

N.P.RY.

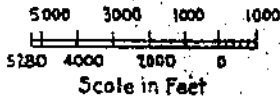
CONDENSED PROFILE  
AND TRACK CHART  
ROCKY MTN. DIV.(I) MAIN LINE  
LIVINGSTON, MONT.  
TO  
HELENA, MONT.

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

Office of Chief Engineer, St. Paul, Minn.

Sept. 1, 1967.

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

stone Div.		
Y	795 991	#16
1	BILLINGS	
		5000
		4900
		4800
		4700
		4600
		4500
		4400
		4300

MILE POST

LEGEND



- DW Broken Wheel Detector
- DE Dragging Equipment Detector
- 3 DH Hot Box Detector
- F Fuel
- T Turntable or Wye
- W Water
- Y Yard Limit
- Z Scales
- ⋈ Spring Switch without F.P.L.
- ⊕ Spring Switch with F.P.L.
- Rail & Flange Lubricator
- SM Snow Melter

-  Crushed Stone Ballast
-  Processed Gravel Ballast
-  Pit Run Gravel Ballast

POWER TAMPING

BANKWIDENING

BALLAST

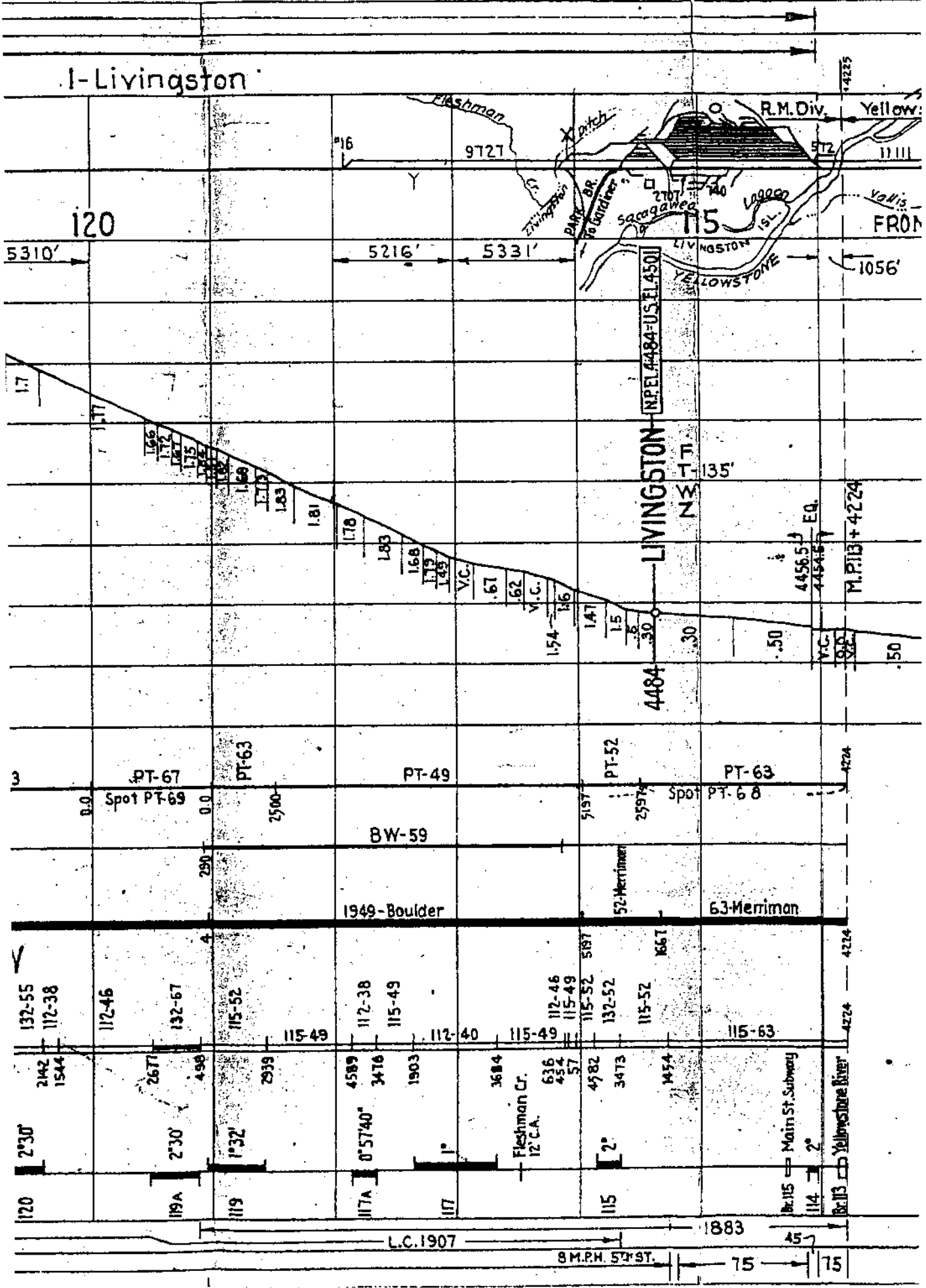
- RAIL {
- Conventional Joints 
  - Continuous Welded 

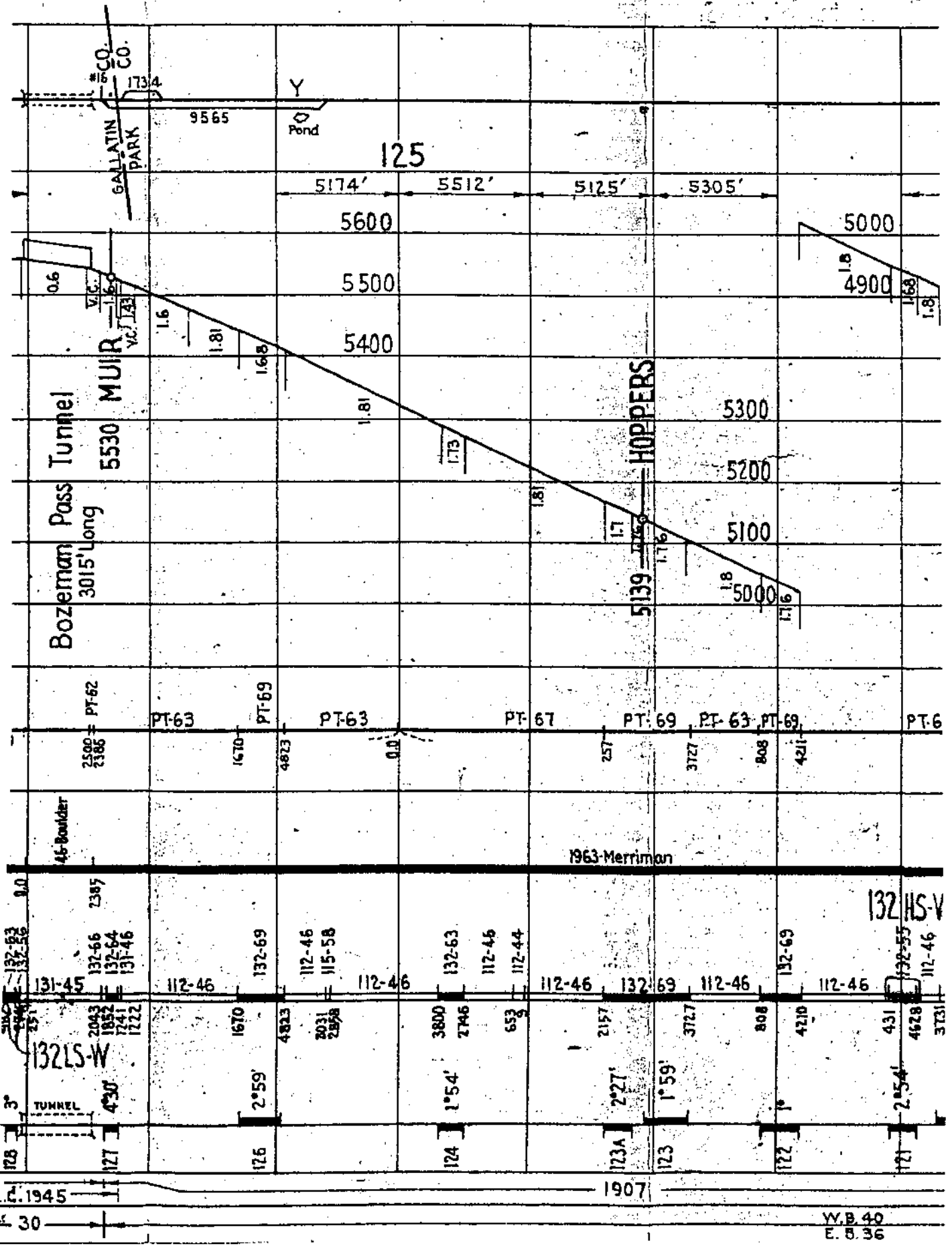
CURVES & BRIDGES

YEAR CONSTRUCTED

RESTRICTED SPEED ZONES

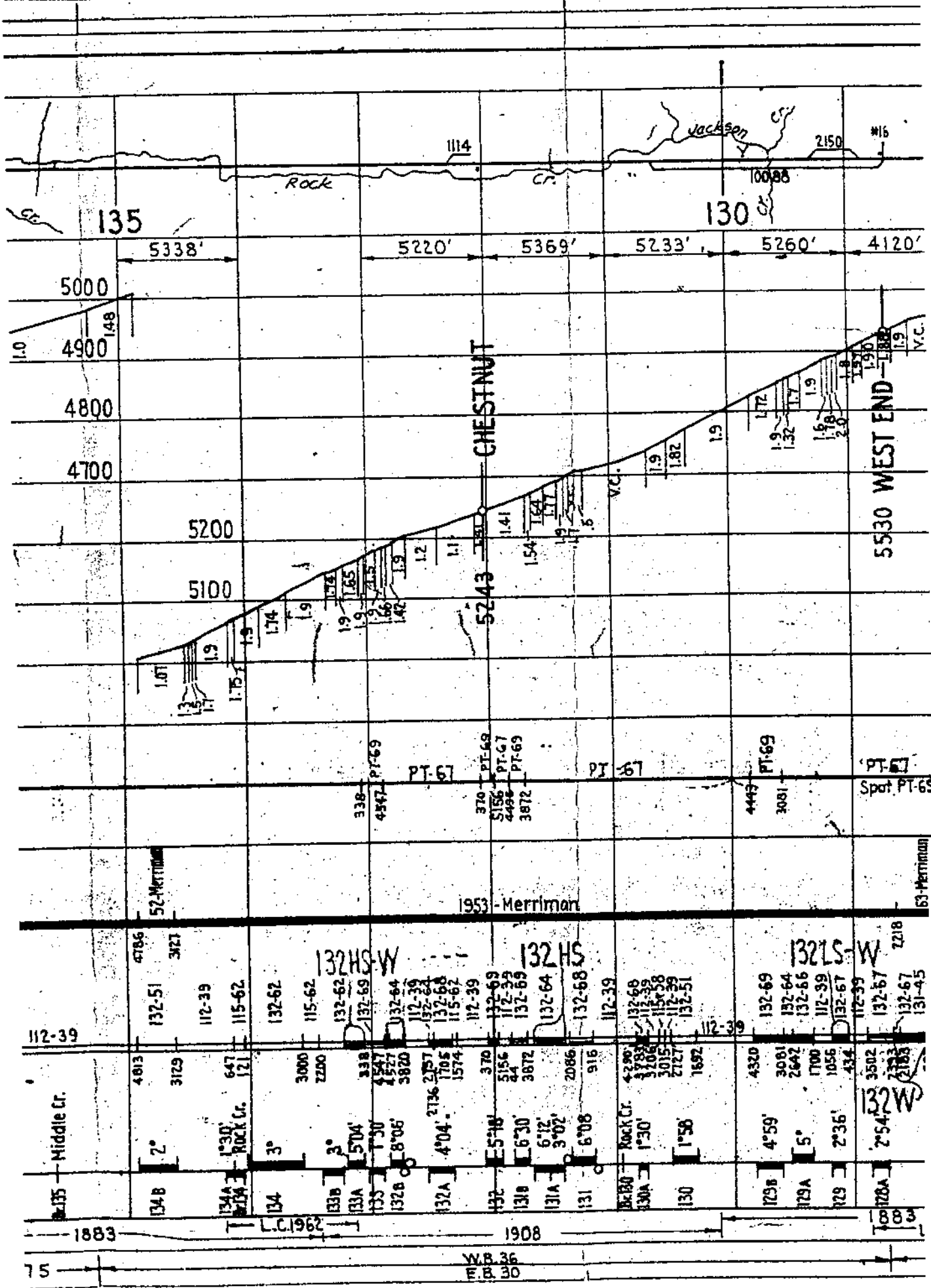
# I-Livingston





1945

1907



135

130

CHESTNUT

5530 WEST END

52-Merriman

193 - Merriman

63-Merriman

132 HS-W

132 HS

132 LS-W

132 W

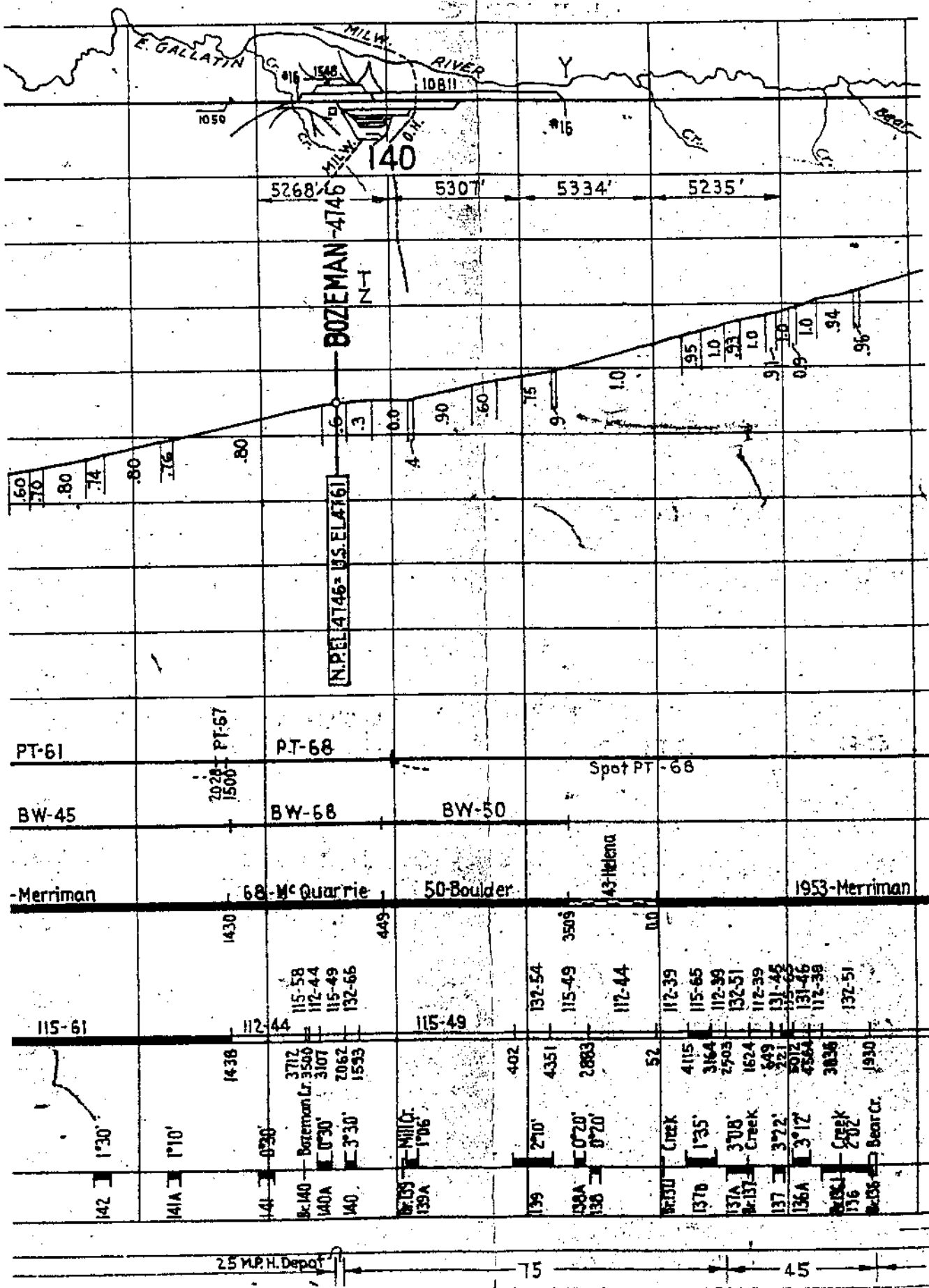
Middle Cr.

1883

1908

75

W.B. 36  
M.B. 30



140

BOZEMAN -4746

N.P. EL 4746 - U.S. EL 4746

PT-61

PT-67  
2028  
1500

PT-68

Spot PT -68

BW-45

BW-68

BW-50

-Merriman

68-McQuarrie

50-Boulder

43-Helena

1953-Merriman

115-61

112-44

115-49

132-54

115-49

112-44

112-39

115-65

112-39

132-51

112-39

131-45

131-46

112-38

132-51

142  
1'30"

141A  
1'10"

141  
0'30"

140A  
0'30"

140  
3'30"

139A  
MILL CR.  
1'06"

139  
2'10"

138A  
0'20"

138  
0'20"

137A  
Creek

137B  
1'35"

137A  
3'08"

137B  
Creek

137  
3'22"

136A  
3'12"

136  
Creek

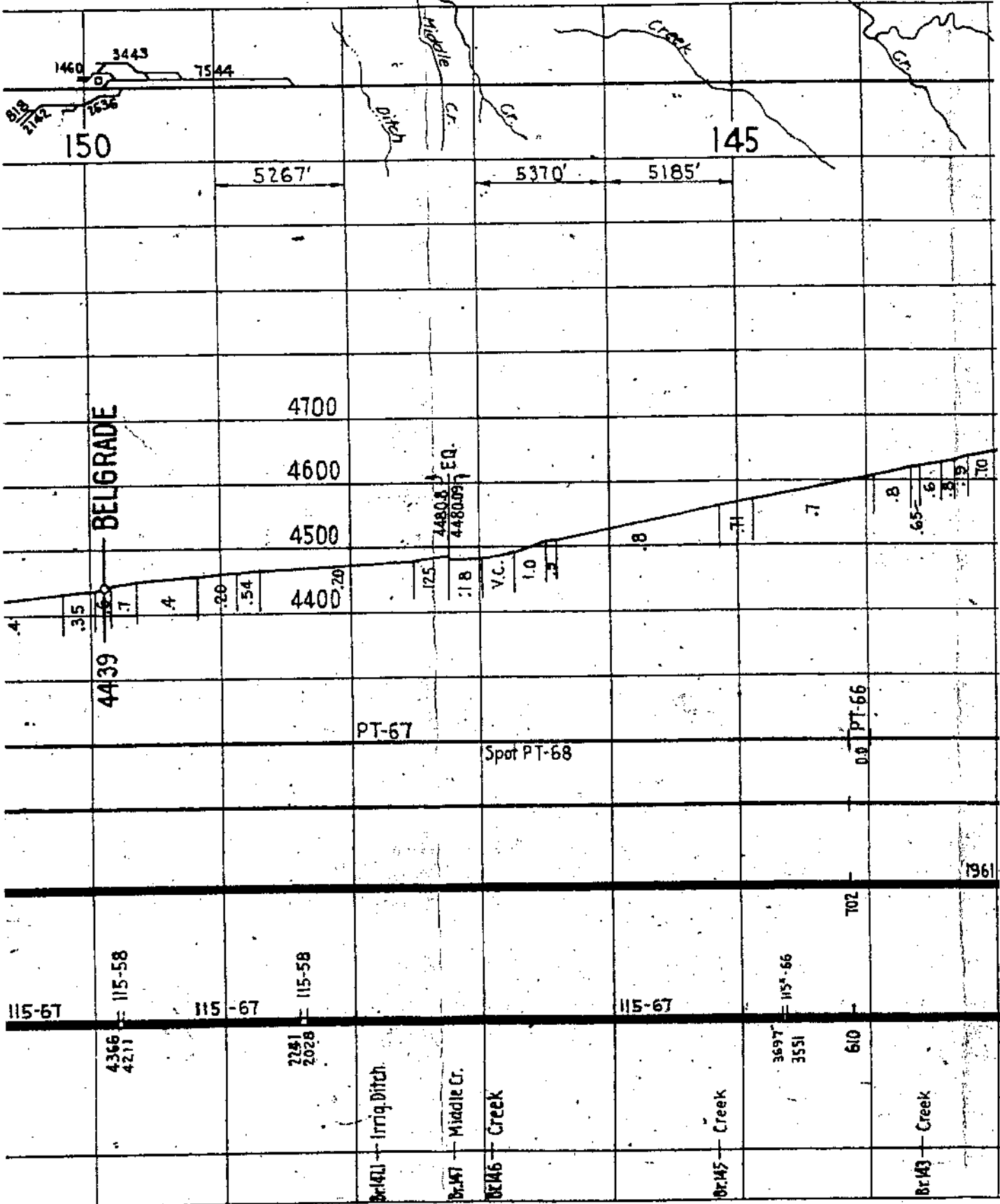
135A  
2'02"

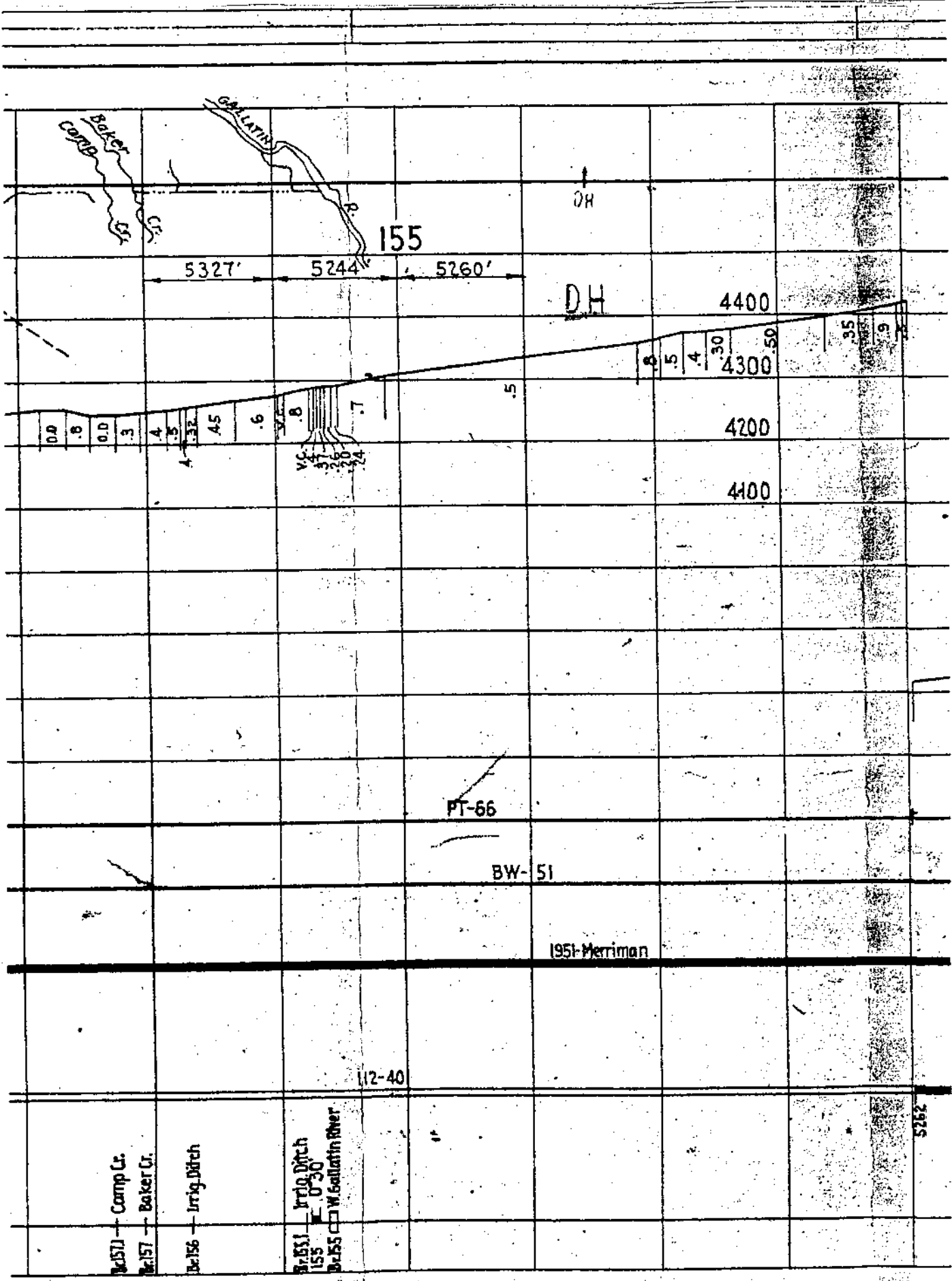
135  
Bear Cr.

25 M.P.H. Depot

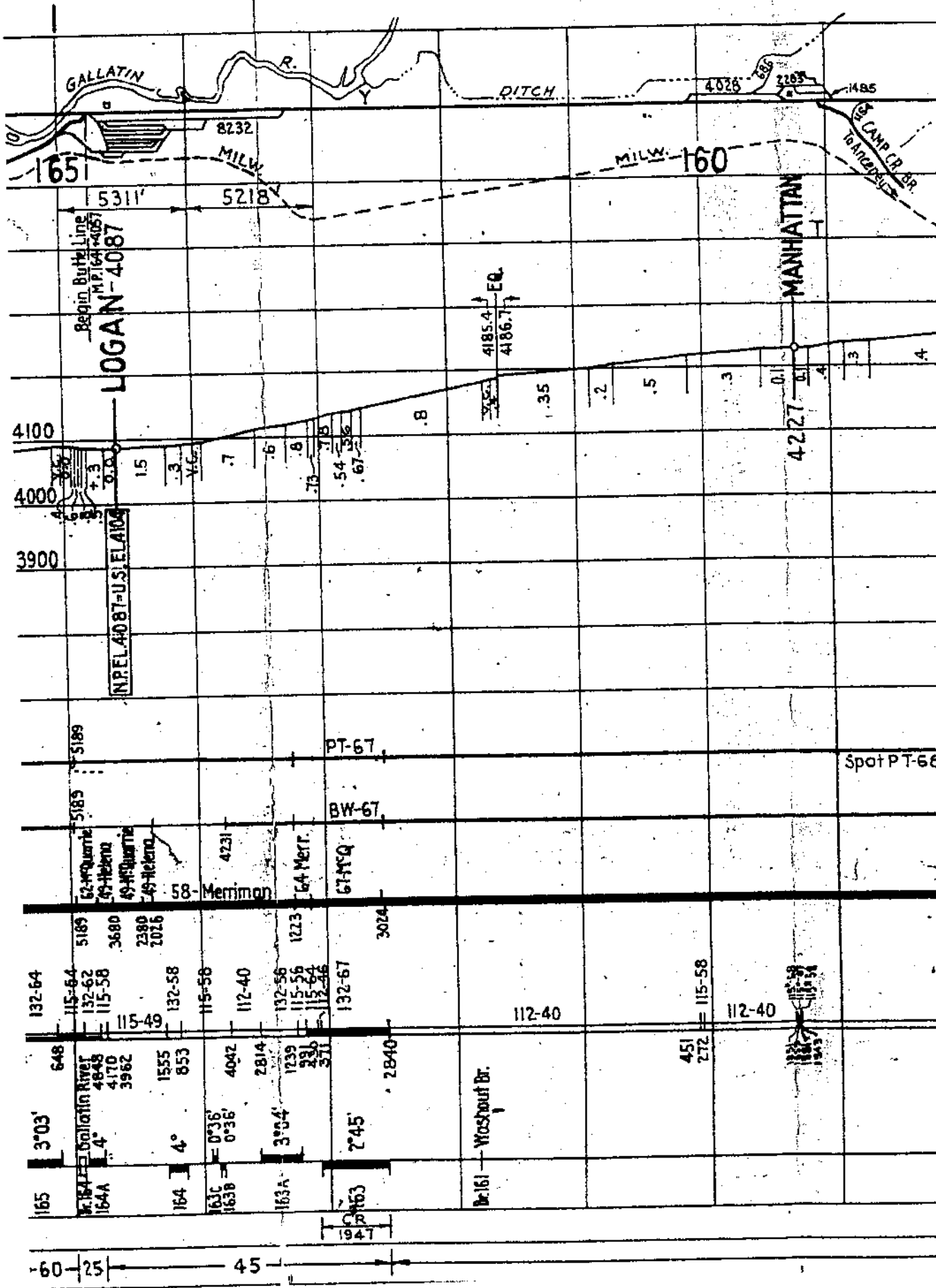
75

45

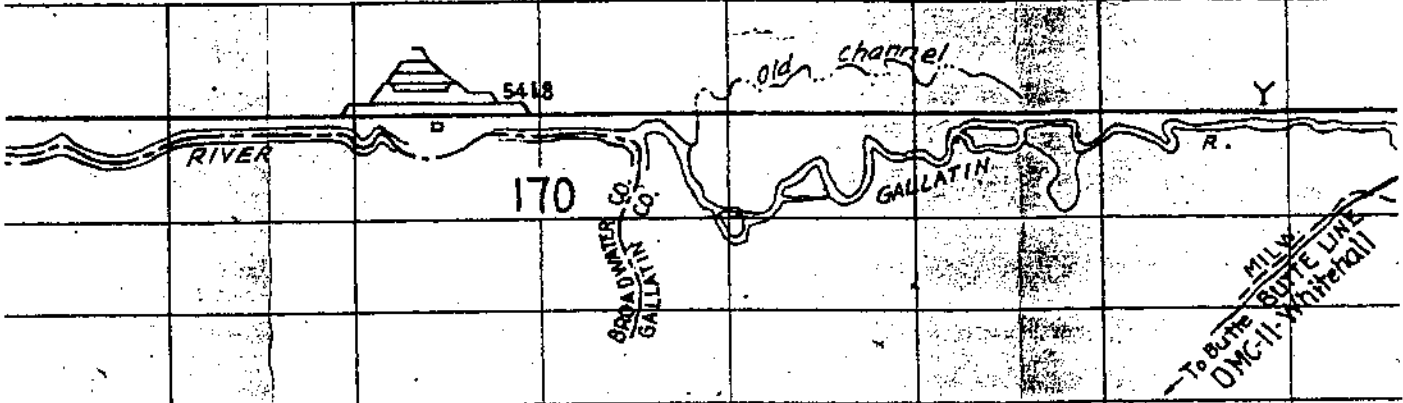






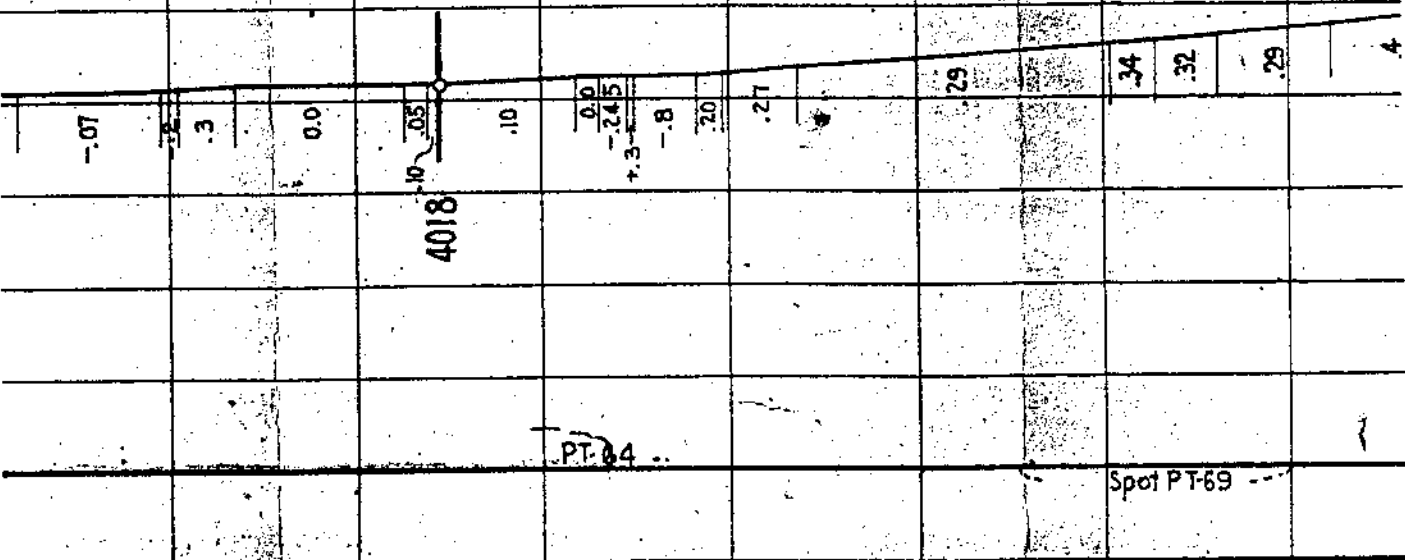


# 3-Trident



TRIDENT

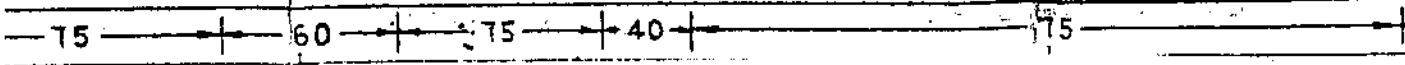
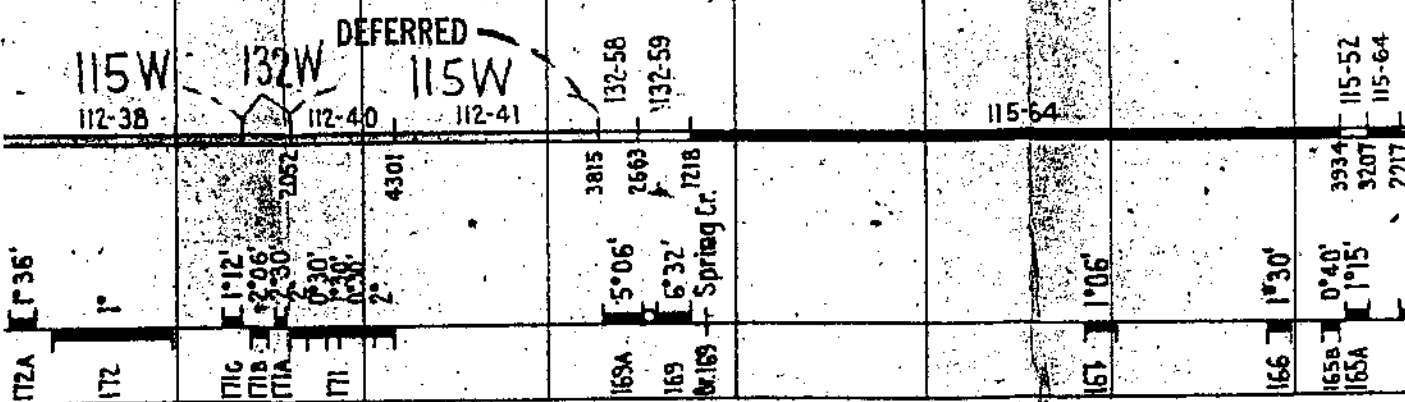
4018

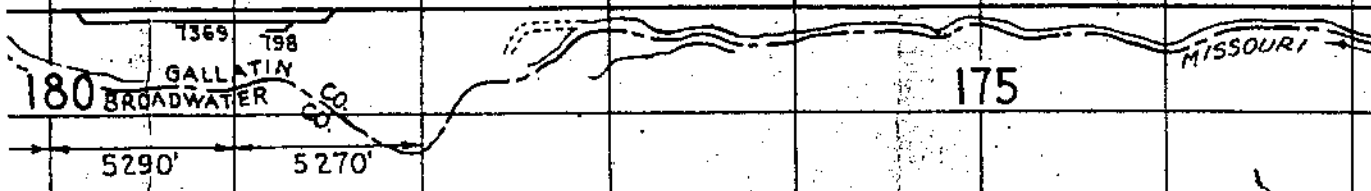


PT-64

Spot PT-69

1964 Merriman

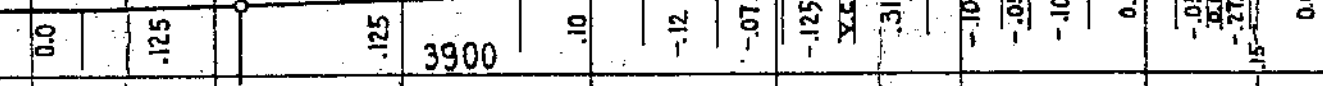




CLARKSTON SM

4000  
3900

3988.5  
3995.2



3978

DEFERRED

PT-64

PT-69

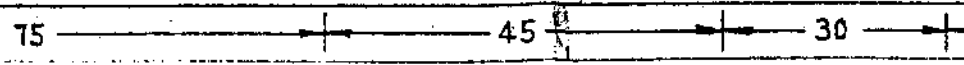
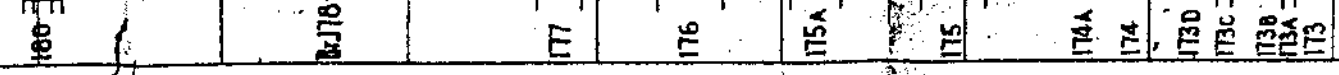
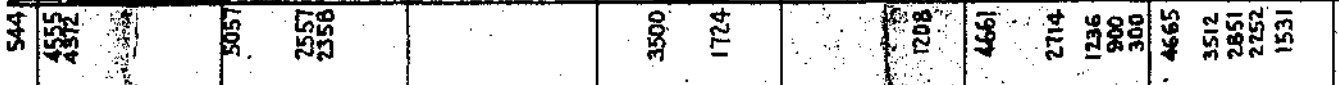
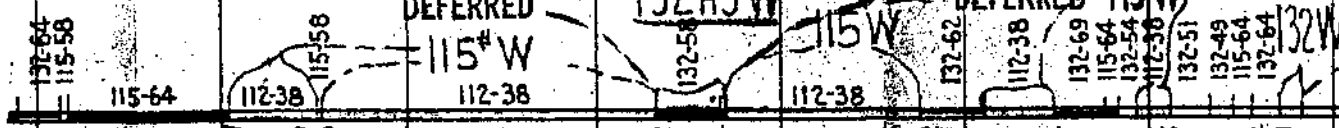
Spot PT-69

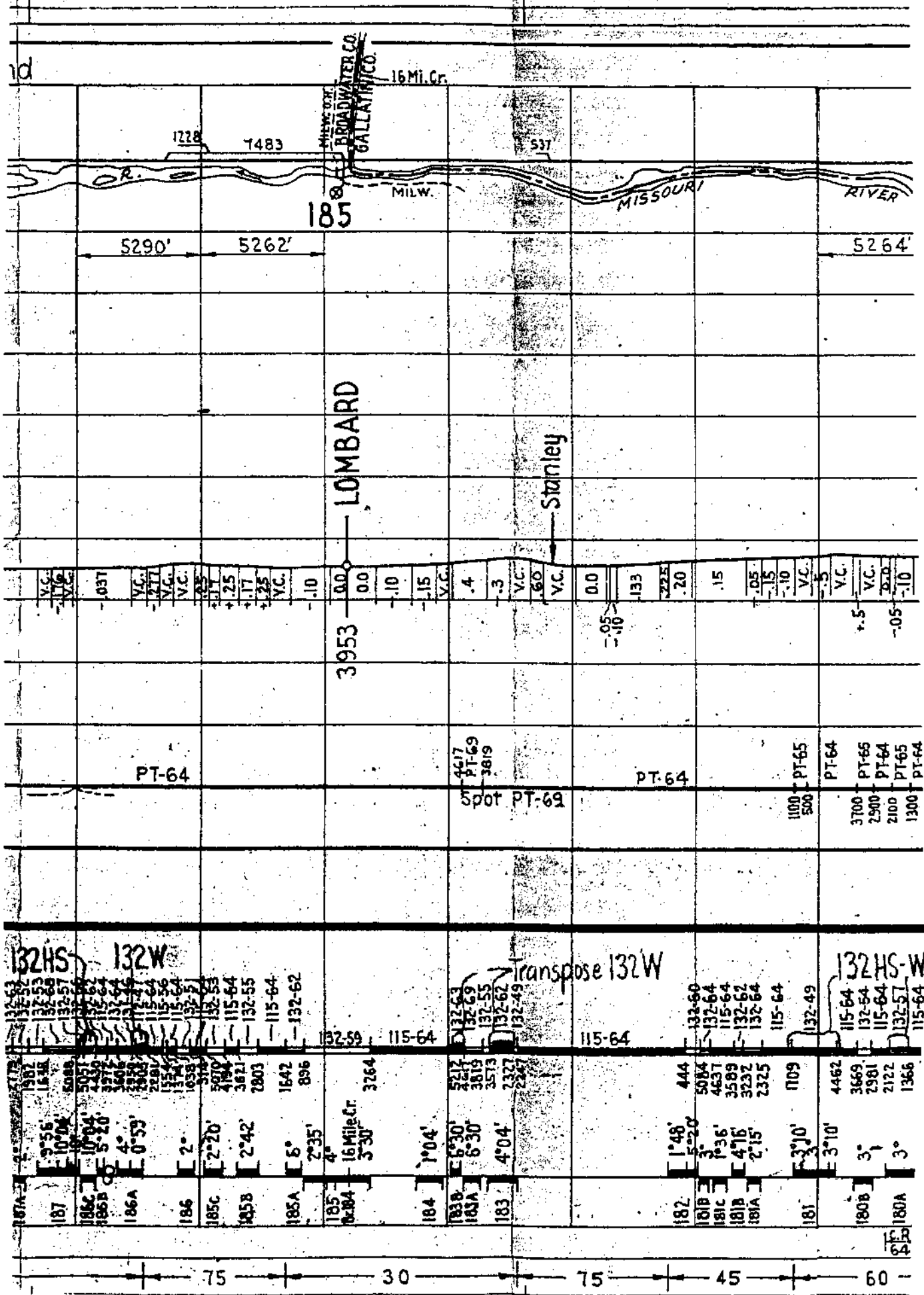
BW-64

1964-Merriman

2681  
CS-MQ

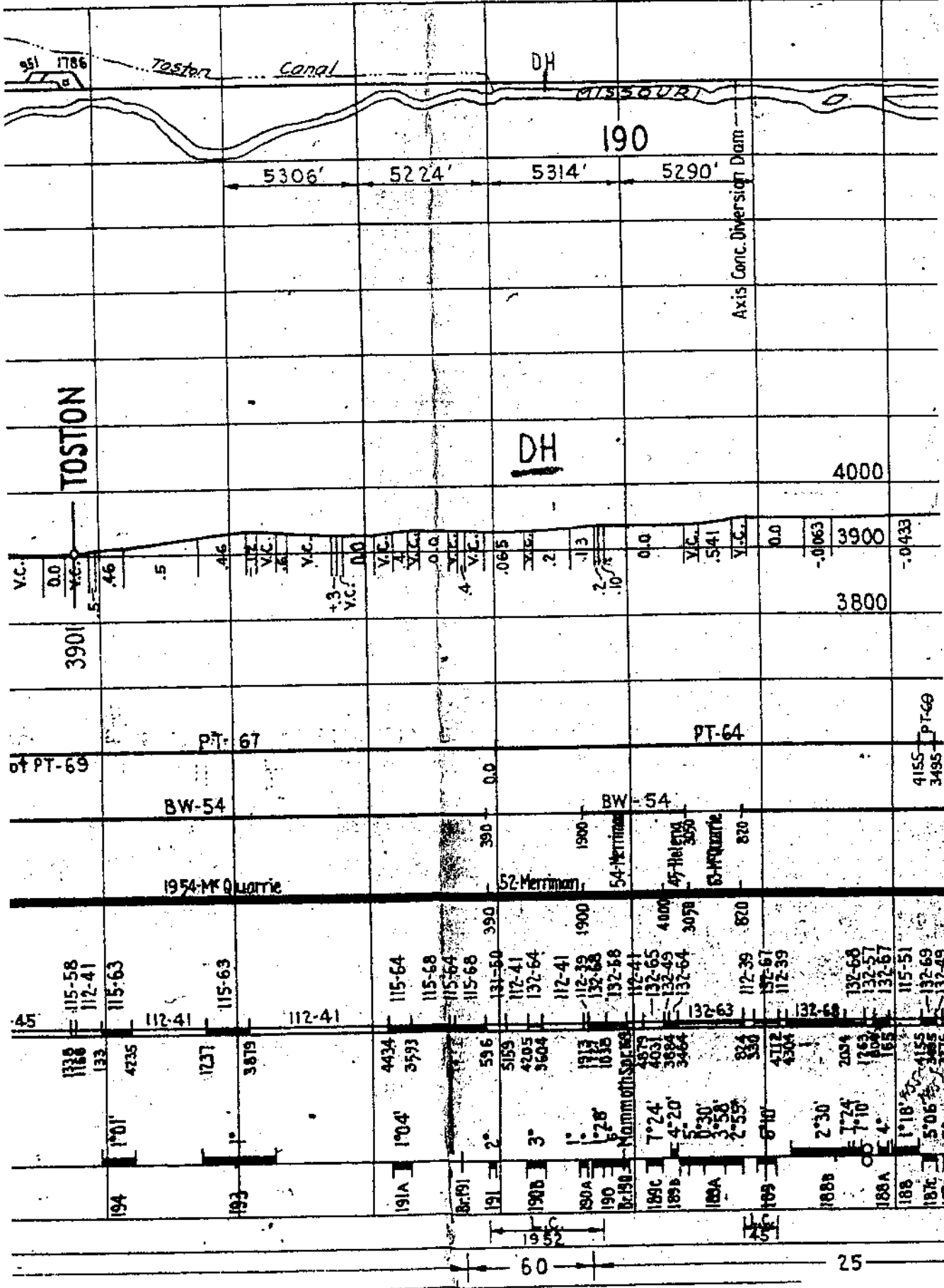
DEFERRED  
SL-McQUK

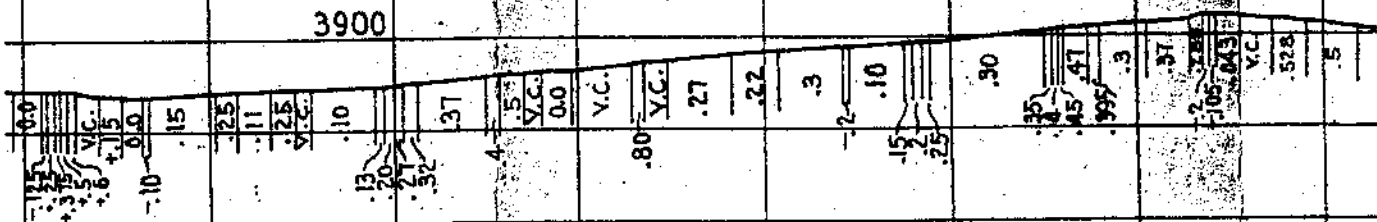
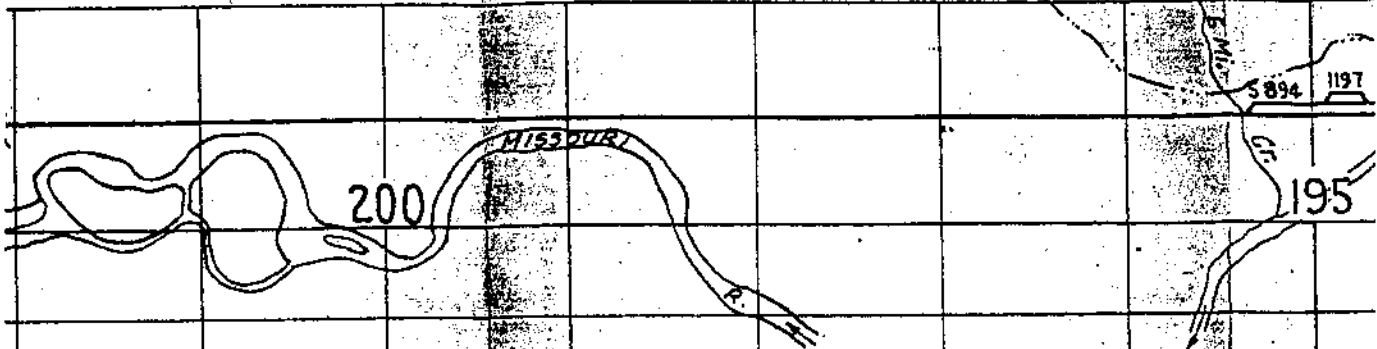




Point	Bearing	Distance	Notes
187	S 5° 55' E	10.74'	
186C	S 10° 04' E	10.74'	
186B	S 5° 20' E	5.20'	
186A	S 4° 0' 53" E	0.53'	
186	2°		
185C	S 2° 20' E	2.20'	
185B	S 2° 42' E	2.42'	
185A	S 6° 2' 35" E	2.35'	
185	4°		
184	S 16° 04' E	16 Mile Cr.	
183B	S 6° 30' E	6.30'	
183A	S 6° 30' E	6.30'	
183	S 4° 04' E	4.04'	
182	S 1° 48' E	1.48'	
181B	S 3° 20' E	3.20'	
181C	S 3° 36' E	3.36'	
181B	S 4° 16' E	4.16'	
181A	S 2° 15' E	2.15'	
181	S 3° 10' E	3.10'	
180B	S 3° 10' E	3.10'	
180A	S 3° E	3'	
180	S 3° E	3'	







PT-68

BW-68

5p

1968-M<sup>c</sup>Quarrie

112-45

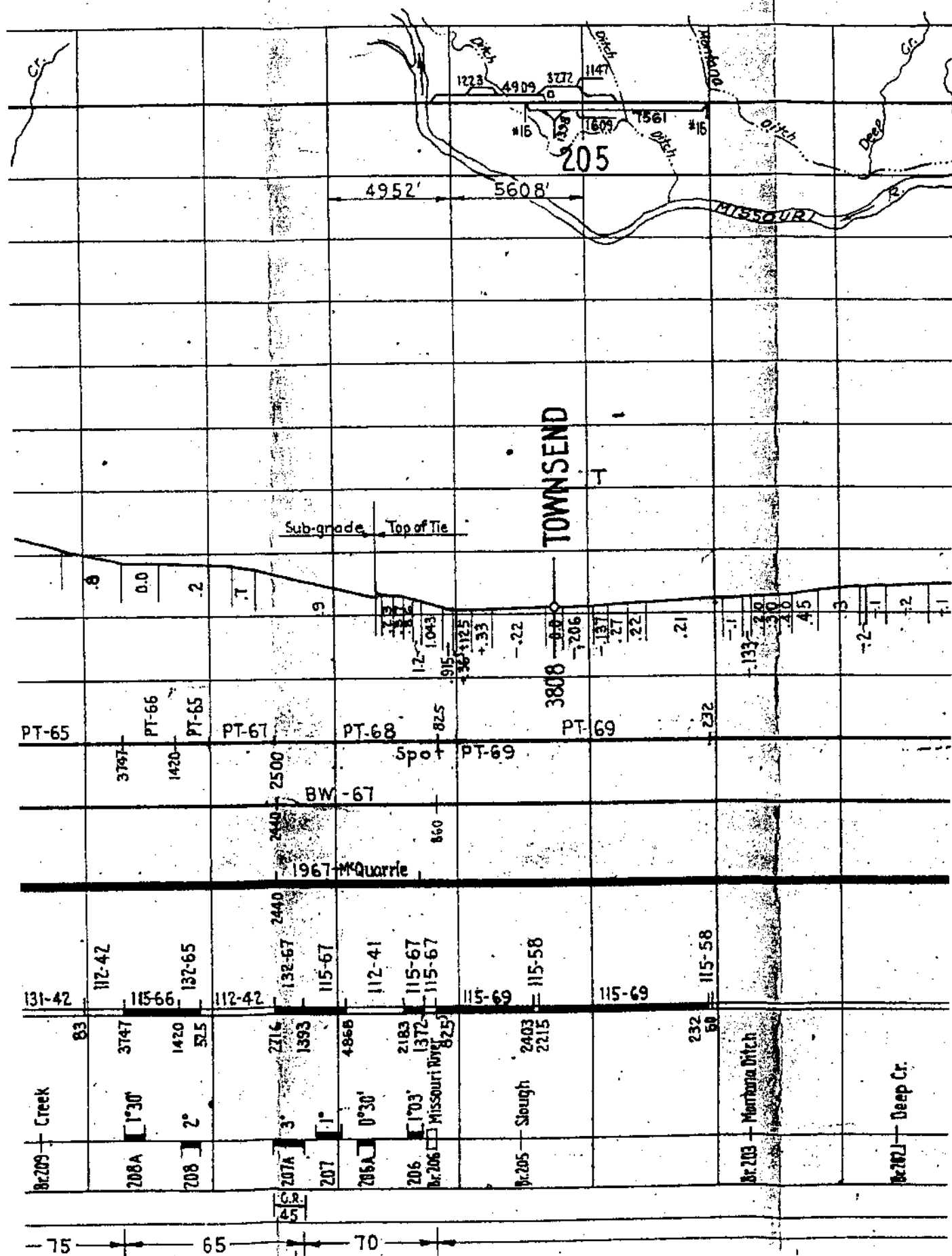
1847

115-58 1847

112

199 0'59"

1850 - 6 Mile Cr. 1858

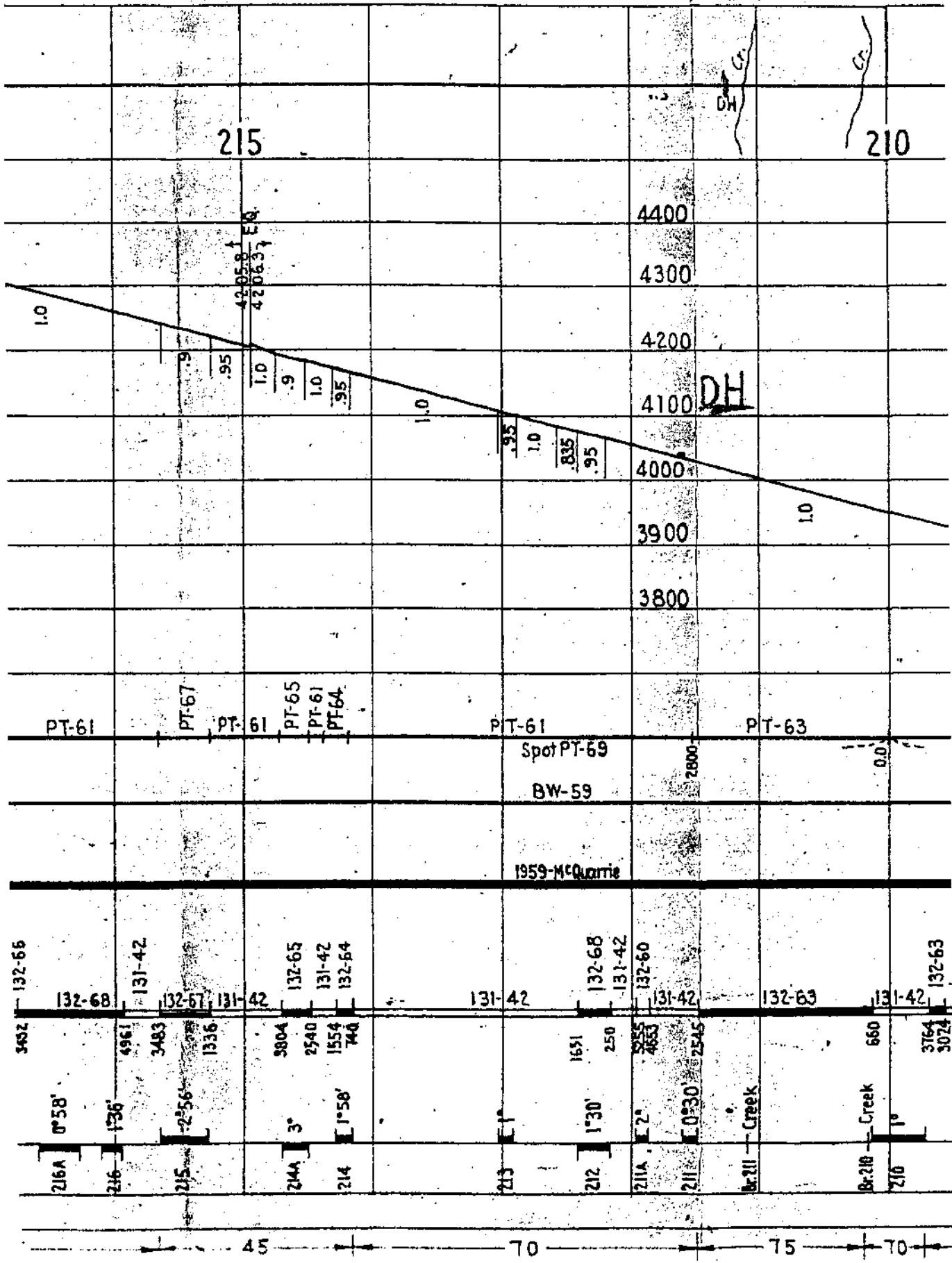


DMC - 4-Townsend

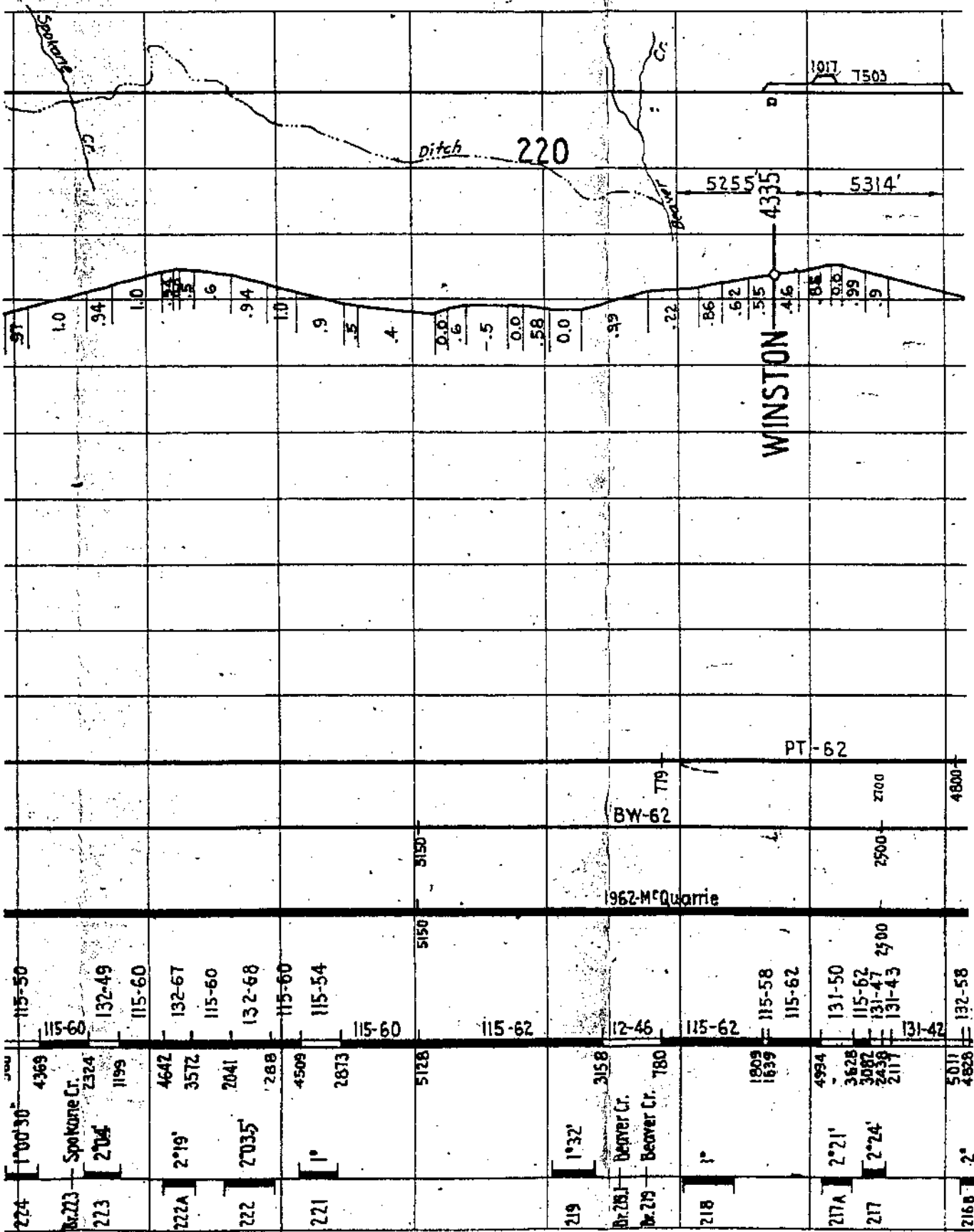
CTC-

215

210





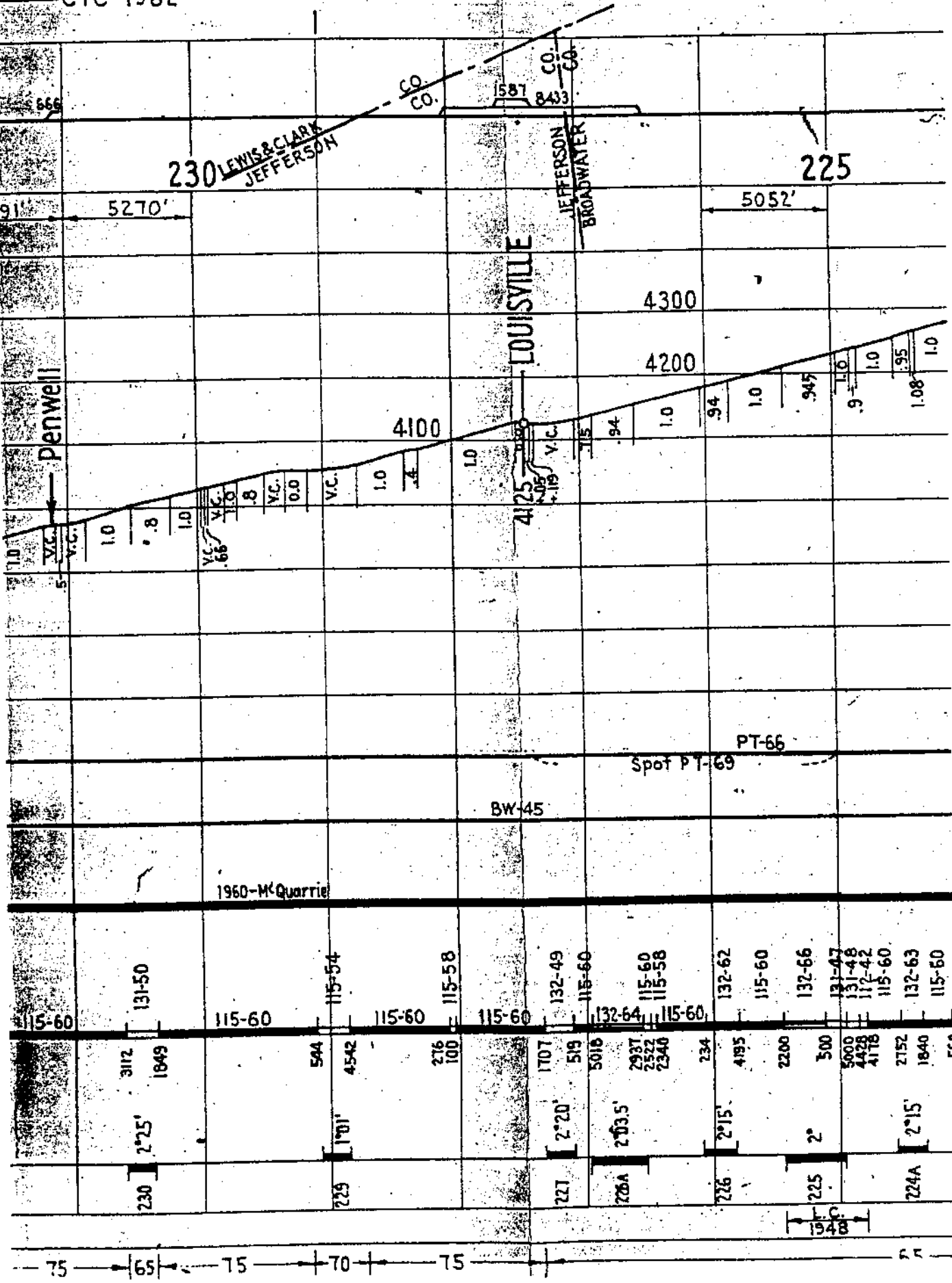


230 LEWIS & CLARK  
JEFFERSON

225

LOUISVILLE

penwell



1960-McQuarrie

PT-66

Spot PT-69

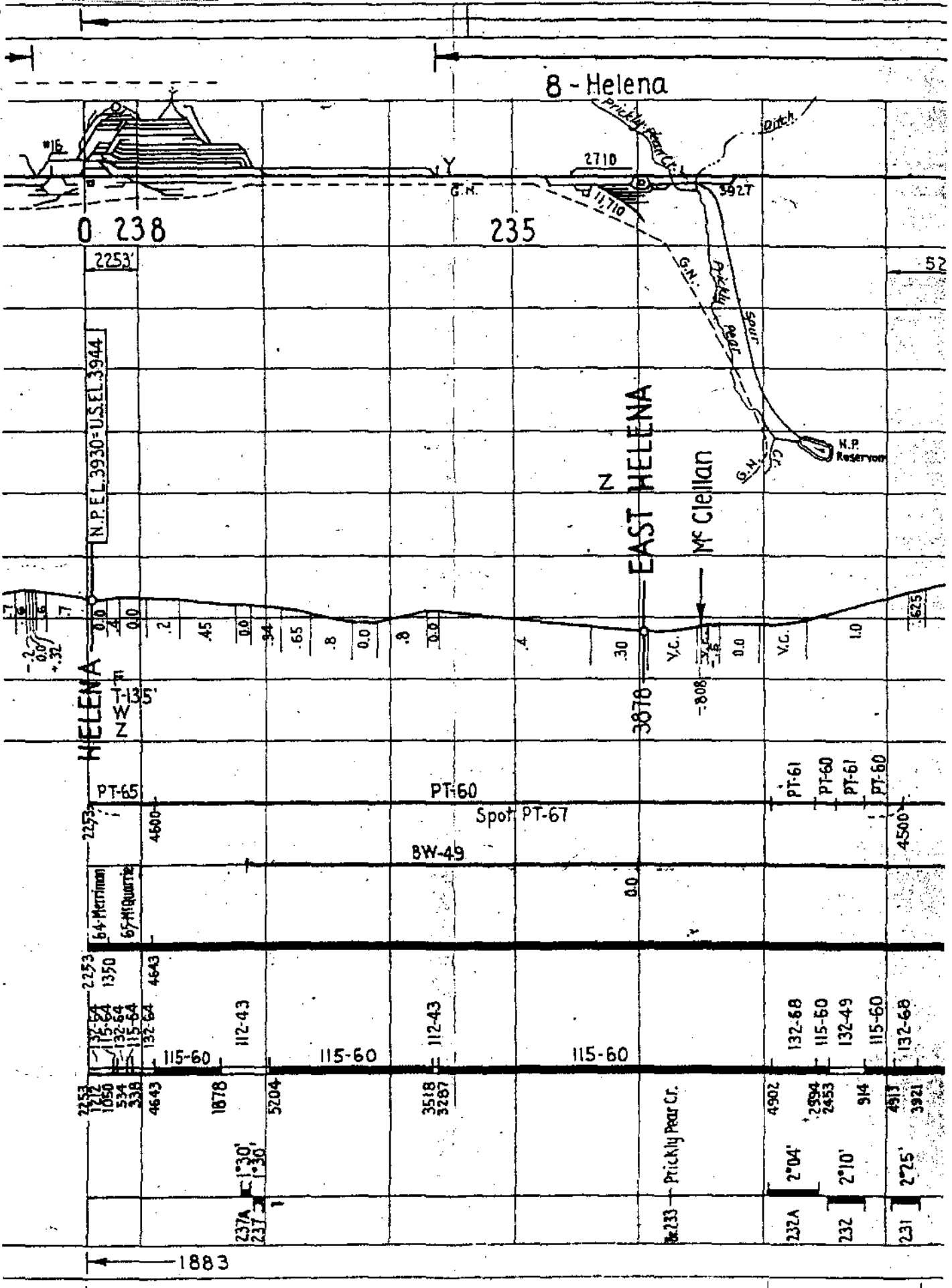
BW-45

115-60	131-50	115-60	115-54	115-60	115-58	115-60	132-49	115-60	132-64	115-60	132-62	115-60	132-66	131-47	131-48	112-42	115-60	132-63	115-60
	3112 1849		544 4542		276 100		1707 519		5018 2937 2522 2340		234 4195		2200	500	5000 4428 4178		2752 1840		
	2'25"		1'01"				2'20"		2'03.5"		2'15"		2'				2'15"		
230		229				227		226A		226		225		224A					

1348

75 65 75 70 75

# 8 - Helena



CTC-1946

