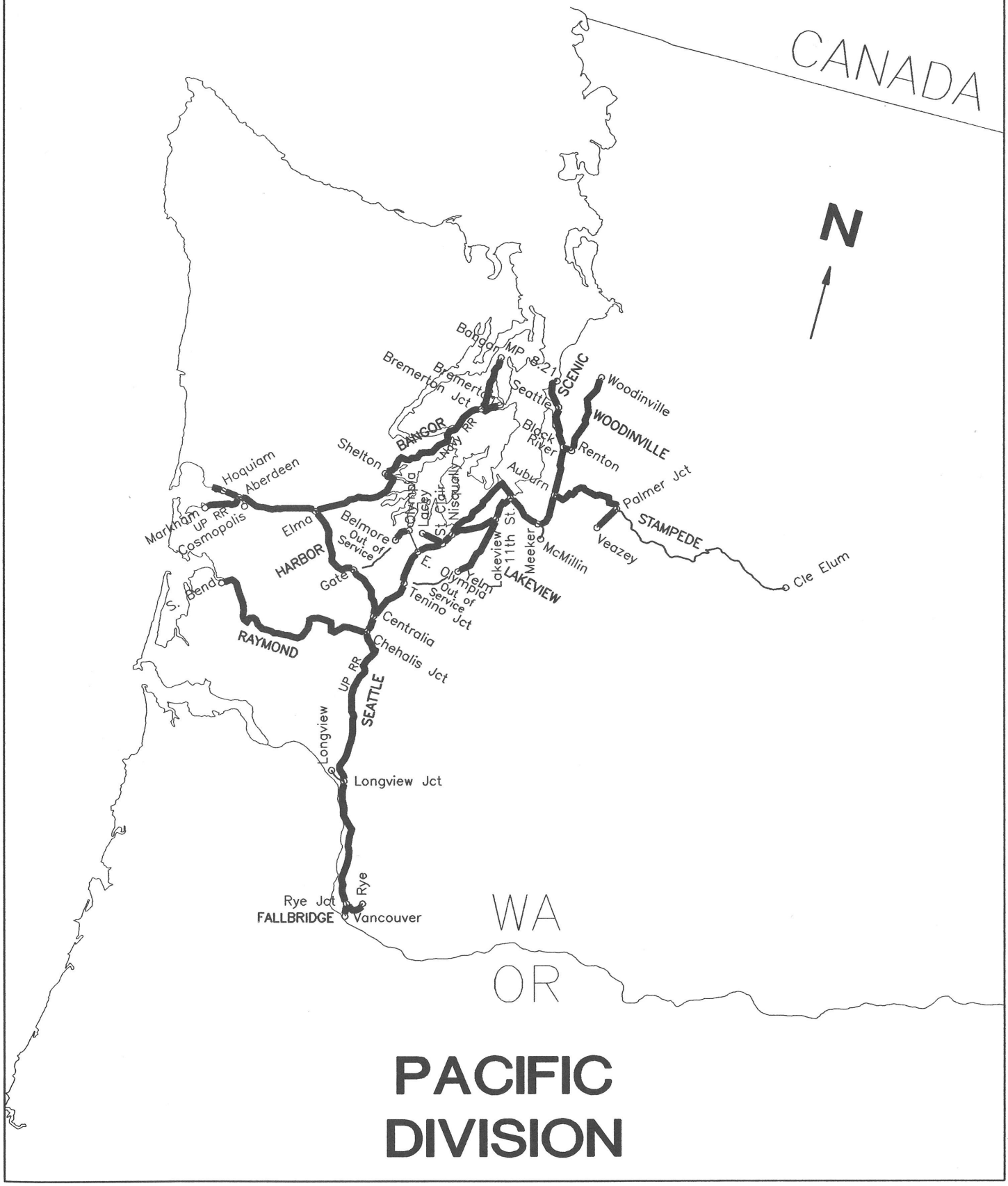
BURLINGTON NORTHERN RAILROAD



PACIFIC DIVISION

PLT DATE: 7-13-93

FORMAT EXPLANATION

TRACK CONSTRUCTION	ORIGINAL TRACK CONSTRUCTION DATES ARE SHOWN. LINE CHANGES WITHIN THE RIGHT–OF–WAY ARE SHOWN AS REALIGNMENTS. LINE CHANGES TO NEW RIGHT–OF–WAY ARE SHOWN AS RELOCATIONS.
BRIDGES	THE MILEPOST LOCATIONS OF BRIDGES SHOWN ON THE GRADE ARE AT THE CENTER OF THE BRIDGES.
GRADE	RAILROAD ELEVATIONS ARE SHOWN PERIODICALLY AND USGS ELEVATIONS ARE SHOWN WHERE KNOWN. WHERE THE GRADE CHANGES ARE TOO NUMEROUS OVER SHORT DISTANCES TO CLEARLY SHOW, GRADE IS SHOWN AS AN AVERAGE.
MILEPOST	SIGNIFICANTLY SHORT OR LONG MILES ARE NOTED WITH THEIR RESPECTIVE EQUATIONS.
TRACK	MAIN LINES ARE SHOWN WITH A BOLD LINE. SIDING CAPACITIES SHOWN ARE TRAIN CAPACITIES IN FEET.
CURVES	TRACK ALIGNMENT IS SHOWN ONLY FOR THE ALIGNING TRACK EXCEPT WHERE THE SECOND TRACK IS NOT CONCENTRIC WITH THE ALIGNING TRACK.
RAIL	ALL RAIL IS CONTINUOUS WELDED RAIL UNLESS NOTED WITH A "B" AS BOLTED RAIL. ALL TYPES OF PREMIUM RAIL ARE SHOWN WITH A "P". SECONDHAND RAIL IS SHOWN WITH A "SH".
TIES	CONCRETE TIES ARE SHOWN WITH A BOLD LINE.

SYMBOLS

SCANNING CAMERA

DEPOT

WIND VELOCITY METER

OUTFIT POWER

TURNTABLE

PRIVATE TRACKS

FOREIGN LINES

WELDED RAIL

BOLTED RAIL

CONCRETE TIES

TIMBER TIES

CATTLE GUARD

RAIL LUBRICATORS

GRADE CROSSING

CULVERTS

SIGNAL CANTILEVER BRIDGE (SEARCH LIGHT SHOWN)

SIGNAL BRIDGE (COLOR LIGHT SHOWN)

SIGNALS – COLOR LIGHTS

SIGNALS – SEARCH LIGHTS

BRIDGES

CURVE

STANDARD SWITCH

ELECTRIC LOCK SWITCH

C20

CONTROLLED SWITCH (#20 SHOWN)

HB DET

HOT BOX DETECTOR

DE DET

DRAGGING EQUIPMENT DETECTOR

ABBREVIATIONS

BRIDGES

BASC	BASCULE
BDPT	BALLAST DECK PILE TRESTLE – WOOD
BR	BRIDGE
CA	CONCRETE ARCH
CB	CONCRETE BOX
CBG	CONCRETE BOX GIRDER
CCTS	COMBINATION CONCRETE & TIMBER SLAB
CG	CONCRETE "I" GIRDER
CTG	CONCRETE "T" GIRDER
DPG	DECK PLATE GIRDER
DPLG	DECK PLATE LATTICE GIRDER
DPCT	DECK PIN CONNECTED TRUSS
DRT	DECK RIVETED TRUSS
DS	SWING SPAN
FT	FRAME TRESTLE – WOOD
IB	"I" BEAM OR GIRDER BEAM SPAN
LS	LIFT SPAN
PPCT	PONY PIN CONNECTED TRUSS
PT	PILE TRESTLE – WOOD
PRT	PONY RIVITED TRUSS
RCT	REINFORCED CONCRETE TRESTLE
SA	STEEL ARCH
SBG	STEEL BOX GIRDER
TLG	THRU LATTICE GIRDER
TPCT	THRU PIN CONNECTED TRUSS
TPG	THRU PLATE GIRDER
TRT	THRU RIVETED TRUSS
WF	WIDE FLANGE BEAM SPAN

CULVERTS & DRAINAGE STRUCTURES

A	ARCH
ARM TL	ARMCO TUNNEL LINER
B	BOX
C	CONCRETE
CA	CONCRETE ARCH
CB	CONCRETE BOX
CIP	CAST IRON PIPE
CMA	CORRUGATED METAL ARCH
CMP	CORRUGATED METAL PIPE
CP	CONCRETE PIPE
CUL	CULVERT
GCIP	GALVANIZED CORRUGATED IRON PIPE
GIP	GALVANIZED IRON PIPE
MPP	MULTI–PLATE PIPE
O	OVAL
OCP	OVAL CONCRETE PIPE
OMP	OVAL METAL PIPE
PCMP	PERFORATED CORRUGATED METAL PIPE
RCA	REINFORCED CONCRETE ARCH
RCB	REINFORCED CONCRETE BOX
RCP	REINFORCED CONCRETE PIPE
RSB	REINFORCED STONE BOX
RTB	RAIL TRACK BOX
RTCB	RAIL TOP CONCRETE BOX
RTSB	RAIL TOP STONE BOX
SP	STEEL PIPE
SPP	STEEL PLATE PIPE
STA	STONE ARCH
STB	STONE BOX
T	TILE
TL	TUNNEL LINER
TP	TILE PIPE
VP	VITRIFIED PIPE
VTP	VITRIFIED TILE PIPE
WB	WOOD BOX
WP	WOOD PIPE

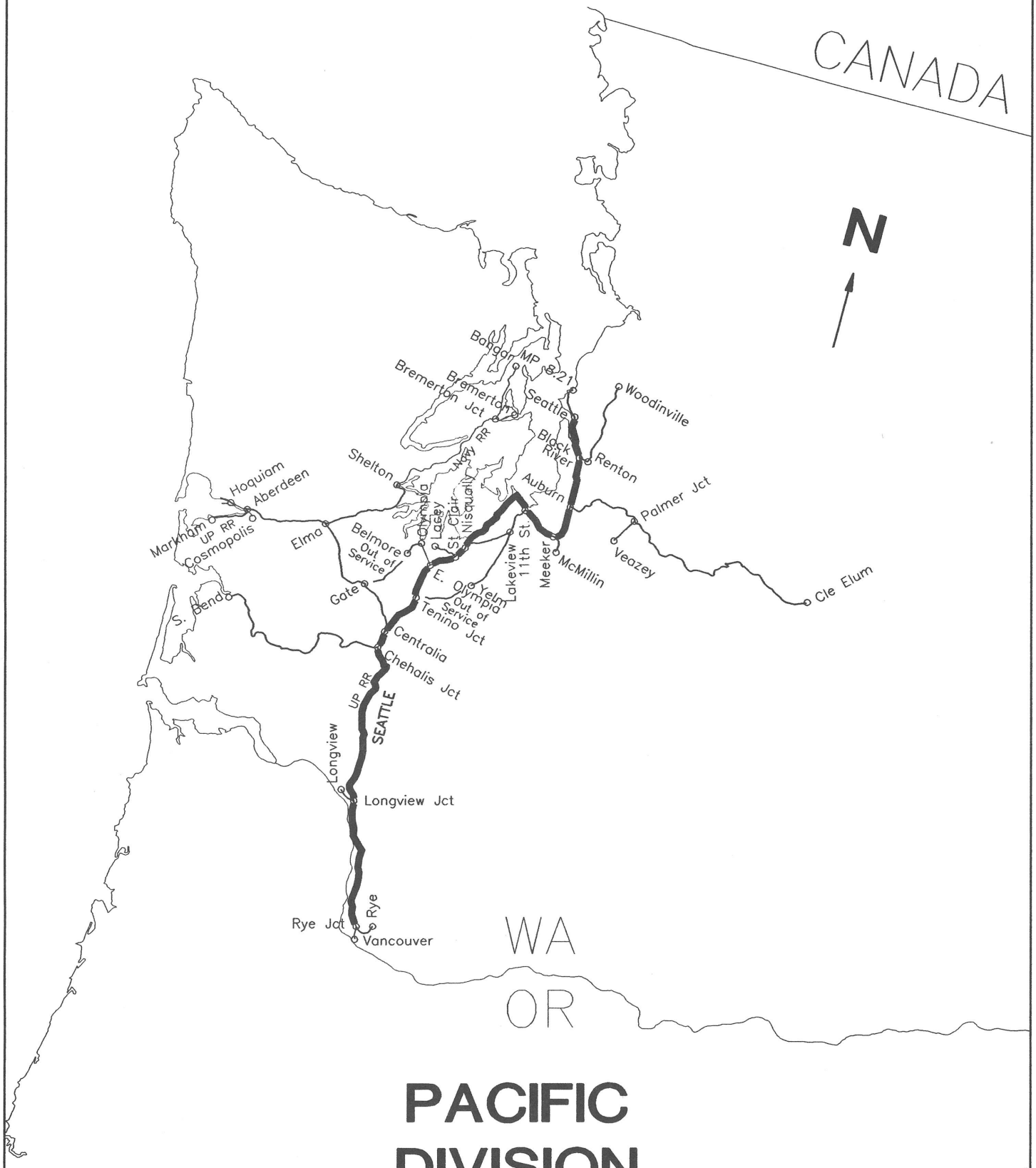
TRACK & SIGNAL

ABS	AUTOMATIC BLOCK SIGNAL SYSTEM
APB	AUTOMATIC PERMISSIVE BLOCK
B	BOLTED RAIL
C	CURVE/CONTROLLED SWITCH/CONCRETE
CAP	CAPACITY
CTC	CENTRALIZED TRAFFIC CONTROL
DE DET	DRAGGING EQUIPMENT DETECTOR
EQLAT	EQUILATERAL SWITCH
F	FREIGHT (SPEED)
HB DET	HOT BOX DETECTOR
INTLK	INTERLOCKING
LS	LINE SEGMENT
MP	MILEPOST
P	PASSENGER (SPEED)/PREMIUM RAIL
PT SW	POINT OF SWITCH
RG	RAIL GRINDING
RL	RAIL LUBRICATOR
SIGS	SIGNALS
SH	SECOND HAND RAIL
SURF	SURFACING
TO	TURN–OUT
TRK	TRACK
TWC	TRACK WARRANT CONTROL

MISCELLANEOUS

AVE	AVENUE
BC	BRITISH COLUMBIA
CN	CANADIAN NATIONAL
CO	COUNTY
COMP	COMPUTED
CONST	CONSTRUCTED
CP	CANADIAN PACIFIC
CR	CREEK
DBL	DOUBLE
DOT#	DEPARTMENT OF TRANSPORTATION CROSSING NUMBER
E	EAST
HWY	HIGHWAY
L&C	LEWIS AND CLARK
MAINT	MAINTENANCE
MAX	MAXIMUM
MC	MONTANA CENTRAL
MRL	MONTANA RAIL LINK
MT	MONTANA
MW	MONTANA WESTERN
NO	NORTH
OH	OVERHEAD
PA	PACIFIC
PED	PEDESTRIAN
POTB	PORT OF TILLAMOOK BAY
PUB	PUBLIC
PVT	PRIVATE
RD	ROAD
RR	RAILROAD
SO	SOUTH
SP	SOUTHERN PACIFIC
ST	STREET
TPL	TRIPLE
UP	UNDERPASS/UNION PACIFIC
W	WEST
WC	WASHINGTON CENTRAL
XBUCKS	CROSS BUCKS
XING	CROSSING

SEATTLE SUBDIVISION
SEATTLE - VANCOUVER, WA



PACIFIC DIVISION

PLT DATE: 7-13-93

PACIFIC DIVISION – SEATTLE SUBDIVISION

PA–4 LS–52 (1)

1ST TRACK CONSTRUCTED 1908–WILLBRIDGE TO MP 10.21
2ND TRACK CONSTRUCTED 1908–WILLBRIDGE TO MP 10.62

SEATTLE →

FALLBRIDGE SUB.

LS 47

← VANCOUVER

SEATTLE SUB.

LS 52

CONSTRUCTED 1902

PORTLAND DIVISION

PACIFIC DIVISION

MP 136.48 = MP 9.85

BRIDGES

.30 BR 5.1W,1E DECK, TPDT; TRT (DS) 1,767' WILLAMETTE RIVER

.74 BR 5.7W,7E 101778F 2 DP5,TPCT 1,137' MC CORMICK RD

.80 BR 5.8 STEEL OH 337' WILLAMITTE BLVD 10177PM

.17 BR 6.2W,2E OH 101780C STEEL OH 337', LOMBARD ST

.69 BR 6.7W,7E UP 101781N STEEL OH 157' FESSENDEN ST

.91 BR 6.9W,9E UP 101782V WALKER ST

.05 BR 7.0 W,E,A,B UPRR – IB 37'

.43 BR 7.4W,4E 101785R 2 DP5,TPCT 306' COLUMBIA SLOUGH

.54 BR 8.5W,5E 101788L 5 WF 119' ROAD & U.P.RR

.78 BR 8.8E,8W 9 TPCT(OTS) 1,528' OREGON SLOUGH

.61 BR 9.6W,6E 10 TPCT(OTS)2,808' COLUMBIA RIVER

.57 OH PUB ROAD DOT# 28TH ST

.46 BR 133+2420' 105', OH PUB ROAD FRUIT VALLEY RD

GRADE

0.50 0.00 0.06 0.00 0.00 0.00 0.25 0.10 64.81 0.00 0.04 0.00 0.05 64.0 0.00 0.12 0.01 0.07 64.54 0.00 0.08 0.00 64.50 0.00 0.06 0.00 0.05

69.54

MILEPOST

255+25 | 5 | 202+45.2 | 149+65.2 | 95+76.6 | 43+96.5 | 0+00 Ω 0+00 | 0+90.7 Ω 7078+69.4 | 7053+48.4 | 7000+68.4 | 135 | 6947+88.4 | 6895+08.4 | 6842+28.4 | 6789+48.4 | 6736+88.4 | 130

SIGNALS

INTLK | 7–C11 | ABS | CTC 1968 | 2–C11 | 4–C20 | CTC 1968

SPEED

P30 F30 | P70 F50 | P35 F35 | P70 F50 | P30 F30 | P35 F35 | P35 F35 | P70 F60 | P75 F60

TRACK

TRACK 1

TRACK 2

CAP 3039'

UP RR

EAST ST. JOHNS
MP 7.0

NORTH PORTLAND JCT.
MP 8.1

MULTNOMAH CO.

CLARK CO.

OREGON

WASHINGTON

TO PASCO

VANCOUVER*
MP 136.6/9.9

TO RYE

RYE JCT
MP 133.0

VANCOUVER JUNCTION NORTH
MP 132.5

CURVES

C–8 0–30'

ALIGNMENT TRACK 1

C–136 4–00' | C–134 0–30' | C–133 2–00' | C–132 2–00' | C–131A 2–00' | C–131 1–00' | C–130 1–00'

RAIL

132–85 | 115–52 | 115SH–88 | 132–89 | 115–52 | 112SH–90 | 115–50 | 132–80 | 115–50 | 112SH–90 | 115–50

132–79 | 115–52 | 115SH–88 | 132–89 | 115–52 | 112SH–90 | 115–50 | 132–75 | 132–80 | 115–50

132–87 | 132–64 | 132–83 | 132–63 | 132–56 | 132–56 | 132–79 | 132–64 | 132–84 | 132–80 | 132–64 | 132–82 | 132–64

132–79 | 132–58 | 136–93 | 132–80 | 136–93 | 132–84

132–60

TIES

TRK 1 85 | 85 | 83 | 89 | (54,600 TOTAL – BOTH TRACKS) | TIES TRK 1 89

TRK 2 85 | 85 | 83 | 89 | (54,600 TOTAL – BOTH TRACKS) | TIES TRK 2 89

SURFACE

TRK 1 | 80 | 80 | 83 | SURF TRK 1 83

TRK 2 | 80 | 80 | 83 | SURF TRK 2 83

05–01–93 P0520401

PACIFIC DIVISION – SEATTLE SUBDIVISION

PA–4 LS–52 (2)

CONSTRUCTED 1902 | SEATTLE → | ← VANCOUVER | CONSTRUCTED 1902

.60 BR 128W & 128E WF, DPG 135', SALMON CREEK

.88 BR 125W &125E RCT 48' PUB UP DOT#

.46 BR 124W & 124E 2–IB, IB, DPG 135', PVT UP DOT#

.52 OH PVT XING 092430M PEDESTRIAN BRIDGE

.17 BR 119W & 119E TRT (DTS) TRT, DS(DTS) 808' LEWIS RIV PVT UP 092433H, 092432B

6736+68.4 | 6683+88.4 | 6631+07.9 | 6578+28.4 | 6525+48.4 | 6472+68.4 | 6419+88.4 | 6367+01 | 6314+28.4 | 6261+49 | 6208+68.4 | 6155+88.4 | 6103+08.4 | 6050+28.4 | 5997+48.4 | 5944+67.8

130 | 125 | 120 | 115

TEST MILE

CTC 1968 | CTC 1968

4–C20

P75 F60 | P70 F60 | P70 F60 | P35 F35 | P70 F60 | P70 F60 | P75 F60

TRACK 1 | TRACK 2

UP RR

RIDGEFIELD SOUTH
MP 123.68

RIDGEFIELD *
MP 122.00

WOODLAND
MP 116.57

CAP 4700'

CAP 14,700'

CLARK CO
COWLITZ CO

C–130 1–00' | C–129 0–30' | C–128 0–30' | C–127 0–20' | C–126 2–00' | C–125A 1–00' | C–125 1–10' | C–124 2–00' | C–123A 1–40' | C–123 2–00' | C–122 2–00' | C–121 0–30' | C–120A 2–00' | C–120 2–00' | C–119B 1–00' | C–119A 0–26' | C–119 1–08'

ALIGNMENT TRACK 1

ALIGNMENT TRACK 2

TIES TRK 1 89

TIES TRK 2 89

SURF TRK 1 83

SURF TRK 2 83

05–01–93 P0320402

CONSTRUCTED 1902 | SEATTLE → | ← VANCOUVER | CONSTRUCTED 1871

.88 BR 114.9W & 114.9E DPG 52', I–5 ACCESS UP 092438S
.81 BR 114.8W & 114.8E DPG 51' I–5 SBND/DIKE RD UP 092439Y
.79 OH HWY DOT#
.47 OH HWY 092442G I–15 SOUTHBOUND LANES ONLY
.80 OH PUB XING 092447R PEDESTRIAN WALKWAY
ELEV 48.24 / 49.33
.81 OH PUB XING 092449E OAK STREET
1.35 BR 105W & 105E 3–DPG, TRT(DTS) 344' KALAMA RIVER PVT UP 092451F
.16 OH PUB XING DOT #
ELEV 52.60 / 52.44
.15 BR 102W & 102E 4–RCT 118' 118' OWL CREEK
.63 BR 101W & 101E, BR 101A & 101B 3–PT 44' PVT UP 092453U
.27 OH PUB XING 092455H SR432
.15 BR 100W & 100E TRT(DTS) 160' COWEMAN RIVER

5944+67.8 | 115 | 5891+87.8 | 5839+08.4 | TEST MILE | 5786+28.4 | 5733+37.5 | 5680+75.0 | 110 | 5627+82.0 | 5575+02 | 5523+17.3 / 5515+89.3 | 5471+09.2 | 5418+50 | 5365+48.2 | 105 | 5331+77.2 / 5331+52.8 | 5312+68.2 | 5259+88.2 | 5207+07.9 | 5153+30.0 | 5101+48.2 | 100

DE DET HB DET | CTC 1968 | 4–C20 | CTC 1968 | 4–C20 C15

P75 F60 P70 F60 | P75 F60 | P75 F60 P70 F60 | P70 F60 P70 F50 | P75 F60 | P75 F60 | P75 F60 P75 F50 | P75 F60 P60 F40

.71 6" CA 105' .43 24" RCP 8' & 24" CIP 36' .34 24" CIP 76' & 24" RCP 8' .06 24" RCP 72'
.76 36" CIP 164' .59 24" CIP 123' .52 18" CIP 36' .40 12" RCP 46' .20 36" CIP 108' .18 12" CA 82' .03 24" CIP 120'
.89 24" CIP 112' .71 24" CIP 48' & 30" RCP 8' .65 24" RCP 40' .57 24" CIP 48' .52 18" CIP 90' .41 18" RCP 53' .20 7" CA 64' .06 12" CIP 43' .00 24" RCP 8' & 24" CIP 43'
.94 24" CIP 51' .81 18" CIP 60' .64 8" CA 73'
.87 PT SW #20 .80 PT SW #20 .79 PT SW #20 .78 6" CA 120' .72 PT SW #20
.99 24" CIP 83' .69 6" CA 96' .68 PT SW #11 .60 PUB XING 092448J SIGS & GATES TOTEFF ROAD .42 PT SW #11 .36 18" CIP 121'
.81 PT SW #11 .71 PT SW #11 .69 24" CIP 167' .19 36" CIP 96'
.66 30" CIP 115' & 36" RCP 115' .49 DEPOT .42 PT SW #11 .40 12" CMP 36' .18 PT SW #11 PVT XING 0244BK XBUCKS, KINGWOOD ST .17 36" RCP 74'
.93 24" CMP .82 PT SW #11 PT SW #11 .75 PT SW #11 .71 PT SW #11
.96 2–48" CMP .90 PT SW #11 .72 PT SW #11 TO PEAVEY LOOP TRACKS .03 72" MPP 80'
.54 48" CMP 70' .20 PVT XING DOT# 10'x10' CB 99' .05 24" RCP 117'
.84 36" RCP 200' .62 36" RCP 176' .52 36" RCP 185' .43 36" RCP 173' .33 36" RCP 180' .27 36" RCP 152'
.86 36" RCP 137' .82 114" MPP 110' & 84" MPP 116' .62 PT SW #20 .54 PT SW #20 .53 PT SW #20 .48 PT SW #20 .13 PT SW #15
.42 PT SW #11 .38 PT SW #11
.31 YARD OFFICE .29 PVT XING DOT# .27 PT SW #11 .26 PT SW #11 .22 PT SW #11 TO LONGVIEW

120' 80' | 120' 50' 150' 60' | 120' 60' 120' | 50' 70' | 70' 50' | 35' 100' | 225' 175' | CAP 9382'
TRACK 1 | TRACK 2 | 150' 70' 150' 230'

MP 111 MP 110.80 | KALAMA * MP 107.49 | LONGVIEW JCT. SOUTH MP 102.54 | LONGVIEW JCT. 101.2

C–114 2–00' 0–20' | C–112 1–20' | C–111 1–00' | C–110 1–00' | C–109 1–20' | C–108 2–00' | C–107 0–40' | C–105B 1–00' | C–105A 1–00' | C–105 0–31' | C–104 1–00' | C–103A 1–00' | C–103 1–00' | C–102A 1–45' | C–102 0–26' | C–101 0–48' | C–100A 3–00' | C–100 2–03'

TRACK 1 | ALIGNMENT TRACK 1 | TRACK 2

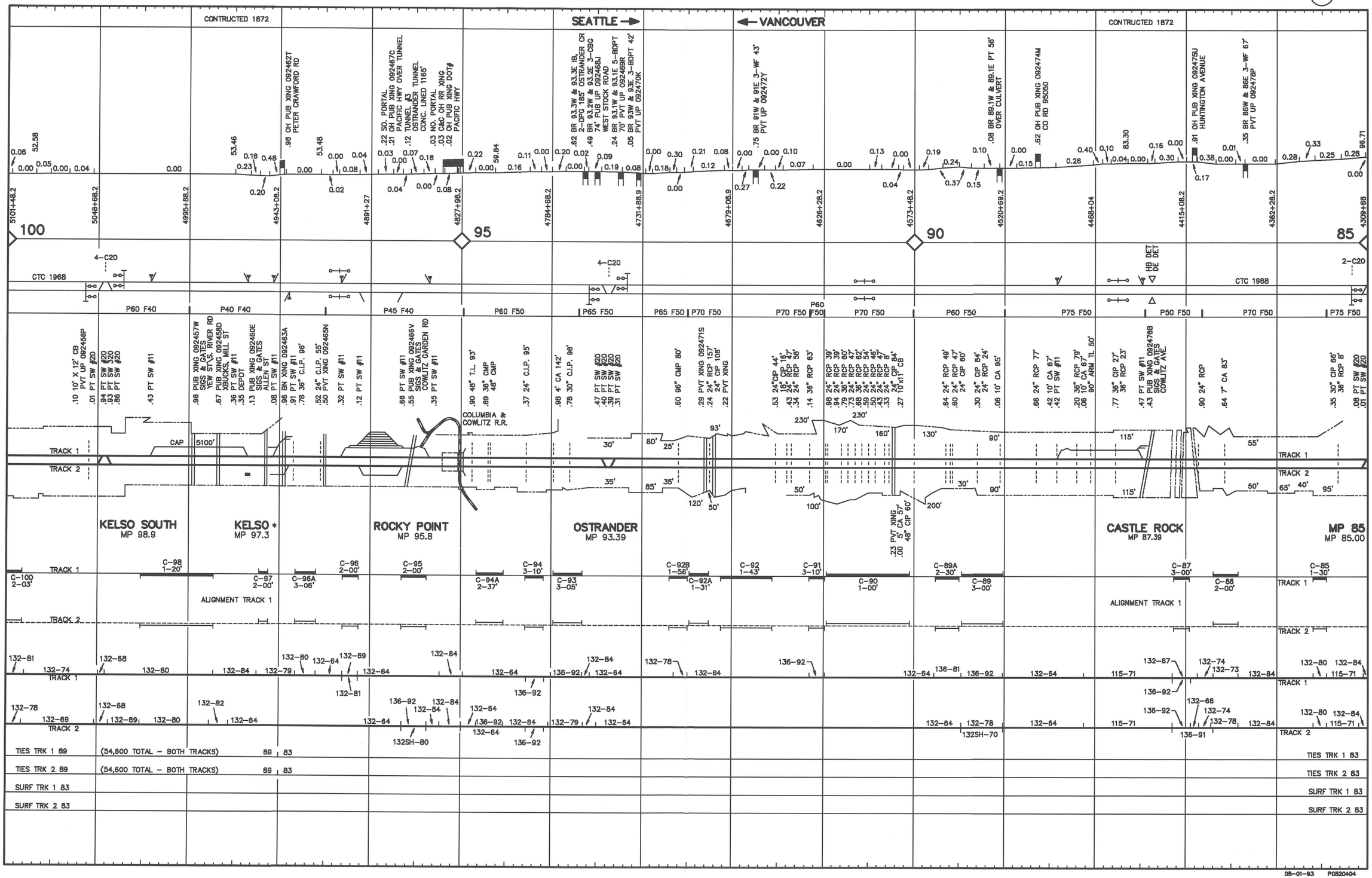
132–80 132–67 132–81 132–81 132–67 | 132–67 | TRACK 1 132–57 | 132–85 132–57 132–57 132–85 132–67 132–67 132–57 132–85 | 132–57 | 136–92 132–57 | 132–57 132–80 | 132–57 | 132–84 | TRACK 1 115–74 | 132–84 132–67 | 132–74 115–71 | 132–81 132–74 136BN–90
132–68 132–81 | 132–68 | TRACK 2 | 132–68 136–92 | 132–67 | 132–68 | 136–92 132–68 | 132–61 132–68 132–80 132–68 | 132–69 | 132–84 | 132–84 132–69 | TRACK 2 115–74 136–92 132–69 132–67 | 132–69 | 132–76 132–63 132–69 136–92

TIES TRK 1 89
TIES TRK 2 89
SURF TRK 1 83
SURF TRK 2 83

05–01–93 P0820403

PACIFIC DIVISION – SEATTLE SUBDIVISION

PA–4 LS–52 (4)



05–01–93 P0820404

PACIFIC DIVISION – SEATTLE SUBDIVISION

PA–4 LS–52 (5)

CONSTRUCTED 1872 — SEATTLE → ← VANCOUVER — CONSTRUCTED 1872

.88 BR 84W & 84E 2–TPG, TPCT(DTS) 346' TOUTLE RIVER

.50 BR 81W & 81E 4–DPG TPCT(DTS) 662' COWLITZ RIVER

.20 DH PUB XING 092483L HWY SR 411

.39 BR 78W & 78E 3–DPG 237' OLEQUA CREEK

.45 BR 70W & 70E 3–DPG 182' OLEQUA CR, PUB UP 094986M STP GR ROAD

4309+68 — 85 — 4256+68.2 — 4203+88.2 — 4151+08.2 — 4098+12 — 4045+48.2 — 80 — 3995+32.4 / 3991+80.3 — 3989+13 — 3939+88.2 — 3887+06.2 — 3852+32.9 / 3852+30.7 — 3834+28.2 — 3828+39.3 / 3828+34.0 — 3781+48.2 — 75 — 3728+80 — 3675+88.2 — 3623+08.2 — 3601+73.2 / 3601+55.7 — 3570+27.0 — 3518+00.0 / 3518+08.2 — 70 — 3517+48.2

TEST MILE

1968 CTC 1969 — 4–C20 — CTC 1969 — 2–C20

P75 F50 | P70 F50 — P70 F50 | P60 F50 | P70 F50 — P70 F50 | P60 F50 — P60 F50 | P75 F50 — P75 F50 | P50 F50 — P50 F50 | P60 F50

.00 PT SW #20
.93 PT SW #20

.92 36" CIP 48'
.80 PUB XING 092479W

.48 7' CA 108'
.29 24" RCP 39'
.04 7' CA 150'

.85 PVT XING 092480R
.72 PVT XING 092481X

.52 48" CMP 94'

.73 36" DBL RCP 158'

.29 PVT XING 092482E
.21 36" RCP 86'
.02 36" RCP 70'

.91 24" RCP 39'
.75 5' CA 184'
.45 PUB XING DOT# XBUCKS, AGREN RD
.41 24" RCP 70'
.34 24" RCP 54'
.23 30" DBL CIP 42'

.84 36" RCP 87' 44'
.95 36" RCP 134' &
.77 24" RCP 46' INSIDE
.59 36" RCP 80'
.52 24" CIP 78'
.35 24" CIP 42'
.22 24" RCP 54'
.16 24" RCP 39'
.00 COUNTY LINE
.06 24" RCP 55'
.00 24" RCP 82'

.78 6' CA 62'
.63 24" RCP

.83 PUB XING 092484T SIGS & GATES 7TH ST/SR 506
.75 PT SW #11
.73 36" CIP 60' &
36" RCP 16'
.48 3'x6" RTB 54' &
20" RCP 5'
.16 PT SW #20
.08 PT SW #20
.07 PT SW #20
.00 PT SW #20

.95 PVT XING 092486G
XBUCKS
.86 24" RCP 59'

.72 PT SW #11
7' CA 94'

.36 36" CIP 54'
.15 24" CIP 47'
.06 24" CIP 47'

.90 24" CIP 48'

.65 24" CIP 116'
.55 24" RCP 39'

.44 2–4'x5' RTB 34'
.29 24" CIP 43' &
24" RCP 8'

.06 24" CIP

.95 24" RCP 39'
.89 24" CIP 43'
.73 24" RCP 35'
.67 24" RCP 44'
.66 PUB XING 092488V SIGS & GATES FERRIER ST

.48 42" CIP 80'
.34 24" CIP 49'

.01 PVT XING 092489C

.92 8'X10' CA 39'

.58 24" CIP 74'
.48 PVT XING 092490W

.26 24" CIP 56' &
24" RCP 9'
.12 24" RCP 41'
.02 24" CIP 44'

.94 36" RCP 90'

.78 24" CIP 63'
.68 24" RCP 41'

.28 54" CIP 84'
.46 CMP 46'
.10 PUB XING 092491O SIGS, GATES CAMPBELL ST

.44 PUB XING 092493S SIGS & GATES WALNUT ST/SR 603
.41 24" RCP 70'

.32 DEPOT
.29 PUB XING 092494Y SIGS, GATES FIR ST
.29 PT SW #11

.95 36" RCP 81'

.73 PT SW #11
.58 24" RCP 85'

TRACK 1
TRACK 2

C–83 2–30' — C–82A 1–00' — C–82 2–32' — C–81A 3–00' — C–81 1–30' 1–36' — C–80 1–00' — C–79B 1–30' — C–79A 3–02' — C–79 3–11' — C–78A 3–12' — C–78 3–02' — C–76A 1–01' — C–76 1–00' — C–75A 1–31' — C–75 1–10' — C–73 0–30' — C–72 0–30' — C–71A 2–00' — C–71 2–00' — C–70A 3–28' — C–70 2–42' 2–30' 1–20'

ALIGNMENT TRACK 1

340' 220' 90' 70' 115' 120' 270' 170' 90' 40' 70' 90' 230' 50' 135' 150' 300' 100' 400' 195' 180' 190' 110' 80' 200' 50' 30'

COWLITZ CO — LEWIS CO

VADER
MP 77.08

CAP 4999'

.93 24" VTP 66'

.27 24" CIP 86' &
24" RCP 54'
.20 24" CMP 54'
.18 36" RCP 113'
.09 36" RCP 48'

WINLOCK
MP 71.35

132–84 115–71 TRACK 1 — 115–71 136–92 132–76 — 132–85 — 132–76 136–90 — 136–92 132–78 — 132SH–87 — 132–83 — 132–80 — 132–73 136–91 — 132–86 — 136–91 132–82 — 132–86 136–90 — 132–68 136–92 — 132P–74 — 132–58 — 132–67 132–58 — 132–58 — 136–93 — TRACK 1 — 132–58 — 132–80 132–72 — 132–83 132–58 — 132–58 136–92 — 132SH–82 132–58

132–84 115–71 TRACK 2 — 115–71 136–91 132–76 — 132–82 — 132–76 136–92 — 132–74 136–91 — 132SH–87 — 132–78 — 132–78 — 132–73 136–92 132–82 — 136–91 — 136–92 136–90 — 132–68 — 132–80 — 136–92 132–84 — 132–58 — 136–90 — 132–67 — 132–83 132–67 — 132–67 — TRACK 2 — 132–67 — 132–67 132–82 — 132–82 132–67 — 136–93 — 132–82 132–67 — 132SH–82 132–67

TIES TRK 1 83 — 83 — TIES TRK 1 83
TIES TRK 2 83 — 83 — TIES TRK 2 83
SURF TRK 1 83 — 83 — SURF TRK 1 83
SURF TRK 2 83 — 83 — SURF TRK 2 83

05–01–93 P0820405

CONSTRUCTED 1872 | SEATTLE → | ← VANCOUVER | CONSTRUCTED 1872

.19 BR 68W & 68E 3–PT 56' PUB UP 092500A AMTRIM ROAD

.71 OH PUB XING 092507X I–5
.65 BR 56W & 58E PT 222' DILLINGBAUGH CREEK

.49 BR 59W & 58E 2–TPG (DTS) 206', NEWAUKUM RIV

.16 OH PUB XING 092513B I–5 ACCESS

.86 BR 55W & 55E 4–WF 121' SALZER CREEK

3517+48.2 | 3464+72.0 | 3411+88.2 | 3359+08.2 | 3308+27.8 | 3253+48.2 | 3200+68.2 | 3147+88.2 | 3095+08.2 | 3042+28.2 | 2989+48.2 | 2936+68.2 | 2883+88.7 | 2831+08.2 | 2779+21 | 2725+48.2

70 | 65 | 60 | 55

CTC 1969 | CTC 1970 | 4–C20 | 2–C20 C11 2–C20 | DE DET HB DET | CTC 1970 | 4–C20

P60 F50 | P75 F50 | P50 F50 | P60 F50 | P60 F50 | P75 F50 | P75 F50 | P65 F40 | P50 F40 | P65 F40 | P40 F40

.74 PUB XING 092497U SIGS & GATES HAWKINS RD
.72 36" CIP 60'
.47 36" RCP 78'
.38 24" CIP 56'
.24 PVT XING 092498B
.08 24" CIP 84'

.80 PVT XING 092499H
.78 24" CIP 106'

.82 24" RCP 99'

.28 PUB XING 092501G SIGS & GATES AVERY RD
.04 24" CIP 72'
24" RCP 8'

.73 4' CA 134'
.38 PT SW #20
.30 PT SW #20
.22 PT SW #20
.19 7' CA 122'
.10 PUB XING 92502N, SIGS & GATES, JORDAN RD
.08 PT SW #11

.34 2–30" CIP 86'
.23 30" CIP 127'
.09 PT SW #11
.07 PT SW #11
.06 PUB XING 092504C, SIGS & GATES, WASHINGTON ST
.05 12" CMP 70'

.23 36" CMP 210'

.92 48"ARM TL 132'
.71 36" CIP 118'
.62 PUB XING 092505J SIGS & GATES SOMERVILLE RD
.58 36" RCP 140'
.18 36" CIP 120'
.03 36" RCP 154'

.63 24" CIP 60'
24" RCP 16'
.46 6' CA 200'
48" RCP 31'
.20 24" CIP 60'

.98 36" RCP 79'
.91 24" CIP 7'
18" YPP 29'
24" RCP 8'
.85 24" RCP 47'
.77 24" CIP 69'
24" CIP 51'
.57 24" CIP 120'
.42 24" RCP 24'
.31 24" CIP 92'

.80 24" CIP 80'
.78 24" CIP 103'
.55 PUB XING 092508R SIGS & GATES ROGERS RD
.54 24" RCP 8'
24" RCP 47'
.49 24" RCP 47'
.26 24" RCP 47'

.93 48" CIP 90' &
21" RCP 27'

.04 PT SW #11

.83 PT SW #20
.75 PT SW #20
.72 PT SW #11
.60 PT SW #20
.53 PT SW #11
.15 PT SW #11
.02 PT SW #11
.01 PUB XING 092509E, SIGS & GATES, MAIN ST

.93 PUB XING 092510F, SIGS & GATES, CENTER ST
.88 PUB XING 092511M, SIGS & GATES, PRINDLE ST
.87 PT SW #11
.65 PUB XING 092512U, SIGS & GATES, WEST ST
.54 PT SW #11
.10 20" CIP 49'
.05 PT SW #11
.02 PT SW #11

.89 24" CIP 57'

.55 48" CIP 46' &
48" RCP 7'

.78 PT SW #20
.70 PT SW #20
.63 PT SW #20

.18 PUB XING 092514H SIGS & GATES FLORAL AVE

220' | 120' | 30' | TRACK 1 | TRACK 2 | 170' | 90' | 440'

225' | 225' | 250' | 190' | 140' | 290' | 190' | 350' | 200' | 40' | 180' | 40' | TO SOUTH BEND | 190' | 180' | TRACK 1 | 50' | TRACK 2 | 50'

180' | 90' | 480' | 195' | 240' | 270' | 190' | 360' | 90' | 50' | 200' | 350' | SEE CHEHALIS TERMINAL MAP

.23 24" CIP 91'
24" RCP 16'
.15 24" RCP 40'

NAPAVINE SOUTH MP 66.30 | **NAPAVINE *** MP 65.08 | **CHEHALIS JCT.** MP 58.69 | **CHEHALIS** MP 57.72 | **CENTRALIA SOUTH** MP 55.71

C–69 3–00' | C–67 0–59' | C–65 3–00' | C–63A 1–10' | C–63 3–00' | C–62 3–00' | C–61 1–00' | C–60A 0–30' | C–60 0–42' | C–59 0–30' | C–57 1–00'

TRACK 1 | ALIGNMENT TRACK 1 | TRACK 2

132–58 | 132–78 | 132–72 | 132–58 | 132–67 | 132–58 | 132–58 | 136–92 | 136–93 | 132–67 | 132–67 | 132–82 | 132–67 | 136–92 | 132–84 | 132–83 | 132–67 | 132–67 | 132SH–78 | 132–59 | 132SH–78 | 132–74 | 132–78 | 132–74 | TRACK 1 | 132–69 | 132SH | 132–69 | 132–74 | 132–59

132–67 | 132–85 | 132–67 | 132–67 | 132–67 | 132–67 | 132SH–78 | 136–92 | 132–67 | 132–74 | 132–67 | 136–93 | 132–84 | 132–75 | 132–82 | 115–51 | 115–51 | 115–48 | 132SH–78 | 115–48 | 132–85 | 115–48 | 132–67 | 132–74 | 132–78 | 132–59 | 115–48 | TRACK 2 | 132B–69 | 132–69 | 115–48

132–69

TIES TRK 1 83 | 83 | 1992 – 800/MILE TRACK 1 – MP 17 TO MP 58 | TIES TRK 1

TIES TRK 2 83 | 83 | 1992 – 800/MILE TRACK 2 – MP 21 TO MP 58 | TIES TRK 2

SURF TRK 1 83 | 83 87 | SURF TRK 1 87

SURF TRK 2 83 | SURF TRK 2 83

05–01–93 P0520406

PACIFIC DIVISION – SEATTLE SUBDIVISION

PA-4 LS-52 (7)

CONSTUCTED 1872 | SEATTLE → | ←VANCOUVER | CONSTUCTED 1872 | CONSTUCTED 1913

55 | 50 | 45 | 40

CTC 1970 | CTC 1970 CTC 1989 | CTC 1989

P40 F40 | P65 F50 | P75 F50 | P75 F50 | P60 F50 | P65 F50 | P65 F50 P75 F50 | P75 F50 F50 P75 F50 | P70

TRACK 1 | TRACK 2

CAP 6400'

CENTRALIA * MP 54.01

CENTRALIA NORTH MP 52.43

TO CENTRALIA STEAM PLANT

THURSTON CO LEWIS CO

WABASH MP 49.51

BUCODA MP 46.7

TENINO MP 43.5

ALIGNMENT TRACK 1

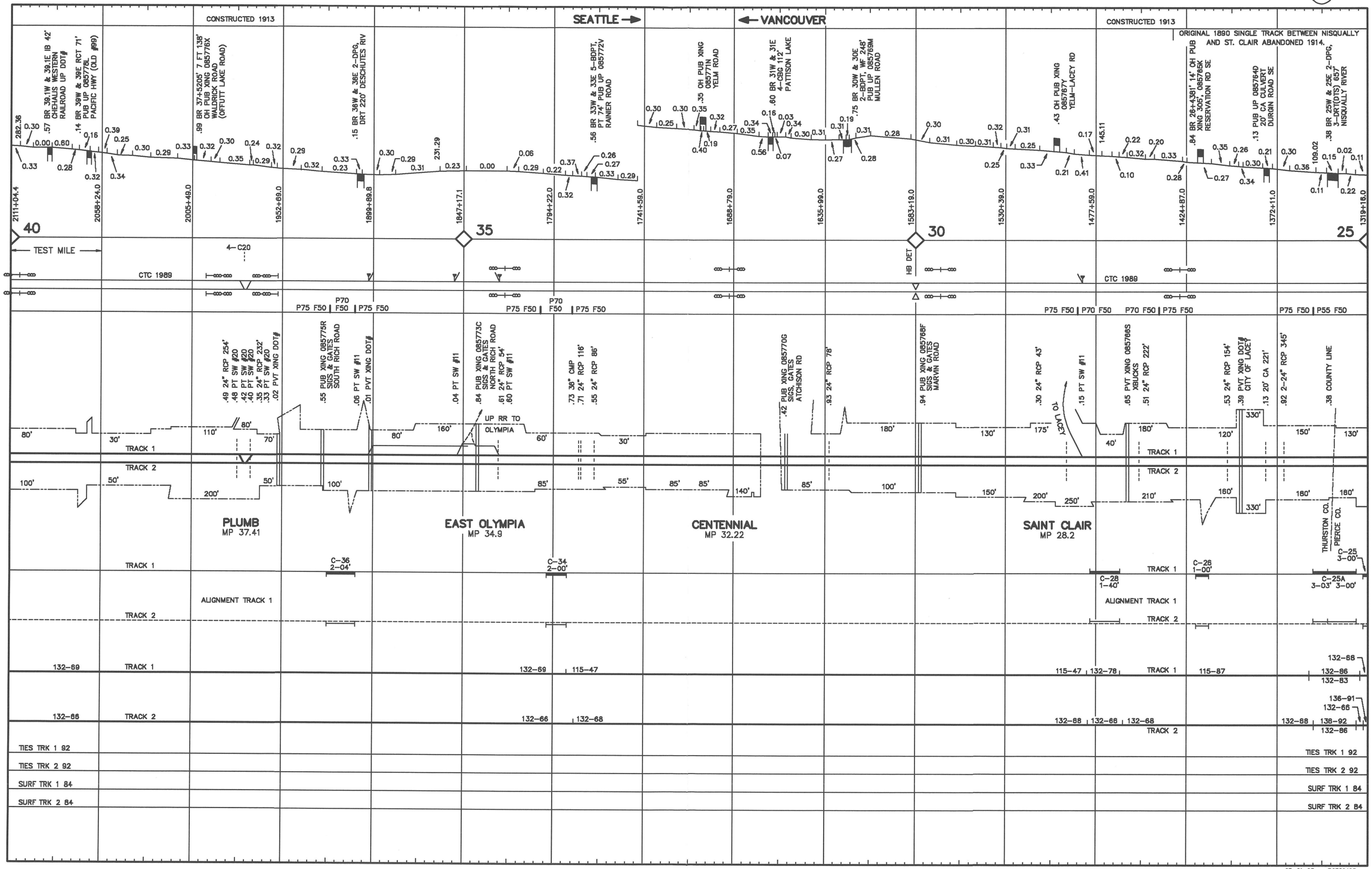
TIES TRK 1 92

TIES TRK 2 92

SURF TRK 1 87 | 84

SURF TRK 2 83 | 84

05-01-93 P0520407



05–01–93 P0520408

CONSTRUCTED 1914 | SEATTLE → | ← VANCOUVER | CONSTRUCTED 1914

.29 OH PUB XING OLD PACIFIC HWY 085763W

.99 BR 23.1W & 23.1E 3–DPG 212' PUB UP I–5 085762P

.90 BR 23.47W & 23.47E DPG 75' I–5 UP 085761H

.55 BR 23W & 23E 5–SB 78' PUB UP 085760B MOUNTS ROAD

.37 BR 23+1916' 7–PT 110' PVT OH XING 085759G

.73 BR 16W & 16E PT 219' CLIFF AVE WATERWAY

.21 BR 16+1073' PUB XING CHAMPION ST OH PED XING TO MARINA 085757T

.90 BR 15.1W & 15.1E 8–CBG, WF 262' 5TH ST WATERWAY

.70 BR 15W & 15E 3PT 45' PUB UP 085756L BOAT LAUNCH

.25 BR 14W & 14E 2–DPG(SH) 2–WF, PRT, DS(DTS) 238' CHAMBERS CR WATERWAY

.97 BR 13.1W & 13.1E PT 15' UNDER TRK CONVEYOR

.20 OH CONVEYOR

.43 OH PUB XING 085744S DAY ISLAND BRIDGE

1319+16.0 | 1266+44.0 | 1213+64.0 | 1160+87.0 | 1108+07.0 | 1055+31.0 | 1002+57.0 | 949+71.0 | 896+91.0 | 844+24.0 | 791+44.0 | 738+99.0 | 686+49.0 | 633+78.0 | 580+80.1 | 527+93.0

25 | 20 | TEST MILE | 15 | 10

4–C20, 1–C11 | CTC 1989 | HB DET | CTC 1989 | CTC 1988 | 4–C20 | DE DET | CTC 1988

P55 F50 | P60 F50 | P60 F50 | P70 F50 | P70 F50 | P60 F50 | P60 F50 | P50 F50 | P50 F50 | P30 F30 | P60 F50 | P60 F50 | P70 F50 | P70 F50 | P60 F50 | P35 F35

.77 PT SW #20
.70 PT SW #20
.70 PT SW #11
.69 PT SW #20
.62 PT SW #20
.48 24" RCP 101'
.38 24" RCP 63'
.31 6'x6' RCP 54'
24" RCP 55'
.09 24" RCP 39'
.06 15" CMP 80'

.71 6' CA 242'
.43 24" RCP 40'
.27 24" RCP 31'
.05 36" RCP 47'
36" CMP 82'
.01 4'x4' RCP 5'
36" CMP 61'
4'x4' DB 5'

.83 24" RCP 39'
.78 24" RCP 39'
.70 36" RCP 154'
.59 24" RCP 115'
.52 24" RCP 47'
.47 24" RCP 139'
.41 24" RCP 278'
.34 24" RCP 39'
.29 24" RCP 47'
.23 24" RCP 77'
.23 36" RCP 72'
.03 CIP 162'
36" RCP 15'

.88 5'x5' CB 180'
.66 24" RCP 61'
.14 24" RCP 146'
.11 2'x3' CB 87'

.38 24" RCP 115'

.67 24" RCP 38'
.63 24" RCP 38'
.59 6'x6' CB 38'
.58 PUB XING 085758A SIGS & GATES KETRON–SOLO PT
.44 36" RCP 4'
36" RCP 162'
.37 24" SW #11
.31 24" RCP 139'
.17 24" RCP 92'

.88 24" RCP 54'
.81 36" RCP 69'
.74 24" RCP 148'
.67 36" RCP 123'
.59 36" RCP 77'
.49 36" RCP 69'
.44 24" RCP 92'
.33 36" RCP 77'
.29 24" RCP 73'
.20 36" RCP 72'
.12 24" RCP 54'
.06 24" RCP 77'
.00 36" RCP 54'

.89 24" RCP 47'
.84 24" RCP 39'

.60 24" RCP 47'
.55 12" RCP 42'

.37 24" RCP 92'
.23 24" RCP 92'
.15 24" RCP 147'
.13 12"x 12" WB 60'

.72 PUB XING 085755E SIGS & GATES
36" RCP 170'
.68 36" RCP 170'
.65 DEPOT
.57 24" RCP 112'
.52 PT SW #11
.41 24" RCP 39'
.32 24" RCP 108'
.23 36" RCP 61'
.10 24" RCP 55'
.02 24" RCP 131'

.94 PVT XING 085754X

.44 PT SW #11

.98 PVT XING 085751C GRAVEL CENTER
.54 36" RCP 71'
.49 PT SW #20
.44 PT SW #11

.09 PVT XING 085749B

.93 24" RCP 77'
.79 PT SW #11
.68 6'x6' RCP 42'
.44 24" RCP 48'
.36 24" RCP 173'
.20 10" WP 13'
.17 24" RCP 47'
.12 24" RCP 47'
.05 24" RCP 47'

.94 085748U 4–PVT
.91 085747N PED
.88 085746F XINGS
.84 085745Y
.76 24" RCP 47'
.70 24" RCP 84'
.59 24" RCP 78'
.49 24" RCP 47'
.41 24" RCP 46'
.32 48" CMP 46'
.23 24" RCP 154'
.17 36" RCP 154'
.00 24" RCP 47'

.87 24" RCP 47'
.73 24" RCP 48'

.38 2–36" RCP 102'
.32 24" RCP 47'
.28 PUB XING 085743K SIGS & GATES SO 19TH ST
.05 2–36" RCP 115'

130' | 80' | 50' | 30' | 40' | 120' | 90' CAP 1608'
TRACK 1

TRACK 2

TO LAKEVIEW

150' | 100' | 210' | 230' | 55' | 40' | 110' | 210' | 110' | 90' | 70' | 60' | 50' | 75' | 50' | 70' | 50' | 30' | 110' | 170' | 130'

.99 24" RCP 46'
.96 24" RCP 39'
24" WB 70'
24" RCP 23'
.92 24" RCP 36'
.77 3'x4' CIP 215'
24" RCP 24'
.74 24" RCP 231'
.69 24" RCP 139'

NISQUALLY *
MP 24.62

.97 24" RCP 47'
.93 36" RCP 100'
36" RCP 72'
.90 10"x12" WB 34'
.86 24" RCP 100'

.83 8'x6' RCP 69'
.81 24" RCP 185'
.79 24" RCP 185'
.71 24" RCP 49'

KETRON
MP 18.4

STEILACOOM *
MP 15.6

WEST TACOMA
MP 14.4

GRAVEL PIONEER CENTER
MP 13.6

PIONEER
MP 13.2

.99 24" RCP 46'
.96 24" RCP 47'
36" WB 36'
.93 10"x12" RCP 52'
.88 24" RCP 55'
.80 24" RCP

TITLOW
MP 10.0

C–25 3–00' | C–24A 3–00' | C–24 3–00' | C–23 TRACK 12–00' | C–22B 3–00' | C–22A 2–00' | C–22 3–00' | C–21A 1–00' | C–21 2–00' | C–20B 1–20' | C–20A 2–00' | C–20 1–20' | C–19B 2–30' | C–19A 2–30' | C–19 3–00' | C–18 3–00' | C–17C 3–00' | C–17B 1–40' | C–17A 2–00' | C–17 3–00' | C–18 1–30' 3–00' | C–15B 2–18' | C–15A 3–00' | C–15 3–00' | C–14A 3–00' | C–14 3–00' | C–13A 2–00' | C–13 2–30' | C–12 1–00' | C–11 1–04' | C–10A 3–00' | C–10 3–00'

ALIGNMENT TRACK 1 | ALIGNMENT TRACK 1

TRACK 1 | TRACK 2

132–68 | 132–83 | 132–68 | 136–92 | 136–92 | 136–90 | 132–68 | 115–87 | 132–68 | 132–85 | 115–87 | 132–68 | 132–85 | 115–87 | 132–66 | 115SH–87 | 132–68 | 132–87 | 132–68 | 132–87 | 132–69 | 132–76 | 132–87 | 136–92 | 132–88 | 132–83 | 132–68 | 136–92 | 132–68 | 132–66 | 132–68 | 132–66 | 132–82 | 132–66 | 132–92 | 132–66

136–91 | 136–81 | 132–69 | 132–66 | 132–85 | 132–66 | 136–91 | 136–90 | 132–66 | 132–85 | 132–66 | 115–87 | 132–69 | 132–85 | 115–87 | 132–66 | 115SH–87 | 132–69 | 136–91 | 136–90 | 132–87 | 132–66 | 132–65 | 132–76 | 132–76 | 136–92 | 132–87 | 136–92 | 132–83 | 132–66 | 136–91 | 132–84 | 132–66 | 136–90 | 132–66 | 136–91 | 132–66 | 136–90 | 132–66 | 132–82 | 132–66 | 132–86 | 136–92

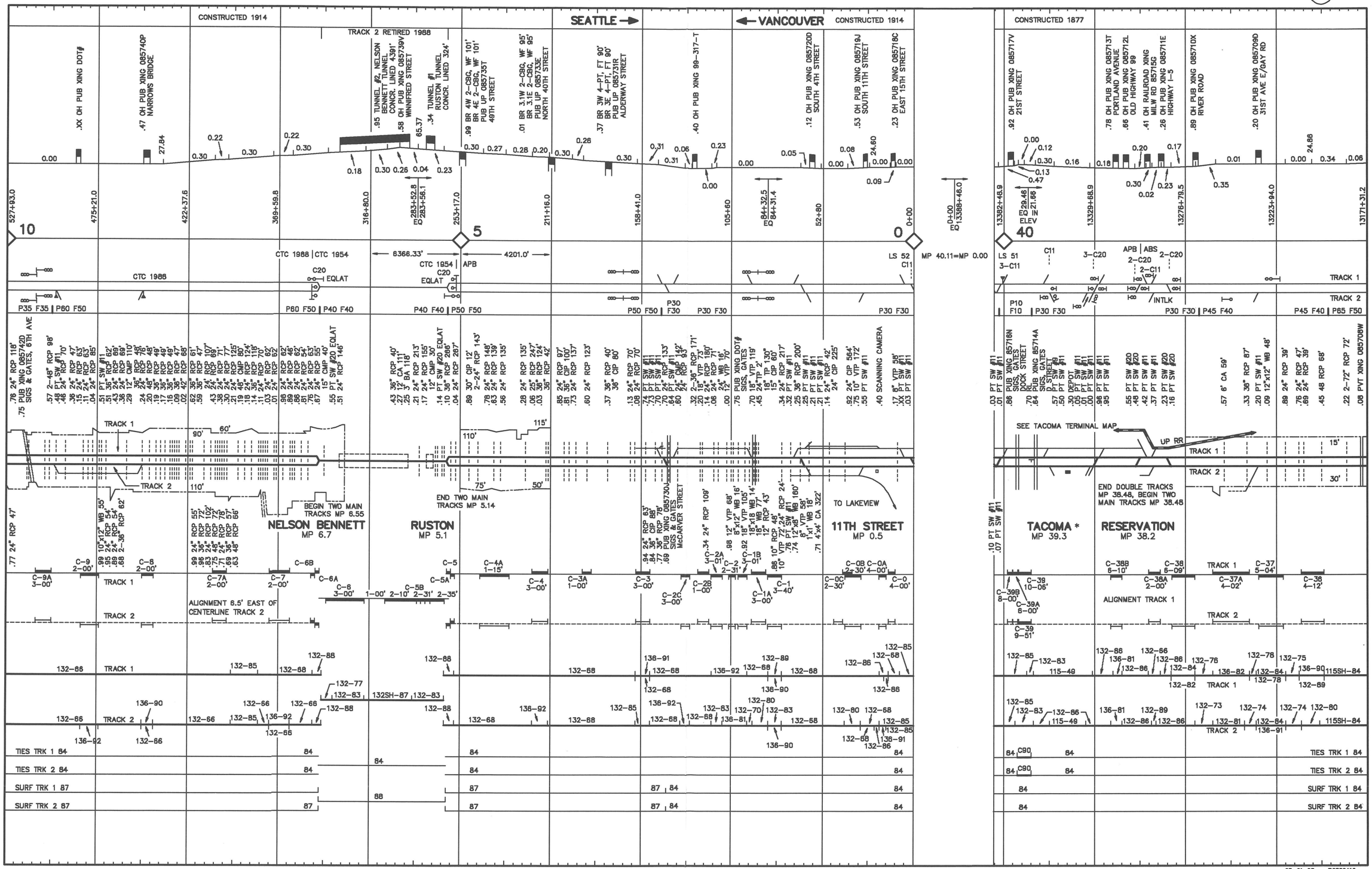
TIES TRK 1 1992 – 800/MILE – TRACK 1 – MP #17 TO MP #58 | TIES TRK 1 84

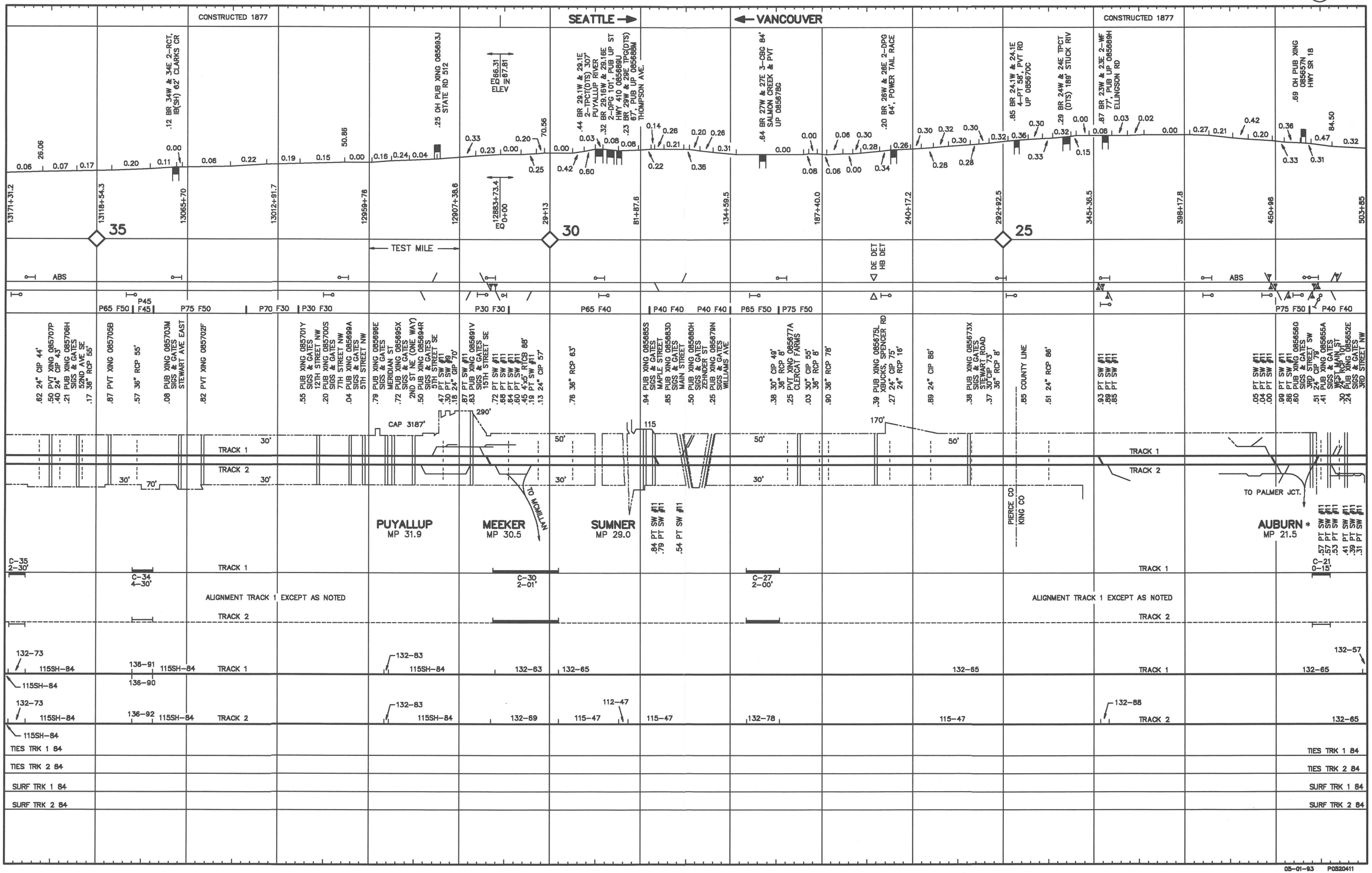
TIES TRK 2 1992 – 800/MILE – TRACK 2 – MP #21 TO MP #58 | TIES TRK 2 84

SURF TRK 1 87 | SURF TRK 1 87

SURF TRK 2 84 | 84 | 87 | SURF TRK 2 87

05–01–93 P0520409


CONSTRUCTED 1914
TRACK 2 RETIRED 1988
SEATTLE →
← VANCOUVER
CONSTRUCTED 1914
CONSTRUCTED 1877
.XX OH PUB XING DOT#
.47 OH PUB XING 085740P NARROWS BRIDGE
.95 TUNNEL #2, NELSON BENNETT TUNNEL CONCR. LINED 4391'
.58 OH PUB XING 085739V WINNIFRED STREET
.34 TUNNEL #1 RUSTON TUNNEL CONCR. LINED 324'
.99 BR 4W 2–CBG, WF 101' BR 4E 2–CBG, WF 101' PUB UP 085735T 49TH STREET
.01 BR 3.1W 2–CBG, WF 95' BR 3.1E 2–CBG, WF 95' PUB UP 085733E NORTH 40TH STREET
.37 BR 3W 4–PT, FT 90' BR 3E 4–PT, FT 90' PUB UP 085731R ALDERWAY STREET
.40 OH PUB XING 99–317–T
.12 OH PUB XING 085720D SOUTH 4TH STREET
.53 OH PUB XING 085719J SOUTH 11TH STREET
.23 OH PUB XING 085718C EAST 15TH STREET
.92 OH PUB XING 085717V 21ST STREET
.78 OH PUB XING 085713T PORTLAND AVENUE
.66 OH PUB XING 085712L OLD HIGHWAY 99
.41 OH RAILROAD XING MILW RD 85715G
.26 OH PUB XING 085711E HIGHWAY I–5
.89 OH PUB XING 085710X RIVER ROAD
.20 OH PUB XING 085709D 31ST AVE E/GAY RD
527+93.0
10
475+21.0
422+37.6
369+59.8
316+80.0
283+52.8
283+56.1
253+17.0
5
211+16.0
158+41.0
105+60
84+32.5
84+31.4
52+80
0+00
0
0+00
13388+46.0
13382+48.9
40
13329+68.9
13276+79.5
13223+94.0
13171+31.2
CTC 1988
CTC 1988 | CTC 1954
CTC 1954 | APB
6366.33'
4201.0'
C20 EQLAT
LS 52 C11
MP 40.11=MP 0.00
LS 51 3–C11
C11
3–C20
APB | ABS
2–C20
2–C11
INTLK
TRACK 1
TRACK 2
P35 F35 | P60 F50
P60 F50 | P40 F40
P40 F40 | P50 F50
P50 F50 | P30 F30
P30 F30
P30 F30
P10 F10 | P30 F30
P30 F30 | P45 F40
P45 F40 | P65 F50
TRACK 1
90'
60'
TRACK 2
110'
BEGIN TWO MAIN TRACKS MP 6.55
NELSON BENNETT
MP 6.7
END TWO MAIN TRACKS MP 5.14
RUSTON
MP 5.1
75'
50'
110'
115'
15'
30'
SEE TACOMA TERMINAL MAP
UP RR
TO LAKEVIEW
11TH STREET
MP 0.5
TACOMA *
MP 39.3
END DOUBLE TRACKS MP 38.48, BEGIN TWO MAIN TRACKS MP 38.48
RESERVATION
MP 38.2
ALIGNMENT 6.5' EAST OF CENTERLINE TRACK 2
ALIGNMENT TRACK 1
C-9 2–00'
C-8 2–00'
C-7 2–00'
C-6B
C-6A
C-6 3–00'
C-5B 1–00' 2–10' 2–31' 2–35'
C-5 C-5A
C-4A 1–15'
C-4 3–00'
C-3A 1–00'
C-3 3–00'
C-2C 3–00'
C-2B 1–00'
C-2A 1–01'
C-2 2–31'
C-1B 3–01'
C-1A 3–00'
C-1 3–40'
C-0B C-0A 2–30' 4–00'
C-0 2–30'
C-0 4–00'
C-9A 3–00'
C-8 2–00'
C-39B 8–00'
C-39A 6–00'
C-39 10–06'
C-39 9–51'
C-38B 6–10'
C-38A 2–00'
C-38 6–09'
C-37A 4–02'
C-37 5–04'
C-36 4–12'
TIES TRK 1 84
TIES TRK 2 84
SURF TRK 1 87
SURF TRK 2 87
05–01–93 P0520410


CONSTRUCTED 1877
SEATTLE →
← VANCOUVER
CONSTRUCTED 1877
35
30
25
TEST MILE
ABS
ABS
TRACK 1
TRACK 2
ALIGNMENT TRACK 1 EXCEPT AS NOTED
ALIGNMENT TRACK 1 EXCEPT AS NOTED
PUYALLUP MP 31.9
MEEKER MP 30.5
SUMNER MP 29.0
AUBURN * MP 21.5
TO MCMILLAN
TO PALMER JCT.
PIERCE CO
KING CO
CAP 3187'
TIES TRK 1 84
TIES TRK 2 84
SURF TRK 1 84
SURF TRK 2 84
05–01–93 P0520411

PACIFIC DIVISION – SEATTLE SUBDIVISION

PA–4 LS–51 (12)

CONSTRUCTED 1883 | SEATTLE → | ← VANCOUVER | CONSTRUCTED 1883 | CONSTRUCTED 1878

.91 OH PUB XING 85651Y
.53 OH PUB XING 85651Y
.73 BR 17.2W &17.2E 5–CTG, TPCT(DTS) 319' GREEN RIVER
.54 BR 17.1W & 17.1E 2–CRS, WF 117' CO RD \ S 256TH ST 08564JF
.37 OH PUB XING 085628D, SR 167
.32 BR 12W, 12S & 12E 3–CTG 88' DRAINAGE CHANNEL
.78 BR 10W & 10E 2–PT, IB 69' PVT UP 085611A, S. 158TH ST
.49 OH PUB XING 85607K, 85609Y I–405
.47 OH PUB XING 085606D, GRADY WAY
.73 BR 9W & 9E DPG, TPG (DTS), FT 212' P–I CHANNEL, OLD BLACK RIV
.50 & .52 OH PUB XING 085600M, HWY I–5
.46 OH PUB XING 085599V SOUTH 129TH STREET
.91 OH PUB XING 085597G S. BOEING ACCESS

558+67.4 | 609+50.2 | 862+34.2 | 715+23.4 | 768+02.8 | 820+85.9 | 873+77 | 926+70.1 | 979+53.4 | 1032+32.7 | 1085+15.5 | 1140+21.5 | 1193+05.6 | 1245+85.9 | 1298+63.8

20 | 15 | 10

TEST MILE

4–C14

ABS | ABS

P75 F40 | P75 F40 | P40 F40 | P65 F50 | P75 F50 | P75 F50 | P55 F45 | P55 F45 | P70 F50

.91 36" RCP 74'
.78 PT SW #11
.69 36" RCP 61'
.53 PT SW #11
.69 60" CMP 60'
.66 PUB XING 085650R SIGS & GATES
.59 PVT XING 085649W XBUCKS
.45 PVT XING 085648P XBUCKS
.16 PUB XING 085647H, SIGS & GATES, 37th
.94 CULVERT
.93 PVT XING 085646B XBUCKS
.73 42" CMP 66'
.26 PT SW #9
.22 PUB XING 085644M SIGS & GATES, SO 277TH STREET
.09 PUB XING – 259th SIGS & GATES
.56 PUB XING 085640K SIGS & GATES, WEST WILLIS ST
.42 PUB XING 085639R SIGS & GATES, TITUS ST
.34 PUB XING 085637C SIGS & GATES, GOWE ST
.31 DEPOT
.29 PUB XING 085635V SIGS & GATES, MEEKER ST
.19 PUB XING 085634S SIGS & GATES, SMITH ST
.98 PT SW #11
.88 PT SW #11
.95 PUB XING 085629K SIGS & GATES, JAMES ST
.87 PT SW #11
.82 PT SW #11
.84 PT SW #11
.22 PT SW #11
.18 PUB XING 085627W SIGS, SO 228TH ST
.06 2–36" RCP 63'
.66 PT SW #11
.19 PUB XING 085625H SIGS, SO 212TH ST
.13 2–48" CMP 117'
.85 24" CIP 56'
.54 24" CIP 56'
24" CP 25'
.45 PT SW #11
.43 PT SW #11
.35 PT SW #11
.85 24" RCP 70'
24" CMP 12'
.48 36" CMP 100'
.32 PT SW #11
.28 PT SW #11
.23 PT SW #11
.15 PUB XING 085613N SIGS, GATES ORILLIA ROAD
.03 PT SW #11
.38 PT SW #11
.34 PT SW #11
.30 PT SW #11
.13 36" CMP 64'
.85 24" RCP 79'
.59 24" RCP 118'
.50 24" RCP 78'
.40 108" MMP 70'
.09 PT SW #14
.08 PT SW #11
.05 PT SW #11
.98 PT SW #14
.96 PT SW #14
.32 24" CIP 178'
24" VP 4'
.09 PT SW #11
.08 PT SW #11
.05 PT SW #11
.88 4' TP 50'
.85 PT SW #11
.54 24" CIP 80'
.27 12" VTP 12'
12" CIP 12'
.06 PT SW #11
.02 PT SW #11
.02 PT SW #11
.96 24" CIP 46'
.75 24" CIP 44'
.67 24" CIP 149'
.73 PT SW #11
.72 PT SW #11
.68 PT SW #11
.88 24" CIP 51'
.29 PT SW #11
.18 24" CIP 50'

SEE SOUTH SEATTLE TERMINAL MAP

50' TRACK 1 | 50' TRACK 2 | 50' TRACK 1 | 35' TRACK 2 | 50' TRACK 1 | 35' TRACK 2 | CAP 5236' | 100' UP RR | 50' TRACK 1 | 80' TRACK 1 | 30' | 50' | 50' TRACK 2 | UP RR | 50' TO RENTON

.52 PT SW #11
.48 PT SW #11
.46 PT SW #11
.25 PT SW #11
.23 36" CMP 32' 5'x3' CB 37'
140'
SEE ORILLIA TERMINAL MAP

THOMAS
MP 18.2

KENT
MP 16.3

ORILLIA
MP 12.2

GLACIER PARK
MP 10.2
TUKWILA
MP 10.0

BLACK RIVER
MP 9.5

SOUTH SEATTLE
MP 7.9

RHODES
MP 6.9

C–16A 1–00' | C–18 1–00' | C–15 0–37' | C–13A 0–30' | C–13 0–30' | C–12B 1–03' | C–12 | C–12A | C–10 3–04' | C–9A 1–03' | C–9 3–10' | C–8A 1–36' | C–8 1–31' | C–7A 0–20' | C–7 1–00' | C–6 0–40'

ALIGNMENT TRACK 1 EXCEPT AS NOTED | ALIGNMENT TRACK 1 EXCEPT AS NOTED

TRACK 1 | TRACK 2 | TRACK 1 | TRACK 2 | TRACK 1 | TRACK 2 | TRACK 1 | TRACK 2 | TRACK 1 | TRACK 2

132–57 | 132–57 | 132–69 | 132–57 | 132–57 | 132–57 | 132–81 | 132–57 | 115–50 | 132–80 | 115B–88 | 132–83 | 115–49 | 132–87 | 115–49

132–65 | 132SH–87 | 132–65 | 132–91 | 132–65 | 132–65 | 132–57 | 132–73 | 115–50 | 132–69 | 132–73 | 115–49 | 132–86 | 115–49

TIES TRK 1 84					84				84						TIES TRK 1 84
TIES TRK 2 84					84				84						TIES TRK 2 84
SURF TRK 1 84					84				84						SURF TRK 1 84
SURF TRK 2 84					84				84						SURF TRK 2 84

05–01–93 P0520412

CONSTRUCTED 1876 | SEATTLE → | ← VANCOUVER | CONSTRUCTED 1876 | PACIFIC DIVISION

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

SURFACE

TRACK 1

TRACK 2

UP RR

UP RR

ARGO MP 3.3

SEATTLE * MP 0.0

NORTH PORTAL MP 1.4

GARFIELD STREET MP 3.3

INTERBAY MP 4.9

23RD STREET MP 5.1

DRAWBRIDGE 4 MP 6.2

BALLARD MP 6.4

MP 7.1

ALIGNMENT CENTERLINE OF TRACKS EXCEPT AS NOTED

ALIGNMENT TRACK 1

TRACK 2

TIES TRK 1 84

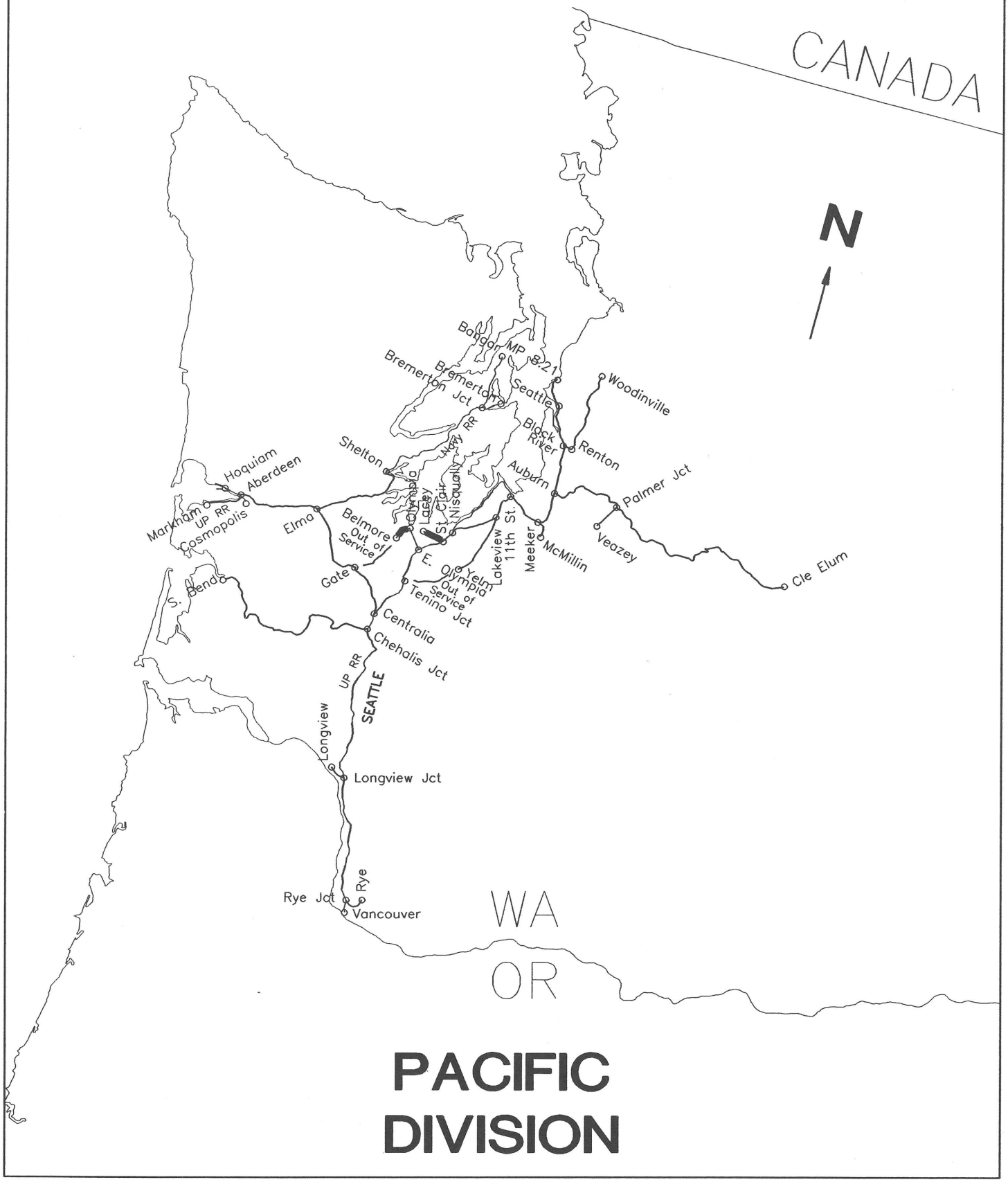
TIES TRK 2 84

SURF TRK 1 84

SURF TRK 2 84

05–01–93 P0320413

SEATTLE SUBDIVISION SPUR
ST CLAIR - LACEY
OLYMPIA - BELMORE



PACIFIC DIVISION

PLT DATE: 7-13-93

PACIFIC DIVISION – SEATTLE SUBDIVISION – OLYMPIA SPUR

SEATTLE SUBDIVISION – LACEY SPUR

PA LS–402 (1)

TRACK CONSTRUCTION

CONSTRUCTED 1891

ST. CLAIR →

← BELMORE

CONSTRUCTED 1890

BRIDGES

.59 BR 15.1 PT 44.6'

.25 BR 15 PT 48.1'

.60 BR 14, PT 75' PUB UP 85276A BELMORE CREEK

.60 BR 11 PT, DPG 75' PERCIVAL CREEK

.26 PUB OH 85270J

.02 PUB OH DOT#

.99 BR 9 PT, TPG 211' DESCHUTES RIVER

.43 WEST PORTAL .33 7TH STREET TUNNEL CONC LINED 100Y' .24 EAST PORTAL

.27 BR 3 PT 31'

GRADE

MILEPOST

1636+97.1 — 15 — 1584+17.1 — 1531+37.1 — 1478+57.1 — 1425+77.1 — 1372+98.2 — 1320+17.1 — 10

1108+97.1 — 5 — 1056+17.1 — 1003+37.1 — 950+57.1 — 2 — 897+77.1

SIGNALS

TWC

YARD LIMITS

SPEED

F10

YARD

.97 PVT XING DOT#
.05 PT SW #9
.72 PT SW #9
.71 PUB XING 85277G 66TH AVE
.70 OUT OF SERVICE WEST
.34 PT SW #9
.97 24" RCP 38'
.96 PT SW #9
.65 PUB XING 85274L XBUCKS, 49TH AVE
.28 PUB XING 85273E XBUCKS, SAPP ROAD
.66 24" RCP 46.4'
.49 PT SW #9
.37 PVT XING 85272X 29TH CT
.36 PT SW #9
.34 36" RCP 31.3'
.67 PUB XING 85271R MOTTMAN RD
.49 PT SW #9
.19 24" RCP 54'
.03 18" RCP 25' &
2'x9'x32' FLUME LT
.82 36" RCP 16'
.67 24" RCP 28.5'
.59 36" RCP 48'
.54 30" TP 34'
.44 24" TP 42'
.40 12" TP 46'
.33 24" TP 57'
.35 36" RCP 61.8'
.24 PT SW #7
.15 PUB XING 85294X SIGS
.00 PT SW #9
.91 PVT XING 85269P
.88 PT SW #9 &
.86 24" RCP 54.5'
.77 PT SW #9 &
24" CIP 48' &
24" RCP 88'
.69 36" RCP 210'
.48 PUB XING 85268H SIGS, COLUMBIA ST
PUB XING 85268U SIGS, 8TH STREET
.73 END OF TRACK
.57 PT SW #9
.34 PUB XING 85256N XBUCKS, FONES RD
.32 PT SW #9
.27 PT SW #9
.01 PVT XING DOT#
.97 OH RR
.89 24" RCP 35'
.72 PT SW #9
.70 PUB XING 85255G SIGS, SLEATER KINNEY RD
.45 PUB XING 85305H SIGS, GATES
GOLF CLUB ROAD
.20 PUB XING 85253T SIGS, GATES
COLLEGE STREET
.95 PUB XING 85252L XBUCKS, RUDDELL RD
.83 PUB XING 85251E XBUCKS, FRANZ ST
.50 PUB XING 85250X SIGS, GATES
CLEARWATER DR SE
.37 PUB XING 85249D SIGS, GATES
LACEY BLVD
.13 PUB XING 85248W SIGS, GATES
CAPITOL BLVD
.09 PT SW #9
.85 PUB XING 85247P XBUCKS
.67 PUB XING 85246H XBUCKS MAYES ROAD
.36 PUB XING 85245B SIGS, GATES MARVIN ROAD

BN RUNS OVER UPRR FROM OLYMPIA TO EAST OLYMPIA ON SEATTLE SUB

TRACK

UPRR

BEGIN BN TRACK

.58 PT SW #9
.08

.64 48" RCP 104'
.73 PT SW #11
.51 PT SW #9
.22 PT SW #9
.02 PT SW #9
.00 PT SW #9

BELMORE MP 15.0

OHM MP 14.0

GRAYSTONE SPUR MP 12.4

OLYMPIA MP 9.54

GEORGIA PACIFIC MP 6.4

LACEY MP 5.0

QUADLOK MP 3.00

CURVES

C–16 1–00'
C–13 2–00'
C–12A 6–06'
C–12 3–30'
C–11B 2–00'
C–11A 4–00'
C–11 2–00'
C–10B 7–00'
C–10C 10–00'
C–10A 2–00'
C–10 4–00'
C–9C 11–00'
C–9B 9–02'
C–9A 15–20'
C–9 11–54'
C–6 4–08'
C–6A 5–10'
C–5 2–06'
C–4A 2–10'
C–4 2–10'
C–3 3–02'
C–2 3–02'

RAIL

100B–57
90B–42
115B–SH
90B–42
112B–52
90B–42
115B–SH–82
132B–SH–78
115B–68
100B–50
115–68
131B
112SH–78
100B
90B–46
100B
112B
90B–46
100B–SH
115B–SH
90B–46
115–SH
90B–46
112–SH
115B–SH
115B–SH
90B–46
90B–46
115–83
90B–46

115# MP 6.33–6.35 THRU XING

112B MP 5.69–5.72 THRU XING

115–90 MP 4.94–4.97 THRU XING

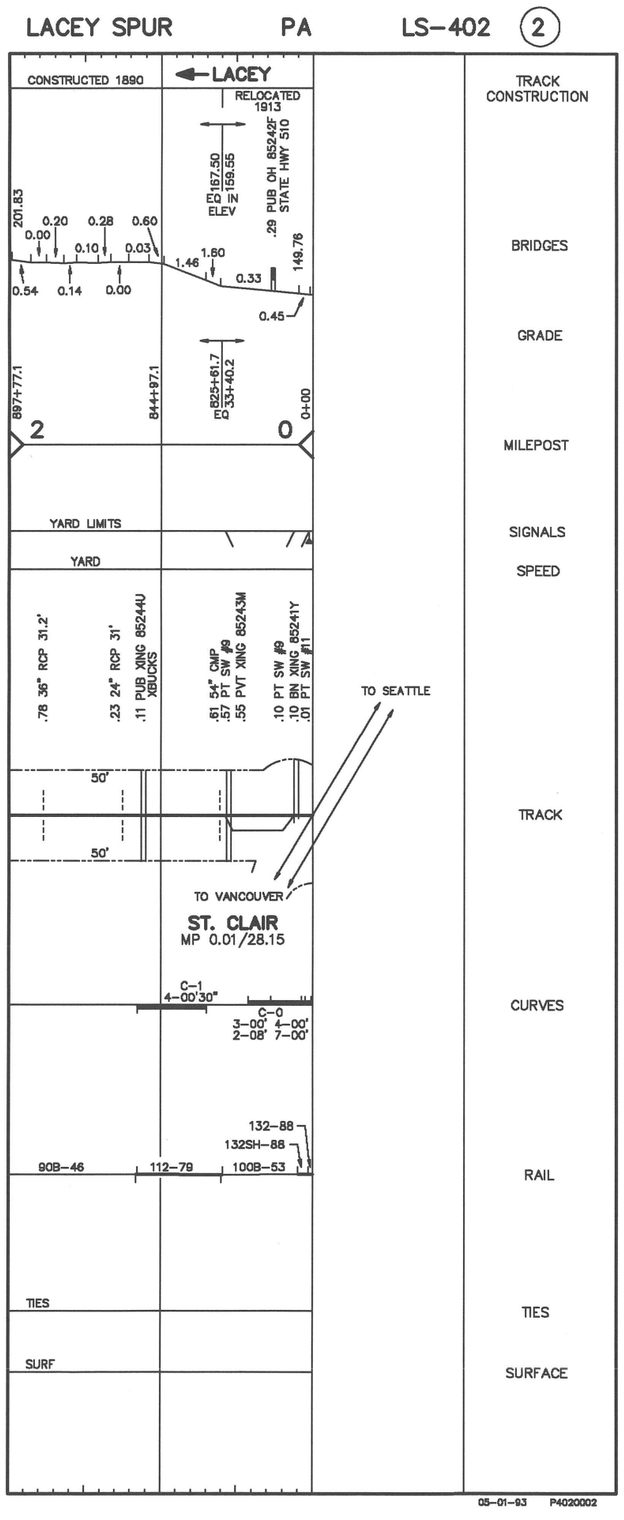
112# MP 4.82–4.84 THRU XING

115B MP 2.34–2.37 THRU XING

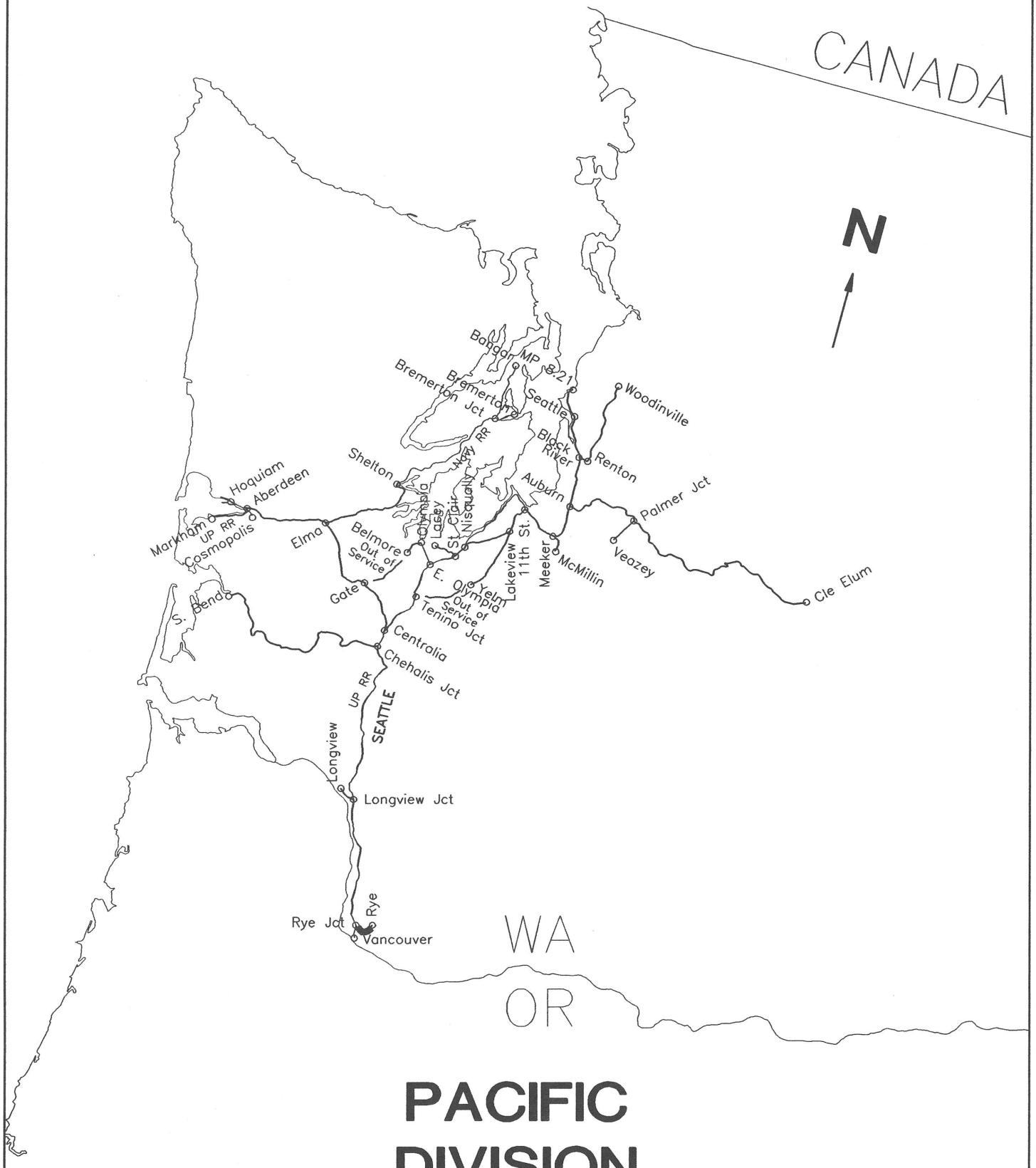
TIES

SURFACE

05–01–93 P4020001


LACEY SPUR
PA
LS-402
2
CONSTRUCTED 1890
LACEY
RELOCATED 1913
TRACK CONSTRUCTION
201.83
0.00
0.20
0.28
0.60
0.10
0.03
1.46
1.60
0.33
149.76
0.45
0.54
0.14
0.00
Δ 167.50
D 10 1/2
ELEV 159.55
.29 PUB OH 85242F
STATE HWY 510
BRIDGES
GRADE
897+77.1
844+97.1
0+00
Δ 33-40.2
625+61.7
2
0
MILEPOST
YARD LIMITS
SIGNALS
YARD
SPEED
.78 36" RCP 31.2'
.23 24" RCP 31'
.11 PUB XING 85244U
XBUCKS
.61 54" CMP
.57 PT SW #9
.55 PVT XING 85243M
.10 PT SW #9
.10 BN XING 85241Y
.01 PT SW #11
TO SEATTLE
50'
50'
TRACK
TO VANCOUVER
ST. CLAIR
MP 0.01/28.15
C-1
4-00'30"
C-0
3-00' 4-00'
2-08' 7-00'
CURVES
132-88
132SH-88
90B-46
112-79
100B-53
RAIL
TIES
TIES
SURF
SURFACE
05-01-93 P4020002

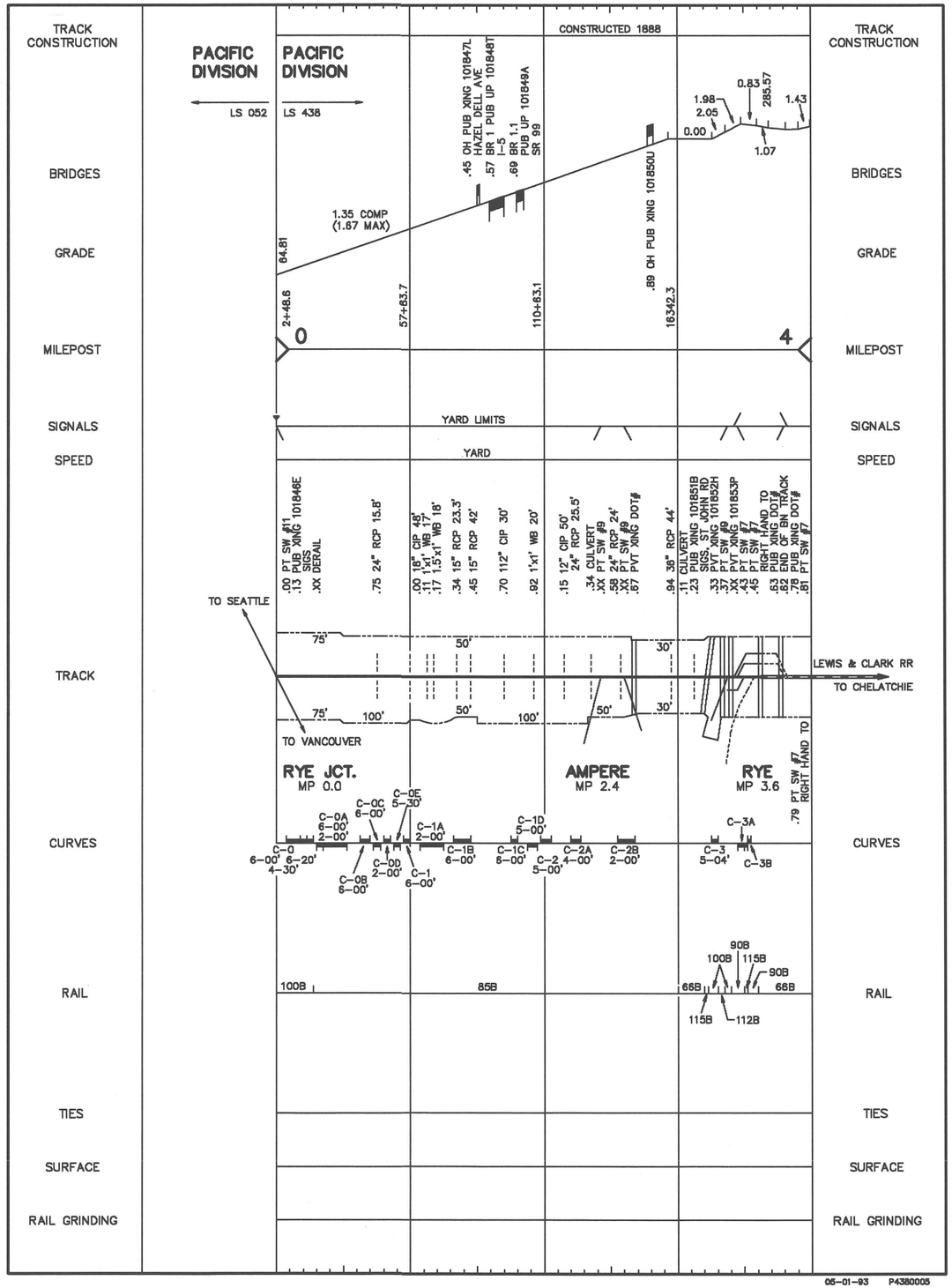
SEATTLE SUBDIVISION SPUR
RYE JCT - RYE



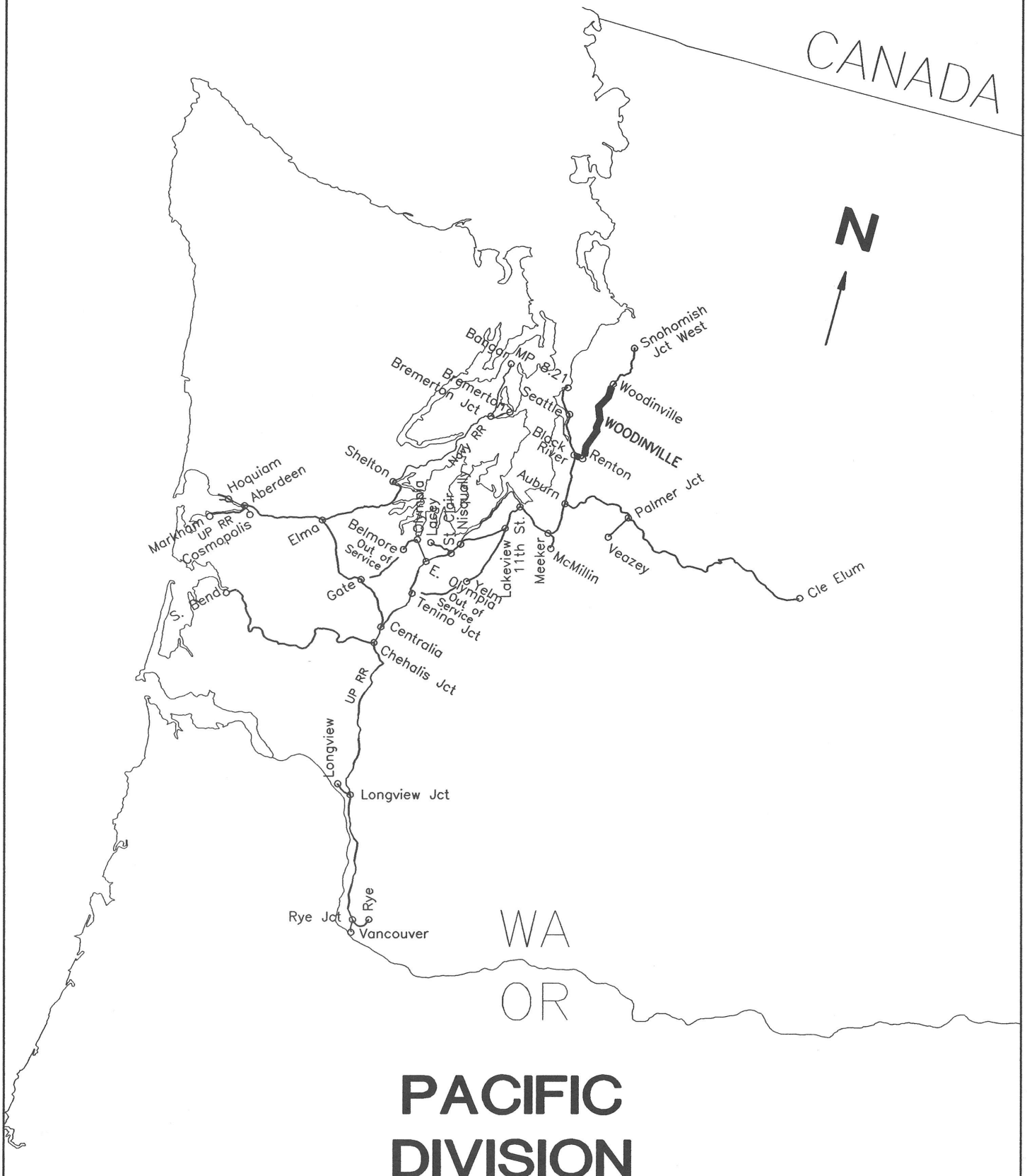
PACIFIC DIVISION

PLT DATE: 7-13-93

PACIFIC DIVISION – SEATTLE SPUR SUBDIVISION PA LS–438 (5)



WOODINVILLE SUBDIVISION
WOODINVILLE - BLACK RIVER
CASCADE DIVISION / WOODINVILLE SUBDIVISION
SNOHOMISH JCT WEST - WOODINVILLE



PACIFIC DIVISION

PLT DATE: 7-13-93

CASCADE DIVISION — WOODINVILLE SUBDIVISION

PA–18 LS–405 (1)

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

SNOHOMISH JCT. →

← BLACK RIVER

CONSTRUCTED 1891

CONSTRUCTED 1903

CONSTRUCTED 1904

MP 12.37 = MP 2.16

1941'

LS 410

LS 405

UNKNOWN GRADE

TWC

F20

F10

F10 | F25

F25 | F10 | F25

TIES 84

SURF 86

UPRR

TO SEATTLE

TO VANCOUVER

BLACK RIVER
MP 9.5

RENTON *
MP 12.4/2.2

SCOPA
MP 4.0

WILBURTON
MP 12.0

05–01–93 P4051801

CASCADE DIVISION — WOODINVILLE SUBDIVISION

PA–18 LS–405 (2)

CONSTRUCTED 1904 — SNOHOMISH JCT. → ← BLACK RIVER — CONSTRUCTED 1904 — PACIFIC DIVISION — CONSTRUCTED 1888 — CASCADE DIVISION

638+00 | 584+88.6 | 581+62.2 / 582+04.6 | 532+40 | 523+33.5 / 523+75.1 | 479+80.3 | 15 | 426+80.3 | 374+51.7 | 392+64.4 / 392+86.4 | 321+20.6 | 288+52.7 | 215+27.7 | 20 | 162+77 | 132+01.59 / 132+11.59 | 110+16.2 | 574+26 | 4+40 | LS 405 | 0+90.4 / 1267+52.4 | 1285+40.2 | 25 | LS 403 | 1338+76 | 1391+01

MP 24.07 = MP 24.66

358.1' DIAMOND

1784.5'

TWC F25 TWC F25 TWC F25

BELLEVUE MP 12.7 — KIRKLAND MP 17.4 — TO ISSAQUAH WOODINVILLE MP 23.84

NOTE: 115B RAIL IN SOME XINGS NOT SHOWN.

05–01–93 P4051802

CASCADE DIVISION – WOODINVILLE SUBDIVISION

PA–18 LS–403 (3)

CONSTRUCTED 1888 — SNOHOMISH JCT. → ← BLACK RIVER CONSTRUCTED 1888

.07 BR 27 DPG 292' PUB UP 91812E STATE HWY 522 — .71 BR 34 PT 54' PUB UP 91818V COUNTY ROAD — .95 BR 35 PT 1014' PVT UP DOT # — .92 BR 36 PT 649' — .14 BR 37 PT 138' — .39 BR 37.1 PT 412' — .56 BR 37.2 PT 357'

194.6 1.51 1.61 1.55 1.83 1.43 1.45 1.72 0.05 0.72 1.71 0.97 1.51 1.66 1.67 1.58 1.77 1.68 272.60 1.59 1.41 1.51 1.41 COMP (1.76 MAX) 1.60 1.46 0.00 0.33 0.01 33.67

1391+01 1443+81 1496+67 1549+40.5 1602+28 1655+01 1707+81 1760+61 1813+43.9 1831+26.9 EQ 1830+83.6 1866+21 1919+01

30 35 LS 403 MP 37.61= MP 0.05 0 LS 408 1

TWC TWC TWC C11

F25 F25 F25

.17 36" CP 88' .24 36" CP 40' .28 24" CP 39' .30 16" CP 32' .35 24" CP 20' .46 36" CP 32' .58 24" CP 36' .68 18" VTP 46' .80 36" CP 80' & .98 36" CP 40'

.01 24" CP 102' .15 24" CP 58' .20 36" CP 40' .24 36" VTP 96' .28 24" CP 47' .43 24" CP 40'

.74 36" CP 40' .79 36" CP 40'

.16 36" CP 44'

.49 PVT XING 91813L .57 PT SW #11 .78 36" CP 72' .85 36" CP 86'

.04 PUB XING 91814T .19 PT SW #11 .23 24" CP 47' .28 PT SW #9 .31 PUB XING 91815A

.76 24" VTP 73'

.97 36" CP 40'

.17 36" CP 48'

.84 36" CIP 180'

.10 18" VTP 82' .25 36" CP 36' .33 36" CP 64' & 36" CP 54' .42 PUB XING 91816G SIGS & GATES 180TH STREET .57 36" CP 64' .74 24" CIP 86' .80 42" CIP 61' .89 36" CP 64'

.07 36" VTP 38' .07 18" VTP 48' .14 36" CP 48' .25 6' CA 265'

.45 36" CP 120' .49 24" CP 86' .53 24" CIP 48' .62 PUB XING 91817N

.06 24" CP 70' .24 36" CP 32' .32 18" VTP 30' & .39 24" CP 32'

.09 36" CP 202'

.41 36" CP 48'

.51 24" CP 28' .63 36" CP 64' .69 24" VTP 74' .76 24" CP 48' .91 24" CP 56'

.64 PVT XING 91819C .78 PVT XING 91820W

.22 PUB XING 91821D

.61 PVT XING 91822K .61 PT SW #11

.05 PT SW #11

.54 PUB XING 84577S SIGS & GATES

.20 PT SW #11

TO SEATTLE

(TO SNOHOMISH)

SNOH. JCT EAST TO WENATCHEE

100' 50' 100' 50' CAP 2855' 50' 50' 50' 50'

MALTBY MP 30.18

BROMART MP 37.61/0.05

SNOHOMISH JCT. WEST MP 1.2/1776.2

C–27 8–25' C–27A 6–32' 3–48' 4–00' 0–05' C–27B 2–00' C–27C 7–00' C–28 3–10' C–28A 7–03' C–28B 7–30' C–28C 6–10' C–29 6–43' 6–30' 5–00' 5–12' C–30 3–00' C–31 5–06' C–31A 5–10' C–31B 3–47' C–32 2–00' C–32A 4–04' C–33 4–10' C–33A 4–45' C–33B 6–06' C–33C 3–00' C–34 0–30' C–34A 1–00' C–34B 2–00' C–35 5–45' C–35A 1–45' 2–00' C–35B 6–00' C–36 3–03' C–0 C–1

112B–66 112B–69 112B–67 112B–68 112B–76 115B–68 112B–68 115B–68 100B–57 112–70 112B–66 112B–68 100B–54 112B–67 112–70 112–70 112B–67 112B–65 115W 100B–61 112–70 100B–53 112B–68 112–70 100B–59 112–79 112B–70 112–70 112B–70 115B 112W–91

NOTE: ALL RAIL LAID SH.

NOTE: 115B SWITCH MP 30.28 – 30.31.

NOTE: ALL RAIL LAID SH.

TIES 84 84 84

SURF 84 84 84 91

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

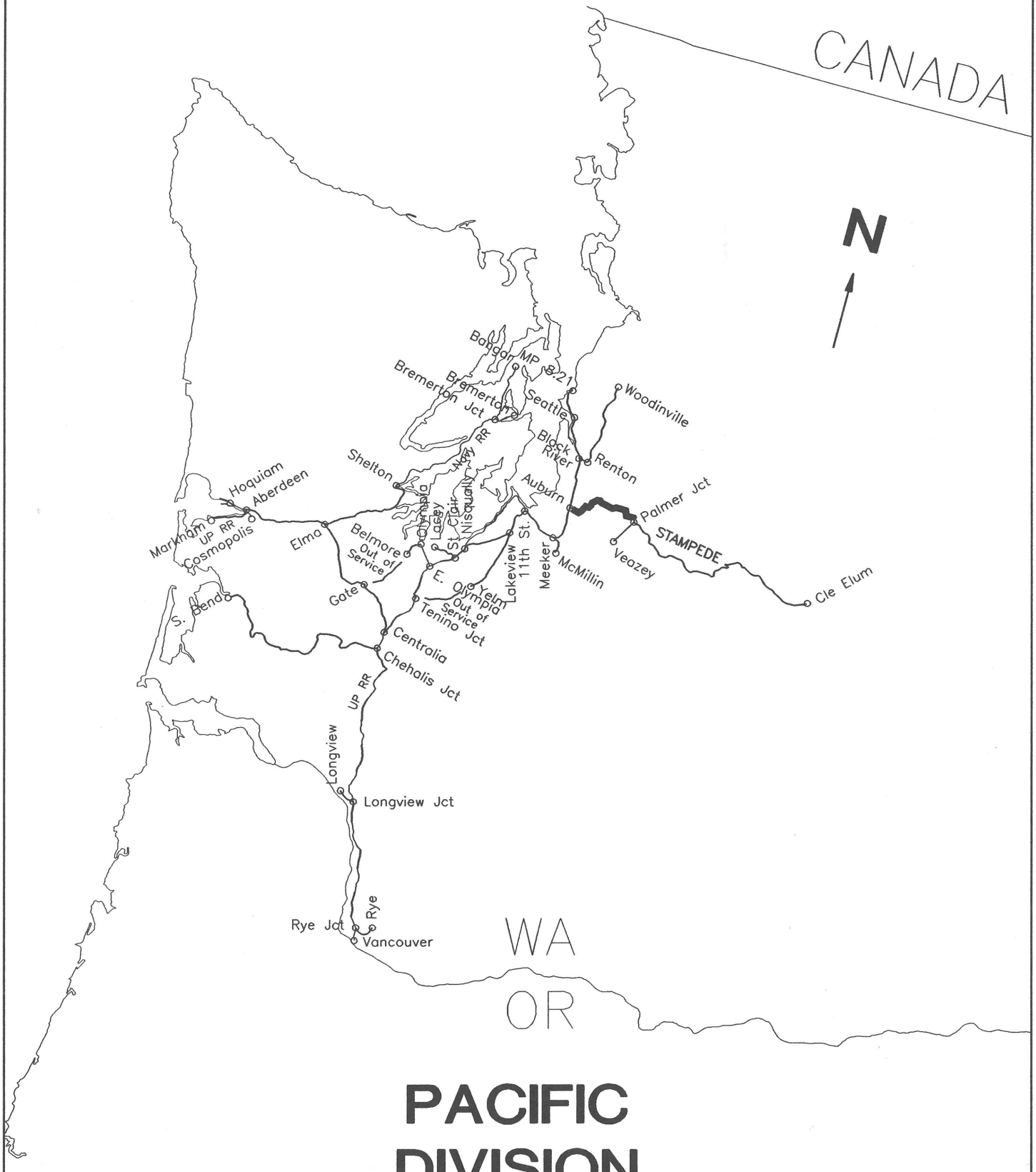
RAIL

TIES

SURFACE

05–01–93 P4051803

STAMPEDE SUBDIVISION
PALMER JCT - AUBURN



PACIFIC DIVISION

PLT DATE: 7-13-93

PACIFIC DIVISION – STAMPEDE SUBDIVISION

PA–19 LS–49 (1)

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

CONSTRUCTED 1900

PALMER JCT →

← AUBURN

CONSTRUCTED 1900

.67 BR 102.2 & 102.2A WF, 73'
PUB UP 852050 'A' STREET
.53 BR 102.1 WF 55'
PUB UP 85155C 'C' STREET
.33 BR 102 IB 120'
PUB UP 85156J 'F' STREET

.15 BR 101 IB 150'

.35 PUB OH 85236C
.22 BR 100.1 RCT 61'
.11 BR 100 TPCT, DPG 283' GREEN RIVER

.99 BR 95.1 RCT 61' JENKINS CREEK
.56 PUB OH 85235V
.18 BR 85 IB 60' JENKINS CREEK

573.26

1228+58.1
12153+77.7
12100+97.7
12048+17.7
11995+37.7
11967+15.9
11965+96.9
11942+58.1
11889+77.7
11836+98
11784+18.1
11731+37.7
11678+57.7
11625+77.7
11572+97.7

100
95
90

TEST MILE

TWC
TWC

F10 | F25
F25 | F35
F35

TO SEATTLE
TO VANCOUVER

OH HWY
CAP 4822'
CAP 6232'

AUBURN *
MP 102.9

EAST AUBURN
MP 102.0

COVINGTON
MP 94.3

.90 PT SW #11
.85 PUB XING DOT# SIGS, GATES
.80 PT XING 85240S
.58 PT SW #16
.29 PT SW #11

.98 PUB XING 85157R SIGS, GATES
.51 PUB XING 85158X SIGS, GATES
.35 PVT XING 85239X
.33 6" CA 153'
.29 PT SW #11

.92 PVT XING 85238R
.88 24" TP 82'
.86 24" TP 58'
.56 PVT XING 85237J

.98 18" TP 48'
.83 36" RCP 92'
.68 18" TP 83'
.63 6" WP 36'
.61 6" WP 37'
.45 36" RCP 48'
.40 12" RCP 24'
.38 6" WP 18'
.27 36" RCP 104'
.18 48" CMP 72'

.98 36" RCP 24'
.91 6" WP 16'
.88 36" RCP 48'
.79 7'-3" CA 170'
.57 24" RCP 22'
.37 24" TP 106'
.36 36" CMP 70'
.28 36" RCP 80'
.21 36" RCP 59'
.16 36" RCP 56'
.03 36" RCP 103'

.89 36" RCP 97'
.88 36" RCP 60'
.78 36" RCP 65'
.64 36" RCP 54'
.52 36" RCP 75'

.40 20' CA 124'
.19 36" RCP 132'
.03 18" RCP 33'
.01 36" RCP 78'

.99 36" RCP 98'
.95 24" TP 57' &
.79 36" RCP 86'

.56 6" WP 26'
.45 36" RCP 123'

.21 24" TP 100'

.60 6" WP 17' &
6" WP 20'
.55 12" CMP 16'

.08 PT SW #11

.70 PUB XING 85234N SIGS, GATES
.66 24" TP 63'
.45 24" CP 47'
.29 36" CP 63'
.09 2–8"x10" WB 32'

.79 PT SW #11
.65 6" WP 23'
.55 12" CP 24'
.42 36" CP 52'

.73 24" CP 62'

.87 12" CP 22'
.83 5" CA 102'
.75 12" CP 26'
.53 PUB XING 852336 SIGS
.38 4" CA 98'

60' 80' 75' 60' 50' 75' 100' 50' 75' 50' 100' 50' 100' 50' 100' 50' 125' 100' 75' 50' 150' 100' 50' 75' 50' 150' 50' 75' 50' 100' 50' 30' 60' 63' 75' 75' 100' 35' 75' 50' 75' 75' 75' 100' 100' 75' 75' 50' 100' 100' 100' 75' 100' 75' 75' 75' 50' 250' 50' 100'

C–101 1–00'
C–102 2–30'
C–102A 10–00'
C–102B 10–30'
C–100 5–58'
C–99A 5–27'
C–99 4–40'
C–98B 4–17'
C–98A 8–00'
C–98 0–45' 1–00'
C–97A 0–08'
C–97 0–59' 1–50'
C–97 3–16' 1–00' 1–40' 2–08' 2–50'
C–96 5–58'
C–95 1–00'
C–94 1–59'
C–93A 1–00'
C–93 2–30'
C–92 2–01'
C–91 1–40'
C–90 4–02'

132 132B–52 132B 115B
115B–52 131B–39 132B–59 131B–39 132–81 132–86 132–64 132–79 115B–52 132–79 132–72 132–82 131B–39 132–76 132B–76 131B–39 132B–67 132–82 132–76 132B–58 131B–39 132B–60 131B–39 132–82 136–82 131B–39 131B–39 132–85 132–82 132–82 132–70 131B–39 115B–52 131B–39 132–65

73 73 73 75 75 73 TIES 73

74 74 74 74 SURF 74

05–01–93 P0401901

PACIFIC DIVISION – STAMPEDE SUBDIVISION

PA–19 LS–49 (2)

CONSTRUCTED 1900 — PALMER JCT → — ← AUBURN — RELOCATED 1959

TRACK CONSTRUCTION

BRIDGES

.82 PUB OH XING 85171L
.96 PUB OH 85173A
.56 BR 91 TRT, DPG 570' GREEN RIVER

GRADE

0.04 0.86 596.44 0.07 0.15 1.00 0.51 0.48 0.88 0.92 1.03 1.00 0.91 1.00 0.95 1.00 0.93 0.90 1.02 0.92 0.83 0.89 1.00 0.80 0.35 1.00 0.76 1.00 0.72 1.02

11572+97.7 11520+17.7 11467+52.7 11414+57.7 11361+77.7 11308+97.7 11246+58.1 11287+72.0 11255+26 11202+69 11150+21 11098+93

MILEPOST

90 85

SIGNALS

TWC TWC

SPEED

F35 F35

.68 8'x10' CA 26'
.82 PT SW #11
.33 PUB XING 85172T SIGS
.09 24" CIP 12' & 24" TP 31'
.76 PVT XING DOT#
.53 PT SW #11
.45 24" TP 60'
.21 6" WP 20'
.13 24" CP 39'
.98 24" TP 37'
.76 PVT XING 101324G
.75 6" CA 34'
.04 PVT XING 101327C
.30 24" TP 54' & 24" CP 8'
.11 18"x11" CMP 24'
.70 36" CMP 76'
.28 PT SW #11
.86 48" CMP 117'
.35 42" CMP 218'
.XX DEPOT
.08 36" CMP 176'
.94 PT SW #11
.92 PUB XING 85175N XBUCKS
.69 48" CMP 262'
.49 PT SW #11
.43 PUB XING 85176V XBUCKS
.41 60" MPP 223'
.17 66" MPP 132'
.06 PT SW #11
.00 TRK OUT OF SERVICE

TRACK

200' 75' 100' 50' 100' 160' 125' 100' 75' 50' 100' 125'

CAP 6281'

TO VEAZEY

RAVENSDALE MP 88.2

KANASKAT MP 82.3

PALMER JCT. MP 81.3

CURVES

C–89 2–21'
C–87 2–10'
C–86 3–52'
C–85A 1–30'
C–85 2–11'
C–84 3–40' 5–40' 2–00' 2–30' 6–00'
C–83 5–00'
C–81A 8–00'
C–81 7–00'

RAIL

132–85 131B–39 132B–53 131B–39 132B–51 132B–68 131B–39 115B–52 131B–39 132–82 132B–51 132B–65 132B–49 132B–59 132B–78 132B–59 132B–59 132B–59 131B–39

TIES

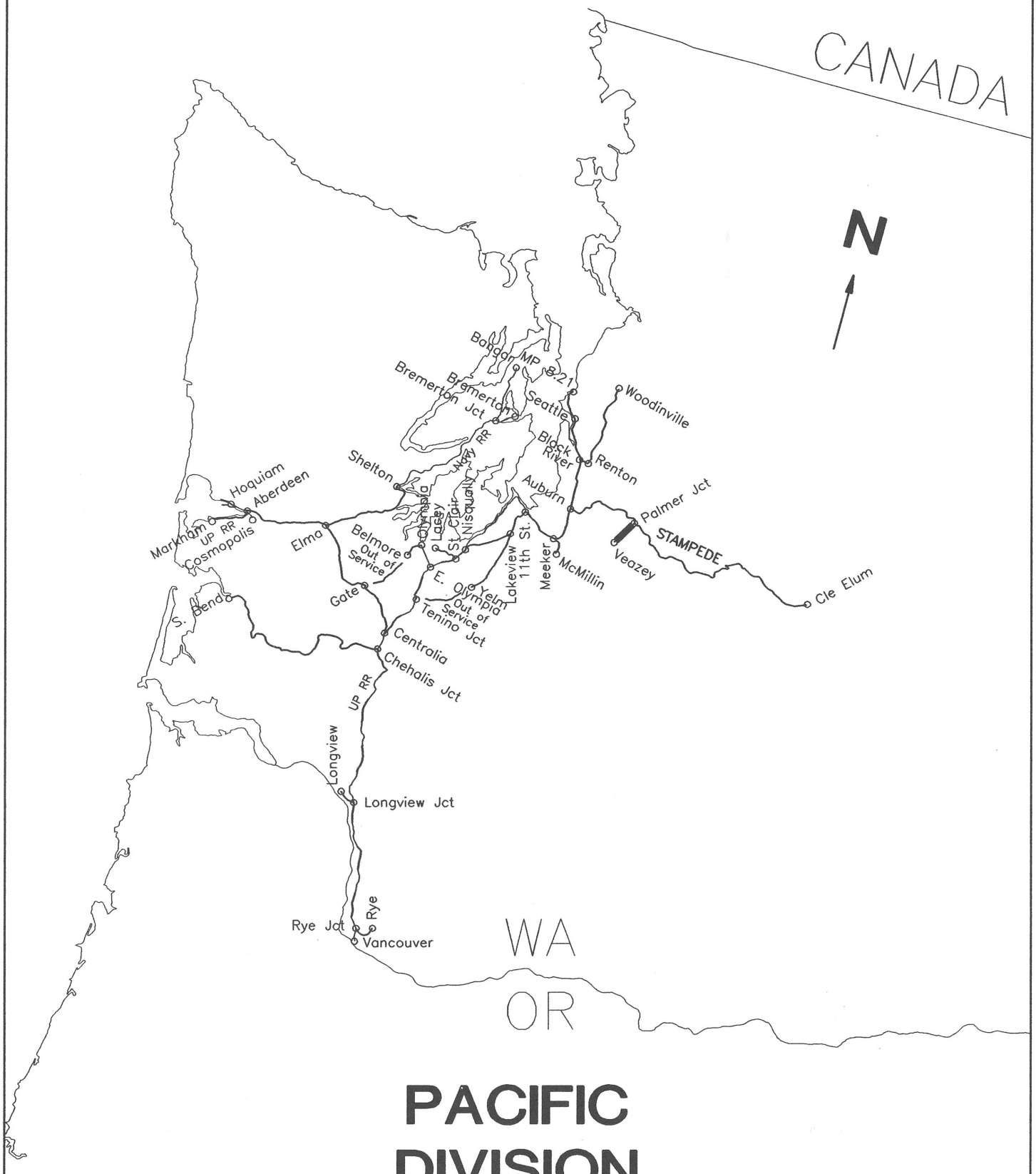
TIES 73 73 75 75

SURFACE

SURF 74 74 75 75

05–01–93 P0491902

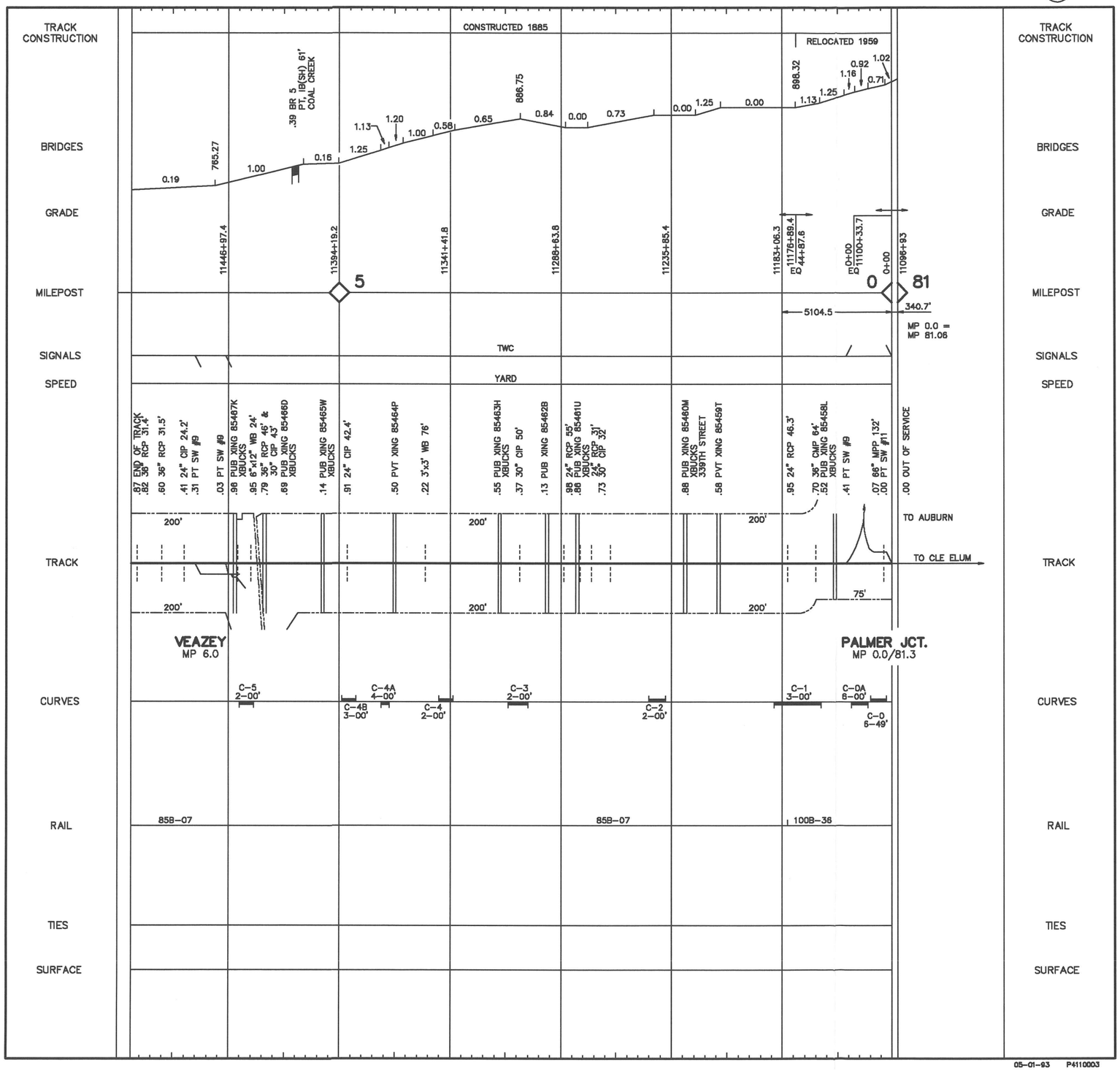
STAMPEDE SUBDIVISION SPUR
PALMER JCT - VEAZEY



PACIFIC DIVISION

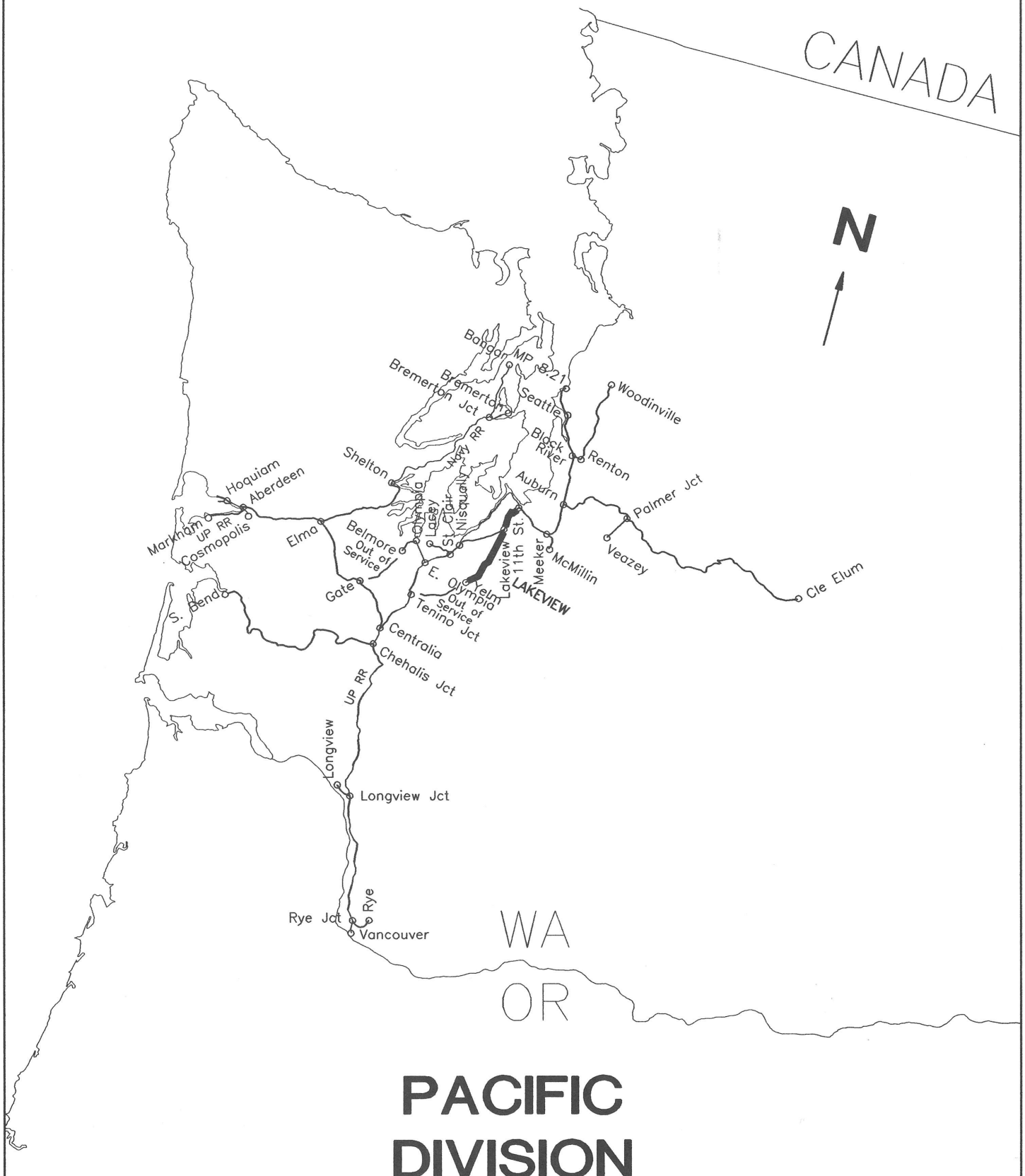
PLT DATE: 7-13-93

PACIFIC DIVISION – STAMPEDE SUBDIVISION – VEAZEY SPUR PA–19 LS–49 (3)



05–01–93 P4110003

LAKEVIEW SUBDIVISION
11TH ST. - YELM



PACIFIC DIVISION

PLT DATE: 7-13-93

PACIFIC DIVISION – LAKEVIEW SUBDIVISION

PA–20 LS–400 (1)

TRACK CONSTRUCTION

CONSTRUCTED 1873 | 11TH STREET → | ← YELM | CONSTRUCTED 1873

BRIDGES

.27 BR 25 PT 45' YELM CREEK
.95 BR 22.1 DPG, TPCT 399' NISQUALLY RIVER
.56 BR 22 PT 103' MURRAY CREEK
.03 BR 20 PT 119' MUCK CREEK

0.04 0.62 0.03 1.00 0.48 | 360.45 0.15 1.03 0.99 0.98 0.00 | 1.04 1.00 0.50 0.45 0.00 0.50 0.00 | 0.51 0.23 | 0.30 345.00 0.50 0.00 0.70 0.00 0.40 0.00 0.40 0.35 0.00 0.40 0.30 0.00 | 0.30 0.30 0.50 0.00 | 0.34 0.87 0.33 | 0.00 0.40 0.38 0.32 0.00 0.48 0.37 0.87 0.68 0.37 0.55 | 330.20 0.30 0.00 0.70 0.00

GRADE

1372+14.4 | 1319+35.7 | 1266+48.0 | 29+42.4 / 29+17.4 | 1213+50.0 | 1160+97.9 | 1108+19.3 | 1055+41.7 | 1002+82.4 | 949+84.5 | 897+05.6 | 844+28.6 | 791+48.9 | 738+70 | 685+92.2 | 633+13.6

MILEPOST

25 | 20 | 15

SIGNALS

TWC | TWC

SPEED

F25 | F25

.00 OUT OF SERVICE WEST
.90 PT SW #9
.80 PUB XING 85330R XBUCKS
.58 PUB XING 85329W SIGS
.44 PT SW #9
.17 PUB XING 85328P XBUCKS
.14 PT SW #9
.76 PT SW #9
.51 PUB XING DOT# XBUCKS 24" WP 59' & 2'x3" WB
.16 CANAL
.90 PVT XING DOT#
.42 PVT XING 85324M
.48 2–3'x5' WB 31' & 30" CIP 30'
.44 PVT XING 85322Y
.05 PVT XING DOT#
.04 PVT XING 85321S
.59 PT SW #9
.27 PUB XING 85320K XBUCKS
.08 PT SW #9
.07 PUB XING 85319R XBUCKS
.82 PVT XING DOT#
.72 PUB XING 85318J XBUCKS
.13 PVT XING 85317C XBUCKS
.64 PVT XING DOT#
.00 PVT XING DOT#
.57 PUB XING 85316V SIGS
.84 PVT XING 85315N XBUCKS
.03 PVT XING DOT#
.44 36" RCP 46'
.18 PUB XING 85314G XBUCKS
.88 PUB XING 85313A XBUCKS
.69 PUB XING 85312T
.28 PT SW #9
.05 PT SW #9
.49 PT SW #9
.07 PT SW #9
.04 PUB XING 85311L XBUCKS

TRACK

100' 50' 100' 200' 140' 100' 50' 200' 100' 50' 140' 160' 200' 50' 200' 50' 100' 200'

CAP 2660'
50' 200' 150'

YELM
MP 25.5

ROY
MP 20.2

MOBASE
MP 12.4

CURVES

C–23 1–00' | C–22A 2–00' | C–22 2–00' | C–21 1–00' | C–20 0–30' | C–19 1–00' | C–15A 2–02' | C–15 2–02' | C–13 1–00'

RAIL

85B–08 | 112B–41 | 85B–08 | 90B–12 | 90B–12 | 85B–07

TIES

80 | 80 | 80 | TIES 80

SURFACE

SURF

05–01–93 P4002001

PACIFIC DIVISION — LAKEVIEW SUBDIVISION

PA–20 LS–400 (2)

CONSTRUCTED 1873 — 11TH STREET → — ← YELM — CONSTRUCTED 1873 — LAKEVIEW SUB LS 400 — SEATTLE SUB LS 052

MP 0.59 = MP 0.58 MAIN LINE

TO NISQUALLY — TO VANCOUVER — TO SEATTLE

LAKEVIEW * MP 8.9 — SOUTH TACOMA MP 5.5 — 11TH STREET (TACOMA) MP 0.6

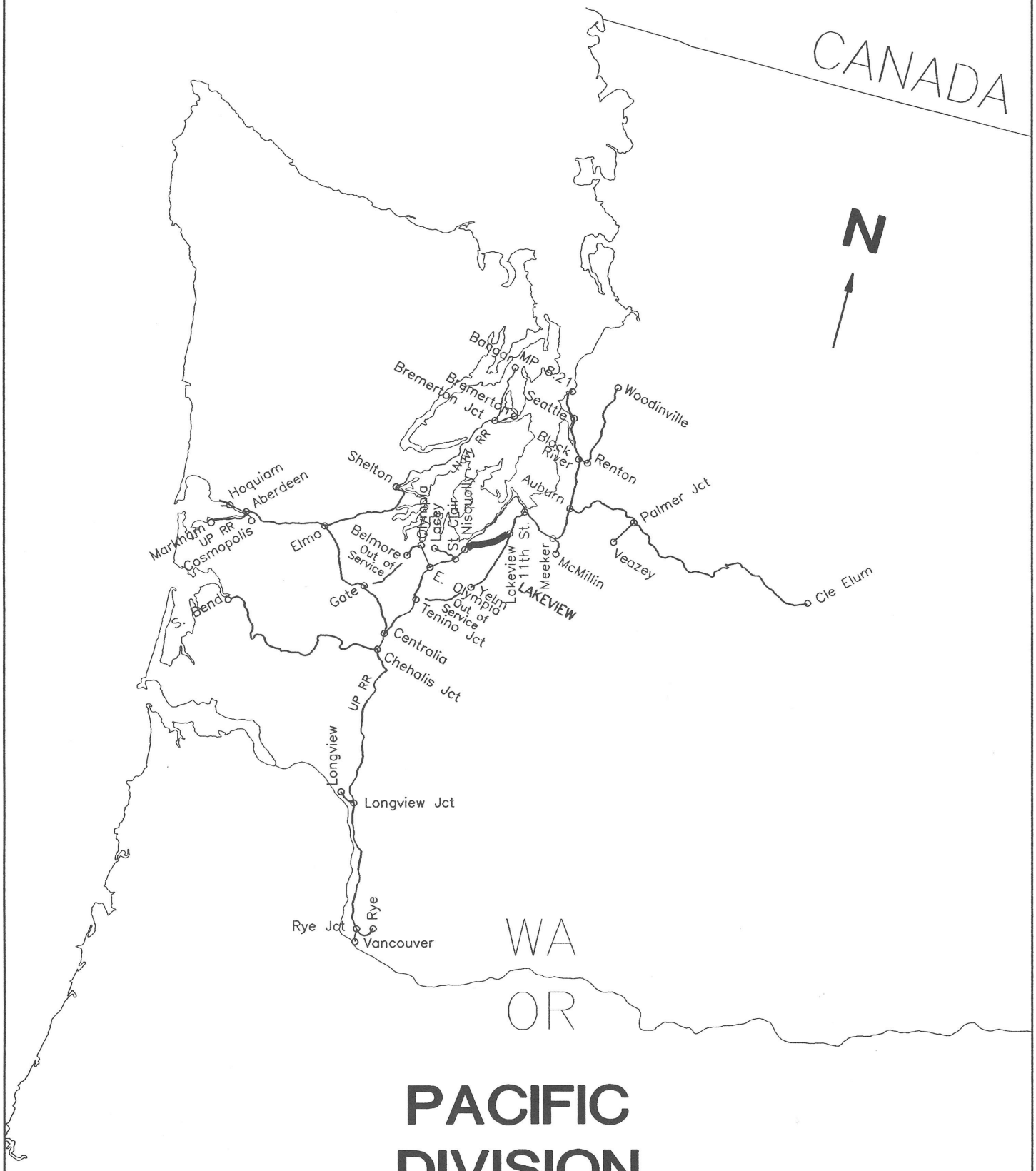
CAP 1726'

TWC — F25 — F10

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

05–01–93 P4002002

LAKEVIEW SUBDIVISION SPUR
LAKEVIEW - NISQUALLY



PACIFIC DIVISION

PLT DATE: 7-13-93

PACIFIC DIVISION – LAKEVIEW SUBDIVISION

PA LS–401 (3)

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

RELOCATED 1914 — CONSTRUCTED 1890 — LAKEVIEW → ← NISQUALLY — CONSTRUCTED 1890 — CONSTRUCTED 1873

PACIFIC DIVISION — LS 401 — PACIFIC DIVISION 20TH SUB — LS 400

.29 PUB OH 85763W
D133.10 ELEV 124.96
.23 BR 10.1 TPG 121' PUB OH 85840U I–15
.15 BR 10 TPG 120' PUB UP 85839A I–15
.88 PUB OH 85838T
.22 BR 7 WF 40' PUB UP 85835X PENDLETON AVE
.99 PUB OH 85824K
.79 PUB OH 85823D
.05 BR 1 PT 60' CLOVER CREEK

MP 11.54= MP 24.70 (4TH SUB)
2859.4'
581+72.3
528+85
10
475+95.1
423+61
370+17.7
317+32.6
284+44
5
211+55.4
158+67.3
105+77.9
52+88.2
292.00
0–1854.1
0
7142.3'
470+67.5
422+09.0
8

4–C20
C11
F10
YARD LIMITS
F5
YARD
YARD
YARD LIMITS
TWC
F25

.54 PT SW #11
.06 12" CMP 42'
.03 24" RCP 23'
.85 8" CIP 125'
.24 24" RCP 100'
.85 24" CMP 30'
.41 PT SW #9
.84 PT SW #9
.59 PUB XING 85836E SIGS
.72 PUB XING 85830N SIGS
.23 PT SW #9 3–36" RCP 49'
.95 PUB XING 85829U SIGS
.10 20" CIP 76'
.04 PUB XING 85828M SIGS
.01 42" RCP 191'
.98 34" CMP 32'
.81 24" CMP 30'
.16 PUB XING 85822W XBUCKS
.85 30" CIP 50'
.81 24" CMP 30'
.85 PUB XING 85821P SIGS
.22 PT SW #9
.13 PUB XING SIGS, GATES, DOT#
.00 PT SW #9
.92 PT SW #9
.76 PT SW #9
.59 PUB XING 85402S SIG
.57 PT SW #9
.51 PT SW #9
.38 36" CMP 54'
.18 4'x5' WB 28'
.02 PUB XING 85401K

106' 160' TO SEATTLE
TO VANCOUVER 180' 250' 100' 125'
50' 100' 50' 30' 50' 50' 100' 100' 50' 100' 50' 50' 200' 200'
PA 20TH SUB TO YELM

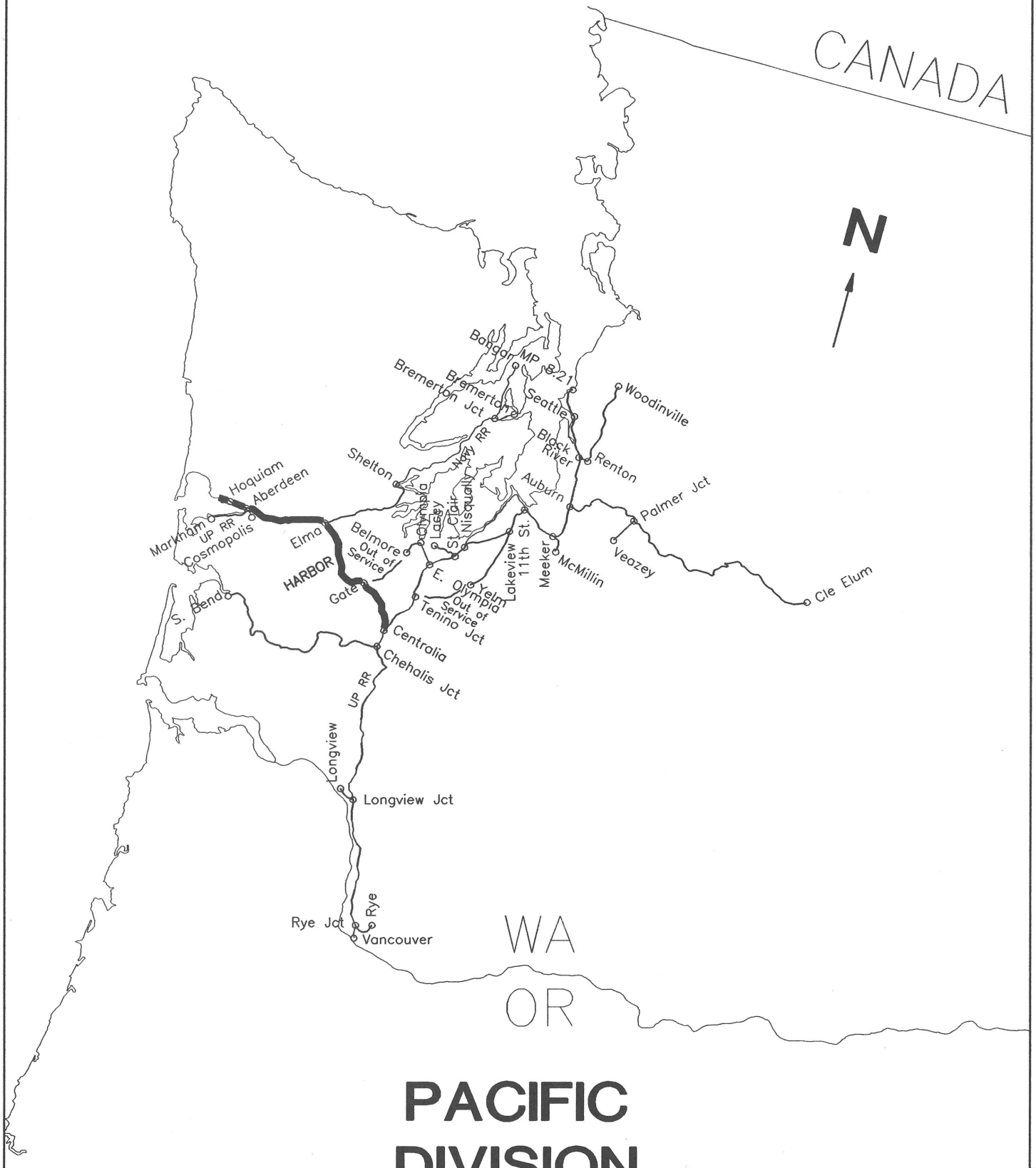
NISQUALLY * MP 11.5/24.4
FORT LEWIS MP 7.8
CAMP MURRAY MP 4.4
LAKEVIEW * MP 0.0/8.9
CAP 1726'

C–11A 3–00' 4–00'
C–11 6–00'
C–10B 3–00'
C–10A 7–00'
C–10 8–00'
C–9 1–00'
C–7 2–00'
C–6 2–00'
C–4 2–00'
C–0 4–33' 5–22'
C–8 1–00'

85B–17
100B–53
100B–51
100B–52
112B–SH
100B–57
100B–54
100B–61
90B–35
85B–35
85B–08
90B–40

60

HARBOR LINE SUBDIVISION
CENTRALIA - HOQUIAM



PACIFIC DIVISION

PLT DATE: 7-13-93

PACIFIC DIVISION — HARBOR LINE SUBDIVISION

PA-21 LS-402 (1)

TRACK CONSTRUCTION: CONSTRUCTED 1901 (RELOCATED TO SIDE TRACK); CONSTRUCTED 1898 (REALIGNED); UPRR; CONSTRUCTED 1898; UPRR; CENTRALIA →; ← ABERDEEN; CONSTRUCTED 1894; CONST 1892; CONSTRUCTED 1891

BRIDGES: .21 BR 72.2 PT, DS–TPCT 806' HOQUIAM RIVER; .10 BR 72.1 PT 50' WATER MAIN; .02 BR 72E PT 46' WATER MAIN; .93 BR 69 PT 46' DITCH; .74 HWY OP 96698Y; .73 HWY OP 966975; .64 BR 68 PT, TCPT–DS, IB 1216' WISHKAH RIVER; .XX BR 67; .57 BR 65.1 PT 105' ELLIOTT SLOUGH; .19 BR 65 PT 60'; .93 BR 63 PT 75'; .74 BR 62 PT 44'; .08 BR 61 3–32' CTG 96' HIGGENS SLOUGH; .28 BR 60 PT 30'

GRADE

MILEPOST: 74 (62+87.5); 72 (309+82.8); 70 (212+65.5); 69 (159+85); 65 (2601+66.1); 60 (2337+66.1)

130' | 6155.2' | 4417.3' | 1783' | 3375.5' | 4670.5'

SIGNALS: // YARD LIMITS; TWC

SPEED: YARD; F10; F25

.10 END OF TRACK
.87 36" RCP
.86 PT SW #9
.59 PT SW #9
.53 PT SW #9
.33 PUB XING 96790Y XBUCKS, MAPLE & ADAMS STREET
.90 PUB XING 967722X XBUCKS, 5TH STREET
.68 PUB XING DOT# SIGS, GATES 8TH STREET
.64 DEPOT
.62 PT SW #9
.38 PT SW #9
.37 PT SW #9
.00 END UP–BEGIN BN
HORN SPUR
MP 70.34 END BN
.06 PUB XING SIGS
.93 PT SW #11
.82 PUB XING
.58 PUB XING
.49 PUB XING
.47 PT SW #9
.36 BEGIN BN
BN TRACKS
.80 PUB XING 96699F XBUCKS
.50 PUB XING 96695D XBUCKS SIGS
.44 PUB XING 96693P XBUCKS, SIGS
.36 PUB XING 96691B XBUCKS, SIGS
.34 PUB XING 96690U XBUCKS
.25 PUB XING 96688A XBUCKS
.20 PUB XING DOT#
.92 1'x1' WB 13'
.84 1'x1' WB 34'
.72 6'x8' WB 17'
.64 36" RCP 47'
.39 10" x12" WB 19'
.31 24" RCP 39'
.27 12" RCP 15'
.14 PUB XING 96687L XBUCKS, JCT CITY RD
.08 24" RCP 54'
.95 24" TP 34'
.84 24" RCP 47'
.75 24" TP 35'
.60 36" TP 30'
.59 36" RCP 31' &
.53 36" TP 12'
.50 PVT XING DOT#
.29 PVT XING DOT#
.28 PT SW #9
.93 PT SW #9
.35 36" RCP 46'
.72 36" RCP 55'
.48 36" RCP 46'
.20 24" RCP 32'
.13 12" CMP 20'
.80 36" RCP 31'
.51 24" RCP 32'
.26 24" TP 24'
.18 24" RCP 16' &
24" TP 2' &
30" TP 3'
.86 2–24" RCP 24'
.78 PVT XING 96604R
.70 PVT XING 96683J
.13 6' CA 28'
.80 PUB XING DOT# SIGS
.70 4' CA 32'
.55 24" RCP 24'
.45 24" RCP 31'
.41 12" CMP 24'
.35 1'x1' WB 21'
.76 36" RCP 40'
.75 24" TP 37'
.52 30" TP 29'
.33 36" RCP 40'
.17 12" RCP 20'
.08 24" RCP 32'
.07 PVT XING 96561V

TRACK: 40' 50' 37' 50' 50' 150' 50' 50' 50' 50' 50'

HOQUIAM MP 72.64

ABERDEEN MP 69.04

ABERDEEN JCT. MP 66.3

TO PORT OF GRAYS HARBOR

TO SO. ABERDEEN & COSMOPOLIS & MARKHAM

.88 PT SW 2–TRK & END BN
.46 PT SW #9
.16 PUB XING 986881
XBUCKS
.14 4'x8' CB 25'
.04 36" CMP 67' &
36" CSP 50' &
36" RCP 18'

CURVES: C-74 0–40'; C-73C 9–30'; C-73A 9–30'; C-73B 2–00'; C-73D 9–30'; C-73 9–30'; C-72D 9–30'; C-72B 4–00'; C-72C 4–00'; C-72E 9–30'; C-72A 4–00'; C-72F 0–36'; C-72 1–30'; C-69A 3–00'; C-69 4–00'; C-68C 4–12' 5–00' 6–46'; C-68B 0–47'; C-68D 13–00'; C-68A 2–48'; C-68 3–00'; C-67A 3–04'; C-67 4–06'; C-66 6–01' 4–09'; C-66A 4–06'; C-64B 2–51'; C-64A 2–04' 1–00'; C-64 3–56'; C-63B 3–10'; C-63A 3–00'; C-63 3–01'; C-62A 4–08'; C-62 4–20' 4–30'; C-61B 2–54'; C-61A 6–12'; C-61 3–00'; C-60C 4–00'; C-60B 2–00'; C-60A 3–09' 4–40' 3–05'; C-60 1–30'

RAIL: 115B–77; 112B; 100B; 90B; 72B; 112B–72; 112B–65; 90B–40; 115B–65; 112–SH–74; 112B–SH–75; 115B–65; 112–SH–80; 90B–25; 112–SH–74; 112B–SH; 112–SH–74; 112–SH–74

AT ABERDEEN:
BN OPERATES ON UP BTWN MP 68.86 & MP 69.36 AND TO SOUTH ABERDEEN (BN REMOVED)

BETWEEN ABERDEEN AND HOQUIAM:
UP OPERATES ON BN–MP 69.36 TO MP 70.34, (UP REMOVED)

BN OPERATES ON UP–MP 70.34 TO MP 72.00, (BN REMOVED)

UP HAS TRACKAGE RIGHTS MP 72.00 TO MP 74.10

TIES: 79; 79; 79; 79; 85; TIES 85

SURFACE: 82; 82; 82; SURF 82

05–01–93 P4022101

PACIFIC DIVISION – HARBOR LINE SUBDIVISION

PA–21 LS–402 (2)

CONSTRUCTED 1891 | CONSTRUCTED 1869 | CENTRALIA → | ← ABERDEEN | CONSTRUCTED 1889 | CONSTRUCTED 1891

2337+66.1 — 60 — 2284+86.1 — 2232+06.1 — 2179+26.1 — 2126+48.1 — 2073+66.1 — 55 — 2020+86.1 — 1968+06.1 — 1915+28.1 — 1862+48.1 — 1809+66.1 — 50 — 1756+86.1 — 1704+06.1 — 1651+26.1 — 1598+48.1 — 45 — 1545+66.1

.00 BR 59 RCT, DPG, TPCT PT 8.32' WYNOOCHEE RIVER
.45 PUB OH 98676Y HWY 12
.32 BR 58.1 PT 60'
.21 BR 58 PT 16'
.71 BR 56 PT 15'
.60 BR 55 PT 45'
.83 BR 52.3 PT 103'
.63 BR 52.2 PT 118'
.43 BR 52.1 TPCT, PT 994' SATSOP RIVER
.21 BR 52 PT 45' PVT UP 96651D
.57 BR 51.1 PT 31'
.18 BR 51 PT 45'
.98 BR 50 PT 15'
.00 BR 50 PT 15'
.30 BR 49.1 PT 33'
.05 BR 49 PT 15'
.72 PUB OH 96523V HWY 12
.68 PUB OH 96522N HWY
.50 PUB OH 96521G
.49 PUB OH 96521G
.90 BR 46 DPG, TLG 134' CLOQUALLUM CREEK

TWC | F25 | F40 | TWC | F40 | TWC | F40

.95 24" RCP 23'
.91 24" RCP 24'
.80 48" CA 25'
.74 6' CMP 32'
.72 PUB XING 96680N XBUCKS, ALDER GRADE DRIVE
.43 PVT XING 96679U
.31 4' CA 36'

.91 PUB XING 96678M XBUCKS, SIGS, CENTRAL PARK DRIVE
.73 PUB XING 96677F XBUCKS, 16' CMP 24'

.01 PT SW #3
.86 36" RCP 24' & 36" TP 80'
.84 PUB XING 96674K XBUCKS
.78 PUB XING 96673D XBUCKS
.72 PUB XING 96672W XBUCKS, MAIN STREET
.70 36" RCP 40'
.59 PVT XING 00014
.35 6' STA 32.1
.20 12" CMP 36'
.14 6'x12' WB 31'

.82 12" CMP 30'
.70 PVT XING 96670H
.63 36" RCP 47'
.50 42" RCP 48'
.11 36" CIP 24' & 36" TP 6'
.02 PUB XING 96659H SIGS, MOUTE BRADY ROAD

.75 7' CA 26'
.71 PUB XING 96658B SIGS, E BRADY LOOP ROAD W
.42 PUB XING 96657J XBUCKS, GLENN ROAD

.02 20" CIP 25'
.98 PT SW #9
.95 36" RCP 32'
.86 36" RCP 32'
.70 PUB XING 96656M

.38 PUB XING 96655F XBUCKS
.34 36" RCP 31'
.13 36" RCP 31'
.10 PUB XING 96654Y XBUCKS

.71 PVT XING 96653S
.68 2–36" RCP 27'

.33 PUB XING 96652K SIGS, GATES, E BRADY LOOP ROAD

.98 PUB XING 96650W SIGS, GATES
.85 PUB XING 96649C XBUCKS, HEWITT ROAD
.53 PUB XING 96648V XBUCKS, MOORE ROAD
.27 PVT XING 96647N PUB XING 96646G XBUCKS, O'NIEL ROAD
.03

.90 PVT XING 96645A

.65 30" TP 23'
.61 24" RCP 24'
.58 PUB XING 96644T XBUCKS, NEWMAN CREEK ROAD
.08 PUB XING 96643L XBUCKS, HURD ROAD

.41 24" RCP 31'
.36 PUB XING 96642E XBUCKS, VANCE CREEK ROAD

.51 PUB XING 96638P XBUCKS, 10TH ST
.32 PUB XING 96636B XBUCKS
.28 24" RCP 31'
.28 PUB XING 96635U XBUCKS
.12 PUB XING 96634M XBUCKS, 3RD ST
.09 PT SW #11
.06 PUB XING 96525J XBUCKS

.90 PT SW #9
.88 12" CMP 16'
.79 PT SW #9
.61 5' CA 50'
.53 36" CMP 54'
.48 2–36" CMP 45'

.71 PUB XING 96519F XBUCKS, MITCHELL ROAD
.35 PT SW #3
.33 PUB XING 96518Y XBUCKS, BLOCKHOUSE ROAD W

.66 PVT XING 96517S

.33 3'x5' RTCB 24'
.28 PUB XING 96515D XBUCKS, BLOCKHOUSE ROAD E
.09 PVT XING 96514W

50' 30' 30' 100' | 50' 30' 50' 100' | OLYMPIC HWY 50' 30' | 30' 50' | 50' 30' | 50' 25' 50' | 50' | 30' 50' 37.5' | 30' 50' 37.5' | 30' 25' | 25' 50' | 30' 50'

PA 22ND SUB TO BANGOR
CAP 1170'

MONTESANO
MP 58.0

.58 PT SW #9

ELMA
MP 48.02

VENTRON
MP 46.41

.93 PUB XING 96641X XBUCKS, N 17TH ST
.70 PUB XING 96640R XBUCKS, N 13TH ST
.57 PUB XING 96639W XBUCKS, 11TH ST

C–59 3–00' | C–58 1–00' | C–57 3–30' | C–56 1–00' | C–53 1–00' | C–51A 1–00' | C–51 2–00' | C–48 1–00' | C–47A 8–00' | C–47 1–30'

90B–25 | 112B–SH–60 | 112B–SH–60 | 112B–SH–60 | 112B–SH–59 | 112SH–73 | 112B–SH–78 | 112SH–73 | 112B–SH–73 | 112SH–73

115B–78 | 115B–SH–78

TIES 85 | 85 | 85 | TIES 85

SURF 82 | 82 | 82 | 82 | SURF

05–01–93 P4022102

PACIFIC DIVISION – HARBOR LINE SUBDIVISION

PA–21 LS–402 (3)

CONSTRUCTED 1891 | CONSTRUCTED 1890 | CENTRALIA → | ← ABERDEEN | CONSTRUCTED 1890

.90 BR 42, PT 116', MOX CHEHALIS CREEK
.36 BR 41, PT, TPG 146', PORTER CREEK
.78 BR 38, PT 116', GIBSON CREEK
.91 BR 36, DPG 116', CEDAR CREEK
.44 PUB OH 92589G HWY

45 (1545+66.1) — 1492+86.1 — 1440+06.1 — 1367+26.1 — 40 (1281+66.1) — 1228+86.1 — 1176+06.1 — 1123+26.1 — 1070+46.1 — 35 (1017+66.1) — 964+86.1 — 912+06 — 859+26.1 — 806+46.1 — 30 (753+70.5)

MP 36.68 DE DET

TWC | F40 | TWC | F40 | F40 | F30 | F40

.84 PVT XING 96513P
.84 24" RCP 41'
.60 PVT XING DOT#
.49 PVT XING 96512H
.29 3'x3' RTCB 24'
.19 PUB XING 96510U
XBUCKS
DUNLAP ROAD
.11 36" RCP 55'
.90 PVT XING 96509A
.77 24" RCP 24'
.64 18" CMP 25'
.44 24" RCP 39'
.37 12" CMP 25'
.24 4' CA 39'
.13 PVT XING 96508T
.03 PVT XING 96507L
.68 12" CMP 50'
.37 24" RCP 39'
.25 PVT XING 92604C
.05 18" CMP 20'
.97 24" RCP 24'
.83 36" CIP 68'
.74 36" RCP 37'
.55 24" RCP 32'
.50 PUB XING 92603A
SHELTON-OLYMPIA
.24 PVT XING 92602T
.11 12" CMP 16'
.90 12" RCP 16'
.83 24" RCP 40'
.78 12" CMP 20'
.57 PVT XING 92601L
.55 24" RCP 55'
.46 24" RCP 31'
.41 24" TP 50'
.11 36" RCP 54'
.96 36" RCP 48'
.79 36" RCP 48'
.60 PVT XING 92600E
.54 30" CIP 50' &
36" RCP 8'
.41 18" CMP 32' &
.28 30" RCP 41'
.24 PVT XING 92599M
.22 24" RCP 32'
.94 30" CIP 36' &
.36" RCP 16'
.91 PVT XING 92587Y
.75 PVT XING 92596S
.46 PUB XING 92595K
XBUCKS
.39 24" RCP 23'
.08 36" CMP 40'
.80 24" RCP 38'
.66 24" CMP 31'
.57 24" CMP 40'
.46 24" RCP 32'
.34 36" RCP 47'
.12 PVT XING 92594D
.71 PUB XING 92593W
XBUCKS
SHELTON ROAD
.25 24" TP 58'
.21 24" CMP 24'
.13 24" RCP 31'
.93 24" RCP 58'
.79 24" RCP 24'
.70 24" RCP 32'
.65 24" RCP 55'
.50 2'x5' RTB 22'
.42 24" TP 45'
.30 24" RCP 40'
.10 24" RCP 31'
.94 24" RCP 47'
.79 24" RCP 40'
.48 4' CA 39'
.14 24" RCP 39'
.95 PUB XING 92587T
XBUCKS
SCHEAFFER STREET
.65 PUB XING 92586L
XBUCKS
KENYON STREET
.80 PVT SW #6 92585E
.39 PUB XING 92585K
XBUCKS
MURRAY STREET
.04 PUB XING 92584X
XBUCKS
MERRY ROAD
.98 24" RCP 39'
.81 2–4'x4' RTB 23'
.46 2'x5' RTCB 22'
.45 PUB XING 92583R
XBUCKS
BLOCKHOUSE ROAD
.38 24" RCP 25'
.02 4' CA 36'
.65 PVT XING 92582J
.64 2'x3' RTCB 22'
.53 36" RCP 47'
.52 24" TP 54'
.37 36" RCP 55'
.10 PVT XING 92581C
.07 24" RCP 31'
.91 24" RCP 24'
.76 24" RCP 24'
.67 24" RCP 39'
.57 12" CMP 20'
.51 24" RCP 24'
.46 24" RCP 84'
.41 12" CMP 20'
.28 24" RCP 31'
.16 24" RCP 24'
.10 24" RCP 24'
.07 24" RCP 40'

50' | 50' | 50' | 50' | 50' | 50' | 50' | 50'

CHEHALIS RIVER | CHEHALIS RIVER | OAKVILLE MP 33.61

.48 36" RCP 62'
.41 36" RCP 55'
.16 24" RCP 55'

C-44 2–00' | C-43B 1–00' | C-43A 2–00' | C-43 3–00' | C-42D 2–15' | C-42C 5–20' | C-42B 2–02' | C-42A 1–28' | C-42 1–30' | C-41D 0–52' | C-41C 2–00' | C-41B 5–00' | C-41A 1–00' | C-41 1–00' | C-40C 2–00' | C-40B 2–30' | C-40A 1–00' | C-40 4–00' | C-39B 2–40' | C-39A 2–00' | C-39 1–00' | C-38 1–00' | C-37A 1–00' | C-37 2–00' | C-35A 1–00' | C-35 1–00' | C-34B 3–00' | C-34A 2–10' | C-34 1–00' | C-32A 1–00' | C-32 1–00' | C-31 4–14' | C-30D 8–10' | C-30C 2–00' | C-30B 3–28' | C-30 8–10' | C-30A 3–08'

112–SH–73 | 112–SH–78 | 112–SH–80 | 112–SH–71 | 112–SH–73 | 112–SH–80 | 112–SH–71 | 112–SH–80 | 112–SH–80 | 112–SH–80 | 112–SH–80 | 112SH–80 | 112–78

115B–SH–78

TIES 85 | 85 | 85 | TIES 85

SURF | SURF

05–01–93 P4022103

PACIFIC DIVISION – HARBOR LINE SUBDIVISION

PA–21 LS–402 (4)

CONSTRUCTED 1890 | CONSTRUCTED 1890 | CENTRALIA → | ← ABERDEEN | CONSTRUCTED 1890

.64 BR 12.1 TPCT 133' BLACK RIVER
.27 BR 12 PT 89' CREEK
.95 BR 11 PT 43'
.50 BR 9 PT 74' SCATTER CREEK
.97 PUB OH 92568N HWY 12
.74 BR 6 PT 59'
.60 BR 4 PT 58'
.14 OH HWY I–5 92553Y 92554F
.96 BR 1.1 PT 30' OVERFLOW CHANNEL
.68 BR 1 TPCT 158' SKOOKUMCHUCK RIVER

753+70.5 | 700+90.5 | MP 28.46= MP 13.33 655+35.9 | 602+56.9 | 549+69.8 | 498+86.9 | 444+10 | 391+36.9 | 338+56.9 | 285+76.9 | 232+86.9 | 180+16.7 | 127+36.6 | 74+56.6 | 21+76.9 | 1+03.3

30 | LS 402 | LS421 | 13 | 10 | 5 | 1

2839.5' | 1714.1' | 2073.6'

TWC | TWC | TWC | DIAMOND YARD

F40 | F25 | F40 | F40 | F40

.91 36" RCP 71'
.84 COUNTY LINE
.80 PVT XING 92580V
.75 36" RCP 39'
.47 PVT XING 92579B
.38 36" RCP 39'
.18 PVT XING 92578U
.17 PT SW #9
.07 3'x4' RTB 46'
.84 PT SW #9
.71 PUB XING 92577M XBUCKS CALKINS STREET
.46 PT SW #9
.28 PUB XING 92576F XBUCKS OWINGS STREET
.33 PVT XING 92575Y
.13 PT SW #9
.98 PUB XING 92574S SIGS, GATES
.91 PT SW #9
.40 PT SW #9
.20 PUB XING 92573K XBUCKS
.24 PT SW #9
.22 PVT XING 92571W
.01 24" RCP
.89 PUB XING 92570P XBUCKS 191ST AVE SW
.45 PUB XING 92569V XBUCKS JOSELYN AVE
.36 PUB XING DOT# .18 PUB XING 92567G XBUCKS TEA STREET SW
.84 PUB XING 92566A XBUCKS GRAND MOUND SW
.53 PT SW #9
.22 PT SW #9 .07 PUB XING 92565T SIGS, STATE HWY
.90 5' CA 33'
.69 PVT XING 92564L
.48 5' CA 44'
.37 PUB XING 92563E XBUCKS 116TH AVE SW
.85 PVT XING 92562X
.72 PUB XING 92561R XBUCKS & .60 COUNTY LINE
.44 PVT XING 92560J
.26 PVT XING DOT#
.13 PVT XING DOT#
.53 PUB XING 92559P SIGS FORON ROAD
.45 PVT XING 92558H
.12 PT SW #9
.97 PVT XING 92557B
.72 PVT XING 92556U
.65 PT SW #9
.55 PT SW #9
.54 PT SW #9
.30 PT SW #9
.18 RR XING
.14 PUB XING DOT#
.02 PT SW #9
.01 PVT XING DOT#
.28 PUB XING 92552S
PUB XING 92551K
.15 XBUCKS, 'H' STREET
.09 PUB XING 92550D XBUCKS, 'G' STREET
.03 PUB XING 92549J XBUCKS, 'F' STREET
.95 PUB XING 92548C XBUCKS, E. STREET
.89 PUB XING DOT# XBUCKS, 'D' STREET
.82 PUB XING 92546N SIGS, TOWER STREET
.76 PUB XING 92543T XBUCKS, 'B' STREET
.61 PT SW #9

80' | 50' | 150' | 50' | CAP 2281' | 50' | 250' | 50' | 70' | CAP 2636' | 50' | 50' | 50' | 50' | CAP 3378'

GRAYS HARBOR CO
THURSTON CO

GATE
MP 28.70

ROCHESTER
MP 10.67

GRAND MOUND
MP 6.40

THURSTON CO
LEWIS CO

BLAKESLEE
MP 2.2

UPRR
CHEHALIS WESTERN RR

CENTRALIA *
MP 0.94

.99 PT SW #9
.79 PT SW #9

TO SEATTLE
TO VANCOUVER

C–29 4–00' | C–29A 6–00' | C–13 4–00' | C–12 4–00' | C–10 2–00' | C–8 1–00' | C–6 4–00' | C–4 4–00' | C–1 4–00' | C–0 11–00'

112–78 | 115B–SH | 112–78 | 112–78 | 112–SH–78 | 112–SH–71 | 112–SH–78 | 115B–SH | 112–SH–78 | 115B–78 | 112–SH–78 | 115B–SH | 112–SH–78 | 112–SH–78 | 112–SH–78 | 115B–SH | 112–SH–78 | 112–SH–71 | 112–SH–78 | 112–SH–71 | 112–SH–71 | 112B–SH | 112SH–78 | 112B–SH–65 | 112SH–78 | 112SH–78 | 115B–SH | 112–SH–78 | 115B–

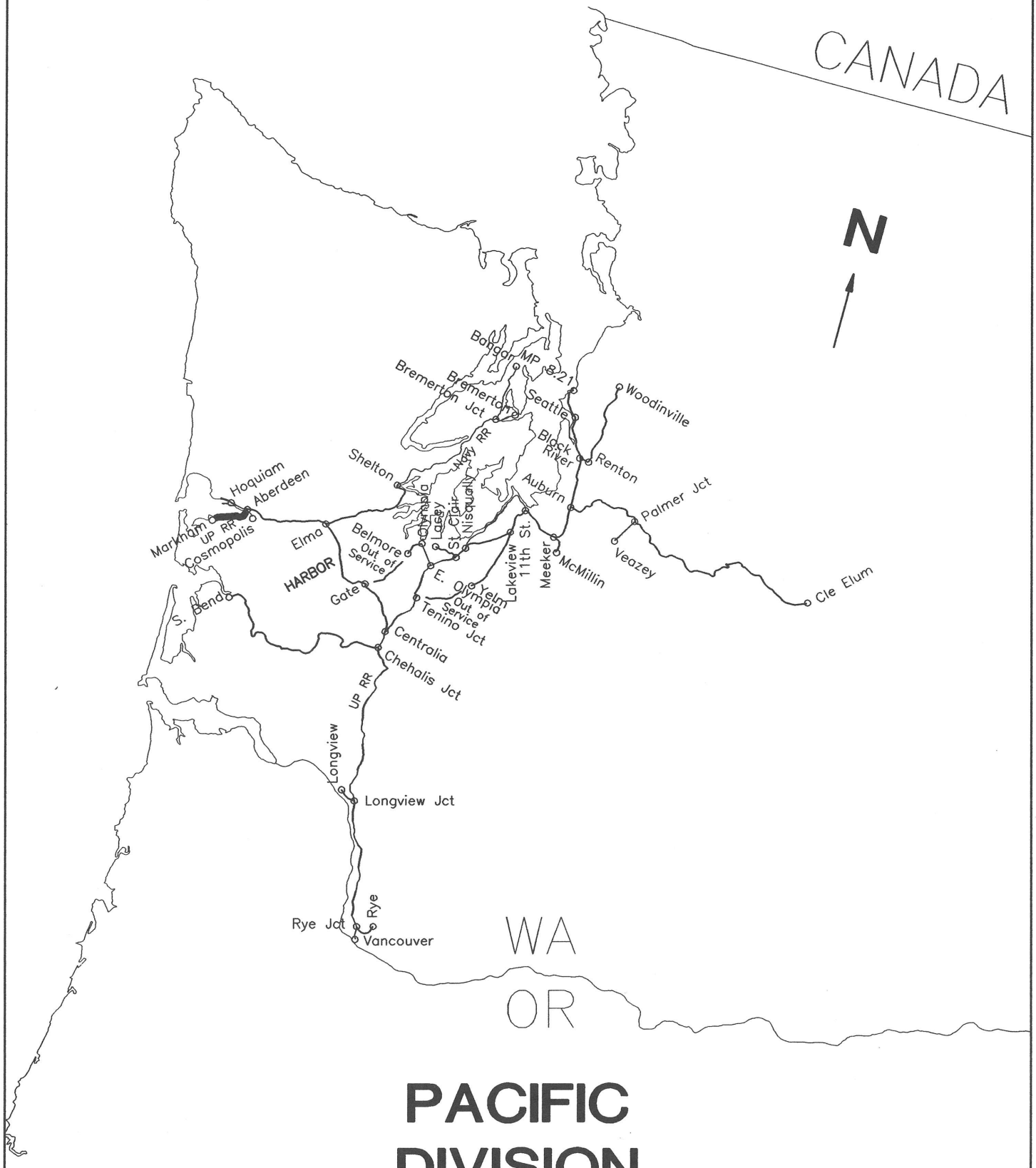
TIES 85 | 85 | 85 | 85 | 85

SURF

TRACK CONST. | BRIDGES | GRADE | MILEPOST | SIGNALS | SPEED | TRACK | CURVES | RAIL | TIES | SURFACE

05–01–93 P4022104

HARBOR LINE SUBDIVISION SPUR
SOUTH ABERDEEN - MARKHAM



PACIFIC DIVISION

PLT DATE: 7-13-93

PACIFIC DIVISION — HARBOR LINE SUBDIVISION — MARKHAM SPUR

PA-21 LS-422 (5)

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

CONSTRUCTED 1891

SOUTH ABERDEEN →

← MARKHAM

CONSTRUCTED 1891

REALIGNED

.50 BR 10 PT 105' O'LEARY CREEK

.28 BR 9 PT 16'

.98 BR 7.1 PT 57'

.41 BR 7 PT 117' INDIAN CREEK

.45 BR 6 PT 42'

.03 BR 5 PT 106' NEUSHKAH RIVER

.58 BR 4 PT 104' CHARLIE'S CREEK

.58 BR 3 PT 45'

31.42

3340+10.1 — 13 — 3287+30.1 — 3234+50.1 — 3181+70.1 — 10 — 3128+90.1 — 3076+10.1 — 3023+10.1 — 2970+50.1 — 2917+70.1 — 5 — 2864+90.1 — 2812+10.1 — 2759+30.1 — 2

1350.9'

YARD LIMITS — YARD — YARD LIMITS — YARD

LS 422 | LS 423

DIAMOND

.26 END OF TRACK
.20 PVT XING 967733K
.16 1"x1" WB 32'
.12 12" WIP 15'
.99 12" CIP 24'
.93 1"x1" WB 16'
.92 PT SW #9
.90 24" RCP 23.3'
EXT 40' RT
.88 12" WIP 15' EXT
W/ 12" CMP 20' RT
.82 24" RCP 23.3'
EXT 20' RT
.79 24" TP 20'
EXT 19' RT
.77 1"x1" WB 8'

.86 24" RCP 24.8'

.46 36" RCP 32'
.45 PVT XING DOT#
.31 24" TP 36' &
36" RCP 31.4'

.03 24" RCP 31.3'

.78 24" RCP 23.2'

.32 36" RCP 23.7'
.26 15" RCP 18'
.25 12" RCP 15'
.21 1"x1" WB 16'
.12 24" RCP 23.3'
.07 12"x18" WB 17'

.97 12" RCP 15'
.90 24" RCP 23.7'
.80 36" CIP 30.5'
.71 1"x1" WB 16'
.65 1"x1" WB 16'
.62 1"x1" WB 16'
.56 12" CIP 16'
.55 1"x2" WB 16'
.52 1"x2" WB 16'
.49 1"x1" WB 16'
.10 24" CMP 28.5'

.98 7' CA 28'

.05 1"x1" WB 30'

.88 2-30" TP 34' &
36" RCP 33.2'

.60 PVT XING DOT#

.11 PVT XING DOT#
.04 PVT XING DOT#
.03 30" CIP 38' &
36" RCP 8'

.36 24" TP 38'
.32 PVT XING 967740V

.84 1"x1" WB 32'
.76 2"x2" WB 48'
.74 PT SW #9
.70 PVT XING 967741L
.68 24" RCP 39'
.40 PT SW #9
.35 PT SW #9
.27 PUB XING 967746E
SIGS
.30 PUB XING UPRR
.23 15"x46.7" RCB 17.8'
.14 PUB XING 967746L
.05 PUB XING 967747T
CLARK STREET
.03 OLD MAIN TRACK
MILL GATE
.97 PT SW #9

TO ABERDEEN VIA UPRR

TO COSMOPOLIS

UPRR

CAP 1919.8'

50' 50' 50' 50' 20' 50' 50' 50' 100' 50' 50'

80' 50' 75' 50' 40' 50' 50'

MARKHAM
MP 13.2

.09 PT SW #9
.71 24" RCP 16'
EXT 20' RT
.89 24" TP 13'
.59 24" TP 20'
EXT 18.5' RT
.56 PT SW #9
.33 1"x1" WB 16'

SOUTH ABERDEEN
MP 2.3

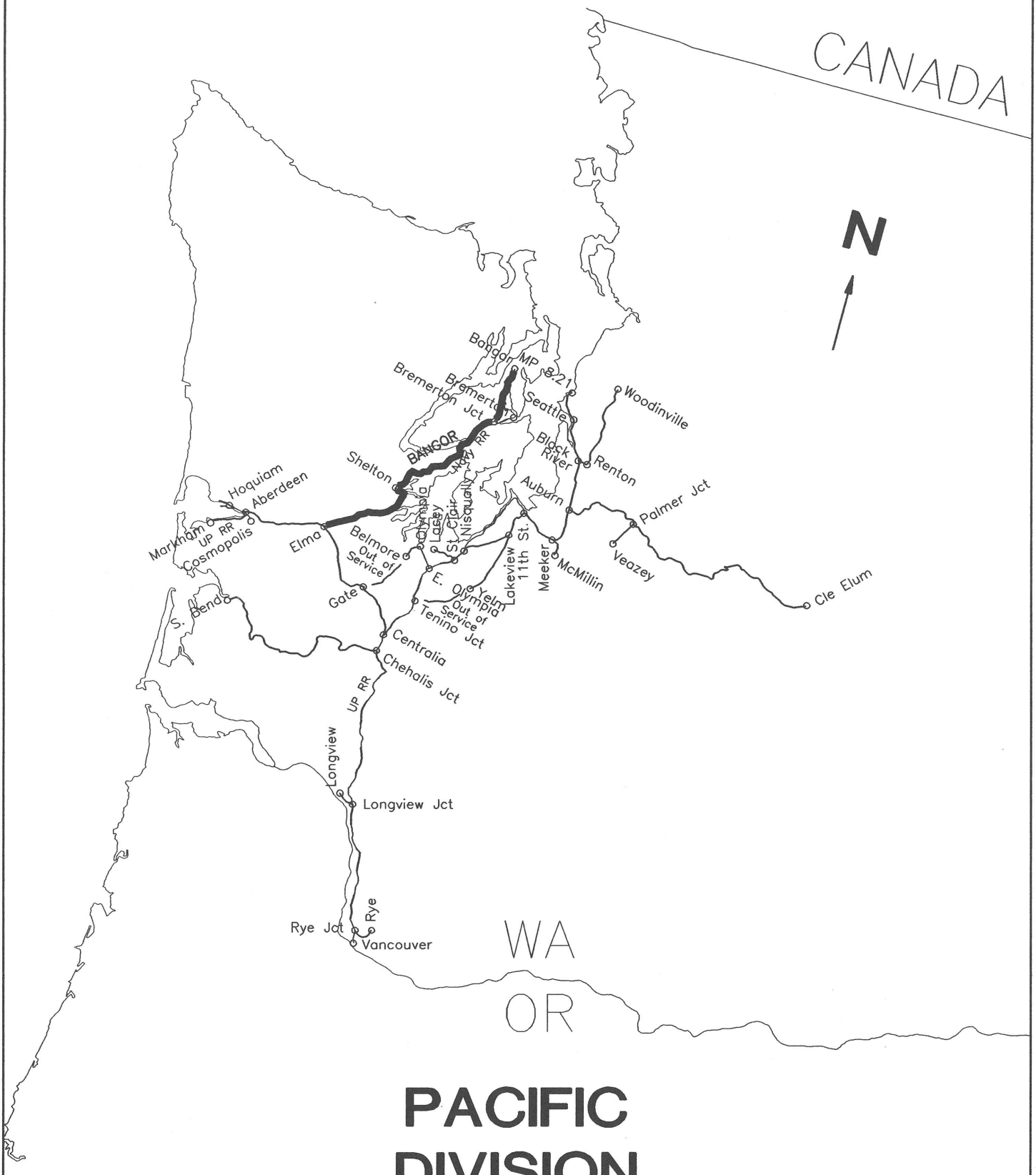
C-13 1-00' — C-12B 2-00' 1-30' — C-12A 1-00' 2-00' — C-12 1-30' — C-11A 3-15' — C-11 2-00' — C-10D 1-00' — C-10C 6-00' — C-10B 3-00' — C-10A 2-00' — C-10 6-00' — C-9B 5-00' — C-9A 2-00' — C-9 2-00' — C-8 2-00' — C-6 2-00' — C-5 2-00' — C-3 2-00' — C-2A 2-00' — C-2 ??

90B-46 — 100B-57 — 100B-57

90B 112-SH-76 112B 75B

05-01-93 P4220005

BANGOR SUBDIVISION
BANGOR - ELMA

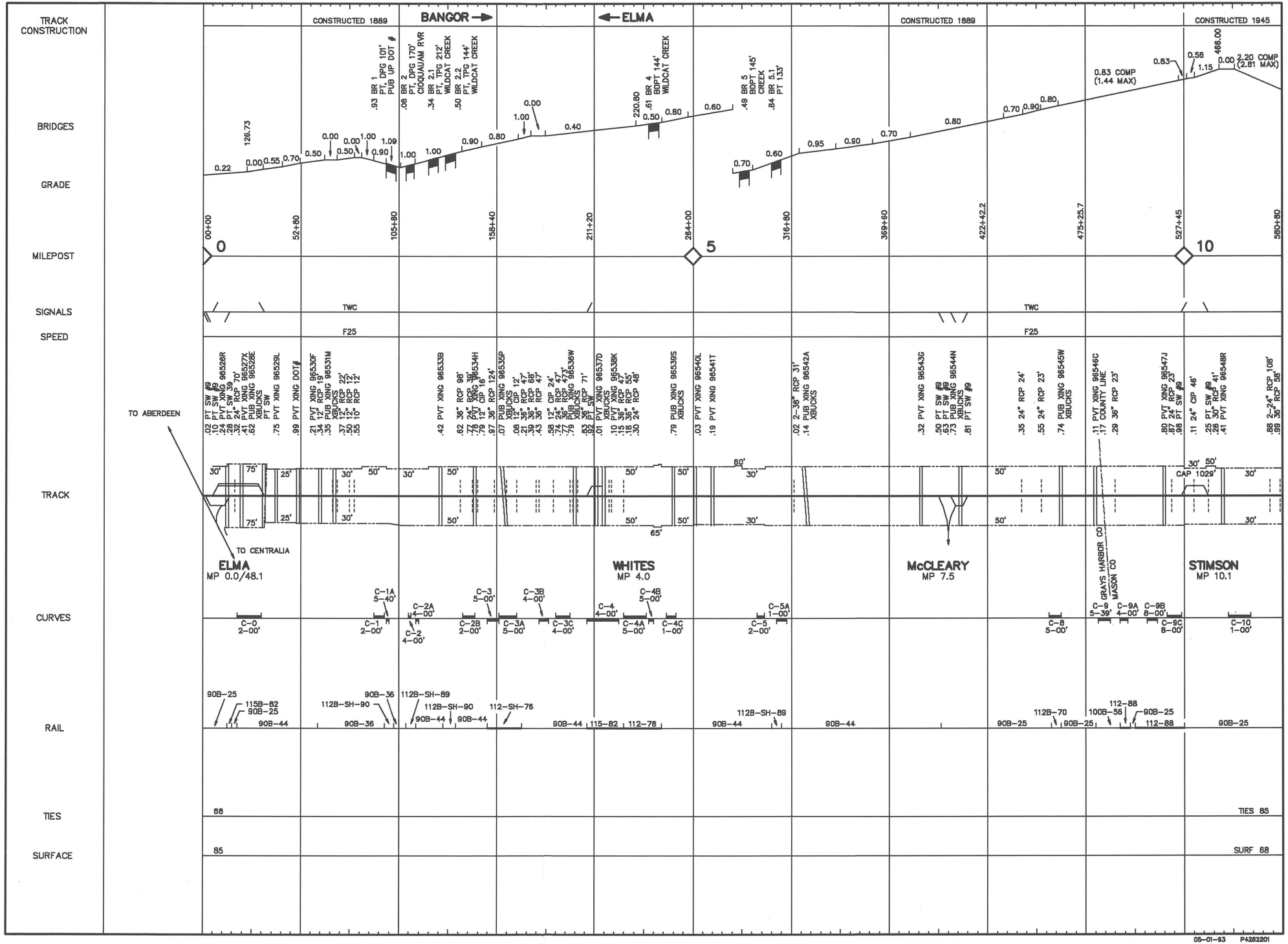


PACIFIC DIVISION

PLT DATE: 7-13-93

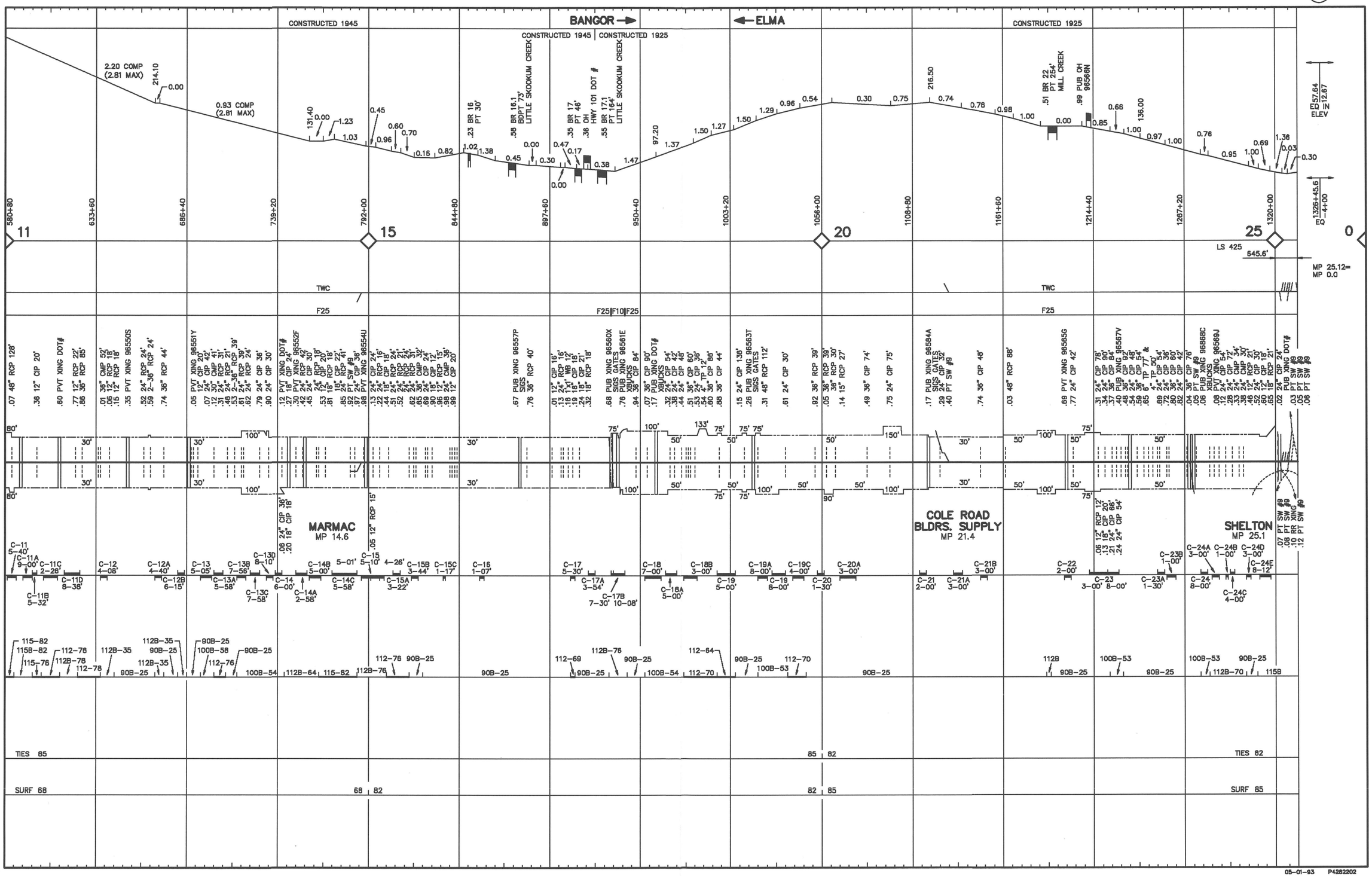
PACIFIC DIVISION – BANGOR SUBDIVISION

PA–22 LS–425 (1)

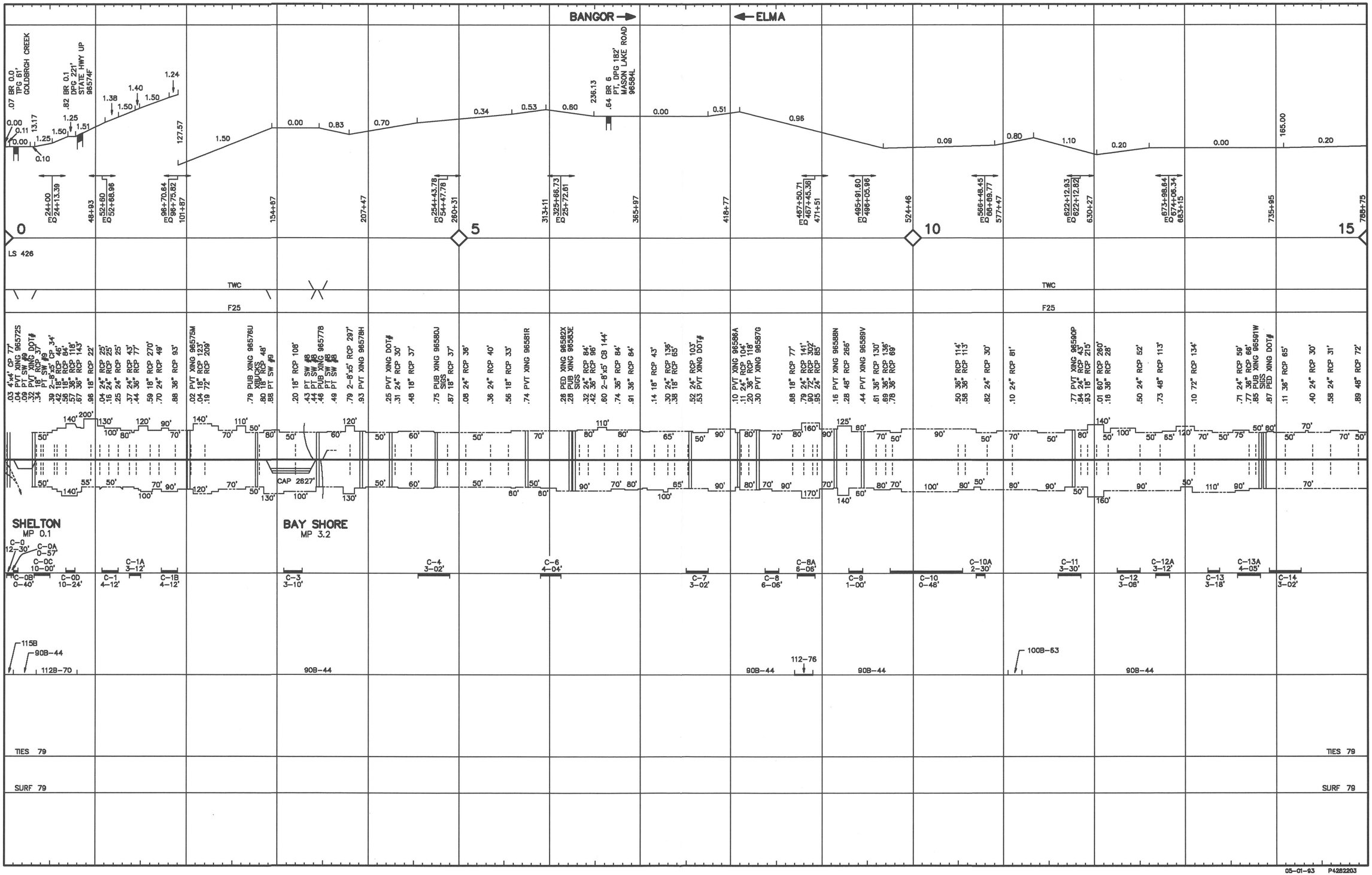


PACIFIC DIVISION – BANGOR SUBDIVISION

PA–22 LS–425 (2)



05-01-93 P4282202



05–01–93 P4282203

BANGOR → ← ELMA

0.20 170.40 0.40 0.14 0.40 0.00 0.40 0.00 0.20 0.77 0.00 228.00 0.32 .76 BR 21 CG 64' STATE HWY UP 98595Y 1.50 0.24 0.48 0.44 0.30 341.34 0.02 1.70 .34 BR 25 CG 62' STATE HWY PUB UP DOT # 0.70 0.44 0.11 0.89 1.03 0.57 0.12 0.25 301.08 0.73

7+88+75 | 8+41+55 | 8+94+35 | 9+44+90.70 / 9+44+80.53 | 9+47+04 | 9+72+68.92 / 9+72+72.33 | 9+99+88 | 10+52+92 | 11+05+72 | 11+06+01.46 / 11+06+13.50 | 11+58+64 | 12+11+44 | 12+64+24 | 12+76+12.74 / 12+76+15.25 | 13+17+06 | 13+18+55.86 / 13+18+58.61 | 13+47+31.02 / 13+47+34.48 | 13+69+93 | 14+22+73 | 14+75+53 | 15+28+33 | 15+75+03.2 / 15+75+00.0 | 15+81+09

15 20 25 30

TWC F25 TWC F25

.75 36" RCP 52' .84 24" RCP 61' .87 2-60" RCP 136'
.01 PT SW #8
.50 36" RCP 77' .58 PT SW #8
.88 36" RCP 48'
.36 24" RCP 46' .47 PVT XING 98592D .50 18" RCP 42' .84 48" RCP 145' .96 60" RCP 205'
.18 24" RCP 73'
.46 24" RCP 83' .60 24" RCP 61' .70 18" RCP 34' .86 24" RCP 40'
.30 36" RCP 157' .43 PVT XING 98593K .70 12" RCP 21'
.97 PVT XING 98594S .11 24" RCP 67' .28 36" RCP 101'
.84 18" RCP 40'
.02 24" RCP 43'
.XX PVT XING DOT# .67 36" RCP 129' .84 36" RCP 125'
.39 PVT XING 98596F
.25 PVT XING 98597M
.69 18" RCP 37' .72 PVT XING DOT# .84 18" RCP 55' .97 36" RCP 96'
.33 18" RCP 64'
.60 24" RCP 112' .73 24" RCP 103' .83 24" RCP 194'
.46 24" RCP 121' .51 PVT XING 98599B .65 36" RCP 165'
.88 PVT XING 98600T
.03 24" RCP 52' .08 PT SW #9
.45 PT SW #9 .46 24" RCP 64' .52 PVT XING 98601A
.93 24" RCP 95'
.01 COUNTY LINE .16 18" RCP 43' .05 18" CP 75' .25 18" CP 36' .32 18" CP 44'
.70 24" CP 156'
.24 48" RCP 258'
.48 48" RCP 57' .50 PT SW #8 .68 18" RCP 58' .70 PUB XING 98602G .87 24" RCP 85' .99 PUB XING 98603N XBUCKS
.07 PT SW #8 .19 24" RCP 135'
.43 18" RCP 243'

50' 70' 50' 70' | 60' 120' 50' 60' | 50' 60' 50' | 90' 95' 60' 50' | 50' 60' 50' | 85' 100' 90' 85' | 150' 70' 120' 70' | 55' 65' 55' 55' | 90' 70' 75' 55' | 55' 80' 60' 80' | 55' 75' 70' | 50' 65' 60' 50' | 50' 60' 50' | 60' 90' 95' | 75' 50' 60' | 60' 70' 90' 120' | 75' 100' 60' | 60' 65' 60' | 50' 60' 60' | 100' 60' 90' 100' | 115' 80' 130' 75' | 65' CAP 2623' | 75' 50' | 90' 140' 80' | 185'

CAP 2622' 50' 70' 50' 60' 95'

ALLYN
MP 16.3

SOUTH BELFAIR
MP 26.2

MASON CO
KITSAP CO

BELFAIR
MP 28.8

C-15 3-12' | C-16 3-06' | C-17 4-08' | C-18 4-03' | C-19 1-00' | C-19A 3-04' | C-20 3-04' | C-21 2-00' | C-21A 3-06' | C-23 1-00' | C-23A 3-08' | C-24 3-12' | C-25 2-00' | C-25A 5-07' | C-26 1-00' | C-27 2-00' | C-28 6-10' | C-28A 6-05' | C-28B 1-00' | C-29 4-03'

90B-44 90B-44 112-80 90B-44

TIES 79 TIES 79

SURF 79 SURF 79

05-01-93 P4282204

PACIFIC DIVISION – BANGOR SUBDIVISION

PA–22 LS–426 (5)

BANGOR → ← ELMA

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

BREMERTON JCT. MP 32.1

PRO–GAS MP 36.7

N.A.D. MP 37.5

SILVERDALE MP 39.7

BANGOR MP 42.8

TO BREMERTON

CAP 2924'

5795'

TWC

F10

F25

90B–44

115–81

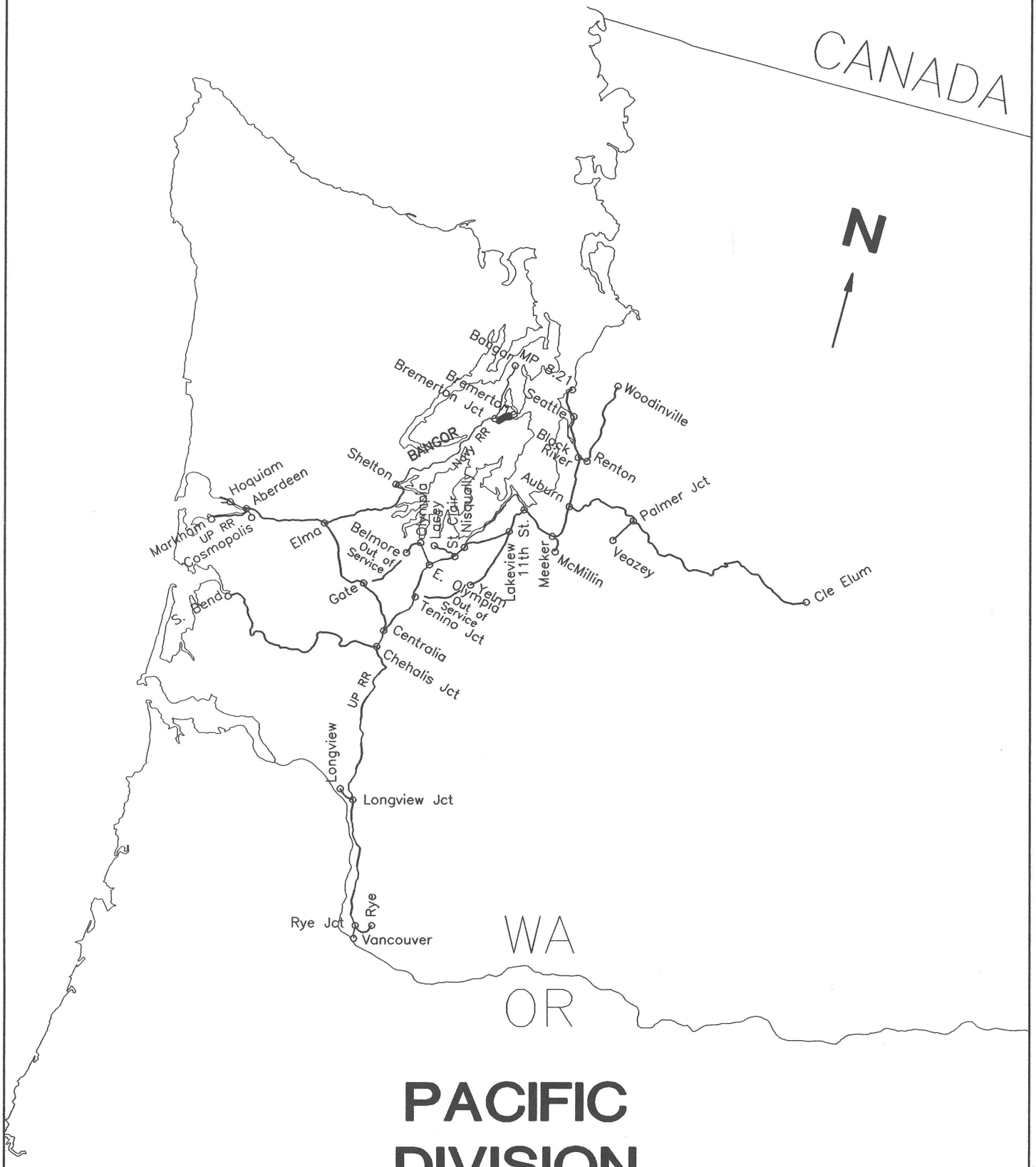
112B–70

TIES 79

SURF 79

05–01–93 P4282205

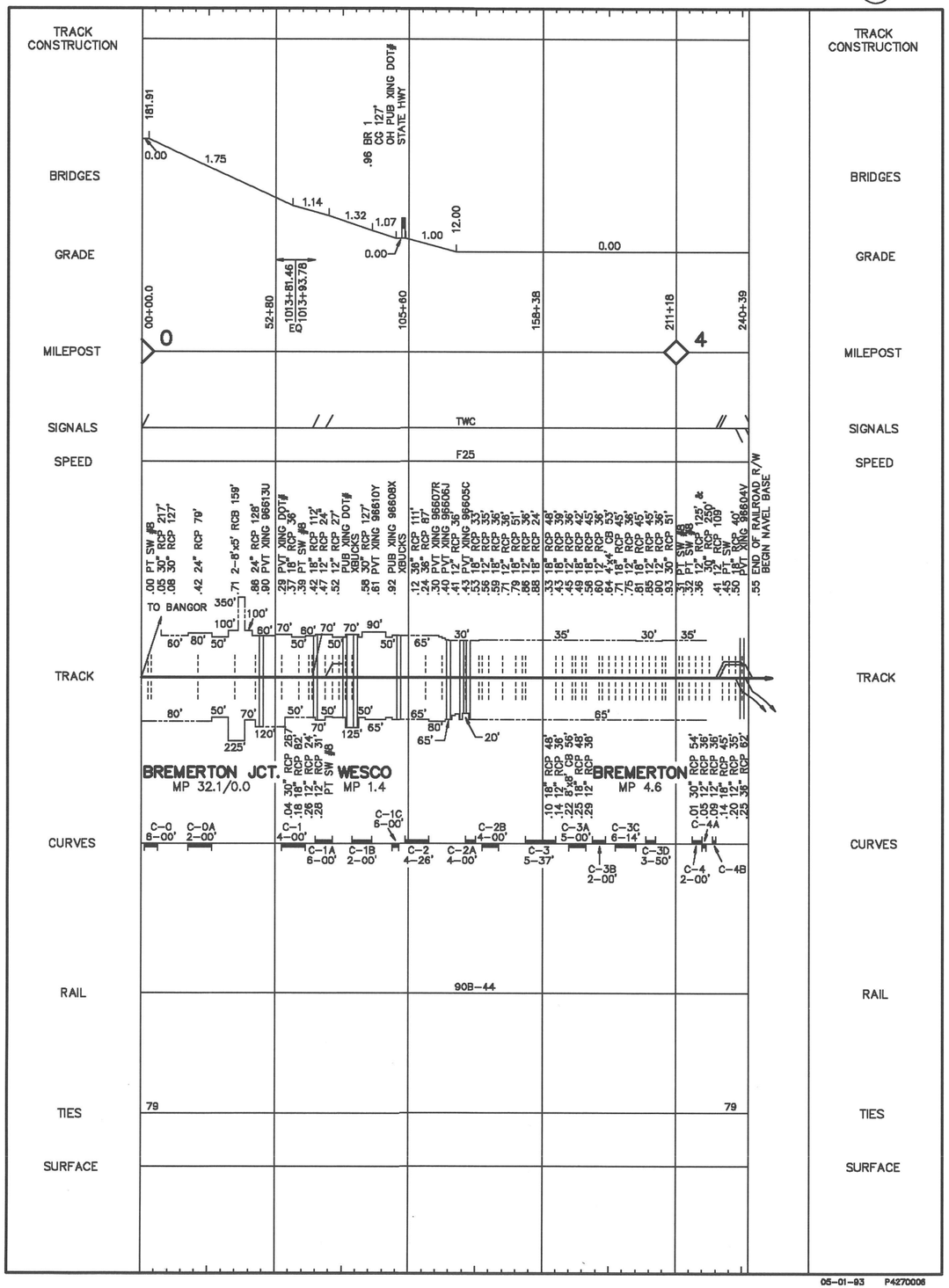
BANGOR SUBDIVISION SPUR
BREMERTON JCT - BREMERTON



PACIFIC DIVISION

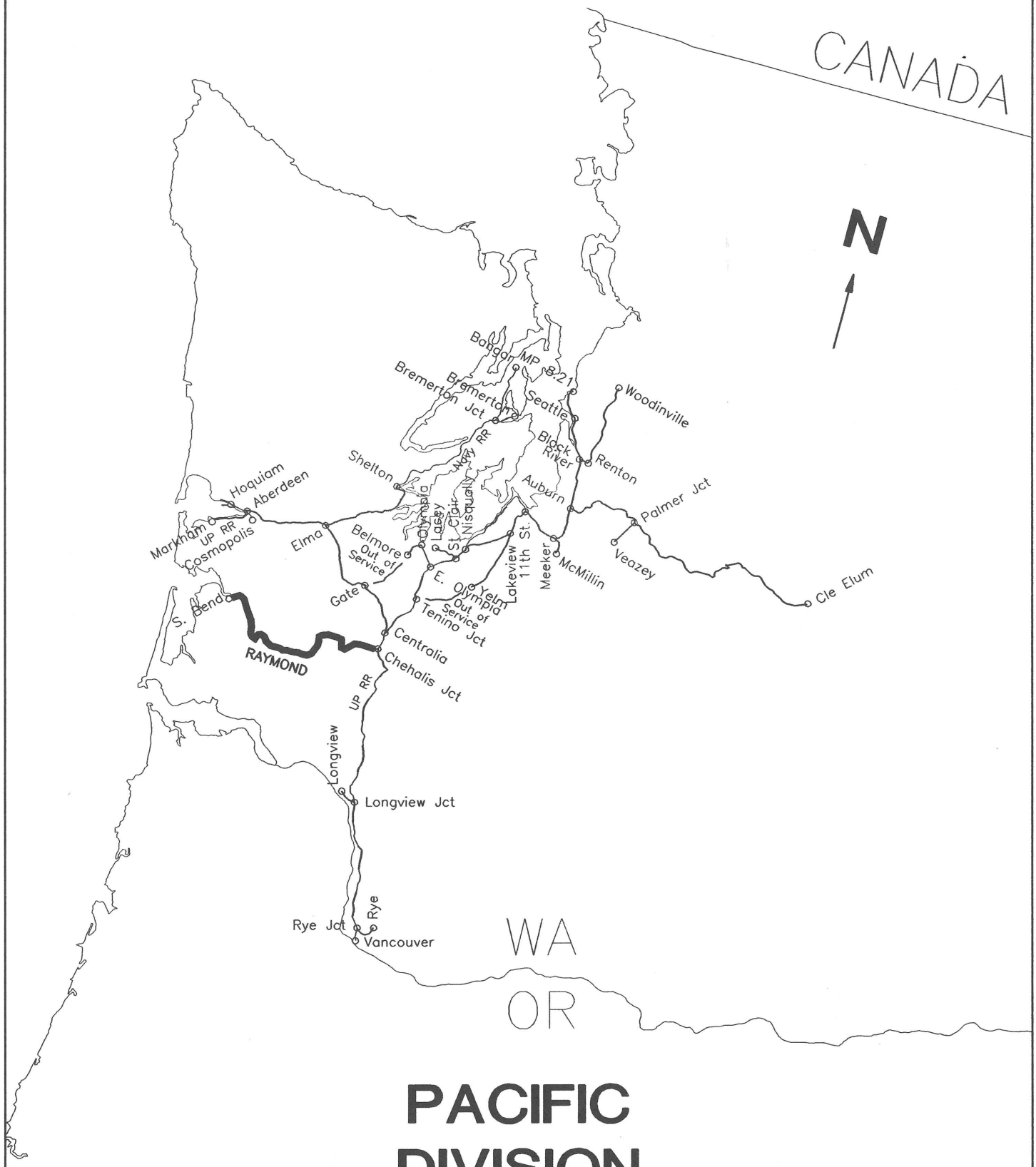
PLT DATE: 7-13-93

PACIFIC DIVISION
BANGOR SUBDIVISION – BREMERTON SPUR PA–22 LS–427 (6)



05–01–93 P4270006

RAYMOND SUBDIVISION
CHEHALIS JCT - SOUTH BEND



PACIFIC DIVISION

PLT DATE: 7-13-93

PACIFIC DIVISION – RAYMOND SUBDIVISION

PA–23 LS–420 (1)

CONSTRUCTED 1892 — CHEHALIS JCT. → ← SOUTH BEND — CONSTRUCTED 1892

BRIDGES: .50 BR 53 PT, TRTDS 456' SOUTH FORK WILLAPA RIVER; .27 BR 52 PT 87; .01 BR 50 PT 74'; .83 BR 48 PT 60' CREEK; .49 BR 45 PT, TPCT 256' WILLAPA RIVER; .54 BR 43 PPT 198' GREEN CREEK; .00 BR 42 PT, TPCT 198' WILLAPA RIVER

GRADE

MILEPOST: 55 — 50 — 45

SIGNALS: TWC — TWC

SPEED: OUT OF SERVICE — F10 — F10

TRACK

SOUTH BEND MP 56.0 — RAYMOND MP 53.0 — WILLAPA MP 50.5

CURVES: C-56 2-00' — C-55 1-00' — C-54A 1-00' — C-54 5-20' — C-53 3-00' — C-52A 3-00' — C-52 4-03' — C-51 5-00' — C-50A 5-00' — C-50 4-59' — C-49 4-01' — C-48 3-00' — C-46 1-00' — C-44 1-00'

RAIL: 72B–13 — 100B — 72B–11 — 100B–SH–54 — 115B–SH — 90B — 90B–39 — 72B–11

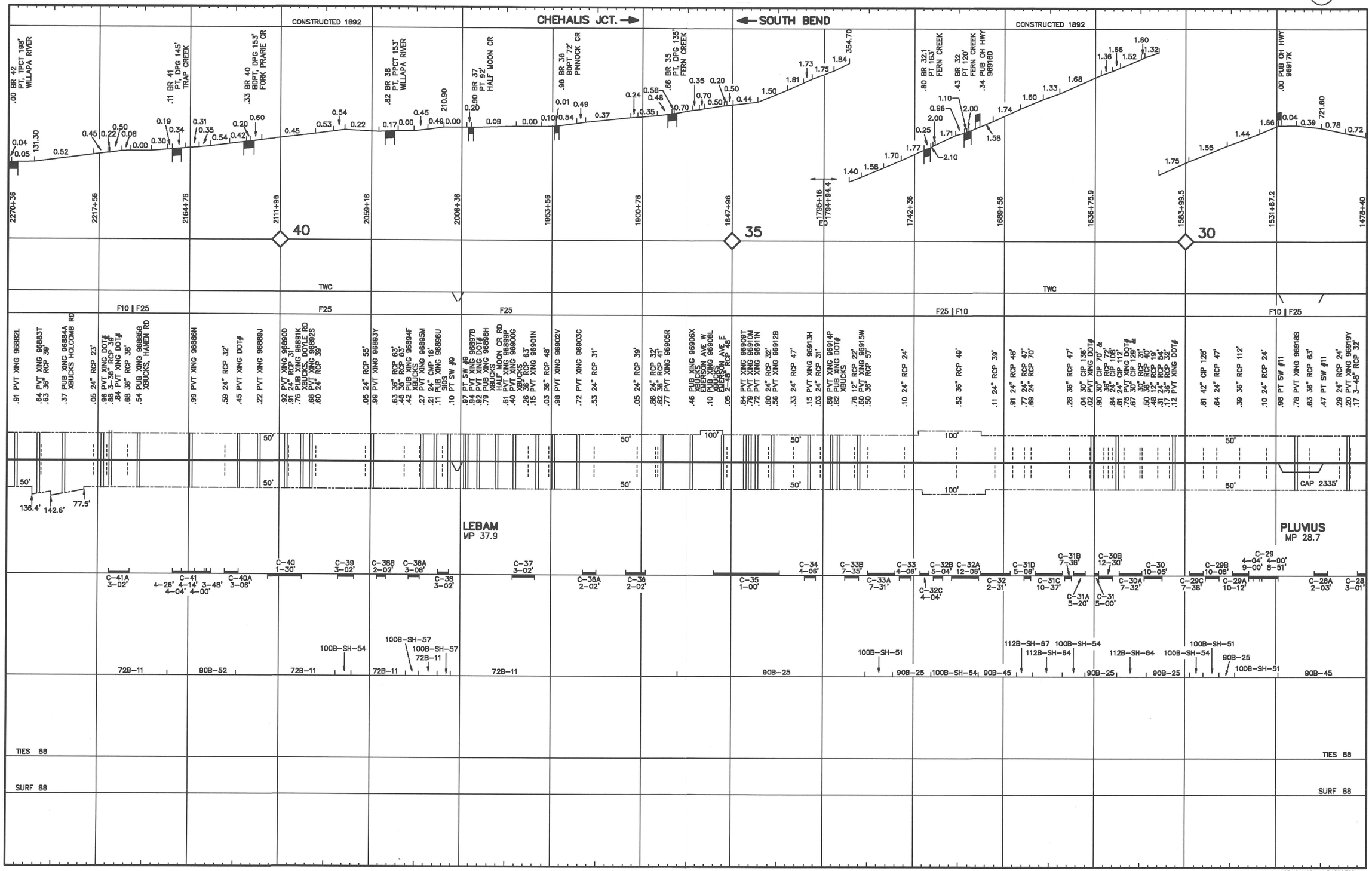
TIES: 72 — 72 — 72 — 88 — TIES 88

SURFACE: 88 — SURF 88

05–01–93 P4202301

PACIFIC DIVISION – RAYMOND SUBDIVISION

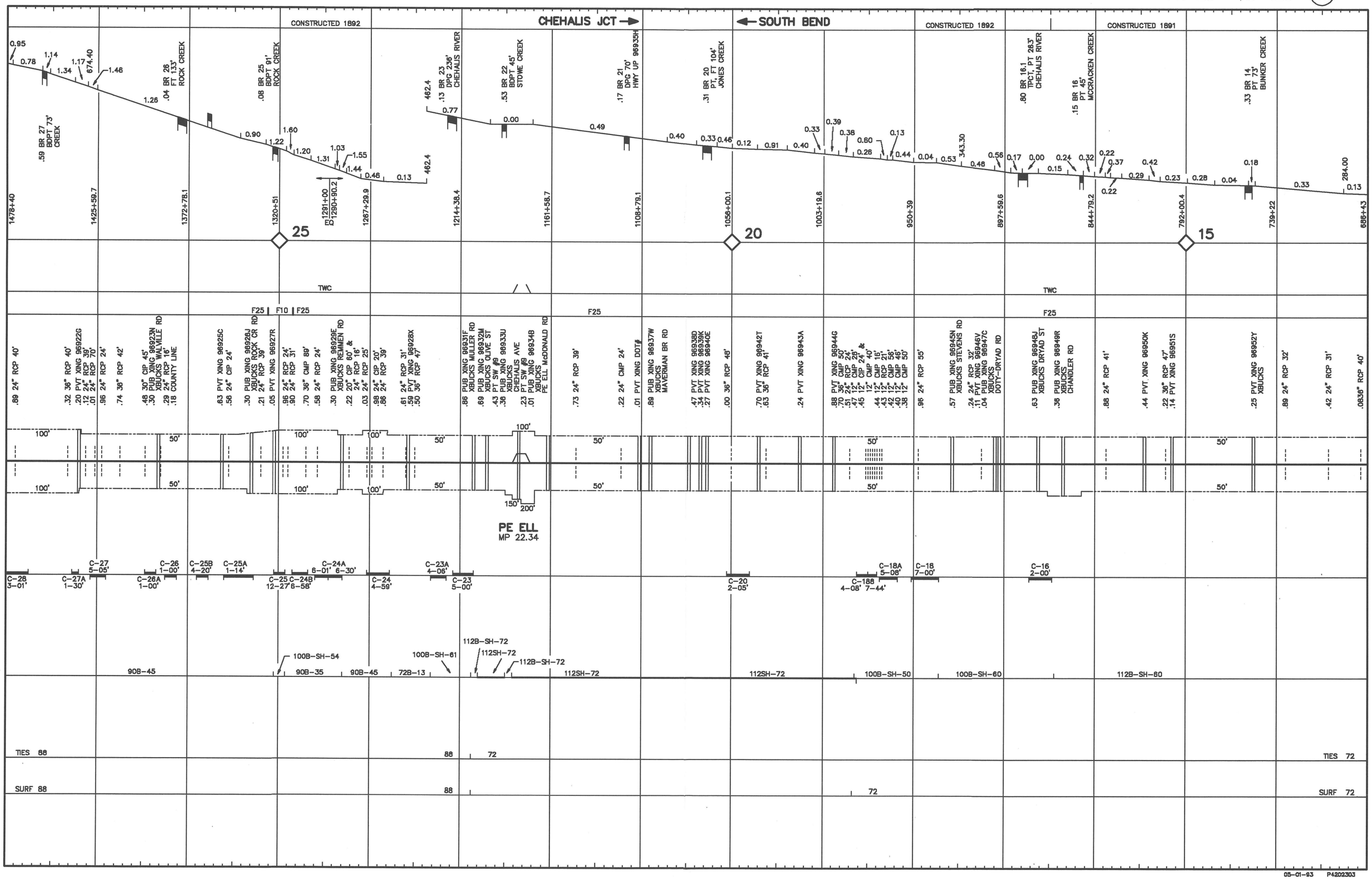
PA–23 LS–420 (2)



05–01–93 P4202302

PACIFIC DIVISION – RAYMOND SUBDIVISION

PA–23 LS–420 (3)



05-01-93 P4202303

PACIFIC DIVISION – RAYMOND SUBDIVISION

PA–23 LS–420 (4)

CONSTRUCTED 1891 — CHEHALIS JCT → — ← SOUTH BEND — CONSTRUCTED 1891

686+43 — 633+62.7 — 580+84.2 — 528+08 — 475+23.1 — 422+43.6 — 369+60.2 — 316+81.9 — 264+17 — 211+20.5 — 158+40.7 — 105+61.1 — 52+90.3 — 0+00 — 9+52.5 — 9+60.1

10 — 5 — 0

TWC — TWC — DIAMOND

F25 — F25 — YARD

CHEHALIS RIVER — CHEHALIS RIVER — CHEHALIS WESTERN RR

MILBURN MP 6.6 — **ADNA** MP 4.64 — **CME JCT.** MP 1.47 — **CHEHALIS JCT.** MP 0.0/58.72

TO SEATTLE — TO VANCOUVER

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

TIES 72 — SURF 72

05–01–93 P4202304