

N.P.R.Y.

CONDENSED PROFILE
AND TRACK CHART

TACOMA DIV.(5)&(13) BRANCH LINES

SEATTLE, WASH.

TO

SUMAS, WASH.

VIA HARTFORD LINE (13)

ALSO BROMART TO EDGECOMB

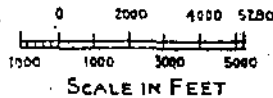
VIA G.N, EVERETT (5) & KRUSE (5)

SCALE: { HOR. 1" = 1 MILE
VERT. 1" = 100 FEET

Office of Chief Engineer, St. Paul, Minn.

June 30, 1967.

Revised Jan. 1, 1970.

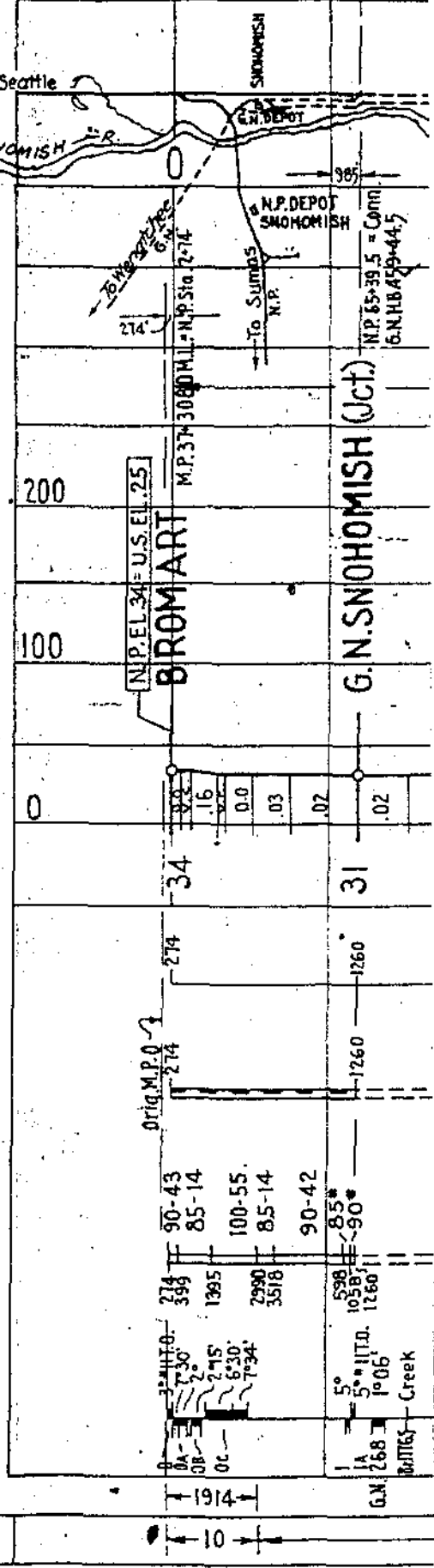


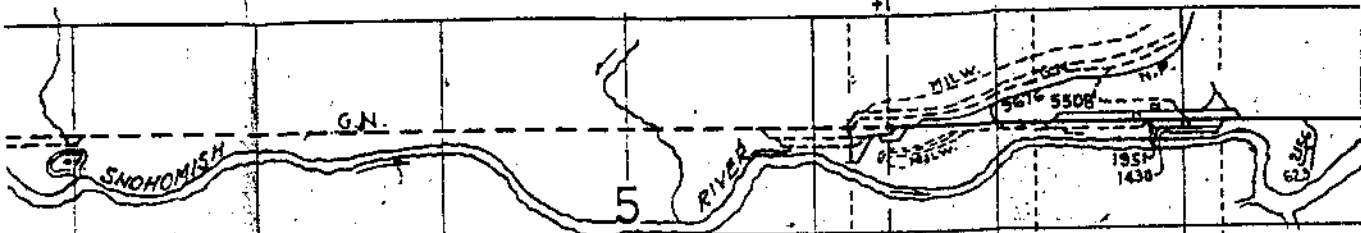
*This Profile is not the same scale
as the Standard Condensed Profile*

SCHEDULE OF THE RENEWAL GANG
TRACK SECTIONS

18-17-Everett 112

POWER TAMPING
BANK WIDENING
BALLAST
RAIL
CURVES & BRIDGES
YEAR CONSTRUCTED
RESTRICTED SPEED ZONES





Everett Br. (5th Sub-Div.)

LOWELL BELT YARD

EVERETT SEALINE JCT.

.01

.04

0.0

.03

.136

25

23

.12

.19

25

24

.06

V.C.

V.C.

.19

.1

PT-64

G.N.

0.0

11.44

16.70

1951 - Auburn P.R.

4570

1961 - Steilacoom S

G.N.

Gr. Cr. & Rd. Xing.

Cattle Pass

Rd. Xing.

Rd. Xing.

Rd. Xing.

Canal

Cattle Pass

Cattle Pass & Drain

Overflow.

Hard Scabble Slo.

270 2'52"

271 2'54"

272 2'50"

273 2'30"

274 2'50"

275 2'20"

276 2'20"

277 2'20"

278 2'20"

279 2'20"

280 2'20"

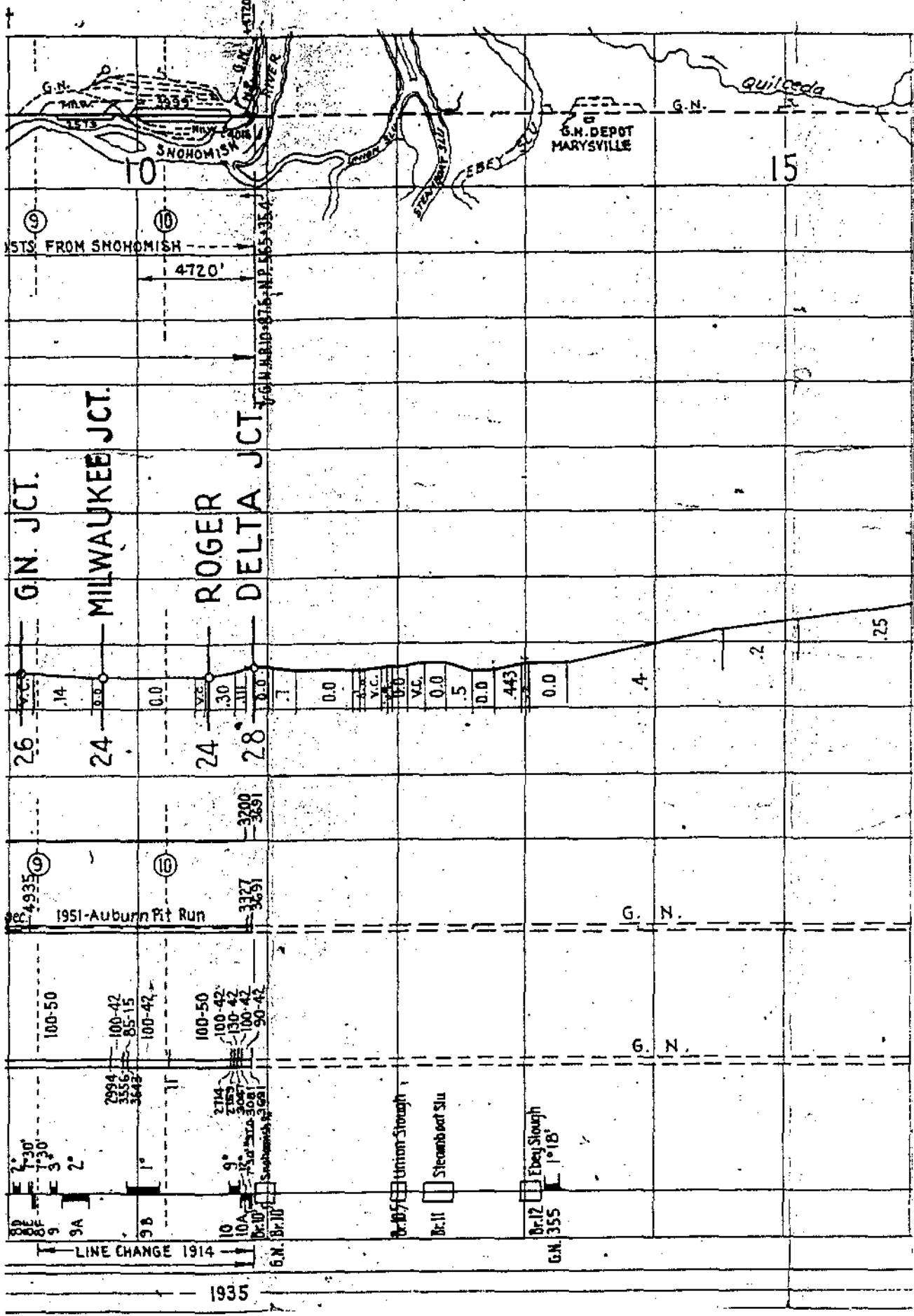
281 2'20"

282 2'20"

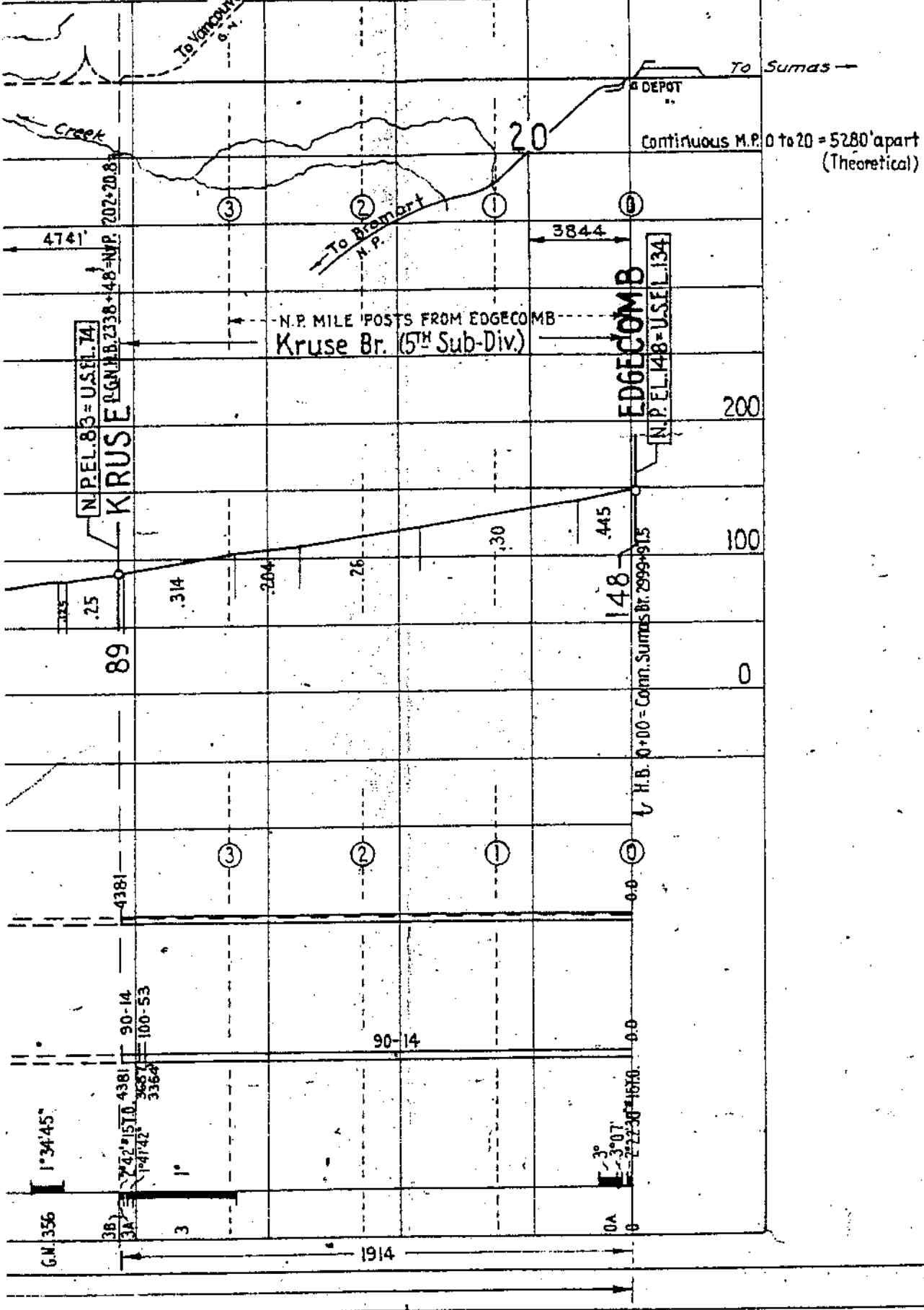
283 2'20"

284 2'20"

285 2'20"



18-18-Arlington



Continuous M.P. 0 to 20 = 5280' apart
(Theoretical)

N.P. MILE POSTS FROM EDGECOMB
Kruse Br. (5th Sub-Div.)

EDGECOMB
N.P. EL. 148 = U.S. EL. 134

KRUSE
N.P. EL. 89 = U.S. EL. 74

H.B. 0+00 = Conn. Sumas Br. 2999+915

G.M. 356

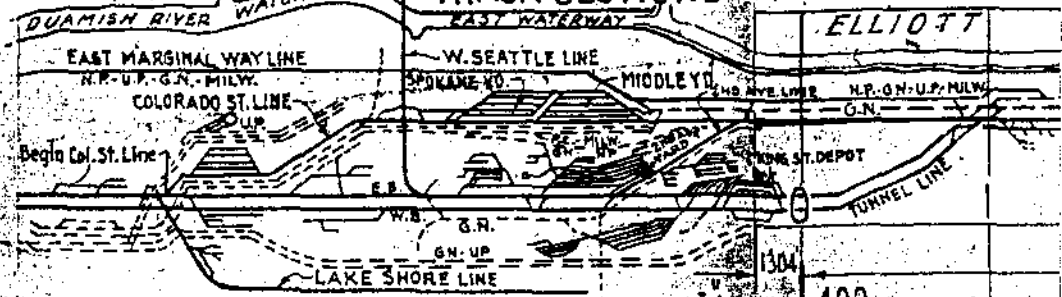
38) 4381
3A) 742' 1510
1474' 100-53
3364'

3°07'
1610'

1914

SCHEDULE OF TIE RENEWAL GANG

TRACK SECTIONS



LEGEND

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

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

POWER TAMPING

BANKWIDENING

BALLAST

Conventional Joints }
 Continuous Welded } RAIL

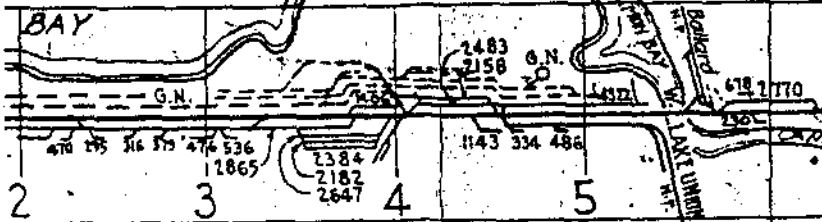
GURVES & BRIDGES

YEAR CONSTRUCTED

RESTRICTED SPEED ZONES

| | | | |
|--------------|------|------------------|------|
| | | ELLIOTT | |
| | | 400 | 2479 |
| | | 300 | |
| | | 200 | |
| | | 100 | |
| 0.0 | 0.0 | 0.0 | 0.0 |
| 0.04 | 0.04 | 0.05 | 0.05 |
| | | +PT. 68 | |
| | | 68-Steil | |
| 0 minus 1304 | | 100-53 | |
| | | 115-68 | |
| | | 112-68 | |
| | | 112-68 | |
| | | 112-68 | |
| | | 112-68 | |
| | | 112-48 | |
| | | 88-34 | |
| | | 85-14 | |
| | | 90-41 | |
| | | 85-14 | |
| | | 2560 | |
| | | 230 | |
| | | 610 | |
| | | 715 | |
| | | 713 | |
| | | 10° 13' 30" I.B. | |
| | | 10° 12' 30" | |
| | | 14° 30' 14" | |
| | | 15° 23' | |
| | | 15° 23' | |
| | | 15° 23' | |
| | | 15° 25' | |
| | | 15° 25' | |
| | | 15° 25' | |
| | | 5° 11' 0" | |
| | | 2° 15' | |
| 1904 | 1888 | | |

18-2-Seattle



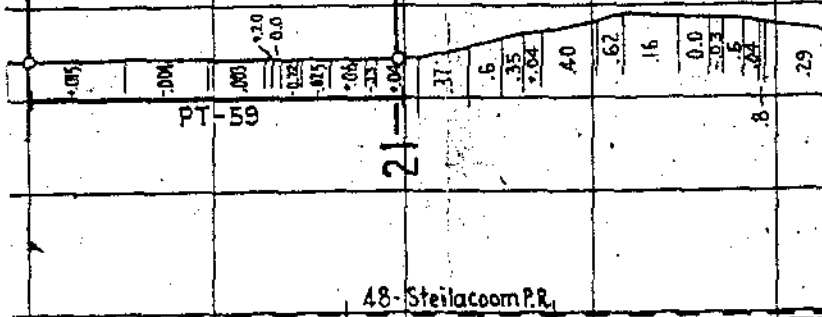
Sumas Br. (5th Sub-Div.)

5298

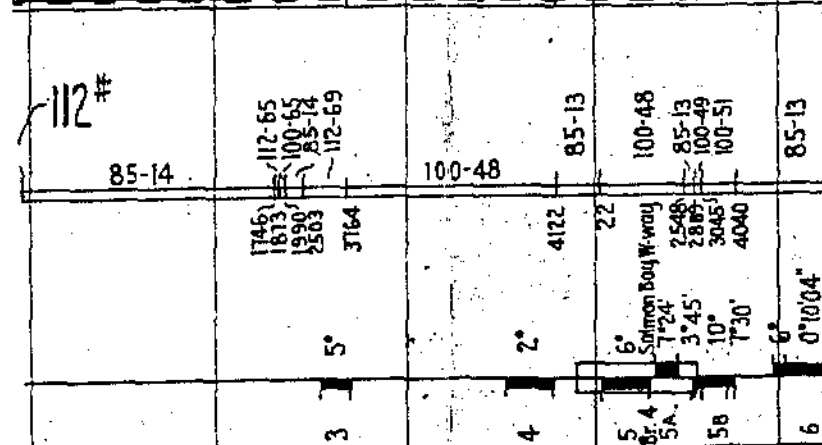
NORTH PORTAL

INTERBAY

NZ



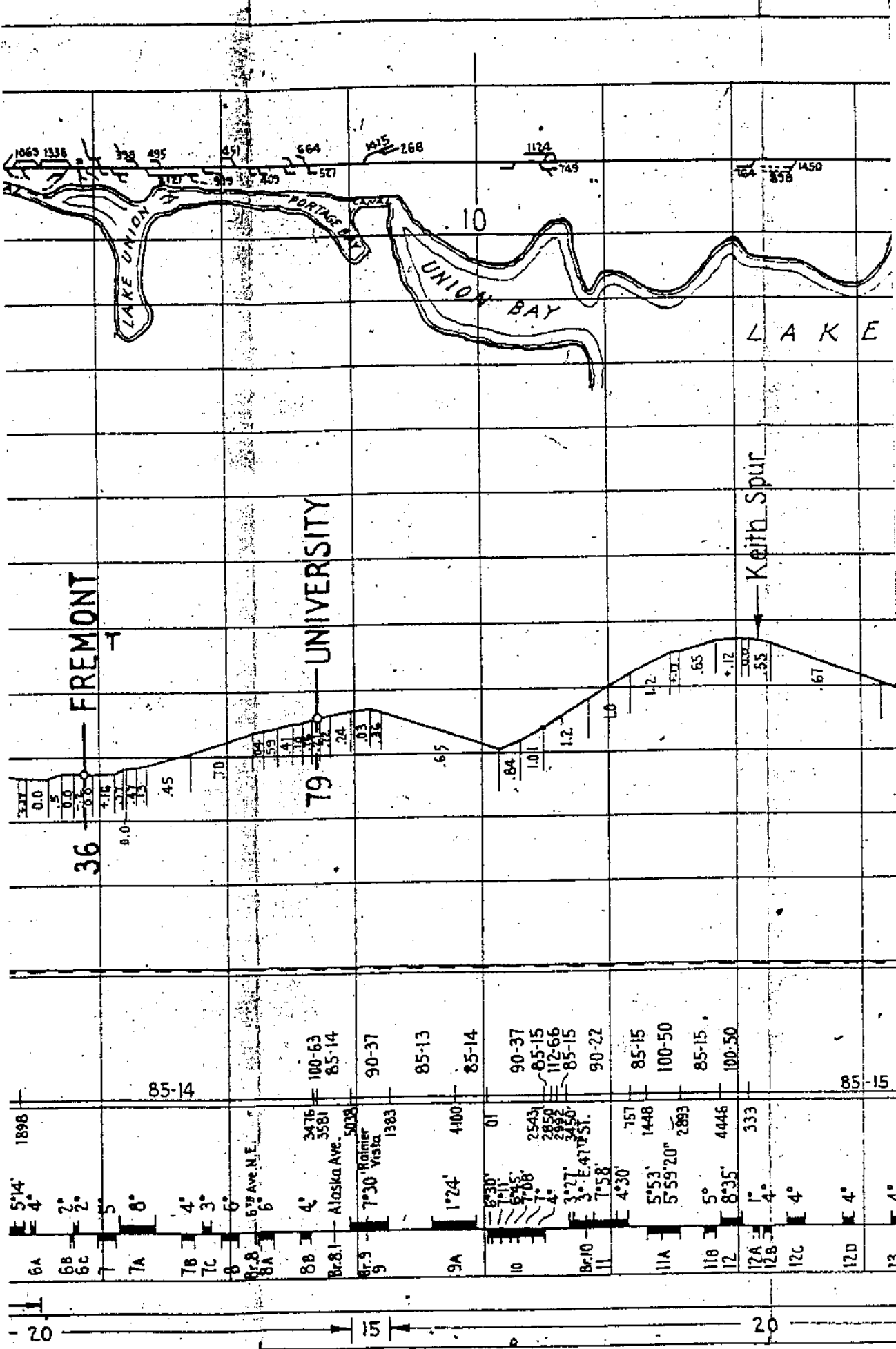
48-Steilacoom P.R.



1914

1887

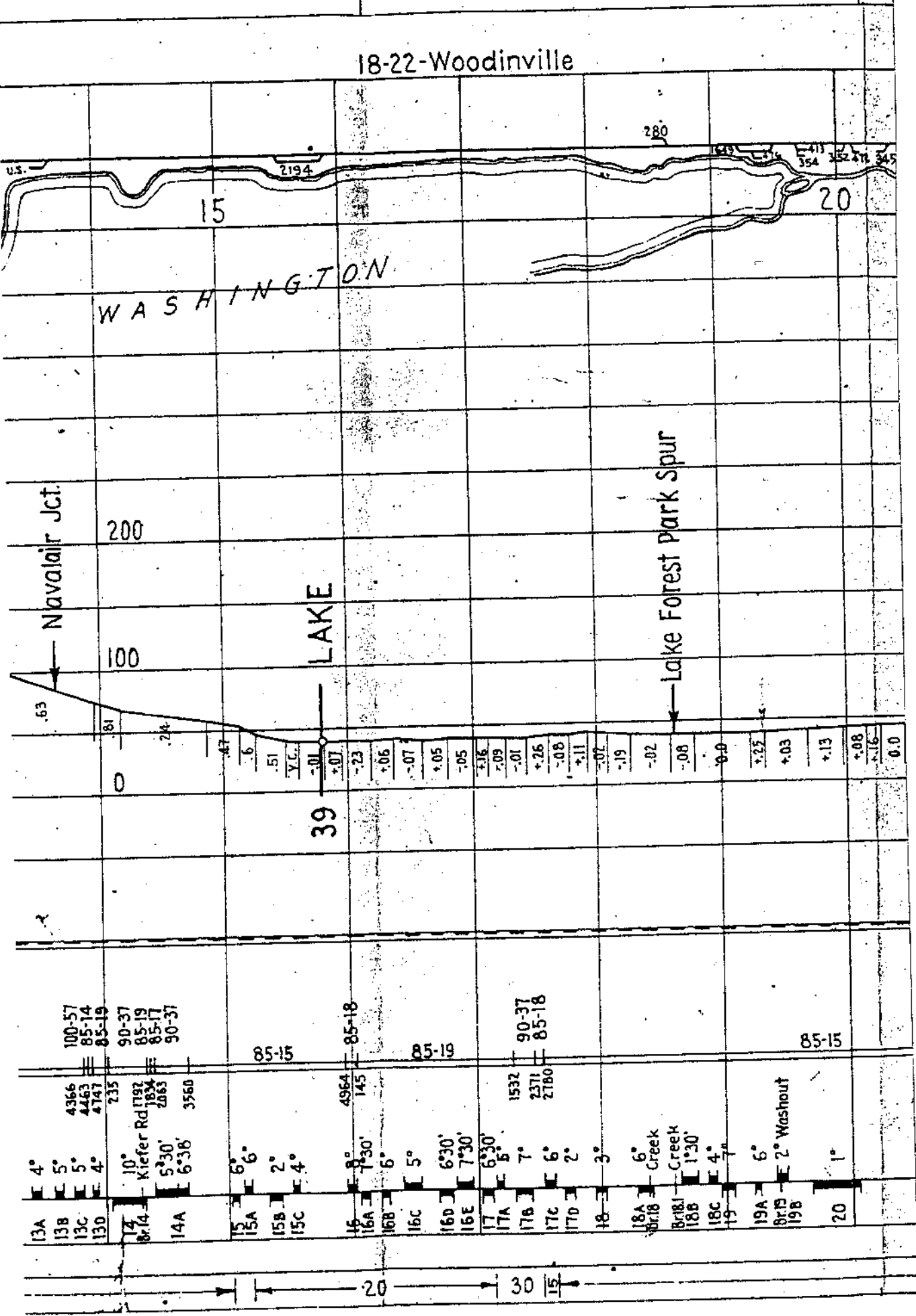
L.C. 1914



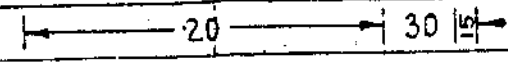
20 151 20

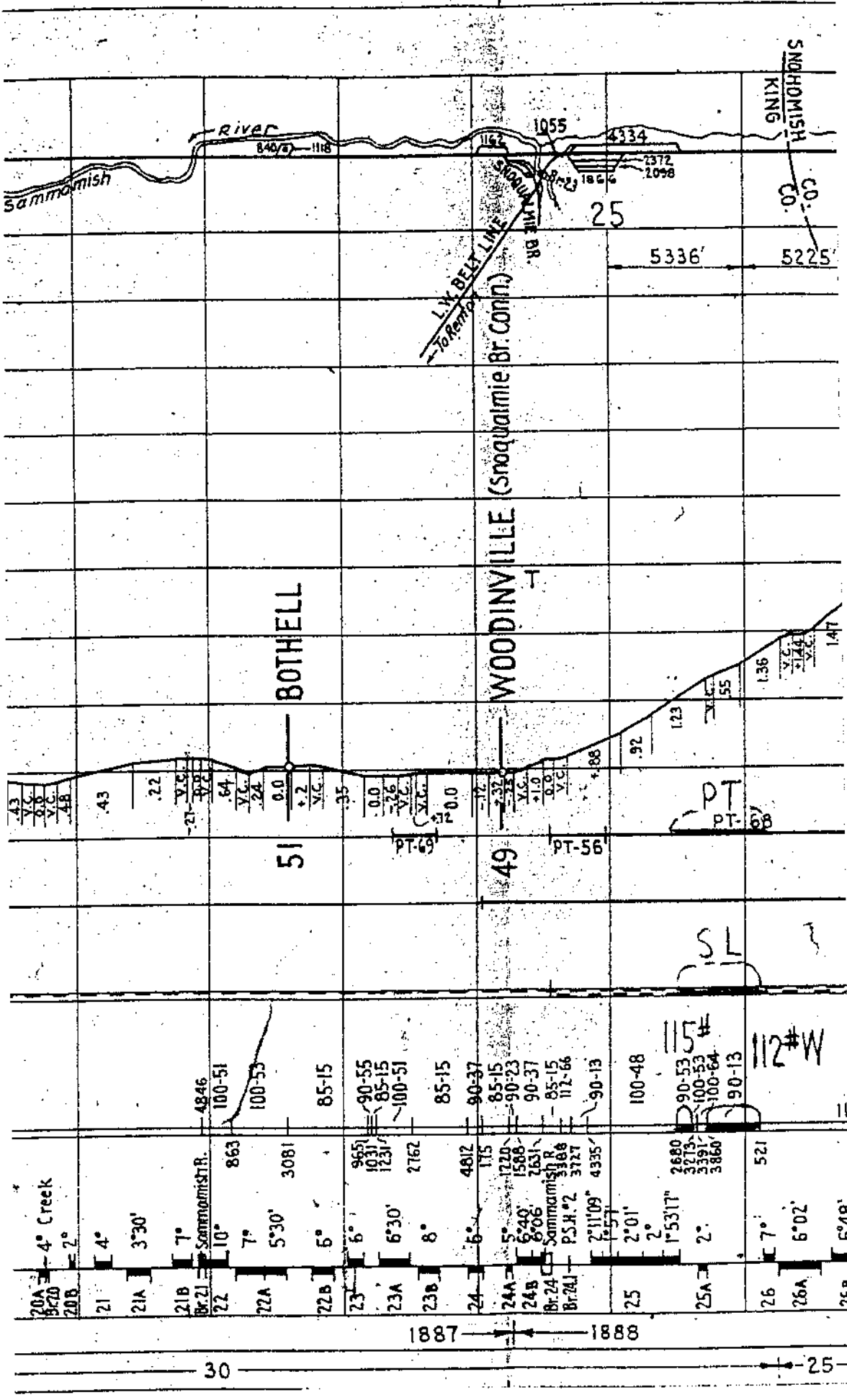
18-22-Woodinville

WASHINGTON



| | | | | | |
|-----|------------|------|--------|--|--|
| 13A | 4° | | | | |
| 13B | 5° | 4366 | 100-57 | | |
| 13C | 5° | 4463 | 85-14 | | |
| 13D | 4° | 4447 | 85-19 | | |
| 14 | 10° | 235 | 90-37 | | |
| 14A | Kiefer Rd | 1792 | 85-19 | | |
| | 5°30' | 1834 | 85-17 | | |
| | 6°36' | 2083 | 90-37 | | |
| | | 3560 | | | |
| 15 | 6°6' | | 85-15 | | |
| 15A | 6°6' | | | | |
| 15B | 2° | | | | |
| 15C | 4° | | | | |
| 16 | 8° | 4964 | 85-18 | | |
| 16A | 7°30' | 145 | | | |
| 16B | 6° | | | | |
| 16C | 5° | | 85-19 | | |
| 16D | 6°30' | | | | |
| 16E | 7°30' | | | | |
| 17 | 6°30' | | | | |
| 17A | 5° | 1532 | 90-37 | | |
| 17B | 7° | 2371 | 85-18 | | |
| 17C | 6° | 2180 | | | |
| 17D | 2° | | | | |
| 18 | 3° | | | | |
| 18A | 6° | | | | |
| 18B | Creek | | | | |
| 18C | Creek | | | | |
| 18D | 1°30' | | | | |
| 18E | 4° | | | | |
| 19 | 7° | | | | |
| 19A | 6° | | | | |
| 19B | 2° Washout | | | | |
| 19C | 1° | | | | |



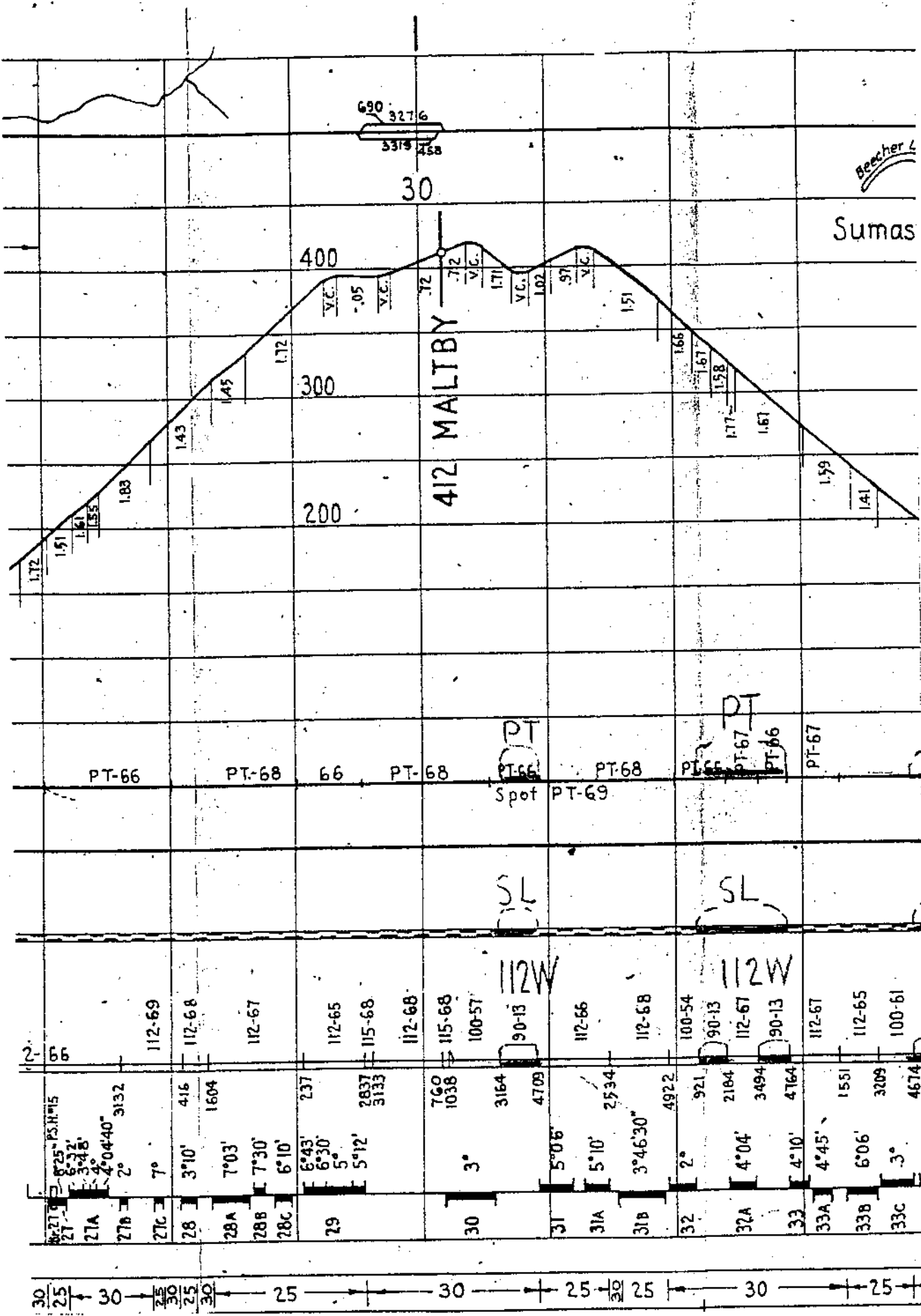


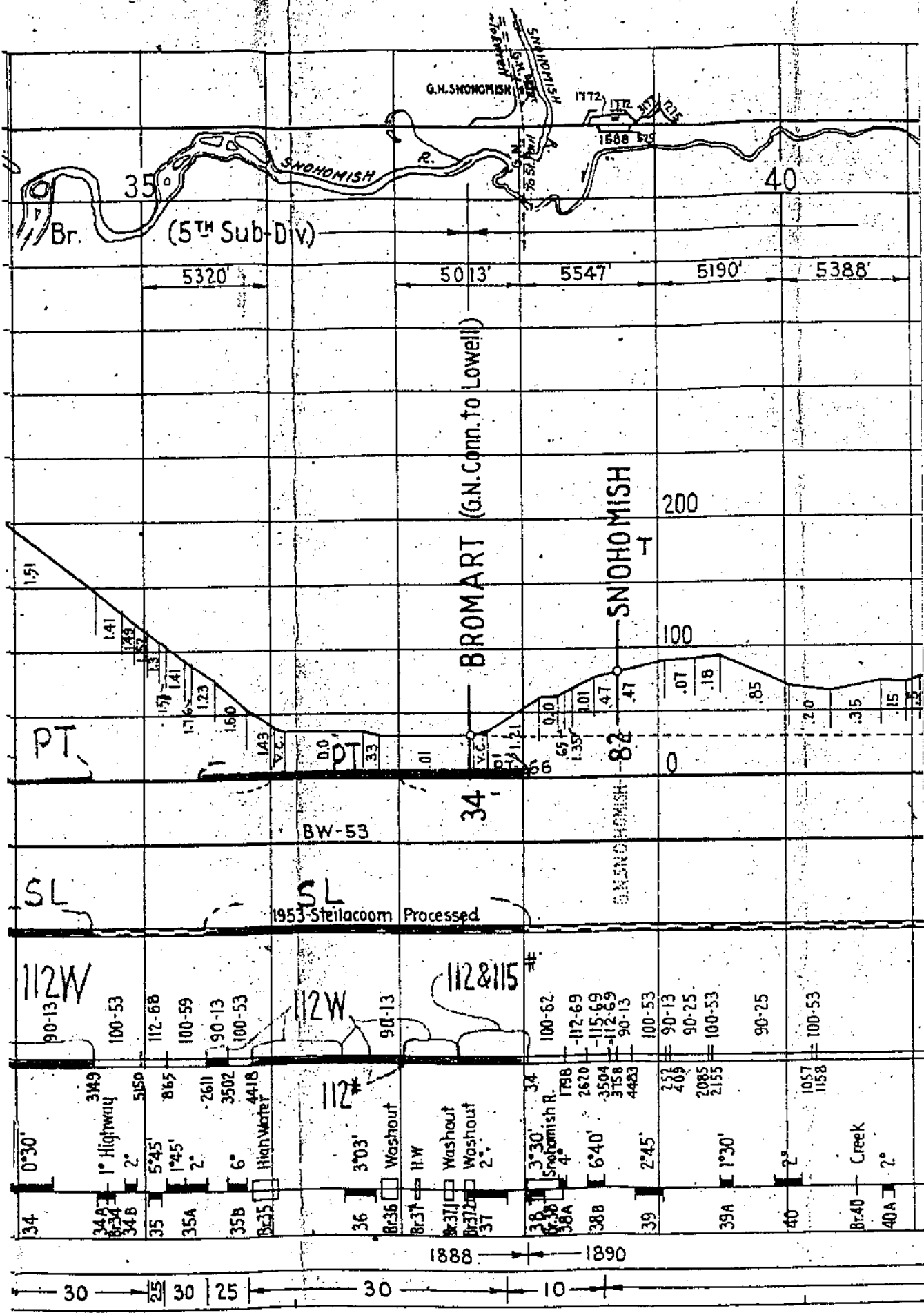
| | | | | | | |
|-----|-------|------|--------|------|--------|--------|
| 20A | 4° 4' | 4846 | 100-51 | 965 | 90-55 | 100-48 |
| 20B | 2° | 863 | 100-53 | 1031 | 85-15 | 90-53 |
| 21 | 4° | 3081 | 85-15 | 1231 | 100-51 | 100-53 |
| 21A | 3'30" | | | 2762 | 85-15 | 100-64 |
| 21B | 7° | | | 4812 | 90-37 | 90-13 |
| 22 | 10° | | | 175 | 85-15 | 100-48 |
| 22A | 5'30" | | | 1720 | 90-23 | 115# |
| 22B | 6° | | | 1588 | 90-37 | 112#W |
| 23 | 6° | | | 1631 | 85-15 | |
| 23A | 6'30" | | | 3368 | 112-66 | |
| 23B | 8° | | | 3727 | 90-13 | |
| 24 | 6° | | | 4935 | 100-48 | |
| 24A | 5° | | | 2680 | 90-53 | |
| 24B | 5'40" | | | 3275 | 100-53 | |
| 25 | 2° | | | 3391 | 100-64 | |
| 25A | 2° | | | 3850 | 90-13 | |
| 26 | 7° | | | 521 | | |
| 26A | 6'02" | | | | | |
| 26B | 6'48" | | | | | |

1887 ——— 1888

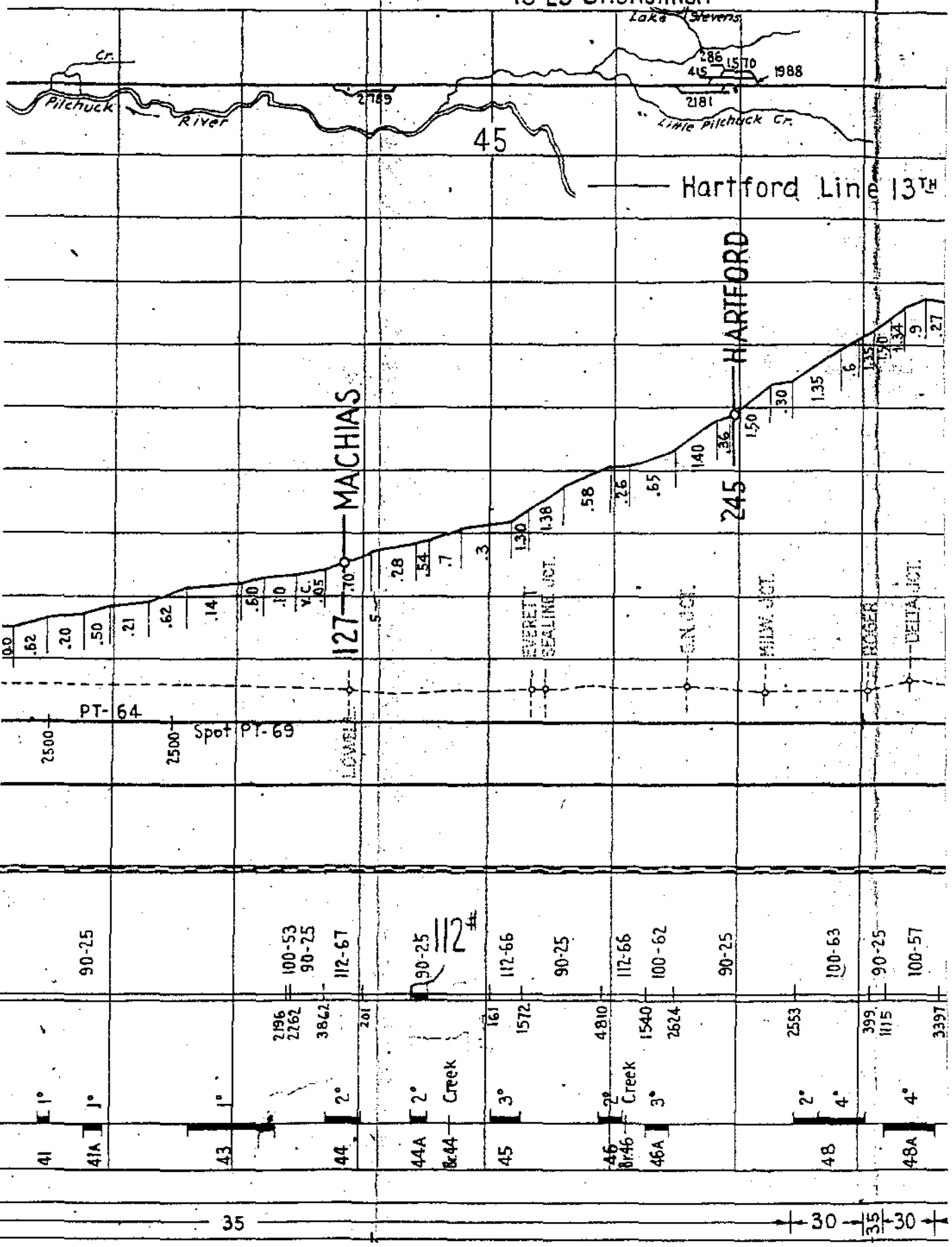
30

25

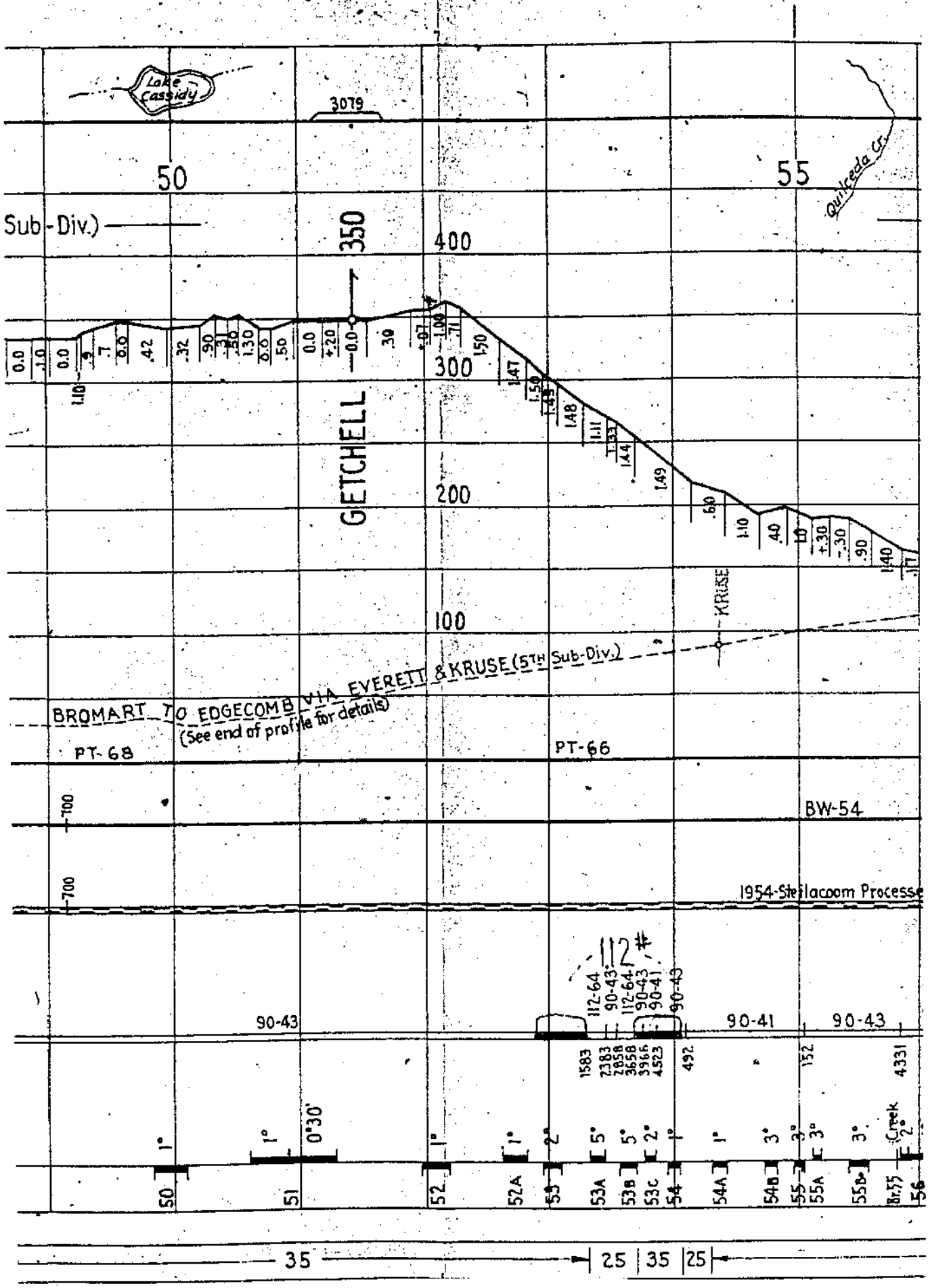




18-23-Snohomish



6



1970 (4 Trk. Mi.)
18-18-Arlington

TO KRUBE
N.P.

2912 916 606 427 3887 1036 1327 1525 1624 1740 559 536 675

60
Sumas Br.
ARLINGTON BR.
(5TH Sub-Div.)

EDGECOMB

ARLINGTON

ARLINGTON JCT.

IN.PEL 113-N.P.E.L 107-U.S.E.L 100

148

122-V.C.

90

Spot PT. 69

Spot PT. 69

90-41

90-43

1765
1891
2515
2553
2863
2941

90-19

100-61

90-14

100-59

90-14

112-67

1400
1988
Br. 61.1

90-14

4127
100-51

112-68

112-69

112-68

112-69

90

Br. 56
2°

57
1°

58
1°

60
3°

60A
4°

61
3° Cox St.
62
4° Stillaguamish R.

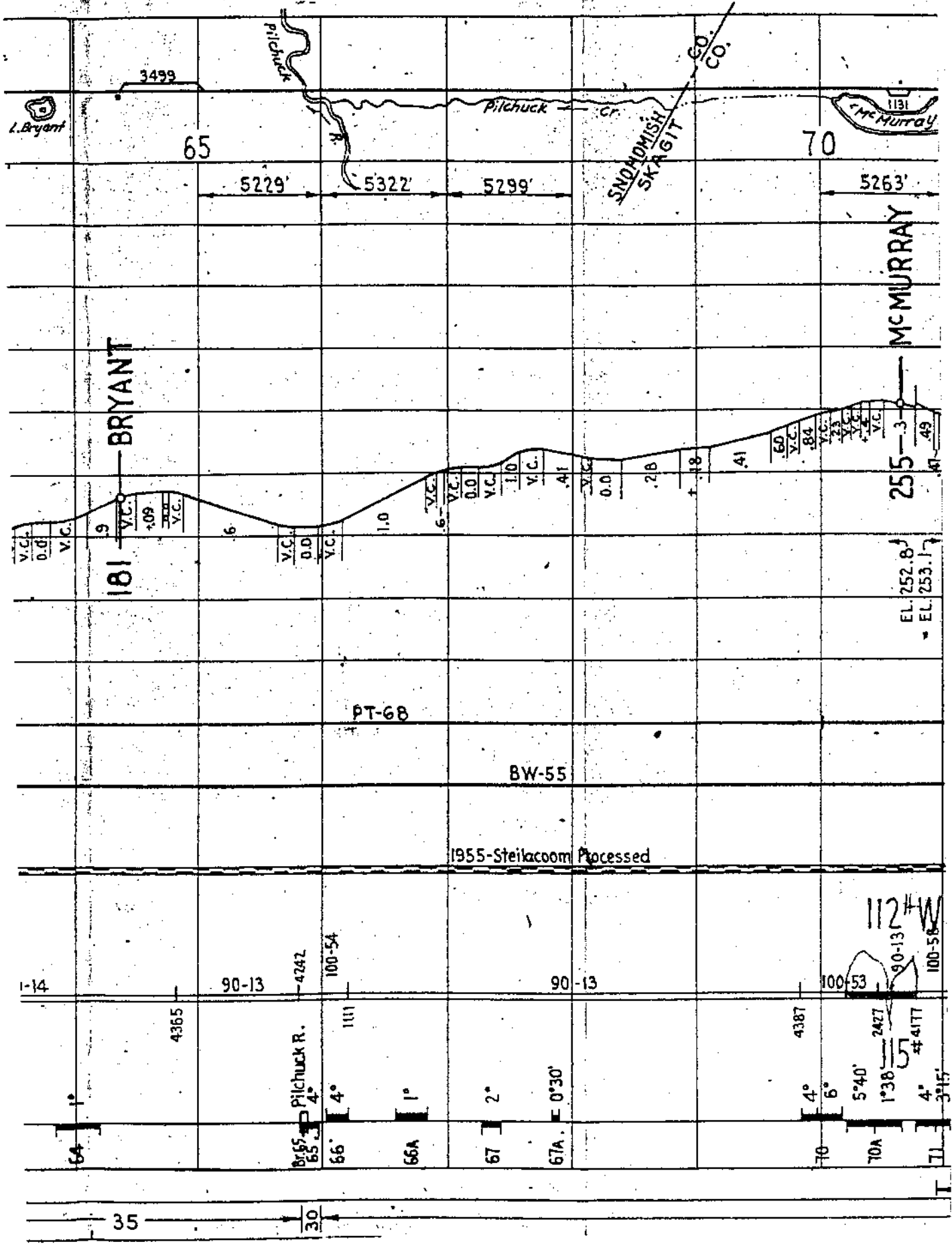
62A
5°50'
Farm Xing.

62B
3°

63
1°

35

25 35 25



35

30

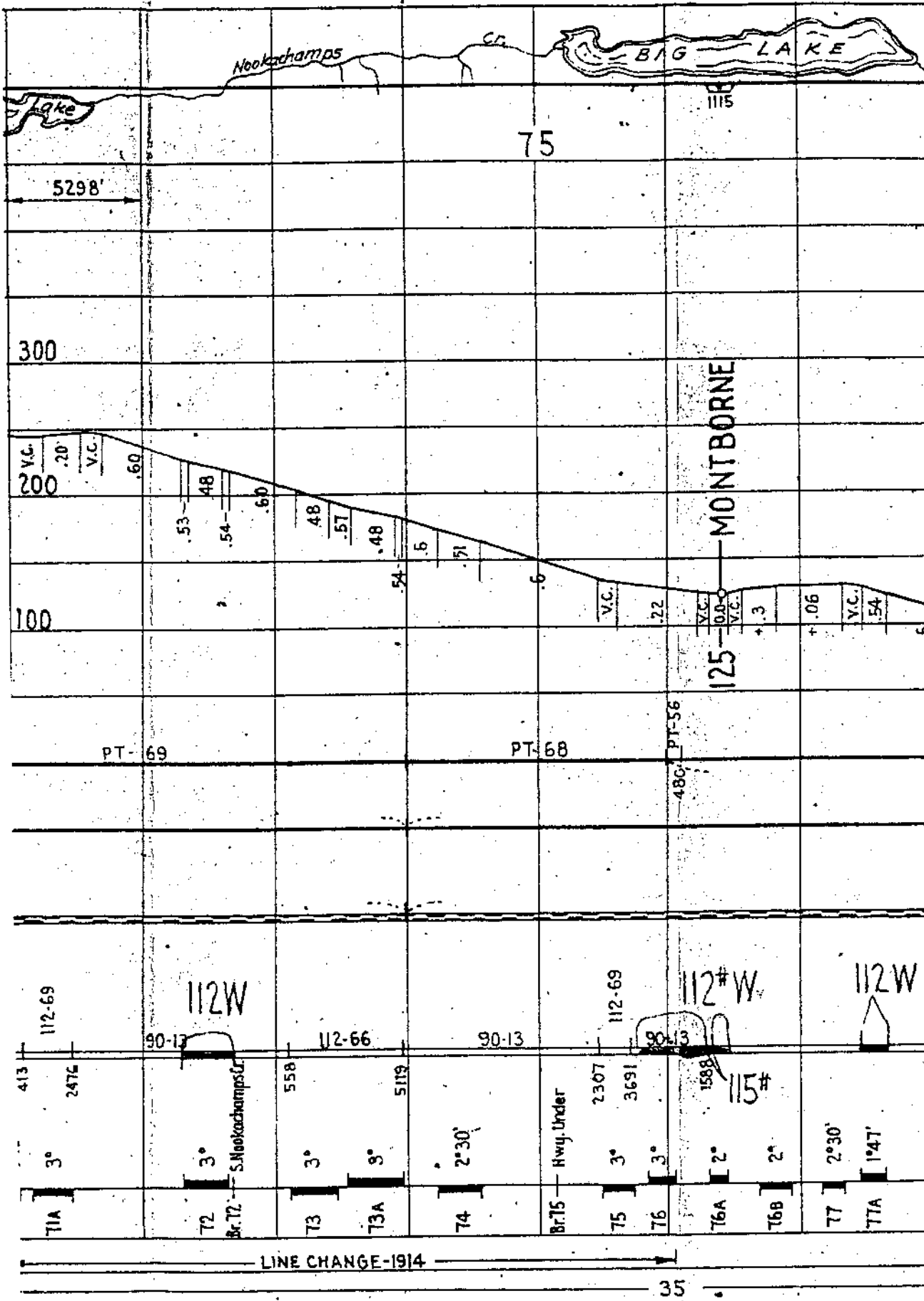
255-3-49

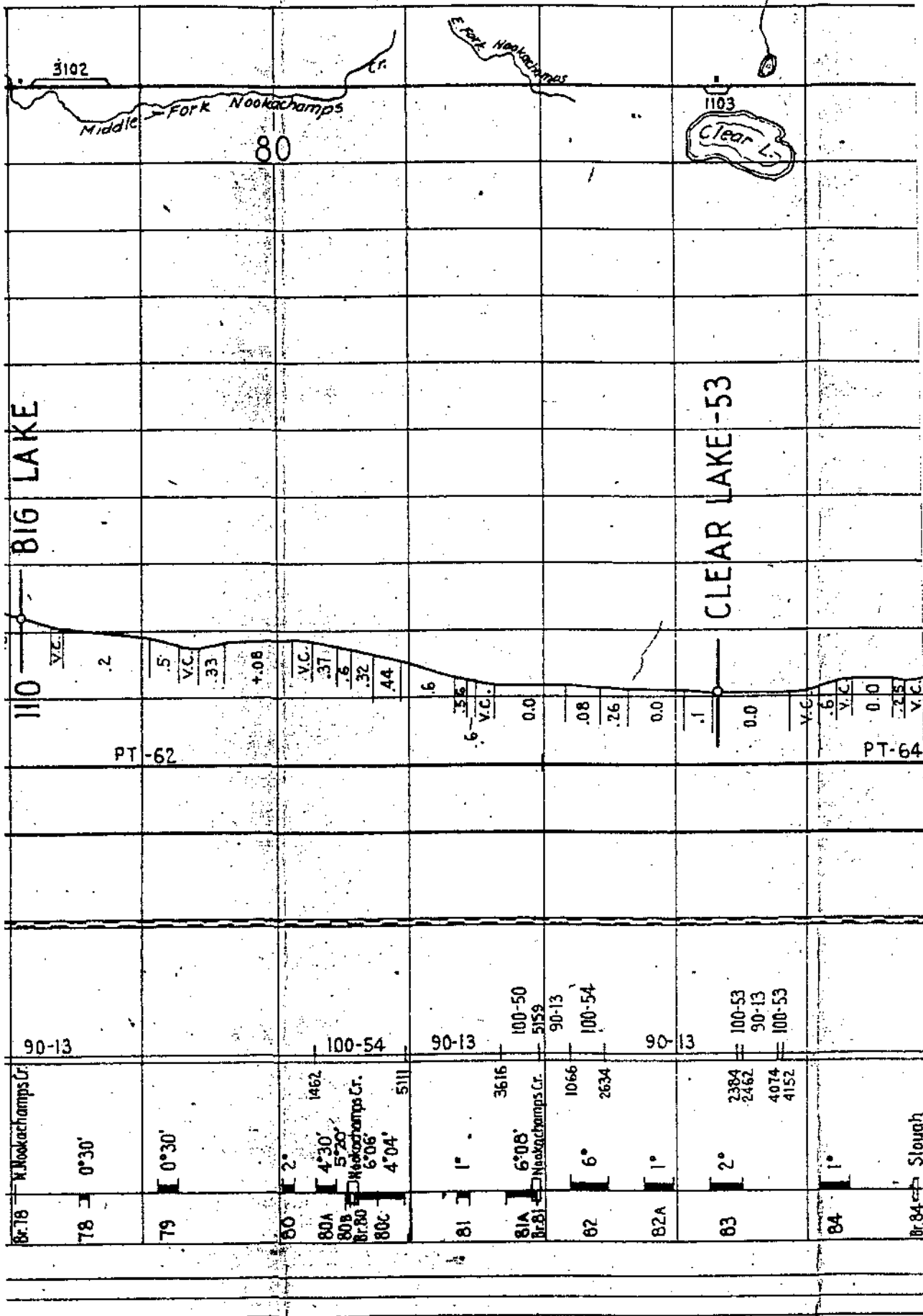
EL. 252.8
EL. 253.1

112^W

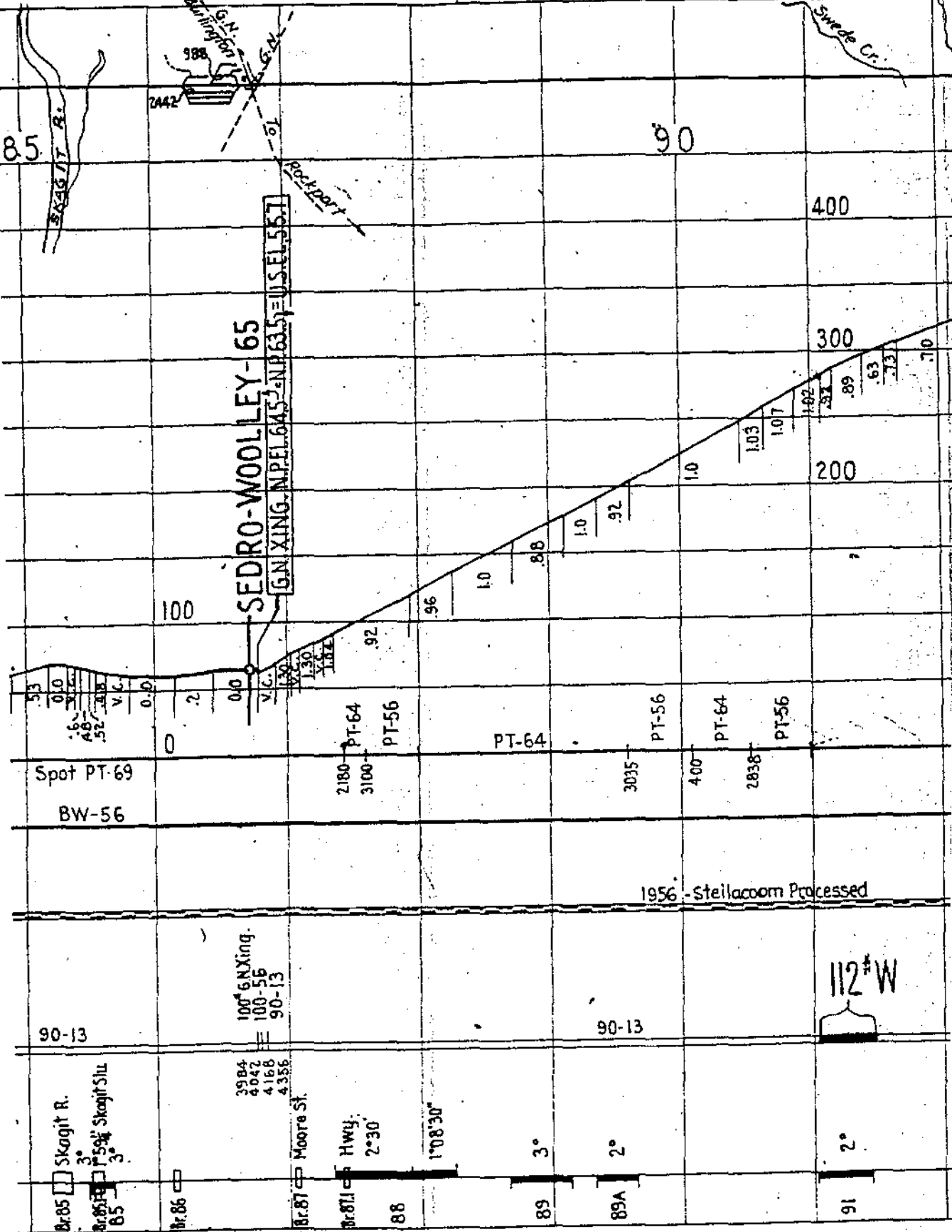
90-13
100-58

2427
4117
415





18-19-Sedro-Woolley



1956 - Stellacoom Processed

112#W

100' GNXing.
100-56
90-13

3984
4042
4166
4356

Moore St.

Hwy.
2°30'

1°08'30"

3°

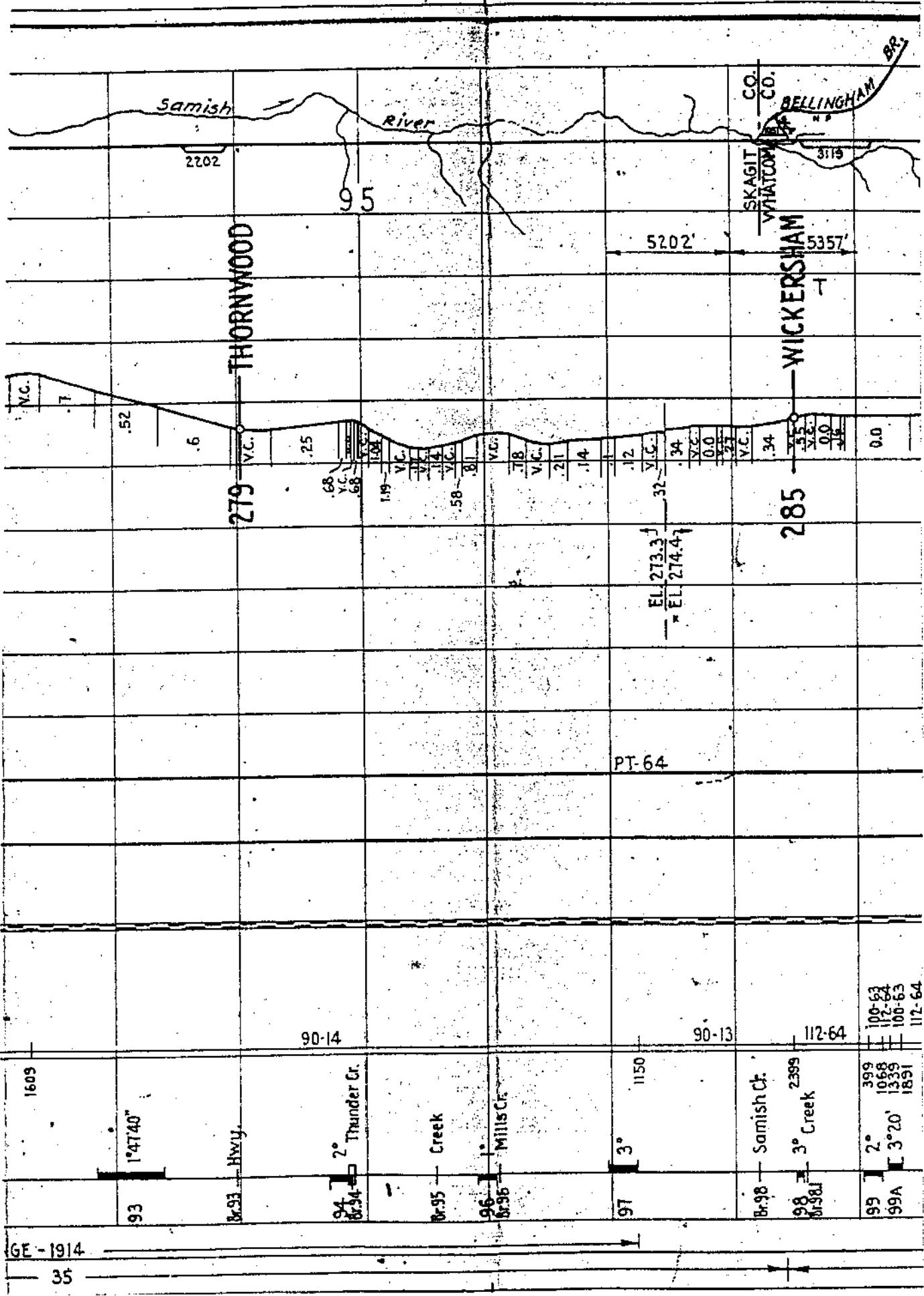
2°

2°

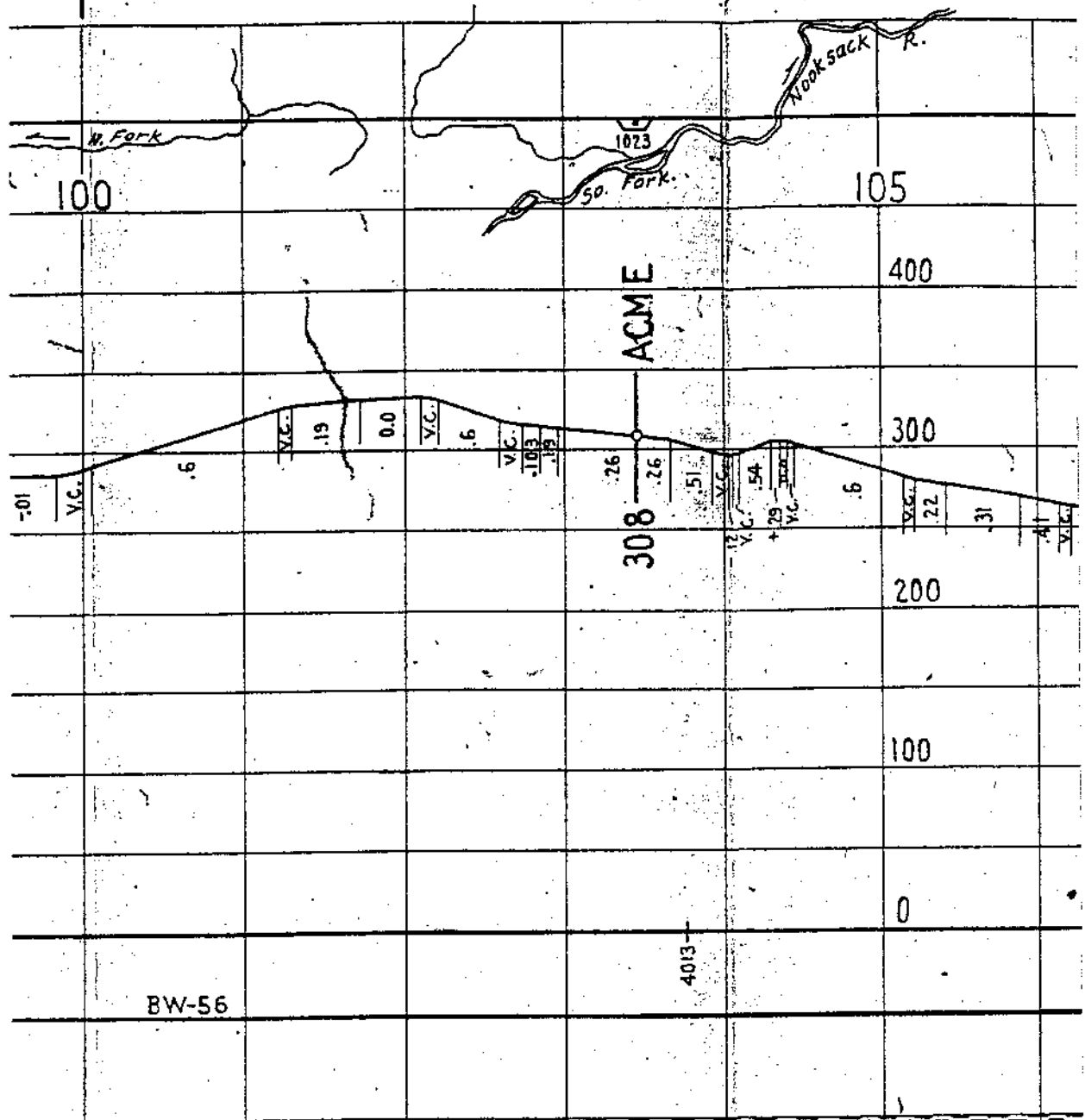
1890 1891

LINE CHAN

30'



GE-1914

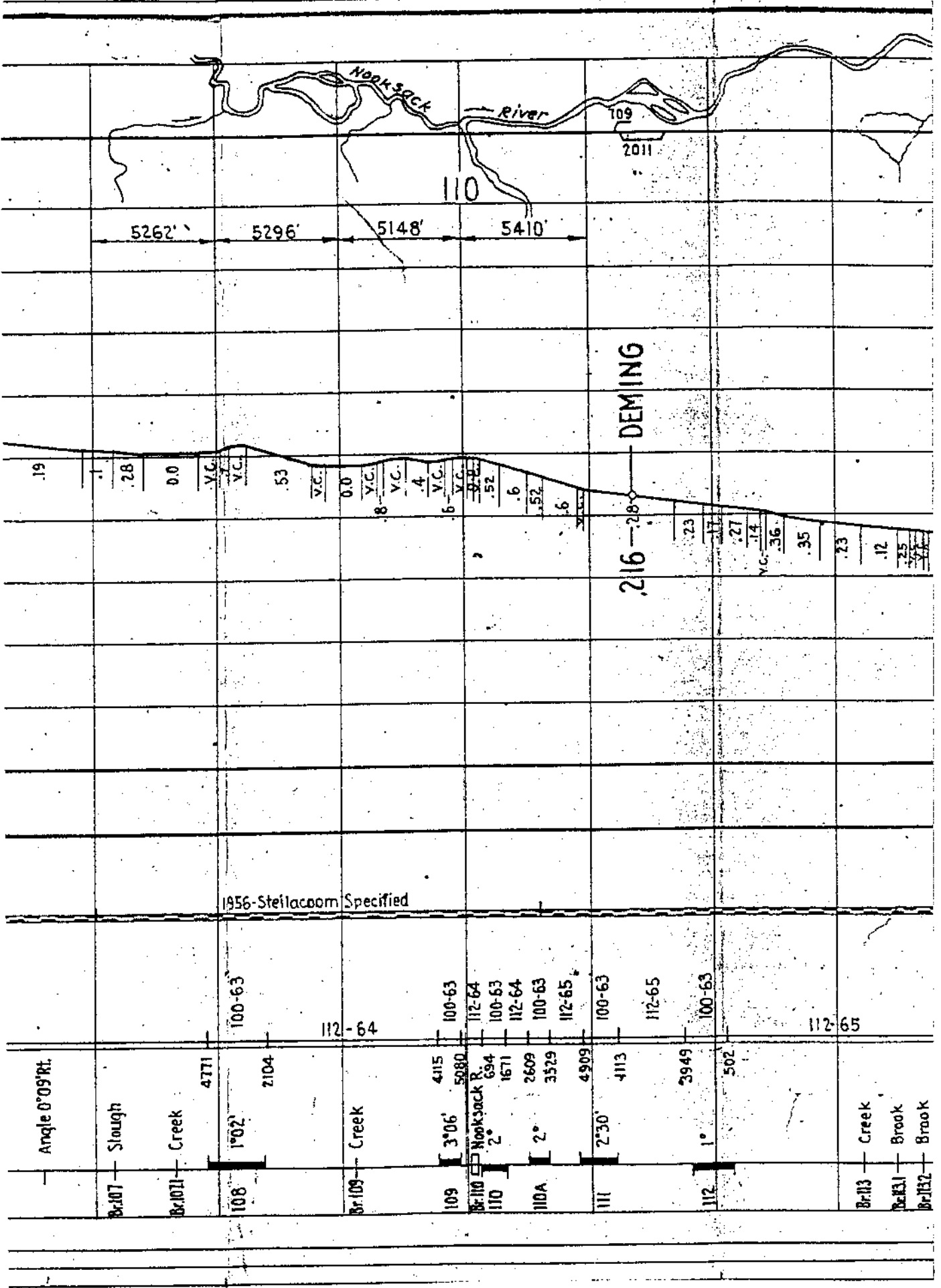


BW-56

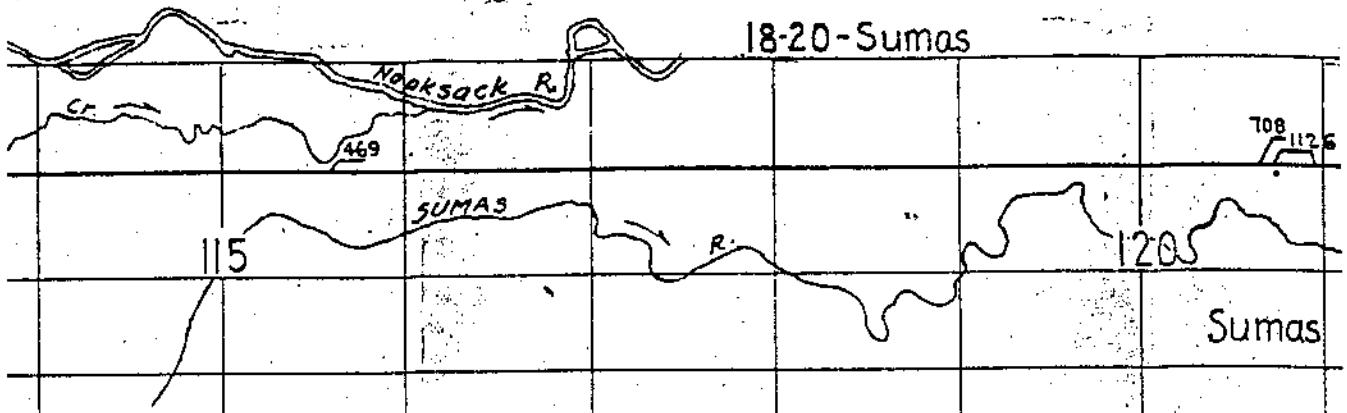
4013

| | | | |
|--------|----|----------------------|--------|
| 99B | 2° | 3099 3821 | 100-63 |
| | | Angle 0°09' Rt. | 112-64 |
| Br.101 | | Samish Cr. | 100-54 |
| 101 | | 1488 | |
| Br.101 | | 3°02' | |
| | | Brook | 3328 |
| Br.102 | | Washout | |
| Br.102 | | Brook & Farm Xing. | 112-64 |
| Br.103 | | 3°10' | 4104 |
| 104 | | | 100-63 |
| Br.104 | | S. Fork Wook sack R. | |
| Br.104 | | Xing. & H.W. | |
| Br.104 | | Xing. & Swamp | |
| | | Angle 0°03' Lt. | 112-64 |

44

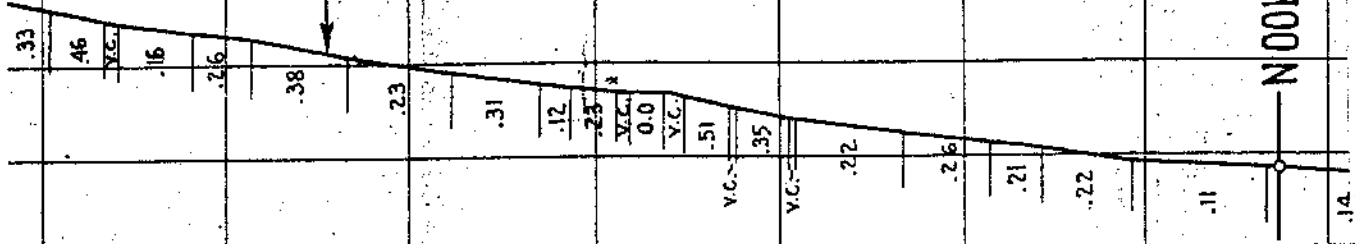


18-20-Sumas



Lawrence Spur

NOOKSACK



PT-65

BW-56

1965 - Cactus Fines

