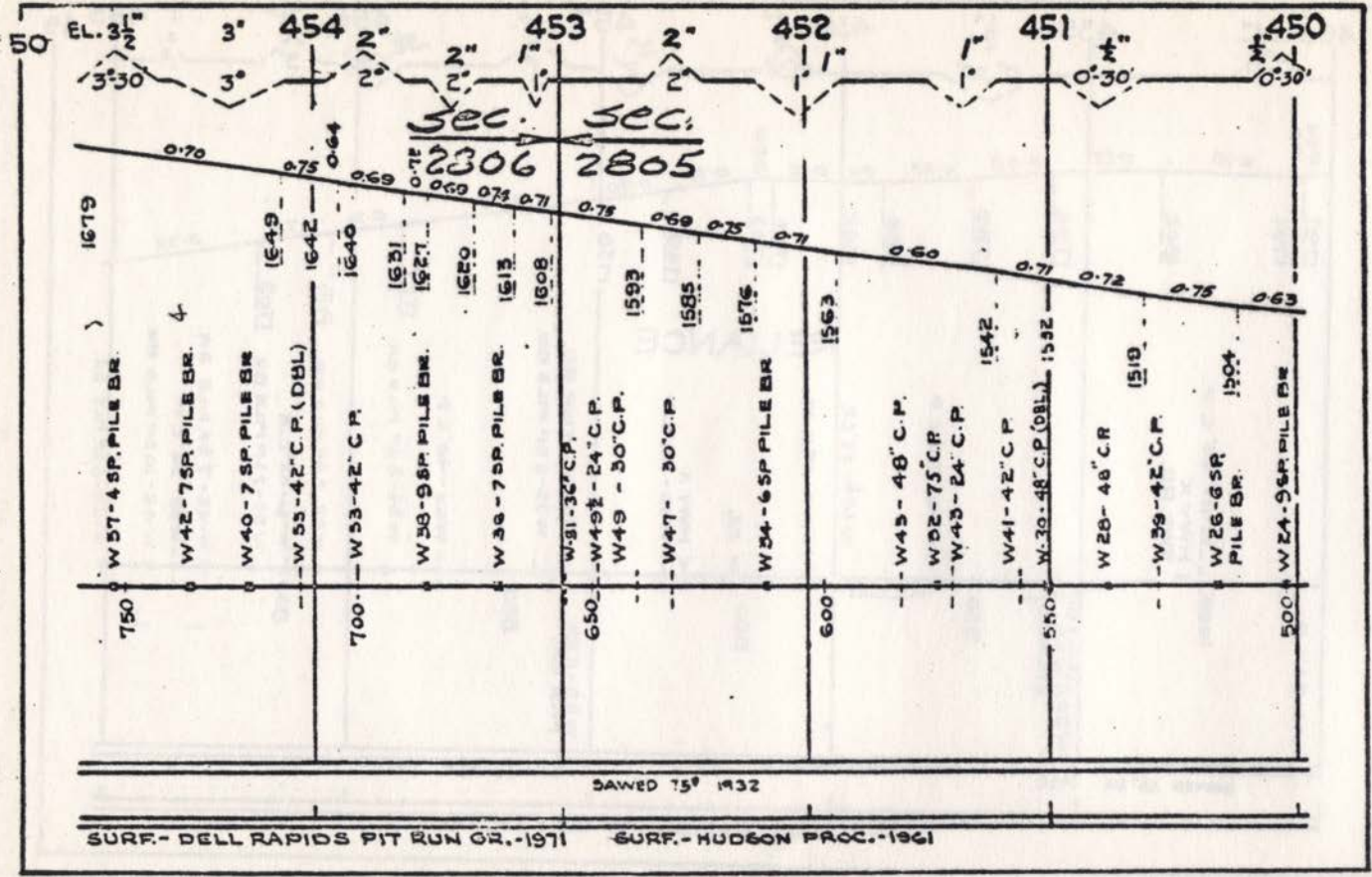
460 1" 459 2" 458 2" 457 1" 456 3" 455 1" 49

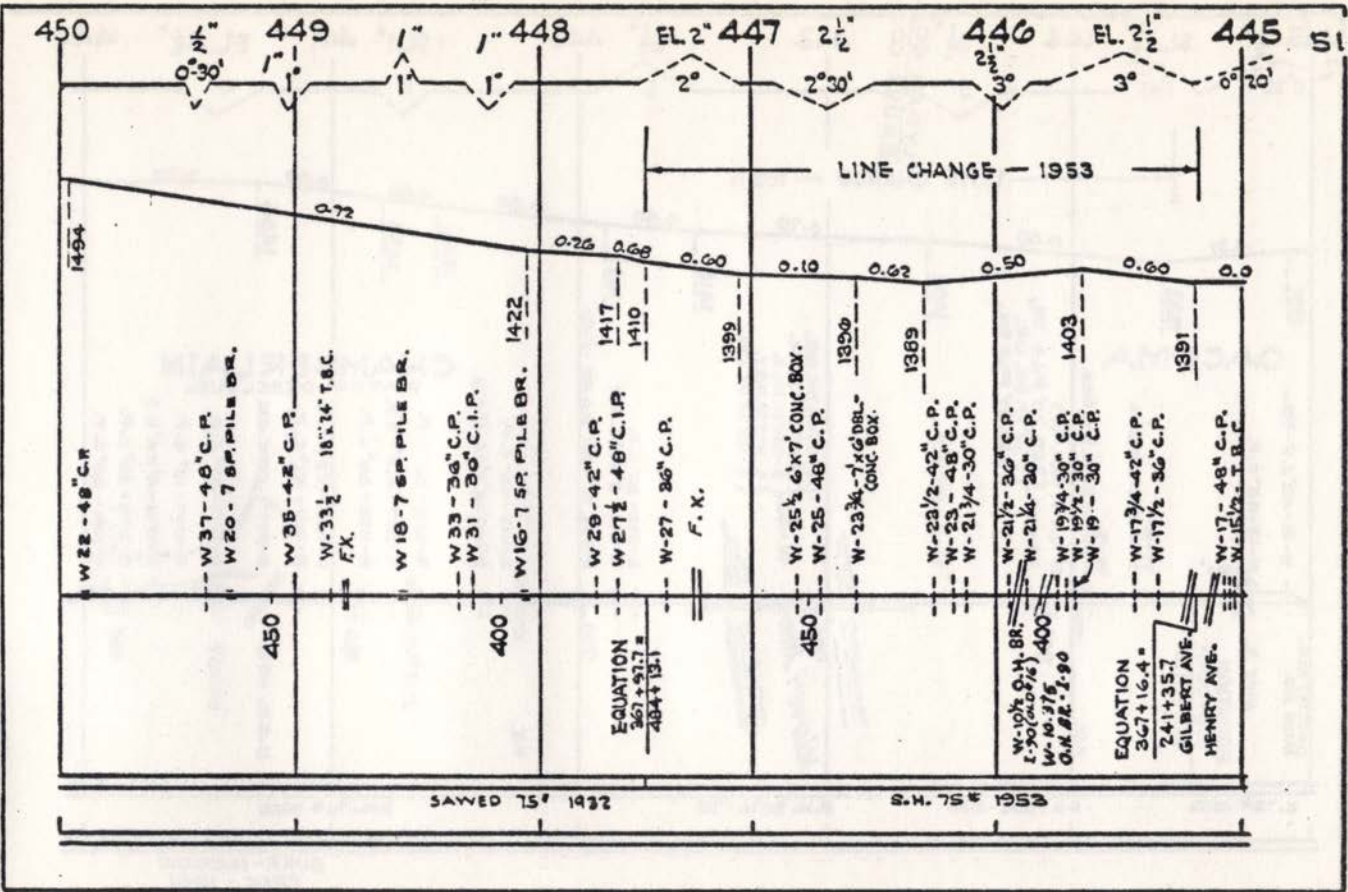


SAVED 85' RR 1932

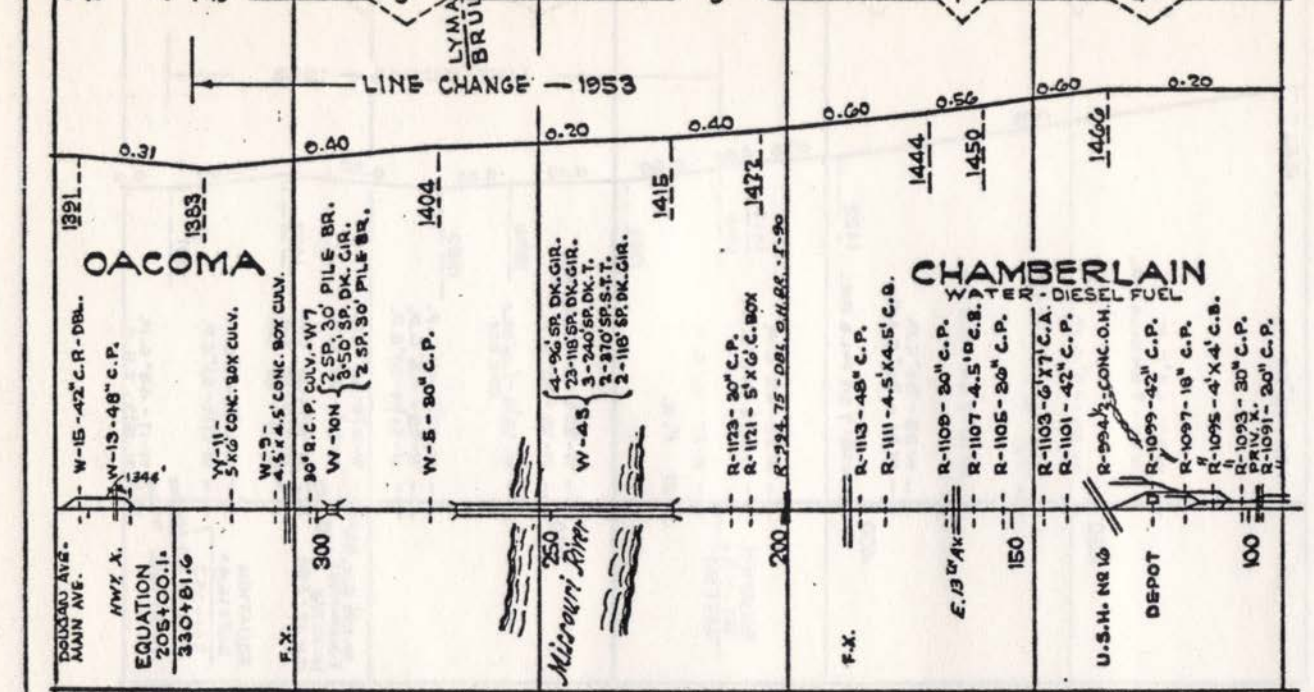
SAVED 75' RR 1932

SURF. - DELL RAPIDS PIT RUN GR. - 1971





52 445 1/2" EL. 1 1/2" 444 3 3/4" LYMAN CO. BRUCE CO. 443 3 3/4" 442 EL. 1" 441 EL. 3 1/2" 440



OACOMA

CHAMBERLAIN

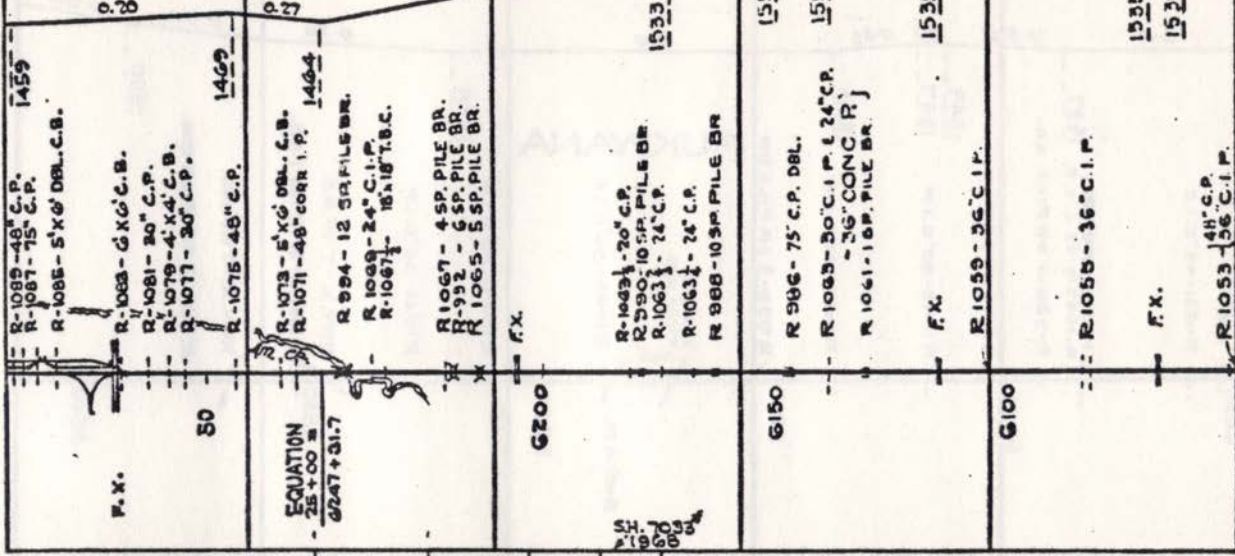
Missouri River

S.H. 754 1932 S.H. 7502-1953 S.H. 9026-53 S.H. 754 1953

SURF-HUDSON  
PROC.-1961

440 EL 0'0" 1/2 439 0'0" 438 437 2 1/2 436 3 435 53

LINE CHANGE - 1953



S.H. 75' 1953      S. 7010-62 65' - 13      S. 7010-62      65' - 1913

SURF. - HUDSON  
PROC. GR. - 1962

SURF. - HUDSON & OACOMA GRAVEL - 1962

S4 435 434 2" 433 432 431 430

6050 6000 5950 5900 5850 5800

00 0.36 00 0.53 00 0.30 0.57 0.94

R-1051-42' C.I.P.

HWY. X.-TWP. RD.  
R-1049 1/2-26' C.I.P. 1537  
R-984-74' PILE DR.

1547  
1547

R-1049-30' C.I.P.

1538

R-1047-30' C.I.P.

R-982-35' PILE DR.

PUKWANA

1536

R-1043-30' C.I.P.

R-1041-30' C.I.P.

HWY. X.-TWP. RD.  
R-1039 1/2-3-18"x30" T.CUL.

HWY. X.-TWP. RD.  
R-980-35' PILE DR.

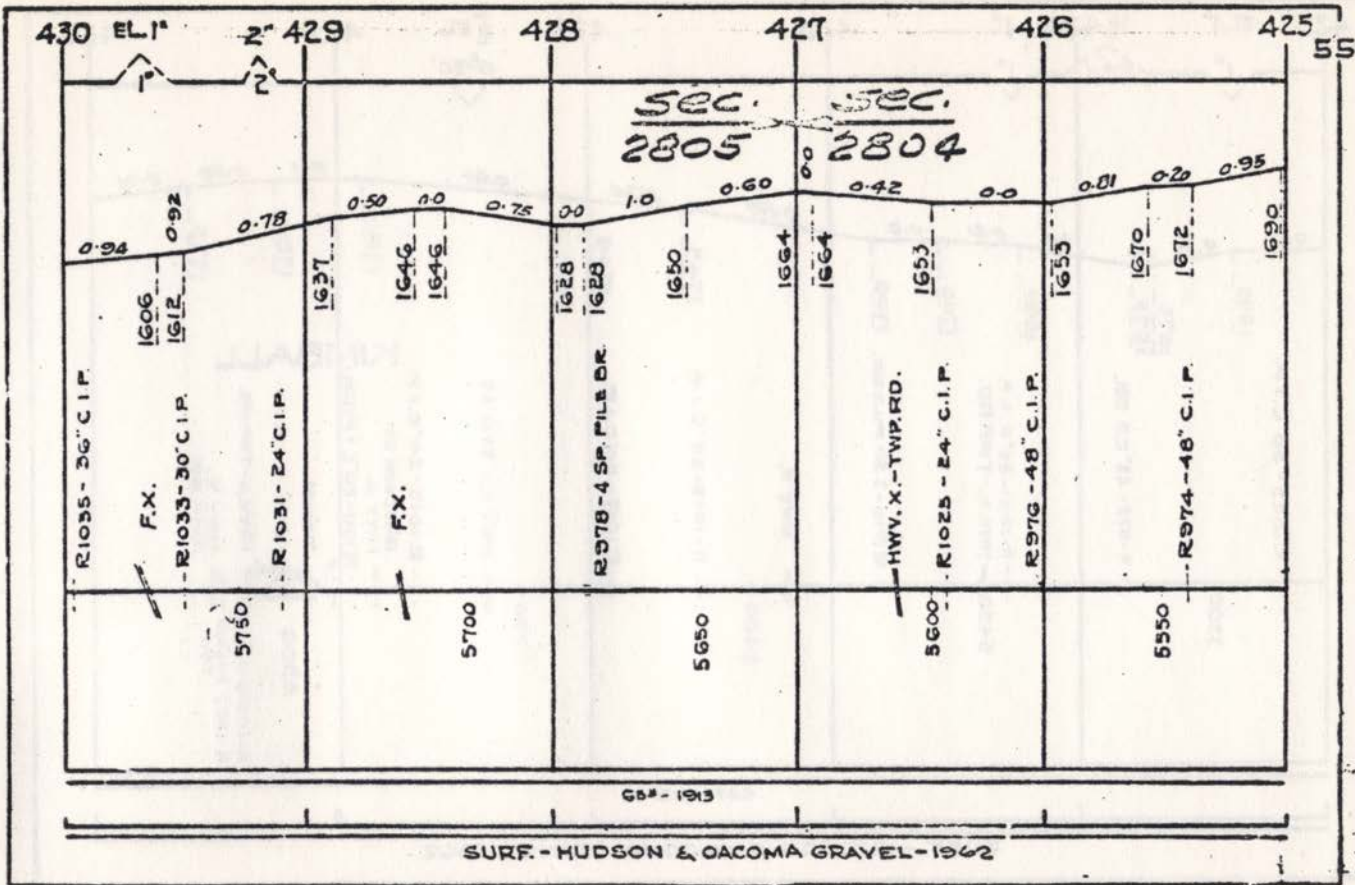
1550

HWY X  
TWP RD.  
69

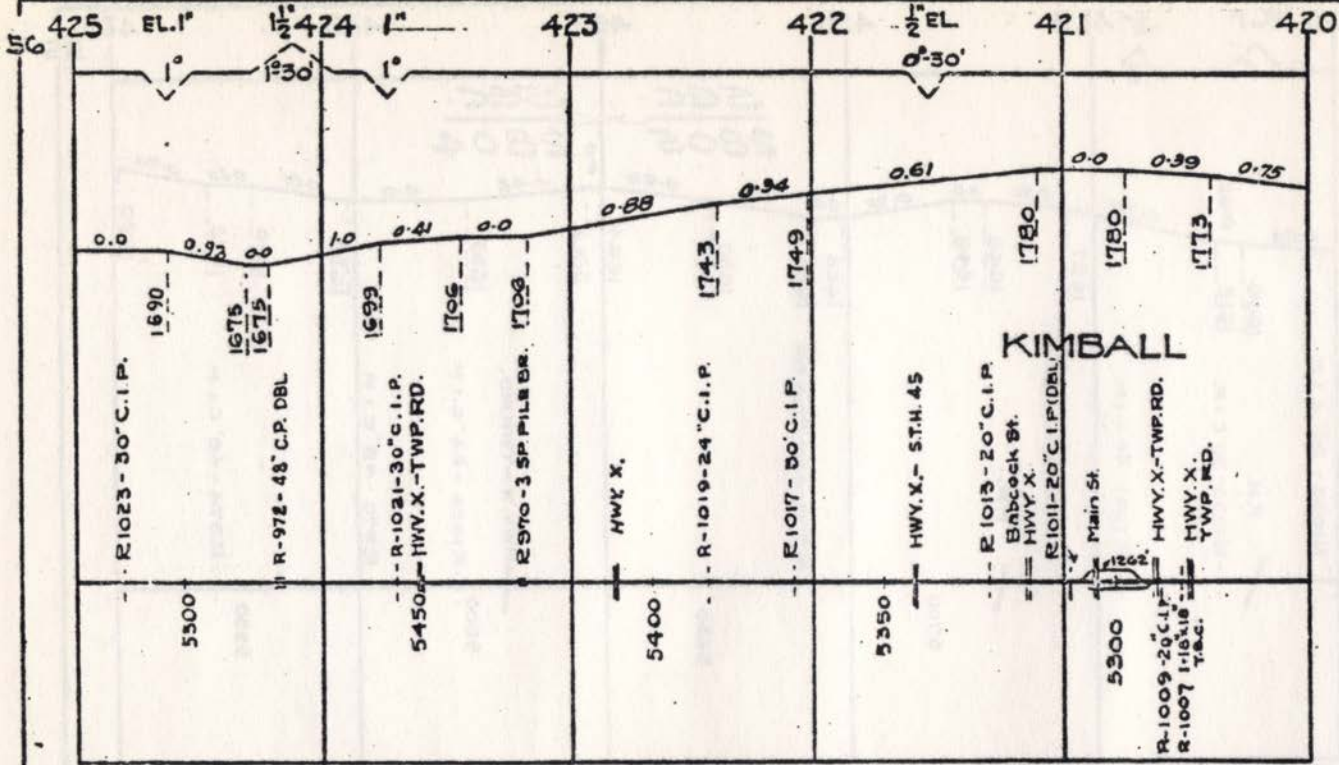
Salina St.

69'-10 1/2"

SURF.-HUDSON & OACOMA GRAVEL-1962







SURF. - HUDSON & OACOMA GRAVEL - 1962

654-1913

KIMBALL

56 425 EL. 1" 1/2 424 1" 423 422 1/2" EL 421 420

0.0 0.93 0.0 1.0 0.41 0.0 0.88 0.94 0.61 0.0 0.39 0.75

1690

1675  
1675

1699

1706

1706

1743

1749

1780

1780

1773

5300

5450

5400

5350

5300

R-1009-20° C.I.P.  
R-1007-1-18' 18' T&C.



420

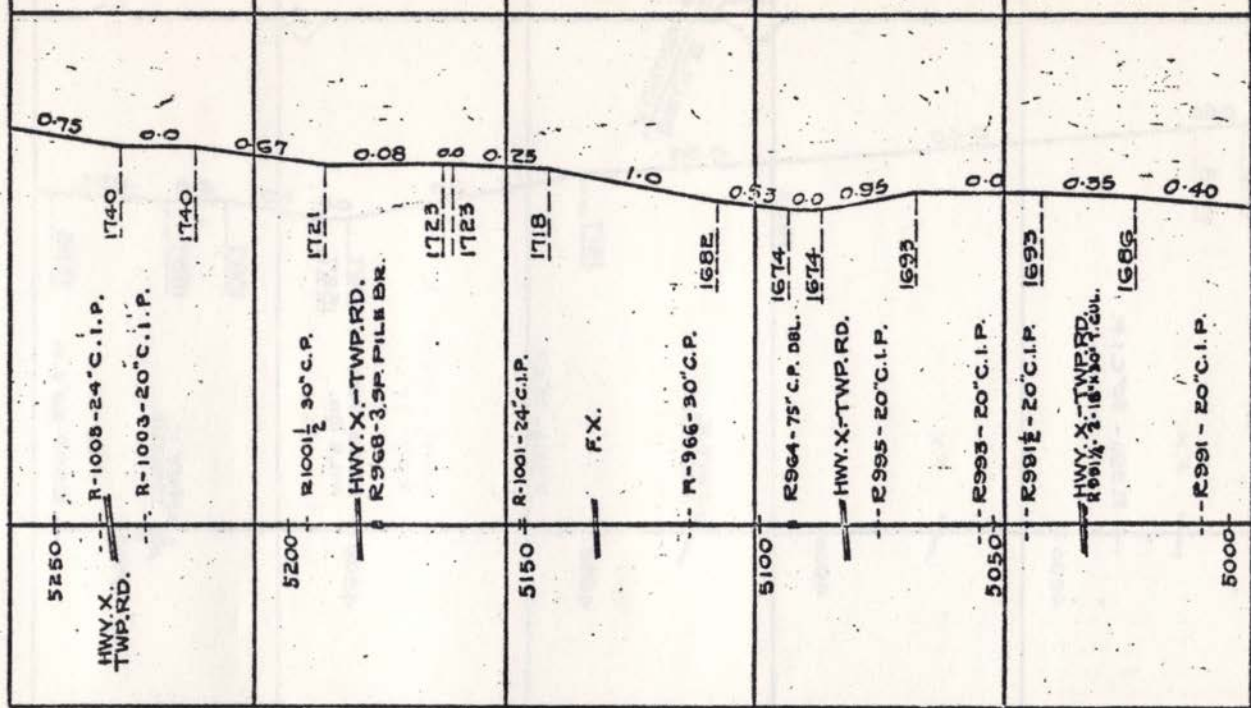
419

418

417

416

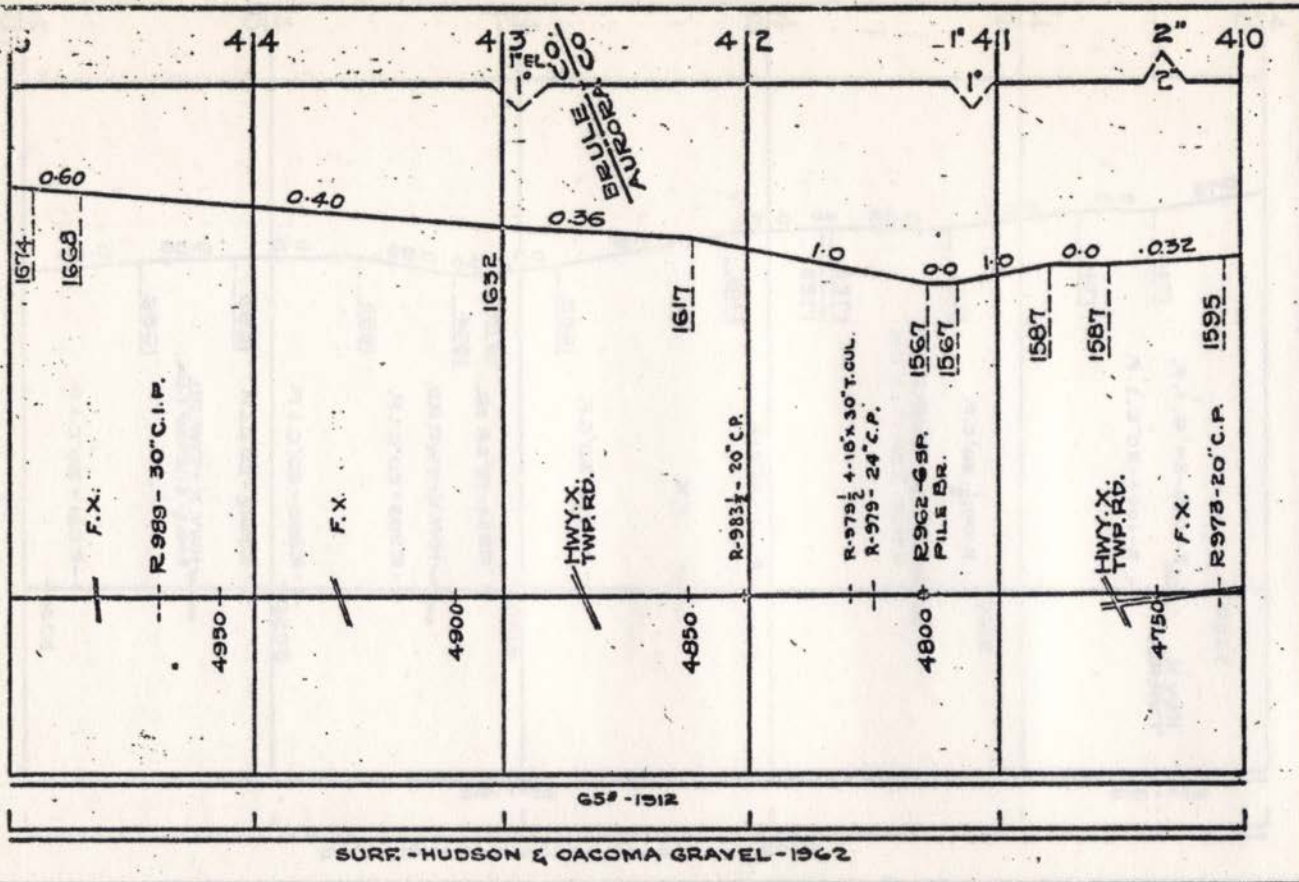
415



65° - 1915

65° - 1912

SURF. - HUDSON &amp; OACOMA GRAVEL - 1962



410

409

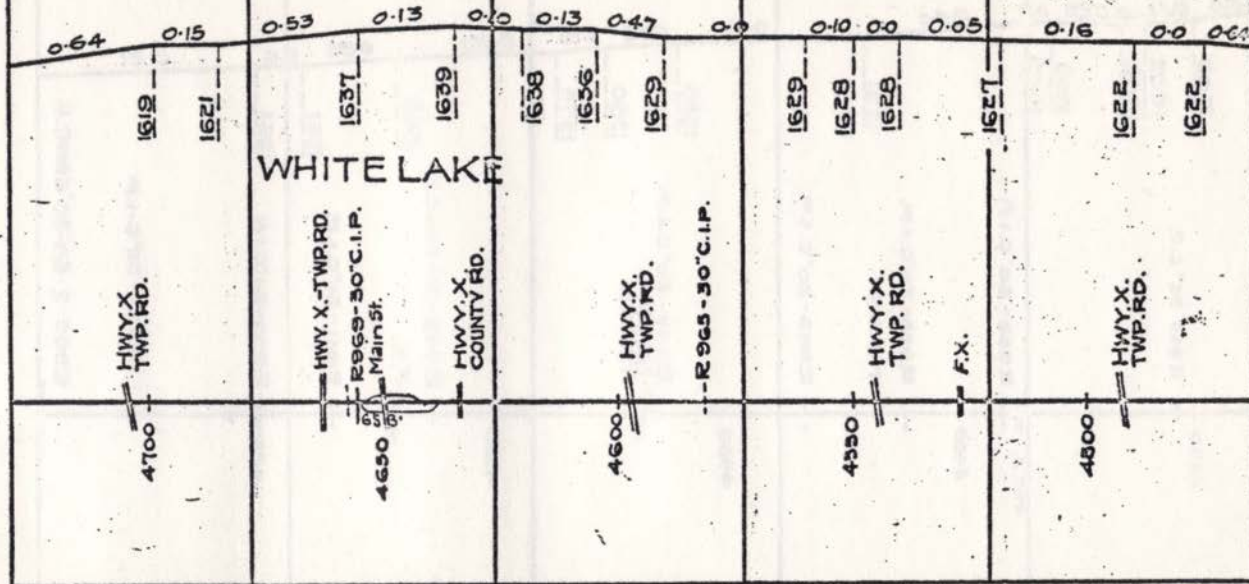
408

407

406

405

59



65° - 1912

SURF. - HUDSON &amp; DACOMA GRAVEL - 1962

60 405 404 403 402 401 400

SEC. 2804 SEC. 2803

0.61 0.17 0.07 0.00

0.40

0.15

0.33 0.50

0.20

0.35 0.00

0.21

1606

1602  
1502

1505  
1505

1591

1585

1580

1575

1568

1561

1561

R 959 36" C.I.P.

NW7 X  
R 955 - 20" C.I.P.

R 953 - 20" C.I.P.  
TWP. RD.

R 949 - 20" C.I.P.

R 947 - 20" C.I.P.  
HWY. X  
TWP. RD.

R 943 - 30" DBLG. I.P.  
F. X.

R 941 - 24" C.I.P.

R 939 - 24" C.I.P.

R 936 - 30" C.I.P.

R 960 - 2 - 60" 30' CONC. P.

4450

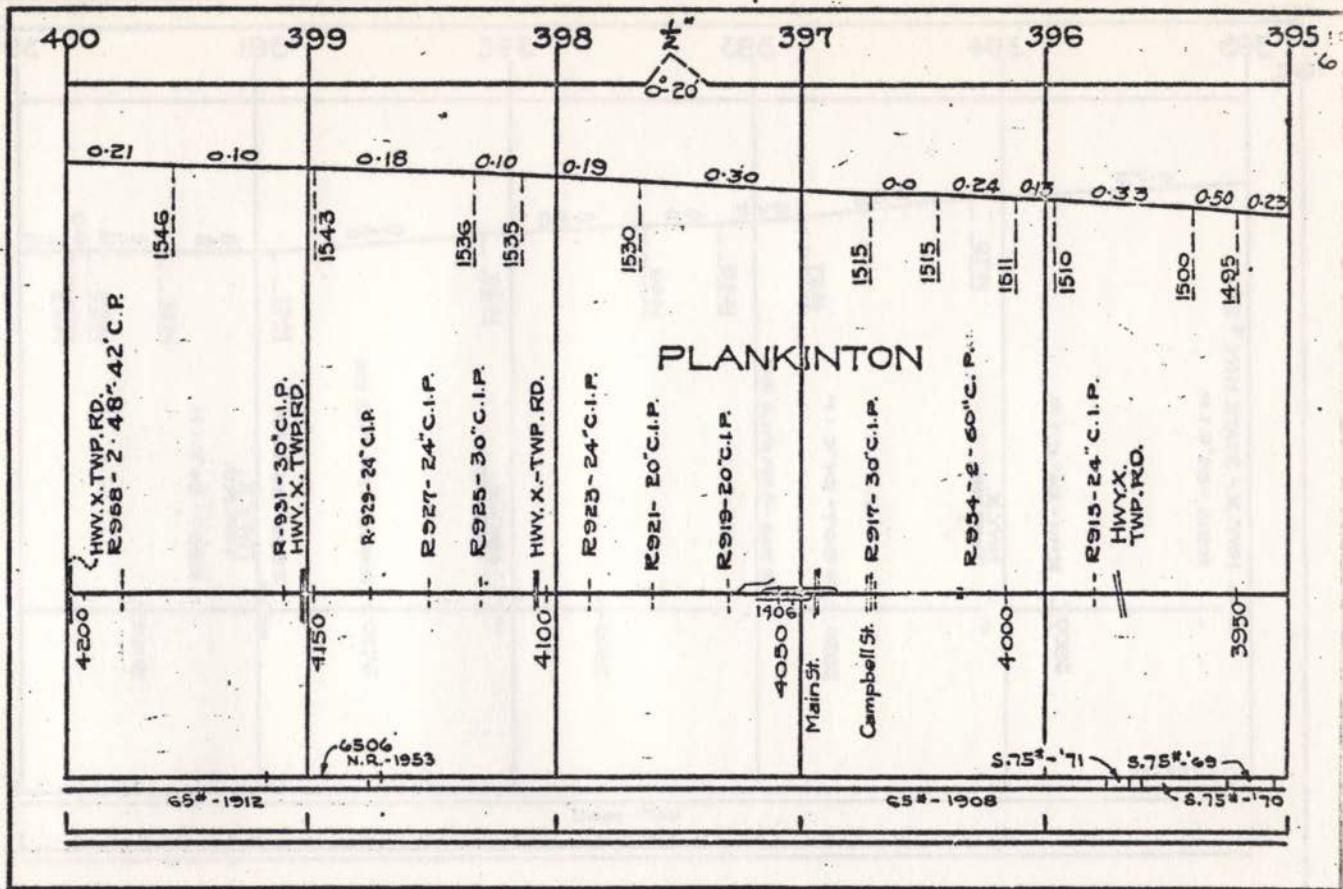
4400

4350

4300

4250

65' - 132



62 395 394 393 392 391 390

HWY. X.-STATE HWY. # 281  
R919-24" C.I.P.

3900' R911-24" C.I.P.

HWY. X.  
TWP. RD.

3650' R907-24" C.I.P.

R952-45P. FILE BR.

3600'

HWY. X.  
TWP. RD.

3750' R950-15P. FILE BR.

R899-36" C.I.P.

HWY. X.  
TWP. RD.

R897-24" C.I.P.

3700'

0.23

0.63

0.42

0.00

0.28

0.40

0.00

0.13

0.00

0.13

1479

1457

1449

1449

1439

1421

1421

1423

1423

5.15#-71

65#-1908

390

388

388

387

386

385

63

HWY. X.  
TWP. RD.

3650

R248-85P  
PILBEE.

HWY. X.  
TWP. RD.

3600

R246-75' C.P. DBL.

HWY. X.  
TWP. RD.

3550

R231-24' C.I.P.  
HWY. X.  
TWP. RD.

3500

HWY. X.

R208-48' C.P.  
42' C.I.P.

3450  
Main St.

HWY. X.

R207-30' C.I.P.

MT VERNON

0.19

0.53

0.0

0.80

0.46

0.0

0.27

0.0

0.20

0.23

0.0

1413

1403

1403

1415

1426

1426

1418

1418

1415

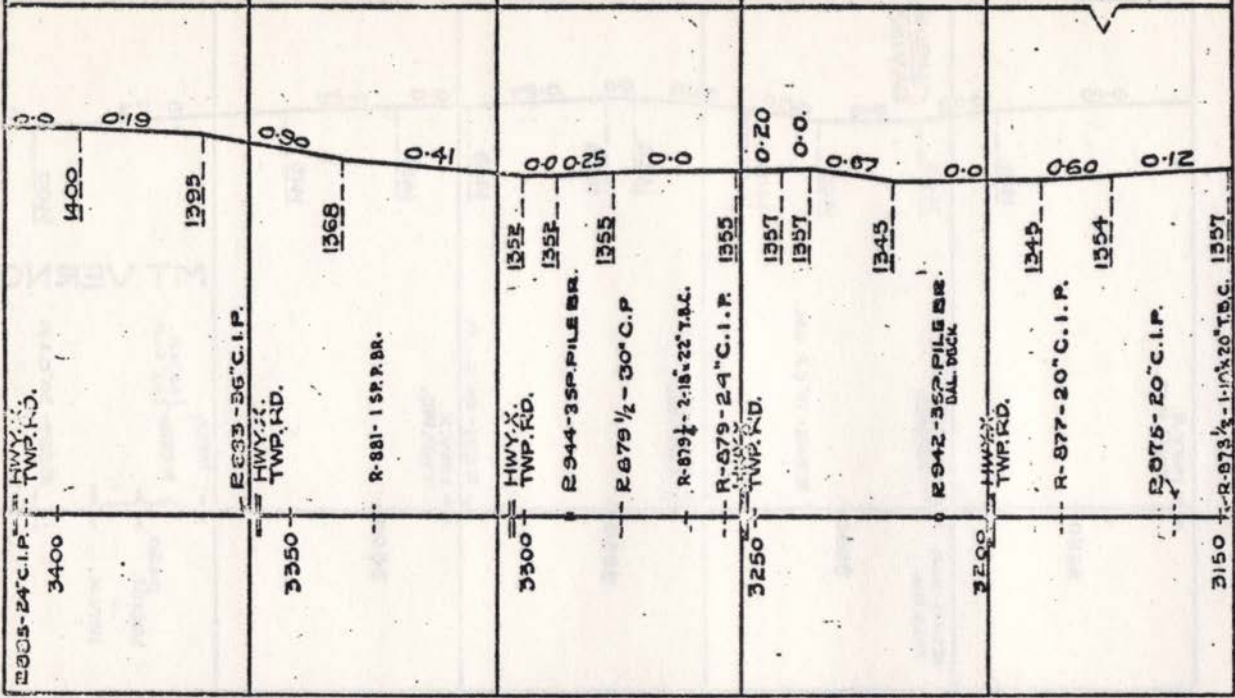
1400

AUROREA CO.  
DAVISON CO.

861-5



64 385 384 383 382 381 1 1/2" EL 380



1:30'

0 1 2 3 4 5 6 7 8 9

380

EL. 1"

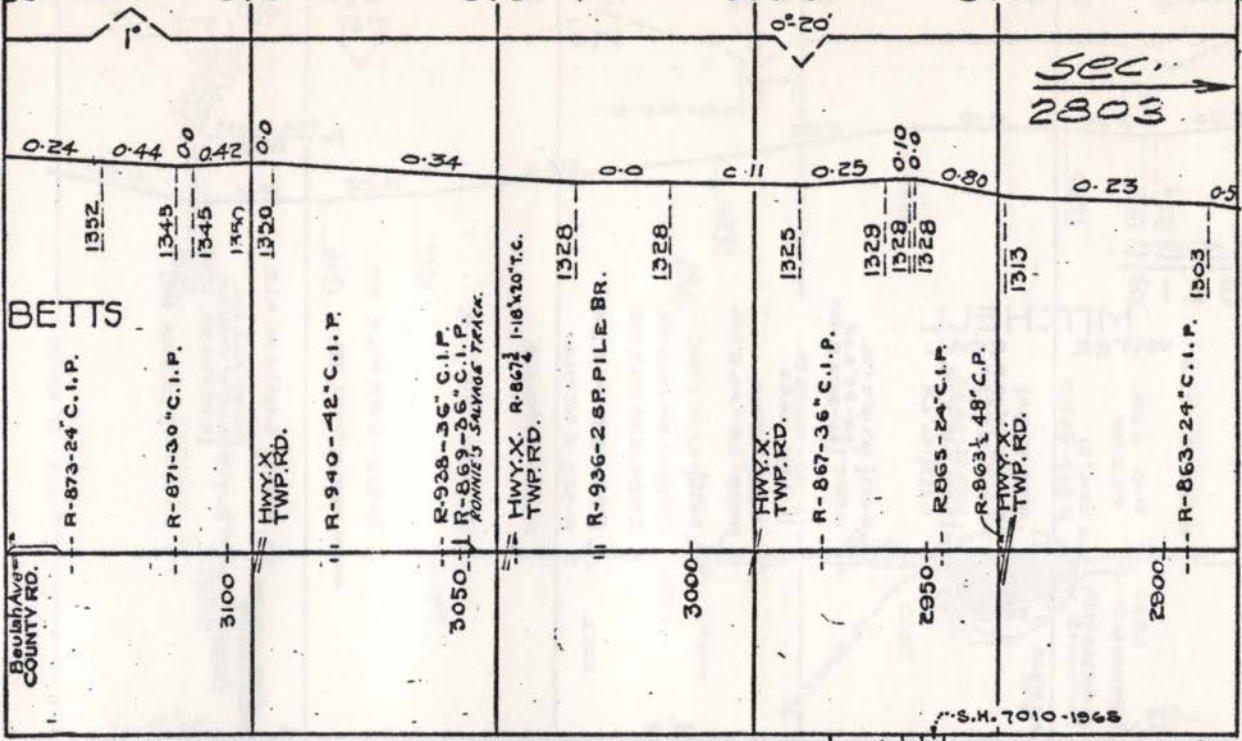
279

378

377 1/2" EL.

376

375



BETTS

Beulah Ave.  
COUNTY RD.

R-873-24" C.I.P.

R-871-30" C.I.P.

HWY. X.  
TWP. RD.

R-940-42" C.I.P.

R-938-36" C.I.P.  
R-869-26" C.I.P.  
RONNIE'S SALVAGE TRUCK.

HWY. X. R-867 1/2 118x10" T.C.  
TWP. RD.

R-936-25P PILE BR.

HWY. X.  
TWP. RD.

R-867-36" C.I.P.

R-865-24" C.I.P.

R-863 1/2 48" C.I.P.

HWY. X.  
TWP. RD.

R-863-24" C.I.P.

SEC.  
2803

65°-1908

S.70°-71' 65° 08

S.70°-1965-S.R. 65°-1908

66 375 EL.  $\frac{3}{4}$ " 374 373  $2\frac{1}{2}$ "  $1\frac{1}{2}$ " 372  $3\frac{1}{2}$ " 371  $2\frac{1}{2}$ " EL.  $1\frac{1}{4}$ " 370

0°-40' 2° 1°20' 2°47'

0.50 0 0.50 0.0 0.85 0.66 0.26 0.0 0.32 0.95

1285 1285 1293 1299 1260 1217 1212 1212 1212

3212

# MITCHELL WATER COAL STATION

TO EDGELEY R-861-30" C.I.P.

R-859-24" C.I.P.

P-O 65P. PILE BR.

S.T.H. #37 R-857-24" C.P.

R-853 18'x18" T.CUL.

R-855 { 60' 30" C.I.P. 36' 30" C.P.-EXT.

R-530-FOSTER ST. { 65P. P.BR.-UG.H.X.

R-851 24" C.P.

R-828-68P. PILE BR.

R-926 1-0.H. ST. & CONC. HWY. BR. 158' L.G.

R-924-65P. PILE BR.

R-922-65P. PILE BR.

R-920-65P. PILE

R-851-20" C.I.P.

R-849-30" C.I.P.

R-918-68P. PILE BR.

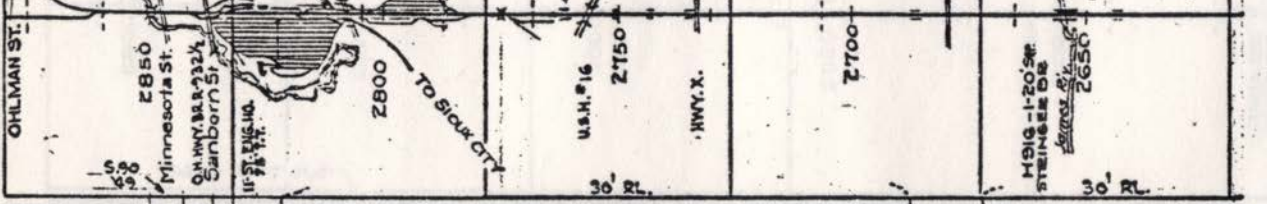
HWY. X. TWP. RD. 1212

R-847 2-18" x 14 GA. C.I.P.

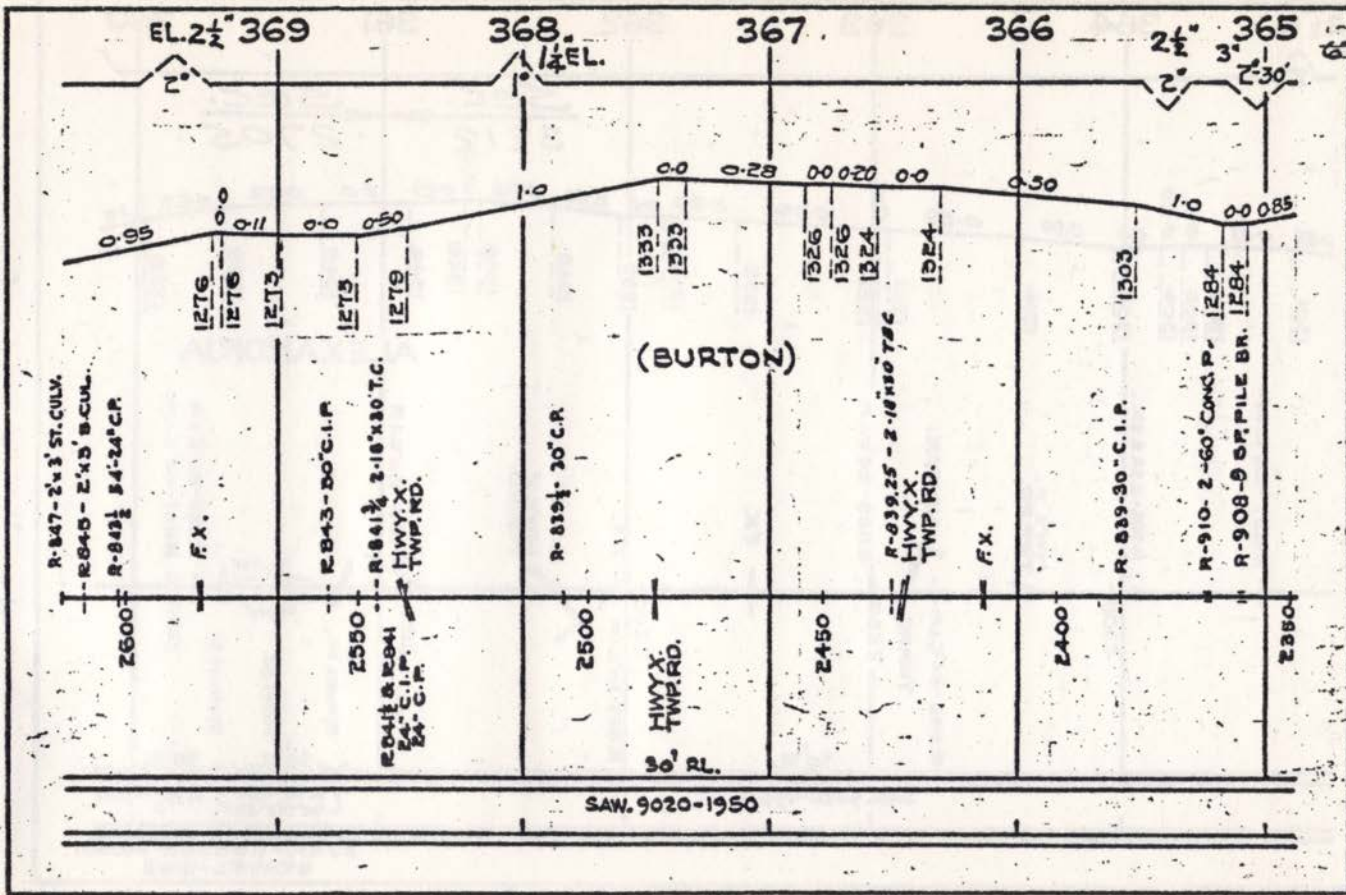
R-918 { 20-SP. PILE BR. 2-65" THRU GIR. 2-SP. PILE BR. 1212

R-914-13 8P. PILE BR.

R-912-75' CONCR.P



65-1908 196 196 1950 1950 30' 30' SAW. 9020-1950 3,10020 1962 SAW. 9020-1950



68 2 1/2 EL. 364 363 362 361 360

SEC. 3212 → SEC. 2705

0.85 0.21 0.0 0.20 0.0 0.50 0.25 0.0 0.36 0.20 0.0 0.66 0.26 0.0 0.25 0.0 0.33 0.65 1.0

1301 1305 1305 1304 1304 1314 1321 1321 1332 1335 1335 1345 1349 1349 1349 1346 1339 1328

# ALEXANDRIA

R 837-20° C.I.P.

R 306-3 SR.P. BR.

HWY. X. TWP. RD.

HWY. X.

R 833-24° C.I.P.

F.X.

F.X.

HWY. X. TWP. RD.

R 823-20° C.I.P.

R 823-20° C.I.P.

R 821-48° C.I.P.

Z 300

R 855-24° C.I.P. TWP. RD.

Z 250

Z 200

R 827-28° C.I.P. F.X.

Z 150



Spruce St.

Main St.

Walnut St.

Z 100

30' RL.

30' RL.

30' RL.

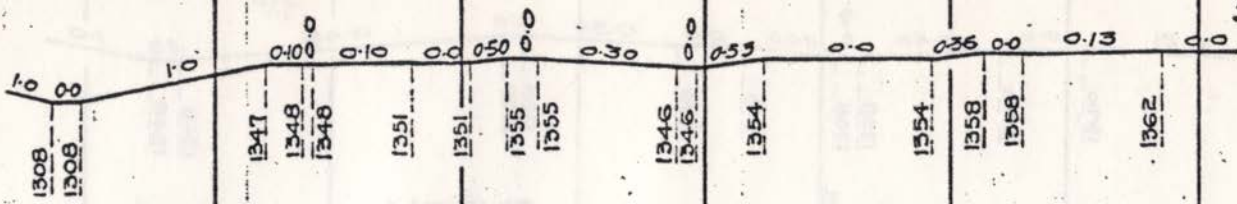
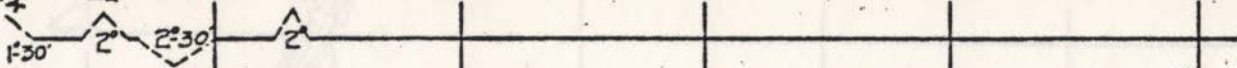
SAW. 9020-1950

5.90° 150  
90° 103' 49

5.90° 1950

SURF. - HUDSON PROC. GRAVEL - 1963

EL. 137 2 1/2 3'359 2 1/2 EL. 358 357 356 355

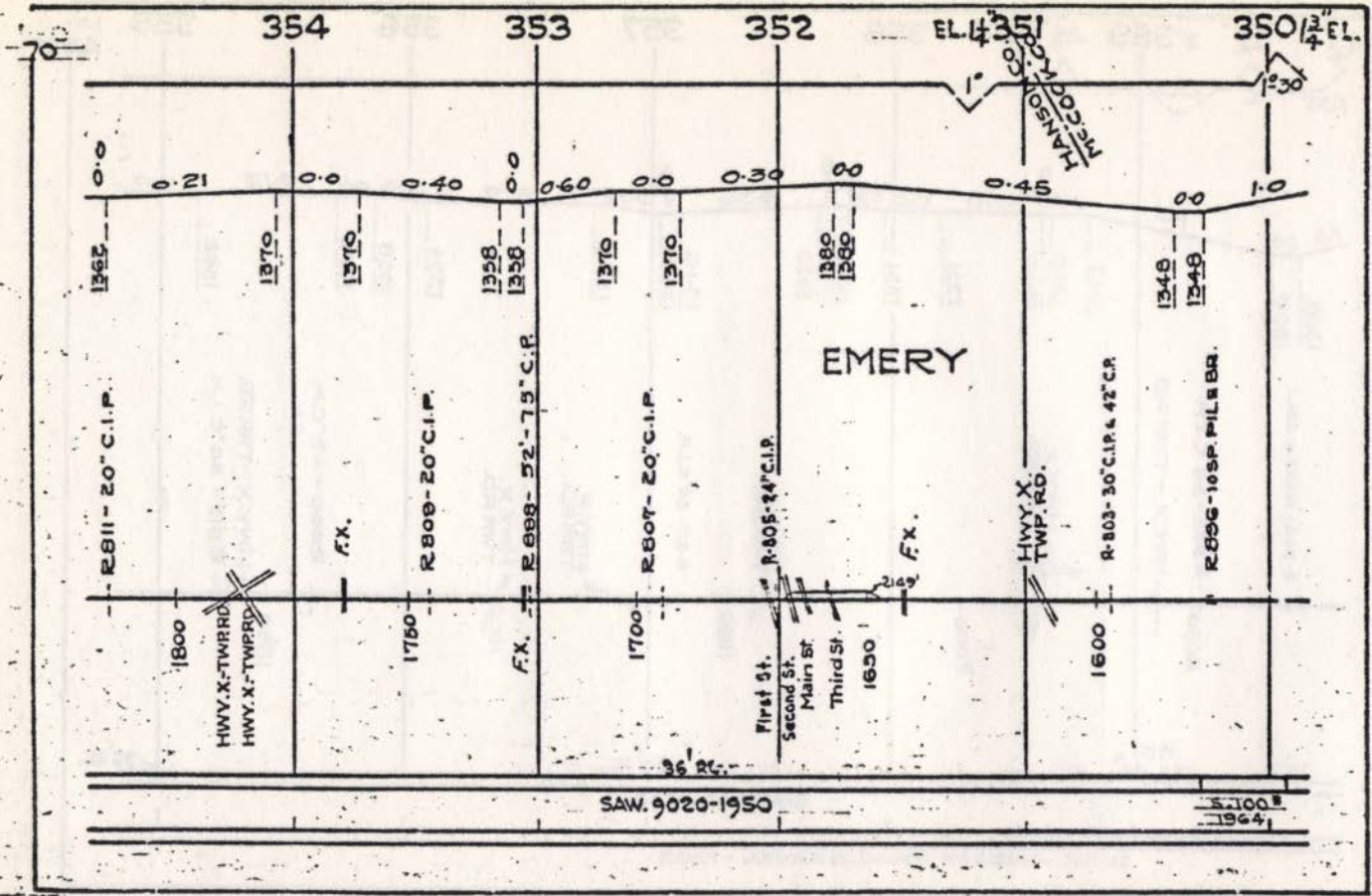


R. 904 - 14' x 10' c. CUL.  
R. 902 - 36' C.I.P.  
HWY. X. - TWP. RD.  
HWY. X. TWP. RD.  
HWY. X. TWP. RD.  
R. 817 - 24' C.I.P.  
HWY. X. TWP. RD.  
HWY. X. TWP. RD.  
R. 900 - 42' C.P.  
HWY. X. - TWP. RD.  
R. 813 - 30' C.I.P.

36' RL. 1920 1950 1900 1850 36' RL.

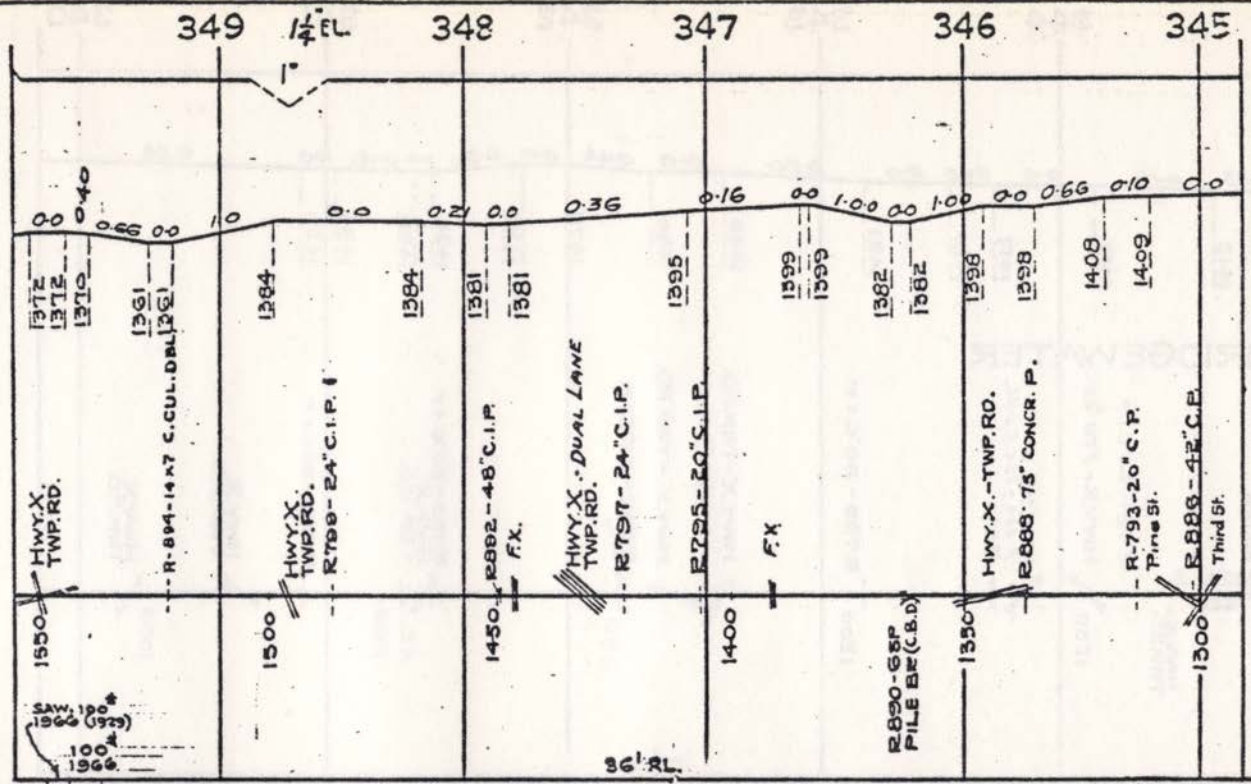
SAW. 9020-1950

SURF. - HUDSON PROC. GRAVEL - 1963



SAW. 9020-1950

5.100 B  
1964



S. 9020-50

SAW. 9020-1950

SURF. - DELL RAPIDS PIT RUN GR. - 1971



344

343

342

341

340

0.33 0.16 0.0 0.40 0.0 0.30 0.0 0.44 0.0 0.30 0.0 0.16 0.0 0.08

1409

1412

1417

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1438

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1435

1435

BRIDGEWATER

STATION

5.51'

PVT. X.

HWY. X.  
TWP. RD.R 791-24° C.I.P.  
HWY. X - 37N 42

1250

FX  
R 884-75° C.R.DBL.  
FX.

1200 R 789-30° C.I.P.

HWY. X - TWP. RD.

HWY. X - TWP. RD.

1150 R 785-24° C.I.P.

FX  
R 783-30° C.I.P.  
HWY. X  
TWP. RD.

1100

R 882-30° C.I.P.

HWY. X.  
TWP. RD.

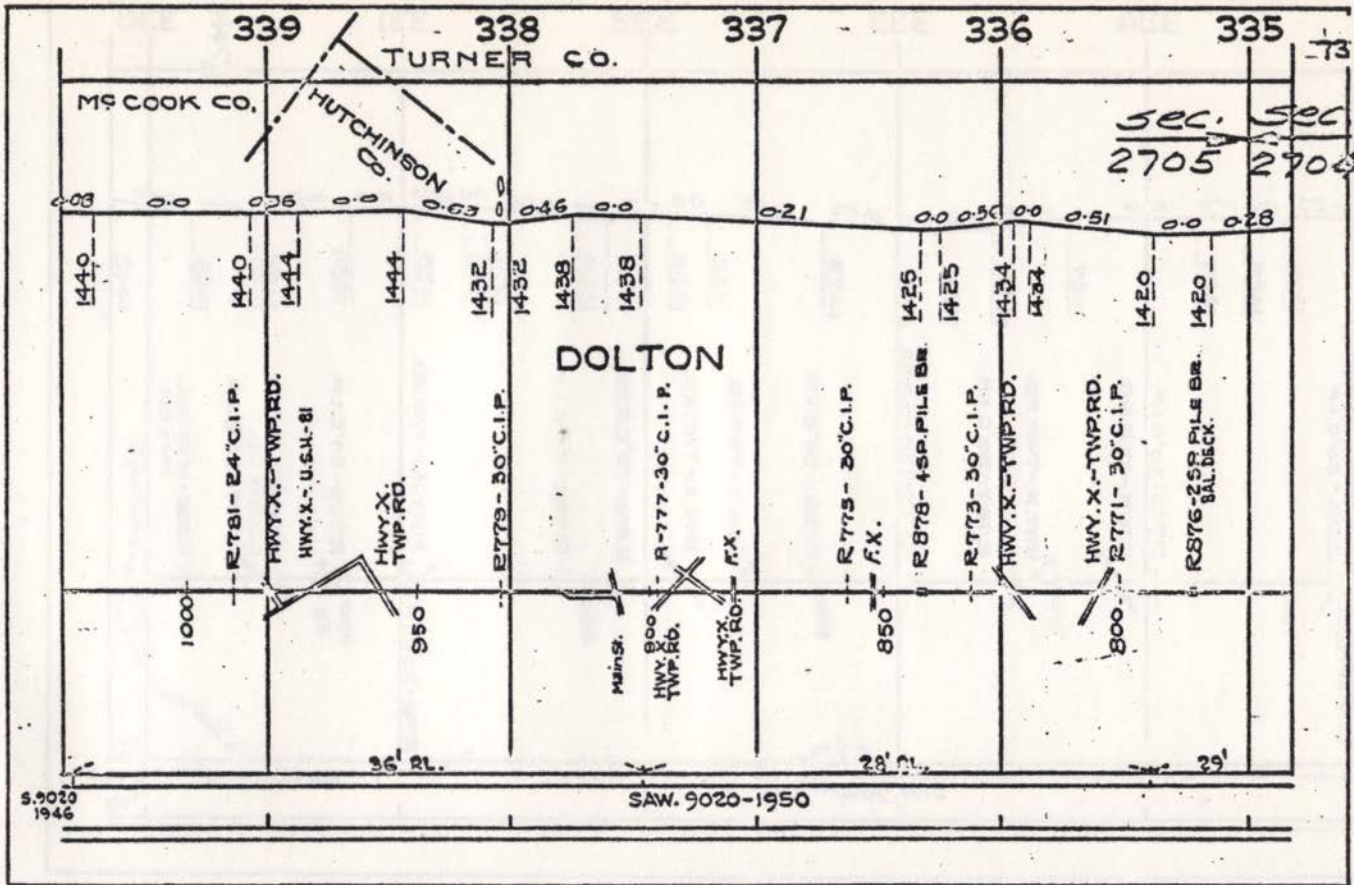
1050

HWY. X.  
TWP. RD.

SAW. 9020-1950

SURF. - DELL RAPIDS PIT RUN GR. - 1971

5.90  
4.00



74

334

333

332

331

41/2

330

0.23 0.00 0.00 0.00 0.75 0.12 0.00 0.02 0.33 0.00 0.00 0.65 0.00 0.30 0.00 0.30 0.00 0.31

1429

1429

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1429

1429

1442

H.WY. X-TWP. RD. R204-30° C.I.P.

780

H.WY. X-TWP. RD. R700-30° C.I.P.

700

H.WY. X-TWP. RD.

R767-36° C.I.P.

R072-73P PILE BR.

650 R765-30° C.I.P.

H.WY. X-TWP. RD.

H.WY. X-TWP. RD.

R070-75° C.R. DBL.

600

R765-24° C.I.P.

R761-30° C.I.P. H.WY. X-TWP. RD.

580

R759-24° C.I.P.

H.WY. X-COUNTY RD.

R757-30° C.I.P.

R869-14'x8' DBL. MAS. CUL.

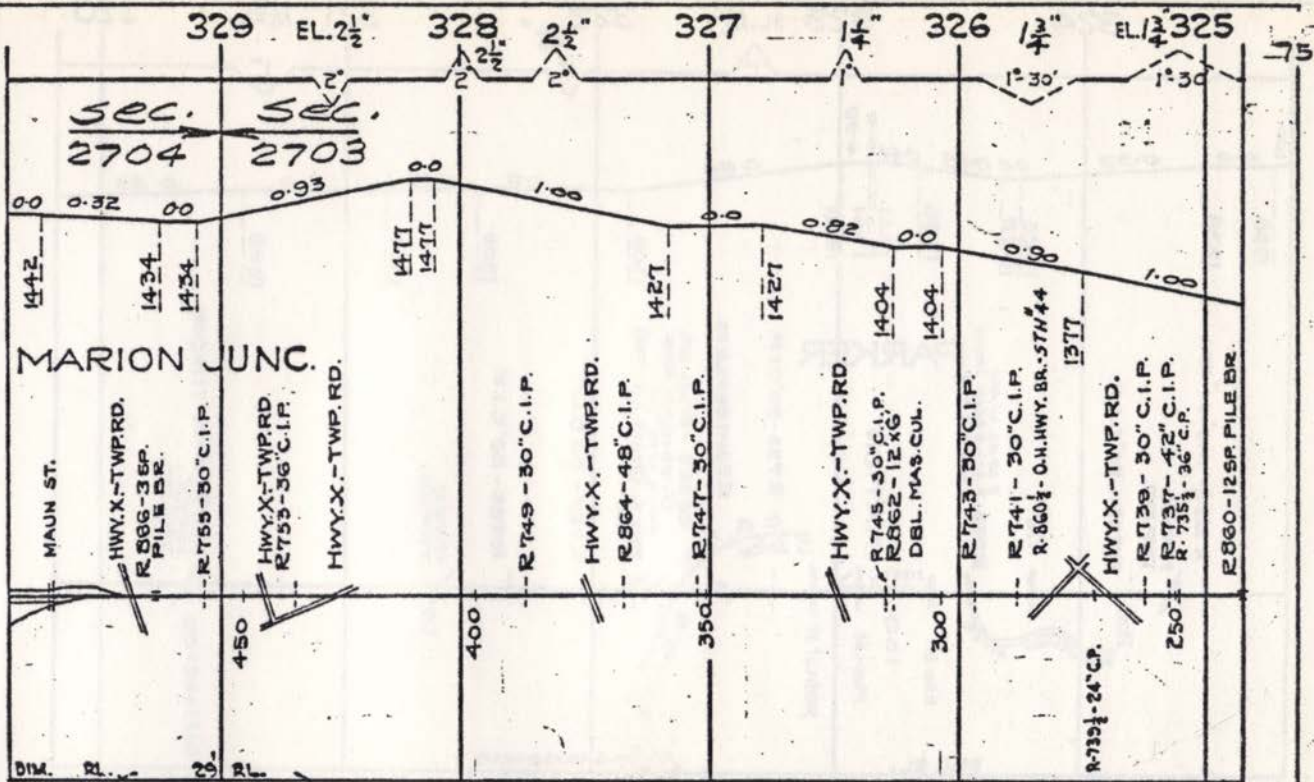
500 Broadway St.

SAW. 9020-1950

SAW. 9020-1950

5.90  
50

To Menno



SAW. 9020-1950

SAWED 90# 1928

SAW. 85# 1926

85 # (5H) 1925

76

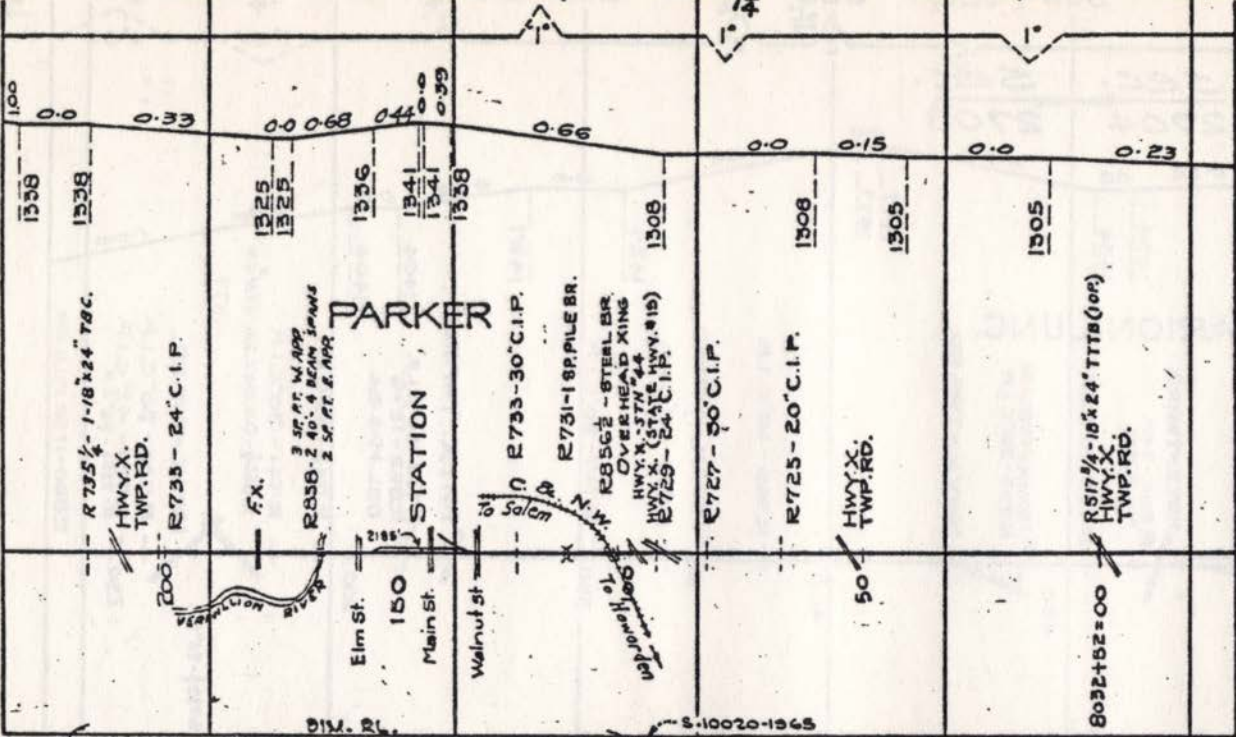
324

323 EL. 1 1/4"

322 1/4"

321 1/4 EL.

320



S.H. 85#  
1924

SAW. 9020-1950

S. 100° - 1967

85# R.R. - 1916  
75#

319

318

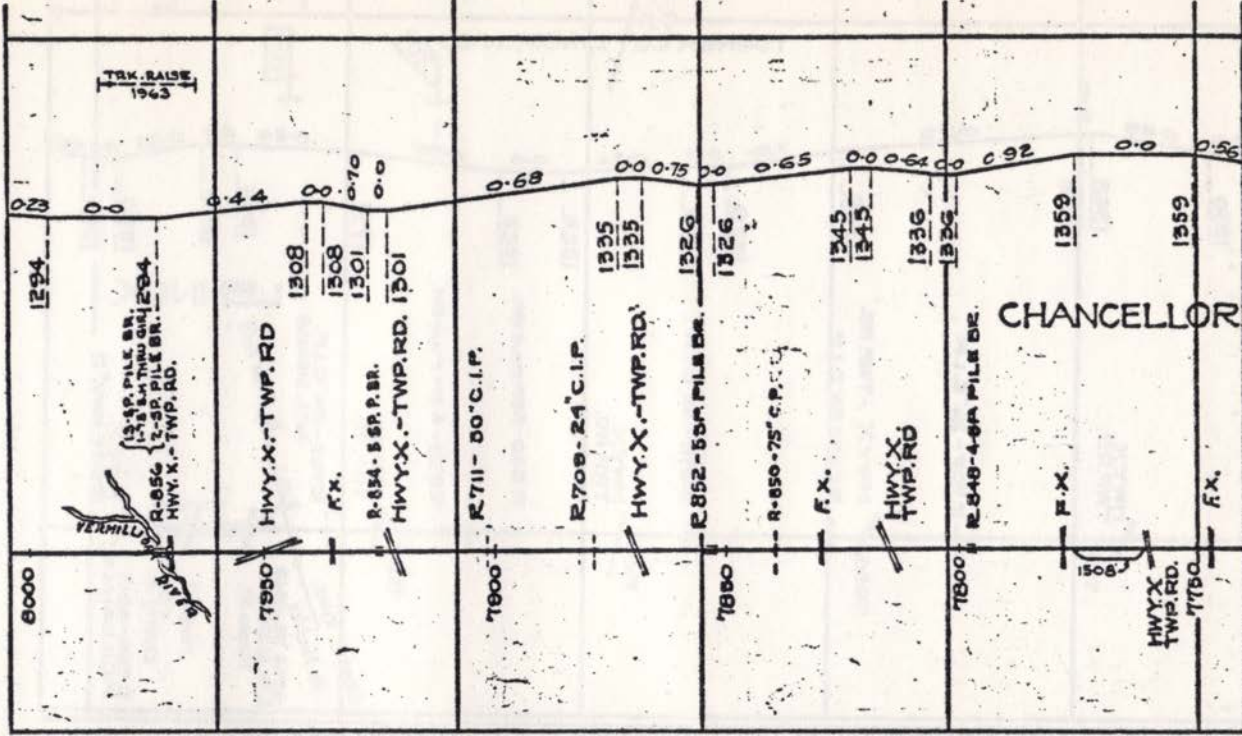
317

316

315

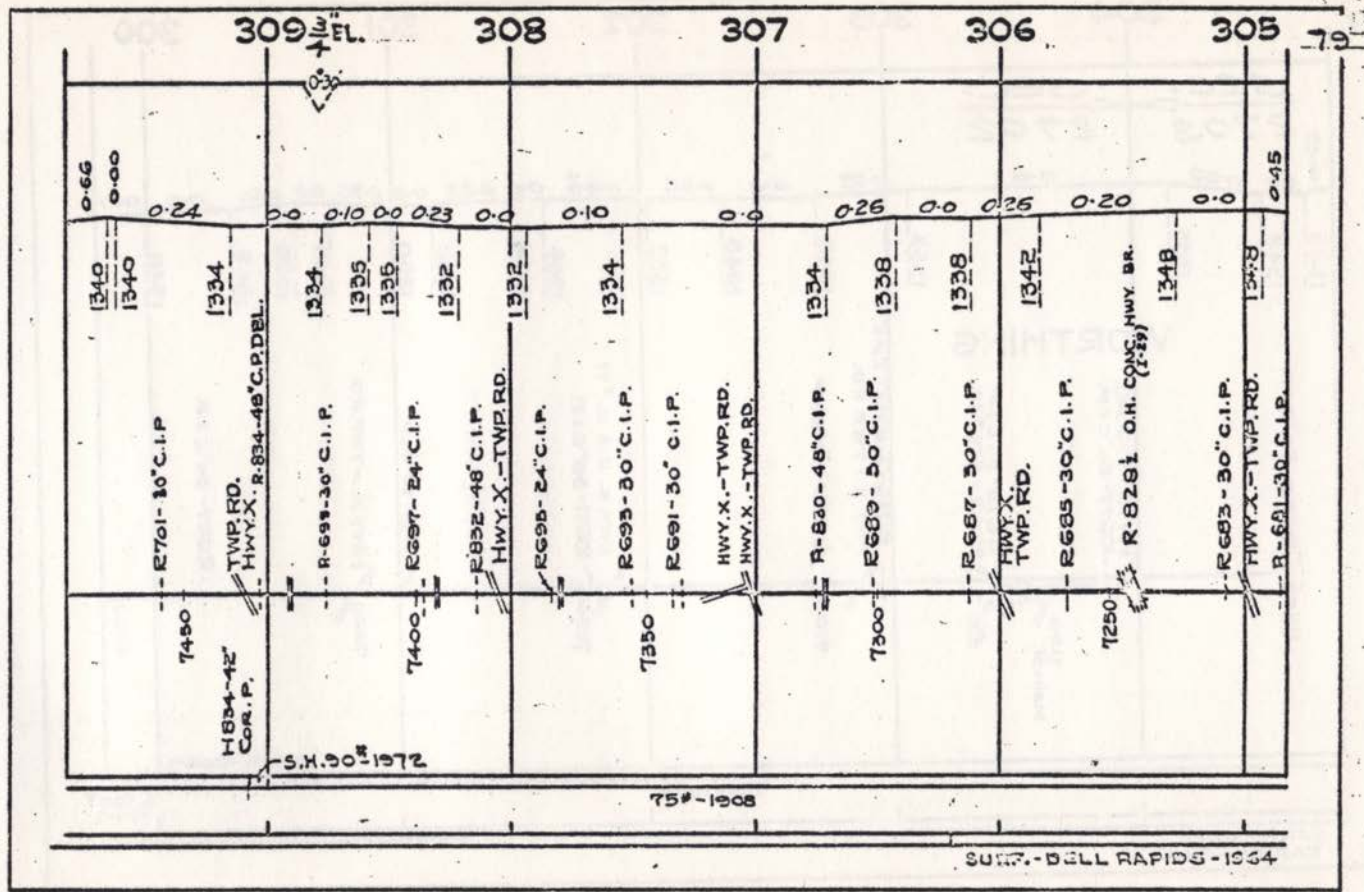
777

Tax RAISE  
1963

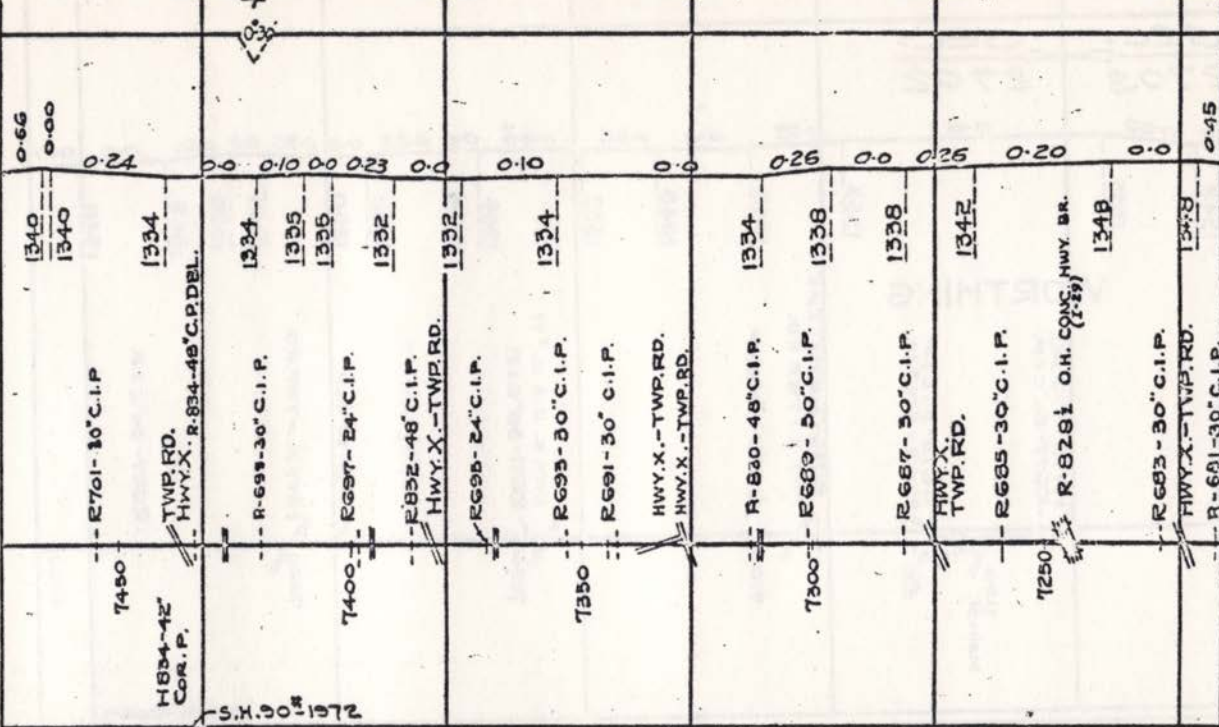


85<sup>th</sup> R.F. 1916  
75\*





309 <sup>1/2</sup> FL. 308 307 306 305 79



SURV. - BELL RAPIDS - 1964



80

304

303

302

301

300

SEC.  
2703

SEC.  
2702

0.45

1343

1343

1555

7200 R679-26° C.I.P.

WORTHING

HWY X - TWP. RD.  
- R677-30° C.I.P.

7150  
Main St.

1610

- R675-20° C.I.P.  
First St. - 57H 44

EX.

1355

- R673 1/2 - 2-13 1/2 24° T.A.C.  
HWY. X. - TWP. RD.

7100 - R673-30° C.I.P.

1348

1048

1352

7050 HWY. X. U.S.H. #77  
R671-30° C.I.P.

1354

1354

- R669 1/2 - 48° C.I.P.

1350

1350

7000 HWY. X. - TWP. RD.

1355

1355

1348

- R667-24° C.I.P.

1348

6950

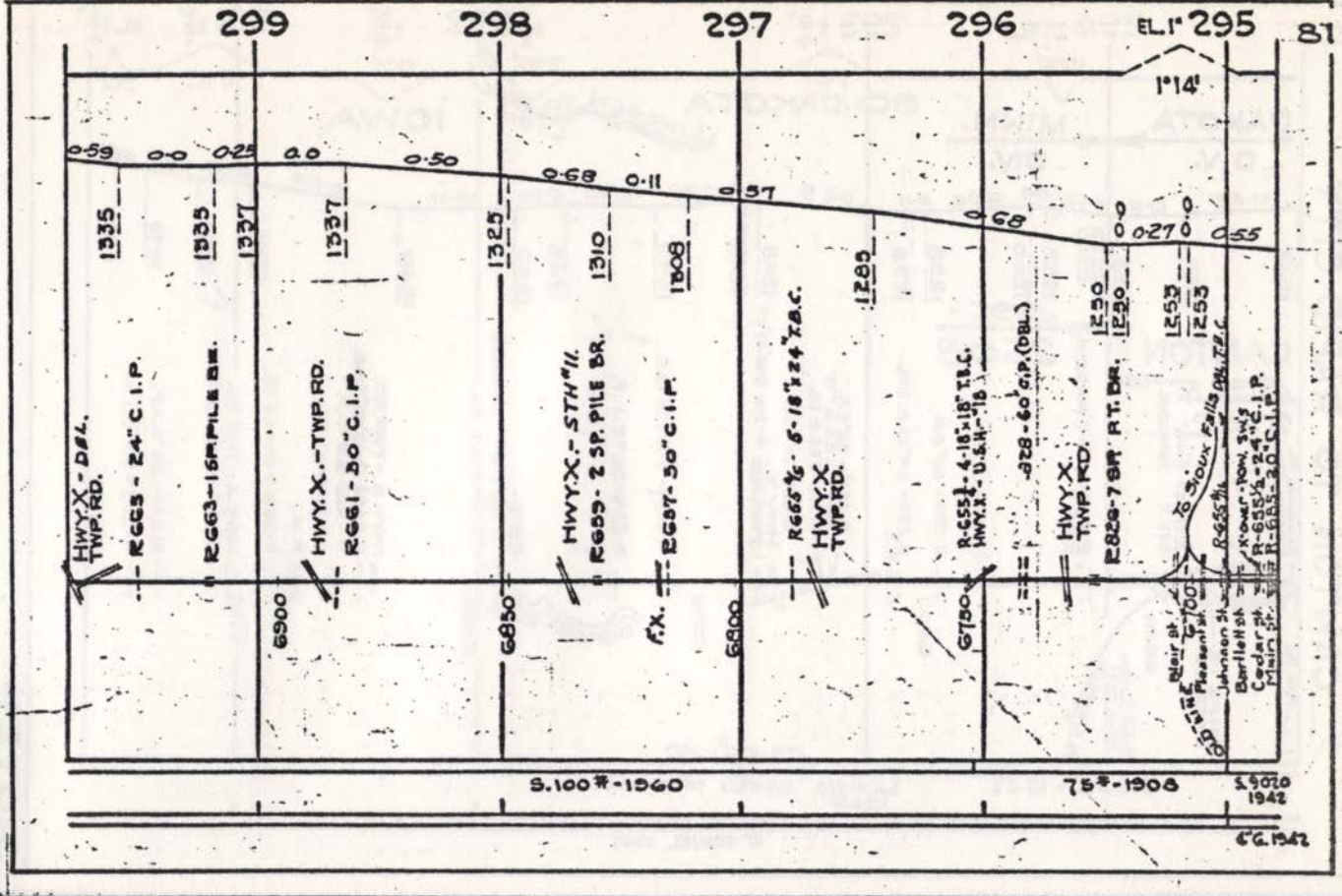
S. 100 - 1364

752-1908

S. 100  
1360  
0

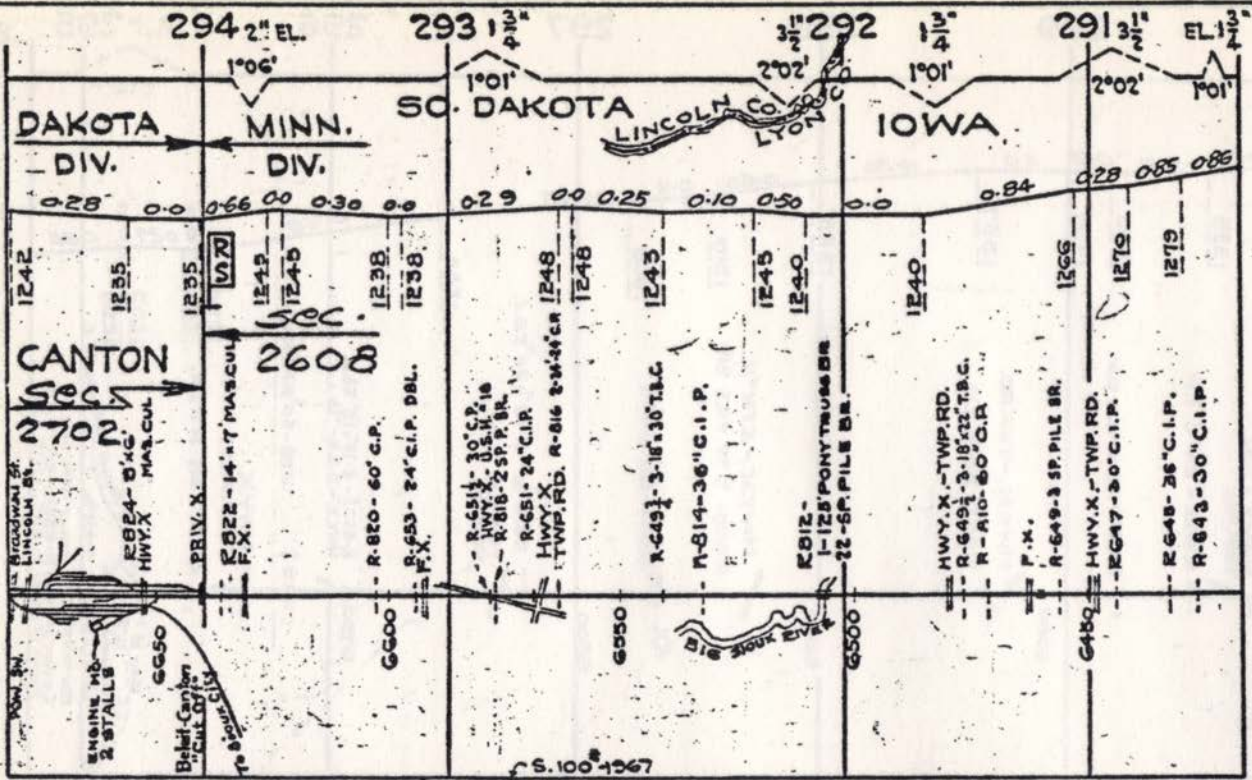
NO. 1

WHEN MAKING CORRECTIONS ON THIS PAGE ALSO CORRECT PAGE 7 ON THE MINN. DIV. (SHEET 3 OF 38)



CANTON TO RAPID CITY

82



S. 9020 - 1942

S.H. 10020 SAWED 9020 - 1942  
1368

4" GRAVEL 1942

NOTE: - WHEN MAKING CORRECTIONS ON THIS PAGE ALSO CORRECT PAGE 8 ON THE MIN. DIV. (SHEET 3 OF 38)

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SIoux FALLS LINE: SIoux FALLS, S.D. TO SIoux FALLS JCT., S. D.

84

103

102

101

SEC. 3107 SEC. 2711  
SIoux FALLS JCT.

WATER

TRACK RAISE 1944

BIG SIoux RIVER

T864 { 4 SP PILE BR.  
105' ST. BR.  
12 SP PILE BR.

F.X. T862-25R PILE BR.

TO LA CROIXE

F.X. HWY X

5350

5400

SQUARE JOINTS

7506-1954

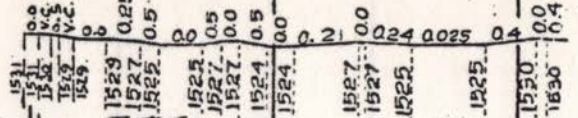
SQUARE JOINTS

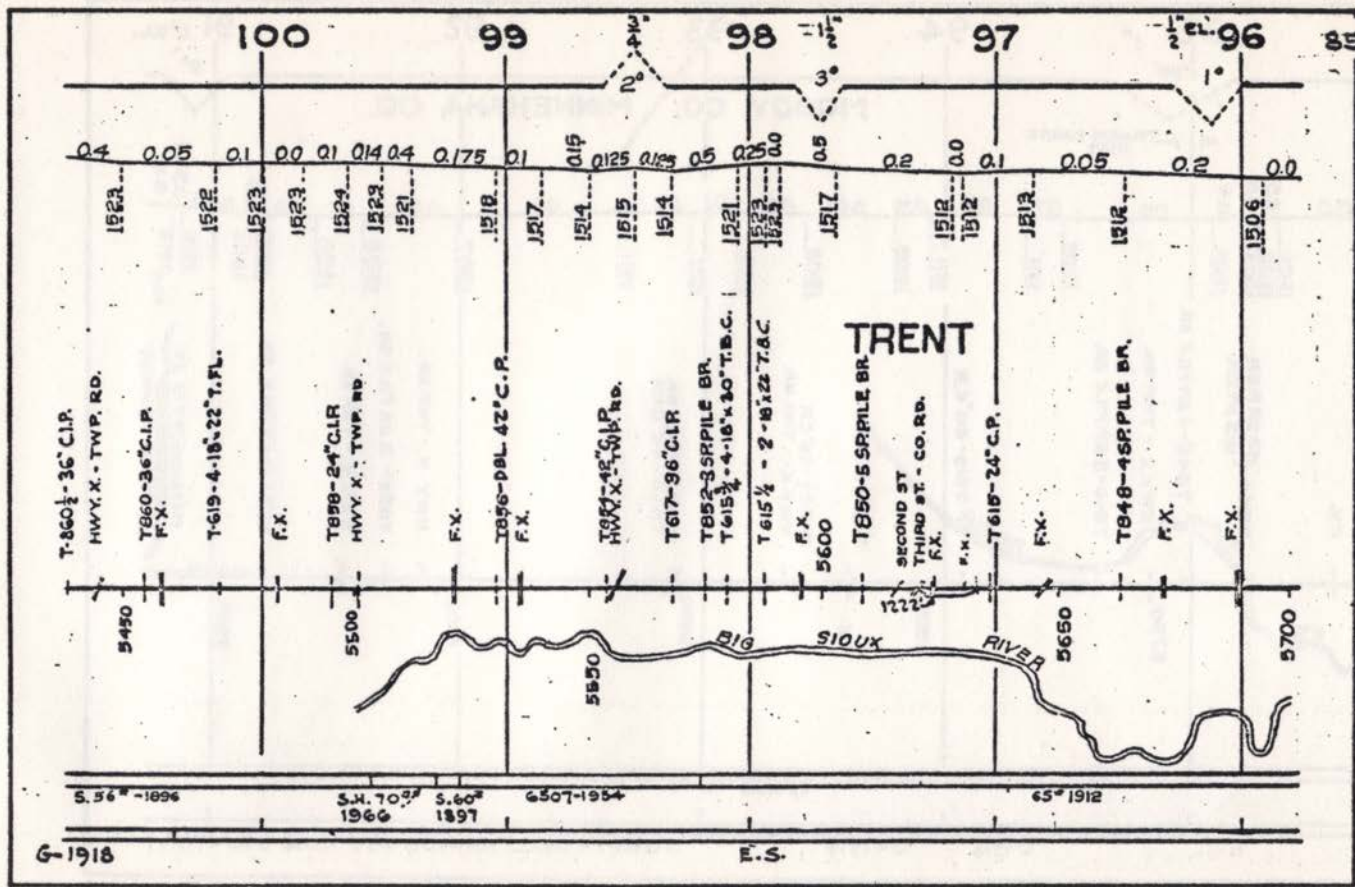
65°-1912

S. 56°-1896

E.S.

C-1918 6-1918





G-1918

F.S.

36

95

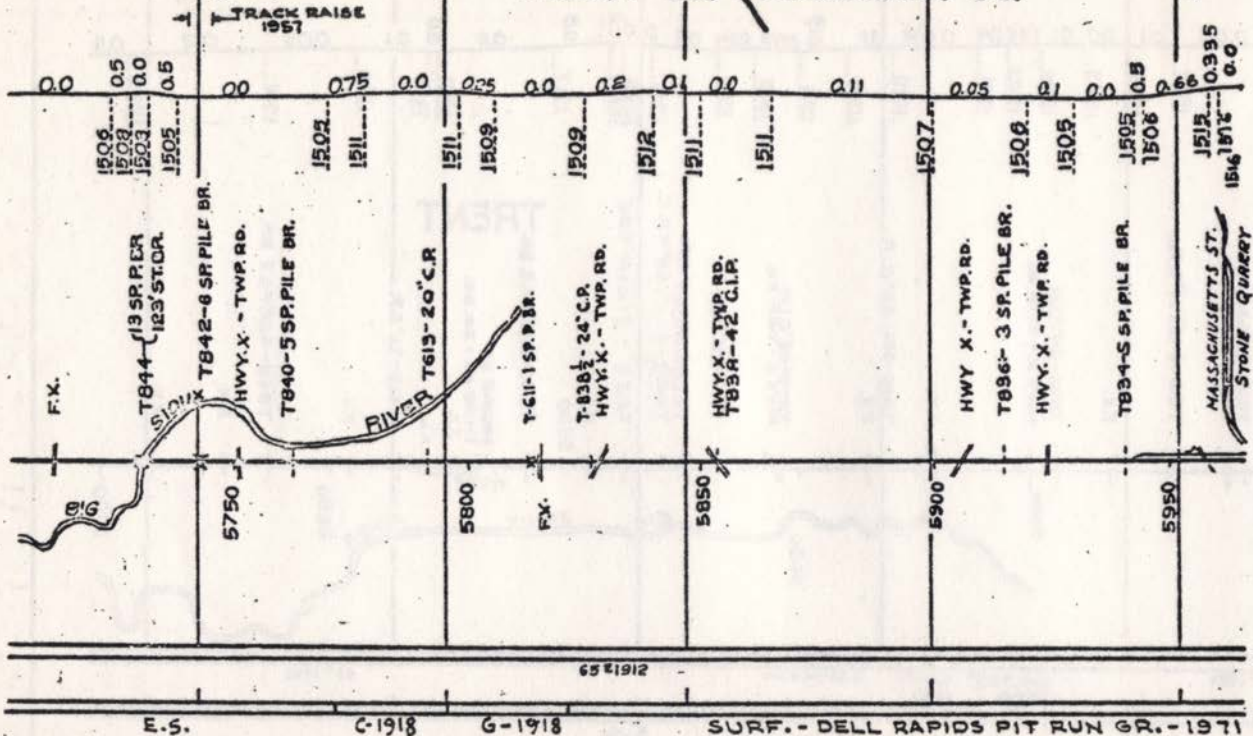
94

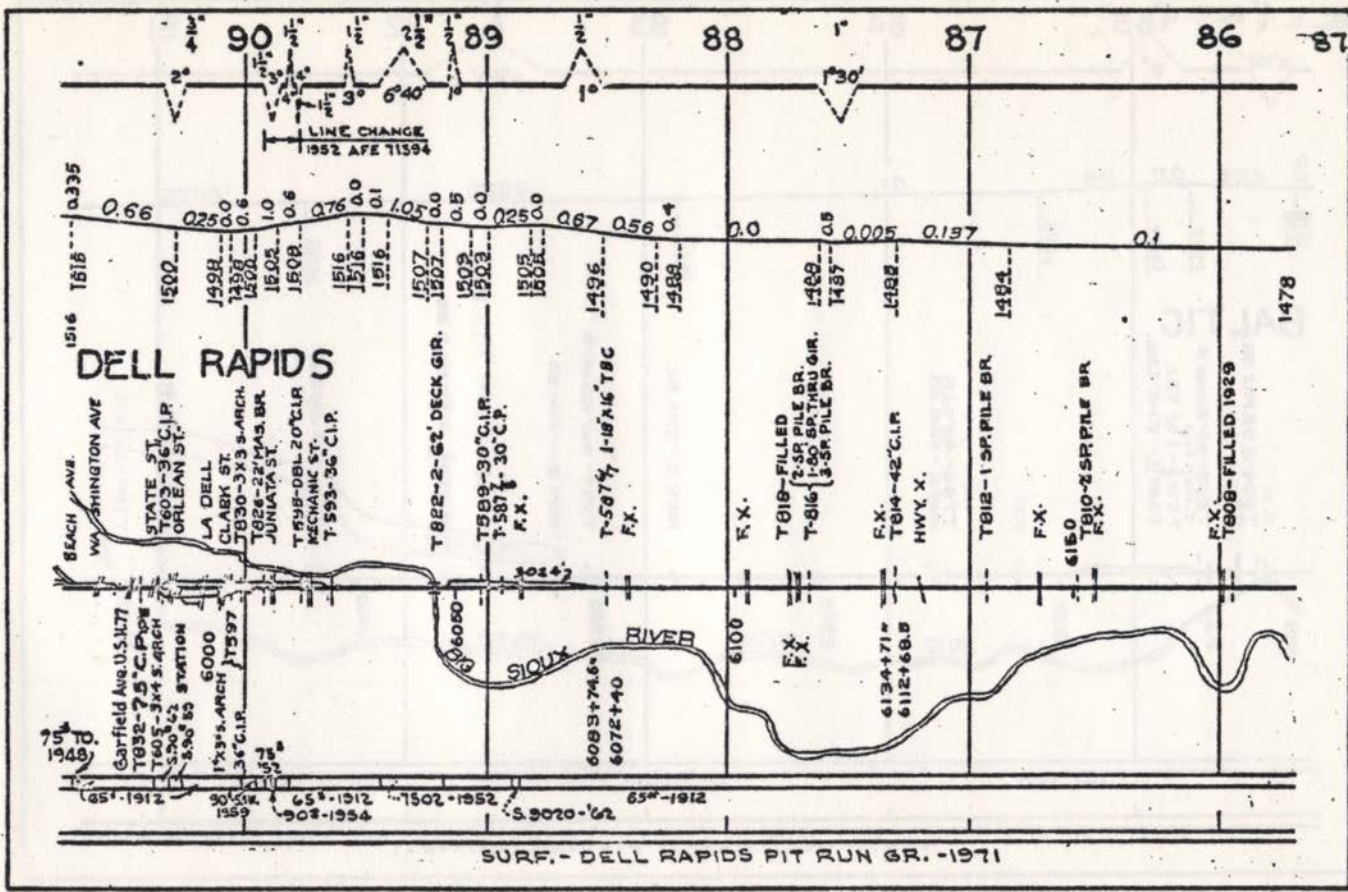
93

92

91<sup>E.</sup>

MOODY CO. MINNEHAHA CO.





**DELL RAPIDS**

1516 1618 0.335  
 0.66 0.25 0.6  
 1500 1498 1496 1502 1508  
 1516 1518 1516 1507 1507 1509 1503 1505 1508  
 0.67 0.58 0.4  
 0.0 0.8 0.005 0.137 0.1  
 1487 1485 1482 1484 1478

BEACH AVE. 1516  
 WA WASHINGTON AVE 1618  
 STATE ST 1500  
 ORLEAN ST. 1498  
 LA DELLE 1496  
 CLARK ST 1502  
 T 830-3X3 S.A.R.C.H. 1508  
 T 826-22' M.A.S. BR. JUNIATA ST. 1516  
 T 838-08L 20' C.I.R. MECHANICAL ST. 1518  
 T 593-36' C.I.P. 1516  
 T 822-2-62' DECK GIR. 1507  
 T 589-30' C.I.P. T 587-30' C.P. F.X. 1509  
 T 587-30' C.P. F.X. 1503  
 T 587-30' C.P. F.X. 1505  
 T 587-30' C.P. F.X. 1508  
 T 816-1-18' 16' T.B.C. F.X. 1487  
 T 816-1-18' 16' T.B.C. F.X. 1485  
 T 814-42' C.I.P. HWY. X. 1482  
 T 812-1-58' PILE BR. 1484  
 T 810-2-58' PILE BR. F.X. 1478  
 T 808-1-18' 16' T.B.C. F.X. 1478

Garfield Ave. U.S. 1177  
 T 832-7-5' C.P. 1500  
 T 805-3-4' S.A.R.C.H. 1498  
 T 805-42' STATION 1496  
 T 833-3' ARCH 1502  
 T 597-36' C.I.P. 1508  
 6000  
 6083+74.6  
 6072+40  
 6100  
 6134+71.4  
 6112+69.8  
 6150  
 6060  
 6040  
 6020  
 6000  
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 5120  
 5100  
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 5040  
 5020  
 5000  
 4980  
 4960  
 4940  
 4920  
 4900  
 4880  
 4860  
 4840  
 4820  
 4800  
 4780

SURF. - DELL RAPIDS PIT RUN GR. - 1971



88 = 1 1/2" EL. = 1 1/2" 85 84 83 82 81

2°42' 3° 0°20'  
0.0 0.026 0.0 0.4 0.1 0.025 0.075

1478  
1479  
1484  
1484  
1484  
1475  
1487  
1465

# BALTIC

F.X.  
T-804-3 SP. PILE BR.  
F.X.  
T-802-75° CONC. R.  
C. HWY. 714  
T-518 1/2 - 1 OF T.B.C.  
T-587 1/2 - 5° x 10° T.CUL.

F.X.

T-796-48° C.I.R.  
HWY. X. - TWP. RD.

HWY. X. - TWP. RD.

T-794-30° CONC. P.  
HWY. X. - TWP. RD.

T-792-3 SPAN PILE BR.  
T-780 1/2 4-SP. PILE BR.

T-790-30' 48" C.R.  
HWY. X.

T-786-36" C.R.

T-784-36" C.R.

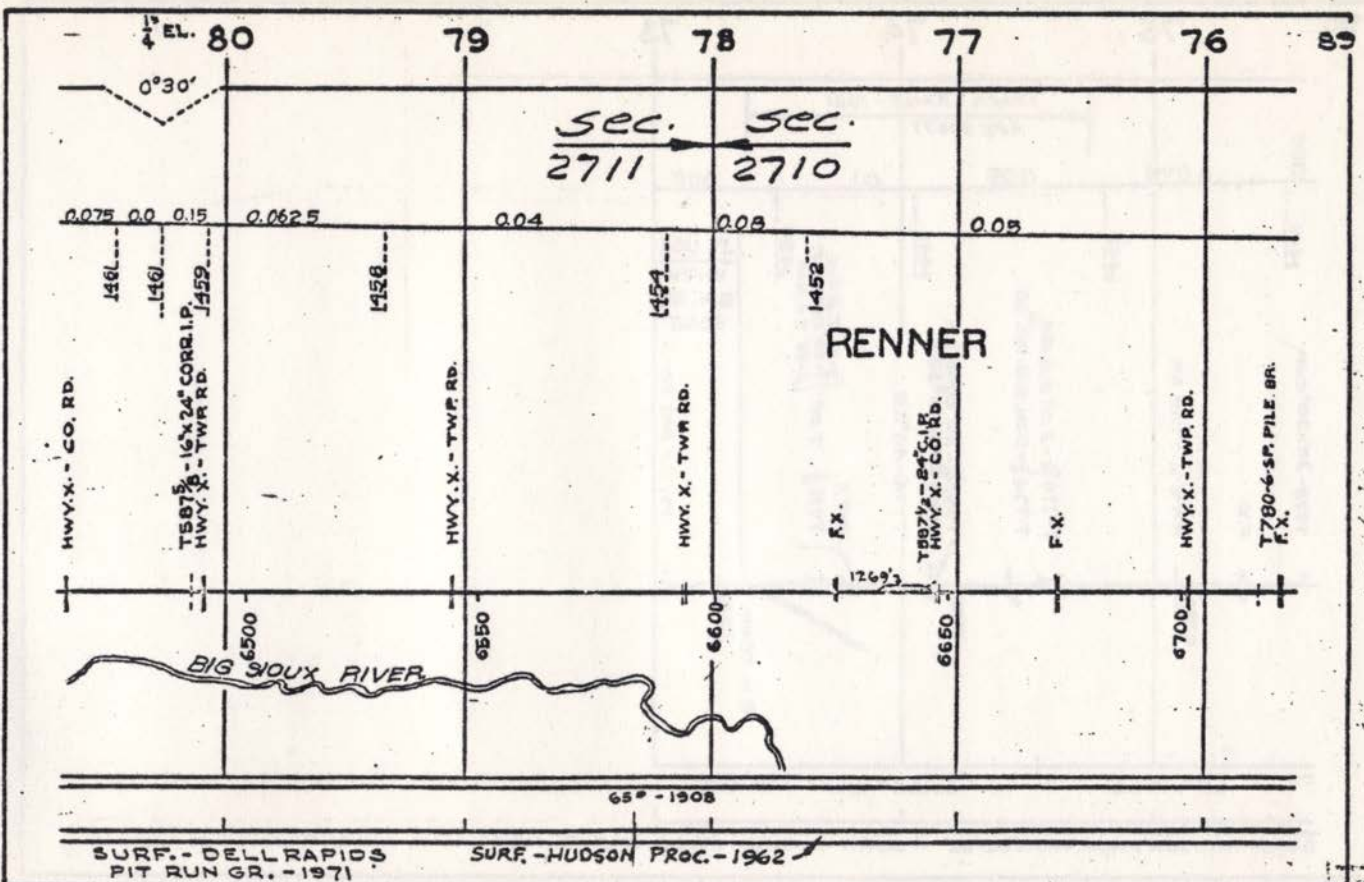
SLOUGH

6200 6250 6300 6380 6400 6450  
BIG SIOUX RIVER

65°-1912

68°-1908

SURF. - DELL RAPIDS PIT RUN GR. - 1971

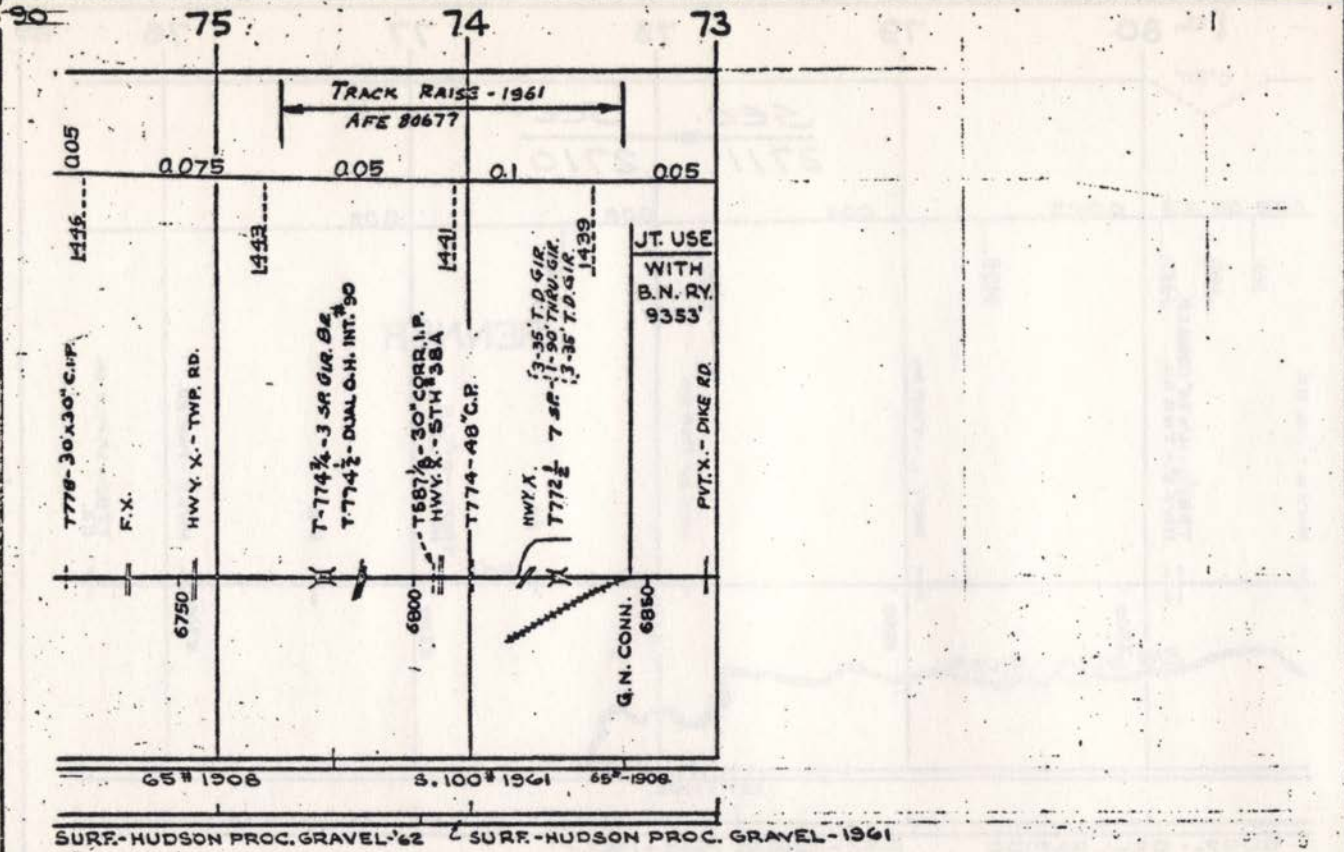


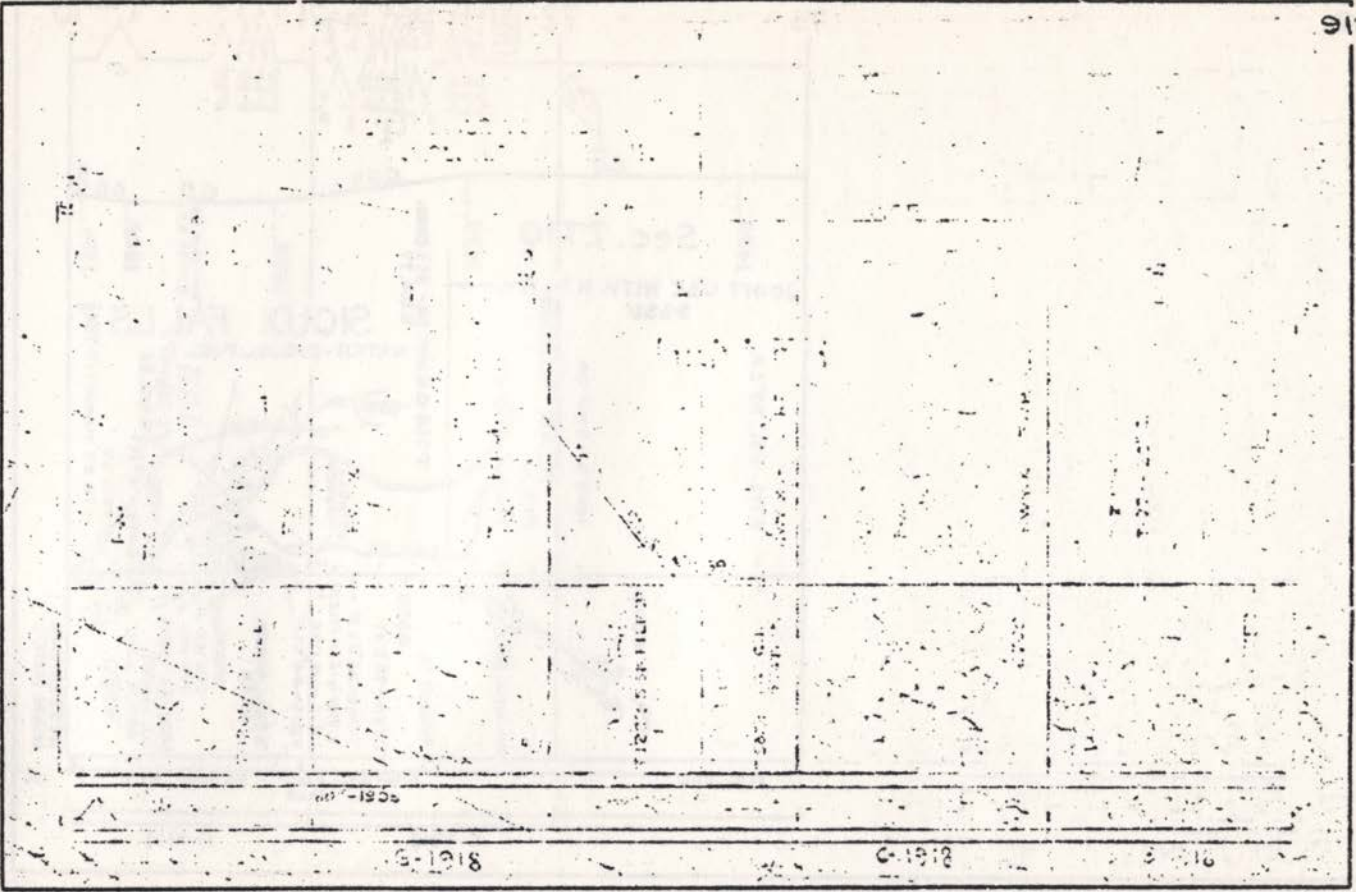
SURF. - DELL RAPIDS  
PIT RUZ GR. - 1971

SURF. - HUDSON PROC. - 1962

COUX FALLS LINE: SURF.

COUX FALLS JCT., S.D.





8-1918

6-1918

5-1918

1200-1920

1200 5 31 11 11 11 11

1200 5 31 11 11 11 11

1200 5 31 11 11 11 11

1200 5 31 11 11 11 11

SR

15

Sec. 2710

JOINT USE WITH B. N. RY.  
9353'

SIoux FALLS

WATER - DIESEL FUEL

T-772-DBL. 30' C.P.

HWY. X - TWP. RD.

PEAK SIDING

PVT. X

T768

GR. XING.

Russell St. 6950

T764-12' C.P.

T-762-36' C.I.P.

T-760 1/2-65' PILE BR.

1ST. D. HWY. XING.

T887-24' C.I.P.

3 STALL ENG. NO.  
80' XT.

STATION  
6TH ST.  
FRT. HO.

9020 XGS-19304

R.I. MAINT.  
GRADE XING.

4550

T-766-O.H. HWY. BR. - 57' L. CONG.  
U.S.N. 77

140B

MAL-11319 MA  
11320 S.A.

140A

141A

141B

B.N.  
To Waterloo

B.N.W.  
Trails

MECO  
OILERS

T-794-12'  
D-GIR. SR

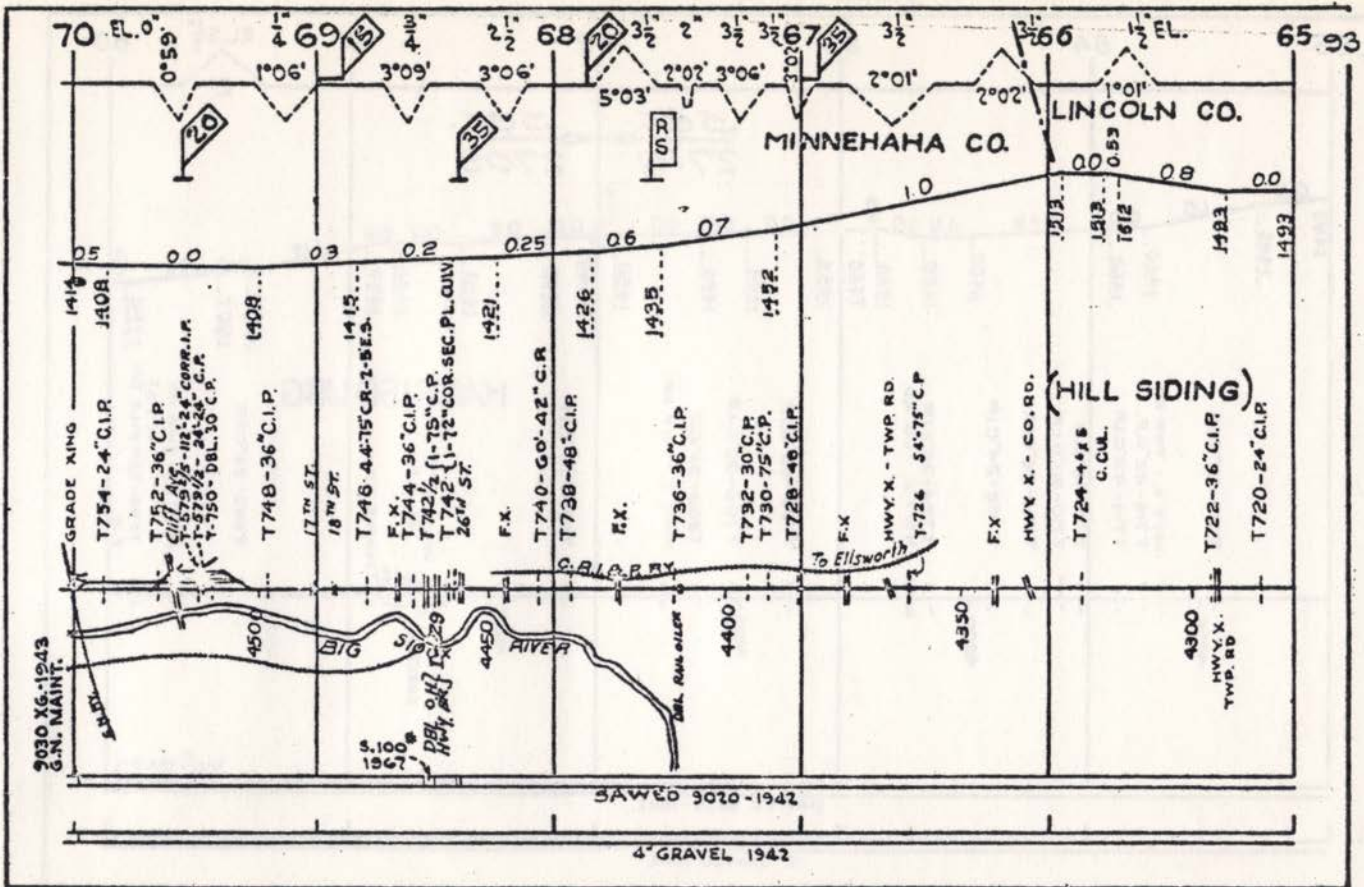
REID ST

10TH ST. VIADUCT-T-754

2001-65

621 #6.5  
622 #5.0  
623 #4.5  
624 #4.0

10035 XG-1245  
MILW. MAINT



2030 X6-1943  
G.N. MAINT.

70 EL. 0' 0°59' 4" 69 15 4" 68 20 3 1/2 2" 3 1/2 3 1/2 67 35 3 1/2 66 1 1/2 EL. 65.93

LINCOLN CO.

MINNEHAHA CO.

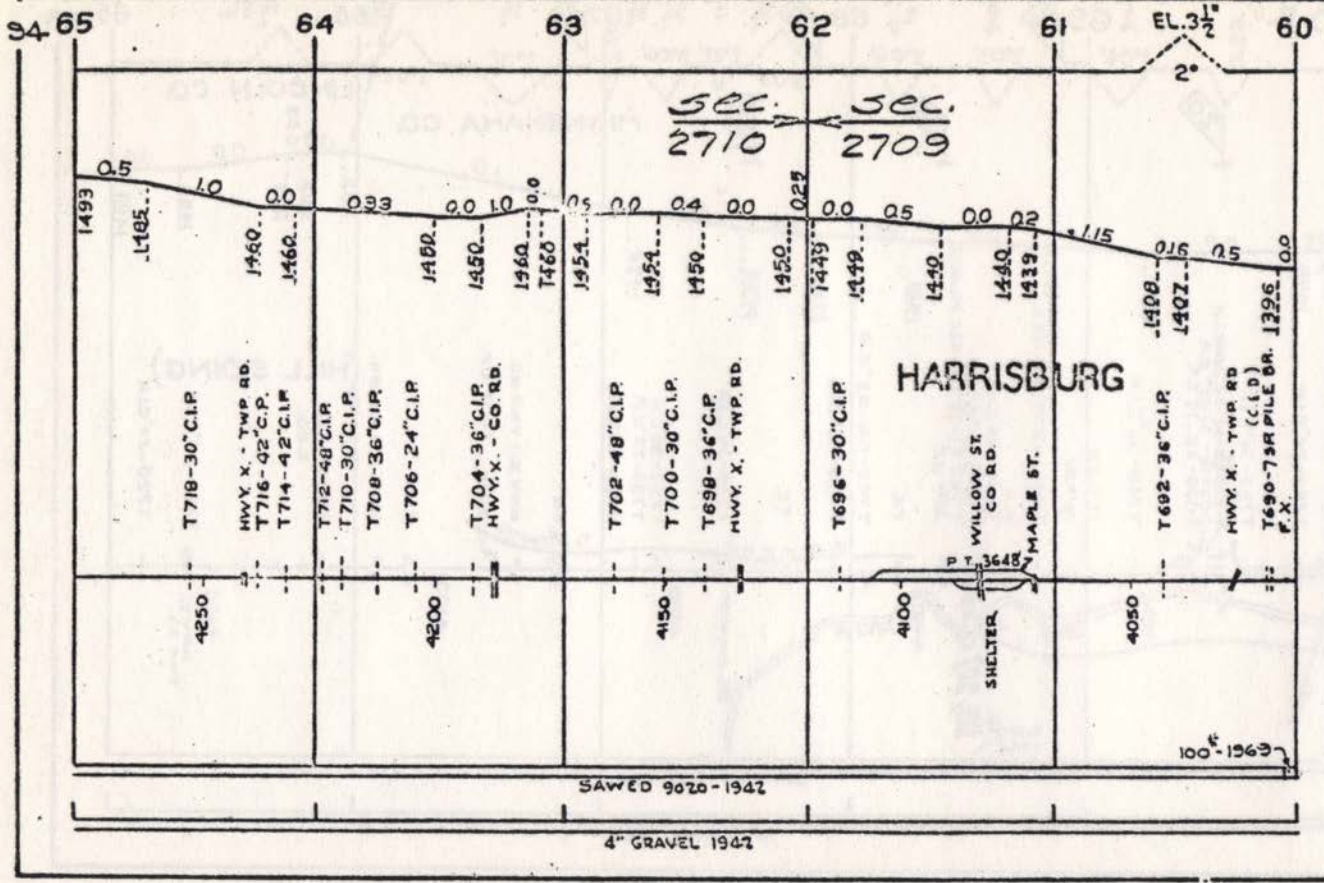
(HILL SIDING)

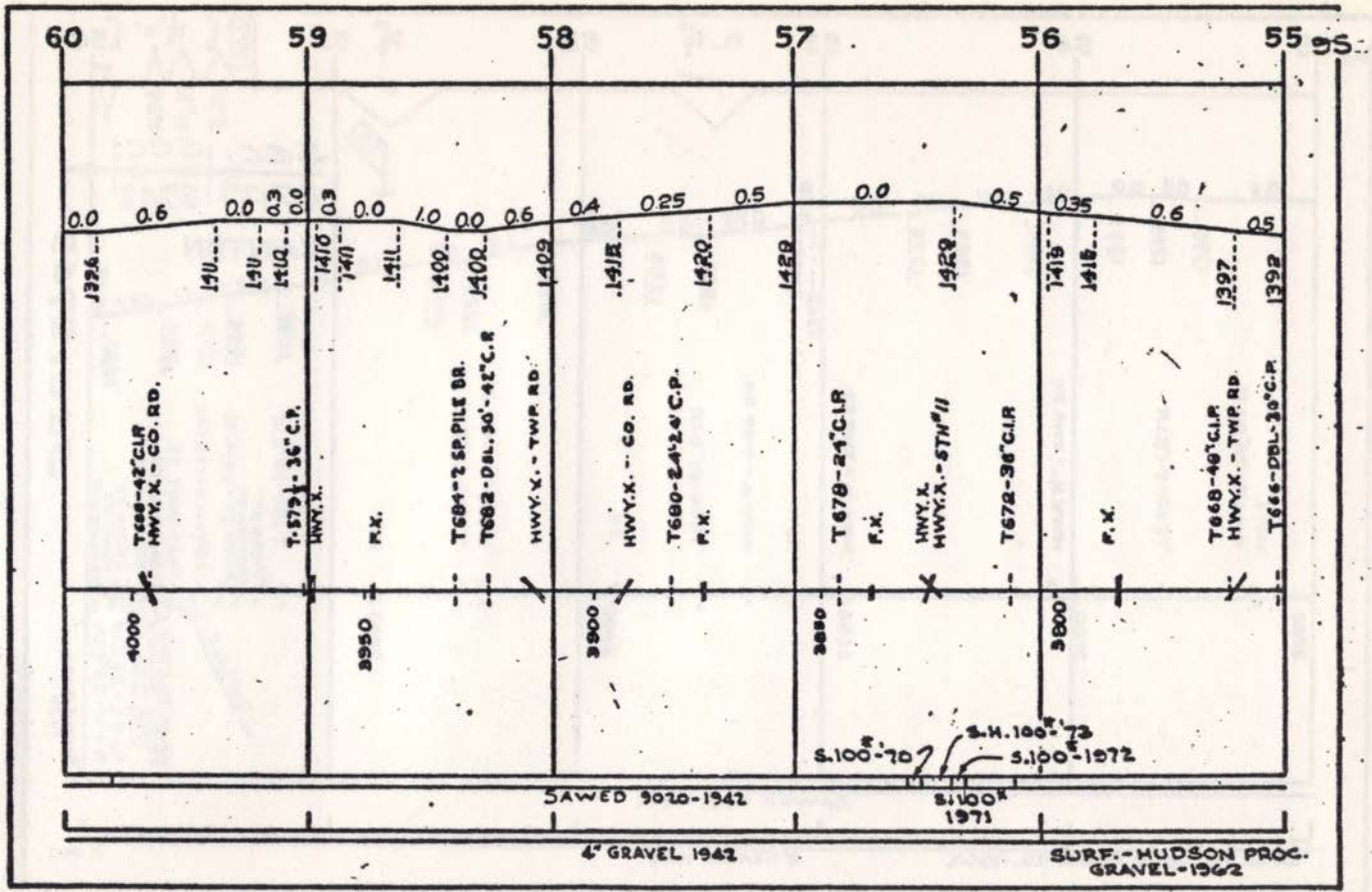
1418  
1408  
1403  
1402  
1425  
1426  
1435  
1492  
1493  
1483  
1493

GRADE KING  
T754-24° C.I.P.  
T752-36° C.I.P.  
C.I.P. 41° 57' 5 1/2 - 121° 24' CORR. I.P.  
T-579 1/2 - 241° 24' C.P.  
T-750 - DBL. 30° C.P.  
T748-36° C.I.P.  
17th ST.  
18th ST.  
T746-44° 15' CR-1-BE.S.  
F.X.  
T744-36° C.I.P.  
T742 1/2 (-1° 15' C.P.)  
T742 (-1° 12' COR. SEC. PL. CURV)  
26th ST.  
F.X.  
T740-60° 42' C.R.  
T738-48° C.I.P.  
F.X.  
T736-36° C.I.P.  
T732-30° C.P.  
T730-75° C.P.  
T728-48° C.I.P.  
F.X.  
HWY. X - TWP. RD.  
T-726 54° 75' C.P.  
F.X.  
HWY. X - CO. RD.  
T724-42° C.C.U.  
T722-36° C.I.P.  
T720-24° C.I.P.

SAWED 3020-1942

4" GRAVEL 1942







96.55

54

53

EL. 12 1/2

52

3 3/4

51

50

Sec. 2709 Sec. 2702

CANTON

Sec. 2709

HWY. X.  
T-664-36° C.L.P.

T 660-24° C.L.P.

HWY. X. - TWP RD.

HWY. X. - TWP RD.

F.X.

HWY. X. - TWP RD.

T 656-30° C.L.P.

F.X.

HWY. X. - TWP RD.

T 654-24° C.L.P.

F.X.

T 652-42° C.P.

THIRD ST.

FOURTH ST.

FIFTH ST. - U.S. H. 18

3811-41-14976

PLEASANT ST.

JOHNSON ST.

BARTLETT ST.

CEGAR ST.

MAIN ST.

WATERWAY

JR97

JR94

JR78

JR89

JR50

0.0

0.3

0.0

0.5

0.2

0.7

0.5

1.08

0.75

0.0

0.5

1.0

0.0

1.0

0.9

1.0

1.1

0.57

0.88

1396

1395

1325

1396

1383

1376

1366

1363

1348

1340

1327

1322

1320

JR97

JR94

JR78

JR89

JR50

SAWED 9020-1942

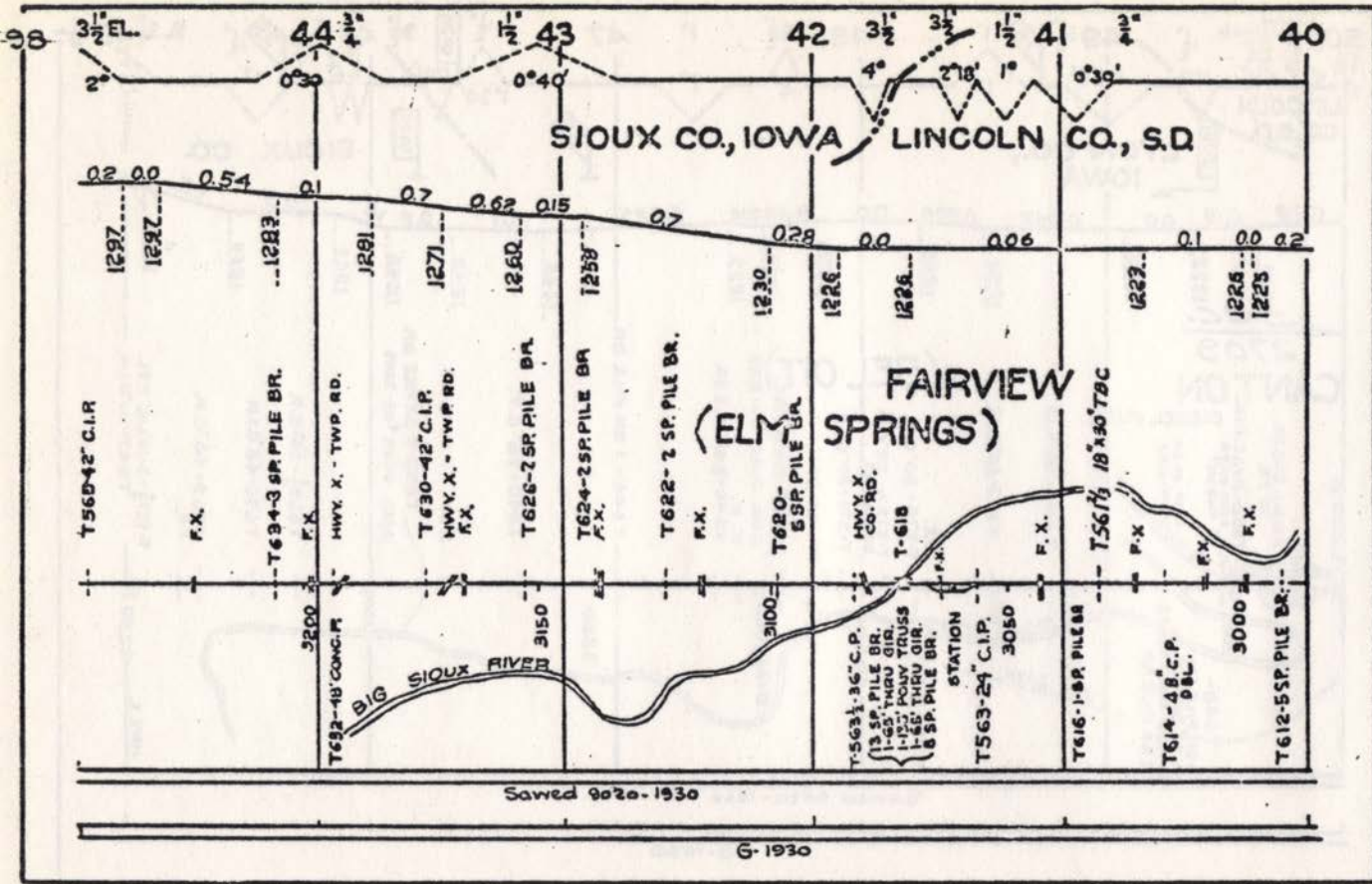
SURF. - HUDSON PROC. GR. - 1962

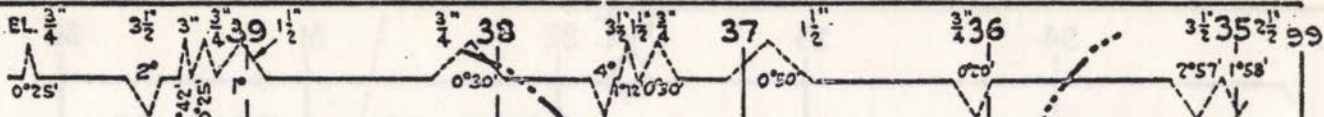
4" GRAVEL 1942

6.1990

Survey 9020  
1930



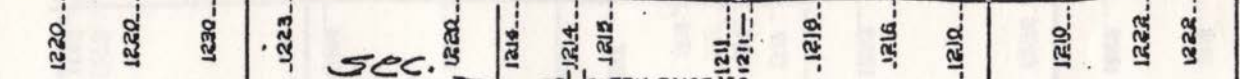
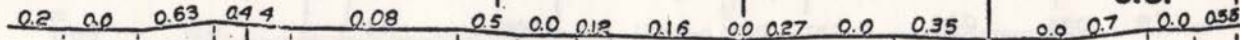




LINCOLN CO., S.D.

SIoux. CO., IA.

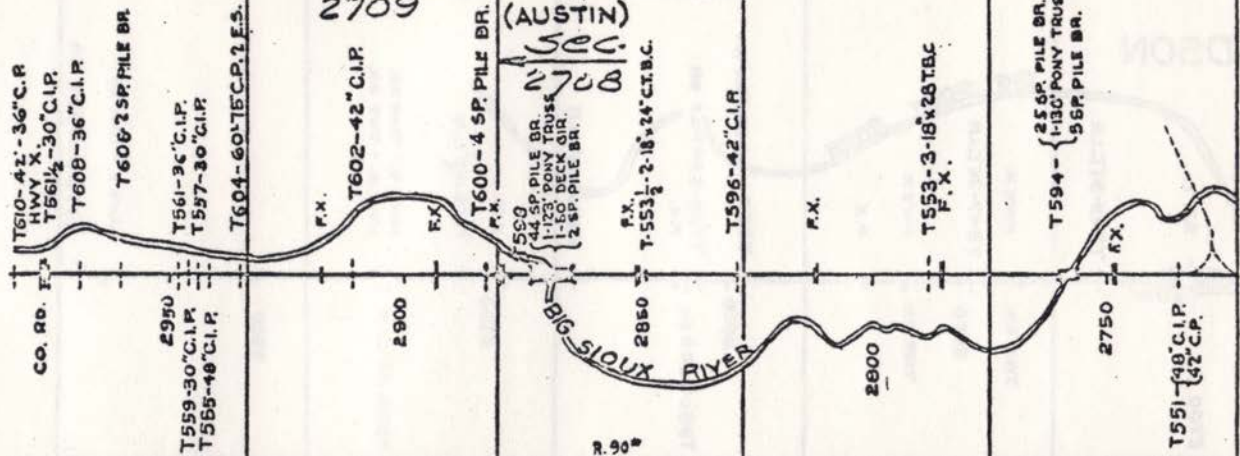
LINCOLN CO., S.D.



SEC. 2709

(AUSTIN) SEC. 2708

TRK. RAISE



Sowed 9020-1930

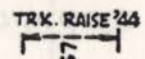
1926 S. 9020 1930

10020-1968

S. 8504-1930 S. 9008 1971

G-1930

100 34 33 32 31 30



LINCOLN CO. UNION CO.

0.55 0.2 0.4 0.25 0.08 0.57 0.0 0.167 0.0 0.41 0.05 0.0 0.21 0.6 0.5

1223 1231 1223 1226 1223 1213 1213 1214 1215 1217 1216 1216 1205 1205

HUDSON

BIG SIOUX RIVER



T549-36° C.I.R

HWY. X.  
T547-36° C.I.R

HWY. X.  
F. X.

T590-13 SP. PILE BR.  
T588-5 SP. PILE BR.  
F. X.

T589-12° C.I.R

F. X.  
T602-42° C.I.R

HWY. X. - TWP. RD.  
HWY. X. - TWP. RD.

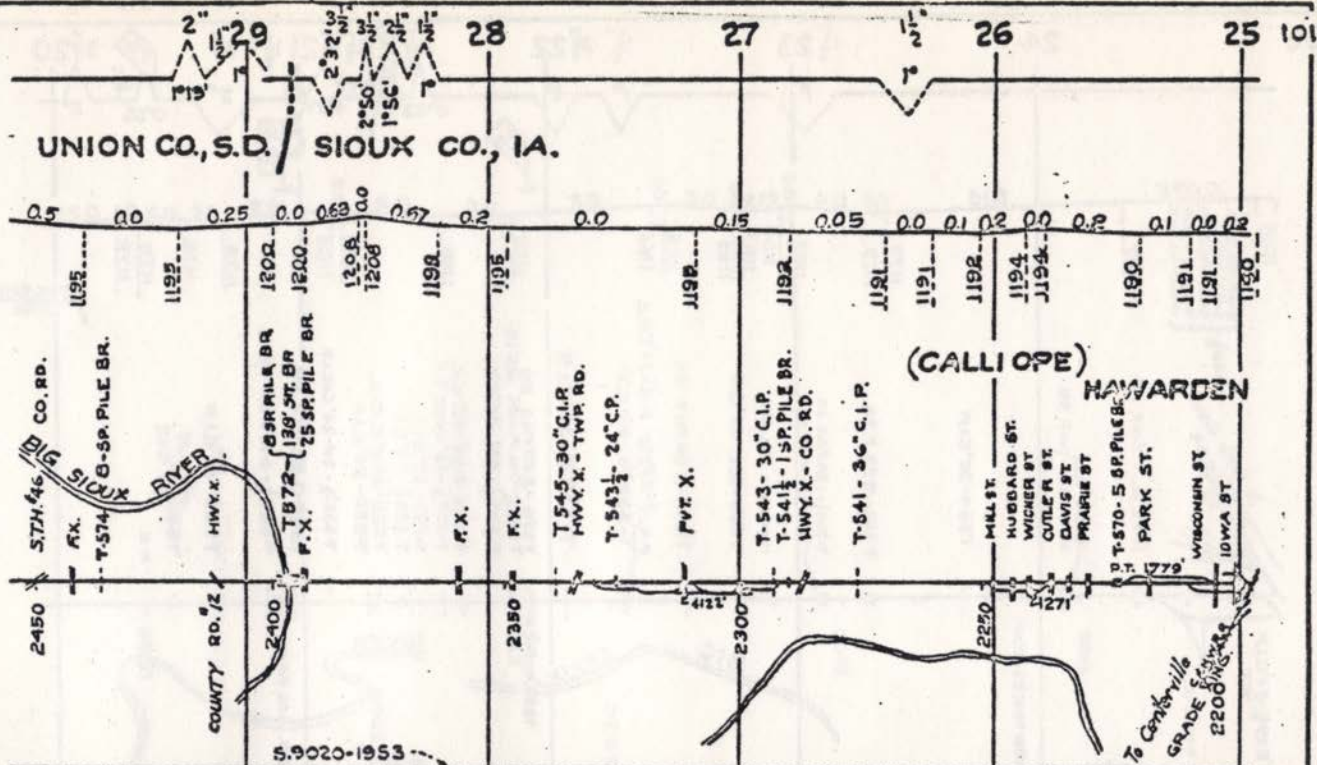
HWY. X. - TWP. RD.  
T576-25R PILE BR.

2700 2680 2000 2550 2500

Sawed 8504-1933

SURF. - HUDSON PROC. GRAVEL - 1963

UNION CO., S.D. / SIOUX CO., IA.



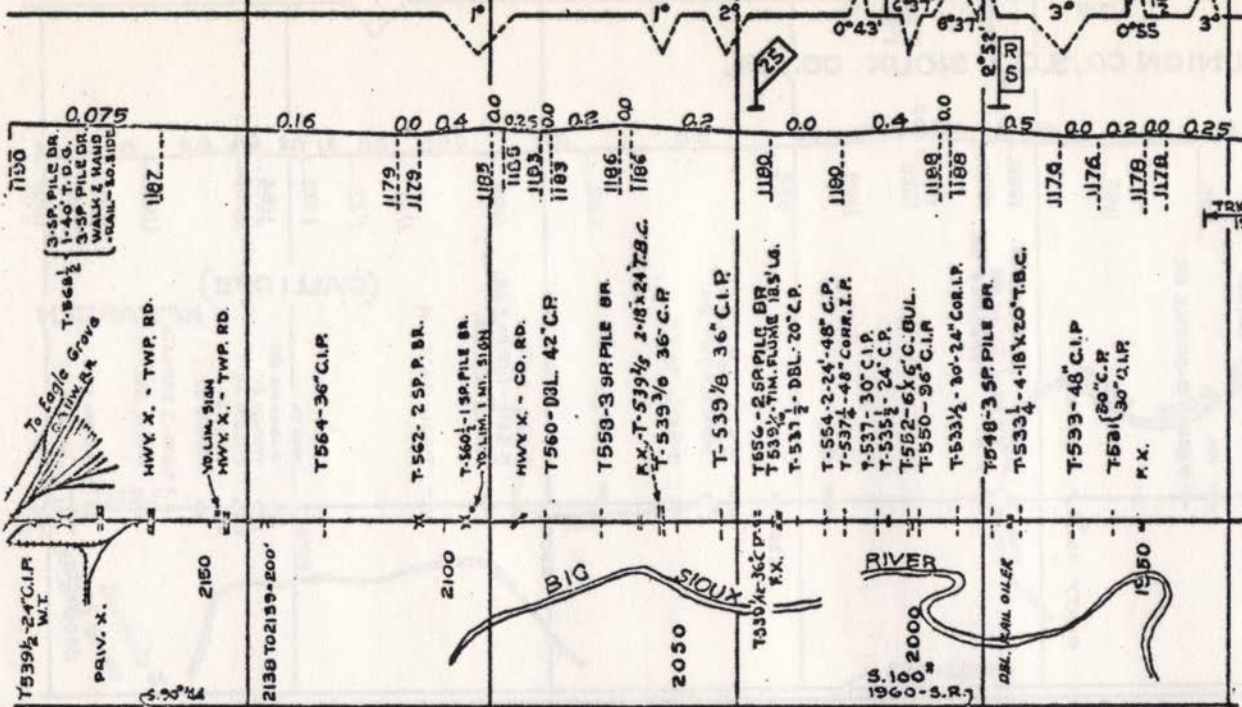
SAW. 8504-1930

Sawed 8504-1930

1005 KING '43  
CENW MAINT.

6-1930

SURF. - HUDSON GR.-1955



7150  
 3-SP. PILE BR.  
 1-40' T.D.O.  
 3-SP. PILE DR.  
 WALK & HAND  
 "RAIL" - 10.8100

To Eagle Grove  
 T-845 1/2  
 T-846 1/2  
 T-847 1/2  
 T-848 1/2  
 T-849 1/2  
 T-850 1/2  
 T-851 1/2  
 T-852 1/2  
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 T-856 1/2  
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 T-865 1/2  
 T-866 1/2  
 T-867 1/2  
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 T-993 1/2  
 T-994 1/2  
 T-995 1/2  
 T-996 1/2  
 T-997 1/2  
 T-998 1/2  
 T-999 1/2  
 T-1000 1/2

0.075  
 187  
 HWY X. - TWP. RD.  
 187

2150  
 2138 TO 2159-200'  
 V.O. LIM. SIGN  
 HWY X. - TWP. RD.

T-564 - 36° C.I.P.

T-562 - 25° P. BR.

T-560 1/2 - 15° PILE BR.  
 TO LIM. 1 MI. S10N

HWY X. - CO. RD.

T-560 - DBL 42° C.P.

T-559 - 39° PILE BR.

R.X. T-539 1/2 - 2-15x24 T.B.C.

T-539 3/8 - 36° C.P.

T-556 - 25° PILE BR

T-539 1/2 - 48° CORR. I.P.

T-537 1/2 - DBL 70° C.P.

T-554 - 2-24° - 48° C.P.

T-537 1/2 - 48° CORR. I.P.

T-537 - 30° C.P.

T-535 1/2 - 24° C.P.

T-552 - 6x5 C.BUL.

T-550 - 36° C.I.P.

T-533 1/2 - 30° - 24° COR. I.P.

T-548 - 35° PILE BR.

T-533 1/2 - 4-15x20 T.B.C.

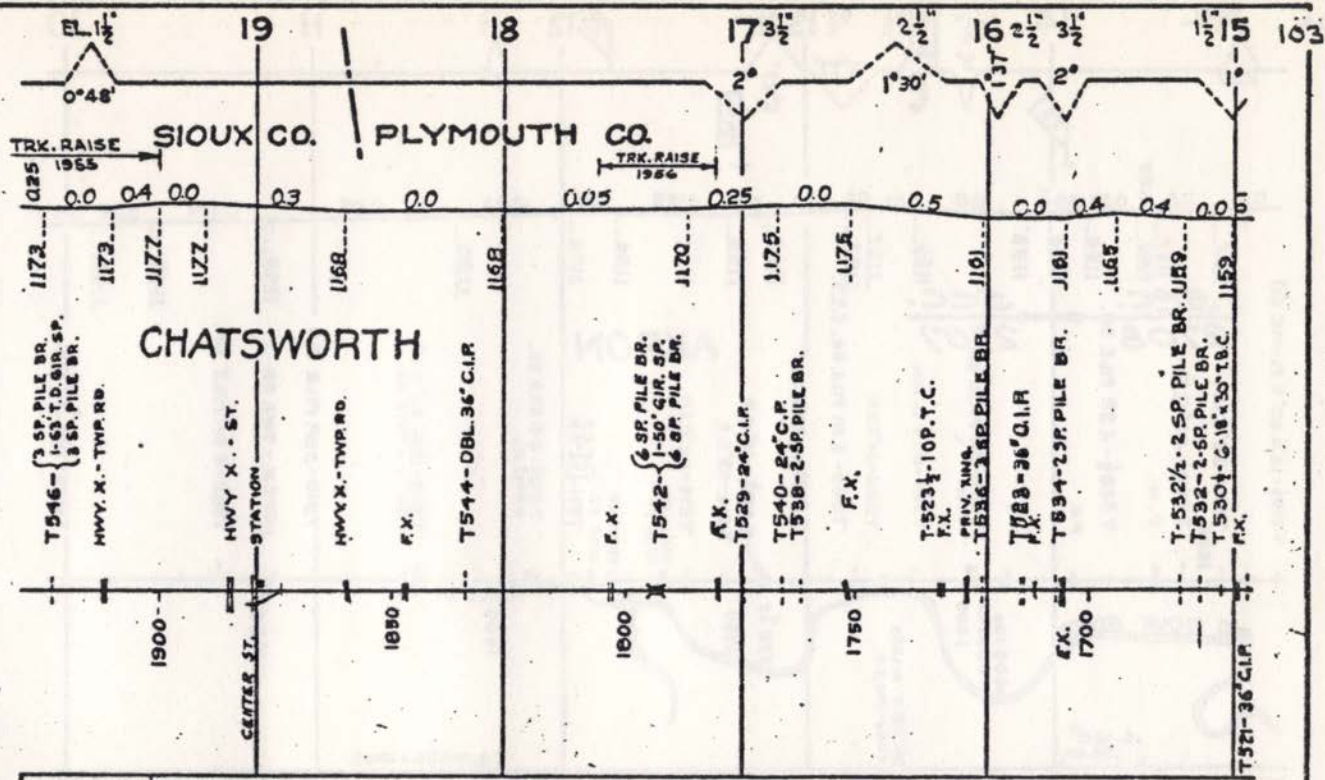
T-533 - 48° C.I.P.

T-531 - 30° C.P.

R.X.

Sawed 8504-1930

Sawed 9020-1930



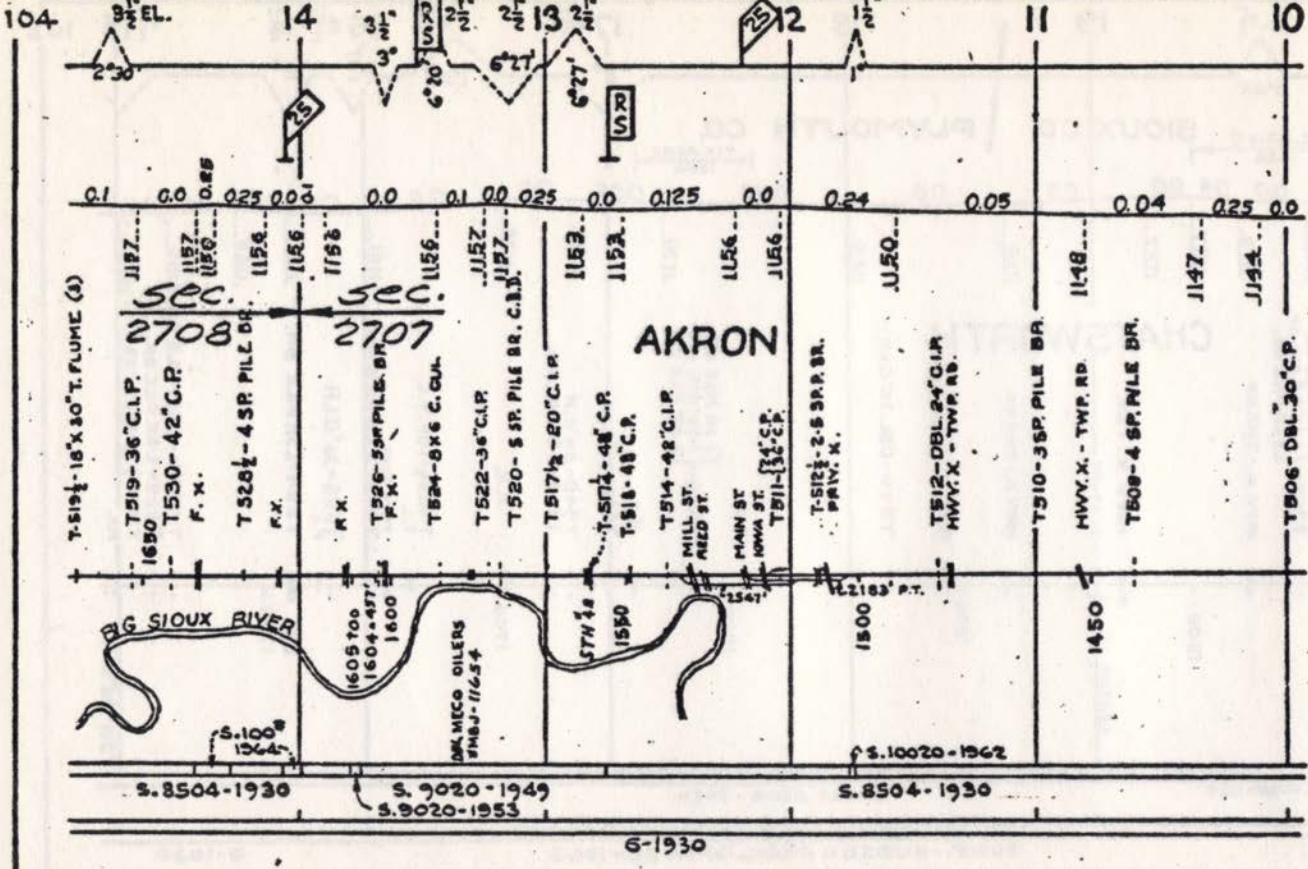
SAW. 9020 - 1930

Sawed 8504 - 1930

SURF. - HUDSON PROC. GRAVEL - 1963

G-1930





**AKRON**

T-519 18'x30" T. FLUME (A)

T-519-36" C.I.P.  
1650

T-530-42" C.I.P.  
F. X.

T-520 1/2 - 43" PILE BR.  
F. X.

F. X.

T-526-53" PILE BR.  
F. X.

T-524-24" X 6 C. CUL.

T-522-36" C.I.P.

T-520-5 SP. PILE BR. C.I.P.

T-517 1/2 - 20" C.I.P.

T-514-48" C.P.

T-518-48" C.P.

T-514-42" C.I.P.

MILL ST.

MAINT ST.

IOWA ST.

T-511-30" C.P.

T-512-2-5 SP. P. BR.  
PRIV. X.

T-512-DBL. 24" C.I.P.  
HWY. X - TWP. RB.

T-510-35" PILE BR.

HWY. X - TWP. RD

T-508-4 SP. PILE BR.

T-506-DBL. 30" C.P.

SEC. 2708

SEC. 2707

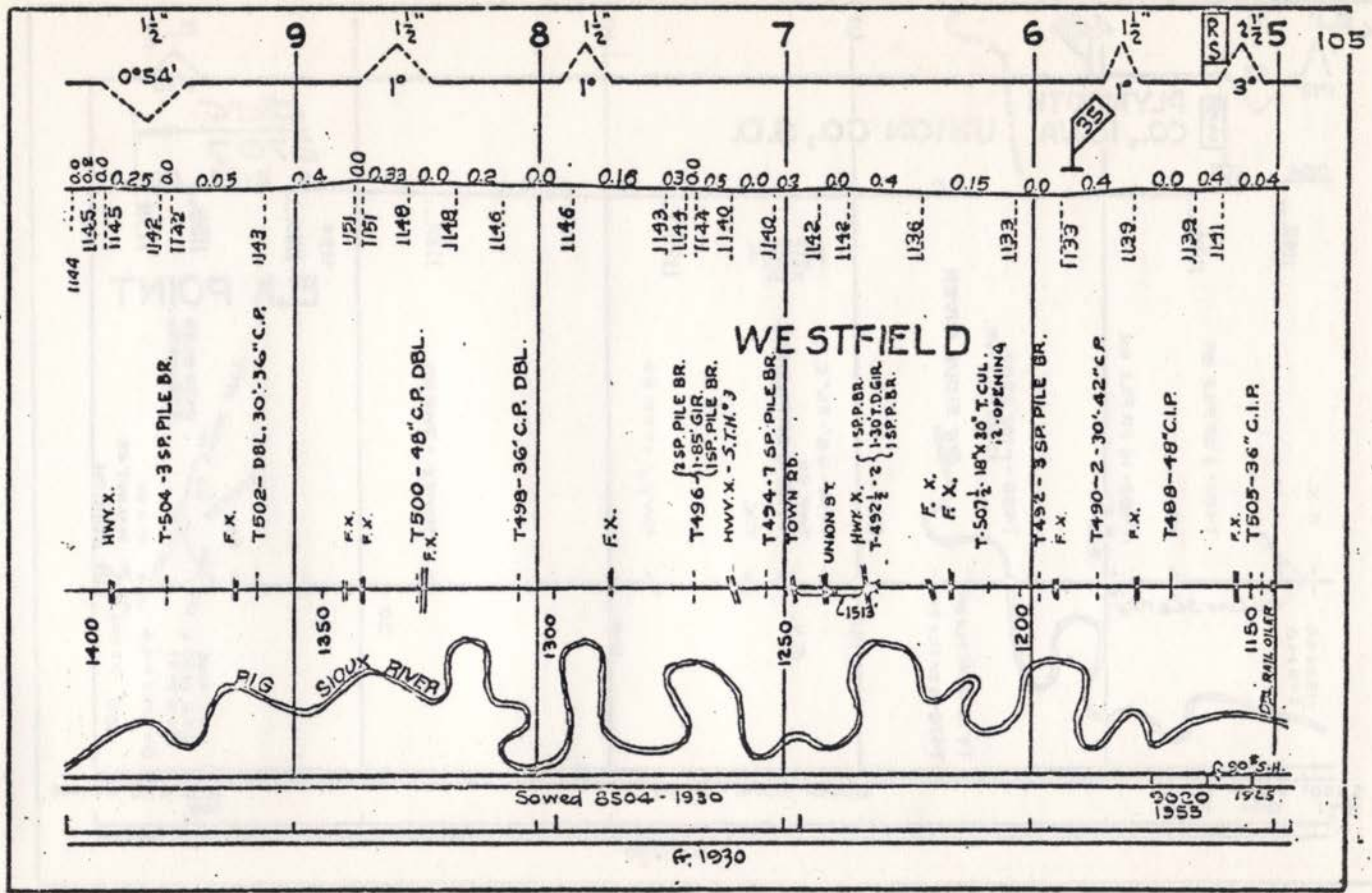
0.1 0.0 0.0 0.025 0.0 0.0 0.0 0.0 0.025 0.0 0.125 0.0 0.24 0.05 0.04 0.025 0.0

1187 1157 1156 1156 1156 1152 1157 1153 1153 1156 1156 1150 1148 1147 1144

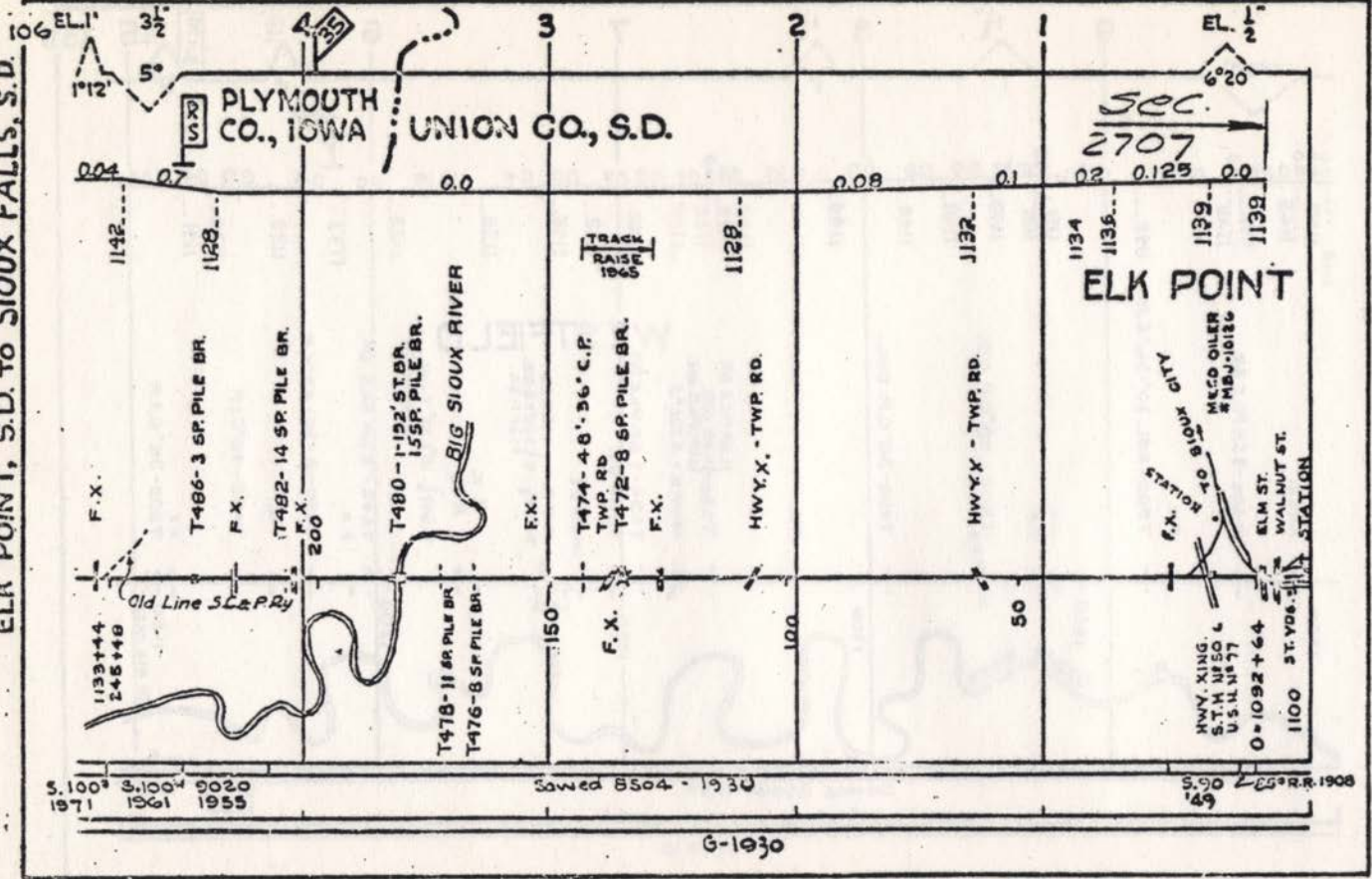
S. 8504-1930

S. 9020-1949  
S. 9020-1953

S. 8504-1930



ELK POINT, S.D. TO SIOUX FALLS, S.D.



PLYMOUTH CO., IOWA UNION CO., S.D.

sec. 2707

ELK POINT

STATION 0+1092+64  
STATION 1100 ST. 006

HWY. KING.  
S.T.M. #P50 &  
U.S.H. #877

MED OILER  
# MBJ-10126

T474-46' 56" C.I.P.  
TWP. RD  
T472-8 SP. PILE BR.  
F.X.

T486-3 SP. PILE BR.  
F.X.

T482-14 SP. PILE BR.  
F.X.

T480-1192' STR.  
155R PILE BR.

T478-11 SP. PILE BR.  
T476-8 SP. PILE BR.

S. 100° 1971  
S. 100° 1961  
9020 1955

Sawed 8504 - 1930

S. 90° 1949  
RR-1908

6-1930



PLATTE LINE: NAPA, S.D. TO PLATTE,

108 85

84

83

82

81

80

SEC.  
3210

PLATTE

End of Track - 3207 + 30

F.X.

3200

ST. X.

1494 ST

MAIN ST. - S.D.M. 43  
STATION  
T989 - 36° C.I.P.

FOURTH ST  
FIFTH ST

S.D. 44 - HWY X

SEVENTH ST.

3150

SQUARE JOINTS

F.X.

30° C. P - T987 - 3100 HWY. X - TWP. RD.

HWY. X - TWP. RD.

T985 - 30° C.I.P.

F.X.

T983 - 30° C.I.P.

16000

0.946

1605

0.666

0.31

1615

0.67

1616

1.00

1661

0.6

1654

0.4

1656

0.22

1670

0.5

1680

0.235

1684

0.17

1685

0.00

1685

0.53

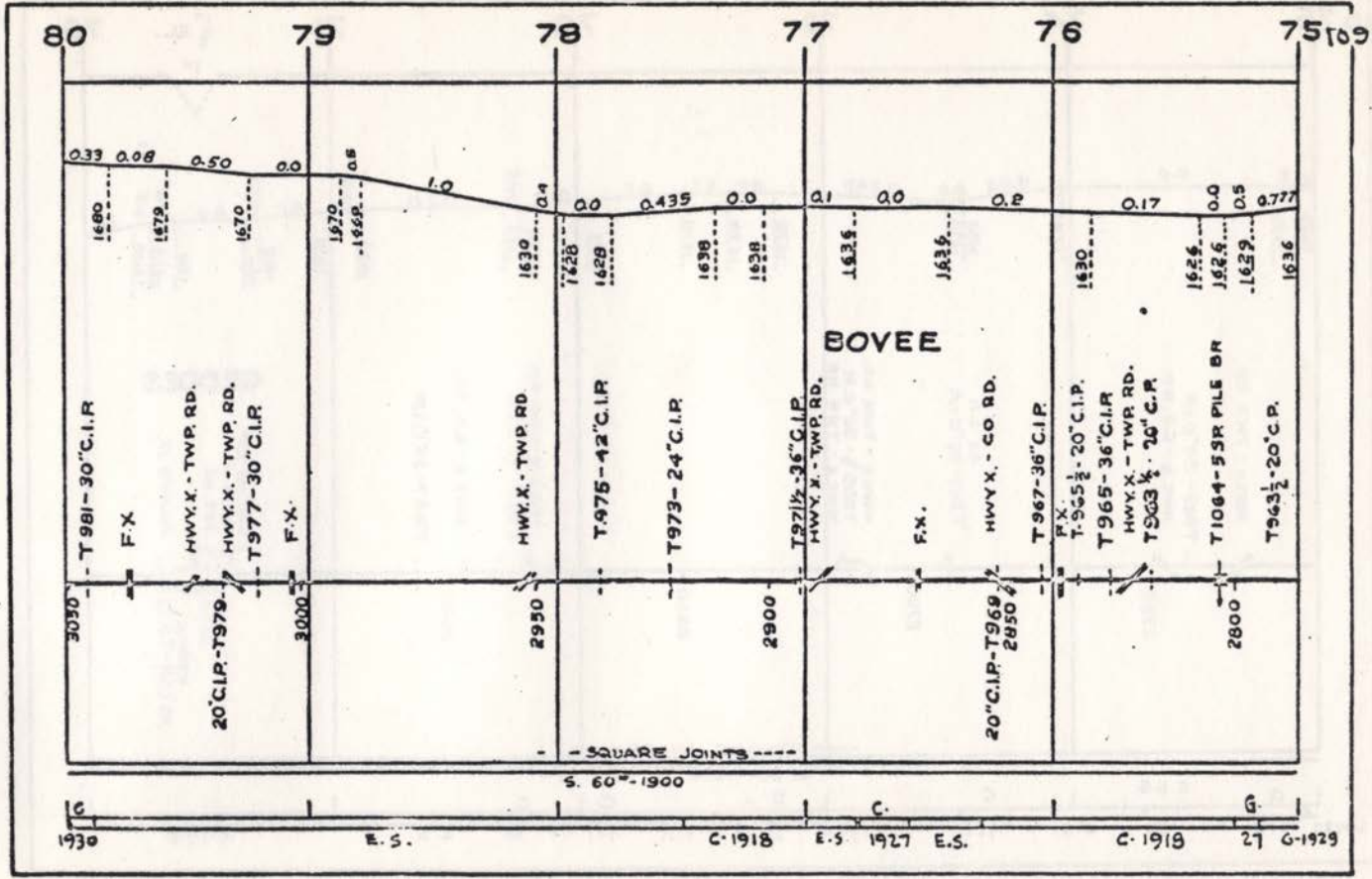
C-1918

SURV. - HUOSON  
PROC. GR. - 1964

C-1918

E-5

S. 60° 1900



80 79 78 77 76 75<sub>109</sub>

0.33 0.08 0.50 0.0 0.8 1.0 0.4 0.0 0.435 0.0 0.1 0.0 0.2 0.17 0.0 0.5 0.777

1680 1679 1670 1670 1669 1630 1628 1628 1638 1638 1635 1635 1630 1625 1625 1625 1625 1629 1636

T 981-30" C.I.P.  
 F.X.  
 HWY. X - TWP. RD.  
 20" C.I.P.-T979  
 HWY. X - TWP. RD.  
 T 977-30" C.I.P.  
 F.X.  
 3000

HWY. X - TWP. RD.  
 T 975-42" C.I.P.  
 T 973-24" C.I.P.  
 2950

BOVER  
 T 971 1/2-36" C.I.P.  
 HWY. X - TWP. RD.  
 F.X.  
 2900

HWY. X - CO RD.  
 T 967-36" C.I.P.  
 F.X.  
 T 965 1/2-20" C.I.P.  
 T 965-36" C.I.P.  
 HWY. X - TWP. RD.  
 T 963 1/2-20" C.I.P.  
 T 1064-55R PILE BR  
 T 963 1/2-20" C.P.  
 2850  
 2800

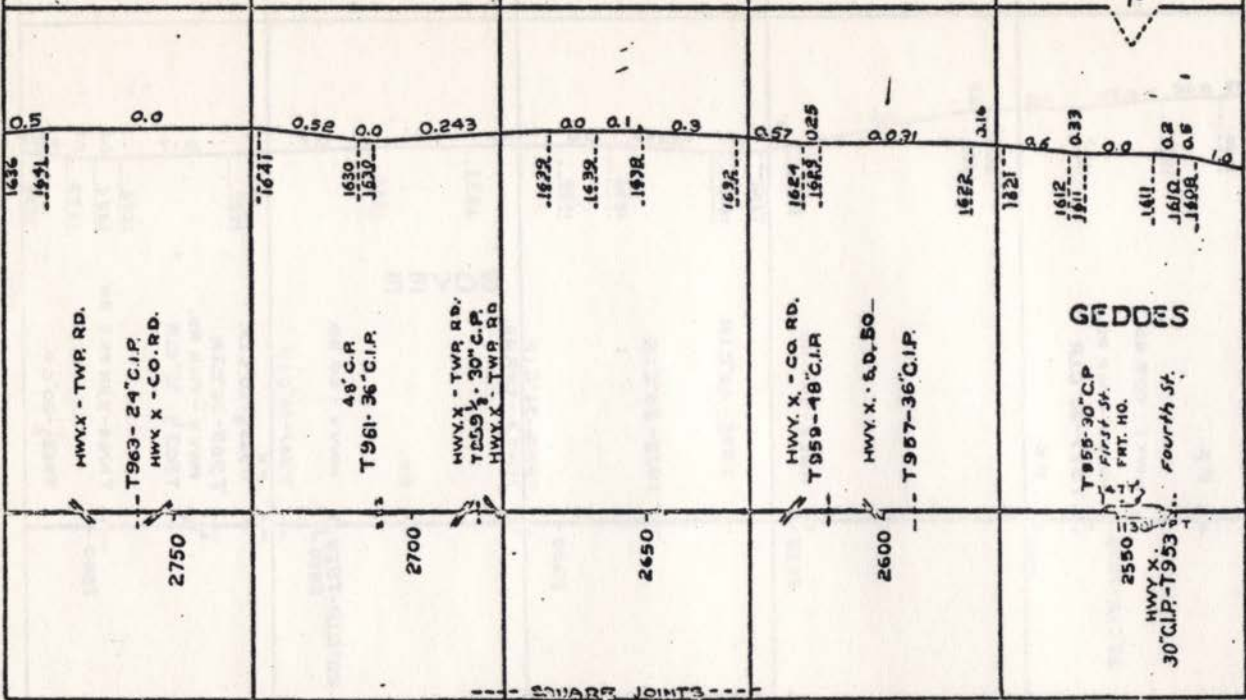
--- SQUARE JOINTS ---

S. 60°-1900

G C G  
 1930 E. S. C-1918 E.S. 1927 E.S. C-1918 27 G-1929

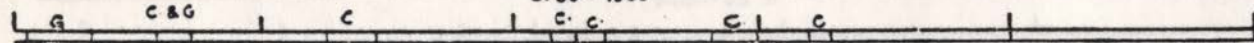
110 75      74      73      72      71      70

2<sup>1</sup>/<sub>2</sub>" EL.  
10

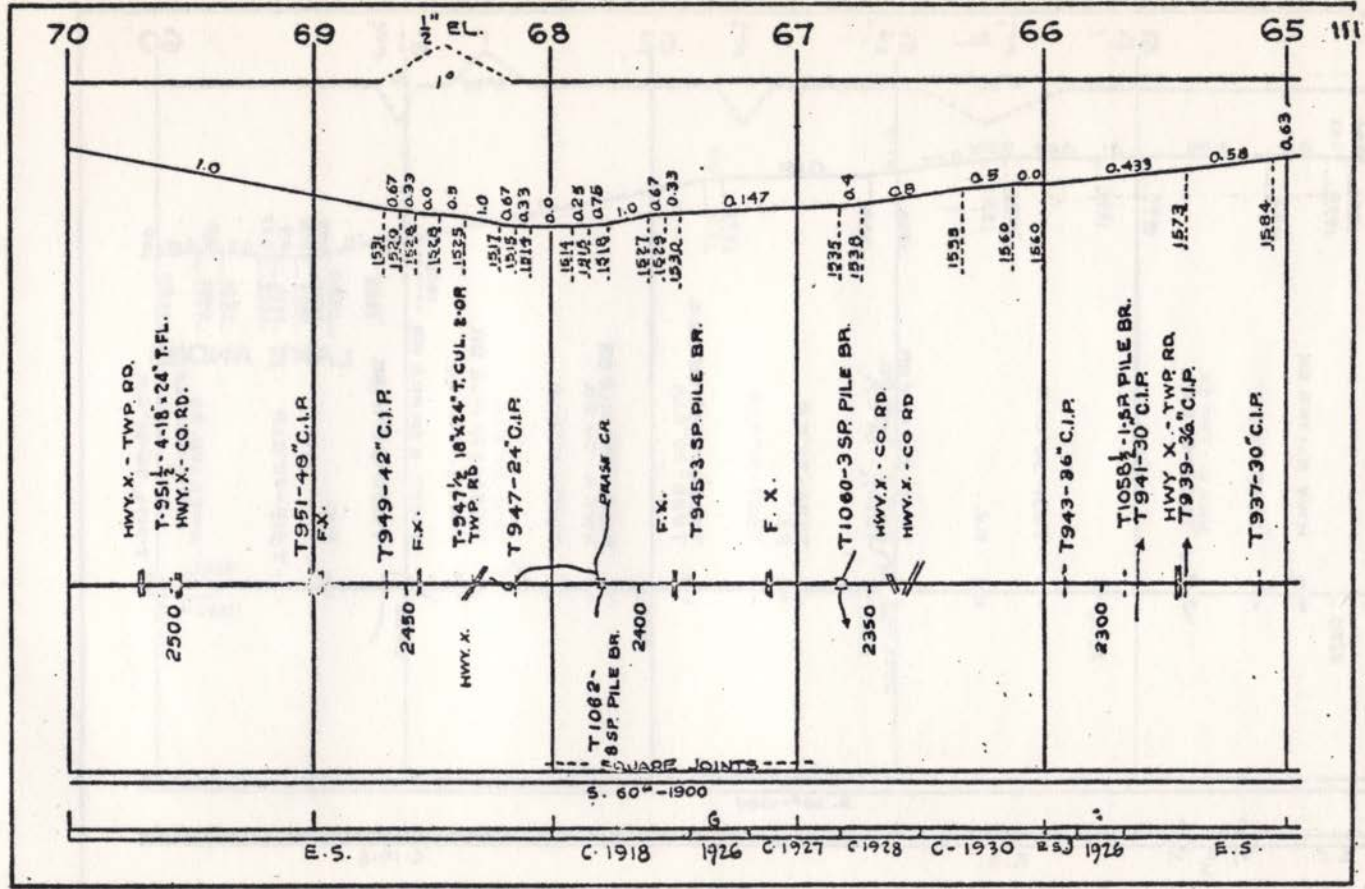


--- SQUARE JOINTS ---

S. 60° - 1900



G-1928 1929 E.S. 27 E.S. 1927 C-1924 27 24 E.S. 1927 E.S. 30 E.S. C-1918



70

69

68

67

66

65

111

HWY. X. - TWP. RD.  
T-951 1/2 - 4-18' - 24' T.F.L.  
HWY. X. - CO. RD.

2500

T-951-49° C.I.P.  
FX.

T-949-42° C.I.P.  
FX.

2450

T-947 1/2 18' x 24' T.CUL. 8-0R  
TWP. RD.

HWY. X.

T-947-24° C.I.P.

T-1062 -  
8 SP. PILE BR.

SQUARE JOINTS

2400

FRASE CR

F.X.

T-945-3 SP. PILE BR.

F.X.

T-1060-3 SP. PILE BR.

2350

HWY. X. - CO. RD.  
HWY. X. - CO RD

T-943-26° C.I.P.

2300

T-1058 1/2 - 1-5R PILE BR.  
T-941-30 C.I.P.

HWY X. - TWP RD.  
T-939-36° C.I.P.

T-937-30° C.I.P.

1" = 60' - 1900

E.S.

C-1918

1926

C-1927

C-1928

C-1930

1926

E.S.



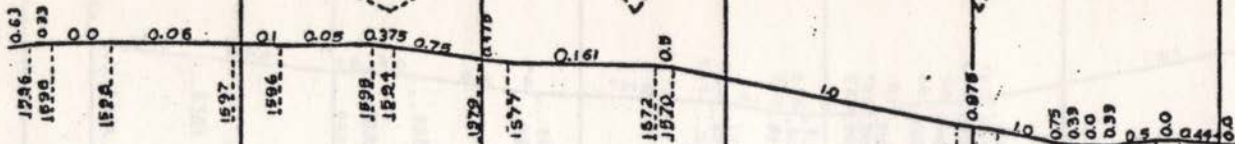
64

63

62

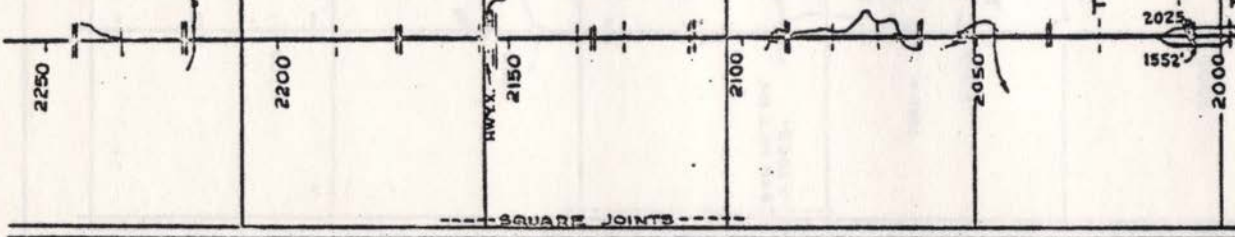
61

60

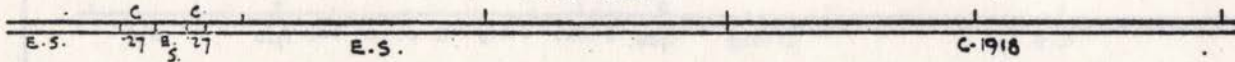


HWY X. - TWP RD.  
 T935-24° C.P.  
 HWY X. - TWP RD.  
 T933-42° C.I.P.  
 T931-30° C. P.  
 F.X.  
 T1058-2 SP. PILE BR.  
 HWY X. - TWP RD.  
 T929 1/2 - 24° C.P.  
 T929-30° C.P.  
 F.X.  
 T927-30° C.I.P.  
 T925 1/2 - 2 1/2 x 30° T.B.C.  
 T925-30° C.I.P.  
 T1056-6 SP. PILE BR.  
 HWY X. - CO. RD.  
 T923-42° C.I.P.  
 T921-30° C.I.P.  
 T1054-5 SP. PILE BR.  
 HWY X. - TWP RD.  
 T1052-6 SP. PILE BR.  
 T1050-5 SP. PILE BR.  
 F.X.  
 T919-30° C.I.P.  
 HWY X. - CO. RD.  
 T-917 1/2 96° 20' C.P.  
 T-917 1/2 96° 24' C.P.

LAKE ANDES



S. 60°-1900



F.S.

C. 1918



114

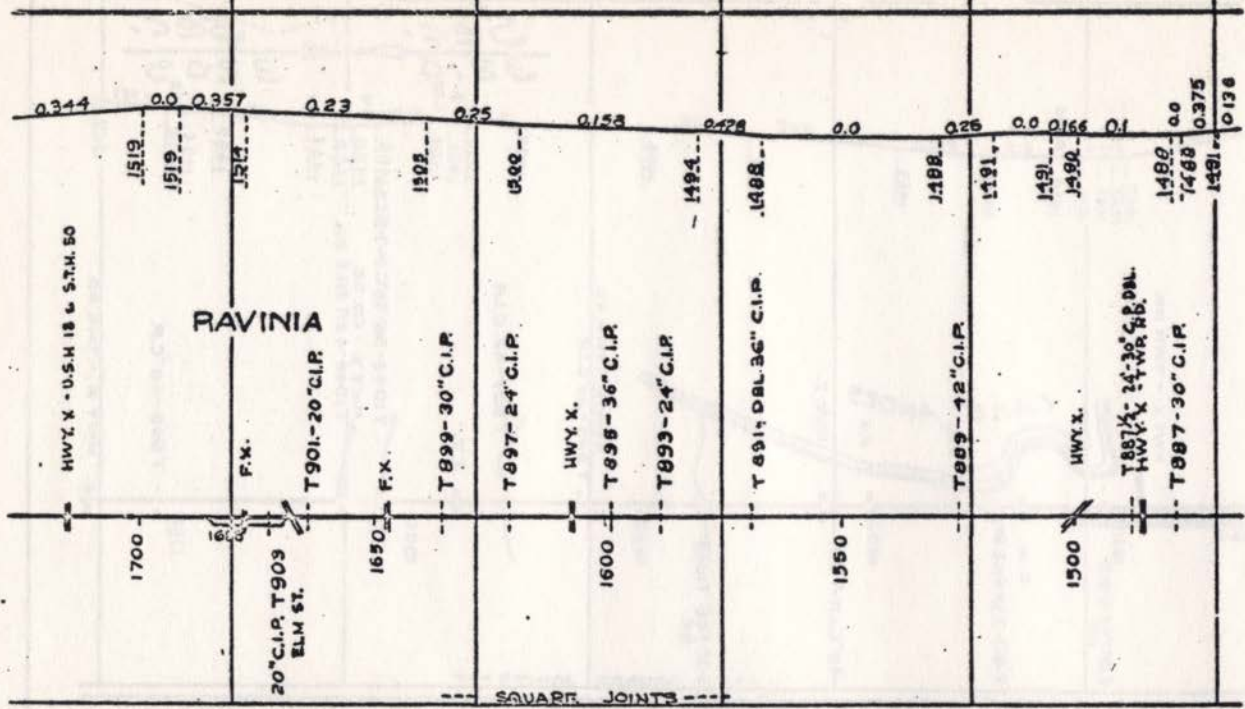
54

53

52

51

50



0.344

0.0

0.357

0.23

0.25

0.153

0.428

0.0

0.26

0.0

0.166

0.1

0.0

0.375

0.136

1519

1519

J.R.I.

1305

1300

1494

1488

1488

1491

1491

J.990

1480

1488

1481

HWY X - U.S.H 18 & S.T.H. 50

RAVINIA

F.X.

20" C.I.P. T903

ELM ST.

T 901-20" C.I.P.

F.X.

1650

T 999-30" C.I.P.

T 997-24" C.I.P.

HWY X.

T 898-36" C.I.P.

T 893-24" C.I.P.

T 891, DAL. 36" C.I.P.

1550

T 889-12" C.I.P.

HWY X.

1500

T 887 X - 24-30" C.I.P. DAL.

HWY X - 4" W.R. 28" DAL.

T 887-30" C.I.P.

SAVARE JOINTS

S. 60" - 1900

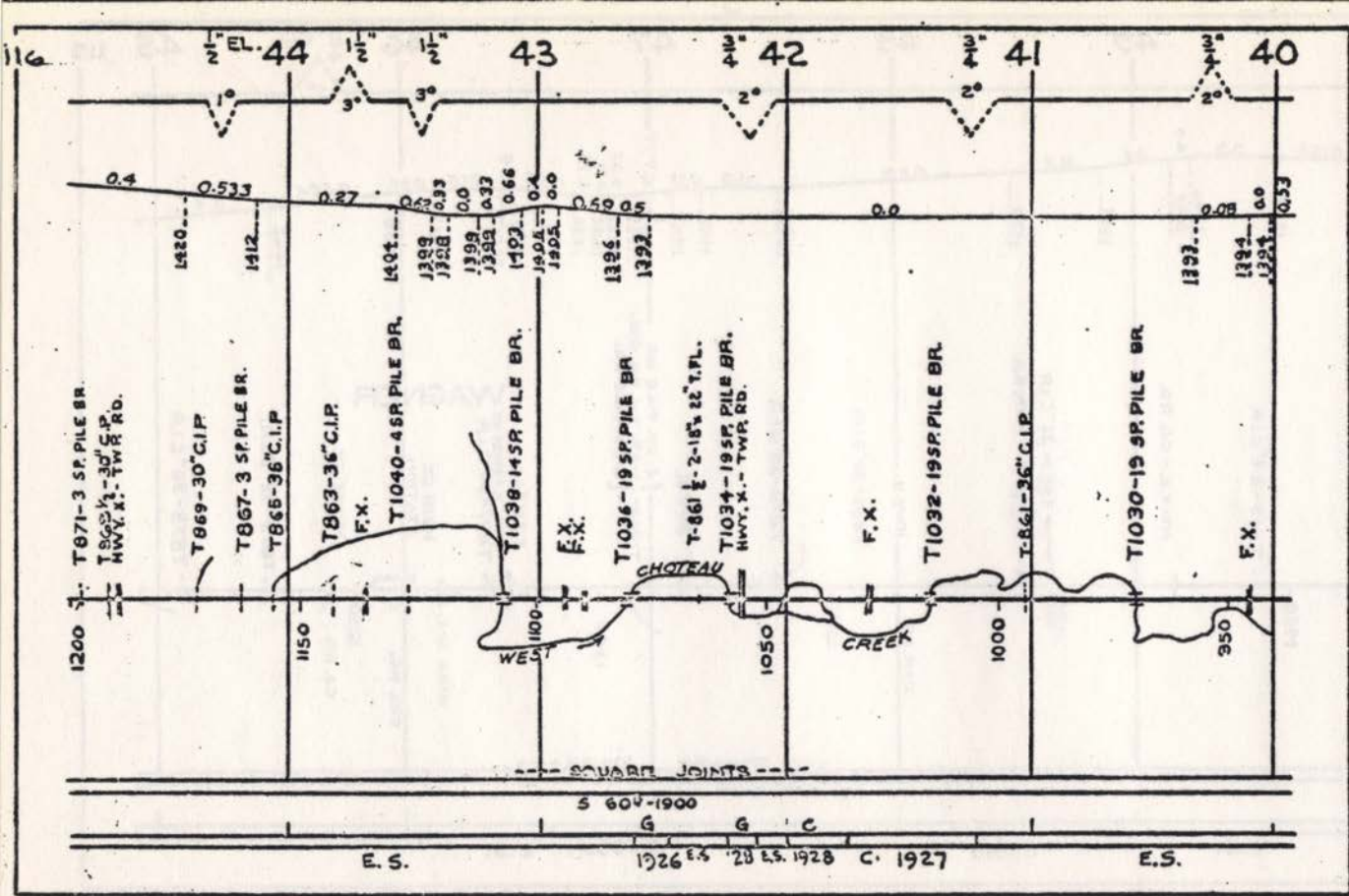
E.S.

C-1929

C-1930

E.S.





T 867-3 SP. PILE BR.  
T 865 1/2 - 30" C.I.P.  
HWY. X. - TWP. RD.

T 869-30" C.I.P.

T 867-3 SP. PILE BR.

T 865-36" C.I.P.

T 863-36" C.I.P.  
F.X.

T 1040-45R PILE BR.

T 1038-145R PILE BR.

F.X.

T 1036-195P. PILE BR.

T-861 1/2 - 2-15" x 22" T.P.L.  
T 1034-195P. PILE BR.  
HWY. X. - TWP. RD.

F.X.

T 1032-195P. PILE BR.

T-861-36" C.I.P.

T 1030-195P. PILE BR.

F.X.

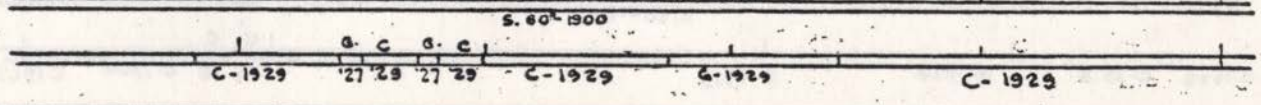
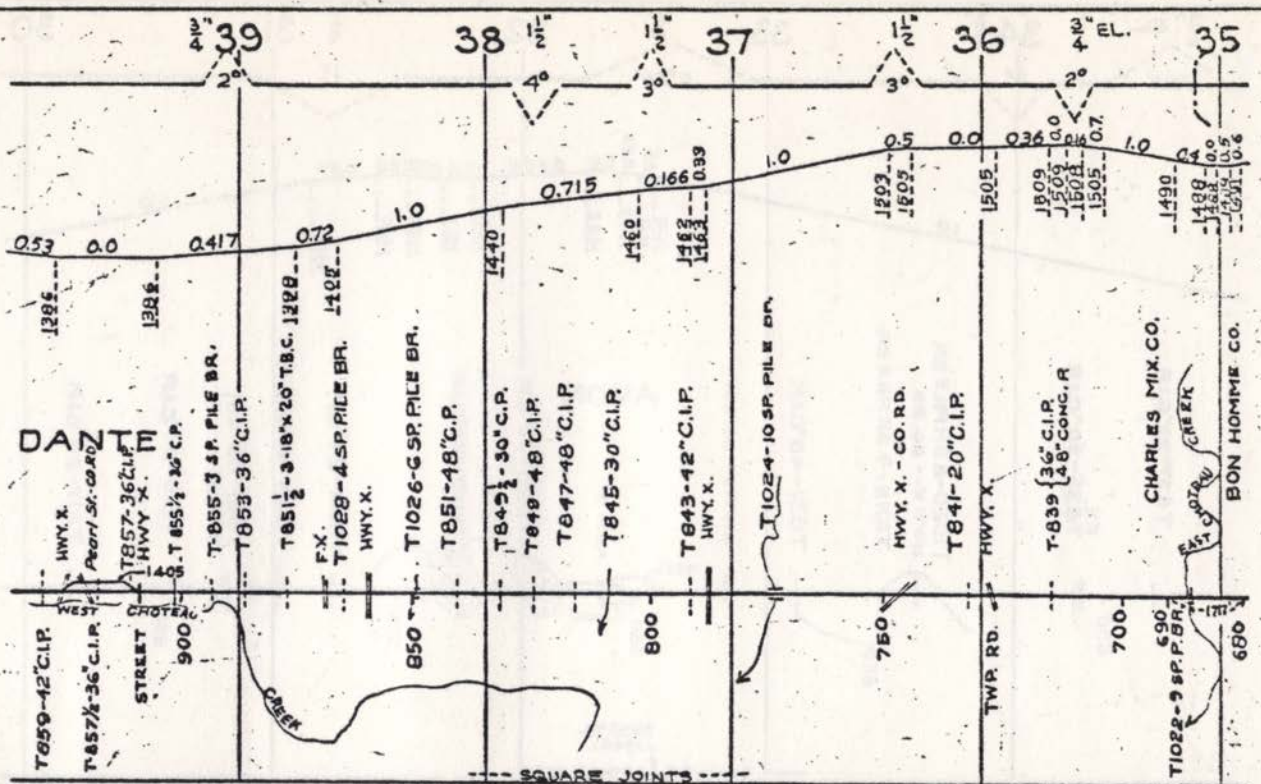
5 604'-1000'

G G C

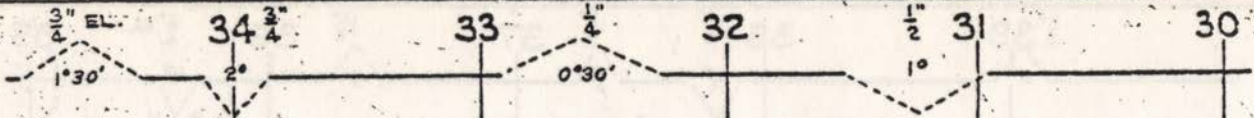
E.S.

1926 EX 28 E.S. 1928 C. 1927

E.S.



118 34 33 32 31 30



0.5  
1619  
1621  
1622  
0.25  
1622  
0.0  
1622  
0.208  
1617  
1617  
0.037  
1620  
1620  
0.57  
1612

T837-30"C.I.P.

FX  
T835-30"C.I.P.

T1020-6 SR PILE BR.  
HWY. X. - CO. RD.  
T1018-7 SR PILE BR.

T831-48"C.I.P.

HWY. X. - CO. RD.

AVON

Main St.

T829-30"C.P.

HWY. X. - CO. RD.  
T827-24"C.I.P.

T825-24"C.P.

T823-18"C.P.

T821-48"C.P.  
HWY. X.

T819-24"C.I.P.

T817-24"C.I.P.

650

600

1285

550

1406'

500

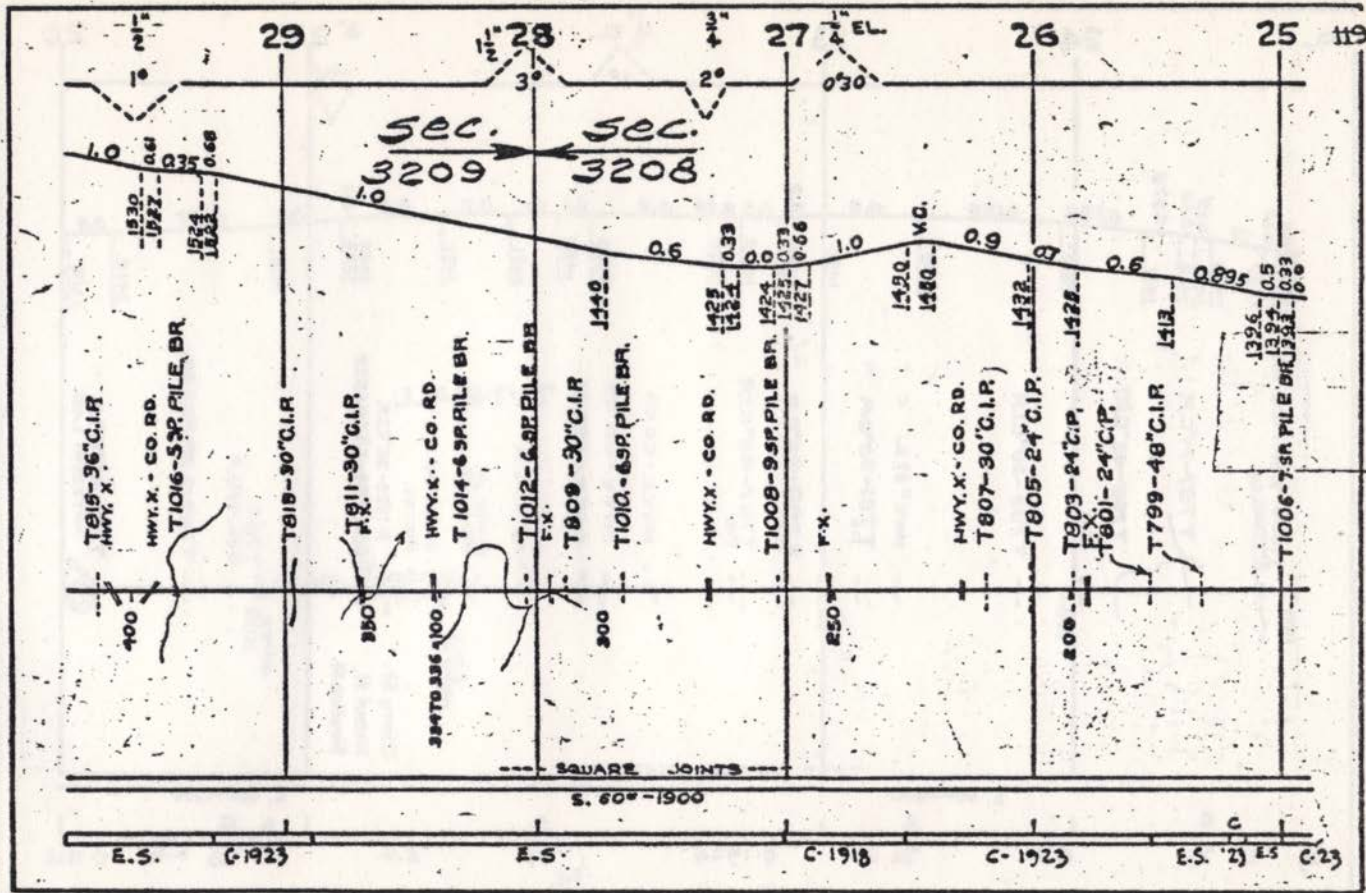
450

7506 TD.  
1948

SQUARE JOINTS

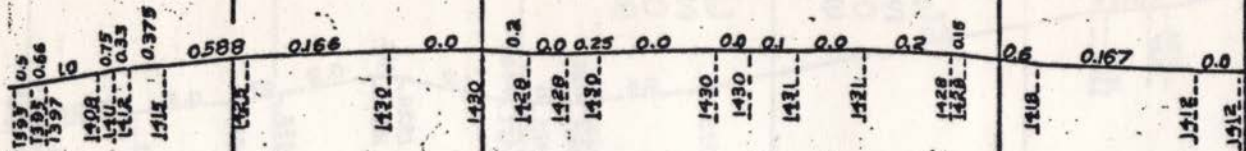
S. 60" - 1900

C-1929 C-1918 4-1929 C-1918 24 18 C-1924 C-1923





120 24 23 21 20



T1004-103P.PILE BR.  
EMANUEL CO.

T797-24° C.P.

T795-48° C.I.R.

FX.

T793-30° C.I.R.

HWY. #37 X.

T791-30° C.P.

T789-36° C.R.

FX.

T787-46° C.I.R.

FX.

HWY. X. - CO. RD.

HWY. X. - CO. RD.

HWY. X. - S.T.H. 50

TYNDALL

R-1631-30° C.I.P.

Lawler St.  
PEARL ST.

BROADWAY  
MAIN ST.

R-1625-36° C.I.P.  
1120 + 57.4 = 2328 + 375

Cherry St.  
Walnut St.  
Stretton St.

HWY. X.  
1100

T785  
DBL. 48° C.R.

T783-2.5P. PILE BR.

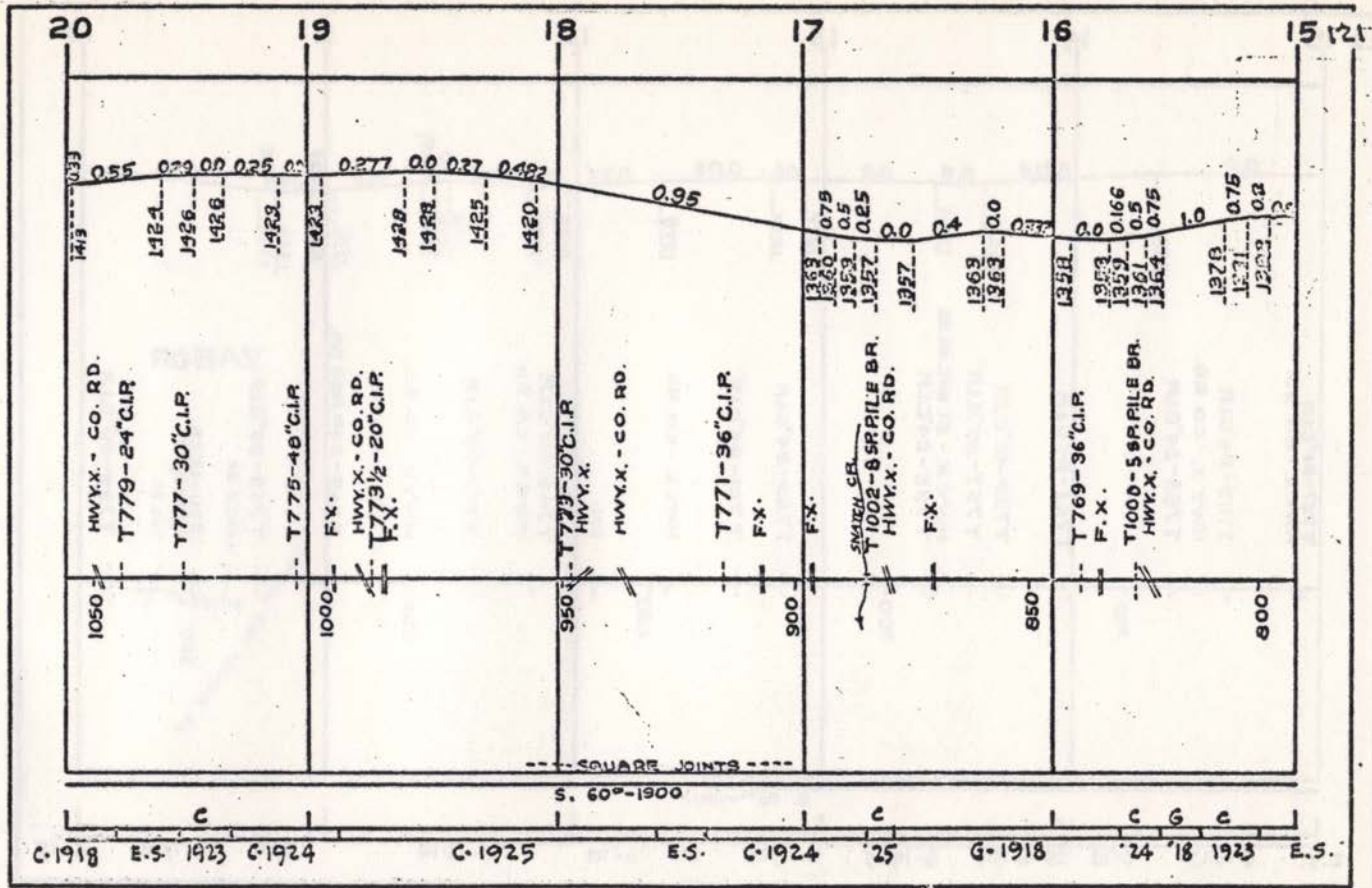
T781-42° C.I.R.  
ARTESIAN LAKE

SQUARE JOINTS

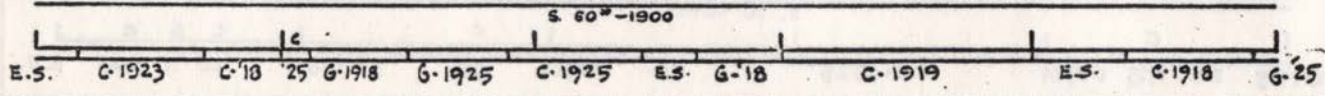
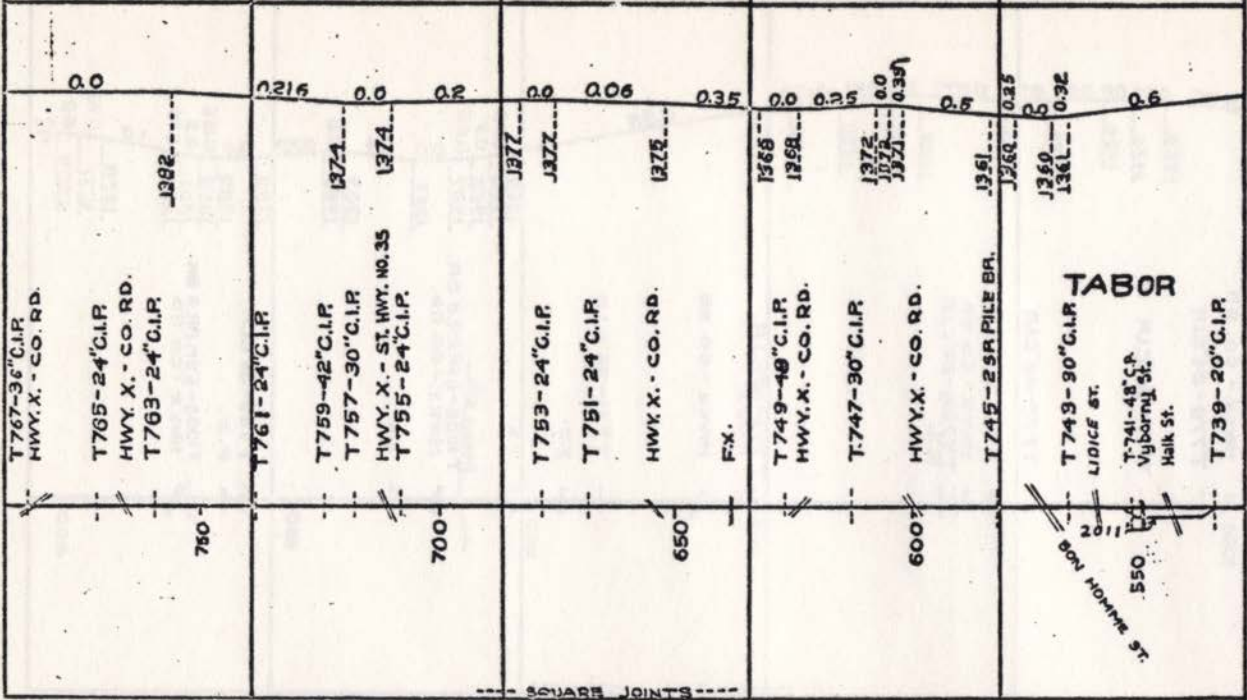
S. 80°-1800

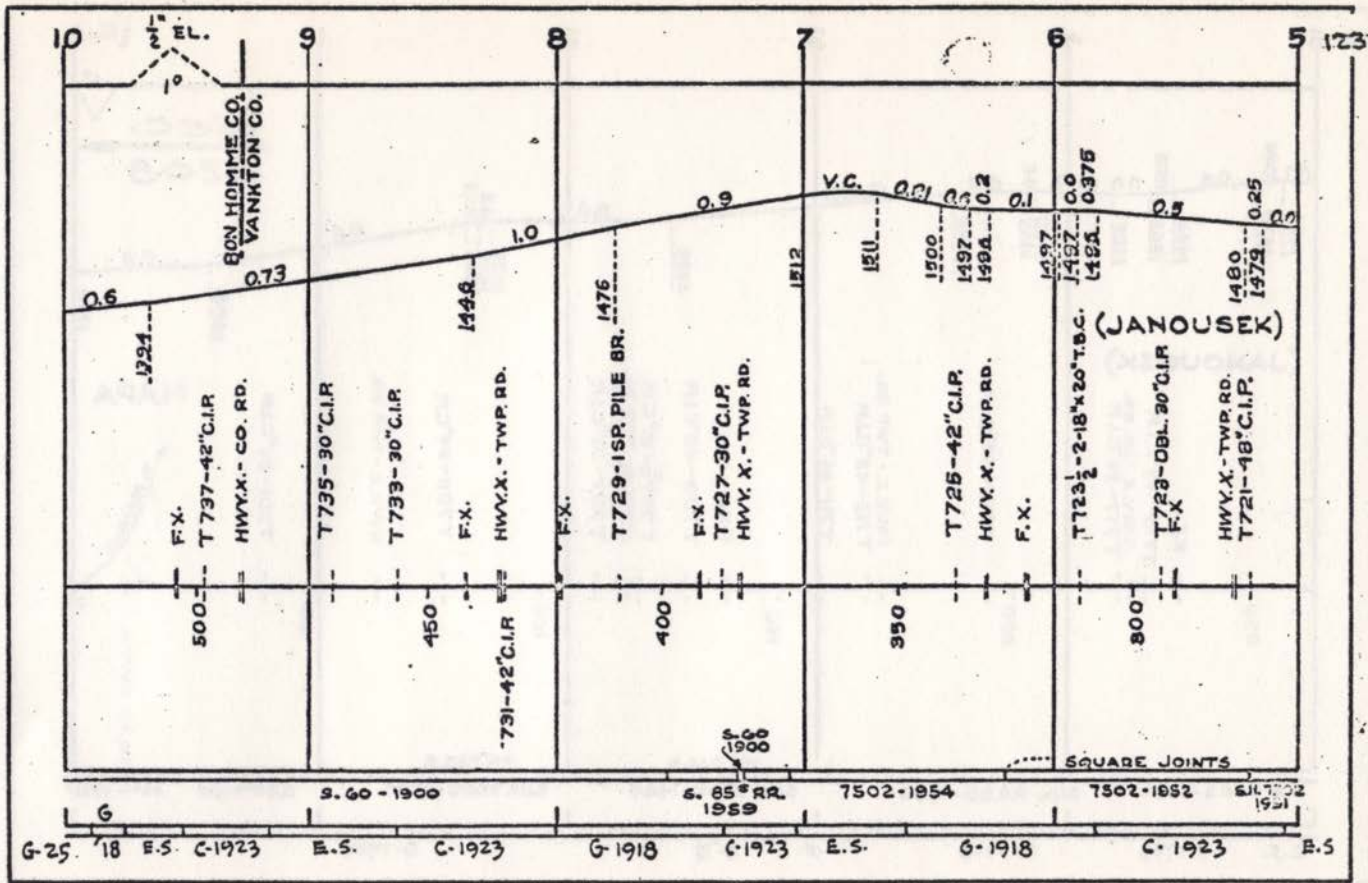
S. 80°-1800

C-23 ES. 24 ES. 24 ES. C-1924 E.S. 27 E.S. 27 23 E.S. C-1918

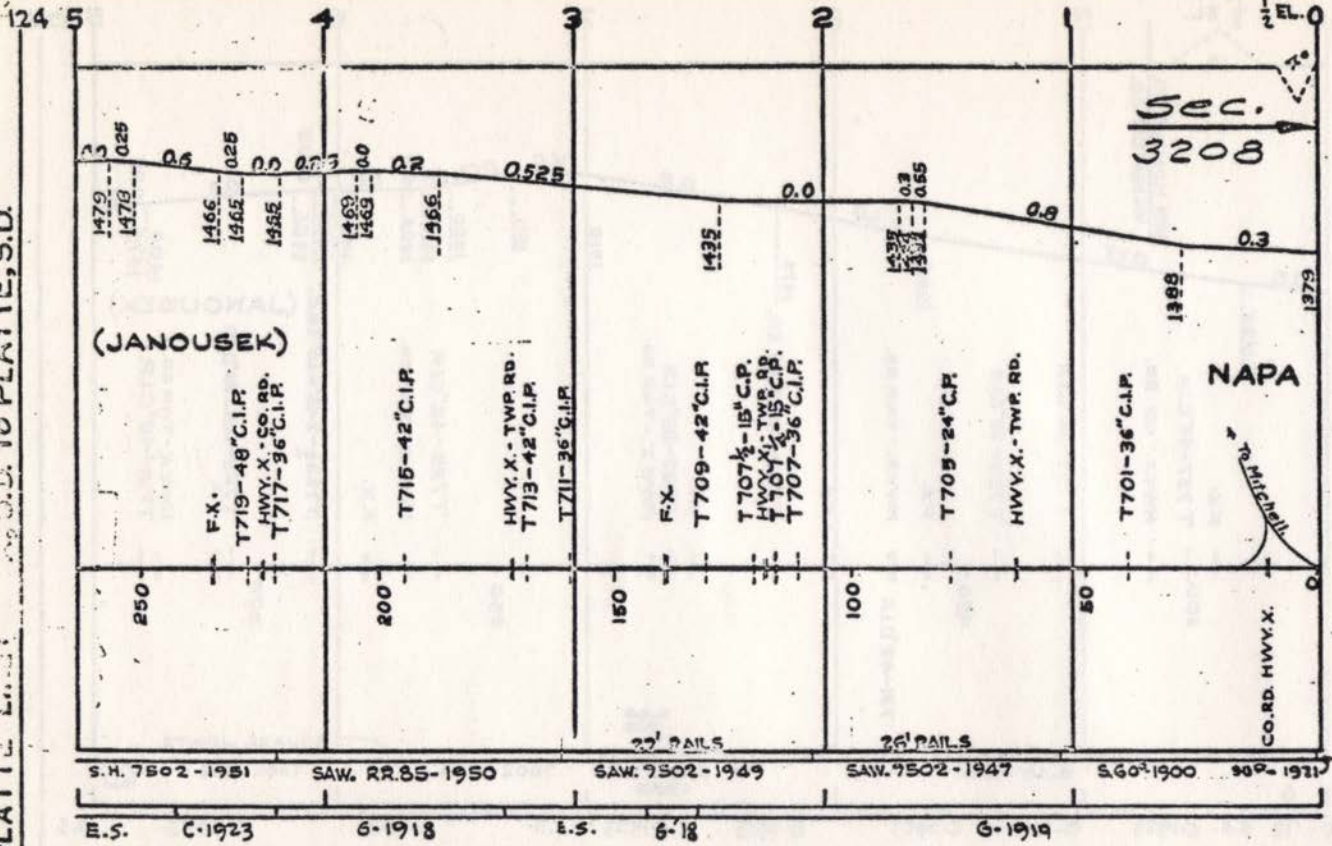


122 15      14      13      12      11      10





PLATTE MAP: S.O.D. TO PLATTE, S.D.



Sec.  
3208

(JANOUSEK)

NAPA

TO MICHELL

F.X.

T 719-48" C.I.P.

HWY. X. - 30' RD.

T 717-36" C.I.P.

T 715-42" C.I.P.

HWY. X. - TWP. RD.

T 713-42" C.I.P.

T 711-36" C.I.P.

F.X.

T 709-42" C.I.P.

T 707 1/2-15" C.I.P.

HWY. X. - TWP. RD.

T 704 1/2-15" C.I.P.

T 707-36" C.I.P.

T 705-24" C.I.P.

HWY. X. - TWP. RD.

T 701-36" C.I.P.

CO. RD. HWY. X.

S.H. 7502-1951

SAW. RR. 85-1950

SAW. 7502-1949

SAW. 7502-1947

S.G. 1900 800-1971

E.S.

C-1923

6-1918

E.S.

6-18

G-1919

27' PAIRS

26' PAIRS

650

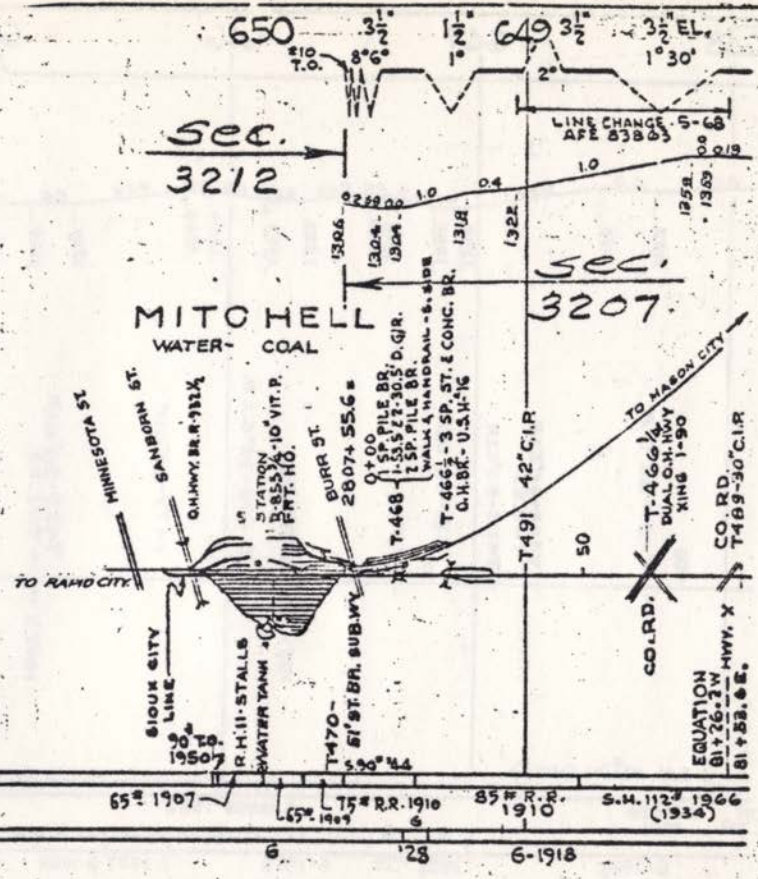
649

125

Sec.  
3212

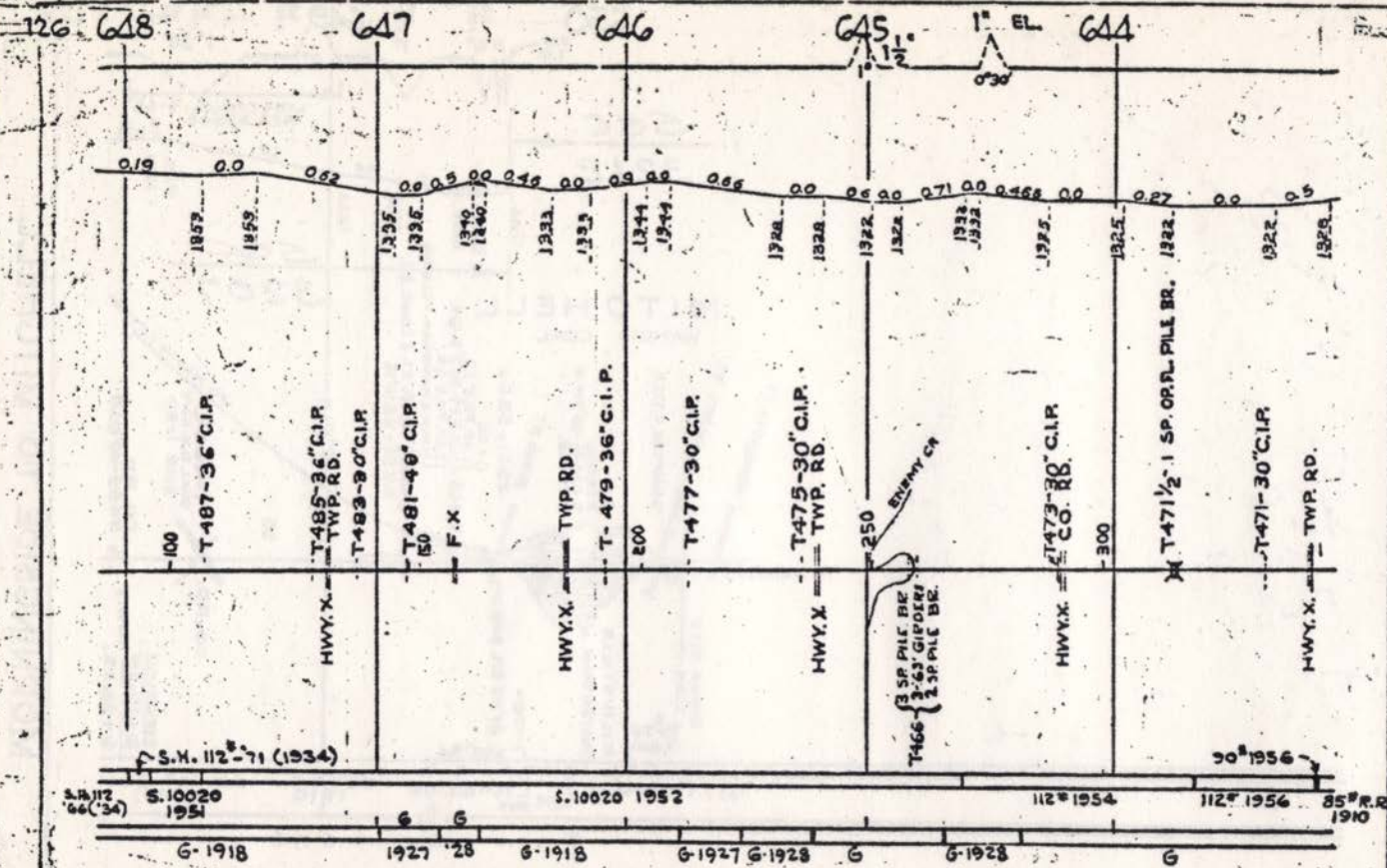
Sec.  
3207

MITCHELL  
WATER- COAL



65# 1907  
 65# 1907  
 75# R.R. 1910  
 85# R.R. 1910  
 S.H. 112# 1966 (1934)  
 6  
 28  
 6-1918

MORNINGSIDE TO MITCHELL



S. 112° 71' (1934)      30° 1956

S. 10020 1951      S. 10020 1952      112° 1954      112° 1956      85° R.R. 1910

G-1918      1927 28      G-1918      G-1927 G-1928      G      G-1928      G

643

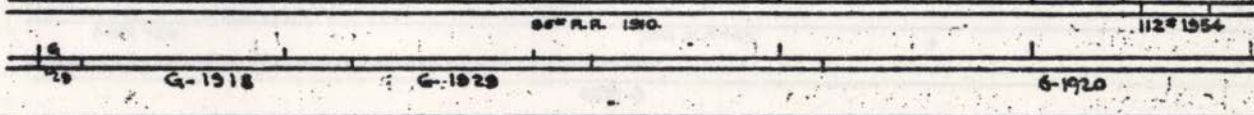
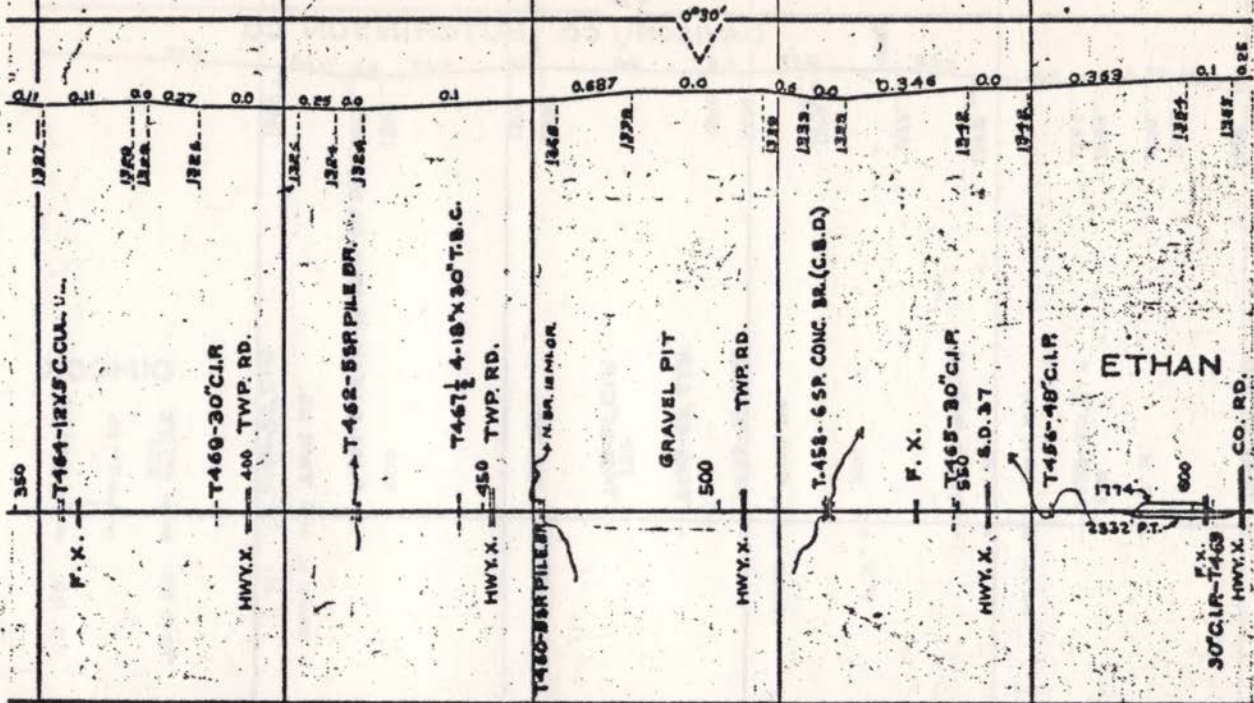
642

641

1<sup>st</sup> EL 640

639

127



90° R.R. 1510.

112° 19' 54"

G-1918

G-1929

6-1920

ETHAN

30' C.I.R.-T-463  
HWY. X.  
CO. RD.1774  
2332 P.T.  
600HWY. X.  
S.D. 37

T-455-30' C.I.R.

F. X.

T-158-6 SP. CONC. BR. (C.B.D.)

HWY. X.  
TWP. RD.

500

GRAVEL PIT

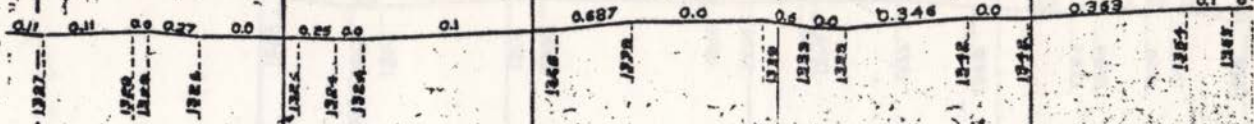
T-150-55R PILE DR.  
H. BR. 12 H.L.R.HWY. X.  
450 TWP. RD.

T-467 1/2 4-18' x 30' T.B.C.

T-462-55R PILE DR.

HWY. X.  
400 TWP. RD.

T-469-30' C.I.R.

F. X.  
T-164-12x5 C.C.U. U.0+925  
13870+900  
1384

0+369

1378

1372

0+346

1372

1373

0+00

1372

0+687

1368

0+1

1364

1364

0+0

1364

0+27

1364

0+11

0+1

0+1

350

127



128 638

637

636

1" EL

635

634

0°30'

DAVISON CO. HUTCHINSON CO.

0.25 0.24 0.22 0.21 0.19 0.18

0.56

0.958

0.57

0.0

0.11

0.0

0.27

0.0

0.62

0.22

1369

1348  
1368

1364  
1364

1369

1377

1376  
1376

1370  
1370

1374  
1374

1364

1374

T-161-24" C.I.P.

F. X.

650

T-159-30" C.I.P.

TWP. RD.

F. X.

T-157-30" C.I.P.

700

TWP. RD.

T-155-30" C.I.P.

T-153-42" C.I.P.

750

T-151-26" C.I.P.

CO. RD.

800

T-154-2-35" GIR. SP. CONC. BAL. DECK. 1564

TWP. RD.

T-148-30" C.I.P.

15<sup>TH</sup> ST.  
850

5<sup>TH</sup> ST.

8<sup>TH</sup> ST.

DIMOCK

TWP. RD.

CO. RD.

65" R.R. 1910

112" B54

6-1920

633

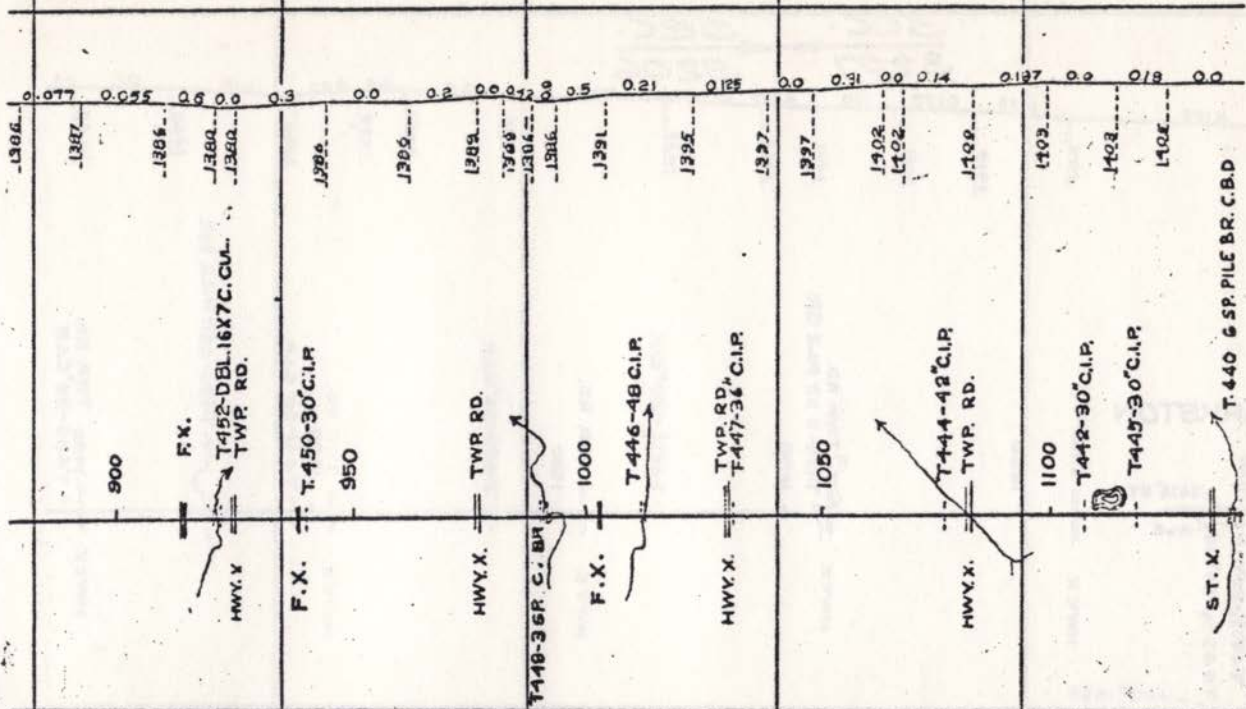
632

631

630

629

129



85° R.R. 1910

G-1920

1930

G-1920

130 628

627

626

625

624

SEC. 3207 ← SEC. 3206

0.195 0.25 0.133 0.00 0.287 0.01 0.29 0.2 0.00 0.22 0.15 0.01 0.3

1405 1419 1419 1421 1421 1425 1427 1435 1435 1439 1439 1436 1440 1442

PARKSTON  
20' C.I.P.

T 443 1/2  
1150  
2475' RT.

Maple St.  
Main St. STATION  
T 449 3/4 - 20' C.I.P.  
T 449 3/4 - 36' C.I.P.  
1968  
112' 1954

HWY. X. B.T.M. # 44

1200

HWY. X. TWP. RD. 1438-6 SP PILE DR. 1250

T 443 1/2 - 20' C.I.P.

HWY. X. TWP. RD. 1300

T 449 - 36' C.I.P.

HWY. X. TWP. RD. 1350  
T 441 - 30' C.I.P.

T 436 - 45P PILE DR.

HWY. X. 1400 TWP. RD.  
T 439 - 36' C.I.P.

85' RR 1910

85' R.R. 1908

G-1920



132-618

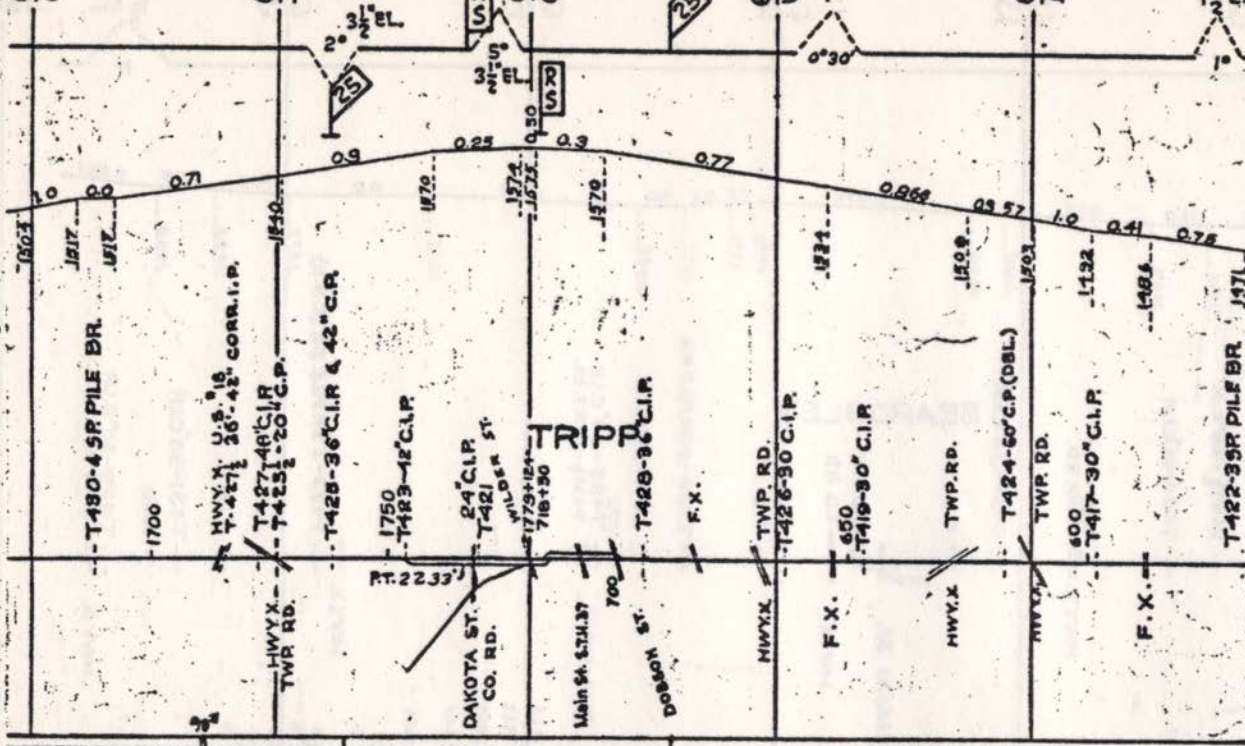
617

616

615

614

613



S-90° 1929      125 90°-1924      90°-1920      S-90° 1929  
 G-1929      G-1920      G-1929

613

EL. 612

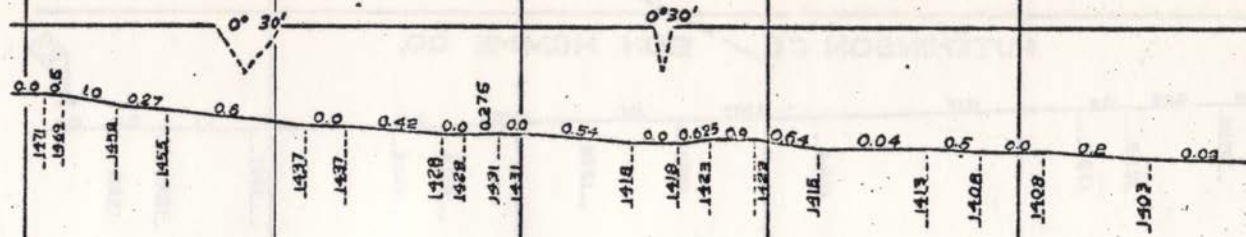
611

1" EL.

610

609

133



HWY. X. TWP. RD. 550

T 415-42° C.I.P.

F. X.

T 413-42° C.I.P.

F. X.

500 DOL. MX 7 C.C.U.L. T 420

HWY. X. CO. RD.

T 411-30° C.I.P.

F. X.

T 418-48° C.I.P.

HWY. X. TWP. RD. 450

F. X.

T 416-55° PILE BR TWP. RD.

HWY. X.

T 409-48° C.I.P.

F. X.

F. X. 400

TWP. RD. HWY. X. T 407-42° C.I.P.

KAYLOR

T 405-36° C.I.P.

F. X. 350

Main St.

CO. HWY. X. T 403-20° C.I.P.

HWY. X. TWP. RD. 300

6-1929

6-1929

134-608

607

606

605

604

HUTCHINSON CO. BON HOMME CO.

0.28 0.28 0.0 0.17 0.166 0.1 0.166 0.0 0.2 0.1 0.0 0.3

1300

1353

1395

1385

1382

1378

1373

1373

1371

1369

1369

F. X.

HWY. X

TWP. RD.

T403-24" C.I.P.

F. X.

250

HWY. X

T401 1/2-36" C.P.  
TWP. RD.

200

T401-24" C.I.P.

HWY. X

TWP. RD.

CO. HWY. X

T399-36" C.I.P.

150

F. X.

T397-24" C.I.P.

CO. HWY. X

100

T395-24" C.I.P.

F. X.

CO. HWY. X

50



1929-1929

G-1929





136 598

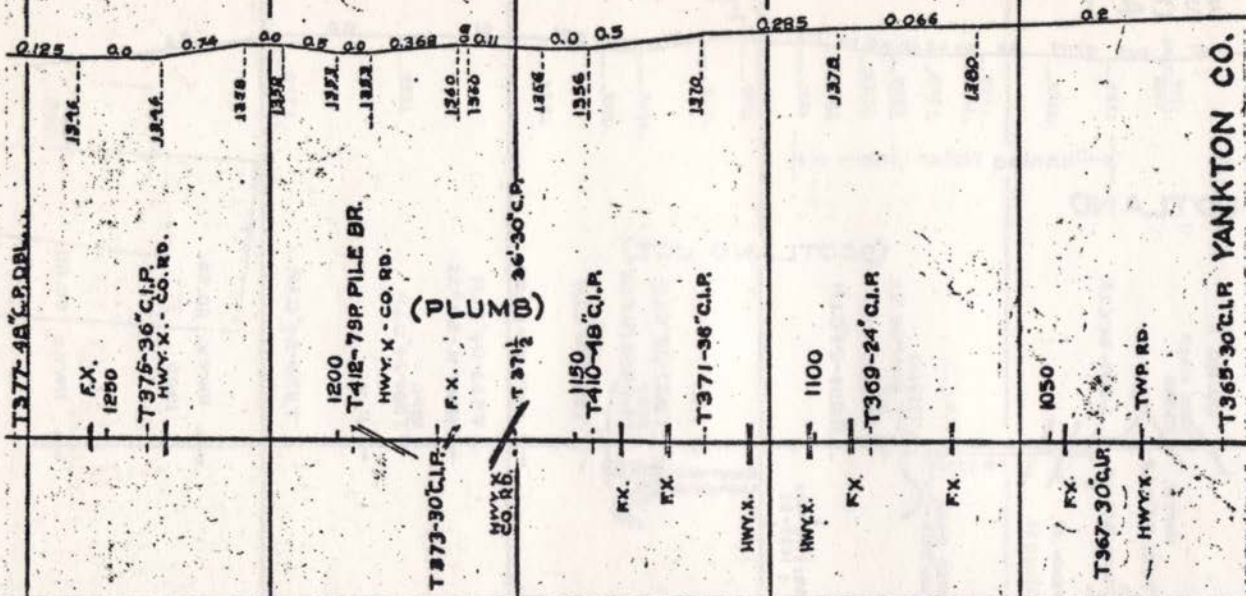
597

596

595

594

BON HOMME CO.



5-90 1329

6-1929

593

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

592

 $3\frac{1}{2}$ "

591

590  $2\frac{1}{2}$ "EL.  $3\frac{1}{2}$ "

589

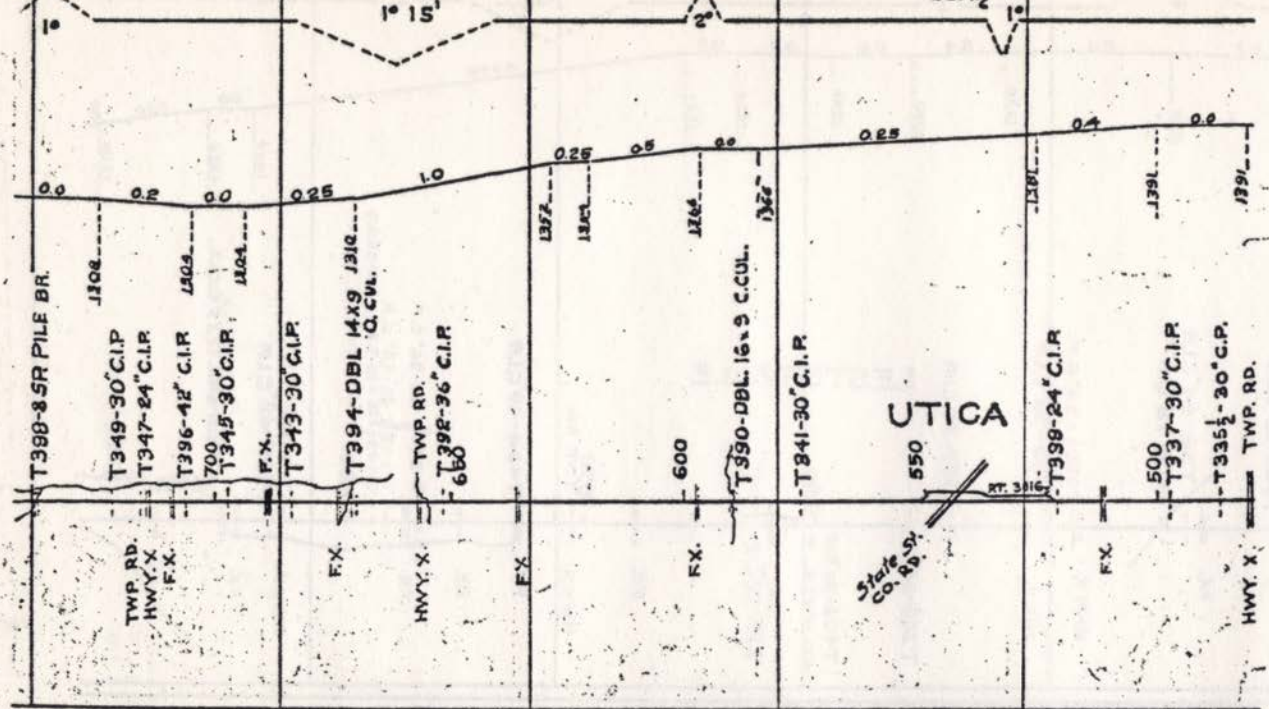
13T



S-50°-1529

G-1929

138 588 1 1/2 EL. 587 2° 586 3 1/2 585 584 EL. 1 1/2



S-90-1929

R-85#-1925

S-90-1929

G-1929

583

582 2 1/2' EL

581

580

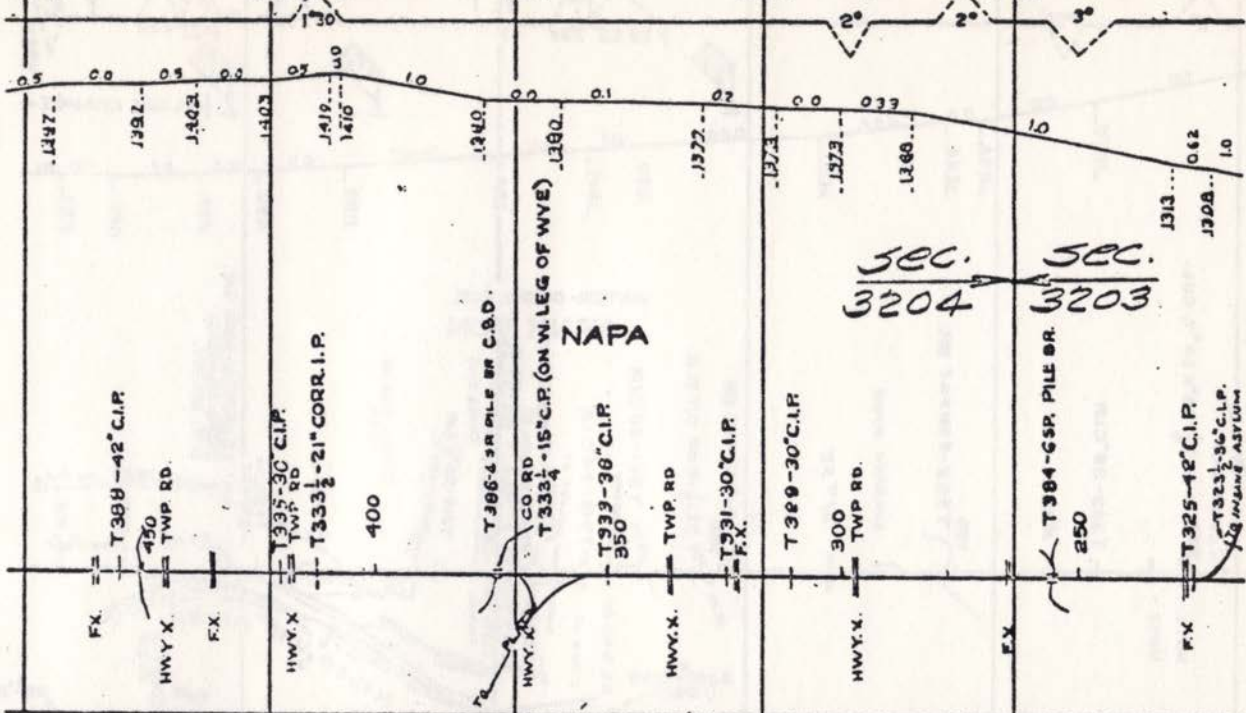
3 1/2'

3 1/2'

579

3 1/2' EL.

139



S 90° 19' 29" W - 1929

90° - 1922

90° - 1921

90° - 1920

G-1929

G-1919

G-1918

G-1925

G-1918

SEC. 3204 ← SEC. 3203

NAPA

FX == T 388 - 42° C.I.P.

HWY. X. == TWP. RD. 450

FX ==

HWY. X == T 335 - 30° C.I.P. TWP. RD.

-- T 333 1/2 - 21° CORR. I.P.

400

HWY. X. == T 386 - 43° M.L.F. IN C.S.D.

CO. RD. T 333 1/2 - 15° C.P. (ON W. LEG OF WVE)

-- T 333 - 36° C.I.P. 350

HWY. X. == TWP. RD.

-- T 331 - 30° C.I.P. F.X.

-- T 329 - 30° C.I.P.

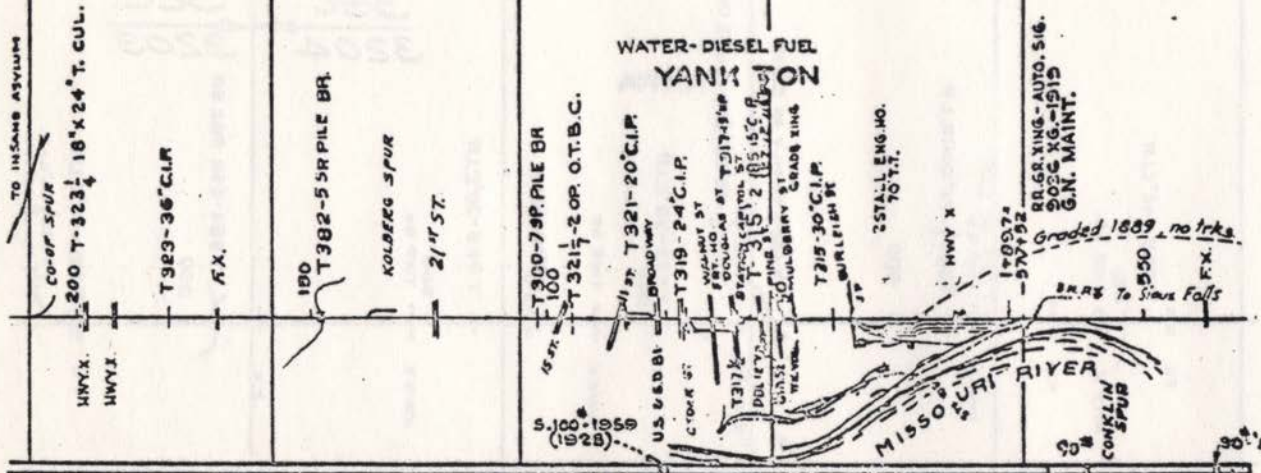
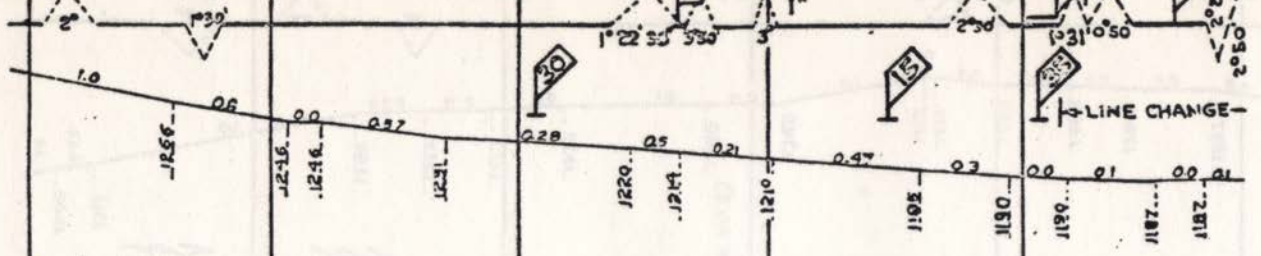
HWY. X. == TWP. RD. 300

FX == T 384 - 65° PILE BR. 250

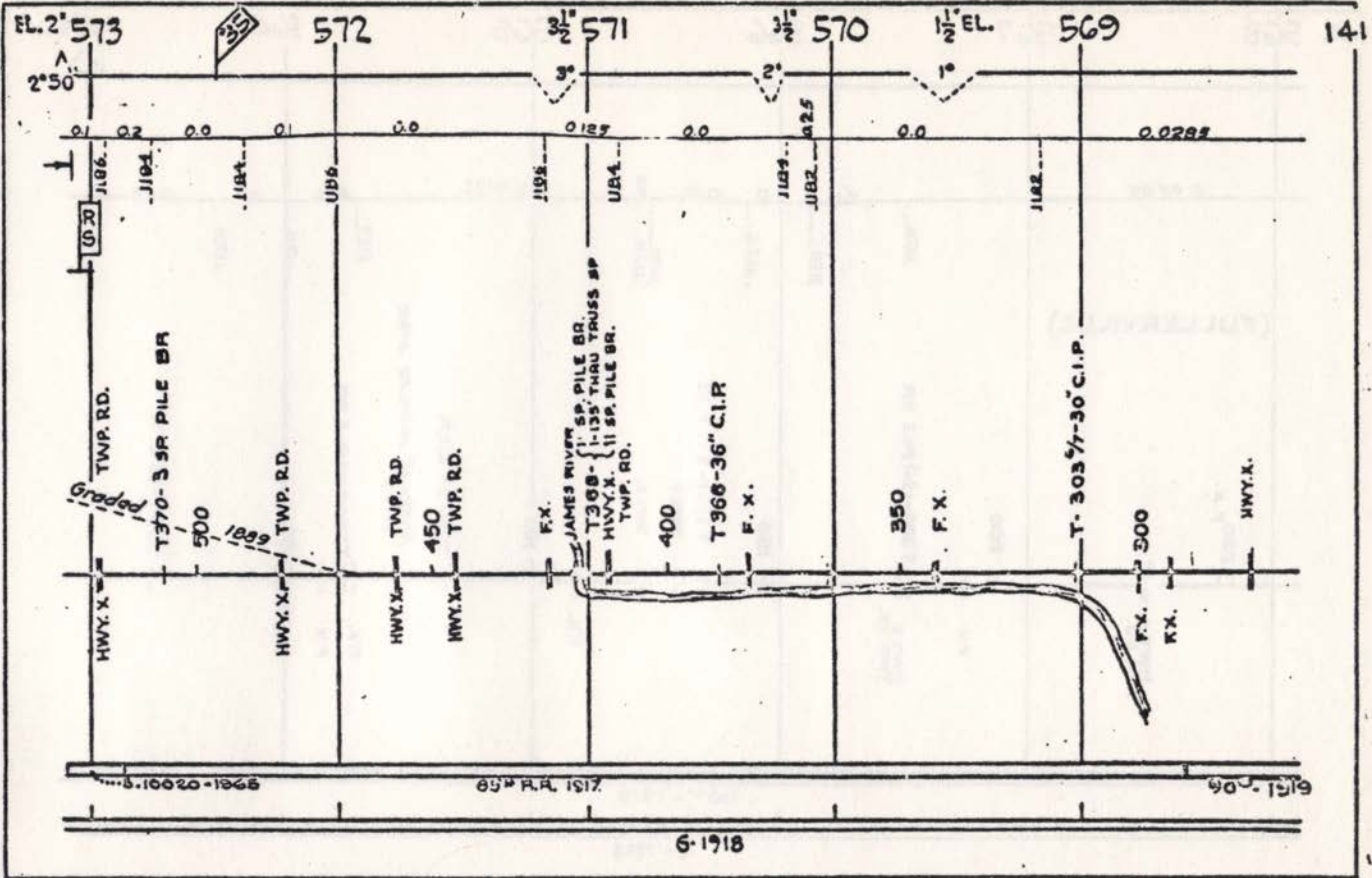
FX == T 325 - 12° C.I.P.

T 323 1/2 - 36° C.I.P. 250

140 578 3 1/2 EL. 2 1/2 577 576 575 574 2 EL.



90' - 1920 14x2 5,10020 (1939-1920-20) 5,100 1960  
G-1918 C-1918 G-1918



142 568

567

566

565

564

2 1/2 EL.



0.0285

0.1

0.0

0.15

0.0

0.0333

0.25

0.0

0.00

(FULLERVILLE)

250 F.X.

HWY. X.  
TWP. RD.

200

F.X.

T 302-1 SP. P. BR.

HWY. X.  
TWP. RD.

J178

J176

150

J177A

T 356 1/2 - 3 SP. P. BR.

HWY. X.

HWY. X.

J179

J179

100

F.X.

T 506-24" C.T.P.

AMERICAN ALFALFA SPUR

HWY. X.

J177

T 554-3 SP. PILE BR.

F.X.

F.X.

50

J173

303 1/2 - 30" C. P.

J173

000 - 1919

6 - 1918

563 3 1/2 EL.      562      561      560      559      143

YANKTON CO.      CLAY CO.

00    00    00    0254    00    01    025    003      00    005    00    01    00    005    00    005    00    005    00

GAYVILLE

WICKER ST. T-502-60' C.I.P.  
KINGSBURY ST. T-0-2330+33

WICKER ST.

3155' APT.

HWY. X. T-5600 TWP. RD.

HWY. X.

F.V. T-2550

HWY. X. TWP. RD.

T-250-36' C.I.P. T-2500

HWY. X.

T-2450 T-348-36' C.I.P.

HWY. X.

T-346-36' C.I.P. T-2400

F.V. T-344-42' C.I.P.

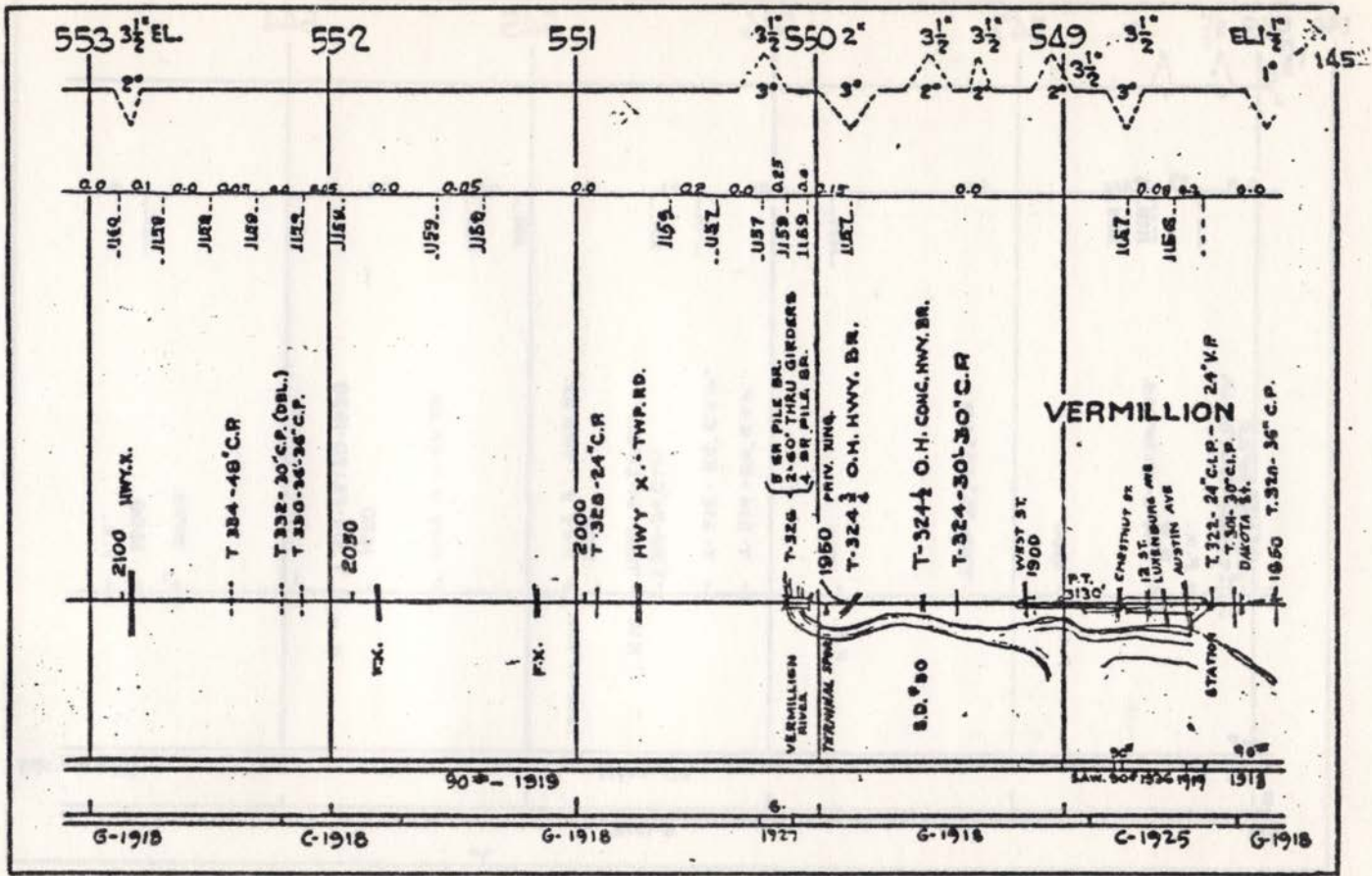
1175...    1175...    1173...    1171...    1169...    1169...    1170...    1167...    1166...    1166...    1166...    1168...    1168...    1168...    1168...    1164...    1164...

90° - 1919

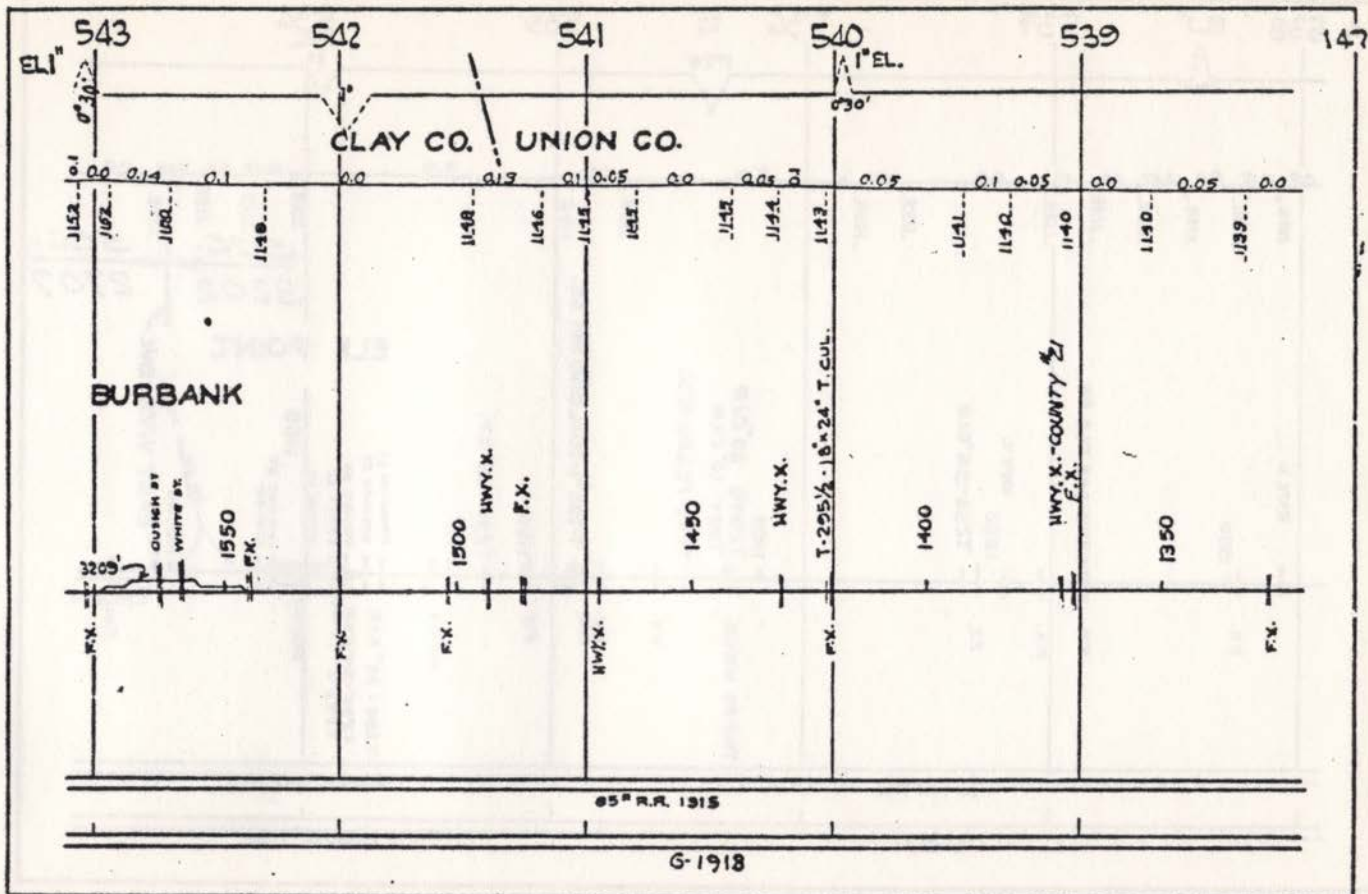
G-1718















150 528

EL. 0° 29'

527

N 1/2 526 1 1/2

2 1/2 525

524

T274-30° C.L.P.

F.X.

F.X.

F.X.

HWY. X. T250-30° C.L.P.  
T275-30° C.L.P.  
T270-30° C.L.P.

F.X.

F.X.

T200-30° C.L.P. OLD LINE  
700

F.X. T268-30° C.L.P.

TWP. RD. HWY. X. T260-30° C.L.P.

HWY. X. CO. RD.

T260-24° C.L.P.

T287 1/2 W. COR. L.P.

FOURTH ST.

THIRD ST.

650

F.X.

JEFFERSON

1124

1125

1125

1125

1125

1125

1125

1125

1124

1123

SEC. 2707

SEC. 2706

HWY. X. TWP. RD. 600

F.X.

F.X.

F.X. 550

T 287 1/2 30° 20' C.P.

SAVED 404 1936

5' GRAVEL 1936

523

522 EL. 1 1/2" 1 1/2"

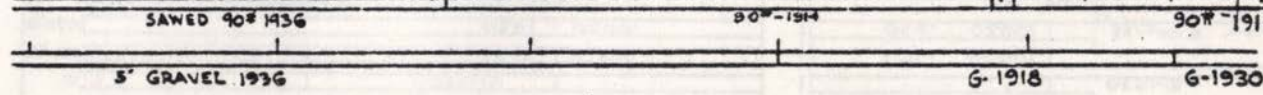
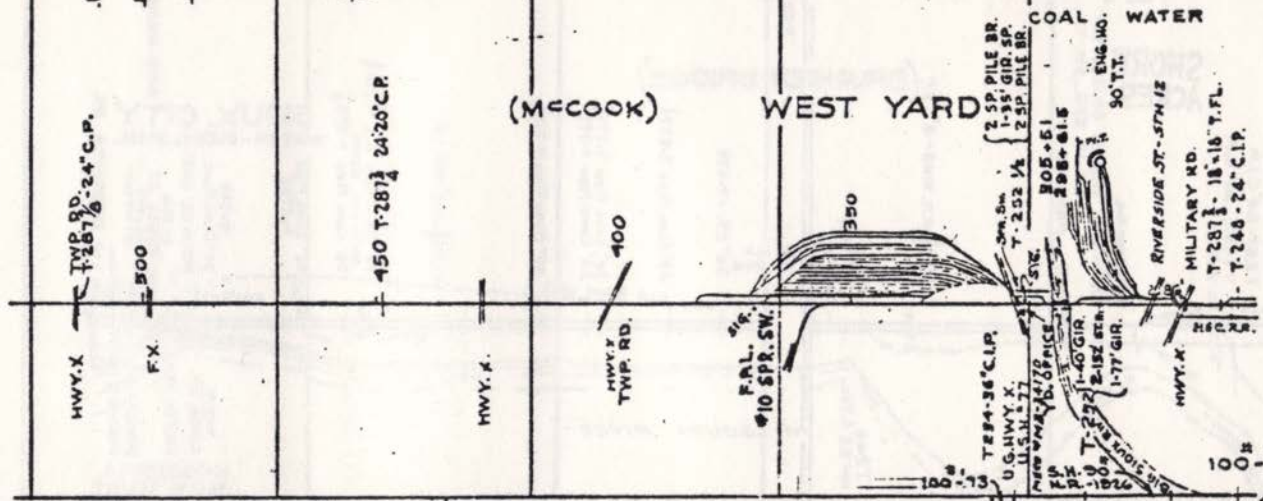
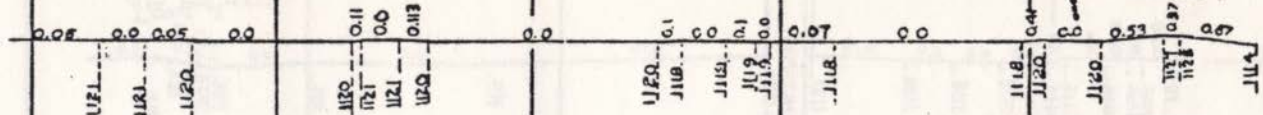
521

520

519 1 1/2" EL

151

UNION CO., S.D. WOODBURY CO. IOWA

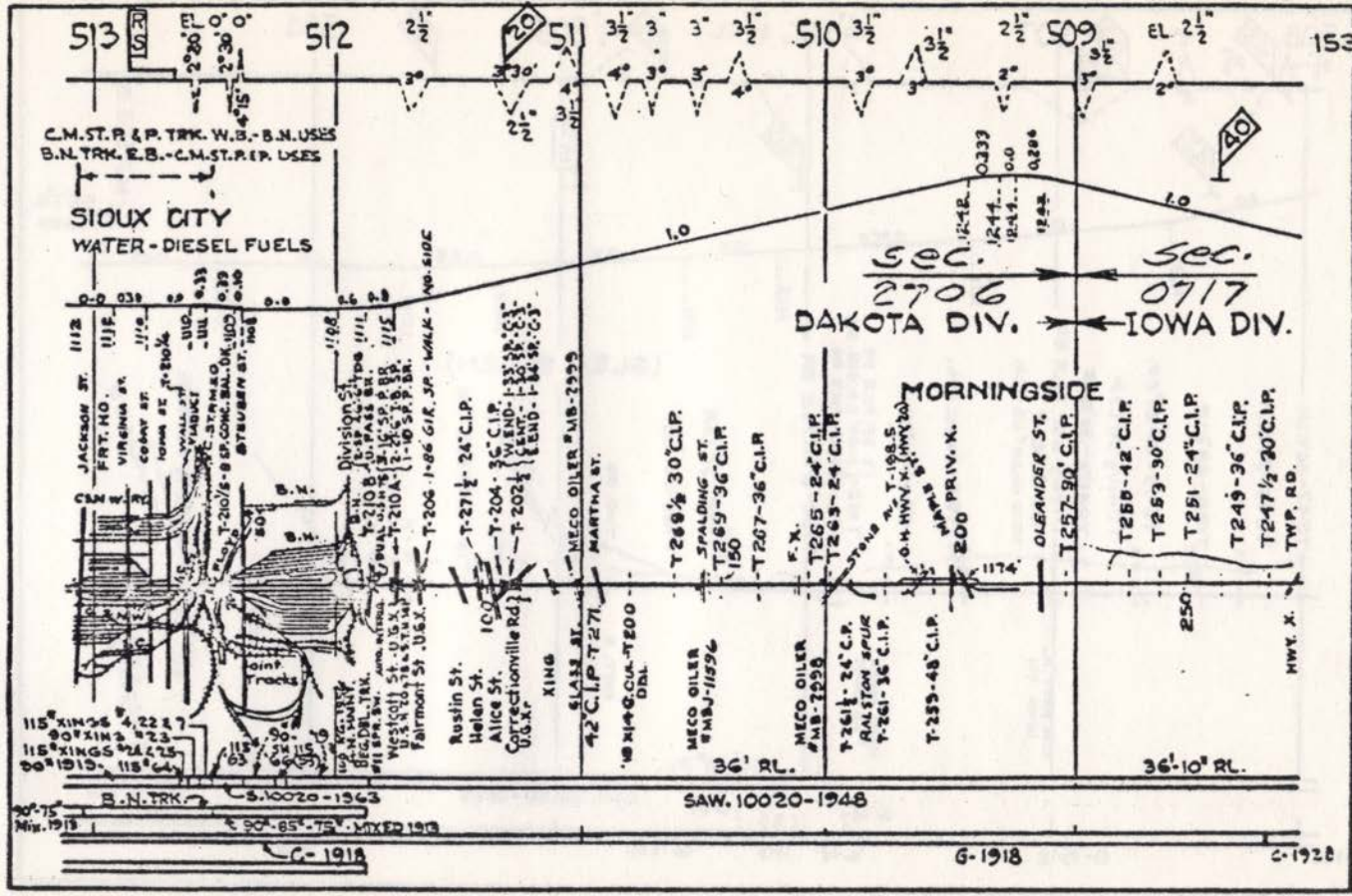




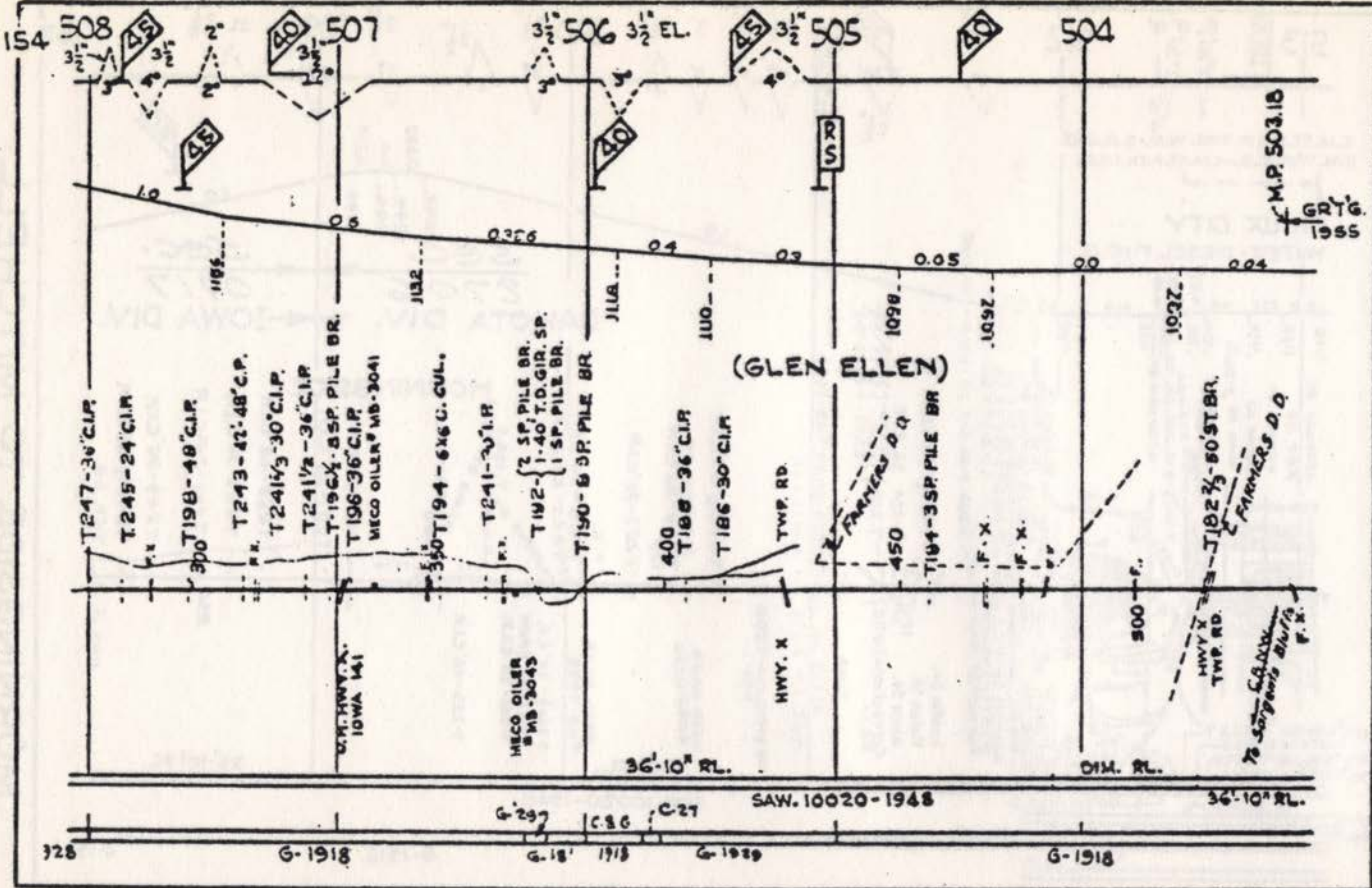


NOTE: -

WH MAKING CORRECTIONS ON THIS PAGE  
ALSO CORRECT PAGE 1 ON THE IOWA DIV.  
(SHEET 1 OF 28)



MORNINGSIDE TO MITCHELL



NOTE:-

WHEN MAKING CORRECTIONS ON THIS  
 PLAN ALSO CORRECT PAGE 2 OF THE  
 ICA DIV. (SHEET 1 OF 28)



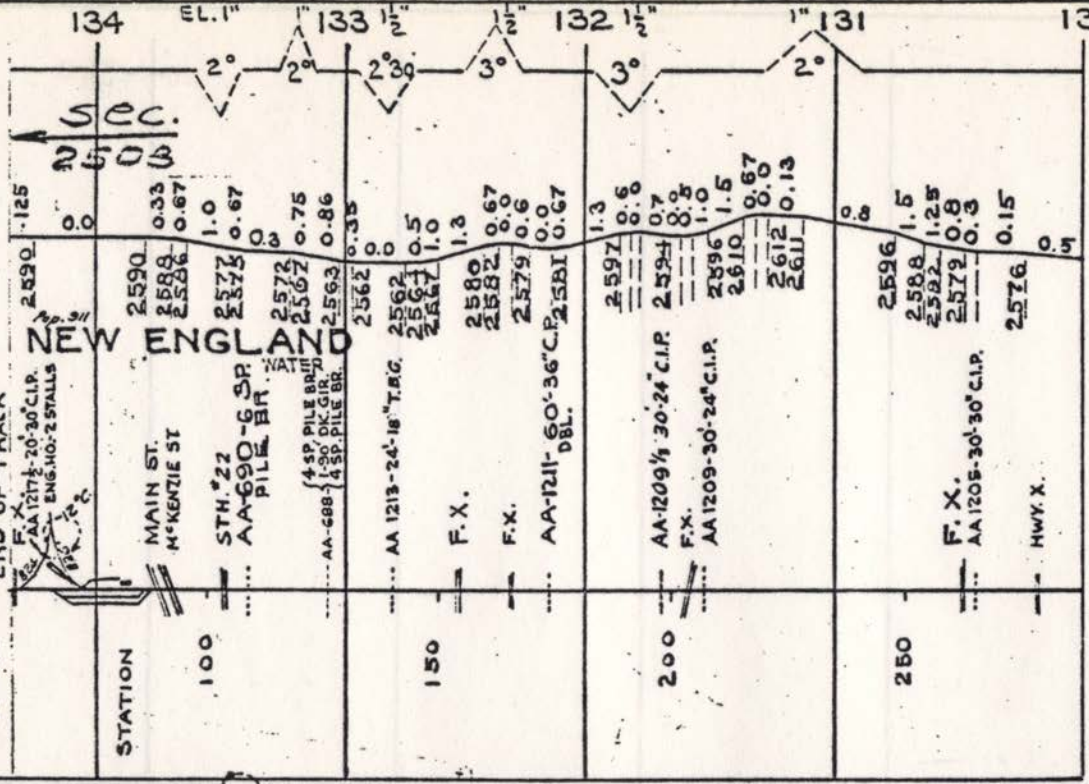
# McLAUGHLIN TO NEW ENGLAND

Sec Limit - End of Trk =  
50 + 29.4

END OF TRACK

F. X.  
AA 1217 1/2 - 20' 30" C.I.P.  
ENG. NO. 2 STALLS

## NEW ENGLAND



SH 100 HWY. X

G507-1910

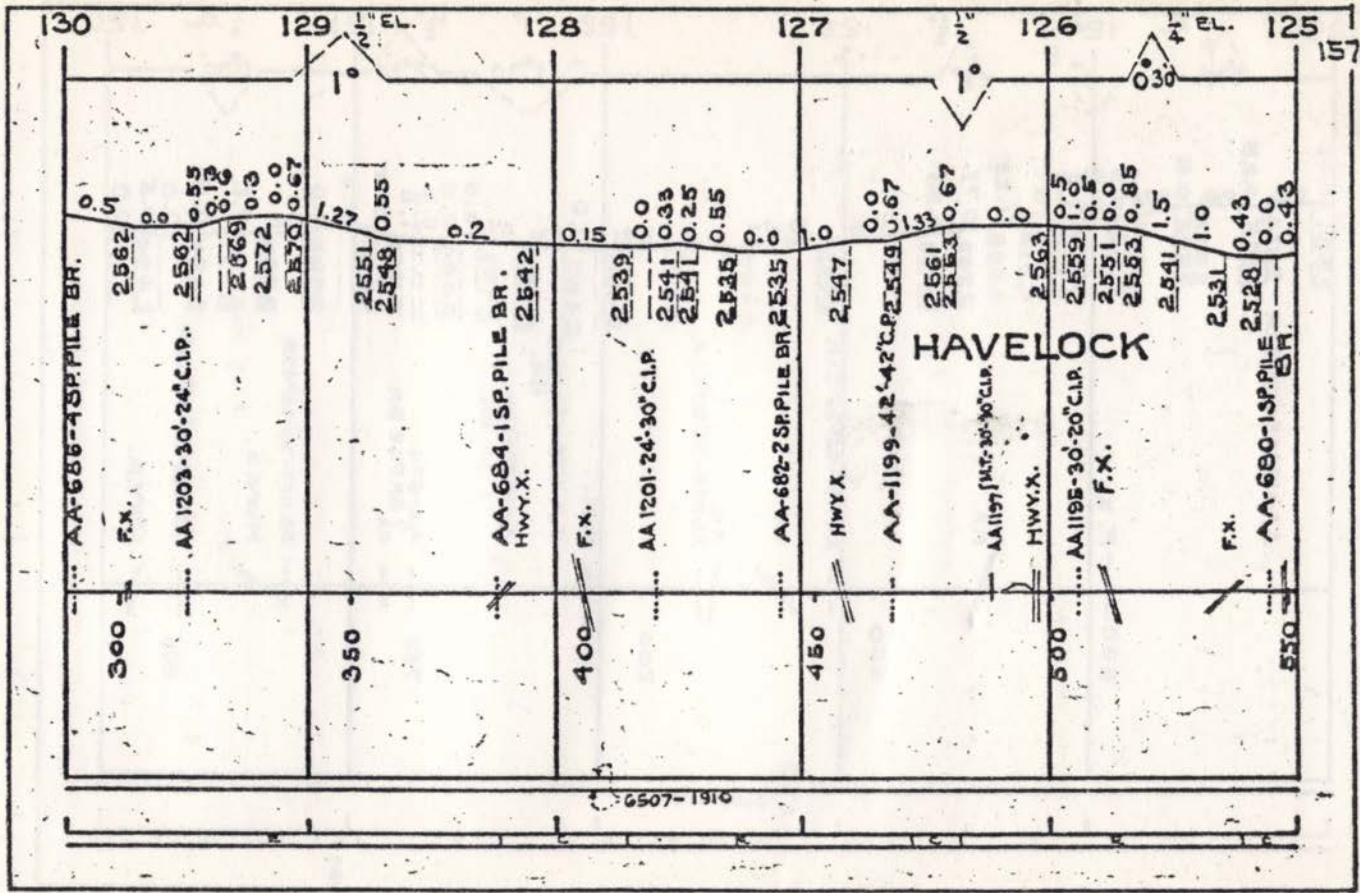
134 ft. 1" 133 1/2" 132 1/2" 131 130

SEC.  
500

2890	0.125
2590	0.33
2588	0.67
2586	1.0
2573	0.67
2572	0.0
2567	0.75
2563	0.86
2562	0.35
2562	0.0
2562	0.5
2567	1.0
2580	1.3
2582	0.67
2579	0.0
2579	0.6
2581	0.0
2581	0.67
2597	1.3
2597	0.6
2594	0.7
2594	0.8
2596	1.0
2596	1.5
2610	0.67
2612	0.0
2611	0.13
2596	0.8
2588	1.5
2582	1.25
2579	0.8
2579	0.3
2576	0.15
0.9	0.9

F. X.  
AA 1205-30' 30" C.I.P.

HWY. X.



130

129

128

127

126

125

157

AA-686-1SP PILE BR.

300 F.X.

2562

AA-1203-30'-24'C.I.P.

2562

2569

2572

2570

350

2551

2548

AA-684-1SP PILE BR. HWY.X.

2542

400 F.X.

2539

AA-1201-24'-30'C.I.P.

2541

2541

2535

450

AA-682-2SP PILE BR

2535

HWY.X.

2547

AA-1199-42'-42'C.P.

2539

2561

2563

AA-1197-30'-30'C.I.P.

HWY.X.

2563

500 AA-1198-30'-20'C.I.P.

2559

2551

2552

2541

F.X.

AA-680-1SP PILE BR.

2531

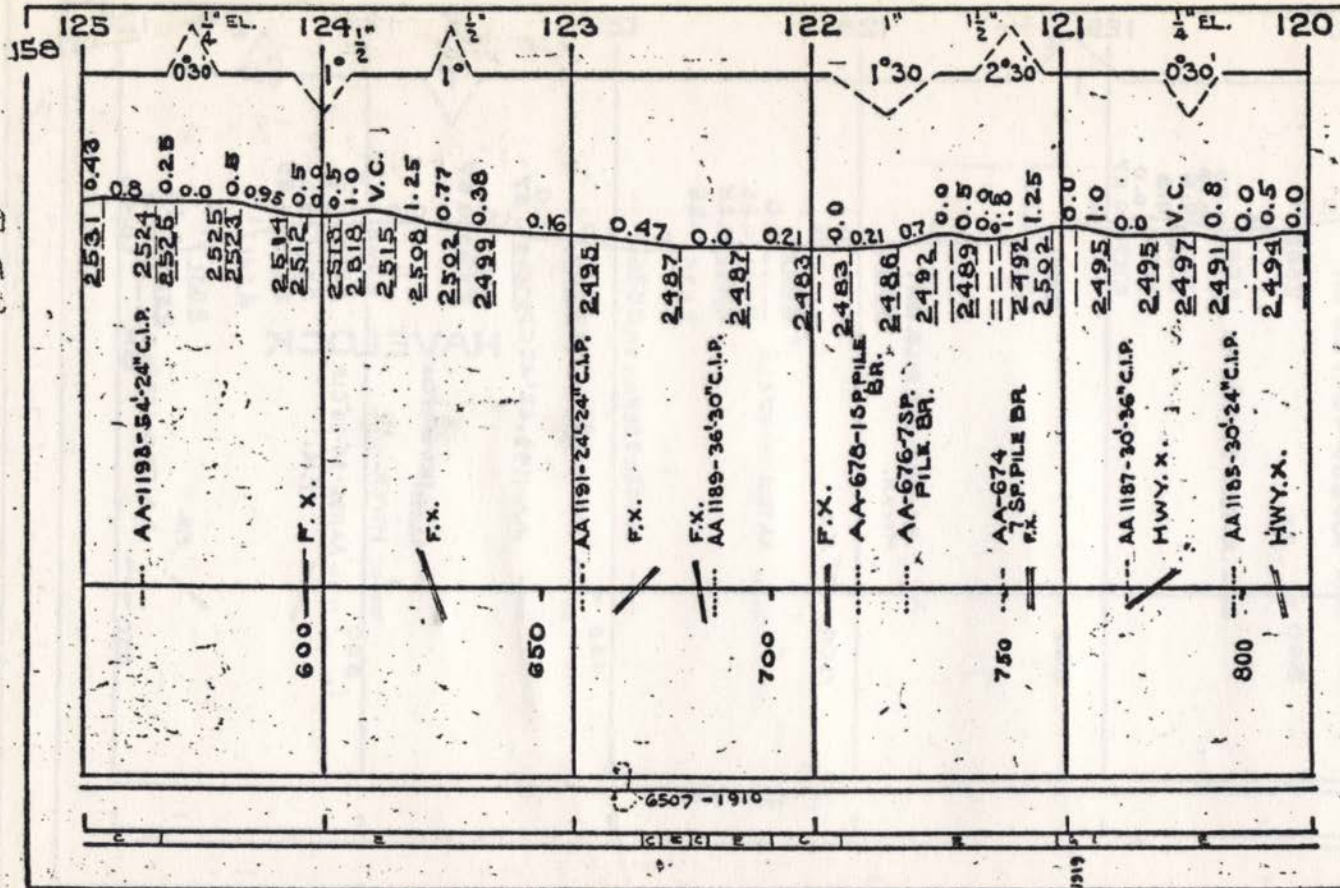
2528

2528

550

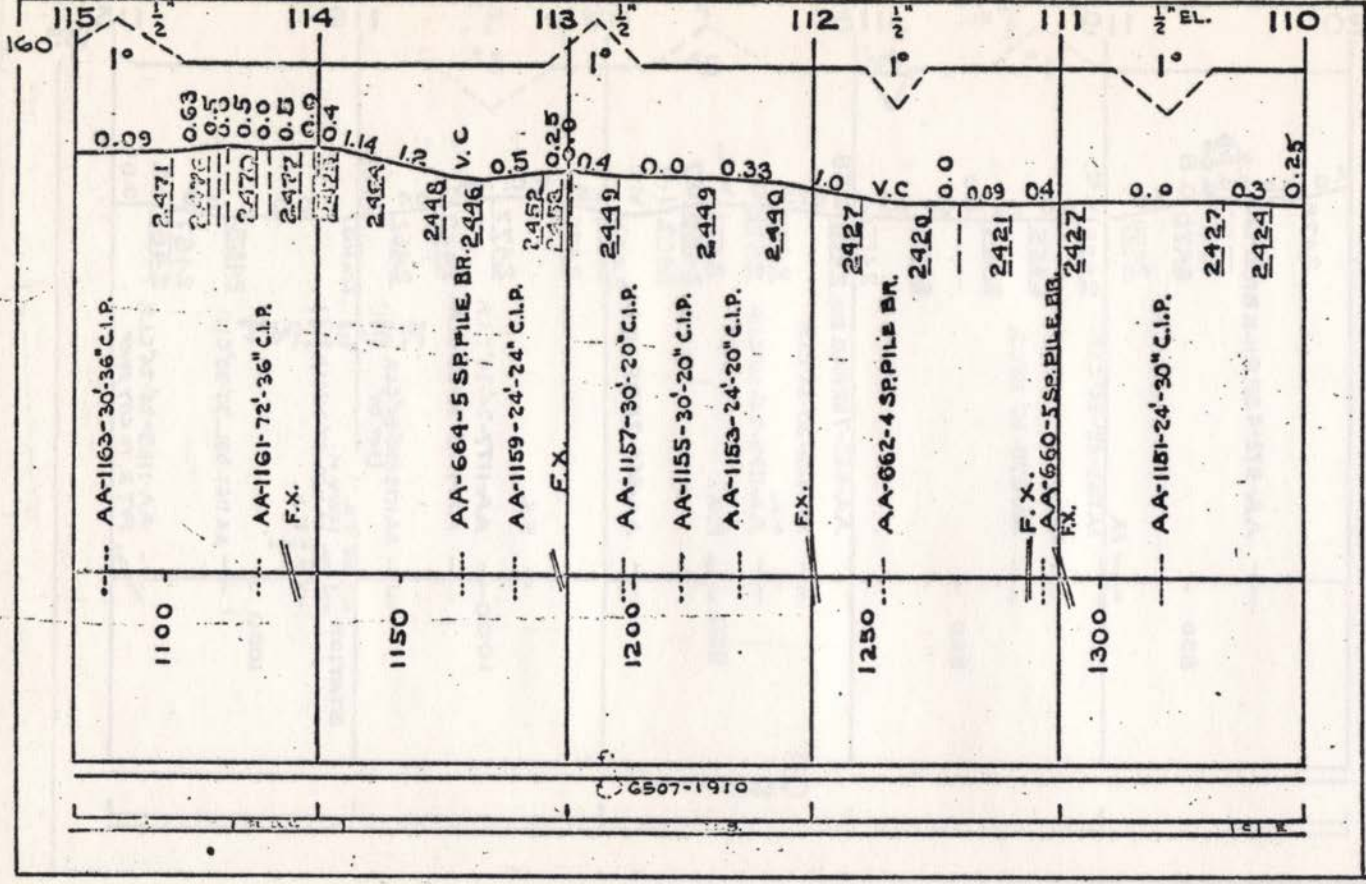
HAVELOCK

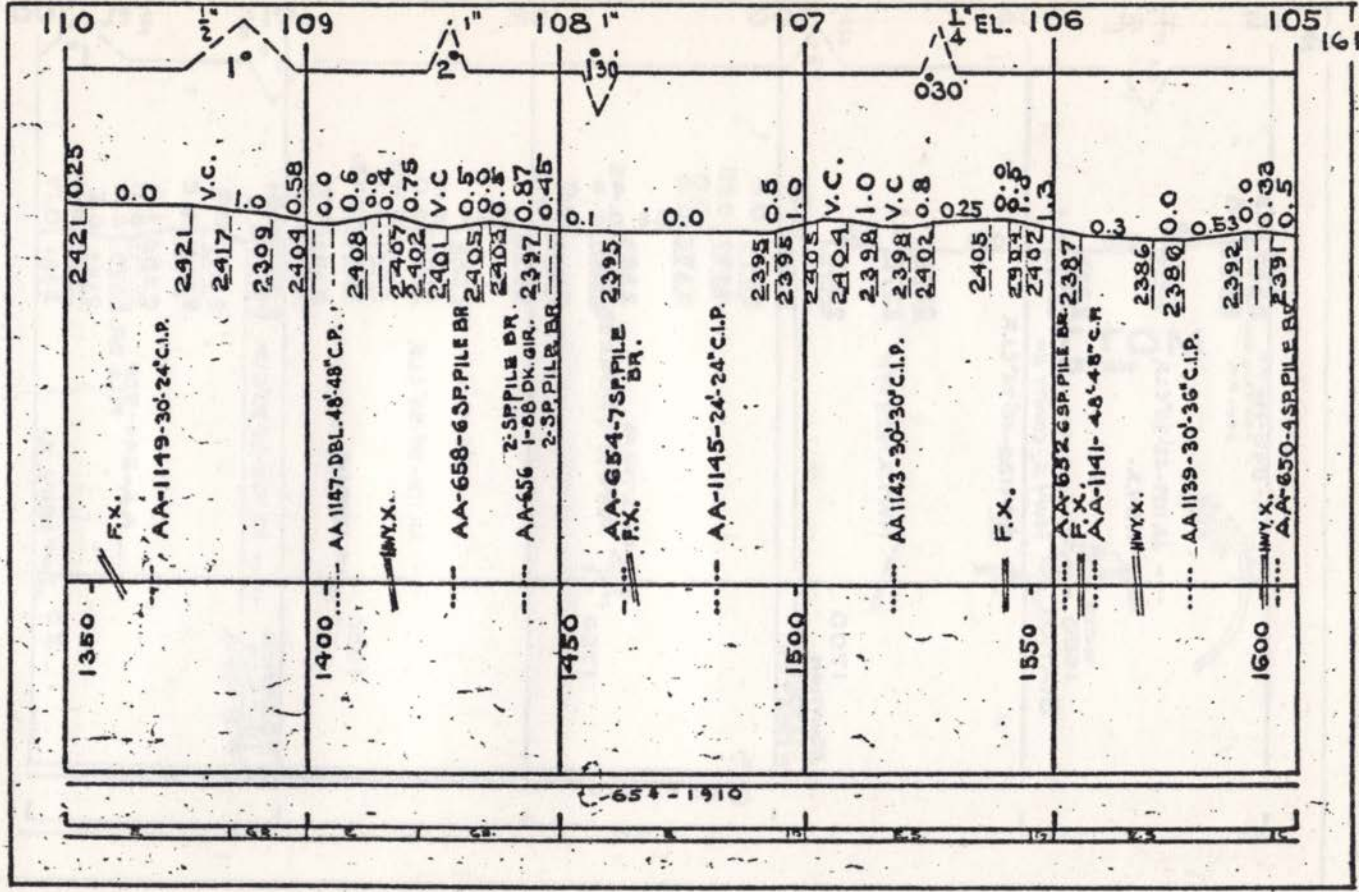
6507-1910











162 105 104 103 102 101 100  
 1/2" FL. 1/2" FL. 1/2" FL. 1/2" FL. 1/2" FL. 1/2" FL.

AA-648-350' RR  
 1-20' HWY BR.  
 220' C.V.



**MOTT**  
 WATER  
 TOWER

AA 1137-42'-30" C.I.P.  
 HWY. X.



WATER  
 1650  
 STATION

HWY. X. COUNTY RD.  
 AA-1135-42'-24" C.I.P.



HWY. X. - 5TH ST

1700  
 EQUATION  
 $1708 + 42.8$   
 $= 1750.8$



HWY. X. TWR RR

AA-646-63' PILE BR.

1750

1800

AA 1131-30'-30" C.I.P.

HWY. X.

EQUATION  
 $1823 + 23$   
 $= 1846$

AA 1129-24'-30" C.I.P.

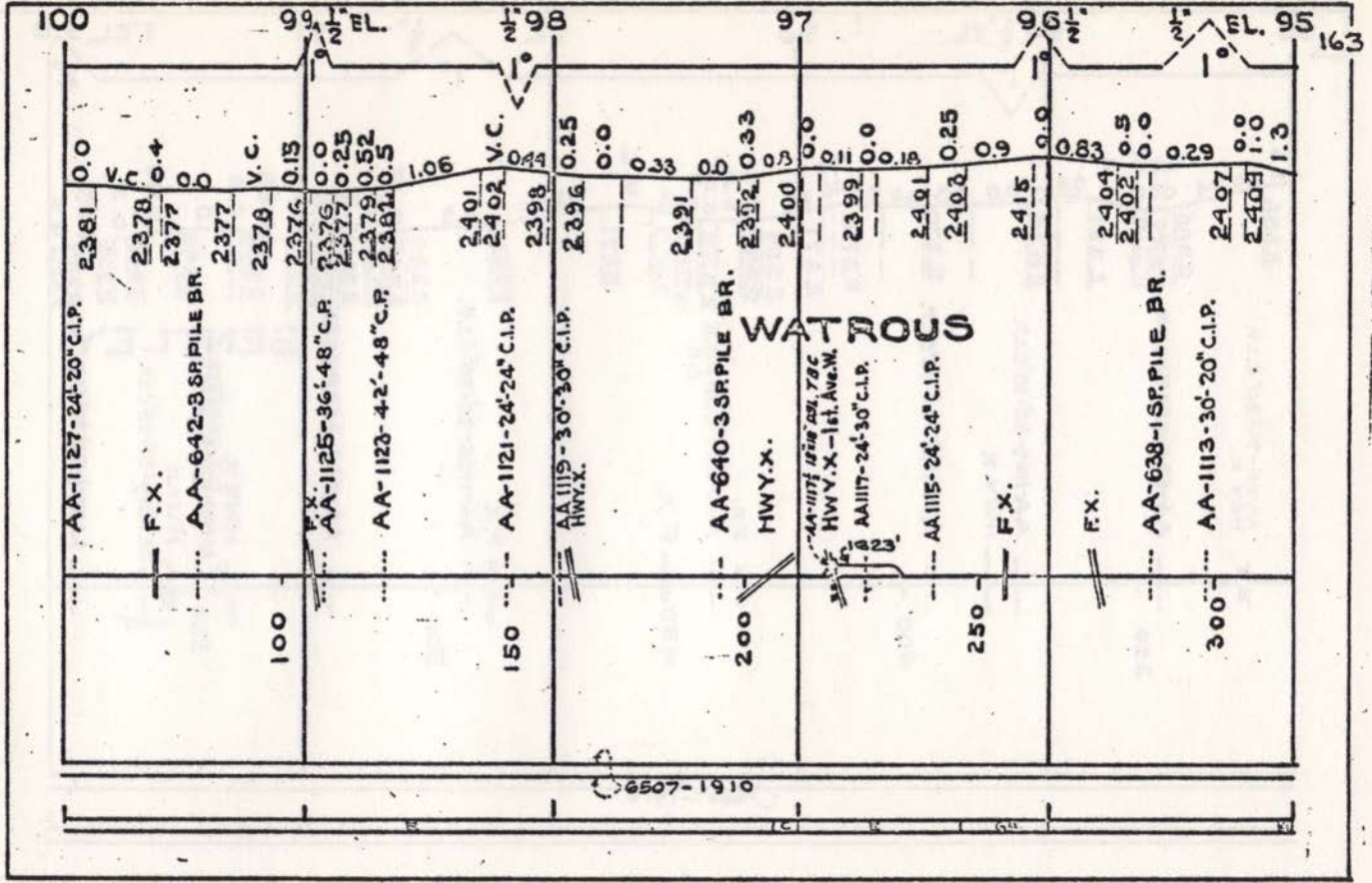
AA-644-52' PILE BR.

50

HWY. X.

2387	2373	2373	2385	2392	2396	2397	2396	2389	2392	2393	2388	2382	2391	2389	2383	2381	2379	2380	2388	2386	2380	2382	2381																	
0.5	0.8	0.58	0.0	0.1	0.0	0.1	0.0	0.75	0.5	0.25	0.0	0.3	0.6	0.45	0.0	0.6	Y.C.	0.3	0.5	0.9	V.C.	0.9	0.31	0.3	0.12	0.0	0.45	0.0	0.7	0.5	0.31	0.3	0.9	V.C.	1.0	0.9	0.5	0.5	0.0	0.17

658-1910



100

99

98

97

96

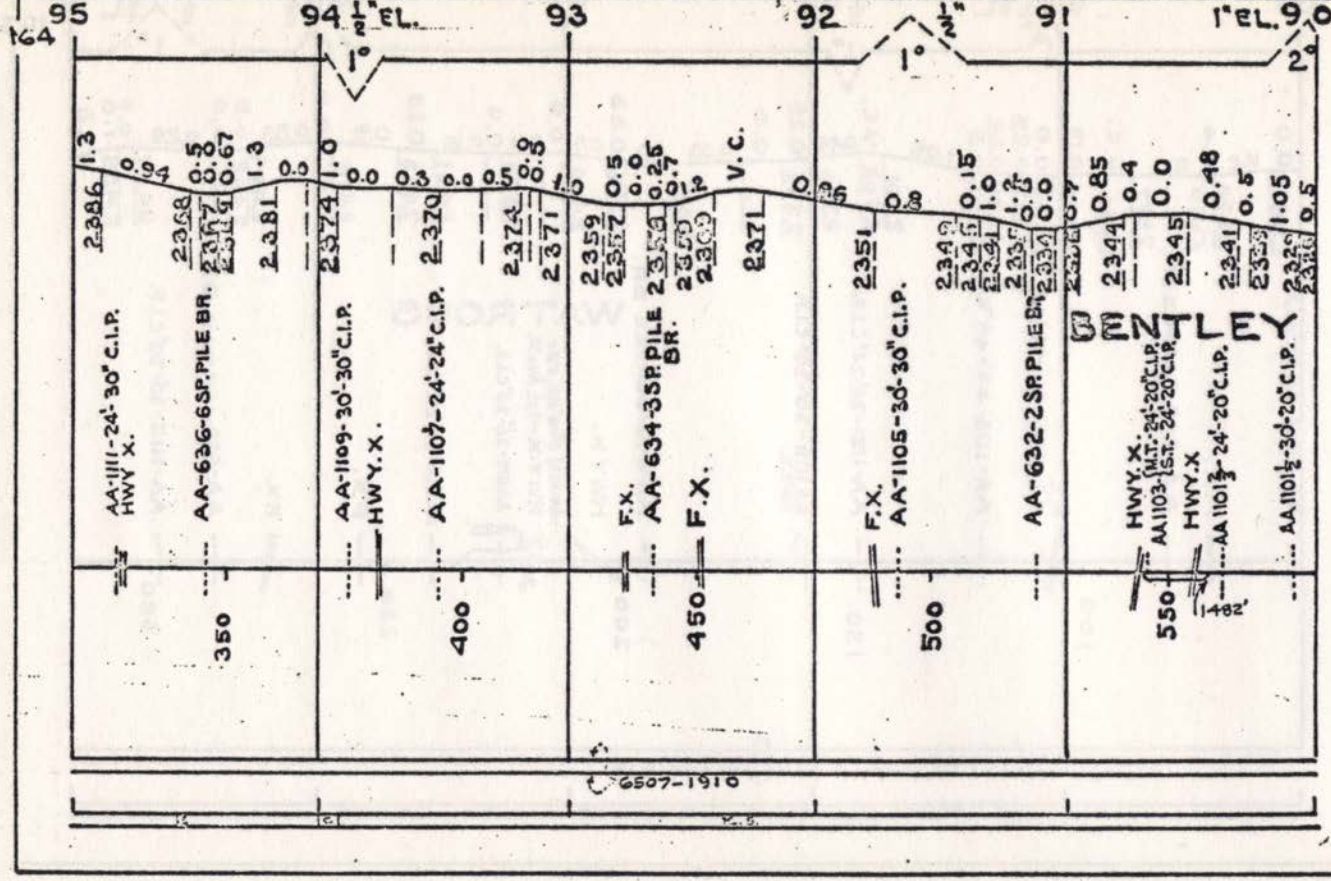
95

163

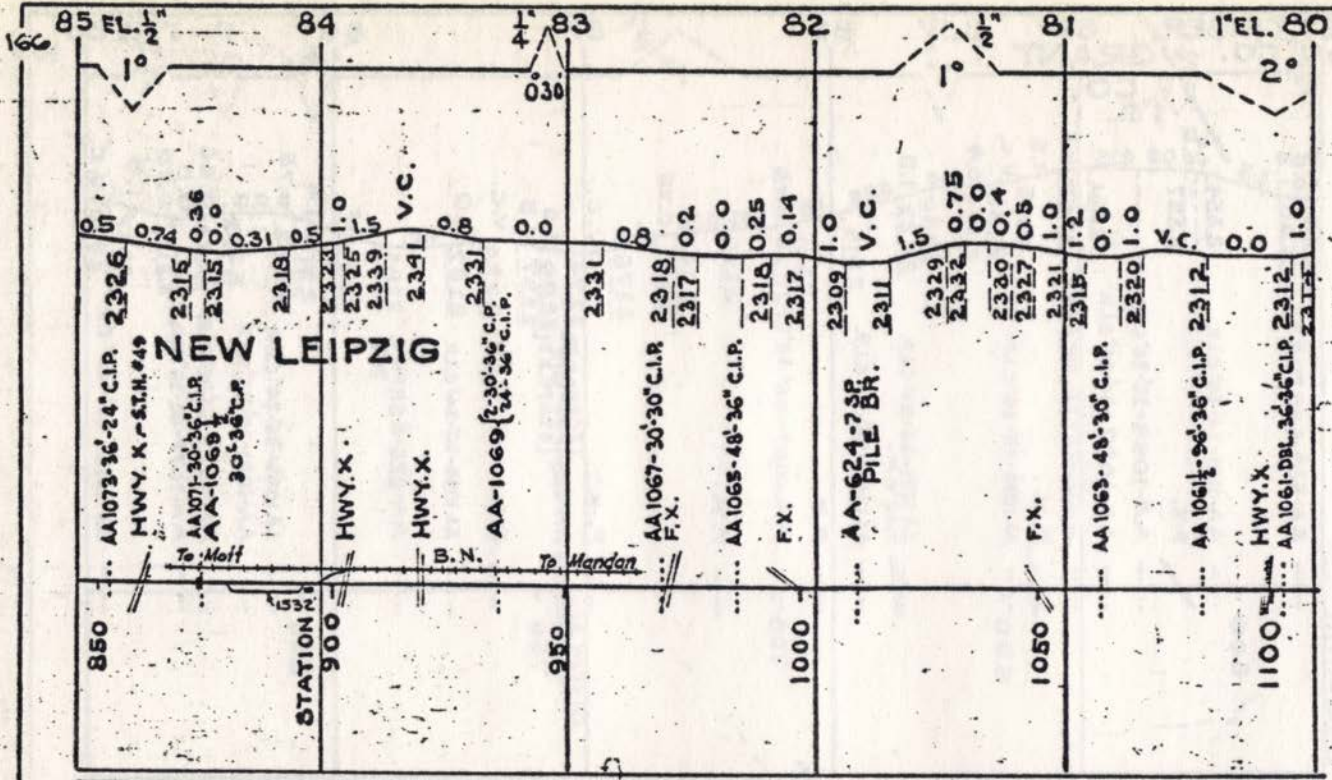
AA-1127-24-20" C.I.P.	2381	0.0
F.X.	2378	0.4
AA-642-3SR PILE BR.	2377	0
	2377	
V.C.	2378	0.15
	2376	0.15
F.X.	2376	0.0
AA-1125-36'-48" C.P.	2377	0.25
	2379	0.52
AA-1123-42'-48" C.P.	2381	0.5
		1.06
V.C.	2401	0.44
AA-1121-24'-24" C.I.P.	2398	0.25
	2396	0.0
AA-1119-30'-30" C.I.P.		0.33
HWY.X.		0.0
	2321	0.0
AA-640-3SR PILE BR.	2352	0.33
HWY.X.	2400	0.0
AA-1117-1218' 00' 780'		0.11
HWY.X. - 1st. Ave. W.	2399	0.0
AA-1117-24'-30" C.I.P.		0.15
	2401	0.25
AA-1115-24'-24" C.I.P.	2402	0.9
	2415	0.0
F.X.		0.83
	2404	0.5
	2402	0.0
F.X.		0.29
AA-638-1SR PILE BR.	2407	0.0
	2405	1.0
AA-1113-30'-20" C.I.P.		1.3

WATSON

6507-1910







**NEW LEIPZIG**

AA1073-36'-24" C.I.P. 2326  
 HWY. X. - S.T.H. #49

AA1071-30'-36" C.I.R.  
 AA-1069 1/2  
 30'-36" C.I.P.

HWY. X.

HWY. X.

AA-1069 1/2  
 24'-36" C.I.P.

AA1067-30'-30" C.I.R.  
 F.X.

AA1065-48'-36" C.I.P.  
 F.X.

AA-624-7 SP  
 PILE BR.

AA1063-48'-36" C.I.P.

AA1061 1/2-96'-36" C.I.P. 2312

HWY. X.  
 AA1061-DBL-36'-36" C.I.P. 2312

To Melf

B.N.

To Mandan

STATION NO.  
 900

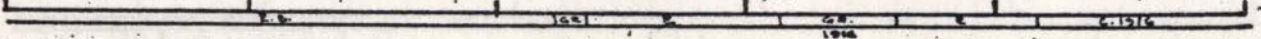
950

1000

1050

1100

6507-1910



85 EL. 81  
 84  
 4' 83  
 02  
 81  
 1' EL. 80

0.51  
 0.74  
 0.36  
 0.0  
 0.31  
 0.5  
 1.0  
 1.5  
 V.C.  
 0.8  
 0.0  
 0.0  
 0.2  
 0.0  
 0.25  
 0.14  
 1.0  
 V.C.  
 1.5  
 0.75  
 0.0  
 0.4  
 0.5  
 1.0  
 1.2  
 0.0  
 1.0  
 V.C.  
 0.0  
 1.0  
 0.0

2326  
 2315  
 2315  
 2318  
 2323  
 2325  
 2339  
 2341  
 2331  
 2331  
 2318  
 2317  
 2310  
 2317  
 2309  
 2311  
 2329  
 2332  
 2330  
 2327  
 2321  
 2315  
 2320  
 2312  
 2312

80' EL.

79

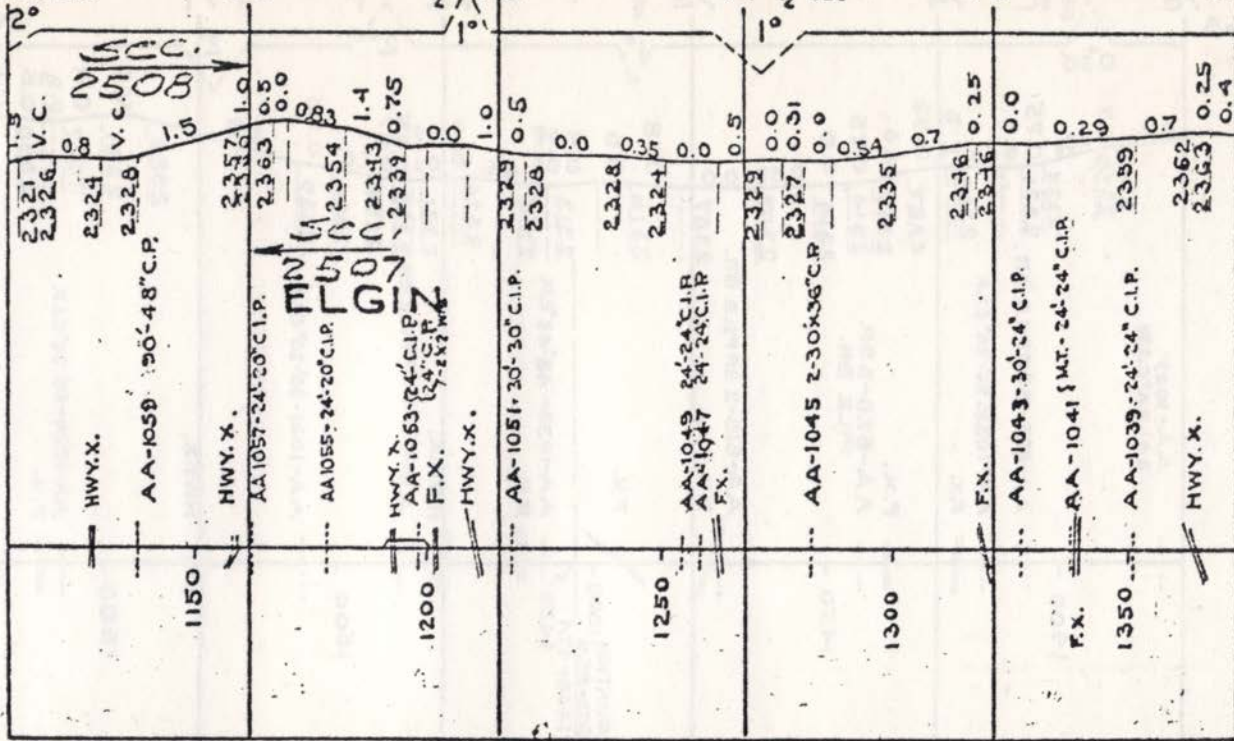
78

77 1/2' EL.

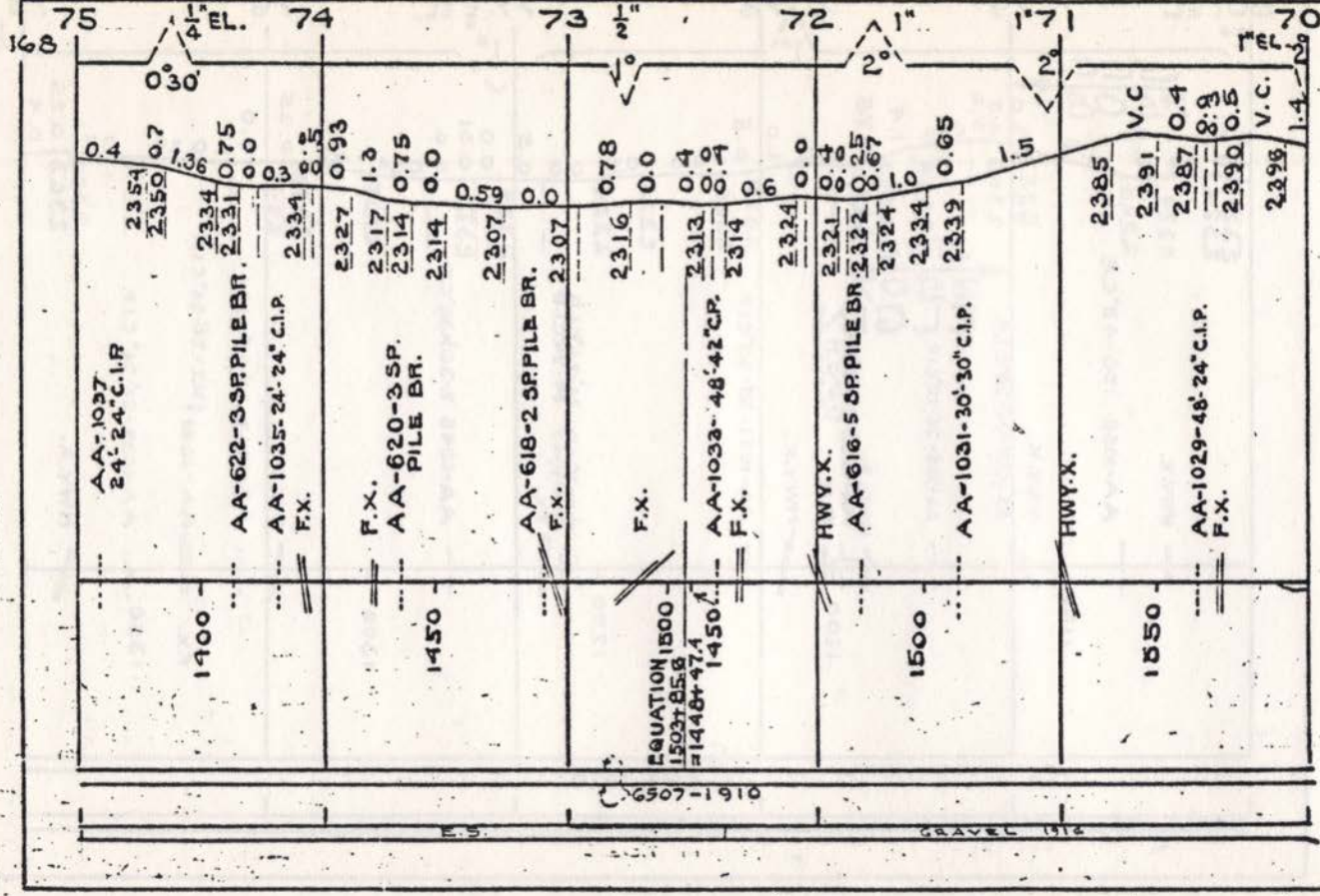
76

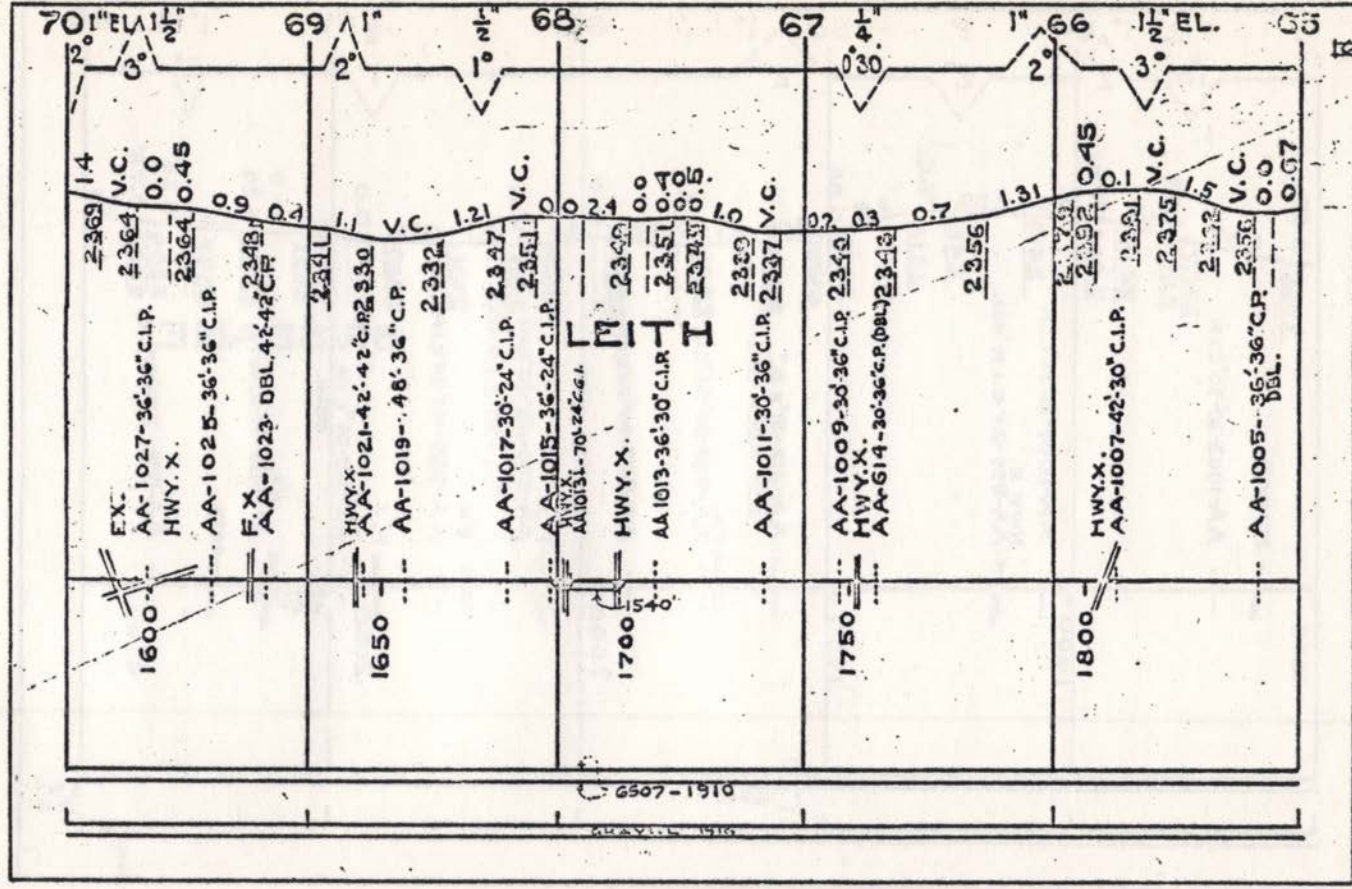
75

167

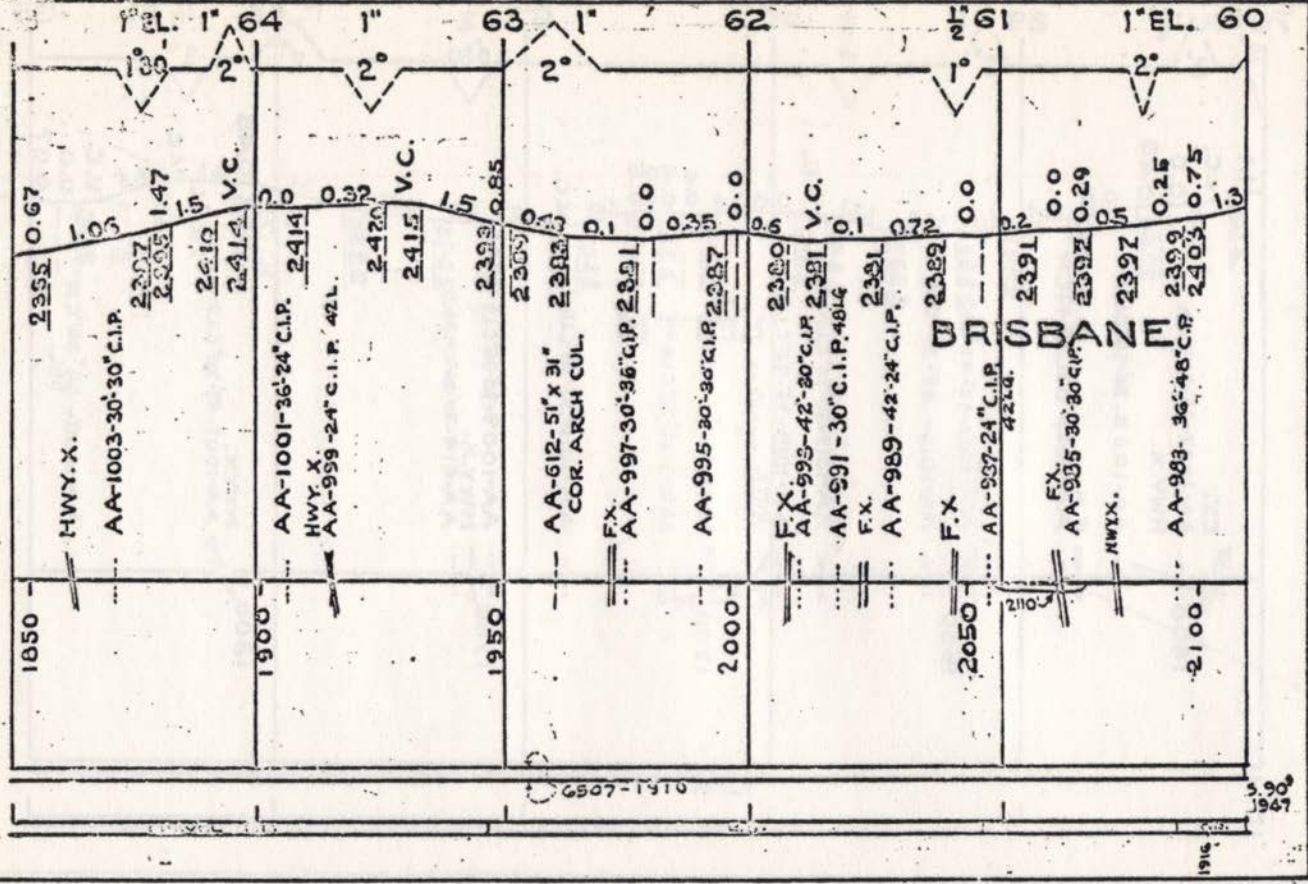








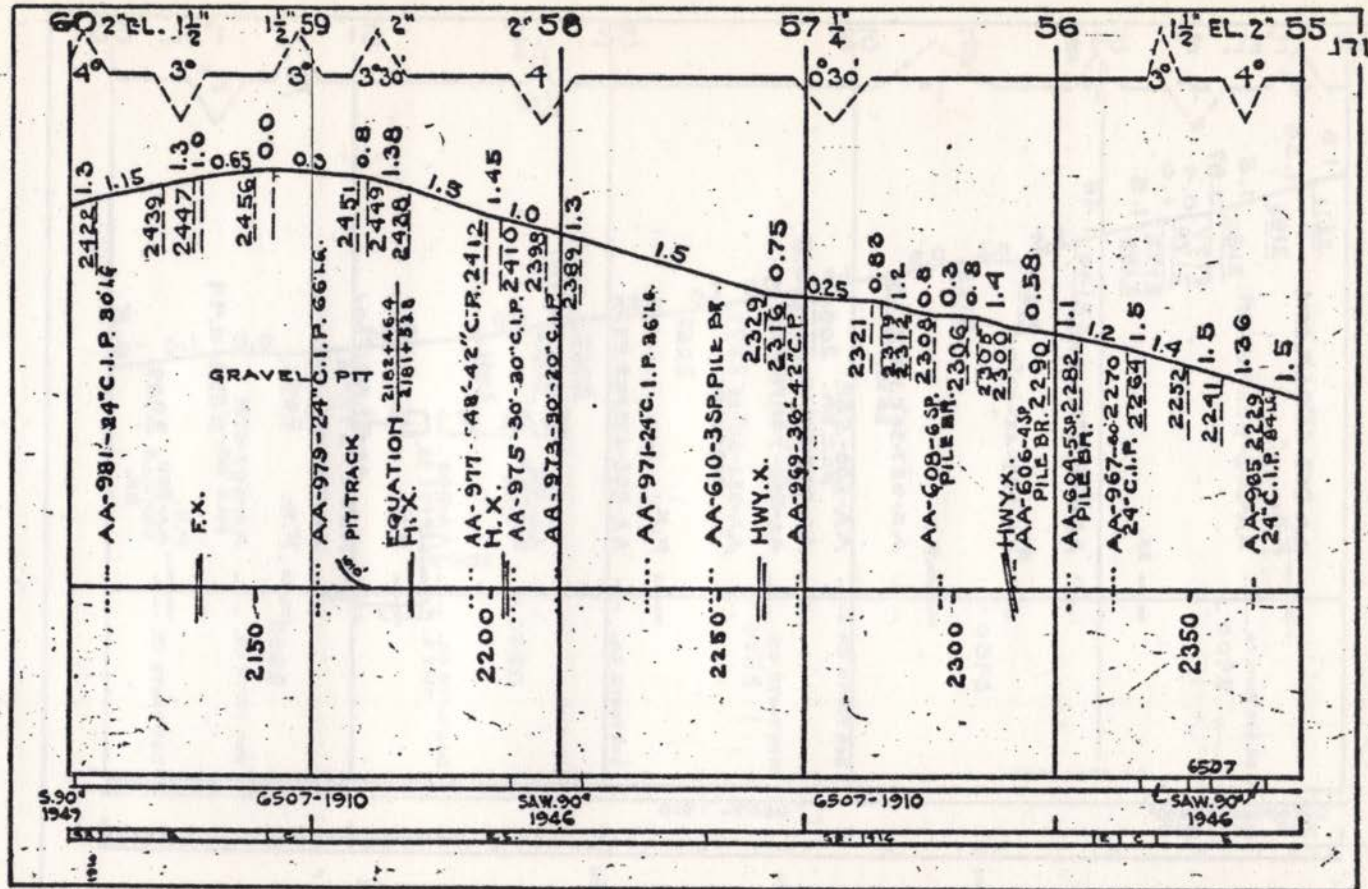
170

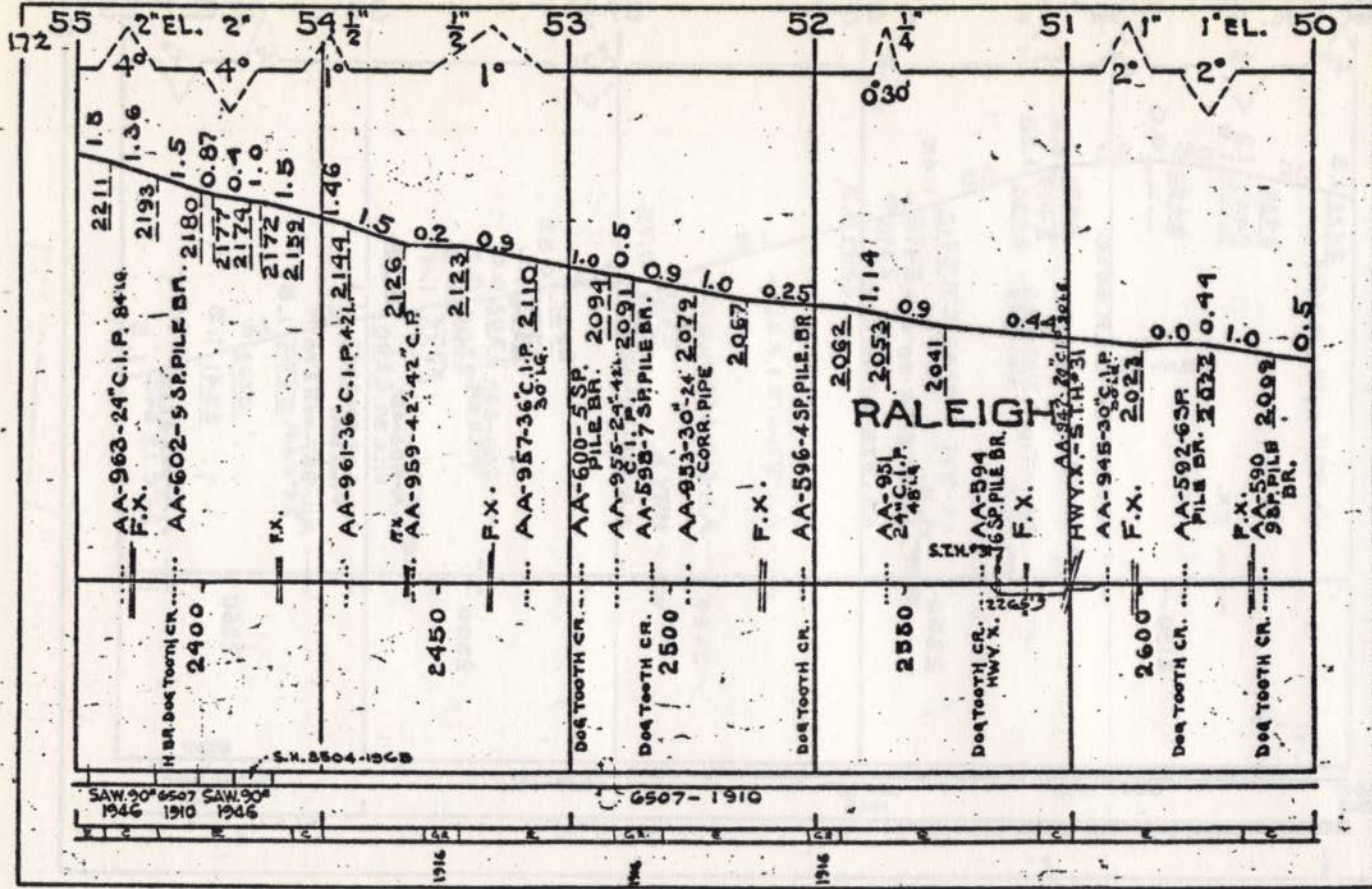


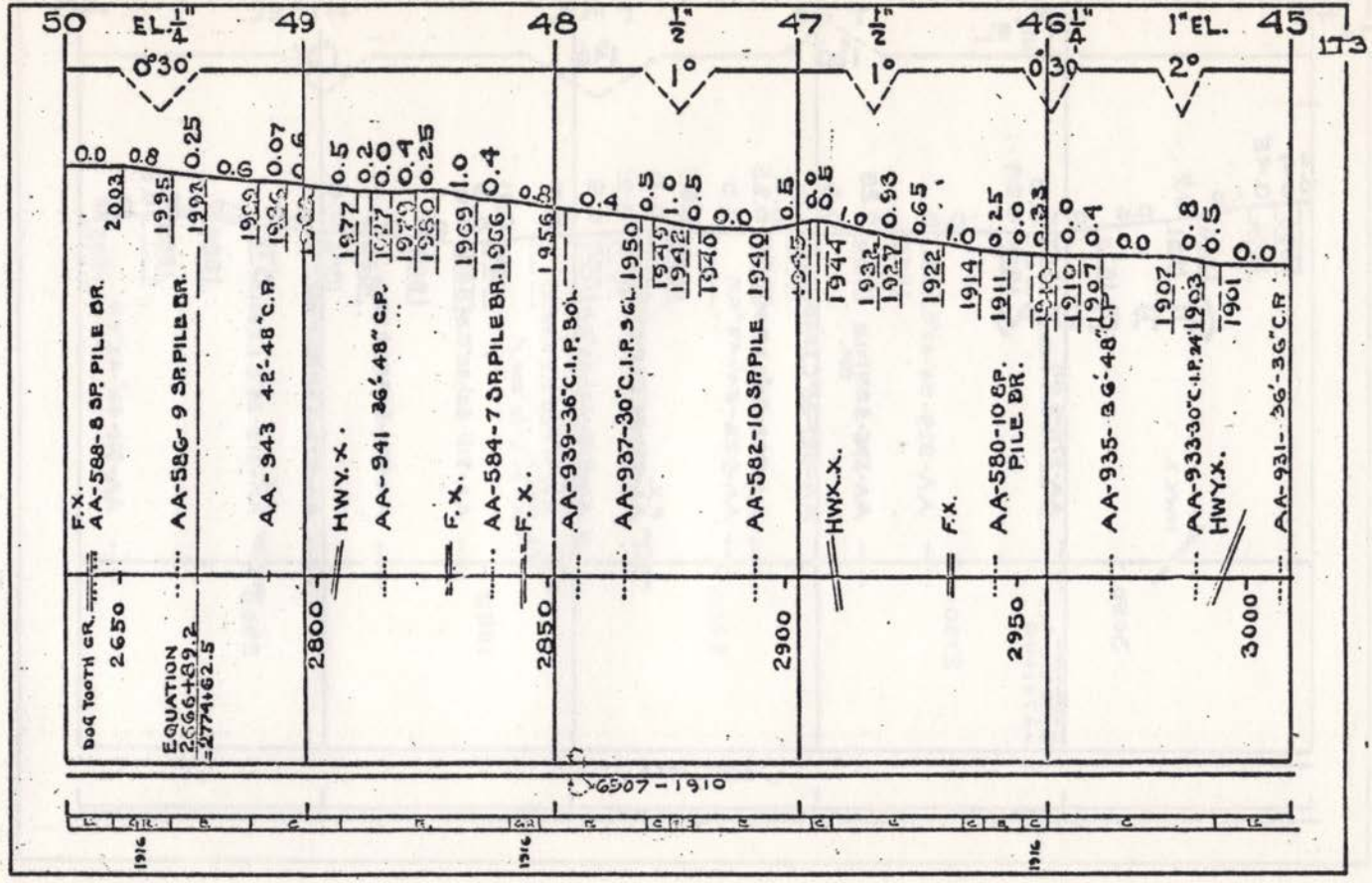
6507-1910

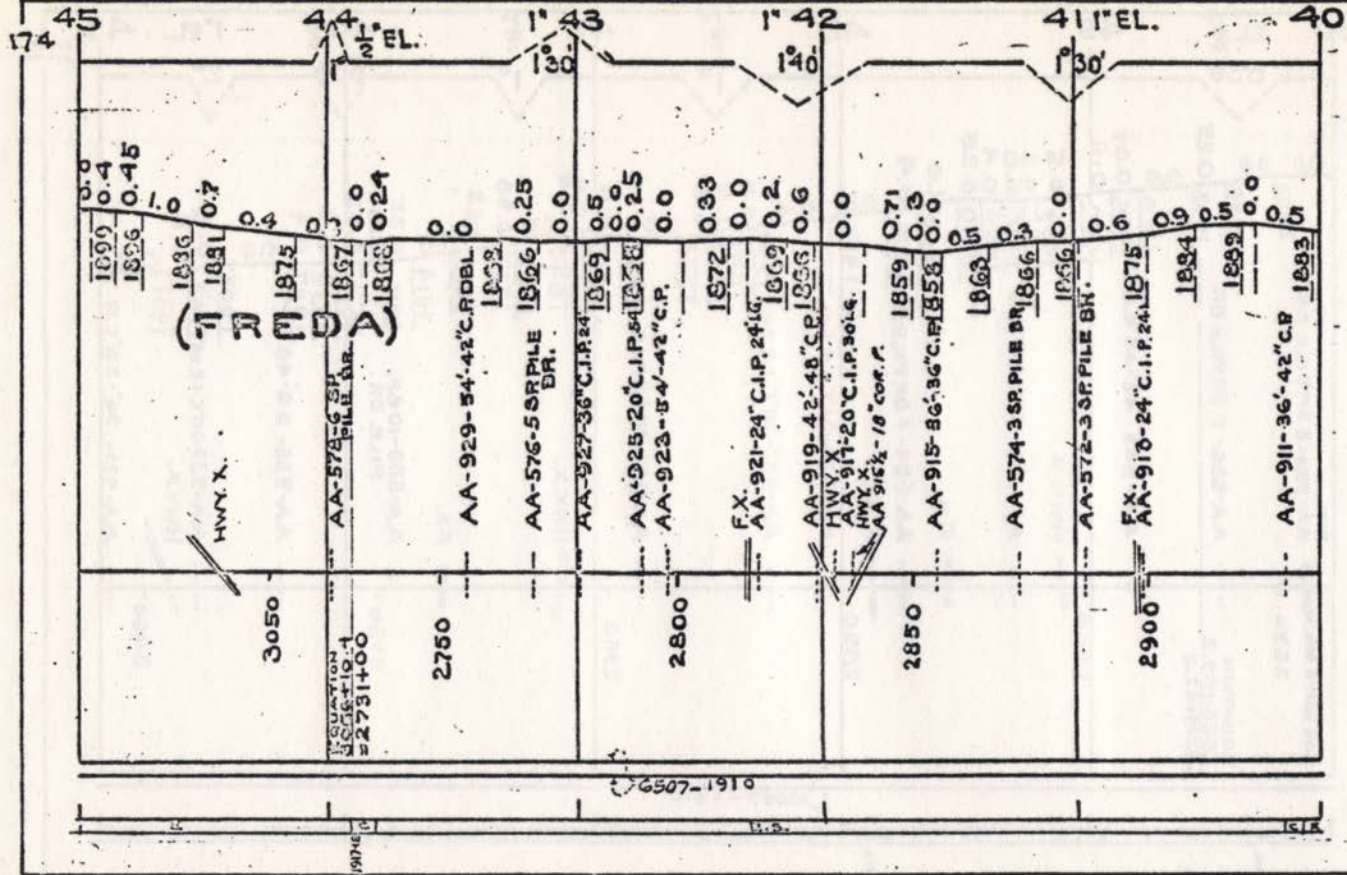
3.90  
1947

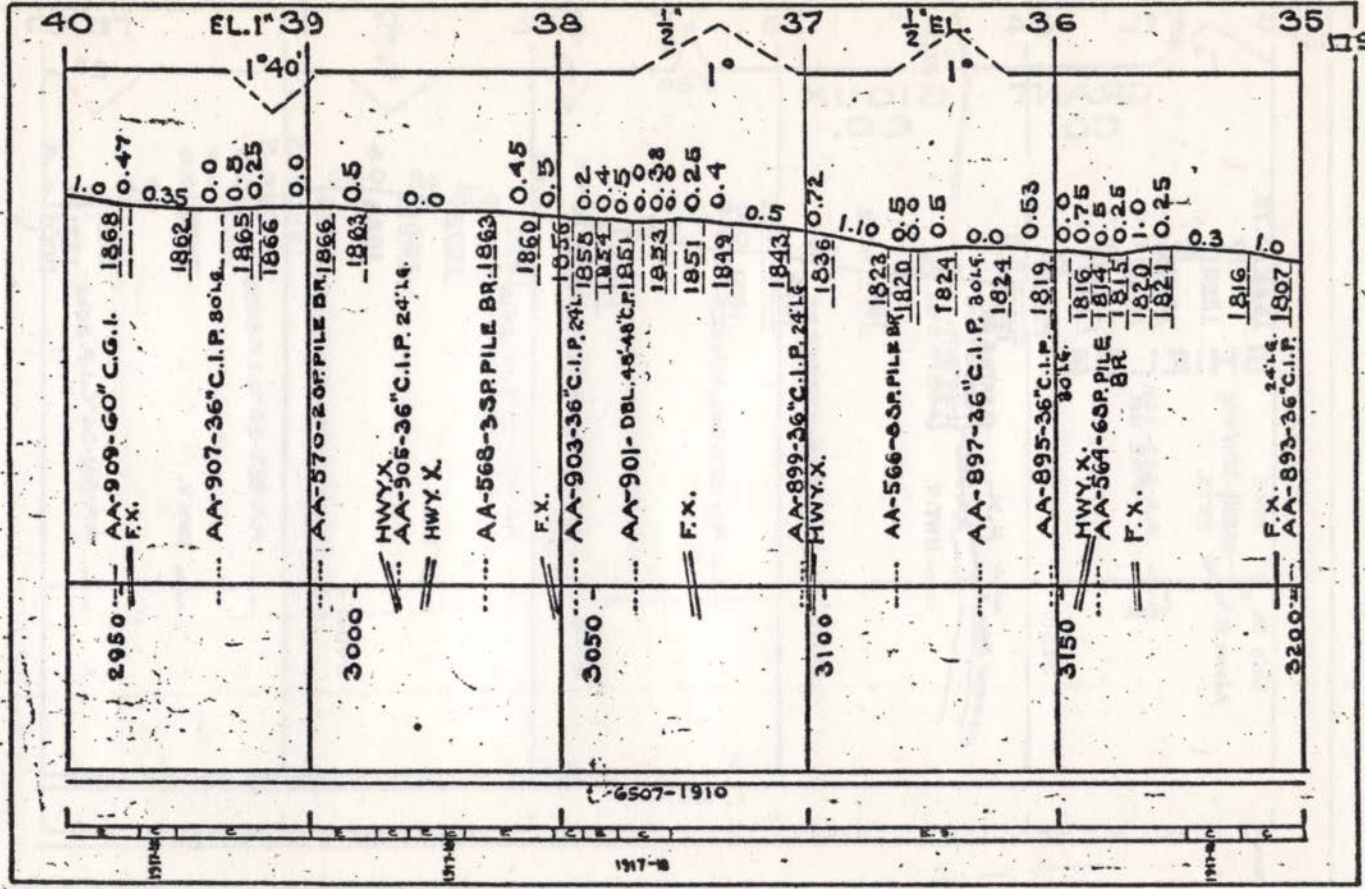
1916





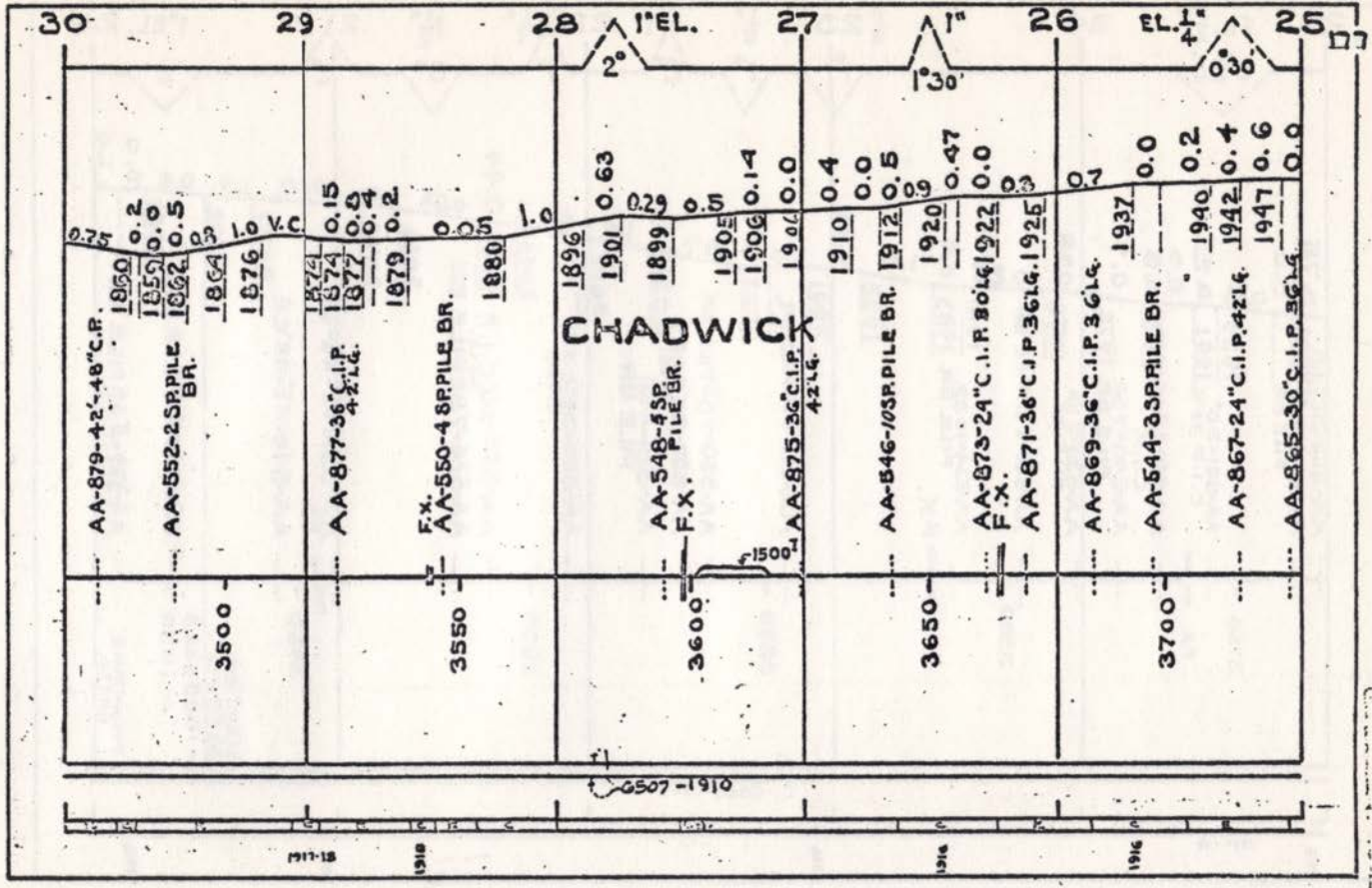


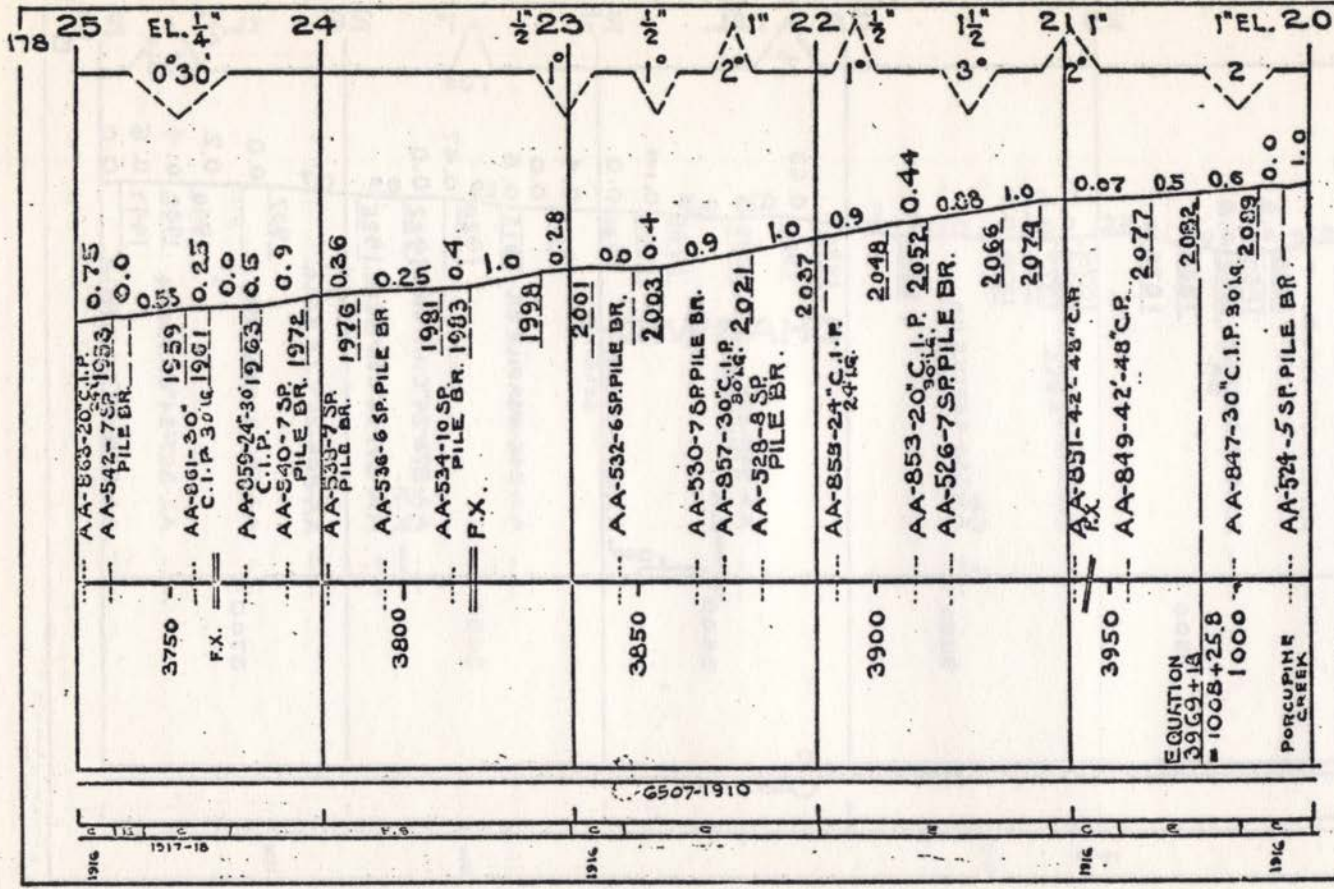


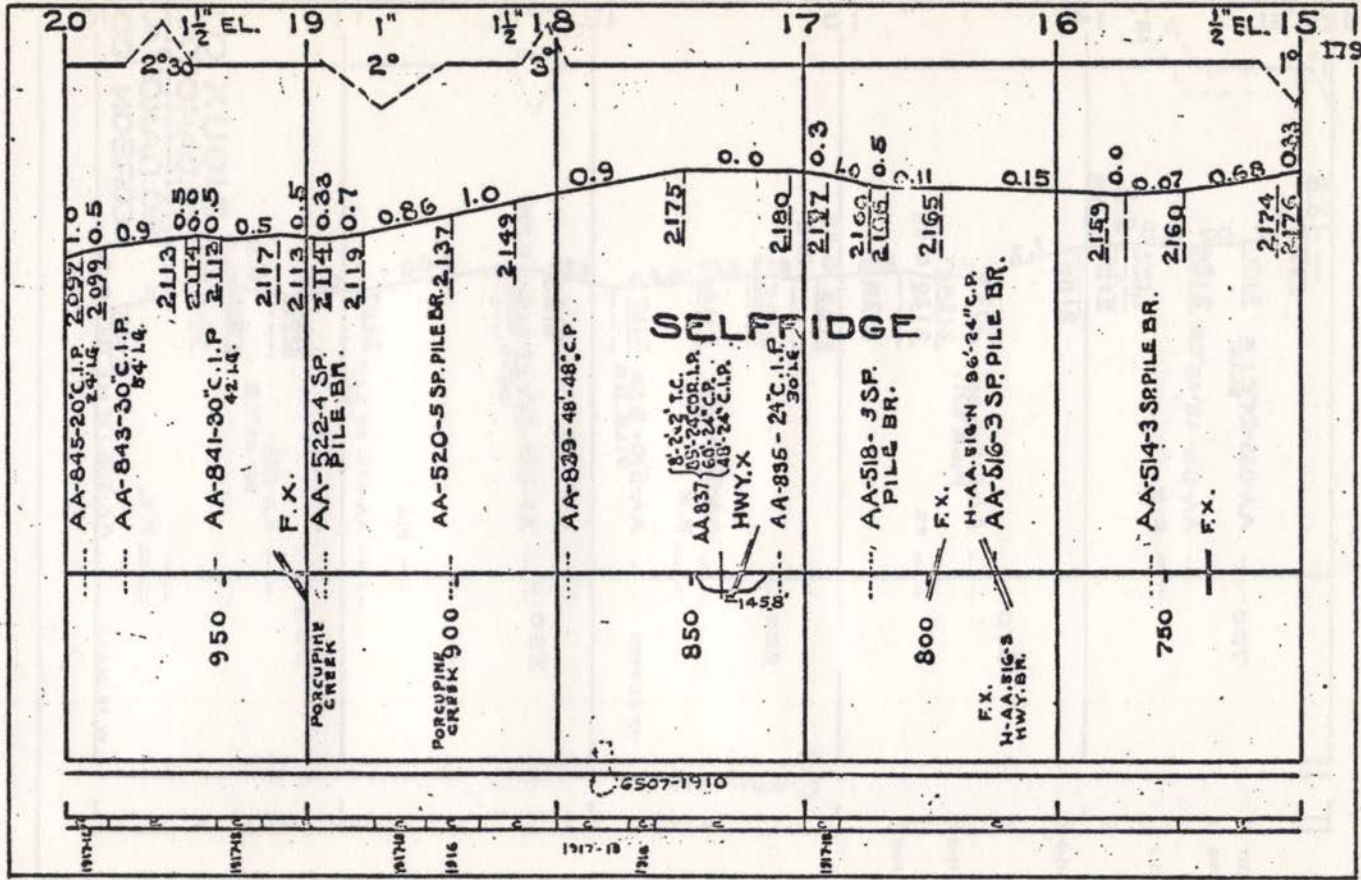






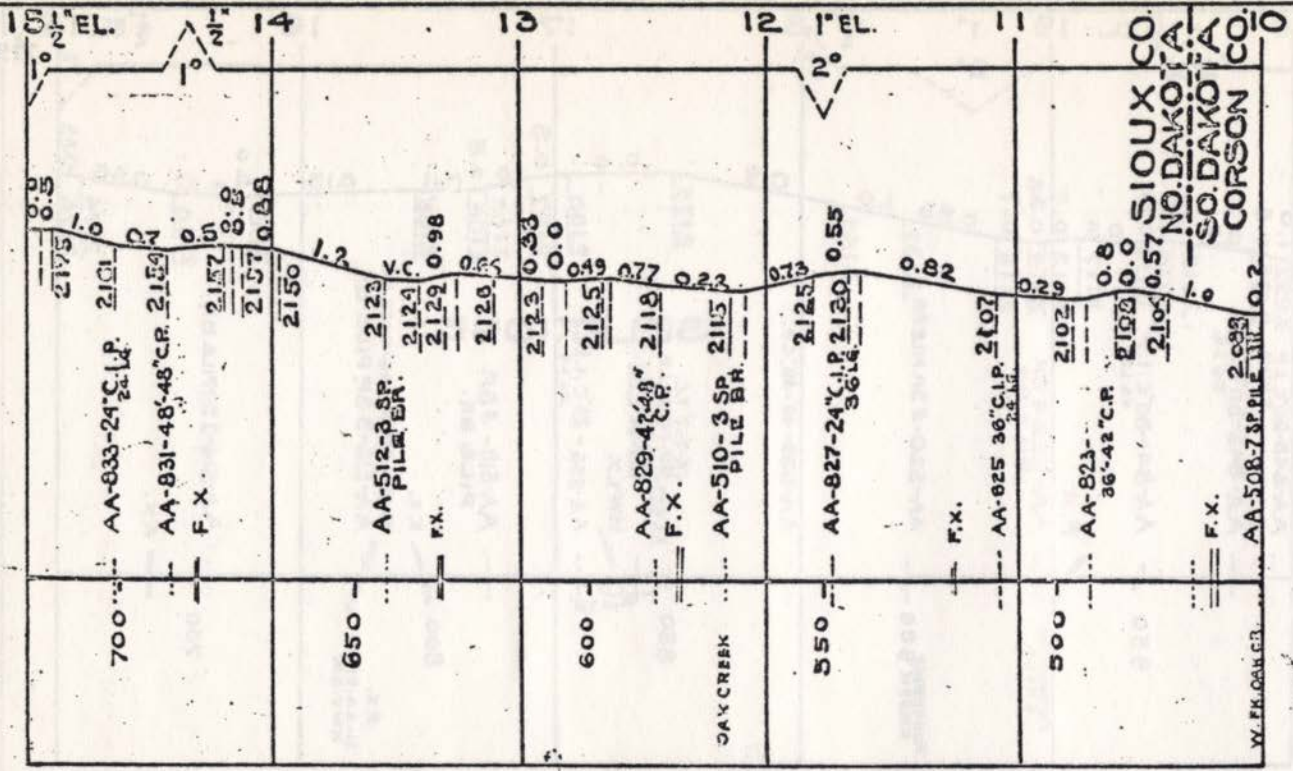






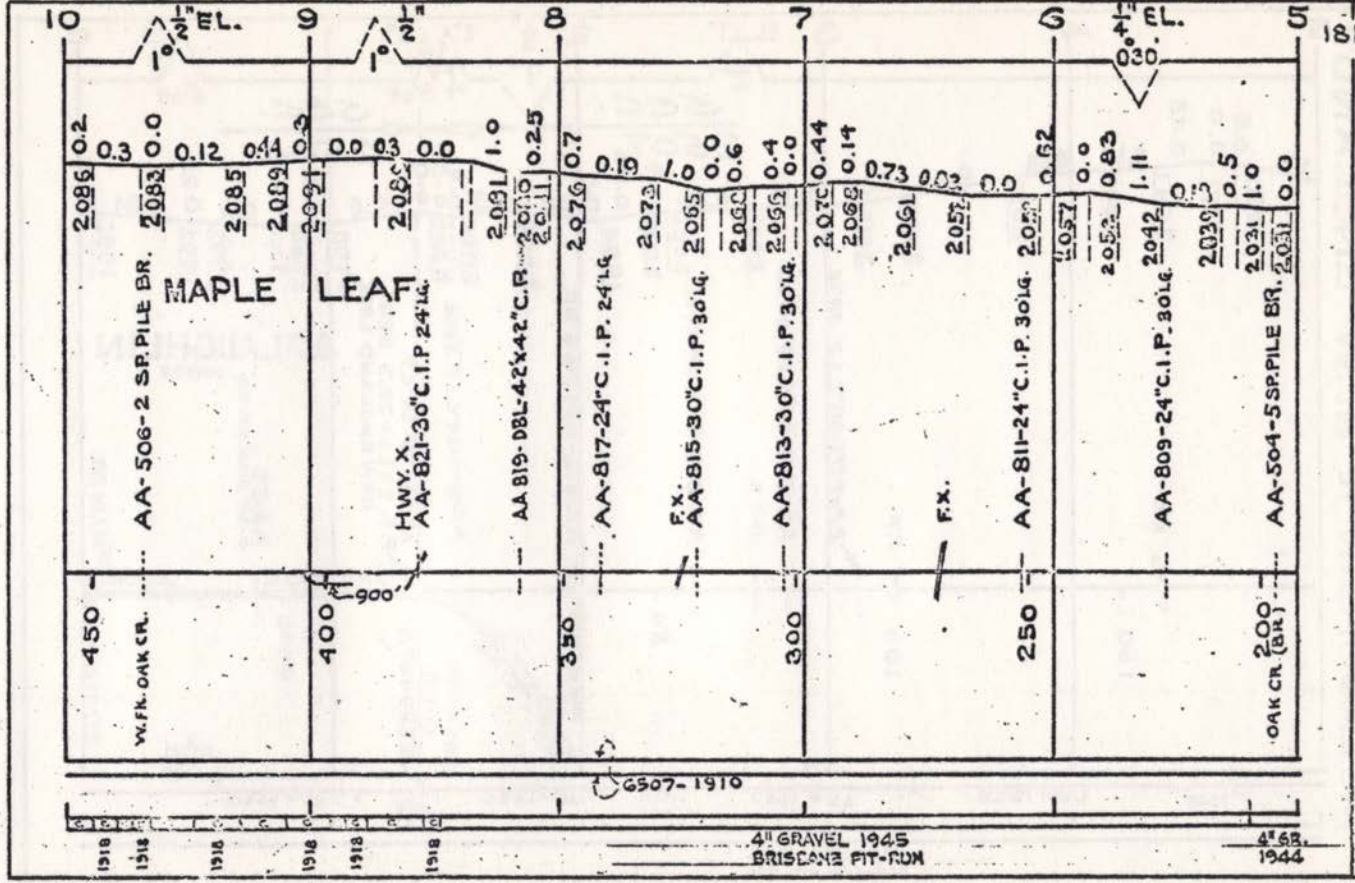
1917  
1918  
1917  
1918  
1918

6507-1910

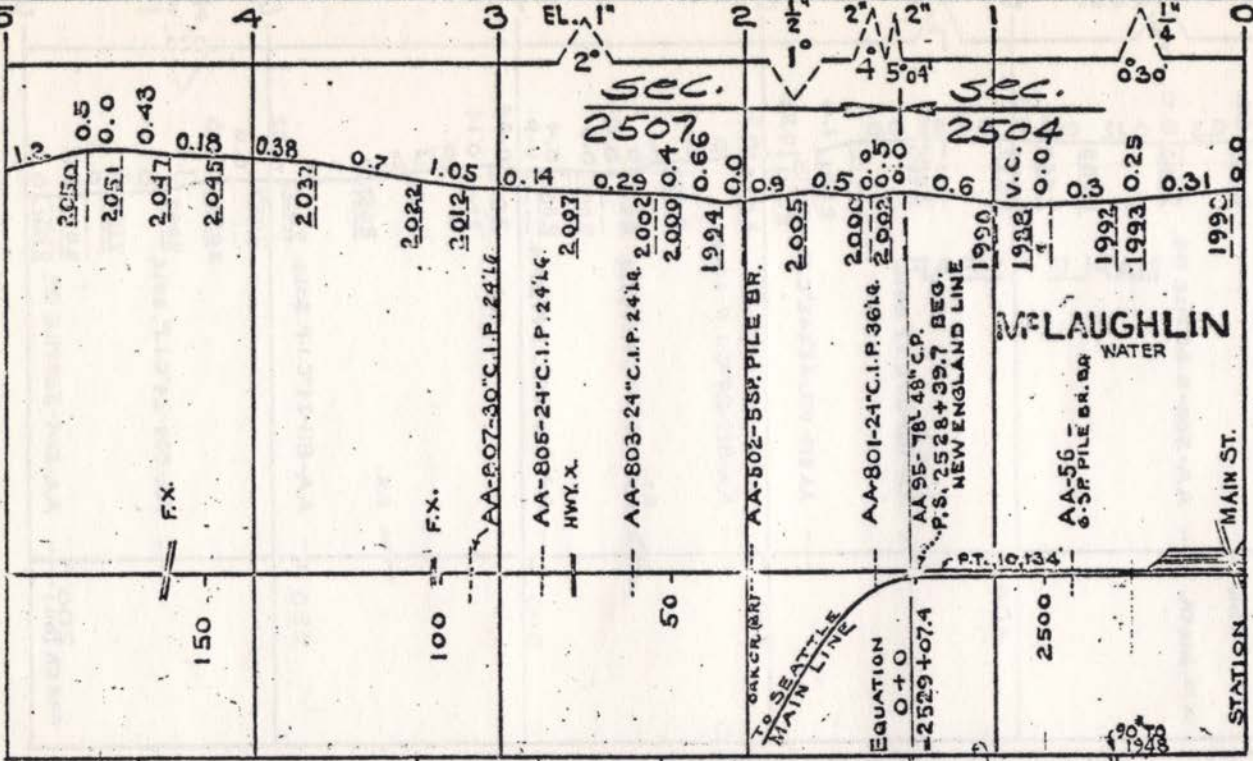


SILOUX CO.  
NO. DAKOTA  
SO. DAKOTA  
CORSON CO.

W. F. GARBER  
AA-508-73P. PILE III. 0.2  
2093



Mc LAUGHLIN TO NEW ENGLAND 5



7540

65' 1928

85' 1927

65' 1925

85' 1927

85' 1920

3" GRAVEL 1944  
PARACON PIT-RUN





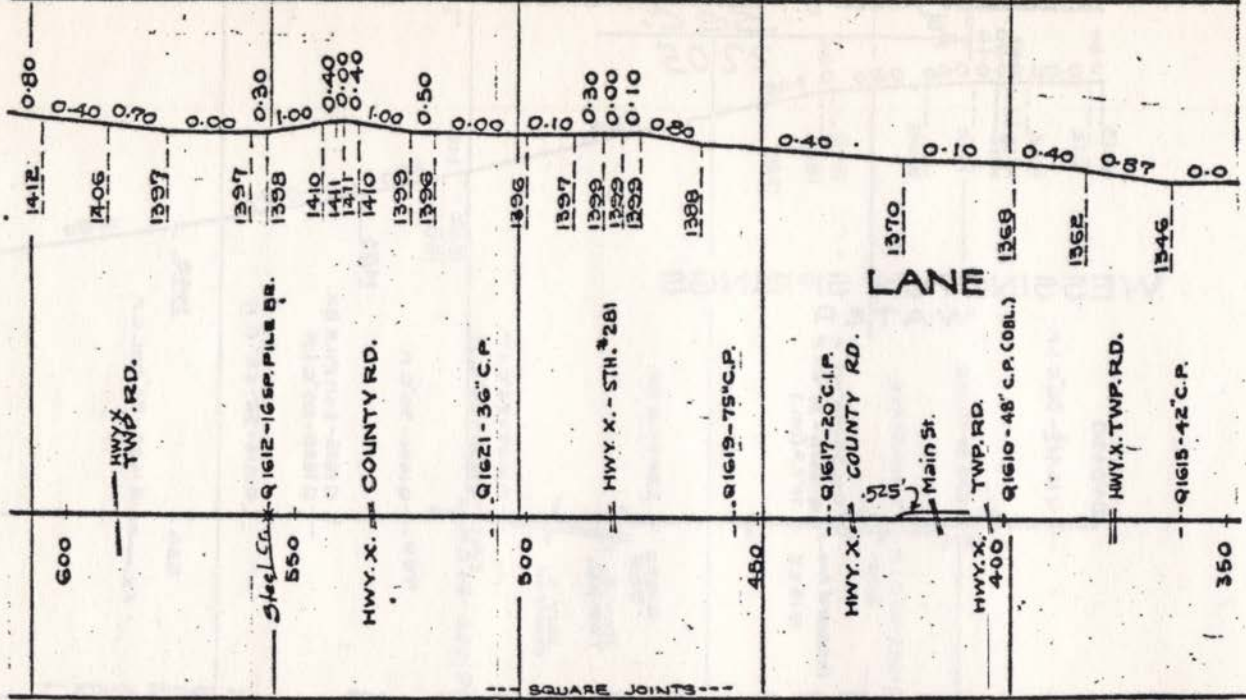
184 405

404

403

402

401



S. 60 - 1903

400

399

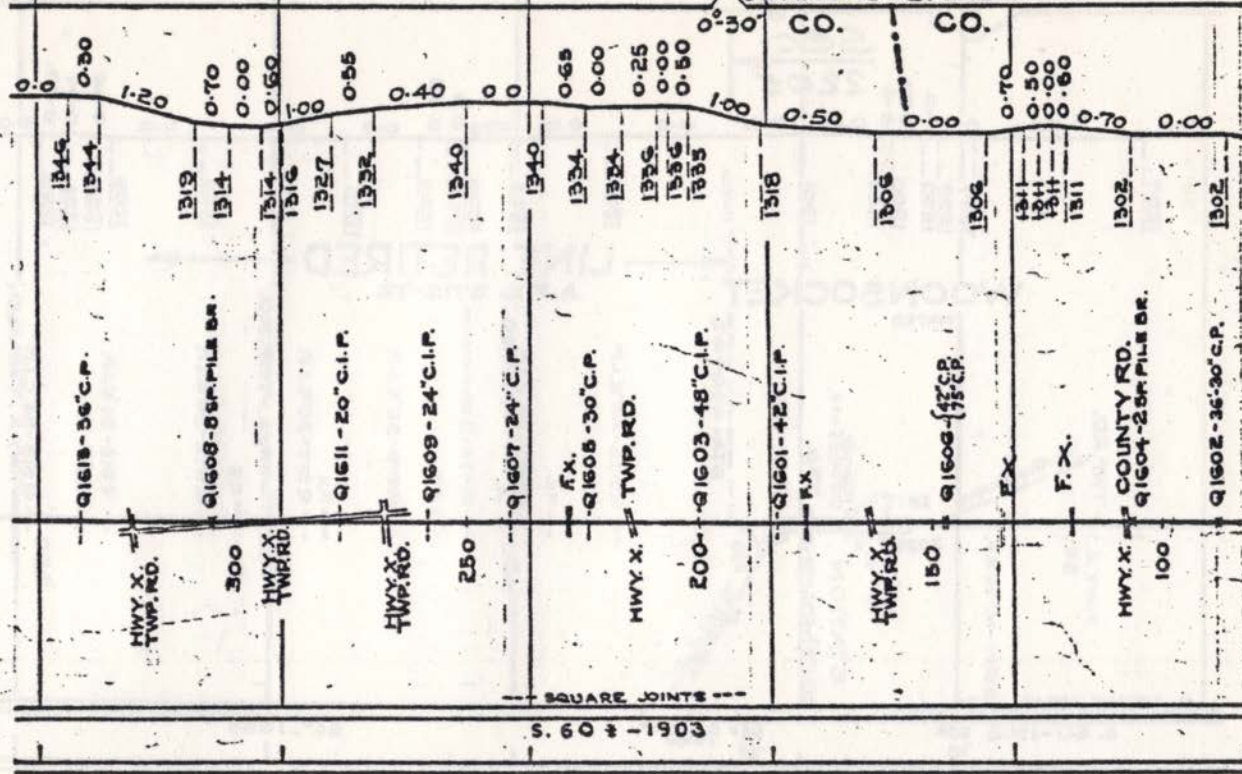
398

397

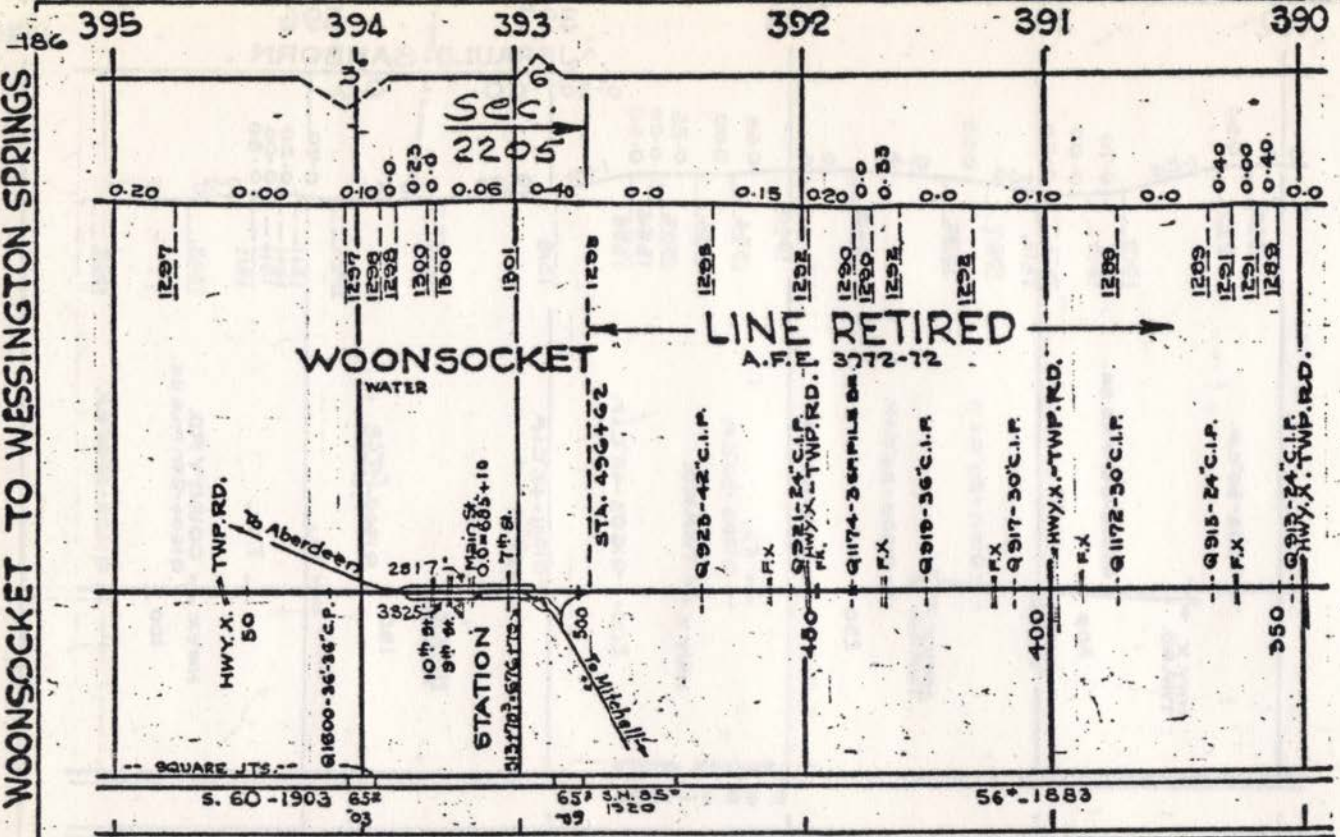
396

185

JERAULD. SANBORN



WOONSOCKET TO WESSINGTON SPRINGS



END OF LINE

End of Track  
6500

F.X.

10° C.

HWY. X - 524773  
AA-24553-20° C.I.P.  
84 LG.

HWY. X  
U.S. HWY. # 212

AA-2457- [12° 20' C.P. &  
24° 20' C.I.P.]

AA-2455-20° C.I.P. 24 LG.  
AA-2453-20° C.I.P. 36 LG. 2585  
HWY. X.

AA-2451-20° C.I.P. 36 LG.

2596  
2599

2585

2592

2599

0.5  
0.6

0.4

0.0

0.5

0

0.5

S.P.C.  
2506

103 4<sup>th</sup> EL.

2° 20'

105

TRAIL CITY TO FAITH

181

6507. 1910

ROADMASTER DIST. #57

1918

MEADE CO. 104

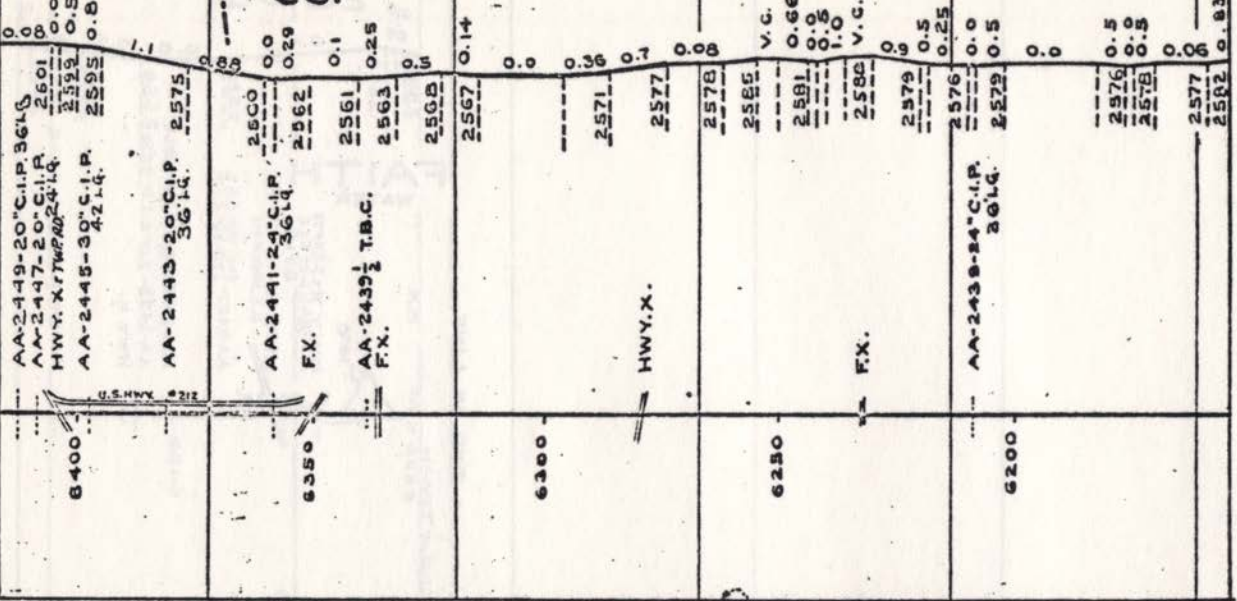
ZIEBACH CO.

103

102

101

100

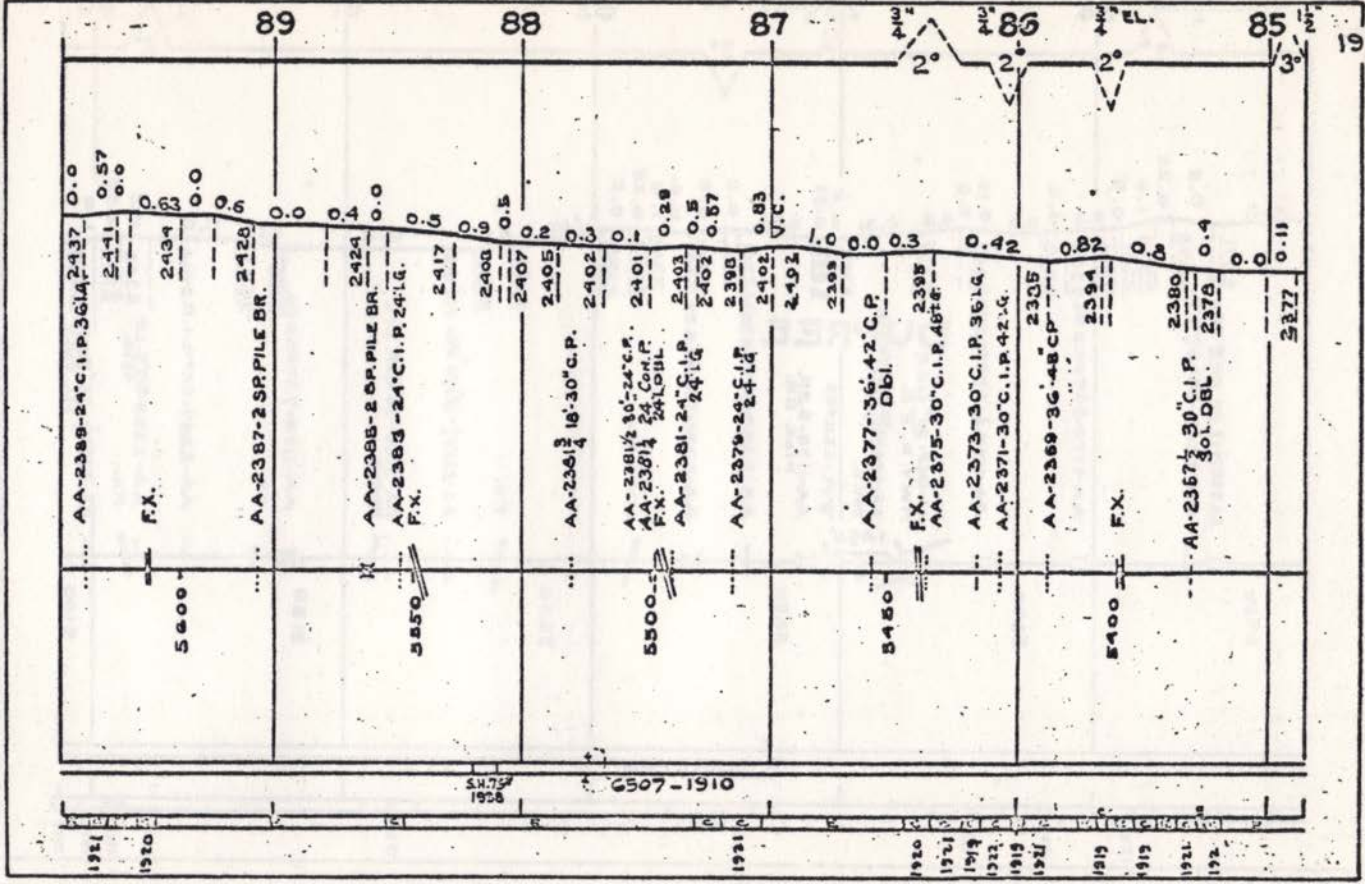


1918	1919	1919	1915	1922	1918	1918	1919	1918	1918	1919	1920
------	------	------	------	------	------	------	------	------	------	------	------

6507 - 1910

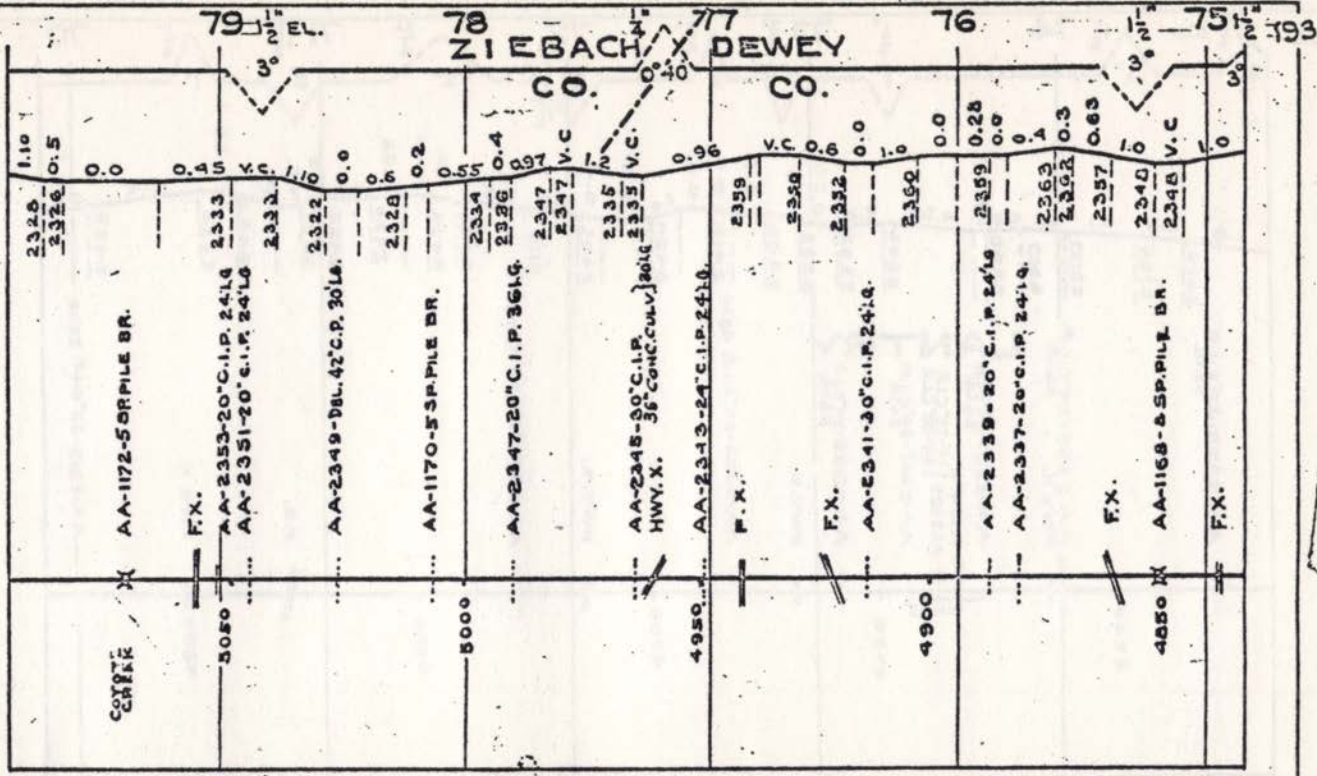












G507-1910

1819

79 21' EL.

78 ZIEBACH CO.

77 DEWEY CO.

76

75 1' 193

2326  
2326 0.5

COYOTE CREEK X AA-1172-50 PILE BR.

FX.

5050

AA-2345-20\"C.I.P. 24'g  
AA-2351-20\"C.I.P. 24'g

2333  
2333

AA-2349-08L 42\"C.P. 30'g.

2322  
2322

AA-1170-50 PILE BR.

2320  
2320

5000

AA-2347-20\"C.I.P. 36'g.

2334  
2326 0.4

2347  
2347 V.C

AA-2345-20\"C.I.P. HWY. X. 56\" CONC. CURV. 30'g

2335  
2335 V.C.

AA-2343-24\"C.I.P. 24'g.

2359  
2359

FX.

FX.

AA-2341-30\"C.I.P. 24'g.

2352  
2352 0.6

4900

AA-2339-20\"C.I.P. 24'g

2359  
2359 0.28

AA-2337-20\"C.I.P. 24'g.

2363  
2363 0.4

FX.

AA-1168-50 PILE BR.

2357  
2357 0.63

2340  
2348 V.C

FX.

1.0

194

1 1/2" EL.

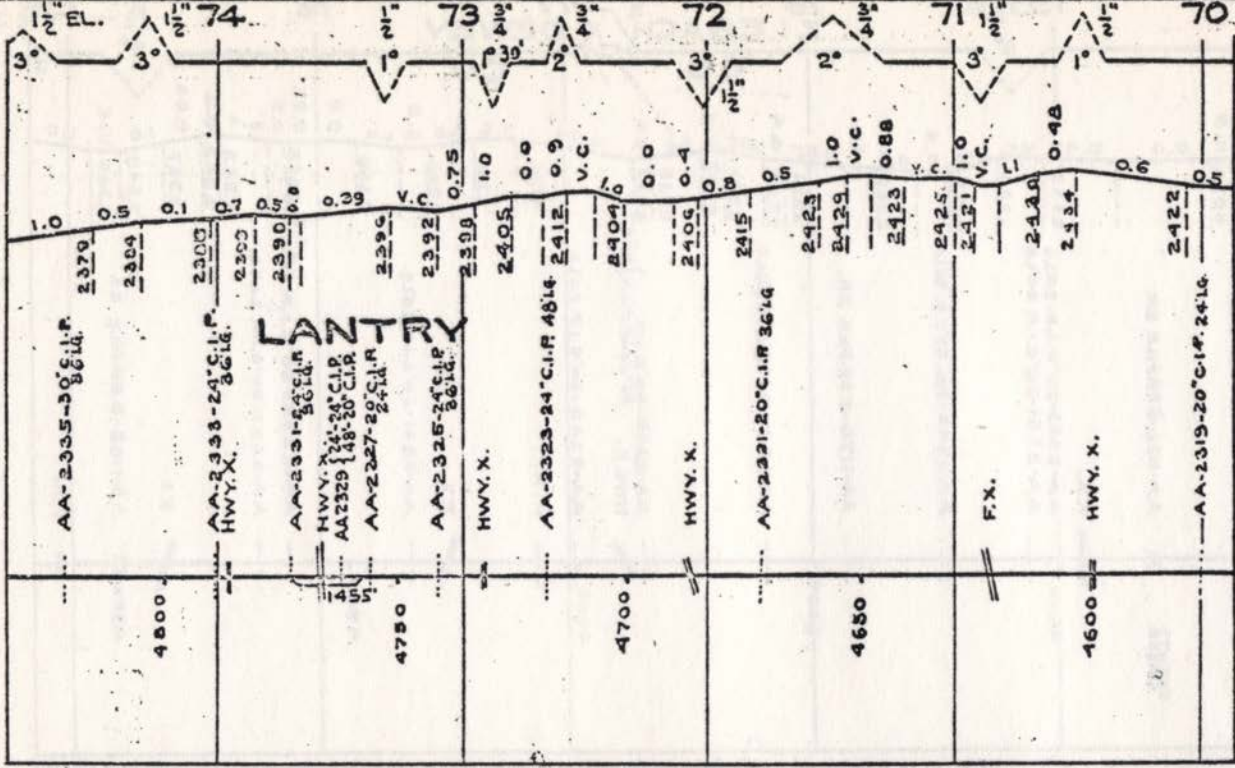
74

73

72

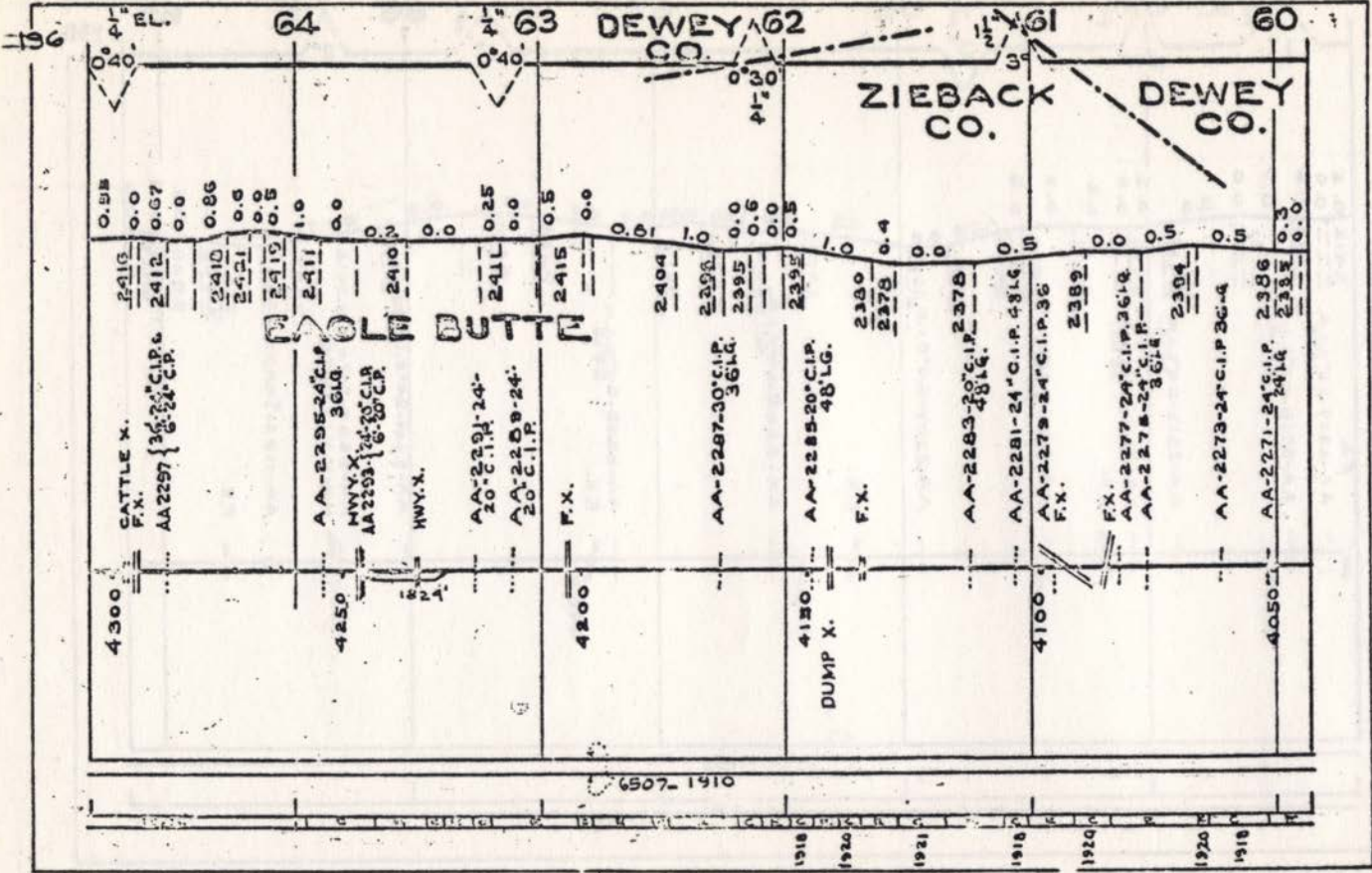
71

70



6507-1910





CATTLE X.  
F.X.

AA-2297 { 36° 24' C.I.P.  
241.6

AA-2298 { 36° 24' C.I.P.  
361.6

MORRISON  
AA-2299 { 36° 24' C.I.P.  
481.6

MORRISON  
F.X.

AA-2287-24° C.I.P.  
481.6

AA-2288-20° C.I.P.  
481.6

F.X.

AA-2283-20° C.I.P.  
481.6

AA-2281-24° C.I.P.  
481.6

AA-2273-24° C.I.P.  
361.6

AA-2271-24° C.I.P.  
241.6

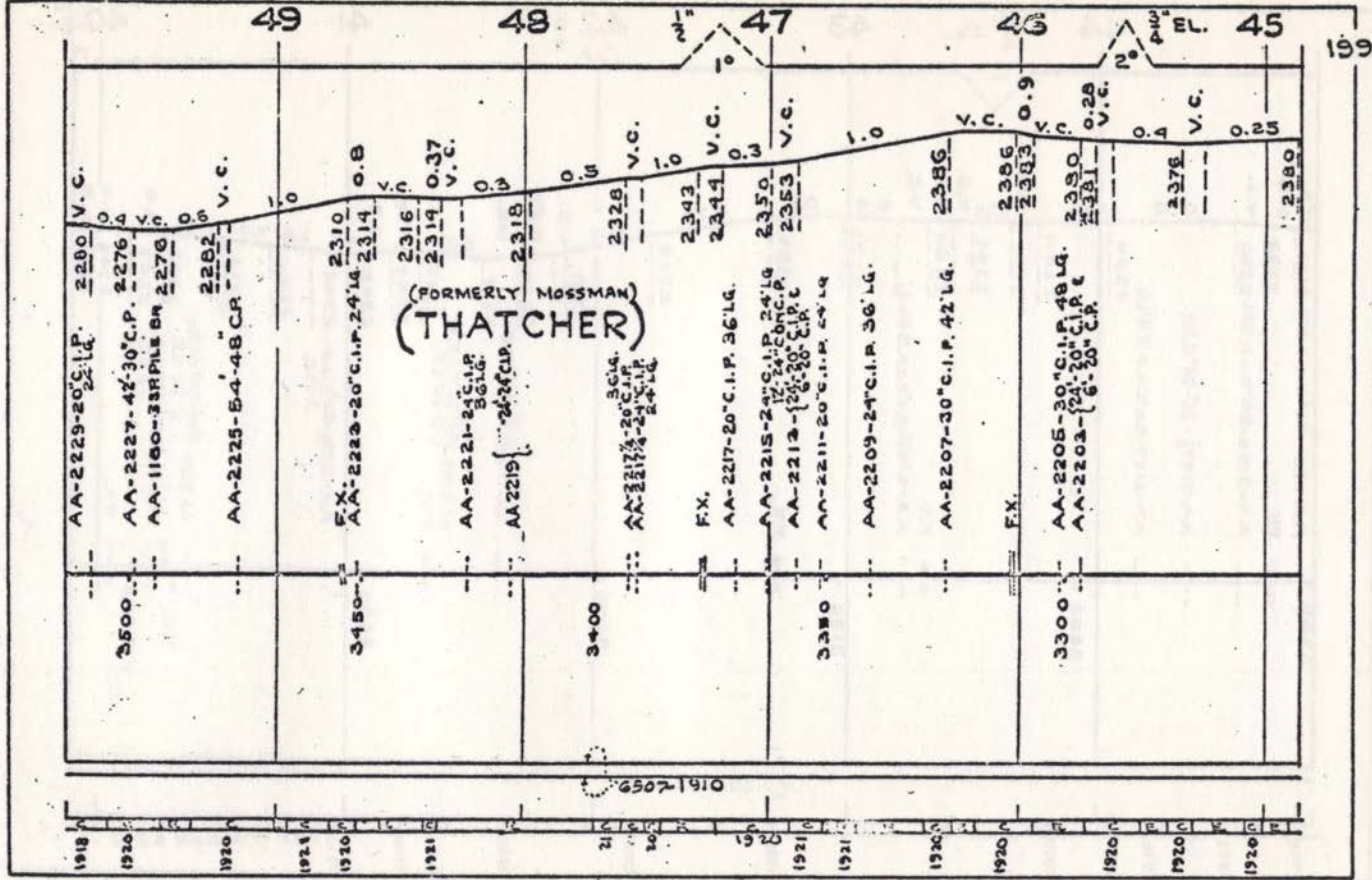
DUMP X.

6507-1910

1918  
1920  
1921  
1918  
1920  
1918







49

48

47

46

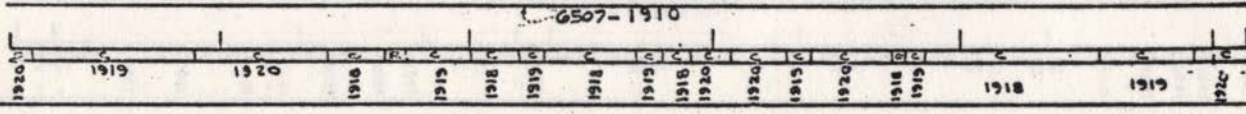
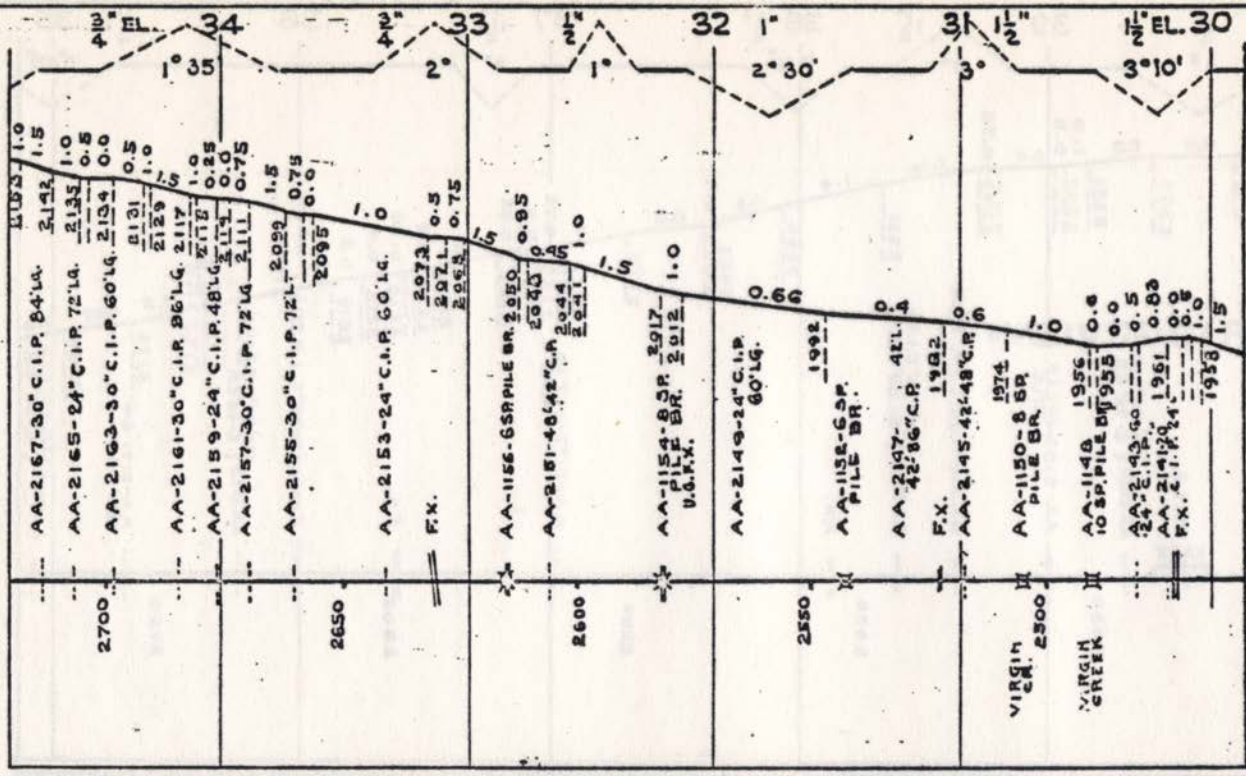
45

199









41W EL. 34  
1° 35'  
4W EL. 33  
2°  
NH  
1°  
32 1'  
2° 30'  
31 1 1/2"  
3°  
1 1/2"  
3° 10'  
1 1/2" EL. 30

1.0  
1.5  
1.0  
0.5  
0.0  
0.5  
1.0  
1.5  
1.0  
0.85  
0.0  
0.75  
1.5  
0.75  
0.0  
2095

0  
0.5  
0.75

1.5  
0.95

1.5  
1.0

0  
0.6  
0.6

0  
0.4

0  
0.6

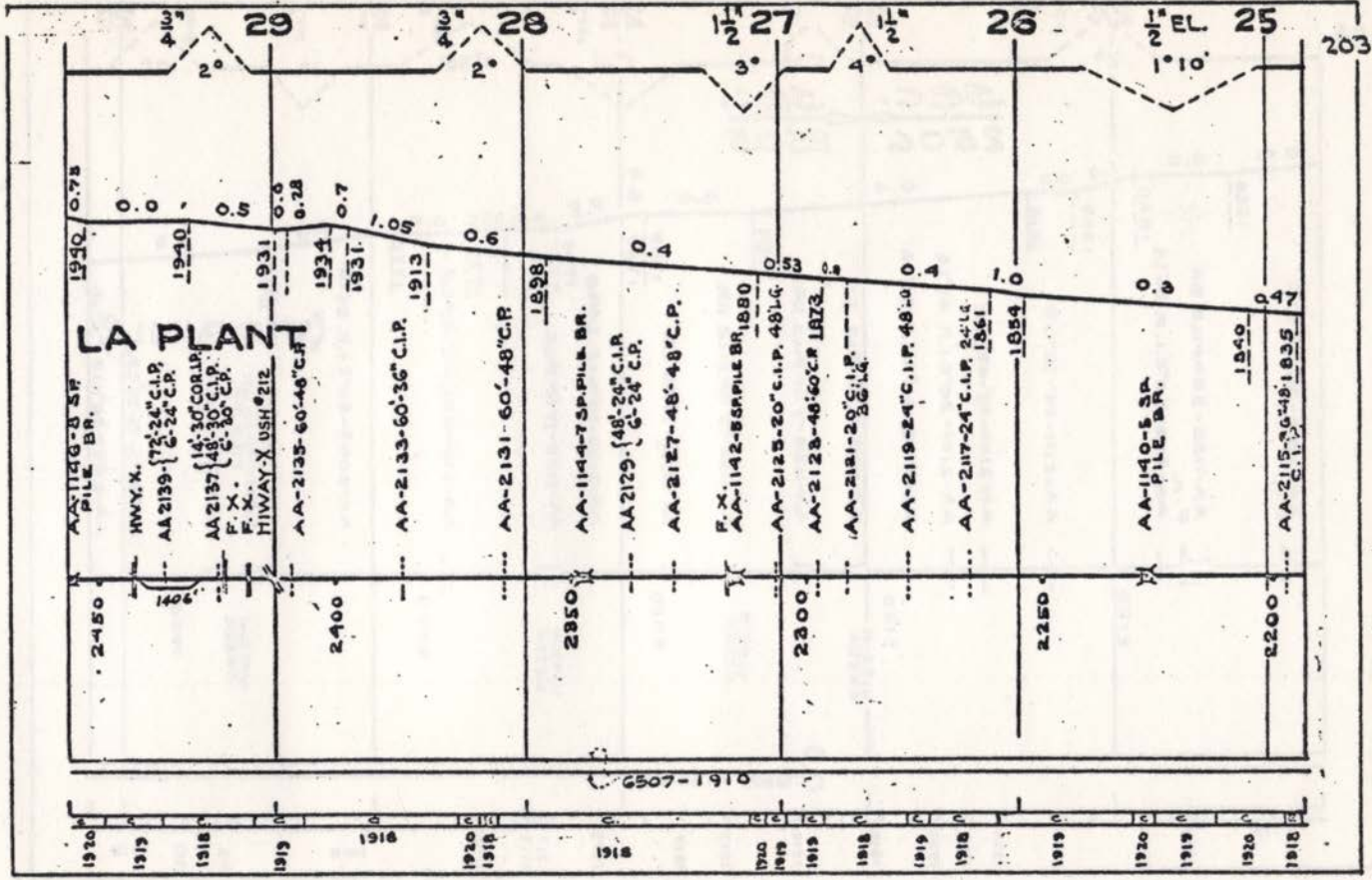
0  
0  
0.6  
0.0

0.5  
0.5  
0.83  
0.0  
0.0  
1.0  
1.5

C

O

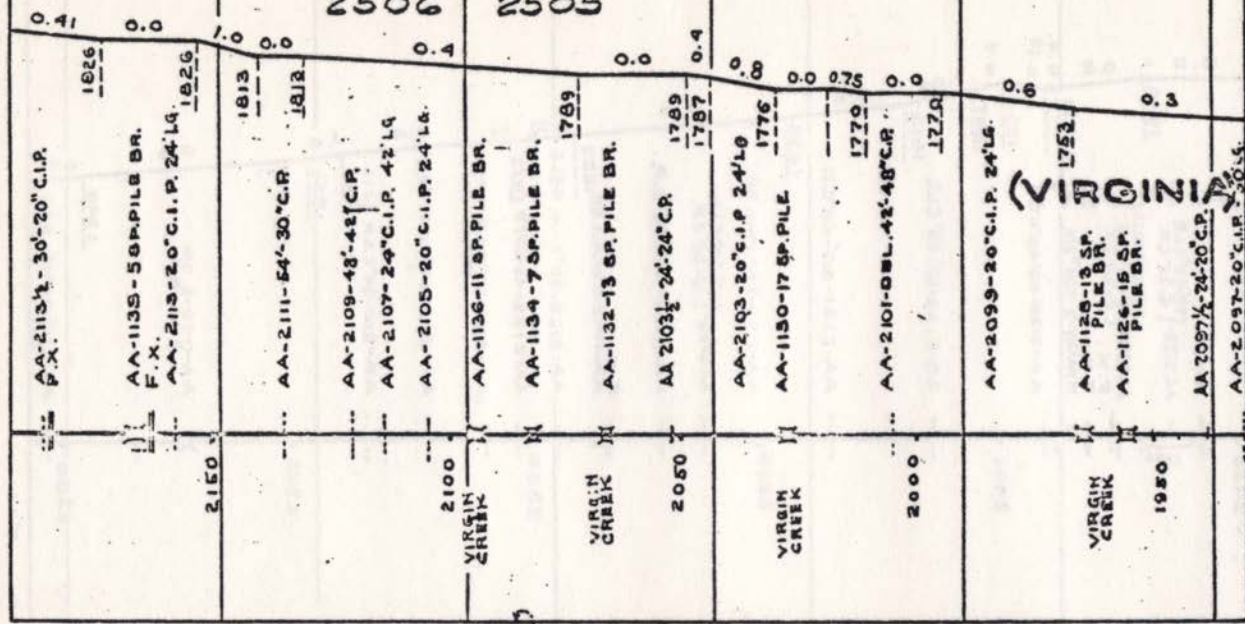
C



204

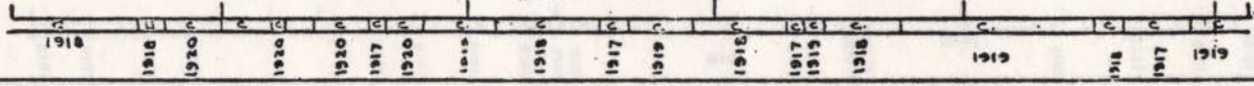
24 23 22 21 20  
2° 2° 1° 1° 2°  
413° EL. 2°30' 1°10' 0°50' 413°

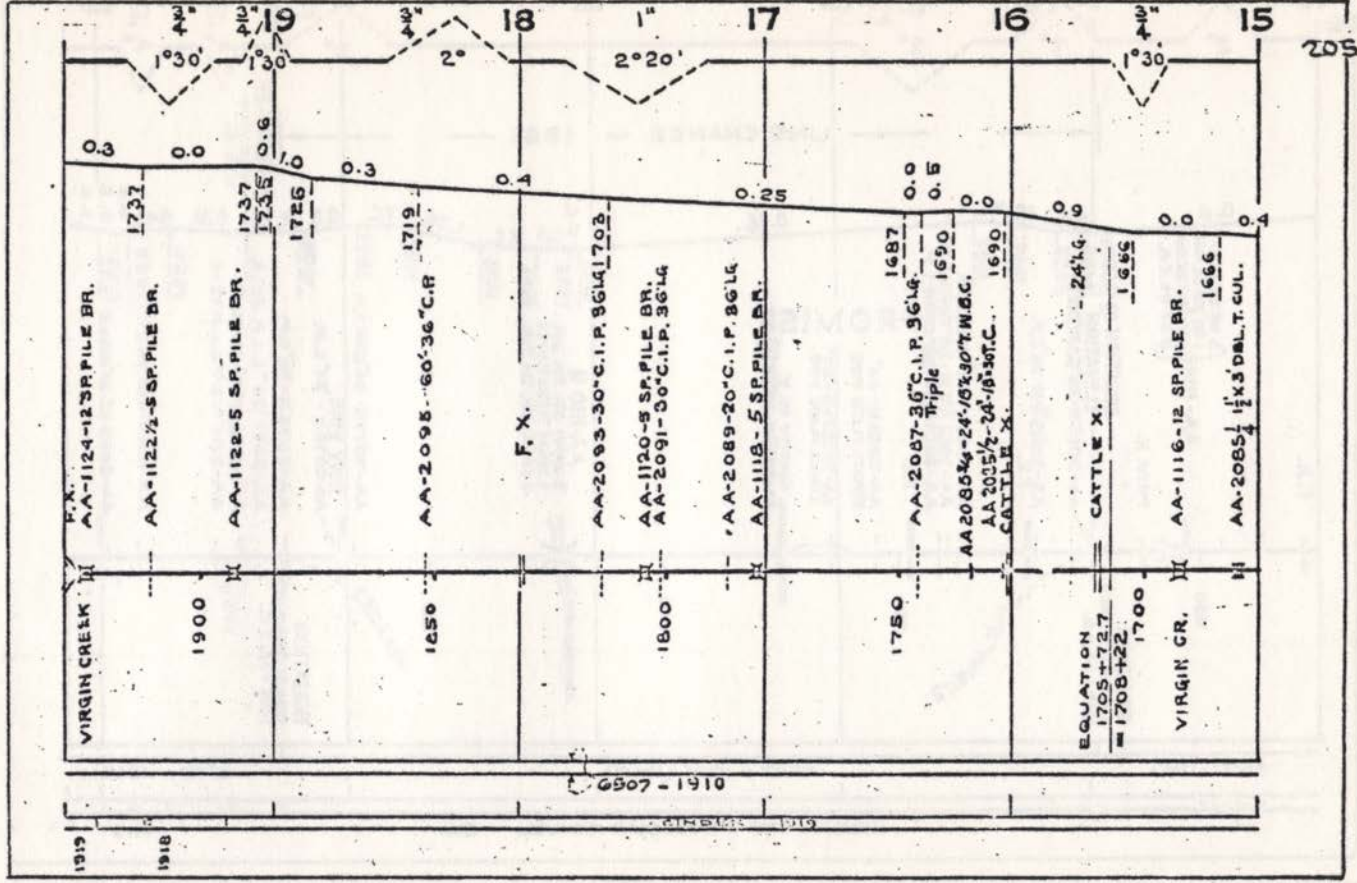
Sec. 2506 ← Sec. 2505



VIRGINIA

6507 - 1910





1915

1910

VIRGIN CREEK

P. X.  
AA-1124-12 SP. PILE BR.

1737  
0.3

AA-1122-1/2 SP. PILE BR.

1900

0.0  
0.6  
1.0

AA-1122-5 SP. PILE BR.

1737  
1735

1726

1719

AA-2098-60°36' C.R.

0.3

F. X.

0.4

AA-2093-30° C. I. P. 96' 1/4 1703

AA-1120-5 SP. PILE BR.

AA-2091-30° C. I. P. 36' 1/4

1800

AA-2089-20° C. I. P. 36' 1/4

AA-1118-5 SP. PILE BR.

0.25

1750

1687

AA-2087-36° C. I. P. 36' 1/4  
Triple

1690

AA 2085 1/4 - 24° 18' 30" N. 80' W. B. C.

AA 2035 1/2 - 24° 18' 30" T. C.

CATTLE X.

1690

EQUATION  
1705 + 12.7  
= 1708 + 22

CATTLE X.

24' 1/4

1666

1700

VIRGIN CR. AA-1116-12 SP. PILE BR.

0.0

0.0

1666

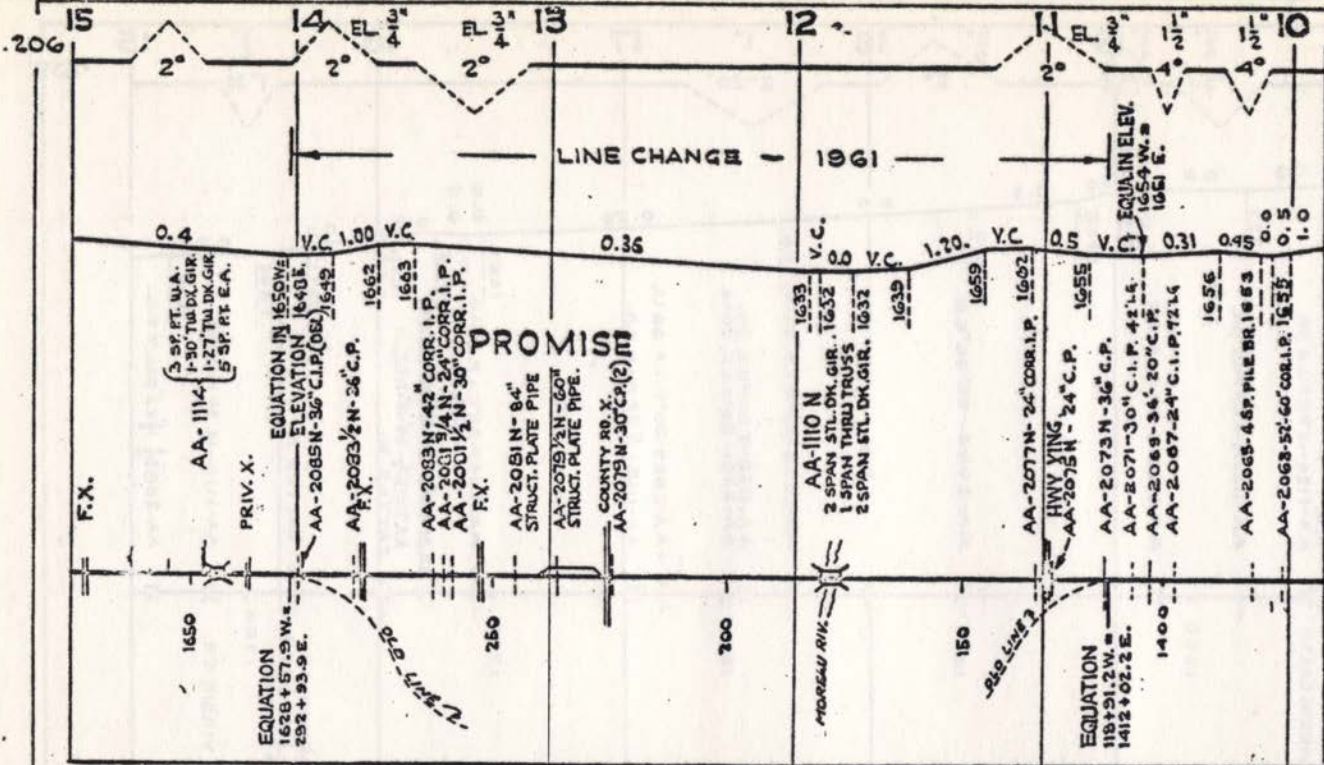
AA-2085 1/4 X 3 DIAL. T. CUL.

0.4

6907 - 1910

1910

205



PROMIS

COUNTY RD. X.  
AA-2079 N-30" C.P. (2) M

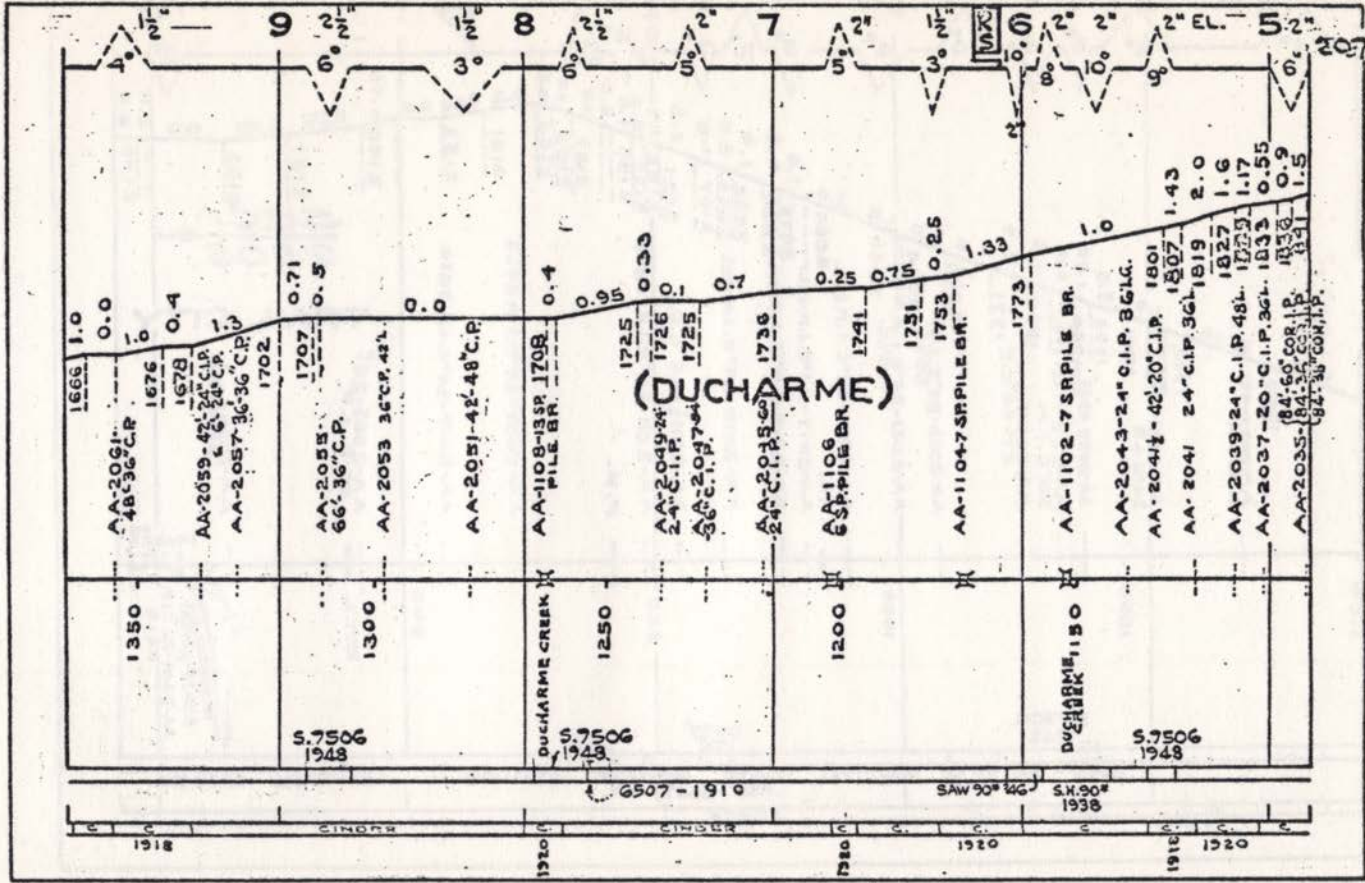
6507-1910

6507-1961 (1910)

6507-1910

JENGEN PIT PROCESSED GRAVEL - 1961

1919



AA-2061  
48° 36' C.P.

AA-2059-42° 24' C.P.  
AA-2057-36° 36' C.P.

AA-2058  
66° 36' C.P.

AA-2053  
36° C.P. 48'

AA-2051-42°-48' C.P.

AA-1108-13SR  
PILE BR.

AA-2049-24°  
24° C.I.P.

AA-2047-36°  
36° C.I.P.

AA-2045-60°  
24° C.I.P.

AA-1106  
SR PILE BR.

AA-1104-7SR PILE BR.

AA-1102-7SR PILE BR.

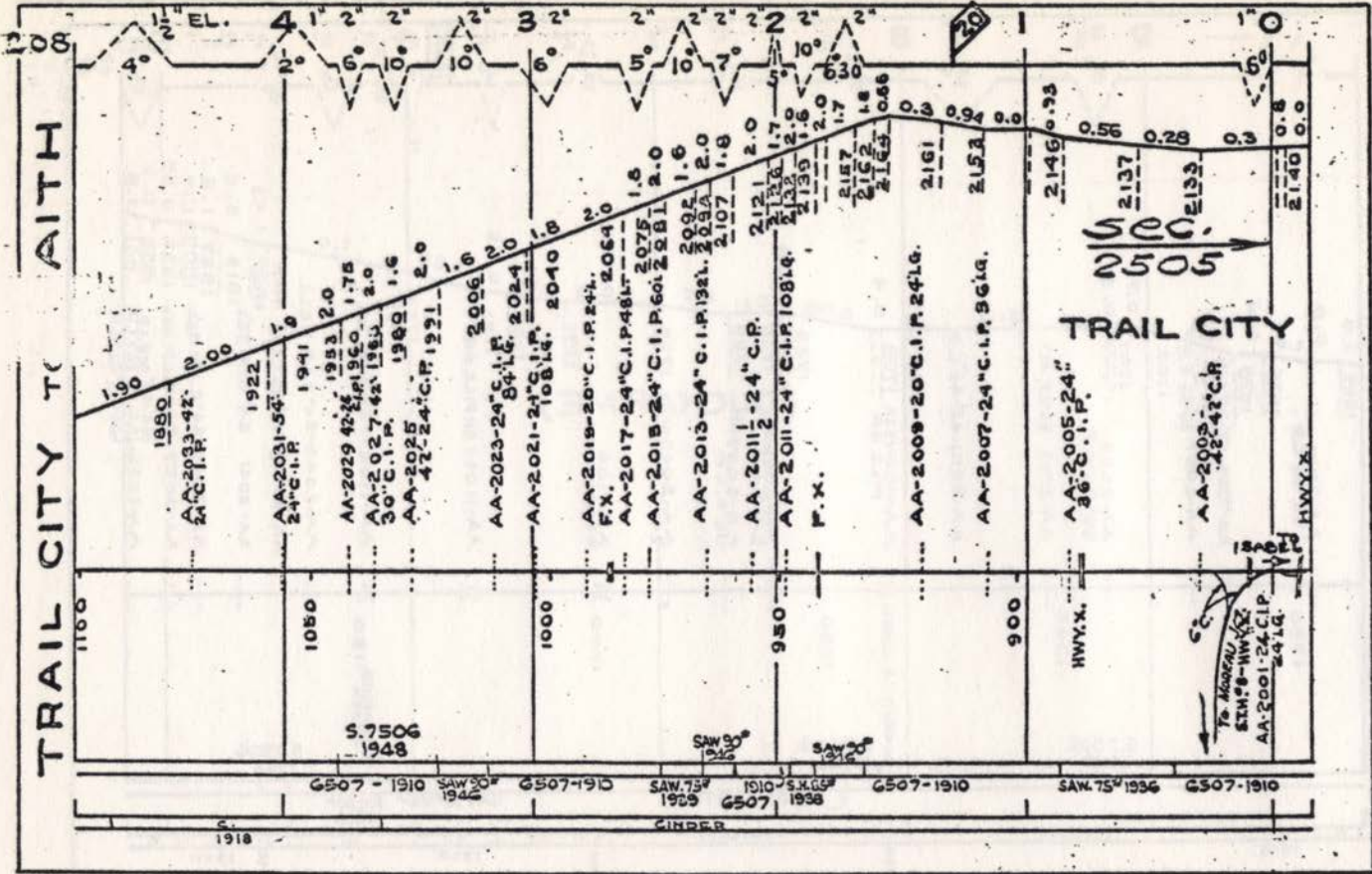
AA-2043-24° C.I.P. 86' L.G.

AA-2041-42° 20' C.I.P. 180'

AA-2041-24° C.I.P. 36' 1819



TRAIL CITY TO AITH



1980  
AA-2033-42°  
24° C.I.P.

1922  
AA-2031-52°  
24° C.I.P.

1953 2.0  
AA-2029 42-25°  
21° C.I.P. 1.75  
1960 2.0  
AA-2027 42-135°  
30° C.I.P. 1.6  
1980 1.6  
AA-2025 42-24°  
42° C.I.P. 1.21 2.0

2006 2.0  
AA-2023-24° C.I.P.  
84° L.G. 2.024 2.0  
1081 L.G. 2.040 2.0

2064 2.0  
AA-2019-20° C.I.P. 247.  
F.X.  
2017-24° C.I.P. 481 2.075 1.6  
AA-2015-24° C.I.P. 601 2.081 2.0  
2092 1.6  
AA-2013-24° C.I.P. 1321 2.035 2.0  
2107 1.8  
2121 2.0  
2136 1.7  
2137 2.0  
2139 1.6  
2157 1.8  
2162 1.7  
2163 0.66

2161 2.0  
AA-2011-24° C.I.P.  
1081 L.G.

F.X.

2161 2.0  
AA-2009-20° C.I.P. 241 L.G.

2153 2.0  
AA-2007-24° C.I.P. 961 L.G.

SEC. 2505  
TRAIL CITY

AA-2005-24°  
36° C.I.P.

AA-2002-42°  
42° C.I.P.

To Moorau  
ELM. 8-NW 1/4  
AA-2001-24 C.I.P.  
24 L.G.

HWY. X.

G507-1910 SAW 75° 1925

G507-1910 SAW 75° 1925

G507-1910 SAW 75° 1925 S.X. 1938

G507-1910 SAW 75° 1936

G507-1910 SAW 75° 1936

G507-1910 SAW 75° 1936

1918

CINDER

3221+07 E.O.T.

2381

F.X.

2381  
2381  
2383  
2384  
2399  
2400  
2392

0.0  
0.22  
0.5  
0.94  
0.09  
0.44

56

3200

1/2"

SEC.  
2505  
ISABEL

3rd. Av.W. HWY.X.

HWY.X-5TH'S

F.X.

3150

AA-1709-24" C.I.P. 36LG.

AA-1707-24" C.I.P. 36LG.

AA-1705 1/2-24" C.P.

F.X.

AA-1705-24" C.I.P. 42LG.

3100

AA-1703-20" C.I.P. 30LG.

F.X.

3050

AA-1701-20" C.I.P. 24LG.

AA-1699-24" C.I.P. 96LG.

3000 HWY.X-5TH.#9

3000

2385  
2389

0.8  
0.71

54

2363  
2361

0.2  
1.0

53

2350  
2345  
2355

0.0  
0.55

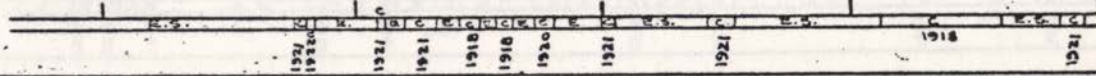
52

2356  
2353

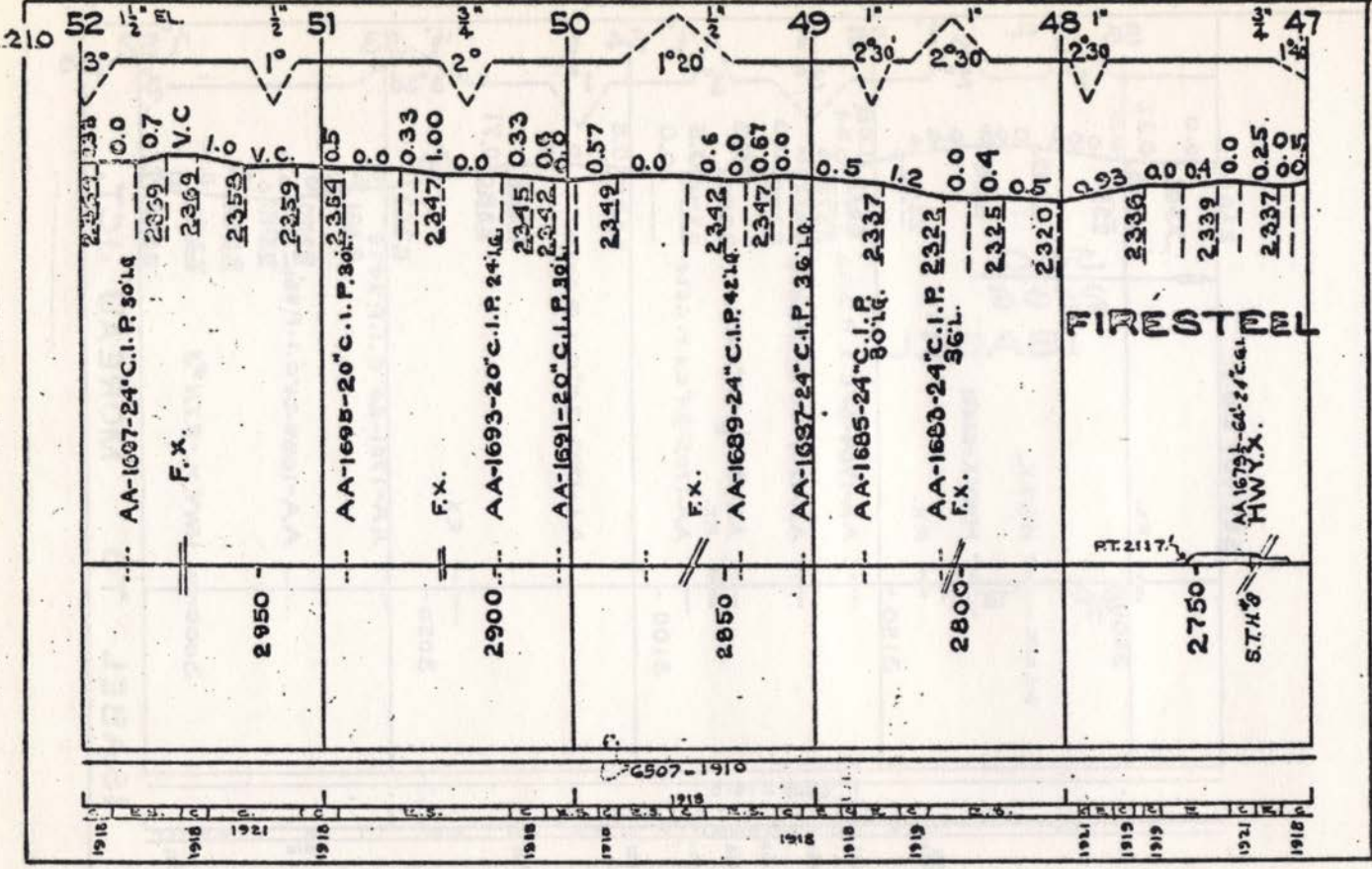
0.13  
0.6

52

6507-1910



ISABEL TO MOREAU JCT.



1915 1916 1917 1918 1919 1920 1921 1922

AA-1007-24" C.I.P. 801g

F.X.

2950

AA-1695-20" C.I.P. 361g

F.X.

2900

AA-1693-20" C.I.P. 241g

AA-1691-20" C.I.P. 161g

F.X.

2850

AA-1689-24" C.I.P. 421g

AA-1687-24" C.I.P. 361g

F.X.

2800

AA-1685-24" C.I.P. 801g

AA-1683-24" C.I.P. 361g

F.X.

2750

AA-1679-24" C.I.P. 241g

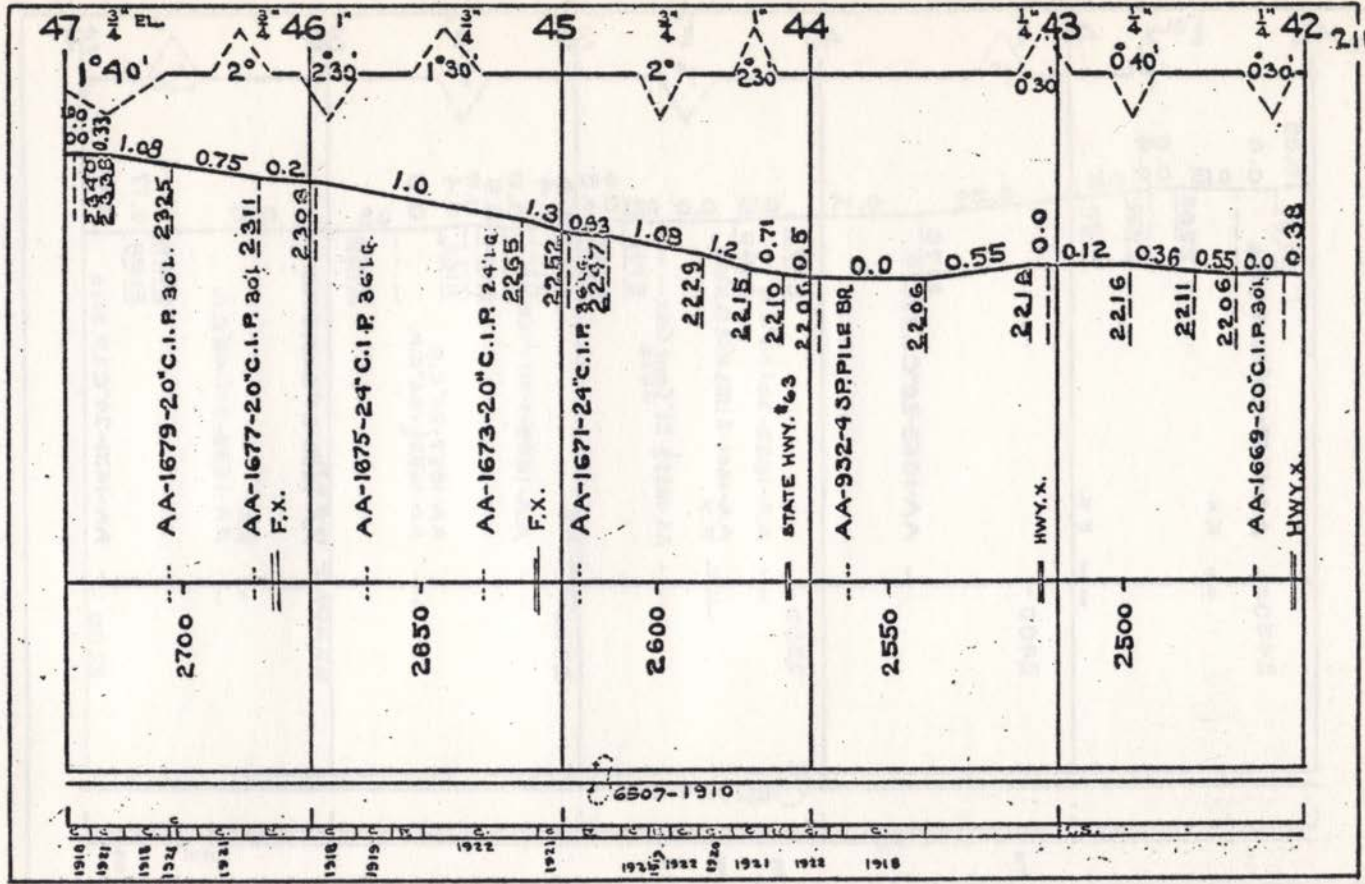
FIRM STEEL

HW.X.

RT.2117

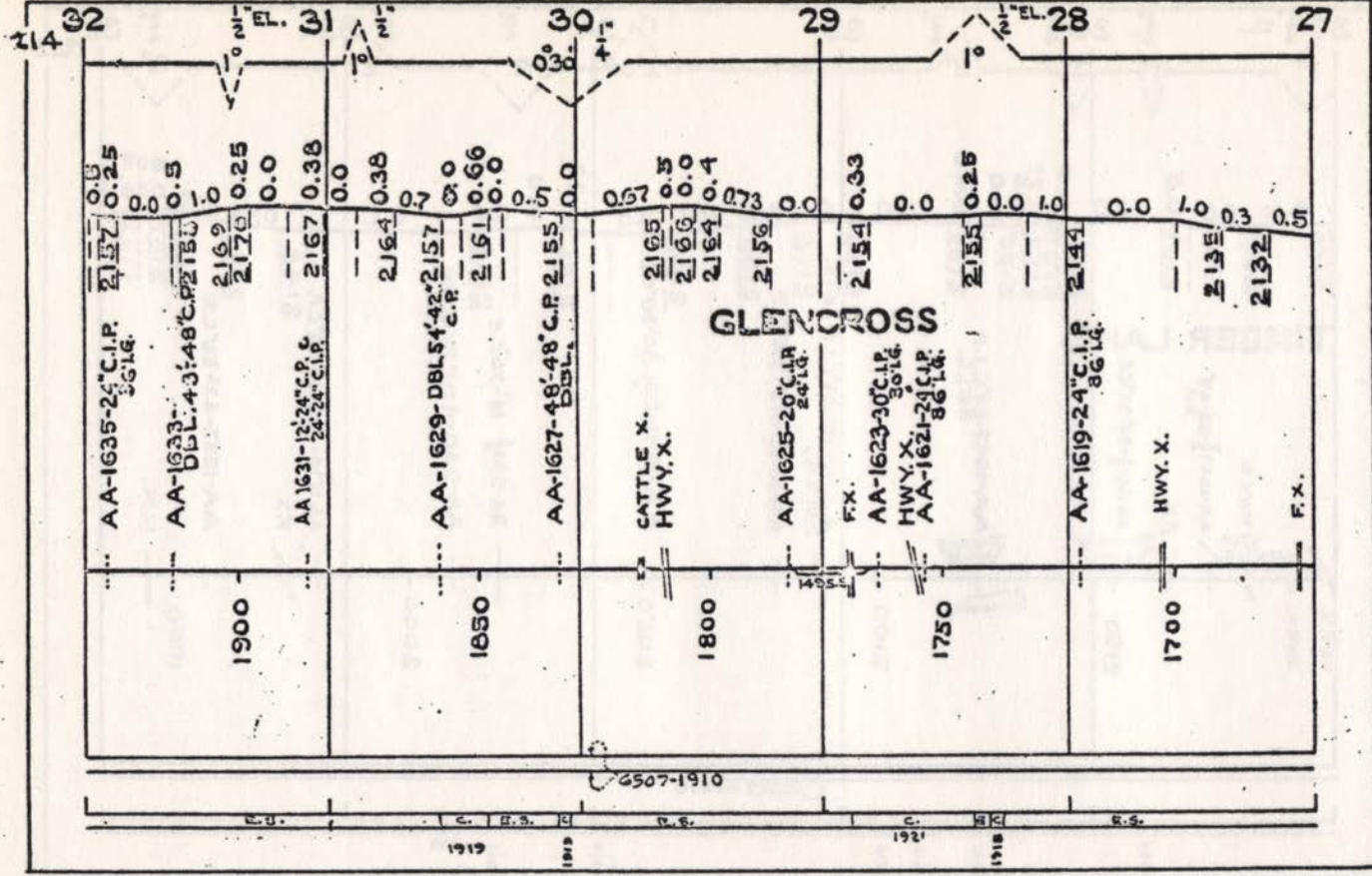
S.T.H.

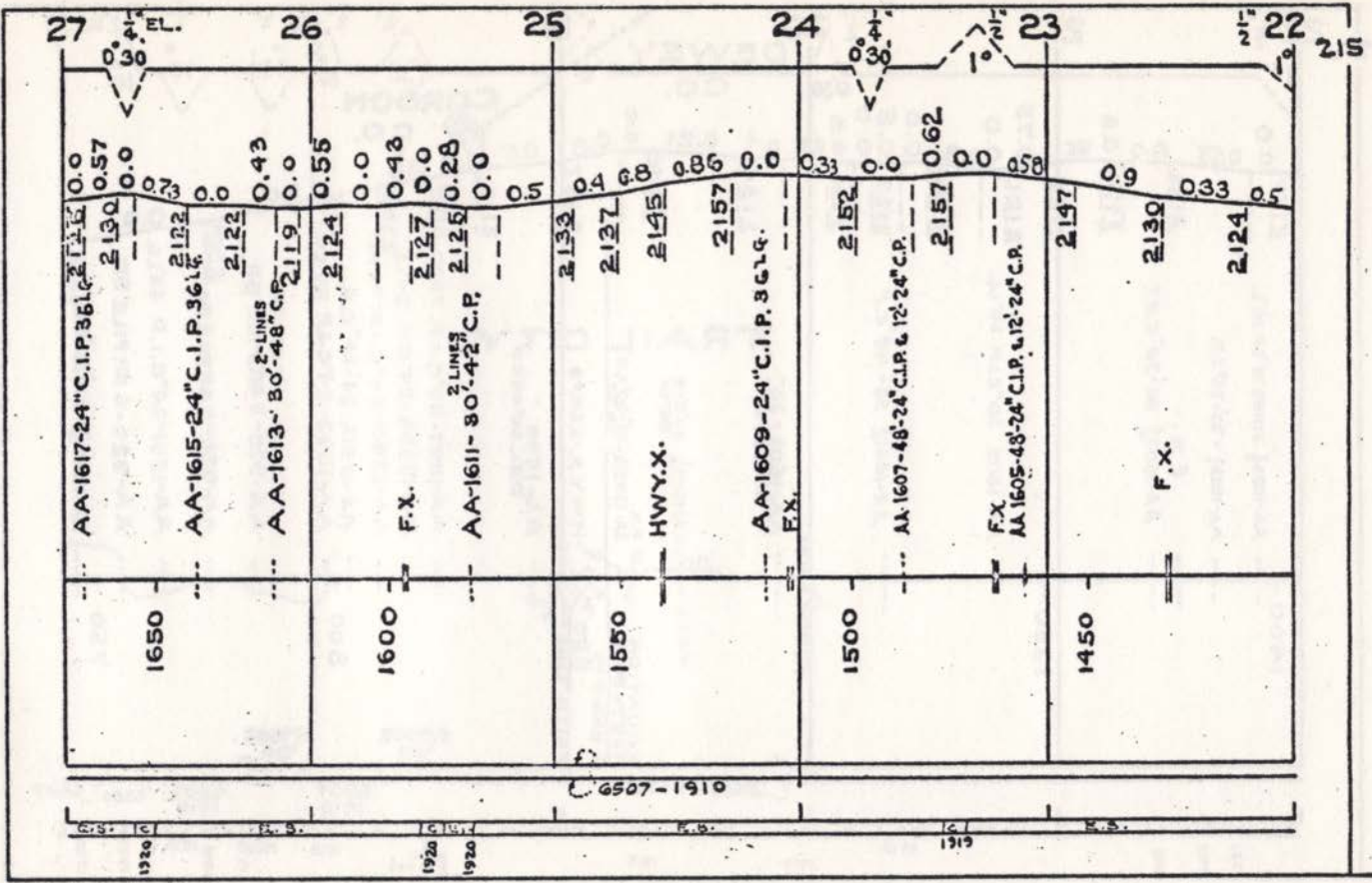
6507-1910





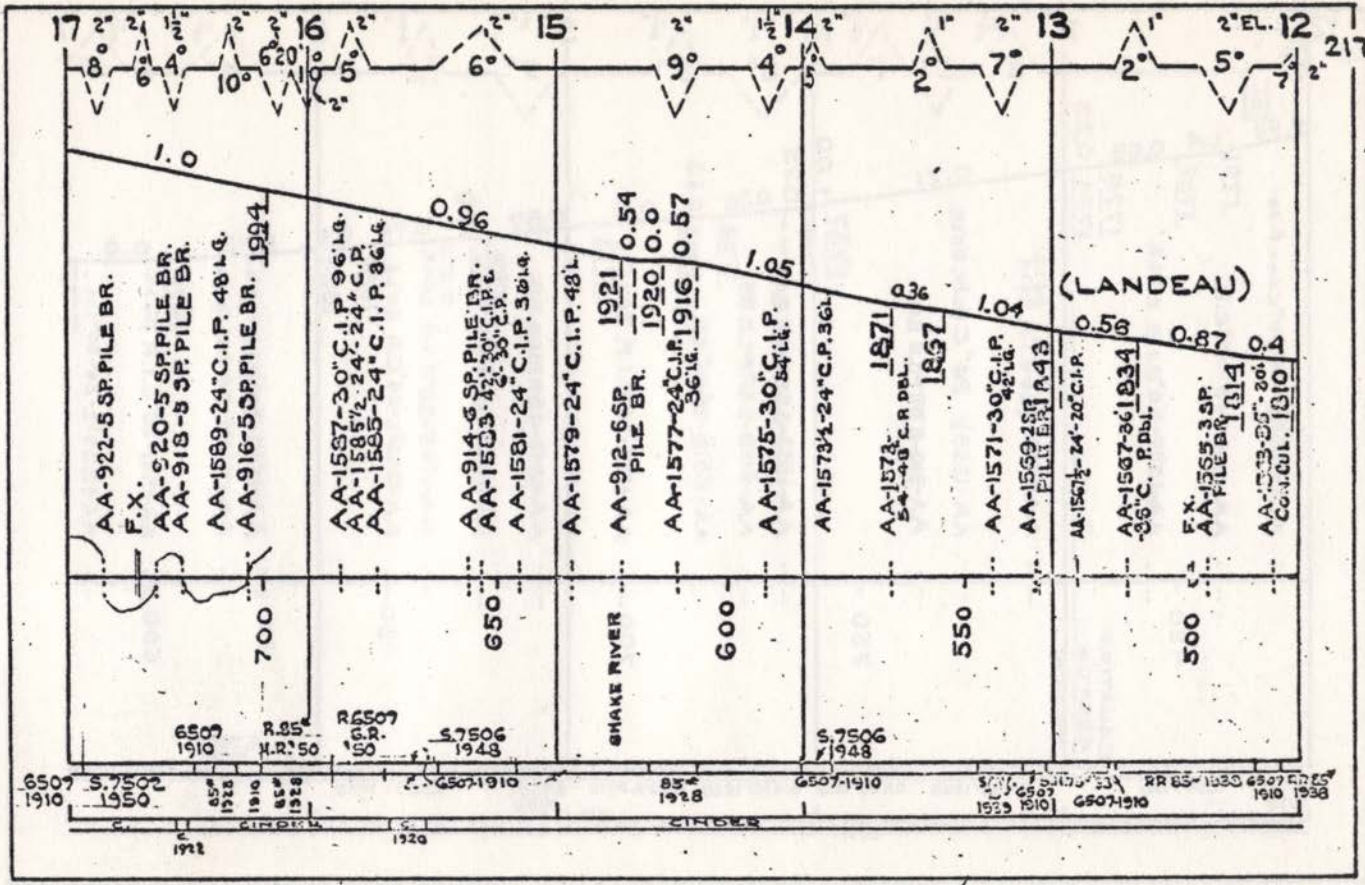


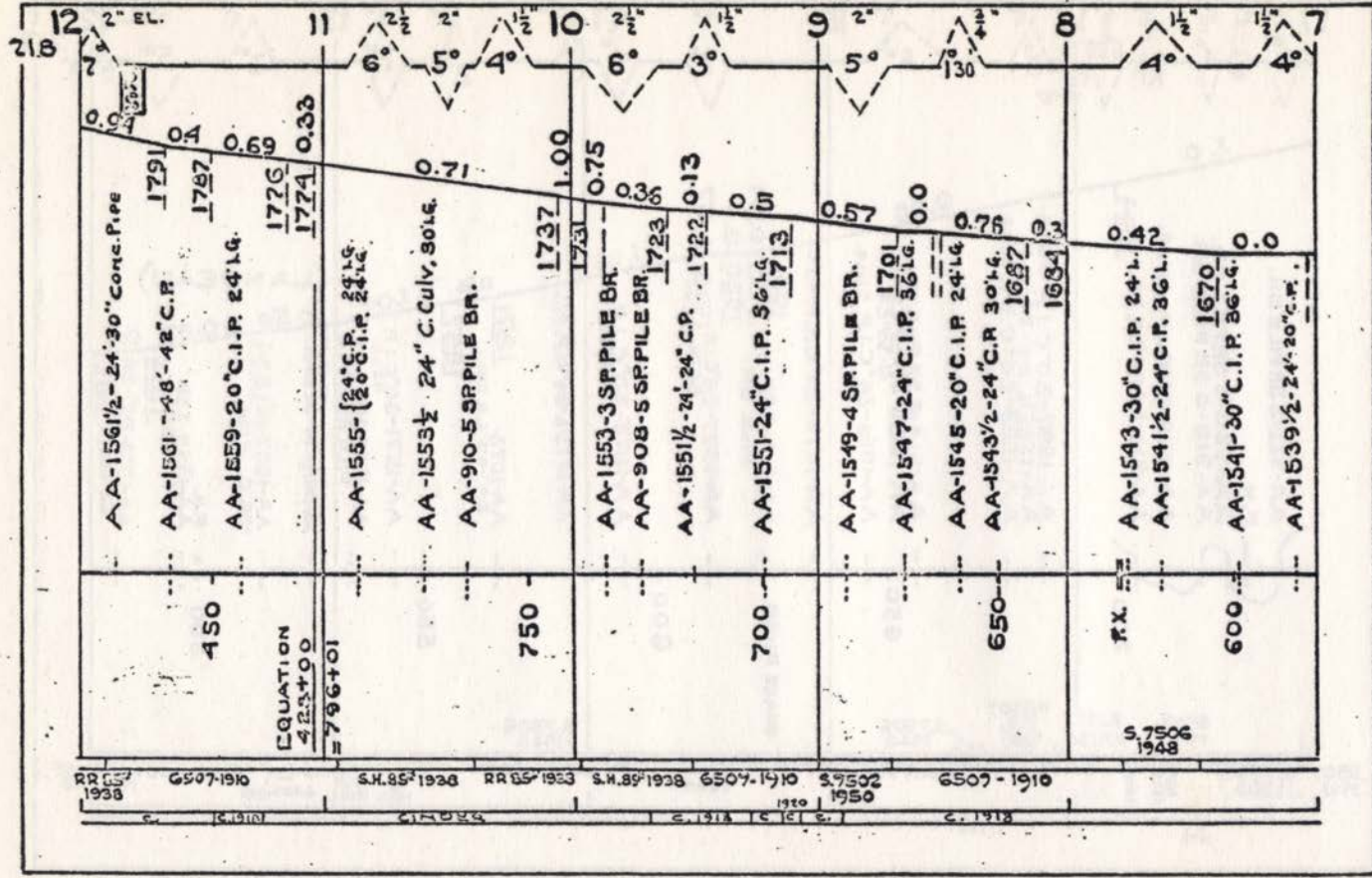












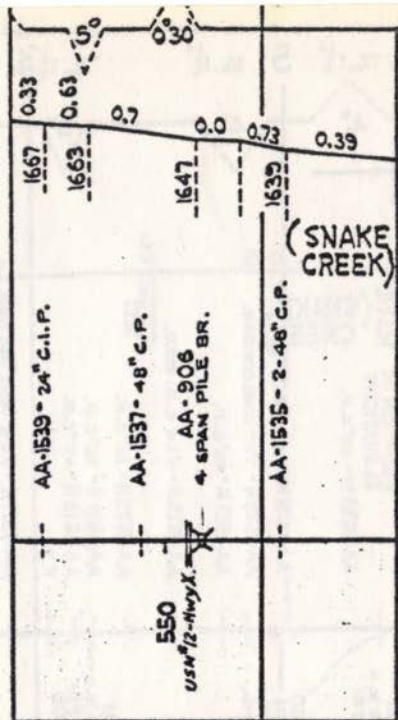
6507-  
1910

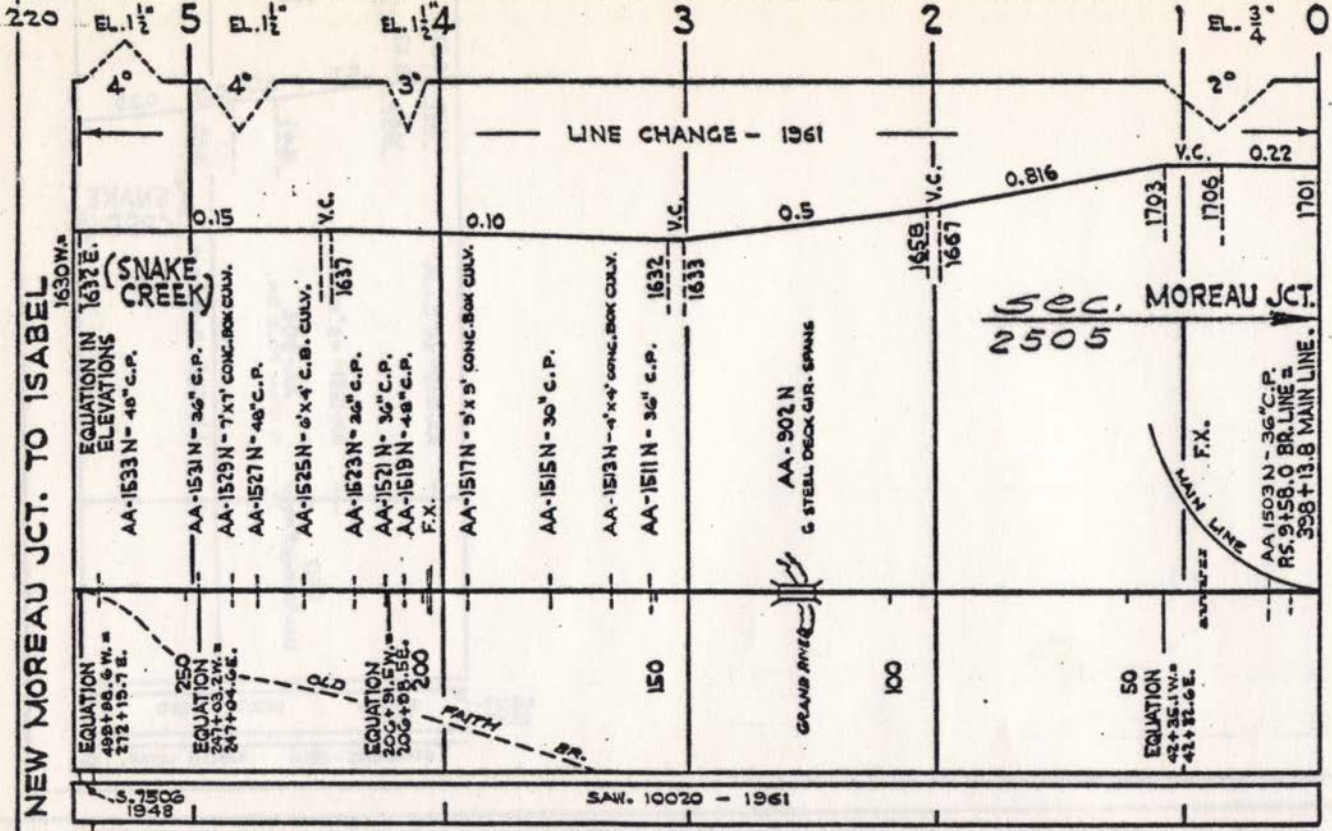
S. 7506  
1948

6507 - 1910

CINDERS - 1918

EARTH SURF. C.





NEW MOREAU JCT. TO ISABEL

SEC. MOREAU JCT.  
2505

JENGEN PIT PROCESSED GRAVEL - 1961

SAW. 10020 - 1961

EQUATION  
498+88.6 W. =  
272+19.7 E.

EQUATION  
250  
247+03.2 W. =  
247+04.5 E.

EQUATION  
200  
200+51.5 W. =  
200+58.5 E.

EQUATION  
50  
42+55.1 W. =  
41+31.6 E.

220 EL. 1 1/2" 5 EL. 1 1/2" 4 EL. 1 1/2" 3 2 1 EL. 4 1/2" 0

LINE CHANGE - 1961

0.15 V.C. 0.10 V.C. 0.5 V.C. 0.816 V.C. 0.22 1793 1706 1701

GRAND RIVER  
AA-902 N  
G STEEL DECK GIR. SPANS

MAIN LINE  
F.X.

AA 1503 N - 36° C.P.  
RS. 9158.0 BR. LINE =  
398 + 13.8 MAIN LINE.

1630 W.

EQUATION IN  
ELEVATIONS  
(SNAKE  
CREEK  
PIKE)

AA-1533 N - 48° C.P.

AA-1531 N - 36° C.P.

AA-1529 N - 7'x1' CONC. BOX CULV.

AA-1527 N - 48° C.P.

AA-1525 N - 6'x4' C.B. CULV.

AA-1523 N - 26° C.P.

AA-1521 N - 36° C.P.

AA-1519 N - 48° C.P.

F.X.

AA-1517 N - 5'x5' CONC. BOX CULV.

AA-1515 N - 30° C.P.

AA-1513 N - 4'x4' CONC. BOX CULV.

AA-1511 N - 36° C.P.

1632

1633

1658

1667

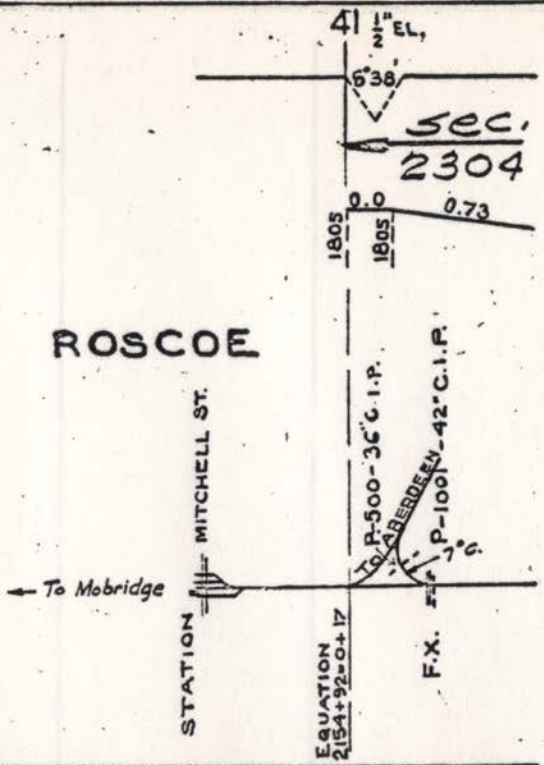
1793

1706

1701

--	--	--	--	--

ORIENT LINE - ORIENT TO ROSCOE



EQUATION  
 $2154 + 92 = 0 + 17$

85° 19' 07"

85° 07' 56" '86

40

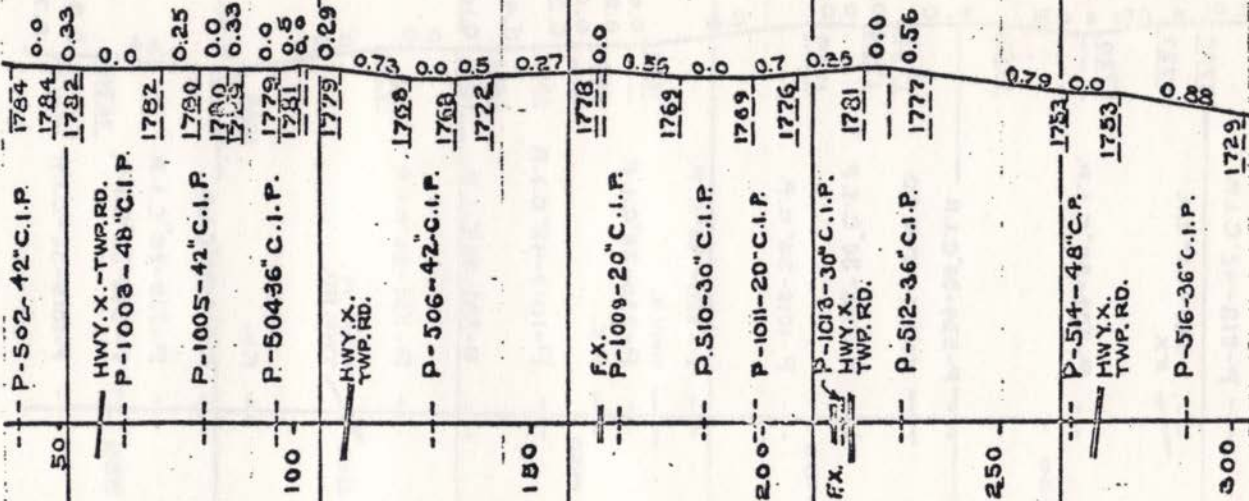
39

38

37

36

EL. 223

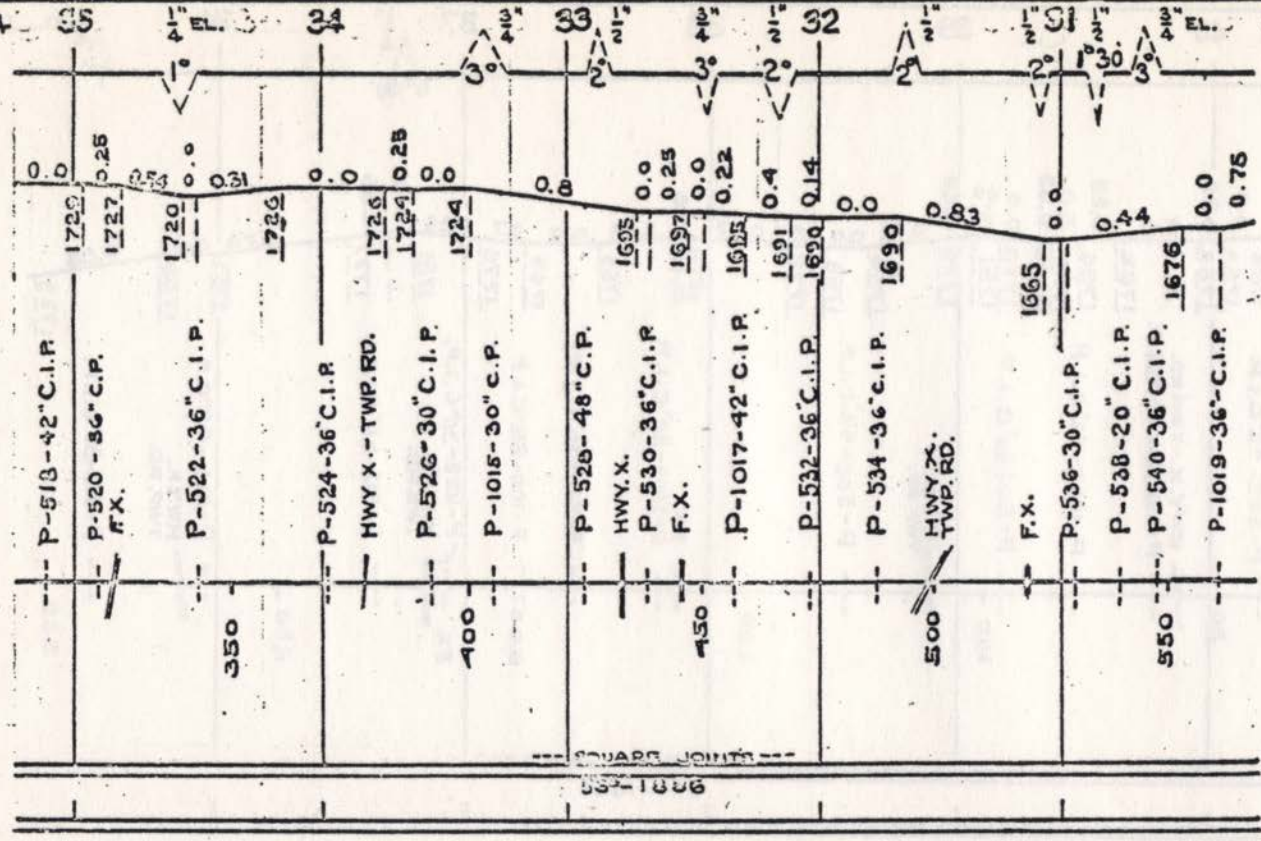


--- SQUARE JOINTS ---

569-1886

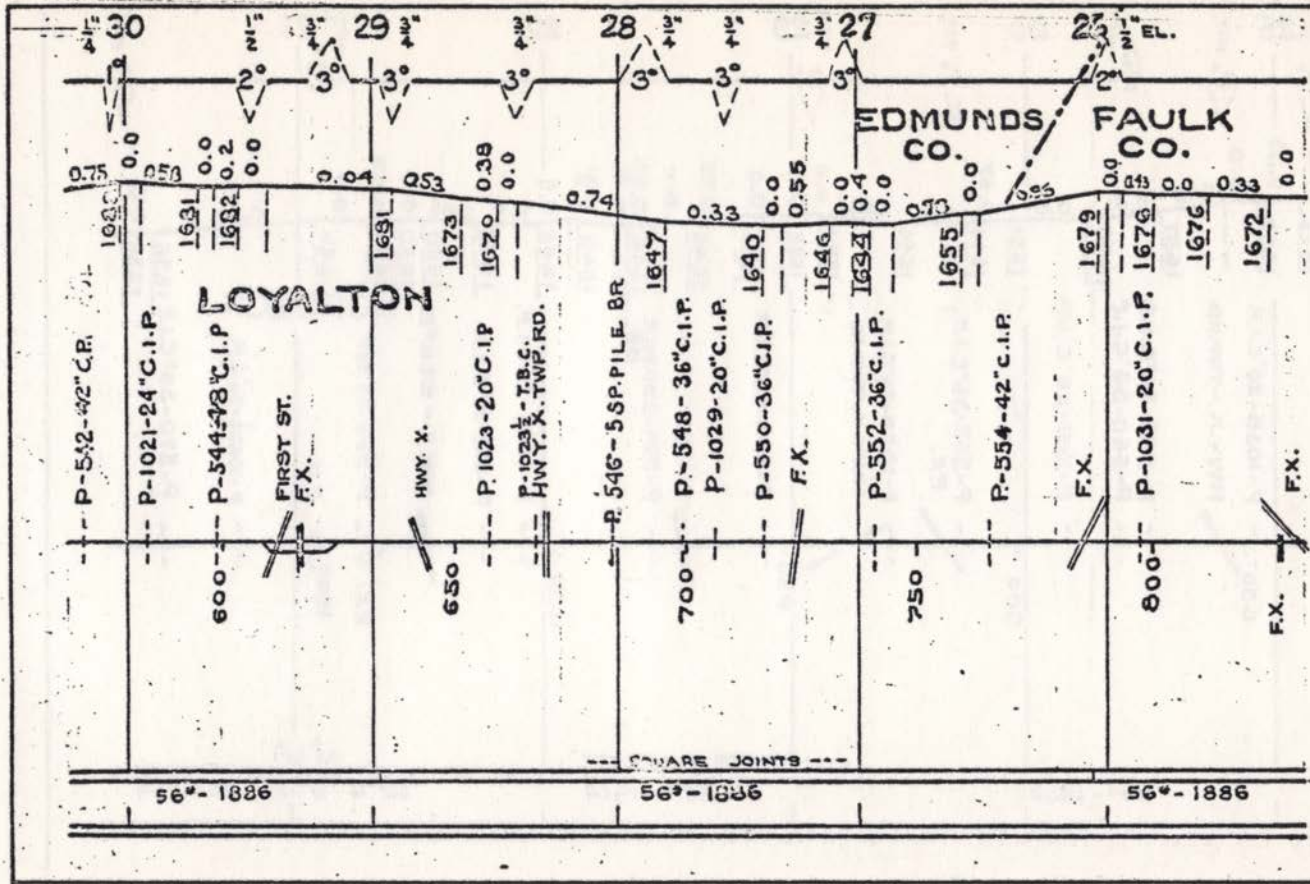


2224 65



SQUARE JOINTS  
537-1836





P-542-42" C.R.

P-1021-24" C.I.P.

600 P-544-48" C.I.P.

FIRST ST.  
F.X.

HWY. X.

650

P-1023-20" C.I.P.

P-1023 1/2" T.B.C.  
HWY. X. TWP. RD.

P-546-5 SP. PILE BR

1647

700 P-548-36" C.I.P.

P-1029-20" C.I.P.

P-550-36" C.I.P.

F.X.

750

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

P-554-42" C.I.P.

F.X.

800 P-1031-20" C.I.P.

F.X.

F.X.

56°-1886

56°-1886

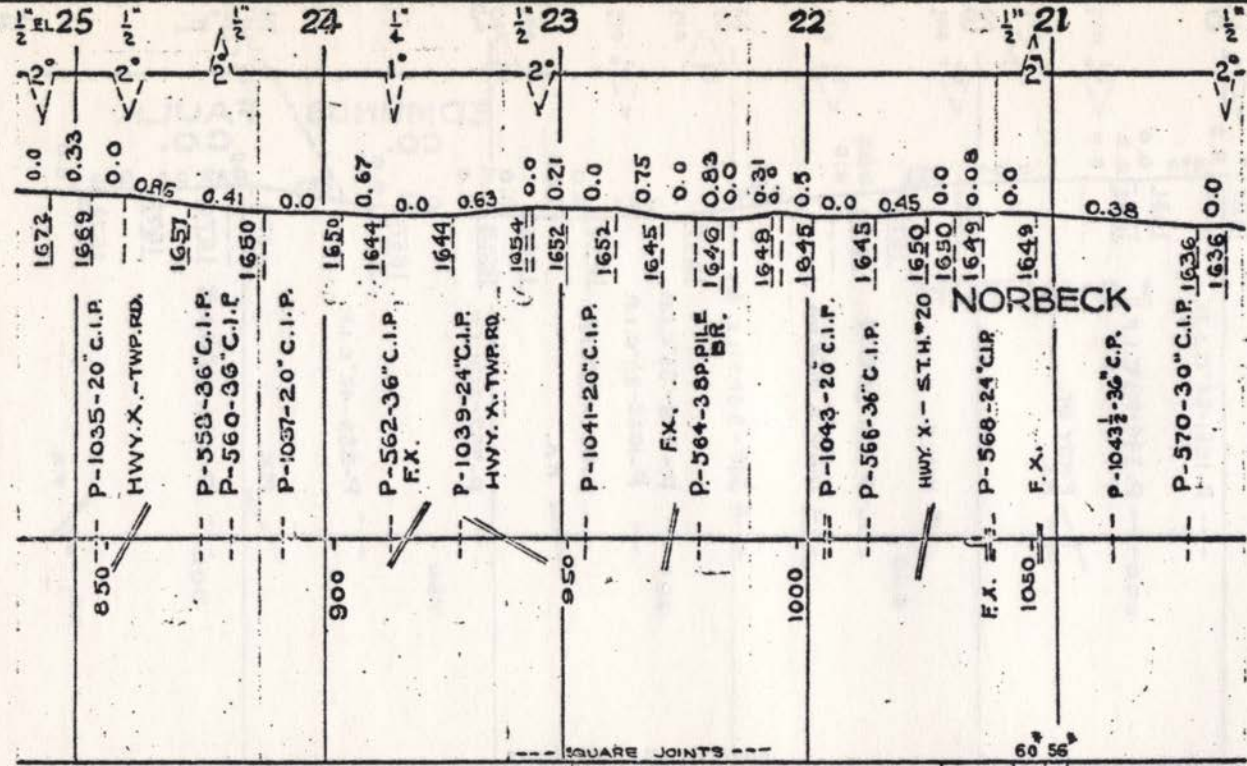
56°-1886

# LOYALTON

## EDMUNDS FAULK CO. RD.



222



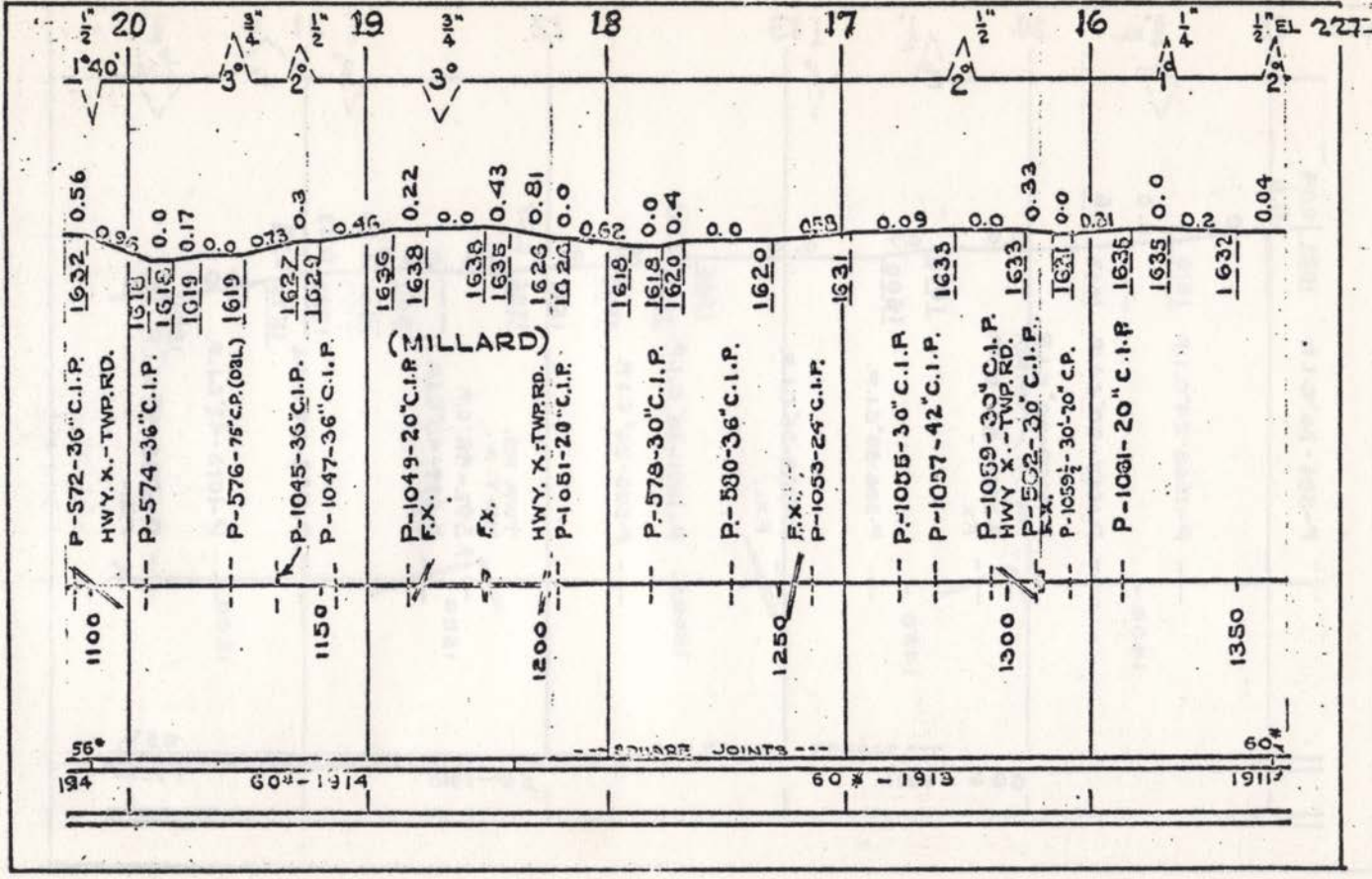
56'-1926

60'-1914

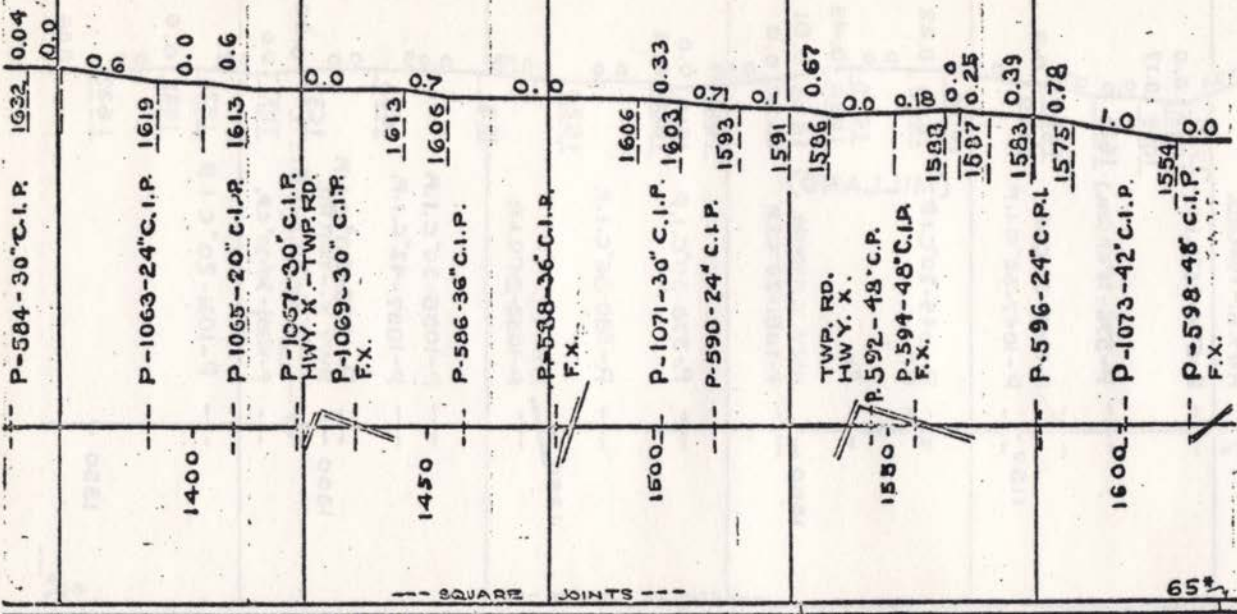
56'-1919

56'-1914

60' 56'



228 15 14 13 12 11 10





ORIENT LINE - ORIENT TO ROSCOE

230

5

4

3

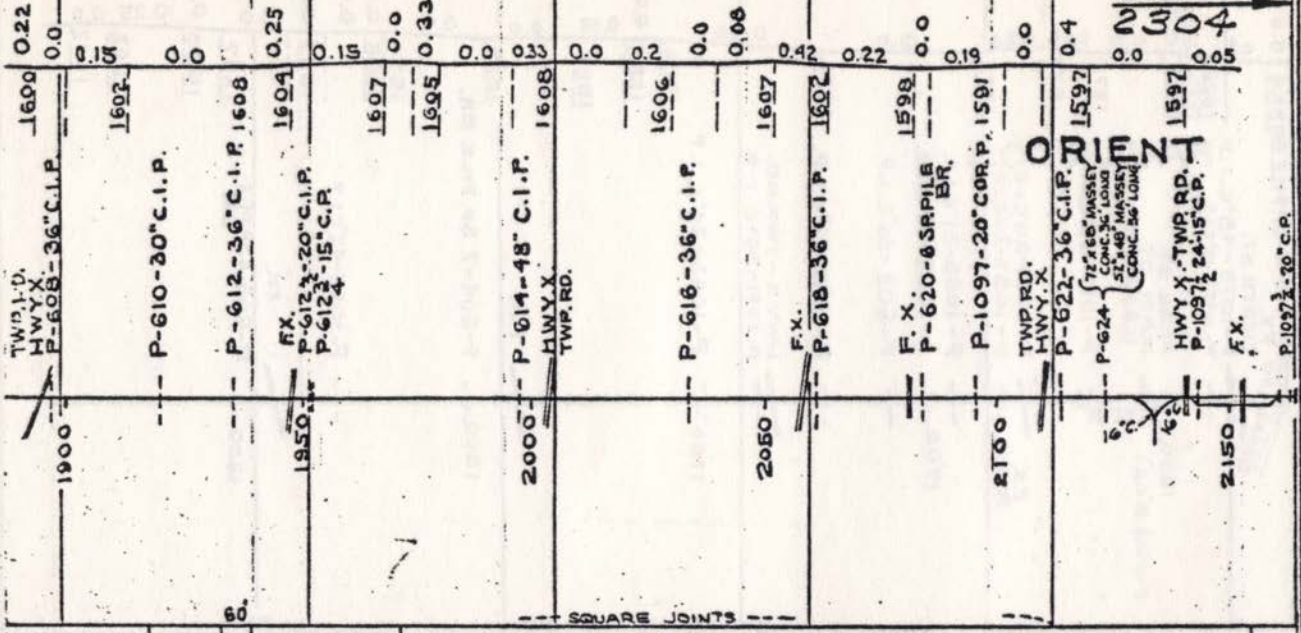
2

1

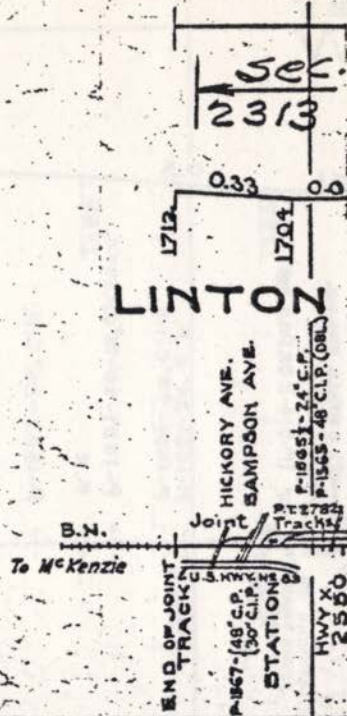
0

0° EL.  
040

SEC.  
2304



56° - 1915 50° - 15' 15 56° - 1915 50° - 1887 56° - 1887



LINTON

P-1867-48° C.P.  
30° C.I.P. (OR.)

STATIONS

HWY X  
2550

6506-1952

LINTON LINE - LINTON TO ROSCOE







234

64

W.P.

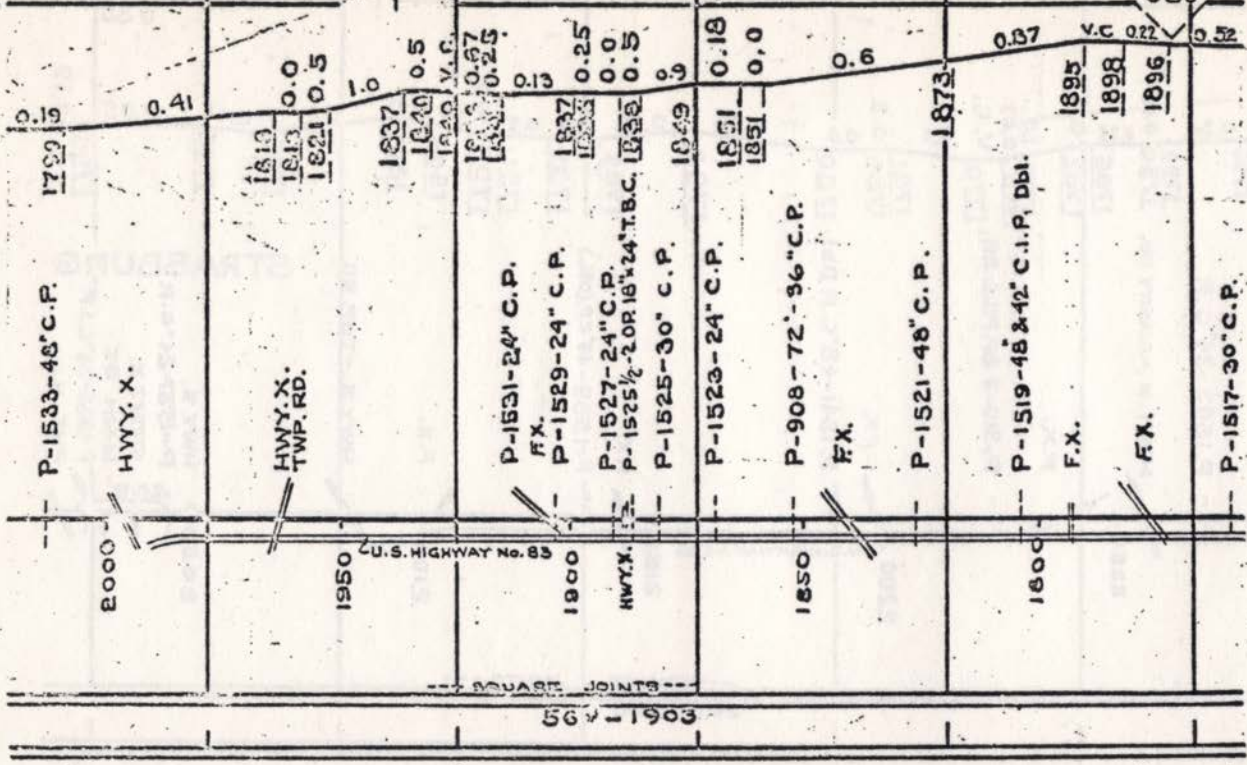
63

62

61

W.P.

60



P-1533-48" C.P.

HWY. X.

HWY. X.  
TWP. RD.

U.S. HIGHWAY No. 83

P-1531-24" C.P.  
F.X.  
P-1529-24" C.P.

P-1527-24" C.P.  
P-1525 1/2-20R 18" x 24" T.B.C.  
P-1525-30" C.P.

P-1523-24" C.P.

P-908-72"-96" C.P.

F.X.

P-1521-48" C.P.

P-1519-48" & 42" C.I.P. Dbl.

F.X.

F.X.

P-1517-30" C.P.

1750

0.41

1810  
1813  
1821

0.0  
0.5

1837  
1840  
1840

0.5  
V.C.

1850  
1850  
1850

0.27  
0.25

0.13

1837  
1837

0.25

0.0

0.5

1849  
1851  
1851

0.18

0.0

0.6

1873

0.87

V.C.

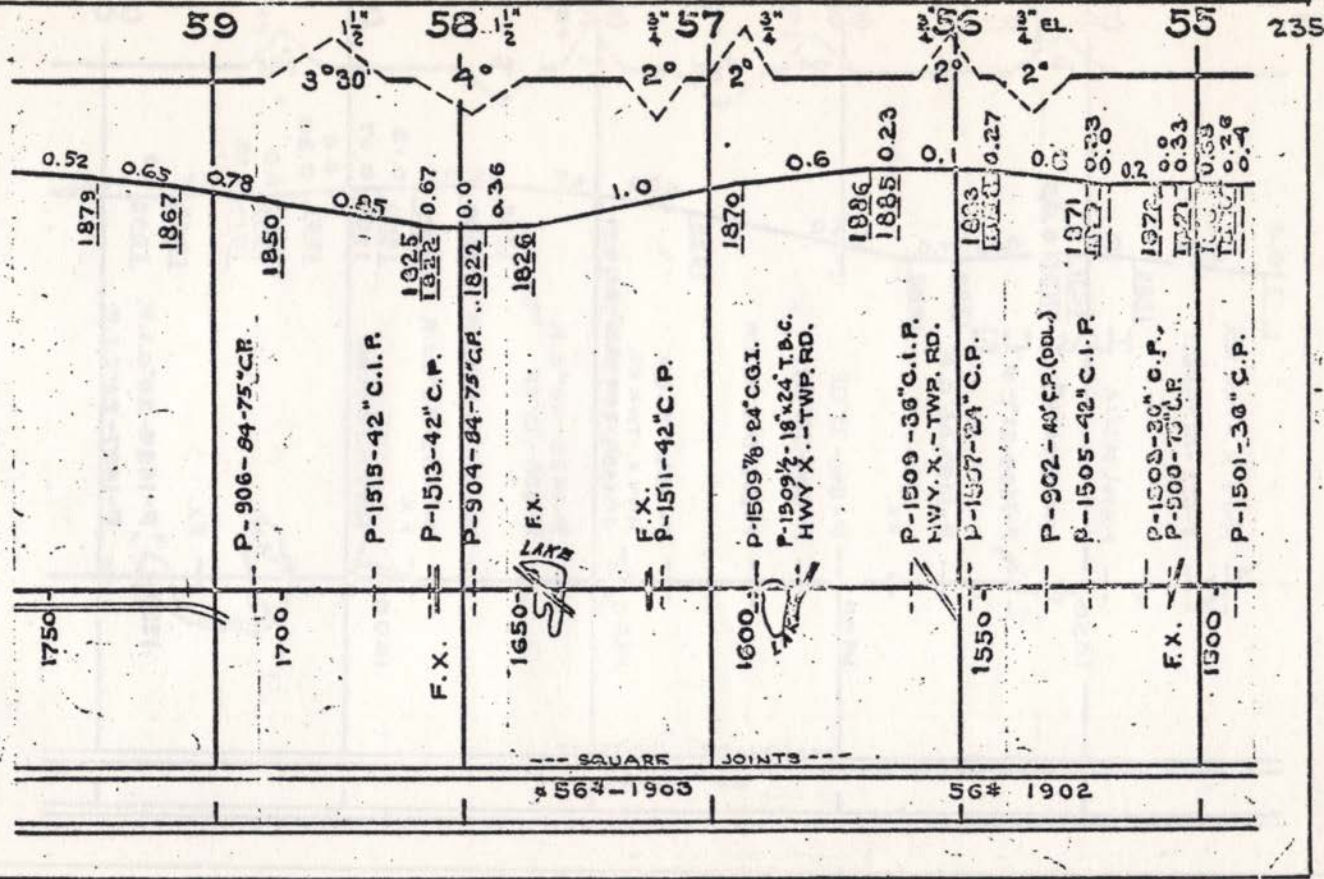
0.27

1895  
1898

1896

0.52

567-1903



1750

1700

1650

1600

1550

1500

59

58

57

56

55

235

1879

1867

1850

1825

1822

1822

1826

1870

1886

1885

1883

1871

1872

1872

1870

P-906-84-75" C.P.

P-1515-42" C.I.P.

P-1513-42" C.P.

P-904-84-75" C.P.

P-1511-42" C.P.

P-1509 7/8 - 24" C.G.I.

P-1509 1/2 - 18" x 24" T.B.C.  
HWY X. - TWP. RD.

P-1509 - 36" C.I.P.  
HWY. X. - TWP. RD.

P-1507-24" C.P.

P-902-43" C.P. (DOL.)

P-1505-42" C.I.P.

P-1503-30" C.P.

P-900-73" C.P.

P-1501-30" C.P.

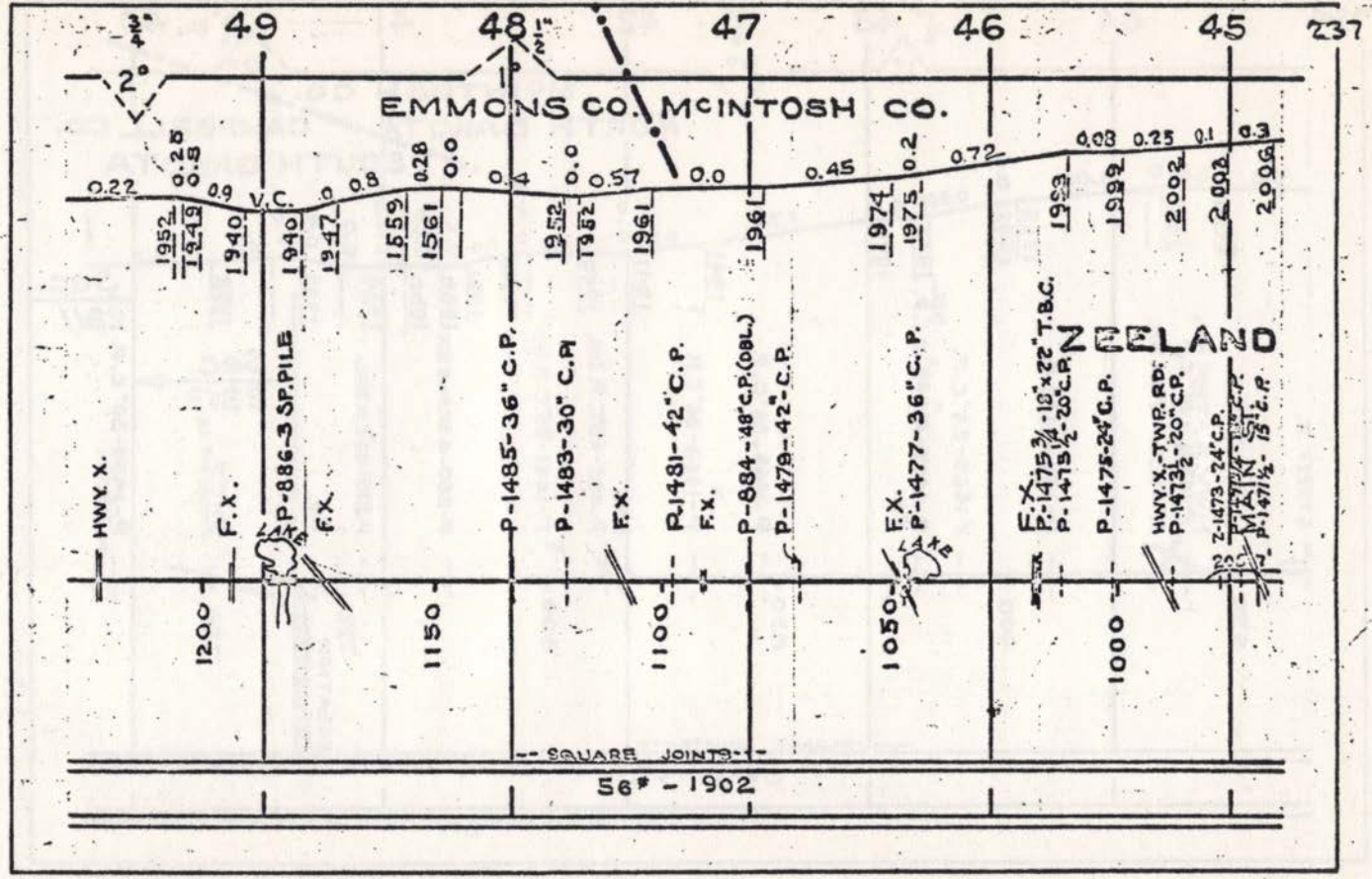
LAKES  
FX

SQUARE JOINTS  
# 564 - 1903

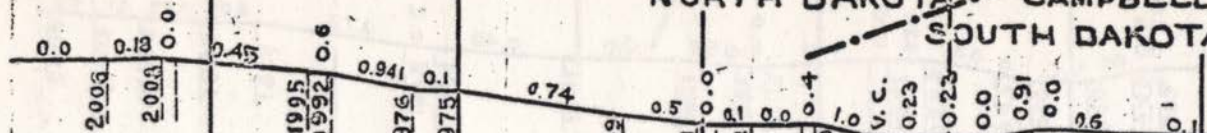
56# 1902

0.52  
0.65  
0.78  
0.95  
0.67  
0.0  
0.36  
1.0  
0.6  
0.23  
0.27  
0.0  
0.23  
0.02  
0.33  
0.33  
0.26  
0.4





MCINTOSH CO. NORTH DAKOTA CAMPBELL CO. SOUTH DAKOTA



STREET X.

HWY. X. - TWP. RD. P-1471-14-15 C.P.

HWY. X. - TWP. RD.

P-1471-24" C.P.

P-1469-24" C.P. DBL.

P-1467-42\*48" C.I.P. 1976 F.X.

1975

P-1465-36" C.P.

P-1463-36" C.P.

1942

1941

P-882-48" C.P. DBL. F.X.

1942

P-1461-24" C.P. DBL.

1940

1931

P-880-4 SR PILE BR. 1928 V.C.

1930

P-878-48" C.P. DBL. 1928

1935

HWY. X STATELINE BR. W/C. N/C. 1928

P-1459-30" C.P. F.X. 1931

950

900

850

800

750

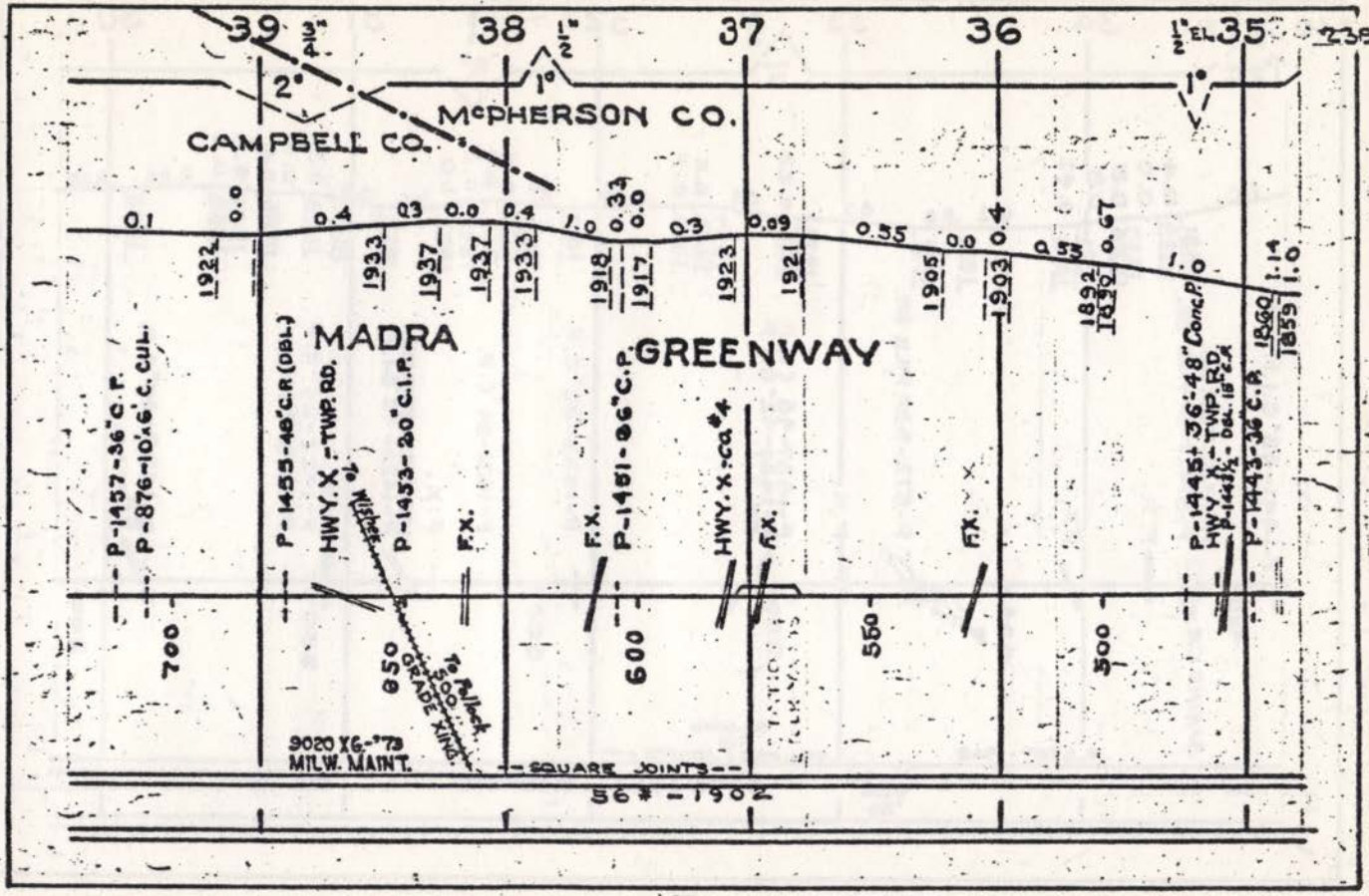
EQUATION 767103=745145

750

SQUARE JOINTS

562-1902

Sec. 2311



CAMPBELL CO. McPHERSON CO.

MADRA GREENWAY

P-1457-36 C.F.  
P-876-10 1/2 C. CUL.

P-1455-46 C.R. (OBL.)  
HWY. X - TWP. RD.  
P-1453-20 C.I.P.

P-1451-06 C.P.

P-1445+36-48 Conc.P.  
HWY. X - TWP. RD.  
P-1443-36 C.A.

1922 0.1  
1933 0.4  
1937 0.0  
1937 0.4  
1933 0.4  
1918 1.0  
1917 0.33  
1923 0.0  
1921 0.3  
1905 0.09  
1903 0.4  
1892 0.55  
1890 0.67  
1890 1.14  
1859 1.0

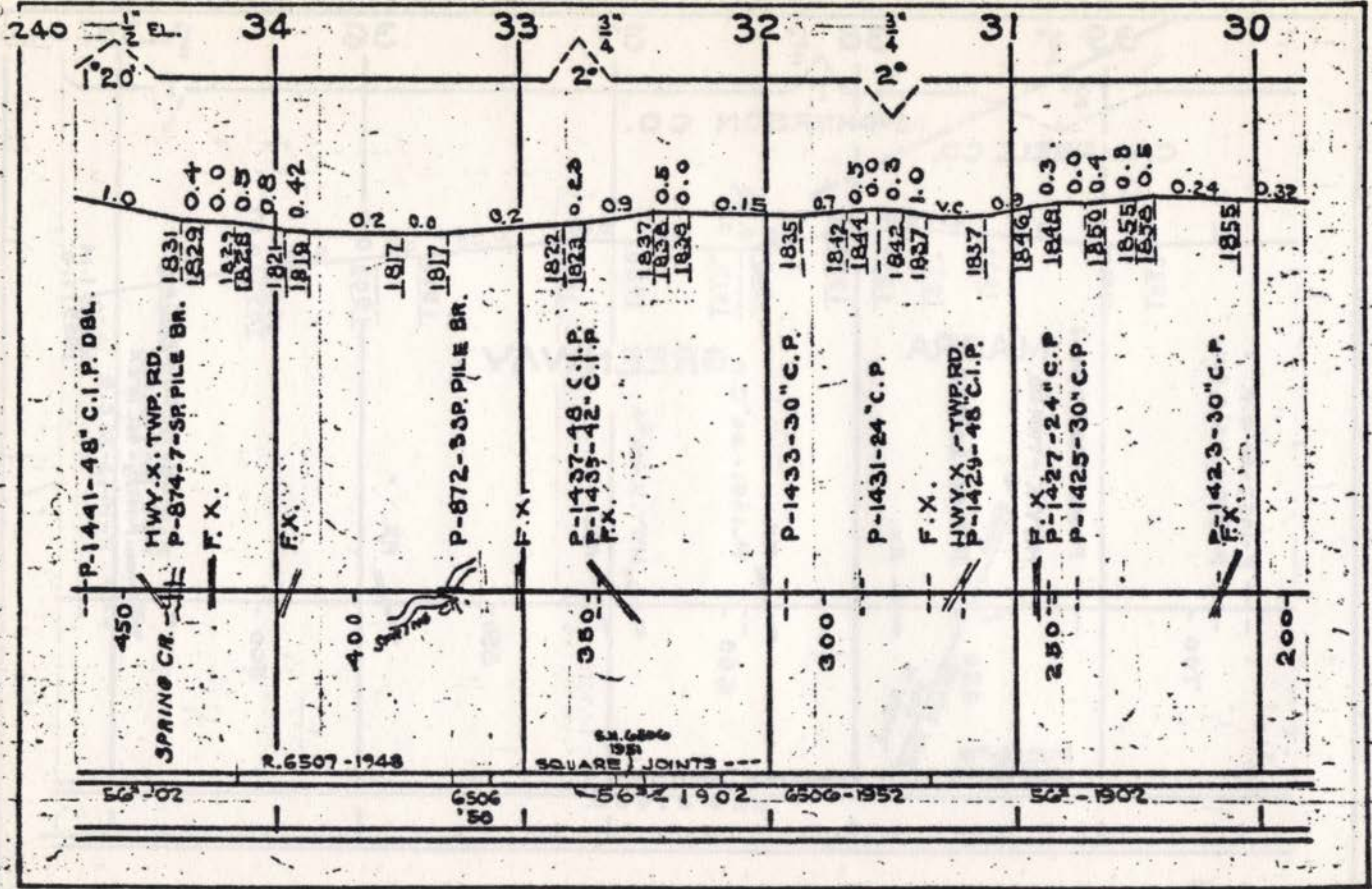
9020 X6-73  
MILW. MAINT.

SQUARE JOINTS

56# - 1902

STATION  
E L K V A D S





P-1441-48 C.I.P. DBL.

HWY. X. TWP. RD.  
P-874-7-SR PILE BR.

F. X.

F. X.

P-872-53P PILE BR.

F. X.

P-1437-18 C.I.P.  
P-1435-42 C.I.P.

P-1433-30 C.P.

P-1431-24 C.P.

F. X.

HWY. X. TWP. RD.  
P-1429-48 C.I.P.

P-1427-24 C.P.

P-1425-30 C.P.

P-1423-30 C.P.

450

SPRING CR.

R. 6507-1948

400



350

SQUARE JOINTS

300

250

200

56-1902

56-1902

56-1902

56-1952

56-1902

240

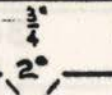
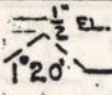
34

33

32

31

30



1831

1829

1827

1828

1821

1819

1817

1817

1822

1823

1837

1838

1839

1835

1842

1844

1842

1837

1837

1846

1848

1850

1855

1850

1855

1.0

0.4

0.0

0.5

0.8

0.42

0.2

0.0

0.2

0.28

0.9

0.5

0.0

0.15

0.5

0.0

0.3

1.0

0.3

0.0

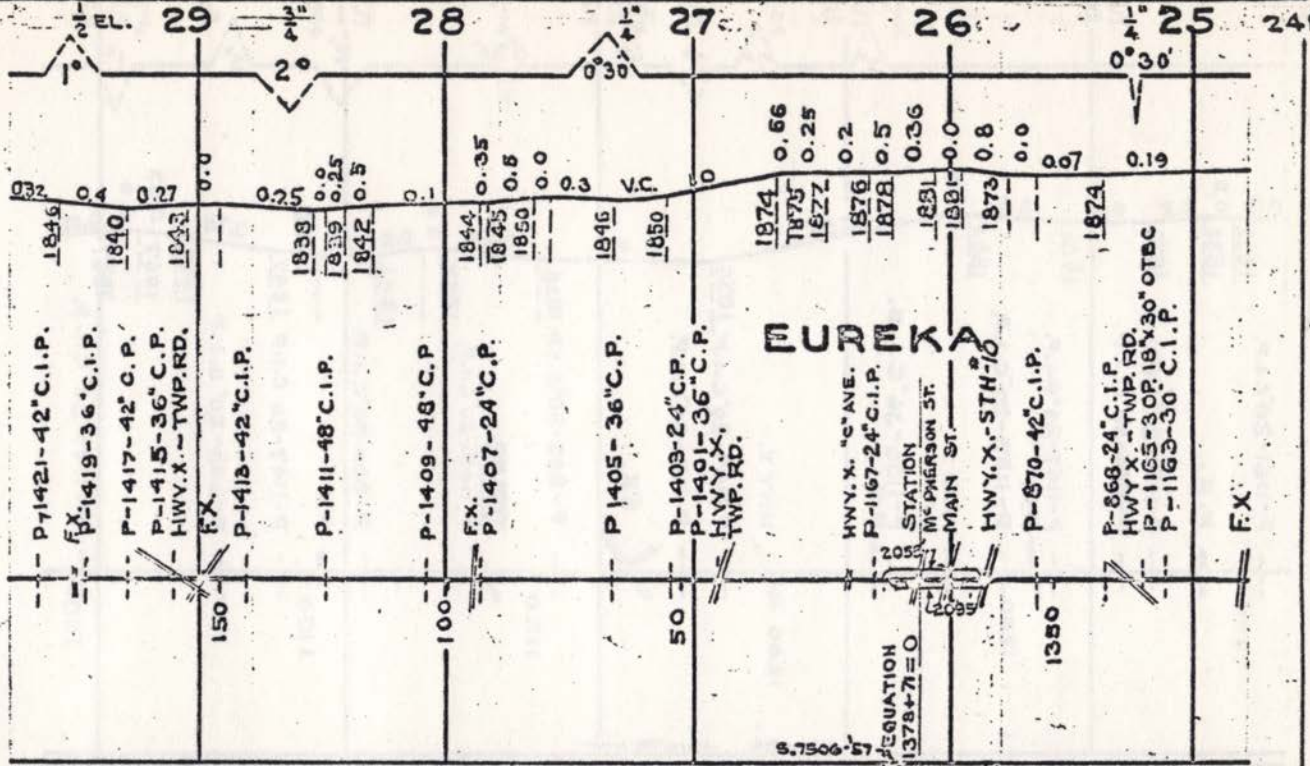
0.4

0.8

0.5

0.24

0.37



-- P-1421-42" C.I.P.

FX P-1419-36" C.I.P.

-- P-1417-42" C.P.

-- P-1415-36" C.P.

-- HWY. X. - TWP. RD.

FX P-1413-42" C.I.P.

-- P-1411-48" C.I.P.

-- P-1409-48" C.P.

FX P-1407-24" C.P.

-- P-1405-36" C.P.

-- P-1403-24" C.P.

-- P-1401-36" C.P.

FX HWY. X. - TWP. RD.

HWY. X. - C. AVE.

P-1167-24" C.I.P.

STATION McPHERSON ST. MAIN ST.

HWY. X. - 5TH-10

-- P-670-42" C.I.P.

P-868-24" C.I.P.

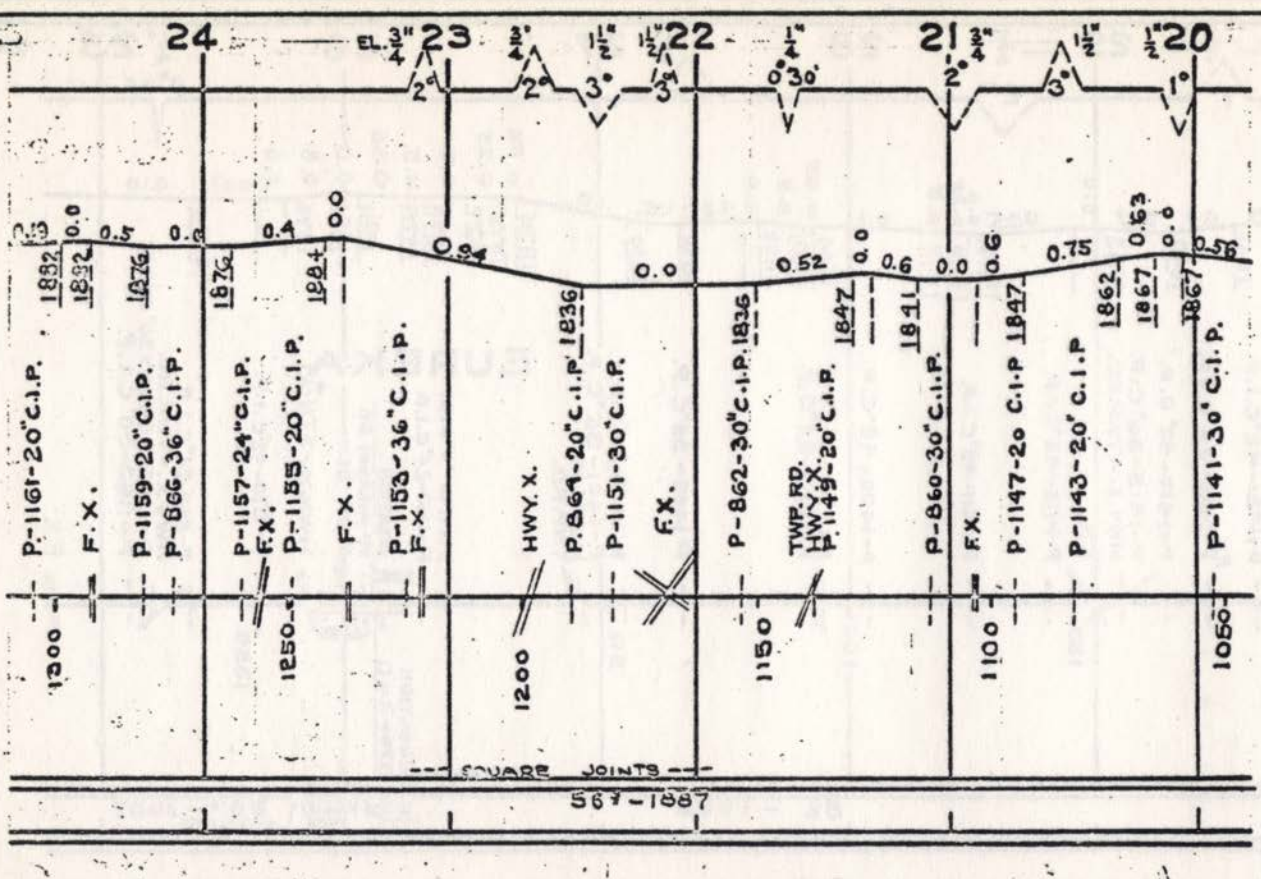
HWY X. - TWP. RD.

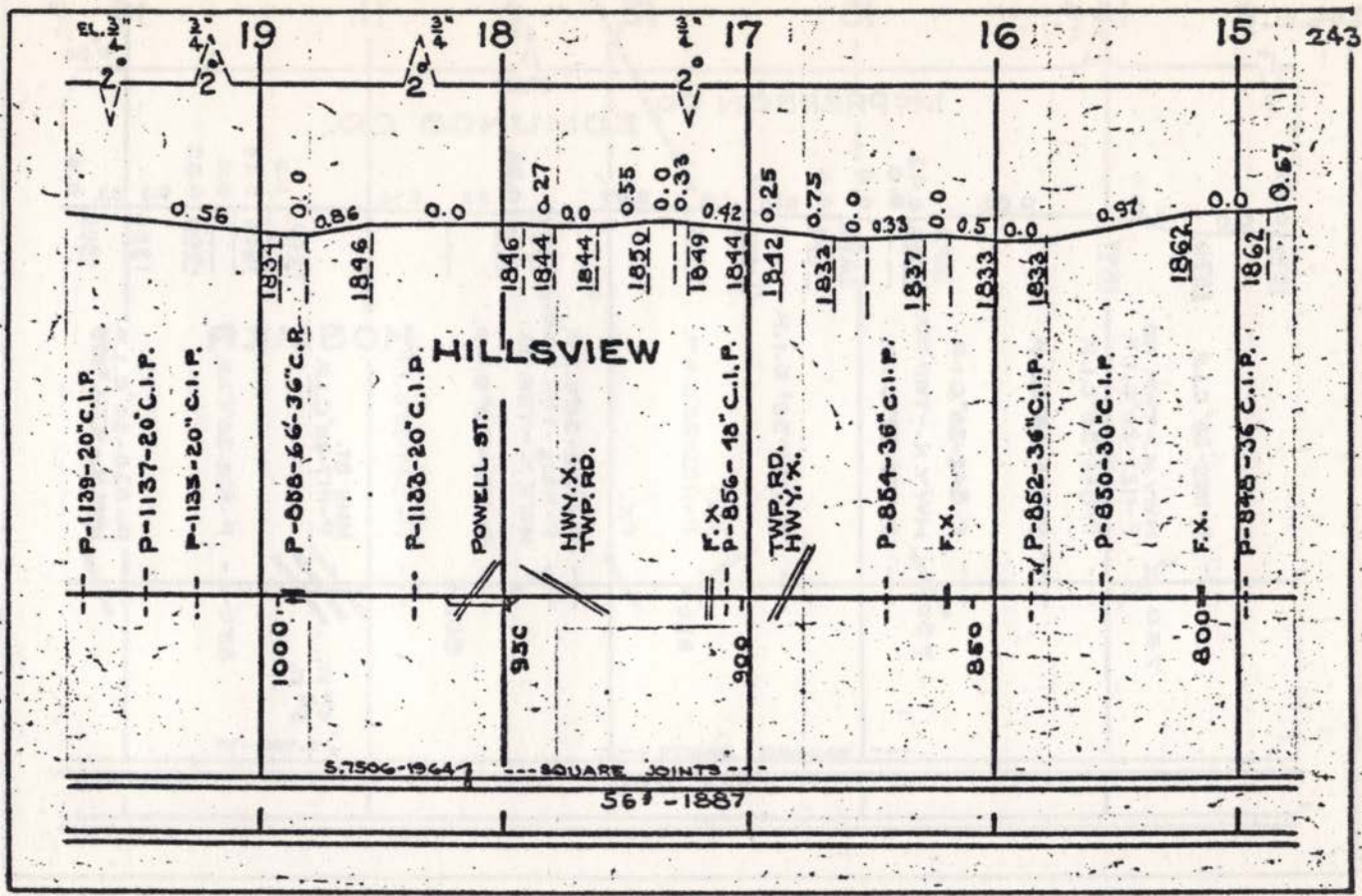
P-1165-30P. 18' x 30' OTBC

P-1163-30 C.I.P.

FX

56 - 1902  
 1007 1908 564 - 1887  
 8.7506-57 8.7506-58 8.7506-59





S. 7506-1944

--- SQUARE JOINTS ---

56' - 1887

HILLSVIEW

244 EL. 11'

14

13

12

11

10

MCPHERSON CO. EDMUNDS CO.

1870 0.67

0.0

1.0

1891

0.06

1882

0.43

1886

0.0

1890

0.4

1890

0.0

1890

0.53

1898

0.5

1900

0.09

0.25

1897

0.0

1895

0.14

0.0

0.14

1900

0.0

1898

0.23

1900

0.0

0.33

1900

0.0

1902

0.0

0.0

P-1129-20" C.I.P.

HWY. X. - TWP. RD.  
P-1127-20" C.I.P.

P-846-30" C.I.P.

P-844-36" C.I.P.

P-842-30" C.I.P.

HWY. X. - TWP. RD.

P-840-24" C.I.P.

P-638-30" C.I.P.

F.X.

P-1125-20" C.I.P.

F.X.

P-1123-30" C.I.P.

P-1121 1/2 - 1 OR T.B.C.

HWY. X. - TWP. RD.

P-1121-30" C.I.P.

P-634-30" C.I.P. **IOSMER**

MAIN ST.

P-1117-20" C.I.P.

4TH ST.

5TH ST.

S. 7500-57

P-632-30" C.I.P.

P-630-30" C.I.P.

HWY. X. - 8TH. #103

750

700

650

600

550

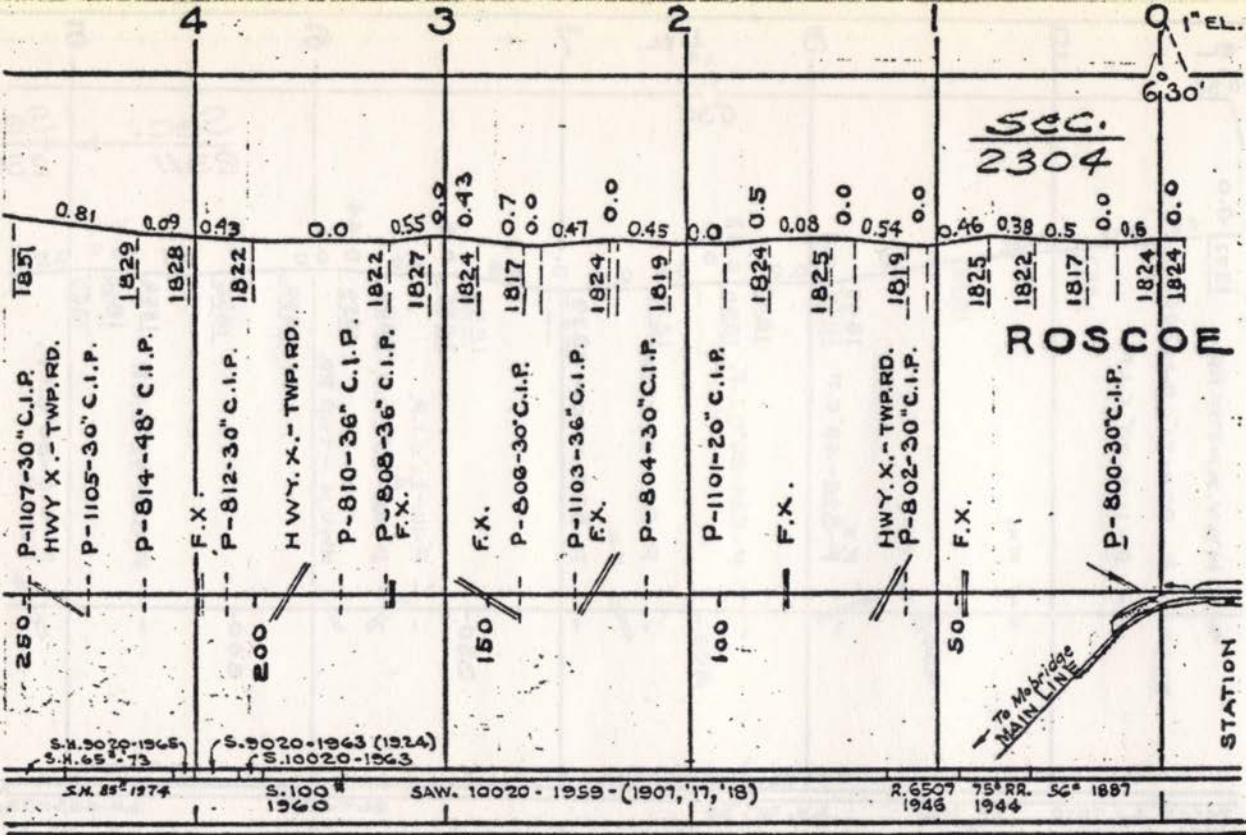
SQUARE JOINTS

56' - 1887.

75' RR 1954



LINTON LINE - ROSCOE TO LINTON



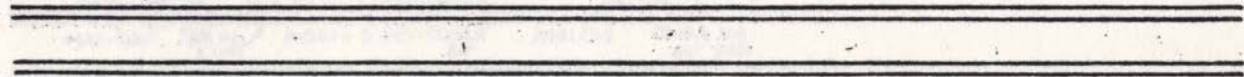
S.X. 3020-1965  
S.X. 65-73

S. 100  
1960

SAW. 10020 - 1959 - (1907, '17, '18)

R. 6507 75<sup>th</sup> RR. SC<sup>th</sup> 1887  
1946 1944







ABERDEEN TO EDGELEY

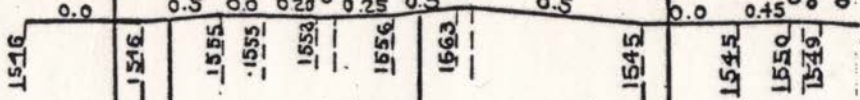
248

63.27 63

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

61

600.  
2309



EDGELEY

To La Moore  
R=0.0

P-140-60° C.I.P.

MILES ST.

P-641 $\frac{1}{2}$ -30° C.I.P.

P-641-24° C.I.P.

HWY. X - ST. N. #13

P-138-30° C.I.P.

HWY. X - TWP. RD.

P-637-30° C.I.P.

P-635-20° C.I.P.

P-633 $\frac{1}{2}$ -24° C.I.P.

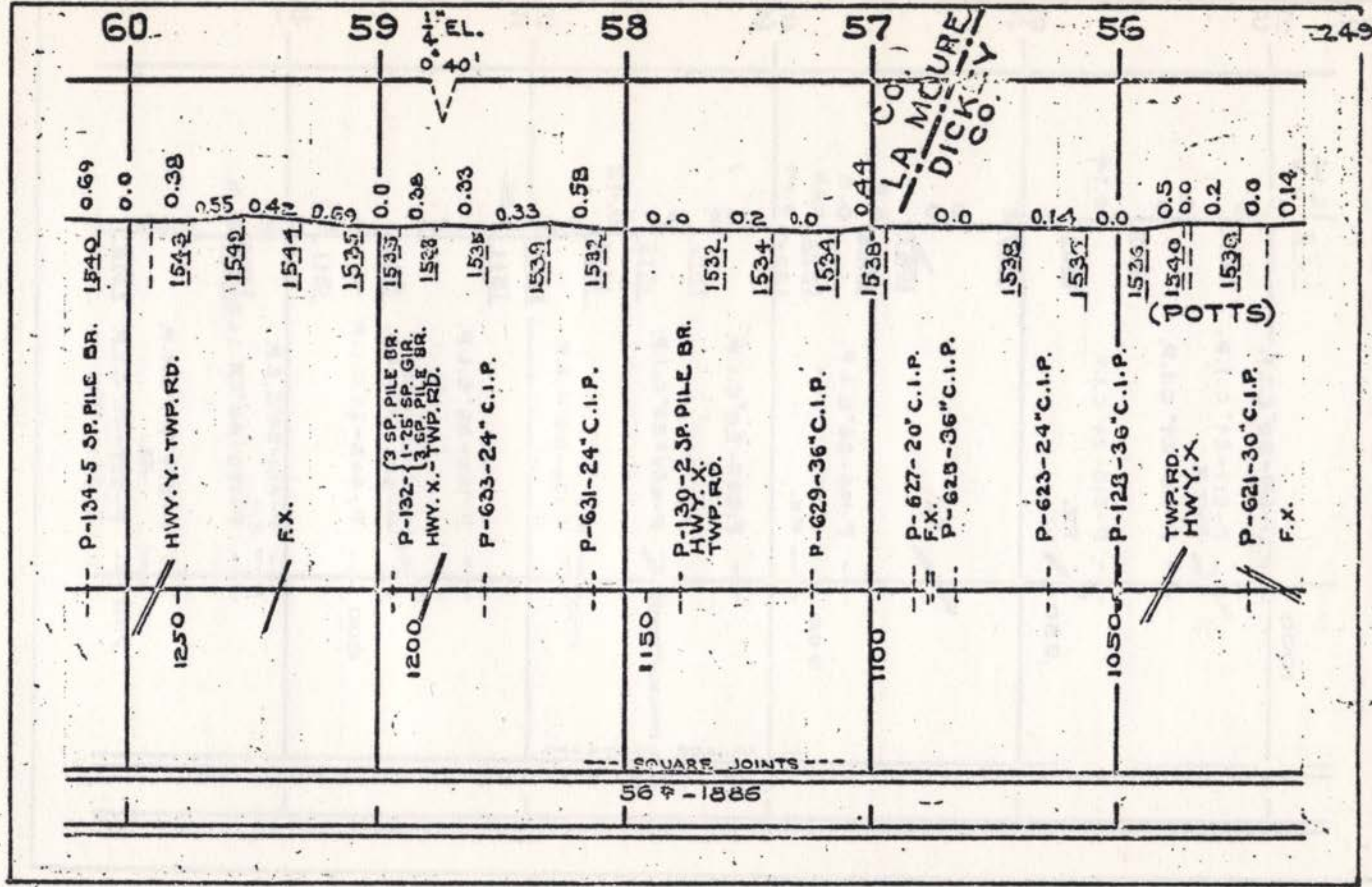
HWY. X - TWP. RD.

P-136-60° C.I.P.

B.N. STATION  
1400  
WARREN ST.

Square Joints  
S. N. 8504  
1962 (1966)

56° 26507 1886 '49  
56° 1886  
26507 1886 '48  
56° -1886  
56° 1886  
1961



P-134-5 3P. PILE BR.

1250 // HWY. Y.-TWP. RD.

F.X.

1200 // P-132-  
 { 3 SP. PILE BR.  
 1-25" SP. GR.  
 HWY. X.-TWP. RD.

P-633-24" C.I.P.

P-631-24" C.I.P.

56' - 1886

1150 // P-130-2 3P. PILE BR.  
 HWY. X.  
 TWP. RD.

P-629-36" C.I.P.

1100 // P-627-20" C.I.P.  
 F.X.  
 P-625-36" C.I.P.

P-623-24" C.I.P.

P-123-36" C.I.P.

TWP. RD.  
 HWY. X.

P-621-30" C.I.P.

F.X.

1540

1542

1542

1541

1535

1533

1538

1535

1539

1532

1532

1534

1534

1538

1538

1535

1540

1530

0.69

0.0

0.38

0.55

0.4

0.69

0.0

0.36

0.33

0.33

0.58

0.0

0.2

0.0

0.44

0.14

0.0

0.5

0.0

0.2

0.0

0.14

60

59

58

57

56

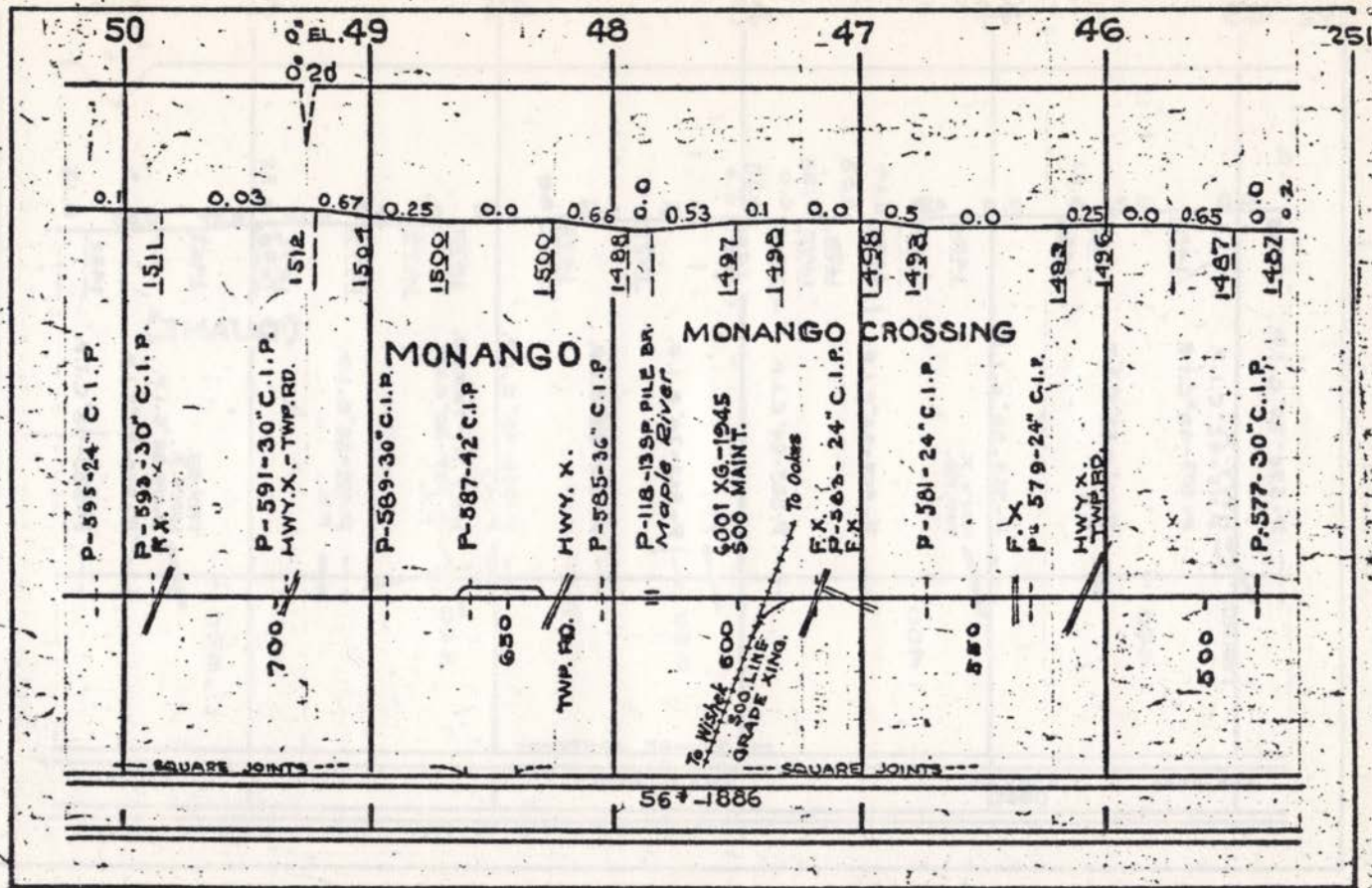
0.41' ±  
 6' P.

LA MOURE  
 &  
 DICKSON  
 CO.

550 55 54 53 52 51

1000	P-619-30" C.I.P.	1522	0.14
	P-617-24" C.I.P. HWY X	1525	0.0
	P-615-24" C.I.P.	1525	0.0
	P-613-24" C.I.P. FX	1523	0.14
950		1527	0.32
	FX	1527	0.0
	P-128-36" C.I.P.	1523	0.5
	FX	1525	0.0
900		1525	0.25
	P-609-20" C.I.P.	1525	0.14
	P-607-36" C.I.P.	1519	0.28
	P-605-24" C.I.P.	1519	0.0
	FX	1514	0.46
850		1513	0.0
	P-124-36" C.I.P.	1511	0.25
	P-122-36" C.I.P.	1511	0.0
	HWY X - TWP. RD. P-605-24" C.I.P.	1511	0.0
800		1511	0.32
	P-603-24" C.I.P.	1511	0.0
	P-601-30" C.I.P. FX	1506	0.32
	P-120-60" CR	1506	0.0
750		1513	0.0
	P-599-24" C.I.P. FX	1513	0.28
	P-597-48" C.I.P.	1513	0.0

SQUARE JOINTS  
56" - 1886



252 45 44 43 42 41

0.2  
0  
0.22  
0.21  
0.0  
0.53  
0.14  
0.33  
0.33  
0.0  
0.38  
0.0  
0.16  
0.12  
0.0  
0.32  
0.1  
0.0  
0.13  
0.25  
0.07  
0.09  
0.15

P-578-20° C.I.P. 1488  
HWY. X. P-116-42° C.I.P. 1496  
P-873-46° C.I.P. 1482  
P-114-42° C.I.P. 1484  
P-369-36° C.I.P. 1484  
HWY. X. TWP. RD. 1477  
P-567-36° C.I.P. 1476  
P-565-24° C.I.P. 1479  
FX. 1478  
P-563-20° C.I.P. 1472  
P-561-36° C.I.P. 1479  
P-559-48° C.I.P. 1473  
HWY. X. TWP. RD. P-557-20° C.I.P. 1474  
P-112-36° C.I.P. 1475  
TWP. RD. HWY. X. P-110-36° C.I.P. 1467  
P-558-30° C.I.P. 1465  
P-553-16° C.I.P. 1465

TWP. RD. 450  
100  
350  
300  
250

(DUANE)

--- SQUARE JOINTS ---

56# - 1886

570# - 59 (1903)

56# - 1886

10' 11' 12' 13' 14'

40

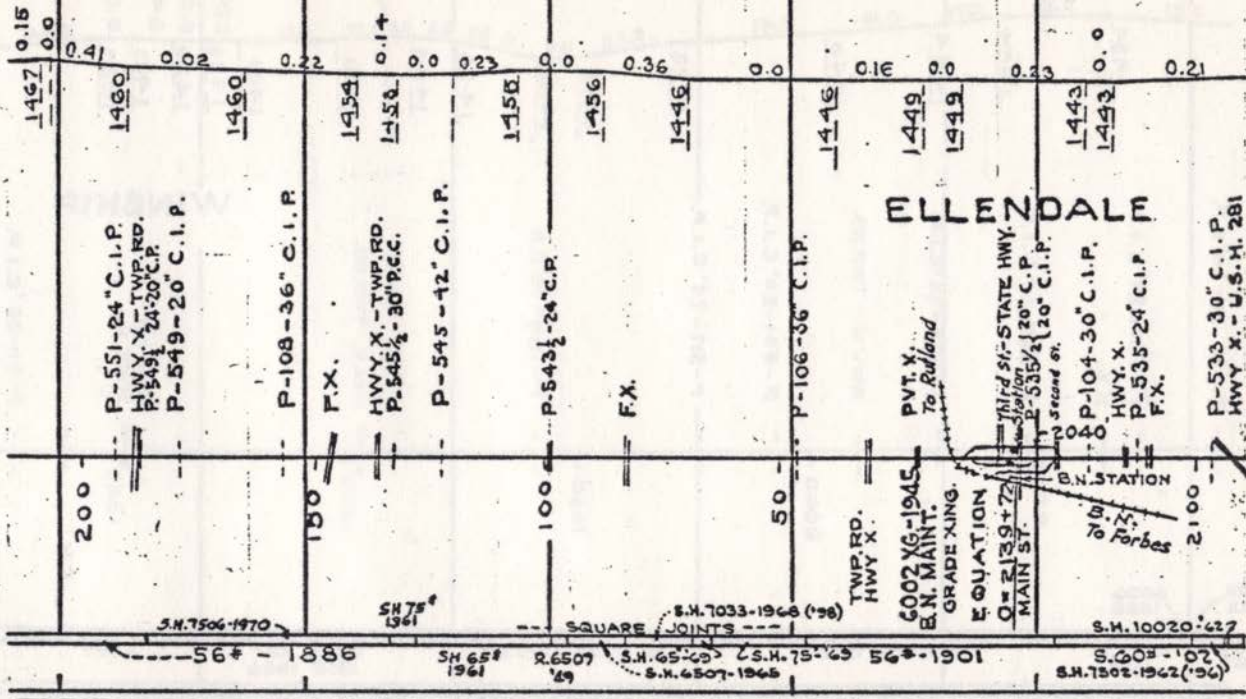
39

38

37

36

253



254 35

34

33

0° EL 32

31

DICK EY CO. / BROWN CO.

NORTH DAKOTA / SOUTH DAKOTA

WINSHIP

P-531 30'-24" C.I.P.

P-529-24" C.I.P.  
F.X.

P-525-24" C.I.P.

P-523-24" C.I.P.

HWY. X. - TWP. RD.

P-521-20" C.I.P.

P-519-24" C.I.P.

P-100-75" C.P.

HWY. X. - TWP. RD.

TWP. RD.  
HWY. X.

P-511-24" C.I.P.

0.21 0.0 0.71 0.18 0.41 0.65 0.0 0.88 0.6 0.0 0.27 0.0 0.29 0.0 0.44 0.0 0.44

1454

1454

1444

1440

1426

1413

1410

1428

1434

1431

1431

1429

1429

1433

1433

1433

F.X.

75 RR  
1953

6506  
1958

6506  
1958

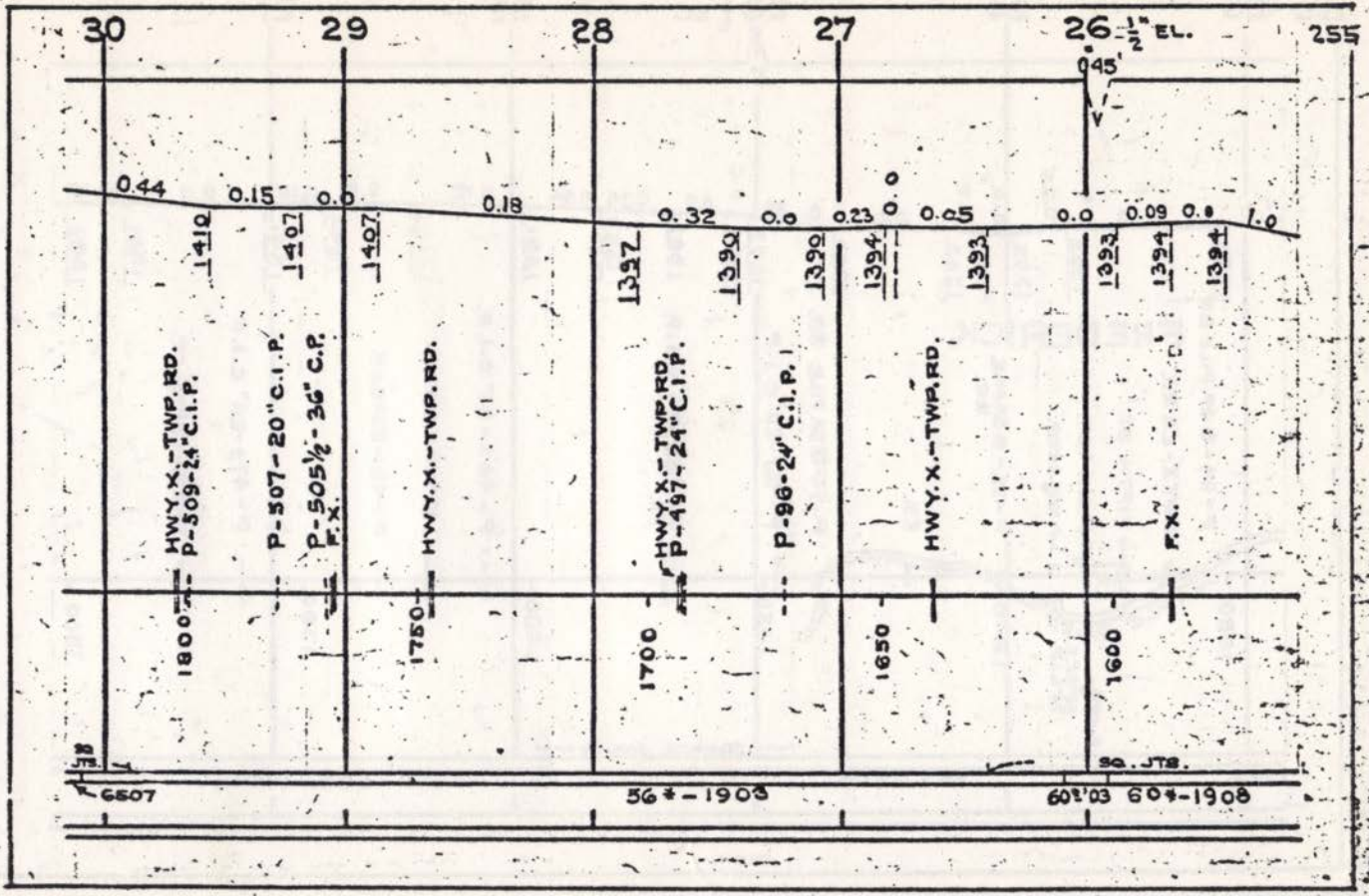
S. 75 R.R.  
1955

S.H. 6506 - 1953

S. 6506 - 1952

6506 65  
1958 1956

6507





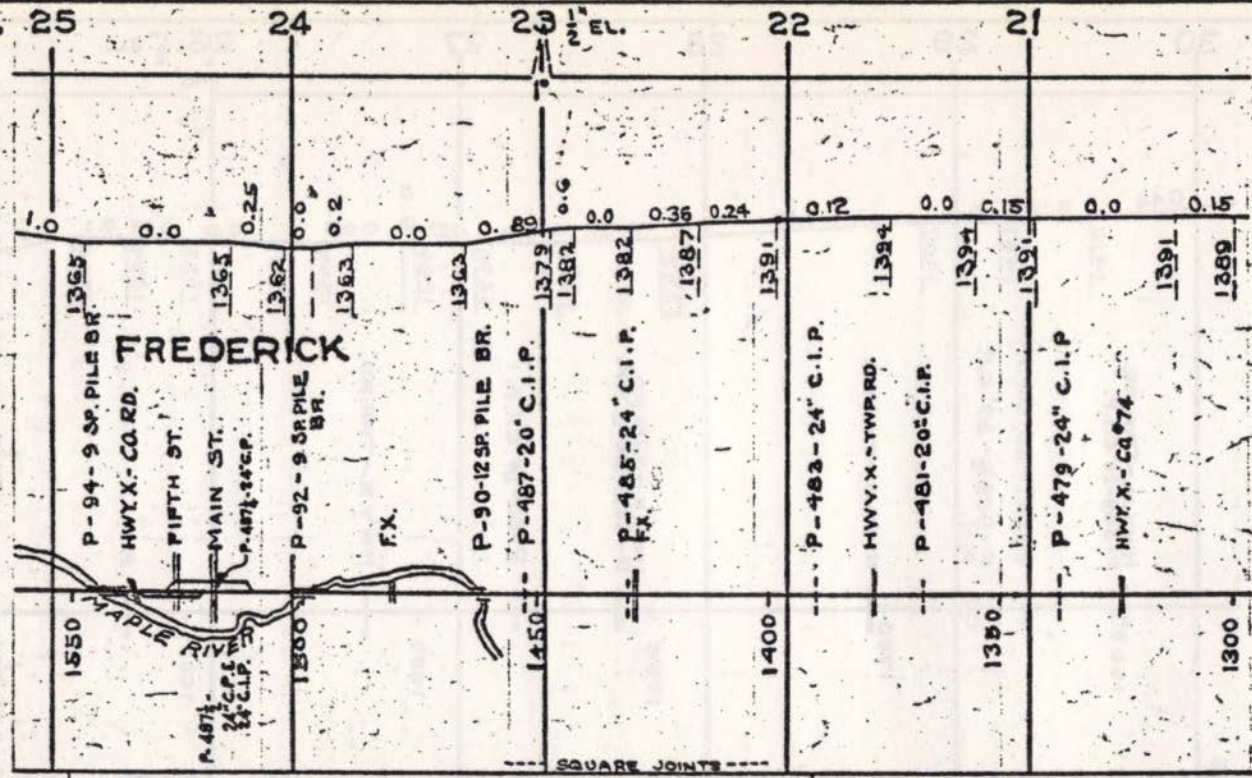
256 25

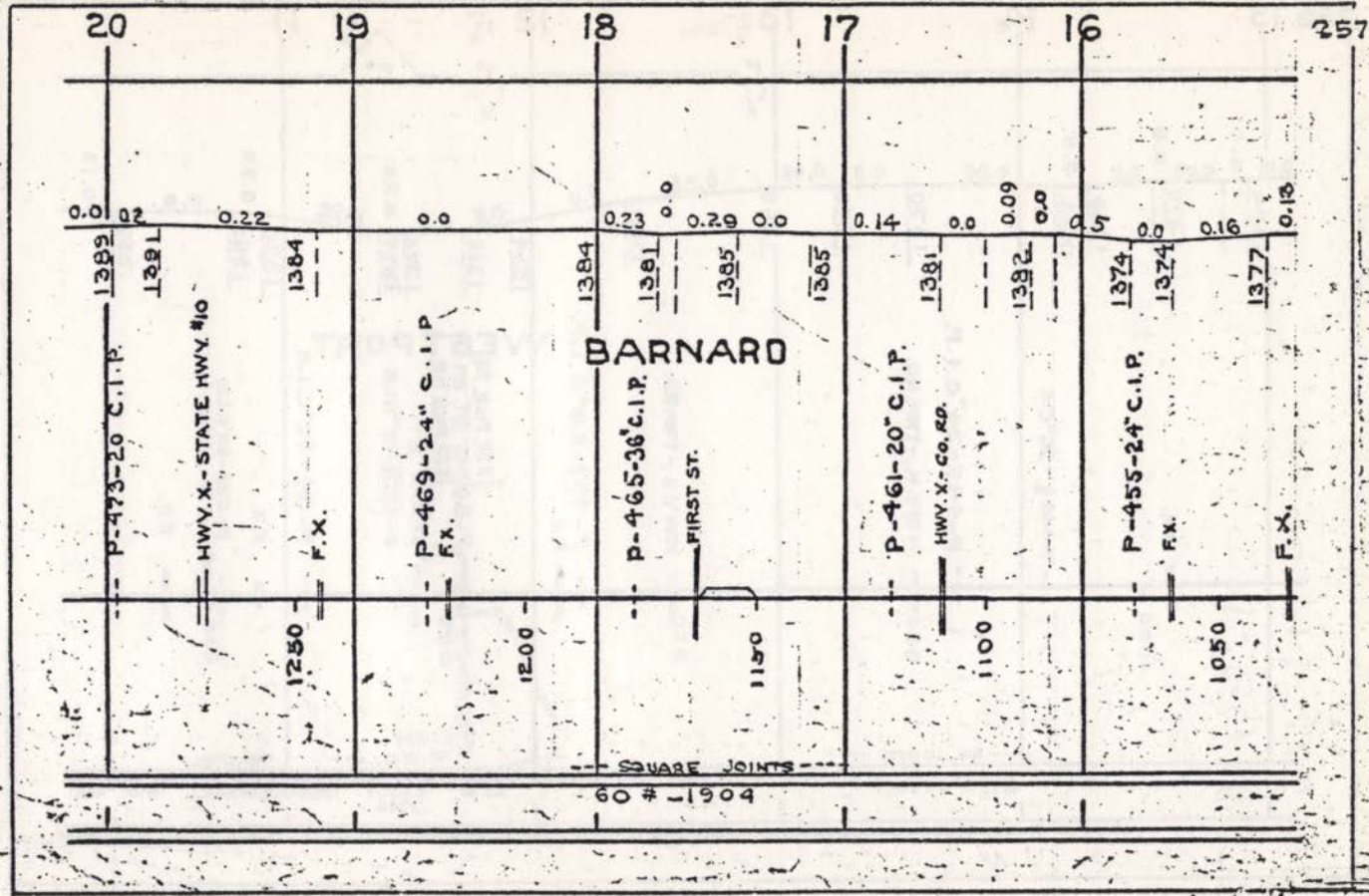
24

23  
MI.  
E.

22

21





BARNARD

Column	Row 257	Row 16	Row 17	Row 18	Row 19	Row 20
16	0.13	1377	1374	1384	1384	1389
17	0.16	1374	1381	1385	1384	1391
18	0.09	1382	1381	1385	1384	1391
19	0.00	1374	1381	1385	1384	1391
20	0.02	1374	1381	1385	1384	1391

60 # - 1904

SQUARE JOINTS

P-473-20 C.I.P.

HWY. X.-STATE HWY. #10

P-469-24" C.I.P.

P-465-36" C.I.P.

P-461-20" C.I.P.

P-455-24" C.I.P.

FIRST ST.

HWY. X.-CO. RD.

F.X.

1250

1200

1150

1100

1050

0.02

0.22

0.0

0.23

0.0

0.29

0.0

0.14

0.0

0.09

0.0

0.5

0.0

0.16

0.13

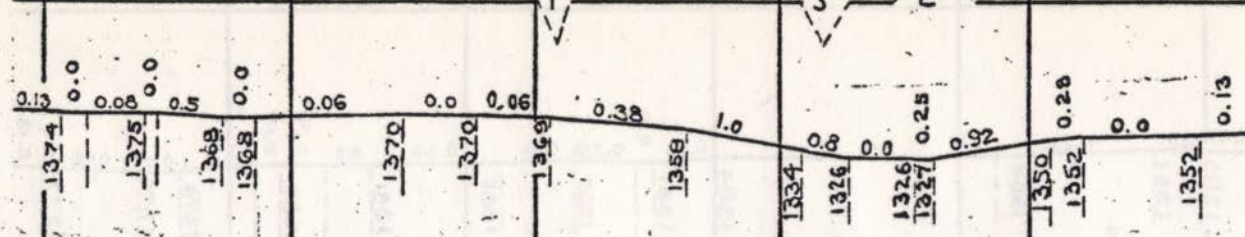
258 15

14

13 1/2" EL.

12 1/2"

11



F.X.

1000

P-445 1/2-30" C.I.P.

P-445-24" C.I.P.

950 HWY. X. - TWP. RD.

900 HWY. X. - TWP. RD.

P-437-20" C.I.P.  
F.X.

# WEST PORT

3 SP. PILE BR.

P-86 1-55' ST BR.

2 SP. PILE BR.

MAIN ST.

P-135 1/2-18" VIT.R.

P-84-42" C.I.P.

F.X.

P-435-60" C.I.P.

F.X.

800

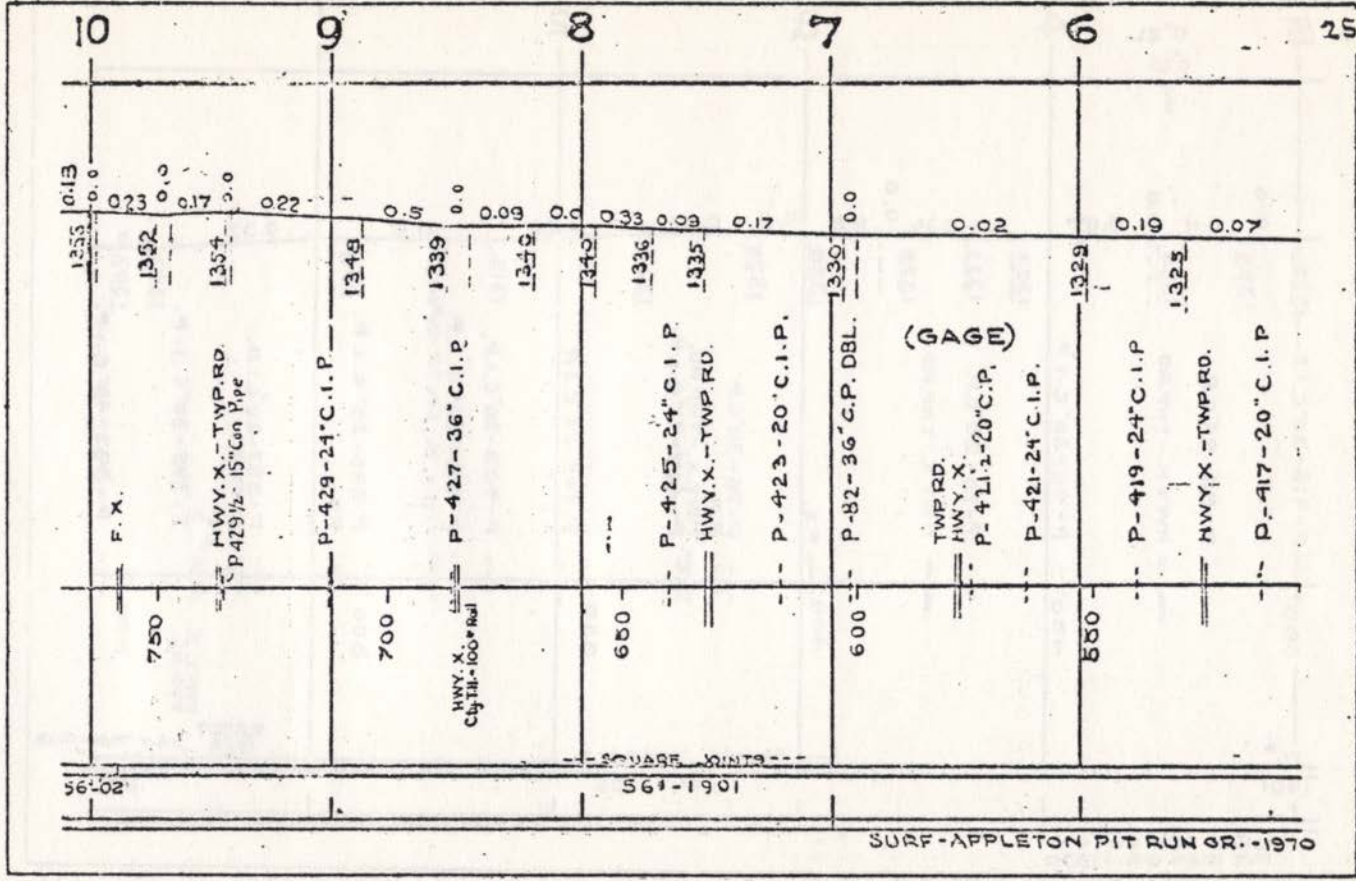
60' - 1904

60' R.6507  
1946

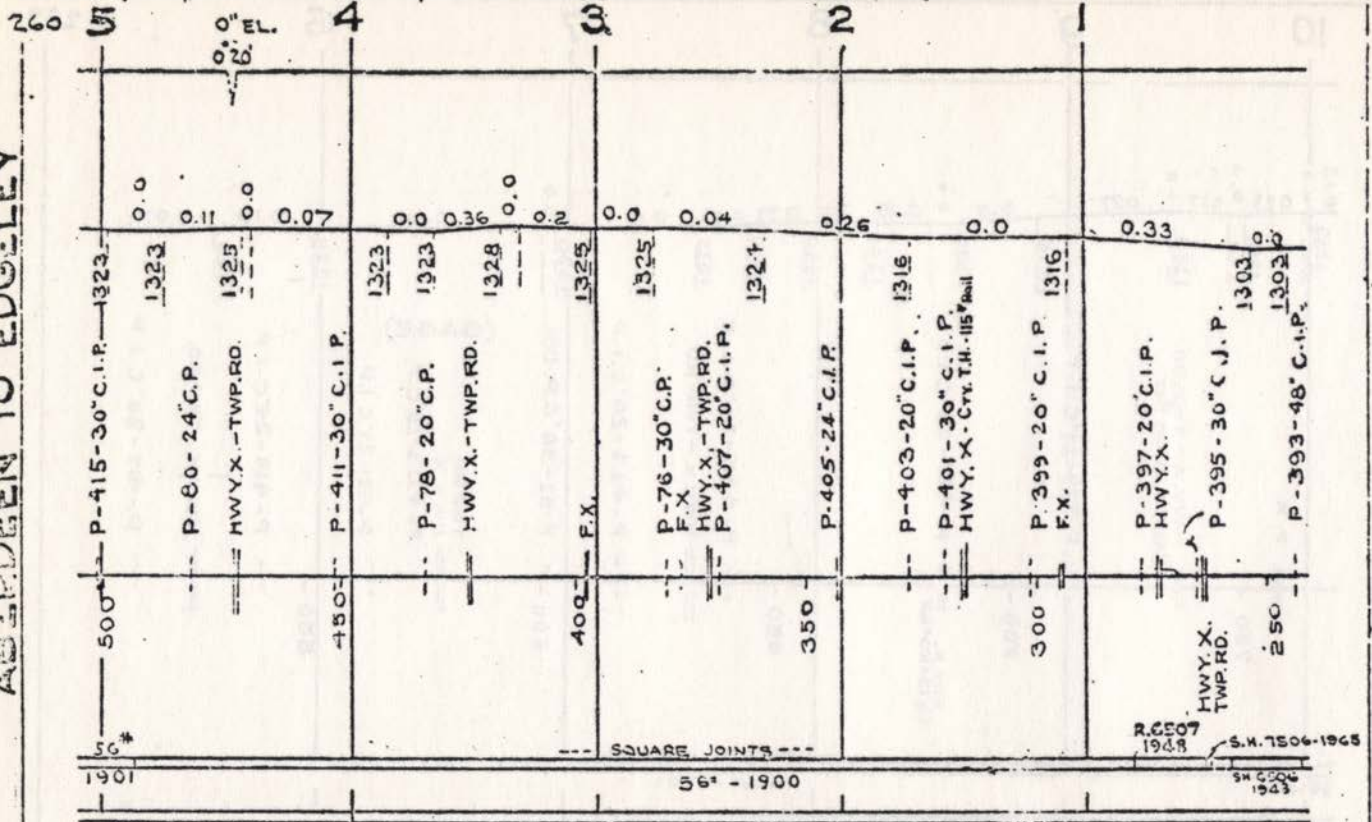
6506-1952

56' 192

ELM RIVER  
850  
S. 2550  
337



# APPENDIX TO EDGELEY



56\*  
1901

56\* - 1900

R.C.C. 07  
1948  
S.H. 7506-1965  
S.H. 5506  
1943

SURV. - APPLETON  
PIT RUN GR. - 1970



262

774

773

772

771

770

1294 0.0

0.06

1290

0.25

1285

0.0

0.5

0.0

1295

0.1

1292

0.0

0.25

1295

0.0

0.14

F.X.

F.X.

50 --- HWY. X. - TWP. RD.  
P-379-24" C.I.P.

P-377-24" C.I.P.

F.X.

1 SP. PILE BR.  
2-40 SP. ST. BR.  
1 SP. PILE BR.

P-72-

180 --- HWY. X. - TWP. RD.

F.X.

P-375-30" C.I.P.

F.X.

P-371-24" C.I.P.

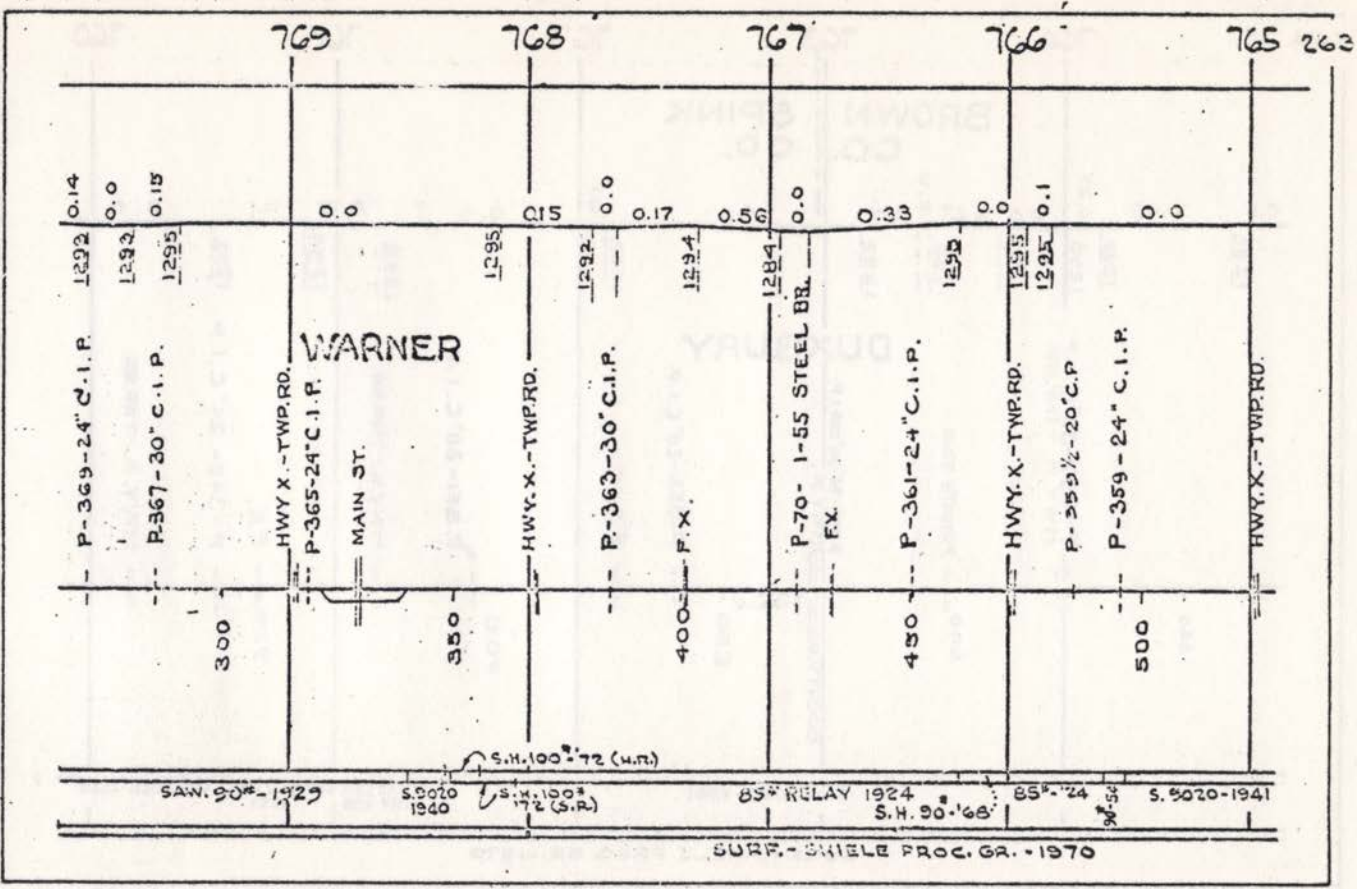
250 --- HWY. X. - TWP. RD.

S.H. 100<sup>0</sup>-72

S.H. 100<sup>0</sup>-73

SAW. 90<sup>0</sup>-1929

GRAVEL 1929



769

768

767

766

765 263

0.14  
0.0  
0.15  
0.0  
0.0  
0.15  
0.0  
0.17  
0.56  
0.0  
0.33  
0.0  
0.1  
0.0

P-369-24" C.I.P.  
P-367-30" C.I.P.  
HWY X.-TWP.RD.  
P-365-24" C.I.P.  
MAIN ST.  
HWY X.-TWP.RD.  
P-363-30" C.I.P.  
F.X.  
P-70- 1-55 STEEL BR.  
F.X.  
P-361-24" C.I.P.  
HWY X.-TWP.RD.  
P-359 1/2- 20" C.P.  
P-359-24" C.I.P.  
HWY X.-TWP.RD.

300

350

400

450

500

SAW. 90°-1929  
S. 9010 1920  
S.H. 100° 72 (U.R.)  
S.H. 100° 72 (S.R.)  
85° RELAY 1924  
S.H. 90° '68'  
85°-124  
90° 54'  
S. 5020-1941

SURF. - SHIELE PROC. GR. - 1970



264

764

763

762

761

760

BROWN CO. SPINK CO.

DUXBURY

0.0	0.09	0.27	0.0	0.27	0.0	0.17	0.0	0.1	0.0	0.17	0.1	0.0
<u>12.95</u>	<u>12.92</u>	<u>12.50</u>	---	<u>12.94</u>	<u>12.92</u>	---	<u>12.92</u>	---	<u>12.92</u>	<u>12.94</u>	---	<u>12.82</u>

P-357-30" C.I.P.  
HWY X - TWP. RD.

550 --- PRIVATE XING.

P-355-36' 30" COP. I.P.  
HWY X -  
COUNTY RD.

600 ---

P-353-20" C.I.P.

650 --- F.X.

700 ---

P-351-30" C.I.P.

750 --- HWY X - TWP. RD.

--- F.X.

--- P-349-24" C.I.P.

--- HWY X - TWP. RD.

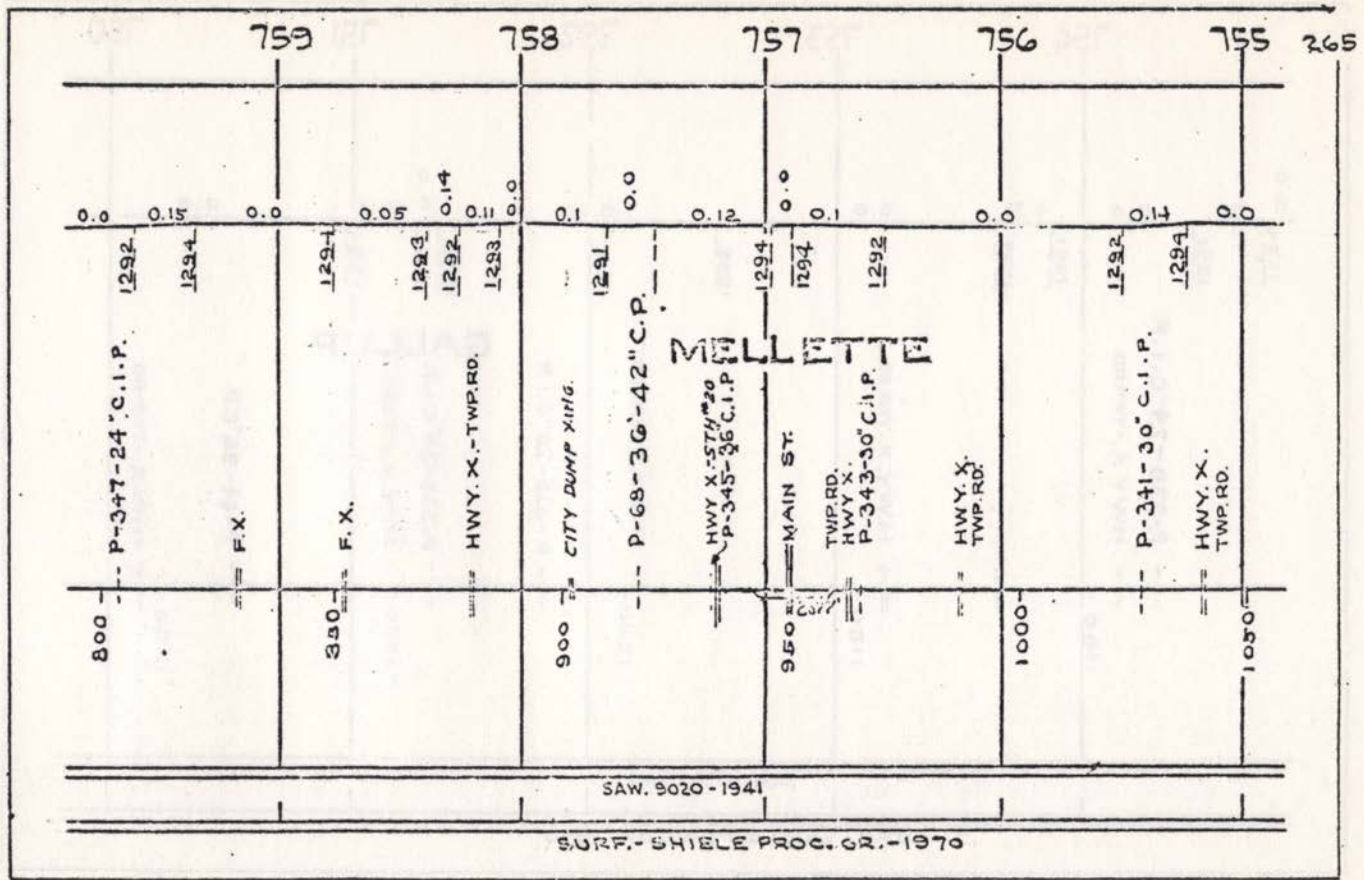
SAW. 5020+1941

5.00 SAW. 902  
1939

SAW. 902  
1939

SAW. 9070-1940

SURT. - SHIELE PROC. GR. - 1970



266

754

753

752

751

750

0.0

0.2

0.0

0.0

0.33

0.0

-0.05

0.0

0.13

0.0

1294

1291

1291

1295

1295

1292

1294

P-339-24" C.I.P.

HWY. X.-TWP.RD.

F.;

H.WY. X.-TWP.RD.

HWY. X.-TWP.RD.

P-335-20" C.I.P.

GALLUP

P-333-30" C.I.P.

HWY. X.-TWP.RD.

P-64-36" C.P.

HWY. X.-TWP.RD.

1100

1150

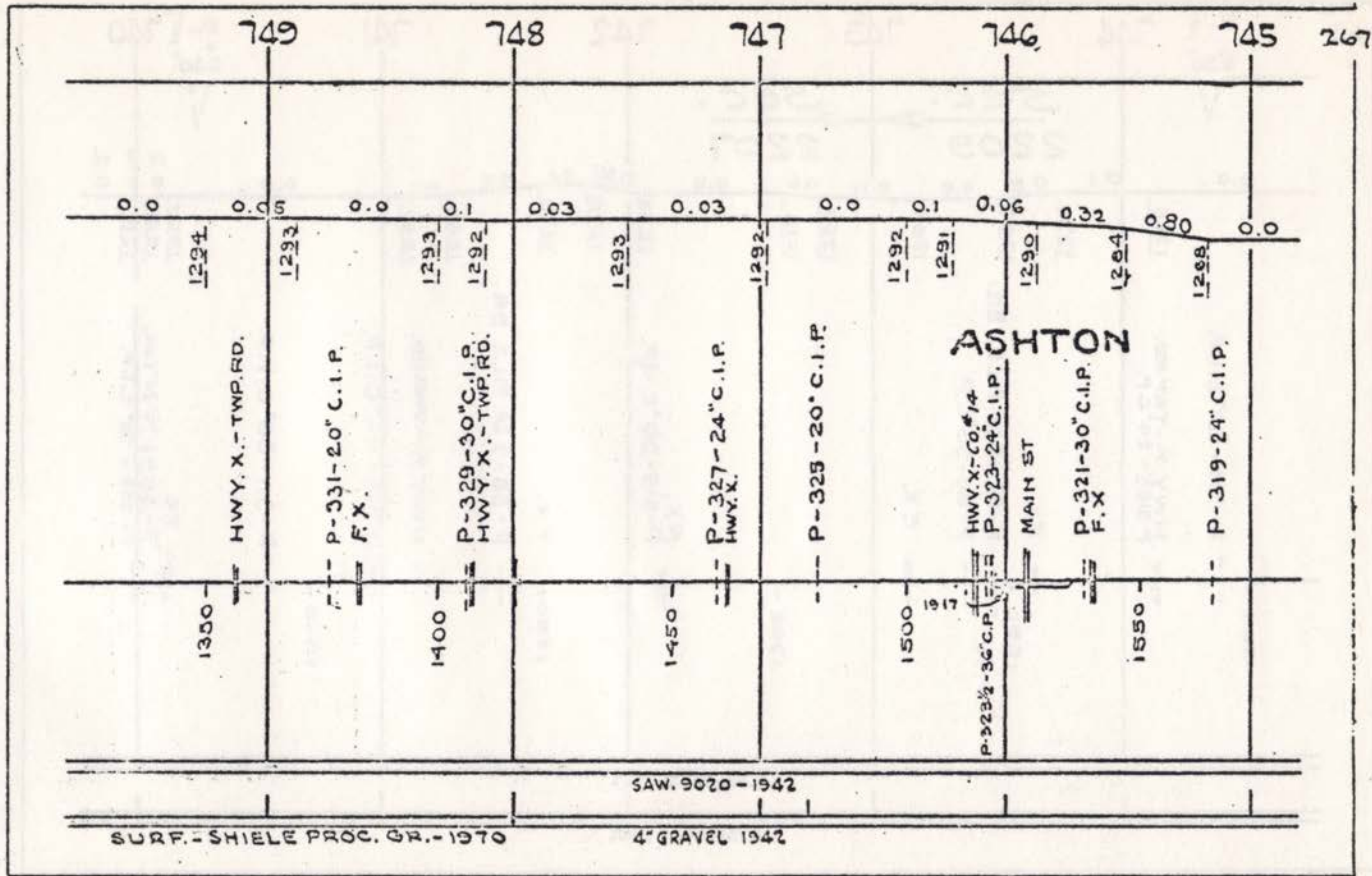
1200

1250

1300

SAW. 9020-1941

SURF.-SHIELD PROC. GR.-1970



268

EL. 2"  
0.30'

744

743

742

741

EL. 1"  
0.30'

740

SEC. 2209      SEC. 2207

0.0

0.1

0.5

0.0

0.11

0.6

0.0

0.55

0.0

0.4

0.1

0.0

0.2

0.0

0.2

1268

1270

1264

1264

1266

1272

1272

1278

1278

1268

1262

1262

1268

1264

P-317-20" C.I.P.

HWY. X-TWPRD.  
P-315 1/2-24" C.P.

F.X.

P-62-15 SP. PILE BR.

P-60-36" C.P.

F.X.

F.X.

P-315-30" C.I.P.

F.X.

P-58-3 SP. PILE BR.

HWY. X-TWPRD.

P-313-42" C.I.P.

P-311-30" C.I.P.

F.X.

P-309 1/2-24" Con.

P-309-30" C.I.P.

1600

1650

F.X.

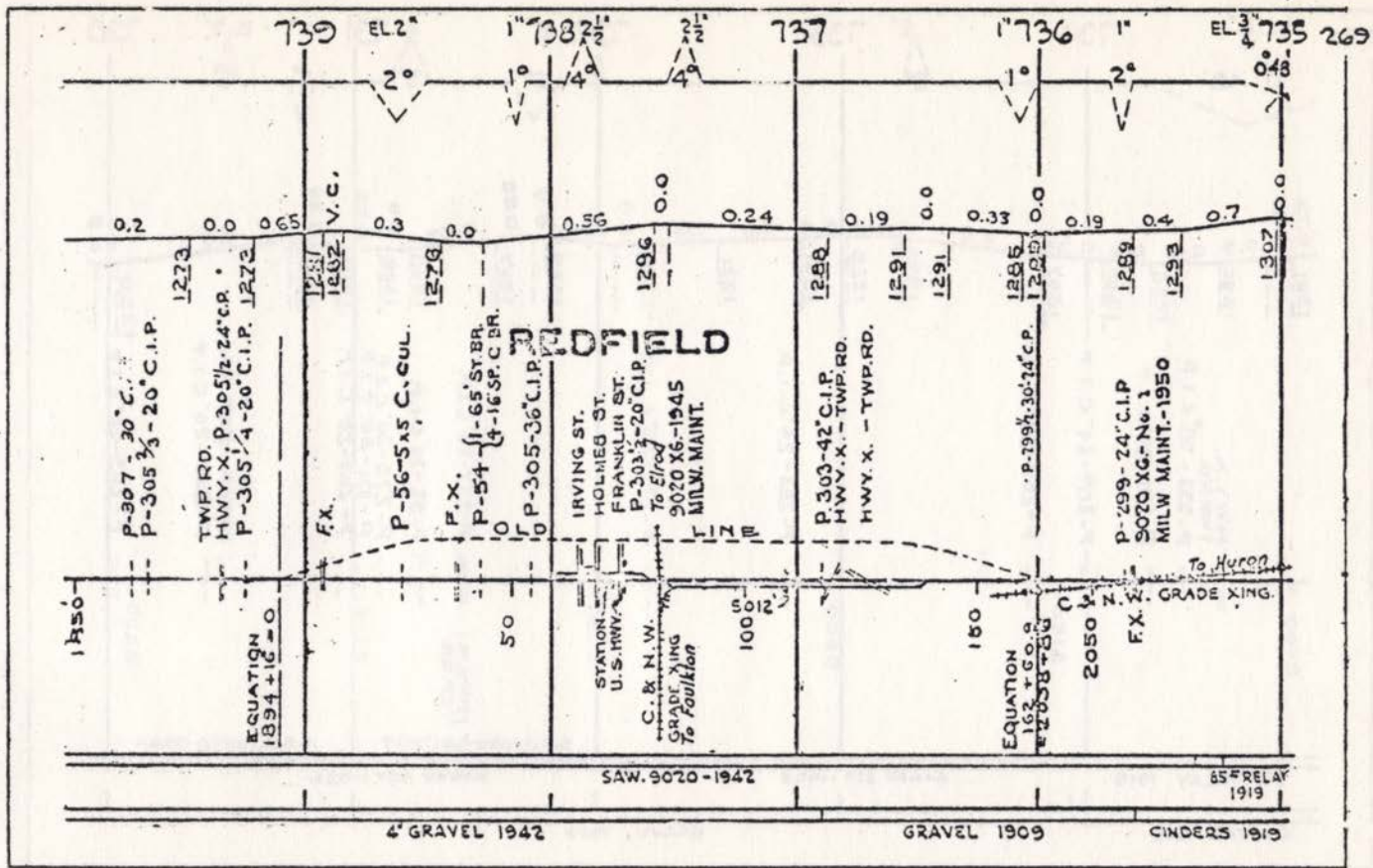
1700

1750

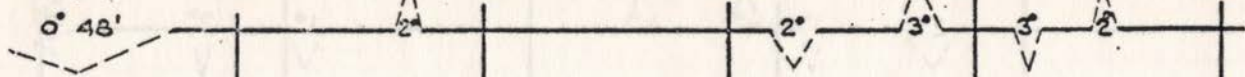
1800

SAW. 9020-1942

4" GRAVEL 1942



270 EL. 3 4 1/2" 734 2" 733 2" 732 2" 3" 731 3" EL. 2" 730



1301 0.75  
0.0  
1296 5  
0.0  
1296  
1302 6  
1307 3  
1325 0.6  
1325 0.0  
1321 0.4  
1321 0.0  
1321 0.4  
1314 0.0  
1324 0.0  
1317 0.88  
1308 0.47  
1308 0.0  
1310 0.23  
1315 0.55  
1290 0.7  
0.5

HWY. X. TWP. RD. P-293-20" C.I.P.  
P-291-24" C.I.P.  
P-289-24" C.I.P.  
P-287-30" C.I.P.  
P-283-24" C.I.P.  
P-279-20" C.I.P.  
P-277-24" C.I.P.  
P-52-30" C.I.P.  
P-273-30" C.I.P.  
P-271-20" C.I.P.  
P-269-20" C.I.P.  
HWY. X. TWP. RD. P-265-20" C.I.P.

2100  
2150  
2200  
2250  
2300  
2350

S.H. 10020-62(29) S.H. 10020-1964

85" RELAY 1919 SAWED 85" - 1925 SAWED 85" - 1926 CINDERS 1919 GRAVEL 1909

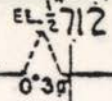




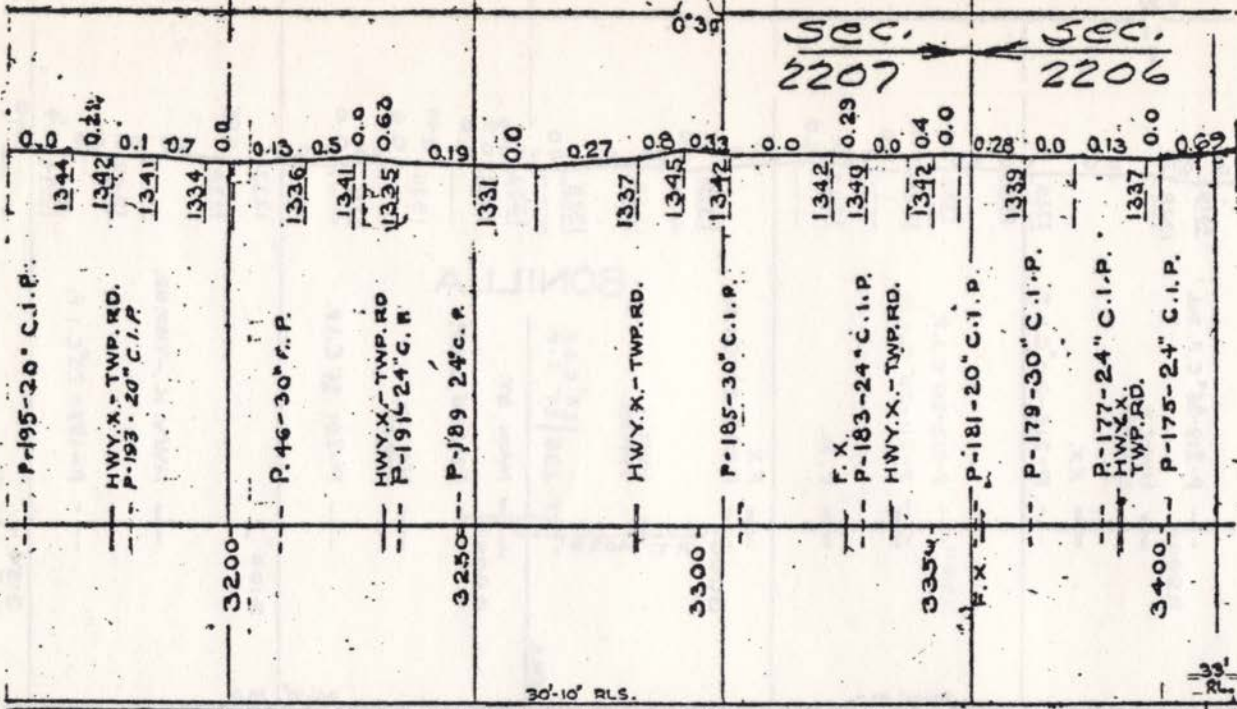




274 714 713 712 711 710



SEC. 2207 ← SEC. 2206

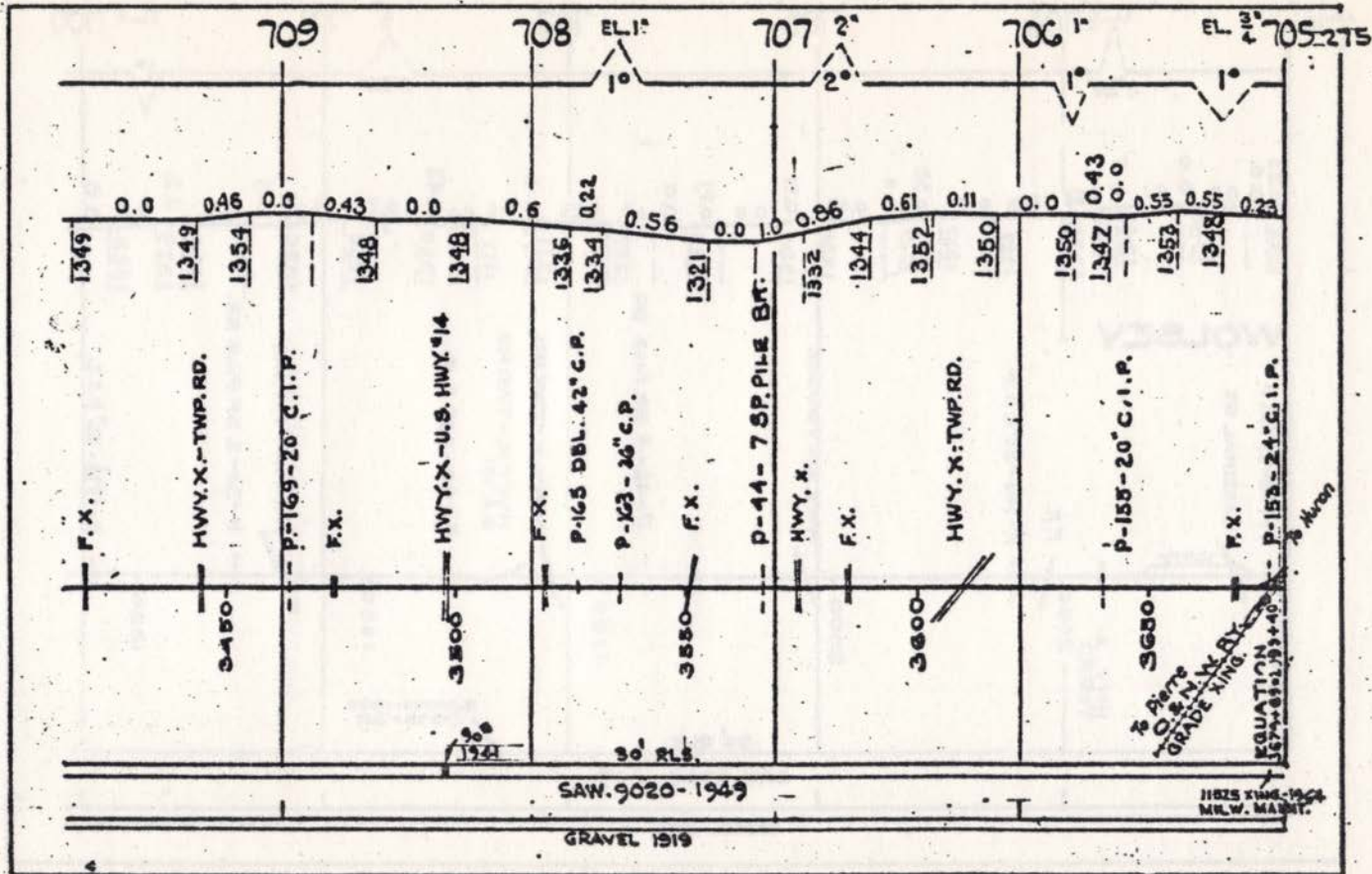


30'-10" RLS.

SAW 9020-1945

4" GRAVEL 1945 (APPLETON PROC.)





276

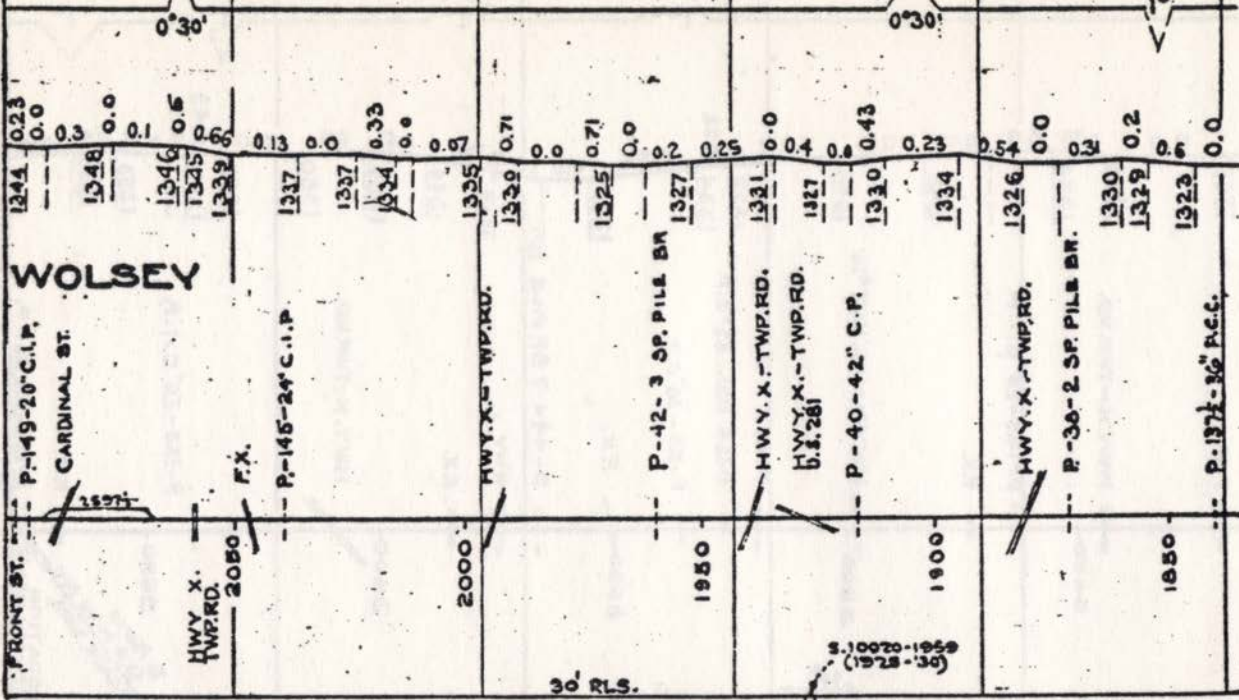
EL. 1/2" 704

703

702

EL. 1/2" 701

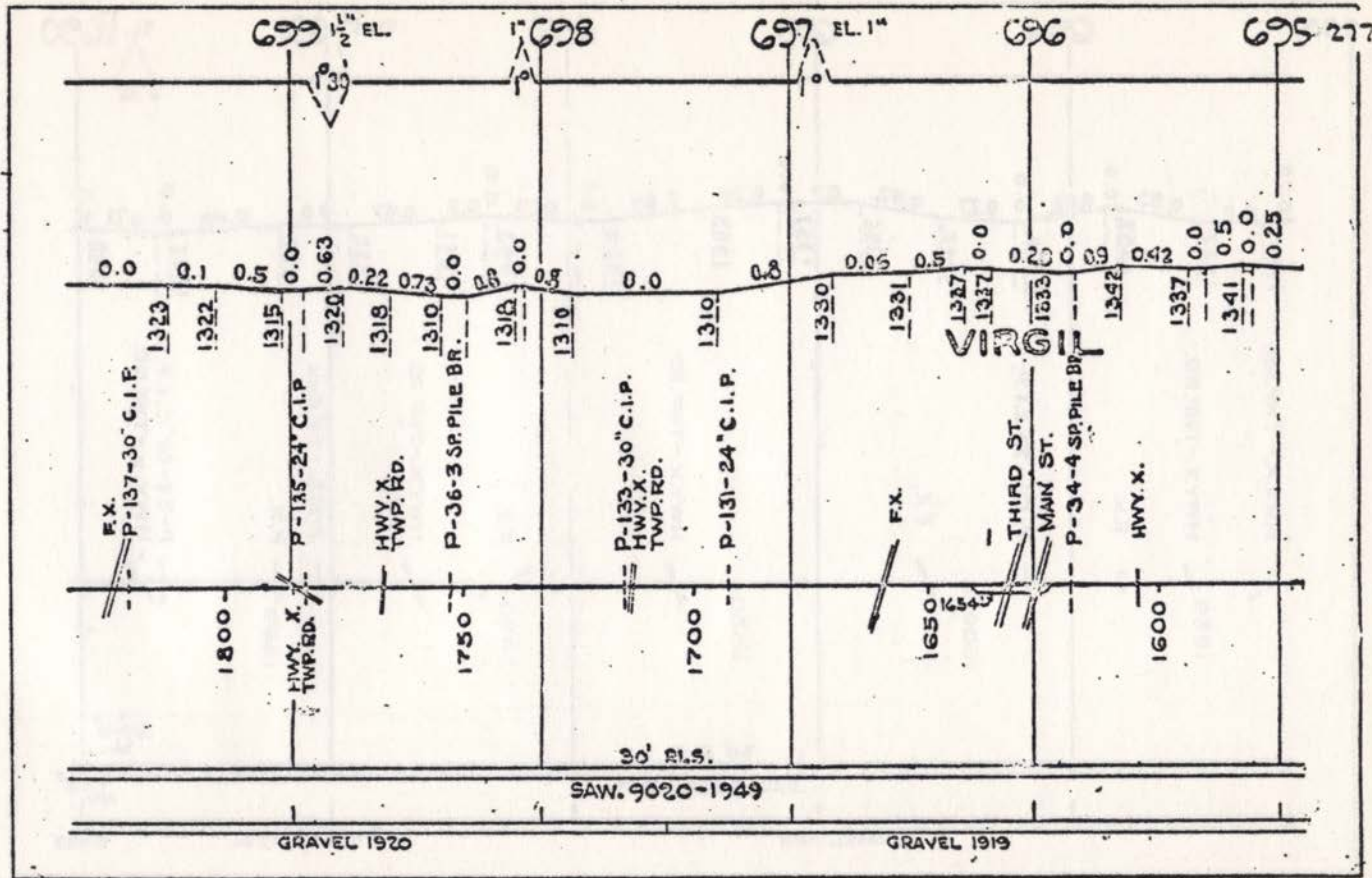
EL. 1" 700



WOLSEY

SAW. 9020-1949

GRAVEL 1920



278

694

693

692

EL. 1' 691

EL. 1' 690

0.25  
0.0  
0.83  
0.0  
0.82  
0.0  
0.27  
0.82  
0.7  
0.0  
0.28  
0.63  
0.0  
0.23  
0.0  
0.2  
0.47  
0.0  
0.42  
0.0  
0.21  
0.0

1337  
1337  
1352  
1338  
1342  
1356  
1357  
1353  
1338  
1343  
1341  
1332  
1332  
1322  
1325

HWY. X. - TWP. RD.

HWY. X. - TWP. RD.

F.X.

P-121-24° C.I.P.

F.X.

HWY. X. - TWP. RD.

F.X.

HWY. X. - TWP. RD.

P-111/4-24° C.G.L.

F.X.

P-32-24° C.I.P.  
HWY. X. - TWP. RD.

1550

1500

1450

1400

1350

30' ELS.

30'  
F-16

SAW. 9020-1949

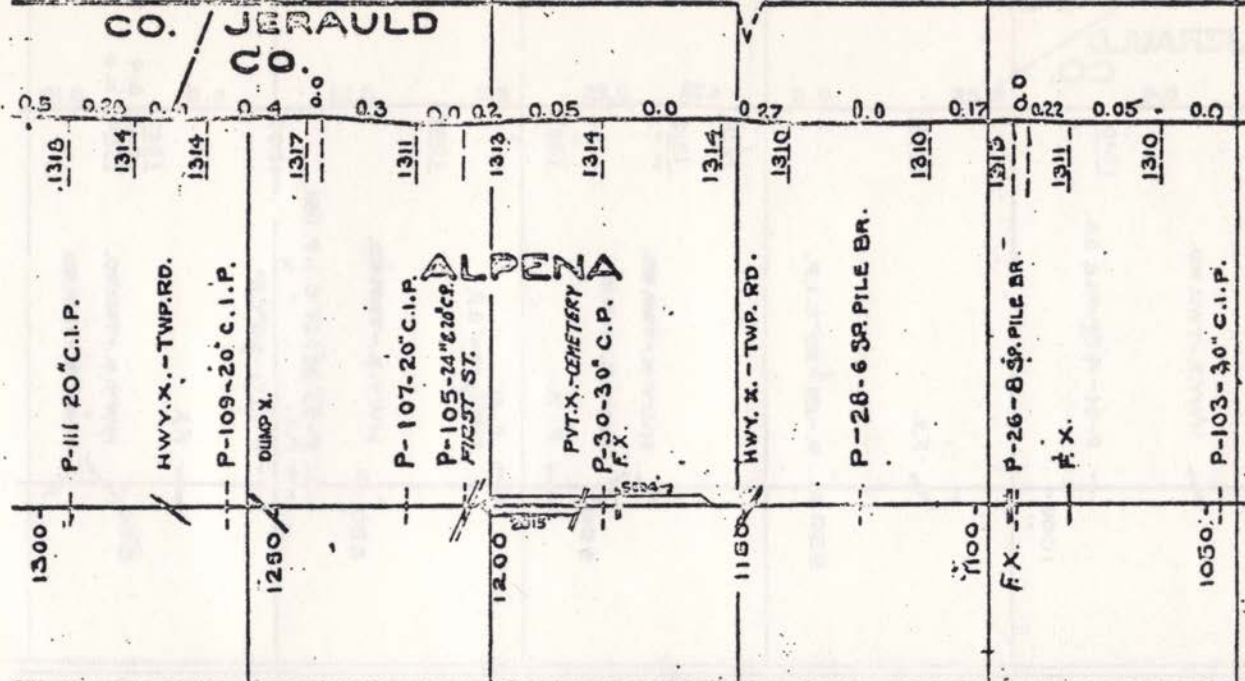
SX 50  
1931

GRAVEL 1919

GRAVEL 1920

G.1929

BEADLE CO. JERAULD CO. 689 688 687 686 685-279



BLK. 604 1929  
SAWED 90" 1929  
GRAVEL 1929



280 684 683 682 681 680

SANBORN

JERAULD CO.  
CO.

0.0

0.05

0.0

0.33

0.25

0.0

0.14

0.0

0.4

0.0

0.19

1310

1308

1308

1312

1307

1307

1302

1302

1304

1304

HWY. X - TWP. RD.

P-24-45 PILE BR.

1000

F.X.

950 P-101 20° C.I.P.

HWY. X - TWP. RD.

HWY. X - TWP. RD.

900

F. X.

F. X.

P-95 24° C.P.

HWY. X - TWP. RD.

850

P-95-30 24° C. I. P. Dbl.

F.X.

P-22 1/2-30° C.P.

F.X.

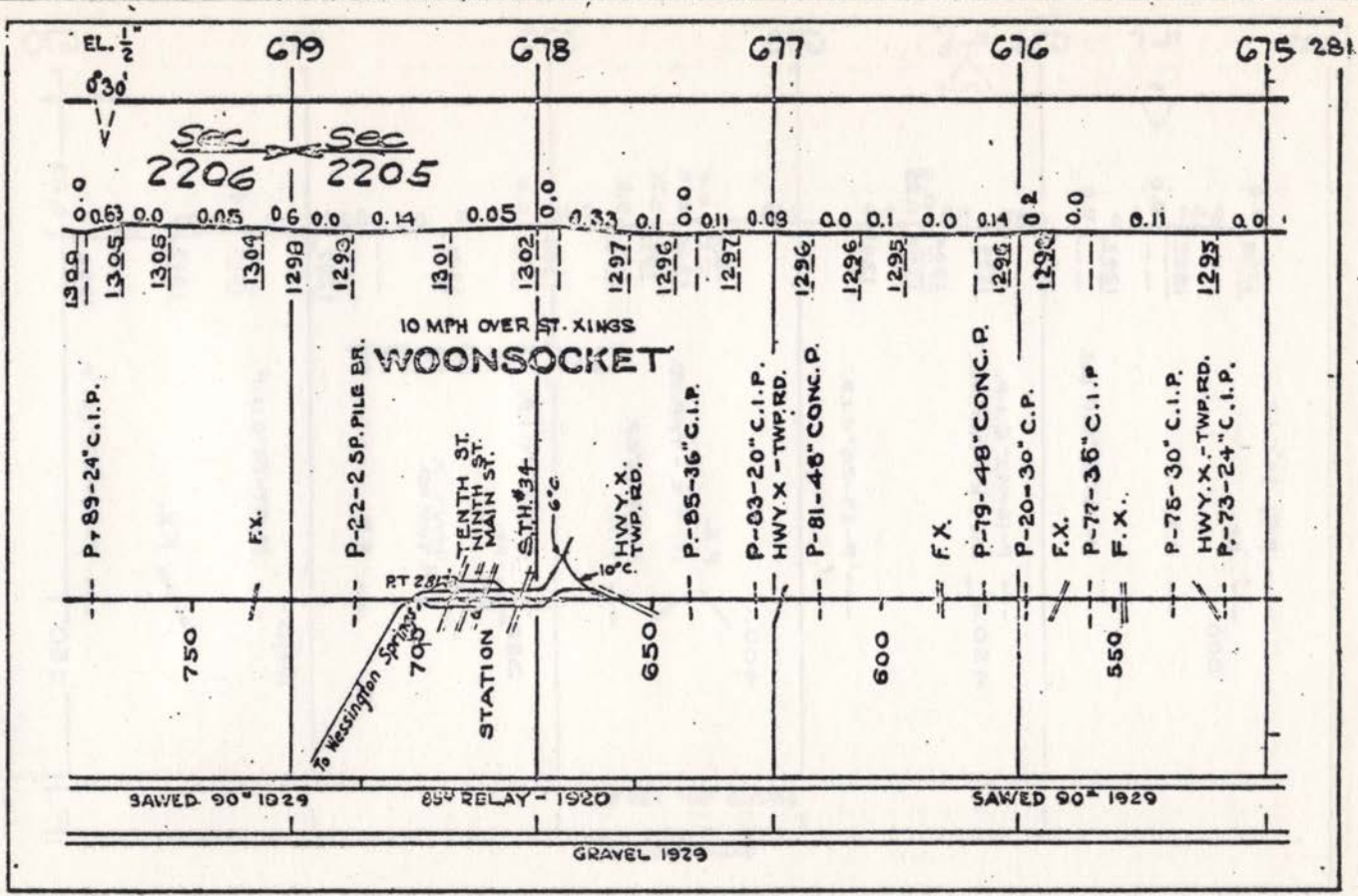
800

HWY. X - TWP. RD.

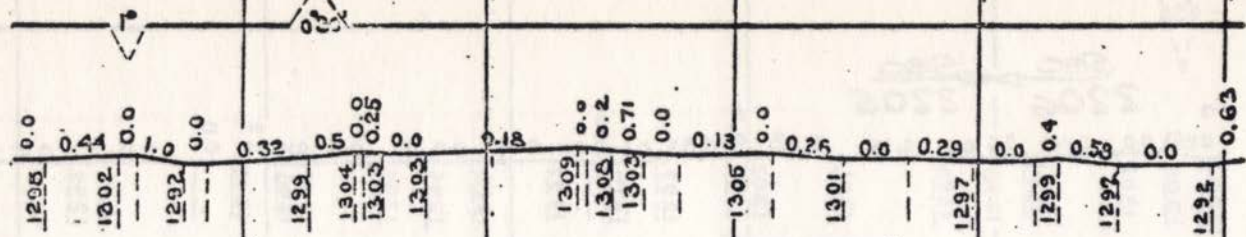
HWY. X - TWP. RD.

SAWED SO<sup>4</sup> 1929

GRAVEL 1929



282- EL. 1" 674 EL. 2" 673 672 671 670

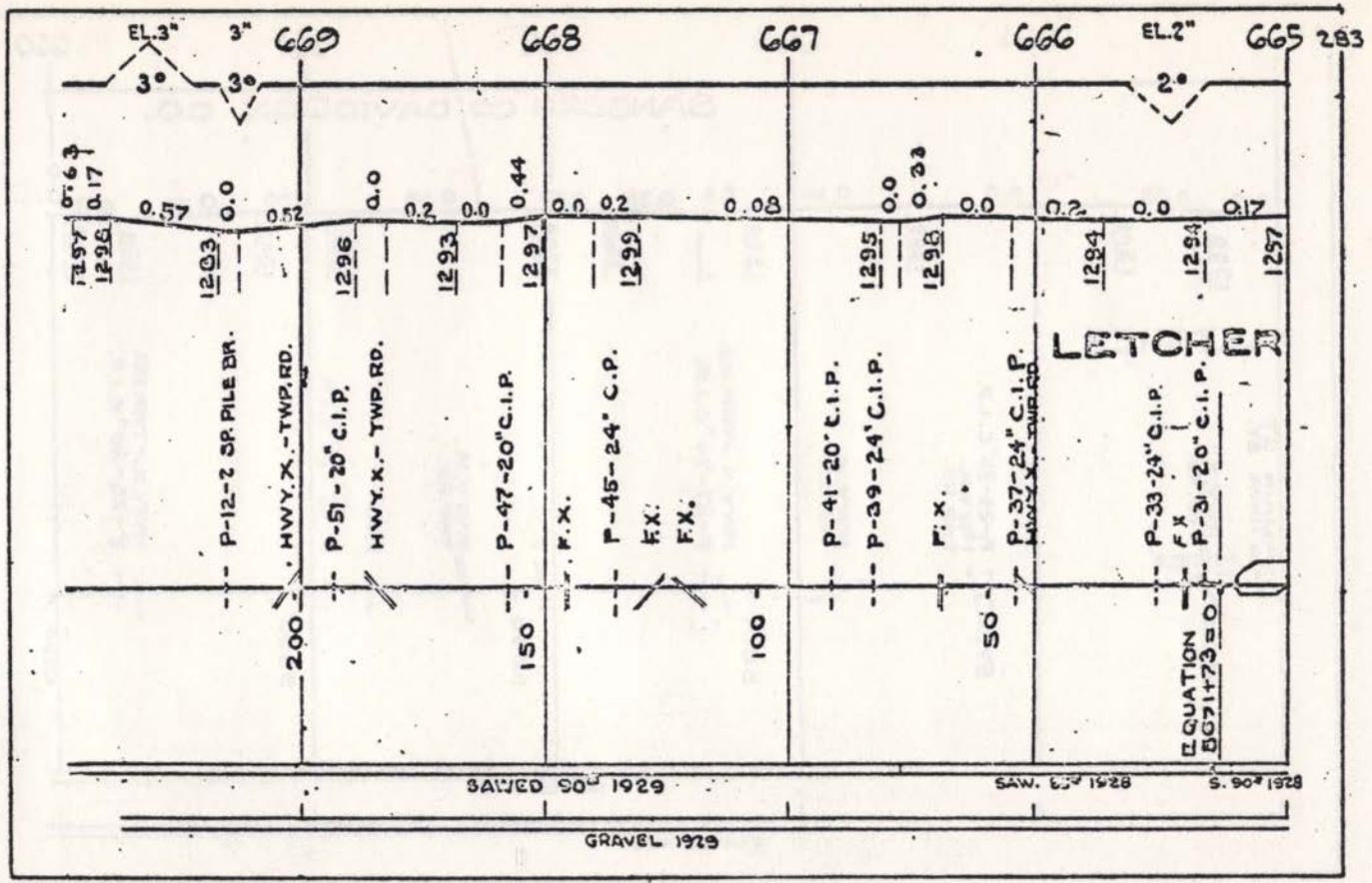


# CUTHBERT

P-71 24" C.I.P.  
 F.X.  
 500  
 F.X.  
 P-18-36" C.P. Dbl.  
 P-16-42" C.I.P.  
 HWY. X. - TWP. RD.  
 450  
 P-69-36" C.I.P.  
 400  
 F.X.  
 HWY. X. - TWP. RD.  
 P-63 1/2 - 36" C.P.  
 F.X.  
 350  
 P-63-20" C.I.P.  
 F.X.  
 HWY. X. - TWP. RD.  
 300  
 F.X.  
 P-57-24" C.I.P.  
 F.X.  
 250  
 P-14-42" C.I.P.

SAVED 90° 1929

GRAVEL 1929



284

664

663

662

661

660

SANBORN CO DAVIDSON CO.

0.19 0.45 0.0 0.14 0.0 0.25 0.97 0.14 0.03 0.17 0.42 0.0

1300

1309

1309

1304

1303

1309

1304

1303

1298

1303

LETCHER

MAIN ST.

IOWA ST.

HWY. X.  
TWP. RD.

3024

5700

5750 P-29-20" C.I.P.  
HWY. X.  
TWP. RD.

HWY. X.  
TWP. RD.

5009 HWY. X.-TWP. RD.  
P-27-24" C.I.P.

F.X.

5850

HWY. X.  
TWP. RD.

F.X.

P-25-24" C.I.P.

5900

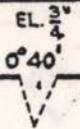
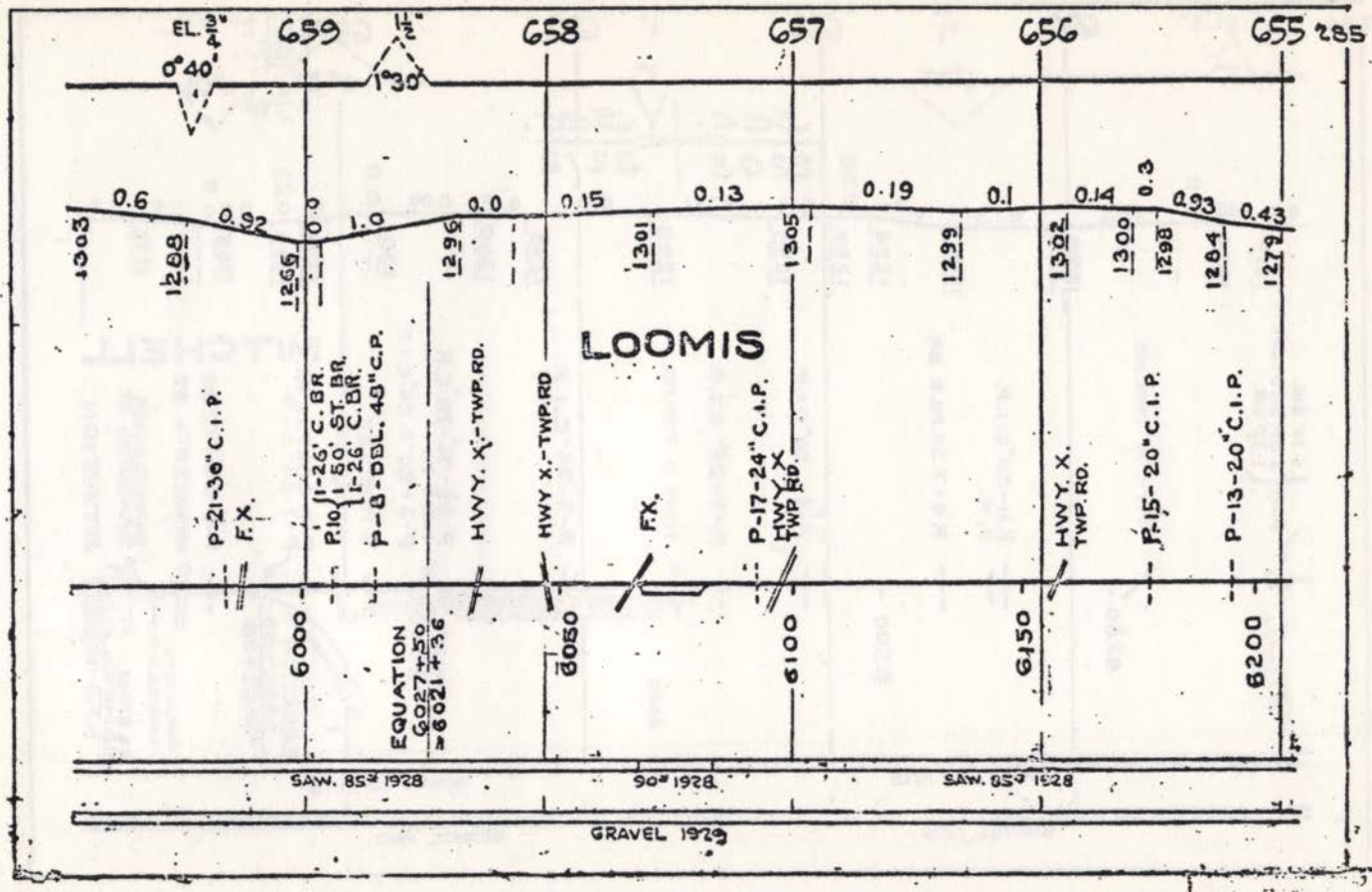
HWY. X.-TWP. RD.  
P-23-30" C.I.P.

5850

87 1928

SAW. 53 1928

GRAVEL 1929



EQUATION  
 $6027+50$   
 $= 6021+36$

# LOOMIS

P-21-36" C.I.P.  
 FX.

P-10-150' ST. BR.  
 P-8-DBL. 48" C.P.

HWY. X. TWP. RD.

HWY. X. TWP. RD.



P-17-24" C.I.P.  
 HWY. X. TWP. RD.

HWY. X. TWP. RD.

P-15-20" C.I.P.

P-13-20" C.I.P.

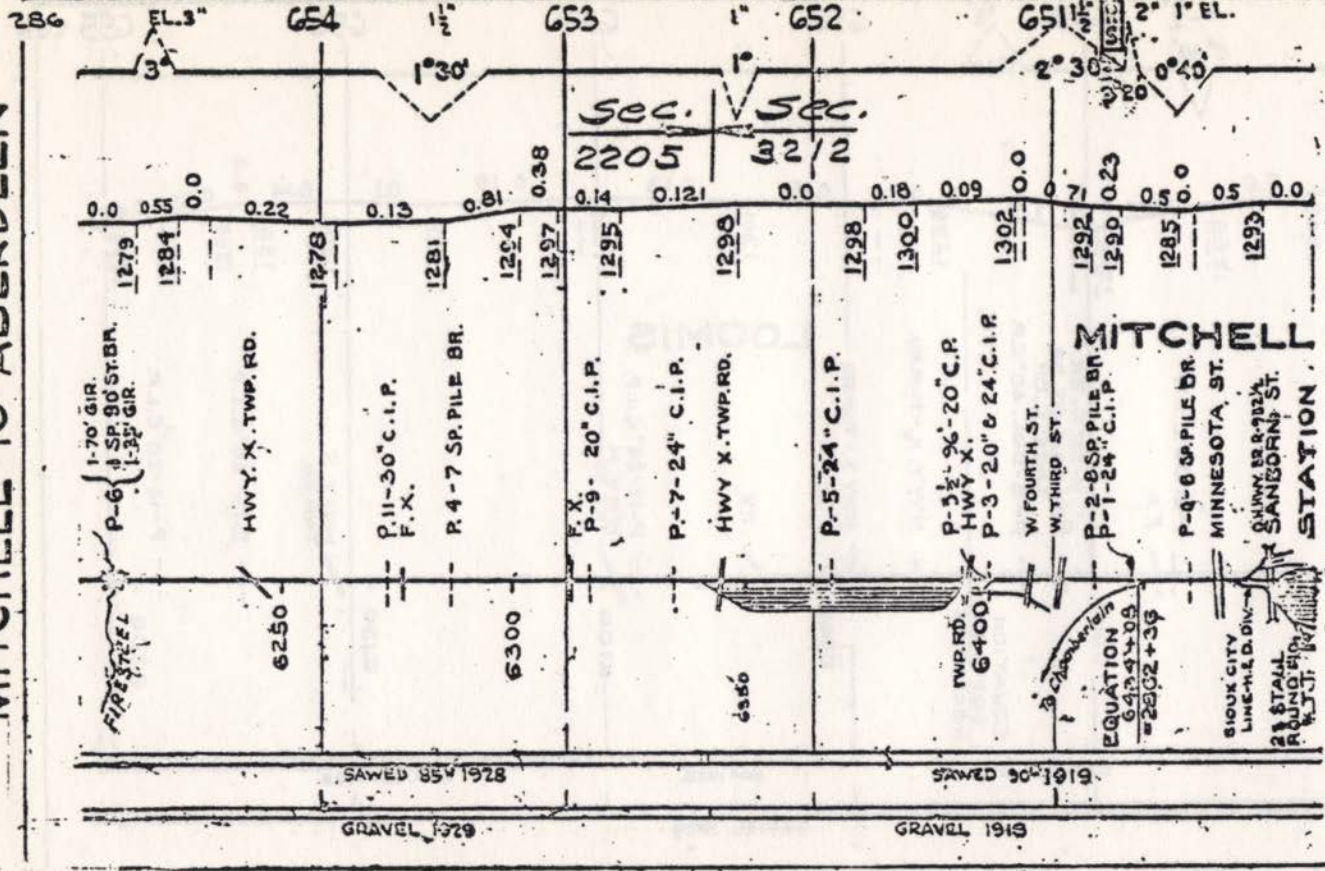
SAW. 85' 1928

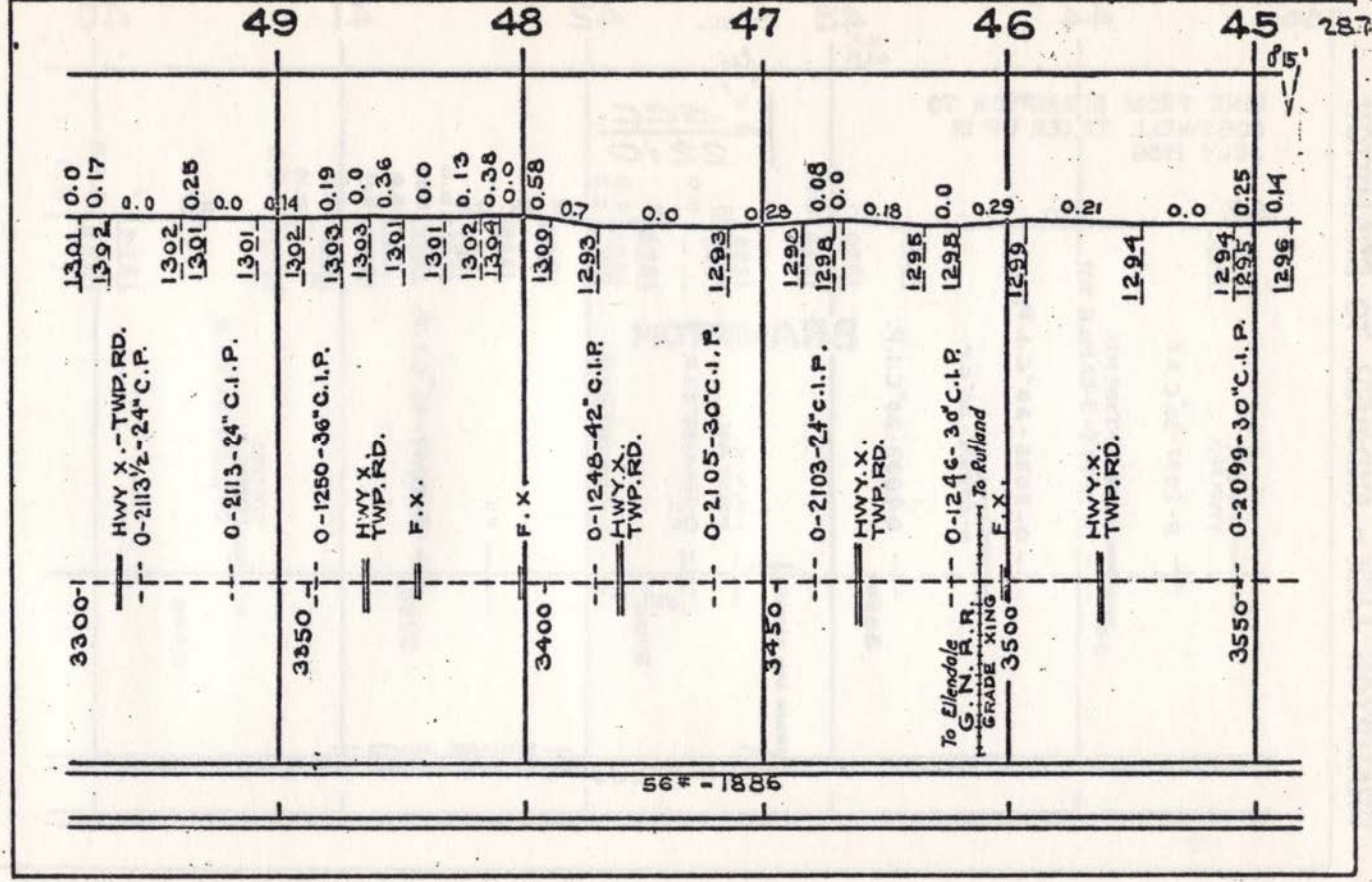
90' 1928

SAW. 65' 1928

GRAVEL 1929

MITCHELL TO ABERDEEN





3300-

HWY X. - TWP. RD.  
0-2113 1/2 - 24" C.I.P.

0-2113 - 24" C.I.P.

3350

0-1250 - 36" C.I.P.

HWY X.  
TWP. RD.

F. X.

3400

0-1248 - 42" C.I.P.  
HWY X.  
TWP. RD.

0-2105 - 30" C.I.P.

3450

0-2103 - 24" C.I.P.

HWY X.  
TWP. RD.

To Ellendale  
G. N. R. R.  
GRADE XING  
To Rutland

3500

HWY X.  
TWP. RD.

3550

0-2099 - 30" C.I.P.

1301 0.0  
1392 0.17

1302 0.0  
1301 0.25

1301 0.0  
1302 0.14

1302 0.19  
1303 0.0

1301 0.36  
1301 0.0

1302 0.13  
1304 0.38  
1301 0.0

1300 0.58  
1293 0.7

0.0  
0.0

1293 0.29

1290 0.08  
1298 0.0

1295 0.18

1298 0.0  
1299 0.29

0.21  
0.0

1294 0.0

1294 0.25  
1293 0.14

0.5  
V

28.7

56# - 1886







1290

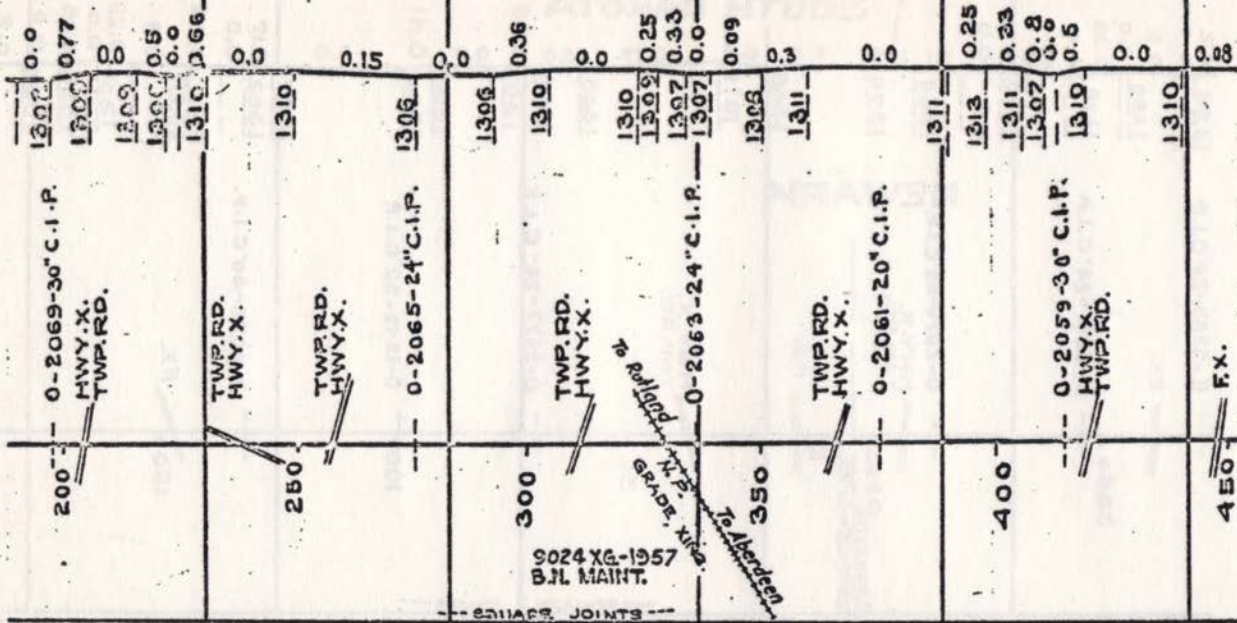
34

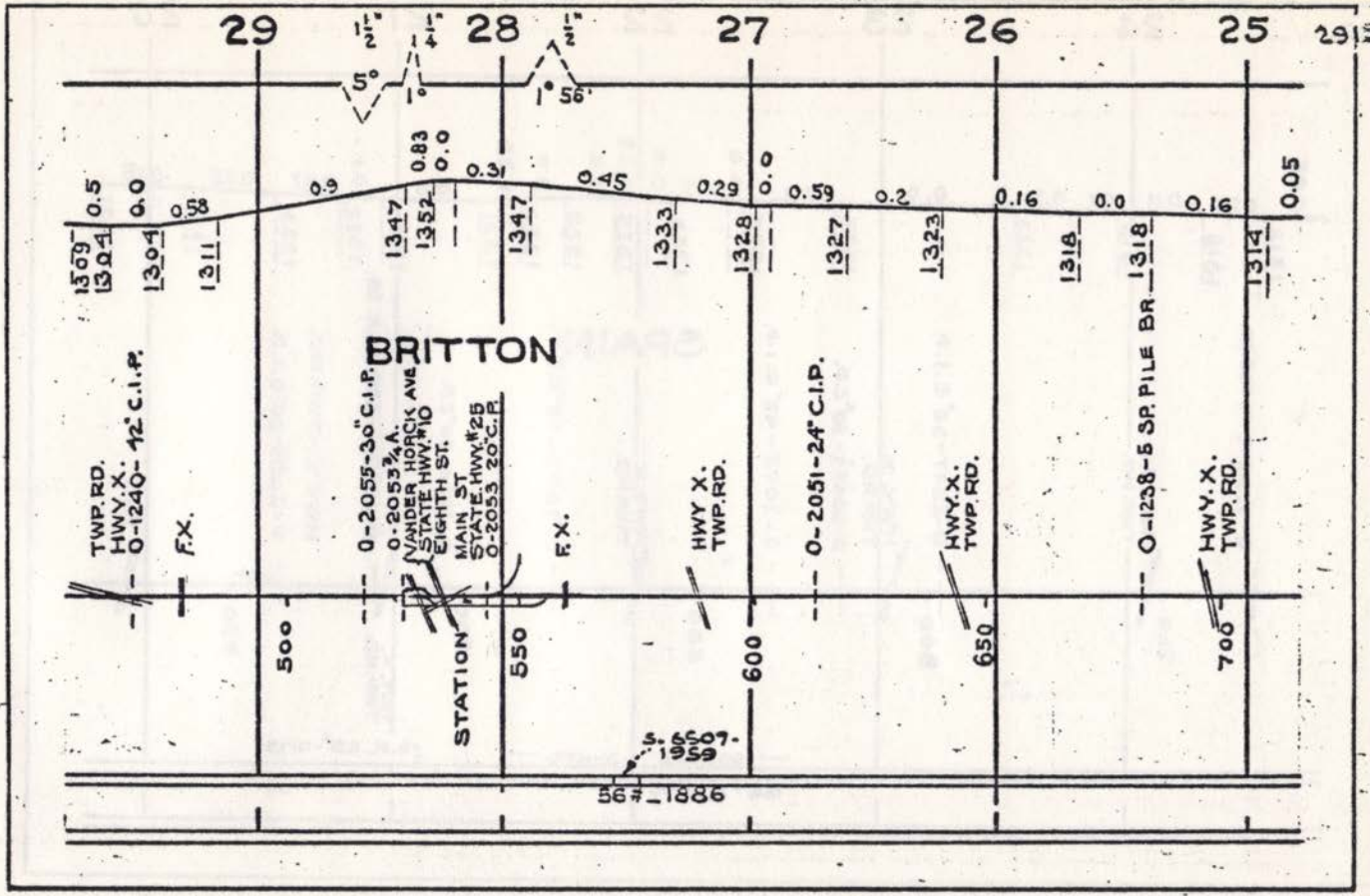
33

32

31

30





TWP. RD.  
HWY. X.  
0-1240-12' C.I.P.

F.X.

500

**BRITTON**

0-2055-30" C.I.P.  
0-2053 3/4"  
MANDER HORCK AVE  
STATE HWY. #10  
EIGHTH ST.  
MAIN ST  
STATE HWY. #25  
0-2053 20" C.P.

STATION

550

F.X.

600

HWY. X.  
TWP. RD.

0-2051-24" C.I.P.

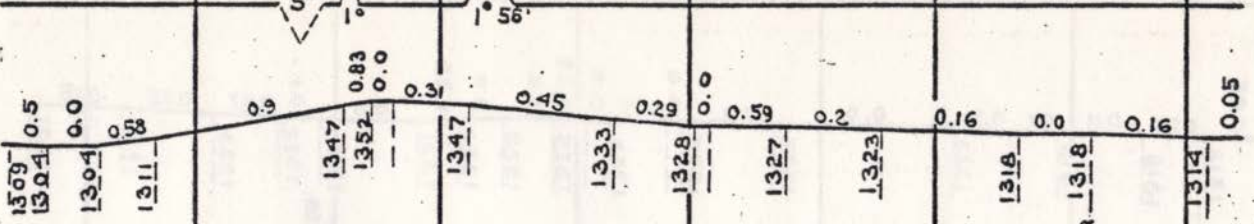
650

HWY. X.  
TWP. RD.

700

0-1238-5 SR. PILE BR

HWY. X.  
TWP. RD.



56# - 1886  
196  
190  
190

292

24

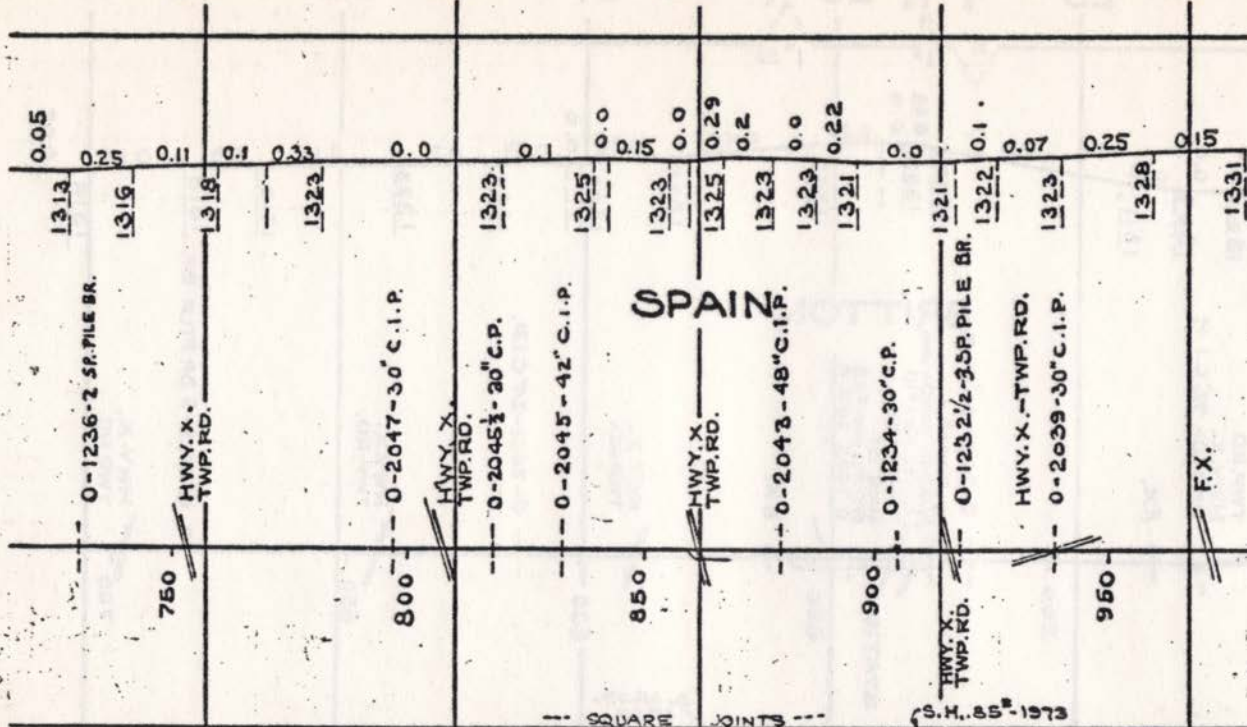
23

22

21

20

# SPAIN



0.05  
 0.25  
 0.11  
 0.1  
 0.33  
 0.0  
 0.1  
 0.0  
 0.15  
 0.0  
 0.29  
 0.2  
 0.0  
 0.22  
 0.0  
 0.1  
 0.07  
 0.25  
 0.15

1313  
 1316  
 1318  
 1323  
 1323  
 1325  
 1323  
 1325  
 1323  
 1323  
 1321  
 1321  
 1322  
 1323  
 1328  
 1331

0-1236-2 SP. PILE BR.

HWY. X. TWP. RD.

0-2047-30" C.I.P.

HWY. X. TWP. RD.

0-2045 1/2-30" C.I.P.

0-2045-42" C.I.P.

HWY. X. TWP. RD.

0-2043-48" C.I.P.

0-1234-30" C.I.P.

HWY. X. TWP. RD.

0-1232 1/2-35P. PILE BR.

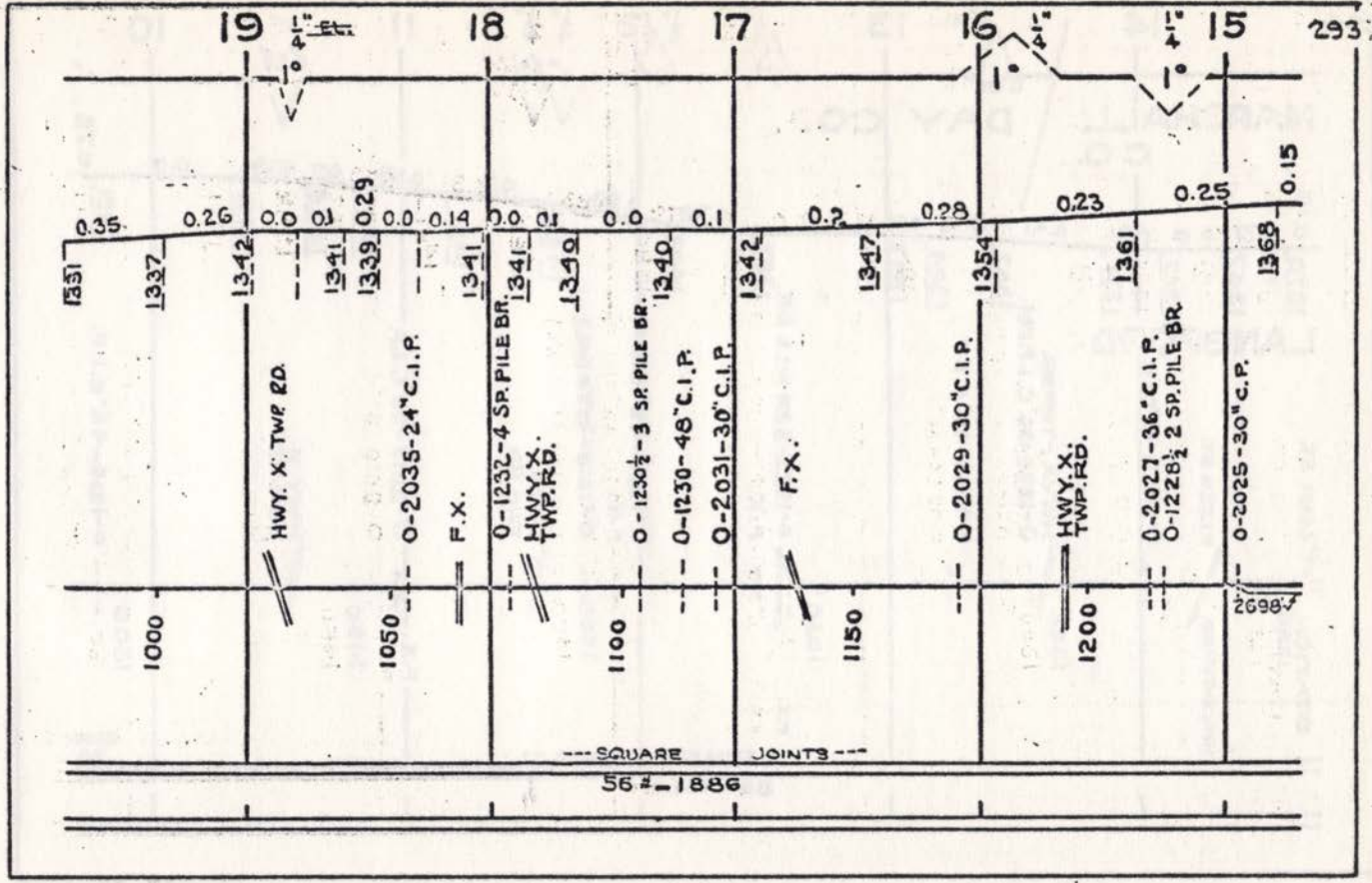
HWY. X. TWP. RD.

0-2039-30" C.I.P.

F.X.

SQUARE JOINTS  
56' - 1886

S.H. 85-1973



14 13 12 11 10

MARSHALL DAY CO.

LANGFORD

STATION 1250  
MAIN ST.

HWY. X - TWP. RD.  
ELDER ST.

O-1220-48" C.I.P.

1300 HWY. X - TWP. RD.  
O-1226-36" C.I.P. DBL.

O-1224-48" C.I.P.

1350 F.X.  
O-1222-3 SR PILE BR.  
F.X.

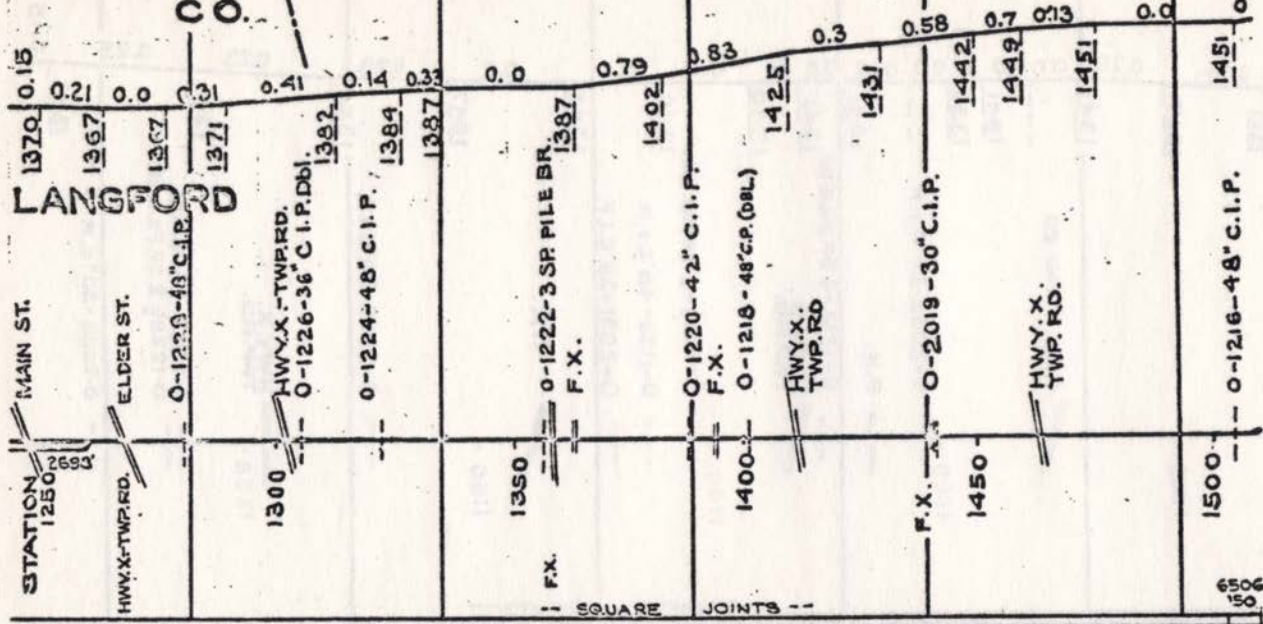
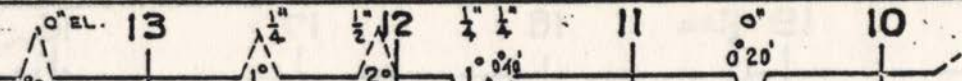
O-1220-42" C.I.P.  
F.X.

1400 O-1218-48" C.P. (DBL.)  
HWY. X - TWP. RD.

F.X. O-2019-30" C.I.P.

1450 HWY. X - TWP. RD.

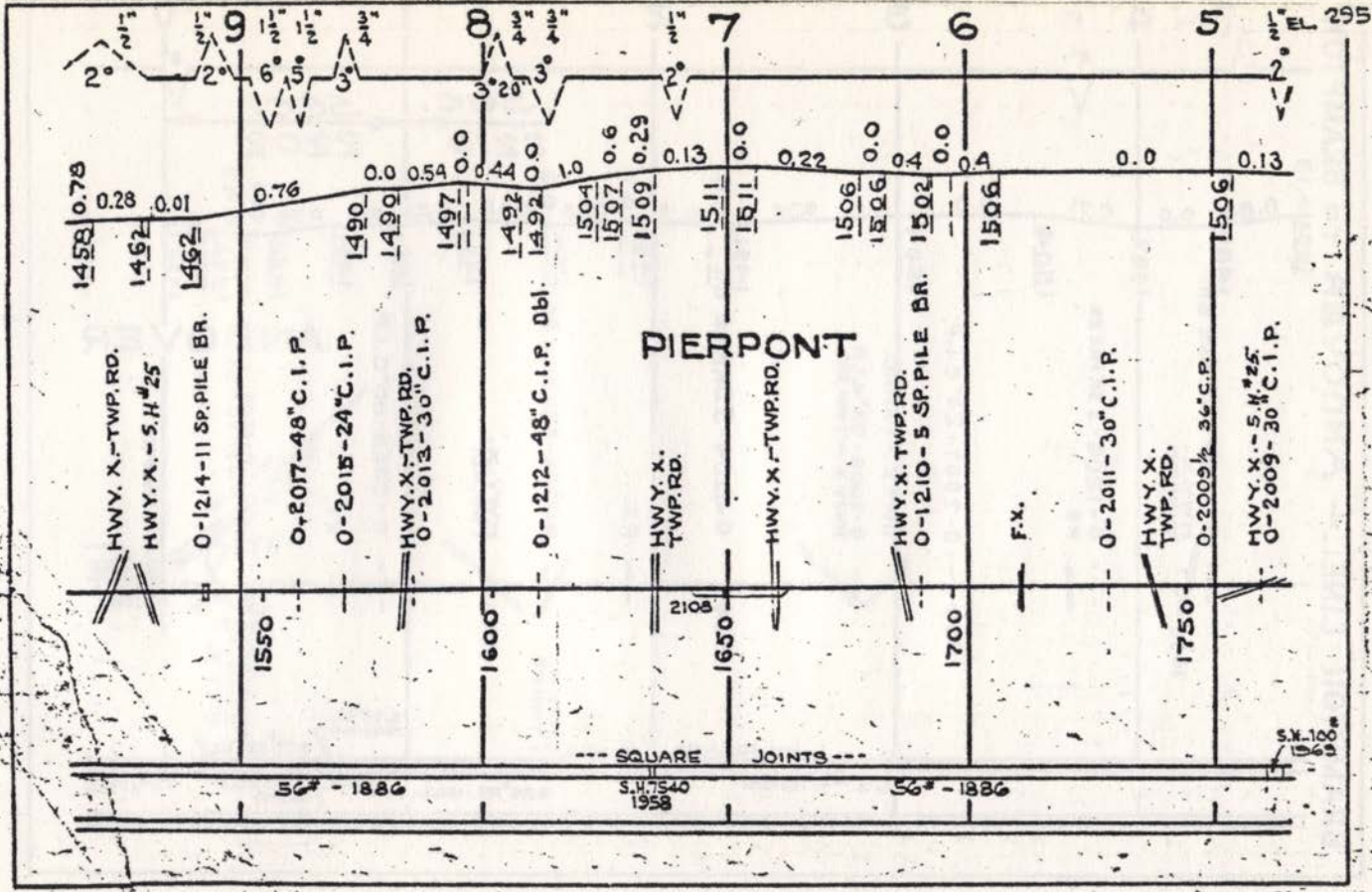
1500 O-1216-48" C.I.P.



0.15	0.21	0.0	0.31	0.41	0.14	0.33	0.0	0.79	0.83	0.3	0.58	0.7	0.13	0.0	0.78
1370	1367	1367	1371	1392	1384	1387	1387	1402	1425	1431	1442	1449	1451	1451	1451

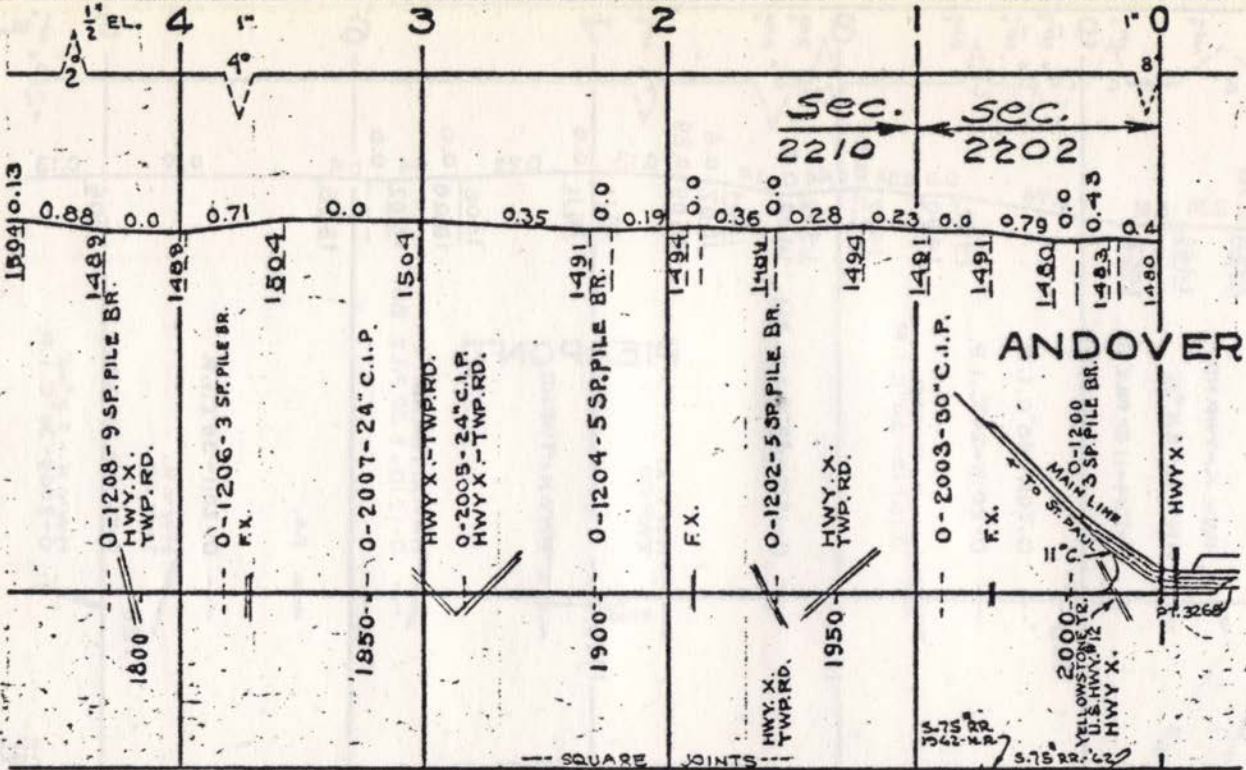
587-495

1500





BRAMPTON LINE. — ANDOVER TO BRAMPTON



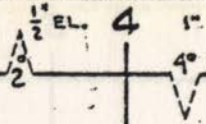
ANDOVER

56# - 1888

S.70° RR. 1063 - S.R. S.H. 7502-1062 (1898)

75# - 1912

296

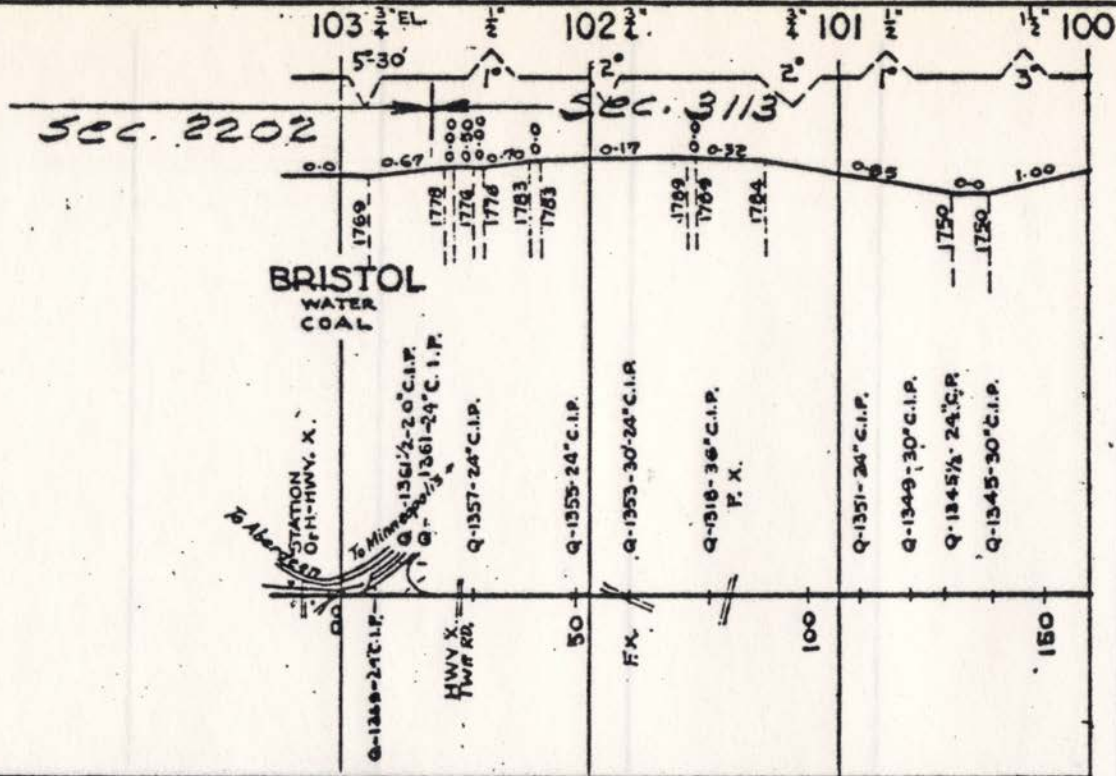


2000  
 YELLOWSTONE VY.  
 U.S. HWY. 812  
 HWY X.

35  
 27  
 2- RR  
 F.R.  
 5.75 RR. 62

PT. 3268





85' 24 75' 19 5' 19 08  
 S.M. 75<sup>th</sup> - 1926 S.M. 66<sup>th</sup> - 1927 RR. 75<sup>th</sup> - 1929



300

E.L.

94  $\frac{1}{2}$ '

93

92

91  $\frac{1}{2}$ '90  $\frac{1}{2}$ '

0.37

0.17

0.00

0.13

0.69

0.45

0.00

1.00

0.15

0.02

0.50

0.00

0.25

0.00

0.67

0.00

0.29

0.63

0.05

0.00

0.60

0.44

1.00

Q-1317-24° C.I.P.

Q-1315-24° C.I.P.

Q-1313-30° C.I.P.

Q-1211 $\frac{1}{2}$ -20° C.P.

Q-1211-30° C.I.P.

HWY. X.

Q-1309-30° C.I.P.

Q-1307-30° C.I.P.

Q-1305-30° C.I.P.

Q-1303-24° C.I.P.

HWY. X.

Q-1301-30° C.I.P.

Q-1299-30° C.I.P.

F.X.

Q-1297-30° C.I.P.

Q-1295 $\frac{1}{2}$ -15° C.P.Q-1295 $\frac{1}{2}$ -15° C.P.

Q-1293-30° C.I.P.

Q-1312-20° C.I.P.

F.X.

450

HWY. X.  
HWY. RD.

500

550

600

650

FIRST ST. C.  
HAWKST. RD.E.L.  
E.L.  
E.L.SQUARE JOINTS  
ELMITE BRIDGE

1888

LILY



302

1" EL.

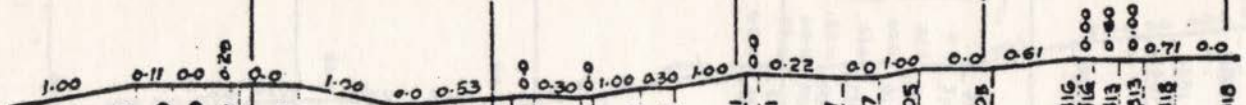
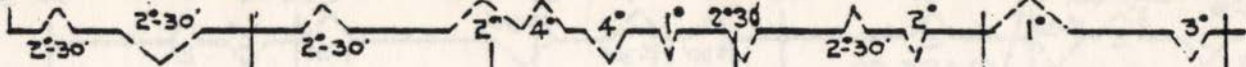
84

83

82

81

80



# BRADLEY

Q-1259-20° C.I.P.  
 HWY. X. U.S.H. 20  
 S.W. X. to Waterbury  
 Q-1256 1/2-15° C.P.  
 Q-1255-30° G.I.P.

HWY. X. TWP. RD.  
 Q-1253-30° C.I.P.  
 Q-1251-38° C.I.P.  
 Q-1249-24° C.I.P.

Q-1247-24° C.I.P.  
 Q-1245-30° C.I.P.  
 HWY. X  
 TWP. RD.  
 HWY. X  
 TWP. RD.

Q-1243-20° C.I.P.  
 Q-1241-30° C.I.P.  
 Q-1239-24° C.I.P.

HWY. X. TWP. RD.  
 Q-1306-30° C.I.P.  
 Q-1237-30° C.I.P.  
 HWY. X. TWP. RD.  
 Q-1304-36° C.I.P.

Q-1302-24° C.I.P.

76 Condo  
 GRADE KING  
 BATES  
 1733  
 HWY. X  
 TWP. RD.  
 1000  
 7010 Y6-1906  
 CINH. MAINT.

1050

1100

F.X

1150

1200

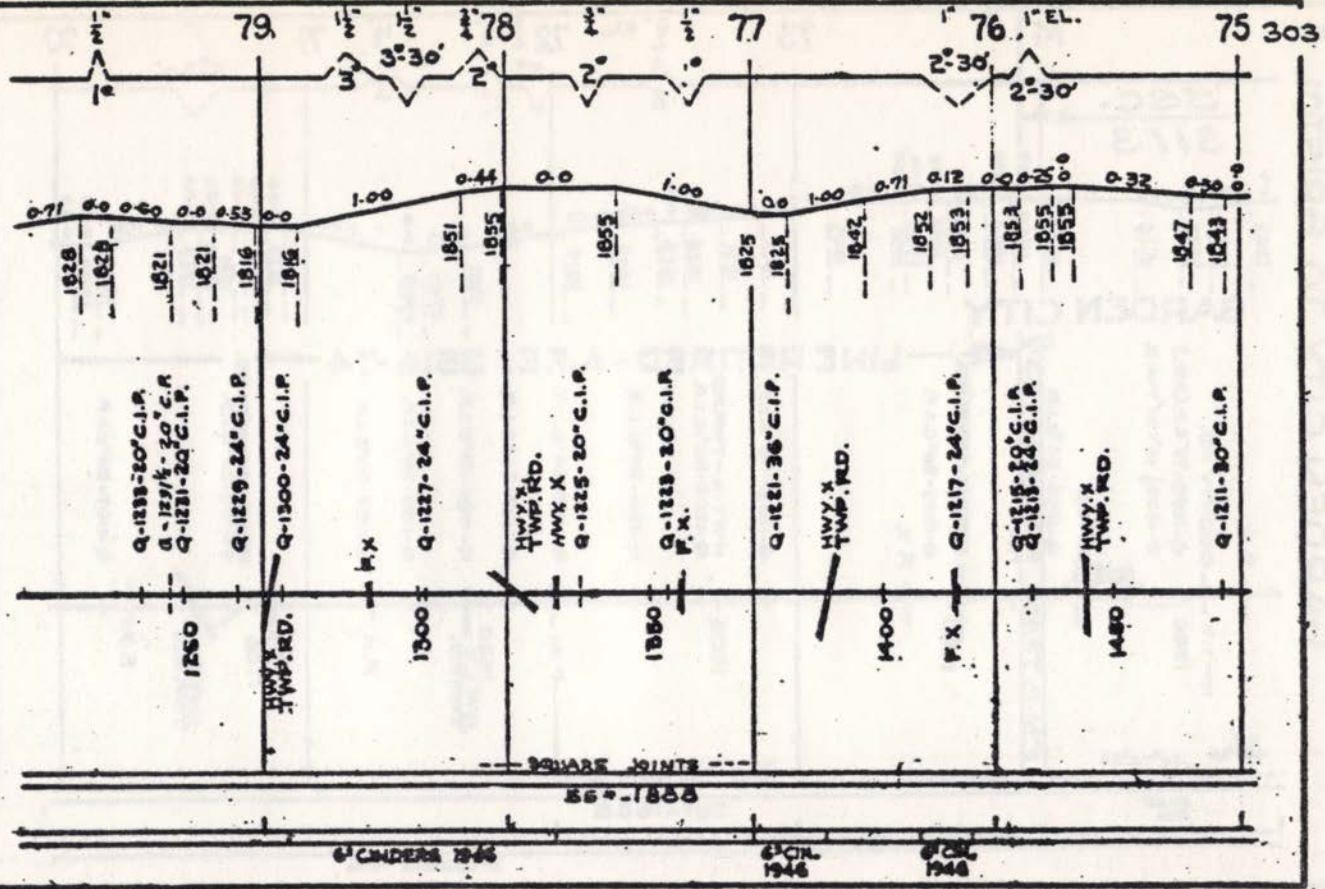
TWP. RD.  
 HWY. X

SQUARE Joints

8881 - 99

6" CX.  
1946

6" CINDERS 1946



79      78      77      76      75 303

2° 30'      2°      2°      2° 30'      2° 30'

0.71   0.0   0.0   0.0   0.55   0.0   1.00   0.44   0.0   1.00   0.0   1.00   0.71   0.12   0.0   0.0   0.32   0.0

1828   1828   1821   1821   1816   1816   1851   1855   1855   1825   1825   1842   1852   1853   1853   1855   1855   1847   1843

Q-1238-20° C.I.P.  
 Q-129 1/4-20° C.I.P.  
 Q-1231-20° C.I.P.  
 Q-1229-24° C.I.P.  
 Q-1300-24° C.I.P.  
 Q-1237-24° C.I.P.  
 Q-1225-20° C.I.P.  
 Q-1238-20° C.I.P.  
 Q-1221-36° C.I.P.  
 Q-1217-24° C.I.P.  
 Q-1215-20° C.I.P.  
 Q-1211-20° C.I.P.

1250      1300      1350      1400      1450

SQUARE JOINTS  
 55'-1808

6" CINDERS 1946      6" CINDERS 1946      6" CINDERS 1946



304

74

73

72

71

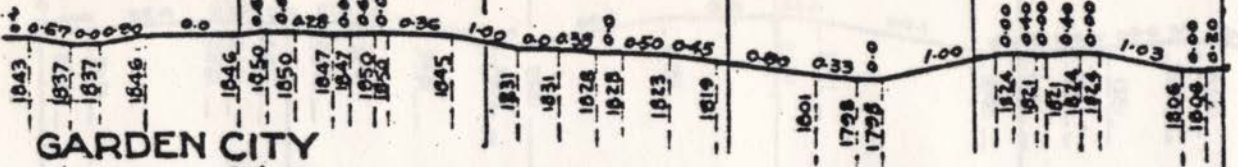
70

GARDEN CITY TO BRISTOL

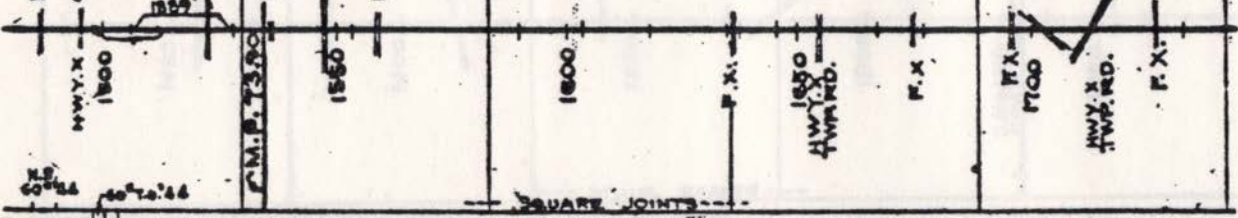
500.  
3113

GARDEN CITY

LINE RETIRED - A. R. F. 6516-74

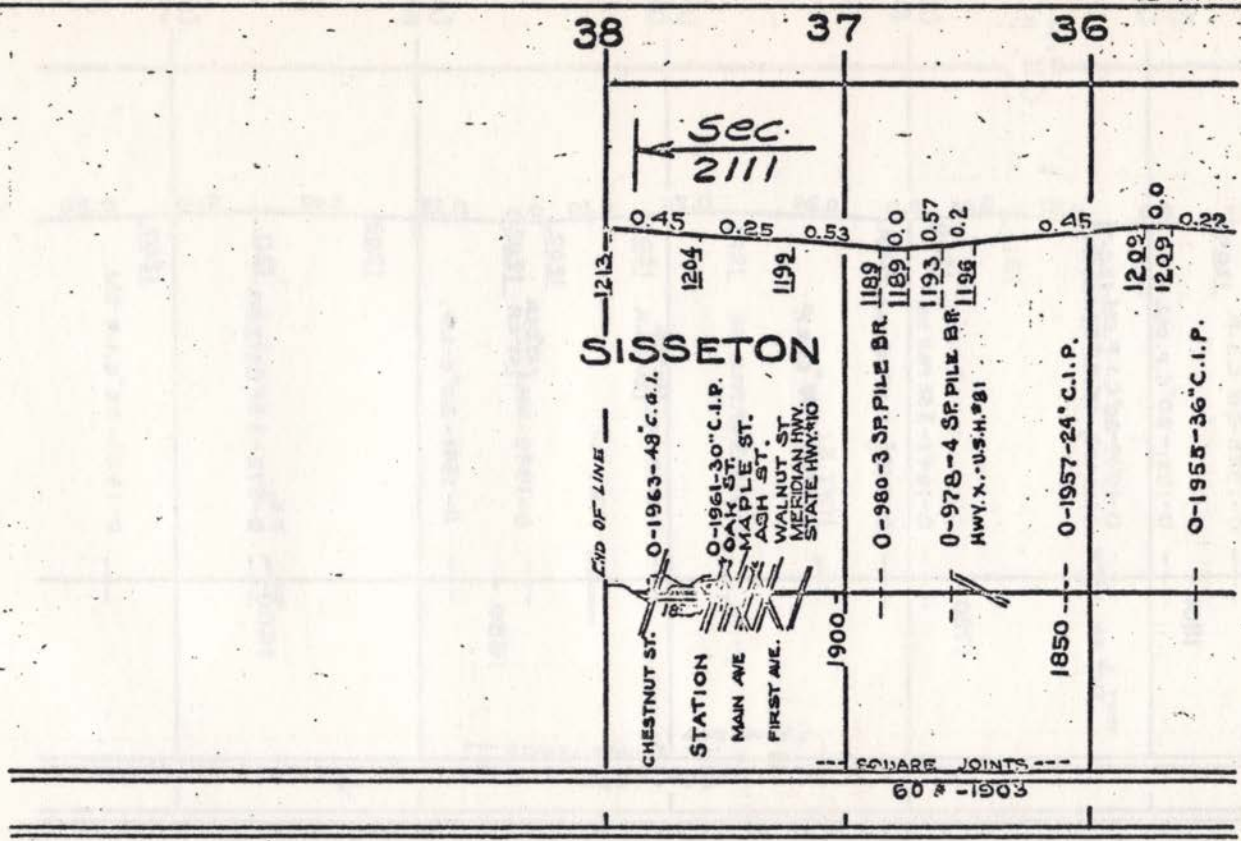


- HWY. X - COUNTY RD. Q-1298-24° C.I.P.
- HWY. X - COUNTY RD. Q-1198-24° C.I.P.
- HWY. X - COUNTY RD. Q-1197-20° C.I.P.
- HWY. X - COUNTY RD. Q-1196-24° C.I.P.
- HWY. X - COUNTY RD. Q-1195-26° C.I.P.
- HWY. X - COUNTY RD. Q-1194-24° C.I.P.
- HWY. X - COUNTY RD. Q-1193-20° C.I.P.
- HWY. X - COUNTY RD. Q-1209-75° C.P. (OBL.)
- HWY. X - COUNTY RD. Q-1208-20° C.I.P.
- HWY. X - COUNTY RD. Q-1207-20° C.I.P.
- HWY. X - COUNTY RD. Q-1206-20° C.I.P.
- HWY. X - COUNTY RD. Q-1205-48° C.I.P.
- HWY. X - TWP. RD. Q-1204-30° C.I.P.
- HWY. X - TWP. RD. Q-1203-20° C.I.P.
- HWY. X - TWP. RD. Q-1189-24° C.I.P.
- HWY. X - TWP. RD. Q-1187-24° C.I.P.



56#-1888

ORDERS 1946



SISSETON

END OF LINE — 1213 —

CHESTNUT ST. 0-1963-48" C.I.P.

STATION  
 MAIN AVE  
 FIRST AVE.  
 WALNUT ST.  
 MERIDIAN HWY.  
 STATE HWY. 110

0-980-3 SR PILE BR.

0-978-4 SR PILE BR.  
 HWY. X.-U.S.H. 981

0-1957-24" C.I.P.

0-1955-36" C.I.P.

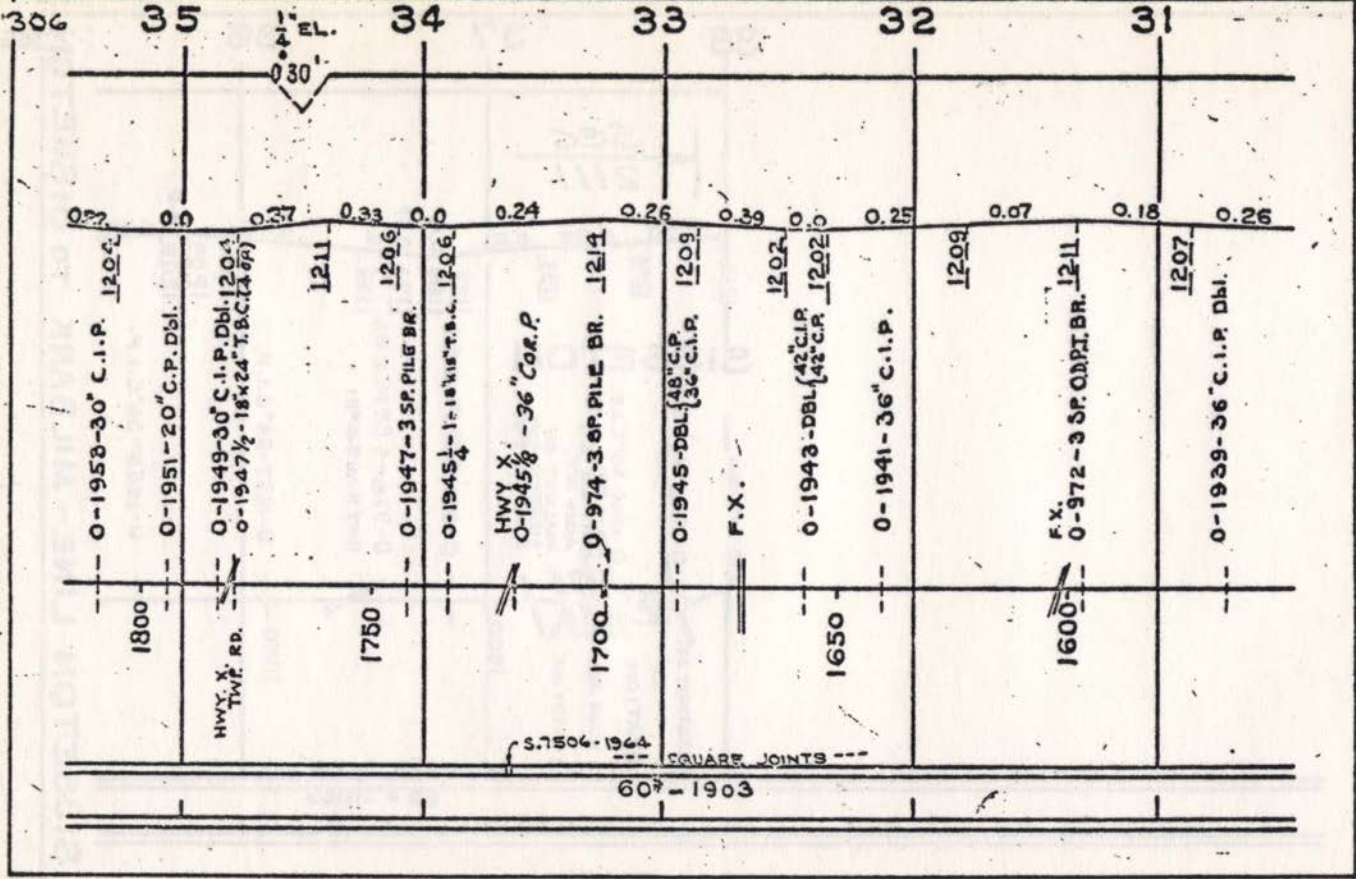
0.45 0.25 0.53 0.0 0.57 0.2 0.45 0.0 0.22

Sec. 2111

--- SQUARE JOINTS ---

60' = 1903

SISSETON LINE - MILBANK TO SISSETON



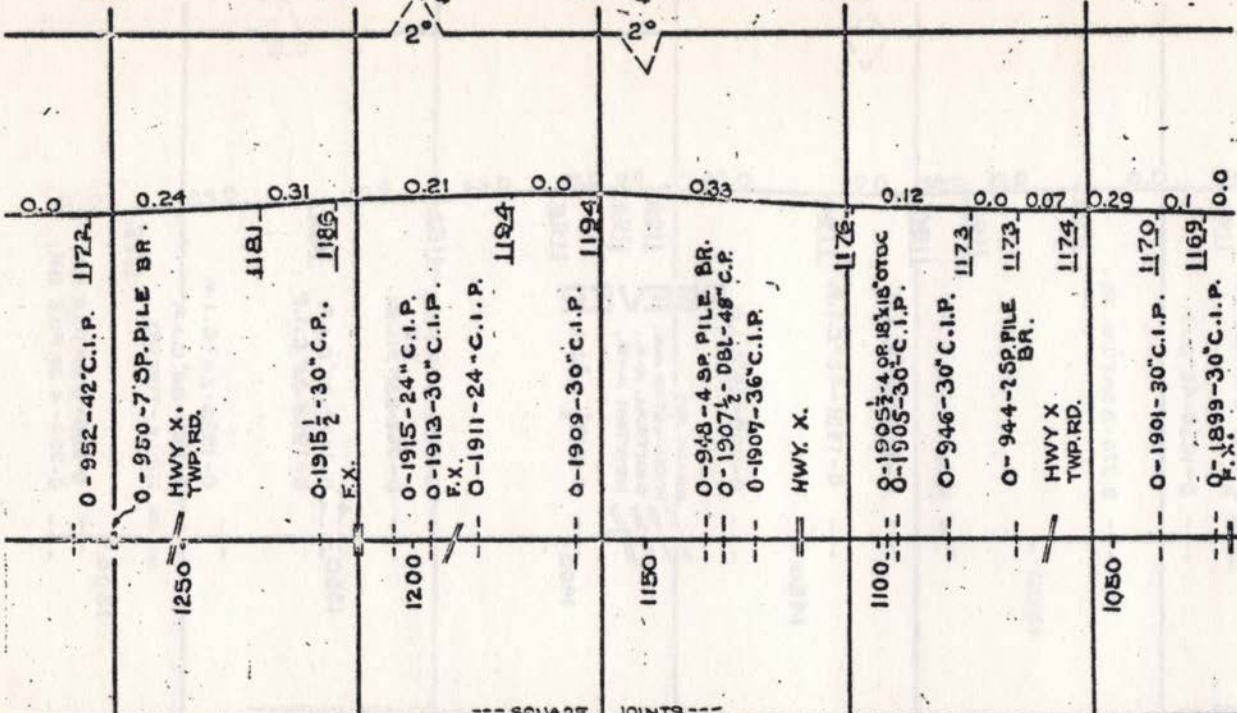
S. 1806-1964

60" - 1903

SQUARE JOINTS



308 25 24 23 22 21



0-952-42° C.I.P. 1172

0-950-7° SP. PILE BR. HWY X. TWP. RD.

1250

1181

0-1915 1/2 - 30° C.I.P. F.X. 1185

1200 0-1915-24° C.I.P.

0-1913-30° C.I.P. F.X.

0-1911-24° C.I.P.

1184

0-1909-30° C.I.P. 1194

1150

0-948-4 SP. PILE BR.

0-1907 1/2 - DBL-48° C.P.

0-1907-36° C.I.P.

HWY X.

1176

1100 0-1905 1/2 - 4 OR 18' X 18' OTOC 0-1905-30° C.I.P.

0-946-30° C.I.P. 1173

0-944-25° PILE BR. 1173

HWY X. TWP. RD. 1174

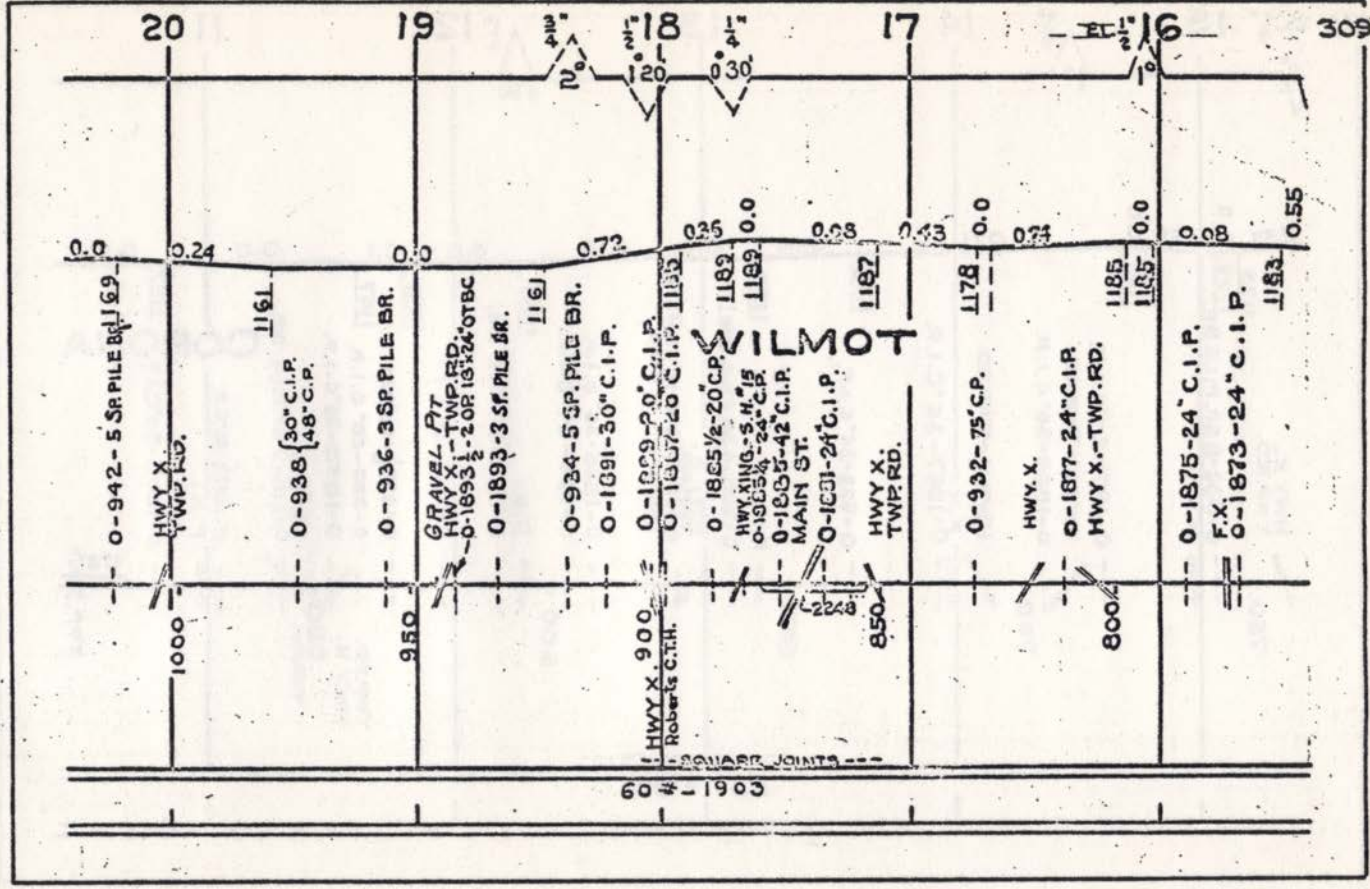
1050

0-1901-30° C.I.P. 1170

0-1899-30° C.I.P. 1169

--- SQUARE JOINTS ---

604 - 1903



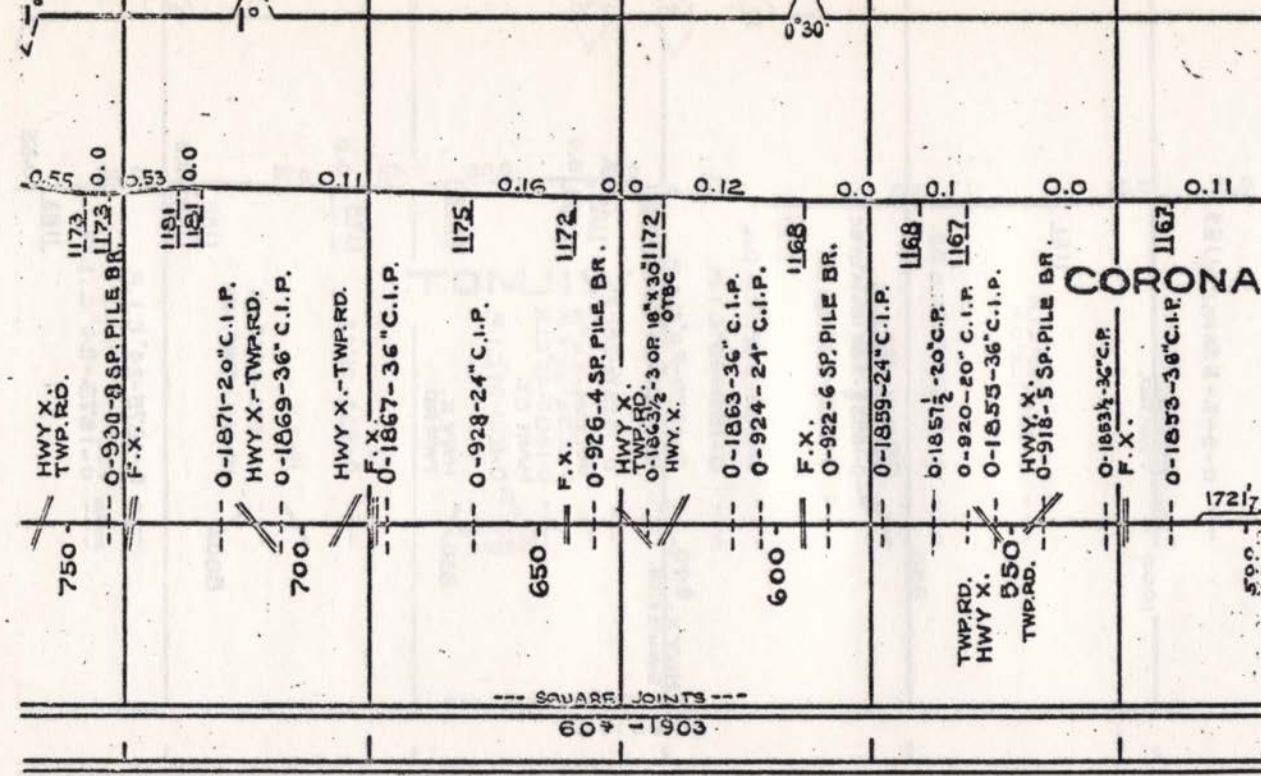
310 EL. N<sup>1</sup>/<sub>2</sub> 15

14

13

12

11



--- SQUARE JOINTS ---

603-1903

CORONA

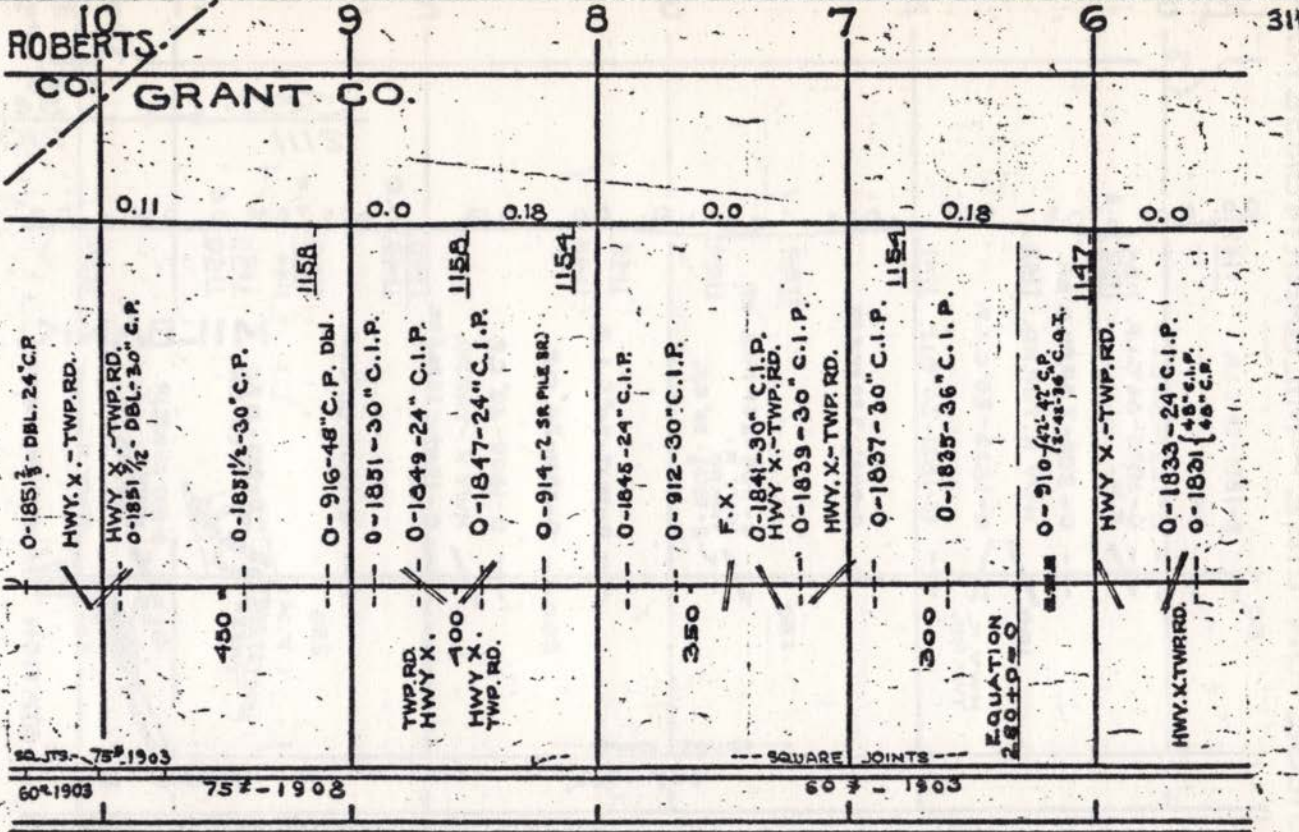
17217

590

ROBERTS.

CO.

GRANT CO.



60#-1903 75#-1903

60#-1903

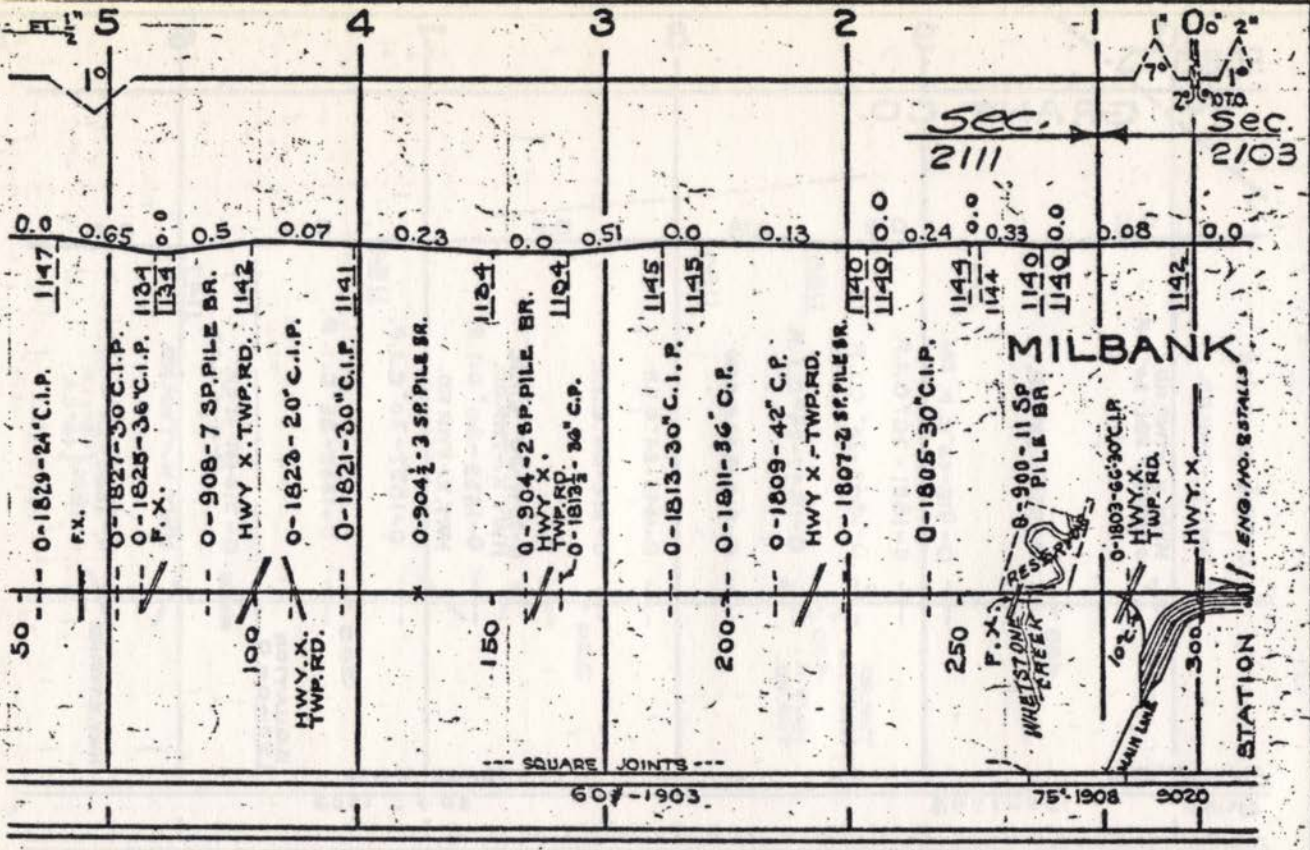
75#-1903

60#-1903

311



SISSETON LINE - MILBANK TO SISSETON

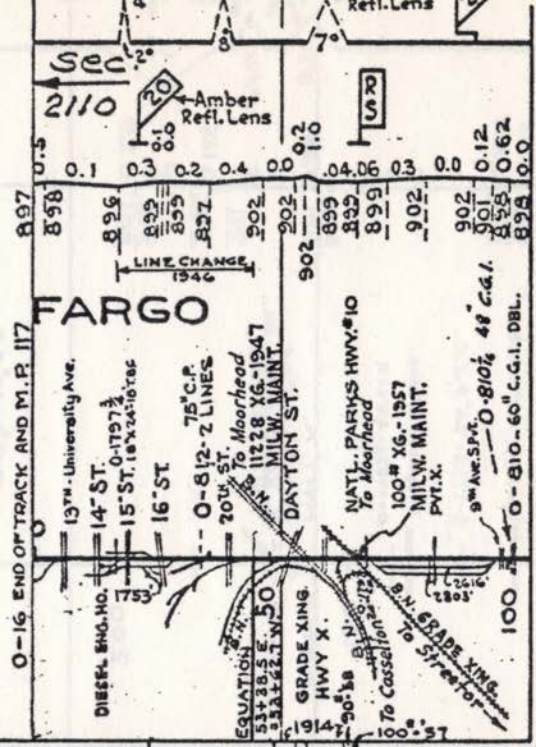


SQUARE JOINTS

607-1903

75-1908 2020

117 4" EL. 116 7" Amber Refl. Lens 115 313



O-16 END OF TRACK AND M.P. 117

# FARGO

13<sup>TH</sup> - University Ave.

DIESEL ENG. HO. 14<sup>TH</sup> ST. 0-1757 1/2

15<sup>TH</sup> ST. 19' x 24' 10" TAC

16<sup>TH</sup> ST

O-812-2 LINES

20<sup>TH</sup> ST. To Moorhead

1128 XG-1947 MILW. MAINT.

DAYTON ST.

NATL. PARYS HWY. #10 To Moorhead

100<sup>TH</sup> XG-1957 MILW. MAINT.

PVT. X.

9<sup>TH</sup> Ave. S.P.V. O-810 1/2 48' C.G.I.

O-810-60" C.G.I. DBL.

EQUATION 53+38.5 E. 52+22.1 W. 50

GRADE KING HWY X.

1914 90' 38" B.N. 3-172

100<sup>TH</sup> ST To Cassell St

100<sup>TH</sup> ST

B.N. GRADE KING HWY To Streetcar

100<sup>TH</sup> ST

56'-1884 5.7502-1949 75' 75' 6506-1952

112<sup>TH</sup> XG 86

FARGO LINE - ORTONVILLE TO FARGO

314 115 114 113 112 111 110

<p>HWY. X. - 13<sup>1/2</sup>" AVE. S.        0-1795-24" P.C.C.        Proposed 7<sup>th</sup> AVE.        0-1793<sup>1/2</sup>-42" C.I.P.</p>	<p>901        902        900</p>	<p>0.3        0.125        0.375</p>	<p>3° 38'</p>
<p>25<sup>th</sup> Street        U.S. HWY 52        HWY. X.        0-1793<sup>1/2</sup>-48" C.I.P.        0-800<sup>1/2</sup>-4 SPAN BR.        TWIN GIR. BAL. DK.        FX</p>	<p>900        901        902        901</p>	<p>0.25        0.0        0.125        0.0        0.25</p>	<p>2<sup>1/2</sup>'        2<sup>1/2</sup>'        4° 11' 24"        3°        2<sup>1/2</sup>'</p>
<p>0-1793<sup>1/2</sup>-30" C.I.P.        HWY. X.        TWP RD.        0-1793<sup>1/2</sup>-3 OP. 18x36" OTBC</p>	<p>901        902        901</p>	<p>0.0</p>	<p>1° 54'</p>
<p>0-1793 42" C.I.P.        HWY. X.        TWP RD.        0-808-85P. PILE BR.        0-1789<sup>1/2</sup>-36" C.I.P.        DEERE &amp; CO</p>	<p>901        900        900</p>	<p>0.125        0.16</p>	<p>3° 2<sup>1/2</sup>'        4° 2<sup>1/2</sup>'        2<sup>1/2</sup>'</p>
<p>0-1789<sup>1/2</sup>-24" CORR. I.P.        TWP RD.        HWY. X.        0-1789<sup>1/2</sup> 2x2 T.CUL</p>	<p>900        901        901</p>	<p>0.08        0.0</p>	<p>2<sup>1/2</sup>'        2<sup>1/2</sup>'</p>
<p>0-1789-24" C.I.P.</p>	<p>901</p>	<p>0.08</p>	

1561-6500-1561  
 100' 17" 1561-6500-1561

S.H. 75# 1928

R.R. 75# - 1953

110

109

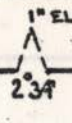
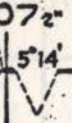
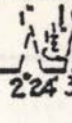
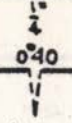
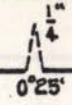
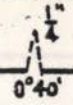
108

107<sup>2</sup>

106

105

315



0.08 0.0 0.125 0.06 0.08 0.0 0.04 0.25 0.2 0.0 0.08 0.15 0.08 0.0 0.06

905  
905  
904  
905  
904  
904

906  
907  
905  
905  
904  
907

905  
905

HWY. X.  
TWP. RD.

F. X.

0-1787 1/2 - 24" C.I.P.  
HWY. X. - TWP. RD.  
0-1787 - 24" C.I.P.

0-1785 1/2 - 24" C.P.  
HWY. X.

0-1788 - 30" C.I.P.  
WILD RICE  
RIV.  
0-604 - 18 SP.  
PILE BR.

0-802 - 75" C.P.

HWY. X. - TWP. RD.  
0-1783 1/2 - 24" C.I.P.

0-1763 - 24" C.I.P.

0-1781 3/4 - 24" C.I.P.

HWY. X. - TWP. RD.  
0-1781 1/2 - 24" C.I.P.

0-1781 - 24" C.I.P.

400

450

500

550

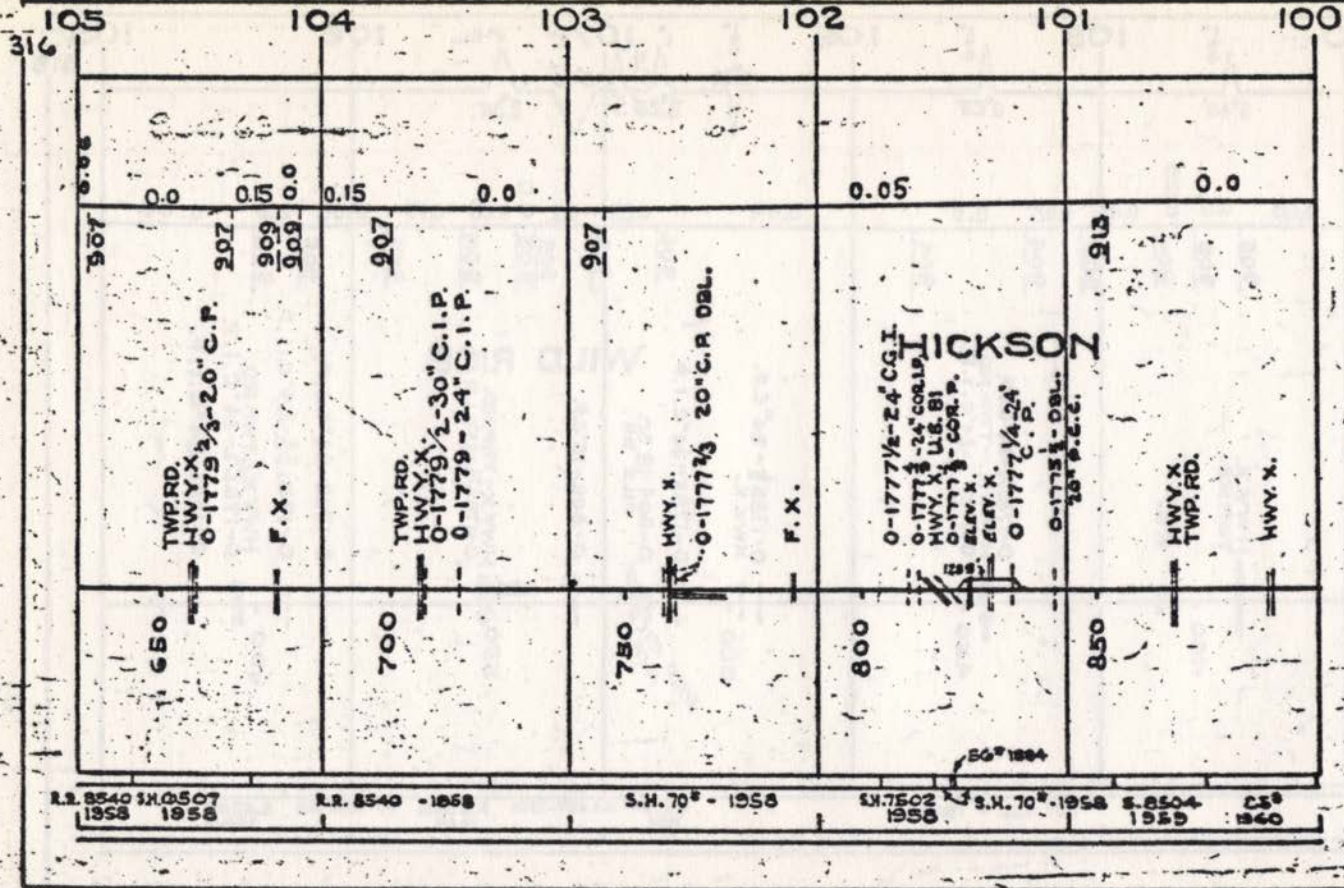
600

75<sup>th</sup> R.R. - 1953

S.W. 75<sup>th</sup> S.W. 65<sup>th</sup> - 1931  
1931

R. 6506  
1948

75<sup>th</sup> RR '54  
S. 6502  
1956



JACKSON

56° 18' 04"

100

N<sup>1</sup> 99

98

97

96

EL. 402' 95

317

CASS CO.

RICHLAND CO.

913

0.1

0.0

0.5

0.0

0.25

0.0

0.3

0.125

0.0

0.06

0.0

0.25

913

916

916

918

91A

912

912

923

921

921

920

920

0-1754-20" C.I.P.

HWY. X.  
TWP. RD.

0-1775-36" C.I.P.

HWY. X.  
TWP. RD.

0-800-48" C.I.P.

LITHIA

0-798-36" C.I.P.

HWY. X.  
TWP. RD.

F.X.

0-1767 1/2-30" C.I.P.

HWY. X.  
TWP. RD.

0-1767-24" C.I.P.

0-1768 1/2-36" C.I.P.

HWY. X.  
TWP. RD.

0-1768-24" C.I.P.

900

950

1000

1050

1100

1150

SQUARE JOINTS

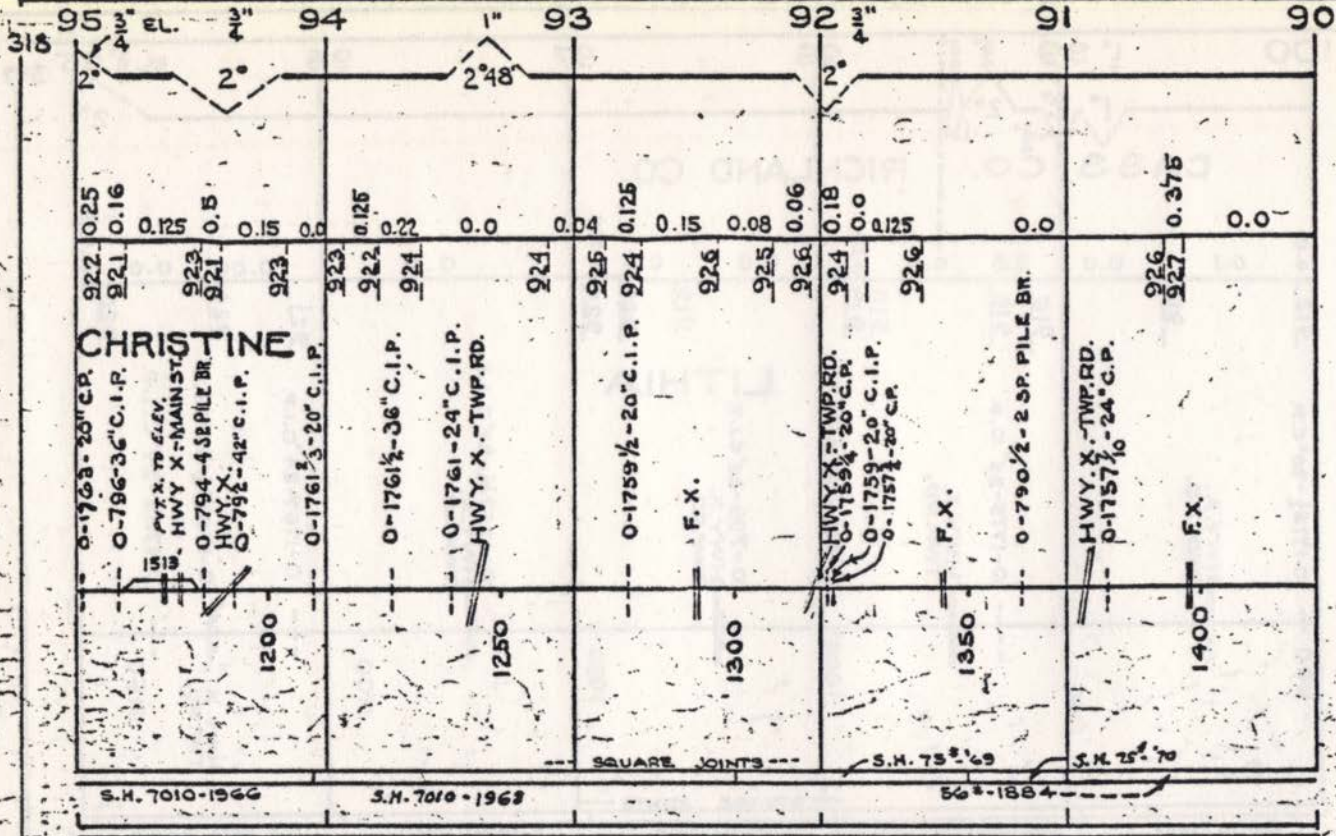
S.H. 7010-1961

S.H. 7010-1962 (1903)

S. 7010-1963

S. 7010-1964

S.H. 7010-1968



90

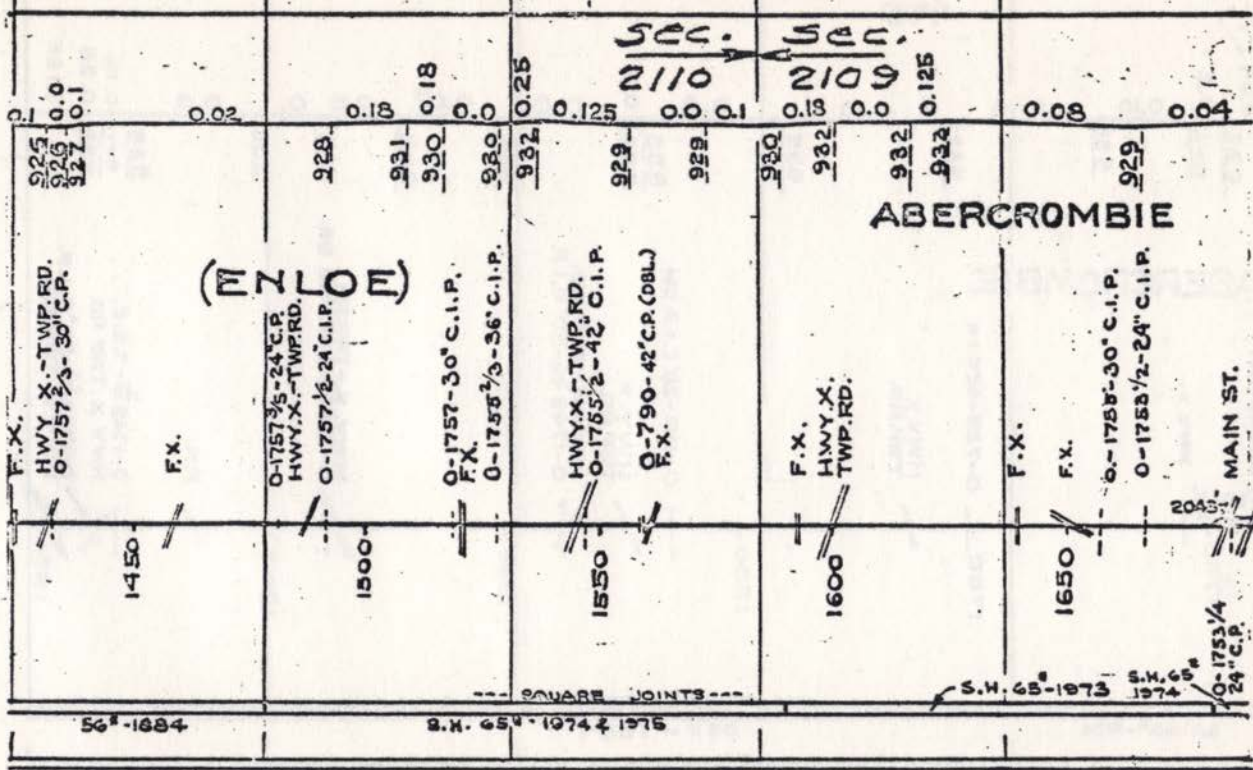
89

88

87

86

319



# ABERCROMBIE

## (M Z L O M)

F.X.  
HWY. X. - TWP. RD.  
0-1757 1/2 - 30' C.I.P.

F.X.

0-1757 3/4 - 24' C.I.P.  
HWY. X. - TWP. RD.  
0-1757 1/2 - 24' C.I.P.

0-1757 - 30' C.I.P.  
F.X.  
0-1755 3/4 - 36' C.I.P.

HWY. X. - TWP. RD.  
0-1755 1/2 - 42' C.I.P.  
F.X.  
0-790 - 42' C.I.P. (DBL)

F.X.  
HWY. X.  
TWP. RD.

F.X.

F.X.

0-1758' - 30' C.I.P.  
0-1753 1/4 - 24' C.I.P.

MAIN ST.

S. 65° - 1684

S. 65° - 1974 & 1975

S. 65° - 1973

S. 65° - 1974

0-1753 1/4 - 24' C.I.P.

2043

SEC. 2110 ← SEC. 2109

925  
926  
927

0.02

928

0.18

931

0.18

930

0.0

930

0.25

0.125

929

0.0

929

0.1

930

0.13

932

0.0

932

0.125

932

0.08

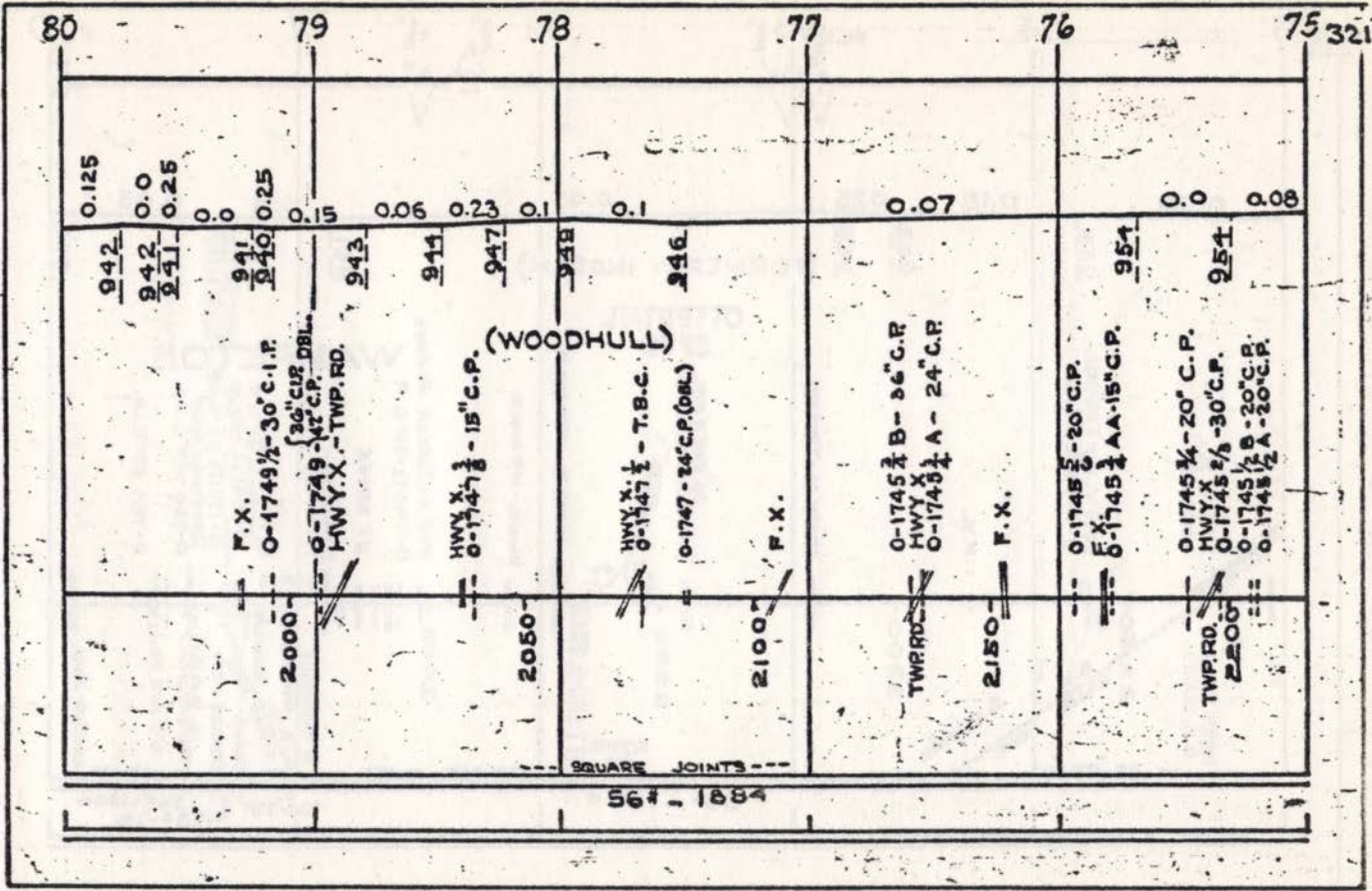
929

0.04

929







75 74 73 72 71 70

0.08

0.15

0.25

0.05

0.0

0.05

HWY. X.  
TWP. RD.

HWY. X. - TWP. RD.  
0-174 5/8 T.B.C.

959

F.X.

HWY. X. - TWP. RD.

963

966

(FORMERLY INGRAM)

OTTERTAIL  
SPUR

36 COR. E. DBL.  
HWY. KING. - U.S.N. 210

HWY. X. - 1078 Ave. N.

HWY. X. - 1478 Ave. N.

PVT. X. - INDIAN SCHOOL  
0-1743 1/2 - 20" C.P.

ST. KING'S

961

HWY. X.  
TWP. RD.

WAHPETON

STATION 24" C.P.  
0-1741 1/2 - 24" C.P.  
0-1741 1/2 - 24" C.I.P.  
Territorial Road

11525 X6-1950  
MILW. MAINT.

0-784 24" C.I.P.

0-784 24" C.I.P.

962

Lincoln Ave.

11525 X6-1957  
S.N. MAINT.

2250

B.N. GRADE

2300

2400

OTTERTAIL P.W.CO.

2400

SQUARE JOINTS

To Devenport

Primrose Ave.

Nicolette Ave.

Deacon King Ave.

CROSSING ARTS

0-784 24" C.I.P.

0-784 24" C.I.P.

0-784 24" C.I.P.

0-784 24" C.I.P.

0-784 24" C.I.P.

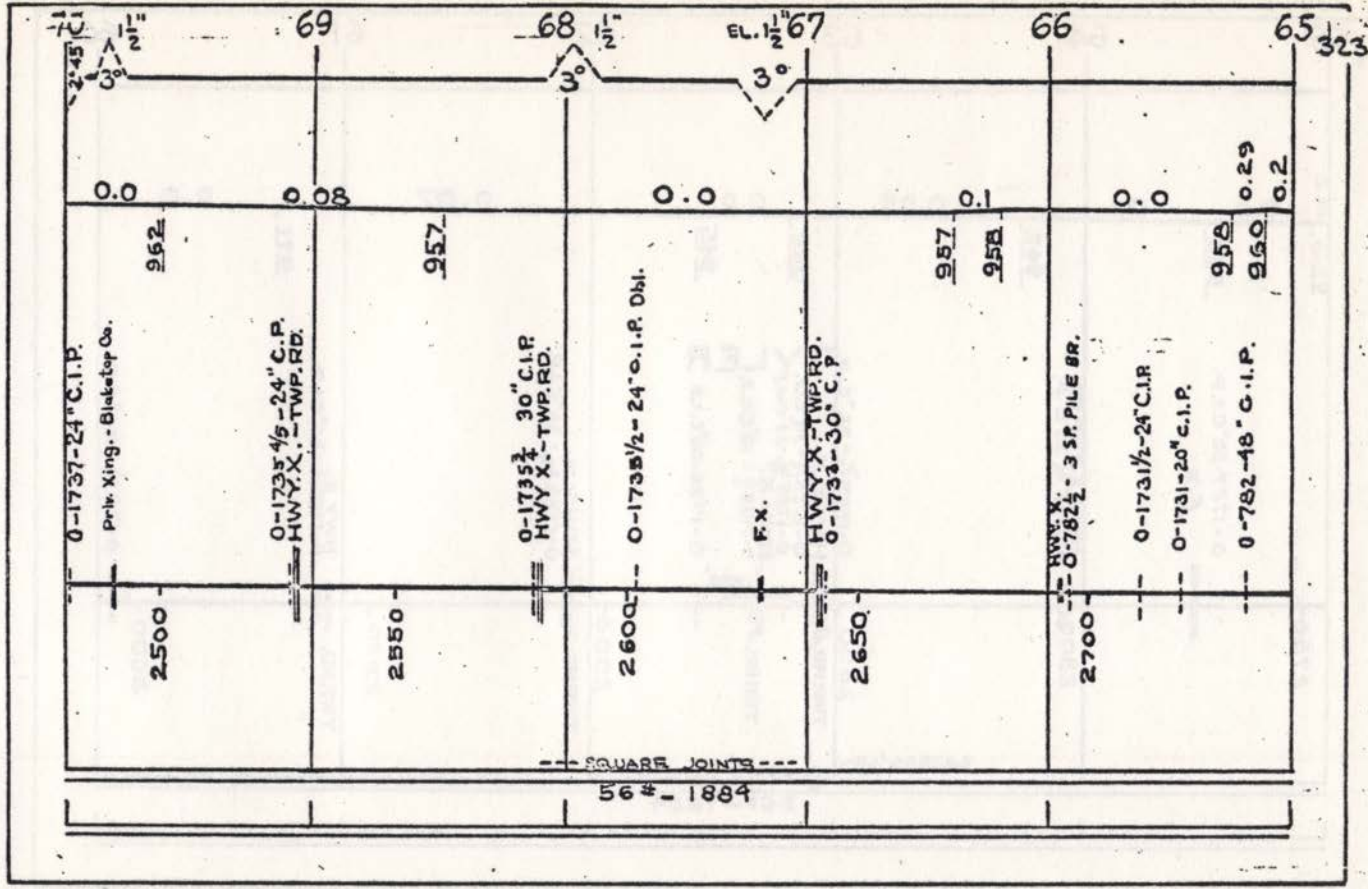
0-784 24" C.I.P.

56° - 1884

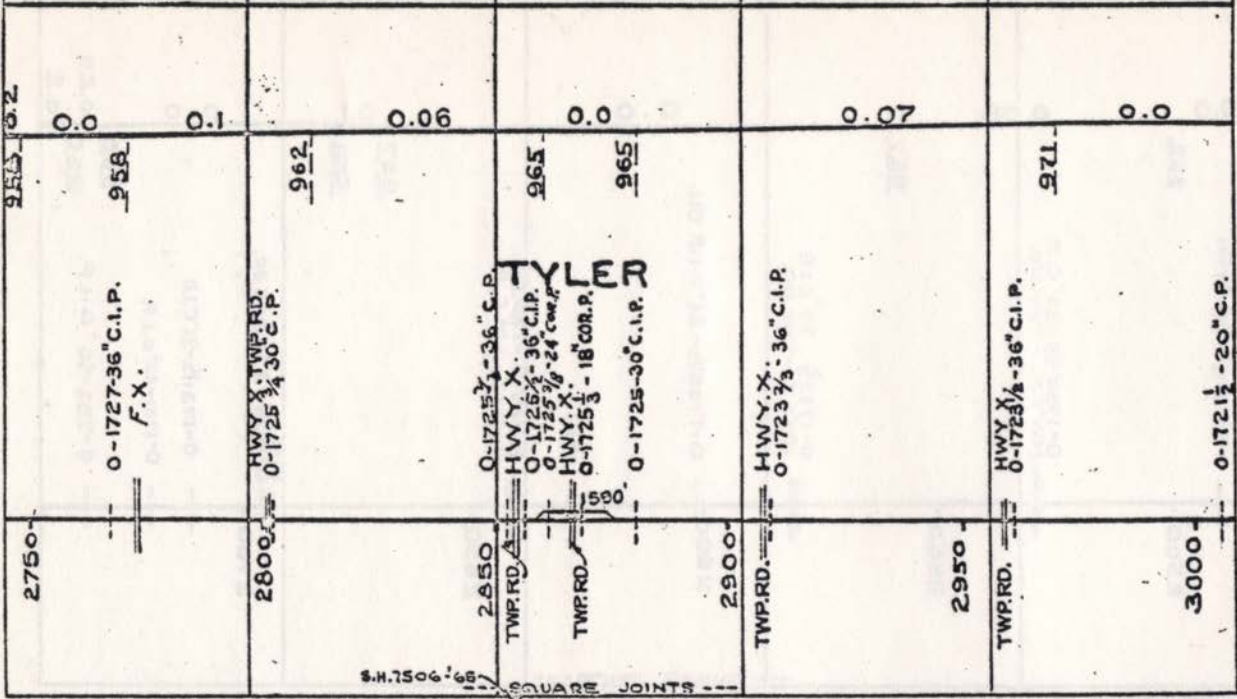
10° 75'

75° 56' - 1884

75° 56' - 14



324 65 64 63 62 61 60



S.H. 7506-66

SQUARE JOINTS ---

567 - 1884

60

59

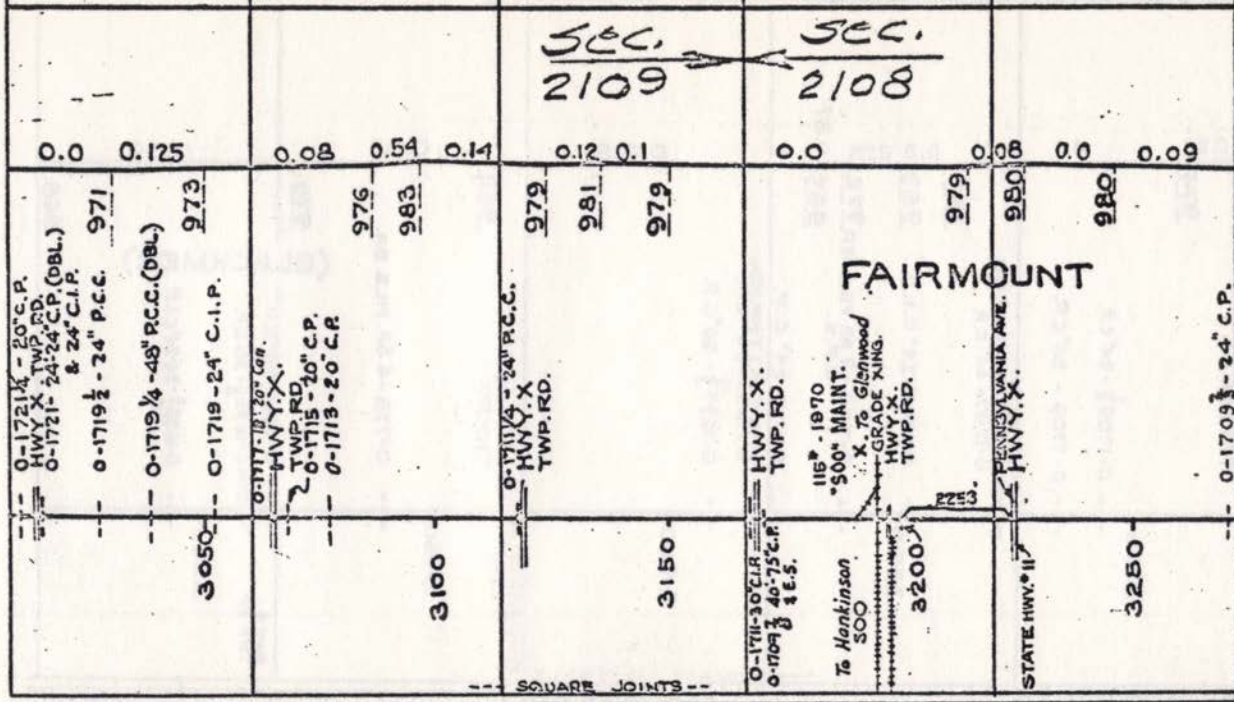
58

57

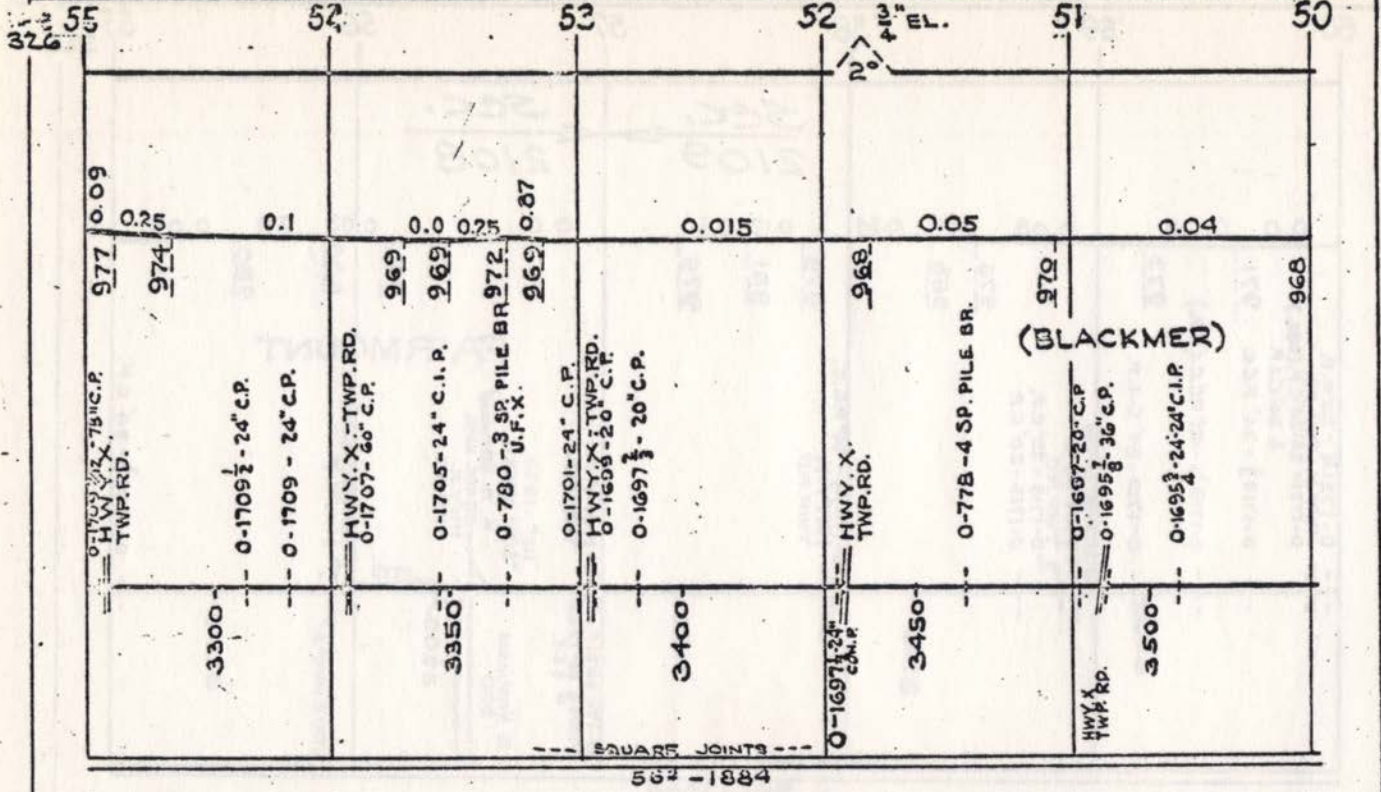
56

55

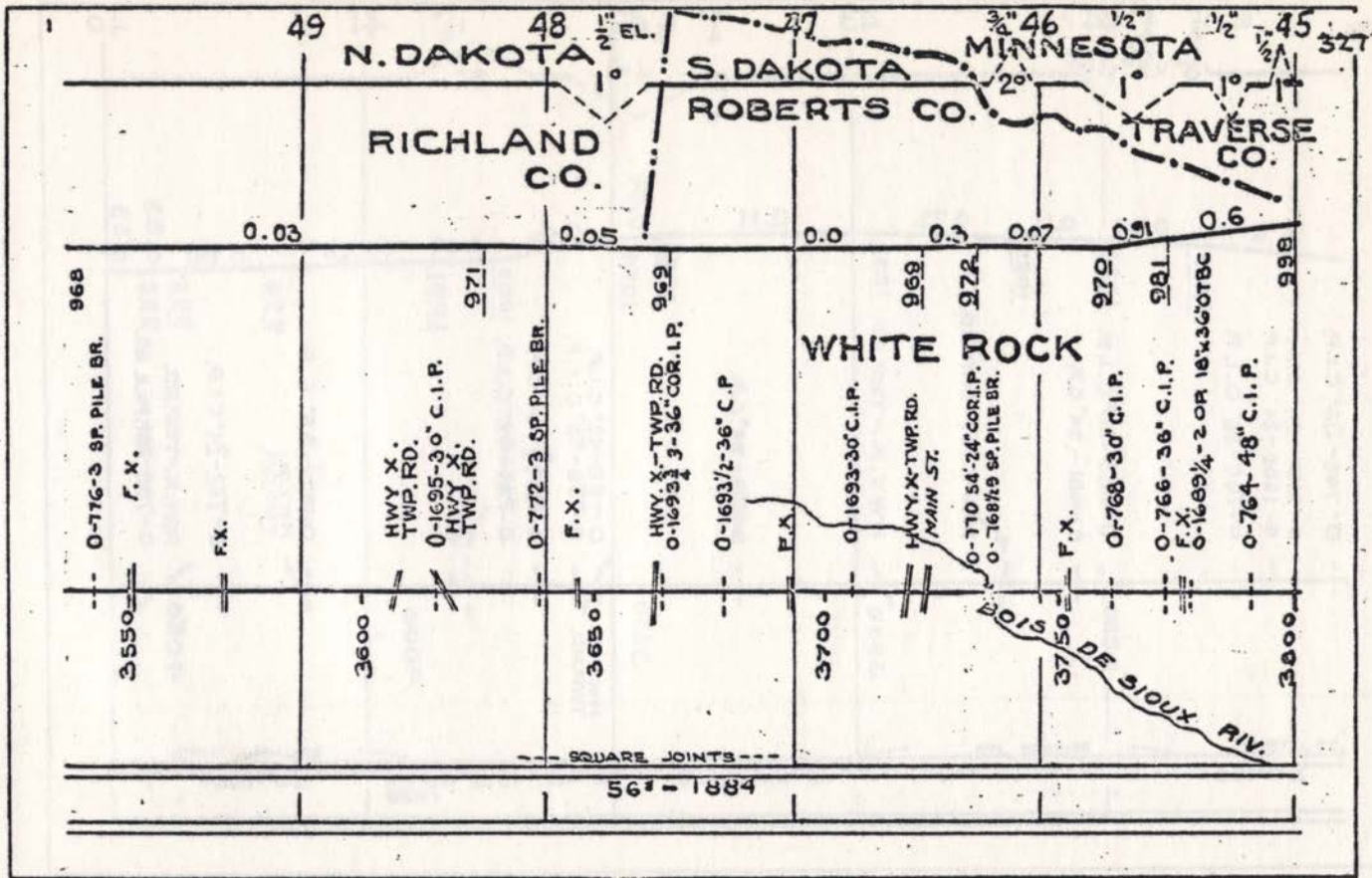
325



564 - 1884



977 0.09  
 974 0.25  
 0.1  
 969 0.0  
 969 0.25  
 972 0.87  
 969  
 0.015  
 0.05  
 979  
 0.04  
 968





328

EL. 1' 2" 2' 4" 44' 1" 230'

43

2' 2" 1' 1/2" 42 3° 2°

41

40

-- 0-762-35" C.I.P.  
-- 0-1687-24" C.P.  
-- 0-1685-24" C.I.P.  
-- 0-760-36" C.I.P.

1017

0.6

0.32

0.11

0.23

3850  
0-1683-20" C.I.P.  
0-1681-24" C.P.

1025

HWY. X.-TWP. RD.

3900  
HWY. X.-TWP. RD. 1032

-- 0-1679-24" C.P.

0.11

1020

1026

0.44

HWY. X.-TWP. RD.  
0-758-42" C.I.P.  
0-756-48" C.I.P.

-- 0-1677 3/4 - 24" C.P.

-- 0-754-42" C.I.P.

FX.

1000

1001

0.95

0.06

0.14

-- 0-1677-36" C.P.  
HWY. X.-TWP. RD.

995

-- 0-752-24" C.I.P.

995

HWY. X.-TWP. RD.

995

0-750-23P.PILE BR.

995

0.05

0.33

0.33

SQUARE JOINTS

SQUARE JOINTS

SQUARE JOINTS

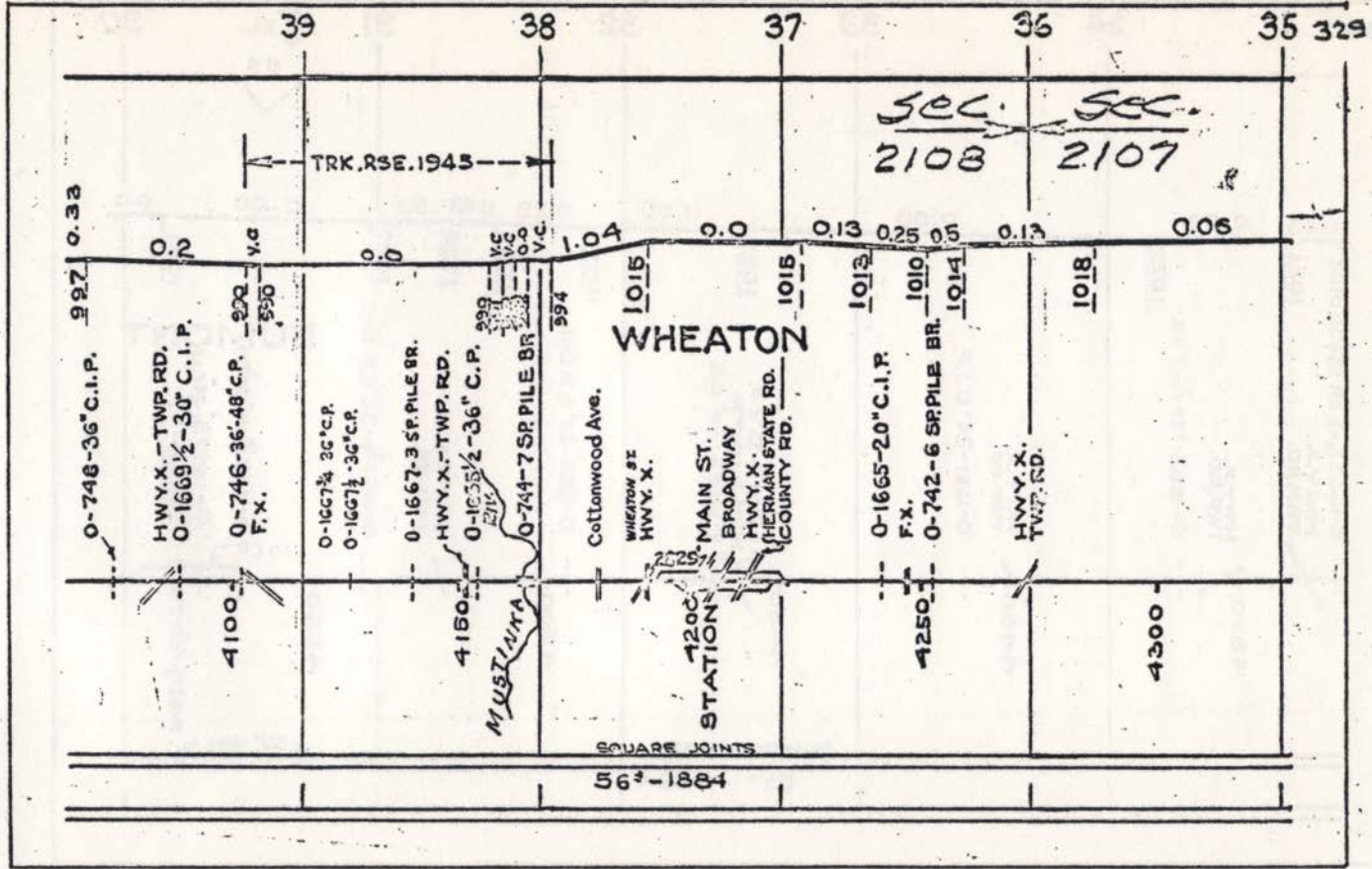
56-1884

75-R.R.-1929

75-SH.-1929

65-SH  
1929

56-1884



997 0.33

0-746-36" C.I.P.

HWY. X. - TWP. RD.  
0-1669 1/2 - 30" C.I.P.

0-746-36" 48" C.P.  
F.X.

0-1667 1/4 30" C.P.  
0-1667 1/2 30" C.P.

0-1667-3 SR PILE BR.  
HWY. X. - TWP. RD.  
0-1635 1/2 - 36" C.P.

0-744-7 SR PILE BR

Cottonwood Ave.

WHEATON ST  
HWY. X.

MAIN ST.  
BROADWAY

HWY. X.  
SHERMAN STATE RD.  
COUNTY RD.

0-1665-20" C.I.P.  
F.X.

0-742-6 SR PILE BR.

HWY. X.  
TWP. RD.

TRK. RSE. 1945

V.C.  
V.C.  
V.C.

WHEATON

~~SEC. 2108~~     ~~SEC. 2107~~

39

38

37

36

35 329

SQUARE JOINTS

56 1/2 - 1884

4100

4150

4200

4250

4300

MUSTIYKA

202574

994

1015

1015

1013

1010

1014

1018

0.2

v.c

0.0

1.04

0.0

0.13

0.25

0.5

0.13

0.06

330 34 33 32 31 2<sup>nd</sup> EL. 30

0.03 0.03 0.08 0.09 0.23 0.08 0.1 0.09 0.0

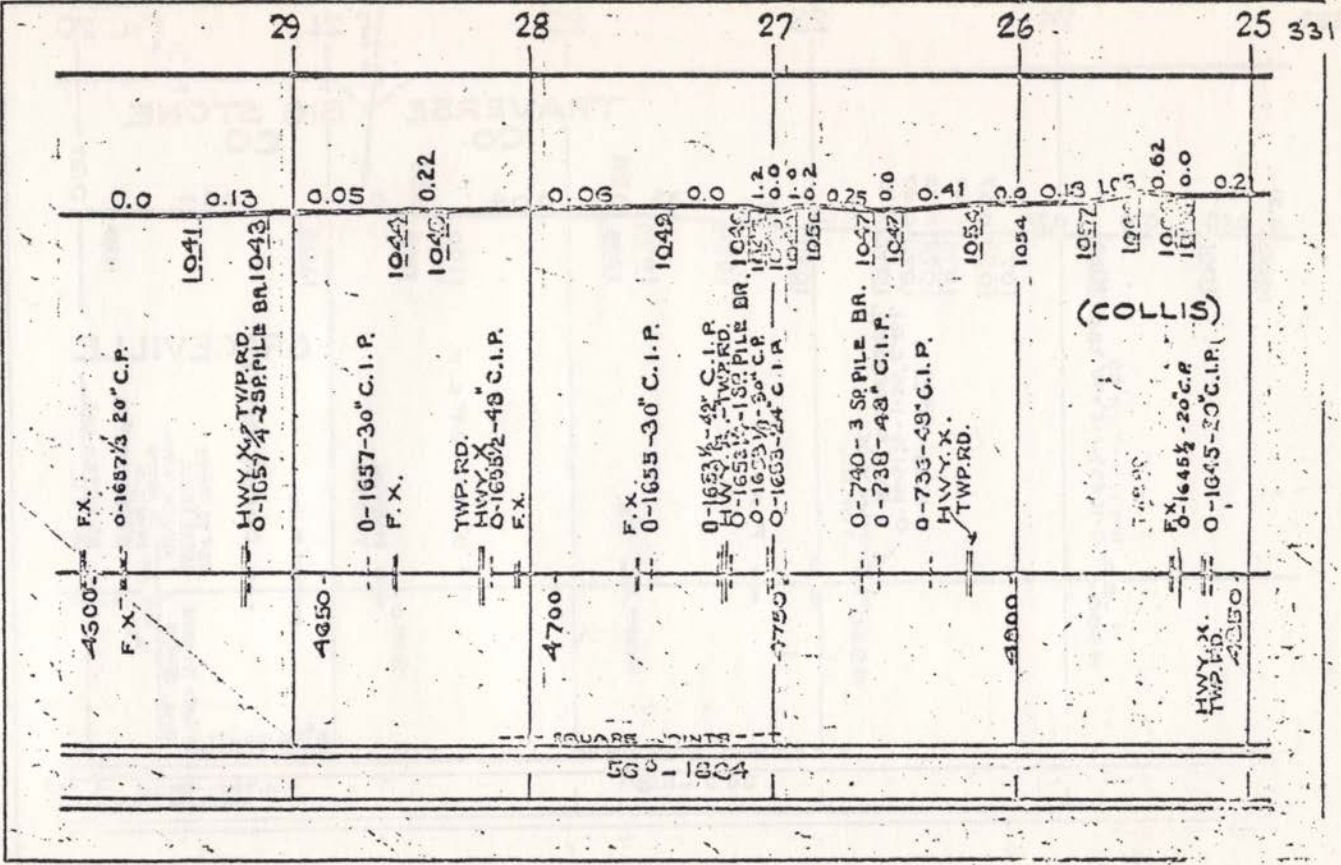
1021 1022 1029 1032 1037 1038 1037 1041

0-1663 1/2 - 2 OR 18 X 36" OTDC HWY. X. TWP. RD.  
4350 HWY. X. TWP. RD.  
0-1663-1 SP. PILE BR.  
4400 HWY. X. TWP. RD.  
0-1661-24" C.I.P.  
4450 0-1659 3/4 - 30" C.P.  
HWY. X. Co. #70  
0-1659 1/2 - 30" C.P.  
4500 0-1659-30" C.P. DBL.  
4550 HWY. X. TWP. RD.  
0-1657 3/8 - 36" C.P. DBL.  
19 0-1657 1/4 - 18 X 30" OTDC  
0-1657 1/2 - 24" C.I.P.  
HWY. X. TWP. RD.

DUMONT

SQUARE JOINTS  
56" - 1884

56" 1951



29 28 27 26 25 331

4500  
4650  
4700  
4850

FX.  
0-1687 1/3 20" C.I.P.

HWY X  
0-1057 1/4 25" PILE BR. 1043

0-1657-30" C.I.P.  
F.X.

TWP RD.  
HWY X  
0-1655 1/2-48" C.I.P.  
F.X.

F.X.  
0-1655-30" C.I.P.

0-1653 1/2-49" C.I.P.  
0-1653 1/2-49" TWP RD.  
0-1653 1/2-18" PILE BR. 1046  
0-1653 1/2-30" C.I.P.  
0-1653 1/2-24" C.I.P.

0-740-3 58" PILE BR.  
0-738-43" C.I.P.

0-733-49" C.I.P.  
HWY X  
TWP RD.

(COLLIS)

FX-1645 1/2-20" C.I.P.  
0-1645-20" C.I.P.

1041  
1042  
1043  
1044  
1045  
1046  
1047  
1048  
1049  
1050  
1051  
1052  
1053  
1054  
1055  
1056  
1057  
1058  
1059  
1060  
1061  
1062  
1063  
1064  
1065  
1066  
1067  
1068  
1069  
1070

0.0  
0.13  
0.05  
0.22  
0.06  
0.0  
1.2  
0.0  
1.0  
0.2  
0.25  
0.0  
0.41  
0.0  
0.3  
1.3  
0.62  
0.0  
0.2

50' = 1 1/2"

332

24

23

22

21

20  
3°  
2°  
4°  
EL.

TRAVERSE  
CO.

BIG STONE  
CO.

1062	1066	1068	1072	1074	1076	1078	1082	1090	1096	1098	1100	1102	1104	1110			
0.21	0.03	0.0	0.33	0.37	0.31	0.12	0.37	0.0	0.25	0.5	0.35	0.28	0.04	0.39	0.02	0.14	0.27

4900 HWY. X. - TWP. RD.  
0-1643 1/2 - 18" x 30" T.B.C.

0-1643-24" C.I.P.  
0-1641 1/2 - 1-36" C.G.I.  
EACH SIDE OF HWY. X.  
HWY. X.  
TWP. RD.

F. X.

F. X.

0-1641-24" C.P.

HWY. X.  
TWP. RD.

F. X.

0-1639 1/2 - 24" C.I.P.

1154 XG-1972  
MILW. MAINT.  
GRAD. KING.  
HWY. X.  
STATE HWY #28  
ST. PETER AVE.  
HWY. X.

GRACEVILLE

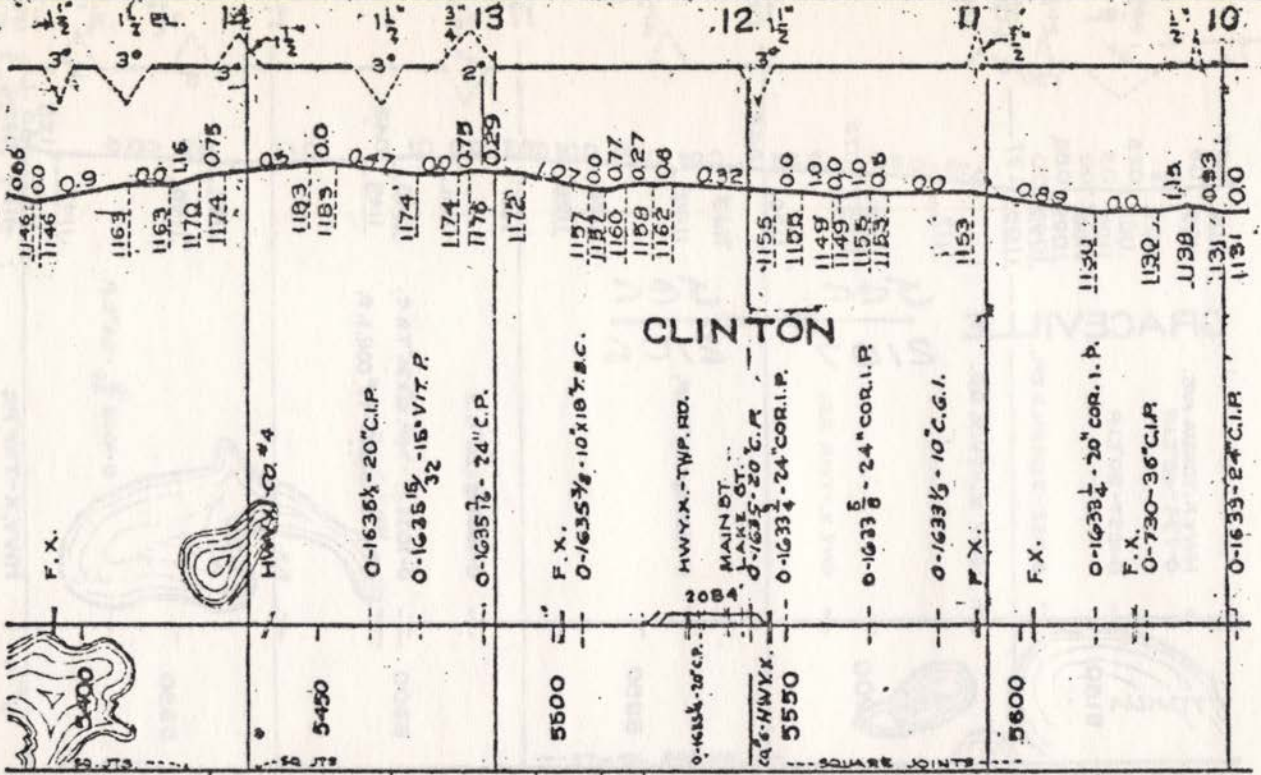
SQUARE JOINTS

567-1934

1154 XG-1972  
MILW. MAINT.

To Lake Traverse  
B.N. 5100  
S.H. 7506-1962  
S.H. 7502-1934





RR. 75 - 1952

56° 1884

56506

6007

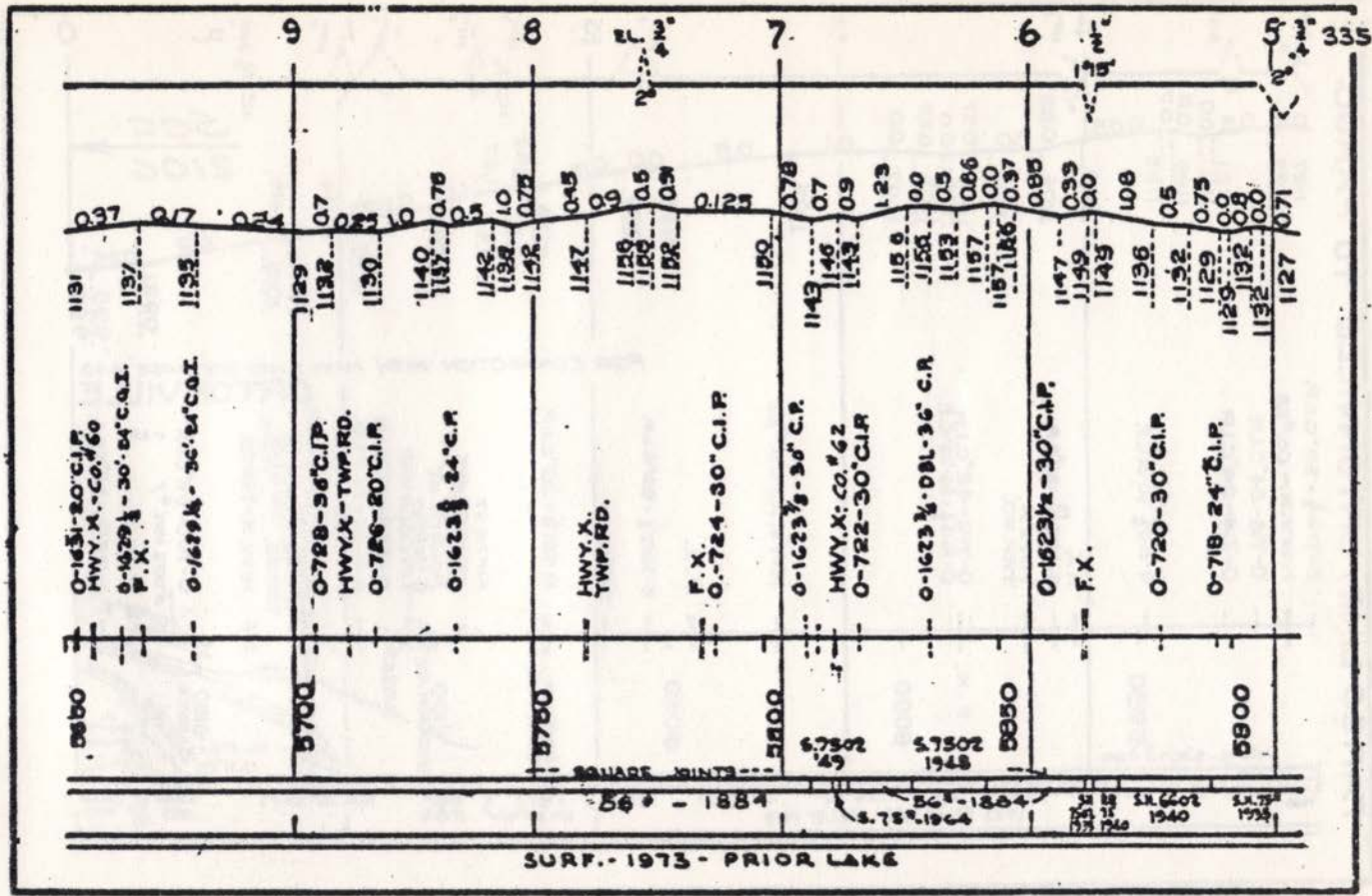
S.H. 67°

56° 1884

1951

1944

1943



0-1651-20" C.I.P.  
HWY. X. - CO. #60  
F. X.  
0-1429 1/2 - 30' - 24" C.O.I.

1131  
1137  
1125

0.37  
0.17  
0.14

0-1629 1/2 - 30' - 24" C.O.I.

0-728-36" C.I.P.  
HWY. X. - TWP. RD.  
0-726-20" C.I.P.

1129  
1132  
1130

0.07  
0.23  
0.10

0-1623 1/2 - 24" C.P.

1140  
1137  
1142  
1138

0.78  
0.23  
0.10  
0.72

HWY. X.  
TWP. RD.

1147  
1156  
1152  
1158

0.45  
0.09  
0.05  
0.51

F. X.  
0-724-30" C.I.P.

1150

0.23

0-1623 1/2 - 36" C.P.

1143

0.78

HWY. X. - CO. #62  
0-722-30" C.I.P.

1146  
1143

0.07  
0.09

0-1623 1/2 - 081-36" C.P.

1156  
1153  
1152  
1157

1.23  
0.00  
0.05  
0.66

1157  
1186

0.00  
0.37

0-1623 1/2 - 30" C.I.P.

1147

0.85

F. X.

1159  
1149

0.33  
0.00

0-720-30" C.I.P.

1136

1.08

0-718-24" C.I.P.

1132  
1129  
1129  
1132

0.05  
0.75  
0.00  
0.08

1132

0.00

0.71

SURF. - 1973 - PRIOR LAKE

SQUARE MILES

56 - 1884

5.75 - 1964

5.75 - 1964

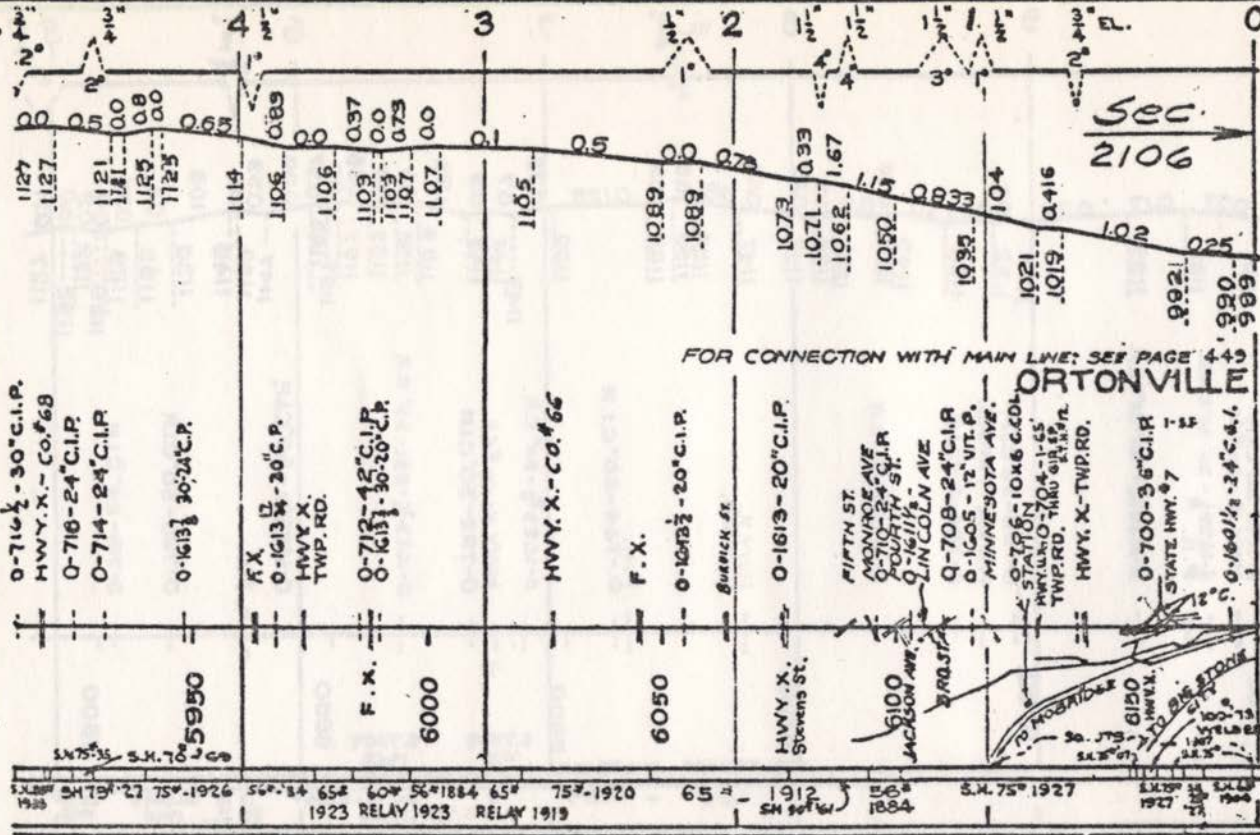
5.75 - 1938

335



**FARGO LINE: ORTONVILLE TO FARGO.**

326



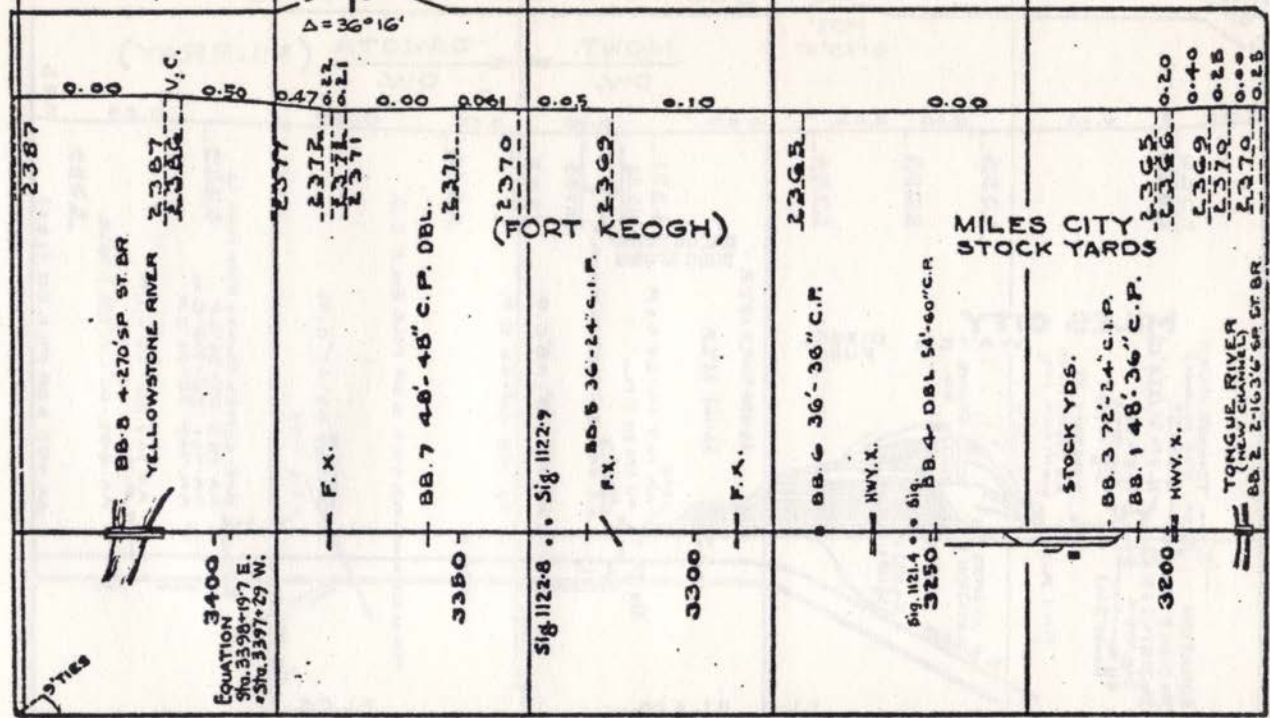
1923 RELAY 1923 RELAY 1919

1927

1884

1927

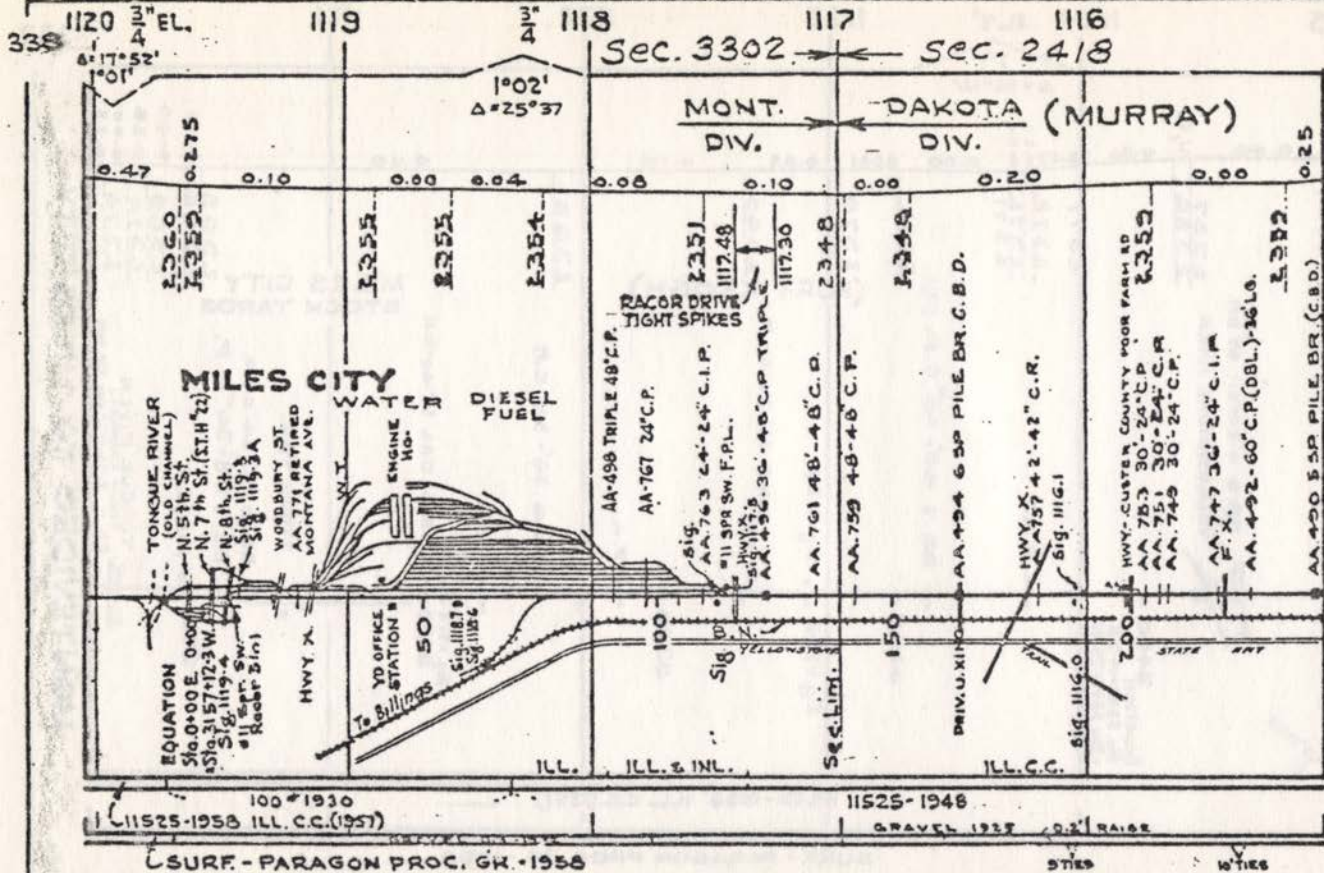
1125 1124 EL 2° 1123 1122 1121



11525-1958 ILL. C.C. (357)  
 SURF. - PARAGON PROC. GR. - 1958

NOTE: WHEN MAKING CORRECTIONS ON THIS PLAN ALSO CORRECT PAGE 241 ON THE ROCKY MOUNTAIN DIV. (SHEET 21 OF 21)

MONTEVIDEO TO MILES CITY



NOTE:

WHEN MAKING CORRECTIONS ON THIS PAGE  
ALSO DIRECT PAGE 242 ON THE ROCKY  
MOUNTAIN DIV. (SHEET 21 OF 21)

1115

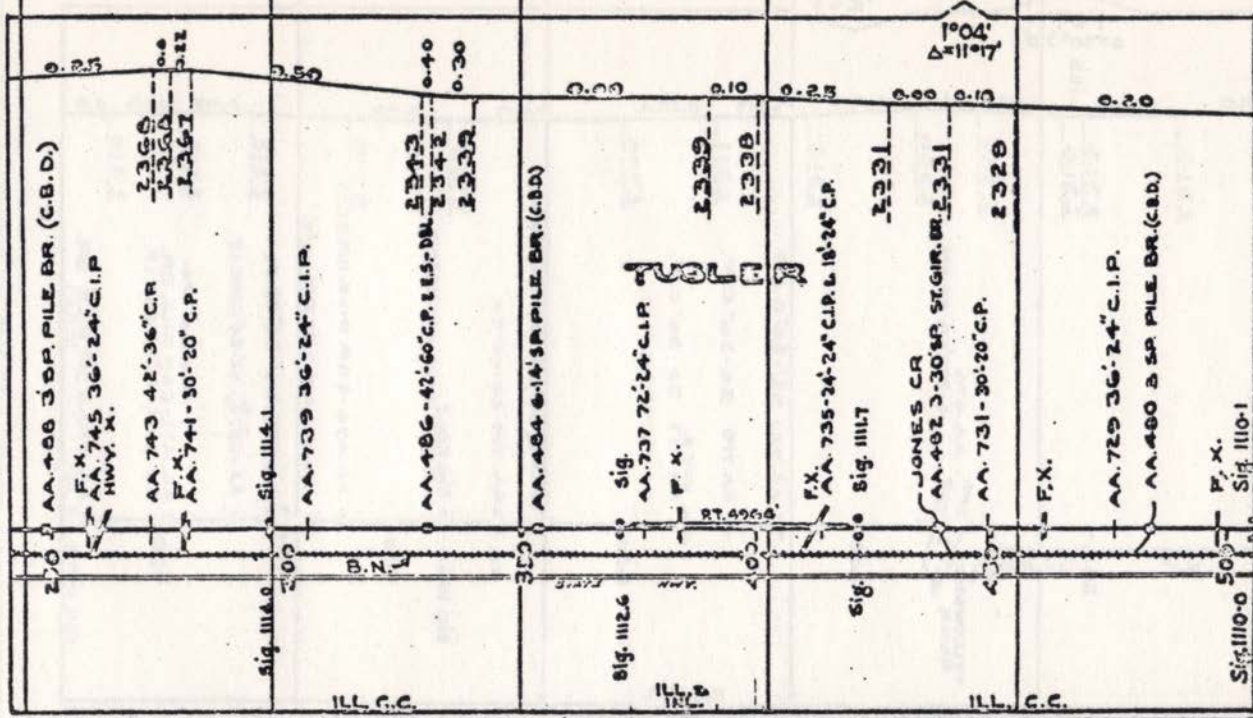
1114

1113

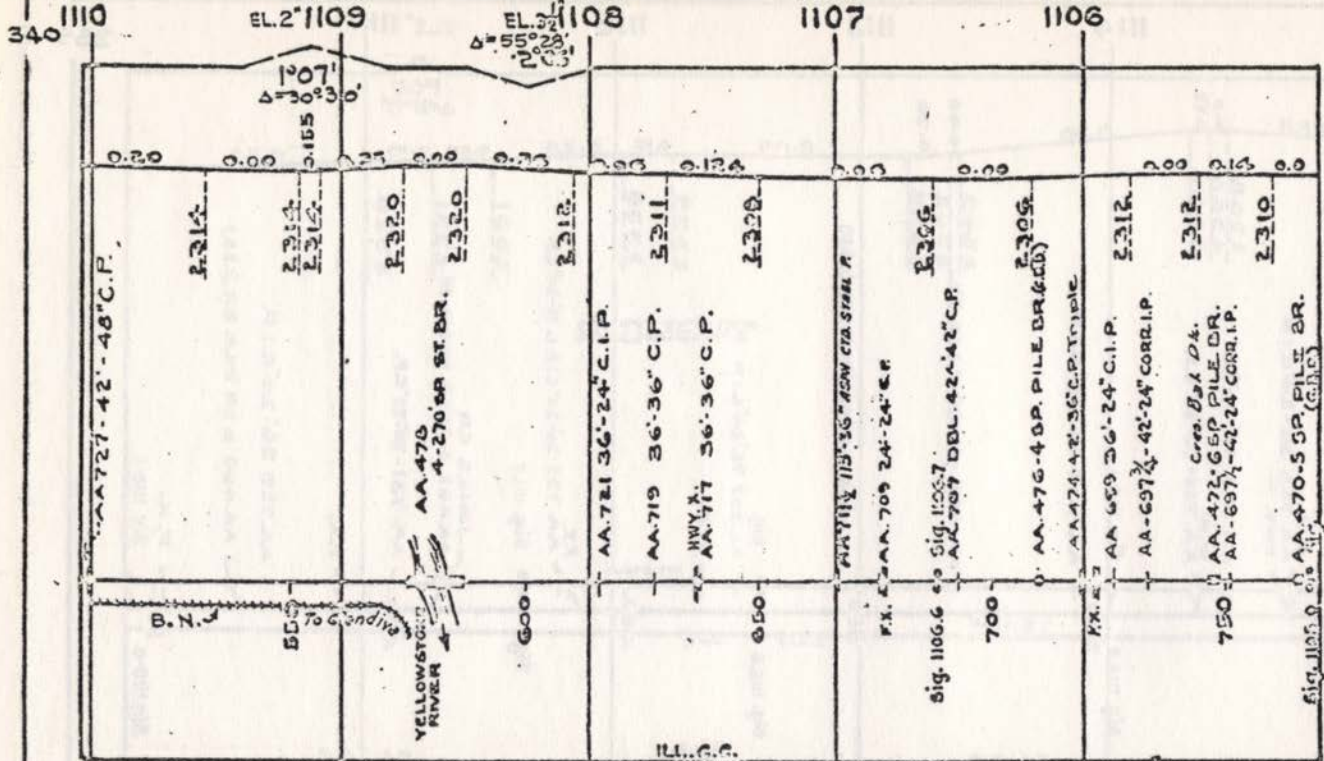
1112

EL. 2° 1111

339



AUTOMATIC BLOCK SYSTEM



11528 - 1948

D. E. RAIBER

SURF - PARAGON  
 PROJ. 6-1-1957





1095

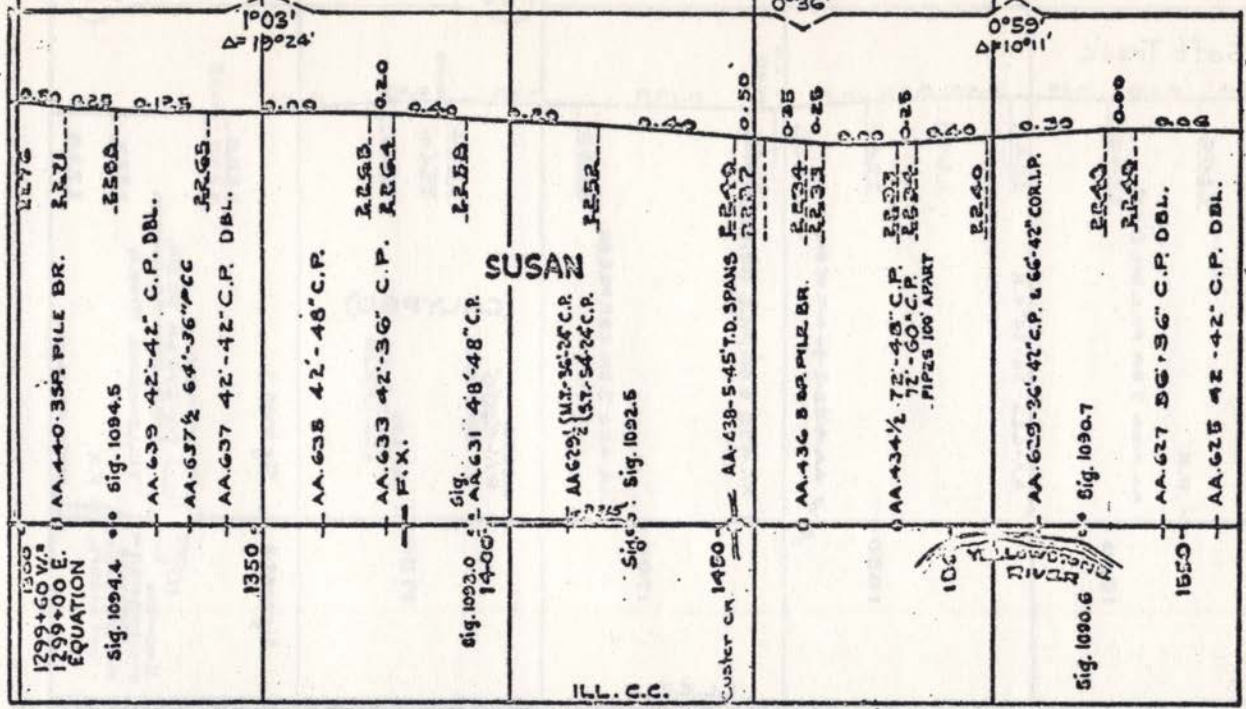
1094

1093

1092 EL1"

1091

343



1299+60 W.  
1299+00 E.  
EQUATION

sig. 1094.4

AA-440-35R PILE BR.

sig. 1094.5

AA-639 42'-42" C.P. DBL.

AA-637 1/2 64'-36" PCC

AA-637 42'-42" C.P. DBL.

1350

AA-638 42'-48" C.P.

RR5B

AA-633 42'-36" C.P. RR5A

F.X.

sig. 1092.0

AA-631 48'-48" C.P.

AA-629 1/2 (42'-36" 24" C.P.)

AA-629 1/2 (57'-54" 24" C.P.)

SUSAN

ILL. C.C.

sig. 1092.5

cluster on 1450

AA-438-5-45 T.D. SPANS

AA-436 8 8R PILE BR.

AA-434 1/2 72'-48" C.P.

72'-60" C.P.

PIPES 100' APART

100' X 100' DRAIN

sig. 1090.6

AA-629-36'-42" C.P. & 66'-42" COR.L.P.

sig. 1090.7

RR60

RR63

AA-627 36'-36" C.P. DBL.

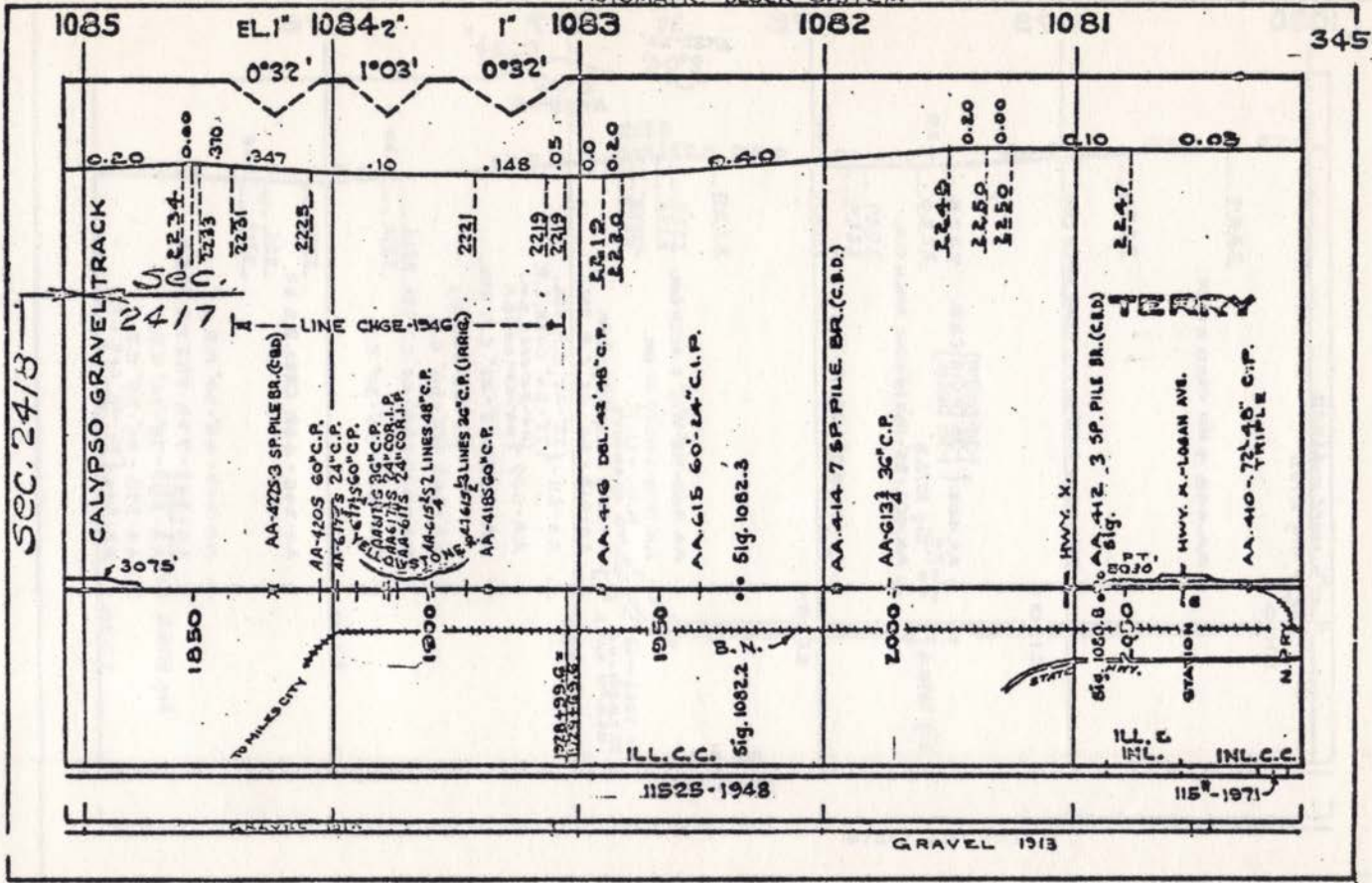
AA-625 42'-42" C.P. DBL.

1550

11525-1948









AUTOMATIC BLOCK SYSTEM

1075 EL2°

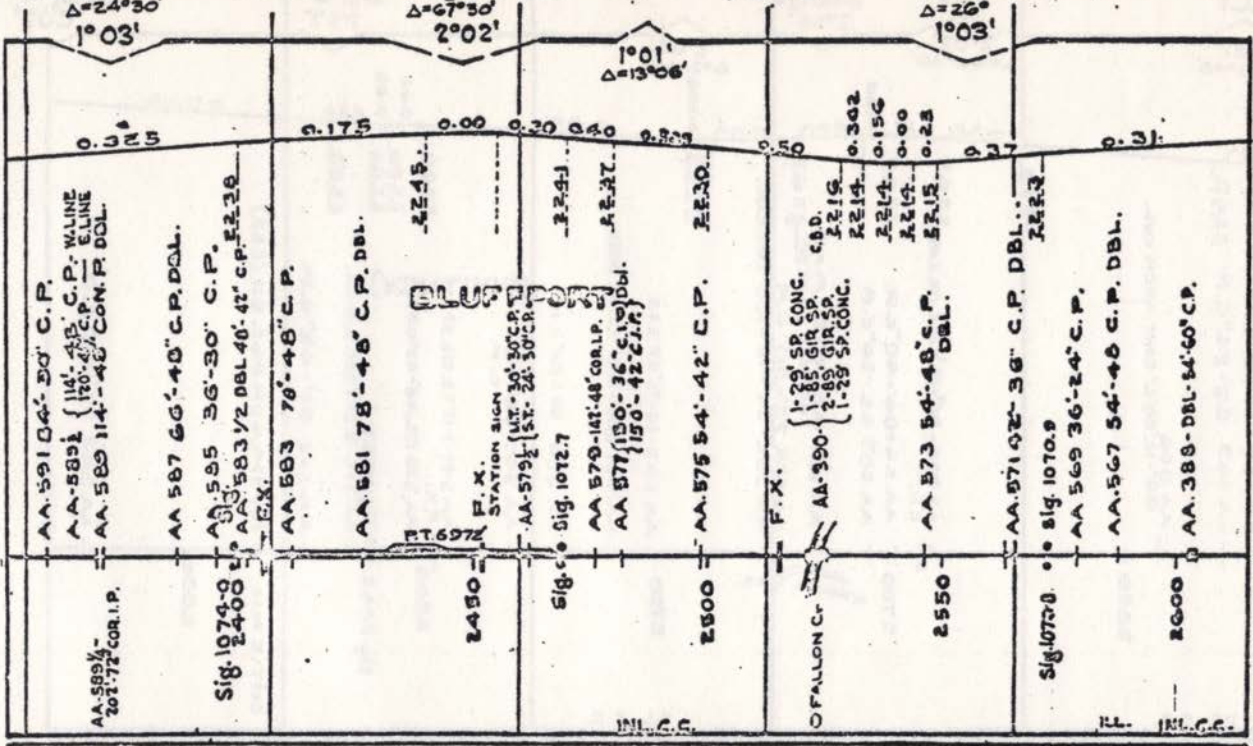
1074

3 1/2° 1073 2°

1072

EL2° 1071

347



$\Delta = 24^{\circ} 30'$   
 $1^{\circ} 03'$

$\Delta = 67^{\circ} 30'$   
 $2^{\circ} 02'$

$1^{\circ} 01'$   
 $\Delta = 13^{\circ} 06'$

$\Delta = 26^{\circ}$   
 $1^{\circ} 03'$

0.315

0.175

0.00

0.20

0.40

0.60

0.80

0.75

0.302

0.156

0.00

0.23

0.31

AA 591 04'-50" C.P.  
AA 589 1/2 { 114'-45" C.P. W.LINE  
120'-47" C.P. E.LINE  
AA 589 114'-45" CON. P. DBL.

AA 587 66'-40" C.P. DBL.

Sig. 1074-8  
2400 AA 585 36'-30" C.P.  
AA 583 1/2 DBL 46'-47" C.P. DBL.  
EX.

AA 583 76'-48" C.P.

AA 581 78'-48" C.P. DBL.

BLIND SPOT  
STATION SIGN  
F.X.  
AA 579 1/2 { 114'-30" C.P. T  
120'-47" C.P. R  
AA 579 151'-24" 30" CR.  
Sig. 1072-7  
AA 579 141'-48" COR. P. T  
AA 577 150'-36" 31" DBL.  
150'-42" C.P. R

2500 AA 575 54'-42" C.P.

F.F.X.  
O FALLON CR  
AA 390 { 1-29' SP CONC.  
1-85' GIR SP.  
2-85' GIR SP.  
1-29' SP CONC.

2550 AA 573 54'-48" C.P. DBL.

Sig. 1073-0  
1070-9 AA 571 02'-36" C.P. DBL.  
EX. 2553

AA 569 36'-24" C.P.

AA 567 54'-46" C.P. DBL.

2600 AA 388 DBL 54'-60" C.P.

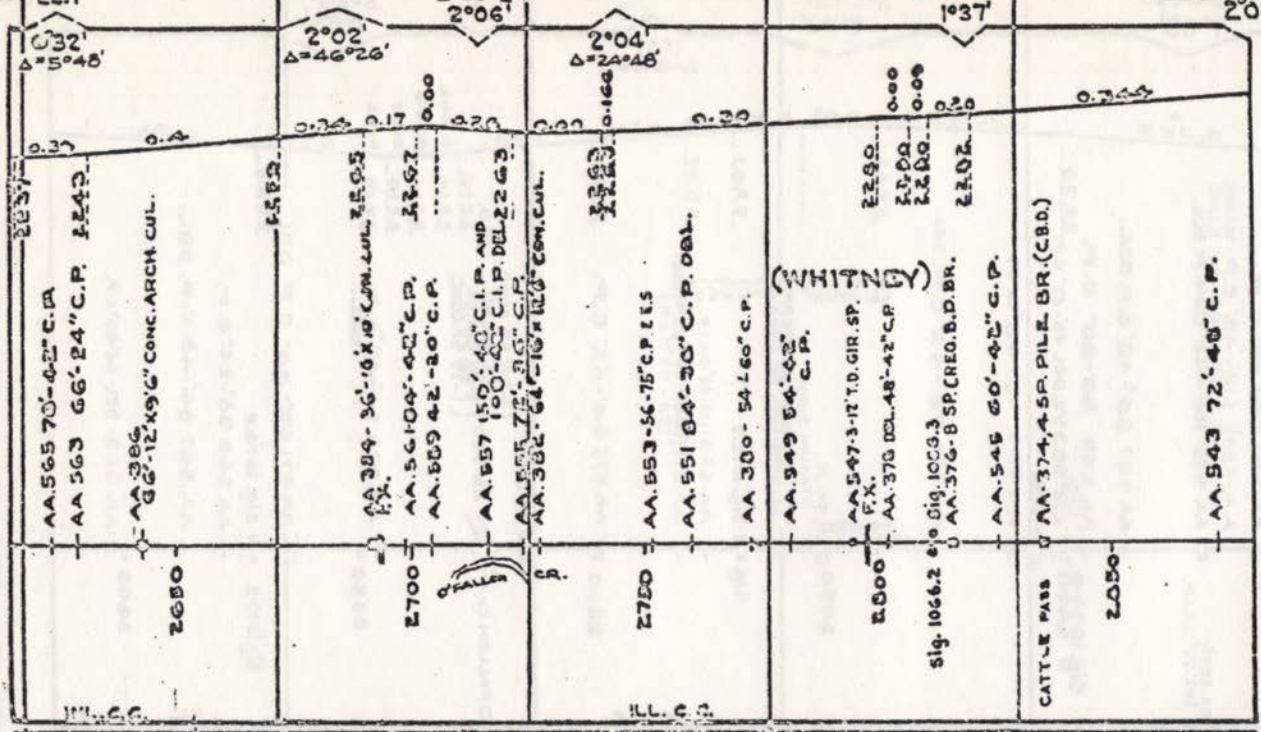
ILL. & INCL.

11525-1948

ILL.

ILL. INCL. G.C.

348 1070 EL. 1" 1069 3 1/2 3 1/2 1068 3 1/2 1067 3 1/2 1066 EL. 3 1/2 2 202'



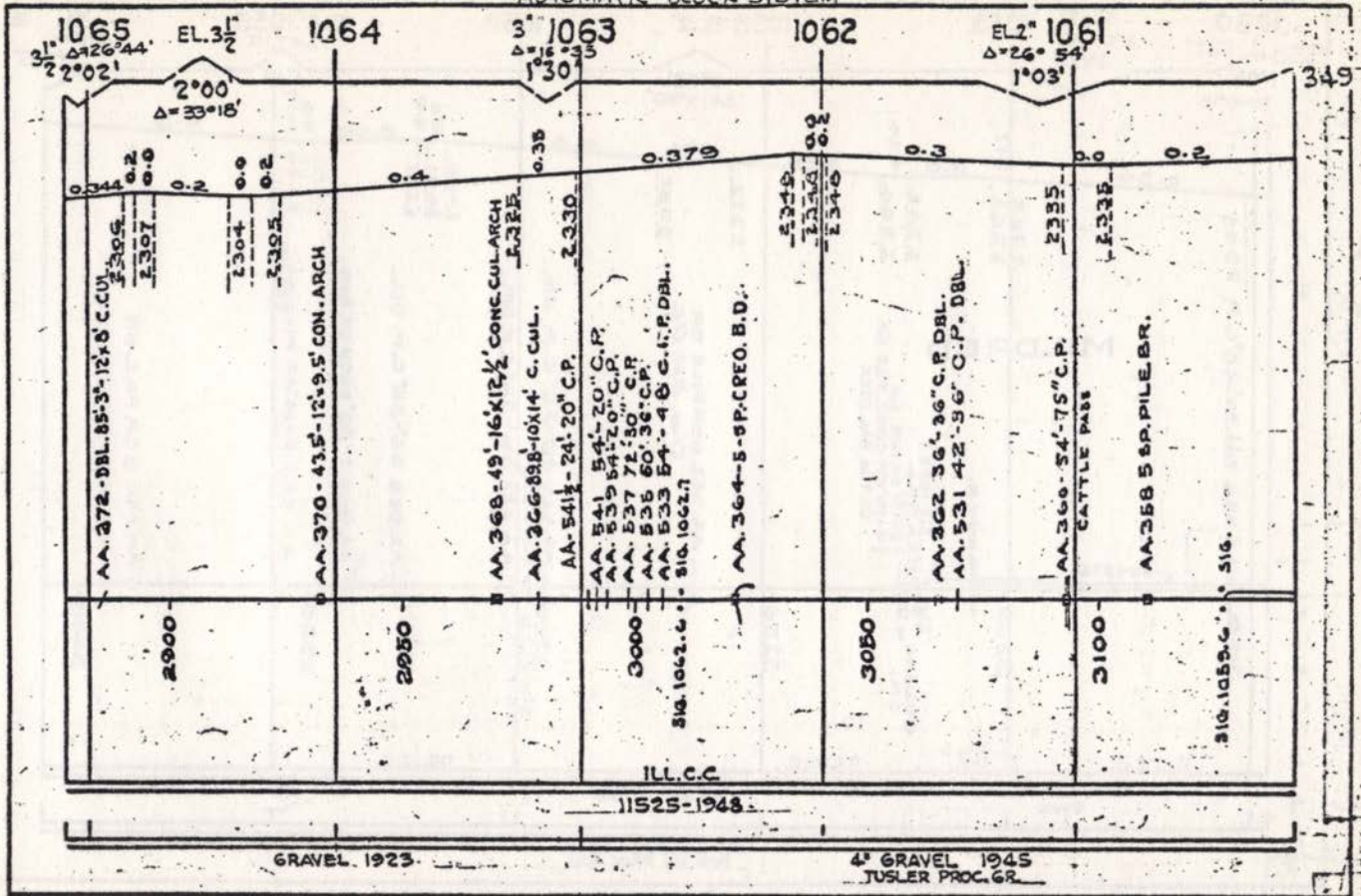
2680  
 2700  
 2750  
 2800  
 2850  
 2900

AA 565 70'-42" C.P.  
 AA 563 66'-24" C.P.  
 AA 386 62'-12" X 9" CONC. ARCH CUL.  
 AA 389 36'-10" X 10" CONC. CUL.  
 AA 561 44'-42" C.P.  
 AA 569 42'-20" C.P.  
 AA 557 150'-40" C.I.P. AND  
 100'-00" C.I.P. DEL. 2263  
 AA 555 72'-30" C.P.  
 AA 382 64'-10" X 12" CONC. CUL.  
 AA 553 56'-75" C.P.  
 AA 551 84'-30" C.P.  
 AA 300 54'-60" C.P.  
 AA 349 54'-02" C.P.  
 AA 547 3-12' T.O. GIR. SP.  
 AA 370 DEL. 48'-42" C.P.  
 Sig. 1066.2  
 AA 545 60'-42" C.P.  
 AA 374 45 PILE BR. (C.B.D.)

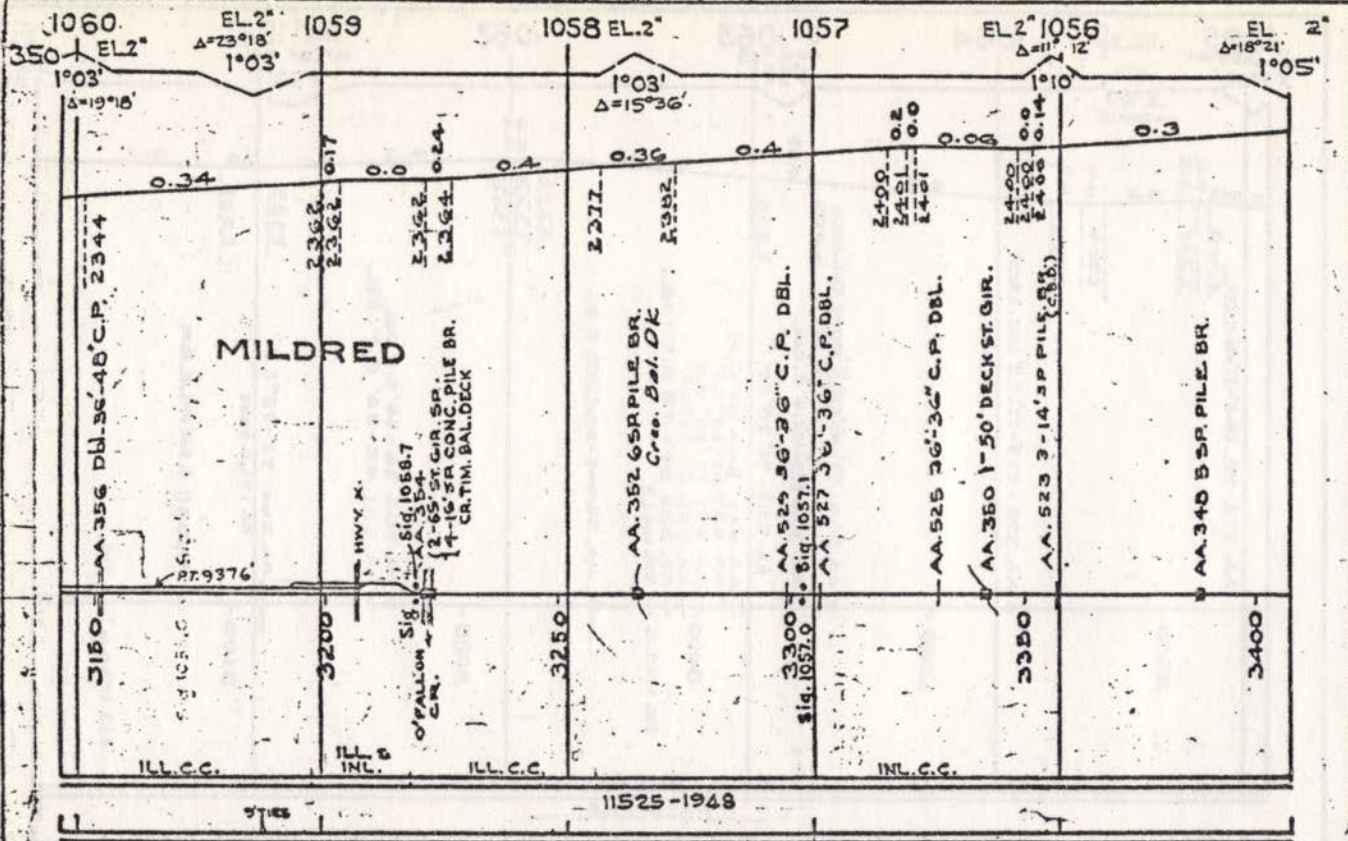
GRASS  
 GRAVEL 1923



AUTOMATIC BLOCK SYSTEM

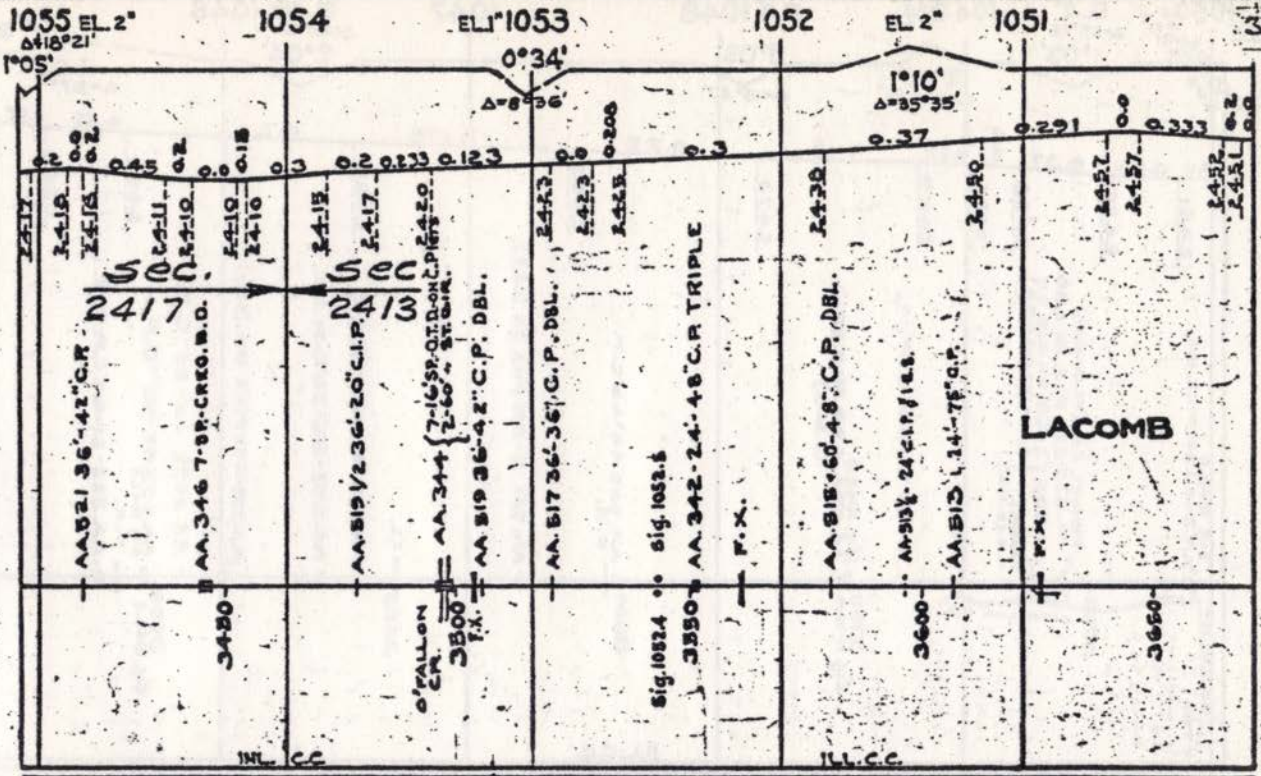


1525-1948  
 AUTO BLOCK SYSTEM



4" GRAVEL 1945  
 TUSLER, PROC. GR.

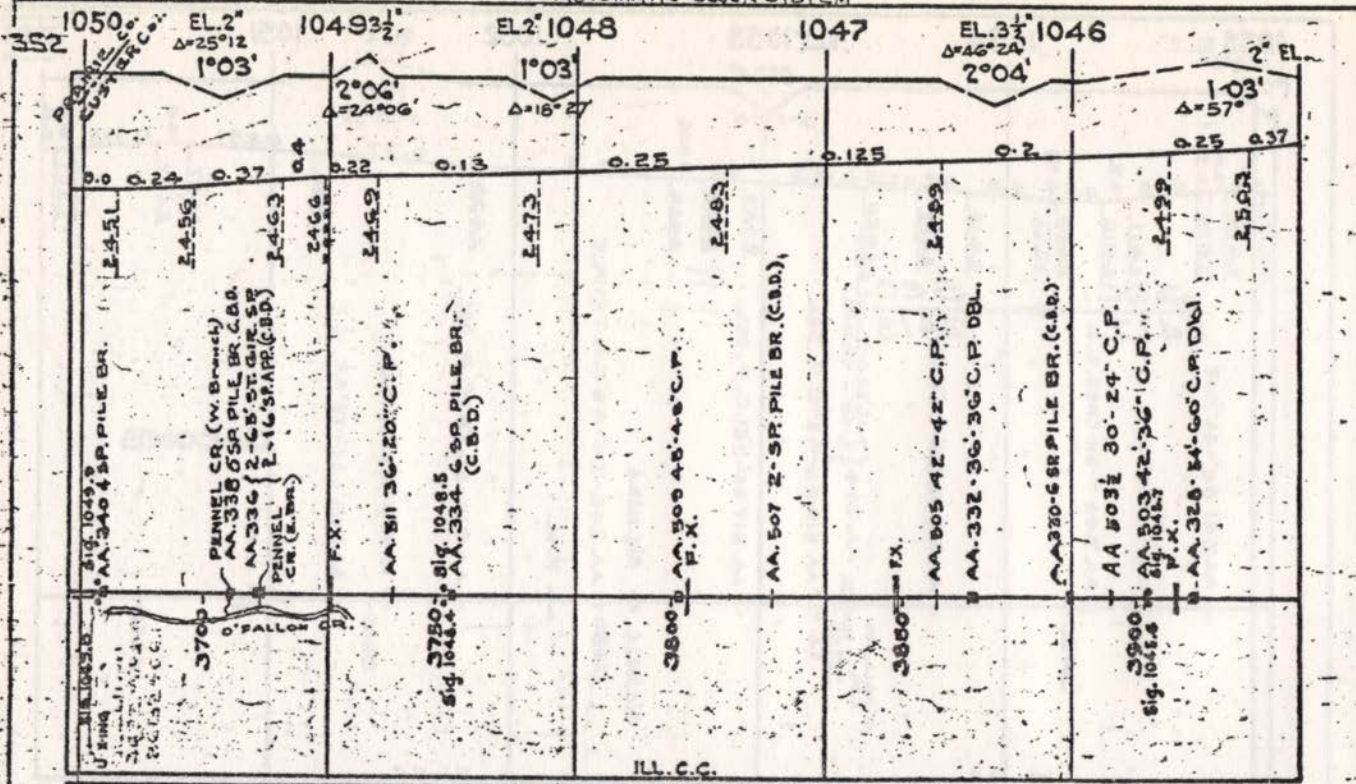
AUTOMATIC BLOCK SYSTEM



11525-1948

4" GRAVEL 1945  
TUSLER PROC. GR.





4° GRAVEL 1945  
TUSLER PROC. GR.

AUTOMATIC BLOCK SYSTEM

1045

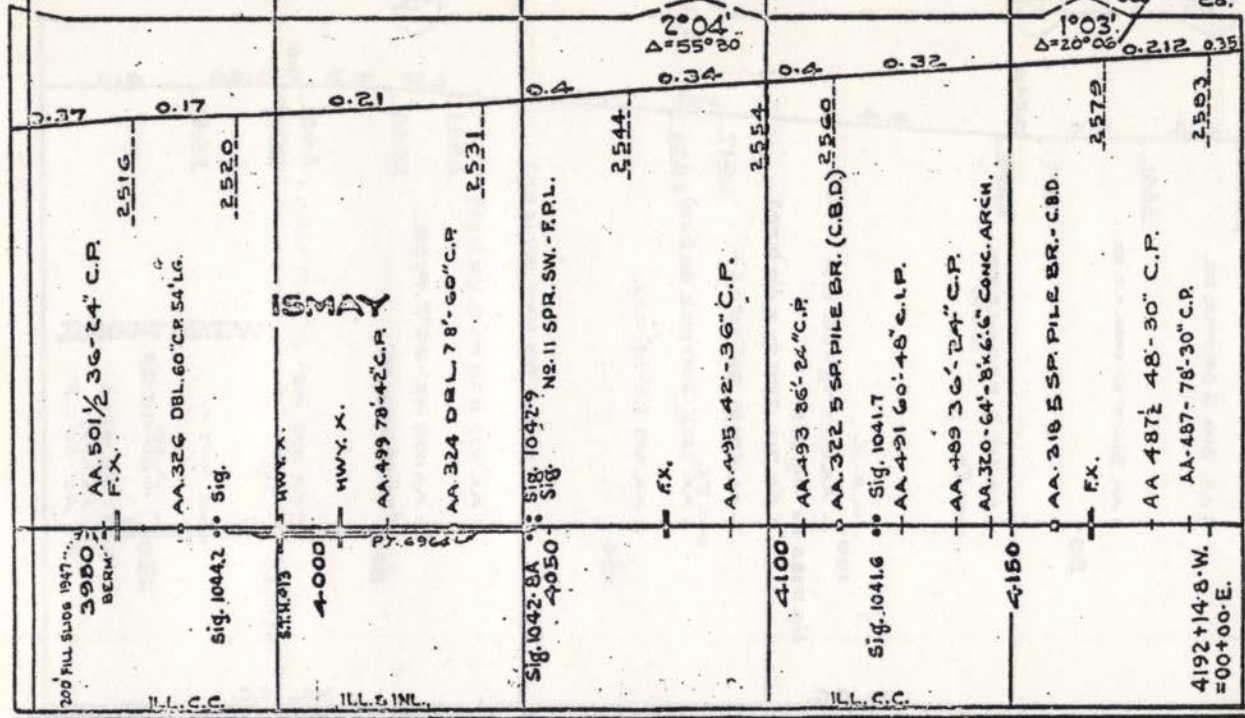
1044

1043

3 1/2" 1042

1041

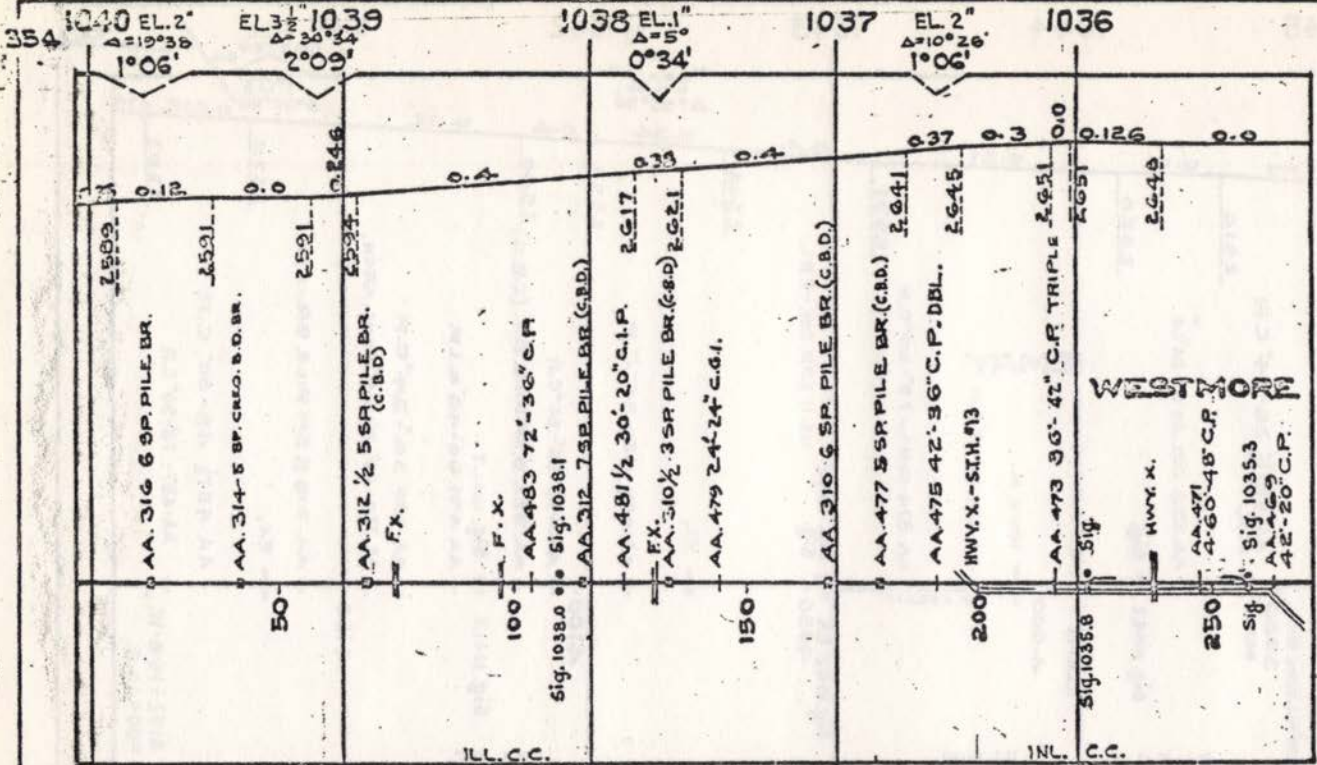
EL. 2" CUSTER CO. FALLON CO. 353



11525-1948

4" GRAVEL 1945 (TUSLEX PROC. GR.)

PARAGON PROCESSED GRAVEL SYSTEM



11525-1948

PARAGON PROCESSED GRAVEL

4" GRAVEL 1945  
TUSLER PROC. GR.

WINDY JORN

HWY. X.

AA. 471  
4'-60'-48" C.P.  
Sig. 1035.3  
AA. 469  
42'-20" C.P.

1035

1034 EL 2"

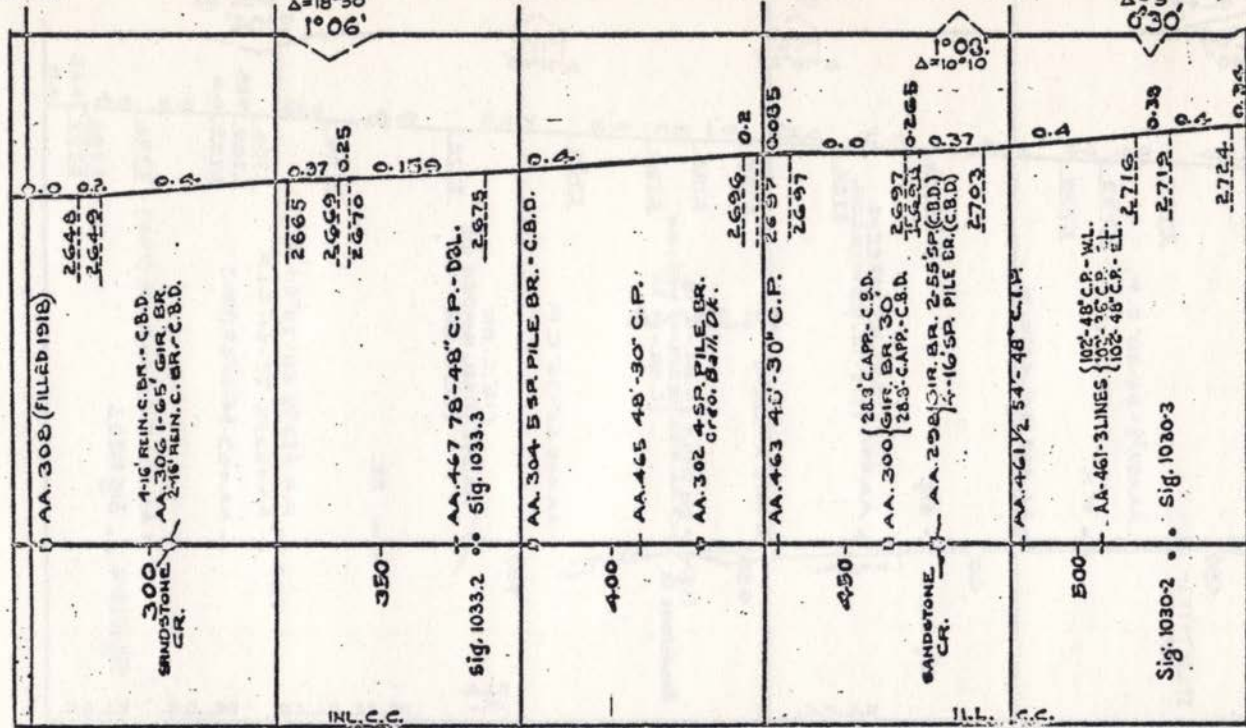
1033

1032

EL 2" 1031

EL 2" 1030

355



AA. 308 (FILLED 1918)

300 SANDSTONE CR. 4" REIN. C. BR. - C.B.D. 2-30G 1-65' GIR. BR. 2-16 REIN. C. BR. - C.B.D.

350 sig. 1033.2 • Sig. 1033.3 AA. 467 78'-48" C.P. - DCL. 2-525

400 AA. 304 5 SR. PILE BR. - C.B.D.

450 AA. 465 48'-30" C.P.

AA. 302 4 SR. PILE BR. CR. 6 1/2' DIA.

AA. 463 48'-30" C.P.

450 AA. 300 (28.3' CAPR. - C.B.D. 28.3' GIR. BR. 30' 28.3' CAPR. - C.B.D. 2-527 1-521 0-265

SANDSTONE CR. AA. 298 (GIR. BR. 2-55 SR. PILE BR. (C.B.D.) 4-16 SR. PILE BR. (C.B.D.) 2-703

500 AA. 461 1/2 54'-48" C.P.

AA. 461-3 LINES { 102'-48" CR. - WL. 102'-36" CR. - EL. 102'-48" CR. - EL. 2-716

Sig. 1030-2 • Sig. 1030-3 2-712 2-724

INT. C.C.

ILL. C.C.

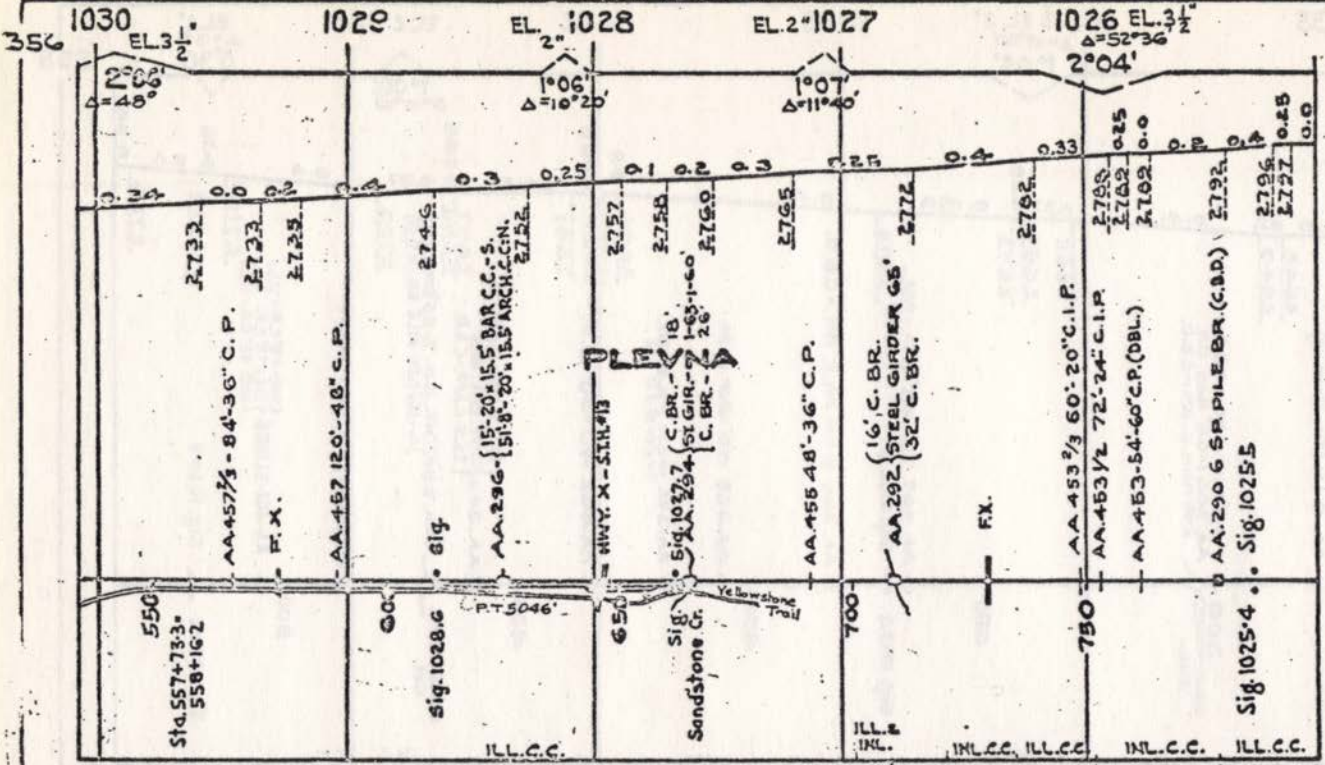
11525-1948

11525-1948

PARAGON PROCESSED GRAVEL

4" GRAVEL 1945. TUSLER PROC. GR.

AUTOMATIC BLOCK SYSTEM



11525-1948

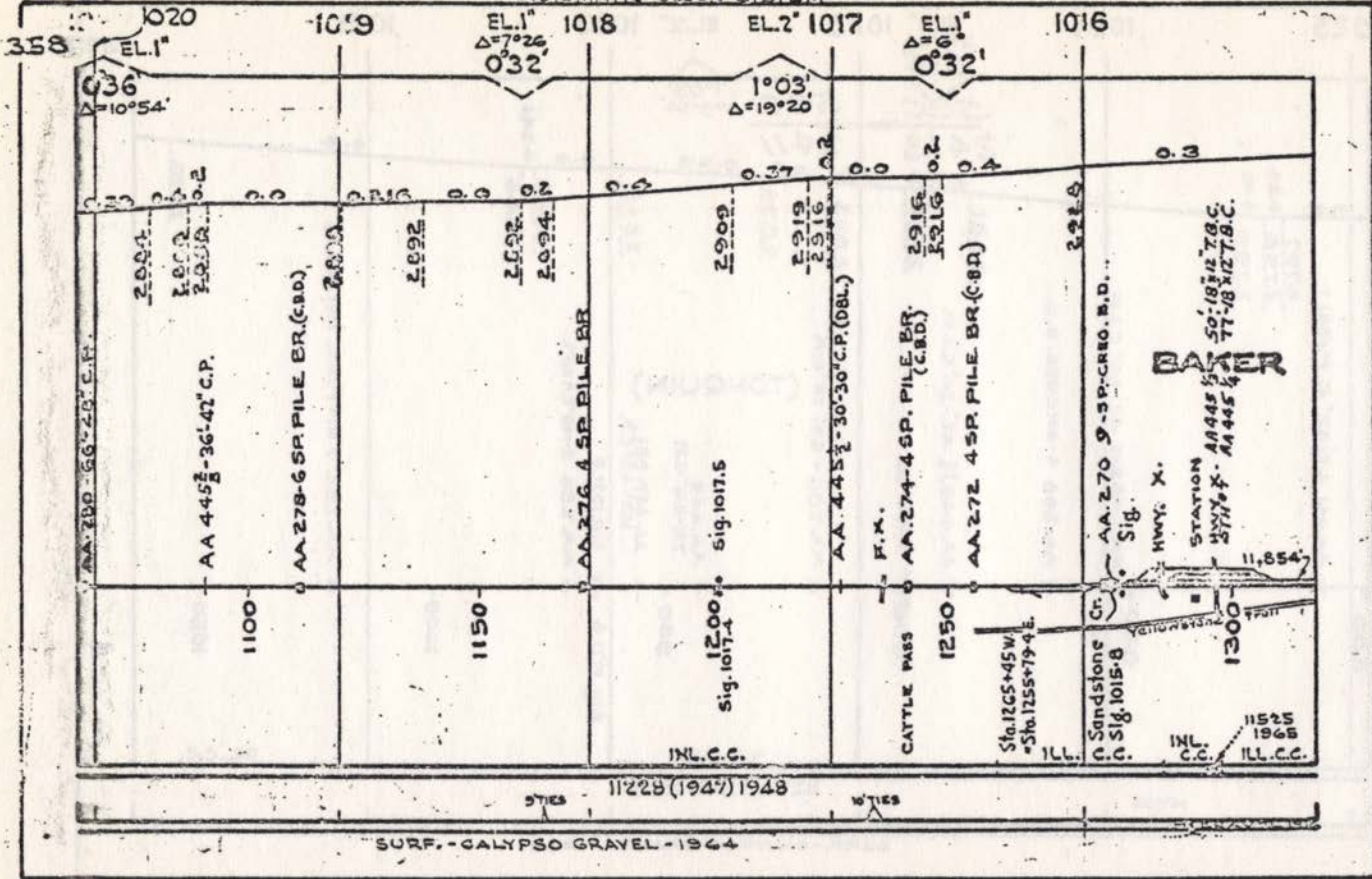
11228 (1947), 1948

1/4" GRAVEL 1945  
TUSLER PROC. 6R

SURF - CALYPSO GRAVEL - 1964



AUTOMATIC BLOCK SYSTEM



358 EL.1° 1020

1019

EL.1° 1018  
 $\Delta = 7^{\circ}26'$   
032'

EL.2° 1017

EL.1° 1016  
 $\Delta = 9^{\circ}01'$   
032'

036  
 $\Delta = 10^{\circ}54'$

1°03'  
 $\Delta = 19^{\circ}20'$

2004  
2002  
2000

AA 445Z-36°41' C.P.

AA 278-65P FILE BR.(C.B.D.)

2000

2002

2002

2004

AA 276-45P FILE BR.

2000

2019

2016

AA 445Z-30°30' C.P.(DBL.)

F.M.

CATTLE PASS  
AA 274-45P. FILE BR.  
(C.B.D.)

2016

2016

AA 272-45P FILE BR.(C.B.D.)

2016

AA 270-55P-CRBO. B.D.

Sig.

HWY. X.

STATION

AA 445Z-50°19'42' T.B.C.

AA 445Z-77°48'12' T.B.C.

**BAKER**

11854

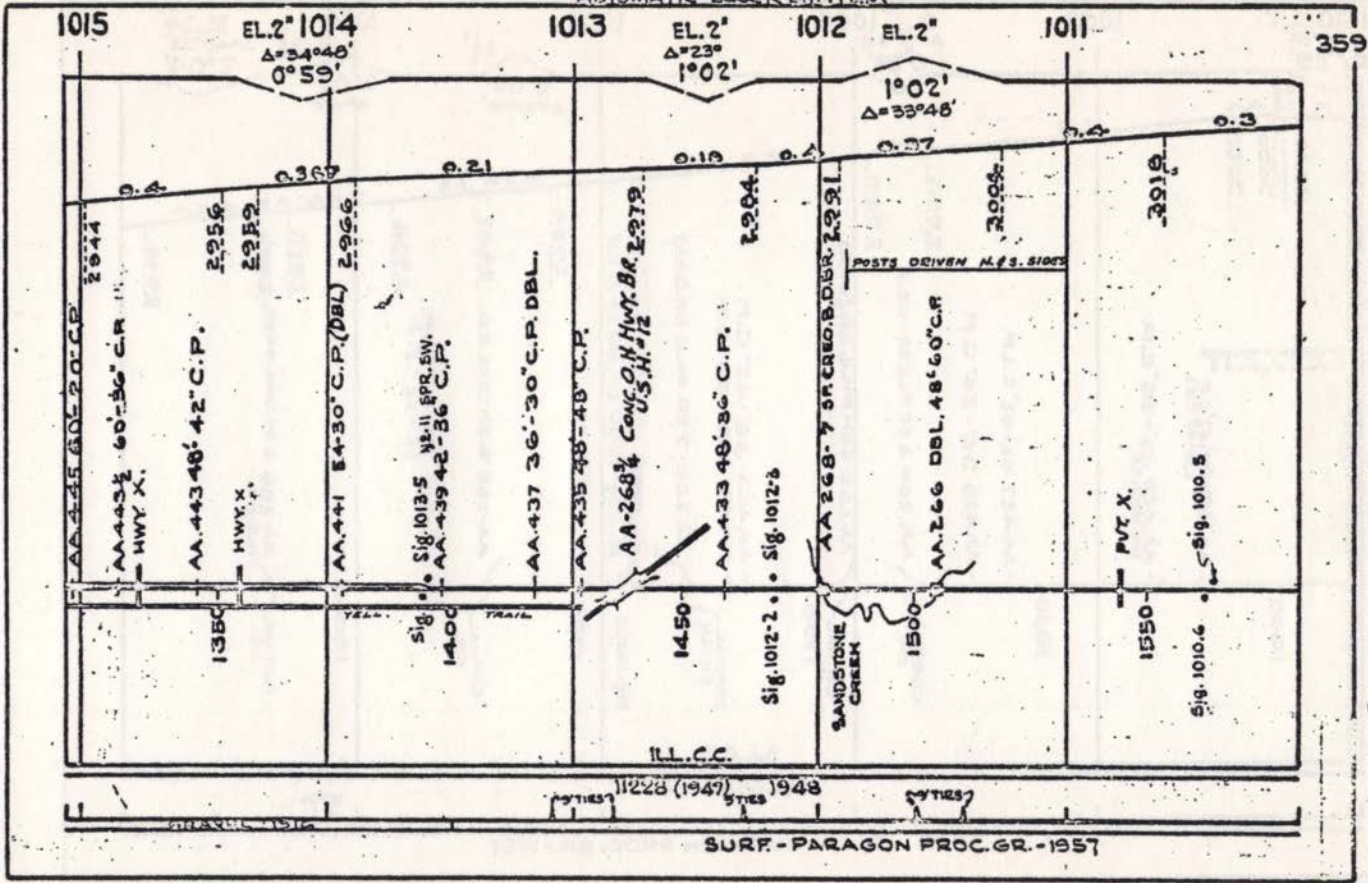
Sta. 12GS+45W  
+Sta. 12SS+79-4E

INC. C.C.  
C. Sandstone  
A. Sig. 1015-8

INC. C.C.  
11525  
196B  
ILL. C.C.

STIES - 11228(1947)1948

SURF. - CALYPSO GRAVEL - 1964







1005

1004

EL. 2' 1003

EL. 3' 1002

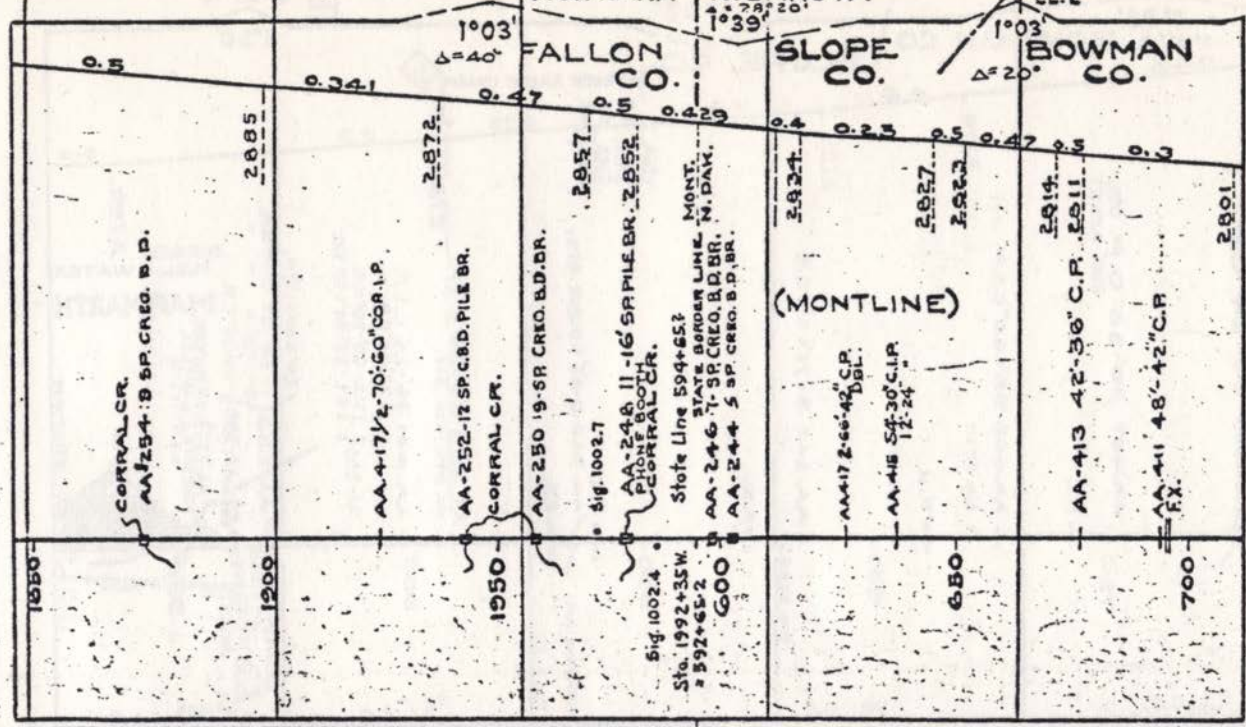
1001

361

MONTANA

N. DAKOTA

EL. 2'



CORRAL CR.  
AA-254-18 SP. CREO. B.D.

AA-417 1/2-70' 60" COR I.P.

AA-252-12 SP. C.B.D. PILE BR.  
CORRAL CR.

AA-250 19-SR CREO. B.D. DR.

Sig. 1002.7

Sig. 1002.4

Sta. 1992+35W  
+ 592+65.2

GOO

AA-248 11-16' SP PILE BR. 2855.  
PHONE BOOTH  
CORRAL CR.

Slope Line 594+652

STATE BORDER LINE MONT.  
N. DAK.  
AA-246 7-SR CREO. B.D. BR.

AA-244 5 SP. CREO. B.D. BR.

(MONTLINE)

AA-417 2-66' 42" C.P.  
DOL.

AA-415 58' 30" C.I.P.  
12-24

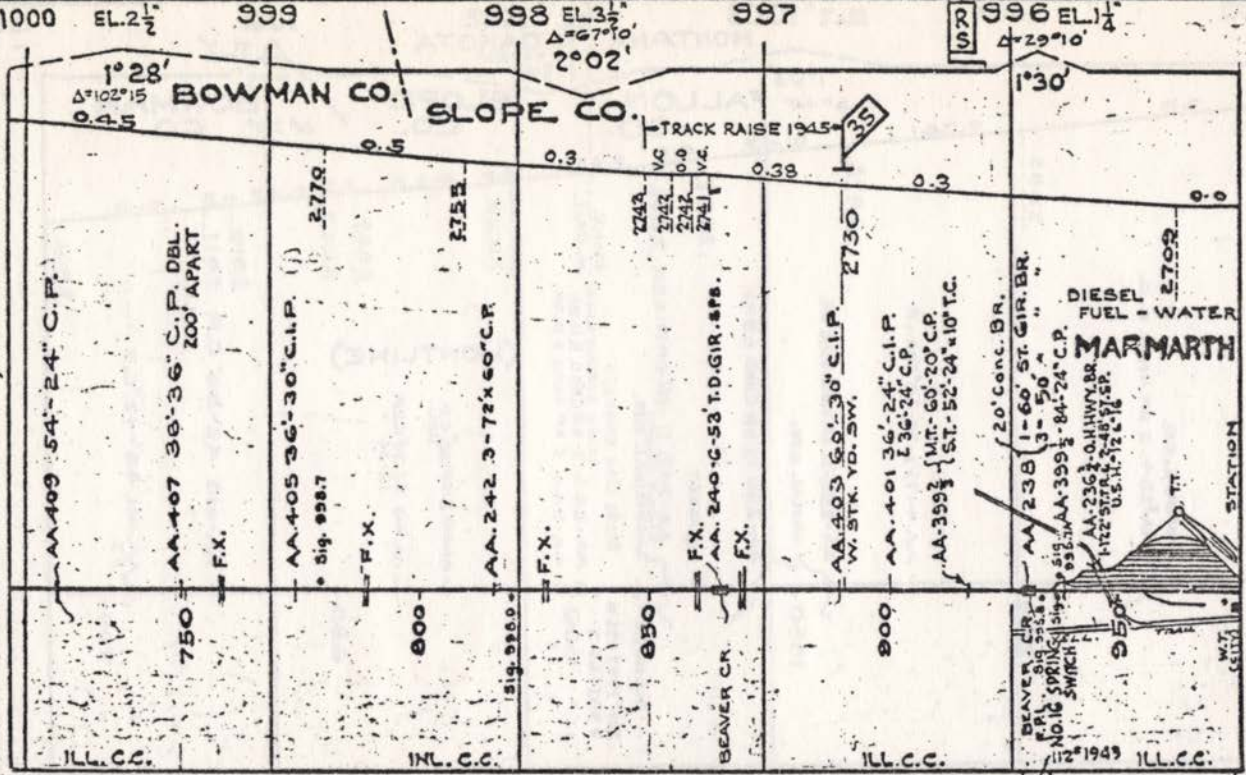
AA-413 42'-36" C.P. 2911.6

AA-411 48'-42" C.P.  
FX

11228 (1947) 1948 ILL.C.C.

11228-1947 ILL.C.C.

MAIN LINE: MARMARTH N. DAK., TO HARLOWTON MONT.

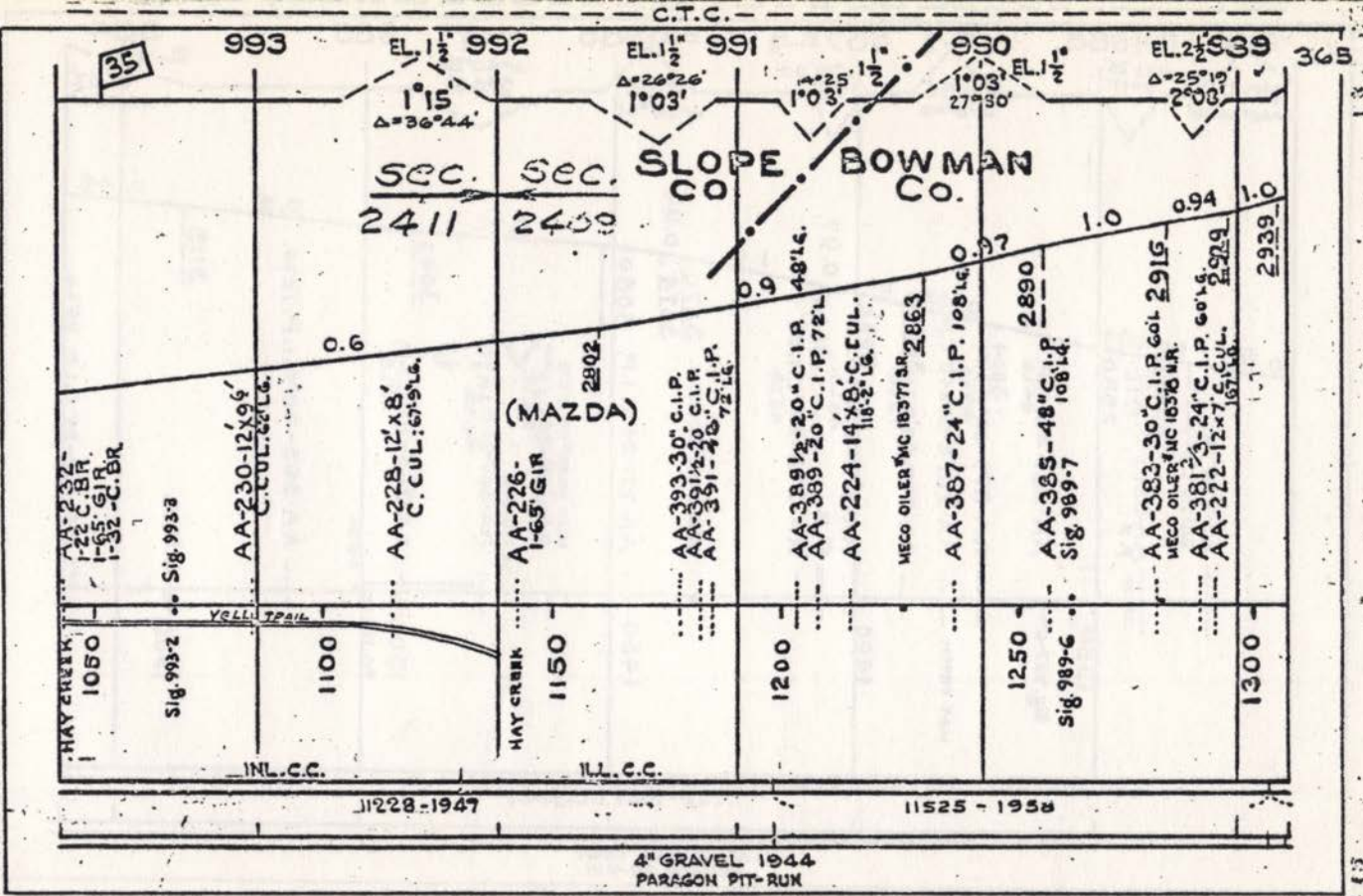


NOTES 11228-1947

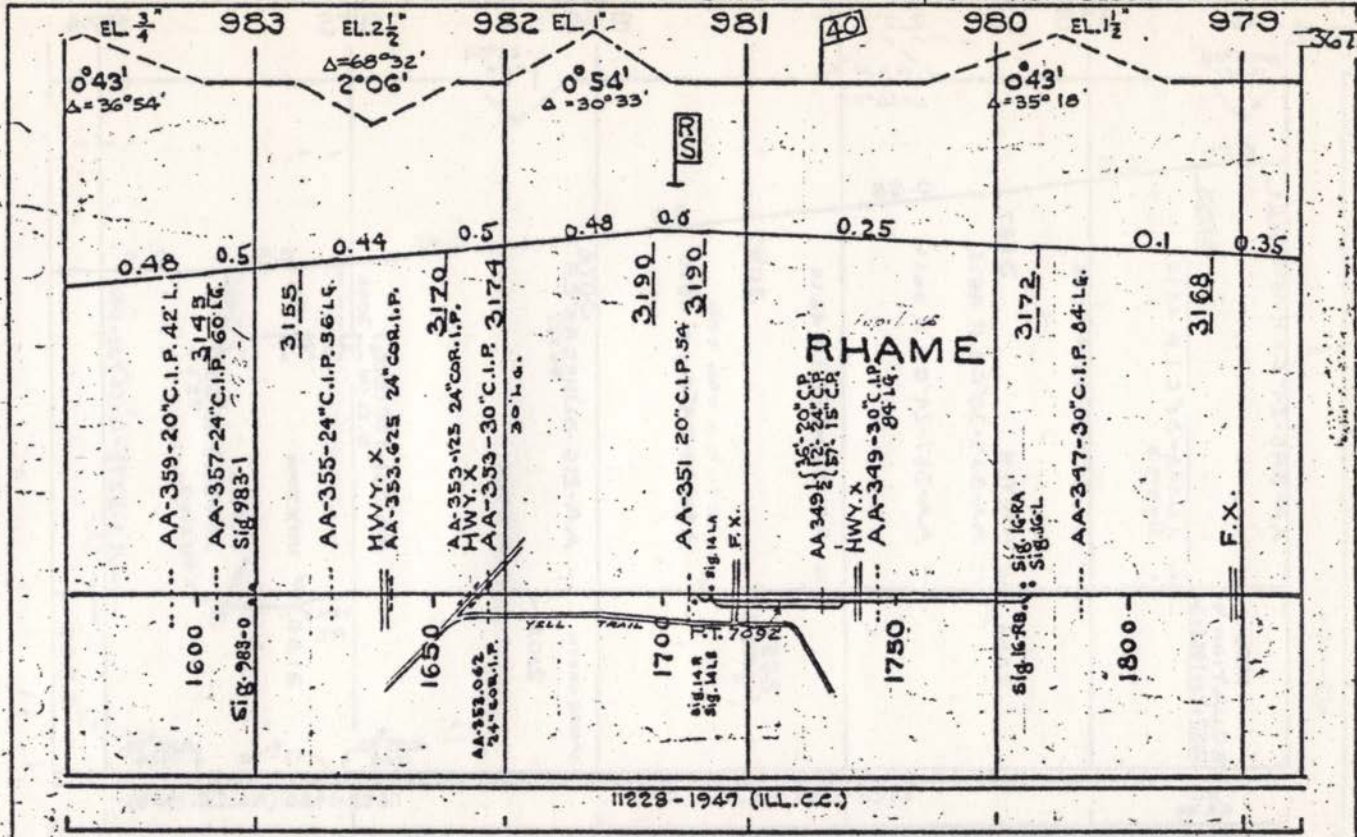
BALLAST SLED - PARAGON PROC. GR. - 1957

GRAVEL 1916





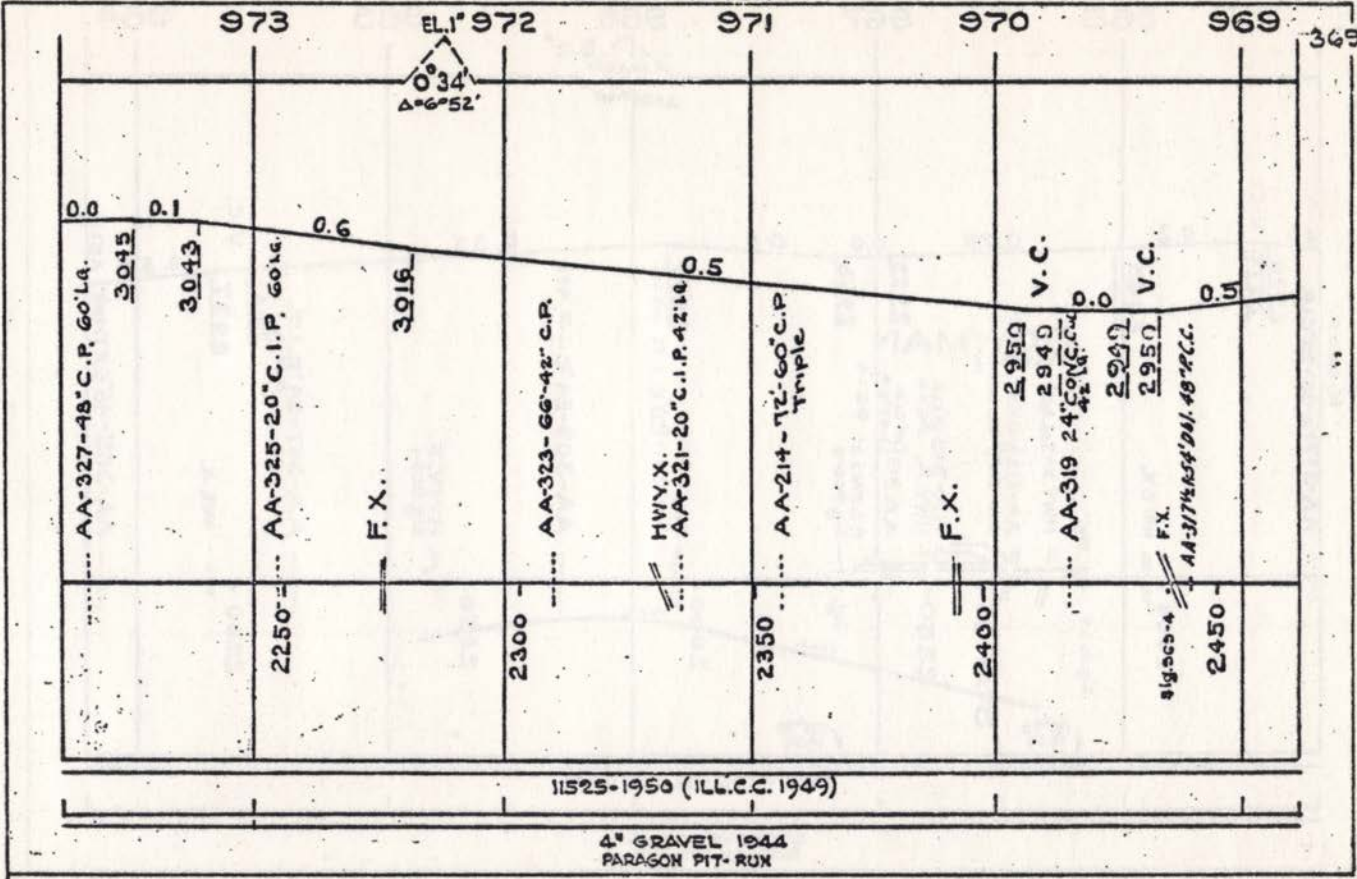


4" GRAVEL 1944  
PARAGON PIT-RUN





AUTO. BLOCK SYSTEM



973

EL. 972

971

970

969

369

0.0

0.1

0.6

0.5

0.0

0.5

AA-327-48° C.P. 60' L.A.

3045

3043

AA-325-20° C.I.P. 60' L.A.

F. X.

3016

AA-323-66°-42' C.P.

HWY. X.

AA-321-20° C.I.P. 42' L.A.

AA-214-72°-60° C.P. Triple

F. X.

2950

2940

AA-319 24° CONG. C.C. 42' L.A.

2950

2940

F. X.

AA-317 1/2 154' DUL. 48' P.C.C.

V. C.

V. C.

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

4" GRAVEL 1944  
PARAGON PIT-RUX

370

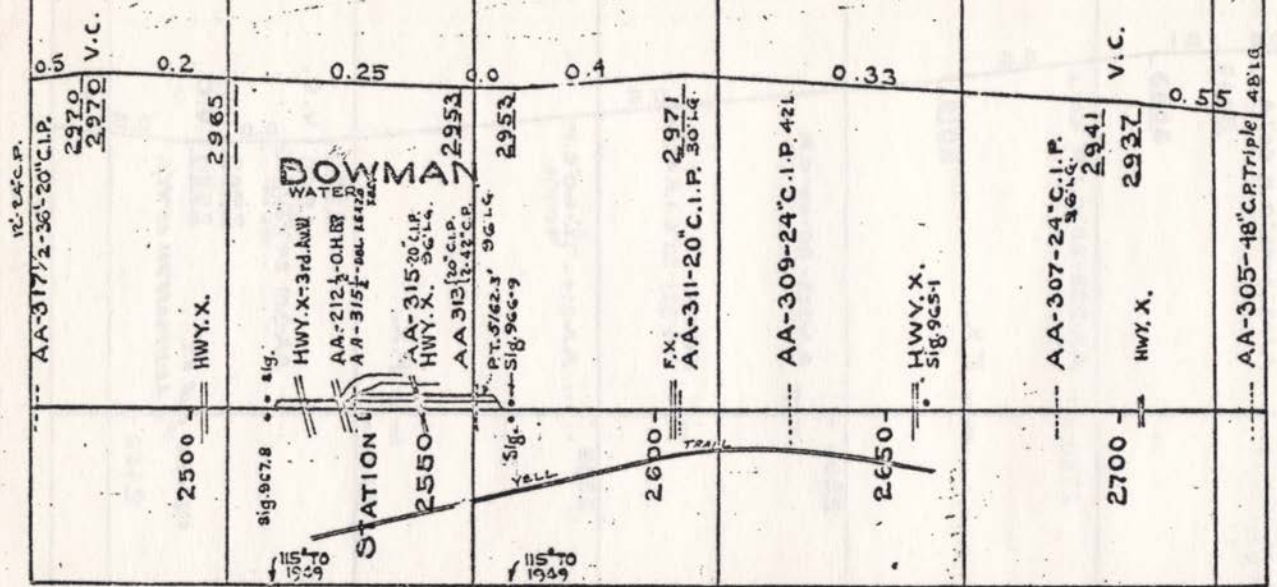
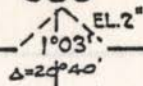
968

967

966

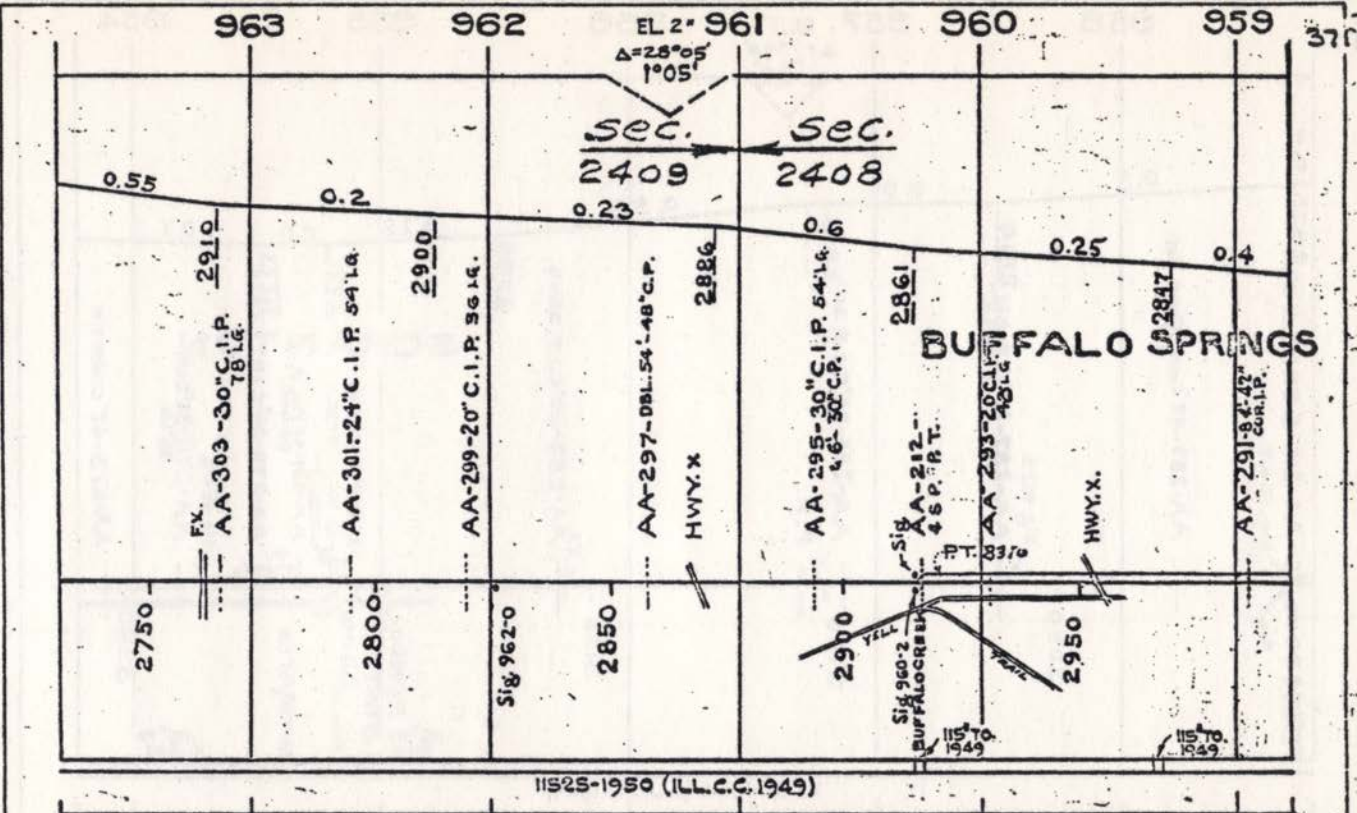
965

964



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

4" GRAVEL 1944  
PARAGON PIT-RUN



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

4" GR. 1944  
PARAGON PIT-RUN

4" GRAVEL 1942  
PARAGON PIT-RUN

372

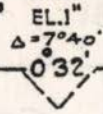
958

957

956

955

954



3000  
BUFFALO CREEK  
Sig. 958.7  
AA-210-5 SR PILE BR. 2835  
0.4

..... AA-289-42" Cong. Pipe Cul.  
54' Lg.

F.X.

3050

..... Sig. 957.5  
AA-287-36" C.P. DR. 2816  
54' Lg.

3100  
..... AA-285-24" C.I.P. 36' 2810

F.X.

3150

..... F.X.  
AA-283-30" C.I.P. 36 Lg.

2780

115  
1949  
STATION  
3200  
Main St.

AA-208 1/2 O.I. HWY. BR.  
AA-208-45 SR P. BR.

AA-231-36" C.I.P.  
54' Lg.

AA-279 1/2 C.P.

2771

AA-279-30" C.I.P.R.

..... Sig. 954.3

AA-275-30" C.I.P.  
36' Lg.

3250

..... AA-273-42" CORR. I.P.

0.3

0.0

0.55

0.25

0.0

0.1

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

4" GRAVEL 1942  
PARAGON PIT-RUN

STATION

953

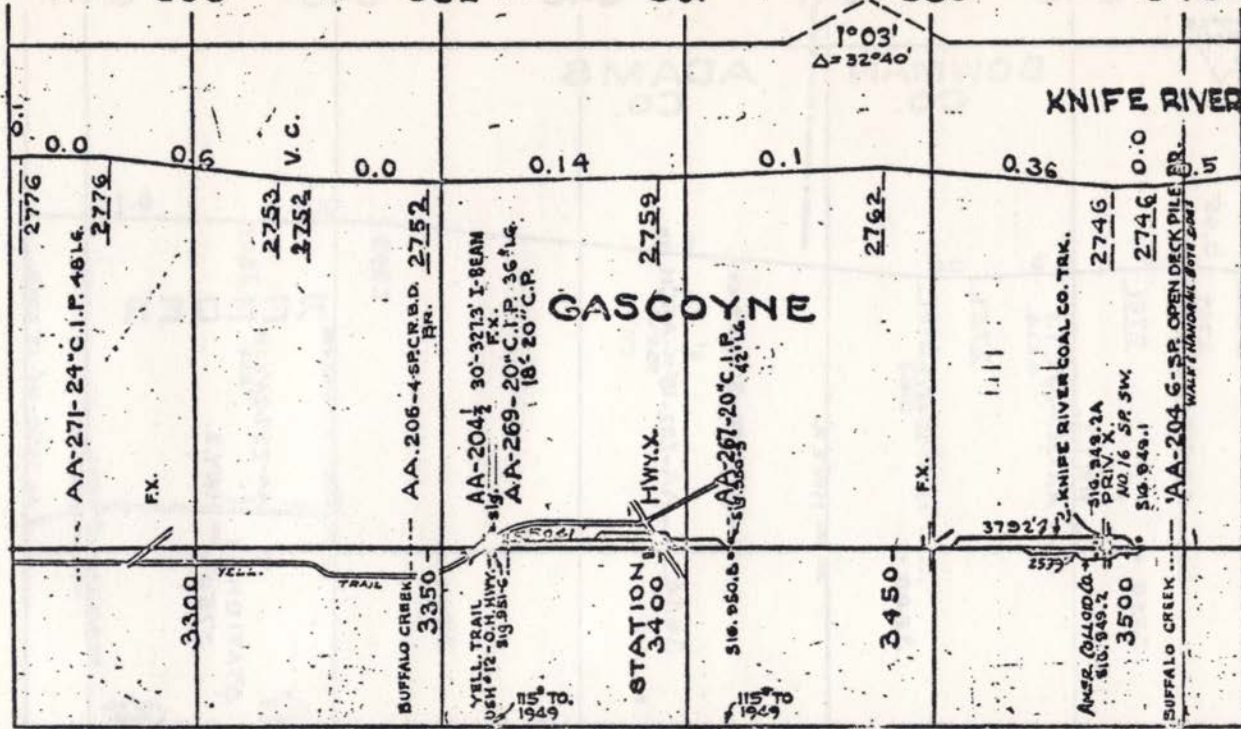
952

951

EL. 2° 950

949

373



AA-271-24° C.I.P. 4816.

FX.

2752  
2752 V.C.

BUFFALO CREEK TRAIL  
3350  
AA-206-4-SPCRBD. 2752  
RM.

YELL. TRAIL  
126H-12-O.H. HWY.  
SIG. 351-C  
115° TO  
1949

AA-204 30°-3213' I-BEAM  
FX.  
AA-269-20° C.I.P. 36 f.g.  
18°-20" C.P.

GASCOYNE

STATION 3400 HWY.X

2759

SIG. 950.6  
115° TO  
1949

AA-267-20° C.I.P. 42 f.g.

2762

FX.

3450

|||

KNIFE RIVER

ANSR. COLLOID  
SIG. 949.2  
3500  
SIG. 949.2A  
P.I. X 2A  
NO. 16 SP SW  
SIG. 949.1

2746

2746

BUFFALO CREEK  
AA-204 6-SP OPEN DECK PILE BR.  
WALKWAY 2078 2083

0.36

0.0

0.1

0.0

0.5

0.0

0.14

0.1

0.0

0.5

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

S.H. 11228-1965 (36)

4" GRAVEL 1942  
PARAGON PIT-RUN

AUTO. BLOCK SYSTEM

374 EL2° 948 947 946 945 944

BOWMAN  
CO.

ADAMS  
CO.

REMAINDER

2750  
0.5  
2751  
0.45  
AA-265-20" C.I.P. 26"  
0  
0  
2761

HWY. X.  
AA-263-20" C.I.P.  
42" LG.  
2751  
AA-261-36"-48" C.P.  
(OBL.)  
2751

HWY. X.  
AA-259-30" C.I.P. 60"  
+

AA-202-18" 14" ARCH.  
59.5" LG.  
2751

2809  
HWY. X. - ST.H. 422  
YELL. TRAIL  
AA-257-24" C.I.P.  
70" LG.  
HWY. X.

HWY. X.  
AA-255 1/2-180"-42" C.O.P.

3550

3600

3650

3700

STATION  
3750

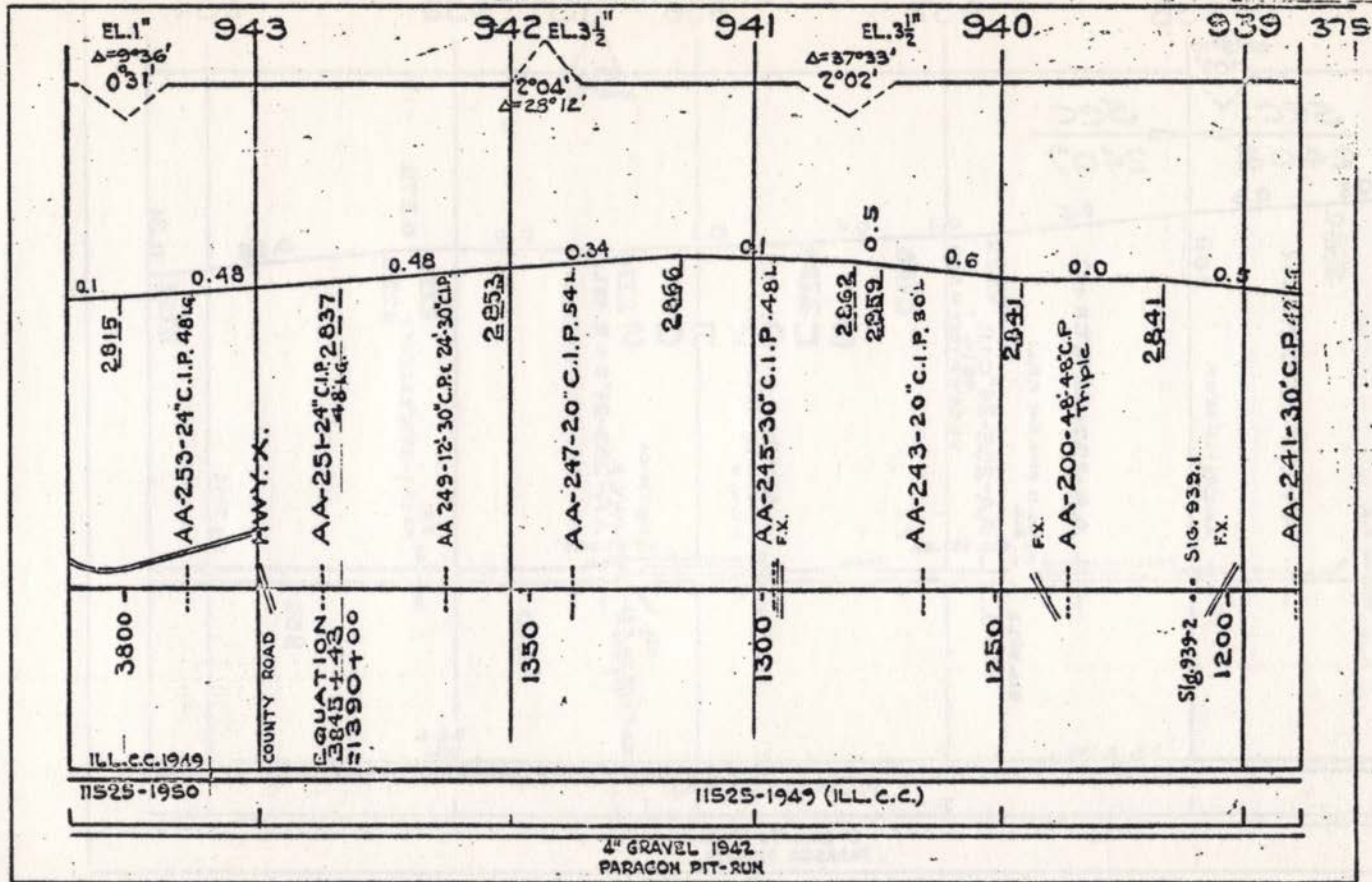
115 TO  
1949

115 TO  
1945

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

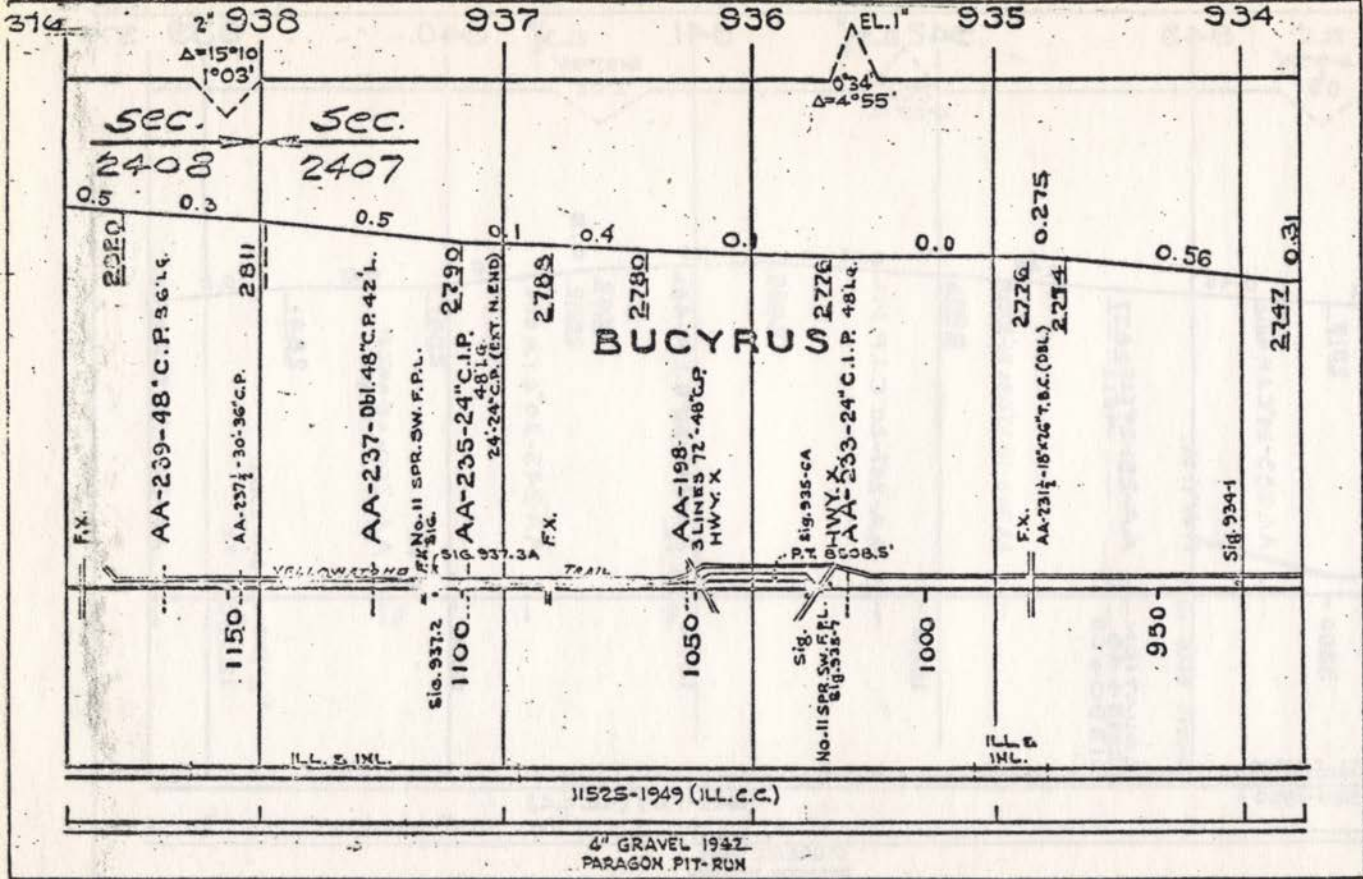
4" GRAVEL - 1942  
PARAGON PIT-RUN

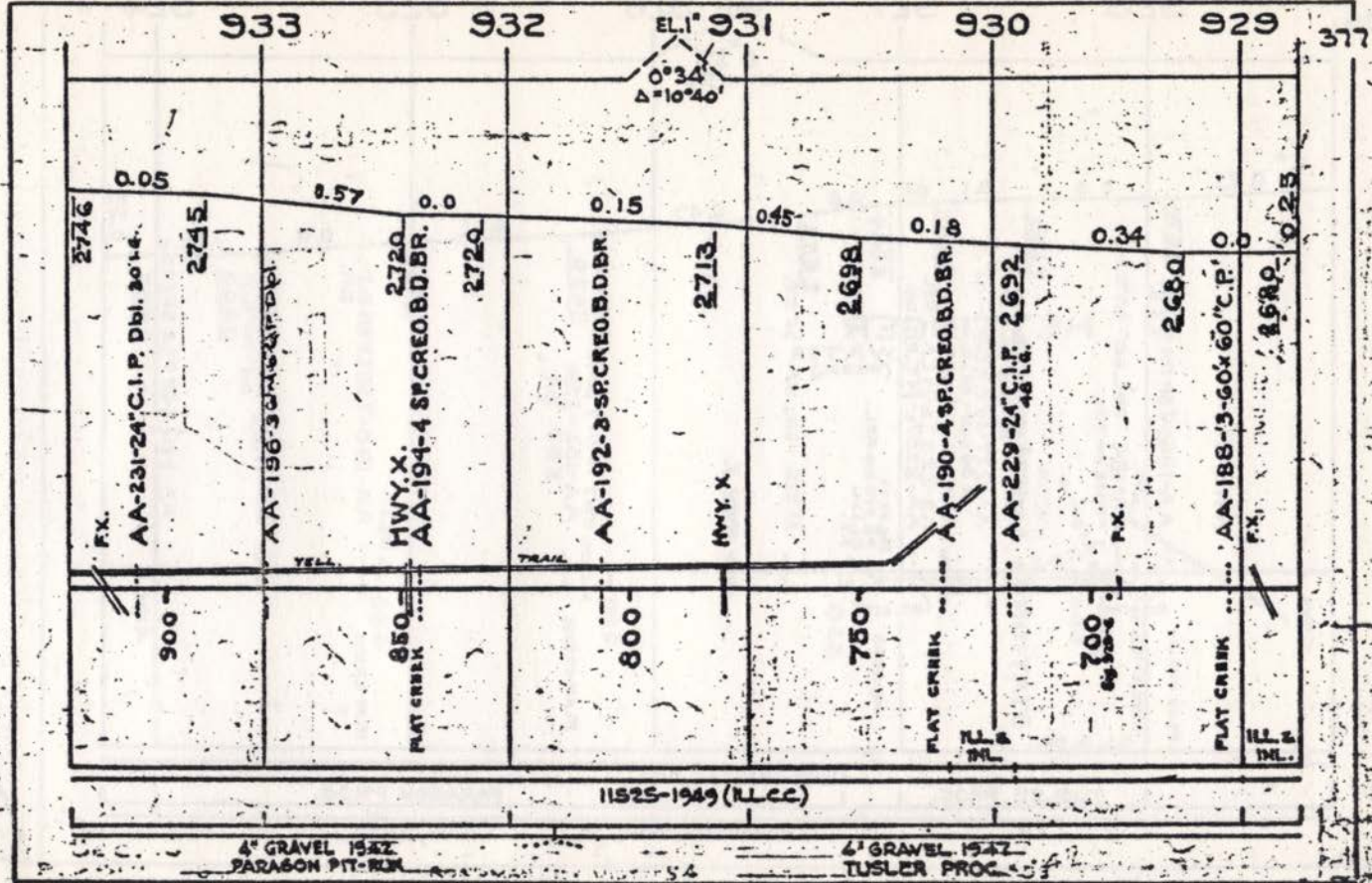
AUTO. BLOCK SYSTEM



4" GRAVEL 1942  
 PARAGON PIT-RUN







376 928 927 ELI 926 925 924

0°32'  
Δ=16°54'

0.25

0.0

0.1

0.4

0.6

0.47

0.22

0.4

0.0

0.35

HWY. X.

AA-186-6SP.PILE BR. 2670

AA-184 - DBL. 60'-60" C.P.

AA-183-50L

HWY. X.

STATION 1 AA-227B 156'-24" C.P.

AA-227-30" C.P. CURB 36" id.

HWY. X. 2-3-74 C.P. DBL.

AA-225 2-3-74 C.P. DBL.

AA-225 7/2-24" C.P. DBL.

Sig. 228A  
111 SPR. SW. R.R.  
SULZEL  
P.A.

WATER  
(DIESEL)

2664

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

2652

HWY. X.

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

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

AA-178 1/2 - DBL. LIME  
40' 20" C.P.  
2695

AA-221 1/2 - 6SP. PILE BR. 2595

650

FLAT CREEK

HWY. X. N.D. 2

Sig. 228

Sig. 228

Sig. 228

Sig. 228

Sig. 228

Sig. 228

Sig. 228

Sig. 228

Sig. 228

Sig. 228

Sig. 228

Sig. 228

Sig. 228

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Sig. 228

Sig. 228

Sig. 228

Sig. 228

Sig. 228

Sig. 228

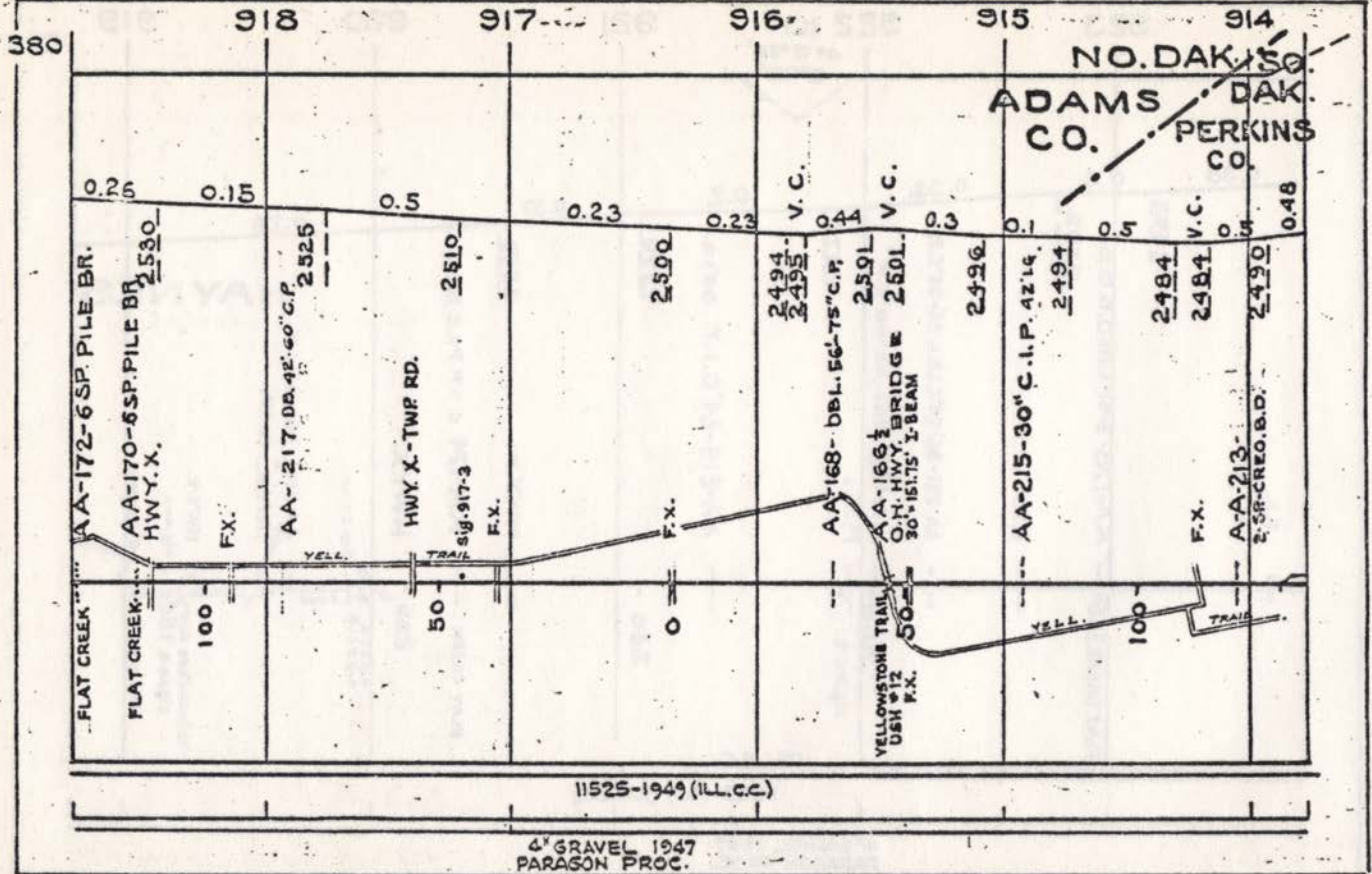
11525-1949 (RL. 22)

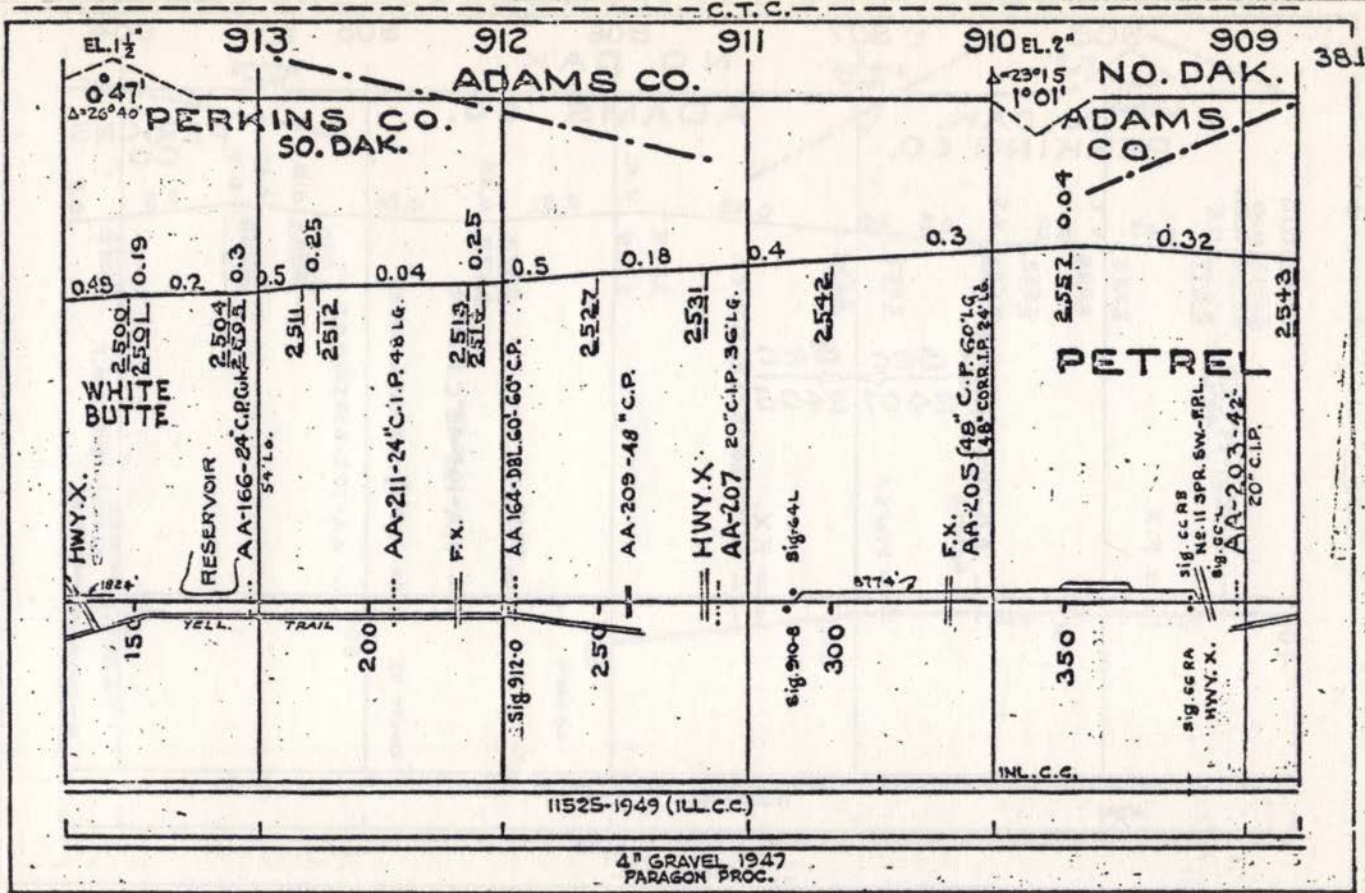
TUSLER PROC.

PARAGON PROC.

4" GRAVEL 1947







EL. 1 1/2      913      912      911      910 EL. 2"      909

0.47' Δ 26° 40'      PERKINS CO. SO. DAK.      ADAMS CO.      NO. DAK.      1° 23' 15" 1° 01'

0.48    0.19    0.2    0.3    0.5    0.25    0.04    0.25    0.5    0.18    0.4    0.3    0.04    0.32

2500  
2501  
2504  
2505  
2511  
2512  
2519  
2527  
2531  
2542  
2557  
2543

HWY. X.  
RESERVOIR  
AA-166-24 C.I.P. 48 L.G.  
54 L.G.  
AA-211-24 C.I.P. 48 L.G.  
F. X.  
AA-164-D8L 60° 60" C.P.  
AA-209-48 " C.P.  
HWY. X.  
AA-207 20" C.I.P. 36 L.G.  
sig 90-8  
sig 64 L  
F. X.  
AA-205 48" C.F. 60 L.G.  
48" CORR. I.P. 24 L.G.  
DETRE  
sig 66 RA  
HWY. X.  
sig 66 AB  
NE-11 SPR. SW-FRL.  
sig 66 L  
AA-203-42  
20" C.I.P.

150  
200  
250  
300  
350

YELL TRAIL

sig 912-0

sig 66 RA  
HWY. X.  
sig 66 L  
AA-203-42  
20" C.I.P.

11525-1949 (ILL.C.C.)

4" GRAVEL 1947  
PARAGON PROC.







384

898

897

C.T.C.

896

895 EL. 3 1/2'

894

ADAMS SIOUX

CO. N.D.

CORSON CO. SO. DAK.

EL. 3 1/2'  
A 34° 51'  
2° 02'

EL. 3 1/2'  
A 10° 48'  
2° 02'

0.275

0.4

0.1

0.35

0.05

0.19

0.5

0.44

0.6

0.3

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

2527  
2528

HWY. X.

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

2543  
2544

AA-187 1/2-12" C.P. 201 G.

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

F.X.

2552

AA-150

12" 4-8" C.P. Triple

1050

1100

HWY. X.

sig. 894-B

sig. 72L

1150

HWY. X.

RT. 6950

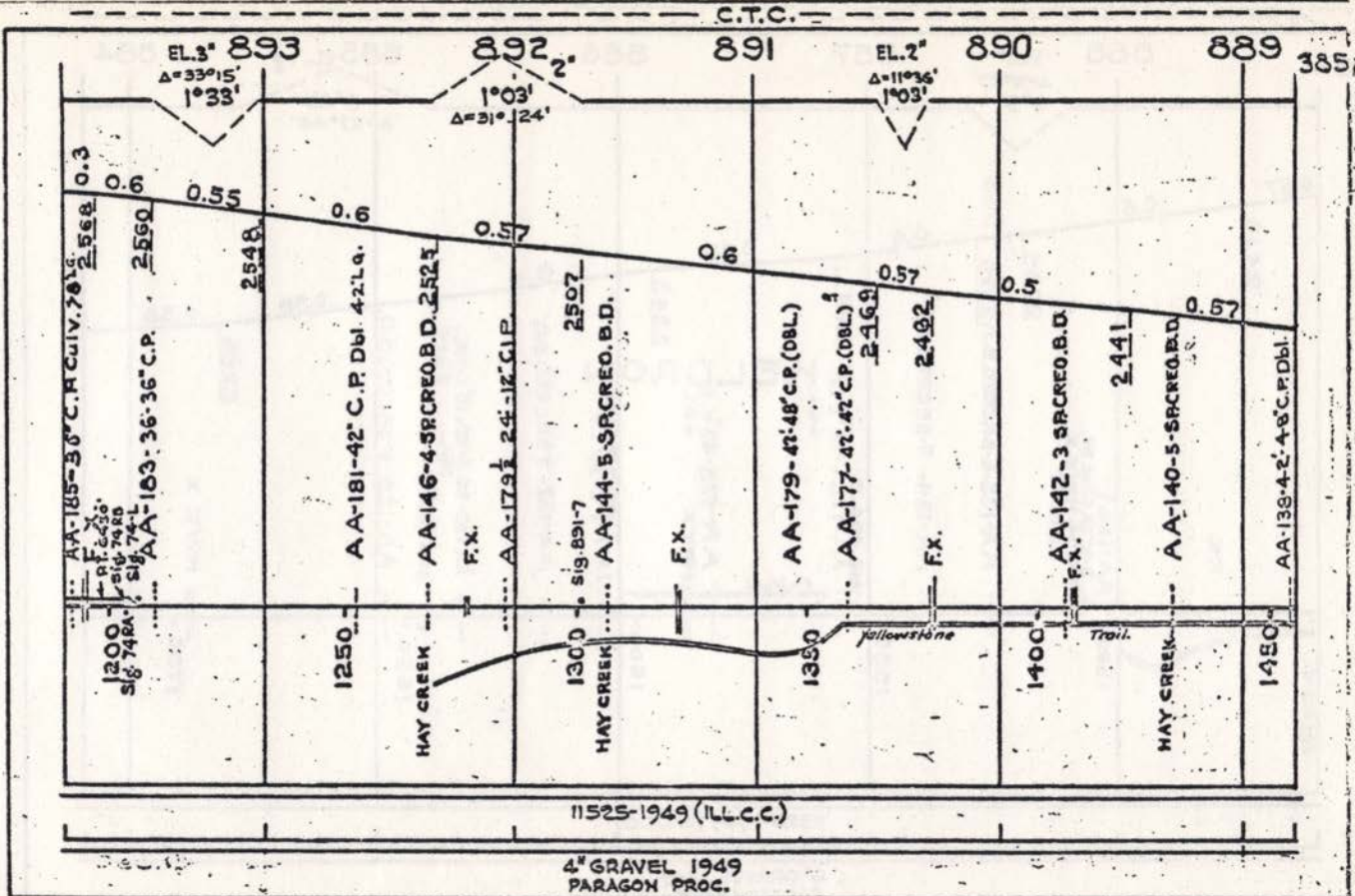
AA-148-60"  
48" C.P. DBL.

THUNDERHAWK

11523-1949 (ILL. C.C.)

4" GRAVEL 1947  
PARAGON PROC.

4" GRAVEL 1949  
PARAGON PROC.



C.T.C.

EL. 3' 893

892

891

EL. 2' 890

889

385

AA-185-36° C.P. CUIV. 701.5  
 F. 2420  
 sig. 748B

AA-103-36-36° C.P.

AA-181-42° C.P. DBL. 421.9

AA-146-45° C.P. DBL. 252.5  
 F.X.

AA-179-41-48° C.P. (DBL)

AA-144-53° C.P. DBL. 250.7  
 F.X.

AA-179-41-48° C.P. (DBL)

AA-177-41-42° C.P. (DBL)  
 246.9

AA-142-35° C.P. DBL  
 F.X.

AA-142-35° C.P. DBL  
 F.X.

AA-140-53° C.P. DBL

AA-138-42-48° C.P. DBL

1200  
 sig. 748A

HAY CREEK

HAY CREEK

1350  
 yellowstone

1400  
 Trail

HAY CREEK

1450

11525-1949 (ILL.C.C.)

4" GRAVEL 1949  
 PARAGON PROC.

386 888 EL. 1" 887 886 885 EL. 1 1/2" 884

Δ°5'27"  
0°32'

0°43'  
Δ°27'48'

0.57

0.6

0.58

0.6

0.45

0.6

0.58

0.6

2413

2304

2343

2288

AA-136 1/2  
5" SP. CONC. BR.  
O.H. HWY. X  
U.S.H. 612

AA-135-6-3-SPCREO.B.D.

AA-134-7-SPCREO.B.D.

SIG. 886-9  
AA-175-48" C.P.  
SGL

AA-173-48" C.P.  
SGL  
HWY. X

AA-171-72" 20" C.P.  
SGL

AA-132-7-SPCREO.B.D.

AA-130-56.4-12x10' CCUL.  
DBL.  
SIG. 885-2

AA-128-5-SPCREO.B.D.

HWY. X

KELD PO Z

11525-1949 (ILL. C.C.)

4" GRAVEL 1949  
PARAGON PROC.

SIG. 633-G

F.X.

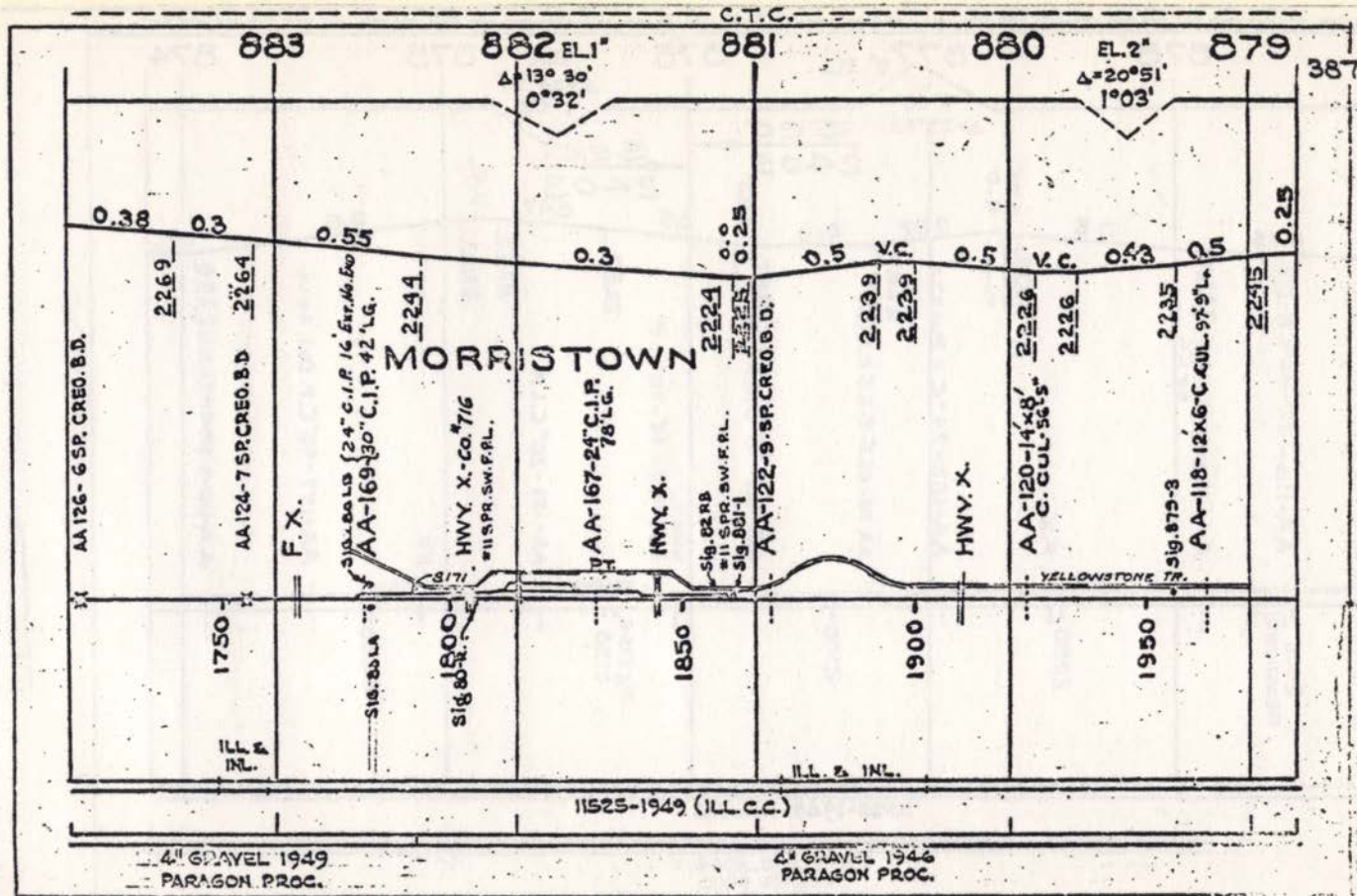
1500

1550

1600

1650

1700



883

882 ELI"

881

880

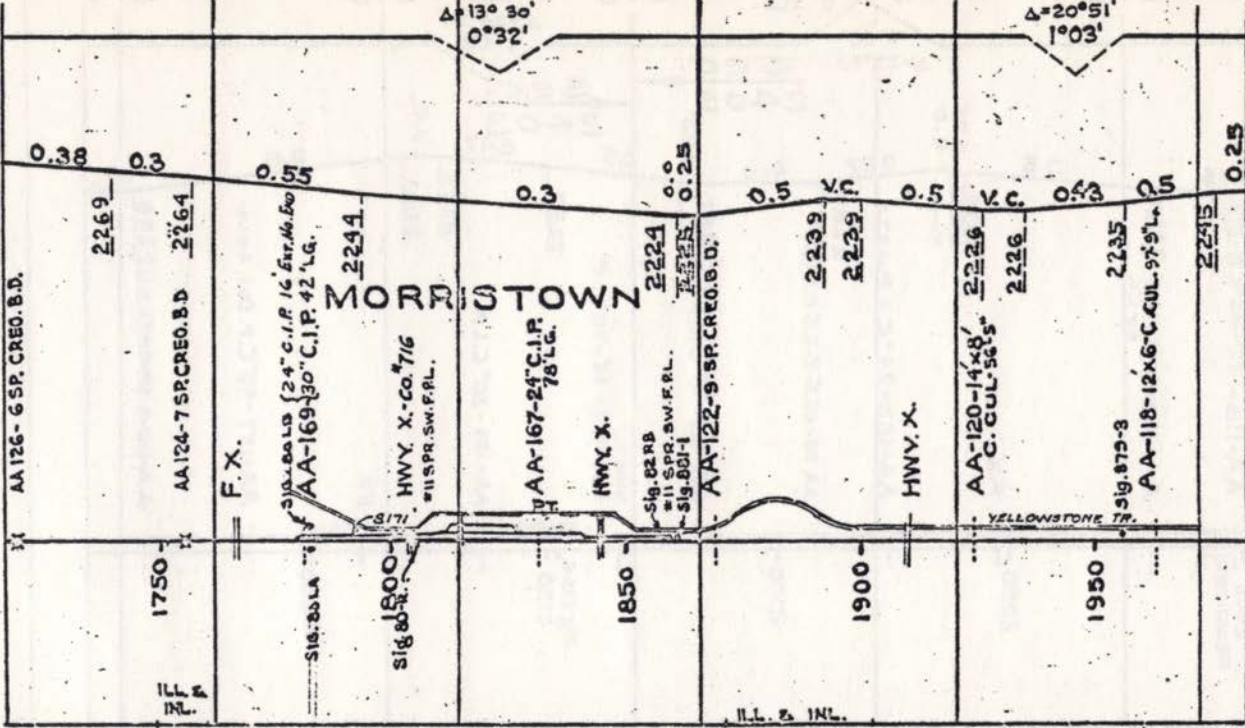
EL. 2"

879

387

Δ=13° 30'  
0° 32'

Δ=20° 51'  
1° 03'



11525-1949 (ILL. C.C.)

4" GRAVEL 1949  
PARAGON PROC.

4" GRAVEL 1946  
PARAGON PROC.

388

878

877<sup>2</sup> EL.

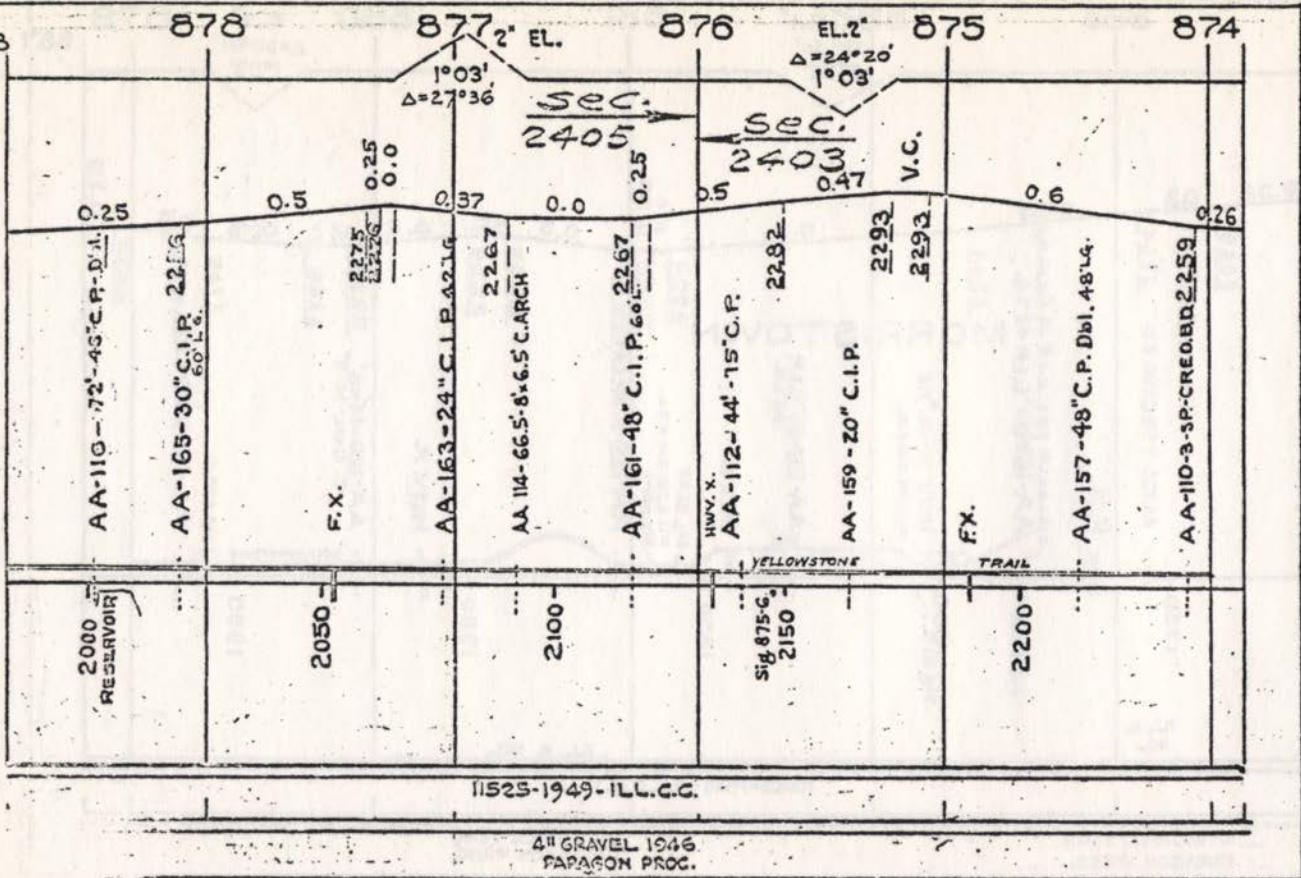
876

EL. 2'

875

874

C.T.C.



11525-1949-ILL.C.C.

4" GRAVEL 1946  
PAPAGON PROC.

Corrected up to Dec. 31, 1920.



390

388 2' FL

357

866

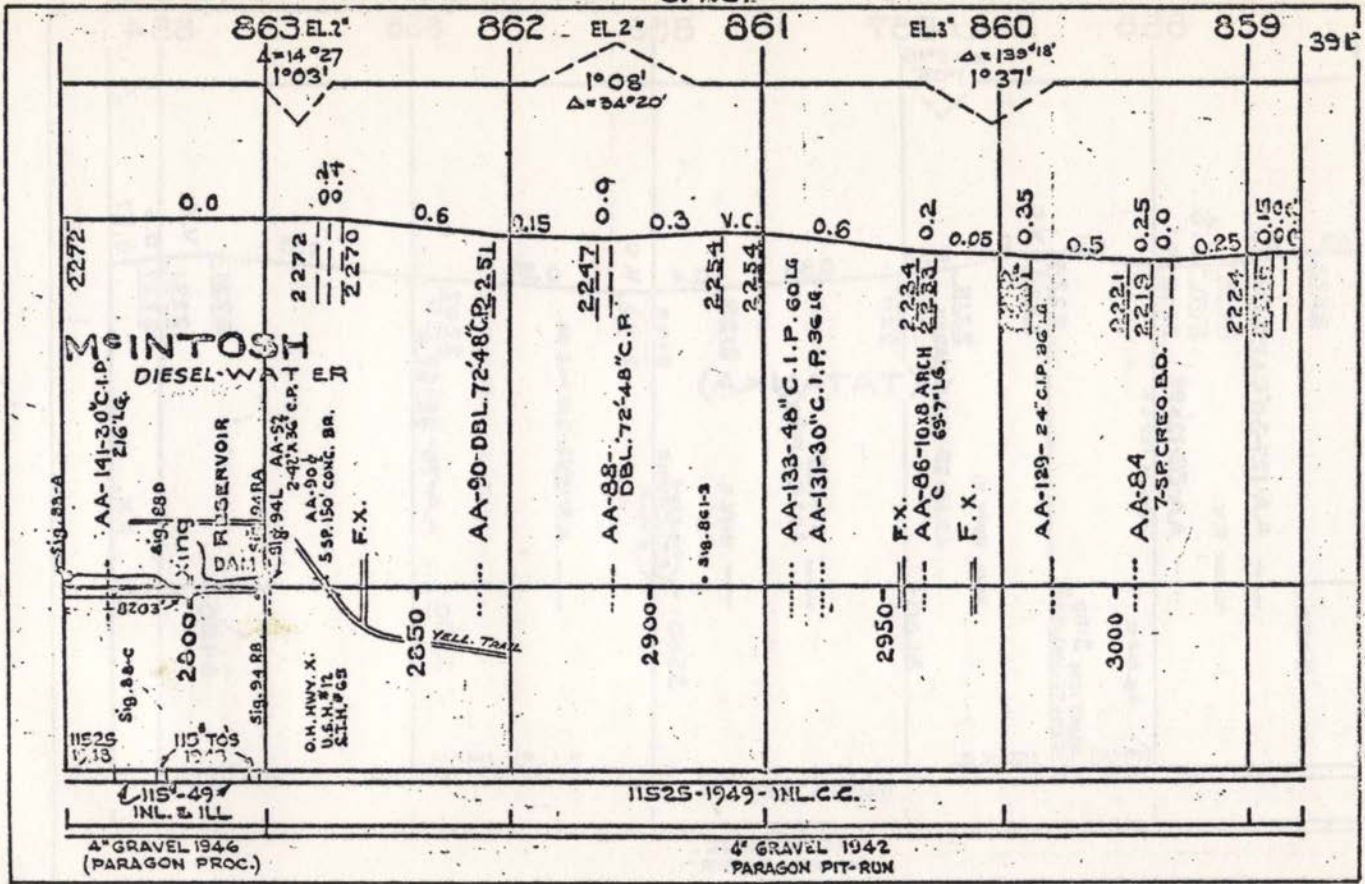
865

864 E.I.

<p>AA-100-174-12'x6" CUL. 2272          2272 0.5          2252 0.44          2255</p>	<p>AA-149-42" C. P. Dbl. 72' Lg.          HWY X          AA-147-20" C.I.P. 24' Lg. 2250          2250 0.25          2250 0.2</p>	<p>AA-145 1/2-30" C.P.          HWY. X          AA-98-5'x6' C.CUL. 61' 9" Lg.          2271 0.3          2270</p>	<p>AA-96-14'x8' C.CUL. 2265          2265 V.C.          0.2</p>	<p>AA-145-30" C.I.P. 60' Lg.          FX.          2270 0.5          2270 V.C.          2270 0.6</p>	<p>RX. SLIDE PILING          0° 32'          Δ = 3° 48'</p>
<p>2550          2571+65.21          2572+13.6</p>	<p>2600</p>	<p>2650          S-8622</p>	<p>2700</p>	<p>2750          AA-143 1/2-48'x42" C.R. RESERVOIR          519-88 LA          115 TO 1949          815 88 LB</p>	<p>0.1</p>

STES 11525-1949 ILL.C.C.

STES 11525-1949 ILL. & IN. C.C.



**MINTOSH**  
DIESEL WATER

AA-141-30" C.I.P.  
216' LG.

RESERVOIR  
DRAIN  
D.B.A.

AA-52  
2-40" X 36" C.P.  
AA-90  
5 SP. 150' CONC. BR.  
F.X.

AA-90 DBL. 72'-48" C.I.P.

AA-88 DBL. 72'-48" C.I.P.

AA-133-48" C.I.P. 60' LG.  
AA-131-30" C.I.P. 96' LG.

AA-86-10" X 8" ARCH  
69'-7" LG.  
F.X.

AA-129-24" C.I.P. 96' LG.

AA-84  
7-SR CREO. DD.

11525-49  
INL. & ILL.

11525-1949-1 INL. & ILL.

4" GRAVEL 1946  
(PARAGON PROC.)

4" GRAVEL 1942  
PARAGON PIT-RUN



858

EL 2' 857

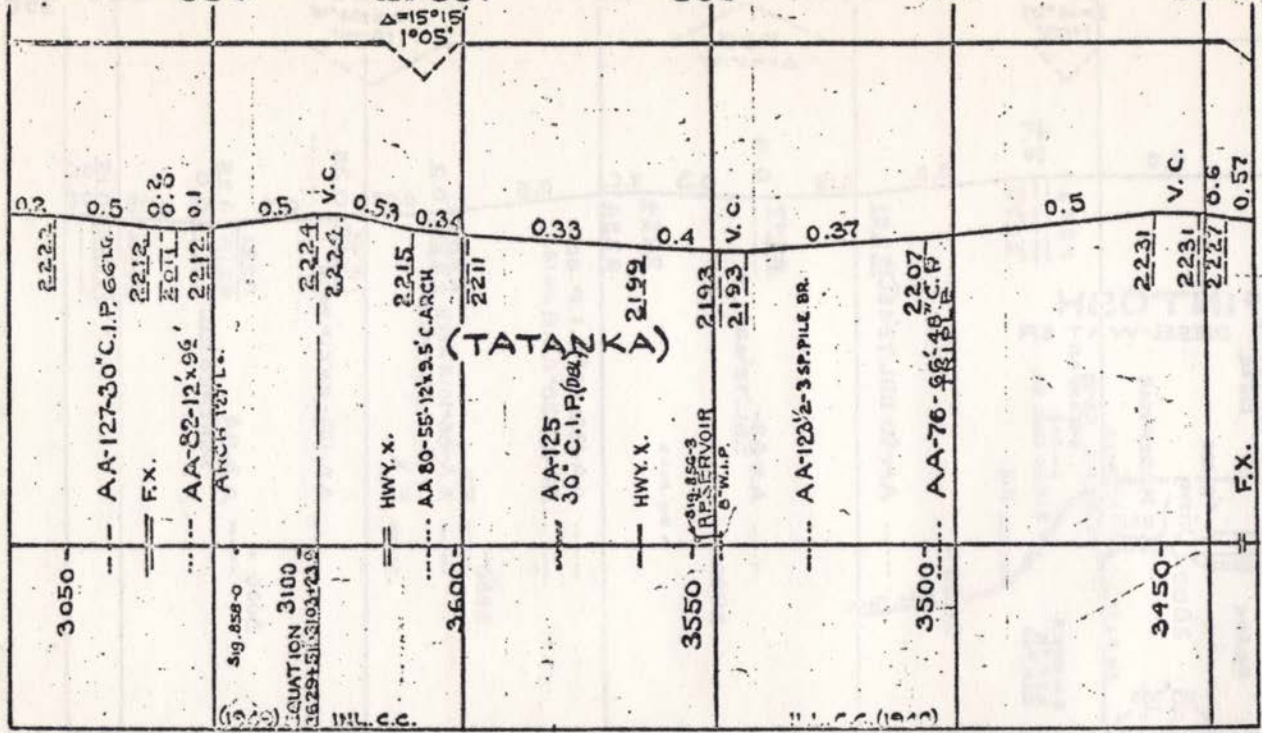
856

855

854

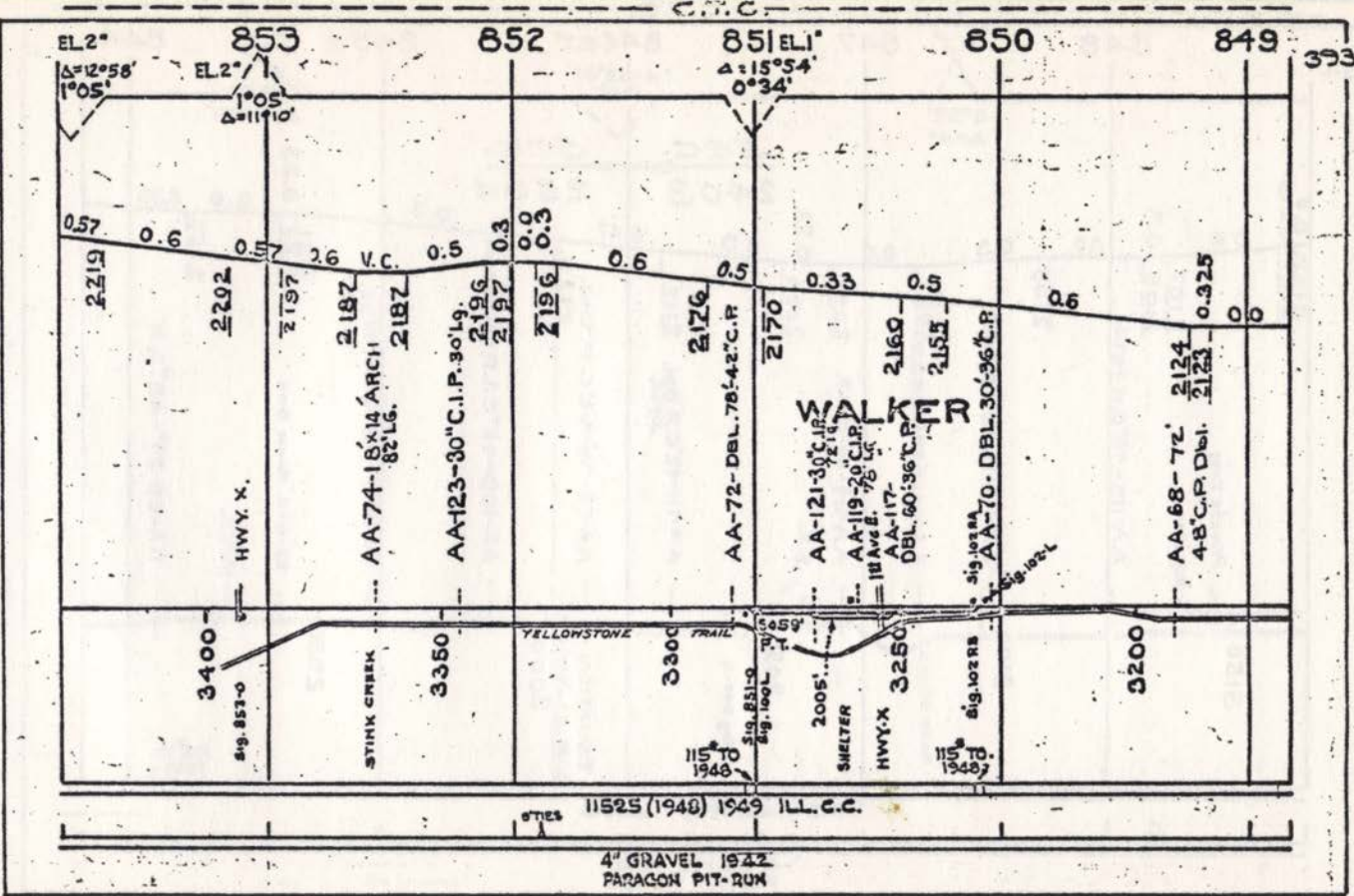
392

$\Delta = 15' 15''$   
 $1' 05''$

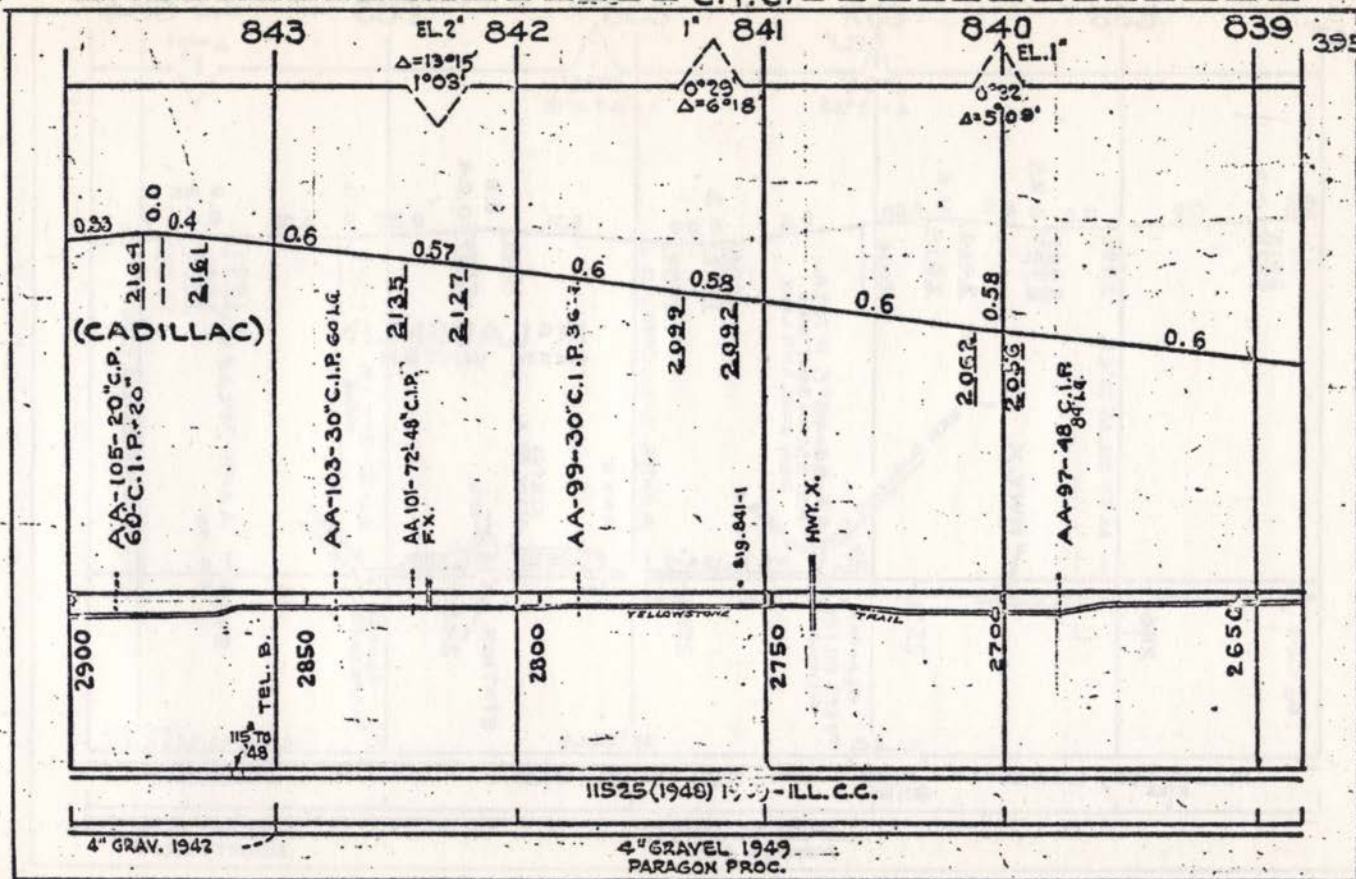


11525 - 1949

4" GRAVEL 19.42.  
PARAGON PIT-RUM







4" GRAV. 1942

4" GRAVEL 1949  
PARAGON PROC.

11525(1948) 1950-ILL.C.C.

396

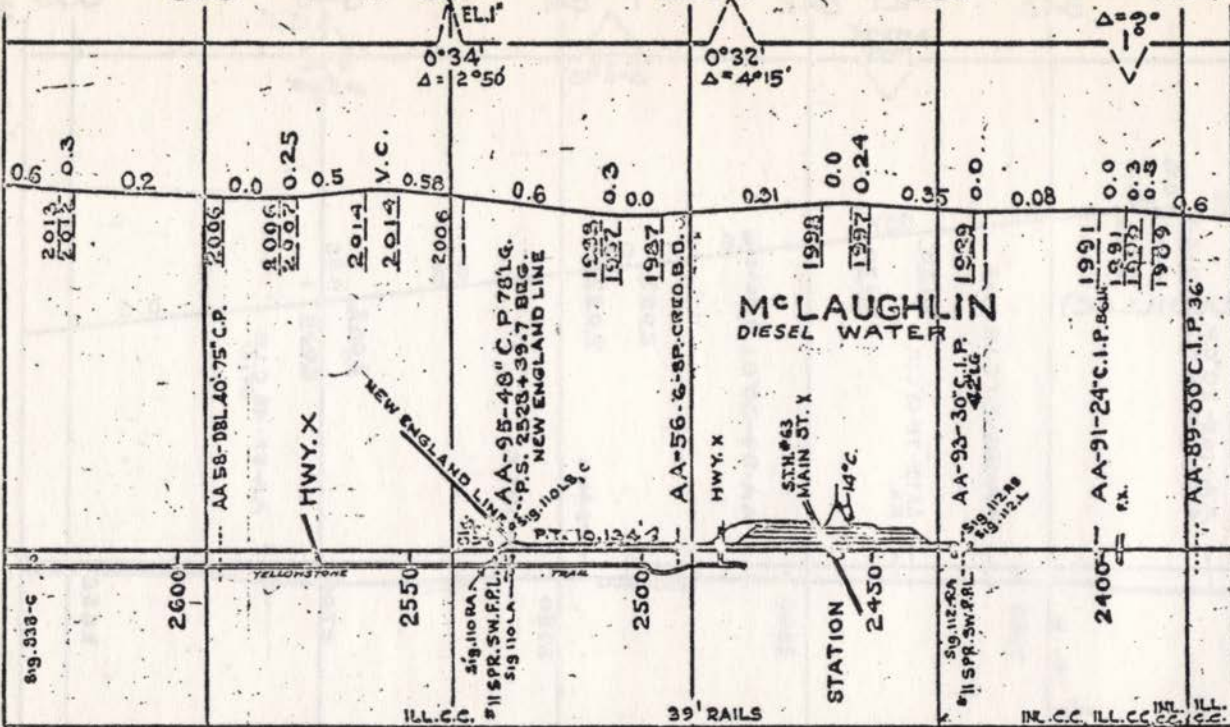
838

837

836 1'

835

EL. 2" 834



11525-11549-ILL.C.C.

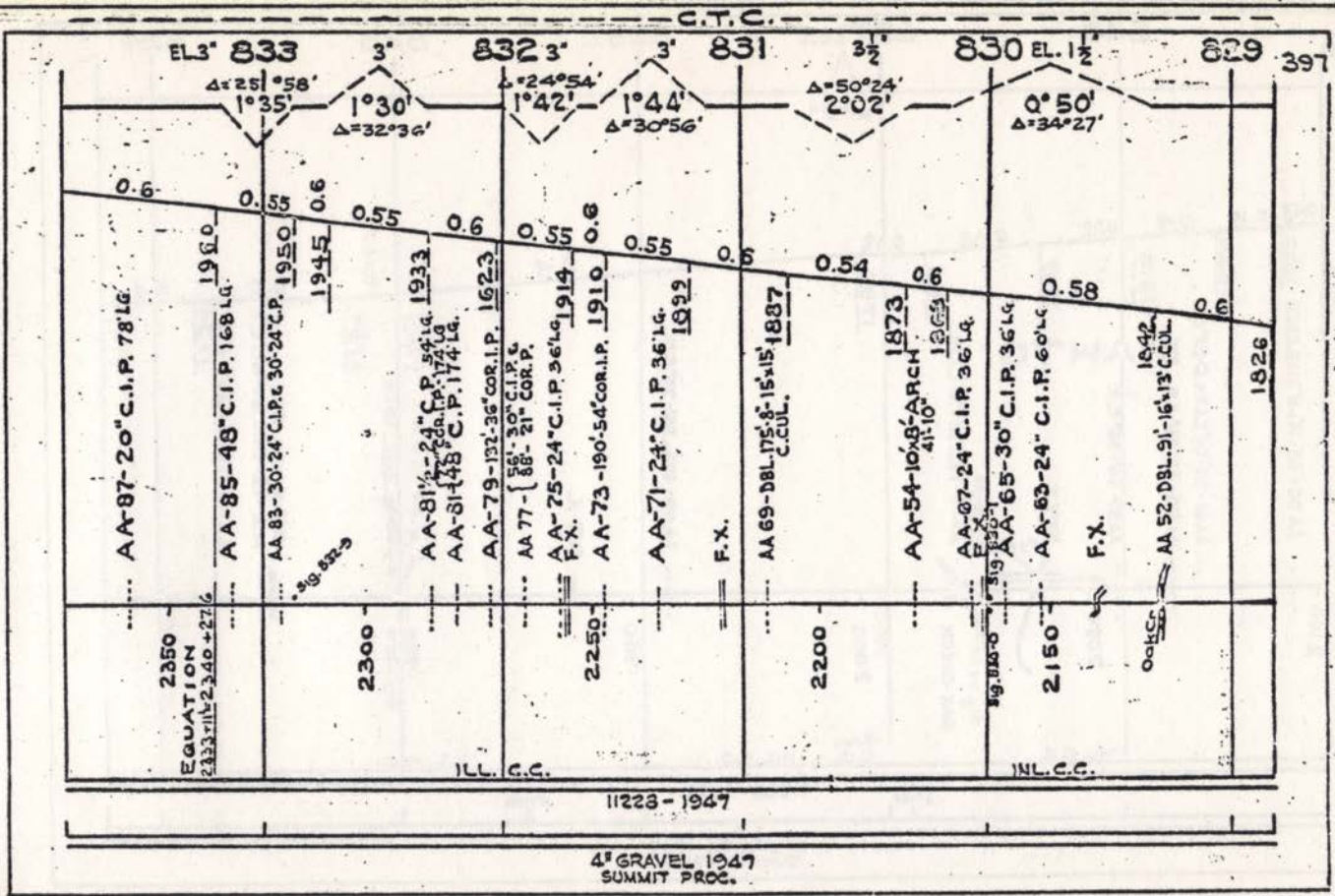
11528 (37) 49

1937-112' REL.-1948

11220-1947

4" GRAVEL 1949  
PARAGON PROC.

4" GRAVEL 1947  
SUMMIT PROC.



11223-1947  
 4" GRAVEL 1947  
 SUMMIT PROC.

398

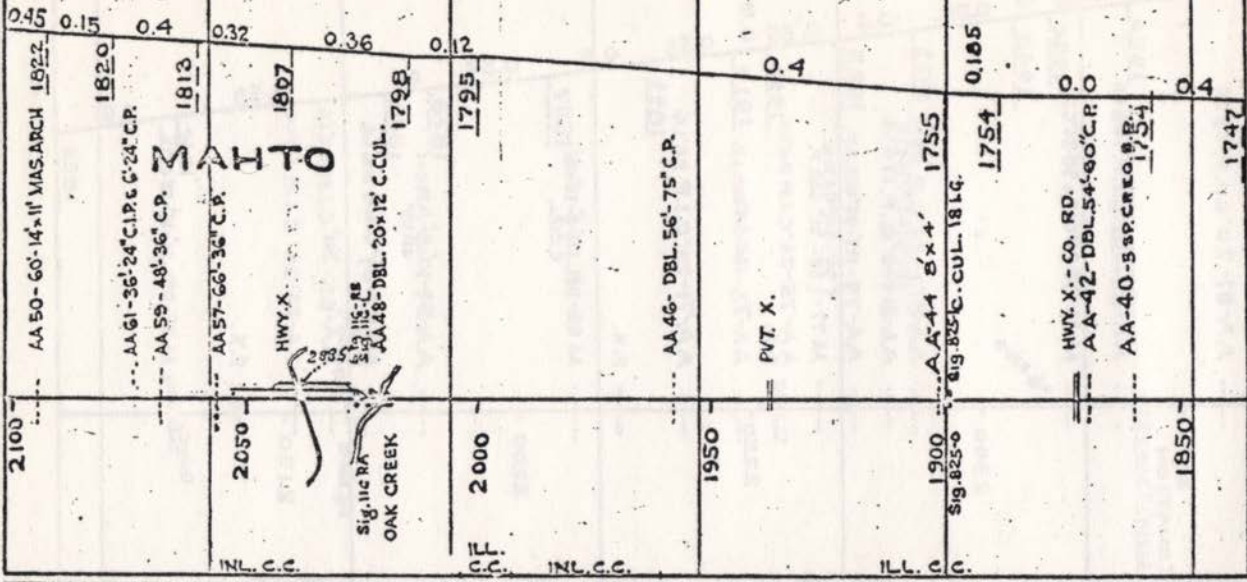
028

027 EL. 2'

826

825

824



2100  
2050  
2000  
1950  
1900  
1850

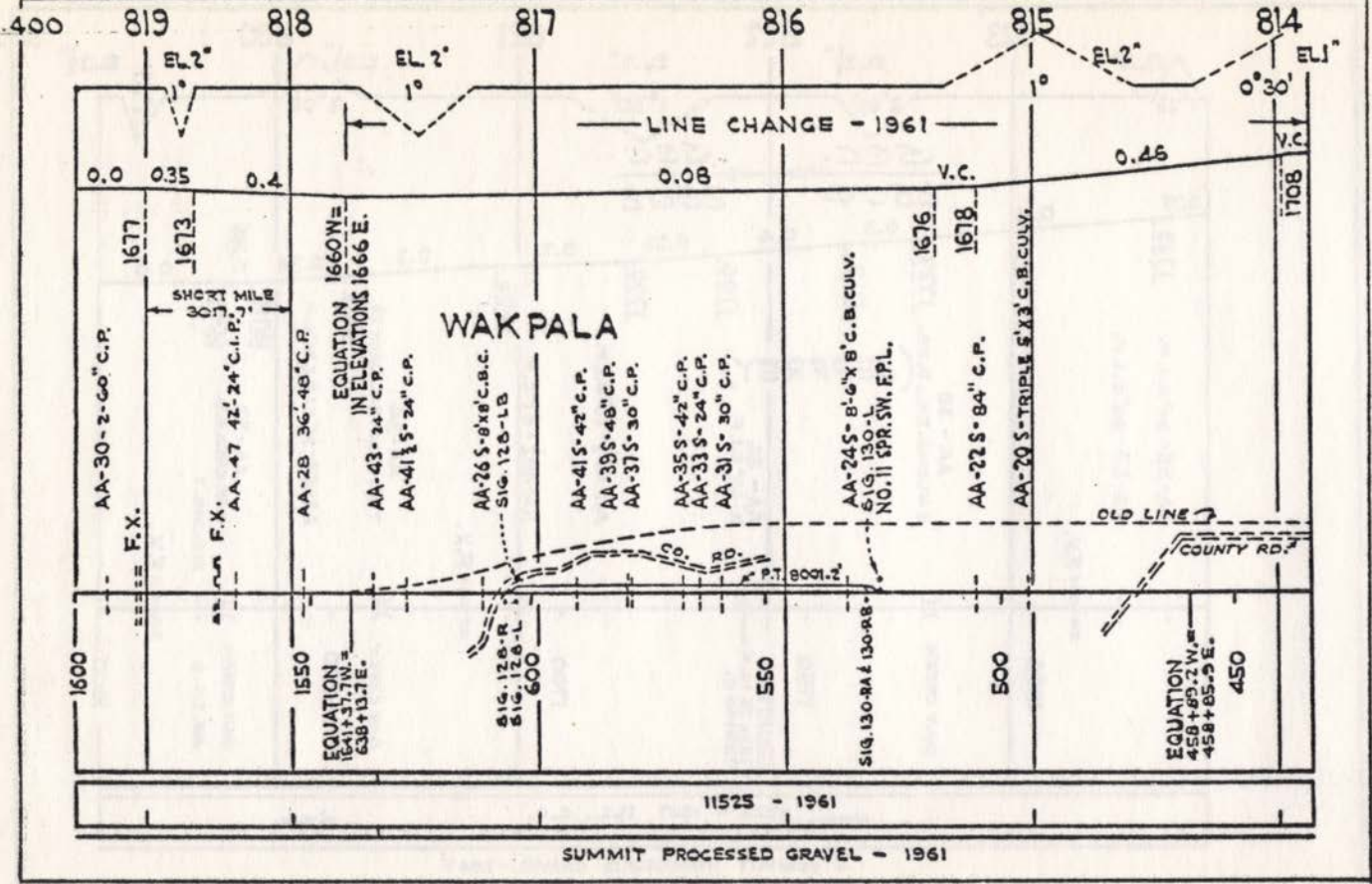
INL. C.C.  
C.C.  
INL. C.C.  
ILL. C.  
ILL. C.  
ILL. C.

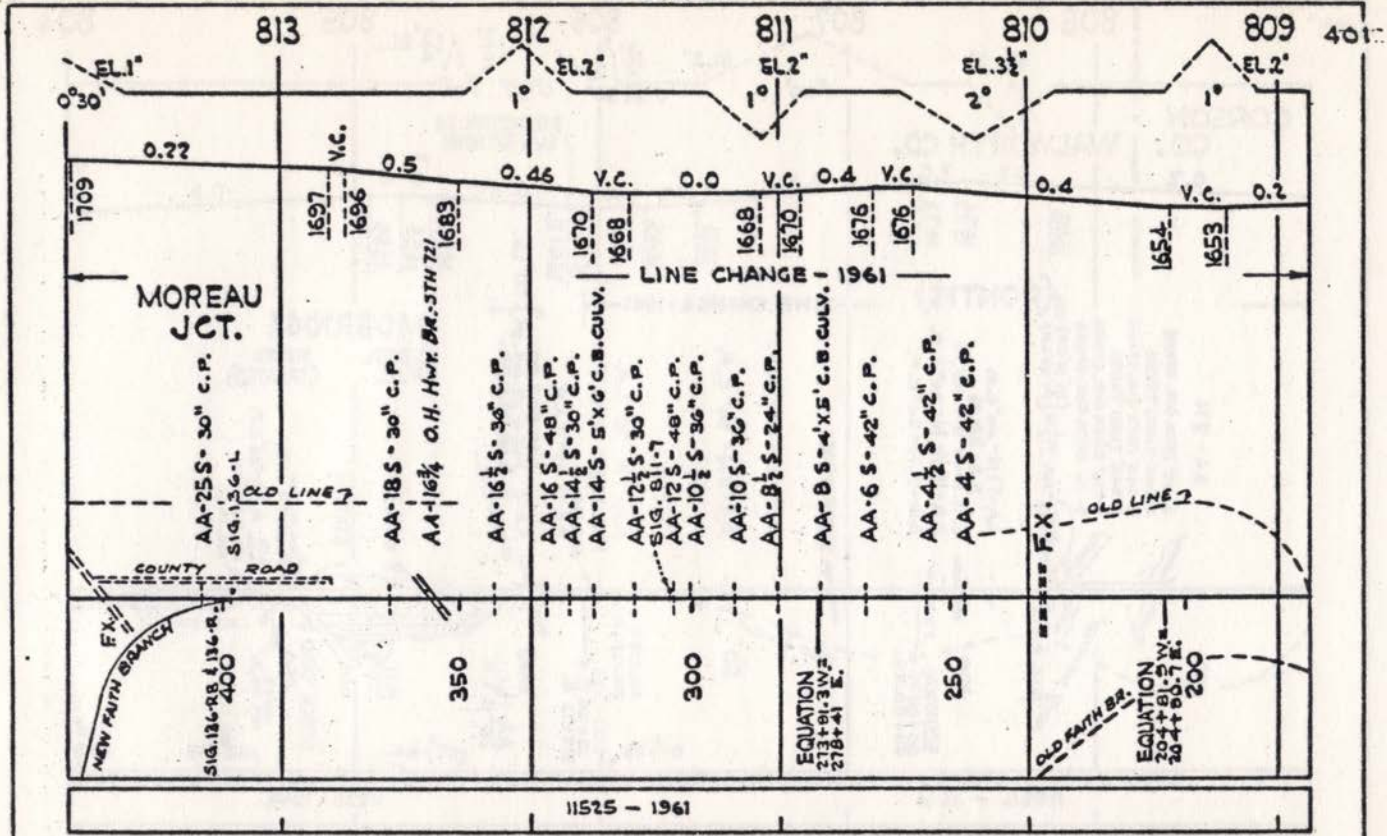
11228-1947

4<sup>th</sup> GRAVEL 1947  
SUMMIT PROC.



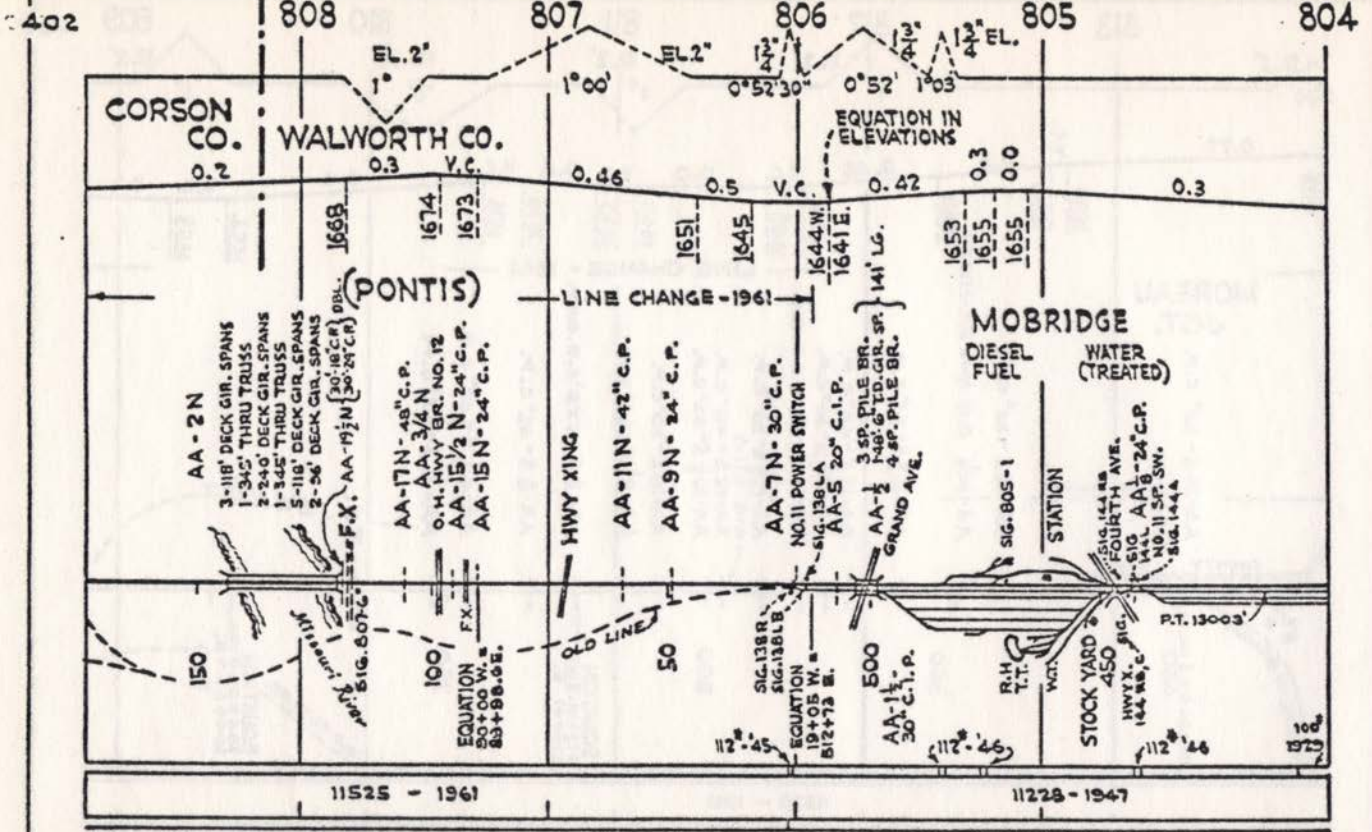






11525 - 1961

SUMMIT PROCESSED GRAVEL - 1961



402

808

807

806

805

804

CORSON CO.

WALWORTH CO.

EQUATION IN ELEVATIONS

(PONTIS)

LINE CHANGE - 1961

MOBRIDGE

DIESEL FUEL

WATER (TREATED)

AA-2N

3-118' DECK GIR. SPANS  
 1-345' THRU TRUSS  
 2-240' DECK GIR. SPANS  
 1-345' THRU TRUSS  
 5-118' DECK GIR. SPANS  
 2-56' DECK GIR. SPANS

AA-17N-48" C.P.  
 AA-3/4 N  
 O.H. HWY BR. NO. 12  
 AA-15 1/2 N-24" C.P.  
 AA-15N-24" C.P.

HWY XING

AA-11N-42" C.P.

AA-9N-24" C.P.

AA-7N-30" C.P.

NO. 11 POWER SWITCH

AA-5 20" C.I.P.

3 SP. PILE BR.  
 148' 6" ID. GIR. SF.  
 4 SP. PILE BR.  
 GRAND AVE.

SIG. 805-1

STATION

SIG. 144 RB  
 FOURTH AVE.  
 SIG. AA8-24" C.P.  
 NO. 11 SP. SW.  
 SIG. 144 L

150

100

50

500

P.T. 13003

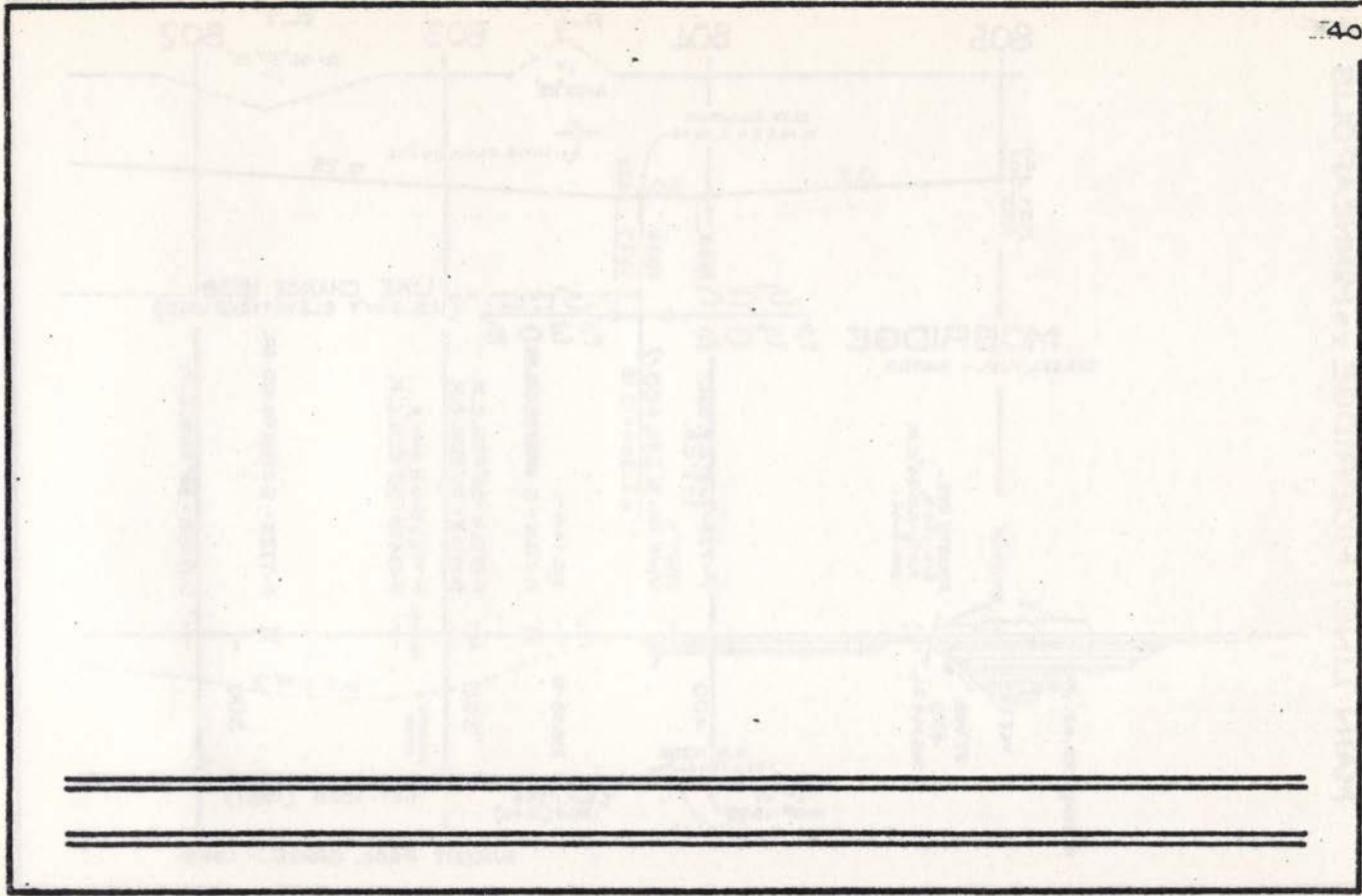
11525 - 1961

11228 - 1947

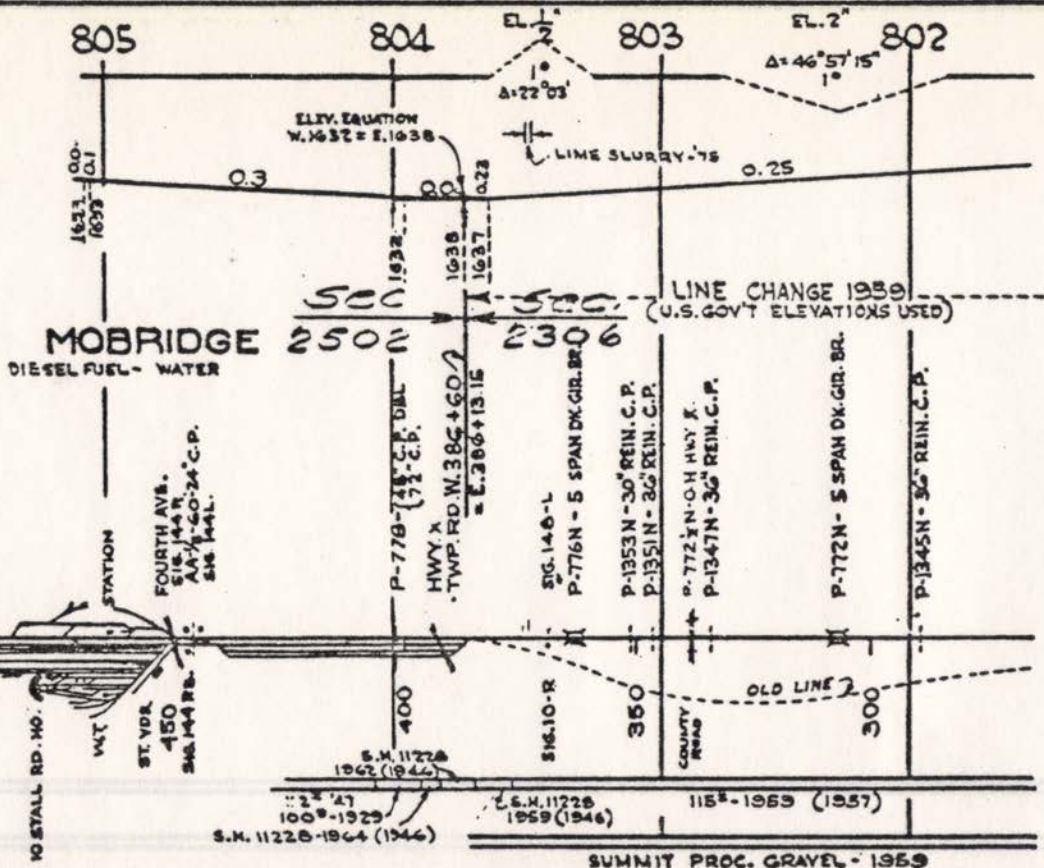
SUMMIT PROC. GRAVEL - 1961

4" PARAGON PROC. GRAVEL - 1947

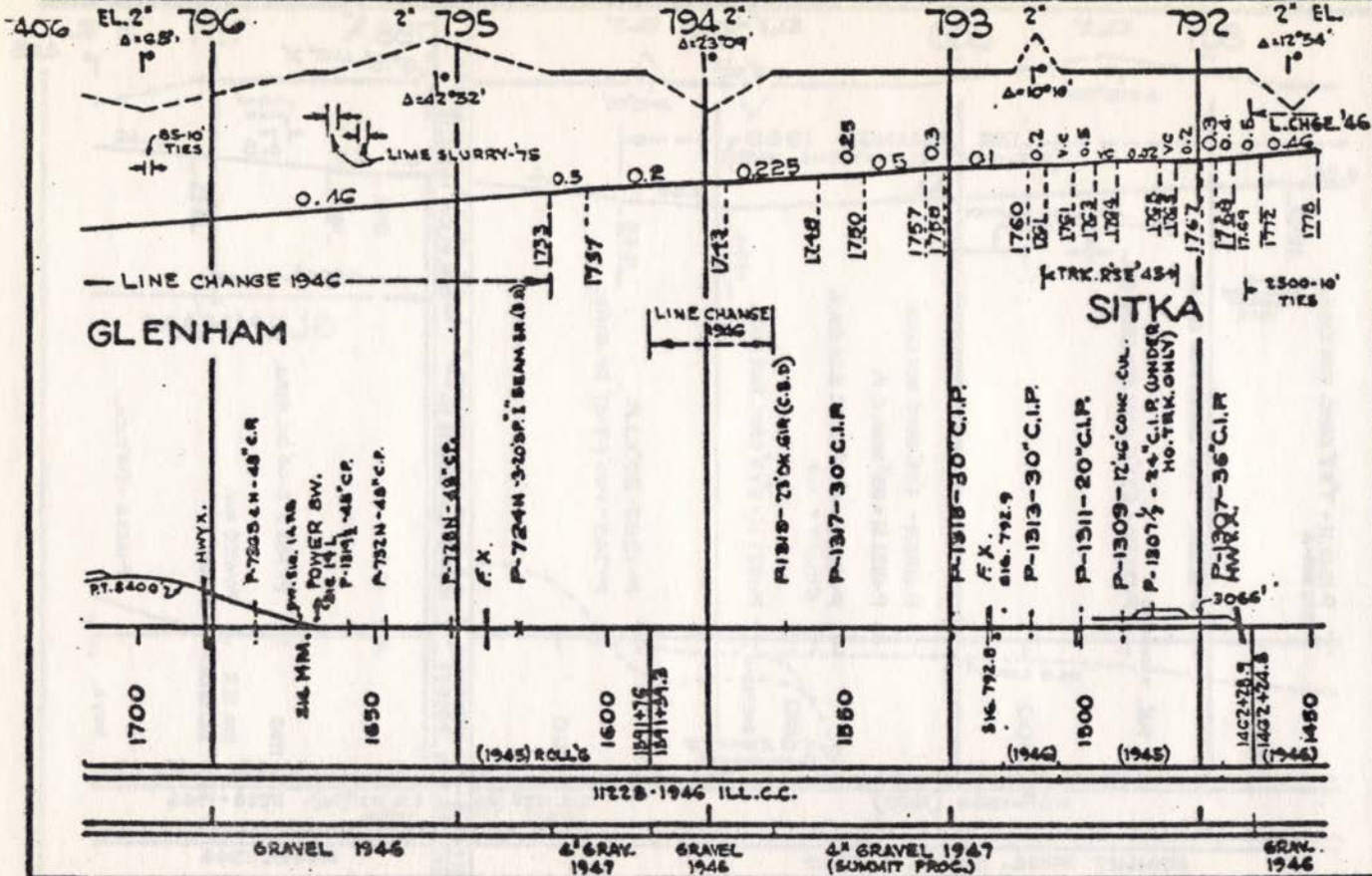
100  
1979

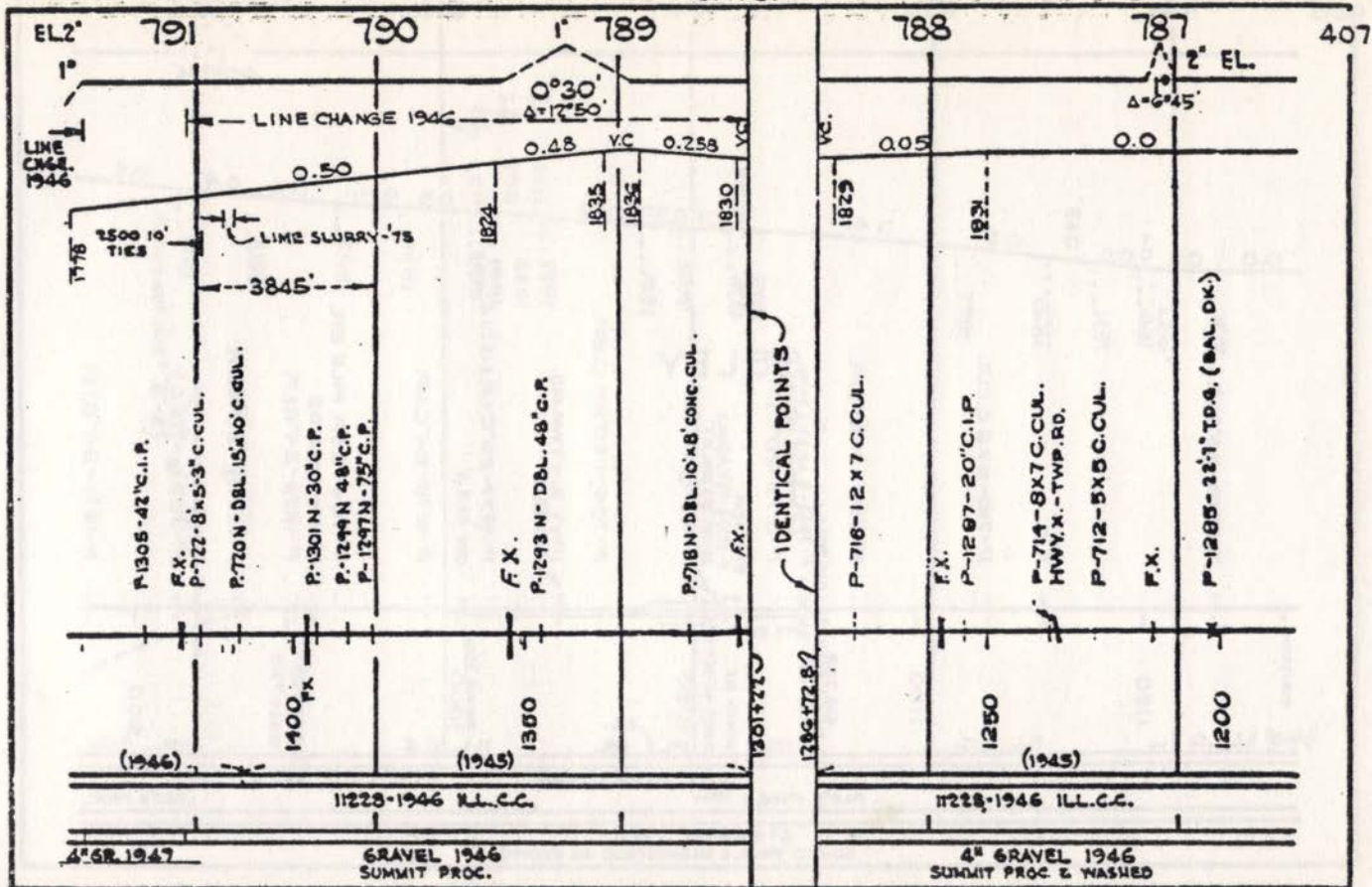


MAIN LINE: MOBRIDGE TO MINNEAPOLIS











408

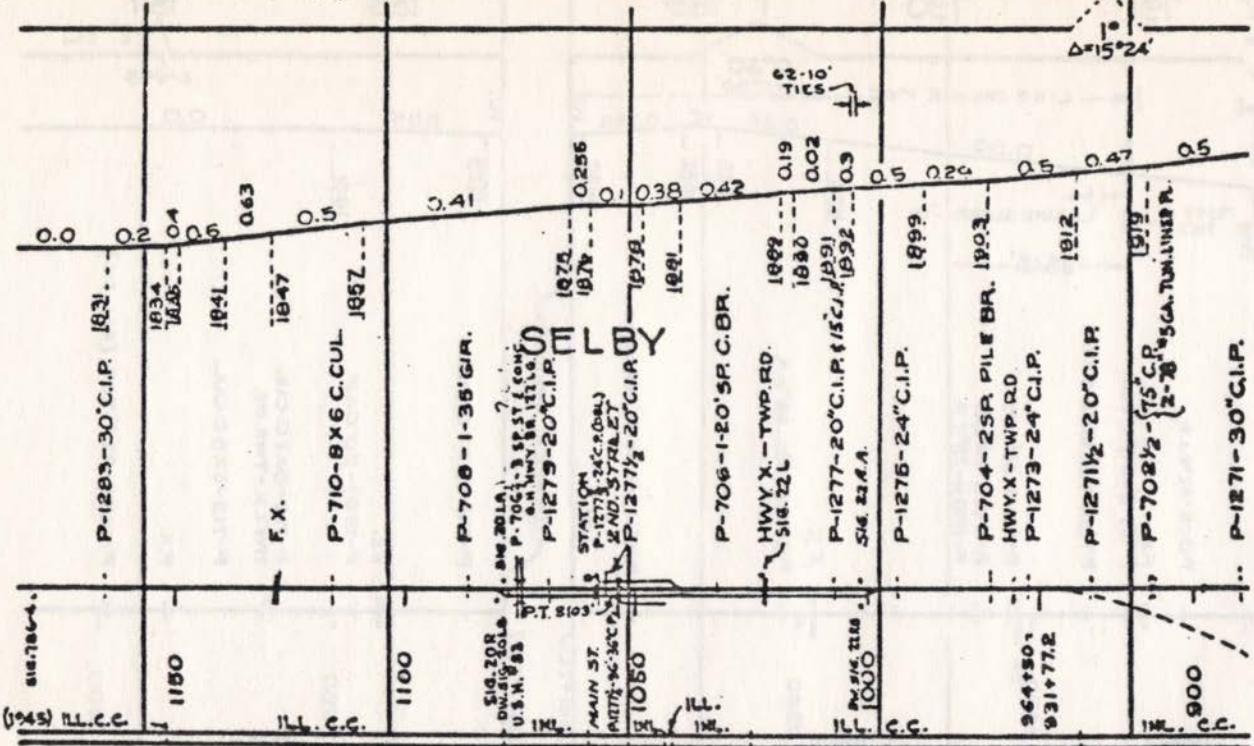
786

785

784

783

EL. 2" 782



# SEELY

ILL. 11228 - 1946  
 PAR'N PROC. 2 INL. PAR'N PROC.

4" GRAVEL 1946  
 SUMMIT PROC. (WASHED) (EXC AS SHOWN)

1150  
 (1943) ILL. C.C.

ILL. C.C.

1100

SIG. 20R  
 DWS. 19. 10. 16.  
 U.S.N. 83

MAIN ST.  
 1050

ILL. INL.

ILL. C.C.  
 1000

964+50'  
 931+77.2

ILL. C.C.  
 900

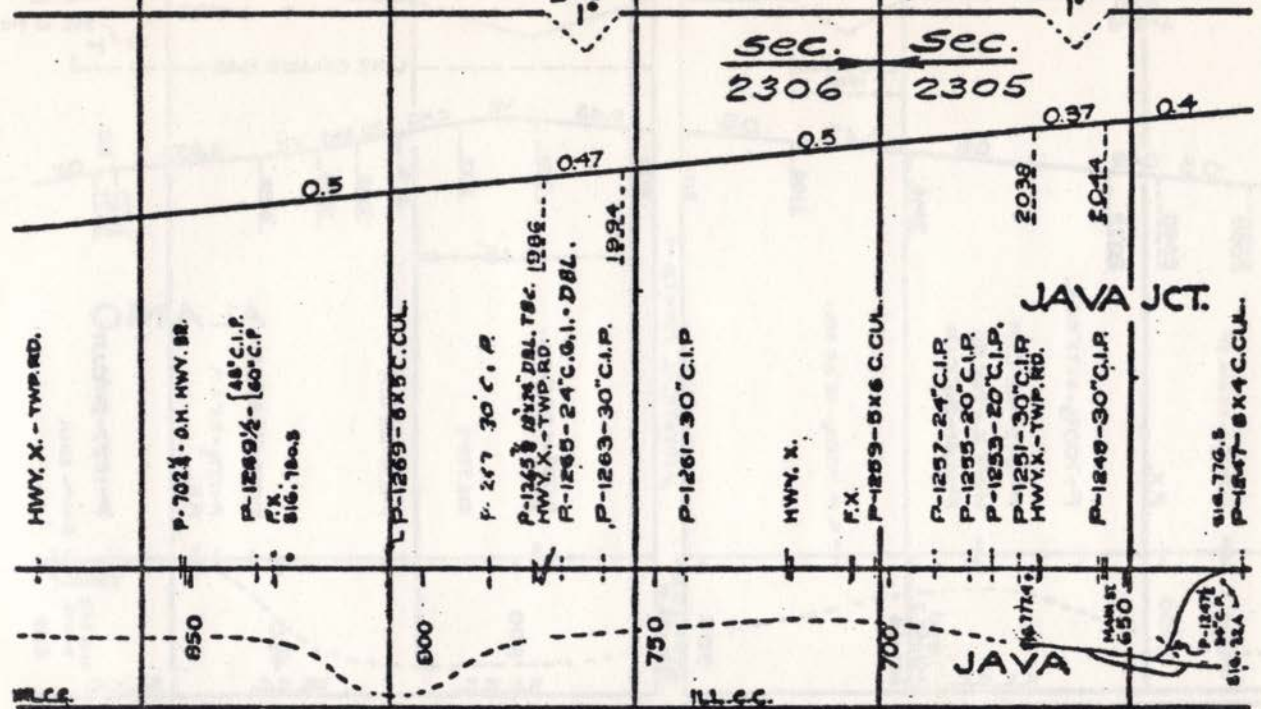
781

780

EL. 2' 779

778

EL. 2' 777



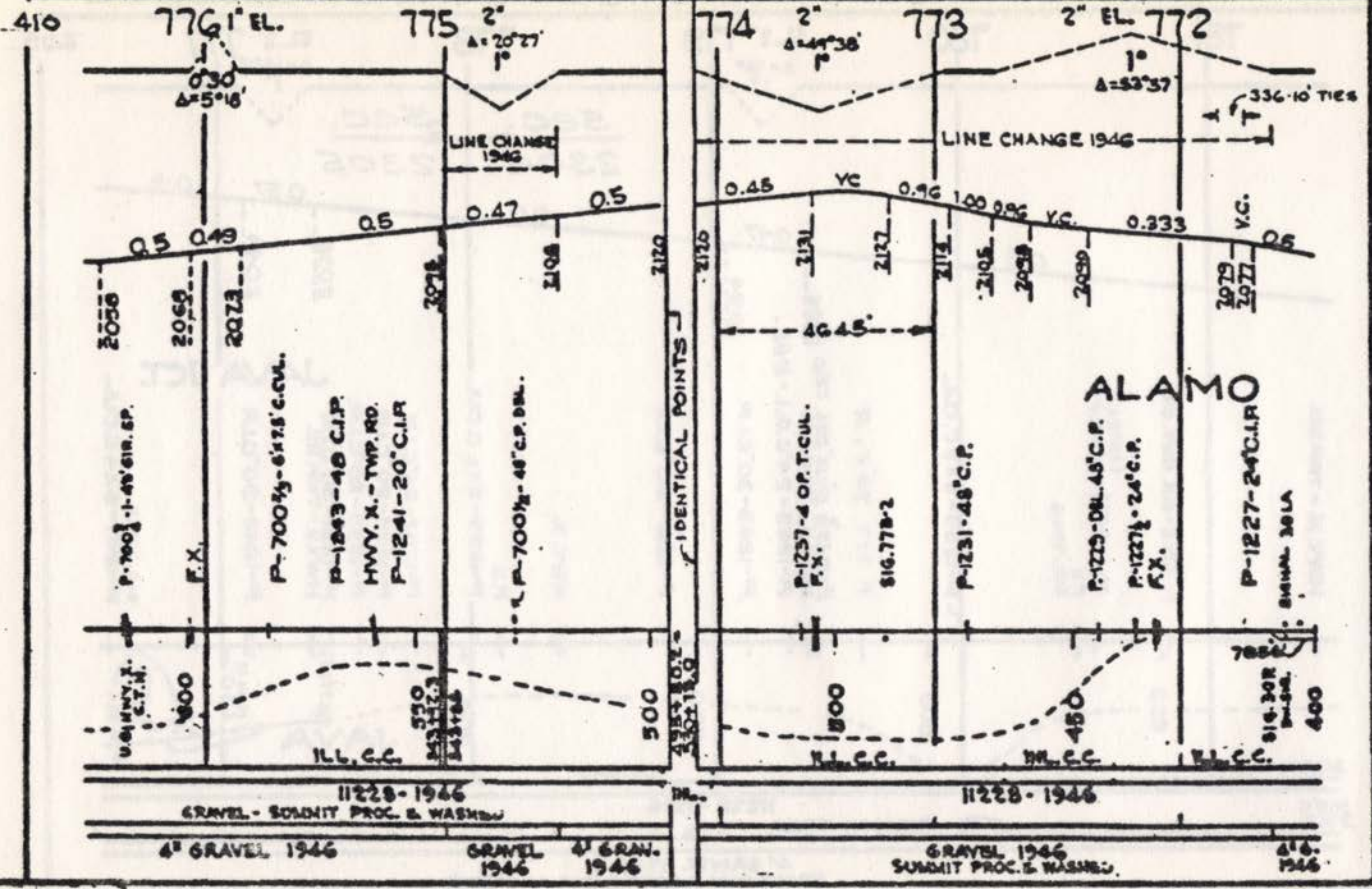
PLAN

PARAGON PROC.

11225-1946

4" GRAVEL 1946  
SUMMIT PROC. & WASHED (E.T.C. AS SHOWN)

37 OF 4  
D.A.P.D



410

776 1' EL.

775 2' EL.

774 2' EL.

773 2' EL.

772 2' EL.

LINE CHANGE 1946

LINE CHANGE 1946

336' 10' TIES

IDENTICAL POINTS

ALAMO

SHOWN 30 LA

11228-1946  
GRAVEL - SUNDIT PROC. & WASHED

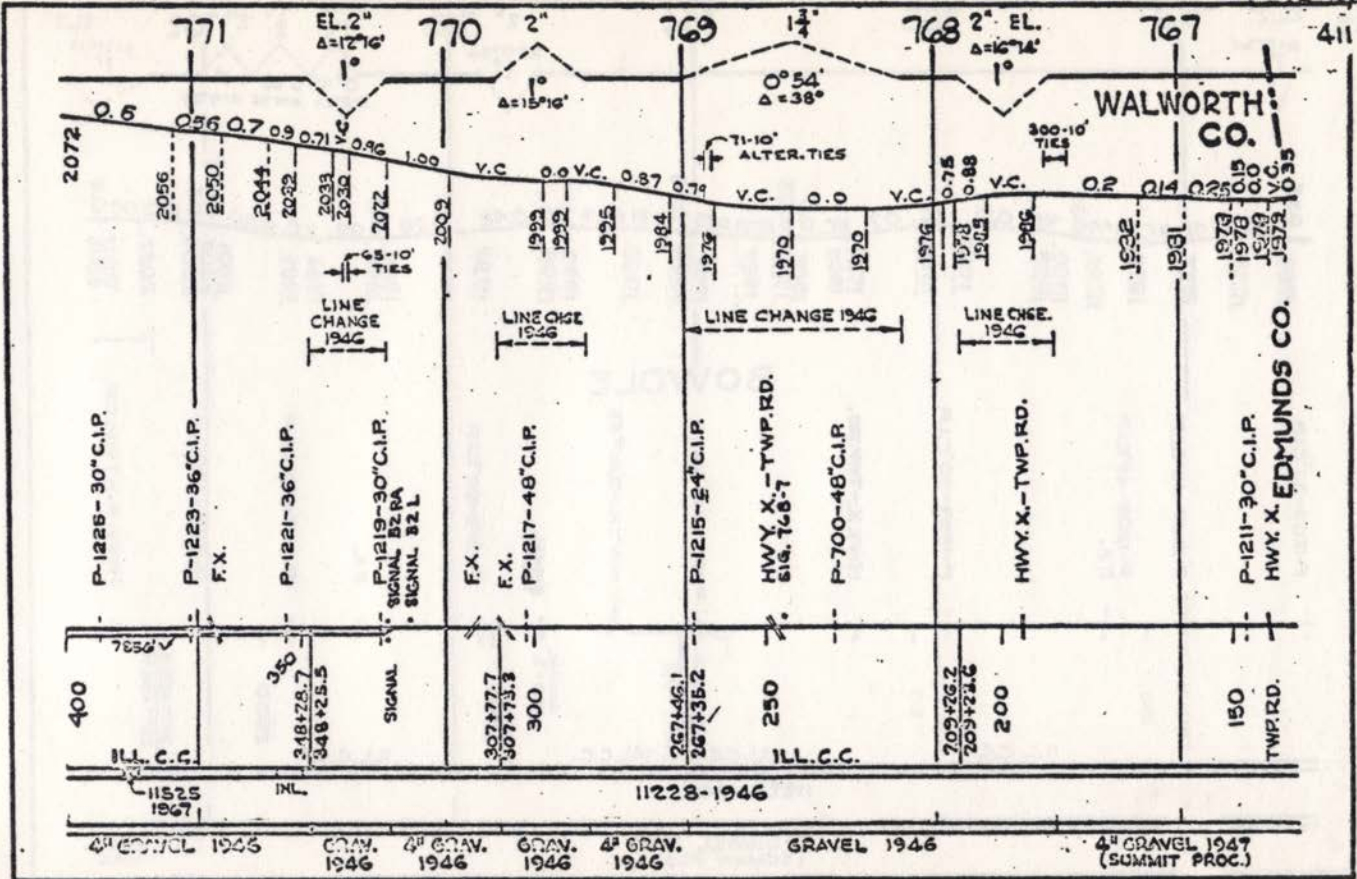
11228-1946

4th GRAVEL 1946

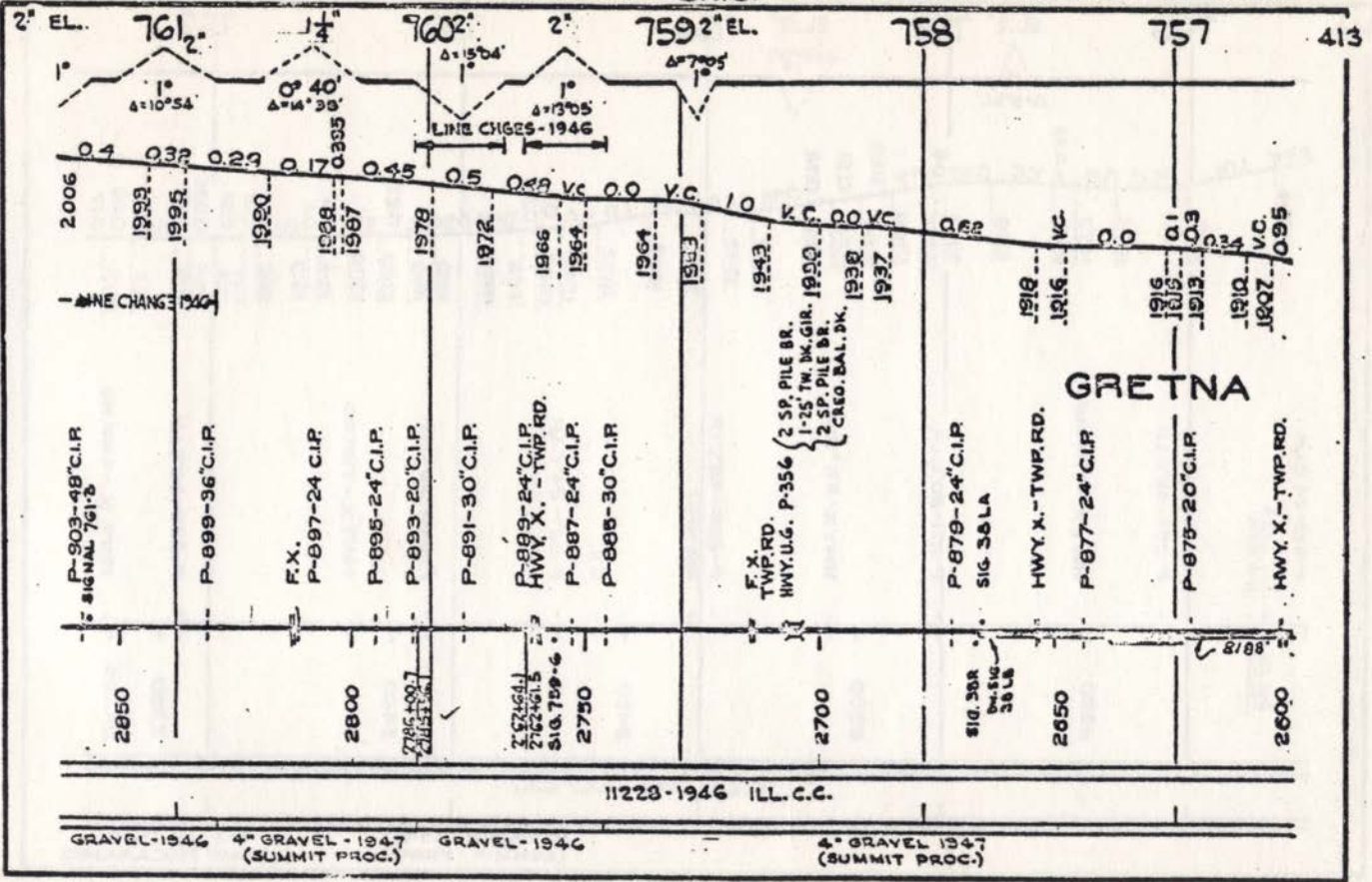
GRAVEL 4th GRAV. 1946

GRAVEL 1946  
SUNDIT PROC. & WASHED

410-1946







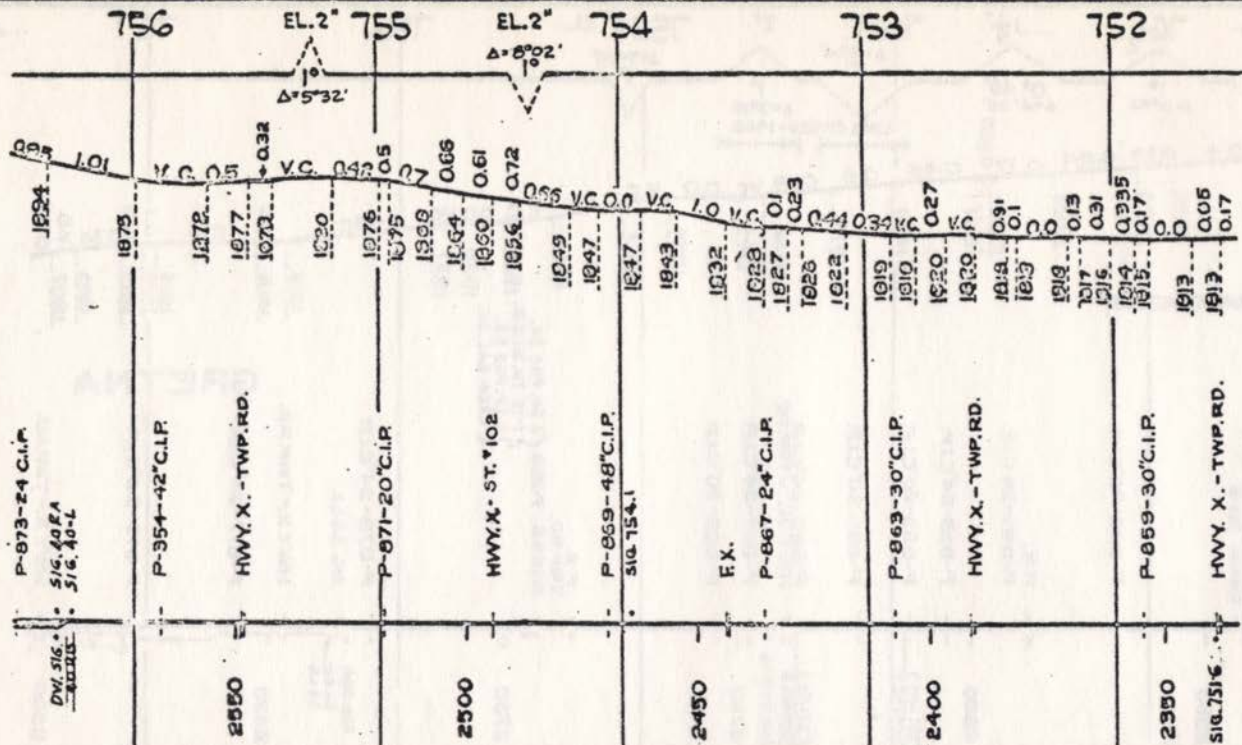
# GRETTNA

11228-1946 ILL. C.C.

GRAVEL-1946    4° GRAVEL-1947 (SUMMIT PROC.)    GRAVEL-1946    4° GRAVEL 1947 (SUMMIT PROC.)

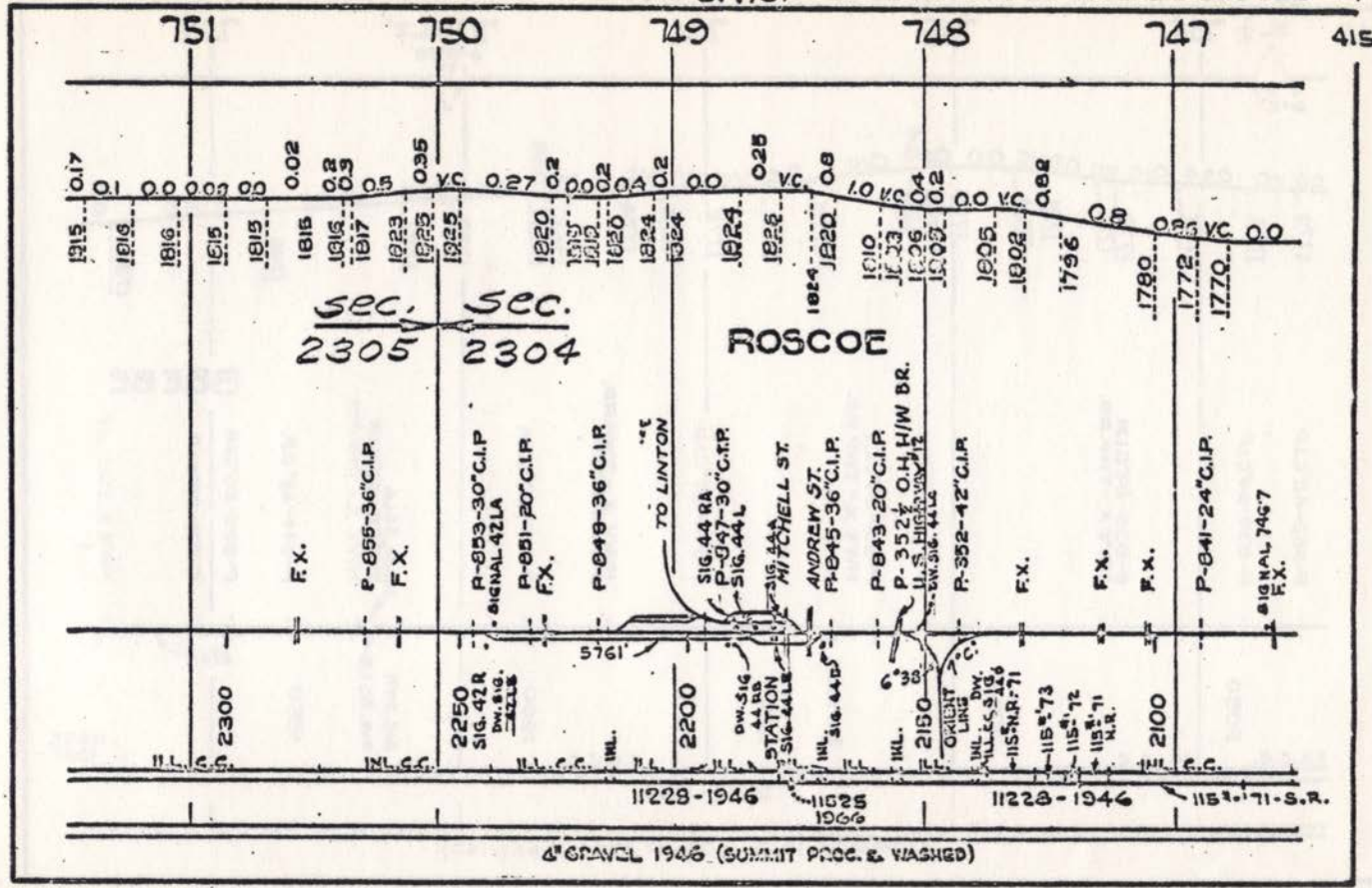
414

C.T.C.



11228-1946 ILL. C.C.

4" GRAVEL 1947  
(SUMMIT PROC.)4" GRV. 1946  
SUMMIT PROC. & WASHED



751

750

749

748

747

415

1815 0.17  
 1816 0.01  
 1817 0.00  
 1818 0.03  
 1819 0.05  
 1820 0.02  
 1821 0.2  
 1822 0.3  
 1823 0.5  
 1824 0.35  
 1825 VC  
 1826 0.27  
 1827 0.2  
 1828 0.00  
 1829 0.02  
 1830 0.04  
 1831 0.2  
 1832 0.0  
 1833 0.25  
 1834 VC  
 1835 0.8  
 1836 1.0  
 1837 KC  
 1838 0.4  
 1839 0.2  
 1840 0.0  
 1841 KC  
 1842 0.82  
 1796 0.8  
 1780 0.3  
 1772 VC  
 1770 0.0

SEC. 2305  
 SEC. 2304

ROSCOE

FX.

P-855-36" C.I.P.

FX.

P-853-30" C.I.P.  
SIGNAL 42A

P-851-20" C.I.P.  
FX.

P-848-36" C.I.P.

TO LINTON

SIG. 44 RA  
P-847-30" C.I.P.  
SIG. 44L

SIG. 44A  
MITCHELL ST.

ANDREW ST.  
P-845-36" C.I.P.

P-843-20" C.I.P.

P-352 1/2 O.H./W BR.  
U.S. HIGHWAY 71  
E.W. 36" W.L.

P-352-42" C.I.P.

FX.

FX.

FX.

P-841-24" C.I.P.

SIGNAL 7467  
FX.

2300

2250  
SIG. 42R  
DW. SIG.  
42L

2200  
DW. SIG.  
41  
STATION  
SIG. 44L

2150  
OVERT  
C.  
DW. SIG.  
41  
42

115<sup>+</sup> 73

115<sup>+</sup> 72

115<sup>+</sup> 71

115<sup>+</sup> NR-71

2100

11228-1946

11525  
1966

11228-1946

115<sup>+</sup> 71-S.R.

4" GRAVEL 1946 (SUMMIT PROC. & WASHED)



416

EL. 1 1/4

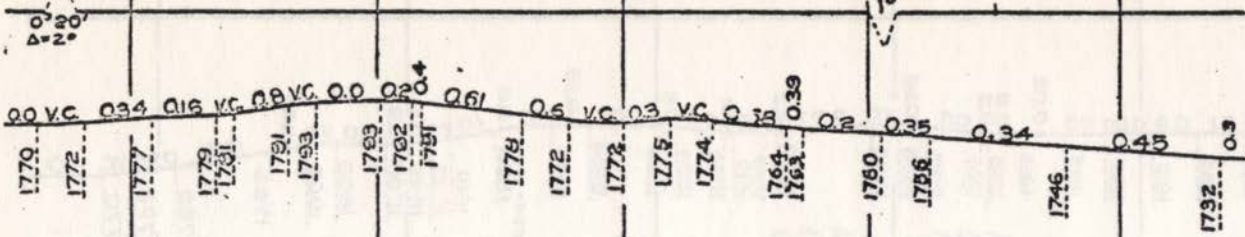
746

745

744

743 EL. 2"

742



1770  
1772

1777

1779  
1781

1791  
1793

1799  
1792  
1791

1779

1772

1772

1775

1774

1764  
1763

1760

1758

1746

1732

P-350-42° C.I.P.  
P-839-24° C.I.P.

P-835-24° C.I.P.  
HWY. X. - TWP. RD.

P-831-24° C.I.P.  
HWY. X. - TWP. RD.

P-348-42° C.I.P.

HWY. X. - TWP. RD.  
P-829-20° C.I.P.

P-827-30° C.I.P.

SIGNAL 50 LA  
P-825-20° C.I.P.  
HWY. X. - TWP. RD.

P-346-48° C.P.

P-829-20° C.I.P.

P-821-20° C.I.P.

HWY. X. Main St

### BEEBE

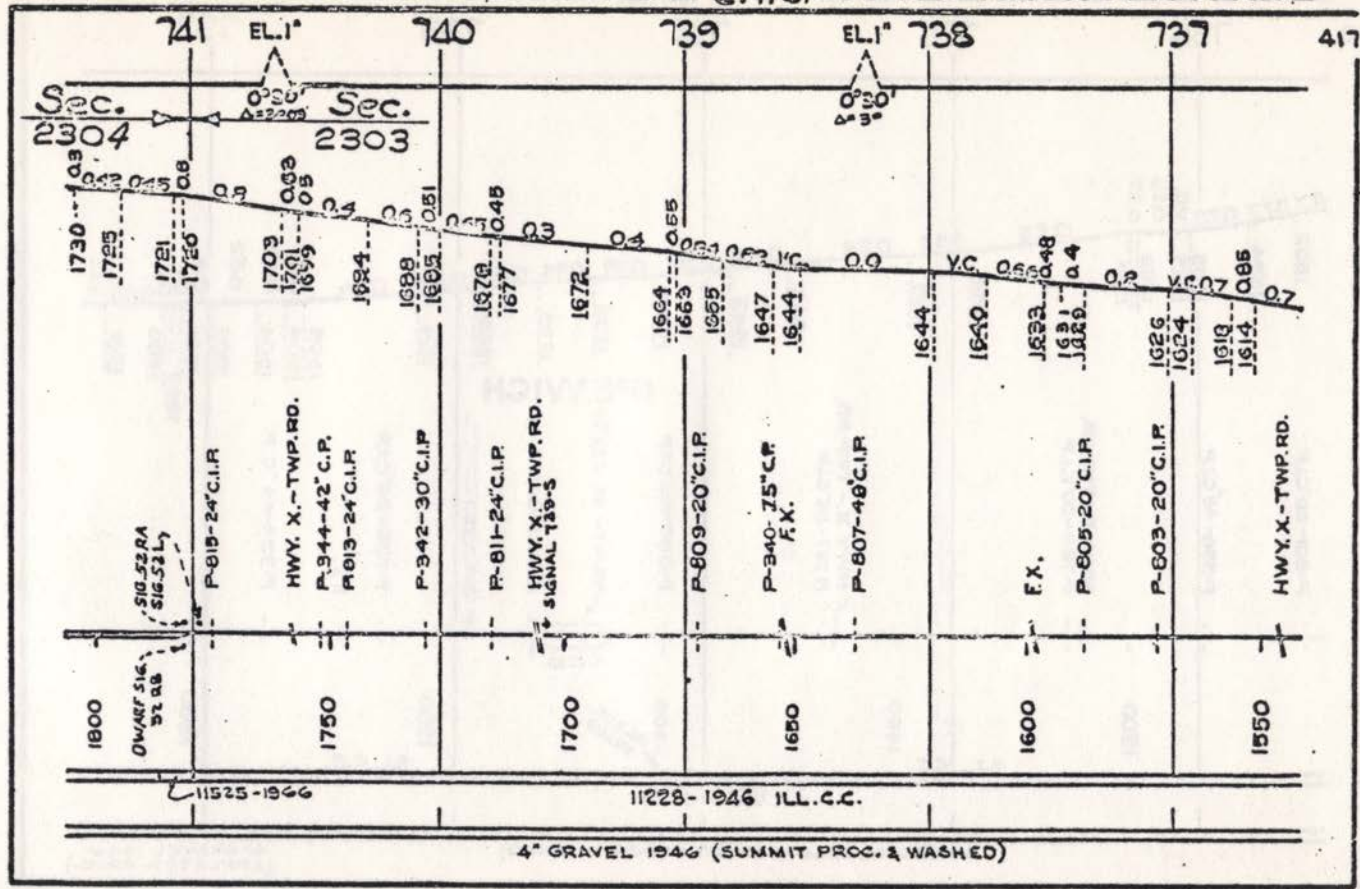
11228-1946

11228-1946

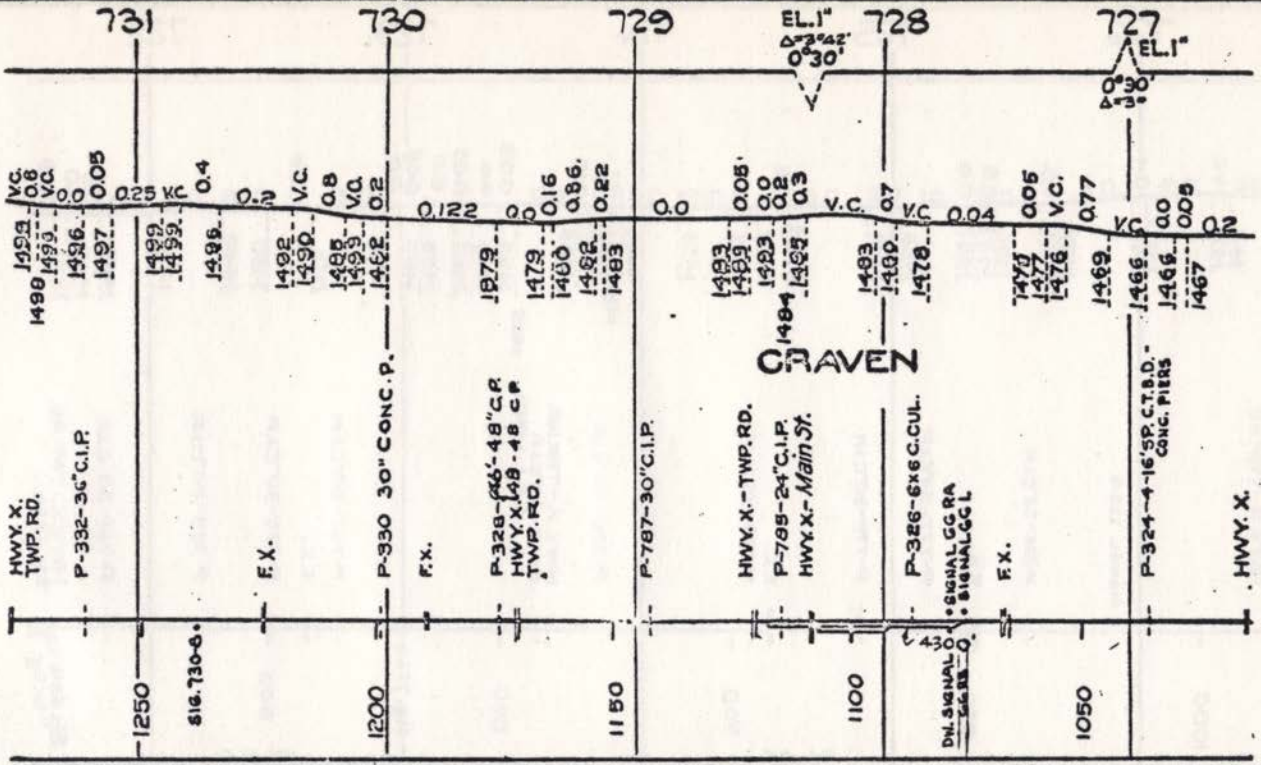
11228-1946

11525  
1967

4" GRAVEL 1946 (SUMMITT PROC. & WASHED)





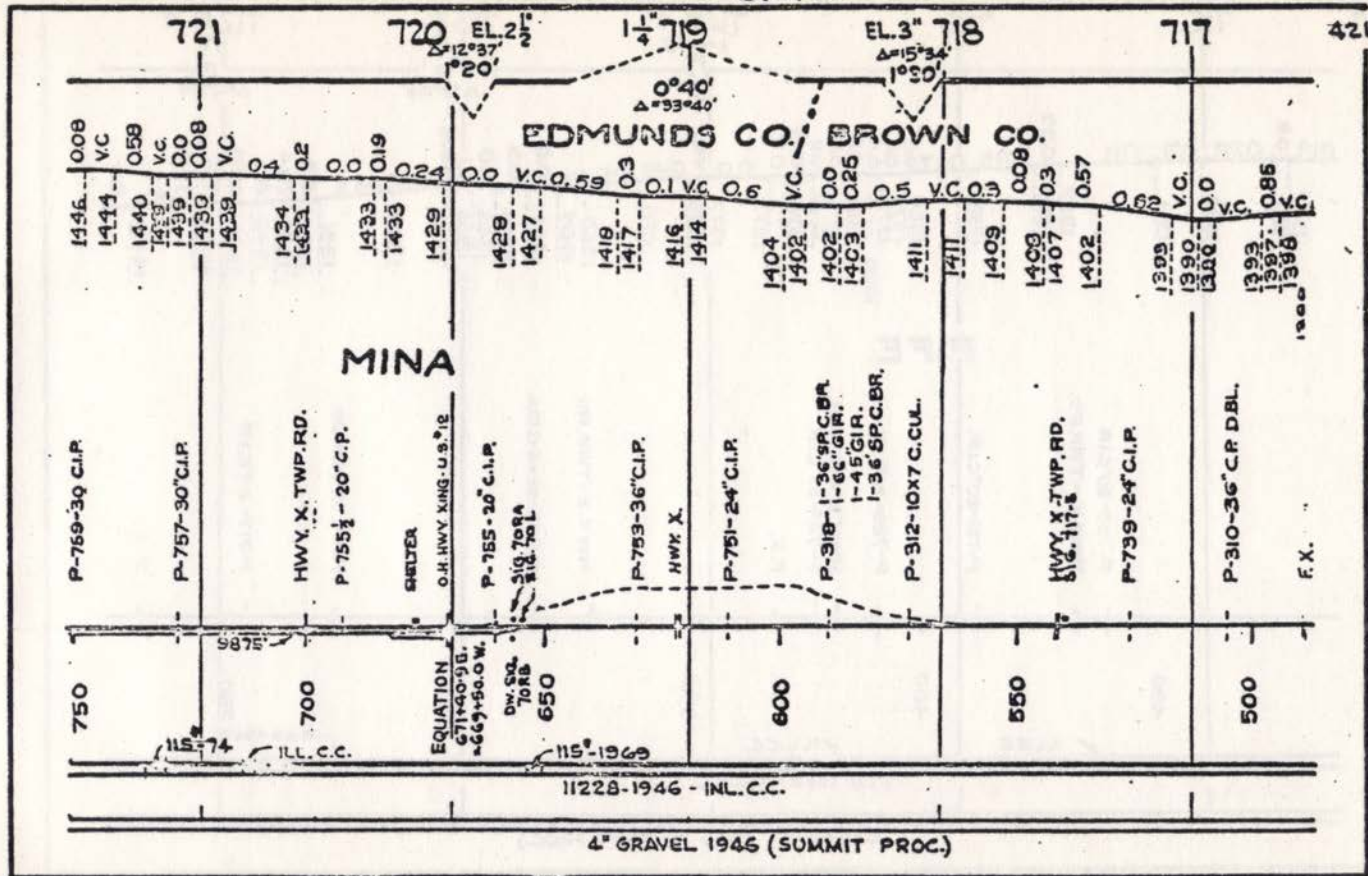


4" GRAVEL 1946 (APPLETON PROC)

4" GRAVEL 1946 (SUMMIT PROC.)

11228 - 1946 - ILL. C.C.





422

716

715

714 EL. 2'

 $\Delta=4^{\circ}45'$ 

713 2'

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

712 EL. 2'

 $\Delta=6^{\circ}44'$ 

V.C.

V.C.

1397 0.12  
 1398 0.02  
 1399 0.22  
 1400 0.02  
 1401 0.11  
 1402 0.93  
 1403 0.25  
 1404 0.17  
 1405 0.08  
 1406 0.00  
 1407 0.15  
 1408 0.02  
 1409 0.00  
 1410 0.02  
 1411 0.45  
 1412 0.02  
 1413 0.00  
 1414 V.C.  
 1415 0.45  
 1416 0.05  
 1417 V.C.  
 1418 0.00  
 1419 0.03  
 1420 0.30  
 1421 0.00  
 1422 0.01  
 1423 0.305  
 1424 0.52  
 1425 0.45  
 1426 0.03  
 1427 0.14  
 1428 0.00  
 1429 0.05  
 1430 V.C.  
 1431 0.04  
 1432 0.03

1397

1399

1398

1399

1397

1393

1390

1379

1379

1380

1391

1370

1370

1378

1377

1377

1376

1371

1365

1364

1364

1365

1365

1363

1358

1391

1390

1382

1349

1349

1349

1343

T I F F

 P-793-30° C.I.P.  
 HWY X. - TWP. PD.

P-791-20° C.I.P.

P-729-36° C.I.P.

HWY X. - TWP. RD.

P-727-36° C.I.P.

F. X.

HWY X. TWP. RD.

P-308-12 X 6 C. CUL.

HWY X. TWP. RD.

P-717-24° C.I.P.

F. X.

450

400

350

300

250

ILL. C.C.

ILL. C.C.

1122B-1946 - ILL. C.C.

11525-1966

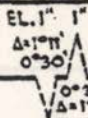
4" GRAVEL 1946 (SUMMIT PROC.)







AUTO BLOCK SYSTEM



701

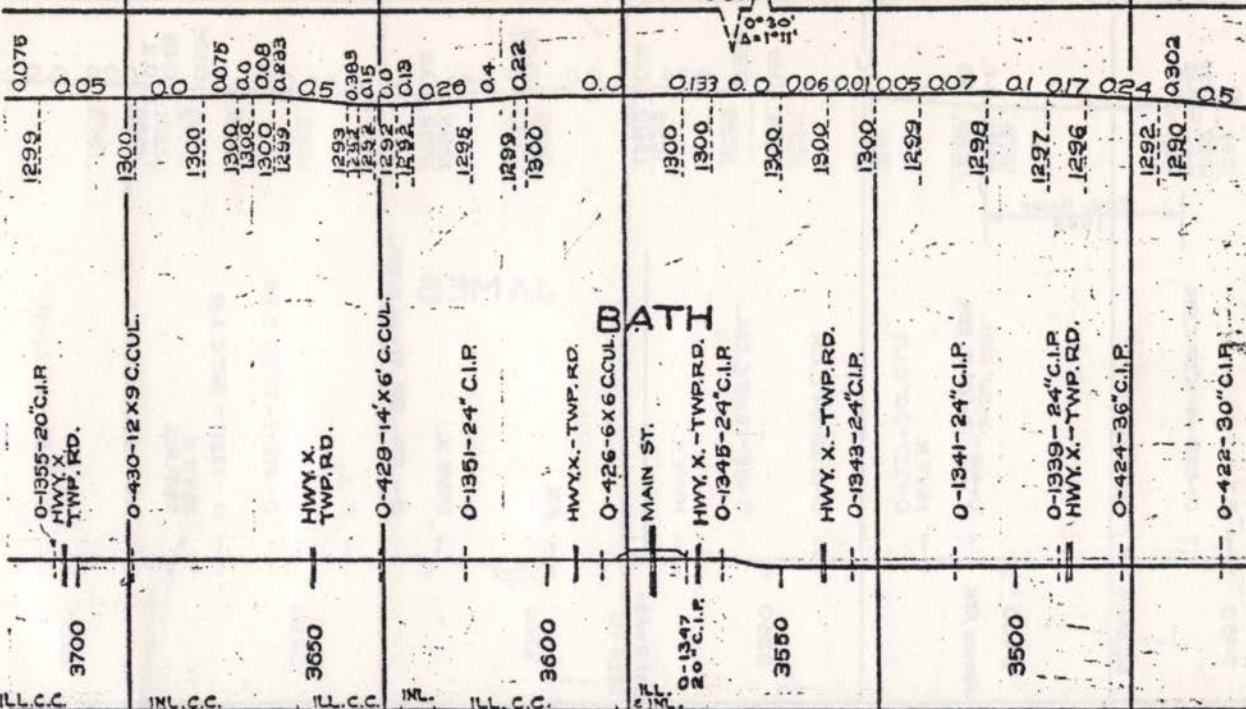
700

699

698

697

425



BATH

ILL. C.C. 11228-46

INL. C.C. 11228 (1946) 1947

ILL. C.C. 112 T.O. 54

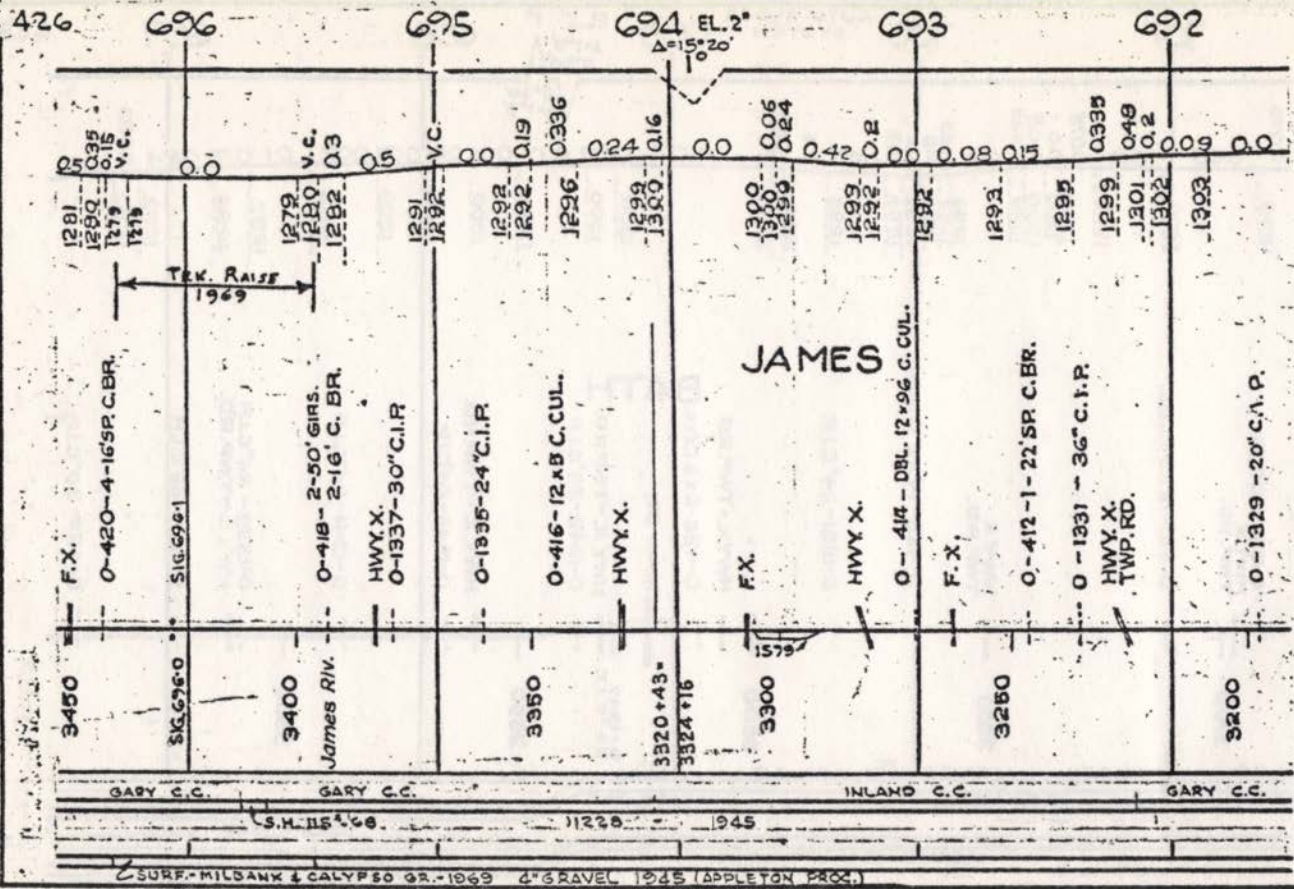
GARY C.C.

INLAND C.C.

11228 - 1945

4\"/>

4\"/>



426

696

695

694 EL. 2°  
Δ=15°20'

693

692

1291  
1290  
1279  
1278  
0.35  
0.15  
V.C.

TRK. RAISE  
1969

1279  
1280  
1282  
0.3  
V.C.

1291  
1292  
V.C.

1292  
1292  
1296  
0.19  
0.336

1299  
1300  
0.24  
0.16

1300  
1300  
1299  
0.06  
0.24

1299  
1299  
0.42  
0.2

1292  
0.0

1293  
0.08  
0.15

1295  
1299  
1301  
1302  
0.335  
0.49  
0.2

1303  
0.0

F.X.  
O-420-4-165P.C.BR.

SIG. 696-0  
SIG. 696-1

3400  
James Riv.  
O-418-2-50' GIRS.  
O-418-2-16' C. BR.

HWY. X.  
O-1337-30" C.I.P.

O-1335-24" C.I.P.

3350  
O-416-12x8 C.CUL.

HWY. X.

3320+43  
3324 716

F.X.

HWY. X.

O-414-DBL. 12x96 C. CUL.

F.X.

3250  
O-412-1-22.5P.C.BR.

O-1331-36" C.I.P.

HWY. X.  
TWP. RD.

3200  
O-1329-20" C.A.P.

GARY C.C.

GARY C.C.

INLAND C.C.

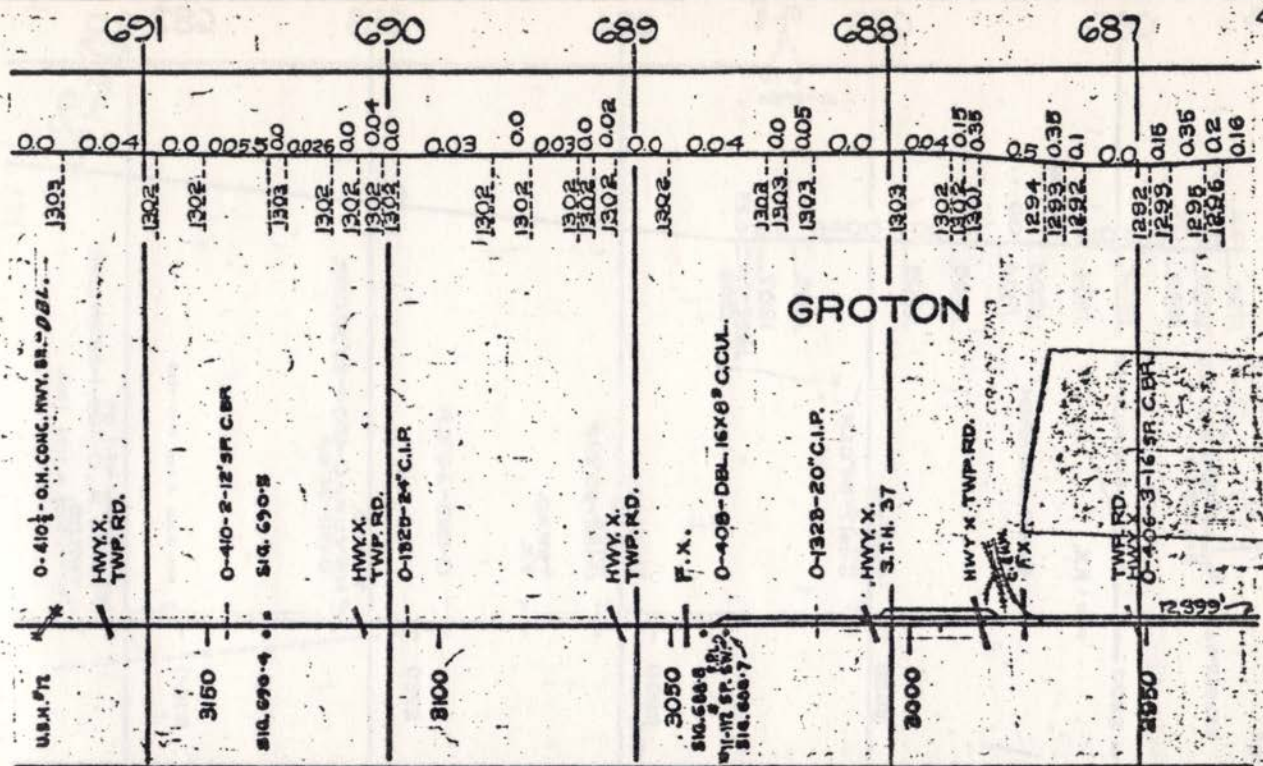
GARY C.C.

S.H. 115° 00'

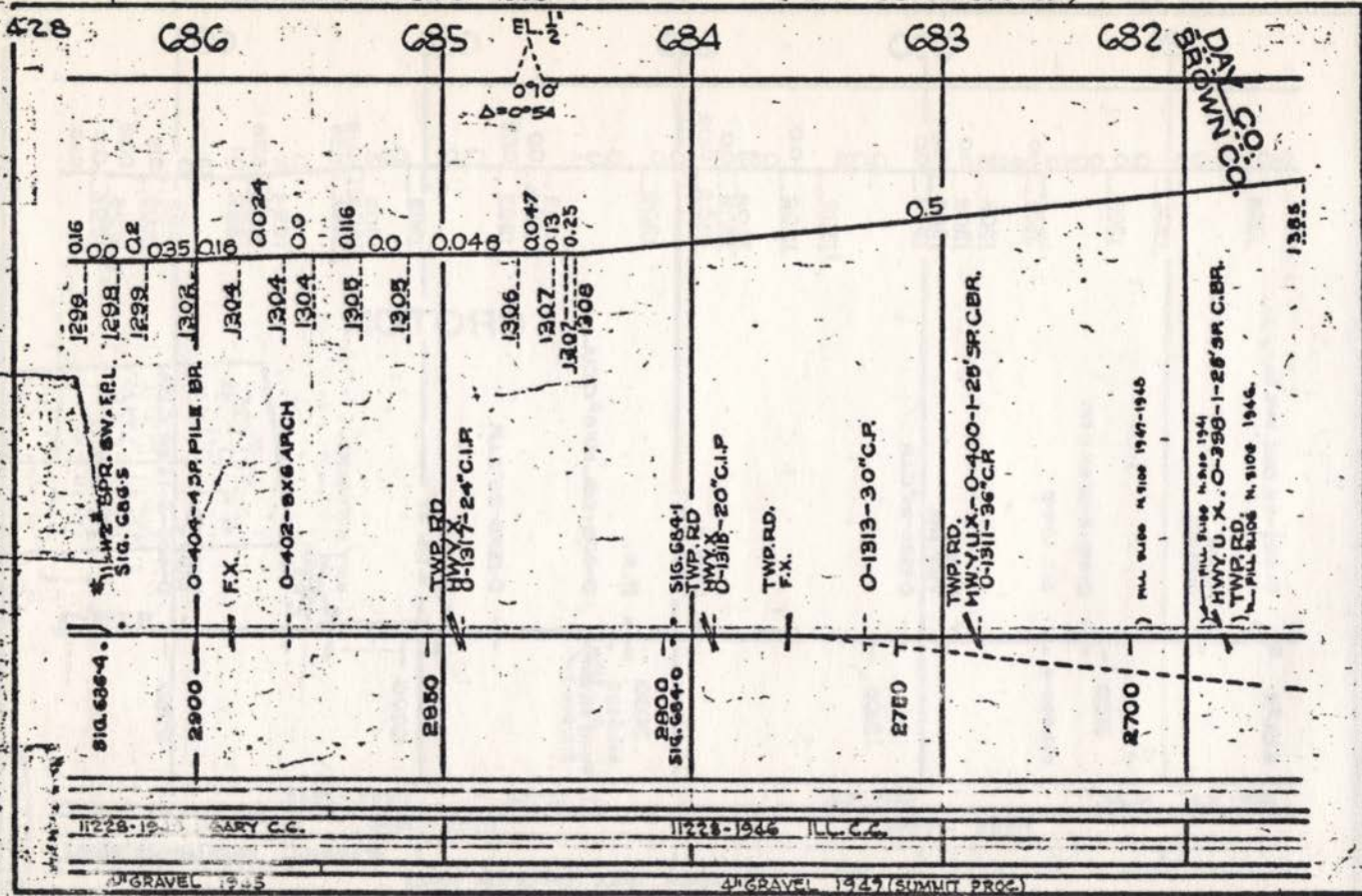
11220

1945

SURF. MILDANX & CALYPSO GR. 1969 4" GRAVEL 1945 (APPLETON PROC.)



GARY C.C. IN C.C. GARY C.C. 11228 - 1945 11228 - 1945 11228 - 1945 GARY C.C. 4" GRAVEL 1945 (APPLETON PROC.)



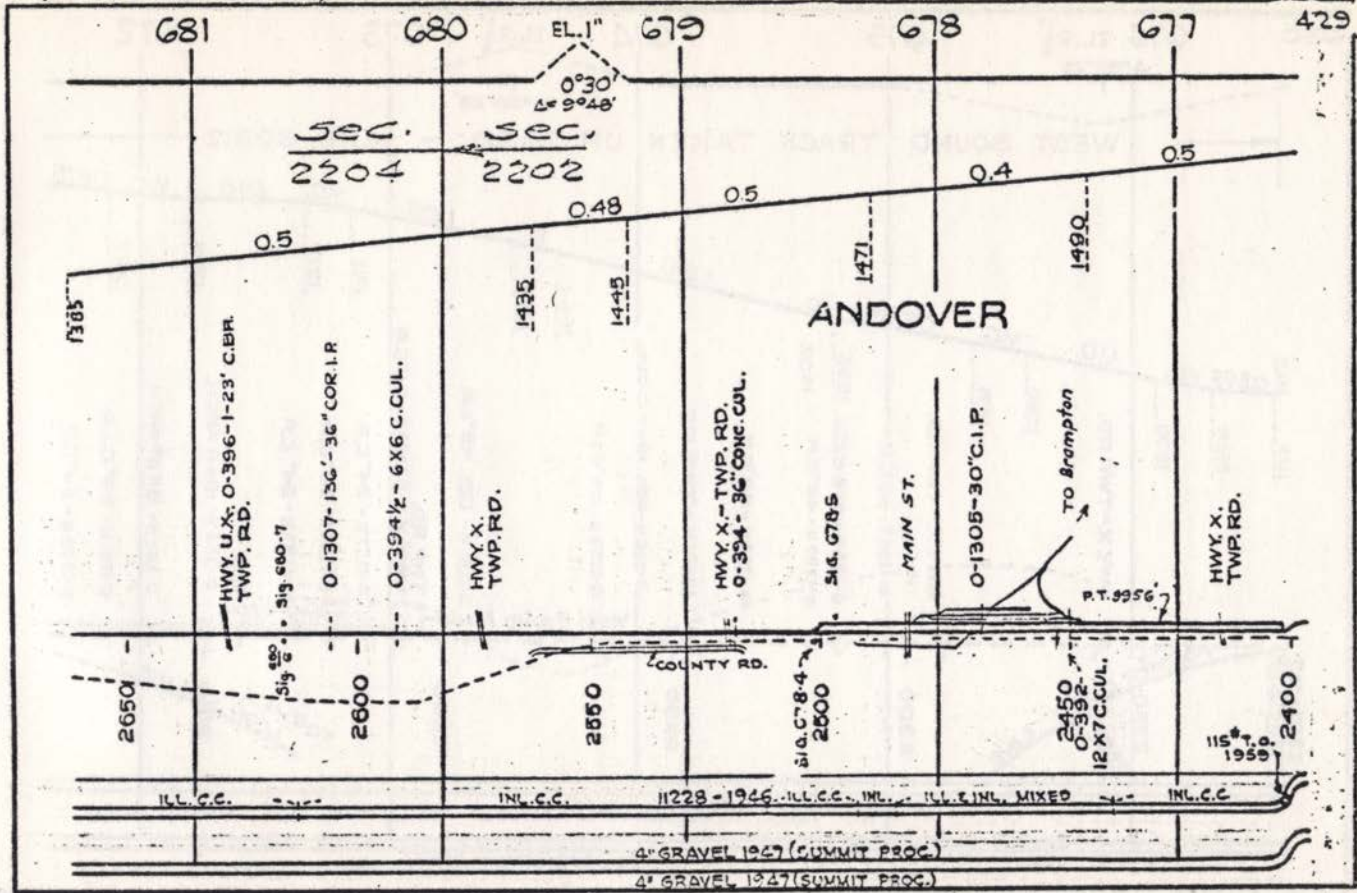
B. DAY & CO. CIVIL ENGINEERS

11228-1965 GARY C.C.

11228-1946 ILL. C.C.

1/2 GRAVEL 1945

4/2 GRAVEL 1947 (SUMMIT PROJ)





(1965)

677

EL 3 1/2" 2° 676D

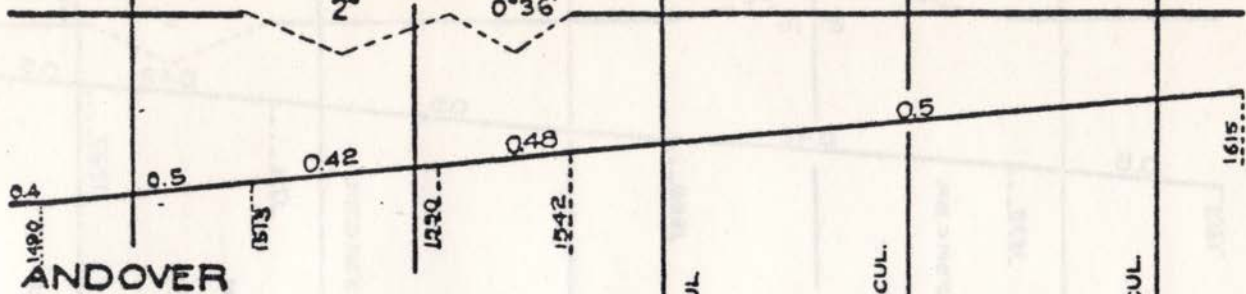
EL 1 1/4" 0° 36' 676C

676C

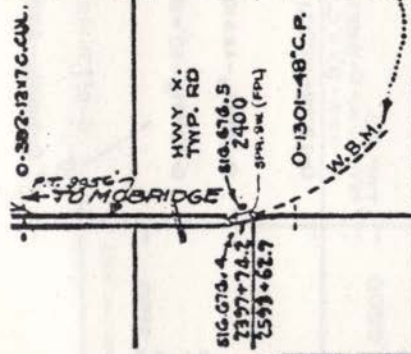
676B

676A

43f



W. B. M. TAKEN UP 1959 - A.F.E. 80312



0-382-12' X 7' C.CUL.

HWY. X.  
TWP. RD.  
SIC. 676.5  
2400  
S.P.M. (P.P.)

0-1301-48° C.P.

0-1299 1/2-30° C.O.R.F.

0-1299-30R O.T.B.C.

HWY. X.  
TWP. RD.

0-1297 1/2-24° C.I.P.

0-1297-30° C.I.P.

0-1285 1/2-30° C.I.P.

0-388 1/2-10' X 8' C.CUL.

SIC. 676.7  
P.X.

0-1295-24° C.I.P.

0-388-DBL. 8' X 6' C.CUL.

0-1299-42" C.P.  
30" C.P.

0-1291-30° C.I.P.  
HWY. X. - TWP. RD.

0-1289-24° C.I.P.

0-386 1/2-12' X 6' C.CUL.

2550

0-1297 1/2-  
24° C.P.

2500

SIC. 676.6

2450

2400

11228-1946-ILL. C.C.

4" GRAVEL 1947  
(SUMMIT PROC.)



432

676

2 1/2" EL

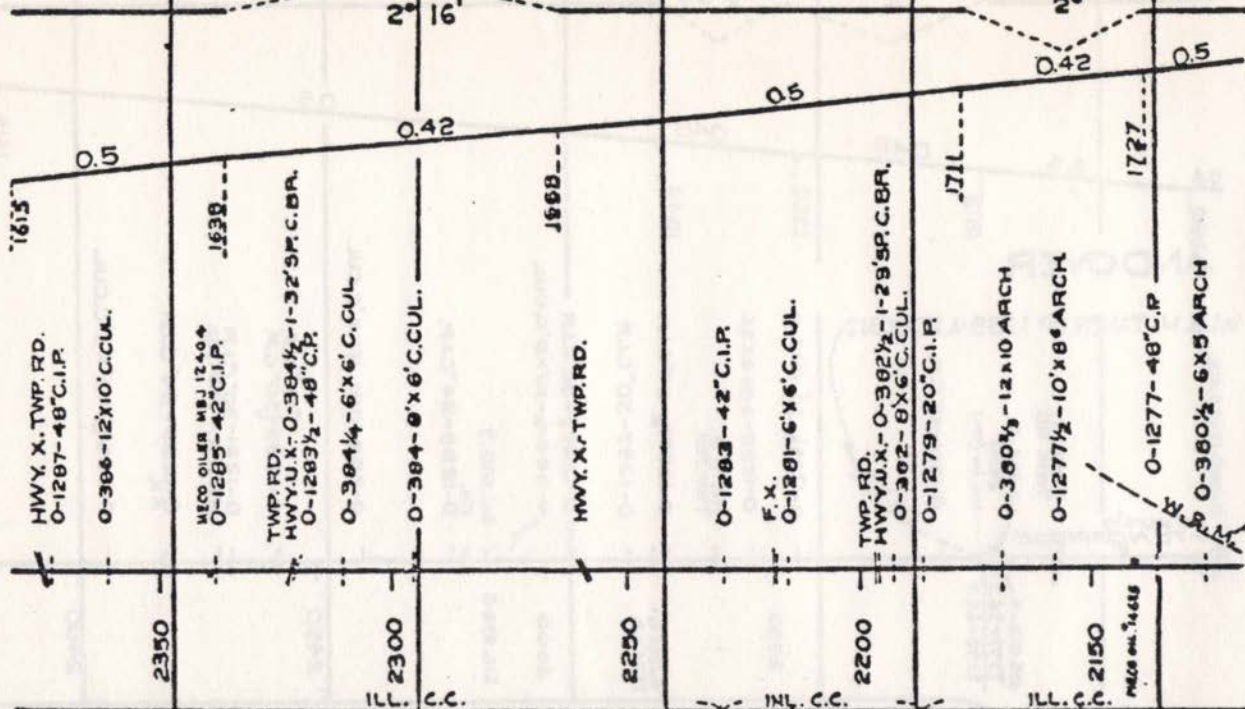
675

674

673

3 1/2" EL

672



0.5

0.42

0.5

0.42

0.5

2350

ILL. C.C.

2250

INT. C.C.

2200

ILL. C.C.

2150

MECO OIL. 1-1-65

11223-1946

4" GRAVEL 1947  
(SUMMIT PROC.)

W. B. M. TAKEN UP 1959 - A.F.E. 80312



05 04  
1746-  
1746-  
1746-

# ANDOVER

WEST BOUND TRACK TAKEN UP 1959 - A.F.E. 80312

MVVV  
SIG. 6713  
0-1275-20' C.I.P.  
0-1273-24' C.I.P.

U.S. HWY #12

TO MINNEAPOLIS

11228-1946

AND OVER

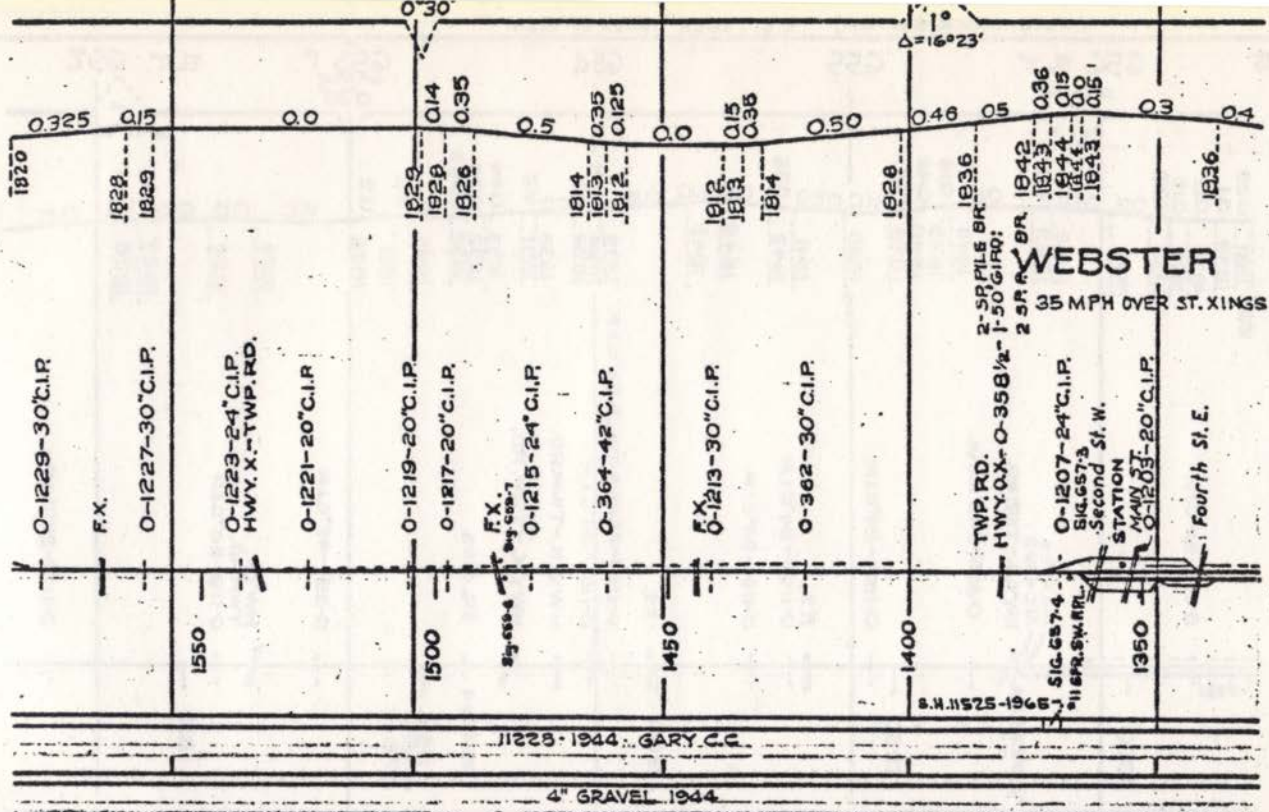
Mr. James Mack Jones 10-10-1912

10-10-1912  
James Mack Jones  
10-10-1912

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_







0-1229-30° C.I.P.

F.X.

0-1227-30° C.I.P.

1550

0-1223-24° C.I.P.  
HWY. X. - TWP. RD.

0-1221-20° C.I.P.

0-1219-20° C.I.P.

0-1217-20° C.I.P.

F.X.

0-1215-24° C.I.P.

0-364-42° C.I.P.

1450

F.X.  
0-1213-30° C.I.P.

0-362-30° C.I.P.

1400

TWP. RD.

HWY. OX. - 0-358 1/2 - 1-50 G.P.R.O.

S.H. 11525-1965  
SIC. 657-4  
11 SPR. S.M.R.R.

0-1207-24° C.I.P.

SIC. 657-3  
Second St. W.

STATION

HWY. OX. - 0-1203-20° C.I.P.

1350

Fourth St. E.

11228-1944 GARY C.C.

4" GRAVEL 1944

WEBSTER

35 MPH OVER ST. XINGS.

1920

1928  
1929

0.0

1929  
1929  
1926

0.5

1914  
1913  
1912

0.35

1912  
1913  
1914

0.50

1928

0.48

1936

2-5R FILE BR.  
1-50 G.P.R.O.  
2-5R A BR.

1942  
1943  
1944  
1944  
1943

0.36

0.15

0.0

0.15

0.3

1936

0.4

Δ = 16° 23'

43B

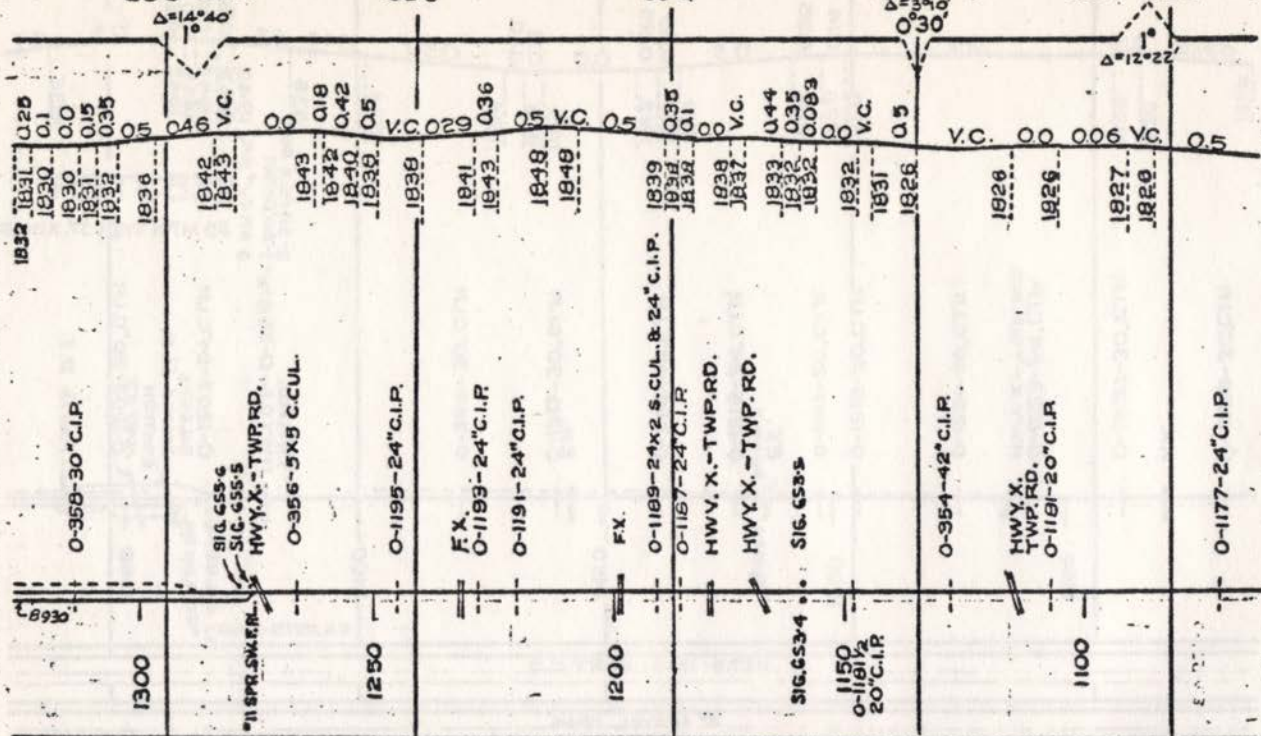
656 EL 2'

655

654

653

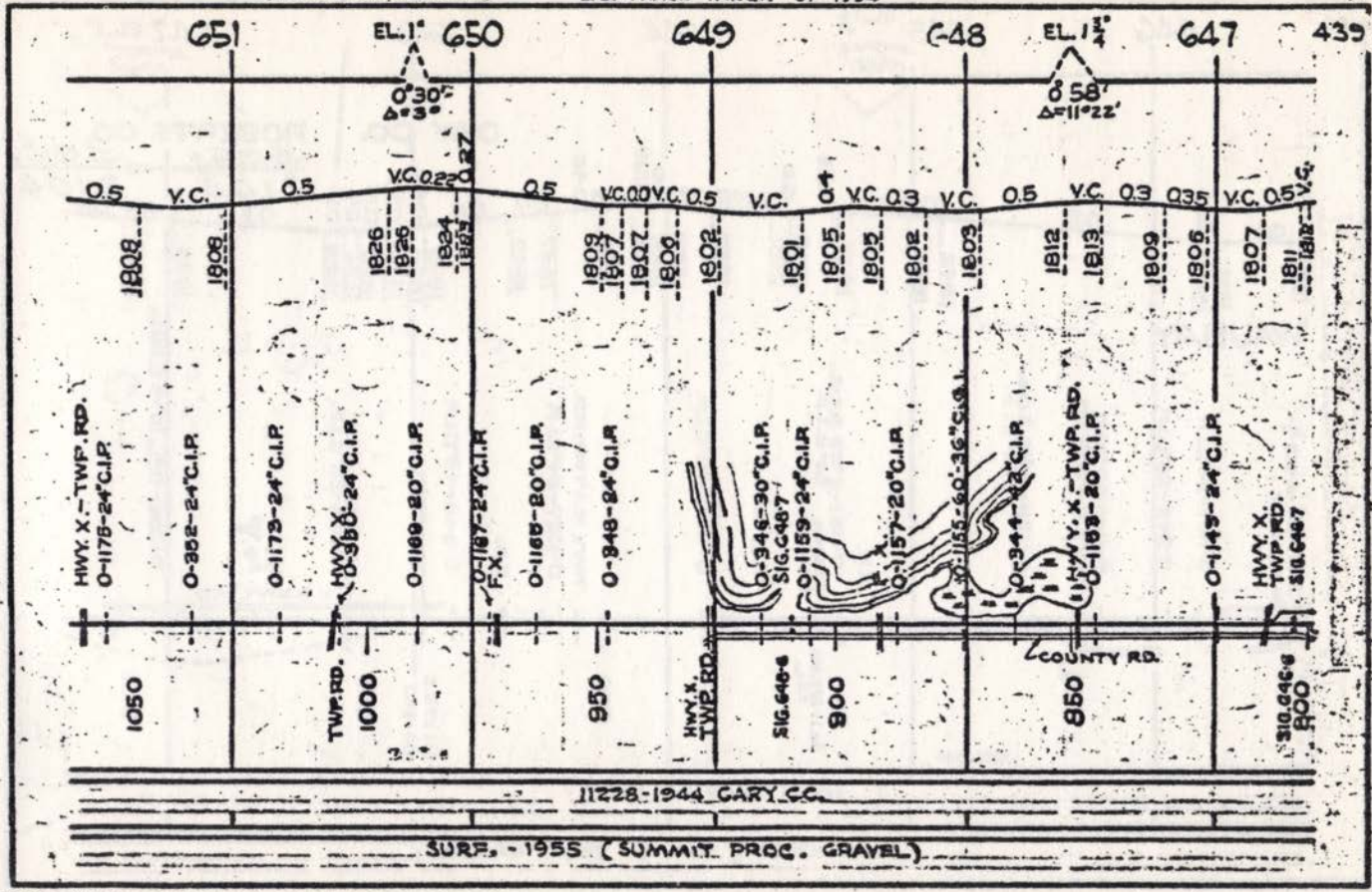
EL 2' 652



11228-1944- GARY CC

4" GRAVEL 1944

SURF-1955 (SUMMIT PROC. GR)





440

646

645

644

643

642



DAY CO.      ROBERTS CO.  
 SEC. 2105      SEC. 2104

01      025      05      035   018   0.26   0.2   0.142   0.27   0   0.183   0.35   0.16   04   05   0.42   0.35   0.15   0.0   0.14   03   0.465   05

1812      1914  
1815

**WAUBAY**

1842      1847      1849  
1850      1852      1855  
1857      1858      1847  
1843      1932  
1930      1929  
1928      1829

1936      1949

STATION 6-147 1/2  
MAIN ST.

O-1147-24° C.I.P.  
O-342-20° C.I.P.

O-1141-30° C.I.P.  
HWY. X. - TWP. RD.

O-1139-24 1/2 S. CUL.  
24° C.I.P.

F.X.  
O-1131-24° X 2 S. CUL.  
24° C.I.P.  
Sigs 6446  
Sigs 6447

F.X.  
O-1129-20° C.I.P.

HWY X. - TWP. RD.  
O-1127-24° C.I.P.

F.X.  
O-340-48° C.I.P.

O-336-26° C.I.P.

O-336-DBL. 10° 7' C. CUL.

P.T. 10635

750

700  
Mall - 3rd. av.  
K&L

650

611+76.8  
616+24.7

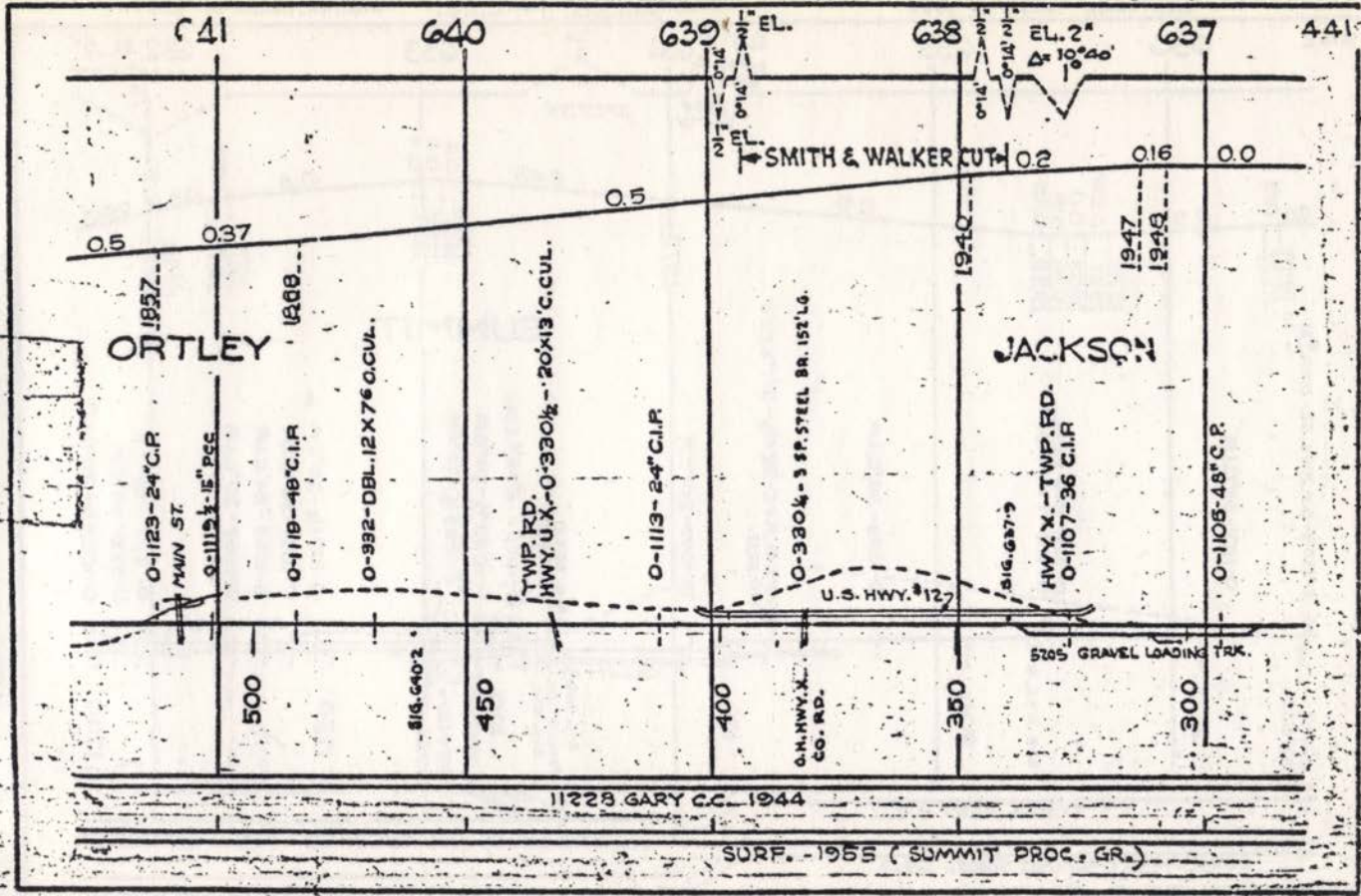
600

550

U.S. HWY. #127

11228 GARY CO. 1944

SURF. - 1955 (SUMMIT PROC. GRAVEL)



ORTLEY

JACKSON

O-1123-24° C.R.

MAIN ST.

O-1115 1/2-15" P.C.S.

O-1118-18° C.I.R.

O-392-DBL. 12 X 7 1/2 O.CUL.

TWP. RD.  
HWY. U.X.-O-330 1/2 - 20 X 13' C.CUL.

O-1113-24° C.I.R.

O-330 1/2 - 3 SP. STEEL BR. 152' LG.

U.S. HWY. #12

HWY. X.-TWP. RD.  
O-1107-36 C.I.R.

O-1105-48° C.R.

11228 GARY CC. 1944

SURF. - 1955 (SUMMIT PROC. GR.)

500

514.640' 2

450

400

350

300

0.5

0.37

0.5

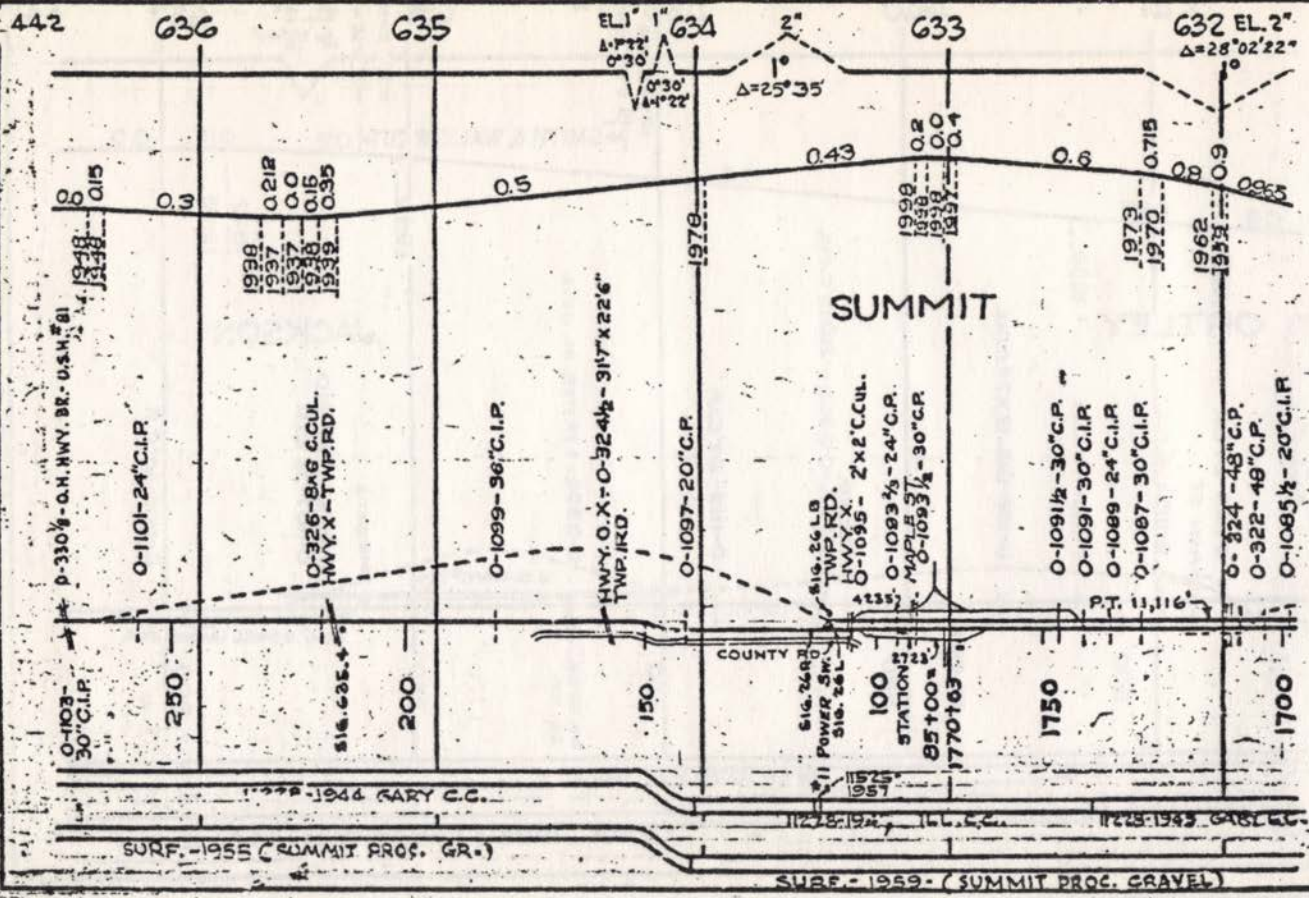
1940

1947  
1949

0.2

0.16

0.0



SUMMIT

COUNTY

SURF. - 1955 (SUMMIT PROC. GR.)

SURF. - 1959 (SUMMIT PROC. GRAVEL)

632 EL. 2' Δ=28°02'22"

634 EL. 1" Δ=25°35'

1936  
1937  
1938  
1939  
1940  
1941  
1942  
1943  
1944

1938  
1939  
1940  
1941  
1942

1973  
1970

1962  
1961

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

250

200

150

100

95+00

1770+63

1750

1700

SIG. 2690  
11 Power Sw.  
SIG. 261

STATION 171  
95+00

116  
111  
106

SIG. 2618  
TWP. RD.  
HWY. X.  
0-1095 - 2' x 2' C.CUL.

0-1091½ - 30° C.P.  
0-1091 - 30° C.I.P.  
0-1089 - 24° C.I.P.  
0-1087 - 30° C.I.P.

0-324 - 48° C.P.  
0-322 - 49° C.P.  
0-1085½ - 20° C.I.P.

0-103-30° C.I.P.  
P-330½ - O.H. HWY. BR. - U.S.H.#81

0-1101-24° C.I.P.

SIG. 635.4  
0-326-84° C.CUL.  
HWY. X - TWP. RD.

0-1099-96° C.I.P.

HWY. O. X - 0-324½ - 317° x 226'

0-1097-20° C.P.

1978

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

0.3

0.212  
0.0  
0.16  
0.35

0.5

1978

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

0.015  
1948  
1949

1936  
1937  
1938  
1939  
1940  
1941  
1942  
1943  
1944

1938  
1939  
1940  
1941  
1942

1973  
1970

1962  
1961

SUMMIT

COUNTY

SURF. - 1955 (SUMMIT PROC. GR.)

SURF. - 1959 (SUMMIT PROC. GRAVEL)

632 EL. 2' Δ=28°02'22"

634 EL. 1" Δ=25°35'

1936  
1937  
1938  
1939  
1940  
1941  
1942  
1943  
1944

1938  
1939  
1940  
1941  
1942

1973  
1970

1962  
1961

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

250

200

150

100

95+00

1770+63

1750

1700

SIG. 2690  
11 Power Sw.  
SIG. 261

STATION 171  
95+00

116  
111  
106

SIG. 2618  
TWP. RD.  
HWY. X.  
0-1095 - 2' x 2' C.CUL.

0-1091½ - 30° C.P.  
0-1091 - 30° C.I.P.  
0-1089 - 24° C.I.P.  
0-1087 - 30° C.I.P.

0-324 - 48° C.P.  
0-322 - 49° C.P.  
0-1085½ - 20° C.I.P.

0-103-30° C.I.P.  
P-330½ - O.H. HWY. BR. - U.S.H.#81

0-1101-24° C.I.P.

SIG. 635.4  
0-326-84° C.CUL.  
HWY. X - TWP. RD.

0-1099-96° C.I.P.

HWY. O. X - 0-324½ - 317° x 226'

0-1097-20° C.P.

1978

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

0.3

0.212  
0.0  
0.16  
0.35

0.5

1978

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

0.015  
1948  
1949

1936  
1937  
1938  
1939  
1940  
1941  
1942  
1943  
1944

1938  
1939  
1940  
1941  
1942

1973  
1970

1962  
1961

SUMMIT

COUNTY

SURF. - 1955 (SUMMIT PROC. GR.)

SURF. - 1959 (SUMMIT PROC. GRAVEL)

632 EL. 2' Δ=28°02'22"

634 EL. 1" Δ=25°35'

1936  
1937  
1938  
1939  
1940  
1941  
1942  
1943  
1944

1938  
1939  
1940  
1941  
1942

1973  
1970

1962  
1961

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

250

200

150

100

95+00

1770+63

1750

1700

SIG. 2690  
11 Power Sw.  
SIG. 261

STATION 171  
95+00

116  
111  
106

SIG. 2618  
TWP. RD.  
HWY. X.  
0-1095 - 2' x 2' C.CUL.

0-1091½ - 30° C.P.  
0-1091 - 30° C.I.P.  
0-1089 - 24° C.I.P.  
0-1087 - 30° C.I.P.

0-324 - 48° C.P.  
0-322 - 49° C.P.  
0-1085½ - 20° C.I.P.

0-103-30° C.I.P.  
P-330½ - O.H. HWY. BR. - U.S.H.#81

0-1101-24° C.I.P.

SIG. 635.4  
0-326-84° C.CUL.  
HWY. X - TWP. RD.

0-1099-96° C.I.P.

HWY. O. X - 0-324½ - 317° x 226'

0-1097-20° C.P.

1978

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

0.3

0.212  
0.0  
0.16  
0.35

0.5

1978

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

0.015  
1948  
1949

1936  
1937  
1938  
1939  
1940  
1941  
1942  
1943  
1944

1938  
1939  
1940  
1941  
1942

1973  
1970

1962  
1961

SUMMIT

COUNTY

SURF. - 1955 (SUMMIT PROC. GR.)

SURF. - 1959 (SUMMIT PROC. GRAVEL)

632 EL. 2' Δ=28°02'22"

634 EL. 1" Δ=25°35'

1936  
1937  
1938  
1939  
1940  
1941  
1942  
1943  
1944

1938  
1939  
1940  
1941  
1942

1973  
1970

1962  
1961

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

250

200

150

100

95+00

1770+63

1750

1700

SIG. 2690  
11 Power Sw.  
SIG. 261

STATION 171  
95+00

116  
111  
106

SIG. 2618  
TWP. RD.  
HWY. X.  
0-1095 - 2' x 2' C.CUL.

0-1091½ - 30° C.P.  
0-1091 - 30° C.I.P.  
0-1089 - 24° C.I.P.  
0-1087 - 30° C.I.P.

0-324 - 48° C.P.  
0-322 - 49° C.P.  
0-1085½ - 20° C.I.P.

0-103-30° C.I.P.  
P-330½ - O.H. HWY. BR. - U.S.H.#81

0-1101-24° C.I.P.

SIG. 635.4  
0-326-84° C.CUL.  
HWY. X - TWP. RD.

0-1099-96° C.I.P.

HWY. O. X - 0-324½ - 317° x 226'

0-1097-20° C.P.

1978

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

0.3

0.212  
0.0  
0.16  
0.35

0.5

1978

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

0.015  
1948  
1949

1936  
1937  
1938  
1939  
1940  
1941  
1942  
1943  
1944

1938  
1939  
1940  
1941  
1942

1973  
1970

1962  
1961

SUMMIT

COUNTY

SURF. - 1955 (SUMMIT PROC. GR.)

SURF. - 1959 (SUMMIT PROC. GRAVEL)

632 EL. 2' Δ=28°02'22"

634 EL. 1" Δ=25°35'

1936  
1937  
1938  
1939  
1940  
1941  
1942  
1943  
1944

1938  
1939  
1940  
1941  
1942

1973  
1970

1962  
1961

0.43

0.2  
0.0  
0.4

0.6

0.715

0.8  
0.9  
0.955

250

200

150

100

95+00

1770+63

1750

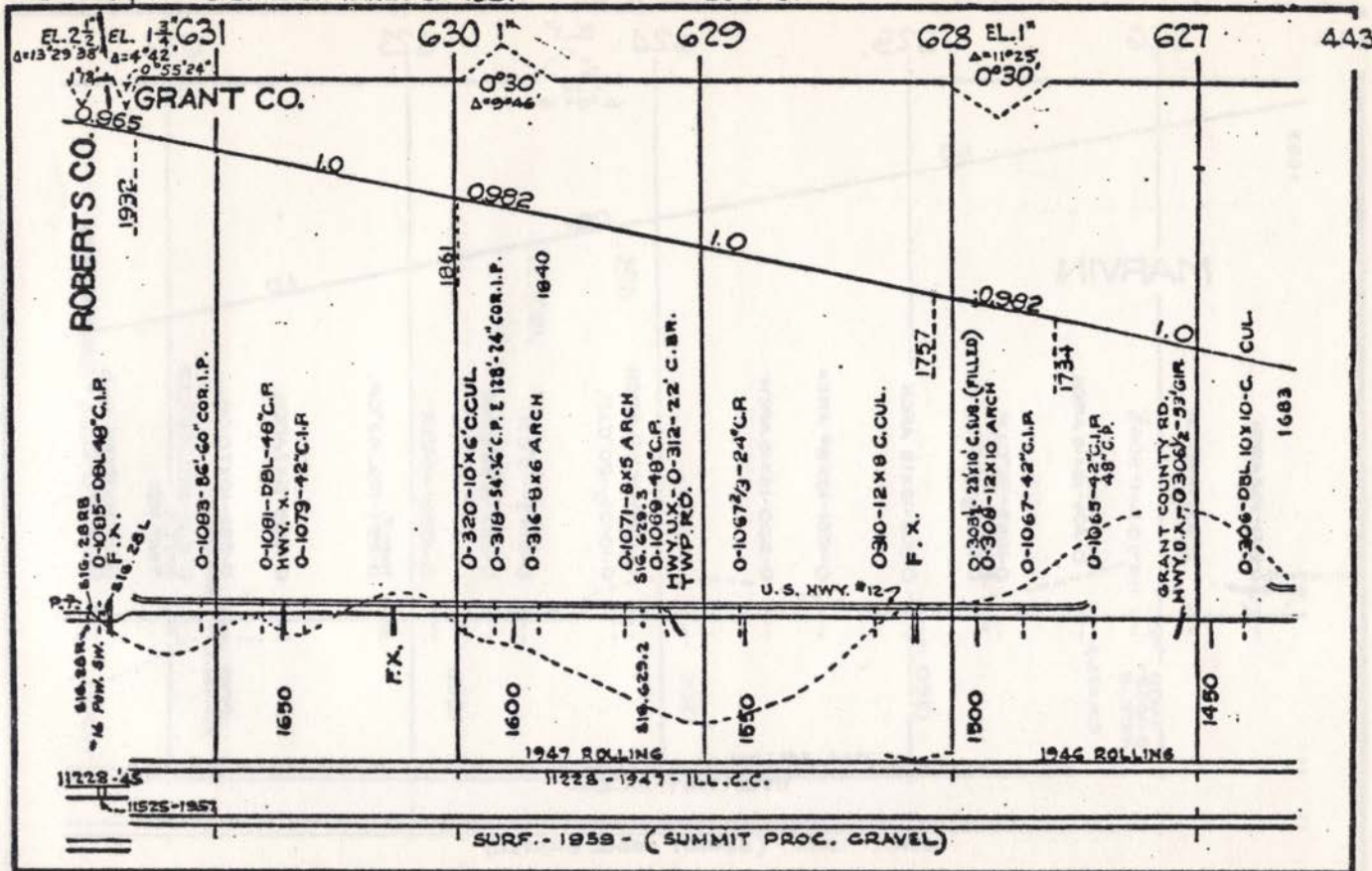
1700

SIG. 2690  
11 Power Sw.  
SIG. 261

STATION 171  
95+00

116  
111  
106

SIG. 2618  
TWP. RD.  
HWY. X.  
0-1



EL. 21' 1/2  
 A=13'29'30"  
 EL. 17' 1/2  
 A=4'42"  
 0-55'24"

GRANT CO.

ROBERTS CO.

516.268  
 16 P.M.T. SW.  
 F.X.  
 516.268

O-1093-86'60" COR. I.P.

O-1081-DBL-48 C.P.  
 HWY. X.  
 O-1079-42 C.P.R.

O-320-10x6 C.CUL.  
 O-318-54'x6" C.P. E 128'-24" COR. I.P.  
 O-316-8x6 ARCH 1840

O-1071-8x5 ARCH  
 S.G. 629.3  
 O-1069-48 C.P.  
 HWY. U.X.-O-312-22' C.B.R.  
 TWP. RD.

O-1067 2/3-24 C.P.

O-310-12x8 C.CUL.

O-308-22x10 C.B.R. (FILLED)  
 O-308-12x10 ARCH

O-1067-42 C.P.R.

O-1065-42 C.P.  
 48 C.P.

GRANT COUNTY RD.  
 HWY. D.A. O-306 1/2-53 C.P.R.

O-306-DBL. 10x10-C. CUL.  
 1683

11228-1947

11228-1947-ILL.C.C.

SURF. - 1958 - (SUMMIT PROC. GRAVEL)

444

626

625

624

623

622

1683

MARVIN

1.0



099

1517

1.0

1536

COUNTY RD

O-1061-6x6 ARCH

O-1057-30\"/>C.P.

HWY. O.X. - O-304 3/4

516.625.6  
O-304-18x18 ARCH.

O-1053-36\"/>C.I.P.  
F.X.  
O-1051 1/2-30\"/>C.P.

O-302-18x18 ARCH

O-1051-10x8 6 ARCH

O-300-16x18 ARCH

F.X.

O-298-16x18 ARCH  
O-1048 1/2-20\"/>C.I.P.

O-1043-48\"/>C.P.

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

O-1039-48\"/>C.I.P.

HWY. X. - DBL. 42\"/>C.P.  
O-294-DBL. 42\"/>C.P.

O-1035-8x7 ARCH.

O-292-10x7 C.C.U.  
SIG. 622.3

O-1031-DBL. 48\"/>C.I.P.  
HWY. X.  
TWP. RD.

O-1029-8x8 6 Arch  
HWY. X. - O-290 1/2 - SUB MAY 18x18

1400  
O-1058-48\"/>C.I.P.  
SIG. 625.6

1350

1300

1250

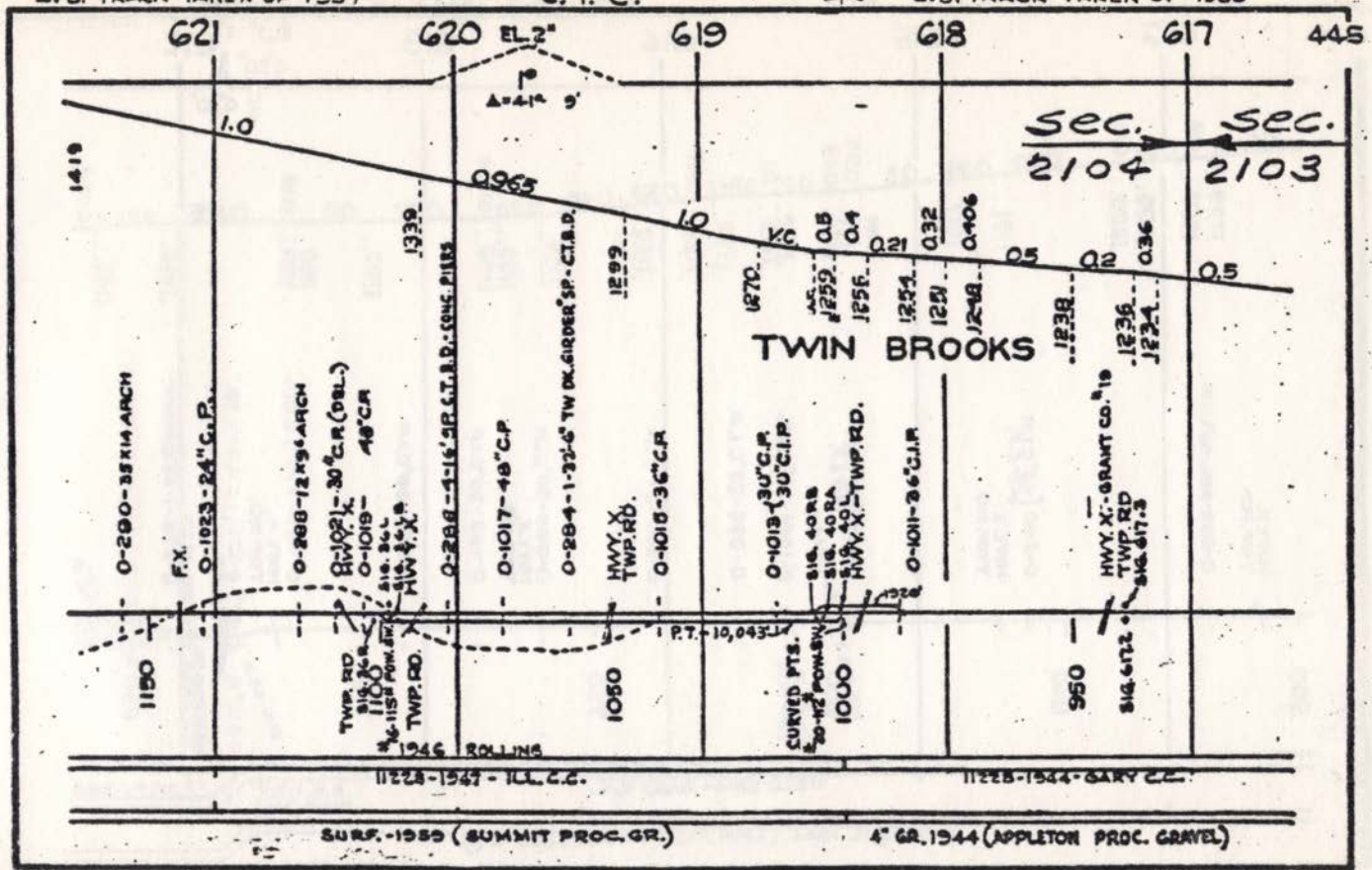
1200  
SIG. 622.2

TWP. RD.

1946 ROLLING

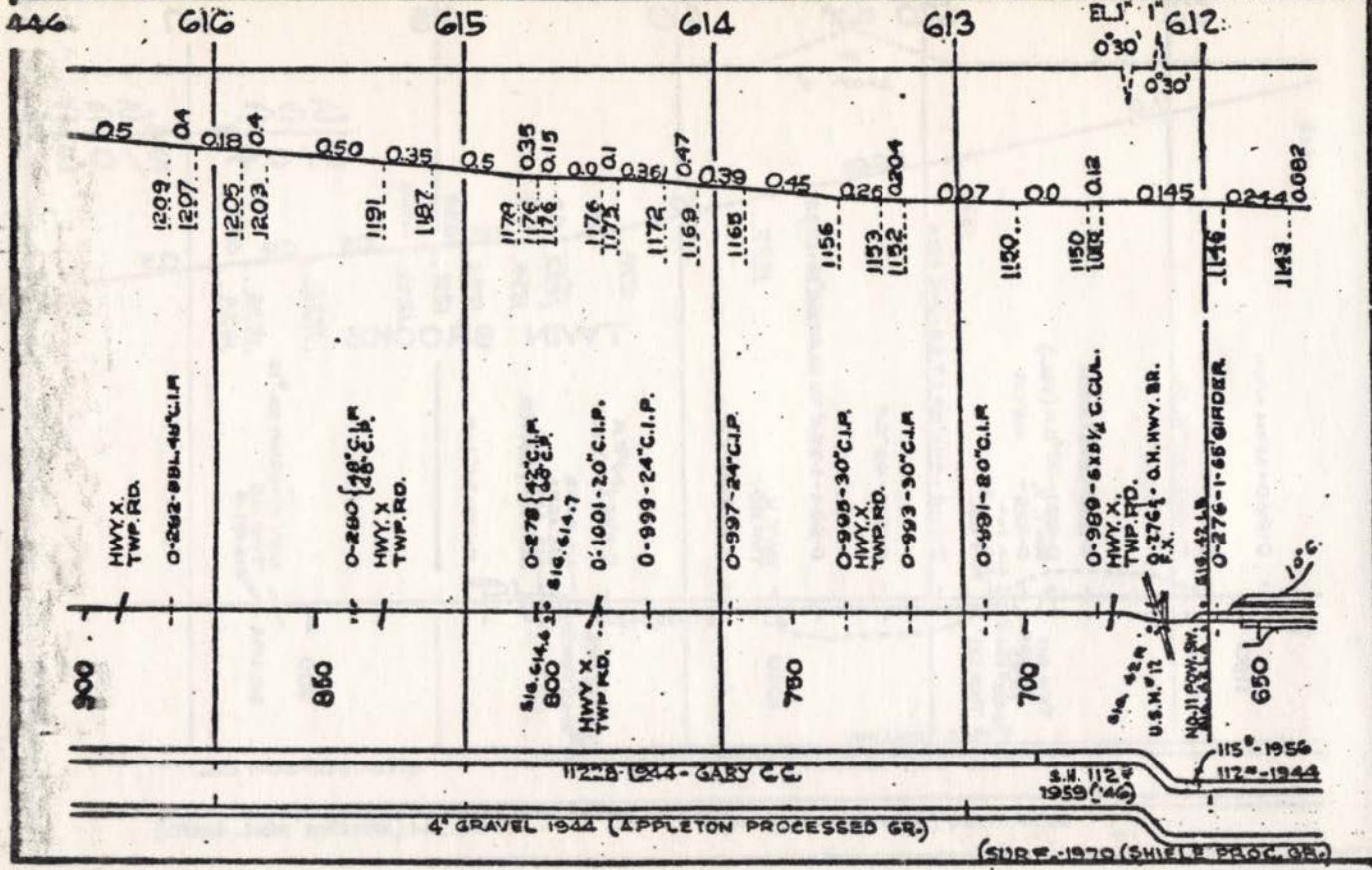
11228-1947-ILL. C.T.C.

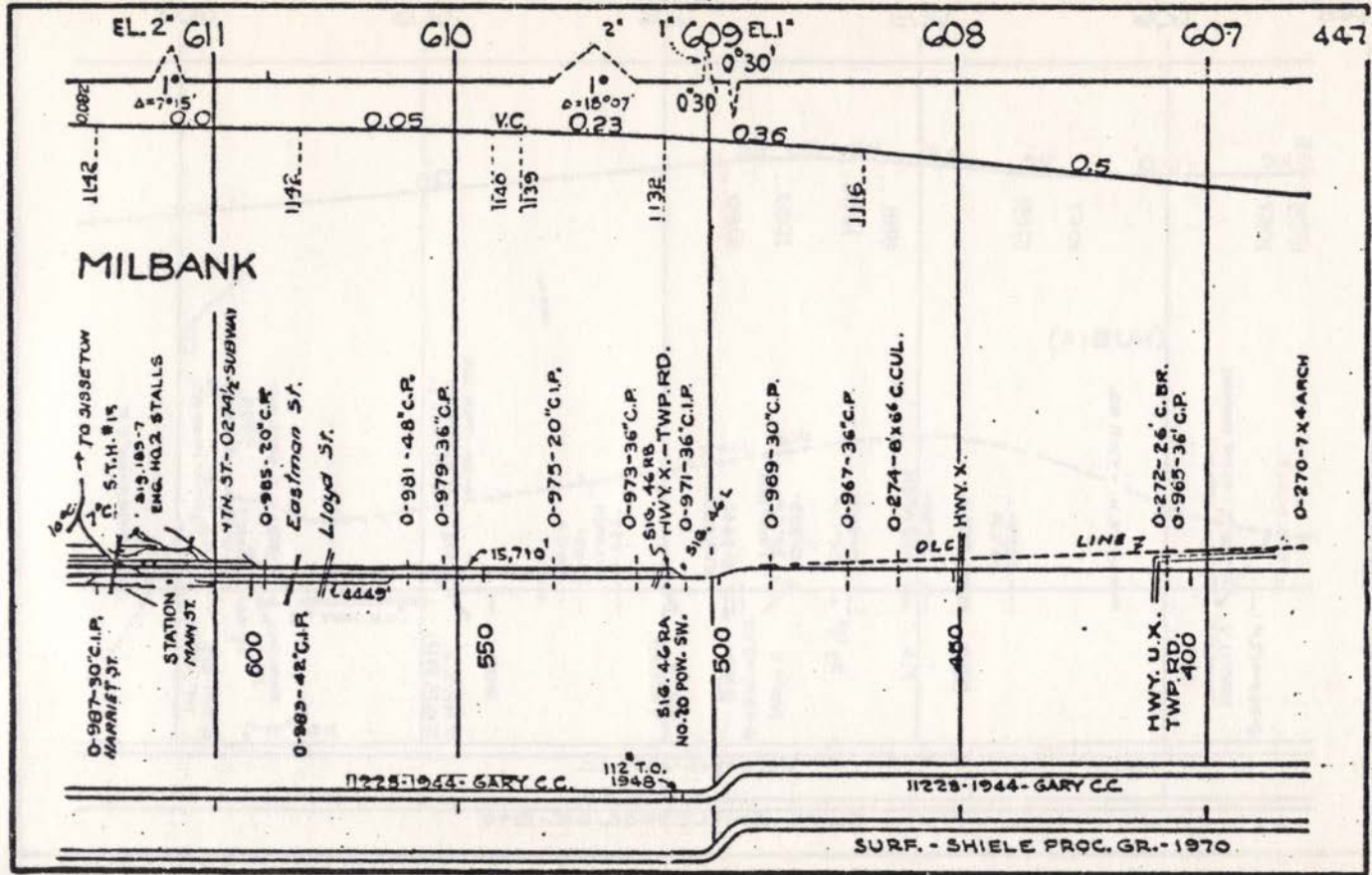
SURF. - 1959 - (SUMMIT PROC. GRAVEL)



SURF. 1959 (SUMMIT PROC. GR.)

4" GR. 1944 (APPLETON PROC. GRAVEL)





MILBANK

→ TO 318 SETW  
S.T.H. 815  
213-185-7  
ENG. NO. 2 STALLS

17N. ST. - 0274 1/2 SUBWAY

0-985-20° C.P.  
Eastman St.  
Lloyd St.

0-981-48° C.P.  
0-979-36° C.P.

0-975-20° C.I.P.

0-973-36° C.P.  
SIS. 44 RB.  
HWY. X. - TWP. RD.  
0-971-36° C.I.P.

0-969-30° C.P.

0-967-36° C.P.

0-274-6' x 6' C.CUL.

0-272-26° C.B.R.  
0-965-36° C.P.

0-270-7' x 4' ARCH

11225-1944-GARY C.C.

112 T.O.  
1940

11225-1944-GARY C.C.

SURF. - SHIELE PROC. GR. - 1970

EL. 2° G11

G10

2° 1° G09 EL. 1°  
0°30'

G08

G07

447

1142

1142

1146

1135

1138

1116

0.5

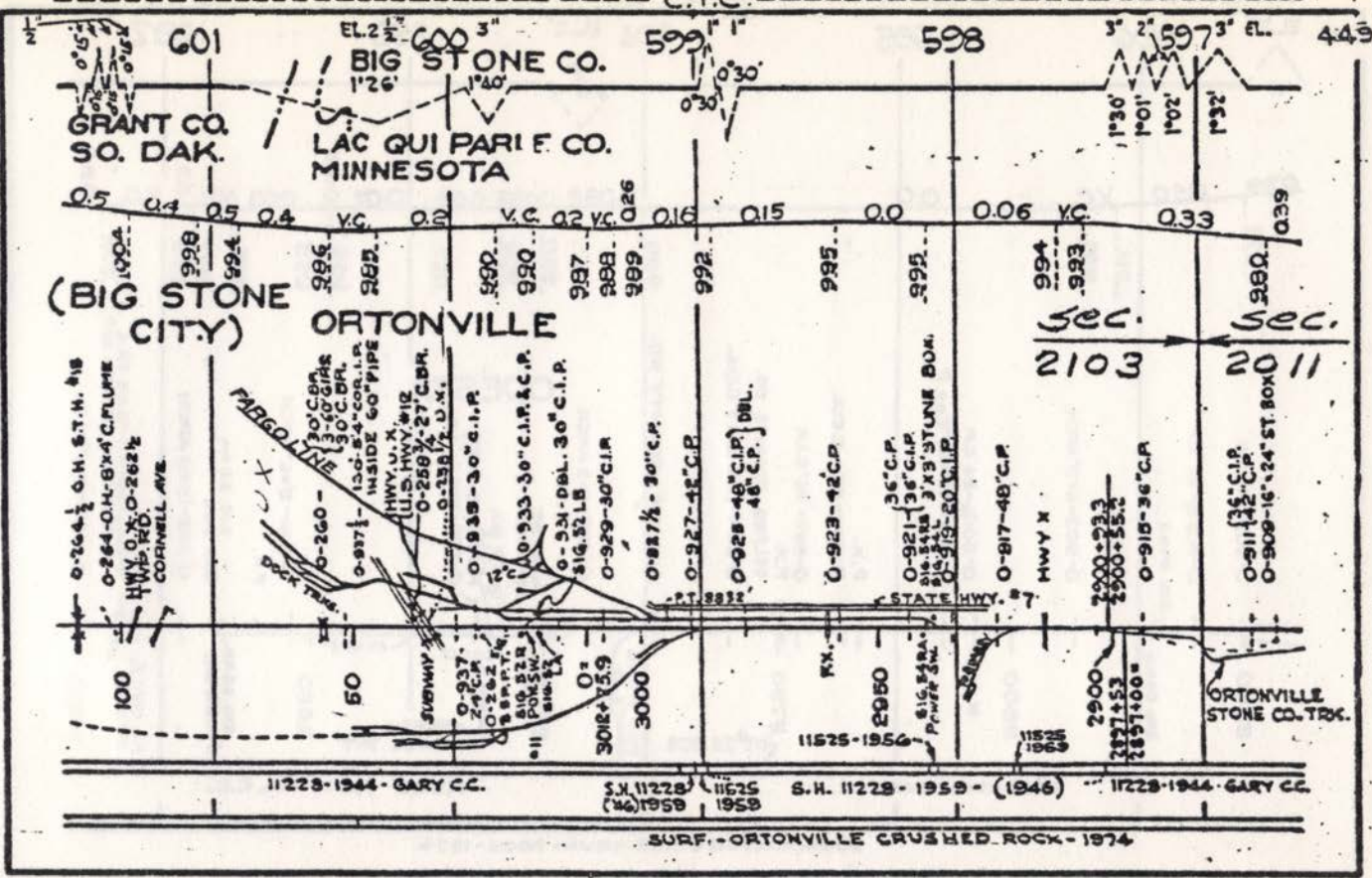
15,710'

OLD

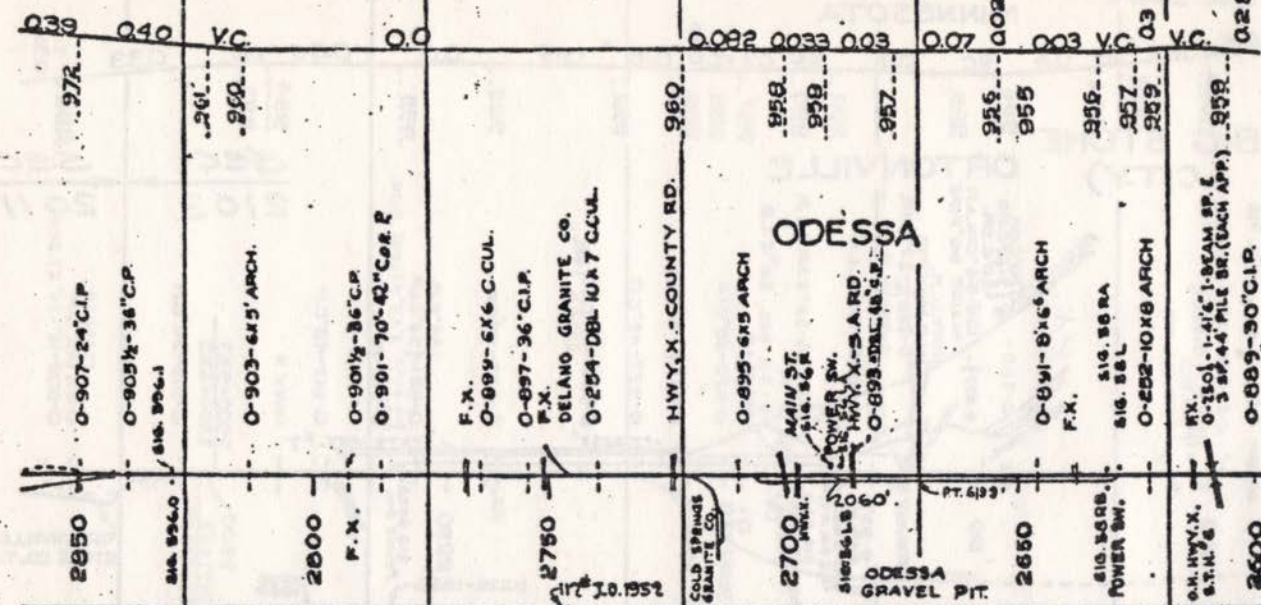
LINE 2







456 EL. 2' 596 595 594 EL. 2' 593 592

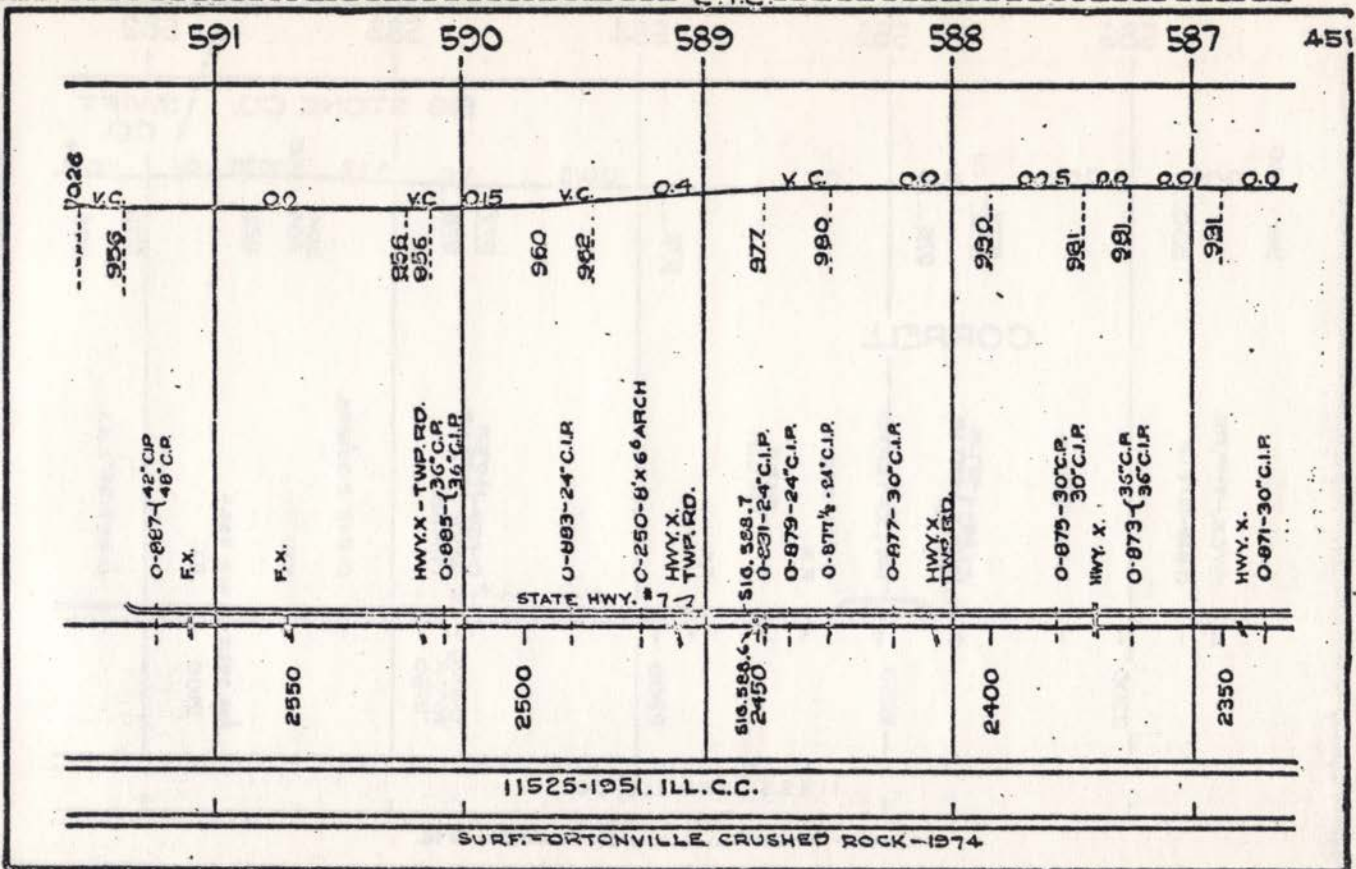


11228-1944 GARY CO. --

11525-1951, ILL. C.C.

BURR - ORTONVILLE CRUSH ROCK - 1974

C.T.C.



591

590

589

588

587

451

7026

956

00

KC

015

KC

960

962

04

KC

977

980

00

990

025

981

981

001

991

00

O-867-42° C.I.P.  
FX.

FX.

HWY. X - TWP. RD.  
O-885-36° C.I.P.

STATE HWY. # 7

O-893-24° C.I.P.

O-250-8'x6' ARCH  
HWY. X  
TWP. RD.

SIG. 588.7  
O-831-24° C.I.P.

O-879-24° C.I.P.

O-877 1/2 - 24° C.I.P.

O-877-30° C.I.P.

HWY. X  
TWP. RD.

O-879-30° C.I.P.  
30° C.I.P.

HWY. X.

O-873-36° C.I.P.  
36° C.I.P.

HWY. X.  
O-871-30° C.I.P.

2550

2500

SIG. 588.4  
2450

2400

2350

11525-1951. ILL. C.C.

SURF. = FORTONVILLE CRUSHED ROCK - 1974

C.T.C.

452      586      585      584      583      582

BIG STONE CO.      SWIFT CO.

541	0.02	0.05	0.1	0.15	0.0	0.015	0.0	0.22	0.025	0.1	0.04
980			979 978	975		976		977 978	904 904	985	992 984

CORRELL

HWY. X. - TWP. RD.

0-869-30° C.I.P.

2300

0-867-30° C.I.P.

HWY. X. - TWP. RD.

0-85-148° C.P.

HWY. X. - TWP. RD.

2250

0-863-36° C.I.P.

F.X.

0-861-36° C.I.P.

F.X.

2200

STATE HWY. 7

0-859-30° C.P.

HWY. X. - TWP. RD.

0-857-30° C.P.  
2150

0-248-2-35° GIRS.

F.X.

Sig. 582.2

F.X.

2100

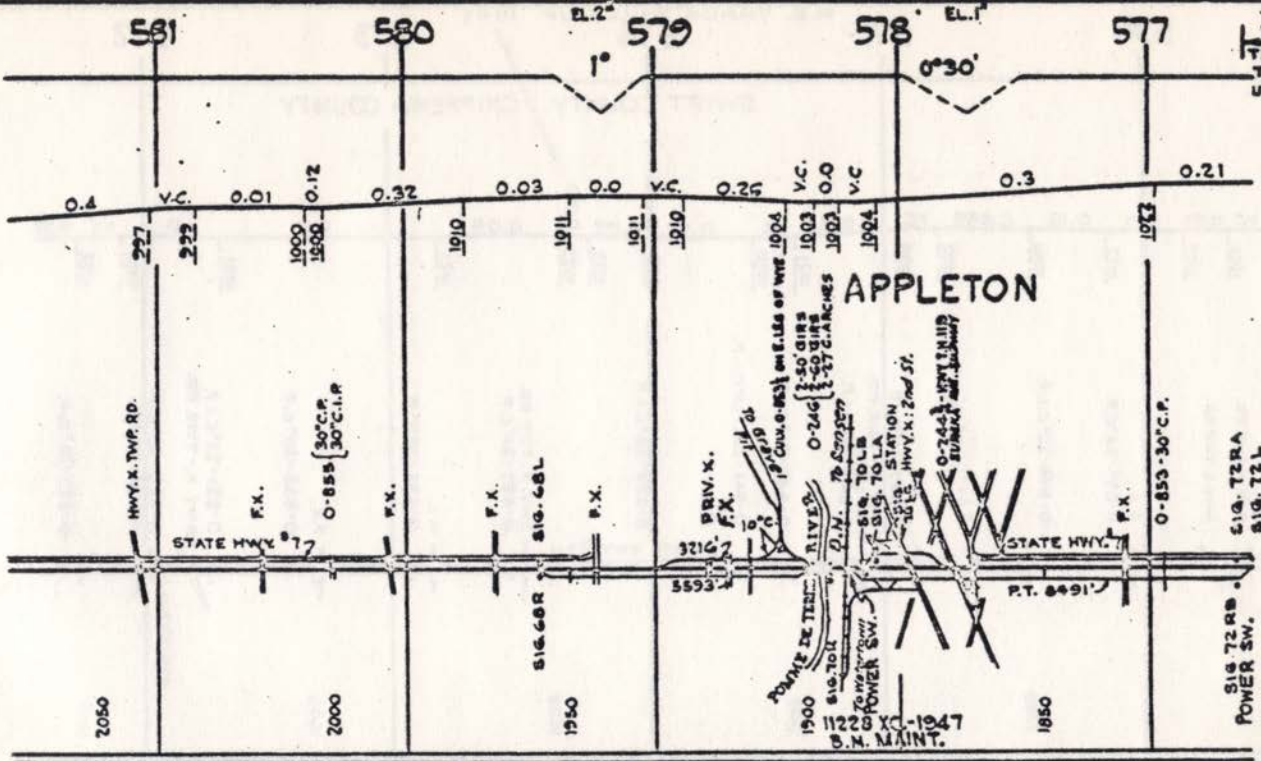
0-857-36° C.G.I.

11525-1951-ILL.C.C.

SURF. - ORTONVILLE CRUSHED ROCK - 1974

C.T.C.

453



W.B. TRACK TAKEN UP '47

APPLETON

11525-1951-ILL.C.C.

SURF. - 1959 - (SUMMIT PROC. GRAVEL)  
SURF. - ORTONVILLE CRUSHED ROCK - 1974

454

576

575

C.T.C.  
W.B. TRACK TAKEN UP 1947

574

573

572

SWIFT COUNTY / CHIPPEWA COUNTY

0.21 VC 0.07 0.0 0.16 0.088 VC 0.4 VC 0.0 0.179 0.071 0.05 0.0 0.1 VC 0.37

1027

1028

1027

1027

1029

1032

1029

1031

1030

1029

1022

1023

1021

1201

1021

1022

HWY. X. TWP. RD.

HWY. X. TWP. RD.

F.X.

O-851-24° C.P.

O-849-20° C.I.P.

F.X.

O-847-20° C.I.P.

HWY. X. TWP. RD.

O-845-24° C.I.P.

O-843-24° C.I.P.

O-841-DBL. 24° C.I.P.

F.X.

O-839-24° C.I.P.

ESTATE HWY. 87

HWY. X. TWP. RD.

O-837-24° C.P.

F.X.

O-835-36° C.P.

F.X.

O-833-30° C.P.

O-831-24° C.I.P.

HWY. X. TWP. RD.

O-829-30° C.P.

HWY. X. TWP. RD.

O-827-24° C.P.

1800

1750

1700

1650

1600

1550

11525-1951-ILL. C.C.

11228-1946-ILL. C.C.

SURF. - 1000 - (SUMMIT PROG. GRAVEL)

SURF. - ORTONVILLE  
CRUSHED ROCK - 1974

W. U. TRACK TAKEN UP 1947 1"

C.T.C.

W. U. TRACK TAKEN UP 1947 2" EL.

455

Sec. 2011 ← Sec. 2010

0.37 0.4 V.C. 0.0 V.C. 0.27 V.C. 0.06 0.0 0.08 V.C. 0.06 V.C. 0.2 V.C. 0.5 0.465 0.5

1003 995 992 991 989 988 986 985 987 987 986 986 985 991 989 987 975

# MILAN

0-825 1/2 - 24° C.P.  
0-825 - 48° C.P.

U.G. HWY. X. 5TH ST. F.X. 703

0-823 - 30° C.P.  
0-244 1/2 - 48° SP. BAL. DK. GIR.

0-244 - 10° KG° C. CUL.

0-243 1/2 - 22° 1/4° C. BR.

0-821 - 48° C.P.

1800

HWY. U. X.

1450 STATION  
MINUSULES AVE  
FIRST ST.

Sig. 76R  
POWER SW.  
Sig. 76LB  
HWY. X. 31° N. 40°  
0-819 - 36° C.I.P.  
Sig. 76LA

P.T. 7040

STATE HWY. 7

1400

0-242 - 3 - 1/2° SP. C. BR.

Sig. 78RD  
POWER SW.  
HWY. X. TWP. RD.  
Sig. 78RA  
Sig. 78L

0-817 - 48° C.P.

F.X.

0-815 - 24° C.I.P.

0-813 - 36° C.P.

HWY. X. TWP. RD.

HWY. X. TWP. RD.  
0-811 - 24° C.I.P.

0-809 [30° C.I.P.  
48° C.I.P.

1350

1300

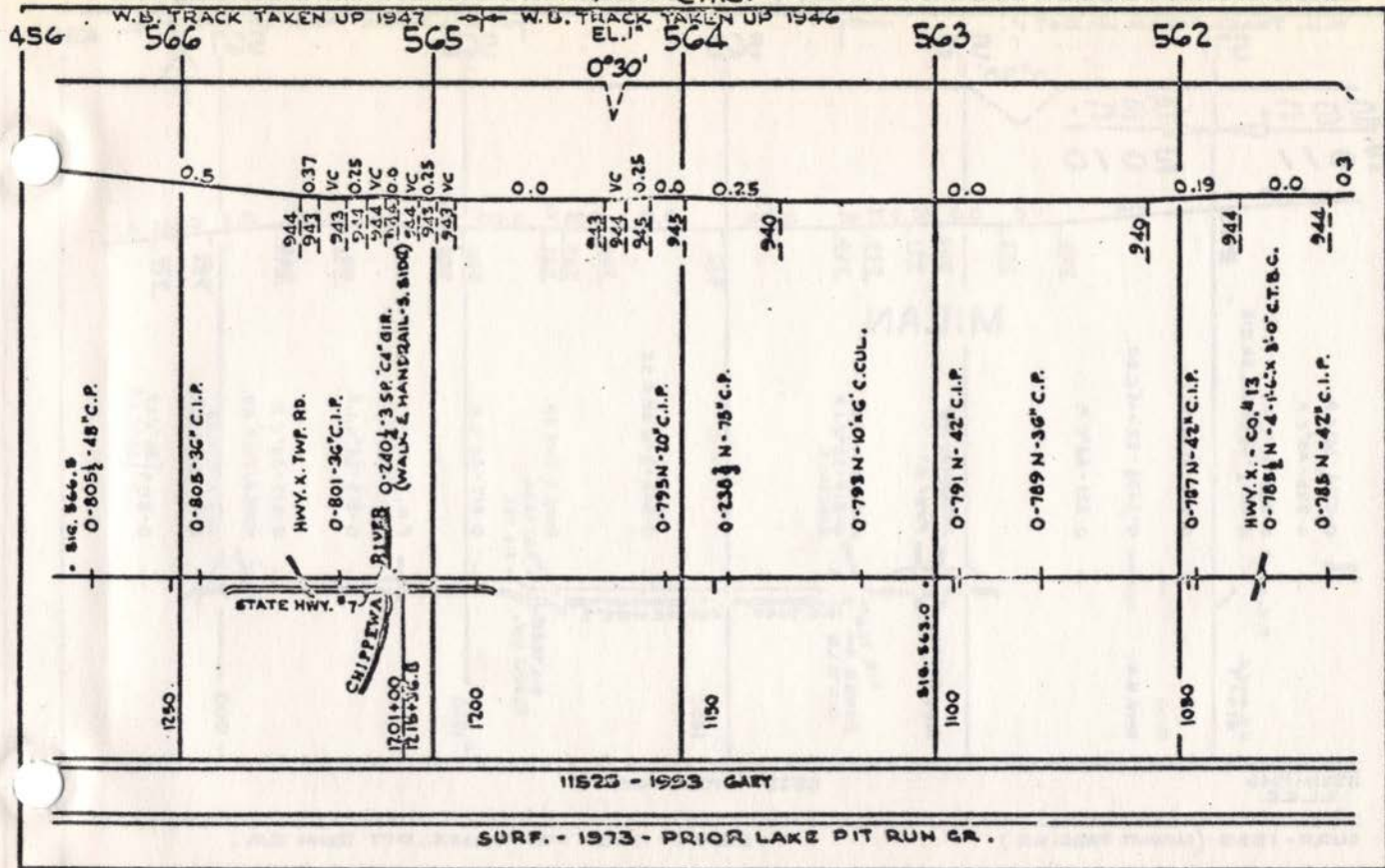
11228-1946  
ILL. C.C.

11525 - 1953 GARY

SURF. - 1959 - (SUMMIT PROC. GR.)

SURF. - 1973 - PRIOR LAKE. PIT RUN GR.





W.B. TRK

C.T.C.

TAKEN UP  
146 EL. 2°

W.B. TRACK TAKEN UP 1946

