

N. P. RY.

CONDENSED PROFILE  
AND TRACK CHART

YELLOWSTONE DIV. (2) MAIN LINE

DICKINSON, N.D.

TO

GLENDIVE, MONT.

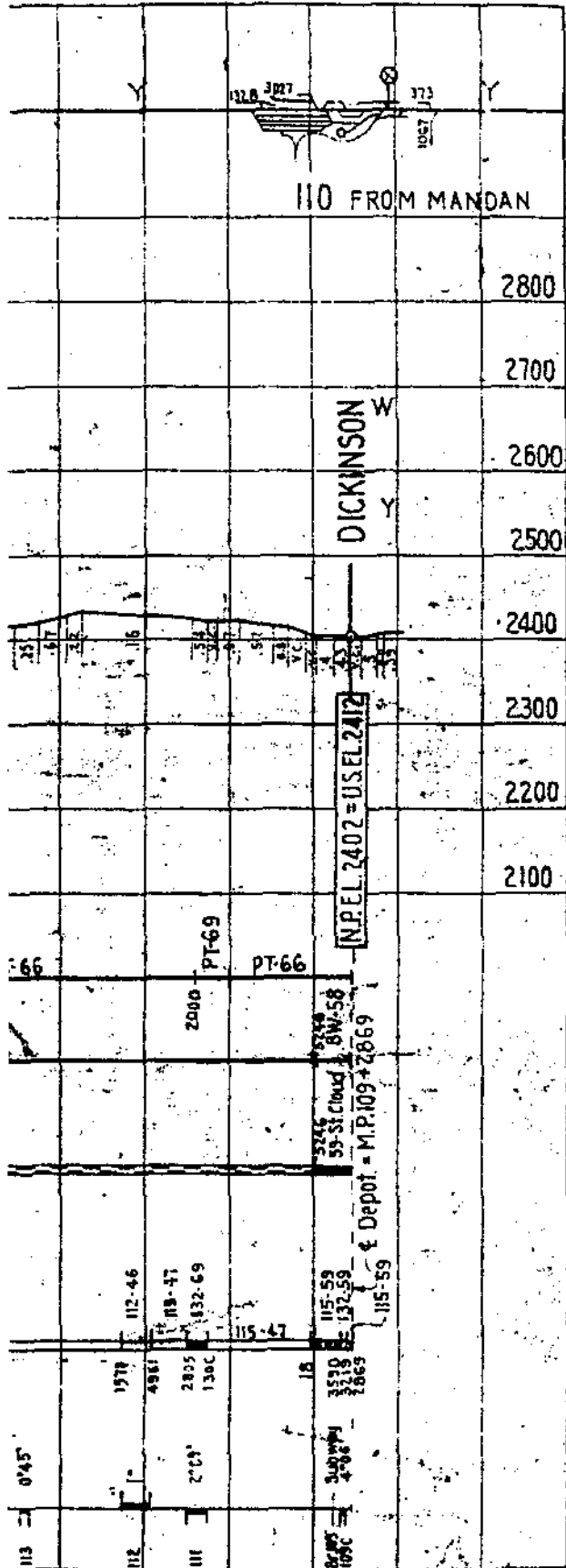
SCALE: { HOR. 1" = 2 MILES  
VERT. 1" = 200 FEET

Office of Chief Engineer, St. Paul, Minn.

Jan. 1, 1948.

Revised Jan. 1, 1970.

SCHEDULE OF THE RENEWAL GANG  
TRACK SECTIONS



LEGEND

- F. Fuel
- DW Broken Wheel Detector
- DE Dragging Equip. Detector
- 3 DH Hot Box Detector
- 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 Lubricators

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

POWER TAMPING

BANKWIDENING

BALLAST

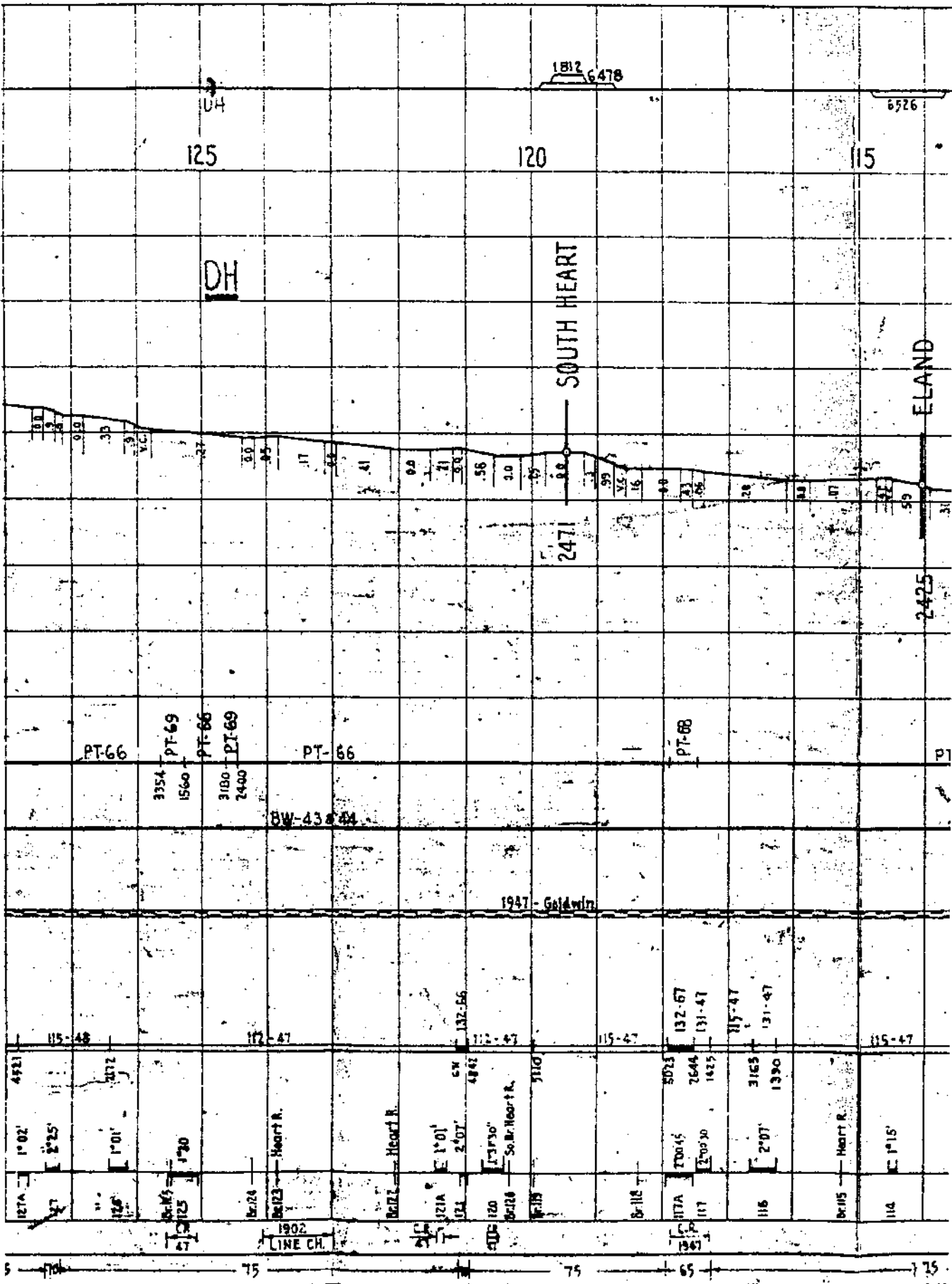
RAIL { Conventional Joints ————  
 { Continuous Welded ———— (P.W. = Pressure Welded)

CURVES & BRIDGES

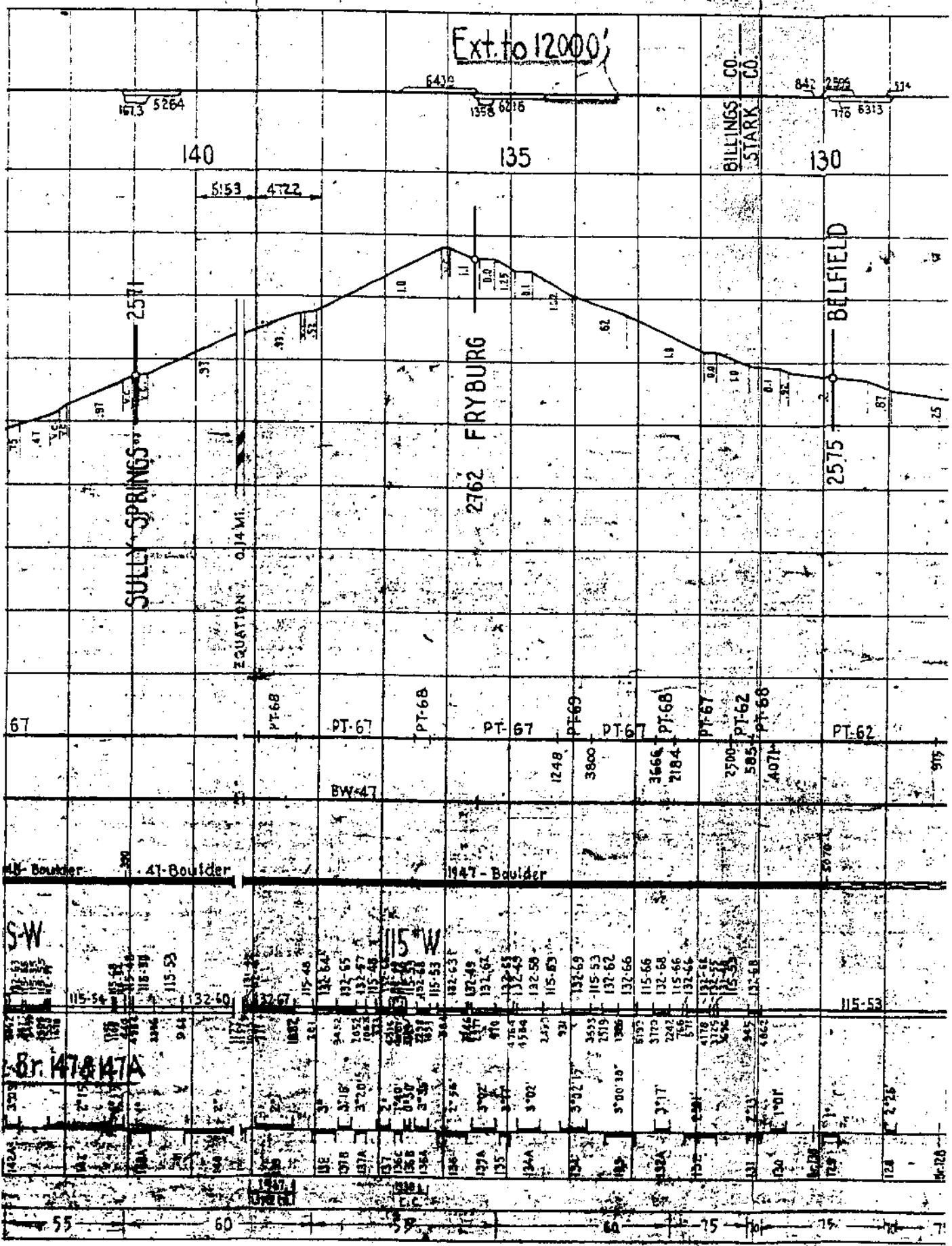
YEAR CONSTRUCTED

RESTRICTED SPEED ZONES

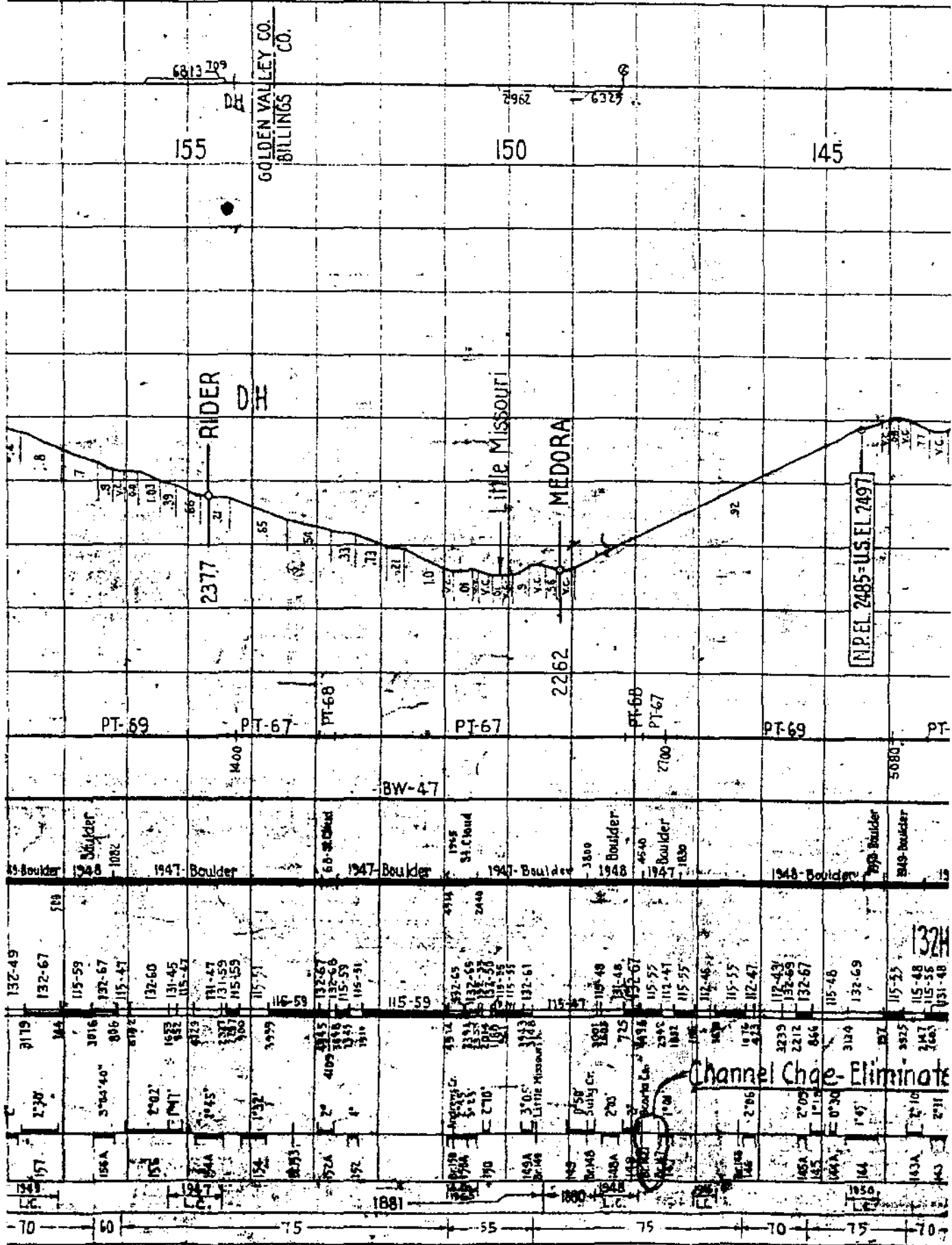
7-Dickinson



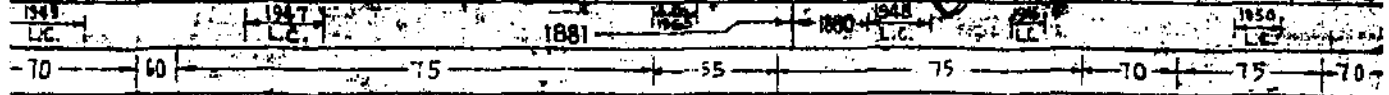
75 65 75

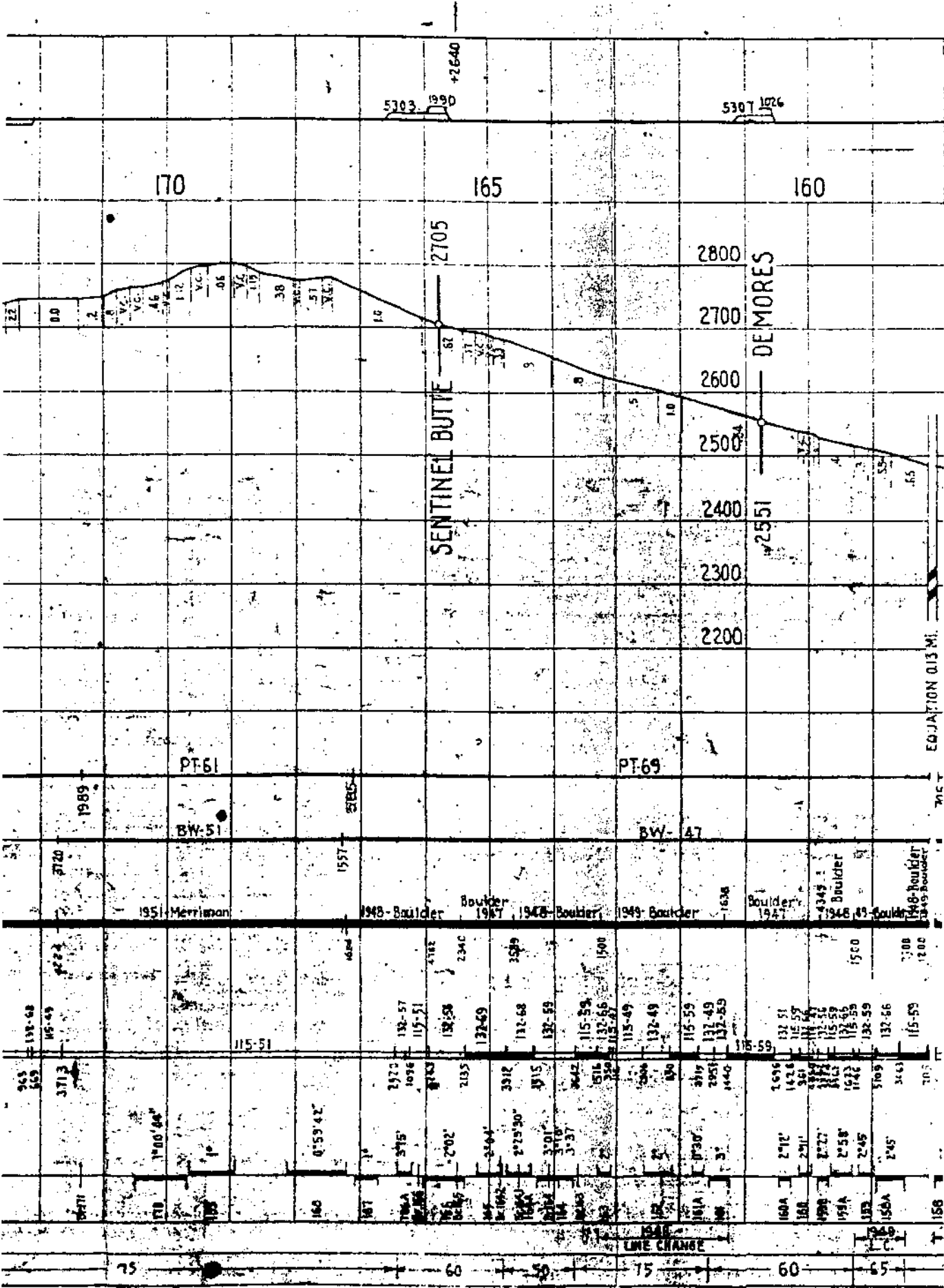


# 9-Medora



Channel Change Eliminate



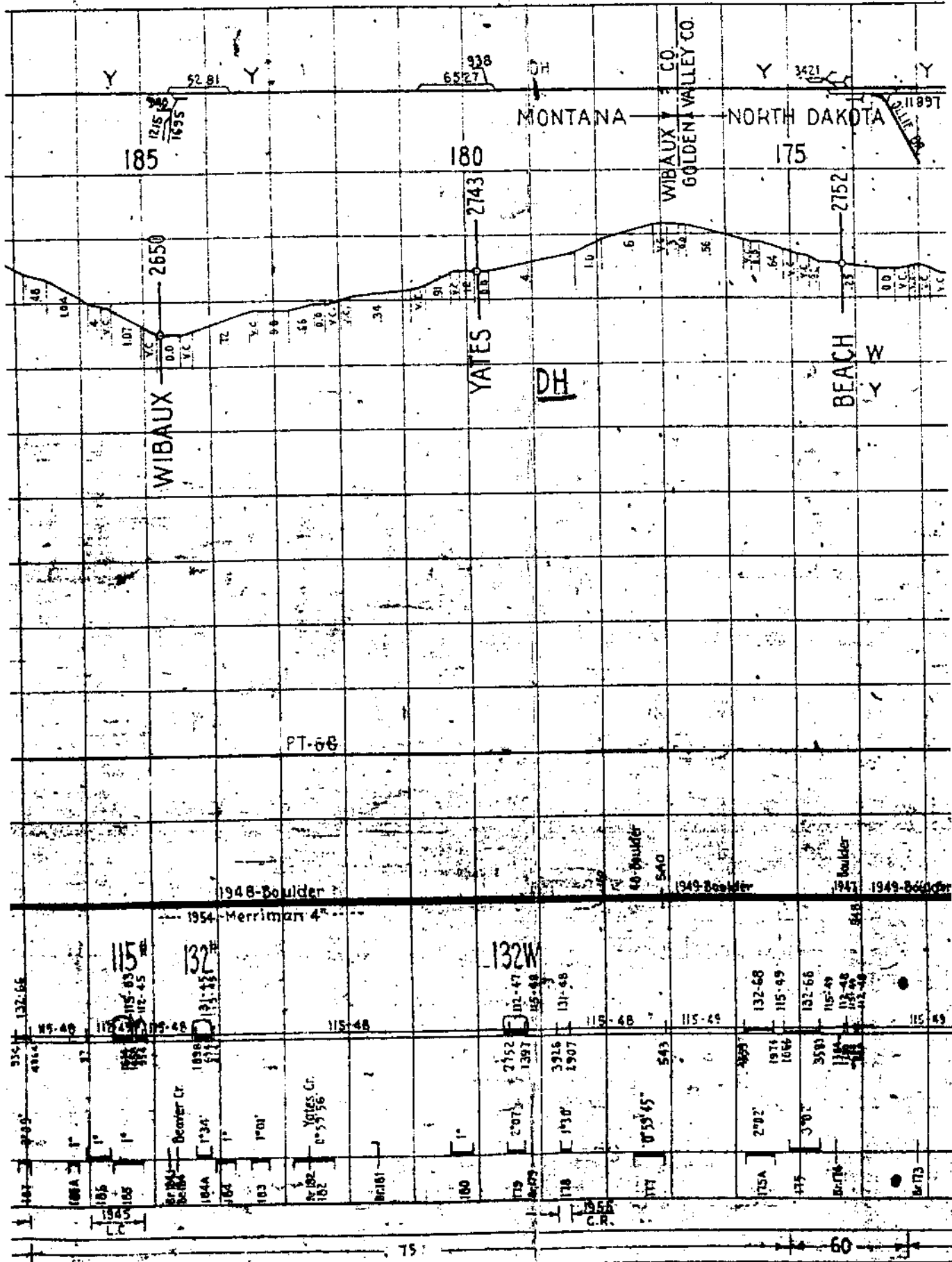


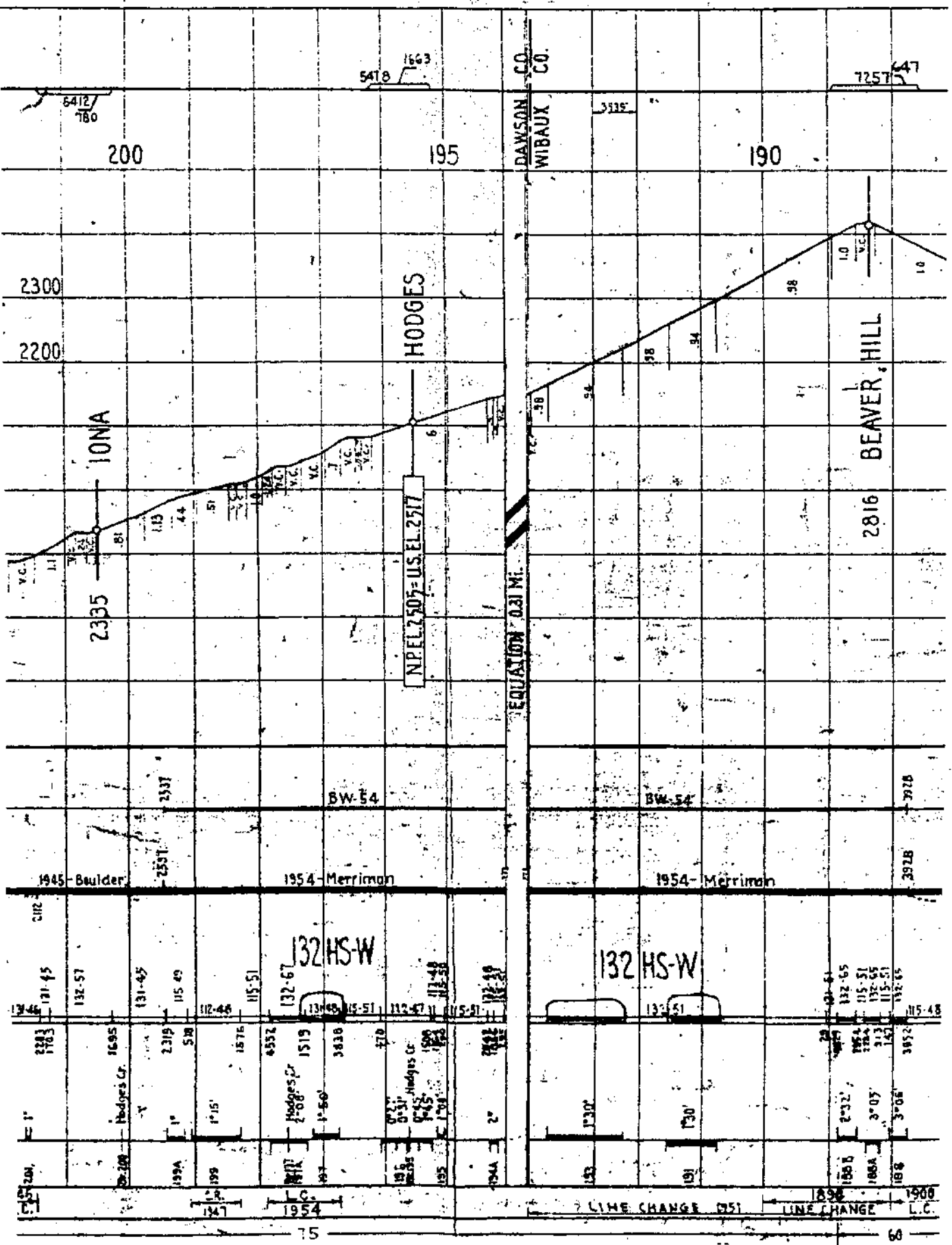
EQUATION 0.13 MI.

ENC T

LINE CHANGE

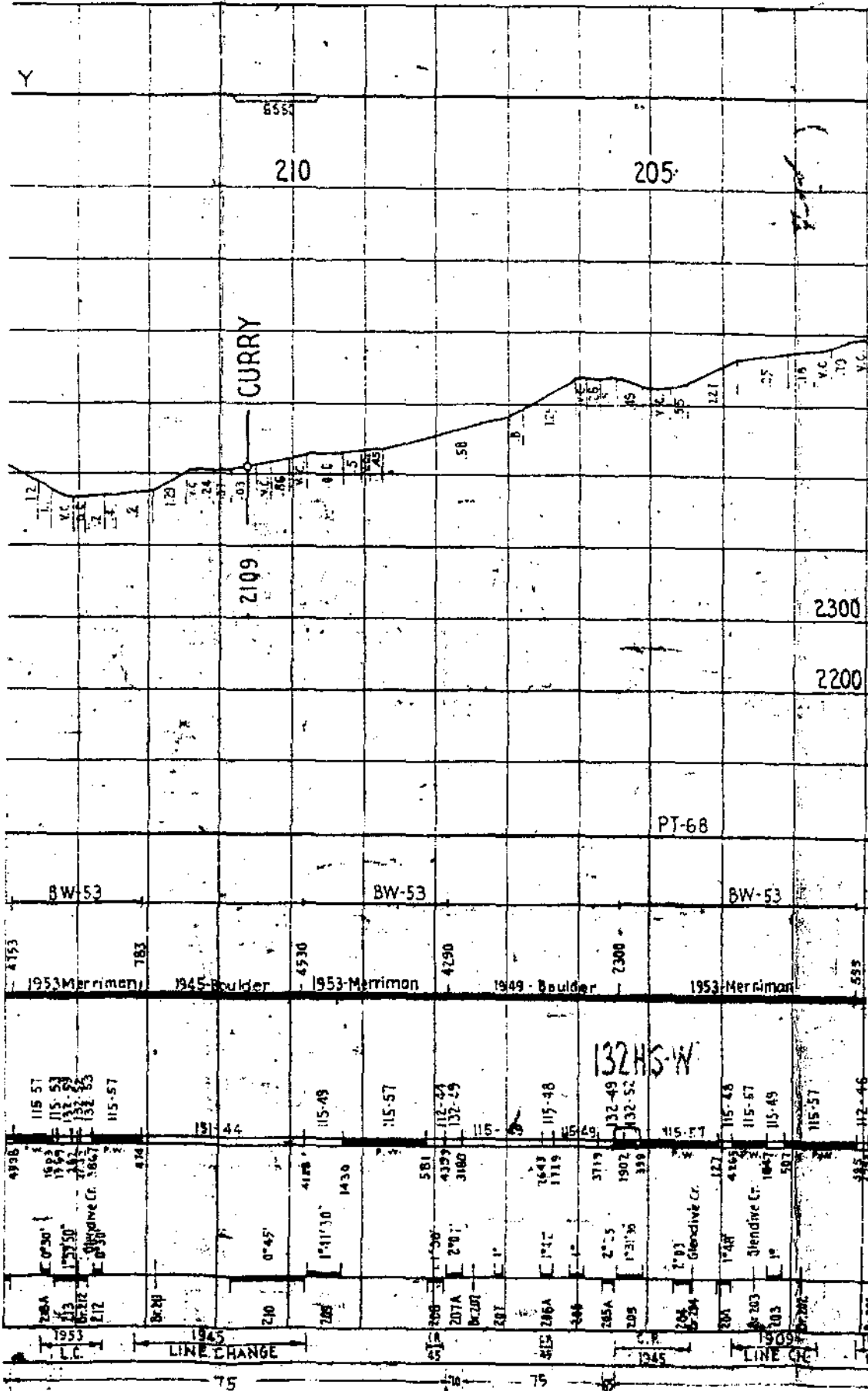
II-Beach







13 - Glendive



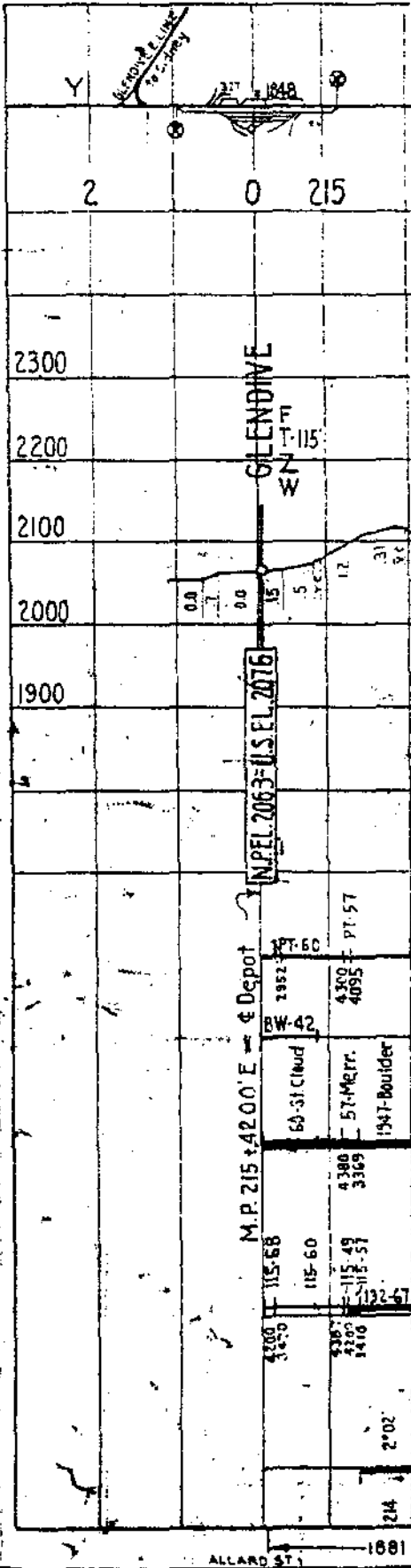
1945 LINE CHANGE

75

75

75

75



ALLARD ST

1001

75 75 50