

Book # 17 Dr # 8

X

SOO LINE SPUR

From Co. Road "E"
To Lexington Ave.
Rd. # 3

FILE N°16

MAINTENANCE

Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 4/29/25

File No.

~~16~~

13

Levels & Cross sections.

Office of Ramsey Co. Engineer
ST. PAUL, MINN.

Date Filed 4-27-25

File No. "16"

Station	+	H.I	-	Rod	Elev.
B.M.	0.84	948.25 ✓			947.41
627+50				4.4	43.9
628+00				4.3	44.0
T.P.	5.58	949.48 ✓	4.35		943.90 ✓
628+55				5.2	44.3
629+00				5.0	44.5
629+50				4.8	44.7
630+00				4.6	44.9
630+50				4.3	45.2
631+00				3.9	45.6
631+50				3.5	46.0
T.P.	4.88	950.40 ✓	3.96		945.52 ✓
632+00				4.1	46.3
632+50				3.8	46.6
633+00				3.5	46.9

(Top of South Rail) Top of South Main Line Rail

2546 - April 25, 1925
 Pickup
 Piquette
 Piquette
 Piquette
 for Elev.

R.R. spike in Oak N.E. Cor Lexington & Co. Rd "E"
 (See Co. Rd "E" Denney)

-0.5 -0.4 -3.0
 27 74 83

E of Lex.

-0.3 -0.8 -0.8 +0.7
 177 50 100 178

T.R. = E Ind. Trk.

E of Lex.

-0.3 -1.0 -2.8 -2.8 -0.8
 16 50 100 150 200

T.R. = E Ind. Trk.

-0.1 -1.5 -2.3 +2.1 +1.8 -0.6 -0.3 -1.5 -2.3 0.0
 145 22 33 41 66 74 100 140 145 200

T.R. = E Ind. Trk.

-0.4 -0.8 -1.6 +0.5 -1.3 -1.7 +2.6
 113 15 42 45 100 140 200

T.R. = E Ind. Trk.

0.0 -0.8 -5.4 -5.5 -2.0 -2.4 -4.3 +2.0
 64 13 23 43 50 74 130 200

T.R. = E Ind. Trk.

0.0 -1.2 -8.5 -9.0 -7.0 -8.3 -5.1 0.0
 32 10 26 45 48 100 160 200

T.R. = E Ind. Trk.

-0.9 -9.0 -10.6 -9.0 -5.6 -1.8 +2.1 +2.0
 8 24 50 100 150 190 197 200

-1.3 -9.7 -9.7 -6.1 -3.3 -1.3 +1.0 +2.7 +2.7
 8 26 50 55 100 145 170 188 200

-1.2 -4.5 -9.6 -7.5 -2.0 +3.0 +4.0 0.0 +1.0 +1.0
 9 16 31 42 50 100 160 165 175 180

E Co. Rd. "E"

-0.9 -8.6 -8.2 -4.2 0.0 +3.5 +3.3 0.0 +1.3 0.0
 11 30 34 43 47 100 150 156 170 180

E Co. Rd. "E"

-1.1 -7.2 -9.0 -6.7 -1.4 +3.5 +4.8 +0.2 +1.4 0.0
 11 23 29 40 48 100 135 142 155 170

60 = E South Main Line Track

Station	+	H.I	-	Rod	Elev.
		950.40			
T.P.	4.53	951.38 ✓	3.55		946.85 ✓
633+50				42	47.2.
634+00				39	47.5.
635+00				34	48.0.
checking					
T.P.	2.37	948.32 ✓	5.43		945.95 ✓
T.P.	6.95	950.00 ✓	5.27		943.05 ✓
B.M.			2.57		947.43 ✓

-0.7	-8.5	-10.3	-8.3	-3.7	-2.0	+2.0	+2.4	-2.8	-1.1	-3.0
8	26	33	42	50	57	100	123	130	145	160

#6.01.21

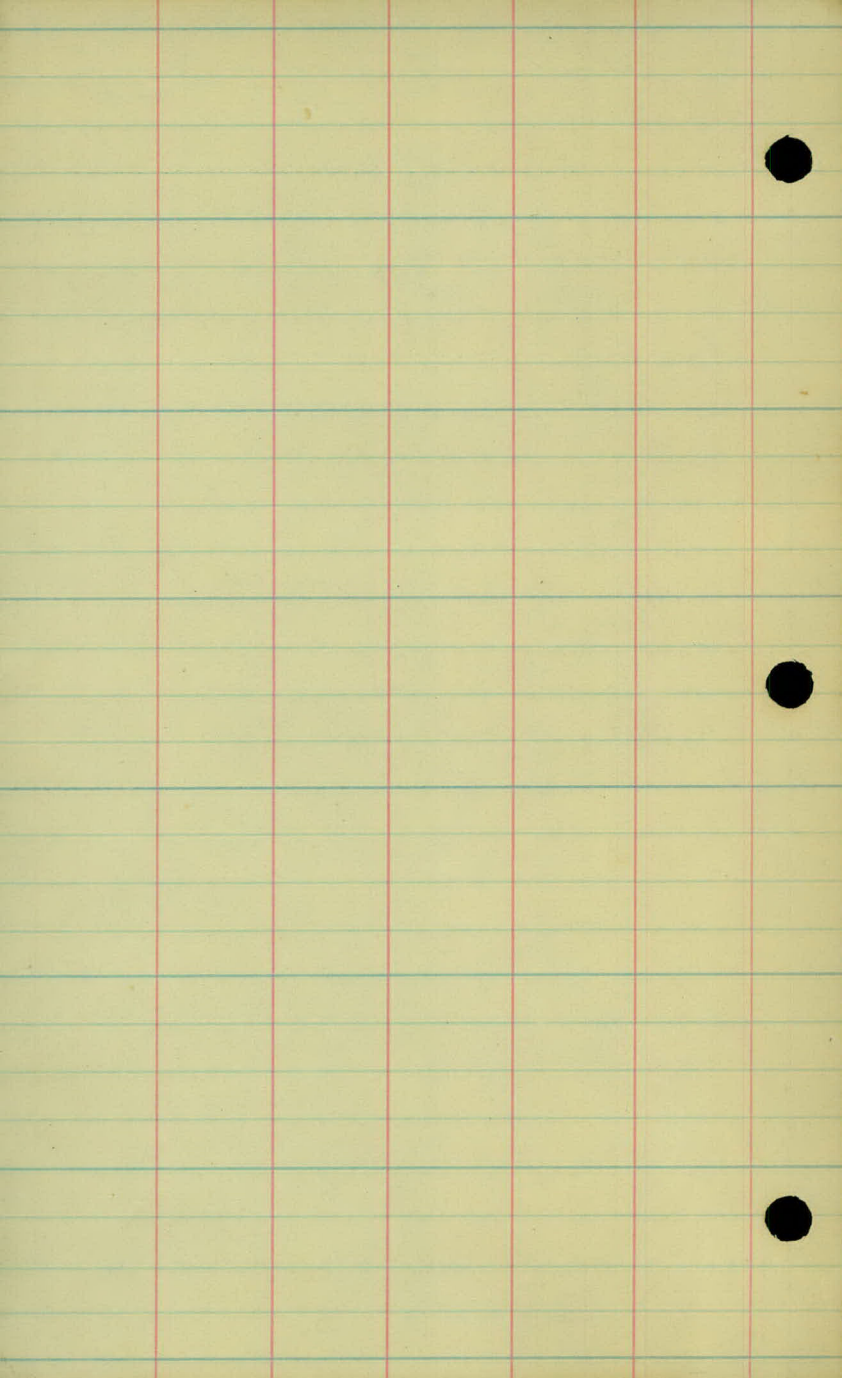
-0.7	-8.2	-11.6	-12.0	-9.0	-6.3	-2.9	-0.3	-3.9	-2.5	-3.9
7	20	36	44	52	56	100	112	122	135	150

#6.01.21

-0.6	-6.5	-9.2	-10.4	-11.8	-11.0	-10.3	-6.0	-5.5	-6.1
8	16	23	42	44	58	100	107	118	130

#6.01.21

Co. Road E' & Lexington.



TOPOGRAPHY

station.

629+00

+50

628+00

+68- End of Spur.

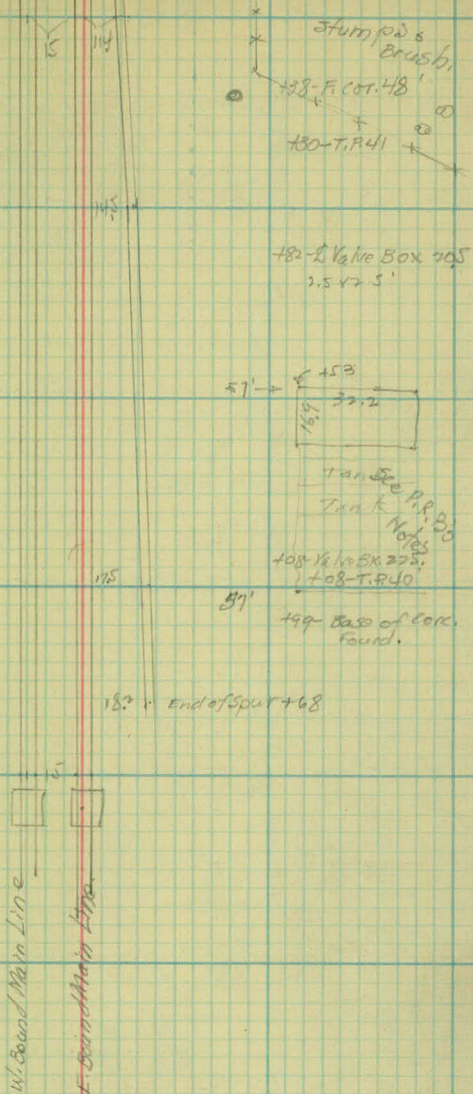
+50

+43- 2 Plank King Full Planked 16' Lg.

627+00

+50

626+00



W.H.B. April 25, 1915

632+50

632+00

631+50

+20- ϕ Culv. 24" C.I. Pipe

631+00

+91- H.B.

630+50

+145 Point of Frog

630+00

629+50

F-47

5.1

+53-T.P. 42

Stamp
& Brush

F-47



+69-F. cor. 46'
+67-Cath. le Gaurd

+48-T.P. 42'

Brush & Stamp

F-48'



21.5'

6

17

+42-T.P. 40'

F-48

6.4

+53-wood sign 38'

635+00

+50

634+00

633+50

633+00

W. Bound Main Line.

E. Bound Main Line

R-F. 48

Brush

+56-T.P. 41

small bare
brush

F-45

+54-T.P. 41

