

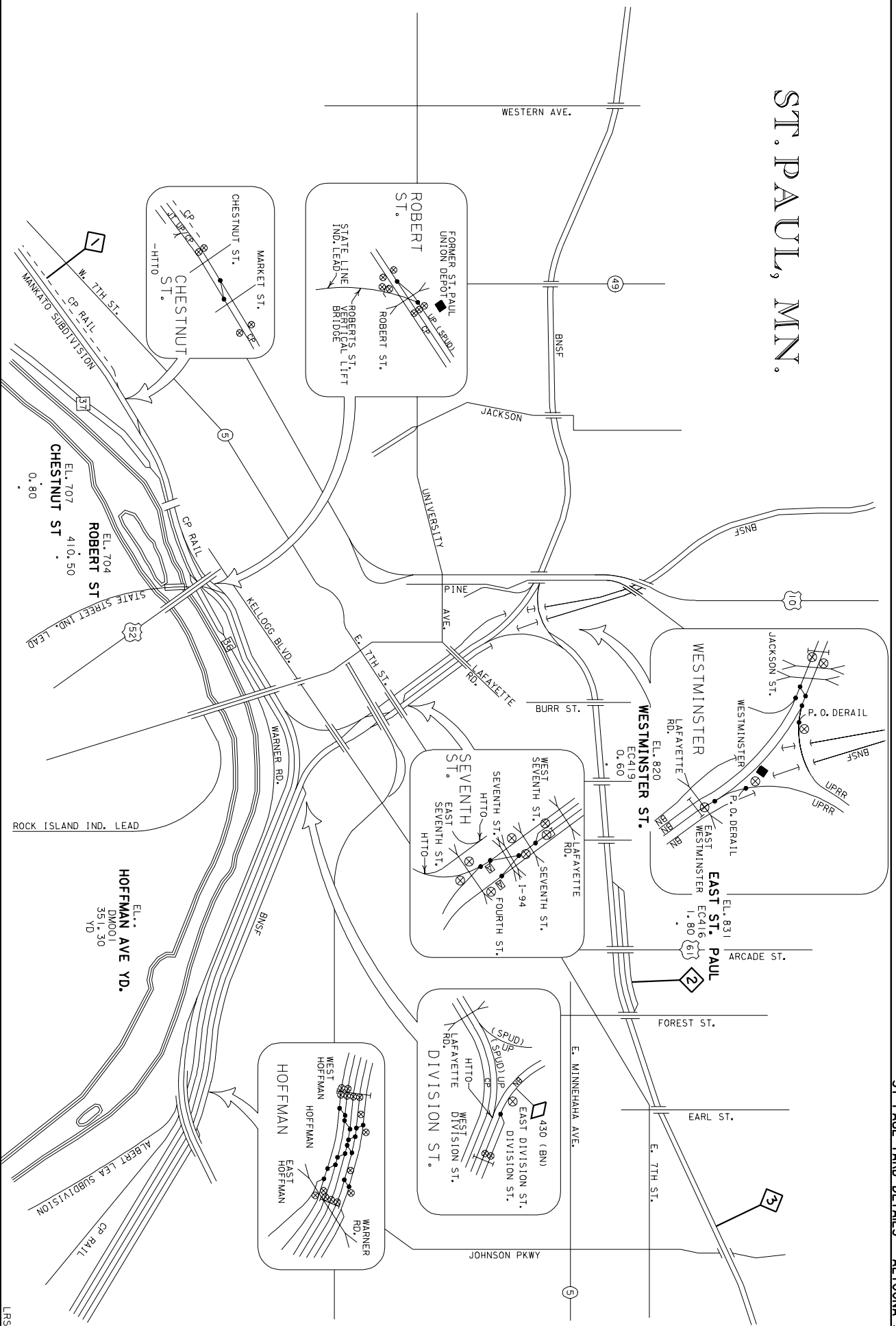
MINNEAPOLIS - ST. PAUL, MN.

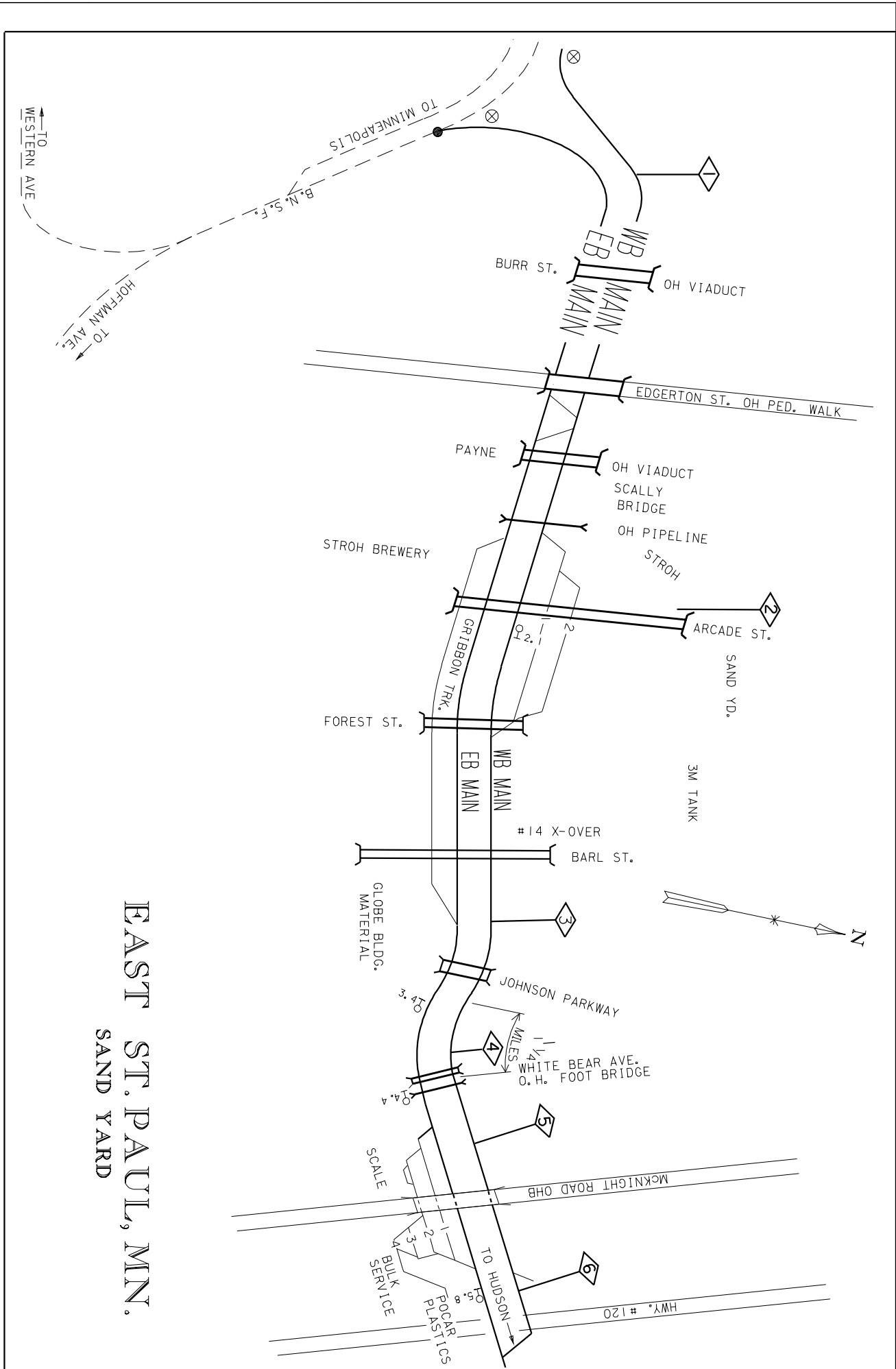
BC427

BC417

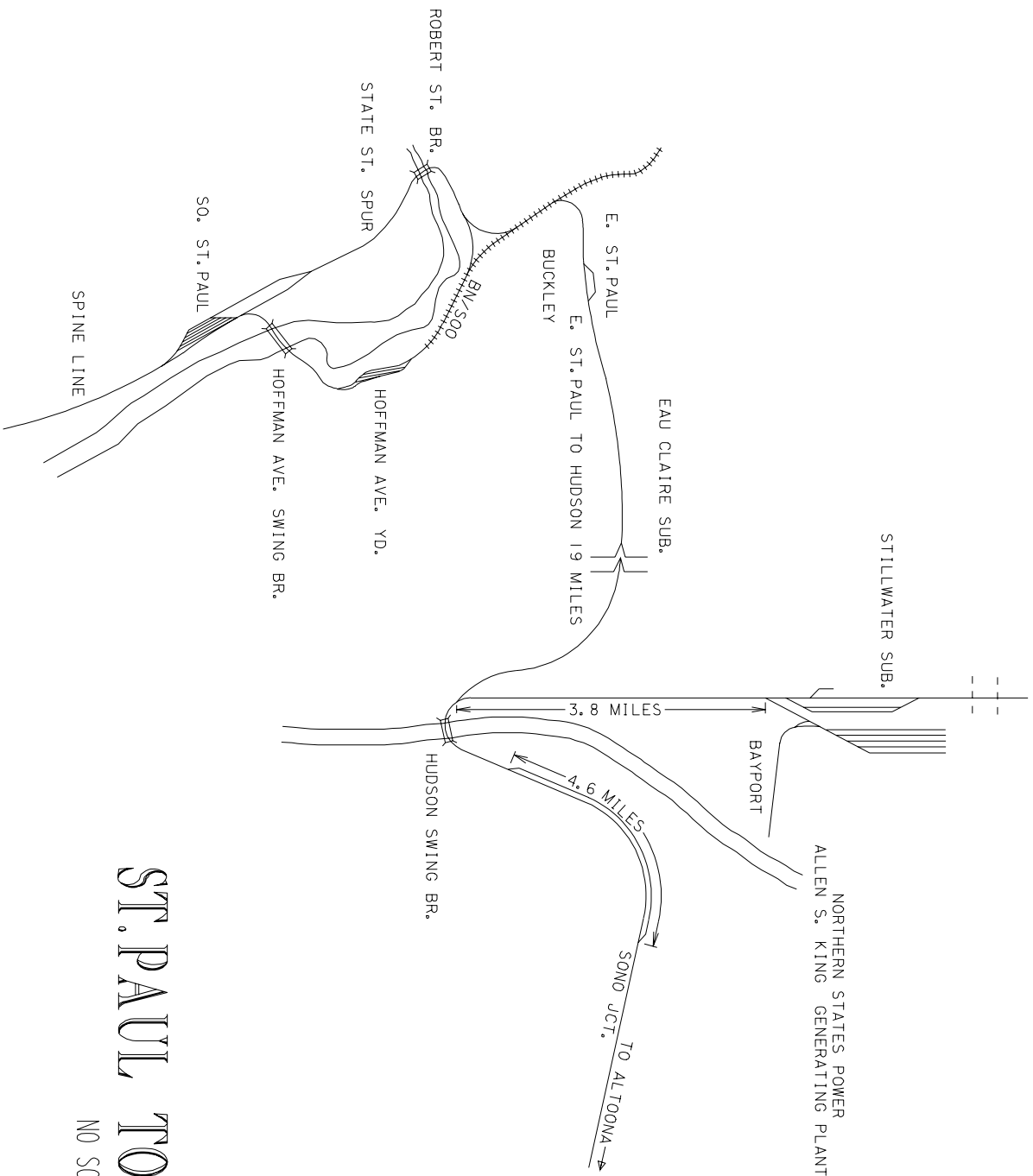
M.S.

ST. PAUL, MN.



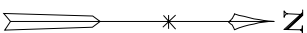


EAST ST. PAUL, MN.
SAND YARD



ST. PAUL TO BAYPORT

NO SCALE



LRS

CONSTRUCTED BY ST. PAUL, STILLWATER & TAYLOR FALLS R.W.Y. - 1871
 2ND MAINLINE CONSTRUCTED - 1913
 -&NW RY MERGED INTO UPRR BY ICC FINANCE DOCKET NO. 32133 - EFFECTIVE APRIL 6, 1995
 MINNESOTA COMMERCIAL RY HAS TRACKAGE RIGHTS PER AGREEMENT - 5-15-1981

ALTOONA SUB

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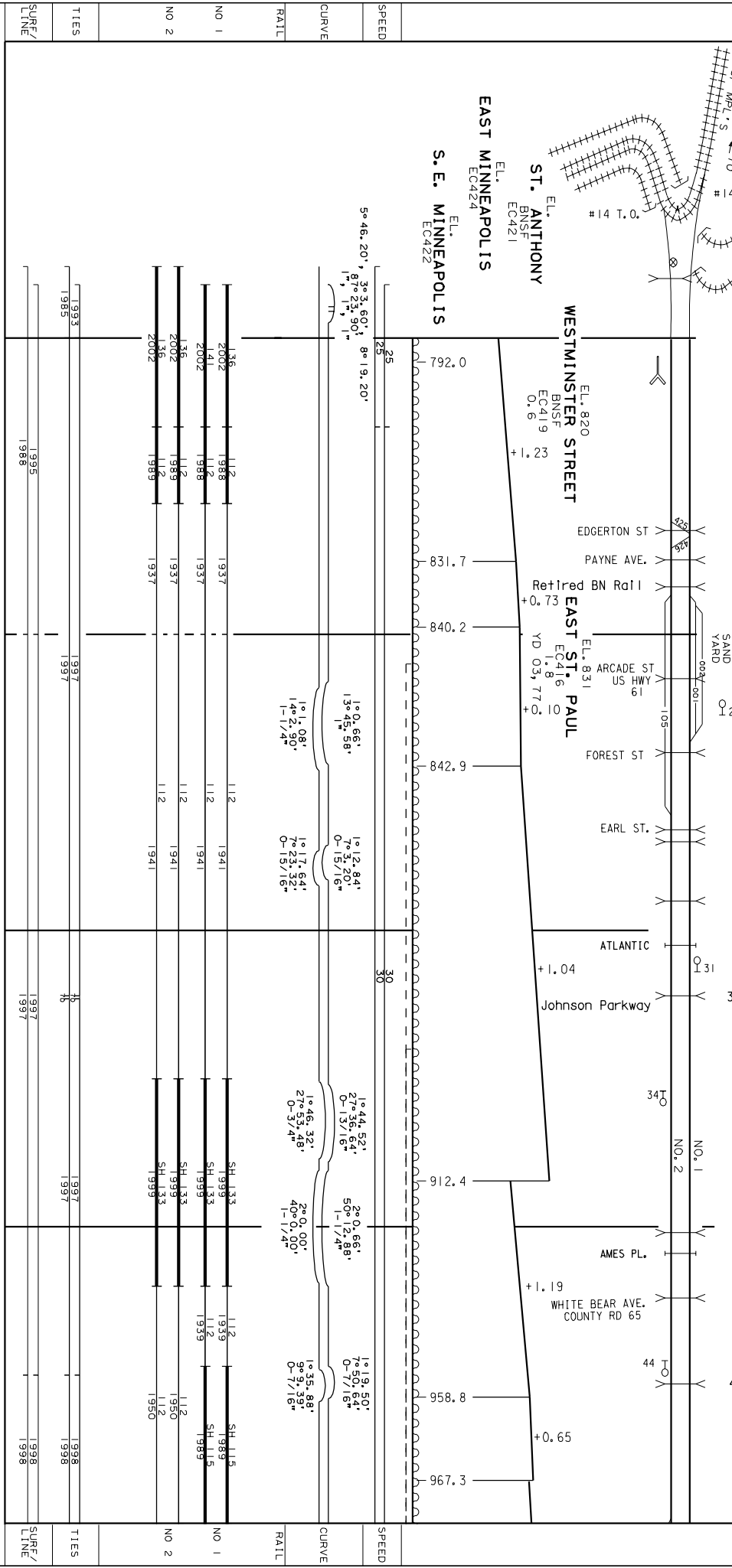
- 1.62 PS#10 HHTO (#2)
- 1.66 PS#10 HHTO (#1)
- 1.65 O.H. Highway Bridge
- 1.67 PS#10 HHTO (#1)
- 1.71 PS#10 HHTO (#2)
- 1.75 O.H. Highway Bridge
- 1.84 (8) TSGOD-111 [NO 1]
- (8) TSGOD-115 [NO 2]
- 1.85 PS #10 HHTO #1
- 1.89 PS #10 HHTO #2

- 2.15 O.H. Highway Bridge 275'
- 2.32 PS #10 HHTO #1
- 2.40 O.H. Highway Bridge
- 2.61 PS #10 HHTO #2
- 2.66 O.H. Highway Bridge
- 2.70 (1)CAC 8'x8'

- 2.90 (1)CP 7'
- 3.05 183794P BFG
- 3.22 (1)DPGOD-14
- (1)TPGOD-47
- (1)DPGOD-14
- 75' [#1, #2]

- 4.02 (1)SBC 6'x6'
- 4.09 183796D BFG
- 4.24 O.H. Highway Bridge
- 4.53 O.H. Pedestrian Bridge

- 4.98 PS HHTO #2



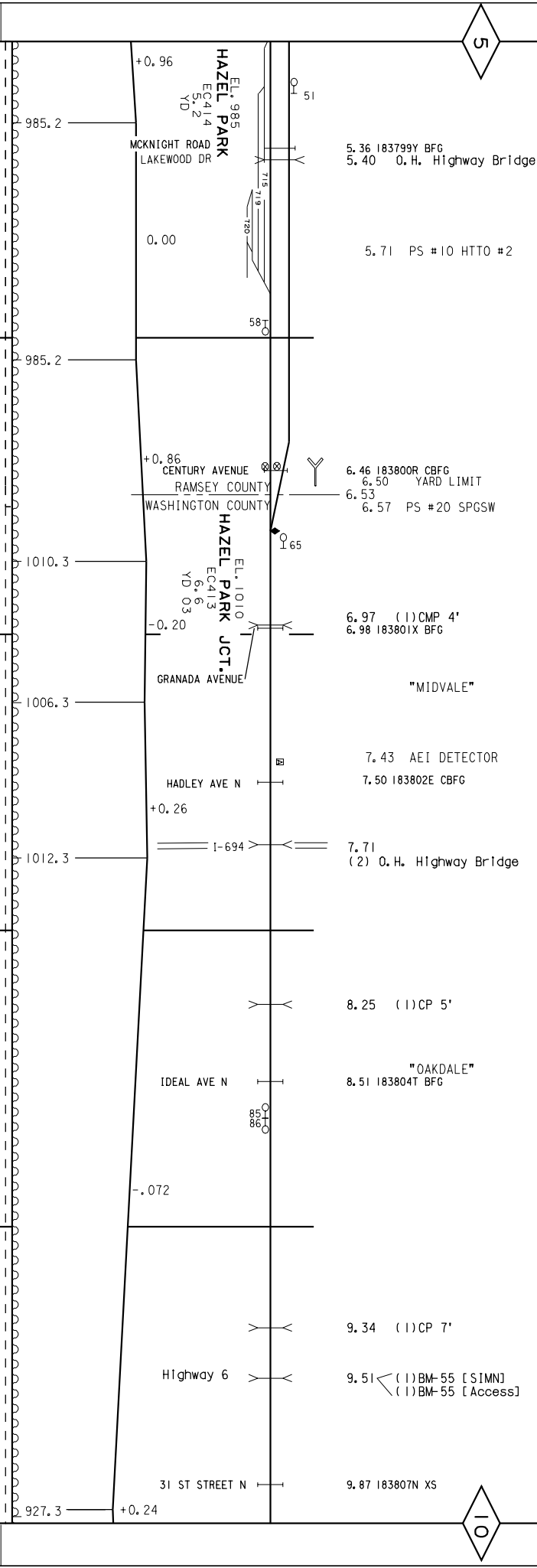
SURF/	TIES	NO 1	NO 2
1995	1997	1997	1997
1988	1997	1997	1997
1995	1997	1997	1997
1988	1997	1997	1997
1995	1997	1997	1997
1988	1997	1997	1997
1995	1997	1997	1997
1988	1997	1997	1997

CONSTRUCTED BY ST. PAUL, STILLWATER & TAYLOR FALLS RMY - 1871
 2ND MAINLINE CONSTRUCTED - 1913
 2ND MAINLINE REMOVED - 1962
 CANW RY MERGED INTO UPRR BY ICC FINANCE DOCKET NO. 32133 - EFFECTIVE APRIL 6, 1995
 MINNESOTA COMMERCIAL RY HAS TRACKAGE RIGHTS PER AGREEMENT - 5-15-1981

ALTOONA SUB

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10

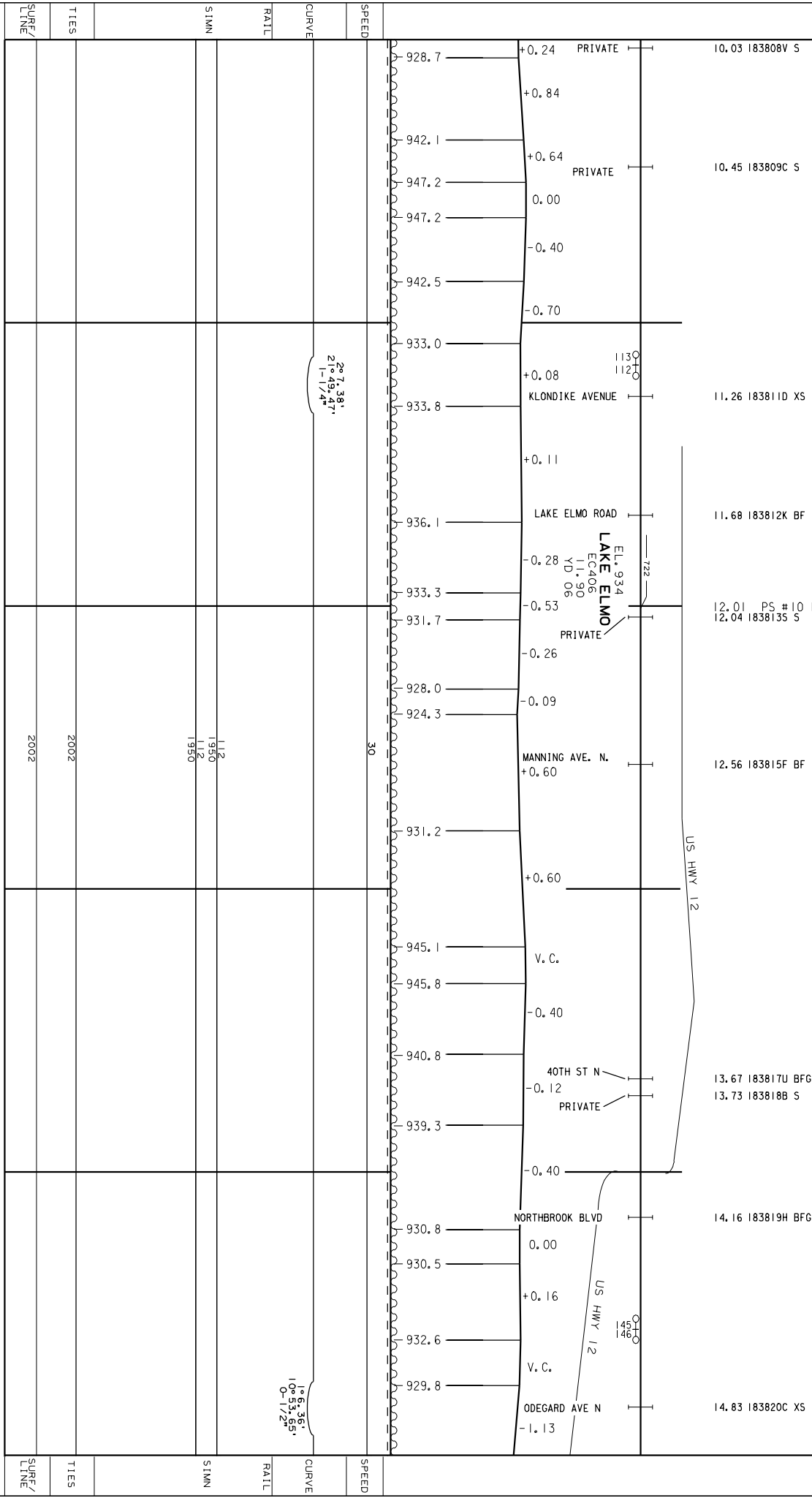


NO. 2	SIMN	RAIL	CURVE	SPEED	TIES	SURF/LINE
112	SH 1115 SH 1115 1989	112	1° 34.86' 1° 34.86' O-5/8"	30	1998 1998	1998 1998
112	112	112	1° 41.22' 1° 45.50' O-7/16"	30	2002	2002
112	112	112	1° 24.40' 1° 37.68' O-3/4"	30	2002	2002

ALTOONA SUB
 7
 CONSTRUCTED BY ST. PAUL STILLWATER & TAYLOR FALLS RMY - 1871
 2ND MAINLINE CONSTRUCTED-1913
 2ND MAINLINE REMOVED 1962
 CANW RY MERGED INTO UPRR BY ICC FINANCE DOCKET NO. 32133 - EFFECTIVE APRIL 6, 1995
 MINNESOTA COMMERCIAL RY HAS TRACKAGE RIGHTS PER AGREEMENT - 5-15-1981

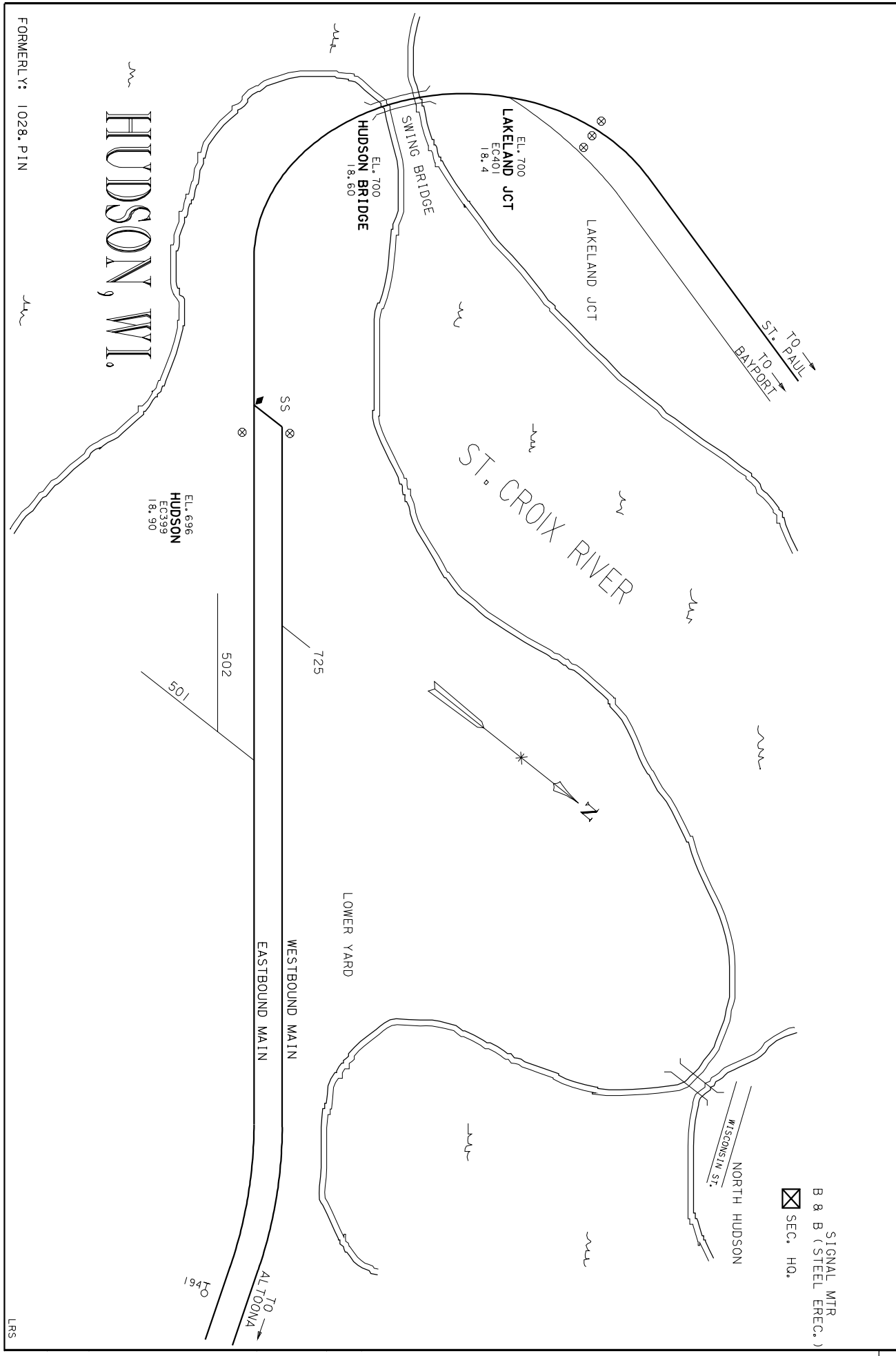
10

15



SURF/	TIES	SURF/
LINE	2002	LINE
	2002	
	2002	

LAST UPDATED 09/22/2008
 P:\12 twin cities\pages\altoona sub\02\69.07.d



FORMERLY: 1028. PIN

HUDSON, WI.

LAKELAND JCT
EL. 700
EG401
18.4

HUDSON BRIDGE
EL. 700
18.60

HUDSON
EL. 696
EG399
18.90

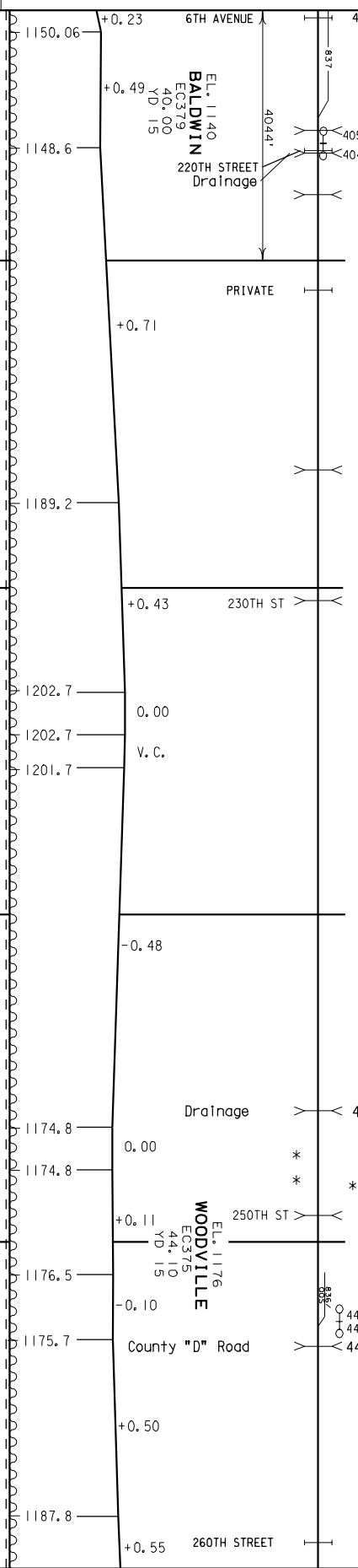
SIGNAL MTR
B & B (STEEL EREC.)
SEC. HQ.

40

45

CONSTRUCTED BY WEST WISCONSIN RY-1871
 2ND MAIN LINE CONSTRUCTED-1913
 2ND MAIN LINE REMOVED-1962
 CANW RY MERGED INTO UPRR BY ICC FINANCE DOCKET NO. 32133 - EFFECTIVE APRIL 6, 1995
 * FORMER LINE WOODVILLE TO EMERALD-ABANDONED DATE UNKNOWN
 * FORMER LINE WOODVILLE TO WESTON-ABANDONED DATE UNKNOWN
 LINE CHANGE-1891
 LINE CHANGE-1903

183866R BF 40.03
 40.33 PS #10 HTTO
 40.48 () SAC 4' x6'
 40.56 183867X XS
 40.57 () DPGOD-30 [SIMN]
 () DPGOD-30 [Access]
 40.69 1-SBC-4' X6'
 M. P. 40.8 EQUATION
 M. P. 41.0
 41.09 921289J S
 41.64 () CMP 5'
 42.04 O. H. Hwy Bridge
 US HWY 12
 43.60 () DPGOD-50 [SIMN]
 () DPGOD-50 [Access]
 43.92 O. H. Highway Bridge
 40.26 PS #10 HTTO
 () DPGOD-60 180' [SIMN]
 () BMOD-60
 () DPGOD-60
 () DPGOD-60 180' [Access]
 () BMOD-60
 () DPGOD-60
 44.32
 44.92 183873B XS



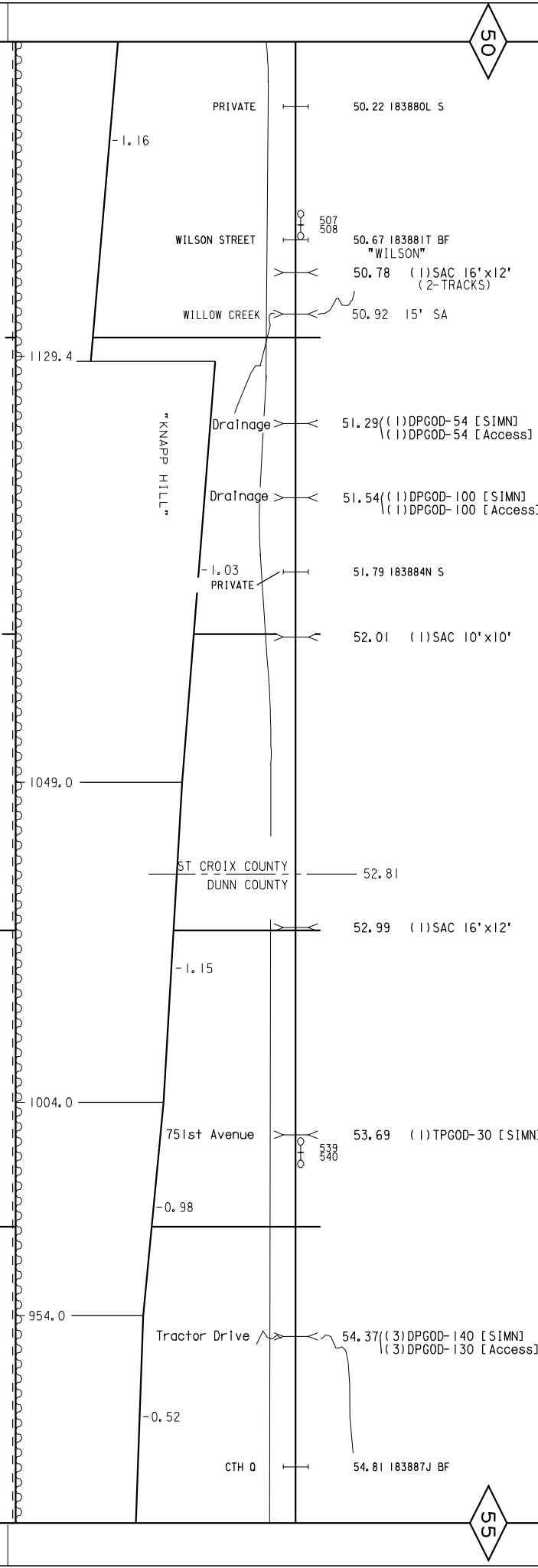
SPEED	CURVE	RATL	SIMN	TIES	SURF/
30	1° 5.00' 44° 35.00' 0-1/2"		115 1951 SH 1.36 2005 SH 1.36 2005	2004	2004
50	2° 10.20' 19° 47.20' 0-4"		115 1951 SH 1.33 2000 SH 1.33 2000	2004	2004
	1° 1.20' 15° 3.92' 0-3/4"		115 1951 SH 1.12 1980 SH 1.15 1980	2004	2004

2ND WL CONSTR. 1913
 2ND MAIN LINE REMOVED-1962
 2ND MAIN LINE CONSTRUCTED-1912
 CONSTRUCTED BY WEST WISCONSIN RY-1871
 CANW RY MERGED INTO UPRR BY ICC FINANCE DOCKET NO. 32133 - EFFECTIVE APRIL 6, 1995
 LINE CHANGE-1899

50

55

ALTOONA SUB

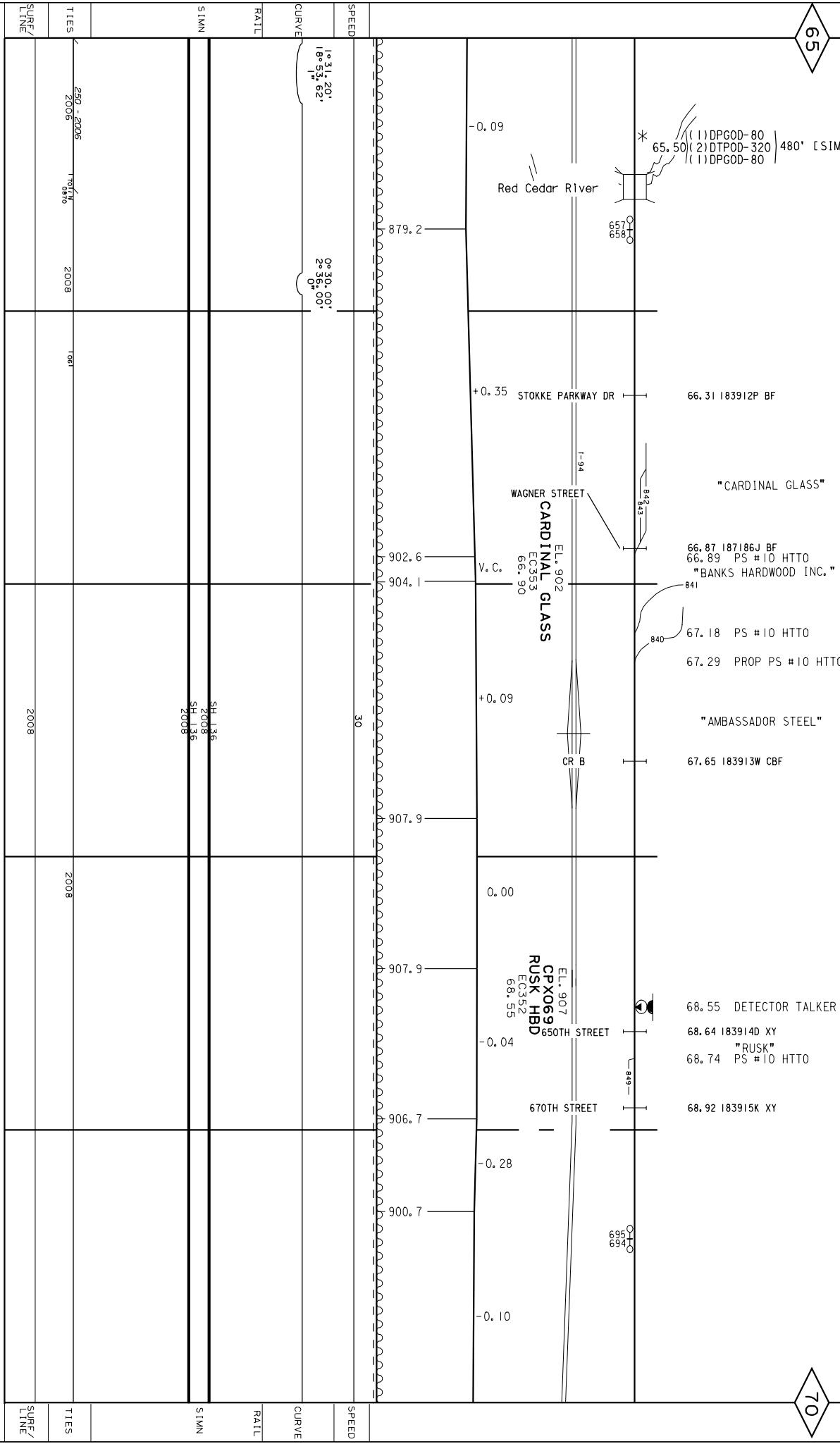


RAIL	SIMN	CURVE	SPEED	TIES	SURF/
	SH 136 2005	2° 1' 50" 35° 39' 62" 1-5/8"	50	2004	
	SH 115 1994	2° 1' 50" 43° 44' 40" 1-1/2"	40	2004	
	SH 136 2005	2° 0' 96" 21° 19' 76" 2"	40	2004	
	SH 133 1997	3° 2' 1.42" 72° 34' 70" 2-5/16"	40	2004	
	SH 136 2005	2° 3' 30" 38° 22' 01" 1-13/16"	50	2004	
	SH 112 1980	1° 29' 64" 22° 39' 84" 1-1/8"	50	2004	
	SH 112 1980	1° 1' 74" 13° 25' 09" 1-1/8"	50	2004	

CONSTR. BY WEST WISCONSIN RY 1870
 2ND MAIN LINE CONSTR. 1912
 2ND MAIN LINE REMOVED 1962
 8NMW RY MERGED INTO UPRR BY ICC FINANCE DOCKET NO. 32133 - EFFECTIVE APRIL 6, 1995
 * CEDAR FALLS AND NORTHERN RAILWAY ABANDONED-1902

65

70

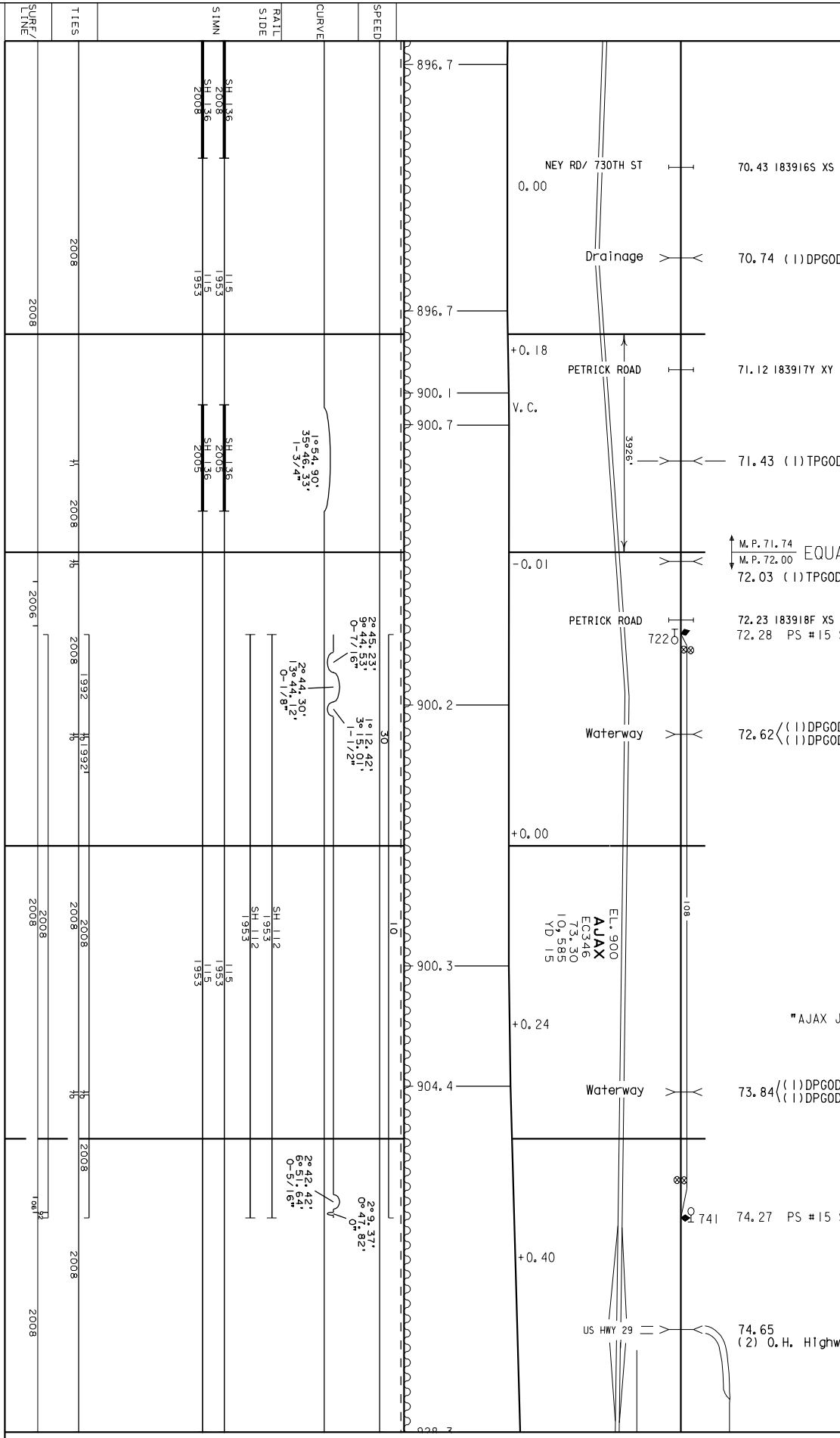


TIERS	2006	1987	2008	1987	2008	2008	2008
SURF/							
LINE							
TIERS	250 - 2006	1987	2008	1987	2008	2008	2008
SURF/							
LINE							

CONSTR. BY WEST WISCONSIN RY 1870
 2ND MAIN LINE CONSTR. - 1912
 2ND MAINLINE REMOVED - 1962
 8MW RY MERGED INTO UPRR BY ICC FINANCE DOCKET NO. 32133 - EFFECTIVE APRIL 6, 1995
 LINE CHANGE - 1903
 * 2ND MAINLINE REMOVED - 1962

70

75



STATION	DATE	DESCRIPTION
896.7	2008	SH 1.36
896.7	2008	SH 1.36
900.1	2008	SH 1.36
900.7	2008	SH 1.36
900.2	2008	SH 1.12
900.2	2008	SH 1.12
900.3	2008	SH 1.12
900.3	2008	SH 1.12
904.4	2008	SH 1.12
904.4	2008	SH 1.12

1054, 90'
 35°46, 33'
 1-3/4"

30°45, 33'
 0-7/16"

10°12, 42'
 3-1/2, 01"

30°44, 30'
 0-1/8"

2°42, 42'
 6-5/16, 4"
 0-9/16"

2°49, 37'
 0-0, 82"

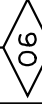
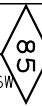
EL. 900
 AJAX
 EC346
 73, 30
 10, 585
 YD 15

CONSTRUCTED BY WEST WISCONSIN RY-1870
2ND MAIN LINE CONSTRUCTED-1911
2ND ML REMOVED-1962
EFFECTIVE APRIL 6, 1995
LINE CHANGE-1891

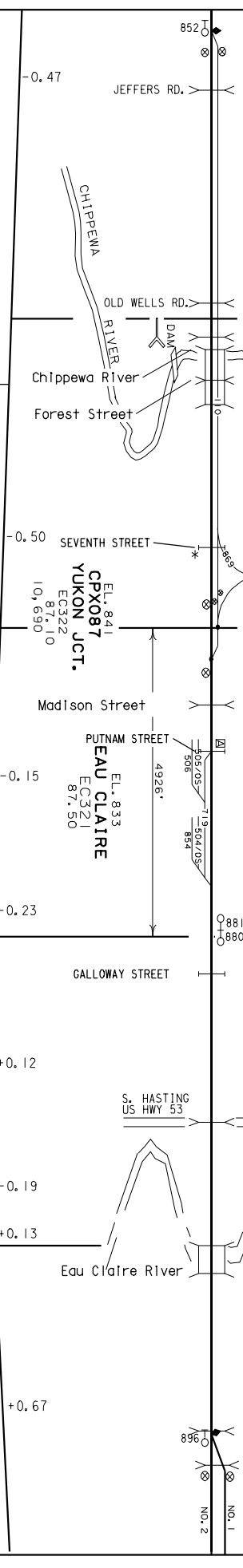
INTO UPRR BY ICC FINANCE DOCKET NO. 321333 - EAU CLAIRE IND. LEAD ABANDONMENT APPROVED BY STB FIN DOC AB-33, SUB 189X FROM MP 0.0 TO MP 1.65 EFF. 9/29/2002

2ND MAIN LINE REMOVED-1962
LINE CHANGE-1903

CANW RY MERGED
937' [SIDE, SIMN]



- 85.08 PS #15 SPGSW
- 85.26 O. H. Highway Bridge
- "WEST EAU CLAIRE"
- 86.00 YARD LIMIT
- 85.95 O. H. Highway Bridge
- 86.06 2-CP-3'
1-CP-4'
- 86.10 (1) DPGOD-80
(4) DTPOD-728
(3) DPGOD-129
- 86.20 (1) DPGOD-40 [SIMN]
(1) DPGOD-40 [SIDE]
- 86.74 184285W XS
- 87.00 PS CHIPAWA FARMS IND. LEAD
- 87.10 PS #15 POTO
- 87.25 (2) BM-98 [Access]
(2) BM-98 [SIMN]
- 87.40 183948X BFG
- 87.40 AEI READER #413
- 87.41 PS #10 HTTO
- 87.84 PS #10 HTTO
- M. P. 87.9
M. P. 88.00 EQUATION
- 88.12 921335H BFG
- 88.60 (2) O. H. Hwy Bridge
- 89.00 (1) DPGOD-80
(2) DTROD-314 474' [SIMN]
(1) DPGOD-80
- 89.60 (2) O. H. Hwy Bridge
- 89.61 PS #15 SPGSW
- 89.71 O. H. Highway Bridge



SPEED	CURVE	RAIL SIDE	SIMN	TIES	SURF/
30	2° 38.20' 5° 42.48' 2° 12.19' 25° 28.49' 1-5/8"	SH 112 1944 SH 112 1944	1982 115	2008	2008
20	2° 35.28' 37° 53.30' 1-13/16"	SH 112 1995 SH 112 1995	1991 115	2008	2008
25	0° 21.56' 1° 18.56' 1-3/4"	SH 112 1991 SH 112 1991	1991 112	2008	2008
25	8° 11.03' 90° 35.81' 2"	SH 112 1991 SH 112 1991	1991 112	2008	2008
25	4° 14.16' 39° 49.10' 1-3/4"	SH 112 1991 SH 112 1991	1991 112	2008	2008
25	4° 16.50' 33° 15.57' 1-5/16"	SH 112 1991 SH 112 1991	1991 112	2008	2008
25	3° 39.36' 16° 24.92' 1-5/16"	SH 112 1991 SH 112 1991	1991 112	2008	2008
25	2° 0.42' 31° 0.49' 2-5/16"	SH 112 1991 SH 112 1991	1991 112	2008	2008
25	6° 37.38' 65° 26.11' 2-5/8"	SH 112 1991 SH 112 1991	1991 112	2008	2008
25	2° 5.82' 21° 51.04' 1"	SH 112 1991 SH 112 1991	1991 112	2008	2008
25	2° 33.82' 20° 36.31' 1-1/2"	SH 112 1991 SH 112 1991	1991 112	2008	2008
25	2° 7.80' 21° 20.56' 1-7/16"	SH 112 1991 SH 112 1991	1991 112	2008	2008

ALTOONA SUB

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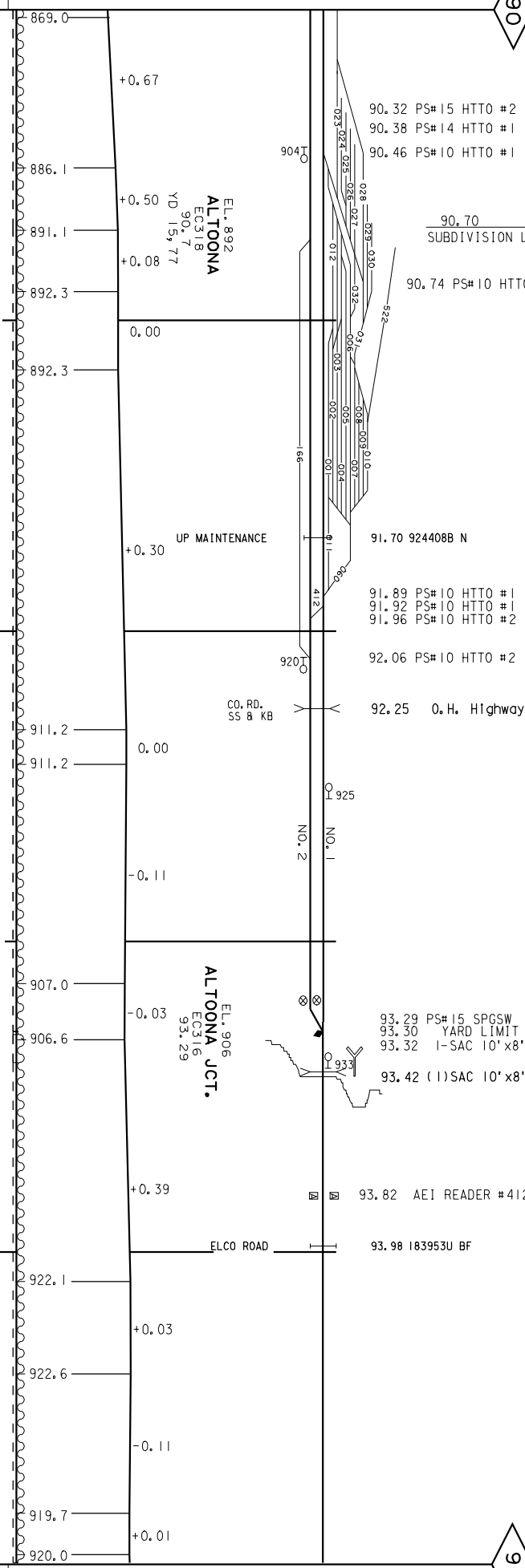
ALTOONA SUBDIVISION
WYEVILLE SUBDIVISION

CONSTRUCTED BY WEST WISCONSIN RY-1870
2ND MAIN LINE CONSTRUCTED-1911
C&NW RY MERGED INTO UPRR BY ICC FINANCE DOCKET NO. 32133 - EFFECTIVE APRIL 6, 1995

2ND ML REMOVED-1957

90

95

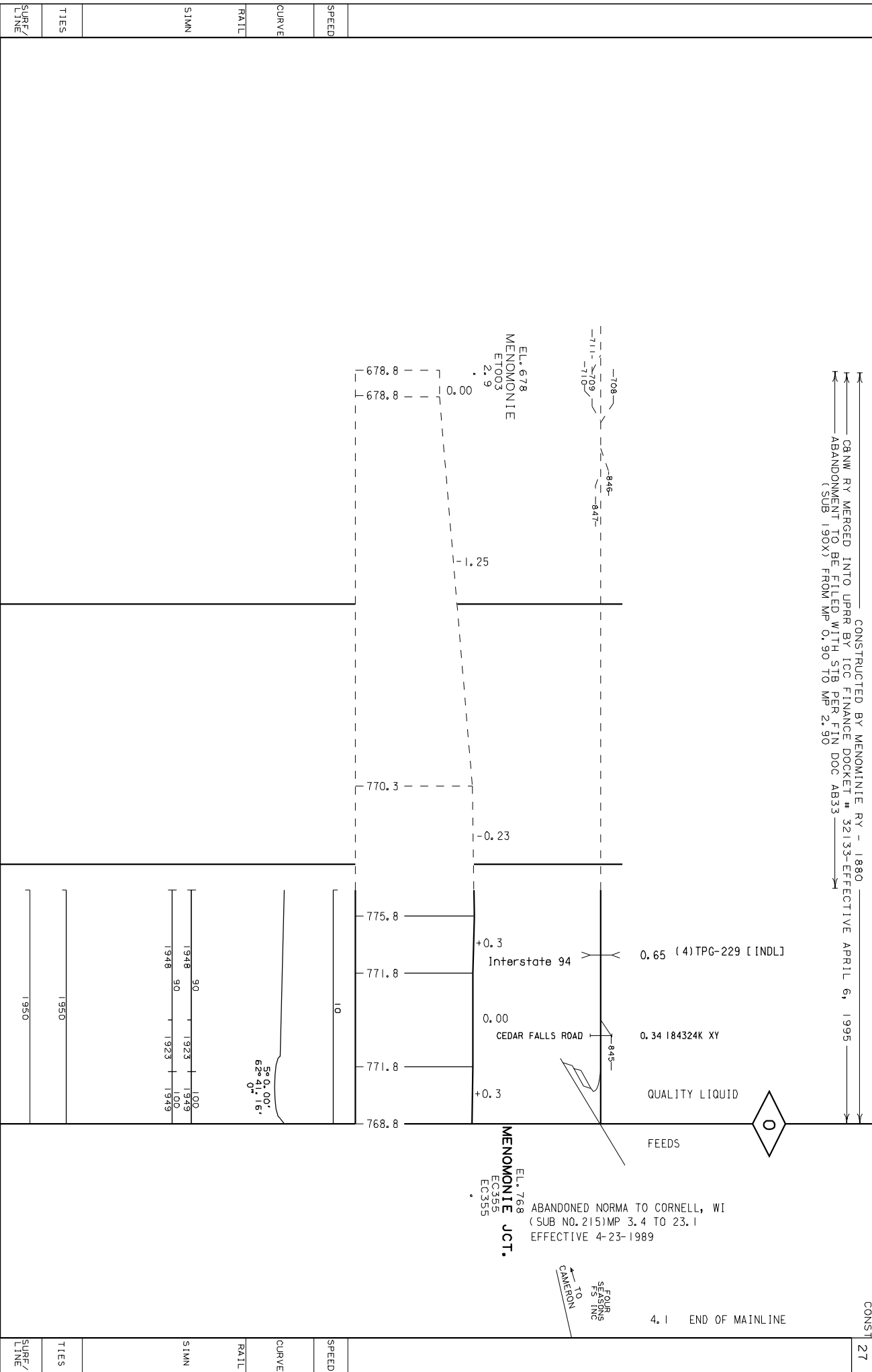


NO	RAIL	CURVE	SPEED	NO	RAIL	CURVE	SPEED
NO 1	100 1928 100 1928		10	NO 1	115 1940 112 1940		10
NO 2	1952 115 1958 115 1958		30	NO 2	112 1932 112 1932		30
TIES		2004		TIES		2004	
SURF/ LINE		2004		SURF/ LINE		2004	

CONSTRUCTED BY MEMONNIE RY - 1880
 CANW RY MERGED INTO UPRR BY ICC FINANCE DOCKET # 32133-EFFECTIVE APRIL 6, 1995
 ABANDONMENT TO BE FILLED WITH STB PER FIN DOC AB33 (SUB 190X) FROM MP 0.90 TO MP 2.90

MEMONNIE IND LD - ALTOONA SUB

CONST 27



SURF/ LINE

SPED	10
CURVE	5° 0.00' / 62° 41.16' / 1000
RAIL	1948 30 1923 1949 90 1923 1949
STWN	1950
TIES	1950
SURF/ LINE	1950

SURF/ LINE