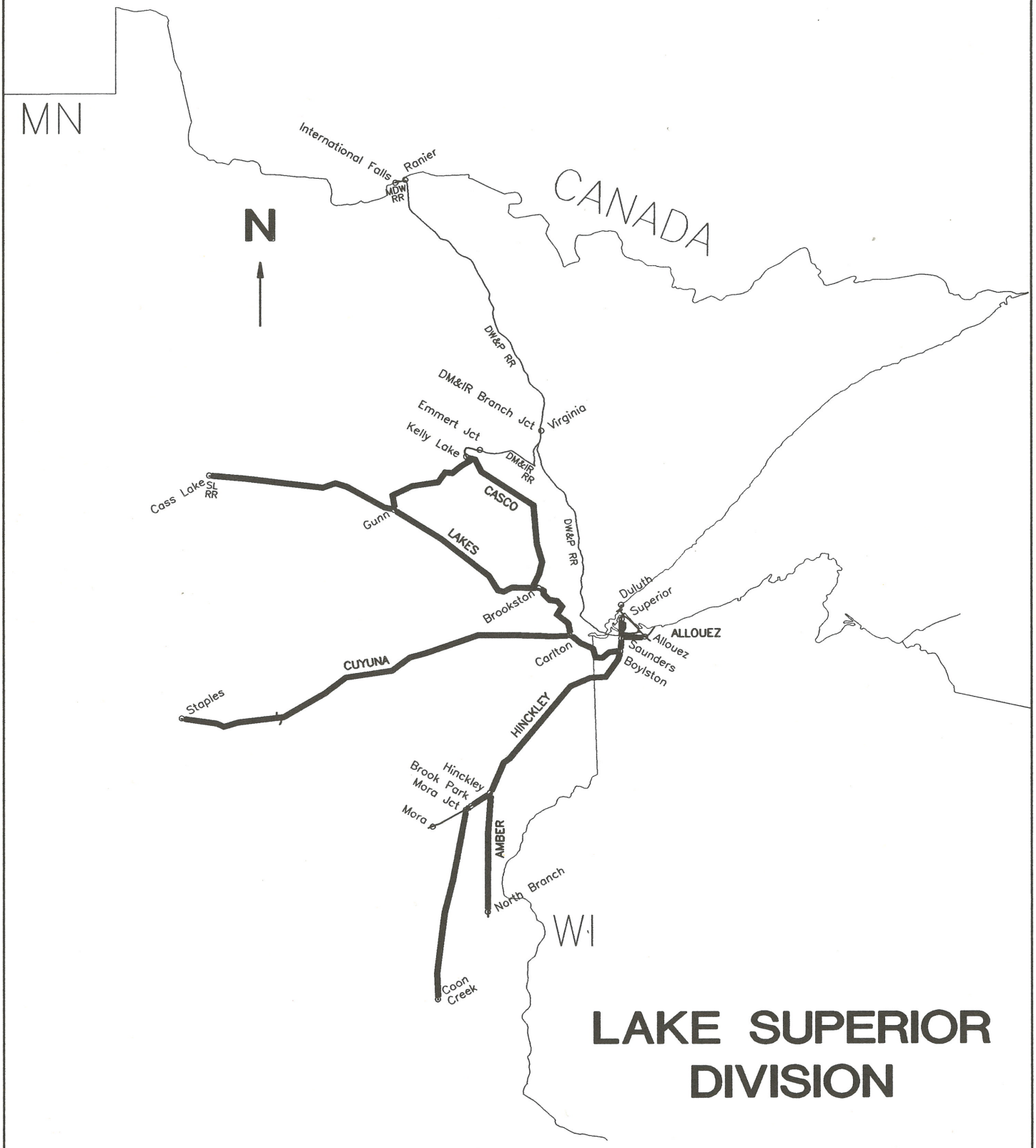
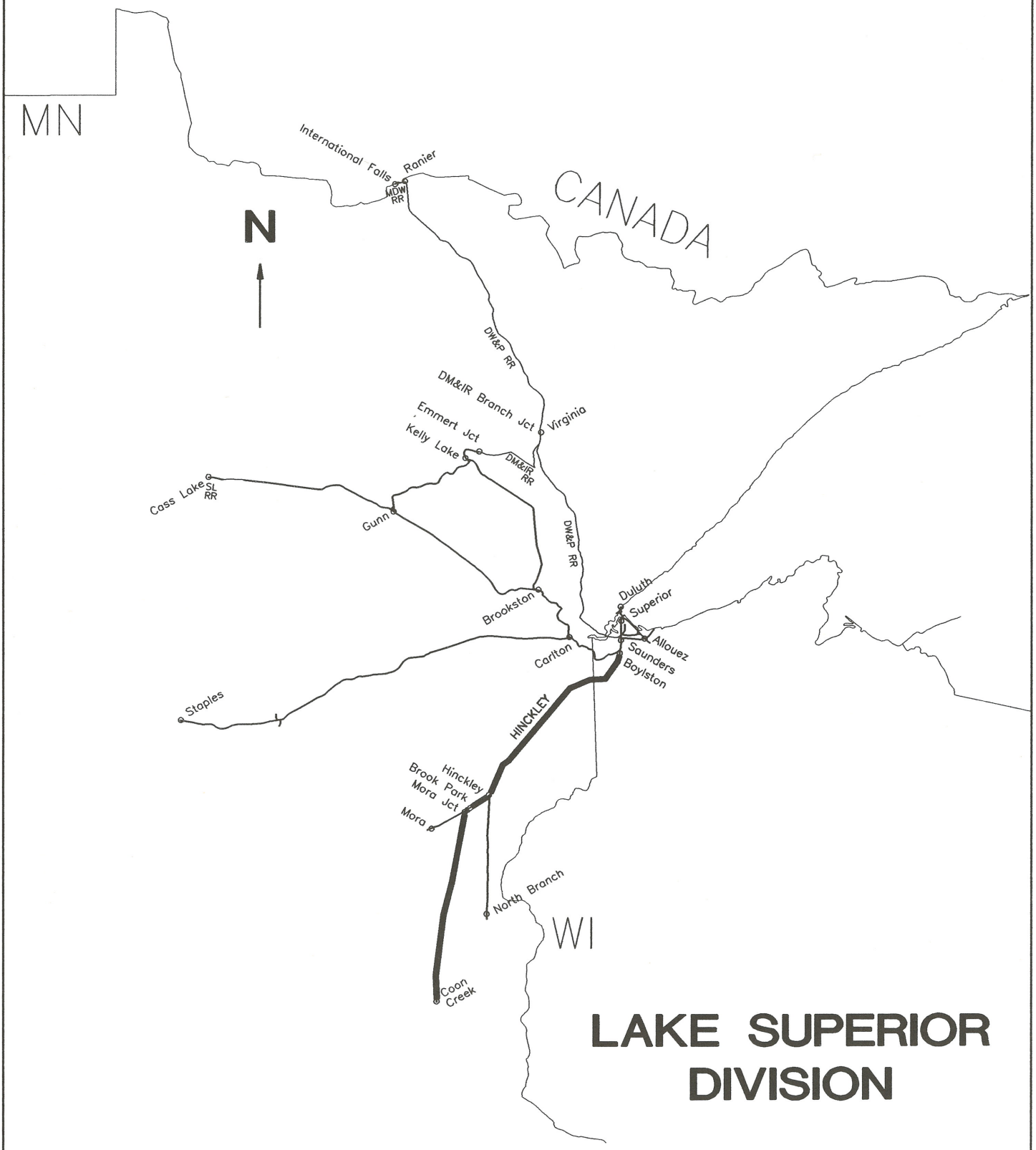
BURLINGTON NORTHERN RAILROAD



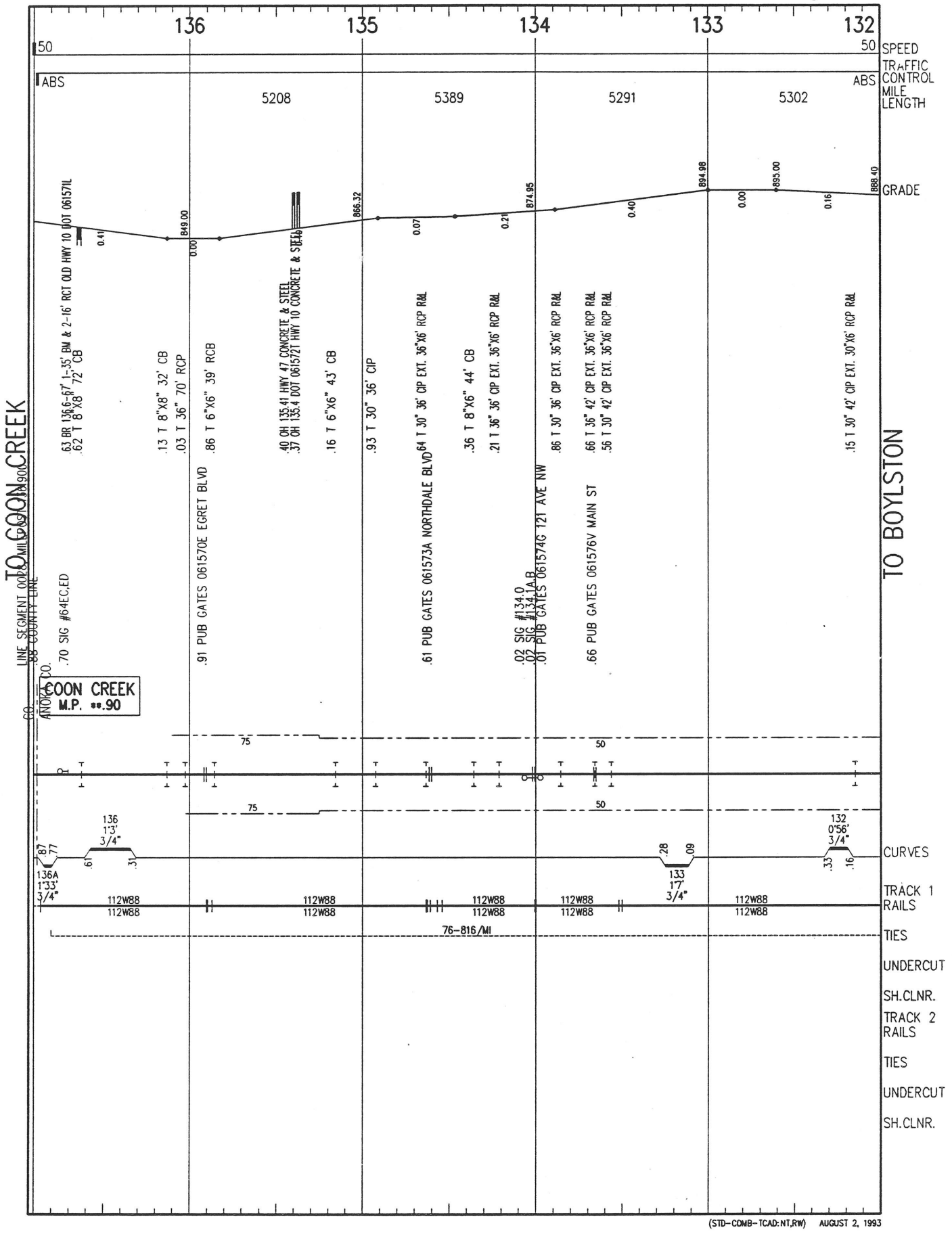
LAKE SUPERIOR DIVISION

PLT DATE: 7-1-93

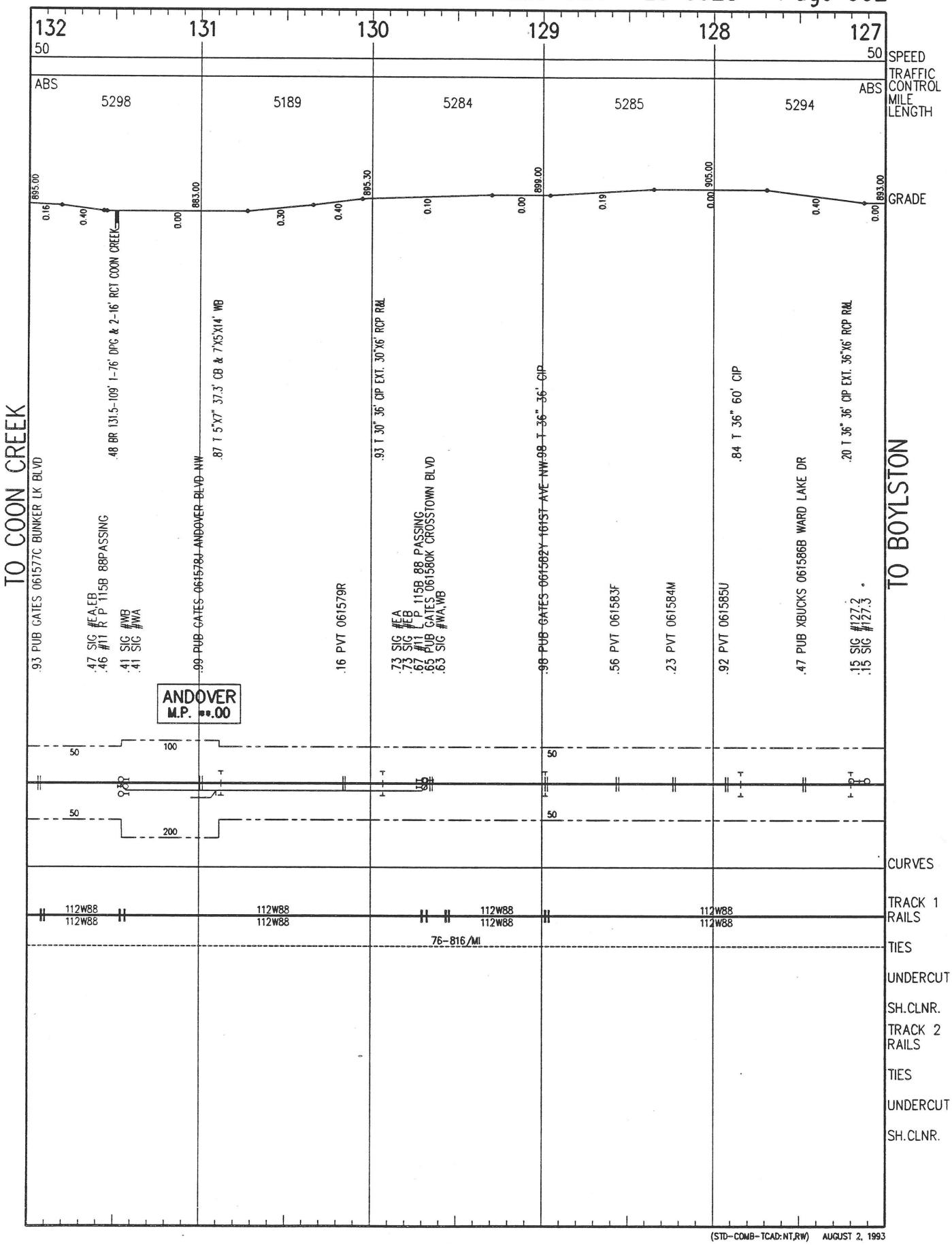
HINCKLEY SUBDIVISION
BOYLSTON - COON CREEK



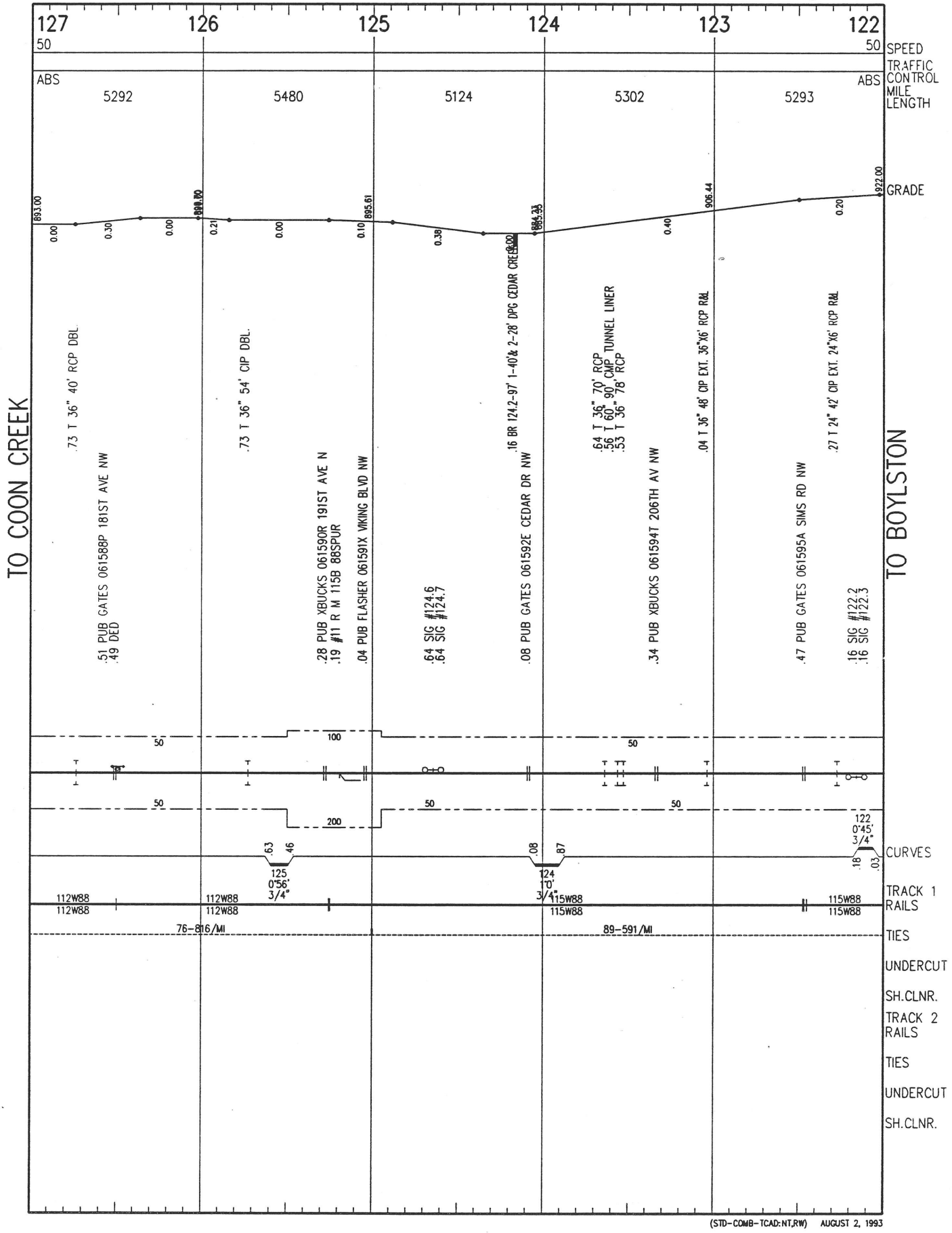
PLT DATE: 7-1-93



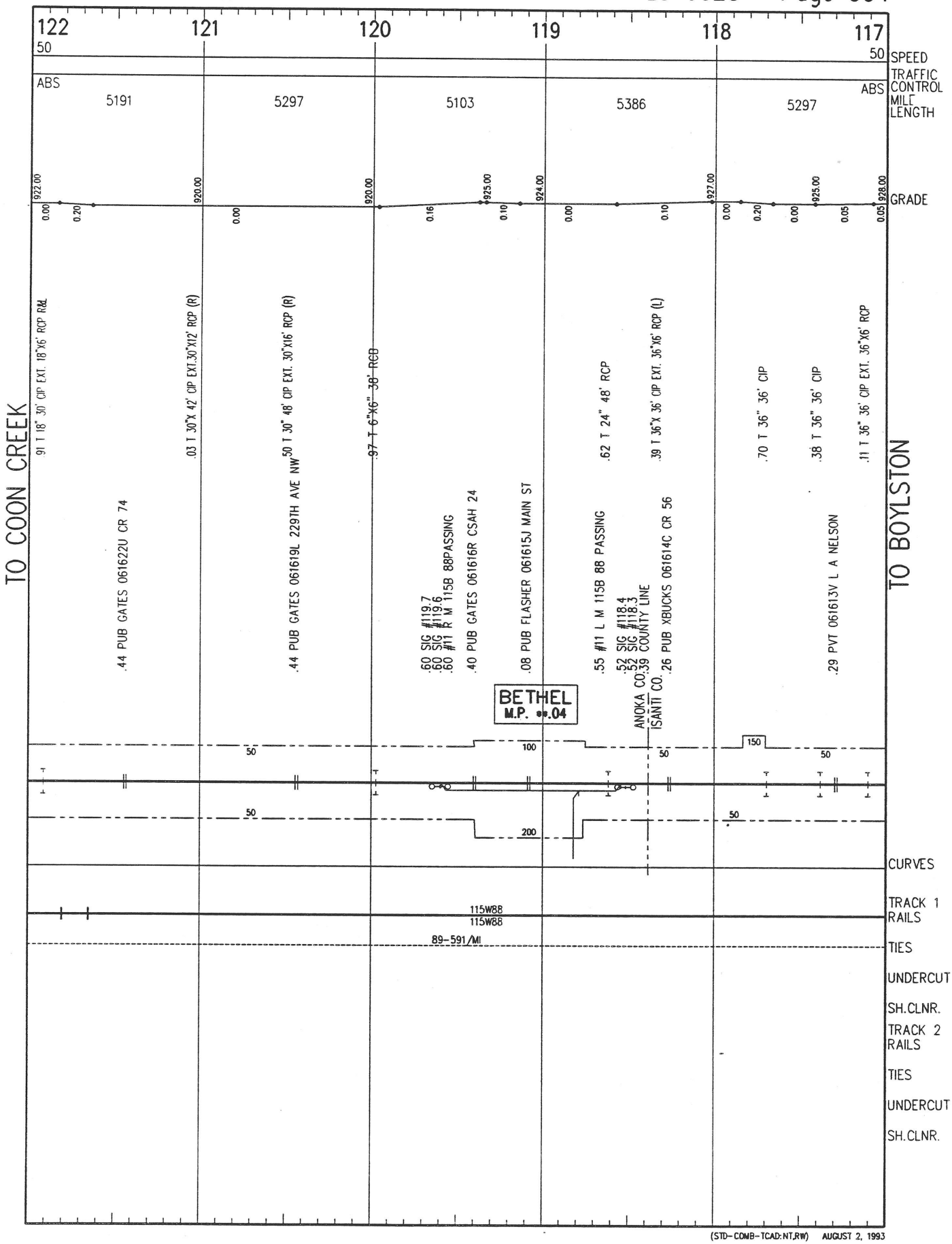
(STD-COMB-TCAD:NT,RW) AUGUST 2, 1993



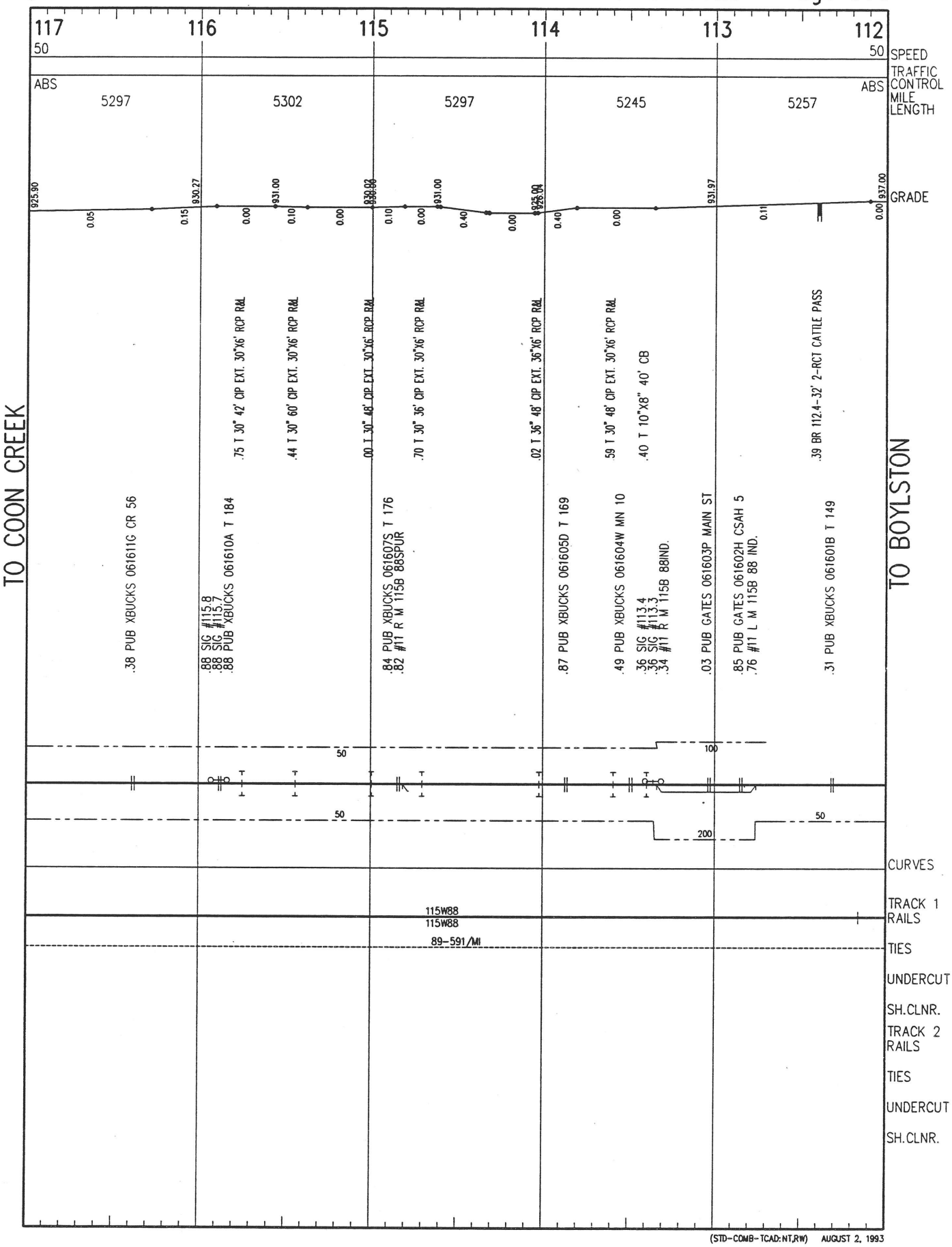
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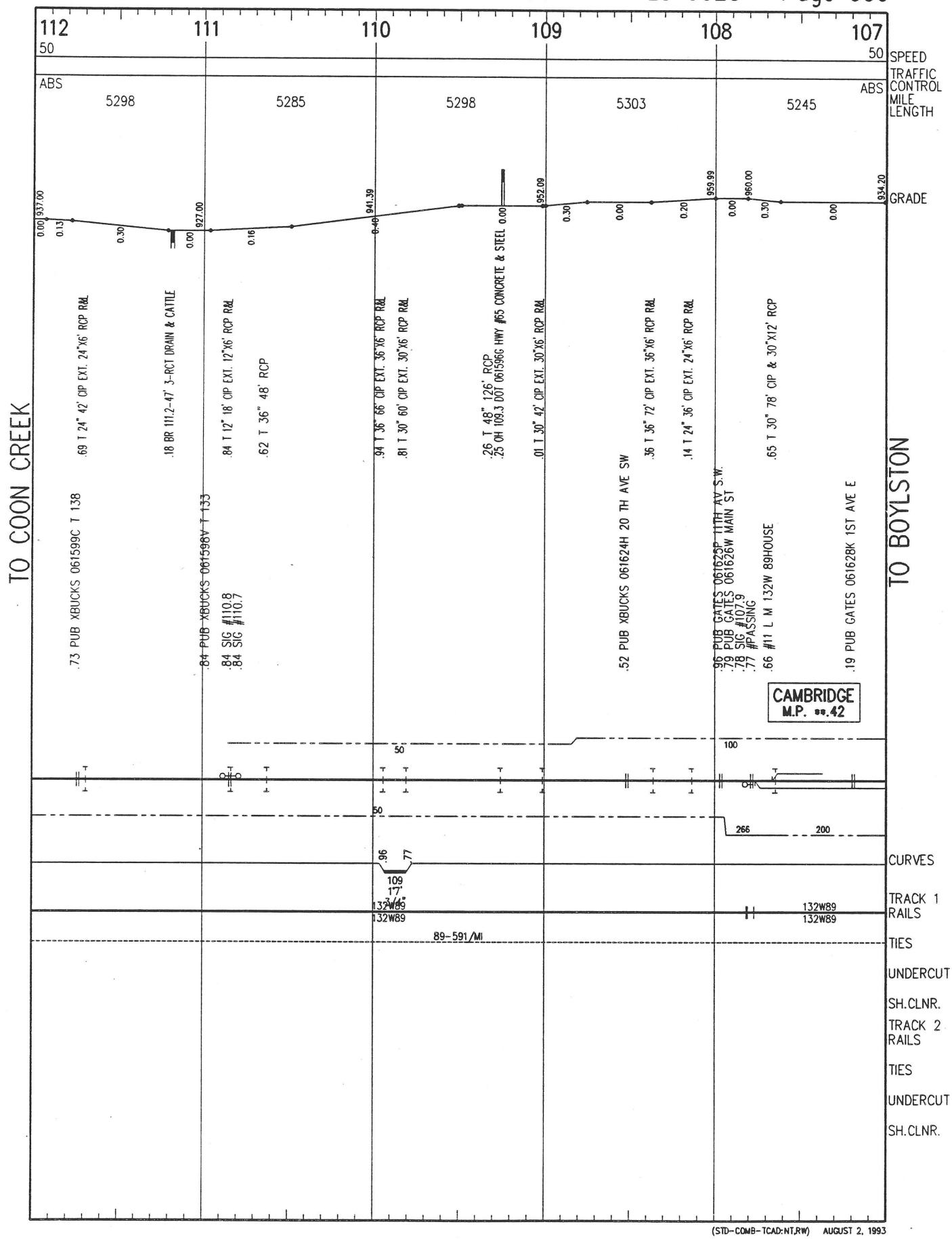
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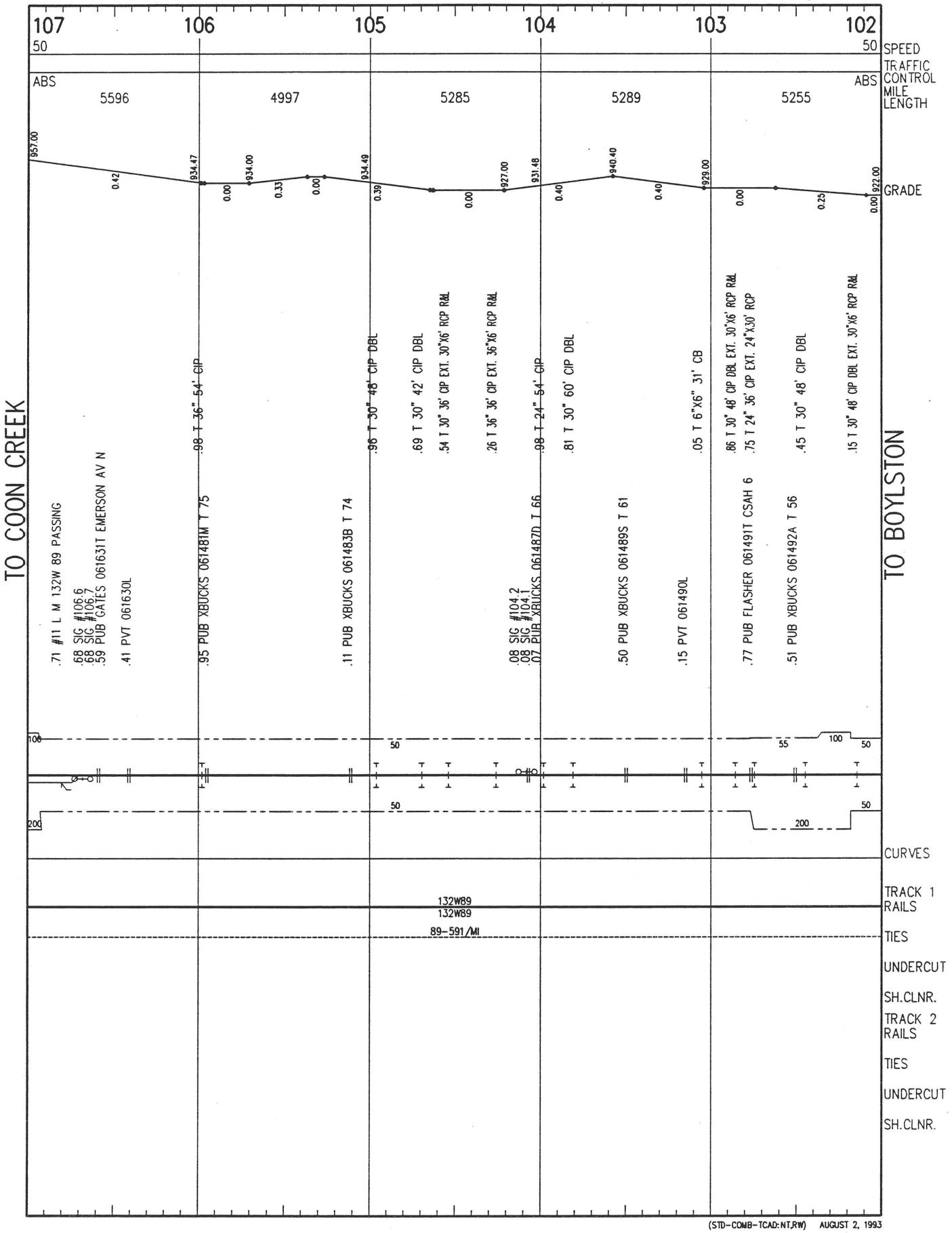
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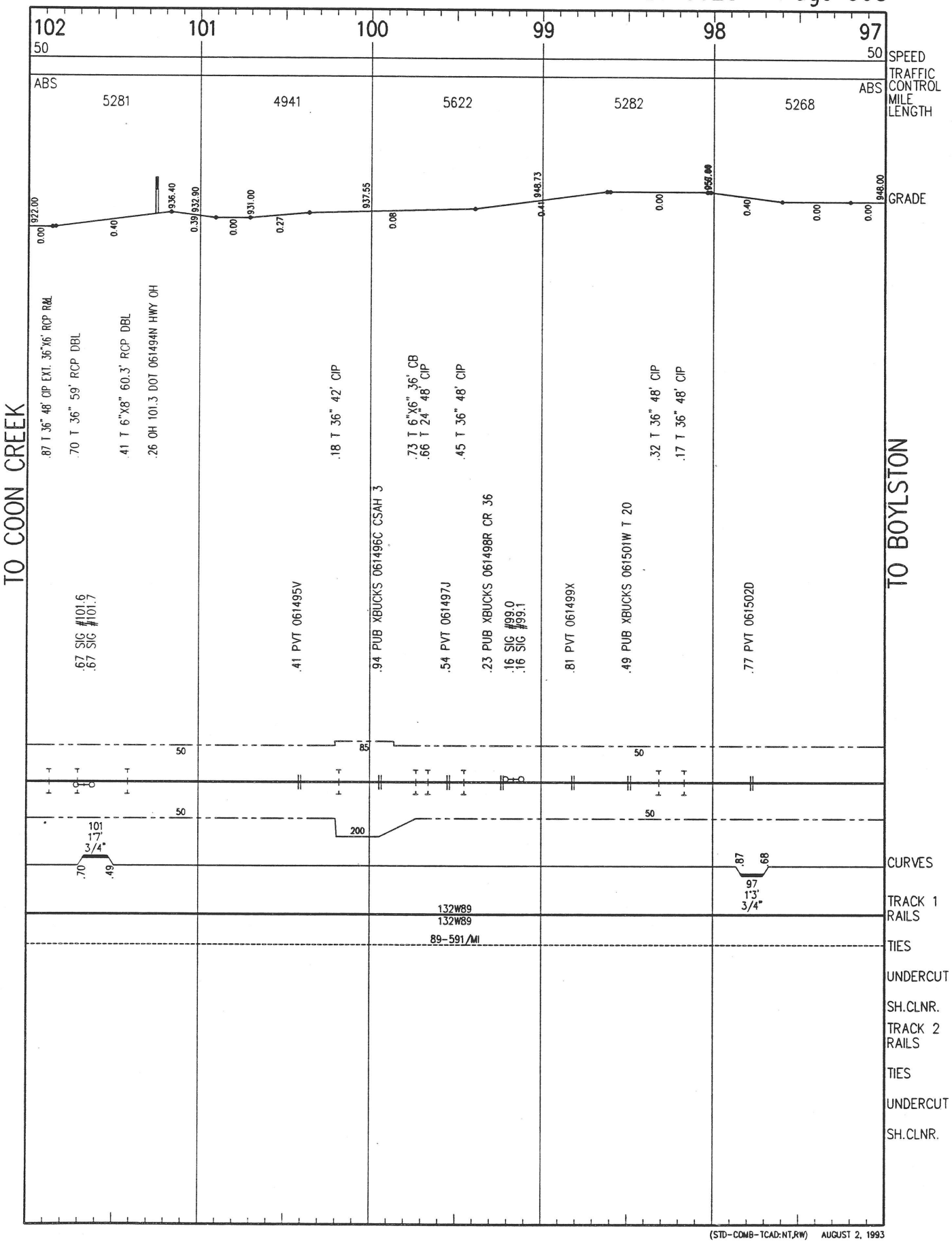
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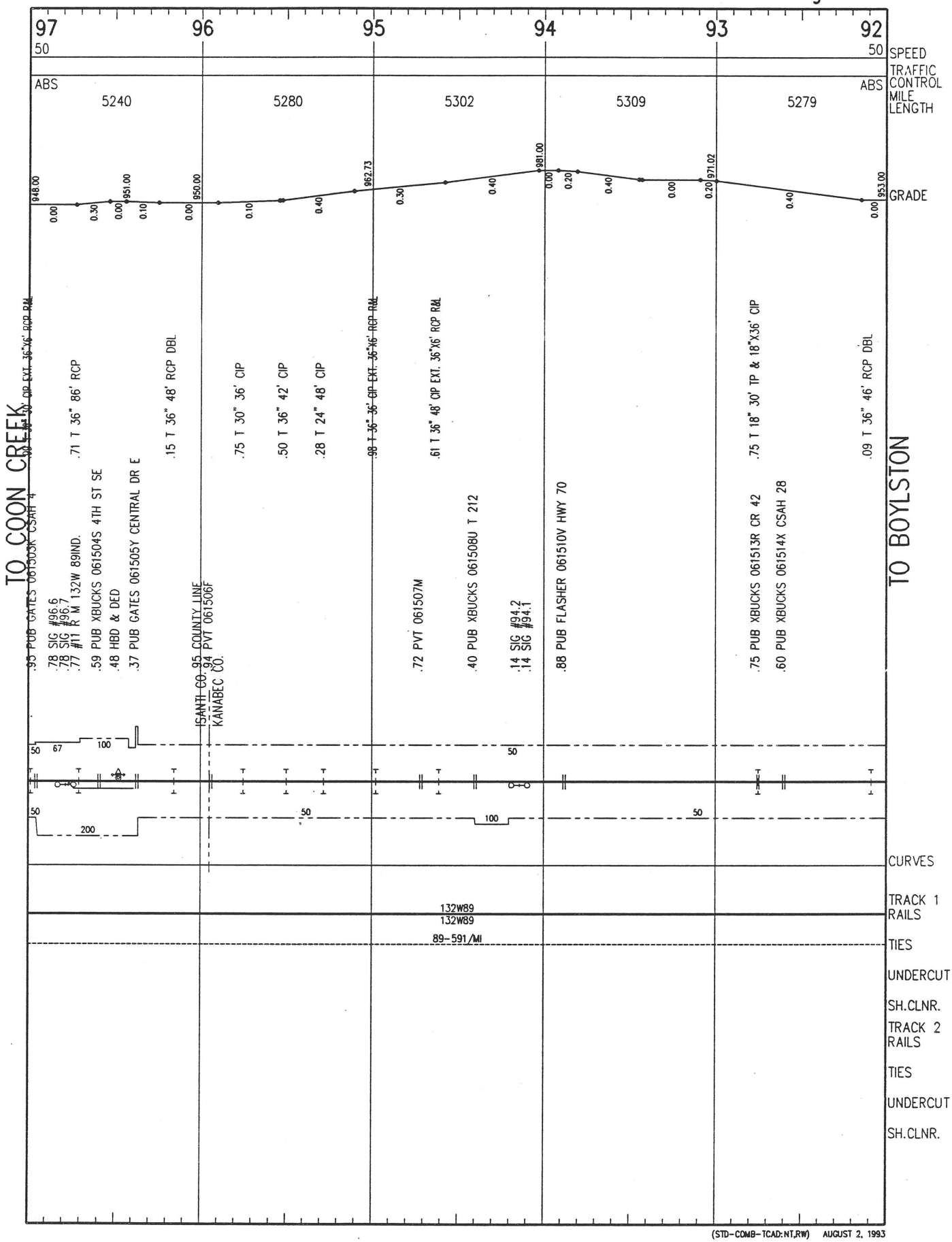
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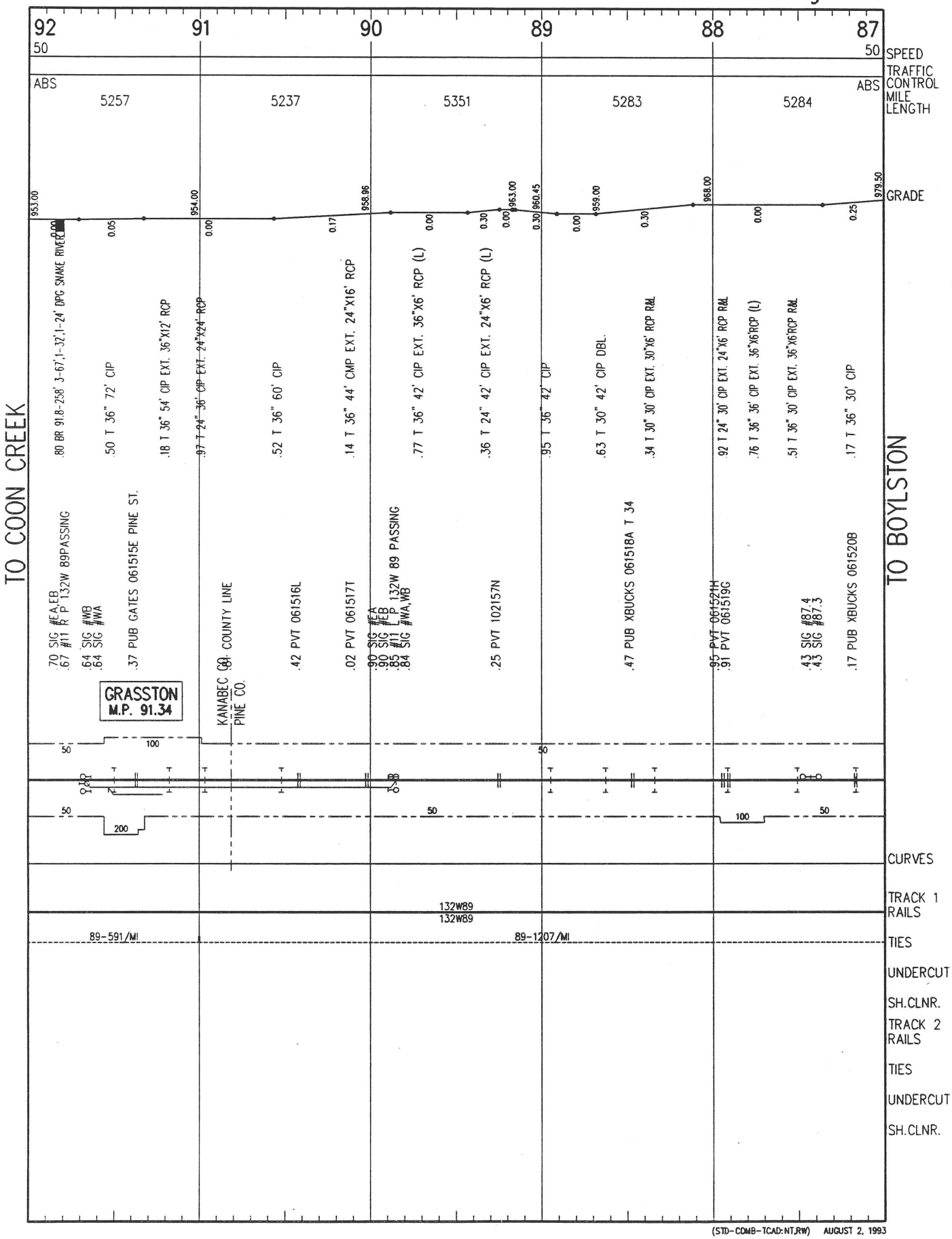
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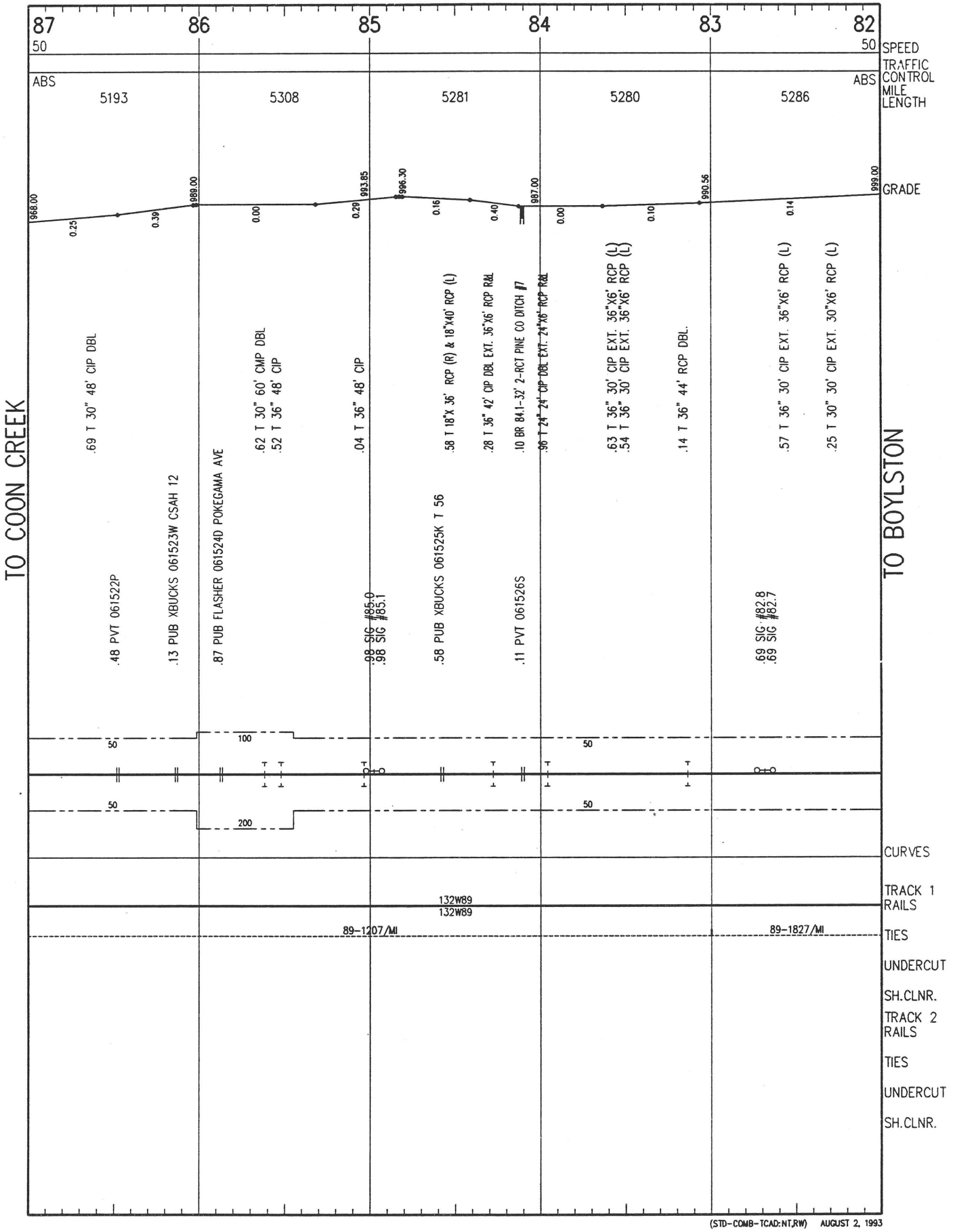
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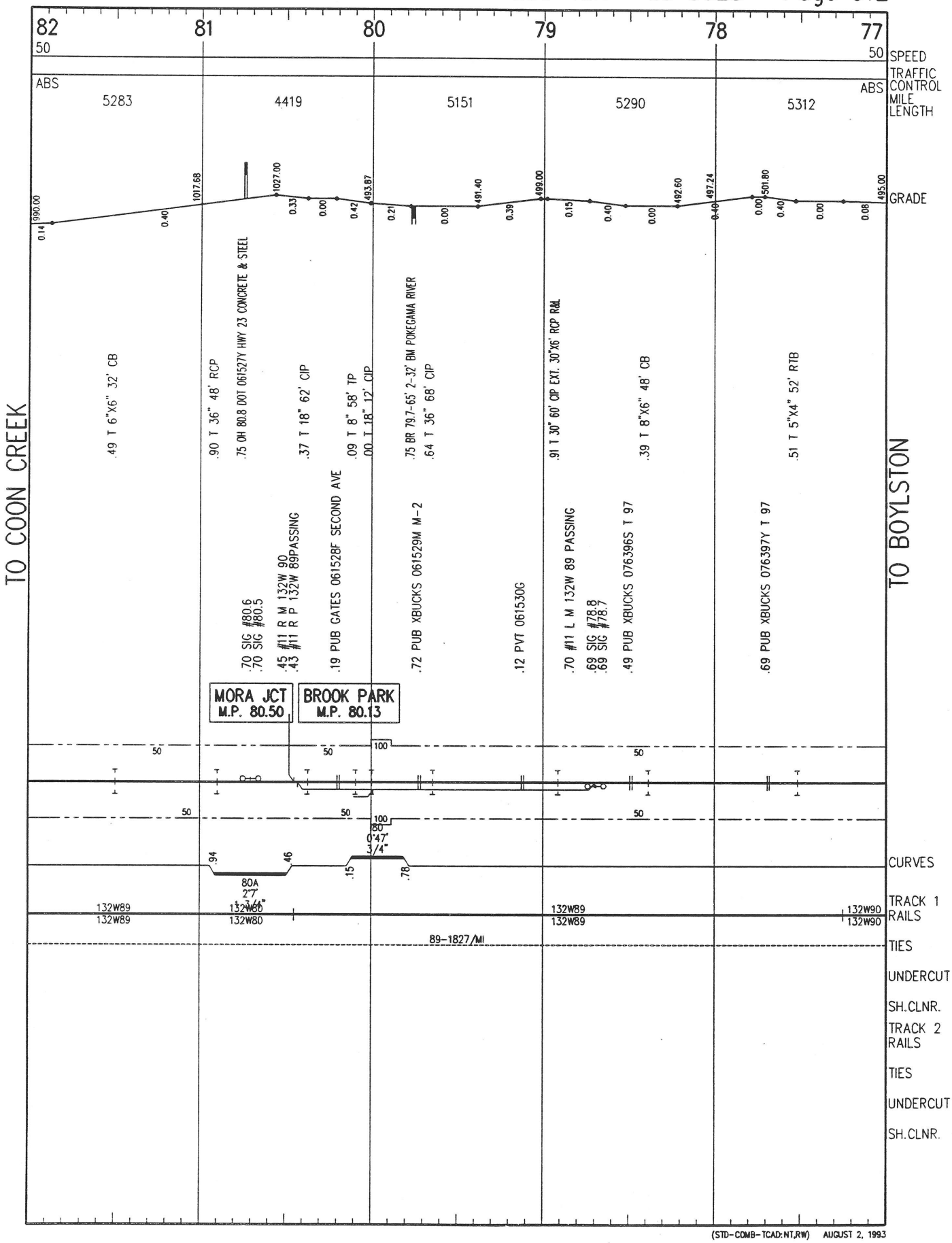
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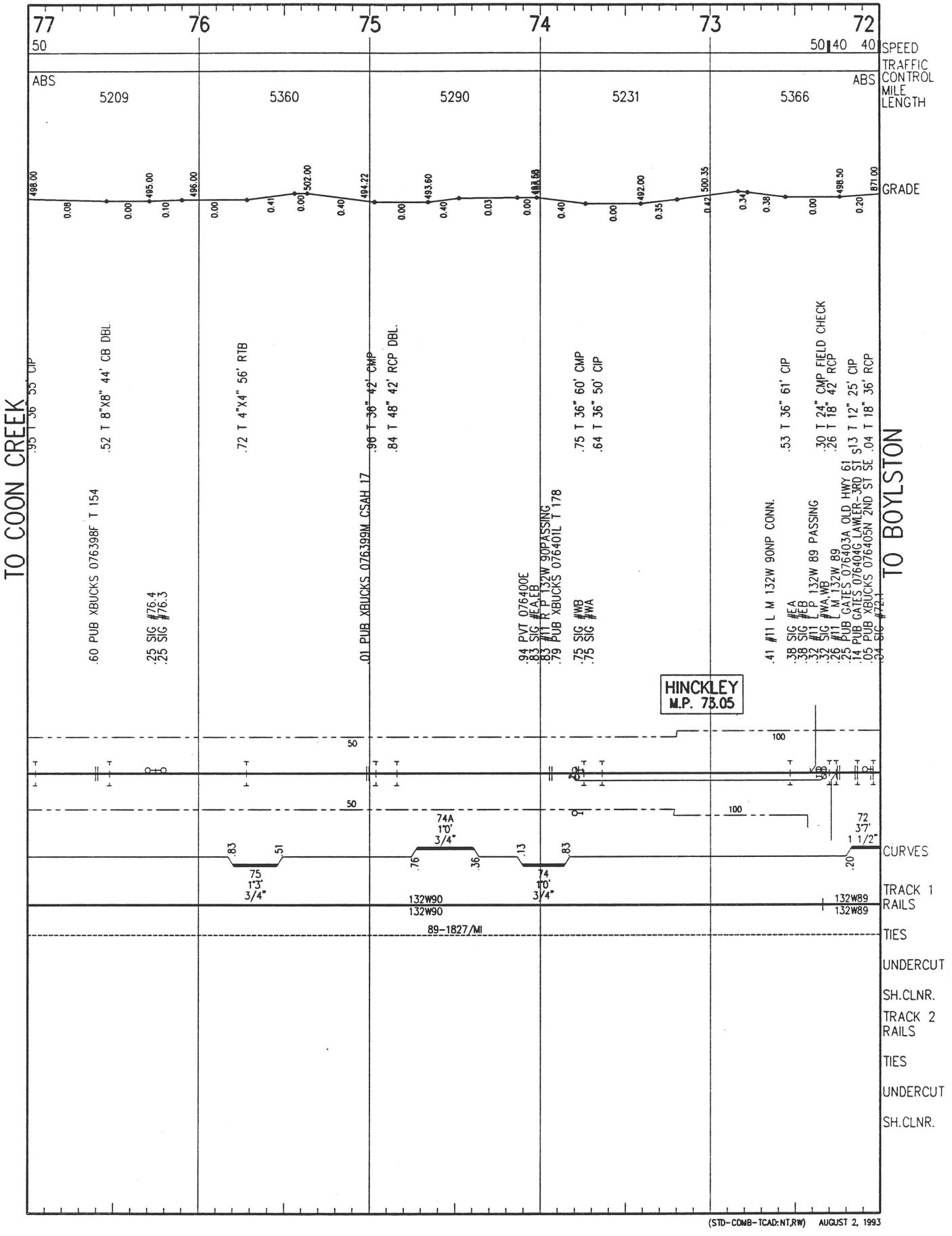
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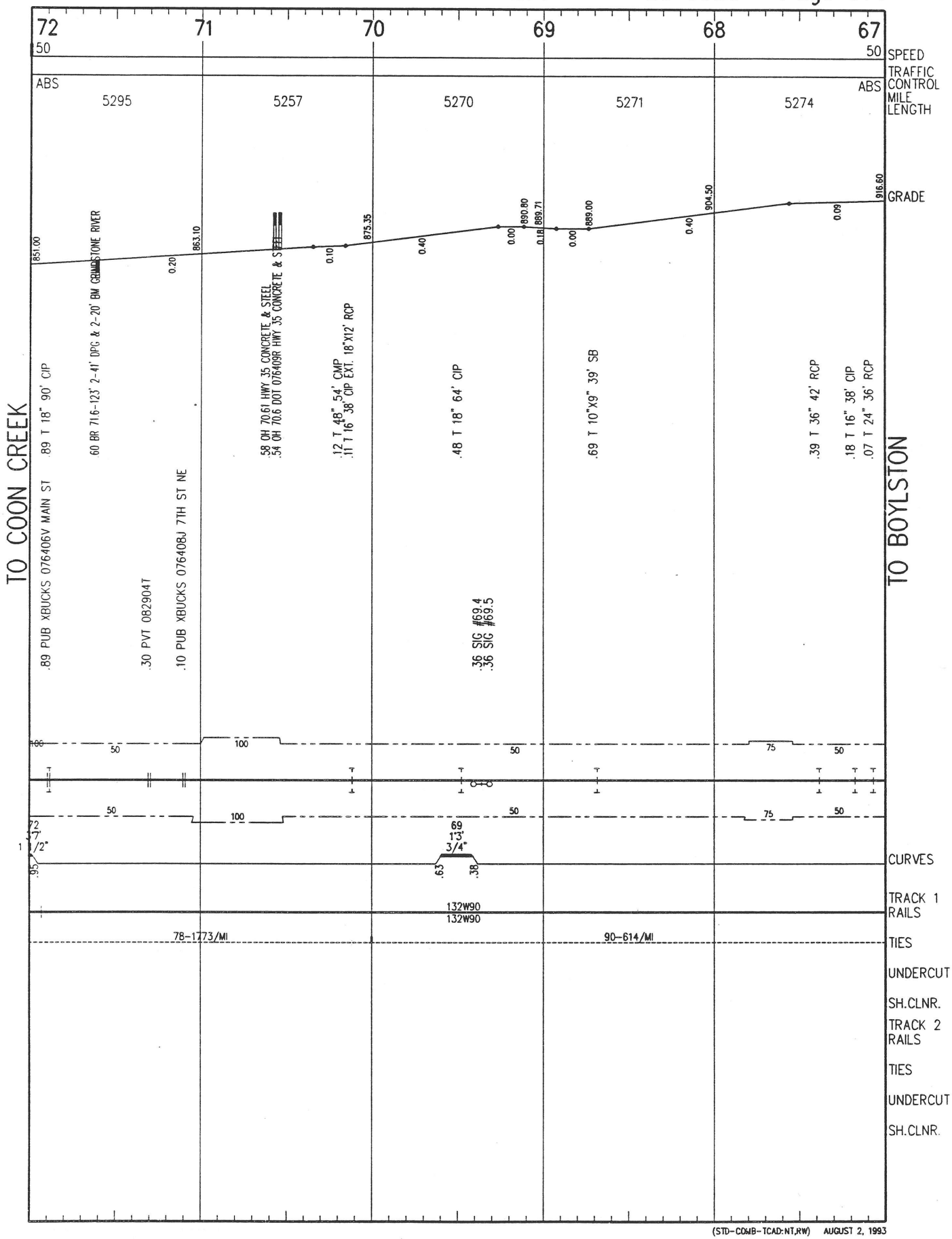
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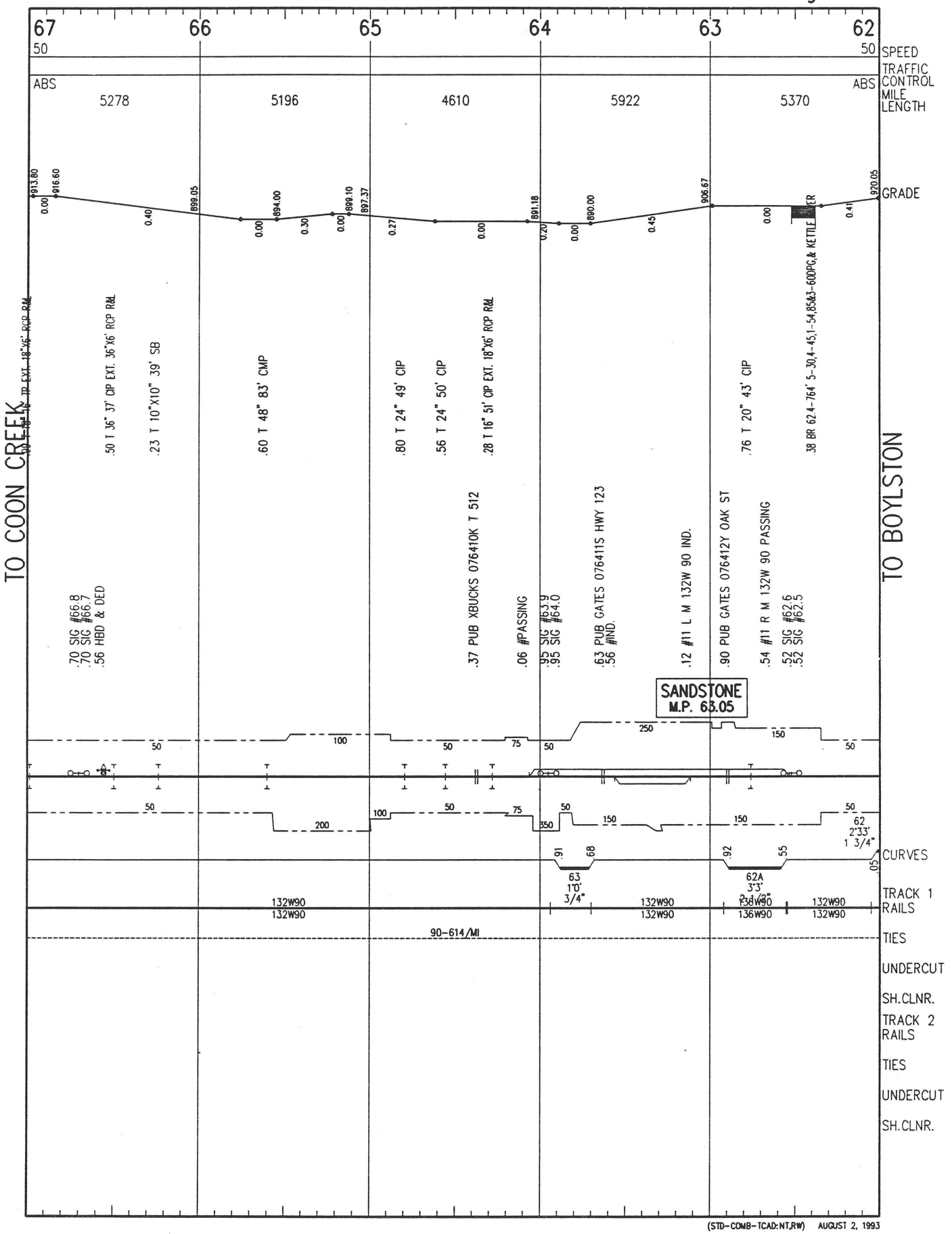
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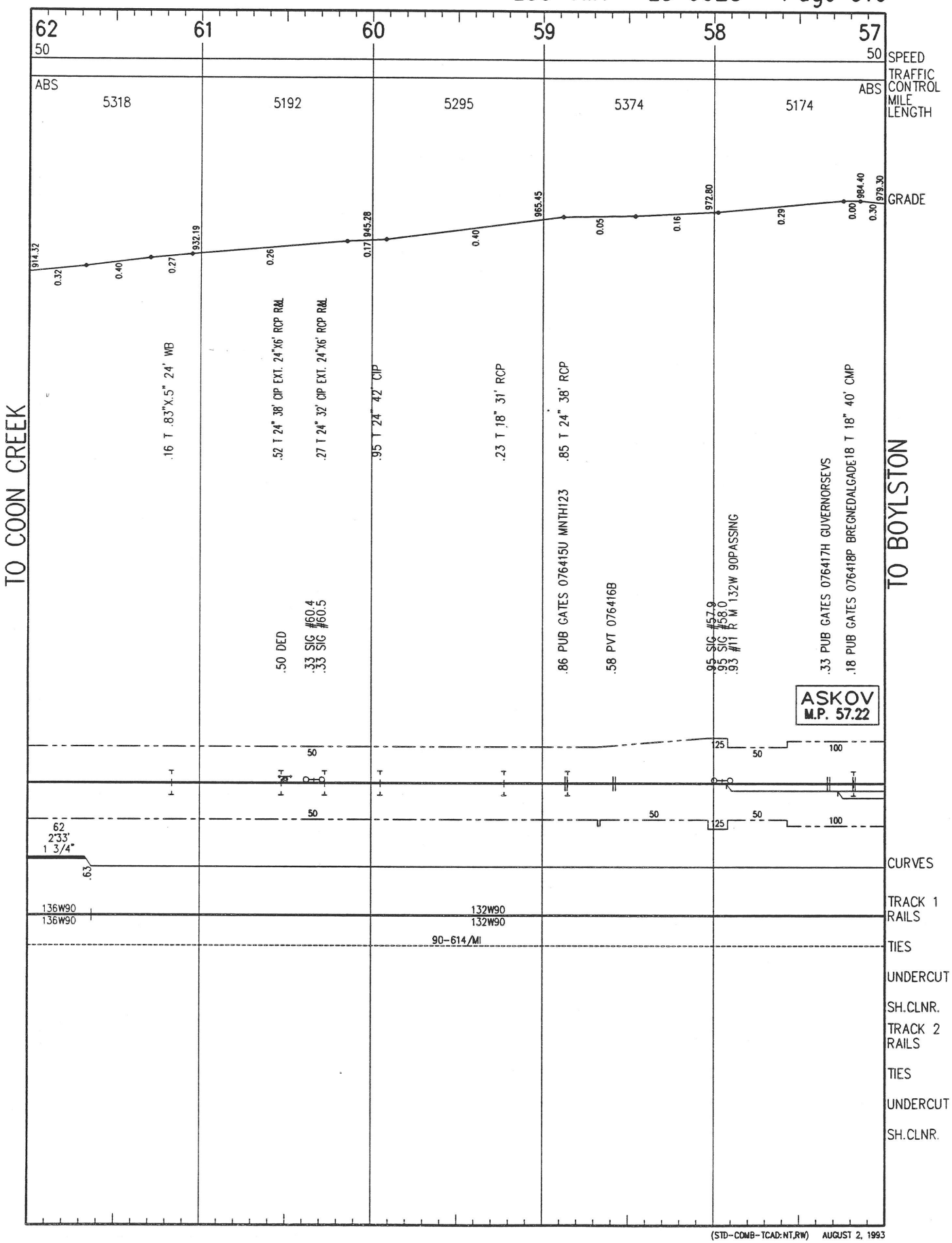
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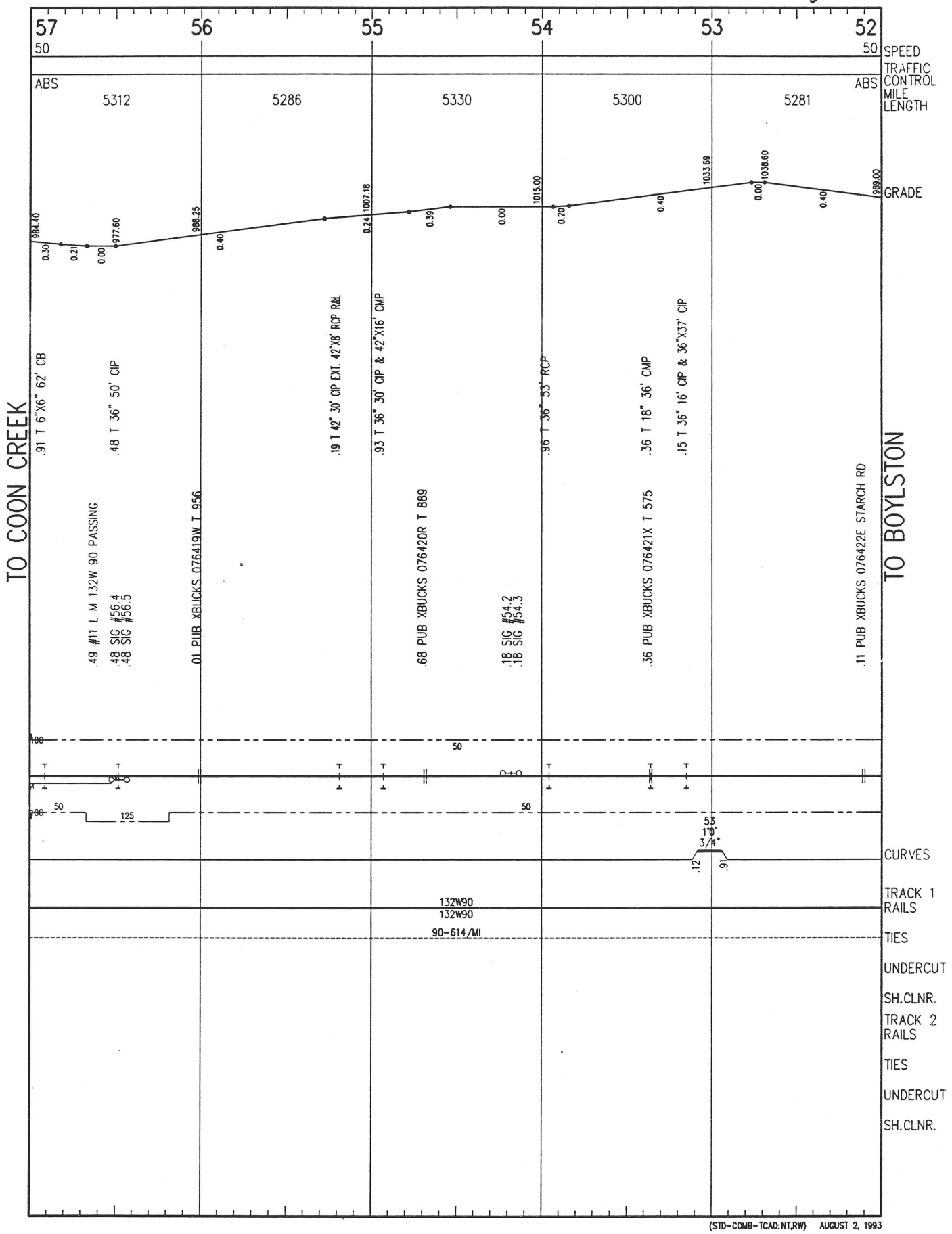
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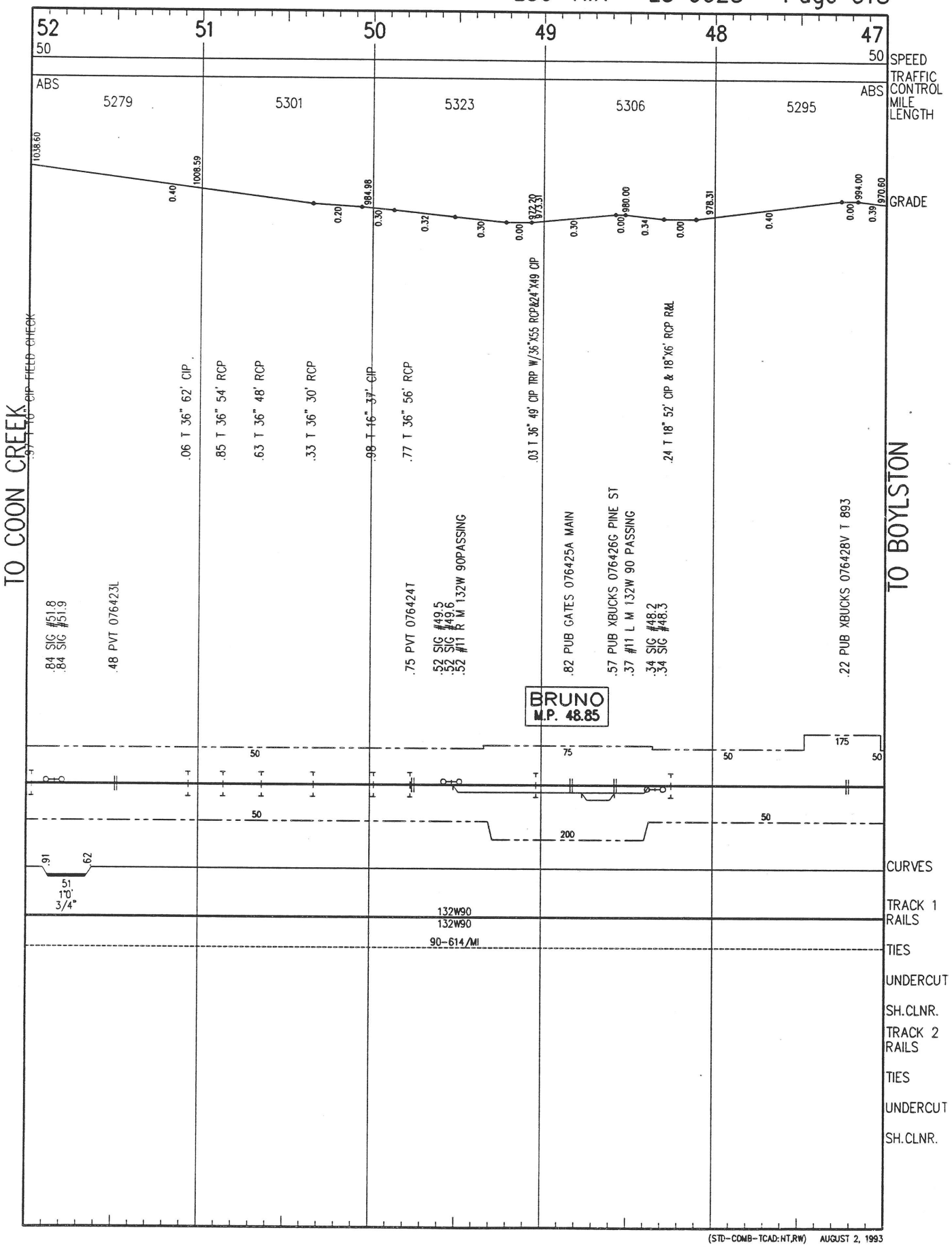
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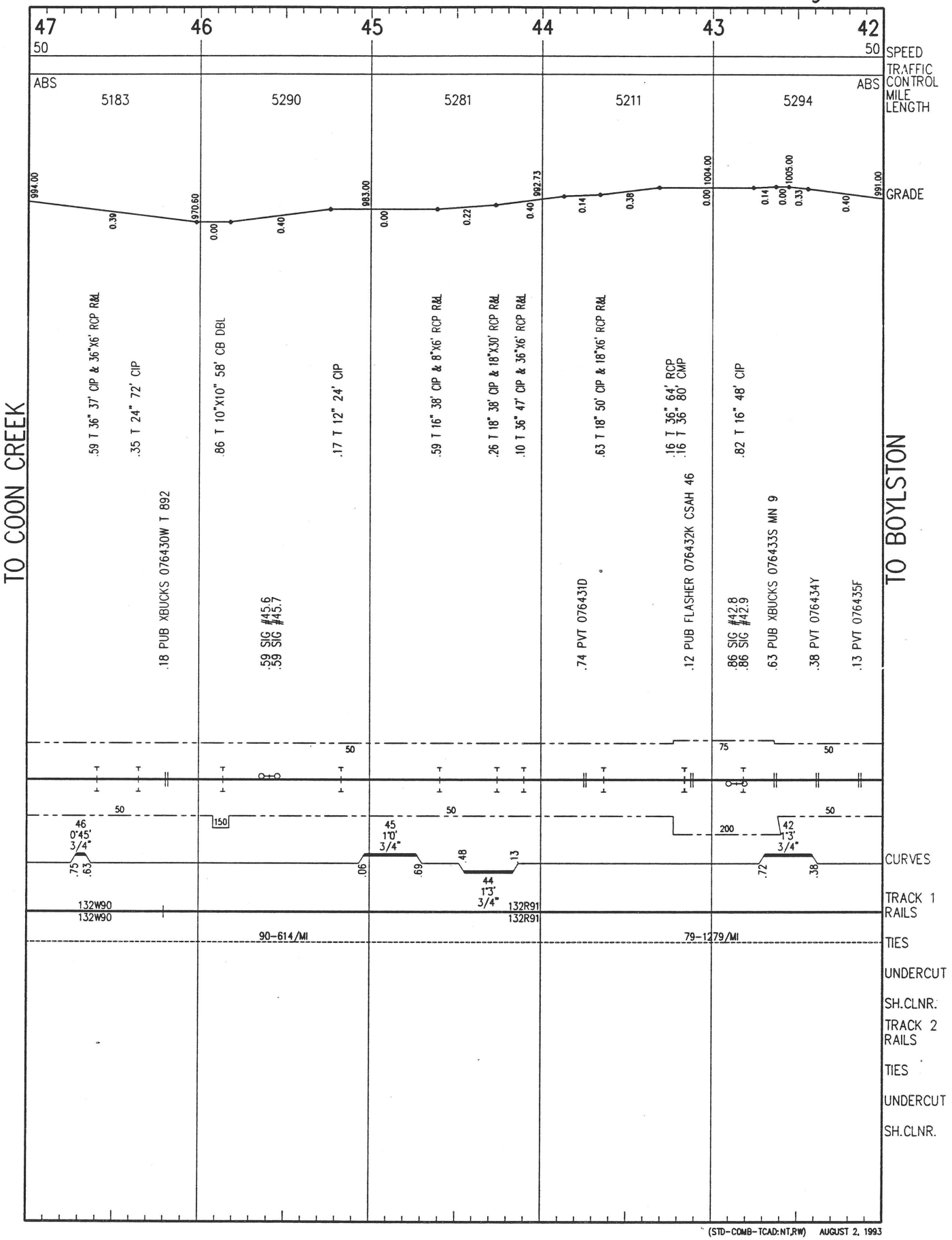
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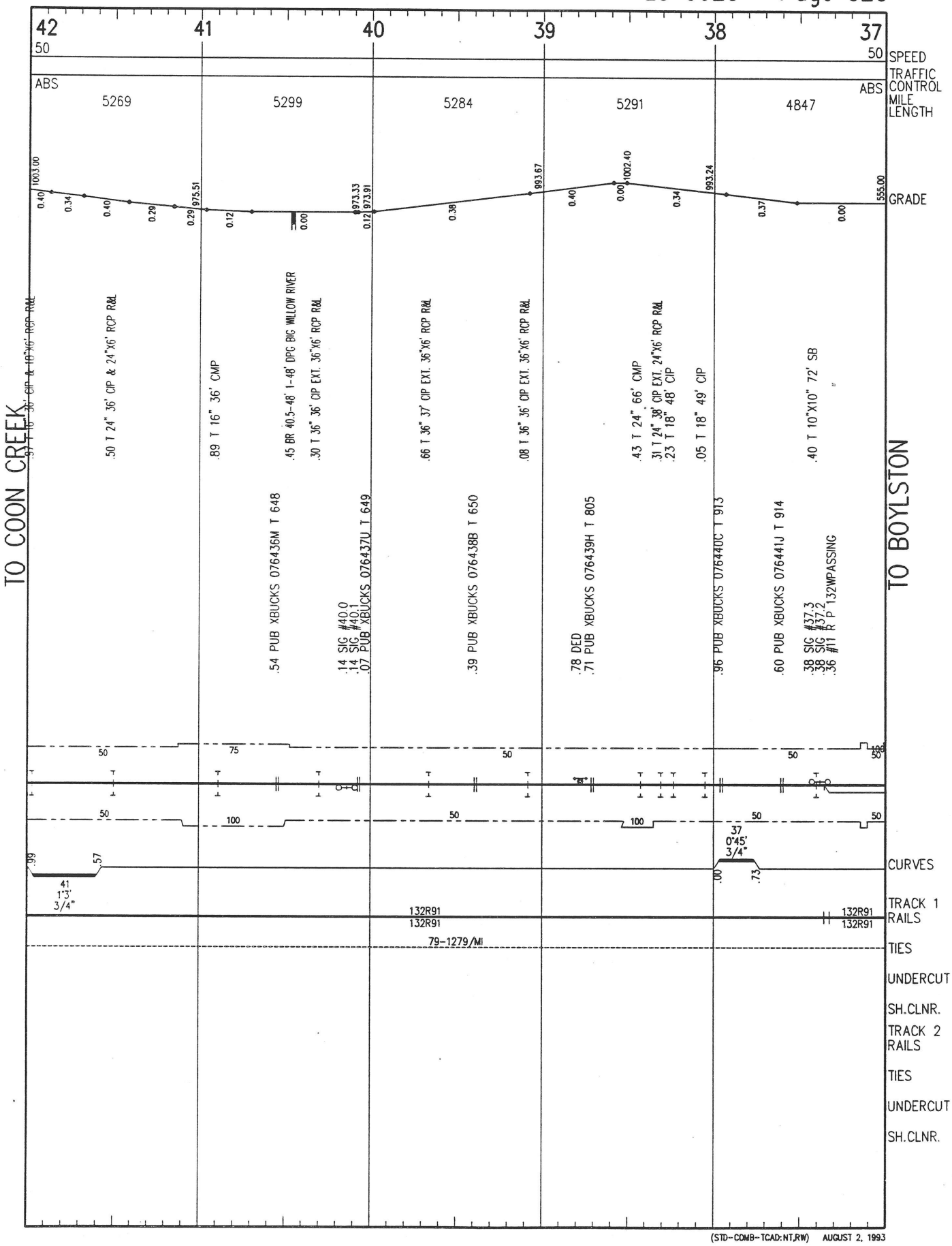
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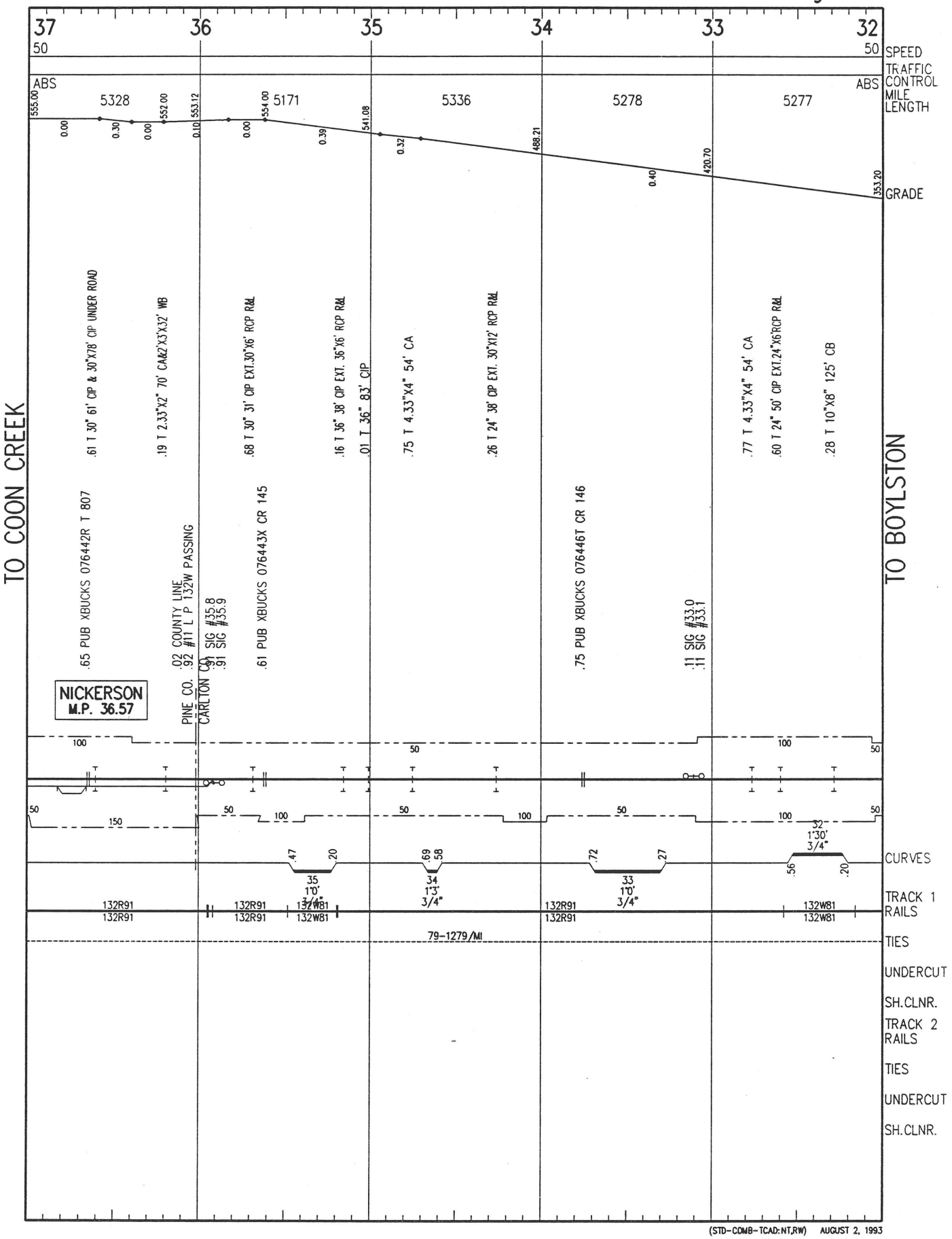
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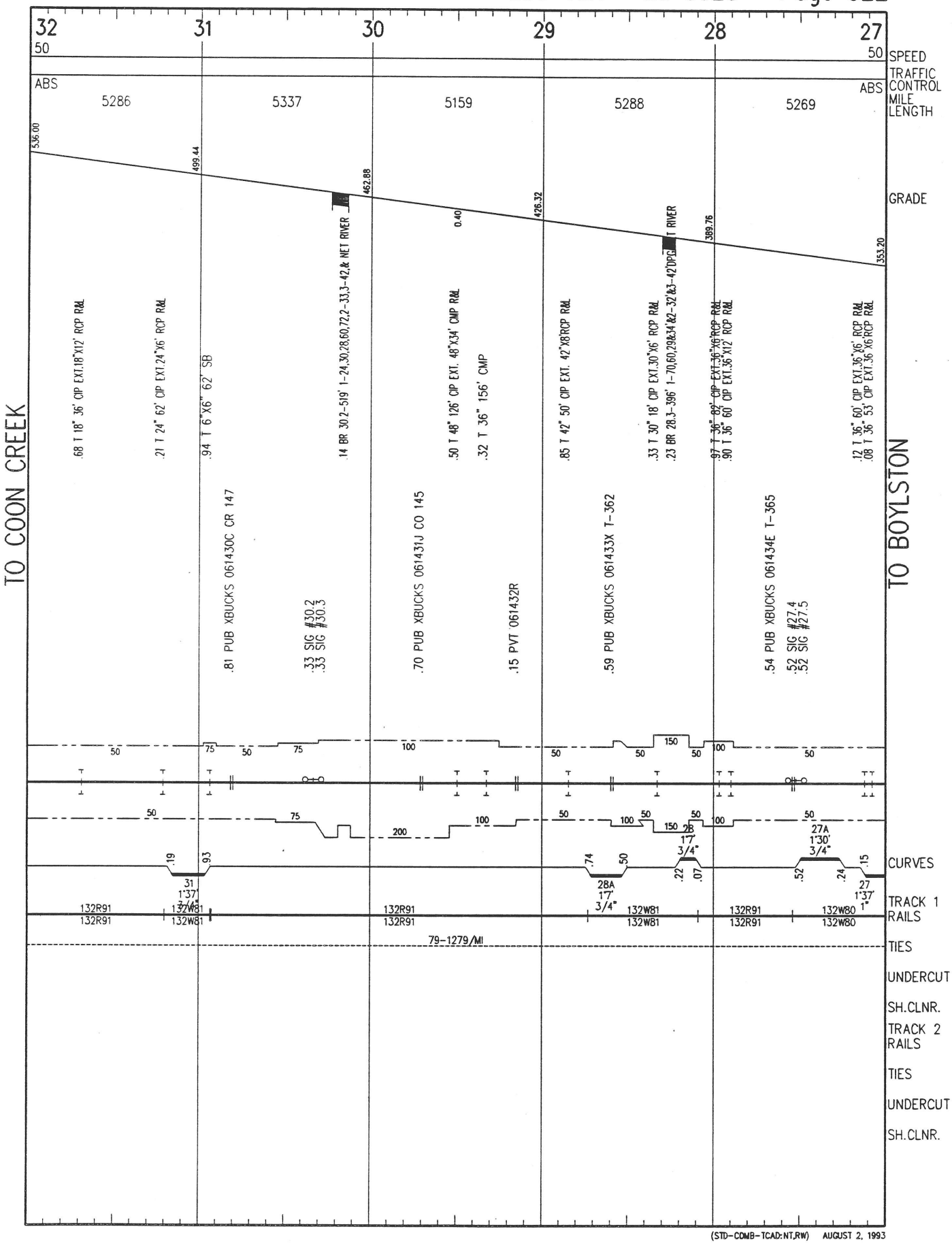
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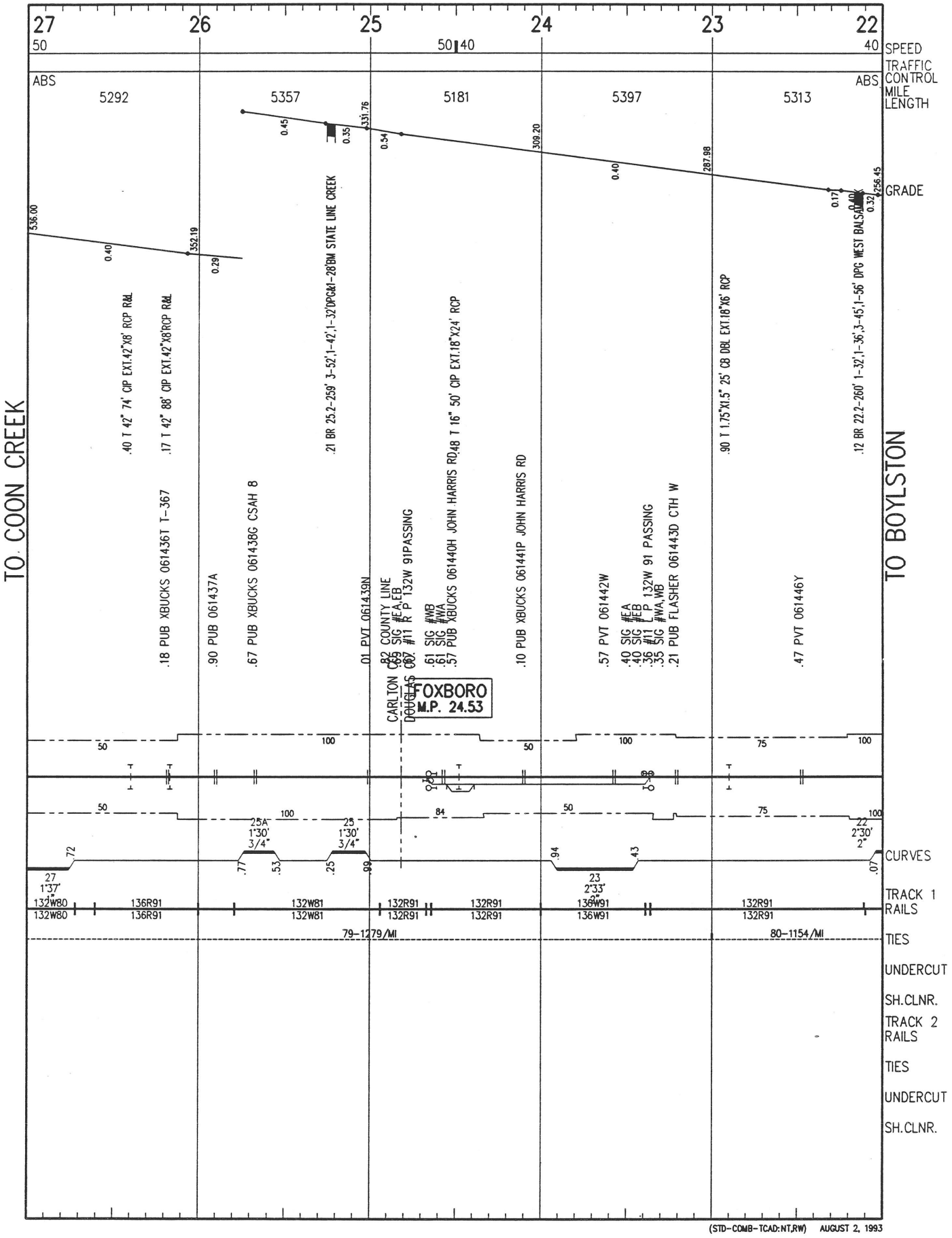
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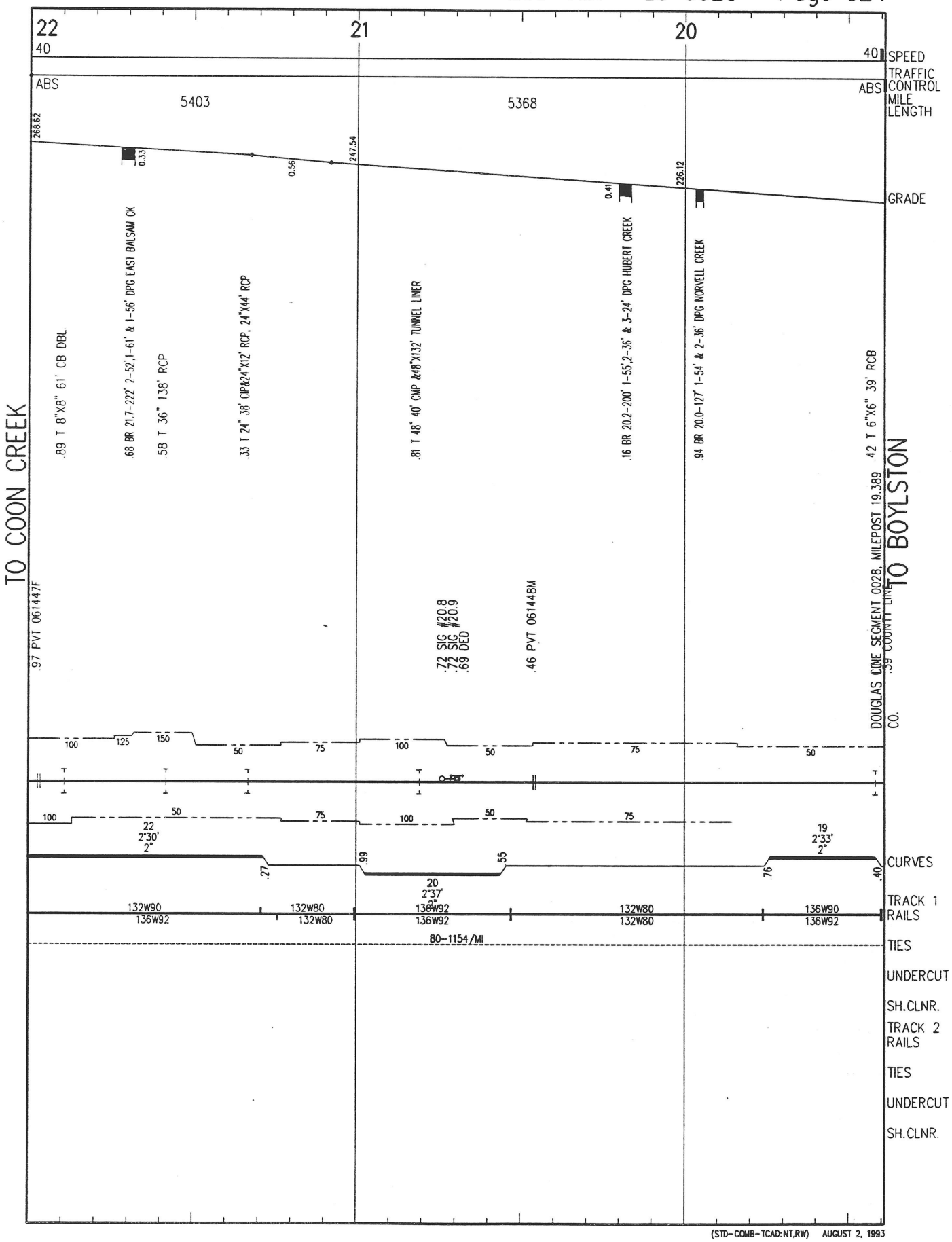
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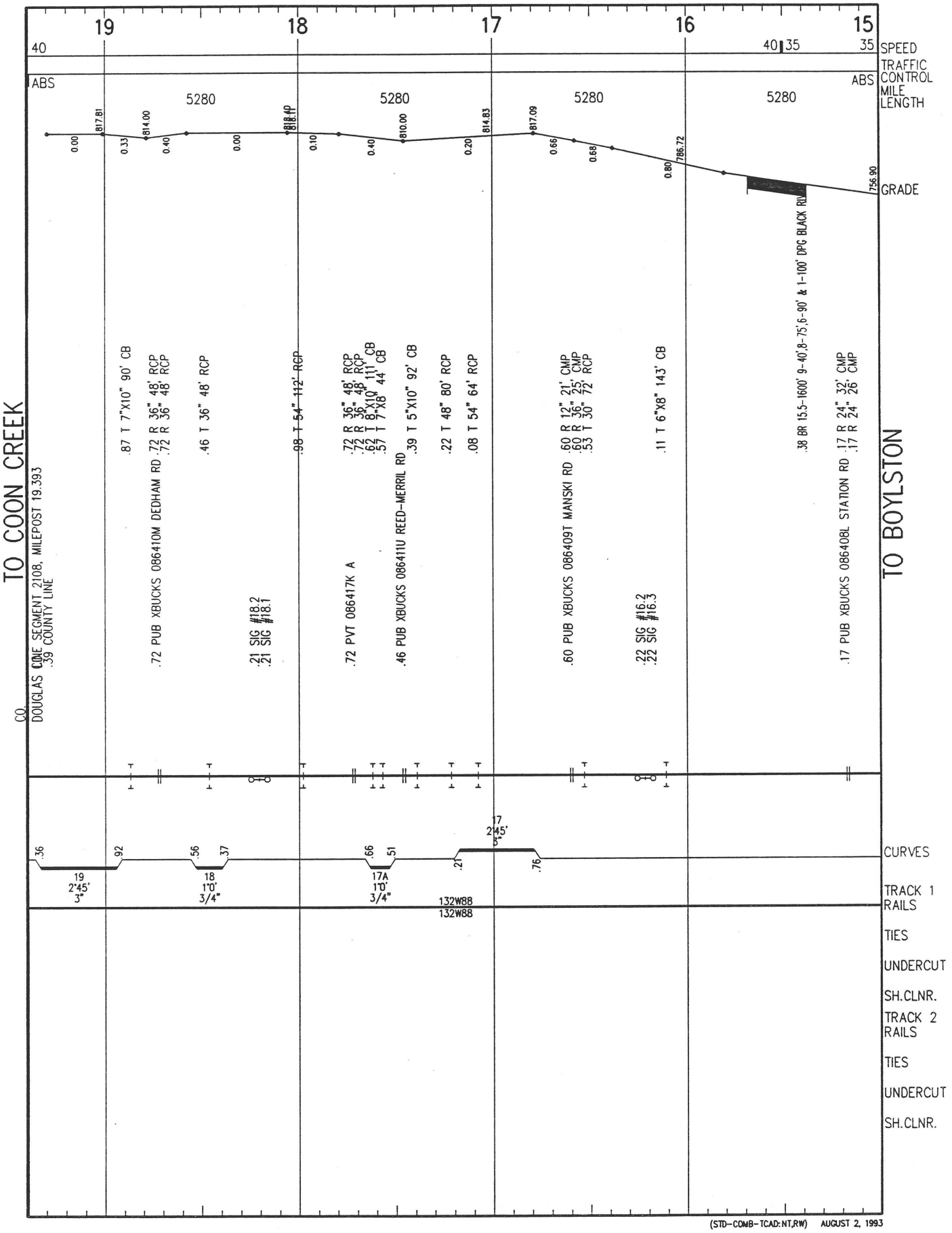
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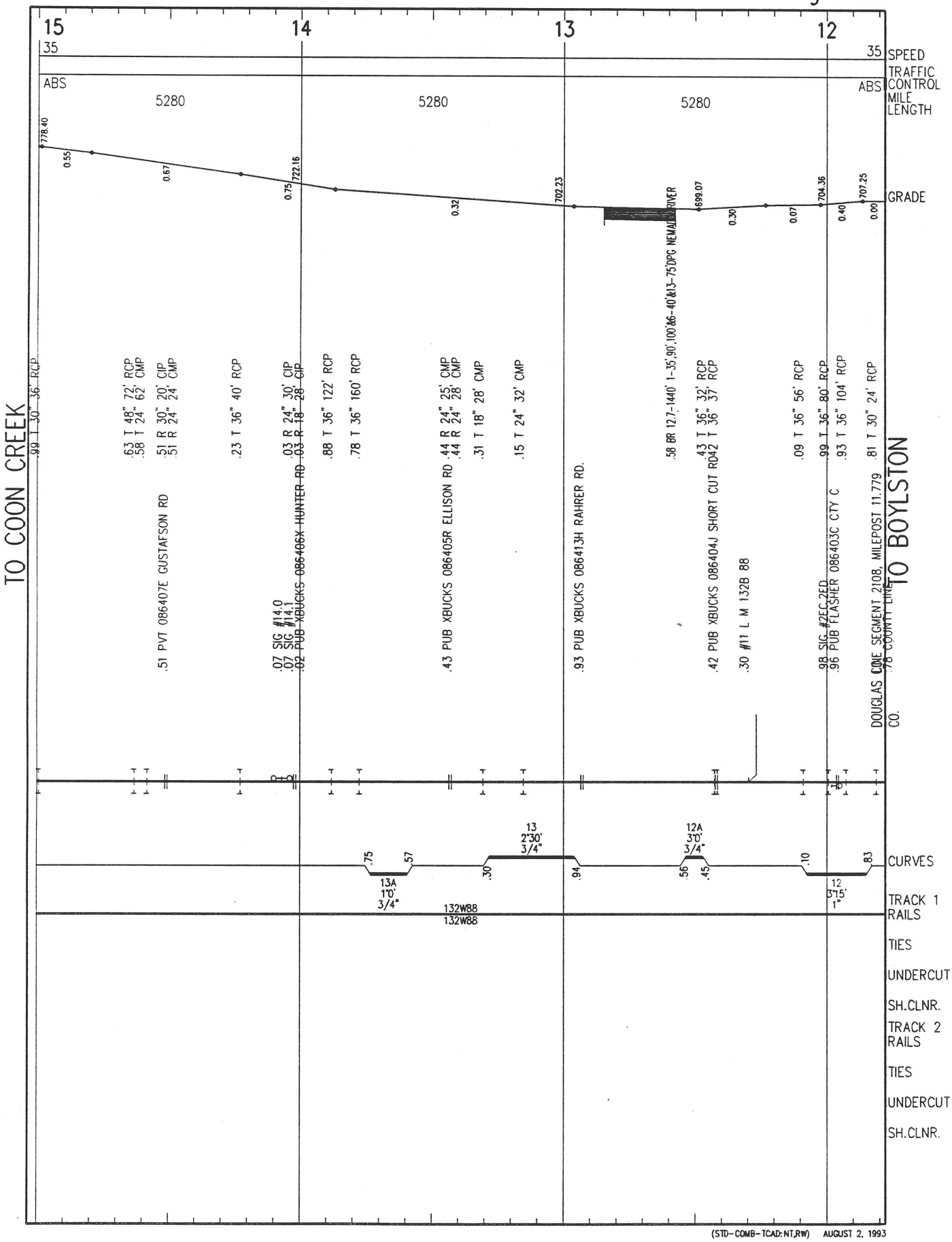
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(STD-COMB-TCAD:NT,RW) AUGUST 2, 1993

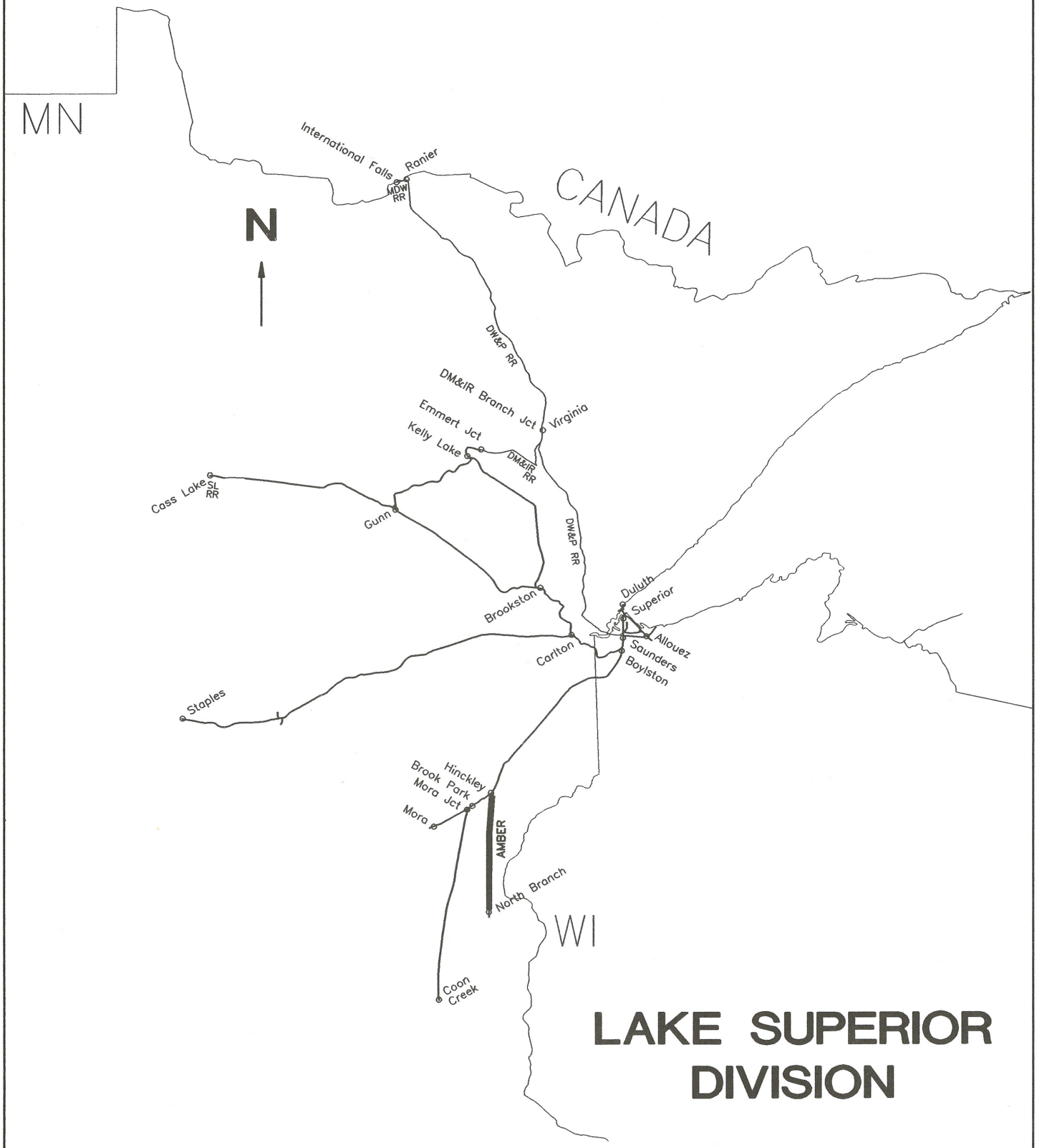


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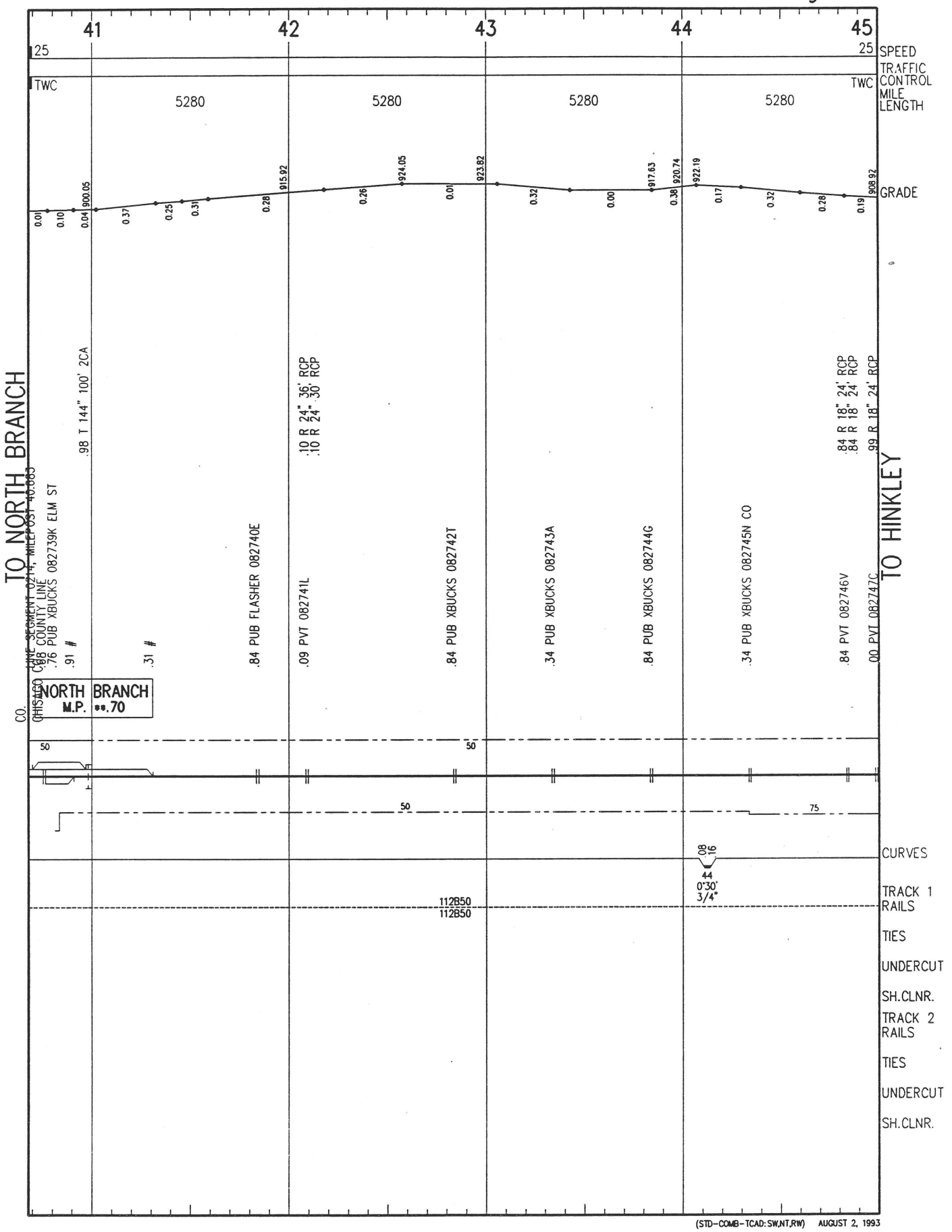


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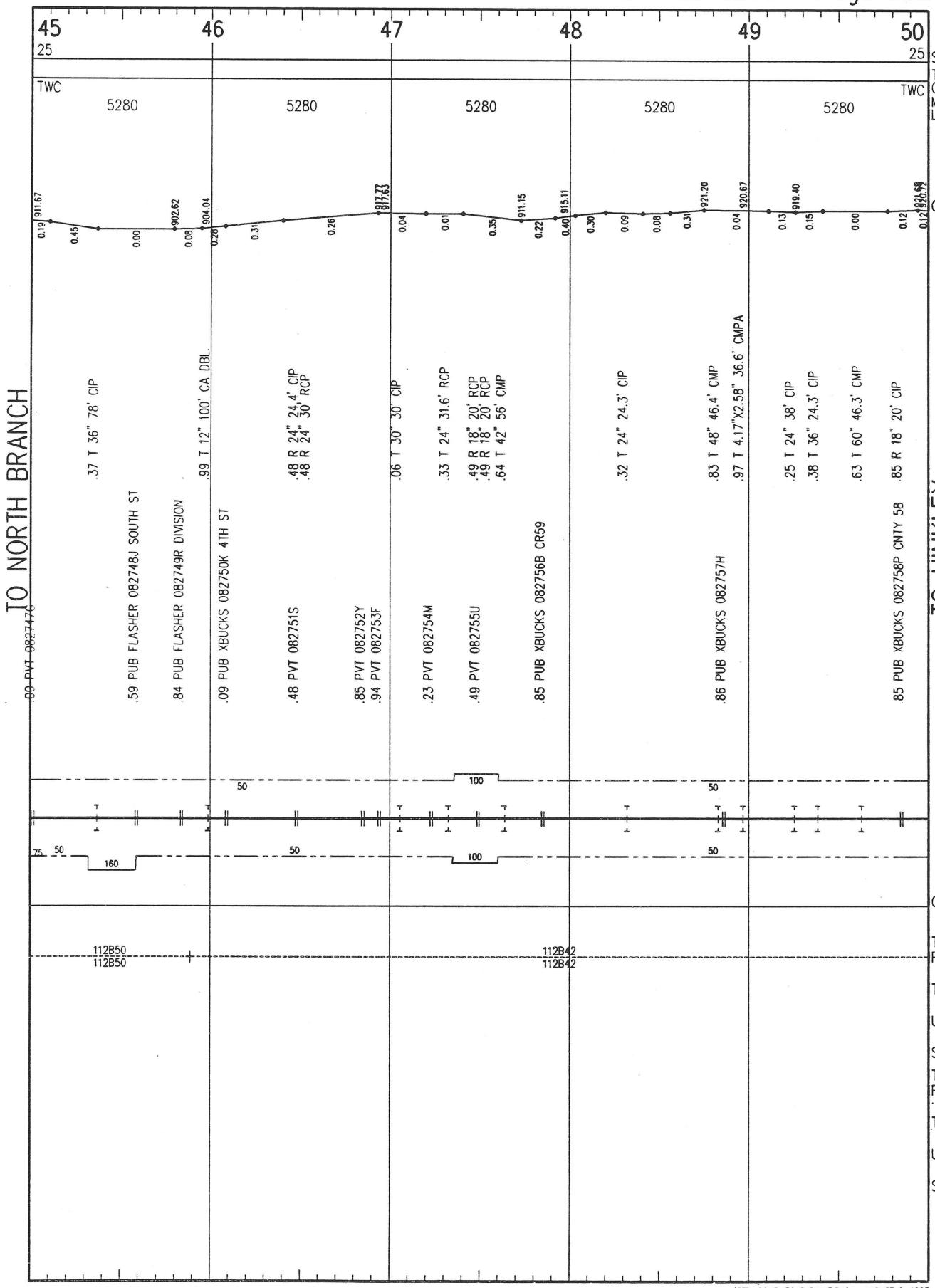
AMBER SUBDIVISION
HINCKLEY - NORTH BRANCH



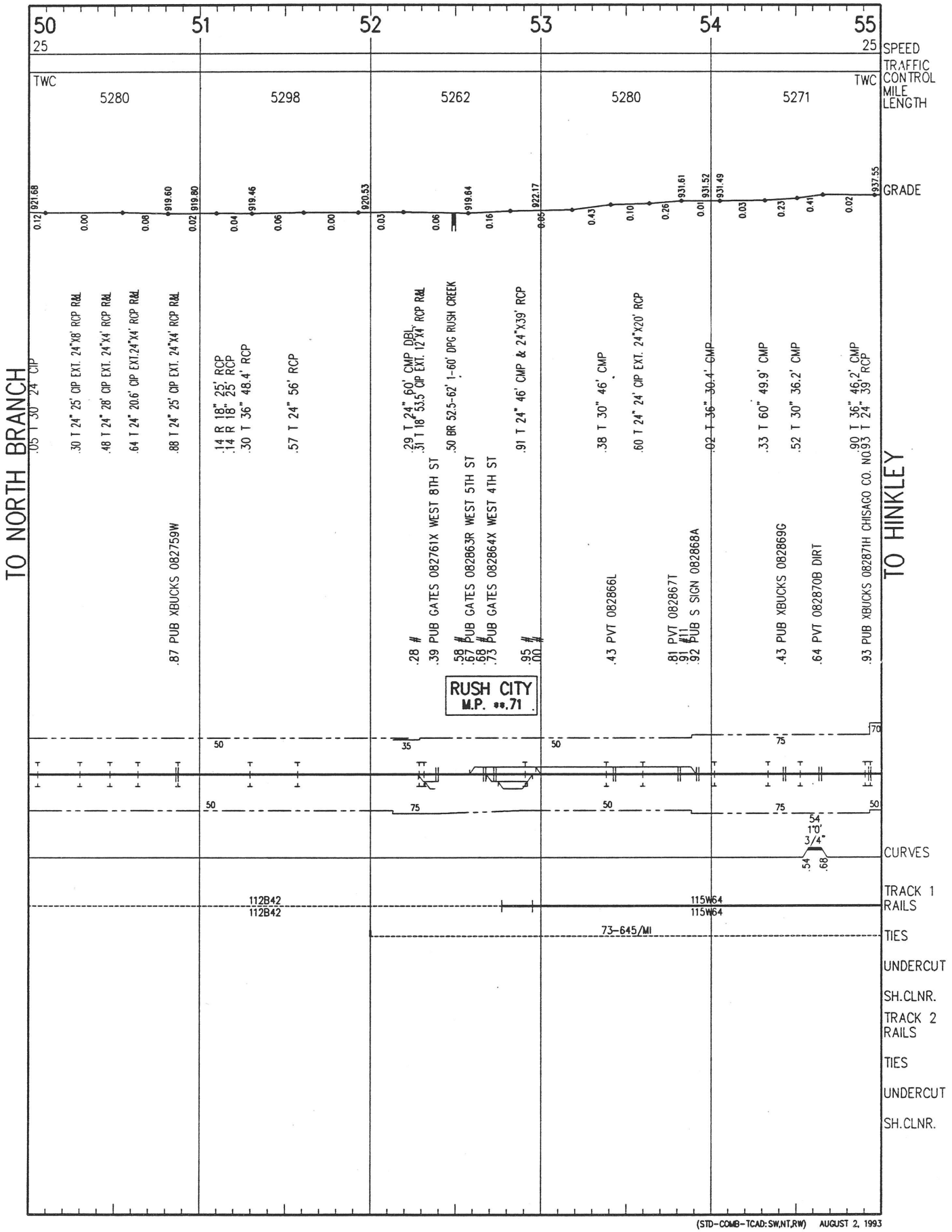
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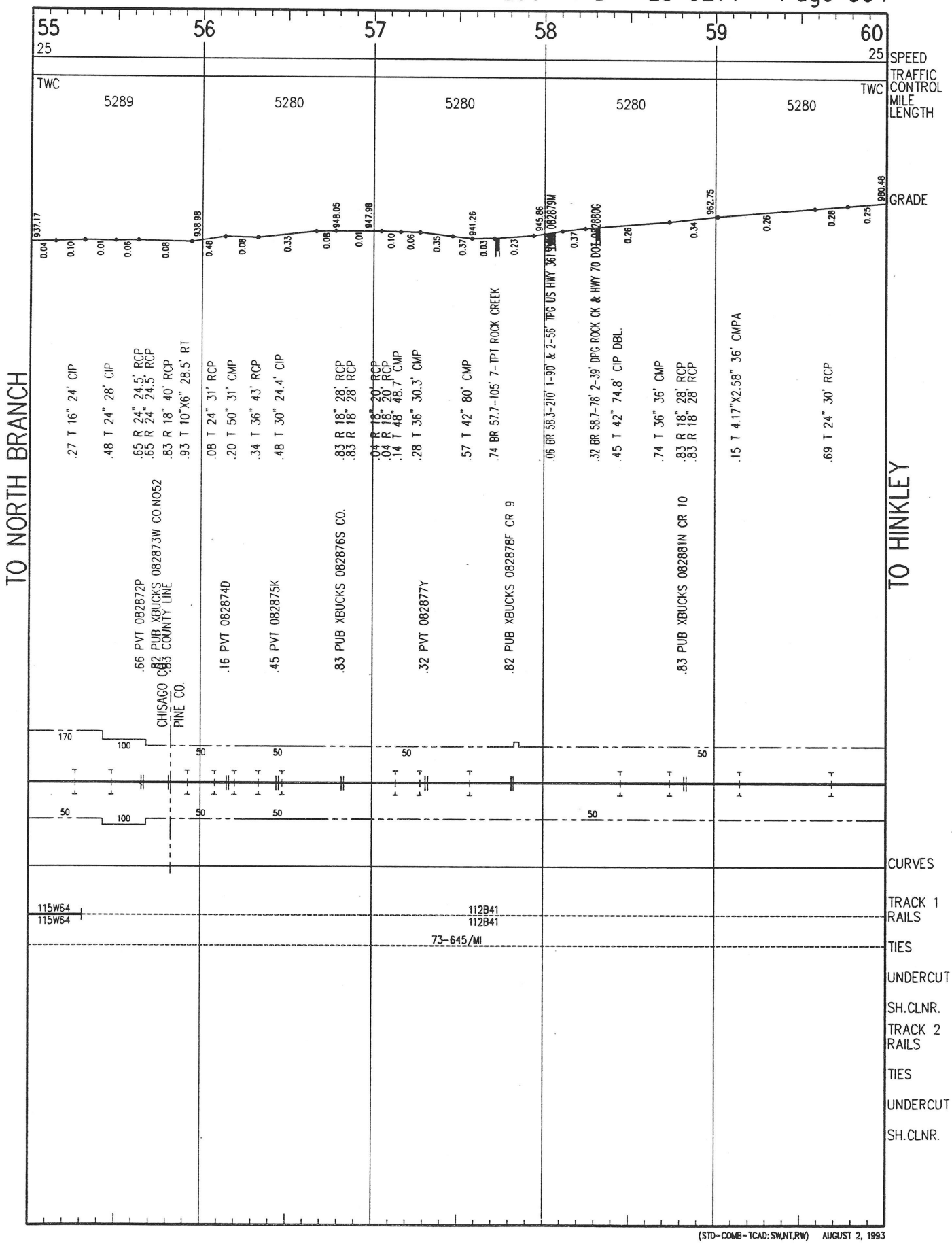
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



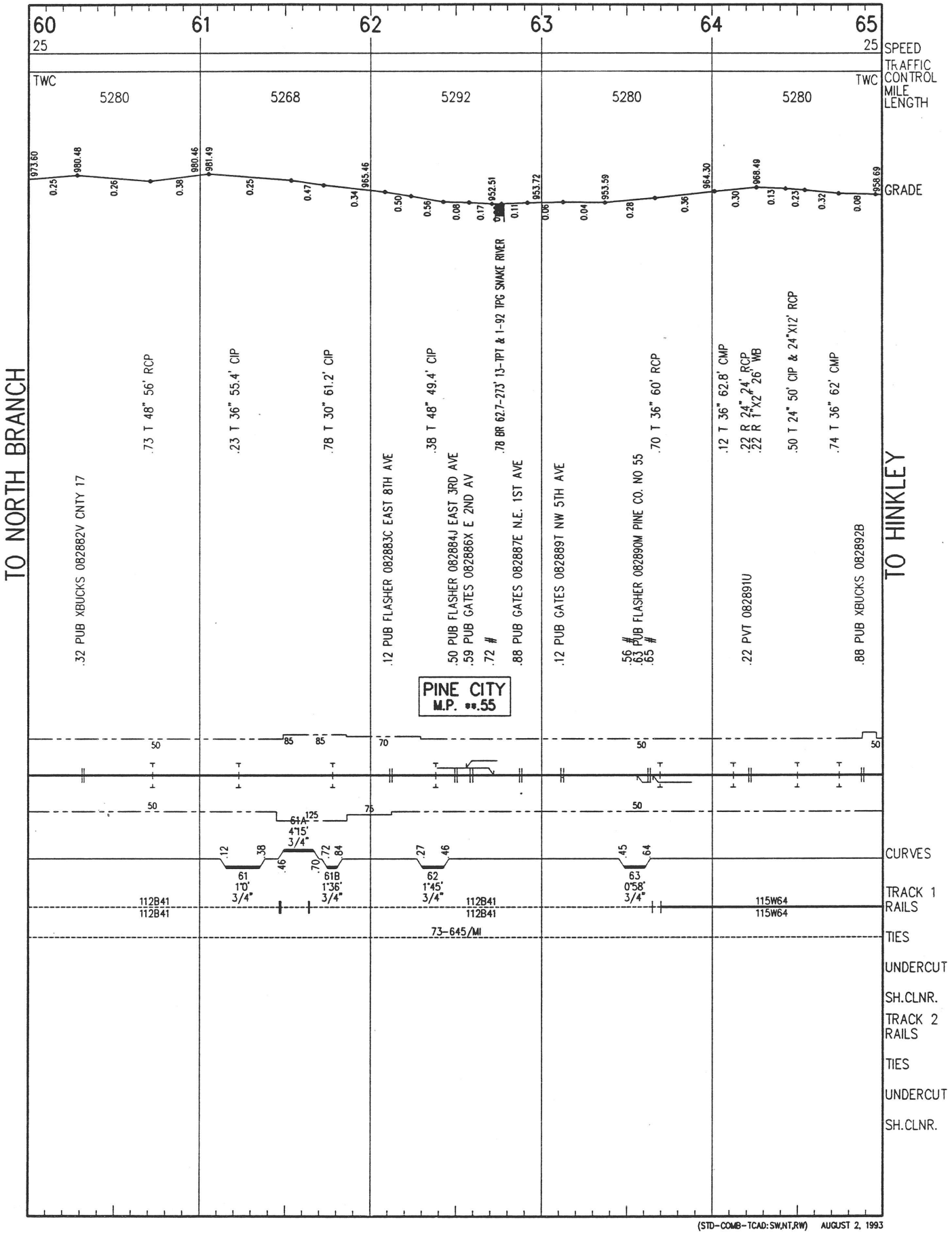
(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



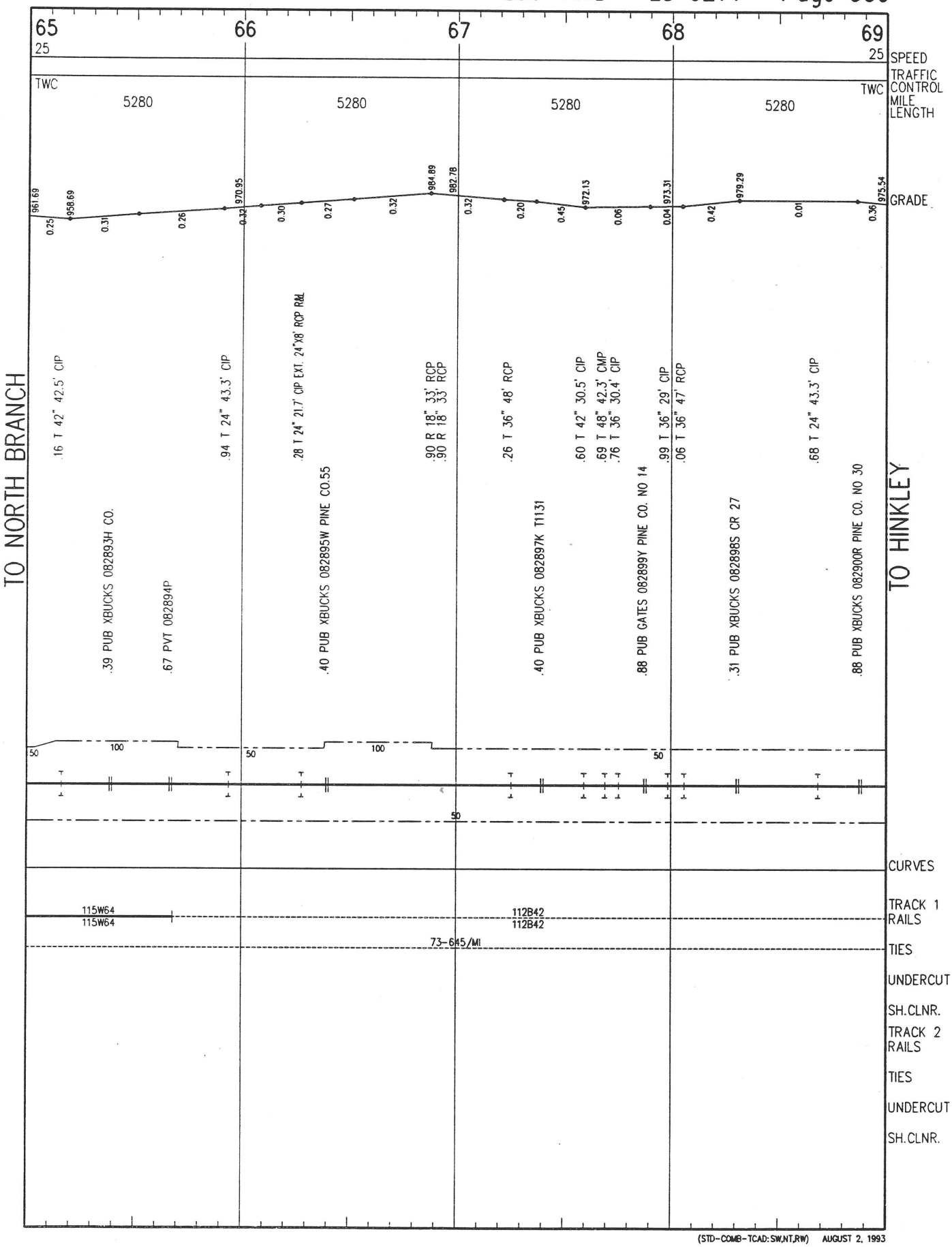
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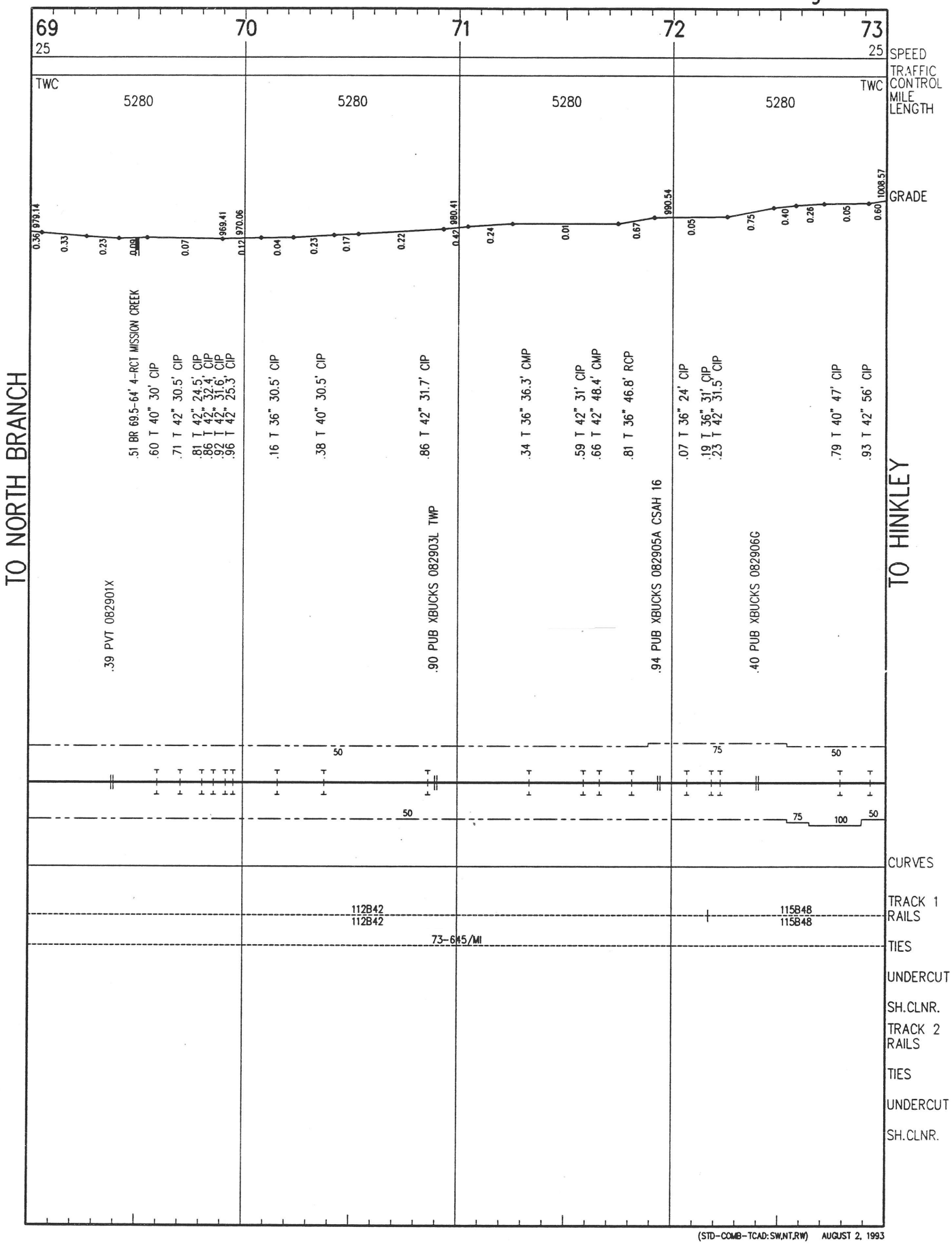
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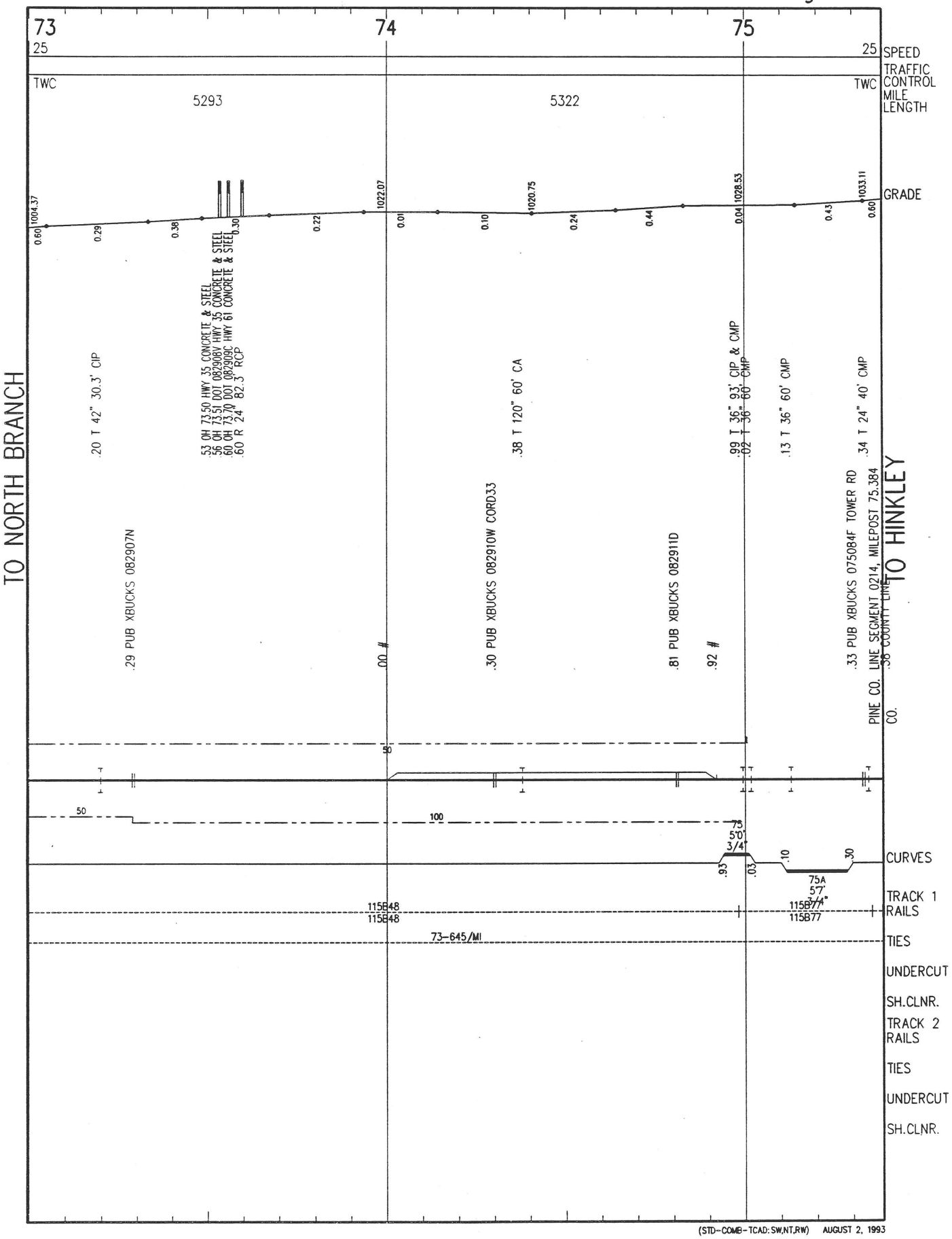
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993

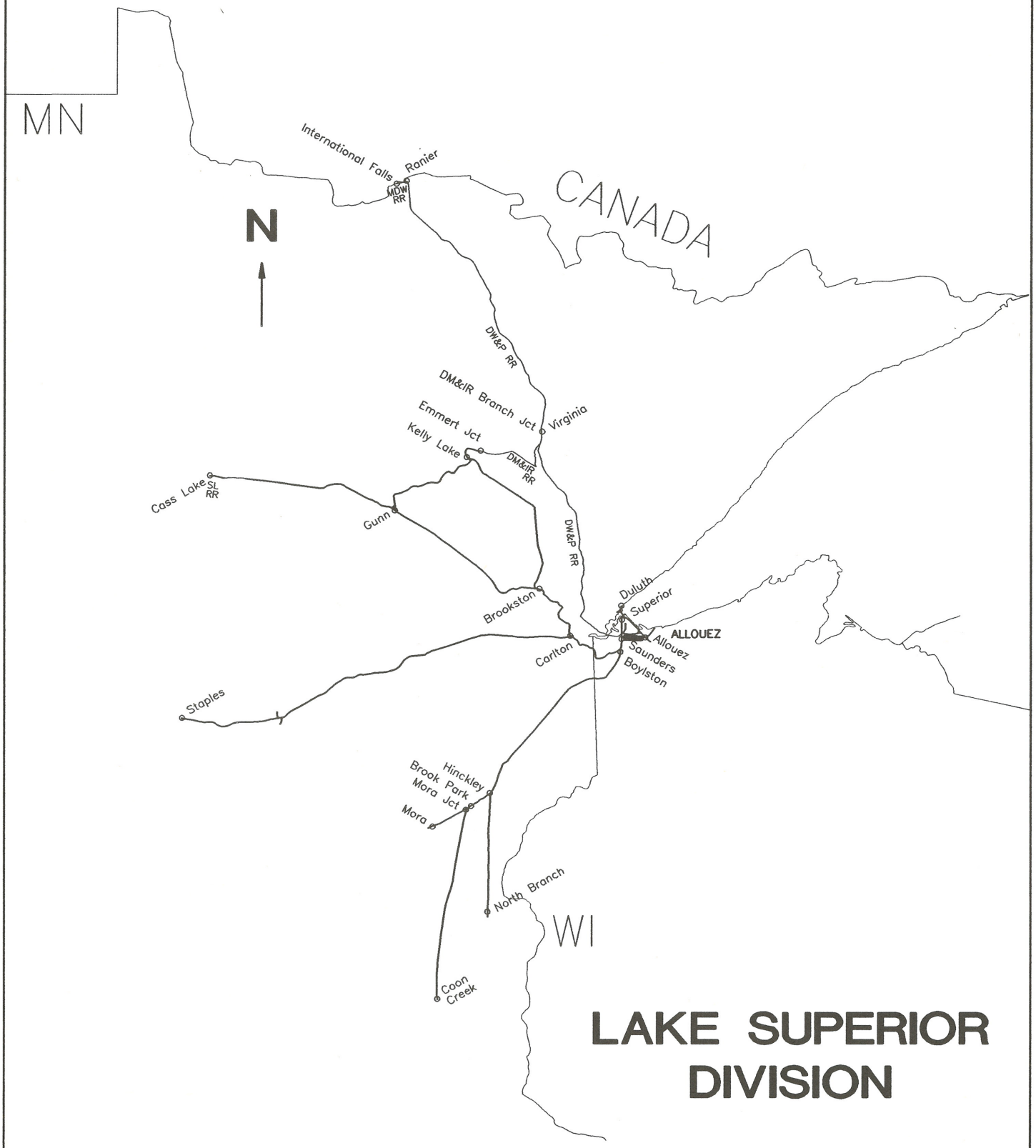


(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993

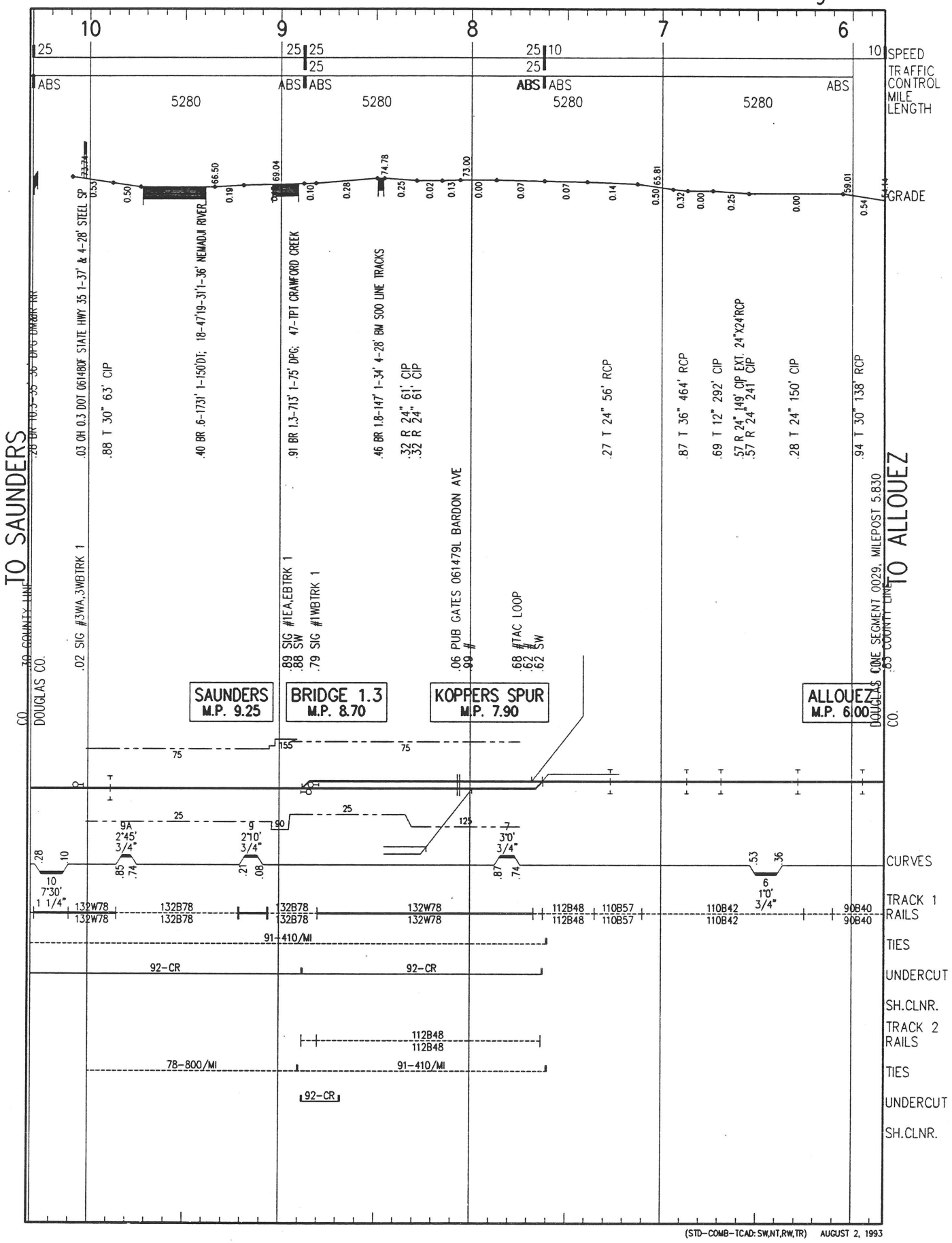


(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993

ALLOUEZ SUBDIVISION
ALLOUEZ - SAUNDERS

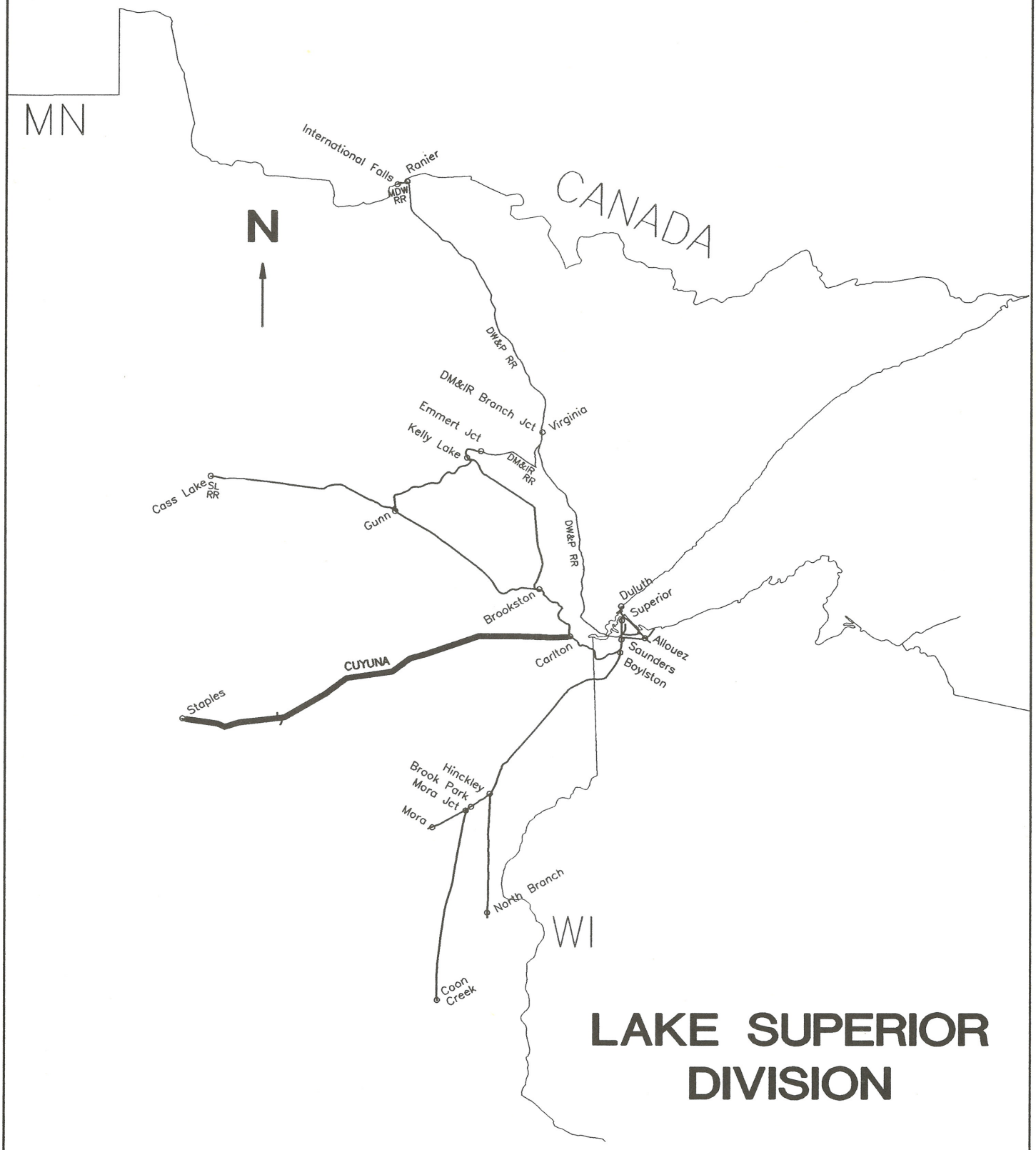


PLT DATE: 7-1-93



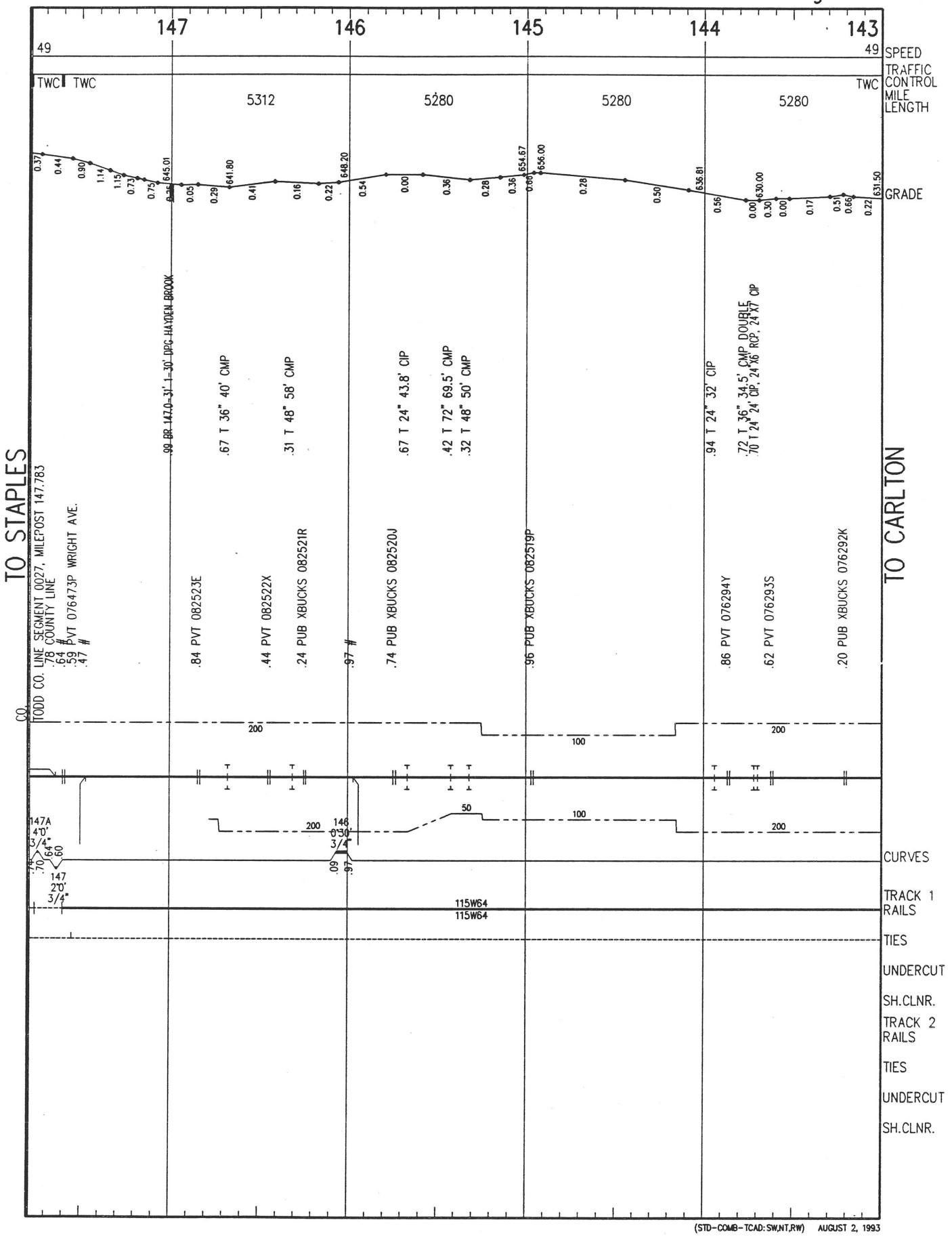
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CUYUNA SUBDIVISION
CARLTON - STAPLES

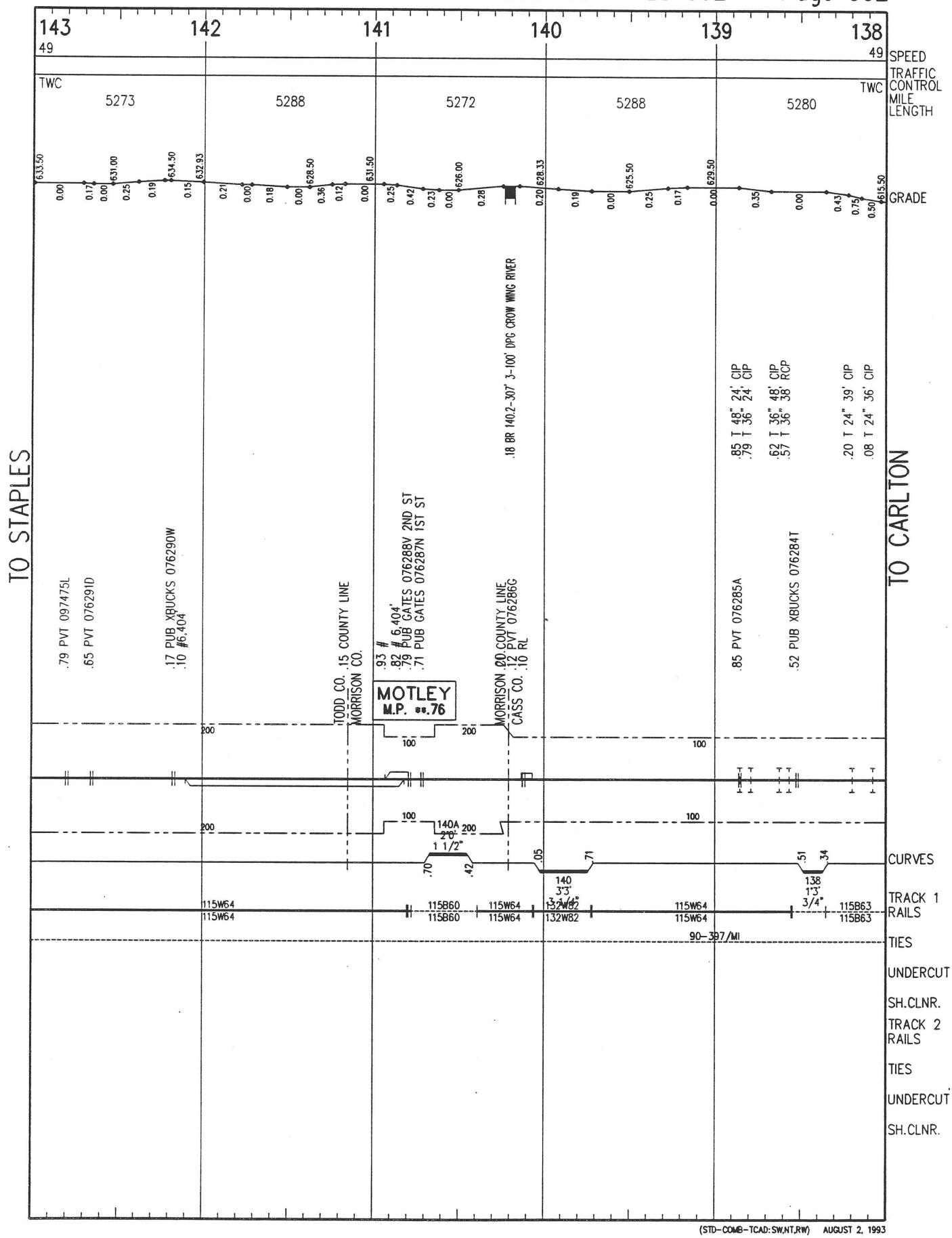


LAKE SUPERIOR DIVISION

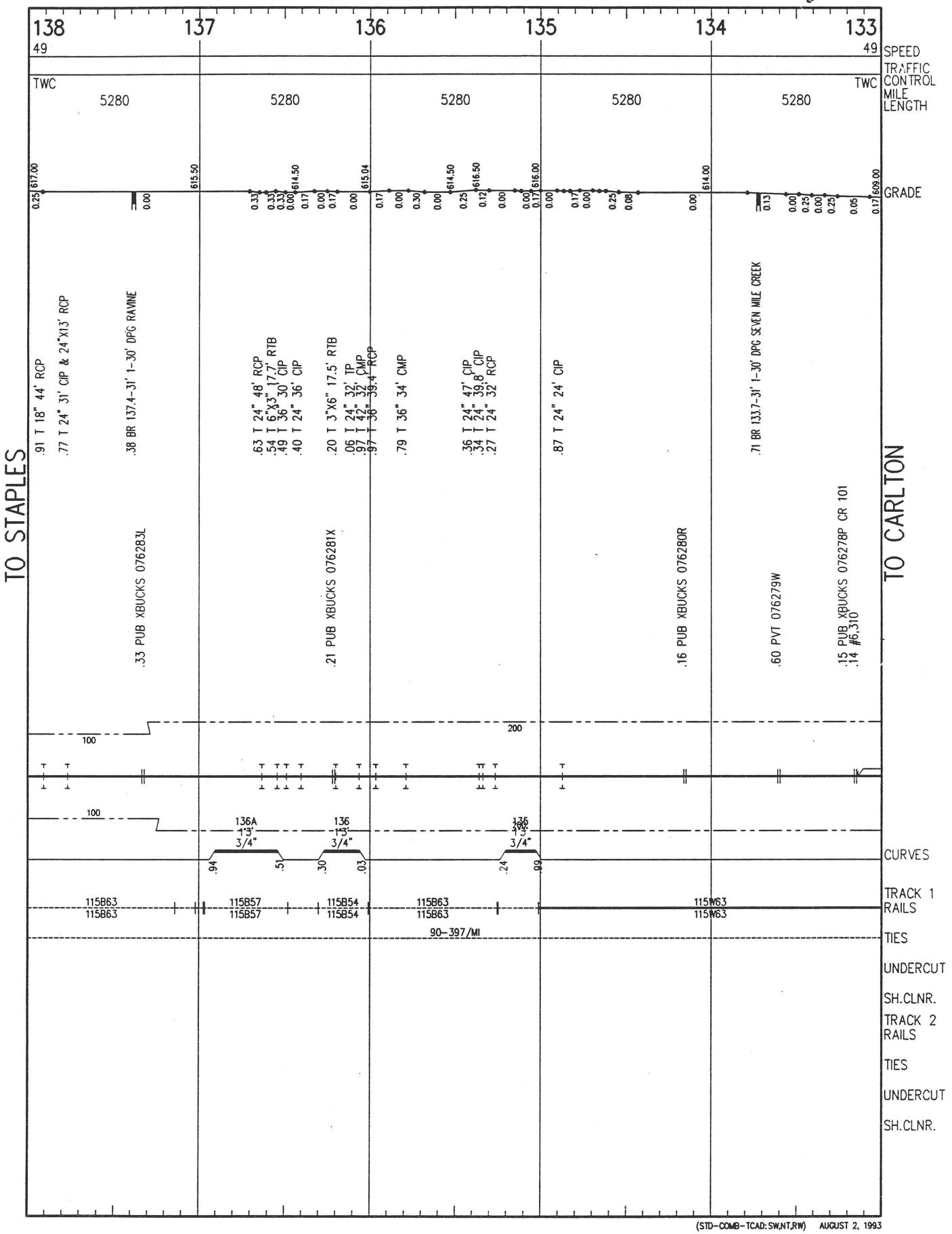
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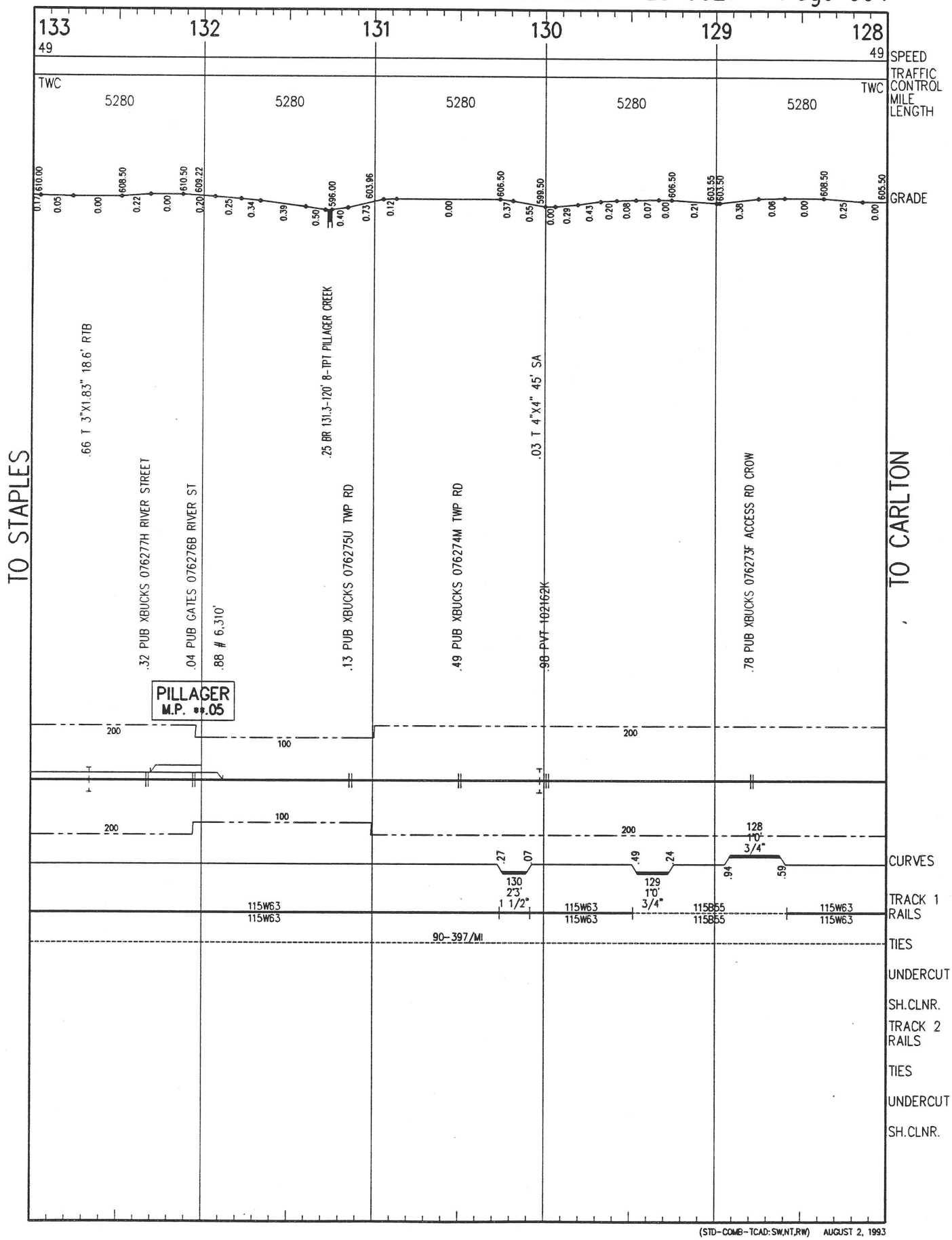
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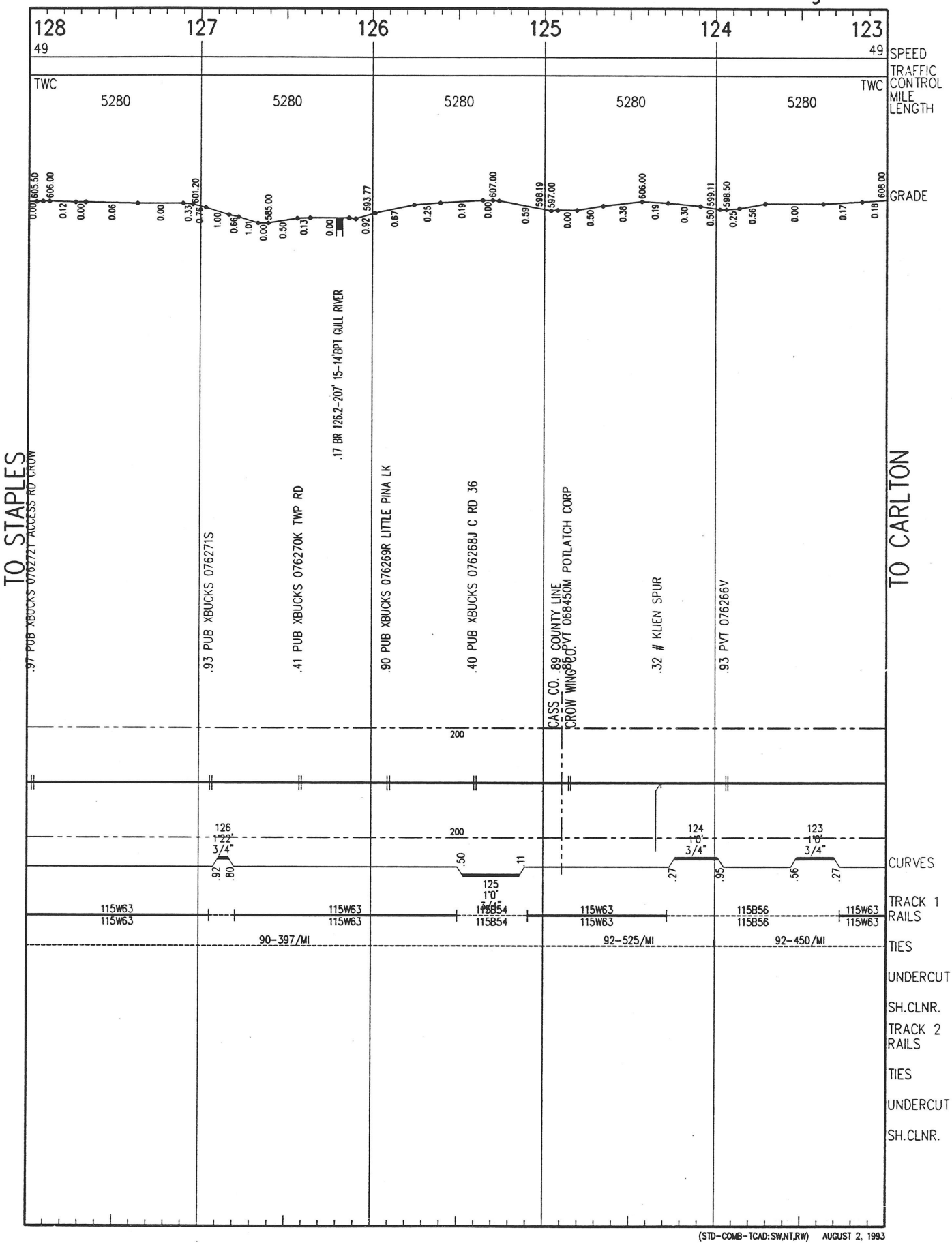
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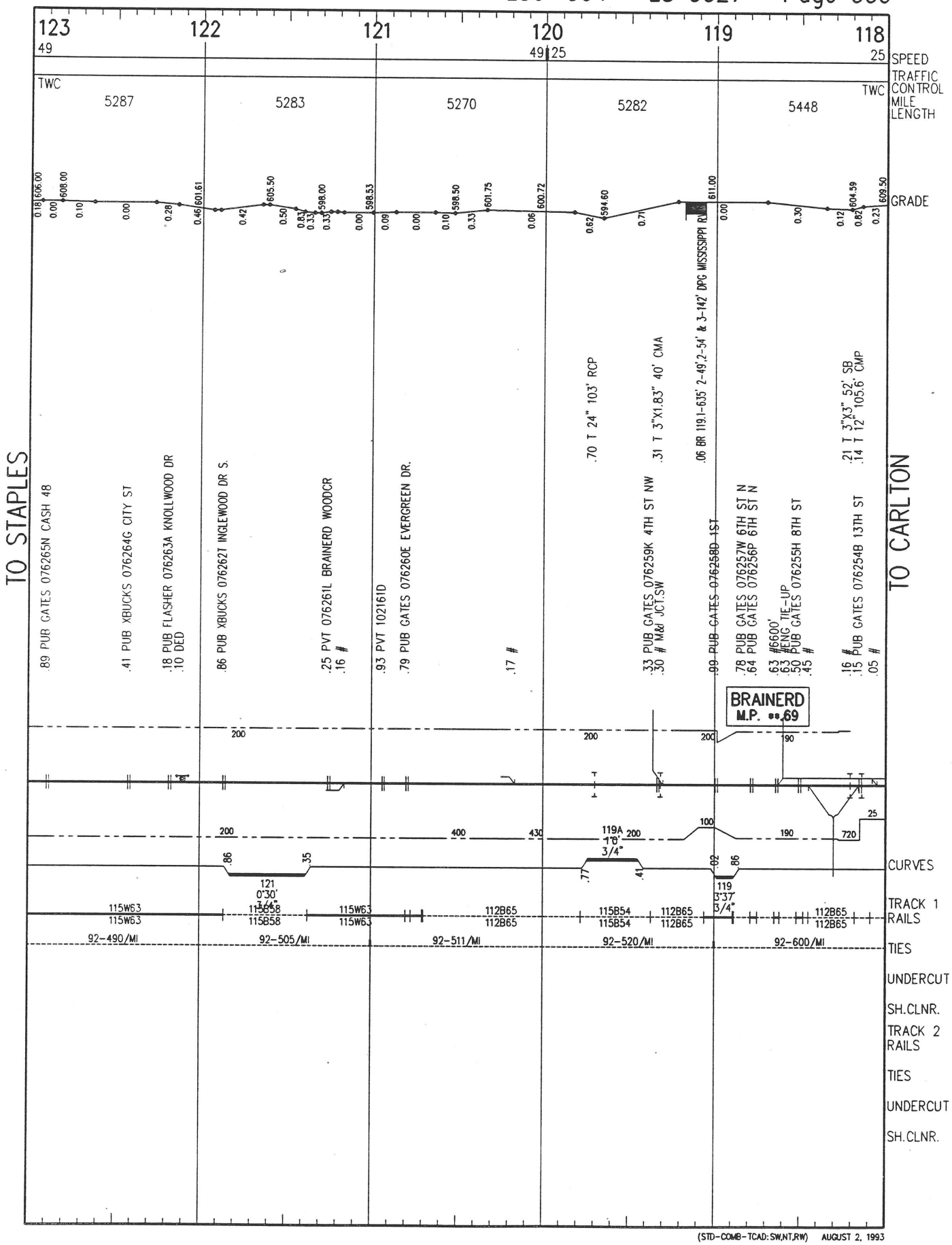
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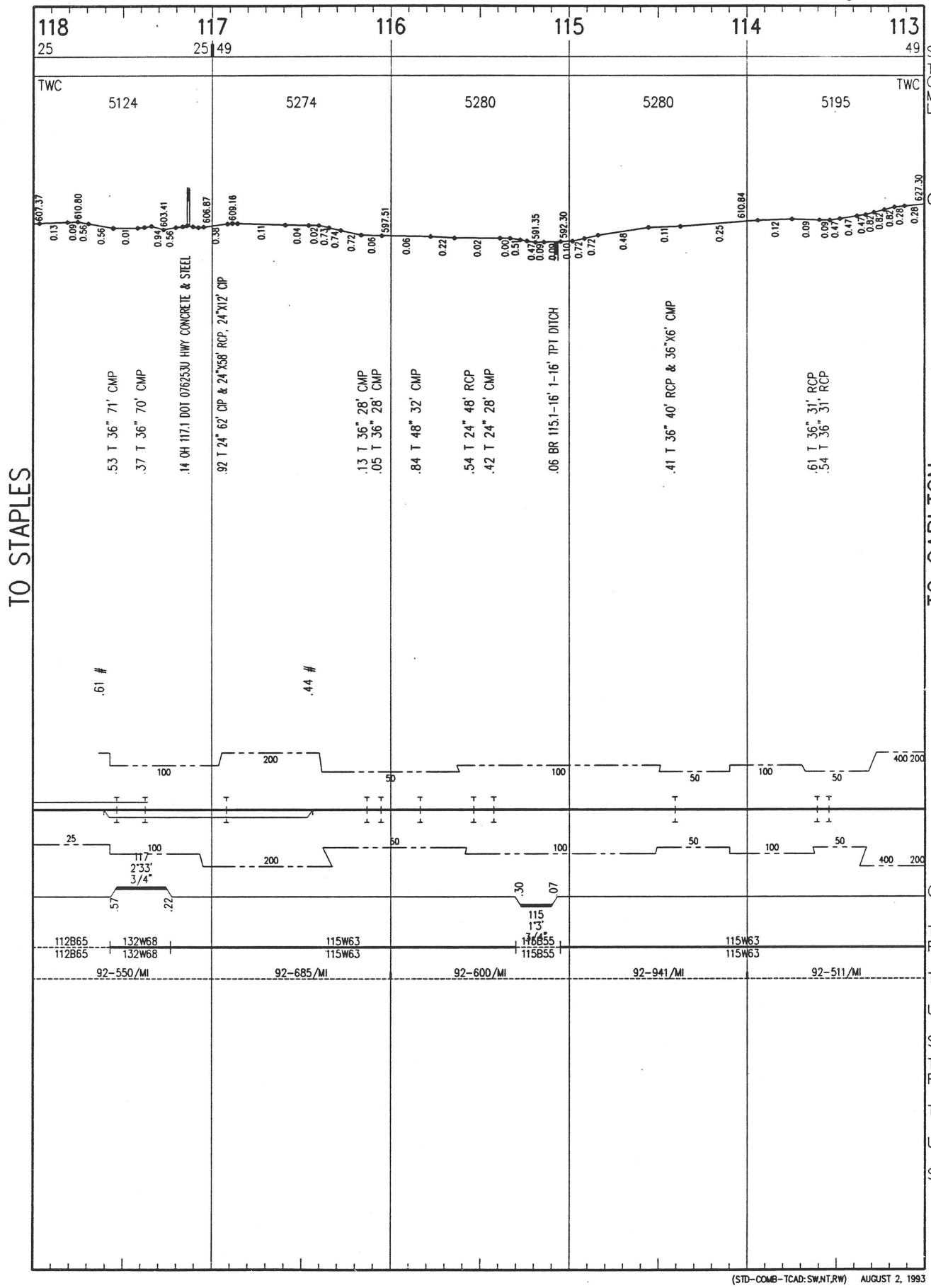
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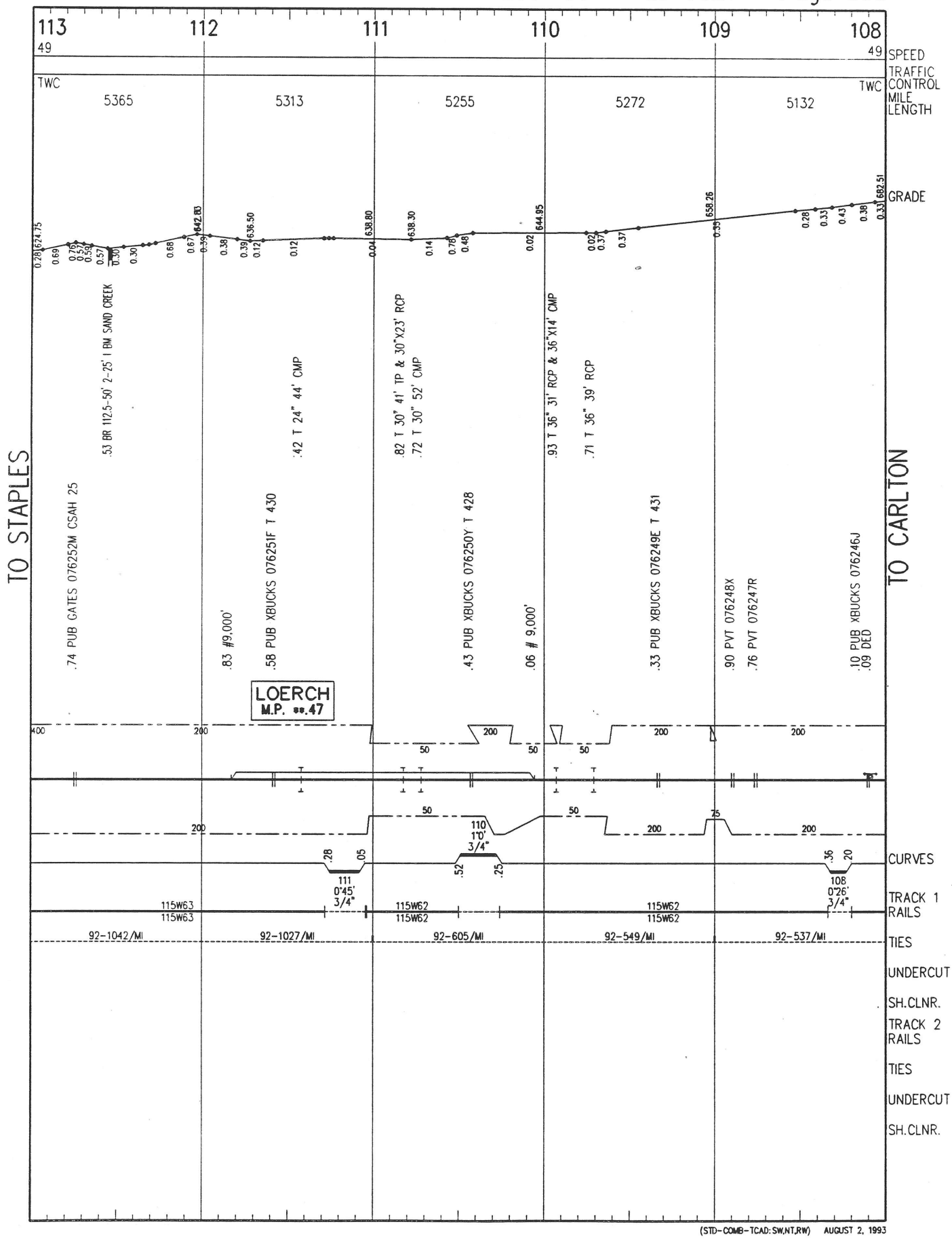
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



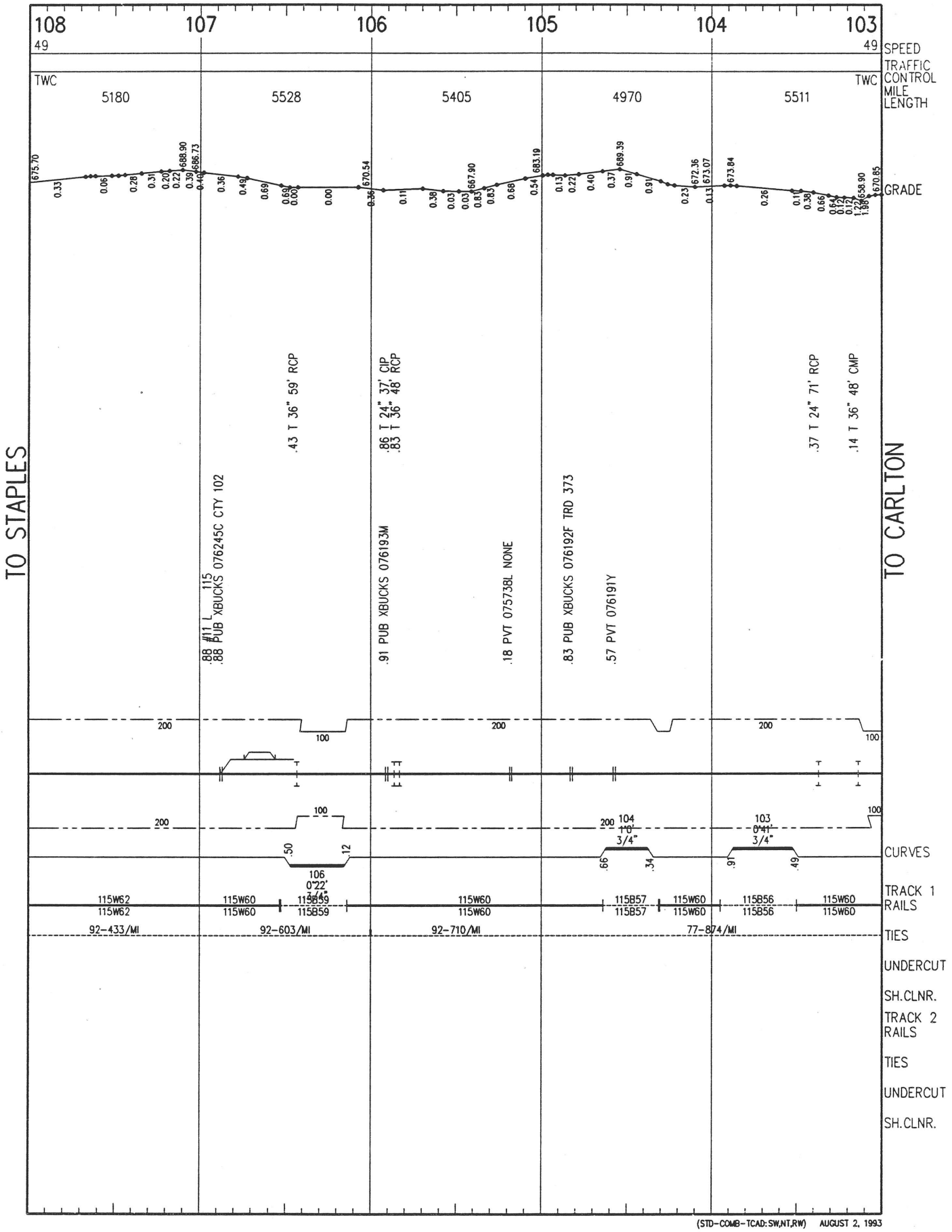
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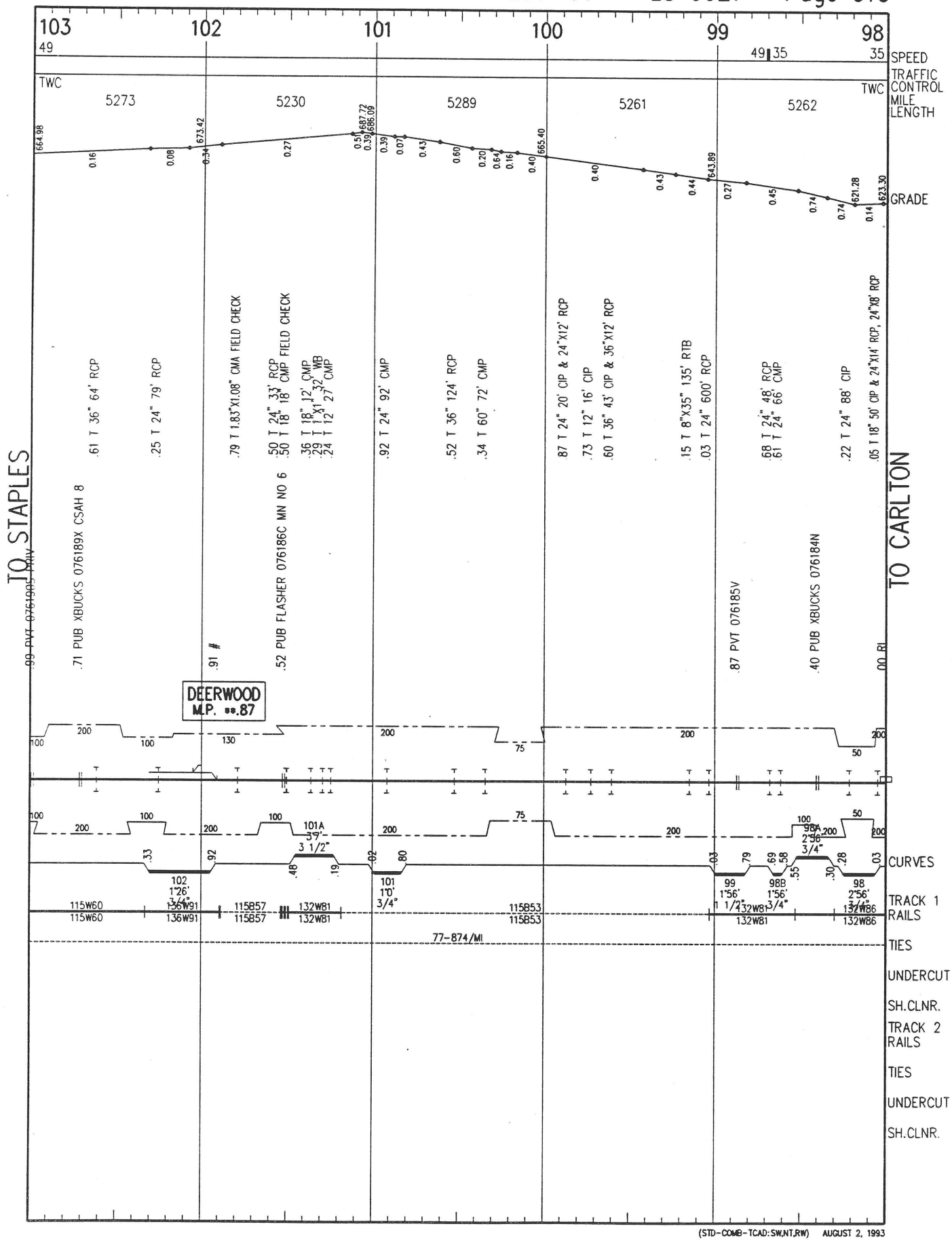
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



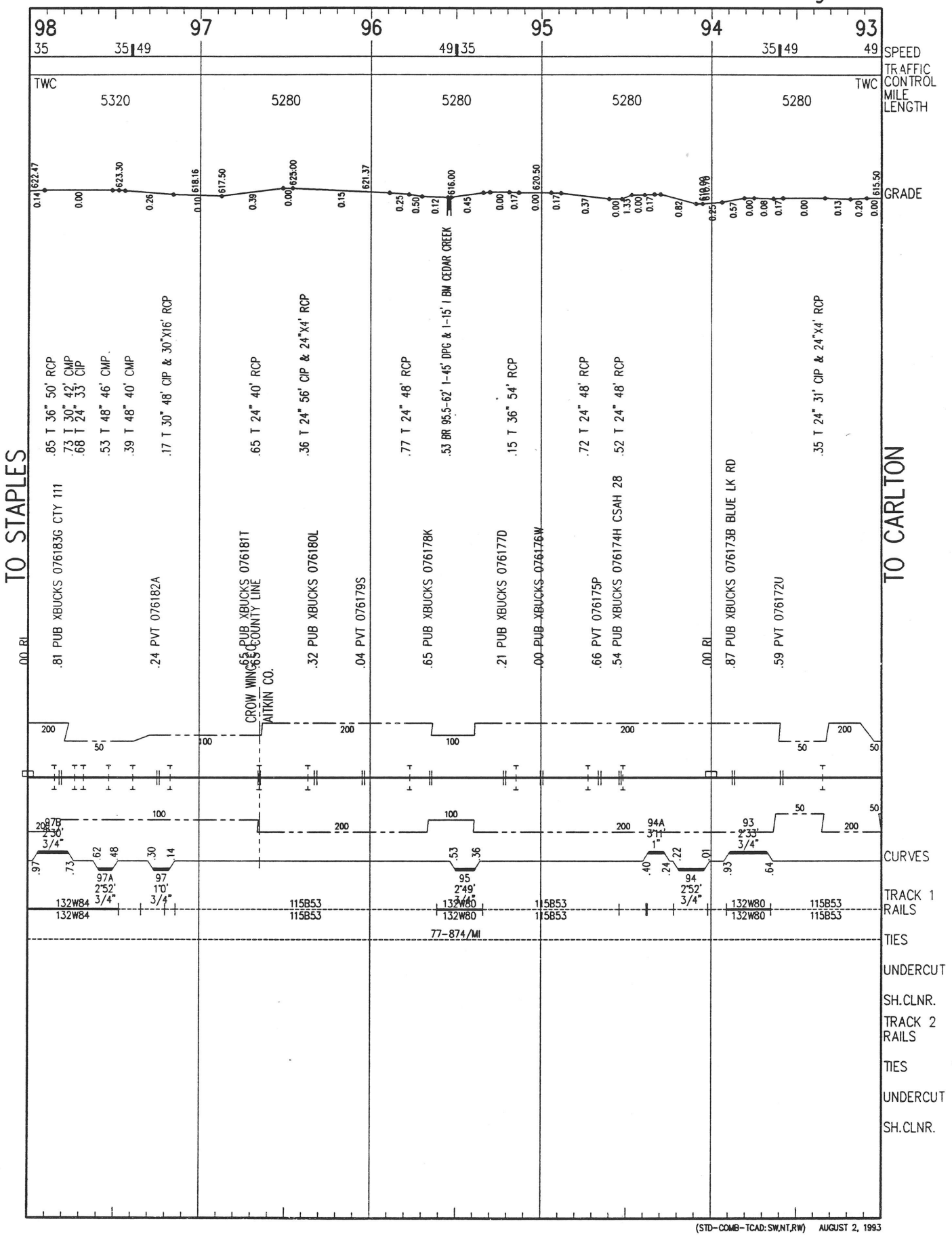
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



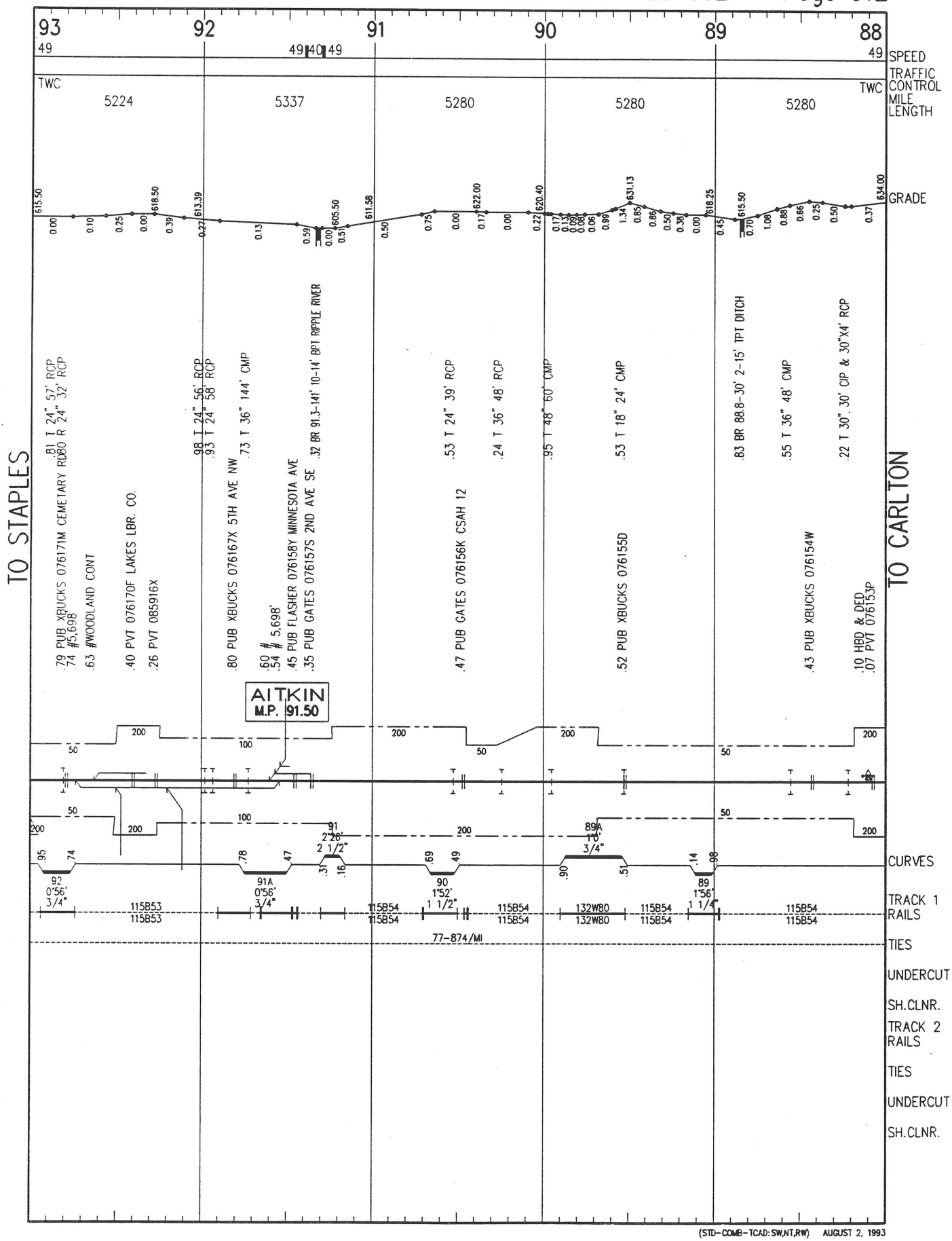
(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



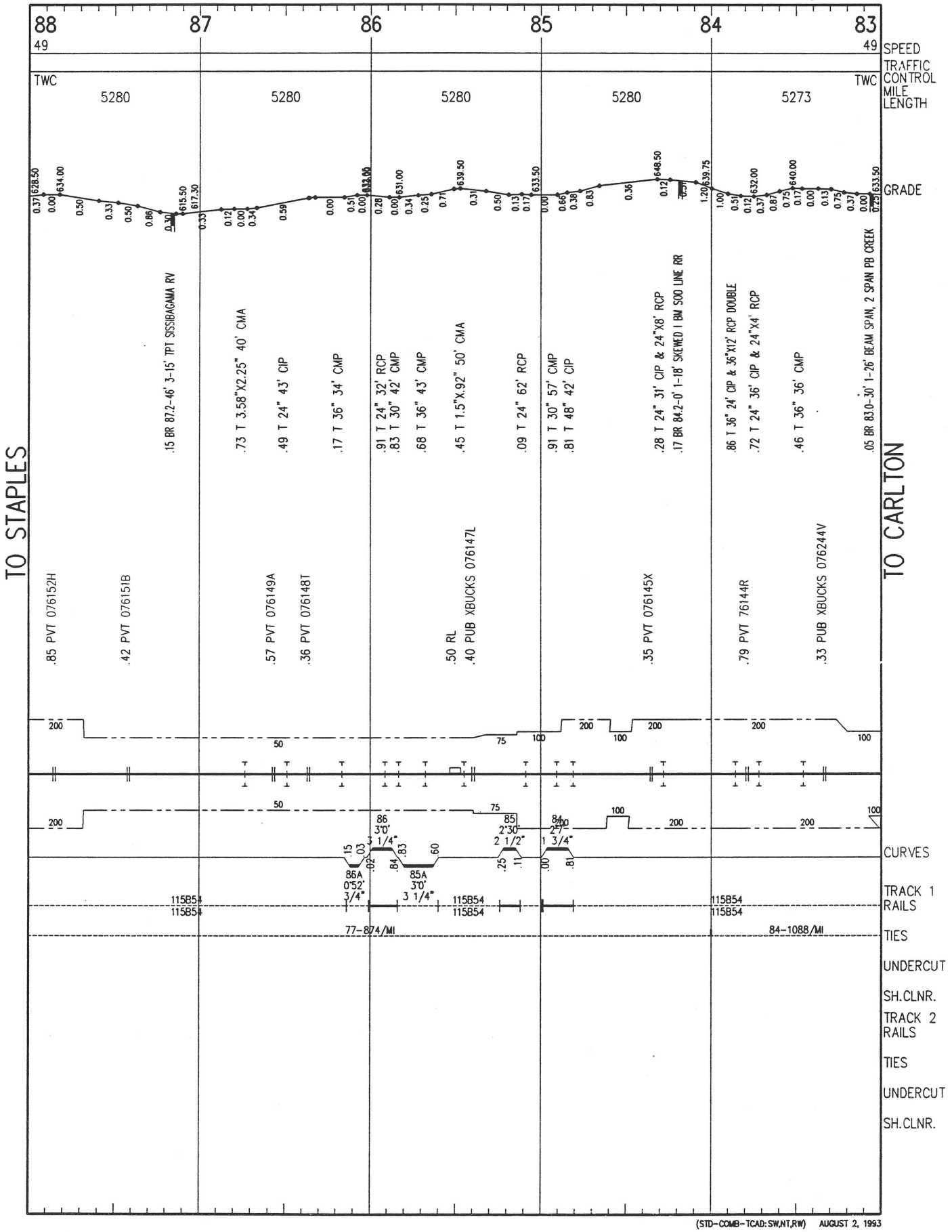
(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



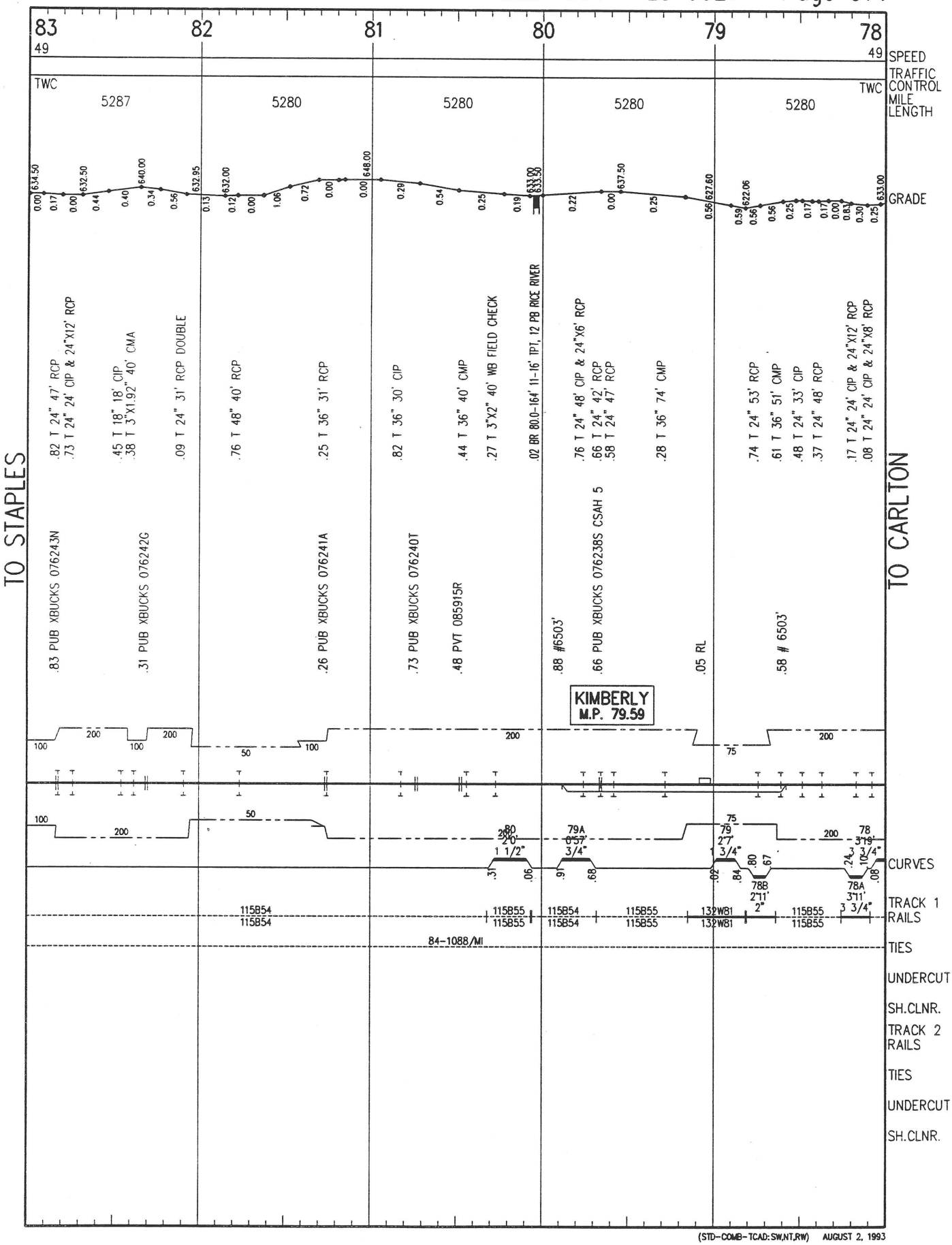
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



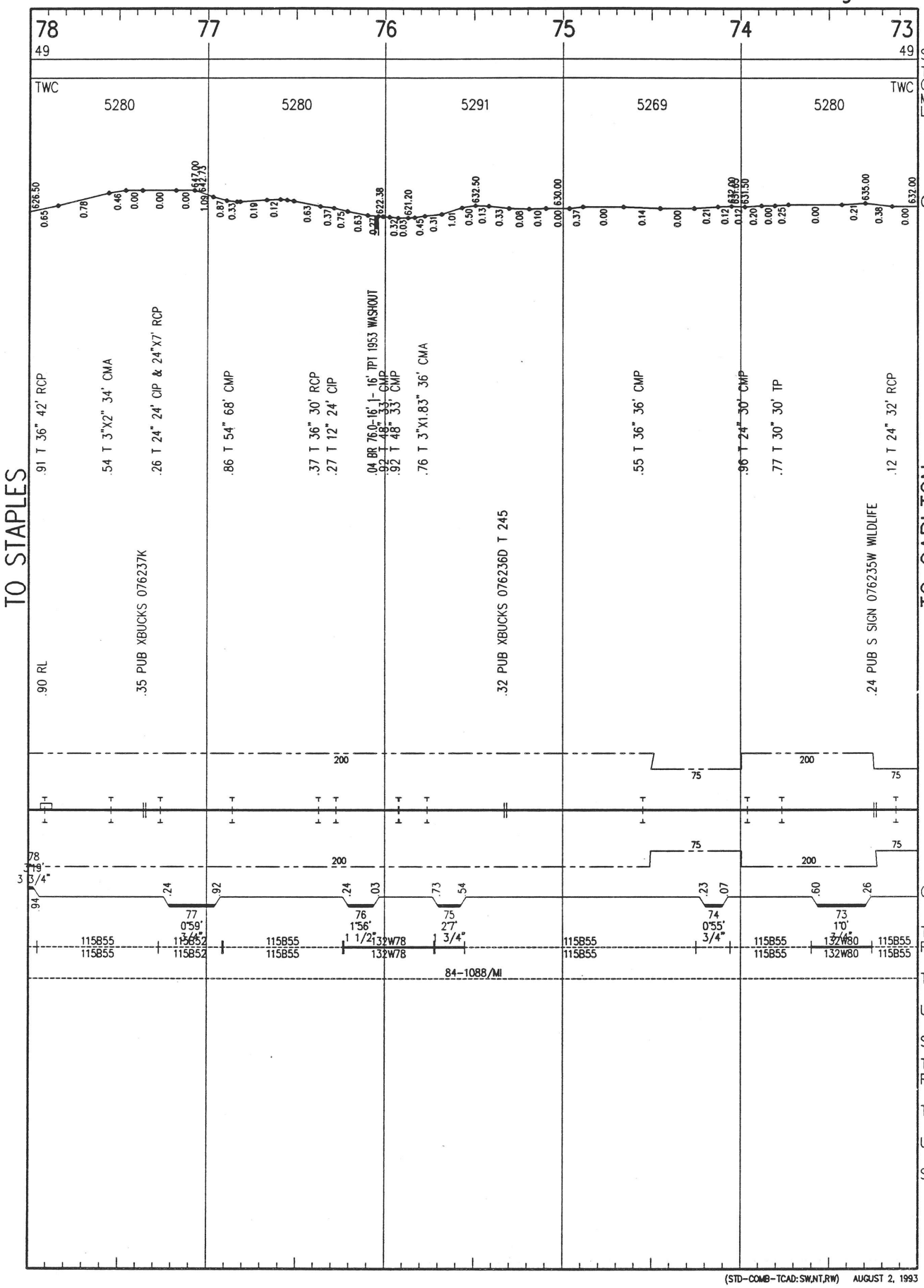
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



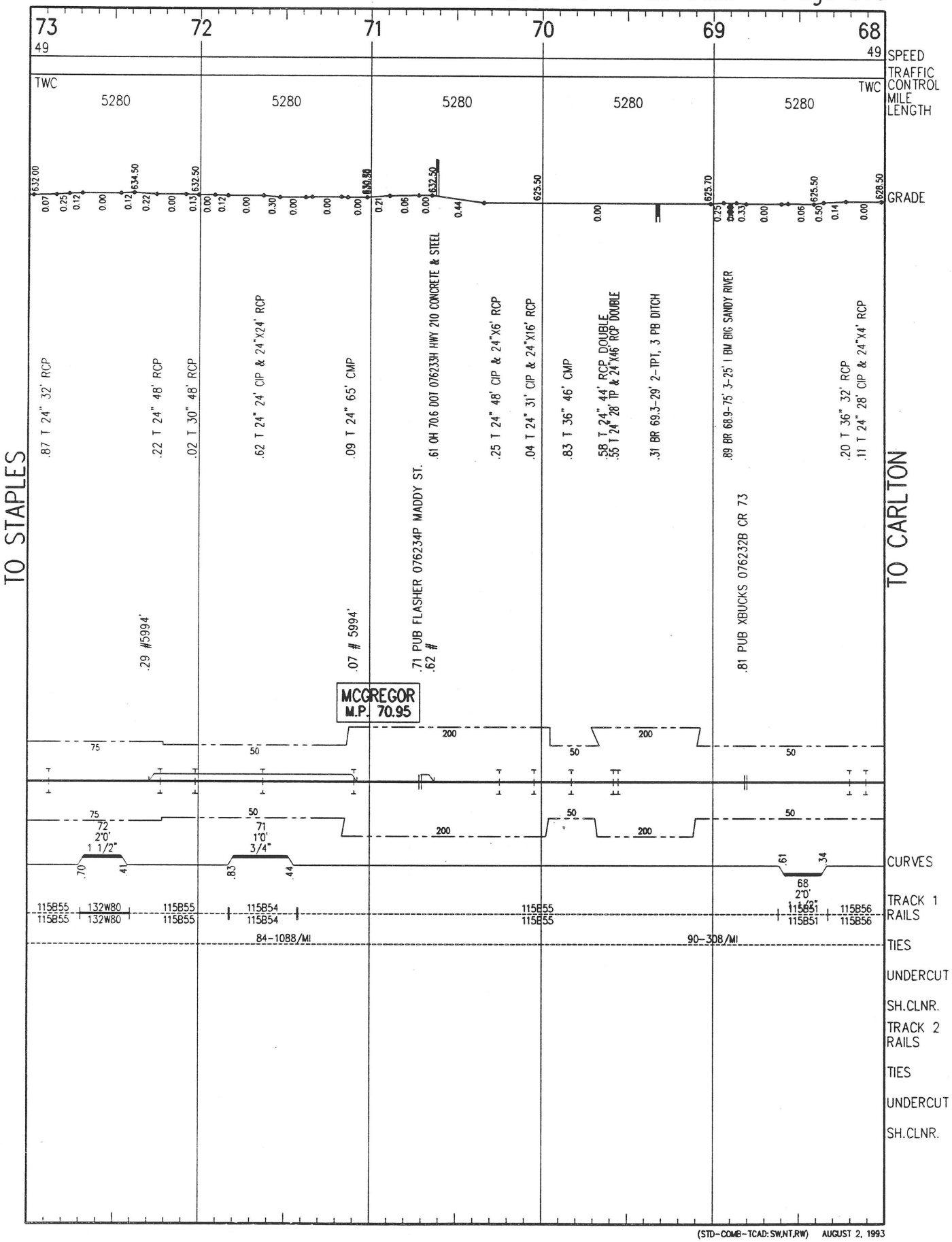
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



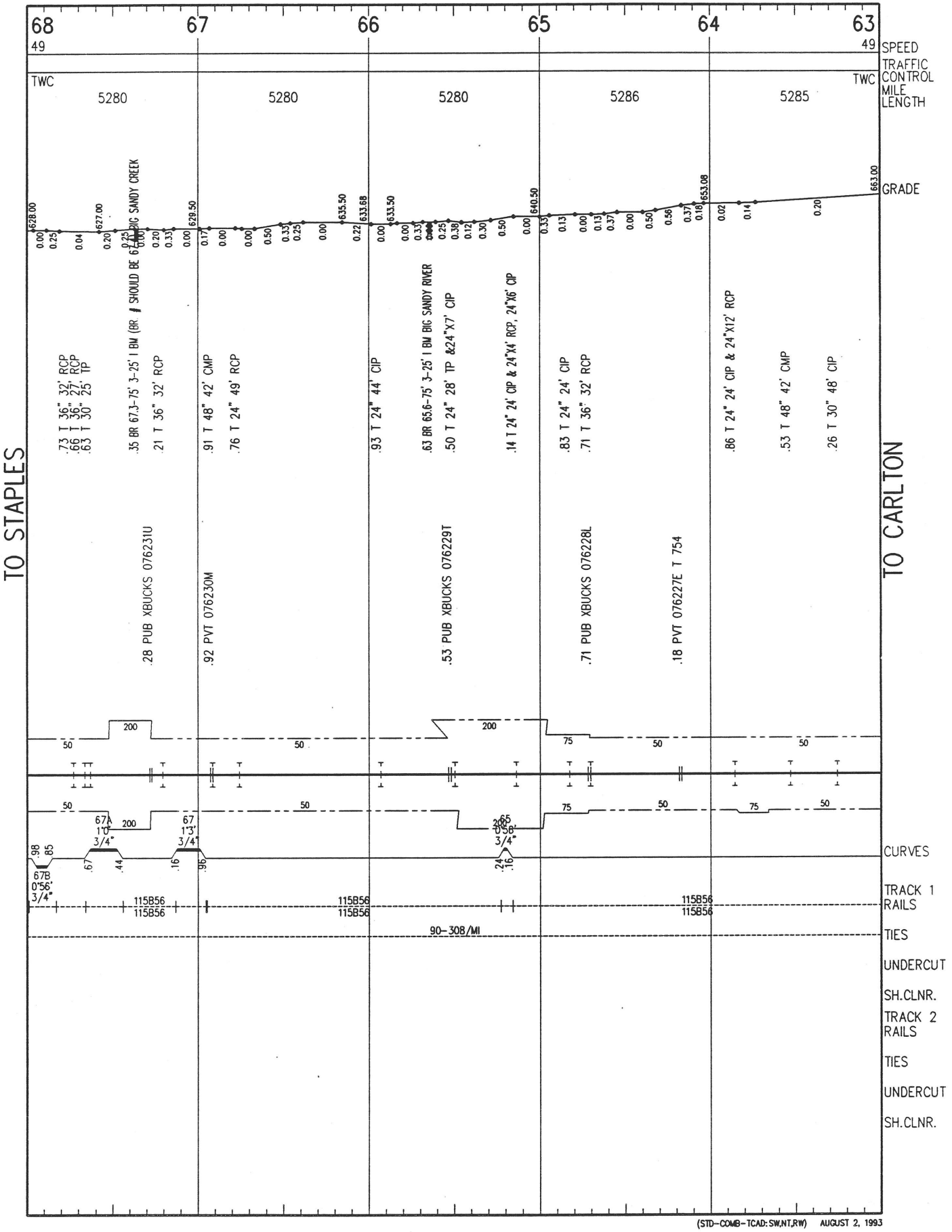
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



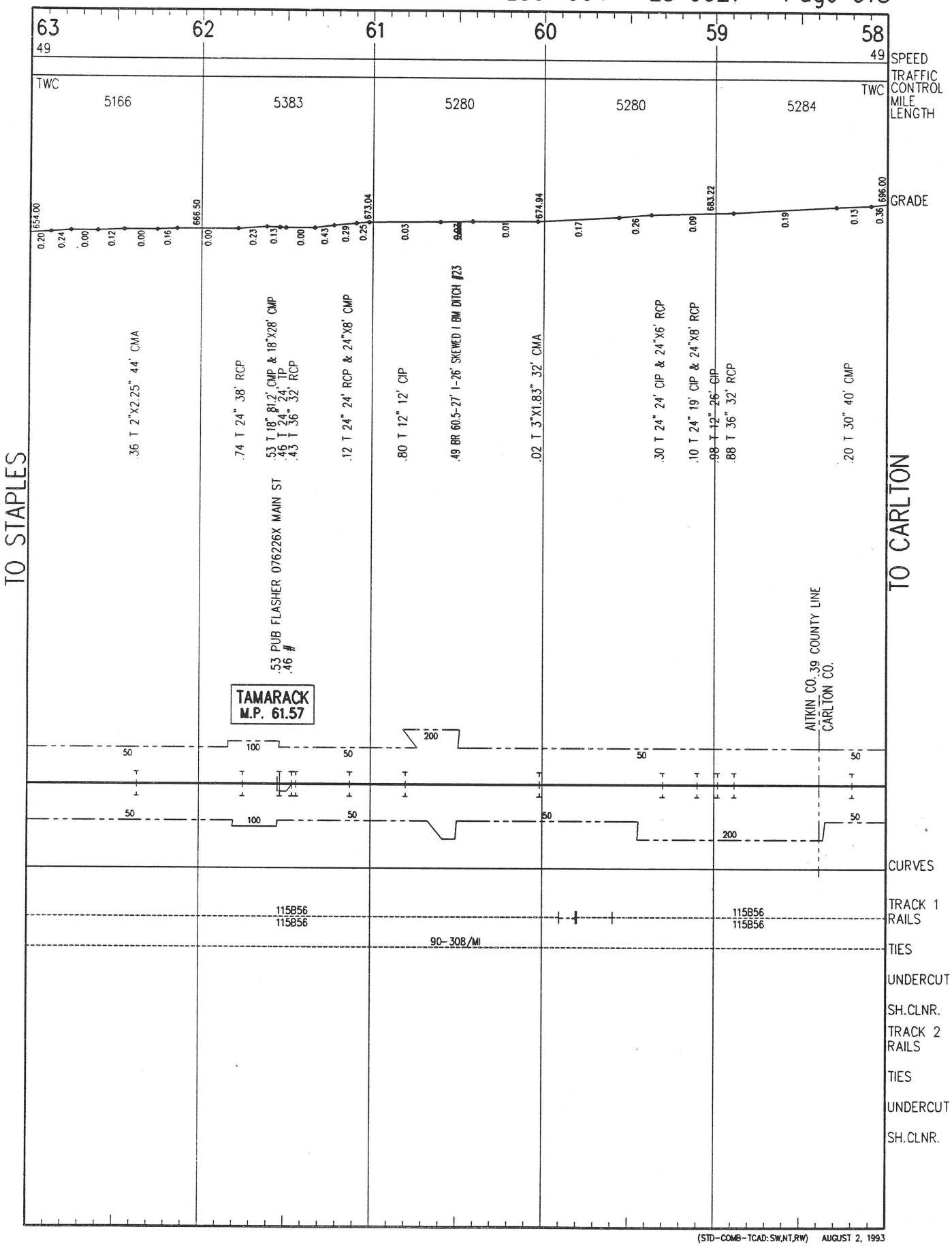
(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



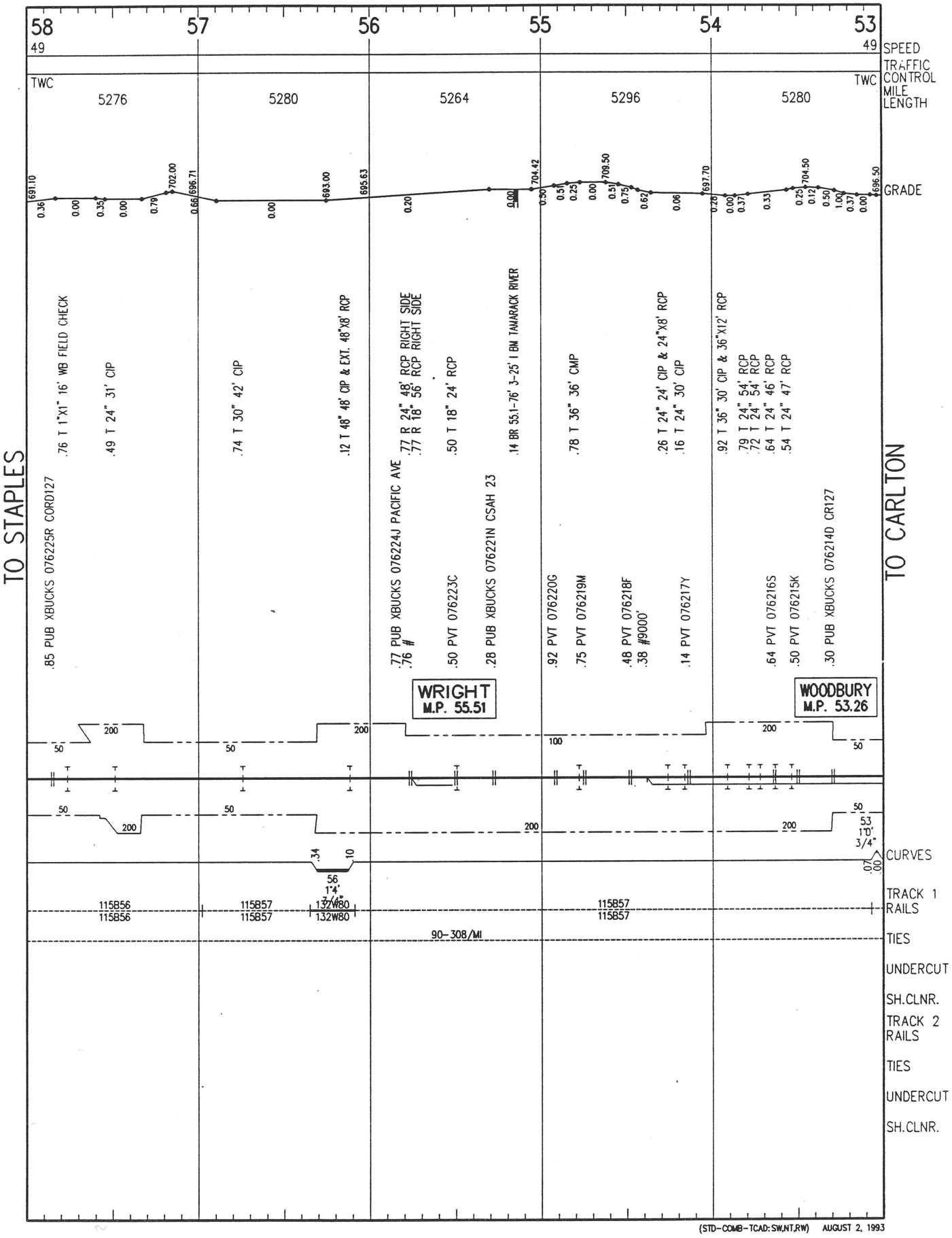
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993

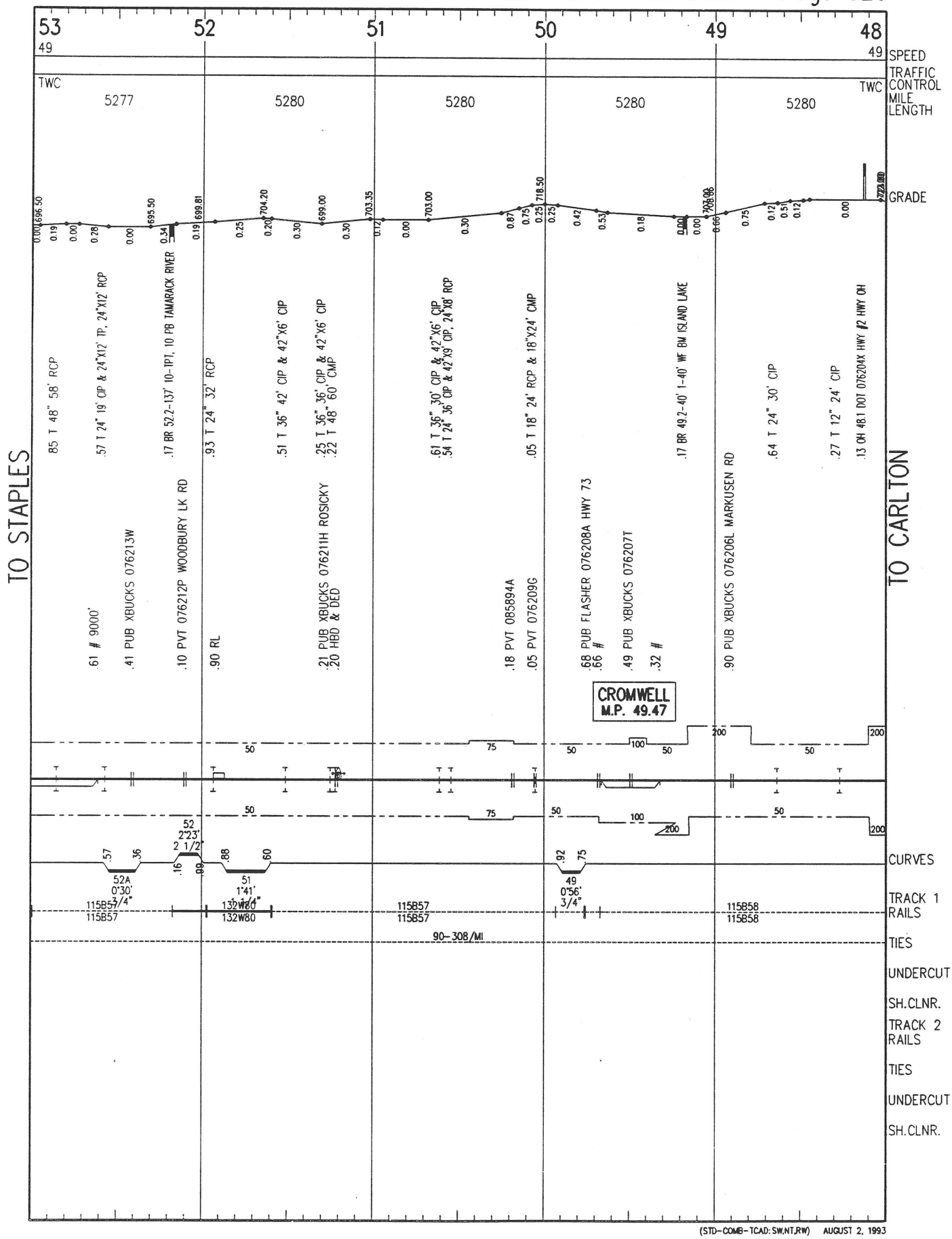


(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993

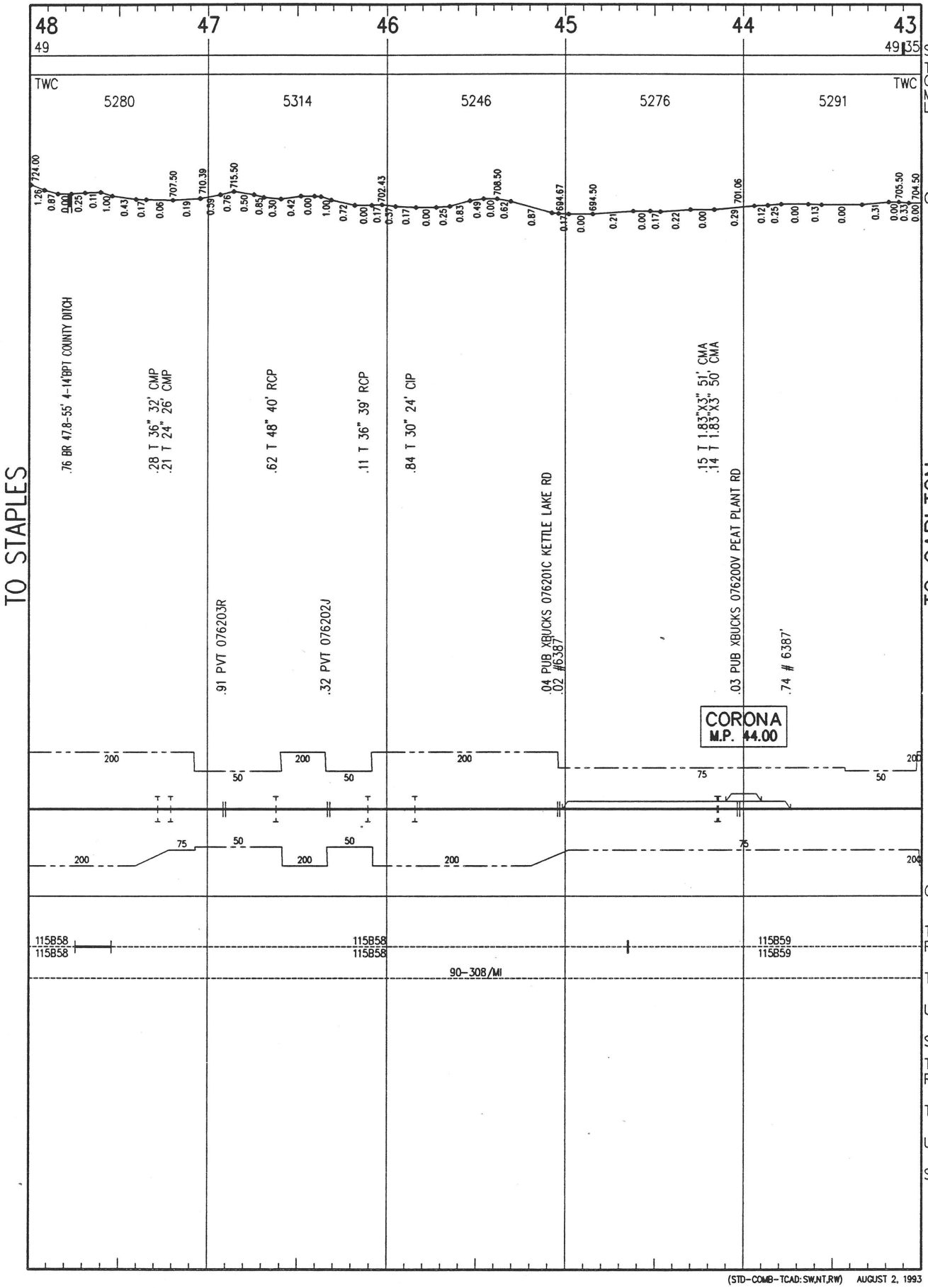


(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993

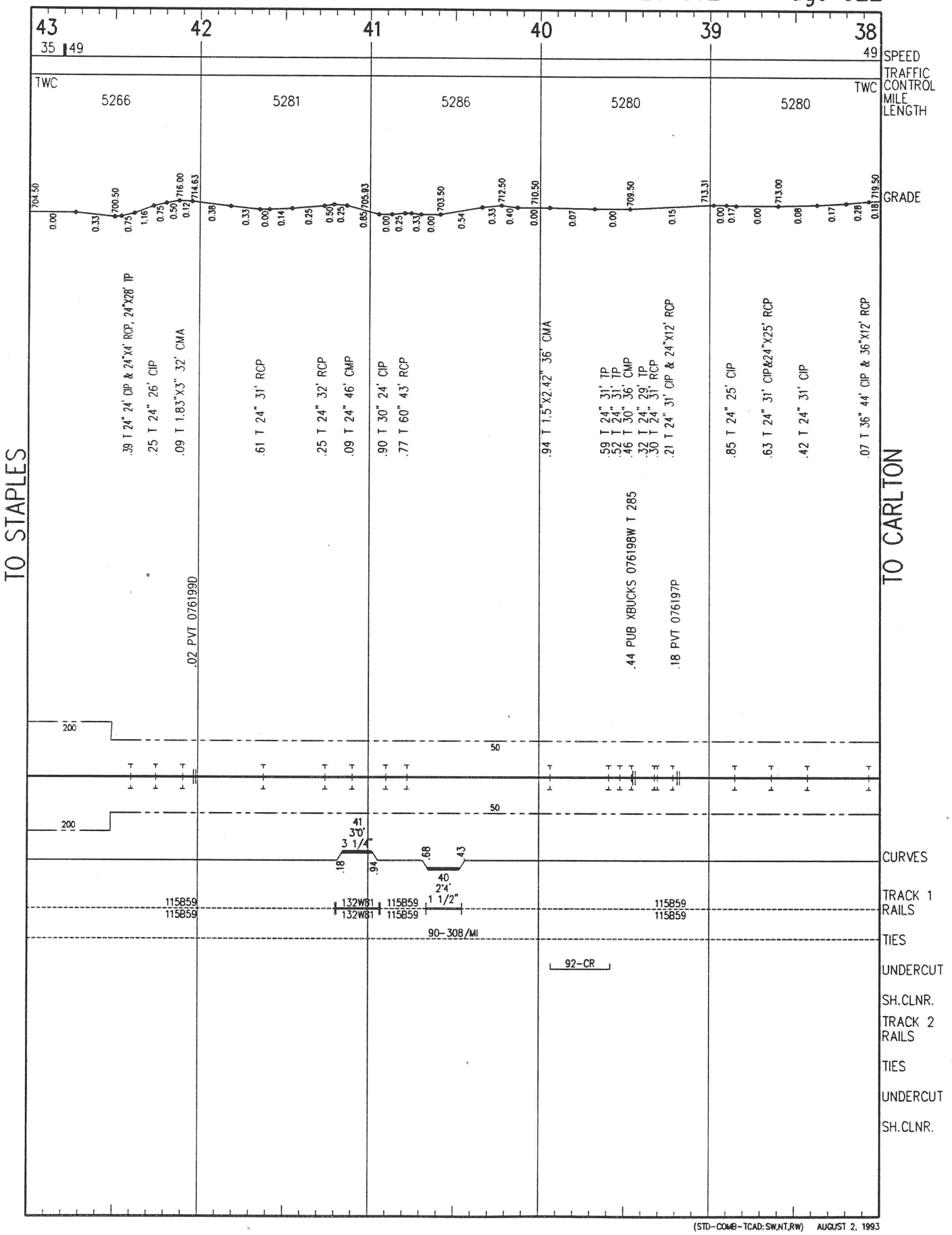

58
57
56
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49
49
SPEED
TRAFFIC CONTROL
MILE LENGTH
GRADE
CURVES
TRACK 1 RAILS
TIES
UNDERCUT
SH.CLNR.
TRACK 2 RAILS
TIES
UNDERCUT
SH.CLNR.
TWC
TWC
5276
5280
5264
5296
5280
TO STAPLES
TO CARLTON
.85 PUB XBUCKS 076225R CORD127
.76 T 1'X1' 16' WB FIELD CHECK
.49 T 24" 31' CIP
.74 T 30" 42' CIP
.12 T 48" 48' CIP & EXT. 48"X8' RCP
.77 PUB XBUCKS 076224J PACIFIC AVE
.76 #
.77 R 24" 48' RCP RIGHT SIDE
.77 R 18" 56' RCP RIGHT SIDE
.50 PVT 076223C
.50 T 18" 24' RCP
.28 PUB XBUCKS 076221N CSAH 23
.14 BR 55.1-76' 3-25' I BM TAMARACK RIVER
.92 PVT 076220G
.78 T 36" 36' CMP
.75 PVT 076219M
.48 PVT 076218F
.38 #9000'
.26 T 24" 24' CIP & 24"X8' RCP
.16 T 24" 30' CIP
.14 PVT 076217Y
.92 T 36" 30' CIP & 36"X12' RCP
.79 T 24" 54' RCP
.72 T 24" 54' RCP
.64 T 24" 46' RCP
.54 T 24" 47' RCP
.64 PVT 076216S
.50 PVT 076215K
.30 PUB XBUCKS 076214D CR127
WRIGHT
M.P. 55.51
WOODBURY
M.P. 53.26
691.10
702.00
696.71
693.00
695.63
704.42
709.50
697.70
704.50
696.50
115B56
115B56
115B57
115B57
132W80
132W80
115B57
115B57
90-308/MI
(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



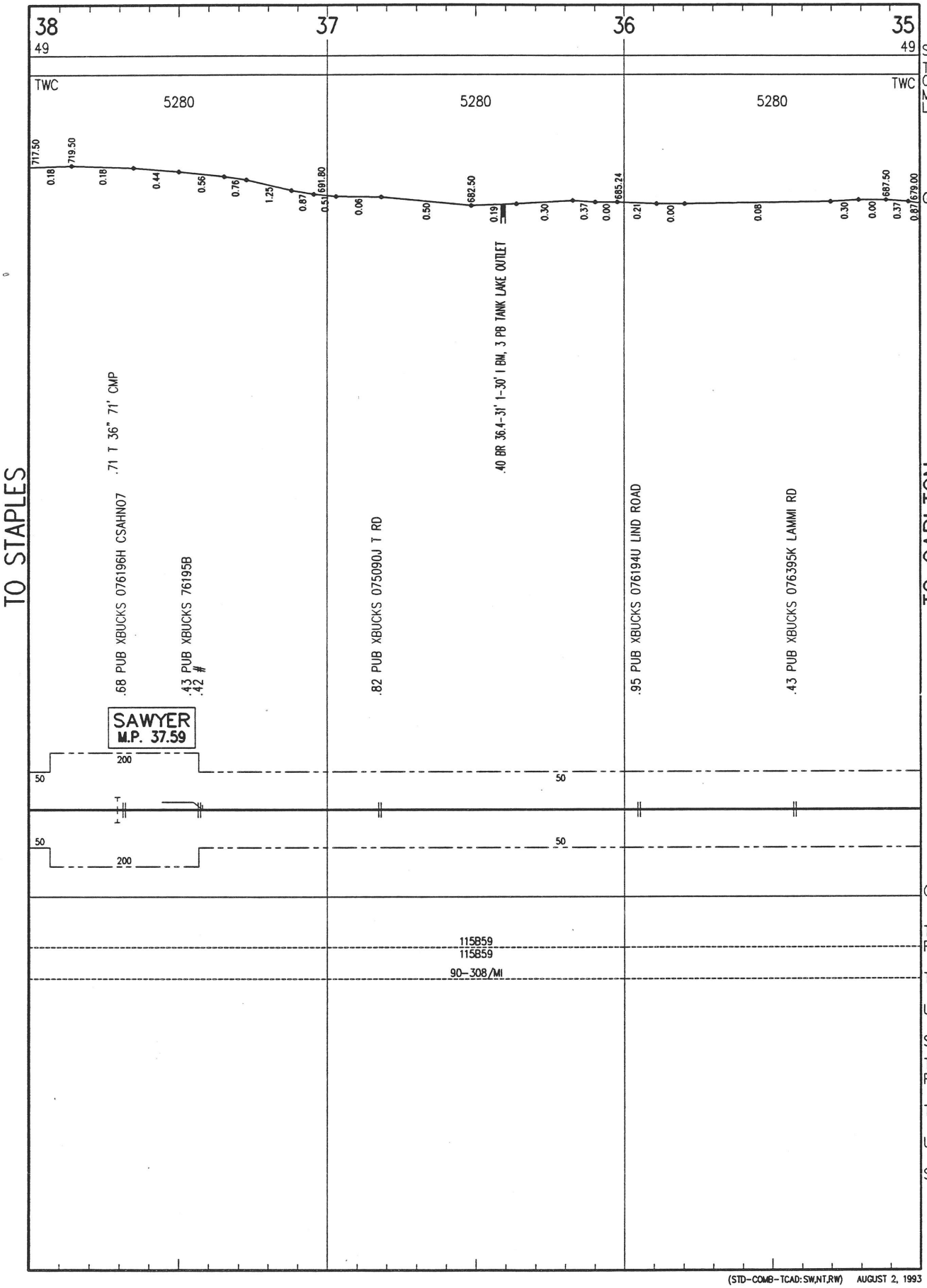
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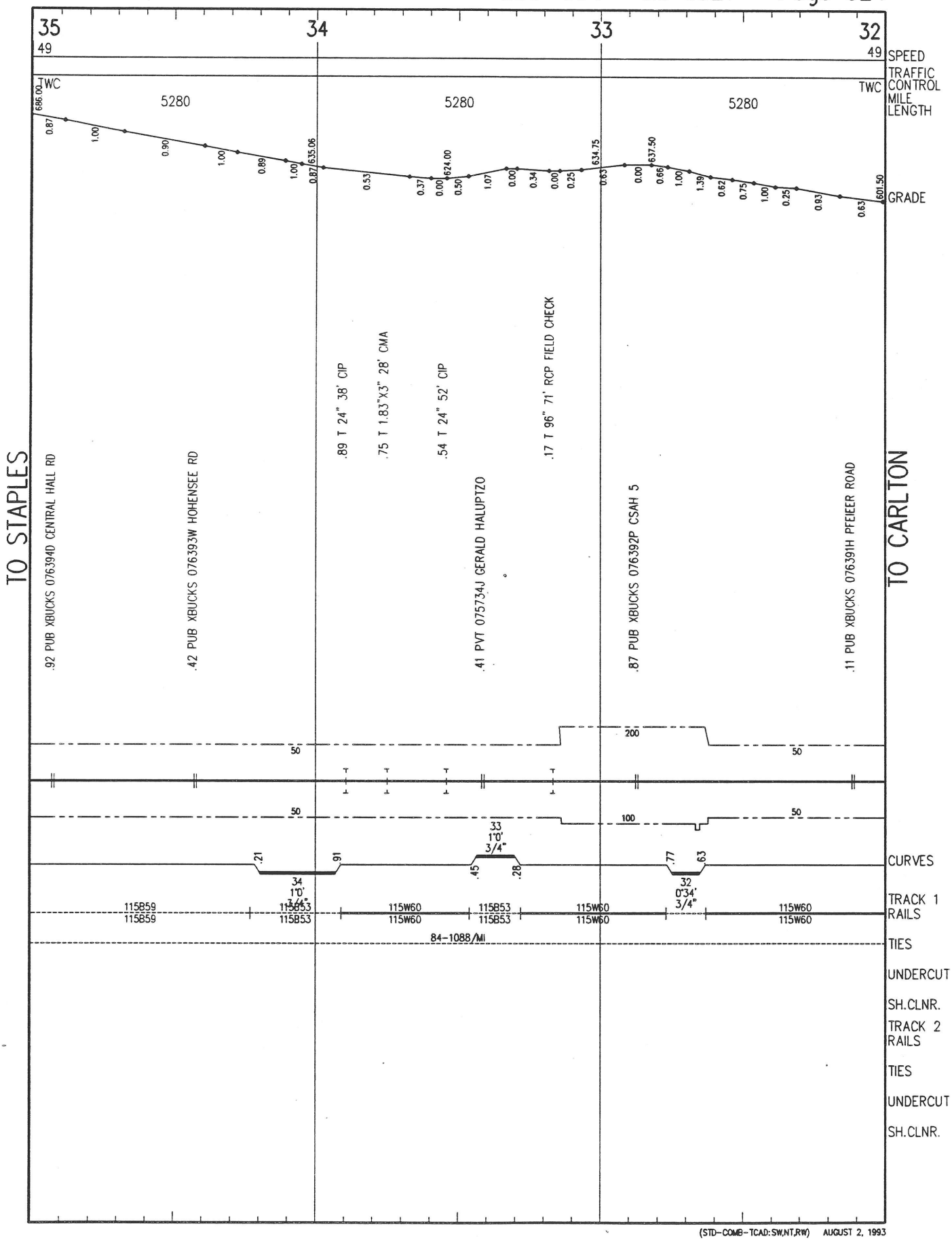
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



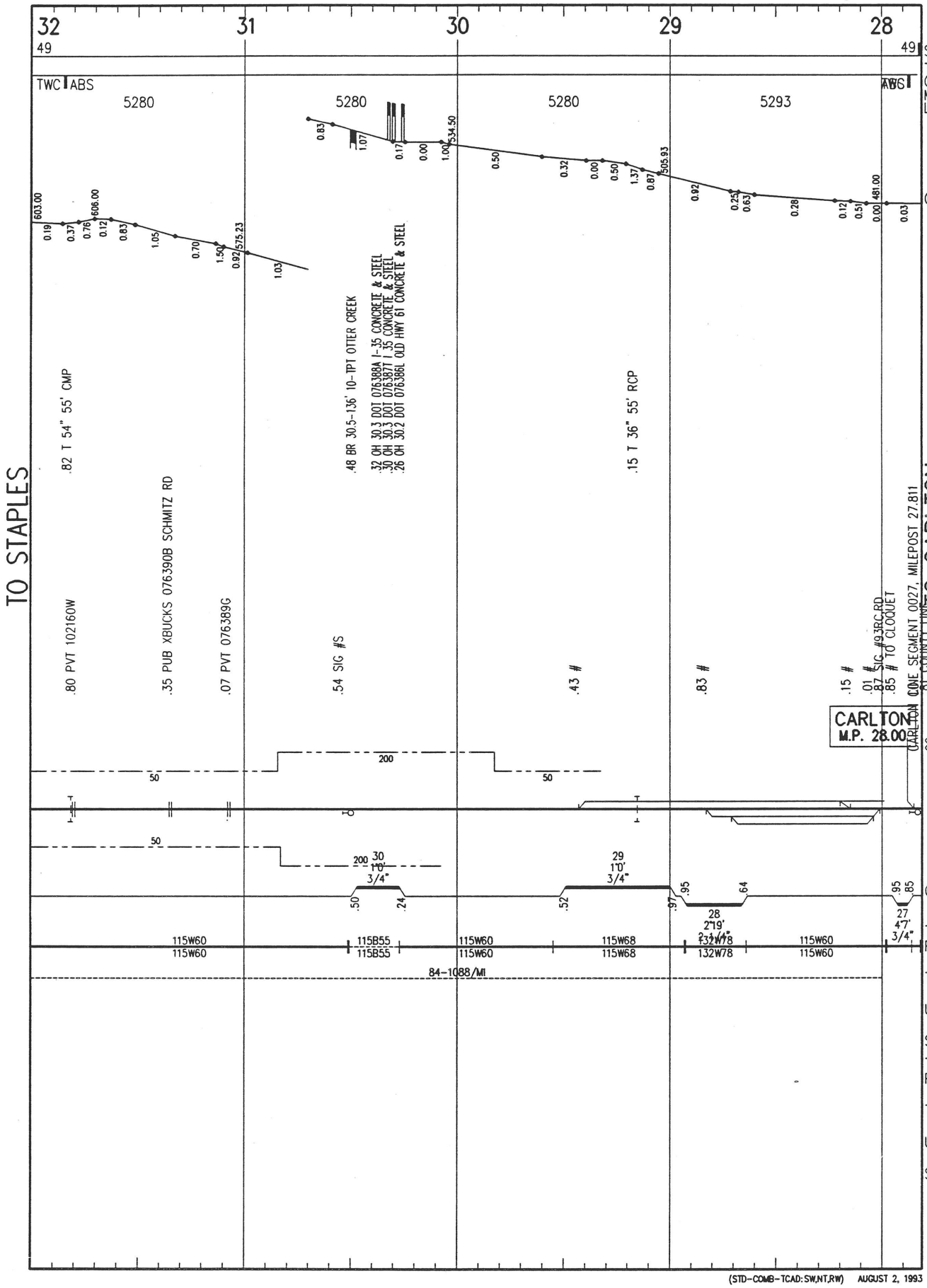
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(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993

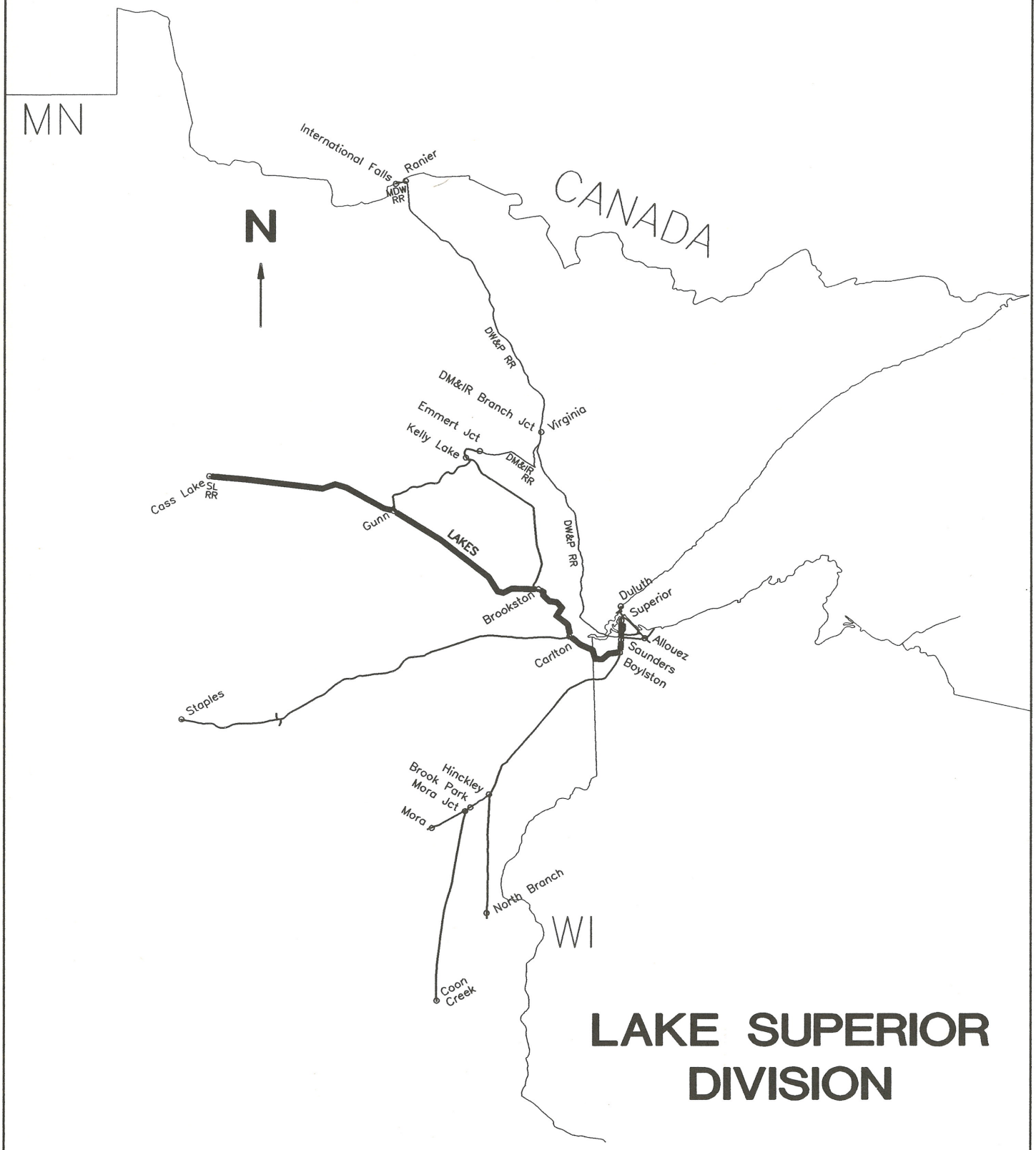


(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



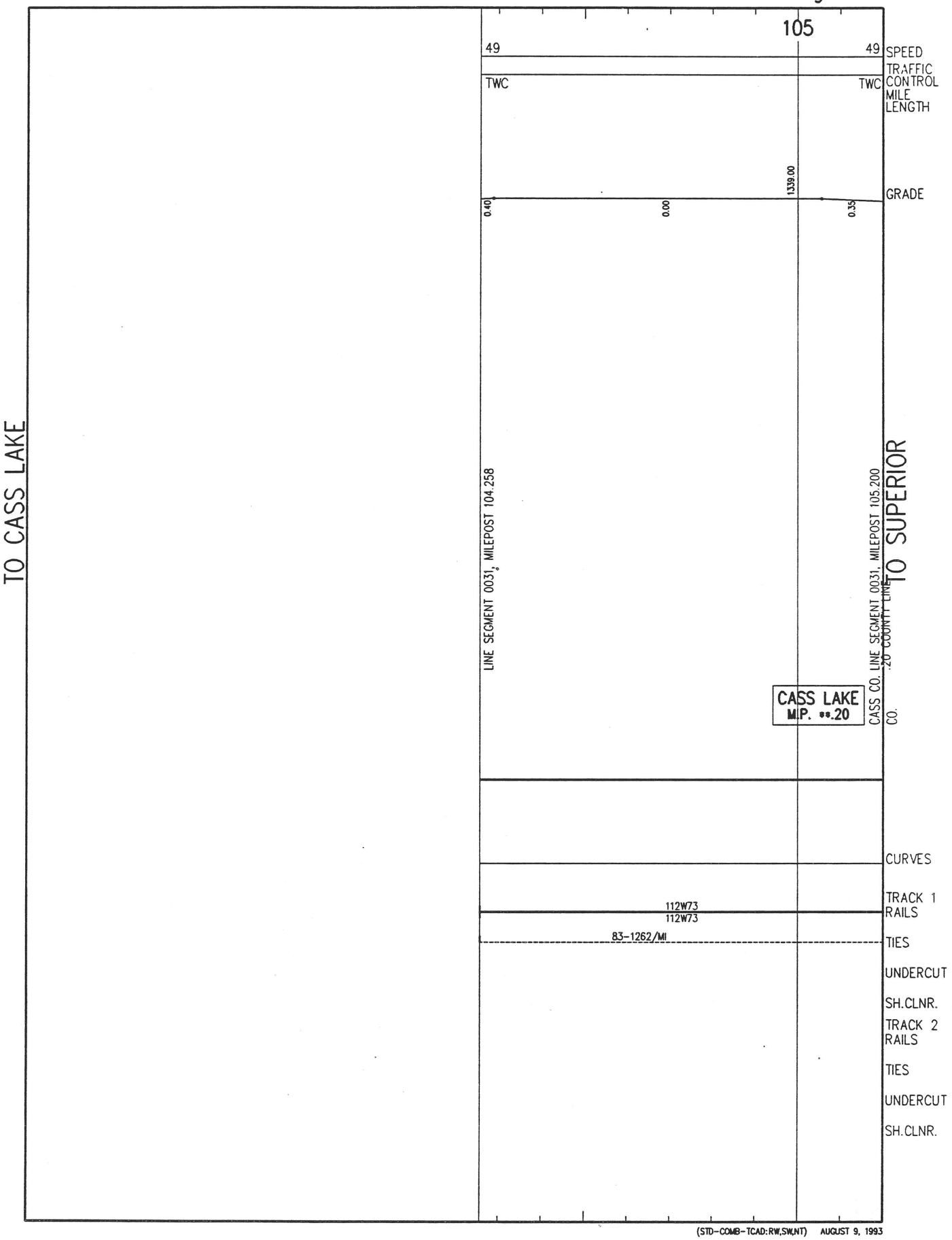
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993

LAKES SUBDIVISION
SUPERIOR - CASS LAKE

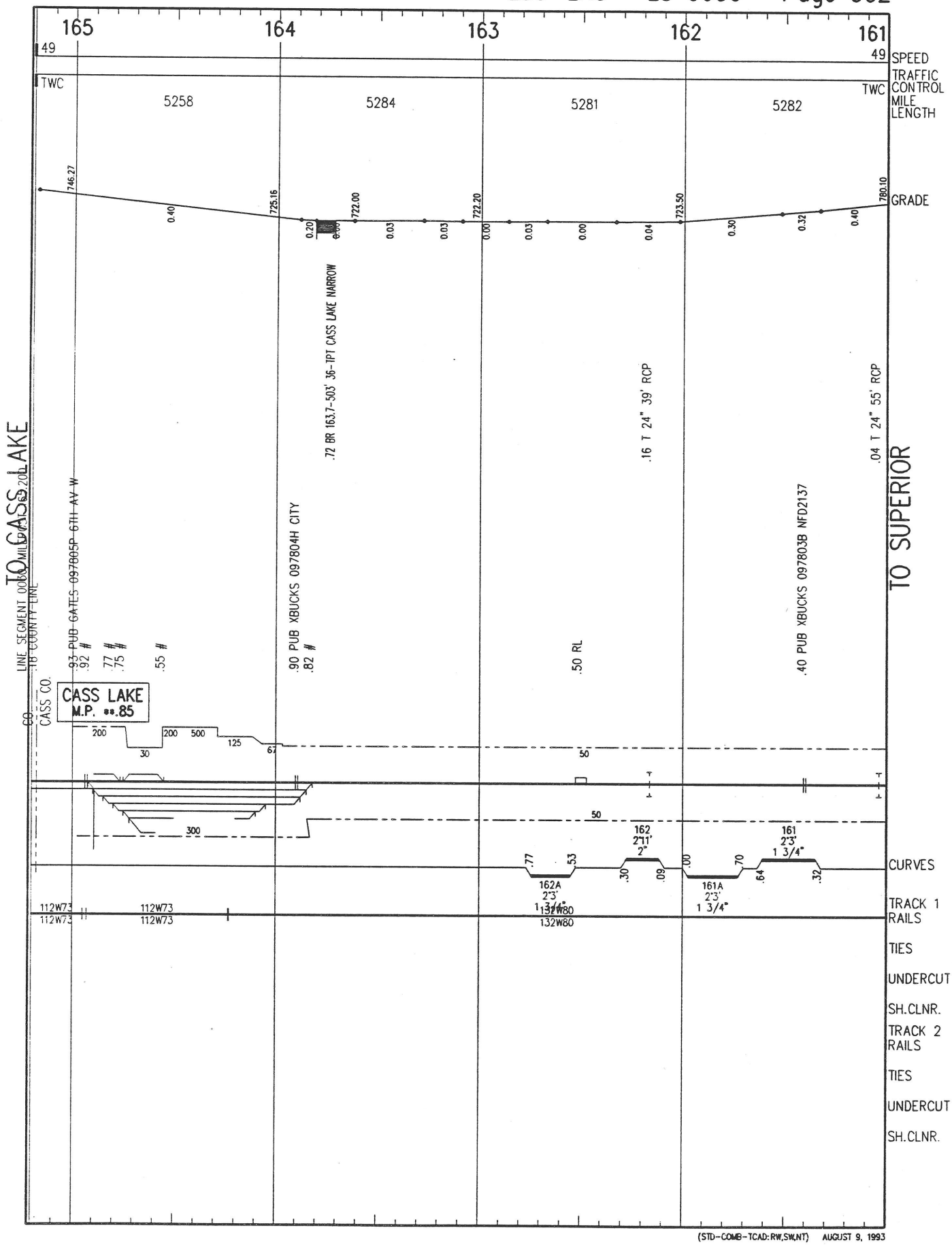


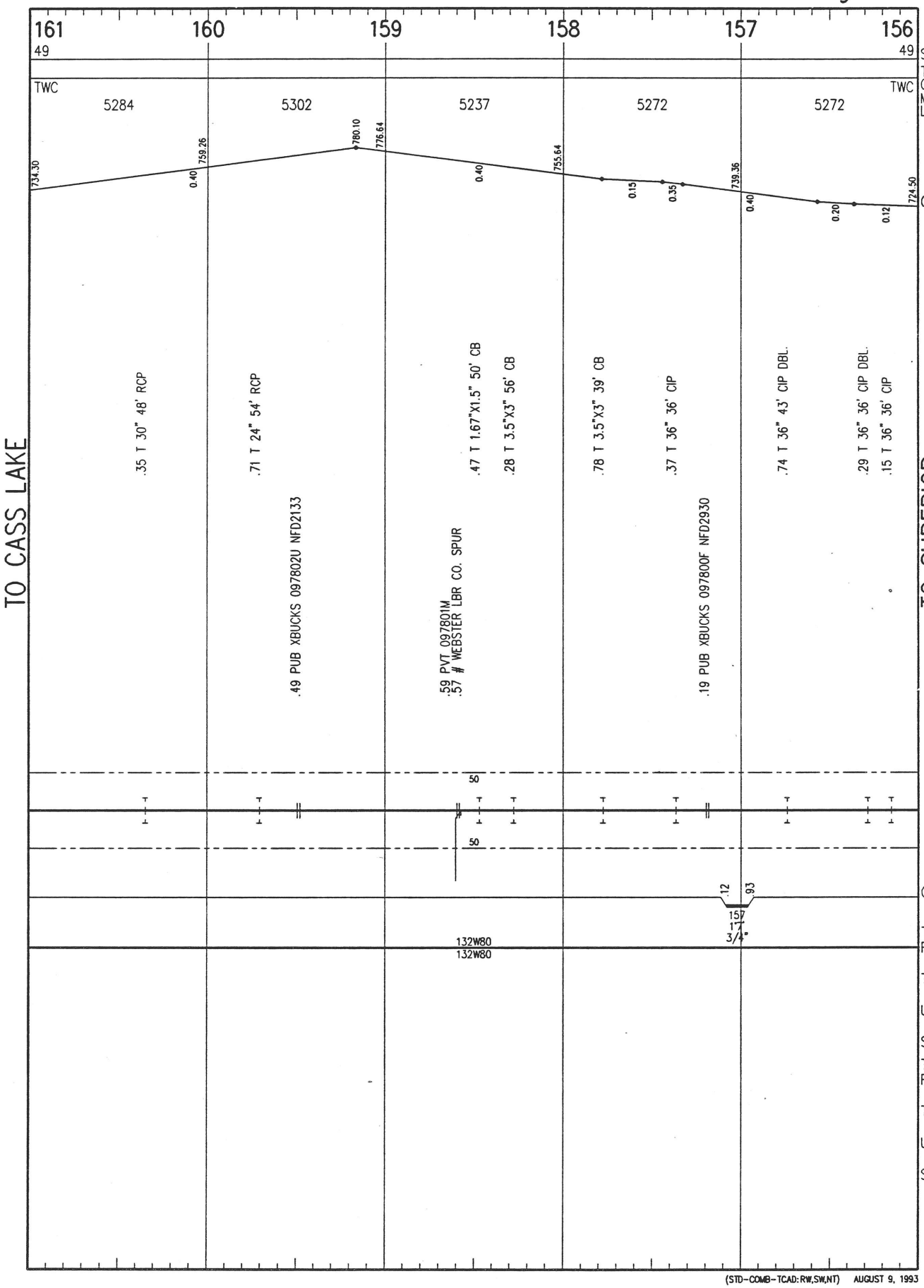
LAKE SUPERIOR DIVISION

PLT DATE: 7-1-93

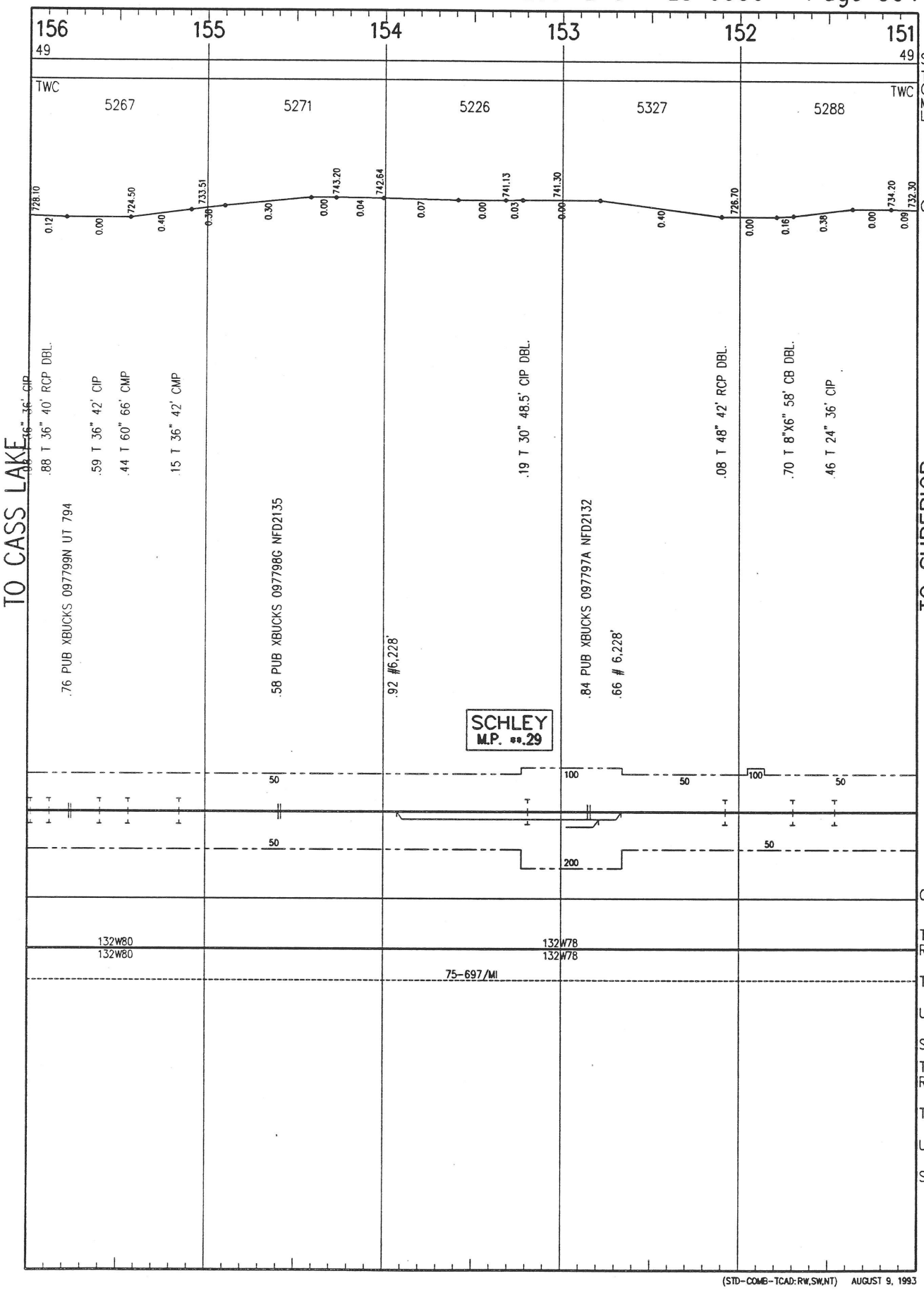


(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993

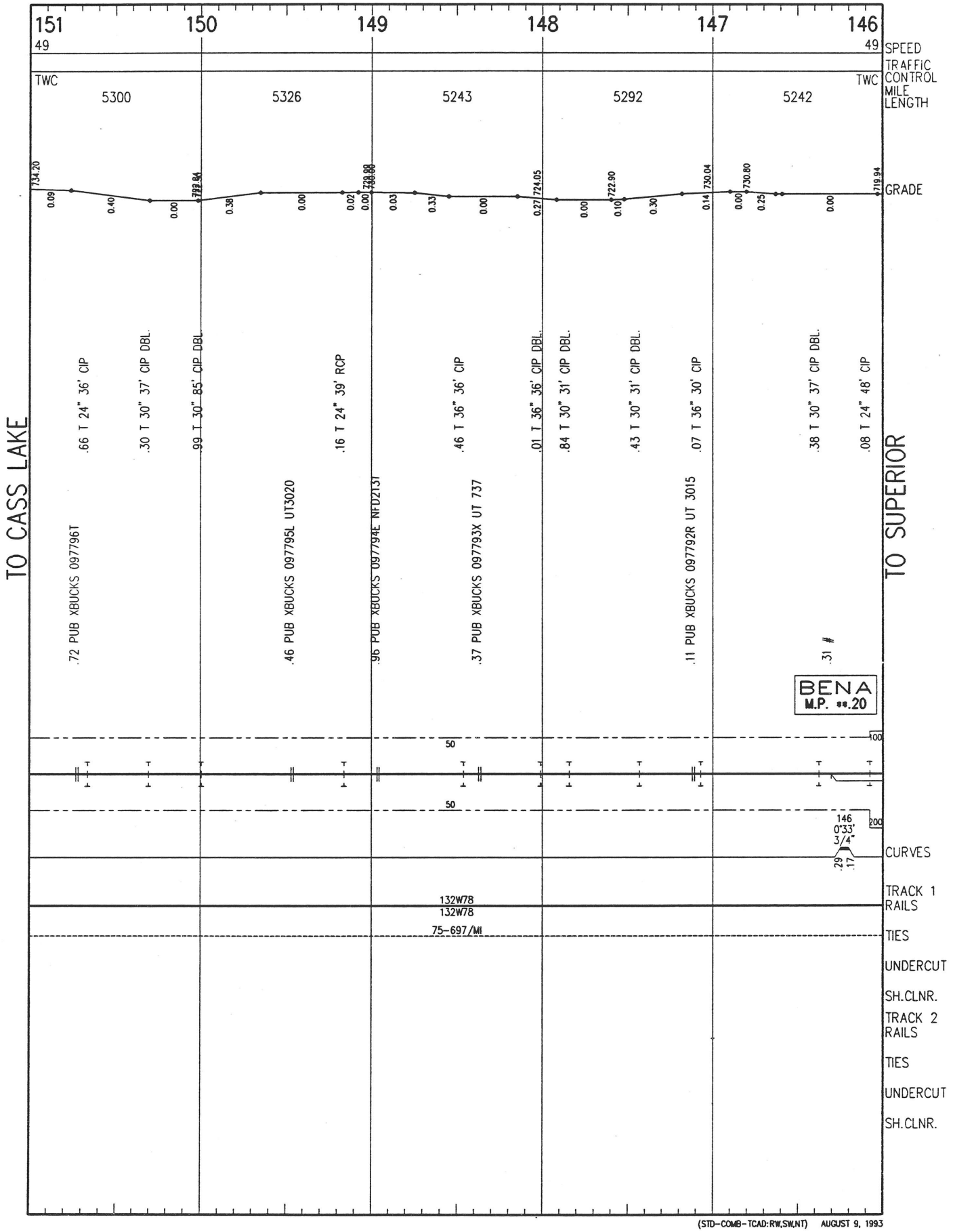

165
164
163
162
161
49
SPEED
TWC
TRAFFIC CONTROL
5258
5284
5281
5282
MILE LENGTH
746.27
725.16
722.00
722.20
723.50
780.10
GRADE
TO CASS LAKE
TO SUPERIOR
LINE SEGMENT 0080
.18 COUNTY LINE
CASS CO.
.93 PUB GATES 097805P 6TH AV W
.92 #
.77 #
.75 #
.55 #
.72 BR 163.7-503' 36-TPT CASS LAKE NARROW
.90 PUB XBUCKS 097804H CITY
.82 #
.16 T 24" 39' RCP
.50 RL
.04 T 24" 55' RCP
.40 PUB XBUCKS 097803B NFD2137
CASS LAKE
M.P. ..85
CURVES
162A
161A
TRACK 1 RAILS
112W73
132W80
TIES
UNDERCUT
SH.CLNR.
TRACK 2 RAILS
TIES
UNDERCUT
SH.CLNR.
(STD-COMB-TCAD: RW,SW,NT) AUGUST 9, 1993



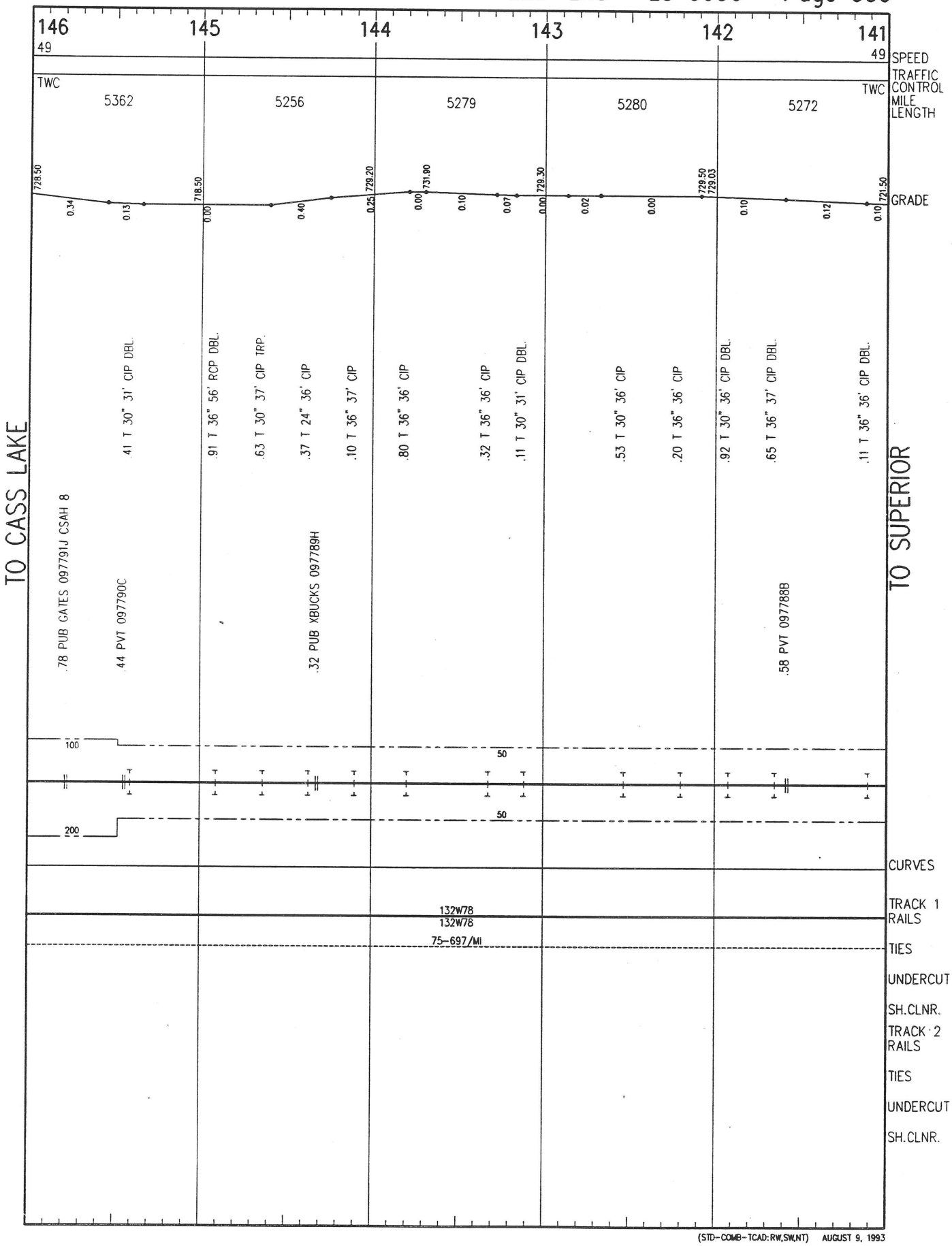
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993



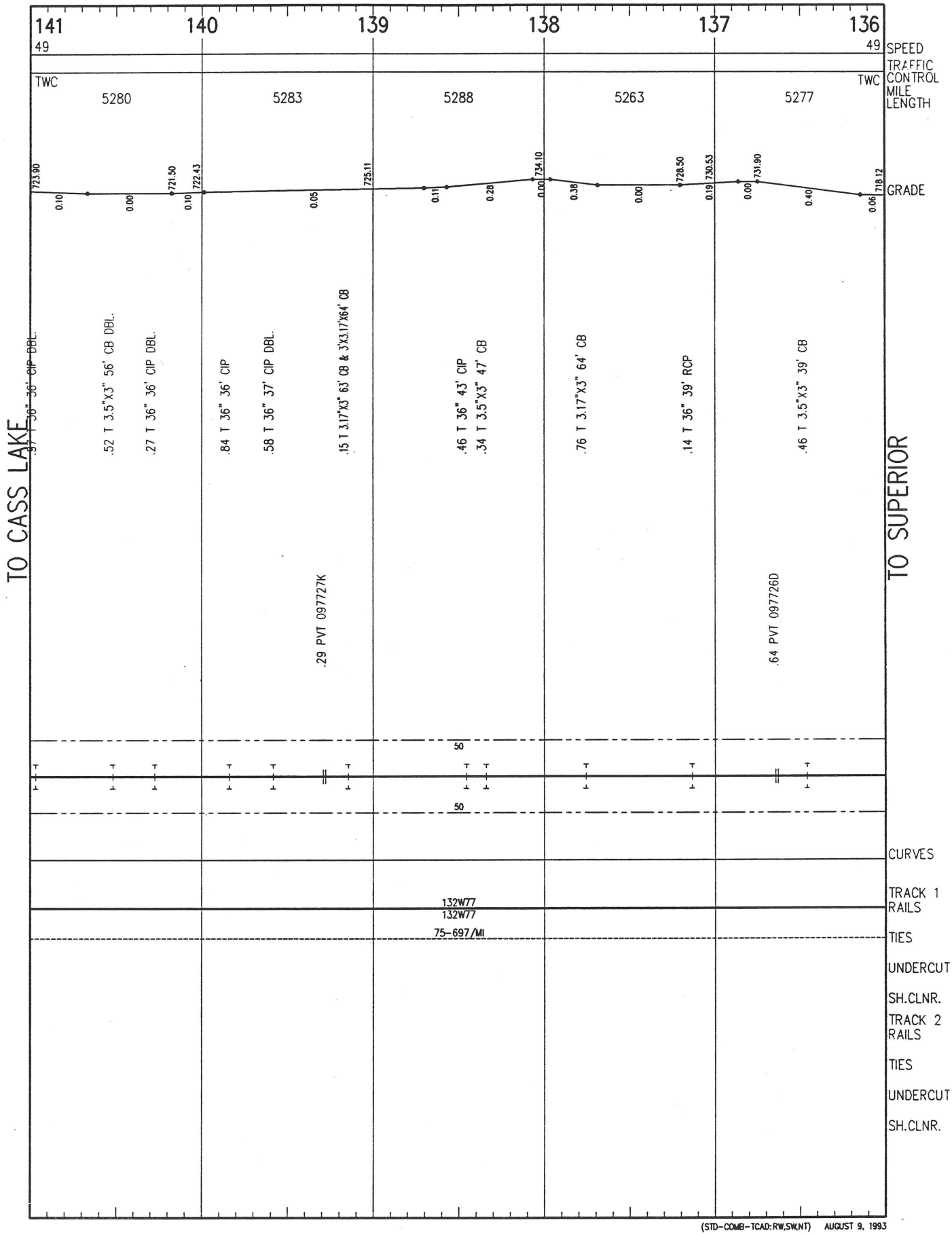
(STD-COMB-TCAD: RW,SW,NT) AUGUST 9, 1993



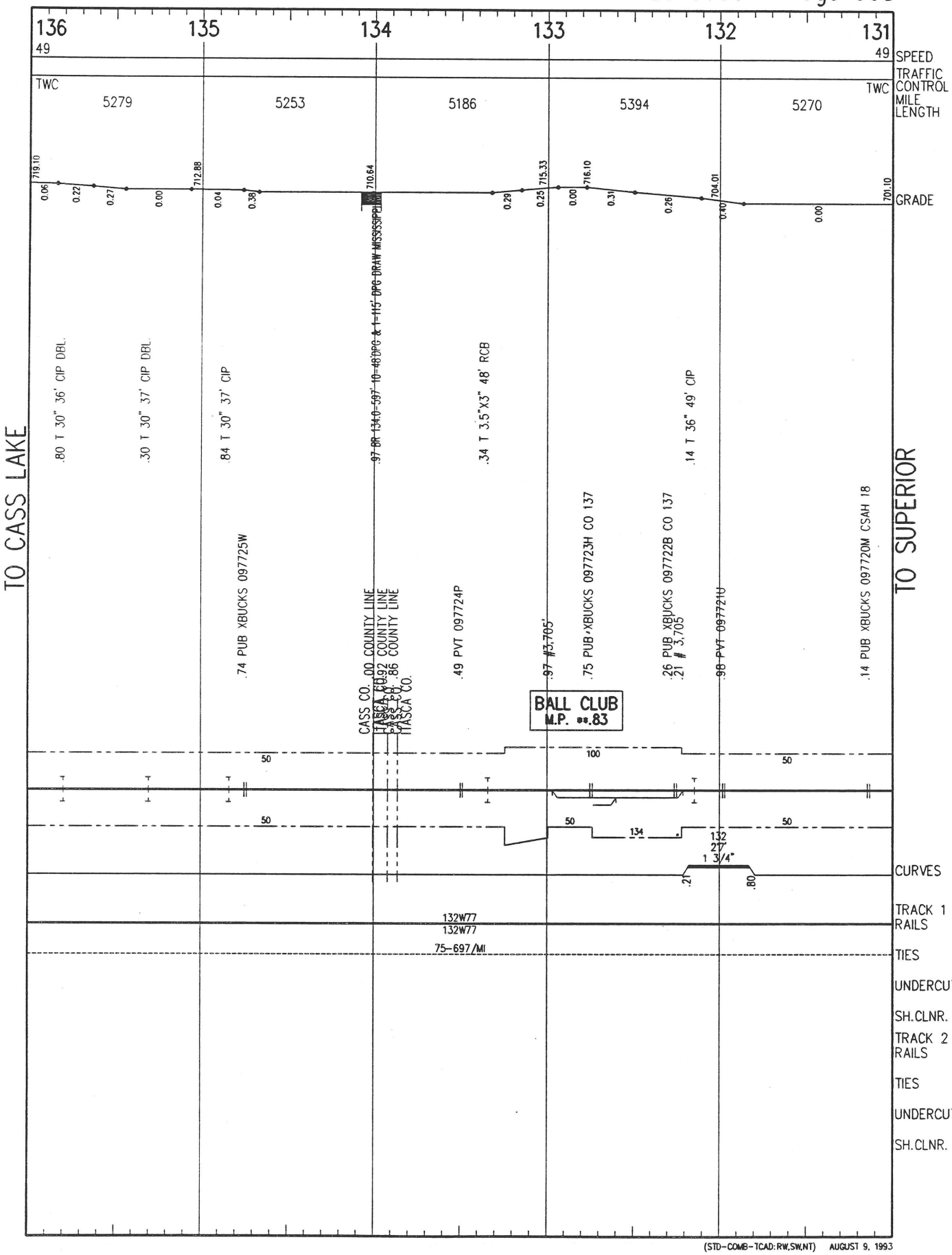
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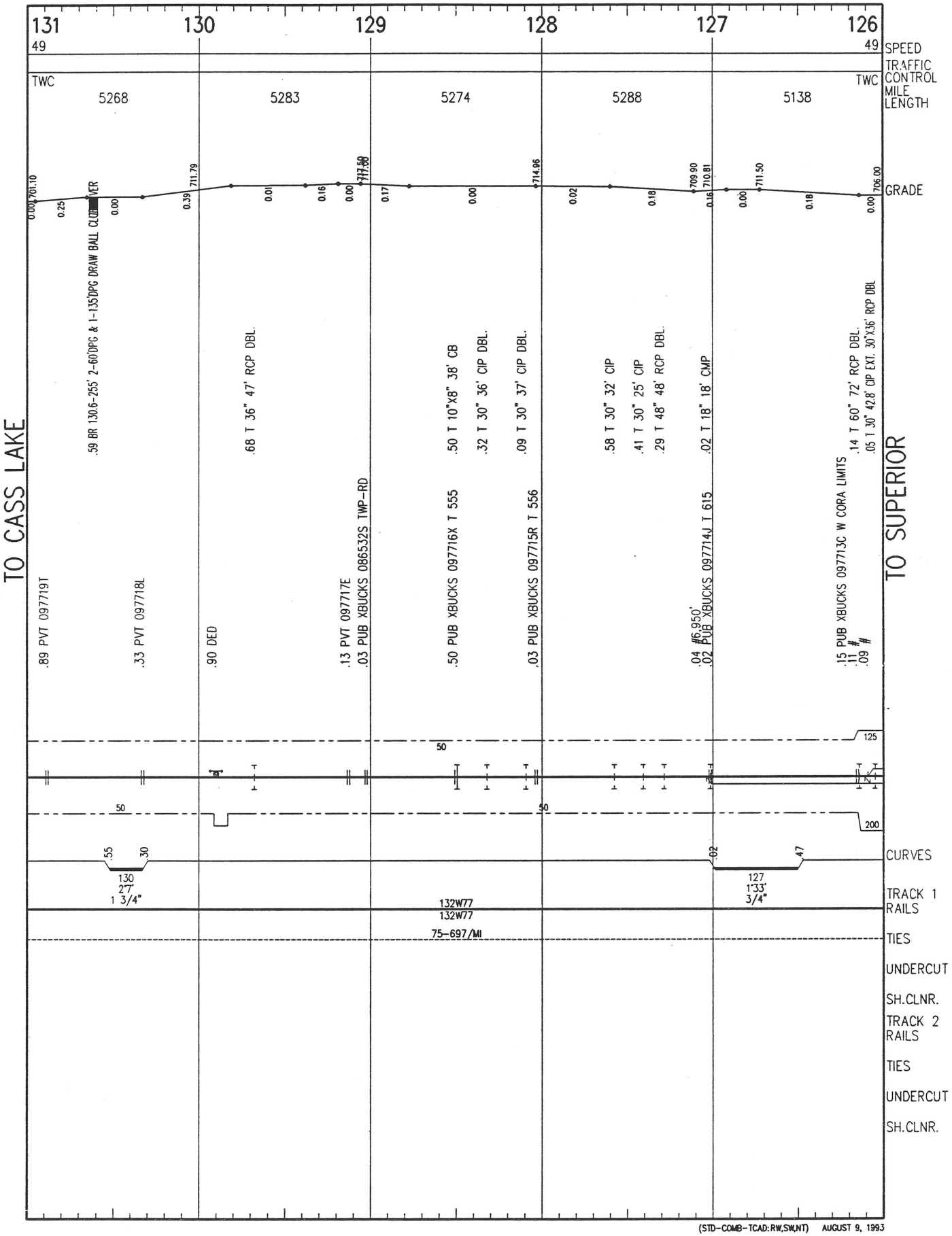
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993

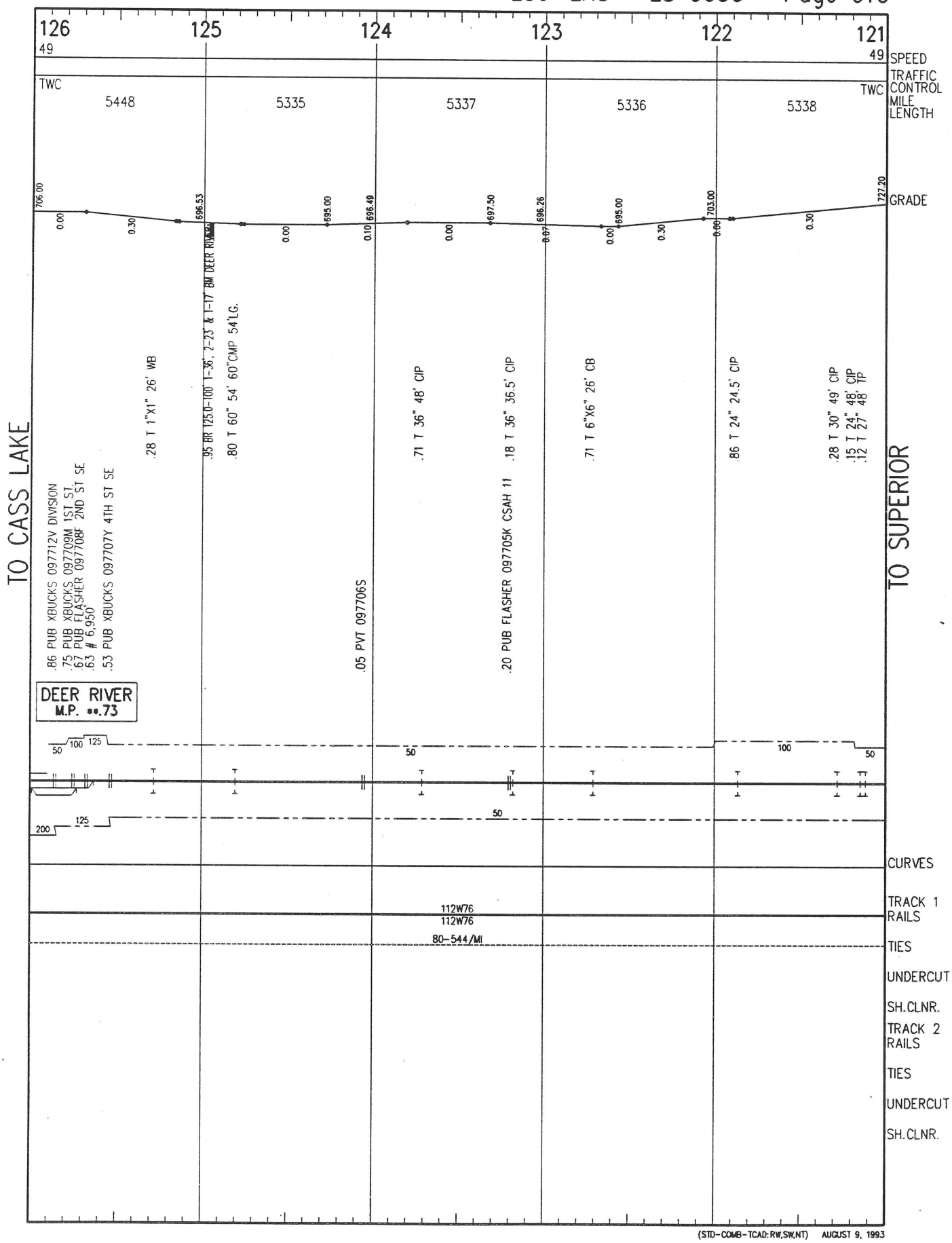


(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993

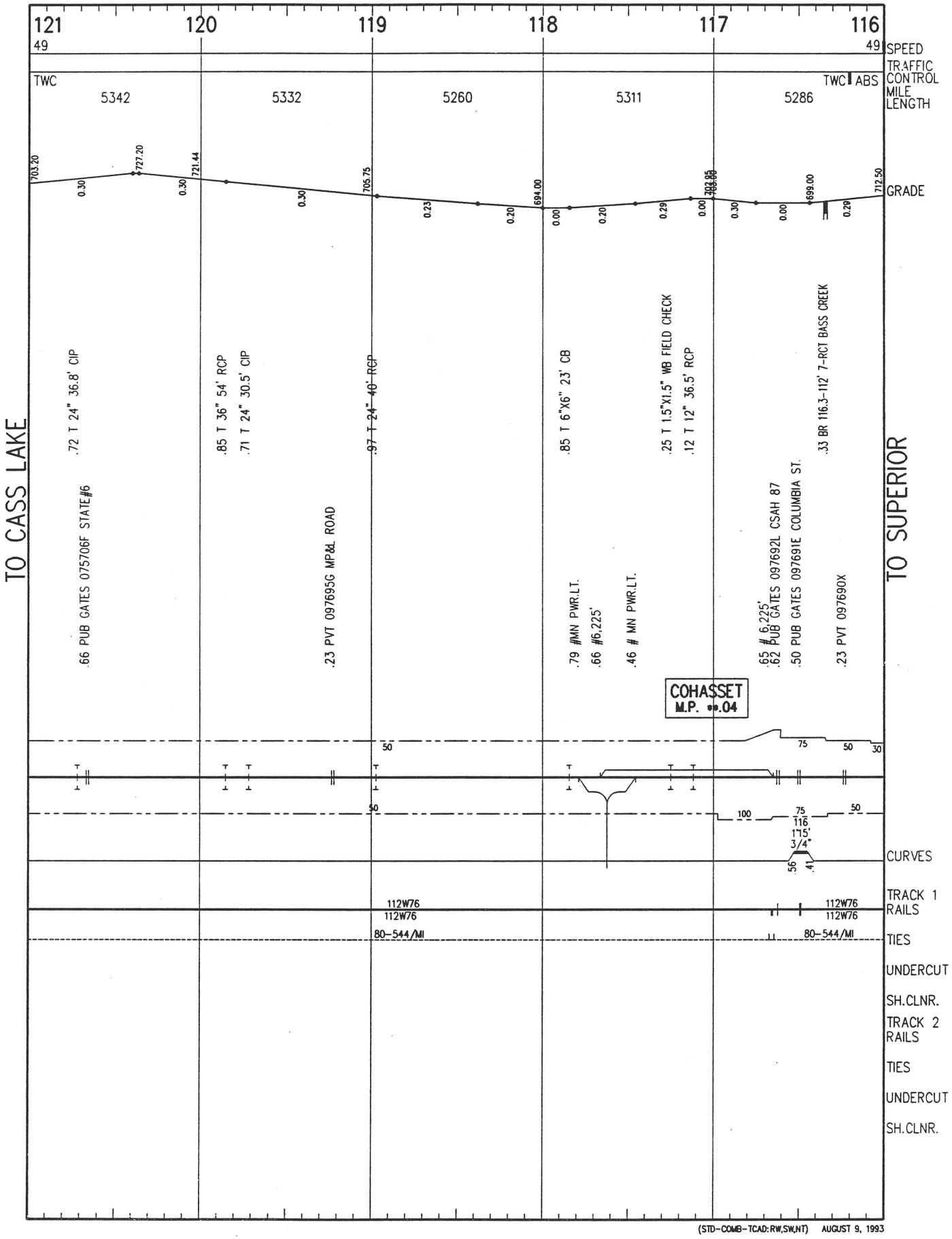


(STD-COMB-TCAD: RW,SW,NT) AUGUST 9, 1993

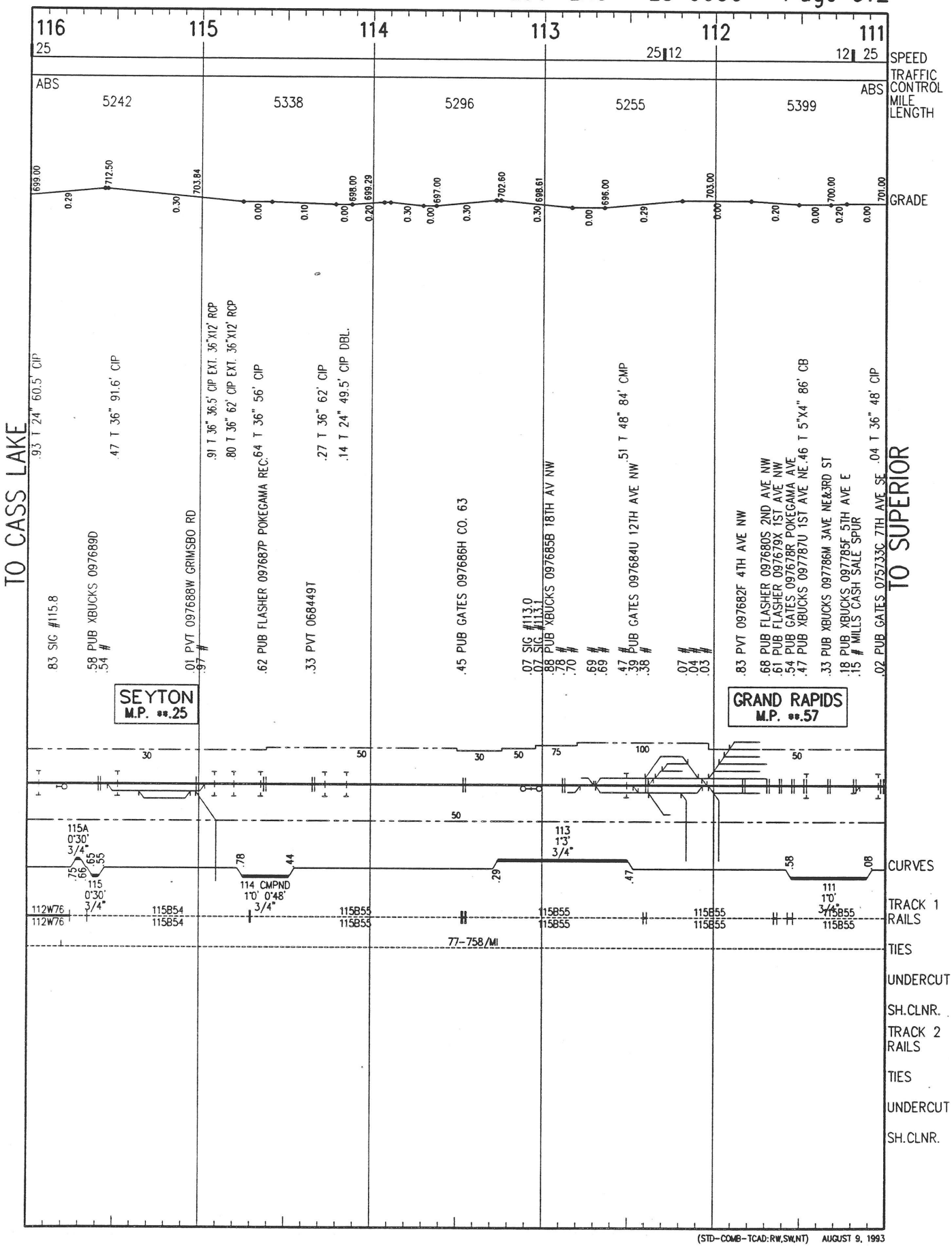

131
130
129
128
127
126
49
49
SPEED
TRAFFIC CONTROL
MILE LENGTH
GRADE
TWC
TWC
5268
5283
5274
5288
5138
TO CASS LAKE
TO SUPERIOR
.89 PVT 097719T
.33 PVT 097718L
.59 BR 130.6-255' 2-60'DPG & 1-135'DPG DRAW BALL CLUB RIVER
.90 DED
.68 T 36" 47' RCP DBL.
.13 PVT 097717E
.03 PUB XBUCKS 086532S TWP-RD
.50 PUB XBUCKS 097716X T 555
.50 T 10'X8" 38' CB
.32 T 30" 36' CIP DBL.
.03 PUB XBUCKS 097715R T 556
.09 T 30" 37' CIP DBL.
.04 #6,950'
.02 PUB XBUCKS 097714J T 615
.02 T 18" 18' CMP
.58 T 30" 32' CIP
.41 T 30" 25' CIP
.29 T 48" 48' RCP DBL.
.15 PUB XBUCKS 097713C W CORA LIMITS
.11 #
.09 #
.14 T 60" 72' RCP DBL.
.05 T 30" 42.8' CIP EXT. 30"X36" RCP DBL
CURVES
130
27'
1 3/4"
127
1°33'
3/4"
TRACK 1 RAILS
132W77
132W77
75-697/MI
TIES
UNDERCUT
SH.CLNR.
TRACK 2 RAILS
TIES
UNDERCUT
SH.CLNR.
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993



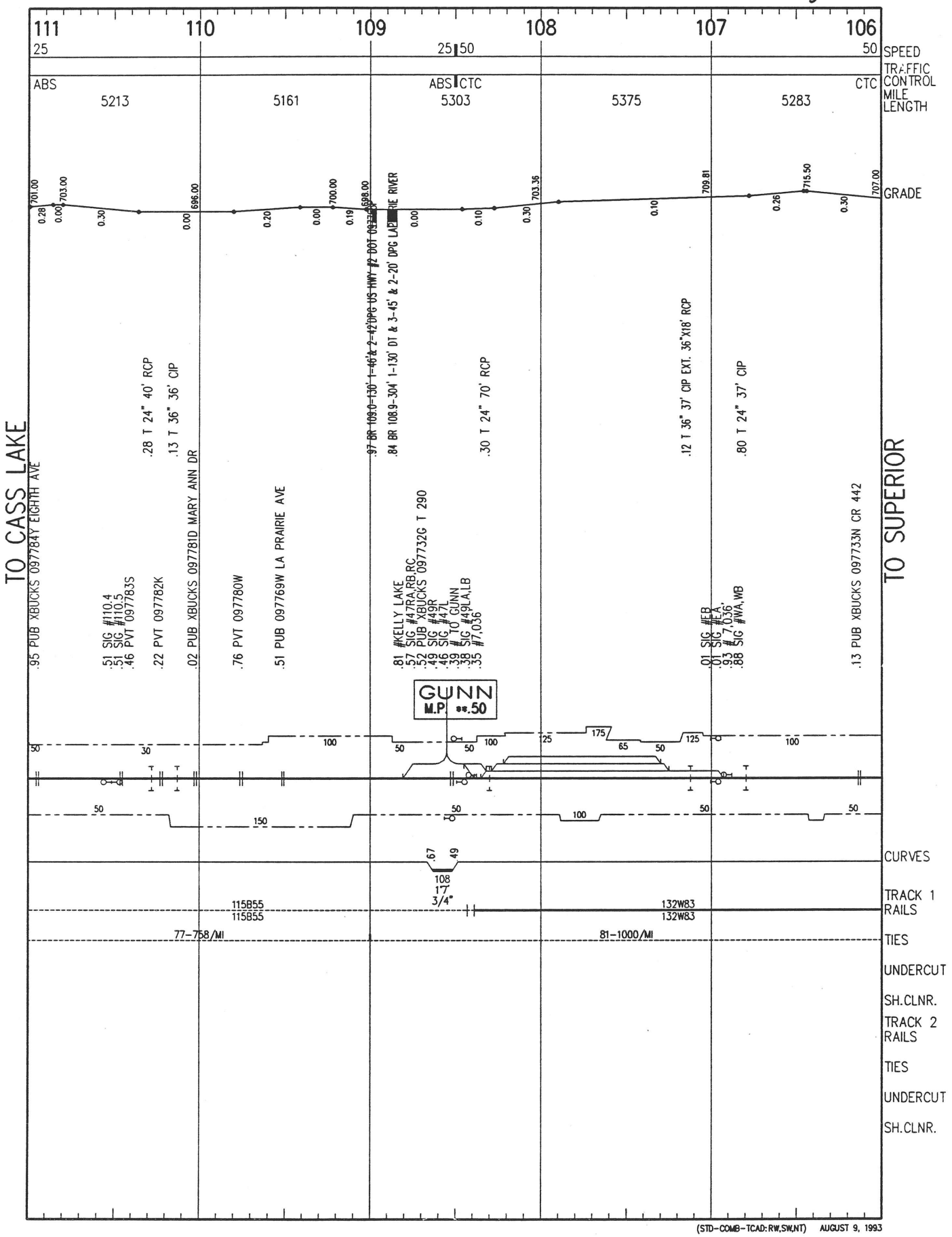
(STD-COMB-TCAD: RW,SW,NT) AUGUST 9, 1993



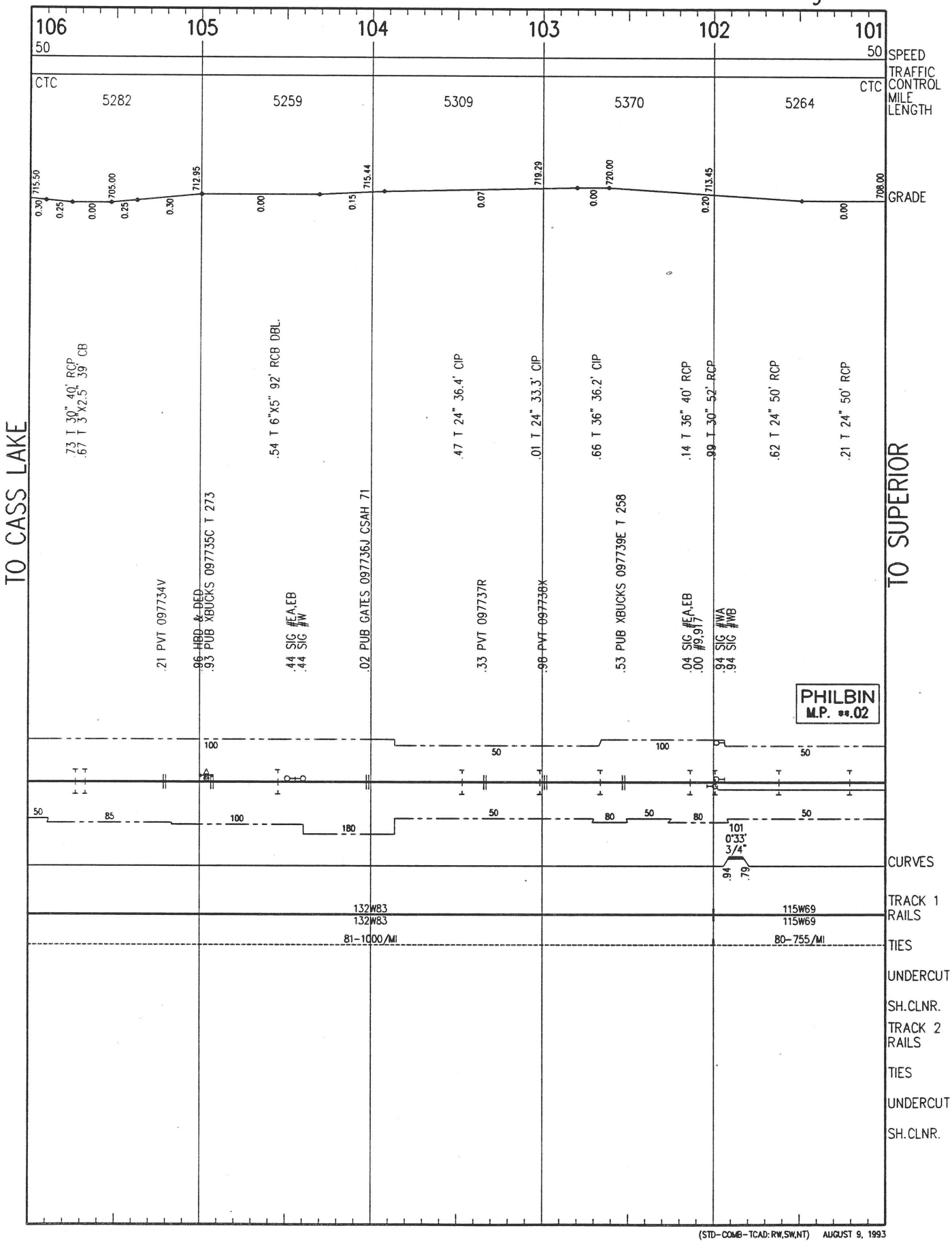
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993



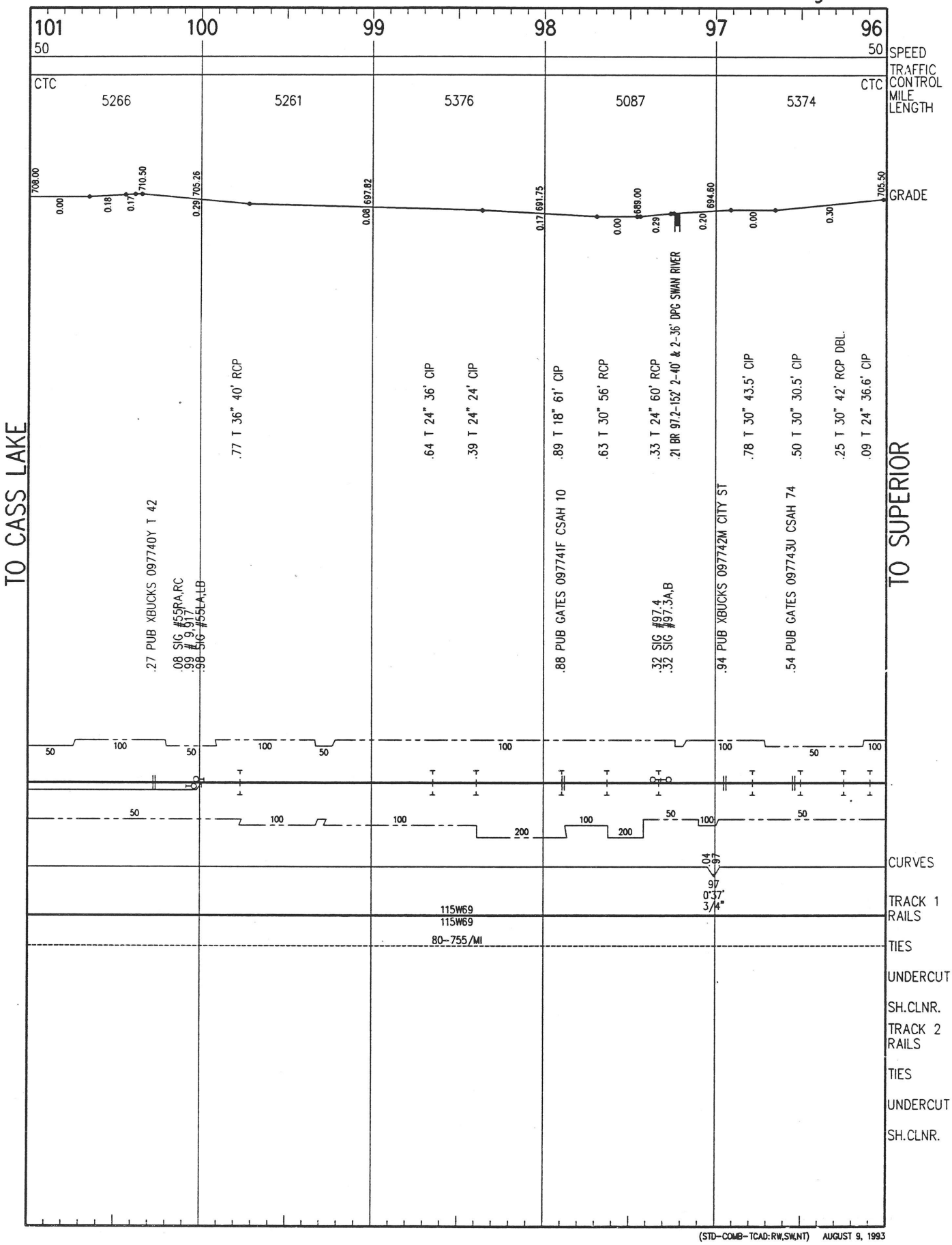
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993



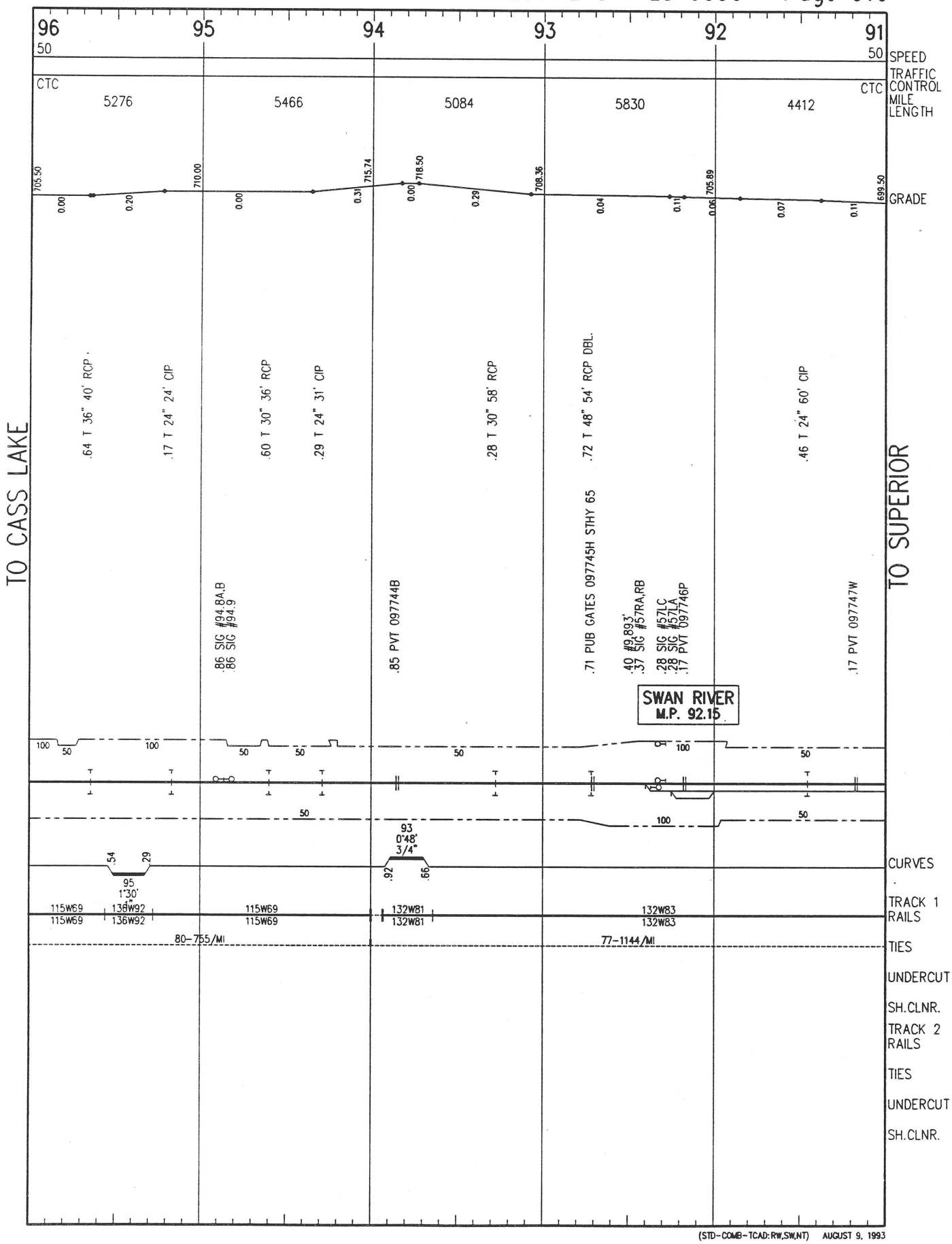
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993



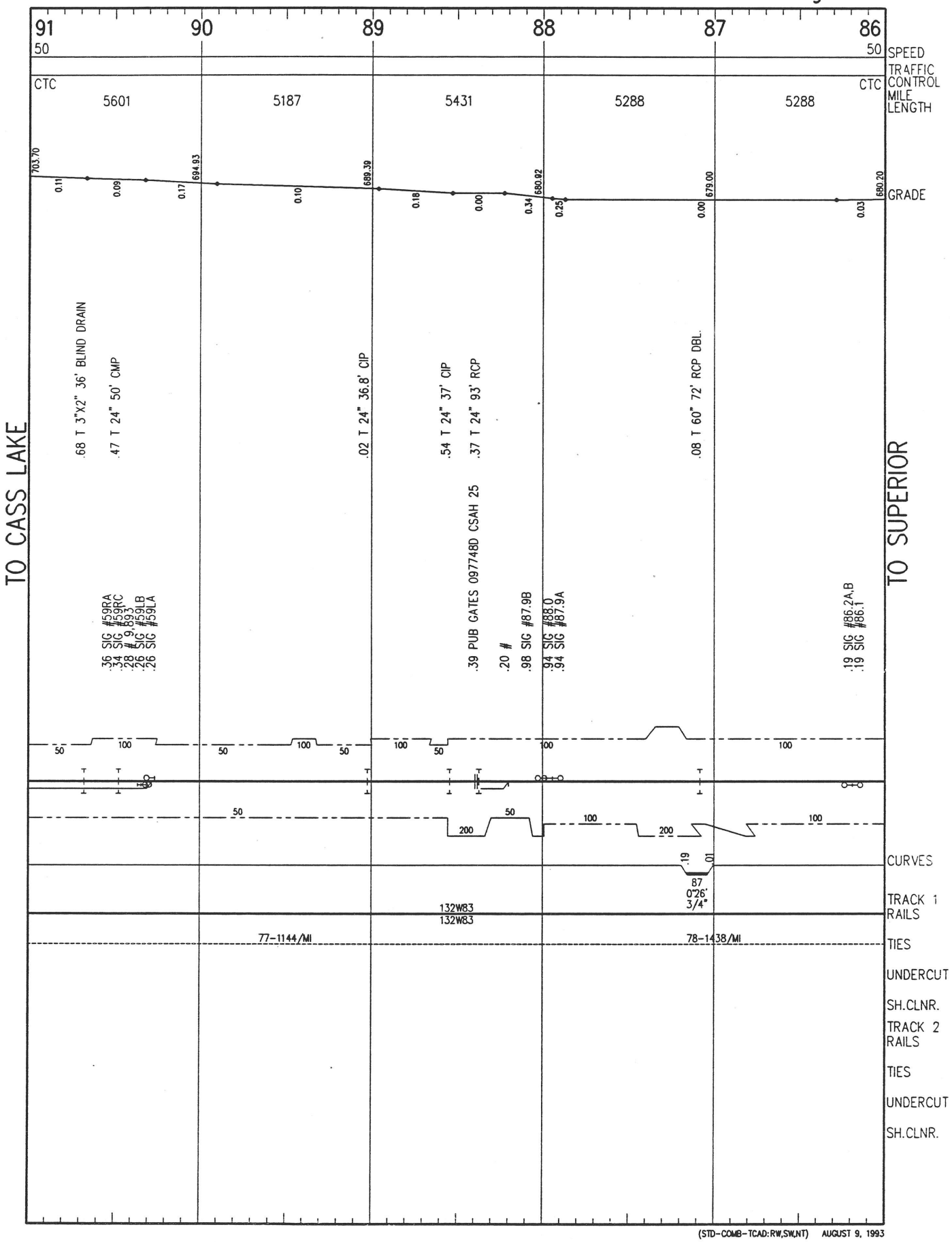
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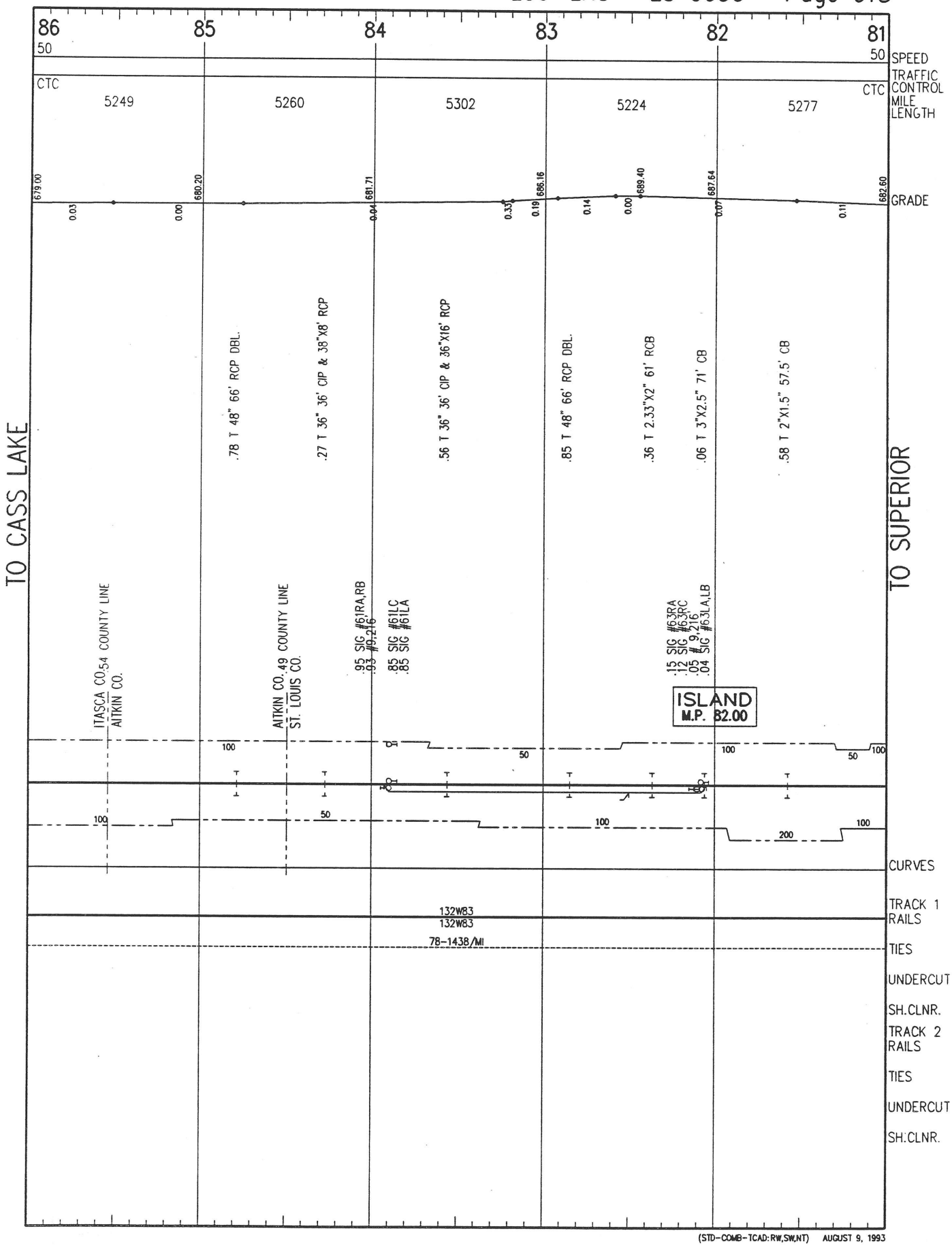
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993



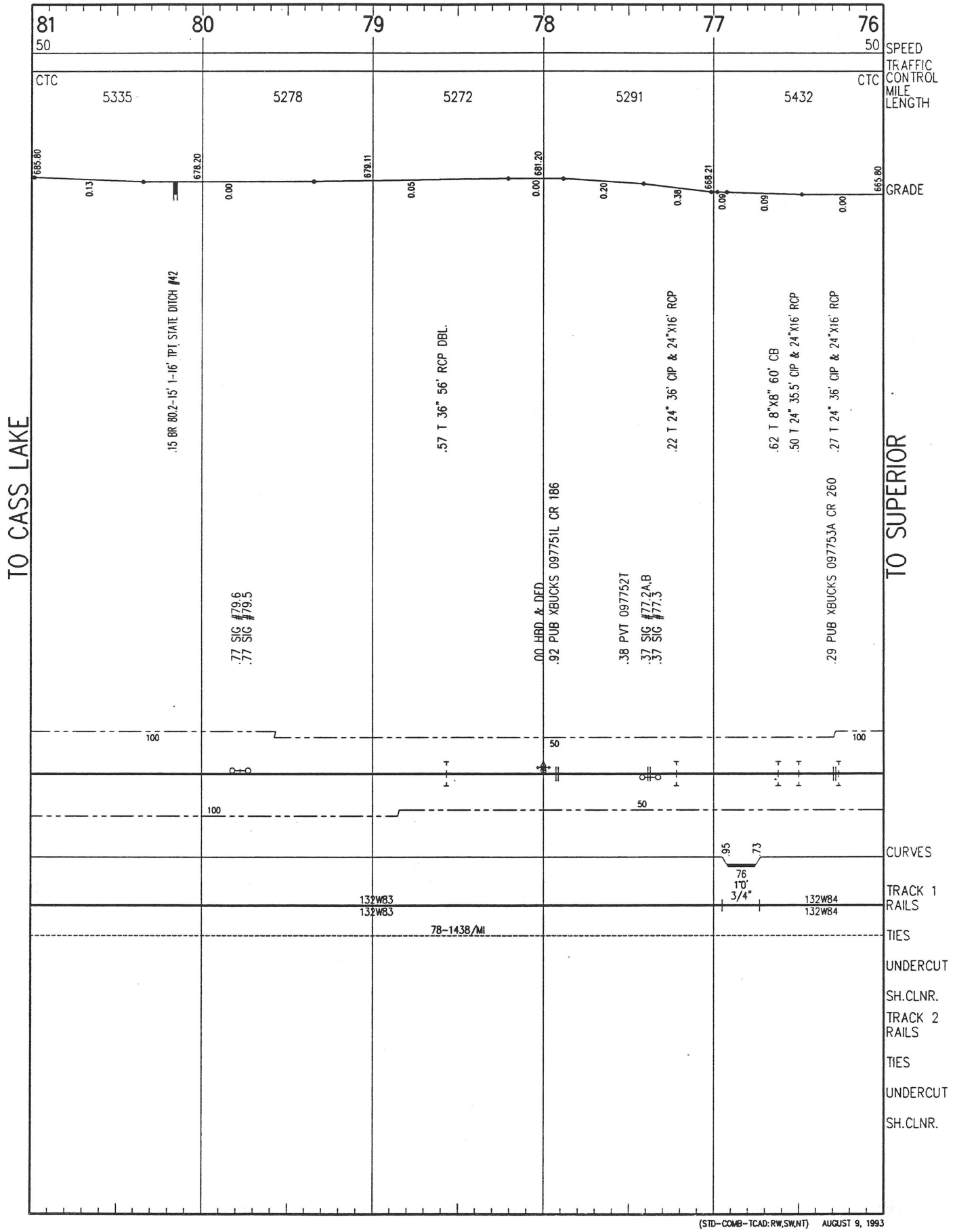
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993



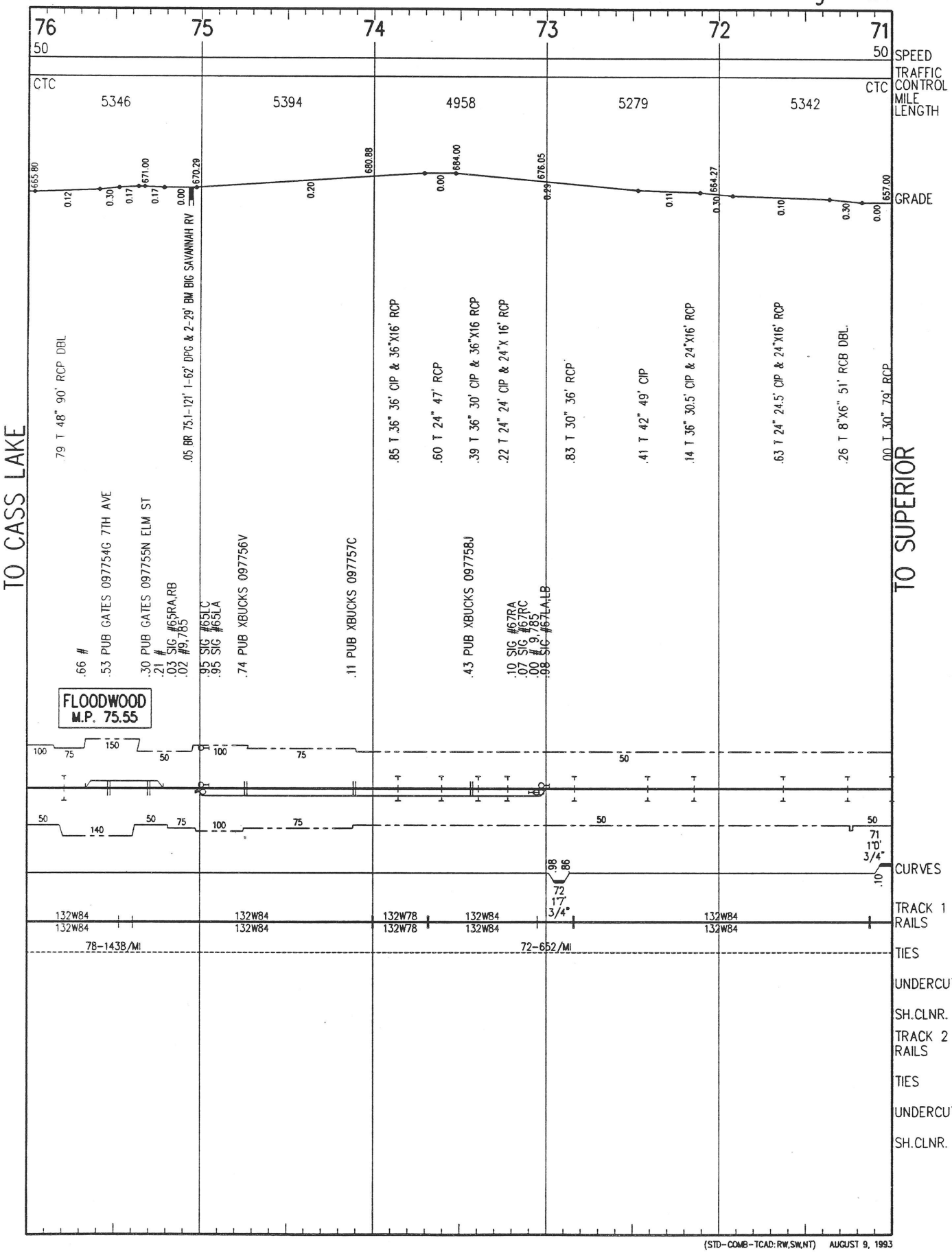
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993



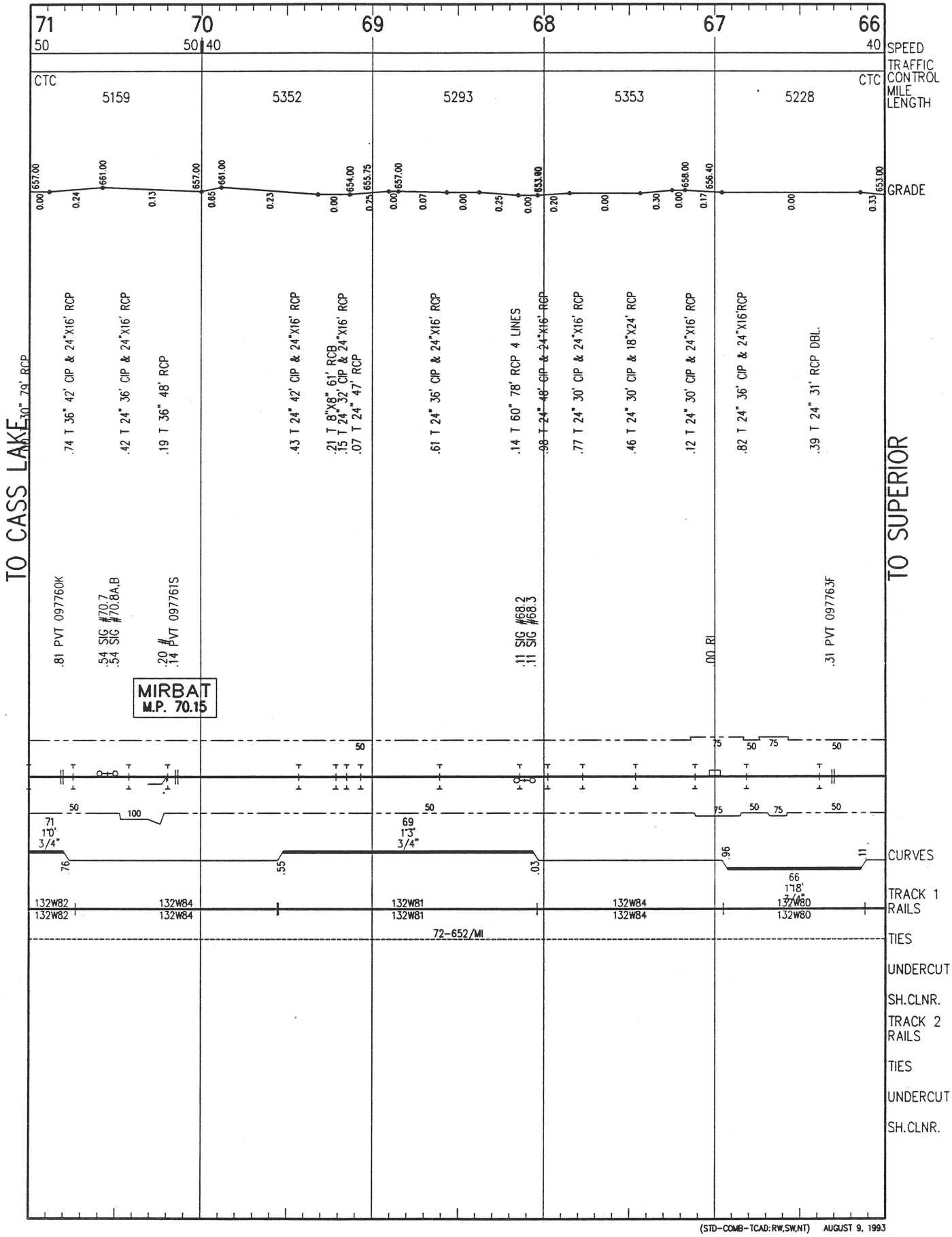
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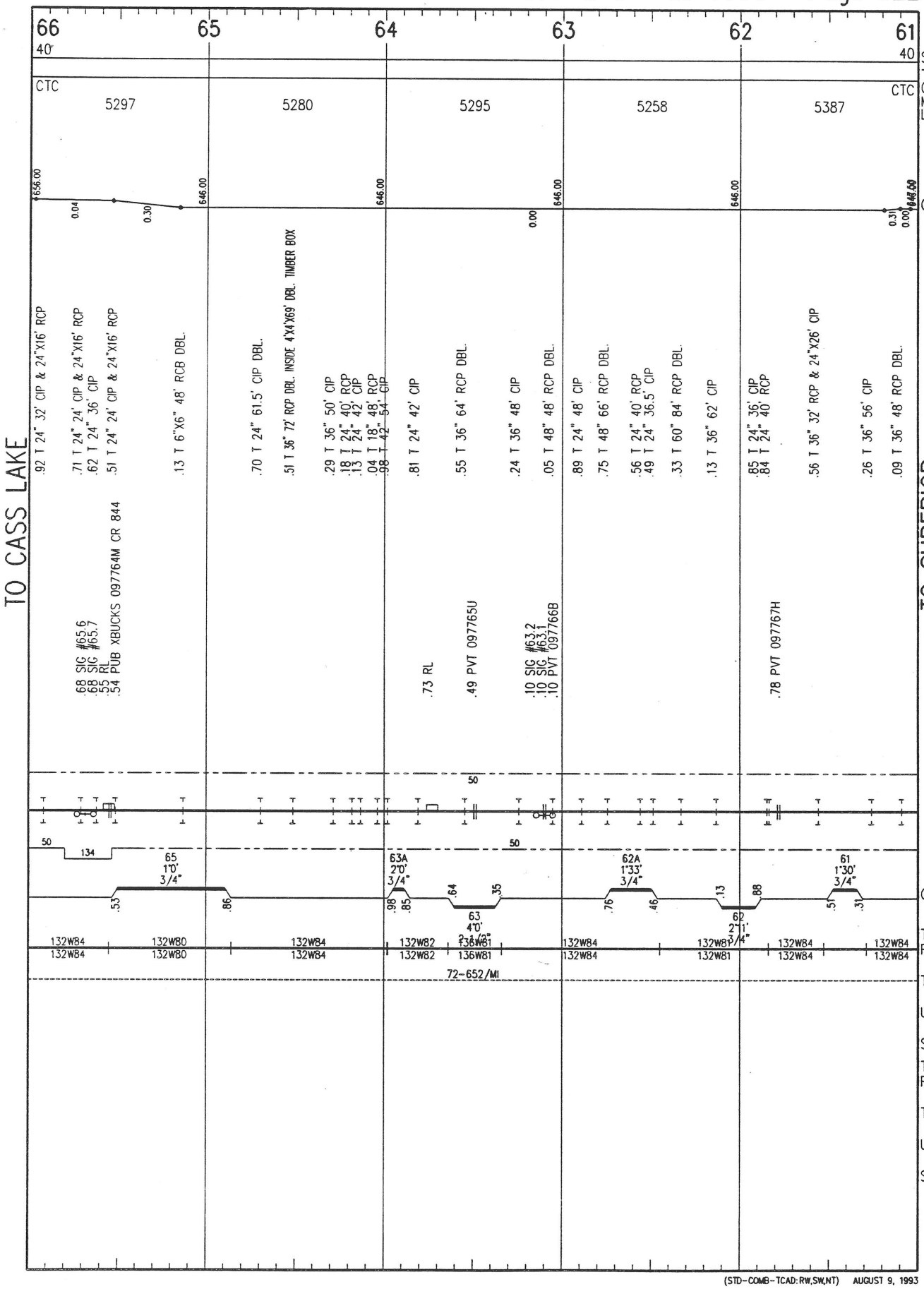
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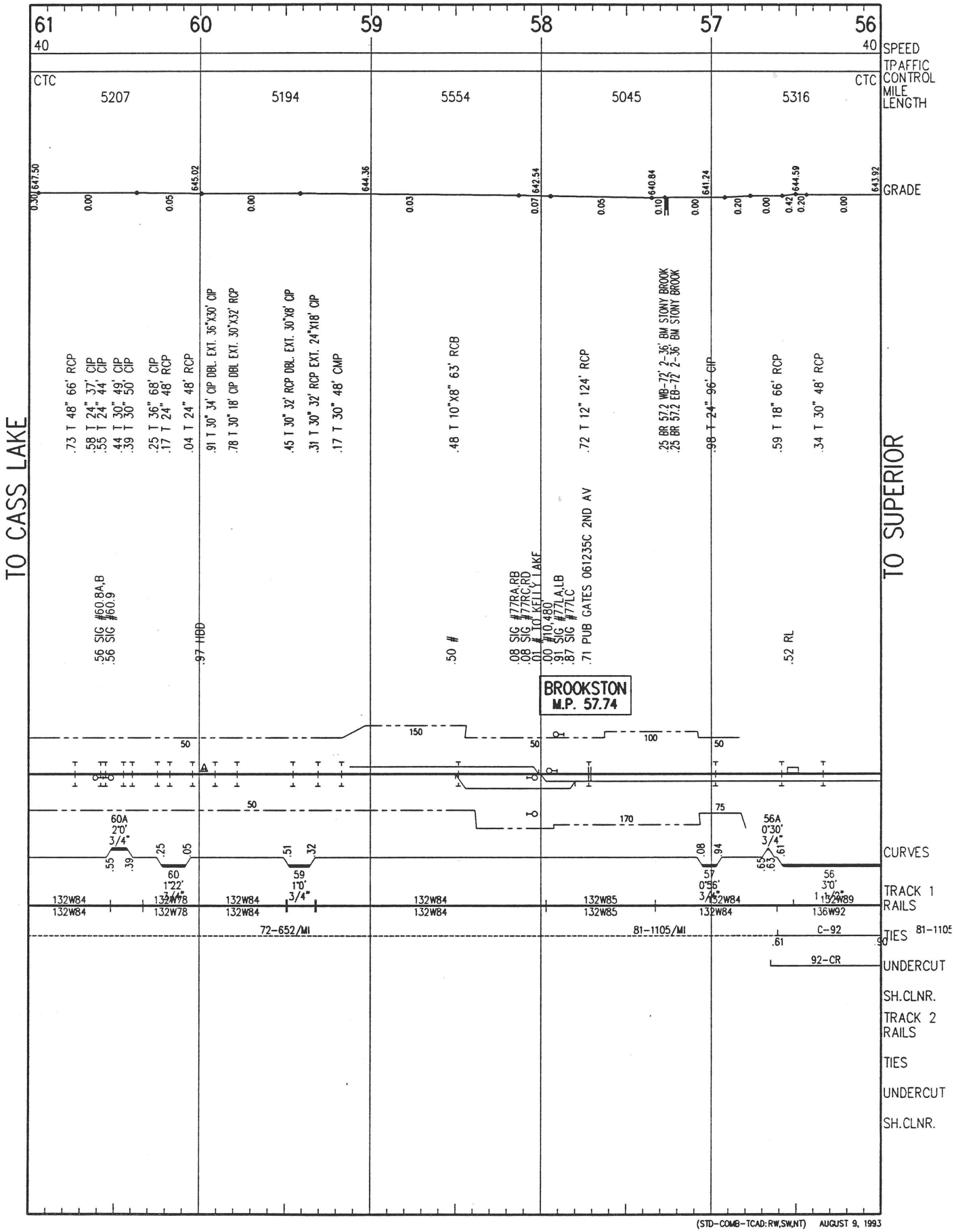
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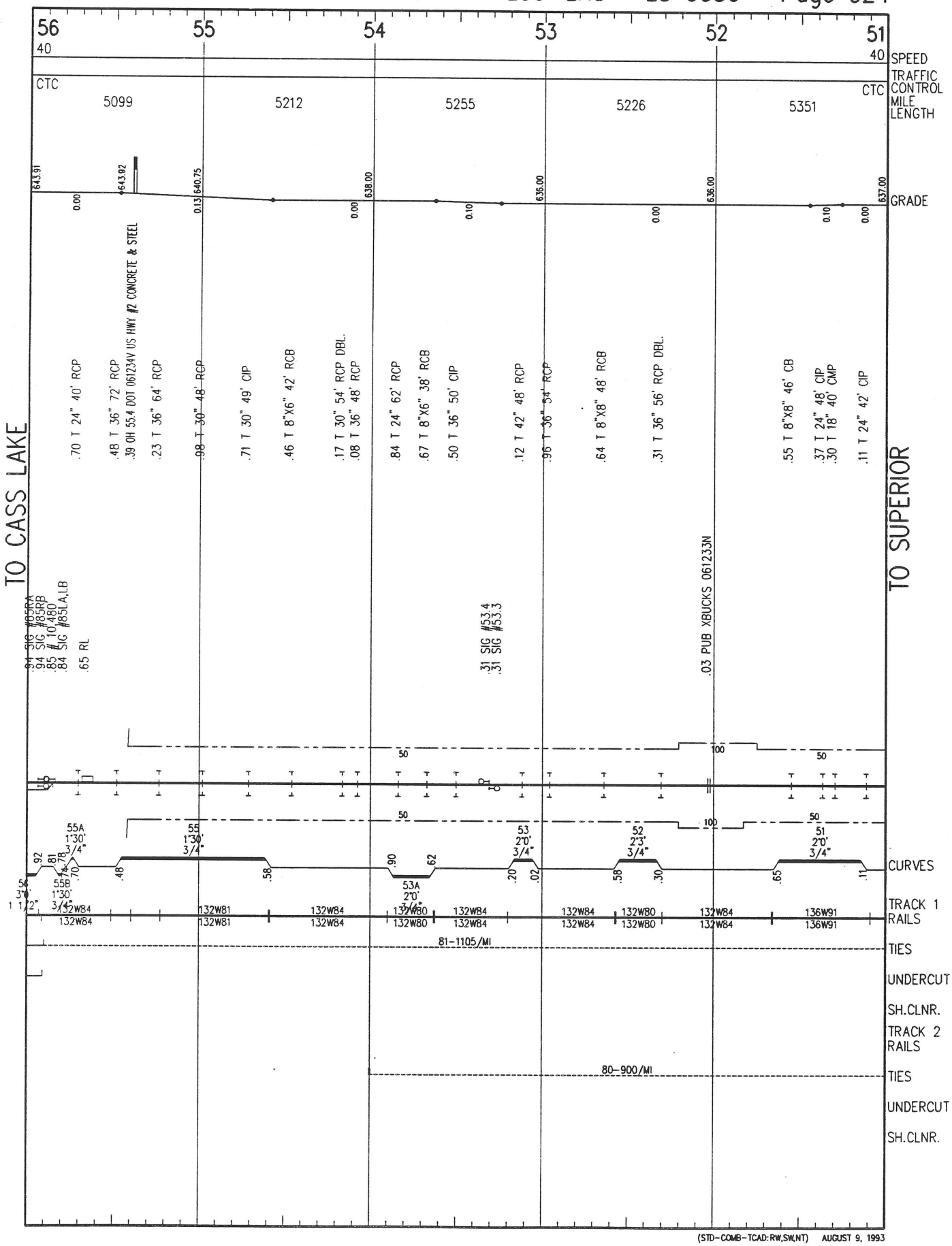
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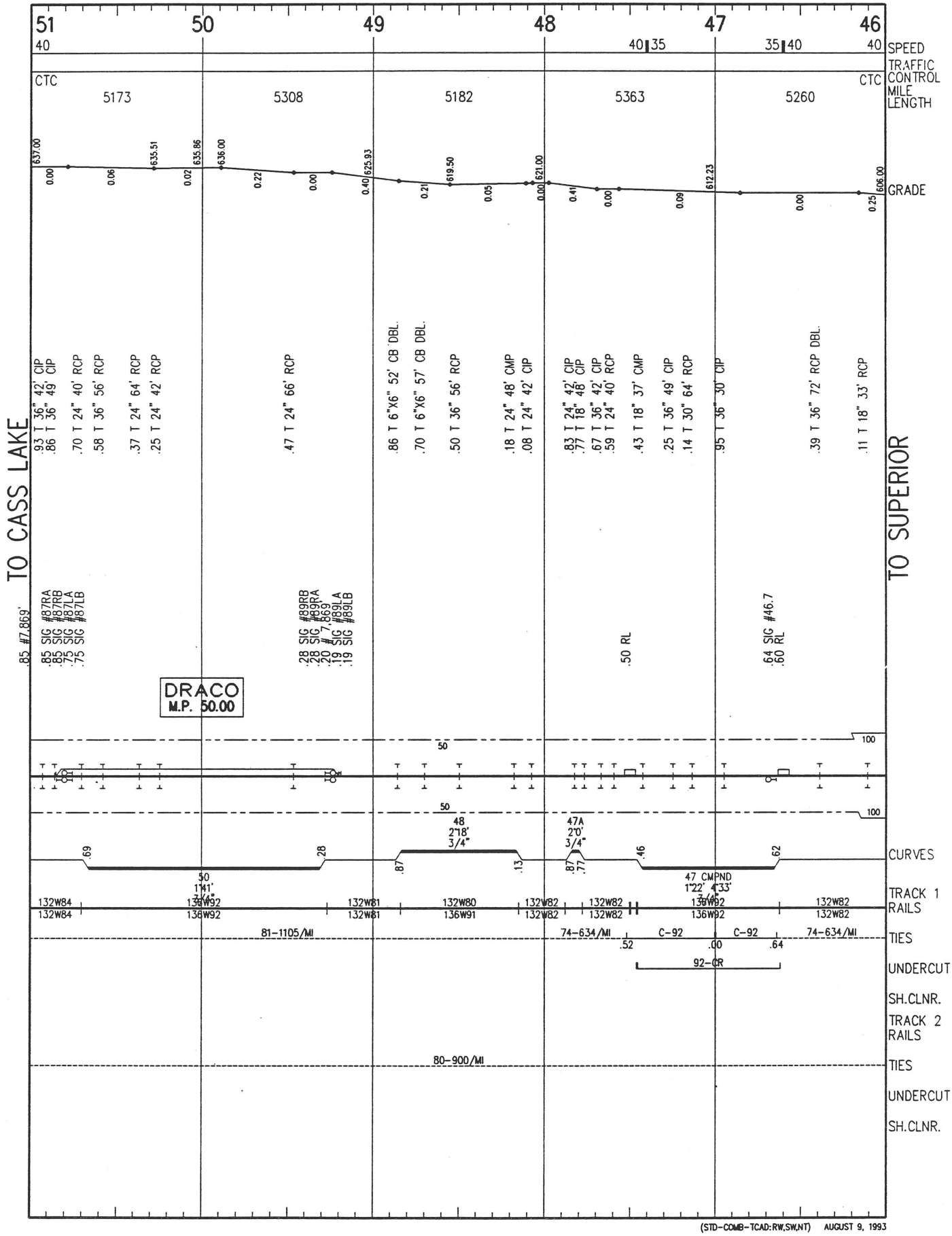
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993



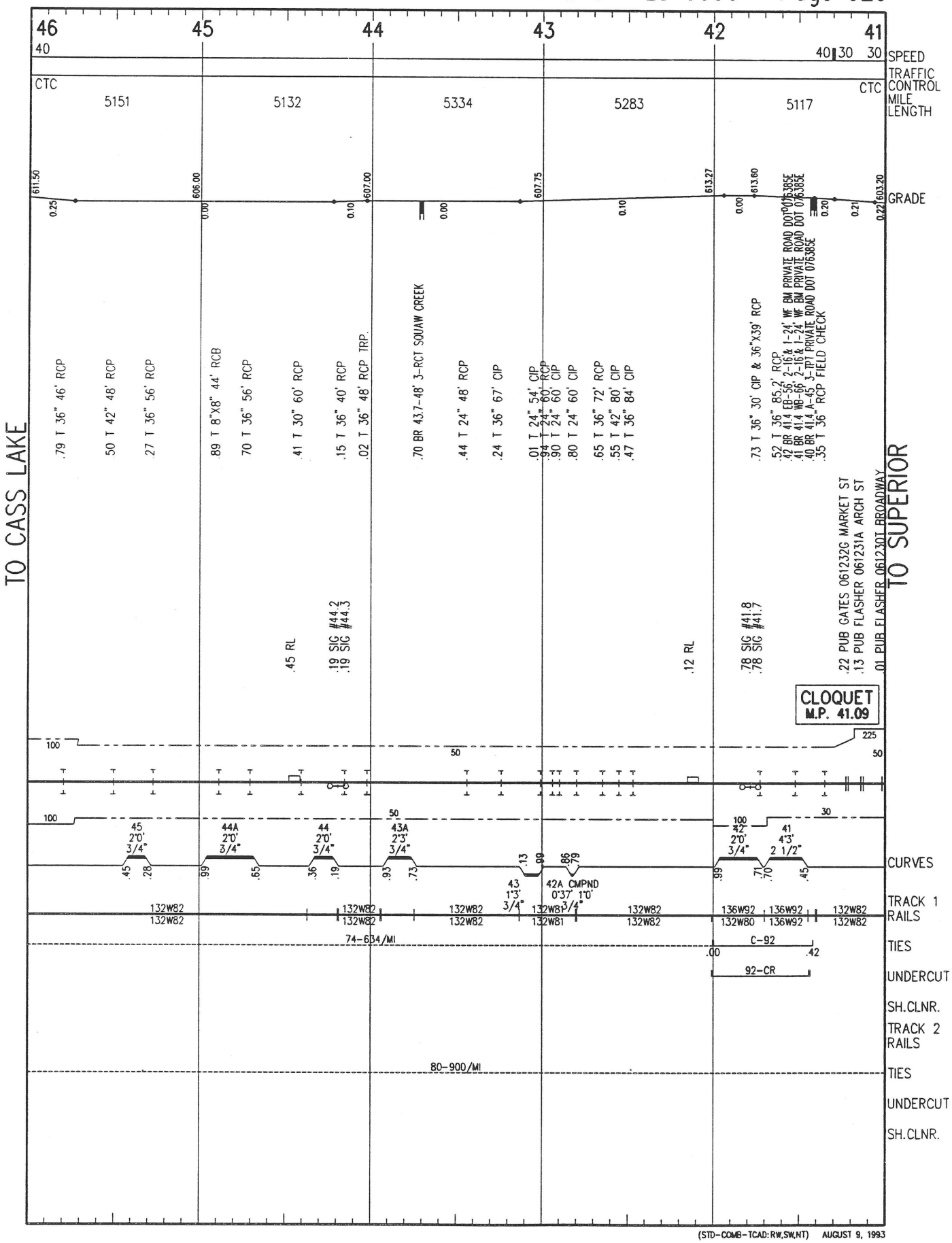
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993

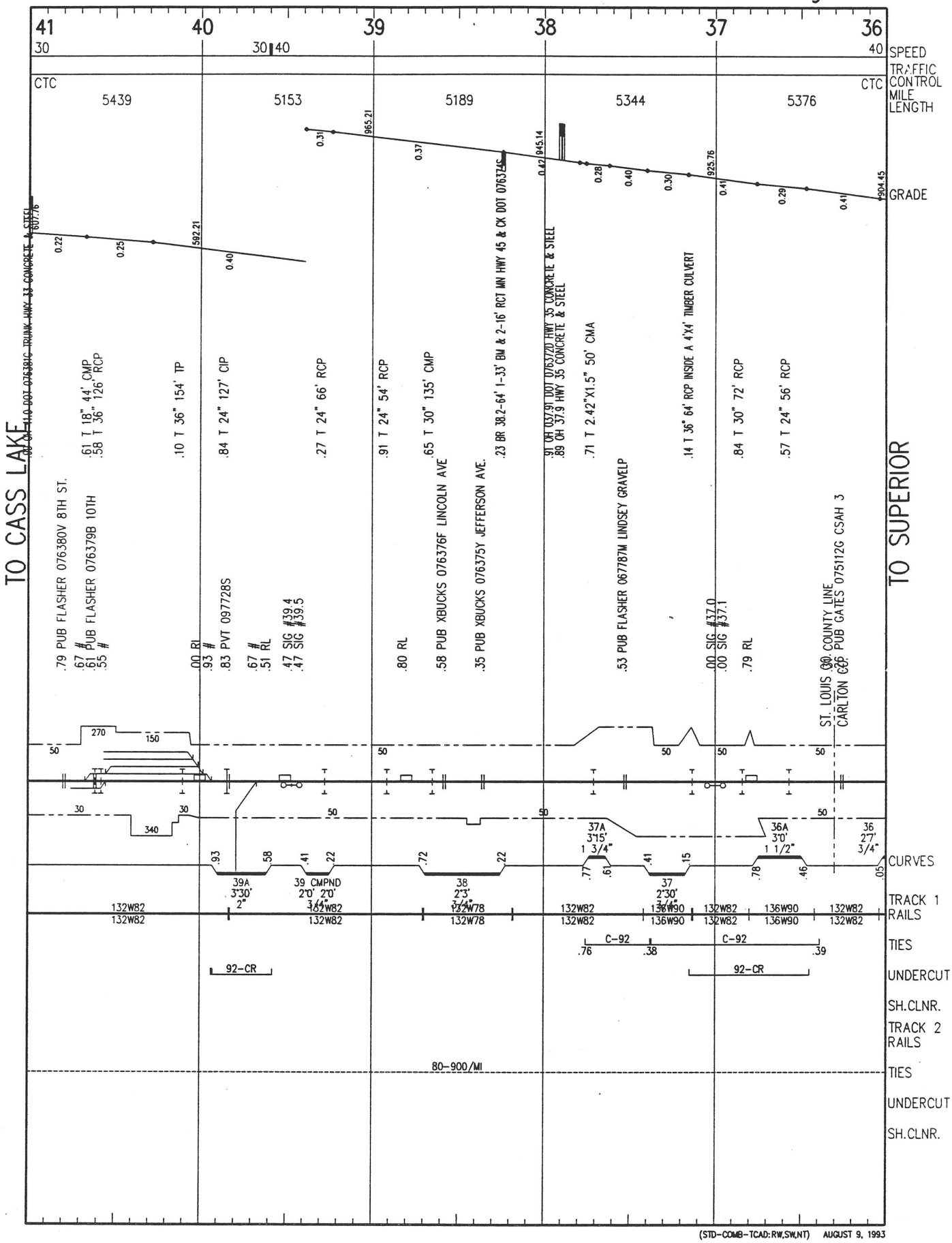


(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993

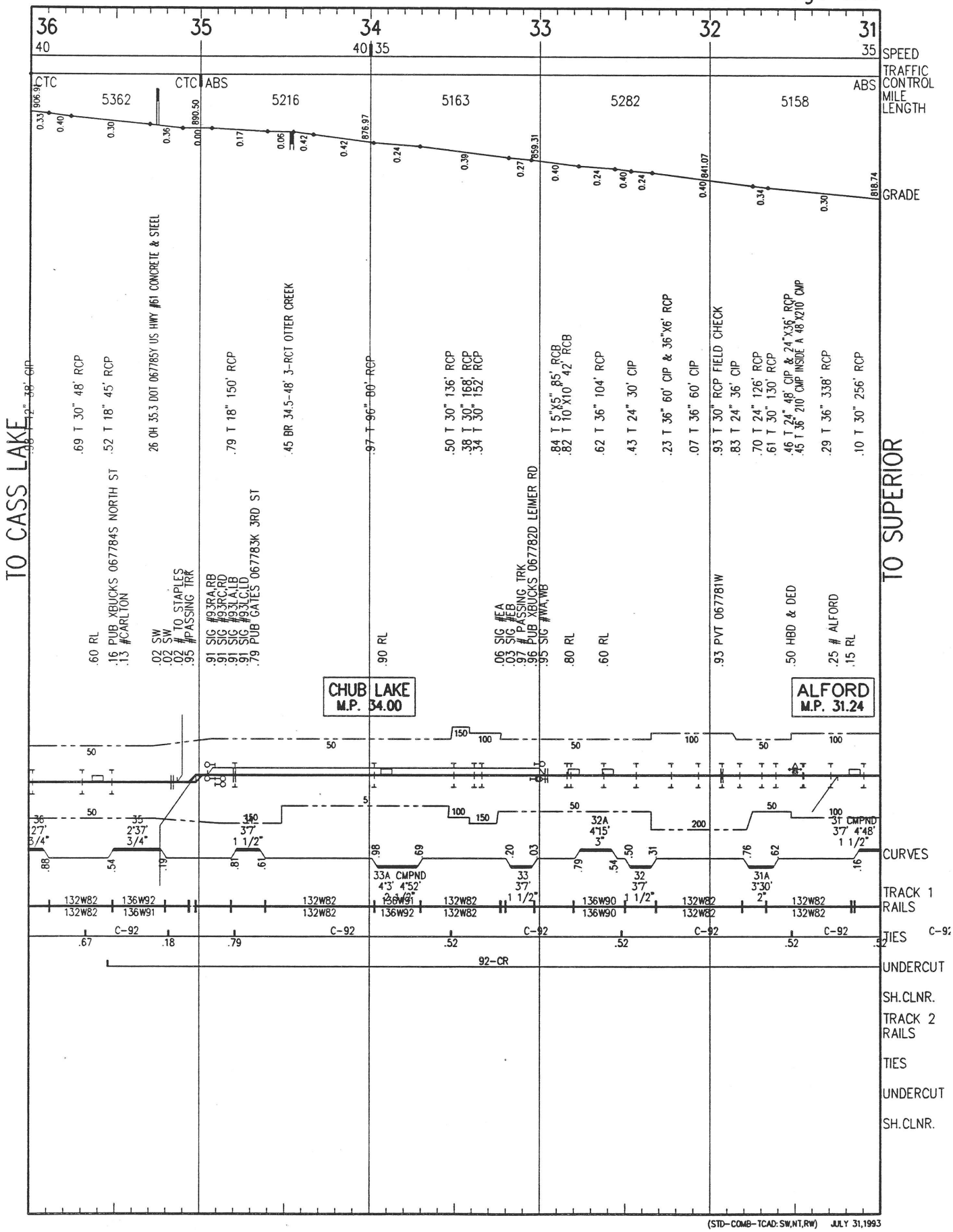


(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993

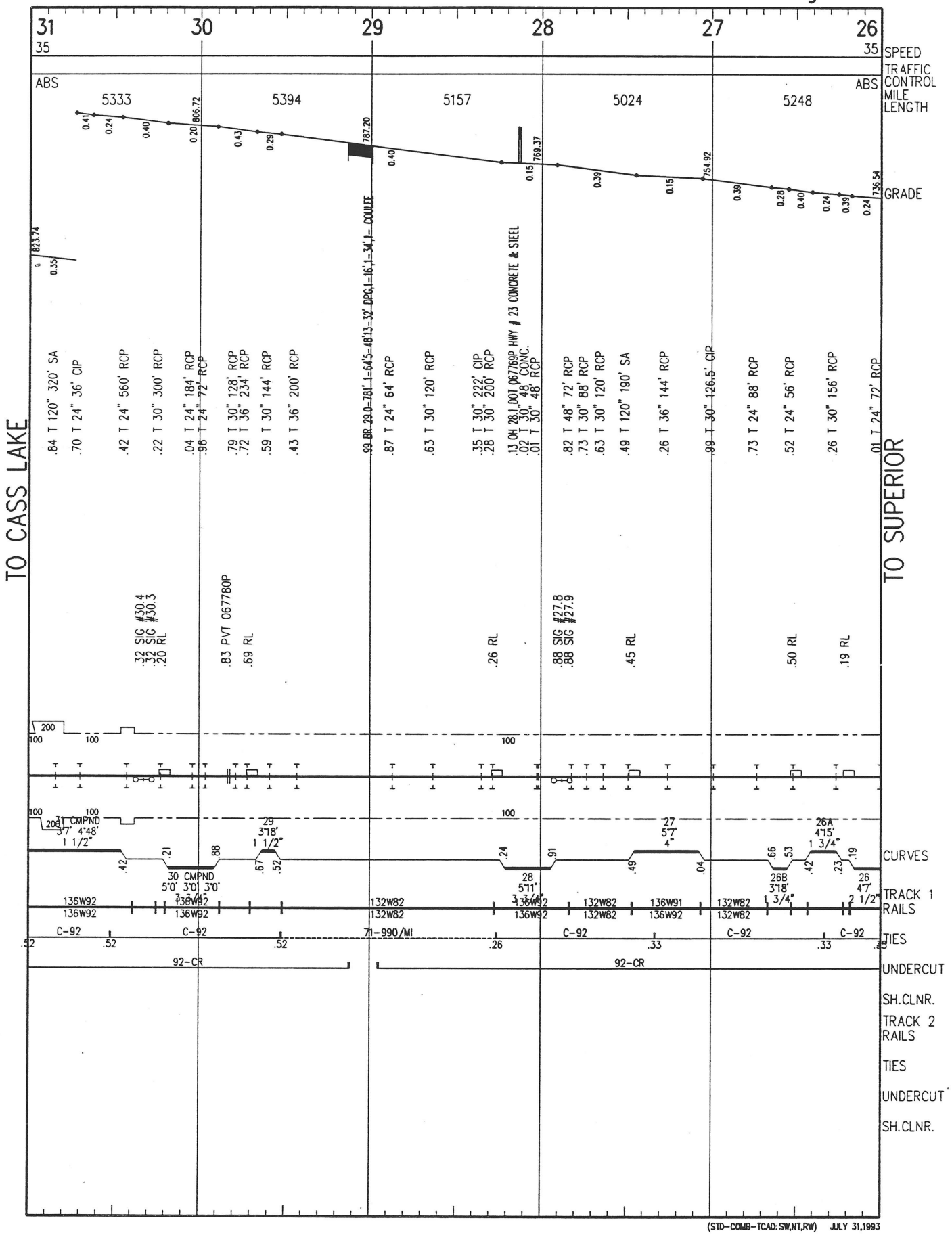

46
45
44
43
42
41
40
40 30 30
SPEED
TRAFFIC CONTROL MILE LENGTH
CTC
CTC
5151
5132
5334
5283
5117
611.50
606.00
607.00
607.75
613.27
613.60
603.20
GRADE
TO CASS LAKE
TO SUPERIOR
.79 T 36" 46' RCP
.50 T 42" 48' RCP
.27 T 36" 56' RCP
.89 T 8'X8' 44' RCB
.70 T 36" 56' RCP
.41 T 30" 60' RCP
.15 T 36" 40' RCP
.02 T 36" 48' RCP TRP.
.70 BR 43.7-48' 3-RCT SQUAW CREEK
.44 T 24" 48' RCP
.24 T 36" 67' CIP
.01 T 24" 54' CIP
.94 T 24" 60' RCP
.90 T 24" 60' CIP
.80 T 24" 60' CIP
.65 T 36" 72' RCP
.55 T 42" 80' CIP
.47 T 36" 84' CIP
.73 T 36" 30' CIP & 36"X39' RCP
.52 T 36" 85.2' RCP
.42 BR 41.4 EB-56' 2-16' & 1-24' WF BM PRIVATE ROAD DOT 076385E
.41 BR 41.4 WB-66' 2-16' & 1-24' WF BM PRIVATE ROAD DOT 076385E
.40 BR 41.4 A-45' 3-TPT PRIVATE ROAD DOT 076385E
.35 T 36" RCP FIELD CHECK
.45 RL
.19 SIG #44.2
.19 SIG #44.3
.12 RL
.78 SIG #41.8
.78 SIG #41.7
.22 PUB GATES 061232G MARKET ST
.13 PUB FLASHER 061231A ARCH ST
.01 PUB FLASHER 061230T BROADWAY
CLOQUET
M.P. 41.09
100
50
225
50
100
50
100
30
45
2°0'
3/4"
44A
2°0'
3/4"
44
2°0'
3/4"
43A
2°3'
3/4"
43
1°3'
3/4"
42A CMPND
0°37' 1°0'
42
2°0'
3/4"
41
4°3'
2 1/2"
CURVES
132W82
132W82
TRACK 1 RAILS
74-634/MI
TIES
C-92
92-CR
UNDERCUT
SH.CLNR.
TRACK 2 RAILS
80-900/MI
TIES
UNDERCUT
SH.CLNR.
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993



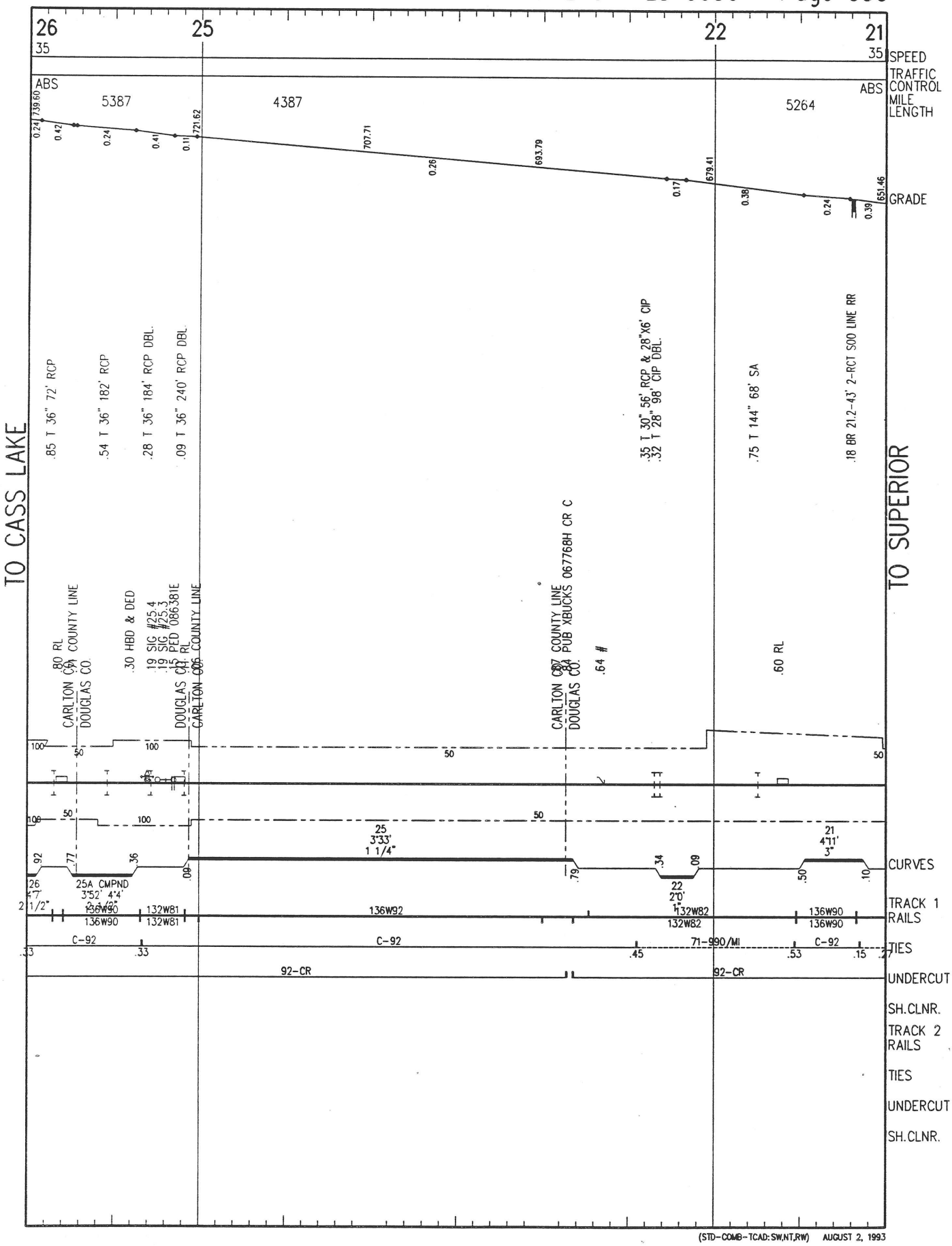
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993



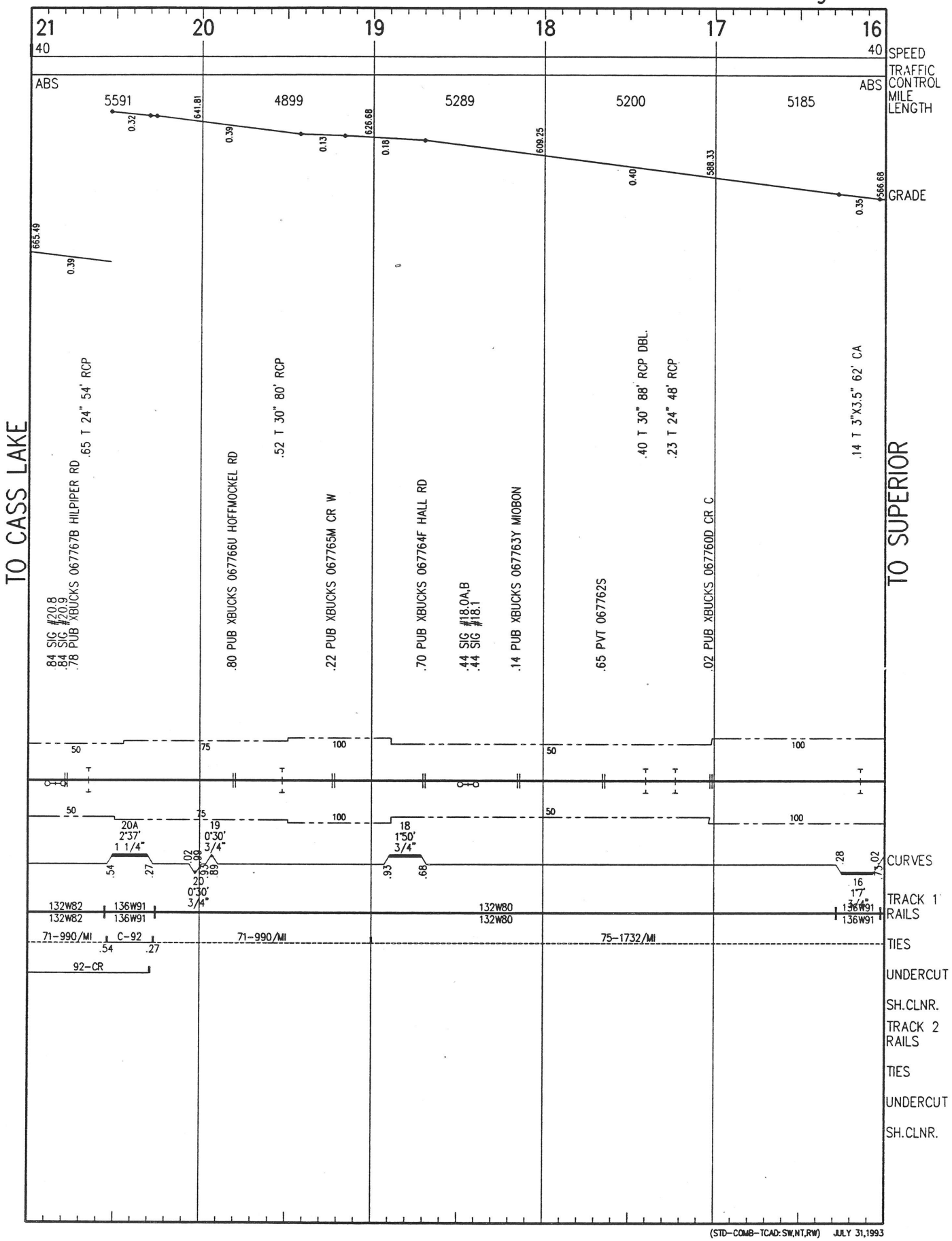
(STD-COMB-TCAD: SW,NT,RW) JULY 31,1993



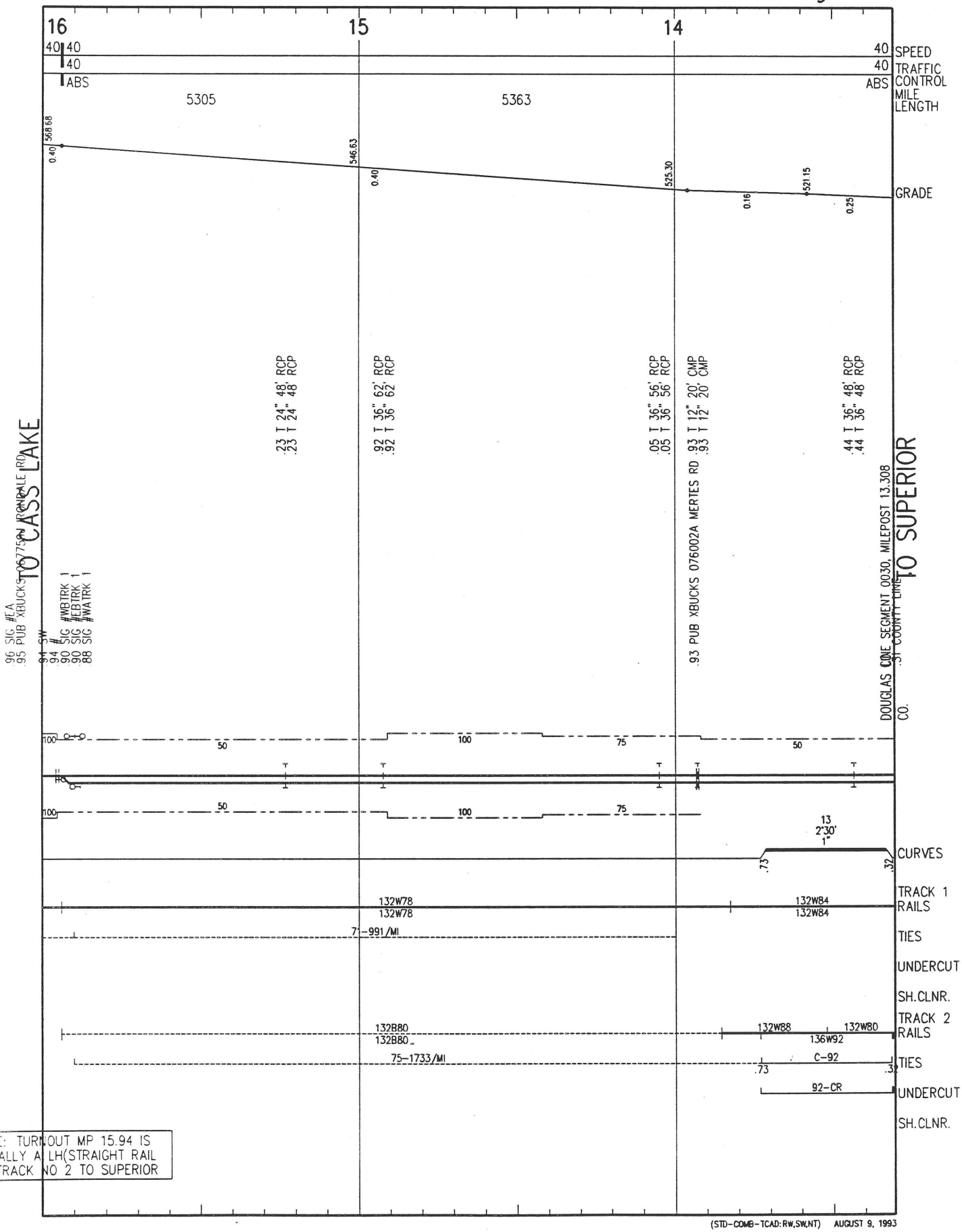
(STD-COMB-TCAD: SW,NT,RW) JULY 31,1993



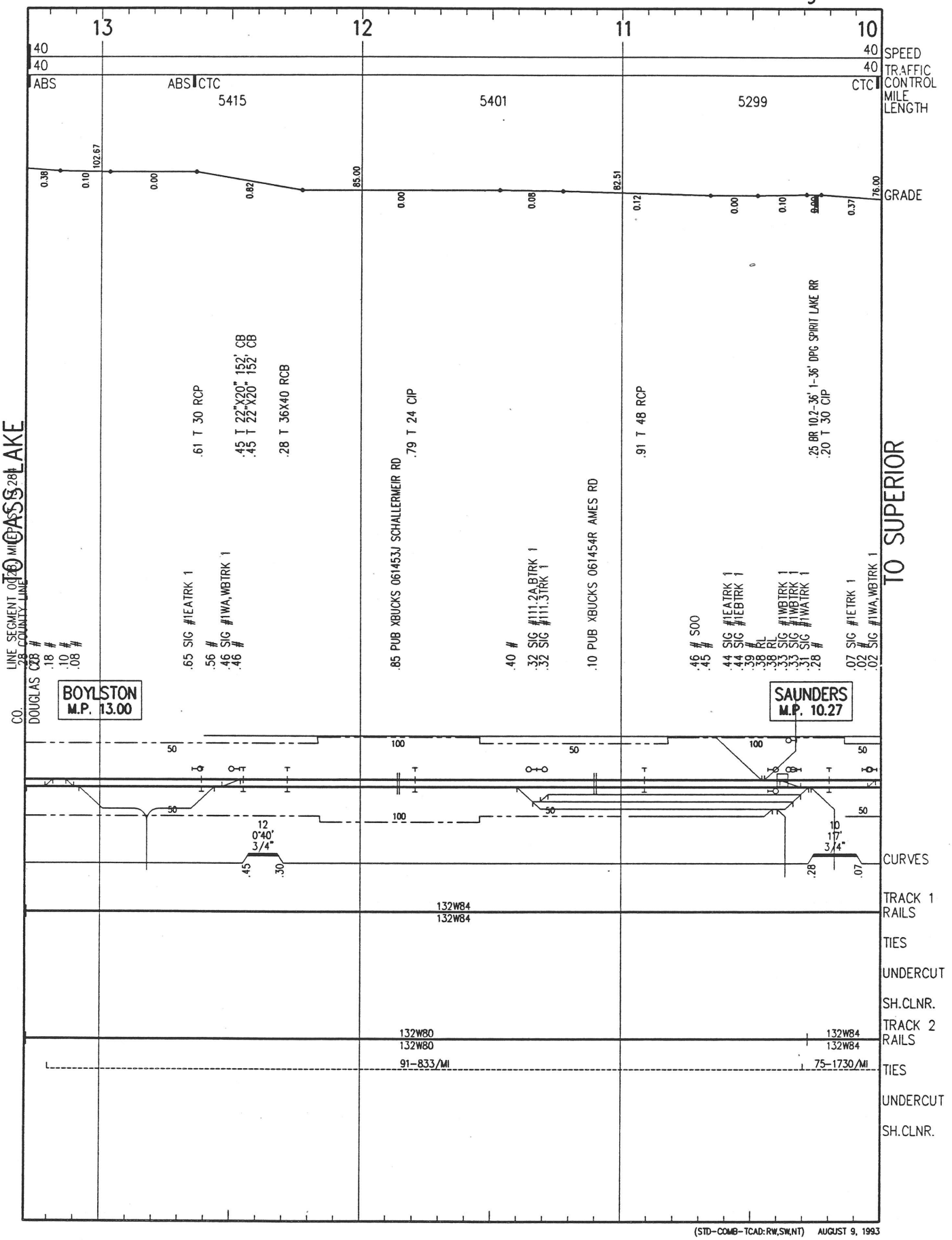
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



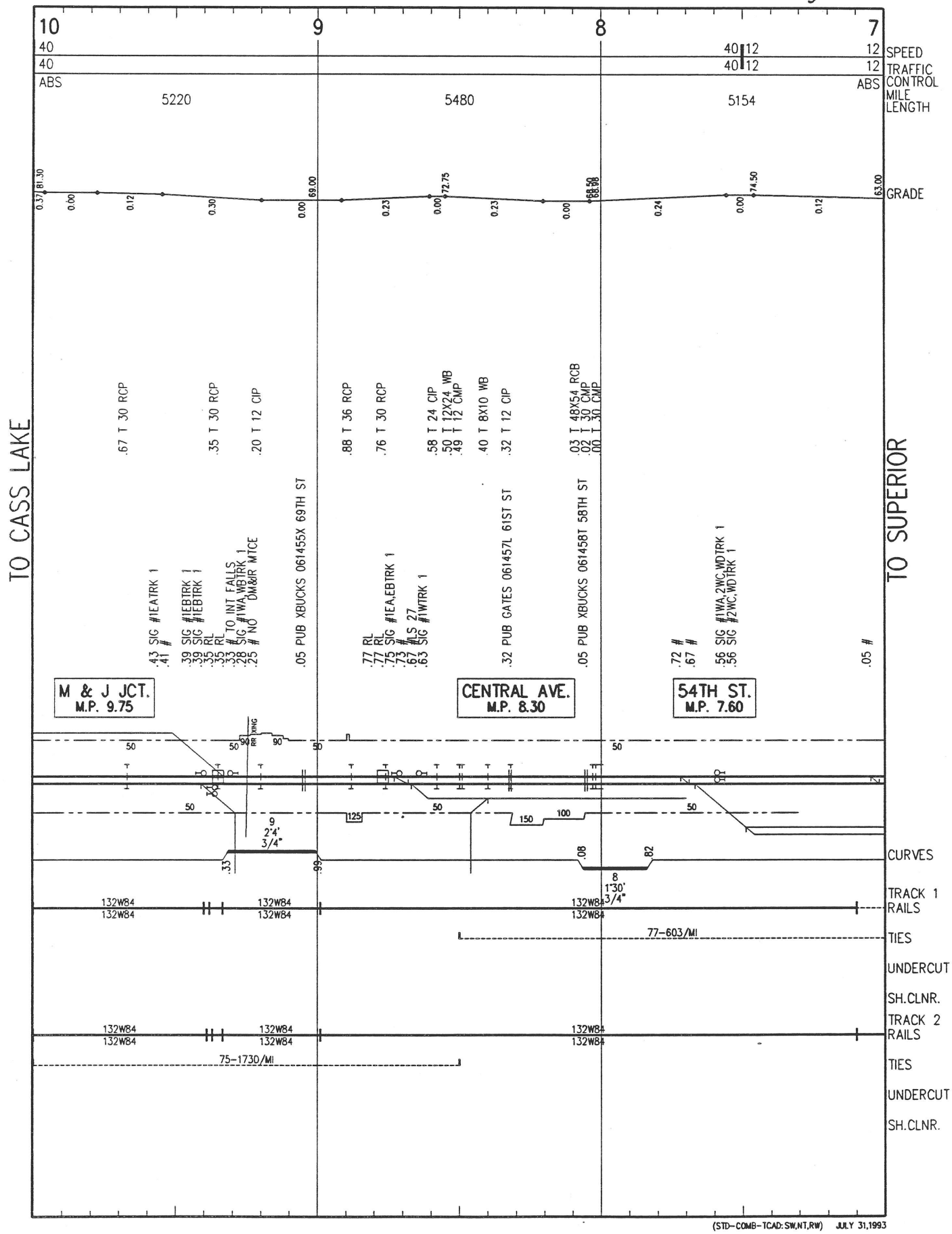
(STD-COMB-TCAD: SW,NT,RW) JULY 31,1993

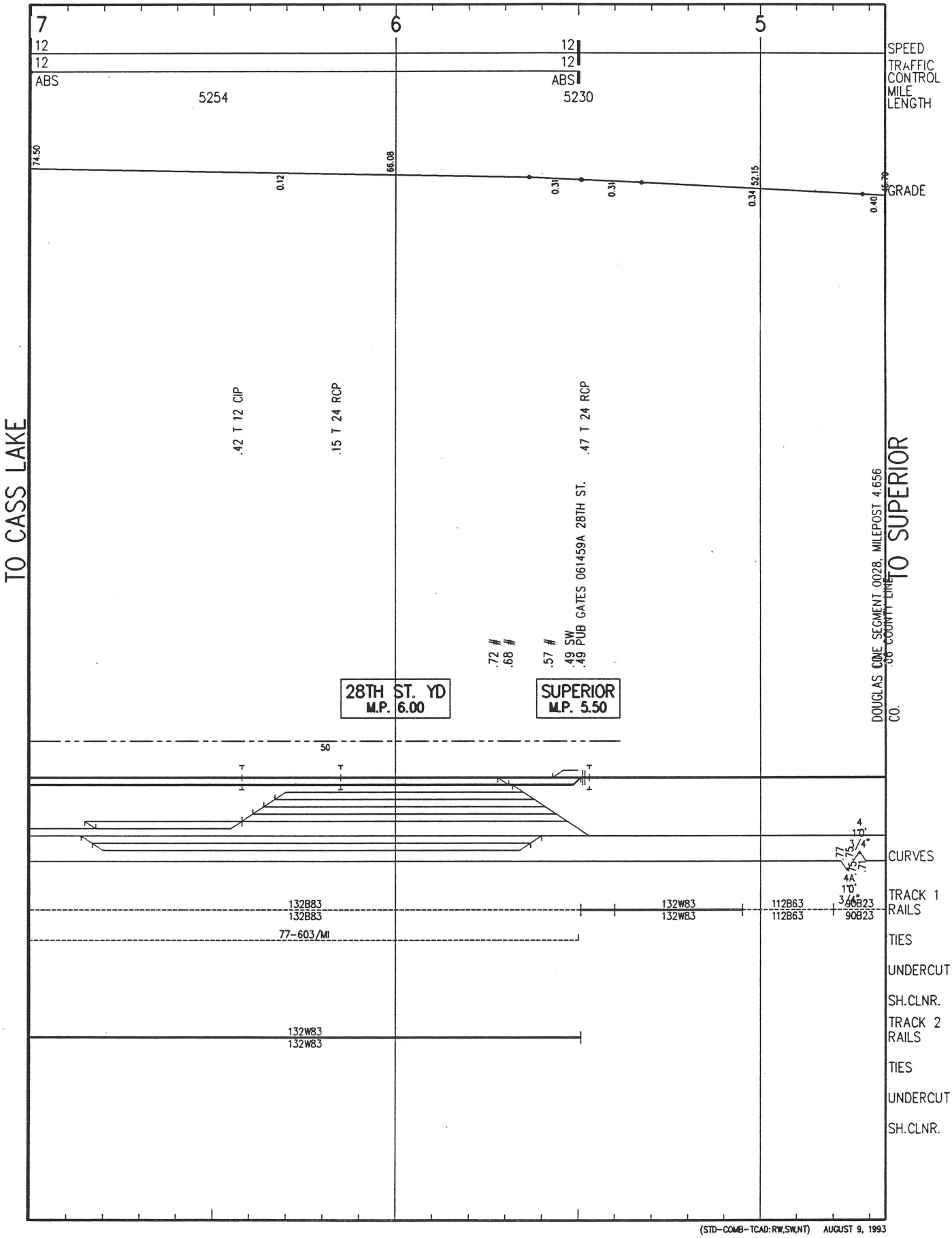


NOTE: TURNOUT MP 15.94 IS
ACTUALLY A LH(STRAIGHT RAIL
OF TRACK NO 2 TO SUPERIOR



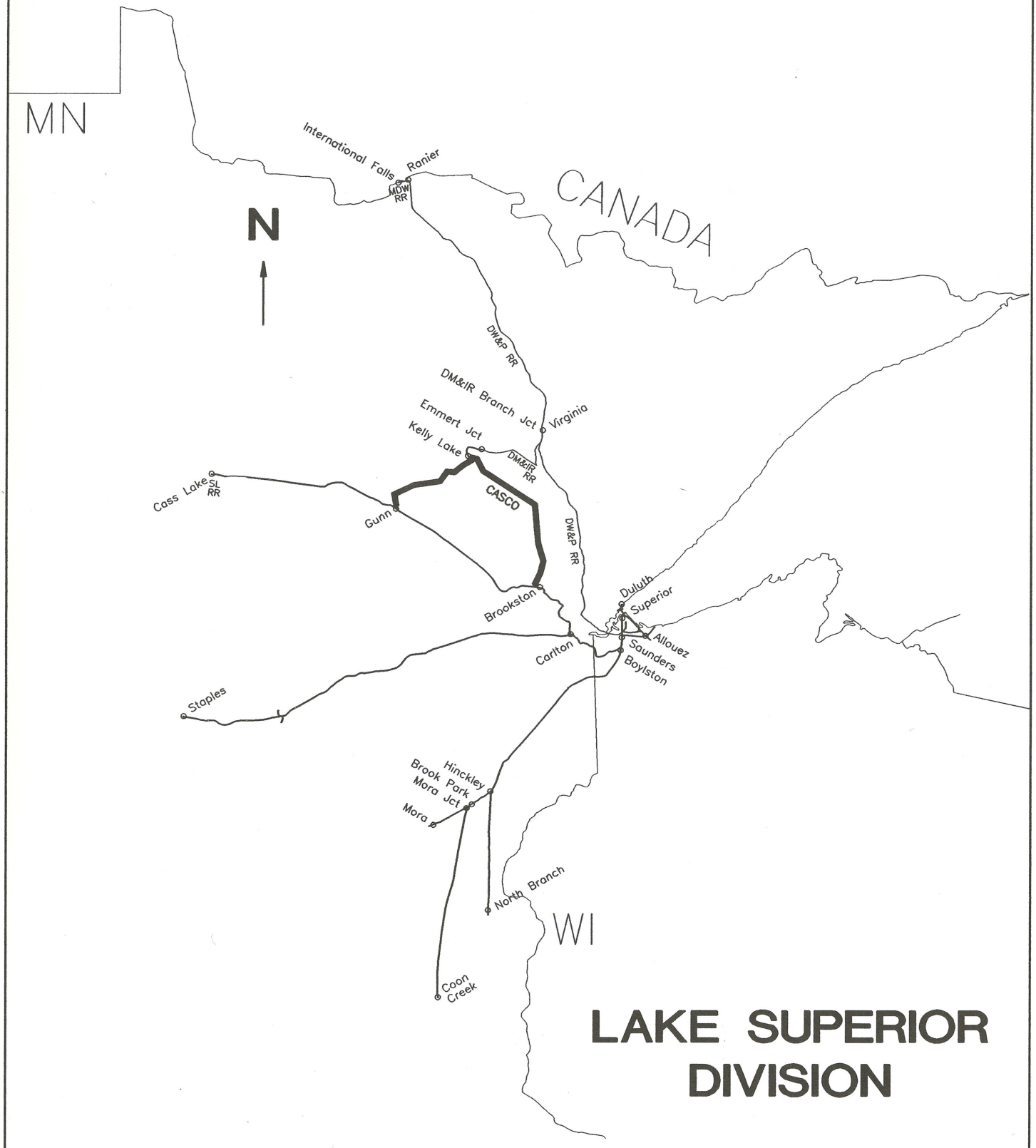
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993


10
9
8
7
40
40
ABS
40 12
40 12
ABS
SPEED
TRAFFIC
CONTROL
MILE
LENGTH
5220
5480
5154
GRADE
TO CASS LAKE
TO SUPERIOR
.67 T 30 RCP
.35 T 30 RCP
.20 T 12 CIP
.88 T 36 RCP
.76 T 30 RCP
.58 T 24 CIP
.50 T 12X24 WB
.49 T 12 CMP
.40 T 8X10 WB
.32 T 12 CIP
.03 T 48X54 RCB
.02 T 30 CMP
.00 T 30 CMP
.43 SIG #1EATRK 1
.41 #
.39 SIG #1EBTRK 1
.39 SIG #1EBTRK 1
.35 RL
.35 RL
.33 # TO INT FALLS
.28 SIG #1WA,WBTRK 1
.25 # NO DM&IR MTCE
.05 PUB XBUCKS 061455X 69TH ST
.77 RL
.77 RL
.75 SIG #1EA,EBTRK 1
.73 #
.67 #LS 27
.63 SIG #1WTRK 1
.32 PUB GATES 061457L 61ST ST
.05 PUB XBUCKS 061458T 58TH ST
.72 #
.67 #
.56 SIG #1WA,2WC,WDTRK 1
.56 SIG #2WC,WDTRK 1
.05 #
M & J JCT.
M.P. 9.75
CENTRAL AVE.
M.P. 8.30
54TH ST.
M.P. 7.60
RR XING
9
2°4'
3/4"
8
1°30'
3/4"
CURVES
TRACK 1
RAILS
132W84
TIES
77-603/MI
UNDERCUT
SH.CLNR.
TRACK 2
RAILS
75-1730/MI
(STD-COMB-TCAD: SW,NT,RW) JULY 31,1993



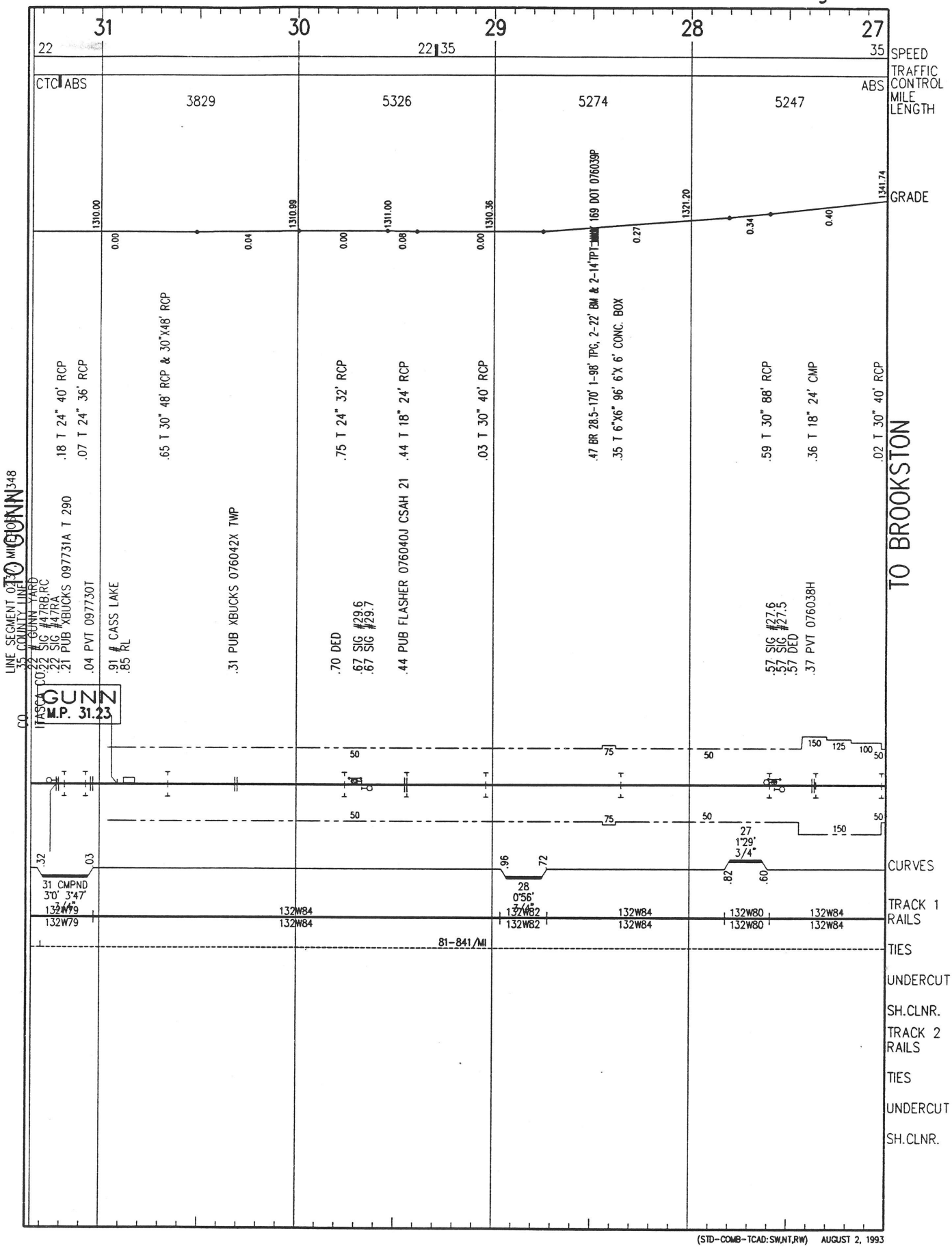
(STD-COMB-TCAD:RW,SW,NT) AUGUST 9, 1993

CASCO SUBDIVISION
BROOKSTON - GUNN

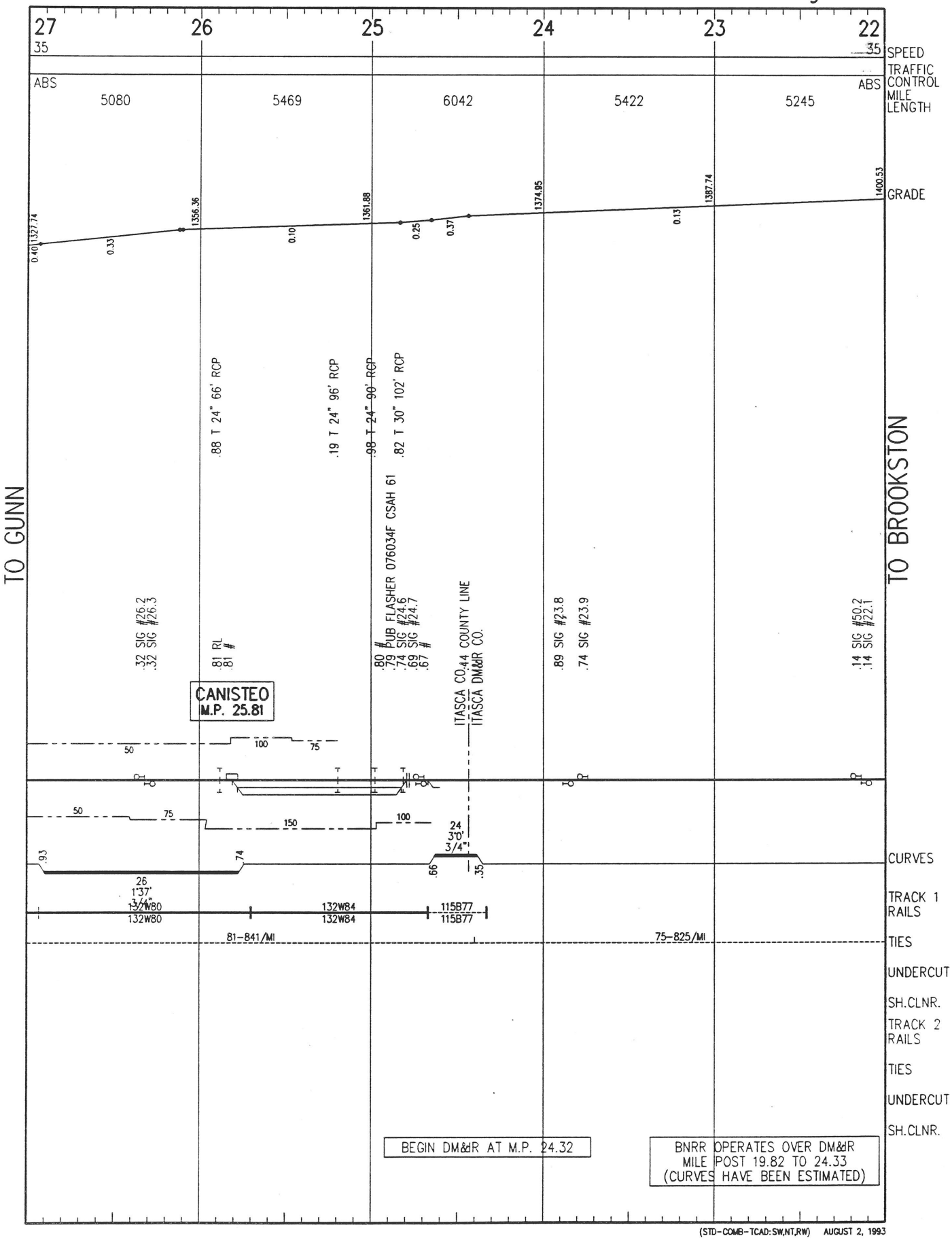


LAKE SUPERIOR DIVISION

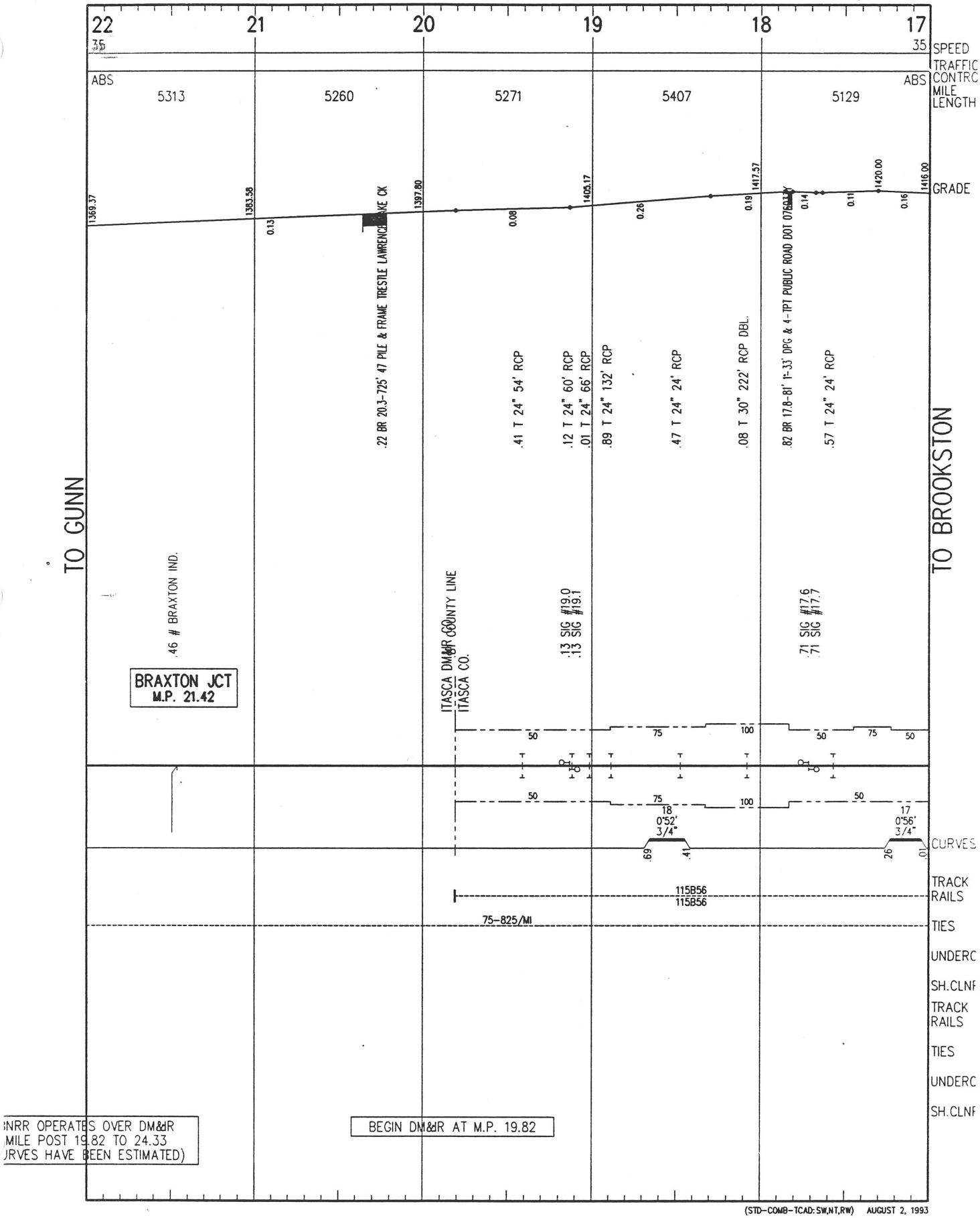
PLT DATE: 7-1-93

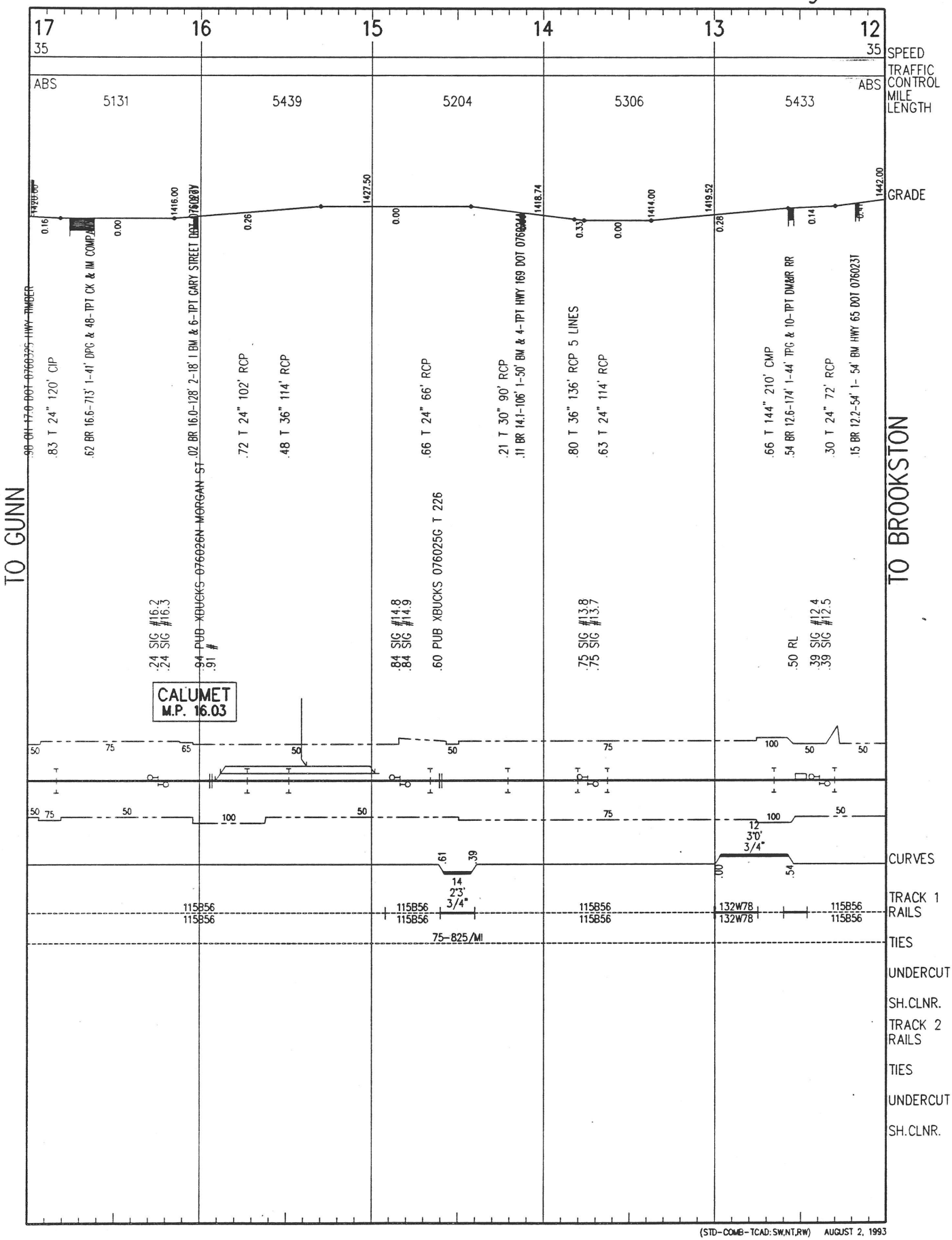


(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993

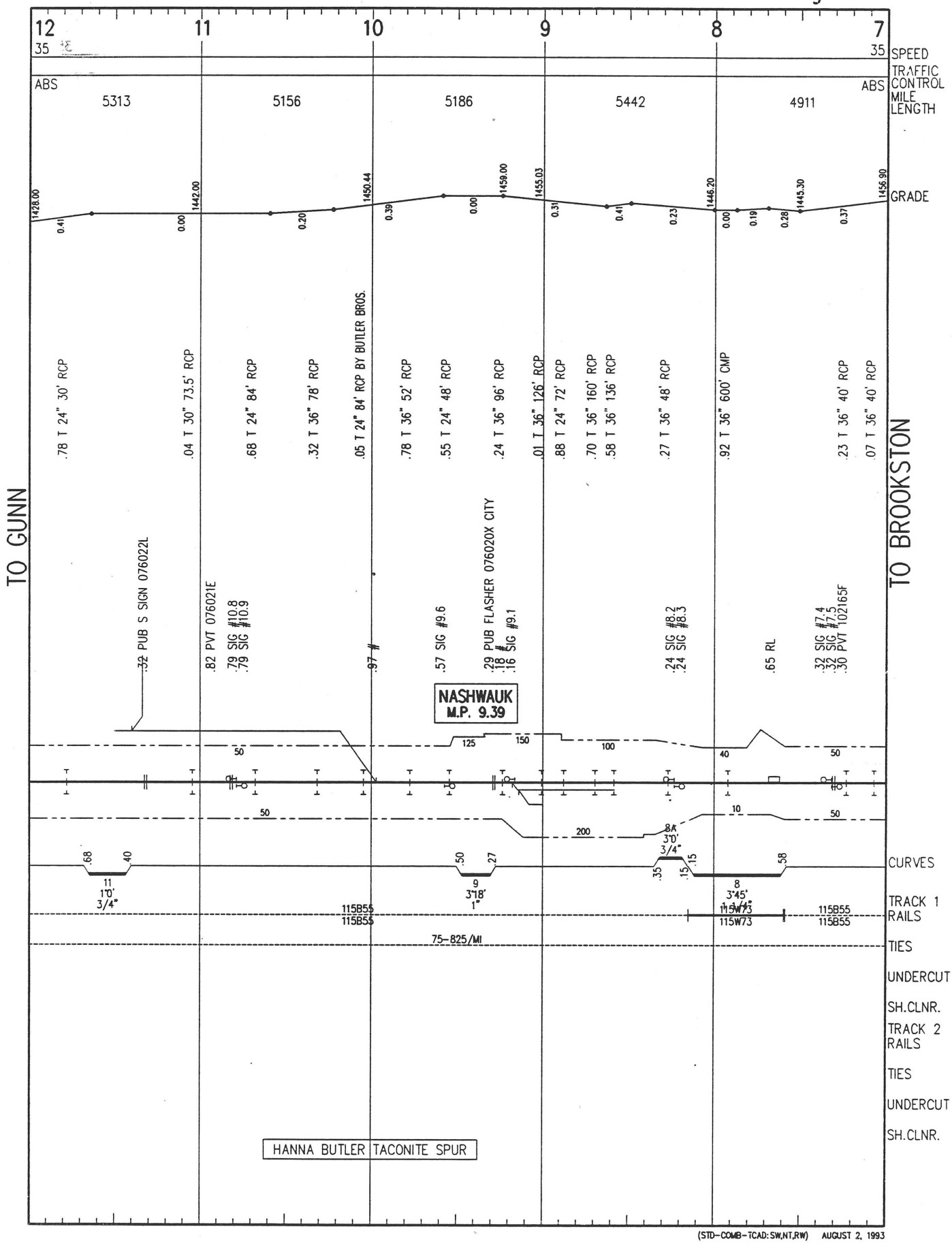


(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993

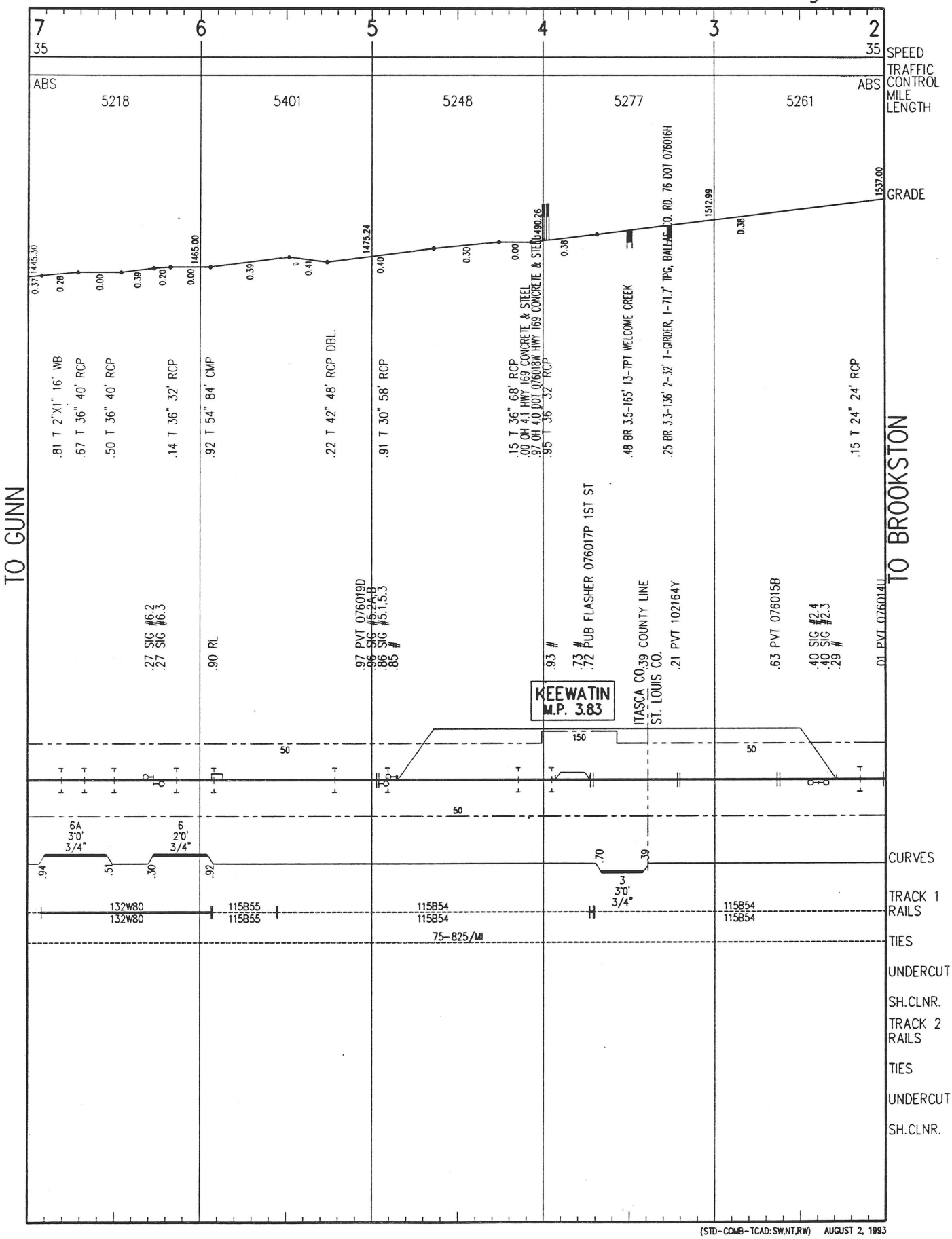

22
21
20
19
18
17
35
35
SPEED
TRAFFIC CONTRC
MILE LENGTH
ABS
ABS
5313
5260
5271
5407
5129
1369.37
1383.58
1397.80
1405.17
1417.57
1420.00
1416.00
GRADE
0.13
0.08
0.26
0.19
0.14
0.11
0.16
.22 BR 20.3-725' 47 PILE & FRAME TRESTLE LAWRENCE LAKE CK
.41 T 24" 54' RCP
.12 T 24" 60' RCP
.01 T 24" 66' RCP
.89 T 24" 132' RCP
.47 T 24" 24' RCP
.08 T 30" 222' RCP DBL.
.82 BR 17.8-81' 1-33' DPG & 4-TPT PUBLIC ROAD DOT 07601X
.57 T 24" 24' RCP
TO GUNN
TO BROOKSTON
.46 # BRAXTON IND.
BRAXTON JCT
M.P. 21.42
ITASCA DM&R
ITASCA CO.
COUNTY LINE
.13 SIG #19.0
.13 SIG #19.1
.71 SIG #17.6
.71 SIG #17.7
50
75
100
50
75
50
50
75
100
50
18
0°52'
3/4"
17
0°56'
3/4"
.69
.41
.26
.01
CURVES
115B56
115B56
TRACK RAILS
75-825/MI
TIES
UNDERC
SH.CLNF
TRACK RAILS
TIES
UNDERC
SH.CLNF
NRR OPERATES OVER DM&R
MILE POST 19.82 TO 24.33
URVES HAVE BEEN ESTIMATED)
BEGIN DM&R AT M.P. 19.82
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



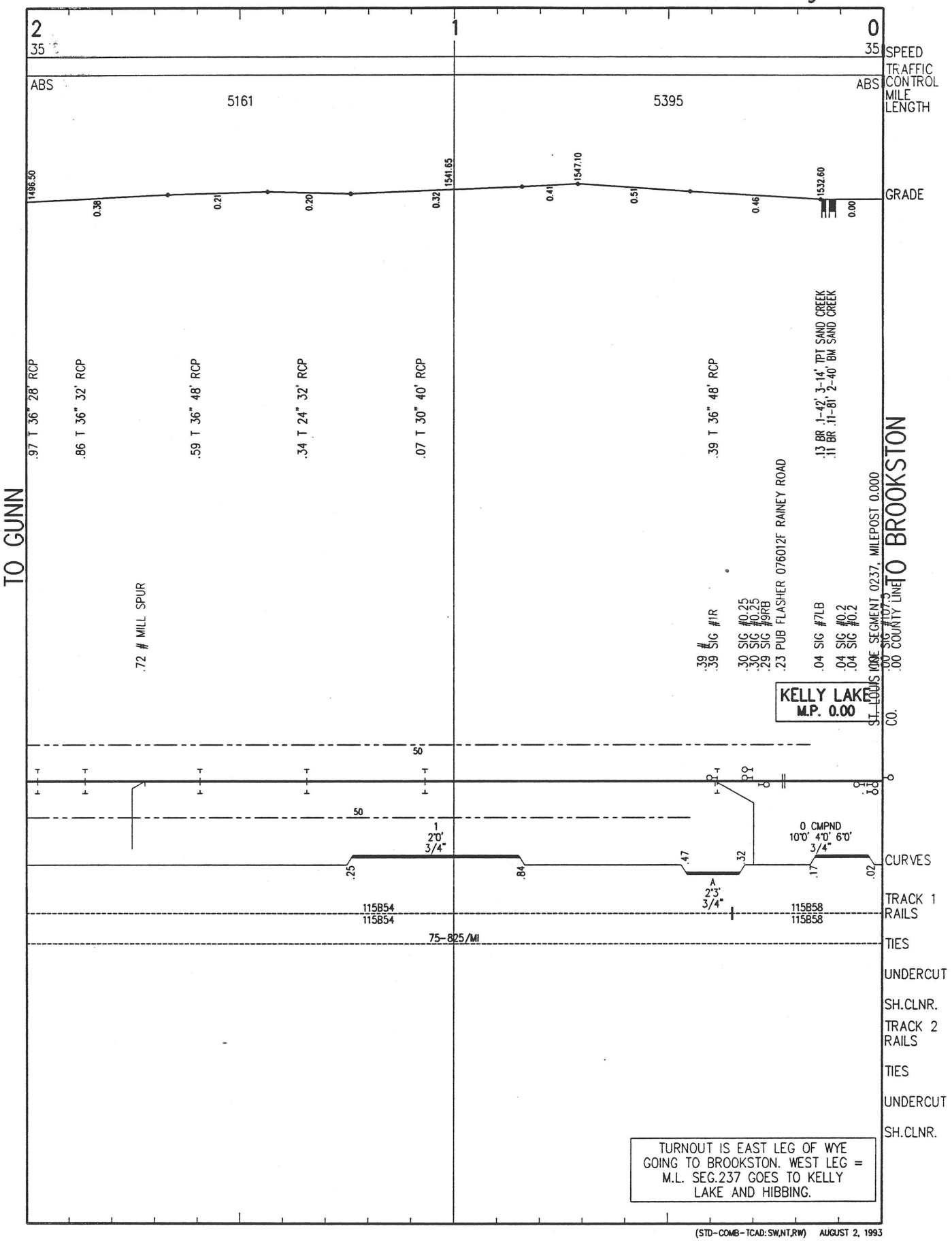
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993

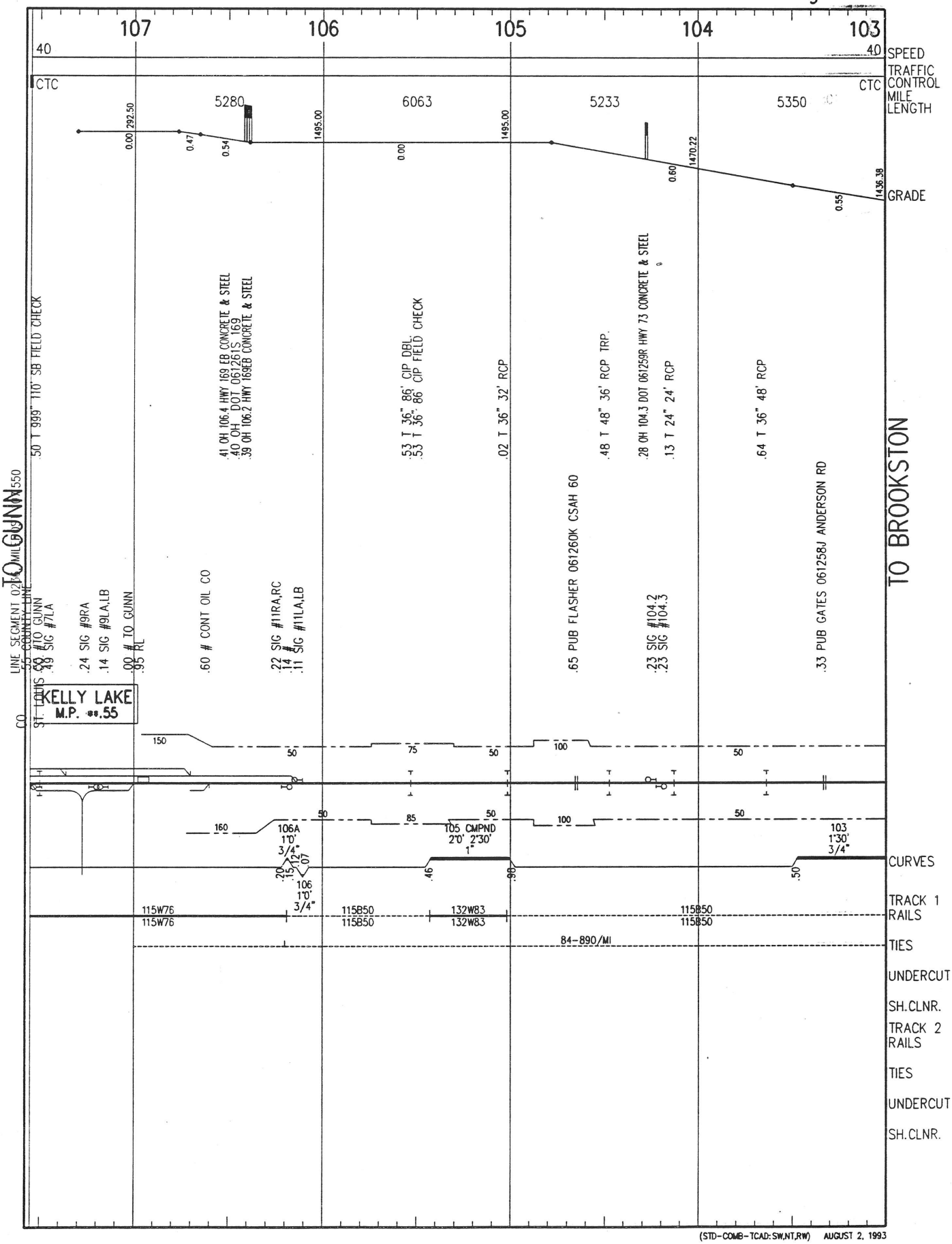


(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993

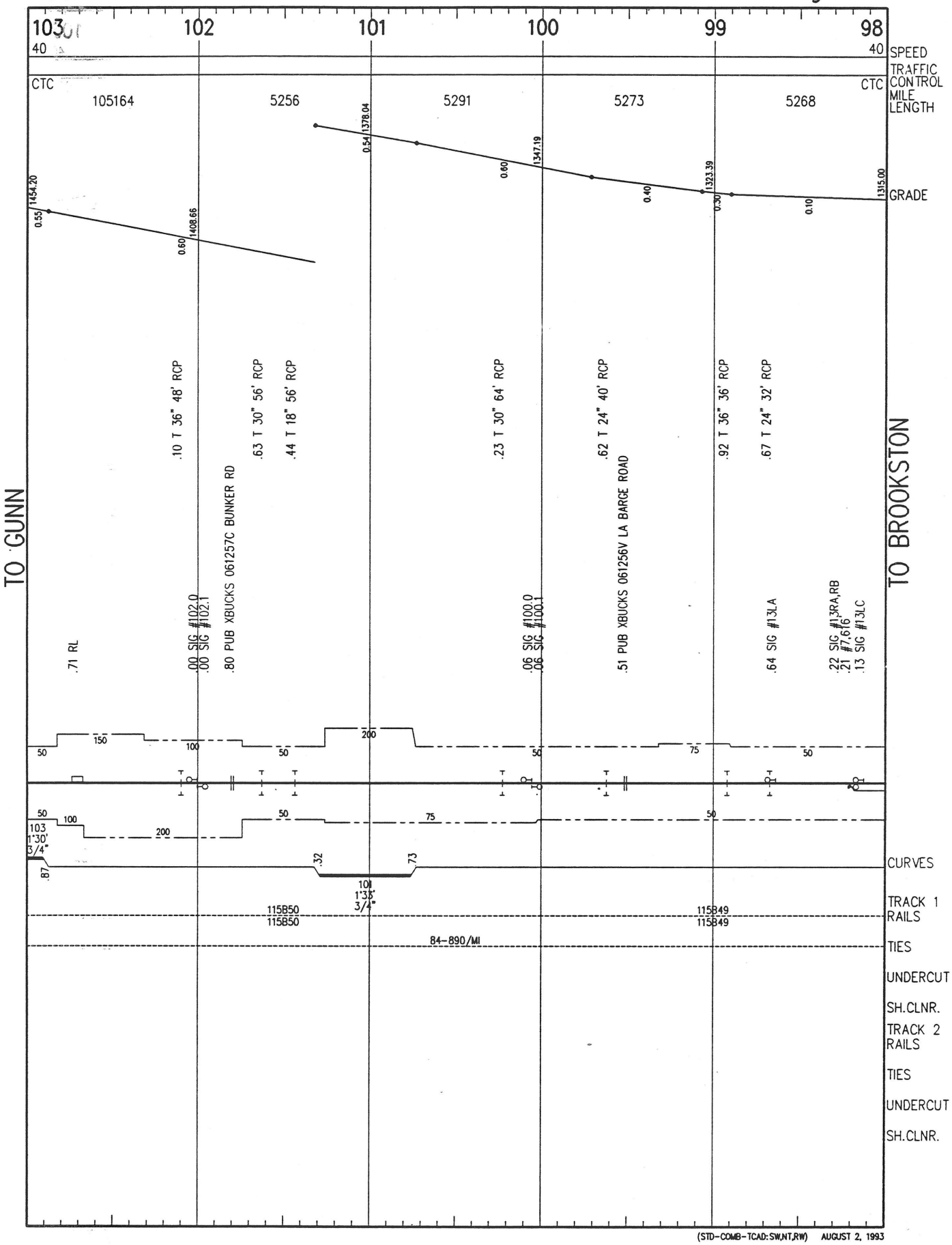


(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993

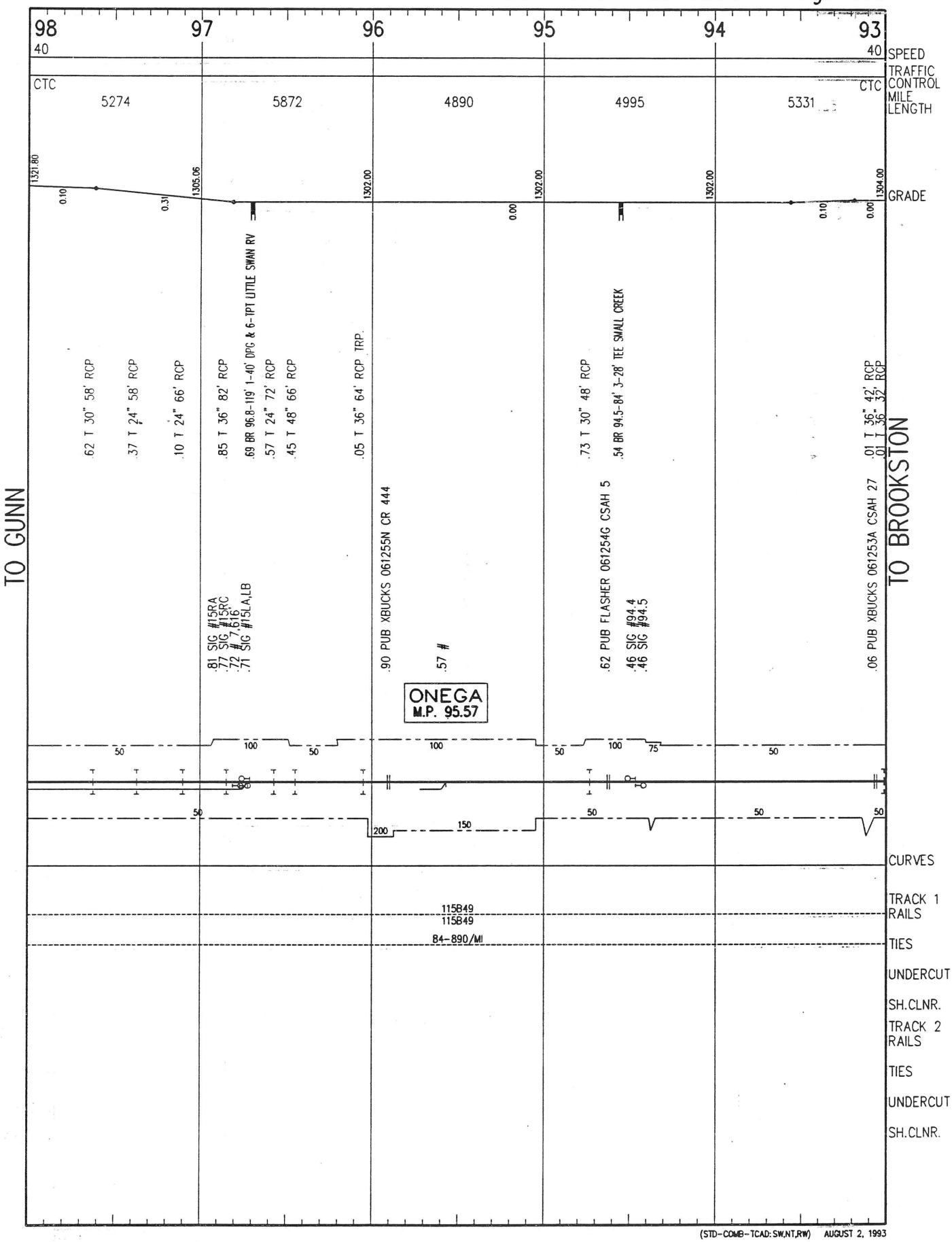

2
1
0
35
35
SPEED
TRAFFIC CONTROL
MILE LENGTH
ABS
5161
5395
ABS
1496.50
1541.65
1547.10
1532.60
GRADE
0.38
0.21
0.20
0.32
0.41
0.51
0.46
0.00
TO GUNN
TO BROOKSTON
.97 T 36" 28' RCP
.86 T 36" 32' RCP
.59 T 36" 48' RCP
.34 T 24" 32' RCP
.07 T 30" 40' RCP
.39 T 36" 48' RCP
.13 BR .1-42' 3-14' TPT SAND CREEK
.11 BR .11-81' 2-40' BM SAND CREEK
.72 # MILL SPUR
.39 # SIG #1R
.39 SIG #1R
.30 SIG #0.25
.30 SIG #0.25
.29 SIG #9RB
.23 PUB FLASHER 076012F RAINEY ROAD
.04 SIG #7LB
.04 SIG #0.2
.04 SIG #0.2
.00 SIG #107.5
.00 COUNTY LINE
ST. LOUIS CO. CODE SEGMENT 0237, MILEPOST 0.000
KELLY LAKE
M.P. 0.00
50
50
1
2°0'
3/4"
.25
.84
A
2°3'
3/4"
.47
.32
0 CMPND
10°0' 4°0' 6°0'
3/4"
.17
.02
CURVES
115B54
115B54
115B58
115B58
TRACK 1 RAILS
75-825/MI
TIES
UNDERCUT
SH.CLNR.
TRACK 2 RAILS
TIES
UNDERCUT
SH.CLNR.
TURNOUT IS EAST LEG OF WYE GOING TO BROOKSTON. WEST LEG = M.L. SEG.237 GOES TO KELLY LAKE AND HIBBING.
(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



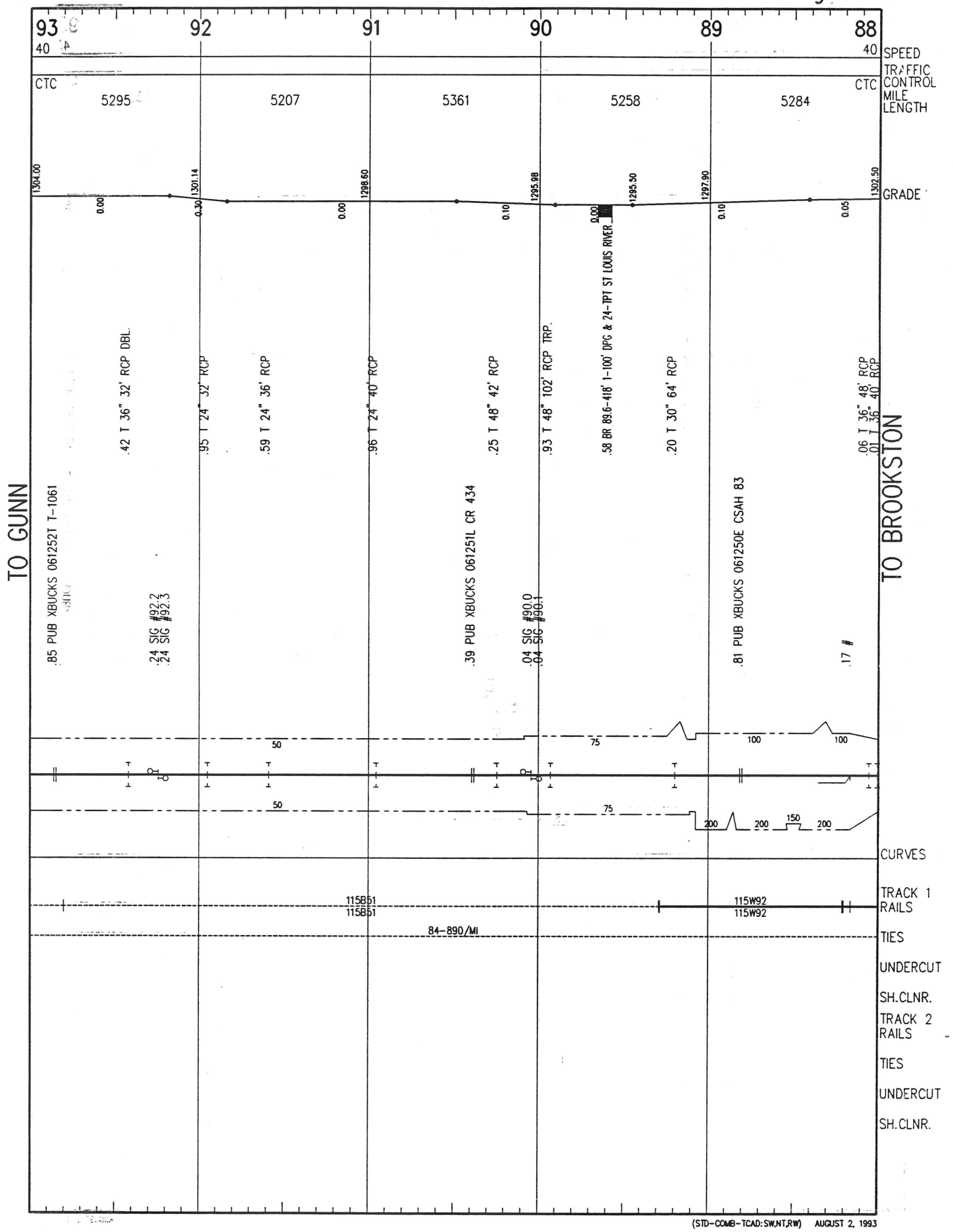
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



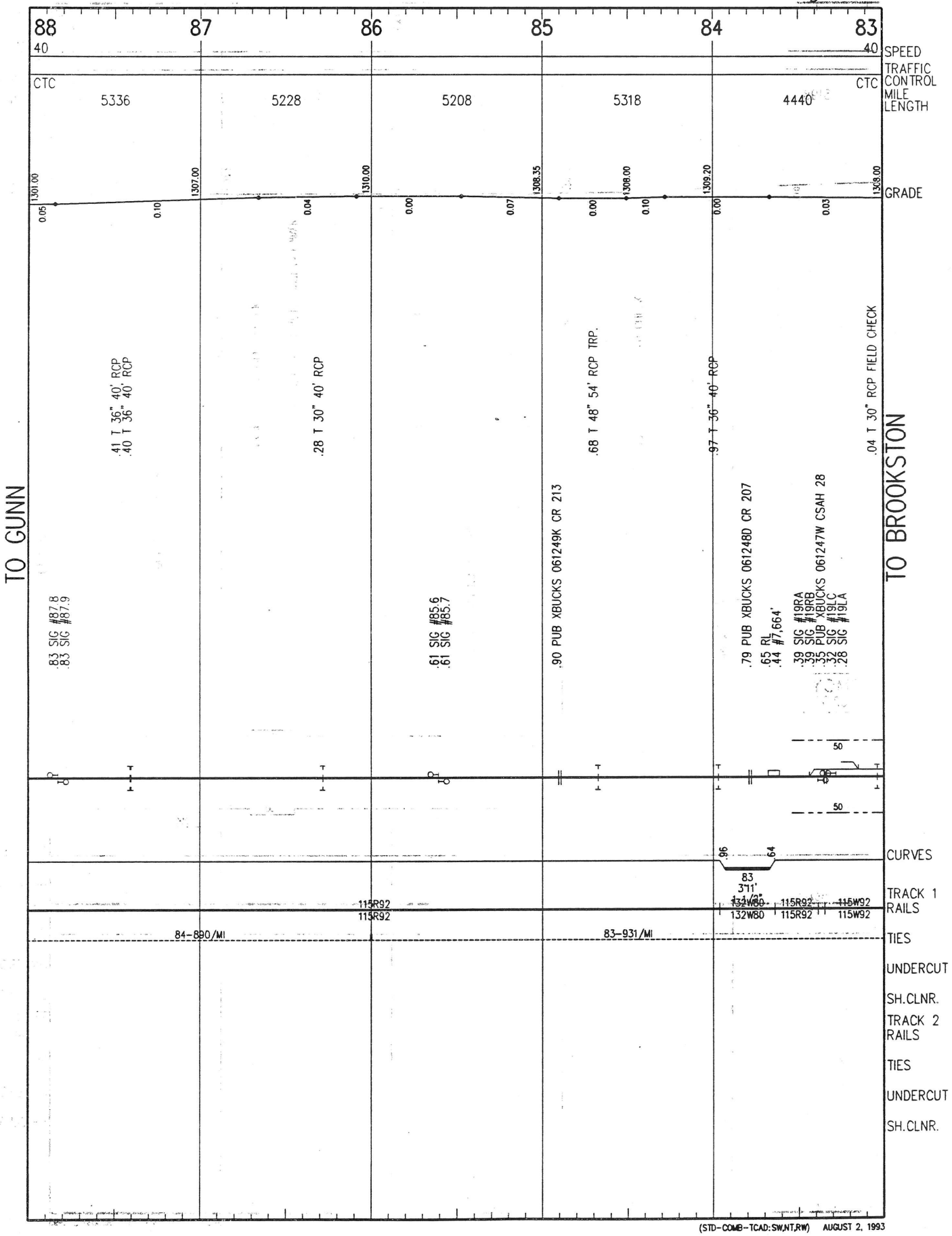
(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



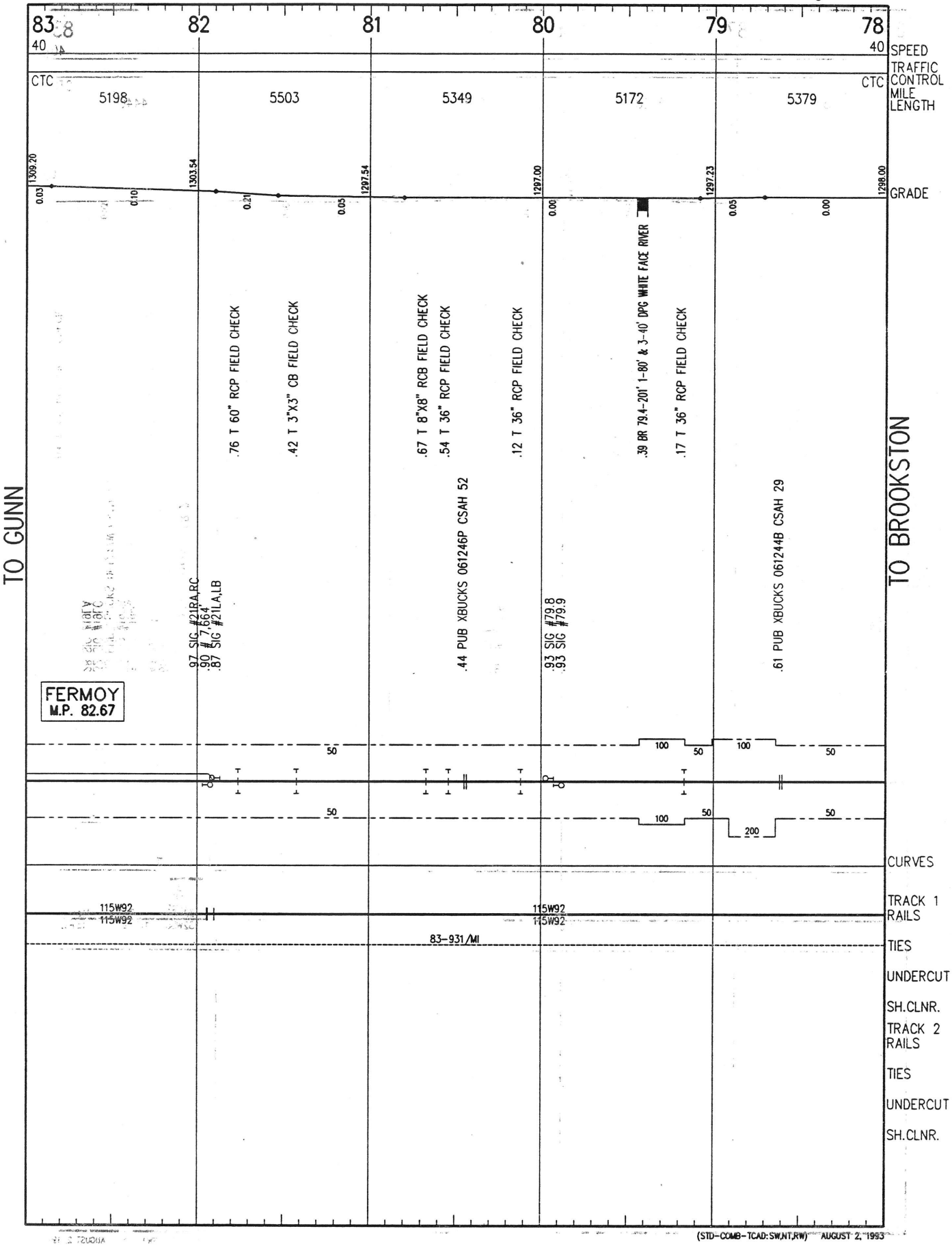
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



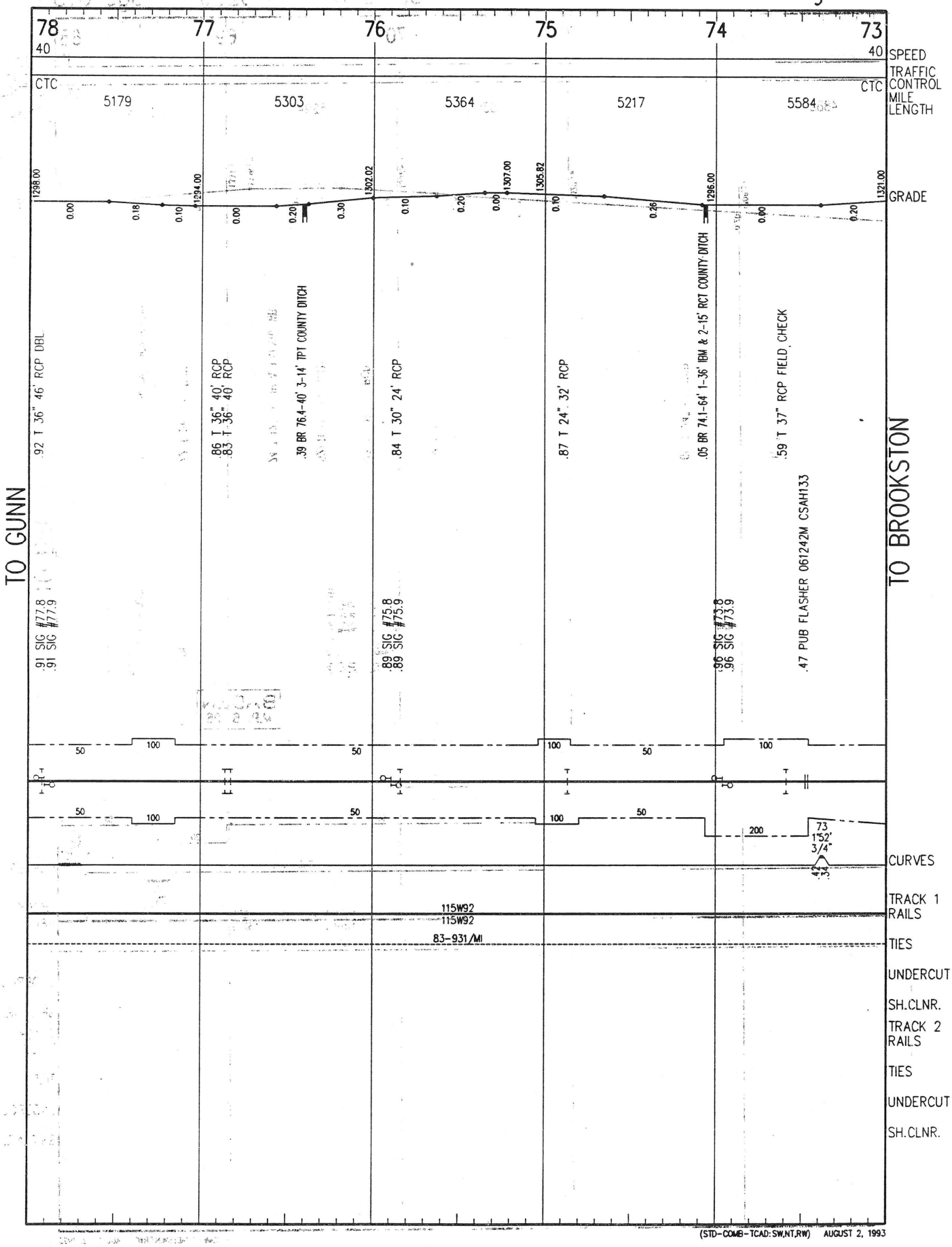
(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



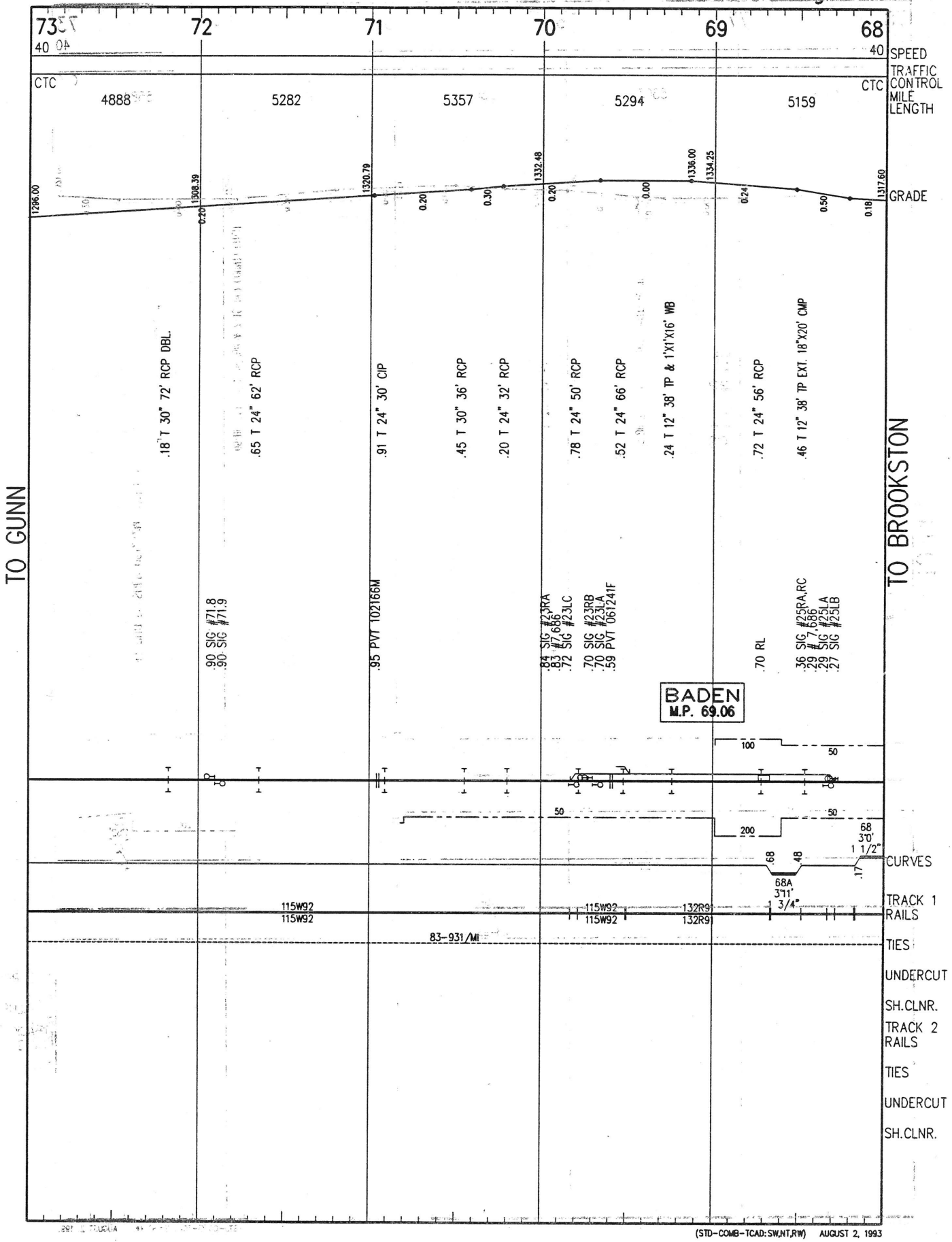
(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



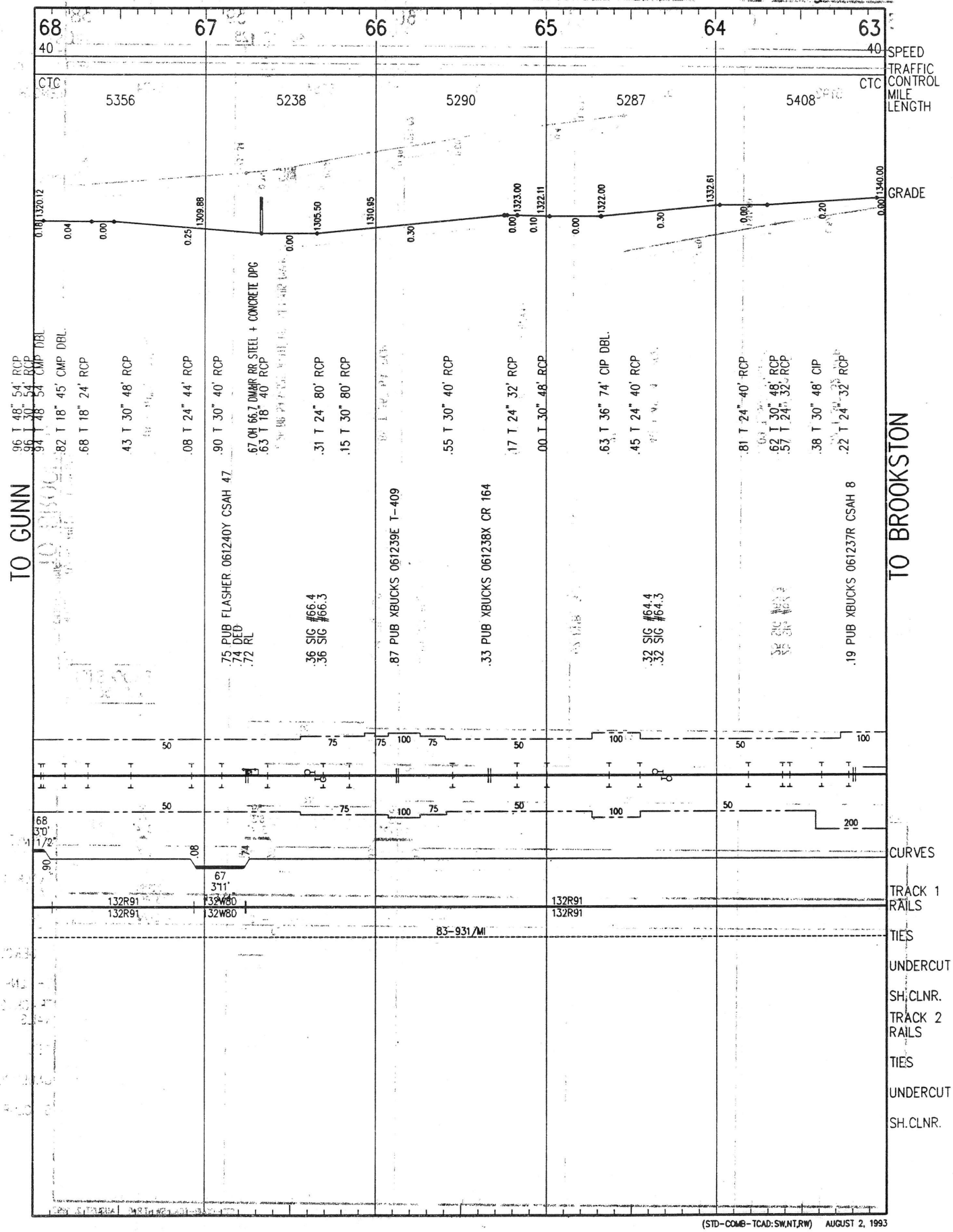
(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



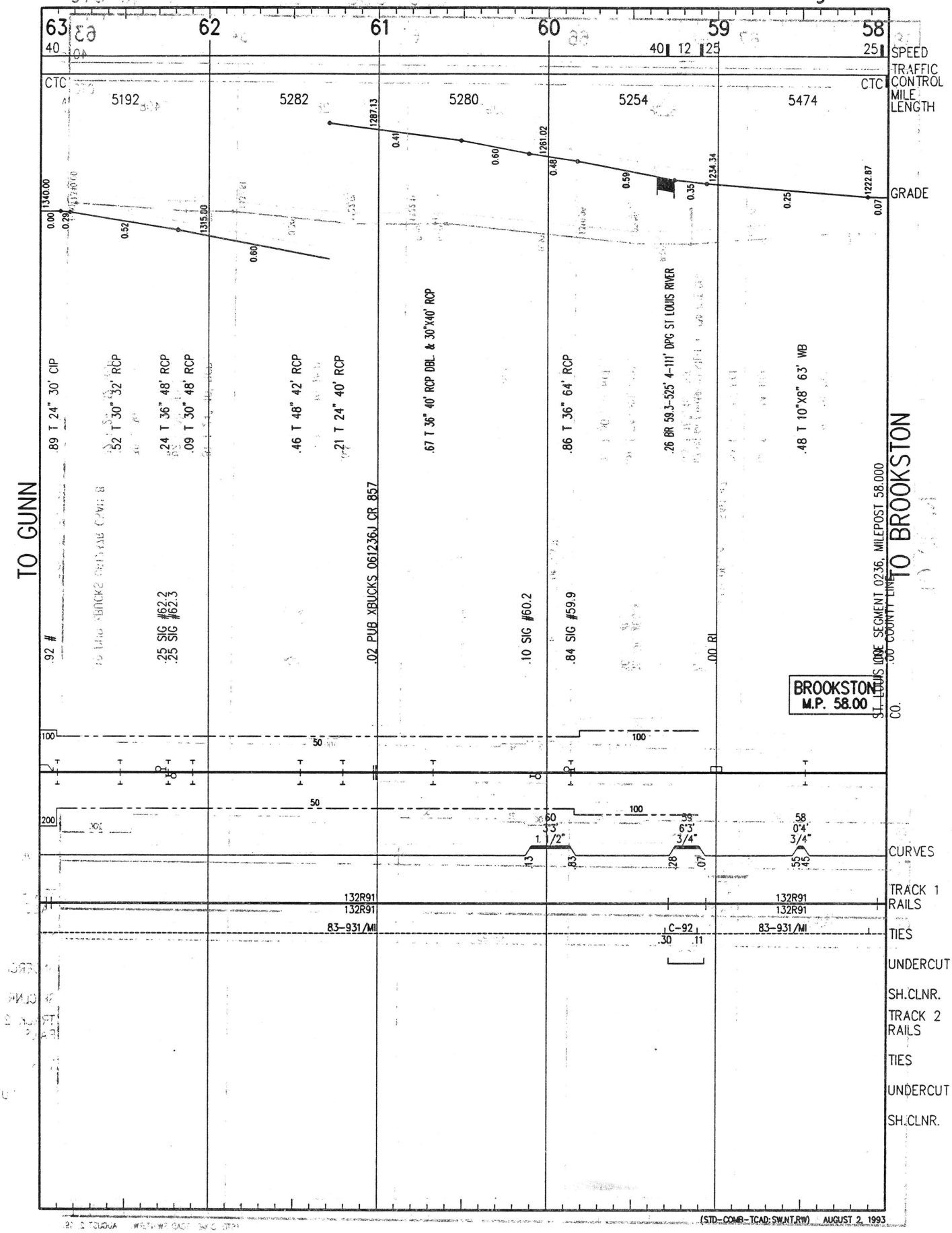
(STD-COMB-TCAD: SW,NT,RW) AUGUST 2, 1993



(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993



(STD-COMB-TCAD:SW,NT,RW) AUGUST 2, 1993


63
62
61
60
59
58
40
40 12 25
25
SPEED
TRAFFIC CONTROL
MILE LENGTH
GRADE
CTC
CTC
5192
5282
5280
5254
5474
1340.00
1315.60
1287.13
1261.02
1234.34
1222.87
0.00
0.29
0.52
0.60
0.41
0.60
0.48
0.59
0.35
0.25
0.07
TO GUNN
TO BROOKSTON
.89 T 24" 30' CIP
.52 T 30" 32' RCP
.24 T 36" 48' RCP
.09 T 30" 48' RCP
.46 T 48" 42' RCP
.21 T 24" 40' RCP
.67 T 36" 40' RCP DBL. & 30"X40' RCP
.86 T 36" 64' RCP
.26 BR 59.3-525' 4-111' DPG ST LOUIS RIVER
.48 T 10"X8" 63' WB
.92 #
.25 SIG #62.2
.25 SIG #62.3
.02 PUB XBUCKS 061236J CR 857
.10 SIG #60.2
.84 SIG #59.9
.00 RI
ST. LOUIS LOOP SEGMENT 0236, MILEPOST 58.000
.00 COUNTY LINE
CO.
BROOKSTON
M.P. 58.00
100
50
100
200
50
100
60
3°3'
1 1/2"
59
6°3'
3/4"
58
0°4'
3/4"
CURVES
.13
.83
.28
.07
.55
.45
132R91
132R91
132R91
132R91
TRACK 1 RAILS
83-931/MI
C-92
.30
.11
83-931/MI
TIES
UNDERCUT
SH.CLNR.
TRACK 2 RAILS
TIES
UNDERCUT
SH.CLNR.
(STD-COMB-TCAD: SW.NT.RW) AUGUST 2, 1993