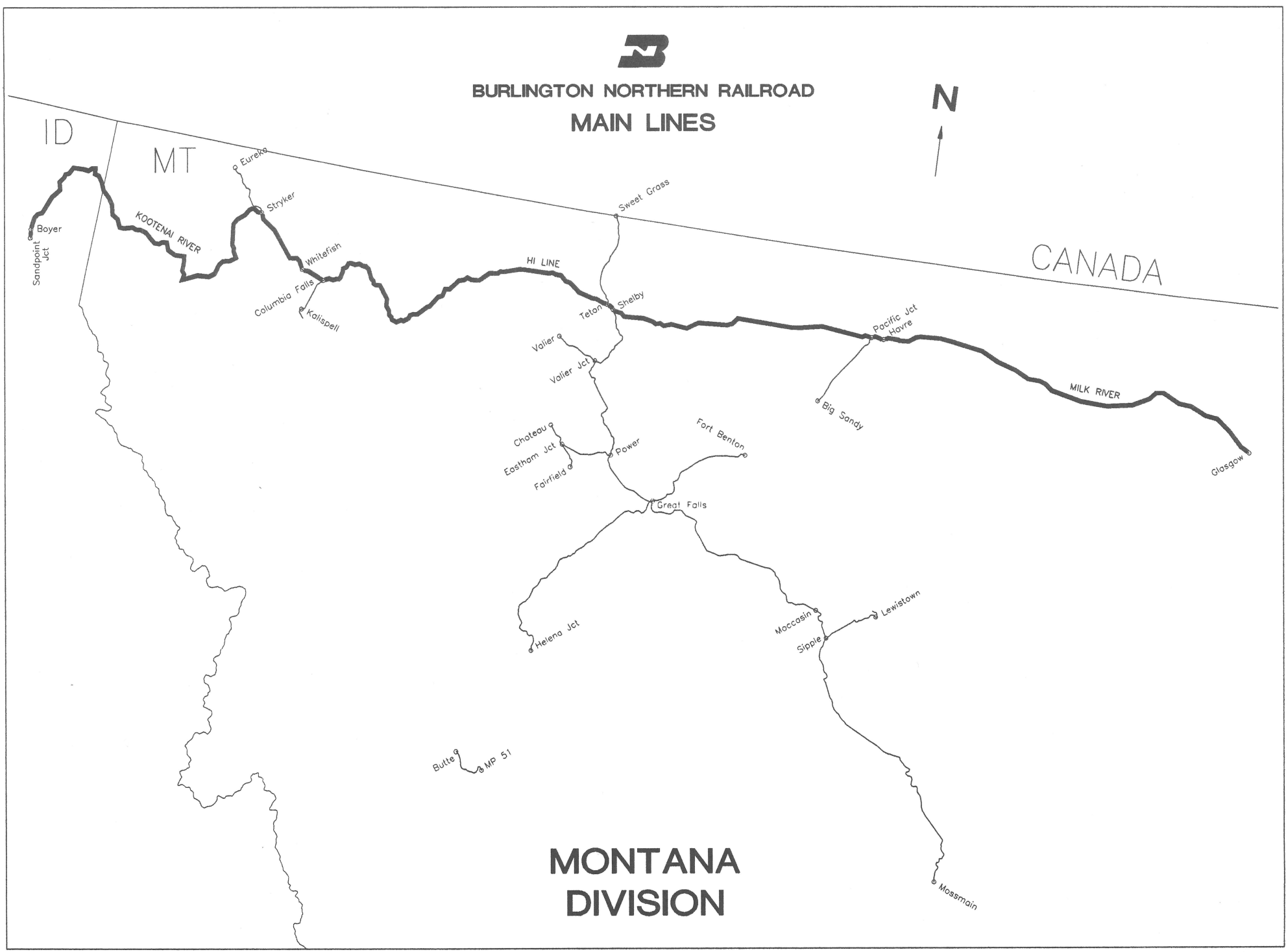
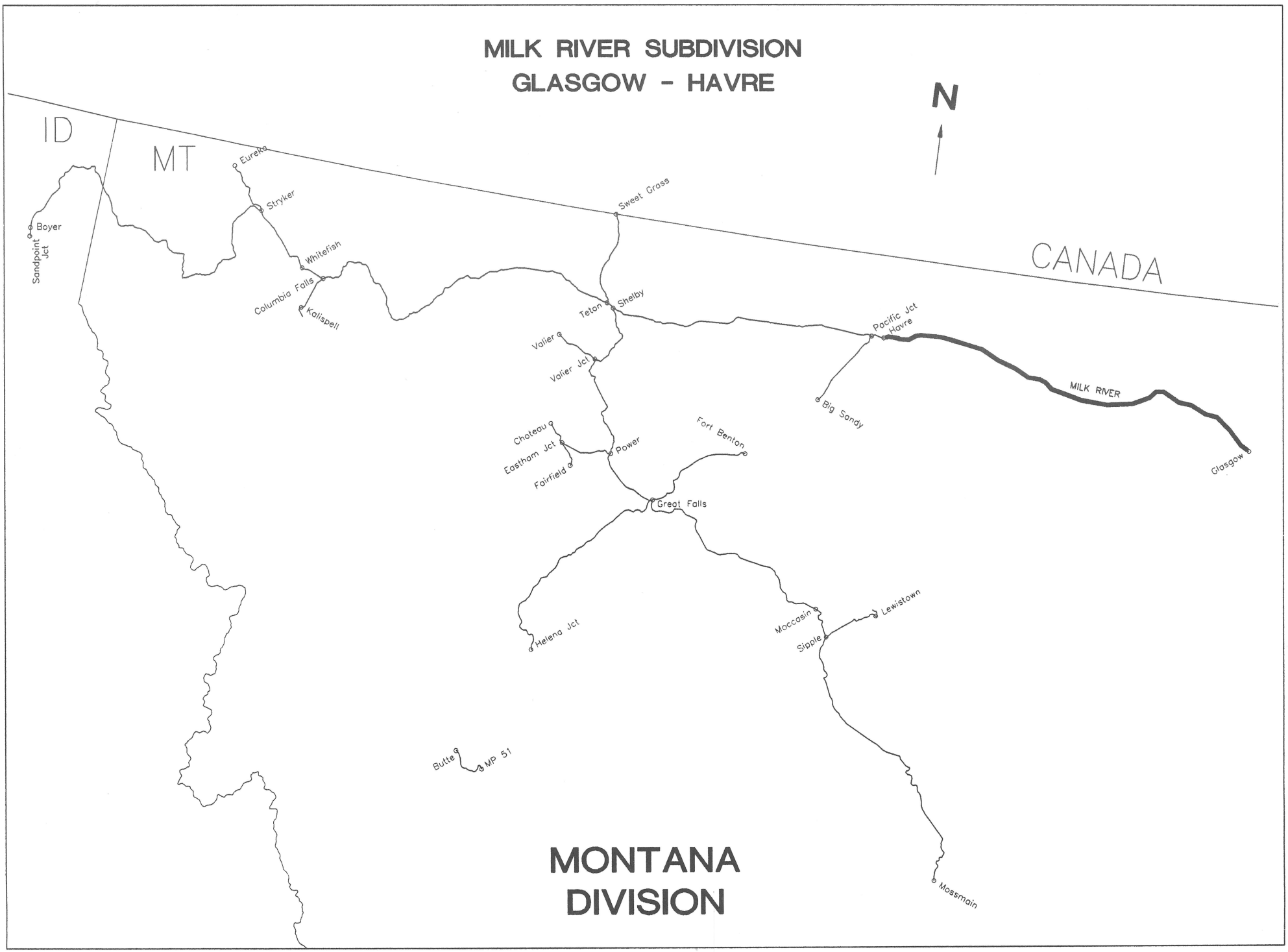


PLT DATE: 7-12-93

MILK RIVER SUBDIVISION
GLASGOW - HAVRE



MONTANA DIVISION

PLT DATE: 7-12-93

MONTANA DIVISION – HI LINE SUBDIVISION

MT–1 LS–36 (1)

TRACK CONSTRUCTION

CONSTRUCTED 1890 — HAVRE → — ← CONKELLEY — CONSTRUCTED 1890

BRIDGES / GRADE

0.00 0.90 0.20 1.00 | 0.00 0.80 0.20 0.00 | 1.00 | 0.70 1.00 | 0.55 0.45 0.55 | 0.00 0.45 0.60 0.00 | 2657.05 0.10 0.20 0.45 | 0.30 0.10 0.50 0.00 0.00 0.50 | 0.00 1.00 0.00 0.50 | 0.35 0.30 0.70 | 0.40 0.30 0.00 0.10 | COMP 1.00 | 0.00 | COMP 0.80 0.00 0.00 1.00

.02 BR 957.0 98' TPG, 3–60' TPG 280' BIG SANDY CREEK

.27 BR 965.3 7–16' RCT 112' BEAVER CREEK

MILEPOST

743+38 | 688+17 | 633+38 | 580+06 | 527+92 **975** | 475+05 | TEST MILE | 422+39 | 369+62 | 316+73 | 264+11 **970** | 211+49 | 208+21.9 Ω 20+11.0 | 0+00 Ω 186+50 | 159+60 | 154+32.0 Ω 37+54.2 | 1+81.9 Ω 118+38.1 | 106+61 | 55+01 | 8+04.5 Ω 8+08.5 **965** | 21+48

SIGNALS

C20 | CTC 1961 | C20 | C20 DE DET | CTC 1961

SPEED

P79 F60 | P79 F60 | P55 F50

.98 PT SW #2D
.60 PUB XING 597749H XBUCKS
.62 48" X 48" SB 27'
.40 PVT XING 597748B
.96 24" CIP 36'
.64 PUB XING 597747U XBUCKS
.40 24" CP 55'
.64 PUB XING 597746M XBUCKS
.68 36" CIP 36' & 36" CP 12'
.62 PUB XING 597745F XBUCKS
.98 36" CIP 36' & 36" CP 12'
.61 PUB XING 597744Y XBUCKS
.35 24" CIP 30' & 24" CP 12'
.63 24" CIP 34' & 24" CP 12'
.14 24" CIP 44' & 24" CP 24'
.06 PUB XING 597743S XBUCKS
.47 30" CIP 48' & 30" CP 12'
.45 PT SW #2D
.19 PUB XING 597742K XBUCKS
.30 36" CIP 54' & 36" CP 18'
.05 PVT XING 597741D XBUCKS
.70 PT SW #2D
.07 PVT XING 597740W XBUCKS
.94 24" CIP 30' & 24" CP 12'
.83 PUB XING 597739C XBUCKS
.74 36" CIP 48'
.39 36" CIP 42'
.63 24" CIP 36' & 24" CP 6'
.02 PVT XING 597738V XBUCKS
.79 36" CIP 98'
.12 48" CMP 48'
.04 36" CP 32'

TRACK

100' | 100' | 390' | 100' | 100' | 100' | 175' | 100' | 75' | US HWY 2 | CAP 8,431' | 100'

FRESNO
MP 975.8

BURNHAM
MP 970.9

CURVES

C–977 0–14' | C–971 1–05' | C–968 1–00' | C–967A 1–00' | C–967 2–32' | C–968 3–14' | C–965A 1–51'

RAIL

115–64 | 115–64 | 115–64 | 132–90 | 115–64 | 132–90 | 115–64 | 132–81 | 115–64 | 132–81 | 115–64 | 115–64 | 132–84 | 132–82

TIES

85 | 85 | 85 | TIES 85

SURFACE

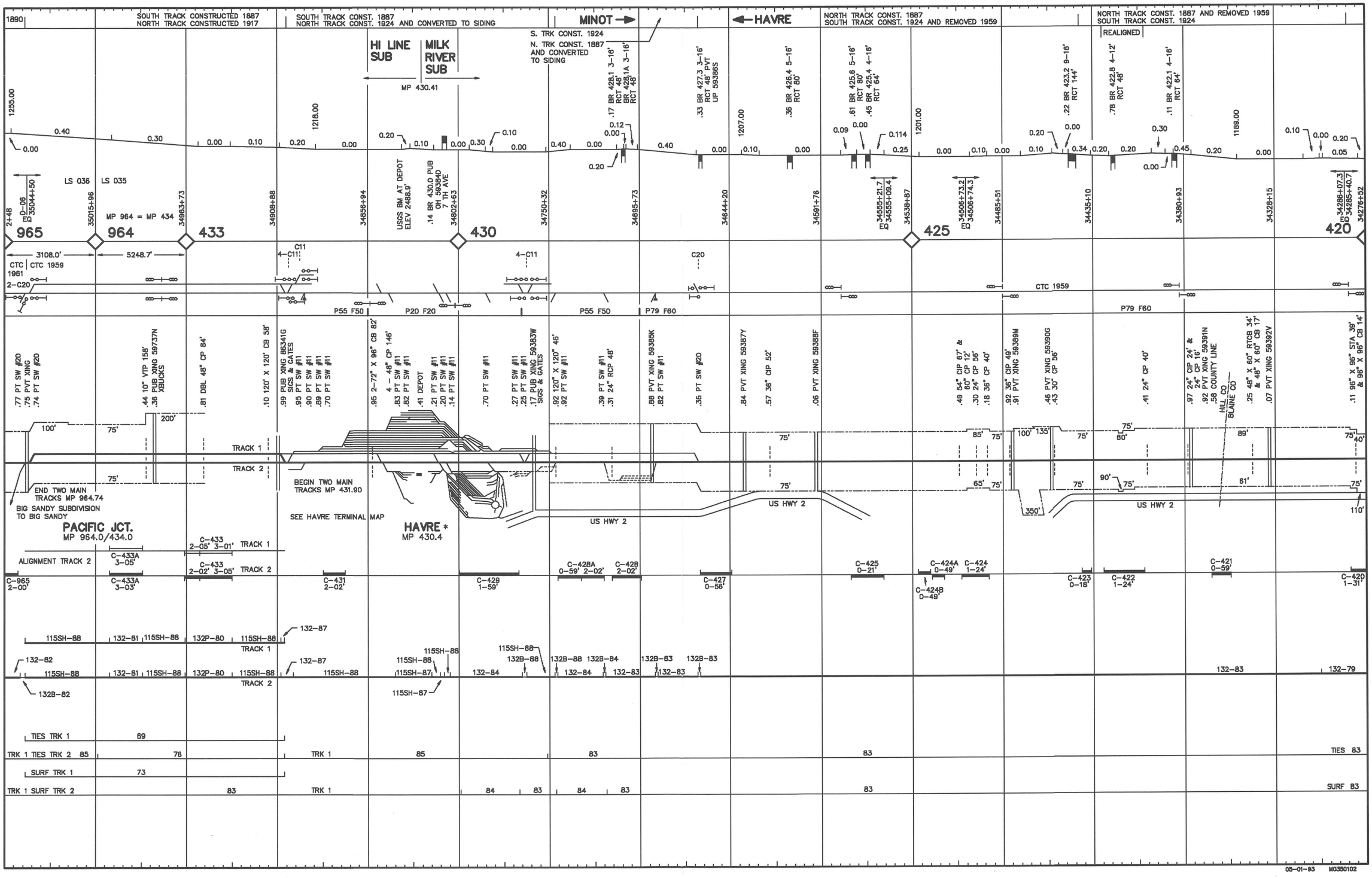
86 | 86 | 86 | SURF 86

05–01–93 M0350101

MONTANA DIVISION – HI LINE SUBDIVISION

MONTANA DIVISION – MILK RIVER SUBDIVISION

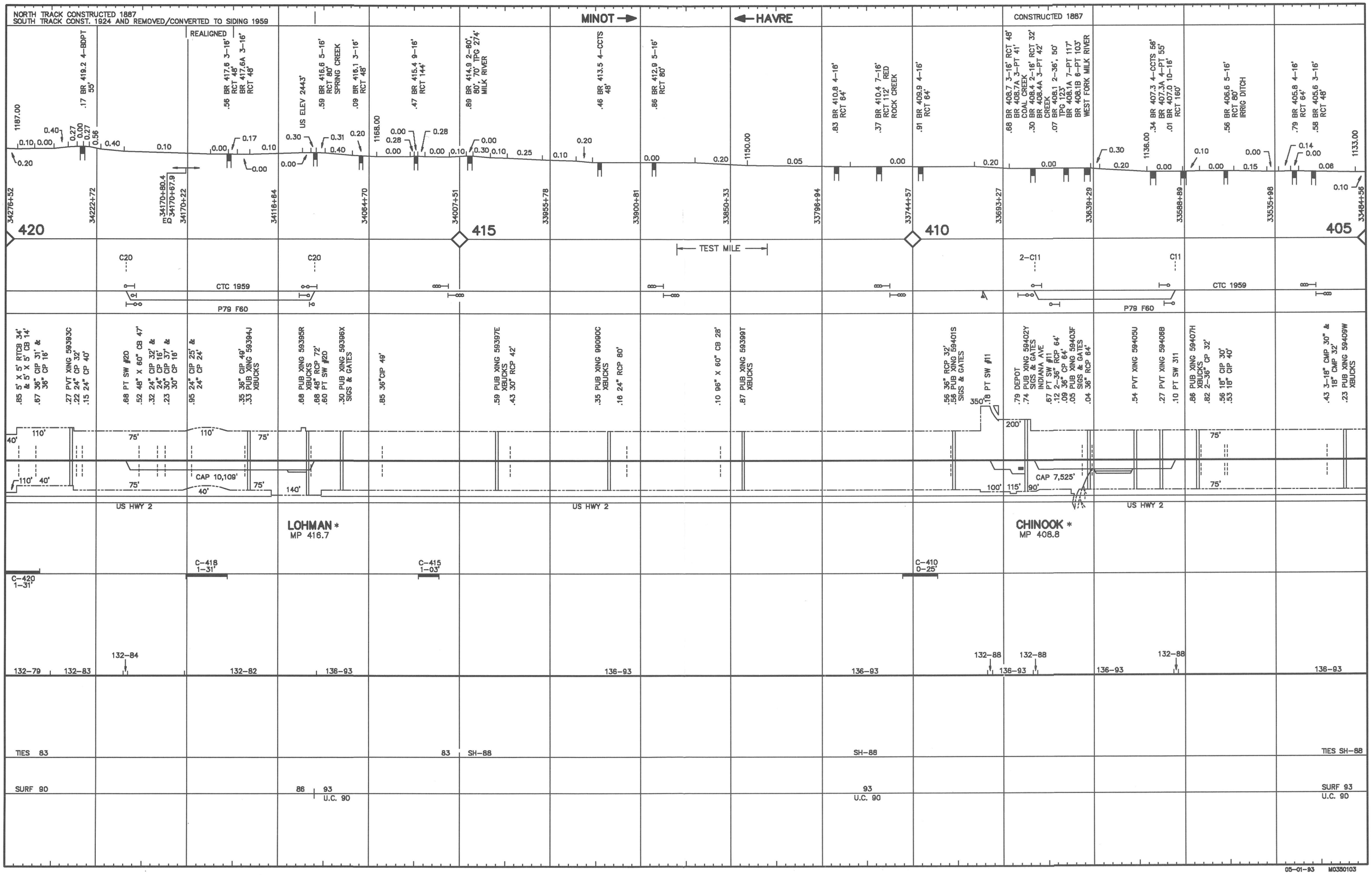
MT–1 LS–35 (2)



05–01–83 M0350102

MONTANA DIVISION – MILK RIVER SUBDIVISION

MT–1 LS–35 (3)



05–01–93 M0350103

MINOT →

← HAVRE

CONSTRUCTED 1887

CONSTRUCTED 1887

1132.40 | .67 BRT 404.6 3–16' RCT 48' | .21 BRT 404.2 3–16' RCT 48'

.72 BR 402.7 5–32' 38', 60' DPG 260' NORTH FORK MILK RIVER

.64 BR 400.6 3–16' RCT 48' | 1117.00 US ELEV 2382'

.78 BR 399.8 4–16' RCT 48' BR 399.8A 5–PT 64'

.37 BR 399.4 3–16' RCT 48' BR 399.4A 3–PT 42'

.83 BR 398.8 9–16' RCT 144' BR 398.8A 10–PT 138' 30 MILE CREEK

.09 BR 397.1 2–36' WF 73'

1108.00

.76 BR 394.8 3–CCTS 36'

.77 BR 392.8 6–CCTS 72'

1093.00

.44 BR 390.4 5–16' RCT 80'

33484+56 | 405 | 33430+79 | 33377+91 | 33324+95 | 33271+98 | 33216+86 | 400 | 33164+00 | 33113+10 | 33060+09 | 33007+33 | 32953+89 | 395 | 32899+41 | 32846+44 | 32793+84 | 32741+92 | 390 | 32891+02

HB DET

CTC 1959

C20

C20

CTC 1959

P79 F6D

P79 F6D

.22 PUB XING 59412E XBUCKS

.30 3–48" CP 36'
.15 PUB XING 59413L XBUCKS

.98 PUB XING 59414T XBUCKS, BACON RD

.25 PUB XING 59415A XBUCKS
.15 PT SW #2D

.67 PUB XING 59416G SIGS & GATES
.62 18" CP 105'

.08 24" CMP 50'

.71 18" CP 52'

.05 PT SW #2D
.03 4–48" CP 42'

.94 PUB XING 59418V XBUCKS
.84 18" RCP 40'

.45 PVT XING 59419C

.08 PVT XING 59420W

.42 18" RCP 40'
.41 PVT XING 59421D
.25 DBL 48" RCP 48'

.65 PUB XING 59422K XBUCKS
.56 30" RCP 48'

.22 30" RCP 72'
.10 PUB XING 59423S XBUCKS

.07 PVT XING 59424Y

.30 PVT XING 59425F
.28 30" RCP 24'
.10 30" RCP 56'

.63 PUB XING 59426M XBUCKS

.31 PVT XING 59427U

.04 PVT XING 59428B
.93 30" RCP 64'

.23 PVT XING 59429H
.17 PVT XING 59430C

COUNTY RD

COUNTY RD

75' | 75' | 75' | 60' | 50' | 160' | 75' | 75' | 75' | 100' | 75' | 75' | 50' | 85' | 50'

137'

US HWY 2

US HWY 2

US HWY 2

200'

ZURICH
MP 399.6

CAP 10,302'

C–402
0–25'

C–400
1–03'

C–395
0–59'

132–87

132–87

136–93 | 136–93 | 136–93 | 136–93 | 136–93

TIES SH–88 | SH–88 | 84 | 84 | TIES 84

SURF 92
U.C. 90

SURF 93
U.C. 90

05–01–93 M0350104

MONTANA DIVISION – MILK RIVER SUBDIVISION

MT–1 LS–35 (5)

CONSTRUCTED 1887 | MINOT → | ← HAVRE | CONSTRUCTED 1887

.14 BR 386.2 3–60' TPC 16'6" PVT UP 594.36T .30 MILE CREEK
.62 BR 385.6 4–CCTS 48'
.09 BR 385.1 5–16' RCT 80'
.12 BR 383.1 7–CCTS 84'
.74 BR 381.7 3–16' RCT 48'
.88 BR 378.9 3–30', 20' WF 110' WAYNE CREEK
.55 BR 378.6 3–16' RCT 48'
.89 BR 376.9 6–16' RCT 96'
.37 BR 376.4 6–16' RCT 96' PVT UP 594.66Y
.42 BR 375.4 4–16' RCT 64' BR 375.4A 5–PT 67'

US ELEV. 2369' 1105.00
.28 BR 388.3 3–CCTS 36'

0.10 0.15 0.00 0.10 0.30 0.20 0.00 0.30 0.20 0.23 0.16 0.00 0.10 1075.00 0.28 0.20 0.05 0.00 0.30 0.20 0.10 1078.00 0.00 0.40 0.00 1062.00 0.10
0.20

32691+02 | 32634+82 | 32583+66 | 32531+41 | 32479+42 | 32427+20 | 32376+01 | 32322+32 | 32267+08 | 32215+59 | 32162+81 | 32110+80 | 32057+49 | 32005+20 | 31950+78 | 31899+74

390 | 385 | 380 | 375

C20 | C20 | HB DET | C20

CTC 1959 | CTC 1959
P79 F80 | P79 F80

.98 DBL 36" X 72" RTCB 28'
.71 30" RCP 32'

.93 PUB XING 59431J XBUCKS

.29 PVT XING 59433X
.23 PT SW #2D

.XX DEPOT
.68 PUB XING 59434E SIG & GATES CO RD 241

.30 18" RCP 105'

.71 DBL 48" RCP 48'
.66 PT SW #2D
.50 PUB XING 59435L XBUCKS

.81 PUB XING 59437A XBUCKS

.17 PUB XING 59438G XBUCKS

.37 PVT XING 59439N

.86 36" CP 46' & 36" X 36" CB 97'

.56 PVT XING 59440H

.31 PUB XING 59441P XBUCKS

.25 PVT XING 59442W

.78 48" X 48" RTSB 27' & 48" X 48" RCB 8'

.75 PVT XING 59443D

.59 24" CIP 24' & 24" CP 12'
.56 PVT XING 59445S

.26 DBL 60" X 48" RTCB 50'

.21 60" X 48" RTSB 38'
.07 DBL 60" X 48" RTCB 40'
.06 PT SW #2D

.87 PUB XING 59447F XBUCKS MAIN ST
.60 96" CA 55'

75' | 75' | 75' | 75' | 75' | 75' | 75' | 75' | 75'

100' | 75' | 100' | 75'

50' | 80' 140' 75' CAP 7,463' 50' | 75' | 75' | 75' | 75' | CAP 8,456' 75' 200'

US HWY 2 | COUNTY ROAD | COUNTY ROAD

HARLEM *
MP 387.8

SAVOY *
MP 375.9

C–386 0–25'

C–378 1–06'
C–377 0–59'
C–376A 0–25'
C–376 0–56'

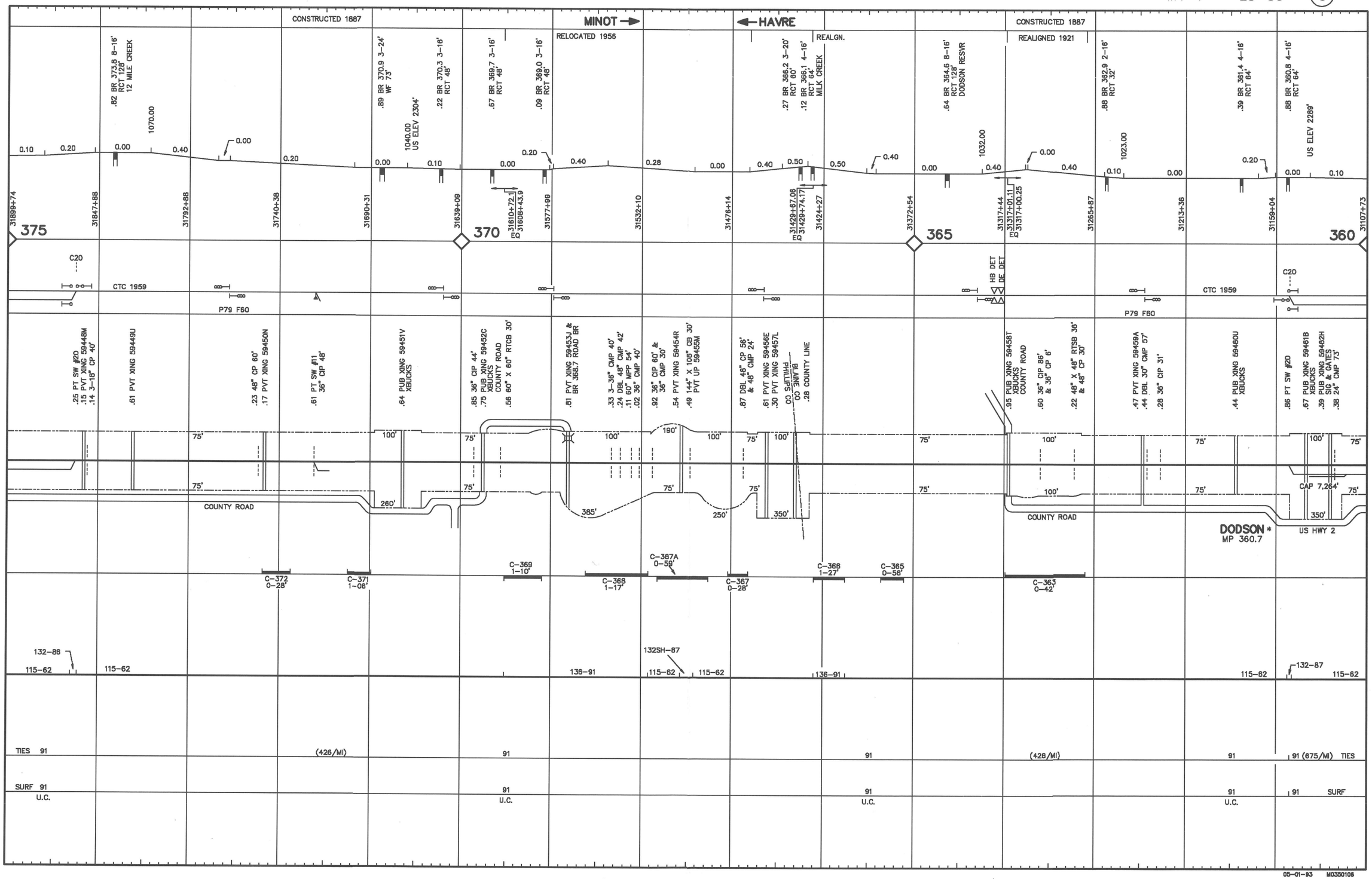
136–93 | 132–83 | 115–63 | 115–63 | 132–87 136–92 | 115–62 115–63

TIES 84 | 91 | (426/MI) | 91 | 91 | (426/MI) | TIES 91

SURF 93 | 93 91
U.C. 90 | U.C. U.C. | 91 U.C. | 91 U.C. | SURF 91 U.C.

05–01–93 M0350105

MONTANA DIVISION – MILK RIVER SUBDIVISION



05–01–93 M0350108

CONSTRUCTED 1887 | MINOT → | ← HAVRE | RELOCATED 1956 | CONSTRUCTED 1887

.85 BR 358.8 3–16' RCT 48'
.55 BR 357.5 3–28' WF 84'
.21 BR 357.2 3–16' RCT, 3–20' WF 109'
.60 OH HWY 59466K US HWY 2
.07 BR 356.0 3–16' RCT 48'
.86 BR 353.7 4–16' RCT 64'
BR 353.7A 5–PT 69'
.15 BR 353.1 3–16' RCT 48'
BR 353.1A 3–PT 42'
US ELEV 2268'
.02 BR 351.0 3–16' RCT 48'
.76 BR 348.8 3–16' RCT 48' PVT UP 59474C
.27 BR 349.3 4–16' RCT 64'
.52 BR 347.5 4–16' RCT, WF 96' PVT UP 59478R LITTLE SANDY CREEK
.16 BR 345.2 5–16' RCT 80'

1018.00 | 1013.00 | 1006.00 | 990.00

31107+73 | 310057+52 | 31002+33 | 30951+20 | 30894+51 | 30844+86 | 30792+38 | 30739+01 | 30688+44 | 30633+53 | 30606+19.3 EQ 30605+91.9 | 30582+15 | 30529+22 | 30519+71.9 EQ 30519+68.4 | 30475+67 | 30422+95 | 30368+92 | 30314+73

360 | 355 | 350 | 345

CTC 1959 | CTC 1960 | CTC 1960 | TEST MILE

C20 | C20 | C20 | HB DET DE DET

P79 F60 | P79 F60

.71 PVT XING 59463P
.58 24" CMP 25' & 24" CIP 18'
.25 PT SW #20
.28 PUB XING 59464W XBUCKS
.27 36" CIP 31'
.89 36" CIP 50'
.99 PUB XING 59465D XBUCKS
.95 48" X 54" RTSB 31' & 54" CP 12'
.58 DBL 48" CP 60'
.34 36" CP 32'
.44 36" CIP 31' & 36" CP 6'
.05 DBL 36" CIP 30' & 36" CP 30'
.99 PUB XING 59467S XBUCKS
.91 DBL 42" X 48" CB 30'
.35 PT SW #20
.10 PVT XING 59468Y
.33 PVT XING 59469F
.84 PUB XING 59470A SIGS & GATES
.75 24" CIP 73'
.72 36" CIP 79'
.11 PT SW #20
.02 DBL 48" X 48" CB 52'
.77 PVT XING 59471G
.57 48" X 60" CB 42'
.25 48" X 60" STB 30'
.08 PVT XING 59472N
.85 DBL 42" X 48" CB 36'
.58 48" CIP 55' & 48" CP 12'
.03 18" CIP 98'
.99 48" X 72" STB 53' & 48" CP 18'
.85 PVT XING 59473V
.70 18" VP 38'
.21 18" CIP 36' EXT 18" CP 6'
.94 PVT XING 59475J
.85 84" CP 42'
.59 36" CIP 31'
.45 72" CA 40'
.27 72" CA 44'
.84 DBL 36" X 48" CB 48'
.98 PUB XING 59477X XBUCKS
.82 36" X 36" CB 36'
.59 2–48" CP 40'
.52 PUB XING 59478E XBUCKS

75' | 175' | 75' | 200' | 75' | US HWY 2 | 100' | 75' | 75' | 350' | 100' | US HWY 2 | 75'

75' | 75' | CAP 10,389' | 75' | 200' | 75' | 100' | 75'

US HWY 2

WAGNER
MP 352.8

C–355 0–28' | C–352A 0–42' | C–352 0–56' | C–350A 0–56' | C–350 0–59' | C–349 0–56' | C–348 1–03'

132–90 | 115–62 | 115–62 | 115–61 | 132–87 | 115–61 | 115–61 | 132–87 | 115–61 | 115–61 | 115–60

TIES 91 (675/MI) (675/MI) TIES 91

SURF 91 SURF 91

05–01–93 M0350107

CONSTRUCTED 1887 | REALIGN 1941 | MINOT → | ← HAVRE | CONSTRUCTED 1887

.55 BR 343.5 3–TPC, TRT 383' PVT UP 59480F MILK RIVER | US ELEV 2253' | .37 BR 343.4 5' RCT | .37' WF 43' | BR 343.4A 5' RCT | .37' WF 43' PUB UP 59481M CENTRAL AVE.

.23 BR 340.2 3–16' RCT 48'

.61 BR 338.6 6–16' RCT 96' | 2553.00 | .14 BR 338.2 4–CCTS 48'

.74 BR 334.7 6–16' RCT 96' | 2505.00

2507.00 ℄ 2515.00 ELEV

.93 BR 332.9 15–16' RCT 240'

.51 BR 332.5 13–16' RCT 208'

.88 BR 330.9 6–CCTS 84' | 2514.00

987.00 | 0.30 | 0.00 | 0.00 | 0.13 | 0.00 ELEV | 0.25 | 992.00 ℄ 2548.00 | .37 | 0.00 | 0.10 | 0.05 | 0.00 | 0.40 | 0.00 | 0.12 | 0.00 | 0.30 | 0.00 | 0.40 | 0.20 | 0.00 | 2505.00 | 0.30 | 0.00 | 0.20 | 0.00 | 0.00 | 0.40 | 0.40 | 2514.00

30314+73 | 345 | 30260+94 | 30235+65 ℄ 29773+65 | 29747+04 | 29693+54 | 29640+51 | 29588+39 | 340 | 29536+76 | 29485+27 | 29430+83 | 29376+54 | 29326+46 | 335 | 29272+99 | 29223+20 | 29168+88 | 29116+14 | 330 | 29054+94

CTC 1960 | C20 | DE DET LIGHTS | C20 | DE DET | CTC 1960 | C20

P79 F60 | P79 F60

.61 18" CIP 36' .53 PUB XING 59479L XBUCKS .31 24" CIP 48' .30 3–48" CP 40'

.05 18" CIP 36' .98 36" CP 40'

.48 PT SW #20

.25 DEPOT

.00 24" CIP 109'

.77 PT SW #11 .38 36" CIP 55' .27 PUB XING 59483B SIGS & GATES .19 36" X 36" CB 54' .11 36" X 36" CB 79'

.77 36" CIP 31' & 18" CMP 18' .71 PT SW #20

.13 24" VTP 25' & 24" CIP 16' .04 PUB XING 59484H SIGS & GATES

.96 PT SW #11 .80 36" CIP 50'

.80 PVT XING 59485P

.52 PVT XING 59486W .39 18" CP 32'

.93 PUB XING 59487D XBUCKS .71 DBL 36" CIP 48' & DBL 36" CP 32'

.83 PUB XING 59488K SIGS & GATES

.78 PUB XING 59489S XBUCKS .73 30" CIP 24' & 30" CP 12'

.25 PUB XING 59490L XBUCKS

.82 DBL 24" CP 32' & DBL 36" CIP 45' .73 PVT XING 59491T .58 PT SW #11

US HWY 2 | OLD US HWY 2 | COUNTY ROAD

75' | 100' | 75' | 75' | 75' | 100' | 75' | 100' | 75' | 75' | CAP 8,000'

75' | 100' | 200' | CAP 8,418' | 75' | 75' | 200' | 75' | 350' | 75' | 75' | 200'

MALTA * MP 343.3

MALTA STOCK YARDS MP 341.0

BOWDOIN MP 330.7

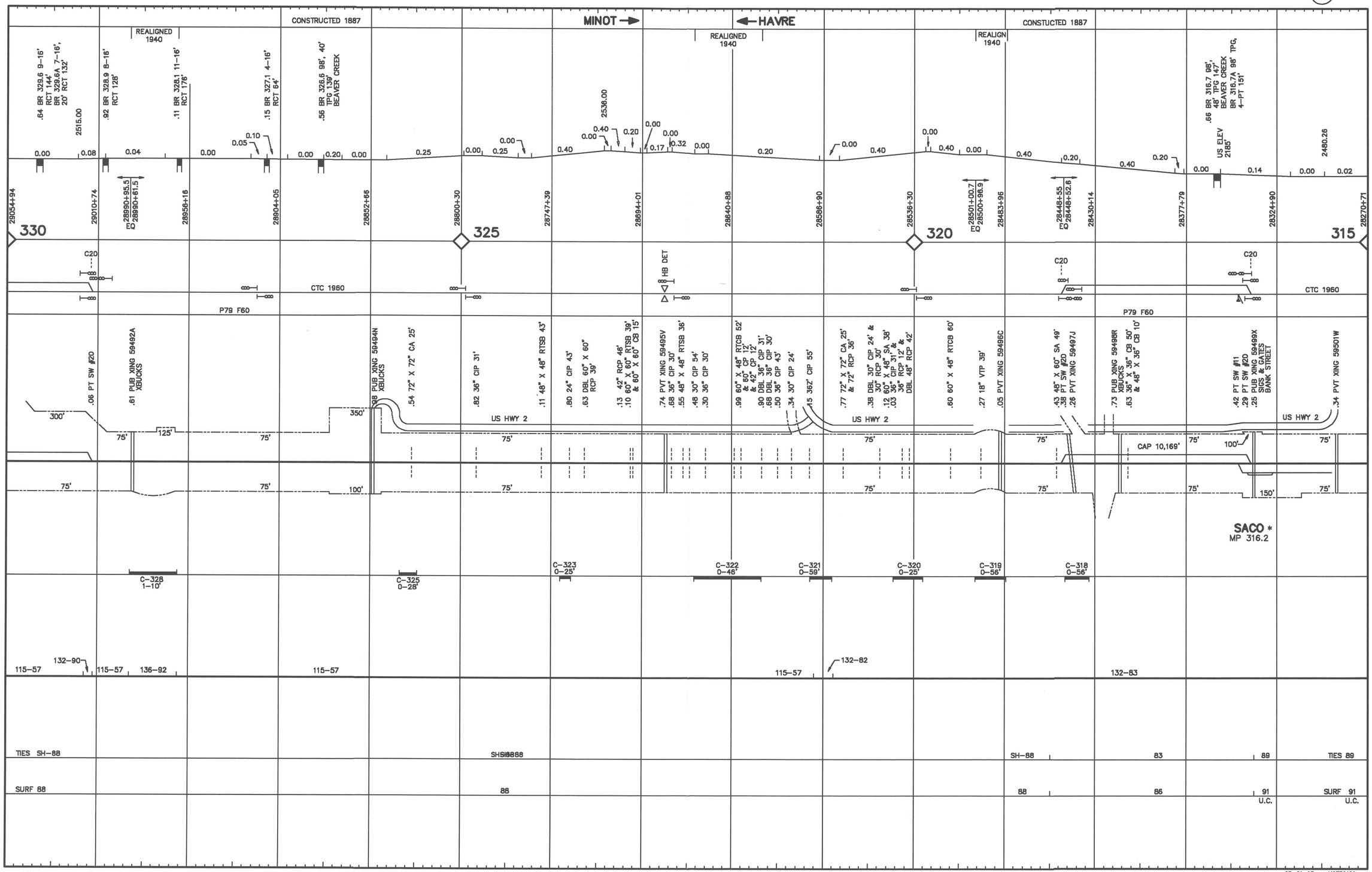
C–342 0–35' | C–341 0–25' | C–340 0–59' | C–338 0–07' | C–333 1–03' | C–330 0–21'

132–90 | 115–60 | 132–89 | 115–60 | 132–90 | 132–90 | 115–60 | 115–57 | 115–57 | 115–60 | 115–60 | 132–90 | 115–57

TIES 91 | (675/MI) | (675/MI) | 91 | SH–88 | TIES SH–88

SURF 91 | 91 | 88 | SURF 88

05–01–93 M0350108



05–01–93 M0350109

MONTANA DIVISION – MILK RIVER SUBDIVISION

MT–1 LS–35 (10)

CONSTRUCTED 1887 — MINOT → — ← HAVRE — CONSTRUCTED 1887 — REALIGNED 1912

.56 BR 314.8 6–16' RCT 98'

.85 BR 313.8 2–32' DPG 98' TPG 162' BEAVER CREEK

.96 BR 313.0 3–TPG 136' BEAVER CREEK

.46 BR 312.5 7–16' RCT 112'

.86 BR 311.9 5–16' RCT 80'

.54 BR 310.5 TRT 120', 4–60' TPG 364' BEAVER CREEK

.21 BR 305.2 5–16' RCT 80' PVT UP 59509B

US ELEV 2180'

.05 BR 303.0 5–16' RCT 80' BR 303.0A 6–PT 81'

2479.00 | 2504.00 | 2458.85 | 2443.00

28270+71 | 28218+24 | 28165+22 | 28114+85.3 | 28114+86.96 | 28111+30 | 28060+89 | 28006+36 | 27953+66 | 27901+50 | 27849+03 | 27795+35 | 27743+80 | 27691+27 | 27633+82 | 27584+46 | 27532+14 | 27480+41

315 | 310 | 305 | 300

CTC 1960 | DE DET | DED LIGHT | DE DET | DED LIGHT | C20 | CTC 1960 | C20

P79 F60 | P65 F60 | P79 F80 | P79 F60 | P60 F55

.03 COUNTY LINE

.31 PVT XING 59502D

.18 18" RCP 54'

.94 24" CIP 43' & 24" CMP 30'

.68 PUB XING 59503K XBUCKS

.86 PUB XING 59504S XBUCKS

.75 96" X 96" CA 61'

.49 120" X 120" CA 61'

.91 72" X 72" CA 38'

.12 48" X 48" RTSB 27' & 48" X 48" CB 16'

.88 PVT XING 59505Y

.59 PVT XING 59506F

.58 72" CA 38'

.08 PVT XING 59507M

.72 30" CIP 37'

.54 PVT XING 59508U

.06 36" X 48" RCB 48'

.79 DBL 48" X 60" RTCB 66'

.97 48" X 36" CB 53'

.92 PT SW #2D

.75 DBL 36" CIP 24' & 36" RCP 18'

.38 24" RCP 80'

.28 PVT XING 59510V

.01 18" VP 49'

.79 DBL 72" X 72" CB 42'

.45 PUB XING 59511C SIGS & GATES SO. BENCH RD

.30 PT SW #2D

.29 PUB XING 59518A XBUCKS FARAASEN RD

.52 72" CA 56'

.25 24" VP 28'

.14 24" RCP 40'

.90 60" X 60" RTSB 52'

.80 30" RCP 54'

.57 36" CIP 43' & 36" RCP 12'

.45 36" CMP 48'

.41 36" CMP 48'

.05 30" RCP 40'

COUNTY RD | US HWY 2

75' | 100' | 75' | 100' | 75' | 100' | 75' | 100' | 75' | 100' | 75' | 100' | 75' | 100' | 75' | 100' | 75'

75' | 100' | 75' | 350' | 75' | 200' | 75' | 100' | 75' | 200' | 56' | 180' | CAP 13,183' | 75'

PHILLIPS CO | VALLEY CO

HINSDALE *
MP 303.5

C–313 0–14' | C–312A 0–21' | C–312 2–20' | C–310 1–08' | C–307 0–52' | C–304 0–25' | C–303 0–35' | C–301 0–18' | C–300 1–31' | C–300A 1–17'

132–83 | 132–80 | 132–83 | 132–83 | 132–82

TIES 89 | 89 | 89 | 91 | (273/MI) | 91 | TIES 83

SURF 91 U.C. | 91 U.C. | 91 | SURF 86 U.C.

05–01–83 M0350110

CONSTRUCTED 1887 | REALIGNED 1950 | CONSTRUCTED 1887

MINOT → ← HAVRE

.13 BR 298.1 DPG & RCT 145' TRY–A–LINE CREEK

US ELEV 2128' | 2425.00 | .93 BR 292.9 5–16' RCT 80' PVT UP 59522P | US ELEV 2124' | .42 BR 288.4 4–CCTS 56' BR 288.4A 4–PT 53' | .70 BR 287.7 5–16' RCT 80' PVT UP 59527Y | .13 BR 287.1 8–16' RCT 128' PVT UP 59529M | .98 BR 287.0 4–16' RCT 64' | .43 BR 286.4 4–16' RCT 64' PVT UP 59530G | .66 BR 285.7 6–16' RCT 96' | 2406.00

27480+41 | 27427+36 | 27374+11 | 27320+10 | 27267+86 | 27214+30 | 27162+01 | 27110+60 | 27057+68 | 27004+49 | 26950+47 | 26898+02 | 26845+35 | 26792+01 | 26740+98 | 26686+51

300 | 295 | 290 | 285

CTC 1960 | HB DET | C20 | C20 | CTC 1960

P60 F55 | P79 F60 | P79 F80

.88 4' X 4' RTSB 40' & 42" CMP 80' INSIDE
.62 36" CIP 80'
.52 36" CIP 61'

.42 PUB XING 59519G XBUCKS
.32 10" CIP 73'
.22 36" CIP 86'
.12 48" X 48" RTSB 71'

.96 30" CIP 30'

.66 48" X 48" SB 62'

.95 PVT XING 59520B

.15 60" X 48" RTSB 50'

.71 36" CIP 43'
.54 36" CIP 49'
.44 36" CIP 49'
.35 36" CIP 49'

.01 30" CIP 37'

.87 18" VP 31'
.80 30" CIP 45'
.66 2–6' X 9' CB 94' 4–4' X 6' CB 86'
.51 48" X 60" RTSB 34'
.45 4–4' X 6' CB 98'

.09 36" CIP 37' & 36" CMP 12'

.82 PUB XING 59521H XBUCKS
.75 PT SW #11

.29 24" CIP 44'

.00 36" CIP 55'

COUNTY RD

.26 PVT XING 59523W
.01 24" CIP 25'

.33 PVT XING 59524D

.60 36" CIP 38' & 36" CMP 12'

.02 48" X 60" RTSB 47'

COUNTY RD

.71 PT SW #20

.23 48" X 72" CB 100'
.23 PUB XING 59525K SIGS & GATES

.98 PT SW #20
.88 PVT XING 59526S

.39 PVT XING 59528F

.09 41" X 41" CB 39'

.60 PUB XING 59531N XBUCKS, LIBERTY RD

COUNTY RD

75' | 100' | 75' | 100' | 75' | 110' | 75' | 100' | 75' | 75'

CAP 8,431'

350'

VANDALIA
MP 294.8

TAMPICO
MP 289.4

C–299A 2–02' | C–298A 1–59' | C–297A 2–13' | C–297 2–05' | C–296C 0–56' | C–298A 2–02' | C–296 0–59' | C–291 0–52' | C–287 0–38'

C–299B 2–09' | C–299 2–05' | C–298 3–05' | C–298B 2–05' | C–295A 0–31' | C–295 0–31'

132–82 | 136–91 | 132–90 | 132–90 | 136–91 | 136–91 | 132–90 | 132–82 | 136–82 | 132–82 | 132–81 | 132P–80 | 132–82 | 132–84 | 132–84 | 132–84

TIES 83 | TIES 83

SURF 86 | 86 | 84 | SURF 84

05–01–93 M0350111

CONSTRUCTED 1887
MINOT →
← HAVRE
CONSTRUCTED 1887
REALIGNED 1924

.38 BR 284.4 2–20', 2–30' DPO 10IT, ATTLOPE CREEK
.12 BR 284.1 7–16' RCT 112'
.54 BR 283.5 3–16' RCT 48' PVT UP 595533C
.91 BR 282.9 16' RCT
.82 BR 279.8 10–16' RCT 160' PVT UP 595537E
.59 BR 279.6 4–48', 2–51', 100' TPG 397' MILK RIVER
.15 BR 279.1 7–16' RCT 112'
.69 BR 278.7 20–16' RCT 320' PVT UP 595540M
.20 BR 278.2 7–16' RCT 112' CHERRY CREEK
.59 BR 277.6, 6A 2–5' RCT, 34' WF 46', PUB UP 595543H BR 277.6B,C,D 2–5' RCT, 34' WF 46' 6TH STREET
US ELEV 2093'
.79 BR 275.8 4–16',20' RCT 84' PUB UP 595546D
.44 BR 274.4 3–16' RCT 48' PVT UP 595549Y
.15 BR 274.1 2–16',20' RCT 52' PUB UP 595550T
.69 BR 271.7 3–16' RCT 48'
.60 BR 270.6 3–16' RCT 48'

2406.00 0.00 0.10 0.12 0.00 0.00 0.24 0.38 0.07 0.00 0.10 0.00 0.10 0.20 0.10 0.20 0.20 0.05 0.00 0.10 0.59 0.00 0.12 0.00 0.14 US ELEV 2093' 0.00 0.20 0.40 0.17 0.40 0.00 0.30 2388.00 0.30 0.39 0.50 2410.00 0.25 0.20 0.44 0.40 0.15 0.40 2366.00 0.22 0.40 0.00 0.20 0.35

26586+51 | 285 | 26634+88 | 26581+04 | 26529+21 | 26486+80 | 26433+80 | 280 | 26379+24 | 26325+02 | MILK RIVER SUB / MONTANA DIV | GLASGOW SUB / MINOT DIV MP 277.5 | 26274+79 | 26213+74 | 26160+79 | 275 | 26106+82 | 26092+60.7 ℄ 26091+90.17 | 26053+02 | 25998+62 | 25948+33 | 270 | 25895+97

TEST MILE
CTC 1960
DE DET
DED LIGHT
C20
P65 F60 | P55 F50 | P65 F55
P79 F60 | P65 F60
P65 F55 | P79 F60

.79 PUB XING 59534J XBUCKS, PAISLEY LN
.95 PUB XING 59535R SIGS
.90 36" RCP 48'
.45 6' X 4' CA 22' & 54" RCP 16'
.64 PUB XING 59536X XBUCKS
.18 PUB XING 59538L XBUCKS
.85 PVT XING 59539T
.18 PT SW #20
.03 PT SW #11
.49 DEPOT
.43 PUB XING 59544P SIGS & GATES
.25 PT SW #20
.97 DBL 48" X 54" CP 88'
.41 4–48" CP 88'
.90 PT SW #20
.82 PT SW #11
.63 36" CIP 36'
.52 36" CIP 36'
.44 PVT XING 98942A
.40 48" X 60" SB 38'
.38 PVT XING 59547K
.15 36" CIP 37'
.96 PUB XING 59548S SIGS & GATES
.88 2–48"CIP 30'
.55 3–48" CP 42'
.92 24" CIP 38' & 24" CP 40'
.83 DBL 48" CP 159'
.86 DBL 48" CP 54' & 12" CIP 48" CB 36'
.44 36" CIP 78' &
.34 36" CP 30'
.21 48" CP 72' &
.08 60" X 60" CB 83'
.95 DBL 8' X 10' CB 64'
.64 PUB XING 59551A XBUCKS
.86 48" CIP 36'
.14 36" CIP 48'
.82 PUB XING 59552G XBUCKS, WHATLEY RD

COUNTY RD
75' 100' 75' 225' 75' COUNTY RD
350' 330' 150' CAP 11,700' 75' 100' 75' 200' 75' 75' 180' 75' 242' 200' 75'

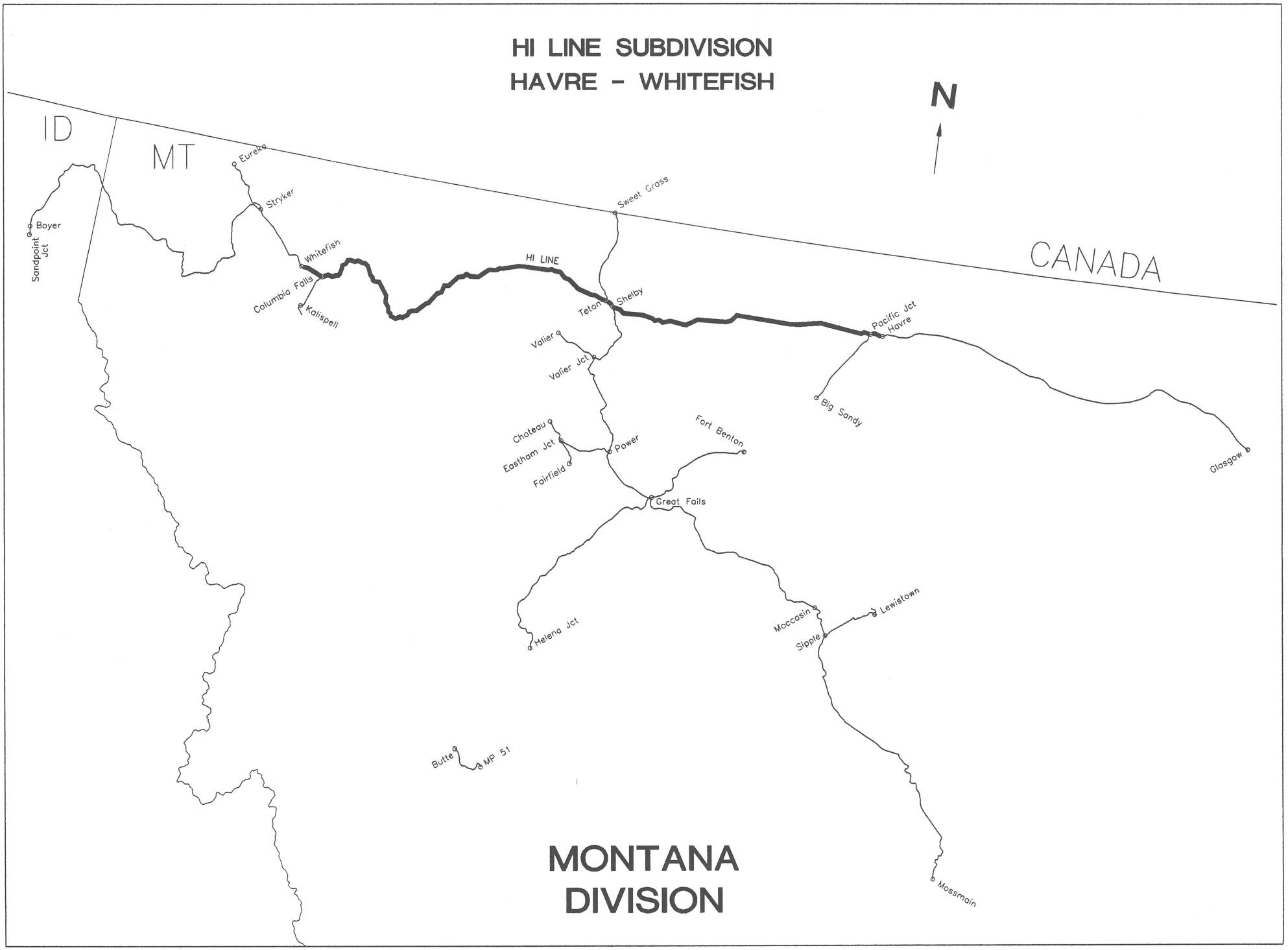
GLASGOW *
MP 277.5

C–283 1–13'
C–279A 2–23'
C–279 0–35'
C–277 1–59'
C–275A 1–13'
C–275 1–34'
C–274A 2–19'
C–274 2–14'
C–273A 2–32'
C–273 2–37'
C–270 0–28'

132–84 | 132–79 | 136–90 | 132–79 | 132–84 | 132–84 | 132–90 | 115–58 | 115–58 | 132–90 | 132–85 | 115–58 | 132–90 | 132–91 | 115–58 | 136–92 | 132–85 | 115–58 | 136–82 | 132–82 | 136–82 | 136–82 | 115–58 | 132–86 | 136–93 | 115–58

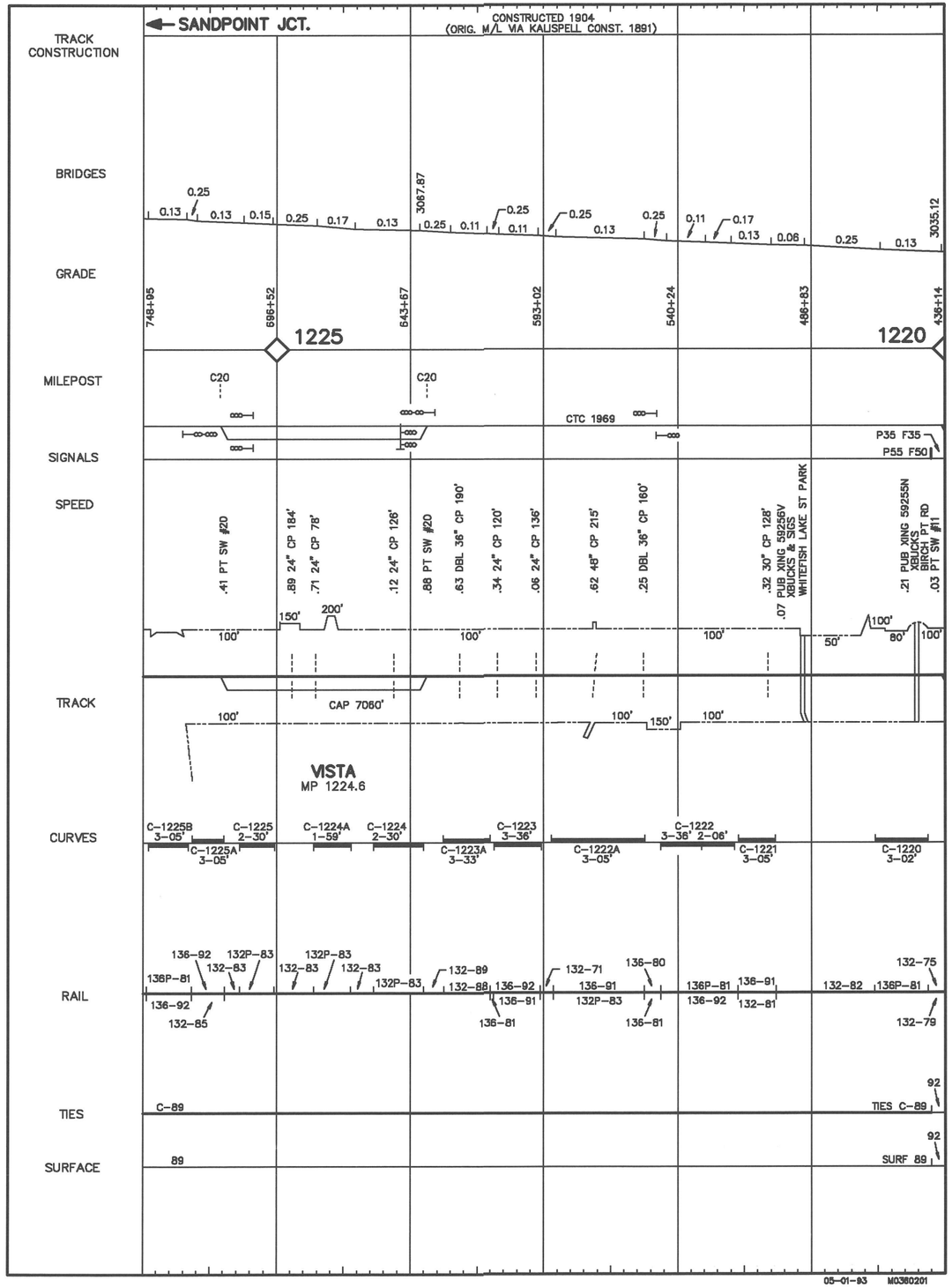
TIES 83 | 83 | 86 | 86 | TIES 86
SURF 84 | 84 | 83 | 86 | 86 | SURF 86

05–01–93 M0380112



PLT DATE: 7-12-93

MONTANA DIVISION – KOOTENAI RIVER SUBDIVISION MT-3 LS-36 (1)



MONTANA DIVISION – HI LINE SUBDIVISION

MT–2 LS–36 (2)

NO. TRK CONVERTED FROM SIDING 1983
NO. TRK CONST. 1904/1903 (ORIG. M/L VIA KALISPELL 1891)
NO. TRACK CONST. 1903 (ORIG. M/L VIA KALISPELL CONST. 1891)
SO. TRACK CONSTRUCTED 1925
CONKELLEY →
← WHITEFISH
NO. TRACK CONSTRUCTED 1925
SO. TRACK CONSTRUCTED 1891
CONSTRUCTED 1891
RELOCATED 1943
REALIGN 1938
REALIGN 1929
RELOCATED 1986

MT DIV. KOOTENAI RIVER SUB
MT DIV. HI LINE SUB
REALIGNED 1944
MP 1219.2

.92 BR 1220.0 6–DPG 341' WHITEFISH RIVER
3035.12
.44 OH HWY BR 59273L
.83 BR 1216.8W 4–RCT 72' BR 1216.8E 4–RCT 72' HASKELL CR RD 59274T
3084.90
.57 BR 1214.7W 3–RCT, DPG 84' BR 1214.7E 3–RCT 1–DPG 84' BROWN CR
.86 OH HWY BR 101975U MEADOW LAKE BLVD
3088.30
CONST. 1903
CONST. 1891
.91 OH HWY BR N. FORK RD 59341K
3120.80
MP 1208.699
3118.25
.60 TUNNEL 1207.6 5 CONC LINED 205
3158.10

0.00 0.20 0.30 0.40 0.20 0.00 0.10 0.20 0.20 0.00 0.80 0.45 0.20 0.10 0.00 0.00 0.15 0.10 0.20 0.00 0.4 0.6 0.53 0.60 0.00 0.60 0.00 0.88 0.39 0.10

436+14 | 381+27 | 328+94 | 274+60 | 222+85 | 169+75 | 116+95 | 69+54 | 11+68 | 4341+51 | 4286+05 | 4178+35 | 4128+01 | 4074+82 | 2923+08

1220 | 1215 | 1210 | 1205

317+53.5 Ω 317+10.7
0+00 Ω 4381+43.5
4378+38.2 WB
4378+38.4 EB
4246+72.2 Ω 4247+07.2
4233+87.9 Ω 4234+51.8 Ω 4234+30.5
4156+01.0 Ω 4155+82.1
4095+16.0 Ω 4095+10.1
4072+59.6 Ω 2967+13.1

CTC 69 | ABS
ABS
4–C20
C11
2–C11
C20
TEST MILE
ABS | CTC 1967
C20
DE DET
TEST MILE
4627.5'

P35 F35 | P70 F60
P70 F80 | P70 F80 | P70 F45
P70 F45 |
P70 F60
P40 F35
P55 F50

.87 PT SW #20
.63 PT SW #11
.41 PT SW #11
.40 PT SW #11
.35 PT SW #11
.24 DEPOT
.97 PT SW #11
.76 PT SW #11
.87 72" X 96" CB 107'
.97 PUB XING 59332L SIGS & GATES
.73 PT SW #11
.71 PT SW #20
.63 PT SW #20
.61 PT SW #20
.54 PT SW #20
.08 DBL 48" CP 72'
.07 24" CP 53'
.07 24" CP 53'
.50 24" CP 104'
.92 DBL 48" CP 60'
.57 48" CP 56'
.06 24" CP 56'
.02 PT SW #11
.95 PT SW #11
.86 PT SW #11
.57 PUB XING 59334A N LASALLE RD SIGS & GATES
.03 PVT XING DOT#
.37 72" X 120" CB 117'
.04 36" CP 80'
.74 PT SW #11
.68 PT SW #11
.66 PT SW #11
.47 18" CP 74'
.75 PT SW #11
.72 PUB XING 59339J SIGS & GATES 2ND AVE W
.70 PT SW #11
.69 PT SW #11
.64 PT SW #11
.60 DEPOT
.29 PUB XING 59340D 4TH AVE E SIGS & GATES
.89 PT SW #11
.81 PT SW #11
.08 PT SW #11
.50 48" CMP 112' 2ND AVE.
.91 PT SW #11
.69 PT SW #20 EQLAT
.67 30" X 30" WB 34'
.68 SETOFF
.90 24" CP 144'
.91 18" CP 16'
.87 12" CIP 12'
.59 12" CIP 12'
.44 24" CIP 72'
.71 PVT XING 98737U

END DOUBLE TRACK MP 1219.87
BEGIN DOUBLE TRACK MP 1208.72
TO KALISPELL
CAP 4015'

WHITEFISH *
MP 1219.2
HALF MOON
MP 1215.0
COLUMBIA FALLS *
MP 1211.6
CONKELLEY
MP 1208.69

50' 100' 70' 100' 50' 100' 100' 50' 100' 75' 200' 4' 50' 100' 150' 75' 200' 100' 100' 150' 150' 100' 100'

TRACK 1
TRACK 2

C–1218 0–31' 0–52'
C–1218 0–35' 1–13'
C–1212 1–03'
C–1212 1–06'
C–1211A 0–30'
C–1211 0–30'
C–1210 0–56'
C–1210 0–59'
C–1209A 0–59'
C–1209A 1–03'
C–1209 1–03'
C–1209 1–00'
C–1208C 2–05'
C–1208B 2–05'
C–1208 2–14'
C–1208A 5–09'
C–1207B 5–05'
C–1207D 2–14'
C–1207C 5–57' 4–30'
C–1207A 0–51'
C–1207 2–46'
C–1206B 2–09'
C–1206D 1–23'
C–1206A 2–46'
C–1208C 2–00'
C–1206 2–55'
C–1205 1–51'
C–1208C 0–26'

ALIGNMENT TRACK 1 EXCEPT AS NOTED
ALIGNMENT TRACK 1
ALIGNMENT TRACK 2 EXCEPT AS NOTED

132SH–83 | TRACK 1 | 132SH–83 | 132–82 | TRACK 1 | 132–83 | 132–82 136–90 136–91 | 132P–81 132P–85 | 136–92 136P–81 | 132–82 136–82 | 136–92 132–84 | 132–86
132–75 | 132–83 | TRACK 2 | 132–84 | 132–83 | 132–83 | TRACK 2 | 115–61 | 132–83
132–79
TIES TRK 1 92 | TIES TRK 1 92 | C–88 | TIES C–88
TIES TRK 2 92 | TIES TRK 2 92
SURF TRK 1 92 | SURF TRK 1 92 | 92 | SURF 92
SURF TRK 2 92 | SURF TRK 2 92

05–01–93 M0380202

MONTANA DIVISION — HI LINE SUBDIVISION

MT–2 LS–36 (3)

RELOC. 1986 | RELOCATED 1943 | RELOC. 1943 | CONSTRUCTED 1891 | RELOCATED 1943 | HAVRE → | ← CONKELLEY | CONSTRUCTED 1891 | REALIGNED 1945

.83 BR 1204.8 3–123' 4 140' DPG 929' FLATHEAD RIVER
US ELEV 3156'
.20 BR 1196.2 A B 2–5' RCT, 45' WF, 57' HWY UP, 88127J
US ELEV 3218'
.46 TUNNEL 4 CONC LINED 227'
.10 TUNNEL 3.9 CONC LINED 630'
.78 TUNNEL 3.8 CONC LINED 2,281' HWY OVER TUNNEL
.15 TUNNEL 3.7 CONC. LINED 325'
.00 BR 1191.01 WF 12' OUSEL CREEK

2923+08 | 2870+28 | 2859+34.5 / 2859+68.3 | 2818+34 | 2810+70.4 / 2809+94.97 | 2775+05 / 2751+97.2 | 2738+30 | 2691+22 | 2635+26 | 2593+82 | 2540+98 | 2494+18 | 2444+48 | 2404+80 / 2384+72.4 | 2372+28.5 | 2319+84.5 | 2271+78.8 | 2218+26 | 2174+30 | 2172+82.4 / 2172+57.0 | 2122+85

1205 | 1200 | 1195 | 1190

C20 | C20 | CTC 1967 | DE DET HB DET | C20 | C20 | CTC 1967

P55 F50 | P60 F50 | P60 F50 | P45 F40 | P50 F45 | P45 F40

.35 PT SW #2D
.28 PUB XING 88133M SIGS & GATES
.19 DBL 30" CIP 66' & 30" CP 16'
.79 24" CMP 82'
.60 18" CMP 51.2'
.38 144" CA 117'
.15 PUB XING 88132F
.30 PT SW #2D
.25 PVT XING 88131Y
.69 36" CMP 56'
.50 24" CP 36'
.45 36" X 36" RTB
24" CP 24'
.37 18" CP 24'
.28 18" CP 24'
.01 18" CP 24'
.95 PUB XING 88130S SIGS & GATES BLANKENSHIP RD
.80 24" CP 72'
.56 24" CP 102'
.20 24" CP 42'
.32 10" CIP 41'
.03 24" CP 78'
.03 PUB XING 88129X XBUCKS
.88 18" CMP 24'
.47 24" CP 276' & 24" CIP 8'
.44 PVT XING 88128R
.11 PT SW #20 CONC
.07 DEPOT
.41 30" CP 40'
.99 PT SW #2D
.90 12" GIP 20'
.08 18" CP 54'
.05 24" CP 36'
.97 10" CIP 18'
.17 DBL 36" OCP 42'
.08 24" CP 24'
.75 18" CP 24'
.58 18" CP 24'
.55 18" CP 24'
.46 24" CIP 36'
.23 18" CP 24'
.00 10" CIP 24'
.80 24" CP 30'
.77 18" CP 35'
.69 24" CIP 25'
24" CP 12'
.54 24" CP 42'

290.4'
CAP 11,157'
CAP 10,232'

100' | 150' | 100' | 175' | 150' | 100' | 80' | 100'
100' | 100' | 150' | 175' | 100' | 200' | 150' | 80' | 100'

CORAM
MP 1204.9

BELTON *
MP 1196.1

C–1204 2–51' | C–1203 2–23' | C–1202A 2–27' | C–1202 0–28' | C–1201B 1–41' | C–1201A 2–54' | C–1201 2–20' | C–1200 2–27' | C–1199 2–44' | C–1198 1–45' | C–1197 2–27' | C–1195A 1–55' | C–1195 2–28' | C–1194C 5–17' | C–1194B 3–22' | C–1194A 4–30' | C–1194 4–50' | C–1193B 4–57' | C–1193A 5–03' | C–1193 4–43' | C–1192B 0–54' | C–1192A 4–50' | C–1192 4–43' | C–1191B 4–57' | C–1191A 3–29' | C–1191 4–50' | C–1190A 5–03' | C–1190 3–22'

132–86 | 132–81 | 132–83 | 132–82 | 132–79 | 132–83 | 132–81 | 132–85 | 136–91 | 132–81 | 132–84 | 132–82 | 132–88 | 136–92 | 132–88 | 132–83 | 136–92 | 132P–89 | 136–92 | 132–82 | 132SH–87 | 132P–85 | 132–83 | 136–92 | 132–88 | 136–92 | 132–82 | 136–90 | 136–91 | 136–82 | 132–88 | 136–90 | 136–92 | 136–90 | 132–83 | 132P–85 | 136–81 | 136–92 | 136–91 | 132–85 | 136P–81 | 136–92 | 132–80 | 136–92 | 132–83 | 132–81 | 136–90 | 132–88 | 132–82 | 132–79

TIES
TIES 86 C–88 | 81 | C–88 | 86 | 86 | C–88 | 82 | C–88 | TIES C–88

SURF 92 | SURF 92

05–01–93 M0360203

MONTANA DIVISION – HI LINE SUBDIVISION

MT–2 LS–36 (4)

CONSTRUCTED 1891 | NORTH TRACK CONSTRUCTED 1968 SOUTH TRACK CONSTRUCTED 1891 | NO TRK CONST 1923 SO TRK CONST 1891 | HAVRE → | ← CONKELLEY | NO TRK CONST 1891 SO TRK CONST 1923 | NORTH TRACK CONSTRUCTED 1923 SOUTH TRACK CONSTRUCTED 1891 | NORTH TRACK CONSTRUCTED 1923 SOUTH TRACK CONSTRUCTED 1891 AND REMOVED 1960

REALIGNED 1965 | REALIGNED 1984 | REALIGNED 1944 | REALIGN 1957 | REALIGN 1957 | REALIGN 1960

.68 BR 1188.6 5–WF 150' DEER LICK CREEK

US ELEV 3312'

3328.10

.70 OH HWY 88122A US HWY 2

0.80 COMP

.73 OH HWY 88121T US HWY 2
.43 BR 1181.4W 6–DPG 272'
BR 1181.4E 3–DPG 210' ROCK CREEK
.17 BR 1181.2W 3–DPG 176'
BR 1181.2E 2–DPG 112' DRY GULCH

.17 BR 1179.1W 5–DPG, 2–WF 297'
BR 1179.1E 5–DPG 256', UP 88120L STANTON CREEK

0.80 COMP

3625.65 US ELEV 3624'

.75 TUNNEL 3 CONC LINED 458'
.43 BR 1176.5 DPG 60' TUNNEL CREEK
.25 TUNNEL 2 CONC LINED 1,746' HWY OVERHEAD

6,259.7'

2122+85 | 2119+10 | 2116+59 | 2070+55 | 2017+23 | 1984+52 | 1913+35 | 1860+46 | 1807+92 | 1754+24 | 1705+35 | 1649+65 | 1593+55 | 1549+53 | 1493+50 | 1431+17 | 1370+79 | 1308+20

1190 | 1185 | 1180 | 1175

1815+82.0 1815+83.0 | 1784+42.9 1783+65.7 | 1171+68.2 1171+75.3 | 1654+59.5 1654+54.0 | 1469+23 1453+38

DE DET | C24 | CTC 1967 2–C20 | CTC 1982 | DE DET | C20 | CTC 1982 | DE DET HB DET

P50 F45 | P60 F45 | P60 F45 | P40 F35 | P40 F35 | P50 F40 | P50 F40

.48 36" CMP 54'
.27 36" CMP 42'
.13 36" CMP 44'
.07 36" CMP 64'

.50 PVT XING 88126C

.99 PT SW #24 EQLAT
.67 PVT XING 88125V
.36 24" X 28" CB 57'

.93 2–36" CP 40'
.86 30" CMP 37'
.61 24" CP 42'
.48 24" CP 48'
.35 PUB XING 88124N SIGS & GATES
.19 30" CP 73'
.04 30" CIP 28' & 30" CP 36'

.92 PVT XING 88123G
.76 PT SW #11
.53 PT SW #11
.38 24" CP 76'
.20 PT SW #20
.16 PT SW #20

.41 12" X 16" RTB 38'

.08 96" X 96" CB 56'
.78 2–36" CP 96'
.69 18" CP 32'
.67 36" CP 42'
.58 36" CMP 52'
.56 30" CP 48'
.52 30" CP 48'
.46 14" CIP 75'
.44 10" CIP 78'
.38 24" CIP 80'
.06 30" CP 108'

.87 2–30" CP 60'
.47 10" CIP 34' & 12" CIP 12'
.20 10" CIP 38' & 12" CIP 6'
.12 48" CMP 76' & 48" CSP 40'
.03 10" CIP 34'
.00 10" CIP 22'

.98 36" CIP 40'
.93 30" CMP 66'
.87 30" CIP 72' & 30" CP 46'
.02 2–12" CMP 18' & 24" CMP 48'
.85 10" CIP 38'
.73 24" CMP 74'
.44 30" CIP 48' & 30" CP 32'

.88 24" CIP 54' & 24" CP 16'

.58 24" CP 40'

.97 24" CP 40'
.57 24" CP 96'
.49 PT SW #20 CONC
.32 24" CIP 48' & 24" CP 32'
.20 24" CIP 72' & 24" CP 67'
.00 24" CP 16'

.89 36" CP 48'
.85 24" CP 48'
.91 18" CP 48'
.68 36" CP 145'
.65 12" CMP 73'
.62 30" CMP 48'
.60 36" CMP 49'
.58 36" CMP 49'
.50 36" CP 40'
.04 36" CIP 101'

.95 66" X 96" CA 171'
.70 24" CMP 122'
.66 36" CP 85'

.40 27" VTP 48' & 30" CP 16'
.22 24" CIP 48' & 24" CP 16'

100' | TRK 1 | TRK 2 | TRACK 1 | TRACK 2

END TWO MAIN TRACKS MP 1187.98

BEGIN TWO MAIN TRACKS MP 1177.49

NYACK MP 1188.0

RED EAGLE MP 1185.2

PAOLA MP 1177.6

C–1189A 2–42' | C–1189 2–22' | C–1188A 2–55' | C–1188 3–02'

C–1184B 2–01' | C–1184A 1–07' | C–1184 1–28' 5–57' | C–1183A 2–01' | C–1183 4–50'

C–1184B 1–41' | C–1184A 1–07' | C–1184 1–28' 5–51' | C–1183A 1–48' | C–1183 4–57'

C–1182B 4–23' | C–1182 6–11' 5–03' | C–1182A 3–02' | C–1181B 4–50' | C–1181A 4–43'

C–1182B 3–30' | C–1182 5–57' 5–03' | C–1182A 2–49' | C–1181B 4–50' | C–1181A 4–43'

C–1181 5–57' | C–1180B 1–59' | C–1180A 1–14' | C–1180 2–22'

C–1181 6–04' | C–1180B 1–55' | C–1180A 1–14' | C–1180 2–22'

C–1179 0–47'

C–1178 1–07'

C–1178 1–01'

C–1177A 2–08' | C–1177 1–55' | C–1178B 2–15' | C–1176A 2–01' | C–1178 2–35' | C–1176A 2–22' | C–1175A 0–54' | C–1175 1–28'

ALIGNMENT TRACK 2 | ALIGNMENT TRACK 2 EXCEPT AS NOTED

132–79 132–88 132–92 132–85 132–90 | 132–82 132–88 132–92 | 132–84 | 132–84 132–85 132–92 132–79 132–91 132–92 132–79 132–90 | 132–79 132–79 132–92 132–83 132–82 | 132–92 132–83 132–91 | 115SH–87 132–84 115SH–87 | 132–84 | 132–78 132–84 115SH–87 132–84 | 132–92 132–84 132–82 132–88 132–82 | 132–82 132–84 132–83 136–92

136–90 | 136–92 | 136–92 132P–89 | 132–83 136–92 132–84 | 136–91 | TRACK 1

132–84 TRACK 2 | 115–62 115SH–87 132–83 136–92 132–81 132–89 | 132–79 132–83 132–89 132–76 136–82 | 136–92 132–83 132–84 | 115SH–87 132–84 115SH–87 TRACK 2 | 132–80 | 136–92

TIES TRK 1 C–88 | 75 | C–89 | C–89 75 | 88 | C–89 | TIES TRK 1

TIES TRK 2 | 88 | 80 C–89 | C–89 80 | 88 | TIES TRK 2

SURF TRK 1 | 92 | 88 | 89 | 89 | 88 | SC–92 SH–92 | SURF TRK 1

SURF TRK 2 | 83 | 89 | 89 | 83 | SURF TRK 2

06–01–83 M0380204

MONTANA DIVISION — HI LINE SUBDIVISION

MT-2 LS-36 (5)

NORTH TRACK CONSTRUCTED 1923
SO TRK CONST 1891 & REMOVED 1960
REALIGNED 1956
NORTH TRACK CONSTRUCTED 1891
SOUTH TRACK CONSTRUCTED 1923
HAVRE →
← CONKELLEY
NORTH TRACK CONSTRUCTED 1891
SOUTH TRACK CONSTRUCTED 1924

3707.18 0.23 0.53 0.00
.71 BR 1173.7 3-DPG 208' PAOLA CREEK
0.80 COMP
.53 BR 1170.5W DPG 32'
BR 1170.5E DPG 32' DICKEY CREEK
3833.36
0.00 0.43 0.80 COMP 0.79 US ELEV 3869'
0.50 0.70 0.90 0.80 0.10 0.00 1.00 0.83 0.00
.70 BR 1166.7W 11 DPG 485'
BR 1166.7E 10 DPG 465' SHEEP CREEK
3984.57
.45 BR 1165.4 778' 10-DPG,WF,IB,DRT,DPCT MIDDLE FORK FLATHEAD RIV
.31 1165.3 2-TPG,WF 214' UP HWY 2 86275W
0.60
1.80 COMP
.86 SNOW SHED 11 2 TRKS 382'
.46 SNOW SHED 10.7 2 TRKS 652'
.70 SNOW SHED 10 2 TRKS 513'
1.80 COMP
.27 SNOW SHED 9 2 TRKS 344'
.92 SNOW SHED 8 2 TRKS 520'
.87 SNOW SHED 7A 2 TRKS 151'
.58 SNOW SHED 7 2 TRKS 847'
.08 SNOW SHED 6 2 TRKS 733'

1308+19.65
1290+53.10 EQ 1290+52.48
1264+00
1250+71.2 EQ 1250+67.8
1226+19.7 EQ 1226+16.5
1222+03
1208+03.3 EQ 1207+88.3
1186+50.4 EQ 1186+39.0 WB
1163+30
1110+58
1057+02
1006+83.4 EQ 1006+95.0 W.B. 1007+07.7 EQ 1008+90.7 1004+55
871+62.8 EQ 971+54.6
948+22
824++45.7 EQ 924+27.1
899+78
855+58 EQ 811+00
802+51
788+07.0 EQ 760+28.1
741+08
688+17
674+03.2 EQ 674+05.4
633+03
583+87
534+08
481+62

1175 1170 1165 1160

C20 4–C20 C11 C20 C20 DE DET
CTC 1982 CTC 1982
P50 F40 | P45 F40 P45 F40 | P35 F30 P35 F30 | P30 F25

.42 36" CP 260'
.36 CMP WELL
.33 48" X 48" WG 43'
.22 24" CIP 101' INSIDE
.19 48" X 60" WB
.07 24" CP 160'
.02 24" CP 40'
.02 24" CP 200'

.80 24" CP 114'
.58 12" WP
.38 18" CP 36'
.23 PT SW #20 CONC
.01 24" CIP 84' &
24" CP 16'

.32 24" VTP 48' &
24" CP 16'
.06 PT SW #11

.95 PVT XING 88636S
.46 PVT XING BB119S DICKY CREEK RD
.25 PT SW #20
.22 PT SW #20
.21 PT SW #20
.19 PT SW #20 CONC
.18 PT SW #11
.09 PT SW #11

DEPOT
.11 PT SW #20
.95 72" X 84" CB 215'
.88 PT SW #11
.25 36" X 36" CB 62' &
36" CP 64'
.23 36" CP 56'
.21 12" CMP 52'
.92 48" CMP 42'
.69 96" CA 204' &
96" X 96" CB 14'
.07 PT SW #20
.20 PT SW #20
.11 PT SW #11
.67 PT SW #11
.57 24" CP 42'
.50 12" CIP 48'
.43 42" CP 48'
.38 12" CIP 48'
.22 24" CIP 48'
.15 24" CIP 48'
.08 DBL 24" CIP 54'
.04 24" CP 42'
.99 30" CIP 48'
.97 24" CP 42'
.92 42" X 60" CB 53'
.86 36" CMP 66'
.80 12" CMP 104'
.70 12" CMP 48'
.62 12" CMP 48'
.40 30" CIP 84'
.37 24" CIP 54'
.07 48"X60" CB 62'
.99 12" CMP 51'
.92 36" CMP 80'
.89 48" CMP 120'
.12 48" X 96" RCB 40'
.08 36" CMP 81'
.64 24" CIP 78'
.60 42" CP 48'
.43 24" CIP 54'
.33 48" CMP 90'
.97 30" CP 78'
.47 30" CIP 54'
.32 24" CMP 40'
.01 36" CP 56'

100' 100' 107' 107' 100' 100'
TRACK 1
TRACK 2
100' 100' 93' 93' 100' 100'

END TWO MAIN TRACKS MP 1173.2
BEGIN TWO MAIN TRACKS MP 1166.1
END TWO MAIN TRACKS MP 1165.2

PINNACLE MP 1173.2
ESSEX PIT MP 1172.1
ESSEX* MP 1170.2
JAVA WEST MP 1166.1
JAVA EAST MP 1165.2

C-1174B 3-09' C-1174A 1-55' C-1174 0-47' C-1173B 3-02' C-1173 4-09' C-1172B 4-50' C-1172A 2-22' C-1171 1-07'
C-1173A 5-37' C-1172C 4-03' C-1172 5-10' C-1171A 3-02'
TRACK 1
ALIGNMENT TRACK 1 EXCEPT AS NOTED
C-1173 3-49' C-1172B 4-57' C-1172A 2-35' C-1171 0-47'
C-1172C 4-03' C-1172 4-43' C-1171A 3-09'
TRACK 2

132-83 132-84 132-76 132-77 136 92 136 91 132 87 132-83 136-92 136 85 132 83 136-82 136 92 132 81 136 92 132P-89 115SH-87 132-84 136-92 132-83 136 92 136-91 132-81 136 82 136 92 132-83 136 91 115SH-87 132-84 132P 85
TRACK 1 115SH-87
TRACK 2 115SH-87

C-1169A 3-16' 4-57' C-1169 6-24' C-1168B 3-42' 4-57' C-1168A 2-22' 5-57' C-1168 3-02' 2-15'
C-1169A 2-55' 4-50' C-1169 6-11' C-1168B 4-36' 3-42' 4-43' C-1168A 2-22' 5-57' C-1168 3-02' 2-01'
C-1167 1-01' 2-35' C-1166A 4-09' 3-42'
C-1167 0-47' 2-15' C-1166A 3-49' 3-02'
TRACK 1
TRACK 2

132-86 132P-89 136-92 136-82 132 82 136-92 132-83 136-90 136-92 132-83 132P-85
132-88 132P-89 136-92 132-83 136-92 132-83 132-81 132SH-87 132-82 136-92 132-82
132-83 132P-89 132-90 136-82 136-92 132-83 132-83 136-92 132-83 132-81 132SH-87 136-92 132-81
132P-85

C-1165A 3-22' C-1168 1-01' 5-51'
C-1165 4-57' C-1164D 1-34' C-1164C 2-08' C-1164B 5-24' C-1164A 6-24' C-1164 3-22' C-1163C 3-02' C-1163B 6-18' C-1163A 4-50' C-1163 3-22' C-1162B 8-32' C-1162C 7-25' C-1162A 4-09' C-1162 4-03'
C-1165 4-57' C-1164D 1-41' C-1164C 2-08' C-1164B 5-17' C-1164A 7-05' C-1164 3-22' C-1163C 4-16' C-1163B 5-51' C-1163A 5-37' C-1163 3-42' C-1162B 8-12' C-1162C 7-18' C-1162A 4-09' C-1162 4-03'
TRACK 1
TRACK 2

136-91 136-90 136-92 132-84 132-83 136 92 136 91 132-82 132-83 136-92 132-83 132-82 136-92 136-81 136-81 136 92 132 82 136 92 132 81 136-92 136 81 132 89 136-81 136-92 136-92 132-82 136-91 136-91 132-86 136 92 136 92 136 90 132 83 132 82 136 92 132 82 136 90
136-90 136-92 136-91 132-83 136 90 136 91 132-83 136 91 136-92 132 92 136 89 136 91 132-88 132P-89 136 92 132 83 132-82 136-92 132-83 132-82 136-92 132-83 136-92 132-83 132P 89 136 92 132P 89 136-82 132P-89 132 82 132 83 136-92
136-90 136-92 132-83 136-92 132-83 132-82 136-92 136-91 132-82 136-81 132-82
TRACK 1
TRACK 2

TIES TRK 1 C-89 81 C-89 82 C-89 82 C-89 84 C-89 TIES TRK 1 C-89
TIES TRK 2 C-89 82 C-89 90 C-89 C-89 82 84 C-89 TIES TRK 2 C-89
SURF TRK 1 SC-92 SH-92 85 89 89 91 92 SURF TRK 1 92
SURF TRK 2 89 85 89 89 92 SURF TRK 2 92

05-01-93 M0360205

NORTH TRACK CONSTRUCTED 1891
SOUTH TRACK CONSTRUCTED 1924

HAVRE →

← CONKELLEY

NORTH TRACK CONSTRUCTED 1891
SOUTH TRACK CONST. 1924 (MP 1150.57 TO 1165.2) & 1965 (MP 1149.83 TO 1150.57)

REALIGNED 1985

RELOCATED

REALIGNED 1971

.90 SNOWSHED 5
2 TRACKS 292'

.70 SNOWSHED 4D
2 TRACKS 1,069'

1.80 COMP

1.80 COMP

1.80 COMP

1.10 COMP

0.20

0.43

5215.00

0.00

0.30

1.00 COMP

0.68

5051.48

0.00

0.80 COMP

5098.65

1.10 COMP

481+62
E 418+86
W 418+81
1160
429+06
E 418+88.4
W 418+80.5
E 410+49.05
W 410+35.17
E 410+63.5
W 410+35.17
376+16
324+04
264+76
210+73
1155
169+56
116+55
W 98+79.6
E 98+88.5
88+09
10+30
E 0+00
W 9960+09
E 9935+50
W 9902+63
988+04
1150
9864+13
9814+28
E 9796+73.3
W 9796+62.6
E 9778+52.8
W 9778+49.8
9760+39
9701+63
E 9688+30.44
W 9662+81.30
1145
9633+63

DE DET
CTC 1982
DE DET
CTC 1982
CTC 1967
4–C20
C20
CTC 1967
DE DET
HB DET
C20

P30 F25
P30 F25
P40 F35
P40 F35
P50 F45

.98 12" CIP 48'
.95 24" CMP 44'
.89 30" CIP 22'
.81 12" CIP 20'
.74 24" CP 114' &
30" X 30" CB 16'
.67 12" CIP 36'
.61 24" CP 120'
.38 192" X 192" CA 264'
.02 12" CIP 42'

.99 12" CIP 36'
.79 12" CIP 42'
.61 12" CIP 36'
.60 24" CP 48' &
24" CMP 14'
.45 24" CMP 50' &
4'X6' CA 200'
.40 6" CP 96' &
8" CP 60'
.24 12" CIP 66'
.19 PT SW #11
.15 30" CIP 102'

.91 12" CIP 68'
.75 12" CIP 66'
.65 DEPOT
.58 PT SW #11
.55 PT SW #11
.51 PT SW #11
.51 12" CIP 42'
.39 30" CIP 60' CB 114'
.20 144" X 144" CB 114'
.08 12" CIP 36'
.02 12" CIP 42'

.95 24" CIP 96'
.77 24" CIP 78'
.46 24" CIP 96'
.17 12" CIP 42'
.92 2'X2' SB 130'
.33 12" CIP 42'
.28 10" CIP 54'
.04 192" X 192" CB 183'

.81 DBL 30" CMP 50'
.68 DBL 30" CMP 50'
.65 DBL 24" CIP 48'
.60 36" CIP 132'

.95 12" CIP 66'
.44 24" CP 88'
.40 12" CIP 42'

.88 30" CP 160'
.70 48" CMP 76'
.68 24" CMP 60'
.35 PT SW #20
.27 PT SW #20
.27 24" CMP 32'
.32 24" CMP 32'
.27 24" CMP 80'
.17 PT SW #20–132–91
.01 48" CMP 235'

.77 24" CP 64'

.62 PT SW #11–132–91
.58 18" CMP 66'
.41 DBL 48" CP 84'
.30 PT SW #11
.15 DBL 30" CP 92'

.80 PT SW #11
.80 CONTINENTAL DIVIDE
.70 BN XING
.69 DBL 30" CP 102'
.65 24" CP 72' &
18" VTP 32'
.51 18" CP 34'
.36 72" X 72" CA 65'
.08 18" CP 136'

.83 PT SW #20–132–91
.76 72" X 72" CB 146'
.62 24" CP 42'
.49 36" RCP 64'
.34 24" CMP 44'
.28 24" CMP 72'
.16 24" CP 24'
.11 24" VTP 52'

.93 5'X5' SB 29'
.73 18" CP 76'
.64 24" CP 48'
.51 24" CMP 40'
.49 18" CIP 24'
.47 18" CIP 24'
.38 24" CIP 36'

.10 4'X5' SA 55'

.85 18" CIP 48'

.75 12" CIP 42'
.68 12" CIP 48'
.47 18" CP 90'
.41 12" CP 24' &
12" CP 18'
.36 24" CMP 54'
.34 12" CIP 32'
.12 18" CIP 48'

.96 144" CA 153'

.80 24" CP 40' &
24" CIP 8'
.73 30" CP 88'
.69 30" CP 40'
.60 BN XING

.92 4'X5' SA 87'

.68 PUB XING 88117D
XBUCKS

.07 48" CMP 132'
.06 PT SW #20 CONC

100'
TRK 1
TRK 2
275'
100'

75'
TRK 1
TRK 2
75'

75'

200'
100'

BLACKTAIL
MP 1157.6

MARIAS
MP 1152.2

FLATHEAD CO.
GLACIER CO.

BEGIN TWO MAIN
TRACKS MP 1149.83

SUMMIT *
MP 1149.8

C-1159C 3–02'
C-1159A 8–05'
C-1160 3–49'
C-1159B 2–22'
C-1159 8–05'
C-1158C 5–03'
C-1158 7–59' 9–13'
C-1158B 2–49'
C-1158A 7–59'
C-1157A 7–32'
C-1157 7–52'
ALIGNMENT TRACK 1 EXCEPT AS NOTED
C-1159C 3–42'
C-1159A 7–59'
C-1160 3–38'
C-1159B 2–15'
C-1159 7–45'
C-1158C 5–10'
C-1158 7–52'
C-1158B 3–02'
C-1158A 7–59'
C-1157A 7–32'
C-1157 7–52'
TRACK 1
C-1156 6–31'
C-1155B 5–57'
5–51'
C-1155 1–48' 5–51'
C-1156A 4–50' 5–57'
C-1155C 5–03'
C-1155A 5–44'
C-1154A 1–14'
C-1154 1–07'
TRACK 2
C-1156 6–38'
C-1155B 6–24'
6–04'
C-1155 2–08' 6–04'
C-1156A 4–43' 5–44'
C-1155C 4–57'
C-1155A 5–44'
C-1154A 1–01'
C-1154 1–01'
C-1153B 5–10'
C-1153 6–04'
C-1153C 4–03'
C-1153A 5–51'
C-1152B 5–57'
C-1152A 4–57'
C-1152 5–44'
C-1151A 1–55'
C-1151 3–56'
C-1153B 5–03'
C-1153 6–11'
C-1153C 4–03'
C-1153A 5–51'
C-1152B 6–11'
C-1152A 4–57'
C-1152 5–44'
C-1151A 2–08'
C-1151 3–55'
ALIGNMENT TRACK 1
TRACK 1
C-1150A 2–00'
C-1150 0–55'
TRACK 2
C-1150A 2–14'
C-1150 0–58'
C-1149A 2–28'
C-1149 0–51'
C-1148C 3–14'
C-1148A 5–44'
C-1148D 0–55'
C-1148B 2–05'
C-1148 6–11'
C-1147D 4–03'
C-1147B 2–42'
C-1147E 4–50'
C-1147C 4–38'
C-1147A 2–28'
C-1147 3–05'
C-1148A 2–42'
C-1146 4–14'
C-1145A 3–32'
C-1145 2–37'

132 82 136 90 132–83 136–92
132P–80 136–91 132–81
136–92 132–78 136–92
132P–81 136–91 132–81
136–92 132–78 136–92
132P–89 136–91 132–81
136–92 132–78 136–92
132P–80 136–91 132–81
132 83 136–91 136–92
132–78 136–81
136–92 132–78 136–92
132–86 136–91
136–92 132–84 136–91
132P–84 136–91
136–92 132–83 136–91
132P–81 132–83
136–92 132–83 136–91
132–86 136–91
136–92 132–83 136–91
132P–81 132–83
136–92 132–82 136–91
132–85 136–92
136–92 132–82 136–91
132–85 136–92
136–92 132–82 136–91
132–85 136–92

MONTANA DIVISION – HI LINE SUBDIVISION

MT–2 LS–36 (7)

RELOCATED | RELOCATED | CONSTRUCTED 1891 | HAVRE → | ← CONKELLEY | TRACK 1 CONSTRUCTED 1891, TRACK 2 CONSTRUCTED 1984 | REALIGNED 1952 | REALIGNED 1952

1.10 COMP | 1.20 COMP | 1.00 COMP | 0.00 | 1.00 COMP | 0.43 | 0.00 | 0.80 COMP | 1.00 COMP | 0.93 | 1.00 COMP

4852.59 | US ELEV 4804' | .25 BR 1138.2 9–DPG, 2–WF 380' MIDVALE CREEK RD | .10 BR 1138.1,1A UP 881138 26' CA, HWY 2 | .15 BR 1137.1 18–DPG, DRT, WF, 1,019' TWO MEDICINE CREEK | 4955.42

MP 1142.56 = MP 1142.97

9633+63 | 9593+82 | 9559+39.44 EQ 9559+33.29 | 9544+75 | 9543+76.2 EQ 425+98.5 | 398+03 | 365+05 EQ 9458+82.1 | 9449+30 EQ 9447+00 | 9420+61 | 9365+77 | 9324+38 | 9314+84.4 EQ 223+79.3 | 198+32 | 143+24.42 EQ 300+24.9 | 298+63 | 258+09 | 196+50.3 | 148+77 | 111+00 EQ 8873+77.5 | 8866+79 | 8808+29 | 8760+54.5 | 8712+88

1145 4901' **1140** 3093.5' **1135** 7140' **1130** 3489' 4261' 4096' 4484' 3981'

C20 DE DET | CTC 1967 | C11 | C11 | C20 | C20 DE DET | CTC 1967

P50 F45 | P35 F30 | P45 F40 | P45 F40 | P85 F50

.07 48" CP 168' | .86 24" CMP 92' | .72 4'X6' SA 68' & 7' CP 54' | .49 72" CA 52' & 72" CP 84' | .18 36" CMP 66' | .04 24" CP 112' | .97 48" CMP 136' | .35 PT SW #20 | .96 DBL 8'X8' RCP 328' | .03 72" CA 34' & 72" CB 14.7' | .76 PVT XING 88115P | .52 36" X 36" SB 85' | .31 18" CP 32' | .86 18" CP 48' | .61 36" CP 54' | .31 PT SW #11 | .07 DEPOT | .78 36" CP 104' & 36" CIP 32' | .21 PT SW #11 | .70 24" CIP 32' | .50 18" VTP 90' | .27 36" CIP 114' | .09 PT SW #20 | .58 DBL 36" CIP 125' | .45 PUB XING 99924C XBUCKS | .40 24" CIP 50' | .06 18" CP 24' | .69 36" CIP 102' & 36" CP 36' | .41 PT SW #11 | .34 30" CP 96' | .14 12" CP 64' & 24" CP 60' | .91 18" VTP 52' & 18" CP 32' & 24" CP 80' | .70 36" CP 282' | .16 48" CP 184' | .06 PVT XING 88110F | .03 36" CP 84' | .92 PT SW #20 | .89 30" CP 42' & 30" CIP 42' | .55 18" CP 42' | .51 18" CP 42' | .44 18" CP 36' | .40 18" CP 42' | .31 27" VTP 45' & 30" CP 30' | .86 36" CP 354' | .88 60" X 84" CB 104' | .50 PUB XING 88109L SIG & GATES DURHAM RD | .28 36" CP 180' | .08 36" CP 144' | .03 36" CP 132'

200' | 100' 200' | 75' | 200' | 75' 175' | 75' | 50' 75' | 250' 150' 75' 100' | 300' 75' 50' 75' | 100' 200' | 100' | 75' 125' | 325' 75' 125' | 125' 150' | 100'

CAP 9,536' | TRACK 1 | TRACK 2

100' | 75' | 100' 200' | 75' | CAP 4,631' 125' 155' 175' | 75' | 50' 75' 225' | 125' 75' | 200' 75' | 100' | 125' | 150'

BISON MP 1144.0 | **GLACIER PARK*** MP 1138.1 | **GRIZZLEY** MP 1136.1 | **SPOTTED ROBE** MP 1131.8

END TWO MAIN TRACKS MP 1136.09 | BEGIN TWO MAIN TRACKS MP 1131.92

C–1144 2–00' | C–1143 1–55' | C–1142 1–00' 3–00' | C–1142A 2–05' | C–1141 2–05' | C–1141A 2–18' 1–28' | C–1140B 4–09' | C–1140A 6–51' | C–1140 2–55' 5–09' | C–1139A 5–23' | C–1139 5–55' | C–1138 6–05' | C–1137A 0–51' 2–05' | C–1137 3–12' | C–1135 2–27' | C–1132 1–27' | C–1131 1–55'

ALIGNMENT TRACK 1

132–88 | 136P–81 | 132–88 | 132P–84 | 132–88 | 132–82 | 132P–85 | 132–79 | 132P–89 | 132–82 | 136–92 | 132–80 | 136–92 | 132P–89 | 136–91 | 136–90 | 132–81 | 132–80 | 132–92 | 132–80 | 132SH–87 | 132–91 | 136–81 | 132–87 | 132–82 | 132–82 | 136–82 | TRACK 1 | 132–82 | 136–82

132–92 | 136–92 | 132–83 | 132P–85 | 132–87 | 132–87 | TRACK 2 | 115SH–87

TIES TRK 1 C–88 | 92 | C–88 | 92 | C–88 | 92 | C–88 | 82 | 87 | TIES TRK 1 82

87 | TIES TRK 2 82 | TIES TRK 2 82

SURF TRK 1 88 | 91 | 91 | 91 | 88 | 86 | SURF TRK 2 88 | SURF TRK 2 88 | SURF TRK 1 86

05–01–83 M0380207

MONTANA DIVISION – HI LINE SUBDIVISION

MT–2 LS–36 (8)

CONSTRUCTED 1891 | HAVRE → | ← CONKELLEY | CONSTRUCTED 1891 | NO. TRACK CONSTRUCTED 1891, SO. TRACK CONSTRUCTED 1917

REALIGNED 1952 | REALIGNED 1926 | REALIGNED | REALIGNED 1926

1.00 COMP | 1.00 COMP | 1.00 COMP

.79 OH HWY 88108E | US ELEV 4464' | .08 OH HWY 88102N

.86 BR 1117.8 4–CCTS 56' WILLOW CREEK

.01 1116.0W 4–16' RCT 64' 1116.0E 4–16' RCT 64' 1116.0A SPT 55' WILLOW CREEK

US ELEV 4,141'

0.50 | 0.70 | 0.90 | 0.60 | 0.50 | 0.40 | 0.60 | 0.50 | 0.30 | 0.09 | 0.29 | 0.10 | 0.70

8712+88 | 8677+68 Ω 8673+25.2 | 8659+98 | 8602+86.6 Ω 8602+06.1 | 8608+49 | 8589+00 Ω 0+00 | 30+64 | 82+08 | 171+04 | 196+08.2 Ω 8572+32 | 8343+91 | 8328+51.9 Ω 8328+73.2 | 8293+85 | 8252+64 | 8212+49.0 Ω 8191+77.8 | 8188+12 | 8135+44 | 8079+39 | 8027+64 | 4150+50 | 7974+23 | 7923+21

1130 | MP 1128 – MP 1127 | 1125 | 1120 | 1115

4834' | 8886' | 5345' | 4124' | 4381'

CTC 1967 | CTC 1954 C–20 | C20 | DE DET HB DET | CTC 1954 | CTC 1983 C20

P65 F50 | P55 F50 | P55 F50 | P70 F80 | P70 F60 | P79 F60

.60 4' X 4' OB 60' & 36" CP 96'

.92 30" CP 136' | .81 DBL 30" CP 104' | .68 18" CP 48'

.20 30" CP 40'

.68 24" CIP 84'

.20 24" CIP 144'

.57 24" CIP 192'

.92 24" CIP 162' & 24" CMP 28'

.50 WIND VELOCITY MTR | .42 144" CA 202' | .31 18" CP 40' | .17 30" CIP 72' | .14 PT SW #20

.89 DEPOT | .85 PUB XING 88103V SIG & GATES HEART BUTTE RD | .61 PT SW #11 | .48 24" CIP 48' & 24" CP 48' | .29 18" CP 182'

.04 48" CMP 105'

.67 24" CP 66'

.89 PT SW #20 | .88 60° X 44° CMP 60'

.55 3–42" CP 88'

.66 PVT XING 88101G

.20 24" CIP 33' | .08 HIGH – WIDE LOAD DET

.29 2–30" CP 64'

.46 PT SW #20 | .34 PT SW #11 | .30 PUB XING 88100A SIG & GATES 8TH STREET

.84 30" CMP 62'

.19 PUB XING 88099H XBUCKS | .11 PT SW #11 | .10 27" VTP 48' & 30" CP 48'

150' | 150' | 300' | 75' | 100' | 100' | 50' | 100' | 75' | 100' | 75'

175' | 90' | 75' | 75' | 100' | 200' | 500' | 50' | 200' | CAP 12,183' | 100' | 75' | END TWO MAIN TRACKS MP 1116.46 | 200' | 75'

BROWNING* MP 1123.9

BLACKFOOT* MP 1116.2

C–1129A 0–59' | C–1129 1–31' | C–1128 1–10' | C–1128A 2–06' | C–1126 3–15' | C–1125 2–58' | C–1124 2–58' | C–1123A 2–58' | C–1123 2–20' | C–1122A 3–05' | C–1122 1–06' | C–1120 2–09' | C–1119 0–31' | C–1118 2–13' | C–1117 2–06'

ALIGNMENT TRACK 1

132–81 | 132–82 | 132–84 | 136–92 | 132–84 | 132–85 | 136–91 | 136–93 | 136–91 136P–81 | 132–85 | 132–83 | 136–91 | 132–82 | 132–79 | 132–80 | 132–83 | 132P–81 | 132–81 | 132–83 | 115–56 | 115–65 | 132–82 | 115–65 | 132–82 | 115–65 | 132–84 | 132–84 | 132–85

TIES TRK 1 82 | C–88 | C–88 | C–93 | C–88 | 85 | C–88 | 85 | C–88 | 82 | C–88 | 82 | C–88 | 82 | 6000–91 (1227/MI) | 82 | TIES TRK 1 85

TIES TRK 2 72

SURF TRK 1 86 | 88 | 88 | 83 | 88 | 85 | SC–92 SH–92 | SC–92 SH–92 | SURF TRK 1 85

SURF TRK 2 84

05–01–93 M0360208

NORTH TRACK CONSTRUCTED 1891
SOUTH TRACK CONSTRUCTED 1917

REALIGNED 1931

NORTH TRACK CONSTRUCTED 1917
SOUTH TRACK CONSTRUCTED 1891

HAVRE →

← CONKELLEY

NORTH TRACK CONSTRUCTED 1891
SOUTH TRACK CONSTRUCTED 1917

4125.00 | 0.00 | 0.90 | 0.00 | 0.35 | 0.00 | 0.15 | 1.00 | 0.00 | 0.80 | 0.30 | 0.50 | 0.00 | 1.00 COMP | 0.00 | 0.10 | 0.60 | 0.00 | 0.70 | 0.60 | 0.60 | 0.00 | 4027.00 | 0.80 | 0.40 | 0.50 | 0.20 | 0.05 | 0.15 | 0.40 | 0.30 | 0.25 | 0.00 | 0.10 | 0.30 | 0.00 | 3979.00 | 0.80 COMP | 0.35 | 0.00 | 0.40 | 0.80 | 0.00 | 3986.00 | 0.80 | 0.00 | 0.80

7923+21 | 7870+34 | 7816+44 | 7810+24.5 | 7809+30.1 | 7802+50.1 | 7801+36.1 | 7764+19 | 7710+09 | 7655+74 | 7601+99 | 7550+55 | 7499+01 | 7443+69 | 7392+33 | 7340+75 | 7320+08.8 | 7319+72.8 | 7286+96 | 7241+97 | 7190+45 | 7133+74

1115 | 1110 | TEST MILE | 1105 | 1100

CTC 1983 | CTC 1983

4-C20

P79 F60 | P55 F50 | P79 F60 | P79 F60

.58 PVT XING 88098B
.07 30" CIP 54' & 30" CP 24'
.73 PVT XING 88097U
.70 24" CIP 48'
.22 144" SA 90' & 144" RCP 52'
.84 24" CIP 36' & 24" CP 24'
.84 24" CIP 36' & 24" CP 24'
.12 PT SW #11
.68 PUB XING 88096M SIGS & GATES DEL BONITA RD
.61 30" CIP 42' & 30" CP 16'
.77 36" CIP 30' & 36" CP 16'
.52 PT SW #20
.44 PT SW #20
.42 PT SW #20
.35 PT SW #20
.35 PUB XING 88095F XBUCKS
.20 30" CMP 42'
.94 36" CIP 42' & 36" CP 48'
.79 PVT XING 88094Y SMITH XING
.48 30" CIP 42' & 30" CP 32'
.91 18" CIP 30" & 18" CP 16'
.42 30" CIP 78"
.97 24" CIP 36' & 24" CP 16'
.65 18" CIP 60' & 18" CP 16'
.59 PUB XING 88093S XBUCKS
.27 PT SW #11
.19 30" CP 64'
.57 24" CP 46'
.16 36" CIP 54' & 36" CP 16'

75' | 75' | 75' | 75' | 125' | 75' | 75' | 75' | 75' | 75' | 75' | 75'

MERIWETHER
MP 1110.3

PIEGAN
MP 1106.5

PARDUE SAMMONS
MP 1101.3

C-1114 1-03' | C-1113 1-03' | C-1112A 3-05' | C-1112 1-24' 2-47' | C-1111 1-03'

ALIGNMENT TRACK 1

C-1114 0-59' | C-1113 1-17' | C-1112A 3-05' | C-1112 1-45' 3-19' | C-1111 0-59'

C-1104 1-13' | C-1103A 1-10' | C-1103 1-03'

ALIGNMENT TRACK 1 EXCEPT AS NOTED

C-1104 1-20' | C-1103A 1-06' | C-1103 1-10'

	132–84		132–80		136–92	132–84															132–84	
					132–80																	
	132–85	132–84	132–80			132–84															132–84	
TIES TRK 1 85			C–91			85																TIES TRK 1 85
TIES TRK 2 72			C–91			72																TIES TRK 2 72
SURF TRK 1 85			UC–91			85																SURF TRK 1 85
SURF TRK 2 84		84	88	UC–91		88	84															SURF TRK 2 84

05–01–93 M0360209

MONTANA DIVISION — HI LINE SUBDIVISION

MT–2 LS–36 (10)

NORTH TRACK CONSTRUCTED 1891
SOUTH TRACK CONSTRUCTED 1917

NO TRK 1917
SO TRK 1891

HAVRE →

← CONKELLEY

NORTH TRACK CONSTRUCTED 1891
SOUTH TRACK CONSTRUCTED 1917

0.40 0.00 0.40 0.20 0.40 0.30 0.30 0.30 0.50 0.40 0.30 0.40 0.30 0.65 1.00 COMP .80 BR 1090.8 2D–DPG, DRT 1,142' UP 88057N CUT BANK RIVER 0.00 0.80 COMP 0.00 0.29 1.00 0.80 1.00 COMP

7133+74 1100 7078+39 7024+69 6972+26 6920+39 6864+93 1095 6814+13 6760+74 6708+09 6701+25 263+50 211+06 158+00 1090 104+82 58+09 3+77 0+00 6438+25 6389+47 6337+47 1085

DE DET HB DET

CTC 1983

C20 C20

4–C20

CTC 1983

DE DET

P79 F60 | P50 F45

P50 F45 | P30 F30

P30 F30 | P70 F60

.53 PUB XING 88092K

.21 DBL 3.5'X4' CB 36'
.22 PVT XING 88091D

.96 PUB XING 88090W
XBUCKS

.70 PUB XING 88089C
SIGNS & GATES
HENDERSON RD

.88 30" CIP 54'
.70 30" CMP 48'
.30" CMP 60'
24" CMP 60'

.26 24" CMP 54'
.12 30" CMP 60'

.94 DBL 30" CIP 36' &
30" CP 28'

.25 36" CIP 36' &
36" CP 16'

.82 30" CIP 36' &
30" CP 16'

.17 30" CIP 36' &
30" CP 16'

.87 DBL 30" CIP 36' &
30" CP 16'

.80 PVT XING 88088V

.32 30" CIP 112'

.97 PT SW #20

.67 PT SW #20

.46 30" CP 192'

.38 PUB XING 88086G
SIGNS & GATES
5TH AVE. NW

.13 DEPOT

.01 PUB XING 88061X
SIG & GATES
CENTRAL AVE.

.99 PT SW #11
.98 PT SW #11

.33 PT SW #11

.75 PUB XING 88078P
SIGNS & GATES
PARKS CANYON EX RD

.60 30"X36" CP 92'

.55 PT SW #11

.38 24" CP 109'

.15 PT SW #20

.08 PT SW #20

.08 PUB XING 88077H
BIG BOYS

.03 PT SW #20

.96 PT SW #20

.69 24" CP 56'

.89 PUB XING 88076B
XBUCKS

.25 24" CP 48'

.87 PUB XING 88075V
XBUCKS

.72 24" CIP 36' &
24" CP 16'

.34 PT SW #11

.11 36" CP 40' &
30" CP 14'

75' 75' 125' 125' 250' 75' 75' 75' 75' 100' 100' 100' 200' 600' 100'

BEGIN TWO MAIN TRACKS MP 1090.97

CUTBANK *
MP 1090.1

END TWO MAIN TRACKS 1090.67

UNION OIL
MP 1085.5

C–1099 0–31'

C–1095 1–03'

C–1094 1–03'

C–1094A 2–13'

C–1093 3–08'

C–1092A 4–01'

C–1092 3–05'

C–1091A 2–16'

C–1091 3–15'

C–1090 3–50' 3–01' 0–59' 2–02'

C–1089 1–03'

C–1088 0–35'

C–1087 1–34'

C–1085 1–10'

ALIGNMENT TRACK 1 EXCEPT AS NOTED

ALIGNMENT TRACK 1

C–1099 0–28'

C–1095 1–06'

C–1094 1–06'

C–1094A 2–09'

C–1093 3–01'

C–1092A 4–08'

C–1092 3–01'

C–1091A 2–16'

C–1091 3–08'

C–1090 3–12' 0–49' 2–16'

C–1089 1–06'

C–1088 0–28'

C–1087 1–31'

C–1085 1–17'

132–84 132–84 132–82 132–81 132–82 132–84 136–91 132–81 136–81 132–82 132–84 132–80 132–85 132–82 132–85

136–92

132–84 132–81 132–82 132–84 132–82 132–84 136–91 132–75 136–91 136–75 132–84 132–75 136–92 132–75 132–84 132–75 132–80 132–84 132–85 132–84 132–85 132–82 132–85

TIES TRK 1	85							85	C–91			C–91	85	90					TIES TRK 1 90
TIES TRK 2	72							72	C–91			C–91	72	90					TIES TRK 2 90
SURF TRK 1	85					85	88		UC–91			UC–91	79	90					SURF TRK 1 90
SURF TRK 2	84					84	88		UC–91			UC–91	85	90					SURF TRK 2 90

05–01–93 M0360210

MONTANA DIVISION – HI LINE SUBDIVISION

MT–2 LS–36 (11)

NORTH TRACK CONSTRUCTED 1891
SOUTH TRACK CONSTRUCTED 1917

HAVRE → ← CONKELLEY

NORTH TRACK CONSTRUCTED 1891
SOUTH TRACK CONSTRUCTED 1917

1.00 COMP 0.40 3604.00 1.00 COMP 0.50 0.00 0.20 0.50 0.00 3527.30 US ELEV 3,537' 0.10 0.00 0.20 0.00 0.60 0.00 0.70 0.50 0.00 1.00 3513.00 0.00 0.90 0.50 0.70 1.00 COMP 0.50 0.60 1.00 COMP 0.00 0.50 0.60 1.00 COMP

6337+47 1085 6286+36 8232+83 6180+04 6127+49 6074+41 1080 6021+65 5988+79 5915+77 5882+03 5809+21 1075 5757+55 5704+80 5651+18 5598+72 1070 5574+43

TEST MILE

CTC 1983 CTC 1983

P70 F60 | P60 F55 | P70 F60 P70 F60 | P79 F60 P79 F60 P79 F60 | P55 F50

.68 36" CIP 48' & 36" CP 24'
.28 18" SP 57' & 12" CP 16'
.18 24" CP 72'
.00 30" CMP 71'
.70 60" X 60" CB 103'
.52 30" CIP 42' & 30" CP 16'
.17 30" CIP 48' & 30" CP 16'
.67 96" TL 180'
.35 24" CIP 107'
.28 COUNTY LINE
.20 PVT XING 86232D XBUCKS
.98 48" X 60" CB 113'
.52 30" CIP 48' & 30" CP 16'
.41 36" CIP 48' & 36" CP 16'
.97 24" CP 62' & 24" CMP 8'
.01 PUB XING 88074M XBUCKS
.24 4' X 4' SB 30' & 4' X 4' WB 14' 48" x 48" CB 44'
.16 PT SW #11
.14 DBL 48" CP 66' & 36" CP 16' & 36" CIP 48"
.99 4" CIP 240'
.79 PT SW #11
.68 PUB XING 88073F XBUCKS
.60 18" VTP 60' & 18" CP 16'
.29 PUB XING 88072Y XBUCKS
.95 36" CIP 48' & 36" CP 32'
.64 PUB XING 88071S XBUCKS
.85 24" CP 54'
.61 PUB XING 88070K XBUCKS
.18 24" VTP 74' & 30" CP 16'
.02 24" CP 72'
.42 48" X 60" SB 92'
.95 27" VTP 66' & 30" CP 16'
.61 PVT XING 88069R XBUCKS
.09 30" CIP 42' & 30" CP 16'
.71 60" X 60" CB 53'
.27 PUB XING 88068U XBUCKS
.01 60" X 108" CB 53'
.52 60" X 60" CB 86'
.43 PUB XING 88067C XBUCKS WEGARD RD
.18 27" VTP 66' & 30" CP 16'
.06 5' X 5' SB 105'
.92 18" VTP 48' & 12" CP 16'
.75 27" VTP 84' & 30" CP 32'
.63 24" VTP 28' & 24" CP 48'
.45 18" CP 60'
.39 36" CIP 72' & 36" CP 16'

100' 100' 100' 100' 100' 100' 100' 100' 100' 200'

TOOLE CO.
GLACIER CO.

US–2 US–2

ETHRIDGE
MP 1078.7

C–1084A 1–03' | C–1084 1–03' | C–1083B 1–52' | C–1083A 0–59' | C–1083 3–08' | C–1082A 2–37' | C–1082 1–03' | C–1081 1–13' | C–1080 2–16' | C–1075 2–16' | C–1074 2–09' | C–1072 3–12' | C–1071A 3–08' | C–1071 3–08' | C–1070A 3–05' | C–1070 2–02'

ALIGNMENT TRACK 1

C–1084A 1–03' | C–1084 1–10' | C–1083B 1–48' | C–1083A 1–06' | C–1083 3–12' | C–1082A 2–34' | C–1082 1–06' | C–1081 1–06' | C–1080 2–09' | C–1075 2–09' | C–1074 2–13' | C–1072 3–19' | C–1071A 3–08' | C–1071 3–19' | C–1070A 3–05' | C–1070 2–09'

132–84 | 132–82 | 132–81 | 132P–80 132P–80 132–80 | 132–85 | 132–81 | 132–85 | 132–85 | 132–80 | 132–85 | 132–80 132–85 | 132–80 132–85 | 136–92 132–80 132–80 | 136–92 132–85 132–80

132–85 | 132–81 | 132P–80 132P–80 132–80 | 132–85 | 132–81 | 132–85 | 132–85 | 132–80 | 132–85 | 132–80 132–85 | 132–80 132–85 | 136–92 136–92 132–80 | 132–80 132–85

TIES TRK 1	90	85	C–91	85								85	C–91	85	C–91		TIES TRK 1
TIES TRK 2	90	85	C–91	85								85	C–91	85	C–91		TIES TRK 2
SURF TRK 1	90	88	UC–91	88		88	87					87	UC–91	87	UC–91		SURF TRK 1
SURF TRK 2	90	88	UC–91	88		88	85					85	UC–91	85	UC–91		SURF TRK 2

05–01–93 M0360211

MONTANA DIVISION – HI LINE SUBDIVISION

MT–2 LS–36 (12)

NORTH TRACK CONSTRUCTED 1891
SOUTH TRACK CONSTRUCTED 1917

CONSTRUCTED 1891 HAVRE →

REALIGNED 1944

← CONKELLEY

CONSTRUCTED 1890

.64 BR 1069.6W 3–16' RCT 48'
BR 1069.6E 3–16' RCT 48'

.75 OH HWY I–15 88066V

.83 OH HWY 88065N

US ELEV 3,281'

.98 BR 1065.0 5–16' RCT 80' MEDICINE ROCK COULEE

1.00 COMP 0.80 COMP

3268.00 3281.50 3364.00 3295.00

TEST MILE

5547+43 1070 5498+69 5441+74 5388+91 5335+10 5281+24 1065 5248+53.9 Δ 135+17.8 114+92 61+56 3+29 Δ 11+85 5113+50 5071+35 5016+22 1060 4966+03 4909+04 4857+78 4805+99 1055 4754+71

CTC 1983 | CTC 1960 ← C20 C11 C20 HB DET DE DET C20 CTC 1960 C20

P55 F50 | P65 F45 P65 F45 | P70 F60 P70 F60 | P79 F60 P79 F60

.45 PT SW #20 .39 PT SW #20 .38 PT SW #20 .31 PT SW #20

.69 2–60" CMP 80'

.15 PT SW #11 .14 PT SW #11

.67 36" CP 72" & 36" CIP 42'

.08 2' CIP 42',2' CP 80' 2' CMP 172'

.92 PT SW #11 .86 PT SW #11 .84 PT SW #11 .73 DEPOT .72 PUB XING 88059K .58 SIGNALS, 2ND AVE. .49 PT SW #11 .37 PT SW #20

.72 PUB XING 88057W XBUCKS .66 30" CP 56' .50 48" X 72" CB 66' .45 PT SW #11

.98 96" X 108" CB 83' .83 36" CIP 72' .69 36" CIP 96' & 36" CP 8' .56 120" X 120" CB 90' .41 36" X 40" CB 60' .31 DBL 30"X34" CB 65' .25 12" X 12" CB 24' .16 18" CP 24' & 18" CMP 6'

.99 36" CP 56' .10 36" CMP 50'

.83 16" CIP 48' .66 PUB XING 88056P XBUCKS .60 36" CIP 48' .30 12" CIP 36' .10 30" CP 40' & 27" VTP 3'

.74 30" CIP 60' .40 36" CIP 48'

.61 24" CMP 64' .44 36" CIP 48' .35 PVT XING 88055H XBUCKS .10 36" CIP 48'

.27 30" CP 62' .01 PT SW #20

.80 24" CMP 102' .74 36" CP 18' & 36" CIP 75'

.77 30" CIP 42' & 30" CP 24' .38 PUB XING 88054B XBUCKS .07 PT SW #20

.48 30" CIP 31' .38 PUB XING 88053U XBUCKS .10 30" CIP 36'

TO SWEET GRASS MT 4TH SUB

320' SEE SHELBY TERMINAL MAP

100' TRACK 1 TRACK 2

100' 200' 100' BEGIN TWO MAIN TRACKS MP 1065.37 TO GREAT FALLS MT 4TH SUB 250' 100' 200' 100' 100' CAP 9,062' 200' 100'

TETON
MP 1068.4

SHELBY*
MP 1065.4

.05 18" CP 24' & 18" CMP 6'

DUNKIRK
MP 1056.3

TRACK 1 C–1067 0–59' C–1064B 1–10' C–1064A 0–31' C–1064 2–02' C–1063A 1–52' C–1063 2–09' C–1062 2–09' C–1061 1–03' C–1060 1–32' C–1057 0–31'

TRACK 2 ALIGNMENT TRACK 1 C–1067 1–03'

TRACK 1 132–85 132–83 132–85 132–91 132–82 136–81 132–82 136–81 132–82 132–82

TRACK 2 132–85 132–82 132–85

C–91 TIES TRK 1 85 90 91 C–91 81 81 TIES 82

C–91 TIES TRK 2 85 90

UC–91 SURF TRK 1 85 90 UC–91 83 83 SURF 82

UC–91 SURF TRK 2 85 90

05–01–93 M0360212

MONTANA DIVISION – HI LINE SUBDIVISION

MT–2 LS–36 (13)

CONSTRUCTED 1890 — HAVRE → ← CONKELLEY — CONSTRUCTED 1890 — REALIGNED 1928 — RELIGNED 1930

3273.00 0.00 0.50 0.40 0.70 COMP 0.10 0.70 0.00 0.10 0.00 0.30 0.10 0.20 0.10 0.60 0.20 0.00 0.55 0.45 1.00 COMP 0.30 1.00 COMP 0.00 0.70 .80 BR 1047.9 2–19' IB,54' TPG,92' BR 1047.8A 2–3PT,1PT,83' WILLOW CREEK 3103.00 0.00 0.45 0.00 0.35 0.00 0.20 0.50 0.00 0.10 3079.00 EQ IN ELEV 3075.00 0.00 0.59 0.80 0.09 0.00 3115.00 1.00 COMP .31 BR 1042.3 2–60' DPG 120' WILLOW CREEK 3070.00 0.00 0.80 COMP 3157.50

4754+71 — 1055 — 4699+58 — 4648+29 — 4594+61 — 4542+35 — 4489+86 — 1050 — 4437+04 — 4390+01 — 4331+75 — 4279+10 — 4226+30 — 1045 — 4198+25.6 BC 4197+00 EC 4197+50 — 6721+76 — 6170+04 — 5655+50 — 5123+37 — 4591+04 — 1040

C20 C20

CTC 1960 — CTC 1960

P79 F60 — P79 F60 — P70 F60 — P79 P70 F60 F60

.51 18" CP 32' .40 PUB XING 88052M XBUCKS

.85 30" CP 48' — .39 PUB XING 88051F XBUCKS .38 18" CIP 52' .28 DBL 36" CMP 140'

.74 30" CIP 36' — .37 PUB XING 88050Y XBUCKS .36 36" CIP 48'

.67 30" CP 56' — .36 PUB XING 88049E XBUCKS

.48 36" CIP 30' — .34 PUB XING 88048X XBUCKS .16 36" CIP 54'

.66 18" CMP 45' — .33 4'X4' SB 53' & 4'X4' SB 34' .30 PVT XING 88047R .15 30" CP 56'

.75 24" CP 40' — .53 DBL. 48" CMP 56'

.96 PT SW #2D — .58 PUB XING 88046J SIG & GATES BROADWAY ST.

.64 4' X 6' SB 30' & 72" CP 18' — .25 PT SW #2D .24 36" CIP 48'

.90 30" CIP 41' — .42 36" CIP 42'

.91 5' X 5' SB 40' — .41 36" CIP 72' & 36" CP 16'

.52 24" CIP 36' & 24" CP 16' — .11 PUB XING 88044V XBUCKS

.63 36" CIP 96' & 36" X 36" CB 21' .59 PUB XING 88043N SIGS, FAS 343 .36 24" CP 64' .31 PT SW #11 .17 24" CIP 30' & 24" CP 16'

.98 30" CIP 72' .86 36" CP 54'

.40 36" CIP 30' & 36" CP 18' .25 18" CP 45' .06 12' X 12' CB 78'

100' — 100' — 100' — 100' — 100' — 75' — 75' — 100' — 100' — 200' — 100'

CAP 8,556'

741' DEVON* MP 1047.6

GALATA* MP 1041.6

C–1054 0–59' — C–1049 1–03' — C–1048 1–03' — C–1047 0–59' — C–1046 2–09' — C–1045 1–05' — C–1044A 2–14' — C–1044 1–23' — C–1042 1–05' — C–1041 1–32' — C–1040 2–19'

132–82 — 132–82 — 136–82 — 132–82 — 136–82 — 132–82 — 136–82 — 132–82

TIES 82 — TIES 82

SURF 82 — SURF 82

05–01–93 M0360213

CONSTRUCTED 1890 | REALIGNED | HAVRE → | ← CONKELLEY | CONSTRUCTED 1890

459+04 | 405+78 | 355+14 | 300+39 | 270+41.22 ℄ 269+95.37 | 249+15 | 194+84 | 143+36 | 89+77 | 38+13 | 0+00 ℄ 3504+23 | 3486+76 | 3433+24 | 3380+37 | 3326+93 | 3276+84 | 3224+52 | 3166+63

1040 | 1035 | 1030 | 1025

0.80 COMP | 3312.00 | 0.00 | 0.50 | US ELEV 3,300' | 0.00 | 0.50 | 0.00 | 0.25 | 0.00 | 0.30 | 3266.00 | .67 BR 1032.7 3–16' RCT 48' | 0.00 | 0.75 | 0.75 | 0.00 | 0.80 | .076 | 3309.00 | 0.00 | 0.46 | 1.00 COMP | 0.15 | 0.75 | US ELEV 3,189' | 0.00 | 0.05 | 0.00 | 3195.00 | 0.80 | 0.00 | 0.10 | 0.80 | 0.00 | 1.00 | 0.00 | 0.50

C20 | C20 | HB DET DE DET | CTC 1960 | CTC 1960

P79 F80 | P79 F80

.77 144" X 144" CB 76' | .50 36" CP 46' | .98 24" CP 69' | .90 COUNTY LINE | .58 36" CIP 66' | .50 PUB XING 88041A XBUCKS McINTYRE RD | .95 PUB XING 88040T XBUCKS | .49 PT SW #20 | .89 24" CMP 64' & 18" CP 18' | .87 PUB XING 88039Y XBUCKS CENTRAL AV | .44 24" CP 60' & 36" CMP 11' | .96 36" CP 58' | .89 PT SW #20 | .59 PUB XING 88038S XBUCKS | .46 144" X 144" CB 32' | .03 96" X 96" CB 34' | .76 36" CIP 42' | .63 24" CIP 42' | .53 PUB XING 88037K XBUCKS | .14 60" X 72" CB 38' | .28 PUB XING 88036D XBUCKS | .91 120" X 120" CB 43' | .54 36" CIP 42' | .17 PUB XING 88035W XBUCKS | .43 36" CIP 42' | .14 36" CIP 54' | .90 36" CIP 36' | .73 PT SW #11 | .21 PUB XING 88034P XBUCKS | .99 48" CP 54' | .98 48" X 48" CB 22' & 48" CP 53' | .25 PT SW #11 | .18 PUB XING 88033H XBUCKS | .13 24" CP 40' | .46 36" CIP 39' | .15 PUB XING 88032B XBUCKS | .86 36" CIP 36' | .88 36" CIP 36' | .22 PUB XING 88031U SIGS | .16 30" CIP 36'

100' | 175' | 100' | 100' | 100' | 100'

100' | 75' | CAP 8,585' | 200' | 100' | 100' | 170' | 100'

US HWY 2

LIBERTY CO. TOOLE CO.

LOTHAIR
MP 1035.6

TIBER
MP 1028.4

C–1038 0–33' | C–1036 1–23' | C–1031 1–00' | C–1030 1–09' | C–1026 0–28'

132–82 | 136–91 | 132–82 | 132–82 | 136–91 | 136–91 | 136–91 | 136–92

TIES 82 | 82 | 83 | 83 | 90 | TIES 90

SURF 83 | 86 | 86 | 91 | 91 | 92 | SURF 92

05–01–93 M0380214

MONTANA DIVISION – HI LINE SUBDIVISION

MT–2 LS–36 (15)

CONSTRUCTED 1890 | HAVRE → | ← CONKELLEY | CONSTRUCTED 1890

REALIGNED 1958

0.50 | 0.00 | 0.95 | 0.35 | 0.80 | 0.00 | .75 BR 1022.8 2–42' WF 86' UP 59790A COTTONWOOD CREEK | 0.80 | 0.40 | 0.80 COMP | 3186.50 | 0.80 COMP | 3411.30 | US ELEV 3,413' | 1.00 COMP | 0.00 | 0.50 | US ELEV 3,305' | 0.00 | 0.50 | 0.00 | 0.50 | 1.00 | 3285.00 | 0.00 | 0.30 | 0.00

3166+63 | 1025 | 3113+59 | 3109+55 ℄ 308+24.5 | 253+46 | 201+06 | 147+22 | 106+76.2 ℄ 106+86.8 | 95+70 | 1020 | 43+86 | 2799+40 | 0–1+83.5 ℄ 2808+28 | 2792+92.8 ℄ 2780+65.44 | 2748+47 | 2695+41 | 2688+23.4 ℄ 2687+71.72 | 2641+73 | 1015 | 2590+16 | 2537+62 | 2483+41 | 2430+86 | 1010 | 2377+90

C20 | CTC 1960 C20 | CTC 1961 | P79 F60 | C20 | C20 | P79 F60 | CTC 1961

.83 36" CIP 36'
.77 PT SW #2D
.31 PUB XING 59793V XBUCKS

.88 36" CIP 42' & 36" CP 54'
.60 PT SW #11
.44 PUB XING 59792N SIGS & GATES
.23 24" CP 136' & 36" CIP 63'
.15 PT SW #2D
.04 PUB XING 59791G SIG & GATES

.91 PT SW #11
.76 DEPOT
.41 PUB XING 59789F SIGS

.96 30" CP 75'
.70 36" CIP 66'
.27 36" CP 64'

.82 36" CP 47'
.55 36" CP 47'
.38 PUB XING 59788Y SIGS
.18 24" CP 46'

.79 30" CP 76'
.00 48" X 48" CB 42'

.47 48" X 60" CB 35'
.37 48" X 48" CB 40'

.33 PUB XING 59787S XBUCKS
.12 PUB XING 59786K XBUCKS

.96 DBL 36" CIP 54' & 36" CP 18'
.70 PT SW #2D
.83 36" CIP 42' & 36" CP 18'
.26 PT SW #2D
.08 PUB XING 59785D XBUCKS

.33 27" VTP 36' & 30" CP 18'
.03 PUB XING 59784W XBUCKS

.68 PT SW #2D
.49 30" CIP 48'
.19 24" CIP 48'
.00 PUB XING 59783P XBUCKS

.67 30" CIP 42'

.91 PT SW #11
.90 DBL 42" CMP 72'
.83 30" CIP 94'
.74 PUB XING 59781B SIGS & GATES LIBNON AVE
.73 24" CP 78'
.59 PT SW #11
.49 PT SW #11
.02 PUB XING 59780U XBUCKS

.02 COUNTY LINE
.75 36" CIP 36'

.04 30" CP 12' 30" CIP 42'

.54 PVT XING 59779A
.32 30" CMP 43'
.03 30" CMP 49'

300' | 500' | 100' | 75' | 100' | 100' | 100' | 100' | 100' | 100' | 100'

CAP 8,552' | 200' | CAP 7,221'

CHESTER *
MP 1022.9

BUELOW
MP 1015.8

JOPLIN
MP 1012.8

LIBERTY CO | HILL CO

C–1020A 0–51' | C–1020 1–23' | C–1018 0–51' | C–1017 1–32' | C–1016 1–32' | C–1015 1–32' | C–1014 1–33'

136–92 | 132–87 | 132–87 | 136–92 | 132–87 | 136–92 | 136–92 | 136–92 | 132–86 | 132–85 | 136–92 | 136–92 | 136–91 | 132–82 | 136–91 | 132–82 | 132–90 | 136–92 | 132–81 | 136–92 | 136P–81 | 136–92 | 132–86 | 136–92 | 132–87 | 136–92 | 136–92 | 136–92

TIES 90 | TIES 90

SURF 92 | SURF 92

05–01–93 M0360215

CONSTRUCTED 1890 — HAVRE → — ← CONKELLEY — CONSTRUCTED 1890

US ELEV 3304' — US ELEV 3,110' — US ELEV 3,094'

2377+90 — 2323+36.5 — 2271+22 — 2218+95 — 2158+97 — 2105+82 — 2060+10 — 2008+83 — 1956+04 — 1903+05 — 1849+48 — 1798+04 — 1745+13 — 1693+73 — 1638+45 — 1585+69

1010 — 1005 — 1000 — 995

DE DET
HB DET

CTC 1961 — P79 F80 — C20 — C20 — CTC 1961 — P79 F80

.85 36" CIP 42'
.73 PT SW #11
.63 24" CP 48' &
30" CIP 42'
.38 27" VTP 43' &
30" CP 18'
.05 PUB XING 59778T
SIG & GATES
1st AVE W

.64 PT SW #11

.46 PVT XING 59776E
.39 PT SW #11

.18 30" CP 42'

.75 PUB XING 59775X
XBUCKS
.63 4' X 4' SB 46' &
4' X 4' CB 12'

.12 PUB XING 59774R
XBUCKS

.74 24" CP 6' &
24" CIP 56'

.07 36" CIP 36' &
36" CP 12'

.70 PVT XING 59773J

.51 30" CIP 54' &
30" CP 12'
.19 24" CIP 48'
.08 PUB XING 59772C
XBUCKS

.51 PT SW #11
.28 24" CIP 50' &
24" CP 12'
.11 PUB XING 59771V
XBUCKS
.05 PT SW #2D

.79 36" CIP 78' &
36" CP 6'
.73 DEPOT
.71 PUB XING 59770N
SIG & GATES
REED STREET
.54 24" CP 16' &
24" CIP 54'
.04 PUB XING 59769U
XBUCKS

.93 PT SW #11

.58 30" CP 48'

.30 PT SW #2D
.15 PT SW #11
.04 PUB XING 59768M
XBUCKS

.91 30" CMP 43'

.52 24" CIP 48' &
24" CP 16'

.08 24" CP 12' &
24" CIP 30'

.87 PVT XING 59767F

.33 24" CIP 30' &
24" CP 12'
.15 PUB XING 59766Y
XBUCKS

.85 30" CMP 57'

.42 30" CMP 72'

.00 48" CMP 53'

.90 30" CIP 36'
.86 48" CMP 39'

.63 PUB XING 59765S
XBUCKS

.12 24" CIP 42'

.96 PT SW #11
.80 PUB XING 59764K
SIG & GATES
MAIN ST
.75 DEPOT
.57 36" CIP 54' &
36" CP 22'
.33 PT SW #11

.14 PUB XING 59763D
XBUCKS

.61 30" CIP 54' &
30" CP 6'

.13 PUB XING 59762W
XBUCKS

200' — 100' — 100' — 100' — 100' — 200' — 290' — 100' — 100' — 200' — 100'

175'

CAP 8,579'

INVERNESS *
MP 1009.0

RUDYARD *
MP 1002.7

HINGHAM *
MP 996.8

C–1006 0–28'
C–1007A 1–28'
C–1007 1–28'
C–1005 0–28'
C–1004 1–28'
C–1003 1–09'
C–998 0–23'
C–997 0–55'
C–995 1–00'

132–87 / 136–92
132–87 / 136–92 / 136–92
132–85
136–92
132–83
132–87 / 132–86 / 136–92
136–92
136–92
132–87 / 136–92 / 136–92
136–92
115–68
132–87 / 115–68
115–68
132–86

TIES 90
SURF 92
92 90
TIES 90
SURF 90

08-01-93 M0360216

CONSTRUCTED 1890 | REALIGNED 1943 | REALIGNED 1943 | REALIGNED 1943 | HAVRE → | ← CONKELLEY | REALIGNED 1957 | CONSTRUCTED 1890

0.50 1.00 0.80 0.20 1.00 COMP 0.20 1.00 COMP 2818.40 0.00 .19 BR 991.2 3-DPG 141' SAGE CREEK US ELEV 2,928' 0.30 0.00 0.60 0.00 0.80 0.20 0.00 0.50 0.00 2838.00 0.80 0.00 0.64 0.00 0.80 0.00 1.00 0.70 0.87 0.50 0.40 .0.50 2839.00 0.00 0.20 0.00 0.80 0.40 0.20 US ELEV 2,830'

1585+69 | 995 | 1532+87 | m1524+55.9 Ω1524+41.5 | m1495+24.9 Ω1495+01.8 | 1479+38 | m1429+04.7 Ω254+20.1 252+45.5 | 200+94 | 177+46 | 990 | 124+71 | 71+59 | 19+12 | m8+54.3 Ω1152+53.5 | 1109+33 | 1057+11 | m 1057+06.7 Ω 1057+02 | 985 | 1006+03 | 951+73 | 898+62 | 847+30 | 980 | 797+00

C20 — 2348' — C20 — C20 — HB DET

CTC 1961 | CTC 1961

P79 F80 | P70 F80 | P79 F80 | P79 F80

.31 24" CMP 40' .12 PVT XING 59761P XBUCKS

.14 24" CP 36' .10 PUB XING 59760H XBUCKS

.55 30" CIP 54' & 30" CP 12' .41 24" CP 6' & 24" VTP 96' .00 30" CP 42'

.92 PUB XING 59759N XBUCKS

.15 PT SW #20

.74 PUB XING 59758G SIG & GATES FAS 449

.68 30" CP 96'

.80 PT SW #20 .66 18" CP 56' .24 24" CP 55'

.91 30" CP 79' .78 PUB XING 59757A XBUCKS .52 96" X 96" CB 40'

.05 24" CP 56' 390' .73 PUB XING 59756T XBUCKS .72 36" CIP 66'

.79 27" VTP 49' & 36" CMP 58' .72 PUB XING 59755L XBUCKS .32 12" CIP 48'

.62 PUB XING 59745E XBUCKS .48 24" VTP 40' & 27" VTP 3'

.69 24" CIP 30' & 24" VTP 2.5'

.99 24" VTP 5' & 24" CIP 24' .62 PUB XING 59752R XBUCKS .36 DBL 36" CIP 30'

.75 PT SW #20 .62 PUB XING 59751J XBUCKS .49 18" VTP 24' & 18" CP 24' .18 PUB XING 59750C XBUCKS-SECOND AVE .10 36" CP 70'

100' | 100' | 100' | 100' | 100' | 100' | 200'

CAP 8,577' | 200'

US HWY 2

GILDFORD *
MP 990.7

KREMLIN *
MP 980.1

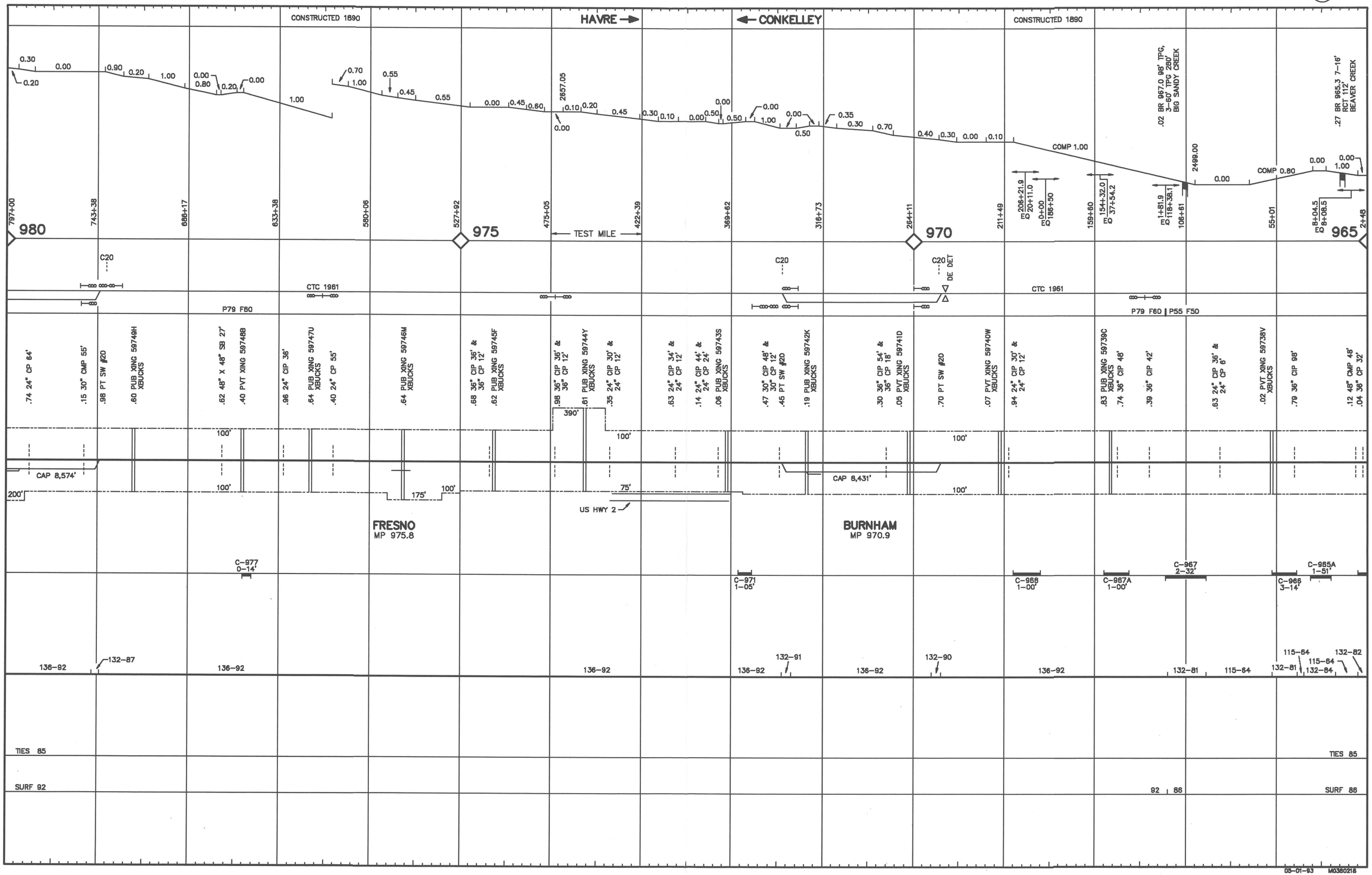
C-993A 1-23' | C-993 2-00' | C-992 1-33' | C-987 0-51' | C-986 1-23' | C-984A 1-28' | C-984 1-28'

115-68 | 136-91 | 115-68 | 136-82 | 115-68 | 132-84 | 132-91 | 115-68 | 115-84 | 115-84 | 132-91 | 115-67 | 115-67 | 132-85 | 115-67 | 132-84 | 115-67 | 132-87 | 136-92

TIES 90 | 90 | 85 | TIES 85

SURF 90 | 90 | 86 | 86 | SURF 92

05-01-93 M0380217



05–01–93 M0360218

1890 | SOUTH TRACK CONSTRUCTED 1887, NORTH TRACK CONSTRUCTED 1917 | SOUTH TRACK CONST. 1887, NORTH TRACK CONST. 1924 AND CONVERTED TO SIDING | MINOT → | ← HAVRE | NORTH TRACK CONST. 1887, SOUTH TRACK CONST. 1924 AND REMOVED 1959 | NORTH TRACK CONST. 1887 AND REMOVED 1959, SOUTH TRACK CONST. 1924 REALIGNED

HI LINE SUB | MILK RIVER SUB

MP 430.41

S. TRK CONST. 1924
N. TRK CONST. 1887 AND CONVERTED TO SIDING

1255.00 | 1218.00 | 1207.00 | 1201.00 | 1189.00

.17 BR 428.1 3–16' RCT 48'
BR 428.1A 3–16' RCT 48'
.33 BR 427.3 3–16' RCT 48' PVT UP 59386S
.35 BR 426.4 5–16' RCT 60'
.61 BR 425.6 5–16' RCT 80'
.45 BR 425.4 4–16' RCT 64'
.22 BR 423.2 9–16' RCT 144'
.78 BR 422.8 4–12' RCT 48'
.11 BR 422.1 4–16' RCT 64'

LS 036 | LS 035

2+48 | D–06 Ω 35044+50 | 35015+96 | 34963+73 | 34908+88 | 34856+94 | 34802+63 | 34750+32 | 34695+73 | 34644+20 | 34591+78 | Ω 34555+21.7 Ω 34555+08.4 | 34538+87 | Ω 34506+73.2 Ω 34506+74.3 | 34485+51 | 34435+10 | 34380+93 | 34328+15

MP 964 = MP 434

965 | 964 | 433 | 430 | 425

USGS BM AT DEPOT ELEV 2488.9'
.14 BR 430.0 PUB OH 59384D 7TH AVE

3108.0' | 5248.7'

CTC | CTC 1959 | CTC 1959
1961

2–C20 | 4–C11 | 4–C11 | C20

P55 F50 | P20 F20 | P55 F50 | P79 F60 | P79 F60

.77 PT SW #20
.75 PVT XING
.74 PT SW #20
.44 10" VTP 158'
.36 PUB XING 597S7N XBUCKS
.81 DBL 48" CP 84'
.10 120' X 120' CB 58'
.99 PUB XING 86341G SIGS & GATES
.95 PT SW #11
.90 PT SW #11
.89 PT SW #11
.70 PT SW #11
.95 2–72" X 96" CB 82'
4 – 48" CP 146'
.83 PT SW #11
.82 PT SW #11
.41 DEPOT
.21 PT SW #11
.20 PT SW #11
.14 PT SW #11
.70 PT SW #11
.27 PT SW #11
.25 PT SW #11
.17 PUB XING 59383W SIGS & GATES
.92 120" X 120" 46'
.92 PT SW #11
.39 PT SW #11
.31 24" RCP 48'
.88 PVT XING 59385K
.82 PT SW #11
.35 PT SW #20
.84 PVT XING 59387Y
.57 36" CIP 52'
.06 PVT XING 59388F
.49 54" CIP 67' & 60" CP 12'
.30 24" CP 56'
.18 36" CP 40'
.92 36" CIP 48'
.91 PVT XING 59389M
.46 PVT XING 59390G
.43 30" CP 56'
.41 24" CP 40'
.97 24" CIP 24' & 24" CP 16'
.92 PVT XING 59391N
.58 COUNTY LINE HILL CO — BLAINE CO
.25 45" X 60" RTCB 34' & 48" X 60" CB 17'
.07 PVT XING 59392V

100' | 75' | 200' | 75' | 75' | 75' | 85' | 75' | 100' | 135' | 75' | 75' | 80' | 75' | 89'

TRACK 1
TRACK 2

END TWO MAIN TRACKS MP 964.74
BIG SANDY SUBDIVISION TO BIG SANDY

PACIFIC JCT.
MP 964.0/434.0

BEGIN TWO MAIN TRACKS MP 431.90

SEE HAVRE TERMINAL MAP

HAVRE *
MP 430.4

US HWY 2 | US HWY 2 | US HWY 2

90' | 75' | 65' | 75' | 350' | 61'

ALIGNMENT TRACK 2

C–433 2–05' 3–01' TRACK 1
C–433A 3–05'
C–433 2–02' 3–05' TRACK 2

C–965 2–00' | C–433A 3–03' | C–431 2–02' | C–429 1–59' | C–428A 0–59' 2–02' | C–428 2–02' | C–427 0–58' | C–425 0–21' | C–424A 0–49' | C–424 1–24' | C–424B 0–49' | C–423 0–18' | C–422 1–24' | C–421 0–59'

115SH–88 | 132–81 115SH–88 | 132P–80 115SH–88 | 132–87 | 115SH–88 | 115SH–88 | 132B–88 | 132B–84 | 132B–83 | 132B–83 | 132–83

TRACK 1

132–82 | 132–87 | 115SH–88 | 115SH–87 | 132–84 | 132B–88 | 132–84 | 132–83 | 132–83

TRACK 2

132B–82 | 115SH–87

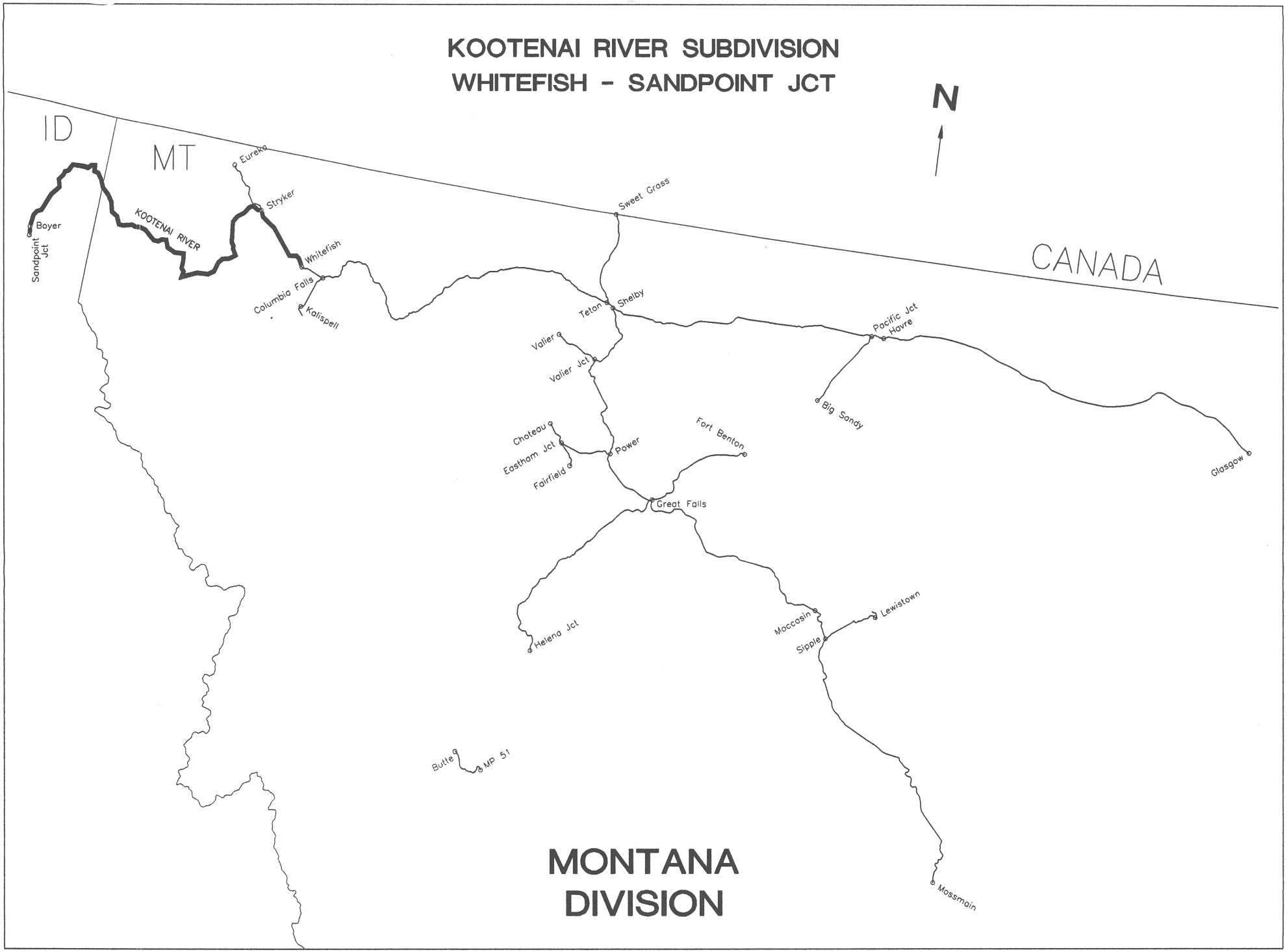
TIES TRK 1 69
TRK 1 TIES TRK 2 85 | 76 | TRK 1 | 85 | 83 | 83 | 83

SURF TRK 1 73
TRK 1 SURF TRK 2 | 83 | TRK 1 | 84 | 83 | 84 | 83 | 83 | 83

TRACK CONSTRUCTION
BRIDGES
GRADE
MILEPOST
SIGNALS
SPEED
TRACK
CURVES
RAIL
TIES
SURFACE

05–01–93 M0380219

KOOTENAI RIVER SUBDIVISION
WHITEFISH - SANDPOINT JCT



PLT DATE: 7-12-93

SPOKANE DIVISION – PEND O'REILLE SUBDIVISION

MONTANA DIVISION – KOOTENAI RIVER SUBDIVISION MT–3 LS–45 (1)

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

TRACK 1 CONSTRUCTED 1982 TRACK 2 CONSTRUCTED 1881

TRACK 2 (ORIG. M/L) RELOCATED 1891

TRK 2 REALIGN 1907

CONSTRUCTED 1881 RELOCATED 1891

CONKELLEY →

← SPOKANE

SANDPOINT TO BOYER CONN. CONST. 1972

CONSTRUCTED 1892

SPOKANE DIVISION

MONTANA DIVISION

LS 45 MP 2.95/1403.36

LS 36

2192.9'

MP 2.95 = MP 1403.36

1251+73.7

10

1212+69.3

1159+96.9

1107+16.9

1054+36.9

1001+56.9

948+76.9

5

896+08.5

843+16.9

90+34

37+54

2711+04

2849+59

2900+40

1400

CTC 1965

CTC 1985

CTC 1972

CTC 1988

CTC 1968

INTLK DIAMOND

C20

DE DET HB DET

P65 F60 P70 F60

P79 F60 P70 F60

P70 F60 P50 F45

P50 F45 P35 F35

P35 F35 P79 F60

P79 F60

ALIGNMENT TRACK 2 EXCEPT AS NOTED

ALGOMA MP 10.14

BEGIN TWO MAIN TRACKS MP 7.50

SANDPOINT MP 2.97

SANDPOINT JCT. MP 2.86/1403.27

MRL RR TO MISSOULA

UP RR

TO NEWPORT

BOYER MP 1401.3

CAP 10363'

C–11 2–47'45" C–10A 0–30'

C–11 1–30' C–10 2–07' C–9 2–06' C–8B 1–50' C–8A 0–45' C–8 4–00' C–7A 2–00' C–7 4–10' C–6 4–10' C–5A 3–15' C–5B 3–01' C–5 1–50' C–4 4–00' C–3 2–58'

C–1403A 0–30' C–1403B 0–30' C–1403 2–46' 2–32' C–1402 2–32' C–1400A 0–26' C–1400 0–22'

TRK 1 82

TRK 2 C90

TRK 1 82

TRK 2 90

66 TO 89 BRIDGE

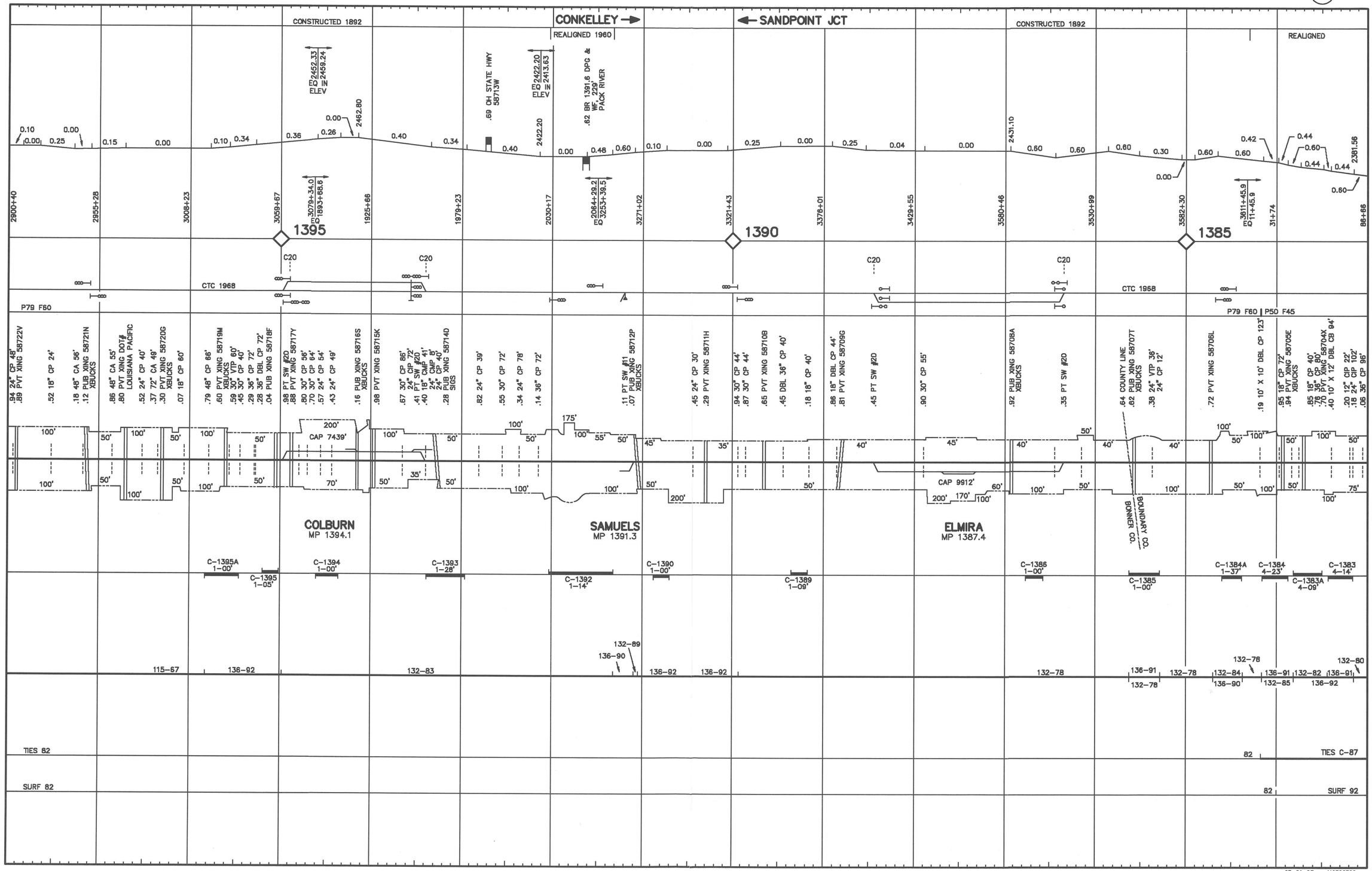
TIES 82

SURF 82

05–01–93 M0360301

MONTANA DIVISION – KOOTENAI RIVER SUBDIVISION

MT–3 LS–36 (2)



05–01–93 M0380302

MONTANA DIVISION – KOOTENAI RIVER SUBDIVISION

MT–3 LS–36 (3)

CONSTRUCTED 1892 — RELOCATED 1903 — REALIGNED — CONKELLEY → — ← SANDPOINT JCT — REALIGNED — CONSTRUCTED 1892

1380 — 1375 — 1370

NAPLES MP 1379.8 — MORAVIA MP 1373.3 — BONNERS FERRY * MP 1368.4

NOTE: SHOULDER CLEAN MP 1384 – MP 1305

05-01-93 MQ380303

CONSTRUCTED 1892 | CONKELLEY → | ← SANDPOINT JCT | CONSTRUCTED 1892

REALIGNED 1929 | RELOCATED 1927 | REALIGNED 1929 | REALIGNED 1937 | RELOCATED 1939 | REALIGN. 1934 | RELOC. 1947 | RELOC. 1928

.83 BR 1367.8 3–40' DPG
121', LOG MILL RACE

TUNNEL 10, 394' TIMBER LINED
TUNNEL 9, 992' CONC. LINED

4370+01 | 4425+45 | 4475+97 | 4530+02 | 4582+28 | 4634+26 | 4688+01 | 4689+09.2 / 4689+42.7 | 4719+82.6 / 4718+74.6 | 4739+15 | 4740+83.3 / 4740+66.1 | 4747+15.8 / 4884+83.3 | 4724+82.1 / 4725+15.4 / 4725+37 | 4771+82 | 4779+53.6 / 4780+93.4 | 4828+12 | 4880+75 | 4921+97.2 / 4922+01.2 / 4931+08 | 4970+27.2 / 4972+06.6 | 4984+89 | 5030+59.7 / 5030+76.5 / 5037+37.5 | 5045+01.6 / 5045+27.9 | 5088+91.5

1365 | 1360 | 1355

4625'

HB DET
DE DET
C20
C20
CTC 1968
CTC 1968
DE DET

P50 F45 | P60 F55
P60 F55 | P35 F30
P35 F30

.91 36" CMP 70'
.74 PT SW #11
.20 PUB XING 58682A XBUCKS BROCKS CROSSING
.18 PVT XING 058681T XBUCKS, GIRTON
.00 10' CMP 90'
.99 10' X 10' CP 60'
.12 PT SW #20
.88 PVT XING 058680L
.39 30" CP 66'
.34 PT SW #20
.90 42" CP 64'
.20 RL
.51 TPL CP 56'
.44 PT SW #11
.95 RL
.41 48" CP 36'
42' 8"
48" CP 42'
.60 12" X 16" B 16'
.21 24" CP 32'
.00 32" SETOFF
.98 42" DBL CP 48'
.49 18" CMP 24'

KOOTENAI RIVER
KOOTENAI RIVER

CAP 8394'

CROSSPORT
MP 1364.3

KATKA
MP 1357.4

C–1367A 2–58' | C–1367 3–15' | C–1365A 1–24' | C–1365 1–41' | C–1364A 0–54' | C–1364 1–41' | C–1363A 0–22' | C–1363 7–11' | C–1362A 3–56' | C–1362 5–57' | C–1361B 5–57' | C–1361A 5–51' | C–1361C 3–56' | C–1361 5–51' | C–1360C 6–44' | C–1360B 5–24' | C–1360A 5–17' | C–1360 5–17' | C–1359B 6–44' | C–1359A 5–03' | C–1359 2–35' | C–1358D 3–22' | C–1358B 3–56' | C–1358A 2–42' | C–1358C 2–28' | C–1358 3–56' | C1357D 0–34' | C–1357C 1–34' | C–1357B 3–56' | C–1357A 7–05' | C–1357 4–18' | C–1356C 5–30' | C–1356A 5–51' | C–1356B 5–51' | C–1356 2–28' | C–1356 3–02' | C–1355C 2–01' | C–1355B 5–24' | C–1355A 6–38' | C–1355 8–11' | C–1354C 3–09' | C–1354D 3–22' | C–1354B 1–48' | C–1354A 3–22' | C–1354 3–16' | C–1353B 4–09' | C–1353 6–58' | C–1353A 1–34' 4–03'

132–78 132P–87 | 136–91 | 132–81 | 136–91 132–82 | 132–83 | 132–84 136–91 | 136–92 132–88 | 136–91 132–85 | 132–83 | 136–90 132–88 | 132–87 | 132–78 136–91 | 132–85 132–84 136–92 132–77 | 132–85 136–92 | 132–78 132–86 | 136–91 | 132–78 136–91 | 132–82 132–88 | 132–80 136–91 | 136–90 | 136–91 136–92 | 132P–88 | 132P–77 132–79 | 132–82 136–91 | 132P–80 132–83 132–88 | 132–79 136–91 | 136–91 | 136P–81 | 132–88 | 136–92 132–82 | 136–91 | 136–92 132–85 | 132–82 132–88 | 136–90 136–91 | 132P–88 | 132–82 132–77 | 132–88 | 136–91 132–77 | 136–92 | 132P–80 136–90 | 132P–80 | 136–91 | 132–85 136–91 | 132–86 | 132–85 136–90 | 136–92

TIES C–87 | 82 | C–87 | C–87 | C–87 | 82 | C–87 | TIES C–86

SURF 92 | SURF 92

05–01–93 M0360304

CONSTRUCTED 1892 | REALIGNED 1929 | REALIGNED 1938 | REALIGNED 1945 | REALIGN 1937 | REALIGNED 1930 | CONKELLEY → | RELOC. 1948 | ← SANDPOINT JCT | REALIGN 1948 | CONSTRUCTED 1892 | REALIGNED 1928

.09 BR 1351.1 3–72' TPG, 217' BOULDER CREEK
2110.04
.48 TUNNEL 8, 192' TIMBER LINED
.93 TUNNEL 7, 731' CONC. LINED
.97 BR 1345.0 32' DPG, 32'
.51 OH US HWY 2 58675P

5088+91.5 | 5141+15 | 5167+03 Ω 25+69.4 | 52+72 | 80+06 Ω 5221+20.4 | 5244+60 | 1350 | 5300+96 | 5308+74.0 Ω 5309+16.6 | 5318+79.4 Ω 5320+79 | 5360+88 | 5361+88.7 Ω 5361+99 | 5418+59 | 5461+93.8 Ω 5462+83.7 | 5471+10 | 5515+41.8 Ω 5516+84.9 | 5521+82 | 1345 | 5548+74 Ω 5548+90.3 | 5575+30 | 5636+30 | 5690+67 | 5740+29 | 5809+07.5 Ω 5809+00.5 | 5841+43 | 5898+73 | 1340

C20 | CTC 1968 | P35 F30 | P45 F40 | P60 F55

.98 12" X 24" B 16'
.88 18" CP 24'
KOOTENAI RIVER
MONTANA IDAHO
.90 PT SW #2D
.65 STATE & COUNTY LINE
.52 BN XING 58679S LEONIA RD
.42 TPL 42" CP 32'
.05 PT SW #2D
.XX 32' SETOFF
.02 12" CMP 20'
.25 BLIND DRAIN
.23 BLIND DRAIN
.10 BLIND DRAIN
.09 BLIND DRAIN
.94 18" CP 32'
.70 30" CP 48' 30" CIP 24'
.93 24" CMP 40'
.94 PT SW #2D
.86 PVT XING 58677BK
.54 30" CP 65'
.30 DBL 24" CP 52'
.61 PT SW #2D
.56 DBL 36" CP 72'
.88 PVT XING 58677D
.72 72" CA 35' RUBY CREEK
.12 18" CP 24'
.93 12" CIP 18'
.62 24" CP 48'
.34 72" CP 36'
.02 24" CP 24'
.62 21" CIP 21'
.35 PT SW #2D
.52 DBL 24" VTP 40', 24" CP 16'
CAP 9152'
CAP 6882'
CAP 14286'
LINCOLN CO. BOUNDARY CO.

LEONIA MP 1350.3
YAKT MP 1343.3

C-1352D 1–01' | C-1352 7–38' | C-1352E 0–47' | C-1352B 4–36' | C-1352C 2–22' | C-1352A 5–03' | C-1351D 7–11' | C-1351E 5–51' | C-1351C 8–51' | C-1351B 6–44' | C-1351 1–00' | C-1351A 1–09' | C-1350B 2–15' | C-1350C 1–37' | C-1350A 1–01' | C-1350 3–02' | C-1349B 3–02' | C-1349A 3–09' | C-1349 6–31' | C-1348A 6–18' 4–50' | C-1348B 3–22' 7–59' | C-1348 5–09' | C-1347C 4–55' 2–28' 3–14' | C-1347B 5–42' | C-1347A 5–51' | C-1347 5–14' | C-1346A 4–00' | C-1346 2–09' | C-1345B 5–28' | C-1345A 4–09' | C-1345 3–32' | C-1344C 3–05' | C-1344D 4–14' | C-1344B 3–18' | C-1344A 4–05' | C-1344 1–55' | C-1343 0–37' | C-1342A 1–05' | C-1342 1–05' | C-1341A 2–28' | C-1341 2–46' | C-1340B 5–09' | C-1340A 5–00' | C-1340 4–32' | C-1339A 2–18' | C-1339 3–09' | C-1338B 3–00' | C-1338A 1–09' | C-1338 2–00'

TIES C-86 | C-86 | C-86 | C-87 | C-87 | 82 | C-87 | 82 | TIES C-87

SURF 92 | SURF 92

05-01-93 MO380305

MONTANA DIVISION — KOOTENAI RIVER SUBDIVISION

MT–3 LS–36 (6)

CONSTRUCTED 1892 | CONKELLEY → | ← SANDPOINT JCT | CONSTRUCTED 1892 | REALIGNED 1930 | REALIGN 1929

.15 BR 1337.3 2–32' IB 85' TPG, 149' CALLAHAN CREEK

.84 BR 1336.9 42'–DPG, 66'–DPG (SH), 70'DPG 32' DPG, 211' LAKE CR

.31 TUNNEL 6 1396' CONC LINED

.79 BR 1329.8 3–16' RCT 48' WILLIAMS CREEK

.23 BR 1324.3 5–18' RCT, 80' CEDAR CR

2187.00 | 2271.00 | 2058.00

0.00 0.25 0.00 0.10 0.00 0.40 0.00 0.32 0.40 0.30 COMP 0.21 0.14 0.30 0.22 0.30 0.26 0.30 0.22 0.30 0.22 0.30 0.40 0.23 0.40 0.28 0.40 0.36 0.40 0.35 0.25 0.00 0.32 0.00 0.25 0.19 0.00 0.40 0.00 0.30 0.00 0.20 0.18 0.10 0.30 0.00 0.15 0.00 0.28 0.30 0.29 0.00 0.30

℄ 2276.81 ELEV = 2002.75

5896+73 | 5956+37 ℄ 5956+24.4 | 5993+45 | 6036+86.4 ℄ 6036+98.0 6048+57.5 | 6097+02.8 ℄ 6099+92.0 6100+31 | 6152+12 | 6207+83 | 6255+94 | 6309+77 | 6325+29.1 ℄ 3978+80.2 | 3942+33 | 3932+39.1 ℄ 3932+46.1 | 3889+05 | 3837+40 ℄ 3833+78.2 | 3783+26 | 3749+04.6 ℄ 3748+56.0 | 3731+96 | 3678+75 | 3651+61.4 ℄ 3651+65.4 | 3625+02

1335 | 1330 | 1325

9884.6'

C20 | CTC 1968 | CTC 1969 | P60 F55 | P50 F45 | P50 F45 | P45 F40 | P45 F40 | P55 F50 | CTC 1969 | P55 | F50 | P60 F55

.61 PT SW #11 .48 DEPOT .45 PUB XING 58678JB 3RD STREET SIGS & GATES 317.8' .36 PT SW #11 .28 48" DBL CP 111' .24 PT SW #11 .21 PT SW #2D

.07 24" CP 85', 30" CP 8' .92 24" CP 78', .84 24" CP 65', .67 30" CP 88', .67 PVT XING 58671M .61 10" CIP 36' .25 24" CP 72' .11 30" CP 56' .90 18" CP 48', 18" SB 35' .06 24" CP 112' .78 PVT XING 58670F .33 18" CP 40' .27 12" CP 36' .06 PVT XING 98046E .87 30" CIP 72', 30" CP 32' .72 12" CIP 34' .21 PT SW #2D .08 24" CP 18', 24" X 24' SB 23' .71 18" CP 24', 18" CP 16' .59 12" CP 36', 24" CP 16' .53 2–30" CMP 32' .47 18" CP 32' & 18" X 24" SB 31' .37 24" CP 24' & 24" X 24" SB 44' .03 12" CP 35' .01 PED OH 099098H 24" CMP' .98 18" CP 44' .40 PT SW #2D .84 36" CP 42' .53 3–30" CP 32' .37 DRAIN .18 18" CP 24' .92 24" CMP 40' .78 24" CMP 39' .71 24" X 36" SB 40' .47 4' X 5' CA 43' .30 24" CMP 43' .14 18" CP 30' .08 18" CIP 24' .00 18" CP 30' .87 24" CMP 40' .77 DBL 36" CMP 40' .53 36" CMP 33' .42 18" CP 32' .30 DRAIN .18 24" CP 39' .76 24" CMP 36' .46 24" CMP 35' .29 18" CMP 25' .28 18" CP 36' 24" CP 24' .22 PVT XING 58669L .95 24" CMP 24' .78 24" CMP 24' .49 24" CMP .44 18" CP 30' & 24" CP 52' .29 30" CP 91' .95 12" CIP 36' .66 24" CMP .33 PVT XING 58668E STOP SIGNS

120' CAP 14286' 100' 150' 75' 75' 100' CAP 8641' 100' 100' 100' KOOTENAI RIVER 100'

150' 100' 150' 75' 75' STATE HIGHWAY 12' 100' 50' 35' 30' 60' 100' 100' 30' 40' 70' STATE HIGHWAY 14' 100'

TROY MP 1337.9

.93 30" CP 16' x 36" SB 54' .86 24" CP 16' x 30" SB 124' 18" CP 16'

KOOTENAI FALLS MP 1331.3

C–1337B 1–14' | C–1337A 0–08' | C–1336 2–32' | C–1335A 2–23' | C–1333A 4–14' | C–1331B 4–32' | C–1331 5–48' | C–1330A 3–12' | C–1329A 4–15' | C–1328 2–09' | C–1327A 3–37' | C–1326B 1–42' | C–1326 3–15' | C–1325 3–26'

C–1338 2–00' | C–1337 2–05' | C–1335B 4–05' | C–1335B 2–14' | C–1335 1–09' | C–1334 2–18' | C–1333B 2–23' | C–1333 3–42' | C–1332 1–09' | C–1331C 1–30' 5–28' | 1331A 5–00' | C–1330 1–57' | C–1329 3–05' | C–1328A 2–42' | C–1327B 3–00' | C–1327 0–55' | C–1326A 1–28' | C–1325A 0–35' | C–1324 2–09'

132–81 132–82 132–87 132–81 132–87 132–86 132–87 132P–80 132–82 132–80 132–85 136–92 132P–80 132P–83 132–83 132–83 136–92 132–87 132–83 132–81 136–91 132–81 132–83 136–90 132–87 136–91 136–90 136–91 132P–80 132–81 136P–91 132–78 132–88 132–85 132–78 132P–83 132–88 132–83 132–83 136–92 132–78 132–78 132–83 132–81 136–91 132–89 132–89 136–92 132–89 132–81 132–81 132–83 132–89 132–83 132–83 115–63

C–87 TIES 82 | C–87 | C–86 | C–87 | 82 | C–87 | 82 | C–87 | C–87 | 82 | C–87 | TIES 82

SURF 92 | SURF 92

05–01–03 M0360306

CONSTRUCTED 1892 | CONKELLEY → | ← SANDPOINT JCT | CONSTRUCTED 1892 | REALIGN 1928 | REALIGNED 1948

0.00 0.30 0.00 | 2064.90 0.30 0.10 | 0.00 0.30 | 0.00 .21 BR 1320.3 4–16' RCT, 64' BR 1320.3A 4PT, 56' FLOWER CREEK 0.25 | 0.00 .69 ST. HWY. OH 59205K 0.30 .26 PVT. XING OH 59204D .05 BR 1319.1 8–36' DPG, 150' TRT 442' LIBBY CREEK 0.00 | 0.30 0.15 | 0.00 0.10 0.25 | 0.00 0.10 | 0.00 | 0.15 0.05 | 0.00 2101.85 | 0.15 0.00 | 0.10 | 0.00 | 0.15 0.00 0.35 2122.10 0.20

3625+02 | 3572+46 | m 3539+61.55 Ω 3539+62.07 | 3519+81 | 3466+98 | 3416+94 | 1320 | 3362+85 | m 3331+96.49 Ω 3331+96.8 | 3309+61 | m 3260+48.83 Ω 3260+51.4 | 3256+75 | 3206+14 | 3150+73 | 1315 | m 3138+15.6 Ω 3138+07.3 | 3098+08 | m 3094+02.45 Ω 3093+94.21 | 3004+40 | 2983+13 | m 2973+61.67 Ω 2972+94.97 | 2940+27 | m 2891+00.5 Ω 2890+60.8 | 2886+70 | 1310 | 2833+61

DE DET | C20 | C20 | DE DET LIGHT | DE DET HB DET | C20 | TEST MILE | C20 | CTC 1969

CTC 1969 | DED LIGHT → | P60 F55 | P60 F55 | P60 F55 | P60 F55

.69 PVT XING 058607X STOP SIGNS | .21 30" CP 48' | .59 6" X 12" B 16' | .44 12" CIP 18' | .24 DBL 30" CIP 54' | .20 24" CMP | .01 PT SW #20 | .82 PUB XING 59207X XBUCKS, CO RD | .63 6' X 6' CP 42' | .30 PUB XING 59206S XBUCKS, CO RD | .09 DBL 6' X 8' CA 46' | .79 TPL 30" CMP 58' | .75 TPL 30" CP 52' | .25 PT SW #11 | .00 PT SW #20 | .91 DBL 30" CIP 60' | 30" CP 16' | .84 PT SW #11 | .61 DEPOT | .41 PT SW #11 | .36 DBL 30" CIP 72' | .28 PT SW #11 | .27 PT SW #11 | .22 TPL 48" CP 84' | .48 PUB XING 59203W GATES W/ FL LIGHTS COUNTY RD | .50 PVT XING 59202P | .55 PT SW #11 | .28 30" CIP 36' | .21 PT SW #20 | .59 30" CIP 45' | 30" CP 30' | .17 PT SW #20 | .13 34" CIP 25'

KOOTENAI RIVER | KOOTENAI RIVER | KOOTENAI RIVER | KOOTENAI RIVER

100' 100' 200' | 100' 50' 100' | 100' 50' 100' | CAP 10510' 100' 50' 100' | 102' 200' 175' | 50' | 100' | 100' 50' 100' | 100' 50' 100' | CAP 9568' 100' 100' | 50' 100' | 50'

LIBBY MP 1319.6 | ZONOLITE SPUR MP 1314.5 | RIPLEY MP 1312.2

C–1323 3–08' | C–1322A 1–20' | C–1322 3–01' | C–1319 2–30' | C–1317 3–01' | C–1316A 2–40' | C–1316 2–54' | C–1315 1–03' | 2–37' | C–1314B 2–23' | C–1314A 2–56' | C–1314 2–58' | C–1313 2–54' | C–1312 1–27' | C–1310A 1–06' | C–1310 0–52' | C–1309 1–52'

115–63 | 132P–88 | 132P–83 | 132–83 | 132SH–87 | 132P–83 | 132SH–87 | 132–83 | 132–85 | 132–82 | 132–83 | 136–92 | 132P–83 | 132–86 | 136–92 | 132–83 | 136–92 | 132–83 | 132P–83 | 132–82 | 132–83 | 132P–83 | 132–83 | 132–83 | 136–92 | 132–83 | 132–82 | 132–83 | 132P–82 | 136–92

132P–83 | 132–66 | 132P–89

TIES 82 | C–87 | 82 | C–87 | 82 | C–87 | 82 | TIES C–87

SURF 92 | SURF 92

05–01–93 M0380307

MONTANA DIVISION – KOOTENAI RIVER SUBDIVISION

MT–3 LS–36 (8)

CONSTRUCTED 1892 | CONSTRUCTED 1970 – LIBBY DAM (ORIG. M/L VIA EUREKA CONST. 1901–1904) | CONKELLEY → | ← SANDPOINT JCT | CONSTRUCTED 1970 – LIBBY DAM (ORIG. M/L VIA EUREKA CONST. 1901–1904)

2833+61 | 2780+83 | 2740+01.4 2739+87.7 | 2702+62.86 5266+00.00 | 5260+06.50 5260+07.27 | 5213+29 | 5160+49 | 5148+95.16 5148+99.01 | 5107+69 | 1305 | 5054+89 | 5002+09 | 4949+29 | 4886+49 | 4853+02.60 4853+08.53 4843+69 | 1300 | 4790+89 | 4738+09 | 4685+29 | 4632+49 | 1295 | 4579+69

2137.55 ELEV 2127.86

.23 BR 1307.2 DH FISHER RIVER RD DOT#

2152.36

.50 BR 1305.5 124'-DPG 127 FISHER RIVER

2291.40

.71 BR 1303.7 2–27' CBG, 28' CBG, 83° ALDER CR RD 59195G

2570.50

.08 BR 1298.1 7–CBG 162' WOLF CREEK

.81 BR 1295.8 7–CBG 162' WOLF CREEK

2686.90

0.20 | 0.00 | 0.30 | 0.00 | 0.15 | 0.00 | 0.07 | 0.10 | 0.00 | 0.40 | 0.50 | 0.91 | 0.135 | 0.94 | 1.00 | 0.93 | 0.80 | 0.57 | 0.92 | 1.00 | 0.94 | 1.00 | 0.93 | 1.00 | 0.92 | 0.69 | 0.92 | 1.00 | 1.00 | 0.92 | 1.00

13077'

C20 CTC 1989 | CTC 1970

C20 | C20 | CTC 1970 | C20 | C20 | DE DET HB DET

P60 F55 | P60 F55 | P79 F60 | P79 F60 | P75 F60 | P75 F60 | P79 F60

.73 6" X 10" B 16'

.92 RL

.61 PUB XING 59199J

.43 ROCK DRAIN
.40 PT SW #20

.25 48" CMP 137'

.73 PVT XING 59196N XBUCKS GATES–BUTLER CR RD

.66 42" CMP 127'

.95 29" 18" CMP 67'
.83 29" X 18" CMP 37'
.81 PT SW #20
.69 29" X 18" CMP 36'
.48 29" X 18" CMP 48'
.32 29" X 18" CMP 69'

.11 36" CMP 75'

.68 42" CMP 107'

.52 48" CMP 69'

.15 42" CMP 151'

.83 36" CMP 163'

.60 36" CMP 157'
.45 84" MPP 120'
.40 42" CMP 38'

.28 36" CMP 171'

.78 48" CMP 129'

.33 48" CMP 121'

.12 30" CMP 113'

.97 30" CMP 73'

.76 36" CMP 121'

.58 42" CMP 95'

.47 36" CMP 123'

.03 DBL 72" MPP 91'

.78 30" CMP 95'

.59 30" CMP 96'

.45 30" CMP 90'

.35 42" CMP 127'

.30 42" CMP 133'

.98 54" CMP 210'

.06 48" CMP 209'

.97 PT SW #20

.75 42" CMP 322'

.15 42" CMP 190'

.62 DBL 36" X 22" CMP 69'
.56 PUB XING 59194A SUSS ALLEY
ARIANA STERLING RD

.41 42" CMP 99'

.13 30" CMP 121'

.97 PT SW #20
.95 30" CMP 72'

.67 30' CMP 97'
.58 DBL 60" MPP 129'
ARIANA CREEK

.42 30" CMP 73'
ARIANA CREEK

.44 30" CMP 96'

.25 36" CMP 121'

.16 42" CMP 76'

50' | 200' | 100' | 100' | 190' | 200' | 100' | 100' | CAP 10799' | 125' | 275' | 100' | 220' | 100' | 150' | 125' | 300' | 100' | 125' | 150' | 175' | 100' | 200' | 100' | 200' | 125' | 100'

50' | 100' | 100' | 75' | 100' | 85' | 90' | 100' | 84' | 100' | 100' | 250' | 125' | 150' | CAP 9789' | 175' | 100' | 60' | 200' | 50' | 75' | 125' | 100' | 30' | 100' | 60'

BR. #1298.0 I

RIVERVIEW
MP 1306.9

FISHER RIVER
MP 1298.0

C–1308 2–20'
C–1308B 1–34'
C–1307C 2–44'
C–1307 2–20'
C–1306 0–59'
C–1305 2–18'
C–1304 1–10'
C–1303 1–24'
C–1300A 1–52'
C–1300 1–34'
C–1298 1–41'
C–1297 1–48'
C–1296 1–55'
C–1295 1–31'

C–1308C 2–18'
C–1308A 2–13'
C–1307B 0–28'
C–1307A 1–03'
C–1301A 1–34'
C–1301 1–59'

132–83 | 136–92 136P–82 | 132–82 | 132–82 | 132–49 | 132–82 | 132–70 | 132–82 | 132–70 | 136–91 | 132–80 | 132–83 | 132–70 | 136–91 | 136–90 | 132–70 | 132–82 | 132–70 | 132–70 | 132–81 | 136–92 | 132–70 | 132–82 | 132–91 | 132–88 | 132–85 | 132–70 | 132–85 | 132–81 | 132–70 | 132–81 | 132–88 | 132–80 | 136–92 | 132–70 | 136–91 | 132–83

132–82 | 132–87 | 132–80 | 132–83 | 136–91 | 136–91 | 132–87 | 132–82 | 136–91 | 132–91 | 132–88 | 132–85 | 132–91 | 132–81 | 132–81 | 132–88 | 136–92 | 132–83

TIES C–87 | 82 C–87 91 | 91 (900 MI) | 91 (900 MI) | TIES 91

SURF 92 | SURF 92

NOTE: SHOULDER CLEAN 92, MP 1305 – MP 1384

05–01–93 M0380306

CONSTRUCTED 1970 – LIBBY DAM (ORIG M/L VIA EUREKA CONST. 1901–1904)

CONKELLEY →

← SANDPOINT JCT

CONSTRUCTED 1970 – LIBBY DAM (ORIG M/L VIA EUREKA CONST. 1901–1904)

1.00 2723.90 0.30 0.70 .74 BR 1291.7 7–CBG 178' WOLF CREEK .40 BR 1291.4 7–CBG 194' WOLF CREEK 2808.40 0.90 .38 BR 1290.3 9–CBG 218' BR 1290.35 5–CBG, 216' WOLF CREEK 2880.85 .83 BR 1289.8 7–CBG 194' BR 1289.85 7–CBG 194' WOLF CREEK 0.15 .14 BR 1288.1 5–CBG 138', WOLF CR .56 BR 1287.6 5–CBG 138', WOLF CR .19 BR 1287.2 5–CBG 135', WOLF CR 0.20 .02 BR 1286.0 5–CBG 138', WOLF CR 0.40 .32 BR 1284.3 5–CBG 128', WOLF CR 2967.95 0.89 .29 BR 1282.3 3–WF, 116' BR 1282.35S 3–WF, 116' WOLF CRK – FORTINE CRK RD 5918BW 1.00 0.96 1.00 3117.84

4579+69 | 4526+89 | 4474+09 | 4421+29 | 4368+49 | 4315+69 | 4262+89 | 4255+62.18 EQ 4255+65.49 | 4210+09 | 4157+29 | 4104+49 | 4102+35.32 EQ 4116+12.74 | 4065+47 | 4012+67 | 3959+87 | 3907+07 | 3854+27 | 3843+14.08 EQ 3842+88.16 | 3801+19

1295 | 1290 | 1285 | 1280

C20 | C20 | C20 | C20

CTC 1970 | CTC 1970

P79 F60 | P79 F60 | P79 F60 | P75 F60 | P79 F60 | P79 F60

.95 24" CMP 61'
.77 48" CMP 162'
.41 54" CMP 182'
.17 PUB XING 59193T XBUCKS RICHARDS CREEK RD
.92 DBL 84" MPP 184' RICHARDS CREEK
.79 DBL 43" X 27" CA 120'
.47 48" CMP 212'
.06 48" CMP 182'
.54 PUB XING 59192L XBUCKS, BACKUS CREEK ROAD
.49 66" MPP 202'
.02 30" CMP 204'
.30 72" MPP 182'
.09 PT SW #2D
.95 29" X 18" CMP 67'
.76 38" CMP 77'
.56 30" CMP 110'
.01 TPL 66" MPP 312'
.59 30" CMP 155'
.18 54" CMP 83'
.98 PT SW #2D
.81 30" CMP 105'
.78 30" CMP 97'
.47 PUB XING 59191E XBUCKS, REDEMPTION RIDGE ROAD
.44 36" CMP 73'
.87 7" X 7" B 180'
.86 24" CMP 61'
.88 36" CMP 61'
.52 42" CMP 97'
.52 30" CMP 194'
.37 30" CMP 97'
.18 30" CMP 97'
.01 42" CMP 61'
.85 42" CMP 83'
.03 54" MPP 85'
.54 PVT XING 59189D XBUCKS
.25 72" MPP 84'
.17 PT SW #2D
.93 30" CMP 107'
.01 30" CMP 145'
.90 42" CMP 97'
.78 42" CMP 97'
.69 43" X 27" CMP 75'
.58 43" X 27" CMP 78'
.46 43" X 27" CMP 78'
.38 TPL 42" CMP 255'
.18 PT SW #2D
.14 43" X 27" CMP 61'
.05 43" X 27" CMP 61'
.73 42" CMP 169'
.63 30" CMP 121'
.48 36" X 22" CMP 59'
.37 30" CMP 139'
.18 84" MPP 207'

175' 100' 150' | 100' 75' 125' | 150' 100' | 125' | 250' 100' 125' | 100' 200' 100' | 100' | 200' 25' 100' | 200' 100' | 100' | 150' 100' | 150'

CAP 10344' | CAP 9730'

25' 100' 150' | 100' 50' 125' | 125' 50' | 125' 25' | 125' | 100' | 60' 100' | 200' 150' | 100' 125' | 100' | 325' 500' | 150' 125' | 100' 150'

TAMARACK
MP 1290.0

WOLF PRAIRIE *
MP 1282.2

C–1294 0–42' | C–1290 0–59' | C–1288 0–56' | C–1287 1–31' | C–1287A 1–41' | C–1285 1–55' | C–1282 0–52' | C–1280 1–06'

132–70 | 132–88 | 132–70 | 132–70 | 136–91 132–88 | 132–82 136–91 | 132–70 | 132–81 | 132–70

TIES 91 | 91 (900/MI) | 91 (900/MI) | TIES 91

SURF 92 | 92 | 91 | SURF 91

05–01–93 MQ360309

CONSTRUCTED 1970 – LIBBY DAM (ORIG. M/L VIA EUREKA CONST. 1901–1904)

CONKELLEY →

← SANDPOINT JCT

CONSTRUCTED 1970 – LIBBY DAM (ORIG. M/L VIA EUREKA CONST. 1901–1904)

FLATHEAD TUNNEL – 7.01 MILES LONG
CONCRETE LINED, 20 BAYS

1.00 0.92 1.00 0.96 1.00 3277.80 0.94 1.00 0.95 .84 BR 1274.8 OH PT WOLF CK FORTINE CR ROAD 59186H 3416.69 1.00 0.62 3520.05 .63 SD. PORTAL 0.48

3801+19 3748+39 3695+59 3642+79 3589+99 3537+19 3484+39 3431+59 3378+79 3325+99 3273+19 3220+39 3167+59 3114+79 3061+99 3009+19

1280 1275 1270 1265

HB DET DE DET C20 C20 CTC 1970 CTC 1970

P75 F60 | P79 F60 P79 F60 P79 F60 | P50 F50 P50 F50

.44 30" CMP 183' .31 35" CMP 191' .21 48" CMP 189' .00 29" X 18" CMP 59'

.88 35" CMP 157' .79 29" X 18" CMP 57' .74 DBL 43" X 27" CMP 62' .69 TPL 6' X 15' MPP 280' .55 36" X 22" CMP 58' .33 PUB XING 59187P XBUCKS, NO NAME RD .18 54" CMP 236'

.74 36" CMP 125' .58 35" CMP 161' .51 30" CMP 230' .44 30" CMP 216' .36 36" CMP 97' .28 42" CMP 69' .08 42" CMP 68'

.88 35" CMP 129' .83 30" CMP 174' .75 30" CMP 120' .66 36" CMP 121'

.49 54" CMP 91' .40 43" X 27" CMP 57' .31 36" X 22" CMP 59' .27 36" X 22" CMP 61' .06 43" X 27" CMP 69'

.96 36" CMP 95' .88 30" CMP 220' .80 84" MPP 224' .73 30" CMP 184' .55 54" CMP 349' .39 108" MPP 326'

.07 43" X 27" CMP 60'

.95 36" X 22" CMP 59' .72 36" CMP 143' .65 36" CMP 165' .53 54" CMP 185' .37 54" CMP 194' .18 PT SW #20

.95 48" CMP 186' .72 29" X 18" CMP 70' .55 28" X 18" CMP 70' .34 TPL 42" CMP 100' ROCK CREEK

.74 30" CMP 116' .48 DBL 96" MPP 178' .17 DBL 96" MPP 176' .16 PT SW #20

.65 BN SETOFF

150' 125' 175' 100' 175' 100' 200' 100' 150' 100' 200' 100' 100' 100' 100'

150' 100' 150' 100' 125' 200' 150' 125' CAP 9760' 175' 100' 300' 400' 100' 100'

ROCK CREEK * MP 1273.2

C–1279A 1–59' C–1279 0–56' C–1277 1–20' C–1275 1–13' C–1272 1–31'

132–70 136–92 132–70 136–92 132–70 132–70 136–91 132–70 132–70 132–82 136–92 132–70 132–87 132–81 132–70

132–86 132–70

TIES 91 91 (900/MI) 84 84 TIES 84

SURF 91 91 72 71 72 72 SURF 72

05–01–93 M0380310

MONTANA DIVISION – KOOTENAI RIVER SUBDIVISION

MT–3 LS–36 (11)

CONSTRUCTED 1970 – LIBBY DAM (ORIG. M/L VIA EUREKA CONST. 1901–1904)

CONKELLEY →

← SANDPOINT JCT

CONSTRUCTED 1970 – LIBBY DAM (ORIG. M/L VIA EUREKA CONST. 1901–1904)

.82 NO. PORTAL

0.46 0.20 0.95 1.00 .07 BR 1261.1 3–44' WF 132' WOLF CR – FORTINE CR RD 59185B 0.94 1.00 0.96 0.20 0.35 0.45 0.34 0.20 1.00 0.50 0.20 0.90

3692.90 3507.2 3325.69

3008+19 2956+39 2903+59 2850+79 2797+99 2745+19 2692+39 2639+59 2586+79 2533+99 2481+19 2428+39 2375+59 2322+79 2269+99 2217+19

1265 1260 1255 1250

C20 C20 CTC 1970 HB DET DE DET C20 CTC 1970

P50 F50 | P79 F60 P79 F60 | P7D F60

.58 30" CMP 294' .53 PT SW #2D .39 48" CMP 266' .25 30" CMP 132' .02 42" CMP 138'

.74 72" MPP 120' .53 36" CMP 106' .34 36" CMP 112' .17 42" CMP 114'

.92 DBL 10' X 8' CB 90' .82 30" CMP 124' .57 PT SW #2D .34 DBL 120" MPP 194' .11 30" CMP 116'

.98 DBL 120" MPP 204' .91 30" CMP 120' .74 30" CMP 128' .67 30" CMP 188' .58 30" CMP 228' .45 30" CMP 146' .27 20" CMP 244' .24 48" CMP 216'

.72 30" CMP 122' .69 30" CMP 148' .47 8" PERF. DRAIN .29 PT SW #11 .26 72" CMP 266' MPP 78' .08 CATTLE UP .01 PUB XING 59184U XBUCKS, BUTCHER CR RD

.84 DBL 43" X 27" CMP 56' .63 43" X 27" CMP 56' .31 72" MPP 122' .25 PVT XING 59183M XBUCKS .07 58" X 76" MPP 100' CATTLE UP

.92 30" CMP 90' .88 30" CMP 127'

.45 120" MPP 388' .18 30" CMP 62' .17 PUB XING 59182F XBUCKS, JIM CR RD .10 30" CMP 106'

.91 48" CMP 236' .77 30" CMP 121' .58 PVT XING 59181Y XBUCKS .56 2–36"x22" CMP 60' .13 48" CMP 105'

.65 PUB XING 59281D MAGNESIA CR RD XBUCKS .51 108" MPP 128' .16 36" CMP 107' .15 COUNTY LINE .97 30" CMP 121' .97 PUB XING 59280W LIME CREEK RD .86 COUNTY LINE .85 30" CMP 128' .68 PVT XING 59279C XBUCKS

.70 36" CMP 73' .58 30" CMP 127' .50 PUB XING 59278V XBUCKS, BRIMSTONE CREEK ROAD .46 30" CMP 63' .36 30" CMP 56'

.92 90" MPP 367' .83 PT SW #2D .68 48" CMP 260' .55 30" CMP 85' .34 36" X 22" CB 72' .06 36" CMP 129'

.78 80" CMP 331' .50 30" CMP 118' .39 48" CMP 206' .24 30" CMP 138'

.88 48" CMP 420' .83 PT SW #2D .65 48" CMP 358' .50 PUB XING 59277N XBUCKS, GRIPPLE CR RD .57 30" CMP 87' .44 30" CMP 48'

.70 72" MPP 100' .52 72" MPP 100' .32 72" MPP 118' .15 30" CMP 194'

650 250' 100' 100' 125' 225' 150' 100' 150' 100' 225' 100' 175' 175' 100' 225' 150' 175' 100' 125' 100' 200' 300' 100' 150' 100' 150' 100' 275' 125' 200' 100' 175' 100' 100' 200'

FAN HOUSE 100' 300' 365' 275' CAP 9763' 125' 60' 125' 100' 50' 125' 100' 150' 175' 225' 200' 225' 125' 125' 200' LINCOLN CO. FLATHEAD CO. FLATHEAD CO. LINCOLN CO. 100' 125' 100' 200' 300' 150' 100' CAP 9722' 150' 100' 275' 100' 200'

TWIN MEADOWS MP 1263.5

SWAMP CREEK MP 1260.4

BRIMSTONE MP 1252.8

C–1264 0–59' C–1263 1–06' C–1261 1–31' C–1259 1–13' C–1258 0–28' C–1256 1–03' C–1254 1–03' C–1253 0–58' C–1250A 2–02' C–1250 2–02'

132–70 138–82 132–88 132–70 136–91 132–70 132–70 132–70 132–70 132–82 132–70 132P–88 132P–88 132P–83

TIES 84 TIES 84

SURF 72 73 73 72 71 72 72 71 72 SURF 74

05–01–93 M0360311

MONTANA DIVISION – KOOTENAI RIVER SUBDIVISION

MT–3 LS–036 (12)

CONSTRUCTED 1970 – LIBBY DAM (ORIG. M/L VIA EUREKA CONST. 1901–1904)

CONSTRUCTED 1904 (ORIG. M/L VIA KALISPELL CONST. 1891)

CONKELLEY →

← SANDPOINT JCT

CONSTRUCTED 1904 (ORIG. M/L VIA KALISPELL CONST. 1891)

3295.44 0.90 0.50 3282.94 0.00 0.25 0.18 0.25 0.21 0.25 0.17 0.25 0.21 0.25 0.21 .00 BR 1245.0 3–16' RCT 48', SUNDAY CR 0.25 0.21 0.25 3096.95 .20 BR 1242.2 3–DPG 145' STILLWATER RIVER 0.00 0.20 0.00 0.15 0.00 0.25 0.21 .48 BR 1237.6 4–DPG 197' DOG CREEK 0.25 3163.18 0.20 0.25 .88 BR 1235.9 3–HB 143' ST. HWY. UP 59259R 0.21 0.25 0.15

2217+19 2164+39 2113+86.5 EQ 2095+86.5 2093+69 2041+92 1988+93 1935+95 1883+06 1830+66 1772+70 1725+35 1672+53 1618+70 1567+12 1515+61 1462+28 1409+32

1250 1245 1240 1235

CTC 1970 CTC 1969 C20 C20 CTC 1969 HB DET DE DET

P70 F60 P70 F60 P79 F60 P79 F60 P60 F55 P65 F60

.94 30" CMP 127' .81 30" CMP 75' .45 30' CMP 125' .17 PT SW #11 .15 PUB XING 59276G SUNDAY CR RD .10 30" CMP 112' .99 30" CMP 121' .77 30" CMP 105' .66 PUB XING 59275A HBUCKS DEPOT .52 PT SW #11 .21 COUNTY LINE .47 24" CP 48' .83 18" CIP 12' .93 30" CP 132' .71 30" CP 80' .34 PT SW #20 .78 2–36" CP 180' .80 24" CP 60' .42 PT SW #20 .40 PUB XING 59261S XBUCKS .28 24" CP 48' .71 30" CP 138' .92 24" CP 72' .58 24" CP 66' .10 24" CP 88' .87 PT SW #11 .48 PUB XING 59260K SIGS & GATES, MAIN ST .20 30" CP 80' .06 PT SW #11 .74 48" CP 96' .62 24" CP 24' .26 30" CP 114'

175' 100' 100' 100' 100' 100' 100' 100' 100' 100' 100' 100' 85' 100'

MT – EUREKA SUB TO EUREKA

CAP 9711'

200' 140'

STRYKER* MP 1248.6 LINCOLN CO. FLATHEAD CO.

RADNOR MP 1243.3

OLNEY MP 1236.6

C–1249 2–02' C–1248 1–41' C–1247 1–17' C–1246A 2–06' C–1246 0–59' C–1245 1–06' C–1243 1–10' C–1242 3–05' C–1241 2–09' C–1240B 2–06' C–1240 2–40' C–1240A 2–37' C–1239A 1–06' C–1239 1–03' C–1237A 1–06' C–1237 1–10' C–1236 0–59' C–1235 2–37'

132–70 132–82 132–88 132–70 132–80 132–88 132–79 136–91 132–86 132–82 132–79 132–80 136–91 132–79 136–92 136–91 132–80 136–91 132–82 132–74 132–85 136–91 132–74 132–82 136–90 132–80 136–92 136–90 132–82 136–92 136–80 136–91 132–80 136–92 132–80 132–53 132–80 132P–83 132–85 132–83 132–83

TIES 84 92 92 C–90 TIES C–90

SURF 75 92 92 90 SURF 90

05–01–93 M0380312

CONSTRUCTED 1904 (ORIG. M/L VIA KALISPELL CONST. 1891)

CONKELLEY →

← SANDPOINT JCT

CONSTRUCTED 1904 (ORIG. M/L VIA KALISPELL CONST. 1891)

ED 3126.20 ELEV IN 3138.72

ED 1340+00 IN 1158+83.3

1409+32 1354+43 1120+92 1068+78 1015+41.5 963+40 909+23 854+45 800+13 748+95 696+52 643+67 593+02 540+24 486+83 436+14

1235 1230 1225 1220

3029.39 3096.00 0.00 3067.87 3035.12

C20 CTC 1969 P65 F60 P60 F55 P60 F55 P55 F50 P35 F35 P55 F50

.80 30" CP 84' .67 24" CP 84' .61 15" CP 20' .53 24" CP 32' .37 24" CP 32' .28 24" CP 24' .22 30" CP 128' .10 30" CP 58' .00 30" CP 58'

.82 24" CP 24' .68 24" CP 54' .55 24" CP 42' .27 30" CP 132' .15 24" CP 102'

.82 30" CP 96' .82 24" CP 102' .79 PT SW #20 .73 24" CP 50' .58 30" CP 96' 30" CIP 12' .41 30" CP 180' .31 36" CP 144'

.99 30" CP 114' 30" CIP 8' .79 18" CIP 25' 18" CP 12' .67 30" CP 138' .55 18" CP 56' .44 24" CP 66'

.89 PUB XING 59258J XBUCKS .84 PT SW #20 .77 DBL 30" CP 160' .54 36" RCP 82'

.99 24" CP 128' .63 24" CP 128' .20 30" CP 102'

.98 18" CP 32' .90 18" CP 32' .57 30" CP 64' 36" CMP 70' .17 24" CP 48'

.71 24" CP 90' .45 24" CP 60' .33 24" CP 48' .13 24" CP 24'

.41 PT SW #20

.89 24" CP 184' .71 24" CP 78' .12 24" CP 126'

.88 PT SW #20 .63 DBL 36" CP 190' .34 24" CP 120' .06 24" CP 136'

.62 48" CP 215' .25 DBL 36" CP 160'

.32 30" CP 128' .07 PUB XING 59256V XBUCKS & SIGS WHITEFISH LAKE ST PARK

.21 PUB XING 59255N XBUCKS BIRCH PT RD .03 PT SW #11

100' 100' 150' 100' 100' 100' 100' 50' 100' 100' 100' 150' 200' 100' 100' 100' 50' 100' 80' 100'

CAP 9325' CAP 7060'

LUPFER MP 1231.1 VISTA MP 1224.6

C–1234A 1–52' C–1233A 1–38' C–1232A 2–37' C–1231A 2–40' C–1230A 2–54' C–1230 2–51' C–1229 1–41' 2–37' C–1228 1–03' C–1226A 3–00' C–1225B 3–05' C–1225 2–30' C–1224A 1–59' C–1224 2–30' C–1223 3–36' C–1222 3–38' 2–06'

C–1235 2–37' C–1234 1–38' C–1233 2–37' C–1232 1–41' C–1231 2–44' C–1228A 1–45' C–1227 1–34' C–1227 2–00' C–1226 1–31' C–1225A 3–05' C–1223A 3–33' C–1222A 3–05' C–1221 3–05' C–1220 3–02'

132–85 132–83 136–91 132–89 132–81 132–81 132–82 132–77 132P–88 132–82 132–88 136–92 132–82 132–89 132–82 132–79 136–90 136–80 136–90 132–82 132–83 136–81 136–91 132–81 136–92 132–83 132P–83 136P–81 132–83 132P–83 132–83 132P–83 132–89 132–88 136–92 132–71 136–91 136–80 136P–81 136–91 132–75 132–82 136P–81

132–83 136–81 132–85 136–90 136–92 132–82 132–86 132–86 136–92 132–85 136–91 136–81 132–92 132–79

TIES C–90 C–90 92 92 C–91 C–89 92 TIES C–89

SURF 90 90 92 92 91 89 92 SURF 89

05–01–93 M0380313

NO. TRK CONVERTED FROM SIDING 1983
NO. TRK CONST. 1904/1903 (ORIG. M/L VIA KALISPELL 1891)
NO. TRACK CONST. 1903 (ORIG. M/L VIA KALISPELL CONST. 1891)
SO. TRACK CONSTRUCTED 1925

CONKELLEY →

← SANDPOINT JCT
CONST. 1903 | CONST. 1891
NO. TRACK CONSTRUCTED 1925
SO. TRACK CONSTRUCTED 1891

RELOCATED 1943

CONSTRUCTED 1891
REALIGN 1938
REALIGN 1929

MT DIV. KOOTENAI RIVER SUB

MT DIV. HI LINE SUB

REALIGNED 1944

MP 1219.2

.92 BR 1220.0 8–DPG 341' WHITEFISH RIVER
3035.12
.44 OH HWY BR 59273L
.83 BR 1216.8W 4–RCT 72' BR 1216.8E 4–RCT 72' HASKELL CR RD 59274T
3084.90
.57 BR 1214.7W 3–RCT, 1–DPG 84' BR 1214.7E 3–RCT 1–DPG 84' BROWN CR
.86 OH HWY BR 101975U MEADOW LAKE BLVD
3088.30
.91 OH HWY BR N. FORK RD 59341K
3120.80
3118.25
MP 1208.699
.60 TUNNEL 1207.6 5 LONG LINED 205
3158.10

0.00 0.20 0.30 0.40 0.20 0.00 0.10 0.20 0.20 0.00 0.80 0.45 0.20 0.10 0.00 0.00 0.15 0.10 0.20 0.00 0.4 0.6 0.53 0.60 0.60 0.00

436+14 | 381+27 | 328+94 | 317+53.5 EQ 317+10.7 | 274+60 | 222+85 | 169+75 | 116+95 | 89+54 | 11+68 | 0+00 EQ 4381+43.5 | 4378+38.2 WB EQ 4378+39.4 EB | 4341+51 | 4286+05 | 4246+72.2 EQ 4247+07.2 | 4233+87.9 EQ 4234+51.8 EQ 4234+30.5 | 4178+35 | 4156+01.0 EQ 4155+62.1 | 4128+01 | 4095+16.0 EQ 4095+10.1 | 4074+82

1220 | 1215 | 1210

CTC 69 | ABS
C20
4–C20
C11
2–C11
ABS
TEST MILE
ABS | CTC 1967
C20
DE DET
TEST MILE

P35 F35 | P70 F80
P70 F80 | P70 F45
P70 | F45
P70 F60
P40 F35
P55 F50

.87 PT SW #20
.63 PT SW #11
.41 PT SW #11
.40 PT SW #11
.35 PT SW #11
.24 DEPOT
.97 PT SW #11
.76 PT SW #11
.67 72" X 96" CB 107'
.97 PUB XING 59332L SIGS & GATES
.73 PT SW #11
.71 PT SW #20
.63 PT SW #20
.61 PT SW #20
.54 PT SW #20
.08 DBL 48" CP 72'
.07 24" CP 53'
.07 24" CP 53'
.50 24" CP 104'
.92 DBL 48" CP 60'
.57 48" CP 56'
.06 24" CP 56'
.02 PT SW #11
.95 PT SW #11
.86 PT SW #11
.57 PUB XING 59334A N LASALLE RD SIGS & GATES
.03 PVT XING DOT#
.37 72" X 120" CB 117'
.04 36" CP 80'
.74 PT SW #11
.68 PT SW #11
.66 PT SW #11
.47 18" CP 74'
.75 PT SW #11
.72 PUB XING 59339J SIGS & GATES NEW
.70 PT SW #11
.69 PT SW #11
.64 PT SW #11
.60 DEPOT
.29 PUB XING 59340D 4TH AVE E SIGS & GATES
.89 PT SW #11
.81 PT SW #11
.08 PT SW #11
.50 48" CMP 112' 2ND AVE.
.91 PT SW #11
.69 PT SW #20 EQUAT. .67 30" X 30" WB 34' .66 SETOFF
.90 24" CP 144'
.91 18" CP 16'
.67 12" CIP 12'
.59 12" CIP 12'
.44 24" CIP 72'

50' 100' 70' 100' 50' 100' 100' 50' CAP 4015' 100' 100' 50' 150' 150' 100'
TRACK 1
TRACK 2
50' 100' 75' 100' 200' 100' 50' 100' 75' 75' 200' 4' 50' 100' 150' 75' 200' 100'

END DOUBLE TRACK MP 1219.87
BEGIN DOUBLE TRACK MP 1208.72
TO KALISPELL

WHITEFISH * MP 1219.2
HALF MOON MP 1215.0
COLUMBIA FALLS * MP 1211.6
CONKELLEY MP 1208.69

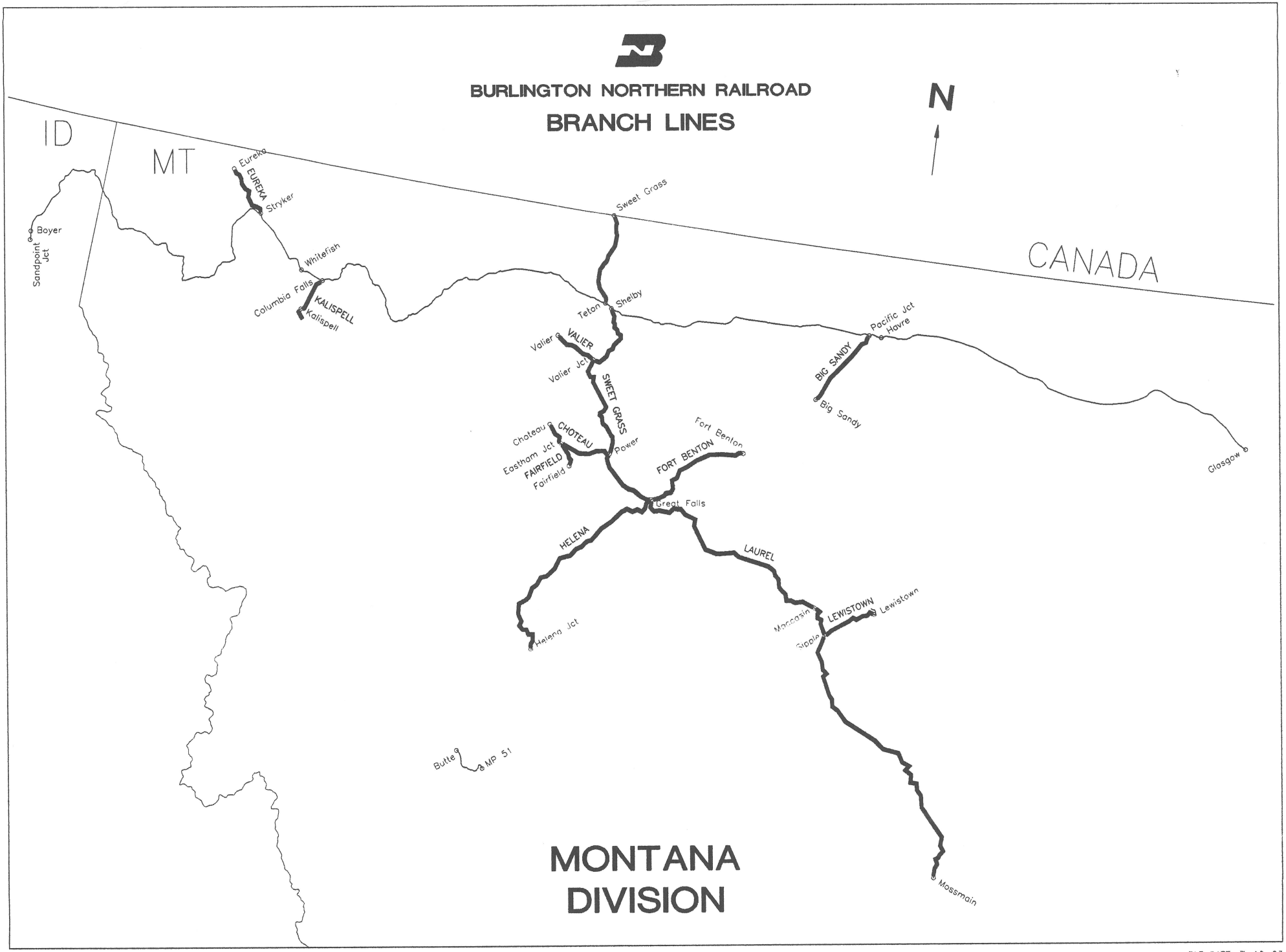
C–1218 0–31' 0–52'
C–1218 0–35' 1–13'
ALIGNMENT TRACK 1 EXCEPT AS NOTED
ALIGNMENT TRACK 1
C–1212 1–03'
C–1211A 0–30'
C–1211 0–30'
C–1212 1–06'
ALIGNMENT TRACK 2 EXCEPT AS NOTED
C–1210 0–56'
C–1209A 0–59'
C–1208C 2–05'
C–1208B 2–05'
C–1208 2–14'
C–1207B 5–05'
C–1206B 2–09'
C–1206D 1–23'
C–1206A 2–46'
C–1209 1–03'
C–1208A 5–09'
C–1207D 2–14'
C–1207C 5–57'
C–1207 4–30'
C–1207A 0–51'
C–1207 2–46'
C–1206C 2–00'
C–1206 2–55'
C–1210 0–59'
C–1209A 1–03'
C–1209 1–00'
C–1208C 0–26'

132SH–83 | 132–82 | 132–83 | 136–82
132–82 | 136–90 | 132P–81 | 136–92 | 132–82
136–91 | 132P–85 | 136P–81
132–75
132–79
132–83 | 132–84 | 132–83 | 132–83 | 115–61 | 132–83

TIES TRK 1 92 | TIES C–88 | TIES TRK 1 92 | TIES C–88
TIES TRK 2 92 | TIES TRK 2 92
SURF TRK 1 92 | 92 | SURF TRK 1 92 | SURF 92
SURF TRK 2 92 | SURF TRK 2 92

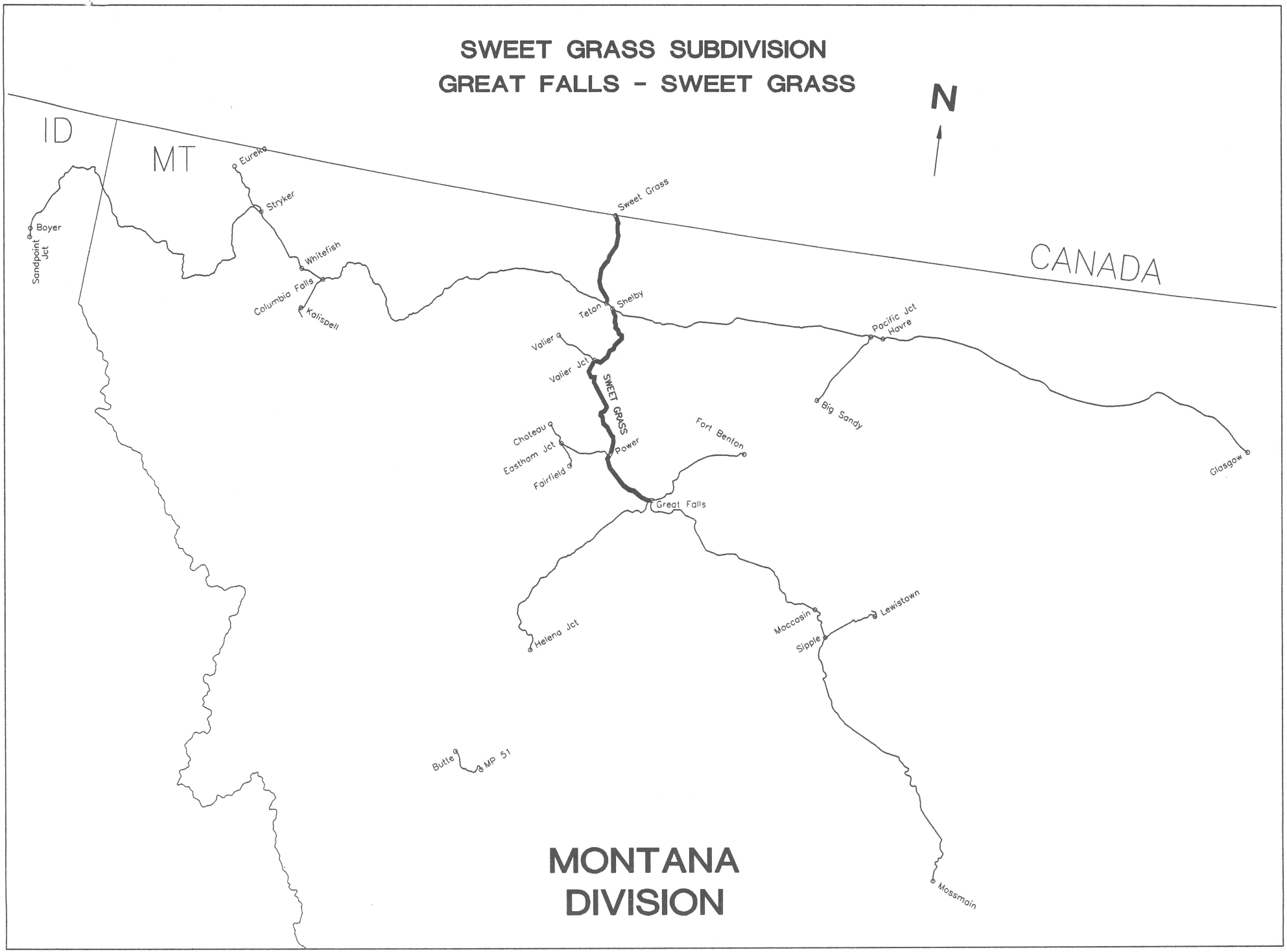
TRACK CONSTRUCTION
BRIDGES
GRADE
MILEPOST
SIGNALS
SPEED
TRACK
CURVES
RAIL
TIES
SURFACE

05–01–93 M0380314



PLT DATE: 7-12-93

SWEET GRASS SUBDIVISION
GREAT FALLS - SWEET GRASS



PLT DATE: 7-12-93

MONTANA DIVISION – SWEETGRASS SUBDIVISION

MT-4 LS-354 (1)

CONSTRUCTED 1902 | SHELBY → | ← SWEET GRASS | CONSTRUCTED 1902

BRIDGES: 0.40 0.60 1.00 | 0.00 1.00 0.40 | 0.60 1.00 0.00 | 1.00 | 0.00 1.00 1.00 0.00 1.00 0.25 0.00 | 0.10 1.00 | 0.00 1.00 0.50 0.70 | .85 BR 130.8 2–PUB OP 88150D I–15 0.00 0.40 0.00 0.15 0.90 | 0.40 | 3320.00 0.80 0.00

GRADE

MILEPOST: 6966+98 | 6915+24 | 6861+23 | 6810+33 135 | 6754+80 | 6703+80 | 6650+51 | 6592+92 | 6546+03 130 | 6493+53 | 6441+32

SIGNALS: TWC | TWC

SPEED: YARD | F40 | F40

.923 END OF BN TRACK
.90 PUB XING 88159P XBUCKS
.89 PT SW #11
.85 DEPOT 138'
.73 24" VP 102'
.60 PT SW #11
.58 PT SW #11 –R.H.
.56 IND X–ING 86344C
.49 42" CP 40'
.47 PUB XING 88156U XBUCKS

.66 36" CP 40'

.37 PUB XING 88155M XBUCKS
.19 PT SW #11 LEFT HAND

.55 CMP 29'
.50 PVT XING 88154E
.45 CMP 30'

.80 33" CIP 33'
.64 PVT XING 88153Y
.49 36" CIP 36'

.65 2–48" CP 42'
.62 PUB XING 88152S XBUCKS
.39 24" CIP 38'

.02 24" CIP 72'

.29 2–36" CP 32'

.38 2–36" CIP 33'

.85 PVT XING 98926R

.97 2–24" CIP 24'

.71 PT SW #11
.61 18" CP 40'
.51 PUB XING 88149J XBUCKS
.36 24" CP 105'
.XX PT SW #11
.19 24" CMP, CP 54'

.81 24" CP 76'

.60 48" CP 48'

.25 PVT XING 88148C

.71 16" CMP 26'
.62 CATTLE GUARD
.49 2–18" CP 24'

.08 18" CP 16'

TRACK

CAP 6,600'

100' | 100' | 100' | 100'

CANADIAN PACIFIC RR TO LETHBRIDGE

SWEET GRASS
MP 138.9

.12 35" CP 49'
.05 36" CP 54'

SUNBURST *
MP 130.6

CURVES: C–138A 2–00' | C–138 2–00' | C–138B 3–00' | C–136A 1–51' | C–136 2–05' | C–135 1–00' | C–134A 2–55' | C–134 1–00' | C–133 2–09' | C–132 2–00' | C–131 4–05'

RAIL: 112SH–85 | 115SH–85 | 115–85 | 115SH–85 | 112SH–85 | 112SH–85 | 112SH–84 | 112SH–84

TIES: TIES 74 | 83 | 83 | TIES 83

SURFACE: SURF 85 | 85 | SURF 85

05–01–93 M3540401

CONSTRUCTED 1902 | SHELBY → | ← SWEET GRASS | CONSTRUCTED 1902

EQ 3324.66 N 3331.53 S
ELEV

0.00 3320.00 0.36 0.00 0.42 0.60 0.20 0.00 0.42 0.30 3329.00 0.00 0.50 0.00 0.12 0.00 0.30 0.00 0.30 0.00 0.40 1.00 3320.00 0.00 0.25 0.00 0.30 0.00 0.15 3325.00 0.00 0.20 0.13 0.23 0.20 .97 BR 117.0 PT 42' 0.14 .99 BR 116.0 PT 42' 0.21 0.12 0.17 0.00 0.25 3273.20 0.00

6441+32 | 6388+81 | 6332+76 | 6282+60 | 125 | 6228+57 | 6174+88 | 6123+35 | 6069+46 | 6018+90 | 120 | 5964+82 | 5912+57 | 5858+49 | 5808+02 | 5753+13 | 115 | 5702+29 | 5649+79

TWC | TWC

F4Q | F4Q

.78 30" CIP 24'
.61 24" CP 24'
.27 2–36" CP 36'

.38 PUB XING 88147V
XBUCKS

.40 18" CP 16'
.20 CATTLE GUARD

.90 "THE TREE"
.77 2–36" CMP 30'

.41 PVT XING 88148N

.08 2–38" CMP 24'

.61 36" CP 36'
.40 30" CMP 24'
.32 24" CMP 32'

.10 24" CMP 24'

.91 2–18" CMP 24'
.73 24" CP 24'
.55 PVT XING 88145G
.45 36" CMP 24'
.20 2–24" CP 24'

.90 24" CP 24'
.76 PUB XING 88144A
XBUCKS
.70 CULV.

.34 30" CMP 28'

.70 2–24" CMP 24'

.49 2–30" CMP 32'
.45 2–36" CMP 24'

.18 PT SW #11
.12 PT SW 311
.07 36" CP 120'

.98 PUB XING 88143T
XBUCKS

.74 PT SW 311

.56 PT SW #11
.51 PUB XING 88142L
XBUCKS

.09 2–36" CP 32'
.96 CATTLE GUARD

.41 3–36" CP 32'

.46 PVT XING 88141T
.42 CATTLE GUARD

.40 3–36" CMP 73'
.24 4–30" CP 32'

.95 PVT XING 88141E
.69 24" CMP

.34 2– CMP

.73 PVT XING 88140X
XBUCKS

.21 PUB XING 88139D
XBUCKS

100' | 200' | 100' | 100' | 100' | 100' | 50' | 100' | 200' | 100'

100' | 300' | 100' | 100' | 100' | 50' | 100' | 300' | 100'

CAP 2818'

KEVIN
MP 120.1

C–127 4–00'
C–122A 3–05'
C–122 2–51'
C–121 1–55'
C–120 2–00'
C–116 1–55'
C–115 1–00'
C–114 0–55'

112SH–84 | 115SH–87 | 115SH–87 | 115SH–87 | 115SH–87 | 115SH–87 | 112SH–85 | 115SH–84 | 115SH–84

115–88 | 115–88

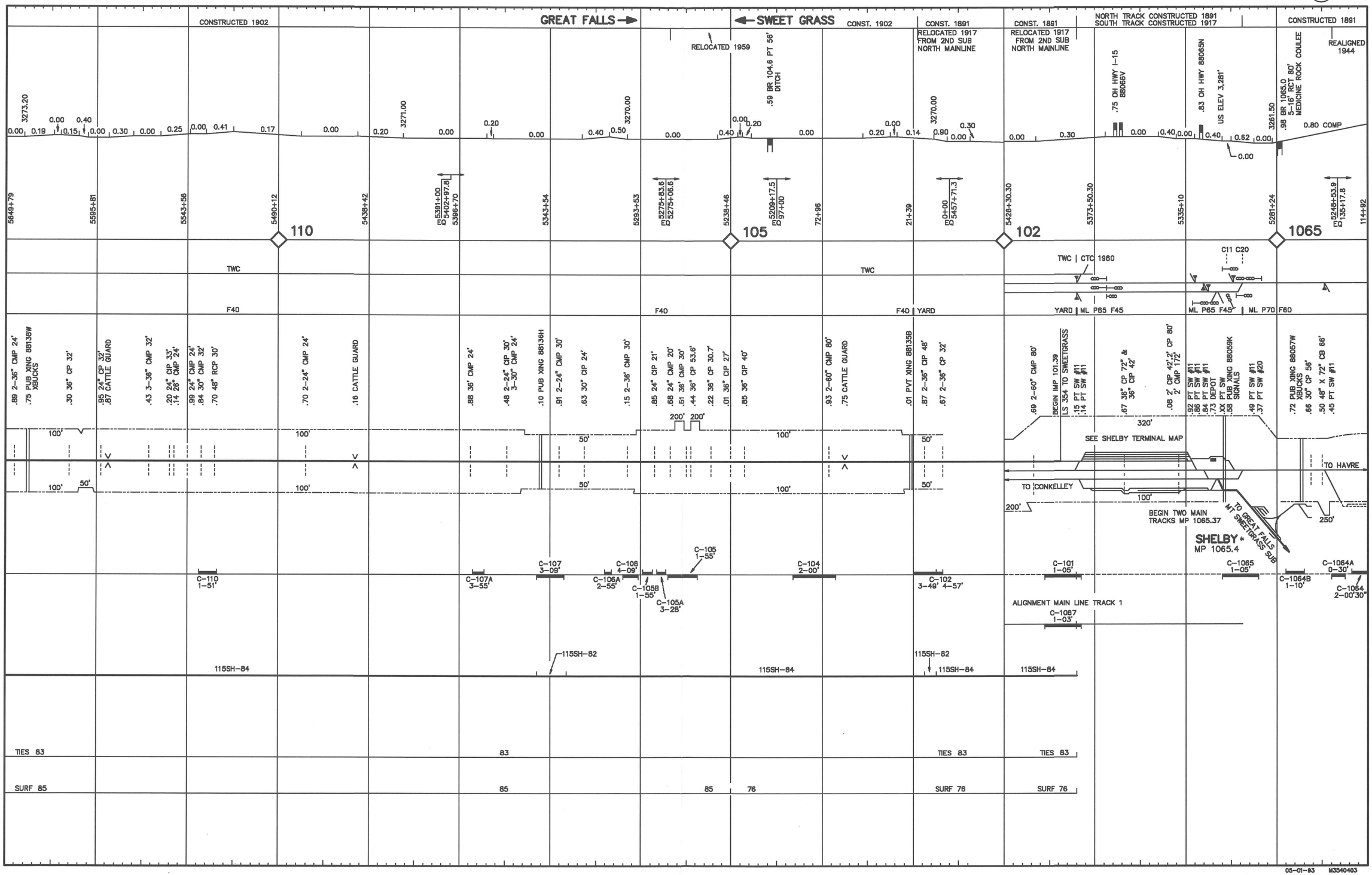
TIES 83 | 83 | 83 | TIES 83

SURF 85 | 85 | 85 | SURF 85

05–01–93 M3540402

MONTANA DIVISION – SWEETGRASS SUBDIVISION

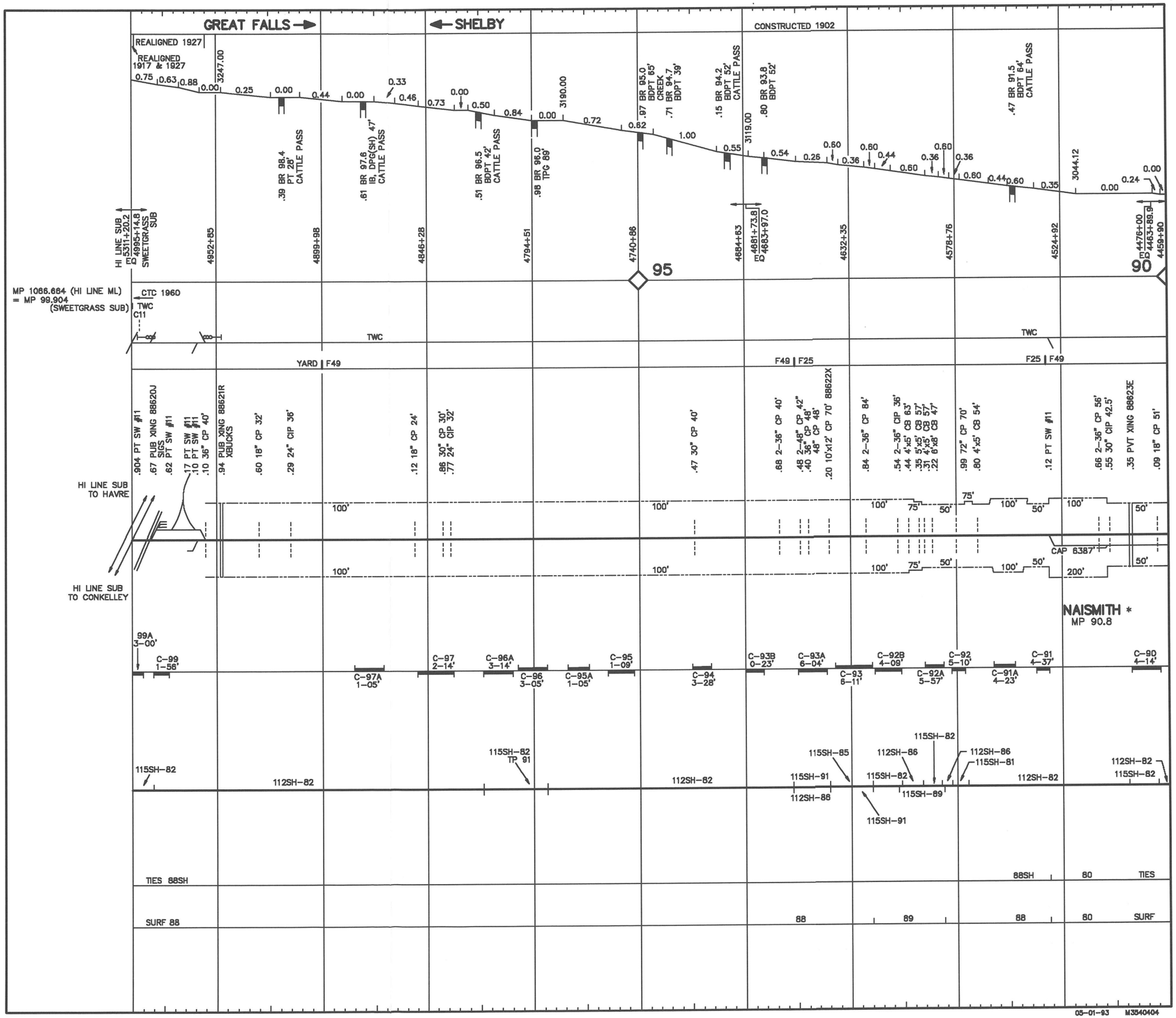
MT–4 LS–354 (3)



05–01–93 M3540403

MONTANA DIVISION – SWEETGRASS SUBDIVISION

MT–4 LS–354 (4)



MONTANA DIVISION – SWEETGRASS SUBDIVISION

MT-4 LS-354 (5)

GREAT FALLS → ← SWEET GRASS

CONSTRUCTED 1902 | RELOCATED 1949 | RELOCATED 1909 | RELOCATED 1958 | CONSTRUCTED 1902 REALIGNED 1949

.83 BR 89.8 BDPT 52' CATTLE PASS
.98 BR 90.0 PT, WF, TPG & TRT 73.4' MARIAS RIVER PVT UP 88624L
.87 BR 87.8 2–WF, DPG 105' DRY FORK MARIAS RIVER
.72 BR 86.7 BDPT 52' CATTLE PASS
.56 BR 84.5 DPG 228' DRY FORK MARIAS RIVER
.64 BR 83.6 BDPT 60' DITCH
.67 BR 79.7 DPG(SH) 24' BR 79.7A PT 42' CREEK
.97 BR 78.0 IB 129' DRY FORK MARIAS RIVER
.58 BR 76.5 DPG 227' DRY FORK MARIAS RIVER
.29 BR 76.3 3–PT 48'
.92 BR 75.9 IB 227' DRY FORK MARIAS RIVER

0.60 COMP

4459+90 | 4407+26 | 4352+76 | 4301+31 | 4247+57 | 4241+46.4 EQ 4233+37.6 | 4188+94 | 4142+50 | 4089+98 | 4037+15 | 4008+92.9 EQ 4010+28.0 | 3984+49 | 3932+71 | 3881+04 | 3854+34.3 EQ 3854+05.6 | 3824+00 | 3774+14 | 3724+18 | 3860+00 EQ 3717+61.7 | 3812+37

90 | 85 | 4744' | 80 | 75

TWC | F49 | TWC | F49 | F35

.85 PT SW #11
.60 36" CP 40'
.67 2–48" CIP 60'
.27 30" CIP 60'
.09 48" CP 66'
.62 3–36" CIP 48'
.14 COUNTY LINE
.07 2–36" CIP 48'
.13 36" CIP 30'
.58 36" CP 54'
.37 24" CIP 48'
.28 2–36" CIP 66'
.28 RL
.31 PUB XING 88625T XBUCKS
.30 PT SW #11
.03 36" CIP 46'
.85 30" CP 84'
.91 2–24" CMP 72'
.58 36" CMP 62'
.42 24" CIP 54'
.25 24" CIP 40'
.03 30" CP 32'
.58 36" CIP 48'
.43 2–48" CP 60'
.03 36" CMP 68'
.78 2–48" CP 36'
.45 PT SW #11
.89 24" CIP 72'
.60 PUB XING 88626A GATES & SIGS
.48 18" CP 143.5'
.29 2–48" CP 90'
.05 PT SW #11
.81 36" CP 56'
.34 36" CIP 40'
.78 30" CP 40'
.44 18" VP 46'
.27 48" CP 42'
.26 48" CP 42'
.68 2–36" CP 24'
.84 2–36" CP 42'
.22 48" CP 48'
.01 38" CP 56'

50' | 75' | 50' | 100' | 50' | 75' | 150' | 50' | 150' | 50' | 100' | 50' | 100' | 50' | 75' | 50' | 200' | 100' | 50' | 100' | 50' | 100' | 100' | 50' | 50'

CAP 6890'

FOWLER
MP 84.1

LEDGER
MP 79.5

C–89A 4–05' | C–89 2–05' | C–88A 4–09' | C–88 4–09' | C–87 1–05' | C–86 1–37' | C–85A 3–05' | C–85 4–18' | C–84 4–14' | C–83 2–00' | C–82 4–09' | C–81A 3–51' | C–81 1–55' | C–80A 2–05' | C–80 3–23' | C–79A 1–05' | C–79 1–05' | C–78A 4–00' | C–78 4–05' | C–77A 2–51' | C–77 2–09' | C–76A 1–23' | C–76 2–18' | C–75A 6–05' | C–75 6–05'

112SH–82 | 112SH–82 | 115B–56 | 132B–91 | 115B–56 | 115SH–85 | 115B–56 | 115SH–82 | 115SH–91 | 115B–55 | 112SH–86 | 115SH–82 | 112SH–86 | 115B–55 | 115B–54 | 115SH–82 | 115SH–82 | 115B–54

TIES 80 | 80 | 72 | 72 | 83 | TIES 83

SURF 83 | 91 | 83 | 83 | SURF 83

05–01–93 M3540405

MONTANA DIVISION – SWEETGRASS SUBDIVISION

MT-4 LS-354 (6)

CONSTRUCTED 1902 RELOCATED 1970 — SHELBY → ← SWEET GRASS — CONSTRUCTED 1902

.82 PUB OH 88629V I-15

EQ 3459.62 IN 3458.49 ELEV 3458.87

.47 PUB OH 88630P

.22 BR 68.2 & 68.2A CTG 50' PONDERA RIVER

0.60 COMP

0.60 COMP

3359.42 — 3501.00 — 3842.71 — 3588.35

3812+37 — 3758+06 — 3705+73 — 3653+94 — 3633+87.9 EQ 3629+91.2 — 3598+83 — 3546+91 — 3494+03 — 3439+85 — 3386+87 — 3338+29 — 3281+29

75 — 70 — 65 — 60

TWC — TWC

F35 F49 | F49 | F40 | F20 | F20 F49 | F49 | F35 F49

.86 36" CP 40'
.68 36" CP 56'
.17 36" CIP 48'
.71 36" CP 48'
.52 PUB XING 88627G XBUCKS
.50 30" CIP 32'
.49 30" CIP 40'
.28 36" CP 48'
.95 36" CP 48'
.06 18" CP 32'
.93 PVT XING 98943G
.93 2-ROWS 48" CP 48'
.80 PT SW #11
.56 30" CP 64'
.93 2-36" CIP 48'
.43 48" CP 42'
.38 PT SW #11
.57 24" CIP 35'
.52 PT SW #11
.41 PVT XING 98917S
.30 PT SW #11
.19 48" CP 66'
.97 PT SW #11
.96 PUB XING 88632D SIG W/GATES
.94 PT SW #11
.61 DEPOT
.58 PUB XING 88634S SIG W/GATES 6TH STREET
.44 PT SW #11
.36 PT SW #11
.30 PT SW #11
.91 18" CP 56'
.75 PUB XING 88635Y SIG
.73 30" CP 72'
.57 PT SW #11
.46 PUB XING 88636F SIG
.42 2-48" CMP 36'
.99 36" CP 32'
.27 48" CP 48'
.16 PVT XING 88637M
.47 48" CP 48'
.20 PUB XING 88639B XBUCKS
.94 48" CP 48'
.80 PVT XING 88640V
.53 36" CP 32'
.73 27" VP 30'
.12 36" CP 31'
.08 24" CP 32'
.90 PVT XING 88641C STOP SIGN
.73 30" CP 36'
.62 PVT XING 88642J
.42 30" CIP 48'
.91 36" CIP 48'
.71 36" CP 40'
.18 30" CP 40'

200' 100' 50' 100' 50' 100' 50' 100' 200' 50' CAP 8970' 100' 50' 100' 50' 100' 50' 100' 150' 100' 50' 100' 200' 100'

TO VALIER
VALIER SUB

VALIER JCT
MP 71.8

CONRAD *
MP 68.6

C-75 5-32' | C-73A 3-55' | C-73 4-05' | C-72 6-05' 2-00' | C-71 3-37' | C-67 4-26' | C-66 2-18' | C-64 4-46' | C-63 8-00' | C-62 2-05' 2-28' | C-60 1-28'

115SH-82 115B-54 | 112SH-86 115B-54 | 115SH-83 115B-54 115SH-83 | 115B-54 115B-53 115SH-85 | 115B-53 | 112SH-86 | 115B-53 | 115SH-89 115B-SH-78 | 115SH-85 115B-53 | 115B-52

TIES 83 | 83 73 | 73 82 | 82 | 82 | 89 | TIES 82

SURF 83 | 83 80 | 80 82 | 82 | 82 | 89 | SURF 82

05-01-93 M3540408

MONTANA DIVISION – SWEETGRASS SUBDIVISION

MT–4 LS–354 (7)

CONSTRUCTED 1902 | GREAT FALLS → | ← SHELBY | CONSTRUCTED 1902 | RELOCATED 1913

3565.90 | .42 BR 58.4 BDPT 78' | .98 BR 56.0 BDPT 65' CATTLE PASS | 3519.00 | 3501.15 | 3540.48 | EL 3514.96 EL 3514.41 | .74 BR 45.7 18 DPG 954' MUDDY CREEK

3019+95 | 2966+97 | 2913+37 | 2861+65 | 2808+57 | 2755+41 | 2702+30 | 2650+49 | 2597+51 | 2545+36 | 2495+00 EQ 2552+88.7 | 2549+87 | 2497+98 | 2443+58 | 2391+28 | 2339+49 | 2285+06

60 | 55 | 50 | 45

TWC | TWC

F49 | F49 F30 F49 | F49 F30

.70 24" CP 48' | .15 24" CP 38' | .95 "APPLE TREE" | .65 PUB XING 88643R XBUCKS | .78 2–48" CP 66' | .13 PUB XING 88644X XBUCKS | .04 36" CMP 24' | .45 36" CP 46' | .30 36" CP 40' | .84 PT SW #11 | .81 PUB XING 88645E XBUCKS | .73 24" CP 50' | .55 36" CP 48' | .19 PUB XING 88646L SIG W/GATES | .01 18" CP 58' | .92 36" CIP 46' | .91 PVT XING 88647T | .82 PT SW #11 | .67 30" CP 48' | .36 30" CP 32' | .09 30" CMP 32' | .63 36" CIP 28' | .90 PUB XING 88648A XBUCKS | .34 30" CP 40' | .98 36" CP 40' | .51 30" CP 48' | .42 PUB XING 88649G XBUCKS | .23 24" CMP 24' | .81 30" CP 72' | .43 COUNTY LINE | .21 30" CP 39' | .55 18" CP 40' | .32 36" CP 48' | .27 PVT XING 88650B | .18 24" CIP 42' | .84 36" CP 48' | .44 30" CP 32' | .16 30" CP 32' | .07 PT SW #11 | .81 PT SW #11 | .80 PUB XING 88652P XBUCKS | .66 30" CP 32' | .19 24" CP 32' | .91 36" CP 48' | .75 18" CP 32' | .39 PVT XING 88653W | .56 PT SW #11 | .21 PUB XING 88654D XBUCKS | .02 30" CP 92'

100' | 100' | 140' | 100' | 120' | 100' | 100' | 200' | 50' 100'

CAP 5115'

POWDER R CO
TETON CO

BRADY
MP 55.2

EXXON
MP 47.9

COLLINS
MP 45.3

C–59A 1–05' | C–59 3–14' | C–57 1–00' | C–53 1–09' | C–50 2–37' | C–49A 6–09' | C–49 5–51' | C–48 1–55' | C–47 1–00' 3–51' | C–46 6–00' | C–45A 5–37' | C–45 2–18'

112SH–85 | 112SH–74 | 112SH–86 | 112SH–74

1158–52 | 1158–51 | 115B–50 | 1158–50 | 1158–50 | 115SH–83 | 115B–53

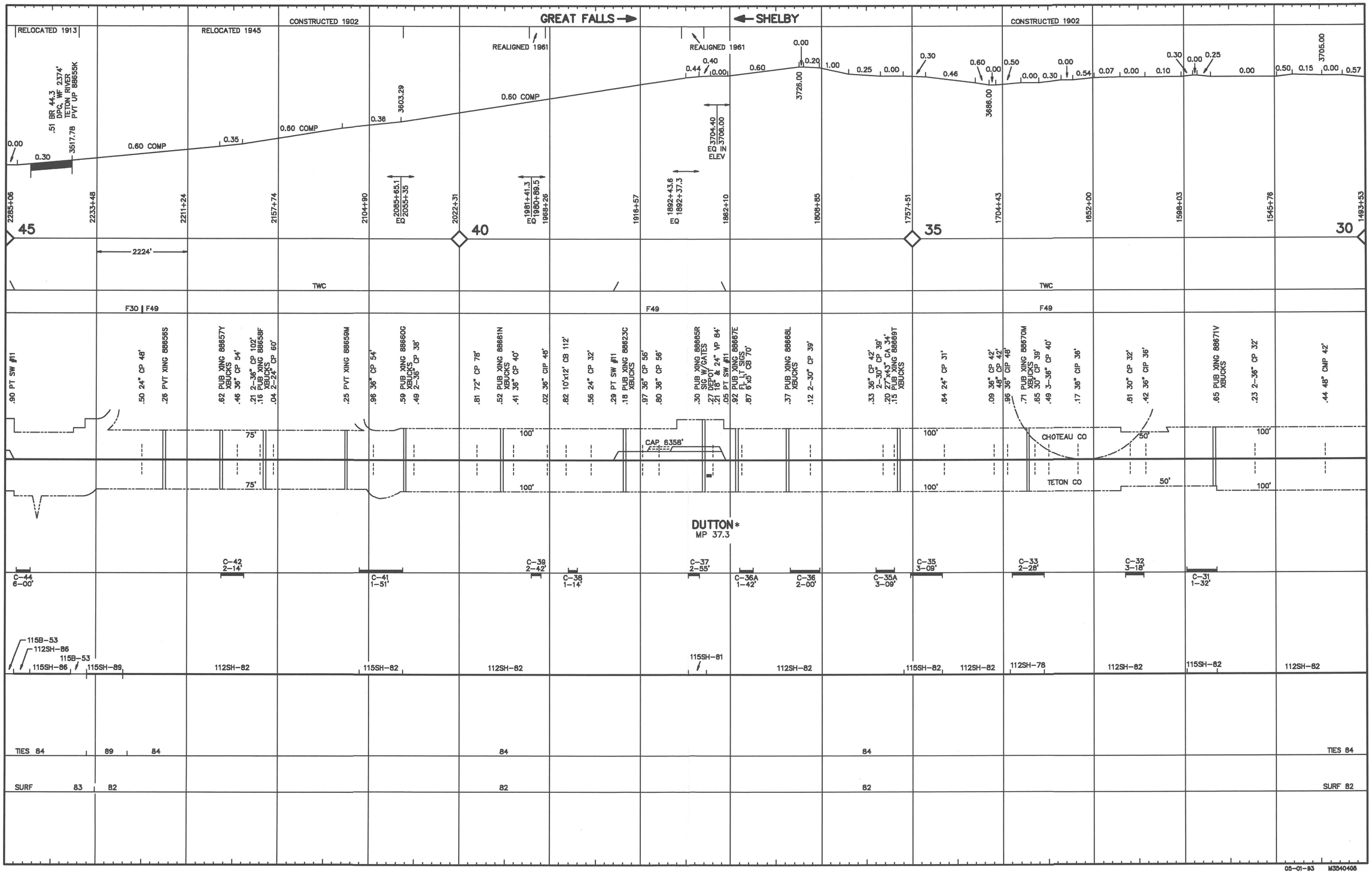
TIES 82 | 82 | 80 | 84 | 84 | TIES 84

SURF 82 | 82 | 83 | 83 | SURF 83

05–01–93 M3540407

MONTANA DIVISION – SWEETGRASS SUBDIVISION

MT-4 LS-354 (8)



05-01-93 M3540408

MONTANA DIVISION – SWEETGRASS SUBDIVISION

MT–4 LS–354 (9)

CONSTRUCTED 1902 — RELOCATED 1909 — GREAT FALLS → — ← SHELBY — RELOCATED 1909 — CONSTRUCTED 1902

1483+53 — 30 — 1439+60 — 1388+14 — 1334+76 — 282+32 — 177+23.1 ℄ 177+27.8 — 215+74 — 25 — 170+20 — 121+23 — 72+75 — 25+09 — 0+00 ℄ 990+50 — 963+81 — 20 — 912+70 — 858+84 — 805+45 — 753+43 — 700+18 — 15

.26 BR 24.2 DPG, WF 185' MUDDY CREEK

.29 BR 22.3 WF(SH), DPG(SH) 235' MUDDY CREEK

.13 BR 20.1 WF 127' MUDDY CREEK

.14 BR 19.4 PT 68' OVERFLOW

.36 BR 17.4 PT 56' CREEK

.64 BR 16.5 PT 27' DITCH

.71 BR 15.7 PCT 48' DITCH

TWC — F49 — TWC — F49

.63 PUB XING 88673H XBUCKS
.49 3–36" CP 40'

.71 2–36" CP 32'

.90 PT SW #11
.77 2–36" CP 48'

.47 2–36" CP 58'

.23 PT SW #11

.90 24" CIP CP 88'
.84 PT SW #11
.81 24" CIP CP 208'
.70 PUB XING 88675W XBUCKS
.65 PT SW #11
.54 PUB XING 88676D FL L1

.96 10'x12' CB 41'

.71 36" CIP 72'
.57 36" CIP 72'
.50 36" CIP 60'

.27 2–36" CIP 24'

.80 5'x5' CB 85'

.47 5'x5' CB 44'

.15 36" CIP 42'

.83 8'x6' CB 137'
.70 36" CIP 24'
.60 4'x4' CB 82'
.53 36" CIP 90'
.37 36" CIP 60'
.29 36" CIP 132'
.20 36" CIP 102'

.85 12'x12' CB 88'
.73 5'x5' CB 97'
.64 36" CIP 58' ext w/CP 16'

.44 4'x4' CB 65'

.04 4'x5' CB 30'
.95 30" CMP 24'
.85 5'x5' CB 59'
.71 4'x4' CB 48'
.68 30" CIP 42'
.59 36" CIP 42'

.44 36" CIP 60'

.36 8'x6' CB 56'

.18 30" CIP 42'

.01 6'x6' CB 29'

.85 36" CIP 48'
.74 8'x8' CB 38'

.04 30" CMP 30'

.22 COUNTY LINE

.96 18" CIP 32'

.63 36" CP 39'

.97 PVT XING 88679Y

.70 36" CIP 48'
.63 2–36" CP
.57 PUB XING 99922N XBUCKS

.27 36" CP 39'
.22 36" OCP 32'

.95 PVT XING 88681A

.58 2–36" CP 40'
.49 36" CP 39'

.82 30" CP 40'

.35 30" CMP 44'
.24 30" CP 40'

.93 30" CP 30'

.58 30" CMP 24'

CAP 6455'

TO CHOTEAU
MT CHOTEAU SUB

POWER
MP 26.8

C–29 3–09' — C–28 2–55' — C–27 1–00' — C–26 2–05' — C–25 3–55' — C–24 2–51' — C–23 2–00' — C–22 2–09' — C–21B 1–46' — C–21A 2–00' — C–21 2–51' — C–20A 1–37' — C–20 1–32' — C–19A 1–05' — C–19 1–00' — C–18 1–05' — C–17 0–55' — C–16 2–05' — C–15 3–14'

112SH–78 — 112SH–82 — 115SH–81 — 112SH–82 — 115SH–82 — 112SH–82 — 115SH–82 — 112SH–82 — 115SH–82 — 112SH–82 — 115SH–82 — 112SH–82 — 115SH–82 — 112SH–82

TIES 84 — 82 — 82 — TIES 82

SURF 82 — 81 — 82 — 82 — 82 — SURF 82

05–01–93 M3540409

MONTANA DIVISION – SWEETGRASS SUBDIVISION

MT-4 LS-354 (10)

CONSTRUCTED 1902 | GREAT FALLS → | RELOCATED 1917 | ← SHELBY | CONSTRUCTED 1902 | REALIGNED 1917, 1947 | CONSTRUCTED 1887 REALIGNED 1917, 1947 RELOCATED 1902 | CONSTRUCTED 1888

TRACK CONST.

.68 BR 14.7 PT 103' MUDDY COULEE .43 BR 14.4 PT 13' CATTLE PASS
.90 BR 12.9 PT, WF 129' CREEK
.07 BR 12.1 PT, DPG(SH) 186' MUDDY CREEK
.96 PUB OH 88687R
.94 BR 3.9 OH HWY 88697W I-15
.96 BR 2.0 PUB OH 88700C CENTRAL AVE
.03 BR 1.0, 1.0A, 1.0B PUB UP WF 183', 887061M 6TH STREET WEST
.40 BR 0.4 DPG, WF 1044' PUB UP, MISSOURI RIVER

BRIDGES

0.25 0.00 0.30 | 0.00 3402.50 0.00 0.41 0.75 | 0.15 0.90 0.33 0.45 | 0.50 0.25 0.00 0.49 0.26 3365.50 | 0.90 1.00 0.00 0.13 0.17 3355.40 0.61 0.50 0.50 | 0.10 0.20 0.00 0.10 0.00 3346.00 0.25 0.00 | 1.00 0.28 0.00 0.12 0.08 | 0.00 1.00 0.30 0.60 0.00 | 0.30 0.00 | 0.10 0.19 ℄ 3328.00 ≠ 3320.00 ELEV 0.60 0.30 | 0.96 0.20 0.14 | 0.03 0.00 | 0.40

GRADE

700+18 | 647+50 | 594+64 | 540+67 | 488+11 | 435+25 | 382+84 | 330+74 | 278+06 | 224+69 | 171+03 | 115+60 | 85+35 | ℄ 35+83.0 ≠ 36+21.2 | 3+79 ℄ 0+00 ≠ 339+86.0 | 290+87 | ℄ MP 0.4 ≠ 260+61.9

MILEPOST

15 | 10 | 5 | 1

TEST MILE — 6195.2' — 3025.1'

SIGNALS

TWC | TWC

F49 | F25 | F25 | F49 | F49 | F10 | F10 | F49 | F49 | YARD

SPEED

.59 PVT XING 88684V | .16 30" CIP 36' | .85 3-48" CP 48' | .55 36" CP 56' .49 PVT XING 88685C | .82 PT SW #11 | .24 PVT XING 98934H .11 PT SW #11 | .54 36" CP 32' | .28 PUB XING 88688X XBUCKS | .86 36" CIP 48' | .51 36" CP 31' 30" CP 32' | .29 PUB XING 88689E SIGS | .58 PUB XING 98927X SIGS .45 10'x12' CB 28' | .40 48" CP 42' | .08 PUB XING 88690Y XBUCKS | .95 36" CP 40' | .58 4'x5' WB 64' | .12 2-36" CIP 48' .10 36" CMP 80' | .99 36" CP 40' | .79 48" CP 66' | .44 PUB XING 88691F XBUCKS | .34 36" CP 32' | .56 2-30" CIP 30' | .37 PVT XING 88693U | .98 4-48" CP 42' .90 PVT XING 88694B .77 PVT XING 88695H | .39 PVT XING 88696P | .16 2-48" CP 42' | .73 24" CP 48' .67 PVT XING 88698D | .50 27" VP 30' .43 PUB XING 88699K SIGS | .20 PT SW #11 | .01 PT SW #11 | .58 PT SW #11 | .36 PT SW #11 | .29 PT SW #11 | .10 YARD OFFICE | .97 PT SW #11 .92 PT SW #11 | .69 PT SW #11 | .61 PUB XING 98941Y RAILWAY DR SPUR LAUREL SUB | .41 PT SW #11

100' | 30' | 50' | 50' 100' | 50' 150' 100' | 200' | 50' | 50' | SEE GREAT FALLS TERMINAL MAP | TO SMELTER | MISSOURI RIVER

TRACK

CAP 2847'

24 TRACKS

VAUGHN
MP 12.3

GREAT FALLS *
MP 0.9

TO HELENA MT HELENA SUB

C-14 1-32' | C-13 1-00' | C-12 2-00' | C-8 2-55' | C-7A 2-20' | C-7 0-51' 2-37' 2-14' | C-6 0-32' | C-2C 3-42' | C-2A C-47' | C-2B 1-14' | C-2 3-29' | C-1C 2-55' | C-1B 3-22' | C-1A 1-55' | C-1 3-29' | C-0 5-44'

CURVES

112SH-82 | 112B-SH-60 | 115B-60 | 112B-SH-60 | 112B-SH-60 | 115B-60 | 155B-55 | 112B-SH-60 | 112B-SH-60

RAIL

TIES 82 | 82 | 82 | 68 | 68

TIES

SURF 82 | 82 | 82 | 76 | 76

SURFACE

05-01-93 M3540410

MONTANA DIVISION – LAUREL SUBDIVISION

MT–4 LS–362 (11)

SWEETGRASS SUB LS 354 | LAUREL SUB LS 362

REALIGNED 1922 & 1948 | REALIGNED 1944 | REALIGNED 1913 | CONSTRUCTED 1888 | REALIGNED 1937 | MOSSMAIN → | ← GREAT FALLS CONSTRUCTED 1888

.70 OH HWY 88474F | .47 OH HWY 88473Y | .44 BR 216.4 FT 85' CREEK

MP 224.50 (LAUREL SUB) = MP 0.41 (SWEETGRASS SUB)

2462.0' | 4768' | 4473' | 4492' | 4479' | 4699' TEST MILE | 4551'

TWC | TWC

YARD → F30 | ← YARD F30 | F30 F40

MT FORT BENTON SUB TO FORT BENTON

GREAT FALLS*
MP 224.5/0.0

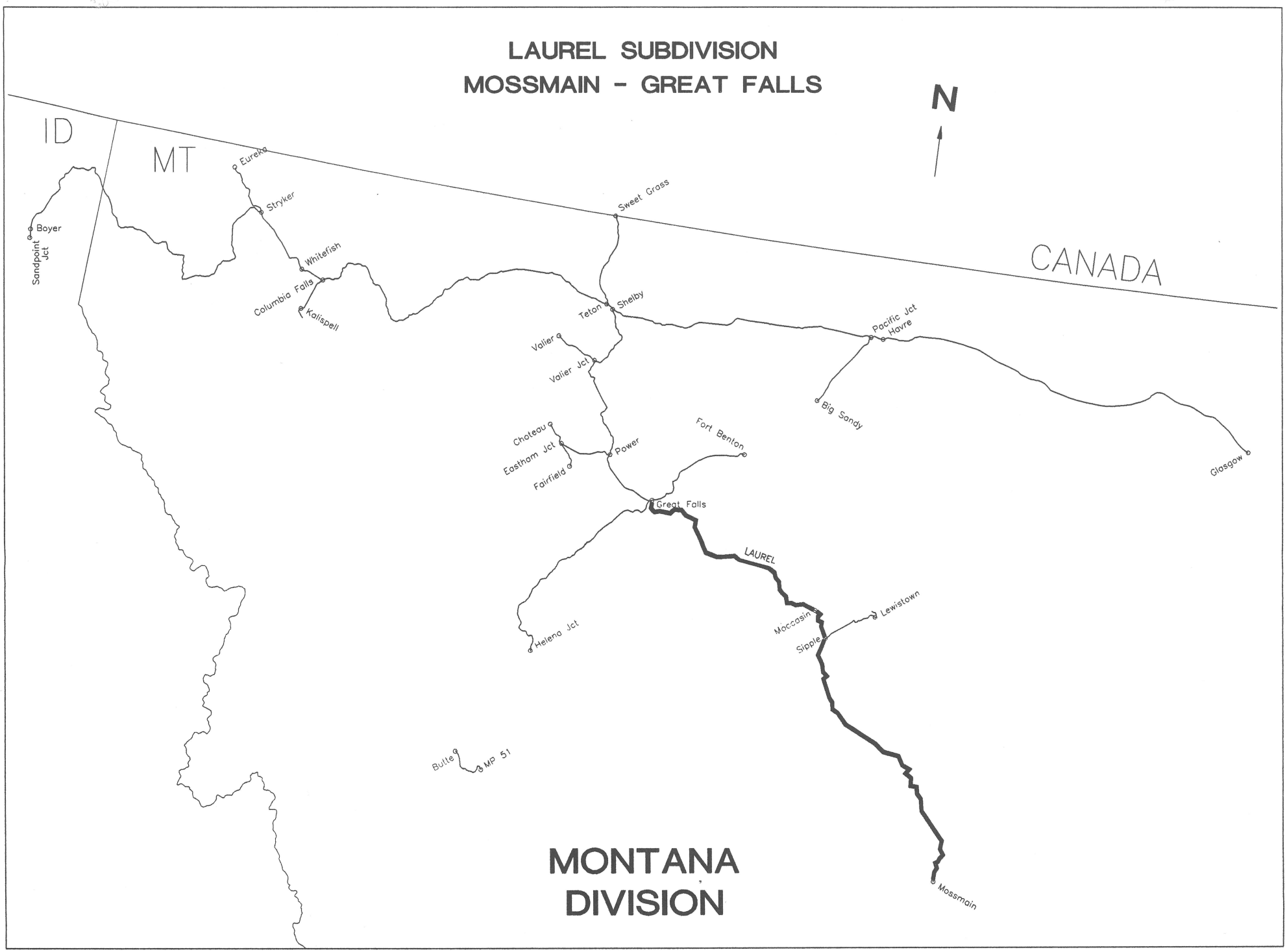
115B–51 | 115B–76 110B–58 | 110B–58 | 115B–52 | 112B–SH–88 | SH–88

84 | 84 | 88 | 84 | TIES 84 | SURF 88

TRACK CONSTRUCTION | BRIDGES | GRADE | MILEPOST | SIGNALS | SPEED | TRACK | CURVES | RAIL | TIES | SURFACE

05–01–93 M3540411

LAUREL SUBDIVISION
MOSSMAIN - GREAT FALLS



PLT DATE: 7-12-93

MONTANA DIVISION – SWEETGRASS SUBDIVISION

MONTANA DIVISION – LAUREL SUBDIVISION

MT–5 LS–362 (1)

TRACK CONSTRUCTION: CONSTRUCTED 1902; REALIGNED 1917, 1947; CONSTRUCTED 1887; REALIGNED 1917, 1947 RELOCATED 1902; CONSTRUCTED 1888; SWEETGRASS SUB LS 354 | LAUREL SUB LS 362; MOSSMAIN → REALIGNED 1922 & 1946; REALIGNED 1944; REALIGNED 1913; ← GREAT FALLS REALIGNED 1937; CONSTRUCTED 1888

BRIDGES: .94 BR 3.9 OH HWY 88697W I–15; EQ 3328.00 IN 3320.00 ELEV; .96 BR 1.8 PUB OH 88700C CENTRAL AVE; .03 BR 1.0, 1.0A, 1.0B PUB UP, WF 183', 88706T 6TH STREET WEST; .40 BR 0.4 DPC, WF 1044' PUB UP, MISSOURI RIVER; .70 OH HWY 88474F; .47 OH HWY 88473Y; .44 BR 216.4 PT 95' CREEK

GRADE: 115+60; 85+35; 35+83.0 EQ 36+21.2; 3+79; 0+00 EQ 339+86.0; 280+87; 280+61.9; 260+61.9 EQ 84+26.0; 64+26.0; 47+28.9 PC 45+65.9 PT 38+04; 3+99.6 EQ 0+00; 14+76; 27+79.82 EQ 24+32.02

MILEPOST: 4; 1; 224; 220; 215

6195.2' | 3025.1' | MP 224.50 (LAUREL SUB) – MP 0.41 (SWEETGRASS SUB) | 2462.0' | 4768' | 4473' | 4492' | 4479' | 4699' TEST MILE | 4551'

SIGNALS: TWC

SPEED: YARD | YARD → F30 | ← YARD F30 | F30 F40

.73 24" CP 48'; .67 PVT XING 88698D; .50 27" VP 30'; .43 PUB XING 88699K SIGS; .20 PT SW #11; .01 PT SW #11; .58 PT SW #11; .36 PT SW #11; .29 PT SW #11; .10 YARD OFFICE; .97 PT SW #11; .92 PT SW #11 DIESEL SHOP; .69 PT SW #11; .61 PUB XING SIG BN BAY DR; .49 PT SW #11, R.H. T.O.; .29 24" CP 30'; .28 PUB XING SIGS & GATES; .19 PT SW #11; .02 PT SW #11; .98 30" CP 200'; .50 PT SW #11; .47 PT SW #11; .30 PED XING 88272S; .03 36" CMP 56'; .80 24" VTP 44'; .65 24" VTP 48'; .93 18" CIP 24'; .76 30"X36" SB 46'; .21 24" VTP 50'; .94 PVT XING 88273P; .93 18" CMP 152'; .73 18" VTP 28'; .63 PVT XING 88274W; .32 PUB XING 88275D SIGS & GATES; .82 18" VTP 30'; .54 PVT XING 88276K; .17 24" CIP 36'; .80 PUB XING 88277S XBUCKS; .64 30" CIP 38'; .89 PVT XING 88278Y; .13 PVT XING 88279F; .16 60"X60" CB 30' & 2–48" CP 48'

TRACK: 50' | 50' | SEE GREAT FALLS TERMINAL MAP | 24 TRACKS | TO SMELTER | TO HELENA SUB MT HELENA SUB | MISSOURI RIVER | MT FORT BENTON SUB TO FORT BENTON | 50' | 100' | 50' | 100' | 100' | 100' | 45' | 50' | 50' | 40' | 100' | 45'

GREAT FALLS * MP 224.5

CURVES: C–2C 3–42'; C–2B 1–14'; C–2A 0–47'; C–2 3–29' 2–55'; C–1C 2–55'; C–1B 3–22'; C–1A 1–55'; C–1 3–29'; C–0 5–44'; C–224B 11–45'; C–224A 5–17'; C–224 4–50'; C–223A 5–10'; C–223 4–57'; C–222A 2–08'; C–222 4–09'; C–221 8–58' 7–45'; C–220 7–11'; C–220A 3–42'; C–219 8–11'; C–218 0–31'; C–216A 1–13'; C–216 1–06'

RAIL: 112B–SH–60; 115B–51; 115B–76 110B–58; 110B–58; 115B–52; 112B–SH–88; SH–88

TIES: 68; 68; 84; 84; TIES 84

SURFACE: 76; 76; 84; 88; SURF 88

05–01–93 M3620501

MONTANA DIVISION – LAUREL SUBDIVISION

MT-5 LS-362 (2)

REALIGNED 1929 | CONSTRUCTED 1888 | RELOCATED 1911 | CONSTRUCTED 1890 | MOSSMAIN → | ← GREAT FALLS | CONSTRUCTED 1890 RELOCATED 1911

.72 BR 212.7 CCTS 24'
.50 BR 212.5 CCTS 48'
.78 BR 210.8 UP 88289L WF 95'
.53 NO. PORTAL
.28 SO. PORTAL BR 200.0
.00 PT 95
SLIPOUT
.30 TUNNEL 5 CONC LINED 1,162'

0.31 | 3349.60 | 0.00 | 0.24 | 0.40 | 0.16 | 0.60 | 0.48 | 0.60 | 0.10 | 0.47 | 0.10 | 0.60 | 3660.20 | 0.35 | 0.50 | 0.60 | 0.48

376+00 | 421+35 | 467+67 | 581+03 | 576+15 | 571+79 | 566+58 | 580+08 | 555+30 | 550+78 | 544+83 | 539+59 | 534+96 | 529+96 | 523+05 | 518+57

215 | 210 | 205 | 200

TWC | TWC

F40 | F25 | F40 | F49 | F49 | F25 | F35

.89 PUB XING 88280A XBUCKS
.79 24" CIP 60'
.47 36" CIP 60'
.18 27" VTP 48'

.96 24" CP 48'
.81 24" CIP 40'
.69 PVT XING 88281G
.57 PT SW #11
.56 12" VTP 22'
.20 48" CIP 60'
.19 48"X52" CB 53'

.98 PT SW #11
.80 PVT XING 88282N
.34 PUB XING 88283V FL LIGHT & SIG
.32 PVT XING 88284C
.28 3-46" CIP 32'
.15 36" CIP 42'

.88 48"X60" CB 51'
.61 PVT XING 88285E
.10 18" CIP 24'

.86 48"X48" CB79' 42°CMP 43'
.46 30" CIP 60'
.32 18" CIP 36'
.11 24" CIP 78'

.63 PVT XING 88290F
.60 2-36" CIP 74'
.54 PT SW #11

.80 PVT XING 88291M
.59 144"X192"CB 341'

.61 PVT XING 88292U
.55 24" CIP 54'

.55 36" CIP 60'
.42 64' PVT XING
.02 18" CIP 48'

.77 24" CIP 30'
.69 24" CIP 24'

.46 PUB XING 88295P XBUCKS
.27 PT SW #11
.05 48"X48" CP 76'

.44 24"CIP 36'
.23 PUB XING 88298K XBUCKS

.58 60"X72" CP 128'
.20 PVT XING 88299S

.65 36" CIP 96'
.41 24" CIP 72'
.37 PT SW #11
.29 PUB XING 88300J XBUCKS

.98 PVT XING 88301R
.96 24" CIP 114'
.88 60"X72" CB 111'

.26 36" CIP 24'
.06 48"CP 210'

CAP 2,618'

250' | 450' | 250' | 100' | 100' | 100' | 200' | 50' | 100' | 100' | 75' | 100' | 50' | 100' | 50' | 200' | 100' | 150' | 100' | 150'

GERBER MP 212.8

BOVEY ELEVATOR SPUR MP 209.5

FIFE MP 204.3

WAYNE MP 201.4

C-214 0-45'
C-212 0-42'
C-211 2-02'
C-210 3-01'
C-209 3-05'
C-208B 0-59'
C-208 0-48'
C-208A 1-36'
C-207 3-08'
C-205 0-49'
C-200 2-51'
C-200A 0-59'

115SH-87 | 115-86 | 115-SH-87 | 115-86 | 112SH-86 | 115SH-83 | 112SH-84 | 115SH-84 | 112SH-88 | 155B-55 | 112SH-88 | 115SH-83 | 115SH-87 | 112SH-88 | 115SH-82

TIES 84 | 84 | 84 | TIES 84

SURF 86 | 86 | 86 | 88 | 86 | 84 | 88 | SURF 88

05-01-93 M3620502

MONTANA DIVISION — LAUREL SUBDIVISION

MT-5 LS-362 (3)

REALIGNED 1911 | CONSTRUCTED 1890 | RELOCATED 1911 / REALIGNED 1911 | REALIGNED 1911 | MOSSMAIN → | ← GREAT FALLS | CONSTRUCTED 1907

0.48 3659.39 0.60 0.50 0.60 COMP .22 BR 196.2 WF(SH) 30' HIGHWAY PUB UP 88303E 3531.20 0.00 .09 BR 195.1 PT 61' CREEK 0.40 0.50 0.48 0.80 1.00 .49 BR 193.5 WF,WF(SH),TP6,PT 296' BELT CK. .00 BR 193.0 IB 74' HIGHWAY PVT UP 88306A .72 BR 192.7 PT,DPG 197' OTTER CREEK PVT UP 88307G 0.88 .37 BR 192.4 PT,DPG(SH) 145' OTTER CREEK 0.85 .12 BR 192.1 PT 154' OTTER CREEK 0.69 .50 BR 191.5 WF 121' OTTER CREEK PVT UP 88308N 0.65 .01 BR 191.0 WF 105' OTTER CREEK .78 BR 190.8 WF 85' OTTER CREEK .39 BR 190.4 WF 103' OTTER CREEK 0.90 .90 BR 189.9 WF 113' OTTER CREEK 0.57 0.90 .40 BR 189.4 BDPT 104' OTTER CREEK PVT UP 88314S 0.57 0.38 3776.51 .67 BR 188.7 WF 114' OTTER CREEK 0.88 .70 BR 187.7 WF 85' OTTER CREEK PVT UP 88318U 0.72 0.85 .01 BR 187.0 WF 113' OTTER CREEK .40 BR 186.4 WF 82' OTTER CREEK 1.00 COMP .80 BR 185.8 WF(SH) 127' OTTER CREEK PVT UP 88321C

5182+57 | 5129+21 | 5077+20 | 5025+66 | 4971+00 | 4917+95 | 4865+70.5 | 4812+78 | 4760+89 | 4708+29.5 | 4654+75 | 4601+39 | 4549+18 | 4495+50 | 4442+57.5 | 4390+10

200 | 195 | 190 | 185

TWC | TWC

F35 | F49 | F49

.95 18" CP 24' .78 36" CP 174' .40 48"X60" CB 690' .06 18" CIP 84' | .81 30" CIP 88' .66 18" CP 16' .37 48"X48" CB 273' .06 18" CIP 24' | .96 2-36" CIP 168' .80 36" CIP 162' .68 24" GIP 54' .67 24" GIP 54' .40 PT SW #11 .31 DEPOT .23 PT SW #11 .22 48"X48" CB 227' 60"X60" CB 148' .01 18" CIP 36' | .93 PT SW #11 .91 18" CP 30' .71 18" CIP 48' .42 48"X60" CB 89' .20 2-48"X48" CB 38' | .94 PT SW #11 .93 PVT XING 88304L .69 48"X60" CB 46' .33 PUB XING 88305T XBUCKS | .98 24" CIP 66' .81 PVT XING 98930F .59 PT SW #11 .58 24" CP 48' .29 24" VTP 54' .12 24" VTP 54' | .35 PVT XING 99918Y | .07 24" CIP 84' | .64 PVT XING 88310P .46 PVT XING 88311W .10 PVT XING 88312D .07 24" VTP 72' | .83 PVT XING 88313K .74 24" CIP 30' .49 24" VTP 36' .10 PVT XING 88315Y | .92 24" VTP 57' .39 PUB XING 88316F XBUCKS .29 24" VTP 78' .17 24" VTP 69' .08 24" CIP 36' | .86 24" CIP 24' .55 24" CP 42' .42 36" CIP 108' .29 24" CIP 24' .28 PVT XING 88319B .17 36" CIP 30' | .83 24" VTP 35' .74 24" VTP 96' .50 24" VTP 54' | .28 24" CIP 66' .15 PVT XING 88320V .09 24" CIP 84' | .99 COUNTY LINE | .38 24" CIP 30' .19 36" CIP 60'

150' 250' 100' | 150' 200' | 150' 100' | 100' 150' 200' 100' | 150' 125' 50' | 180' CAP 6,743' 200' | 100' 50' 100' | 100' 50' | 100' 75' 50' 100' | 100' 50' | 50' | 100' 100' | 100' JUDITH BASIN CO CASCADE CO

C-200 2-51' C-199B 0-38' C-199A 0-35' C-199 2-30' | C-198A 1-31' C-198 3-01' | C-197 1-13' | C-196A 1-45' C-196 2-27' | C-195A 1-27' 3-26' 3-08' 3-05' C-195 3-05' | C-194 3-01' | C-193 2-47' C-192A 2-58' C-192 3-19' | C-191A 3-01' C-191 1-27' | C-190A 1-52' C-190 1-59' | C-189A 1-59' C-189 2-02' | C-187B 2-54' C-187A 0-35' | C-187 1-55' C-186 1-55' | C-185 2-06'

115SH-82 | 112SH-87 115SH-84 112SH-87 115SH-83 | 112SH-87 | 115SH-84 115SH-85 | 115SH-84 112SH-84 115SH-83 112SH-87 | 112SH-86 90B-30 112SH-86 | 115SH-83 | 115SH-84 112SH-86 115SH-86 112SH-86 115SH-84 | 112SH-88 115SH-84 112SH-86 | 112SH-88 | 112SH-86

TIES 84 | TIES 84

SURF 88 | 88 | 88 | 86 | 84 | 86 | 84 | 86 84 | SURF 86

05-01-93 M3620503

MONTANA DIVISION – LAUREL SUBDIVISION

MT-5 LS-362 (4)

CONSTRUCTED 1907 — MOSSMAIN → — ← GREAT FALLS — CONSTRUCTED 1907

.44 BR 184.5 BDPT 104' COVT COULEE PVT UP 88322J

.91 BR 182.9 WF 93' PUB UP 88323R

.22 BR 181.2 DPG(SH) 144' WILLIAMS CREEK PUB UP 88324X

.42 BR 180.4 DPG(SH),IB 81' WILLIAMS CREEK PVT UP 88325E

.98 BR 178.0 CDTS 72' WILLIAMS CREEK

.08 BR 176.1 BDPT 68' CREEK

.36 BR 175.4 WF 77' HAY CREEK

.88 BR 171.9 DPG 257' ARROW CREEK PVT UP 88331H

.13 BR 171.1 DPG 137' CROWE COULEE

1.00 COMP — 1.00 COMP — 0.60 COMP — 4311.60 — 4136.0 — 0.00 — 0.40 — 0.00

4390+10 — 185 — 4337+44 — 4285+39 — 4232+83.5 — 4179+06 — 4125+98 — 180 — 4073+45 — 4021+26 — 3967+46 — 3914+83 — 3862+05 — 175 — 3809+42 — 3758+26 — 3704+84 — 3652+18 — 170 — 3599+32

TWC — TWC

F49 — F40 — F49 — F49

.87 24" CIP 36'
.78 24" VTP 43'
.69 24" CIP 30'
.61 24" CIP 30'
.40 24" CIP 66'
.16 24" CIP 42'

.88 24" CIP 30'
.68 24" CIP 48'
.52 24" CIP 66'
.42 36" CIP 48'
.23 24" VTP 71'
.19 PT SW #11

.70 24" CIP 79'
.50 120"X144"CB 49'
.39 24" CP 36'
.29 24" CIP 24'
.18 24" CIP 48'

.89 24" VTP 57'
.60 24" CIP 24'
.40 24" CIP 90'
.28 36" CIP 72'
.18 24" CIP 66'
.11 24" CIP 78'

.77 24" CIP 42'
.68 36" CIP 84'
.52 24" CIP 24'
.19 24" VTP 42'

.86 24" VTP 36'
.56 3-60" RCP 36'
.48 PVT XING 88326L
.39 24" VTP 57'
.24 24" VTP 38'
.04 PUB XING 88327T XBUCKS

.85 24" CP 32'

.33 24" CIP 24'
.16 2-24" CMP 38'
.16 PUB XING 88328A XBUCKS

.00 36" CIP 60'
.95 PUB XING 88329G XBUCKS
.63 36" CIP 66'
.26 24" CIP 36'

.92 24" CP 36'

.11 24" CIP 30'

.90 2-72" CP 66'
.80 PVT XING 88261A
.77 36" CP 42'
.61 72" CP 42'
.51 PVT XING 88330B
.25 72"X96" CB 45'
.04 72" RCP 48'

.95 36" CIP 72'
.62 96"X96" CB 62'
.22 72"X72" CB 61'

.97 72"X96" CB 71'
.79 36" CIP 84'

.36 PVT XING 88332P
.19 24" VTP 57'

.96 PT SW #11
.75 PUB XING 88334D XBUCKS-MAIN ST
.67 24" CIP 78'
.54 PUB XING 88335K XBUCKS 3RD ST. E.
.49 24" CP 54'
.39 PT SW #11
.13 2-96"X120" CB 97'

50' 100' 50' 100' 50' 100' 50' 100' 50' 100' 50' 75' 50' 75' 50' 75' 50' 75' 100' 100' 300' 200' CAP 2,671'

100' 200' 100' 50' 150' 100' 50' 100' 100' 50' 100' 200' 100' 50' 75' 50' 75' 50' 150' 400' 100' 200' 700'

RAYNESFORD
MP 183.1

GEYSER *
MP 170.7

C-184 2-02' — C-183A 2-58' — C-183 2-23' — C-182A 1-27' — C-182 3-55' — C-181A 2-58' — C-181 1-52' — C-180 1-27' — C-179 0-56' — C-177A 3-05' — C-177 2-54' — C-176 0-38' 0-42' — C-174 2-51' — C-173 1-55' — C-172 2-02' — C-171 0-28'

112SH-88 — 112SH-85 — 115B-85 — 112SH-85 — 112SH-88 — 112SH-85 — 112SH-88 — 115SH-83 — 112SH-88 — 115SH-84 — 115SH-87 — 115SH-88 — 115SH-88

TIES 84 — 84 — 84 — TIES 84

SURF 84 — 88 — 88 — 88 — SURF 88

05-01-93 M3620504

MONTANA DIVISION — LAUREL SUBDIVISION

MT-5 LS-362 (5)

CONSTRUCTED 1907 | MOSSMAIN → | ← GREAT FALLS | CONSTRUCTED 1908

4190.50 | 4040.00 | 4095.84

0.40 | 0.12 | 0.26 | 0.60 COMP | 0.44 | 0.60 | 0.00 | 0.60 COMP | .15 TUNNEL 4 CONC LINED SURPRISE CRK TUNNEL | 0.30 | 0.60 COMP | .16 BR 156.1 CCTS 72' WOLF CREEK PVT UP 88343C | .49 BR 155.5 CCTS 56' CATTLE PASS

3599+32 | 3546+67 | 3493+32 | 3441+20 | 3387+46 | 3335+59 | 3281+68 | 3229+54 | 3178+71 | 3124+25 | 3070+22 | 3049+00 | 3045+60 | 3004+12 | 2962+78 | 2912+64 | 2857+11 | 2802+60

170 | 165 | 160 | 155

TWC | TWC

F49 | F49 | F10 | F49 | F49

.94 24" CIP 36'
.65 PVT XING 88336S
.61 36" CP 40'
.13 36" CIP 36'

.35 PVT XING 88337Y

.93 24" CP 48'

.43 PVT XING 88338F

.15 24" CIP 120'
.13 66"X120" CB 116'

.65 48" CP 54'
.43 PUB XING 88339M
XBUCKS
.12 36" CIP 102'

.62 96"X120" RCB 100'

.39 PUB XING 88340G
XBUCKS

.58 2-36" CIP 74'
.52 PUB XING 88341N
XBUCKS
.50 24" CP 56'
.30 24" VTP 54'
.05 2-72"X96" CB 58'

.73 3-48" CP 66'

.48 24" CIP 42'
.35 36" CIP 72'
.27 24" CP 64'
.16 24" CP 56'

.89 2-24" CIP 102'

.63 24" CP 54'

.49 18" CIP 54'

.94 96"X120"RCB 110'

.73 24" CP 56'

.22 24" CP 193'

.94 30" CP 42'

.77 24" CIP 36'

.47 120"X144" RCB 76'

.20 WEST PORTAL

.00 EAST PORTAL

.88 24" CIP 30'
.77 36" CIP 36'

.53 36" CIP 72'
.44 36" CIP 114'
.37 PVT XING 88342V
.32 30" CP 64'

.04 24" CP 64'

.85 24" CP 84'

.47 2-72"X72" CB 101'

.65 60"X72" CB 55'

.22 120"X120" CB 36'
.01 2-36" CIP 66'

.75 PVT XING 88344J
.65 24" CP 40'
.54 36" CIP 48'

.21 2-36" CIP 42'
.03 PVT XING 88345R

.95 2-24" VTP 36'

.26 PT SW #11
.23 2-48" CP 60'
.03 24" CIP 24'

200' | 75' 50' 100' | 100' | 50' | 75' 50' | 75' | 50' | 100' 75' | 50' | 200' | 75' | 50' | 100' 75' | 50' | 100' | 600' | 200' | 100' | 200' | 75' | 200' | 100' | 100' | 150' | 100' | 50' | 100' | 150'

200' | 75' 50' 100' | 50' | 75' 50' | 75' | 50' | 100' 75' | 50' | 300' | 75' | 100' 75' | 50' | 100' | 600' | 100' | 300' | 75' | 200' | 100' | 50' | 100' | 50'

C-166 0-31' | C-164 0-52' | C-162 3-01' | C-160 2-02' | C-158 1-20' | C-157 3-05'

115SH-88 | 115SH-87 | 132SH-85 | 115SH-85 | 132SH-85 | 112SH-80 | 132SH-85 | 115SH-85 | 115SH-83 | 115SH-85 | 115-85 112SH-85 | 112SH-85

TIES 84 | 84 | 84 | TIES 84

SURF 88 | 88 | 88 | 84 | 86 | 84 | SURF 86

05-01-93 M3620505

CONSTRUCTED 1908 — MOSSMAIN → — ← GREAT FALLS — CONSTRUCTED 1908

.91 BR 152.9 IB 170' SKULL CREEK PVT UP 88349T

.48 BR 151.5 IB 170' COYOTE CREEK PVT UP 88351U

.47 NORTH PORTAL .28 TUNNEL 3 CONC LINED 1568' SURPRISE CREEK .08 SOUTH PORTAL

.79 BR 147.8 PT 56' CATTLE PASS

.17 BR 147.2 BDPT 78' CREEK

.16 BR 146.1 PT 110' CREEK

0.60 0.55 0.30 4258.50 0.00 0.50 0.00 0.50 0.60 0.50 0.14 0.60 0.48 0.60 0.48 0.55 0.60 0.56 4201.02 0.00 0.60 0.56 0.60 0.52 0.60 0.52 0.60 0.52 0.30

2802+60 2746+45 2698+41 2644+49 2591+87 2538+69 2486+33 2433+03 2381+19 2328+12 2274+37 2221+79 2169+85 2116+06 2063+73 2011+17

155 150 145 140

TWC TWC

F49 F49 F10 F49 F49

.94 PVT XING 88348X

.51 24" CIP 76'
.56 PT SW #11

.19 24" CIP 36'
PUB XING 88347E
SIGS & GATES
PT SW #11

.94 PUB XING 88348L
SIGS & GATES
CENTRAL AVE
DEPOT
.92 .89 PT SW #11

.48 PT SW #11

.99 36" CIP 115'

.67 PVT XING 88350M

.90 PVT XING 88280T
.85 24" CP 36'

.60 2-24" CP 64'

.80 96"X96" CB 87' &
144"X144" CB 87'

.51 24" CIP 36'

.53 2-24" VTP 27'

.83 PVT XING 88353H

.03 24" VTP 63'

.62 PUB XING 88354P
SIGS & GATES
CENTRAL AVE
.44 PT SW #11

.84 144"X144" RCB 154'

.85 24" CIP 84'

.47 2-36" CIP 90'
.34 96"X96" RCB 81'

.96 36" CIP 90'
.87 24" CIP 66'
.75 24" CIP 54'

.36 PUB XING 88355W
XBUCKS
.32 24" CIP 48'
.03 54" CMP 112'

.98 36" CIP 96'

.73 24" CIP 42'

.56 24" CIP 48'

.36 54" CMP 106'

.98 36" CIP 172'

.59 PUB XING 88356D
XBUCKS GRAY AVE

.18 24" CIP 24' &
24" CP 16'
.17 PUB XING 88357K
XBUCKS

300' 50' 100' CAP 3,182' 50' 75' 100' 50' 100' 50' 200' 50' 100' 300' 75' 100' 50' 200' 100'

50' 200' 100' 50' 75' 100' 50' 100' 50' 200' 150' 100' 300' 75' 100' 75' 200' 100'

STANFORD *
MP 153.9

WINDHAM
MP 146.4

C-154 0-59'
C-152 2-47'
C-151 2-16'
C-150 2-37'
C-148A 2-58'
C-148 2-51' 1-10'
C-145 0-56'
C-144 0-59'
C-143 1-55'
C-142 1-59'
C-141 2-02'

112SH-85 112SH-85 112SH-85 115SH-83 112SH-85 115SH-82 112SH-85 115SH-83 112SH-85 115SH-83 115SH-83 112SH-85 115SH-83 112SH-85

115-85 115-85

TIES 84 84 84 TIES 84

84 SURF 86 84 86 84 86 86 SURF 86

05-01-93 M3620508

CONSTRUCTED 1908 | MOSSMAIN → | ← GREAT FALLS | CONSTRUCTED 1908

0.60 | 0.44 | 0.54 | 0.36 | 0.55 | 0.60 | 0.55 | 0.48 | 0.60 | 0.48 | 0.00 | 0.14 | 0.00 | 0.60 | 0.60 COMP | 0.00

4234.0 | 3997.0

.14 PUB XING 88358S XBUCKS

.28 PUB XING 98923V XBUCKS

.06 120"X144" CB 105'

.59 24" CIP 42'

.35 PVT XING 88360T

.28 24" VTP 32'

.15 24" VTP 36'

.03 PUB XING 88361A XBUCKS

.69 24" CP 44'

.98 PUB XING 88362G XBUCKS

.71 PT SW #11

.52 24" CP 32' &

24" CMP 30'

.50 PT SW #11

.20 PUB XING 88363N XBUCKS

.07 PT SW #11

.94 PUB XING 88364V XBUCKS

TO CENTRAL MONTANA RR

.57 PT SW #11

.51 2-24" VTP 73'

.27 PT SW #11

.92 24" VTP 23'

.87 PUB XING 883655C XBUCKS

.05 72"X96" CB 115'

.49 36" CIP 156'

.25 30" CP 54'

.13 36" CP 128'

.99 36" CIP 198'

.881 2-30" CP 84' &

2-48" CP 84'

.55 24" CP 36'

.25 PVT XING 88367R

.90 24" CIP 24'

.50 36" CP 88'

.28 2-36" RCP 32'

.26 PUB XING 88370Y XBUCKS

.24 24" CIP 24'

.07 PT SW #11

.86 PUB XING 88371F SIGS & GATES CENTRAL AVE

.37 PT SW #11

.29 2-36" CIP 68'

.04 24" CIP 24'

.38 24" CIP 24'

.25 24" CIP 24'

.56 54" CP 54'

.52 PUB XING 88372M XBUCKS

.38 24" CIP 30'

.76 PVT XING 88374B

.76 24" CIP 24'

.93 24" CIP 66'

.39 2-120"X144" CB 86'

.98 PUB XING 88366J

.60 BT 130.7 WF,DPG 415' JUDITH RIVER PUB UP 88368X PVT UP 88369E

.94 BR 126.9 CCTS 70' LAKE CREEK PVT UP 88373U

2011+17 | 1957+16 | 1904+74 | 1852+24 | 1800+06 | 1745+61 | 1693+64 | 1638+62 | 1587+87 | 1534+37 | 1501+38 | 1449+27 | 1396+87 | 1343+85 | 1291+52 | 1238+24

140 | 135 | 130 | 125

TWC | F49 | TWC | F49

150' 100' 150' 100' 50' 100' 50' 100' 75' 50' 100' 50' 100' 75' 100' 75' 50' 300' 100' 125' 50' 100' 50' 100' 75' 100' 200' 75'

50' 150' 100' 150' 100' 50' 200' 75' 50' 100' 50' 50' 100' 125' 75' 100' 75' 50' 200' 100' 125' 50' 100' 50' 100' 75' 100' 200' 75' 200'

CAP 6,198'

MOCCASIN
MP 135.1

HOBSON *
MP 129.8

C-134
0-49' 2-58'

C-132
2-44'

C-130
2-54'

C-128
1-59' 2-02' 1-59'

C-127
2-23'

112SH-85 | 115-85 112SH-85 112SH-85 115-85 | 115SH-83 | 112SH-85 | 115SH-82 | 112SH-85 115SH-83 | 115SH-84 | 115SH-83 | 115SH-84

115-85 115-85 115-85

TIES 84 | 84 | 84 | TIES 84

SURF 86 | 86 | 86 82 | 84 | SURF 84

05-01-93 M3620507

CONSTRUCTED 1908 | MOSSMAIN → | ← GREAT FALLS | CONSTRUCTED 1908

0.00 | 0.60 | 4024.0 | 0.23 | .36 BR 123.3 BDPT 104' | 0.60 COMP | .93 BR 119.9 BDPT 52' | .98 BR 119.0 DPG(SH) DPG(JB 123' RUSSELL COULEE PVT UP 88351L | .99 BR 117.0 DPG 128' PVT OH 88328T | 0.60 COMP | .38 BR 115.4 PT 98' BUFFALO CREEK | 0.28 | .92 BR 113.9 BDPT 85' BIG MUDDY CK | 0.60 COMP | 0.29 | 4370.20 | 0.60 COMP

1238+24 | 1185+96 | 1132+63 | 1080+48 | 1028+48 | 974+02 | 921+43 | 868+47 | 816+25 | 784+02 | 710+81 | 657+93 | 606+95 | 552+23 | 499+94 | 446+54

125 | 120 | 115 | 110

TWC | F49 | TWC | F49

.90 PUB XING 88375H XBUCKS
.50 2–48" CP 60'
.88 36" CIP 72'
.12 42"X72" CMP 36'
.92 PUB XING 88376P XBUCKS
.84 24" VTP 48'
.44 72" CP 72'
.40 PT SW #11
.97 PVT XING 88377W
.82 2–36" CP 42'
.29 54" CP 54'
.09 PUB XING 88378D
.80 120"X120" CB 71'
.54 24" VTP 70'
.41 24" CP 128'
.28 PUB XING 88379K XBUCKS
.22 42" CMP 65'
.30 PVT XING 88380E
.21 24" CIP 60'
.87 24" VTP 105'
.71 24" VTP 82'
.16 3–36" CIP 102'
.83 24" CP 70'
.84 24" CP 40'
.71 24" CP 64'
.50 48" CP 42'
.29 2–24" CP 32'
.69 PUB XING 88383A XBUCKS
.57 36" CIP 48'
.14 2–24" VTP 35'
.74 30" CMP 40'
.67 PUB XING 88384G XBUCKS
.63 24" VTP 35'
.58 36" CP 48'
.50 24" VTP 35'
.15 COUNTY LINE
.87 2–24" VTP 40'
.66 PUB XING 88385N XBUCKS
.61 PT SW #11
.40 PUB XING 88386V XBUCKS
.18 PT SW #11
.76 30" RCP 56'
.31 2–24" VTP 35'
.11 24" CP 42'
.00 COUNTY LINE
.95 4–60" CP 42'
.42 PUB XING 88387C XBUCKS
.40 24" CIP 18'
.30 24" CIP 41'
.84 120"X120" CP 28'
.17 2–48" CP 72'
.58 3–48" CP 60'
.57 PVT XING 88388J
.16 36" CIP 120' &
54" CIP 123'

TO LEWISTOWN SUB M7 LEWISTOWN SUB

FERGUS CO
JUDITH BASIN CO

FERGUS CO
JUDITH BASIN CO

SIPPLE
MP 122.4

BUFFALO
MP 114.4

C–121 3–01' | C–120 1–45' | C–119 1–55' | C–117A 3–08' | C–117 2–54' | C–113 1–55' | C–111 0–58' | C–110 3–00'

115SH–84 | 115SH–83 | 115SH–84

TIES 82 | 82 | 83 | 83 | TIES 83

SURF 84 | 84 | 86 | 84 | 86 | 84 | 86 | 86 | 84 | 86 | 84 | 86 | SURF 84

05–01–93 M3620505

CONSTRUCTED 1908 | MOSSMAIN → | ← GREAT FALLS | CONSTRUCTED 1908

0.60 COMP | 0.29 | 4437.90 | 0.60 COMP | .84 BR 105.8 WF,DPG,TPG,IB(SH) 488' CREEK PVT XING UP 88392Y | 4587.00 | 0.00 | 0.30 | 0.25 | 4589.25 | .88 PUB OH 88397H | 0.60 COMP | .91 BR 99.9 BDPT 83' CREEK | 0.20 | 0.58 | .63 BR 98.6 PT 70' CREEK | 0.00 | 4482.0 | 0.60 COMP | .53 BR 96.5 PT 56' DITCH | .87 BR 95.9 BDPT 92' ELK CREEK | 0.50

446+54 | 393+58 | 341+88 | 288+94 | 236+23 | 182+92 | 131+28 | 77+53 | 24+13.7 | 5176+33.8 | 5149+48 | 5094+54 | 5042+30 | 4990+14 | 4931+13 | 4882+99 | 4831+83

110 | 105 | 100 | 95

TWC | TWC

F49 | F49

.64 3–48" CP 42' | .08 120"X120" CB 63' | .77 PUB XING 88388R XBUCKS | .63 24" VTP 58' | .28 PVT XING 88390K | .15 24" CIP 90' | .03 96"X96" CB 99' | .36 36" CP 45' | .05 PVT XING 88391S | .89 24" CIP 54' | .84 24" CP 30' & 24" CP 40' | .73 2–36" CIP 72' | .57 24" CIP 108' | .38 COUNTY LINE | .14 27" VTP 56' | .98 2–36" CP 84' | .84 24" VTP 78' | .56 COUNTY LINE | .48 2–24" VTP 74' | .26 36" CIP 102' | .61 PUB XING 88394M XBUCKS | .60 COUNTY LINE | .47 24" CIP 31' | .35 PUB XING 88395U XBUCKS | .82 36" CIP 58' | .76 PT SW #11 | .59 PT SW #11 | .38 36" CP 138' | .08 PUB XING 88396B XBUCKS | .00 PT SW #11 | .68 PT SW #11 | .43 PT SW #11 | .42 PUB XING 88396P XBUCKS | .35 2–72"X120" CB 50' | .74 24" CIP 35' | .19 24" VTP 45' | .94 24" VTP 40' | .29 24" CIP 49' | .66 4–48" CP 35' | .54 36" CP 42' | .29 24" VTP 29' | .86 2–36" CP 40' | .30 PUB XING 88399W XBUCKS

75' 200' 100' 75' 100' 75' 75' 150' 75' 75' 225' 75' 100' 150' 50' 100' 300' 100' 75' 100' 50' 75' 75' 100' 75' 50' 200' 50'

75' 300' 50' 100' 200' 75' 150' 75' 125' 75' 100' 50' 400' 400' 100' 75' 50' 75' 75' 100' 75' 50' 300'

CAP 6,654'

JUDITH GAP *
MP 102.1

FERGUS CO
JUDITH BASIN CO

FERGUS CO
JUDITH BASIN CO

WHEATLAND CO
JUDITH BASIN CO

C-110 3–05' | C-109 2–58' | C-107 2–06' | C-106A 1–55' | C-106 1–59' | C-105 2–44' | C-103 2–20' | C-100 1–06' | C-99 0–31' | C-97 0–28' | C-96 0–56'

115SH–84 | 112SH–80 | 115SH–84 | 115SH–83

TIES 83 | TIES 83

SURF 84 | 84 | 86 | 84 | 84 | SURF 83

05–01–83 M3620509

CONSTRUCTED 1908

MOSSMAN →

← GREAT FALLS

CONSTRUCTED 1908

4831+83 — 95 — 4779+13 — 4725+74 — 4673+30 — 4619+87 — 4567+68 — 90 — 4515+27 — 4461+90 — 4408+24 — 4355+57 — 4302+89 — 85 — 4249+38 — 4196+39 — 4144+81 — 4091+41 — 80 — 4038+72

4375.22

0.47 | 0.46

.06 BR 93.0 PT 98' ROBERTS CREEK

0.60 COMP

.15 BR 89.1 PT 69' CREEK

.32 BR 88.3 BDPT 97' WATERWAY

.48 BR 87.5 RCT 80' PVT UP 88402C

0.60 COMP

.82 BR 83.8 DPG 127' ROBERTS CREEK

.21 BR 83.2 WF 121' ROBERTS CREEK

.58 BR 82.5 PT,RCT 179' ROBERTS CREEK

0.45 | 0.40 | 3994.00 | 0.28 | 0.38 | 0.60

.06 BR 81.1 PT 99' CARELESS CK

TWC

F49

TWC

F49

.91 4–48" CP 30'
.73 24" CIP 35'
.55 12"X12" SB 32'
.23 2–36" CIP 36' & 2–36" CP 40'

.70 2–27" VTP 36'
.68 48" CP 36'
.67 2–36" CIP 36'

.64 36" CMP 66'

.91 30" CMP 38'

.27 18" VTP 28'

.66 2–18" CP 24'
.65 PUB XING 88400N XBUCKS

.30 36" CP 36'

.77 2–36" CP 42' & 2–24" CIP 42'

.99 PUB XING 88401Y XBUCKS

.81 24" CIP 30'

.85 24" VTP 36'

.37 PVT XING 88403J
.23 30" CMP 40'

.52 24" CP 36'

.95 2–120"x144" CB 65' PVT UP 88404R

.68 24" VTP 35'

.41 2–36" CP 37'

.53 24" CIP 66'

.37 PT SW #11

.01 36" CMP 74'

.56 24" VTP 55' & 30" CP 18'
.38 30" VTP 46' & 30" CP 18'

.09 PT SW #11
.04 PVT XING 88406E

.80 24" VTP 48'
.68 18" VTP 28'

.23 36" CMP 57'
.20 PUB XING 88405X XBUCKS

50' 100' 50' | 100' | 50' 100' 50' | 50' 100' | 50' | 300' 200' | 100' 125' 100' 50' | 100' | 100' 150' 75' 75' 125' 100' | 75' | 100' 200' 100' | 50' 75' 100'

CAP 6,399'

300' 150'

HEDGEVILLE *
MP 81.8

C–94 0–59'
C–92 0–56'
C–89 0–58'
C–88 0–59'
C–85 0–28'
C–84 0–28'
C–82 0–52'

115SH–83 | 115SH–82 | 115SH–83 | 115SH–82 | 115SH–83 | 115SH–83 | 115SH–83

TIES 83 | 83 | 83 | TIES 83

SURF 83 | 86 | 83 | 86 | 83 | 83 | 86 | 83 | 86 | SURF 83

05–01–83 M3620510

MONTANA DIVISION – LAUREL SUBDIVISION

MT-5 LS-362 (11)

CONSTRUCTED 1908 | MOSSMAIN → | ← GREAT FALLS | CONSTRUCTED 1908

.74 BR 79.7 WF 194' CARELESS CREEK
.59 BR 75.6 WF 248' CARELESS CREEK
.38 BR 75.4 WF 248' CARELESS CREEK
.64 BR 72.6 DPG,WF 175' CARELESS CREEK PVT UP 88414W
.88 BR 71.8 WF 290' CARELESS CREEK
.26 BR 71.2 DPG 122' CARELESS CREEK
.90 BR 70.9 BDPT 70' CARELESS CREEK
.45 BR 70.4 PT 56' DRAIN
.40 BR 69.4 PT 56' DRAIN
.82 BR 67.8 PT 70' CATTLE PASS
.13 BR 66.1 DPG(SH) 121' ALKALI CREEK

0.60 0.55 0.30 3893.0 0.50 0.45 0.50 0.60 0.50 0.25 0.50 0.35 0.25 0.60 0.40 0.50 0.35 0.56 0.40 0.00 0.60 0.20 0.60 0.00 3675.0 0.20 0.00 0.35 0.00 0.23

4038+72 | 3986+27 | 3939+62 | 3880+59 | 3828+03 | 3774+63 | 3722+19 | 3669+60 | 3618+08 | 3561+02 | 3508+60 | 3454+91.7 | 3402+62 | 3349+82 | 3296+76 | 3244+22

80 | 75 | 70 | 65

TWC | TWC

F49 | F49

.61 PVT XING 88408T
.54 24" VTP 42'
.34 24" VTP 50'
.89 24" CIP 24'
.71 PVT XING 88409A
.15 72"X96" CB 28'
.55 72"X96"CB 32'
.51 PVT XING 88410U
.60 COUNTY LINE
.80 24" CP 72'
.15 18" CP 40'
.10 PUB XING 88412H ABURS
.41 2-24" CP 37'
.12 24" CP 36'
.83 PVT XING 88413P
.28 36" CP 63' & 42" CP 63'
.44 24"X24" SB 42'
.80 24"X24"SB 67'
.42 24"X24" SB 51'
.97 24" CIP 75'
.01 24"X24" SB 58'
.37 PT SW #11
.19 PT SW #11
.17 24" CP 46'
.12 PUB XING 88415D ABURS
.97 24" CP 48'
.68 2-36" CP 36'
.09 30" VTP 45'
.58 30" CP 58'
.47 30" CP 64'
.34 72" CP 66'
.12 18" VTP 40'
.81 36" CIP 66'
.64 24" CIP 84'
.57 24" VTP 68'
.51 18" CP 45'
.82 24" CP 37'
.53 24" VTP 48'
.35 2-30" VTP 36'
.16 PVT XING 88416K

75' 100' 50' 150' 75' 300' 200' 50' 75' 50' 100' 150' 50' 100' 50' 100' 75' 300' 75' 100' 75' 100' 75' 100' 75'

75' 50' 150' 75' 100' 300' 50' 75' 50' 100' 50' 100' 75' 200' 75' 100' 75' 100' 75'

GOLDEN VALLEY CO
WHEATLAND CO

FRANKLIN
MP 69.2

C-77 1-06'
C-75 0-35'
C-73 0-56'
C-71A 1-03'
C-71 0-59'
C-67A 1-41'
C-67 1-55'

115SH-83 | 115SH-83 | 115SH-83 | 115B-56

TIES 83 | 83 | 83 | 80 | TIES 80

SURF 83 | 86 | 83 | 83 | 86 | 83 | 80 | SURF 80

05-01-93 M3620511

CONSTRUCTED 1908 | MOSSMAIN → | ← GREAT FALLS | CONSTRUCTED 1908

0.23 | 0.20 | 0.00 | 0.40 | 3674.00 | 0.50 | 0.00 | 0.80 | 0.40 | .18 BR 60.2 DPG,DPG(SH) 81' 9 MILE CREEK | .83 BR 59.8 IB,DPG 74' 9 MILE CREEK | .26 BR 59.2 DPG,TPG 90' 9 MILE CREEK | 0.60 COMP | 2914+00 ℄ 2899+25 | .56 BR 57.6 PUB UP 88418Y DPG 117' STATE HWY | 3519.00 | 0.00 | .42 BR 57.4 88419F DPG, WF, TPG 777' MILW RR MUSSELSHELL RIVER PVT UP | 0.30 COMP | 0.60 COMP | 0.60 COMP | 0.20 | 0.00 | 3570.0 | .73 BR 51.7 DPG(SH), DPG 245' BIG COULEE CREEK PVT UP 88423V | 0.60 COMP

3244+22 | 3190+48 | 3138+82 | 3085+72 | 3032+85 | 2980+61 | 2926+88 | 2888+73 | 2837+07 | 2783+31 | 2730+42 | 2679+11 | 2625+90 | 2576+16 | 2520+73 | 2466+85

65 | 60 | 55 | 50

TWC | TWC

F49 | F49 | F25 | F49

.16 PUB XING 88417S

.30 2–24" VTP 35'
.12 24" CP 36'

.03 3–48" CP 42'

.44 24" VTP 33'

.86 120"X144" CB 32'
.54 42" CMP 67'

.63 24" CP 32'
.16 30" CP 55' &
36" CIP 30'
.07 18" VTP 44'
.01 18" VTP 44'

.90 24" VTP 35'
.76 24" CIP 36'
.61 18" VTP 70'
.48 24" VTP 43' &
24" CP 21'
.28 24" VTP 37'

.94 24" CIP 96'
.83 18" VTP 46'

.15 PVT XING 88420A
.03 24" VTP 93'

.78 84"X69" CB 72'
.69 18" VTP 72' &
18" CP 12'
.52 84"X69" CB 48'
.40 PT SW #11
.31 18" VTP 60'
.15 24" CP 16'
.09 PUB XING 88421G
XBUCKS

.99 36" CMP 84'

.56 24" VTP 93'
.43 18" VTP 54' &
18" CP 18'
.13 PT SW #11
.10 18" VTP 39' &
18" CP 12'

.87 24" CIP 96'

.24 24" CP 32'
.17 24" CMP 20'
.17 PUB XING 88422N
XBUCKS

.91 24" CIP 108'
.71 18" VTP 42' &
18" CP 21'
.52 24" CIP 40'
.41 18" CP 45'
.27 18" VTP 70'

.83 36" CIP 114'
.61 36" CIP 42'

.98 36" CIP 33' &
30" VTP 46'
.66 PVT XING 88424C
.46 96"X120" CB 154'

75' | 50' | 100' | 200' | 100' | 50' | 350' | 100' | 200' | 100' | 50' | 200' | 100' | 50' | 100' | 50' | 200' | 100' | 50'

75' | 50' | 300' | 100' | 50' | 50' | 50' | 150' | 275' | 100' | 50' | 300' | CAP 6,442' 100' | 50' | 100' | 50' | 100' | 50' | 200' | 100' | 50' | 200'

CUSHMAN *
MP 56.1

C–64
0–31'

C–60
1–17' 2–09'

C–59
2–28'

C–58
0–28'

C–57
0–28'

C–56
2–00'

C–55
0–55'

C–54A
2–14'

C–54
1–51' 2–18'

C–53
1–09' 2–00'

115B–56 | 115B–55 | 115B–54

TIES 80 | 80 | 80 | TIES 80

SURF 80 | 80 | 80 | 86 | 80 | SURF 80

05–01–93 M3620512

CONSTRUCTED 1908 | MOSSMAIN → | ← GREAT FALLS | CONSTRUCTED 1908

3664.0 | 3605.00 | 3853.00

0.60 COMP | 0.00 | 0.60 COMP | 0.00 | .89 BR 45.8 DPC(SH)154' PAINTED ROBE CREEK | .38 NORTH PORTAL .25 TUNNEL 2 CONCRETE LINED 1,131' PAINTED ROBE TUNNEL .18 SOUTH PORTAL | 0.60 COMP | 0.56 | 0.80 | 0.26 | 0.50 | 0.00 | 0.60 | 0.30

2466+95 | 2415+27 | 2378+81 B 2378+62.6 | 2359+86 | 2306+55 | 2254+89 | 2200+85 | 2148+47 | 2096+65 | 2042+57 | 1991+53 | 1937+68 | 1884+36 | 1830+69 | 1778+47 | 1725+32 | 1673+17

50 | 45 | 40 | 35

TWC | TWC

F49 | F49 F25 | F49 | F49 F25 F49 | F49

.77 24" VTP 33'

.98 18" VTP 50'
.58 PUB XING 88425J XBUCKS
.39 18" VTP 108'
.09 18" VTP 39' & 18" CP 12'

.84 24" CIP 60'
.50 72"X96" CB 71'

.96 PUB XING 88427X XBUCKS

.38 24" VTP 63'
.22 PVT XING 88428E
.17 18" VTP 58'

.90 36" CMP 82'

.66 36" CIP 72' & 36" CP 96'
.32 24" VTP 73'
.11 24" CP 42'

.99 24" VTP 40'
.66 PVT XING 88429L
.65 24" VTP 50'
.18 144"x144" CB 115' PVT UP 88430F

.59 24" VTP 53'
.24 30" CP 72'

.86 18" VTP 51'
.78 36" CMP 48'
.38 36" CIP 96'
.08 24" CP 88'

.85 36" CIP 114'
.32 96"X120" CB 66'
.06 COUNTY LINE

.68 24" CP 61'

.82 30" CP 40'
.78 PUB XING 88431M XBUCKS
.52 2–60" CMP 68'
.31 PT SW #11
.14 2–24" CP 80'

.69 PUB XING 88432U XBUCKS
.69 18" CIP 72'
.80 12" CMP 96'
.55 PUB XING 88433B XBUCKS

.03 PT SW #11

.33 72"X72"RCB 38'

100' 50' 50' | 100' 100' | 75' | 100' 100' | 300' 200' | 100' 100' | 75' | 100' | 100' 75' 125' 75' | 50' | 100' | 200' 75' 300' | 50'

GOLDEN VALLEY CO
YELLOWSTONE CO

CAP 6,400'

BROADVIEW
MP 36.5

C-49 2–05' | C-48 2–18' | C-47 0–55' | C-46 2–05' | C-44 2–09' | C-43 2–09' 1–09' | C-42 0–32' 0–42' | C-40A 2–05' | C-40 2–00' | C-39 1–00' | C-36 0–38'

115B–54 | 115–49 | 115B–54 | 115B–53

TIES 80 | 80 | 92 | TIES 92

SURF 80 | 86 | 80 | 86 | 80 | 92 | SURF 92

05–01–93 M3620513

CONSTRUCTED 1908 | MOSSMAIN → | ← GREAT FALLS | CONSTRUCTED 1908

0.30 | 0.60 COMP | 3735.0 | 0.00 | 0.05 | 0.00 | 3738.00 | 0.10 | 0.05 | 0.03 | 0.10 | 0.30 COMP | 3785.0 | 0.05 | 0.60 COMP

1673+17 | 35 | 1620+07 | 1567+57 | 1514+77 | 1461+71 | 1409+83 | 30 | 1355+48 | 1308+30 | 1250+77 | 1197+40 | 1145+06 | 25 | 1092+24 | 1039+98 | 988+46 | P411+46.9 Ω 0+00 8+12 | 20 | 59+76

TWC | F49 | TWC | F49 | F40

.85 PUB XING 88434H XBUCKS | .18 24" GIP 54'

.85 36" CP 48' & 30" CP 48' | .73 36" CP 56' & 24" CP 50' | .38 PVT XING 88435P

.62 36" CP 48' | .82 48" CP 54

.99 36" CP 48' & 30" CP 45' | .80 42" VTP 42' | .80 36" CP 32'

.61 36" CP 32' & 36" CP 42'

.83 36" CP 32' & 30" CIP 36'

.98 36" CP 43' | .70 36" CP 32'

.89 PUB XING 88436W XBUCKS | .72 30" CIP 36' | .68 PT SW #11 | .43 24" CIP 24'

.37 24" CP 45'

.84 PUB XING 88437D XBUCKS | .04 PUB XING 88438K XBUCKS

.79 18" VTP 30' | .31 30" VTP 45'

.73 24" CP 48' | .64 PUB XING 88439S XBUCKS | .63 PT SW #11

.46 24" VTP 70' | .25 18" VTP 50' | .20 24" CP 60' | .09 18" VTP 52'

50' 100' 75' 100' 50' 100' 200' 100' 50' 100' 50' 100' 75' 100' 125' 300' 100'

NEW MONTANA SPUR
MP 33.4

COMANCHE
MP 27.68

ACTON
MP 21.63

C–34 0–55' | C–22 1–00' | C–21 2–32'

115B–53 | 115B–52 | 115B–51 | 115B–51 | 115SH–86 112SH–86 | 115SH–82 112SH–76

TIES 92 | 92 – 800/MILE | 92 – 800/MILE | TIES 92

SURF 92 | SURF 92

05–01–93 M3620514

CONSTRUCTED 1908 | REALIGNED | MOSSMAIN → | ← GREAT FALLS | REALIGNED 1943 | CONSTRUCTED 1908

0.60 COMP

.93 NORTH PORTAL TUNNEL 1
.70 ROCK & TIMBER LINED COVE TUNNEL 2,517'
.45 SOUTH PORTAL

.11 BR 11.1 DPG 86' PUB UP 88443G

.71 BR 8.7 DPG(SH) 144' LITTLE COVE CREEK PUB UP 88446C

.01 BR 8.0 PT 58' HIGHLINE DITCH

.14 BR 5.1 WF 93' IRRIG DITCH PUB UP 88450S

0.60 COMP

59+76 | 113+99 | 165+63 | 219+41 | 272+44 | 324+11 | 377+80 | 430+21 | 482+88 | 534+97 | 588+56 | 640+16 | 692+86 | 745+75 | 798+94 | 851+65

20 | 15 | 10 | 5

BK 274+16.8 EQ 274+19.5

BK 295+87.1 EQ 295+63.5

TWC | TWC

F40 | F25 | F40 | F40 | F49 | F49 | F10 | F10 | F25 | F49 | F49

.99 24" VTP 35'
.56 48" CMP 206'
.43 96"X66" CB 320'
.26 18" VTP 88'

.91 24" CIP 90'
.78 24" VTP 98'
.69 24" CIP 108'
.55 24" CIP 89'

.32 24" CIP 54' &
24" CP 12'
.14 24" CIP 150'

.45 120"X144" CB 103'

.16 PVT XING 88444L
.09 24" VTP 45'

.79 18" VTP 20' &
18" CP 12'

.42 96"X144"RCB 148'

.60 18" VTP 58'

.35 18" VTP 52'

.84 PUB XING 88441T
XBUCKS
.72 96"X120" CB 114'

.03 2-48" CP 138'

.47 96"X144"CB 73'

.29 PVT XING 88442A

.25 18" VTP 55'

.92 24"X24"SB 111'

.84 36"X36" SB 125'

.27 2-96"X96" CB 181'

.61 18" CIP 24'

.34 18" VTP 25'

.03 24" CIP 108'

.59 18" VTP 39' &
18" CP 12'
.52 PVT XING 88445V

.22 PT SW #1

.86 24" VTP 65'

.53 36" CIP 72'
.44 PUB XING 88448R
BRICKS
ZRAND AVE

.01 72" CP 56'

.85 30" VTP 60'
.73 18" CIP 22'
.82 12"X12" WB 12'
.52 36" CIP 90'

.69 24" CMP 40'
.66 24" VTP 24'

200' | 100' | 300' | 50' 50' | 100' | 75' | 200' | 100' 50' | 100' 75' 150' | 50' | 75' 150'

100' | 100' | 200' | 50' 50' | 100' | 75' | 300' | 200' 50' | 100' 75' 150' | 50' 125' | 75' 150'

RIMROCK
MP 9.2

C-19B 1-32' | C-18A 2-28' | C-18 3-00' | C-17 2-55' | C-16A 2-55' | C-16 2-55' 3-28' | C-15 2-23' 3-00' | C-13A 2-09' | C-13 1-55' | C-12 3-28' | C-11A 3-18' 4-42' | C-11 4-28' 3-14' | C-10 3-32' | C-9 2-00' | C-8 2-28' | C-7 2-09' | C-6 2-32' | C-5 2-00'

C-19C 0-55' | C-19A 1-23' | C-19 2-23'

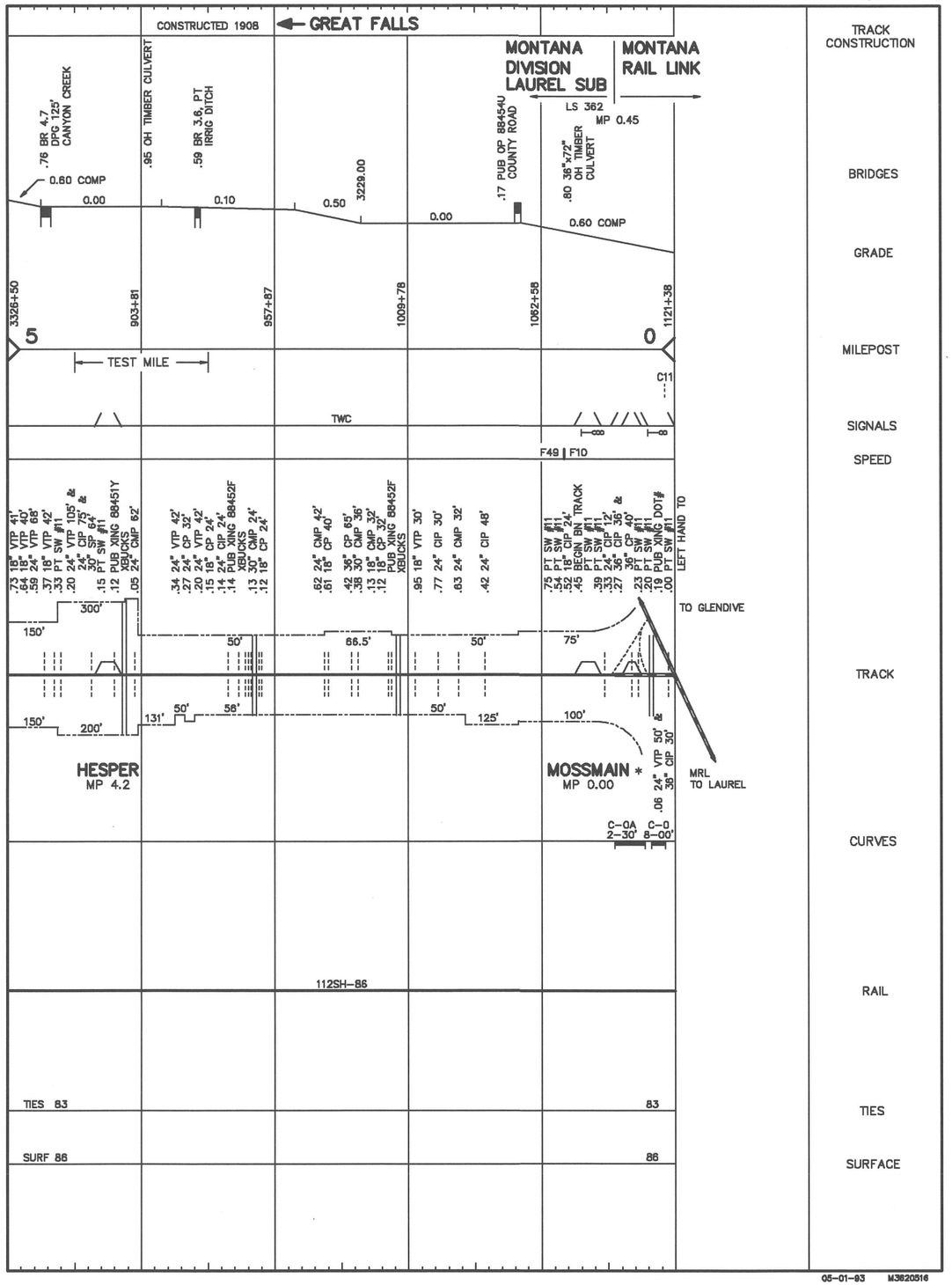
115SH-82 | 115SH-81 | 112SH-76 | 112-SH-86 | 112SH-80 | 115-49 | 112SH-76 | 112SH-79 | 112SH-76 | 112SH-86

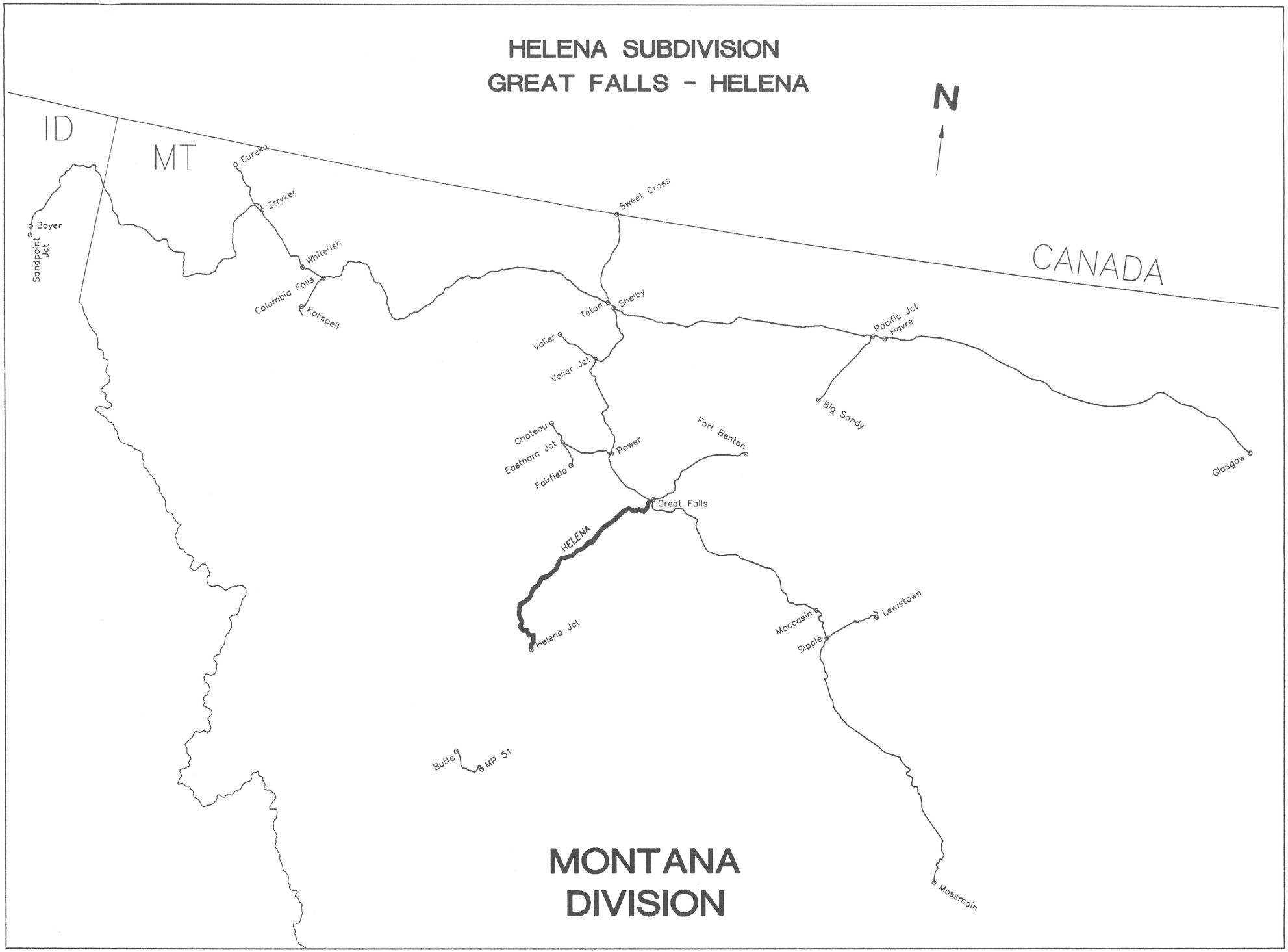
TIES 83 | 83 | 83 | TIES 83

SURF 86 | 86 | 86 | SURF 86

05-01-93 M3620515

MONTANA DIVISION – LAUREL SUBDIVISION MT-5 LS-362 (16)

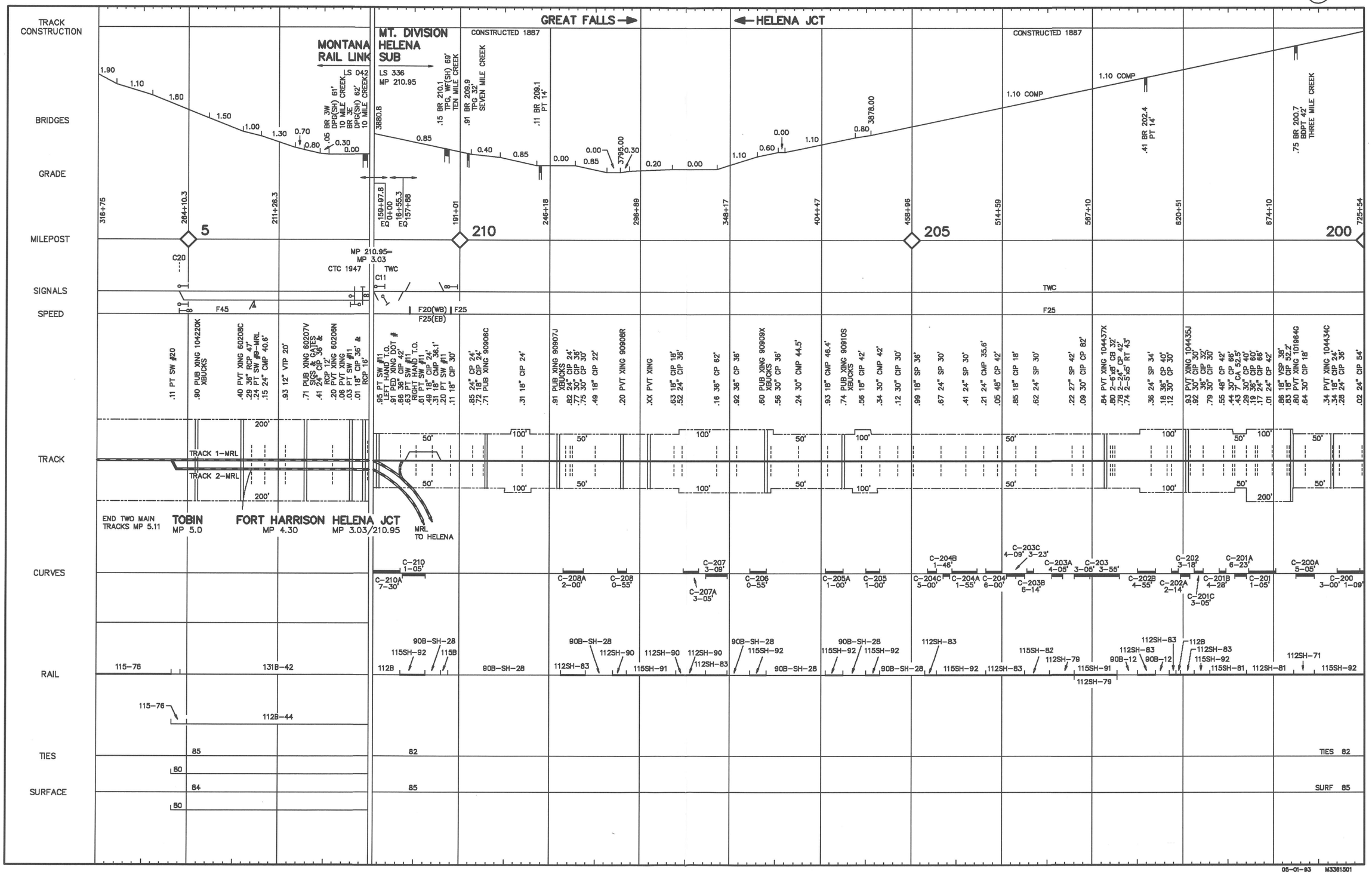




PLT DATE: 7-12-93

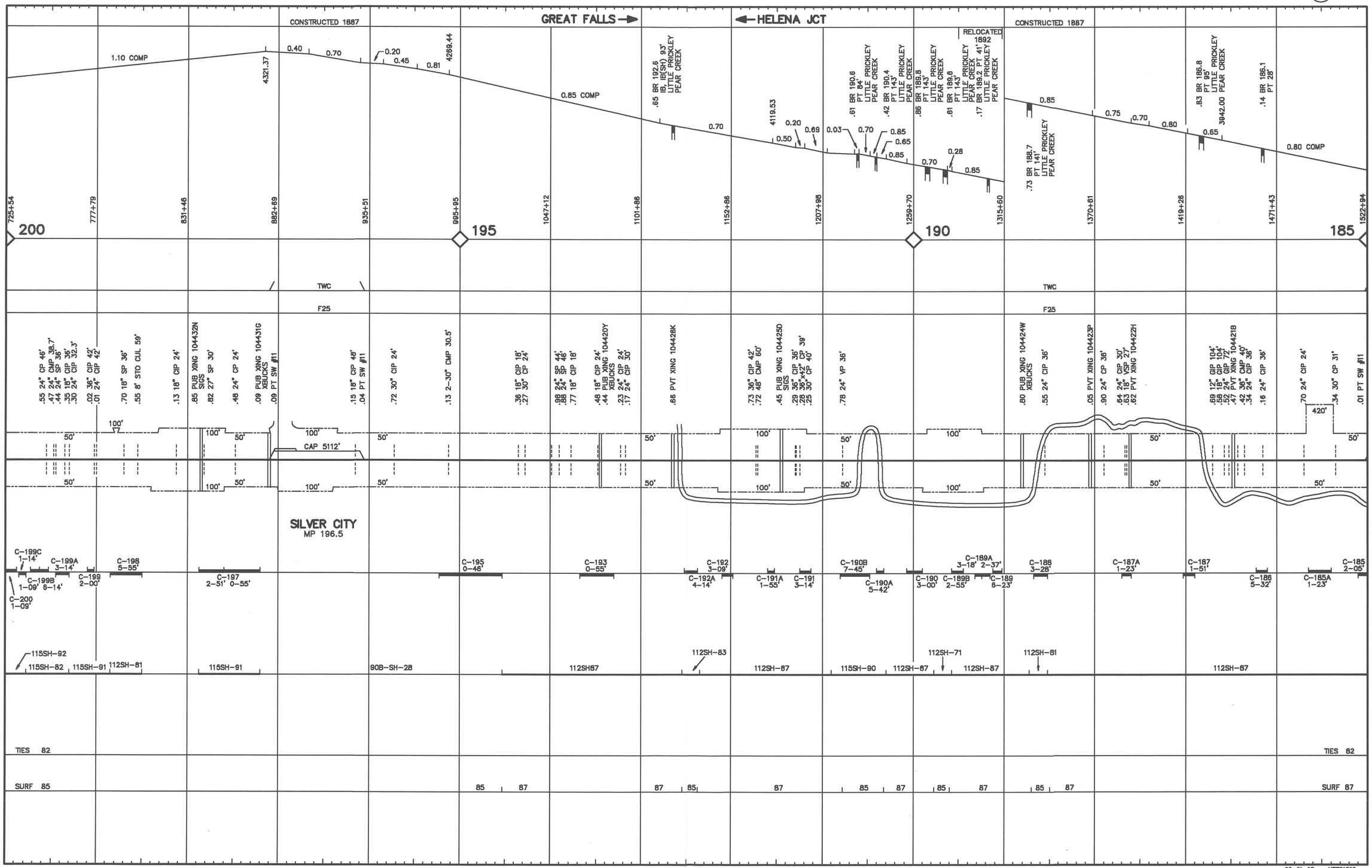
MONTANA DIVISION – HELENA SUBDIVISION

MT–15 LS–336 (1)



MONTANA DIVISION – HELENA SUBDIVISION

MT–15 LS–336 (2)



05–01–93 M3381502

MONTANA DIVISION – HELENA SUBDIVISION

MT–15 LS–336 (3)

CONSTRUCTED 1887 | GREAT FALLS → | ← HELENA JCT | CONSTRUCTED 1887 RELOCATED 1909

RELOCATED 1906 | RELOCATED 1906

1522+94 | 1581+70 | 1628+86 | 1682+74 | 1735+35 | 1782+03 | 1832+86 | 1885+46 | 1937+84 | 1989+50 | 2039+52 | 2090+16 | 2137+88 | 2190+12 | 2249+48 | 2300+74

185 | 180 | 175 | 170

3863.00 | 3852.00 | 3566.00 | 3450.00

0.00 | 0.85 COMP | 0.70 | 0.00 | 0.11 | 0.35 | 0.10

.29 BR 184.3 TPG 80' LITTLE PRICKLEY PEAR CREEK
.89 BR 183.9TPG 80' LITTLE PRICKLEY PEAR CREEK
.69 TUNNEL 5 CONC LINED 589'
.65 BR 183.7 TPG 111' LITTLE PRICKLEY PEAR CREEK
.22 BR 183.2 DPG(SH), DPG 113' LITTLE PRICKLEY PEAR CREEK
.95 PUB OH 104418T I–15
.87 BR 182.9 DPG, TPG 106' LITTLE PRICKLEY PEAR CREEK
.68 BR 182.7 DPG 197' LITTLE PRICKLEY PEAR CREEK
.35 BR 182.4 DPG 109' LITTLE PRICKLEY PEAR CREEK
.96 BR 181.9 PT, DPG(SH) 203' LITTLE PRICKLEY PEAR CREEK
.55 TUNNEL 4 ROCK LINED 362'
.35 BR 181.3 PT, DPG 254' LITTLE PRICKLEY PEAR CREEK
.07 BR 182.1 DPG 153' LITTLE PRICKLEY PEAR CREEK
.71 BR 181.7 PT, DPG(SH) 187' LITTLE PRICKLEY PEAR CREEK PVT UP 104417L
.47 BR 181.4 DPG 129' LITTLE PRICKLEY PEAR CREEK
.45 BR 180.5 BDPT, PRT 140' LITTLE PRICKLEY PEAR CREEK
.94 BR 177.9 PT 70' SHEEP CREEK
.45 BR 172.4 WF(SH), PT 343' LITTLE PRICKLEY PEAR CREEK PVT UP 104411V
.81 BR 171.8 TPG 60' CREEK
.47 BR 171.5 TPG 70' ROCK CREEK

0.75 0.70 0.56 0.45 0.50 0.70 0.63 0.54 0.70 0.60 0.37 0.80 0.70 0.50 0.17 0.45 0.67 0.47 0.22 0.00 0.10 0.06

TWC | TWC

F25 | F10 | F25 | F10 | F25 | F25 | F25

.89 24" CP 54'
.72 36" CMP 60.6'
.67 PUB XING 10419A XBUCKS
.55 PT SW #11
.45 36" CMP 236'
.02 30" CIP 36.5'
.77 24" CIP 72'
.86 2–48" CP 162'
.24 18" CP 20'
.56 36" CIP 59'
.65 27" SP 43'
.87 48" CP 42'
.42 PT SW #11
.25 PUB XING 104414R SIGS
.84 PT SW #11
.79 2–36" CIP 49'
.58 30" CMP 46.3'
.54 PVT XING 10441J
.02 24" CIP 42'
.89 24" CP 56'
.61 24" CIP 30'
.26 PVT XING 104412C
.78 24" CIP 36'
.12 PVT XING 10441ON
.85 30" CP 40'

50' CAP 2276' | 100' | 50' | 100' | HIGHWAY EASEMENT | CAP 2488' | 50' | 50' | MISSOURI RIVER

SIEBEN
MP 184.4

WOLF CREEK *
MP 175.1

C–185 2–05' | C–184D 6–44' | C–184B 7–45' | C–184 3–56' | C–183B 8–12' | C–183 4–50' | C–182C 5–51' | C–182A 8–05' | C–181B 5–30' 8–05' | C–181 6–04' | C–180B 6–51' | C–180 3–56'
C–184C 7–05' | C–184A 5–17' | C–183C 8–19' | C–183D 10–25' | C–183A 3–29' | C–182B 7–45' | C–182 2–28' | C–181A 8–32' | C–180A 5–17'

C–179B 3–18' | C–179A 5–18' | C–179 6–04' | C–178A 6–58' | C–178 8–05' | C–177A 5–10' 6–11' | C–177 6–18'

C–176B 6–11' | C–176A 4–38' | C–176 5–17' 1–55' 7–52' 2–35' | C–175 4–00' | C–173 0–46'

C–171E 5–03' | C–171D 7–45' | C–171C 5–37' | C–171B 7–25' | C–171A 5–57' | C–171 4–36' 3–36' | C–170A 4–03'

112SH–81 | 112SH–83 | 115SH–83 | 115–91 | 115SH–91 | 112SH–81 | 115SH–82 | 112SH–87 | 112SH–84 | 112SH–83 | 112SH–71 | 115SH–82 | 112SH–79 | 115B | 112B–85 | 112SH–91 | 112B | 115SH–90 | 115SH–89 | 112SH–81 | 112SH–81 | 115B | 112B | 112SH–71 | 112SH–81 | 115B

112SH–87 | 115SH–81 | 112SH–83 | 115SH–82 | 112SH–87 | 112SH–87 | 115SH–82 | 112SH–83 | 112SH–87

112SH–86 | 112SH–81 TP–91 | 112SH–81 | 115SH–89 | 112SH 83 | 112SH–83 TP–91 | 115SH–82 | 112SH–84 | 112SH–86

TIES 82 | TIES 82

SURF 87 | 85 | 85 | 89 | 85 | 87 | 85 | 87 | 85 | 87 | 85 | 87 | 87 | 86 | 85 | 89 | 85 | SURF | 86

05–01–93 M3361503

CONSTRUCTED 1887 | GREAT FALLS → | ← HELENA JCT | CONSTRUCTED 1887 | RELOCATED 1910

.21 BR 169.2 TPG 60' CREEK
.02 BR 168.0 TPG 70' DOG CREEK
.45 BR 168.4 BDPT 55'
.56 PUB OH 104405S I–15
.82 WEST PORTAL .75 TUNNEL 3 570' ROCK LINED .71 EAST PORTAL
.11 BR 162.1 TPCT, TPG 536' DEARBORN RIVER
.01 PUB OH 104400H I–15
.73 WEST PORTAL .71 TUNNEL 1 171' ROCK LINED .70 EAST PORTAL
.10 PUB OH 104399R I–15
.95 BR 159.9 TPG 18'
.30 BR 158.3 WF 38' CATTLE PASS
.51 BR 156.5 PT 14' DRAIN
.34 WEST PORTAL .29 TUNNEL 1 574' ROCK & SHOTCRETE LINED HARDY TUNNEL .22 EAST PORTAL

2300+74 | 2352+67 | 2405+91 | 2459+61 | 2512+94 | 2569+05 | 2621+80 | 2672+77 | 2728+00 | 2780+29 | 2830+87 | 2881+80 | 2933+27 | 2993+93 | 3007+73 / 3007+47 | 3045+86 | 3085+13

170 | 165 | 160 | 155

TWC | TWC

F25 | F25 | F10 | F25 | F25 | F10

.73 18" CP 48'
.32 PVT XING 104409J
.55 18" CP 54'
.54 PT SW #11
.47 PVT XING
.34 PUB XING 104407F XBUCKS
.09 30" CP 47.5'
.07 PT SW #11
.90 24" CP 42'
.82 PVT XING 104406Y
.47 PT SW #11
.26 18" CP 24'
.65 24" RCP 36'
.47 PVT XING 104404K
.20 PVT XING DOT #
.90 2–48" CP 36'
.58 36" CIP 48'
.99 PVT XING 104402W
.34 COUNTY LINE
.99 PVT XING 104402W
.40 PVT XING 104401P
.03 PVT XING 104398J
.97 24" SP 37'
.51 30" CMP 46'
.34 PUB XING 104397C XBUCKS
.20 PVT XING 104398V
.10 30" CMP 40'
.03 24" CIP 25'
PUB XING 104395N
.49 36" CP 42'

50' 100' 50' 100' 50' 100' 50' 100' 50' 100' 50' 100' 50' 100' 50' 100' 50'

CAP 6100'

MISSOURI RIVER
CRAIG
MP 167.2
MISSOURI RIVER
LEWIS & CLARK CO
CASCADE CO
MISSOURI RIVER

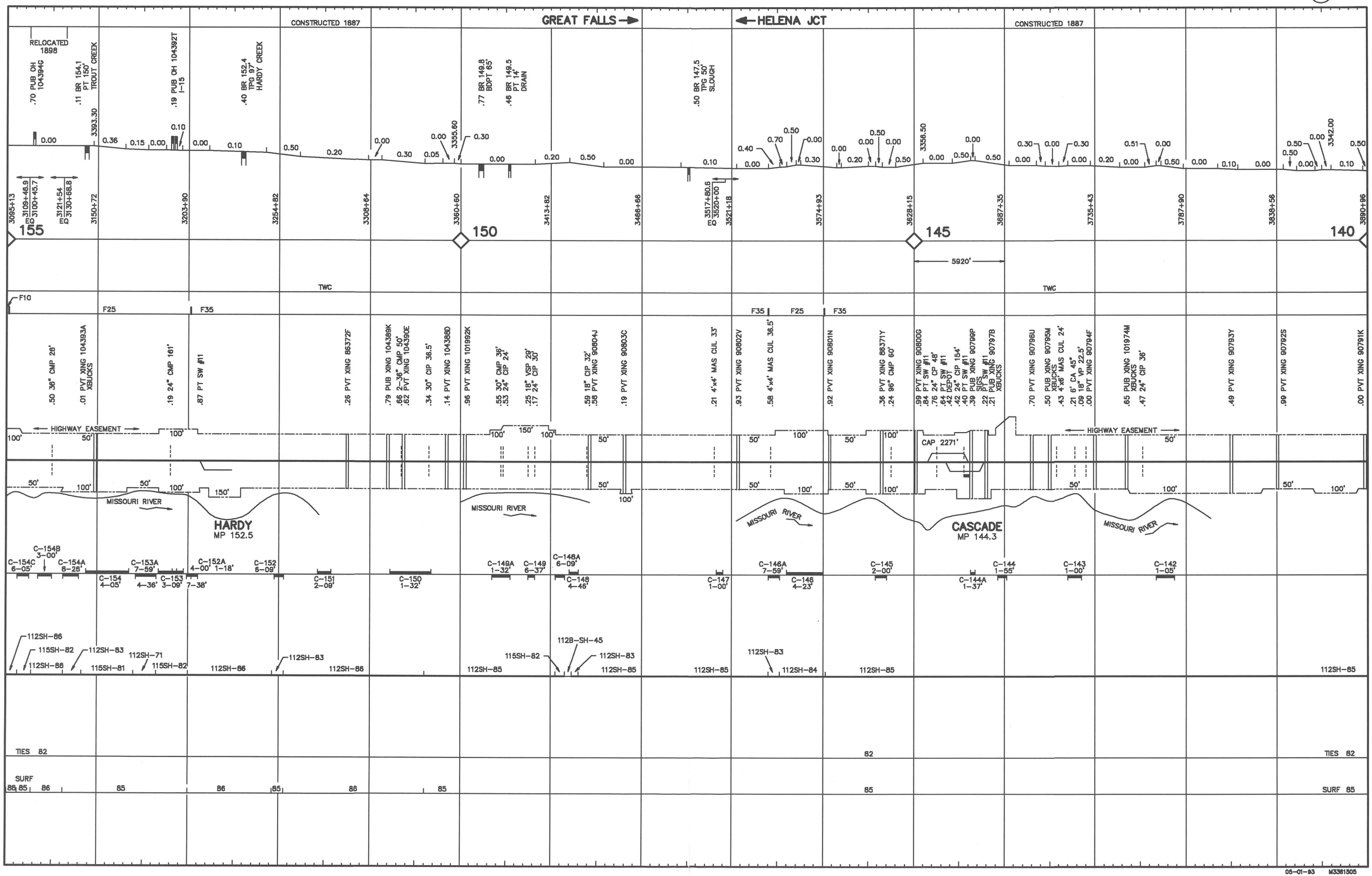
C–170 2–01' | C–169B 3–36' | C–169A 2–22' | C–169 1–34' 4–09' | C–167A 7–45' | C–167 8–05' | C–166B 1–05' | C–166A 8–00' | C–166 8–39' | C–165B 1–42' 3–05' | C–165A 2–28' | C–165 5–57' | C–164C 10–07' | C–164B 3–18' | C–164A 3–28' | C–164 3–55' | C–163A 5–44' | C–163 5–03' | C–162C 8–55' | C–162D 5–30' | C–162A 3–51' | C–162B 1–55' | C–162 2–09' | C–161B 4–18' | C–161A 1–00' | C–161 4–36' | C–160A 7–52' | C–160 7–52' | C–159B 2–35' 5–51' | C–159A 5–51' | C–159 6–58' | C–158 7–52' | C–157B 2–28' 7–59' | C–157 3–46' 1–42' | C–157A 3–00' | C–156C 6–05' | C–156B 1–23' | C–156A 4–51' | C–156 3–05' 2–55' | C–155B 2–55' 7–45' | C–155 6–46' | C–155A 8–32'

112SH–86 | 115SH–85 | 112SH–86 | 115SH–89 | 115SH–81 | 115SH–89 | 115SH–81 | 112B–SH–71 | 115SH–82 | 112B–79 | 115SH–81 112SH–86 | 112SH–81 | 112SH–83 | 112SH–84 | 112SH–86 | 112SH–83 TP–91 | 112SH–86 | 112SH–83 TP–91 | 112SH–86 | 115SH–82 | 112SH–84 | 112SH–86 | 112SH–83 | 112SH–86 | 112SH–86 | 112B–SH–71 | 112SH–71 | 115SH–82 | 112SH–86 | 115SH–82 | 112SH–83 | 112SH–86 | 112SH–83 | 112SH–86 | 112SH–83

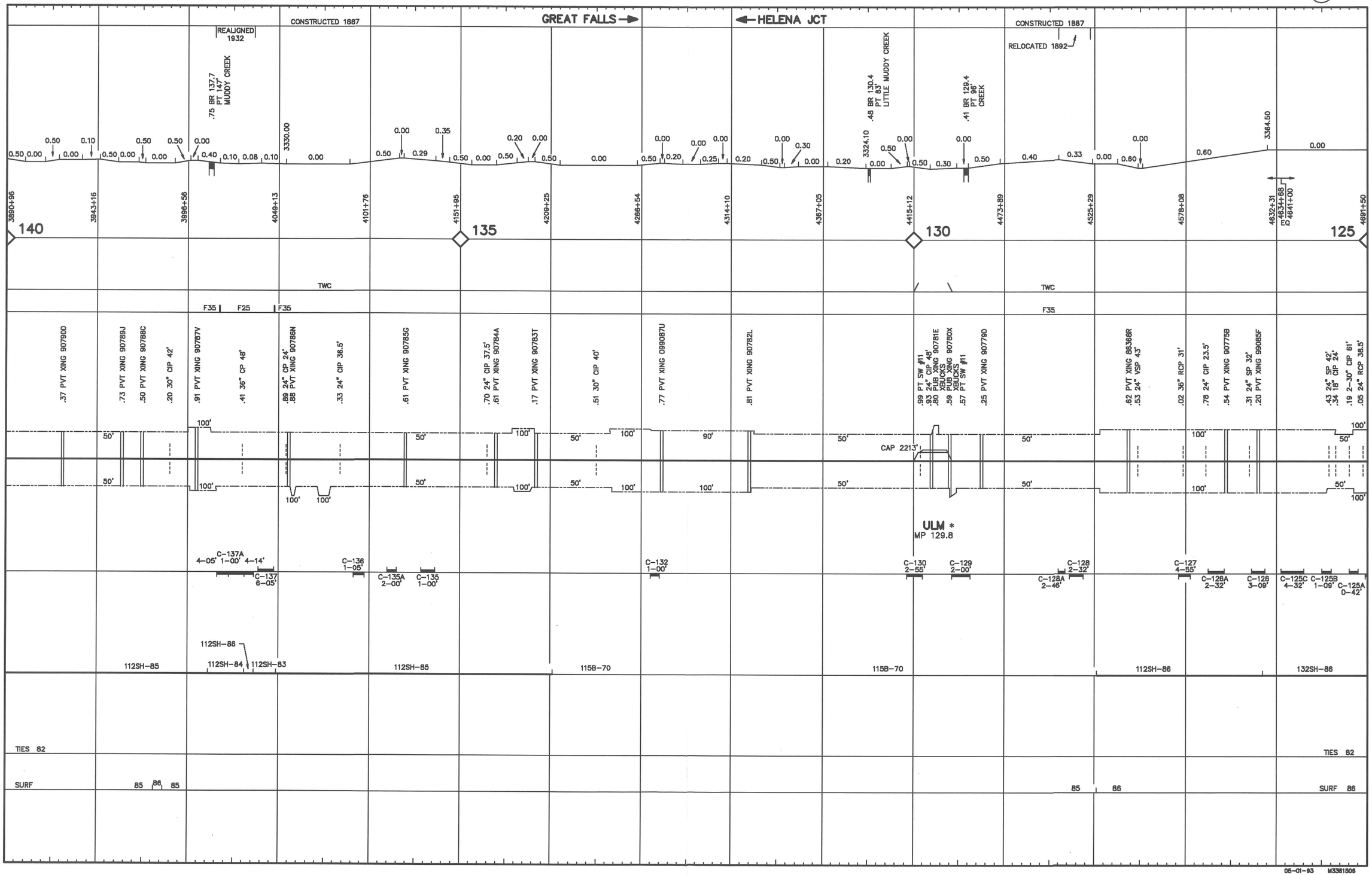
TIES 82 | TIES 82

SURF 86 89 | 86 | 89 | 86 | 85 | 86 | 85 | 86 | 85 86 | 85 | 86 | 85 | 86 | 85 | 86 | 85 | 86 | 85 | 86 | 85 | 86 | SURF 85

05–01–93 M3361504



05–01–93 M3381505



05–01–93 M3361506

MONTANA DIVISION – HELENA SUBDIVISION

MT–15 LS–336 (7)

CONSTRUCTED 1887 | GREAT FALLS → | ← HELENA JCT

CONSTRUCTED 1902
MAINLINE MOVED FROM ORIGINAL MAINLINE 1961

HELENA SUB LS 336 | SWEETGRASS SUB LS 354

0.00 | 3364.50 | 0.60 COMP | 3437.65 | 0.80 COMP | 3319.47 .XX OH I–90 BR | .34 BR 117.3 DPT, TPCT, TRT, IB 683' SUN RIVER, COUNTY ROAD | .25 BR 117.2 IB 83' COUNTY ROAD | 0.28 | .71 COMP | .23 BR 1.0 WF 183' BR 1.0A WF 183' BR 1.0B WF 153' 6TH ST WEST | 0.00

4691+50 | 4741+75 | 4791+97 | 4845+20 | 4899+18 | 4952+15 | 5007+53 | 5056+56 | 5087+58.6 | 5097+91 | 5106+03.1 | 5140+51.5 | 40+79.4 | 5332+00.3 | 45+93.5 | 0+00 | MP 0.9 SWEETGRASS SUB

125 — TEST MILE — 120 — 4079.4' — MP 116.23 = MP 0.9 (SWEETGRASS SUB)

TWC | TWC

F35 | F25 | F35 | F35 | YARD

.95 18" SP 68'
.82 27" SP 49'
.76 24" CP 24'
.65 PVT XING 90774U
.60 36" CIP 48'

.26 36" RCP 70'

.03 24" CIP 37'

.85 24" SP 43'

.71 18" SP 27.5'
.59 18" CIP 22.5'
.58 PUB XING 90773M XBUCKS

.20 2–36" CP 64'
.09 18" SP 26'
PVT XING 86236F
.02 18" SP 25'

.96 18" CIP 26.4'
.90 18" CP 40'
.87 24" RCP 23.5'
.78 30" CIP 97'
.66 18" SP 32.5'
.58 18" CIP 34.8'

.37 18" VSP 25.5'
.24 18" CIP 34.7'
PVT XING 90772F
.10 36" CMP 28.7'
.10 PVT XING 90771Y
.01 24" RCP 39'

.94 24" VSP 64'
.92 PVT XING 86235Y
.77 18" RCP 24'

.41 18" CIP 26.7'
.33 24" CIP 67'
.28 24" VSP 43'

.99 36" CMP 40.8'
.91 24" SP 50'
.81 24" SP 40.5'
20' CIP 36'

.56 2–36" CIP 36'
.50 PVT XING 90770S

.09 18" CIP 28.3'

.78 36" CMP 59'
.65 27" SP 305'
.53 24" CIP 28.8'
.42 PUB XING 90769X
.41 24" CMP 82.6'

.03 27" SP 31'

.79 27" SP 34'

.58 36" CMP 41.5'

.42 PUB XING 90768R XBUCKS
.29 36" CIP 58'

.74 PUB XING 88701J 18th AVE SW

.16 30" CIP 48'
.10 PT SW #11 RIGHT HAND TO

.99 PT SW #9
.87 PT SW #9

.77 PT SW #9
.70 PUB XING DOT# 6TH ST.

.63 PT SW #9
.34 PT SW #9
.29 PT SW #9
.23 PT SW #9

.10 YARD OFFICE

OLD MAIN LINE

SEE GREAT FALLS TERMINAL MAP

SWEETGRASS SUB MAIN LINE

TO MOSSMAIN
MT LAUREL SUB
FT BENTON
MT FT BENTON SUB

GREAT FALLS
MP 116.23/0.9

100' | 50' | 100' | 50' | 100' | 100'

C–125 5–18' | C–124A 2–09' | C–124 2–09' 1–00' | C–123 4–00' | C–122B 2–09' | C–122A 6–05' | C–122 3–09' | C–121E 4–23' | C–121C 5–42' | C–121D 5–51' | C–121B 8–32' | C–121A 1–14' | C–121 3–23' | C–120 4–28' | C–119C 6–18' | C–119B 3–05' 3–14' | C–119A 4–05' | C–119 1–32' 2–05' | C–117 4–18' | C–116 7–30'

132SH–86 | 112SH–83 | 132SH–86 | 131B–SH | 115B–SH

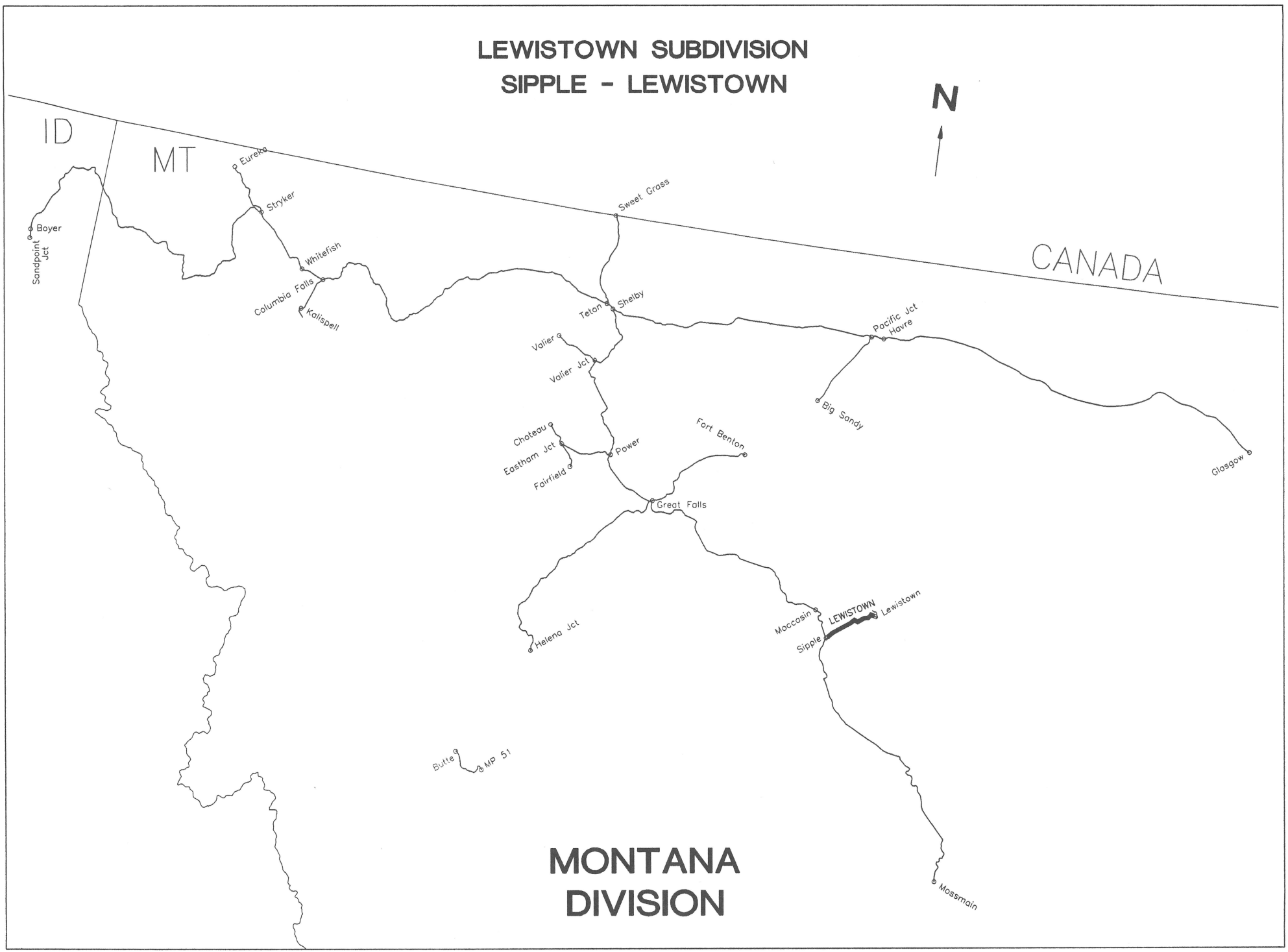
TIES 82 | 82

SURF 86 | 85 86 | 86

TRACK CONSTRUCTION
BRIDGES
GRADE
MILEPOST
SIGNALS
SPEED
TRACK
CURVES
RAIL
TIES
SURFACE

05–01–93 M3361507

LEWISTOWN SUBDIVISION
SIPPLE - LEWISTOWN



PLT DATE: 7-12-93

MONTANA DIVISION – LEWISTOWN SUBDIVISION

MT–10 LS–368 (1)

TRACK CONSTRUCTION

CONSTRUCTED 1987 | LEWISTOWN → | ← SIPPLE CONSTRUCTED 1987 | CONSTRUCTED 1912

LAUREL SUB LS 362 | LEWISTOWN SUB LS 368

.05 BR 1.1 4–26' CTG 104' ROSS FORK CREEK

.72 BR 3.7 OH HWY, MT 191 101983L

Ø 4145.10 = N 4176.00 ELEV

.05 BR 10.0 PT 48' CREEK

BRIDGES

0.01 | 1.07 | 0.00 | 1.25 | 0.38 | 0.65 | 1.04 | 0.23 | 0.14 | 0.70 | 0.97 | 0.14 | 0.00 | 0.72 | 0.33 | 0.00 | 0.50 | 0.10 | 0.55 | 0.67 | 0.50 | 0.00 | 0.25 | 0.17 | 0.00 | 1.00

GRADE

Ø 1101+19.08 = 345+42.44 | 292+82.44 | 239+82.44 | 187+02.44 | 134+22.44 | 81+42.44 | 28+82.44 | Ø 6+49.80 = 994+59.20 | 941+79.20 | 888+89.20 | 836+19.20 | 783+39.20 | Ø 731+80.70 = 730+00.00 | 728+78.50

MILEPOST

0 | 5 | 10

SIGNALS

TWC | TWC

SPEED

F25 | F25

TO GREAT FALLS MT LAUREL SUB

.00 PT SW #11
.11 PUB XING 101990W XBUCKS

.03 PVT XING 101988V

.01 PUB XING 101987N XBUCKS

.74 2–42" CMP 48'

.04 PUB XING 101986G XBUCKS
24" CMP 42'

.50 24" CMP 82'

.96 72" CMP 75'

.14 PVT XING 101985A

.57 42" RCP 57'
42" RCP 57'
42" RCP 57'

.66 PVT XING 101984T

.10 2–36" RCP 37'

.98 PUB XING 101982E XBUCKS

.02 2–72" CMP 68'

.12 PT SW #11
.25 PT SW #11
.34 PUB XING 398581B XBUCKS, 2nd AVE S
.47 PUB XING 398582A XBUCKS, FERGUS AVE
.49 2–36" CP 84'
.75 PT SW #11
.54 PUB XING 398583P XBUCKS, 1st AVE N
.81 PUB XING 398584W XBUCKS

.24 PUB XING 398585D XBUCKS

.59 48" RCP 48'

.85 2–48" RCP 60'

.04 PUB XING 398586K XBUCKS

.50 48" CP 30'

.84 2–48" RCP 36'

.11 16"x36" WB 24'

.29 PVT XING 398587S

.66 33"x14" TBC 24'

.83 30" CIP 24'

.21 2–30" RCP 30'

.52 PVT XING 398588Y

.58 24" RCP 24'

TRACK

331' | 355' | 50' | 75' | 50' | 75' | 50' | 50' | 100' | 200' | 75' | 125' | 200' | 50' | 100' | 50' | 100' | 50' | 100' | 50' | 150' | 50' | 150'

SIPPLE
MP 0.0/122.4
TO MOSSMAIN
MT LAUREL SUB

MOORE
MP 7.4

.00 PT SW #11
.18 36" RCP 48'

.40 36" RCP 84'
.80 PT SW #11
.98 48" RCP 36'

CURVES

4–00' C–0 | 6–00' C–2 | 3–00' C–3 | 1–00' C–4

RAIL

115B–87 | 112B–SH–87 | 112B–SH–87 | 90B–50 | 90B–50

TIES

87 | 87 | 87 | 85 (992/MILE) | TIES 85

SURFACE

87 | 87 | 87 | 85 | SURF 85

05–01–93 M3681001

MONTANA DIVISION — LEWISTOWN SUBDIVISION

MT-10 LS-368 (2)

CONSTRUCTED 1912 | LEWISTOWN → | ← SIPPLE | CONSTRUCTED 1912

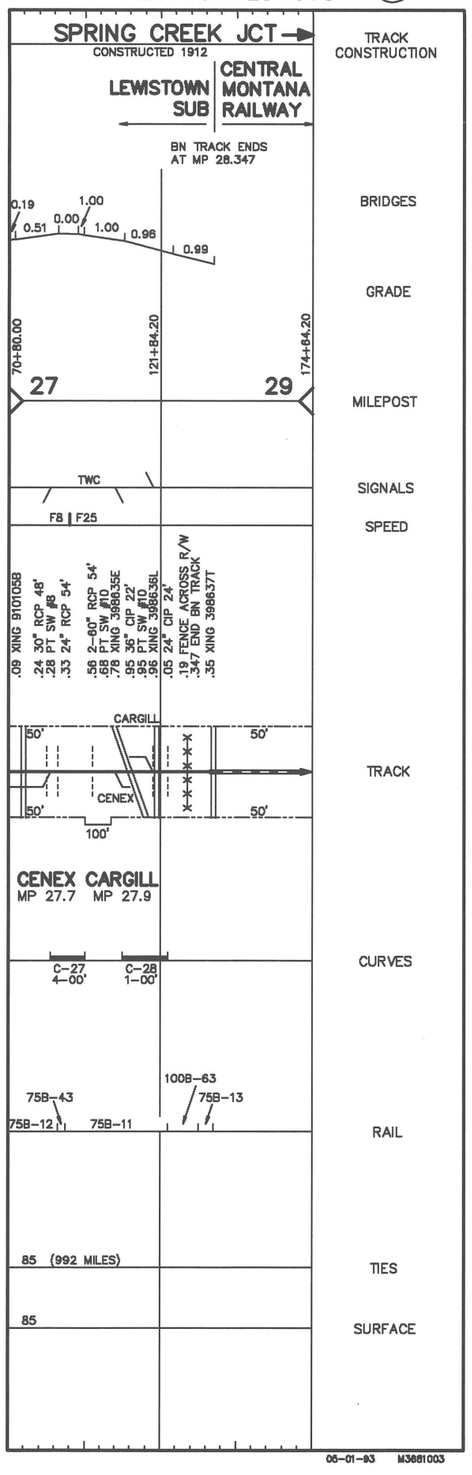
GLENGARRY
MP 17.0

LEWISTOWN
MP 25.0

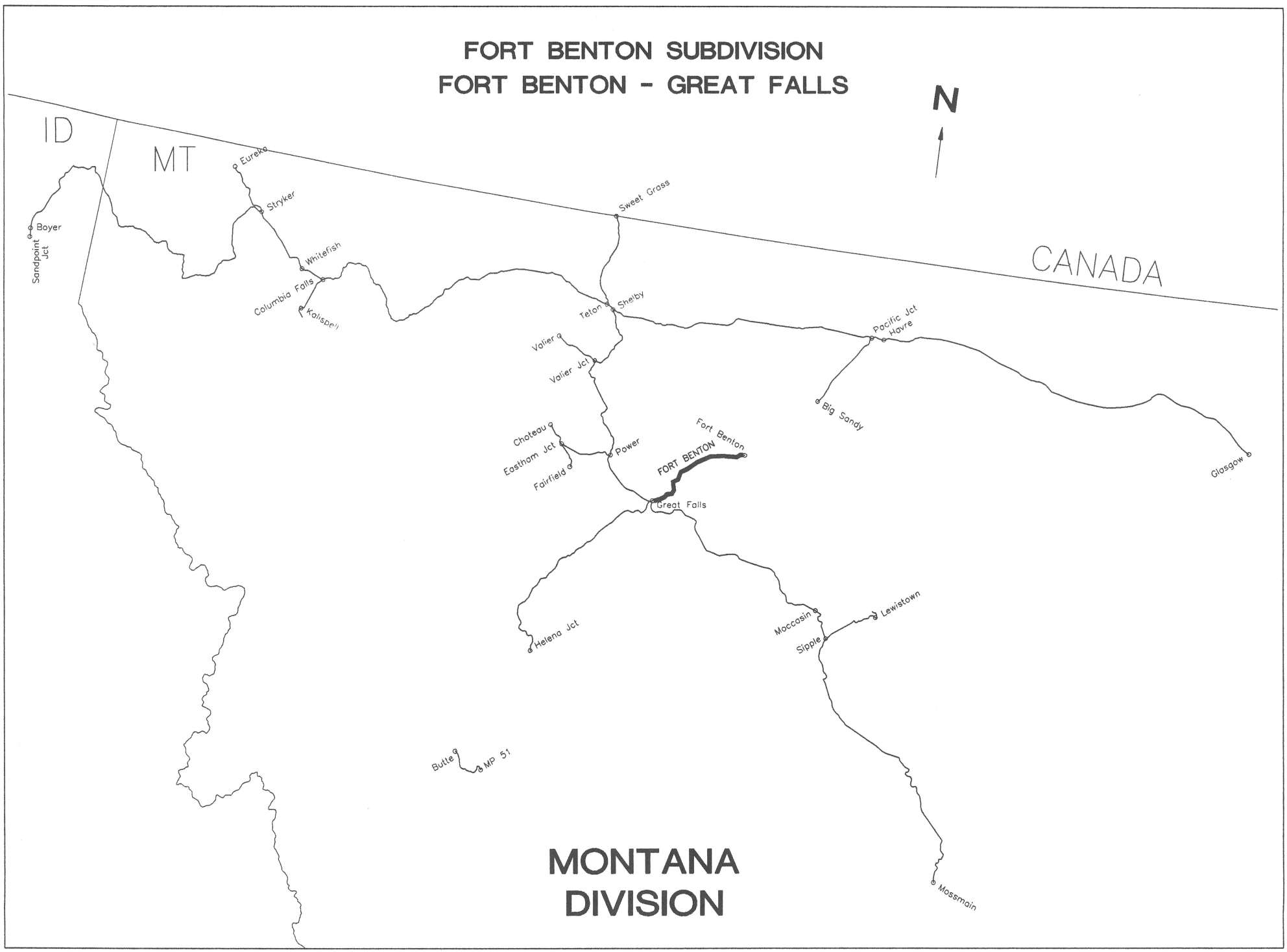
05-01-93 M3681002

MONTANA DIVISION –
LEWISTOWN SUBDIVISION

MT–10 LS–368 (3)



FORT BENTON SUBDIVISION
FORT BENTON - GREAT FALLS



PLT DATE: 7-12-93

MONTANA DIVISION – SWEETGRASS SUBDIVISION

MONTANA DIVISION – FT. BENTON SUBDIVISION

MT–11 LS–353 (1)

TRACK CONSTRUCTION

RELOCATED 1917 | FORT BENTON → | ← SHELBY | CONSTRUCTED 1902, REALIGNED 1917, 1947 | CONSTRUCTED 1887, REALIGNED 1917, 1947, RELOCATED 1902 | CONSTRUCTED 1888 | SWEETGRASS SUB LS 354 | CONSTRUCTED 1888, RELOCATED 1906 | FT. BENTON SUB LS 353 | UNKNOWN

BRIDGES

0.90 1.00 0.00 0.13 | 0.17 3355.40 0.61 0.50 0.50 | 0.10 0.20 0.00 0.10 | 0.00 | 3346.00 0.25 0.00 1.00 0.28 0.00 0.12 0.00 0.08 | 0.00 1.00 0.30 0.60 0.00 | .94 BR 3.9 OH HWY 88697W I–15 | 0.30 0.00 | EQ 3328.00 EQ 3320.00 ELEV | 0.10 0.60 0.30 | .96 BR 1.8 PUB DH 88700C CENTRAL AVE | 0.19 0.20 0.14 | .03 BR 1.0, 1.0A, 1.0B PUB UP WF 183', 88706J 6TH STREET WEST | 0.00 | .40 BR 0.4 DPG, WF 1044' PUB UP, MISSOURI RIVER | 0.00 | .05 BR 119.0 WF 76' PUB UP 88709N 1ST AVE N. | EL.3328.00 | .26 BR 118.3 DPG 40' PUB UP 88710H 6TH STREET | 0.00

GRADE

488+11 | 435+25 | 382+84 | 330+74 | 276+06 | 224+69 | 171+03 | 115+60 | 65+35 | 35+83.0 EQ 36+21.2 | 3+79 0+00 EQ 339+88.0 | 280+87 | 260+61.9 BEGIN SWEETGRASS SUB MP 0.40 | END FT. BENTON SUB MP 119.30 | 261+71.8 | 244+06 EQ 223+55.8 EQ 221+21.4 EQ 213+40 0+00 | 8+58.8 0+00 | 13+62.0 EQ 191+54.0 | 189+53.17 | 136+73.17

MILEPOST

10 | 5 | 1 | MP 119.30 (FT. BENTON) = MP 0.4 (SWEETGRASS) = MP 224.49 (LAUREL) | 119 | 117

TEST MILE

6195.2' | 3025.1' | 1765.8'

SIGNALS

TWC | TWC | TWC

SPEED

F49 | F10 | F49 | F49 | YARD | F10

.86 36" CIP 48'
.51 36" CP 31', 30" CP 32'
.29 PUB XING 88689F SIGS
.58 PUB XING 98927K SIGS
.45 10'x12' CB 28'
.40 48" CP 42'
.08 PUB XING 88690Y XBUCKS
.95 36" CP 40'
.58 4'x5' WB 64'
.12 2–36" CIP 48'
.10 36" CMP 80'
.99 36" CP 40'
.79 48" CP 66'
.44 PUB XING 88691F XBUCKS
.34 36" CP 32'
.97 PVT XING 88692M
.56 2–30" CIP 30'
.37 PVT XING 88693U
.98 4–48" CP 42'
.90 PVT XING 88694B
.77 PVT XING 88695H
.39 PVT XING 88696P
.16 2–48" CP 42'
.73 24" CP 48'
.67 PVT XING 88698D
.50 27" VP, 30'
.43 PUB XING 88699K SIGS
.20 PT SW #11
.01 PT SW #11
.58 PT SW #11
.36 PT SW #11
.29 PT SW #11
.10 YARD OFFICE
.97 PT SW #11
.92 PT SW #11 DIESEL SHOP
.69 PT SW #11
.61 PUB XING SIG BN BAY DR
.41 PT SW #11 LAUREL SUB
.28 PT SW #11
.77 8'x8' CB 43' PED UNDERPASS
END OF LINE CHANGE
.29 PT SW #11
.07 PT SW #11
.02 PUB XING 88518D SIG GATES 9TH ST N
.84 PUB XING 88519K SIG 11TH ST N.
.77 PUB XING 88528V 12TH ST N.
.70 PUB XING 88527C 13TH ST N.
.61 PUB XING 88529R–ML SIG 14TH ST N.
.53 PUB XING 88530K–ML SIG 15TH ST N.
.39 PUB XING 88531P SIG FLOUR MILL
.05 PVT XING 88533F LIMITED MAT.
.06 PT SW #11

TRACK

50' 100' 50' 30' | 50' 100' 50' | 50' | 50' |

MONTANA DIVISION – FT. BENTON SUBDIVISION

MT–11 LS–353 (2)

CONSTRUCTED 1990 | RELOCATED 1902 | CONSTRUCTED 1887 | RELOCATED 1901 | REALIGNED 1941 | REALIGNED 1912 | FORT BENTON → | ← GREAT FALLS | CONSTRUCTED 1887 RELOCATED 1901

.20 BR 116.2 4–PT, TPG (SH), 5–PT, 200' AIRBASE SPUR

.54 BR 113.5 WF, DPG, DPCT 1120' MISSOURI RIVER PUB UP 88715S PUB UP 88716Y

.21 BR 104.2 WF, DPG WF(SH) 873'

0.50 1.00 0.60 0.46 0.30 3277.00 0.00 0.20 0.49 0.34 0.44 0.38 0.50 0.38 0.50 0.44 0.50 0.46 0.50 3378.00 0.21 0.00 0.56 0.60 0.28 0.54 3337.38 0.00 0.29 0.50 COMP 0.50 3380.00 0.30 0.24 0.00 0.45 0.60

105+67.00 ℄ 106+00.00 | 58+86.80 ℄ 151+93.37 | 829+12.2 ℄ 829+37.7

136+73.17 | 84+26.17 | 179+46.00 | 115 | 231+66.00 | 865+02 | 812+16 | 759+08 | 707+79 | 110 | 653+85 | 601+92 | 548+69 | 496+45 | 442+87 | 105 | 391+17 | 338+63 | 284+31

TEST MILE

TWC | TWC

F10 | F25 | F10 | F25 | F25 | F10 | F25

.88 PUB XING 88534M 23RD ST,N
.85 PT SW #11
.76 PT SW #11
.72 OUB XING 88535U 25TH ST,N
.21 PT SW #11
.04 PVT XING 86909A GOLF COURSE

GENERAL MILLS

.62 PUB XING 09891OU SIG LOWER RIVER RD
.57 2–36" RCP 38'
.52 PT SW #11

MEAT PLANT SPUR

.86 BEGIN LINE CHANGE
.57 42"X48" STB 32'
.34 24" CIP 18'
.20 24" CIP 18'
.10 12" CIP 18'
.01 12" CIP 18'

TO AIRBASE

.91 48"x48" STB 47'
.81 36"x48" STB 34'
.84 PUB XING UP 88715S
.41 PUB XING UP 88716Y
.37 12" CMP 35'
.33 PVT XING 88230P
.32 12" CIP 48'
.27 18" CMP 48'
.23 36" CIP 157'
.14 30" CIP 78'

.89 36" CIP 212'
.86 36" CP 88'
.78 36" CP 132'
.59 18" CIP 24'
.49 48"x60" CB 424'
.39 36" CP 24'
.38 36" CIP 180'

.93 36" CP 148'
.79 18" CP 52'
.78 18" CIP 32'
.67 48" CIP 60'
.61 30" CIP 61'
.53 18" CIP 60'
.47 48"x60" CB 846'
.34 36" CIP 205'
.25 48"x60" CB 205'

.95 30" CMP 116'
.76 48"x60" CB 251'
.74 24" CIP 100'
.56 48" CP 90'

.27 30" CP 88'
.20 30" CIP 150'
.12 4'x5' CB 287'
.06 30" CIP CP 216'

.76 48"x60" CB 228'
.75 60" CMP 80'

.28 58" CIP 300'
.22 PT SW #11

.00 PUB XING 91571T XBUCKS

.23 30" CIP 48'

.00 PVT XING 91570L

.94 PT SW #11
.73 12" CIP 18'

.89 48"x60" CB 126'

.21 144" CA 401' BLACK HORSE COULEE

.83 48"x60" CB 290'
.72 24" CP 158'
.58 144"x144" CB 351'
.45 36" CP 304'

.21 48"x60" CCUL 236'
.09 30" CIP 62'

.79 PUB XING 91569S XBUCKS
.68 36" CP 101'

.99 30" CIP 85'
.84 30" CP 39'
.53 PT SW #11
.41 30" CP 58'
.27 PVT XING 91568K XBUCKS

.94 30" CP 46'
.72 PUB XING 91567D XBUCKS
.59 PT SW #11
.51 36" CP 107'
.16 30" CP 186'
.10 30" CP 105'
.00 30" CP 36'

50' 50' 50' 50' 100' 75' 300' 150' 75' 75' 150' 75' 150' 100' 75' 75' 100' 125' 75' 150' 75' 100' 150' 75' 150' 125' 75' 300' 175' 100' 125' 75' 100' 75' 100' 125' 100' 100' 75' 100' 125' 100' 200' 100' 150' 100'

200' 200' 75' 150' 75' 200' 75' 75' 100' 75' 200' 75' 100' 75' 75' 150' 175' 150' 75' 175' 100' 125' 200'

SHEFFELS MP 108.1

PORTAGE * MP 102.9

C–116A 5–00 | C–116 3–00 | C–115 1–30 | C–114A 1–30 | C–114 2–14 | C–113A 3–15' | C–113 3–02' 1–18' | C–112A 3–28'30" 4–30' 4–34' | C–112 3–00'30" | C–111A 3–01'30" | C–111 1–30' | C–109 1–00' | C–108 1–00' | C–106 1–36' | C–104 2–00' | C–103 3–00'

110BSH–91 | 112BSH–91 | 90B–SH–44 | 90B–SH–43 | 90B–SH–43

TIES 78 | 91–SH | 91–SH | 91–SH | TIES 91–SH

SURF 79 | 91 | 91 | 91 | SURF 91

05–01–93 M3531102

CONSTRUCTED 1887
RELOCATED 1901

FORT BENTON →

← GREAT FALLS

RELOCATED 1900

CONSTRUCTED 1887

284+31 231+63 178+40 100 128+47 73+31 21+24 0+00 EQ 6322+10 6353+80 8405+35 95 8458+13 8509+49 6560+27 6605+54.3 EQ 6607+51.5 6616+75 8669+120 90 8723+16 6776+21 6829+25

TWC F25 TWC F25

.99 2–24" CIP 86'
.70 PVT XING 91566W
.57 36" CP 150'
.35 30" CIP 122'
.07 24" CIP 60'

.89 24" CP 55'
.72 48"x72" STB 188' REF COULEE
.26 PVT XING 91565P
.17 30" CP 92'

.94 36" CIP 223'
.36 CP 12'
.55 42" CIP 236'
.42 CP 88'
.44 30" CIP 136'
.20 CP 176'
.22 8" CIP 176'
.16 36" CIP 150'
.36 CP 12'
.10 30" CIP 157'
.30" CP 12'

.85 30" CIP 182'
.84 12" CIP 30'
.62 PUB XING 91564H XBUCKS
.54 COUNTY LINE
.52 30" CIP 72'
.48 30" CIP 84'
.29 36" CIP 257'
.23 30" CIP 186'

.68 36" CIP 129'
.49 PVT XING 91563B
.47 36" CP 40'
.28 36" CP 96'
.08 30" CIP 158'
.30" CP 98'

.60 72"x72" CP 154'
.03 24" CIP 50'

.60 PT SW #11
.29 PUB XING 91562U XBUCKS
.19 PT SW #11
.03 PUB XING 91561M XBUCKS

.80 PVT XING 101984Y
.14 24" CIP 36'
.02 PUB XING 91560F XBUCKS

.65 24" CIP 48'
.25 60"x60" STB 423'

.59 36" CIP 57'
.53 PUB XING 91559L XBUCKS
.08 30" CIP 61'

.51 24" CIP 66'
.08 PUB XING 91558E XBUCKS
.06 24" SP 40'

.75 48"x48" SB 88'
.48 CP 13'
.60 PT SW
.39 PUB XING 91557X XBUCKS
.16 24" CIP 50'
24" CMP 30'

.82 PUB XING 91556R XBUCKS
.77 PT SW #11
.71 48"x48" STB 91'
.50 48"x48" STB 108'
.40 PVT XING 91554C
.21 24" CIP 74'
.09 PVT XING 91553V

.62 36"x48" STB 52'
.45 30" CIP 86'
.29 48"x60" STB 172'
.02 2–36" CP 72'

.83 24" CIP 66'
.53 24" CIP 66'

150' 125' 150' 150' 100' 100' 100

MONTANA DIVISION – FT. BENTON SUBDIVISION

MT–11 LS–353 (4)

CONSTRUCTED 1887 | RELOCATED 1900 | FORT BENTON → | ← GREAT FALLS | REALIGNED 1955 | RELOCATED 1900 | CONSTRUCTED 1887 | RELOCATED 1900 REALIGNED 1942

3003.30 0.58 0.60 0.00 0.30 0.60 0.30 0.00 0.60 0.33 0.00 2957.00 0.33 0.60 0.58 0.60 0.40 0.26 0.17 0.40 .98 BR 78.0 PT 90° PUB OP 91641F 0.60 2839.97 0.48 0.60 0.43 0.44 .41 BR 77.4 DPG 32' PUB UP 91640Y 0.60 .33 BR 76.4 PT 14° CATTLE PASS 0.54 0.60 .95 BR 78.0 C 123° PUB OP 91639E 0.46 0.52 2746.67 0.60 0.60

6829+25 | 6880+90 | 6934+04 | 85 | 6954+33.2 Ω 42+54.5 | 10+20 | 0+00 Ω 0+00 | 43+30 | 96+10 | 148+91 | 201+25 | 80 | 253+80 | 306+57 | 361+00 | 406+03.5 Ω 404+21 411+15 | 483+13 | 75 | 4447+00.4 Ω 4447+06.5 | 516+93

TWC | F25 | TWC | F25

.53 24" CIP 36' .46 PVT XING 91552N | .37 PVT XING 91551G XBUCKS | .74 2-24" SP 57' .71 PUB XING 91550A XBUCKS .70 PT SW #11 | .21 PUB XING 91549F XBUCKS | .84 36" CP 64' | .02 PVT XING 91643U | .88 48" CP 60' | .09 PT SW #11 .08 PUB XING 91642M XBUCKS | .47 30" CP 61' .36 PT SW #11 | .13 24" CIP 143' .07 24" CIP 121' | .37 24" CMP 158' .36 24" CMP 166' | .00 24" CIP 136' | .88 24" CIP 119' .76 36" CP 112' .72 48" CP 138' .61 48" CP 156' | .47 36" CP 160' .37 36" CIP 228' .28 36" CIP 189' .16 18" VP 32' .11 24" CP 38' | .77 36" CP 343' | .55 30" CIP 120' .44 30" CP 48' .30 36" CP 120' .12 36" CP 64' .08 24" CIP 48' | .90 36" CP 64' | .73 24" CIP 195' | .54 18" CIP 30' .40 24" CIP 38' .32 30" CMP CP 72' & 30" CP 6' .25 36" CP 104' .14 30" CIP 139' | .98 30" CP 74' .89 30" CIP 90' .84 36" CIP 112' .71 PT SW #9 .68 48" CP 216' .66 PUB XING 91638X-IND & 91637R SIGS-M/L .48 36" CP 200' .42 24" CIP 72' .39 PT SW #8 .36 36" CP 104' .27 30" CP 48' | .91 36" CP 205' .84 30" CP 32' .74 36" CIP 209' .67 36" CIP 232' .63 30" CIP 61' .60 30" CMP 61' .58 END OF TRACK

U.S. HIGHWAY | U.S. HIGHWAY 87

50' | 50' 70' | 60' | 70' 50' | 80' | 70' | 100' 50' 80' | 70' 100' | 150' | 100' 75' | 200' 100' | 100' | 75' 125' | 100' | 150' | 100' 200' 100' 125' 150' | 100' | 150' | 100' 75' | 100' | 100' | 35' CIP .04 36"

TUNIS MP 84.7 | **KERSHAW** MP 79.4 | **FORT BENTON** * MP 74.6

C–82 0–30' | C–78A 5–00' C–78 2–45' C–78B 0–30' | C–77 4–20' 4–00' | C–76 1–30' | C–75A 3–30' | C–75 2–00' | C–74A 2–00' | C–74 5–00' | C–73 2–20' C–73A 3–11'

90B–SH–42 | 115–SH–82 | 90B–SH–41 | 115B–SH–55

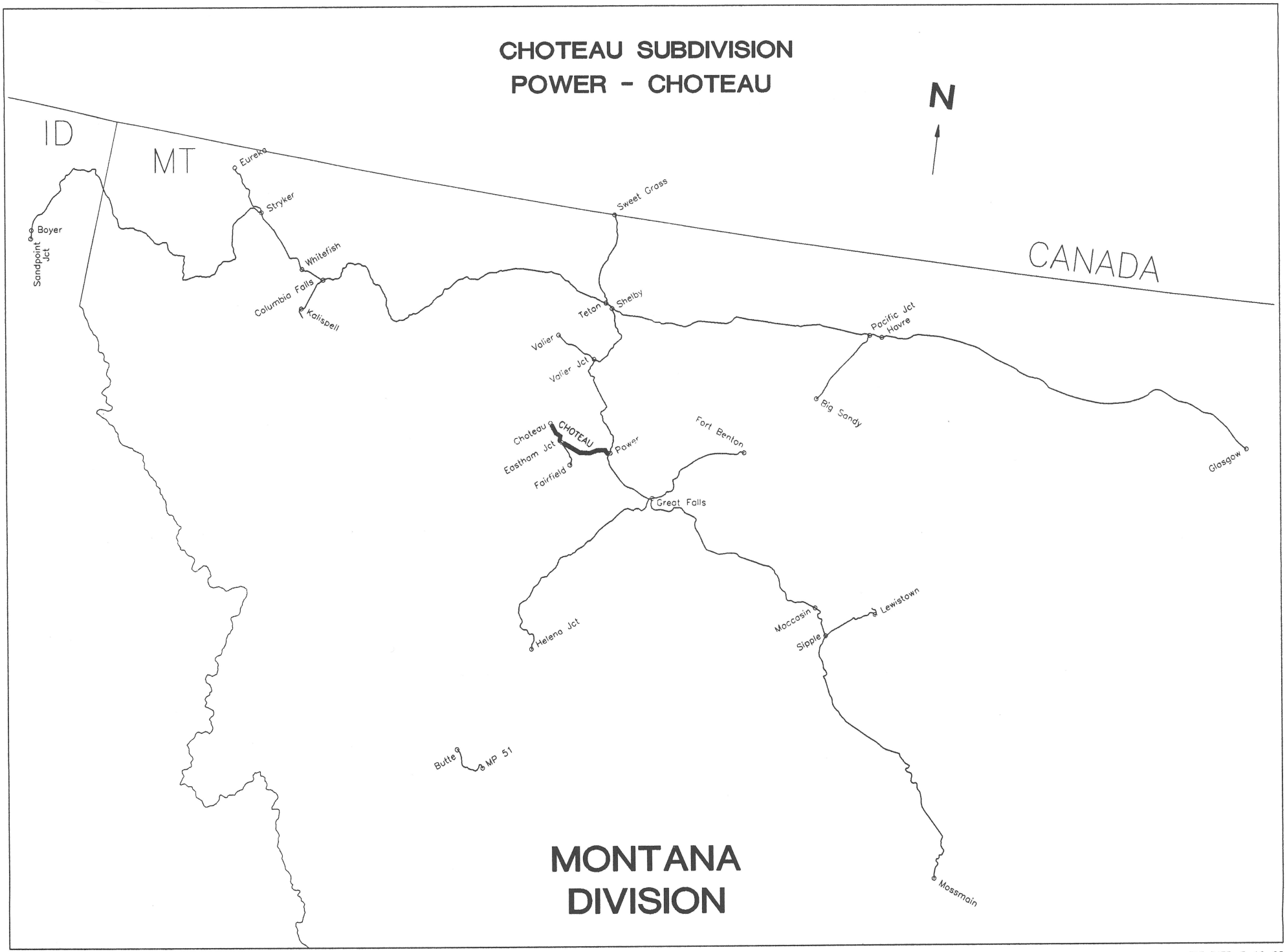
TIES 77 | 77

SURF 79 | 79 | 79 70 | 77

TRACK CONSTRUCTION
BRIDGES
GRADE
MILEPOST
SIGNALS
SPEED
TRACK
CURVES
RAIL
TIES
SURFACE

05–01–83 M3531104

CHOTEAU SUBDIVISION
POWER - CHOTEAU



PLT DATE: 7-12-93

MONTANA DIVISION – CHOTEAU SUBDIVISION

MT–12 LS–360 (1)

TRACK CONSTRUCTION

CONSTRUCTED 1913 | CONSTRUCTED 1916 | POWER → | ← CHOTEAU | RELOCATED 1937 | CONSTRUCTED 1913

RELOCATED 1937

EQ 3797.46 ELEV IN 3800.71

EQ 3373.77 ELEV IN 3371.43

BRIDGES

0.60 3821.00 0.50 0.55 0.40 0.50 .50 BR 26.5 PT 42' .40 BR 26.38 PT 98' .07 BR 26.0, PT 72' TPO 72', PT 202' TETON RIVER 0.47 0.22 0.00 0.50 1.00 3799.50 0.10 1.20 0.98 0.00 0.56 0.50 0.00 0.44 0.00 0.21 3768.00 0.00 0.25 0.27 0.55 0.00 0.31 0.24 0.59 0.08 0.00 0.22 0.00 0.11 0.16 3779.91 0.11 0.00 0.03 .20 BR 18.2 PT 28' 0.31 0.11 1.00 3803.75 0.50

GRADE

MILEPOST

73+19 | 125+31 PI 132+47.7 PI 3+41.7 EQ 5+82.8 EQ 6+00.0 | 574+73.7 | 110+53.7 | 163+33.7 | 25 | 216+13.7 | 268+93.7 | 321+73.7 | 347+72.9 EQ 525.24.2 | 532+08.4 | LS 360 | 585+22 | 20 | 638+96 | 689+36 | 745+22

LS 360

SIGNALS

TWC | TWC

SPEED

F10 | F25 | F25

.58 END OF TRACK
.36 PVT XING 88204G
.24 PVT XING 88203A
.11 PUB XING 88203A
XBUCKS
.92 PVT XING 88202T
XBUCKS

.82 36" CIP 24'
.70 24" CIP 24'
.68 PT SW #11
.62 36" CIP 24'
.82 PUB XING 88201L
XBUCKS 3RD ST NW
.61 PED XING 88200E
.50 PED XING 88199M
.49 PUB XING 88198F
XBUCKS
.32 PUB XING 88197Y
XBUCKS FIRST ST SW
.15 PUB XING 88196S
XBUCKS 3RD ST SW
.93 30" CIP 32'
.90 PT SW #9
.89 PUB XING 397472U
.76 36" CP 30"
.40 PUB XING 398650R

.95 24" CP 36"

.88 36" CIP 48'
.76 PVT XING 399038B
.27 42" CMP 30'
350'
.90 PUB XING 399036M
XBUCKS
.21 36" CIP 54'

.15 30" CP 36'

.69 4–72" CIP 48'

.03 36" CIP 36'
.94 2–18"x24" WB 22'
.47 36" CP 36'
.17 PUB XING 399035F
XBUCKS
.168 PT SW #11
.27 TURNOUT MP 21.168–
MP 0.641 13TH SUB
.03 PVT XING 88190B

.99 54" CMP 103'
.82 PT SW #11
.37 24" GIP 24"
.14 24" GIP 30'

.59 24" GIP 24"
.20 36" GIP 28'

.84 24" GIP 24"
.73 PVT XING 88189G
.48 18" GIP 24"
.30 36" CIP 30'
.20 36" CIP 24'
.00 24" GIP 24'
.00 2–18" GIP 24'
.95 36" GIP 24'
.83 PVT XING 88188A
.70 18" GIP 20'
.27 20" CP 150'

TRACK

50' 60' 50' 190' 50' 50' 100' 50' 100' 50' 350' 100' 50' 100' 50' 100' 50' 200' 100' 50' 60' 50' 50' 100' 100' 50' 200'

.10 PT SW #9 CHOTEAU* MP 28.5 .53 DEPOT .37 PT SW #9 .16 PT SW #9

TO FAIRFIELD SUB LS 369

EASTHAM JCT. MP 21.1

FLUME MP 20.8

CURVES

C–29 1–00' | C–27B 7–30' | C–27 1–00' | C–27A 7–57' | C–25 2–00' | C–24 1–00' | C–22 2–30' | C–21A 2–00' | C–21 6–05' | C–20B 7–30' | C–20A 1–00' | C–20 1–00'

RAIL

90B–SH–54 | 115B–SH–82 | 90B–SH–54 | 115B–SH–82 | 115SH–82 | 115SH–82 | 112B–SH–82 | 90B–SH–52 | 90B–SH–52

TIES

82 | TIES 82

SURFACE

82 | SURF 82

05–01–93 M3601201

CONSTRUCTED 1913

POWER →

← CHOTEAU

CONSTRUCTED 1913

0.50 0.60 0.40 3637.95 1.00 0.00 .99 BR 15.0 PT 42' CREEK 0.60 0.18 0.00 0.20 3815.10 0.40 0.80 .20 BR 12.2 PT 41' 0.20 .99 BR 12.0 PT 42' 0.41 0.25 0.57 0.18 .76 BR 9.8 PT 81' CREEK 0.60 0.40 .03 BR 9.0 PT 42' CREEK 0.20 0.44 0.00 .73 BR 7.7 PT 42' CREEK 0.44 0.48 0.68 .82 BR 6.8 PT 56' CREEK 0.33 .94 BR 6.0 PT 42' LITTLE MUDDY CREEK 3681.98 0.00 .43 BR 5.4 PT 96' 1.00 0.00 0.74 0.94 1.00 .97 BR 4.0 PT 69' 1.00 0.84 .11 BR 3.1 PT 69' 0.84 1.00 0.12 0.00 3685.12

745+22 | 785+41 | 847+75 | 902+43 | 956+93 | 1007+51 | 1059+81 | 1112+43 | 1167+30 | 1217+45 | 1272+09 | 1323+26 | 1377+61 | 1428+30 | 1483+76 | 1534+96

15 | 10 | 5

TWC | TWC

F25 | F25 | F10

.97 PUB XING 88187T XBUCKS
.76 2–36" CP 36'
.58 24" GIP 24'

.88 PUB XING 88185E XBUCKS
.44 36" GIP 48'
.40 36" GIP 52'

.06 PVT XING 88184X

.87 18" CMP 32'

.41 36" CMP 53'

.88 24" GIP 24'
.77 PUB XING 88183R XBUCKS
.42 30" GIP 30'
.42 24" GIP 30'
.22 24" GIP 30'

.80 24" GIP 30'

.70 24" GIP 32'
.51 3–35" GIP 48'
.49 PUB XING 88182J XBUCKS
.11 24" GIP 36'
.01 PVT XING 88181C

.92 18" GIP 24'
.73 18" GIP 36'
.43 18" GIP 24'

.60 24" GIP 32'
.58 18" GIP 30'

.32 36" GIP 32'

.54 36" GIP 38'
.52 PUB XING 88180V XBUCKS
.37 24" CMP 36'

.45 18" GIP 24'

.75 24" GIP 24'
.67 PT SW #11
.58 PUB XING 88179B XBUCKS

.95 36" GIP 64'

.03 24" GIP 42'

.82 36" CMP 36'

.55 36" GIP 55'

.40 24" CMP 32'
.33 18" GIP 30'
.25 24" GIP 66'

.03 36" GIP 58'

200' 50' 100' 100' 50' 100' 50' 100' 50' 100' 75' 50' 75' 50' 100' 50' 100' 50' 200' 50' 100' 50' 75' 100' 75'

CORDOVA
MP 5.7

C–14 2–00' | C–13 2–00' | C–12 1–00' | C–10 2–00' | C–9 1–00' | C–8 3–00' | C–7 1–30' | C–6 1–00' | C–4 2–00' | C–3 4–00' | C–2 3–00'

90B–SH–52 | 90B–SH–52 | 90B–SH–51 | 90B–SH–51 | 90B–SH–50

TIES 82

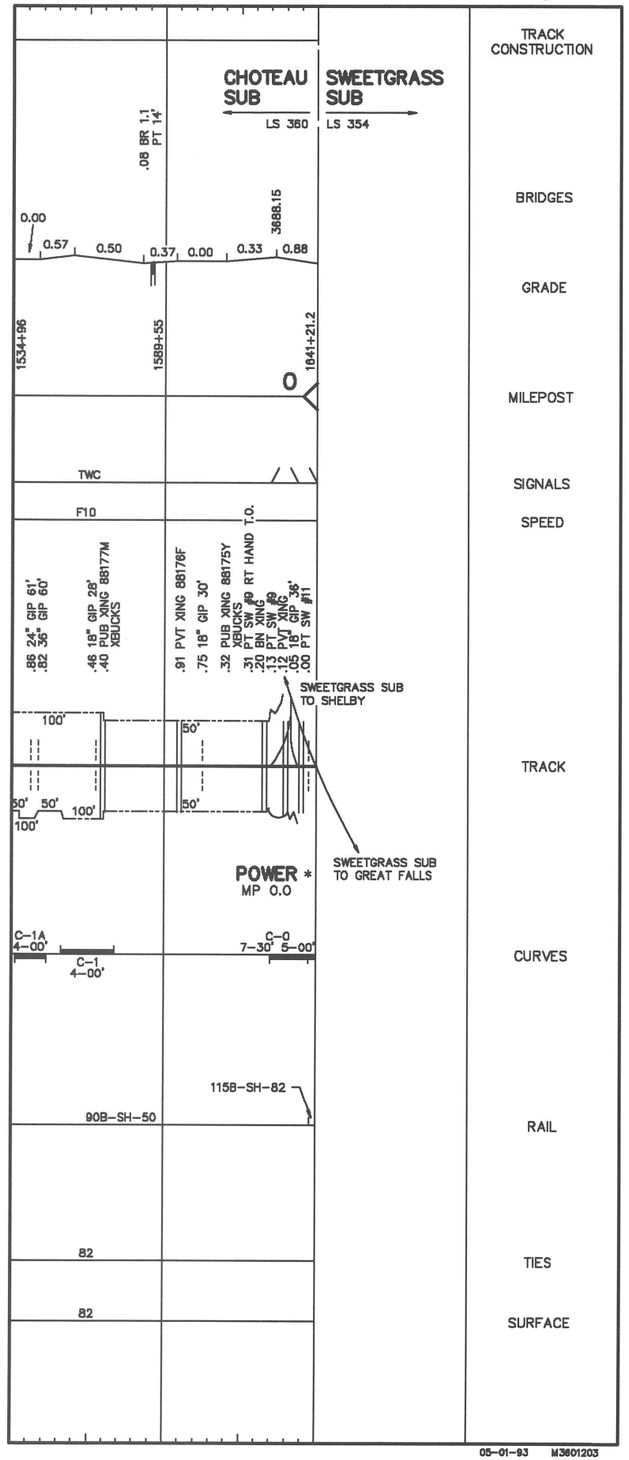
82 TIES

SURF 82

82 SURF

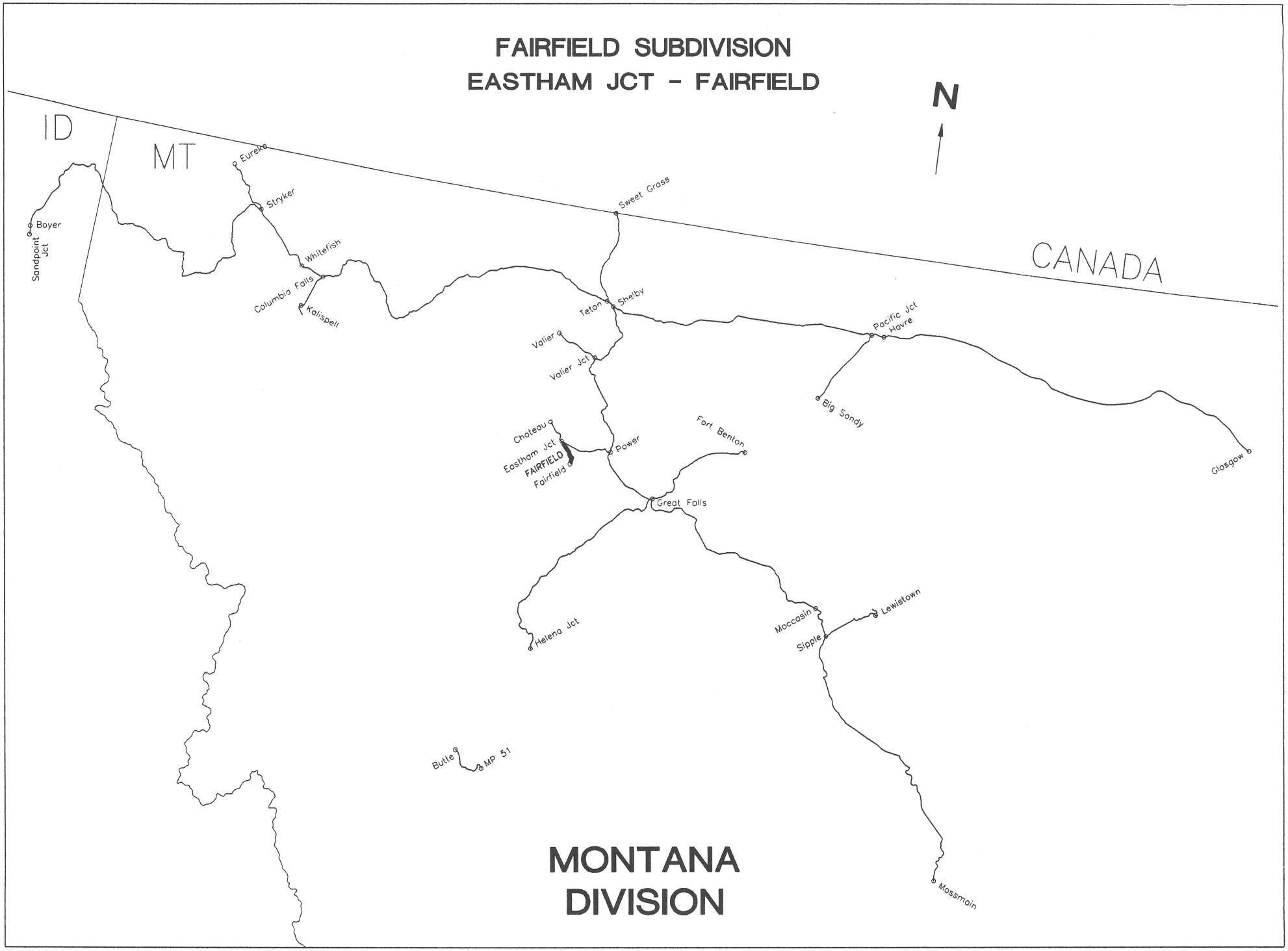
05–01–93 M3601202

MONTANA DIVISION –
CHOTEAU SUBDIVISION MT–12 LS–360 (3)



05–01–93 M3601203

FAIRFIELD SUBDIVISION
EASTHAM JCT - FAIRFIELD



PLT DATE: 7-12-93

MONTANA DIVISION – FAIRFIELD SUBDIVISION

MT–13 LS–369 (1)

CONSTRUCTED 1916 | EASTHAM JCT → | ← FAIRFIELD | CONSTRUCTED 1916

FAIRFIELD SUB LS 369 MP 0.641 – MP 21.188 | CHOTEAU SUB LS 360

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

947+14.6 | 894+34.6 | 841+54.6 | 788+74.6 | 753+94.6 | 683+14.6 | 630+34.6 | 617+43.5 ℄ 617.78.5 | 577+89.6 | 525+09.6 | 472+28.6 | 419+49.6 | 366+89.6 | 313+89.6

10 | 5 | 1

0.27 | 0.05 | 0.83 | 0.80 | 0.68 | 0.80 | 0.76 | 0.80 | 0.68 | 0.80 | 0.76 | 0.72 | 1.00 | 0.92 | 0.00 | 0.18 | 0.12 | 0.10 | 0.06 | .025 | 0.25 | 0.00 | 0.10 | 0.10 | 0.20 | 0.00

.62 BR 10.6 50' PT

TWC | F25 | TWC | F25

.61 END OF TRACK
.17 PUB XING 398839R
.16 PT SW #9
.13 24" CMP 73'
.93 PT SW #9
.74 PT SW #9
.71 PT SW #9
.65 PUB XING 398841S
XBUCKS
24" CMP 36'
.61 PUB XING 398842Y
XBUCKS
.44 24" CMP 82'
.32 18" CMP 35'
.26 36" CP 84'
.84 20" CIP 60'
.16 24" CMP 30'
.04 18" CMP 36'
.03 PUB XING 398843F
.41 24" CP 30'
.02 24" CMP 76'
.01 PUB XING 398847M
.76 PUB XING 398845U
XBUCKS
.62 24" CP 36'
.19 20" CIP 48'
.93 PUB XING 86336K
SIG & GATES
.58 PUB XING 398846B
XBUCKS
.40 20" CIP 48'
.93 30" CMP 30'
.00 PUB XING 398847H
24" CP 24'
.79 24" CP 24'
.24 20" CIP
.51 20" CP 36'
.33 24" CP 24'
.30 24" CP 24'
.61 PVT XING 398848P
.54 20" CIP 36'
.94 24" CP 30'
.39 PT SW #11
24" CP 30'
.87 24" CP 24'
.67 PT SW #9
.641 PT SW #11

250' | 50' | 100' | 50' | 150' | 50' | 150' | 50' | 50' | 50' | 50' | 100' | 50' | 200'

TO CHOTEAU
TO POWER
MT CHOTEAU SUB

FAIRFIELD
MP 11.0

EASTHAM JCT
MP 0.64

C–10 2–30' | C–9 3–00' | C–8A 1–00' | C–8 3–00' | C–7 1–00' | C–5 2–00'

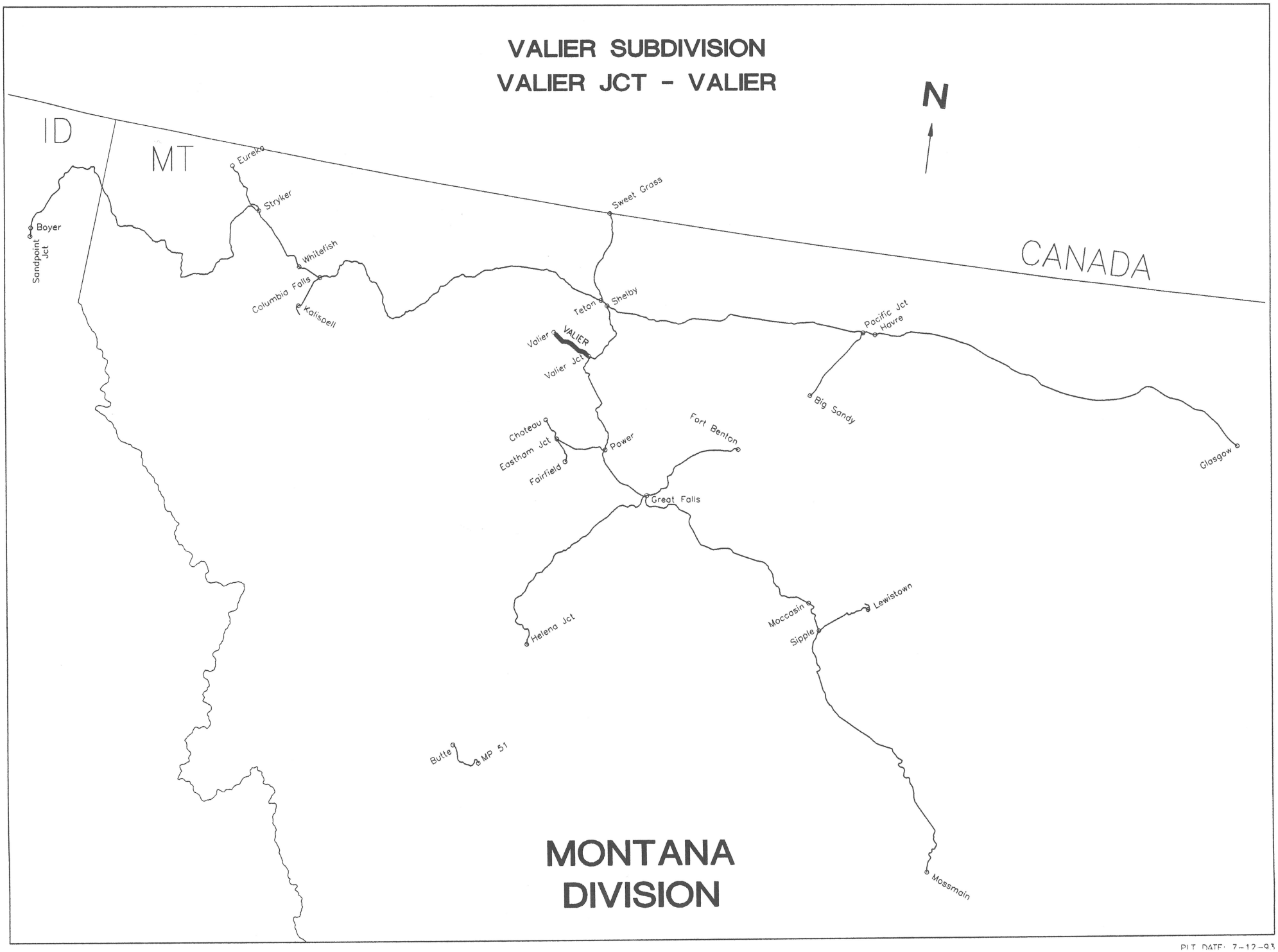
90B–54 | 115BSH–82 | 115–SH–82 | 115–SH–82 | 115–SH–82 | 115B–SH–82 | 115SH–82 | 115SH–82 | 112B–SH–82

TIES 82 | TIES 82

SURF 82 | SURF 82

05–01–93 M3691301

VALIER SUBDIVISION
VALIER JCT - VALIER



PLT DATE: 7-12-93

MONTANA DIVISION – VALIER SUBDIVISION

MT–14 LS–361 (1)

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

CONSTRUCTED 1909

REALIGNED 1982

VALIER JCT →

← VALIER

CONSTRUCTED 1909

3821.00 0.67 0.40 0.00 0.00 0.78 3861.00 0.00 0.39 0.70 0.60 1.10 0.00 0.96 3877.00 1.10 0.87 1.23 0.02 1.33 1.20 3769.00 0.38 0.00 .04 BR 10.0 4PT 55' 0.79 0.10 0.50 1.30 0.28 3661.00 3661.00 1.30 0.94 0.24 0.56 3624.00 0.50 0.00 0.86 3563.50 0.47 0.28

1078+90 1026+03 971+15 919+28 866+47 813+64 760+97 707+36 654+03 604+33 550+70 498+75 444+23 391+10

15 10 5

RE–GRADED IN 1982 AND MILE POSTS ARE NOT PROPERLY PLACED IN FIELD

RE–GRADED IN 1982 AND MILE POSTS ARE NOT PROPERLY PLACED IN FIELD

TWC TWC

F25 F25

.291 END OF TRACK
.22 PT SW #9
.94 PT SW #9
.87 PT SW #9
.86 PUB XING 88241J
XBUCKS MONTANA ST
.63 PT SW #9
.59 PT SW #9
.59 PUB XING 88243X
PONDERA AVE
.55 PT SW #9
.41 PT SW #9
.39 PUB XING 88244E
XBUCKS TETON AVE
.36 DERAIL
.77 24" CMP 32'
.03 18" CMP 16'
.61 PUB XING 88247A
.43 24" CMP 18'
.87 PUB XING 88249N
XBUCKS
.79 18" CMP 16'
.20 PUB XING 88250H
.14 18" CMP 14'
.71 24" CMP 90'
.45 24" CMP 114'
.32 PVT XING 88251P
.11 24" CMP 100'
.76 18" CMP 14'
.51 18" CMP 24'
.46 PUB XING 88253D
XBUCKS
.28 24" CMP 50'
.10 15" CMP 14'
.05 PUB XING 88254K
XBUCKS
.75 15" CMP 52'
.85 30" CMP 40'
.02 8" CIP
.02 CATTLE GUARD
.01 PUB XING 88256Y
XBUCKS
.23 42" CMP 150'
.87 18" CMP 20'
.76 PVT XING 88257F
.51 18" CMP 24'
.18 PVT XING 88258M
.83 42" CMP 156'
.58 PUB XING 88259U
XBUCKS
.56 18" CMP 14'
.31 18" CMP 13'
.25 36"x58" CMPA 20'
.08 PUB XING 88260N
XBUCKS
.48 PUB XING 88261V
XBUCKS3
.38 24" CMP 18'
.21 24"x12" B 16'
.95 27"x43" CMPA 28'
.80 24"x24" B 16'
.47 18" CMP 19'
.35 PUB XING 88262C
XBUCKS
.21 24" CMP 54'

TRACK

200' 100' 50' 300' VALIER MP 17.3

CURVES

C–17 C–15 2–00' C–12B 2–00' C–12A 3–00' C–12 6–00' C–11A 4–30' 5–00' C–11 1–00' C–10 0–30' C–9 2–00' C–8A 3–00' C–8 1–00' C–7 1–30' C–4 1–00'

RAIL

110B–SH–83 115B–SH–83 110B–SH–83 115B–SH–83 110B–SH–83 110B–SH–83

TIES

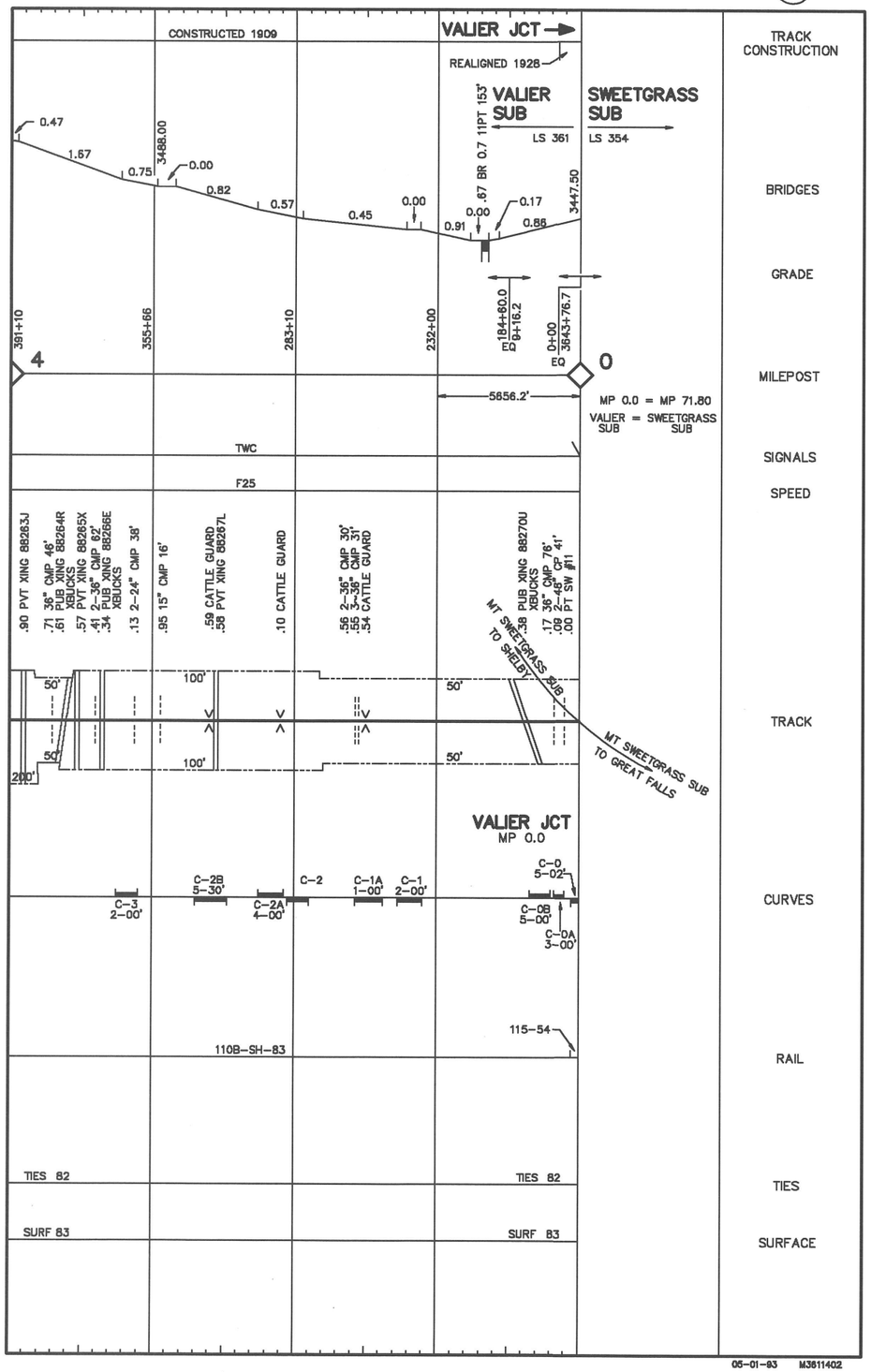
82 82 TIES 82

SURFACE

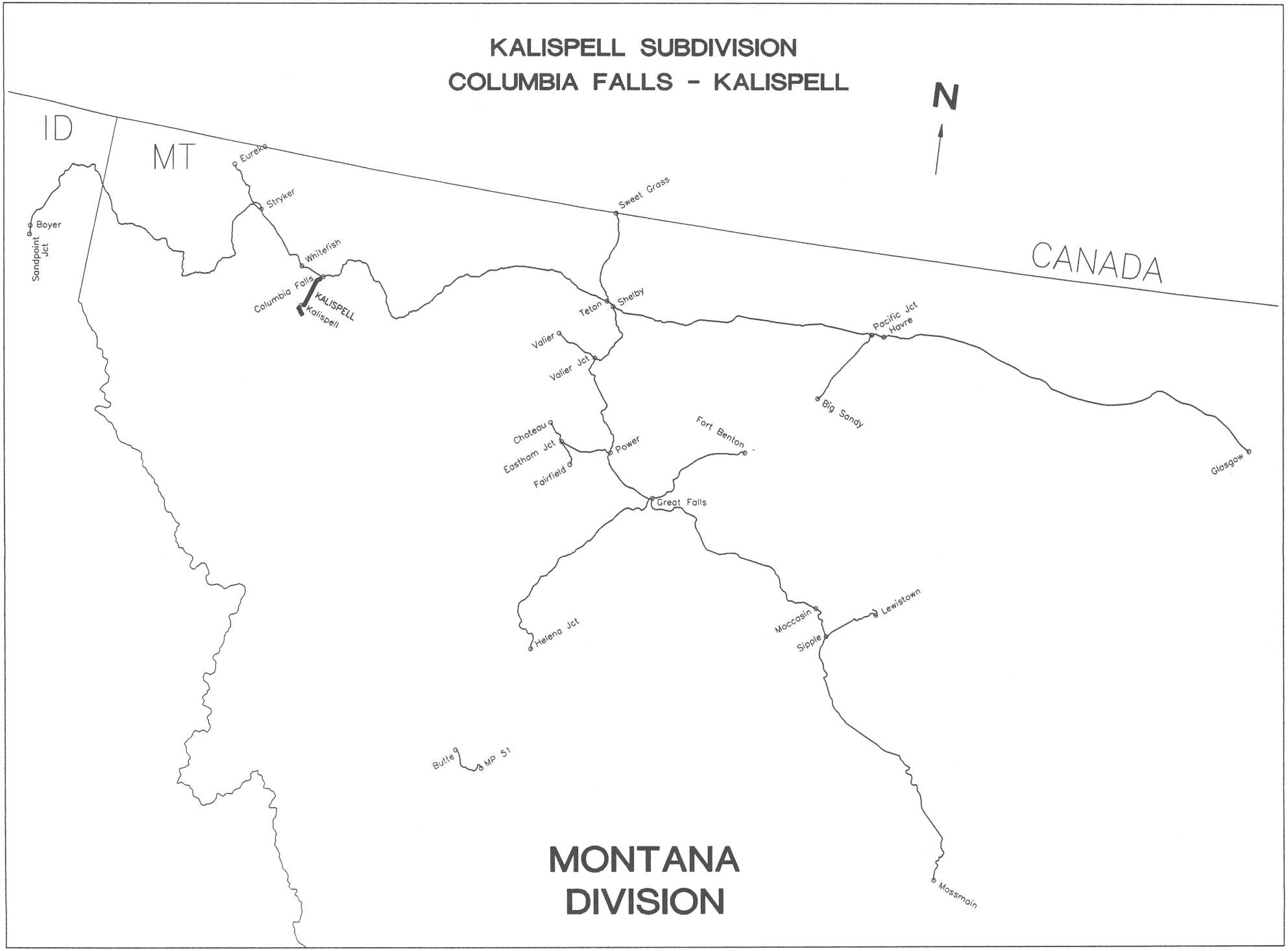
83 83 SURF 83

05–01–93 M3611401

MONTANA DIVISION – VALIER SUBDIVISION M–14 LS–361 (2)



KALISPELL SUBDIVISION
COLUMBIA FALLS - KALISPELL



PLT DATE: 7-12-93

MONTANA DIVISION – KALISPELL SUBDIVISION

MT–16 LS–388 (1)

TRACK CONSTRUCTION: REMOVED 1992 | CONSTRUCTED 1900 | COLUMBIA FALLS → | CONSTRUCTED 1892, RELOCATED 1986 | REALIGNED 1952 | ← KALISPELL | CONSTRUCTED 1892 | CONSTRUCTED 1891

BRIDGES: E 100.00 = 3567.80 IN ELEV; .19 BR 1225.2 WF 177' PUB UP 59370V; .44 BR 1224.4 PT, TRT(SH) 176' STILLWATER RIVER; .14 BR 1224.1 PT, TRT(SH) 176' WHITEFISH RIVER

GRADE: 0.00 0.20 0.00 0.15 | 0.00 0.39 0.00 0.60 0.50 0.00 | 0.60 0.00 0.60 | 0.00 0.50 0.00 0.25 0.00 0.50 0.20 0.00 0.20 0.20 | 0.00 0.50 0.60 0.41 0.60 | 0.44 0.60 0.00 0.40 0.00 0.40 | 0.00 0.20 0.30 0.20 0.50 0.00 | 0.12 0.30 0.10 | 0.20 0.10 0.00 0.30 | 0.15 0.00 0.15 0.00 0.40 | 0.20 0.15 0.00

MILEPOST: 277+03 | 228+28 | 171+12 | 1230 | 118+91 | 64+55 | 10+03 | 0+07.4 @ 203+28.6 | 248+87 | 299+10 | 1225 | 352+80 | 404+37 | 455+14 | 508+14 | 561+21 | 1220 | 617+81 | 667+80

SIGNALS: YARD LIMITS | YARD LIMITS

SPEED: F10 | F10 | F25 | F25

.14 EL 59239E
.10 PUB XING 59239E SIGS STH HWY 93
.07 PT SW #9

.98 PVT XING 59236X
.95 96" MPP 80'
.87 PVT XING 59237R
24" CP 56'
.48 24" CP 48'
.17 96" CMP 80'
.00 PED XING 59235C

.85 18" CP 32'
.82 PVT XING 59234V

.20 2–30" CP 50'
.06 PUB XING 59233N XBUCKS

.23 24" CP 32'

.88 PUB XING 59382P XBUCKS
.61 30" CP 72'
.58 PUB XING 59381H SIGS
.34 48" CMP 52'
.19 24" CP 24'
.13 PVT XING 59376L
.05 PVT XING 59378A
.90 PVT XING 59377T
.88 60" CP 54'
.84 18" CP 24'
.79 PUB XING 59375E SIGS
.57 2–36" CP 84'
.38 PVT XING 59374X
.37 PUB XING 59374X SIGS GATES
.29 PVT XING 59907M
.16 PVT XING 59986P
.09 PVT XING 95985H
.00 PUB XING 59373R SIGS MAIN STREET
.95 PUB XING 59372M
.79 PUB XING 59372J SIGS GATES 3rd ST
.72 PUB XING 59371C SIGS GATES 4th ST
.55 18" CMP 22'
.52 24" CMP 48'
.51 PT SW #9
.44 24" CMP 59'

.83 PUB XING 59369B XBUCKS
.71 PT SW #9
.64 PT SW #9

.11 36" CP 54'

.68 PVT XING 59368U
.60 PUB XING 59367P XBUCKS
.47 36" CP 54'
.47 PT SW #9
.21 24" CP 48'
.16 PVT XING 59366F XBUCKS
.05 PT SW #9

.58 30" CP 70'
.54 PUB XING 59365Y SIGS GATES
.42 PT SW #9

.94 PUB XING 59364S SIGS GATES HWY 2
.91 18" CMP 36'
.83 PVT XING 59363K
.47 PUB XING 59362D XBUCKS
.17 PVT XING 59361W
.10 48" CP 36'
.10 48" CP 48'

.94 PVT XING 59360P
.68 PT SW #9–115
.84 PVT XING 59359V
.40 PVT XING 101976B A–1 PAVING
.38 18" VP 40'
.15 PVT XING 59358N
.09 18" VP 21'
18" CIP 12'

.82 27" VP 43'
.52 PVT XING 59357G

.10 30" CMP 28'

.91 PUB XING 59356A XBUCKS
.90 24" CMP 36'

.21 PVT XING 59355T
.07 27" VP 47'
.00 PVT XING 59354L

TRACK: 30' 75' 50' | 100' 50' | 46' 50' | 35' 50' | 35' 50' | 50' 50' | 40' 40' 50'

NORTHWESTERN LUMBER MP 1224.6 | MONTANA SAW MP 1222.7

.33 PT SW #9
.03 PT SW #9 RIGHT HAND TO
.89 12" CIP 18'
.82 PT SW #9 LEFT HAND TO
.71 PT SW #9
.63 PT SW #9
.60 PT SW #9
.58 PT SW #9
.37 PT SW #9
.25 PT SW #9

KALISPELL MP 1226.1 | CARTER OIL MP 1224.7 | C & C PLYWOOD MP 1223.4 | ASSOCIATED SEED GROWERS MP 1222.4 | IND WOOD PRODUCTS

CURVES: C–1229 1–00' | C–1228 0–30' | C–1227A 3–00' | C–1227 7–30' | C–1226A 6–00' | C–1226C 3–00' | C–1226B 6–00' | C–1226 7–30' | C–1225A 1–08' 9–54' 8–47' | C–1225C 3–00' | C–1225B 3–00' 5–54' | C–1225 5–08' 2–50' 5–00' | C–1224 4–00'

RAIL: 60B–1900 | 110B–51 | 90B–61 | 112SH–86 | 90B–61 | 90B–51 | 100B–53 | 100B–50

TIES: 85 | 85 86 92 | TIES 92

SURFACE: 86 92 | SURF 92

05–01–93 M3881601

CONSTRUCTED 1891 | HAVRE → | ← KALISPELL | CONSTRUCTED 1891 | TRACK CONSTRUCTION

REALIGNED 1949 | NO. TRACK CONSTRUCTED 1925, SO. TRACK CONSTRUCTED 1891 | RELOCATED 1943 | REALIGN 1938, REALIGN 1929 | RELOCATED 1986

KALISPELL SUB LS 388 | HI LINE SUB LS 036

.48 BR 1214.5 PT 70' PUB UP 59348H

.91 OH HWY BR N. FORK RD 59341K

TUNNEL 1207.6 5 CONC LINED 205'

BRIDGES

0.00 0.30 0.20 0.00 0.10 0.00 0.15 0.00 0.20 0.20 0.00 0.20 0.00 0.72 0.80 0.80 0.45 0.20 0.10 0.00 0.00 0.15 0.10 0.20 0.00 0.60 0.53 0.4 0.6 0.60 0.60 0.00 0.00 .68 0.39 0.10

GRADE

3120.80 3118.25 3158.10

867+80 | 721+05 | 776+17 | 827+10 | 879+97 | 932+50 | 4341+51 | 4286+05 | 4178+35 | 4128+01 | 4074+82 | 2923+08

0981+00 Ω 4397+46 | 4392+95 | 4377+47.6 Ω 4377+46.5 | 4378+38.2 WB 4378+39.4 EB | 4246+72.2 Ω 4247+07.2 | 4233+87.9 Ω 4234+51.8 Ω 4234+30.5 | 4156+01.0 Ω 4155+62.1 | 4095+16.0 Ω 4095+10.1 | 4072+58.6 Ω 2967+13.1

1215 | 1210 | 1205

MILEPOST

4627.5'

YARD LIMITS | ABS | ABS CTC 1967 C20 DE DET

SIGNALS

F25 | F10 | P70 F45 | P70 F80 | P70 F60 | P40 F35 | P55 F50

SPEED

.63 PVT XING 59353E
.31 PT SW #9
.28 PUB XING 59352X XBUCKS
.84 PT SW #9
.80 PVT XING 59351R
.27 PUB XING 59350J XBUCKS
.45 30" VP 58'
.20 PUB XING 59349P XBUCKS
.65 24" VP 55'
.90 12" CIP 12'
.45 PUB XING 59346U XBUCKS
.95 PT SW #9
.85 PT SW #9
.69 PUB XING 59345M SIGS
.61 PUB SW #8
.53 PUB XING 59344F XBUCKS
.40 PT SW #9
.31 PUB XING 59343Y XBUCKS
.14 PT SW #9
.10 PT SW #9
.98 PVT XING 59338C
.92 PUB SW #8
.76 PUB XING 59339J SIGS GATES
.72 2ND AVE W
.64 DEPOT
.60 PUB XING 59340D 4TH AVE E SIGS & GATES
.89 PT SW #11
.81 PT SW #11
.08 PT SW #11
.50 48" CMP 112'
.41 PVT XING 59342S
.91 PT SW #11
.72 RL
.69 PT SW #20 EQUAT
.67 30" X 30" WB 34'
.66 PUB XING DOT#
.90 24" CP 144'
.91 18" CP 16'
.67 12" CIP 12'
.59 12" CIP 12'
.44 24" CIP 72'
.71 PVT XING 98737U

225' 100' 50' 75' 50' 175' 100' 75' 50' 50' 100' 150' 150' 100' 4' 50' 100' 150' 75' 200' 100'

KALISPELL SUB TO WHITEFISH

CAP 4015'

TRACK 1

TRACK 2

TRACK

BEGIN DOUBLE TRACK MP 1208.72

LA SALLE
MP 1217.1

COLUMBIA FALLS *
MP 1211.7

CONKELLEY
MP 1208.3

.82 PT SW #9 | .75 PT SW #11 | .70 PT SW #11 | .69 PT SW #11

C–1214 2–00'

C–1211B 2–00' 4–02'

C–1211A | C–1211

C–1210 2–56' | C–1209A 0–59' | C–1209 1–03' | C–1208C 2–05' | C–1208B 2–05' | C–1208 2–14' | C–1208A 5–09' | C–1207D 2–14' | C–1207C 5–57' | C–1207B 5–05' | C–1207A 0–51' | C–1207 2–46' | C–1206D 1–23' | C–1206B 2–09' | C–1206C 2–00' | C–1206A 2–46' | C–1206 2–55' | C–1205 1–51'

CURVES

ALIGNMENT TRACK 2 EXCEPT AS NOTED

TRACK 2: C–1210 0–59' | C–1209A 1–03' | C–1209 1–00' | C–1208C 0–26'

100B–50

TRACK 1: 132–83 | 132–83 136–90 | 132–82 | 132–81 | 132P–85 | 132–83 | 132–82 136–82 | 132–80 | 132P–85 132–86 | 132–82 | 132P–85 136P–81

TRACK 2: 132–84

RAIL

TIES 92 | 92 | TIES TRK 1 83 | C–88 | 86

TIES TRK 2 76

TIES

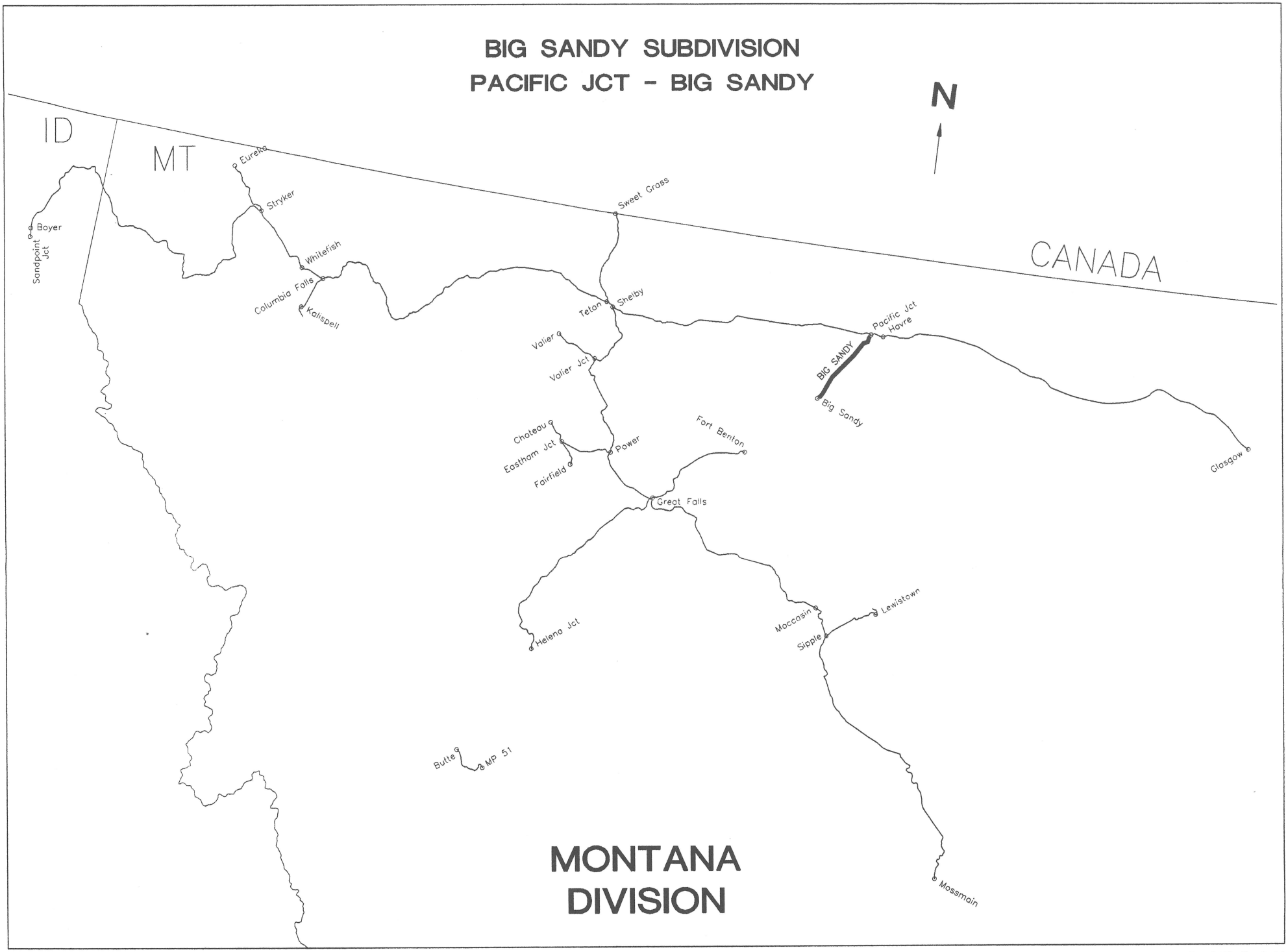
SURF 92 | 92 | SURF TRK 1 82 | 88 | 88

SURF TRK 2 82 | 84

SURFACE

05–01–93 MJB81602

BIG SANDY SUBDIVISION
PACIFIC JCT - BIG SANDY



PLT DATE: 7-12-93

MONTANA DIVISION – BIG SANDY SUBDIVISION

MT–18 LS–353 (1)

CONSTRUCTED 1887 — PACIFIC JCT. → ← BIG SANDY — CONSTRUCTED 1887

BRIDGES

1201.00 | 0.00 0.30 0.00 0.25 0.40 0.00 | 0.40 0.40 0.00 0.40 0.00 | 0.40 1181.00 0.10 .09 BR 28.1 PT 68' BIG SANDY CREEK 0.00 | 0.10 0.00 .14 BR 26.1 WF 47' PVT UP DOT# | 0.40 0.10 0.00 1182.00 0.16 | 0.00 0.40 0.00 .00 BR 23.0 IB 24' 0.19 0.00 1160.00 .09 BR 22.1 WF 48' | 0.42 .34 BR 21.3 WF 108' PVT UP 91592L 0.17 | 0.00 1183.00 0.40

GRADE

MILEPOST

36744+86 | 36692+81 | 36638+73 | 30 | 6314' | 36575+59 | 36521+39 | 36468+49 | 36413+89 | 36361+93 | 25 | 36308+91 | 36257+71 | 36201+27 | 36151+81 | 36099+93 | 20 | 36046+25

SIGNALS

TWC — TWC

SPEED

F25 — F25

TRACK

.10 END OF TRACK
.86 24" CP 32'
.45 PUB XING 91602P XBUCKS
.44 24" CIP 36'
.43 36" CIP 40'
.42 24" CIP 36'
.40 PT SW #11
.23 DEPOT
.15 PUB XING 91601H–IND
FL LT & SIGS 91600B–ME
.71 PUB XING 91599J XBUCKS
.45 24" CIP 50'
.43 PT SW #11
.16 36" CP 40'
.15 24" CIP 36'
.14 PT SW #11
.76 18" VIP 34'
.42 24" CIP 50'
.03 PUB XING 91597V XBUCKS
.57 30" CIP 48'
.39 3–6'x6' CC 26' CATTLE PASS
.49 24" CIP 42'
.17 24" CIP 36'
.90 24" CIP 36'
.84 PVT XING 91596N
.78 PVT XING 91595G
.45 30" CMP 47'
.45 30" CIP 36'
.34 PVT XING 91594A
.71 COUNTY LINE
.50 PVT XING 91593T XBUCKS
.30 PT SW #11
.27 30" CP 40'
.90 24" CP 24'
.73 PUB XING 91590X SIGS & GATES 3rd AVE 91591E–IND
.57 30" CIP 48'
.29 PT SW #11
.12 24" CIP 36'
.54 PUB XING 98928E XBUCKS
.37 24" CIP 60'

75' 100' 75' 75' 75' 100" 75' 75' 100' 75'
75' 290' 200' 75' 75' 75' 50' 75' 75'

US HWY 87 — US HWY 87

BIG SANDY
MP 31.2

HILL CO
CHOUTEAU CO

BOX ELDER
MP 20.6

CURVES

C–30 1–02'54" | C–29 0–31'45" | C–27 0–38' | C–25 0–32'30" | C–21 1–00'

RAIL

112B–SH–57 | 110B–SH–56 | 110B–SH–56 | 110B–SH–55 | 110B–SH–55

TIES

75 | 75 | 75 | 66 | 74 | TIES 74

SURFACE

66 | 66 | 66 | 85 | SURF 85

05–01–93 M3531801

MONTANA DIVISION – BIG SANDY SUBDIVISION

MT–18 LS–353 (2)

CONSTRUCTED 1887 — PACIFIC JCT → — ← BIG SANDY — CONSTRUCTED 1887

0.40 | 0.30 | 1121.00 | .83 BR 16.8 DPG(SH) 48' | 0.00 | 0.40 | .85 BR 15.8 BDPT 91' PVT UP BOX ELDER CREEK | 0.00 | 0.10 | 0.40 | 1155.00 | 0.00 | 0.40 | .40 BR 11.4 BDPT 130' | 0.00 | 0.40 | 0.00 | .30 BR 10.3 DPG 48' | 0.20 | 0.30 | 0.25 | 0.00 | .77 BR 8.8 PT 55' | 0.20 | 1129.00 | 0.00 | 0.10 | 0.40 | 0.28 | 0.10 | 0.30 | 1088.00 | 0.00

36046+25 | 35993+63 | 35940+58 | 35887+58 | 35836+11 | 35783+56 | 35731+73 | 35678+22 | 35625+52 | 35572+85 | 35521+09 | 35467+74 | 35415+62 | 35361+35 | 35307+74 | 35255+85

15 | 10 | 5

TEST MILE

TWC | TWC

F25 | F25

.80 PUB XING 91588W XBUCKS
.33 30" CIP 36'

.50 PUB XING 91587P XBUCKS

.60 PUB XING 91586H XBUCKS
.29 24" CIP 36'

.85 PUB XING 91585B XBUCKS
.50 60"x60" STB 29'

.06 24" CIP 36'
.03 PUB XING 91584U XBUCKS

.71 24" CIP 36'
.45 36" CP 48'
.44 24" CIP 48'
.43 36" CP 48'

.67 PUB XING 91583M XBUCKS

.97 PT SW #9
.78 PUB XING 91582F

.38 PT SW #9

.98 PUB XING 91580S XBUCKS

.93 42"x48" STB 25'
.86 PUB XING 91579X XBUCKS
.66 24" CIP 36'
.41 24" CIP 28'

.66 PUB XING 91578R XBUCKS
.35 24" CIP 28'

.70 24" CIP 36'
.51 PUB XING 91577J XBUCKS
.39 30" CMP 41'
.38 30" CMP 39'
.37 24" CMP 16'

.56 30" CIP 36'

75' | 75' | 75' | 75' | 75' | 100' | 75' | 75' | 125' | 75' | 125' | 125' | 75'

75' | 75' | 75' | 75' | 75' | 179.5' | 75' | 75' | 60' | 85' | 75' | 45' | 75' | 75' | 125'

170' | 170'

85' | 70' | 70'

LAREDO
MP 10.8

C–17
0–30'

C–14
0–30'

C–5
1–00'

C–4
3–00'

110B–SH–55 | 110B–SH–55 | 110B–SH–54 | 110B–SH–54 | 110B–SH–53 | 110B–SH–52

TIES 74 | 74 | 74 | TIES 74

SURF 85 | 85 | 74 | 74 | 74 | SURF 74

05–01–83 M3531802

MONTANA DIVISION – BIG SANDY SUBDIVISION

MT–18 LS–353 (3)

CONSTRUCTED 1887 | REALIGNED 1917 & 1950 | SOUTH TRACK CONSTRUCTED 1887, NORTH TRACK CONSTRUCTED 1917 | WILLISTON → | ← BIG SANDY | S. TRACK CONST. 1887, N. TRACK CONST. 1924 & CONVERTED TO SIDING | NORTH TRACK CONST. 1887, SOUTH TRACK CONST. 1924 AND REMOVED 1959

BIG SANDY SUB LS 353 | HI LINE SUB LS 035 | HI LINE SUB | MILK RIVER SUB | MP 430.41

S. TRK CONST. 1924, N. TRK CONST. 1887 AND CONVERTED TO SIDING

BR 3.2 BDPT 78' BEAVER CREEK | BR 3.0 PT 69' BEAVER CREEK | BR 1.9 BDPT 97' BEAVER CREEK | .47 HWY OP 91572A US HWY 2 | BR 0.4 BDPT 65' | MP 0.0 = MP 94.77 | MP 964 = MP 434 | 5248.7' | USGS BM AT DEPOT ELEV 2468.9' | .14 BR 430.0 PUB OH 59384D 7 TH AVE | .17 BR 428.1 3–16' RCT 48' | .12 BR 428.1A 3–16' RCT 48' | .33 BR 427.3 3–16' RCT 48' PVT UP 59386S | .36 BR 426.4 5–16' RCT 80' | .61 BR 425.6 5–16' RCT 80' | .45 BR 425.4 4–16' RCT 64' | .09 .00 .114

35255+85 | 352044+00 | 35150+84 | 35099+00 | 35046+41.7 | 35015+86 | 34963+73 | 34908+88 | 34858+94 | 348026+63 | 34750+32 | 34695+73 | 34644+20 | 34591+76 | 34555+21.7 | 34555+09.4 | 34538+87

4 | 0 | 964 | 433 | 430 | 425

ELEV 1090.83 IN 1323.30

C20 | C11 | CTC 1959 | TWC | F25 | P55 F55 | P20 F20 | P55 F50 | P79 F60

.99 30' CIP 36' | .62 PUB XING 91576C XBUCKS 350' 325' | .94 24' CIP 31' | .61 PVT XING 91575V | .55 PVT XING 91574N | .25 PVT XING 91573G | .10 BN XING .00 PT SW #2D | MT HI LINE SUB TO CONKELLEY

.75 PVT XING DOT# .74 PT SW #2D | .44 10" VTP 158' | .36 PUB XING 59737N XBUCKS | .81 DBL 48" CP 84' | .10 120' X 120' CB 58' | .99 PUB XING 86341G SIGS & GATES | .95 PT SW #11 | .90 PT SW #11 | .89 PT SW #11 | .XX PT SW ROCKET POCKET | .95 2–72" X 96' CB 82' | 4 – 48" CP 146' | .83 PT SW #11 | .82 PT SW #11 | .41 DEPOT | .21 PT SW #11 | .20 PT SW #11 | .14 PT SW #11 | .70 PT SW #11 | .27 PT SW #11 | .25 PT SW #11 | .17 PUB XING 59383W SIGS & GATES | .92 120' X 120' 46' | .92 PT SW #11 | .39 PT SW #11 | .31 24" RCP 48' | .88 PVT XING 59385K | .82 PT SW #11 | .35 PT SW #2D | .84 PVT XING 59387Y | .57 36" CIP 52' | .06 PVT XING 59388F

100' | 200' | 75' | TRACK 1 | TRACK 2 | END TWO MAIN TRACKS MP 964.74 | BEGIN TWO MAIN TRACKS MP 431.90 | SEE HAVRE TERMINAL MAP | HAVRE * MP 430.4 | US HWY 2

PACIFIC JCT MP 0.0

C–3 2–00' | C–1 2–00' | C–0 1–30' 2–00' | ALIGNMENT TRACK 2 | C–433 2–05' 3–01' TRACK 1 | C–433A 3–05' | C–433 2–02' 3–05' TRACK 2 | C–433A 3–03' | C–431 2–02' | C–429 1–59' | C–428A 0–59' 2–02' | C–428 2–02' | C–427 0–56' | C–425 0–21'

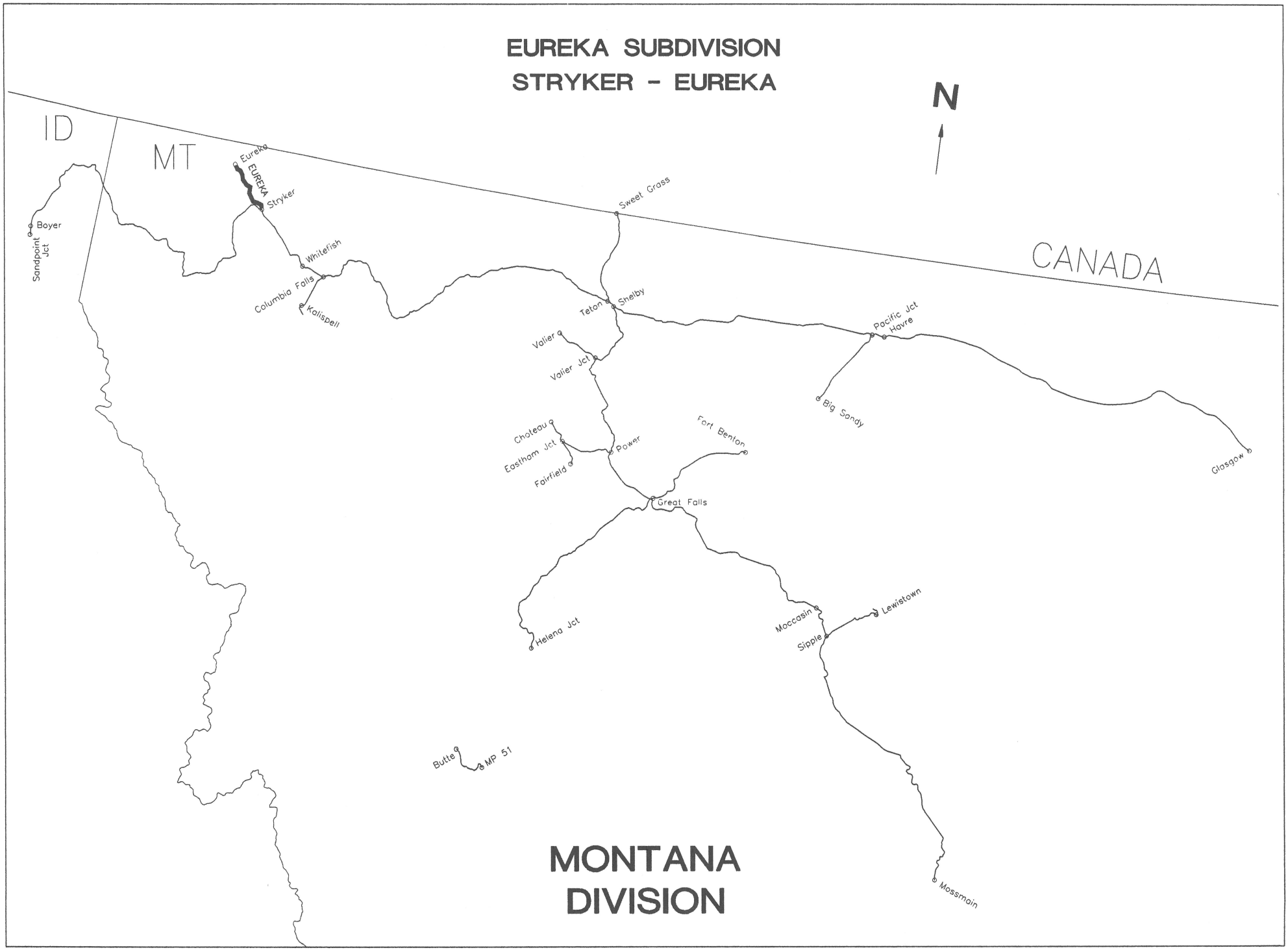
110B–SH–52 | 115B–54 | 115SH–88 | 132–81 | 132P–80 | 132–87 | 115SH–87 | 132–84 | 132–83

TIES 74 | 74 | TIES TRK 1 69 | TIES TRK 2 85 | 76 | TRK 1 85 | 83 | 83

SURF 74 | 74 | SURF TRK 1 73 | SURF TRK 2 83 | TRK 1 84 | 83 | 84 | 83 | 83

TRACK CONSTRUCTION | BRIDGES | GRADE | MILEPOST | SIGNALS | SPEED | TRACK | CURVES | RAIL | TIES | SURFACE

05–01–93 M3531803



PLT DATE: 7-12-93

MONTANA DIVISION – EUREKA SUBDIVISION

MT-9 LS-389 (1)

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

TRACK REMOVED WEST OF MP 1273 IN 1970 (LIBBY DAM)

CONSTRUCTED 1904

REALIGNED

STRYKER →

← EUREKA

CONSTRUCTED 1904 REALIGNED

RELOCATED

BN 2650' = 2662' USGS

.85 BR 1269.9 DPG, RCT 177' TOBACCO RIVER

BR 1268.3 DPG, TPG, RCT 129' TOBACCO RIVER

.84 BR 1263.8 RCT, DPG 212' FORTINE CREEK

.94 BR 1262.0 RCT, DPG 92' FORTINE CREEK

2833.09

2869.74

EQ 2725.29 = 2724.63 ELEV

3594+11

3540+55

3498+36.3 EQ 3494+34.0

3489+70

3436+95

1270

3385+89

3352+18.7 EQ 3352+57.0

3331+07

3279+29.7

3249+00 EQ 3093+09

3070+52

3019+26

1265

2962+33

2912+64 EQ 2908+87.5

2910+64.1

2856+14

2804+70

2752+55.5

1260

2695+51

TWC

F10 | F25

F25

.756 END OF TRACK

.12 DEPAIL .08 30° GP 72'

.92 PT SW #11 .77 PUB XING 59272E XBUCKS

.74 PT SW #11 .71 DEPOT .70 PT SW #11 .48 PT SW #11

.00 PT SW #11

.44 24" CP 40'

.28 36" CP 72'

.68 24" CP 66'

.37 18" CP 24'

.84 36" CP 78'

.58 30" CP 48'

.10 PT SW #11

.72 PUB XING 59271X .64 24" CP 88'

.42 PT SW #11

.91 24" RCP

.48 30" CP 102'

.99 PT SW #11

.77 PUB XING 59270R XBUCKS

.53 30" CP 98'

.35 PUB XING 59269W XBUCKS

.27 30" CP 108'

.02 30" CP 108'

.23 36" CP 86'

.90 30" CP 68'

.72 30" CP 50'

.02 24" CP 66'

.89 18" CP 42'

.75 24" CP 74'

.86 24" CP

.50 PT SW #11

.92 PUB XING 59268P XBUCKS

.85 PT SW #120

.72 30" CP 112'

.15 PVT XING 59267H

.07 36" CMP 126'

250' 300' 200' 50' 200' 150' 100' 200' 100' 30' 100' 150' 100' 150' 100' 200' 100' 200' 100' 200'

CAP 3370'

CAP 2867'

50' 100' 50' 100' 200' 50' 100' 50' 100' 200' 100' 50' 100' 150' 100' 150'

EUREKA
MP 1273.0

TOBACCO
MP 1266.8

FORTINE
MP 1260.6

C-1271 2-8'30"

C-1270 2-34'

C-1269 3-37'

C-1269A 2-31'

C-1268A 3-41'

C-1268B 3-32'36"

C-1268 2-03'12"

C-1266 1-02'48"

C-1265 3-28'

C-1264A 2-13'

C-1264 0-30'32"

C-1263 2-02'30"

C-1262A 3-04'

C-1262 2-02'

C-1261 3-32'

C-1260 1-44'

C-1259 3-14'

110B-37

110B-37

110B-37

112B-64

115B-51

112B-64

TIES 73

73

73

TIES 73

SURF 73

73

70

70

73

SURF 73

05-01-93 M3890901

MONTANA DIVISION — EUREKA SUBDIVISION

MT–9 LS–389 (2)

CONSTRUCTED 1904 | STRYKER → | ← EUREKA | CONSTRUCTED 1904 (ORIG. M/L VIA KALISPELL CONST. 1891)

EUREKA SUB LS 389 | KOOTENAI SUB LS 036

.98 BR 1258 RCT, DPG 172' FORTINE CREEK

.00 BR 1245.0 3–16' RCT 45', SUNDAY CR

3015.72 | 3275.51 | 3275.51

0.70 0.56 0.70 0.56 0.70 0.66 0.70 0.60 0.70 0.56 0.70 0.57 0.70 0.56 0.70 0.61 0.70 0.56 0.70 0.66 0.70 0.61 0.70 0.64 0.70 0.66 0.20 0.00 0.25 0.19 0.25 0.21 0.25 0.17 0.25 0.21 0.25 0.21

2695+51 | 2640+80 | 2588+52 | 2535+10 | 2481+99 | 2456+61.5 E 2456+84.1 | 2429+19 | 2377+05 | 2323+61 | 2271+01 | 2217+53 | 2165+01 | 2113+86.5 E 2095+86.5 | 2093+69 | 2041+92 | 1988+93 | 1935+95

1255 | 1250 | 1245

TWC | TWC | CTC 1989

F25 | F10 | F25 | F25 | F10 | F25 | F25 | P70 | F80 | P79 | F80

.21 18" CIP 18' | .28 18" CP 32' | .03 30" CP 72' | .50 24" CP 162' | .07 30" CP 64' | .88 24" CP 80' | .64 PUB XING 592668 SIGS | .48 18" CP 64' | .26 30" CP 66' | .96 30" CP 96' | .69 24" CP 54' | .54 24" CP 54' | .22 2–30" CP 192' | .98 PUB XING 592650 | .12 36" CP 184' | .97 4'x4' WB 115' | .65 24" CP 54' | .20 24" CP 56' | .12 24" CP 64' | .97 30" CP 88' | .73 10" CIP 18' | .64 10" CIP 18' | .11 24" CP 86' | .97 36" CIP 57' | .58 30" CP 48' | .66 PT SW #15–112# | .36 PUB XING 592631 XBUCKS | .00 30" CP 72' | .36 30" CP 15' | .82 36" CP 96' | .72 PT SW #11 | .517 PT SW #11–115# | .21 COUNTY LINE | .47 24" CP 48' | .83 18" CIP 12' | .93 30" CP 132' | .71 30" CP 80'

200' | 100' | 200' | 100' | 100' | 100' | 100' | 100'

CAP 4946'

200' | 200'

STRYKER * MP 1248.5

MT KOOTENAI SUB TO SANDPOINT JCT

LINCOLN CO. | FLATHEAD CO.

C–1258A 3–00'36" | C–1258 3–50' | C–1257A 3–39' | C–1257 1–09'37" | C–1256 2–55' | C–1255 3–34' | C–1254B 3–30' | C–1254A 3–38' | C–1254 2–34' | C–1252B 3–33'03" | C–1252A 1–10' | C–1252 2–17'30" | C–1251 1–37' | C–1250 1–00'09" | C–1248A 2–33'18" | C–1248 1–41' | C–1247 1–17' | C–1246A 2–06' | C–1246 0–59' | C–1245 1–06'

112B–64 | 110B–37 | 110B–37 | 115B–54 | 115B–54 | 131B–48 | 132–80 | 132–88 | 132–80 | 132–80 | 132–79 | 132–80 | 132–80

TIES 73 | 73 | 73 | 84 | 84 | 75 | 77 | 84

SURF 73 | 73 | 84

TRACK CONSTRUCTION | BRIDGES | GRADE | MILEPOST | SIGNALS | SPEED | TRACK | CURVES | RAIL | TIES | SURFACE

05–01–83 M3890902