

N. P. RY.

CONDENSED PROFILE
AND TRACK CHART

FARGO DIVISION (I) MAIN LINE

DILWORTH, MINN.

TO

JAMESTOWN, N.D.

SCALE: { HOR. 1" = 2 MILES
VERT. 1" = 200 FEET

Office of Chief Engineer., St. Paul, Minn.

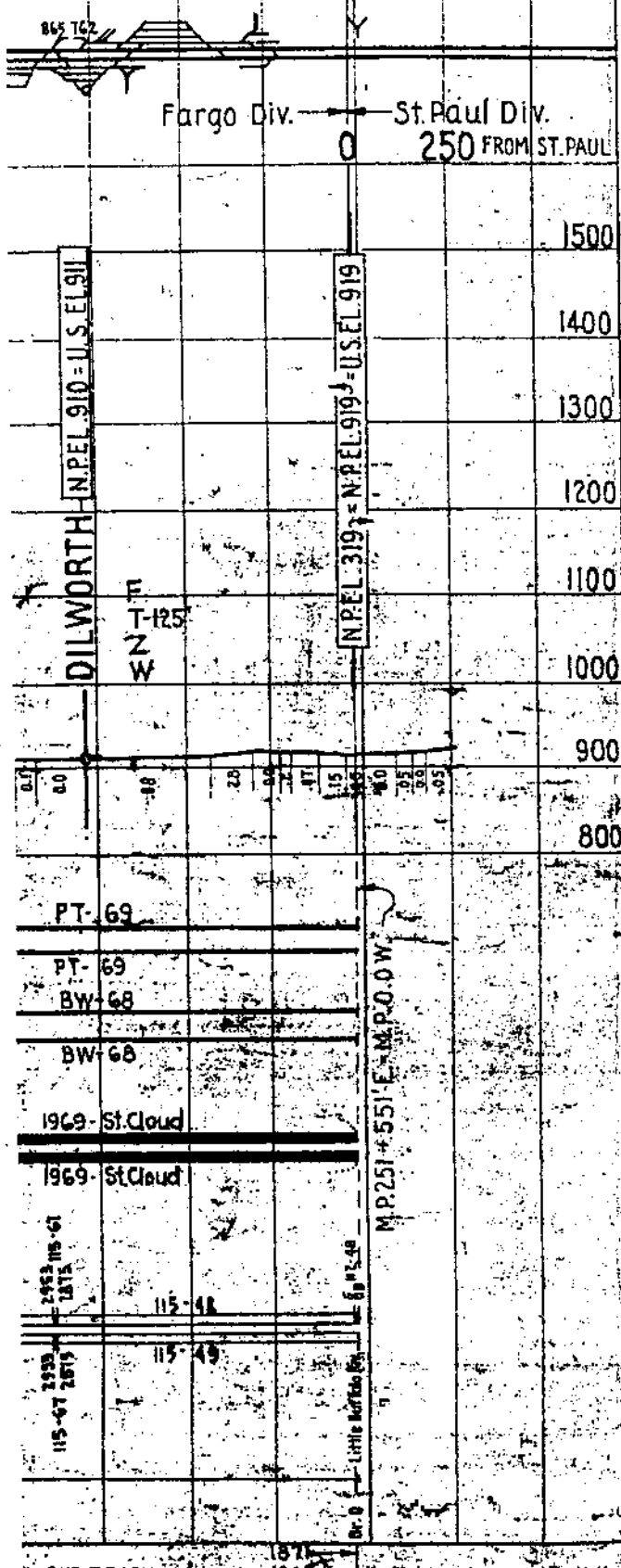
Jan. 1, 1948.

Revised Jan. 1, 1970.

SCHEDULE OF TIE RENEWAL GANG TRACK SECTIONS

1 - Dilworth

I.T.O.F.C.



MILE POST

LEGEND

- DW Broken Wheel Detector
- DE Dragging Equip. Detector
- 3 DH Hot Box Detector
- F Fuel
- T Turntable or Wye
- Z Scales
- W Water
- Y Yard Limit
- X Spring Switch without F.P.L.
- ⊗ Spring Switch with F.P.L.
- Rail & Flange Lubricators
- SB Snow Blower
- SM Snow Melter
- Crushed Stone Ballast
- Processed Gravel
- Pit Run Gravel
- None

POWER TAMPING

BANK WIDENING

BALLAST

RAIL (Conventional Joints) (Continuous Welded) (P.W. - Pressure Welded)

CURVES & BRIDGES

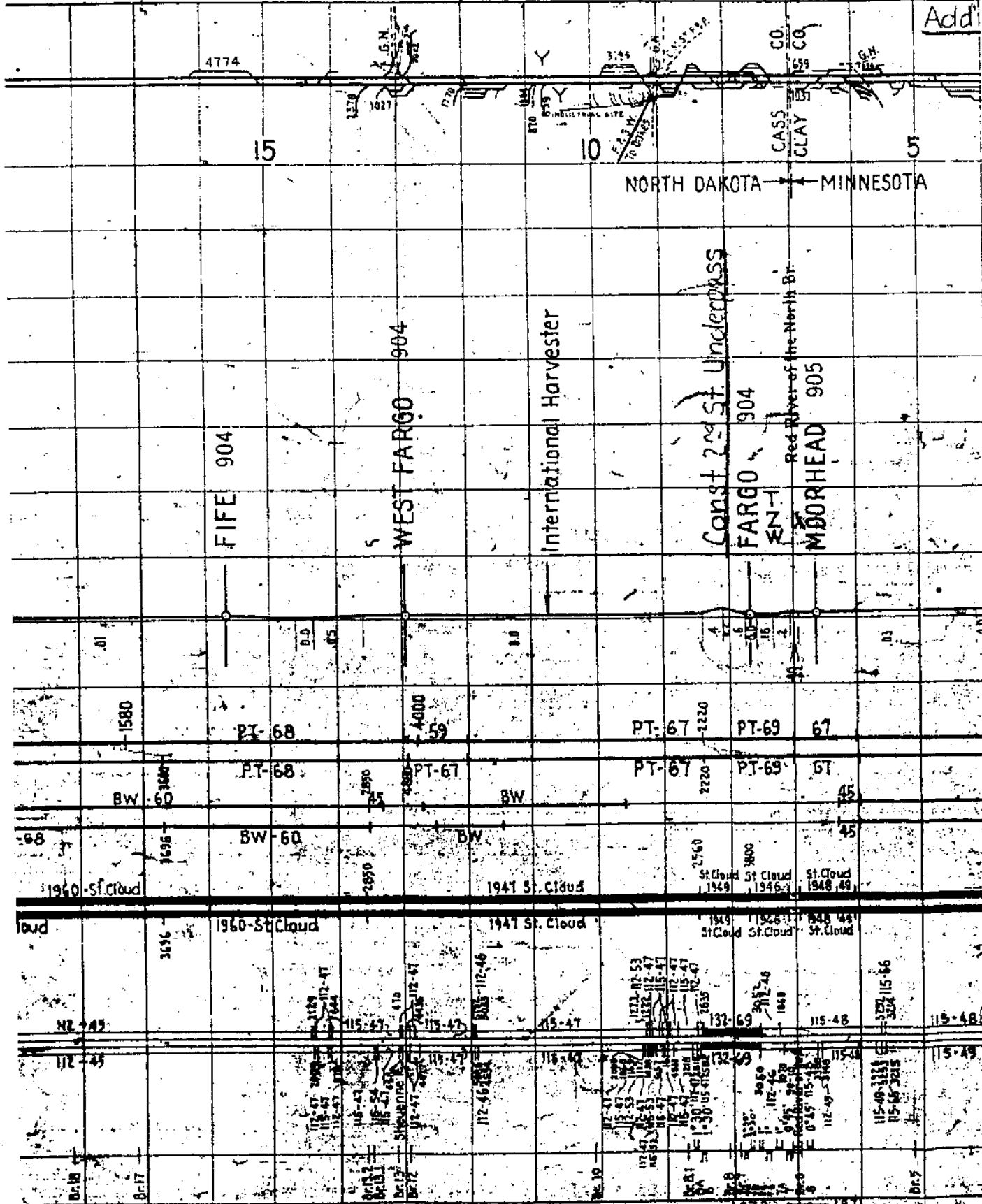
YEAR CONSTRUCTED

RESTRICTED SPEED ZONES

West Fargo

3 - Fargo

Add



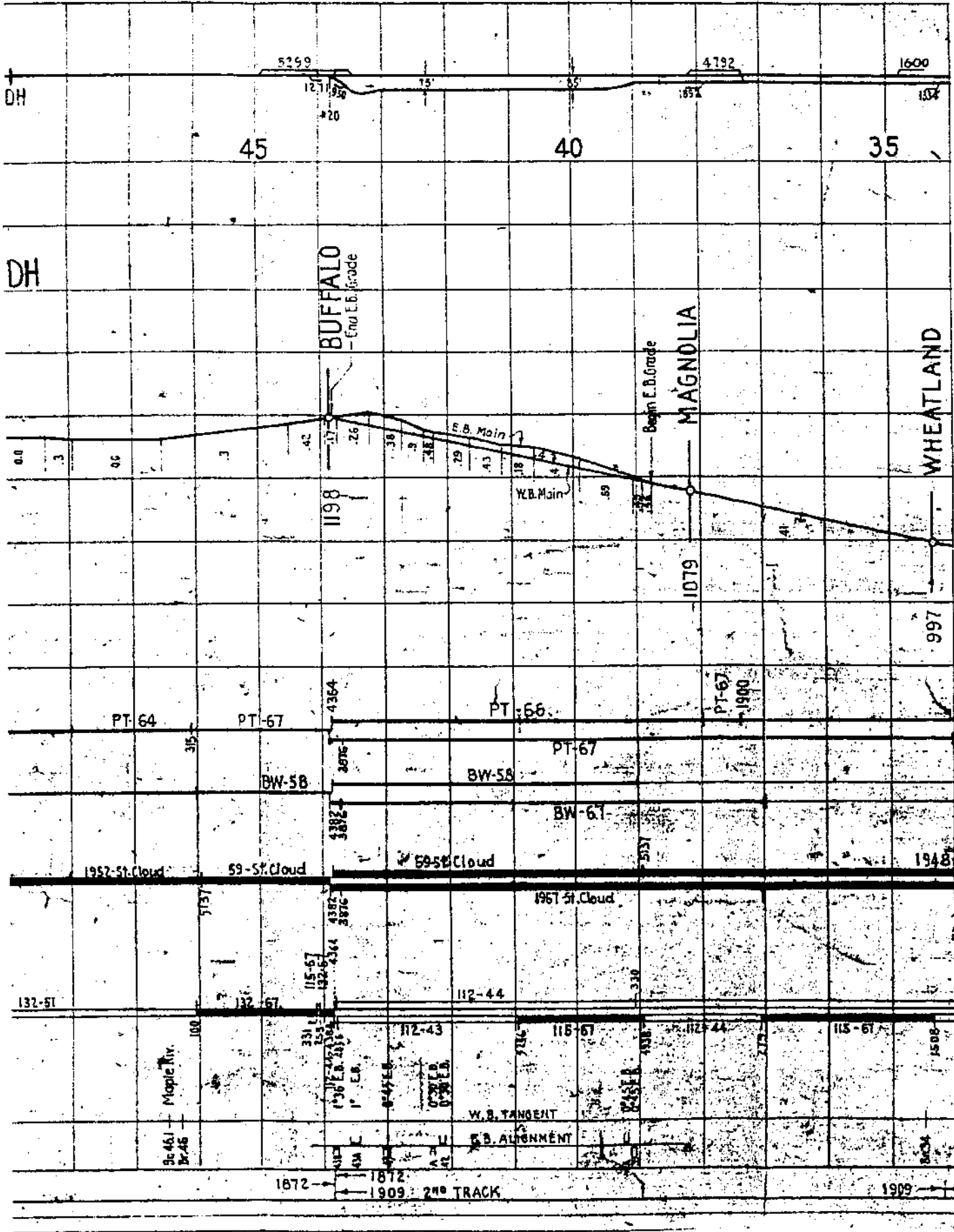
NORTH DAKOTA MINNESOTA

1906 1884 1884 1905 1906

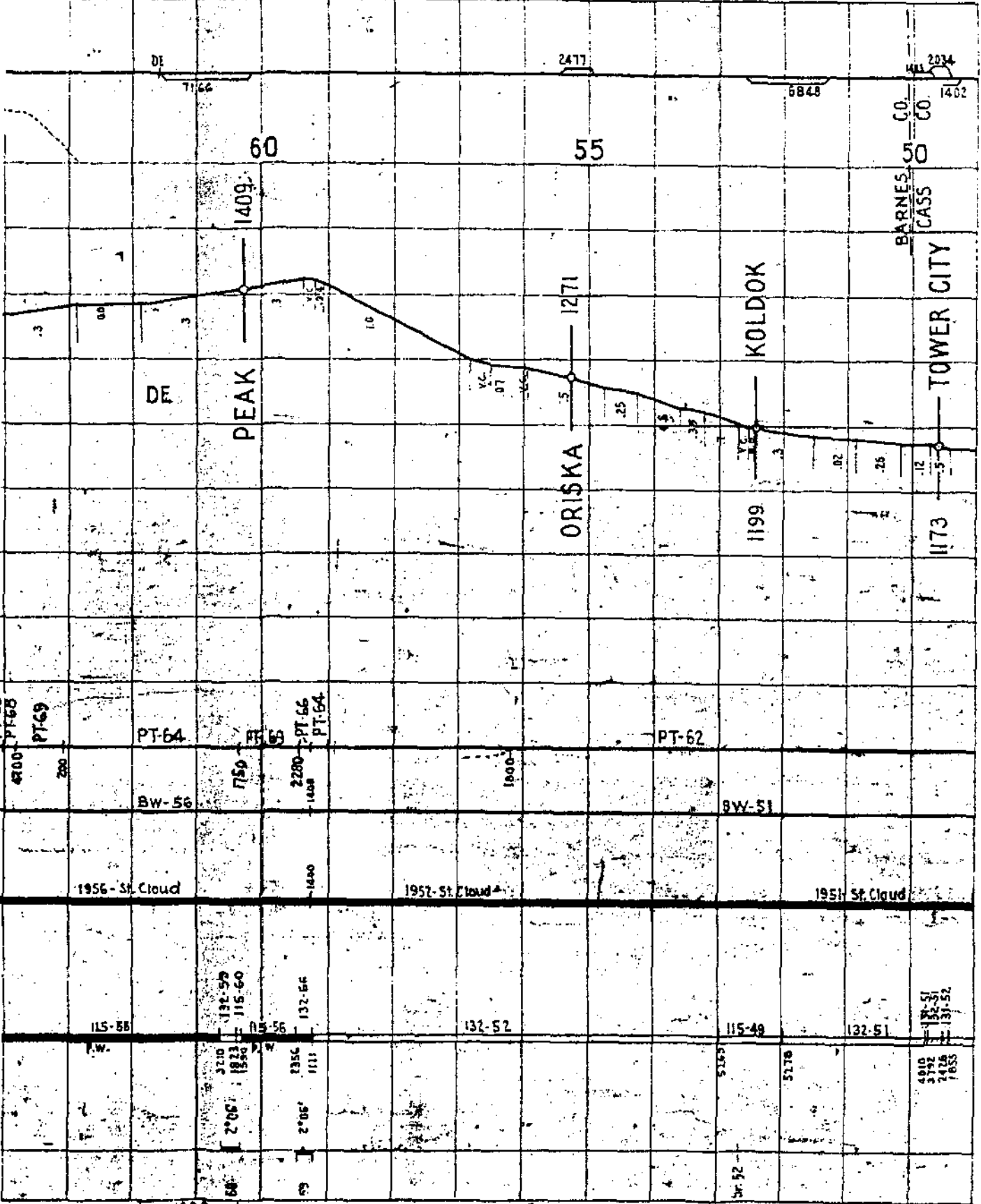
75

60

75

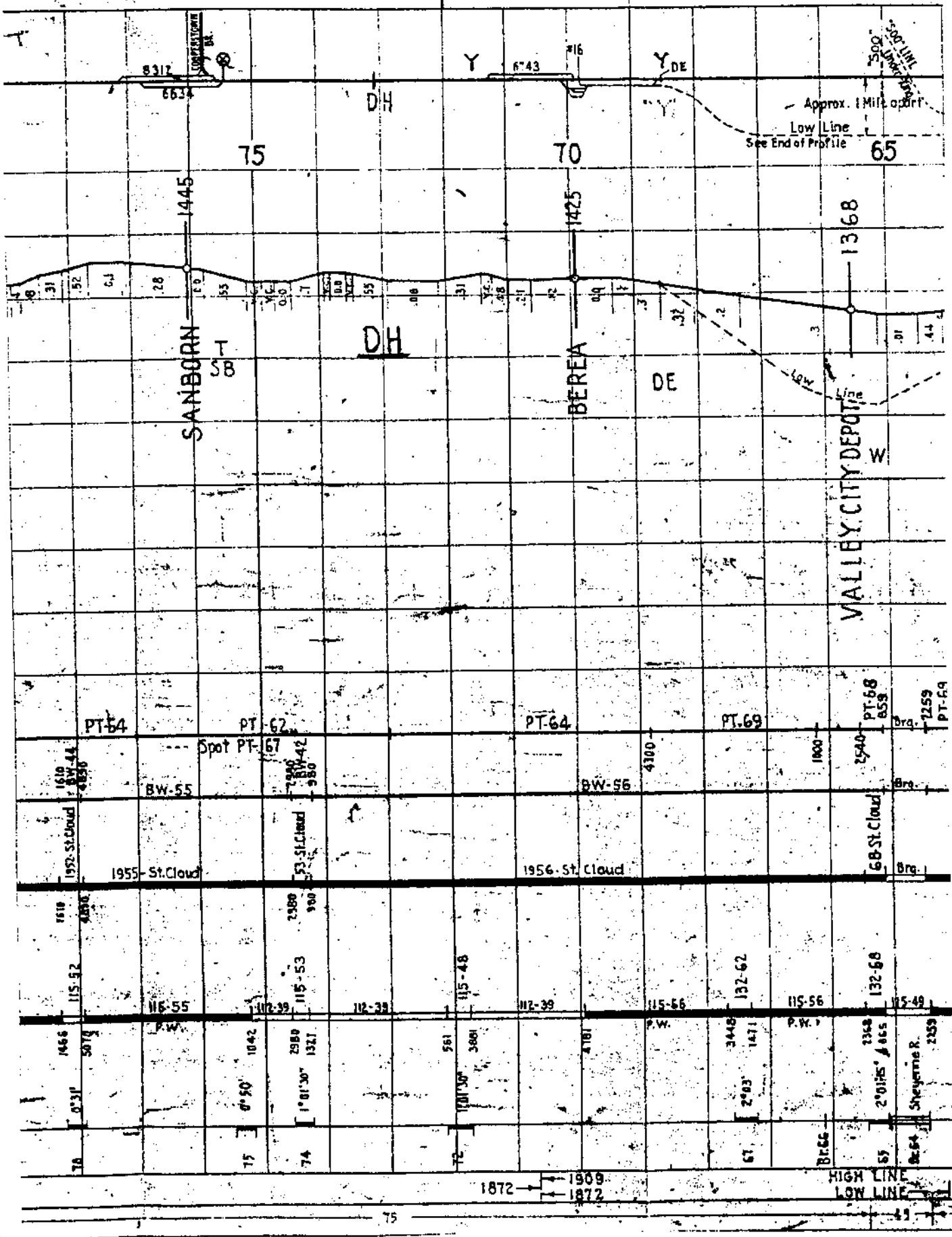


8-Valley City



1967

(57.54 Trk. Mi.)



1872 → 1909
← 1872

HIGH LINE
LOW LINE

75

75

Mid-Cont Ry
Under Xing

STUTSMAN CO.
BARNES CO.

90

85

80

1480 SPARTWOOD

1473 URBANA

1464 ECKELSON

SB

PT-62

PT-68
PT-62

PT-64
PT-68

PT-64

PT-62

PT-64

PT-68

PT-64

PT-62

55

BW-55

BW-55

1300

4000

2780

BW-55

2000

4780

Cloud

60-St Cloud

49-St Cloud

1955 - St Cloud

1160

1160

1160

1160

1160

1160

1160

1160

1160

55

115-49
115-67

115-49

115-68

115-48

115-45

115-55

115-50

115-55

115-49

115-48

115-55

528

484

333

337

222

209

133

1616

P.W.

423

486

Pressure Welded

5170

1894

4720

P.W.

94

92

91

90A

90

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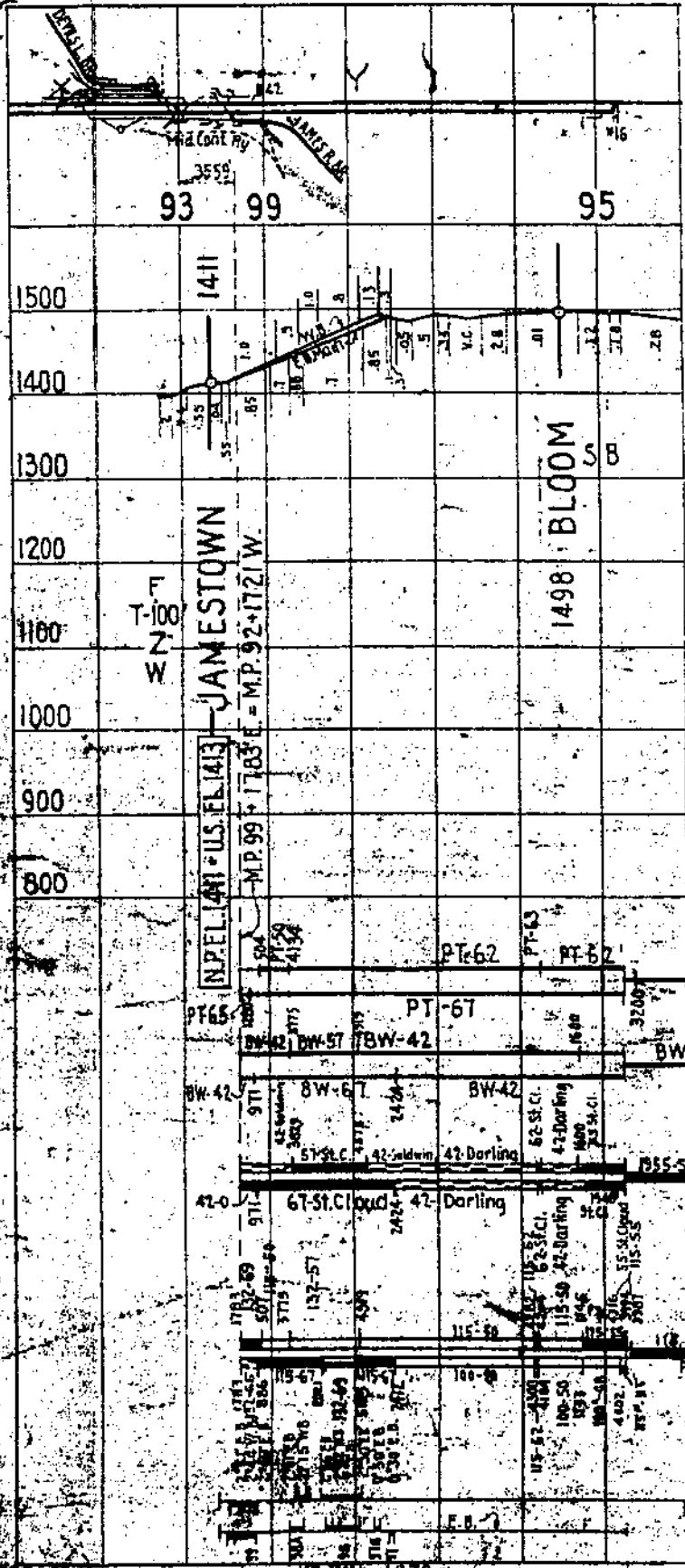
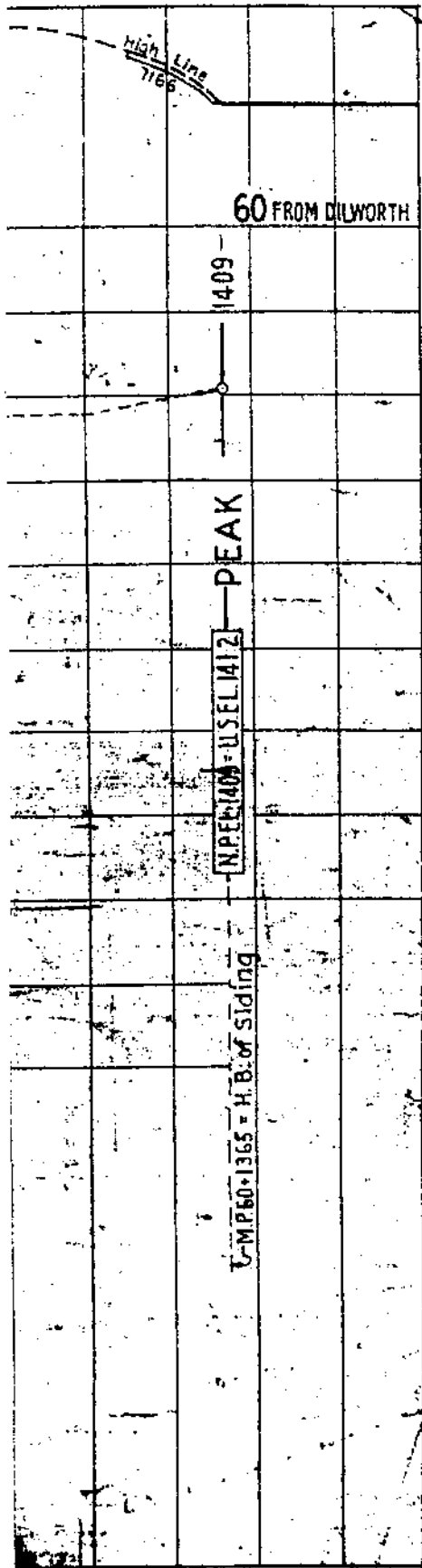
90

1672

31

15

II-Jamestown



8-Valley City (Low Line)

