

N. P. RY.

CONDENSED PROFILE  
AND TRACK CHART

ST. PAUL DIVISION (1) MAIN LINE

**ST. PAUL, MINN.**

TO

**STAPLES, MINN.**

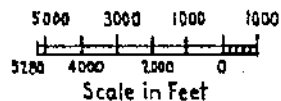
ALSO ST. PAUL TO WHITE BEAR LAKE (3)  
AND LINES IN ST. PAUL & MPLS. (13)

SCALE: { HOR. 1" = 1 MILE  
VERT. 1" = 200 FEET

Office of Chief Engineer, St. Paul, Minn.

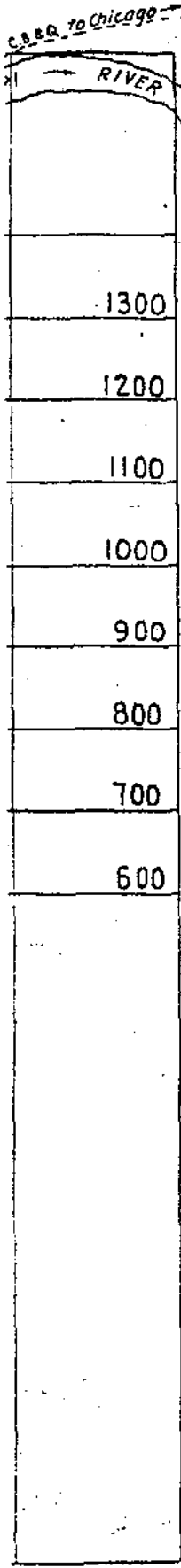
April 30, 1965.

Revised Jan. 1, 1970.



*This Profile is not the same scale  
as the Standard Condensed Profile.*

SCHEDULE OF TIE RENEWAL GANG  
 CENTRALIZED TRAFFIC CONTROL  
 TRACK SECTIONS



MILE POST

LEGEND

- DW Broken Wheel Detector
- DE Dragging Equip. Detector
- DH Hot Box Detector
- Z Scales
- W Water
- Y Yard Limit
- † Spring Switch without F.P.L.
- ⊕ Spring Switch with F.P.L.
- o Rail & Flange Lubricators
- T Turntable or Wye
- F Fuel
- SB Snow Blower

- Crushed Stone Ballast
- Processed Gravel Ballast
- Pit Run Gravel
- None

POWER TAMPING

BANKWIDENING

BALLAST

RAIL { Conventional Joints   
 Continuous Welded

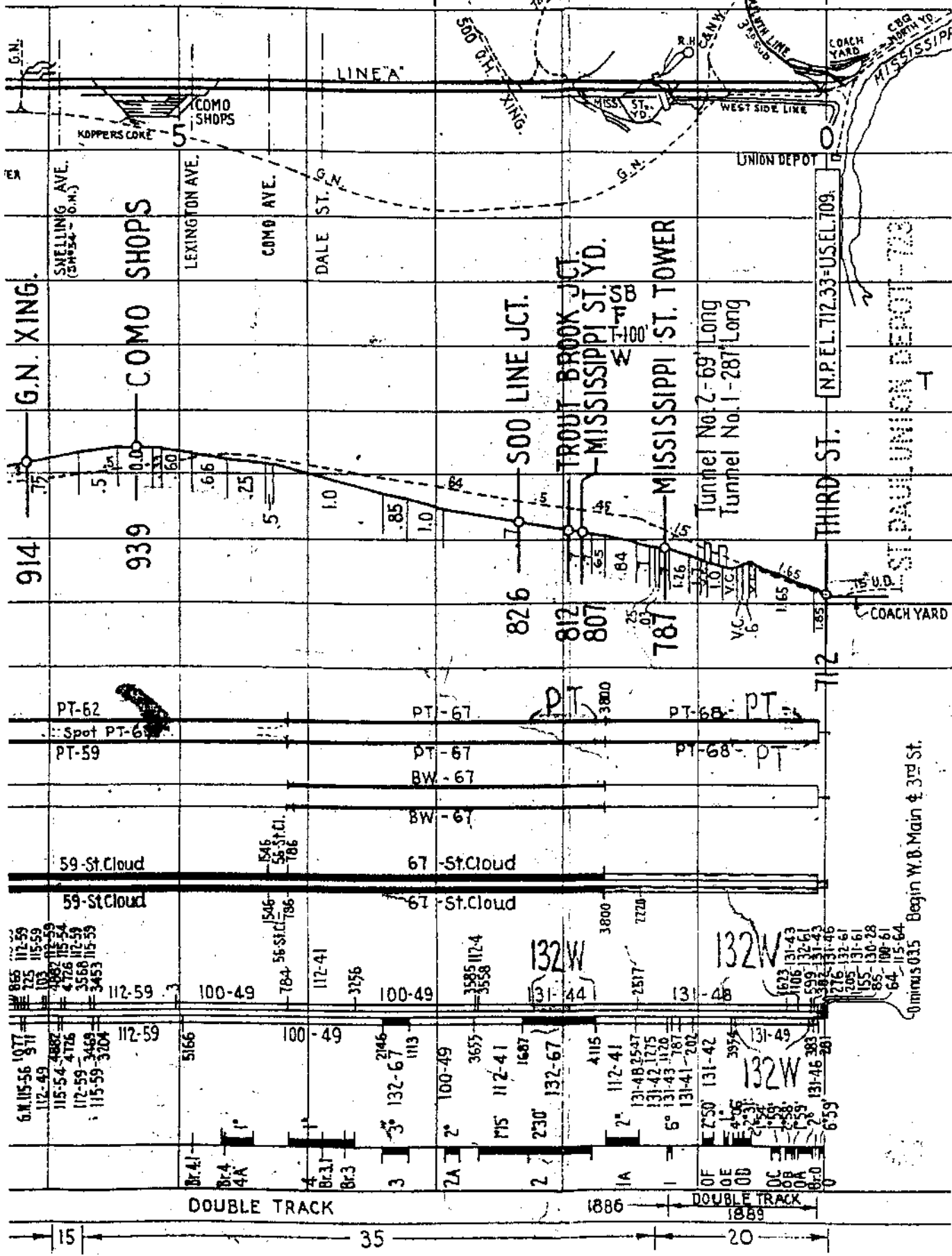
CURVES & BRIDGES

YEAR CONSTRUCTED

RESTRICTED SPEED ZONES

33-Como

13TH Sub-Div.  
32-Miss. St.



Begin W.B. Main @ 3rd St.

DOUBLE TRACK

DOUBLE TRACK

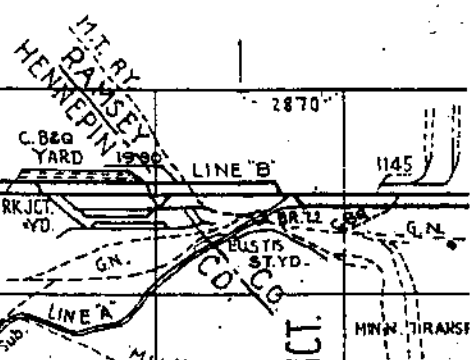
15

35

20

orthtown

34-E. Mpls.



5B F T-105' N Z W

Northtown Jct.

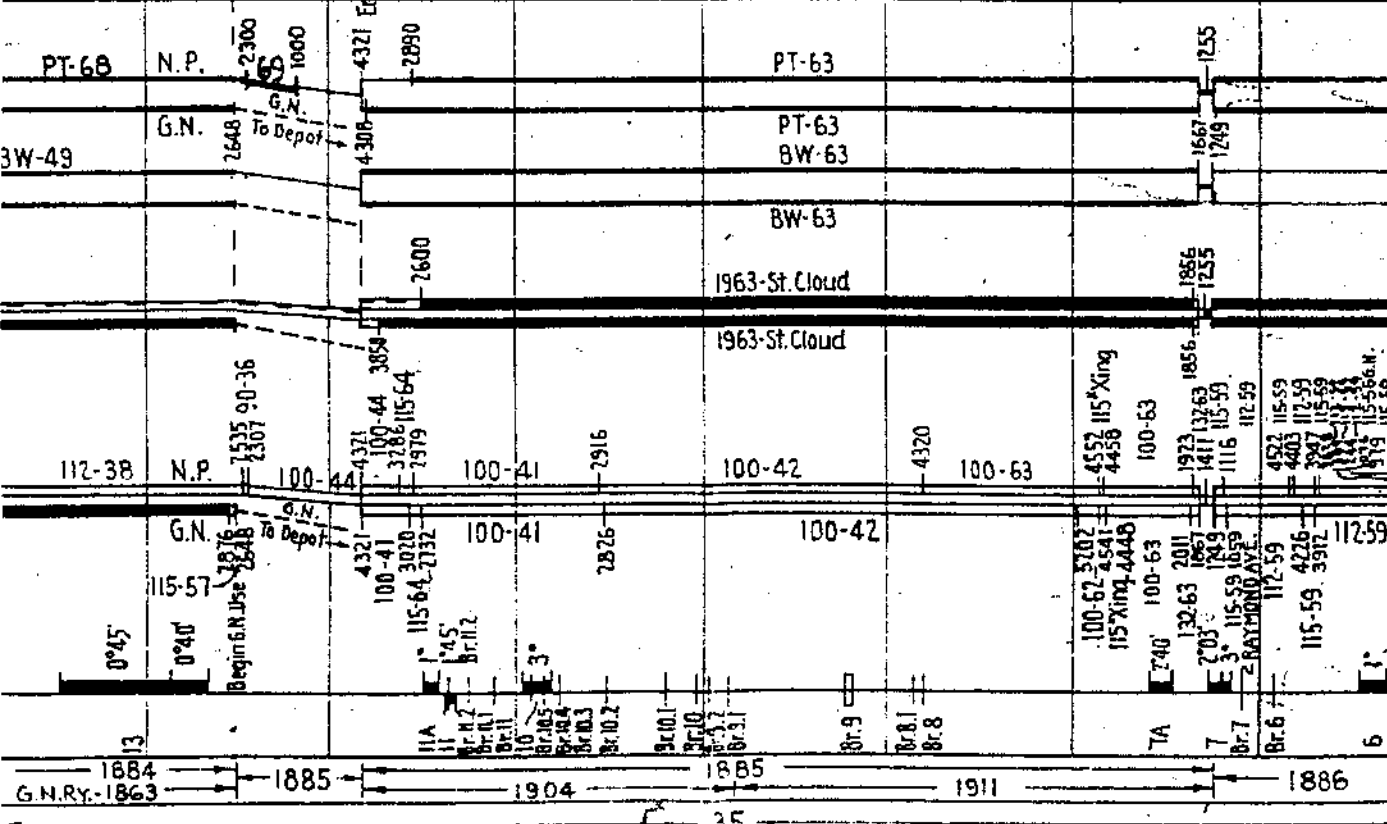
U.D. Mpls. via G.N. EAST MPLS

PARK JCT.

ST. ANTHONY PARK JCT.

UNION

+ .18	.05	.36	.4	.07	.18	.3	.24	.15	.27	.58	.01	.27	.03	.02	.27	.79	1.23	1.00	1.56	1.44	1.55	.80	1.07	1.14	1.22	1.22	1.22	1.14	1.07	1.10	1.00	1.15	0.0	0.0	0.0	0.0	1.0	1.1	1.0	0.0	.1
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755



490 395

20

15

Const. Classif.

BELT LINE

NORTHTOWN

1000  
900  
800  
700

840 825

865

PT-62  
Spot PT-67

550

PT-69

BW-59

PT-61

69

2640

PT-60

66

1960-St. Cloud

4590 61-512  
4290

BW-45

2020

ud 45-Dresser 45-Dresser 45-Dresser

2652 115-67  
2511 112-38  
1813 112-29  
64

112-38

1720 115-67  
1570

112-38

4493 115-68  
4400

112-38

61-512A-3720  
3720

115-60

1512 115-48  
1460 112-48  
127 115-51  
4532

112-41

68

132#

0'30"

0'15"

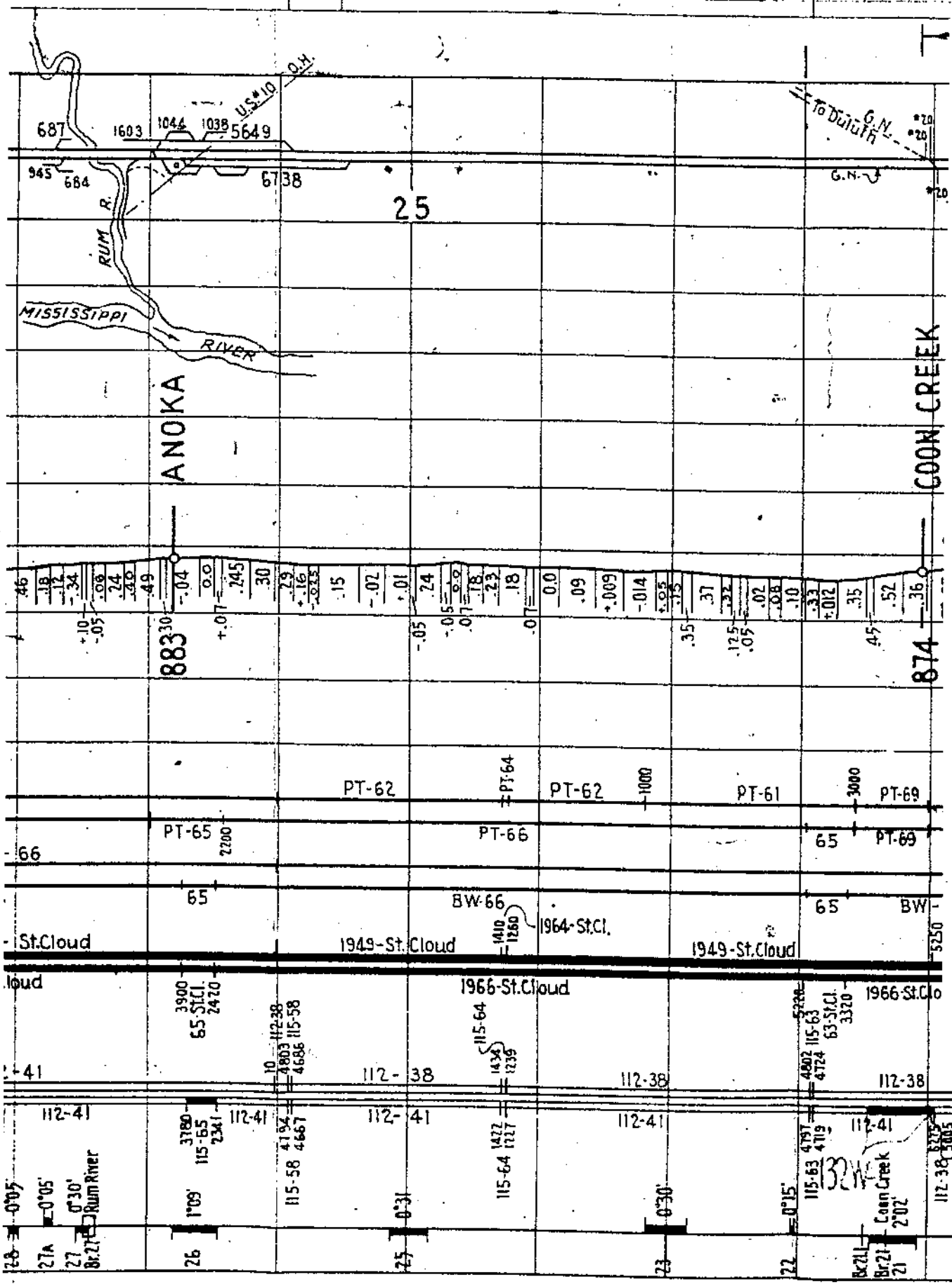
0'15"

Br. 15 - S.H. 100 Under

17

Br. 16

16



RY. - 1864      1863-G.N. RY.

ANOKA  
SHERBURNE  
CO.

DH  
1361

1083

G.N. 427 462 ..

1013 656

35

30

DAYTON  
DH

.12	.48	.52	.56	.72	.74	.04	.008	.58	.15	.08	.41	.30	.25	.34	.11	.17	.45	.49	.44	.51	.45	.06	.10	.15	.14	.06	.13	.12	0.0	.012	.03	.14	.25	.15	.08	.03	.13
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890

PT-69

PT-66

PT-69

PT-66

BW-69

BW

BW-69

BW-66

St. Cloud  
1941-Darling

1966

1941-Darling

St. Cloud

1966-St.C

112-41

112

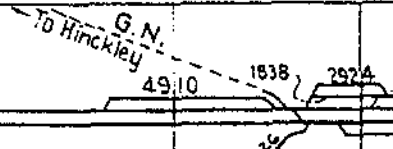
112-41

8r33  
33  
1"

132-69-2455

G.N.

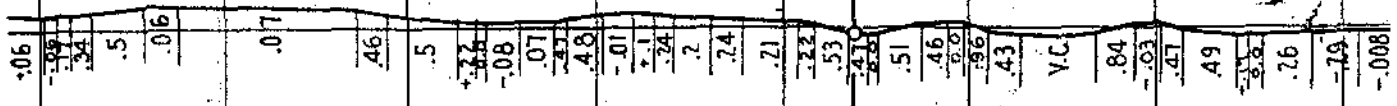
# 37-Elk River



40

ELK RIVER

898



PT-69 -500 PT-68 -940 PT-65 -100 PT-63 Spot-67

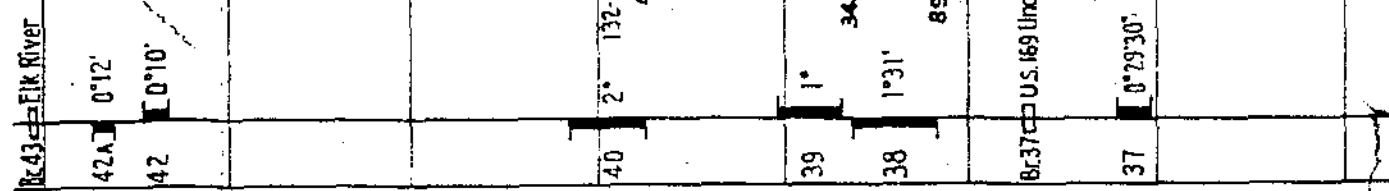
PT-63 BW-46 3580 BW-48

937 1946-St.Cloud 3580 3580 1948-St.Cloud

1969-St.Cloud

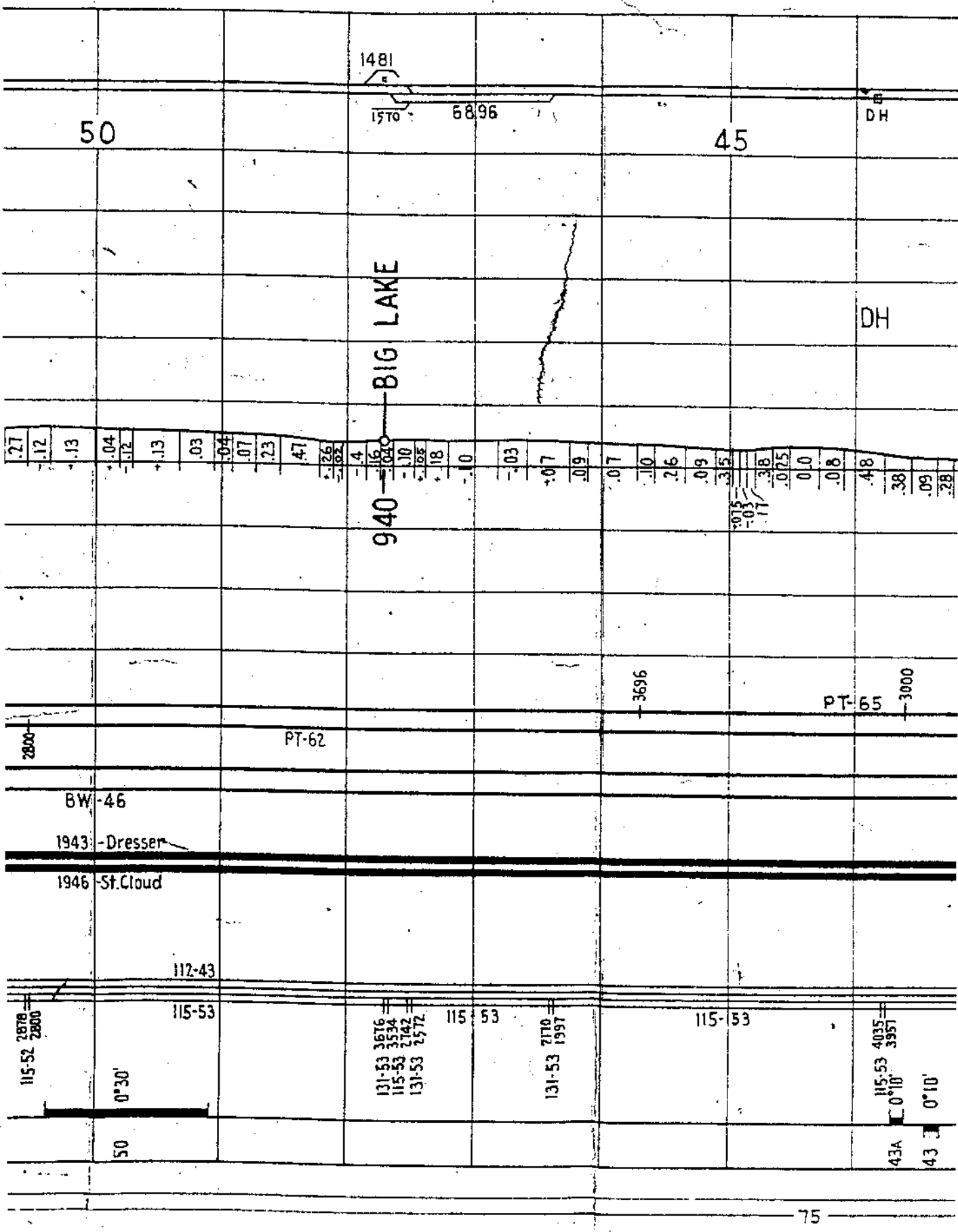
946 115-63 284 115-57 959 115-63

115-53 844 132-57 4076 112-41 3452 132-69 893

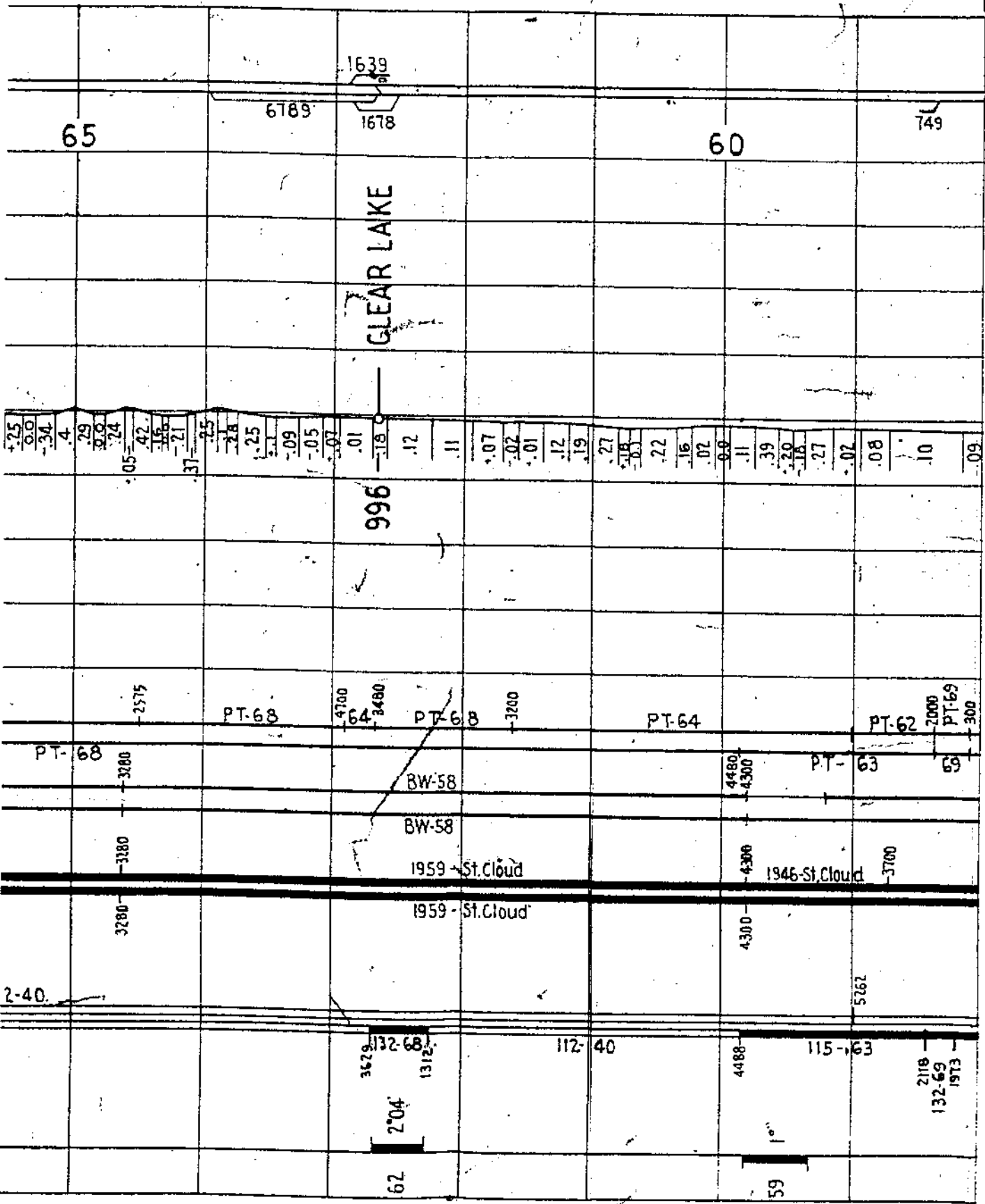


G.N. RY. - 1856 ← → 1864 G.N. RY.









CLEAR LAKE

65

6189

1639

1618

60

749

996

PT-68

4700

3480

PT-68

3200

PT-64

PT-62

2000

PT-69

300

PT-68

3280

3180

BW-58

BW-58

1959 - St. Cloud

1959 - St. Cloud

4480

4300

PT-63

69

4300

1946 - St. Cloud

3700

5262

2-40

3620

132.68

1312

204

62

112.40

4488

115.163

2118

132.69

1973

59

Y

DH

70

REFORMATORY

DH



1017

.37  
+.05

PT-64

PT-60

BW-57

oud 40 40

1951 - St.Cloud

3980 3980

BW-57

1957 - St.Cloud

oud 40 40  
112-38 5272

1951 - St.Cloud

3980

1957 - St.Cloud

112-38 5254

1951 - St.Cloud

3980

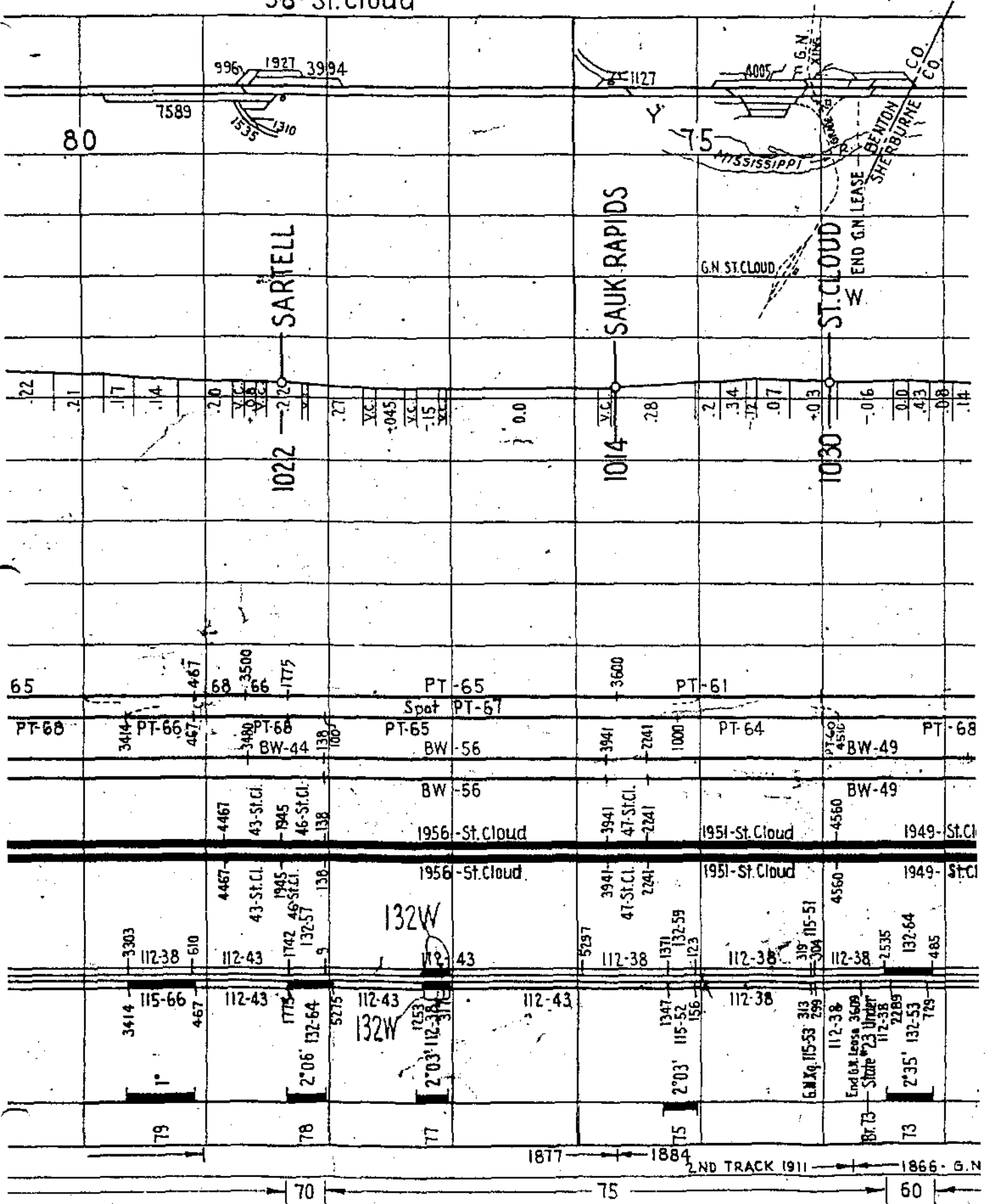
1957 - St.Cloud

112-40

72 1°32'30"

. Ry.

38-St. Cloud



7464-

85

DH

DH

+02																				
	V.C.		V.C.								V.C.			V.C.						

3500

PT

PT-63

BW-63

1050

BW-44

1963-St. Cloud

1953 -St. Cloud

716

112-43

115-63

3214

112-43

1'01"

Br. 83 Little Rock Cr.

1'00'30"

1'01"

86

82A

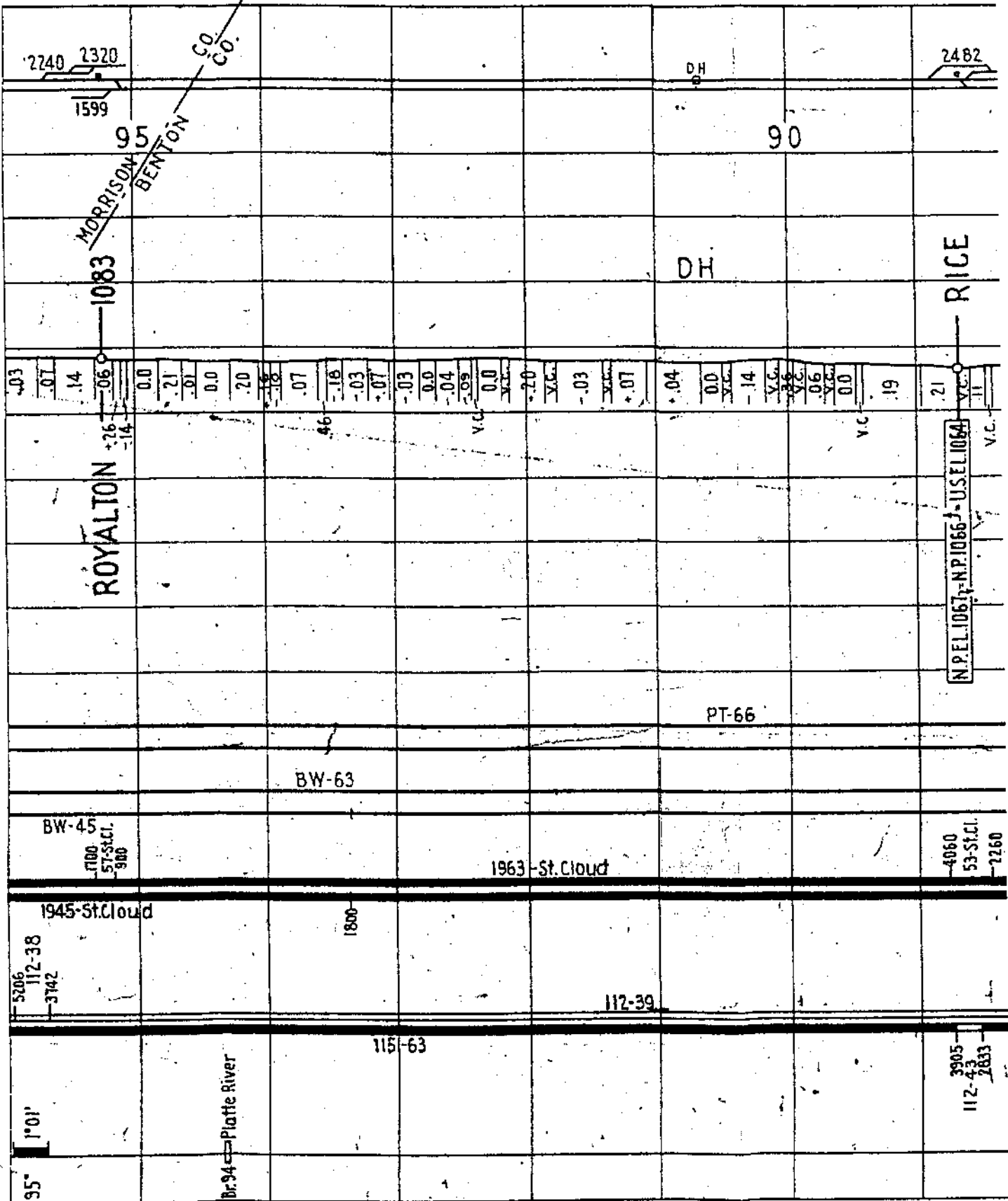
82

1911

2ND-TRACK-1911

LINE CHANGE - 1911

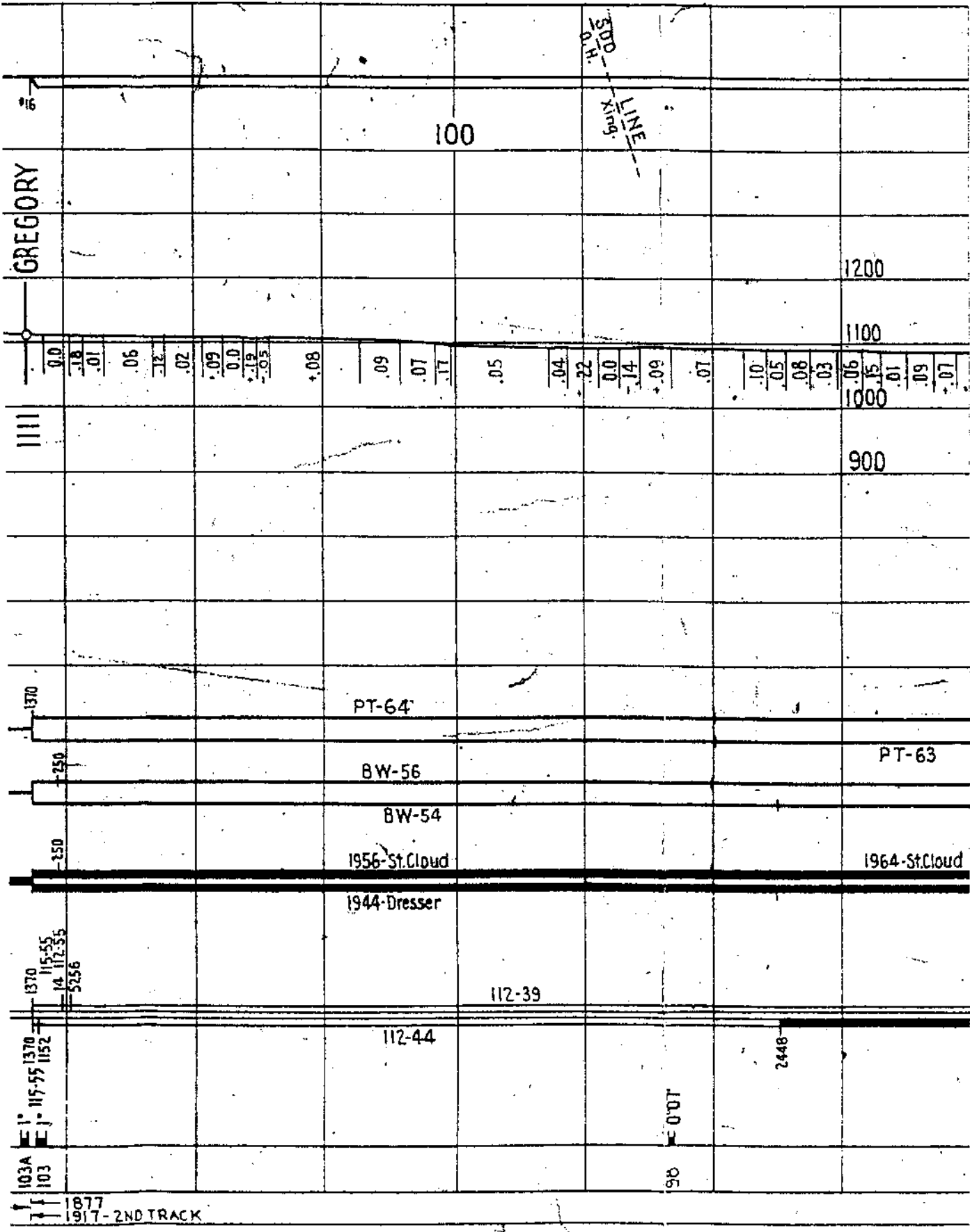
75



2ND TRACK - 1917

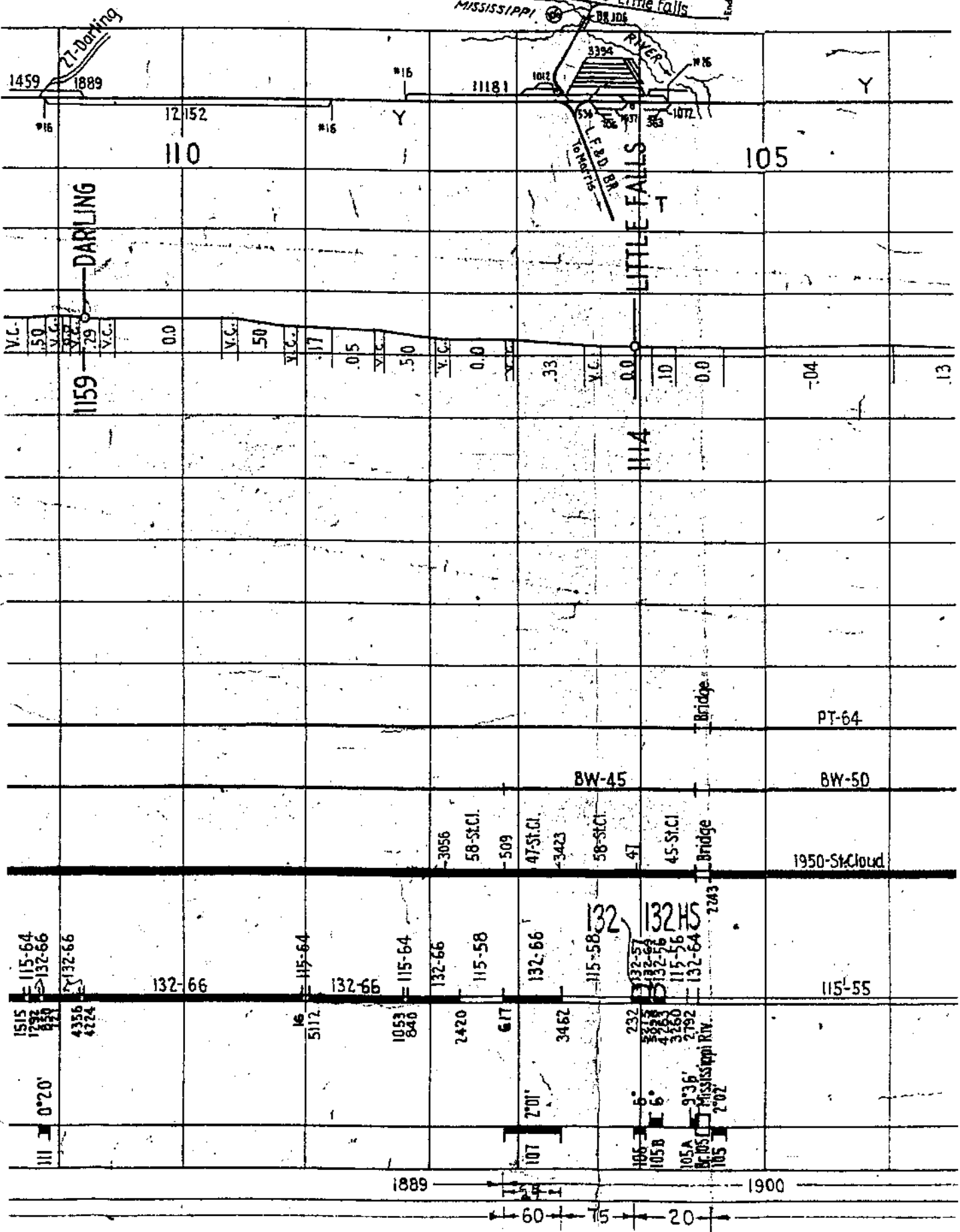
39-Little Falls

2





BRainerd LINE 39-Little Falls  
MISSISSIPPI BRIDGE



V.C. 50  
V.C. 79  
V.C. 0.0  
V.C. 50  
V.C. .17  
V.C. .05  
V.C. .50  
V.C. 0.0  
V.C. 33  
V.C. 0.0  
V.C. 10  
V.C. 0.0

DARLING

LITTLE FALLS

1515  
1792  
421  
0°20'

132-66

16  
5112  
115-64

132-66

1053  
840  
115-64

2420  
617  
132-66

3056  
58-St.Cl.  
509  
47-St.Cl.  
3423

132-66

232  
337  
328  
4763  
3760  
2792  
936'  
Mississippi Riv.  
202'

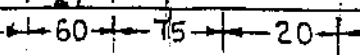
132-58  
132-57  
132-56  
115-56  
132-64

47  
45-St.Cl.  
2043

115-55

1889

1900



PT-64

BW-45

BW-50

1950-St.Cloud

107  
2°01'

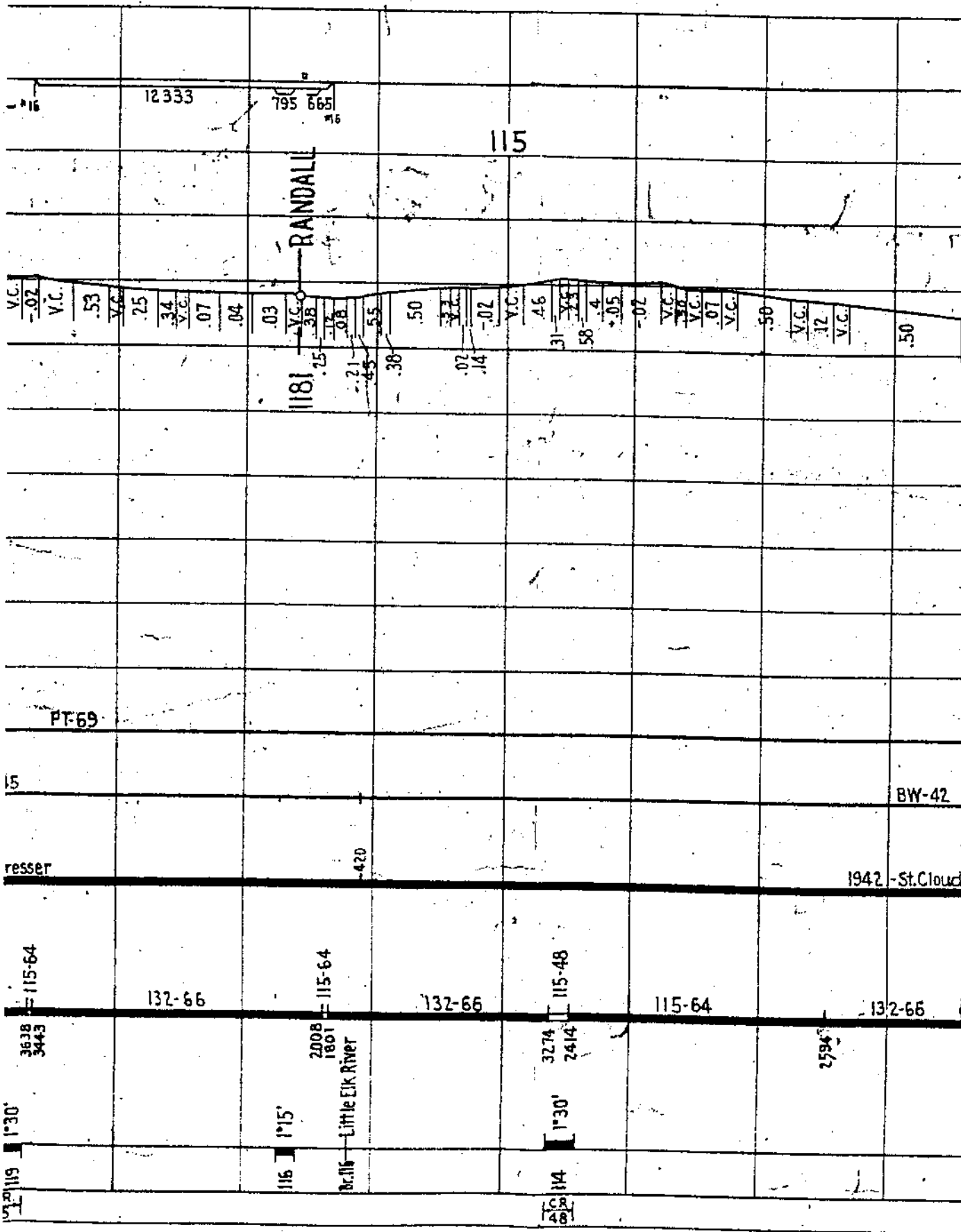
105  
5°

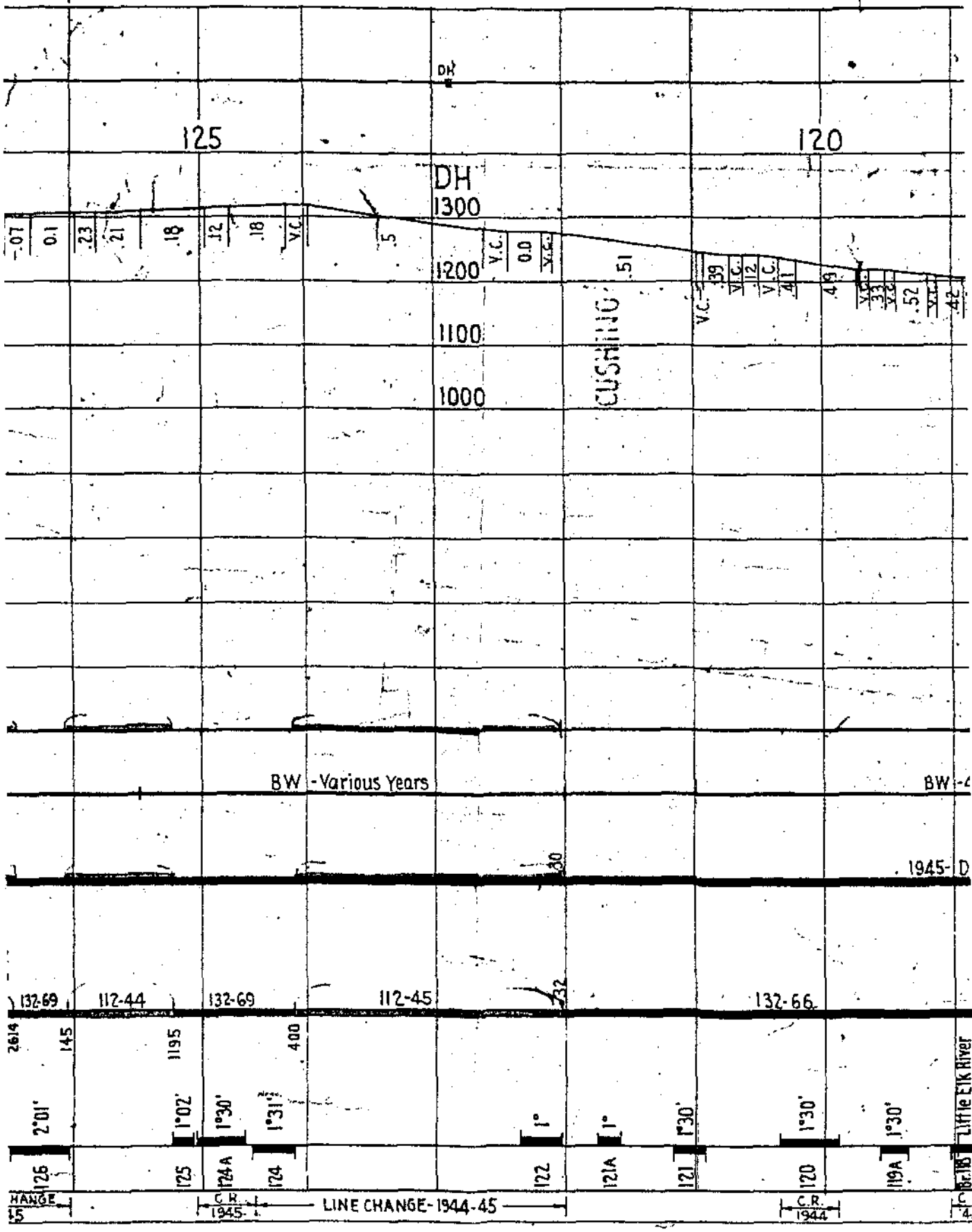
105B  
5°

105A  
9°36'

105  
2°02'

14





BW - Various Years

BW -

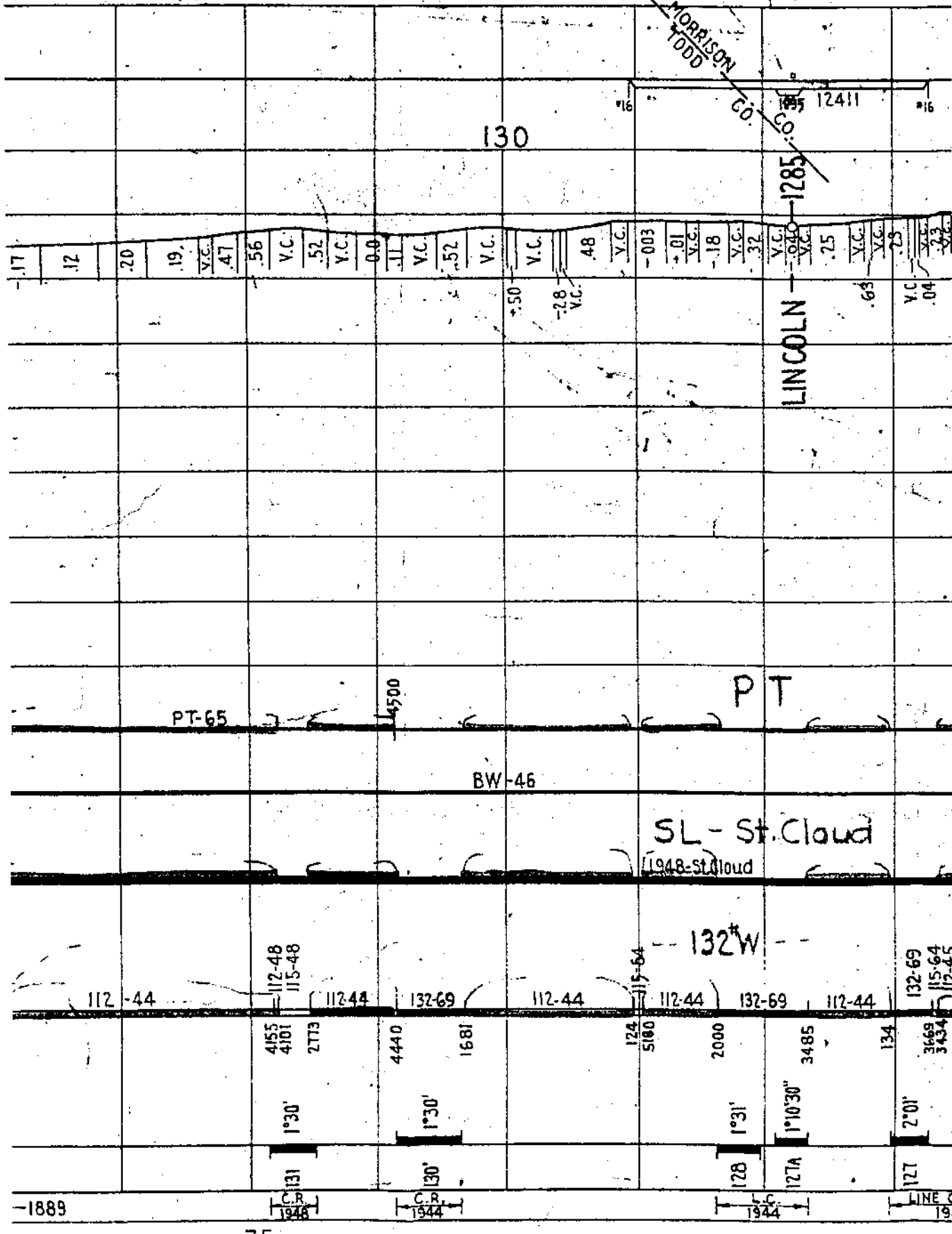
1945-D

DH  
1300

CUSHING

LYTLE RIVER

6



45 - Staples

135

St Paul  
45

1300

1250

0.0  
V.C.  
150  
V.C.

1200 0.0

.19  
0.0  
25  
V.C.  
33  
V.C.

.30

V.C.  
0.0  
.12

1100

PHILBROOK

1000

PT- 64

Spot PT-69

PT- 65

BW- Various Years

BW- Various Years

1944 - Dresser

1944 - Dresser

112 -44

112 -44

356-112-49  
181-112-49  
125-112-49

112-49 372  
181-112-49

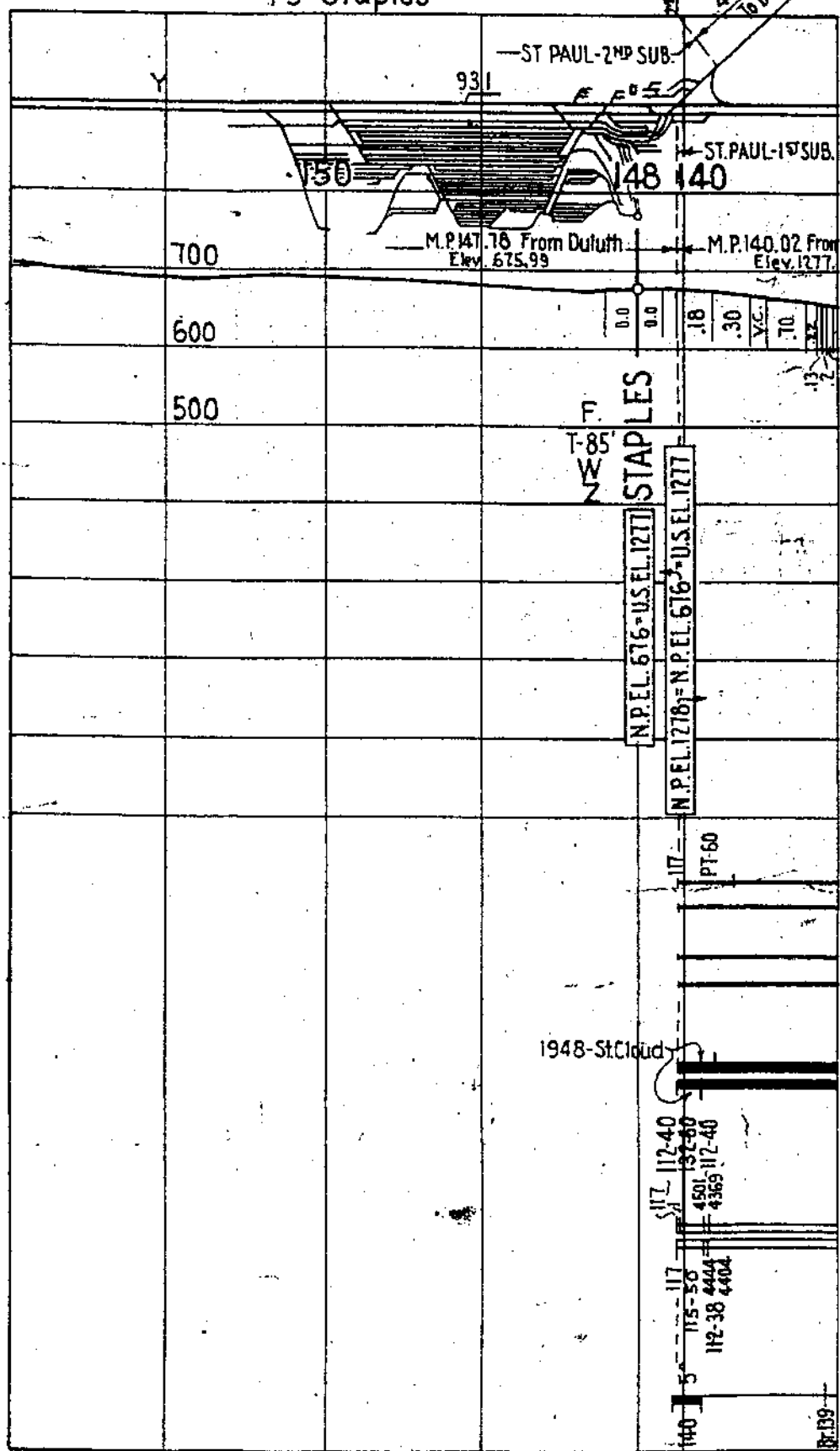
Dr. 134 - Long Prairie Riv.

1889

2ND TRACK-1910

# 45-Staples

A	
6	5
1000	
900	
800	
700	

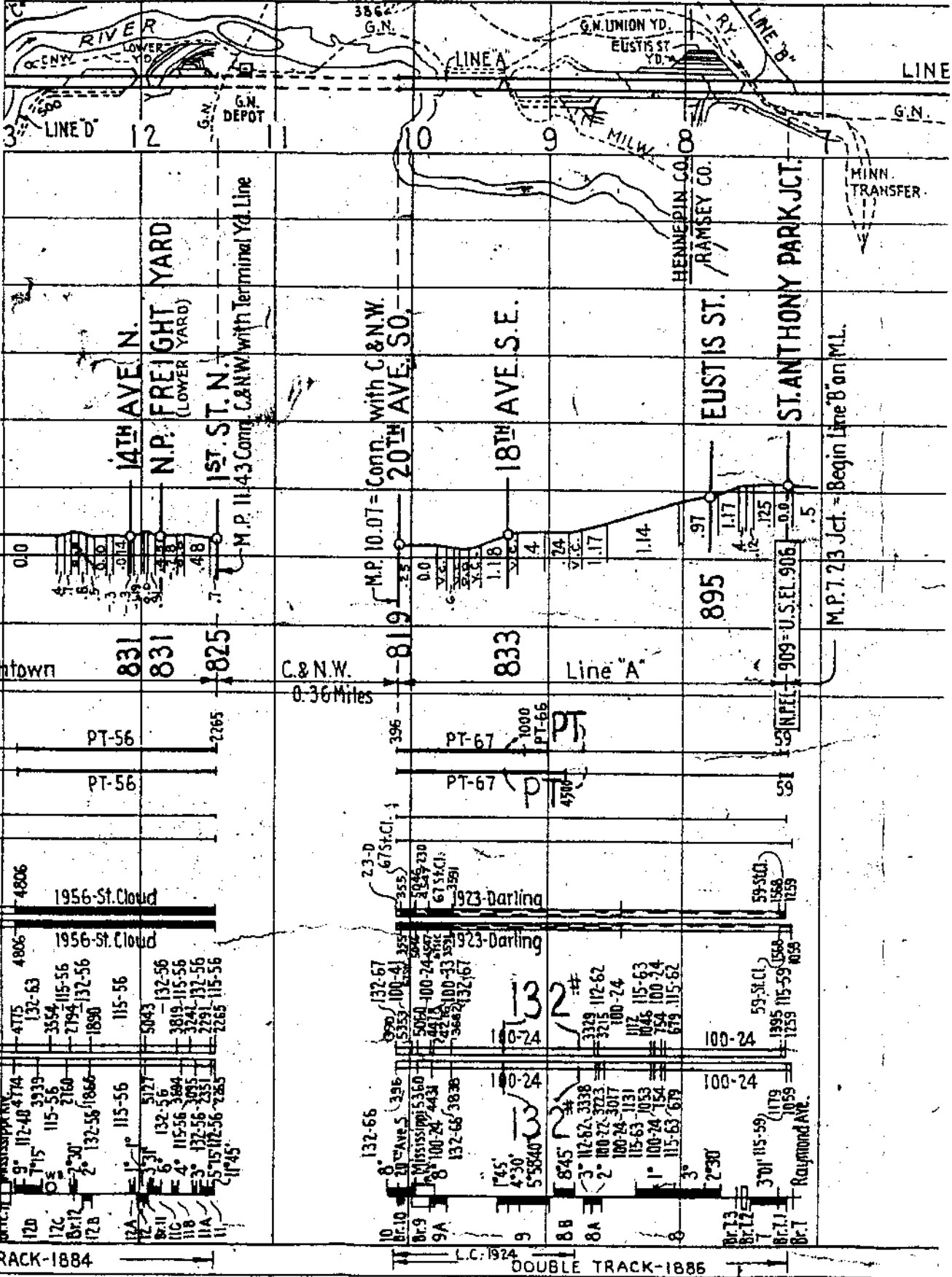


1st Sub-Div.

13th Sub-Div.

Lower Yard

33-Como



RACK-1884

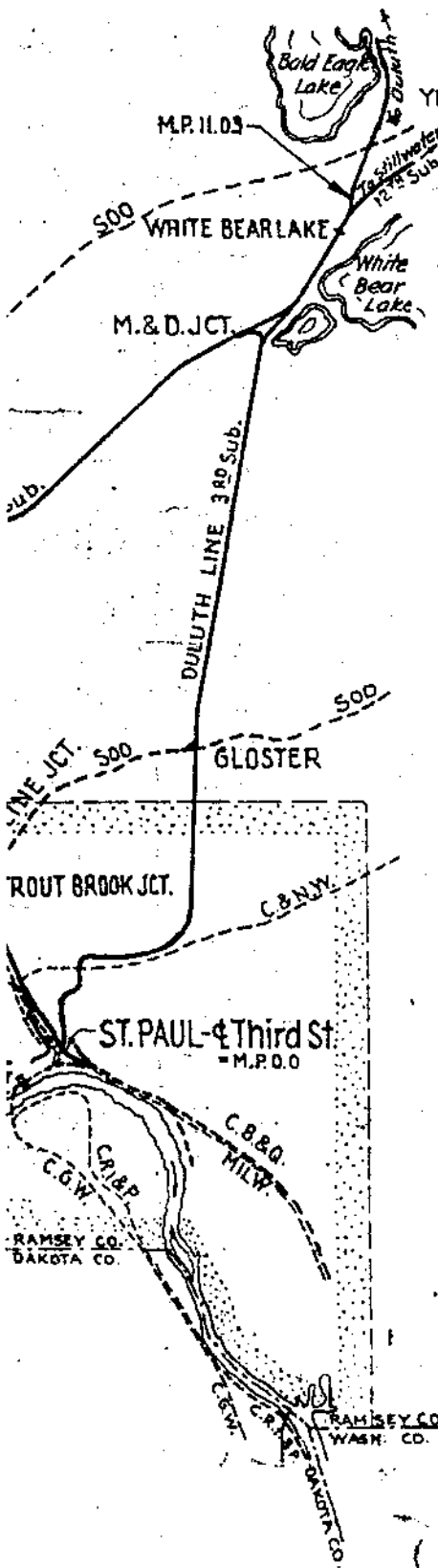
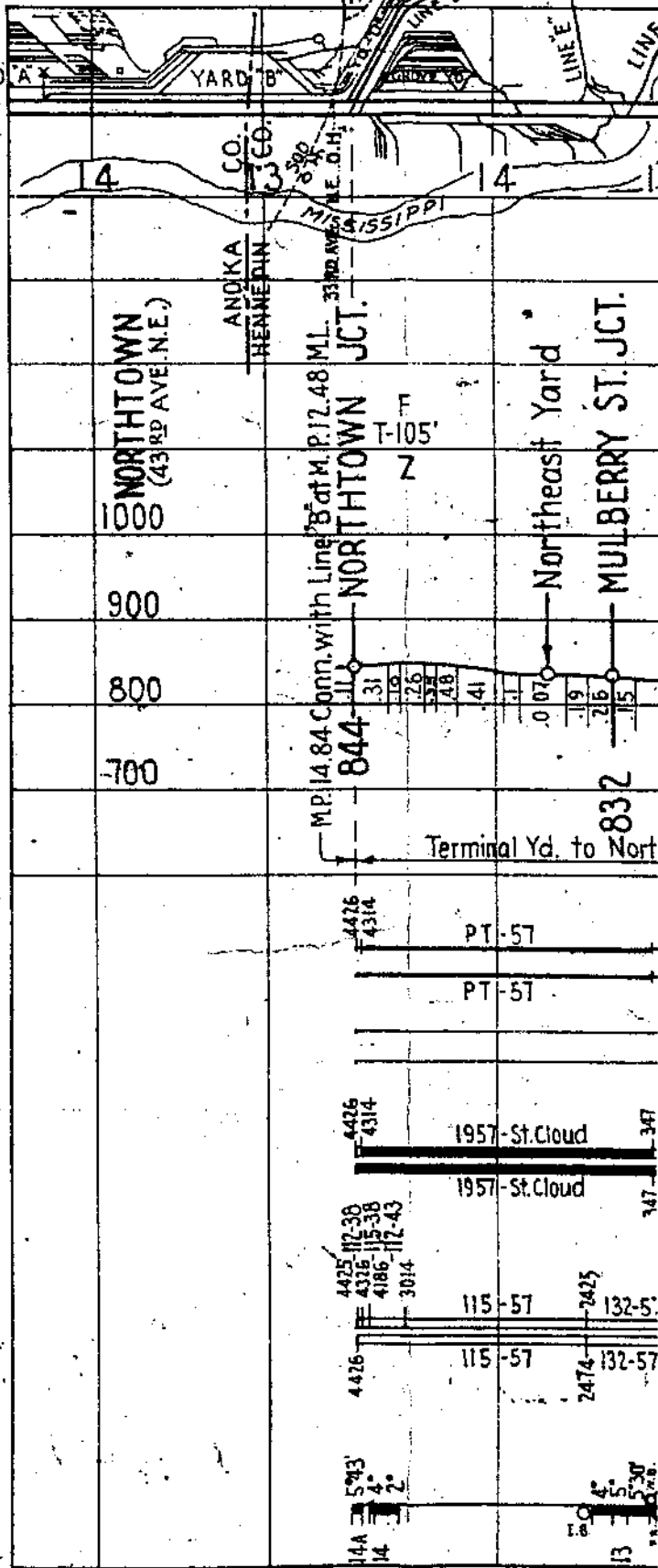
DOUBLE TRACK-1885

5 — 27.5 —

25 —

36 - Northtown

35.



DOUBLE T  
27.5 2



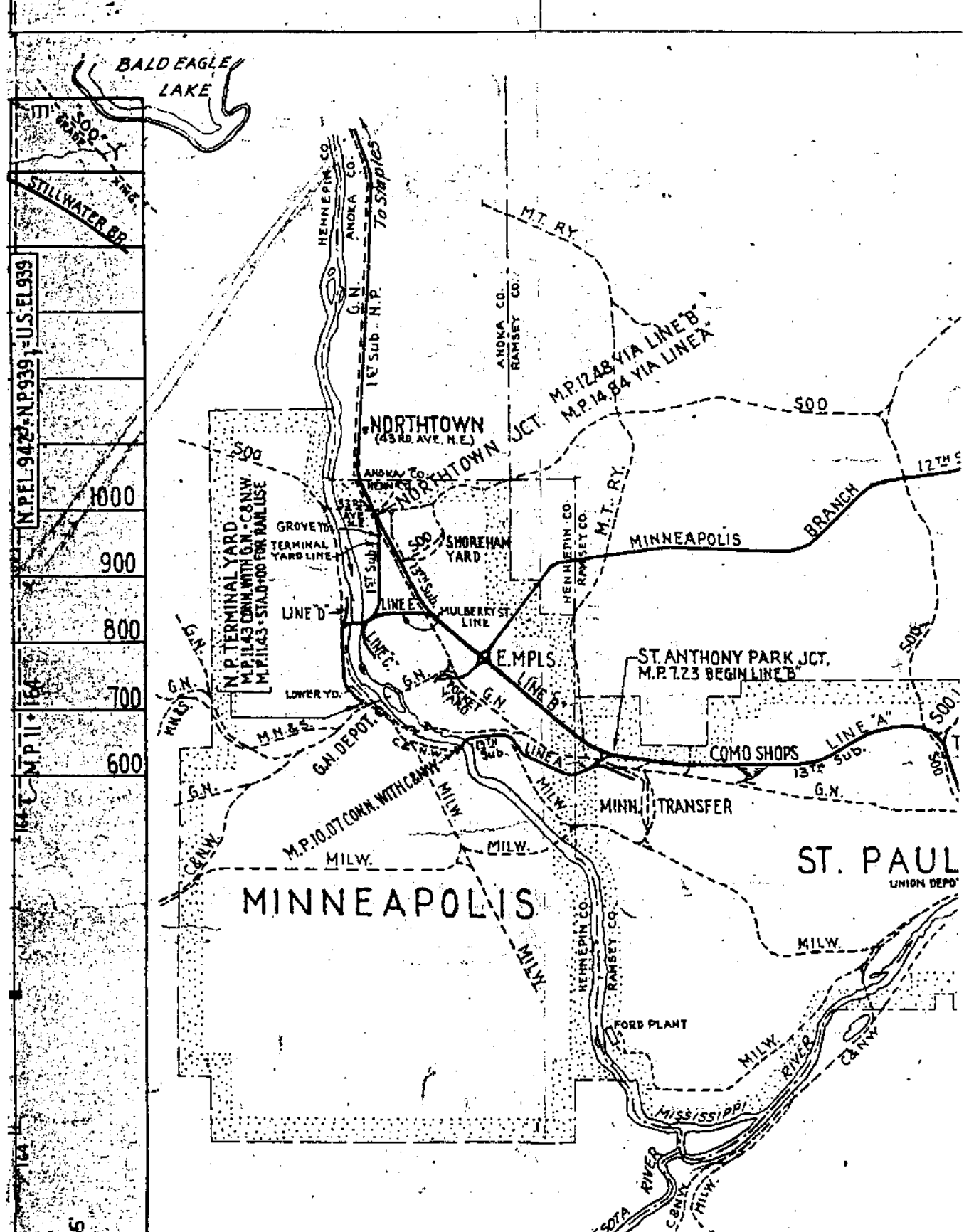


DIAGRAM OF LINES  
IN TWIN CITIES AND VICINITY

Scale: 1" = 2 Miles

2

11 Trk. Miles

3<sup>RD</sup> Sub-Div.

31-White Bear Lake



GRAND  
GRADE  
XING.  
1146

4248  
S.H.WY.36  
5

Y

Y

M.P.S. BR.

6351



WHITE  
BEAR  
LAKE

GLOSTER

M. & D. JCT.

WHITE BEAR LAKE

W.

.23

.51

0.0

.14

902

.114

.28

.075

.22

.05

.275

932

.12

.14

.16

.18

.20

.22

.24

.26

.28

.30

.32

.34

.36

.38

.40

.42

.44

.46

.48

.50

.52

.54

.56

.58

.60

4950

PT-60

5240

1960-St. Cloud

100-51

100-52

100-30

100-28

112-59

100-59

112-59

115-55

117-59

3A 0°15'

4 1°

Br 5 - State #36 Under

Sewer Xing.  
7 0°36'

9 3°30'

3°30'

9A 2°

10 1°

3502

800

1044

2312

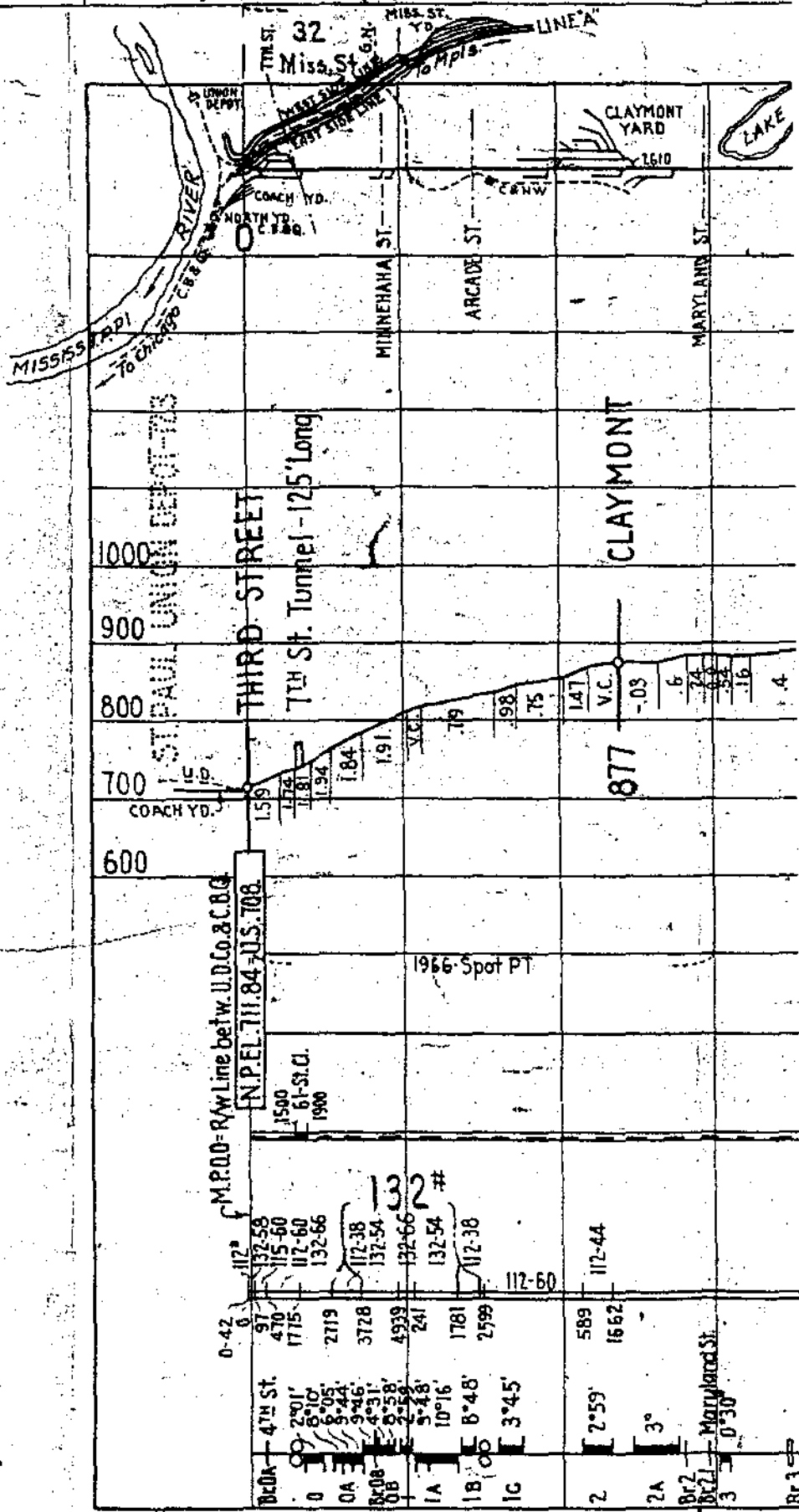
3798

3997

3213

3292

Schedule of Tie Renewal Gang



M.P. 00 - Raw Line betw. U.D. Co. & C.D. Co.  
 N.P.E.L. 111.84 U.S. 708

Curve Label	Stationing	Curve Data
Bc0A	47th St.	112-50
0	2°01'	115-60
0A	8°10'	112-60
Bc0B	8°03'	132-66
0B	9°46'	112-38
1A	4°31'	132-54
1B	2°58'	132-66
1C	3°48'	132-54
2	10°16'	112-50
2A	8°48'	112-44
Bc2	3°45'	112-44
Bc2L	2°59'	1652
3	3°	0°30'

