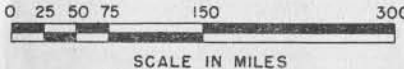
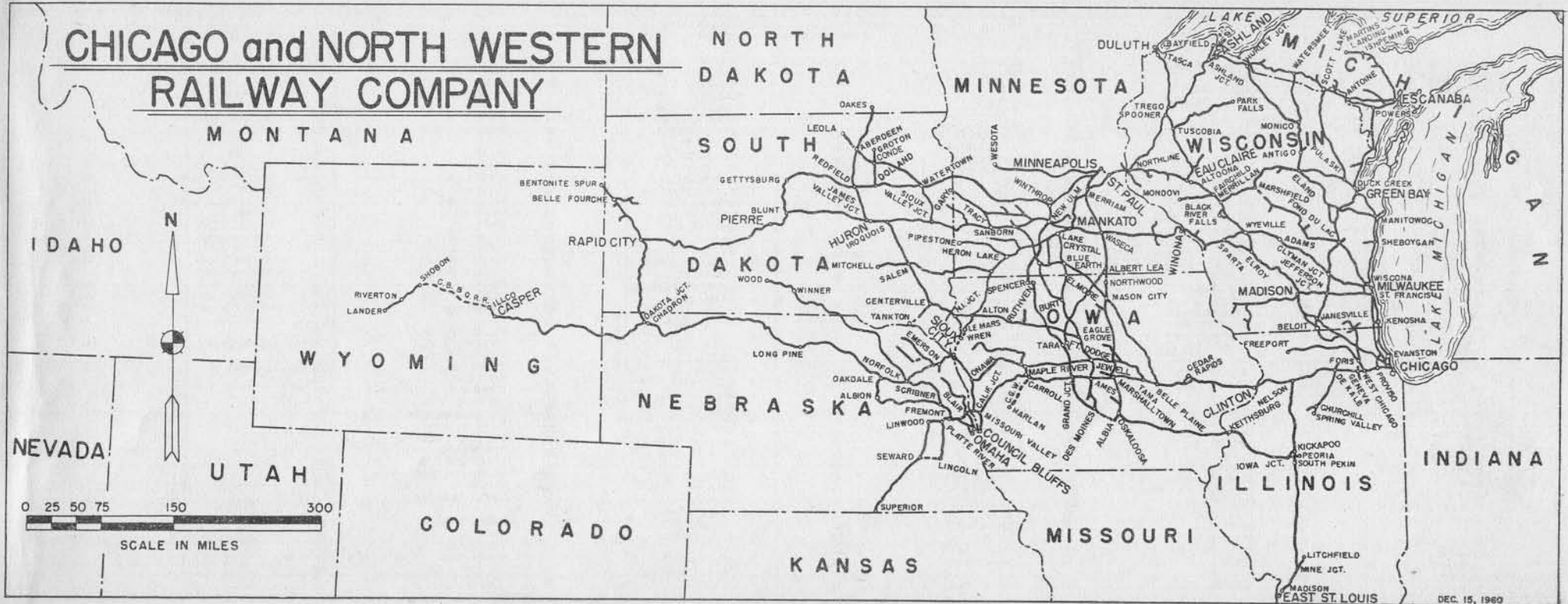


M. & ST. L. DIVISION

M. S. T. L. DIVISION

CHICAGO and NORTH WESTERN RAILWAY COMPANY



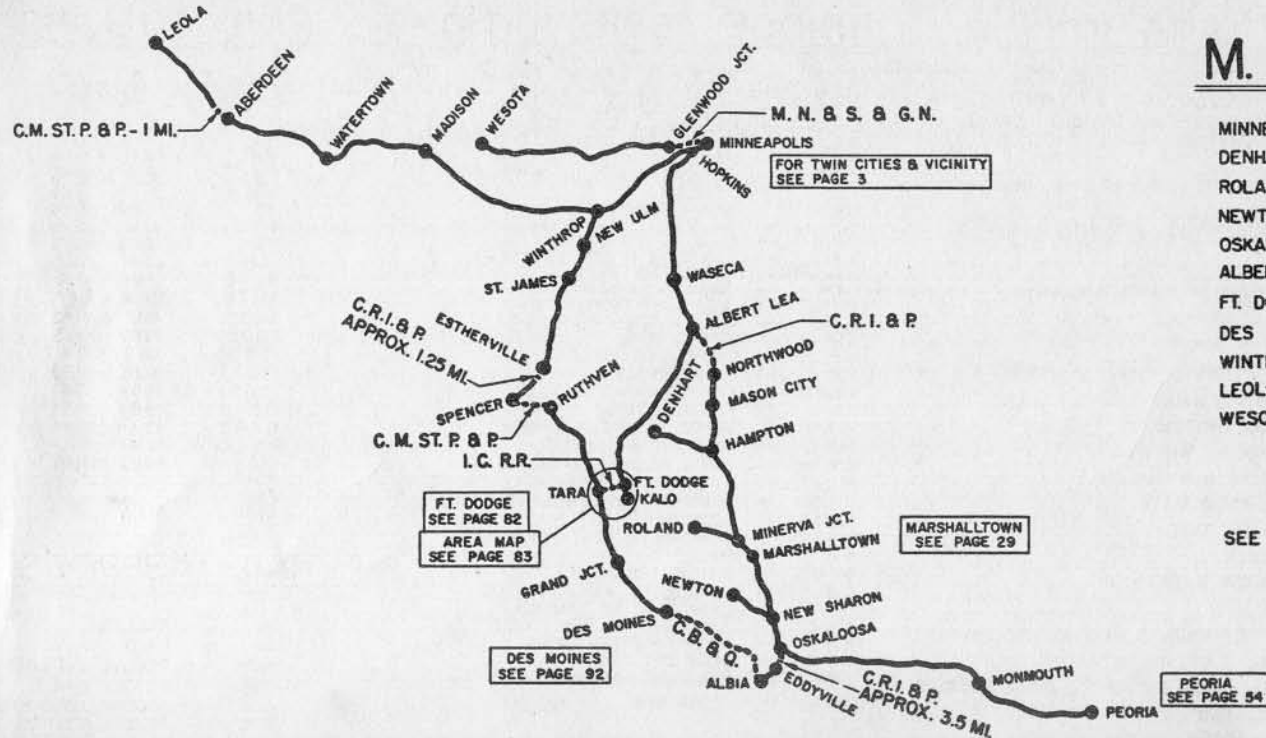
M. & ST. L. DIVISION

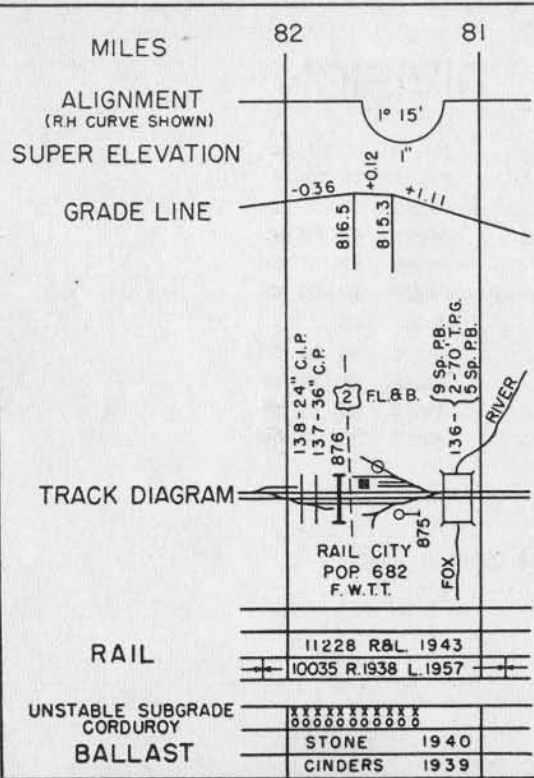
MINNEAPOLIS TO PEORIA	PAGES	3 TO 54
DENHART TO HAMPTON	PAGES	55 TO 59
ROLAND TO MINERVA JCT.	PAGES	60 TO 62
NEWTON TO NEW SHARON	PAGES	63 TO 66
OSKALOOSA TO ALBIA	PAGES	67 TO 69
ALBERT LEA TO DES MOINES ...	PAGES	70 TO 92
FT. DODGE TO KALO	PAGE	93
DES MOINES TO ALBIA	PAGES	94 TO 100
WINTHROP TO TARA	PAGES	101 TO 119
LEOLA TO HOPKINS	PAGES	120 TO 152
WESOTA TO MINNEAPOLIS	PAGES	153 TO 164

*From Iowa
Iowa Division*

*- DAKOTA
- TWINCITIES*

SEE OPPOSITE PAGE FOR STATION INDEX





EXPLANATIONS

SCALE — HORIZONTAL — 1" = 1 MILE
 ALSO SHOWN DOUBLE SCALE.
 VERTICAL — 1" = 100 FEET

FIGURES ON GRADE LINES ARE % GRADIENTS.

FIGURES BELOW GRADE LINES ARE BASE OF RAIL ELEVATIONS IN FEET ABOVE MEAN SEA LEVEL.

- POP. — POPULATION (1950 CENSUS)
- I — SIGNAL BRIDGE
- O — SIGNAL MAST
- ④ — U.S. HIGHWAY ⑨4 — INTERSTATE HWY.
- ⑦ — STATE HIGHWAY
- S.S. — SPRING SWITCH
- W.W. — AUTOMATIC WIG WAG
- M.W.W. — MANUAL WIG WAG
- A.G. — AUTOMATIC GATE
- M.G. — MANUAL GATE
- FL. — FLASHER
- FL.&B. — FLASHER & BELL
- B. — BELL
- T.S. — TRAFFIC SIGNAL & BELL (COLOR LIGHTS)
- F. — DIESEL FUEL OIL STATION
- W. — DIESEL WATER STA. FOR STEAM GENERATORS
- T.T. — TURNTABLE
- Y. — WYE TRACK

BRIDGE ABBREVIATIONS

- O.H.B. — OVERHEAD HIGHWAY BRIDGE
- O.F.B. — OVERHEAD FARM BRIDGE
- O.R.B. — OVERHEAD RAILWAY BRIDGE
- O.F.T.B. — OVERHEAD FOOT BRIDGE
- B.C.S. — BALLASTED CONCRETE SLAB
- B.S.P. — BALLASTED STEEL PLATE
- BBKL.P. — BALLASTED BUCKLE PLATE
- I.B. — I-BEAM
- R.G. — RAIL GIRDER
- B.T. — BALLASTED TROUGH
- D.P.G. — DECK PLATE GIRDER
- T.P.G. — THROUGH PLATE GIRDER
- V.P. — VITRIFIED PIPE
- C.I.P. — CAST IRON PIPE
- W.I.P. — WROUGHT IRON PIPE
- G.I.P. — GALVANIZED IRON PIPE
- S.P. — STEEL PIPE
- C.P. — CONCRETE PIPE
- P.B. — PILE BRIDGE
- P.&F.B. — PILE & FRAME BRIDGE
- F.B. — FRAME BRIDGE
- W.S.B. — WOOD STRINGER BRIDGE
- W.B.C. — WOOD BOX CULVERT
- O.W.B.C. — OPEN WOOD BOX CULVERT
- R.C.C. — REINFORCED CONCRETE CULVERT
- R.C.S. — REINFORCED CONCRETE SLAB
- C.&T.R. — CONCRETE & T-RAIL
- C.&I.B. — CONCRETE & I-BEAM
- S.A. — STONE ARCH
- BRK.C. — BRICK CULVERT
- C.A. — CONCRETE ARCH
- D.R.T. — DECK RIVETED TRUSS
- T.R.T. — THROUGH RIVETED TRUSS
- P.R.T. — PONY RIVETED TRUSS
- D.P.T. — DECK PIN TRUSS
- T.P.T. — THROUGH PIN TRUSS
- S.B. — STONE BOX

RAIL ROLLING

SECTION	YEARS
50	1879 ONLY
54	1882 - 1884
56	1881 - 1890
60	1876 - 1910
65	1880 - 1896
67	1890 ONLY
72	1888 - 1925
80	1892 - 1917
9040	1890 - 1910
9030	1906 - 1917
9035	1917 - 1942
10030	1909 - 1912
10035	1912 - 1940
11025	1926 - 1933
10020	1934 - 1941
112	1934 - 1935
112 C.C.	1936 - 1948
115 C.C.	1948 -
132 C.C.	1952 ONLY
7040	
75	
8531	
9020	
10025	

RAIL ABBREV.'S

- R. — ROLLED
- L. — LAID
- R.&L. — ROLLED and LAID
- USA. — USABLE RAIL
- S.H. — SECOND HAND RAIL
- R.R. — RE-ROLLED RAIL

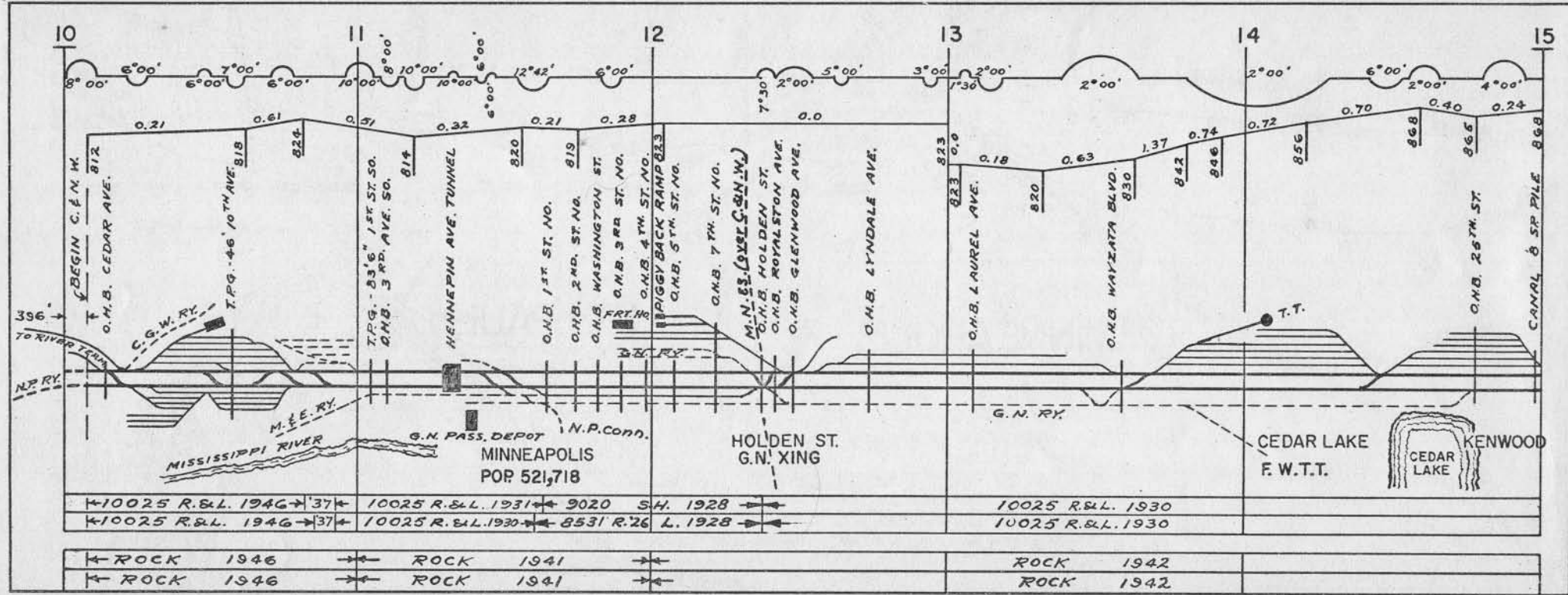


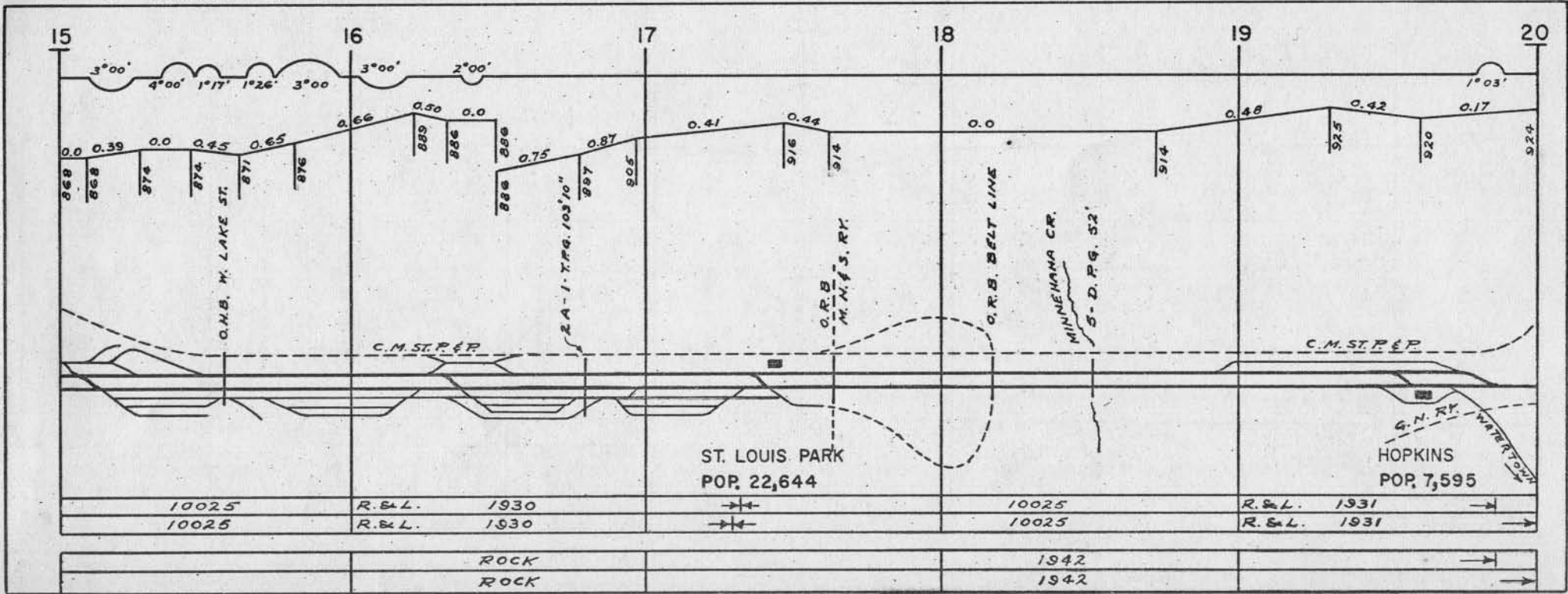
MINNEAPOLIS

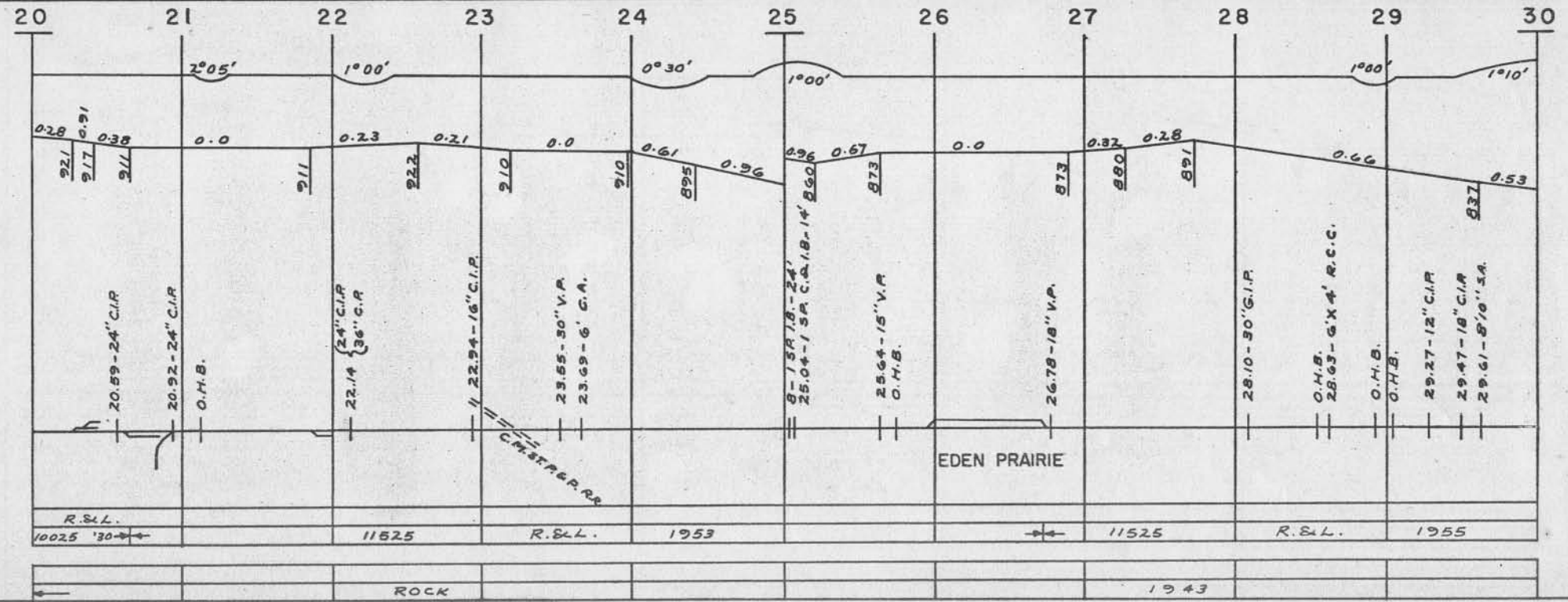


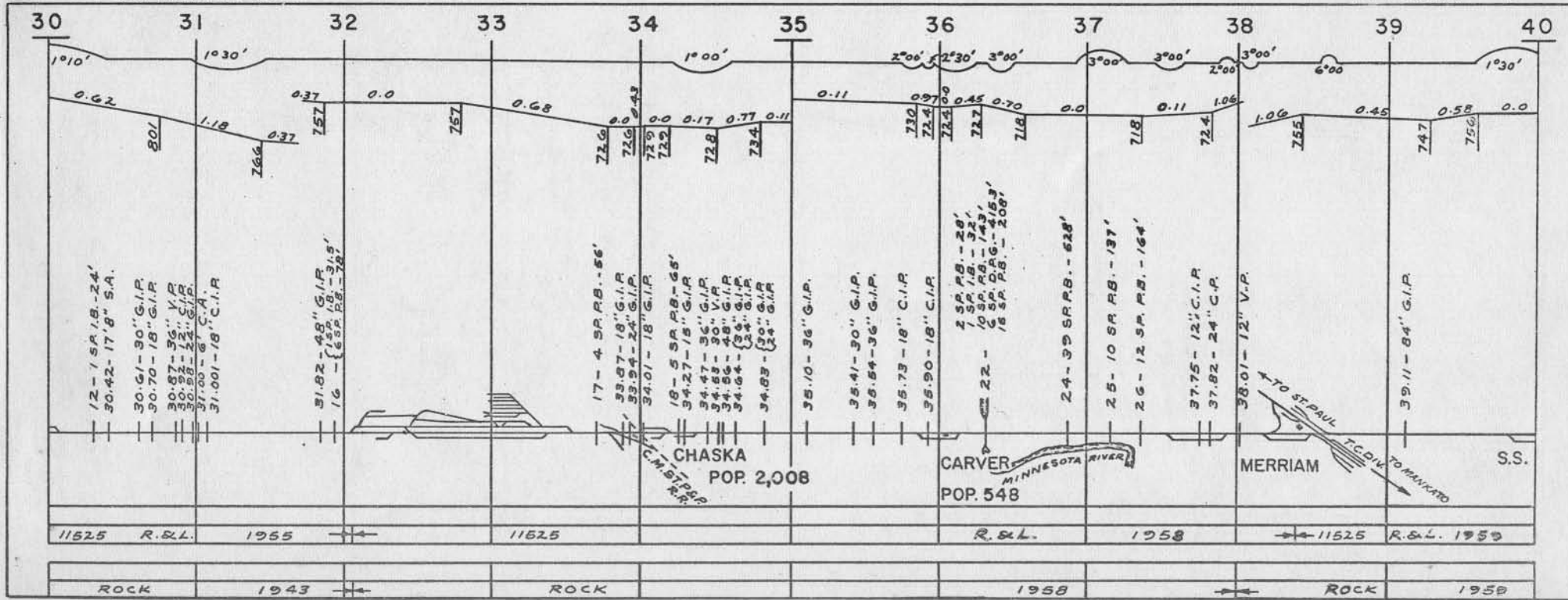
NOTES

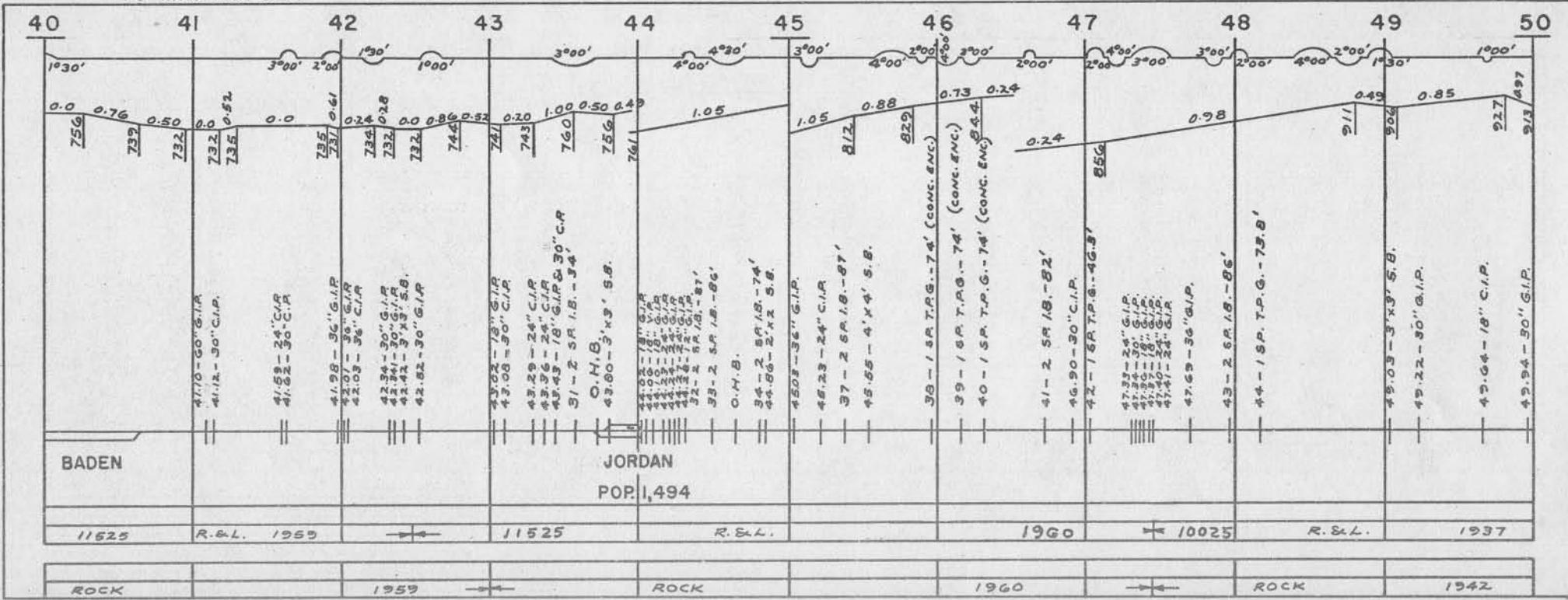
- BETWEEN CLIFF AND CHESTNUT ST. C.B.N.W. & C.M. ST. P. & P. TRAINS OPERATE OVER JOINTLY OWNED TRACKS.
- BETWEEN CHESTNUT ST. & ST. PAUL UNION DEPOT, C.B.N.W. & C.M. ST. P. & P. TRAINS OPERATE OVER WHOLLY OWNED C.M. ST. P. & P. TRACKS.
- BETWEEN ST. PAUL & MINNEAPOLIS C.B.N.W. TRAINS OPERATE OVER G.N. TRACKS.
- BETWEEN MINNEAPOLIS & ST. PAUL C.B.N.W. (M. & ST. L.) TRAINS OPERATE OVER N.P. TRACKS.





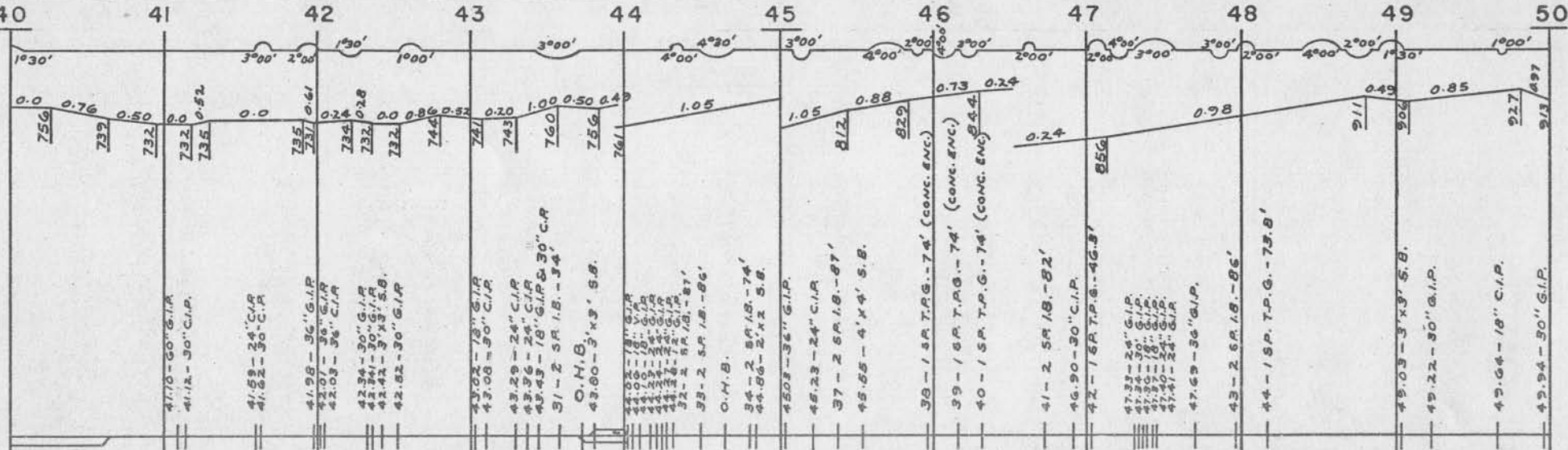


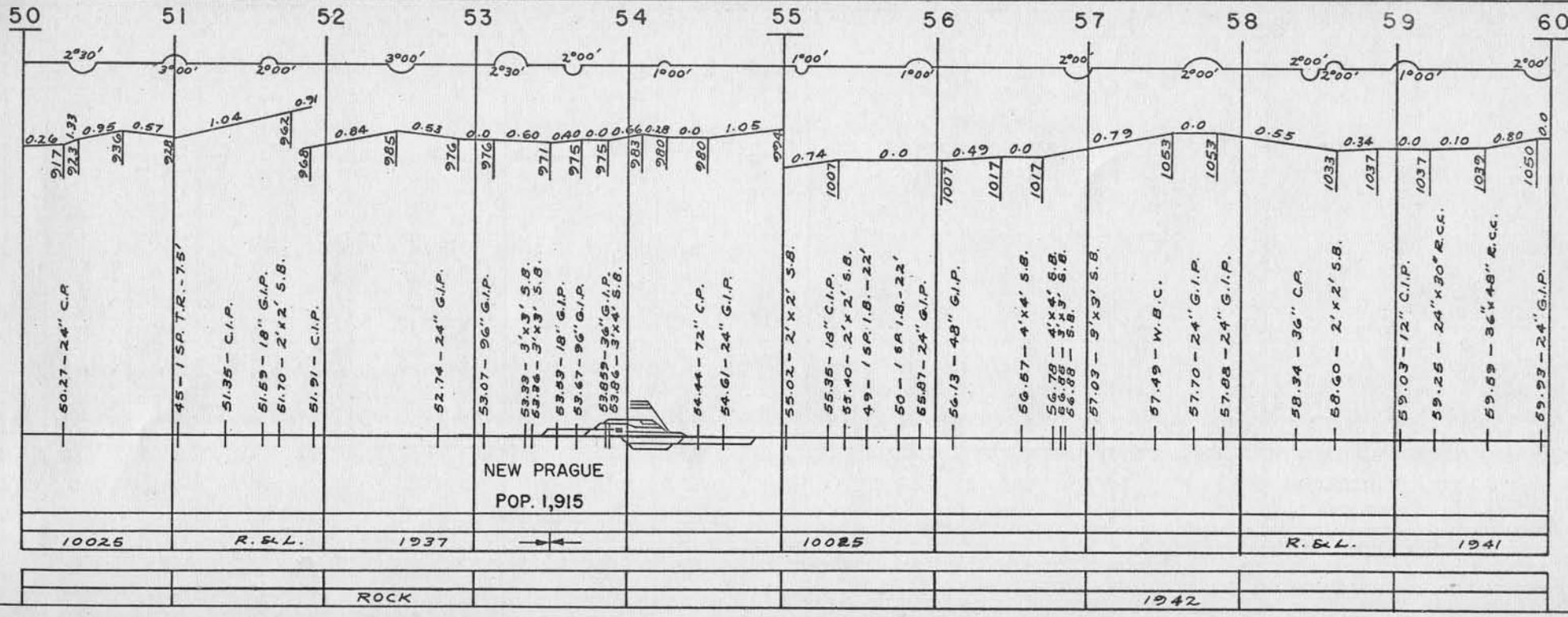




BADEN

JORDAN
POP. 1,494





NEW PRAGUE
POP. 1,915

10025

R. & L.

1937

10025

R. & L.

1941

ROCK

1942

60 61 62 63 64 65 66 67 68 69 70

2°00' 1°00' 1°00' 1°00' 1°00' 2°00' 3°00' 3°00' 2°00' 2°00' 2°00'

0.0 0.19 0.77 0.0 0.25 0.30 0.62 0.72 0.62 0.56 0.35 0.07 0.22 0.16 0.35 0.49 0.0 1.27 0.41 0.45 0.0 1.09 0.12 0.70 0.0 0.37

1050 1052 1064 1064 1068 1063 1072 1062 1059 1056 1057 1058 1057 1061 1053 1053 1064 1049 1049 1062 1064 1053 1053 1061

60.08 - 30" G.I.P.
 60.39 - 24" G.I.P.
 60.67 - 30" G.I.P.
 60.98 - 15" G.I.P.
 61.00 - 12" V.P.
 61.09 - 3' x 3' S.B.
 61.15 - 28" G.I.P.
 C.M. ST. & P. R.R.
 61.97 - 42" C.R.
 62.21 - 72" C.R.
 62.81 - 3" G.I.P.
 63.08 - 24" G.I.P.
 63.56 - 72" G.I.P.
 64.33 - 96" G.I.P.
 64.64 - 18" C.I.P.
 64.85 - 10' G.I.P.
 65.29 - 65" G.I.P.
 65.79 - 2' x 2' S.B.
 66.02 - 24" G.I.P.
 66.10 - 24" G.I.P.
 66.31 - 72" G.I.P.
 66.45 - 5.B.
 66.725 - 30" G.I.P.
 60.0 - 1 5/8" I.B. - 12'
 61 - 4 5/8" P.B. - 53'
 62 - 8 5/8" P.B. - 108'
 68.26 - 5.B.
 68.52 - 24" G.I.P.
 68.65 - 18" G.I.P.
 68.82 - 18" C.R.
 68.88 - 18" V.P.
 68.9 - 30" G.I.P.
 69.13 - 1' x 1' S.B.
 69.29 - 36" C.P.
 69.64 - 2' x 2' S.B.
 69.73 - 30" G.I.P.

MONTGOMERY
POP. 1,913

10025

R. & L.

1941

ROCK

1942

← TO MINNEAPOLIS

TO PEORIA →

70 71 72 73 74 75 76 77 78 79 80

1°00' 3°00' 2°00' 1°00' 1°30' 3°00' 2°30' 1°00' 3°00' 3°00' 3°00' 3°30' 3°00' 3°00' 3°30'

1.11 0.60 0.67 0.23 0.73 1.19 1.084 0.92 0.29 0.40 0.0 0.34 0.62 0.87 1.12 0.27 0.97 0.17 0.62 0.09 0.39 0.71 1.10 0.90 0.32 0.30 1.17 1.36 0.0 1.26 1.061 1.046 1.039 1.045 1.042 1.050 1.084 1.067 1.070 1.075 1.075 1.072 1.086 1.075 1.002 1.007 1.017 1.012 1.011 1.016 1.016 1.012 1.033 1.044 1.064 1.072 1.077 1.086 1.086 1.086 1.099

70.46 - 84" G.I.P.
70.72 - 30" G.I.P.
70.82 - 30" G.I.P.
70.83 - 30" G.I.P.
71.01 - 30" G.I.P.
71.12 - 4'x4' S.B.
71.19 - 4'x4' S.B.
71.28 - 24" G.I.P.
71.41 - 30" G.I.P.
71.71 - 30" G.I.P.
72.11 - 2'x2' S.B.
72.65 - 30" G.I.P.
72.8 - 4'x4' S.B.
73.00 - W.B.C.
72.29 - 30" G.I.P.
73.77 - 30" G.I.P.
74.63 - 30" G.I.P.
74.91 - 2'x2' S.B.
75.00 - 30" G.I.P.
75.19 - 2'x2' S.B.
66 - 3 5P.P.B.-40'
67 - 3 5P.P.B.-115'
68 - 1 5P.P.B.-50'
69 - 1 5P.P.B.-40'
O.H.B.
77.42 - 36" G.I.P.
70 - 1 5P.P.B.-40'
71 - 1 5P.P.B.-40'
72 - 5 5P.P.B.-66'
73 - 5 5P.P.B.-67'
78.23 - 24" G.I.P.
78.38 - 18" G.I.P.
78.39 - 48" S.B.
78.42 - 30" G.I.P.
78.49 - 30" G.I.P.
78.77 - 30" G.I.P.
78.96 - 36" G.I.P.
79.44 - 3'x3' S.B.
79.69 - 4'x4' S.B.

KILKENNY
POP. 174

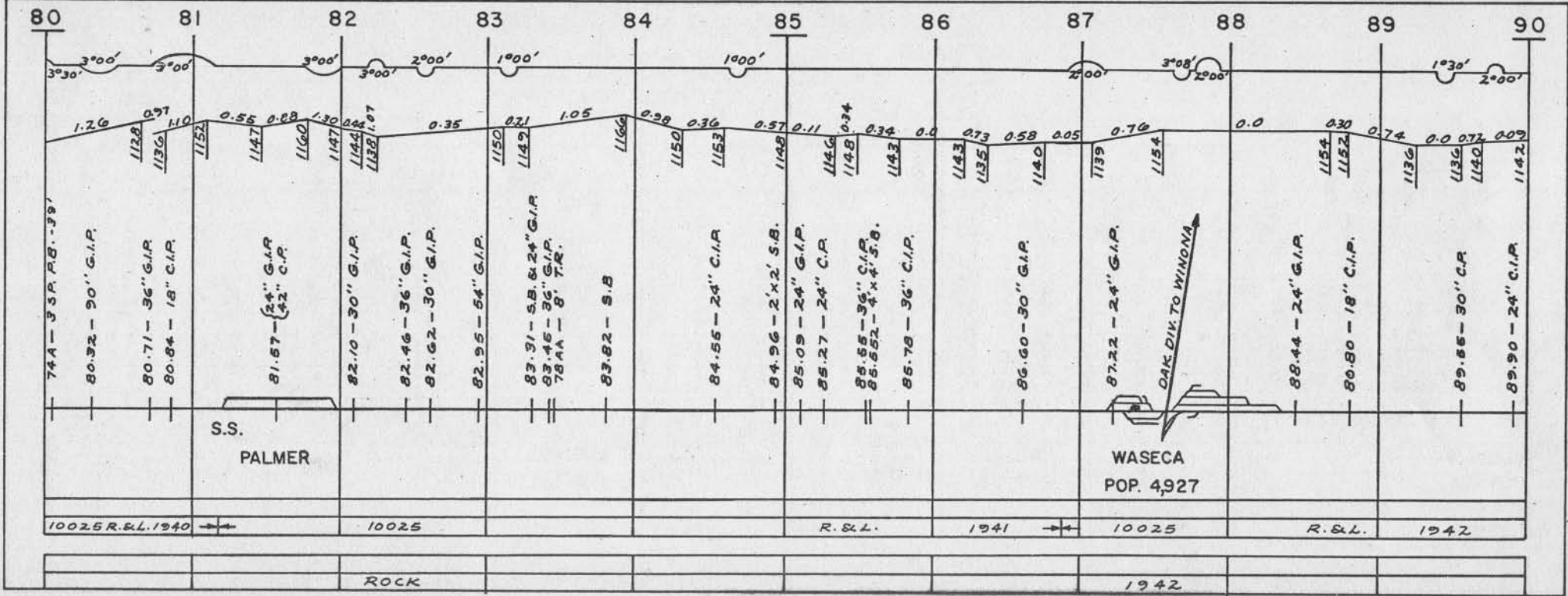
ROGERS
POP. 268

WATERVILLE
POP. 1,627

10025 R. & L. 1941 10025 R. & L. 1939 10025 R. & L. 1940

ROCK

1942



10025 R.&L. 1940

10025

R.&L.

1941

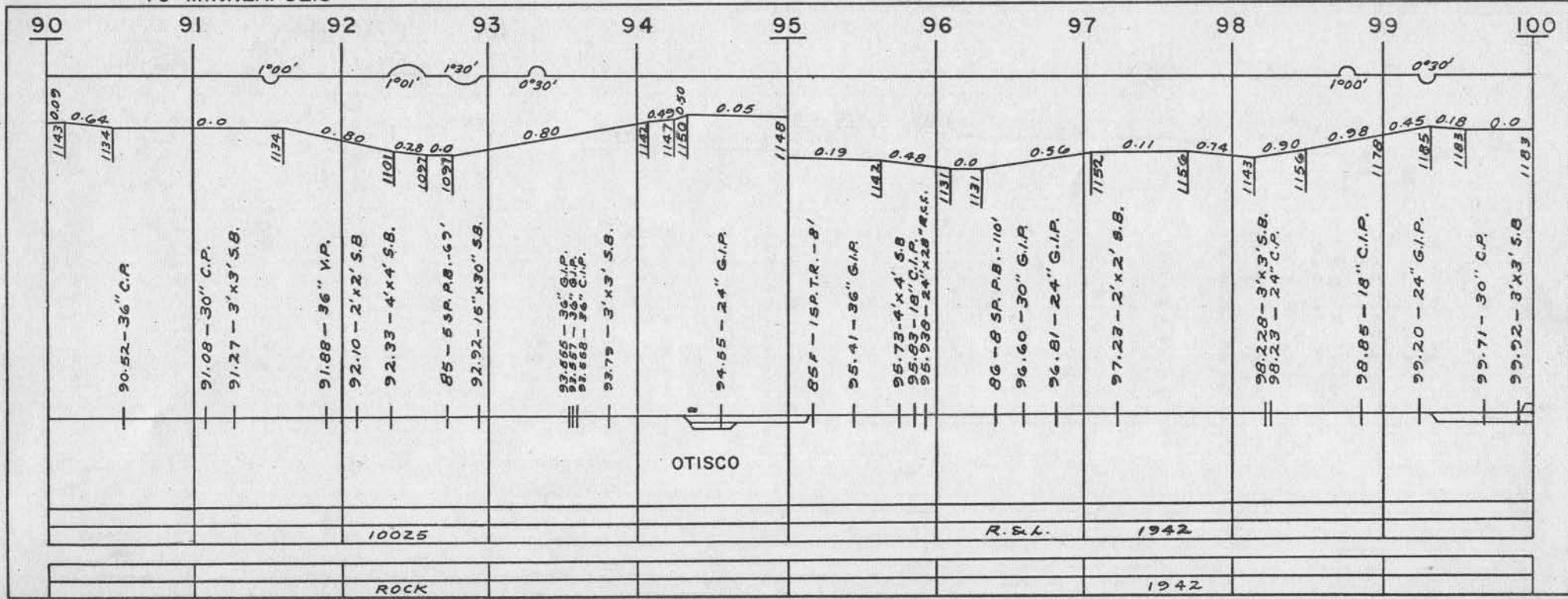
10025

R.&L.

1942

ROCK

1942



10025

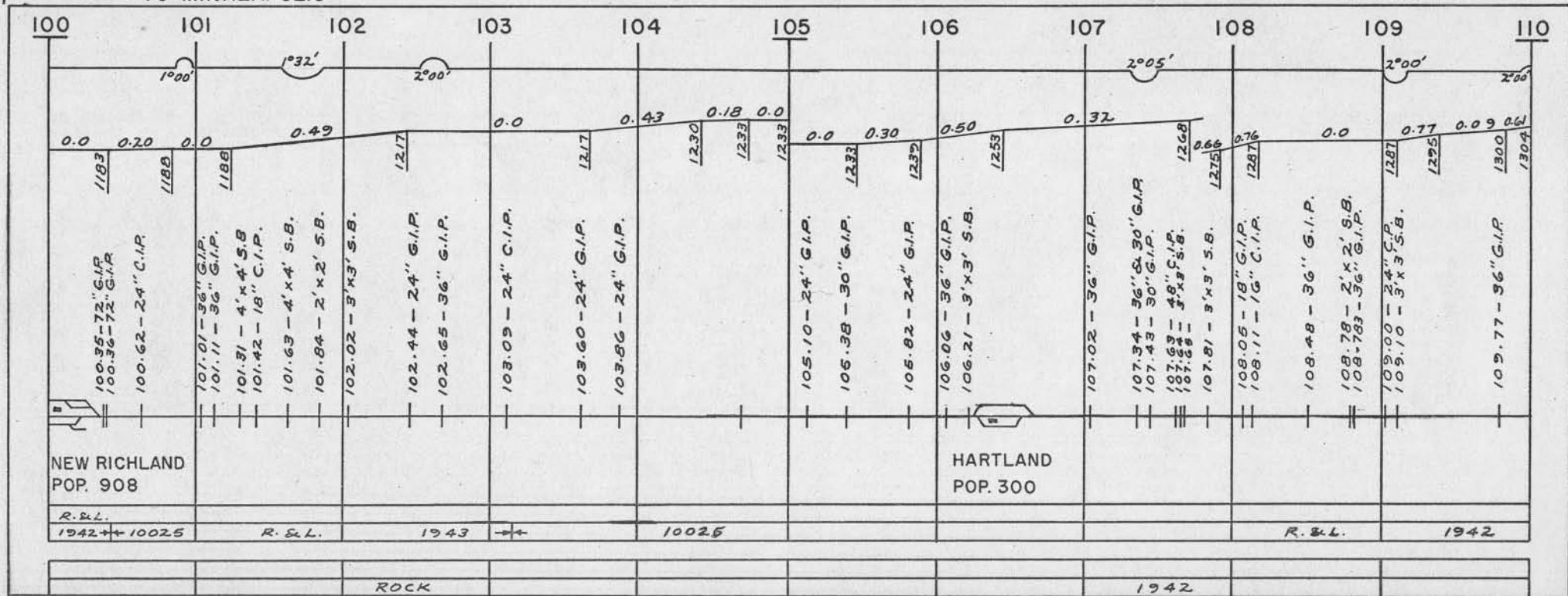
R. & L.

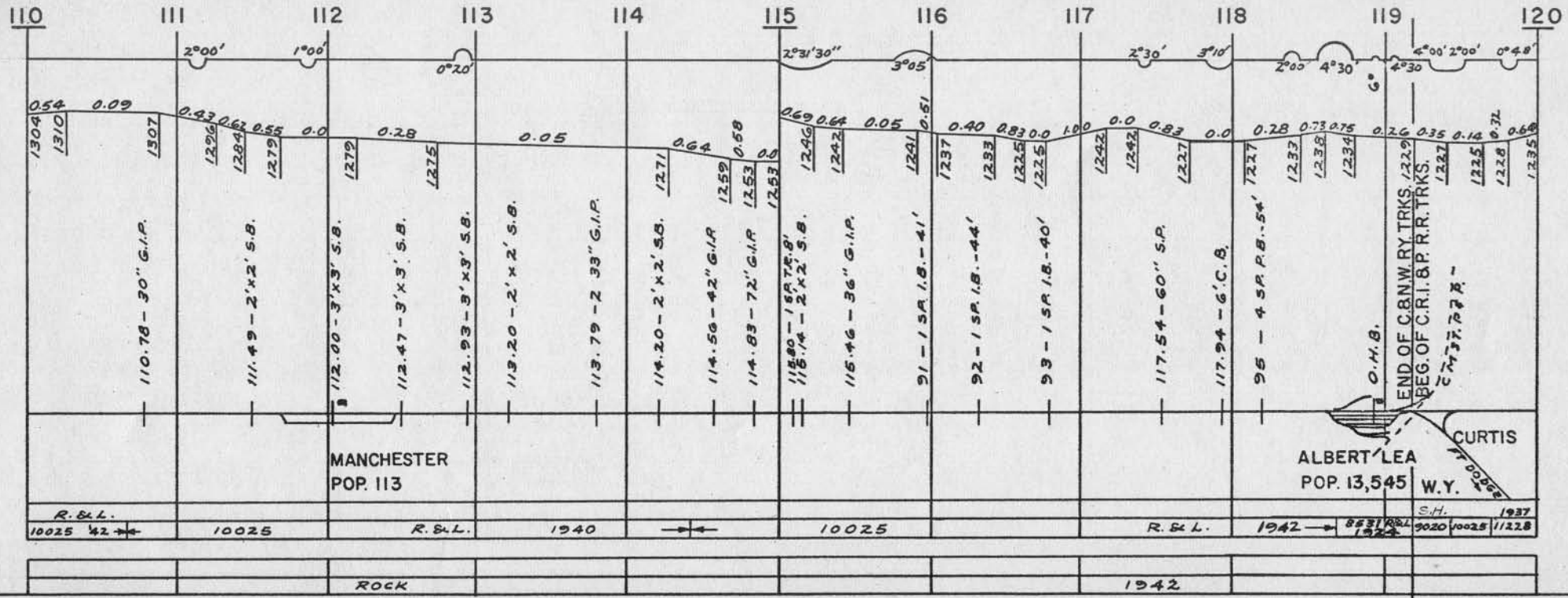
1942

ROCK

1942

OTISCO



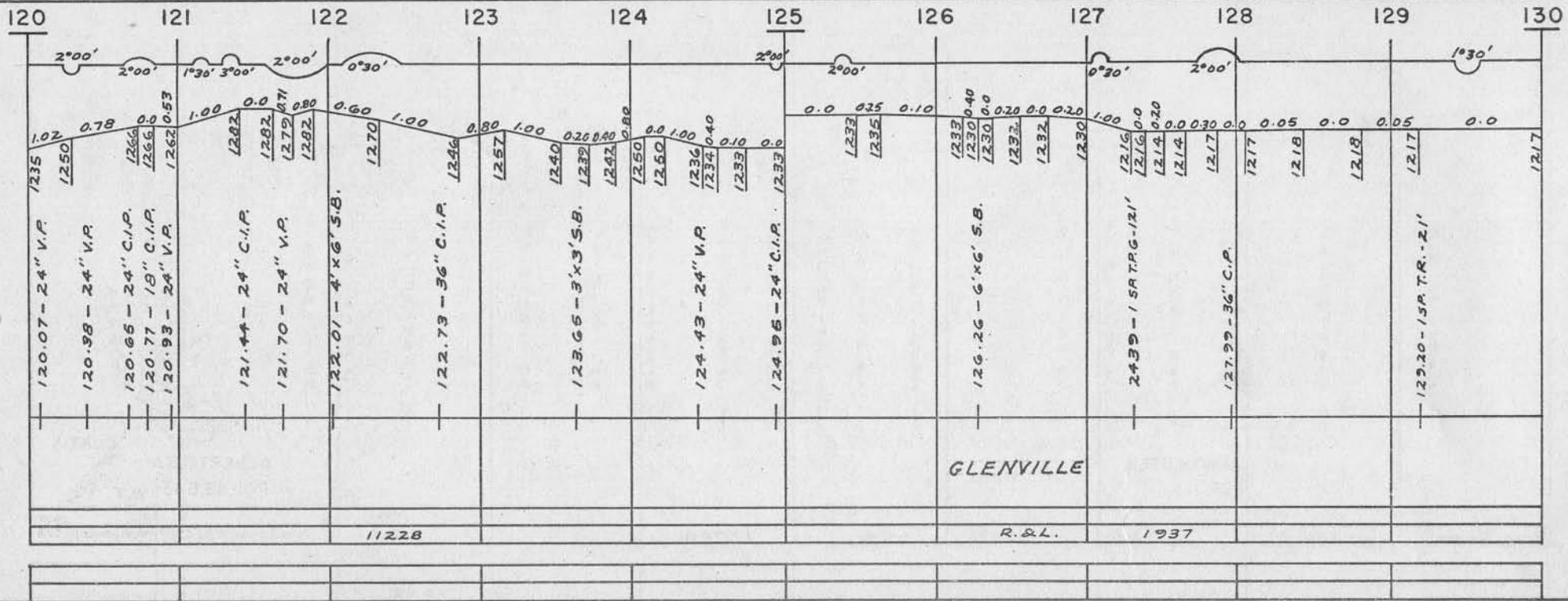


ALBERT LEA
POP. 13,545
W.Y.

R. & L.	10025	R. & L.	1940	10025	R. & L.	1942	8531 1924	S.H. 9020	1937 11228
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ROCK

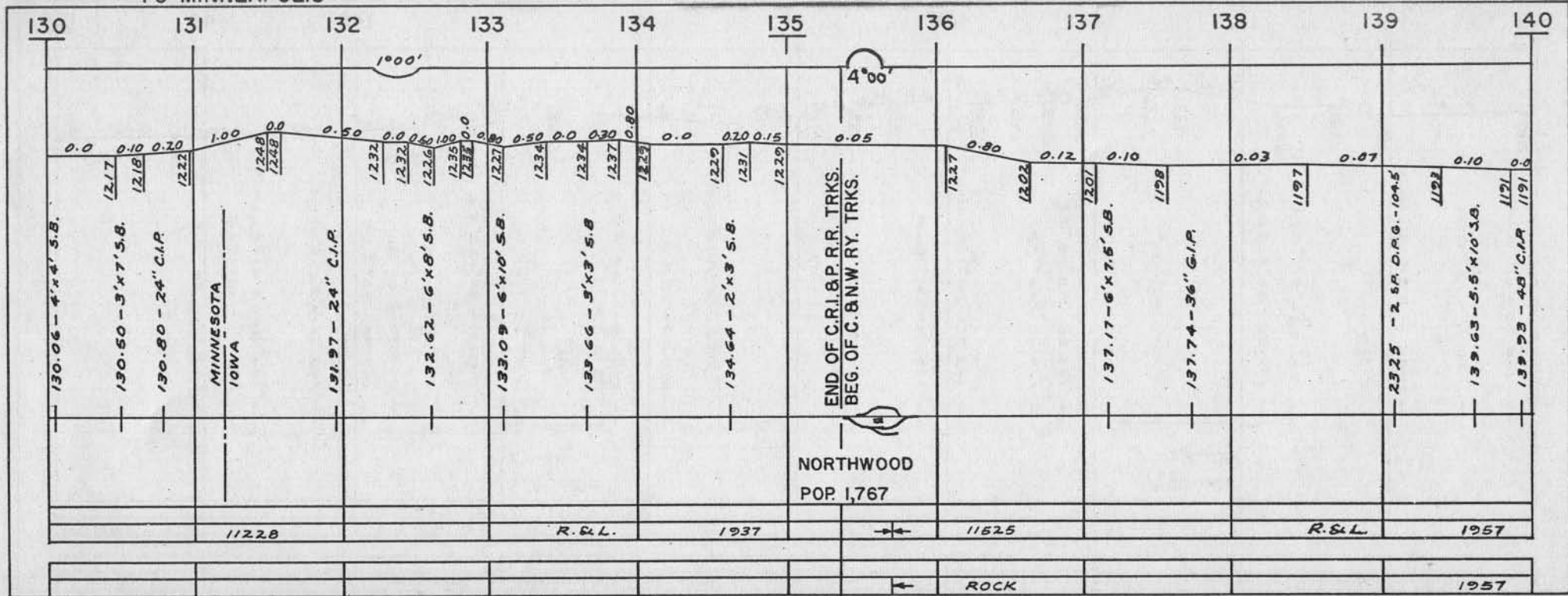
1942



← TO MINNEAPOLIS

TO PEORIA →

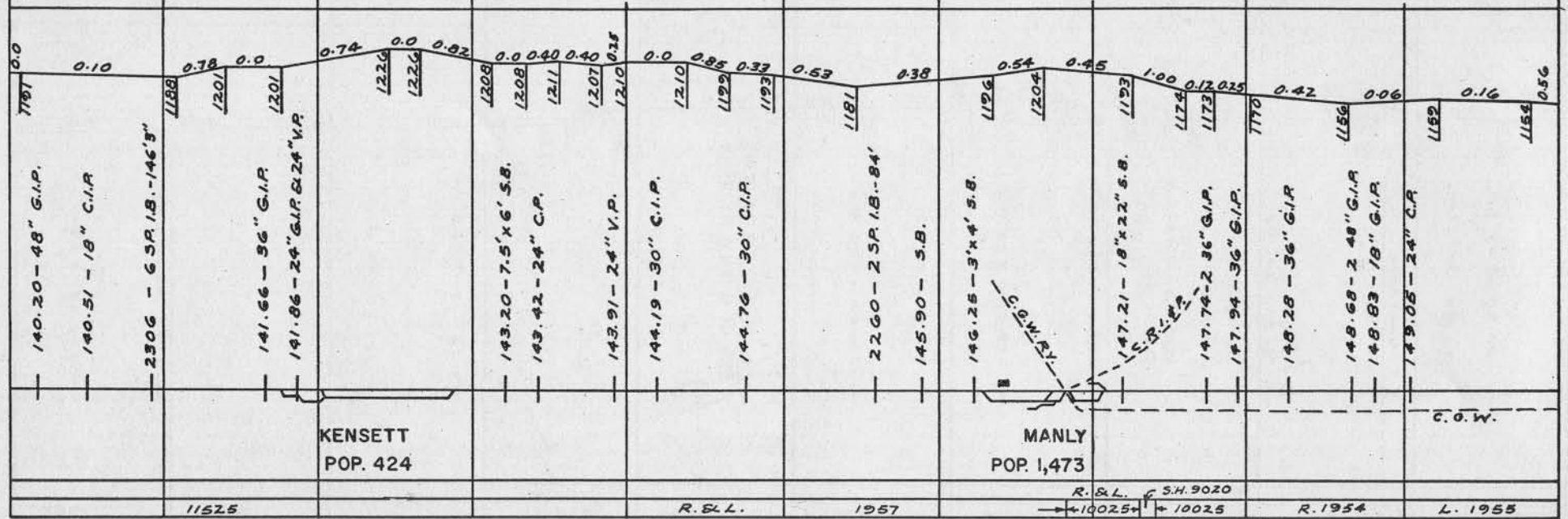
17



C. & N.W. RY. OPERATES OVER C.R.I. & P. R.R.

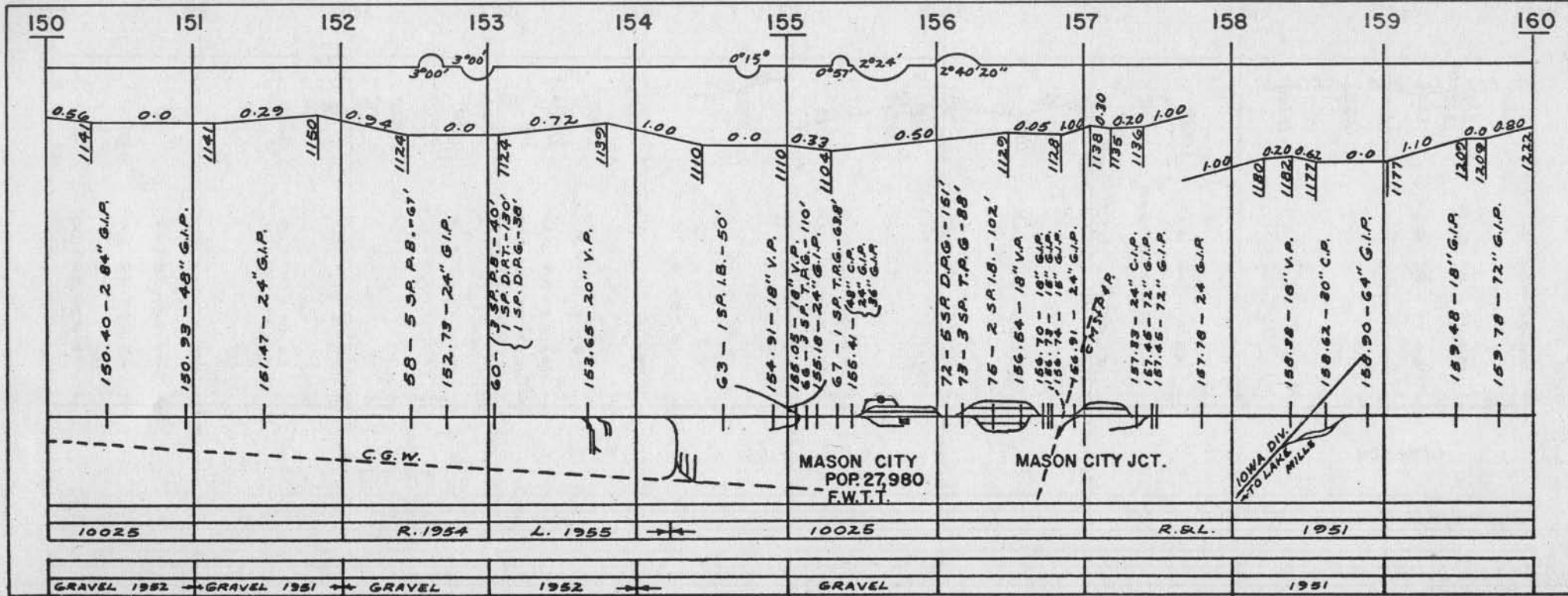
C.R.I. & P. R.R. OPERATES OVER C. & N. W. RY.

140 141 142 143 144 145 146 147 148 149 150

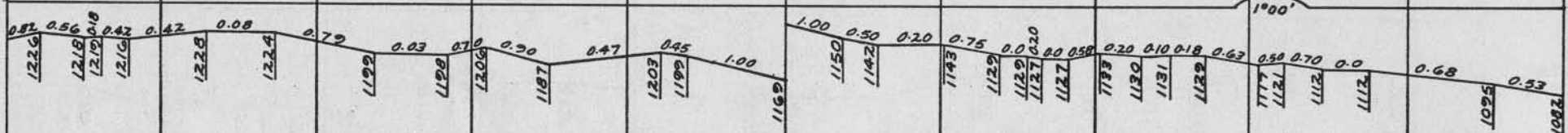


C. R. I. & P. R. R. OPERATES OVER C. & N. W. RY.





160 161 162 163 164 165 166 167 168 169 170



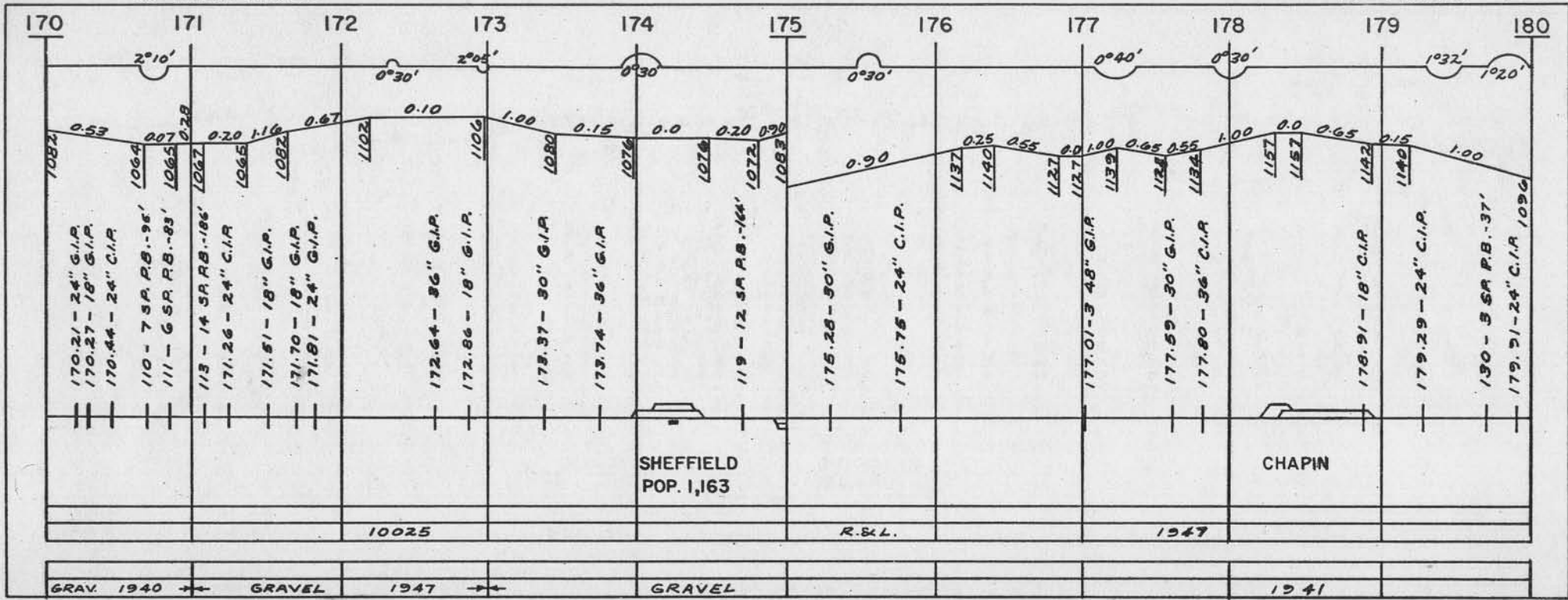
160.05 - 84" G.I.P.
 160.48 - 24" C.I.P.
 160.77 - 36" G.I.P.
 162.41 - 24" G.I.P.
 162.64 - 3 48" G.I.P.
 162.93 - 48" G.I.P.
 163.53 - 60" G.I.P.
 163.97 - 18" C.I.P.
 164.67 - 18" C.I.P.
 164.83 - 18" C.I.P.
 165.79 - 36" G.I.P.
 166.06 - 18" V.P.
 99 - 8 5R K.B. - 103'
 166.65 - 24" G.I.P.
 166.83 - 48" G.I.P.
 167.29 - 30" G.I.P.
 168.06 - 48" G.I.P.
 168.44 - 18" C.I.P.
 169.28 - 18" V.P.
 169.50 - 36" C.I.P.
 169.82 - 24" C.I.P.

CAMERON

ROCKWELL
POP. 753

10025 R.L. 57
 10025
 R.&L.
 1950
 10025
 R.&L. 1949
 R.R. 1947
 10025

GRAVEL 1940
 GRAVEL 1950
 GRAVEL 1950
 GRAVEL 1949
 GRAVEL 1940



SHEFFIELD
POP. 1,163

CHAPIN

10025

R.&L.

1947

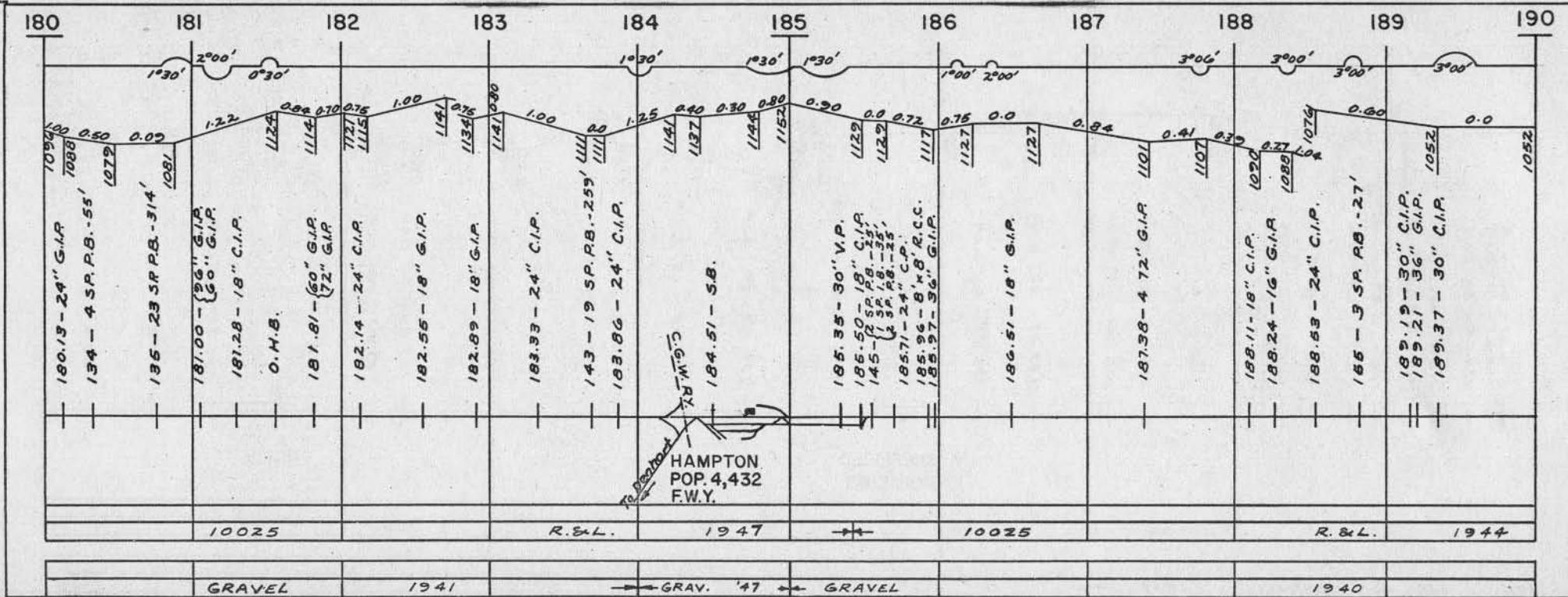
GRAV. 1940

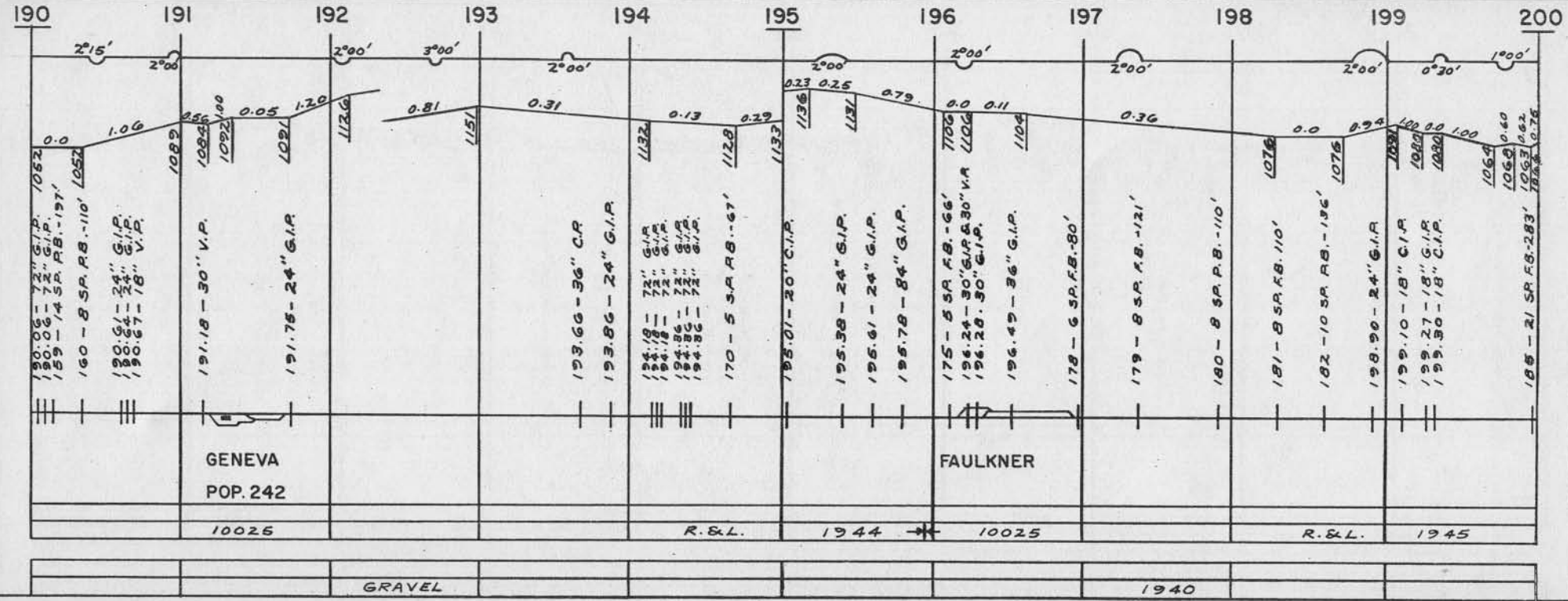
GRAVEL

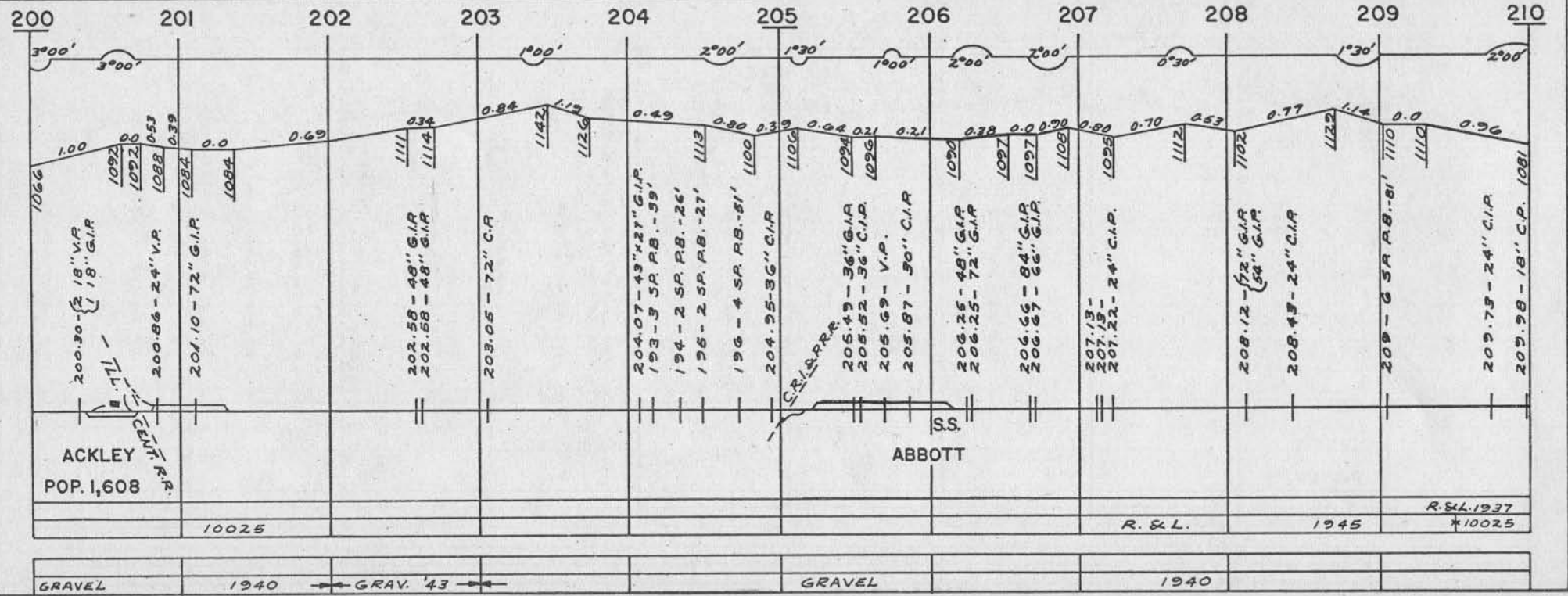
1947

GRAVEL

1941







ACKLEY
POP. 1,608

ABBOTT

10025

R. & L.

1945

R. & L. 1937

*10025

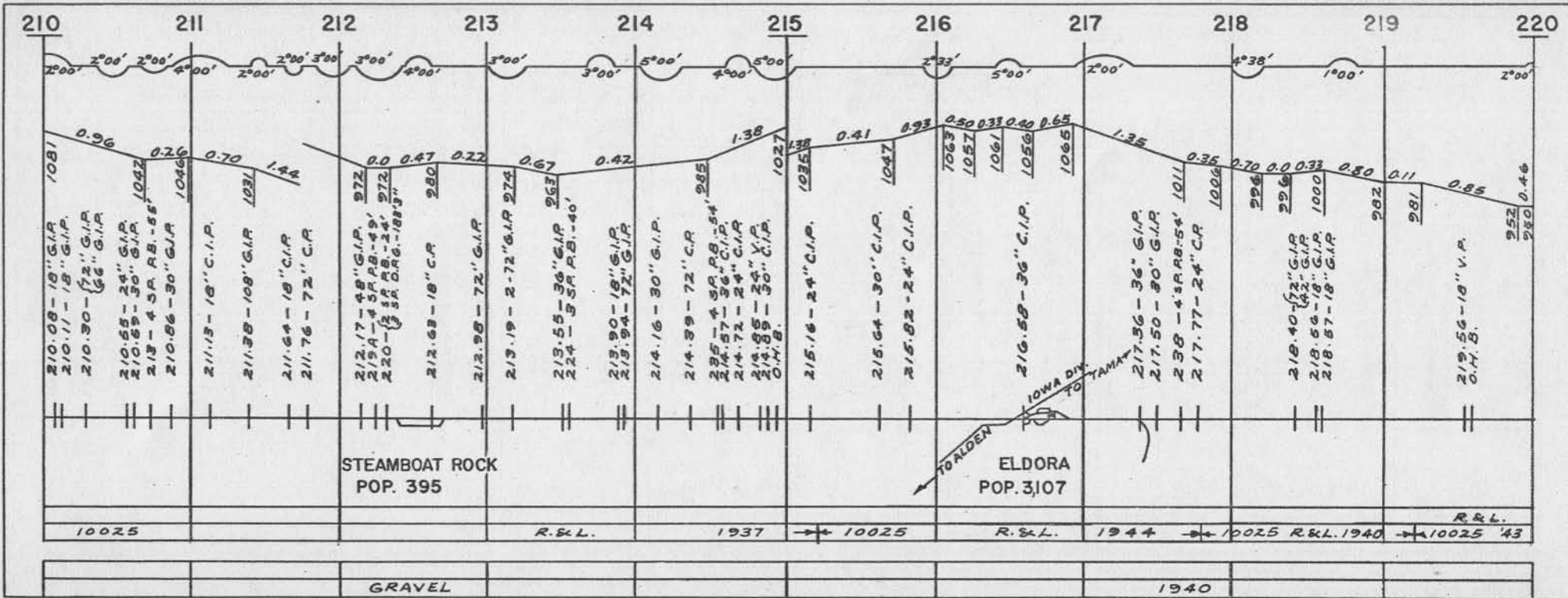
GRAVEL

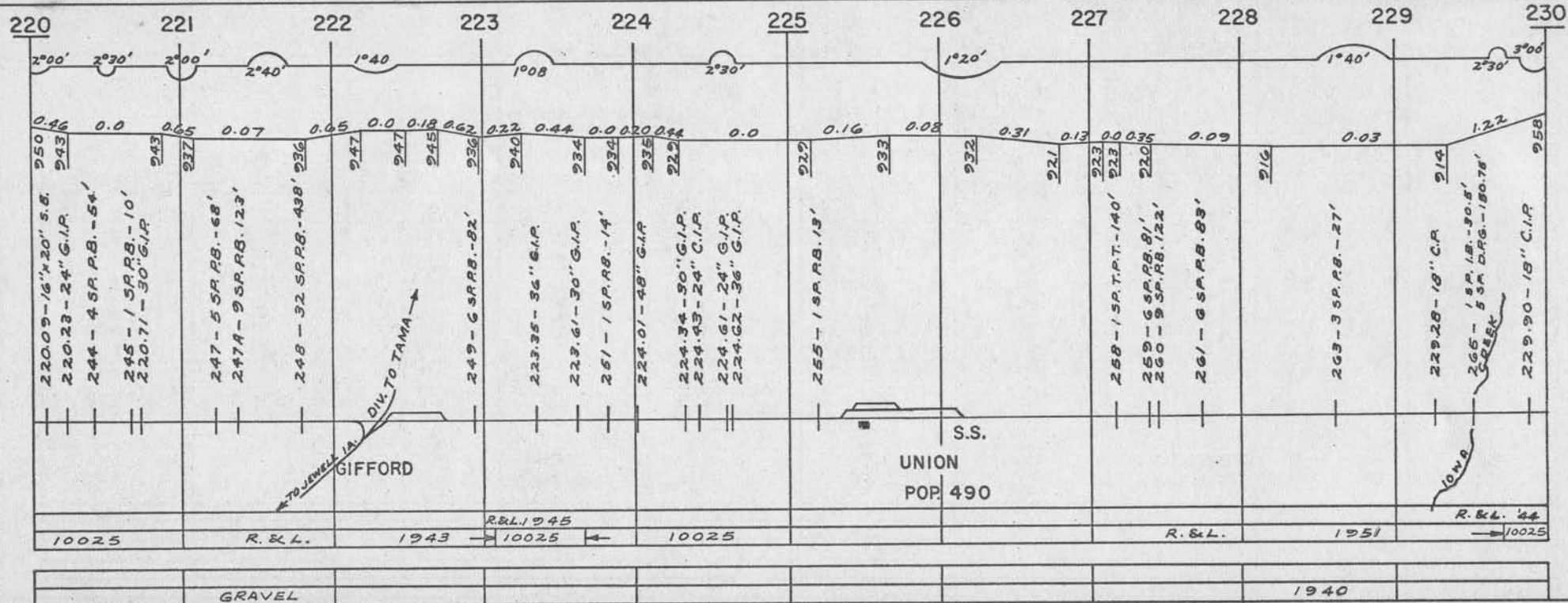
1940

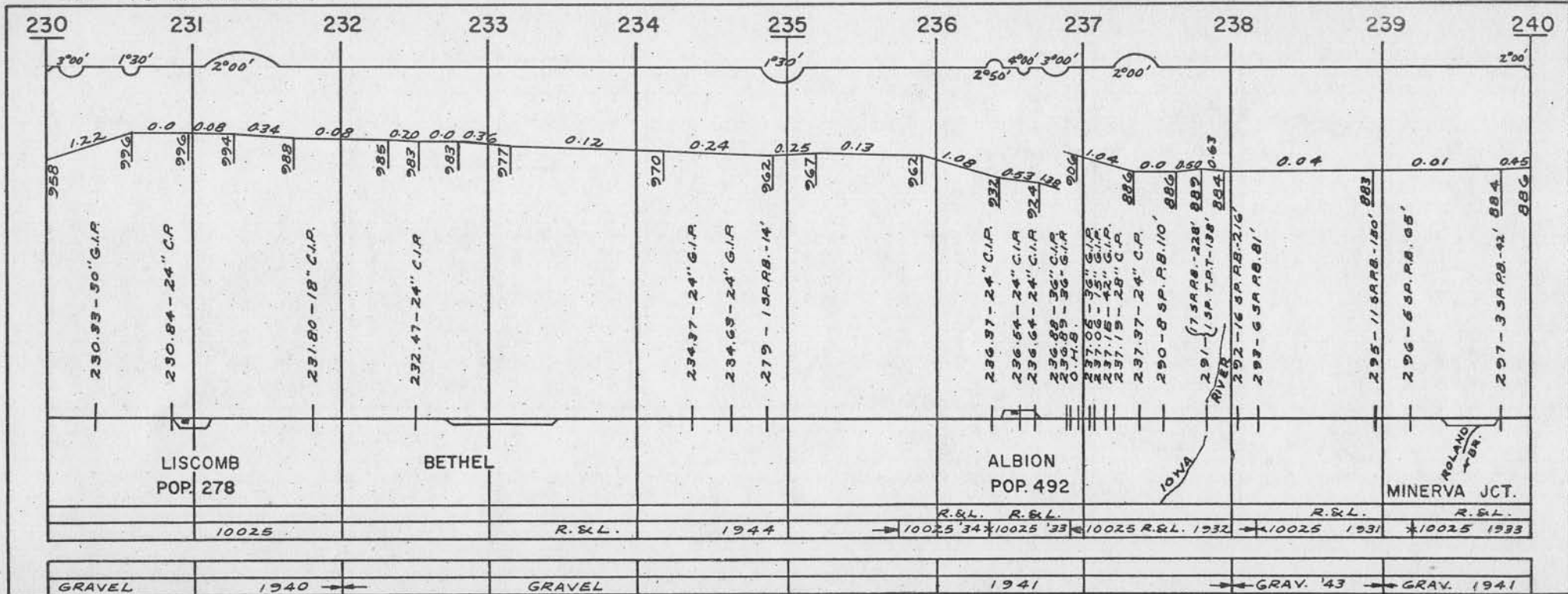
← GRAY. '43 →

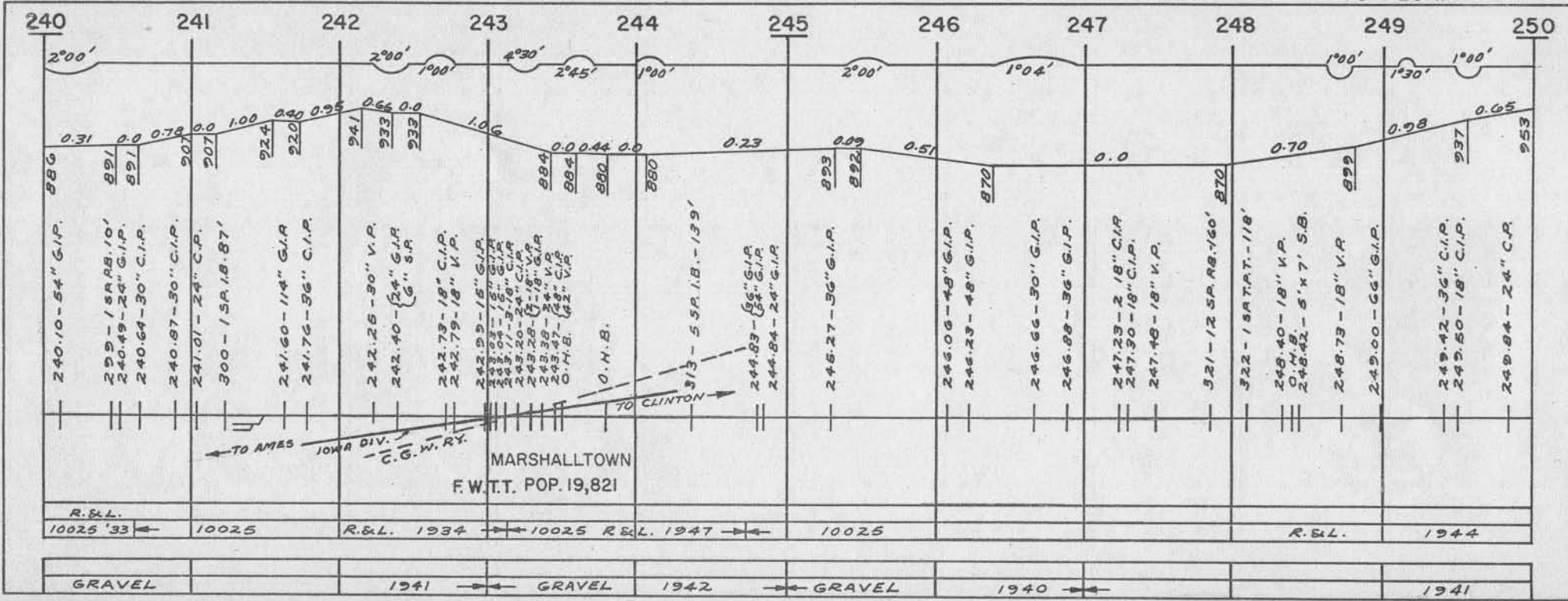
GRAVEL

1940

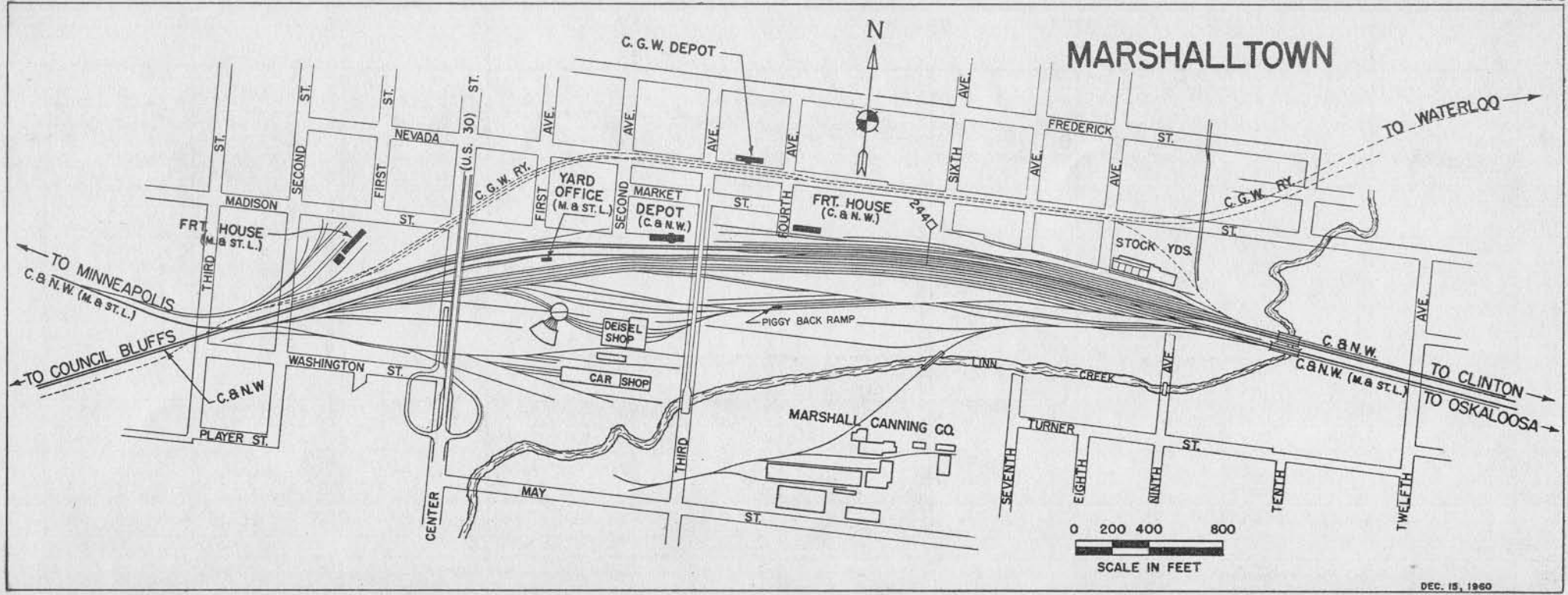


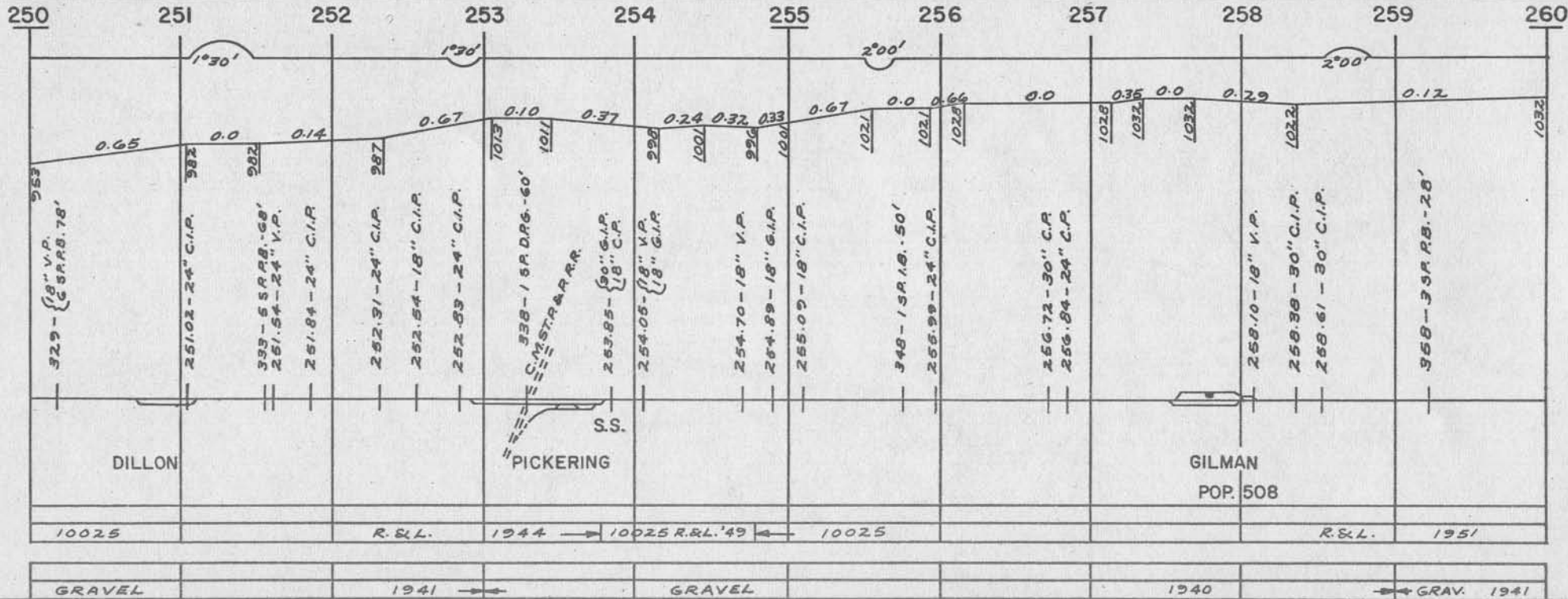


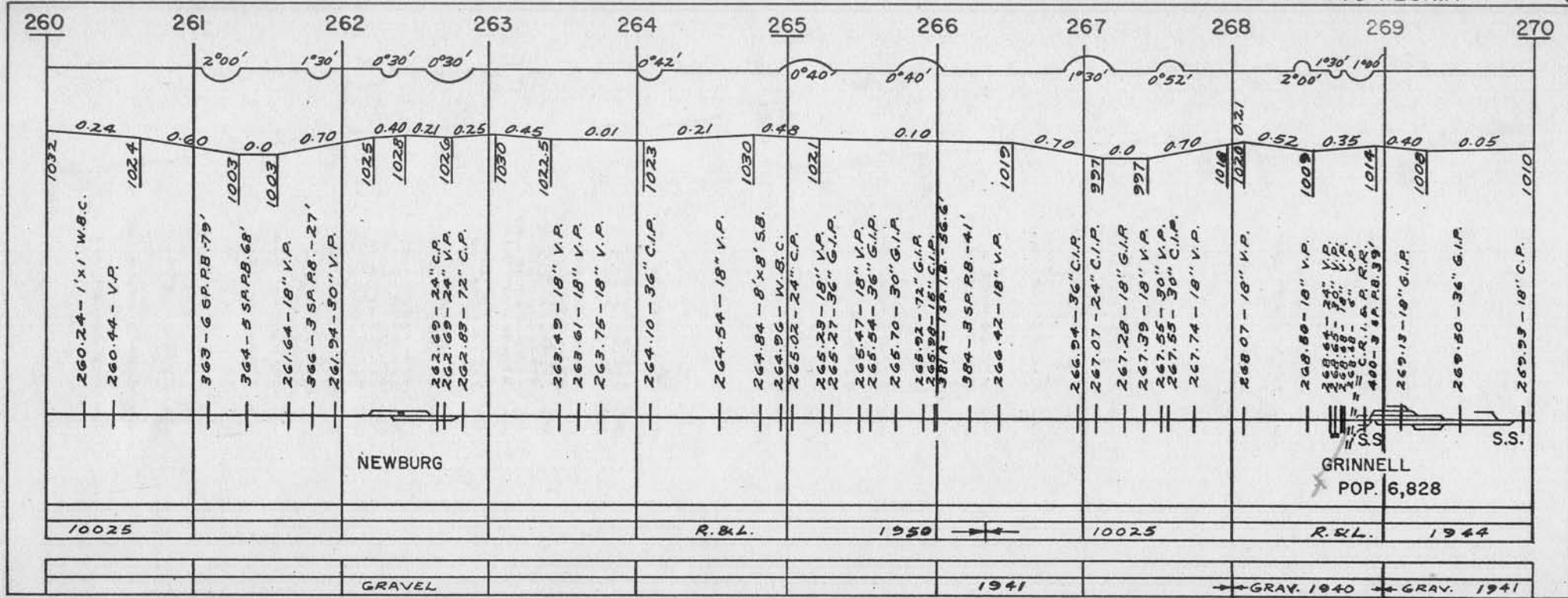




MARSHALLTOWN







10025

R.&L.

1950

10025

R.&L.

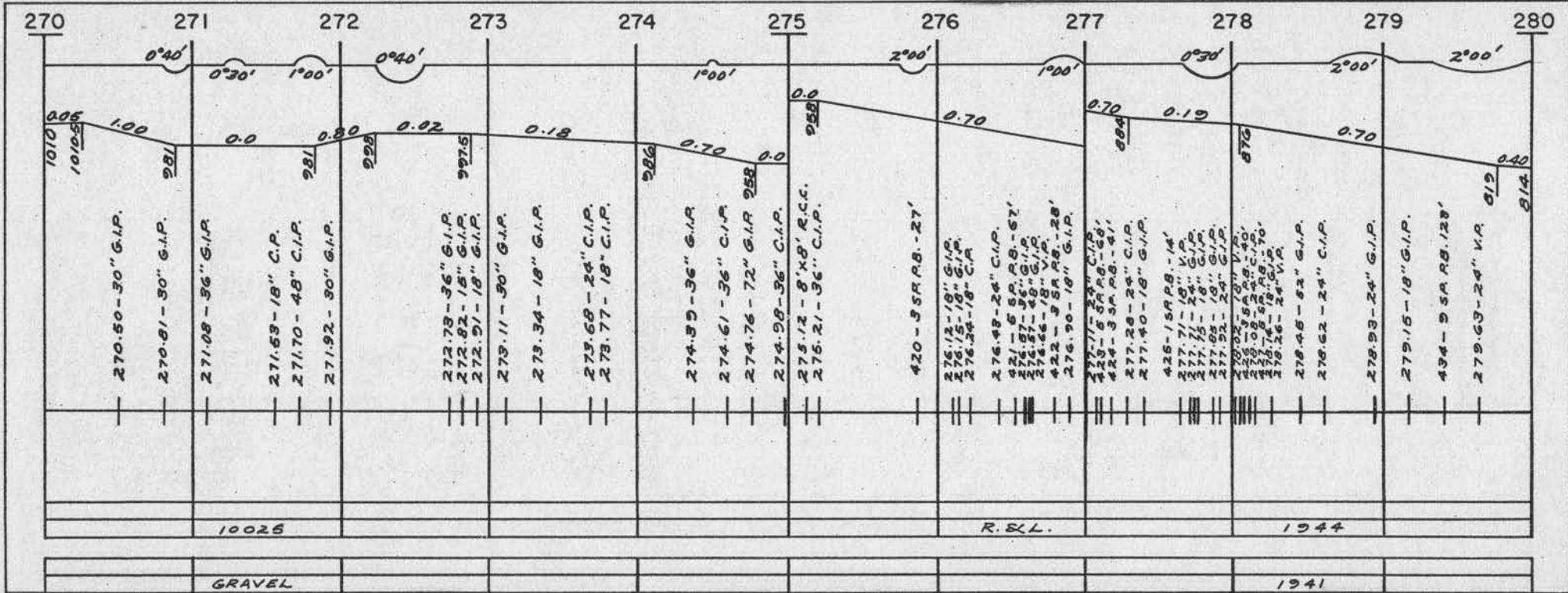
1944

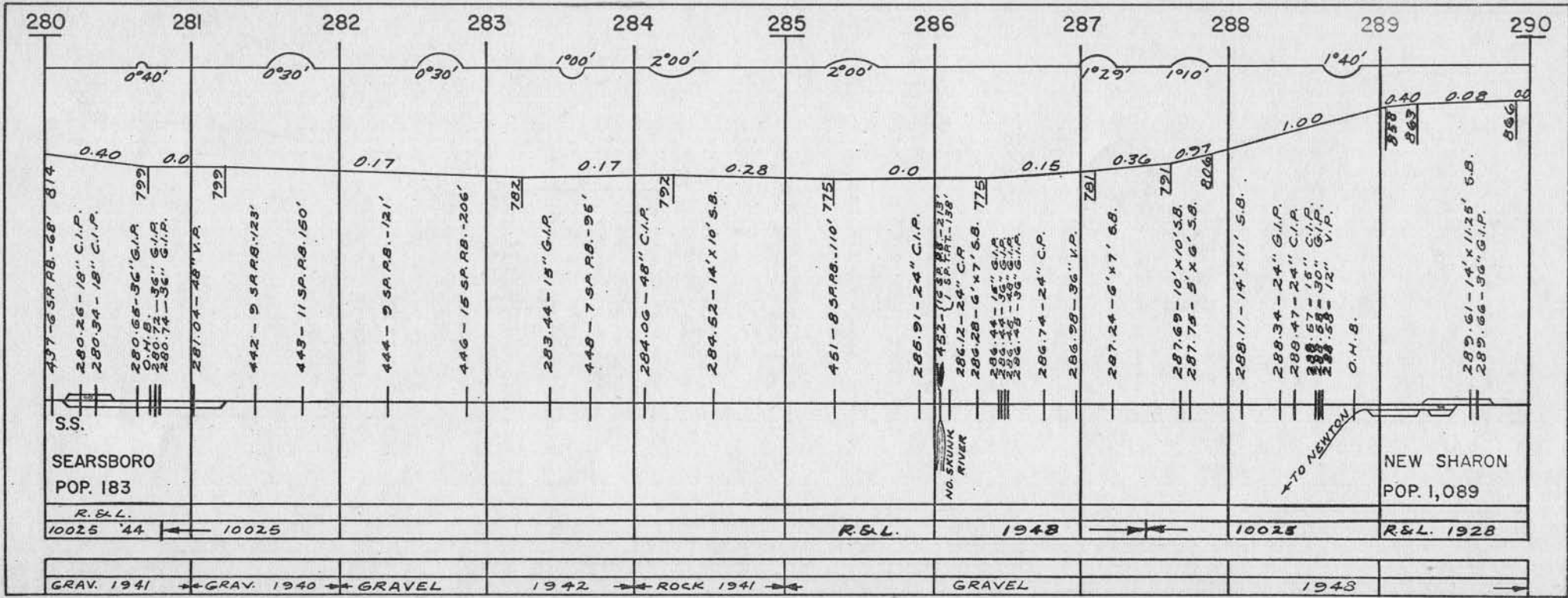
GRAVEL

1941

→ GRAY. 1940

→ GRAY. 1941



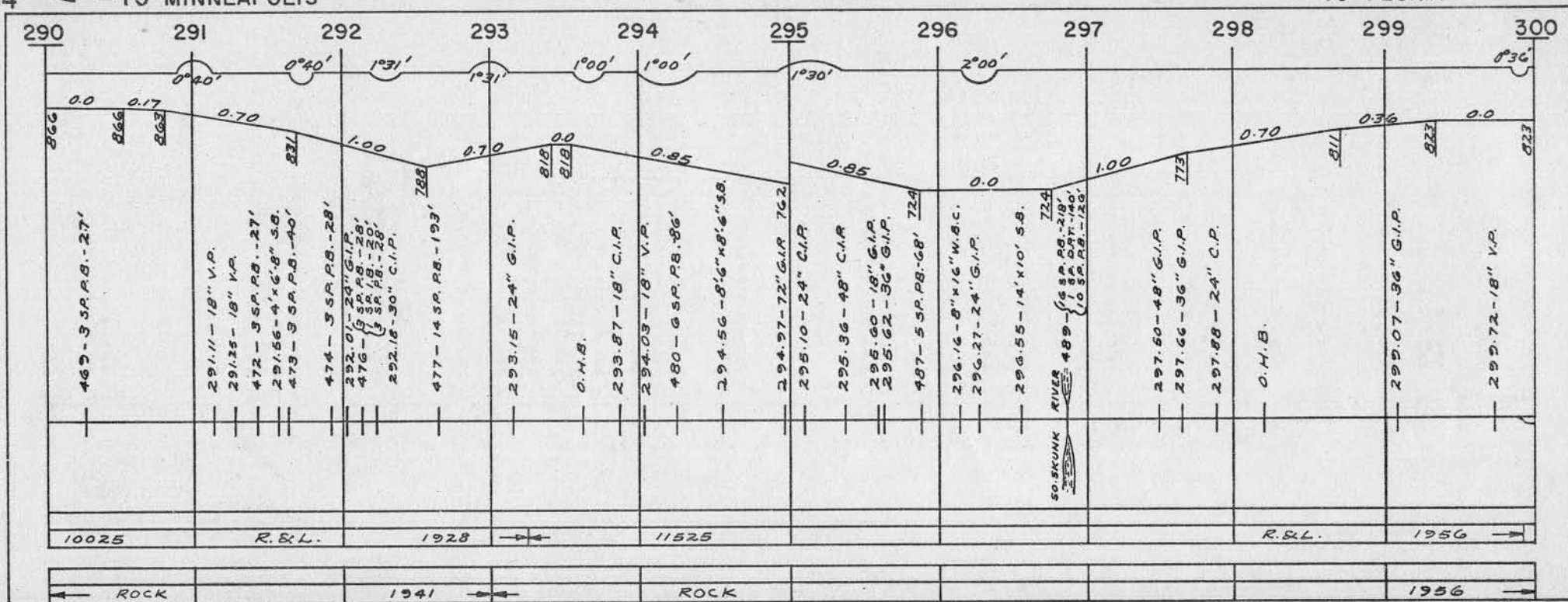


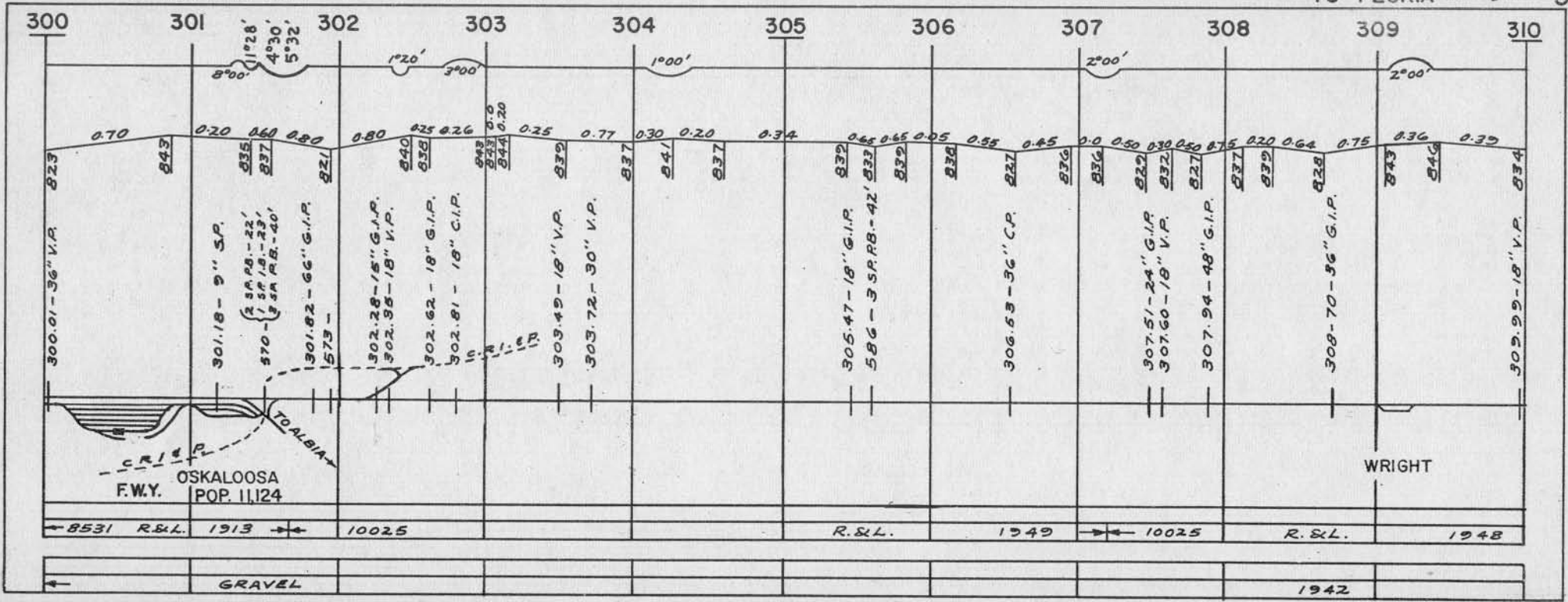
S.S.
SEARSBORO
POP. 183
R. & L.
10025 '44 ← 10025

NO. SKUNK RIVER
R. & L.
1948 → ←

TO NEWTON
NEW SHARON
POP. 1,089
R. & L. 1928

GRAV. 1941 → ← GRAY. 1940 → ← GRAVEL 1942 → ← ROCK 1941 → ← GRAVEL 1948 → ←





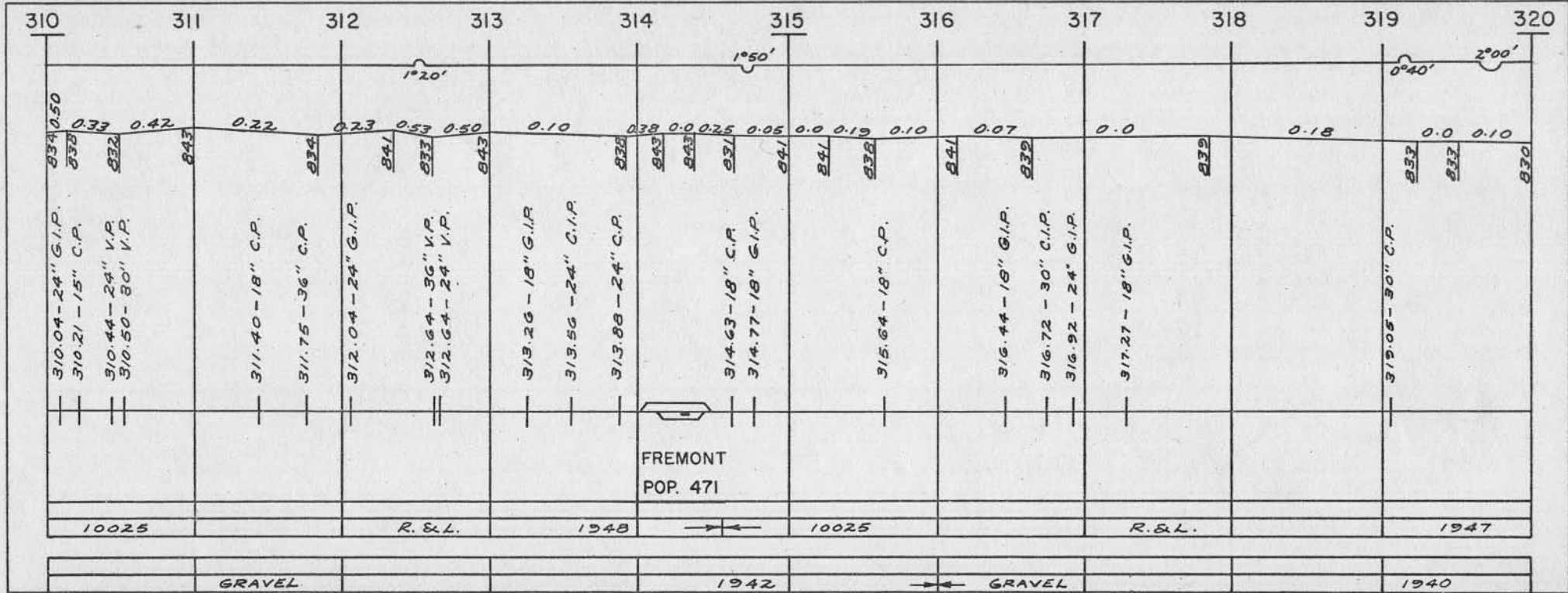
CRISP
 OSKALOOSA
 F.W.Y. POP. 11,124

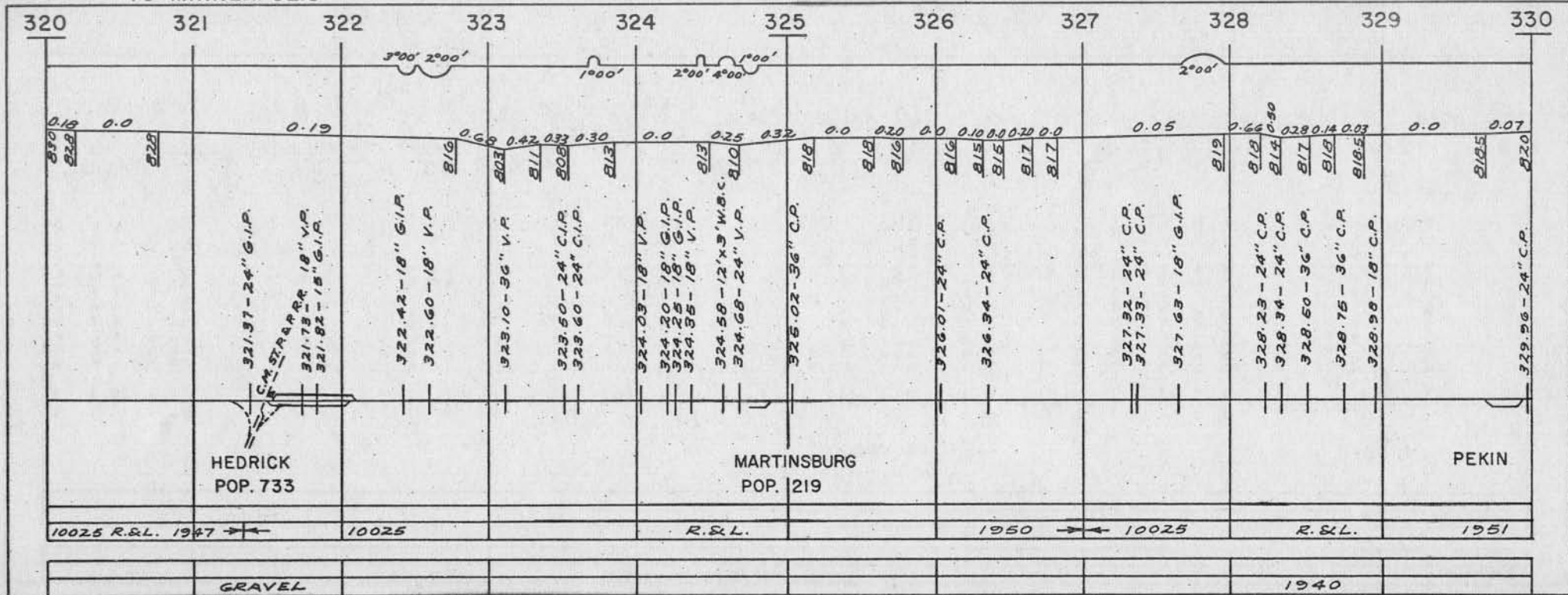
WRIGHT

8531 R.&L. 1913 10025 R.&L. 1949 10025 R.&L. 1948

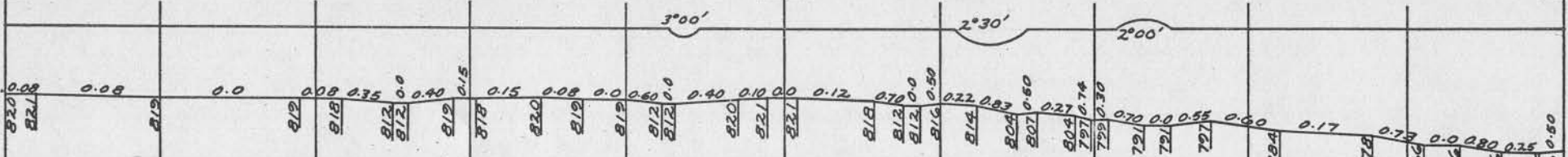
GRAVEL

1942





330 331 332 333 334 335 336 337 338 339 340



330.65 - 24" C.P.

C.M. & P. R.R.
331.09 - 24" C.P.

331.67 - 24" C.P.

332.06 - 24" C.P.

332.23 - 24" C.P.

332.48 - 36" C.P.

332.68 - 36" C.P.

332.79 - 24" C.P.

333.03 - 24" C.P.

333.23 - 24" C.P.

333.65 - 24" C.P.

333.78 - 24" C.P.

334.20 - 24" G.I.P.

334.24 - 48" C.P.

334.34 - 5'x4' R.C.C.

334.63 - 36" C.P.

335.73 - 36" C.P.

335.83 - 36" C.P.

336.23 - 24" C.P.

336.42 - 48" C.P.

336.55 - 18" C.P.

336.97 - 24" C.P.

337.27 - 24" C.P.

337.40 - 24" C.P.

337.54 - 24" C.P.

338.14 - 24" C.P.

338.27 - 24" G.I.P.

339.04 - 36" C.P.

339.11 - 36" C.P.

339.27 - 24" C.P.

339.62 - 72" C.P.

339.66 - 36" C.P.

65.90 - 65'x8'-83' 757

LINBY

PACKWOOD
POP. 211

10025

R.&L. 1951

10025

R.&L.

1945

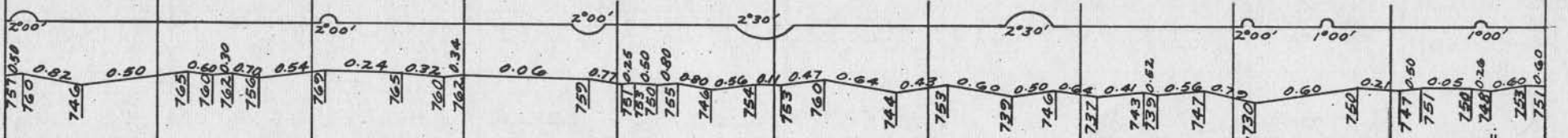
GRAVEL

1940

GRAVEL

1942

340 341 342 343 344 345 346 347 348 349 350



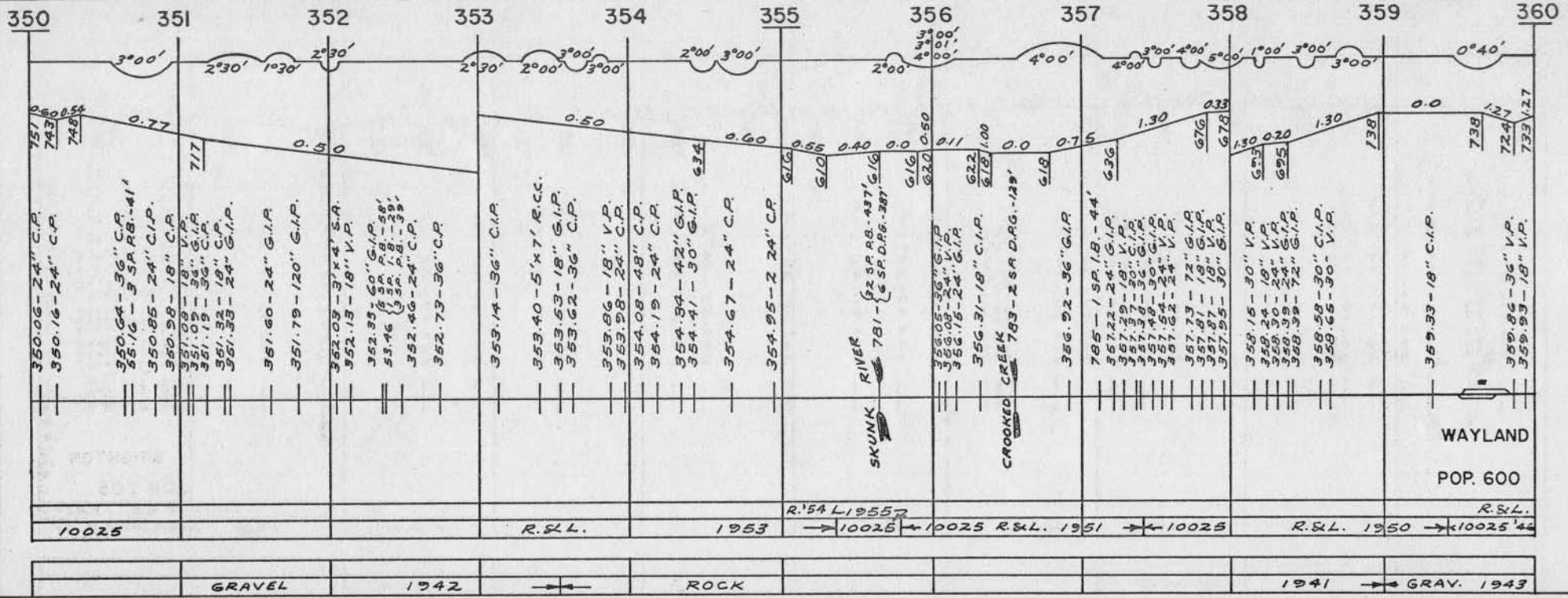
340.50-18" C.P.
 340.48-72" G.I.P.
 340.48-72" G.I.P.
 340.03-45R.R.B.-54'
 340.96-24" C.P.
 341.10-24" C.P.
 341.15-24" C.P.
 341.34-24" C.P.
 341.42-24" C.P.
 341.66-60" C.P.
 341.70-18" V.P.
 342.48-24" C.P.
 342.69-24" C.P.
 342.89-24" C.P.
 342.90-24" C.P.
 343.09-24" C.P.
 343.26-24" C.P.
 343.65-15" V.P.
 343.66-18" C.P.
 343.74-24" C.P.
 344.08-36" G.I.P.
 344.32-24" V.P.
 344.61-48" C.I.R.
 345.08-36" C.P.
 345.59-36" C.P.
 345.80-48" C.P.
 346.59-36" C.P.
 346.72-24" C.P.
 347.15-36" C.P.
 347.48-24" C.P.
 57.63-15 SR.R.B.-206' 730'
 348.53-18" G.I.P.
 349.03-24" C.P. & 30" V.A.
 349.10-24" C.P. & 18" V.P.
 349.19-24" C.P. & 18" V.A.
 349.22-18" V.P.
 349.35-18" C.I.R.
 349.38-18" V.P.
 349.42-20" C.I.R. & 18" V.A.
 349.64-18" V.P.
 349.88-10" V.P. & 18" G.I.P.
 349.88-10" V.P. & 33' 2" W.B.C.
 349.66-18" C.P.

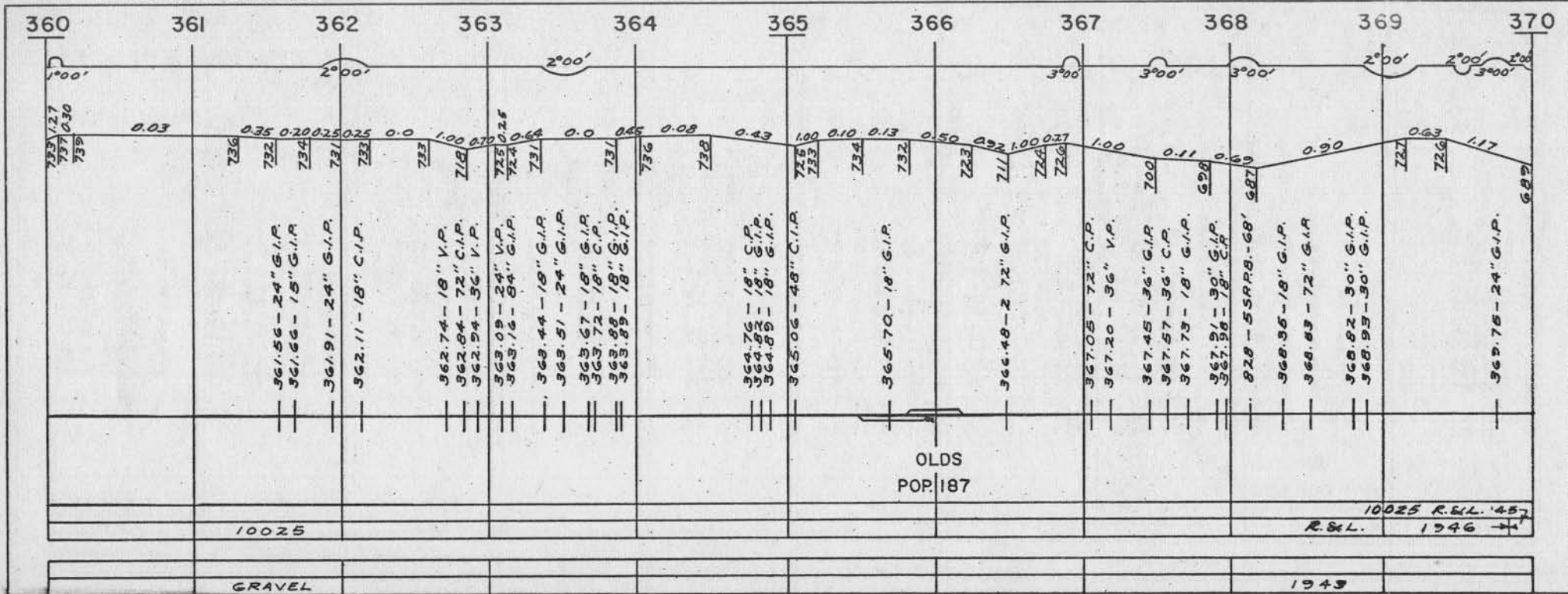
10025 R.&L. 1945 10026 R.&L. 1951
 BRIGHTON POP. 705
 10025 R.&L. 1953
 KUSA.10025-1960

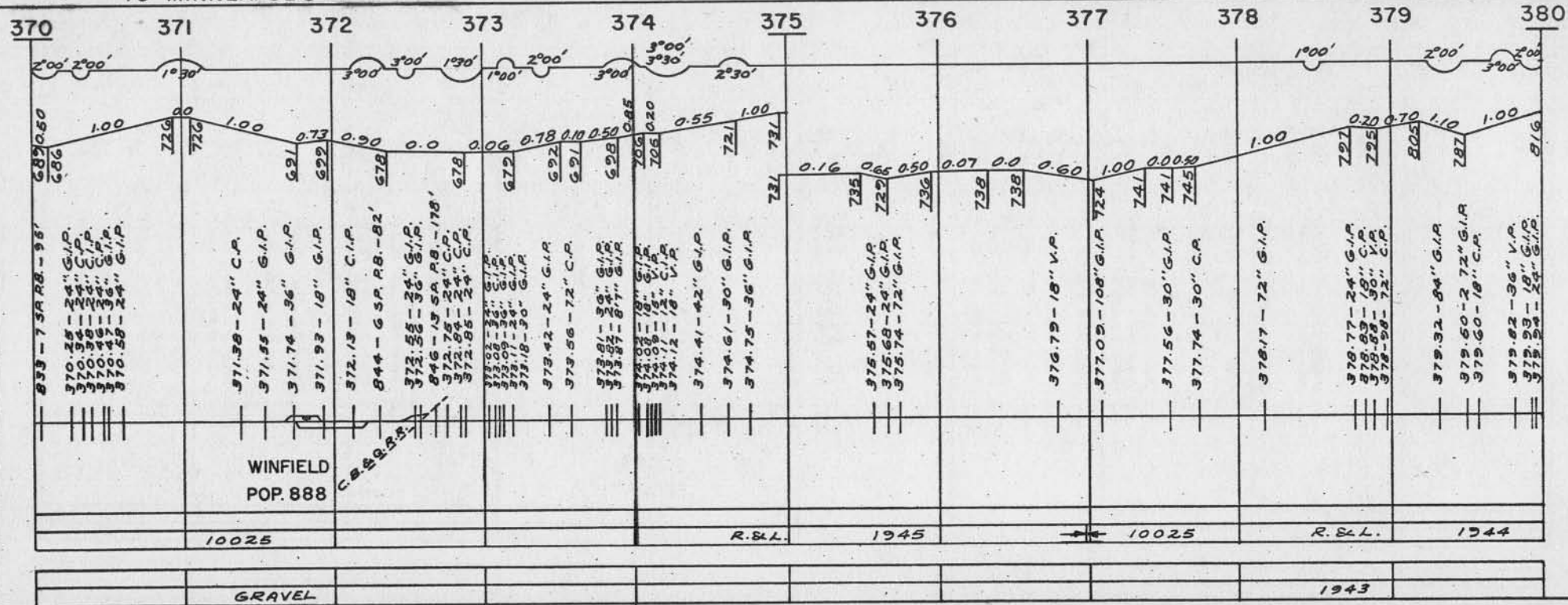
GRAVEL

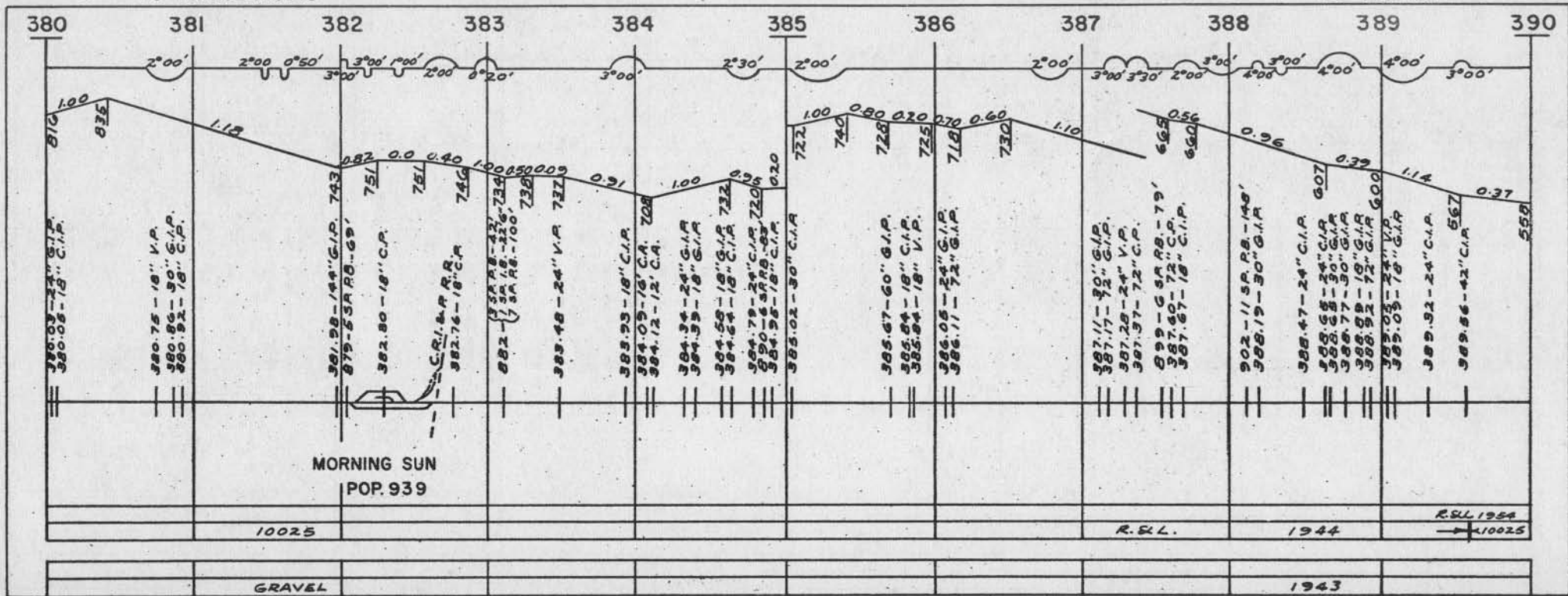
1942

GATHER









390 391 392 393 394 395 396 397 398 399 400

2°00' 0°30' 3°00' 3°50' 1°50' 1°30' 2°16' 2°20' 1°50' 3°00' 2°00' 2°00' 2°00' 0°30' 3°00' 3°00' 6°00' 6°00'

0.35 0.08 0.0 0.03 0.30 0.06 0.03 0.02 0.33 0.0 0.25 0.0 0.68 0.0 0.14

558 555 552 552 500 544 539 540 539 550 550 555 545 545 542

390.21-84" G.I.P. 917-14 S.P.R.B.-190' 918-6 S.P.R.B.-83' 391.12-12" V.P. 391.47-24" G.I.P. 552 500 544 394.09-18" V.P. 395.63-18" C.I.P. 925-1 S.P.R.B.-45' 539 540 539 550 550 555 545 545 392-1 S.P.T.P.T.-100' 545 399.90-18" V.P. 542

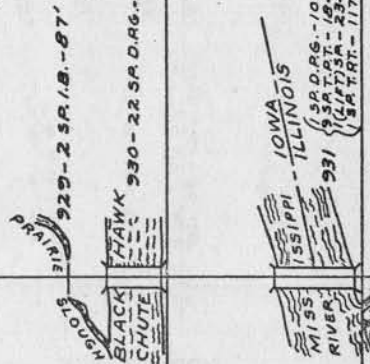


OAKVILLE POP. 360

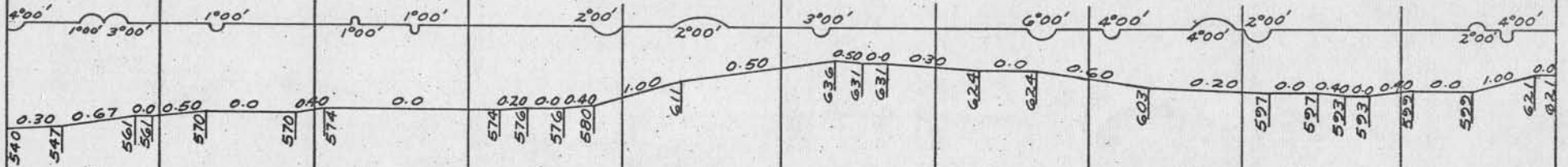
KEITHSBURG POP. 1,006

R.&L.'54 10026 10025 R.&L. 1953 10025 R.&L. 1952 10025 R.&L. 1943 10025 R.&L.'49

GRAVEL 1943 GRAVEL 1942 GRAV. 1942



400 401 402 403 404 405 406 407 408 409 410



337-35 P.B. - 39'

402.57 - 24" C.P.

402.82 - 30" G.I.P.

942-95 P.B. - 42'
404.37 - 80" C.I.P.

O.H.B.

405.58 - 42" G.I.P.

405.82 - 20" C.I.P.

405.89 - 18" C.I.P.

406.08 - 30" G.I.P.

406.09 - 30" C.P.

406.33 - 66" G.I.P.

406.58 - 18" V.P.

406.79 - 24" C.I.P.

406.86 - 18" V.P.

407.06 - 18" V.P.

407.24 - 48" G.I.P.

407.36 - 48" G.I.P.

407.36 - 30" G.I.P.

407.38 - 24" G.I.P.

407.50 - 24" G.I.P.

407.64 - 30" G.I.P.

407.75 - 36" G.I.P.

407.89 - 30" G.I.P.

407.97 - 24" G.I.P.

407.97 - 18" G.I.P.

408.20 - 18" V.P.

960 - 12 SP.P.B. - 163'

408.83 - 72" G.I.P.

408.83 - 72" G.I.P.

408.94 - 18" V.P.

409.37 - 12" V.P.

409.39 - 66" G.I.P.

O.H.B.

SEATON
POP. 285

10025

R.&L.

1949

10025

R.&L.

1948

GRAVEL

1942

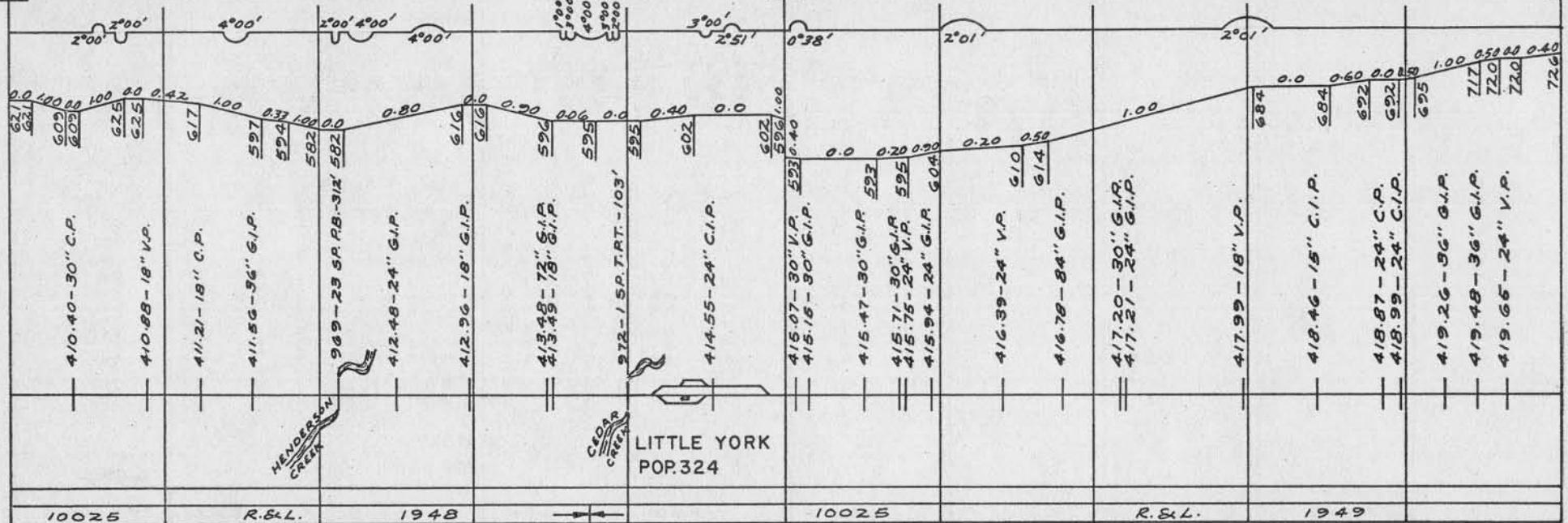
GRAVEL

1940

GRAVEL

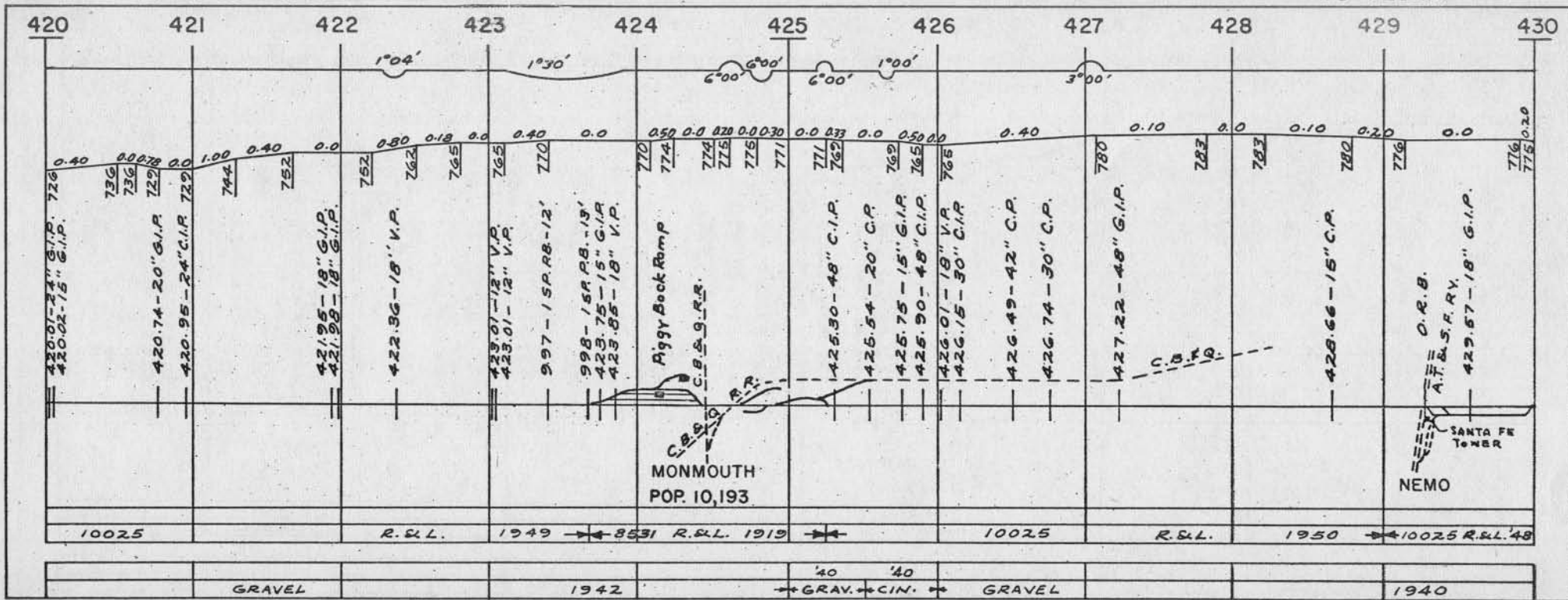
1942

410 411 412 413 414 415 416 417 418 419 420

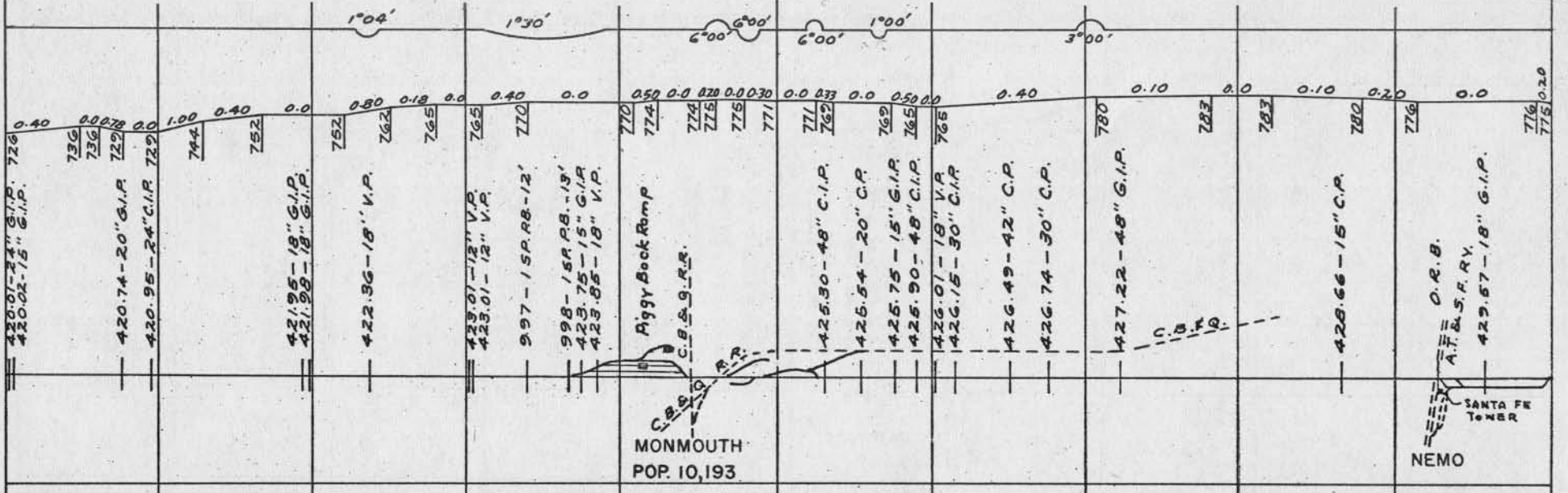


10025 R.&L. 1948 10025 R.&L. 1949

GRAVEL 1940 GRAVEL 1942 GRAVEL 1940 GRAY. 1942

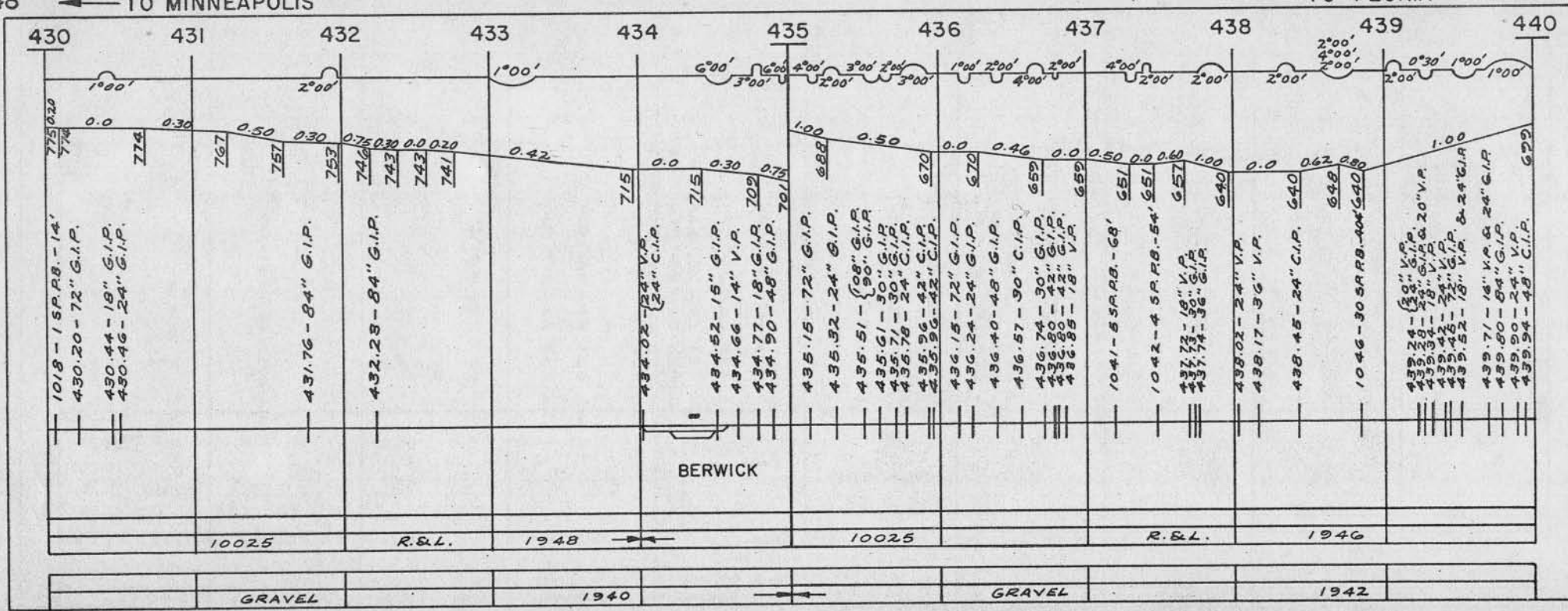


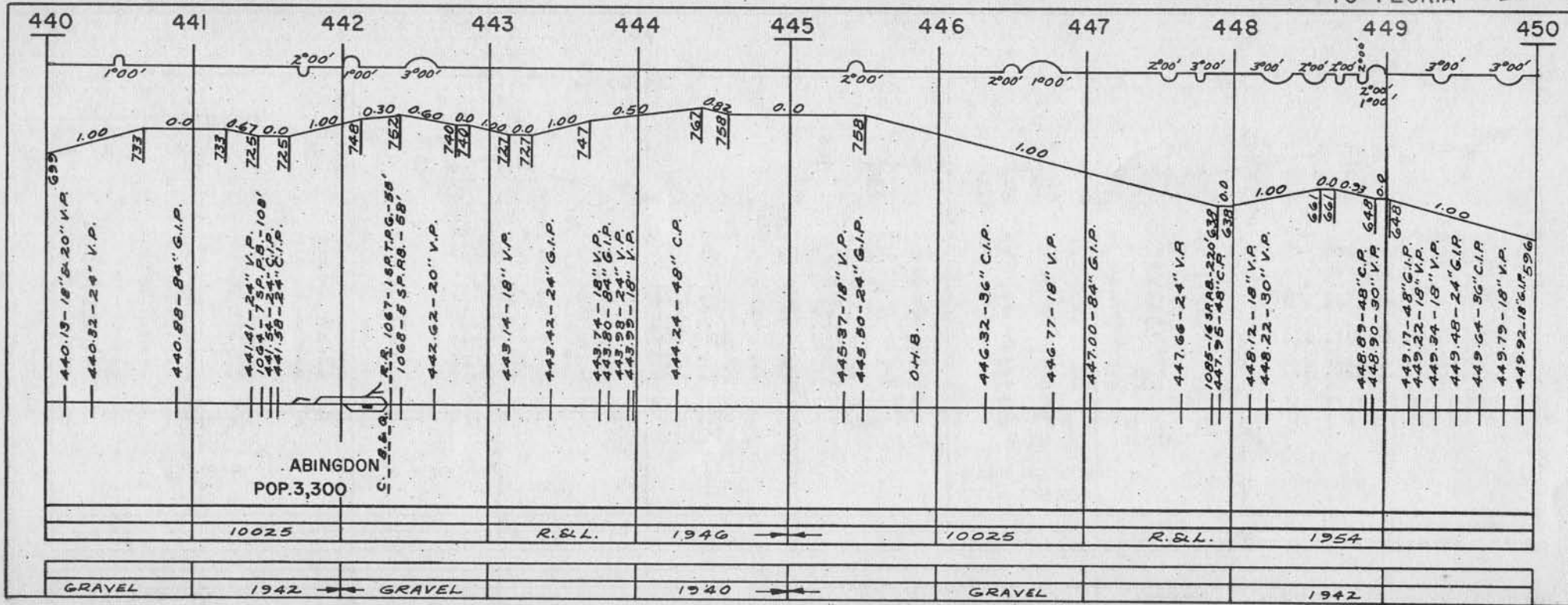
420 421 422 423 424 425 426 427 428 429 430



10025 R. & L. 1949 8531 R. & L. 1919 10025 R. & L. 1950 10025 R. & L. 48

GRAVEL 1942 40 40 GRAV. CIN. GRAVEL 1940





ABINGDON
POP. 3,300

10025

R.&L.

1946

10025

R.&L.

1954

GRAVEL

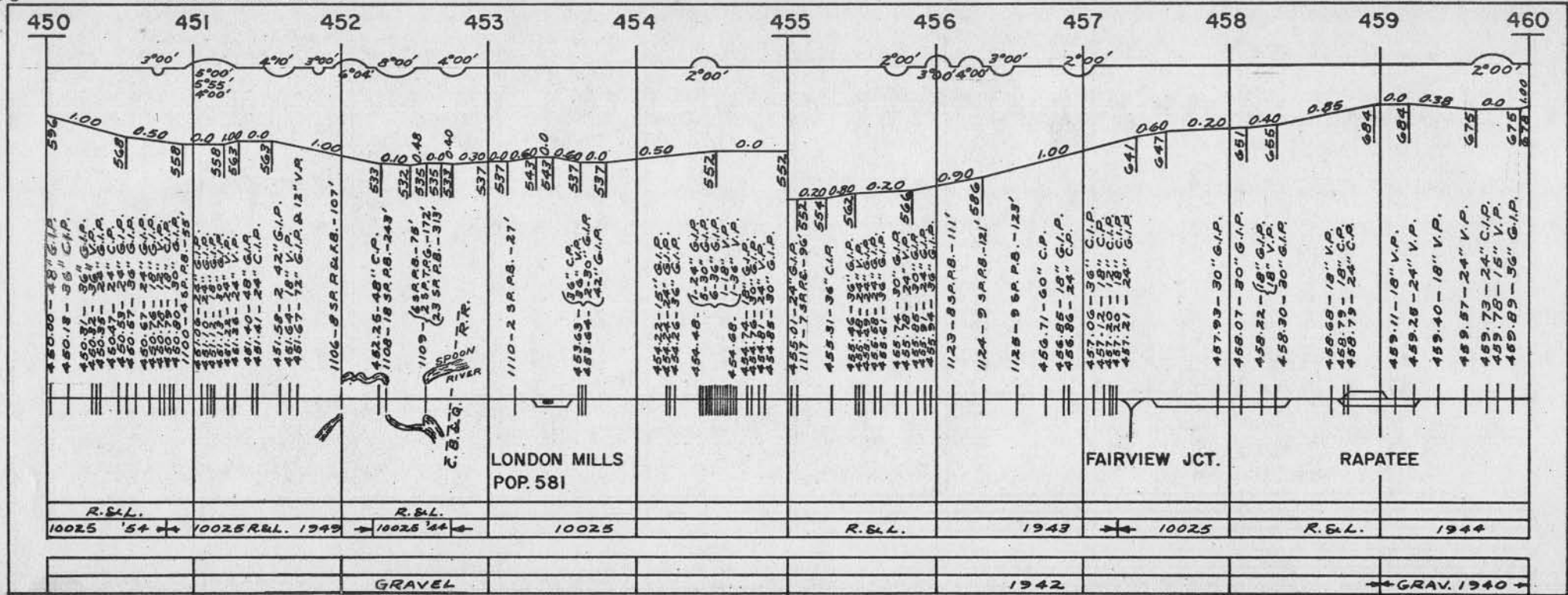
1942

GRAVEL

1940

GRAVEL

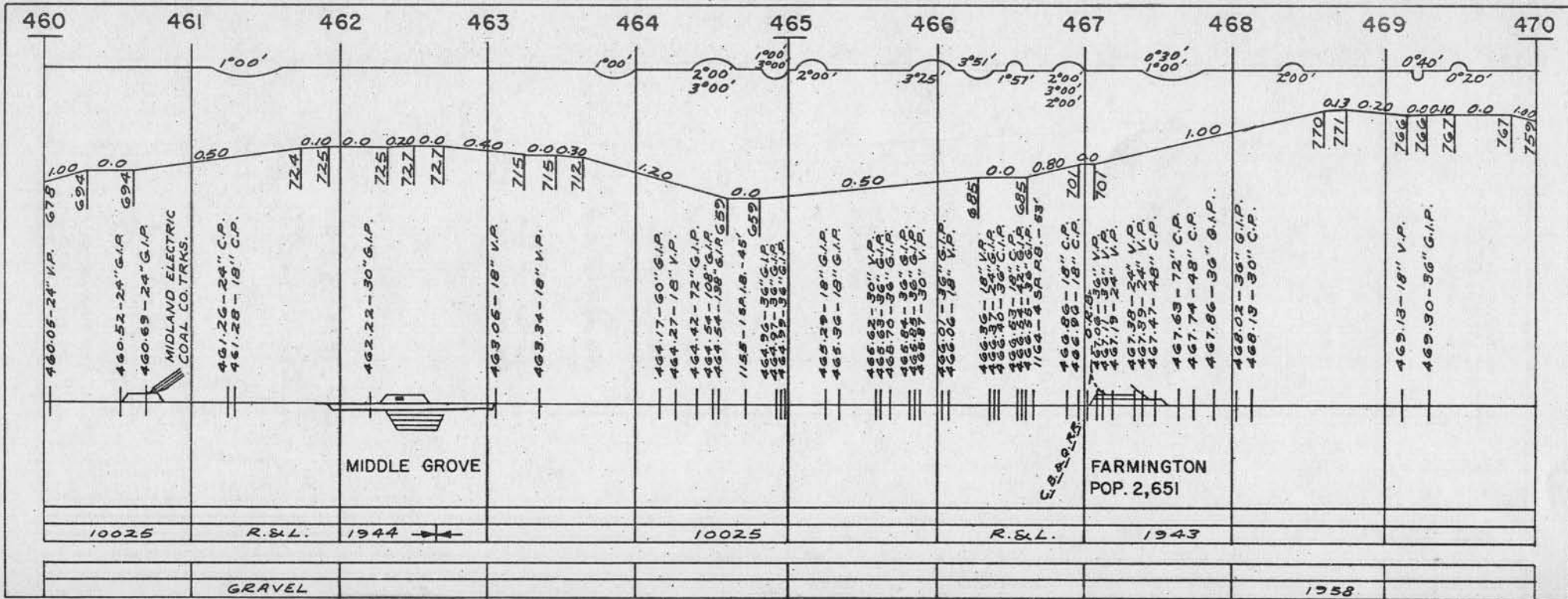
1942

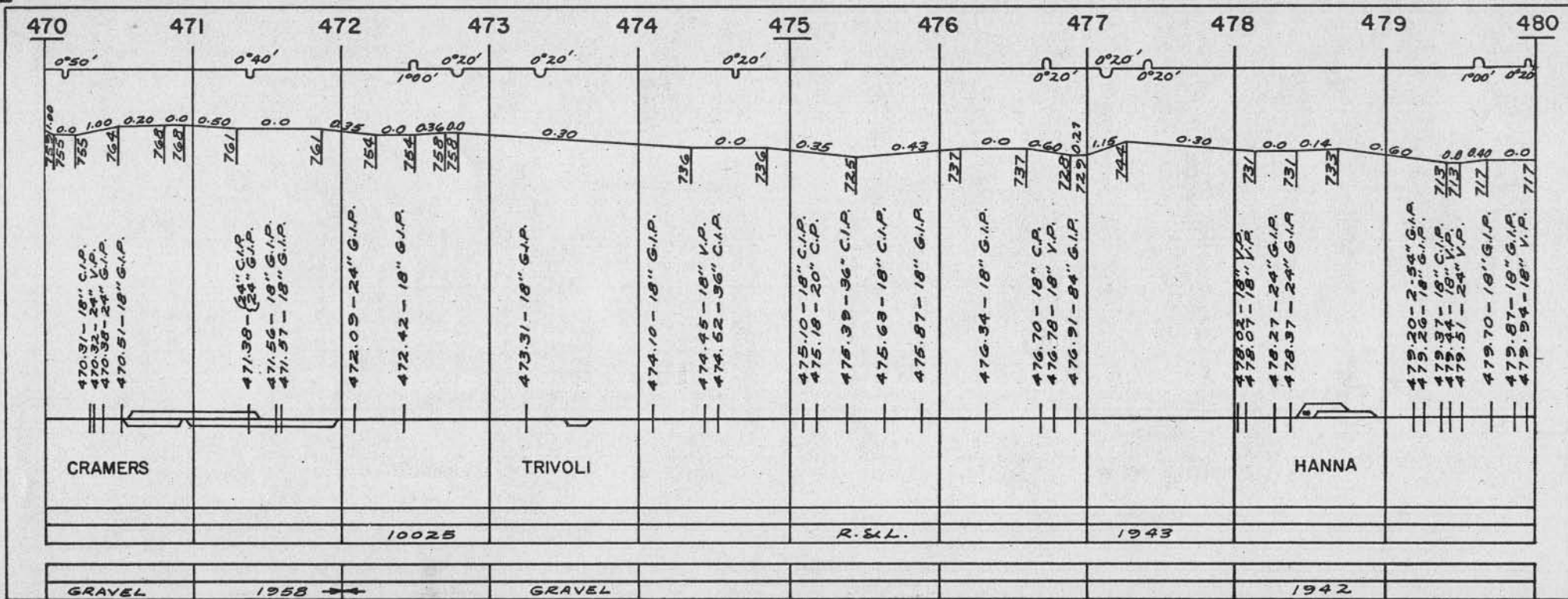


GRAVEL

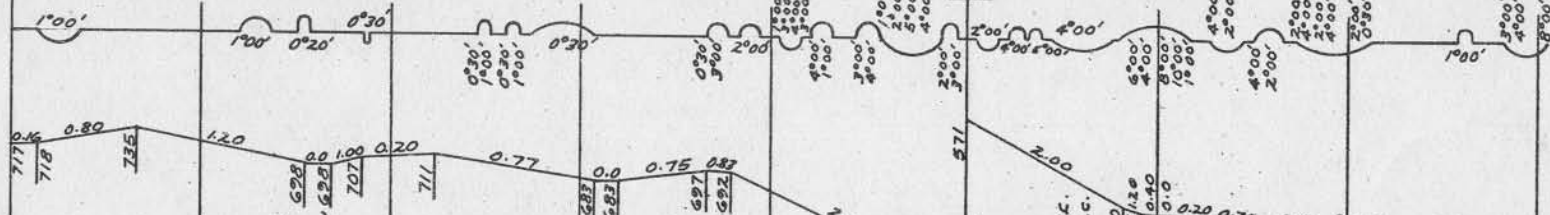
1942

GRAVEL 1940

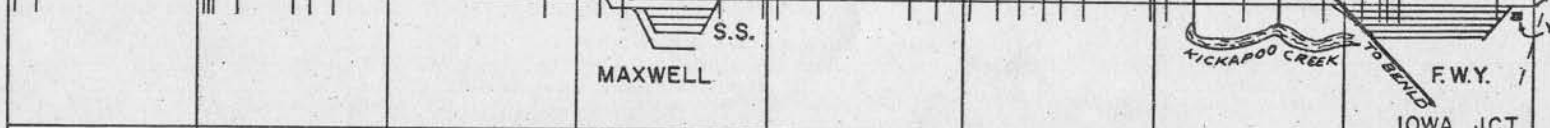




480 481 482 483 484 485 486 487 488

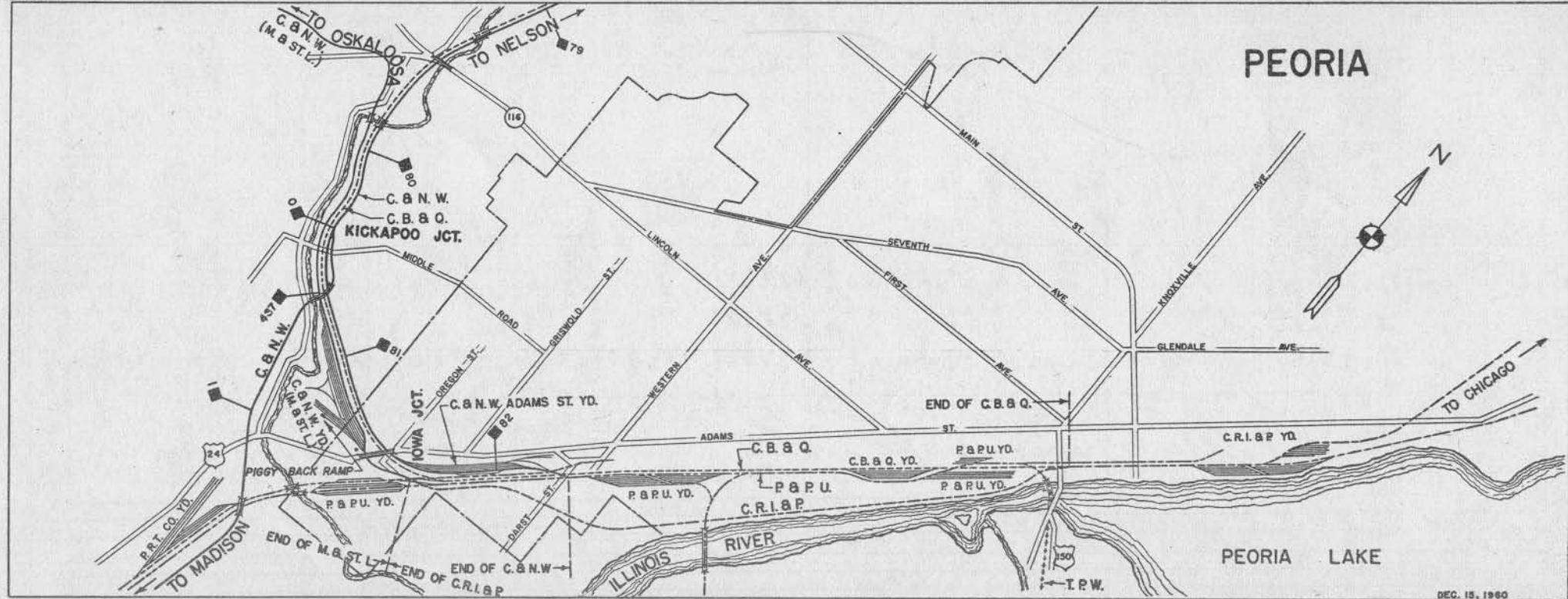


480.01-24" C.I.P.
 480.14-24" G.I.P.
 717
 718
 0.80
 735
 1.20
 481.01-24" V.P.
 481.08-24" G.I.P.
 481.21-24" C.I.P.
 1215-35A R.B.-28' G.I.P.
 481.59-120" G.I.P.
 1215A-35A R.B.-28' G.I.P.
 707
 0.20
 711
 0.77
 482.83-18" G.I.P.
 483.12-84" G.I.P.
 483.26-24" C.I.P.
 483.75-24" V.P.
 483.99-24" V.P.
 484.05-W.B.C.
 484.27-24" V.P.
 2.00
 484.73-30" C.I.P.
 484.88-120" G.I.P.
 485.01-120" G.I.P.
 485.16-36" G.I.P.
 485.28-120" G.I.P.
 485.41-30" C.I.P.
 485.48-10'x10' R.C.C.
 485.62-9'x10' R.C.C.
 480
 4.80
 475
 4.20
 0.40
 0.0
 0.70
 0.70
 0.0
 0.50
 0.10
 0.0
 0.13
 2.00
 4.80
 4.75
 4.20
 0.40
 0.0
 0.70
 0.70
 0.0
 0.50
 0.10
 0.0
 0.13
 456
 254
 R.S.P. RY. TO PEORIA
 YARD OFFICE
 F.W.Y.
 IOWA JCT.
 SEE PAGE 54 FOR ENLARGEMENT

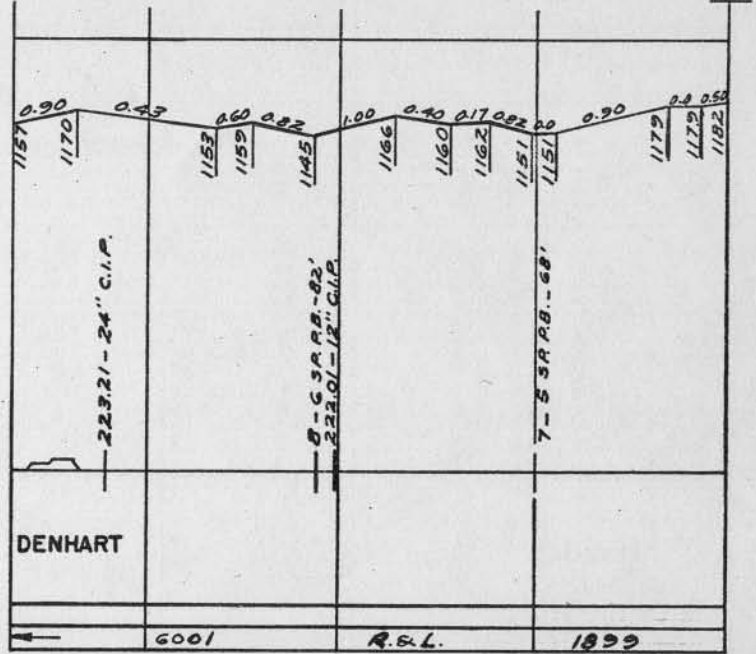


10025 R.S.L. 1943 10025 42 10025 R.S.L. 1930 10025 R.S.L. 43

GRAVEL 1942 ROCK 1942



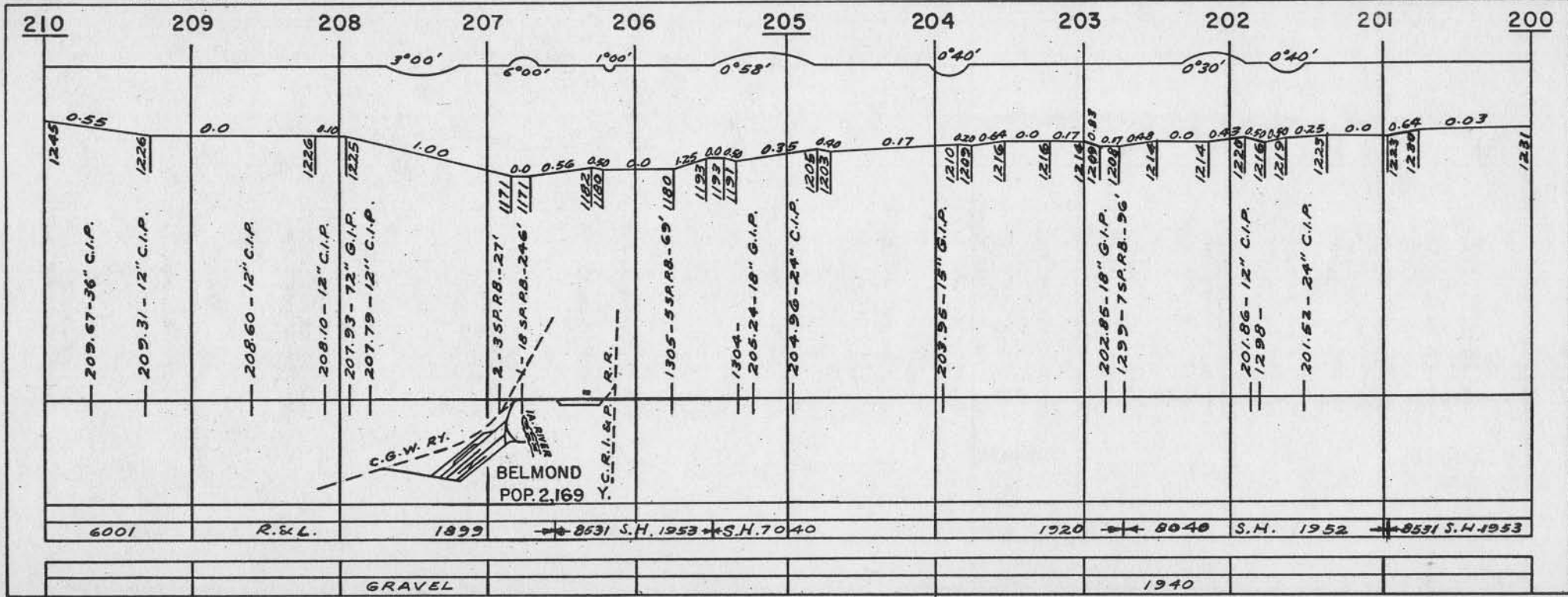
223 222 221 220



CIN. 207		
GRAV. 1940	GRAVEL	1940

TO DENHART

TO HAMPTON 57



6001

R.&L.

1899

8531 S.H. 1953 S.H. 7040

1920

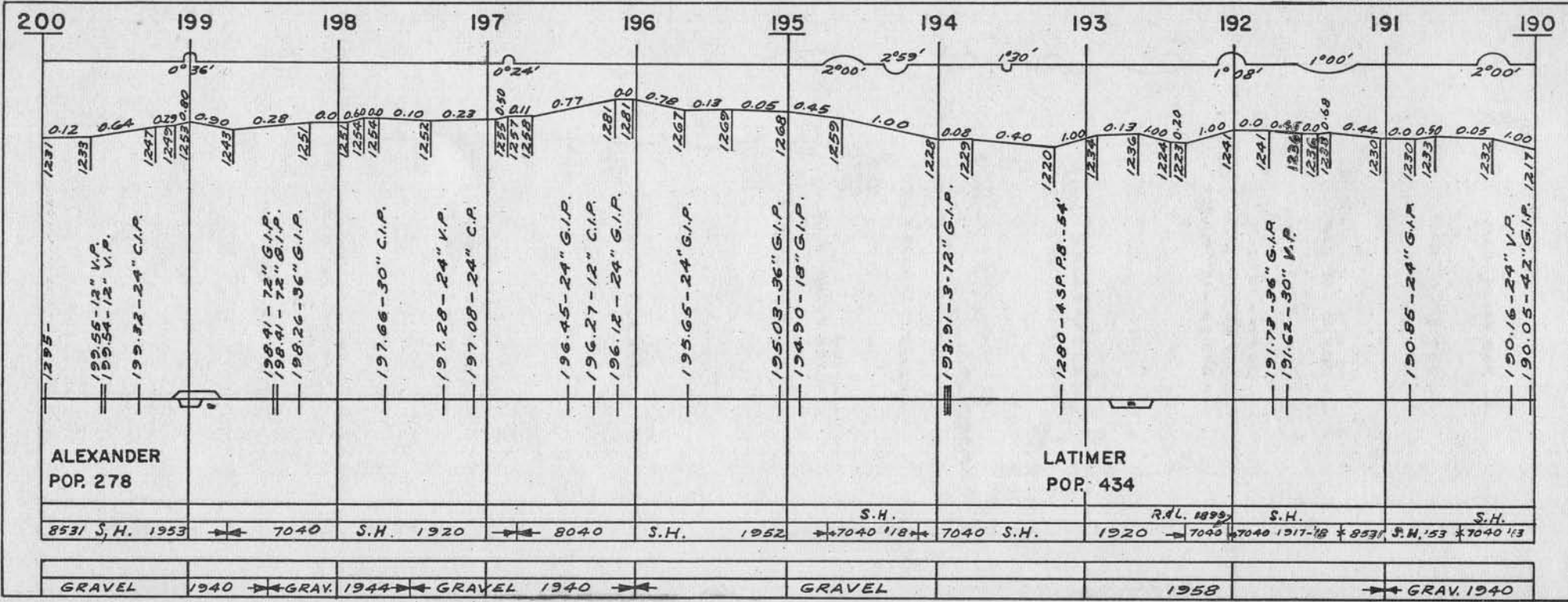
8040

S.H. 1952

8531 S.H. 1953

GRAVEL

1940



ALEXANDER
POP. 278

LATIMER
POP. 434

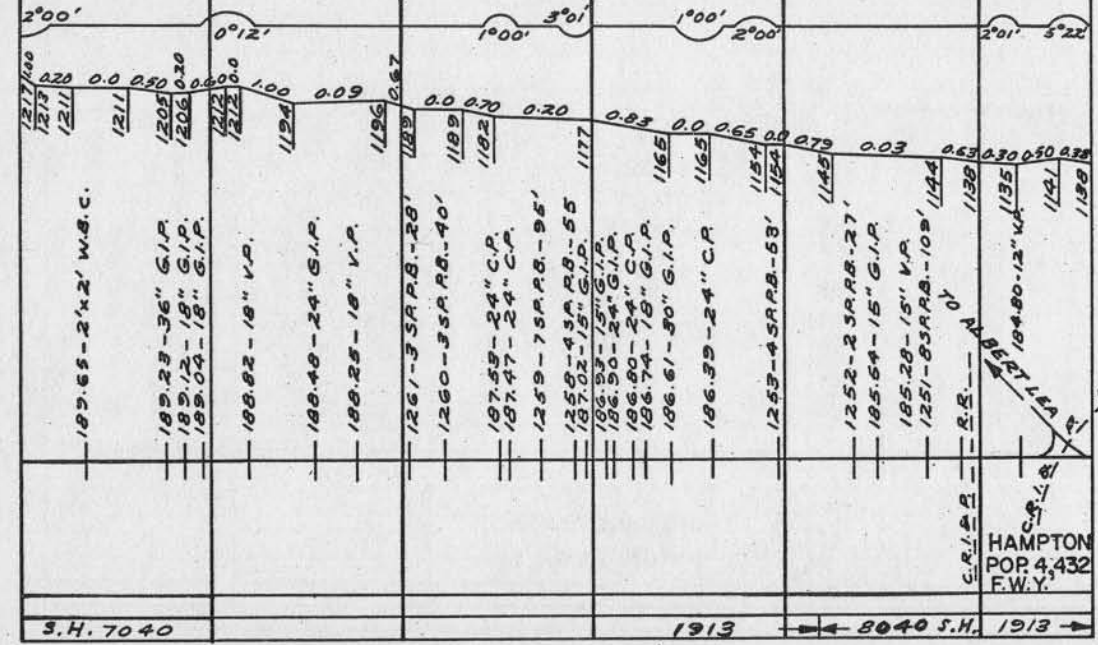
8531 S.H. 1953 → 7040 S.H. 1920 → 8040 S.H. 1952 → 7040 '18 → 7040 S.H. 1920 → 7040 → 7040 1917-18 → 8531 S.H. '53 → 7040 '13

GRAVEL 1940 → GRAY 1944 → GRAVEL 1940 → GRAVEL 1958 → GRAY 1940

TO DENHART

HAMPTON

190 189 188 187 186 185

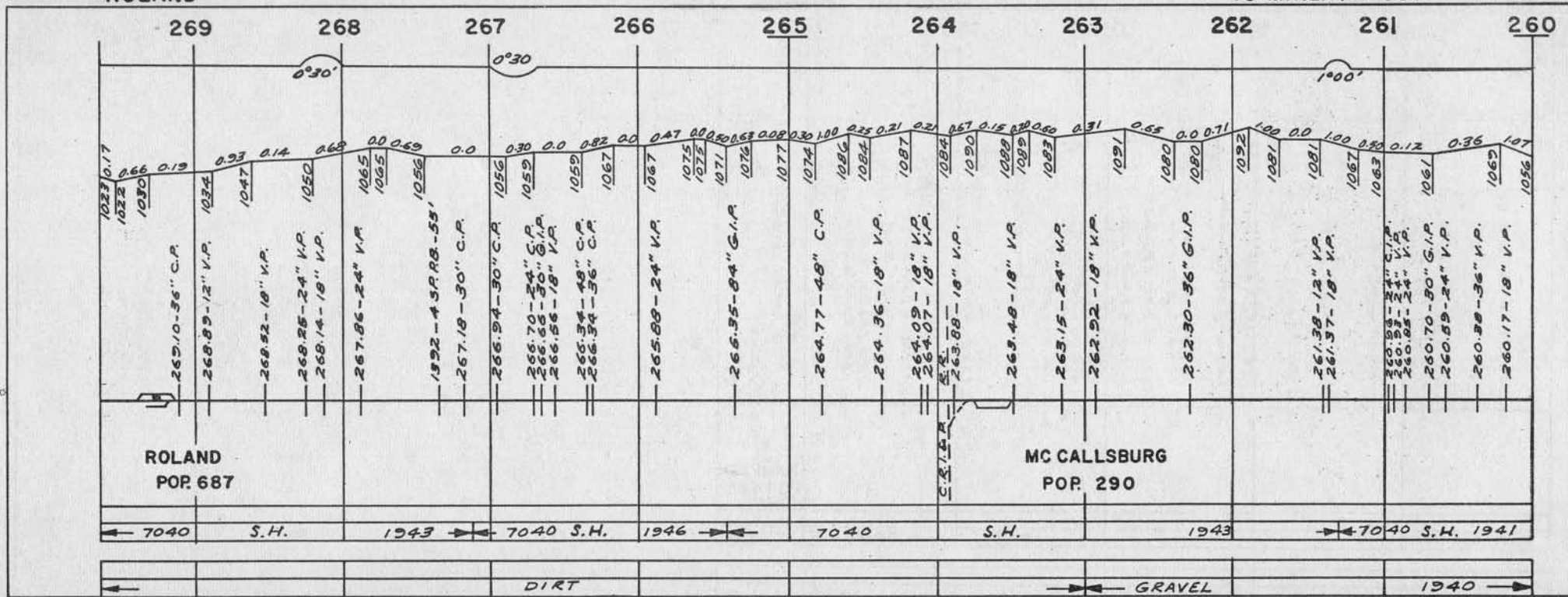


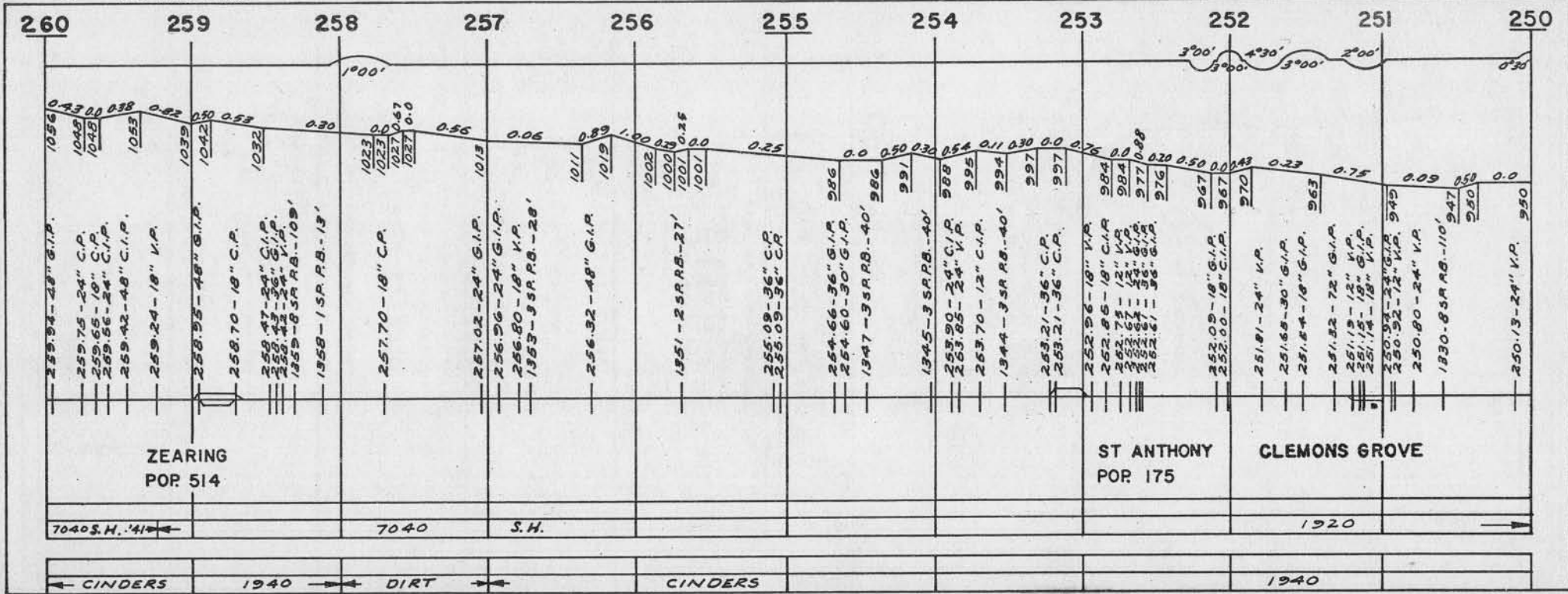
HAMPTON
POP. 4,432
F.W.Y.

ALBERT LEA R.
R.R.

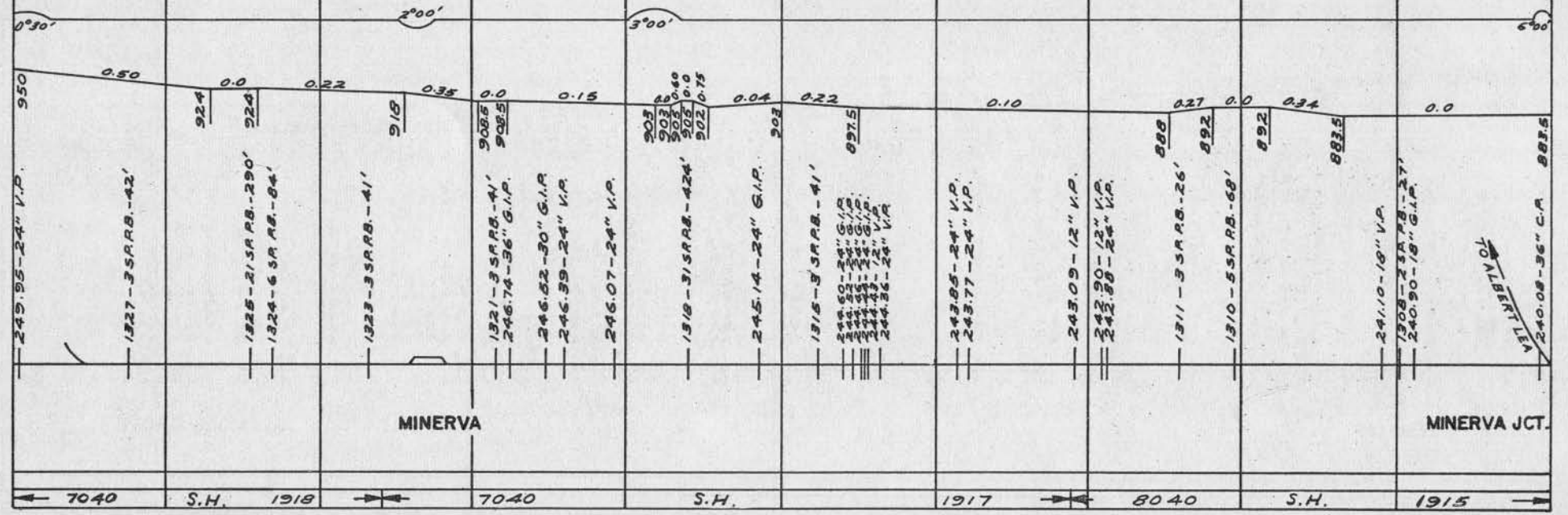
S.H. 7040 1913 8040 S.H. 1913

GRAVEL 1940 GRAVEL 1944



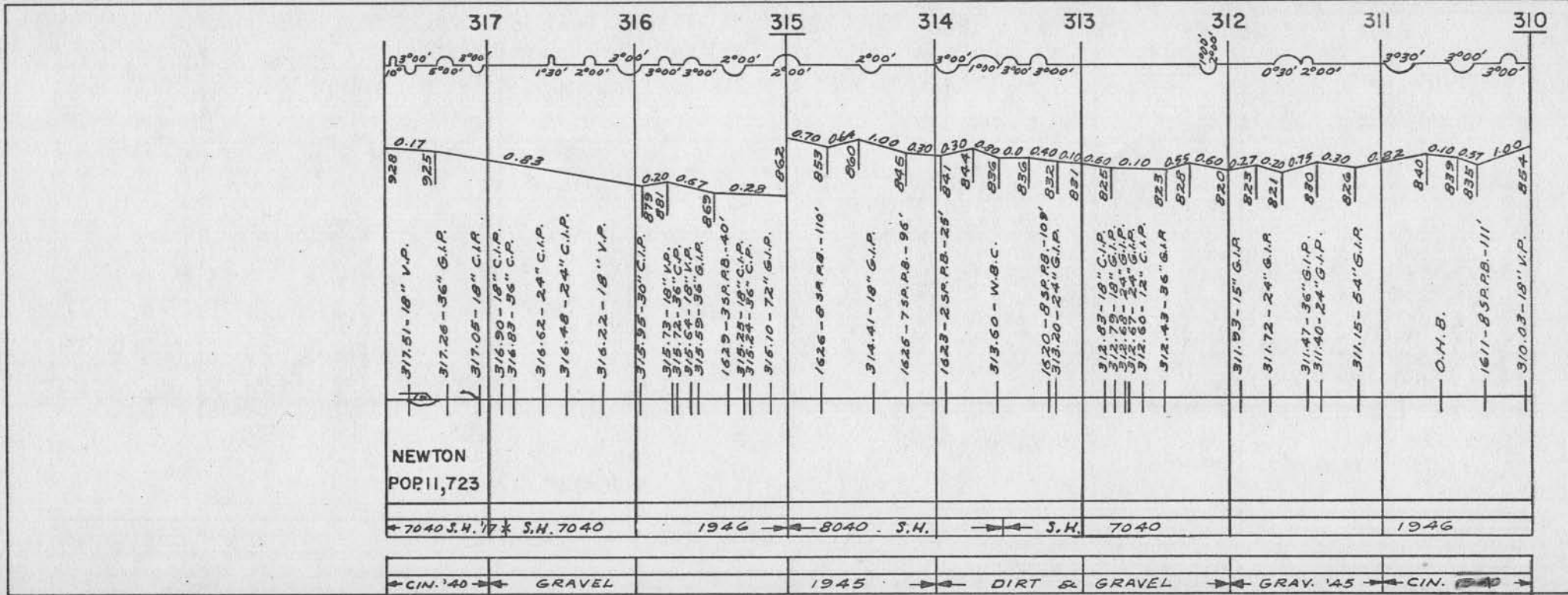


250 249 248 247 246 245 244 243 242 241 240



7040 S.H. 1918 7040 S.H. 1917 8040 S.H. 1915

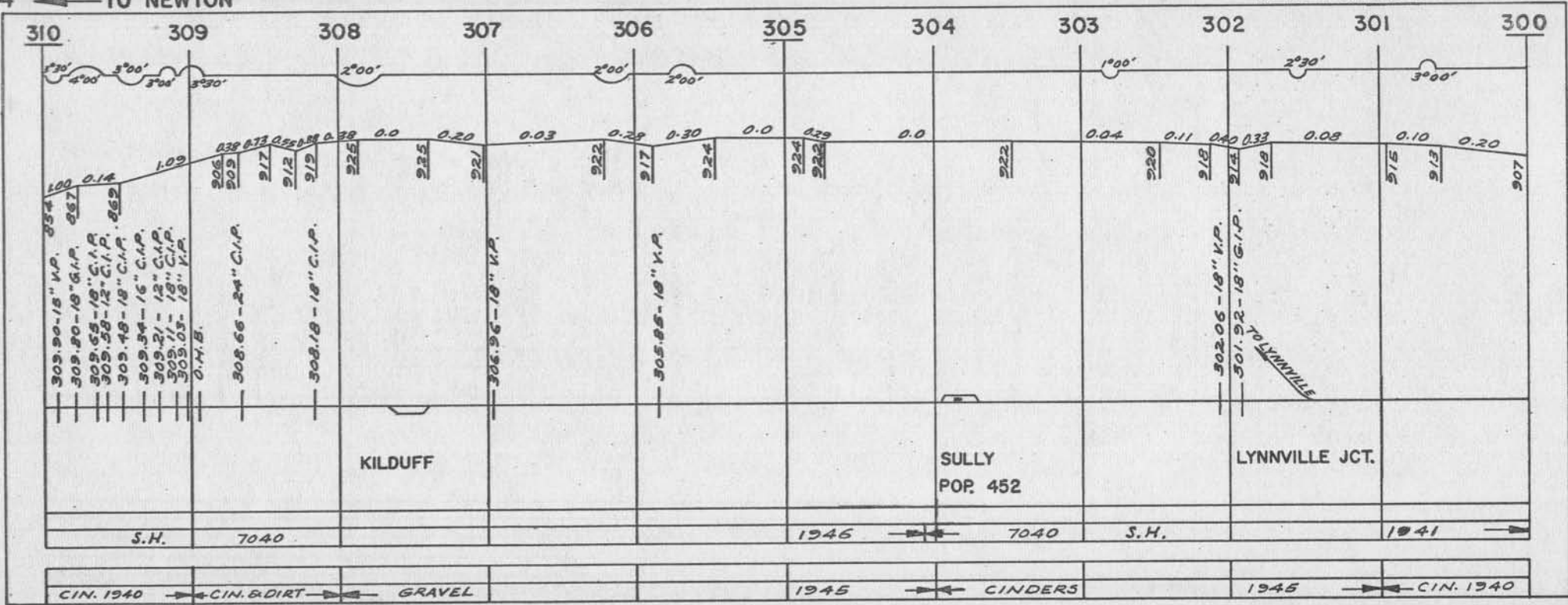
CINDERS 1940 CINDERS & GRAVEL 1940

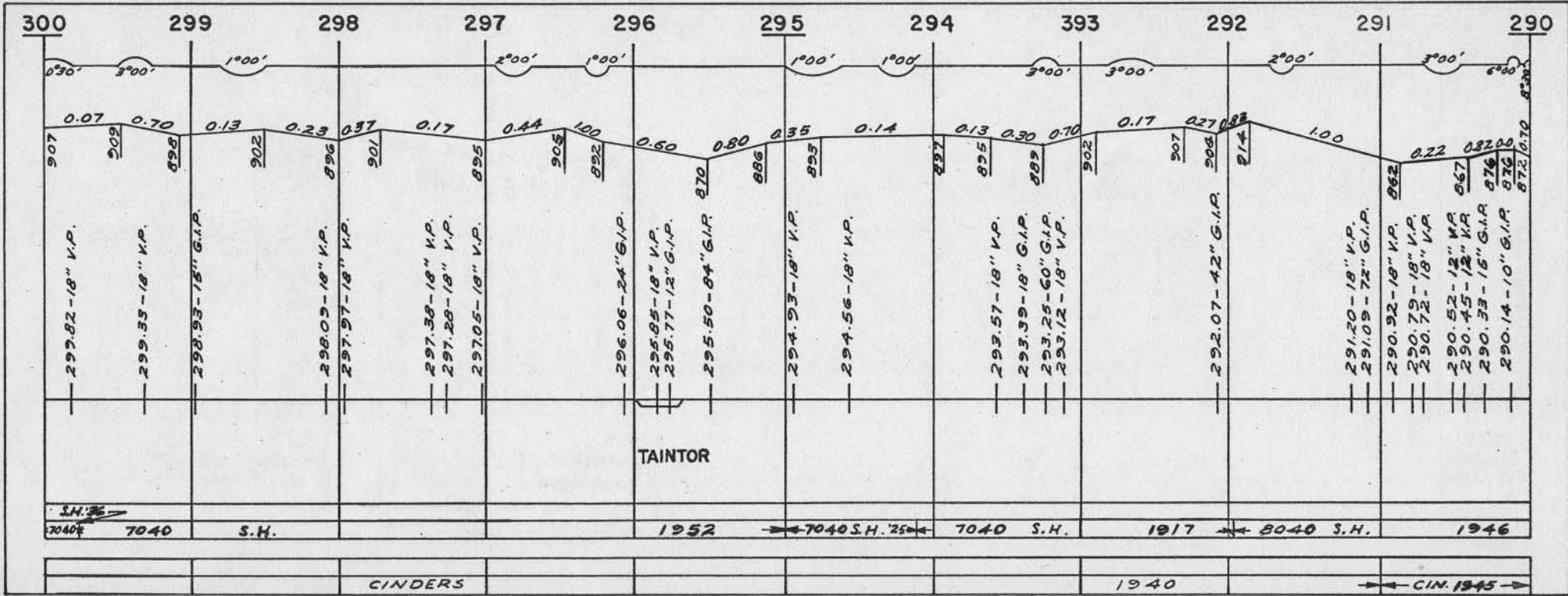


NEWTON
POP 11,723

7040 S.H. 1946 8040 S.H. 7040 S.H. 7040 1946

CIN. '40 GRAVEL 1945 DIRT & GRAVEL GRAY. '45 CIN. '40





TAINTOR

S.H. 7040

7040 S.H.

1952

7040 S.H. 25

7040 S.H.

1917

8040 S.H.

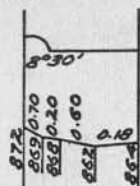
1946

CINDERS

1940

CIN. 1945

290



TO ALBERT LEA

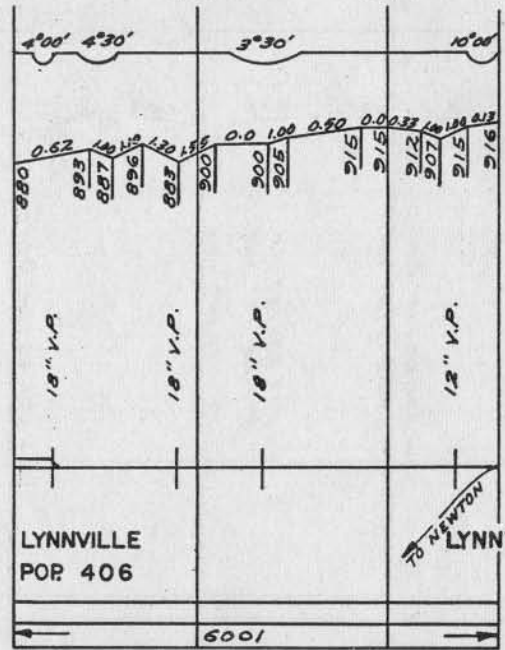
NEW SHARON POP. 1,089

680403.H.'46
7040
48.H.'13

CIN.'40

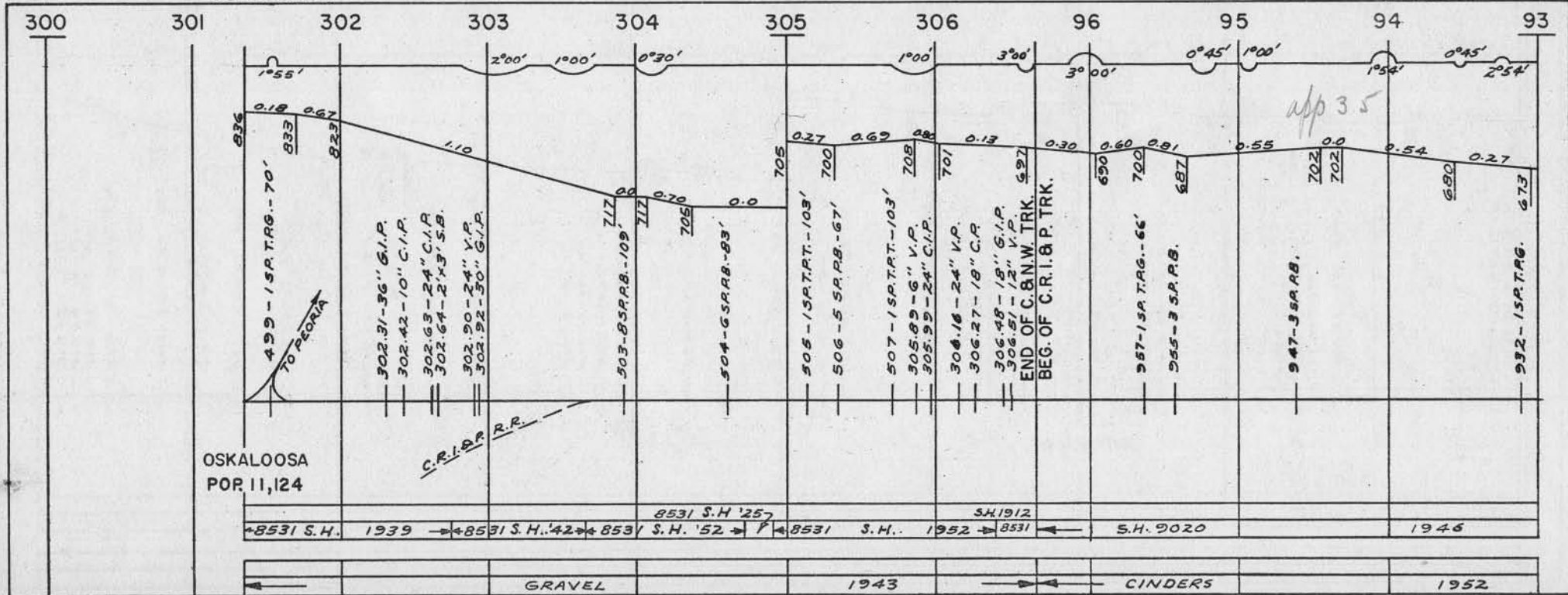
303

302



LYNNVILLE POP. 406

TO NEWTON
LYNNVILLE JCT.

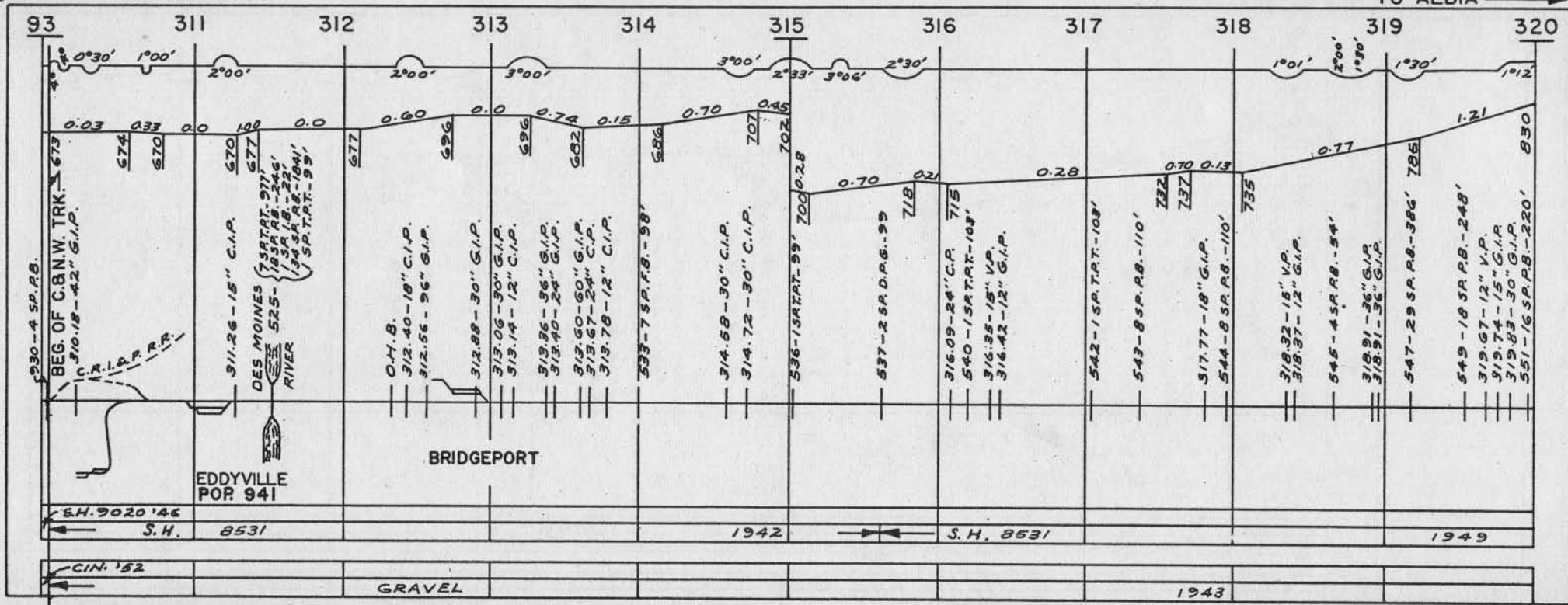


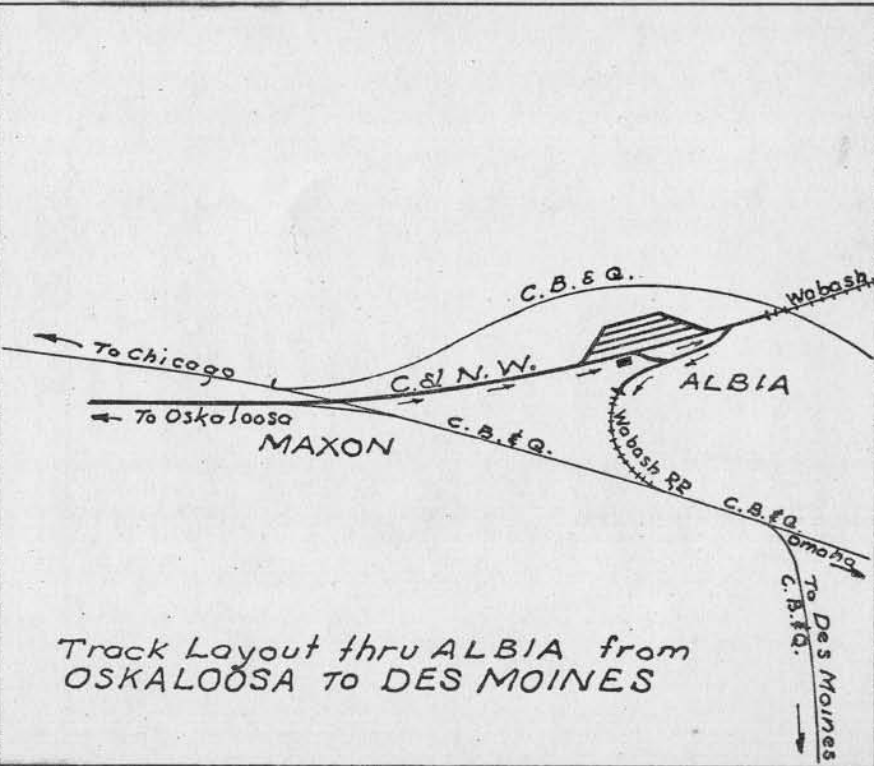
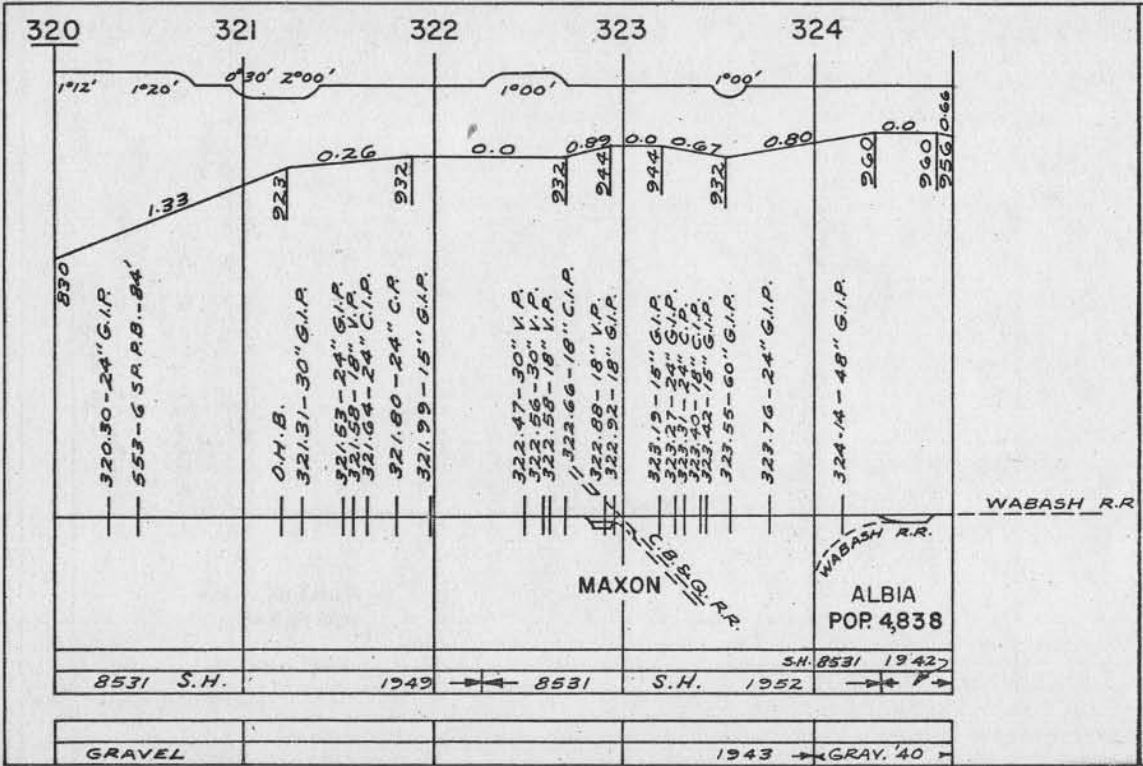
OSKALOOSA
POP. 11,124

8531 S.H.	1939	8531 S.H. '42	8531 S.H. '52	8531 S.H.	1952	8531	S.H. 9020	1946
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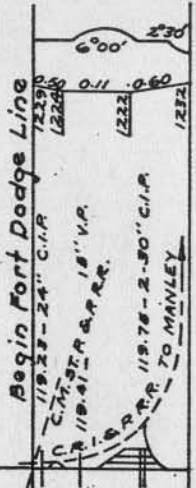
	GRAVEL	1943	CINDERS	1952
--	--------	------	---------	------

← C.R.I. & P. OPERATES OVER C. & N.W. → ← C. & N.W. OPERATES OVER C.R.I. & P.



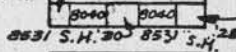


← To HOPKINS

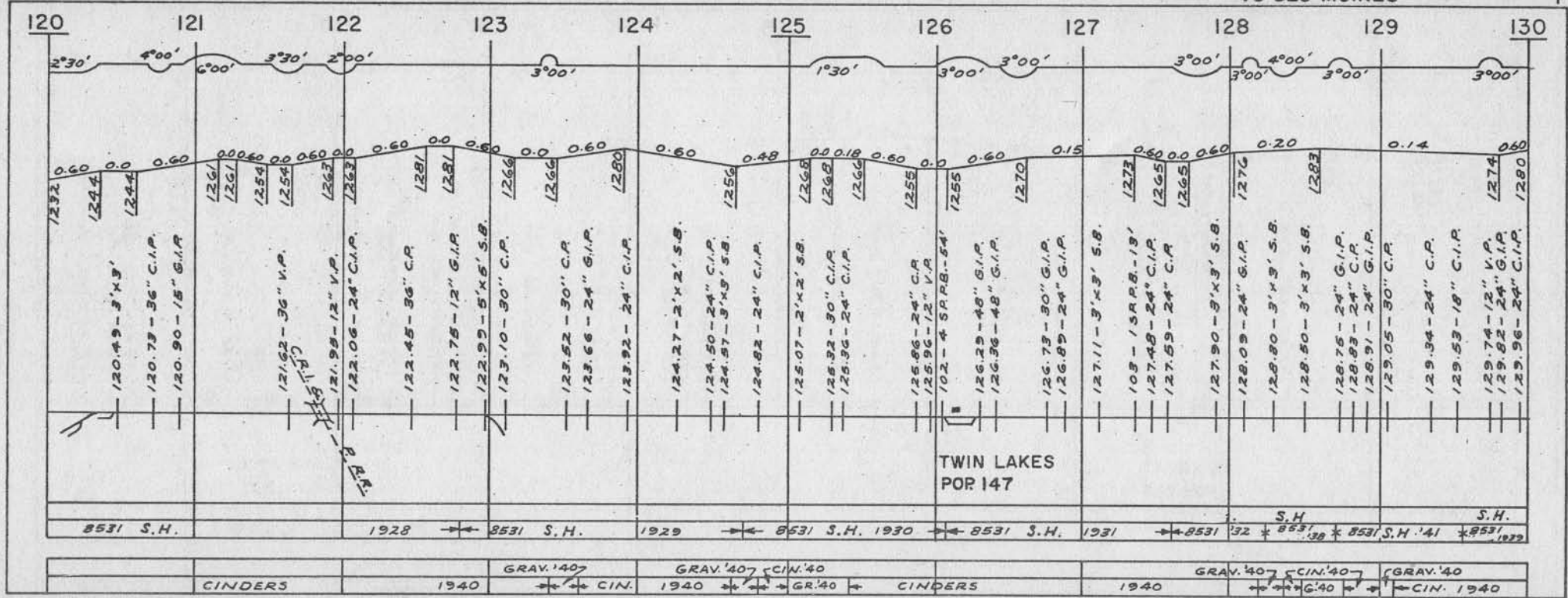


ALBERT LEA
POR. 13,545

8531 S.H.



← CIN. 1940



TWIN LAKES
POR 147

8531 S.H.

1928

8531 S.H.

1929

8531 S.H. 1930

8531 S.H.

1931

S.H.
8531 '32 * 8531 '38 * 8531 '41 * 8531 '1929

S.H.

CINDERS

1940

GRAV. '40

CIN.

GRAV. '40

GR. '40

CINDERS

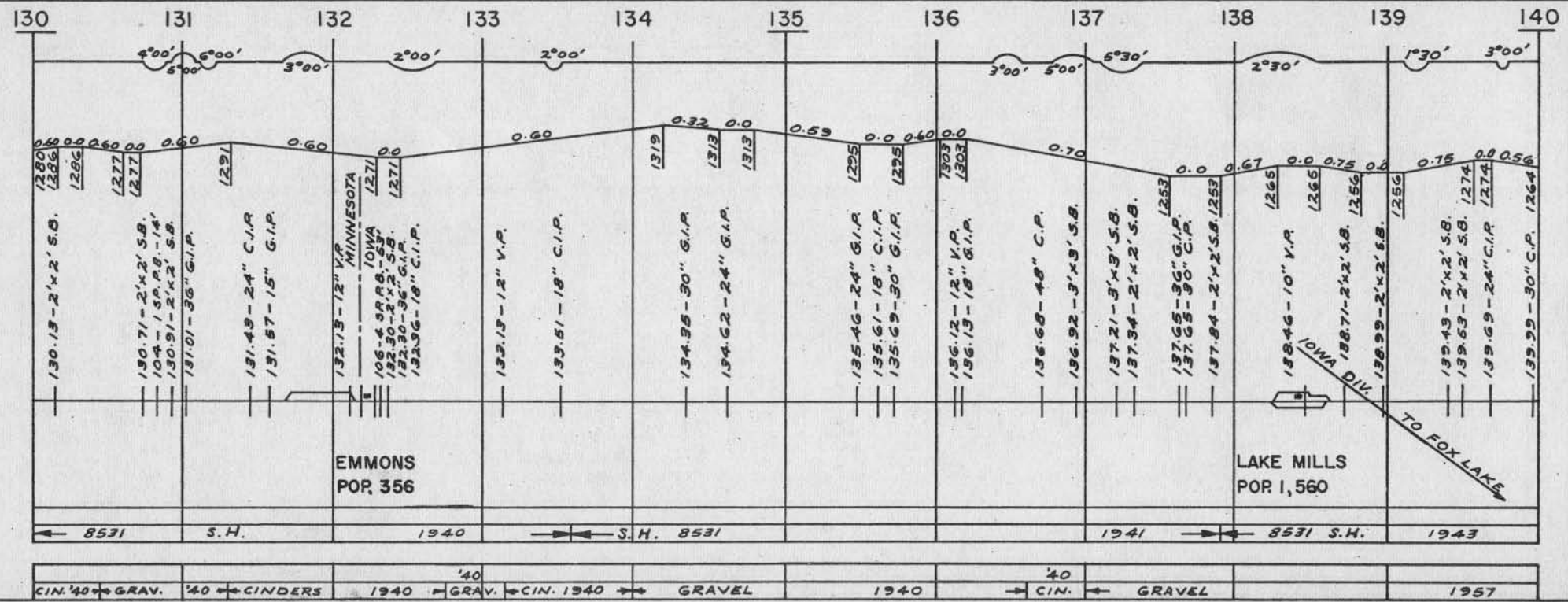
1940

GRAV. '40

CIN.

GRAV. '40

CIN. 1940



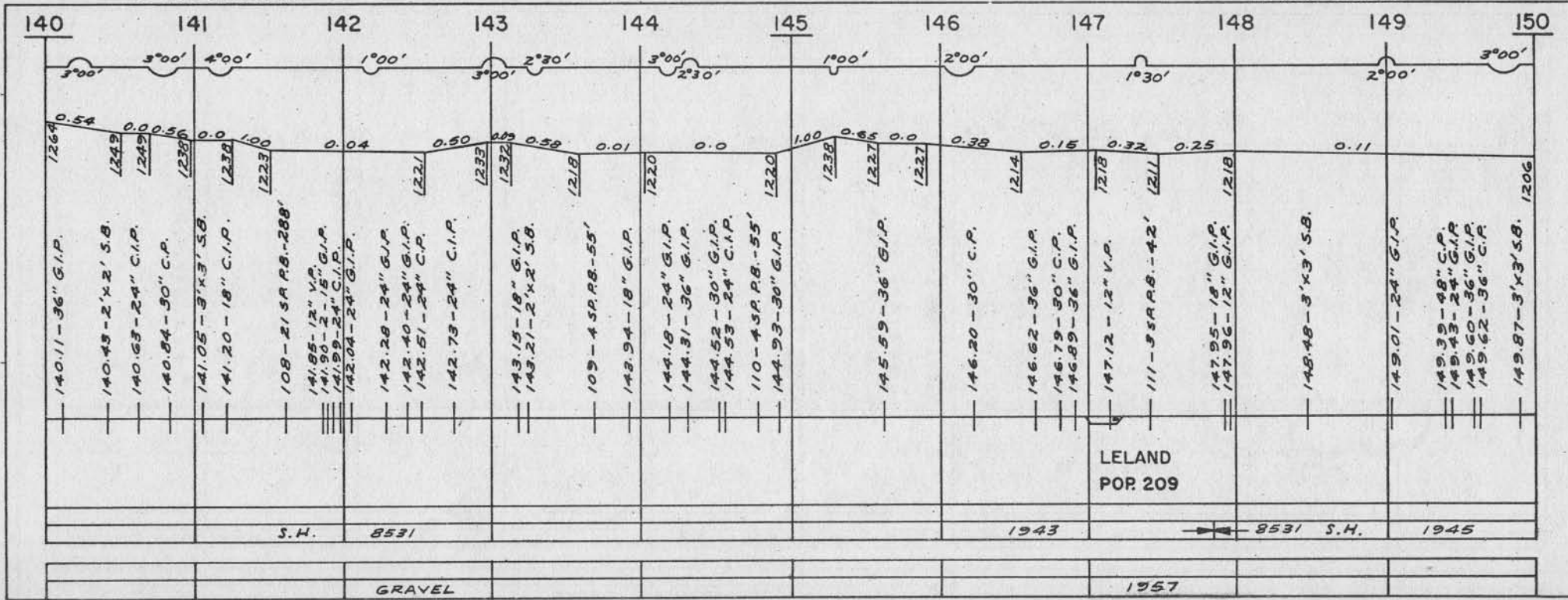
EMMONS
POP. 356

LAKE MILLS
POP. 1,560

IOWA DIV.
TO FOX LAKE

8531 S.H. 1940 S.H. 8531 1941 8531 S.H. 1943

CIN. 40 GRAV. 40 CINDERS 1940 GRAV. CIN. 1940 GRAVEL 1940 CIN. GRAVEL 1957



LELAND
POP. 209

S.H.

8531

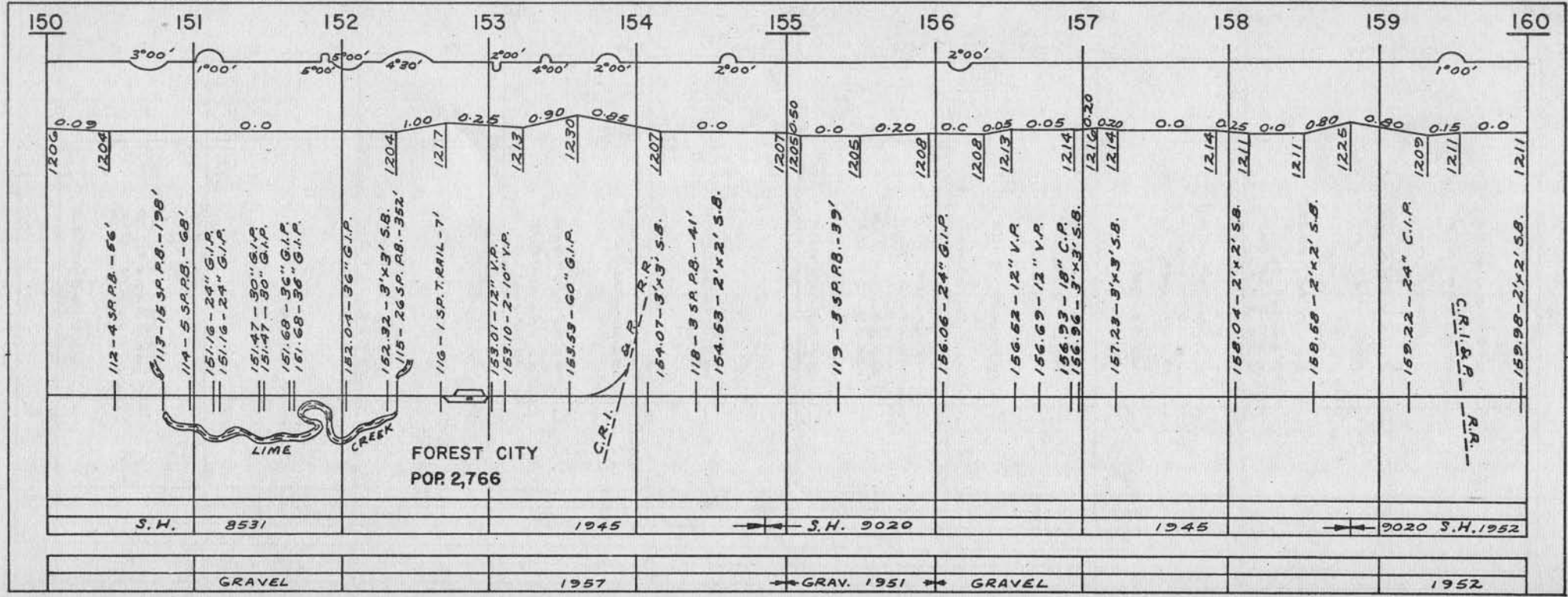
1943

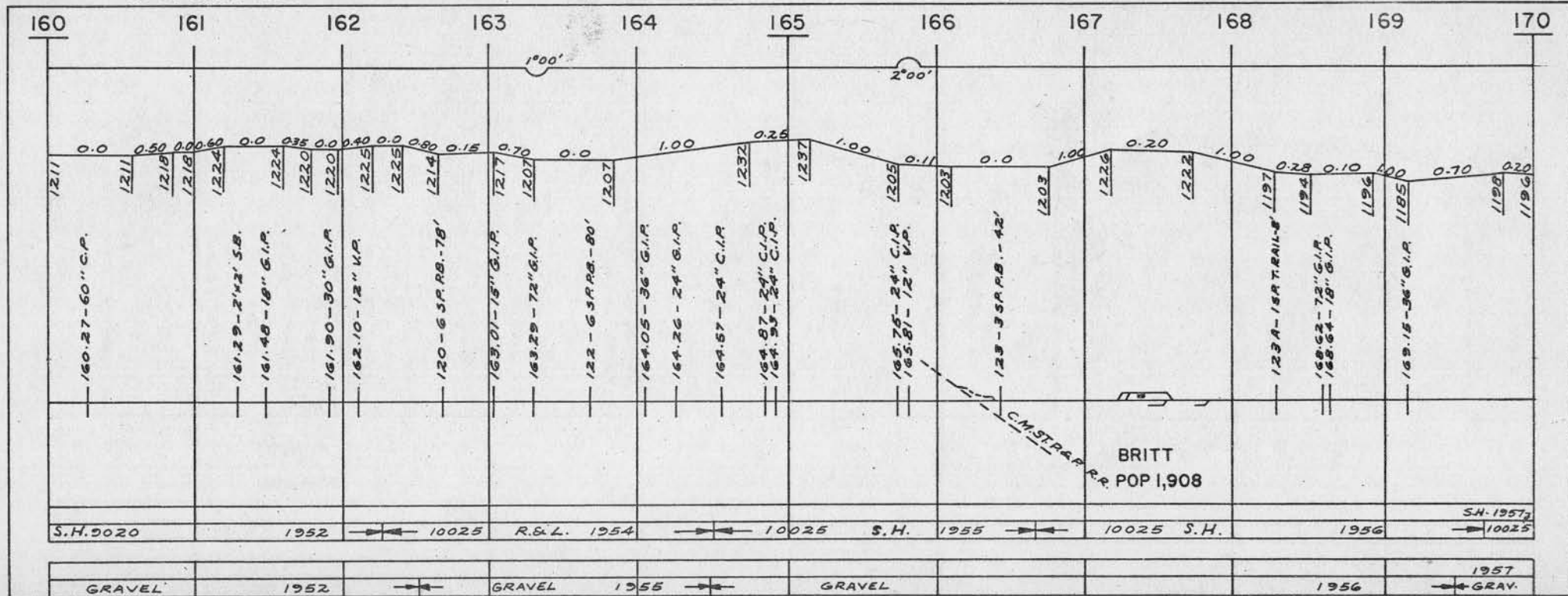
8531 S.H.

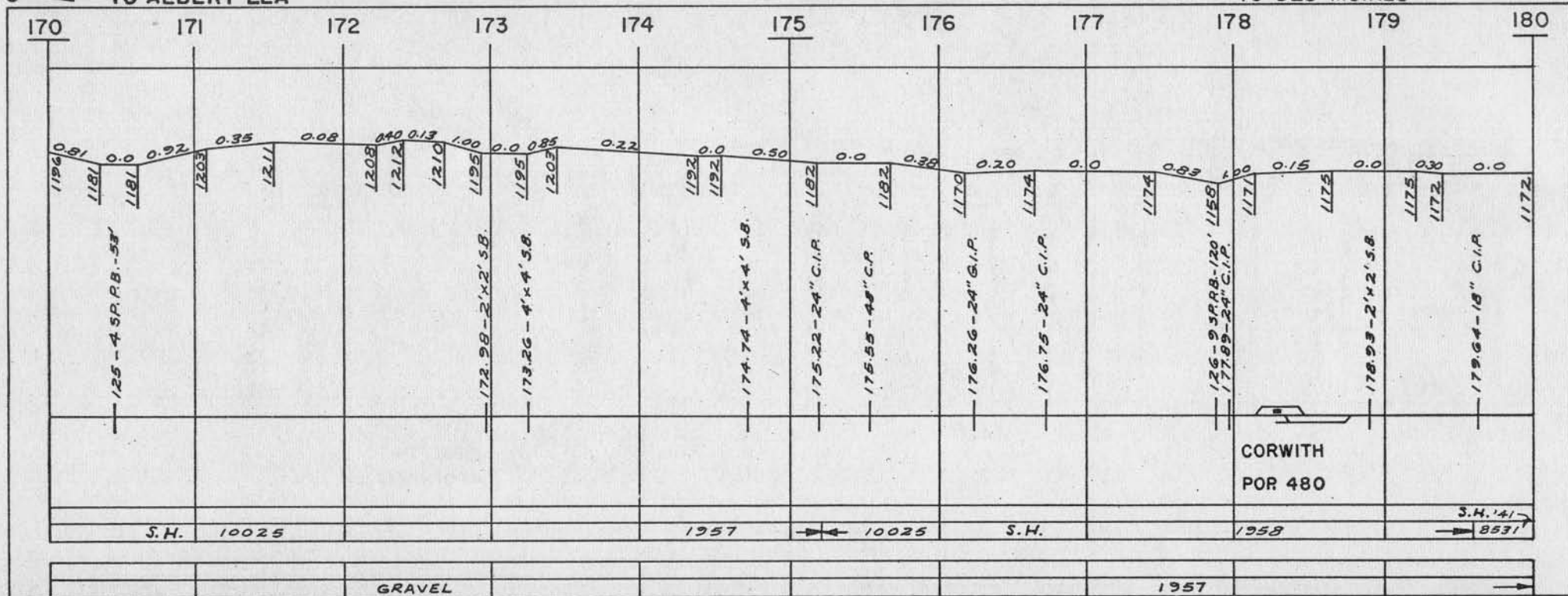
1945

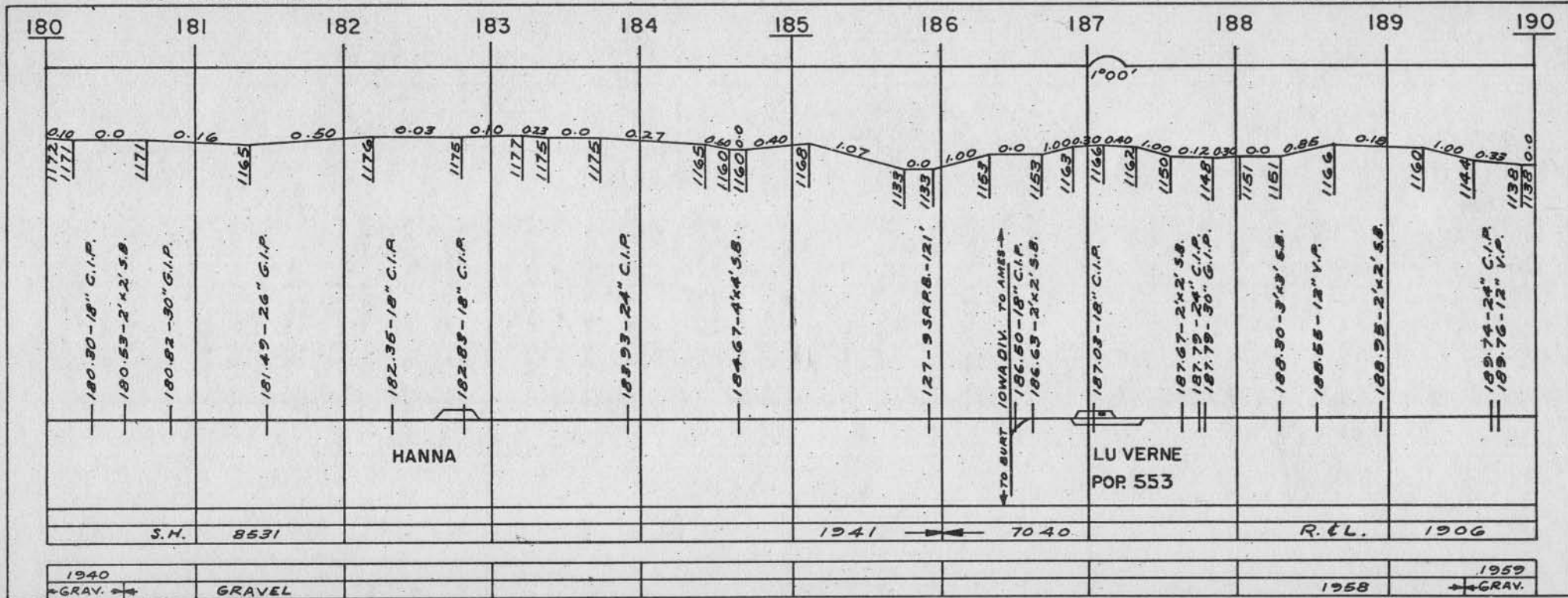
GRAVEL

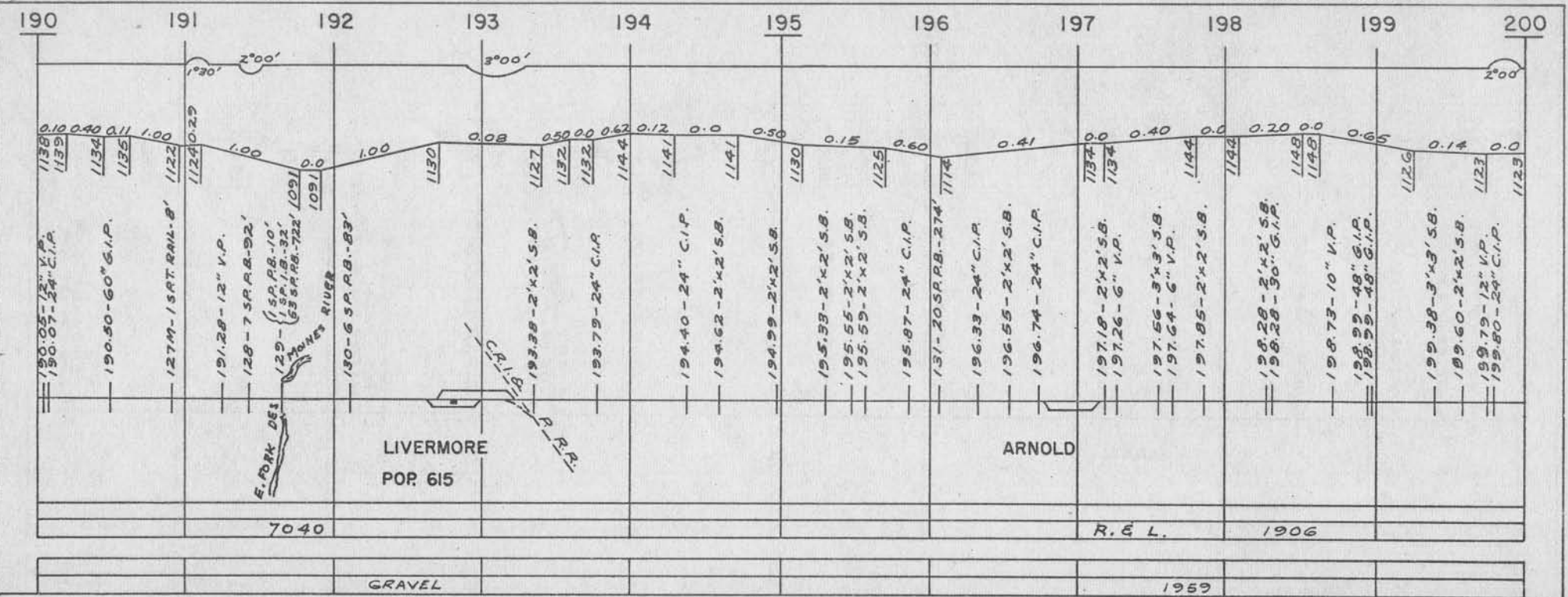
1957











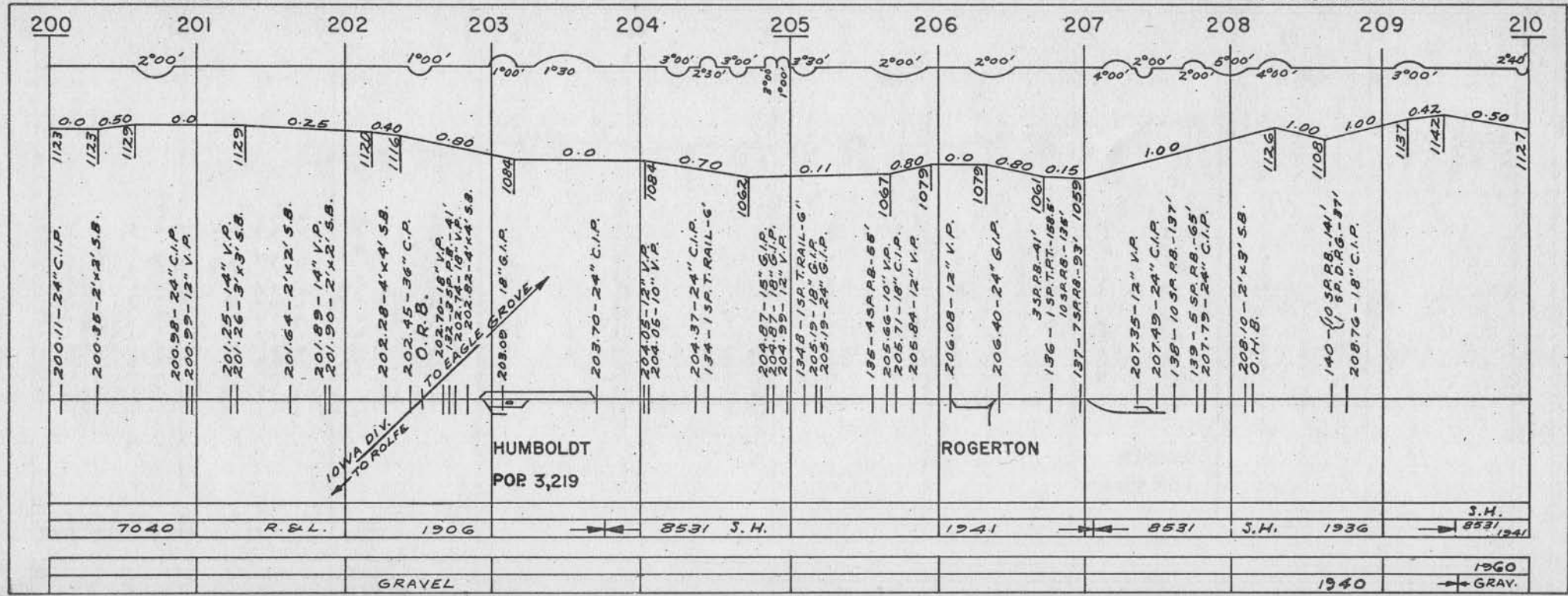
7040

R. & L.

1906

GRAVEL

1959



HUMBOLDT
POP. 3,219

ROGERTON

IOWA DIV.
TO ROLFE

EAGLE GROVE

7040

R. & L.

1906

8531 S.H.

1941

8531

S.H.

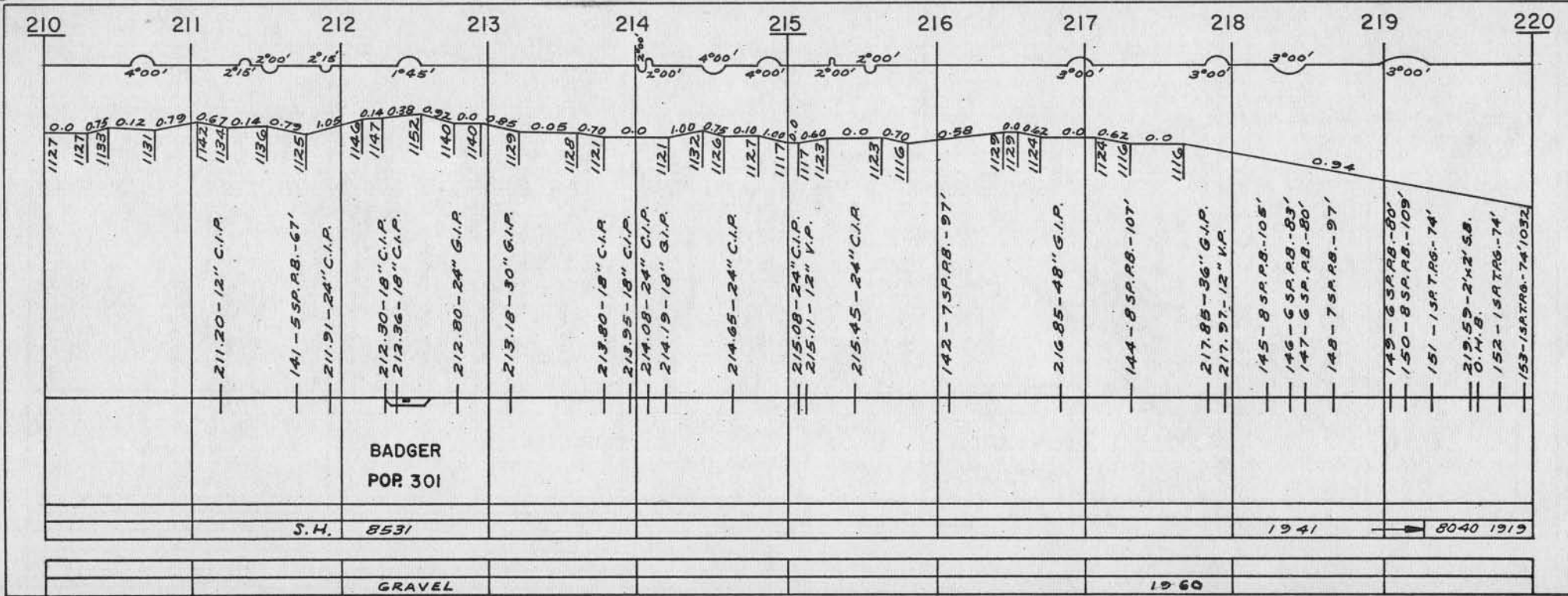
1936

S.H.
8531 1941

GRAVEL

1940

1960
GRAY



BADGER
POP. 301

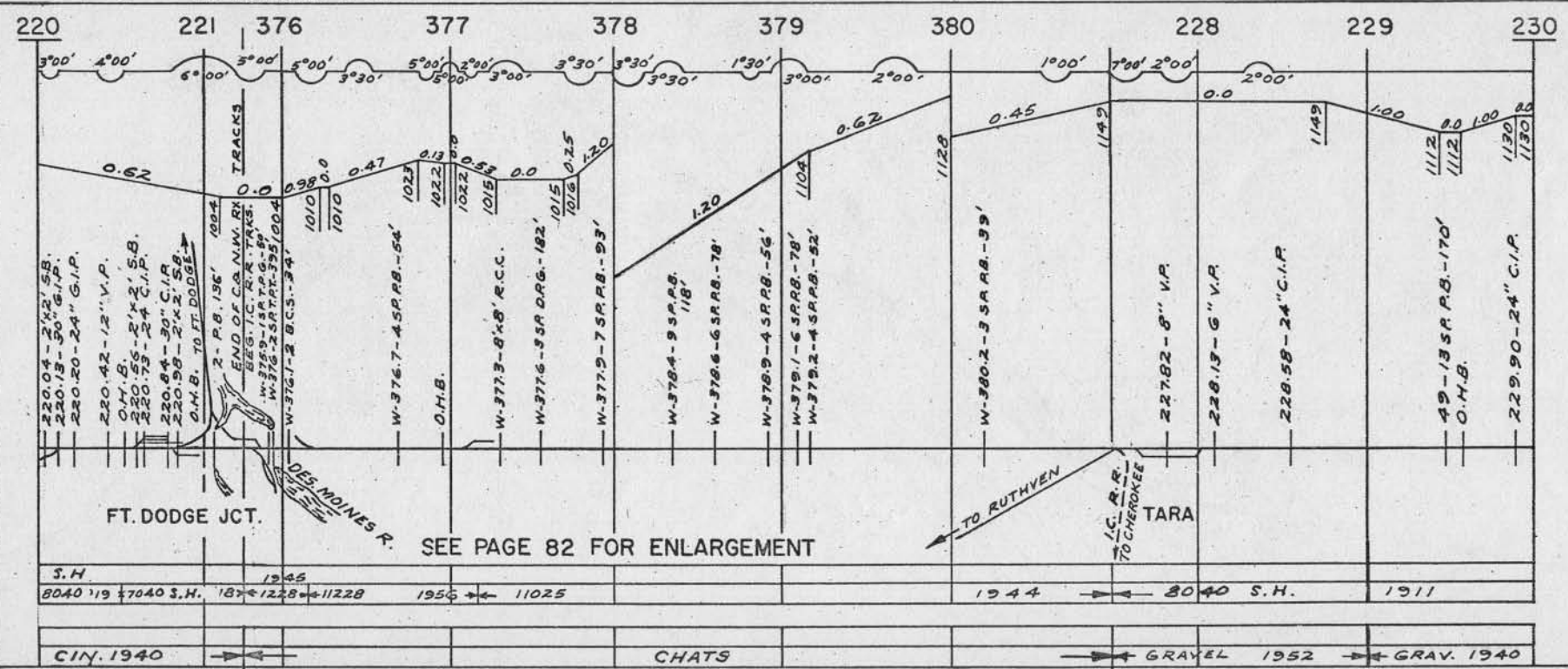
S.H. 8531

1941

8040 1919

GRAVEL

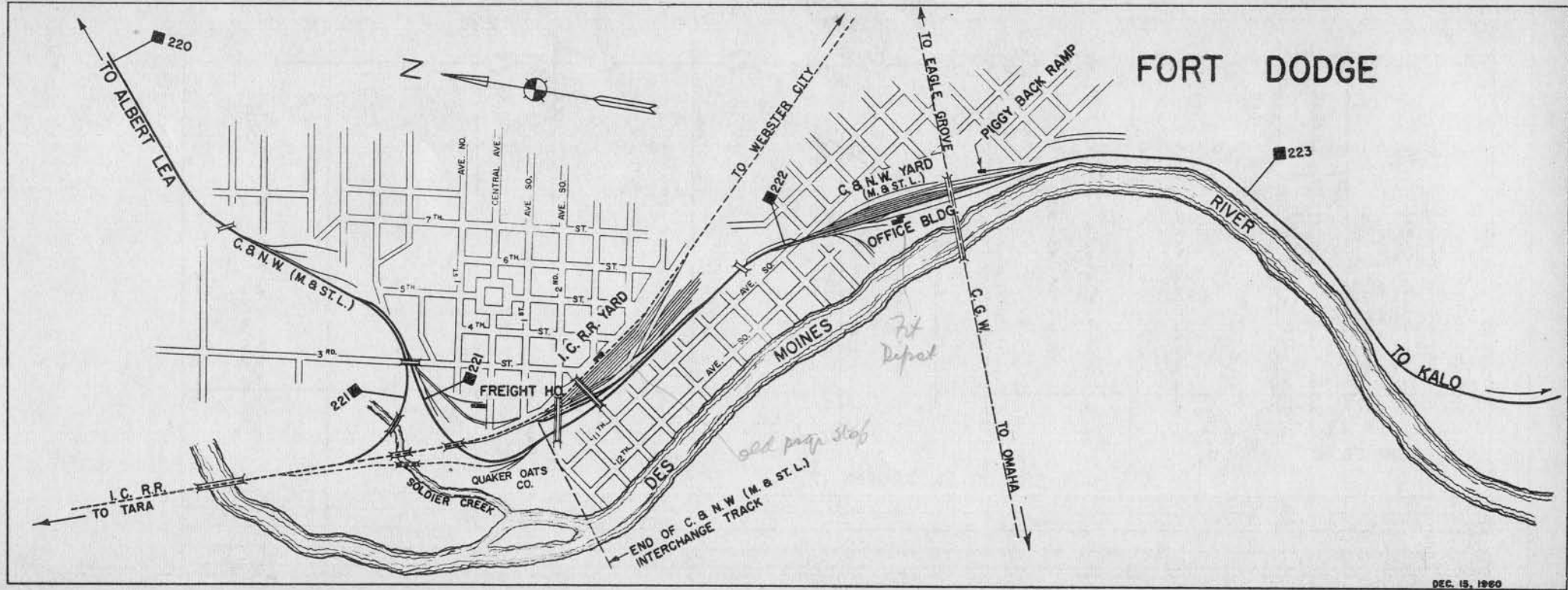
1960



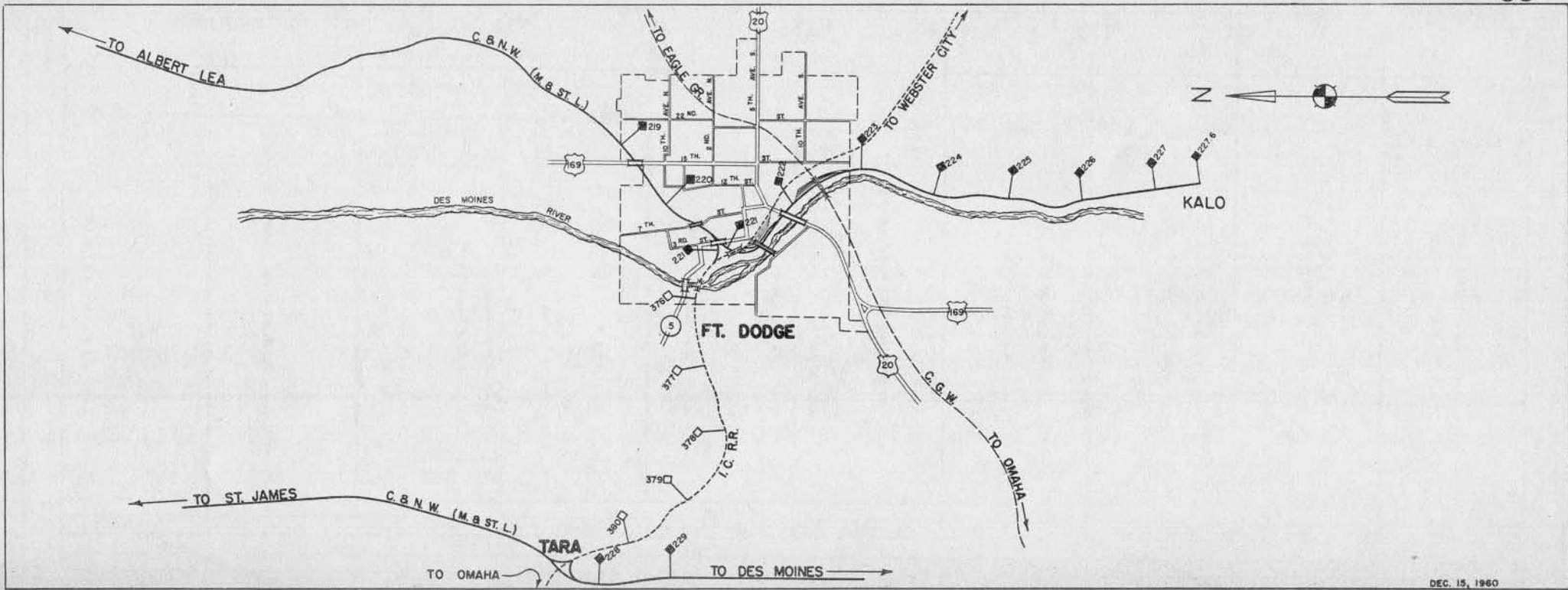
SEE PAGE 82 FOR ENLARGEMENT

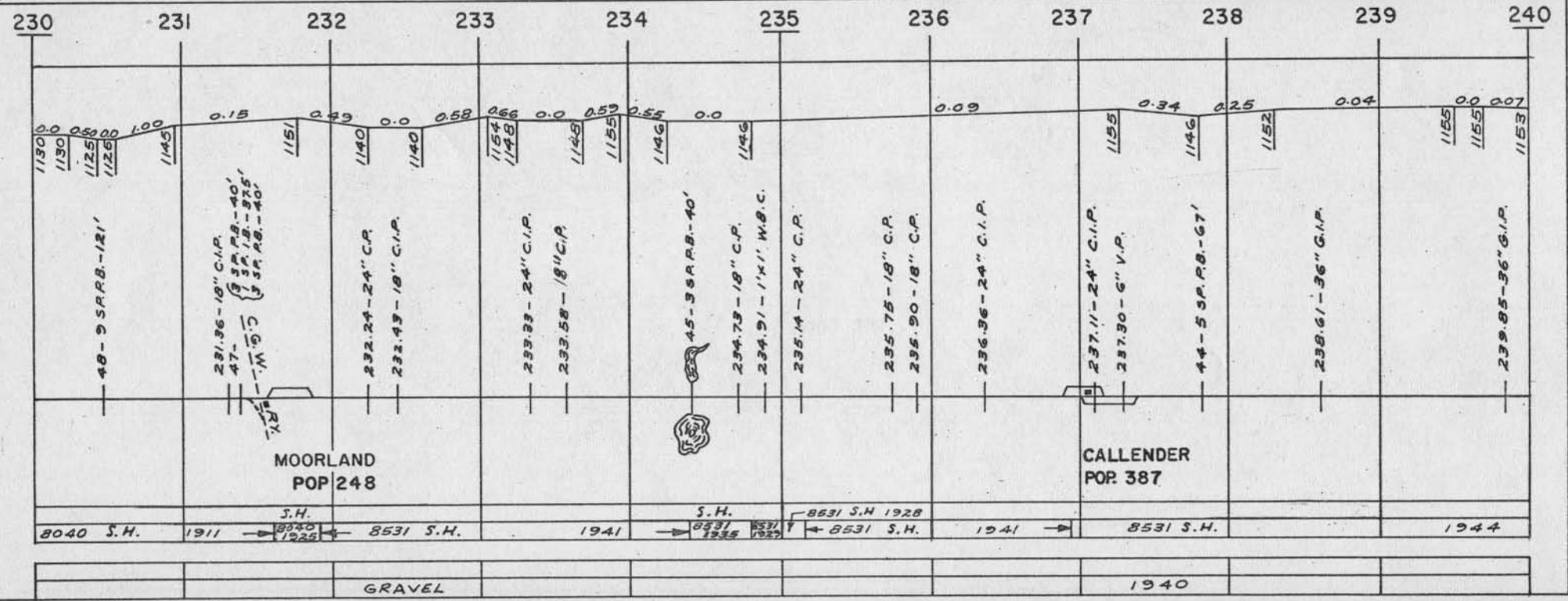
S.H.	1944	8040	S.H.	1911
8040 '19	7040 S.H.	187	1228	11228
		1956		11025
CITY. 1940		CHATS		GRAYEL 1952
				GRAY. 1940

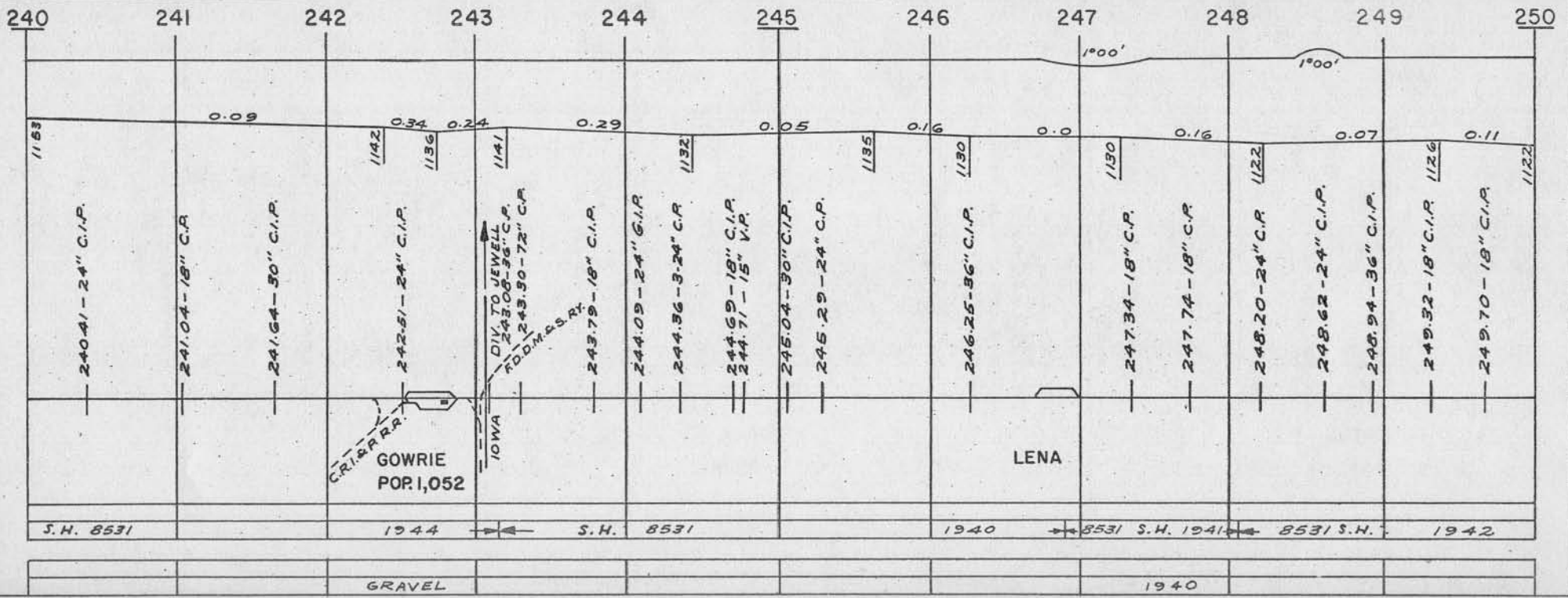
C.&N.W.RY. OPERATES OVER I.C.R.R.

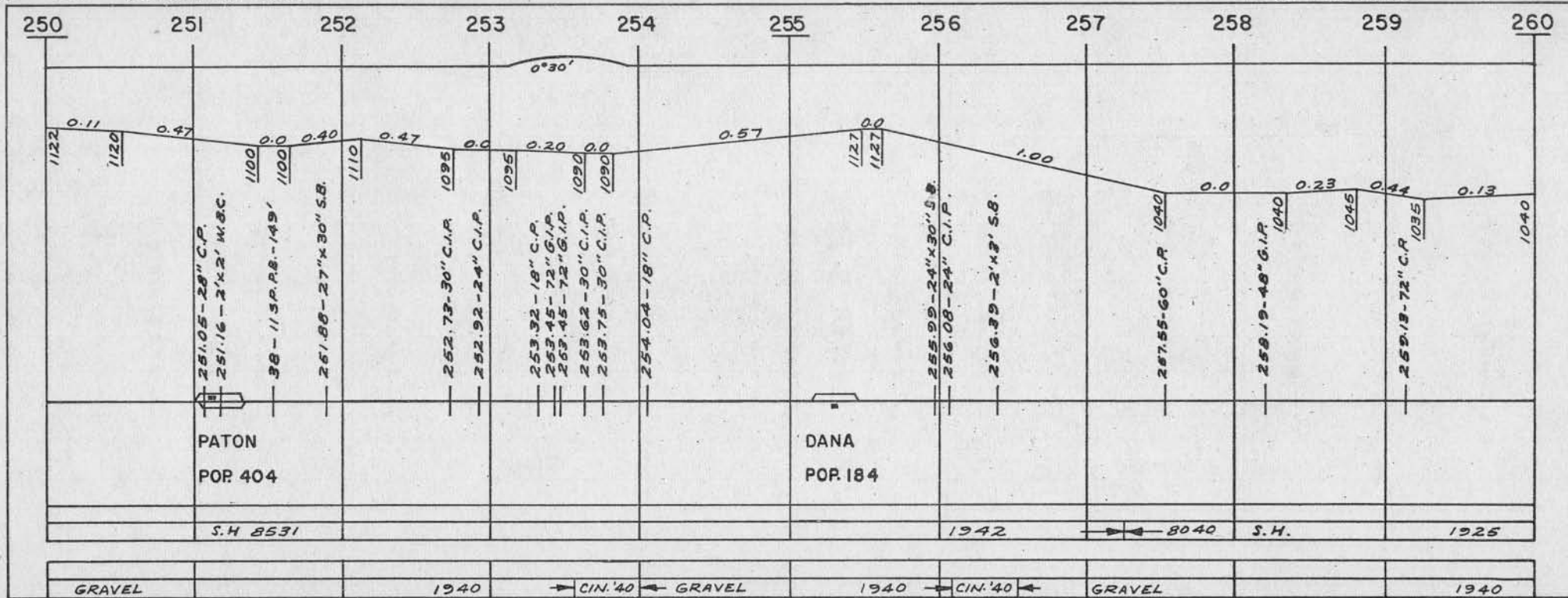


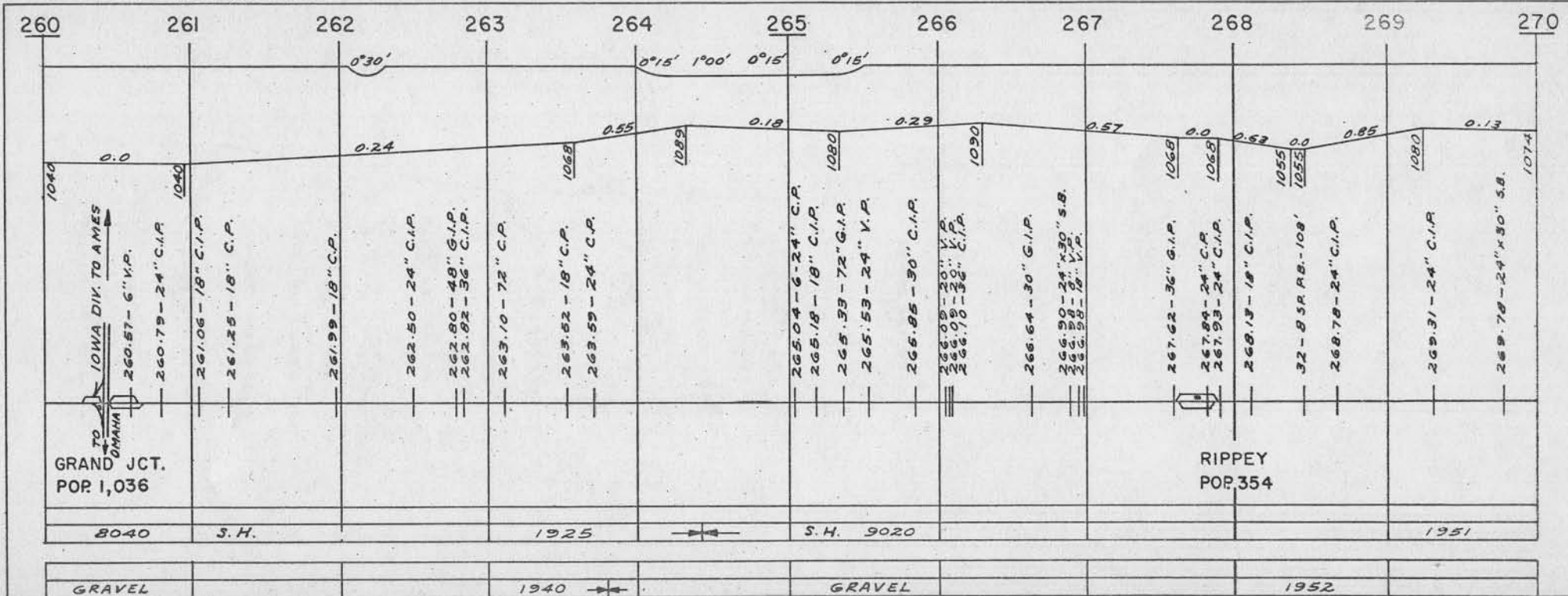
FORT DODGE

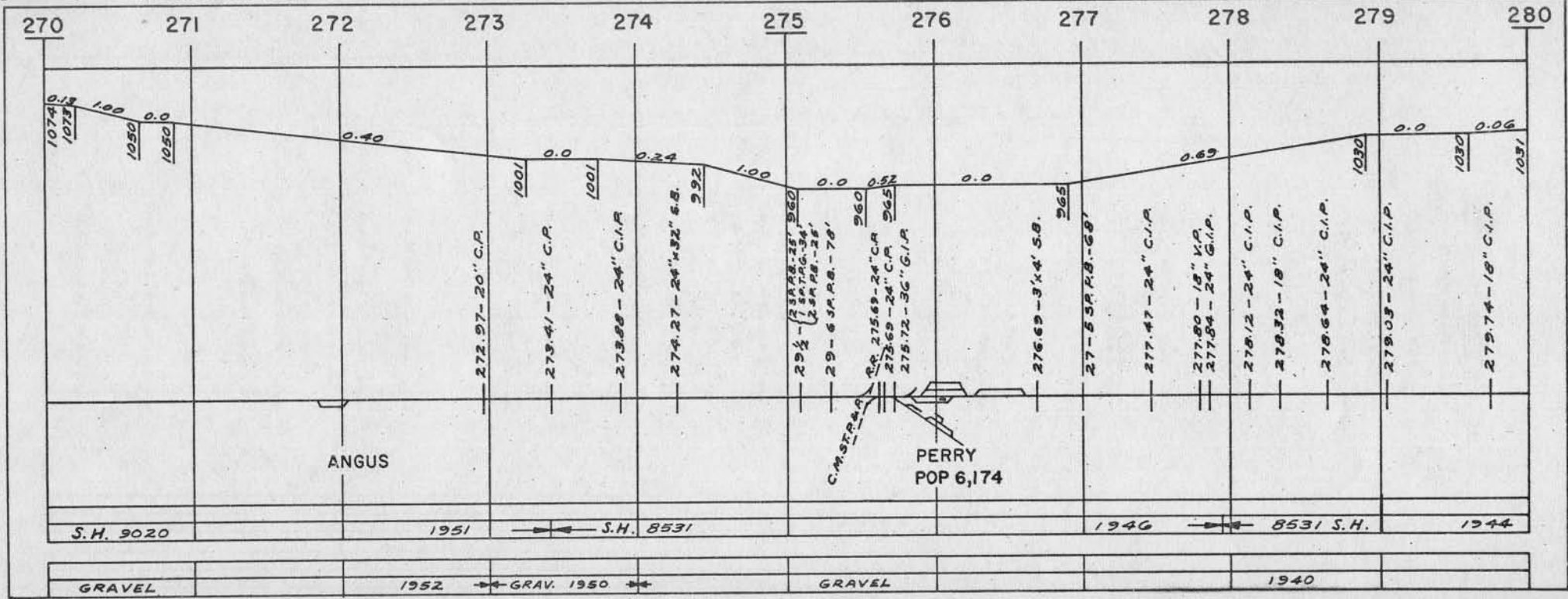


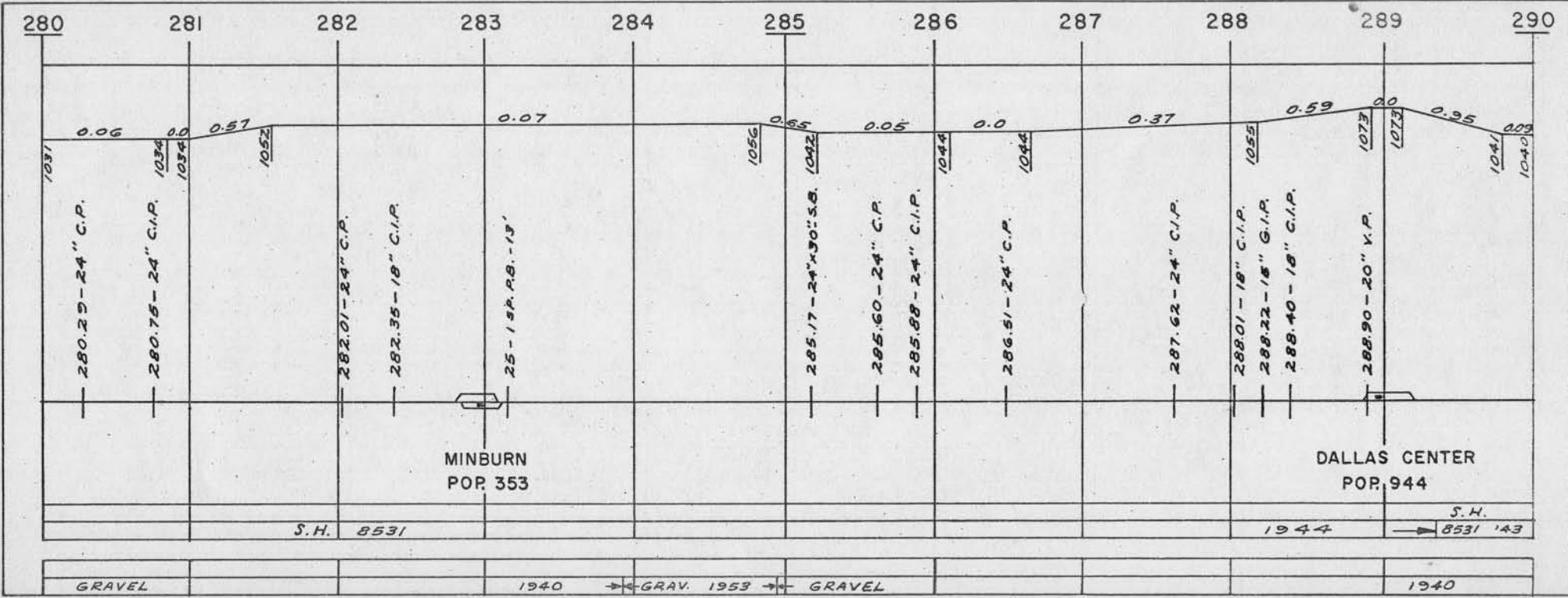












290 291 292 293 294 295 296 297 298 299 300

0°15'

0.09

0.26

0.05

0.15

0.32

0.0

0.02

0.46

0.85

0.96

0.0

1.00

290.04-30" C.P. 1040

290.33-30" C.P.

291.02-18" V.P. 1033

291.36-24" C.P.

291.55-30" C.I.P. 1040

292.05-30" C.I.P. 1042

293.07-48" C.I.P.

293.73-30" C.I.P.

294.22-6'x6' R.C.C. 1027
294.31-36" C.I.P.

294.97-18" C.I.P. 1037

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

WAUKEE
POP. 501

296.58-30" G.I.P. 1039

297.07-96" G.I.P. 1049

1065
1065

298.49-24" G.I.P. 1015

298.78-30" C.I.P.

299.05-30" G.I.P. 1015

299.89-48" G.I.P. 968

S.H. 8531

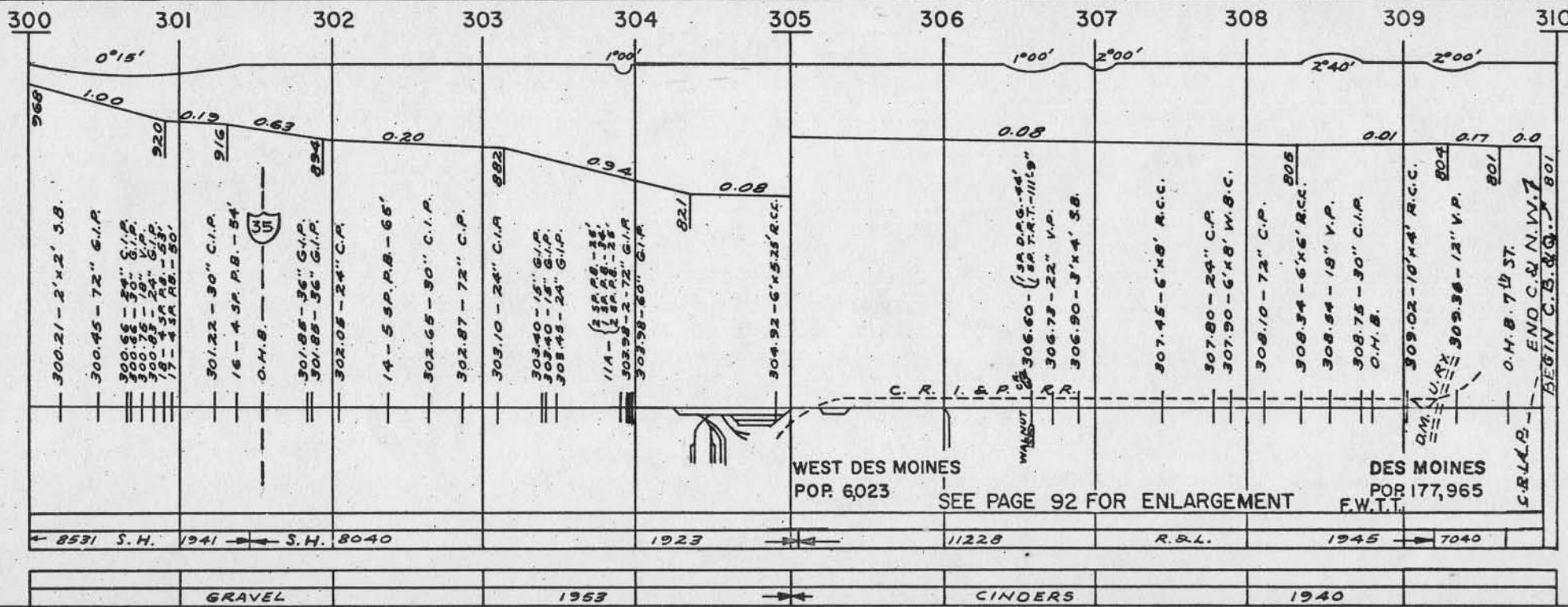
1943

8531 S.H.

1939

GRAVEL

1940



WEST DES MOINES
POP. 6,023

SEE PAGE 92 FOR ENLARGEMENT

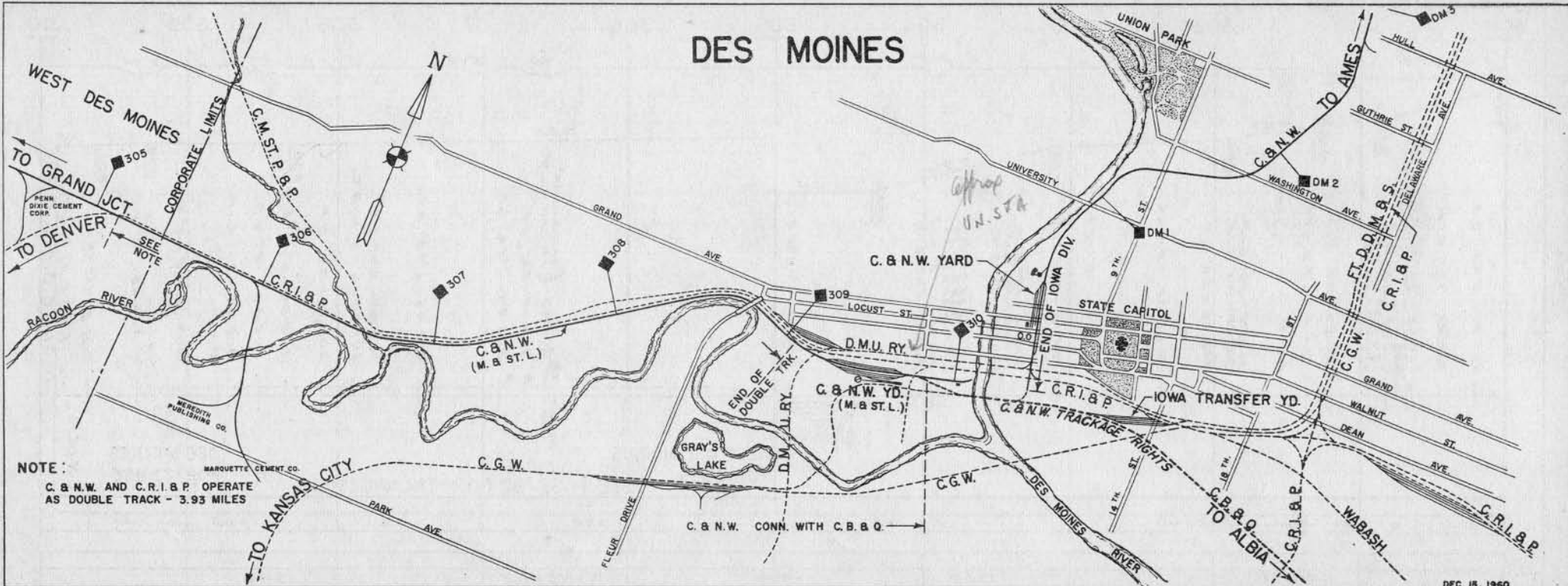
DES MOINES
POP. 177,965
F.W.T.L.

8531 S.H.	1941	S.H.	8040	1923	11228	R.S.L.	1945	7040
-----------	------	------	------	------	-------	--------	------	------

GRAVEL	1953	CINDERS	1940
--------	------	---------	------

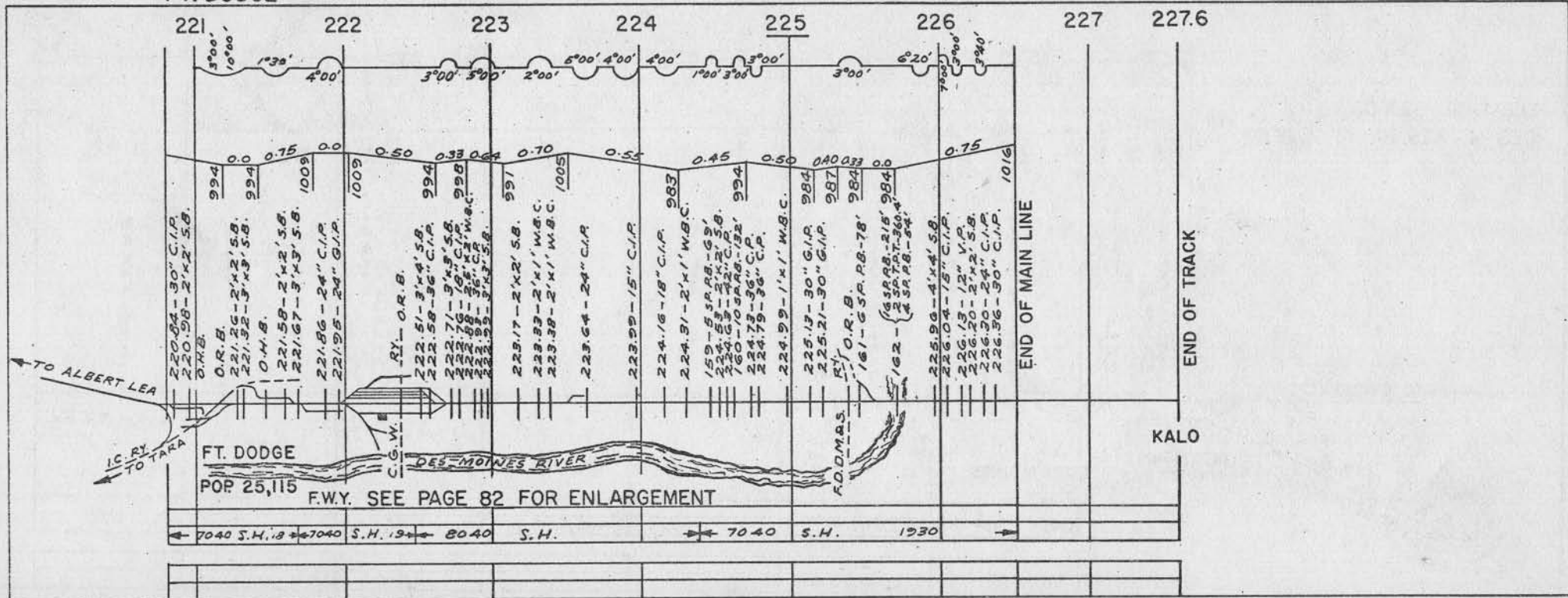
C. & N.W. AND C.R.I. & P. OPERATE AS DOUBLE TRK. 393 MI

DES MOINES

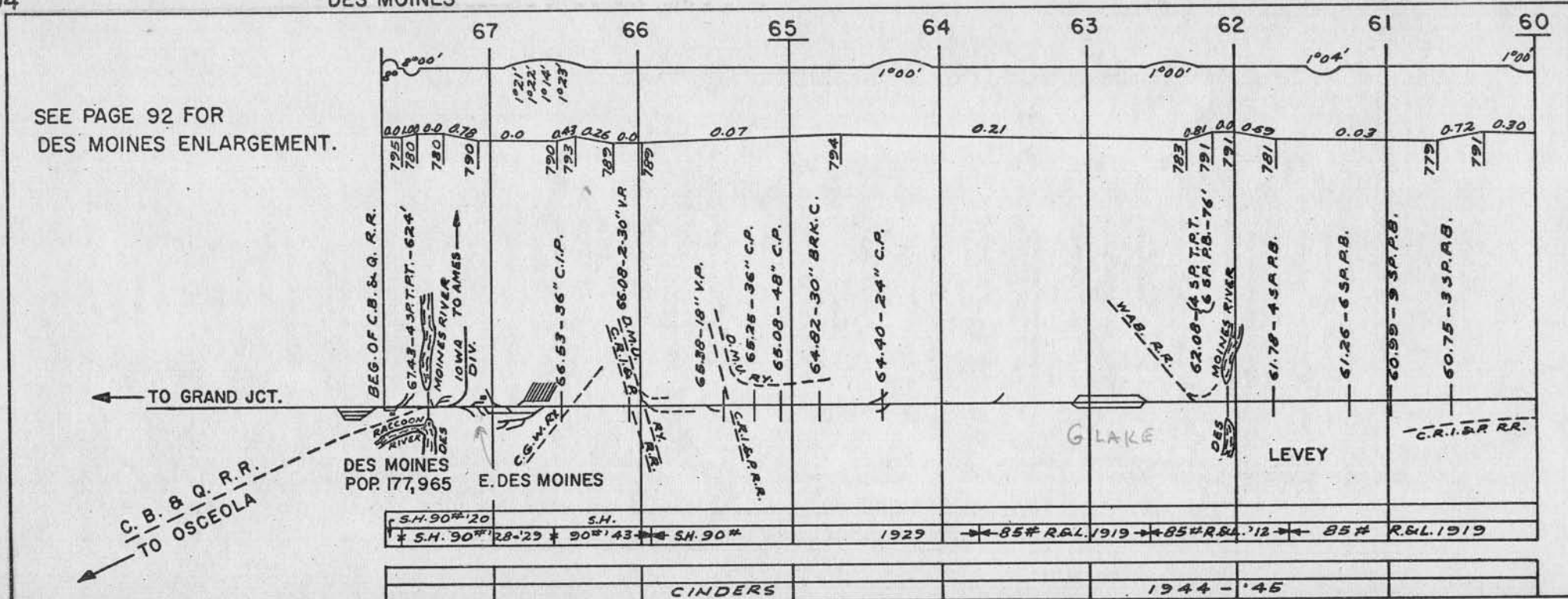


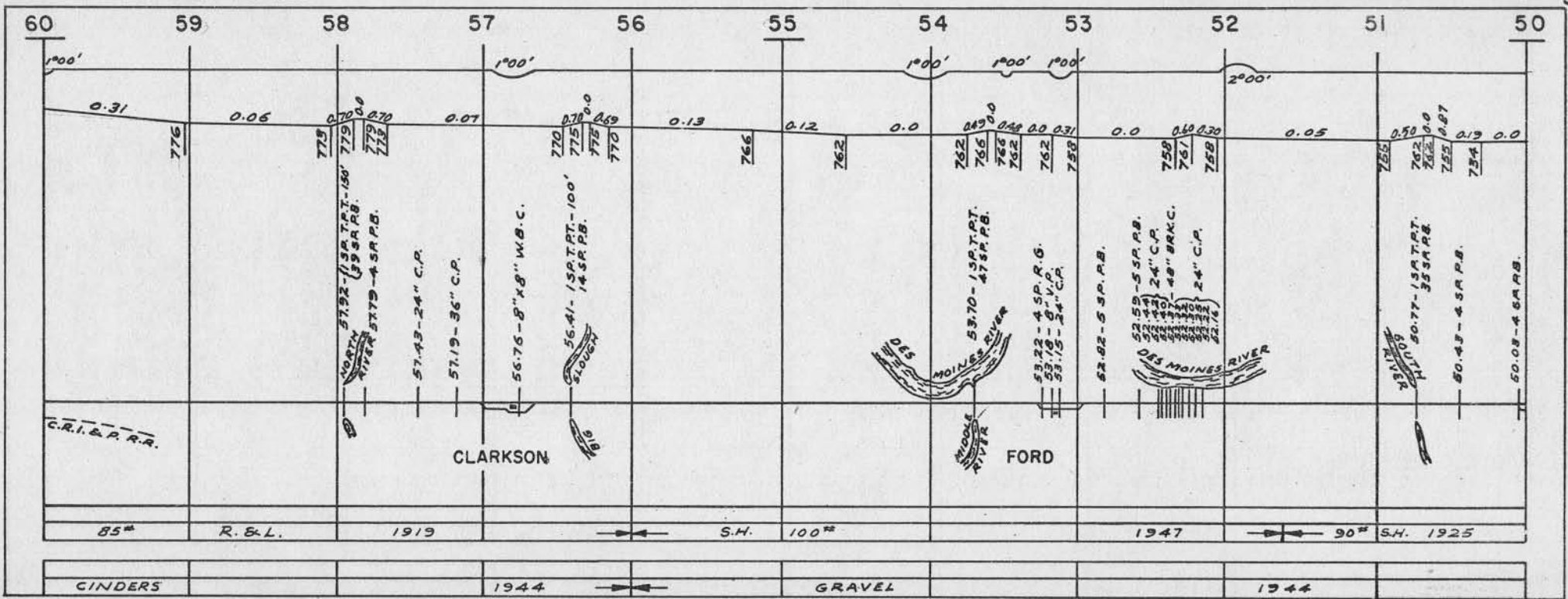
NOTE:
 C. & N.W. AND C. R. I. & P. OPERATE
 AS DOUBLE TRACK - 3.93 MILES

*Approx
 UN. STR.*



SEE PAGE 92 FOR
DES MOINES ENLARGEMENT.





85#

R. & L.

1919

S.H.

100#

1947

90#

S.H. 1925

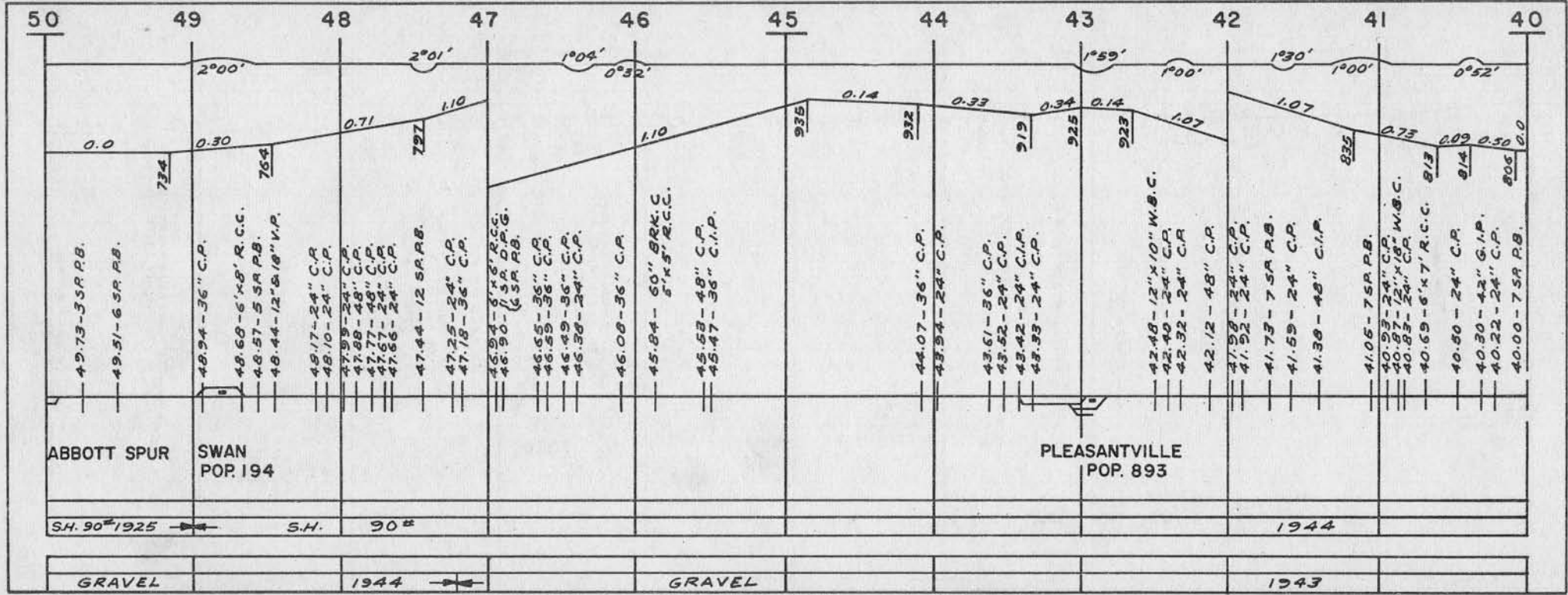
CINDERS

1944

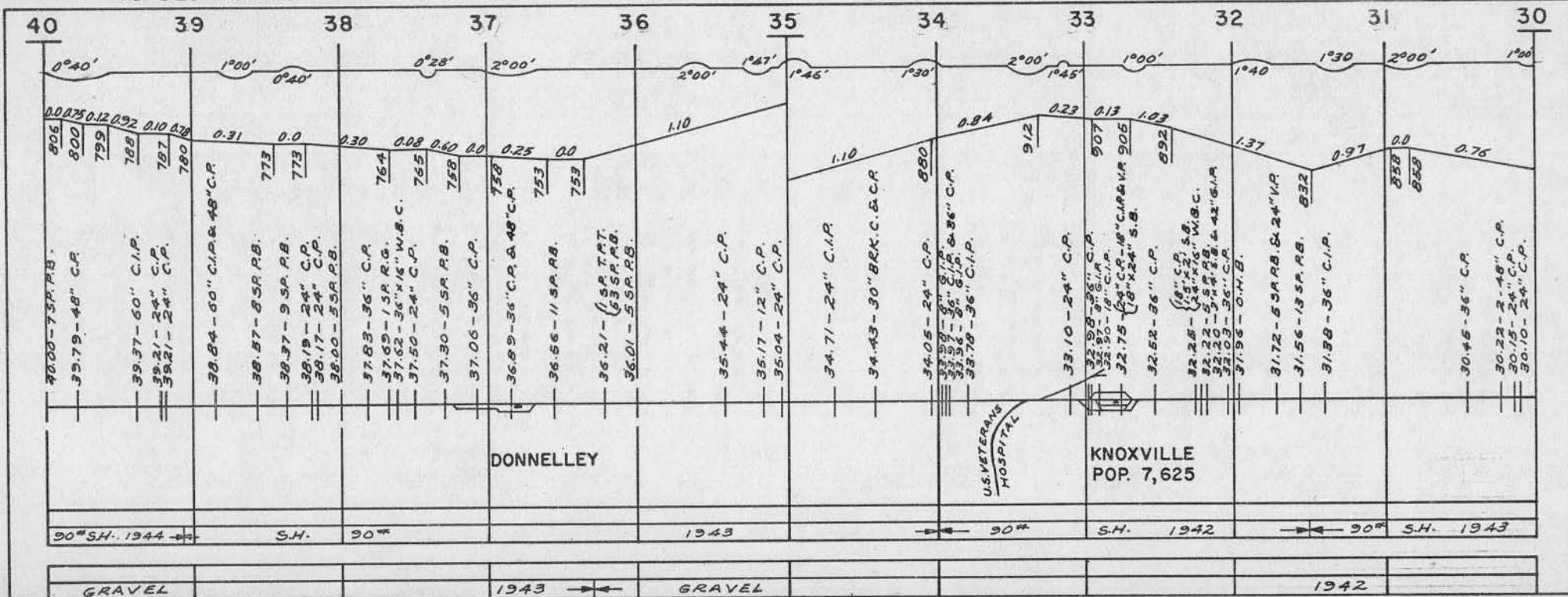
GRAVEL

1944

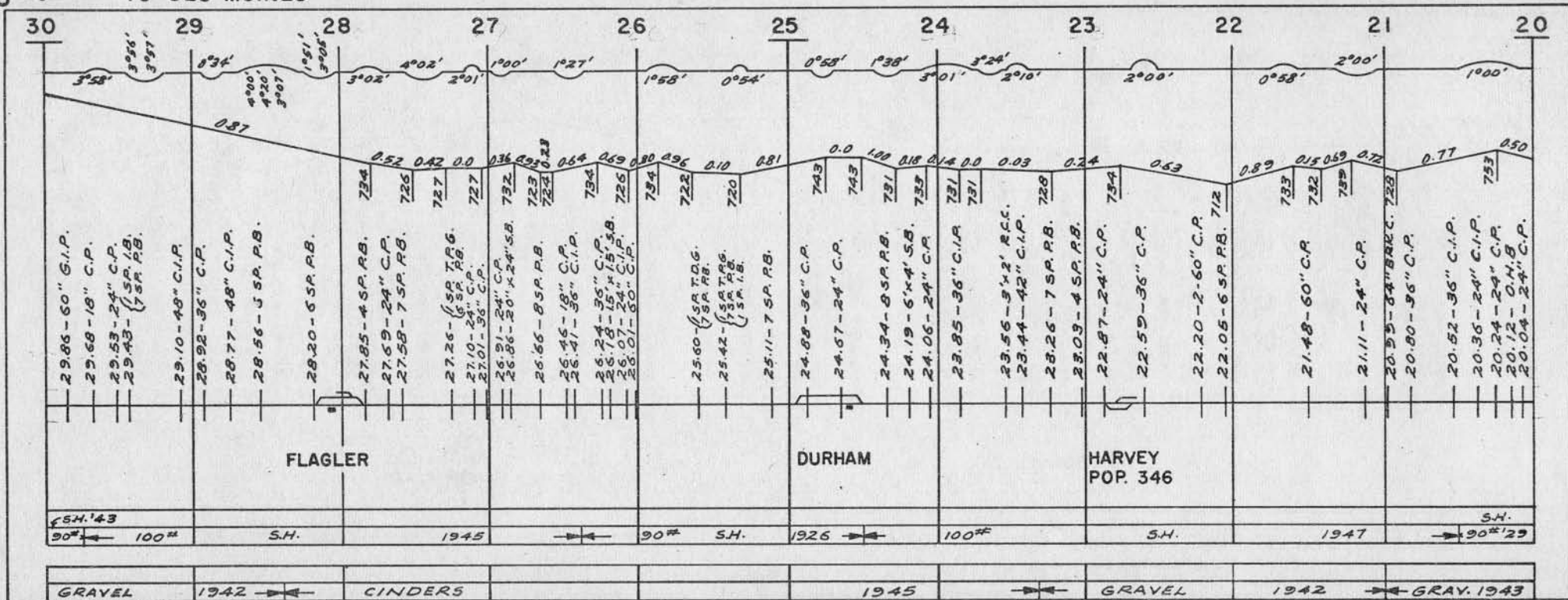
C. & N. W. RY. OPERATES OVER C. B. & Q. R. R.



C. & N.W. RY. OPERATES OVER C. B. & Q. R.R.

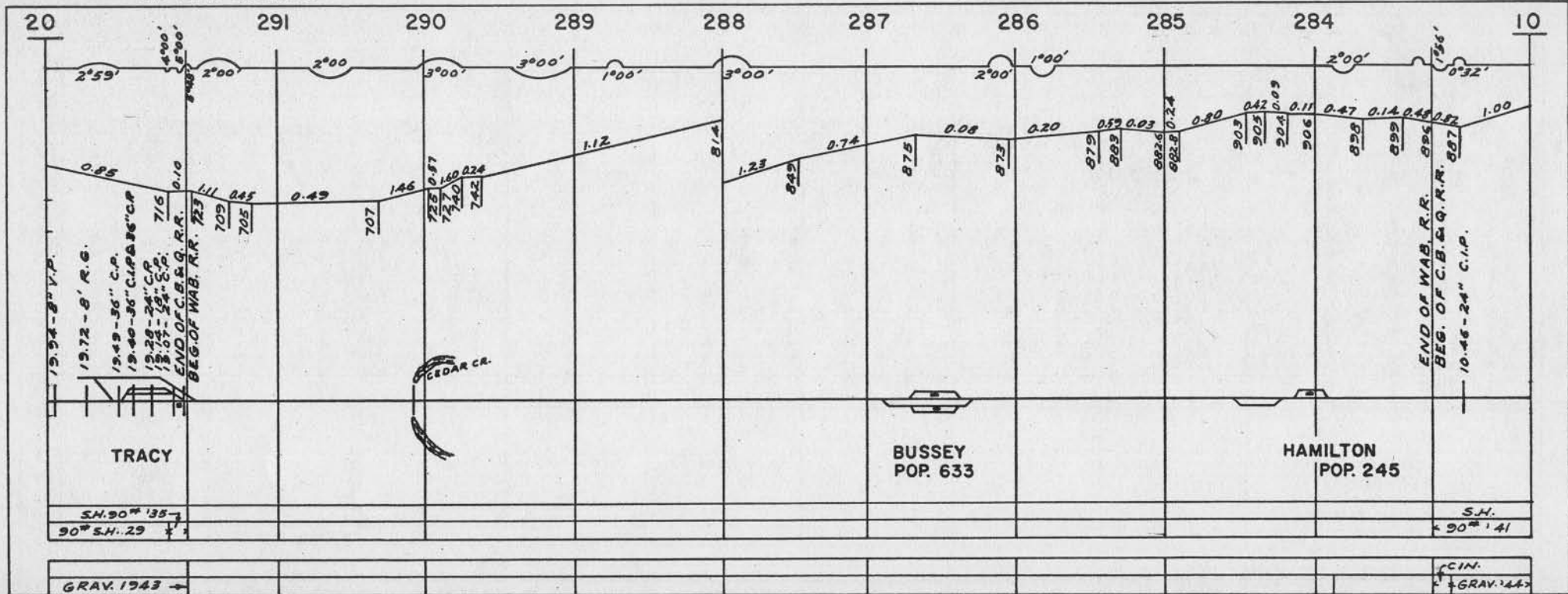


C. & N. W. RY. OPERATES OVER C. B. & Q. R. R.



TO DES MOINES

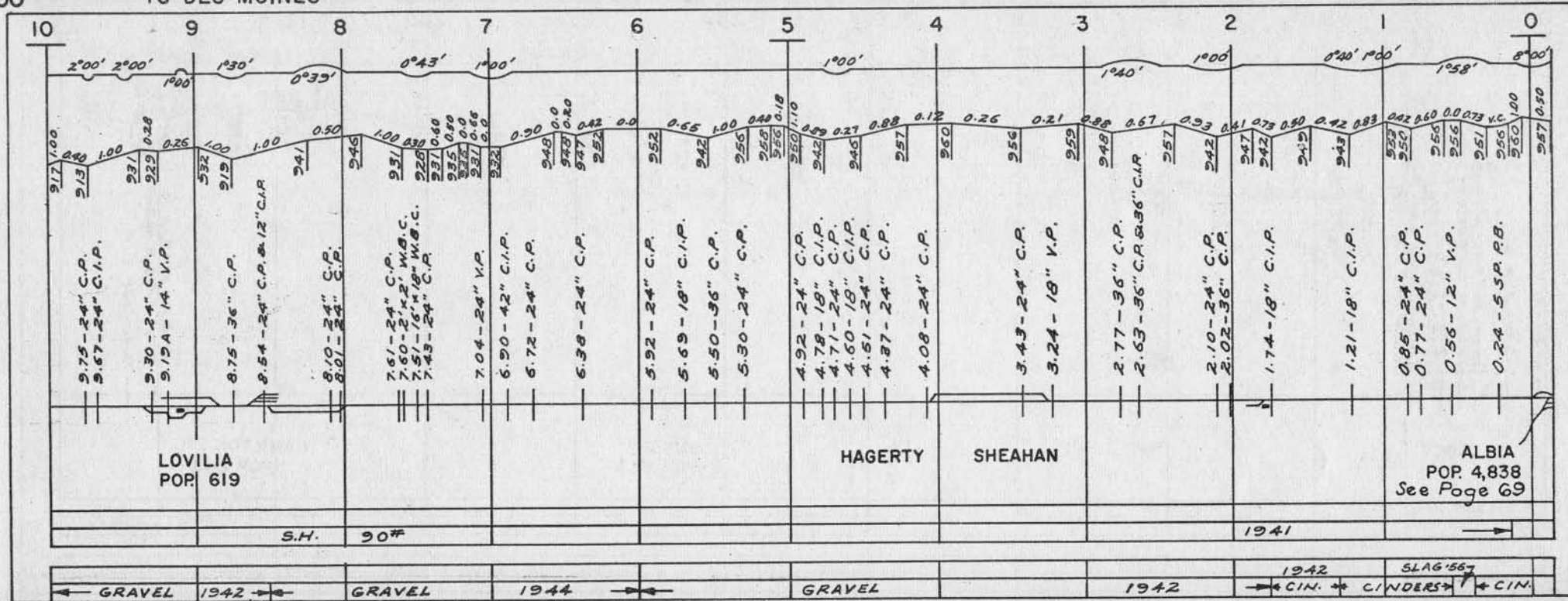
TO ALBIA 99

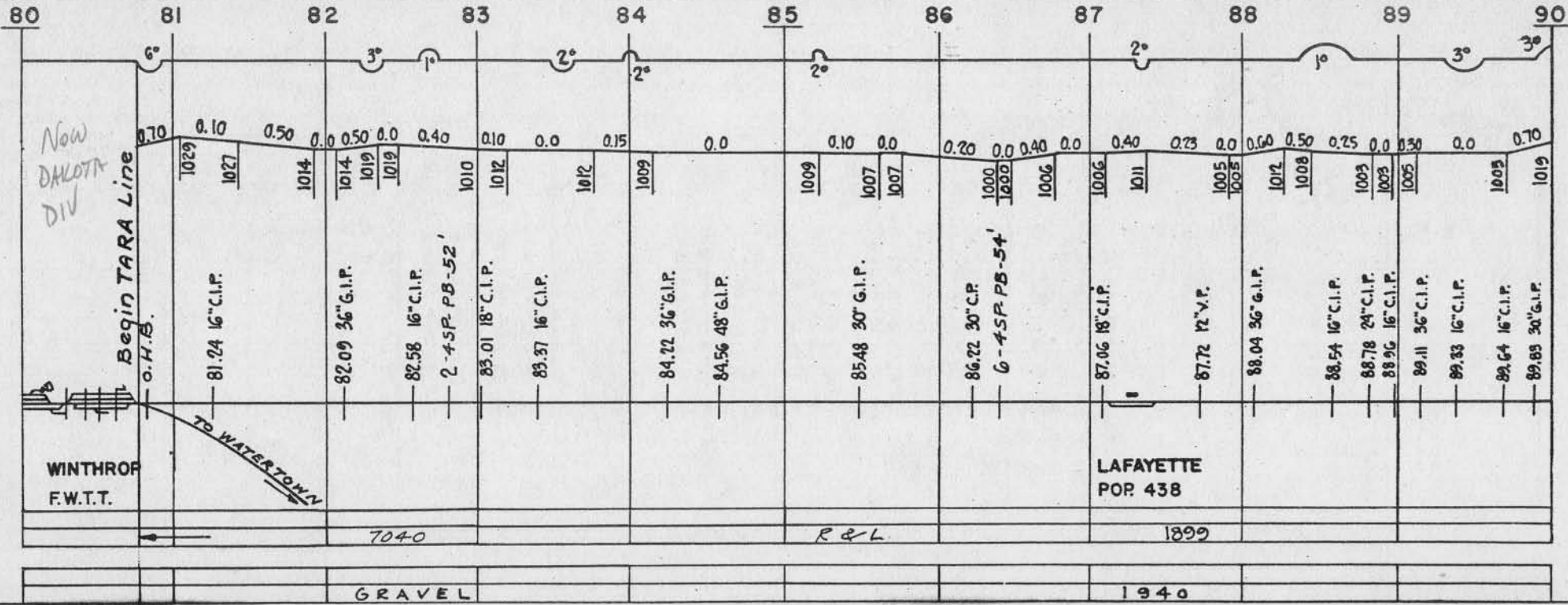


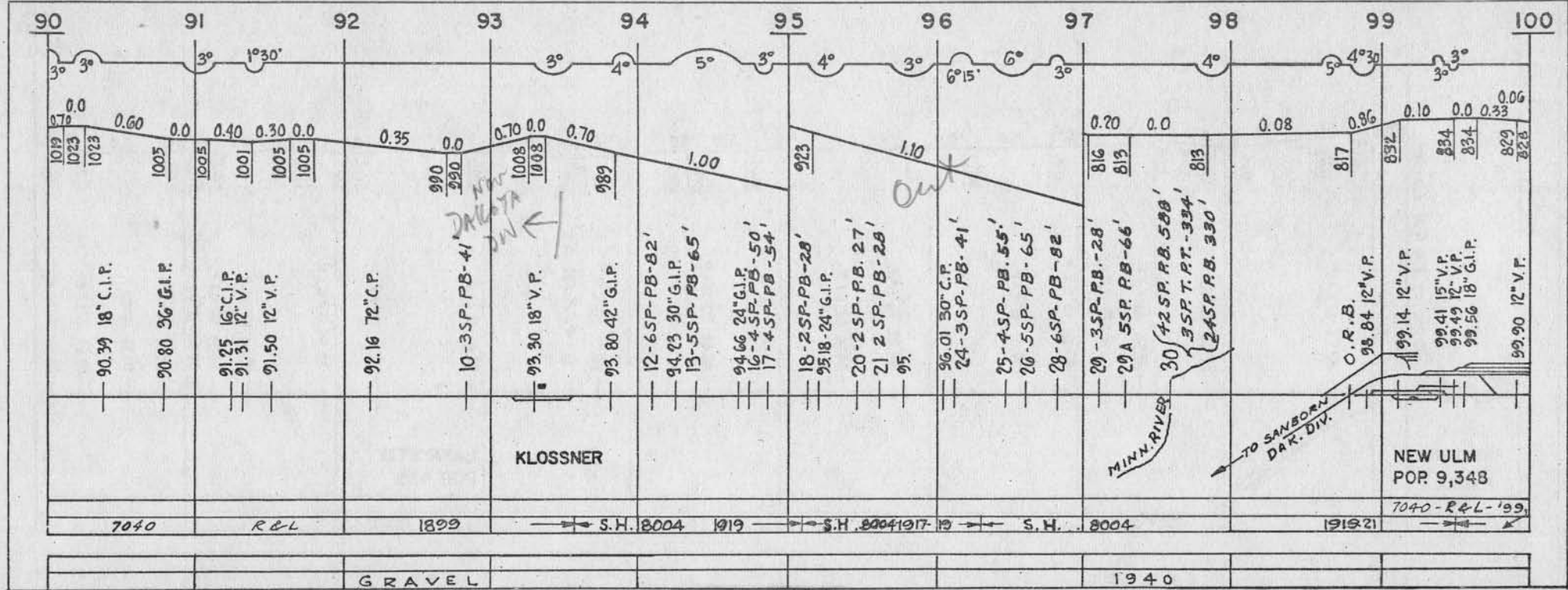
C. B. & Q. R. R.

C. & N. W. RY. OPERATES OVER WABASH R. R.

C. B. & Q. R. R.



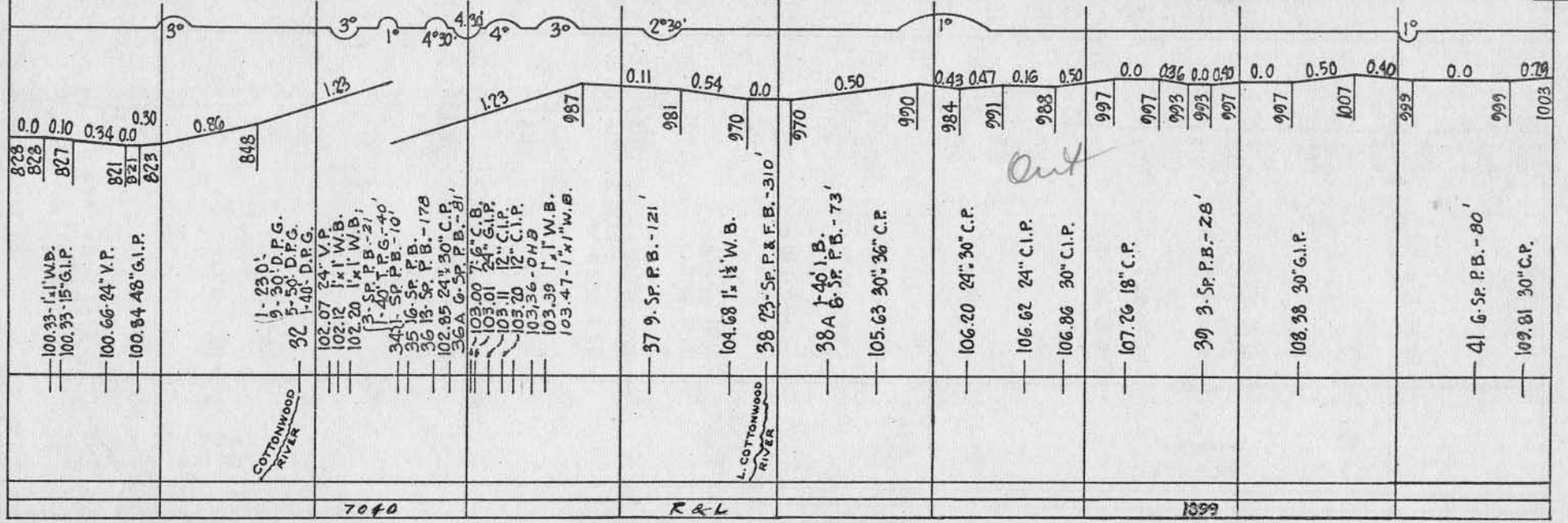




TO WINTHROP

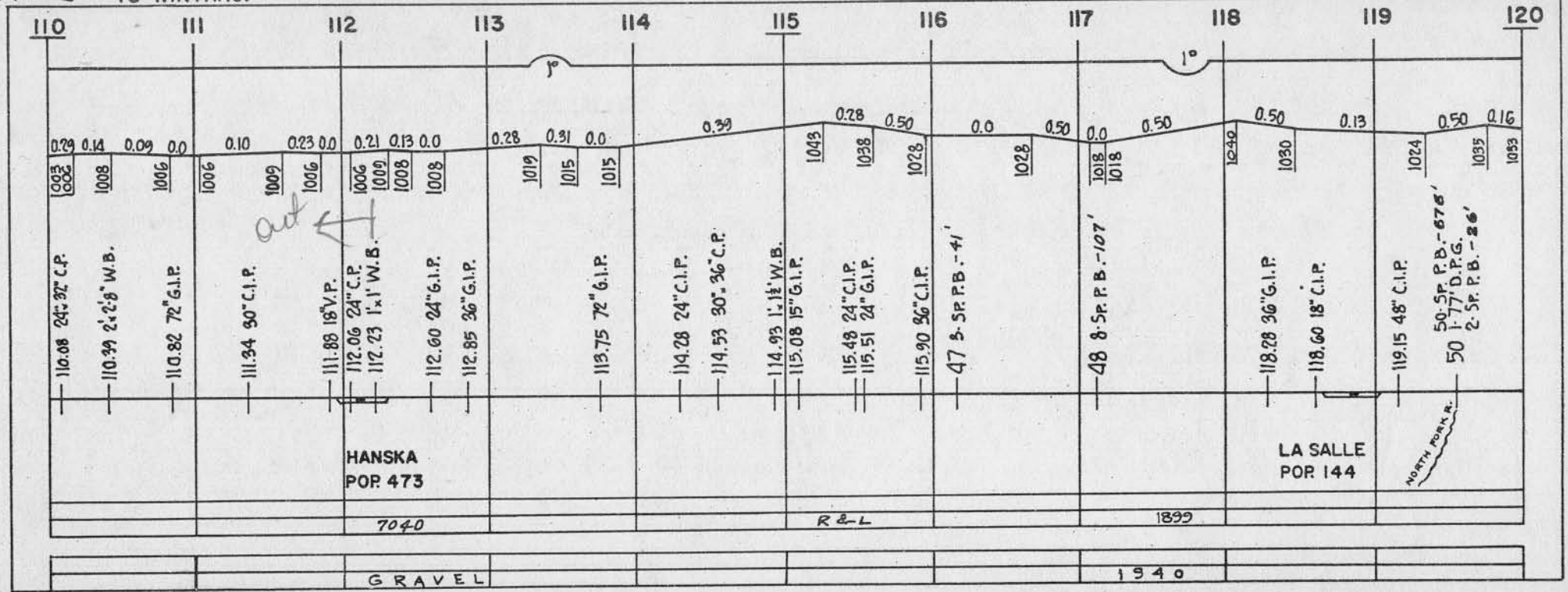
TO TARA

100 101 102 103 104 105 106 107 108 109 110



GRAVEL

1940



HANSKA
POP 473

LA SALLE
POP 144

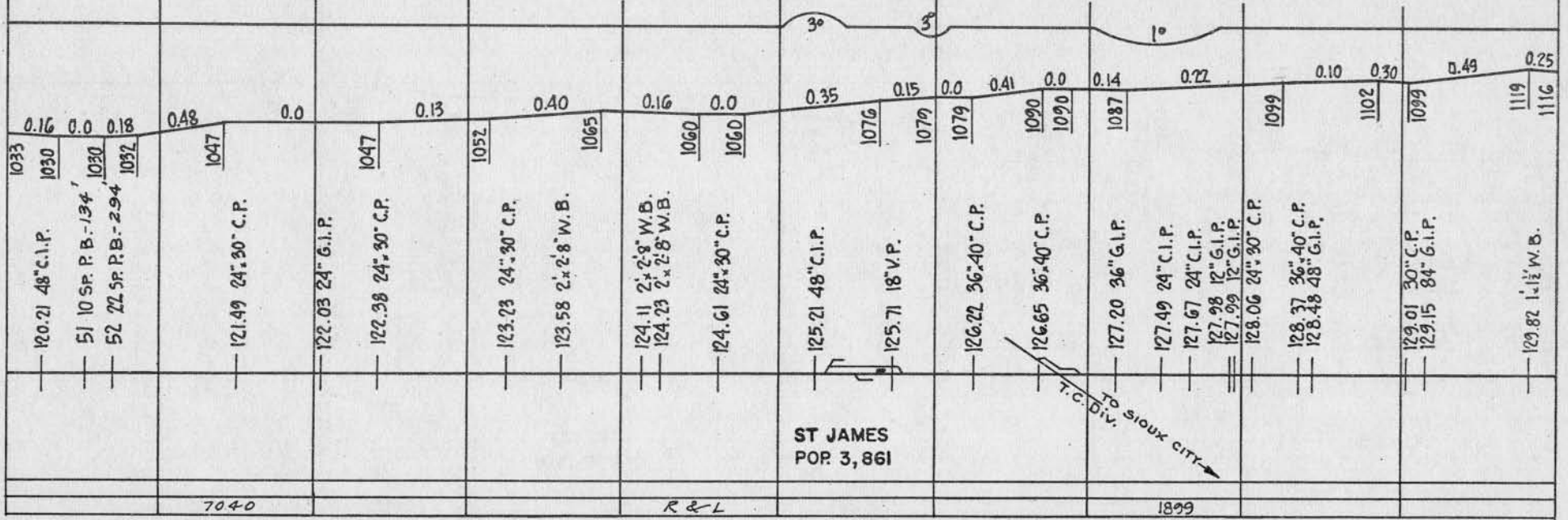
GRAVEL

1940

TO WINTHROP

TO TARA 105

120 121 122 123 124 125 126 127 128 129 130



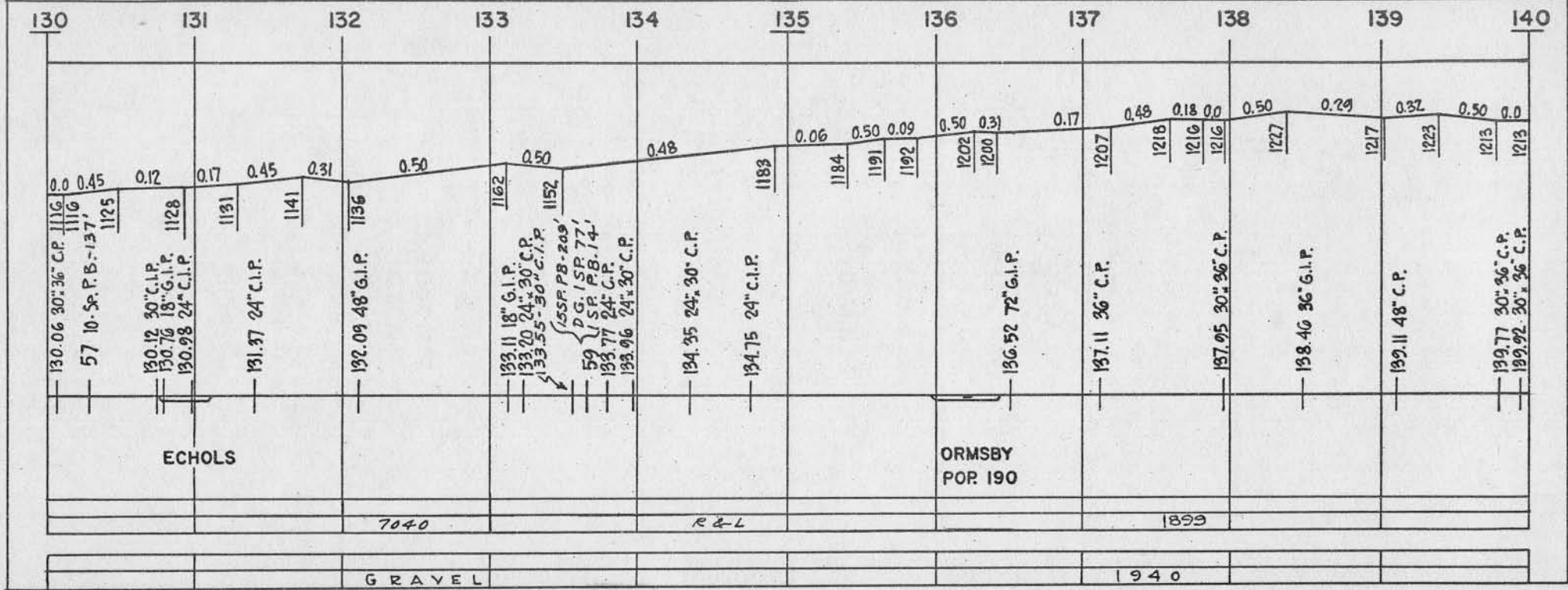
7040

R & L

1899

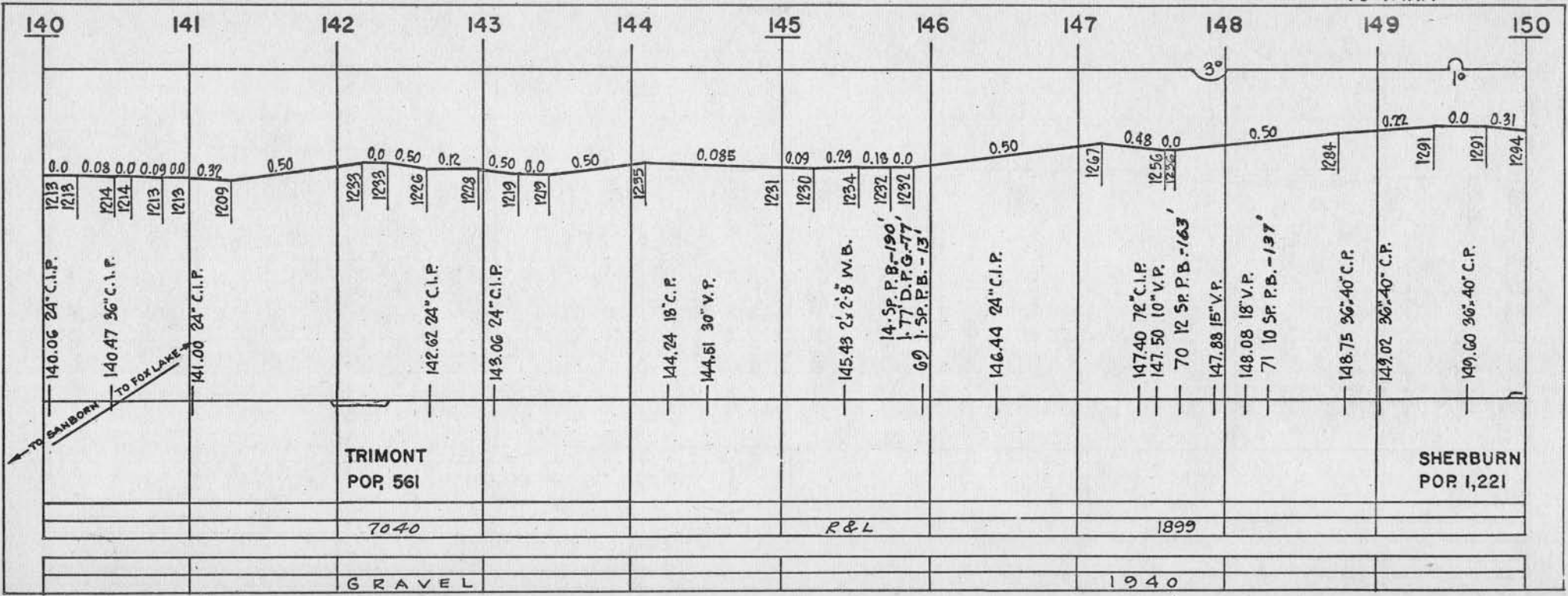
GRAVEL

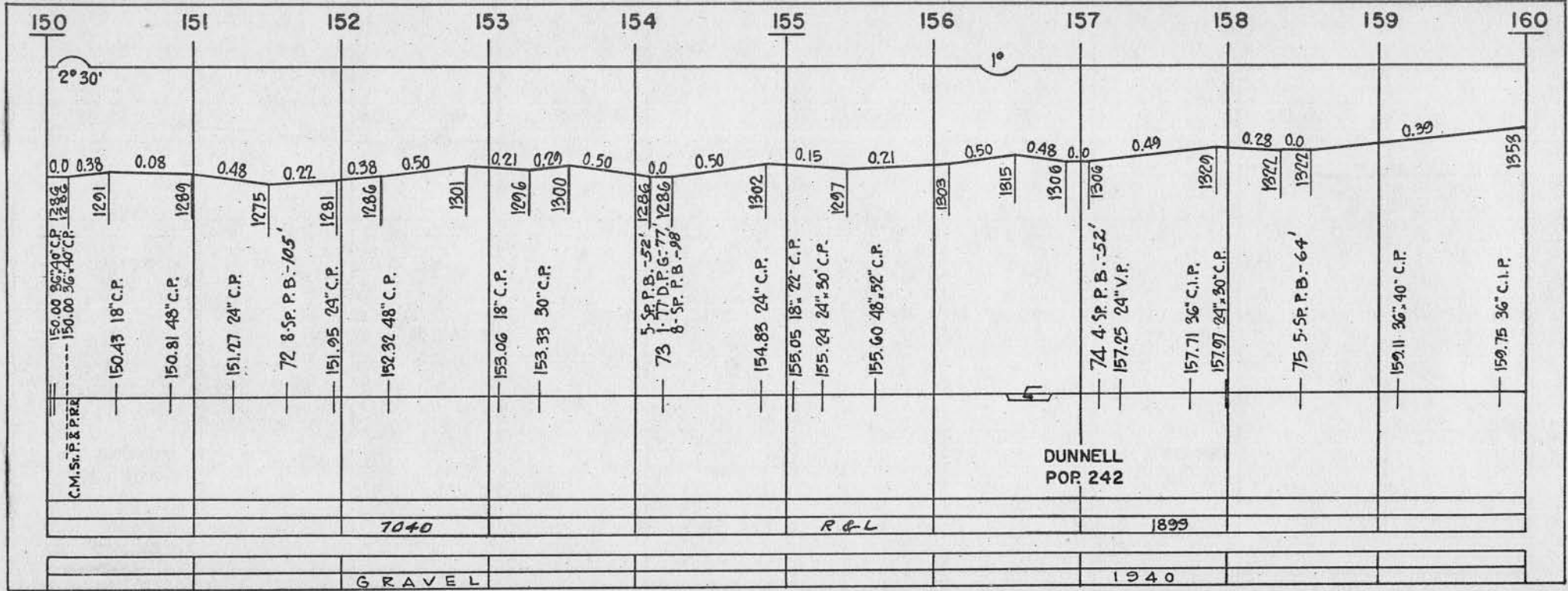
1940



TO WINTHROP

TO TARA 107





7040

R & L

1899

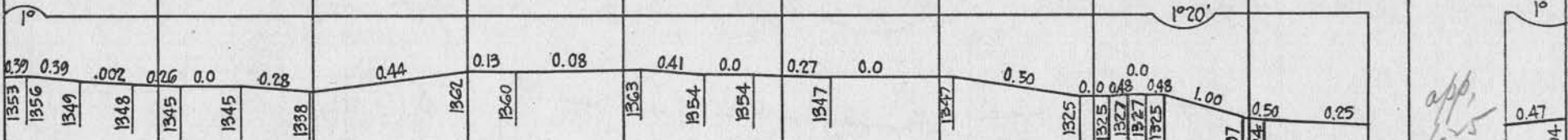
GRAVEL

1940

TO WINTHROP

TO TARA 109

160 161 162 163 164 165 166 167 168 169 170



76 6" S.F.P.B. - 81'
160.68 36" C.I.P.
MINN.
IOWA

161.27 2 1/2' C.B.
161.90 36" C.I.P.

162.37 36" G.I.P.
162.74 36" C.I.P.

163.35 36" C.I.P.
163.65 24" C.I.P.
163.87 2 1/2' C.B.

164.55 24" G.I.P.

165.03 18 1/2' C.P.
165.21 18" C.P.
165.39 36 1/2' C.P.

165.90 36" C.I.P.
166.24 36" C.I.P.
166.50 24" C.I.P.

167.02 2 1/2' C.B.
167.28 2 1/2' V.P.

167.69 2 1/2' C.B.
167.88 2 1/2' C.B.

168.41 30" V.P.
168.54 36" V.P.

HUNTINGTON

ESTHERVILLE
POP. 6,719
W.Y.

C.R.I.&P.

Des Moines River

7040

R.F.L. 1899

7040

GRAVEL

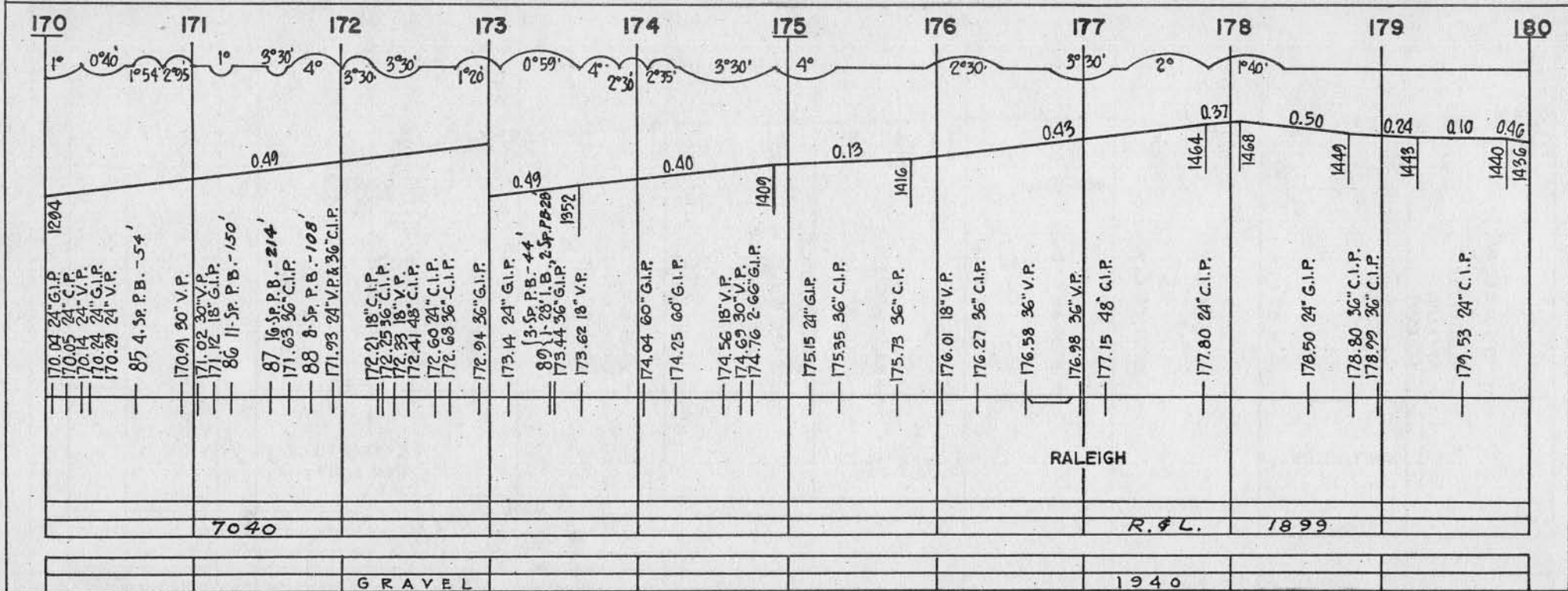
1940

Grav.

C.R.I.&P.

app.
1.25

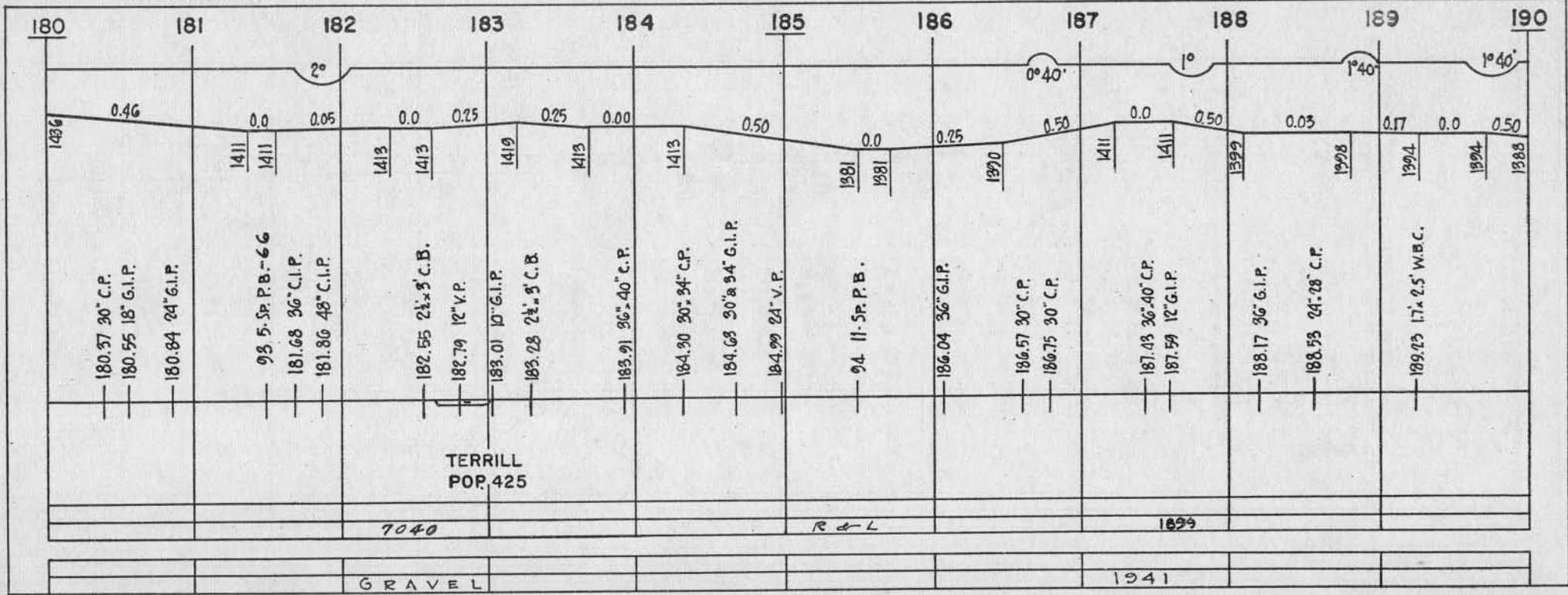
0.47
1204

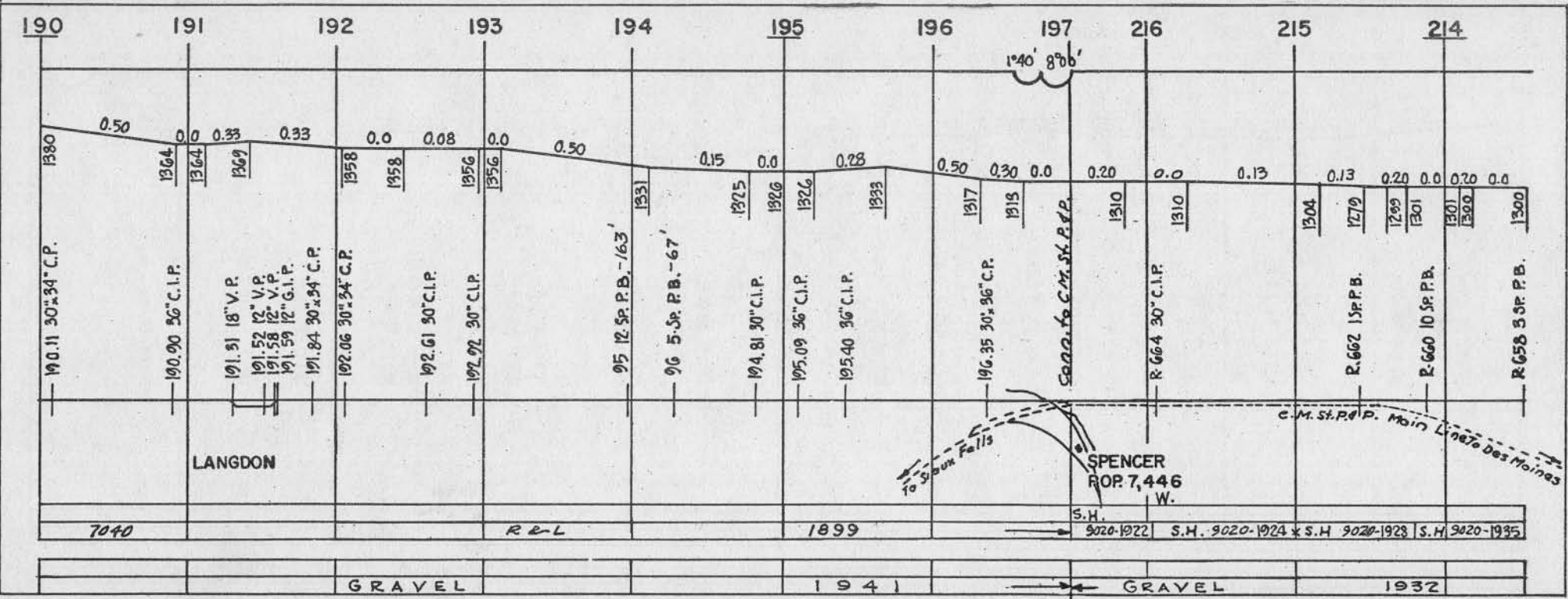


TO WINTHROP

TO TARA

111

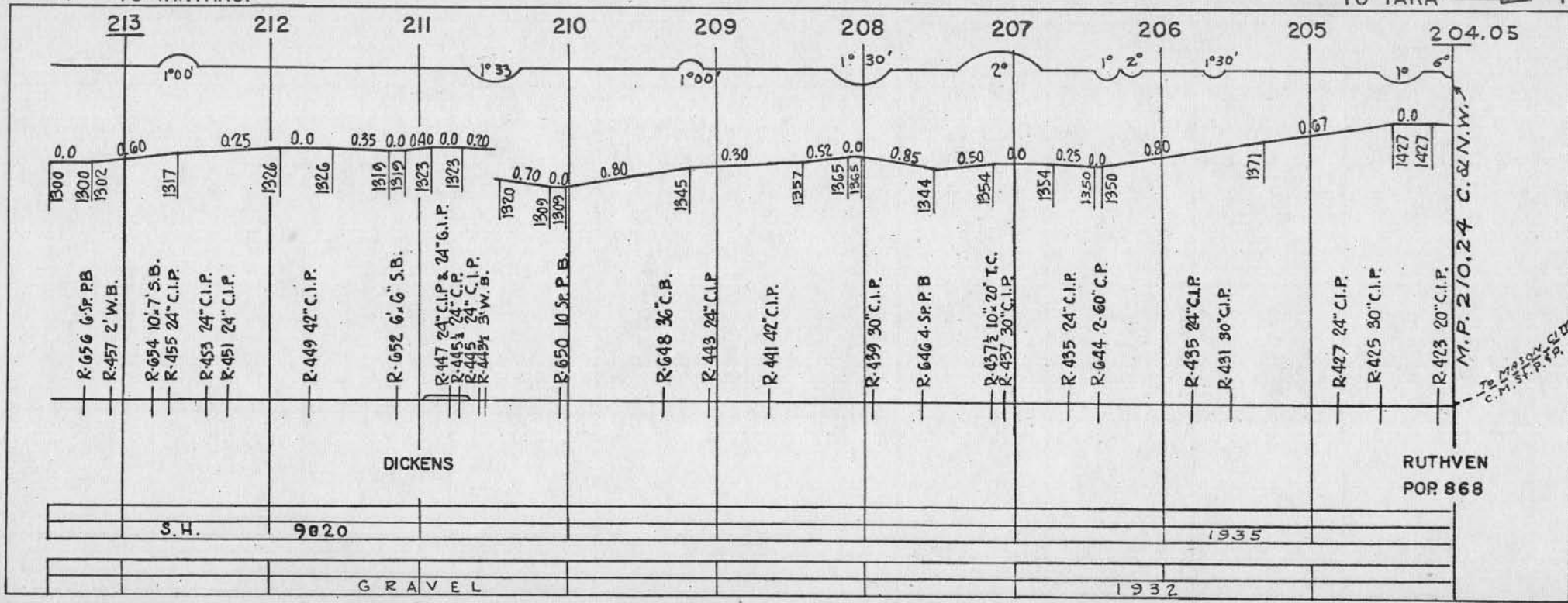




C.&N.W.RY. OPERATES OVER C.M. ST. P. & P.R.R.

TO WINTHROP

TO TARA 113



DICKENS

RUTHVEN
POP. 868

C.&N.W. RY. OPERATES OVER C.M.ST. P.& P. R.R.

M.P. 210.24 C.&N.W.
C.M. ST. P. & P. R.R.

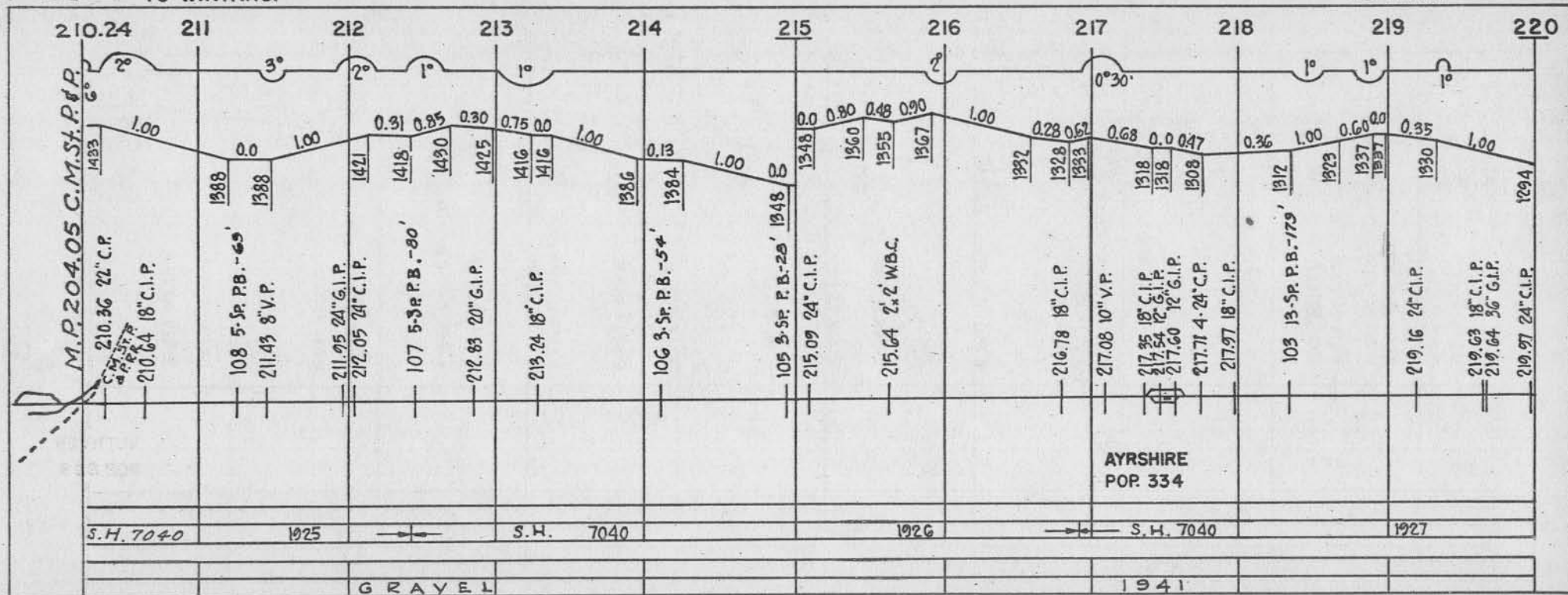
S. H.

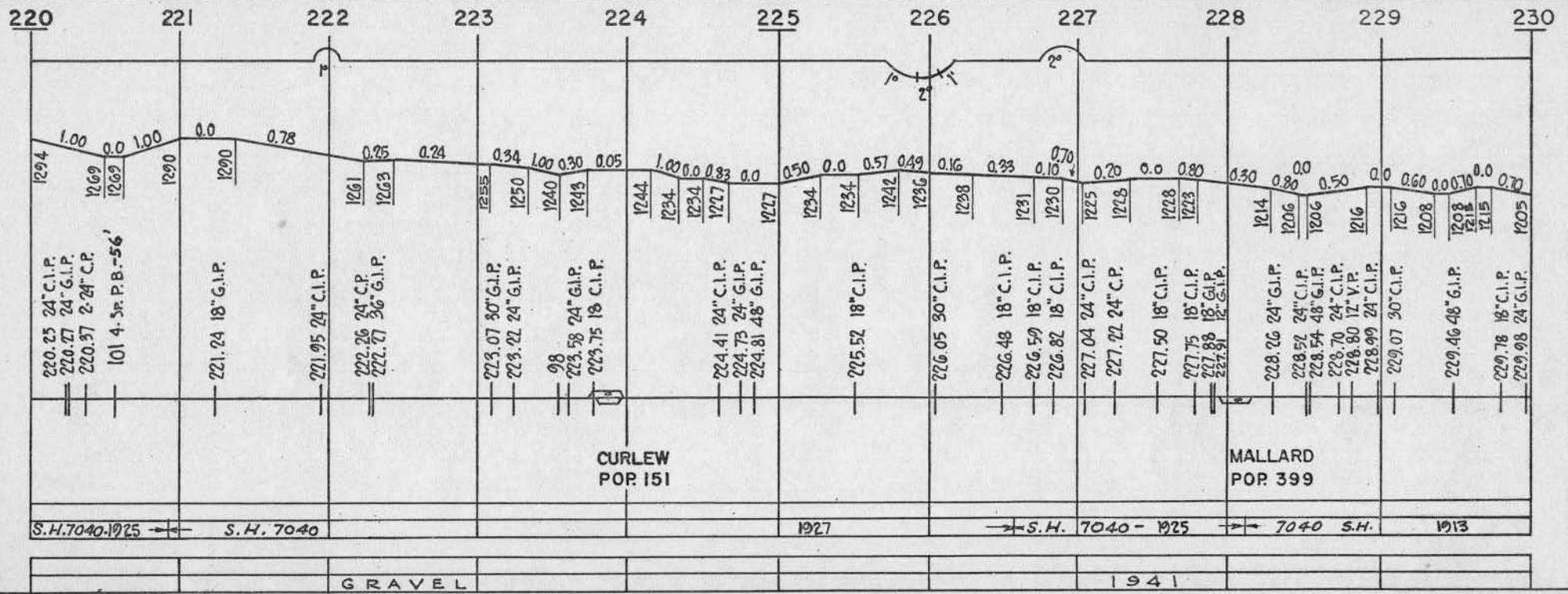
9020

1935

GRAVEL

1932





230 231 232 233 234 235 236 237 238 239 240

0.85 0.0 0.40 0.64 0.60 0.60 0.0 0.70 0.0 0.35 0.75 0.71 0.40 0.70 0.40 0.0 0.35 0.60 0.0 0.80 0.0 0.50 0.0 0.50 0.0 0.30 0.0 0.85 0.0 0.33 0.30 0.0 0.40 0.0

1205 1222 1222 1219 1226 1214 1219 1219 1226 1226 1221 1208 1211 1203 1217 1208 1208 1216 1204 1204 1214 1214 1209 1209 1207 1207 1208 1208 1184 1184 1191 1173 1173 1181 1181

230.09 30" C.I.P. 90 3 SP. P.B. - 41' 231.21 30" G.I.P. 231.87 18" C.P. 232.34 18" C.I.P. 88 3 SP. P.B. - 41' 232.90 18" C.I.P. 233.20 24" G.I.P. 233.60 30" G.I.P. 86 2 SP. P.B. - 26 234.77 18" C.I.P. 235.61 24" C.I.P. 236.12 24" C.I.P. 236.57 24" C.P. 237.34 18" C.I.P. 237.79 24" G.I.P. 237.99 24" C.P. 238.23 24" G.I.P. 83.17 SP. P.B. - 230 239.42 24" C.I.P. 239.55 24" C.I.P.

PLOVER POP. 243

IOWA DIV. TO HAWARDEN ROLFE POR. 997

S.H.

7040

1913

S.H.

7040

1925

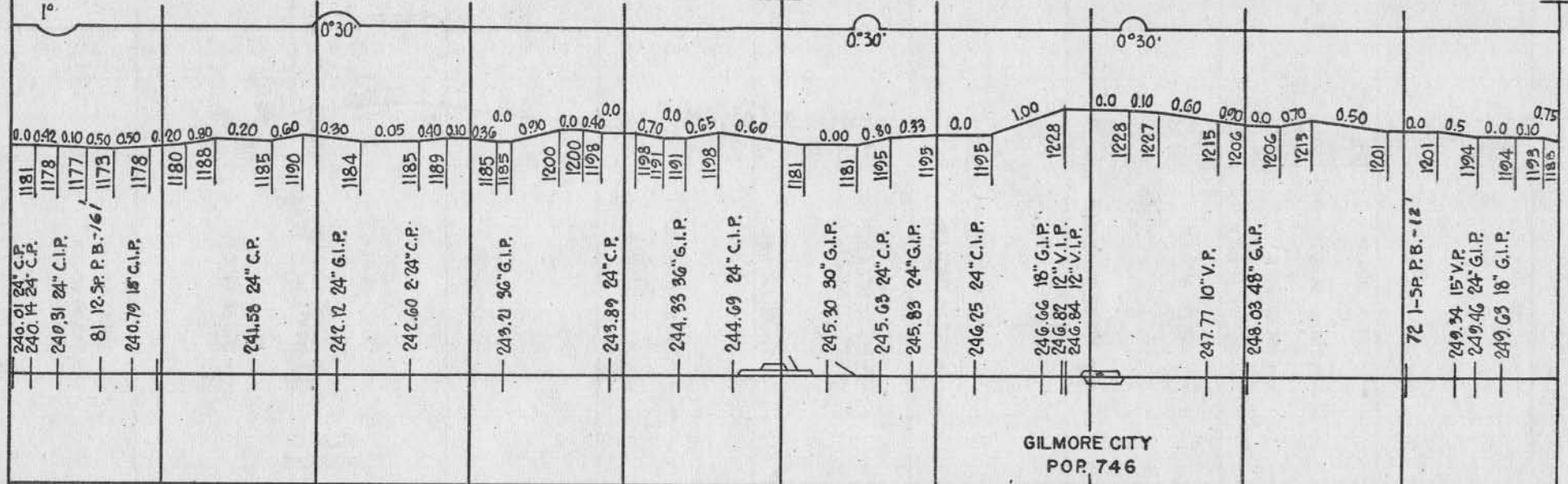
GRAVEL

1941

TO WINTHROP

TO TARA 117

240 241 242 243 244 245 246 247 248 249 250

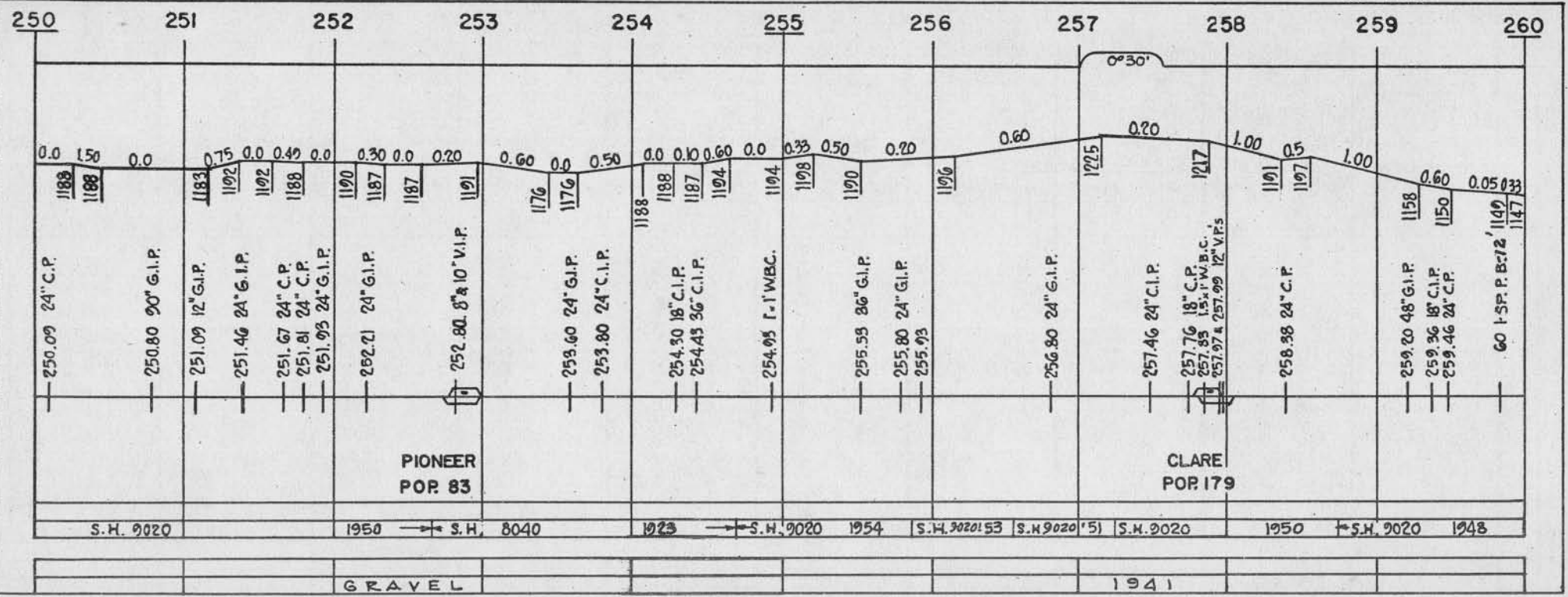


GILMORE CITY
POP. 746

S. H.	7040	1925	S.H. 7040-22	S.H. 7040-23	S.H. 8040-20	S.H. 8020	1951	S.H. 8020-50
-------	------	------	--------------	--------------	--------------	-----------	------	--------------

GRAVEL

1941



S.H. 9020

1950 → S.H. 8040

1923 → S.H. 9020 1954

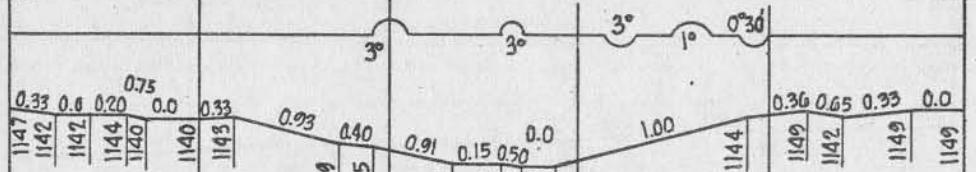
S.H. 9020 1953 S.H. 9020 1951 S.H. 9020

1950 → S.H. 9020 1948

GRAVEL

1941

260 261 262 263 264 265



260.08 24" G.I.P.
 260.09 12" V.P.
 260.44 12" V.P.
 260.50 30" C.P.
 260.67 24" C.I.P.
 260.87 24" C.P.

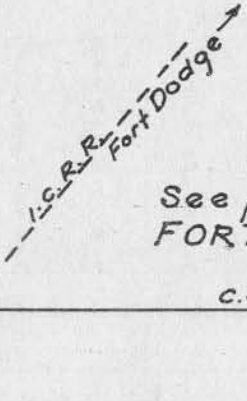
261.69 24" C.P.
 261.70 30" C.I.P.
 261.71 28" C.P.
 261.96 24" C.I.P.

55 55P-PB-66'
 262.27 24" C.I.P.
 54-95P-PB-122'
 262.43 1" W.B.
 262.52 24" C.I.P.

53-263P-PB-348

263.38 36" G.I.P.
 263.39 36" G.I.P.

263.99 22" C.P.
 264.11 18" C.I.P.
 264.42 24" C.I.P.
 264.74 24" C.P.



See page 83 area map FORT DODGE to TARA

C.&N.W.R.Y. to Des Moines

S.H. 9020

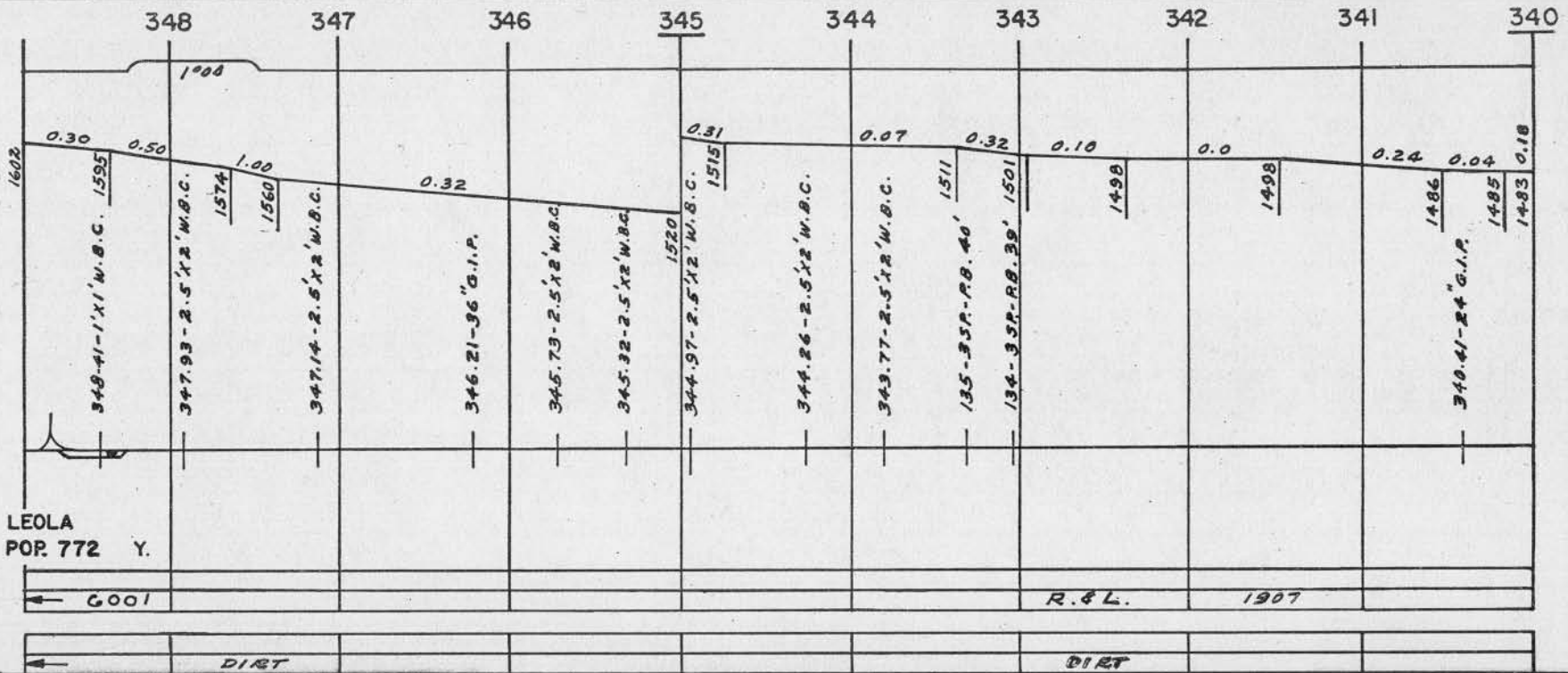
1948

S.H. 7040 R&L
8040

GRAVEL

1941

Now
DAKOTA
DIVISION



LEOLA
POP. 772 Y.

← Gool

← DIRT

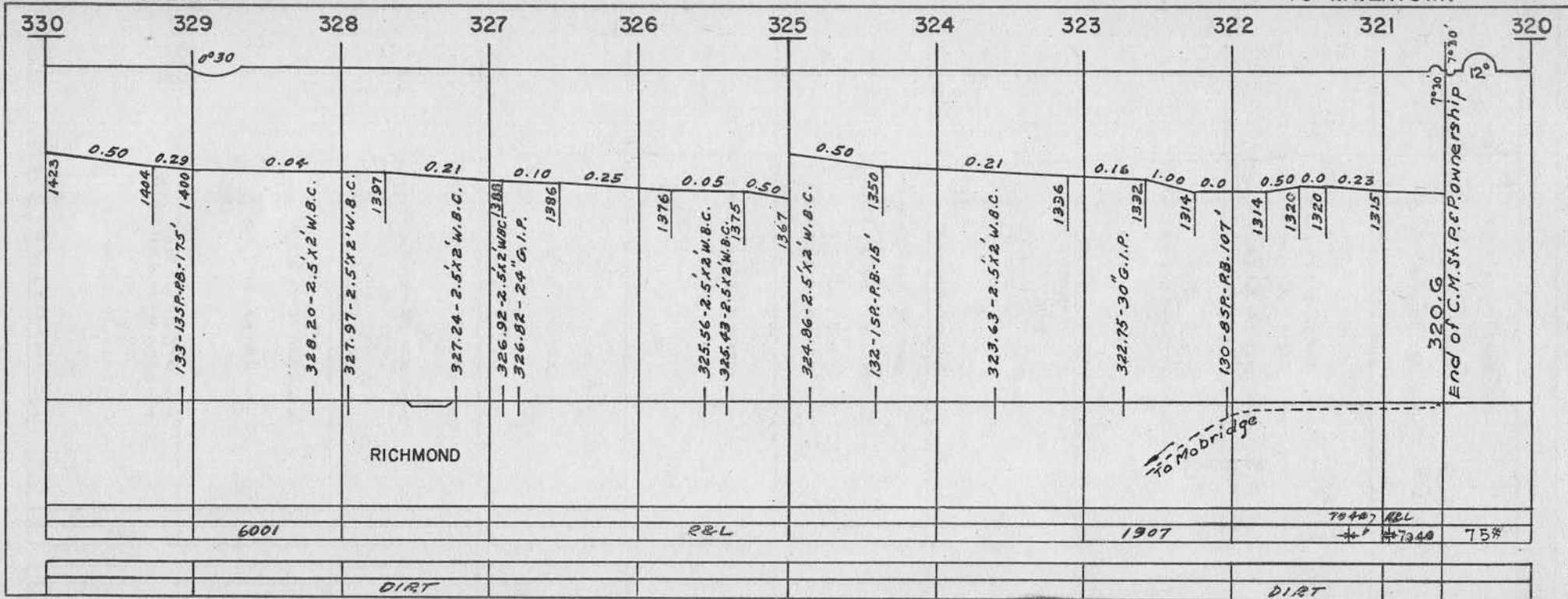
R. & L.

1907

DIRT

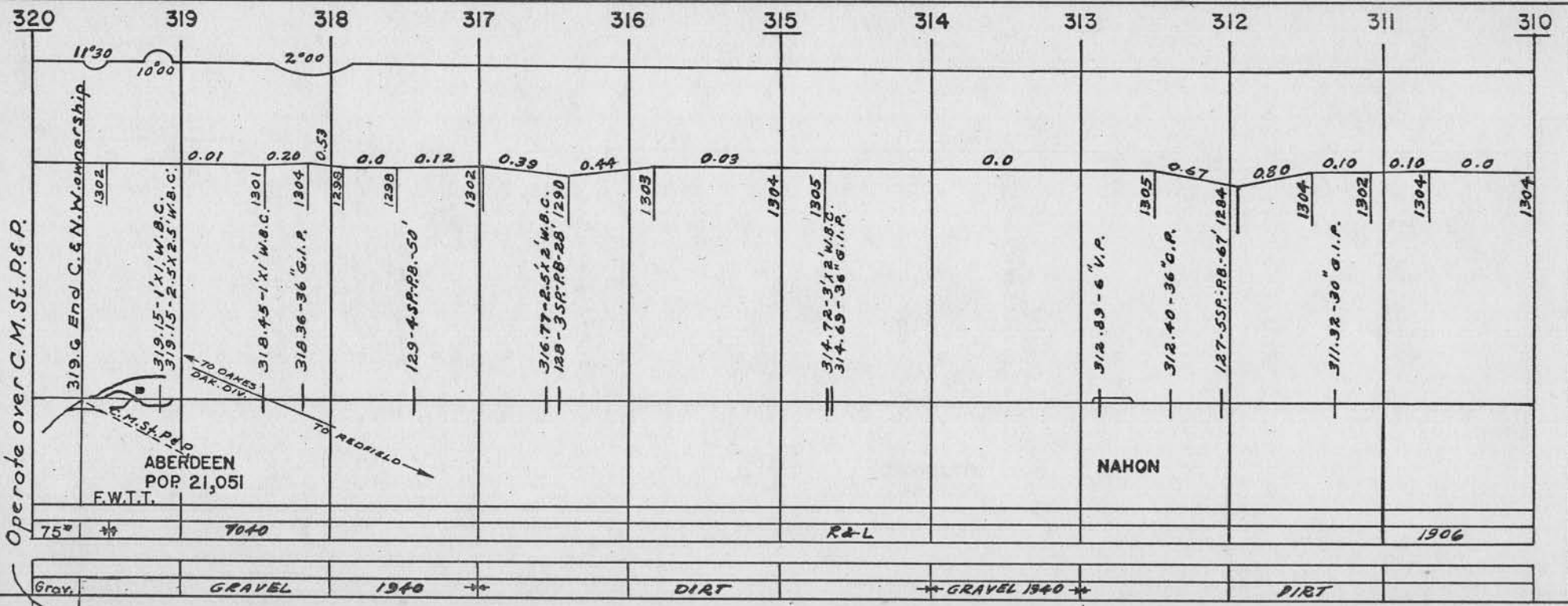
340	339	338	337	336	335	334	333	332	331	330				
1483 339.77 - 30" G.I.P. 1478 339.28 - 2.5' x 2' W.B.C.	0.18 0.0	1478 338.56 - 2.5' x 2.5' W.B.C. 338.41 - 3' x 2' W.B.C. 338.17 - 2.5' x 2' W.B.C. 1472	0.20 0.0 0.20	1472 337.60 - 2.5' x 2' W.B.C. 1475	0.25 0.0	1460 336.07 - 24" G.I.P. 335.83 - 2.5' x 2' W.B.C. 335.56 - 24" G.I.P. 335.22 - 2.5' x 2' W.B.C. 1460	0.0	1460 334.49 - 18" G.I.P.	0.50 0.20	1453 332.86 - 2.5' x 2' W.B.C. 1446 332.52 - 24" G.I.P.	0.45 0.15 0.30	1442 331.72 - 24" G.I.P. 1431 331.45 - 24" G.I.P.	0.13	1427 330.94 - 24" G.I.P. 1423 330.81 - 24" G.I.P. 330.51 - 2.5' x 2' W.B.C. 330.05 - 2.6' x 2' W.B.C. 0.50
		WETONKA POR. 115												
	6001													
						R & L								1907
			DIRT						DIRT					

9° 30'



← TO LEOLA

TO WATERTOWN → 123



Operote over C.M. St. R.R.P.

75" *
Grav. * GRAVEL 1940 * * DIRT * GRAVEL 1940 * DIRT *
1906

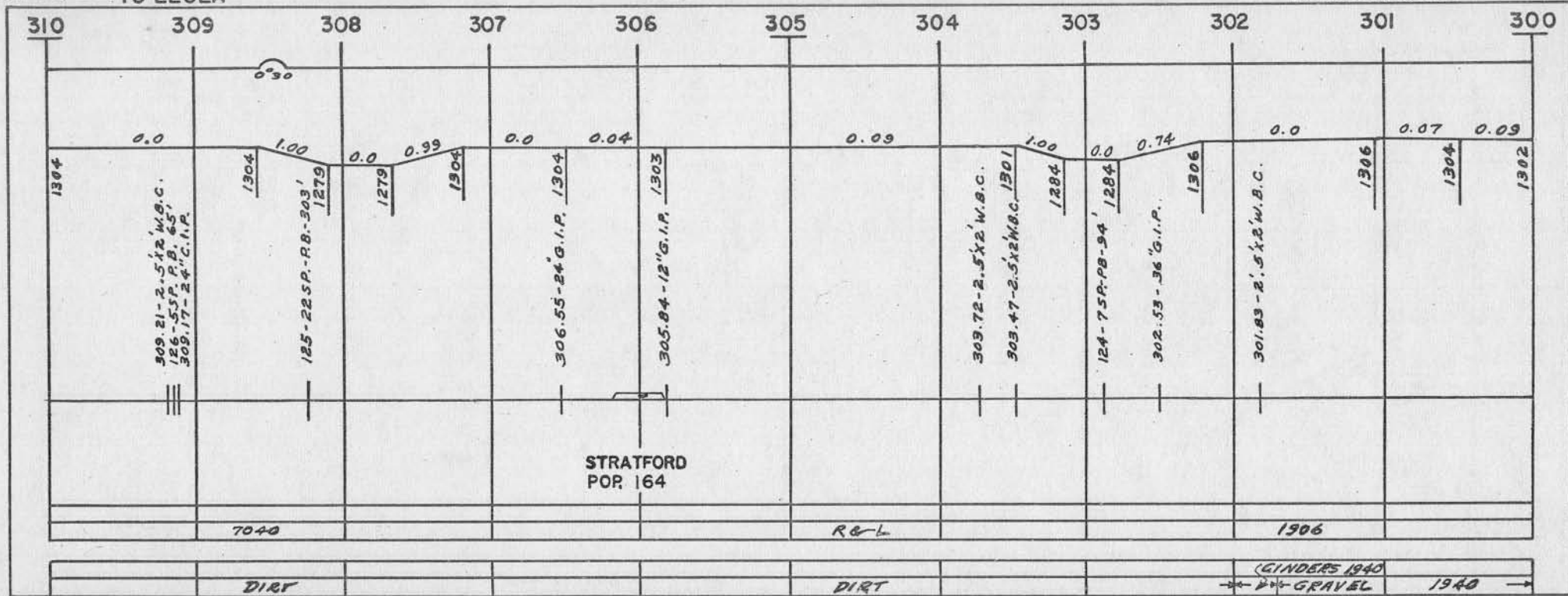
319.6 End C. & N.W. ownership
1302
319.15-1'x1' W.B.C.
319.15-2.5'x2.5' W.B.C.
318.45-1'x1' W.B.C. 1301
318.36-36' G.I.P. 1304
129-45P-RB-50' 1298
316.77-2.5'x2' W.B.C.
128-35P-RB-28' 1290
1303
314.72-3'x2' W.B.C.
314.69-36' G.I.P. 1305
312.89-6' V.P. 1305
312.40-36' G.P.
127-55P-RB-67' 1284
311.92-30' G.I.P. 1302
1304
1304

TO OAKES DAK. DIV.
TO REDFIELD

ABERDEEN POP. 21,051
F.W.T.T.

124 ← TO LEOLA

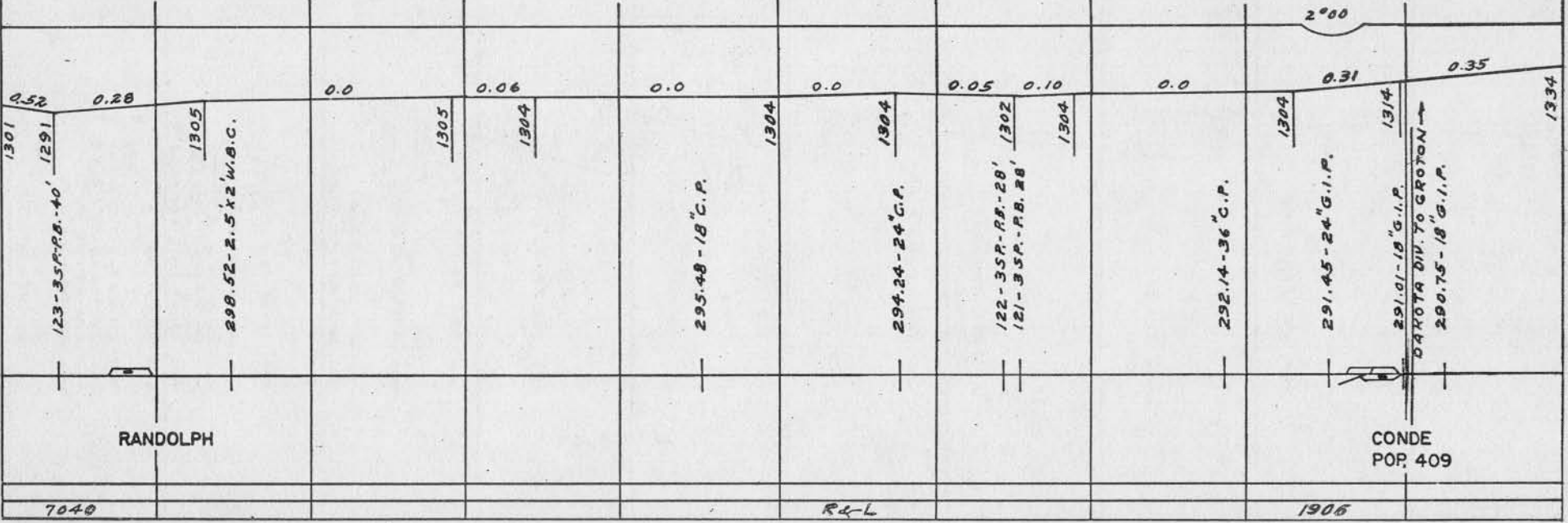
TO WATERTOWN →



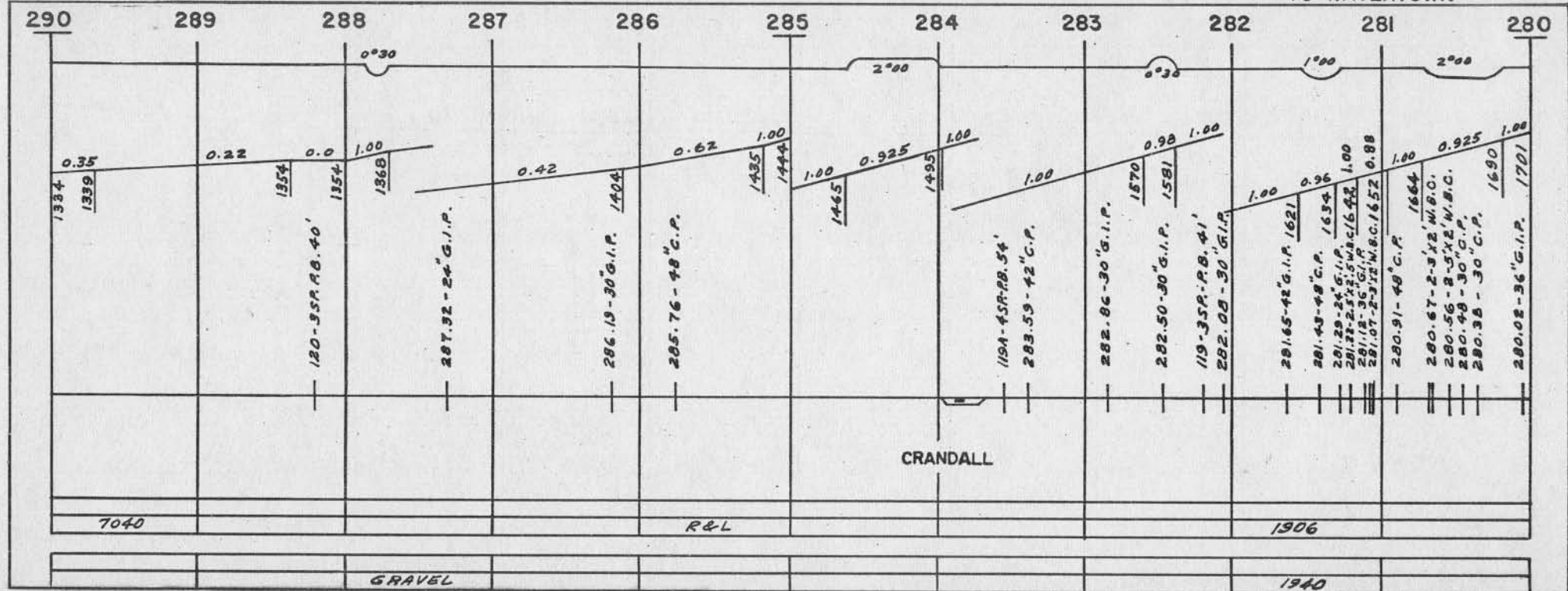
TO LEOLA ←

TO WATERTOWN → 125

300 299 298 297 296 295 294 293 292 291 290



DIET	CINDERS 40	GRAVEL	1940	CINDERS 40	GRAVEL	1940	CINDERS 1940	CINDERS 1940	GRAVEL
------	------------	--------	------	------------	--------	------	--------------	--------------	--------



1334
1339

1354
1354

1368

1435
1444

1465

1495

1570

1581

1621

1634

1642

1652

1664

1690

1701

CRANDALL

R&L

7040

1906

GRAVEL

1940

120-35R.P.B. 40'

287.32-24" G.I.P.

286.19-30" G.I.P.

285.76-48" C.P.

119A-45R.P.B. 54'

283.59-42" C.P.

282.86-30" G.I.P.

282.50-30" G.I.P.

119-35R.P.B. 41'

282.08-30" G.I.P.

281.65-42" G.I.P.

281.43-48" C.P.

281.29-24" G.I.P.

281.22-25'x2.5" W.C.

281.18-36" G.I.P.

281.07-25'x2" W.C.

280.91-48" C.P.

280.67-25'x2" W.C.

280.56-25'x2" W.C.

280.48-30" C.P.

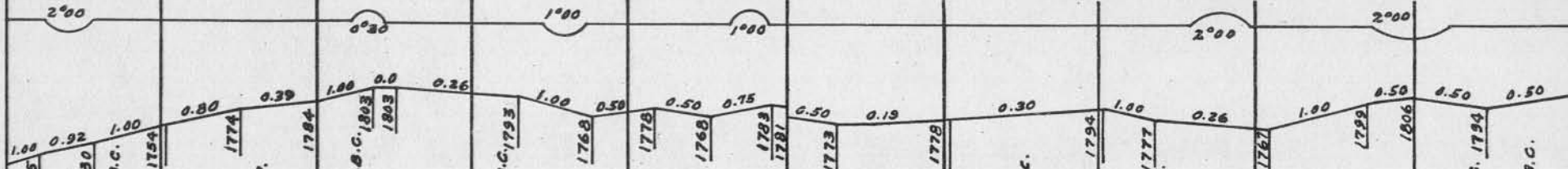
280.38-30" C.P.

280.02-36" G.I.P.

← TO LEOLA

TO WATERTOWN → 127

280 279 278 277 276 275 274 273 272 271 270



1715
279.70-36" G.I.P.
0.92
1730
279.38-36" C.P.
279.36-2.5'x2' W.B.C.
1754
1774
0.80
278.37-36" G.I.P.
1784
1.00
277.77-2.5'x2' W.B.C.
1803
1803
0.0
0.26
277.81-2.5'x2' W.B.C.
1793
1.00
1768
0.50
1778
0.50
1768
0.15
1783
1781
0.50
1773
0.19
274.64-36" G.I.P.
1778
0.30
274.15-30" G.I.P.
273.49-1'x1' W.B.C.
1794
1.00
272.62-2.5'x2' W.B.C.
0.26
O.N.B.
1767
1799
1.00
271.93-36" G.I.P.
1806
0.50
271.14-24" G.I.P.
0.50
270.62-2.5'x2' W.B.C.
1794
0.50
270.27-2.5'x2' W.B.C.

CROCKER

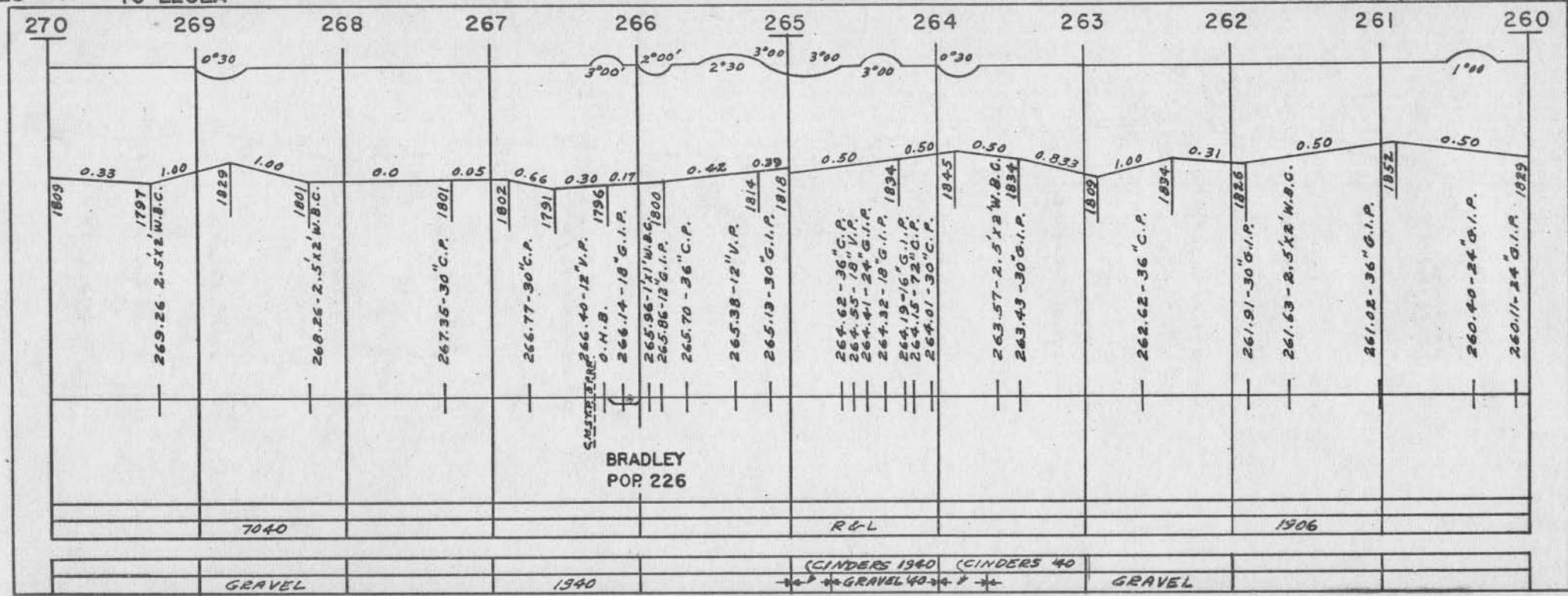
7040

R&L

1906

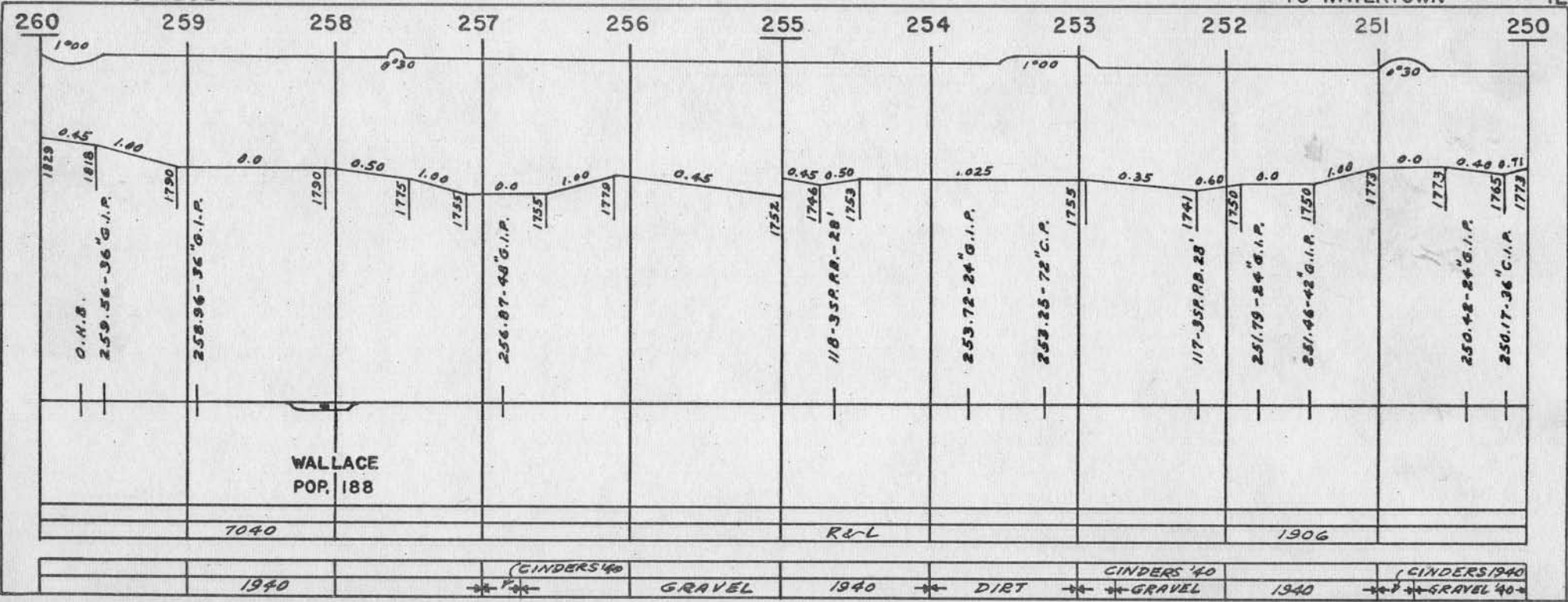
GRAVEL

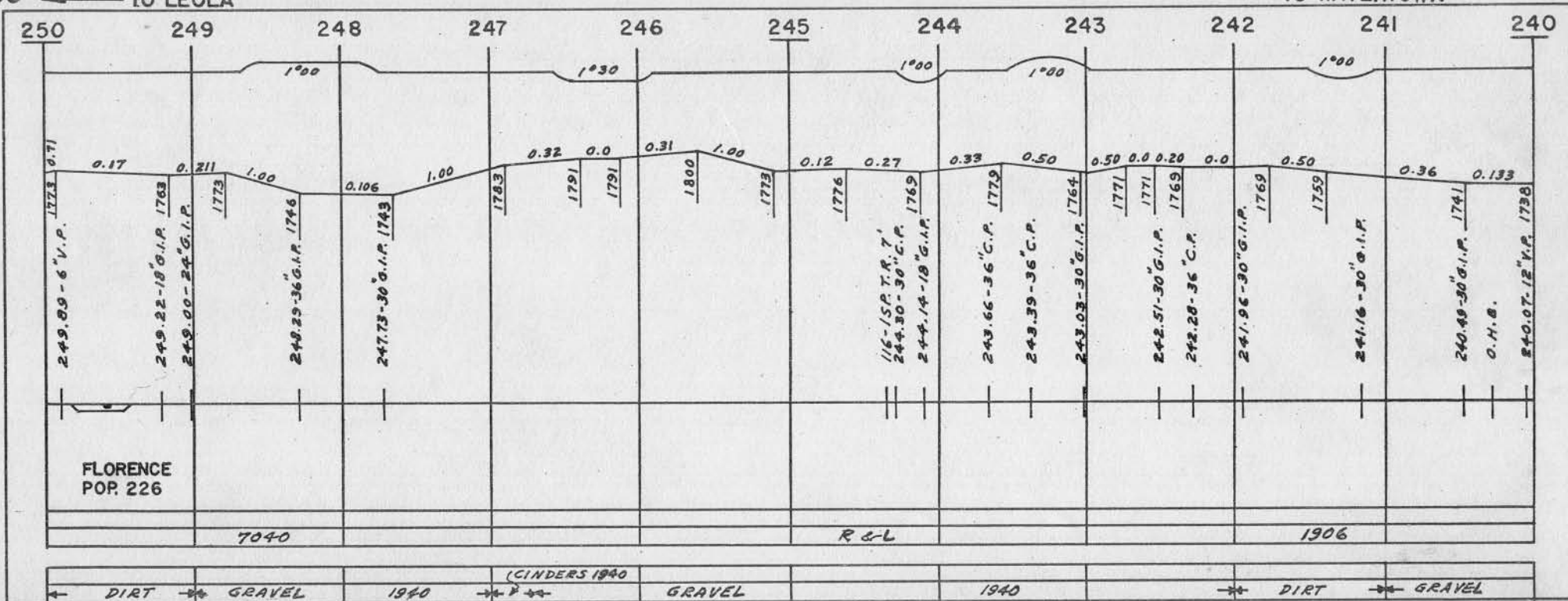
1940



TO LEOLA

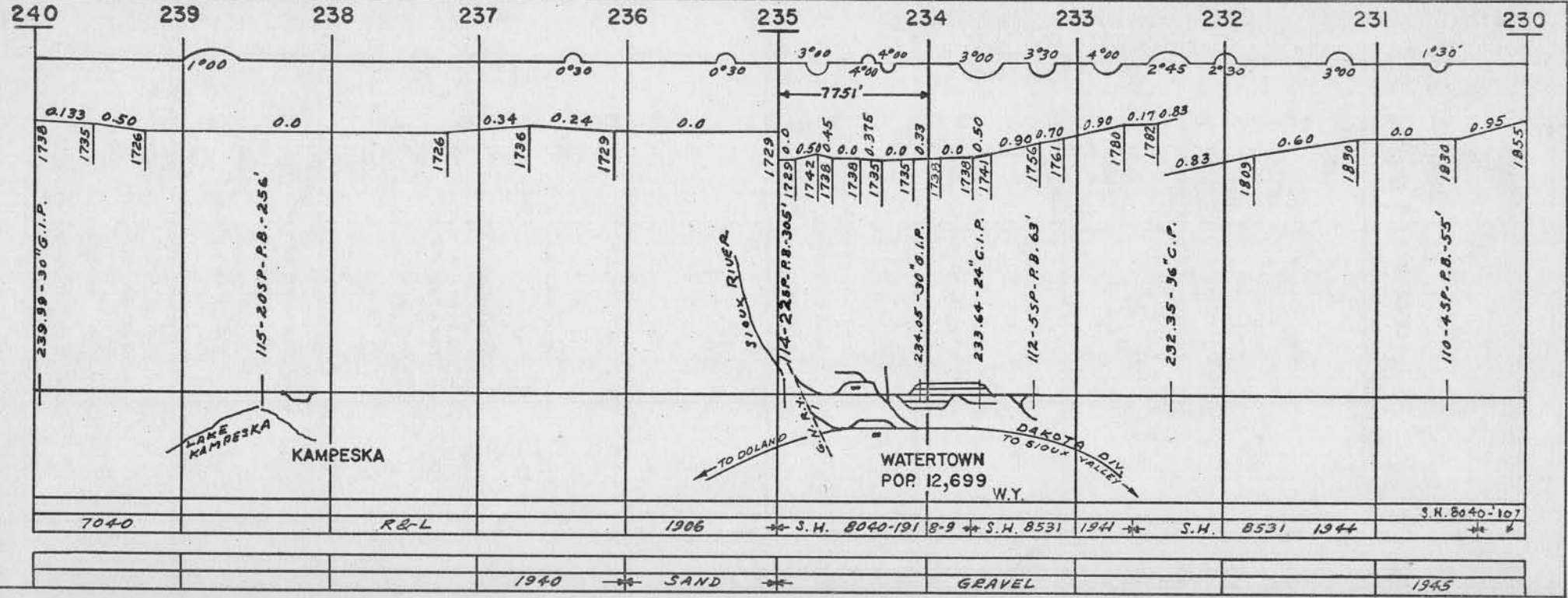
TO WATERTOWN 129



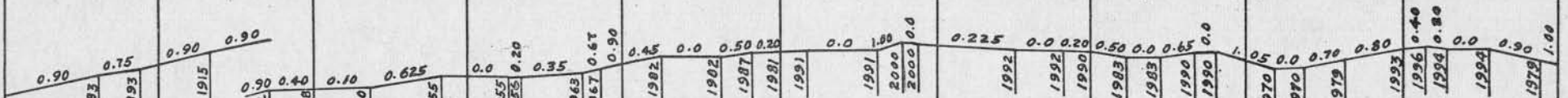
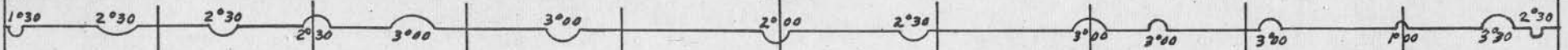


TO LEOLA

TO HOPKINS 131



230 229 228 227 226 225 224 223 222 221 220



229.20 - 3' x 3' S.B.

226.32 - 24" V.P.

225.45 - 24" V.P.

225.08 - 24" V.P.

223.45 - 24" C.I.P.

222.80 - 12" V.P.
109 - 75P-PB-91'

108 - 55P-PB-70'
221.53 - 24" C.I.P.

221.23 - 3' x 3' S.B.

220.62 - 36" C.I.P.

220.14 - 24" G.I.P.
220.01 - 4' x 4' S.B.

WAVERLY

8040

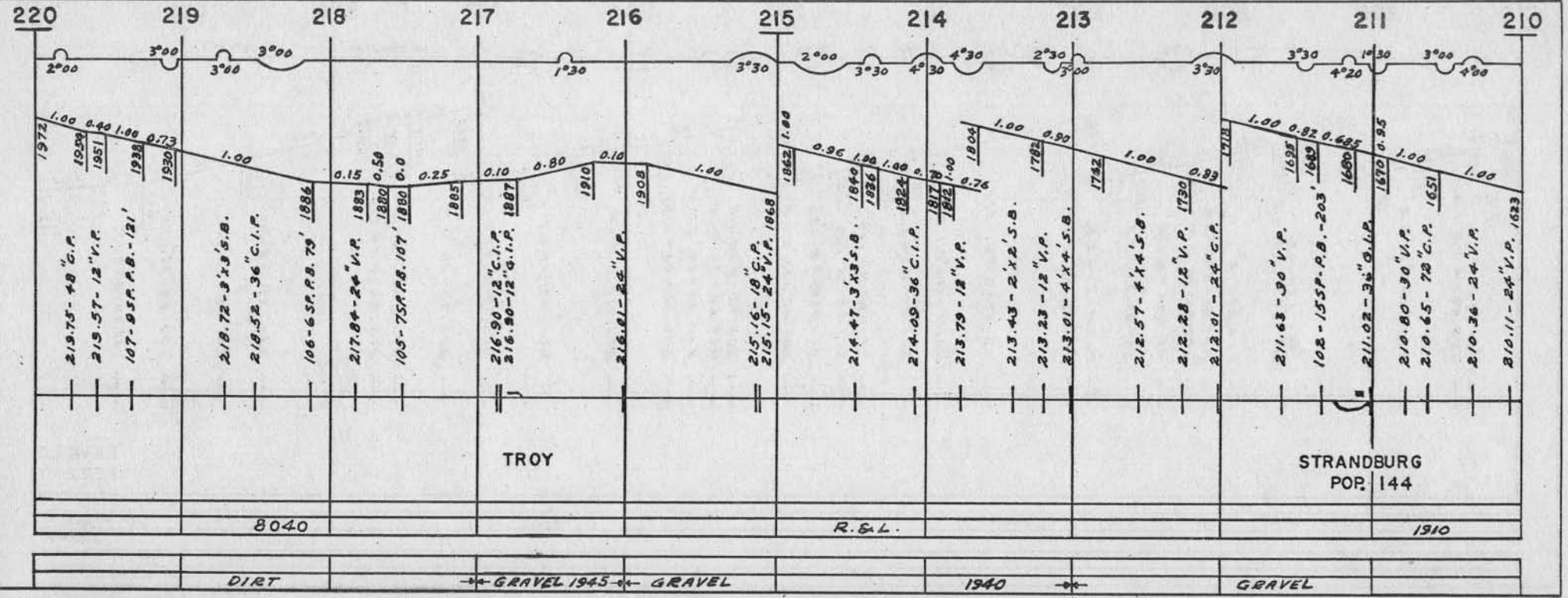
R.&L.

1910

GRAVEL

1945

← DIRT



TROY

STRANDBURG
POP. 144

8040

R. & L.

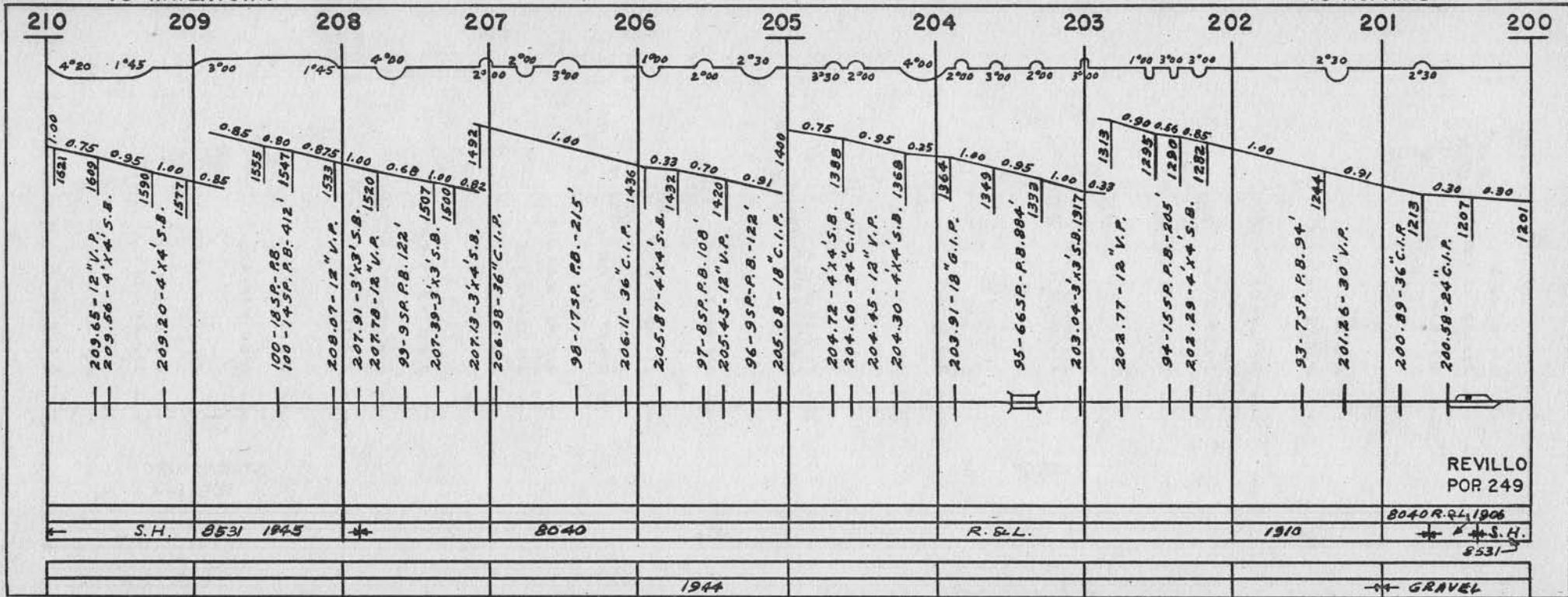
1910

DIRT

← GRAVEL 1945 → GRAVEL

1940

GRAVEL



REVILLO
POR 249

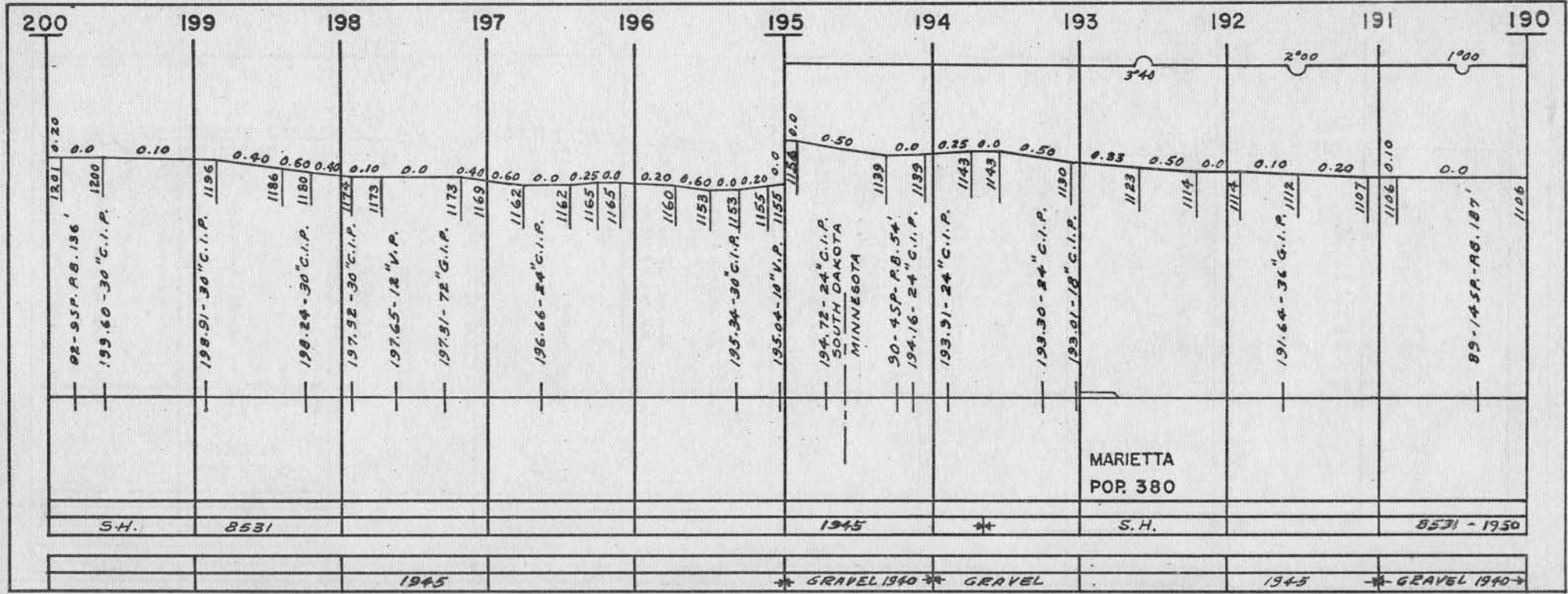
8040 R. & L. 1906
S.H.
8531

1944

GRAVEL

← TO WATERTOWN

TO HOPKINS → 135



S.H.

8531

1945

+

MARIETTA
POP. 380

S.H.

8531 - 1950

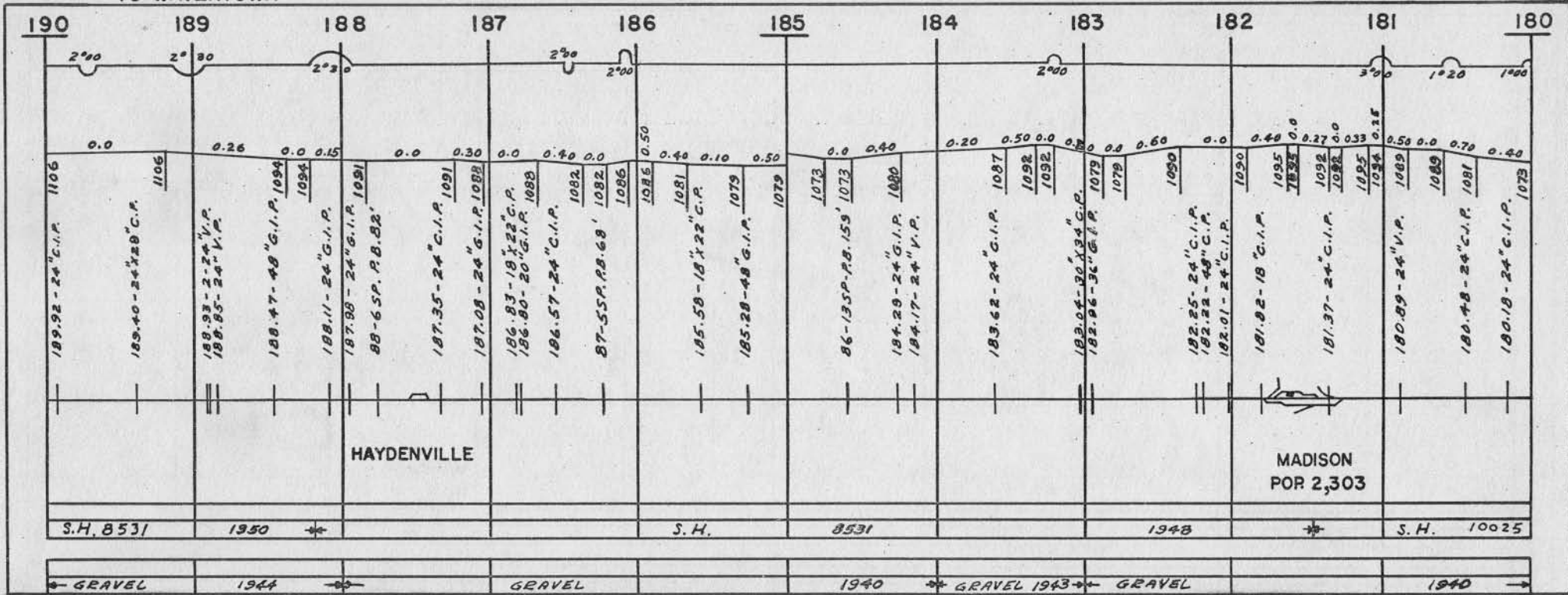
1945

* GRAVEL 1940 *

GRAVEL

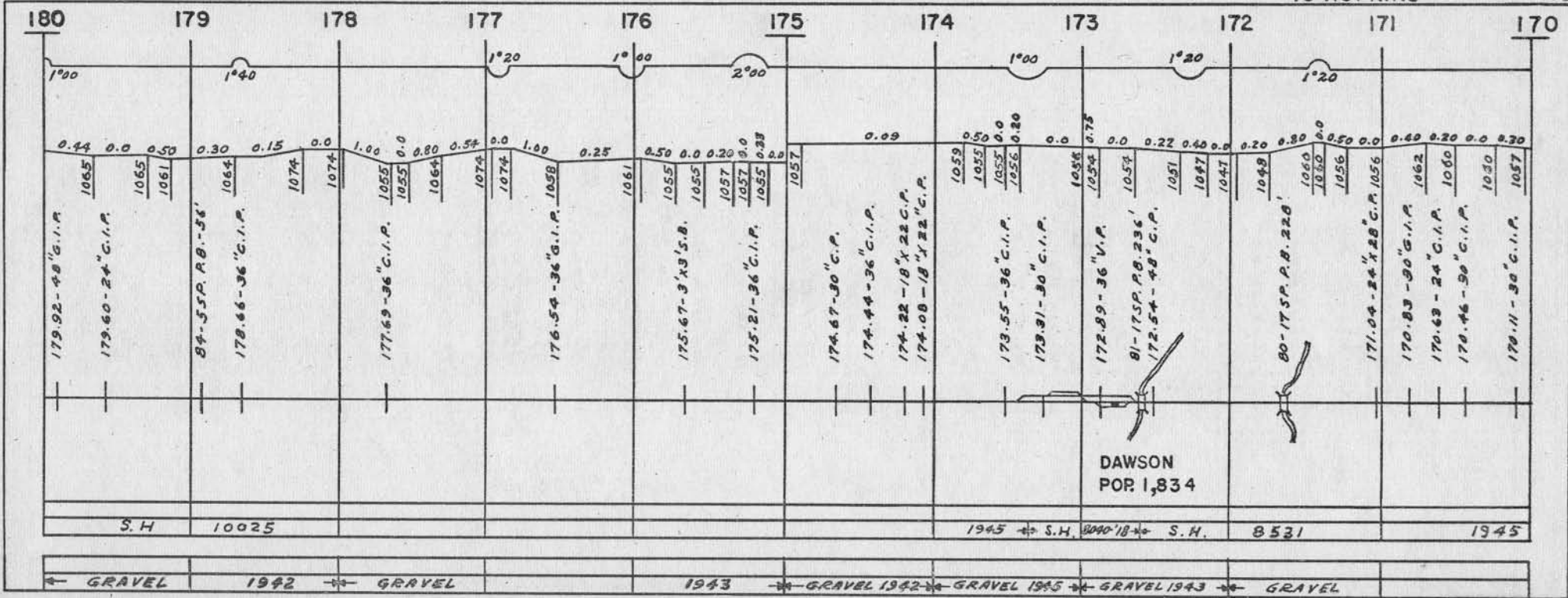
1945

* GRAVEL 1940 *



← TO WATERTOWN

TO HOPKINS → 137



DAWSON
POP. 1,834

S. H

10025

1945 → S. H. 3040'18" → S. H.

8531

1945

← GRAVEL

1942

→ GRAVEL

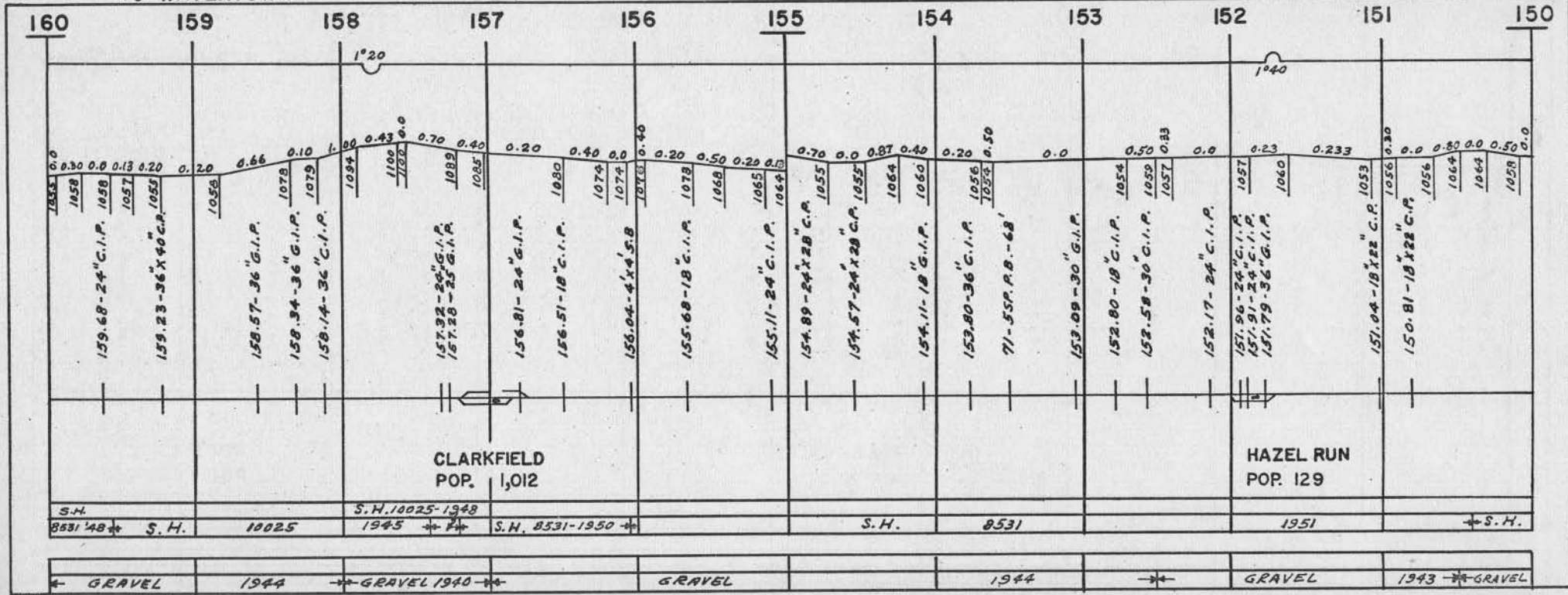
1943

← GRAVEL 1942

→ GRAVEL 1945

← GRAVEL 1943

→ GRAVEL

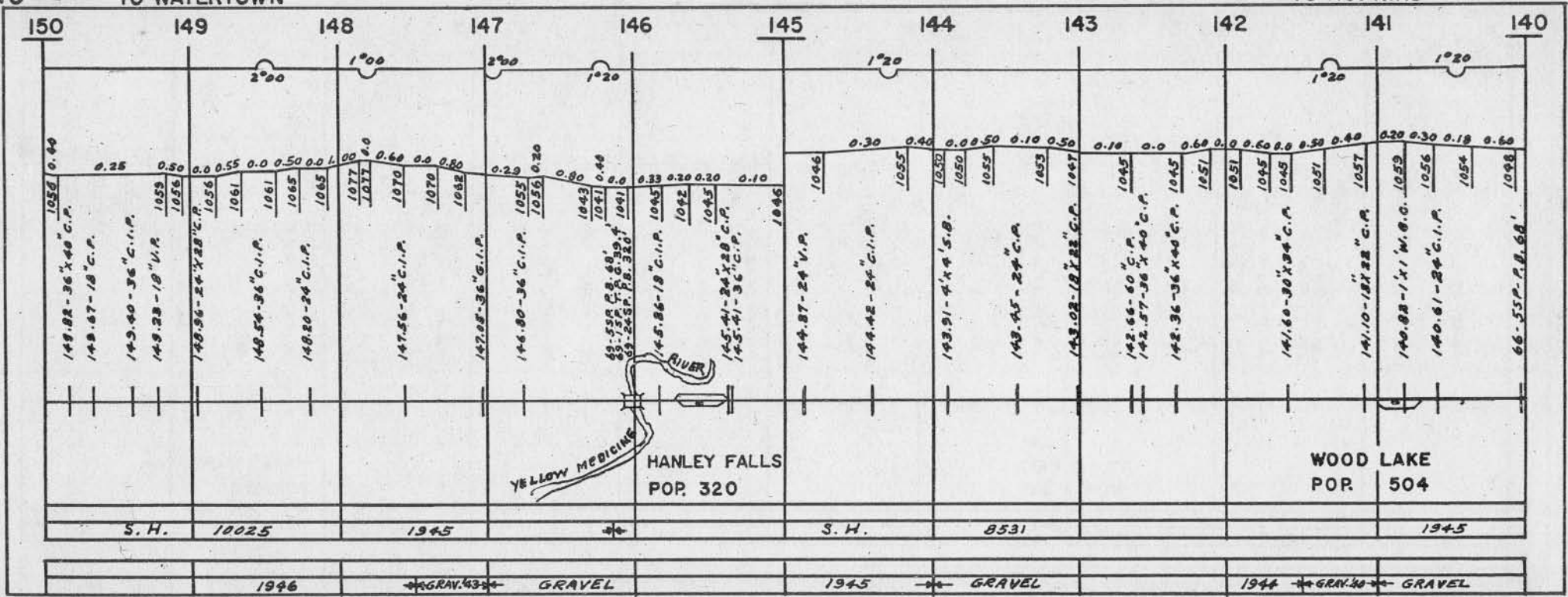


CLARKFIELD
POP. 1,012

HAZEL RUN
POP. 129

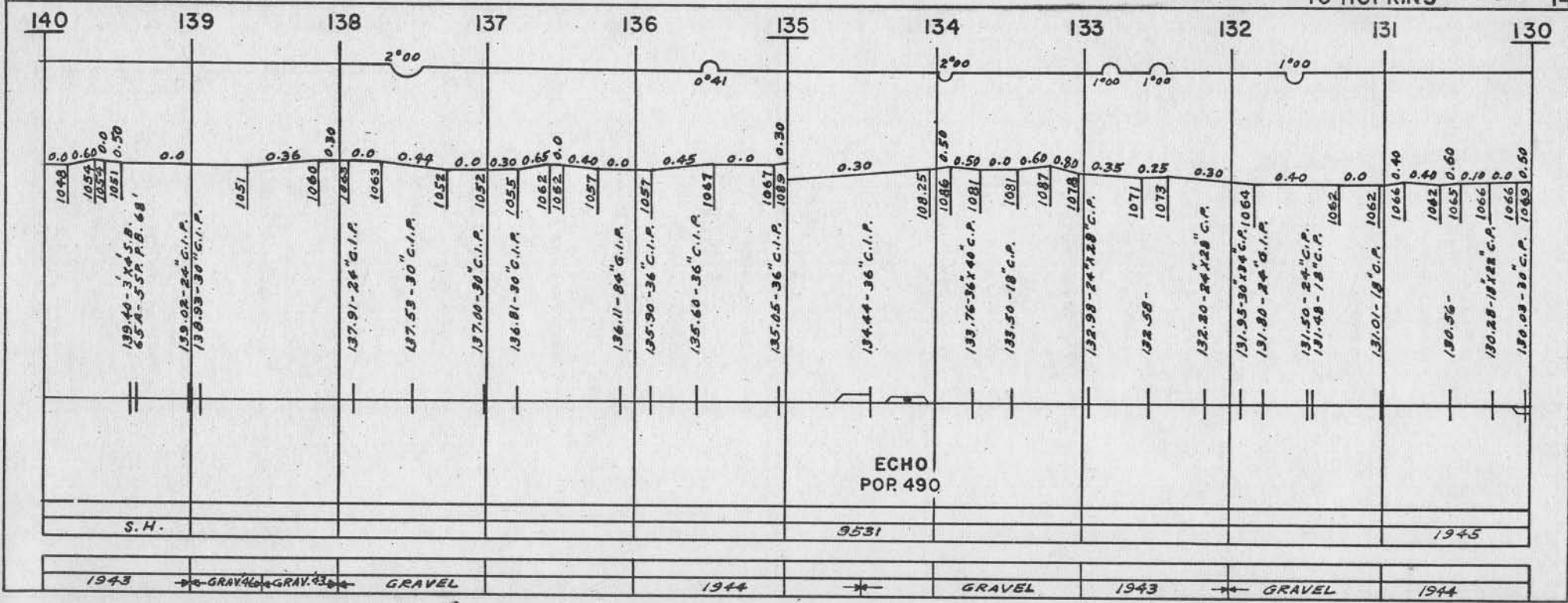
S.H. 8531 48 + S.H. 10025 1945 + S.H. 8531-1950 + S.H. 8531 1951 + S.H.

+ GRAVEL 1944 + GRAVEL 1940 + GRAVEL 1944 + GRAVEL 1943 + GRAVEL



← TO WATERTOWN

TO HOPKINS → 141



ECHO
POP 490

S.H.

9531

1945

1943

GRAVEL

GRAVEL

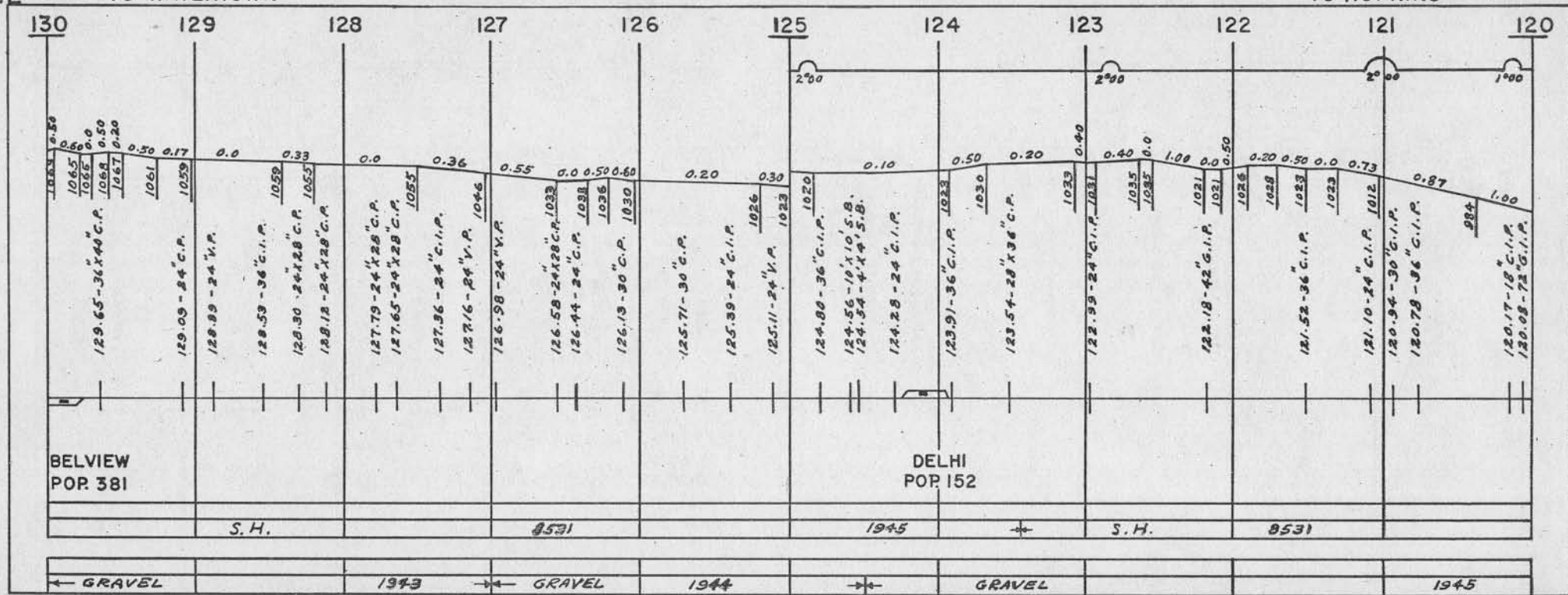
1944

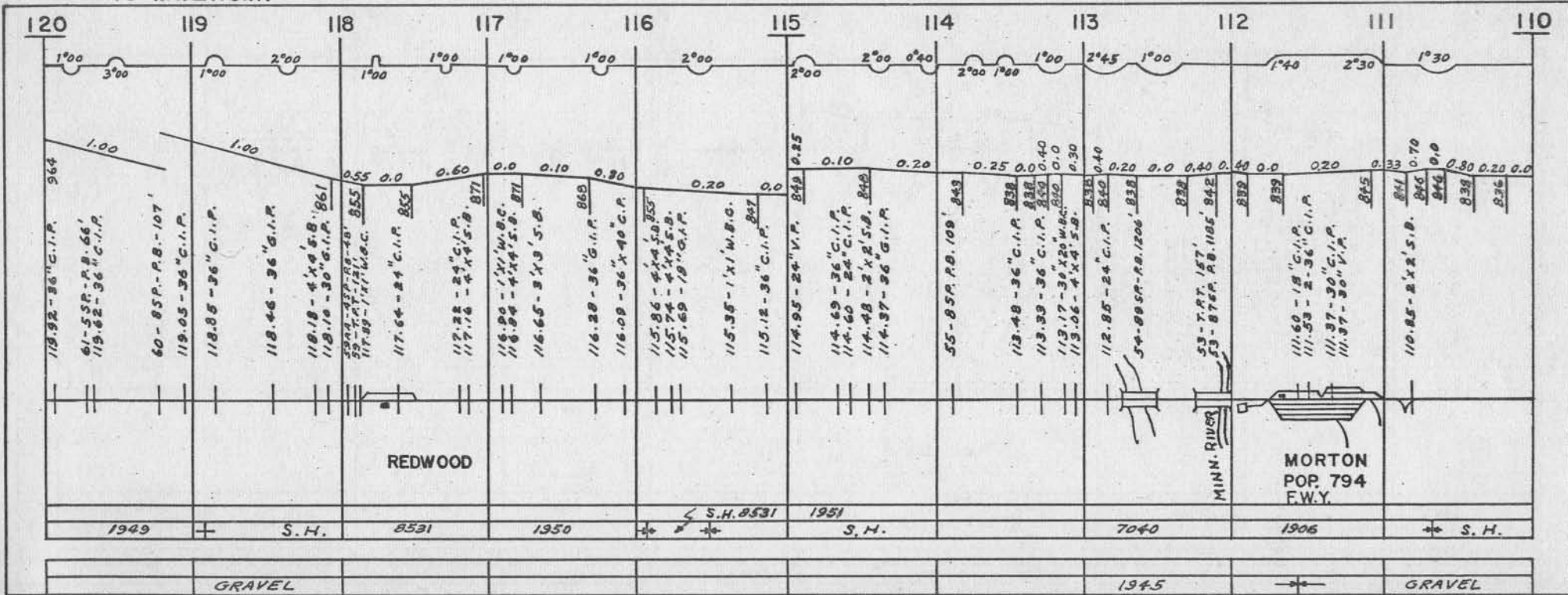
GRAVEL

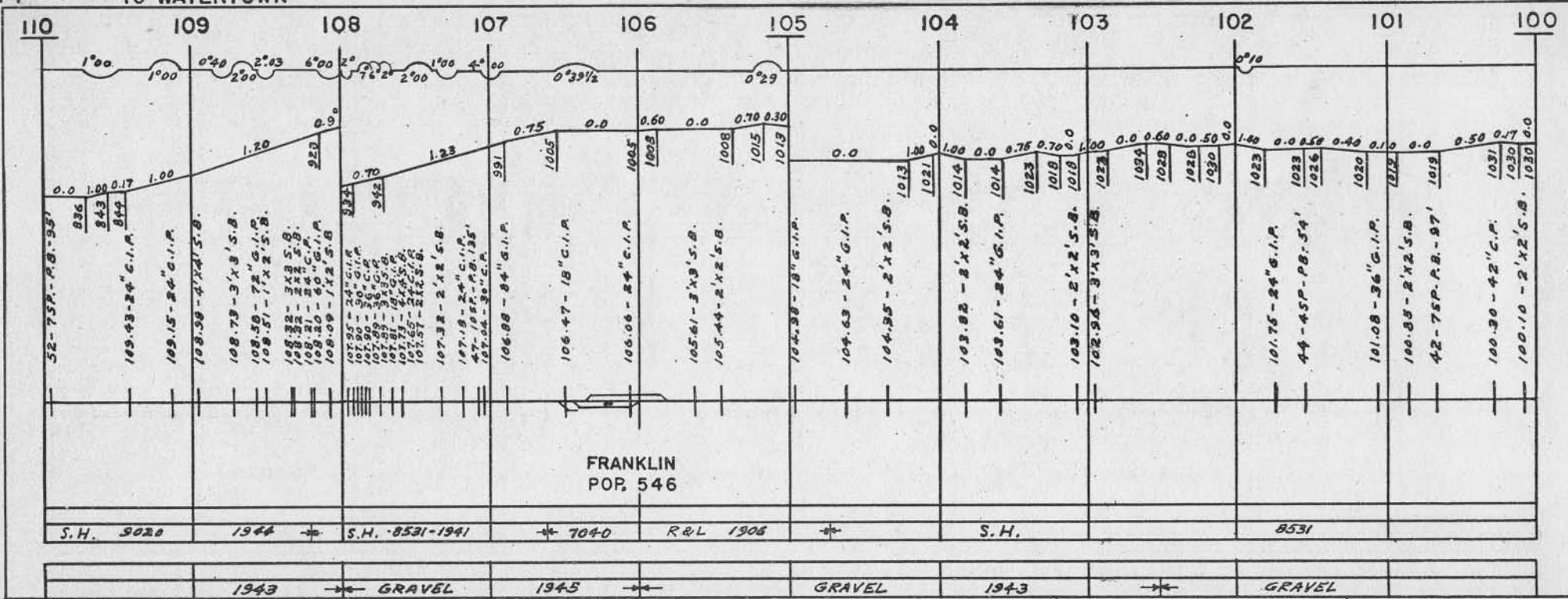
1943

GRAVEL

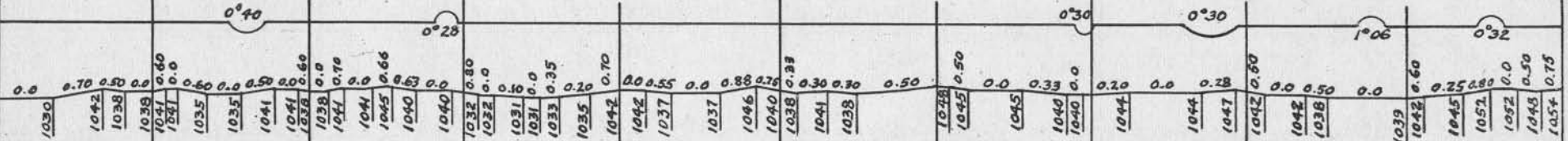
1944







100	99	98	97	96	95	94	93	92	91	90
<p>FAIRFAX POP. 1,143</p>										
<p>S.H. 10025-1956</p>										
<p>1942</p>										
<p>GRAVEL</p>										
<p>1956</p>										
<p>GRAVEL 1940</p>										
<p>GRAVEL</p>										



1030
 99.86 - 3' x 3' S.B.
 1042
 99.84 - 24" C.I.P.
 1038
 99.83 - 2' x 2' S.B.
 1039
 99.82 - 24" C.I.P.
 1041
 0.60
 1041
 0.0
 1035
 98.65 - 2' x 2' S.B.
 1035
 0.0
 1041
 98.37 - 30" C.I.P.
 1041
 0.70
 1045
 97.72 - 2' x 2' S.B.
 1045
 0.66
 1040
 97.29 - 2' x 2' S.B.
 1040
 0.0
 1032
 96.90 - 24" C.I.P.
 1032
 0.0
 1031
 96.72 - 48" C.I.P.
 1031
 0.0
 1033
 96.50 - 24" C.I.P.
 1033
 0.35
 1035
 96.18 - 18" C.I.P.
 1042
 96.10 - 24" V.P.
 1042
 0.70
 1042
 95.65 - 36" C.I.P.
 1037
 95.65 - 30" V.P.
 1037
 38 - 55R - P.B. 69'
 1046
 95.17 - 24" C.I.P.
 1046
 95.17 - 8' x 8' W.B.C.
 1040
 0.75
 1038
 94.84 - 48" C.I.P.
 1041
 94.81 - 72" C.I.P.
 1038
 94.50 - 96" C.I.P.
 94.27 - 24" C.I.P.
 94.27 - 24" S.B.
 1045
 93.84 - 24" C.I.P.
 1045
 93.72 - 3' x 3' S.B.
 1045
 0.0
 1040
 93.11 - 48" C.I.P.
 1040
 93.11 - 48" C.I.P.
 1044
 92.50 - 24" C.I.P.
 1044
 92.28 - 28" C.I.P.
 1042
 91.91 - 24" C.I.P.
 1042
 91.73 - 2' x 2' S.B.
 1038
 91.46 - 36" C.I.P.
 1039
 34 - 53P - P.B. - 66'
 1042
 0.60
 1045
 0.25
 1052
 0.80
 1052
 0.0
 1048
 90.40 - 30" C.I.P.
 1054
 0.50
 1054
 0.75

FAIRFAX
POP. 1,143

S.H. 10025-1956

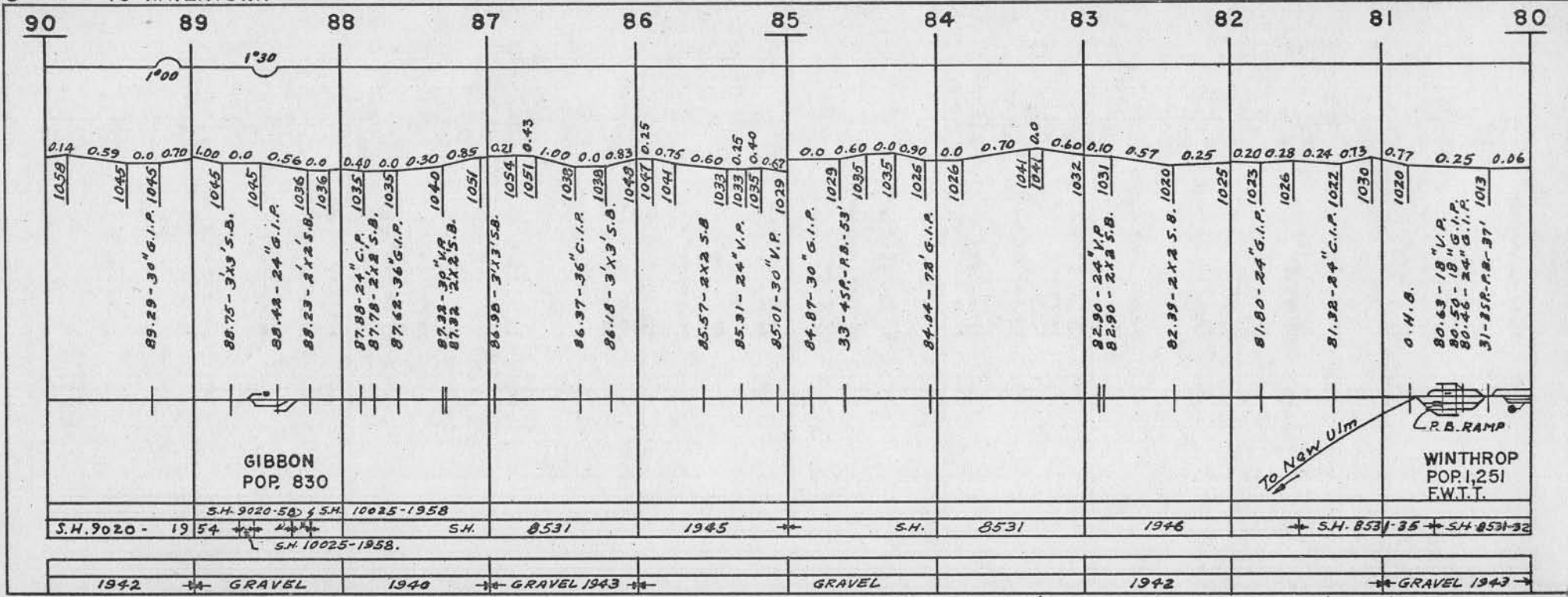
1942

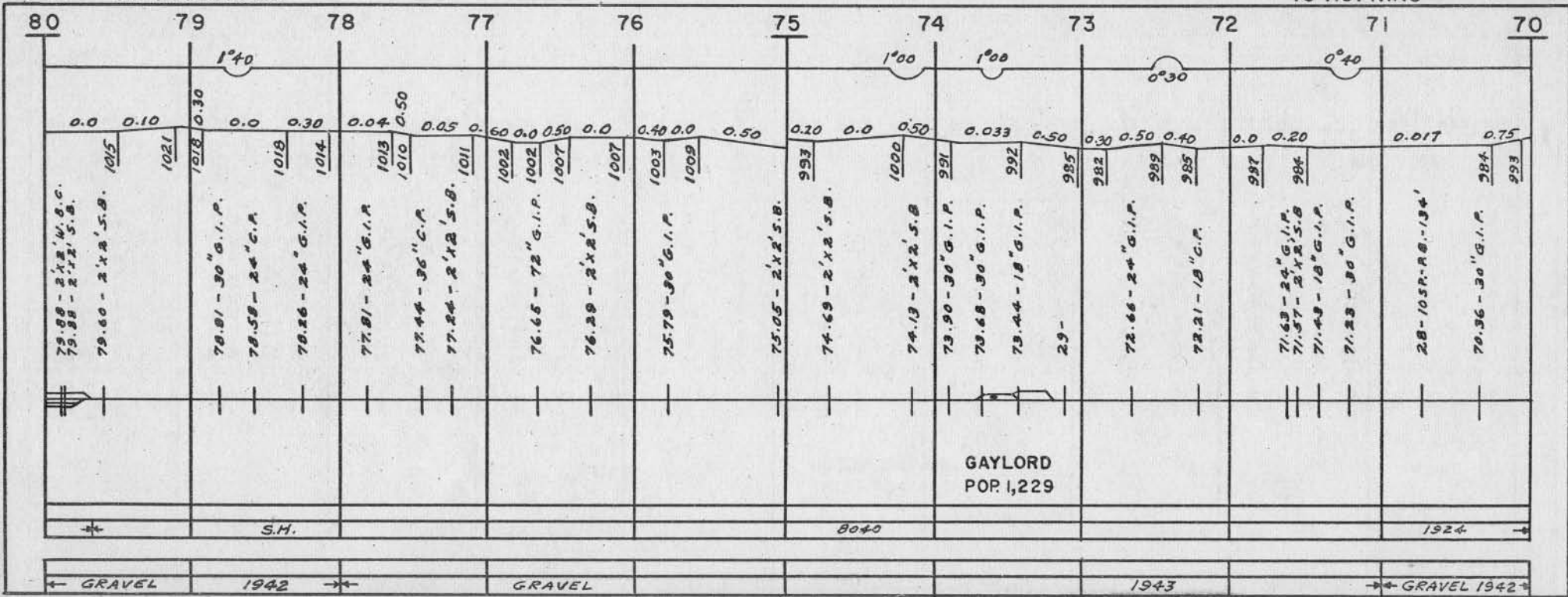
GRAVEL

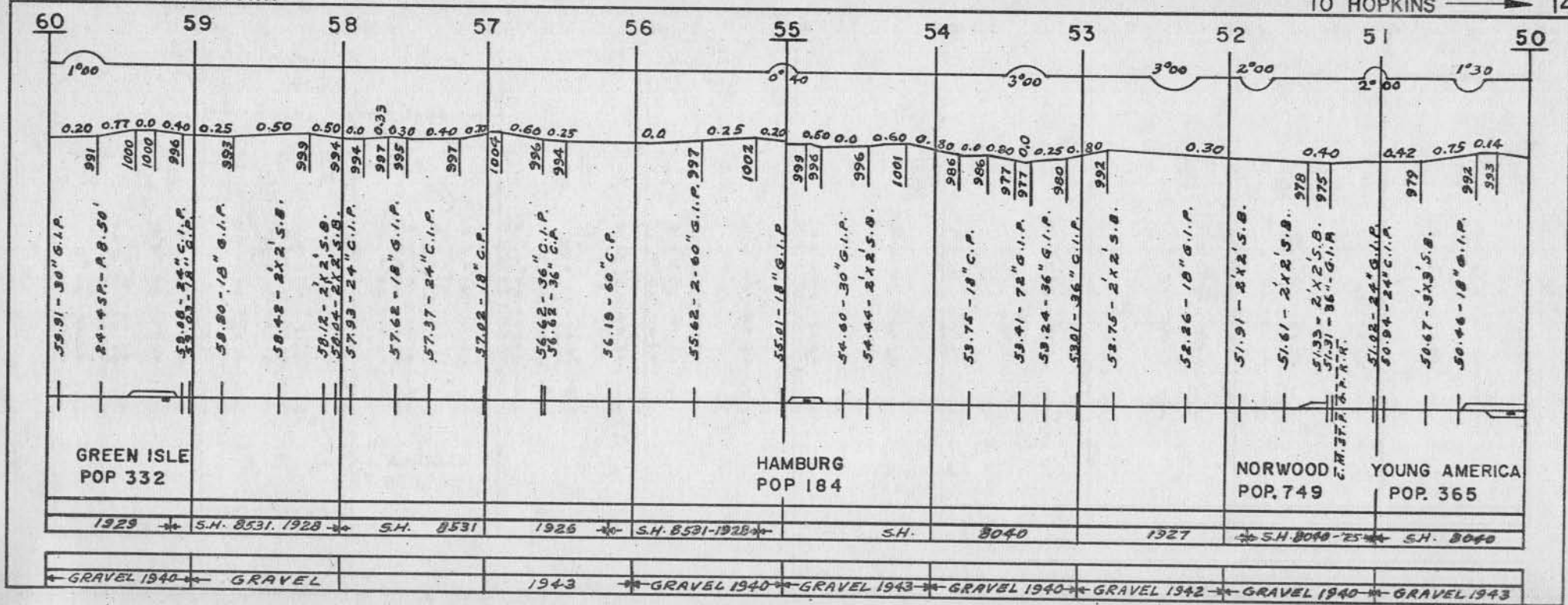
1956

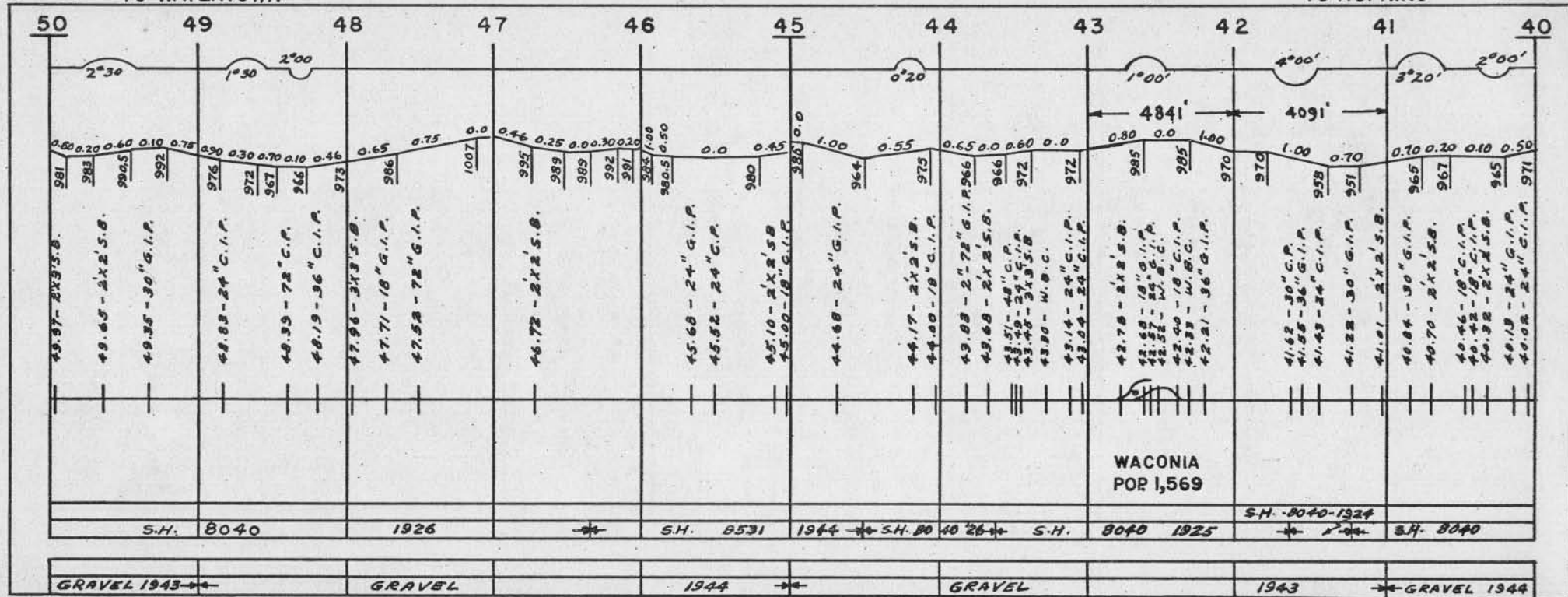
GRAVEL 1940

GRAVEL



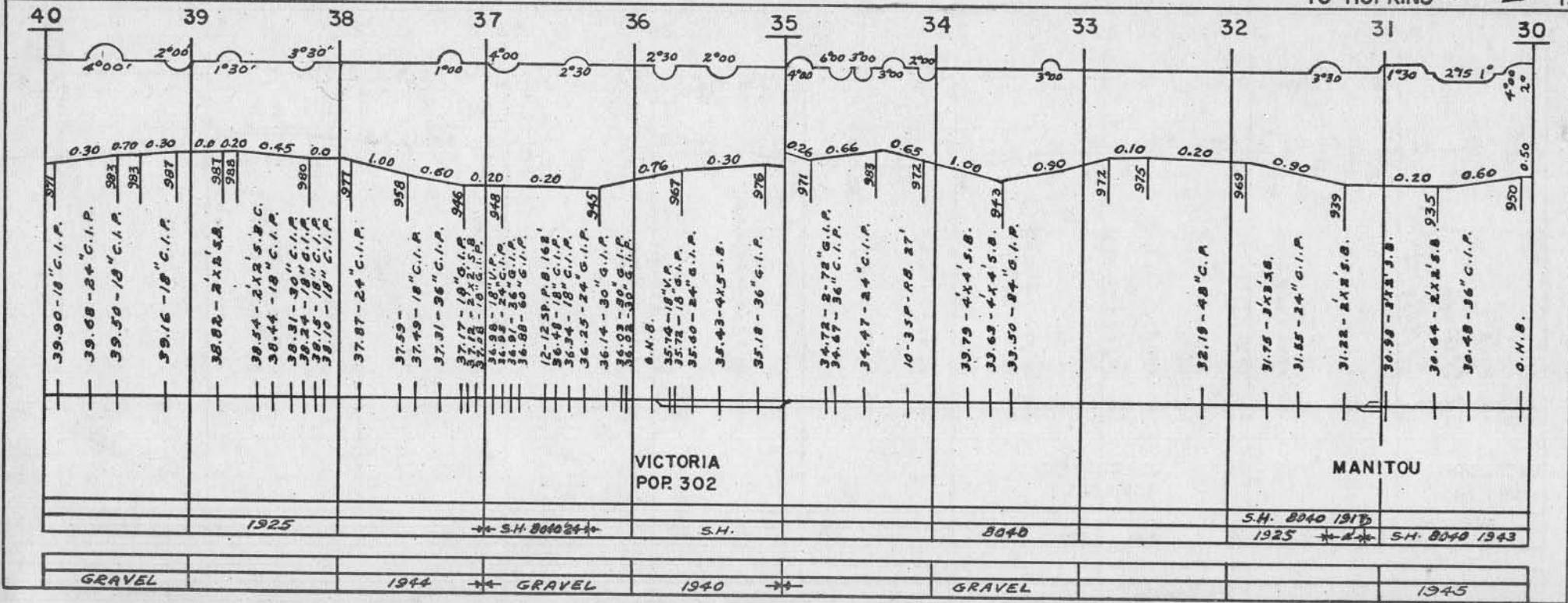


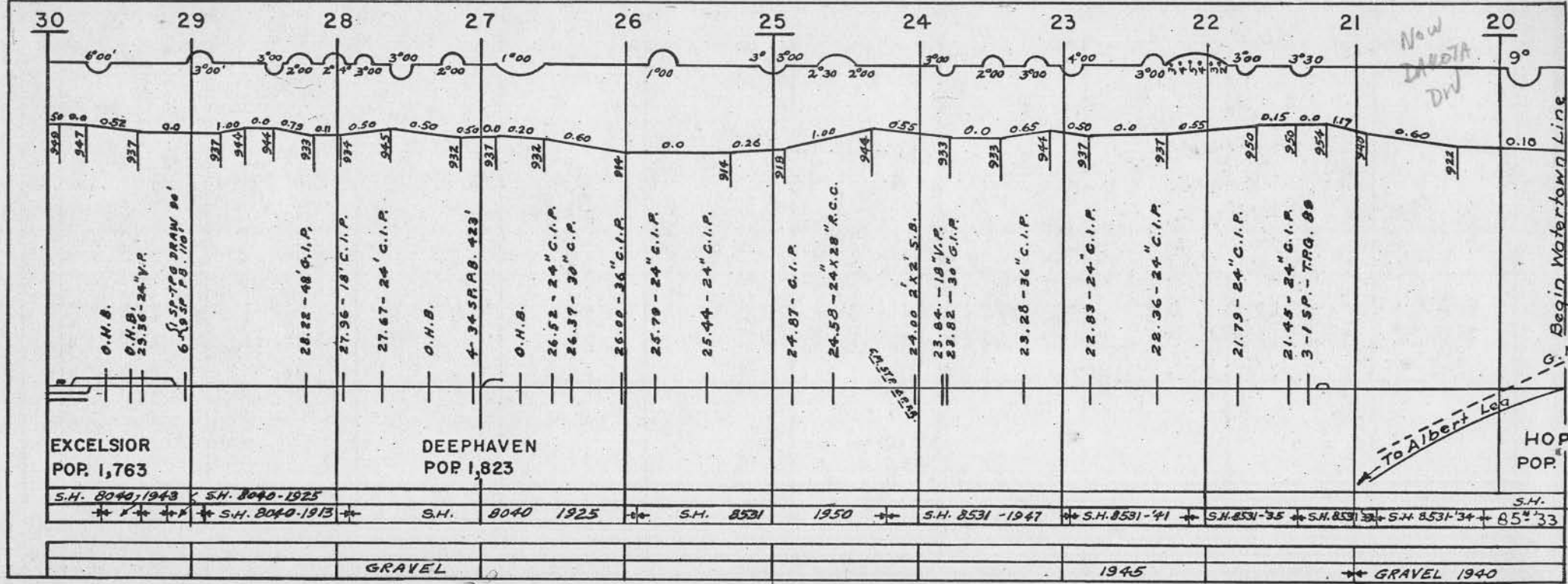




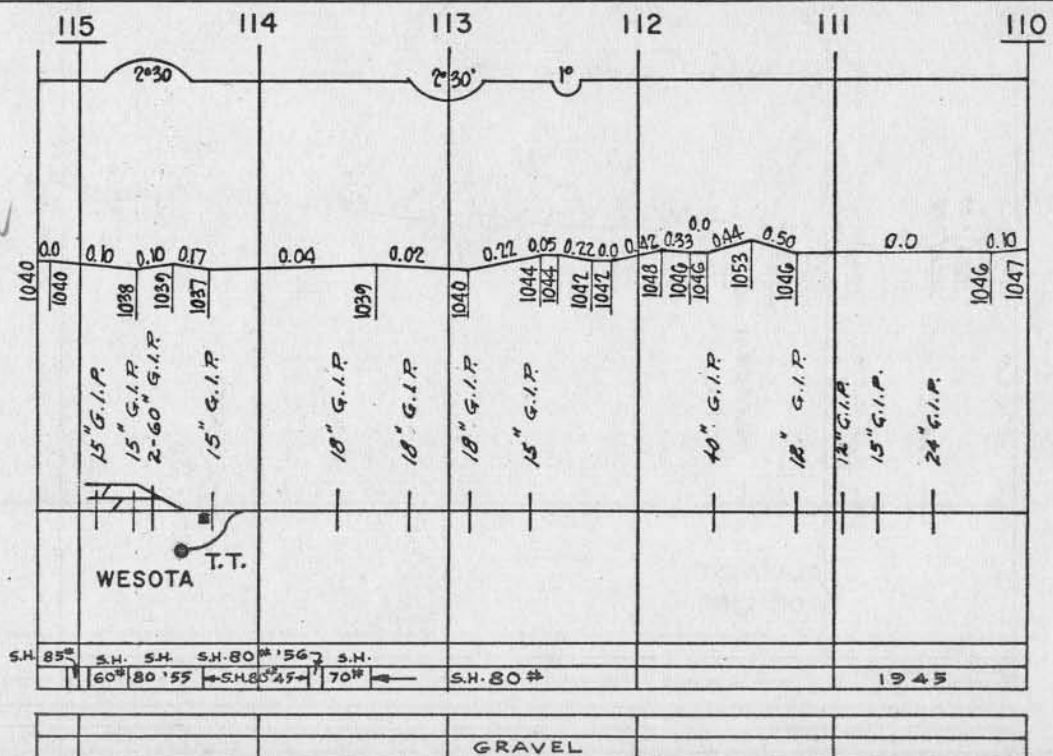
← TO WATERTOWN

TO HOPKINS → 151





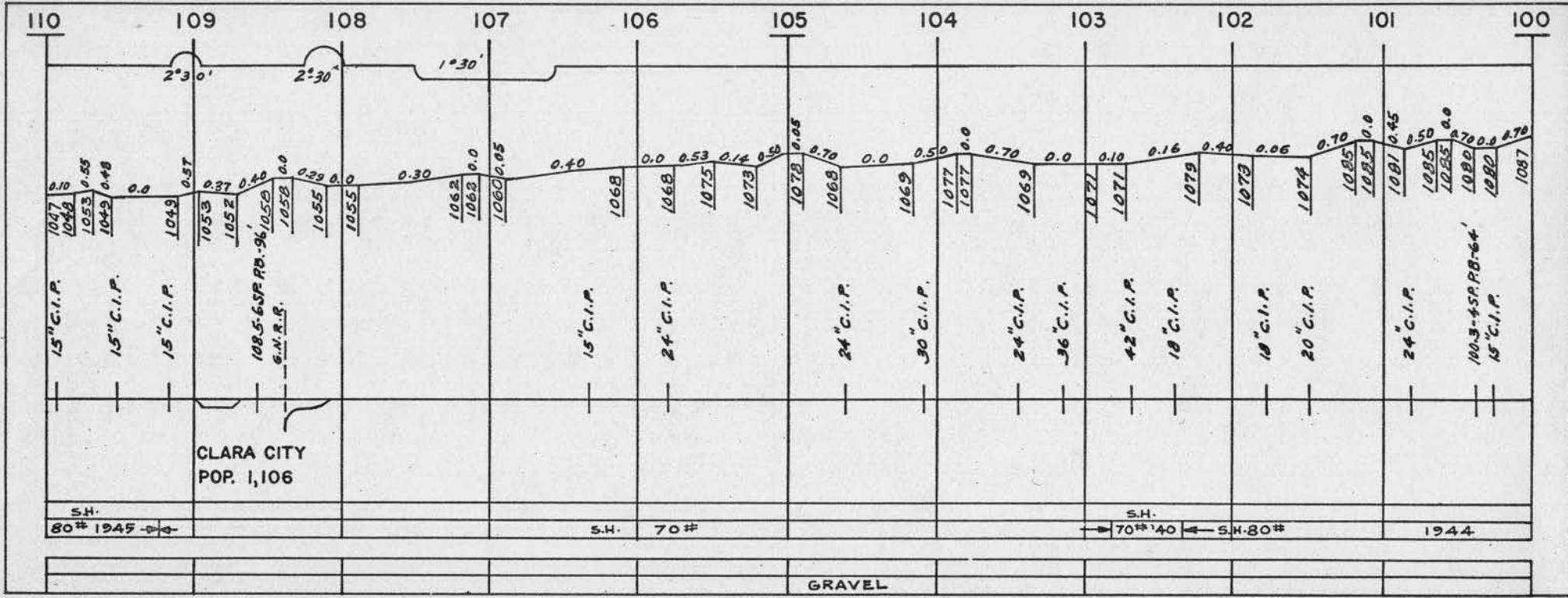
Now
TWIN
CITIES
DIVISION



S.H. 85# S.H. 80# S.H. 80# S.H. 80# S.H. 80# S.H. 80# S.H. 80#

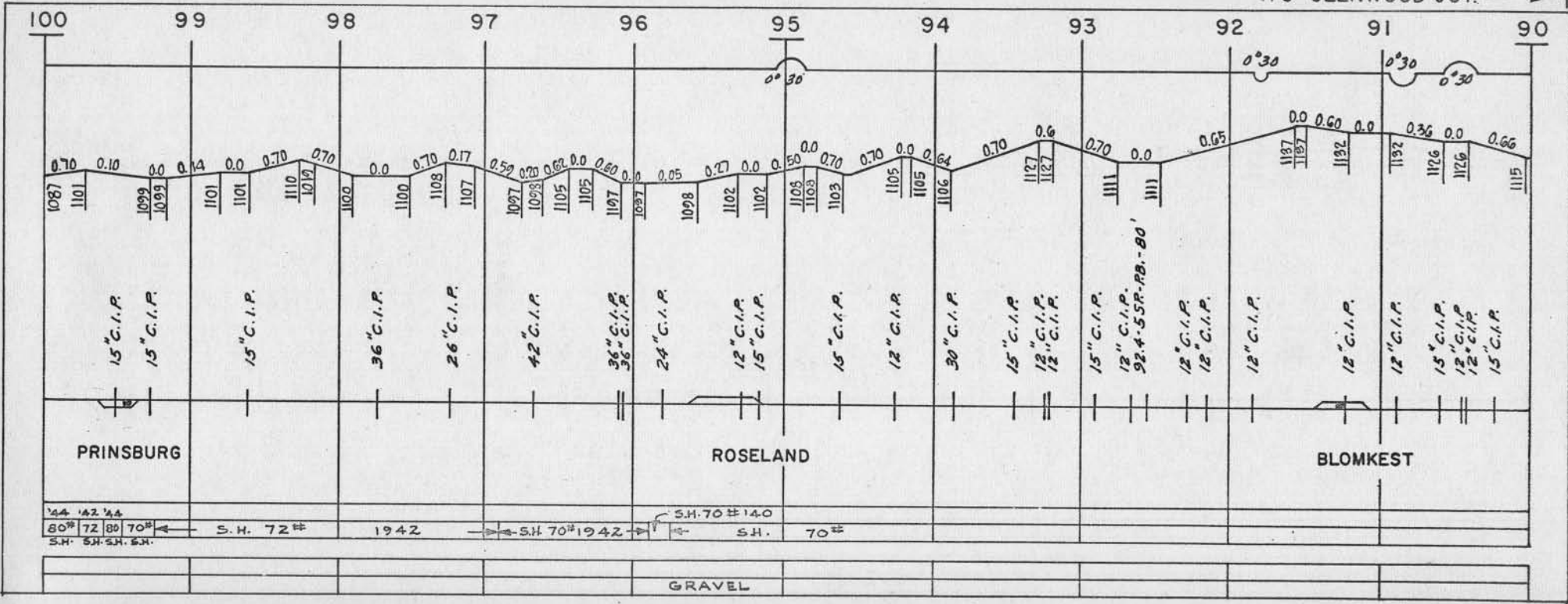
60' 80'55" 54'55" 70' 80' 80' 80'

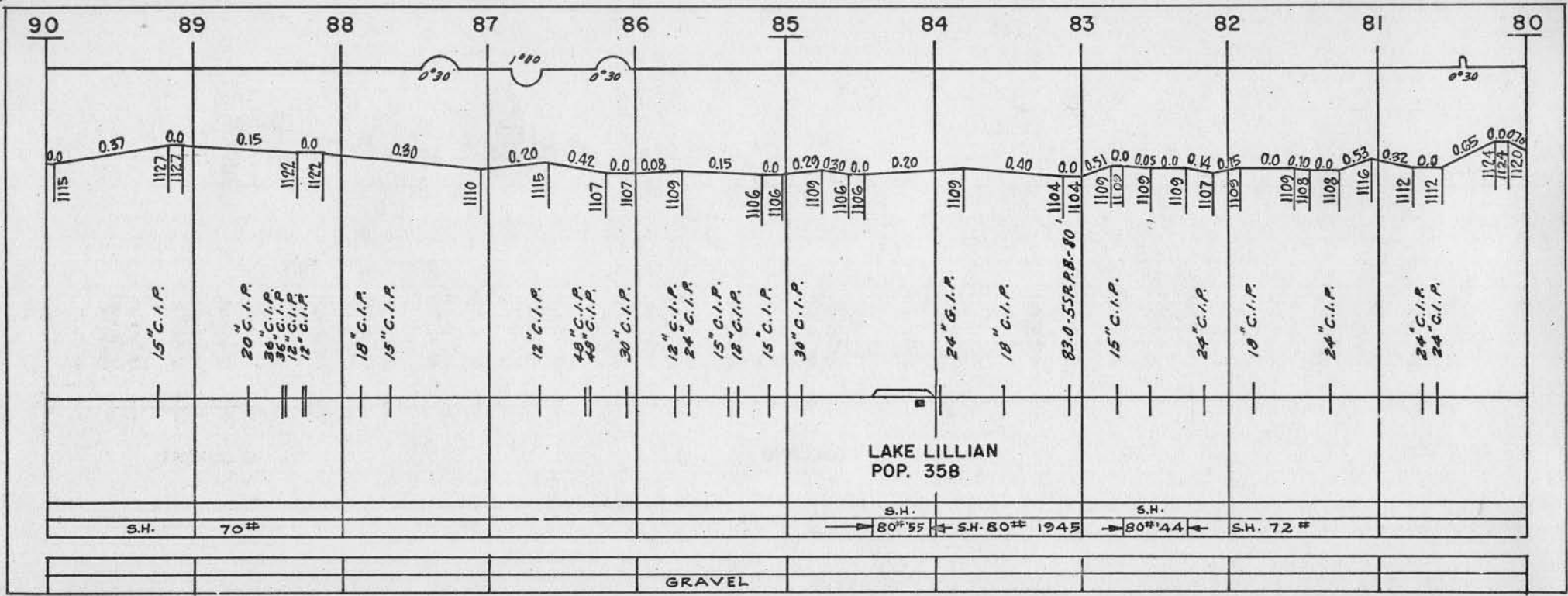
GRAVEL



← TO WESOTA

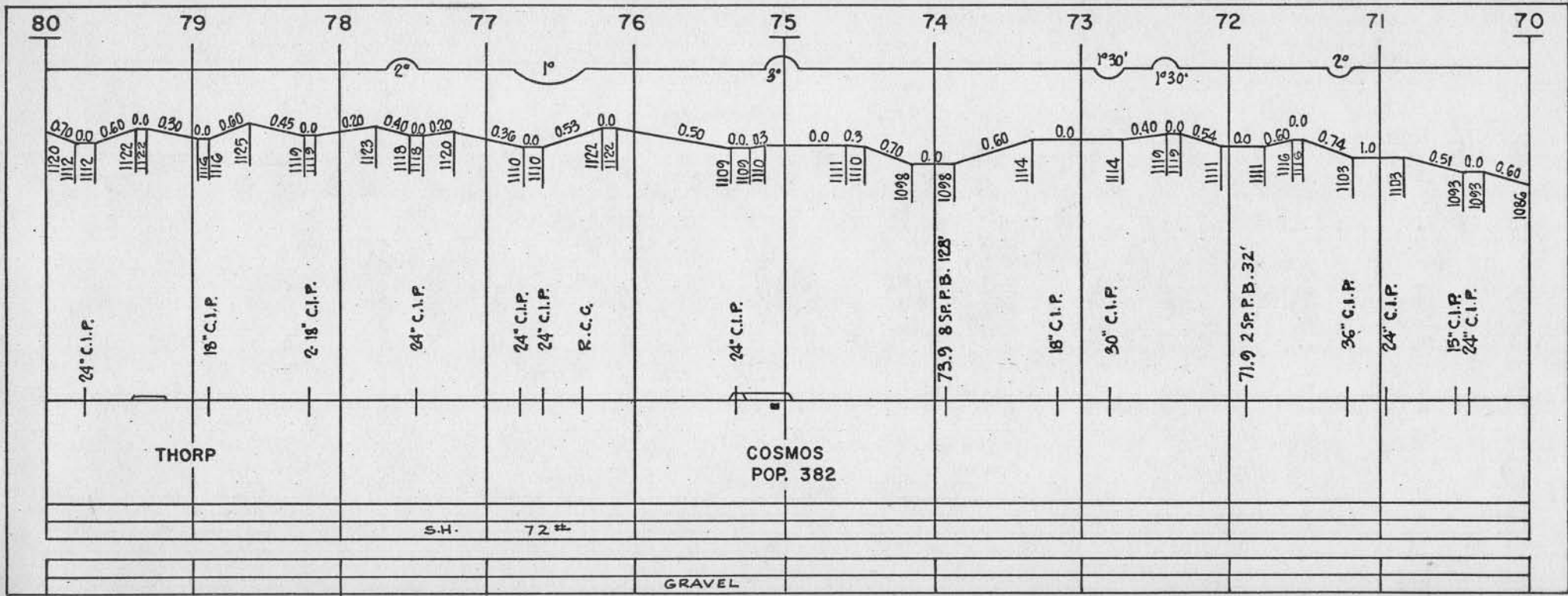
TO GLENWOOD JCT. → 155





← TO WESOTA

TO GLENWOOD JCT. → 157

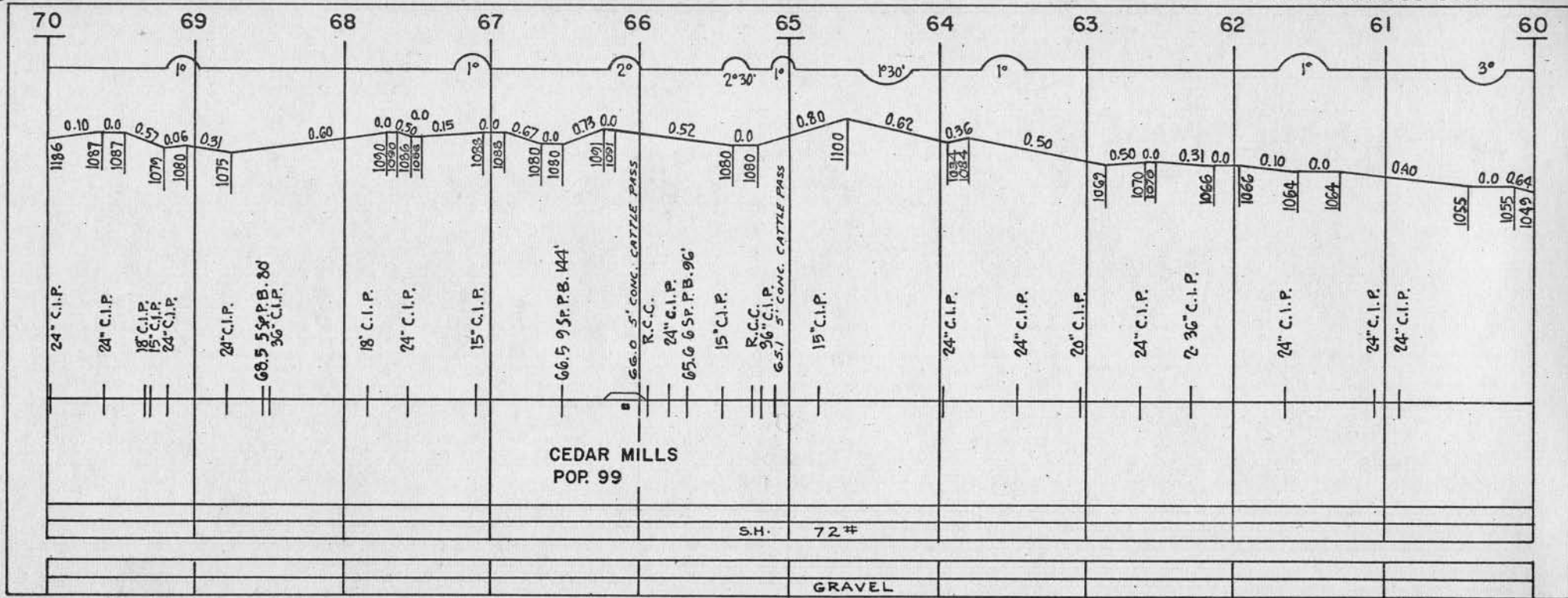


THORP

COSMOS
POP. 382

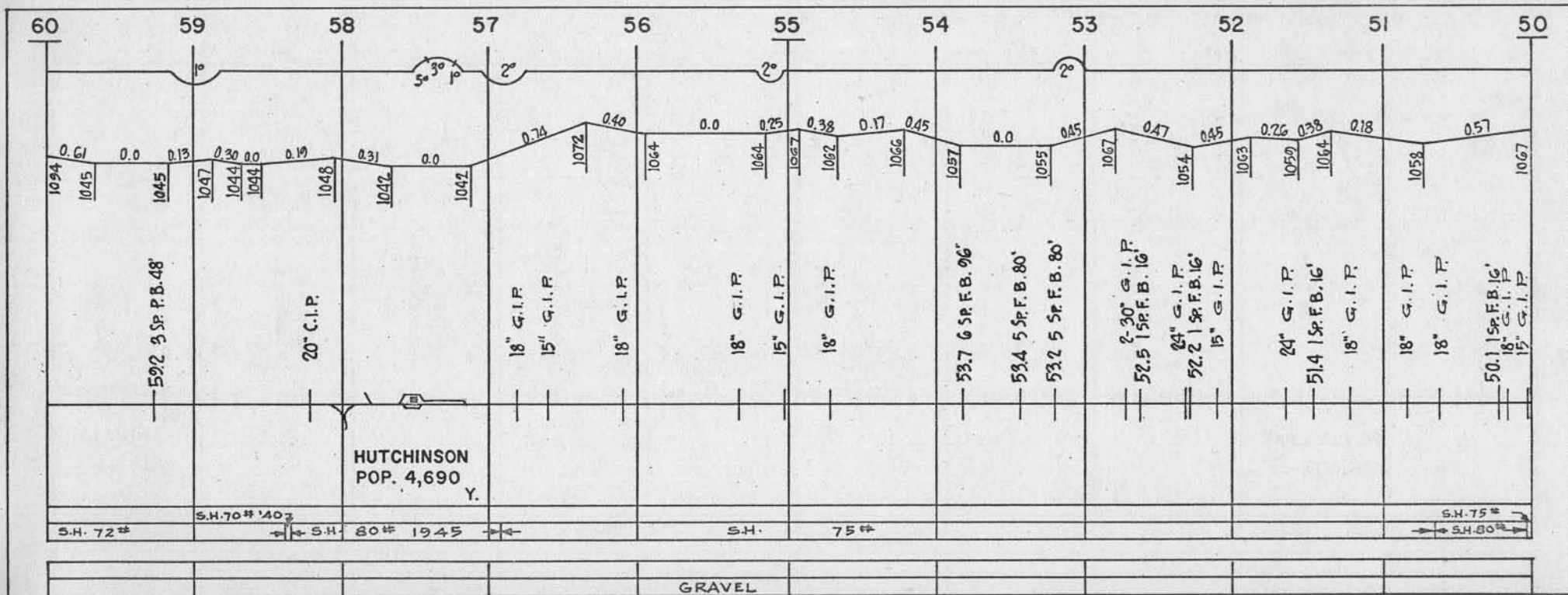
S.H. 72 #

GRAVEL



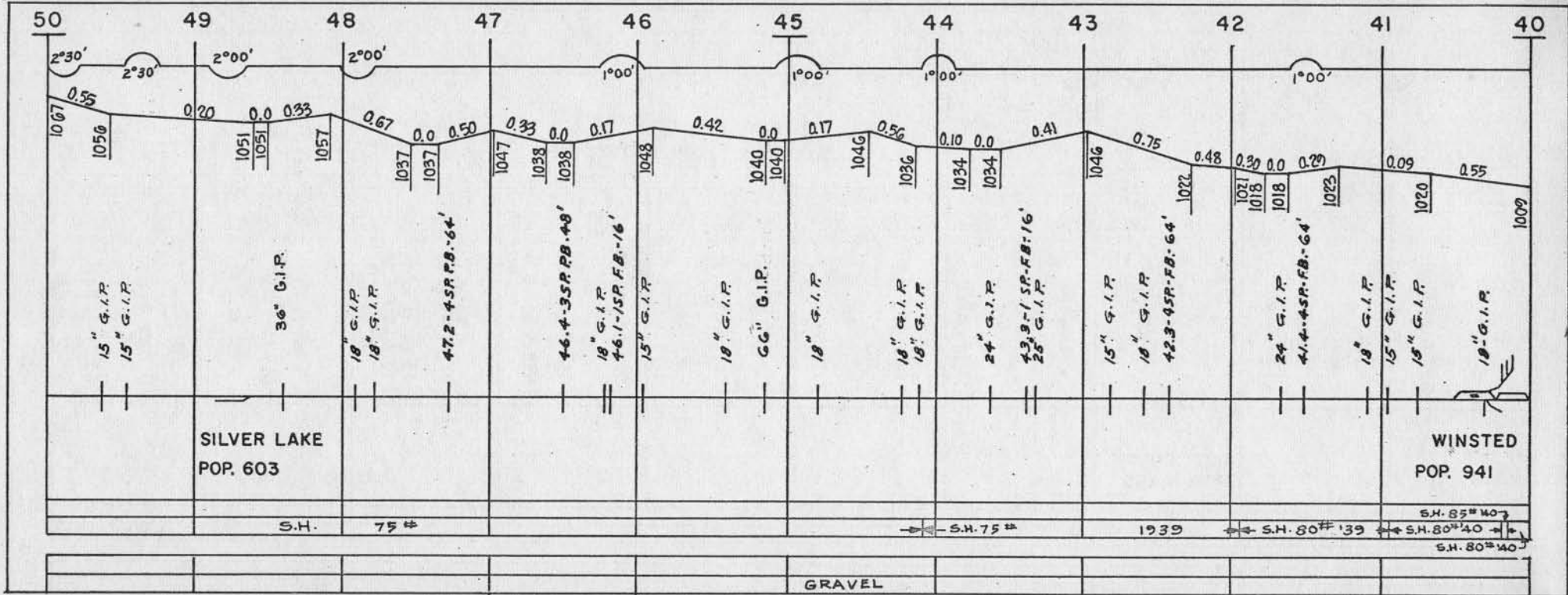
← TO WESOTA

TO GLENWOOD JCT. → 159



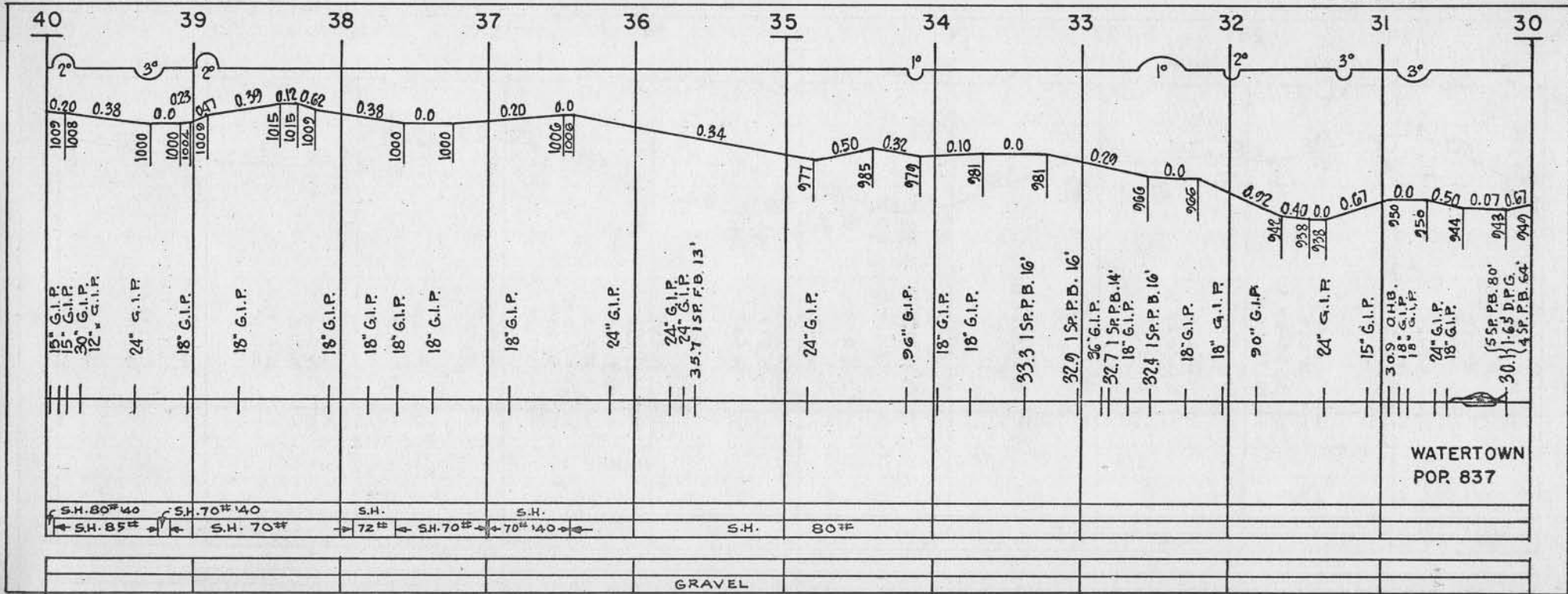
160 ← TO WESOTA

TO GLENWOOD JCT. →



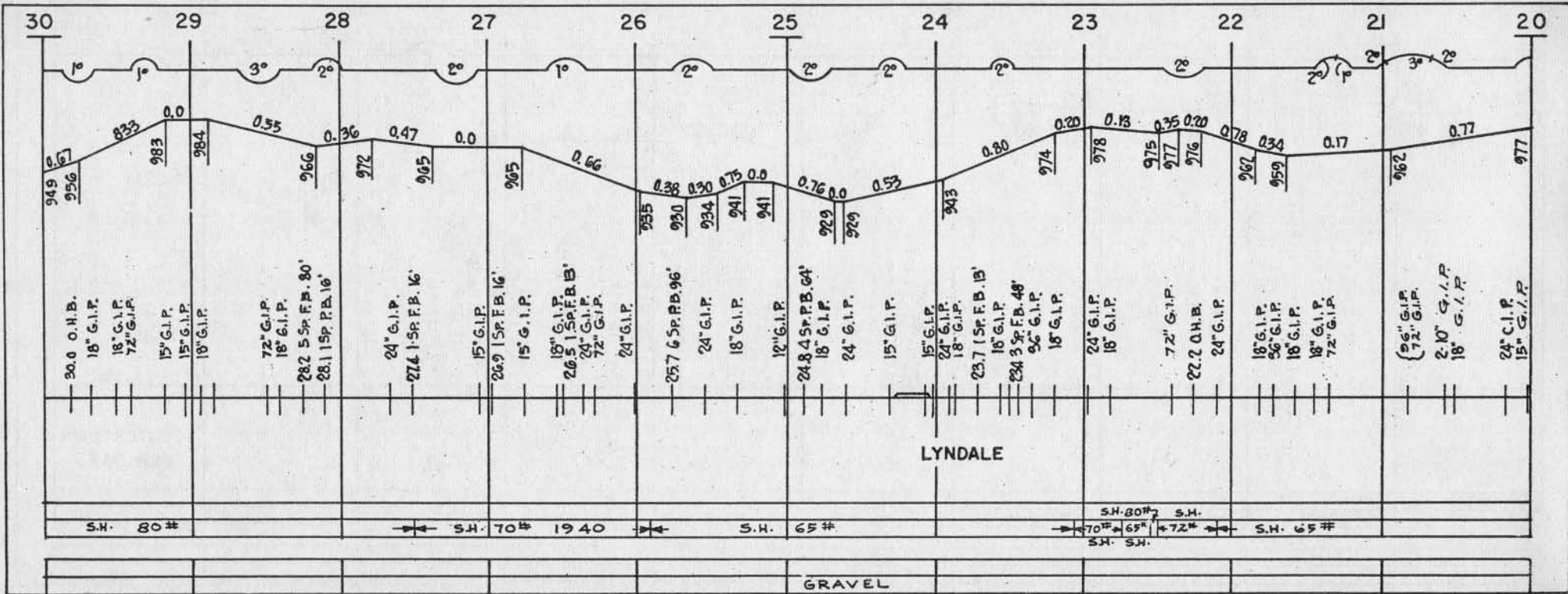
← TO WESOTA

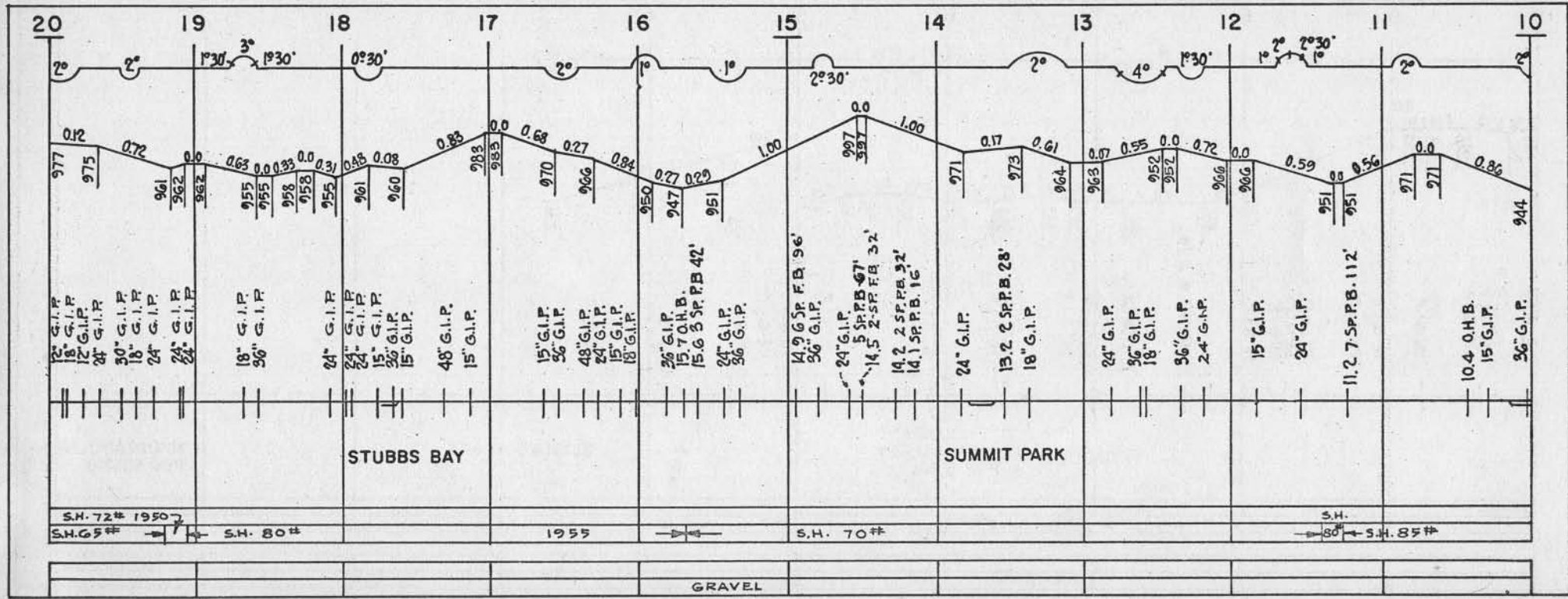
TO GLENWOOD JCT. → 161



WATERTOWN
POP. 837

GRAVEL





S.H. 72# 1950
#561

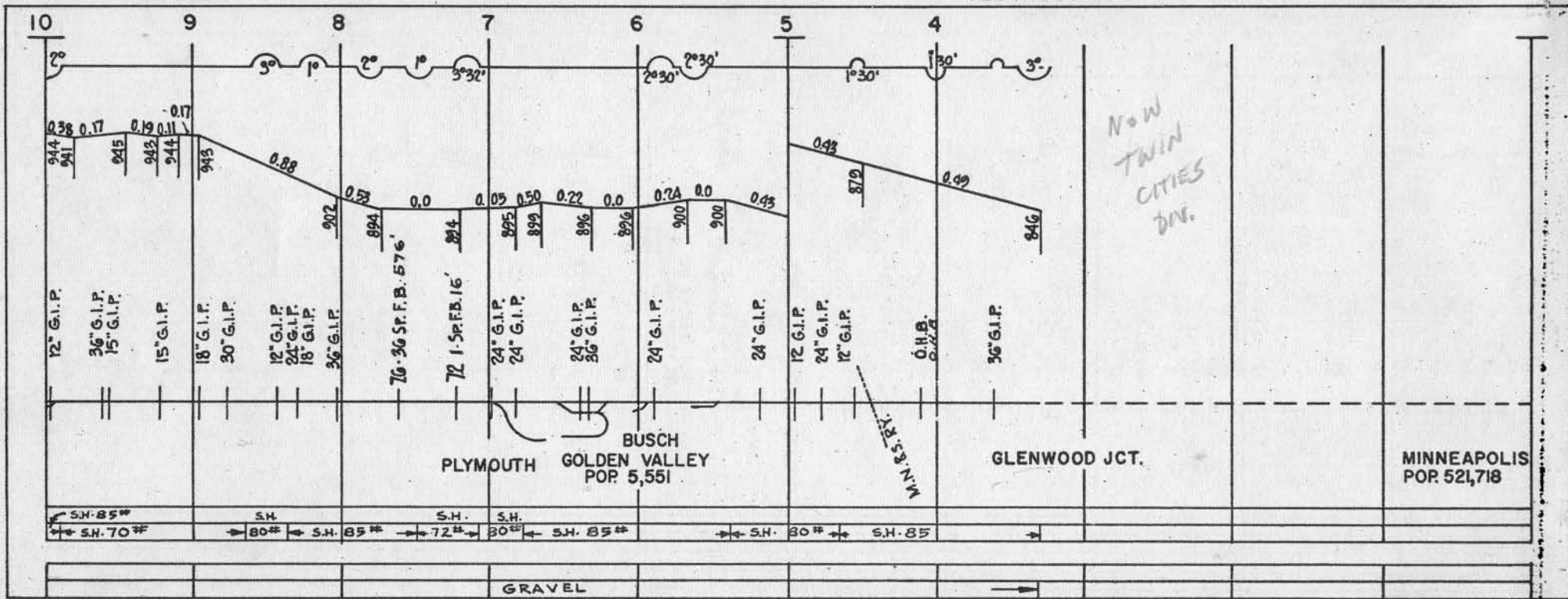
S.H. 80#

1955

S.H. 70#

S.H. #48

GRAVEL



Now
TWIN
CITIES
DING.

PLYMOUTH
BUSCH
GOLDEN VALLEY
POP. 5,551

GLENWOOD JCT.

MINNEAPOLIS
POP. 521,718

S.H. 85#
 S.H. 70#
 S.H. 80#
 S.H. 85#
 S.H. 72#
 S.H. 80#
 S.H. 85#
 S.H. 80#
 S.H. 85#

GRAVEL

← M.N. & S. RY. →

← G.N. RY. →