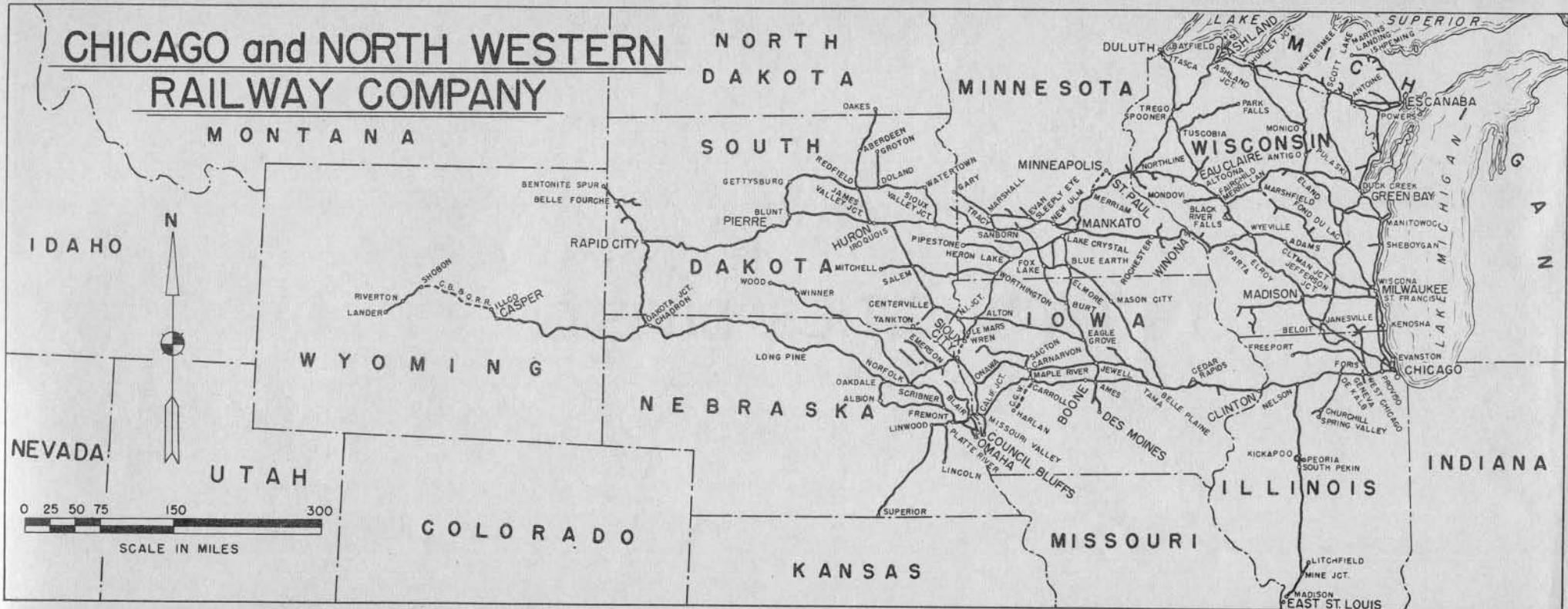


TWIN CITIES DIVISION

CHICAGO and NORTH WESTERN RAILWAY COMPANY



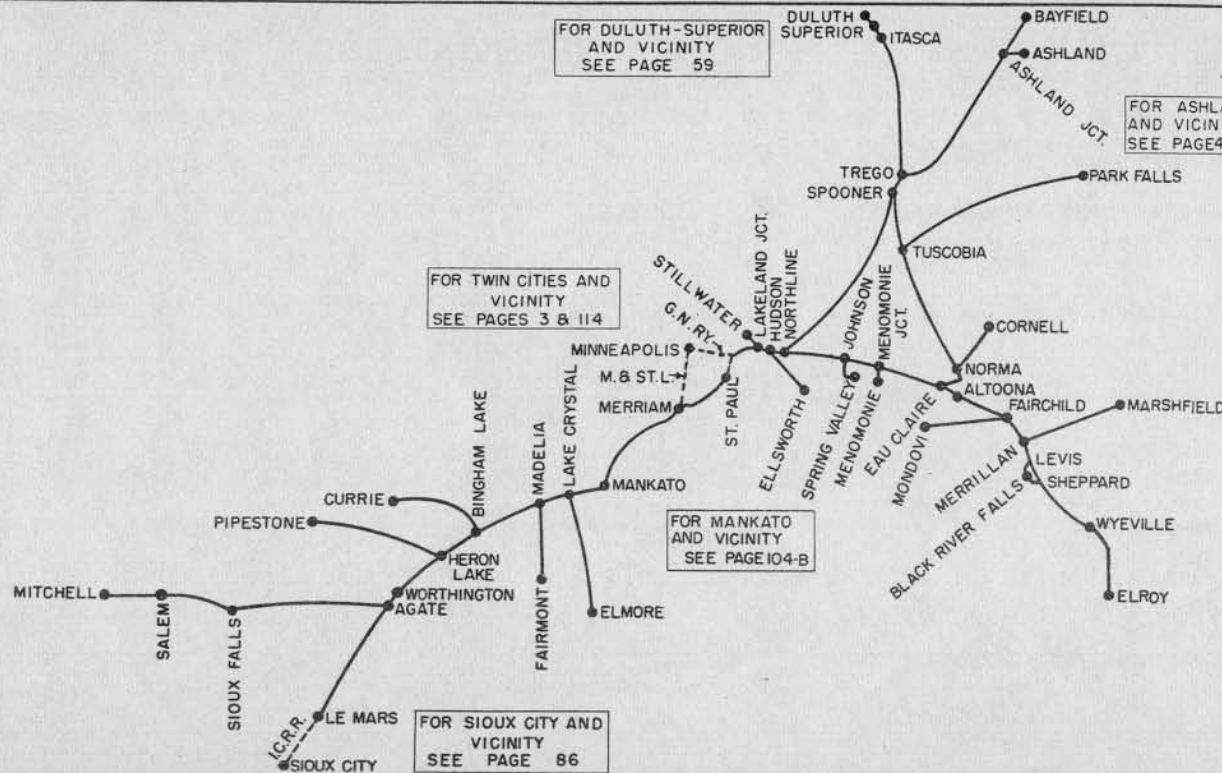
TWIN CITIES DIVISION

EASTERN DISTRICT

ST. PAUL TO ELROY	PAGES 3 TO 23
STILLWATER TO LAKELAND JCT.	PAGE 24
ELLSWORTH TO HUDSON	PAGES 25 TO 27
MENOMONIE TO MENOMONIE JCT.	PAGE 28
SPRING VALLEY TO JOHNSON	PAGES 29 TO 30
MONDOVI TO FAIRCHILD	PAGES 31 TO 34
MARSHFIELD TO MERRILLAN	PAGES 35 TO 38
BLACK RIVER FALLS LINE	PAGE 39
ASHLAND TO ASHLAND JCT.	PAGE 40
BAYFIELD TO NORTHLINE	PAGES 41 TO 58
DULUTH TO TREGO	PAGES 59 TO 66
SPOONER TO EAU CLAIRE	PAGES 67 TO 74
PARK FALLS TO TUSCOBIA	PAGES 75 TO 82
CORNELL TO NORMA	PAGES 83 TO 85

WESTERN DISTRICT

SIoux CITY TO ST. PAUL	PAGES 86 TO 114
MITCHELL TO AGATE	PAGES 115 TO 128
PIPESTONE TO HERON LAKE	PAGES 129 TO 134
CURRIE TO BINGHAM LAKE	PAGES 135 TO 138
FAIRMONT TO MADELIA	PAGES 139 TO 141
ELMORE TO LAKE CRYSTAL	PAGES 142 TO 146



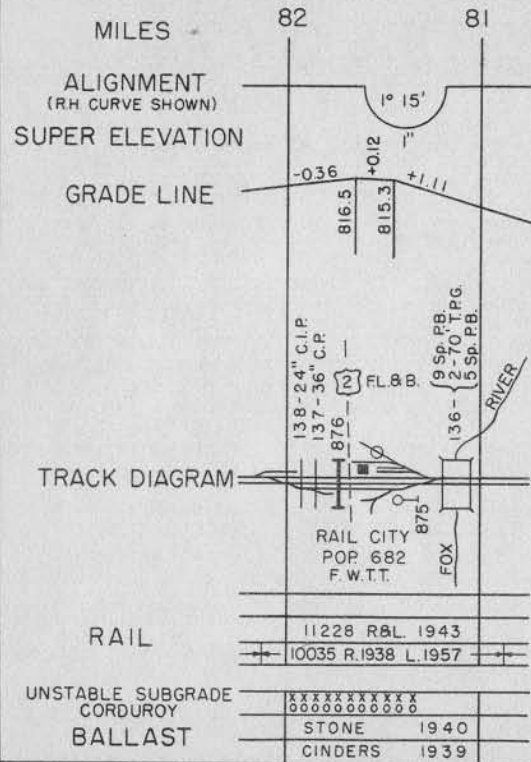
FOR DULUTH-SUPERIOR
AND VICINITY
SEE PAGE 59

FOR ASHLAND
AND VICINITY
SEE PAGE 40-A

FOR TWIN CITIES AND
VICINITY
SEE PAGES 3 & 114

FOR MANKATO
AND VICINITY
SEE PAGE 104-B

FOR SIOUX CITY AND
VICINITY
SEE PAGE 86



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)
- SIGNAL BRIDGE
- SIGNAL MAST
- 41 — 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
- B.BKL.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

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

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

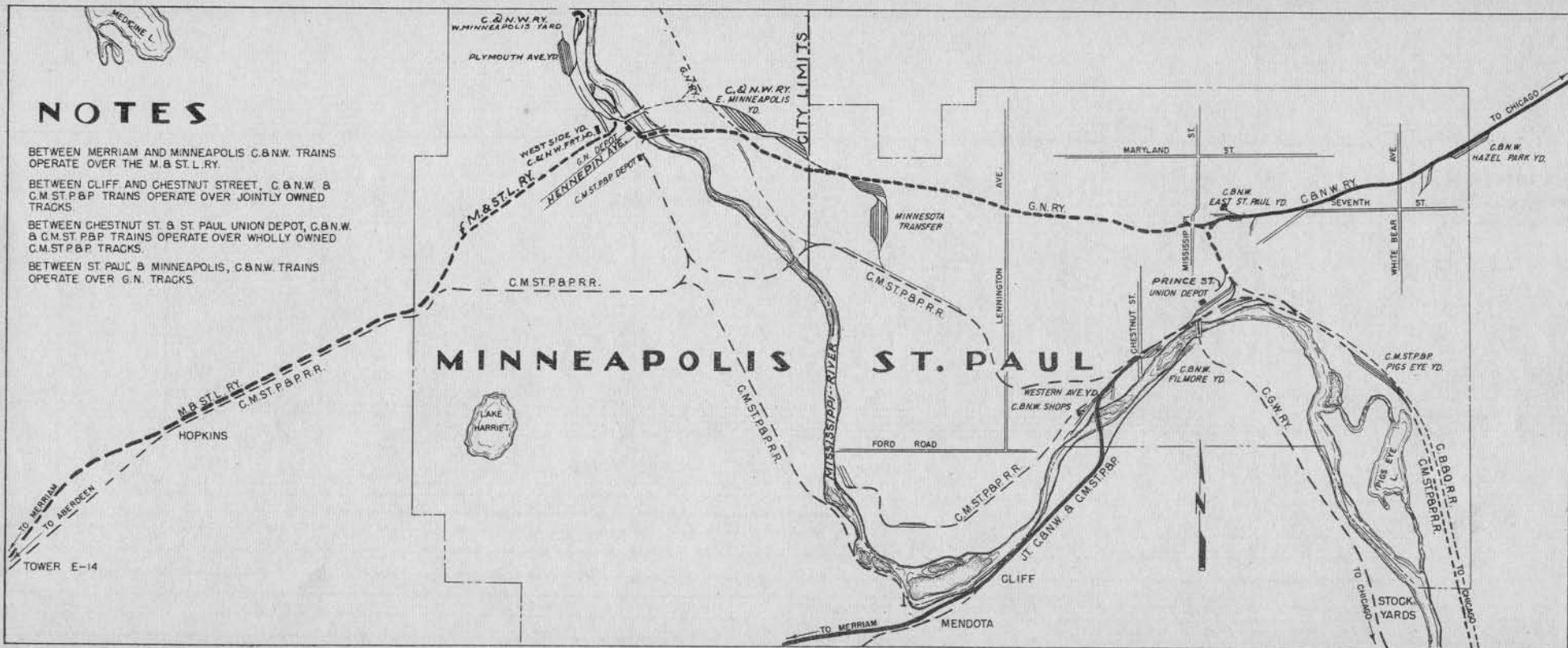
NOTES

BETWEEN MERRIAM AND MINNEAPOLIS C.&N.W. TRAINS OPERATE OVER THE M.&S.T.L. RY.

BETWEEN CLIFF AND CHESTNUT STREET, C.&N.W. & C.M.ST.P.&P. TRAINS OPERATE OVER JOINTLY OWNED TRACKS.

BETWEEN CHESTNUT ST & ST PAUL UNION DEPOT, C.&N.W. & C.M.ST.P.&P. TRAINS OPERATE OVER WHOLLY OWNED C.M.ST.P.&P. TRACKS.

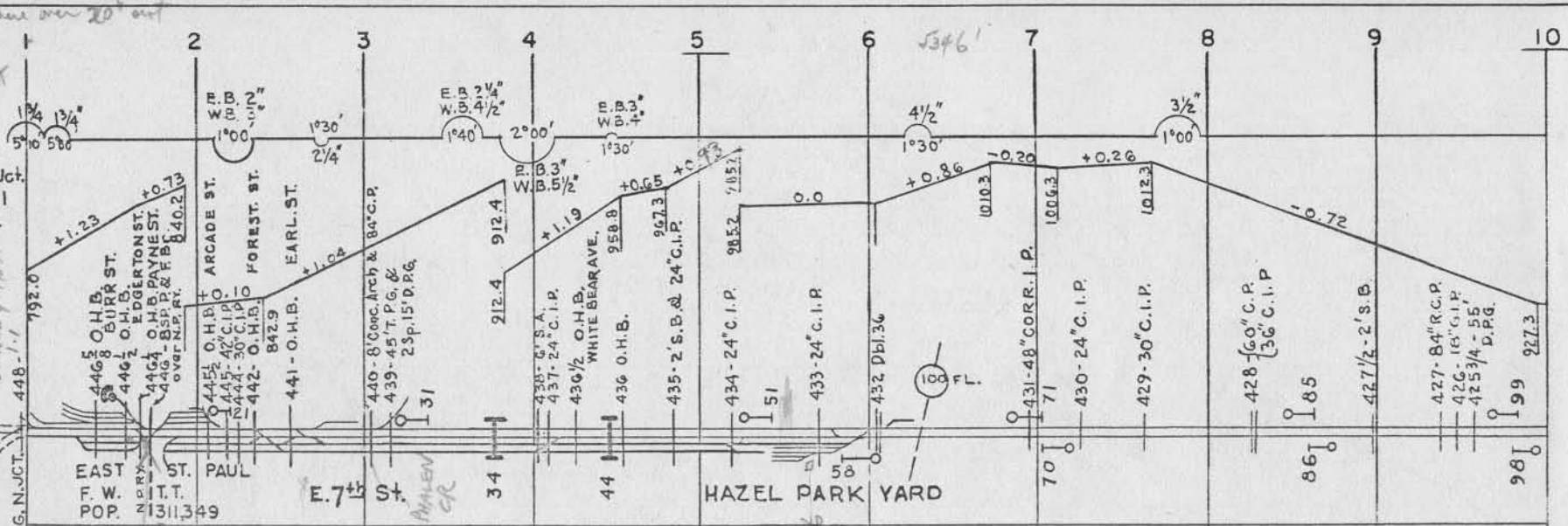
BETWEEN ST PAUL & MINNEAPOLIS, C.&N.W. TRAINS OPERATE OVER G.N. TRACKS.



ST. PAUL EST. PAUL SHOWED 2.1 ON OLD CHART

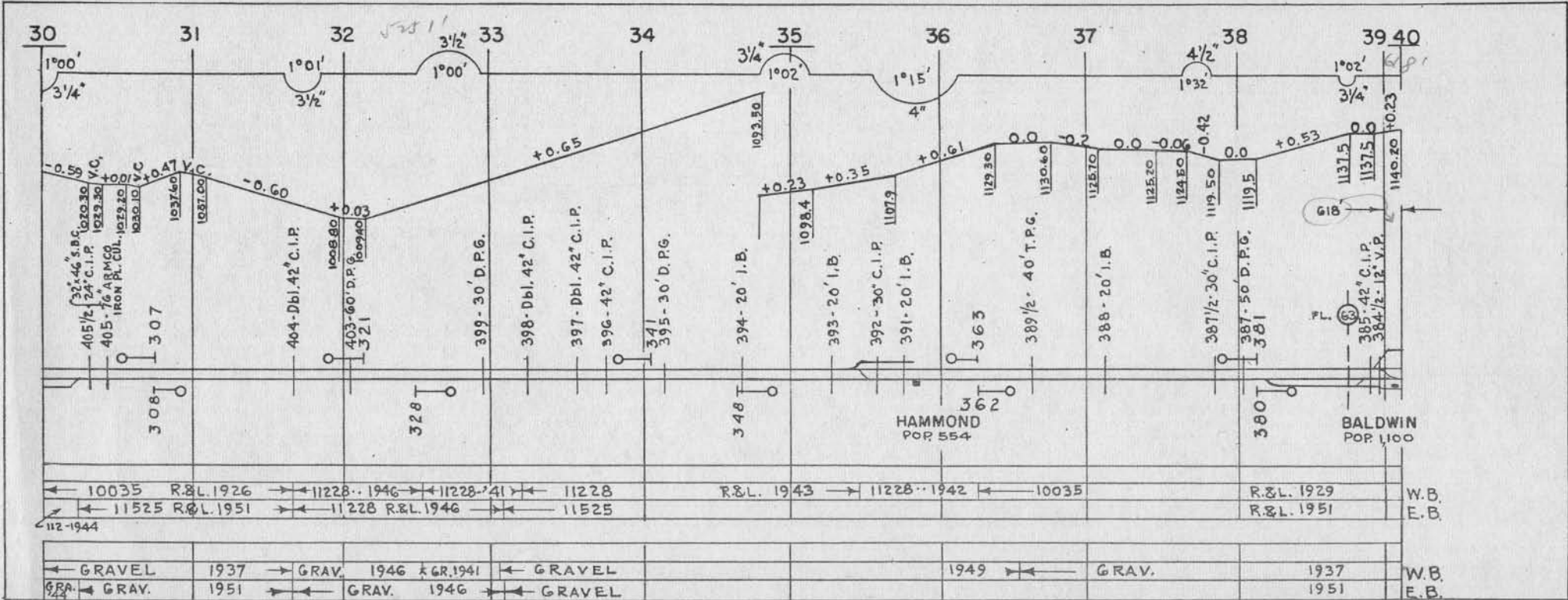
1.3 Miles G.N.Jct. to the St. Paul Union Depot.

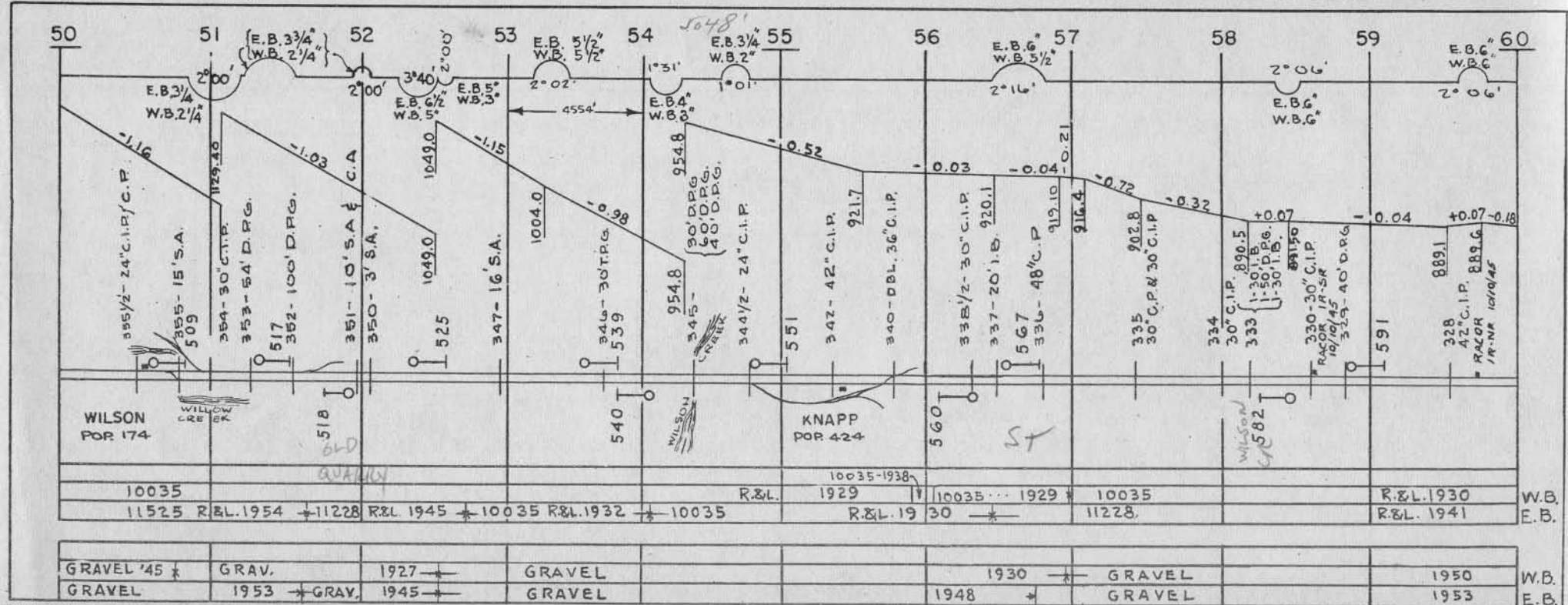
G.N.RY TO ST. PAUL UNION DEPOT
G.N.RY TO MINNEAPOLIS



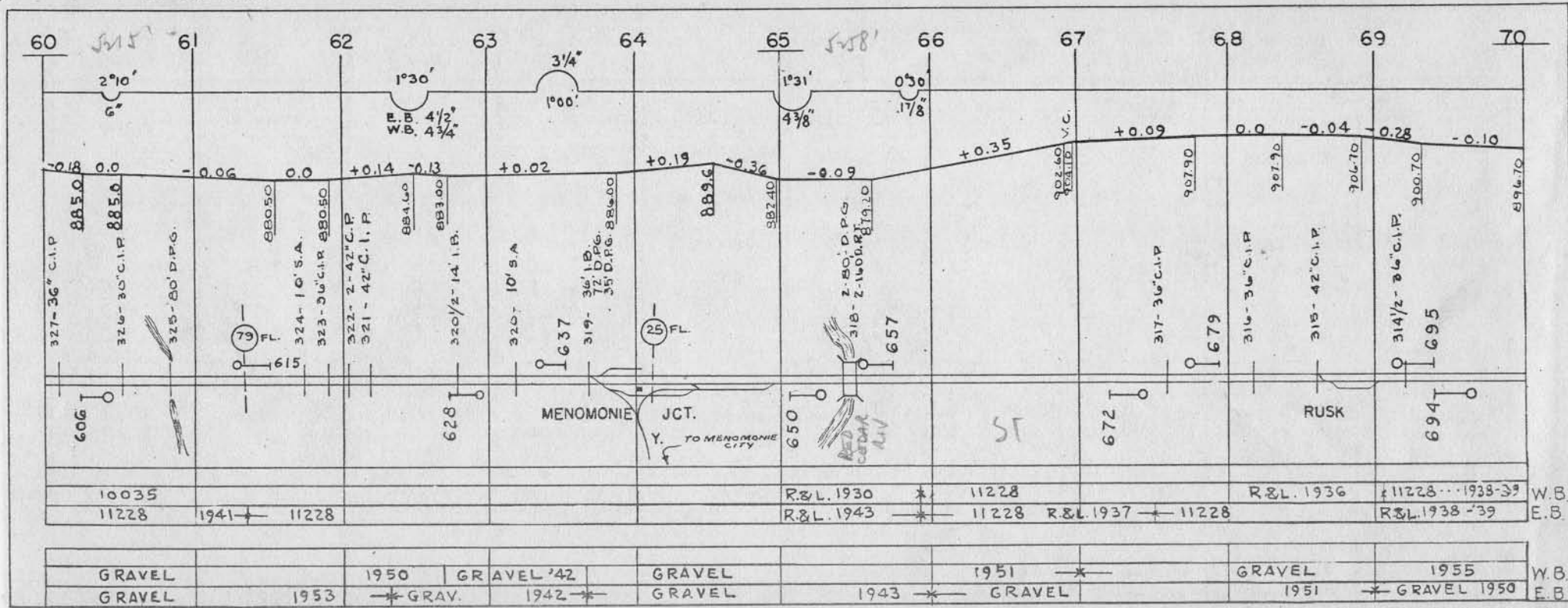
11228 ... 1937	11228 R&L 1941	11223 R&L 1939	10035	R&L 1930	W.C.
11228 ... 1937	11228 R&L 1944	11228 R&L 1939	11525	R&L 1950	E.B.

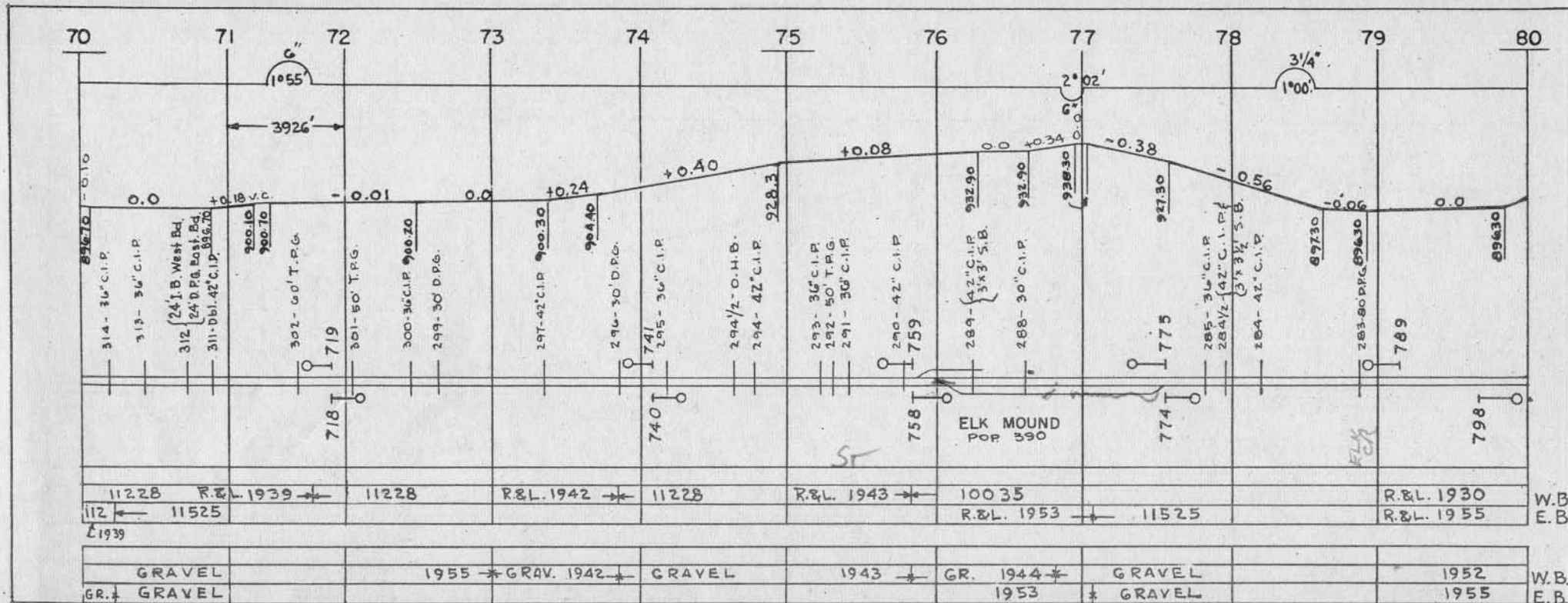
GRAV. 1930	GRAV. 1941	GRAV. 1939	GRAV. 1948	GRAVEL	1945	W.B.
GRAV. 1930	GRAV. 1944	GRAV. 1939	GRAVEL		1950	E.B.





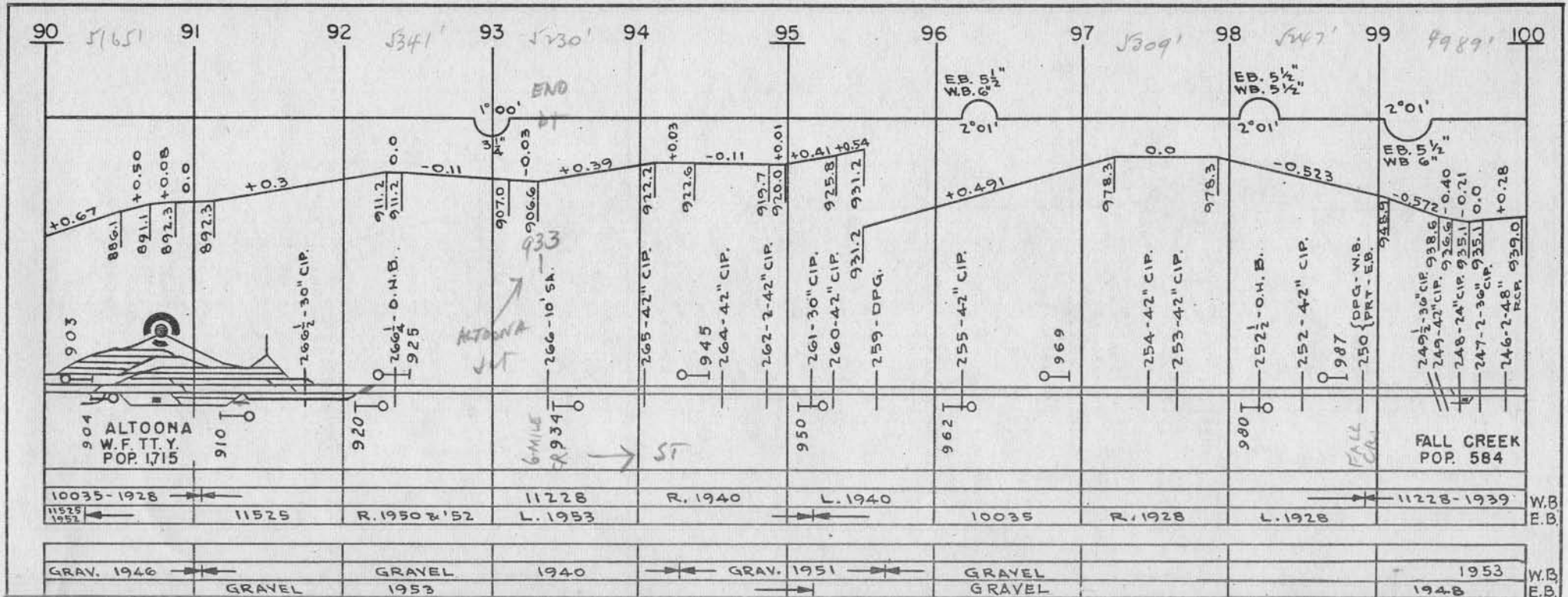
10035	11525 R&L.1954	11228	R&L.1945	10035	R&L.1932	10035	10035-1938	R&L. 1929	110035... 1929	10035	R&L.1930	W.B.
								R&L.1930		11228	R&L.1941	E.B.
GRAVEL '45	GRAV.	1927	GRAVEL						1930	GRAVEL	1950	W.B.
GRAVEL	1953	GRAV. 1945	GRAVEL						1948	GRAVEL	1953	E.B.

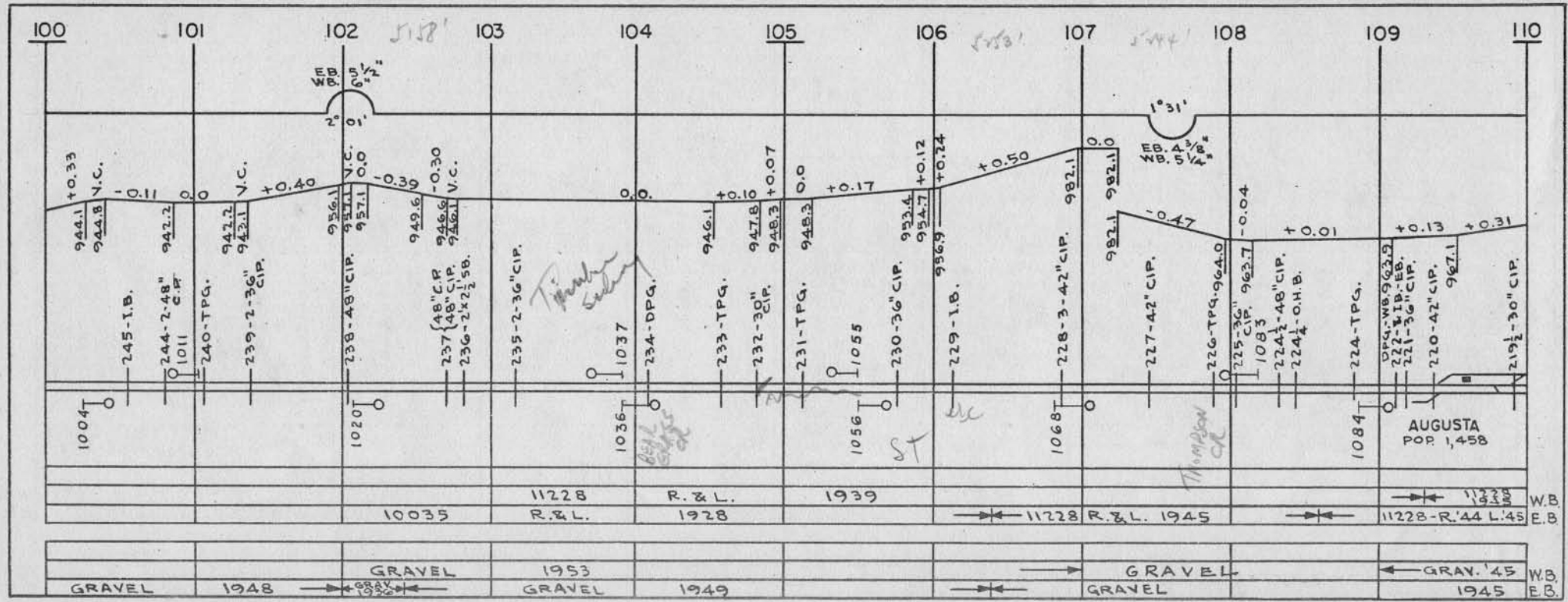




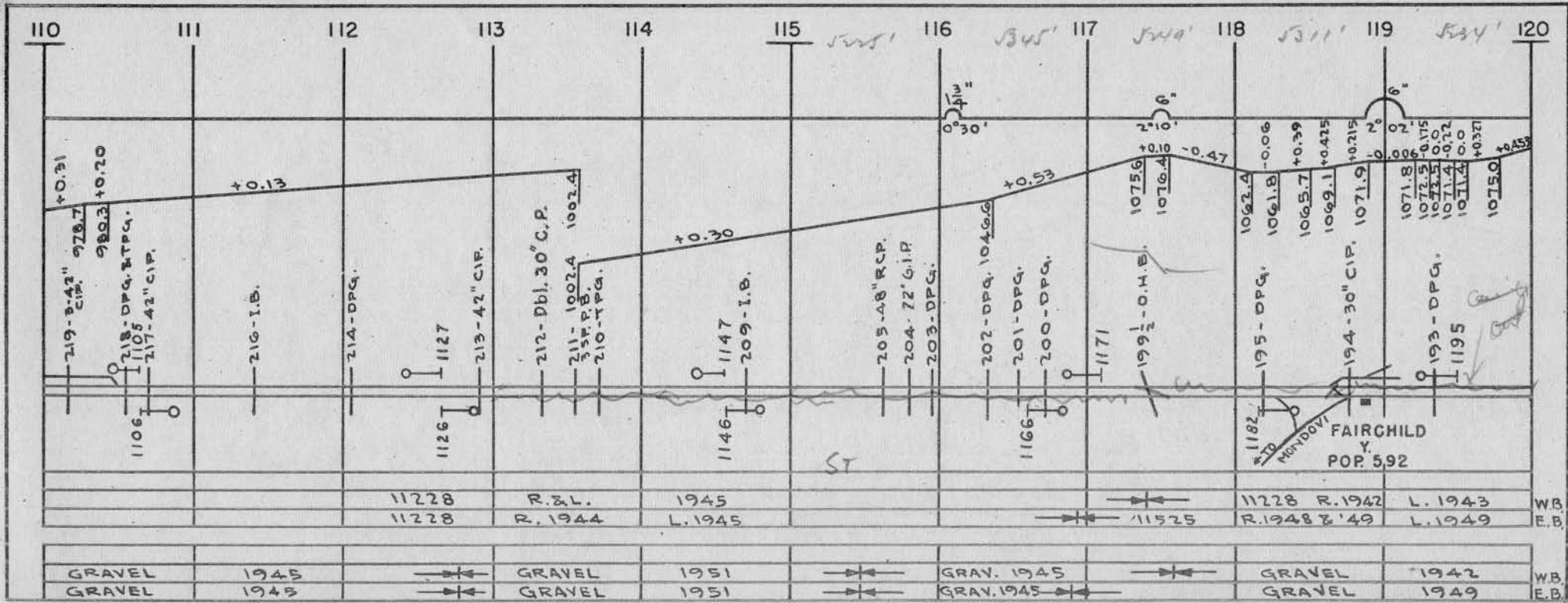
11228	R.&L. 1939	11228	R.&L. 1942	11228	R.&L. 1943	10035	R.&L. 1953	11525	R.&L. 1930	R.&L. 1955	W.B. E.B.
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	GRAVEL		1955 * GRAV. 1942		GRAVEL		1943		GR. 1944 *		GRAVEL		1952		W.B. E.B.
	GR. GRAVEL						1953				GRAVEL		1955		





GRAVEL	1948	GRAVEL	1953	GRAVEL	1949	GRAVEL	1945	GRAVEL	1945
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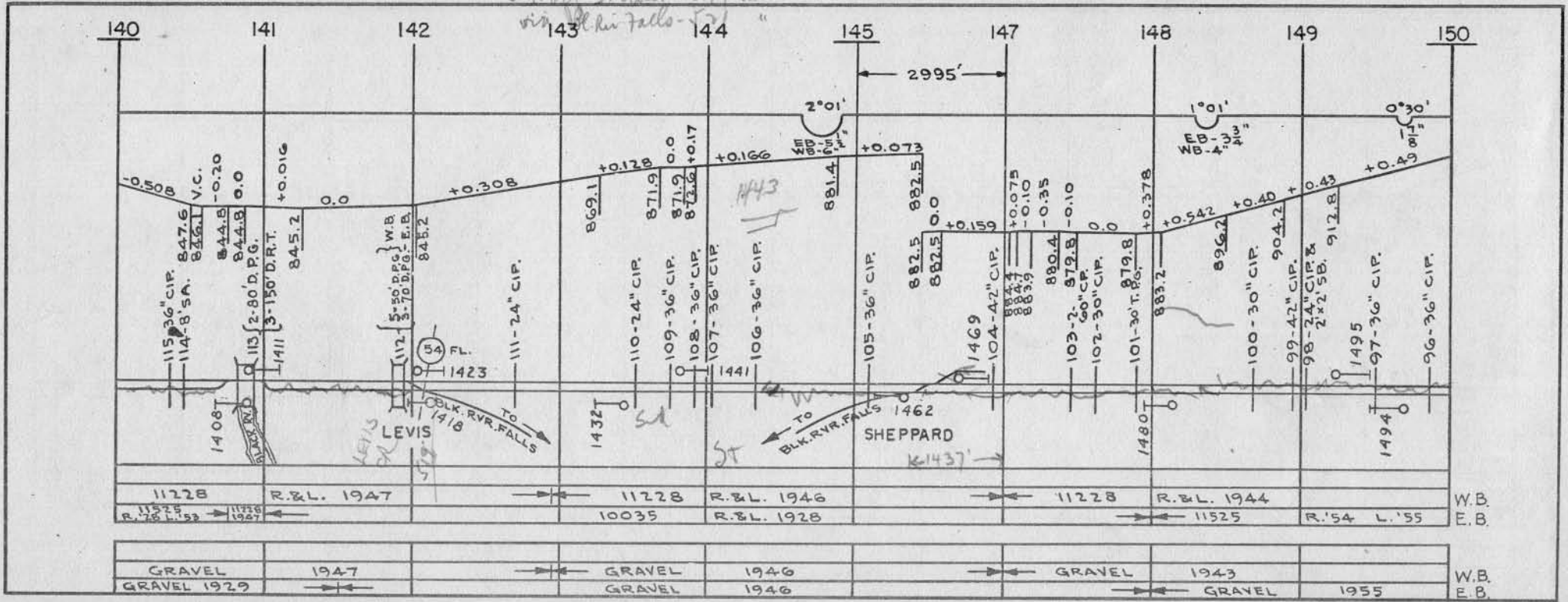
11228	R. 1944	1945		11525	R. 1948 & '49	L. 1943	WB.
11228	R. 1944	L. 1945				L. 1949	E.B.

GRAVEL	1945	→	GRAVEL	1951	→	GRAVEL	1942	WB.
GRAVEL	1945	→	GRAVEL	1951	→	GRAVEL	1949	E.B.

TO ST. PAUL ←

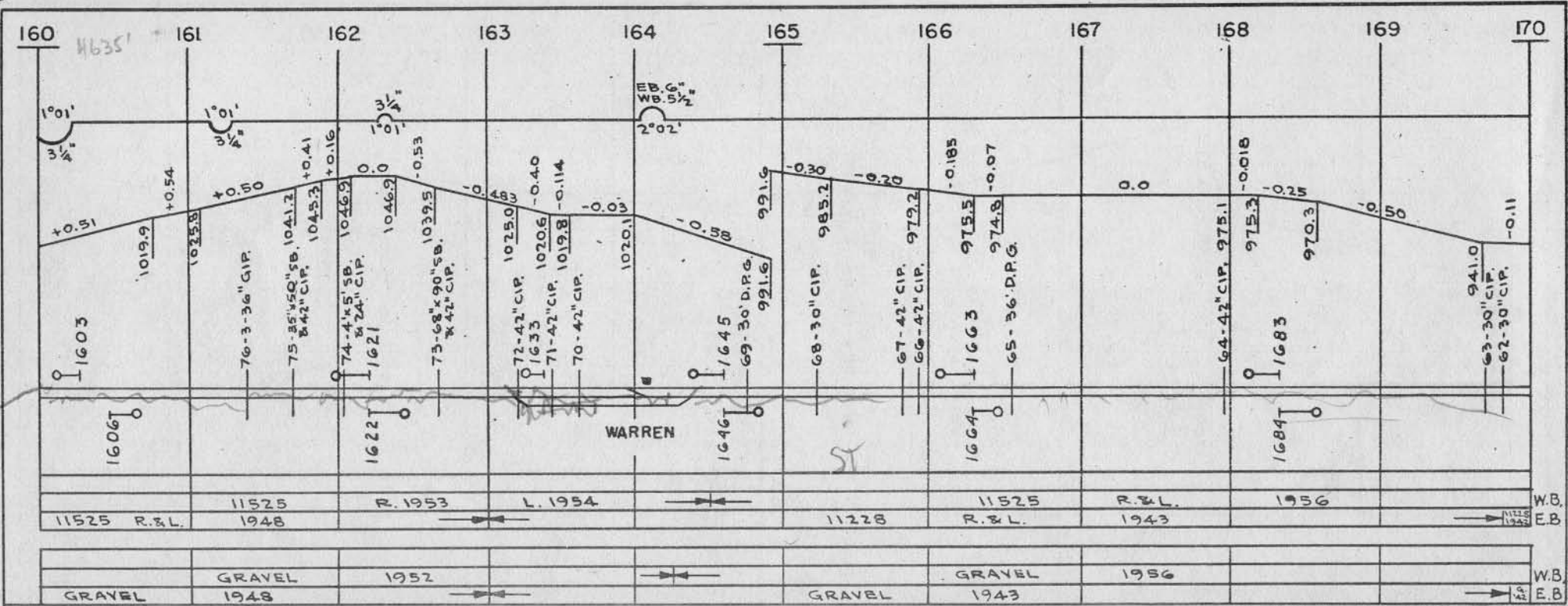
TO ELROY →

*cut all showed 3.19 miles
via Blk Rvr Falls - 1941*

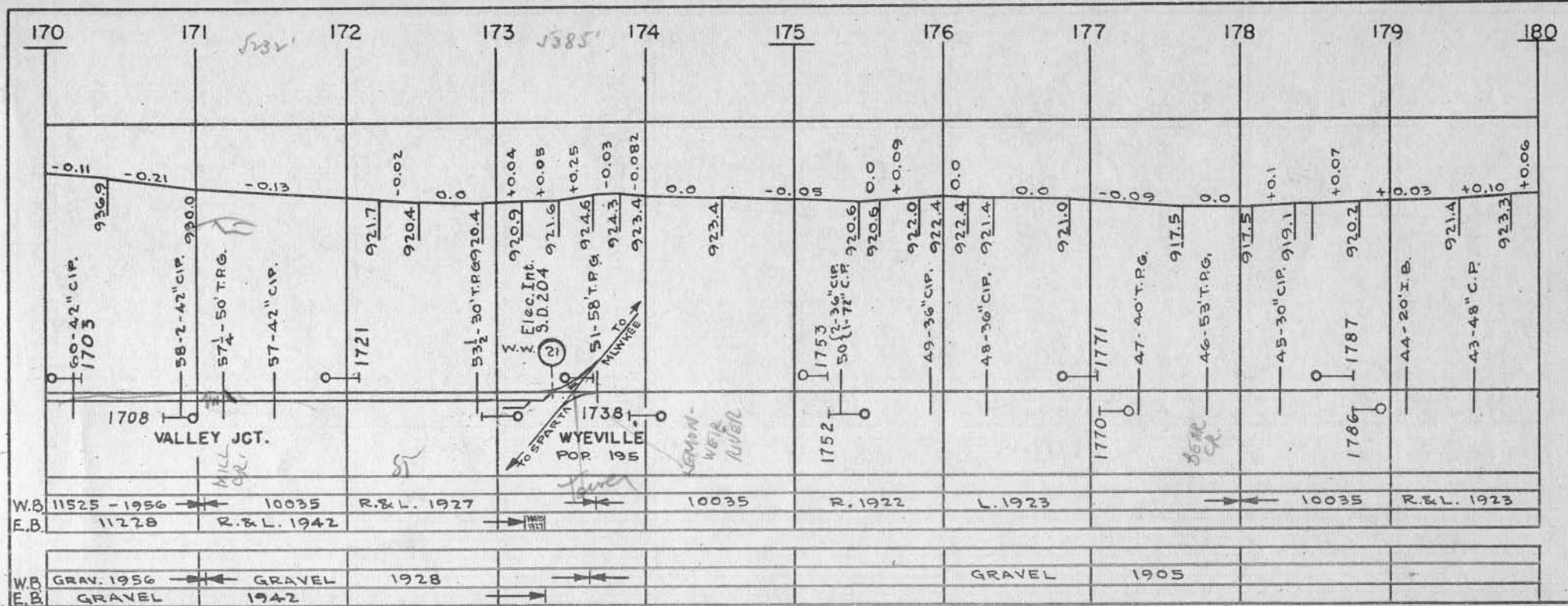


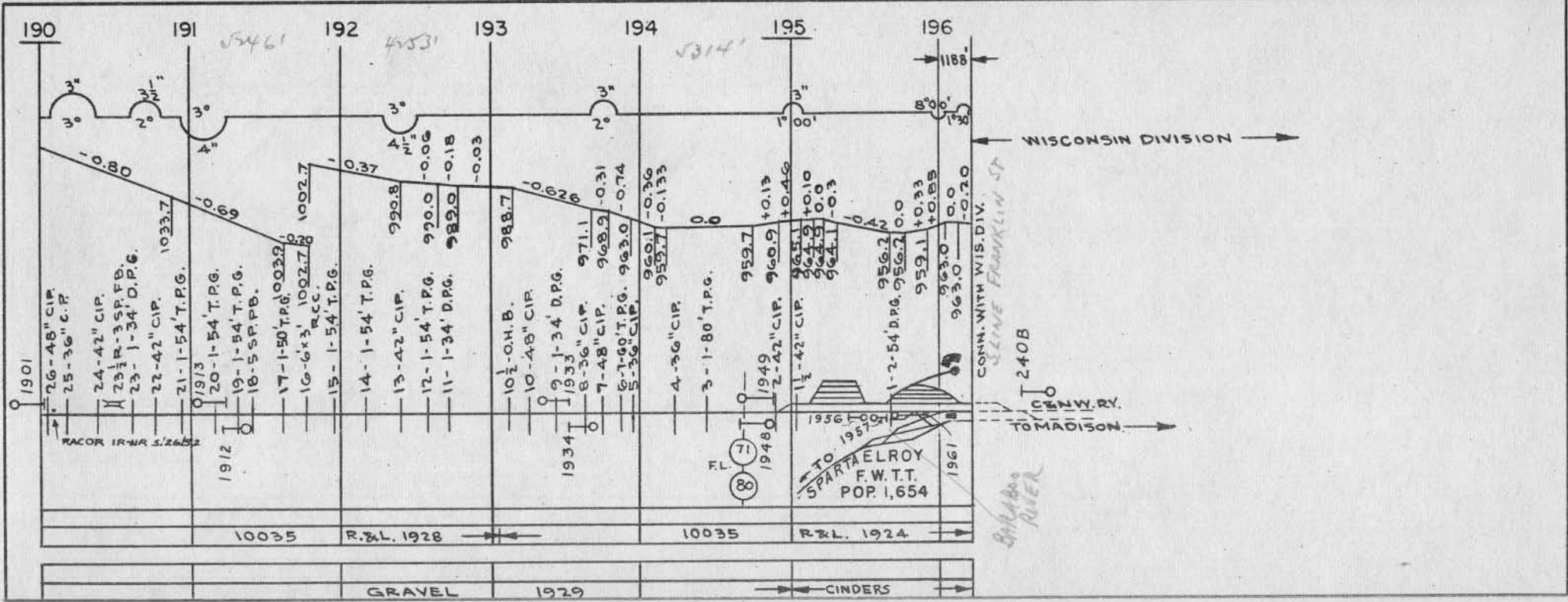
11228	R.&L. 1947	11228	R.&L. 1946	11228	R.&L. 1944	W.B.
R. 78 L. 52		10035	R.&L. 1928		11525	E.B.
					R.'54 L.'55	

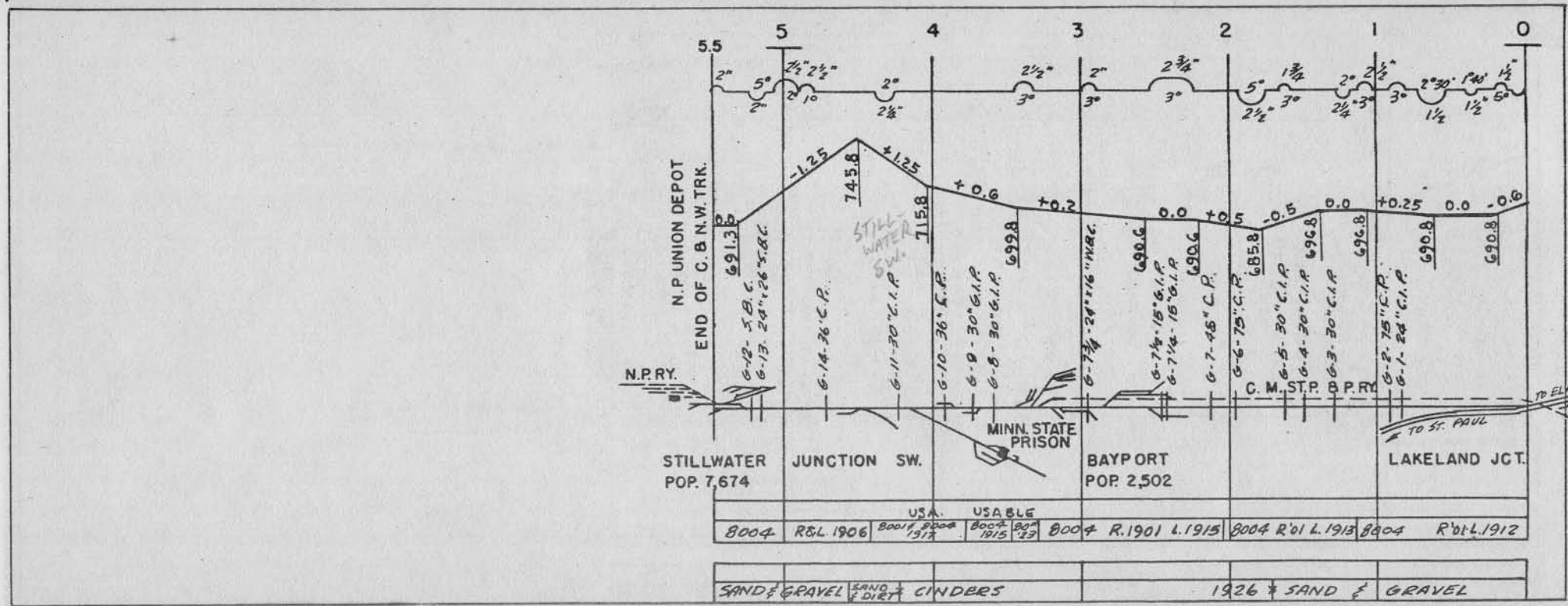
GRAVEL	1947	GRAVEL	1946	GRAVEL	1943	W.B.
GRAVEL 1929		GRAVEL	1946		GRAVEL	E.B.
					1955	

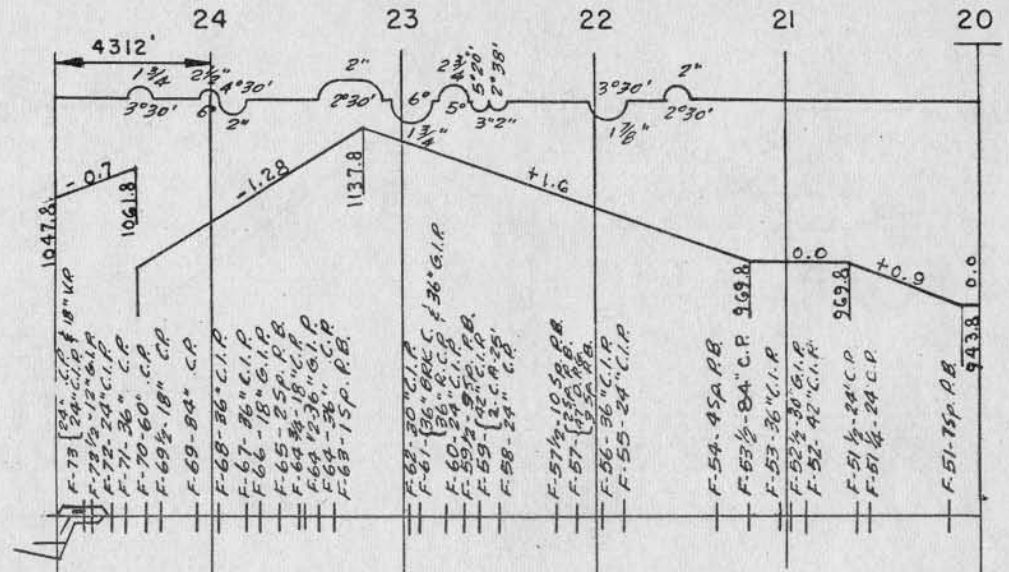


11525 R.&L.	11525 1948	R. 1953	L. 1954	11228	11525 R.&L.	R.&L. 1943	1956	W.B. E.B.
GRAVEL 1948	GRAVEL 1952			GRAVEL 1943	GRAVEL 1956			W.B. E.B.



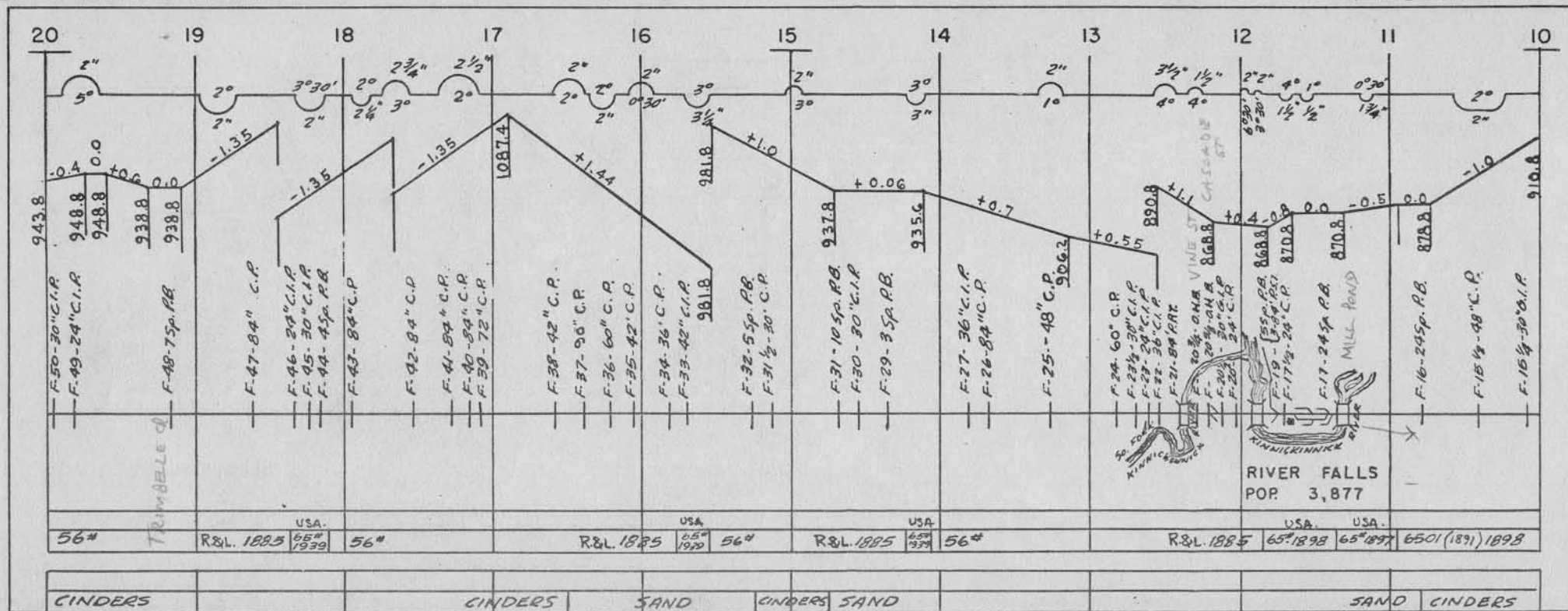






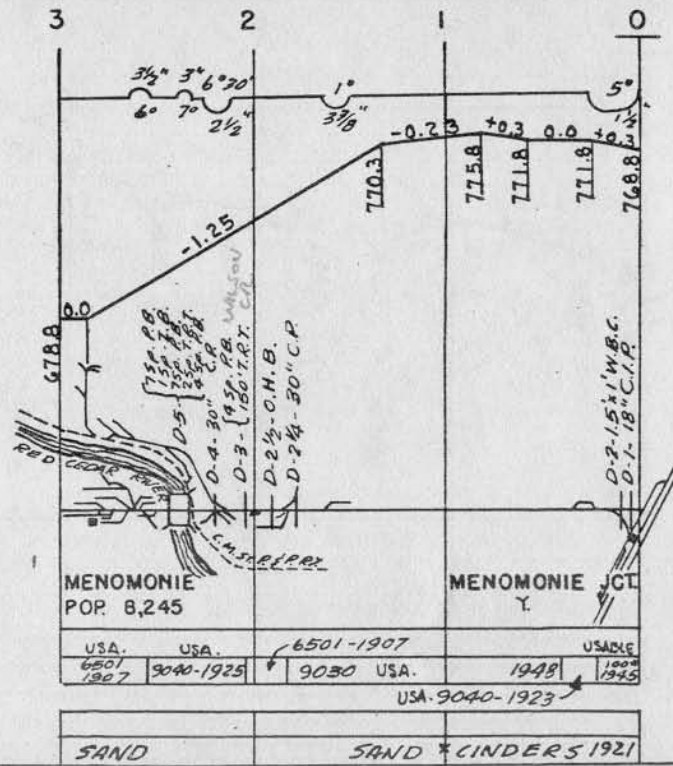
ELLSWORTH POP 1,475		USA.	
56#	R&L. 1885	65#59	56#
			R&L. 1885

CINDERS		1922	CINDERS		1921
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56#	TRIMBLE C	R&L 1885	USA. 65# 1939	56#	R&L 1885	USA. 65# 1939	56#	R&L 1885	USA. 65# 1939	56#	R&L 1885	USA. 65# 1898	USA. 65# 1897	6501 (1891) 1898
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CINDERS		CINDERS	SAND	CINDERS	SAND			SAND	CINDERS
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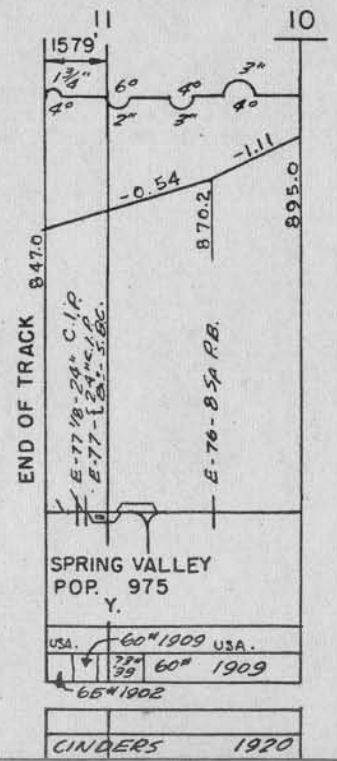


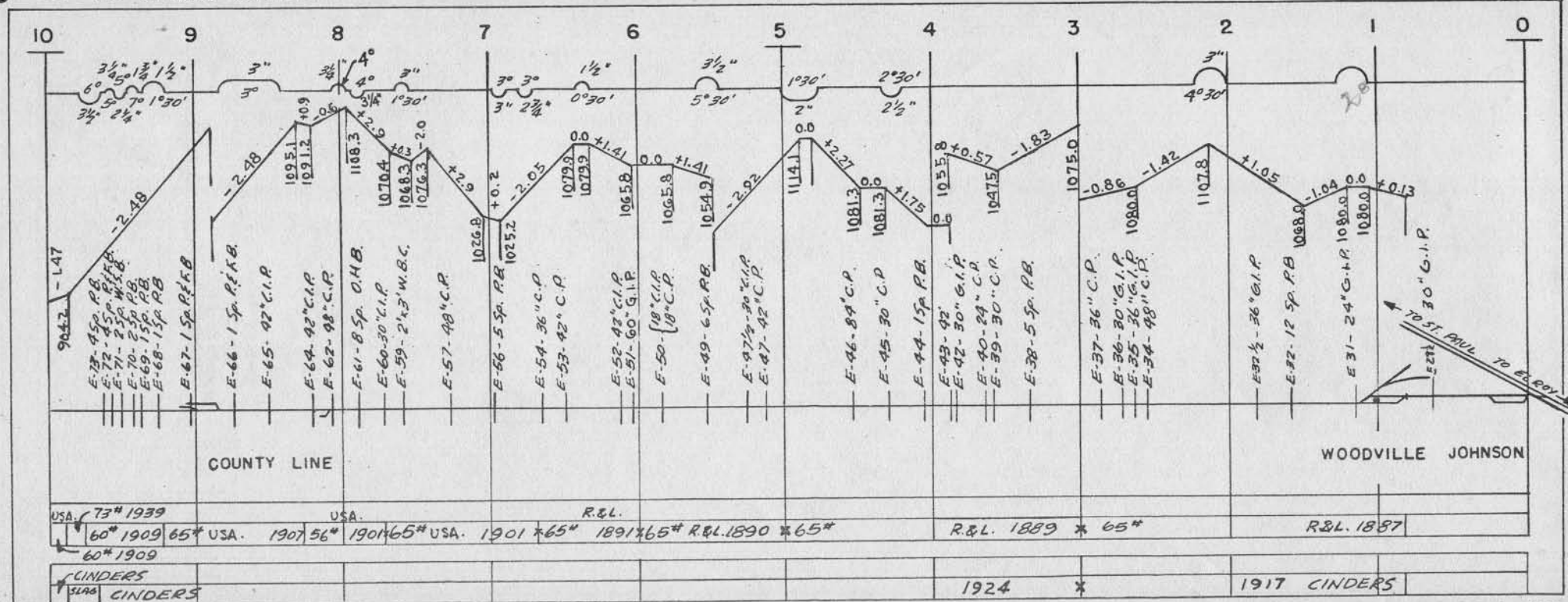
MENOMONIE
POP. 8,245

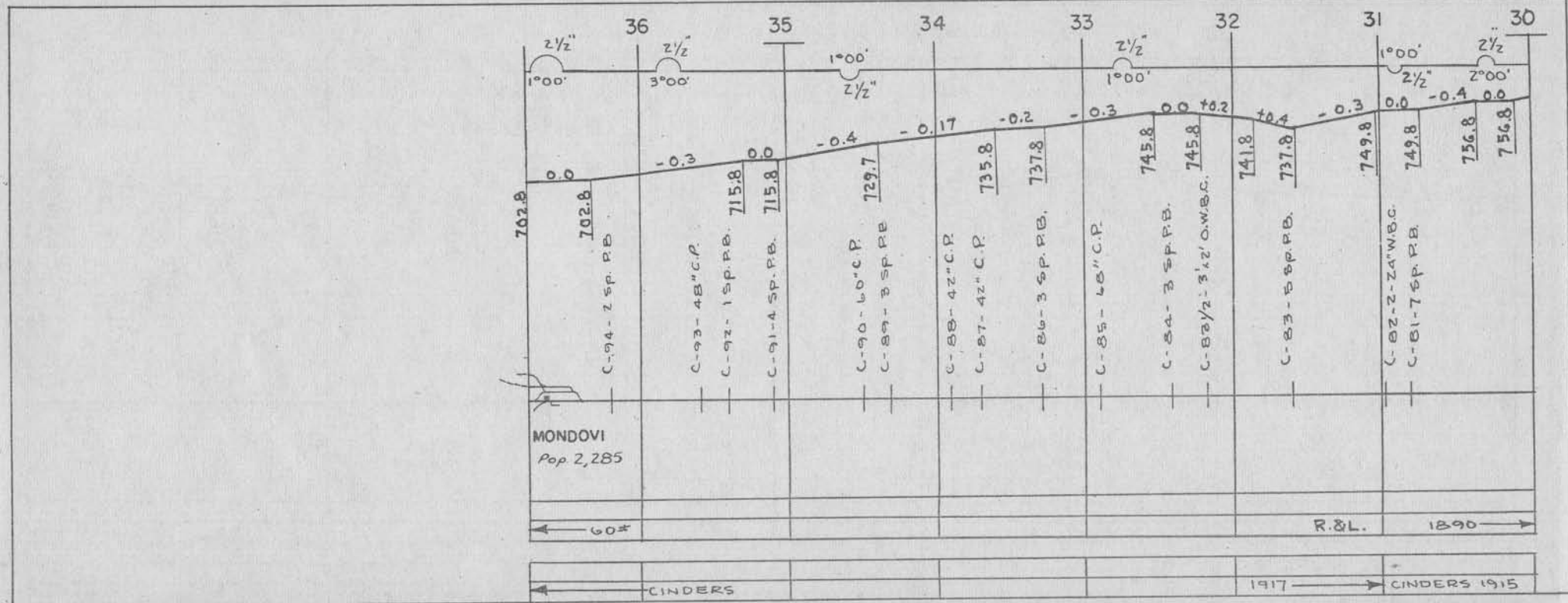
MENOMONIE JCT
Y

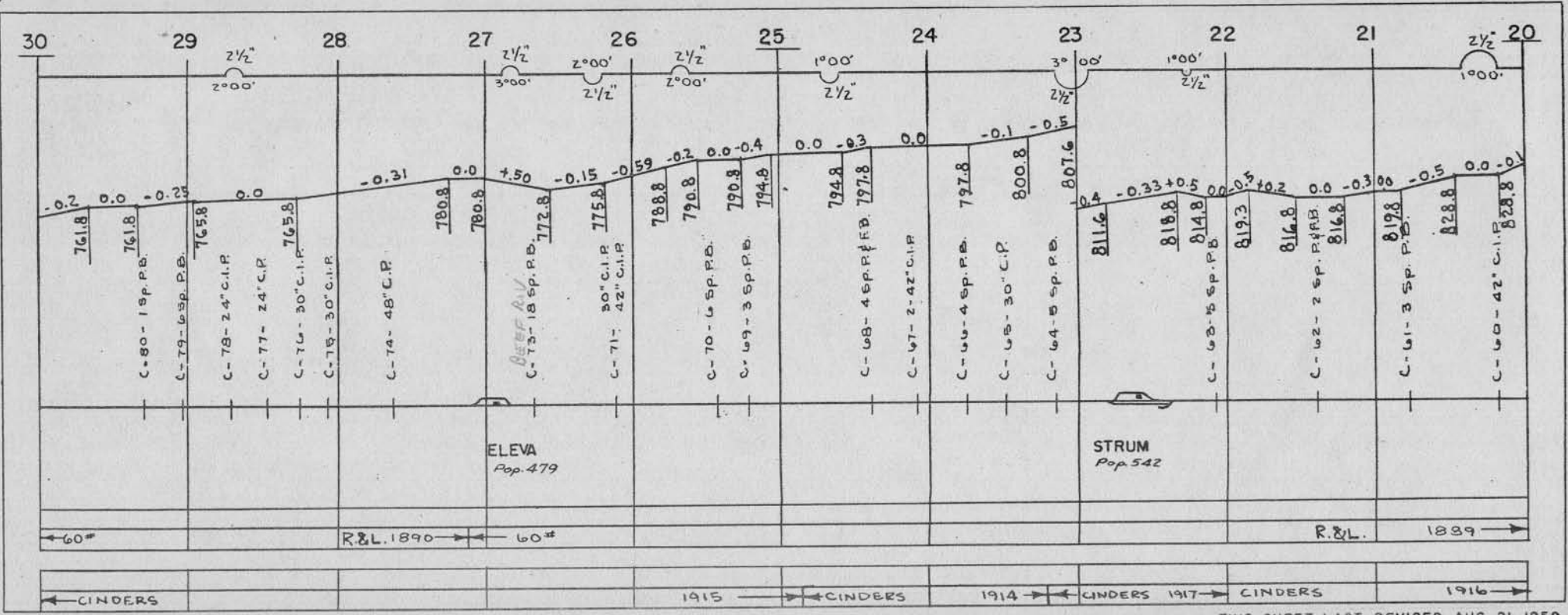
USA. 6501 1907	USA. 9040-1925	6501-1907 9030 USA.	USA. 1948	USABLE 1945
USA-9040-1923				

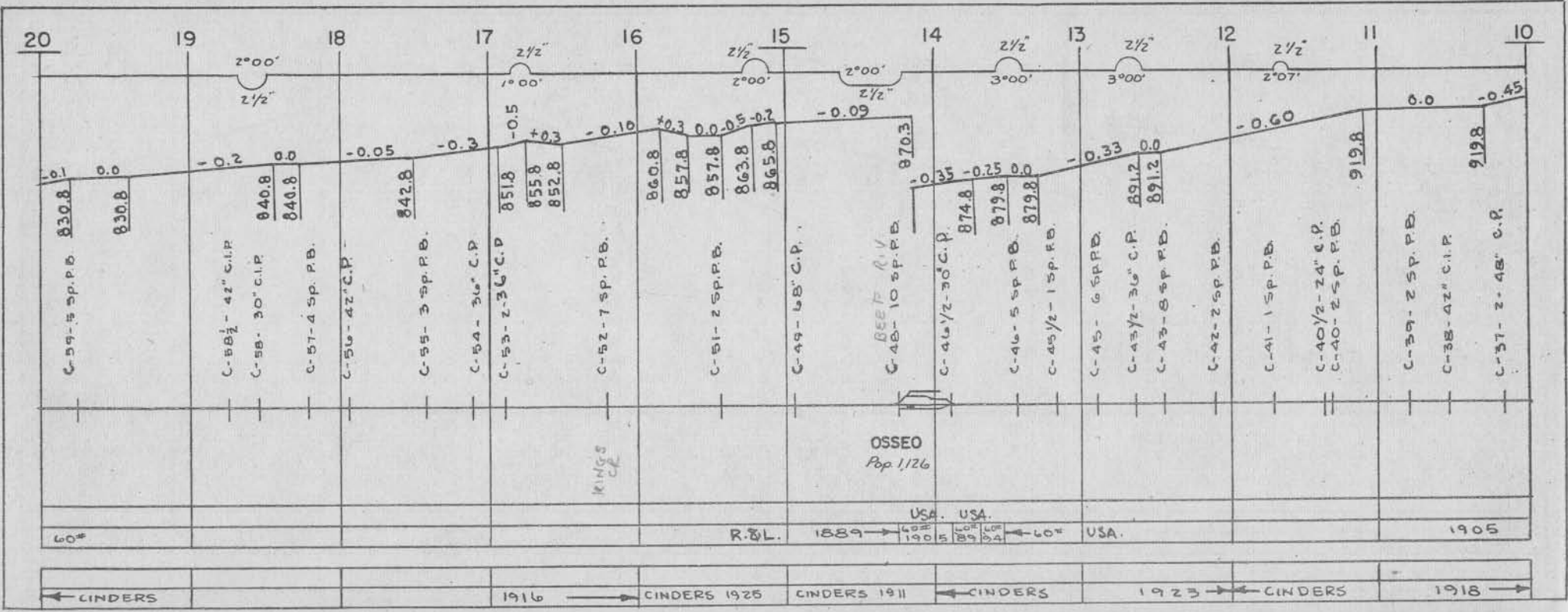
SAND SAND * CINDERS 1921

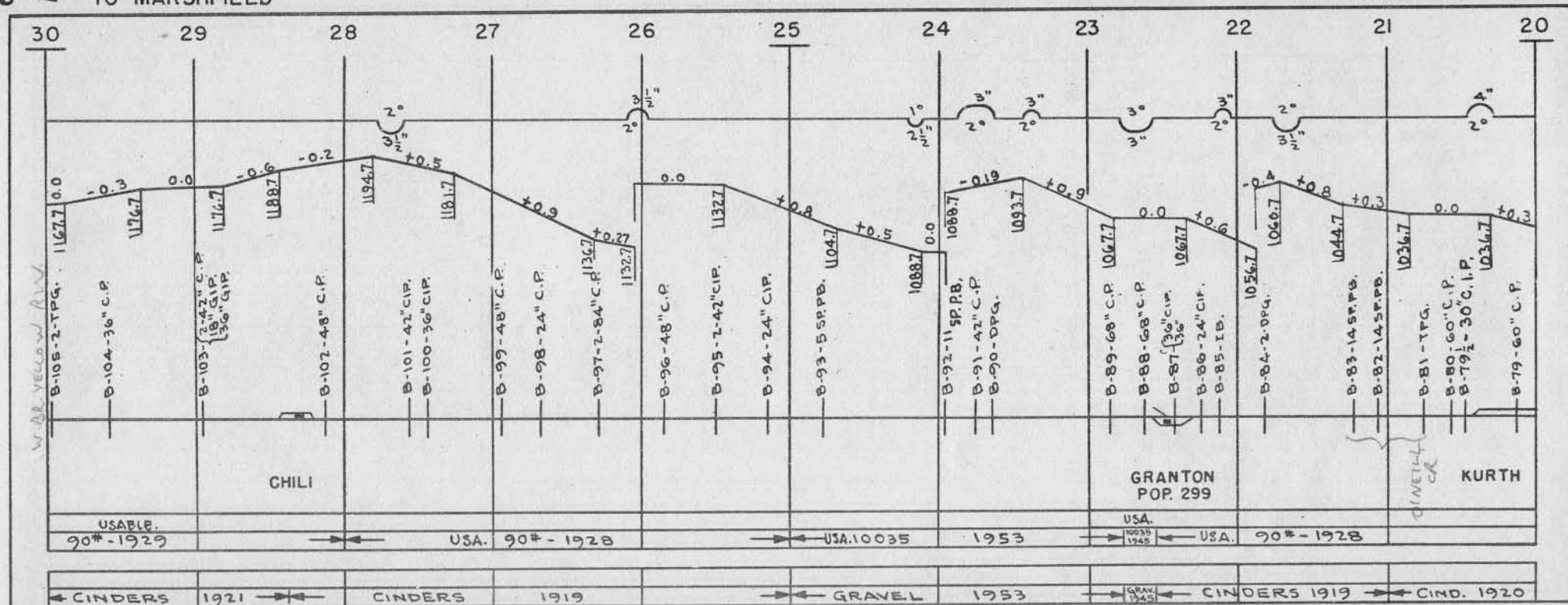












W. OR YELLOW R.V.

CHILI

GRANTON
POP. 299

KURTH

USABLE.
90# - 1929

USA. 90# - 1928

USA. 10035

1953

USA.
10035
1245
USA. 90# - 1928

← CINDERS

1921

CINDERS

1919

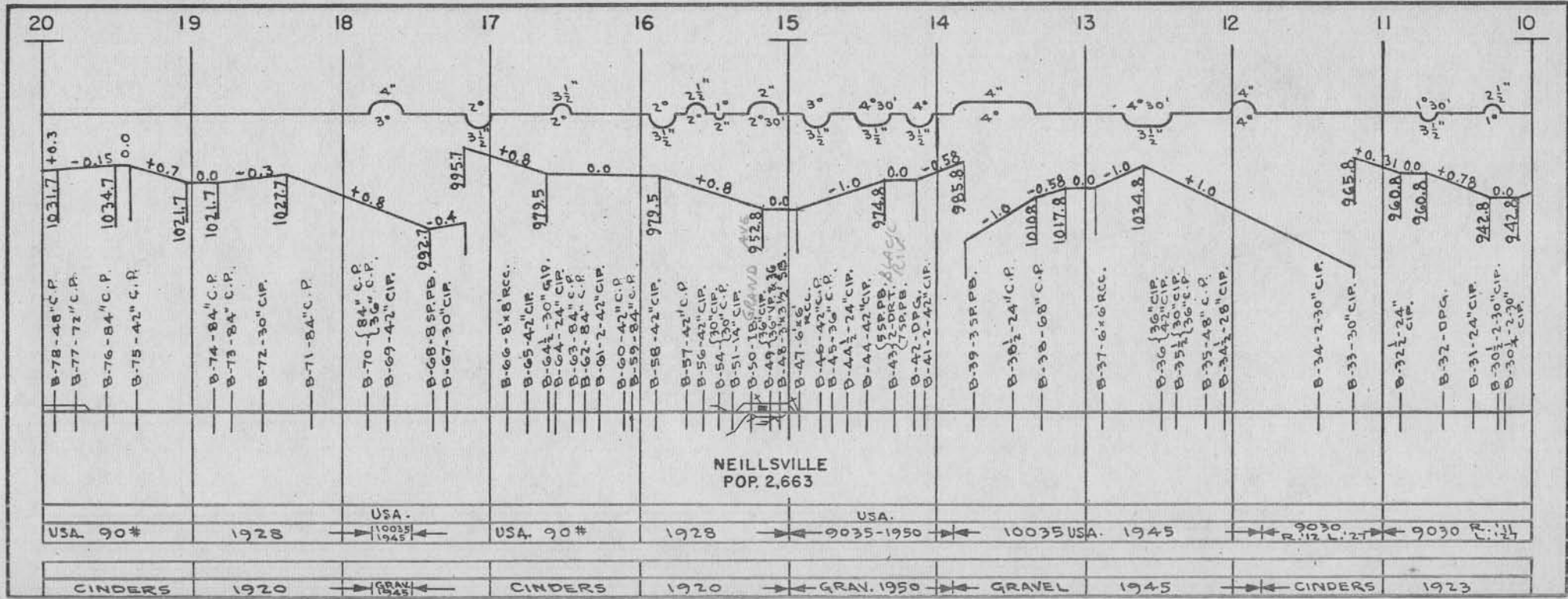
← GRAVEL

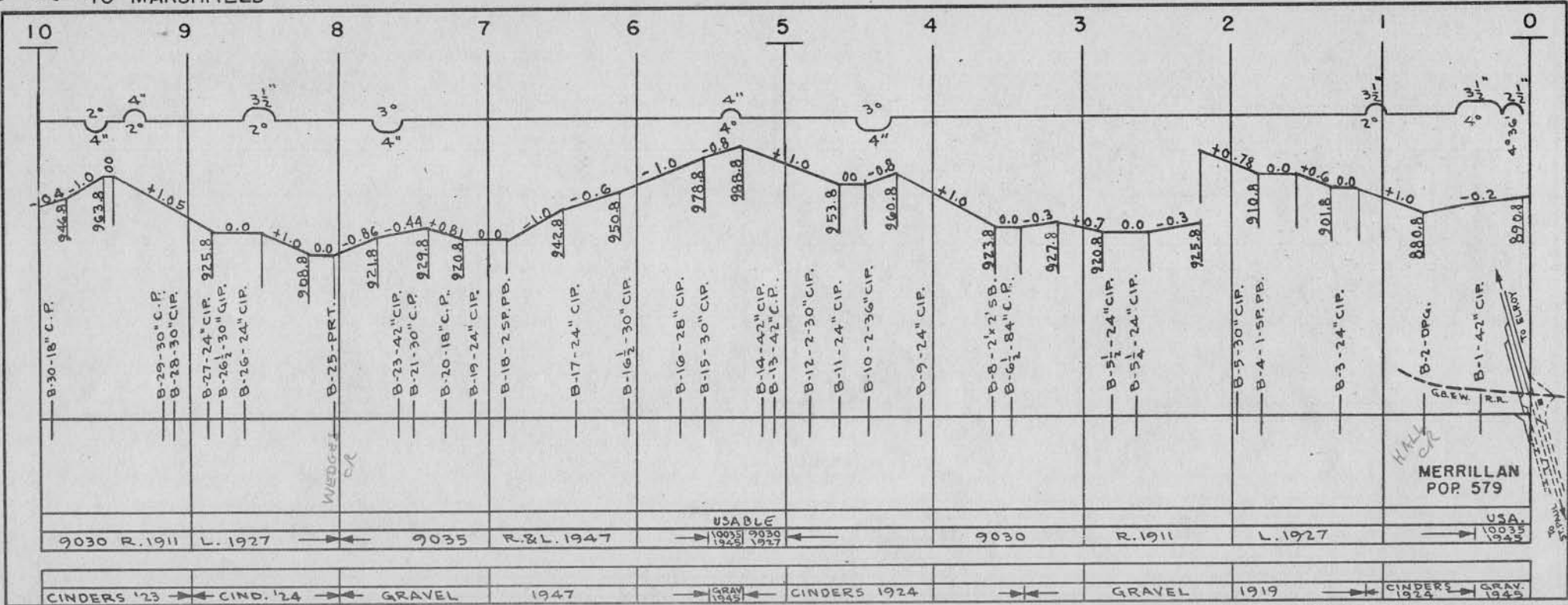
1953

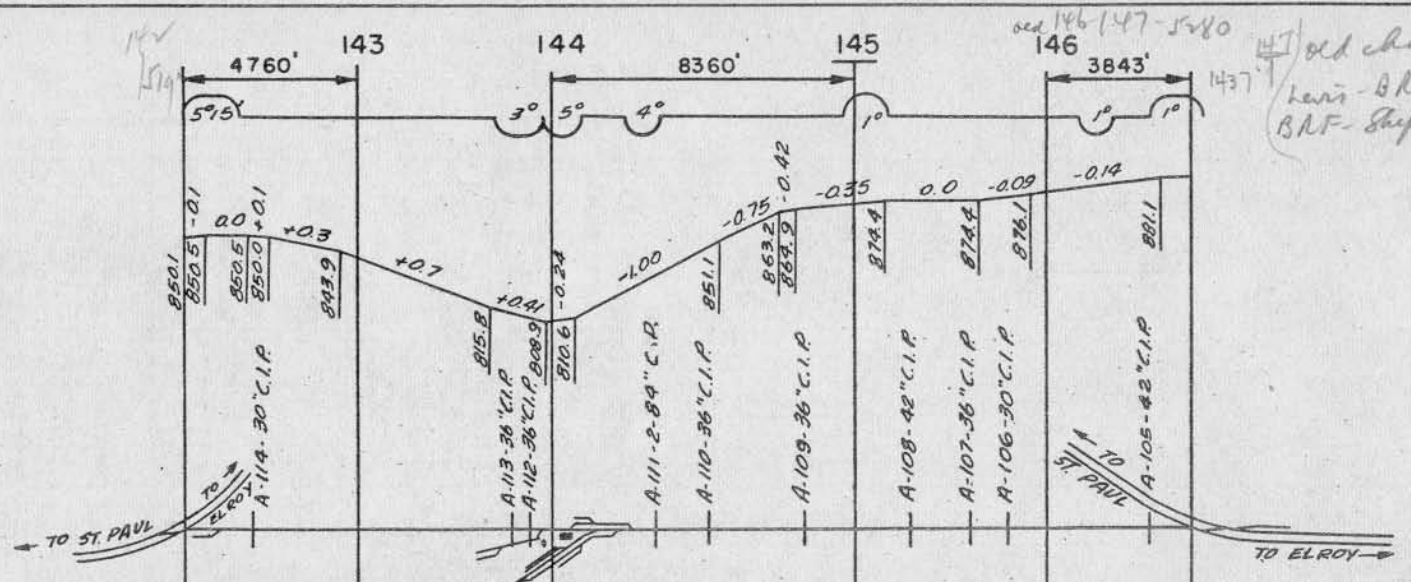
← CINDERS

1919

← CIND. 1920



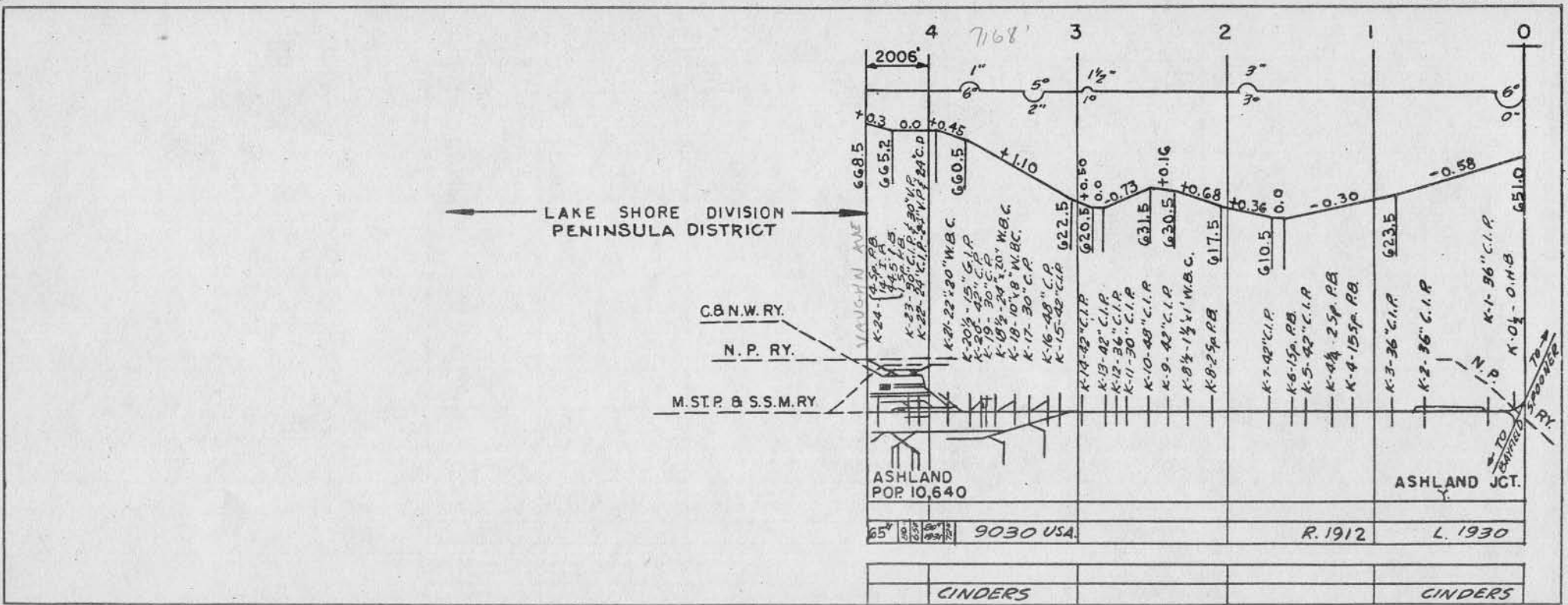




see 146-147-5280

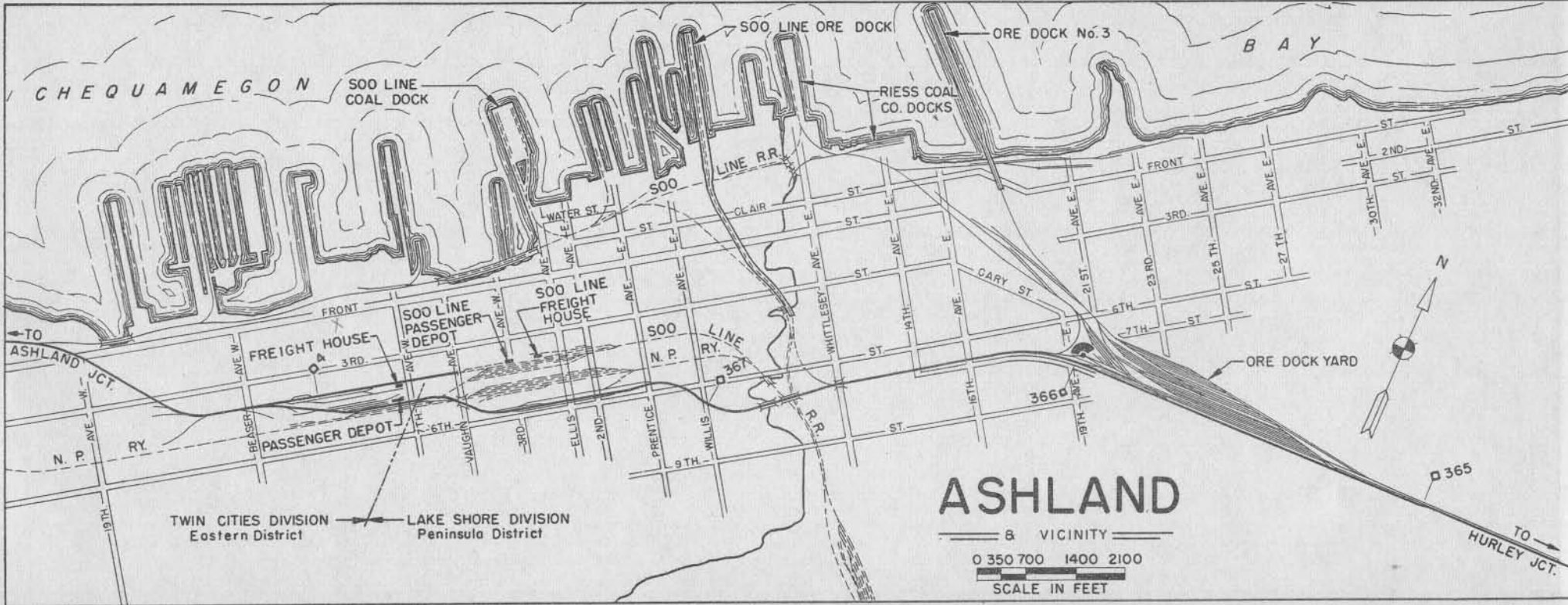
old chart
 Levis-BRF = 2.05
 BRF-Shepp = 3.16
 5.21

LEVIS		BLACK RIVER FALLS POP. 2,824		SHEPPARD
9030	R & L. 1911 *	9035		R. & L. 1926
GRAVEL		1911 * GRAVEL		1909



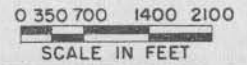
65'	9030 USA.	R. 1912	L. 1930
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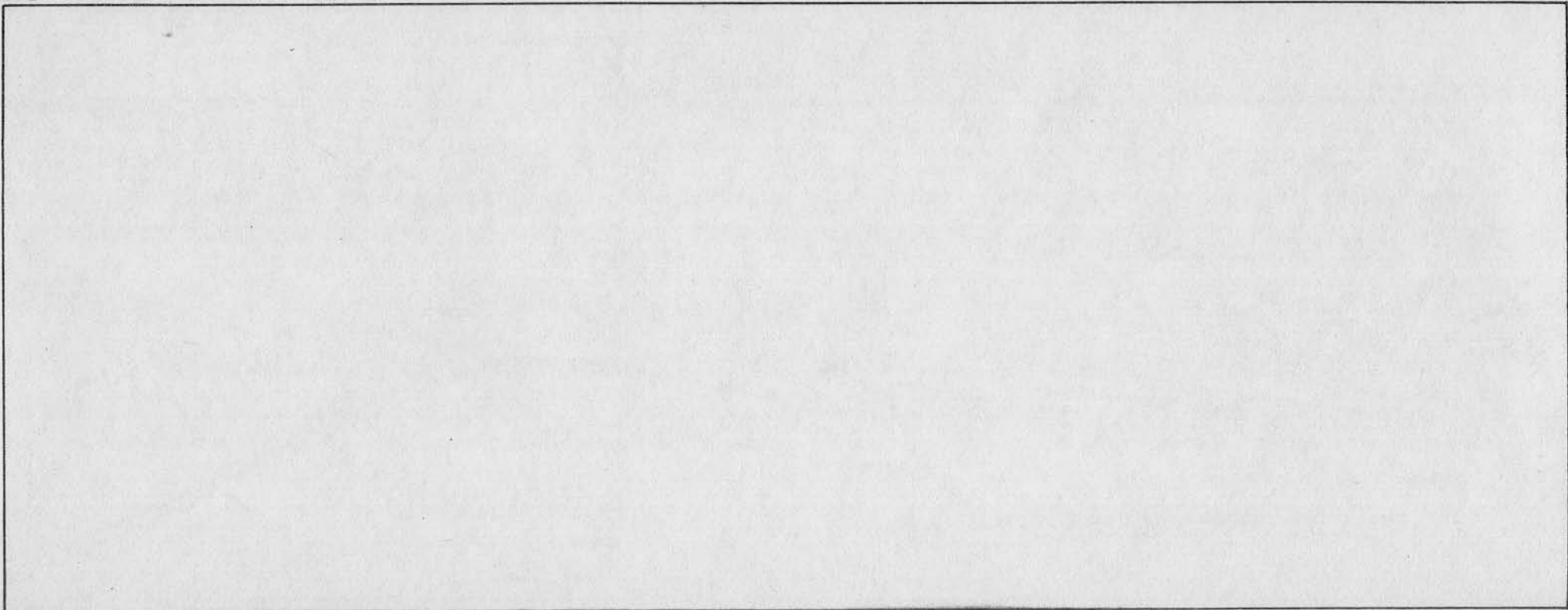
CINDERS			CINDERS
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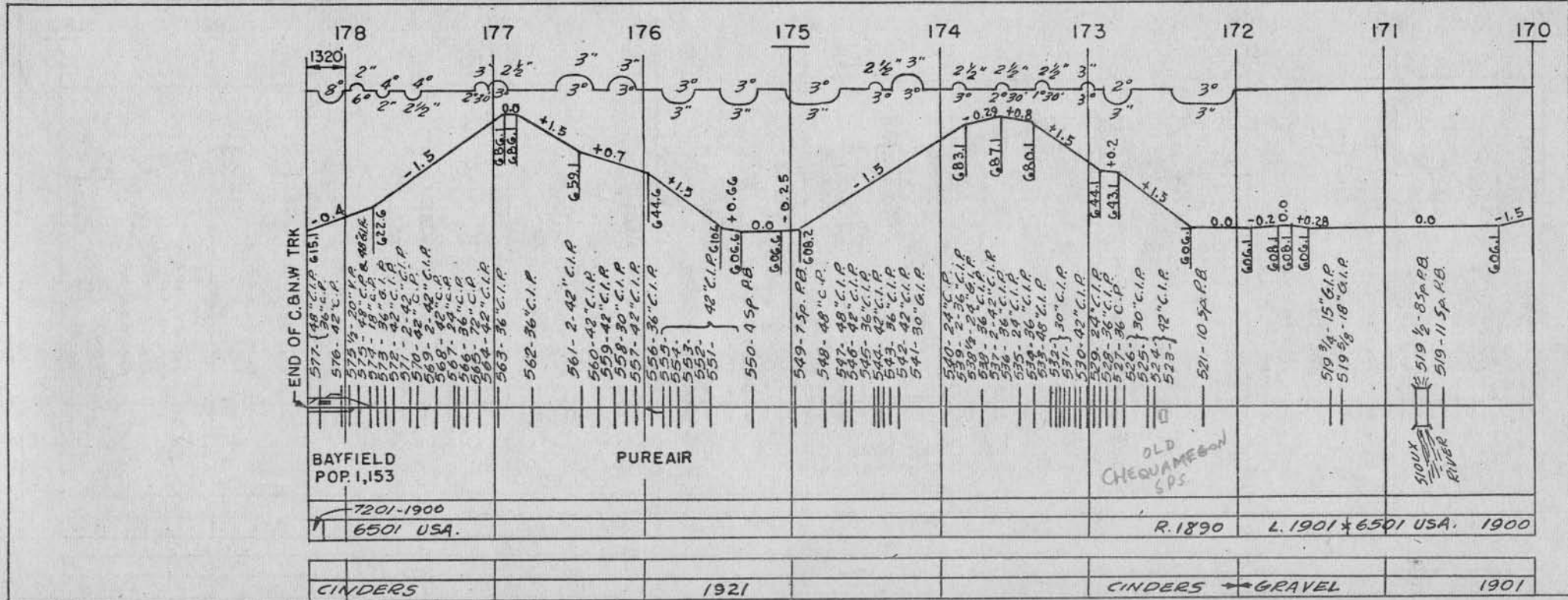


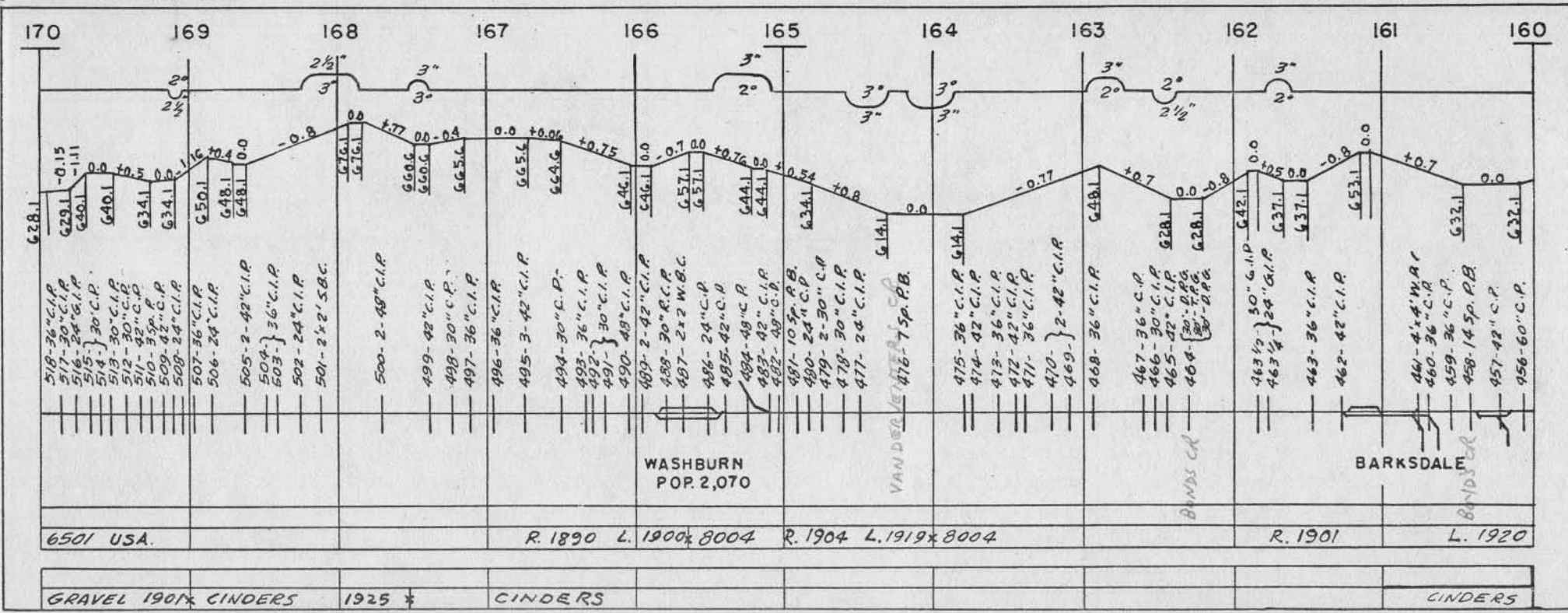
ASHLAND

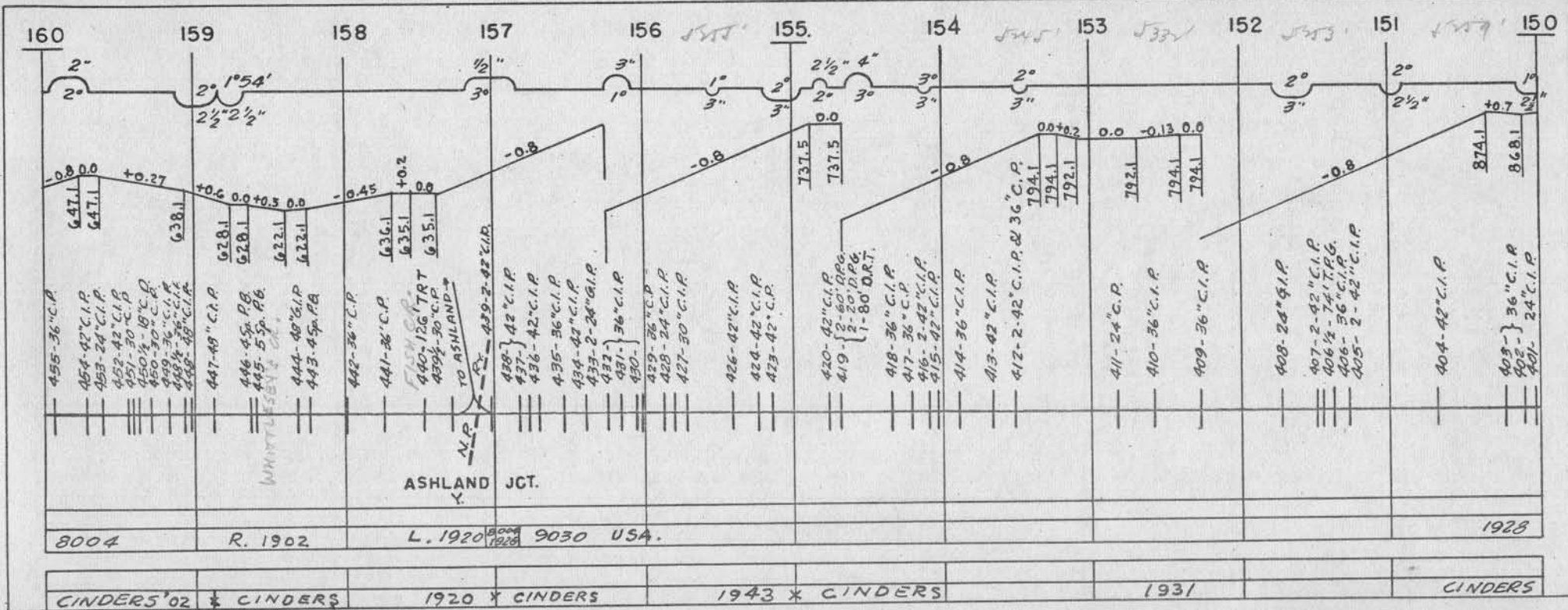
& VICINITY











8004

R. 1902

L. 1920 9030 USA.

1928

CINDERS '02

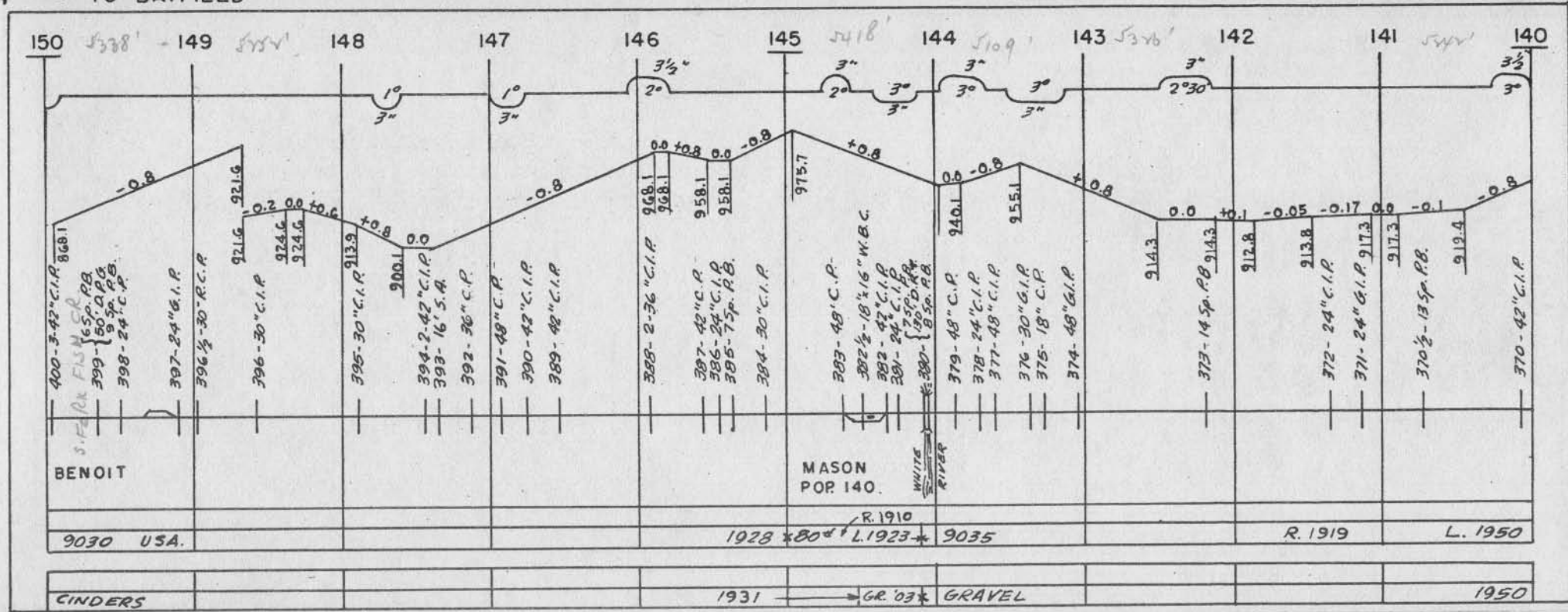
CINDERS

1920 * CINDERS

1943 * CINDERS

1931

CINDERS



BENOIT

MASON
POP 140

WHITE
RIVER

9030 USA.

1928 *80* R. 1910 L. 1923*

9035

R. 1919

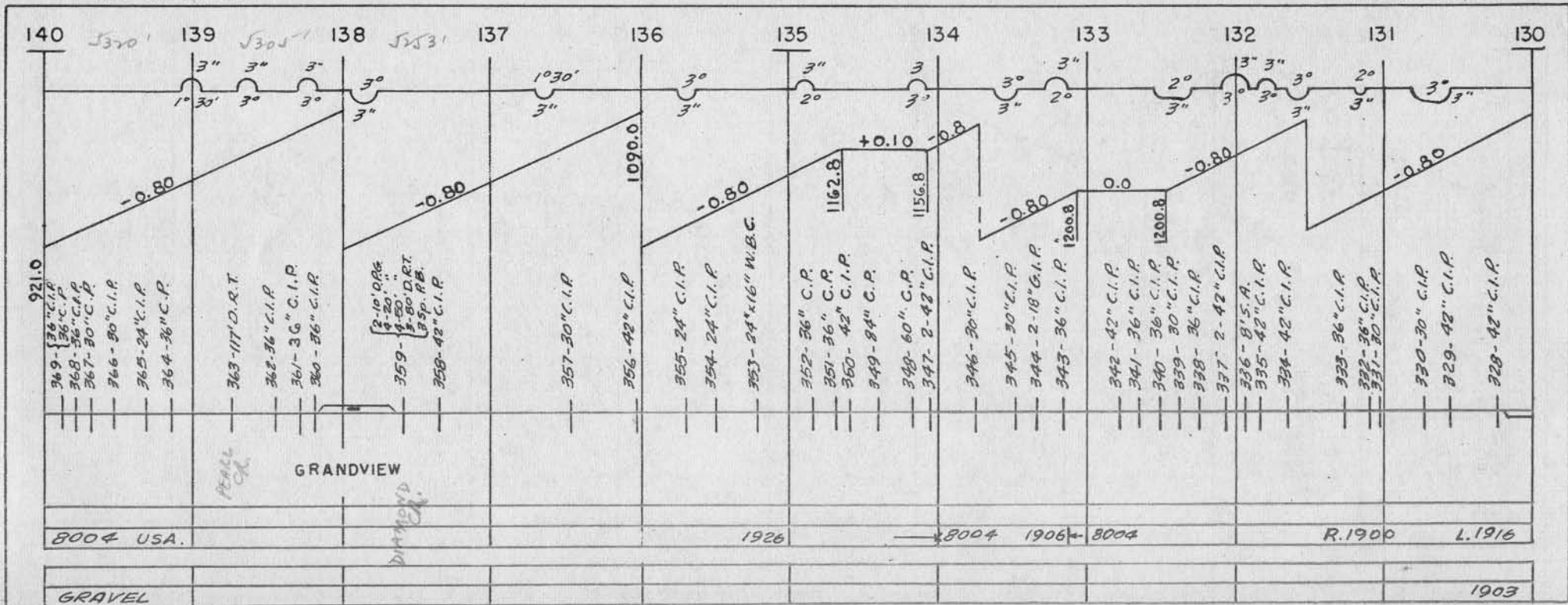
L. 1950

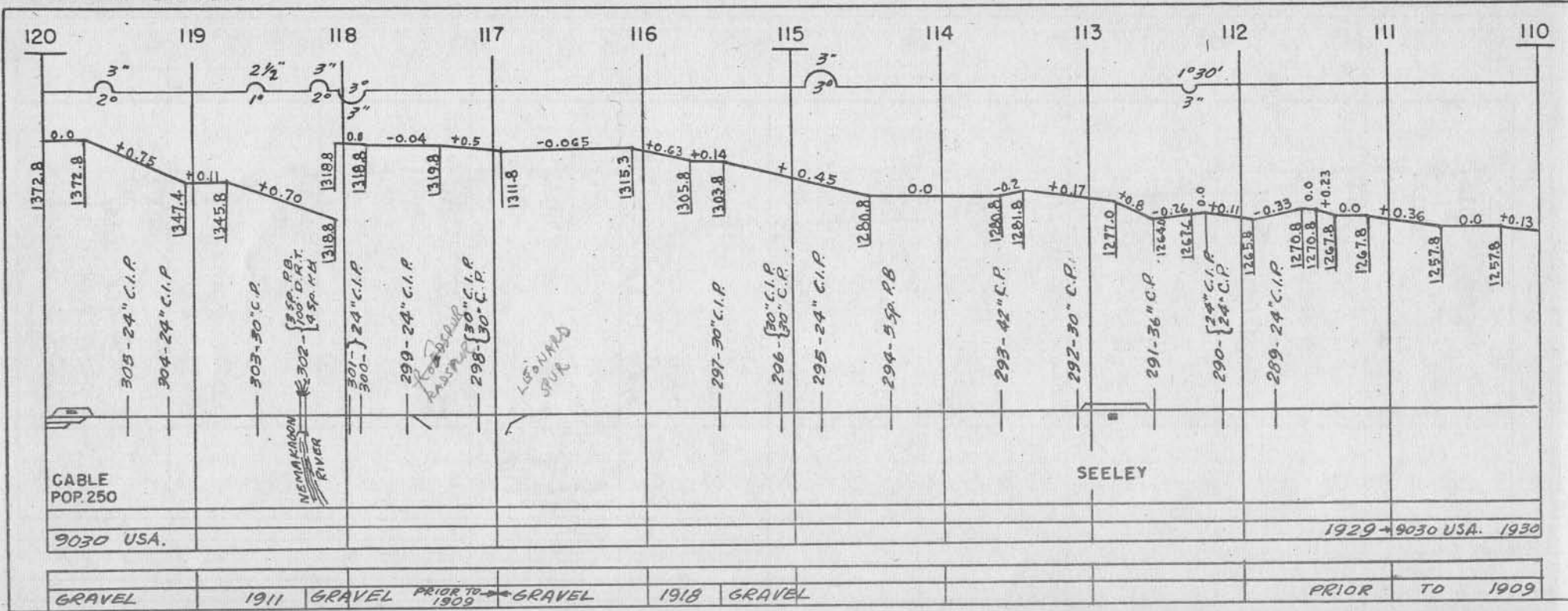
CINDERS

1931

GR. 03* GRAVEL

1950





GABLE POP. 250

NEMAKNOON RIVER

ROAD SPUR
L.S. HARRIS SPUR

SEELEY

9030 USA.

1929-9030 USA. 1930

GRAVEL

1911

GRAVEL

PRIOR TO 1909

GRAVEL

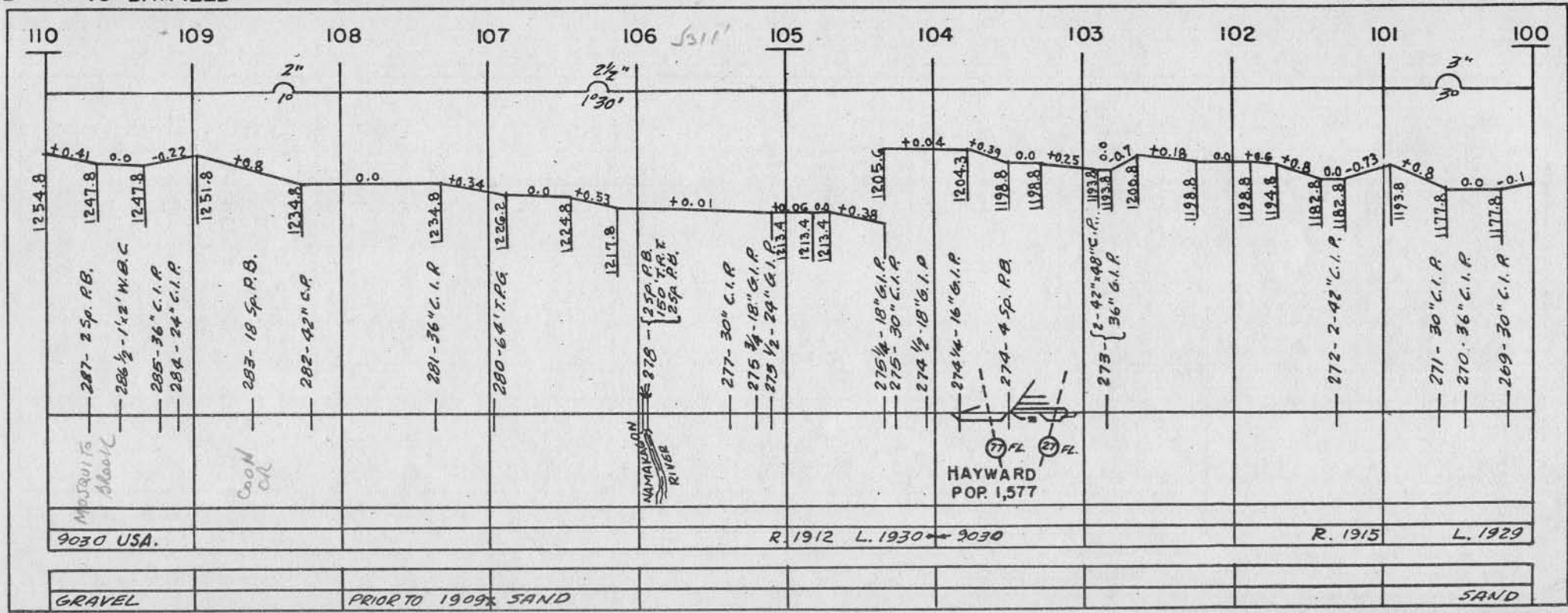
1918

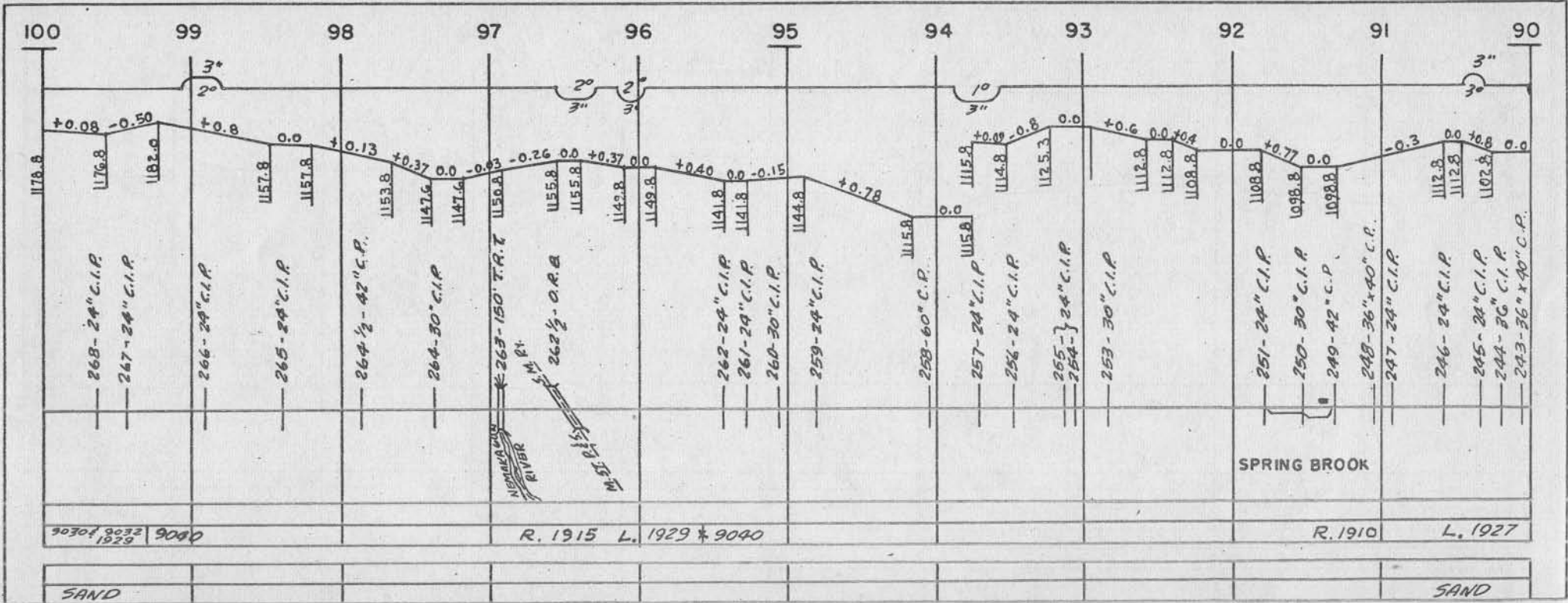
GRAVEL

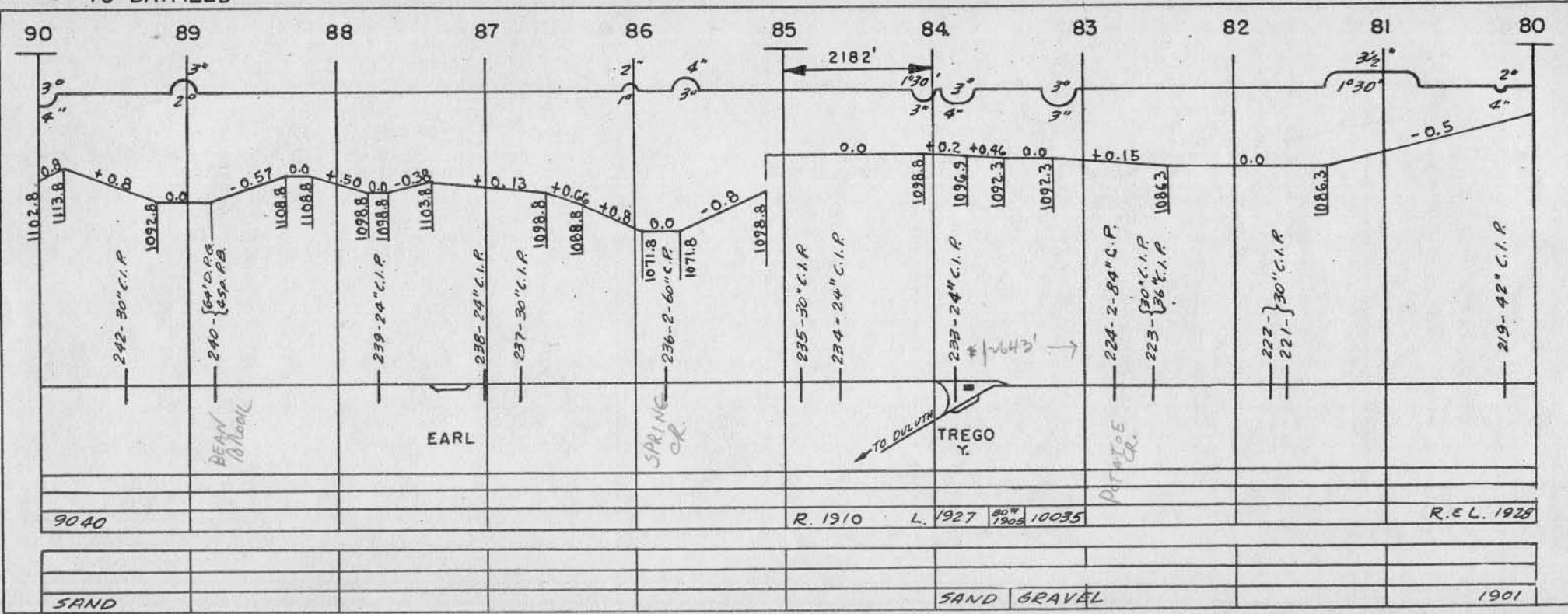
PRIOR

TO

1909







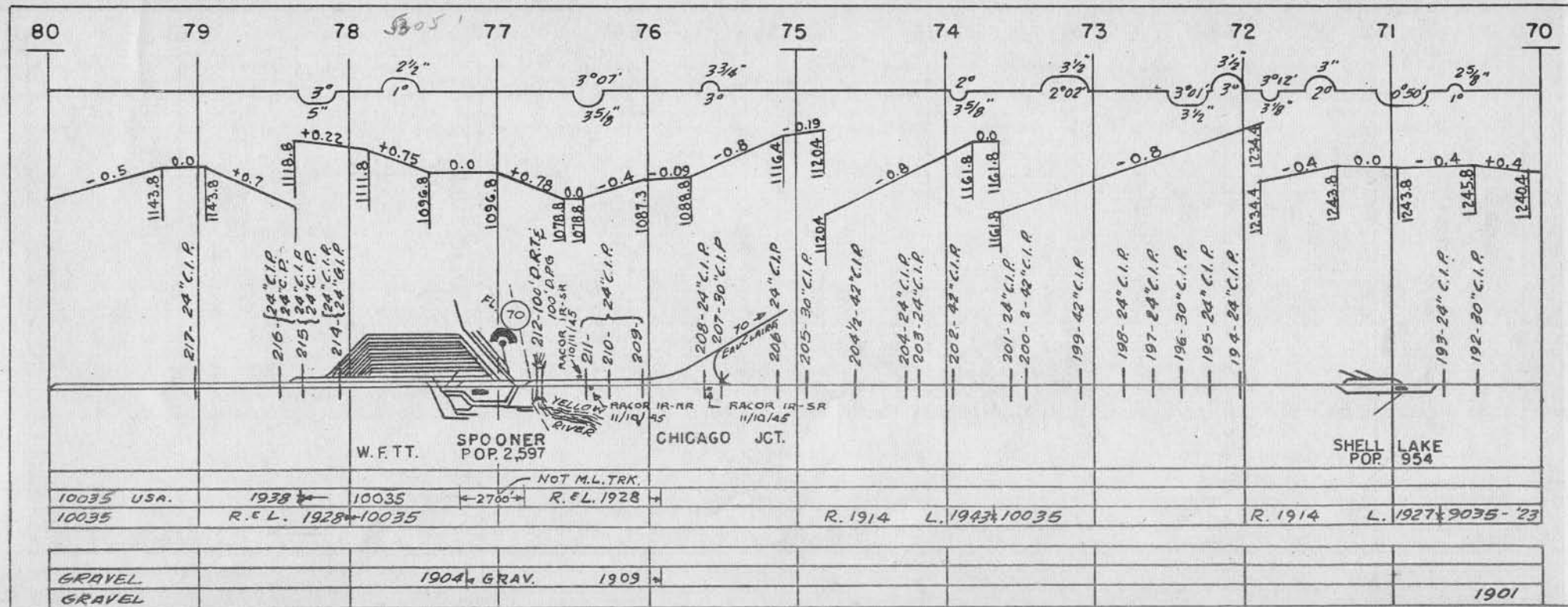
9040					R. 1910	L. 1927	80' 1905	10035			R. E. L. 1928
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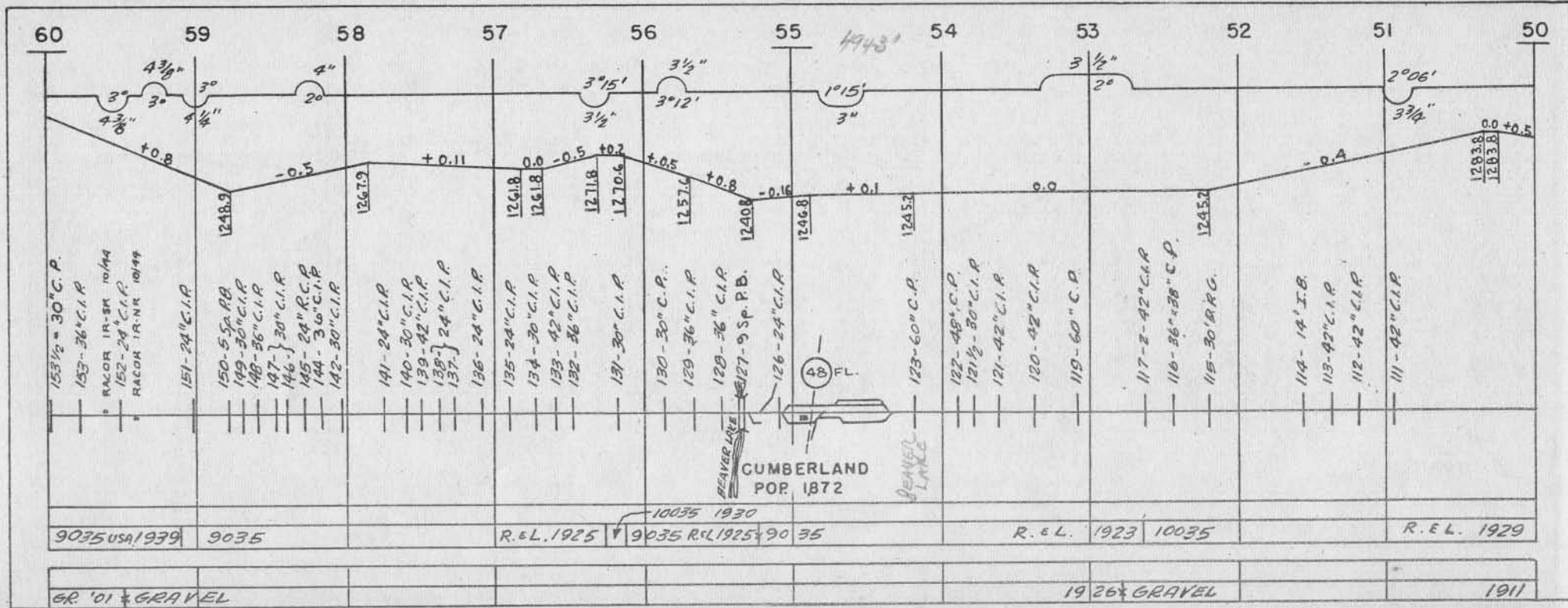
SAND								SAND GRAVEL			1901
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← TO BAYFIELD

SPoonER

TO NORTHLINE → 51





9035 USA 1939

9035

R. & L. 1925

10035 1930
9035 R. & L. 1925

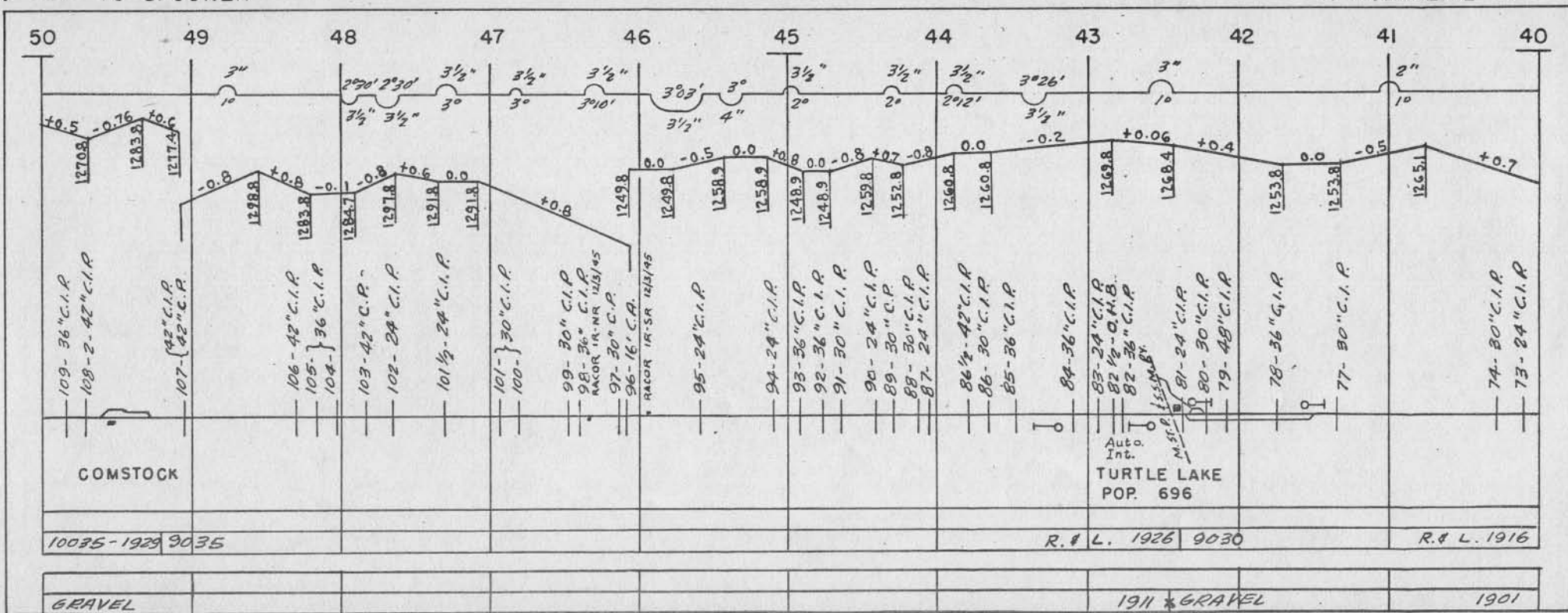
R. & L. 1923 10035

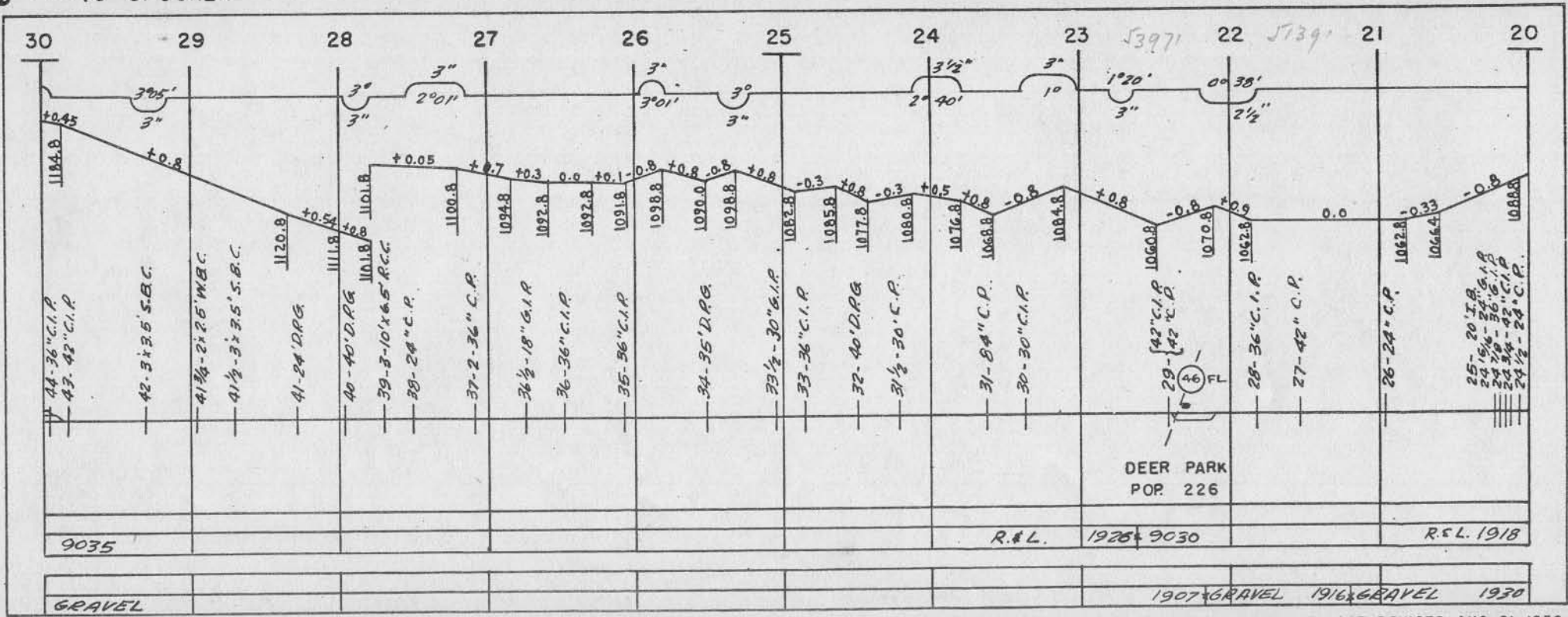
R. & L. 1929

GR '01 GRAVEL

1926 GRAVEL

1911





DEER PARK
POP. 226

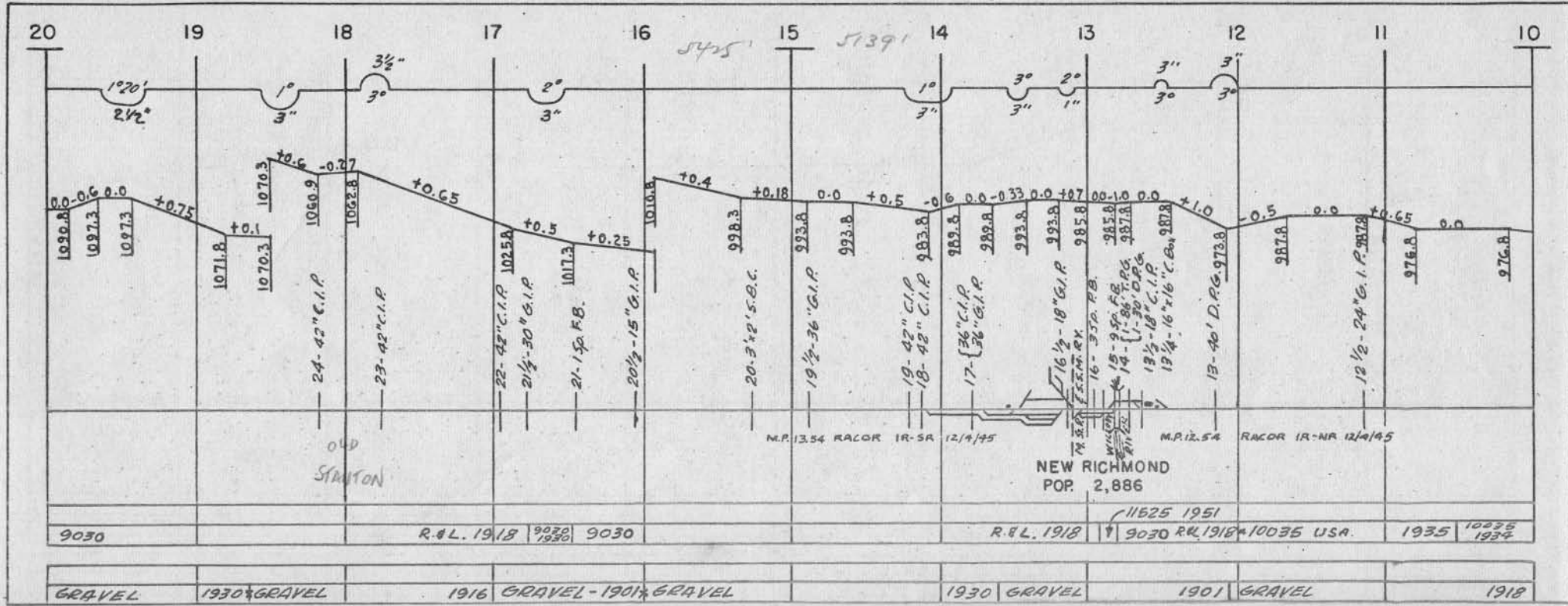
9035

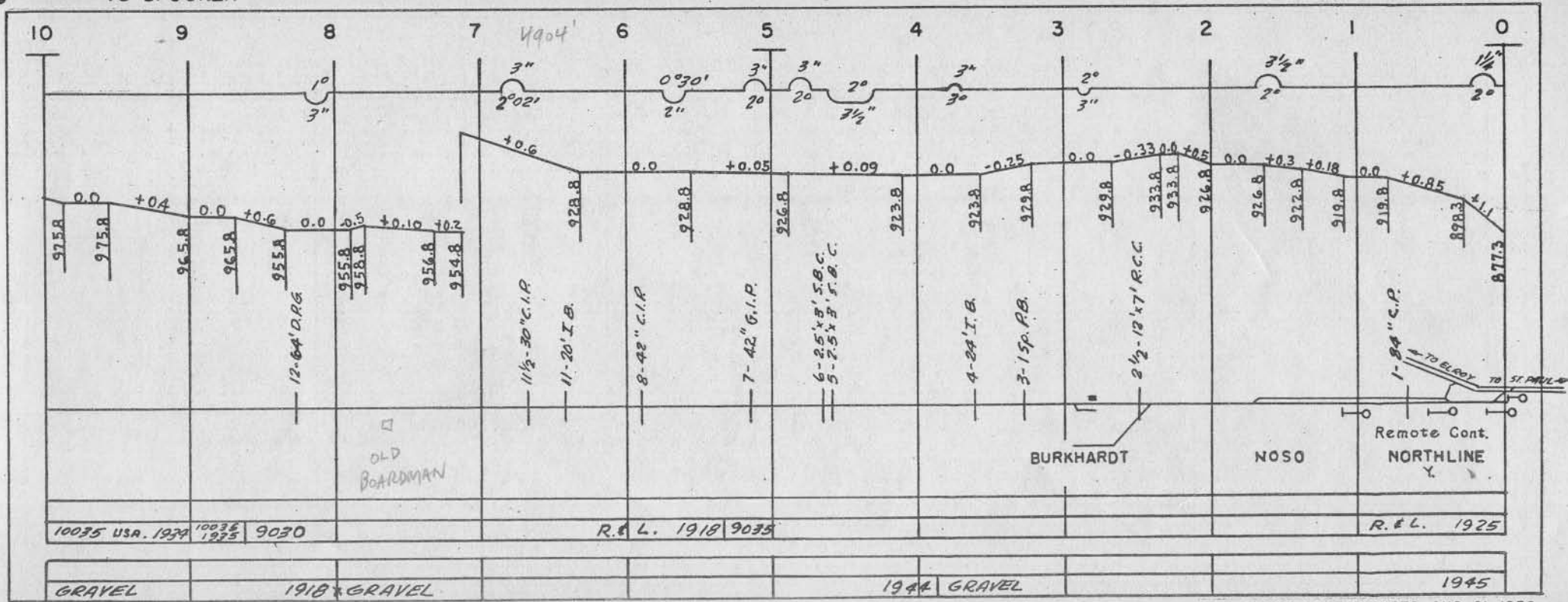
R.&L. 1928 9030

R.&L. 1918

GRAVEL

1907 GRAVEL 1916 GRAVEL 1930





10035 USA. 1934 10036 1935 9030

R. & L. 1918 9035

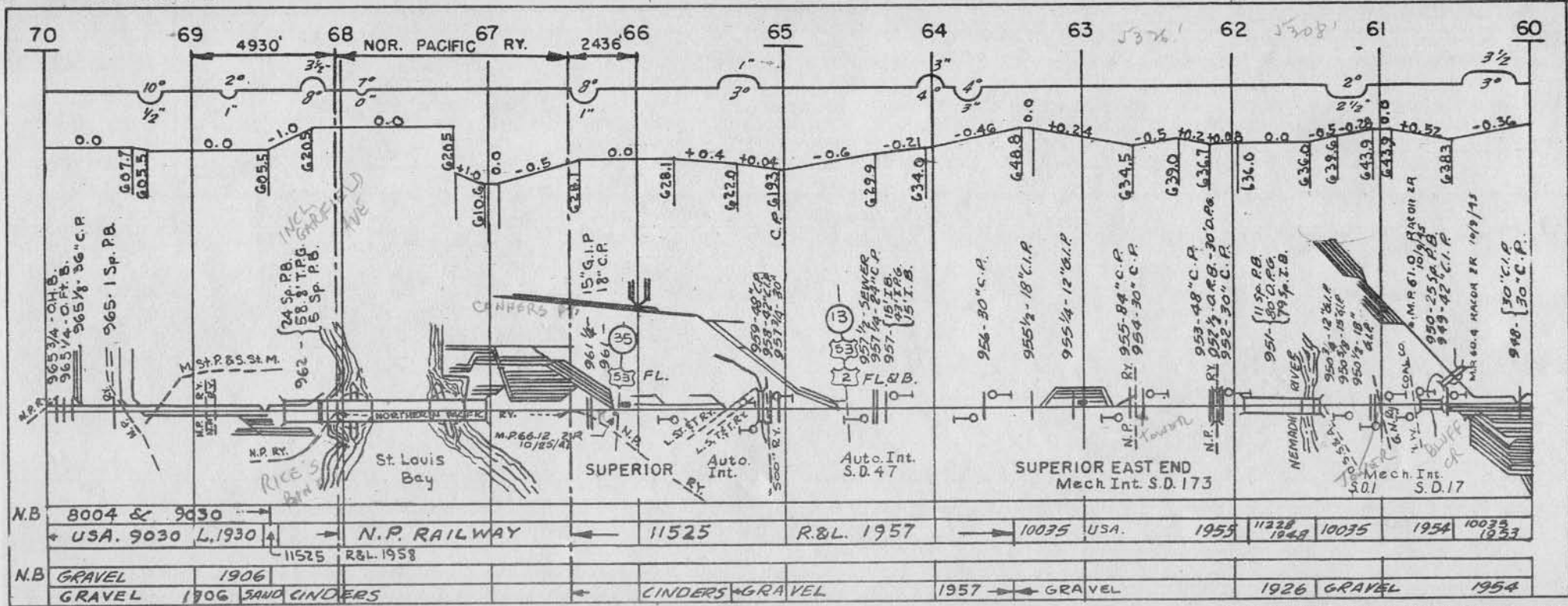
R. & L. 1925

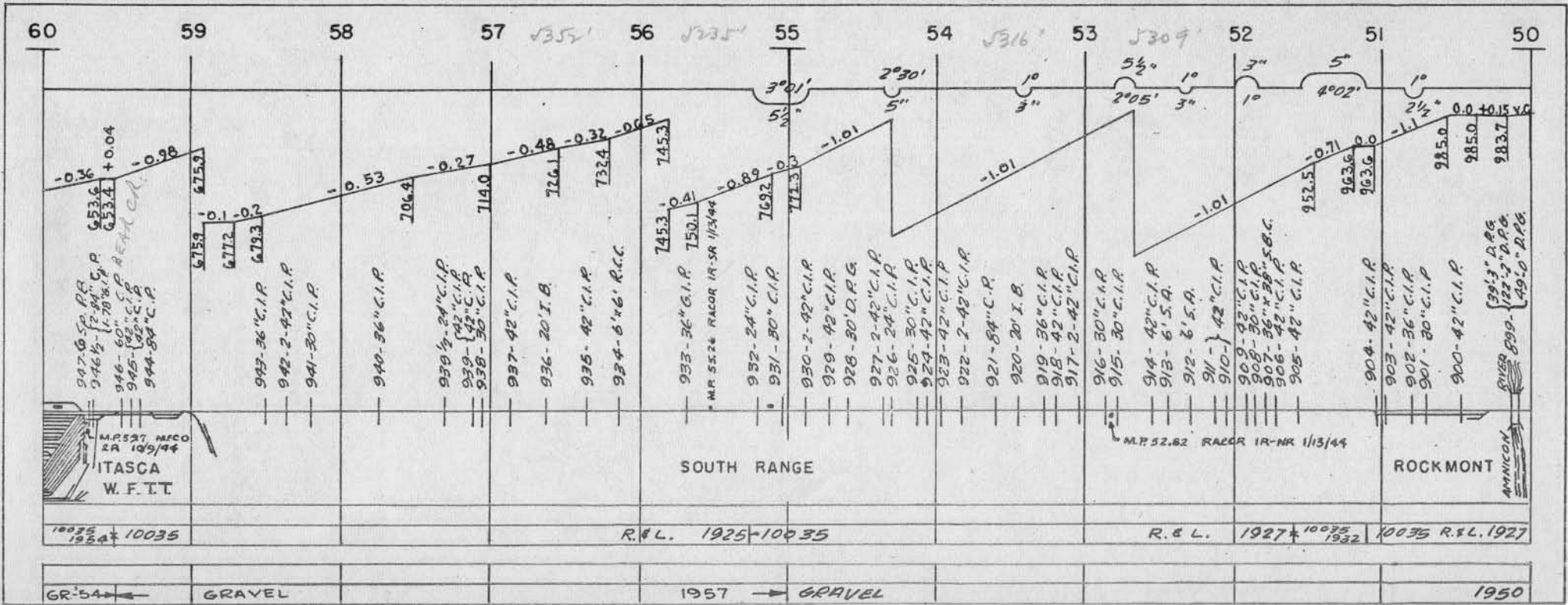
GRAVEL

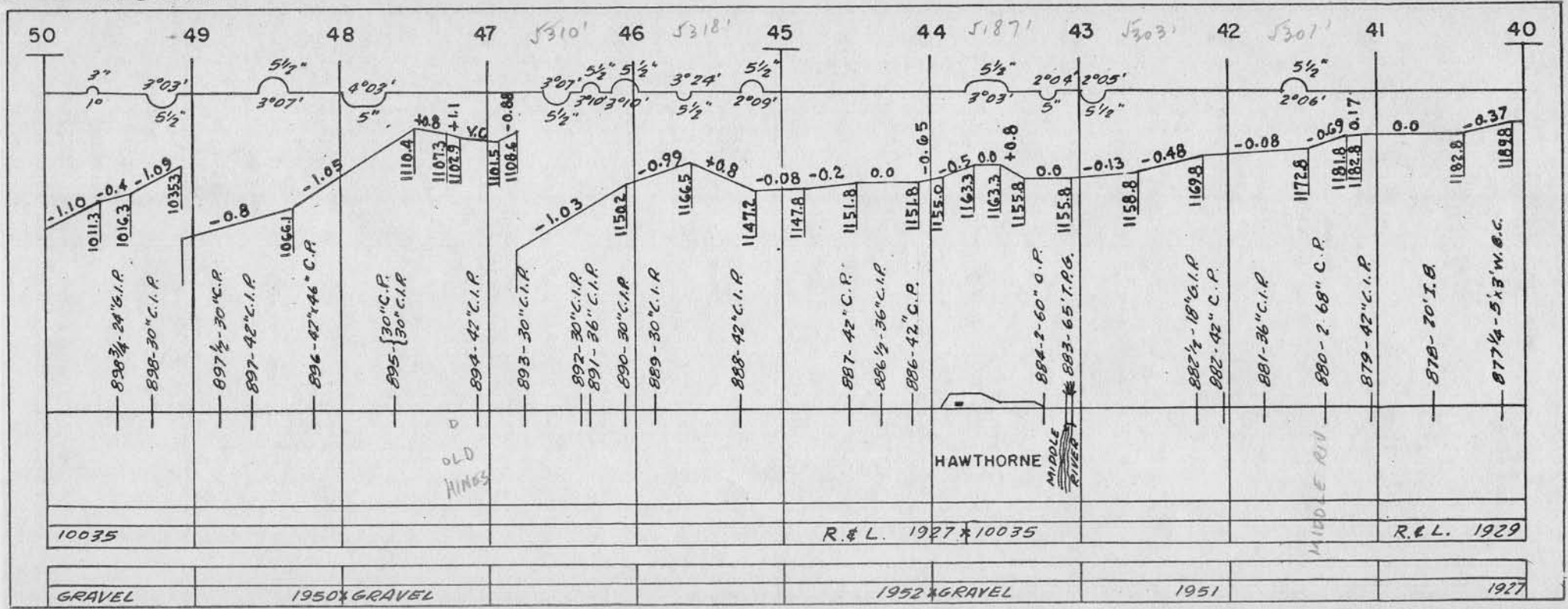
1918 GRAVEL

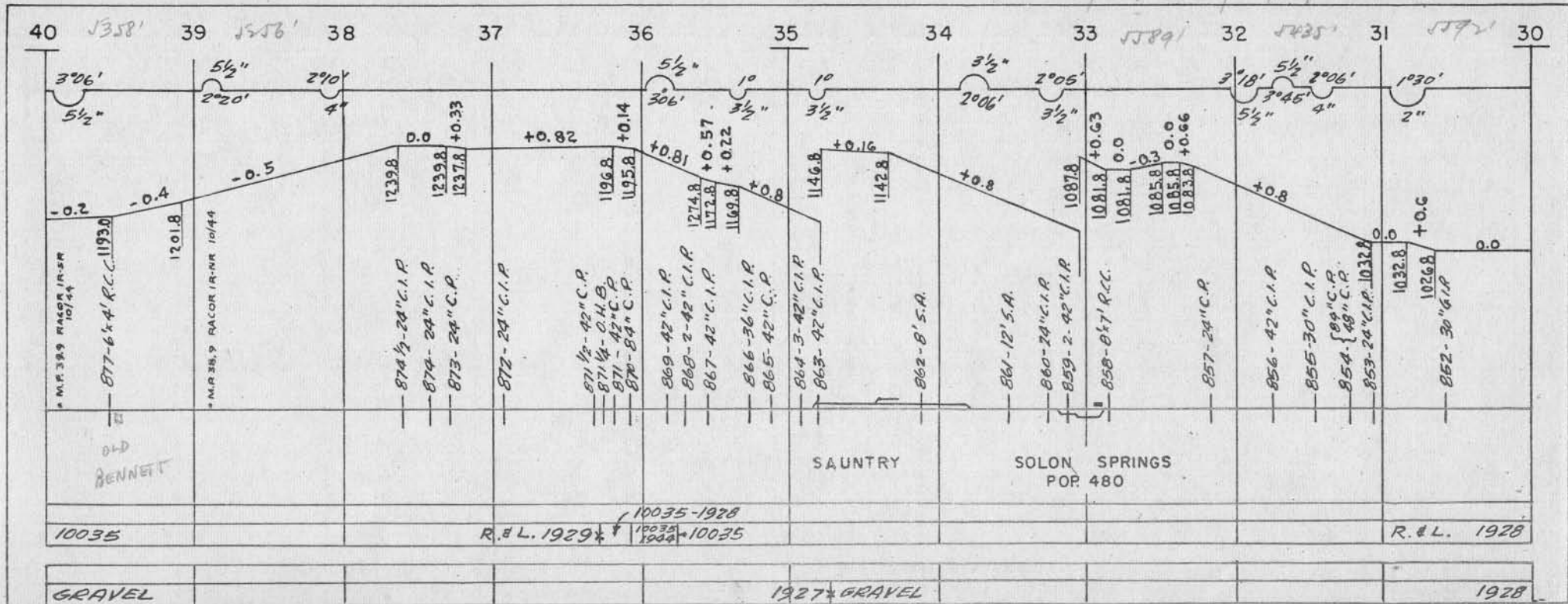
1944 GRAVEL

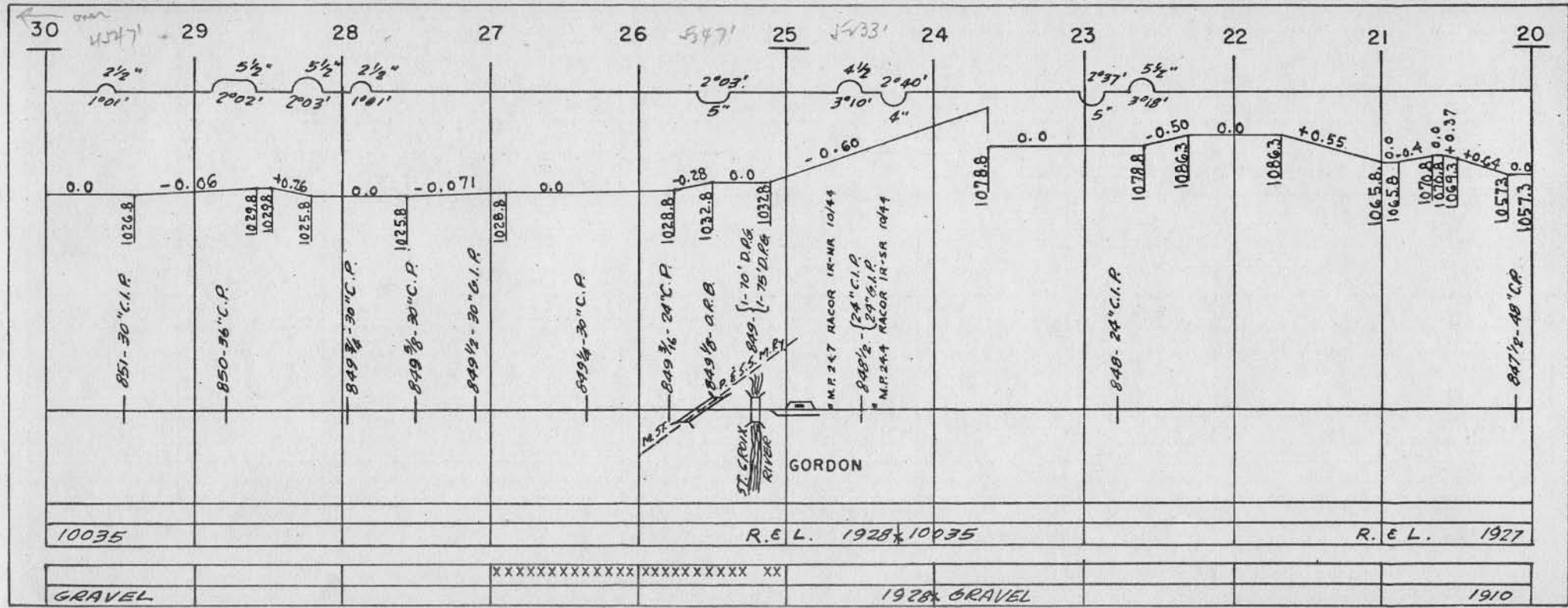
1945

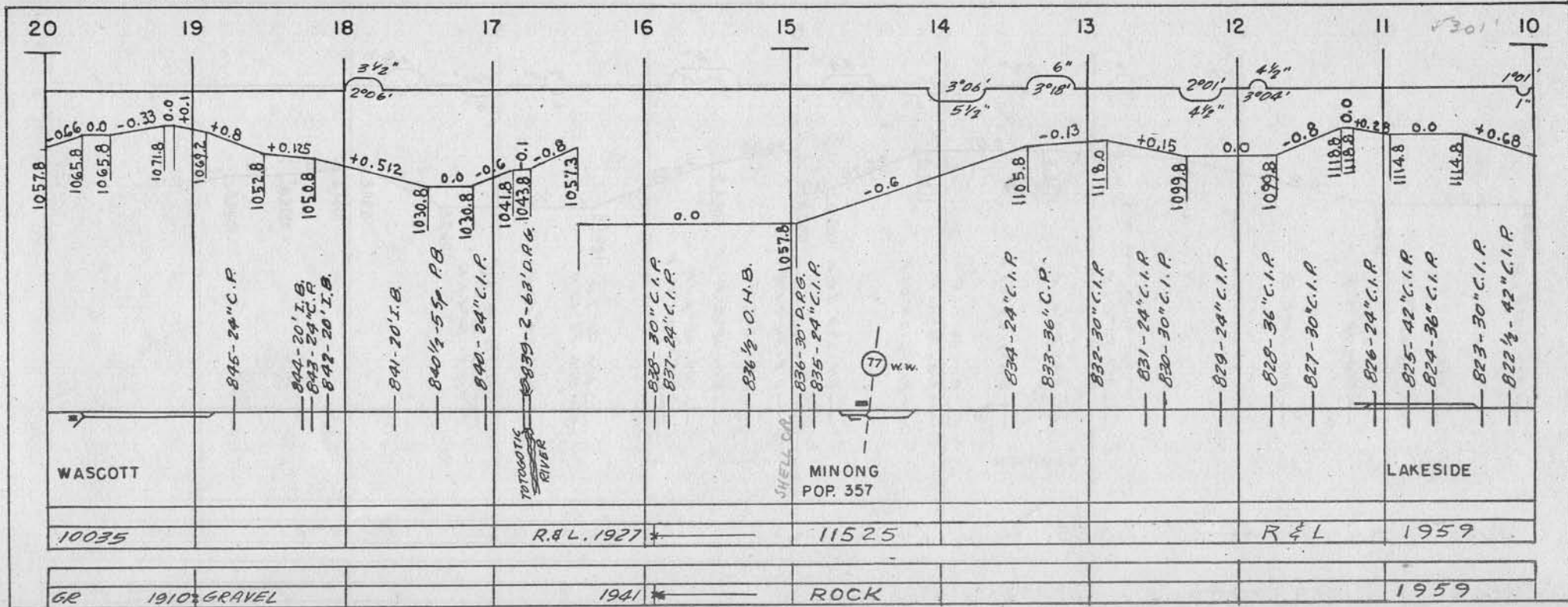


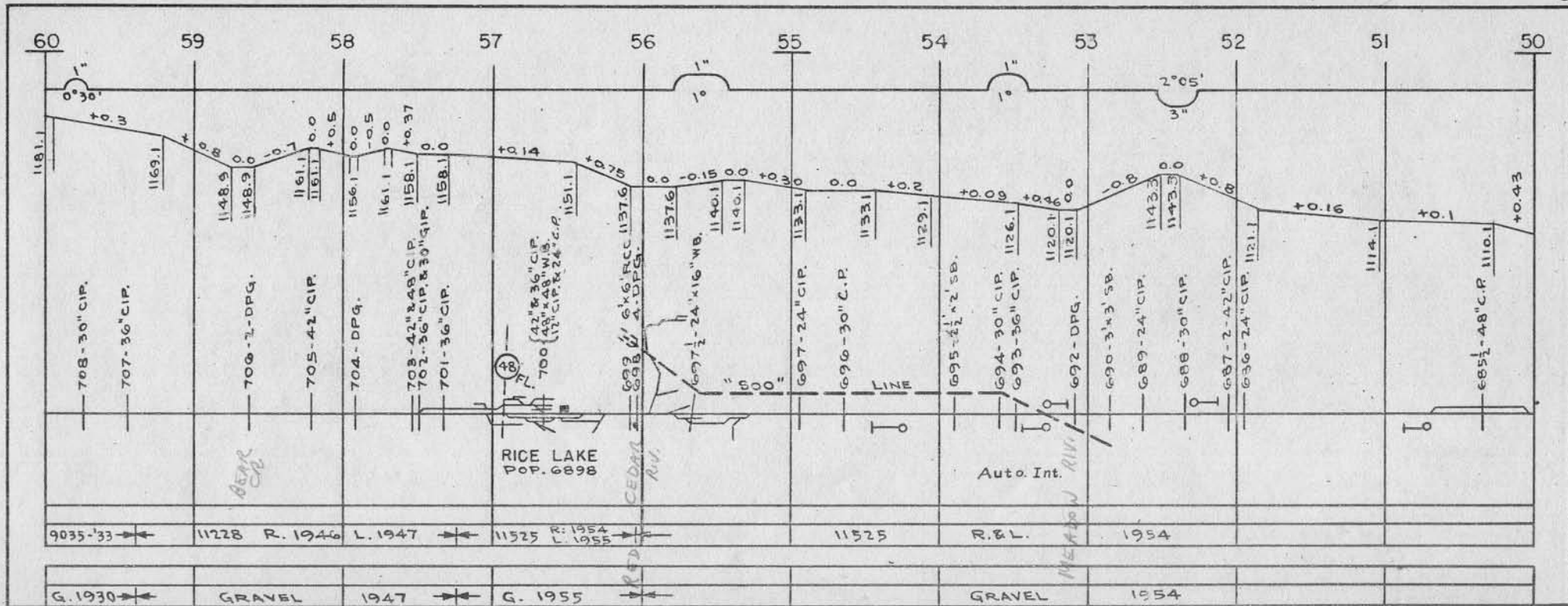


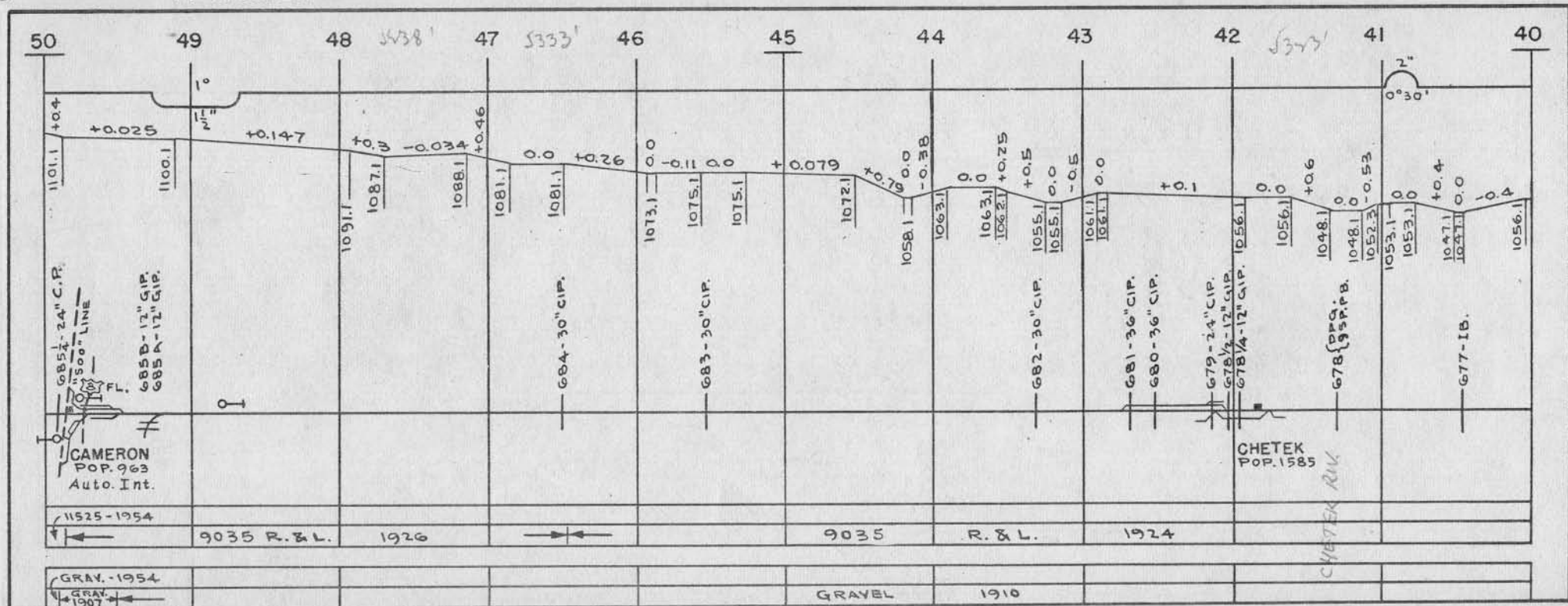








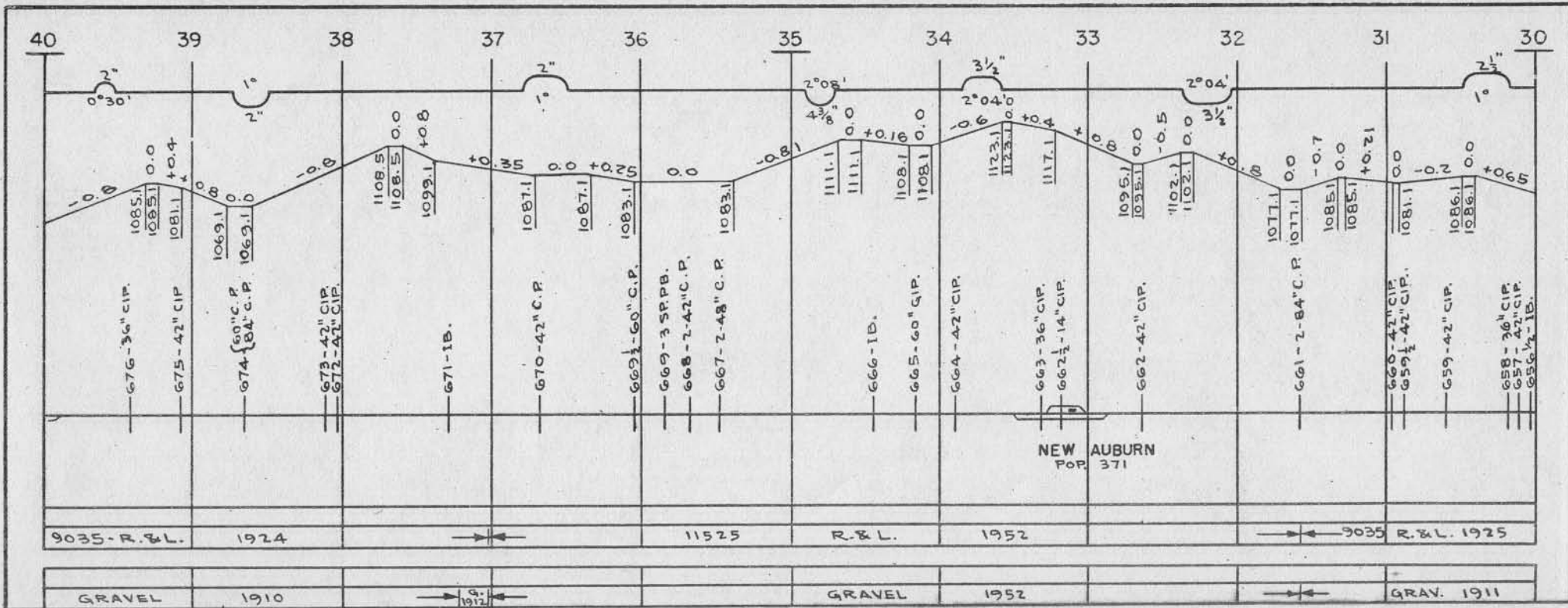


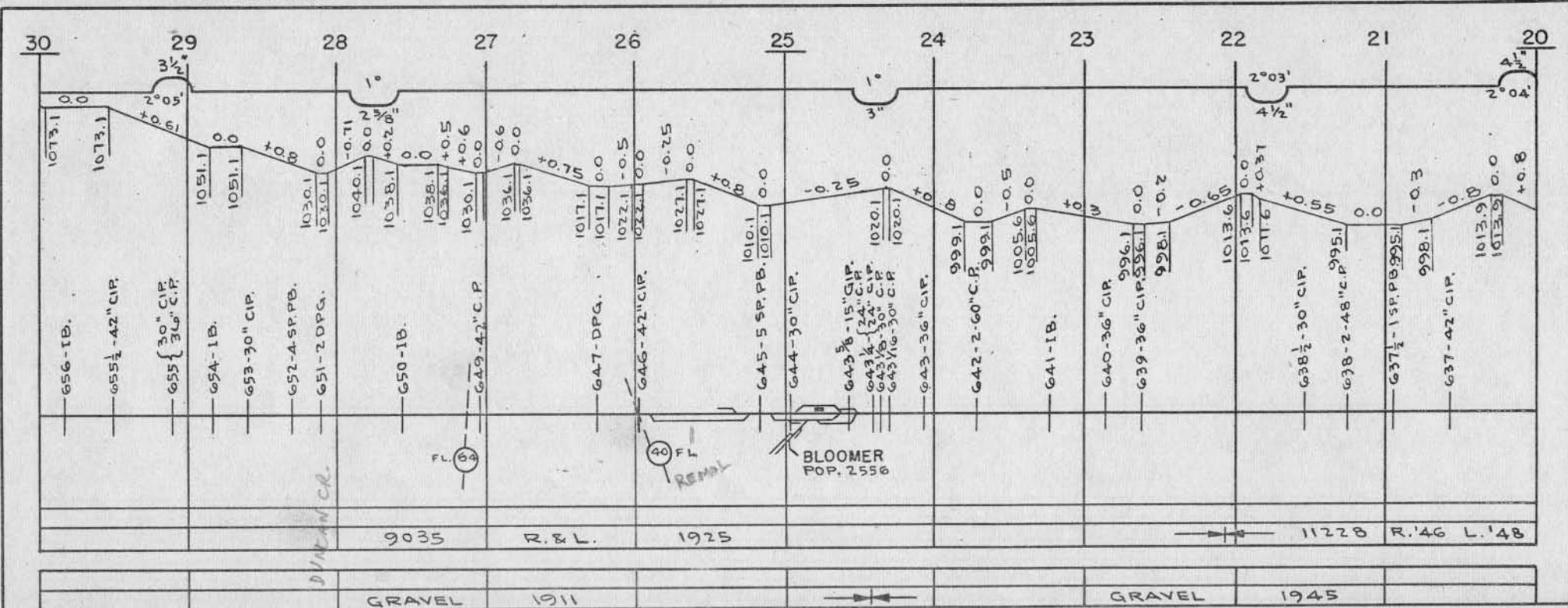


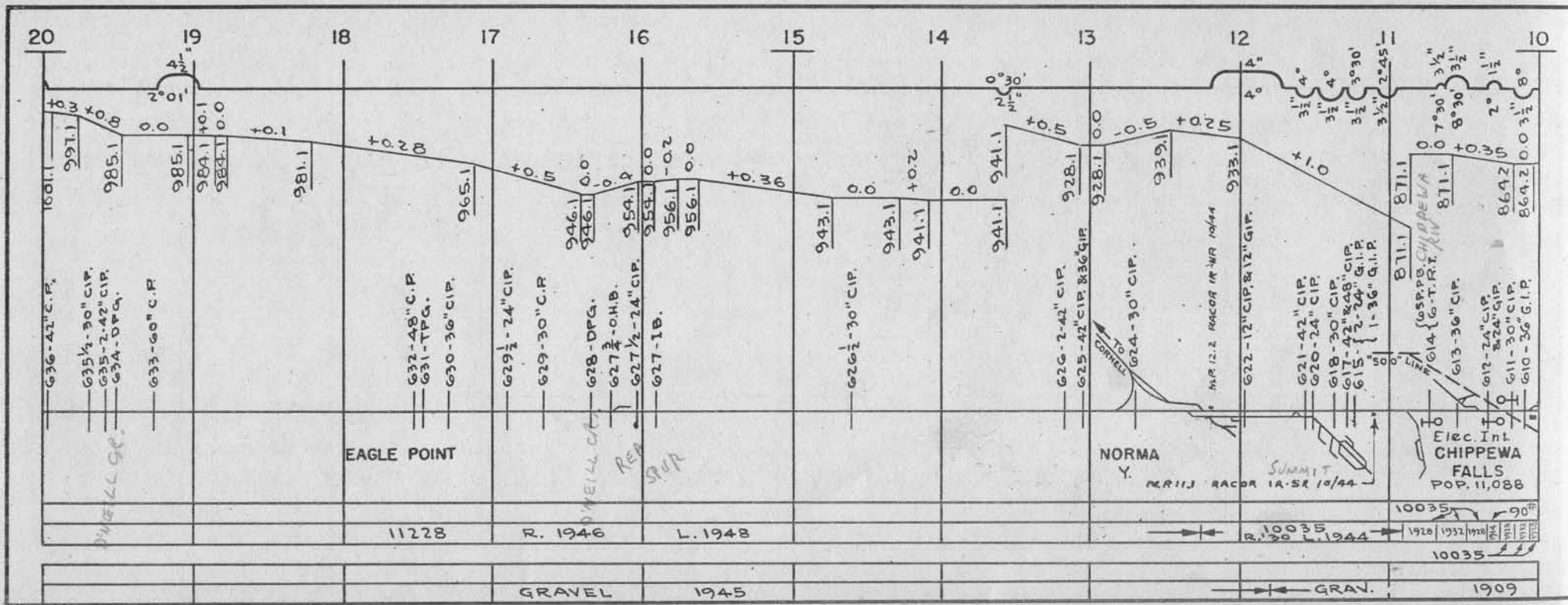
← TO SPOONER

TO EAU CLAIRE →

71





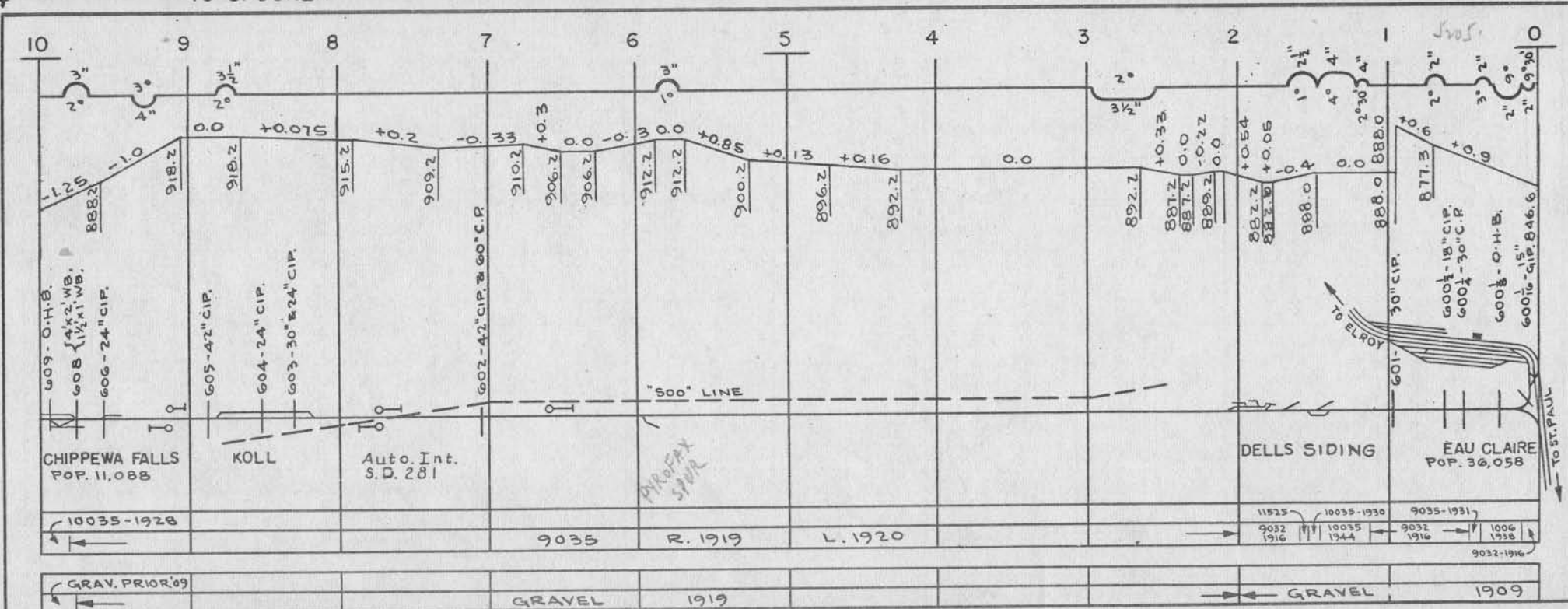


GRAVEL

1945

GRAVEL

1909



CHIPPEWA FALLS
POP. 11,088

KOLL

Auto. Int.
S.D. 281

*PROFAX
SPUR*

DELLS SIDING

EAU CLAIRE
POP. 36,058

10035-1928

9035

R. 1919

L. 1920

11525
9032 1916

10035-1930
10035 1944

9035-1931
9032 1916

1006 1938

9032-1916

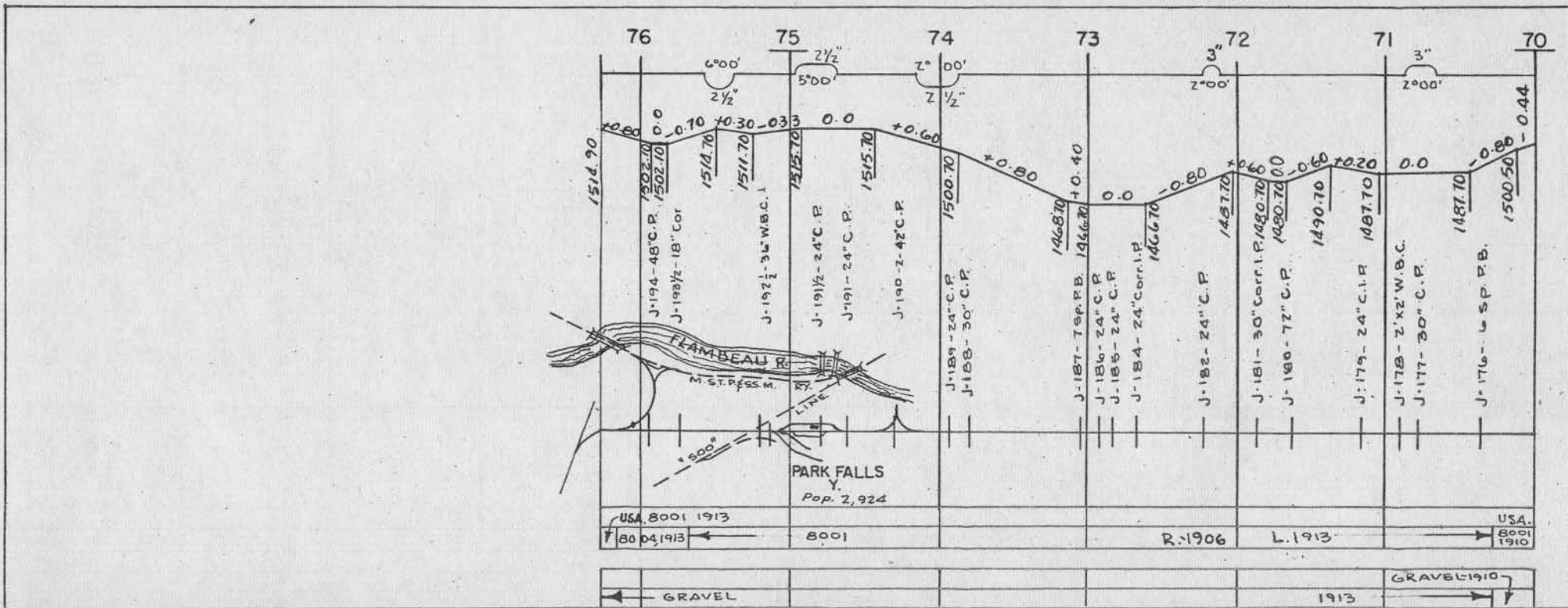
GRAV. PRIOR '09

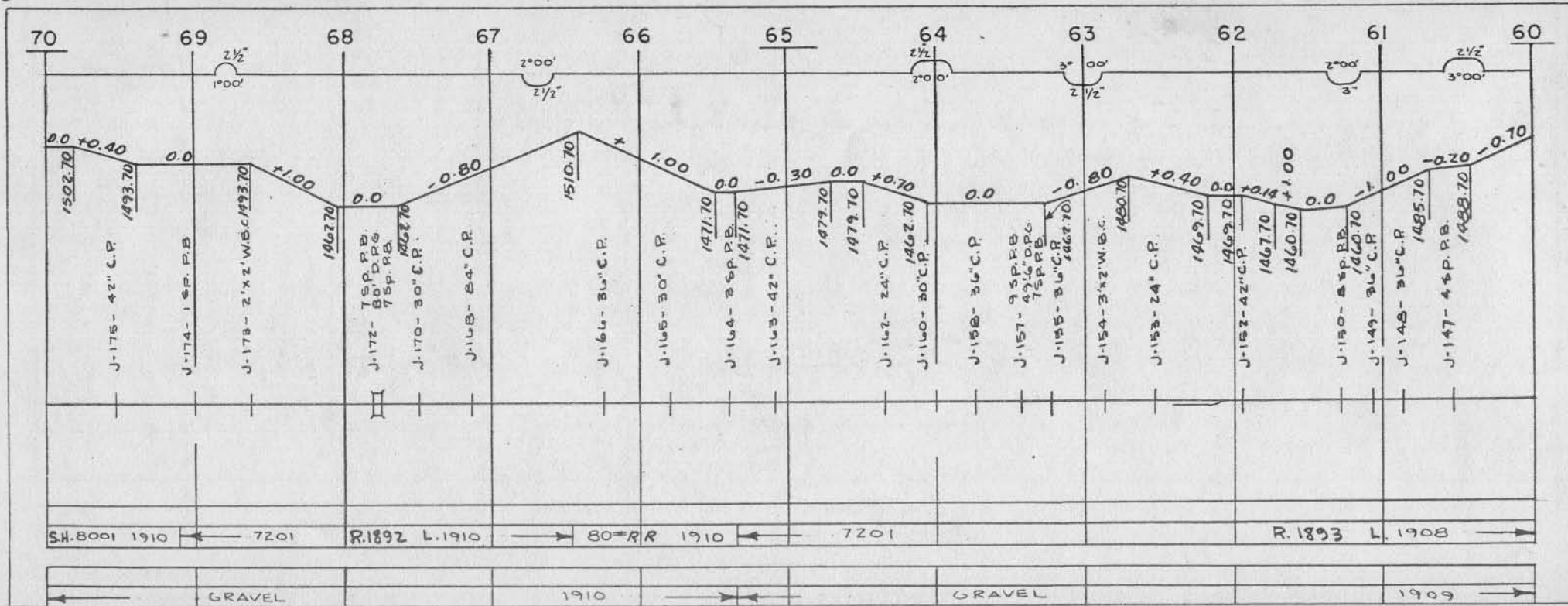
GRAVEL

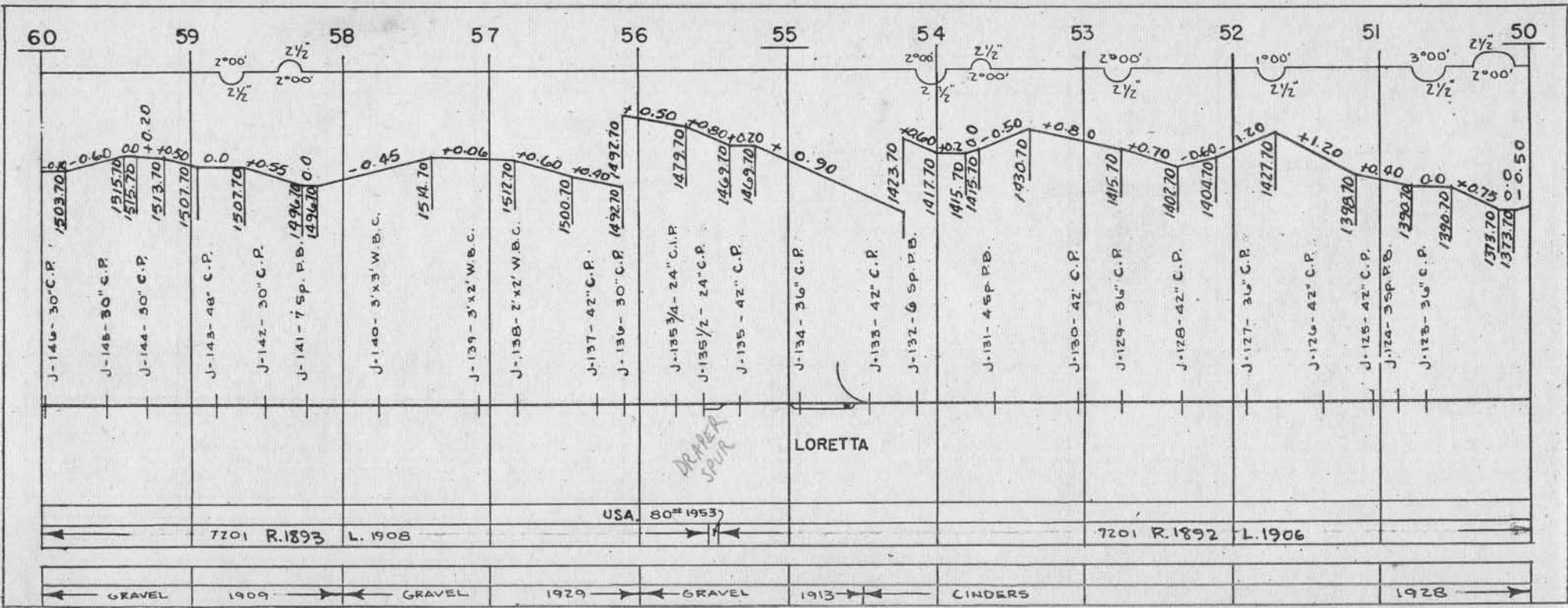
1919

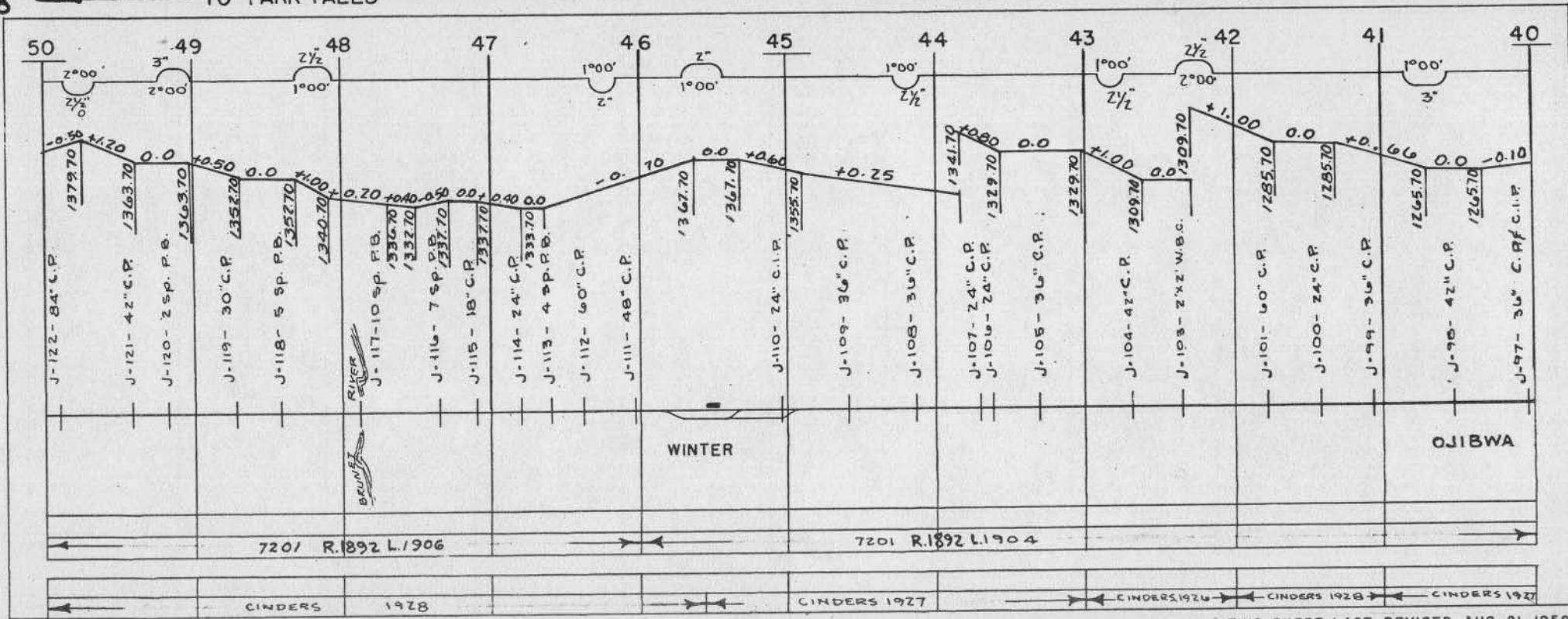
← GRAVEL

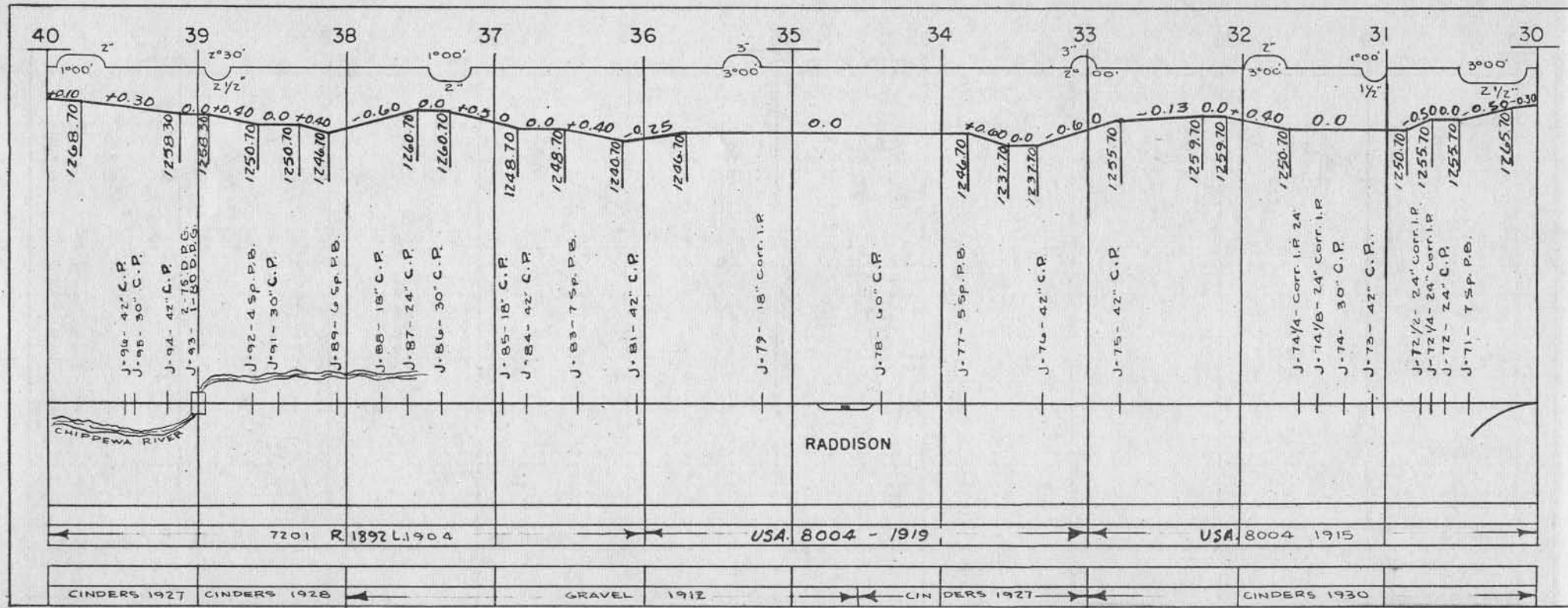
1909

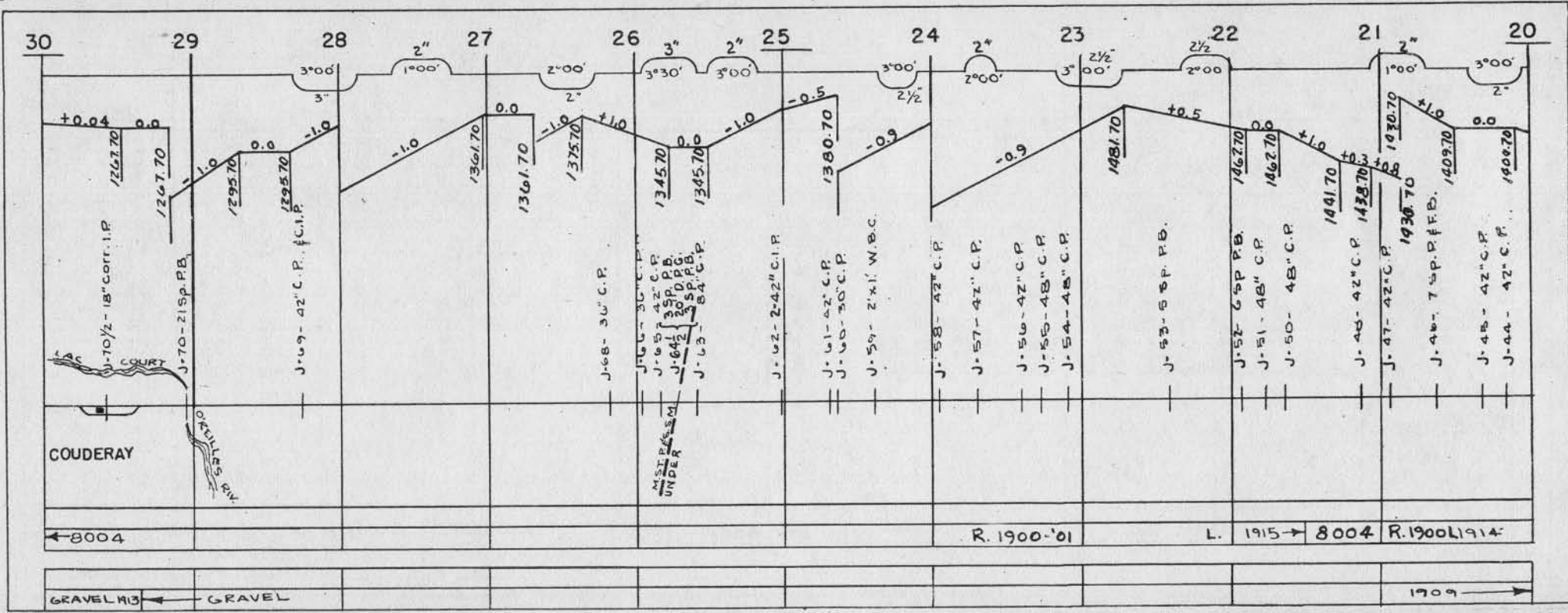


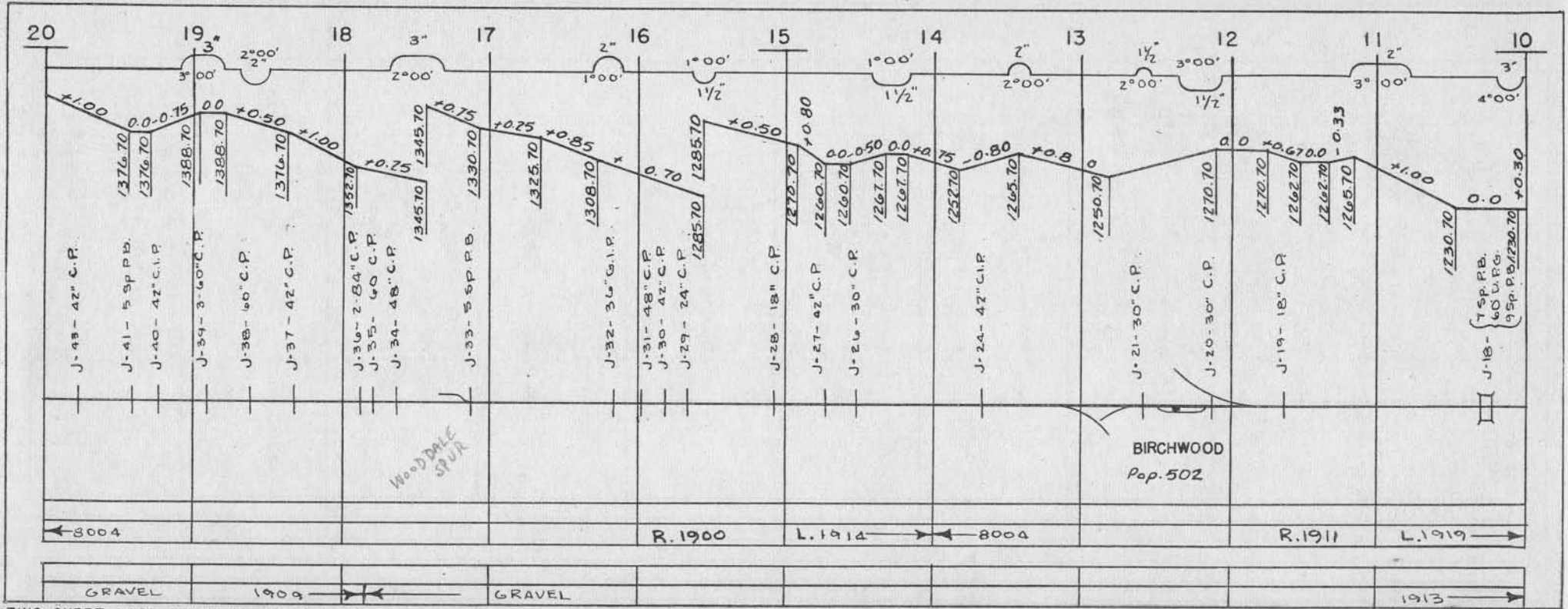


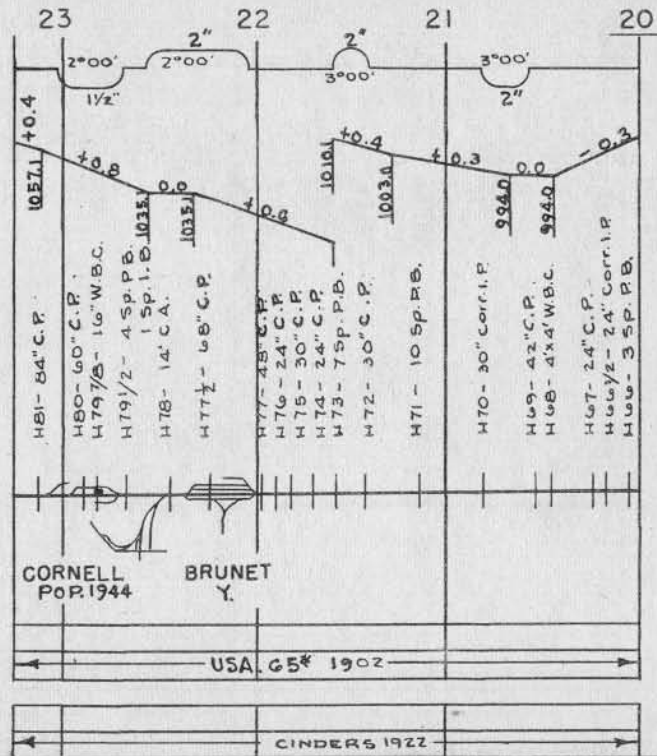


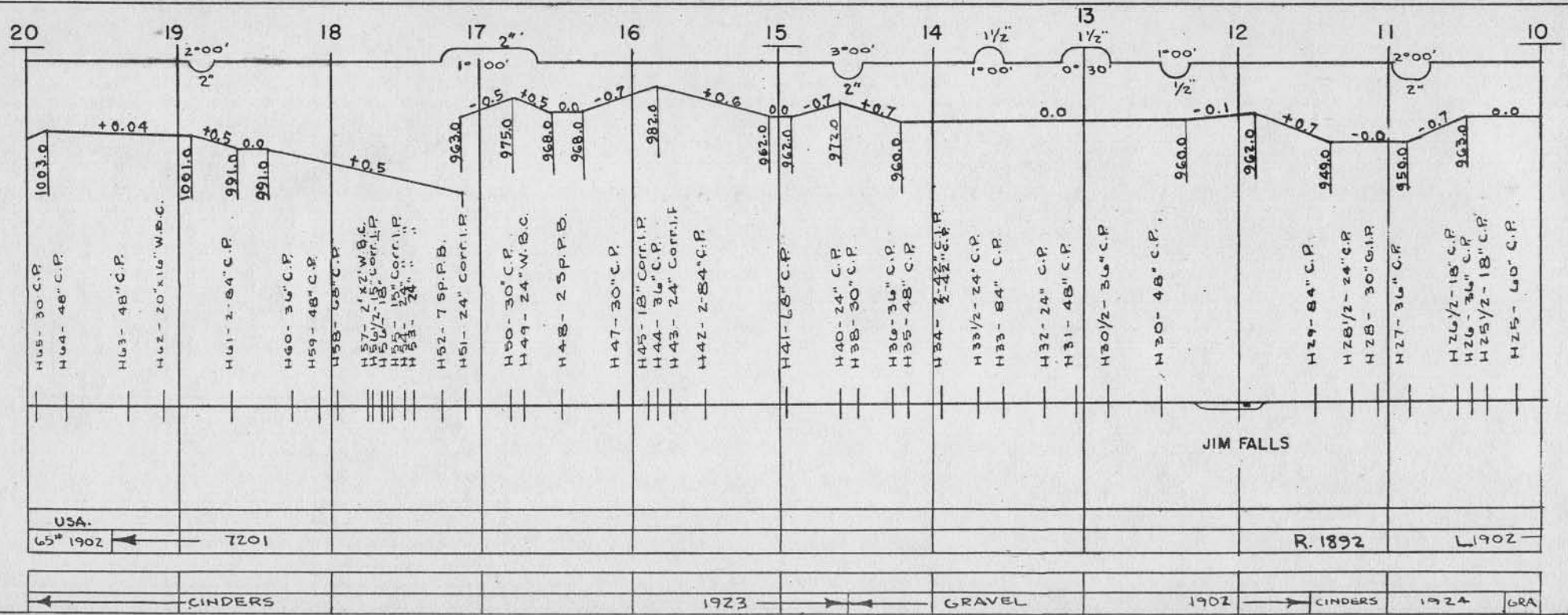












JIM FALLS

USA.

65# 1902 ← 7201

R. 1892

L 1902

CINDERS

1923

GRAVEL

1902

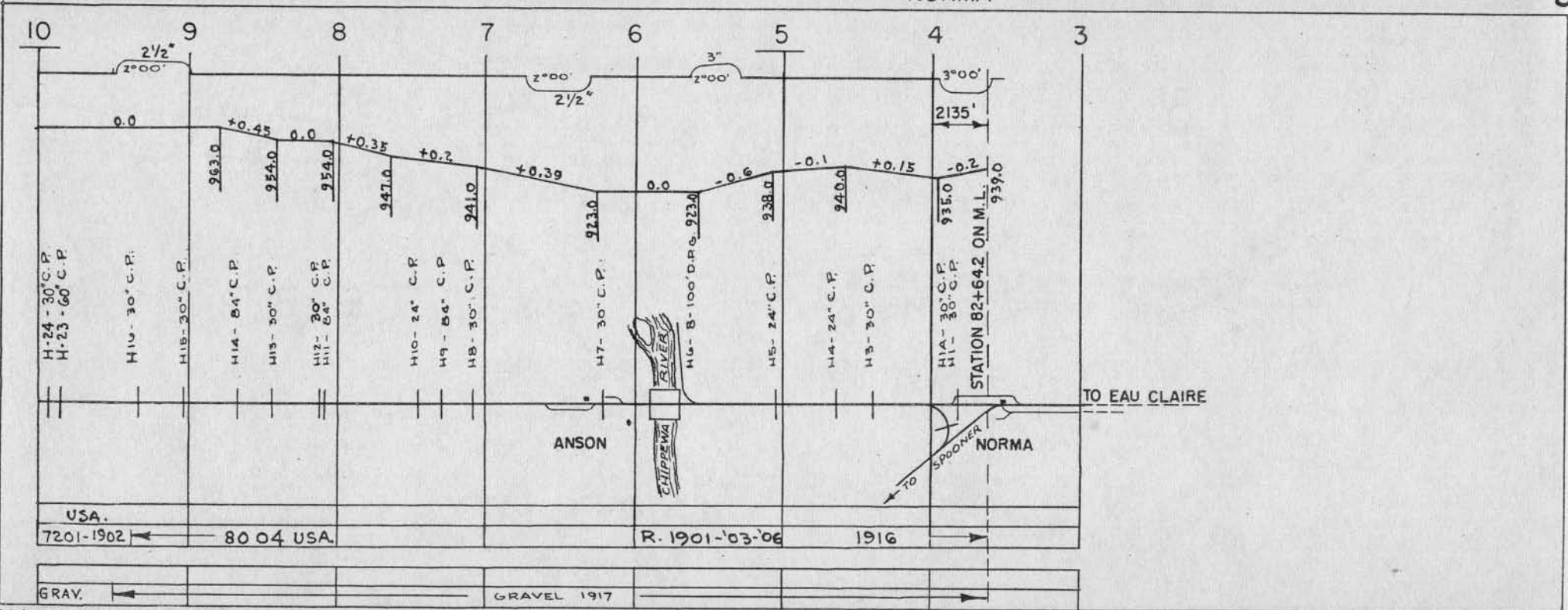
CINDERS

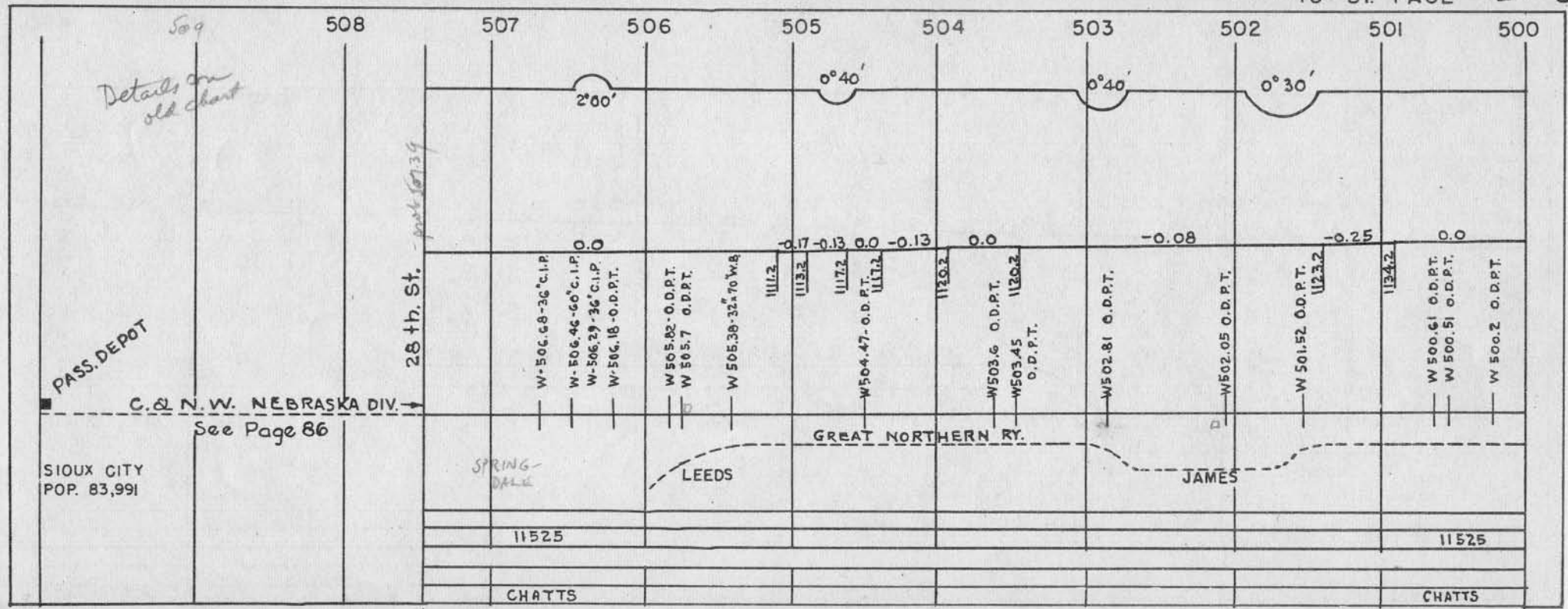
1924

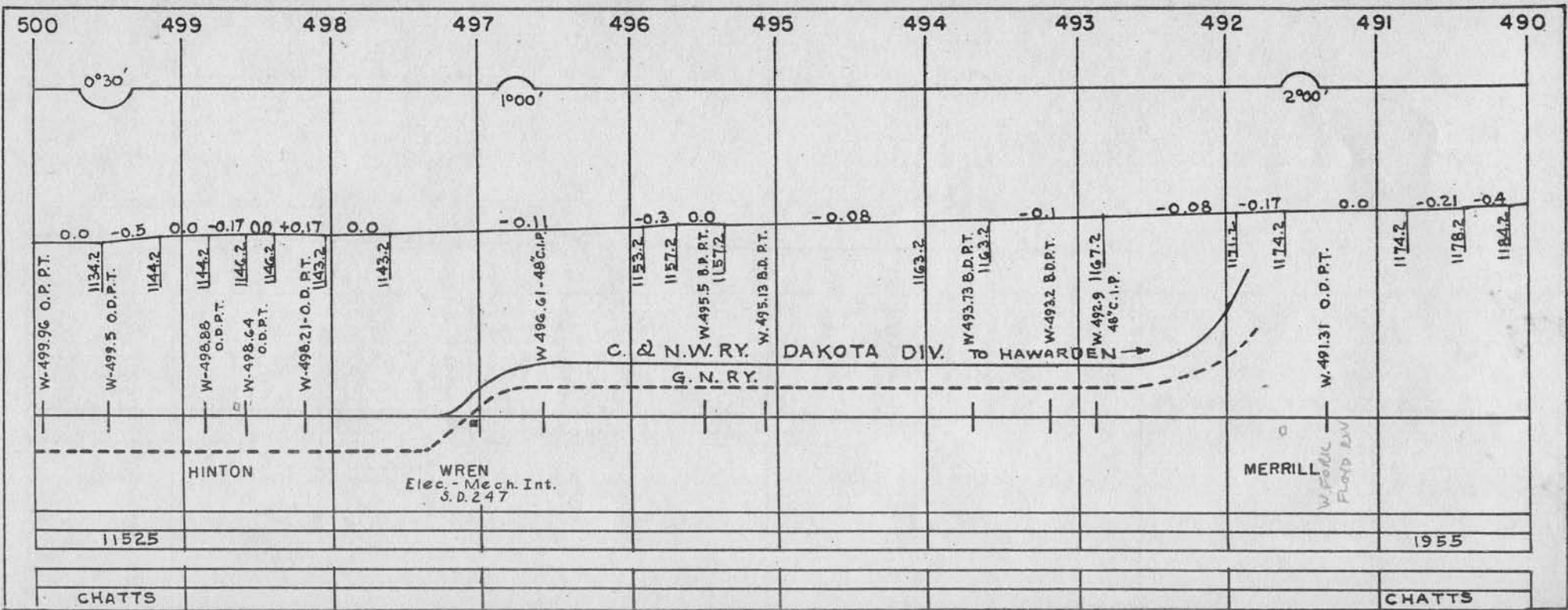
GRA

← TO CORNELL

NORMA

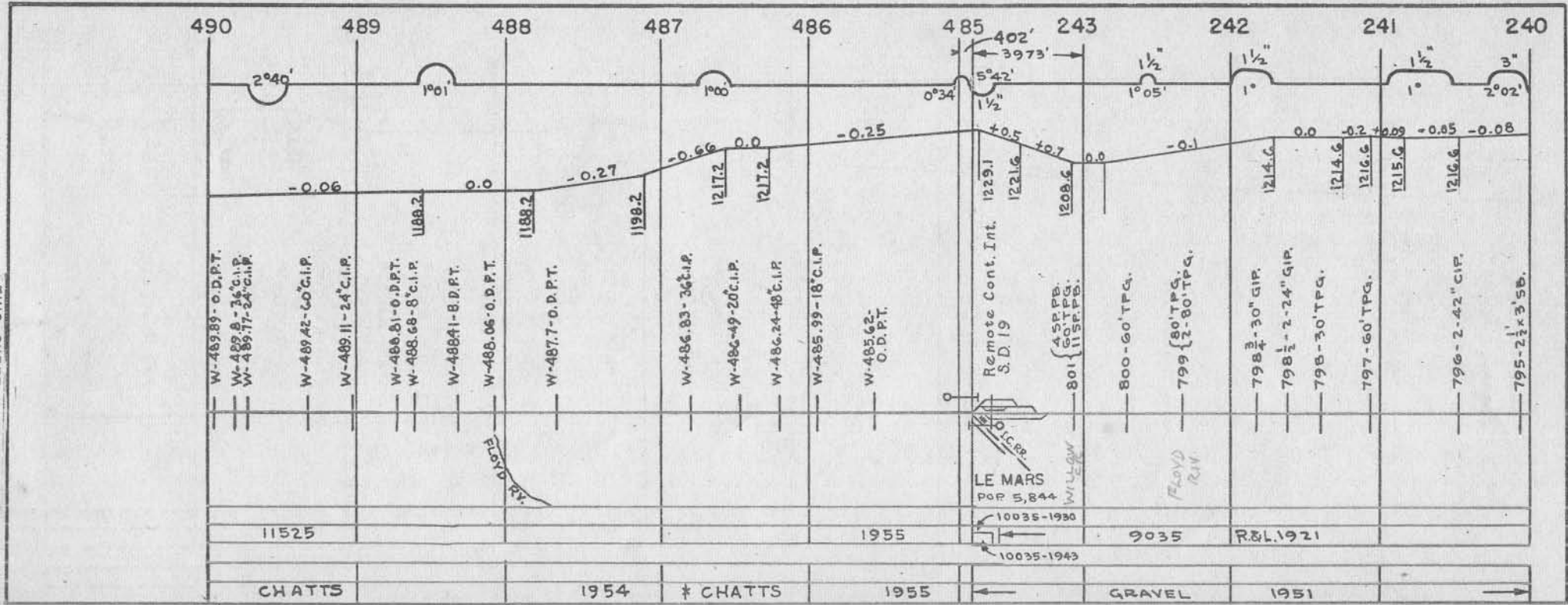






THIS SHEET LAST REVISED AUG. 21, 1959

THIS SHEET LAST REVISED AUG. 21, 1959



CHATS

1954

CHATS

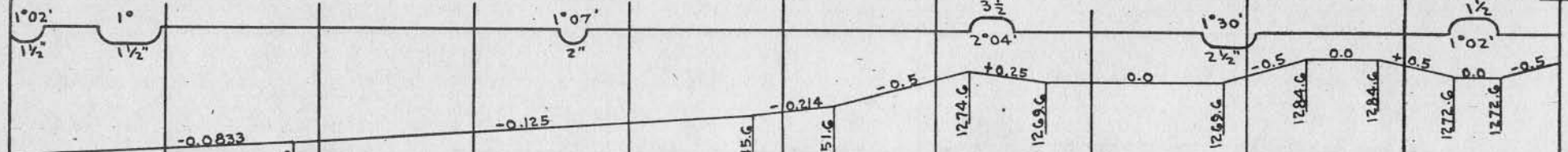
1955

GRAVEL

1951

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

240 239 238 237 236 235 234 233 232 231 230



794-15R.P.B.
 793-15R.P.
 792-42" C.P.
 791 1/4 { 24" C.P.
 791 1/4 { 24" C.I.P. & 24" I.V.P.
 791 1/4 - 15" C.I.P.
 791-40' D.P.G.

SENEY

790-20' I.B.
 789-20' I.B.

788-24 1/2' D.P.G.

786 1/2-30" C.I.P.
 786 1/4-38" C.I.P.
 786-2-36" C.I.P.
 785 1/2-36" C.P.
 785-2-42" C.I.P.
 784-50' D.P.G.

782 { 48" C.I.P.
 781-42" C.I.P.
 780-20' I.B.

779-60' D.P.G.

778 1/4-24" C.P.
 778 1/8-42" C.P.
 778 { 36" C.I.P.
 36" C.I.P.

777-42" C.I.P.
 776-2-42" C.I.P.

775-20' I.B.

774-2-60" C.P.

CARNES

9035

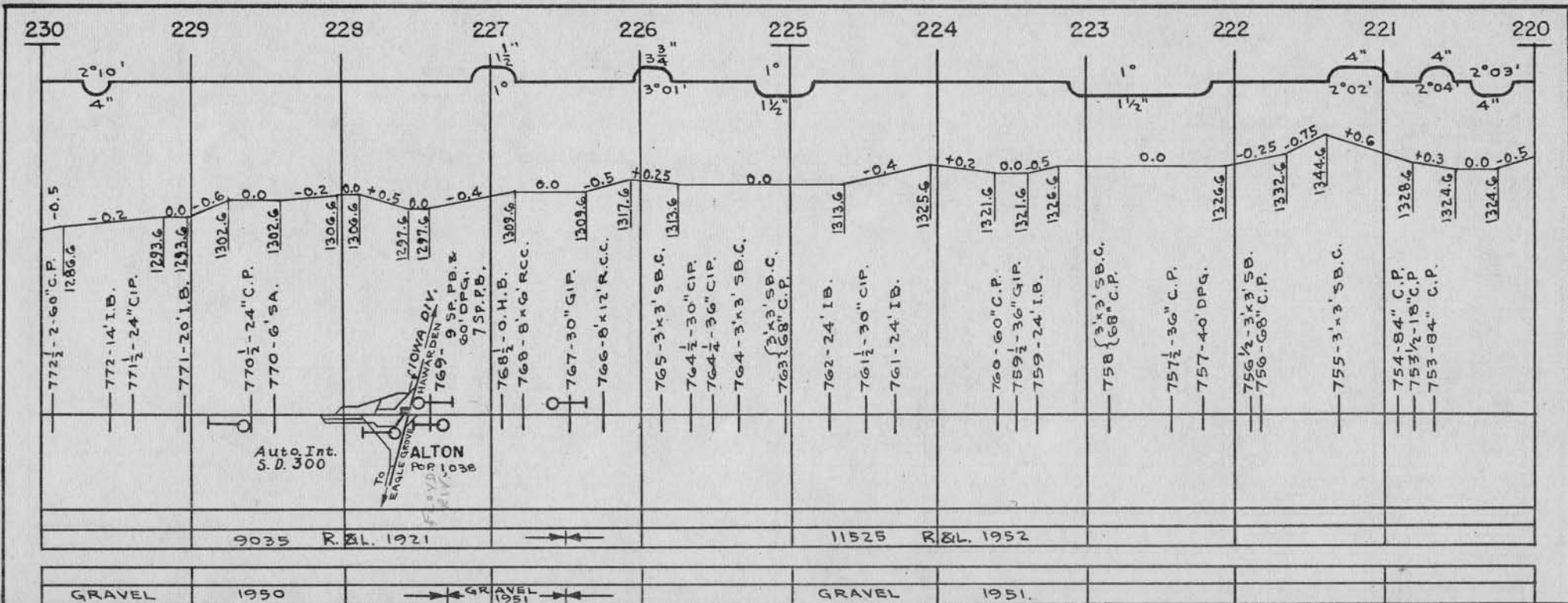
R. & L.

1921

GRAVEL 1942

GRAVEL 1956

GRAVEL 1950



Auto. Int.
S. D. 300

TO IOWA DIV.
HAWARDEN
769 - 9 SP. P.B. &
60' D.P.G.
7 SP. P.B.

TO EARLE GROVE
ALTON
R.D. 1038

9035 R&L 1921

11525 R&L 1952

GRAVEL

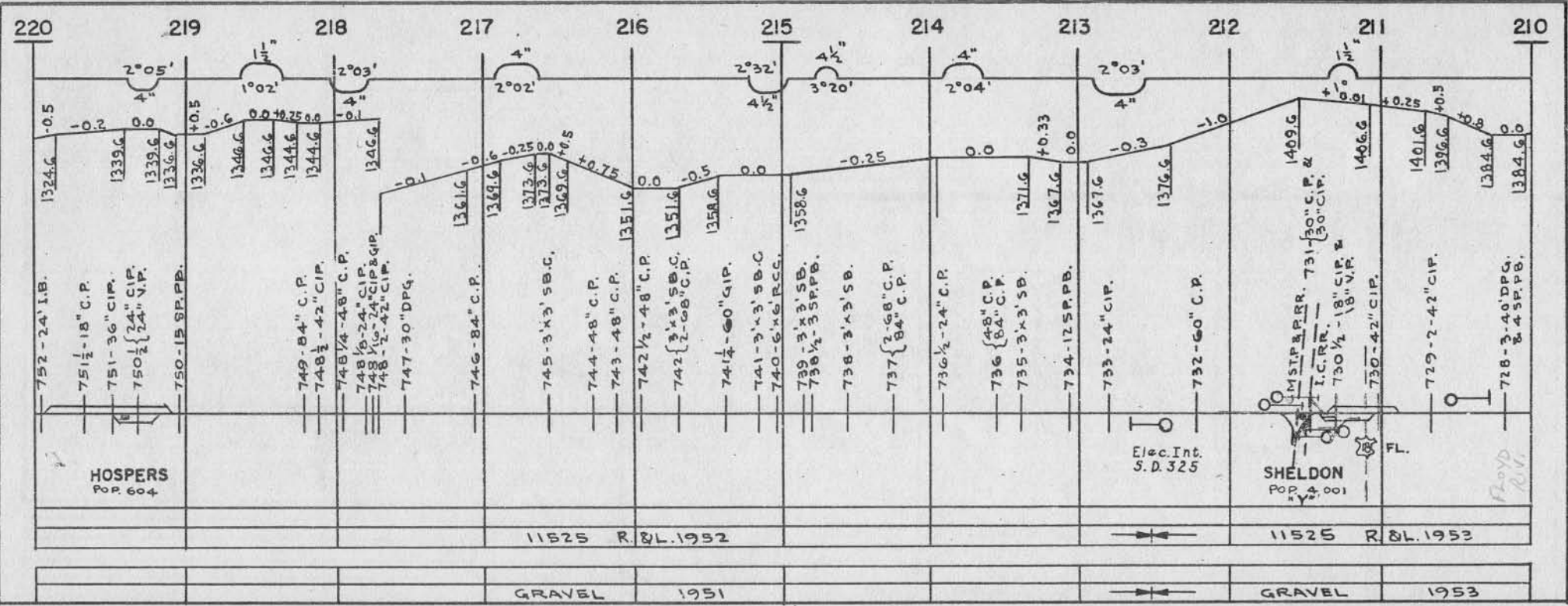
1950

GRAVEL

1951

GRAVEL

1951

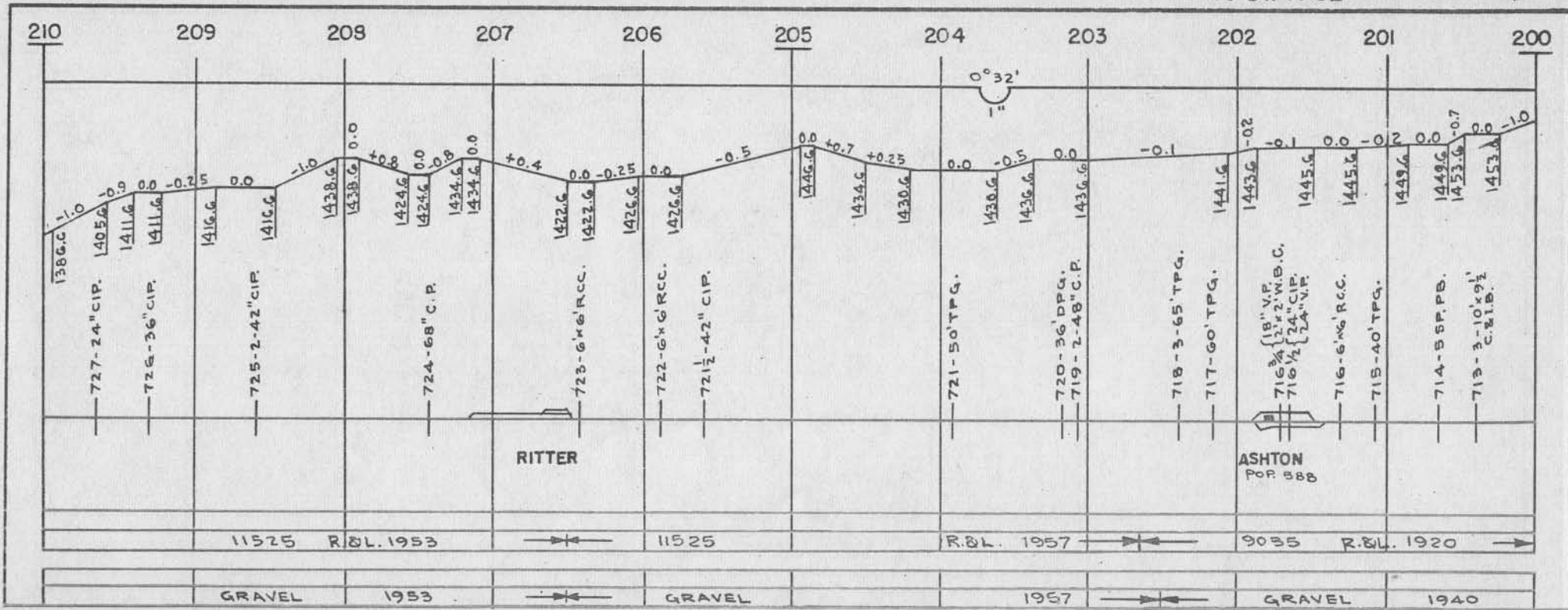


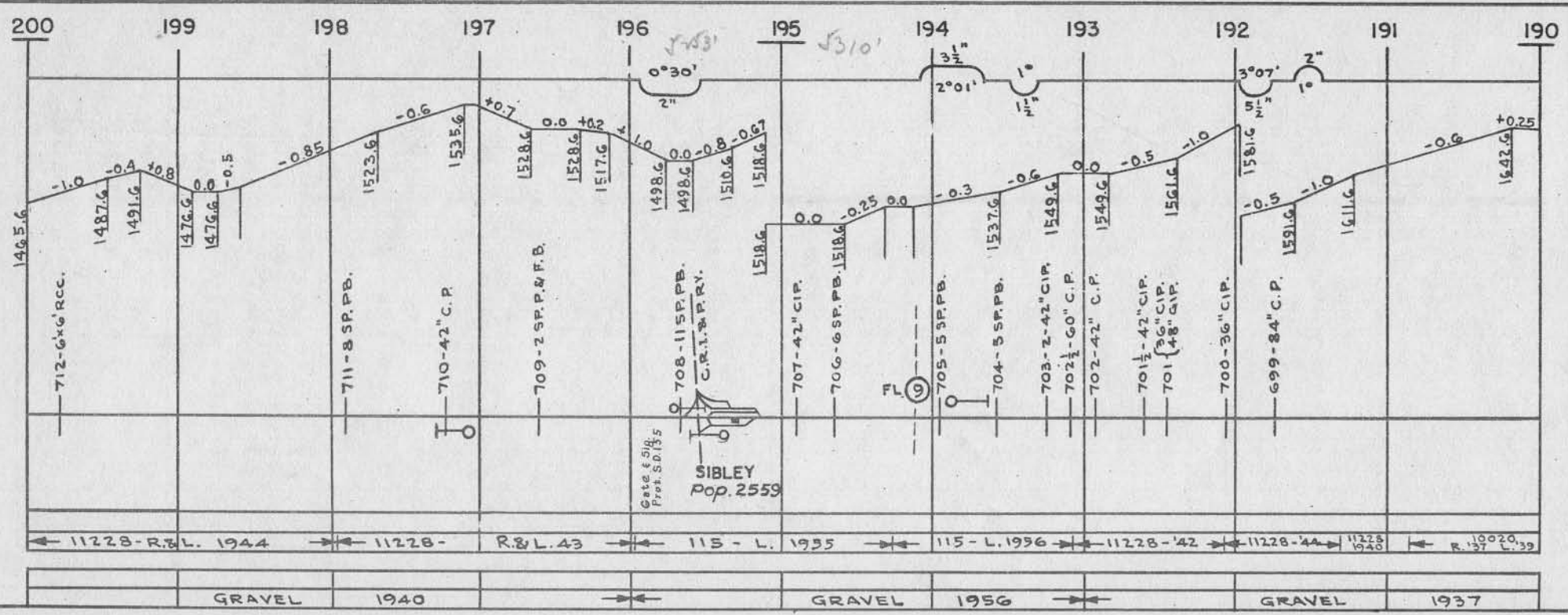
11525 R. & L. 1952

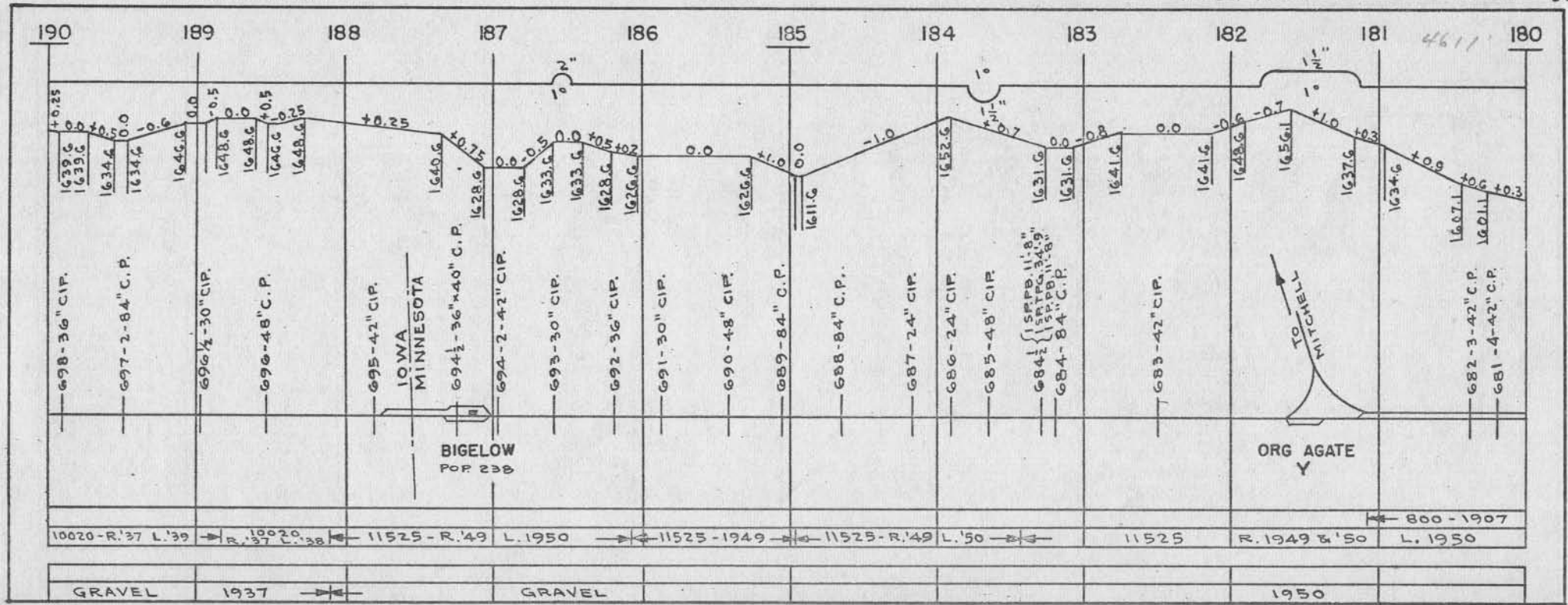
11525 R. & L. 1953

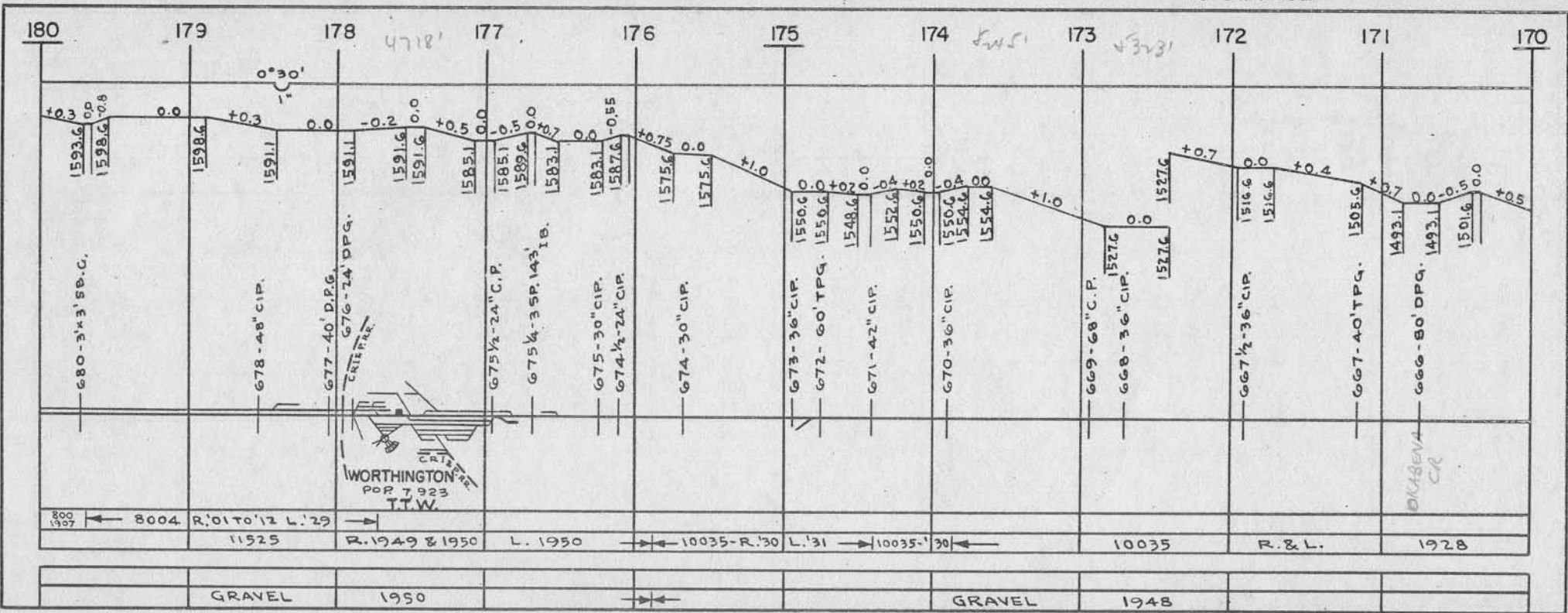
GRAVEL 1951

GRAVEL 1953

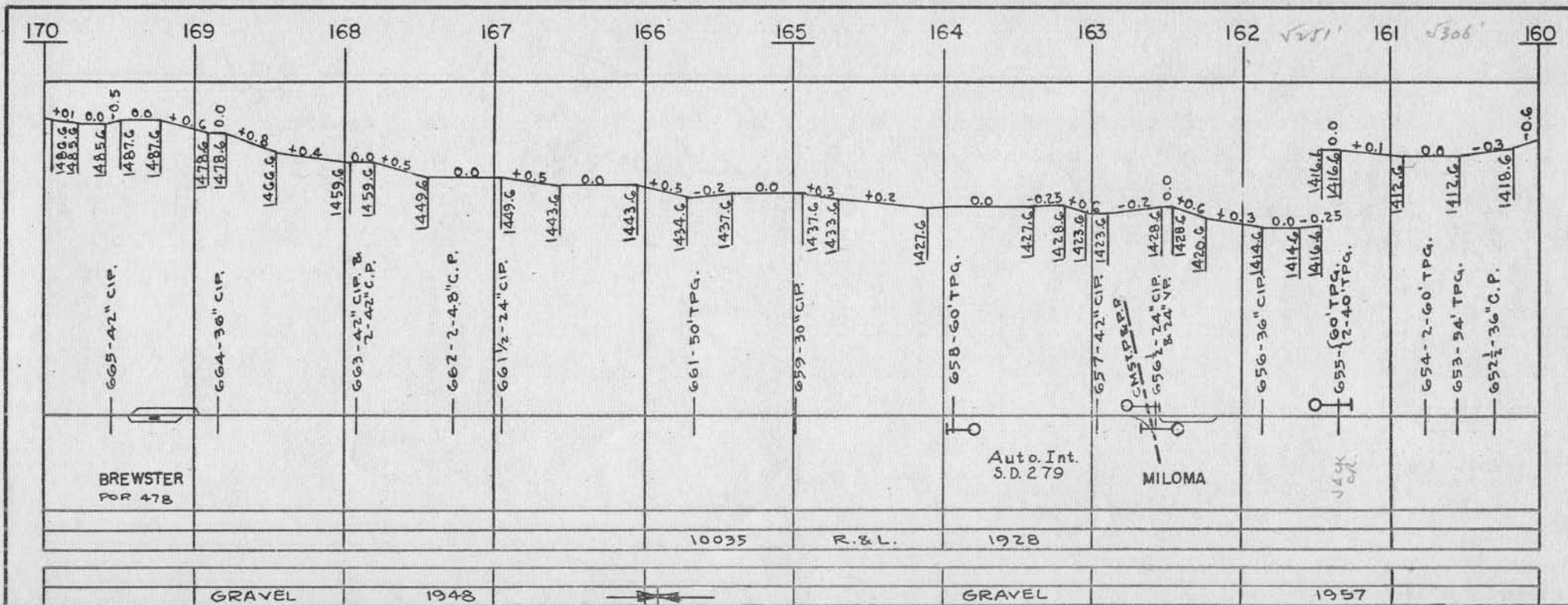


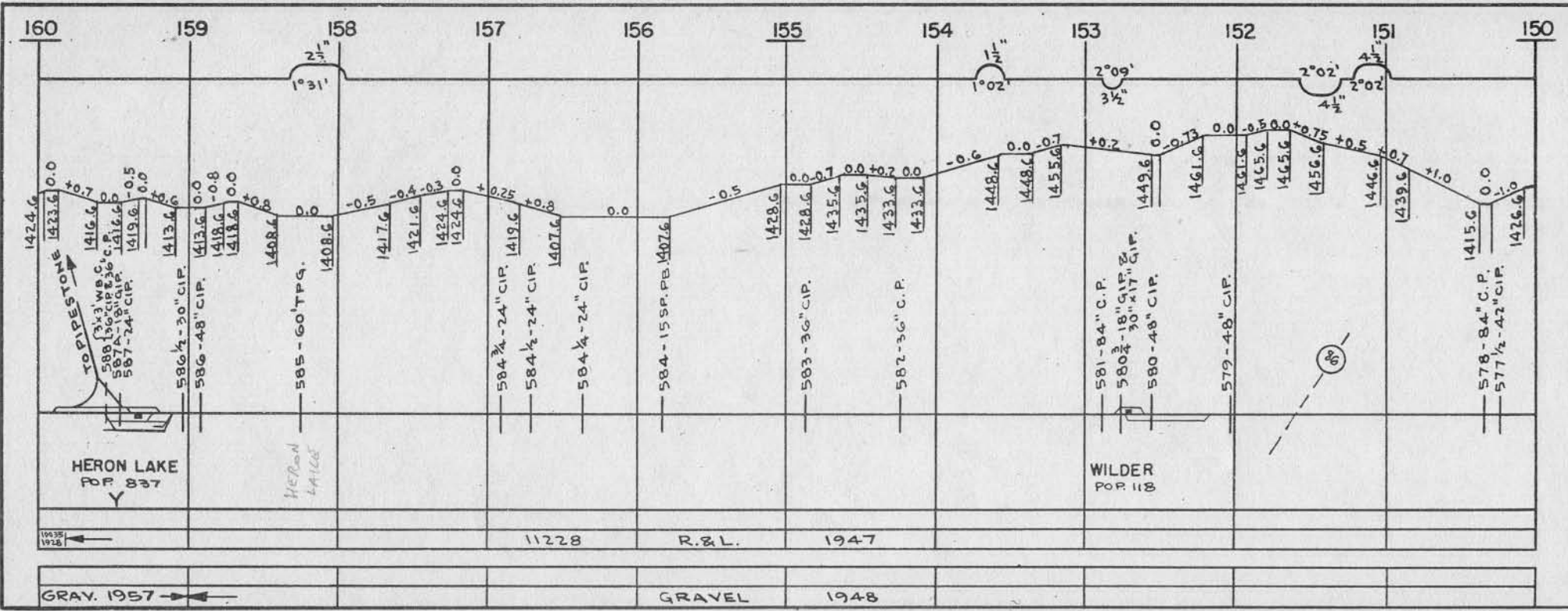






800 1907	8004	R. 010' 12 L. 29							
	11525	R. 1949 & 1950	L. 1950	10035-R. 30	L. 31	10035-' 30	10035	R. & L.	1928
	GRAVEL	1950				GRAVEL	1948		





1935
1928

11228

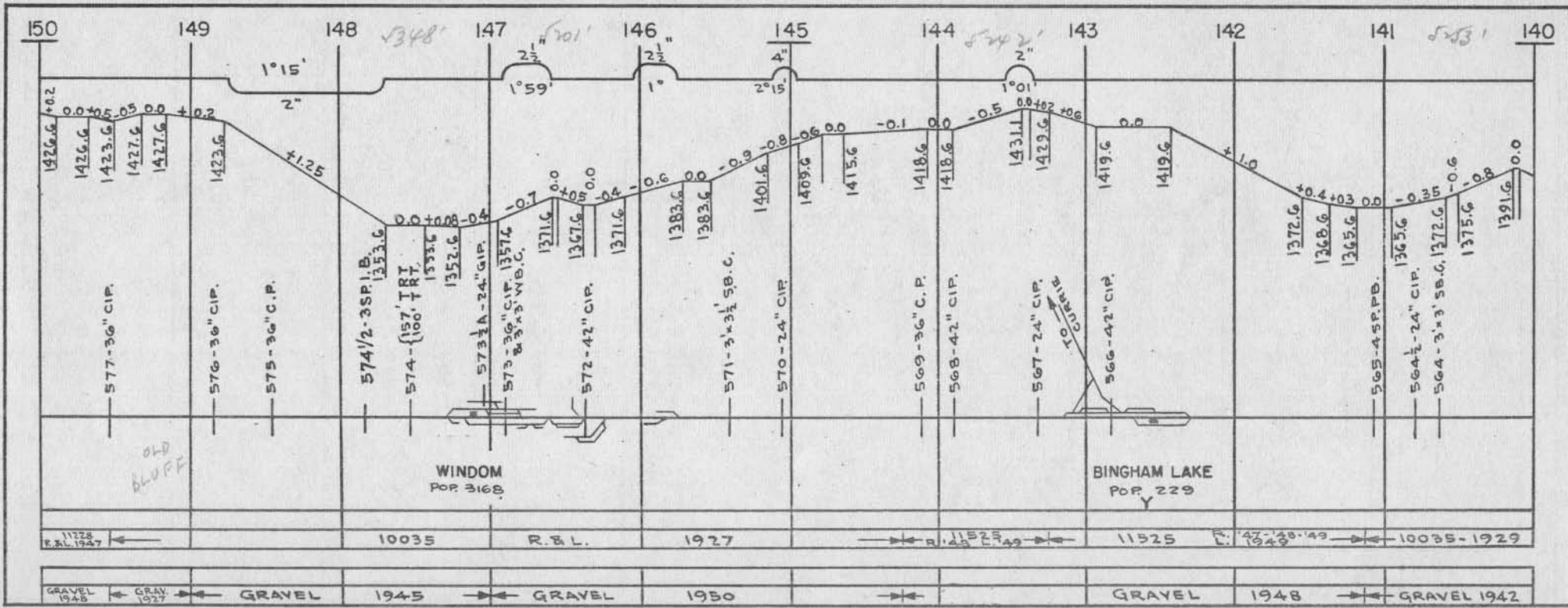
R.&L.

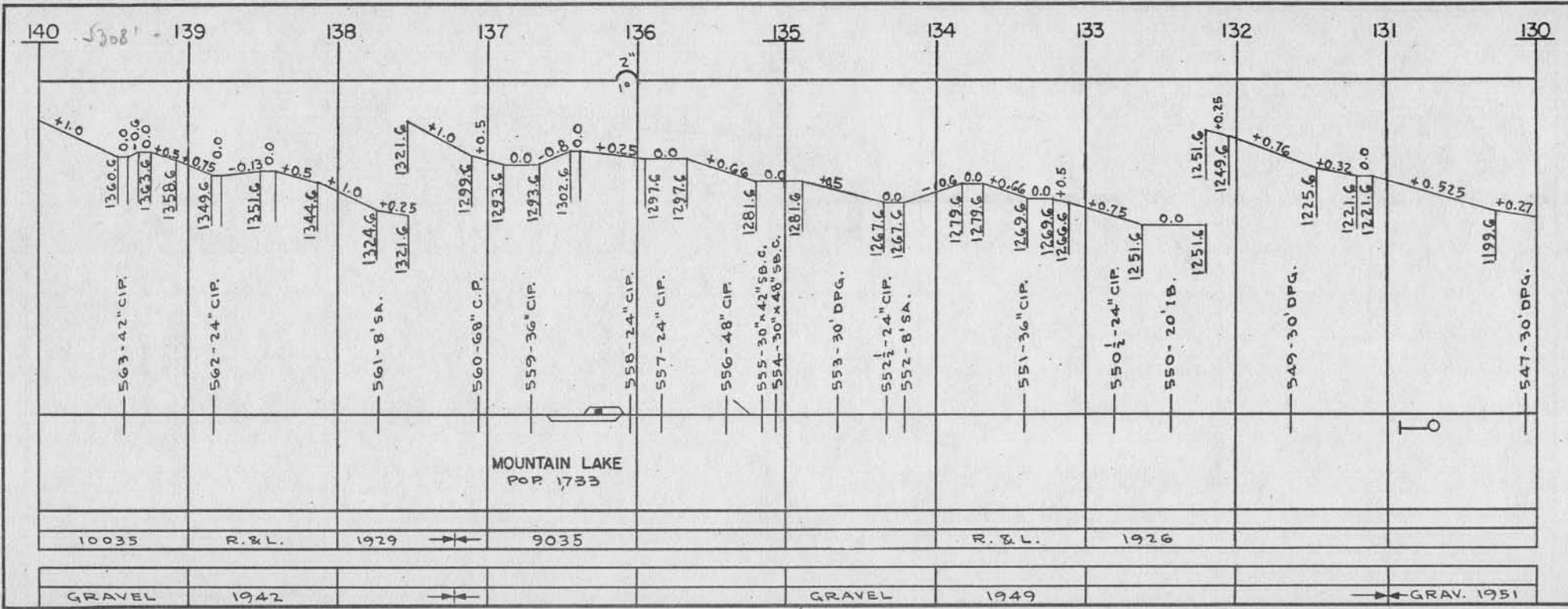
1947

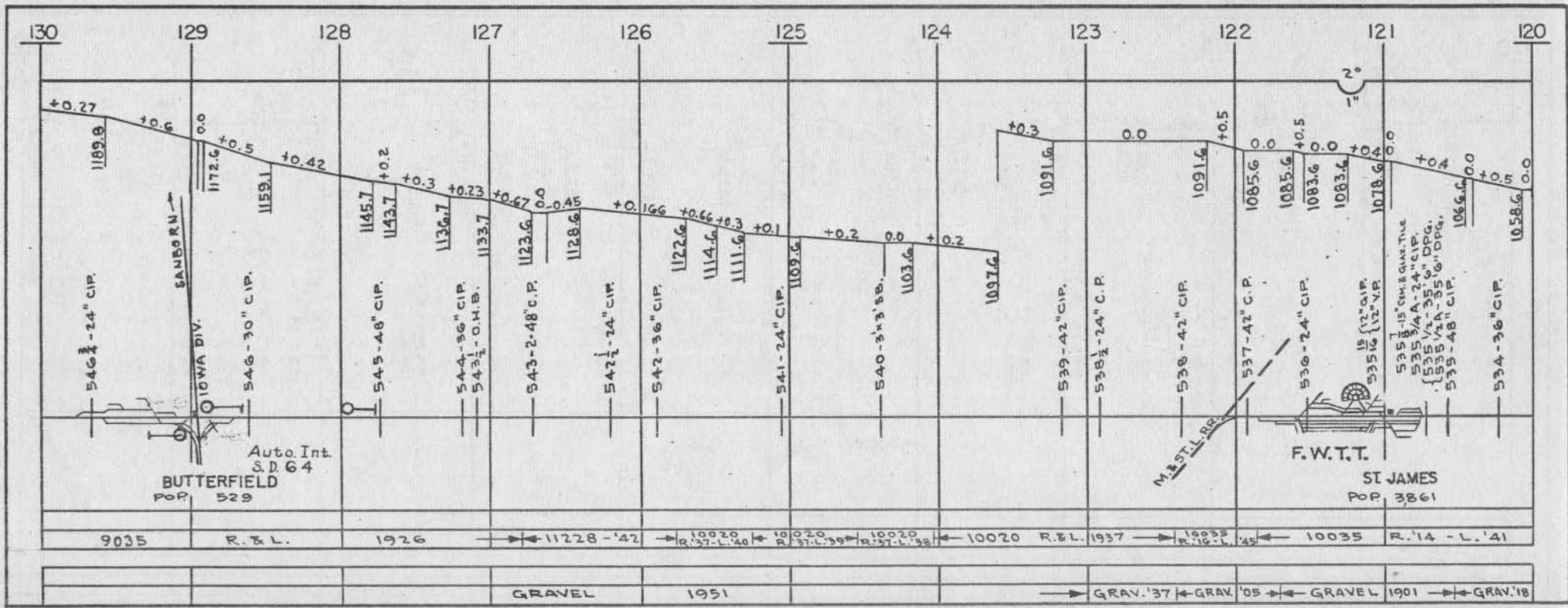
GRAY. 1957

GRAVEL

1948







546 1/2 - 24" CIP.

SANBORN

10WA DIV.

546 - 30" CIP.

BUTTERFIELD
POP 529
Auto. Int.
S.D. 64

545 - 48" CIP.

544 - 36" CIP.
543 1/2 - O.H.B.

543 - 2-48" C.P.

542 1/2 - 24" CIP.

542 - 36" CIP.

541 - 24" CIP.

540 - 3'x3' SB.

539 - 42" CIP.

538 1/2 - 24" C.P.

538 - 42" CIP.

537 - 42" C.P.

536 - 24" CIP.

535 1/2 - 15" CIP.
535 1/2 - 12" V.P.

535 1/2 - 15" CH. & GUZ. TILE
535 3/4 A - 24" CIP.
535 1/2 - 35" 6" DPG.
535 1/2 A - 35" 6" DPG.
535 - 48" CIP.

F.W.T.T.
ST JAMES
POP 3861

9035

R. & L.

1926

11228 - '42

10020 R. & L. '40

10020 R. & L. '39

10020 R. & L. '38

10020 R. & L. '37

10035 R. & L. '45

10035 R. '14 - L. '41

GRAVEL

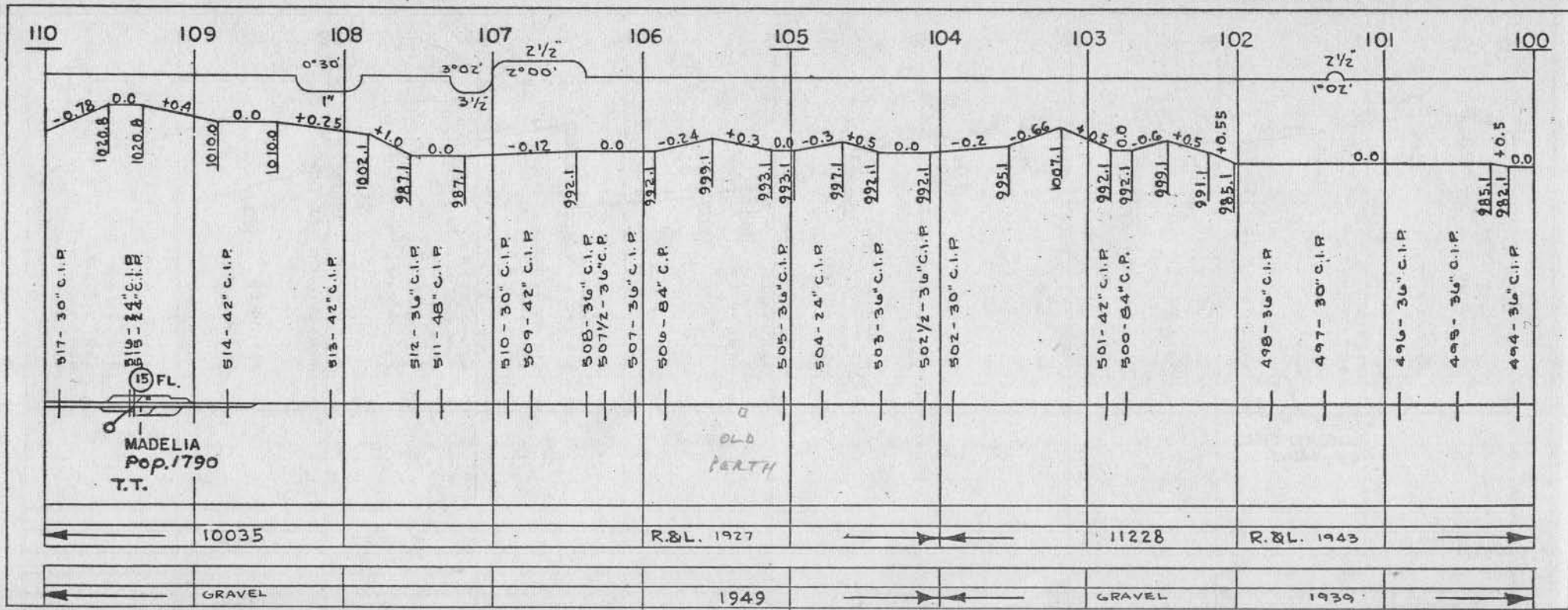
1951

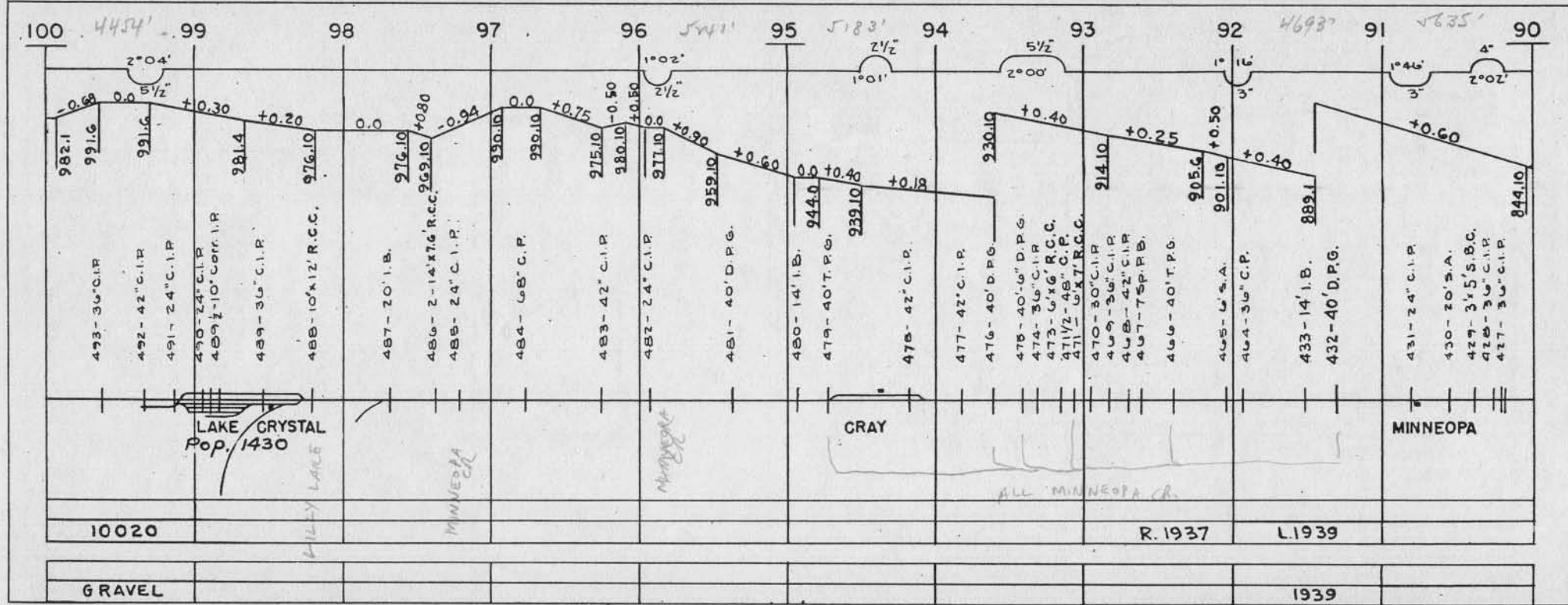
GRAV. '37

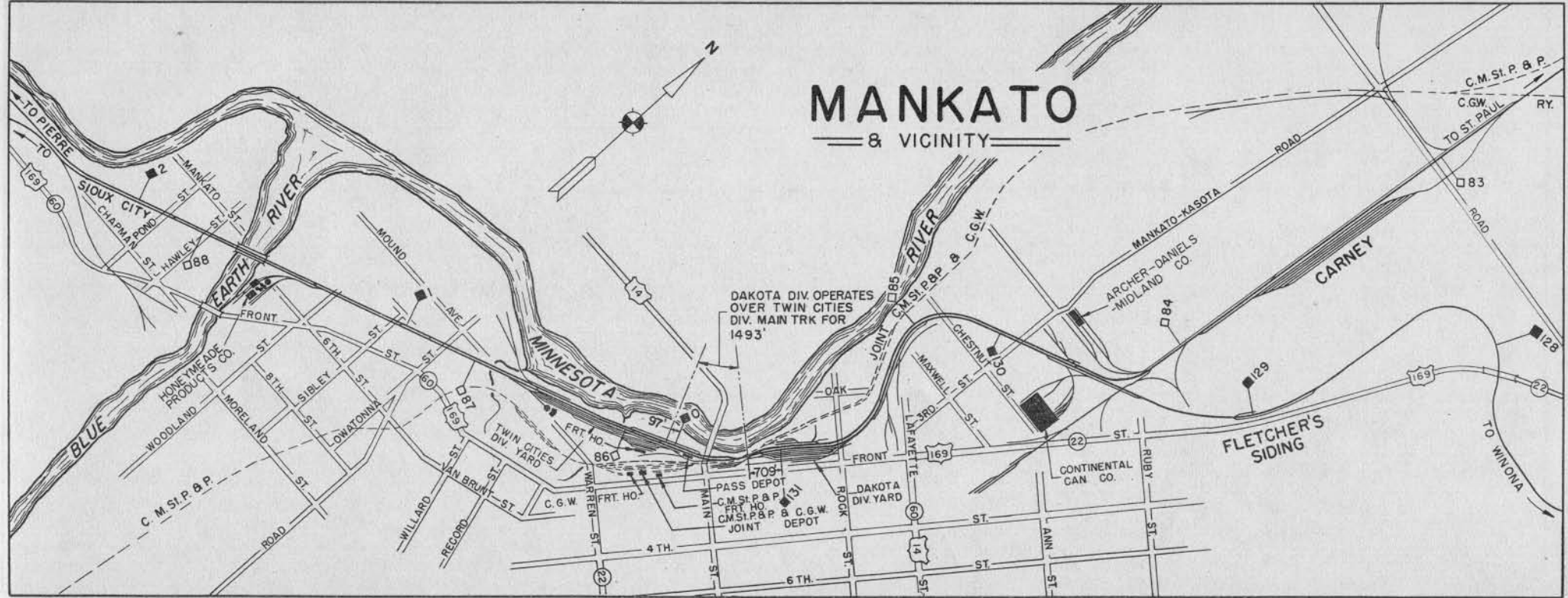
GRAV. '05

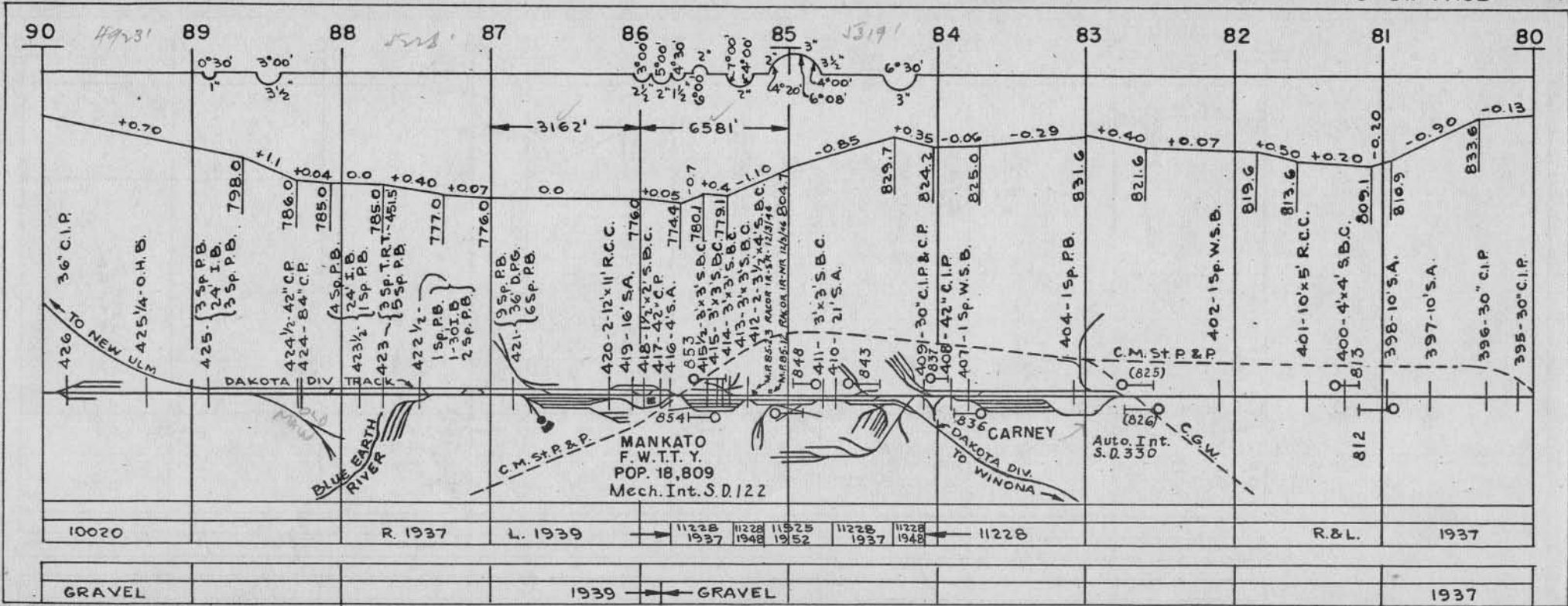
GRAVEL 1901

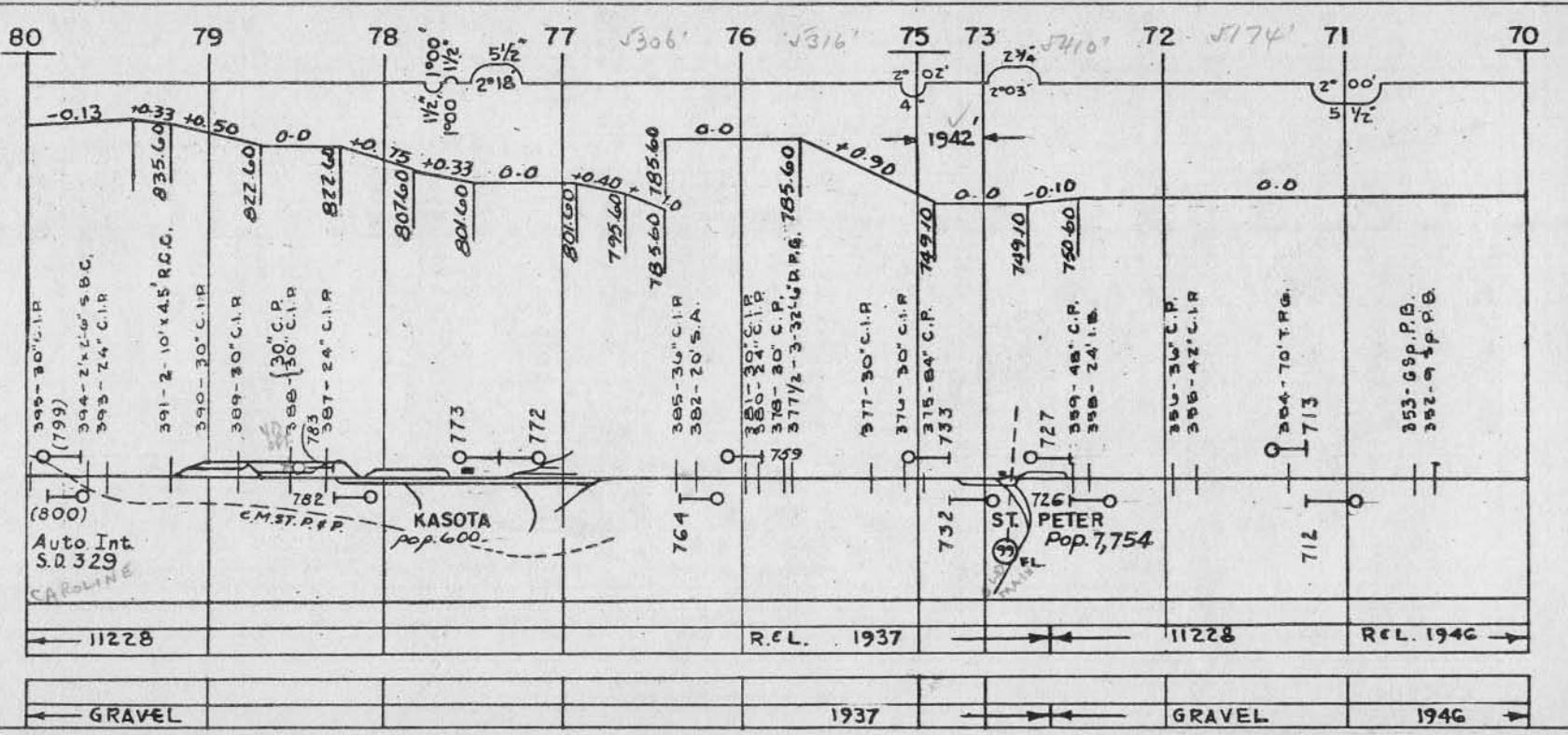
GRAV. '18

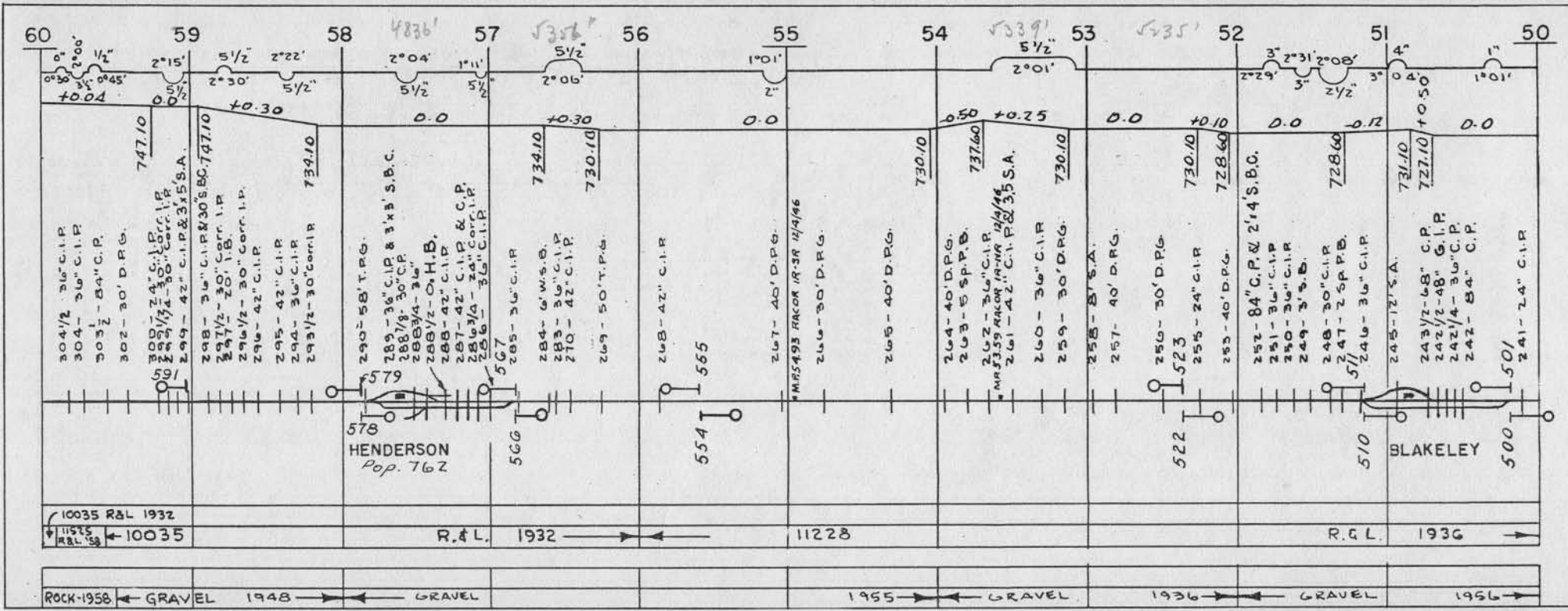


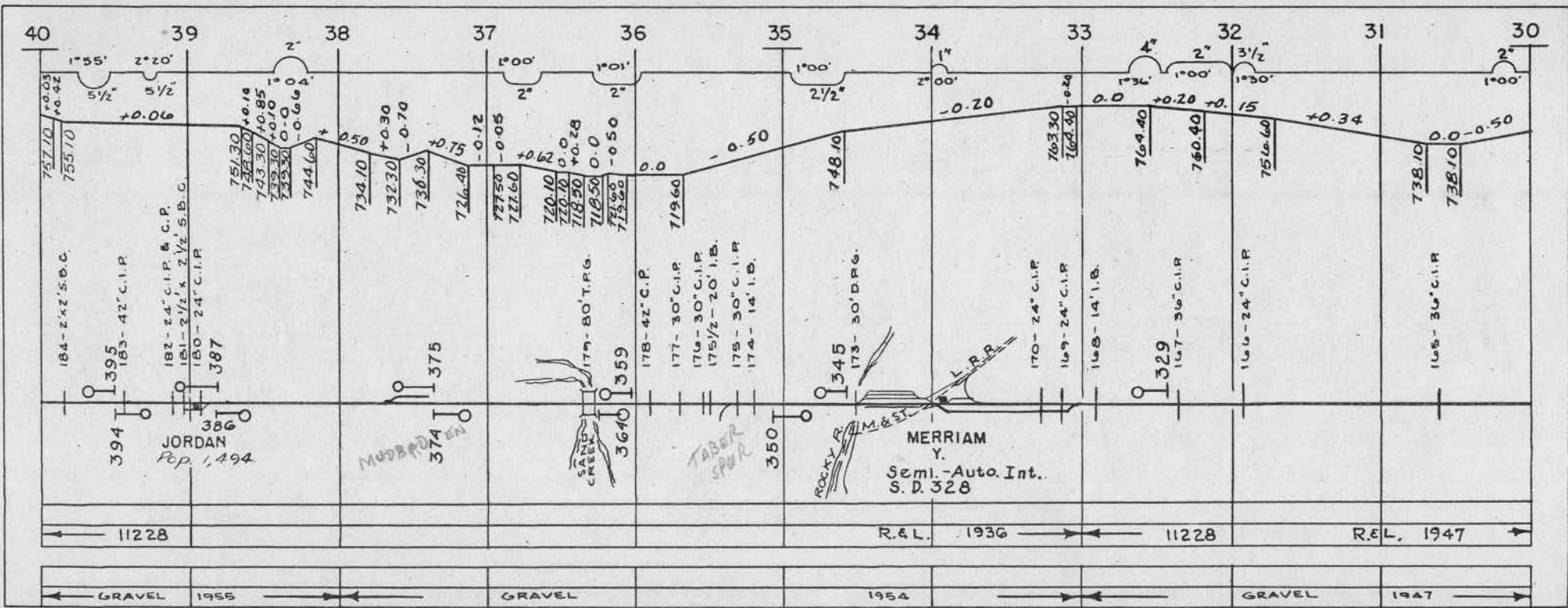


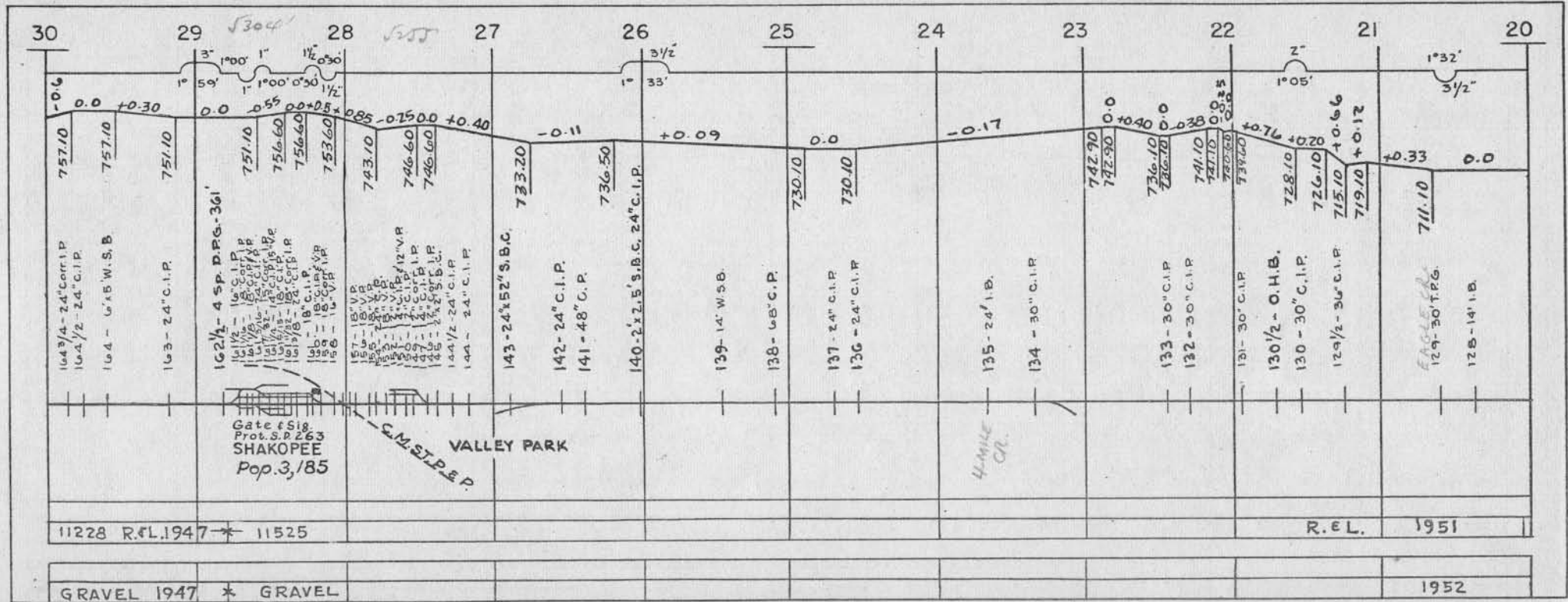


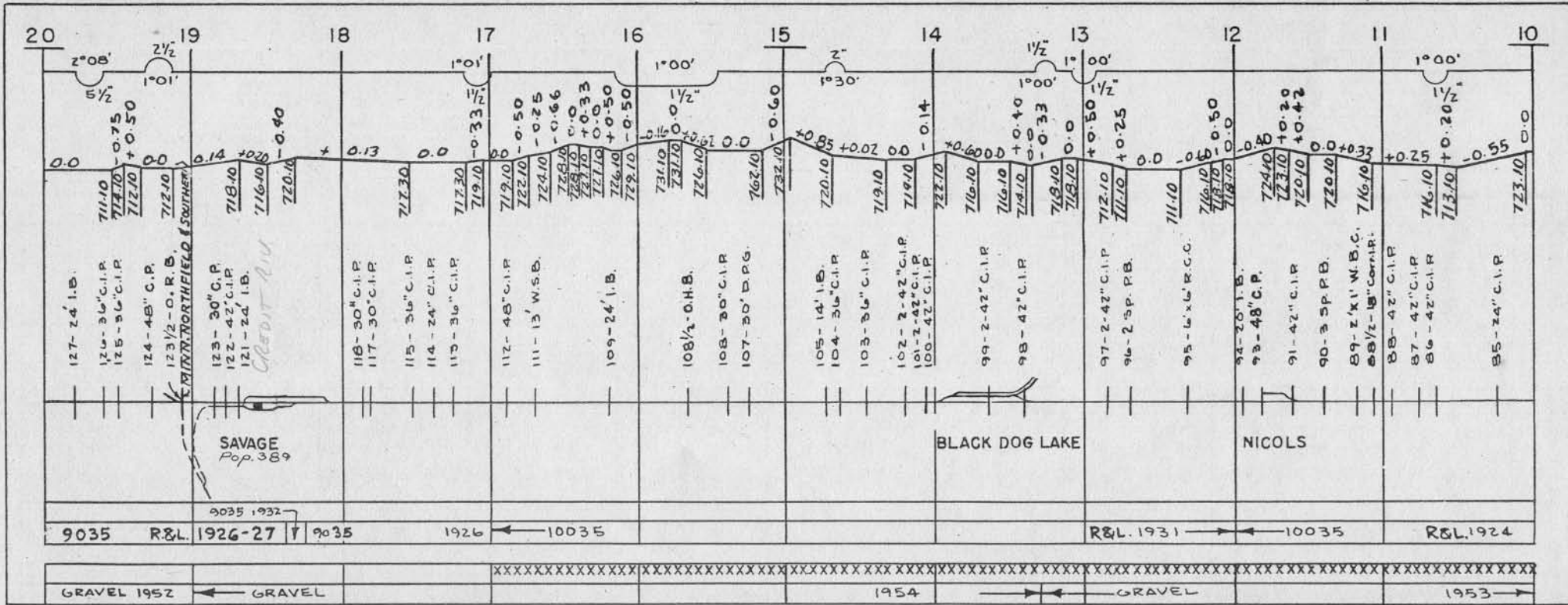


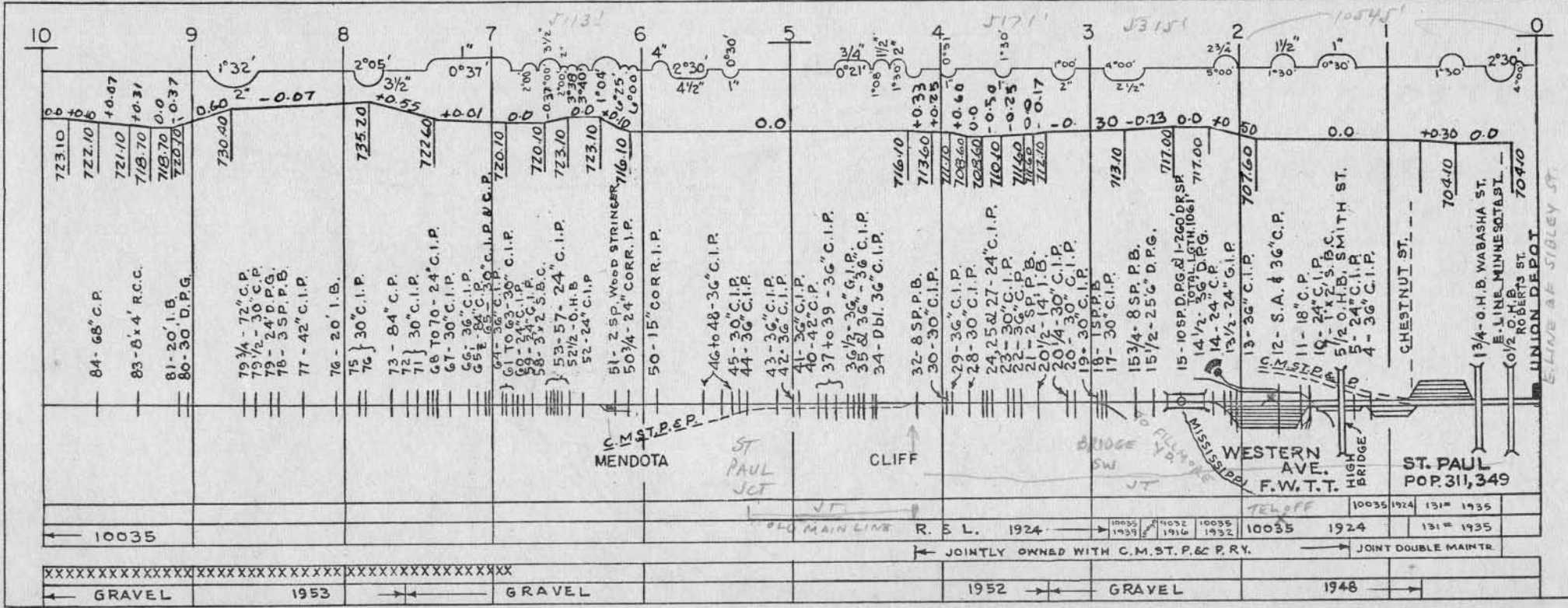












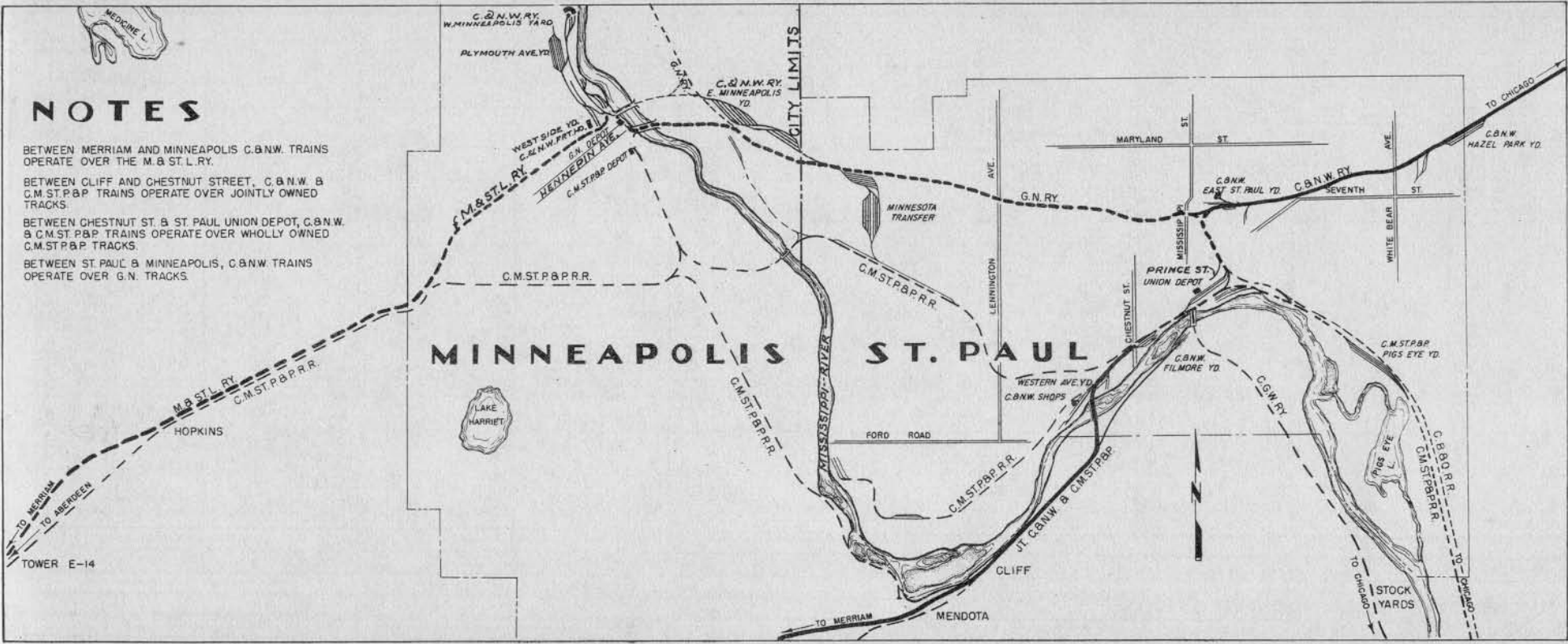
NOTES

BETWEEN MERRIAM AND MINNEAPOLIS C.&N.W. TRAINS OPERATE OVER THE M. & ST. L. RY.

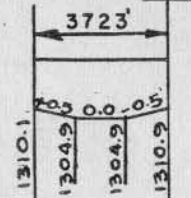
BETWEEN CLIFF AND CHESTNUT STREET, C.&N.W. & C.M.ST.P.&P. TRAINS OPERATE OVER JOINTLY OWNED TRACKS.

BETWEEN CHESTNUT ST. & ST. PAUL UNION DEPOT, G.&N.W. & C.M.ST.P.&P. TRAINS OPERATE OVER WHOLLY OWNED C.M.ST.P.&P. TRACKS.

BETWEEN ST. PAUL & MINNEAPOLIS, C.&N.W. TRAINS OPERATE OVER G.N. TRACKS.



130

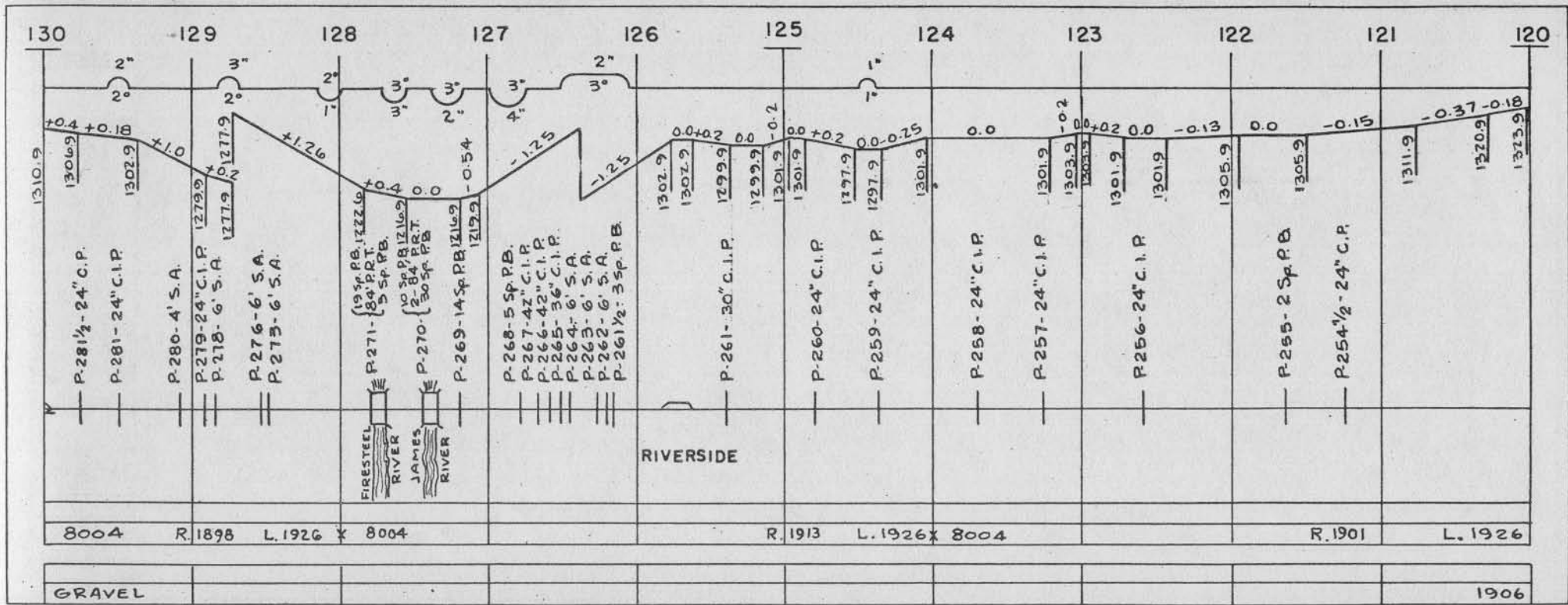


~~C.M. ST. P. & P. RY.~~
 P. 285 - 24" C.I.P.
 P. 284 - 2'x1' W.B.C.

P. 283 - 12" C.I.P.
 P. 282 - 24" C.P.

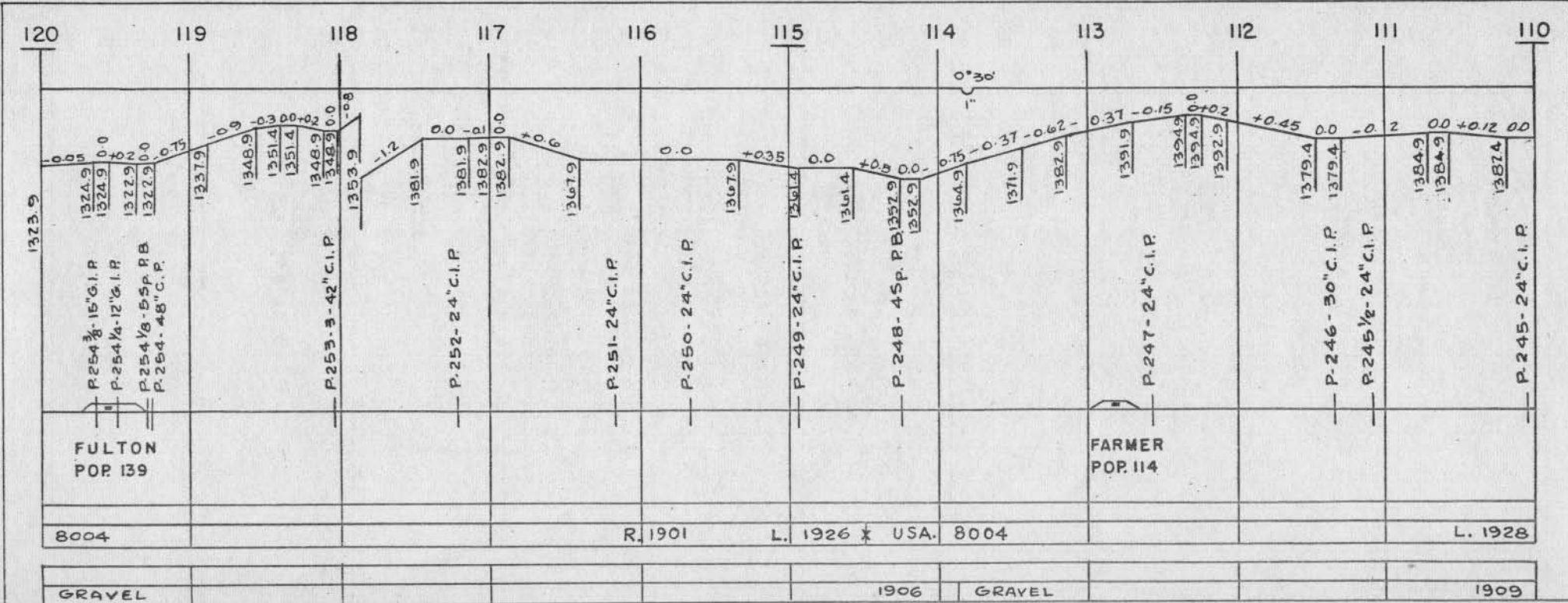
MITCHELL
 PO 12, 123
 T.T.W.
 56' 8004
 1887 1926

GRAVEL '06



← TO MITCHELL

TO AGATE → 117



FULTON
POP. 139

FARMER
POP. 114

8004

R. 1901

L. 1926 * USA. 8004

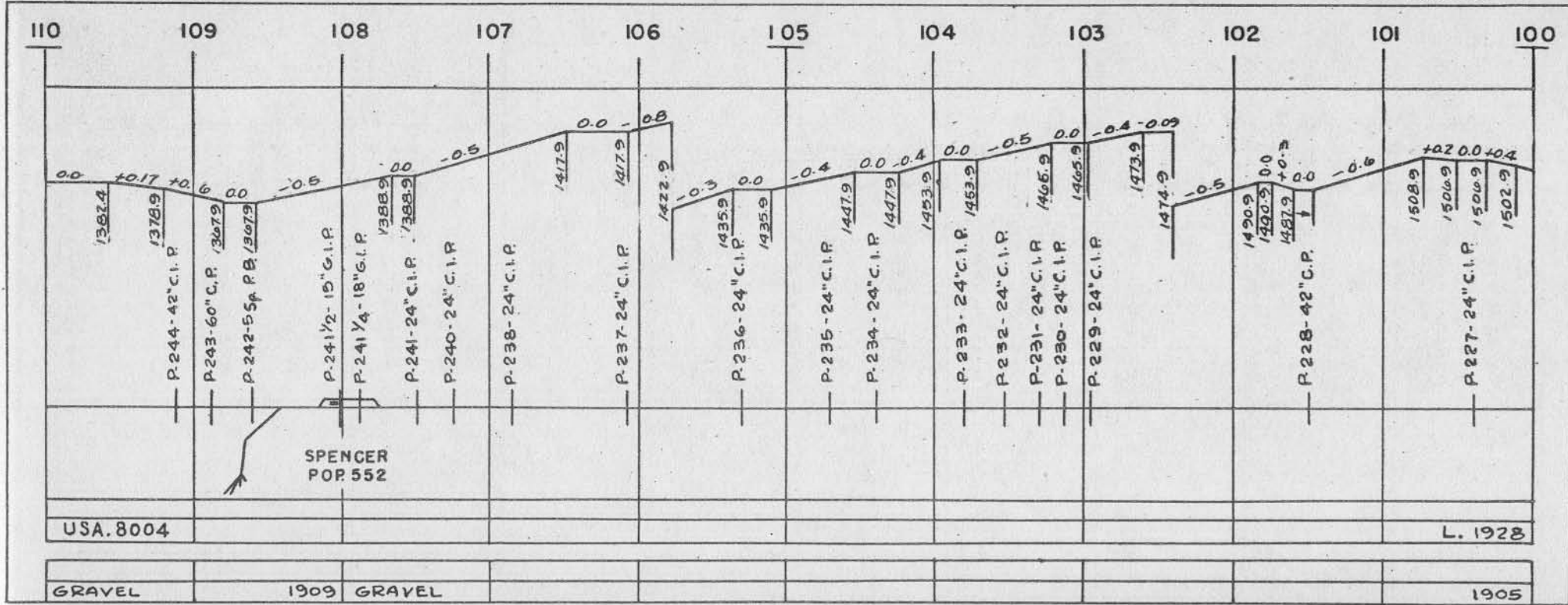
L. 1928

GRAVEL

1906

GRAVEL

1909



SPENCER
POP 552

USA. 8004

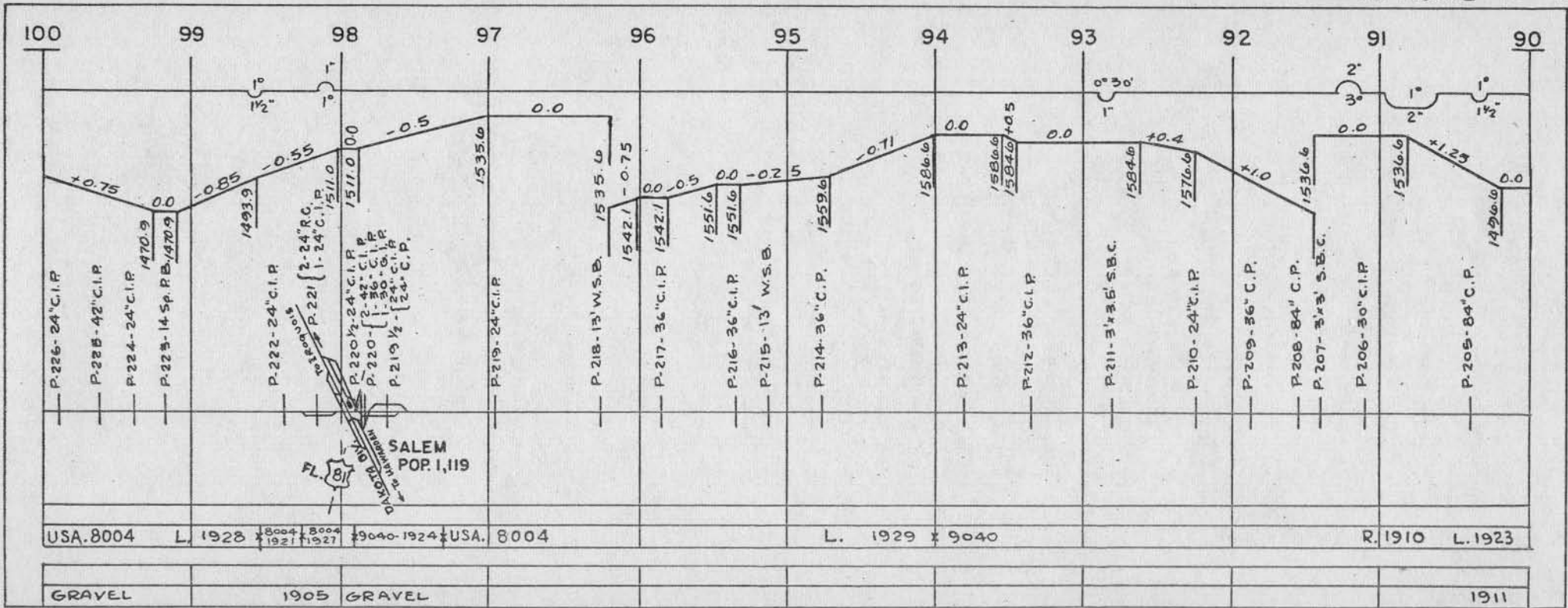
L. 1928

GRAVEL

1909

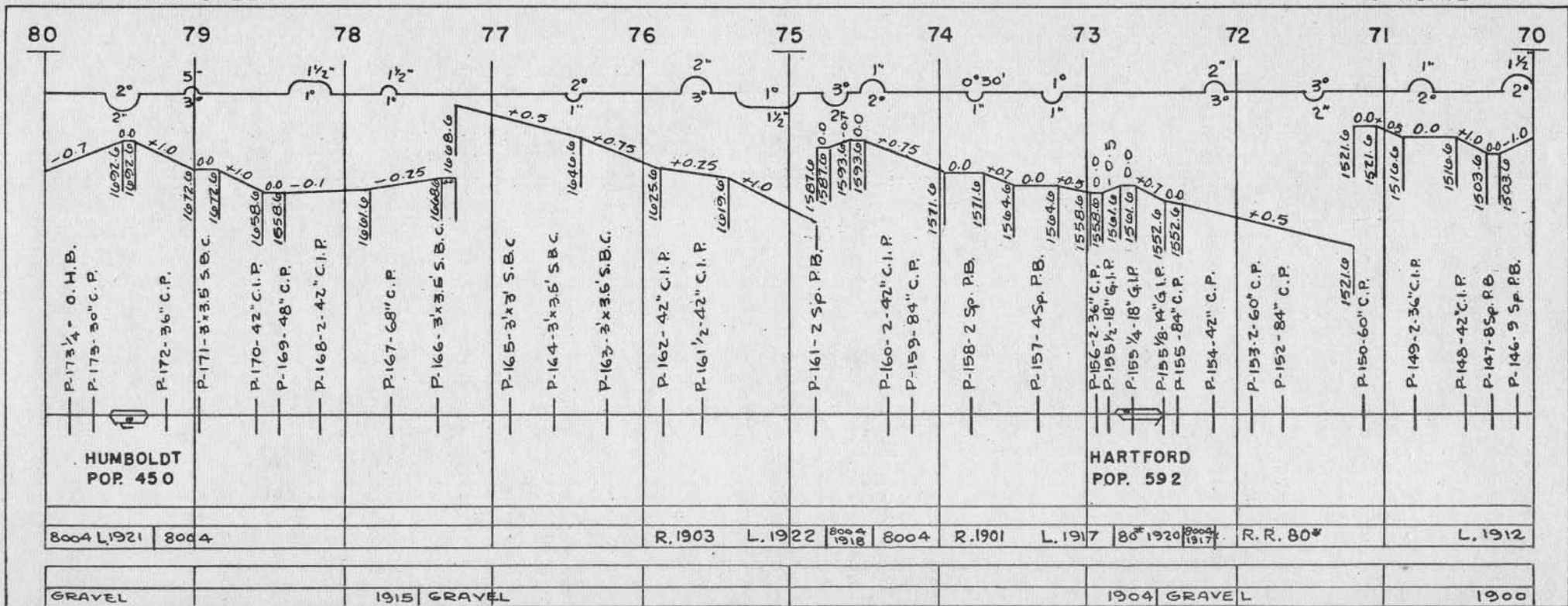
GRAVEL

1905



USA. 8004	L. 1928	8004 1921	8004 1927	9040-1924	USA. 8004	L. 1929	9040	R. 1910	L. 1923
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GRAVEL	1905	GRAVEL	1911
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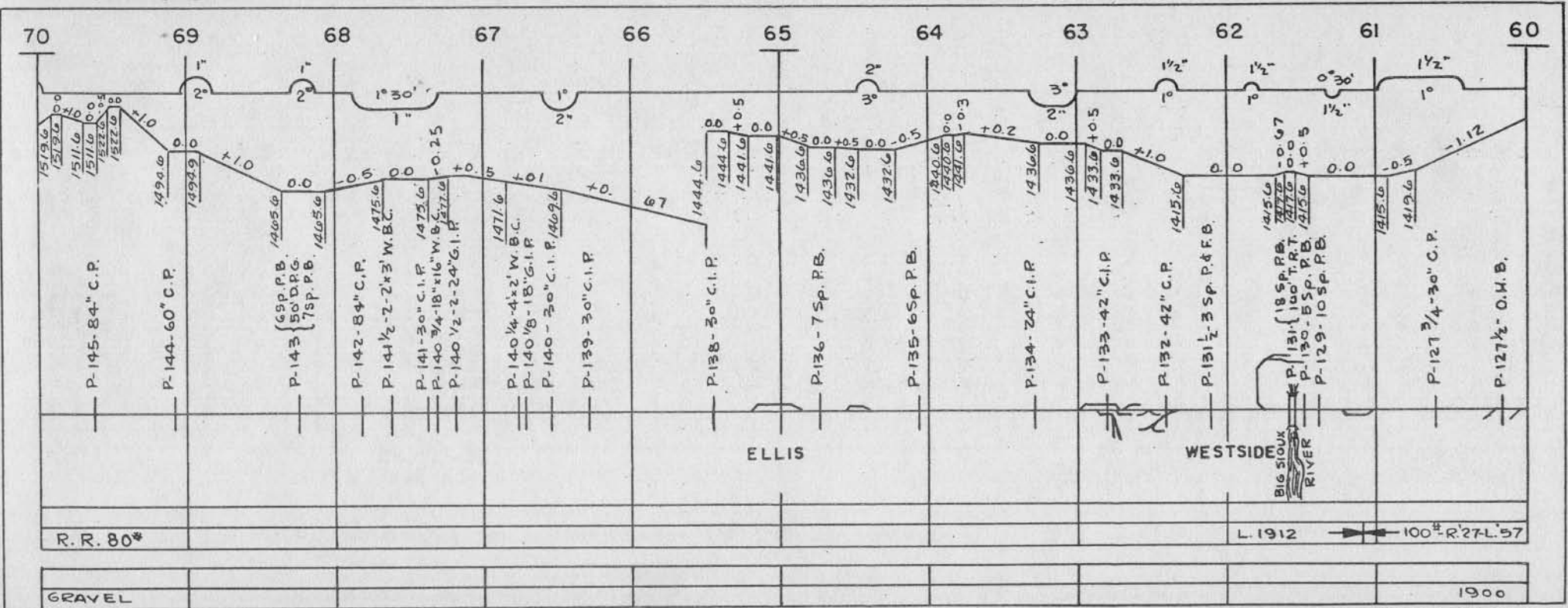


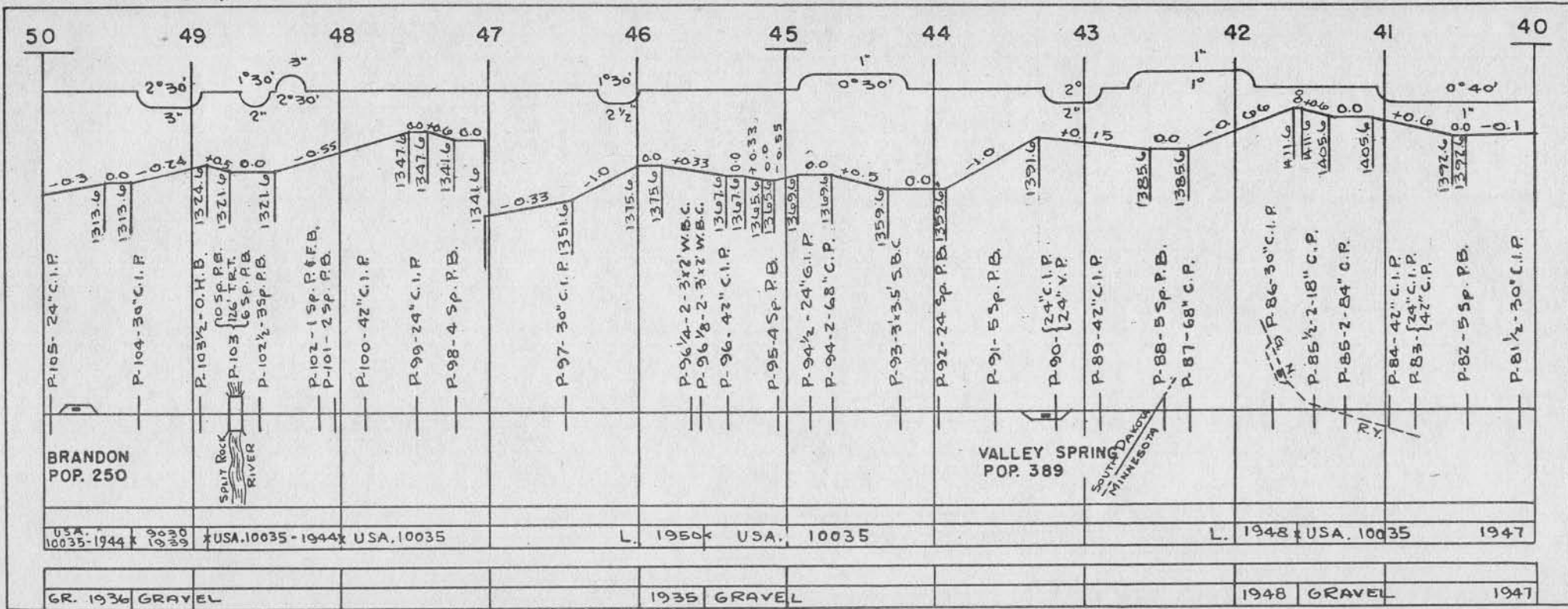
HUMBOLDT
POP. 450

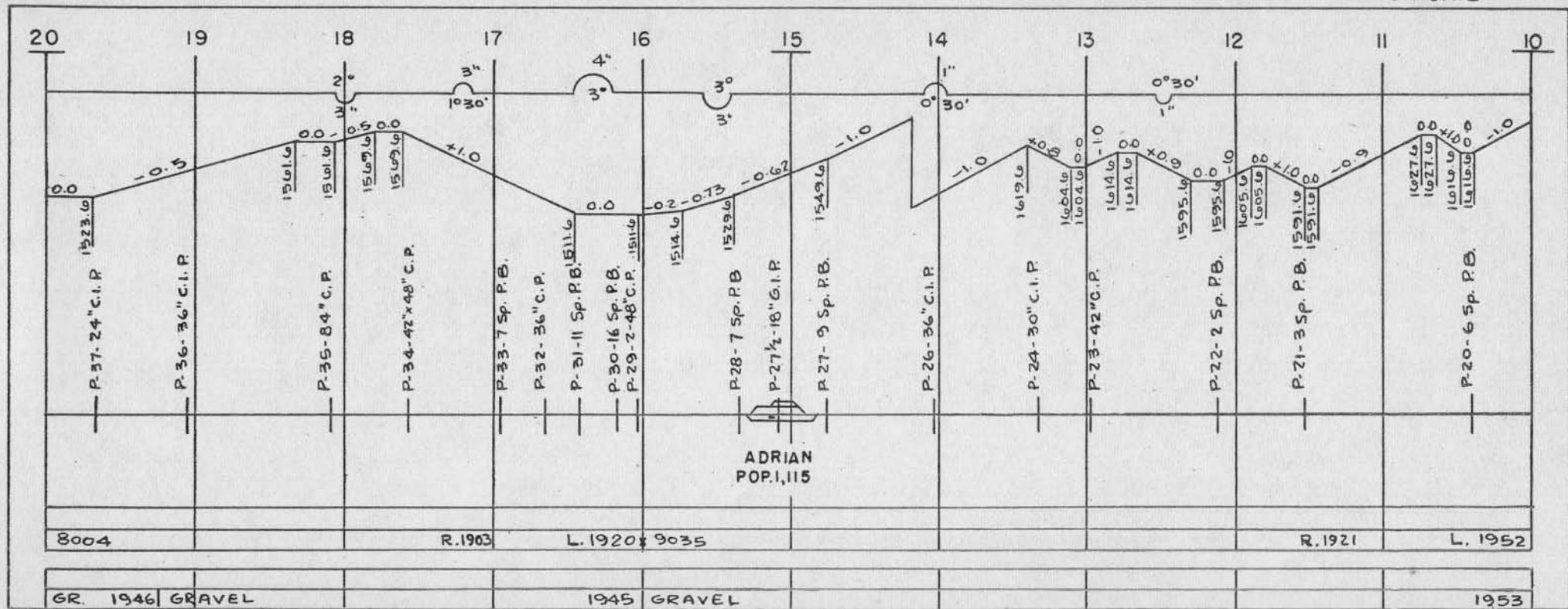
HARTFORD
POP. 592

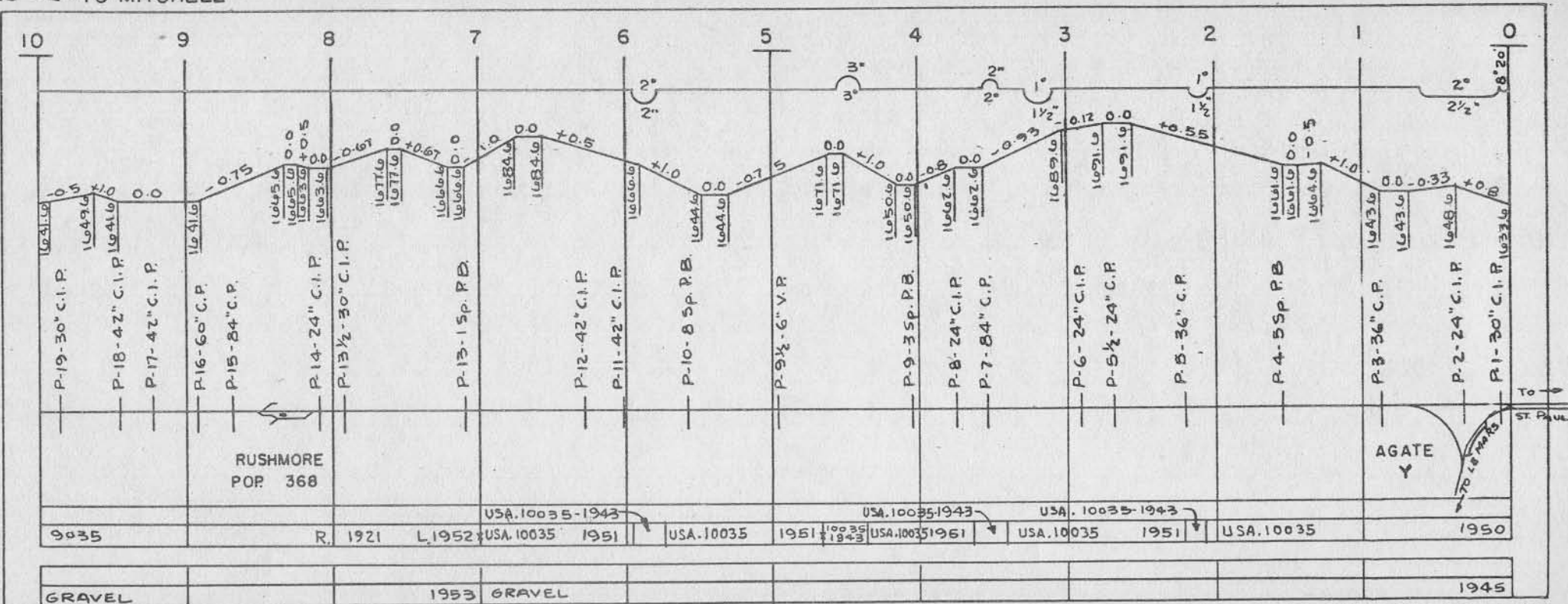
8004 L. 1921 | 8004 | R. 1903 | L. 1922 | 8004 1918 | 8004 | R. 1901 | L. 1917 | 80* 1920 | 8004 1917 | R. R. 80* | L. 1912

GRAVEL | 1915 | GRAVEL | 1904 | GRAVEL | 1900



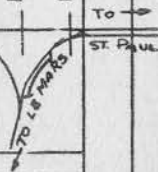




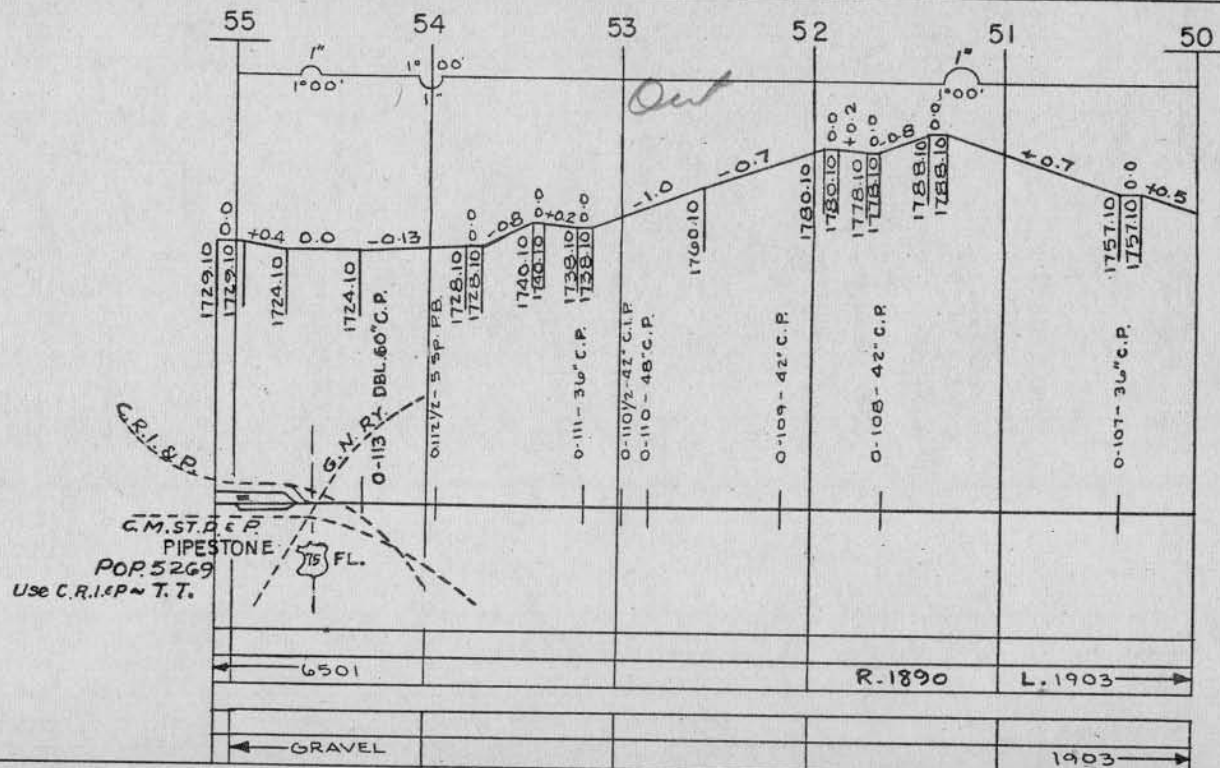


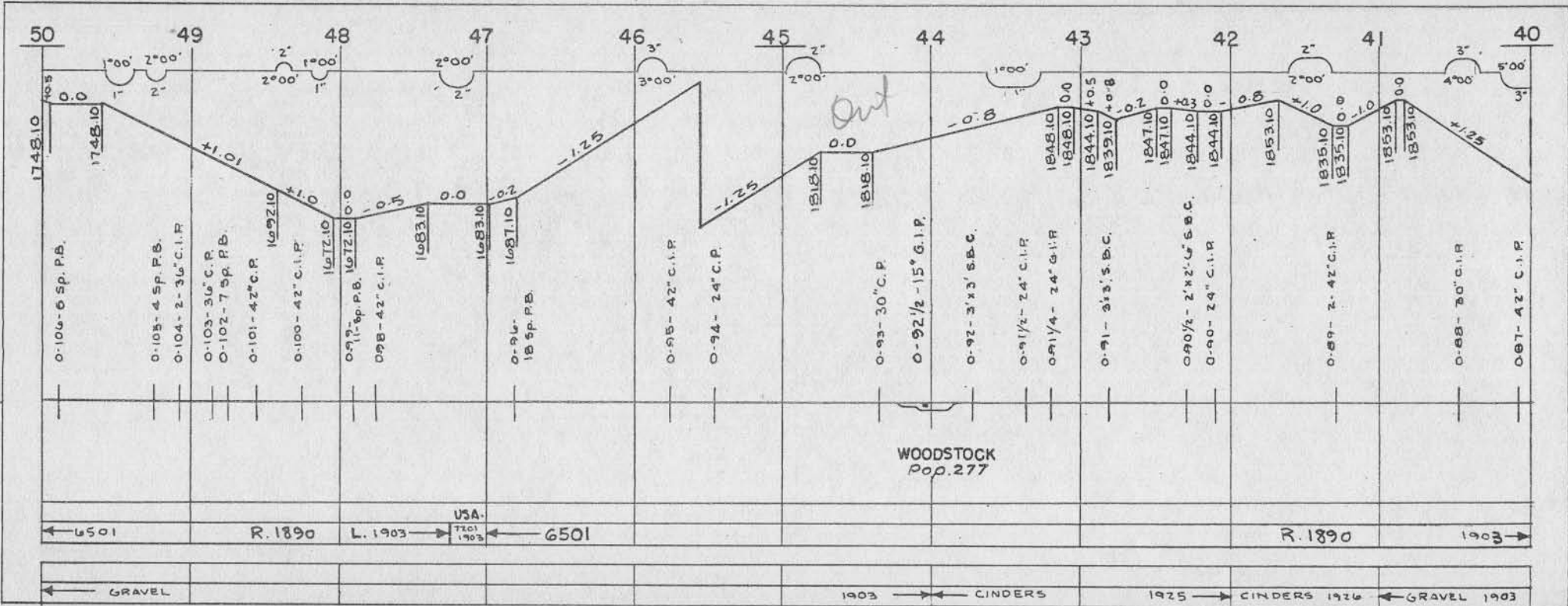
RUSHMORE
POP. 368

AGATE
Y



9035	R. 1921	L. 1952	USA. 10035-1943	USA. 10035-1951	USA. 10035	1951	USA. 10035-1943	USA. 10035-1961	USA. 10035	1951	USA. 10035	1950
												1945
GRAVEL		1953	GRAVEL									

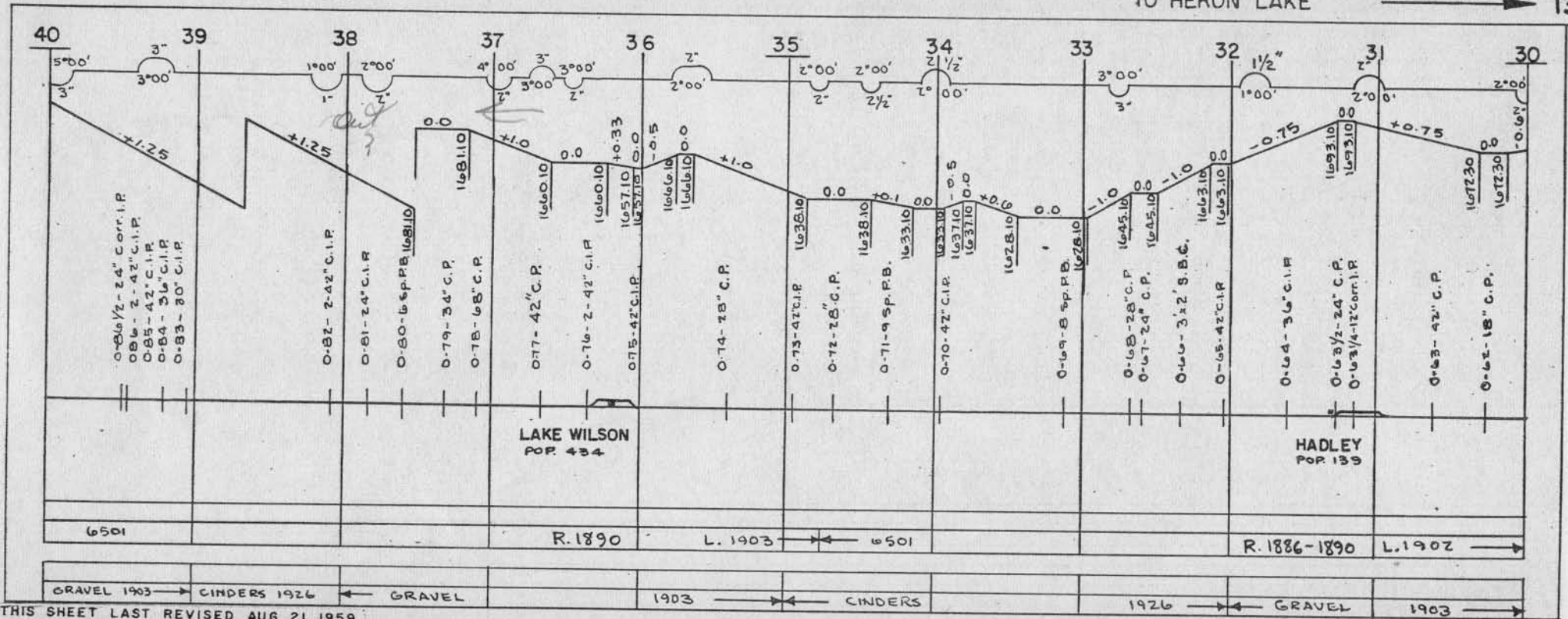




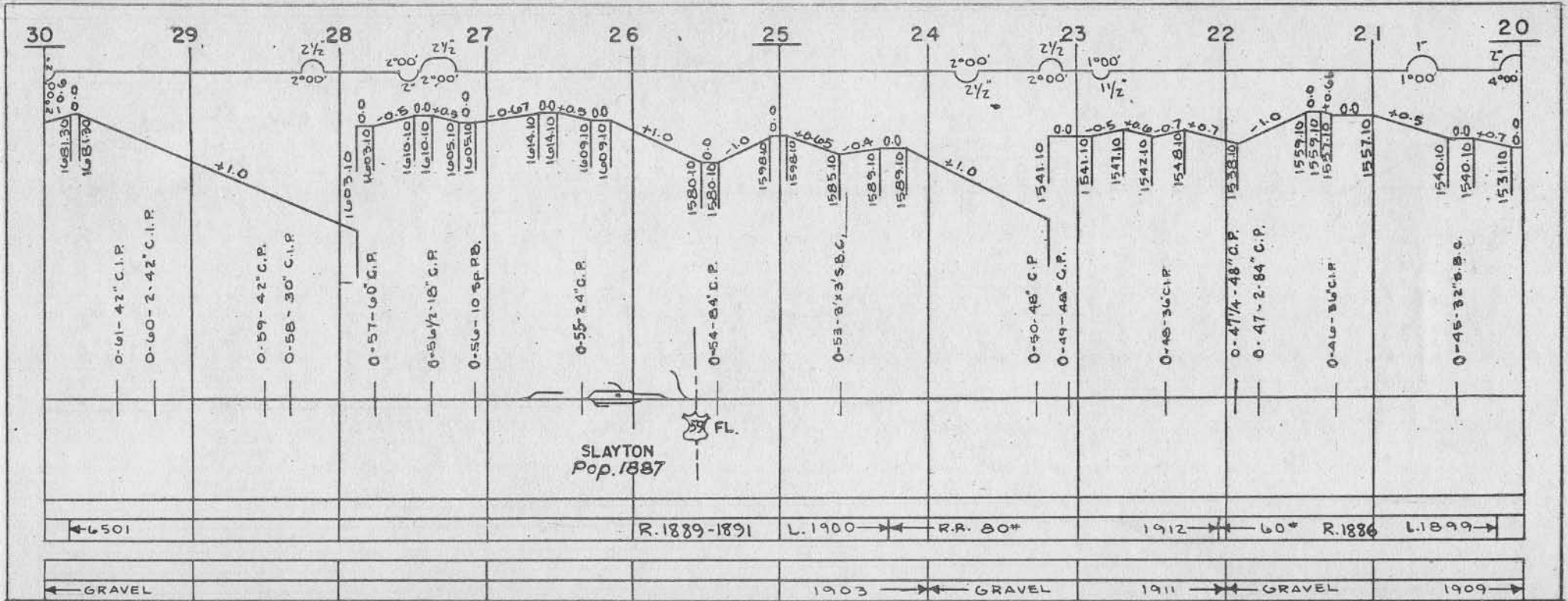
← TO PIPESTONE

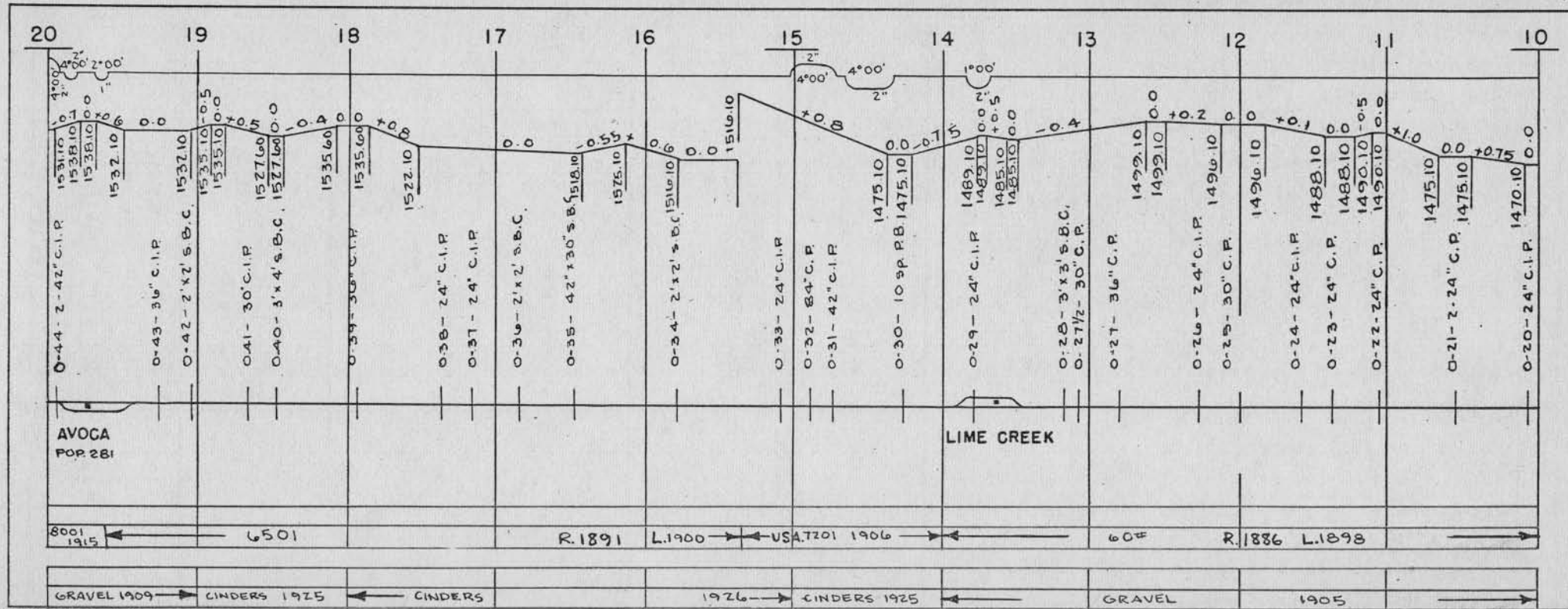
TO HERON LAKE →

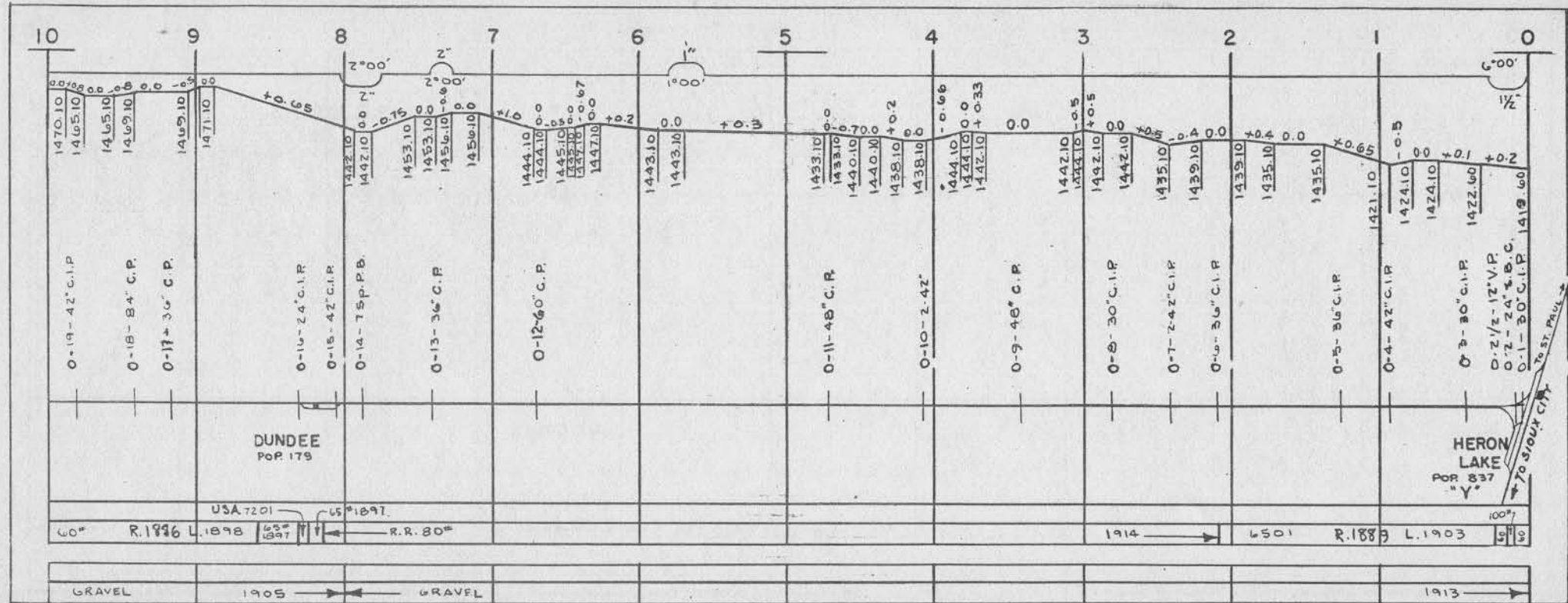
131

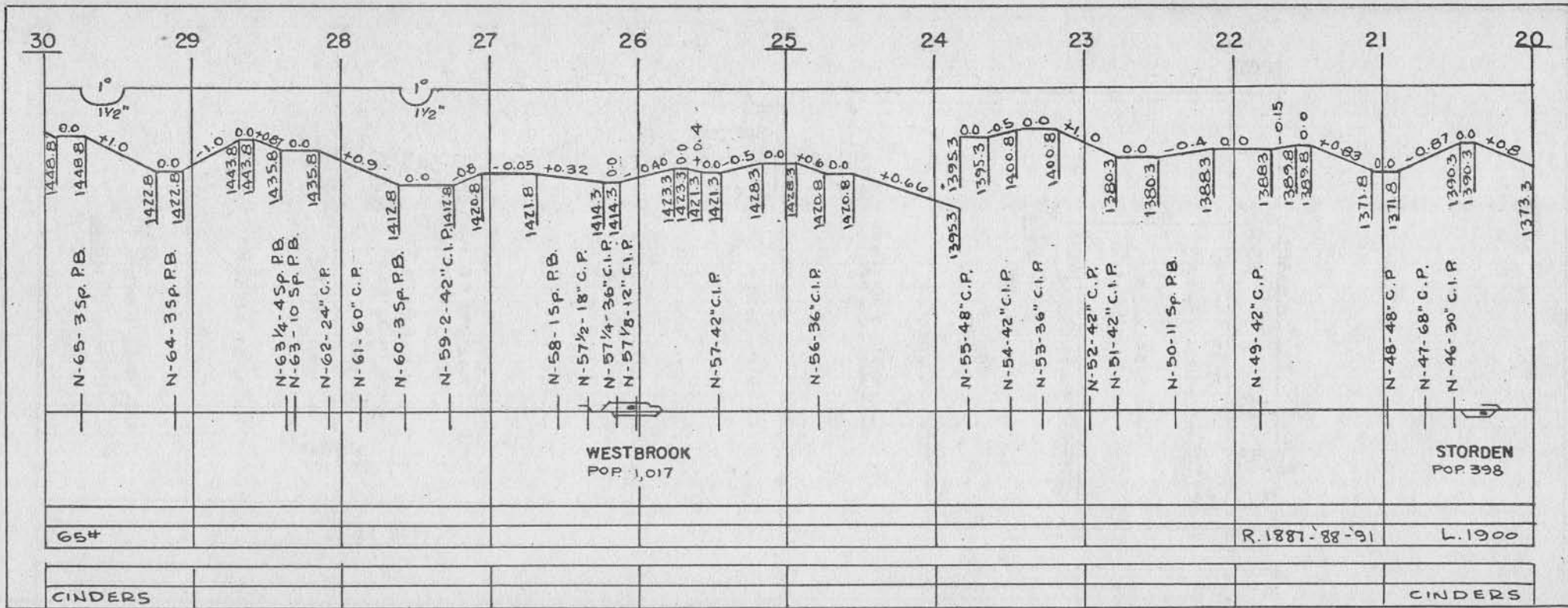


THIS SHEET LAST REVISED AUG. 21, 1959









WESTBROOK
POP. 1,017

STORDEN
POP. 398

654

R. 1887-'88-'91

L. 1900

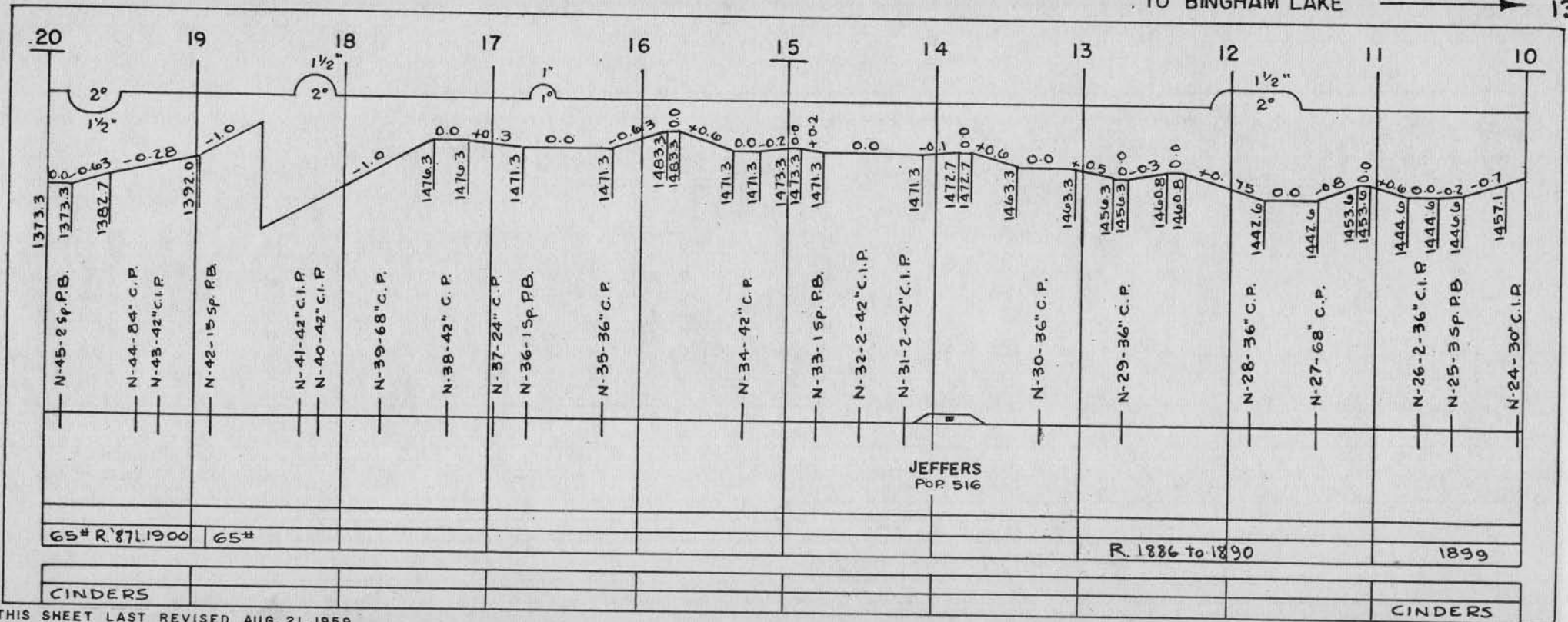
CINDERS

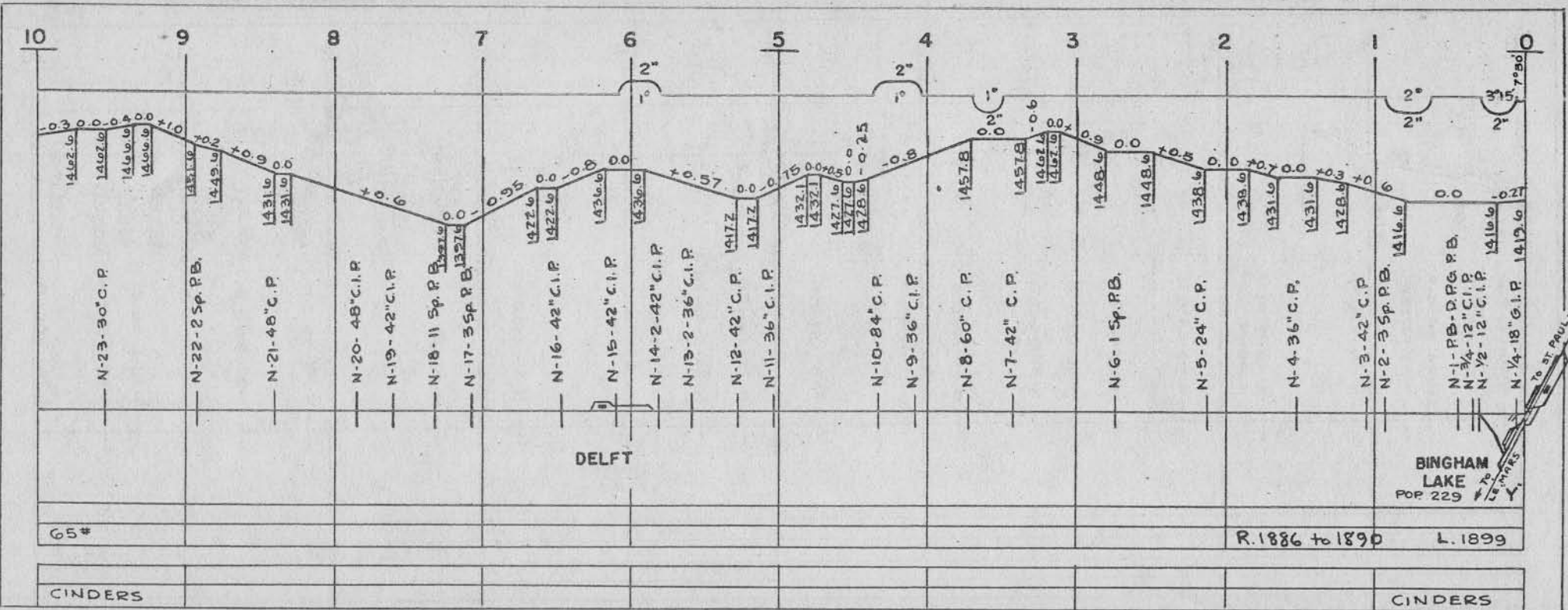
CINDERS

← TO CURRIE

TO BINGHAM LAKE →

137





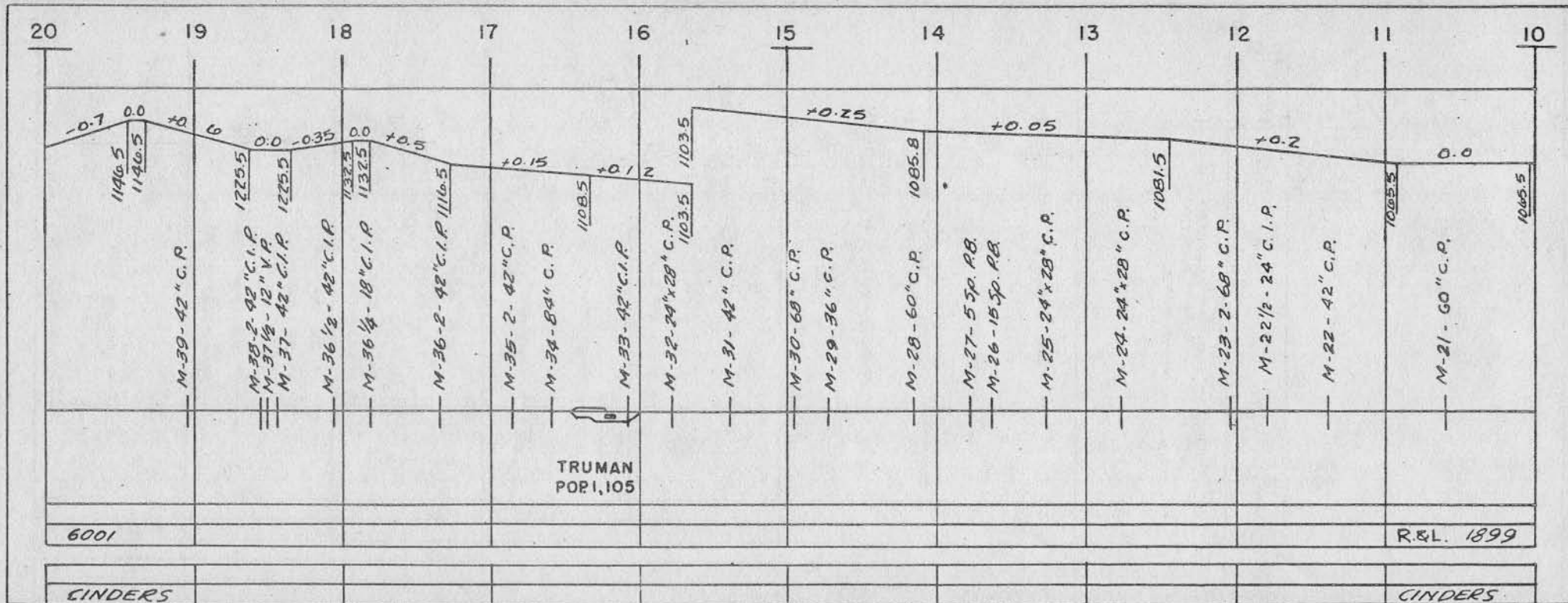
65#

R. 1886 to 1890

L. 1899

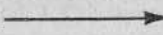
CINDERS

CINDERS



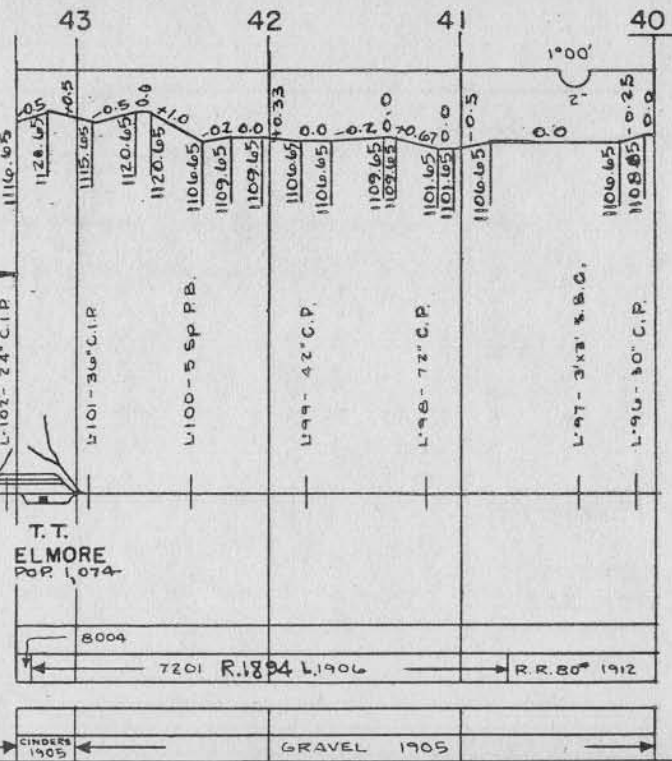
ELMORE

TO LAKE CRYSTAL



IOWA DIVISION

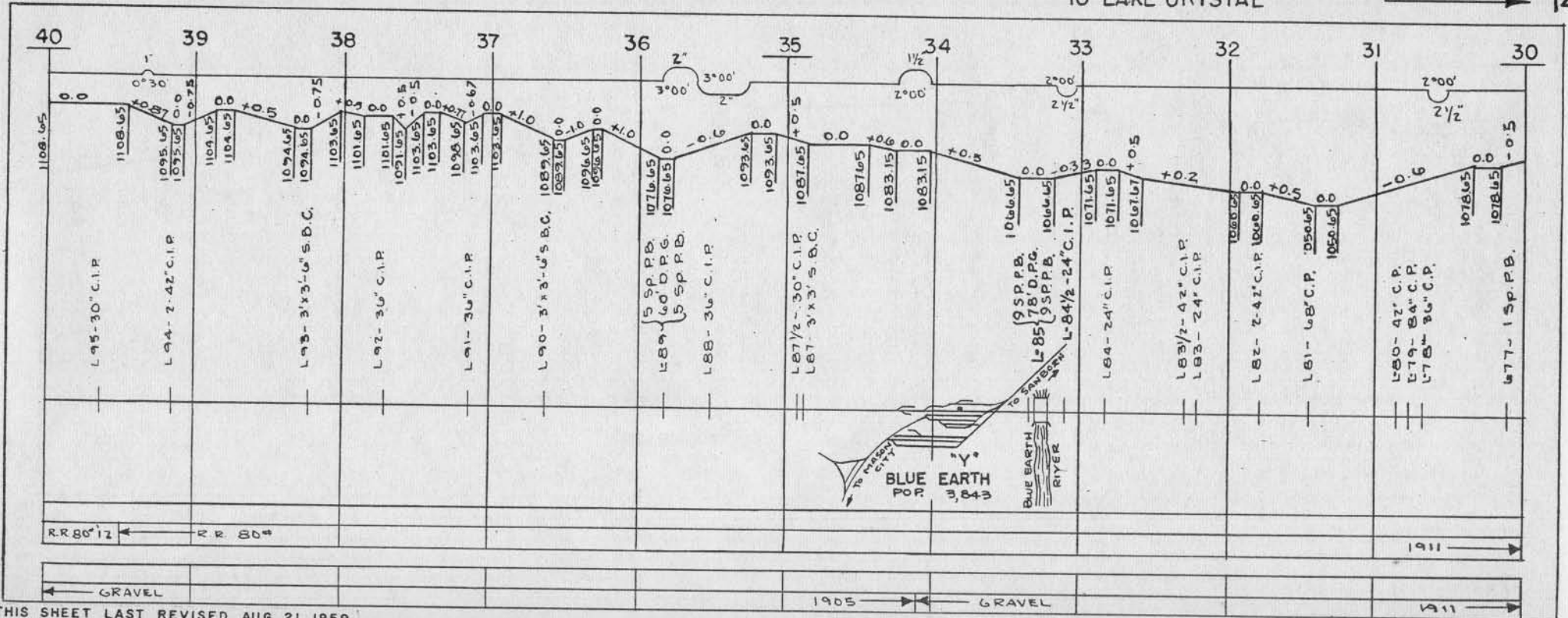
TO EAGLE GROVE



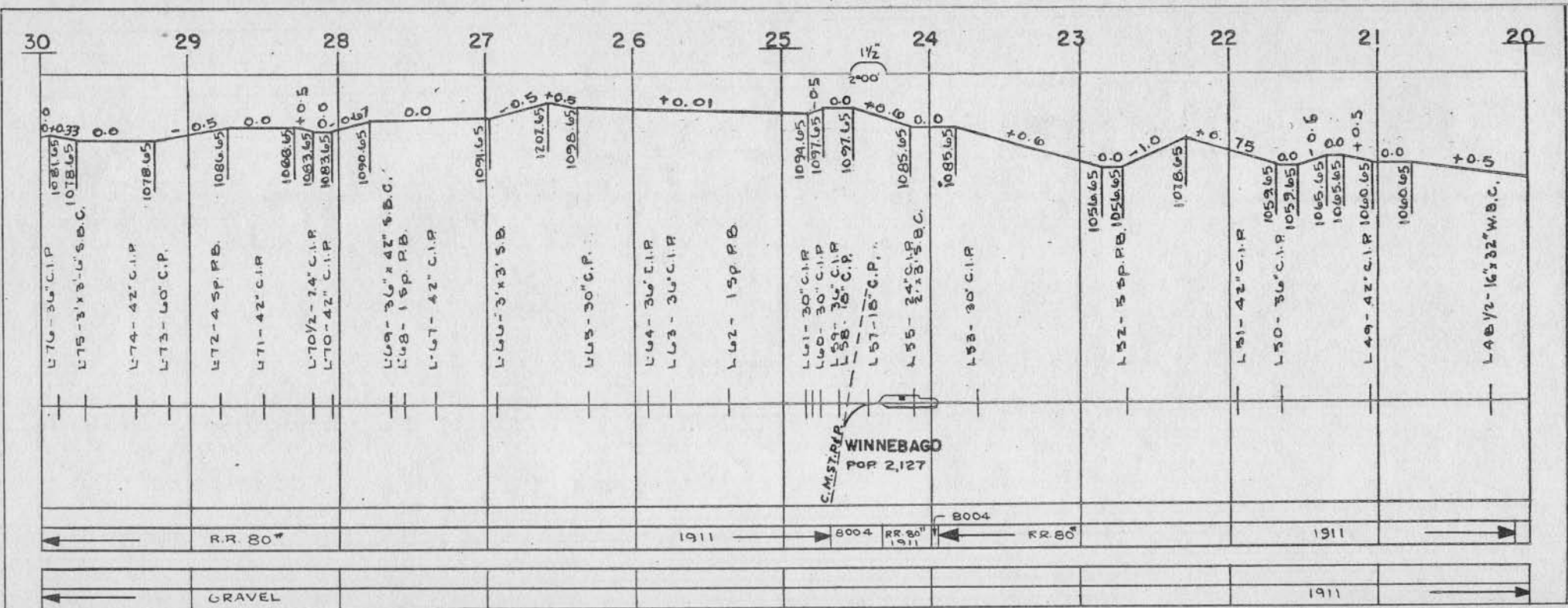
← TO ELMORE

TO LAKE CRYSTAL →

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THIS SHEET LAST REVISED AUG. 21, 1959



C. MIST. P.P.
WINNEBAGO
POR 2,127

1911

8004

RR 80"

RR 80"

1911

R.R. 80"

GRAVEL

