

N. P. RY.

CONDENSED PROFILE
AND TRACK CHART

TACOMA DIVISION (3) MAIN LINE

TACOMA, WASH.

TO

PORTLAND, ORE.

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

Office of Chief Engineer, St. Paul, Minn.

Jan. 1, 1948.

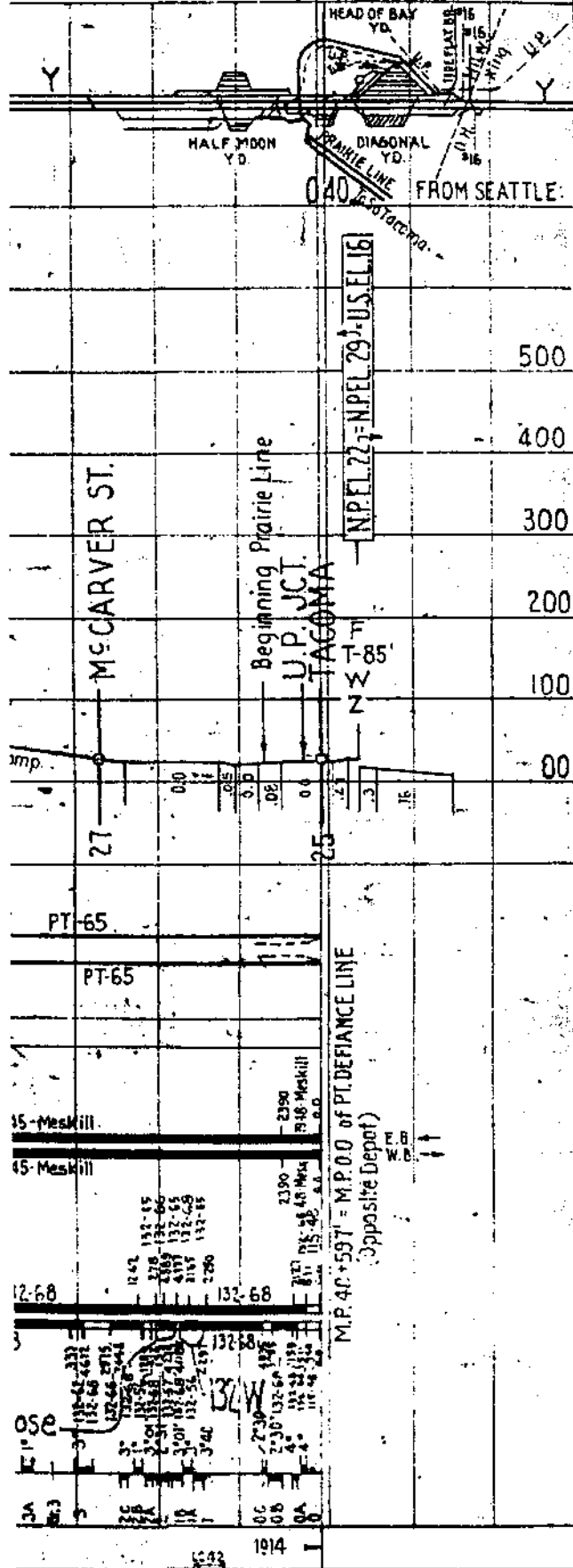
Revised Jan. 1, 1970.

(16 Trk Mi)

SCHEDULE OF THE RENEWAL GANG

CENTRALIZED TRAFFIC CONTROL TRACK SECTIONS

18-1-Tacoma



LEGEND

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

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

POWER TAMPING

BANKWIDENING

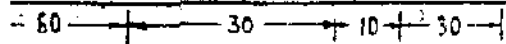
BALLAST

RAIL { Conventional Joints Continuous Welded / P.W. = Pressure Welded

CURVES & BRIDGES

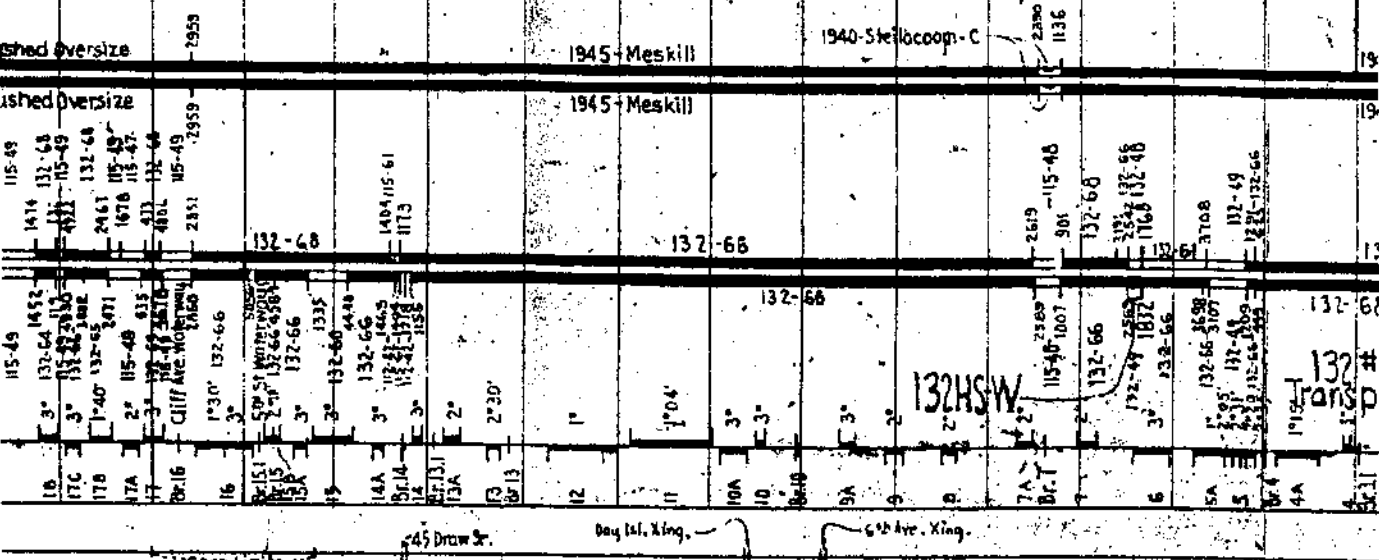
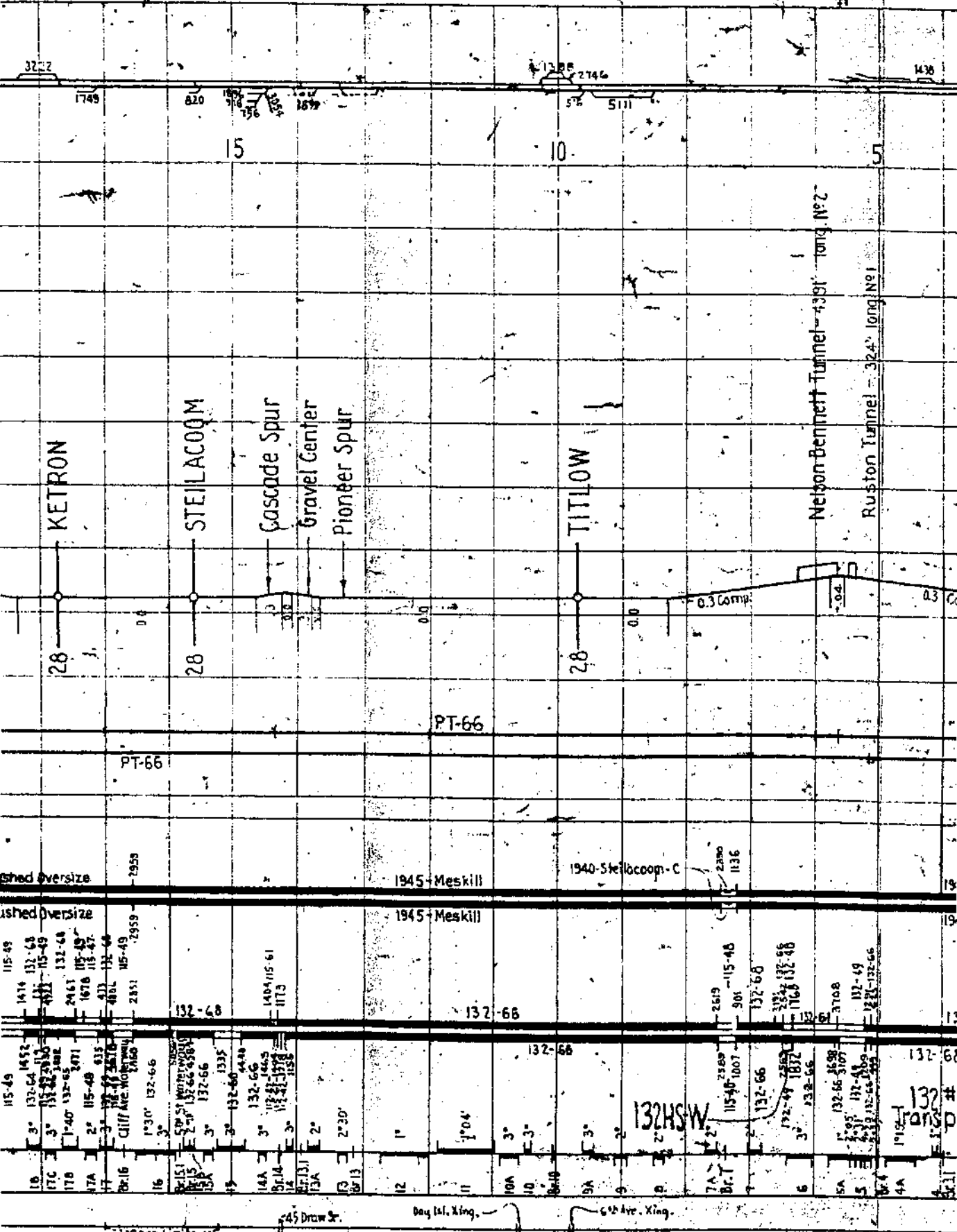
YEAR CONSTRUCTED

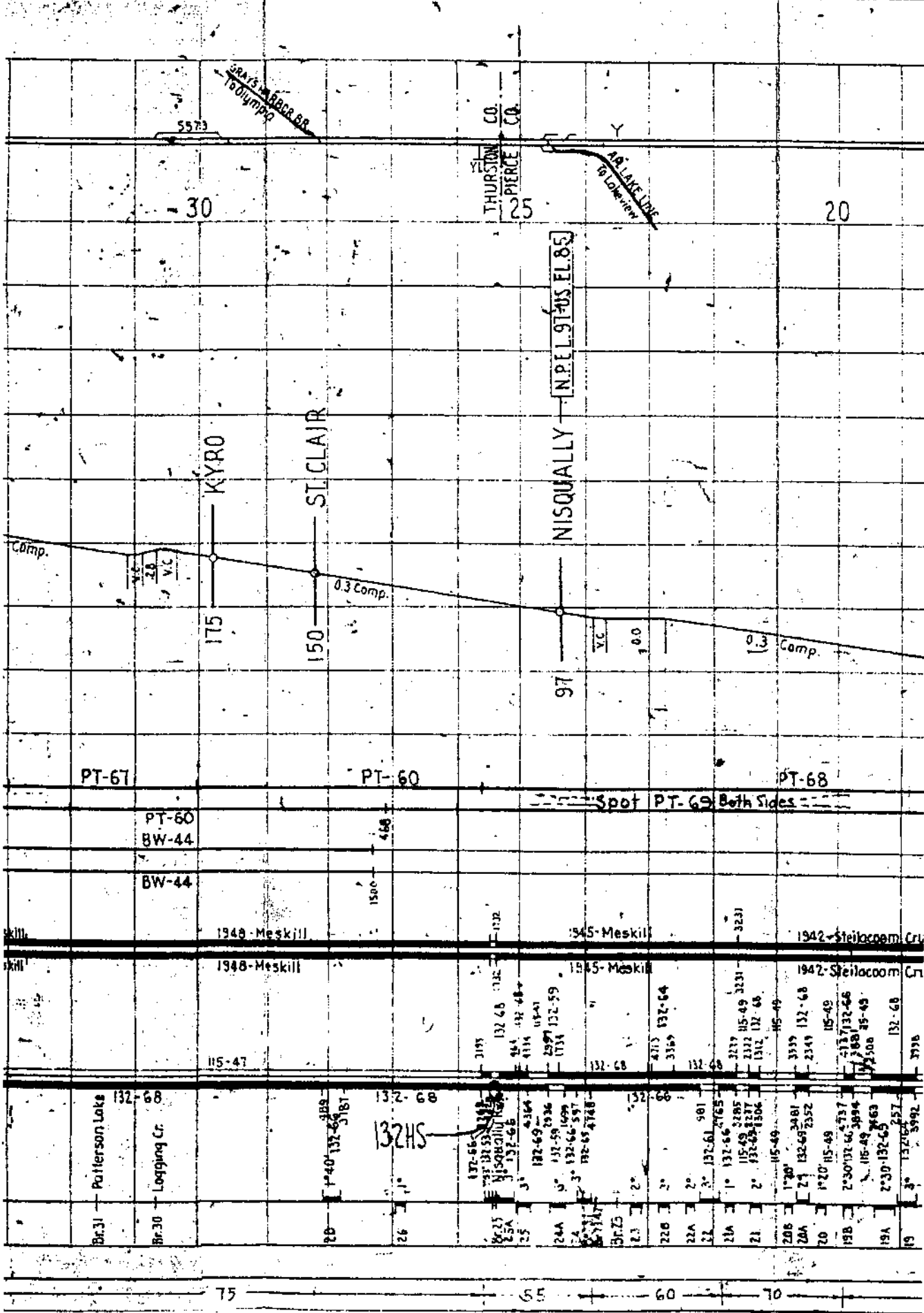
RESTRICTED SPEED ZONES



18-10-Steilacoom

CIC





Br.31 - Potterson Lake

Br.30 - Logging Cr.

2B

2A

21

20

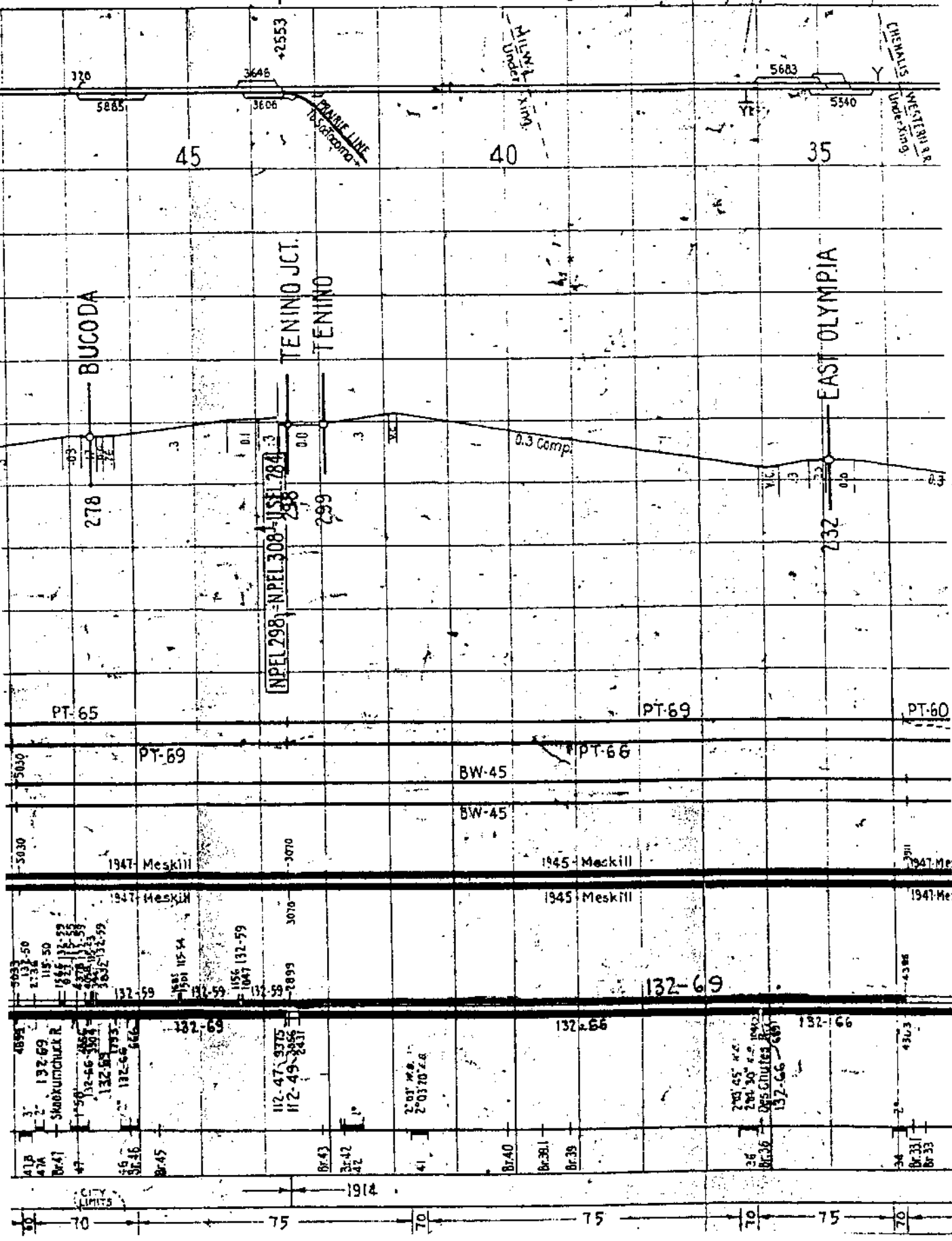
19B

19A

19

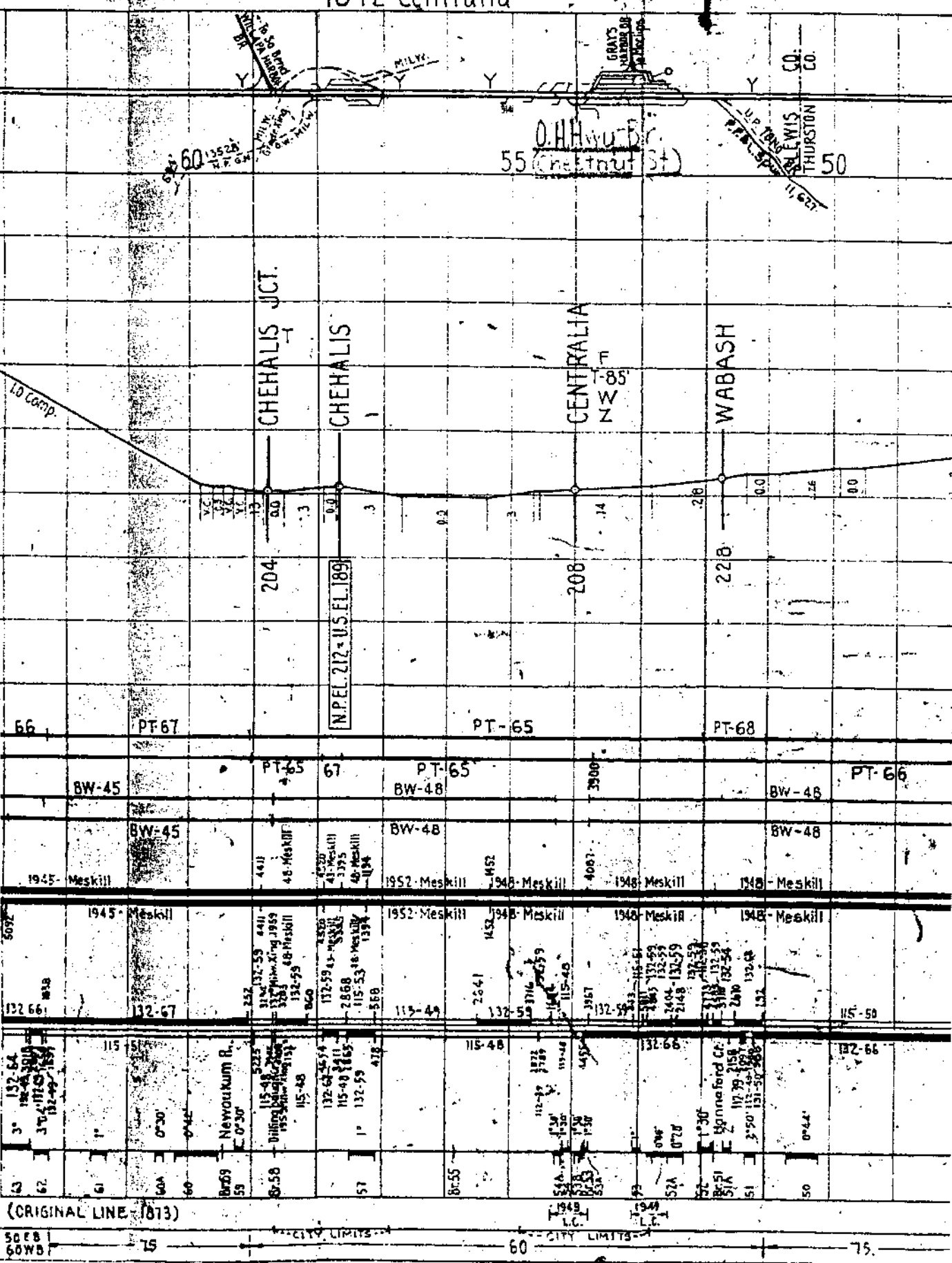
132HS

18-11 - East Olympia



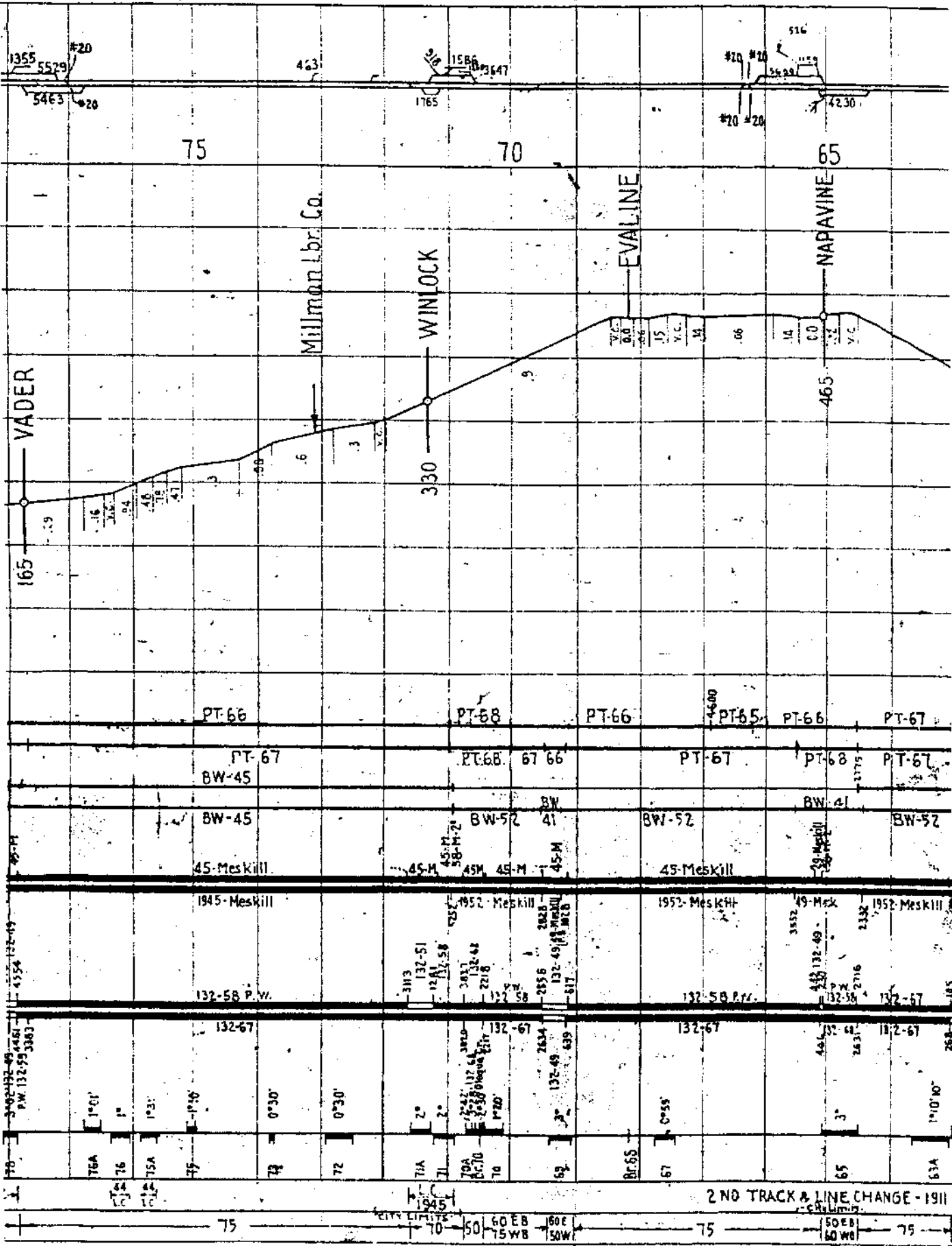
CTC

18-12-Centralia

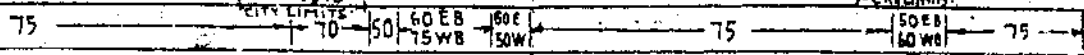


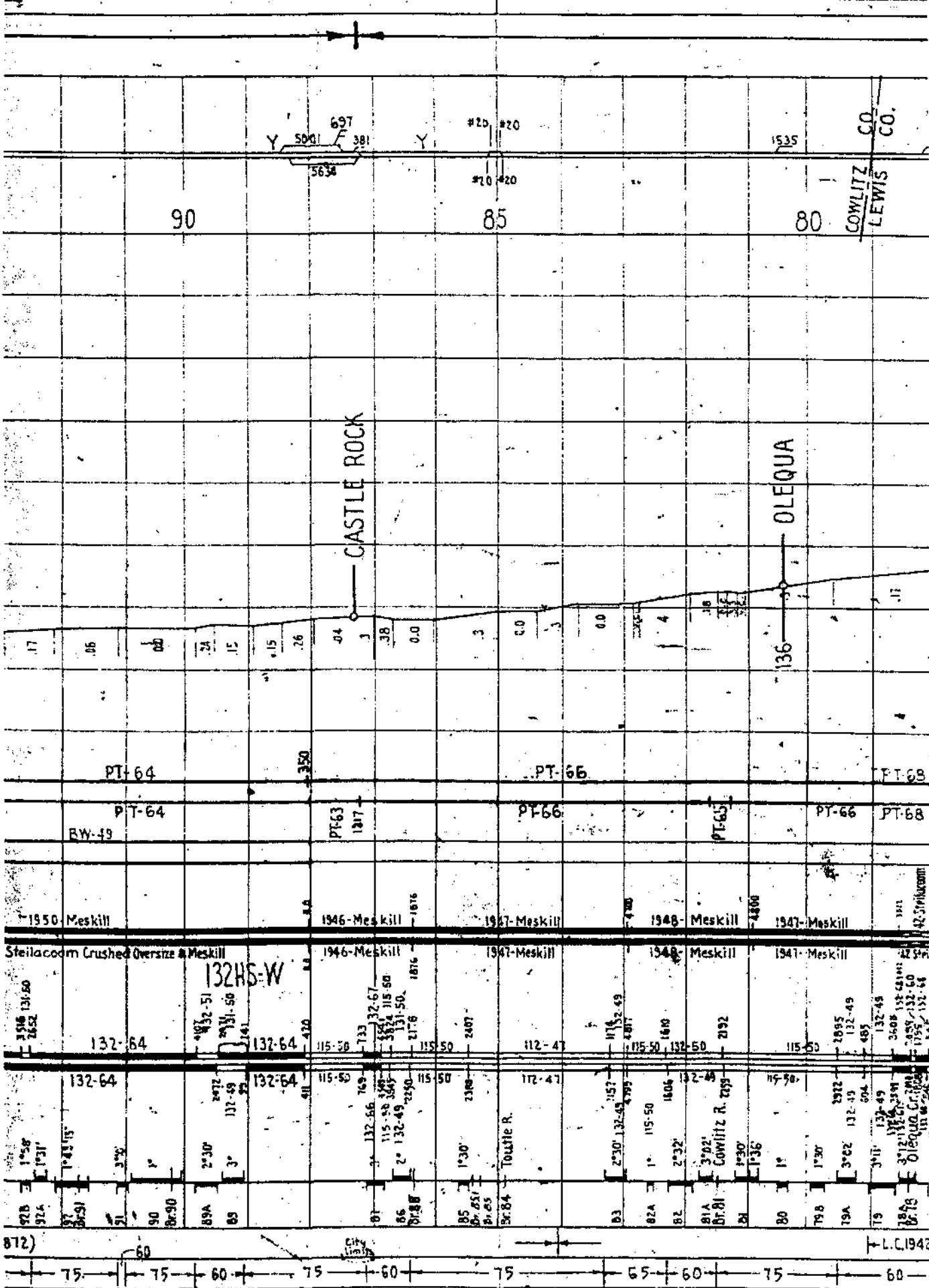
(ORIGINAL LINE 1873)

50E8 60WB 15 CITY LIMITS 60 CITY LIMITS 75



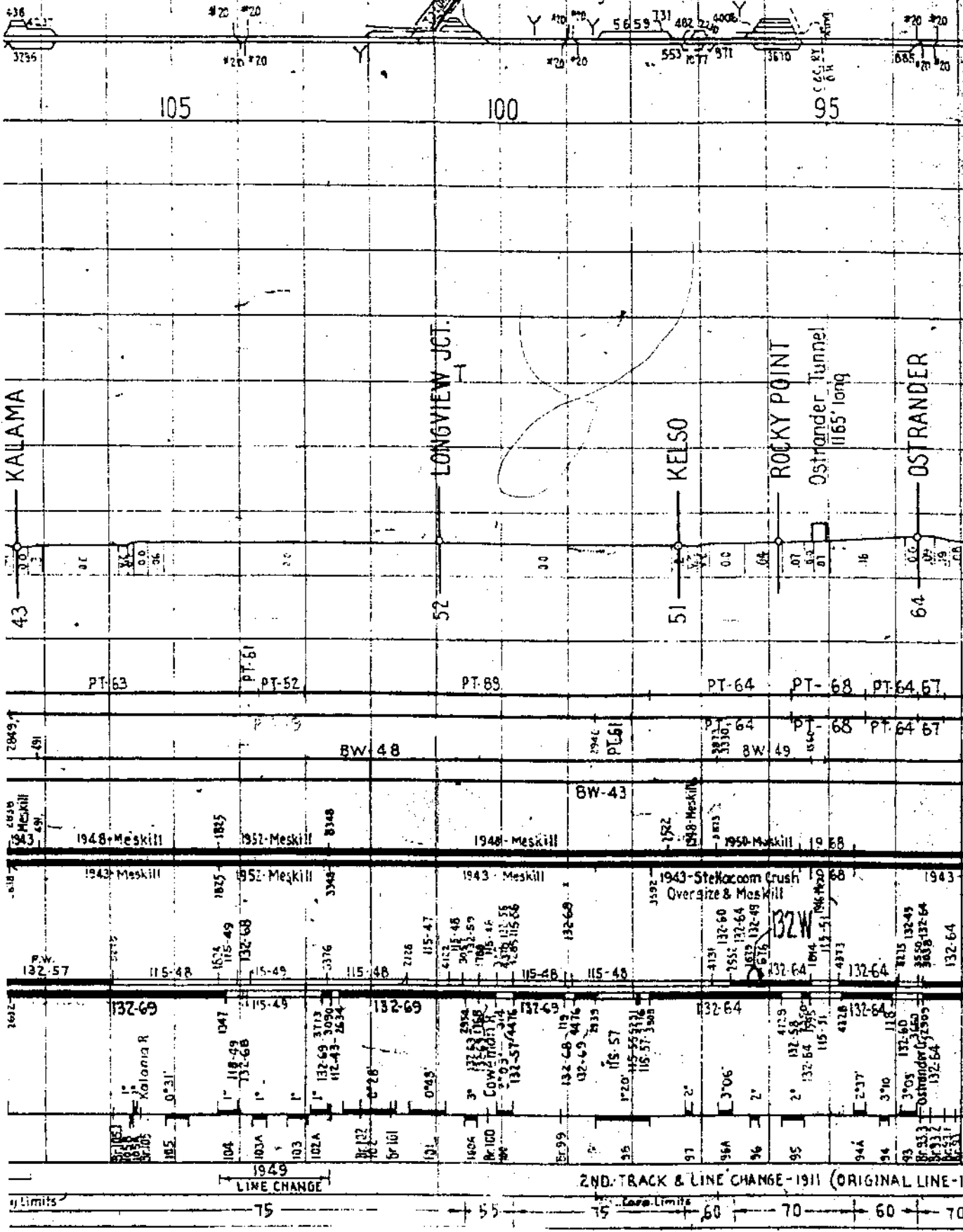
2 ND TRACK & LINE CHANGE - 1911





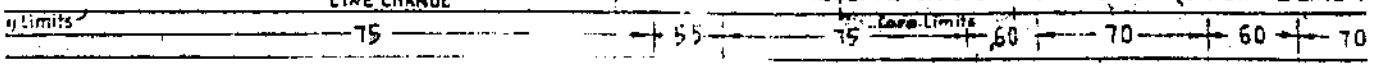
18-14-Kelso

18-13-Longview(Yd)

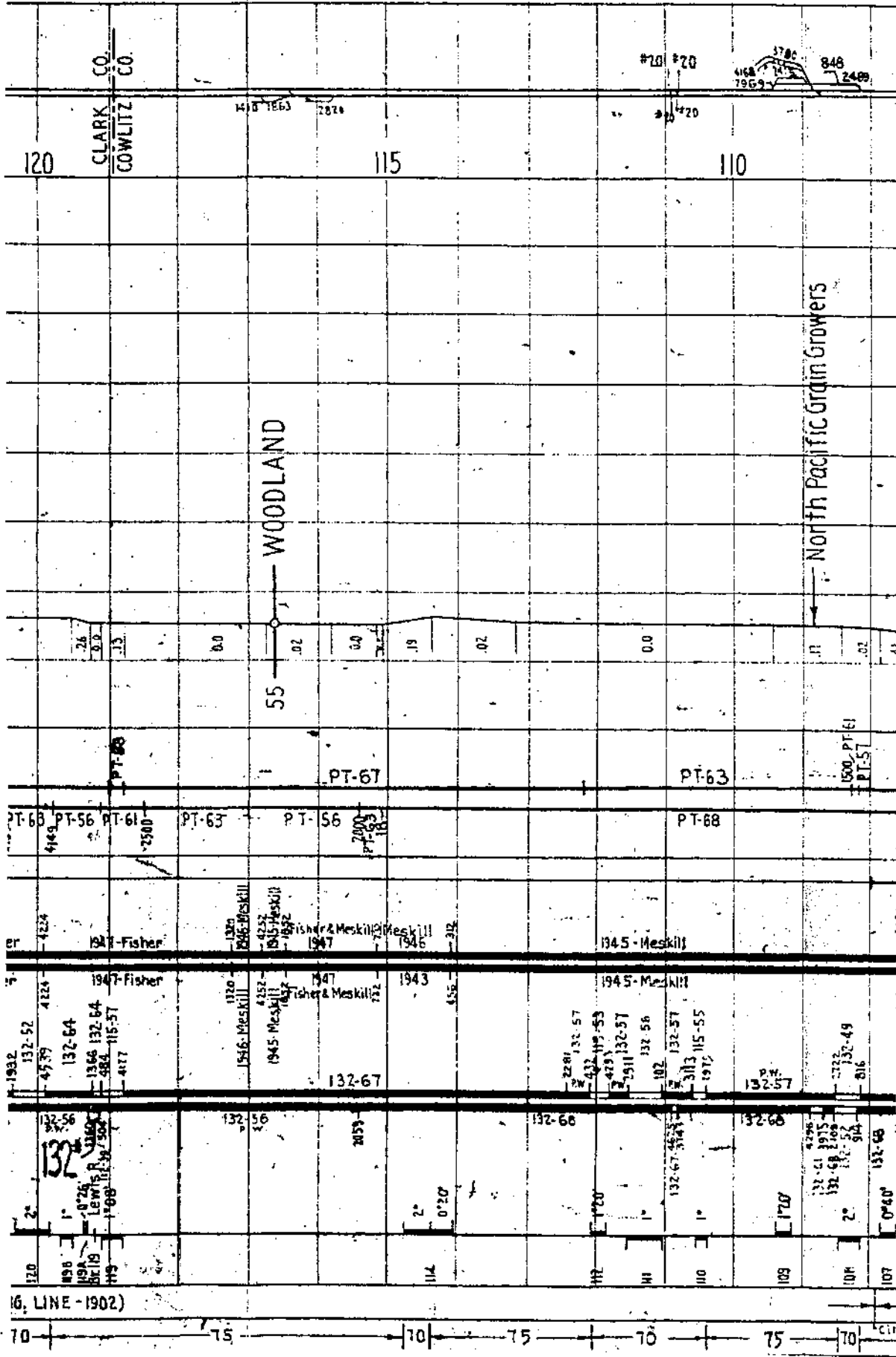


1929
LINE CHANGE

2ND TRACK & LINE CHANGE-1911 (ORIGINAL LINE-1)

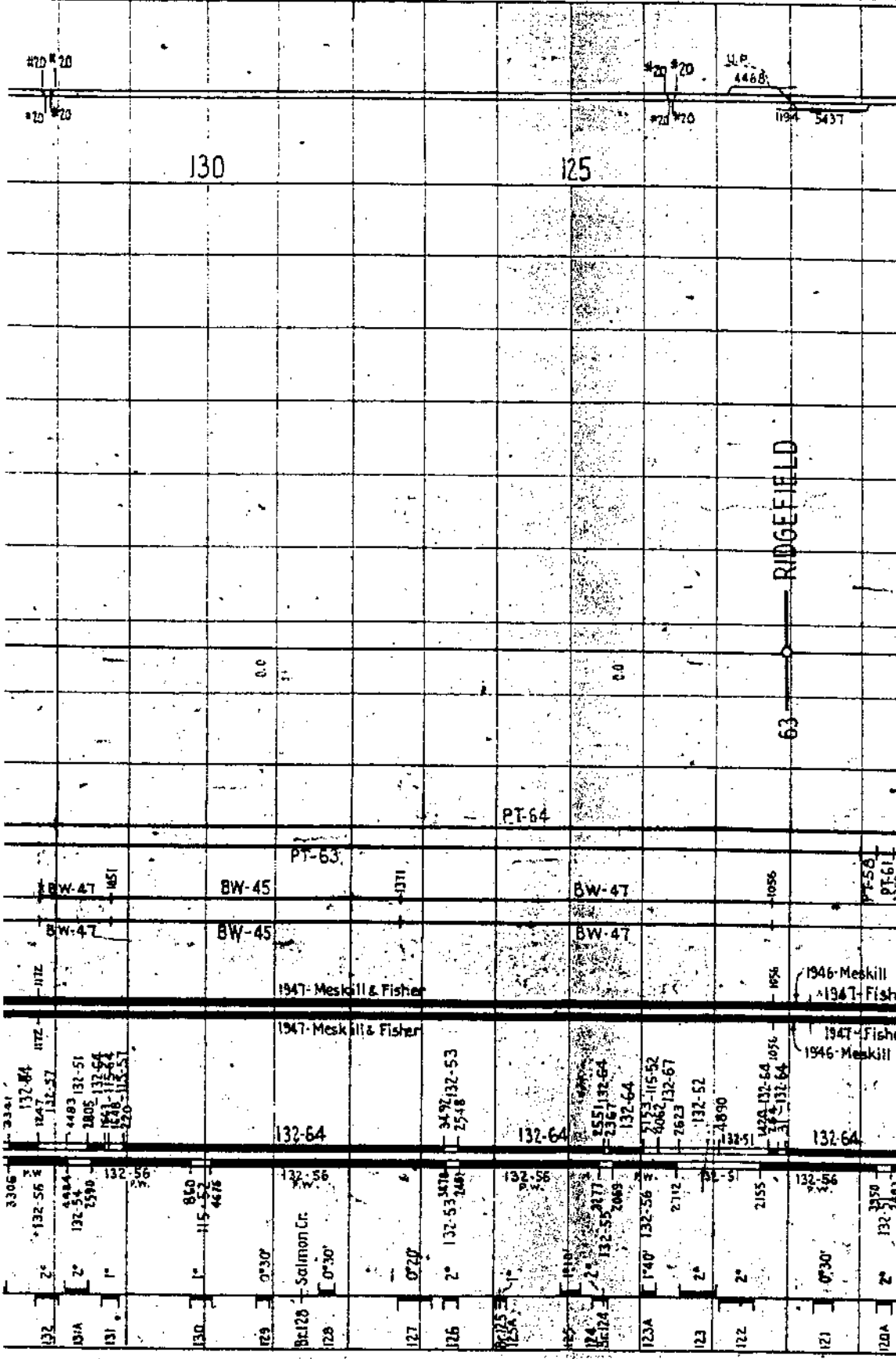


land

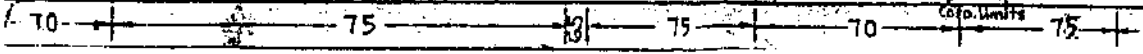


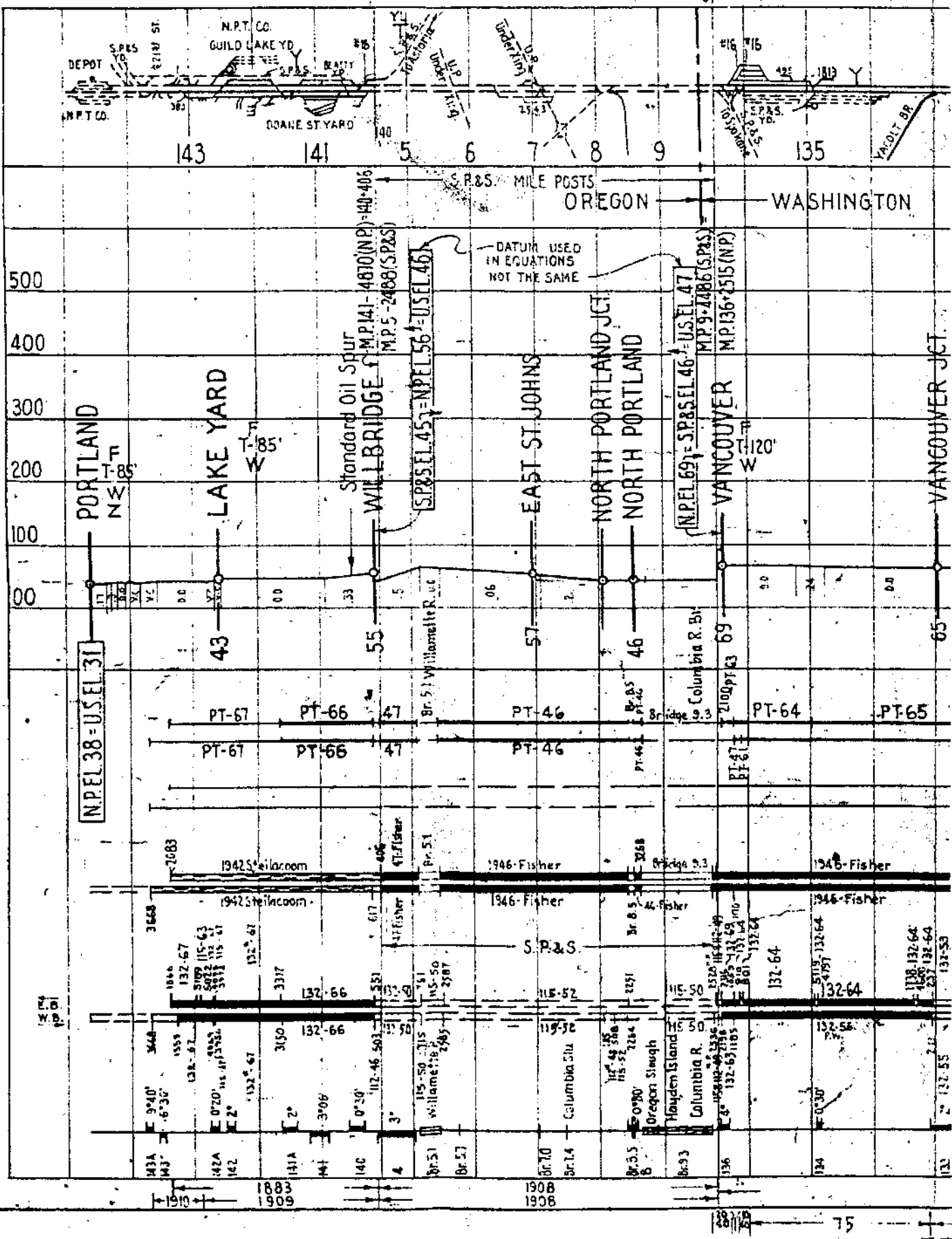
(6, LINE - 1902)

18-15-Wood



2 ND TRACK & LINE CHANGE - 1908 & 1909 (OR)





Standard Oil Spur
 WILLBRIDGE
 M.P. 141-4810 (N.P.)
 M.P. 5-2488 (S.P.&S)

DATUM USED IN EQUATIONS NOT THE SAME

USSEL 47
 M.P. 9-2486 (S.P.&S)
 M.P. 136-515 (N.P.)

N.P.E.L. 38 - U.S.E.L. 31

USSEL 45 - N.P.E.L. 45
 USSEL 46 - S.P.&S.E.L. 46
 USSEL 47 - U.S.E.L. 47