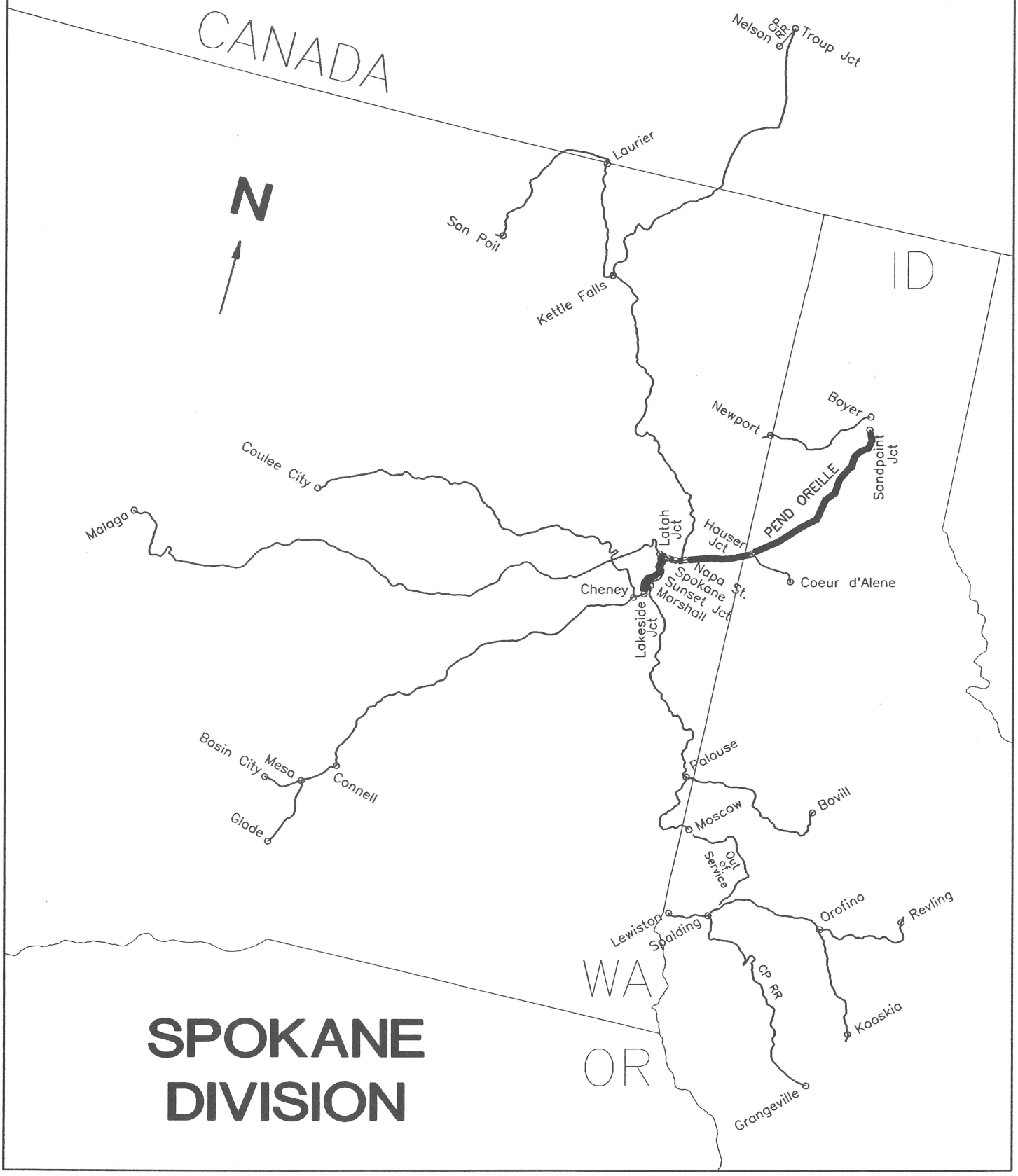


PLT DATE: 7-12-93

PEND OREILLE SUBDIVISION
SANDPOINT JCT - LAKESIDE JCT



SPOKANE DIVISION

PLT DATE: 7-12-93

SPOKANE DIVISION – PEND O'REILLE SUBDIVISION

PA–1 LS–47 (1)

TRACK CONSTRUCTION

UP JCT TO LAKESIDE JCT CONSTRUCTED 1986 | CONSTRUCTED 1909 | CONSTRUCTED 1909 | CONST. 1972 | CONST. 1972 | CONST. 1881

SPOKANE DIVISION PEND O'REILLE SUB

LS 47

SPOKANE → ← FISH LAKE

BRIDGES

FORMER SP & S M/L REMOVED WEST OF MP #365.14 IN 1991.

.37 OH ROAD DOT#

.99 BR 373.99 CA 24' THORP RD UP 95928U

.52 BR 372.5, 7FT OH 127' 95924S

2038.67

.73 BR 374.8 3–DPG 61' 14TH ST UP 65932C

.81 BR 374.8 78' DPG 77' 13TH ST UP 65931V

BR 1481.8 37–SBG 3872' LINEKE ST UP 65929U

UP 58606R LATAH CREEK

.32 BR 1481.1 (1.2 NP) 69' DPG 70' 5TH AVE & CANNON ST

.07 BR 1.1 4–TPG 103' 4TH AVE UP 65961M

GRADE

MILEPOST

364 | 366 | 370 | 375 | 1481

1048+28.6 | 995+52.9 | 942+72.9 | 821+06.6 ∈ 923+00 | 891+86.3 | 839+06.3 | 786+26.3 | 733+48.3 | 680+68.3 | 627+86.3 | 575+06.3 | 522+26.3 | SP 45 484+16.2 ∈ 4606+13.5 GN | 4591+43.8 | 4585+01.9 ∈ 4585+02.4 | 4553+12.7 ∈ 4553+11.2 | 4551+03

4039.6' MP 375.1 = MP 1481.6

SIGNALS

ABS | CTC | C20 | C15 | CTC 1973 | C20 | C20 | CTC 1973 | DED LIGHT | LS 47 C20 | LS 37 C20

SPEED

F35 | F55 | F55 | F60 | F60 | F25

LAKESIDE SUB TO PASCO

.14 FORMER PT SW #20

.59 8' CA 177'

.76 PT SW #20 LEFT HAND TO

.86 8' CA 212'

.73 PT SW #11

.94 36" CIP 98'

.49 PT SW #11

.50 PT SW #15

.51 PUB XING, X–BUCKS SCRIBNER ROAD

.06 24" CIP 64'

.25 30" CIP 71'

.49 36" CIP 108'

.14 PT SW #20

.33 24" CIP 92'

.94 36" CIP 102'

.29 24" CIP 80'

.69 24" CIP 84'

.76 24" CIP 96'

.92 36" CIP 96'

.43 PT SW #20

.52 24" CIP 84'

.92 PVT XING 95938A

.98 36" CIP 132'

.13 36" CIP 174'

.68 24" CIP 42'

.16 PVT XING 95926F

.82 PVT XING 95927M

.97 5' X 7' CA 392'

.99 24" CIP CA 215'

TO WENATCHEE

.12 PT SW #20 LEFT HAND T.O.

.05 PT SW #20

FISH LAKE U.P. JCT. MP 365.14 MP 365.76

SCRIBNER MP 367.1

OVERLOOK MP 370.3

TRACK

UPRR

CAP 4027'

CAP 11537'

507' 1577' 57' 107' 190' 185' 215' 75' 200' 150' 75' 50' 99.5' 75' 150' 75'

93' 93' 43' 93' 75'

(MARSHALL)

TO MOSCOW

LAKESIDE JCT MP 365.29/11.79

LAKESIDE SUB ← TO PASCO

(EMPIRE)

LATAH JCT. MP 1481.6

CURVES

C–365 2–00' X–OVER

C–366 3–00'

C–367 3–00'

C–367A 2–00'

C–368 3–00'

C–369 1–30'

C–370 0–40'

C–371 2–00'

C–372 2–00'

C–375 5–42'

C–1481 1–00'

RAIL

133B–48 (UPRR) | 115B–70 | 115B–86 | 132–86 | 136–90 | 136–92 | 132–86 | 136–90 | 136–92 | 132–86 | 136P–81 | 132–86 | 132–83 | 132–86 | 132–79 | 132–86 | 132–79 | 132–86 | 136–92 | 132–92 | 132–72 | 132–86

132–86 X–OVER

132 112B X–OVER 132

136–92

TIES | 78 | 78 | TIES C91

SURFACE | 80 | 80 | 78 | 79 | 78 | 78 | SURF 91

05–01–93 P0450101

SPOKANE DIVISION – PEND O'REILLE SUBDIVISION

PA–1 LS–45 (2)

SUNSET JCT. SPOKANE MP 1.1 MP 0.0 | NAPA ST. MP 69.7 | YARDLEY MP 68.1 | PARKWATER* MP 66.6 | IRVIN MP 63.3 | TRENTWOOD MP 61.85 | VELOX MP 60.4

05–01–93 P0450102

SEE PG. 4

CONSTRUCTED 1881 | CONKELLEY → | ← SPOKANE | CONSTRUCTED 1881

.54 CH TRENT RD DOT#

.55 BR 54 3–39' IB 118' STARR RD DOT#

.03 BR 45, RCT 19' BR 45A RCT 19' OLD MILW RR UP

2085.08 | 2148.20 | 2149.20 | 2217.80

0.43 | 0.47 | 0.40 | 0.00 | 0.25 | 0.63 | 0.00 | 0.40 | .58 | 0.40 | 0.10 | .23 | 0.40 | 0.48 | 0.00 | 0.26 | 0.60 | 0.40 | 0.00 | 0.40 | 0.00 | 0.40 | 0.00 | 0.40 | 0.23 | 0.40 | 0.12

3828+71.6 | 3775+91.6 | 3723+11.6 | 3670+31.6 | 3617+51.6 | 55 | 3564+71.6 | 3511+91.6 | 3459+11.6 | 3405+05 | 3353+47 | 50 | 3300+71.6 | 3247+89 | 3194+83.3 | 2142+27 | 3089+43 | 45 | 3059+16.2 m 3061+86.0 | 3039+40

C20 | C20 | TEST MILE | C20 | C20 | C20 | C20

P79 F60 | CTC 1965 | CTC 1965 | P80 F80 P79 F60

.96 24" CIP 42' 24" RCP 16' .93 PUB XING 66244T SIGS & GATES BARKER RD .89 PT SW #20 .31 DBL 3' X 6' RTB DBL 3' X 6' RTB

.84 30" CIP 40' 30" RCP 8' 36" RCP 48'

.81 PT SW #20 .81 PUB XING 66240R SIGS & GATES HARVARD ROAD .49 6' X 3' RTB 24' .16 PUB XING DOT# SIGS & GATES McKENZIE RD

.33 8" PIPE IN 30" X 120" CASING

.82 36" CMP 24' .63 8" CIP 24'

.37 PUB XING 66236B SIGS & GATES IDAHO RD .05 COUNTY & STATE LINE

.02 PUB XING 66234M XBUCKS, BECK ROAD

.67 PUB XING 66233F SIGS & GATES PRAIRIE RD .53 PT SW #11 SP. FG.

.97 4' x 4' RTB 57' 48" CP 57' .89 PUB XING 66231S XBUCKS PLEASANT VIEW RD .49 48" RCP 48'

.63 PUB XING 66229R SIGS, McGUIRE RD .60 24" CIP 36' .07 PT SW #20 (SWING NOSE FROG)

.40 24" CIP 38' 36" RCP 22'

.46 PT SW #20

.93 PT SW #20 (SWING NOSE FROG) .60 PUB XING 66225N SIGS & GATES GREEN FERRY ROAD

.76 10' CA 74' 126" CMP 30' .55 PT SW #20 .49 PUB XING 58867G SIGS, MILL STREET .43 PUB XING 58865A SIGS, McCARTNEY ST.

200' | 100' | GILBERT ROAD | WASHINGTON IDAHO | EASM'T STATE HWY 80' | 120' | CAP 9146'

CAP 10,085' | TRENT ROAD

SPOKANE CO. / KOOTENAI CO. | TO COEUR D'ALENE

OTIS ORCHARDS
MP 57.4

HAUSER JCT.
MP 51.45

HAUSER *
MP 47.04

RATHDRUM
MP 44.53

C–59 0–40' | C–56 0–30' | C–50 0–31' | C–48 0–02' | C–44 1–01'

132–83 | 132–86 | 132–83 132–86 | 132–85 | 132–85 | 132–89 | 132–65 132–86 | 132–86 | 132–89 | 132–82 | 132–86 | 132–89 | 132–65 | 132–81 | 132–82 132–81

136–92

MP #57.81 – APRIL 6, 1989
ON THIS DATE THE WORLD RECORD FOR CONCRETE TIES INSERTED IN A TWELVE HOUR PERIOD WAS ESTABLISHED BY PACIFIC DIVISION FORCES.
7709 TIES

C–89 TIES | C–89 | C–89 | CONC. SW TIES | CONC. SW TIES | C–89 | CONC. SW TIES | C–89 | TIES C–89

SURF 89 | SURF 89

05–01–93 P0450103

SPOKANE DIVISION – PEND O'REILLE SUBDIVISION

PA–1 LS–45 (4)

CONSTRUCTED (WAS EB) 1902
ORIG. M/L (WB) CONST. 1881, REMOVED 1933

CONSTRUCTED 1881

CONKELLEY →

← SPOKANE

CONSTRUCTED 1881

CONSTRUCTED 1881, RELOCATED 1965

.63 OH HWY 58865T STATE HWY 41

0.40 | 2266.72 | 0.36 | 0.40 | 30 | 0.40 | 0.36 | 0.40 | 0.28 | 2346.00 | 0.40 | 0.16 | 0.26 | 2397.00 | 0.03 | 0.00 | 0.45 | 0.27 | 0.00 | 0.46 | 2398.30 | 0.00 | 0.20 | 0.46 | 0.80

3083+40 | 2986+60 | 2993+80 | 2881+98 | 2829+17 | 40 | 2776+34 | 2723+56 | 2670+74 | 2617+92 | 2565+10 | 35 | 2512+28 | ℄ 2395.70 ELEV ≈ 2397.05 | 2481+85.5 ℄ 2438+33.6 | 2415+94 | .54 BR 32, 60° DPG 62' BR 32A, 60° DPG 62' UP RR | 2363+12 | 2310+33 | MP 30.84 ℄ 2301+85.5 ℄ 2196+14.8 MP 28.84 | 31 | 2152+02.9 | 28 | 2099+22.9

DE DET
HB DET
CTC 1965
C20
C20
C20
CTC 1965
C20

P79 F60 | P79 F60 | P79 F60 | P70 F60 | P79 F60 | P79 F60

.23 PUB XING 58863E XBUCKS, STURGEON RD

.93 PUB XING 58862X XBUCKS, RAMSEY RD
.88 PT SW #20

.69 PT SW #20

.91 PVT XING 58861R

HWY EASM'T

.72 PUB XING 58860J STATE HWY & 'BUNCO ROAD'
.22 36" RCP 39'

.53 PT SW #20

.03 PVT XING 58859P

.21 PUB XING 58857B SIGS & GATES WATKINS STREET & STATE HWY 54

.85 PT SW #20

TO DOVER
UPRR

200' | 50' | 200' | 50' | 200' | 50' | 200' | CAP 10,661' | 200' | 200' | 90' | 50' | CAP 13,267' | 100' | 1982' | 200' | 250'

50' | 200' | 50' | 100' | 50' | 150' | 50' | 200' | 200' | 50' | UPRR | TO NAPA STREET | 100' | 200' | 250'

RAMSEY
MP 37.59

ATHOL
MP 31.50

KOOTENAI CO.
BONNER CO.

C–41 1–05' | C–40 0–30' | C–39 1–00' | C–33A 0–59' | C–33 2–02' | C–28 0–30'

132–82 | 136–92 | 132–86 | 132–82 | 132–67 | 132–82 | 132–82 | 136–91 | 132–85 | 136–91 | 132–82 | 132–86 | 136–91

TIES C–89 | C–89 | C–89 | C–91 | C–91 | TIES C–91

SURF 89 | 91 | SURF 91

05–01–93 P0450104

SPOKANE DIVISION – PEND O'REILLE SUBDIVISION

PA–1 LS–45 (5)

CONSTRUCTED 1881, RELOCATED 1985 | CONSTRUCTED 1881 RELOCATED 1943 | CONKELLEY → | ← SPOKANE | CONSTRUCTED 1881 REALIGNED 1911 | TRACK 2 CONSTRUCTED 1881, TRACK 1 CONSTRUCTED 1982, TRK 2 RELOCATED 1902

2098+22.9 | 2046+42.9 | 1933+62.2 | 25 | 1940+82.2 | 1888+02.2 | 1835+22.2 | 1782+42.2 | 1729+62.2 | 20 | 1678+82.2 | 1624+02.2 | 1571+22.2 | 1535+91.4 = 1535+37.9 | 1516+79.6 | 1465+08.7 | 15 | 1412+28.7 | 1409+58.8 = 1409+22.9 | 1380+82.4 = 1380+75.3 | 1359+23.0 | 1331+60.3 = 1330+89.3 | 1305+23.5

CTC 1965 | DE DET HB DET | CTC 1965

P79 F60 | P70 F60 | P79 F60 | P79 F60 | P75 F60 | P79 F60 | P79 F60 | P40 F40 | P60 F50 | P70 F60

TRACK 1 | TRACK 2 | CAP 10,792 | STATE HWY. EASM'T. | END TWO MAIN TRACKS MP 14.13 | ALIGNMENT TRACK 2 | TRK 1 | TRK 2

COCOLALLA MP 16.88

C–28 1–20' | C–25A 1–20' | C–25 1–20' | C–23A 1–00' | C–23 1–00' | C–21A 2–00' | C–21 1–12' | C–20A 1–30' | C–20 1–10' | C–19A 1–50' | C–19 1–50' | C–18A 1–04' | C–18 0–40' | C–16A 3–40' | C–16B 0–59' | C–16 3–00' | C–15A 1–30' | C–15 0–59' | C–14 6–00' | C–13B 1–50' | C–13A 1–03' | C–13 1–50' | C–12 1–00'

TIES C91 | C91 | C–90 | C–90 | 85 | C–90 | 85 | C–90 | C–89 | C–89 | C–90 | TIES TRK 1 | TIES TRK 2

SURF 91 | 91 | 90 | 90 | 82 | 90 | SURF TRK 1 | SURF TRK 2

05–01–93 P0450105

SPOKANE DIVISION – POND O'REILLE SUBDIVISION

MONTANA DIVISION – KOOTENAI SUBDIVISION PA–1 LS–45 (6)

TRACK 1 CONSTRUCTED 1982 TRACK 2 CONSTRUCTED 1881 | CONSTRUCTED 1881 | CONKELLEY → | ← SPOKANE | SANDPOINT TO BOYER CONN. CONST. 1972 | CONSTRUCTED 1892

TRACK 2 RELOCATED 1902 | TRACK 2 (ORIG. M/L) RELOCATED 1891 | TRK 2 REALIGN 1907 | RELOCATED 1891

SPOKANE DIVISION LS 45 MP 2.95 | MONTANA DIVISION LS 36 MP 1403.36

.56 C/L DRAW SPAN | .33 BR 3.2 DPG, TPG, TP'L, WF, 4769' LAKE PEND OREILLE | .28 BR 3.1 3–52' CBG 156' SAND CREEK | .14 BR 3 2–9' RCT, 28' IB, 48' CHURCH ST UP 58824N

.62 BR 1402.6 TPG, DPG, IB, 997' SAND CRK, U.S. HWY 2 UP 58822A

EQ 2097.60 = 2381.20 ELEV | EQ 2421.32 = 2425.45 ELEV | EQ 2431.00 = 2425.00 ELEV

1305+23.5 | 1274+09.1 Ω 1272+43.8 | 1251+73.7 | 1214+72.4 Ω 1227+86.4 | 1212+69.3 | 1159+96.9 | 1150+13.1 Ω 1150+03.9 | 1128+58.0 Ω 1128+46.8 | 1107+16.9 | 1054+36.9 | 1001+56.9 | 948+76.9 | 896+08.5 | 843+16.9 | 840+28.9 Ω 109+38.9 | 90+34 | 37+54 | 2711+04 | 0+00 Ω 2695+77.85 | 2797+15 | 2754+21.0 Ω 2788+96.5 | 2849+59

10 | 5 | LS 45 | 2192.9' MP 2.95 = MP 1403.36 | LS 36 | 1400

CTC 1965 | C20 | CTC 1965 | INTLK DIAMOND | CTC 1972 | CTC 1972 | CTC 1968 | C20 | CTC 1968

P60 F50 / P70 F60 | P60 F50 / P70 F60 | P70 F60 | P50 F45 | P50 F45 | P35 F35 | P35 F35 | P79 F60

.56 PUB XING 58835B JOCKS HEATH LAKE RD | .74 PVT XING 58834U | .32 PT SW #11 | .78 PUB XING 58833M XBUCKS ALGOMA RD | .48 24" RCP 56' | .00 24" RCP 45' | .78 24" RCP 45' | .75 PUB XING 58832F SIGS & GATES SUNSET RD | .61 12' STA 84' | 150' MPP 72' | .54 PVT XING 58831Y | .19 24" CMP 32' | .10 48" CMP 42' | .87 PVT XING 58830S | .69 24" RCP 16', CIP 7' | 24" CMP 30' | 24" RCP 57' | 48" CMP 57' | .56 .50 PT SW #20 SW NOSE FROG | .42 24" RCP 16', CIP 24' | .21 18" CIP 48' | .96 24" CMP 49' | .56 PUB XING 58828R SIGS, LIGNITE RD | .25 24" CIP 42' | 24" CIP 38' | 24" VTP 8' | .16 24" RCP 64' | .12 PUB XING 58827J BIRCH HAVEN DR | .89 PVT XING 58826C | .78 36" RCP 54' | .32 24" CP 72' | .88 PVT XING 58825Y | .97 DEPOT | .27 PT SW #20 SWING NOSE FROG | .90 BN XING DOT# | .51 RR XING, UP RR | .48 RL | .34 PUB XING 58820L SIGS & GATES BOYER AVENUE | .30 PT SW #20 | .93 24" CMP 60' | .79 24" CMP SS | .78 24" CMP 54' | .70 24" CMP 60' | .53 PUB XING 58819S SIGS & GATES MOUNTAIN VIEW RD | .25 PT SW #11 | .84 PVT XING 58726X | .77 PUB XING 58725R XBUCKS | .61 24" CIP 30' | 24" CIP 24' | .52 12" CMP 60' | .35 PT SW #20 | .23 36" DBL CP 32' | .10 13' X 18' CA 41' | .71 PUB XING 58724S SIGS & GATES SCHWEITZER BASIN RD | .55 24" CIP 30' | .24 24" CIP 36'

200' | 200' | 200' | 50' | 100' | 125' | 100' | 50' | 75' | 50' | 100' | 50' | 200' | 125' | 50' | 100' | 50' | 100' | 50' | 125' | 100' | 50' | 100' | 50' | 100' | 50' | 100' | 50' | 100' | 50' | 100' | 150' | 100' | 50' | 100' | 50' | 50'

TRACK 1 | TRACK 2

200' | 110' | 200' | 200' | 50' | 100' | 50' | 50' | 100' | 50' | 125' | 200' | 200' | 125' | 75' | CAP 10363' | 50' | 100' | 50' | 100' | 100' | 50' | 100'

C–11 2–47'45" | C–11A 0–30' | C–10A 0–30' | ALGOMA MP 10.14 | BEGIN TWO MAIN TRACKS MP 7.50 | SANDPOINT MP 2.97 | MRL RR TO MISSOULA | SANDPOINT JCT. MP 2.86/1403.27 | UP RR | TO NEWPORT | BOYER MP 1401.3

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

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–5B 3–01' | C–5A 3–15' | C–5 1–50' | C–4 4–00' | C–3 2–58' | C–1403A 0–30' | C–1403B 0–30' | C–1403 2–48' 2–32' | C–1402 2–32' | C–1400A 0–26' | C–1400 0–22'

TRACK 1: 132–82 | 132–87 | 132SH–87 | 132–82 | 132–89 | 136–90 | 132–82 | 132–89 | 132–76 | 136–81 | 136P–82 | 132–82 | 136P–81 | 136–92 | 132–82 | 136–90 | 132SH–88 | 136–90 | 136–90 | 136–90 | 132–73 | 132P–83 | 132–73 | 132–86 | 132B–86 | 132B–87 | 115–67 | 115–67

TRACK 2: 132–82 | 132–80 | 136–90 | 132–82 | 136–90 | 132–82 | 132–85 | 132–92 | 132–80 | 132–65 | 132–89 | 136–90 | 132–89 | 132–87 | 132–76 | 132–87 | 132–89 | 136–92 | 132–85

TRK 1 TIES 82 | C–89 | 82 | C–89 | 82 | 82

TRK 2 TIES C–90 | C–89 | C–90 | 88 TO 89 BRIDGE | C–90 | C–90 | 82 | 82

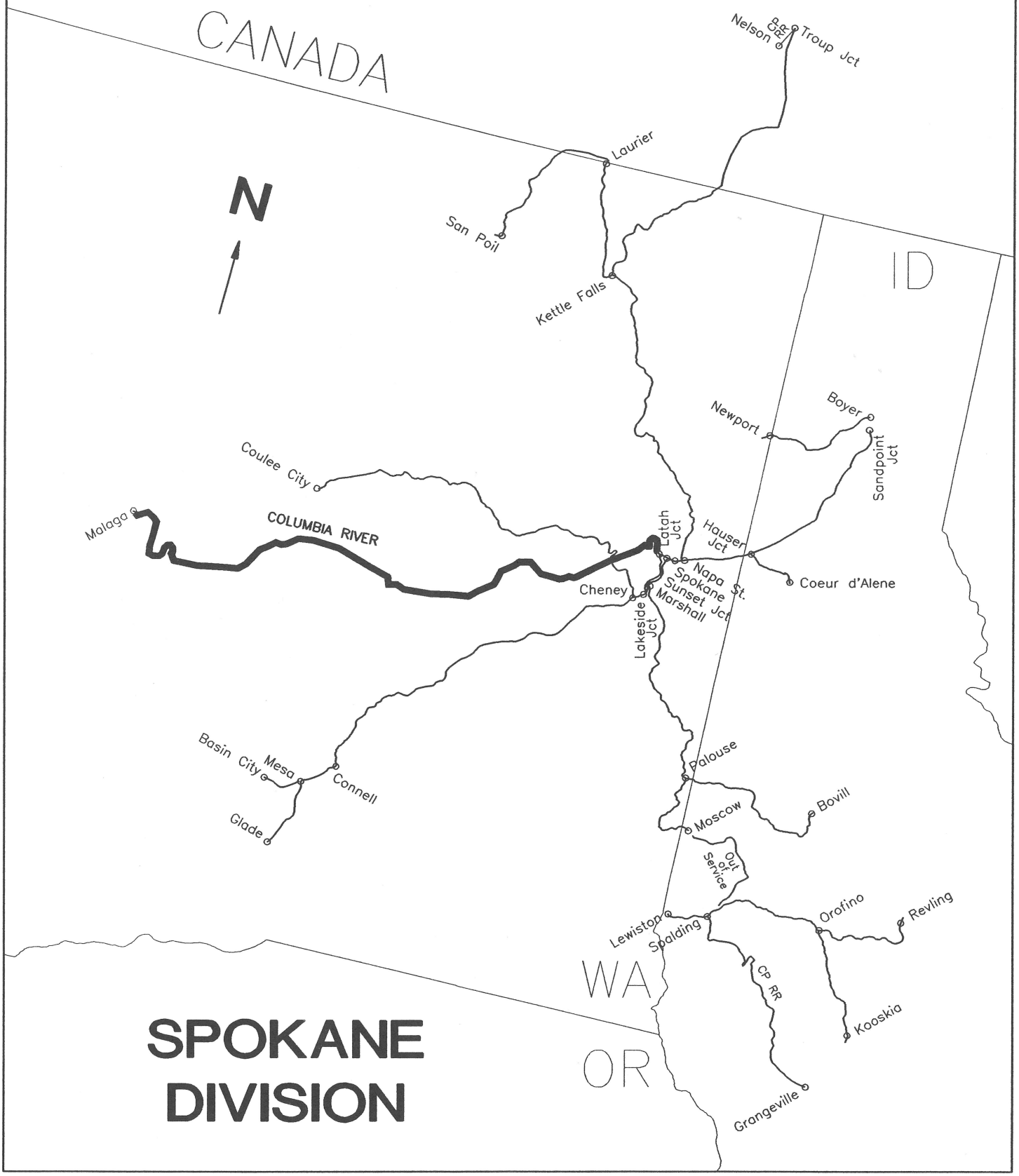
TRK 1 SURF 82 | 82 | 90 | 90 | 82 | 89 | 82

TRK 2 SURF 90

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

05–01–93 P0460106

COLUMBIA RIVER SUBDIVISION
LATAH JCT - WENATCHEE



SPOKANE DIVISION

PLT DATE: 7-12-93

SPOKANE DIVISION – COLUMBIA RIVER SUBDIVISION

PA–2 LS–37 (1)

TRACK CONSTRUCTION: CONSTRUCTED 1892; REALIGNED 1949; REALIGNED 1949; CONSTRUCTED 1892; REALIGNED 1949; SPOKANE →; ← WENATCHEE; RELOCATED 1894; RELOCATED 1894 REALIGNED 1922; RELOCATED 1894; CONSTRUCTED 1892

BRIDGES: .94 BR 1651.0, A,B WF 120' 5TH ST N UP 065833E; .15 BR 1650.1, A IB 32' BR 1650.1B 3–IB 83' THURSTON ST UP 065828U; .29 OH HWY STEVENS ST 065822S; .20 BR 1648.2 IB 33' SQUILCHUCK CR; .71 BR 1645.7 IB 65' STEMILT CR.; .10 OH HWY US 2 DOT#; .XX OH HWY US 2 DOT#; .27 46" OH STL IRR PIPE

GRADE: 0.35 0.00 0.65 | 0.00 0.65 0.16 | 0.57 0.21 0.22 | 0.20 0.53 0.00 | 0.43 0.00 0.10 | 0.00 0.50 868.69 | 0.12 0.60 0.04 | 0.65 0.60 0.00 0.00 | 0.70 0.00 662.30 0.60 | 0.35 0.60 | 0.42 0.00 0.40 | 0.19 0.03 | 0.00 0.71 0.50 0.00 636.10 | 0.55 0.30 | 1.00 0.50

SCENIC SUB LS 37 — COLUMBIA RIVER SUB LS 37

MILEPOST: 9926+13.7; 9871+30; 9818+41.4; 9773+67; 1655; 9735+12.40 Ω 9734+87.43; 9717+87; 9689+34.7 Ω 9688+38.7; 9656+57; 9607+24; 9553+52; 9498+50; 1650; 9445+70; 9395+79; 9342+70; 9340+00.2 Ω 9344+07.7; 9288+29; 9292+13.2 Ω 9291+90.7; 9235+20; 1645; 9182+37

TEST MILE

SIGNALS: CTC 1965 | ABS 2–C15; ABS | CTC 1965 C20

SPEED: P50 F45 | P35 F35 | P35 F35 | P45 F40; P45 F40 | P65 F50

.95 30" CP 40'
.81 PT SW #11
.60 PUB XING 84452Y SIG & GATES MAIN ST
.15 27" YTP 48'
.01 18" CMP 32'
.94 24" CMP 24'
.91 24" CMP 24'
.69 36" CP 64'
.41 18" CP 40'
.40 24" CP 41'
.27 PVT XING 84451K
.23 18" CP 32'
.08 9" x 9" RTB 16'
.04 48" CP 48'
.93 DBL. 27" YTP 40'
.60 RL.
.50 36" CP 36'
.29 PUB XING 84450D SIGS & GATES SLEEPY HOLLOW RD
.64 42" CP 64'
.64 PVT XING 084439D
.52 PVT XING 084438W
.15 36" CP 29'
.02 PVT XING 065841W DUNCAN DRIVE XBUCKS
WENATCHEE RIVER
.86 DBL 24" YTP 44'
.83 PT SW #15
.54 36" CA 61'
.36 PUB XING 065840P HAM ST SIGS & GATES
.28 30" CP 78'
.03 PT SW #11
.00 PT SW #11
OROVILLE SUB TO OROVILLE
.93 PUB XING 065839V MILLER ST – CO RD SIGS & GATES
.40 DBL 24" YTP 40'
24" CMP 16'
.37 PT SW #11
.30 PUB XING 065838N 9TH ST N, SIG, GATES
.XX PT SW #11
.30 12" CP 54'
.29 12" CMP 98'
.12 36" CA 73'
.58 18" CP 192'
24" CP 16'
.41 PT SW #11
.40 PUB XING 065831R ORONDO AVE SIGS & GATES
.32 PT SW #11
.21 PT SW #11
.06 PT SW #11
.03 PT SW #11
.02 PUB XING 065823Y XBUCKS STOKANE ST
.59 54" CP 92'
.52 PT SW #11
.93 PT SW #20
.83 96" X 96" CULV 118'
.82 30" CP 64',
30" CIP 30'
.17 PVT XING 065821K SIGS
16 TRKS
.73 DBL 36" CP 304'
.59 DBL 27" YTP 42'
& 36" CP 118'
.67 PVT XING 101351M
.46 36" CP 32', 36" CIP 54'
30" CP 104', 30" CIP 16'
.29 30" CP 130', 30" CIP 16'
.19 30" CP 104', 30" YTP 6'
36" PT SW #20
WOOD PLANK 2"X 4"
.06 DBL 36" CIP 48" CP 44'
.83 YARD LIMITS
.76 30" YTP 18'
30" CP EXT 18'
.73 18" CP 24",
18" CP EXT 24"
.72 PT SW #20,
.61 24" CIP 48"
.51 PT SW #20,
.42 PVT XING 65820D
.34 24" CP 24"
.04 24" CP 87'
.96 24" YTP 54'
.91 36" CP 66'
.80 PVT XING 101550F
.69 36" CP 28'
.68 PVT XING 065819J
.62 27" YTP 48'
.57 24" CP 48'
.50 36" CP 104'
.00 PVT XING 065818C
.81 3' X 2' STB 35'
.58 PVT XING 065817V
.28 36" X 24" STB 44'
.06 PVT XING 065816N

TRACK: 100' 50' 150' 200' 100' 50' 50' 50' 50' 50' 50' 50' 50' 50' 50' 100' 100' 100' 100' 50' 50' 50' 50' 100' 50' 41' 37' 33' 40' 39' 37' 42' 20' 50'

MONITOR MP 1657.6 — OLDS JCT. MP 1652.9 — WENATCHEE * MP 1650.2

CURVES: C–1658 2–10'; C–1657 3–53' 1–59' 1–40'; C–1656B 3–30'; C–1656A 2–30'; C–1656 5–00'; C–1655A 4–05'; C–1655 3–21'; C–1654A 2–00'; C1654 1–15'; C–1653B 3–56'; C–1653A 2–34'; C–1653 3–15'; C–1649 3–08'; C–1648B 2–24'; C–1648A 5–00'; C–1648 5–15'; C–1647B 5–08'; C–1647A 4–37'; C–1617 4–10'; C–1646A 3–20'; C–1646 1–03'; C–1644 1–09'

RAIL: 132–88; 115–72; 132–88; 132–81; 132–86; 136–82; 132–88; 132–88; 132–82; 132–88; 132–87; 115–72; 132–86; 132–84; 132–89; 132–86; 132–89; 132–87; 132–89; 115–72

TIES: C–88; C–88; 82; 82; C–89; C–89; C–89; C–89; 82; TIES 82

SURFACE: 88; 88; 82; 82; 89; 82; SURF 82

05–01–93 P0370201

SPOKANE DIVISION – COLUMBIA RIVER SUBDIVISION

PA-2 LS-37 (2)

CONSTRUCTED 1892 | SPOKANE → | ← WENATCHEE | CONSTRUCTED 1892 | RELOCATED 1899

REALIGNED 1961 | VARIOUS REALIGNMENTS/RELOCATIONS 1926–62 | VARIOUS REALIGNMENTS/RELOCATIONS 1926–62

.08 BR 1641.0 DPCT TRT. DPG 877' COLUMBIA RIVER

EQ 675.00 AHEAD ELEV 674.00

.17 BR 1638.2 IB 121' ROCK ISLAND CR

.11 BR 1636.1 DPG 32' WATERWAY

.94 BR 1633.0 WF DPG 291 MOSES COULEE

CASCADE DIVISION | SPOKANE DIVISION

9182+37 | 9130+46 | 9074+35 | 9022+00 | 8974+88 | 8961+40.2 EQ 8960+58.7 | 8919+95 | 8904+23.3 EQ 8903+13.2 | 8868+30 | 8842+19.5 EQ 8842+77 | 8812+93 | 8762+73 | 8695+42.4 EQ 8628+97.4 | 8599+26.5 EQ 8710+78.5 | 8710+52 | 703+52 | 587+68.6 | 535+25 | 483+95 | 430+25

1640 | 1635 | 1630

11,583'

CTC 1965 | CTC 1966 | CTC 1966

P65 F50 | P30 F25 | P30 F25 | P60 F50 | P60 F50

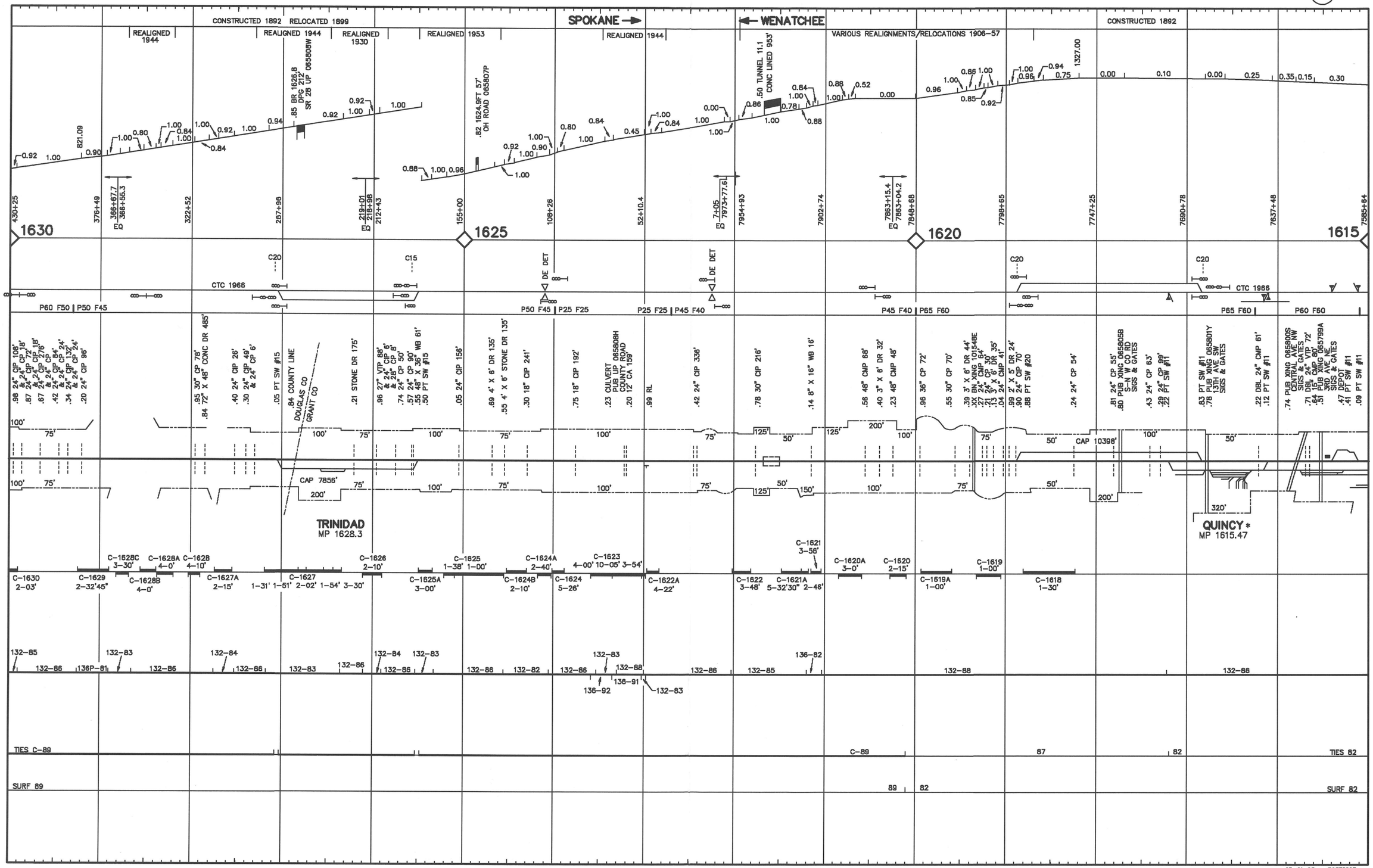
MALAGA MP 1643.3 | ROCK ISLAND MP 1640.1 | VOLTAGE MP 1637.87 | COLUMBIA RIVER MP 1634.20

C-1643 1–03' | C-1642A 7–12' | C-1641B 8–24' | C-1641A 4–24' | C-1640A 6–45' | C-1640 3–12' | C-1639 2–09' | C-1638 2–00' | C-1637A 2–00' | C-1637B 2–30' | C-1636C 2–30' | C-1636 2–00' | C-1635A 1–30' | C-1634 0–30' | C-1632A 1–05' | C-1632 2–15' | C-1631A 1–08' | C-1631 1–01' | C-1630 2–03'

C-1642B 1–07' | C-1642 7–05' | C-1641 7–32' 7–46' | C-1637C 2–00' | C-1637 2–37' | C-1636A 1–50' | C-1635B 0–50' | C1635 1–40' | C-1634A 1–45'

TIES 82 | SURF 82 | TIES C-89 | SURF 89

05-01-93 P0370202



05-01-93 P0370203

CONSTRUCTED 1892 | SPOKANE → | ← WENATCHEE | CONSTRUCTED 1892

0.10 0.30 0.30 0.00 1281.00 0.45 0.00 0.10 0.15 0.00 0.00 0.25 0.60 0.30 0.00 0.45 0.00 0.10 0.00 1277.00 0.70 0.20 .91 BR 1607.9 2–DPG 101', IRR CANAL 0.00 0.40 0.00 0.80 0.00 0.50 0.00 1318.00 .90 BR 1604.9 2–DPG 101', IRR CANAL 0.80 0.20 0.50 0.00 ℄ BK 1253.50 ℄ AH 1255.00 .46 BR 1602.4 3–IB 145' SR 28 UP 065781P 0.04 0.00 1261.00 0.50 0.20 0.00 0.50 0.00 .16 OH HWY SR 282 065780H 0.80

7585+64 | 7532+36 | 7480+90 | 7429+09 | 7374+87 | 7321+91 | 7271+65 | 7219+62 | 7167+15 | 7113+22 | 7061+07 | 7007+47 | 6954+58 | 6923+62.8 ℄ BK 6869+31.5 ℄ AH | 6846+05 | 6795+23 | 6741+19

1615 | 1610 | 1605 | 1600

TEST MILE

DE DET HB DET

C15 | C15

CTC 1986 | CTC 1966

P79 F60 | P79 F60 P65 F80

.78 PT SW #11
.74 PUB XING 065796E SIGS, GATES
.56 PT SW #11

.90 PVT XING 065795X
.91 5–7.8' X 10.9' CB SYPHONS, USBR
.82 PVT XING 065794R USBR
.73 PUB XING 065793J SIGS & GATES O NW RD
.37 36" TRI CP 40'

.66 24" CP 32'
.11 30" CP 32'

.87 36" TRI CP 40'
.71 PUB XING 065792C SIGS & GATES ADAMS RD
.86 30" CP 32'
.47 12" CMP 48'
.42 24" CIP 24'

.23 36" CMP 60'

.68 PUB XING 065791V SIGS & GATES K NW RD
.86 PT SW #11
.41 54" RCP
.40 PUB XING 065790N J 75 NW XBUCKS

.96 PT SW #11
.81 30" CP 32'
.74 24" DBL CP 36'
.61 PUB XING 065789U SIGS & GATES J NW RD
.59 30" CIP 30'
.55 30" CP 32'

.98 PVT XING 065788M USBR
.73 24" DBL VTP 54'
.35 27" VTP 36'
.13 18" CIP 42'

.95 27" DBL VTP 46'

.67 PUB XING 065787F H NW RD, SIGS, GATES
.59 36" CIP 66'
.25 24" CP 95'
.06 27" DBL VTP 46'

.66 27" DBL VTP 48'
.41 18" CIP 24'
.33 PVT XING 065786Y J. S. PERRY
.33 24" CP 95'

.89 PVT XING 065785S USBR
.82 25" DBL VTP 48'
.65 PT SW #15
.35 PVT XING 065784K USBR
.35 30" CP 211'
.34 36" CIP 54'

.95 PUB XING 065783D F NW RD, XBUCKS
.81 48" TRI CP 61'
.72 30" DBL CP 56'
.60 24" DBL VTP 43'
24" CP 36'
.32 24" DBL RCP 68'
.12 PVT XING 065782W USBR

.79 PT SW #15
.32 24" CIP 52'

.20 24" DBL VP 36'

.34 PT SW #11
.08 PT SW #11

100' 50' 100' 50' 100' 50'

CONSTRUCTED 1892 | SPOKANE → | ← WENATCHEE | CONSTRUCTED 1892

0.60 0.00 0.80 0.65 0.30 1299.00 0.00 0.75 0.80 0.00 0.60 1.00 .74 BR 1594.7 3–DPG 162' SR 17 UP 0657761' 1169.00 0.00 1.00 0.00 0.20 0.00 1231.00 0.10 0.20 0.00 0.50 0.80 1199.10 0.00 .94 BR 1590.0 3–TPG 211' CRAB CR 0.45 0.40 0.80 0.70 0.00 0.72 0.80 0.00 0.60 0.00 0.78 0.00 0.76 .05 BR 1586.0 3–TPG 167' CRAB CR 0.18 0.00 0.62 0.80 0.00 1270.00 0.50

6741+19 | 6681+78 | 6633+20 | 6581+56 | 6531+03 | 6476+88 | 6453+59.3 ℄ 6481+83.6 | 6433+39 | 6380+64 | 6327+78 | 6274+19 | 6221+81 | 6170+22 | 6136+64.8 ℄ 6136+58.1 | 6114+19 | 6061+12 | 6009+35 | 5958+00

1600 | 1595 | 1590 | 1585

CTC 1966 | CTC 1970 | C20 | C20 | CTC 1970

P65 F80 | P70 F80 | P70 F80 | P55 F50 | P55 F50 | P70 F80

.51 PUB XING 065779N 3RD AVE SW SIGS & GATES
.31 PUB XING 065778G DIVISION ST SIGS & GATES
.28 DEPOT
.95 PT SW #11
.28 PVT XING 101547X
.03 PT SW #11
.72 30" CP 168'
.74 PUB XING 065775L 19TH AVE NE SIGS & GATES
.00 PVT XING 065774E USBR
.27 PUB XING 065773X CO RD 20 NE SIGS & GATES
.63 4' X 5' CB 27'
.24 3' X 4' BLIND DR 56'
.90 PT SW #20
.12 PUB XING 065772R CO RD, SIGS, GATES
.77 24" VTP 58'
.52 3'X 3' BLIND DR 50'
.85 24" DBL VTP 47'
.74 PT SW #20
.33 18" CIP 25'
.42 PVT XING 065771J

100' 50' 100' 50' 100' 50' 200' 50' 100' 50' 100' 50' 200' 100' 50' CAP 10794' 100' 50' 100' 50'

EPHRATA * MP 1599.3 | AIR BASE MP 1597.1 | ADRIAN MP 1589.2

100' 400' 100' 400' 100' 200' 100' 50' 100' 50'

C–1598 2–06' | C–1597 0–34' | C–1596 1–03' | C–1594 2–06' | C–1593 0–30' 1–00' | C–1590 2–05' | C–1589 2–00' | C–1588 3–00' | C–1587 2–16' | C–1586 0–35' 1–02' | C–1585 1–01'

132–86 | 132–83 | 132–88 | 132–86 | 132–88 | 115–70 | 136–92 | 136–92 | 115–70 | 132–89 | 115–70 | 115–86 | 115–70 | 136–91 | 115–70 | 115–86 | 115–70

TIES 84 | TIES 84

SURF 84 | SURF 84

05–01–93 P0370205

CONSTRUCTED 1892 | SPOKANE → RELOCATED 1929 | ←WENATCHEE | REALIGNED 1954 | REALIGNED 1964 | REALIGNED 1964 | CONSTRUCTED 1892 | REALIGNED 1935 | RELO 1929 | REALIGNED 1929

.70 BR 1584.7 3–TPG 143' CRAB CREEK
.04 BR 1583.0 3–IB 136' SR 28 UP, 0657688
1312.00
.85 BR 1580.9 3–TPG 143' CRAB CREEK
1258.73
1296.27
.93 BR 1577.9 3–TPG 135' CRAB CREEK
.50 BR 1576.5 & A IB 169' CRAB CREEK
.82 BR 1575.8 3–IB 97' WILSON CREEK
.52 BR 1573.5 3–IB 97' CANANAI CREEK
1295.00
.74 BR 1571.7 8–CTG 245' CRAB CREEK

5958+00 | 5906+62 | 5855+24 | 5799+02 | 5746+20 | 5961+68 | 5648+31.1 | 5648+13.2 | 5637+80 | 5586+11 | 5535+28 | 5481+52 | 5429+55 | 5376+67 | 5323+33 | 5275+50.9 | 5275+23.2 | 5270+68 | 5249+08.5 | 5249+12.0 | 5218+16 | 5164+32

1585 | 1580 | 1575 | 1570

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

P70 F60 | P55 F50 | P55 F50 | P70 F60

.34 24" DBL CIP 38' .20 PUB XING 065770C .18 PT SW #11 .13 24" VTP 51'
.47 PT SW #11 .42 48" DBL CP 76'
.31 30" DBL VTP 64' .20 27" DBL VTP 49' .11 30" CIP 72'
.42 27" DBL VTP 42'
.36 30" CIP 24' .18 24" CIP 31' .11 PVT XING 065786M
.77 18" CP 24' .51 18" CP 24'
.53 24" CP 42' .41 PVT XING 065765F .32 30" DBL CP 37'
.90 PT SW #2D
.47 PVT XING 101546R
.19 DBL CP 48'
.41 PUB XING 065764Y CO RD, SIGS, GATES .38 PT SW #11 .05 PT SW #2D .00 PT SW #11
.48 PVT XING 065763S .46 18" CP 32' .23 18" CP 32' .07 24" VTP 40' .06 BLIND DR
.73 PVT XING 065762K .64 24" CP 40'
.22 PVT XING 065761D
.75 8' X 10' CB 26' .66 PVT XING 065760W
.94 36" CMP 62' .76 PVT XING 065759C
.42 PVT XING 101545J
.00 PVT XING 065758V .89 89°CP 24' .77 PVT XING 065757N

250' | 423' | CAP 8794' | 317.8'

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

STRATFORD MP 1583.9

WILSON CREEK* MP 1576.09

C–1583 1–02'
C–1582A 2–00' | C–1582 2–06'
C–1581A 0–30' | C–1581 2–06'
C–1579A 0–45' | C–1579 3–04' | C–1578 3–00'
C–1576A 2–02' | C–1576 2–09' | C–1575 2–00' 1–00' 2–00'
C–1574 2–17'
C–1573B 2–22' | C–1573A 2–29' | C–1573 3–08'
C–1572A 1–03' | C–1572 4–46' | C–1571C 1–54' | C–1571B 3–11' | C–1571A 3–02'
C–1571 2–45' | C–1570 2–06'

115–70 | 132–87 115–70 136–92 | 115–70 136–90 | 115–70 | 136–92 136–90 | 132–87 115–70 115–71 115–71 | 136–92 115–71 132–87 | 115–71 136–92 | 115–71 | 115–71 132–85 | 115–71 136–91 132–85 | 115–71

TIES 84 | TIES 84

SURF 84 | SURF 84

05–01–93 P0370206

CONSTRUCTED 1892 | SPOKANE → | ← WENATCHEE | CONSTRUCTED 1892

RELOCATED 1927 | RELOC. 1939

.43 BR 1567.4 3–TPG 143' CRAB CREEK
EQ 1326.28 IN
EQ 1327.28 ELEV
.91 BR 1566.9 3–IB 97' CRAB CREEK
.93 BR 1562.9 3–TPG 143' CRAB CREEK
.55 BR 1561.5 3–TPG 167' CRAB CREEK
.00 BR 1560.0 4–IB 161' WATERWAY
.43 BR 1559.4 4–IB 161' WATERWAY
.17 BR 1557.2 3–TPG 144' CRAB CREEK
.84 BR 1556.8 3–TPG 144' CRAB CR & PVT UP 065747H
.91 BR 1555.9 3–TPG 143' CRAB CREEK
.49 BR 1555.5 3–TPG 143', CRAB CR

1323.00 | 1338.96 | 1395.00 | 1449.28 | 1524.80

5164+32 | 5160+87.0 5150+59.0 | 5100+60 | 5050+21 | 4997+54 | 4943+42 | 4890+70 | 4837+42 | 4787+12 | 4730+18 | 4680+01 | 4625+73 | 4574+34 | 4519+72 | 4465+19 | 4418+02 | 4358+74

1570 EQ | 1565 | 1560 | 1555

CTC 1970 | CTC 1970

DE DET
HB DET

P70 F80 | P70 F80 | P50 F45 | P50 F45 | F80

.75 PT SW #11
.30 PUB XING 065755A URQUHART AVE, SIGS
.16 PT SW #11
.96 COUNTY LINE
.40 PVT XING 065754T .30 24" CP 40'
.35 PVT XING 065753L
.58 PVT XING 065752E .57 4' X 6' C ARCH 22' .55 PT SW #20 .45 24" CP 72'
.00 PVT XING 065751X
.56 48" CP 72'
.11 PVT XING 065750R ROAD BR .02 72" CP 72'
.60 PT SW #20
.31 24" CP 96'
.94 72" CP 67'
.45 PVT XING 065749W
.56 72" CP 54'
.37 PT SW #11
.12 PUB XING 065748P CO RD 175, XBUCKS
.01 PT SW #11

CAP 9552'

LINCOLN CO
GRANT CO

MARLIN
MP 1569.6

GIBSON
MP 1565.6

IRBY
MP 1562.04

C–1570 2–06'
C–1568 1–01'
C–1565A 2–24'
C–1565 1–00'
C–1564A 2–04'
C–1564 2–06'
C–1563 2–01'
C–1562 1–33'
C–1560A 2–01'
C–1560 2–10'
C–1559 2–30'
C–1558 4–00'
C–1557 2–02' 3–39' 4–03'
C–1556 1–03'
C–1555 3–04'

115–71 132–86 | 115–71 | 132–87 | 115–71 | 132–87 136–92 | 115–71 136–92 | 136–90 | 115–71 | 136–92 115–71 | 136–92 115–71 | 132–85 | 115–71 | 115–70 132–85 136–92 | 115–70

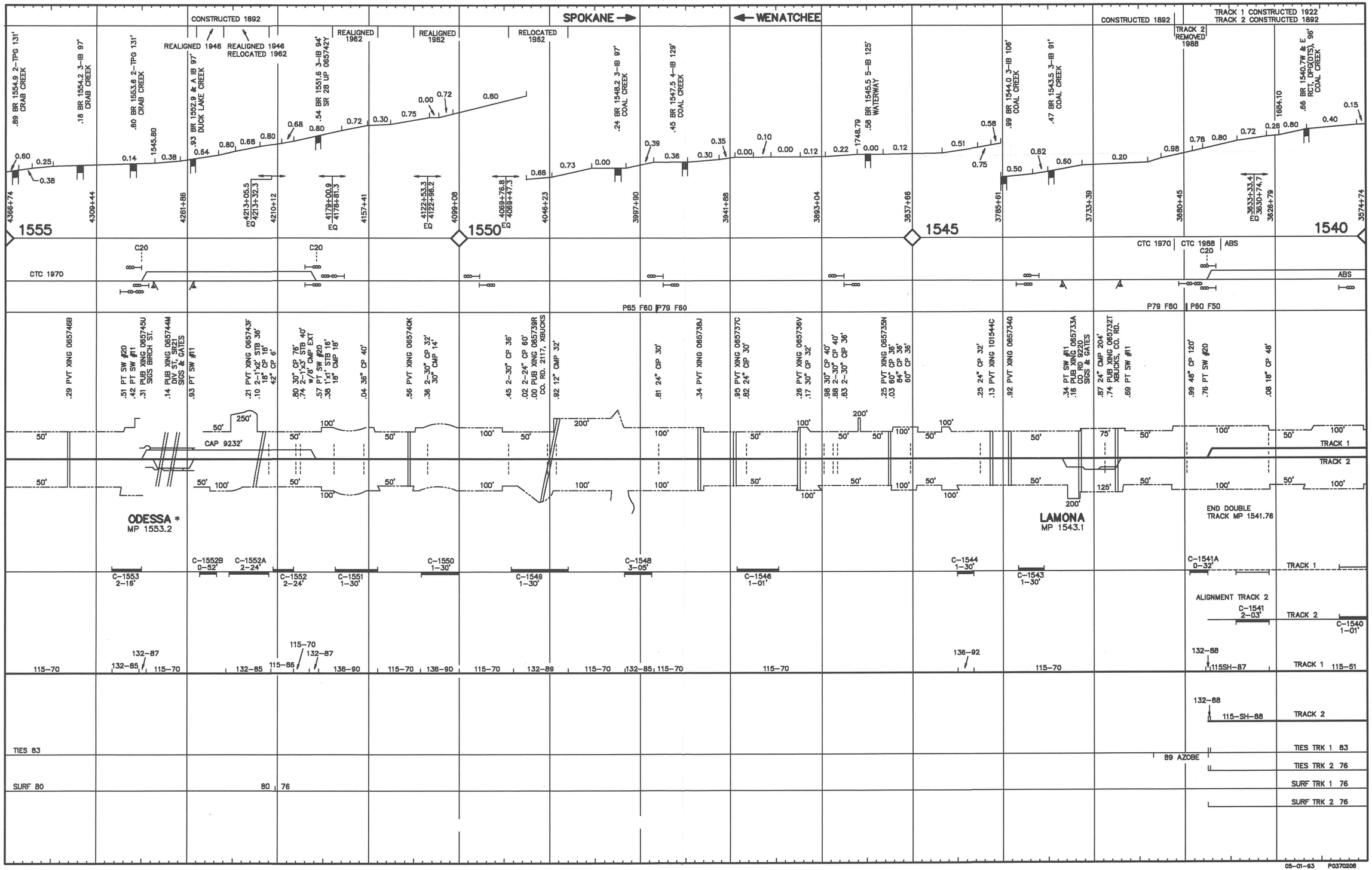
TIES 84 | 84 83 | TIES 83

SURF 84 | 84 80 | SURF 80

05–01–93 P0370207

SPOKANE DIVISION – COLUMBIA RIVER SUBDIVISION

PA–2 LS–37 (8)



TRACK 1 1922
TRACK 2 1892
TRACK 1 CONSTRUCTED 1892
TRACK 2 CONSTRUCTED 1922
TRK 1 1922
TRK 2 1892
TRACK 1 1892
TRACK 2 1922
TRACK 1 CONSTRUCTED 1922
TRACK 2 CONSTRUCTED 1892
SPOKANE →
← WENATCHEE
TRACK 1 CONSTRUCTED 1922
TRACK 2 CONSTRUCTED 1892
TRACK 2 RELOCATED 1902

.05 BR 1539.0W & E
RCT, TPG(DTS), 96'
COAL CREEK

.30 BR 1536.3W & E IB 91'
COAL CREEK

.10 BR 1533.1W & E
TPG(DTS) 60'
COAL CREEK

EL 2036.07
ELEV
EL 2035.67

1907.00

1993.00

2169.00

0.15 0.00 0.40 0.60 0.55 0.20 0.00 0.10 0.00 0.15 0.25 0.50 0.80 0.76 0.80 0.00 0.10 0.00 0.50 0.10 0.00 0.20 0.50 0.35 0.25 0.40 0.00 0.30 0.80 0.76 0.20 0.80 0.70 0.74 0.80 0.70 0.75 0.80 0.76 0.80 0.65 0.10 0.70 0.64 0.00 0.50 0.00 0.66 0.81 0.76 0.80

3574+74 | 3527+32 | 3474+49 | 3419+72 | 3368+85 | 3314+46 | 3260+15 | 3208+36 | 3138+55 | 3086+07 | 3033+35 | 2980+97 | 2941+40 | 2884+08 | 2835+99 | 2782+52

1540 | 1535 | 1530 | 1525

3981.3' | 5732.0' | 4809'

ABS | ABS

P60 F50 | P60 F50 | P50 F45 | P50 F45 | P60 F50

.77 24" CIP 23'
.24" CP 16'
.37 18" CIP 32'
.18" CP 16'
.67 PT SW #11
.47 18" CIP 78'
.14 PT SW #11
.01 2–36" CP 48'
.99 PUB XING 065730E
SIGS & GATES
CO. ROAD 2231
.68 18" CIP 30'
18" CP 16'
.59 24" CP 56'
.30 24" CIP 36'
24" CP 16'
.26 2–48" CP 49'
.41 PVT XING 065729K
.80 48" CMP 51'
.45 48" CMP 51'
.39 48" CMP 51'
.10 4–48" CP 48'
.83 30" CP 72'
.73 PT SW #11
.68 PUB XING 065728D
XBUCKS, 2ND AVE
.61 24" CP 64'
.55 24" CIP 64'
.37 24" CP 16'
.30 PUB XING 065727W
XBUCKS, CO RD 3458
.26 PT SW #11
.09 24" CIP 16'
.24" CP 48'
.81 36" CP 48'
.66 30" CP 48'
.52 30" CP 48'
.32 PVT XING 065728P
.67 PVT XING 065725H
.46 24" CP 56'
.36 24" CULV 38'
.16 18" CP 56'
.91 8'x8' C CULV 42'
.66 24" CP 56'
.50 24" CP 66'
.33 24" CP 40'
.20 18" CP 48'
.97 24" CP 56'
.78 PUB XING 065724B
XBUCKS, CO RD 3495
.74 24" CP 48'
.68 18" CP 48'
.56 PVT XING 065723U
.54 24" CP 32'
24" CP 16'
.30 3–48" CP 48'
.21 PUB XING 065722M
XBUCKS, CO RD 3500
.01 36" CP 61'
.63 2–30" CIP 42'
30" CP 16'
.21 PVT XING 065721F
.50 12" VP 35'
18" CP 58'
.24 2–24" VP 58'
30" CP 32'
.09 PT SW #11
.08 PT SW #11
.98 PUB XING 065720Y
SIGS & GATES
ADAMS ST
.77 12" CIP 204'
.76 PUB XING 065719E
SIGS & GATES
SHERLOCK ST–SR 23
.66 PT SW #11
.61 PT SW #11
.56 18" CP 48'
.51 2–48" CP 76'
.36 PUB XING 065718X
XBUCKS, OLAF ST
.98 18" CP 88'
.81 24" CP 78'
.57 4'x8' CA 73'
42" CMP 78'
.13 4'x6' CA 101'
105° MPP
.98 PVT XING 065717R
.55 4'x6' CA w/ARM TL
.49 PVT XING 065716J
.20 4'x6' CA 80'
(42" CMP 94' INSIDE)

CO. RD.
HWY. 28

50' 100' 50' 100' 50' 100' 50' 50' 90' 125' 50' 100' 50' 50' 100' 50' 50' 100' 75' 50' 57' 100' 75' 110'

TRACK 1
TRACK 2

200'
CO. RD.

DOWNS
MP 1538.31

MOHLER
MP 1534.4

HARRINGTON
MP 1527.7

.58 PT SW #11
.24 PT SW #11

ALIGNMENT TRACK 2

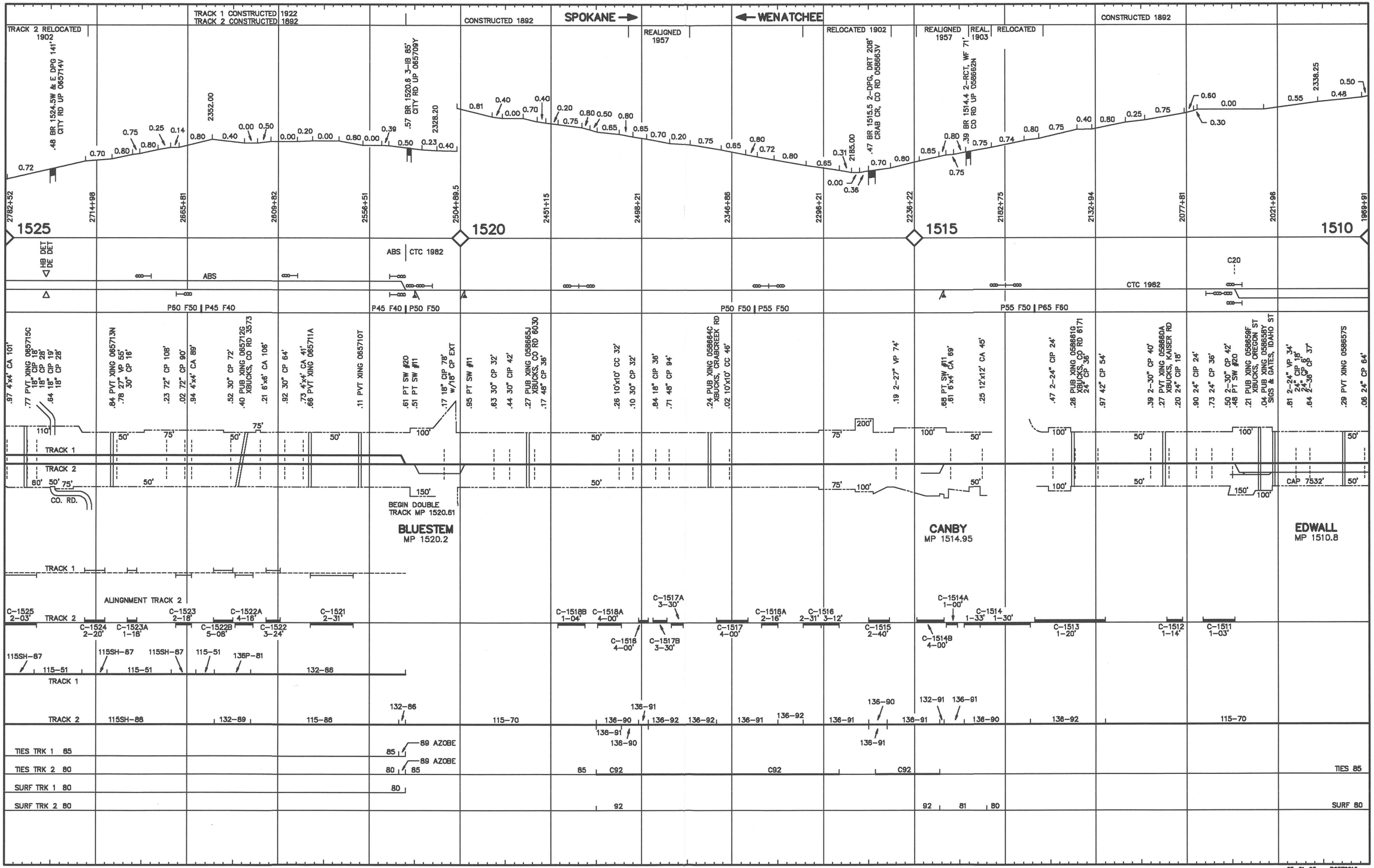
C–1540 1–01'
C–1539 3–03' 2–02'
C–1538 1–20'
C–1537 1–01' 2–05'
C–1536 1–03'
C–1534 0–30'
C–1532 0–30'
C–1531C 2–09'
C–1531A 1–14'
C–1531B 1–02'
C–1531 1–38'
C–1530 2–03'
C–1529 1–02'
C–1528A 4–04'
C–1528 4–12' 3–06'
C–1527C 0–15'
C–1527A 3–18'
C–1527B 0–15'
C–1527 4–07' 3–04'
C–1526 1–04'

115–51 | 115SH–87 | 115–51 | 115–51 | 115SH–87 | 115–51 | 115SH–87 | 115–51 | 115SH–87 | 115–51 | 115–51 | 136–81 | 132–86 | 136P–81 | 115–51 | 115SH–87

115SH–88 | 115–86 | 115SH–86 | 132–88 | 115SH–86 | 115SH–88 | 115SH–88 | 115SH–88 | 132–88 | 115SH–88 | 115SH–88 | 115SH–88 | 132–88 | 115SH–88 | 132–86 | 115SH–88 | 132–85 | TRACK 2 | 115SH–88

TIES TRK 1	83				83	80	85											TIES TRK 1 85
TIES TRK 2	76					76	80											TIES TRK 2 80
SURF TRK 1	76				76	80												SURF TRK 1 80
SURF TRK 2	76				76	80												SURF TRK 2 80

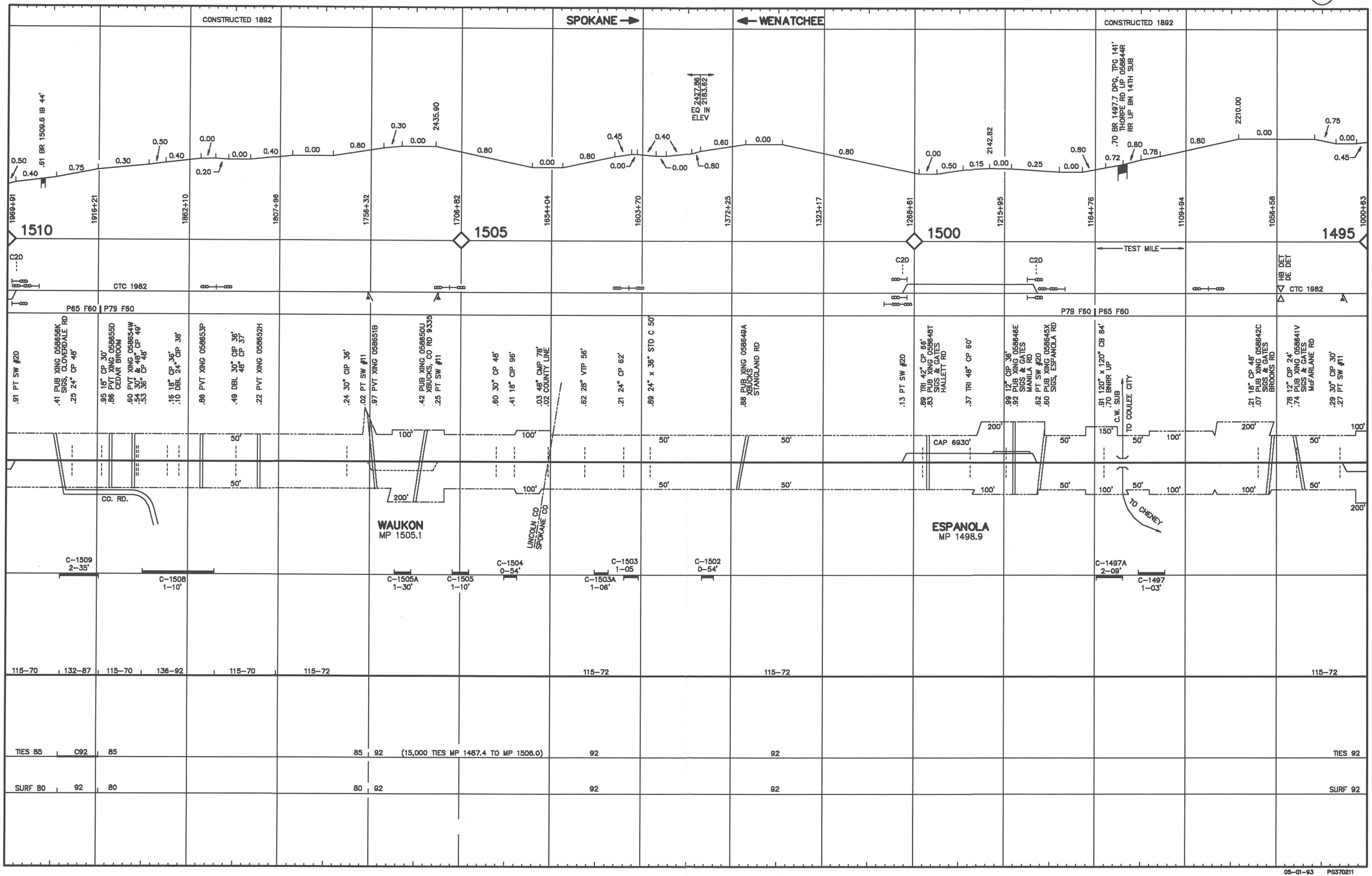
05–01–93 P0370209



05–01–93 P0370210

SPOKANE DIVISION – COLUMBIA RIVER SUBDIVISION

PA–2 LS–37 (11)



05–01–93 P0370211

SPOKANE DIVISION – COLUMBIA RIVER SUBDIVISION

PA–2 LS–37 (12)

CONSTRUCTED 1892 — SPOKANE → — ← WENATCHEE — CONSTRUCTED 1972

1000+63 1495 950+75 897+84 848+42 792+49 742+86 1490 685+94 634+22 600+06 4885+48.7 4866+87 4814+07 4791+15.3 4791+78.5 4761+97 1485 4709+02 4694+59.9 4694+53.9 4655+98 4640+30.6 4640+61.6 4603+13 1482 4553+12.7 4553+11.2 4551+03 1481 4351+03 1

MP 1481.0 = MP 1.15

LS 037 — 784.9' — LS 046 3–C20 — CTC 1973 ABS

CTC 1982 — CTC 1982

P85 F60 | P79 F60 | P70 F50 | P40 F35 | P55 F45 | P55 F45 | P30 F30 | P30 F30 | P25 F25

.89 PUB XING 058640N SIGS & GATES GRAHAM RD
.88 PT SW #11
.71 PUB XING 058638M SIGS & GATES DOVER ROAD
.63 24" VP 56'
.48 PUB XING 058637F SIGS & GATES RAMBO ROAD
.94 24" VP & 24" CP 16'
.57 18" CIP 37'
.30 PUB XING 058636Y SIGS & GATES CRAIG ROAD
.99 27" VP 56'
.83 PVT XING 058635S
.72 PT SW #20
.44 18" CIP 24' & CIP 12'
.16 PUB XING 058634K SIGS & GATES DENO ROAD
.20 PT SW #20
.58 PVT XING 058632W
.48 27" VP
.34 PVT XING 058631P
.24 24" CIP 48'
.59 18" CIP 31'
.22 36" CMP 114'
.21 12" CMP 125'
.91 12" CMP 40'
.64 36" CMP 128'
.52 36" CMP 110'
.42 24" CMP 82'
.23 36" CMP 80'
.93 48" CMP 150'
.99 24" CMP 46'
.77 36" CMP 166'
.65 48" CMP 232'
.19 24" CMP
.98 92"x72" MPP 92'
.64 36" CMP 168'
.60 36" CMP 144'
.48 36" CULV 168'
.45 24" CMP 69'
.00 PVT XING BN
.72 48" CMP 208'
.58 36" CMP 216'
.51 24" CMP 120'
.85 PT SW #20
.05 PT SW #20
.08 BR 1 4–TPG 103' 1921.61 3RD AVE. UP 65960F
.12 PT SW #20
.10 PT SW #20
.03 PT SW #20

COLUMBIA RIVER SUB — LS 37
PEND O'REILLE SUB — LS 37

100' 50' 50' 50' 100' 75' 50' 100' 100' 125' 100' 100' 75' 100'

200' TO ARMY AIR DEPOT — TO GEIGER FIELD — CAP 7442' 100' 200' — 150' 100' 125' 200' 100' 250' 60' 155' 100' — TO LAKESIDE JCT. AND FISH LAKE — TO PASCO

FAIRCHILD MP 1494.85 — **LYONS** MP 1489.47 — **LATAH JCT.** MP 1481.6 — **SUNSET JCT.** MP 1.1

END DOUBLE TRACK MP 1.10

C–1493 0–20' — C–1490 2–09' — C–1489A 1–40' — C–1489 5–10' — C–1488 2–00' 0–30' — C–1487 2–06' — C–1486 3–00' — C–1485 2–15' — C–1484 2–00' — C–1483 3–00' — C–1482A 3–00' — C–1482 5–00' — C–1481 1–00'

115–72 — 115–72 — 115–77 — 115–77 136–92 — 136–92 — 136–92 115–77 — 132–88 — 115–72 — 136–92 — 115–72 132–87 — 115–72 132–87 — 115–72 132–88 — 115–72 136–91 132–86 — 132–86 — 136–92 — 132–86 132–92 — 132–72 — 132–75 — 132–80 — 132–75 — 132–72

TIES 92 — (15,000 TIES MP 1487.4 TO 1506.0) — 92 — C92 — 92 — 92 — C92 — 92 — C92 — 92 — C92 — 92 — C92 — 92 — TIES C91

SURF 92 — 92 — 92 — 75 — 84 — 92 — SURF 92

TRK 1 C91 81
TRK 2 C92 84
TRK 1 91
TRK 2 74

05–01–93 P0370212

SPOKANE DIVISION – COLUMBIA RIVER SUBDIVISION

PA–2 LS–45 (13)

TRK 1 CONST 1881, TRK 2 1909–1911 | ORIG. M/L CONST. 1881 AND RELOCATED TRACK 1 AND TRACK 2 CONST. 1909–1911 | CONKELLEY → | ← SPOKANE | NORTH M/L CONST. 1881, REMOVED 1911, SOUTH M/L CONST. 1909–1911 | CONSTRUCTED 1881

TRACK 2 CONSTRUCTED 1984

TRACK 1 M/L CONSTRUCTED 1881
TRACK 2 M/L CONSTRUCTED 1909–1911

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

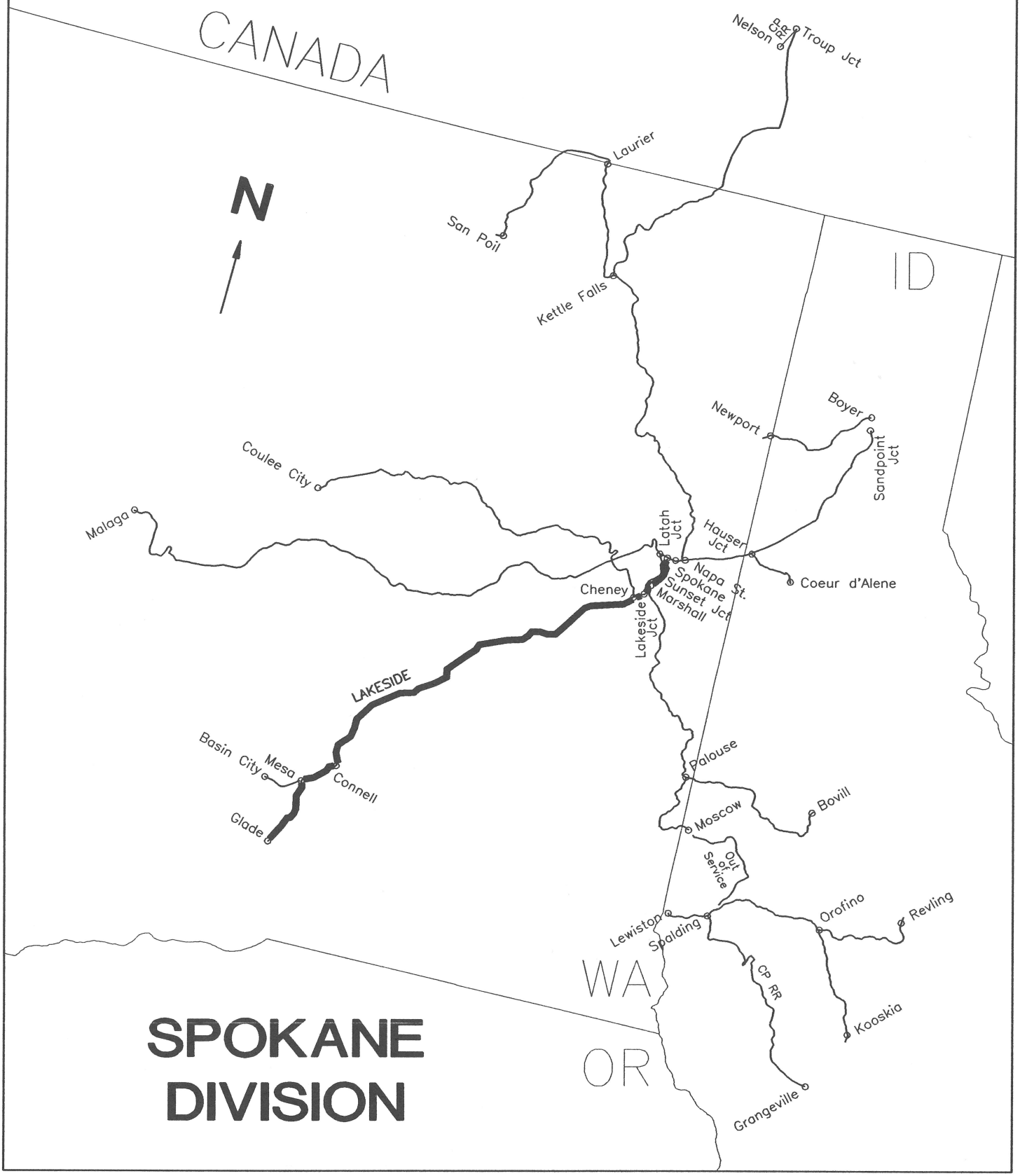
SPOKANE MP 0.0 | NAPA ST. MP 69.7 | YARDLEY MP 68.1 | PARKWATER* MP 66.6 | IRVIN MP 63.3 | TRENTWOOD MP 61.85 | VELOX MP 60.4

END TWO MAIN TRACKS MP 66.05
BEGIN DOUBLE TRACK MP 65.84

BEGIN TWO MAIN TRACKS MP 62.99

05–01–93 P0370213

LAKESIDE SUBDIVISION
SUNSET JCT - PASCO

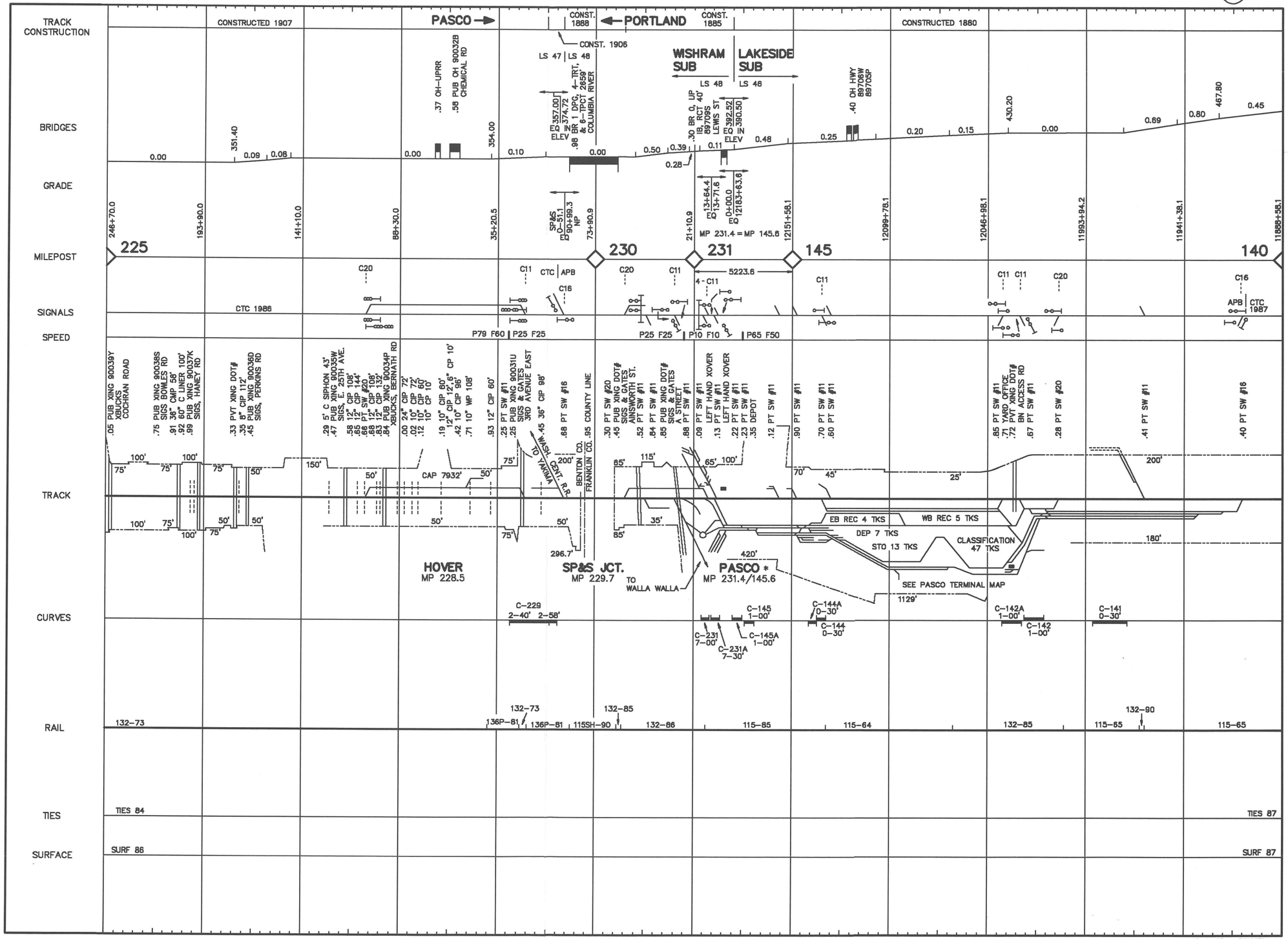


SPOKANE DIVISION

PLT DATE: 7-12-93

SPOKANE DIVISION – LAKESIDE SUBDIVISION

PA–7 LS–46 (1)



05–01–93 PD480701

SPOKANE DIVISION – LAKESIDE SUBDIVISION

PA–7 LS–46 (2)

CONSTRUCTED 1880 | PASCO DIVISION LS 48 | SPOKANE DIVISION LS 48 | SPOKANE → | ← PASCO | CONSTRUCTED 1880 | LINE CHANGE

.75 BR 136 3–16" RCT 48' | .97 BR 135 6–16" RCT 96' | .13 BR 131 8–16" RCT 129' | .47 BR 129 3–30" CBG 90' | .94 BR 128.1 7–16" RCT 112' | .24 BR 128 5–16" RCT 80'

0.00 0.45 0.68 0.25 500.00 | 0.00 0.01 0.01 0.20 | 0.19 0.20 0.20 0.40 0.80 0.60 0.00 0.47 0.40 | 0.00 0.51 0.40 0.00 | 0.25 0.14 0.06 0.50 0.00 | 0.50 0.60 0.00 599.00 0.00 | 0.15 0.00 0.19 | 0.00 0.19 0.17 0.36 | 0.00 0.12 0.18 0.08 0.80 | 0.10 0.20 0.24 0.18 0.24 | 0.00 0.03 0.23 0.00 600.20 0.25 0.07 | 0.39 0.60 0.00 0.30 0.00 0.30 | 1.12 0.00 0.24 0.20 0.50 0.80 | 0.58 655.3 0.00

11688+58.1 | 11835+78.1 | 11782+98.1 | 11730+18.1 | 11677+46.8 | 11624+58.1 | 11571+78.1 | 11518+98.1 | TEST MILE | 11466+18.1 | 11413+38.1 | 11360+54.4 | 11307+78.1 | 11254+98.1 | 11202+18.1 | 11149+38.1 | 11116+45 | 11113+22.6 | 11096+58

140 | 135 | 130 | 125

C20 | C20 | CTC 1987 | CTC 1987 | C20 | C20

P65 F50 P79 F60 | P79 F60 P70 F60 | P70 F60 P79 F60 | P75 P79 F60 F60 P79 F60

.36 PT SW #11
.13 PUB XING 089702U SIGS GATES SELPH LANDING RD
.75 PT SW #11
.70 PT SW #20
.36 PT SW #11
.85 10" CIP 64'
.46 48" CIP
.02 PT SW #20
.98 PVT XING – BN
.76 96" CP 42'
.15 PUB XING 089700F SIGS & GATES SAGEMOOR RD
.09 PT SW #11
.09 PT SW #11
.50 24" TP 42'
.72 72" RCP 1000'
.12 PUB XING 089699N SIGS GATES ELTOPIA RD
.85 PT SW #11
.53 8" TP 71'
.08 PT SW #20
.39 PT SW #20
.32 36" RCP 47'
.13 36" RCP 39'

200' | 200' | 200' | 200' | 200' | 200' | 200' | 200' | 200' | 200' | 200' | 200' | 200' | 200' | 200' | 200' | 200' | 200' | 166' 200'

CAP 8100' | CAP 8100' | CAP 4824' | CAP 8100'

180'

GLADE
MP 137.0

SAGEMOOR
MP 133.4

ELTOPIA ELEVATOR SPUR
MP 128.9

ELTOPIA
MP 126.3

C–139 2–03' | C–137 1–05' | C–136 1–01' | C–134 1–06' | C–133 1–03' | C–132 1–01' | C–131 2–12' | C–130 2–04' | C–128A 1–10' | C–128 1–02' | C–127 1–01' | C–125 2–00'

132–90 115–65 136–90 | 115–65 132–86 115–65 115–77 | 132–86 115–65 | 115–65 | 115–65 115–63 | 115–65 | 115–65 132–64 | 115–65 132–83 | 115–65 | 132–85 115–65 | 132–86 | 115–85 132–85

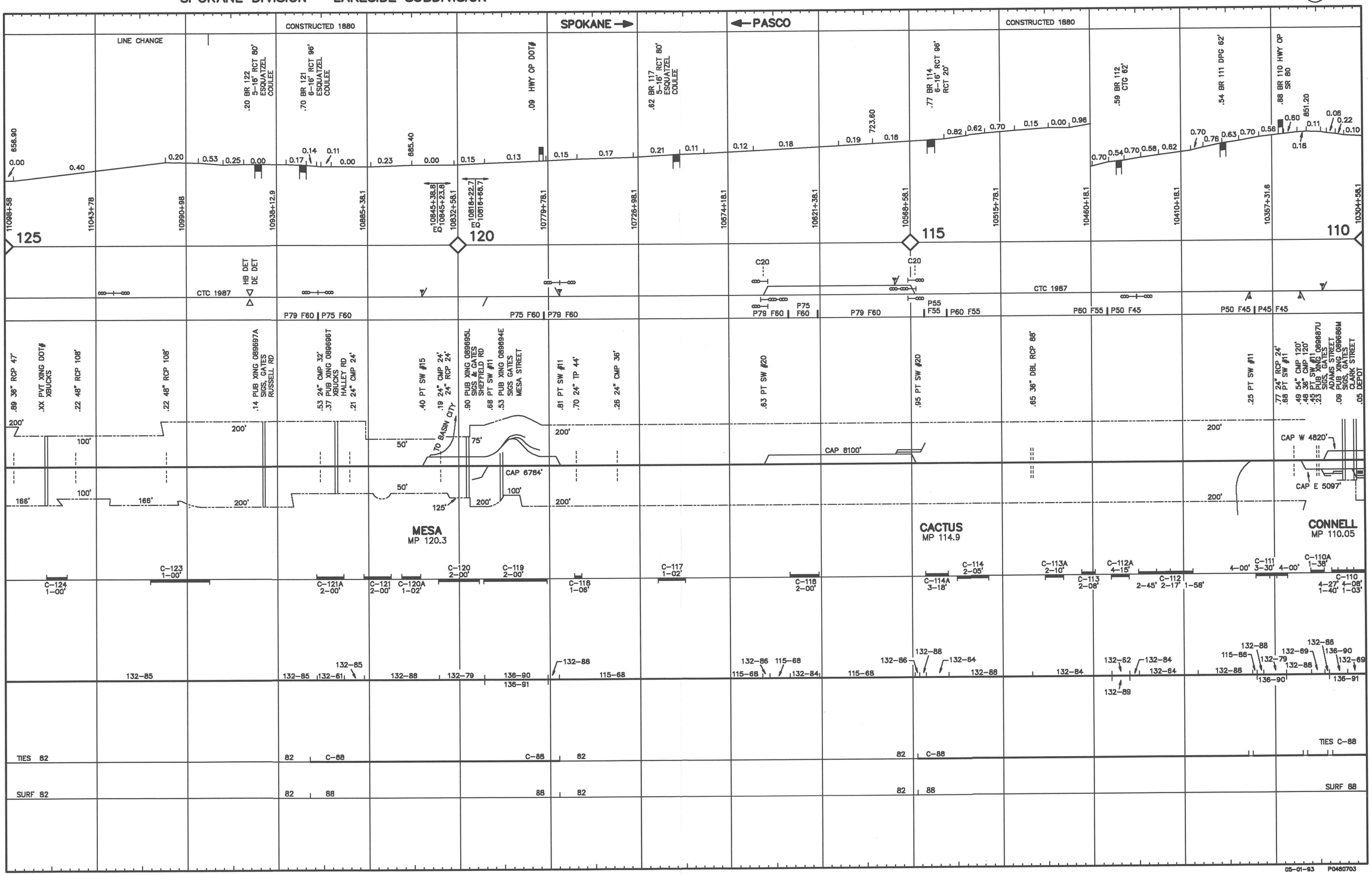
TIES 87 | 87 82 | TIES 82

SURF 87 | 87 82 | SURF 82

05–01–93 P0460702

SPOKANE DIVISION – LAKESIDE SUBDIVISION

PA–7 LS–46 (3)



SPOKANE DIVISION – LAKESIDE SUBDIVISION

PA–7 LS–46 (4)

1880 | CONSTRUCTED 1881 | SPOKANE → | ← PASCO | CONSTRUCTED 1881

RELOCATED 1943 | RELOCATED 1943

.63 BR 108 4–30' CBC 120'
BR 108A 2–28' 2–30' & 32' CBG 120'
PROVIDENCE COULEE

.91 BR 107 5–16' RCT 80'
PROVIDENCE COULEE

.55 BR 106.3 5–16' RCT 80'
.38 BR 106.2 4–15' RCT 61'
.25 BR 106.1 7–16' RCT 112'
.02 BR 106 6–15' RCT 96'

.75 BR 105.2 6–16' RCT 128'
PROVIDENCE COULEE
PVT UP 89689H

.83 BR 104.3 6–16' RCT 97'
.55 BR 104.2 5–16' RCT 81'
.31 BR 104.1 4–15' RCT 61'
.13 BR 104 8–16' RCT 129'

.80 BR 103.3 4–15' RCT 61'
.63 BR 103.2 4–15' RCT 61'
.40 BR 103.1 4–15' RCT 61'
.09 BR 103 2–30' IB 61'

.96 BR 102.4 2–30' IB 61'
.79 BR 102.3 2–30' IB 61'
.57 BR 102.2 2–30' IB 61'
.43 BR 102.1 2–30' IB 61'
.19 BR 102 2–30' IB 61'

.89 BR 101.4 2–30' IB 61'
.72 BR 101.3 2–30' IB 61'
.50 BR 101.2 2–30' IB 61'
.38 BR 101.1 4–15' RCT 61'
.26 BR 101 2–25' IB 51'

.49 BR 100 4–16' WF 68'
PROVIDENCE COULEE

.65 HWY OH DOT#

.16 BR 98 4–16' WF 68'
BR 98A 3–32' CTG 96'
PROVIDENCE COULEE

.65 BR 97 RCT 15'
BR 97A 1FT 17'
PROVIDENCE COULEE

.57 BR 96 RCT 15'
PROVIDENCE COULEE

0.00 0.16 0.33 0.36 0.27 0.38 0.25 0.00 0.16 0.29 0.23 0.56 0.41 0.65 0.70 0.00 0.55 0.69 0.38 0.83 0.40 0.83 0.40 0.10 0.40 0.86 0.00 0.55+/– MAX 0.91 0.70 0.58 0.70 0.50 0.85 0.70 0.70 0.30 0.55 1.00 0.93 0.85

10304+58.1 | 10251+78.1 | 10198+98.1 | 10145+18.1 | 10093+38.1 | 10040+58.1 | 9987+78.1 | 9944+84.5 | 9943+15.9 | 9933+35.9 | 9880+48.0 | 9831+53.4 | 9829+16.4 | 9825+52.5 | 9775+09.5 | 9722+29.5 | 9669+49.5 | 9616+69.5 | 9563+89.5 | 9511+09.5

110 | 105 | 100 | 95

C20 | C20

CTC 1987 | CTC 1987

P45 F45 | P35 F35 | P35 F35 | P60 F60 | P60 F60 | P40 F35

TO WHEELER WASH. CENT. RR.

.94 PT SW #20
.39 PT SW #11

.25 PT SW #20
.12 24" RCP 27'

.64 60" RCP 54'

.94 24" TP 46'

.60 24" RCP 51'
.51 24" RCP 40'

.08 36" RCP 24'

.46 24" CIP 26'
.45 24"X72" TB 28'
.37 COUNTY LINE
.19 36" RCP 28'

.99 24" RCP 32'
.97 24" CIP 32' &
24" RCP 13'

.25 24" CIP 36'
.05 24" CMP 36'

.24 PUB XING 0896835
XBUCKS
HATTON ROAD
.05 18" CMP 50'
.04 12" RCP 20'

.87 24" CIP 78'
.70 PUB XING 089682K
HAMPTON RD
.68 36" DBL RCP 56'

.09 60" RCP 60'
.00 4–60" RCP 52'

.59 72" RCP 66'
.45 PT SW #20
.11 2–60" RCP 40'

.78 72" DBL RCP 60'

.02 36" RCP 40'

.66 PT SW #20
.61 PUB XING 089680W
SIGS & GATES
CUNNINGHAM RD
.58 PT SW #11

.41 PT SW #11
.34 24" CMP 24' &
24" RCP 16'

.89 36" RCP 32'

.61 PUB XING 089679C
XBUCKS

.24" RCP 23'
.09 24" RCP 27'
.01 36" RCP 27'

.87 36" RCP 28'
.74 24" RCP 24'
.69 24" CMP 24'

.45 24" CMP 60'
24" RCP 17'

.30 12" CMP 24'
.15 7' CA 67'

200' | 300' | 200' | CAP 8100'

ADAMS CO.
FRANKLIN CO.

CUNNINGHAM
MP 97.7

CUNNINGHAM
ELEVATOR SPUR
MP 97.0

C–109 2–00'
C–108A 3–00'
C–108 3–00'
C–107B 5–00'
C–107C 3–04'
C–107A 6–06'
C–107 4–28' 4–18' 1–59' 2–00'
C–106 3–02'
C–105A 5–46' 2–20'
C–105 4–00'
C–104B 6–30' 6–00'
C–104C 6–08'
C–104A 6–23'
C–104 6–06'
C–103C 6–31'
C–103B 6–30' 6–08'
C–103A 6–06'
C–103 2–58'
C–102 5–51'
C–101B 3–00'
C–101A 6–50'
C–101 1–30'
C–98 1–00'
C–96A 4–10'
C–98 1–00'
C–95B 5–04'
C–95C 4–06'
C–95A 6–06'

132–69 115–74 132–88 | 132–88 | 132–88 132–80 115–74 136–91 | 132–82 | 136–91 132–80 | 136–91 | 132–87 132–83 | 136–90 | 132–80 | 132–67 | 136–91 | 132–85 | 136–91 132–89 | 132–79 | 132–88 136–91 | 132–88 136–90 132–85 | 132–88 | 132–85 | 132–67 132–88 | 132–89 132–88 115–74 136–90 | 115–71 | 115–74 | 132–86 | 115–74 | 132–86 | 115–74 | 132–74 132–88 136–91 | 136–91 132–67 132–79 132–88 132–81 132–89 136–90 132–79

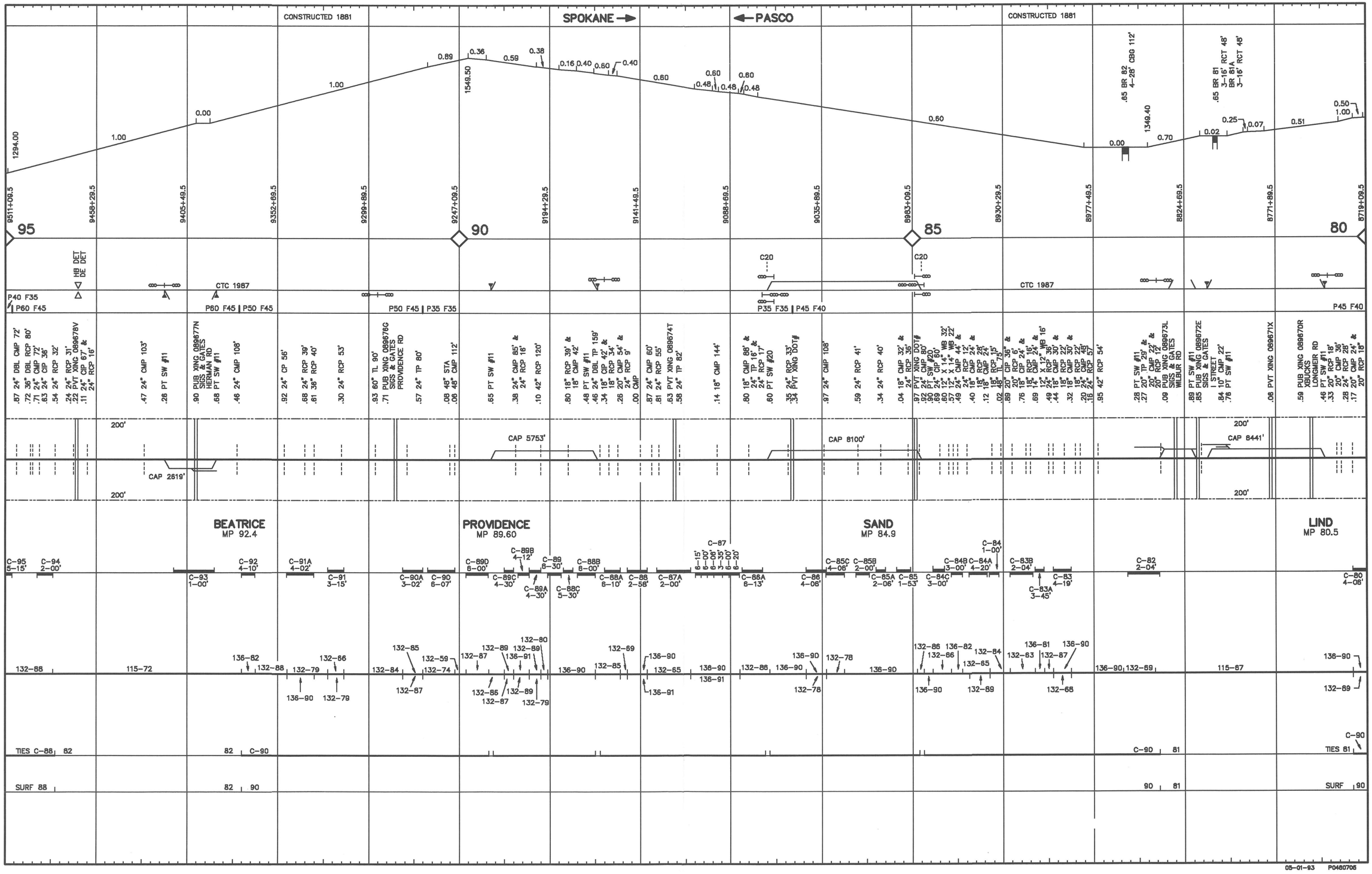
TIES C–88 | C–88 | C–88 | C–88 | C–88 | 82 | 82 | C–88 | TIES C–88

SURF 88 | 88 | 82 | 82 | 88 | SURF 82

05–01–93 P0480704

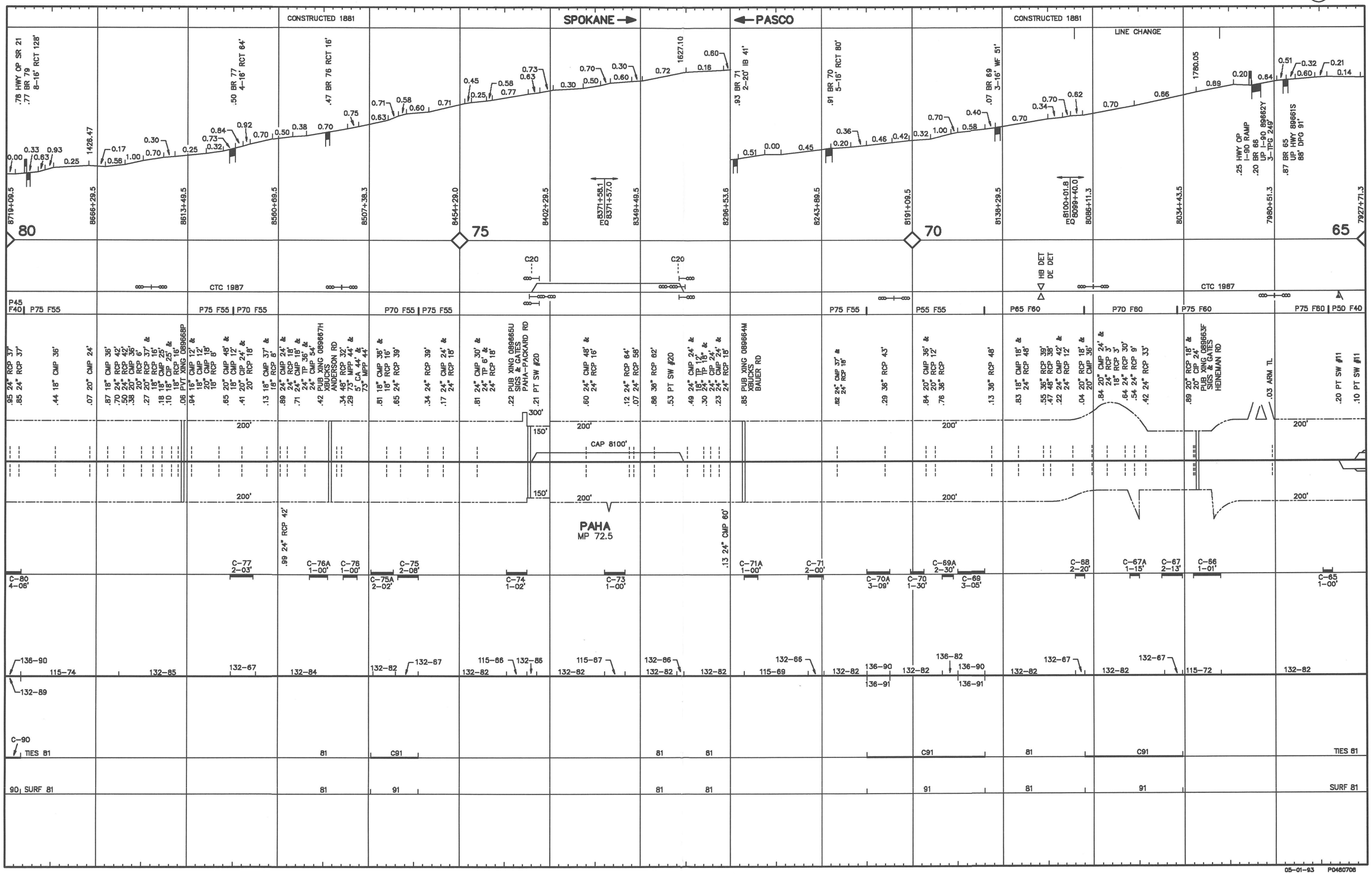
SPOKANE DIVISION – LAKESIDE SUBDIVISION

PA–7 LS–46 (5)



05–01–93 P0480706

SPOKANE LAKESIDE SUBDIVISION PA–7 LS–46 (6)



05–01–93 P0480706

SPOKANE DIVISION – LAKESIDE SUBDIVISION

PA–7 LS–46 (7)

CONSTRUCTED 1881 — SPOKANE → ← PASCO — CONSTRUCTED 1881

1820.86 1900.80 1955.80 1945.10

0.17 0.00 0.21 0.00 0.48 0.55 0.28 0.32 0.78 0.16 0.32 0.61 0.49 0.28 0.36 0.02 0.25 0.40 0.34 0.68 0.97 0.84 0.61 0.17 0.46 0.81 0.66 0.56 0.86 0.59 0.08 0.18 0.38 0.27 0.00 0.21 0.11 0.16 0.27 0.19 0.32 0.29 0.46 0.09 0.04 0.15 0.00 0.29 0.13 0.37 0.21 0.11 0.29 0.07 0.24 0.00 0.71

7927+71.3 — 65 — 7874+91.3 — 7822+29.0 — 7769+31.3 — 7716+51.3 — 7663+62.0 — 60 — 7610+84.5 — 7558+01.0 — 7505+21.3 — 7452+38.0 — 7399+71.3 — 55 — 7346+91.3 — 7294+11.3 — 7241+31.3 — 7188+51.3 — 50 — 7135+71.3

C20 C20

CTC 1987 CTC 1987

P50 F40 | P79 F60 — P79 F60 | P70 F60 | P79 F60 — P79 F60

.80 PUB XING 089660K SIGS & GATES JEFFERSON ST
.76 PUB XING 089659R SIGS & GATES ADAMS ST
.64 PUB XING 089658J SIGS & GATES DIVISION ST
.58 PUB XING 089657C SIGS & GATES PUMPING ST
.05 PT SW #11
.99 30" RCP 40'
.78 PUB XING DOT# XBUCKS BAUMAN RD
.77 24" RCP 30'
.69 24" RCP 32'
.17 18" CIP 36'
.57 PUB XING 089655N XBUCKS, SAGE RD
.81 18" CIP 36'
.33 18" CIP 28'
.88 PUB XING 089654G XBUCKS
.50 PT SW #20
.76 24" RCP 32' & 18" CIP 28'
.58 PUB XING 089653A KLEIN RD
.81 PT SW #20
.64 24" RCP 44'
.44 12" RCP 37'
.41 PUB XING 089652T XBUCKS TOKIO RD
.26 PUB XING 089651T SIGS & GATES HILLS ROAD
.14 PT SW #11
.76 PT SW #11
.18 PT SW #11
.94 PT SW #11
.90 PUB XING 089650E XBUCKS KEYSTONE RD

200' 200' 400' 200' 200'

CAP 5658' — CAP 8100' — CAP 6277'

.70 DEPOT
.48 CMP 36' & 18"
.15 CMP 25' & 18"
RCP 21'

RITZVILLE * MP 64.9 — **TOKIO** MP 57.8 — **C. F. INDUSTRY** MP 55.2 — **KEYSTONE** MP 51.0

C–64A 1–00' C–64 1–00' C–63 1–00' C–61 2–04' C–60 0–30' C–57 1–00' C–55 1–00' C–50 1–00'

132–82 132–82 132–62 115–68 132–86 115–68 132–86 115–68 115–84 115–68 132– 115–68 132 115–68 115–68

TIES 81 TIES 81

SURF 81 SURF 81

05–01–93 P0460707

SPOKANE DIVISION – LAKESIDE SUBDIVISION

PA–7 LS–46 (8)

CONSTRUCTED 1881 — SPOKANE → — ← PASCO — CONSTRUCTED 1881 — LINE CHANGE 1950

1928.90 | 0.71 | 0.56 | 0.42 | .92 HWY OP 089649K I–90 | .66 HWY OP 089648D I–90 | 0.09 | 0.07 | 0.26 | 0.11 | 0.00 | 0.09 | 0.20 | 0.53 | 0.00 | 0.30 | 0.36 | 0.19 | 0.61 | .06 BR 42 3–RCT 62' | 1903.01 | 0.19 | 0.07 | 0.00 | 0.16 | 0.20 | .23 BR 41 25' WF 26' BR 41A 25' WF 26' | 0.18 | 0.00 | 0.60 | .97 HWY OP DOT# ST. HWY 23 | 0.85 | 0.91 | 0.76 | 0.89 | 0.91 | 1.06 | 0.94 | 1.00 | 0.31 | 0.13 | 0.83 | 0.98 | 2086.84 | 0.14 | 0.00 | 0.30 | 0.00 | 0.60 | 0.71

7135+71.3 | 7082+91.3 | 7030+11.3 | 6977+31.3 | 6924+51.3 | 6871+73.5 | 6818+91.3 | 6766+11.3 | 6713+31.3 | 6660+51.3 | 6607+71.3 | 6554+91.3 | 6502+11.3 | 6449+31.3 | 6397+00.0 | 6373+02.0 = 6372+09.6 | 6343+43.5

50 — 45 — 40 — 35 — TEST MILE

HB DET
DE DET

C20 | C20

CTC 1987 | CTC 1987

P79 F60 | P50 F45 | P50 F45 | P40 F40 | P60 F45 | P60 F45 | P45 F45 | P75 F60

.24 18" CMP 32' & 18" RCP 20' | .02 18" CMP 36' & 18" RCP 16' | .88 36" CMP 54' & 36" RCP 8' | .73 48" RCP 39' | .47 PVT XING 89647W | .45 18" RCP 6' | .25 18" CIP 30' & 18" CP 15' | .80 COUNTY LINE | .95 18" CMP 30' & 18" RCP 15' | .45 18" CMP 42' & 18" RCP 12' | .27 7' CA 40' | .91 24" CMP 36' & 24" RCP 8' | .76 24" CMP 24' & 24" RCP 18' | .66 24" RCP 9' & 24" CMP 34' & 24" CMP 36' & 24" RCP 8' | .38 5'X7' RCP 23' | .80 PT SW #20 | .56 36" DBL RCP 32' | .03 24" RCP 42' & 24" RCP 40' | .94 PVT XING 089646P | .58 24" RCP 42' | .54 24" RCP 42' | .12 PT SW #20 | .10 PUB XING 089645H SIGS GATES OLD HWY | .XX PT SW #11 | .37 32'X54' STB 64' | .27 PUB XING 089643U SIGS & GATES E STREET | .22 PUB XING 089642M SIGS & GATES DEPOT | .12 DEPOT | .10 PUB XING 089640Y SIGS & GATES B STREET | .04 5'X4' DBL CB 50' | .75 PT SW #11 | .24 PVT XING 089638X | .14 24" CIP 31' | .97 DBL 5'X5' STB 78' | .80 36" CMP 48' & 36" RCP 20' | .16 18" CIP 24' & 18" TP 5' | .00 18" TP 10' & 18" CIP 18' | .89 18" CIP 18' & 18" TP 5' | .67 18" CIP 18' & 18" TP 5' | .88 18" CIP 18' & 18" TP 12' | .40 18" CIP 24' & 18" RCP 8' | .12 PVT XING 089637R | .26 18" CIP 26' | .08 18" CIP 38' | .89 PUB XING 089636J XBUCKS MISSILE BASE RD | .79 18" CIP 46'

200' | 200' | 200' | 200'

CAP 8100'

LINCOLN CO.
ADAMS CO.

SPRAGUE
MP 42.4

SPRAGUE OLD SIDING
MP 41.1

C–48 4–15' | C–47C 1–06' | C–47B 0–58' | C–47 2–00' | C–47A 4–00' | C–46A 1–51' | C–45C 1–50' | C–45B 2–30' | C–46 4–30' | C–45A 1–30' | C–45 2–00' | C–44C 3–00' | C–44B 4–00' | C–44A 8–00' | C–44 5–36' | C–43 2–00' | C–42A 3–00' | C–42 4–15' | C–41 2–00' | C–40 2–00' | C–39C 1–41' | C–39B 2–00' | C–39A 2–00' | C–39 1–00' | C–38 1–30' | C–37 1–00' | C–36A 2–00' | C–36 1–00' | C–35A 1–00'

115–68 | 136–90 | 136–91 | 136–90 | 136–91 | 136–90 | 136–91 | 132–64 | 136–91 | 132–79 | 132–64 | 136–91 | 132–63 | 136–91 | 136–90 | 132–89 | 136–91 | 132–86 | 136–91 | 132–79 | 136–90 | 132–91 | 136–90 | 132–86 | 132–74 | 136–91 | 132–63 | 115–72 | 136–91 | 132–61 | 132–65 | 132–66 | 132–62 | 136–91 | 132–65 | 132–82 | 132–67 | 132–82 | 132–84 | 132–82 | 132–82 | 132–81 | 132–84

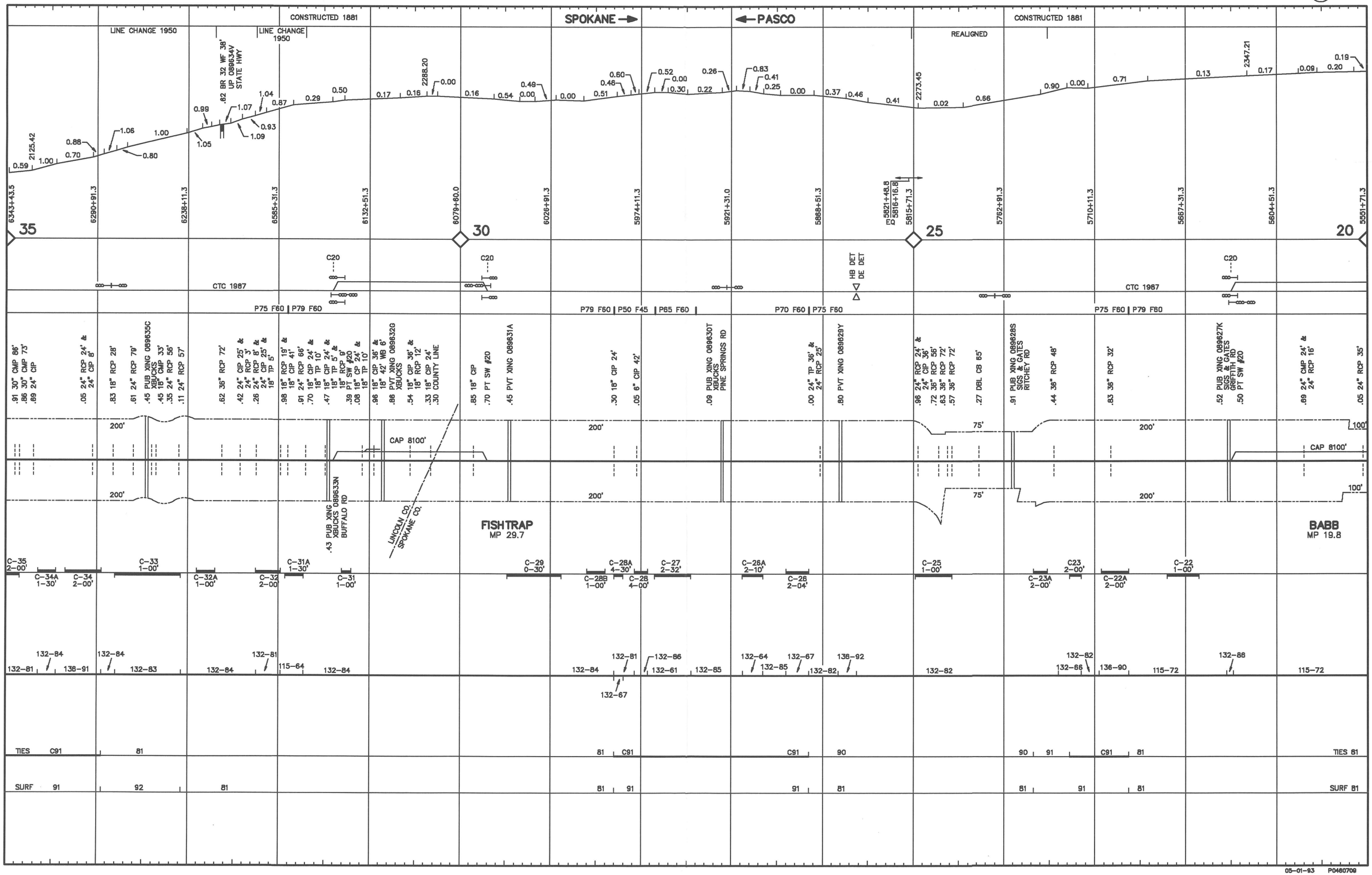
TIES 81 | C91 | C91 | C91 | 81 | C91 | 81 | C91 TIES 81 C91

SURF 81 | 91 | 91 | 91 | 81 | 91 SURF 81 91

05–01–93 P0480708

SPOKANE DIVISION – LAKESIDE SUBDIVISION

PA–7 LS–46 (9)



05–01–93 P0460709

CONSTRUCTED 1881 — SPOKANE → ← PASCO — CONSTRUCTED 1881

0.19 0.17 0.00 0.13 0.00 2369.78 0.32 0.21 0.30 0.42 0.29 0.57 0.37 0.63 0.27 0.10 2334.73 0.02 0.60 0.25 0.00 1.18 1.00 0.30 .23 BR 13 50' TPG, 64' DPG & 45' DPG 171' UP RR, BN RR PAC. 30TH SUB 0.30 0.00 0.88 1.00 0.88 1.00 0.85 2202.45 0.67 0.84 1.04 1.06 0.84 0.75 1.00 0.00 0.24 0.07 0.45 0.48 0.43 2132.16 0.00 0.82 .72 CH HWY 0659870 1.07 1.21 1.14 1.19 1.04 1.02 0.99 1.04 1.07

5551+71.3 — 20 — 5498+91.3 — 5446+11.3 — 5393+35.7 — 5340+51.3 — 15 — 5287+71.3 — 5234+81.5 — 5211+78.2 / 5210+22.9 — 5180+56.0 — 5127+76.0 — 5074+98.0 — 5022+16.0 — 10 — 5002+42.1 / 5000+93.4 — 4967+87.3 — 4915+07.3 — 4862+27.3 — 4809+47.3 — 5 — 4756+67.3

C20 — CTC 1987 — EQLAT C20 — CTC 1987 CTC 1973 C16 C16

P79 F60 | P35 F35 — P35 F35 | P45 F35 — P45 F35 | P35 F35 | P40 F35 — P40 F35 | P55 F55

.82 PT SW #20 .72 18" CIP 24' & 18" TP 10' .56 24" RCP 24'

.27 PUB XING 089625W SIGS & GATES LANGE HILL RD

.40 PUB XING 089624P SIGS & GATES MULLINIX RD

.10 PVT XING 089623H XBUCKS

.83 PUB XING 065971T XBUCKS K STREET .82 24" CIP 24' .80 PT SW #11 .74 16" CMP 85' .64 24" RCP 85' .54 24" X 42" TR .35 12" CMP 180' .04 24" X 60" WB 56' & 36" RCP 70'

.83 24" RCP 77' & 18" CIP 24' .83 PT SW #11 .19 54" X 54" TR T C 78'

C.W. SUB TO COULEE CITY

.57 PT SW #11 .45 24" RCP 37' .42 PT SW #11 .19 54" X 54" TR T C 78'

.58 24" CIP 44' & 24" RCP 6'

.30 PUB XING 065969S XBUCKS ANDERSON RD.

.45 24" CIP 110' .29 8' CA 194' .23 BR 13 RRI UP

.01 PVT XING DOT#

(FISH LAKE)

.79 PT SW #20

.25 2–4'x8' CB 23'

.66 PUB XING 065968K XBUCKS SCRIBNER RD

.45 DBL 48" CA 33' & DBL 42" RCP 20'

.43 PT SW #11

(SCRIBNER)

.97 PT SW #16

.70 PT SW #16

.43 36" CIP 80' & 36" RCP 8'

TO SPOKANE

PEND O'REILLE SUB

.18 24" CIP 52' & 24" RCP 4' .12 24" CIP 44' & 24" RCP 14'

.83 36" RCP 8' & 36" CIP 50' .83 24" CIP 76' & 24" RCP 8'

.90 48" RCP 58' .73 6'X 6' WB 16' .72 24" CIP 32' & 24" RCP 10'

.70 PUB XING 065966W XBUCKS MARSHALL RD

.42 24" CIP 38' .22 48" DBL RCP 81'

140' — 200' — CAP 5711' — 200' — 200' — UP RR — 50' — 119' — 200' — 600' — TO MOSCOW PALOUSE SUB — 100' — 150' — 200'

.40 PUB XING 065970L SIGS & GATES H STREET .32 DEPOT

CHENEY * MP 16.32

.82 PUB XING DOT# XBUCKS .81 24" RCP 40' .75 24" RCP 55' .63 CIP 36' & 24" RCP 23'

LAKESIDE JCT. MP 11.79

MARSHALL MP 9.3

C–19 0–30' — C–16 0–30' — C–15A 2–00' — C–15 4–00' — C–14A 4–00' — C–14 2–00' — C–13B 4–00' — C–13A 3–00' — C–13 3–15' 3–00' — C–12A 3–00' — C–12 4–00' — C–11C 3–00' — C–11B 2–30' — C–11A 3–00' — C–11 5–00' — C–10B 2–00' — C–10A 5–00' — C–10 2–00' 4–00' — C–9 2–45' — C–8A 3–33' — C–8 3–30' — C–7 1–30' — C–6 2–15' — C–5B 1–45' — C–5A 3–00' — C–5 3–00'

115–72 132–86 115–72 — 115–72 132–84 — 136–91 132–86 136–91 132–78 132–91 136–90 136–91 132–78 132–84 136–90 132P–87 132–81 — 132–84 136–90 — 132–84 136–91 132–84 136–91 132–65 136–91 136P–82 136–91 132–86 132–80 132–70 132–88 — 132–82 132–87 132–89 132–79 132–91 136–92 132–81 132–69 132–85 132–82 136–82 132–87 — 132–84 — 132–70 132–85 — 132–88

C91 — TIES 81 — 81 78 — C91 C91 — C91 C91 — C91 — C91 C91 C91 C91 — TIES C91

SURF 81 — 81 84 — 91 — SURF 91

05–01–93 P0480710

SPOKANE DIVISION – LAKESIDE SUBDIVISION

PA–7 LS–46 (11)

CONSTRUCTED 1881 | CONST. 1881 RELOC. 1972 | TRK 1 1881 TRK 2 1909–1911 | CONKELLEY → | ← PASCO | TRACK 2 CONSTRUCTED 1984 | TRACK 1 M/L CONSTRUCTED 1881 TRACK 2 M/L CONSTRUCTED 1909–1911

ORIG. M/L CONST. 1881 AND RELOCATED TRACK 1 AND TRACK 2 CONST. 1909–1911

TRACK CONSTRUCTION

BRIDGES

.52 BR 3.1 4–TPG 345' US HWY 195 UP 065965P

.32 BR 3.0 2–DPG, DRT 249' LATAH CREEK

.51 BR 1.4 7–DPG, 422' I–90 UP 06596JB 7TH AVE UP 065964H

.32 BR 1.2 TPG, 114' UP 065962U 5TH AVE, CANNON ST

.21 BR 1.1 4–TPG, 103' 4TH AVE UP 065961M

.09 BR 1.0 4–TPG, 103' 3RD AVE UP 065960

.95 MAPLE ST UP 65956L .89 WALNUT ST UP 65955E .78 CEDAR ST UP 65957X .71 ADAMS ST UP 65954R .68 JEFFERSON ST UP 65955J .61 MADISON ST UP 65954C .53 MONROE ST UP 65953V .46 LINCOLN ST UP 65952N .33 WALL ST UP 65950A .28 HOWARD ST UP 65948F .21 STEVENS ST. UP 65948Y .14 WASHINGTON ST. UP 65947S

.41 BR 71.1 RCT 75' BROWNE ST UP 65946K

.27 BR 71.10–TPG 246' SPRAGUE & DIV. ST UP 659450

.XX OH HAMILTON ST. .49 BR 70.2 4–RCT 60' ERIE ST UP 659437J .14 BR 70.1 4–RCT 60' HELENA ST UP 65936E .07 BR 70 4–RCT 60' MADELIA ST UP 66415S

.86 BR 69 4–RCT 60' NAPA ST UP 66414K

.08 BR 69+40B 8FT OH FISKE ST. 66407A

.70 BR 68+3861 OH 380' FREYA ST 66403X

.16 OH FANCHER WAY RCT, DPG 66389E

.54 BR 84W 4 RCT 85' UPRR

.53 BR 84E 4–RCT 83' UPRR

TRACK 1 ONLY

GRADE

1.07 1.15 0.89 1.25 1.11 1.18 0.00 0.88 1.00 0.90 0.88 0.85 1.00 0.77 0.85 0.02 0.85 0.00 0.27 0.41 0.00 0.27 0.40 0.10 0.40 0.70 0.35 0.15 0.00 .16 1956.10 0.27 0.36 0.28 0.00 0.00 0.08 0.54 0.64 0.18 0.00

4756+67.3 | 4703+87.3 | 4648+78.5 | 4595+94.5 | 4580+09.3 / 4580+23.9 | 4553+12.7 / 4553+11.2 | 4543+18.1 | (13 BRIDGES, 0.0 TO 0.12) | 4484+00 / 4483+98.7 | 4232+78.7 / 4232+88.5 | 4053+25.5 / 4053+32.9

MILEPOST

5 | 1 | LS 46 | 0 | LS 45 | 70 | 65

TEST MILE — 2657.9' — MP 0.0 = MP 71.5

SIGNALS

C16 | 2–C20 | 2–C20 | CTC 1973 | CTC 73 | CTC 91 | P55 F55 | P25 F25 | 2–C20 | C11 | 4–C11 | ABS | CTC 1991 | INTLK | INTLK 5–C11 | C20 | ABS | CTC 1965 | P25 F25 | P79 F60 | (ORIG. M/L P35 F35)

SPEED

.97 12' STA 48' & 12' CP 14' | .81 24" CIP 74' | .86 24" CIP 43' & 24" RCP 16' | .35 12' CA 45' & 12" MPP 252'

.90 PT SW #16 | .23 24" CIP 78' & 24" VTP 24' & 24" CMP 8' | .34 PT SW #16 | .19 PT SW #20 | .12 PT SW #20 | .10 PT SW #20 | .03 PT SW #20 | .96 PT SW #11 | .25 PT SW #11 | .24 PT SW #11 | .00 DEPOT

.42 PT SW #9 | .26 PT SW #11 | .92 PT SW #11 | .77 SCANNING CAMERA | .15 PT SW #11 | .10 PT SW #11 | .97 PT SW #20 | .90 PT SW #20 | .86 PT SW #11 | .85 PT SW #11 | .81 SCANNING CAMERA | .81 PT SW #11 | .80 PT SW #11 | .70 PT SW #11 | .69 PT SW #11 | .56 SCANNING CAMERA | .36 PT SW #11 | .30 PT SW #11 | .29 PT SW #11 | .25 PT SW #11 | .24 PT SW #11 | .17 PUB XING 66394B SIGS & GATES HAVANA STREET | .13 PT SW #11 | .09 PT SW #11 | .01 YARD OFFICE | .18 TRKS | .02 PT SW #11 | .54 PT SW #9 | .53 PT SW #9 | .43 PT SW #20 | .34 PT SW #20 | .23 PT SW #11 | .11 PT SW #11 | .05 PUB XING 66377K, 66378S SIGS, GATES PARK ROAD | .90 PT SW #20 | .84 PT SW #20 | .82 SCANNING CAMERA | .60 PUB XING 66375W, 66376D (OLD M/L) SIGS & GATES VISTA ROAD | .07 PUB XING 66373H, 66374P (ORIG. M/L) SIGS & GATES ARGONNE RD | .03 PUB XING 66371J, 66372B (ORIG. M/L) SIGS & GATES UNIVERSITY RD | .70 PT SW #11 | .29 PT SW #11 | .23 PT SW #11

LAKESIDE SUB | PEND O'REILLE SUB | TO KETTLE FALLS VIA UPRR | TO WENATCHEE | PEND O'REILLE SUB TO LAKESIDE JCT. | 200' | 150' | 450' | 325' | 60' EASM'T. | 70' EASM'T. TRACK 1 (ORIG. M/L) | UPRR

TRACK 1 | TRACK 2

TRACK

50' | 200' | 200' | 75' | 100' | 50' | 200' | 50' | 75' | 1200'

CAP 12641' | END DOUBLE TRACK MP 1.10 | UP RR | END TWO MAIN TRACKS MP 66.05 BEGIN DOUBLE TRACK MP 65.84

EMPIRE MP 2.6 | SUNSET JCT. MP 1.1 | SPOKANE MP 0.0 | NAPA ST. MP 69.7 | YARDLEY MP 68.1 | PARKWATER* MP 66.6 | IRVIN MP 63.3

C–0A 4–00' | C–0 5–15' | C–71 5–00' | C–70A 5–00' | C–70 4–32'1–25' | C–71B 4–30' | C–71A 4–15' | C–68A 3–30' | C–68 2–00' | C–65 | C–66 | C–63A 2–00' | C–63 2–00'

C–48 3–00' | C–4A 3–00' | C–4 3–23' | C–3A 2–15' | C–3 3–07' | C–2A 2–34' 2–39' | C–2 3–10' | C–1A 4–12' 5–32' | C–1 2–30'

ALIGNMENT TRACK 1 | TRACK 2 | H.H.

CURVES

132–75 | 132–84 | 132–85 | 132–89 | 132–70 | 132–83 | 132–61 | 132–68 | 136–92 | 132–70 | 132–66 | 136–91 | 132–84 | 132–80 | 132–72 | 115–84 | 132 | 115SH–88 | 132SH–88

RAIL

C91 | 81 | TIES TRK 1 | TIES TRK 2 C91 | 78 | C92 | 84 | 91 | 79 | 83

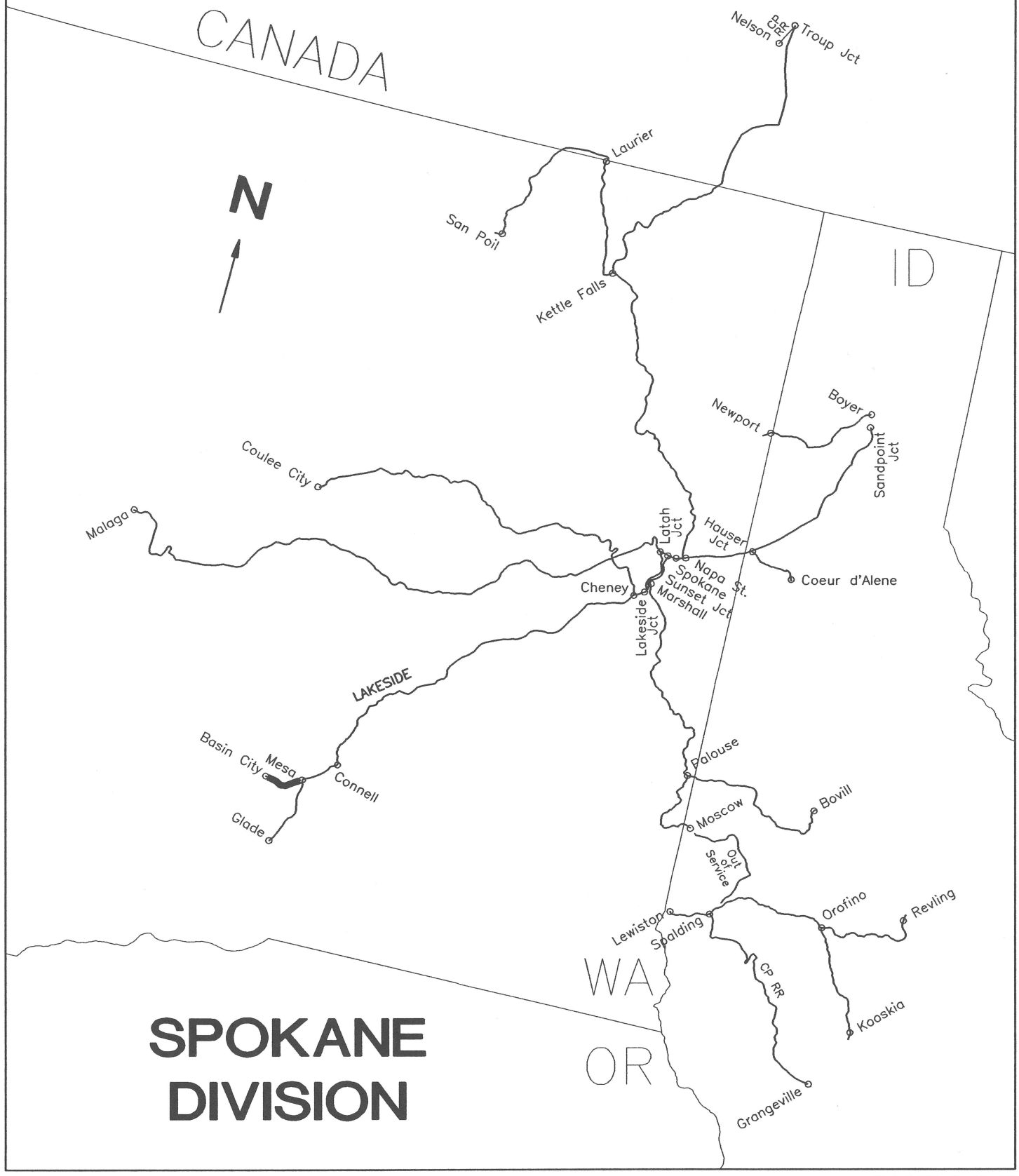
TIES

SURF 91 | SURF TRK 1 91 | SURF TRK 2 74

SURFACE

05–01–93 P0480711

LAKESIDE SUBDIVISION SPUR
MESA - BASIN CITY



PLT DATE: 7-12-93

SPOKANE DIVISION – LAKESIDE SPUR SUBDIVISION

PA LS-454 (4)

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

RAIL GRINDING

MESA → ← BASIN CITY

LS 454 LS 046

MILEPOST 10 5 0

GRADE: 1.40 | 755.40 | 0.06 | 0.50 | 0.25 | 1.20 | 747.90 | .01 OH HWY 89721Y SHEFFIELD RD | 1.20 | 843.90 | 1.00 | 0.20 | 1.00 | .76 BR 4.75 WF 42' | 0.70 | 879.80 | 0.20 | 0.10 | 0.60 | 1.30 | 1.10 | 0.50 | 1.40 | 1.30 | 1.40 | 713.30 | .44 BR 0 PT, WF 306' | 1.20 | 1.40

797+91.64 to 887+39.06 | 812+10.40 to 432+20.44 | 219+44.6 to 219+40.6 | 33+13.27 to 33+05.77 | 19+12.44 to 19+19.84 | 7+23.6 to 4+48.0

YARD

.00 END OF TRACK
.68 PT SW #11
.51 CONCRETE CANAL
.46 PVT XING 89711T
.45 PVT XING 89710L
.44 PUB XING 89712A
.25 PT SW #11
.20 PT SW #11
.16 PUB XING 89713G
.99 PVT XING DOT# & 36" CMP 134'
.98 PUB XING 89714N SIGS, GATES
.80 36" CMP 110'
.67 42" CMP 82' CANAL
.61 PVT XING 89715V
.47 36" CMP 98'
.44 PVT XING DOT#
.22 PVT XING DOT# & 18" CMP 41'
.19 PUB XING 89716C
.98 PUB XING 89717J 36" CMP 30' CANAL
.97 24" CMP 54' SYPHON
.88 PVT XING 89718R 102'
.69 57x77 52' CATTLE PASS
.60 36" CMP 92'
.48 PUB XING 89719X
.42 PUB XING 89720A 60'
.11 54" CMP 96' & PT 48" CMP 34'
.37 PVT XING 89720S
.93 PVT XING 89722F 8" CMP 48' & 2-CATTLE GUARDS
.92 24" CMP 34'
.76 PVT XING 89723M 102'
.60 12" CMP 35'
.59 PVT XING 89724U
.48 24" CMP 41'
.29 PVT XING 89725B 38'
.24 PVT XING 36' CMP
.20 PVT XING DOT#
.98 PVT XING 89726H 57' CMP 42' &
.97 24" CMP 34'
.96 36" CMP 36'
.51 PVT XING 89727P
.23 PVT XING 89728W
.21 PVT XING 62' CANAL
.20 12" CMP 42'
.10 PVT XING 89730X
.03 36" CMP 26'
.78 PUB XING 89731E 60' &
.75 36" CMP 60'
.73 PUB XING 89732L
.66 36" CMP 58'
.47 36" CMP 86'
SIGS, GATES
PUB XING 89733T
2-12" CMP 34'
.04 PVT XING 89734A 24' CMP 38'
8" CMP 102'
INSIDE 24" CMP
.57 PUB XING 89735G
.42 PUB XING 89736N
2-12" CMP 40'
.27 24" CMP 42'
.19 36" CMP 42'
.13 PUB XING DOT#
.09 54" CMP 126' CANAL
.08 PVT XING 89737Y
.03 12" CMP 100'
.01 PVT XING 89738G 2-CATTLE GUARDS
.00 PVT XING 89739J
.84 PUB XING 89740D SIG, GATES
.71 12" CMP 34'
.63 36" CMP 46'
.52 57x77 52' CATTLE PASS
.49 36" CMP 84'
.34 24" CMP 36'
CATTLE GUARD
.33 PVT XING 89741K CATTLE GUARD
.25 36" CMP 74'
.03 36" CMP 92'
.99 48" CMP 86'
.95 PVT XING 89742S
.88 36" CMP 82'
.75 36" CMP 90'
.55 36" CMP 54'
.05 30" CMP 42'
.85 PVT XING 89744F
.00 PT SW #11

TO SPOKANE

TO PASCO

50' 100' 20' 978' 402.8' 100'

BASIN CITY MP 8.6

MESA MP 0.0

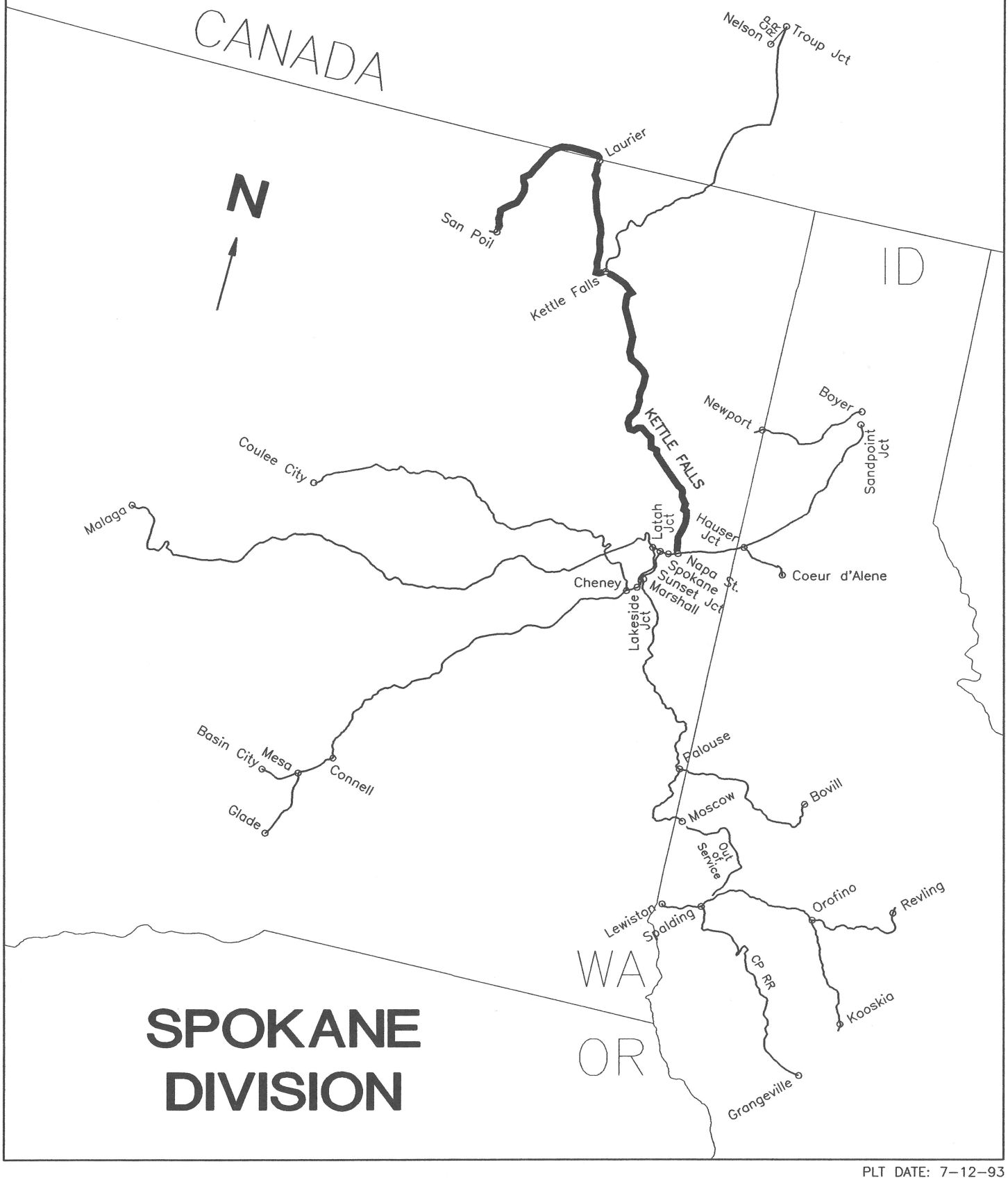
.88 PT SW #11
.17 PT SW #11
.07 24" CMP 34'
.32 12" RCP 133' DRAIN
.31 36" CMP 130'
.39 36" CMP 60'
.12 36" CMP 50'
.76 24" CMP 35' & 12" CMP 102' INSIDE 24" CMP

C-9A 0-54' | C-9 0-54' | C-8A 2-00' | C-8 3-00' | C-6A 3-00' | C-6 1-30' | C-4A 3-00' | C-4 2-00' | C-3 3-00' | C-2A 3-00' | C-2 2-00' | C-1 2-00' | C-0B 6-00' | C-0A 3-00' | C-D 3-00'

112B-SH-69 112B-SH-69

05-01-93 P4540004

KETTLE FALLS SUBDIVISION
NAPA ST. - SAN POIL

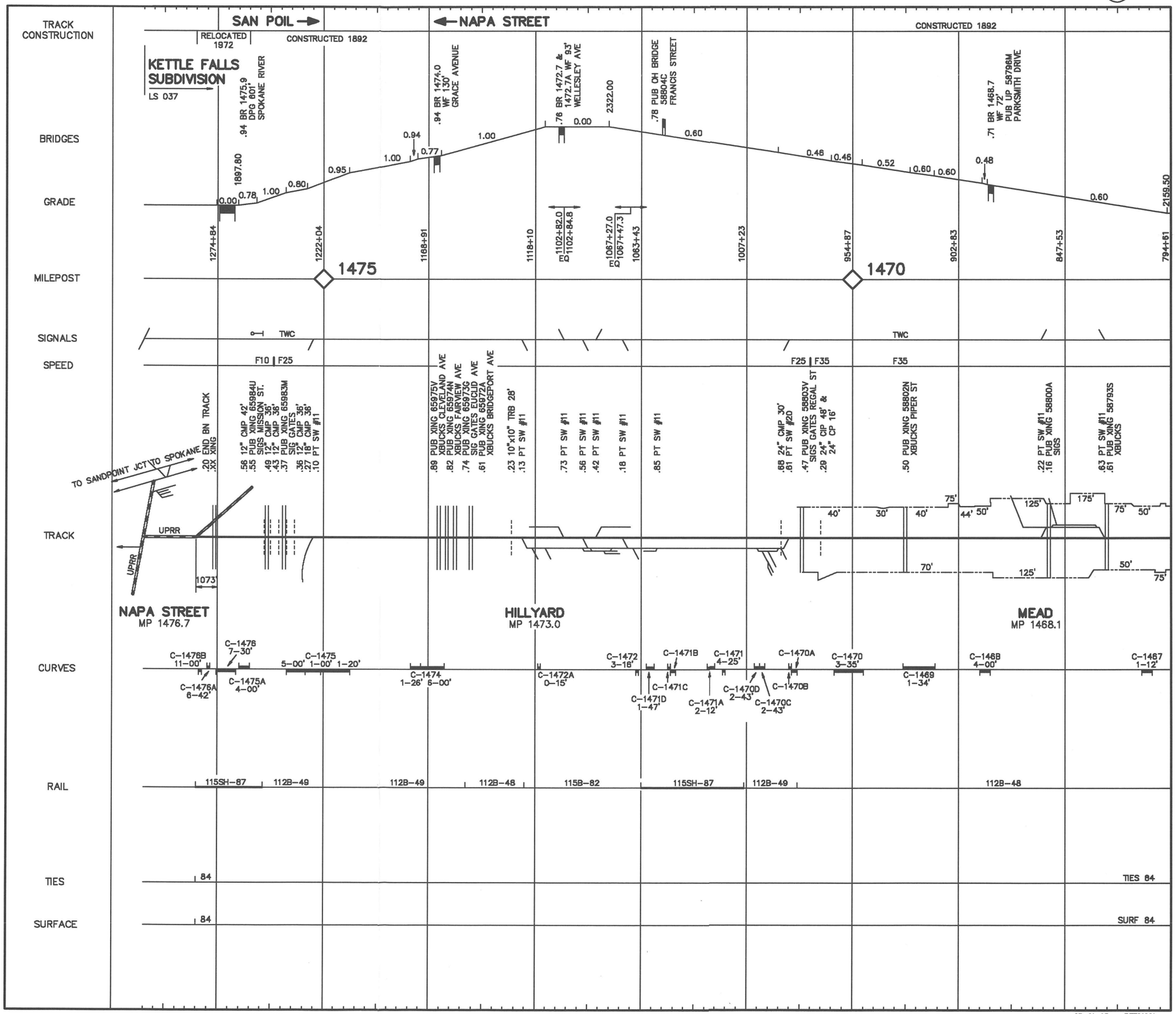


SPOKANE DIVISION

PLT DATE: 7-12-93

SPOKANE DIVISION –
KETTLE FALLS SUBDIVISION

PA–12 LS–37 (1)



05–01–93 P3761201

SPOKANE DIVISION – KETTLE FALLS SUBDIVISION

PA–12 LS–376 (2)

CONSTRUCTED 1892 | CONSTRUCTED 1899 | SAN POIL → | ← NAPA STREET | CONSTRUCTED 1889

0.00 2159.50 0.30 0.40 0.28 0.60 2131.24 .72 BR 1463.7 WF 72' COLBERT ROAD 58786V 0.46 0.80

0.26 .95 BR 13.9 DPT, DPG 235' US HWY 2 59080M 0.70 0.00 0.88 0.84 2076.56 1.00 0.80 1.00 .66 BR 15.7 DPT, DPG 128' COUNTY ROAD 59081U 0.96 1.00 0.80 1.00 1.00 0.84 1985.00 .72 BR 18.7 PT 89' COUNTY ROAD 59082B .81 BR 16.8 DPT, DPG 195' LITTLE SPOKANE RIVER 0.00 0.76 1.00 1.00 ℄2009.00 ≠1741.40 ELEV

0.82 COMP (1.02 MAX) .85 BR 18.0 PT, DPG 138' DRAGOON CREEK .24 BR 19.2 PT, DPG 135' DRAGOON CREEK .54 BR 19.6 PT, WF 83'

0.82 COMP (1.02 MAX)

1992 LINE CHANGE MP 13.78 – 14.07

704+61 744+83 691+28 1465 637+92 LS 037 1932.2' ℄618+59.8 ℄190+66.8 MP 1463.63 =MP 13.78 178+82 LS 376 1184.8' 126+73 15 73+56 20+79 ℄0+00 ≠972+29 1004+77 1056+16 m1063+35.5 ≠1063+47.0 1108+43 20 1162+95 1215+27 1287+16 1319+81 25 1373+55

TWC | TWC | TWC

F35 | F25 | F25 | F10 | F10 | F25

.45 PUB XING 58792K SIGS GATES .20 PT SW #11 | .38 PUB XING 58790W SIGS GATES DAY MT SPOKANE RD .25 18" CP 56' | .88 PUB XING 58789C SIGS GATES GREEN BLUFF RD .82 24" CIP 30' & 24" CP 16' | .07 PT SW #11 | .03 24" CMP 36' .14 24" CP 78' .30 18" CP 56' | .33 18" CP 36' | .70 18" CIP 72' .80 PUB XING 59083H XBUCKS | .13 24" CP 54' .31 18" VP 34' .52 18" VP 80' .73 24" CMP 82' | .28 PUB XING 59084P .34 18" CMP 32' .42 36" CMP 46' | .97 18" VP 21' | .28 12" CMP 28' | .44 PVT XING 59085W .51 36" CP 36' | .02 PVT XING 910023U | .88 6'x6' CB 70' | .10 18" CMP 24' .24 24" CP 24' .24 PUB XING 59086D SIGS & GATES .28 2–66" CMP | .75 PUB XING 59087K XBUCKS CEDAR ST | .10 RL .27 PVT XING 59088S .30 36" CP 32' | .89 24" CP 40' | .32 2–36" CP 56' | .54 PVT XING 59089Y | .98 36" CP 40' & 30" CP 32'

75' 50' 40' 50' 50' 100' 50' 100' 50' 75' 50' 50' 47' 75' 175'

DAVIES SPUR
MP 1466.2

DEAN
MP 13.8/1463.6

C–1467 4–04' C–1466 2–00' C–1465 3–04' C–1464 3–34' | C–14 3–30' C–14A 3–00' C–14B 4–00' C–15 5–00' C–16 1–00' C–16A 5–00' C–16B 4–00' C–17 6–00' C–17A 5–00' C–17B 3–00' C–17C 3–00' C–18 3–00' C–18A 6–00' C–18B 7–00' C–18C 10–00' C–18D 10–00' C–18E 6–00' C–18F 10–00' C–18G 9–30' C–19 5–00' C–19A 10–00' C–19B 10–00' C–19C 10–00' C–19D 4–00' C–19E 3–30' 10–00' C–20 10–00' C–20A 6–00' C–20B 4–00' C–20C 6–00' C–20D 10–00' C–21 10–00' C–21A 10–00' C–21B 10–00' C–21C 10–00' C–21D 10–00' C–21E 9–00' C–22 9–00' C–22A 10–00' 3–00' 6–00' C–22B 6–00' C–23 3–00' C–23A 4–00' C–23B 8–00' C–24 4–00' C–24A 4–00' C–24B 8–00' C–24C 4–00'

112B–48 | 115SH–88 | 115–92 | 115SH–86 | 132SH–84 | 136–90 | 136–90 | 132SH–84 | 115SH–83 | 115SH–84 | 115–84 | 115SH–88 | 115–84 | 115SH–88 | 115–84 | 115SH–88 | 115–84 | 115–90 | 115SH–88 | 115–82 | 115–90 | 115SH–86

TIES 80 | 80 | 92 | 90 | (9500 TIES – DEAN TO DEER PARK) | (9500 TIES – DEAN TO DEER PARK) | TIES 90

SURF 64 | 64 | 92 | 84 | SURF 84

NOTE:
STEEL TIES – FROM EVERY 4TH TIE TO SOLID TIES. 1990 CURVES 17A THRU 19B.

05–01–93 P3761202

SPOKANE DIVISION – KETTLE FALLS SUBDIVISION

PA–12 LS–376 (3)

CONSTRUCTED 1889 | SAN POIL → | ← NAPA STREET | CONSTRUCTED 1889

0.82 COMP (1.02 MAX) | 0.84 COMP (1.00 MAX)

.38 BR 34.4 WF 109' STATE HWY

.46 BR 35.4 FT 95' PUB OH 59105F

.37 BR 39.3 WF 132' STATE HWY 59114E

2425.42 ELEV 2108.00

2427.42

2133.00 | 2227.05 | 2117.00

1373+55 | 25 | 1425+65 | 1477+72 | 1531+37 | 1583+61 | 1636+08 | 30 | 1688+30 | 1742+49 | 1798+82 | 1852+09 | 1877+13.4 1877+24.6 | 1905+28 | 35 | 1912+38 1999+94.5 | 155+89 | 102+18 | 49+83 | 0+00 0+00 3+56 | 25+04.9 25+02.0 | 40 | 57+98

TWC | TWC

F25 | F25 | F10 | F25

.34 36" CP 32' &
.48 24" CIP 36'
PUB XING 59090T
SIGS & GATES
DALTON ROAD
.52 36" CP 24'

.09 PT SW #11
.43 PUB XING 59091A
SIGS GATES MAIN ST
.51 PT SW #11
PUB XING 590926
SIGS GATES
CRAWFORD STREET
.67 36" CP 32' &
24" CP 32'
.81 PUB XING 59093N
SIGS GATES 4TH ST

.05 4–48" CP 48'
.16 PUB XING 59094V
XBUCKS
.25 2–8'x8' CB 45°

.61 30" CMP 46'
.69 30" CMP 48'
.74 24" CMP 51'
.92 18" CMP 20'
.93 PVT XING 910024B

.05 30" CMP 46'

.22 24" CP 46°

.59 24" CMP 32'

.81 PUB XING 59095C
XBUCKS

.52 PUB XING 59096J
XBUCKS
.88 24" CIP 30'

.44 2–48" CP 48'
.60 COUNTY LINE
.84 PUB XING 59097R
XBUCKS
MONTGOMERY ROAD
.70 18" VP 24°
.83 PVT XING 59098X
.98 PUB XING 59099E
XBUCKS

.46 36" CMP 30'
.52 PUB XING 59100W
XBUCKS
.56 PT SW
.63 18" VP 51°
.72 PVT XING 59101D

.10 CULVERT
.19 PUB XING 59102K
XBUCKS WITTER RD
RL
.31 36" CP 32°
.47 36" CP 32°

.01 TPL 48" CP 78°

.47 24" CP 54°
.54 PVT XING 59103S

.86 2–48" CP 42°

.08 30" CP 96° &
24" CP 96°
.28 PVT XING 59104Y

.42 RL

.69 18" VP 44°

.07 5'x5' SOLID ROCK
CULV 950'
.24 24" CIP 30'
.37 5'x5' SOLID ROCK
CULVERT
.45 24" CMP 36'

.21 PUB XING 59106M
XBUCKS
GRANITE POINT
.48 24" CP 40'

.71 18" CMP 24'
.78 PVT XING 59107U
.88 PVT XING 59108B
.95 18" CIP 24'

.15 PUB XING 59109H
.18 18" CIP 30'

.64 30" CP 48'

.01 PUB XING 59110C
XBUCKS N. SHORE DR
.19 PT SW #11

.45 PUB XING 59112R
XBUCKS N. SHORE DR
.67 PUB SW #11
.68 PUB XING 59113X
XBUCKS

100' | 100' | 50' | 40' | 100' | 50' | 100' | 50' | 100' | 50' | 100' | 50' | 100' | 50' | 40' | 100'

CAP 1350' | CAP 2062' | 55' | 65' | 100' | 200' | 300'

STEVENS CO
SPOKANE CO

DEER PARK
MP 26.37

CLAYTON
MP 31.6

LOON LAKE
MP 38.47

C–25 4–00' | C–25A 8–00' | C–25B 8–00' | C–26 3–04' | C–27 4–03' | C–27A 7–37' | C–28 2–02' | C–28A 10–40' | C–28B 5–00' | C–31 6–21' | C–31A 5–56' | C–32 9–00' | C–32A 8–00' | C–32B 10–00' | C–32C 10–00' | C–32D 10–00' | C–33 10–00' | C–33A 8–00' | C–33B 6–00' | C–34 10–00' | C–34A 10–00' | C–34B 9–00' | C–34C 10–00' | C–34D 10–00' | C–34E 7–00' | C–35 3–08' | C–35A 10–00' | C–35B 6–00' | C–35C 10–00' | C–35D 10–00' | C–35E 10–00' | C–35F 10–00' | C–36 10–00' | C–36A 10–00' | C–36B 9–00' | C–36C 5–00' | C–36D 4–00' | C–37 6–00' | C–37A 8–00' | C–37B 6–00' 1–00' 4–00' 2–00' | C–38 2–00' | C–38A 6–00' | C–39 10–50' | C–39A 3–00' | C–39B 4–00' | C–39C 6–00'

115SH–86 | 112SH–86 115–86 115–86 | 115SH–86 | 115–90 115–84 | 115–84 | 115SH–88 115SH–84 115SH–84 115SH–88 115SH–88 115SH–84 115SH–86 115–84 115SH–84 115SH–88 115SH–84 115SH–84 115SH–88 115SH–84 115SH–88 | 115SH–86 | 115SH–84

TIES 90 | 84 | TIES 84

SURF 84 | SURF 84

05–01–93 P3761203

CONSTRUCTED 1889 | SAN POIL → | ← NAPA STREET | CONSTRUCTED 1889

2077.40 | 1.00 | 0.65 | 0.68 | 0.76 | 1.00 | 0.87 COMP (1.00 MAX) | 0.70 | 0.98 | 0.56 | 0.94 | 0.73 | 0.98 | 0.78 | 1.00 | 0.90 | 1.00 | 0.75 | 0.90 | 0.16 | 1.00 | 0.85 COMP (1.00 MAX) | 0.95 | 0.70 | 0.80 | 0.90 | .50 BR 47.5 PT, DPG 194' US HWY 395 SHEEP CREEK | 0.81 | 0.85 COMP (1.00 MAX) | 1.00 | 0.74 | 0.07 | 0.93 | 1.00 | 1.04 | 1629.90 | 1.03 | 0.90 COMP (1.04 MAX) | 1.00 | 0.91 COMP (1.00 MAX) | 0.84 | 0.73 COMP (1.00 MAX) | 0.43 | 0.00 | 1416.00

57+98 | 106+78 | 160+09 | 213+86 | 266+02 | 319+71 | 371+50 | 425+17 | 479+58 | 532+02 | 582+47 | 636+21 | 687+60 | 740+72 | 793+08 | 846+04

40 | 45 | 50 | 55

TWC | F25 | TWC | F25

.15 18" VP 28'
.37 2–24" VP 59'
.45 18" VP 42'
.76 18" CMP 24'

.46 4–48" CP 42' SHEEP CR
.XX RL

.15 18" CMP 36'
.36 18" VP 54'
.56 4–48" CP 66'
.82 PVT XING DOT#
.70 36" CMP 64' SHEEP CR

.14 18" CP 32'
.37 4–48" CP 48'
.48 PUB XING 59115L SHEEP CR
.56 4–48" CP 48' SHEEP CR
.65 12" CMP 16'
.82 2–24" GIP
.97 4–48" CP 36' SHEEP CR

.12 4–48" CP 42' SHEEP CR
.45 4–48" CP 42' SHEEP CR
.XX RL
.65 4–48" CP 42'
.74 4–48" CP 36' SHEEP CR
.87 4–48" CP 36' SHEEP CR

.47 6'x6' CB 52'
.68 PVT XING 59116T
.69 18" CP 24'

.42 18" CP 72'
.57 PUB XING 59117A SIGS WASH. HWY 231

.89 PT SW #11

.52 PT SW #11
.67 24" CMP 62'
.71 PT SW #11
.94 PT SW #11

.48 24" CMP 50'
.63 24" CMP 42'
.70 RL
.79 30" CMP 64'
.94 18" CMP 42'

.19 18" CP 78'

.64 18" VP 38'
.71 18" VP 50'
.85 18" VP 51'
.89 PUB XING 59119N XBUCKS

.57 36" CP 173'

.93 24" CMP 50'
.94 PVT XING 59120H

.03 18" CMP 55'

.27 12" CMP 24'
PVT XING 59121P

.52 89"x64" CP 66'
.64 30" CMP 54'
.71 30" CMP 44'
.72 PVT XING 59122W
.86 24" CIP 48'
.99 18" CP 40'

.04 PVT XING 59123D
.07 18" VP 34'
.14 PVT XING 59124K
.26 18" CIP 30'
.44 18" CMP 42'
.52 PVT XING 59125S

.77 24" CP 88'

.01 RL
.15 36" CP 94'

.41 30" CP 48'
.47 PVT XING 59126Y

.72 18" CMP 44'

.95 24" CMP 32'

.01 PVT XING DOT#
.32 24" CP 40'
.54 PT SW #11
.58 18" VP 40'
.70 PUB XING 59127F XBUCKS
.83 PT SW #11
.90 14" CMP 36'
.95 PUB XING 59129U SIGS

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

SPRINGDALE MP 46.9
ALLIED MINERAL MP 47.5
CLINE MP 47.9
NANOME MP 54.5
VALLEY LUMBER SPUR MP 54.8

C-40 8–00' C-40A 10–00'
C-41 9–00' C-41A 9–00' C-41B 10–00' C-41C 8–00' C-41D 6–00' 10–00' C-42 10–00'
C-42A 8–00' C-43 6–00' C-43 3–00' C-43A 6–00' C-43B 5–00' C-43C 6–00'
C-44 10–00' C-44A 3–00' C-44B 10–00' C-44C 10–00' C-44D 10–00' C-45 10–00' C-45A 10–00' C-45B 6–00' C-45C 10–00' C-45D 10–00' C-45E 4–00'
C-46 10–00' C-46A 3–00' C-46B 8–00' C-46C 8–00' C-46D 6–00' C-46E 2–00' C-47 10–00' 3–00' 5–00' C-47A 6–00' C-47B 8–00'
C-48 8–00' C-48A 7–00' C-48B 10–00' C-48C 10–00' C-49 10–00' C-49A 6–00' C-49B 2–00' C-50 2–00' C-50A 4–00' C-50B 1–00' C-50C 2–00' C-50D 10–00' C-50E 6–00' 3–00' C-50F 8–00'
C-51 2–00' C-51A 8–00' C-51B 8–00' C-51C 10–00' C-51D 7–00'
C-52 2–00' C-52A 3–00' C-52B 10–00' C-52C 4–00' 8–00' C-52D 1–00' C-52E 5–00'
C-53 10–00' C-53A 8–00' C-53B 6–00' 3–00' 10–00' C-53C 10–00' C-53E 6–00' C-53F 5–00'
C-54 10–00' C-54A 10–00' C-54B 10–00' C-54C 8–00' C-54D 3–00'

115SH–84 | 115–80 | 115SH–84 | 115SH–86 | 115–82 | 115SH–86 | 115–82 | 115SH–86

TIES 84 | TIES 84

SURF 84 | SURF 84

05–01–93 P3761204

SPOKANE DIVISION – KETTLE FALLS SUBDIVISION

PA–12 LS–376 (5)

CONSTRUCTED 1889 — SAN POIL → — ← NAPA STREET — CONSTRUCTED 1889

12 BR 56.2 PT 55' BULLDOG CREEK

19 BR 80.2 BDPT 117' COLVILLE RIVER

14 BR 83.3 PT 139' COLVILLE RIVER

29 BR 84.5 PT 70' CHEWELAH CREEK

53 BR 84.6 PT 41' CHEWELAH CREEK

84 BR 69.8 PT 114' COLVILLE RIVER

846+04 55 899+83 953+15 1004+08 1057+01 1108+95 60 1163+00 1213+40 1268+01 1320+98 1373+00 65 1425+41 1478+54 1531+33 1582+72 1635+80 70

TWC — TWC

F25 — F25 | F20 | F35 — F35 | F25

CAP 4080' — CAP 3990'

LANE MTN SILICA SPUR MP 55.7

VALLEY MP 56.75

CHEWELAH MP 64.2

C-55 6–00' | C-55A 2–00' | C-55B 10–00' | C-56 8–00' | C-56A 6–00' | C-56B 2–00' | C-57 4–00' | C-57A 6–00' | C-58 10–00' | C-58A 5–00' | C-59 4–00' | C-59A 5–00' | C-60 1–00' | C-61 1–00' | C-64 10–00' | C-64A 4–00' | C-66 3–00' | C-66A 8–00' | C-68 8–00' | C-68A 10–00' | C-68B 5–00' | C-69 6–00' | C-70 10–00'

115SH–86 | 115B–SH–84 | 115–90 115B–SH–84 115–90 | 115B–SH–84 | 115B–SH–84 | 115B–SH–83 | 112B–SH–81 | 115SH–84 | 112B–SH–81

TIES 84 | 84 | 79 | TIES 79

SURF 84 | 84 | 81 | 81 | 80 | 80 | SURF

05–01–93 P3761205

SPOKANE DIVISION – KETTLE FALLS SUBDIVISION

PA–12 LS–376 (6)

CONSTRUCTED 1889 | SAN POIL → | ← NAPA STREET | CONSTRUCTED 1889

1635+80 | 70 | 1687+23 | 1740+19 | 1786+79.3 ℄ 1787+78.2 | 1794+85 | 1845+71 | 1897+84 | 75 | 1952+76 | 2004+87 | 2058+29 | 2110+77 | 2162+05 | 80 | 2215+49 | 2268+29 | TEST MILE | 2322+00 | 2374+22 | 2426+45 | 85

1327.00 1306.00 1299.00 1263.00

.19 BR 70.2 PT 14' BLUE CREEK

.48 BR 70.6 PT 84' BLUE CREEK

.87 BR 80.9 PT 83' LITTLE PEND OREILLE CREEK

.50 BR 82.4 IB, WF 116' COLVILLE RIVER

.68 BR 82.6 PT 42' EQUALIZER

TWC | TWC

F25 | F30 | F30 | F40

.08 24" CP 40' .14 PUB XING 59179X XBUCKS

.51 RL

.75 18" CIP 36"

.21 24" GIP 30'

.38 24" GIP 40'

.50 36" CMP 42'

.93 12" VP 58'

.03 18" CIP 36'

.34 24" CMP 40' .47 PVT XING 9100027W

.52 18" CP 67'

.55 18" CP 62'

.63 18" CP 42'

.72 18" CP 43'

.91 18" CP 32'

.01 18" CMP 32' .15 PUB XING 59177J XBUCKS

.24 30" CIP 61' & 30" CMP 13' .29 PUB XING 59176C XBUCKS

.31 24" CIP 36'

.43 24" CP 42'

.63 24" VP 42'

.78 PT SW #11

.83 PVT XING 59174N

.02 2–24" CMP 24'

.07 PT SW #11 .26 PVT XING 59173G

.28 24" CMP 30'

.67 38" CP 42"

.20 PVT XING 59172A

.79 2–36" CP 42'

.55 38" CP 48' .61 PUB XING 59171T XBUCKS

.76 24" CP 32'

.88 24" CMP 34'

.06 18" CMP 32' .10 PVT XING 59170L .18 3–24" CMP 24'

.37 PT SW #11

.57 18" VP 46'

.80 24" CMP 38' .82 PVT XING 59169S

.00 24" CMP 40'

.21 18" CIP 42'

.25 18" CIP 48'

.44 PUB XING 59168K XBUCKS

.63 24" CMP 36'

.87 18" CMP 32'

.98 PVT XING 59167D

.71 18" VP 40'

.05 PVT XING 59166W

.20 2–24" CP 36'

.23 PT SW #11

.27 PT SW #11

.54 PT SW #9

.55 PT SW #8

.56 18" SW #9

.70 PVT XING 59164H

.75 PT SW #11

.90 PUB XING 59163B

.47 24" GIP 30' & 30" CP 32'

.50 PVT XING 59162J

.16 PVT XING 59161M & ROAD BRIDGE

.66 48" CP 36'

.34 24" GIP 32'

.39 PUB XING 59160F XBUCKS

.74 PVT XING 59159L

.28 PVT XING 59158E

100' 50' | 100' 50' | 175' | 50' 100' | 200' 100' | 100' 100' | 50' 100'

ADDY
MP 73.3

METALLURGICAL CHIP SPUR
MP 77.4

ARDEN
MP 80.6

C–70A 6–00' | C–70B 10–00' | C–71 3–00' | C–71A 10–00' | C–71B 9–00' | C–72 4–00' | C–72A 8–00' | C–72B 8–00' | C–73 8–00' | C–73A 8–00' | C–74 3–00' | C–74A 5–00' | C–76 8–00' | C–76A 6–00' | C–76B 10–00' | C–76C 4–00' | C–76D 6–00' | C–77 8–00' | C–77A 8–00' | C–77B 3–00' | C–77C 4–00' | C–78 5–00' | C–78A 4–00' | C–78B 5–00' | C–79 3–00' | C–82 2–00' | C–82A 5–00' | C–85 1–00'

115B–SH–81 | 112B–SH–81 | 115SH–82 | 115–90 | 115SH–83 | 112B–77 | 115SH–82 | 115–90 | 115SH–83 | 112B–81 | 115B–SH–82 | 115–82 | 115–83 | 115B–SH–82 | 115SH–83 | 115SH–83 | 112B–SH–83 | 115SH–83 | 115SH–83

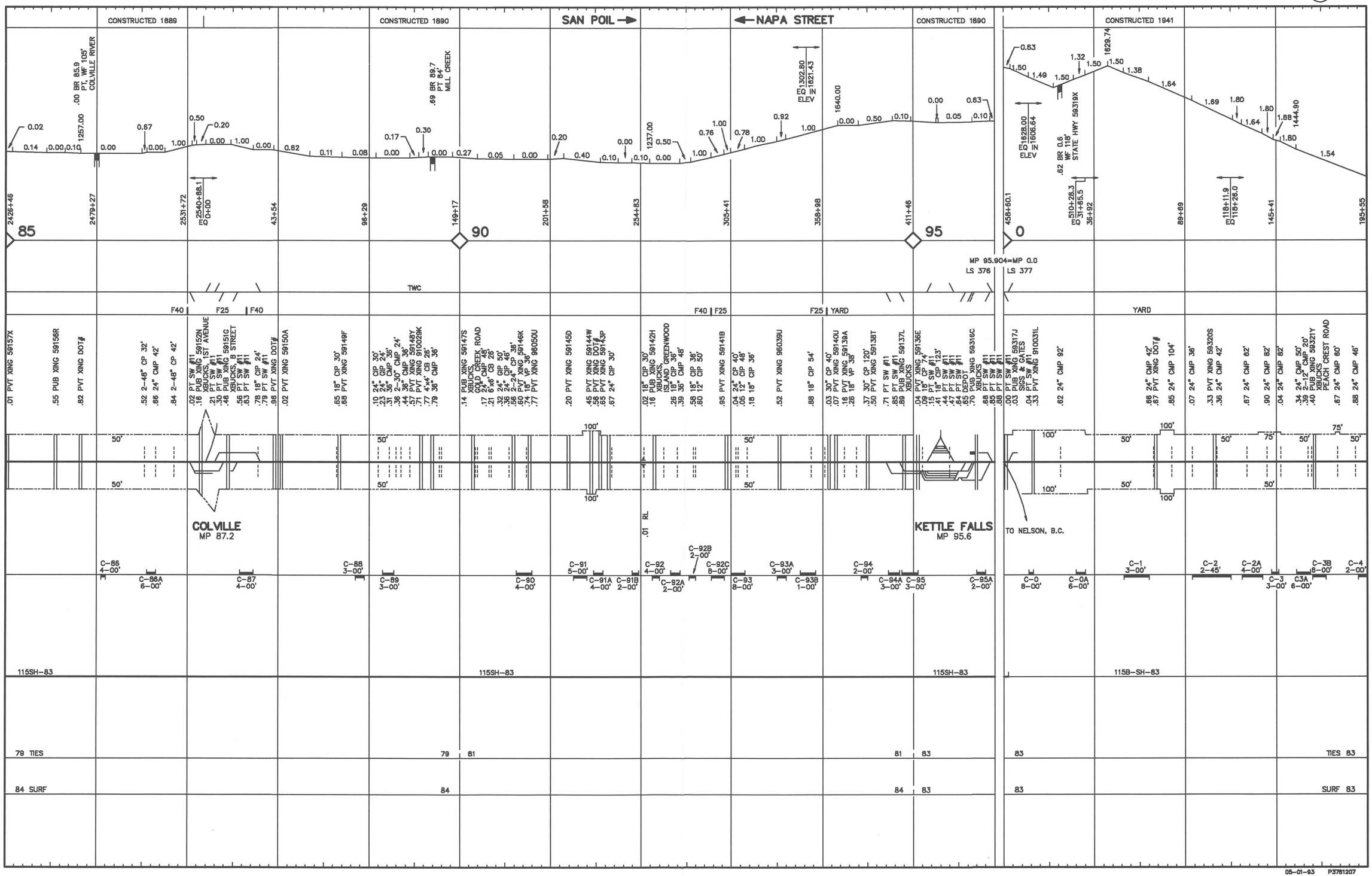
TIES 79 | TIES 79

SURF 80 | 79 | 79 | 80 | 84 | SURF 84

05–01–93 P3761206

SPOKANE DIVISION – KETTLE FALLS SUBDIVISION

PA–12 LS–376 (7)



05–01–93 P3781207

SPOKANE DIVISION – KETTLE FALLS SUBDIVISION

PA–12 LS–377 (8)

CONSTRUCTED 1941 | SAN POIL → | ← NAPA STREET | CONSTRUCTED 1941 | CONSTRUCTED 1902

.48 BR 4.5 PUB OH 59324U
.76 BR 4.8 TRT 1219' COLUMBIA RIVER
.43 BR 8.4 DPG, TRT 324' KETTLE RIVER
.93 BR 10.9 TRT, PT 487 KETTLE RIVER
.66 BR 15.6 PT 98'
.53 BR 16.5 RC 192' PUB OH 59033

TWC | YARD | F25 | TWC | F25

4477' | 5988'

WEST KETTLE FALLS MP 4.4
BRAUNER LBR. COMPANY SPUR MP 7.3
PORTLAND CEMENT SPUR MP 10.3
BOYDS MP 11.8
BARSTOW MP 17.2

FERRY CO / STEVENS CO

CAP 1320' | CAP 1800'

TIES 83 | SURF 83

05–01–93 P3761208

SPOKANE DIVISION – KETTLE FALLS SUBDIVISION

PA–12 LS–377 (9)

CONSTRUCTED 1902

SAN POIL →

← NAPA STREET

CONSTRUCTED 1902

814+08 761+52 703+88 650+97 597+95 546+27 493+72 440+73 388+14 333+61 281+47 229+11 176+68 123+52 70+43 17+70

20 25 30

EQ 1485.95 ELEV EQ 1460.00

730+00 EQ 725+07.3

1450.00

0.00 0.56 0.60 0.50 0.44 0.20 0.00

.13 BR 21.1 WF 123' STATE HWY 59036A

.33 BR 21.2 PT DPG 201' BOULDER CREEK

.82 BR 22.5 PT 97' ROADWAY 59038N

.78 BR 27.7 PT 168' LITTLE BOULDER CREEK 59040P

1487.74

0.00 0.36 0.20 0.60 0.20 0.60 0.36 0.39 0.60 0.44 0.60 0.56 0.60 0.55 0.60 0.52 0.60 0.54 0.60 0.35 0.60 0.44 0.60 0.60 0.36 1571.91 0.32 0.60 0.20 0.60 0.60 0.44 0.60 0.60 0.36 0.52 0.72 0.60 0.36 0.60 0.56 0.60 1643.00 0.38 0.60

TWC TWC

F25 | F12 F12 | F25

.10 12" CIP 36'
.41 18" CMP 32'
.56 30" CP 120'
.29 18" CP 140'
.43 24" CP 96'
.84 24" CP 62'
.58 18" CP 40'
.81 18" CMP 56'
.09 30" CP 64'
.15 24" CP 56'
.21 PT SW
.59 PT SW
.69 24" CP 48'
.84 PVT XING 96049A
.14 18" CP 40'
.18 24" CP 40'
.24 24" CP 40'
.42 18" CP 48'
.02 PUB XING 59039V XBUCK
.04 18" CP 32'
.37 24" CP 39'
.84 18" CP 34'
.22 30" CP 69'
.35 30" CP 69'
.43 18" CMP 82'
.81 24" CP 105'
.60 RL
.85 36" CP 42'
.28 PT SW #11
.78 PUB XING 59041W SIDS
.98 24" CP 72'
.91 18" CP 64'
.35 30" CP 118'
.90 36" CP 246'
.18 2–30" CP 136'
.67 36" CP 78'
.08 18" CP 32'
.28 30" CMP 64'
.71 30" CP 48'
.90 18" CIP 36'
.15 24" CIP 36'
.73 PVT XING 59042D
.82 GIP 24'
.92 PVT XING 91D035W

100' 50' 200' CAP 2100' 40' 17' 50' 100' 200' 30' 50' 100' 200'

DULWICH
MP 22.54

GOLDSTAKE
MP 28.3

C–19 1–00'
C–20 1–00'
C–20A 2–30'
C–20B 4–00'
C–20C 8–00'
C–20D 3–30'
C–21 10–00'
C–21A 8–00'
C–21B 1–00'
C–22 8–00'
C–22A 2–00'
C–23 8–00'
C–23A 8–00'
C–23B 4–00'
C–24 1–00'
C–24A 3–00'
C–24B 2–00'
C–24C 3–00'
C–25 1–00'
C–25A 2–30'
C–25B 3–00'
C–25C 4–00'
C–26 10–00'
C–26A 0–20'
C–26B 13–00' 7–00'
C–26C 8–30'
C–26D 8–30'
C–27 6–00'
C–27A 10–00'
C–27B 10–00'
C–27C 6–00'
C–27D 5–00'
C–28 4–00'
C–28A 1–00'
C–29 1–18'
C–29A 2–00'
C–30 1–30'
C–30A 5–00'
C–30B 4–00'
C–30C 6–00'
C–30D 6–00'
C–31 4–00'
C–31A 10–00'
C–31B 6–00'
C–31C 4–00'
C–32 4–00'
C–32A 5–40'
C–32B 2–00' 8–00'
C–32C 8–00'
C–33 1–00'
C–33A 8–00'

115B–SH 110B–SH–53 115SH–89

110B–SH–60 110B–SH–53 110B–SH–53 110B–SH–53 115B–SH 110B–SH–53 112B–SH–59 110B–SH–59 110B–SH–82 115B–SH–86 110B–SH–49 100B–SH–63

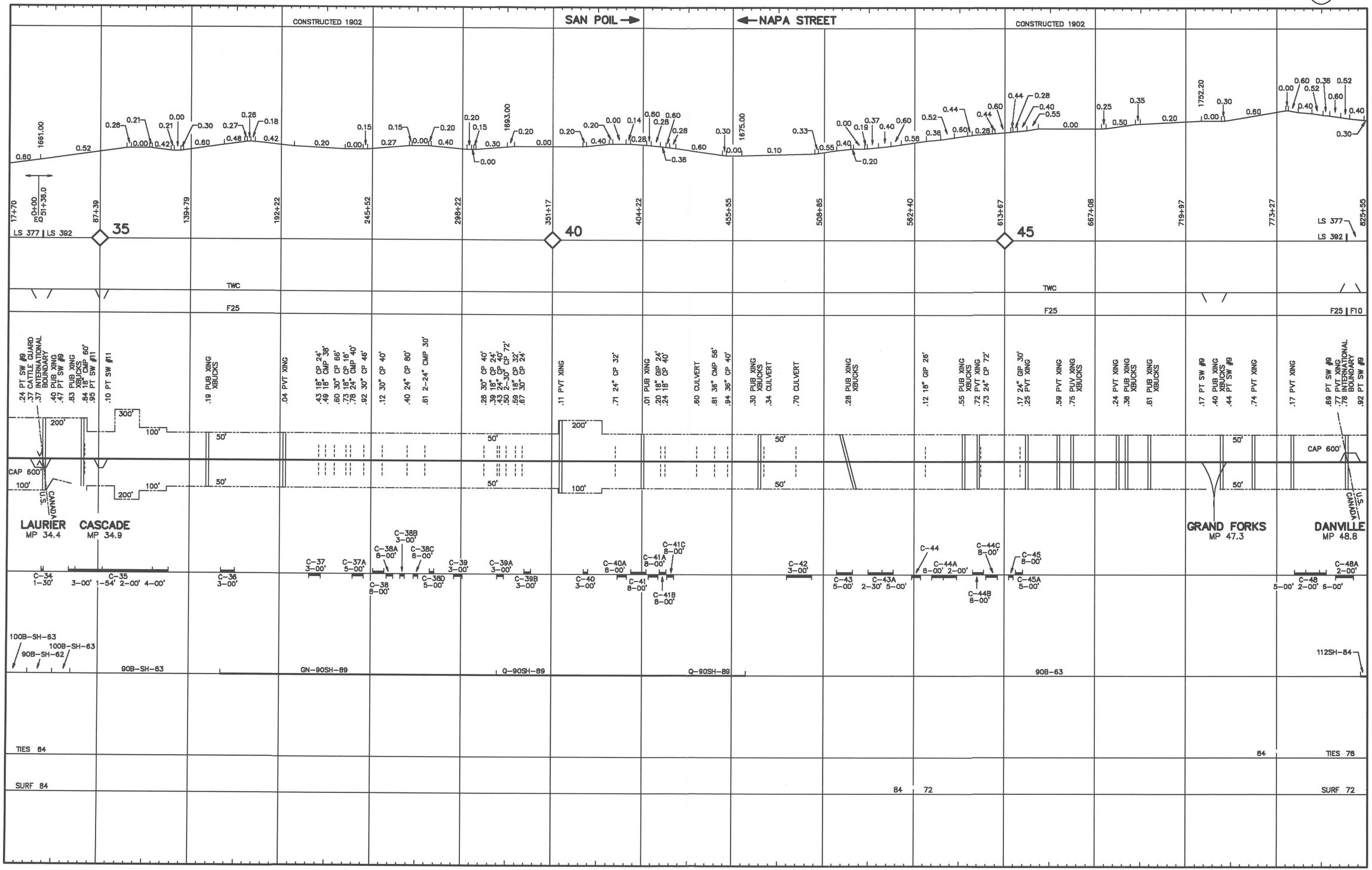
TIES 83 TIES 83

SURF 83 SURF 83

05–01–93 P3761209

SPOKANE DIVISION – KETTLE FALLS SUBDIVISION

PA–12 LS–392 (10)



05-01-93 P3781210

CONSTRUCTED 1902 | SAN POIL → | ← NAPA STREET | CONSTRUCTED 1902

.86 TUNNEL 56.9 ROCKLINED 113'

EQ 1810.25 ELEV ≅ 1847.80

m 1374+84 Δ 1088+73.7

0.20 0.00 1752.00 0.25 0.35 0.25 0.00 0.57 0.00 0.25 0.35 0.27 0.00 0.30 0.00 1788.00 0.10 0.00 0.20 0.00 0.20 1801.56 0.10 0.40 0.00 0.50 0.40 0.90 0.70 0.90 1.20 1.40 1.20 1.00 1.00 1.30 1.50 2013.52 2013.52 1.42 1.50 1.24 1.50 1.48 1.50 1.46

825+55 | 878+04 | 50 | 931+49 | 983+71 | 1038+59 | 1089+33 | 1142+44 | 55 | 1195+11 | 1247+79 | 1301+34 | 1354+40 | 1057+87 | 60 | 1004+92 | 952+42 | 889+23 | 846+80

TWC | TWC

F25 | F25 | F30

.04 PVT XING 59208F
.18 18" CP 40'

.57 PVT XING 59209M
.61 PUB XING 59210G

.88 18" CP 32'

.21 18" CP 30'

.81 24" CP 42'

.02 PUB XING 59211N
XBUCKS
.08 2–36" CP 31'
.37 18" CP 40'

.18 18" CP 57'

.45 24" CP 56'
.55 12"x18" RTB 15'

.80 30" GIP 54'

.08 PUB XING 59212V

.43 27" VP 40'

.37 2–36" CMP 30'

.29 36" CP 54'

.65 24" CMP 60'

.27 18" CMP 44'

.28 24" CP 46'

.50 PVT XING 59213C
.53 2–36" CP 40'

.41 PVT XING 59214J

.73 PT SW #11
.98 PT SW #11
.99 PUB XING 59215R
XBUCKS

.07 PT SW #11
.20 PUB XING 59216X
XBUCKS
.23 2–36" CP 85'
.34 PVT XING 59217E
.47 PUB XING 59218Y
XBUCKS
BOULDER CK RD
.71 24" CP 40'
.88 PUB XING 59218L
XBUCKS
.89 18" CP 31'

.02 PUB XING 59219T
XBUCKS

.36 24" CP 40'

.89 PVT XING 59220M

.40 18" CIP 36'

.52 18" CP 33'
.61 PUB XING 59221U
XBUCKS

.80 18" CP 32'

.15 24" CMP 40'
.29 30" CMP 24'
.32 PUB XING 59223H
XBUCKS

.46 36" CP 39'

.96 PUB XING 59224P
XBUCKS
.98 24" CP 24'

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

CONSTRUCTED 1902 | SAN POIL → | ← NAPA STREET | CONSTRUCTED 1902

1.46 | 1.30 | 1.20 | 1.18 | 1.20 | 0.60 | 1.30 | 2332.00 | 1.20 | 1.00 | 2332.00 | 0.50 | 0.00 | 0.50 | .27 BR 69.2 PT. FT 767' CURLEW LAKE | 0.30 | 0.00 | 0.50 | 2410.00 | 0.00 | .80 BR 71.7 PT 41' TROUT CREEK | 0.50 | 0.00 | 0.30 | 0.00 | 0.30 | 0.00 | 0.80 | 2445.00 | 0.00

846+80 | 793+33 | 740+42 | 688+73 | 636+43 | 577+92 | 523+77 | 471+07 | 417+94 | 364+51 | 312+80 | 260+80 | 207+69 | 153+40

65 | 70 | 75

5851'

TWC | TWC

F30 | F25 | F25

.32 PVT XING 59225W
.63 PUB XING 59226D XBUCKS
.94 PVT XING DOT#
.31 PUB XING 59227K XBUCKS
.32 36" CMP 48'
.39 2-48" CMP 39' ST PETER CREEK
.06 PVT XING 59228S
.34 PUB XING 59229Y XBUCKS
.52 30" CMP 44'
.50 36" CMP 44'
.57 36" CMP 45'
.03 18" CP 24'
.16 PUB XING 59230T XBUCKS HWY 21
.21 36" CMP 43'
.43 30" CP 40'
.01 PUB XING 59231A XBUCKS
.39 24" CMP 56'
.67 PVT XING 58868N
.71 24" CMP 42'
.92 PVT XING 58869Y
.07 30" CMP 50'
.12 PVT XING 58870P
.25 PUB XING 58871W
.78 24" CMP 46'
.32 18" CMP 54'
.73 PVT XING 58872D
.87 PUB XING 58873K XBUCKS
.97 24" CP 62'
.12 24" CP 31'
.17 PUB XING 58874S XBUCKS
.67 PVT XING DOT#
.92 PUB XING 58875Y XBUCKS
.50 PUB XING 58876P XBUCKS
.63 24" CP 72'
.98 36" CMP 36'
.12 24" CMP 41'
.47 PUB XING 58877M XBUCKS
.64 18" CP 40'
.24 PT SW #11
.50 PUB XING 58878U XBUCKS
.51 18" CMP 32'
.61 PT SW #11
.67 24" CP 40'
.85 24" CP 32'
.16 36" CMP 55'
.47 PVT XING 58879B
.48 PT SW #11
.97 PT SW #11
.38 END OF TRACK

200' | 50' | 100' | 20' | 50' | 100' | 50' | 100' | 50' | 200' | 50' | 100' | 50' | 100' | 50' | 200' | CAP 2040' | 50' | 100' | 50'

TORBOY MP 75.3 | SAN POIL MP 76.5

C-64 1–00' | C-65 1–00' | C-65A 6–00' | C-65B 8–00' | C-66 4–00' 2–00' | C-67 3–00' | C-68 2–00' | C-69 4–00' | C-69A 10–00' | C-69B 4–00' | C-69C 12–00' | C-70 4–00' | C-70A 4–00' | C-70B 8–00' | C-70C 4–00' | C-71 12–00' | C-71A 10–00' | C-71B 4–00' | C-71C 8–00' | C-72 2–00' | C-72A 10–00' | C-72B 10–00' | C-72C 8–00' | C-73 8–00' | C-73A 6–00' | C-73B 2–00' | C-73C 4–00' | C-74 2–00' | C-75 5–00' | C-75A 5–00' | C-76 2–00' | C-76A 2–00' | C-77 7–00' 10–00'

115B–SH–84 | 115B–SH–84 | 115B–84

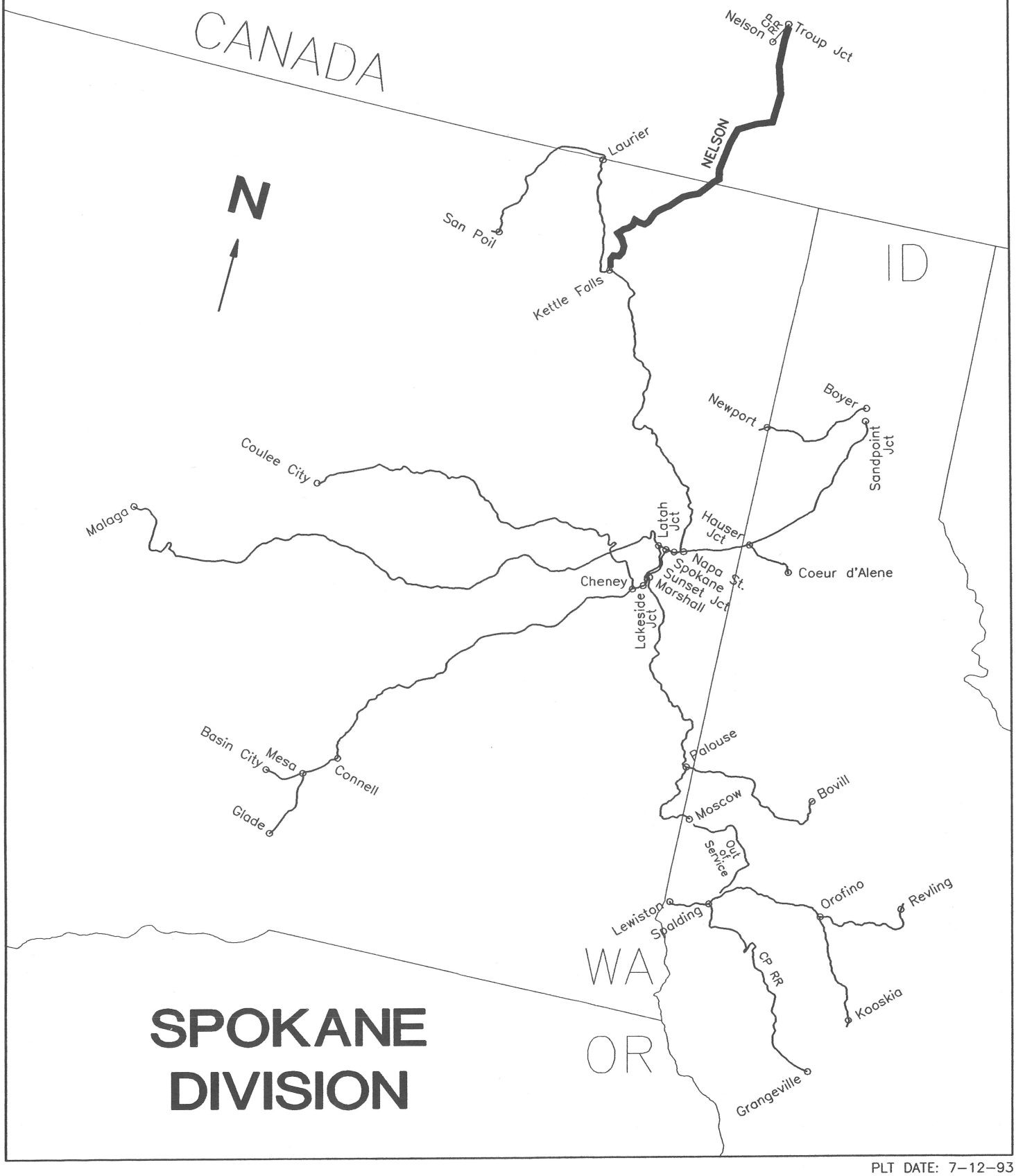
TIES 78 | 78

SURF 79 | 79 | 72 | 72

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

05–01–93 P3781212

NELSON SUBDIVISION
NELSON - KETTLE FALLS



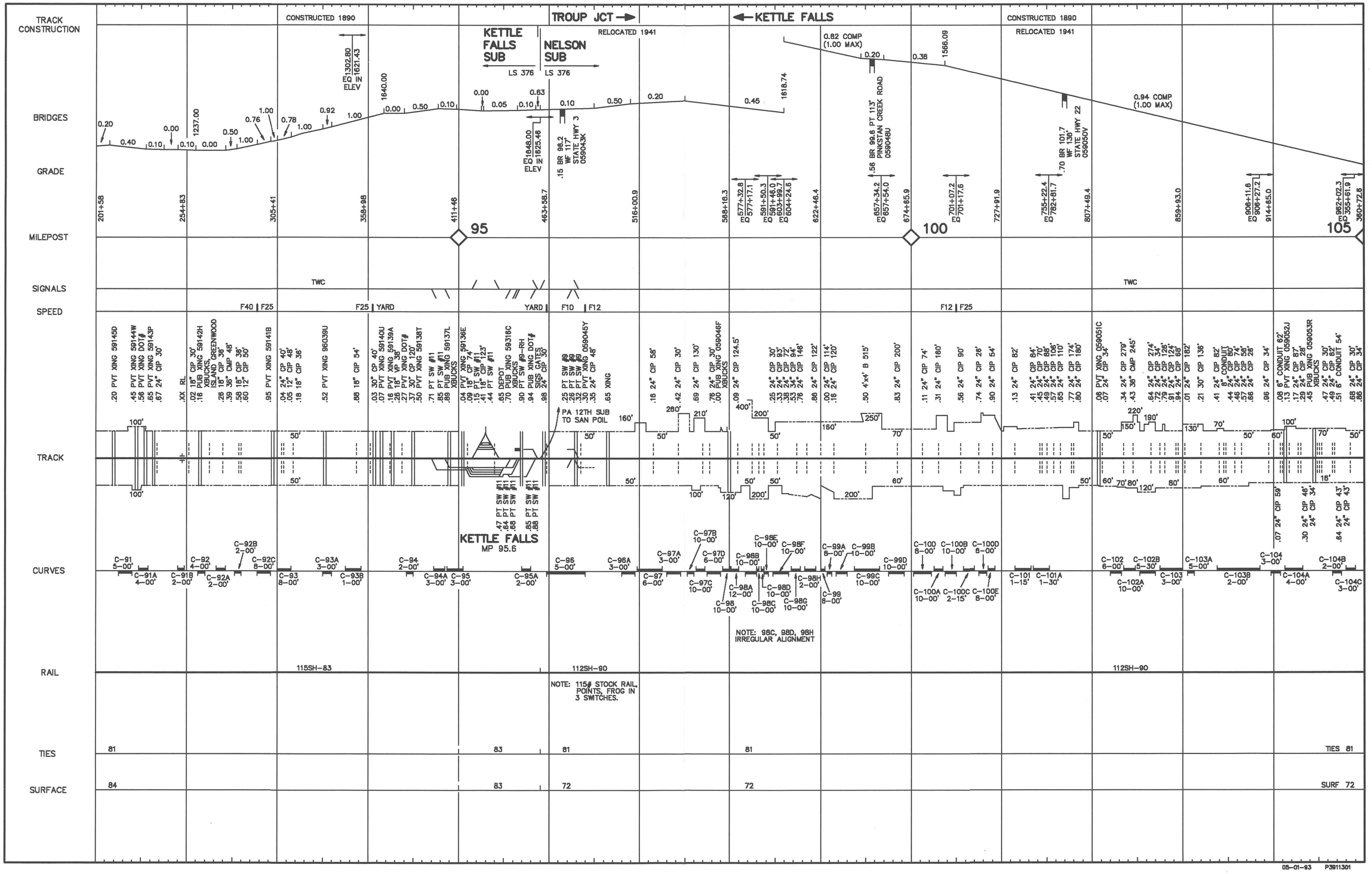
SPOKANE DIVISION

PLT DATE: 7-12-93

SPOKANE DIVISION – KETTLE FALLS SUBDIVISION

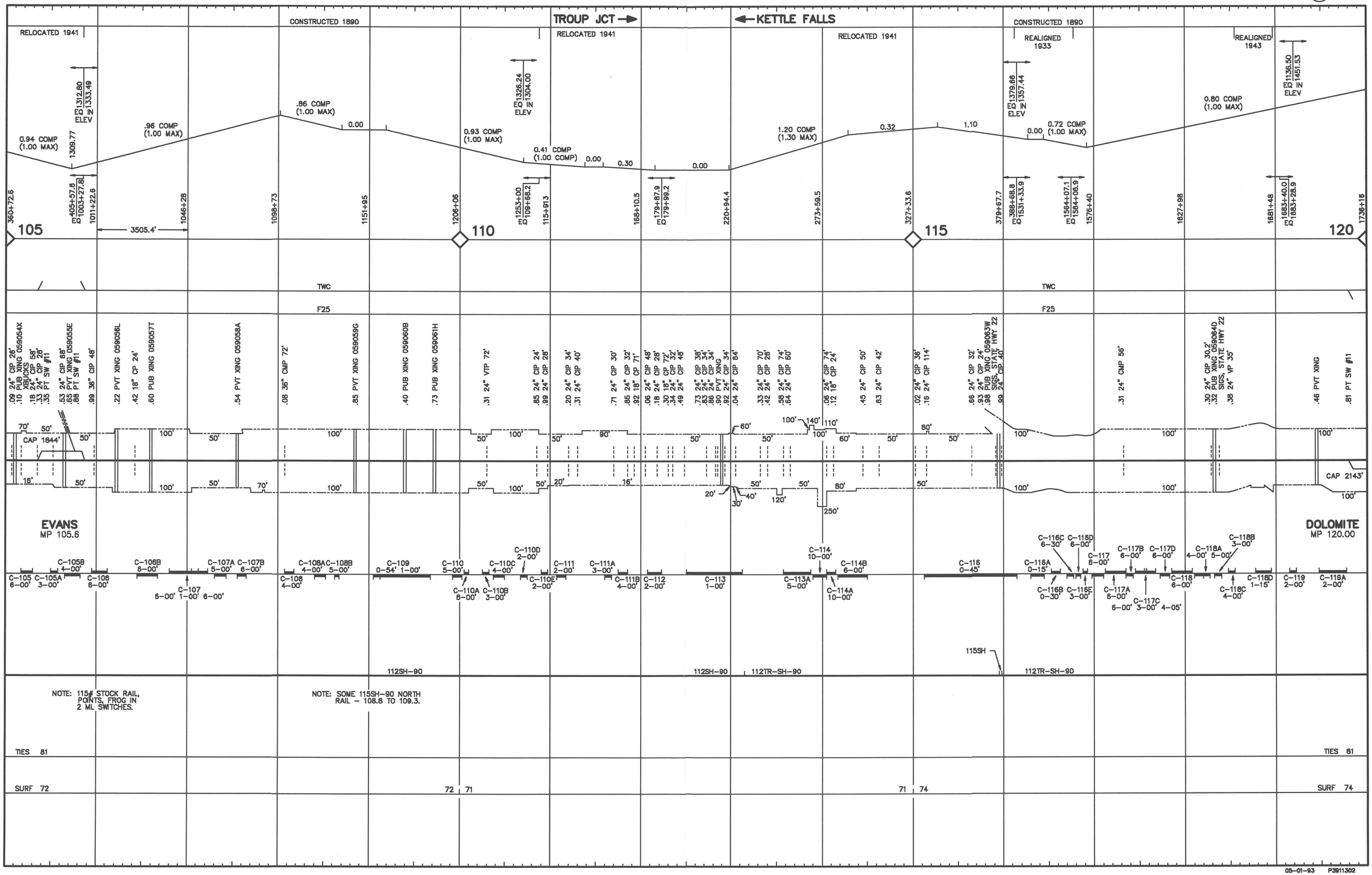
SPOKANE DIVISION – NELSON SUBDIVISION

PA–13 LS–376 (1)



SPOKANE DIVISION – NELSON SUBDIVISION

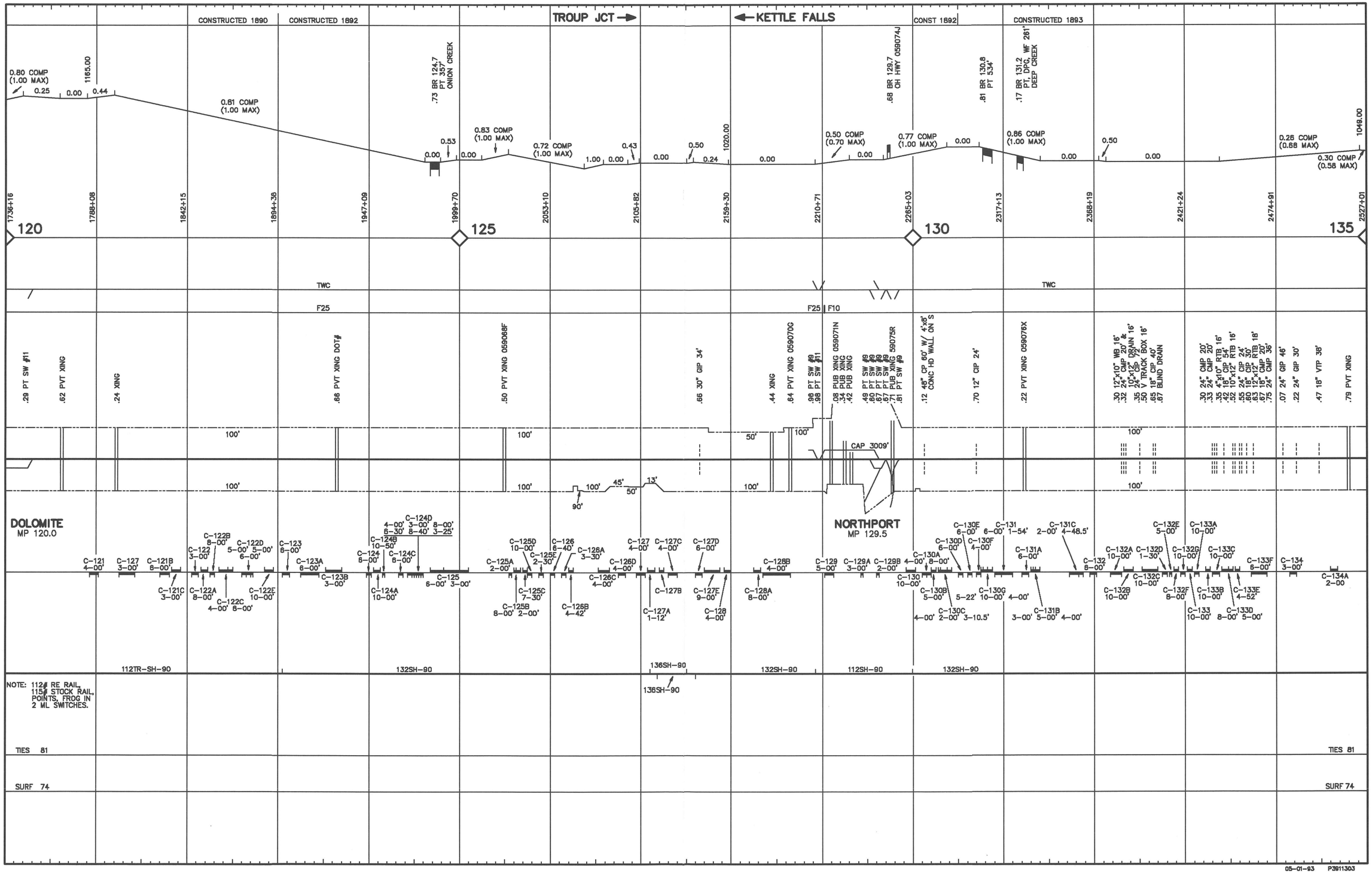
PA–13 LS–376 (2)



05–01–93 P3911302

SPOKANE DIVISION – NELSON SUBDIVISION

PA–13 LS–376 (3)



NOTE: 112# RE RAIL, 115# STOCK RAIL, POINTS, FROG IN 2 ML SWITCHES.

TIES 81

SURF 74

TIES 81

SURF 74

05–01–93 P3911303

SPOKANE DIVISION — NELSON SUBDIVISION

PA-13 LS-391 (4)

CONSTRUCTED 1893 — REALIGNED — TROUP JCT → — ← KETTLE FALLS — CONSTRUCTED 1893

0.30 COMP (0.58 MAX) — 0.73 COMP (1.00 MAX) — 0.85 COMP (1.00 MAX) — 1.58 COMP (1.89 MAX) — 1.58 COMP (1.89 MAX) — 1.50 COMP (1.60 MAX) — 0.73 COMP (0.92 MAX)

.79 BR 138.8 PT 343' — .19 BR 140.2 TRT 538' POND ORIELLE RIVER — LINE CHANGE 1978 — .73 BR 145.7 PT 124' — .77 BR 145.8 PT 111' — .07 BR 146.1 FT, DPG 221' CREEK — .25 BR 146.4 PT 238' — .46 BR 146.4 PT 285' — .65 BR 146.6 PT 263' LINNIE CREEK — .09 BR 147.1 PT, FT, DPG 177' BEAVER CREEK — .80 BR 149.8 PT 220' BEAVER CR

2527+01 — 2578+81 — 2631+72 — 2685+62 — 2738+55 — 2775+24.8 — 15+46 — 34+35.9 — 33+94.2 — 42+35.2 — 42+39.8 — 70+14 — 12+84 — 174+32 — 228+69 — 281+65 — 330+97 — 385+75 — 388+29.0 — 388+58.6 — 441+54 — 493+83 — 493+83.0 — 546+29

135 — LS 376 — LS 391 — 140 — 145 — 150

TWC — F10 — TWC — F10

.90 18" CIP 36' — .66 PVT XING 059077E — .95 18" CIP 24' — .15 PVT XING 059078L — .52 18" CP 40' — .75 18" CIP 24' — .19 PT SW #11 — .47 PT SW — .70 INTERNATIONAL BOUNDARY — .75 PT SW #11 — .94 PT SW #11 — .95 PUB XING — .27 PVT XING — .38 PT SW #11 — .41 PUB XING — .50 2-18" CMP 35.5' — .52 30" CMP 28' — .70 30" CMP 28' — .80 30" CMP 28' — .81 24" CMP 24' — CMP FLUME 16' — .89 24" CMP 33' — .00 18" CMP 22' — .00 PT SW #11 — .14 24" CMP — .21 18" CMP — .64 24" CP 32' — .66 PUB XING — SIGS — .68 PT SW #9 — .93 18" CMP 43' — .96 PT SW #9 — .15 18" CP 32' — .50 24" CP 36' — .71 PVT XING — .73 18" CP 32' — .15 PT SW #9 — .17 PUB XING — .28 PT SW #9 — .47 24" CP 48' — .02 PVT XING — .27 18" CP 40' — .62 24" CP 64' — .72 18" CMP 20' — .79 15"x15" CULVERT 43' — .82 12"x12" RTB 14' — .84 16"x32" OPEN CULVERT UNDER BR. — .02 2'x3' TBR CULV 18' — .12 18" CMP 32' — .70 24" CMP 16' — .78 24" FLUME 90' — .88 18" CMP 42' — .91 24" CMP FLUME 42' — 24" FLUME 200' — .95 24" CMP FLUME 210' — .97 24" CMP FLUME 42' — 24" FLUME 200' — .02 24" CMP 42' — 24" FLUME 200' — .47 18" CMP 20' — .65 30" CP 48' — .75 24" CMP 24' — .94 2-30" CMP 58' — .09 PUB XING — .92 24" CP 40' — .00 PUB XING — .10 2-30" CP 30' — .18 18" CIP 30' — .22 PT SW #9 — 18" CMP 24.5' — .32 PUB XING — .60 PT SW #9 — .90 PT SW #9 — .91 PT SW #9

100' — 50' — 100' — 25' — 100' — 50' — 100' — 50' — 50' — 100' — 50' — 30' — 100' — 30' 50' — 200'

COLUMBIA RIVER — UNITED STATES — CANADA

BOUNDARY MP 138.3 — **WANETA** MP 140.4 — **QUIRK** MP 142.7 — **COLUMBIA GARDENS** MP 144.2 — **EQUIPMENT SPUR** MP 146.4 — **FRUITVALE** MP 149.5

C-135A 1-55' 1-00' — C-136 3-00' — C-137A 4-00' — C-137 3-00' — C-137B 4-00' — C-137C 2-00' 3-56' — C-138 1-00' — C-138A 3-00' — C-138B 4-00' 6-14' — C-138C 5-30' 1-30' 6-00' — C-138D 6-00' — C-138D 4-30' — C-139 6-00' — C-139A 1-00' 9-45' — C-139B 8-00' — C-139C 14-00' 9-30' 5-20' 4-09' — C-139D 2-30' — C-139E 2-0' 3-0' 3-34' 5-23' — C-140 5-00' — C-140A 12-00' — C-140B 5-00' — C-140C 3-10' — C-140D 2-00' — C-140E 1-00' — C-140F 2-00' — C-141 3-30' — C-141A 4-00' — C-141B 1-30' — C-141C 2-47' — C-141D 5-57' — C-141E 2-00' — C-142 9-00' — C-142A 9-00' — C-142B 6-00' — C-142C 2-30' — C-142D 5-00' — C-143 4-00' — C-143A 4-00' — C-143B 2-00' — C-144 1-00' — C-144A 6-00' — C-145 8-00' 3-36' 4-00' 5-30' — C-145A 6-00' — C-145B 10-00' — C-145C 10-00' — C-145D 10-00' — C-145E 10-00' — C-146 10-00' — C-146A 10-00' — C-146B 4-00' 3-00' — C-146C 10-00' — C-146D 10-00' — C-146E 8-00' — C-146F 2-30' — C-146G 7-30' — C-146H 10-00' — C-147 9-30' — C-147A 10-00' — C-147B 7-00' — C-147C 4-00' — C-147D 5-30' — C-147E 0-45' 4-00' — C-147F 3-00' — C-148 1-00' — C-148A 3-00' 6-00' — C-148B 4-00' — C-148C 10-00' — C-148D 9-00' — C-149 5-00' — C-150 4-00'

132SH-90 — 112SH-91 — 132SH-90 — 132SH-90 — 115SH-90 — 112TR-SH-90 — 112SH-90 — 112TR-SH-90 — 112TR-SH-90 — 112B-SH — 115B-SH — 80B-SH-22 — 131B-SH-60 — 77.5B-SH-22 — 80B-SH-22

NOTE: 115# STOCK RAILS POINTS, & FROG, ALL SWITCHES BOUNDARY AND WANETA.

TIES 81 — 81 — 78 — 78 — TIES 78

SURF 74 — 74 — 71 — 71 — SURF 71

05-01-93 P3911304

SPOKANE DIVISION – NELSON SUBDIVISION

PA-13 LS-391 (5)

CONSTRUCTED 1893 — TROUP JCT → ← KETTLE FALLS — CONSTRUCTED 1893 — REALIGNED

.15 BR 150.2 PT 165' BEAVER CREEK
.06 BR 152.0 PT 92' BEAVER CREEK
.41 BR 152.4 PT 97'
.35 BR 154.3 PT 42'
.05 BR 159.1 PT 42' CREEK
.45 BR 159.5 PT 28' BEAVER CREEK
.71 BR 159.7 PT 139' BEAVER CREEK
.03 BR 160.38 CH HWY DOT#
.37 BR 162.4 PT, TPG(SH) 275' SALMON RIVER

0.14 COMP | 0.30 | 1.50 | 0.00 | 0.80 | 0.00 | 0.29 | 1.01 | 0.00 | 1.35 COMP (1.60 MAX) | 2258.00
0.00 | 1.31 | 1.00 | 0.00 0.45 COMP | 0.00 | 1.23 COMP (1.60 MAX) | 0.00 | 1.00 | 0.35 COMP | 1.10 COMP | 0.00 | 0.31 | 0.55 | 1.00 | 0.14 | 0.14 | 1.11 COMP (1.50 MAX) | 0.00 | 2190.00

2005.60

548+29 | 600+11 | 651+51 | 705+73 | 756+90 | 811+43 | 863+71 | 916+00 | 988+86 | 1022+41 | 1075+27 | 1127+01 | 1181+08 | 1233+23 | 1288+51 | 1339+83

150 | 155 | 160 | 165

TWC | F10 | TWC | F10

.46 PUB XING

.92 PUB XING
.97 12" CIP 24'

.20 24" CP 32'
.35 2–24" CMP 36'
.47 24" CIP 36'
.61 24" CIP 23'

.92 PVT XING

.07 30" CMP 42'
.19 PT SW #9
.23 PUB XING
.32 PT SW #9
.33 PUB XING

.52 18" CIP 24'
.59 18" CIP 24'
.72 12" CMP 20'

.95 18" CMP 28'
.01 24" CP 42'
.05 24" CP 32'
.17 24" CMP 30'
.25 24" CMP 32'

.45 24" CP 40'
.50 24" CIP 36'

.71 PUB XING
.82 2–30" CMP 42'
.98 18" CMP 34'

.07 24" CMP 41'
.18 24" CMP 20'

.41 24" CIP 54'

.60 24" CMP 50'
.70 24" CIP 48'
.76 24" CIP 42'
.82 24" CIP 30'
.87 18" CMP 30'
.95 24" CP 40'

.12 18" CMP 22'
.17 12"x16.8" RTB
.27 24" CP 24'
.37 24" CMP 48'

.57 18" CMP 22'
.67 24" CP 24'

.87 24" CMP 32.5'

.02 18" CMP 24'
.15 18" CMP 30'
.22 24" CMP 30'

.52 30" CMP 32.5'

.82 24" CP 42'
.92 24" CMP 32'

.17 PUB XING
.25 2–36" CIP 42'

.97 30" CP 24'

.07 30" CP 32'
.27 18" CIP 30'
.31 PVT XING

.52 24" CP 24'

.72 18" CMP 26'
.81 1.3'x1.3' RTB 14'
.87 24" CP 24'

.82 18" CMP 24'

.12 2–48" CP 36'
.21 PVT XING

.58 24" CP 24'

.81 PUB XING
SIGS

.01 2–30" CP 32'

.48 24" VP 31'

.66 24" CP 24'

.81 PUB XING

.62 PT SW #9
.70 PT SW #9
.91 PT SW #9
.92 PT SW #9

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

PARKS
MP 154.3

SALMO
MP 164.8

C-150 4-00' | C-150A 6-00'
C-153 4-00' | C-153A 4-00'
C-154 2-15' | C-154A 6-00'
C-155 3-00' | C-155A 2-00' | C-155B 6-00' | C-155C 6-00' | C-155D 5-00'
C-156 6-00' | C-156A 4-00' 1-00' 3-00' | C-156B 4-00'
C-157 6-00' | C-157A 4-00'
C-158 3-00' | C-158A 3-00'
C-159 4-00' | C-159A 10-00' | C-160 2-00' 4-00' | C-160A 6-00' | C-160B 1-00'
C-161 5-00' | C-161A 3-00' 1-00' | C-161B 6-00' | C-161C 4-00'
C-162 6-00' | C-162A 2-00'
C-163 2-00' | C-164 6-00' | C-164A 6-00'

77.5B–SH–22 | 77.5B–SH–22 | 77.5B–SH–23 | 77.5B–SH–23 | 80B–SH–55 | 110B–SH–57 | 90SH–52 | 90SH–50

TIES 78 | TIES 78

SURF 71 | 70 | 70 | 81 | SURF 81

05-01-93 P3911305

CONSTRUCTED 1893 | TROUP JCT → | ← KETTLE FALLS | CONSTRUCTED 1893

0.65 COMP (1.60 MAX) | .60 BR 20.5 FT 12.5' | .86 BR 167.9 PT 70' BOULDER CREEK | 0.08 | 0.40 | 0.54 | 2311.00 | 0.76 | 0.00 | 0.19 | 1.32 | 0.00 | 1.00 | 0.00 | 1.15 COMP (1.60 MAX) | .16 BR 172.1 PT 42' QUARTZ CREEK | .57 BR 174.6 PT 18' CREEK | 1.15 COMP (1.60 MAX) | .92 BR 175.9 PT 122' PUERTO RICO CREEK | 1.15 COMP (1.60 MAX) | .87 BR 178.9 PT 82' | .02 BR 179.0 PT 96' HALL CREEK | 2839.20 | 0.00

1336+83 | 1391+56 | 1444+71 | 1497+93 | 1550+54 | 1603+37 | 1655+91 | 1707+31 | 1753+39 | 1432+00 | 1424+88 | 1407+99.6 | 1408+21.8 | 1373+15 | 1321+33 | 1267+16 | 1214+23 | 1162+59 | 1109+30 | 1056+85

165 | 170 | 175 | 180

TWC | F10 | TWC | F10

.13 2–36" CMP 32.6' | .31 PUB XING | .57 PVT XING | .00 72" CP 48' | .21 PVT XING | .25 2–60" CP 48' | .34 PVT XING | .45 PVT XING | .60 24" CMP 35' | .71 4–36" CMP 40' | .89 PUB XING | .34 PVT XING | .91 PVT XING | .97 PT SW #9 | .11 PT SW #9 | .43 PVT XING | .65 24" CMP 24' | .27 24" CP 24' | .46 2–36" CIP 42' | .75 PT SW #9 | .87 18" CMP 32' | .90 PVT XING | .01 PT SW #9 | .13 18" CP 24' | .23 18" CP 24' | .43 18" CP 24' | .44 PT SW #9 | .50 PUB XING | .85 18" CMP 30' | .32 PUB XING | .24 PUB XING | .56 30" CMP 30.6' | .94 24" CMP 36' | .99 24" CP 32' | .02 PUB XING | .08 SIDES 18" CMP 18' | .16 1.3' RTB 20' | .26 18" CMP 20' | .44 24" CMP 83' | .63 24" CMP 74' | .86 24" CMP 60' | .02 24" CMP 62' | .13 24" CMP 62' | .70 24" CMP 36' | .03 24" CMP 32' | .32 18" CMP 35.2' | .42 34" CP 55' | .47 36" CP 48' | .57 PUB XING | .70 SIDES 24" CMP 24' | .78 48" CP 40' | .06 24" CIP 30' | .31 30" CP 48' | .89 18"x29" CMPA 30' | .22 24" CP 32' | .10 36" CMP 24.6' | .11 1.3'x1.3' RTB 28' | .62 2–36" CMP 52' | .17 48" CP 24' | .46 PVT XING | .48 PT SW #9 | .66 PT SW #9 | .69 24" CP 32'

100' 50' 100' | 50' 100' | 50' 100' | 100' | 50' 50' 100' | 100' | 100' | 100' | 100' | 100' | 50' 50' 100' | 100' | 100' | 100' | 100' | 100' 60' 100' | 35' | 100' | 200' 100'

BOULDER MILL MP 168.1 | LOUISIANA PACIFIC CHIPTRACK MP 170.0 | HARDY LUMBER CO. LTD.–SPUR MP 170.5 | HALL MP 179.6

C–166 2–00' | C–167 3–00' | C–167A 2–00' | C–166 6–00' | C–169 1–09' 6–00' | C–169A 6–00' | C–169B 2–00' | C–169C 6–00' | C–170 2–00' | C–170A 2–00' | C–170B 10–00' | C–170C 10–00' | C–170D 6–00' | C–171 4–00' | C–171A 4–57' 5–00' | C–171B 4–00' | C–171C 10–00' | C–172 9–00' | C–172A 4–00' | C–172B 3–00' | C–173 6–00' | C–173A 6–00' | C–172C 3–00' | C–173B 5–00' | C–173C 2–00' 6–00' 2–00' | C–174 5–00' | C–174A 5–00' 10–00' | C–174B 10–00' | C–174C 5–00' | C–175 6–00' | C–175A 5–00' | C–175B 6–00' | C–176C 3–00' | C–176 3–00' 8–00' | C–176A 6–00' 1–00' 8–00' | C–176B 5–00' | C–176C 10–00' | C–176D 3–00' | C–177A 8–00' | C–177 3–00' | C–177B 10–00' | C–177C 3–00' | C–177D 4–00' | C–177E 1–30' | C–177F 8–00' | C–178A 10–00' | C–178 8–00' | C–178B 6–00' | C–178C 10–00' | C–178D 10–00' | C–178E 10–00' | C–178F 3–00' | C–179 1–00' | C–179A 4–00' | C–179B 3–00' | C–179C 5–00'

110B–SH–57 | 110B–SH–57 | 85B–SH–51 | 85B–SH–52 | 112B–SH–55 | 112B–SH–70 | 110B–SH–48 | 112B–SH–55 | 110B–SH–48 | 112B–SH–55 | 110B–SH–48 | 110B–SH–55

TIES 78 | TIES 78

SURF 81 | SURF 81

05–01–93 P3911308

SPOKANE DIVISION – NELSON SUBDIVISION

PA–13 LS–391 (7)

CONSTRUCTED 1893 — TROUP JCT → — ← KETTLE FALLS — CONSTRUCTED 1893

TRACK CONST.

BRIDGES

GRADE

1.18 COMP (1.60 MAX) — 3091.20 — 2.20 COMP (2.50 MAX) — 2.20 COMP (2.50 MAX) — 0.00 — 2.20 COMP (2.50 MAX) — 2.43 COMP (3.00 MAX) — 2.43 COMP (3.00 MAX)

.93 BR 186.9 PT 316' COTTONWOOD CREEK

.42 BR 187.5 PT 272'

.94 BR 190.9 PT 137' ANDERSON CREEK ROAD

.14 BR 192.2 FT 430'

.62 BR 192.8 FT 536'

.87 BR 192.9 FT, PT 208'

.40 BR 194.4 WF (SH) 73'
5 MILE CREEK

.47 BR 194.5 FT 56'
5 MILE CREEK OVERFLOW

1056+88 — 1005+22 — 951+82 — 897+80 — 846+23 — 792+29 — 739+65 — 686+36 — 635+27 — 581+50 — 555+51.2 D 0+00 — 25+75 — 78+32 — 131+24 — 184+04 — 236+84 — 249+32.5 D 280+63.4

180 — 185 — 190

MILEPOST

TWC — TWC

SIGNALS

F10 — F10

SPEED

.21 34" CP 48'
.60 24" CMP 40'
.95 18" CMP 36'
.37 36" CMP 48'
.61 18" CMP 40.2'
.72 PVT XING
.77 13"x22" CMPA 26'
.90 18"x29" CMPA 30'
.10 12" CMP 20'
.21 PUB XING SIGS
.42 18" CMP 31.2'
.56 18" CIP 30'
.67 18" CIP 30'
.86 18" CP 32'
.91 18" CMP 40'
.03 24" CMP 32'
.35 24" CMP 32'
.52 24" CMP 30.6'
.79 18"x29" CMPA 30'
.90 30" CMP 30'
.28 30" CMP 36'
.67 18" CMP 20'
.87 30" CMP 70.5'
.87 18" CMP 204'
.92 18" CMP 22.7'
.32 18" CMP 20'
.46 18" CMP 37'
.48 PUB XING
.62 24" CMP 34'
.95 18" CP 24'
.01 18" CIP 30'
.05 36" CP 102'
.15 30" CMP 150'
.36 30" CMP 60'
.50 24" CMP 56'
.17 24" CP 32'
.28 DRAIN
.40 30" CP 40'
.50 30" CP 40'
.86 18" CMP 30'
.15 30" CP 40'
.20 18" CMP 20'
.42 18" CP 32'
.52 18" CMP 34'
.65 18" CMP 66.7'
PUB XING
.07 24" CMP 52'
.27 24" CMP 20'
.37 18" CMP 112'
.54 PT SW #11
END BN TRACK

TO NELSON

40 — 100' — 78' — 100' — 200' — 100' — 50' — 50' — 100' — 50' — 50' — 25' — 50' — 100' — 50'

TRACK CONST.

100' — 100' — 50' — 50' — 25' — 50' — 100' — 50'

TROUP JCT.
MP 194.5

CURVES

C–180 7–00'
C–180A 8–00'
C–180B 2–00'
C–180C 7–00'
C–180D 10–00'
C–180E 8–00'
C–181 8–00'
C–181A 4–00'
C–181B 8–00'
C–181C 3–00'
C–181D 6–00'
C–182 2–00'
C–183 1–00'
C–183A 5–00'
C–184 6–30' 1–00'
C–184A 3–00'
C–184B 3–00'
C–184C 6–00'
C–184D 5–00'
C–184E 10–00'
C–184F 10–00'
C–185 6–00'
C–185A 3–00' 1–15'
C–185B 4–00'
C–185C 4–00'
C–185D 10–00'
C–185E 10–00'
C–186 9–00'
C–186A 7–30'
C–186B 6–00'
C–186C 8–00'
C–186D 8–00'
C–186E 5–00'
C–186F 10–00'
C–186G 10–00'
C–187 10–00'
C–187A 3–00'
C–187B 10–00'
C–187C 10–00'
C–187D 10–00'
C–187E 5–00'
C–187F 8–00'
C–187G 6–00'
C–187H 8–00'
C–188 3–00'
C–188A 6–00'
C–188B 2–30'
C–188C 3–00'
C–188D 4–00'
C–188E 6–00'
C–188F 6–00'
C–188G 2–00'
C–188H 2–00'
C–189 4–00'
C–189A 4–00'
C–189B 8–00'
C–189C 4–00'
C–189D 5–00'
C–190 6–00'
C–190A 8–00'
C–190B 10–00'
C–190C 10–00'
C–190D 10–00' 4–40'
C–190E 10–00'
C–190F 10–00'
C–190G 8–00'
C–191 2–00'
C–191A 6–00'
C–191B 6–30'
C–191C 7–00'
C–191D 9–00'
C–191E 8–00' 2–36'
C–191F 6–00'
C–191G 6–00'
C–191H 10–00'
C–192 6–00'
C–192A 10–00'
C–192B 10–00'
C–192C 15–00'
C–192D 7–00'
C–192E 10–00'
C–192F 10–00'
C–192G 10–00' 8–00' 10–00'
C–192H 10–00'
C–193 8–30'
C–193A 6–00'
C–193B 8–00'
C–193C 5–00' 1–30'
C–193D 1–30'
C–193E 5–00'
C–193F 3–20'
C–193G 8–00'
C–193H 8–00'
C–194 3–00'
C–194A 10–00' 14–00' 8–00' 7–50'
C–194B 7–13' 6–30' 10–33'
C–194C 9–00' 10–00' 11–00'

110B–SH–55 — 90B–SH–48 — 110B–SH–54 — 85B–SH–51 — 110B–SH–52 — 100B–SH–49 — 110B–SH–54 — 110B–SH–52 — 100B–SH–49 — 112B–SH–54

RAIL

TIES 78 — 78 — 78 — 78

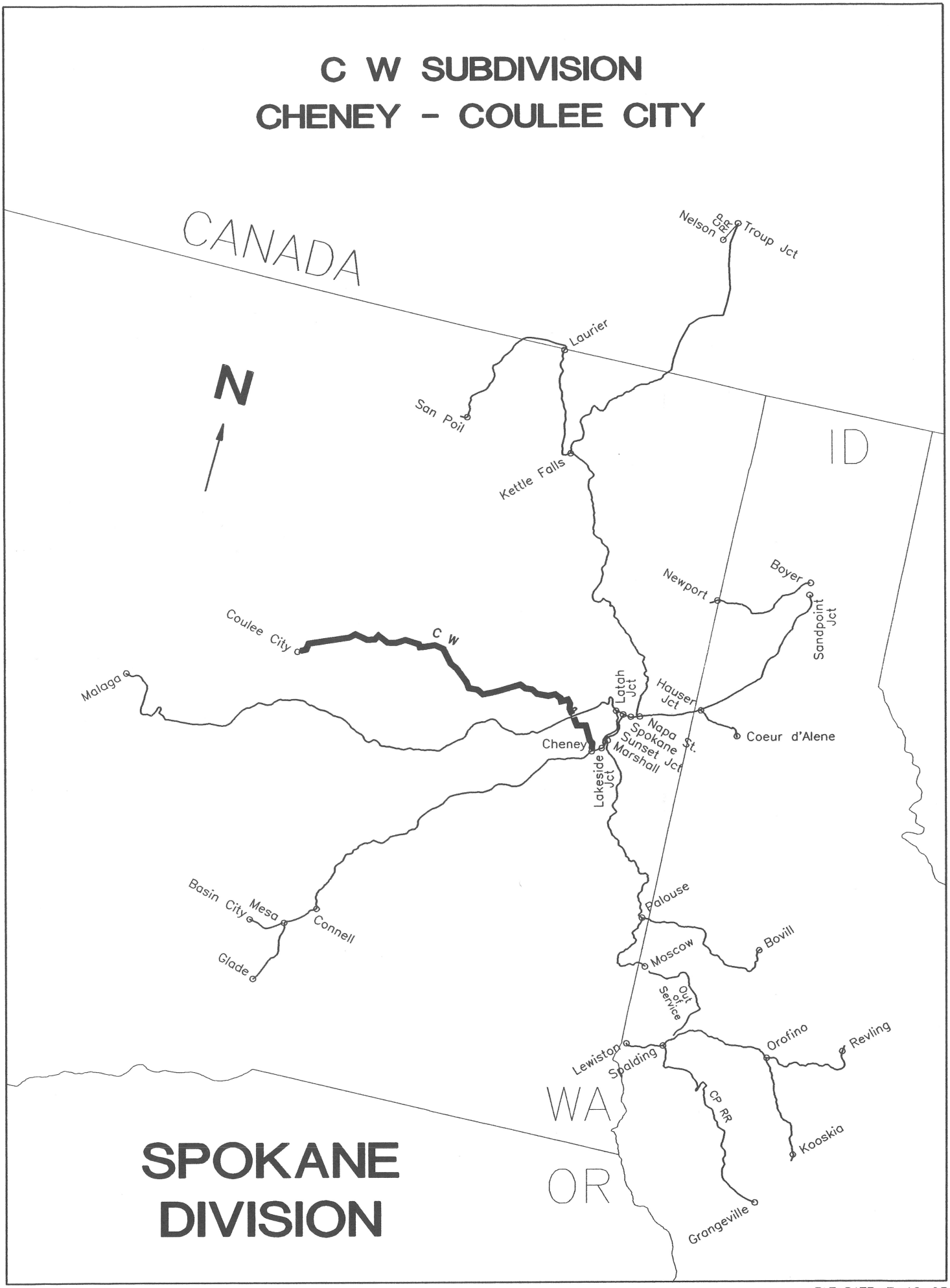
TIES

SURF 81 — 81

SURFACE

05–01–93 P3911307

C W SUBDIVISION
CHENEY - COULEE CITY



PLT DATE: 7-12-93

SPOKANE DIVISION – C.W. SUBDIVISION

PA–14 LS–378 (1)

TRACK CONSTRUCTION

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TRACK

CURVES

RAIL

TIES

SURFACE

CONSTRUCTED 1890

CHENEY →

← COULEE CITY

CONSTRUCTED 1890

1590.00 1.00 0.30 1.07 1.00 0.92 1.00 1.06 0.91 0.40 1841.00 0.00 0.40 0.00 0.71 0.00 0.05 1.00 0.50 0.00 0.52 0.90 1873.00 0.68 0.00 0.40 0.00 0.50 0.33 0.00 0.33 0.50 0.00 0.93 1944.00 0.00 0.37

.59 BR 98 45' FT WATERWAY

.07 BR 95 61' PT UP 066220E

5702+21 5649+39.3 5596+52.5 5543+93 105 5490+81.9 5438+10.7 5385+31.3 5332+51.5 5279+72.3 100 5228+94.2 5174+37.8 5121+60 5068+10.8 95 5013+98.4

TWC

YARD | F25

TWC

F25

.81 END OF TRACK
.73 PT SW #9 055219K
.65 PUB XING 066218D
.52 XBUCKS
.46 END OF BN TRACK
.43 PUB XING 066217W
XBUCKS
.42 PVT SW #9 32'
.13 24" CMP 24'
.11 PUB XING 066216P
XBUCKS

.72 PUB XING 066215H
XBUCKS

.32 PUB XING 066214B
XBUCKS
.32 36" RCP 24'

.99 PT SW #9
.93 4'x2' WB 24'
.74 PUB XING 066113P
XBUCKS
.69 PT SW #9 (2)
.51 24" TP 24'
.38 16"x12" WB 24'
.31 24" RCP 24'
.18 24" TP 24'

.91 24" TP 30'
.78 24" TP 24'
.70 24" TP 24'
.54 24" TP 24'
.40 24" CMP 28'

.07 24" RCP 24'

.91 18" CMP 23'
.84 24"x18" RCP 24'
.74 24"x12" WB 20'

.47 24" TP 28'
.33 24" TP 24'
.22 30" CMP 35'

.92 PVT XING 066112H
.83 PT SW #9
.76 PVT XING 066110U

.53 PVT XING 066109A
.46 PT SW #9

.21 PUB XING 066108T
XBUCKS

.22 36" RCP 64'
.07 PUB XING 066106E
SIGS GATE HWY #2

.69 3–48" CMP 40' &
36" CMP/RCP 40'
.53 24" TP 28'
.39 24" TP 28'

.24 PVT XING 066105X

.10 24" CMP 24'

.46 PVT XING 066104R
.43 24" RCP 24'

.05 24" RCP 24'

.85 PUB XING 066103J
XBUCKS

.40 24" TP 38'

.98 24" TP 54'
.81 72" RCP 67'
.76 PUB XING 066102C
XBUCKS
.64 48" TL 77'

.38 24" CMP 62'
.25 42" RCP 61'

.04 24" TP 50'

.98 PVT XING 066101V
.96 PT SW #9
.91 PT SW #9
.81 PUB XING 066100N
SIGS
.68 PT SW #9
.67 PUB XING 066099W
SIGS
.62 6" CA 68'
.61 PT SW #9 (2)
.59 PT SW #9
.49 24" TP 30'
.35 2–72" RCP 60'

.90 4' CA 52'

.73 24" TP 45'
.61 PUB XING 66098P
XBUCKS

.33 2–48" RCP 62'

.06 2–36" RCP

100' 50' 100' 50' 100' 100' 50' 100' 100' 50' STATE HWY EASEMENT 100' 50' 50' 100' 50' 50' 70' 50' 50'

CAP 552'

50' STATE HWY EASEMENT

COULEE CITY
MP 108.46

ODAIR
MP 106.68

CEMENT
MP 103.63

HARTLINE
MP 96.82

C–108A 4–00'
C–108 5–00'
C–108 2–00'
C–105B 2–00'
C–105A 1–00'
C–105 1–00'
C–104A 1–00'
C–104 4–00'

85B–15
100B–SH–52
85B–15
90B
85B–15
100B–SH–36
100B–SH–36
90B
100B–SH–36
115–57
100B–SH–36
100B–SH–36
90B–SH–37

88
88 80
TIES 80

88
88 72
SURF 72

05–01–93 P3781401

SPOKANE DIVISION – C.W. SUBDIVISION

PA–14 LS–378 (2)

CONSTRUCTED 1890 | CONSTRUCTED 1889 | CONSTRUCTED 1889

CHENEY → ← COULEE CITY

.65 BR 94 76' PT CREEK

.95 BR 87 45' PT CREEK

.46 BR 85.1 91' PT

.01 BR 85 45' PT CATTLE PASS

.15 BR 82 HWY OP 066082T STATE HWY 2

5013+98.4 | 4963+01 | 4910+19.7 | 4858+80.2 | 4805+13.4 | 4751+77.8 | 4698+29 | 4646+17.6 | 4593+91.9 | 4540+60.2 | 4487+79.8 | 4434+99.3 | 4382+18.6 | 4329+38.2 | 4276+58.6 | 4223+78.2

95 | 90 | 85 | 80

TWC | TWC

F25 | F25

.72 PVT XING 066097H

.26 84"x89" RCP 55'

.95 PVT XING DOT#
.79 84" MPP 50'
.85 2–48" RCP 39'

.40 PUB XING 066095U XBUCKS ROAD BR

.93 2–72" RCP 42'
.79 24" RCP 24'
.73 PVT XING 066094M

.73 PVT XING 066093F

.45 24" CMP 30'
.44 PT SW #9

.09 1'x2' WS 18'

.92 36" RCP 40'
.81 PUB XING 066092Y XBUCKS
.78 24" TP 36'
.70 24" TP 34'
.65 36" TP 32'
.47 24" TP 32'
.38 48" RCP 62'
.17 24" TP 38'
.03 24" TP 36'

.87 24" CMP 24'
.79 PUB XING 066091S XBUCKS COUNTY LINE
.78 72" RCP 61'

.41 24" RCP 24'

.01 36" CMP 28'
.98 24" TP 22'
.92 PUB XING 066090K XBUCKS
.69 3–48" RCP 76'
.59 PVT XING DOT#
.47 PT SW #9
.41 36" RCP
.13 PVT XING
.11 PT SW #9
.01 PT SW #9
.00 PUB XING 066087C XBUCKS

.97 24" RCP 24'
.91 PUB XING 066086V
SIGS GA TIES
.82 24" TP 20'
.76 PUB XING 066085N XBUCKS

.61 PT SW #9
.59 PT SW #9
.56 60" CMP 46'
.09 24" CMP 31'
.05 PUB XING 066084G XBUCKS

.64 2–48" RCP 23'

.47 72" RCP 49'

.73 24" RCP 16'

.33 PUB 066083A XBUCKS

.72 48" RCP 43'

.49 24" TP 52'

.33 48" TL 73'

.12 48" RCP 82'

.35 24" TP 64'

.21 24" TP 48'

.85 20" CIP 12'
.80 24" TP 25'

.60 24" RCP 24'

.45 24" TP 72'

.27 36" CMP 56'

.03 PVT XING 066081L

.74 24" CMP 40'
.62 24" TP 45'
.52 36" RCP 43'

.33 18" CMP 28'
.22 PUB XING 066080E XBUCKS
.18 PT SW #9

.93 PUB XING 066079K XBUCKS
.89 24" RCP 55'
.78 PT SW #9

.50 8' CA 93'

.25 24" CMP 41'

100' | 50' | 100' | 150' | 100' | 50'

100' | 50' | 100' | 50' | CAP 1442' | 50' | 50' | 100' | 50'

GRANT CO
LINCOLN CO

.98 PT SW #9
.94 PT SW #9
.89 PT SW #9

HANSON
MP 91.36

ALMIRA
MP 87.80

GOVAN
MP 80.98

C–93 3–00'
C–91 5–00'
C–90A 2–00'
C–90 2–00'
C–89A 2–00'
C–89 2–00'
C–88 1–00'
C–87 8–00'
C–86 2–00'
C–85A 3–00'
C–85 4–00'
C–84A 3–00'
C–84 2–00'
C–83A 3–00' 1–00'
C–83 6–00'
C–82C 4–00'
C–82A 1–00'
C–82B 2–00'
C–82 2–00'
C–81B 2–00'
C–81A 6–00'
C–81 4–00'

90B–SH–37 | 100B–SH–54 | 100B–SH–54 | 85B–22 | 100B–SH–54 | 85B–22 | 100B–SH–54 | 85B–22 | 90B–SH–37

TIES 80 | TIES 80

SURF 72 | SURF 72

05–01–93 P3781402

SPOKANE DIVISION – C.W. SUBDIVISION

PA–14 LS–378 (3)

CONSTRUCTED 1889 — CHENEY → ← COULEE CITY — CONSTRUCTED 1889

4223+78.2 | 4170+98.9 | 4118+19.6 | 4065+40.3 | 4012+60.9 | 3959+80.3 | 3906+98.3 | 3854+18.8 | 3801+38.7 | 3748+59 | 3695+86.8 | 3642+99.5 | 3590+19.9 | 3537+39.9 | 3484+59.5 | 3431+78.7

80 | 75 | 70 | 65

TWC | F25 | TWC | F25

.86 36" RCP 39'
.47 PVT XING 066078D
.18 18" CMP 16'
.03 24" CIP 27'
.85 24" RCP 32'
.73 2–36" RCP 47'
.24 12" x 12" WB 16'
.03 36" CMP 38'
.41 PUB XING 066077W XBUCKS
.38 48" RCP 40'
.08 2–24" RCP 24'
.43 2–24" RCP 24'
.27 24" RCP 24'
.02 2–24" RCP 24'
.63 PUB XING 066076P XBUCKS
.44 STATE HWY 21
.39 PUB XING 066075H BROADWAY
.28 PUB XING 066074B FL LIGHTS WILSON ST
.23 PUB XING 066073U XBUCKS
.13 PUB XING 066072M FL LIGHTS
.94 48" CMP 78' RING & 066071F SIGS, GATES
.86 PT SW #9
.10 PVT XING 066070Y
.54 24" RCP 32'
.43 24" RCP 24'
.91 24" RCP 31'
.86 PVT XING 066069E
.39 36" CMP 29'
.25 PUB XING 066068X XBUCKS
.71 24" TP 25'
.61 PUB XING 066067R XBUCKS
.35 PVT XING 066066J
.32 24" CMP 24'
.57 PUB XING 066065C XBUCKS
.31 PUB XING 066064V XBUCKS
.94 36" CMP 24'
.05 12" CMP 16'
.67 PVT XING 066062G
.52 24" RCP 24'
.30 PUB XING 066061A XBUCKS
.94 48" TL 67'
.84 PUB XING 066060T XBUCKS
.76 48" TL 55'
.29 24" RCP 24'
.28 PVT XING 066059Y
.18 24" TP 30'
.05 24" RCP 24'
.81 PUB XING 066058S XBUCKS
.56 24" RCP 24'
.25 24" RCP 24'
.07 24" CMP
.06 PT SW #9

100' — 40' ESMT. TO STATE
CAP 1293'

.73 24" CMP 24'
.57 PT SW #9
.54 PT SW #9
WILBUR
MP 74.44
.21 PT SW #9

C-79B 5–00' | C-79A 5–00' | C-79 3–00' | C-78 3–00' | C-77 1–30' | C-76 1–00' | C-75A 2–00' | C-75 4–00' | C-74B 0–30' | C-74A 3–00' | C-74 2–00' | C-73 2–00' | C-72 3–00' | C-71A 3–00' | C-71 3–00' | C-70 2–00' | C-69A 3–00' | C-69 5–00' | C-68A 5–00' | C-68 2–00' | C-67A 4–00' | C-67 4–00' | C-66A 2–00' | C-66 3–00' | C-65A 5–00' | C-65 2–00'

90B–SH–37 | 90B–SH–30 | 90B–SH–30 | 90B–SH–30 | 90B–SH–37

TIES 80 | TIES 80

SURF 72 | 72 | 73 | 70 | 75 | 70 | 73 | 70 | SURF 70

05–01–93 P3781403

SPOKANE DIVISION – C.W. SUBDIVISION

PA–14 LS–378 (4)

CONSTRUCTED 1889 | CHENEY → | ← COULEE CITY | CONSTRUCTED 1889

3431+78.7 — 65 — 3378+99.4 — 3326+18.7 — 3273+37.4 — 3220+57.7 — 3167+69 — 60 — 3114+95.9 — 3062+15.6 — 3009+35.4 — 2958+58 — 2903+78.3 — 55 — 2850+97.8 — 2798+35.4 — 2745+37.2 — 2692+57.3 — 2639+77.6 — 50

.14 BR 57 PT 48' UP 066043C

TWC | F25 | TWC | F25

.90 PUB XING 066057K XBUCKS
.87 36" RCP 32'
.85 36" CMP
.68 PUB XING 098016M XBUCKS
24" RCP 16'
.61 PT SW #9
.59 PUB XING 066055W XBUCKS
.50 PUB XING 066054P XBUCKS

.84 36" ORCP 24'

.57 PT SW #9
.42 PUB XING 066050M XBUCKS
.36 36" RCP 47' & CMP EXT 20'
.09 36" RCP 40'
.01 PT SW #9

.85 PVT XING

.27 24" TP 58'

.49 PVT XING 066048L

.18 24" RCP 40'
.04 PUB XING 066047E XBUCKS

.72 24" RCP 40'
.63 PVT XING 066046X

.35 24" RCP 39'

.48 4'x11' LOOSE ROCK DRAIN 47'

.09 PUB XING 066045R XBUCKS

.19 24" TP 49'
.02 24" RCP 47'

.74 24" TP 34' & 24" RCP 8'
.53 24" TP 26'

.35 PVT XING 066044J

.83 24" TP 28'
.67 PUB XING 066042V

.87 24" CMP 36'

.27 PVT XING 066041N

.73 24" CMP 34'

.14 24" RCP 24'

.83 24" RCP 32'
.74 PVT XING 066040G

.15 2–24" CMP

.48 24" RCP 39'

.98 24" TP 27'

.33 PUB XING 066039M XBUCKS

.66 PVT XING 066038F

.18 24" RCP 24'
.03 36" RCP 33'

EASEMENT TO COUNTY

CAP 1252'

.40 PUB XING 066053H SIGS & GATES
.31 PUB XING 066052B XBUCKS
.21 PUB XING 066051U XBUCKS
.18 PT SW #9
.11 6'x1.5' RTSB 24'

CRESTON
MP 64.38

C–64 2–00' | C–62A 2–00' | C–62 8–00' | C–61A 4–00' | C–61 4–00' | C–60A 2–00' | C–60 3–00' | C–59 4–00' | C–58 2–00' | C–57A 8–00' | C–57 5–00' | C–56 4–00' | C–55 2–00' | C–54 1–00' | C–53 3–00' | C–52A 2–00' | C–52 4–00' | C–51A 3–00' | C–51 2–00' | C–50A 3–00' | C–50 6–00'

90B–SH–37 | 100B–SH | 85B–22 | 85B–22 | 85B–22 | 100B–SH–53 | 85B–22 | 100B–SH–54 | 100B–SH–53 | 85B–22 | 85B–22 | 100B–SH–54 | 85B–22 | 85B–22 | 100B–SH–52 | 85B–22 | 100B–SH–54 | 100B–SH–53 | 85B–22 | 100B–SH–54 | 85B–22 | 85B–52 | 100B–SH–53 | 112SH–79 | 115B–SH–81 | 85B–22

TIES 80 | TIES 80

SURF 70 | 70 | 73 | 88 | SURF 88

05–01–93 P3781404

CONSTRUCTED 1889 | CHENEY → | ← COULEE CITY | CONSTRUCTED 1889

2630+77.6 | 2586+87.9 | 2534+17.5 | 2481+37.5 | 2428+57.7 | 2375+78 | 2322+68.2 | 2270+18.5 | 2217+38.4 | 2164+58 | 2111+77.6 | 2058+97.2 | 2006+17.3 | 1953+37.4 | 1900+57.5 | 1848+01.9

50 | 45 | 40 | 35

TWC | F25 | TWC | F25

.99 24" RCP 24'
.74 24" CIP 32'
.17 36" RCP 24'
.67 24" RCP 32'
.53 24" ORCP 24'
.41 PVT XING 066037Y
.14 PT SW #11
.04 PUB XING 066036S
XBUCKS
.84 PT SW #9
.80 24" RCP 32'
.39 24" RCP 33'
.99 24" TP 35'
.91 PUB XING 066035K
XBUCKS
.78 48" CIP 36'
.58 36" RCP 24'
.42 24" RCP 24'
.25 24" RCP 24'
.13 24" RCP 24'
.67 PUB XING 066033W
XBUCKS
.54 36" RCP 24' &
24" RCP 24'
.05 PUB XING 066032P
XBUCKS
.90 36" RCP 32'
.63 2–36" ORCP 31'
.57 PUB XING 066031H
XBUCKS
.14 24" RCP 24'
.49 PUB XING 066030B
XBUCKS
.47 24" RCP 24'
.96 18" CMP 20'
.95 PUB XING 066029G
SIGS
.94 PT SW #11
.88 14"x24" WB 44'
.83 PUB XING 066028A
XBUCKS
.82 PT SW #9
.78 PUB XING 066027T
XBUCKS
.70 PT SW #9
.47 PUB XING 066025E
.48 XBUCKS
.72 2–48" RCP 32'
.51 18" RCP 19'
.45 24" CMP 31'
.20 36" RCP 41'
.03 36" RCP 32'
.85 36" RCP 32'
.69 3'x18" RTB
.37 PVT XING 066022J
.23 18" CMP 24'
.10 12" x 18" WB 16'
.67 18" CMP 24'
.51 PUB XING 066021C
XBUCKS
.48 24" TP 34'
.15 36" RCP 32'
.08 24" TP 25'
.02 PUB XING 066020V
XBUCK
.86 18" CMP 39'
.64 24" RCP 42'
.52 24" CMP 45'
.39 24" CMP 40'
.32 4'x18" RTB 48'
.22 18" RCP 38'
.78 RCP 32'
.63 24" RCP 32'
.56 6' x 18" RTB 24'
.45 2–24" RCP 32'
.34 24" x 4' RTB
.32 PUB XING 066019B
XBUCKS
.14 24" RCP 32'
.96 6'x18" RTB 24'
.79 24" CMP 24'
.67 36" RCP 32'
.60 24" RCP 40'
.58 PUB XING 066018U
XBUCKS
.40 24" RCP 32'
.05 36" RCP 32'

0.50 0.85 2396.40 1.00 0.40 0.00 0.30 0.80 0.25 0.00 0.00 0.20 0.18 0.50 0.90 0.40 0.00 0.25 0.80 0.24 0.67 1.00 0.80 0.50 0.55 0.80 0.70 2440.00 0.38 0.00 0.40 0.80 0.29 0.00 0.46 0.00 0.47 .52 BR 40 PUB OP 066023R STATE HWY 2 0.83 0.00 0.67 0.25 0.00 2462.00 0.44 0.00 0.32 0.52 0.27 2486.00 0.70 0.36

50' | 100' | 50' | 100' | 100' | 50' | 50' | CAP 1136' | 50' | 50' | 100' | 50'

ROCKLYN
MP 47.99

DAVENPORT
MP 41.74

TP 36" & 24" RCP 32' | TP 24" & 24" RCP 41' | 24" RCP 8' | PUB XING 066024X XBUCKS | PT SW #9 | PT SW #11 24" RCP | PT SW #11 5'x1.5' RSB 24'

C–49A 3–00' | C–49 3–00' | C–46 1–30' | C–44A 6–00' | C–44 4–00' | C–43 2–00' | C–42 6–00' | C–41A 5–00' | C–41 6–00' | C–40A 2–00' | C–40 5–00' | C–39A 2–00' | C–39 1–00' | C–38 2–00' | C–37 2–00' | C–36A 2–00' | C–36 2–00' | C–35 1–30'

85B–22 | 100B–SH–54 | 85B–22 | 112–SH–79 | 85B–24 | 100B–SH–52 | 100B–SH–54 | 85B–24 | 85B–24 | 112–SH–73 | 112B–48 | 85B–24 | 100B–SH–56 | 85B–15 | 112B–48 | 85B–15 | 100B–SH–53 | 112–SH–79 | 85B–15 | 100B–SH–62 | 112B–SH | 85B–15 | 100B–SH–51

TIES 60

SURF

TIES

SURF

05–01–93 P3781405

CONSTRUCTED 1889 — CHENEY → — ← COULEE CITY — CONSTRUCTED 1889

1848+01.9 — 1794+37.1 — 1743+05.9 — 1689+39.2 — 1636+60 — 1583+84.2 — 1530+99.6 — 1478+20.4 — 1425+42 — 1372+62.8 — 1319+83.5 — 1267+04.4 — 1214+25.2 — 1161+46.2 — 1108+68.4 — 1055+86.9

35 — 30 — 25 — 20

2520.00 — 2508.00 — 2523.00 — 2513.00

.14 BR 30 PT 15'

TWC — F25 — TWC — F25

.84 5'x3' RAIL & RTB 20'
.82 PUB XING 066017M XBUCKS
.77 6'x18' RTB 20'
.69 5'x3' RAIL & RTB 20'
.57 15" RCP 28' &
.38 20" CIP 21' &
.30 PT SW #9
.17 PUB XING 066016F XBUCKS

.98 PT SW #11

.80 24" RCP 32'
.74 PVT XING 066015Y

.60 24" CMP 28' &
.51 24" RCP 32'
.41 24" RCP 32'
.31 24" RCP 32'

.86 36" RCP 40'
.85 PUB XING 066014S XBUCKS
.82 36" RCP 39'
.70 24" RCP 40'

.33 24" RCP 40'

.05 2–36" RCP 48'

.89 2–36" RCP 39'
.75 24" RCP 44'
.71 PVT XING 096019H
.61 PUB XING 066013K
.50 24" RCP 52'
.43 PVT XING 066365R

.17 24" RCP 32'

.80 4'x18' RTB 27'
.71 24" RCP 32'

.50 PUB XING 066364J XBUCKS
.47 24" RCP 32'

.21 PVT XING 066363C

.93 36" RCP 31'

.66 42" RCP 62'

.44 24" RCP 32'

.28 2' x 1' WB 20'
.13 PVT XING 066362V
.02 2–72" RCP 43'

.56 25" CMP 24'
.30 24" RCP 32'
.19 24" CIP 24'
24" RCP 8'
2–24" RCP 32'
.13 36" RCP 31'
.10 36" RCP 36"

.81 PUB XING 066361N XBUCKS
.72 20" CIP 30'

.42 21" RCP 20' &
20" CIP 4'

.21 24" RCP 32'
.05 PT SW #9

.98 24" RCP 32'
.74 PUB XING 066360G XBUCKS LAKE ST
.67 PUB XING 066359M XBUCKS LAUREL ST
.61 PUB XING 066358F XBUCKS ASPEN ST
.57 PT SW #10
.53 20" CIP 24' &
.41 21" RCP 12'
.32 24" PT SW #11

.55 24" RCP 36'
.51 2–36" RCP 52'
.40 36" RCP 39'

.80 36" RCP 64'
.77 PUB XING 066357Y XBUCKS

.20 24" RCP 43'
.16 PVT XING 066356S
.05 36" RCP 44'

.88 24" RCP 40'
.80 24" RCP 32'

.68 COUNTY LINE
.61 24" RCP 24'

.09 48" RCP 56'
.01 PVT XING 066355K

.98 24" TP 42' &
24" RCP 8'
.96 PUB XING 066345D XBUCKS
.80 42" RCP 57'
.66 36" RCP 48'
.49 20" CIP 24' &
24" RCP 8'
.28 4'x4' RTB 79'
.19 24" RCP 48'
.16 PUB XING 066353W XBUCKS

.69 7' CA 94'
.50 PVT XING 066352P
.39 24" CIP 72'
.37 PT SW #11
.29 24" RCP 48'

.06 PT SW #11
.05 PUB XING 066351H XBUCKS COULEE HITE ROAD

.37 24" RCP 40'
.33 PVT XING 066350B

50' 125' 100' 50' 50' 50' 100' 50' 50' CAP 3470' 100' 50' 50' CAP 1586'

MONDOVI
MP 34.16

.26 24" RCP 48'
.12 18" CMP 20'

.88 PT SW #9

REARDAN
MP 26.71

LINCOLN CO
SPOKANE CO

HITE
MP 21.18

C–35 1–30' 8–00' — C–34 8–00' — C–33 4–00' — C–33A 2–10' — C–32 9–00' — C–32A 2–00' — C–32B 6–00' — C–31A 6–00' — C–31B 5–00' — C–31 5–00' — C–30A 6–00' — C–30 4–00' — C–28 4–00' — C–29 8–00' — C–27 1–00' — C–26 3–00' — C–24A 3–00' — C–24 4–00' — C–23A 2–00' — C–23 6–00' — C–22B 8–00' — C–22A 8–00' — C–22 8–00' — C–21 6–00' — C–20 4–00'

100B–SH–51 — 85B–14 — 115B–SH–82 — 85B–14 — 112SH–77 — 85B–14 — 100B–SH–54 — 85B–14 — 112SH–77 — 85B–14 — 100B–SH–51 — 85B–14 — 100B–SH–54 — 85B–14 — 100B–SH–54 — 85B–15 — 100B–SH–54 — 112B–SH — 85B–15 — 85B–15 — 115B–85 — 85B–15 — 100B–SH–61 — 85B–19 — 100B–SH–52 — 85B–15 — 100B–SH–53 — 85B–15 — 100B–SH–51 — 85B–15 — 100B–SH–53 — 85B–15 — 112B–72 — 100B–SH–61 — 85B–15

TIES — TIES

SURF — SURF

05–01–93 P3781406

SPOKANE DIVISION – C.W. SUBDIVISION

PA–14 LS–378 (7)

CONSTRUCTED 1889 | CONSTRUCTED 1888 | CHENEY → | ← COULEE CITY | CONSTRUCTED 1888

0.85 1.00 2418.00 0.00 0.40 .52 HWY OP 086345E 1.20 0.98 1.91 0.77 0.00 0.33 .54 BR 15 FT 16' DITCH 0.91 0.36 0.33 1.00 0.00 0.16 0.13 .97 RAILWAY BR OP BN TO WENATCHEE .89 BR 13 FT 65' CREEK 0.38 0.00 0.40 2390.00 0.00 0.39 0.75 .14 BR 12 FT 17' CREEK 0.43 .96 BR 11 FT 30' CREEK 0.00 0.00 0.50 0.50 0.11 2389.60 0.55 0.00 0.40 0.30 0.80 0.00 0.40 0.90 0.68 0.30 1.00 0.00 0.50 0.45 .22 2–HWY OP 086224G .20 I–90 1.00 0.80 2394.00 0.00 0.10

1055+86.9 | 1003+07.2 | 950+24.8 | 897+48 | 845+01.7 | 791+88.4 | 739+09.2 | 686+29.1 | 633+48.8 | 580+70.2 | 527+90.8 | 475+12.4 | 422+32.2 | 369+53.6 | 316+74.4 | 263+95

20 — TEST MILE — 15 — 10 — 5

TWC | F25 | TWC | F25

.98 24" RCP 40'
.83 PUB XING 086349G XBUCKS
.77 36" CMP 35'
.57 20" CIP 24' &
.44 PVT XING 086348A
.41 24" CIP 38' &
.24 24" RCP 4'
.28 24" CIP 43' &
.14 24" RCP 32'

.87 5' CA 67'
.73 24" CIP 43' &
.66 24" RCP 8' &
.55 24" RCP 43' &
.53 PUB XING 086347T XBUCKS
.45 36" RCP 41'
.32 24" CIP 36' &
24" RCP 8'

.91 36" RCP 24'
.82 24" RCP 24'
.59 PVT XING 086346L
.26 2–36" CMP
.15 PUB XING 086344X XBUCKS
.14 24" RCP 24'

.97 24" RCP 24'
.88 24" TP 25'
.80 24" RCP 24'
.46 24" TP 40'
.41 PVT XING 086343R
.24 24" TP 34'
.04 8'x10' CA 101'

.87 24" CIP 60'
.80 PVT XING 086342J
.28 24" CIP 49'
.15 24" CIP 24'
.04 PUB XING 086341C XBUCKS

.96 24" CMP 24'
.81 24" CIP 60'
.65 PVT XING 096028G
.58 24" CIP 48'
.22 PVT XING 086340V
.12 24" CIP 36'
.03 PUB XING 086339B XBUCKS

.87 24" RCP 24
.85 PVT XING 086338U
.55 PUB XING 086337M XBUCKS
.16 2–24" RCP 24'

.73 4'x18" RSB 24'
.61 2–36" RCP 24' &
36" CMP 24'
.32 48" CIP 24'
.21 PUB XING 086336F XBUCKS

.99 PUB XING 086335Y
.62 PVT XING 086334S
.55 36" RCP 32' &
24" RCP 33'
.33 24" RCP 25'
.28 24" CIP 24'
.16 PVT XING 086332D

.88 24" CIP 31'
.83 PUB XING 086331W SIGS
.79 24" CIP 24'
.68 PUB XING 086330P SIGS
.41 PT SW #11
.12 PUB XING 086328N XBUCKS

.99 24" CIP 31'
.68 24" CIP 48'
.48 36" STEEL
.14 24" CIP 36'

.96 48" RCP 50'
.60 24" CIP 24'
.30 PUB XING 086327G XBUCKS

.96 24" CIP 24'
.75 PUB XING 086326A XBUCKS
.72 24" RCP 40'

.89 36" RCP 39'
.71 PUB XING 086325T XBUCKS
.23 PVT XING 086324L
.06 2–48" RCP 41'

.98 PUB XING 086223E XBUCKS
.84 36" RCP 24"
.45 24" CIP 24'
.27 24" RCP 23' &
36" CMP 39'

50' | 125' | 75' | 150' | 170.6'

C–20 4–00' 2–00' | C–19 6–00' | C–17 6–00' | C–18A 6–00' | C–16 4–00' 10–00' | C–15A 3–00' | C–15 3–00' | C–14A 4–00' | C–14 4–00' | C–10 5–30' | C–9 3–00' | C–9A 2–00' | C–8 6–00' | C–7 2–00' | C–6 4–00' | C–5B 6–00' | C–5A 4–00' | C–5C 8–00' | C–5 6–00'

MEDICAL LAKE MP 10.61

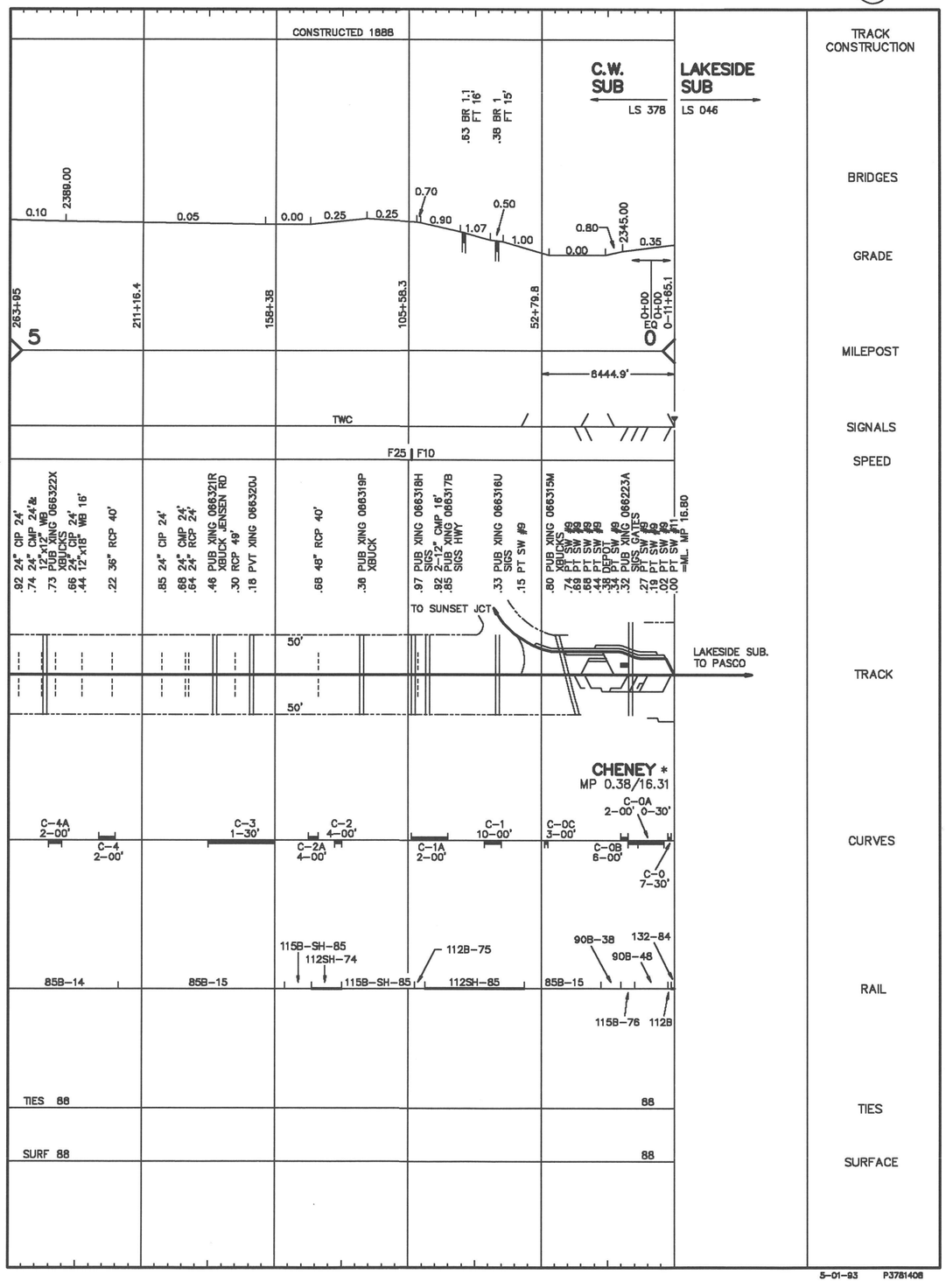
100B–SH–61 | 100B–SH–52 | 85B–15 | 85B–15 | 100B–SH–52 | 100B–SH–53 | 85B–15 | 112B–SH | 112B–SH–69 | 85B–14 | 112SH–79 | 85B–14 | 112SH–73 | 85B–14 | 85B–15 | 112B–SH | 115B–SH | 100B | 85B–15 | 112B–SH (#11 SW) | 85B–15 | 112SH–79 | 85B–15 | 100B–SH–51 | 85B–15 | 100B–SH–49 | 85B–15 | 100B–SH–62 | 85B–14 | 100B–SH–52 | 100B–SH–53 | 85B–14

TIES 75 | 75 | 74 | TIES 88

SURF 80 | 80 | 74 | SURF 88

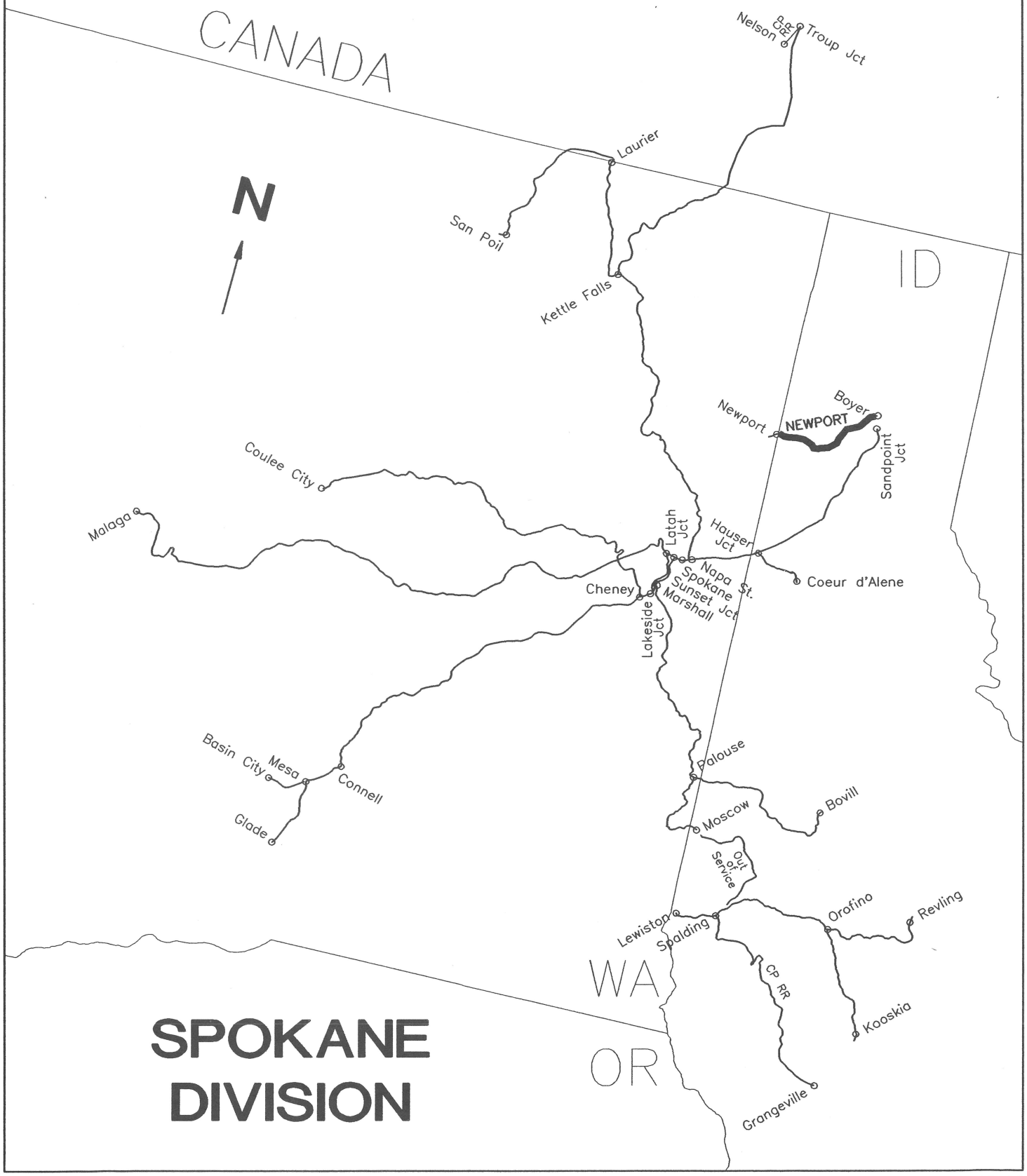
05–01–93 P3781407

SPOKANE DIVISION – C.W. SUBDIVISION PA–14 LS–378 (8)



5–01–93 P3781408

NEWPORT SUBDIVISION
BOYER - NEWPORT



PLT DATE: 7-12-93

SPOKANE DIVISION – NEWPORT SUBDIVISION

PA–10 LS–37 (1)

TRACK CONSTRUCTION

CONSTRUCTED 1892

BOYER →

← NEWPORT

CONSTRUCTED 1892

BRIDGES

0.50 0.00 0.80 0.00 0.40 0.60 0.27 2413.79 0.40 .05 PUB OH DOT# 0.28 0.40 0.35 0.40 .55 BR 1428.4 DPG, TRT, 109' PEND OREILLE RIVER 0.00 0.20 0.05 2364.00 0.00 0.10 0.00 0.10 0.00 0.20 0.00 0.60 0.25 0.00 0.25 0.00 .60 BR 1423.6 DPG, TRT, RCT 397' PRIEST RIVER 0.00 0.25 0.01 0.15 0.00 0.10 0.15 2367.00 0.00 0.40 0.00 0.30 0.00

GRADE

1024+99 | 1078+03 | m1105+84.1 Ω1105+65.4 | m1127+57.0 Ω1+41.7 | 0+87 | 29+03 Ω29+00 | 49+91 | 89+62 | 103+93 Ω104+00 | m133+02.4 Ω133+00 | 135+48 | m151+99 Ω152+00 | m174+88.9 Ω1324+03.8 | 1337+88 | m1366+81.3 Ω217+38.0 | 233+99 Ω234+00 | 241+60 | m274+83.6 Ω1424+84.8 | m1443+38 Ω1444+00 | 1443+98 | 1494+84 | m1523+21.1 Ω1523+00 | m1540+03.5 Ω1540+00 | 1543+26 | 1540+04 Ω1540+00 | 1601+41 | m1632+19 Ω1632+00 | m1645+03.0 Ω485+82.9 | 503+39 | m531+01 Ω531+00 | 563+27 | m563+99 Ω564+00 | m580+96 Ω581+00 | m605+95 Ω606+00 | 609+43

MILEPOST

1430 — 3971' — 1425 — 4581.4' — 1420 — 5989' — 4607'

SIGNALS

TWC | TWC

SPEED

YARD | F25 | F25 | F40

PEND O'REILLE VALLEY R.R. TO METALINE FALLS

.98 END OF TRACK
.81 24" RCP 40'
.44 PT SW #20
.89 24" CP 72'
.31 DEPOT (SOLD)
.28 PUB XING
.22 PT SW #11
.14 PT SW #1
.09 STATE LINE
.73 PT SW #11
.92 6"x6" CP 263'
.35 18" CMP 42'
.23 18" CMP 30'
.21 PT SW #11
.18 12" CMP 18'
.12 24" CMP 60'
.99 24" CP 72'
.82 18" CMP 48'
.72 24" CP 42'
.62 24" CP 56' &
.30" CP 18'
.46 12" CMP 188'
.37 3'x3' TIR CULV &
.25 12" CP 18'
.20 12" CMP 30' &
24" CMP 36'
.16 12" CMP 24'
.14 24" CMP 83'
.98 24" CMP 40'
.82 30" CP 72'
.69 18" CMP 36'
.61 12" CP 18'
.55 18" CP 30'
.93 30" CP 64'
.85 18" CIP 28'
.82 12" CIP 24'
.78 12" CMP 48'
.66 24" CP 46'
.48 12" CIP 28'
.38 30" CP 78'
.22 18" RCP 30'
.17 18" CIP 24'
.14 24" CIP 42'
.00 48" CIP 84'
.80 24" CMP 40'
.76 12" CIP 24'
.73 12" CIP 24'
.72 24" CMP 40'
.64 12" CIP 84'
.60 12" CIP 42'
.53 12" CIP 106'
.38 24" PUB XING 58753U
.33 SIGS
.25 DEPOT
.12 PUB XING 58751F
.05 PT SW #11
.94 PT SW #11
.42 PT SW #11
.23 2–36" CP 90'
.50 24" CP 64'
.26 48" CP 96'
.81 24" CP 60'
.53 PVT XING 58749E
.33 48" RCP 102'
.28 PT SW #11
.14 24" CMP 48'
.11 PVT XING 58748X
.99 36" CP 88'
.75 PUB XING 58747R
.58 24" CP 58'
.55 PT SW #11
.93 12" CIP 22'
.73 18" CMP 24'
.62 12" CIP 22'
.48 18" CP 24'
.47 12" CMP 38'
.34 12" CMP 24'
.30 12" CMP 21'
.11 18" RCP 60'
.06 30" CP 56'

TRACK

50' 100' 50' 125' 100' 175' 50' 100' 200' 50' 100' 50' 100' 70' 50' 100' 50' 30' 70'

CAP 6765'

50' 100' 200' 125' 100' 50' 100' 50' 200' 50' 100' 50'

NEWPORT
MP 1431.30

WASHINGTON
IDAHO

ALBENI FALLS SPUR
MP 1428.21

11 24" CP 48'
.08 24" CP 61'

18" CP 32'
.92 12" CIP 15'
.82

PRIEST RIVER
MP 1424.25

HEDLUND LUMBER
MP 1423.42

THAMA
MP 1420.75

CURVES

C–1431 2–10' | C–1431A 4–00' | C–1431 3–54' | C–1430 1–15' | C–1426A 4–14' | C–1428 4–40' | C–1427B 1–58' | C–1427C 3–21' 2–20' | C–1427A 2–44' | C–1427 2–44' | C–1426B 2–34' | C–1426A 3–04' | C–1426 3–04' | C–1425A 1–47' | C–1425 1–49' 2–07' | C–1424 0–29' | C–1423 2–03' | C–1422A 2–35' | C–1422 1–08' | C–1420 3–10' | C–1419 1–32'

RAIL

115B–54 | 115–70 115B–54 | 115B–54 | 115B–54 | 115B–53

TIES

81 | 81 | 86 | 76 | TIES 76

SURFACE

70 | 70 72 | 72 69 | 69 88 | SURF 88

05–01–93 P0371001

CONSTRUCTED 1892 | BOYER → | ← NEWPORT | CONSTRUCTED 1892

608+43 | 657+98.0 / 658+00.0 | 663+52 | 691+32.6 / 1841+25.5 | 1864+81 | 1873+13.8 / 1873+00.0 | 1918+98 | 1951+04.0 / 1951+00.0 | 1970+28 | 1989+03.8 / 1989+00.0 | 2023+35 | 2039+86.8 / 891+83.1 | 918+98.0 / 917+00.0 | 934+06 | 955+94.0 / 956+00.0 | 986+31 | 992+38.0 / 2140+88.0 | 2182+84 | 2185+01.8 / 1036+82.1 | 1068+28.5 / 1068+00.0 | 1085+40 | 1095+96.5 / 1096+00.0 | 1134+94.0 / 1135+00.0 | 1137+32 | 1175+68 | 1190+97.6 / 2343+35.4 | 2355+11.0 / 2355+00.0 | 2375+72 | 2408+97.0 / 2409+00.0 | 2445+59 | 2461+07.0 / 2461+00.0 | 2495+32.4 / 2495+61.3 / 2499+40 | 2524+96.8 / 1373+07.0 | 1397+37.7 / 2549+08.2 / 2551+55

0.00 | 2366.00 | 0.30 | 0.40 | 0.10 | 0.00 | 0.60 | 0.00 | 2392.50 | 0.00 | 0.60 | 0.40 | 0.30 | 0.60 | 0.10 | 0.00 | 0.40 | 0.00 | 0.20 | 0.30 | 0.00 | 2367.00 | 0.30 | 0.55 | 0.00 | 0.22 | 0.15 | 0.25 | 0.10 | .24 BR 230.6 HWY 2, 5873+P | 0.10 | 2375.87 | 0.20 | 0.80 | 0.40 | 0.20 | 0.00 | 0.10

1415 | 1410 | 1405

3836' | 6984'

TWC | F40 | TWC | F40

.77 24" CP 52'
.62 PVT XING 58746J
.58 24" CP 64'
.48 38" CP 80'
.04 24" CP 96'

.88 24" CP 44'
.61 24" CP 40' &
24" VP 22'
.42 24" CP 48'
.24 12" CIP 30'
.07 24" CP 88'

.85 18" RCP 64'
.48 2–42"x55" CULV 134'
.42 PT SW #20
.05 PUB XING 58745C
SIG GATES

.93 24" CP 54'
.74 PUB XING 58744V
XBUCKS

.29 48" CP 86'
.06 PT SW #20
.02 30" CP 72'

.92 PUB XING 58743N

.57 24" CP 39'
.46 12" CIP 24'
.28 PVT XING 58742G
.25 18" RCP 30'

.79 24" CP 39'
.75 PVT XING 58741A
.69 36" CP 60'

.32 24" CMP 76'
.13 12" CIP 18'
.09 30" CP 64' &
.04 24" CMP 38'

.80 24" CP 72'
.75 10" CIP 24'
.69 12" CIP 24'

.44 10'x12' CB

.27 12" CMP 24'
.09 24" CP 53'
.06 18" CP 30'

.89 30" CP 54'

.48 PVT XING

.92 PUB XING 58740T

.67 30" CP 48'

.44 30" CP 72'

.14 6'x6' CP 64'

.99 PVT XING 58738S

.85 30" CP 96'
.77 PVT XING 58737K

.47 10'x12' CP 42'

.20 PVT XING 58736D

.95 24" CP 48'
.73 PVT XING 58735W
.66 24" VP 41'

.27 2–30" CMP 95'

.58 24" VP 55'

.15 18" CIP 39'
.04 PT SW #11

.90 24" CMP 36'
.75 18" CIP 36'

.54 PUB XING 58733H
XBUCKS

30' | 60' | 30' | 40' | 50' | 40' | 60' | 80' | 40' | 30' | 50' | 100' | 50' | 100' | 50' | 200' | 50' | 100' | 50' | 100' | 50' | 100' | 75' | 50' | 100'

CAP 6209'

LACLEDE
MP 1416.00

DOVER
MP 1405.04

UPRR

TO NAPA ST.

TO SANDPOINT

C–1418 3–18' | C–1417A 1–03' | C–1417 0–29' 1–00' | C–1415 1–41' | C–1414B 1–35' | C–1414A 1–06' | C–1414 1–12' | C–1413 1–46' | C–1413 2–04' | C–1412B 3–20' | C–1412A 2–42' | C–1412 2–42' | C–1410C 1–29' | C–1410B 3–10' | C–1410A 3–10' | C–1410 3–22' | C–1409 3–01' | C–1408 3–02' | C–1406 1–00' | C–1505 1–34' | C–1404 2–31'

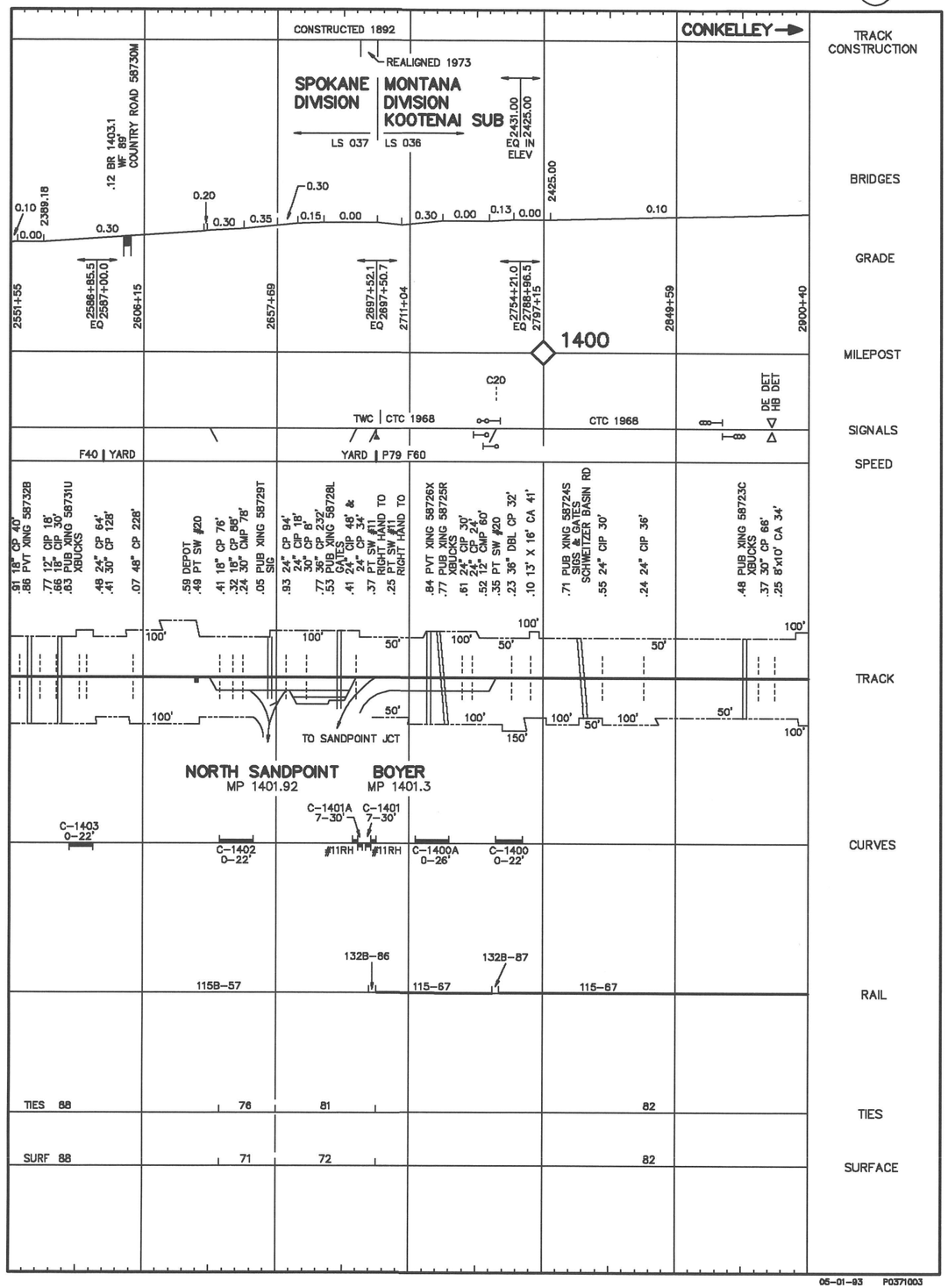
115B–53 | 115B–55 | 115B–63 | 115B–55 | 115B–57 | 115B–57

TIES 88 | TIES 88

SURF 88 | SURF 88

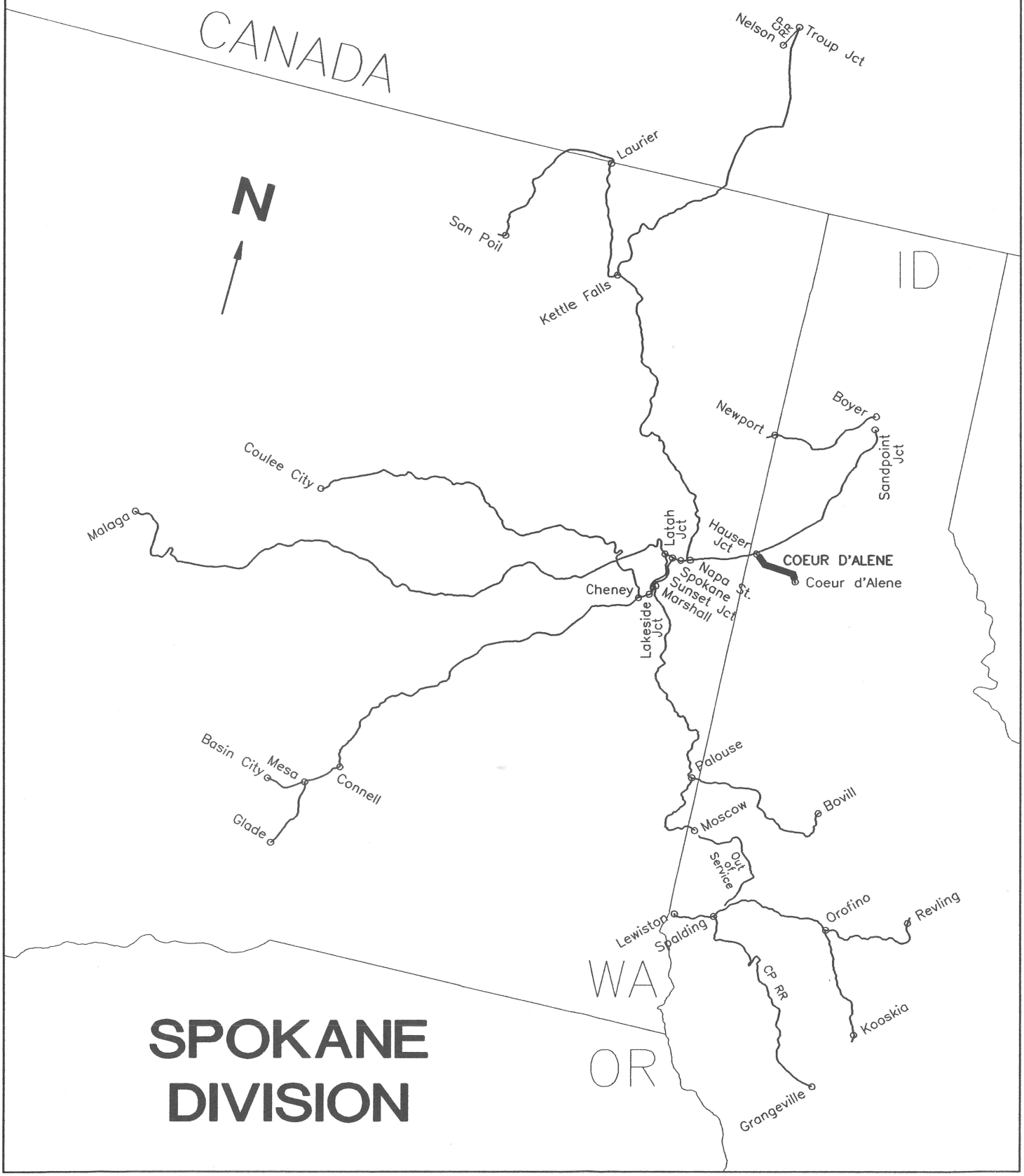
05–01–93 P0371002

SPOKANE DIVISION – NEWPORT SUBDIVISION PA–10 LS–37 (3)



05–01–93 P0371003

COEUR D'ALENE SUBDIVISION
HAUSER JCT - COEUR D'ALENE



SPOKANE DIVISION

PLT DATE: 7-12-93

SPOKANE DIVISION – COEUR D'ALENE SUBDIVISION

PA–11 LS–382 (1)

TRACK CONSTRUCTION

CONSTRUCTED 1886 | COEUR D'ALENE → | CONSTRUCTED 1903 | ← HAUSER JCT | CONSTRUCTION 1912 | CONSTRUCTED 1903

BRIDGES

GRADE

MILEPOST

SIGNALS

SPEED

TO SANDPOINT JCT

TRACK

TO SPOKANE

CURVES

RAIL

TIES

SURFACE

HAUSER JCT MP 0.0/51.45

GRAND JCT MP 2.28

POST FALLS MP 4.11

HUETTER MP 8.66

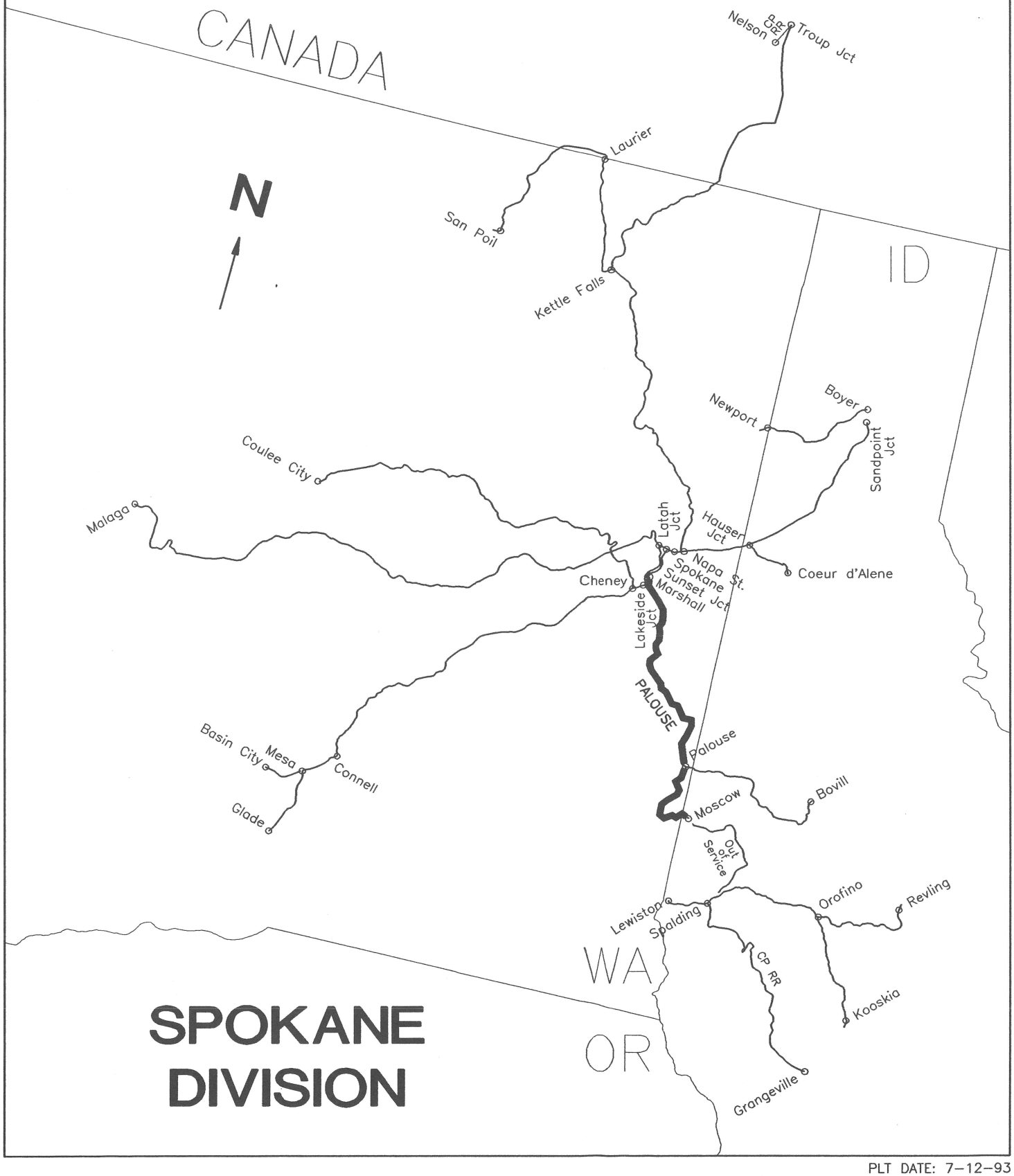
ATLAS MP 9.34

GIBBS MP 11.05

COEUR D'ALENE MP 12.19

05–01–93 P3821101

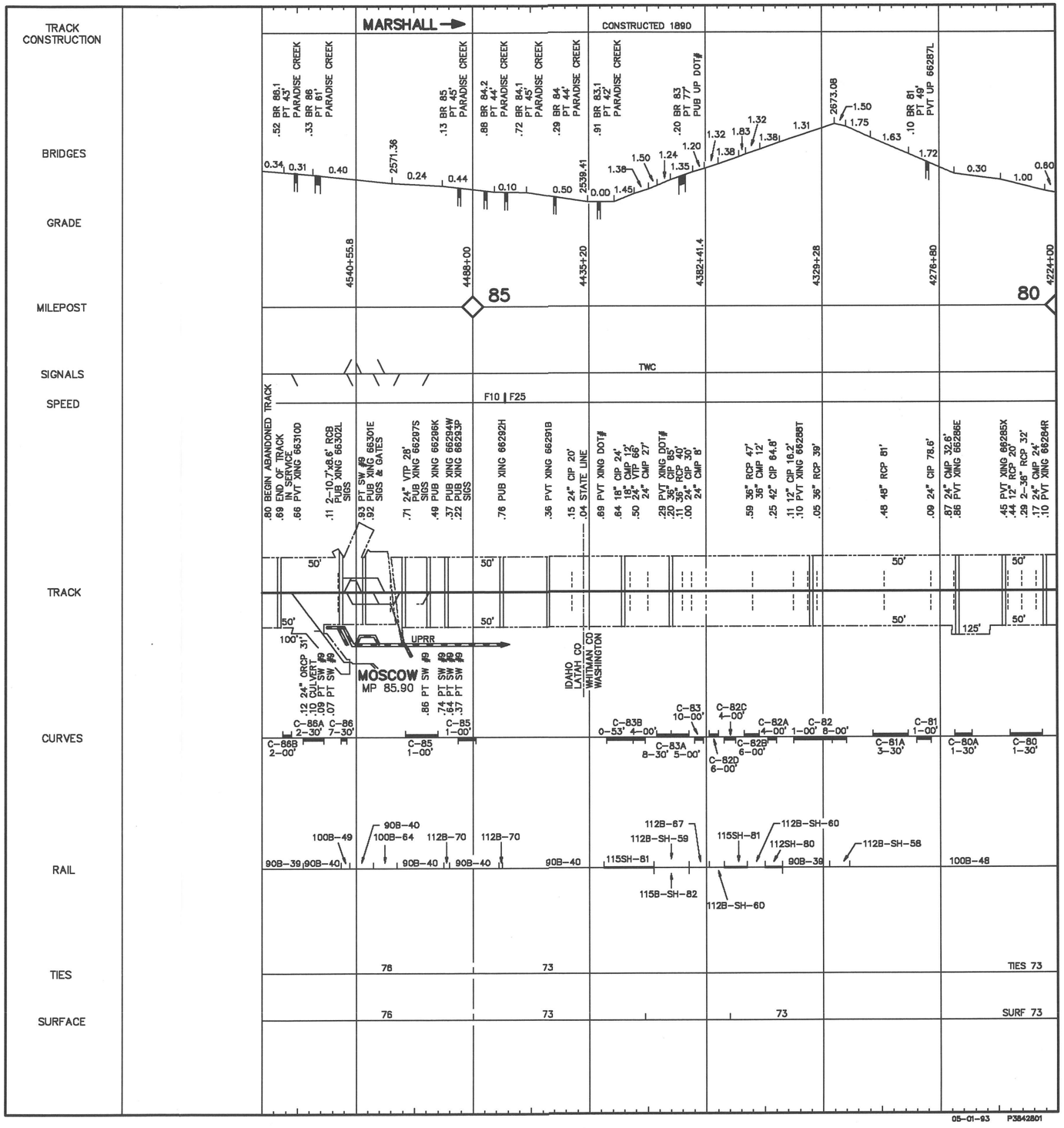
PALOUSE SUBDIVISION
MARSHALL - MOSCOW



PLT DATE: 7-12-93

SPOKANE DIVISION – PALOUSE SUBDIVISION

PA–27 LS–384 (1)



SPOKANE DIVISION – PALOUSE SUBDIVISION

PA–27 LS–384 (2)

CONSTRUCTED 1890 | CONSTRUCTED 1887 | MARSHALL → | ← MOSCOW | CONSTRUCTED 1887

.87 BR 79 PT 16' SUNSHINE CREEK
.68 BR 78 FT 16' SUNSHINE CREEK
.61 BR 77 PT 16' SUNSHINE CREEK
.85 BR 76 PT 71' PARADISE CREEK
.22 OH HWY 66270H
.56 BR 74 FT 108' MISSOURI CREEK
.20 OH HWY 96040N
.92 BR 70 PT 59'
.72 BR 69 PT 60' PALOUSE CREEK
.83 BR 66.1 PT 44' SHUBERT CREEK
.17 BR 66 PT 30' SHUBERT CREEK
.25 BR 65.1 PT 80' PUB UP DOT#
.18 BR 65 PT 135' 4 MILE CREEK PVT UP 661931C

4224+00 | 4171+17.8 | 4118+38.3 | 4065+11.7 | 4012+77.2 | 4003+92.9 / 4004+07.6 | 3959+52.4 | 3906+73.1 | 3854+65.0 | 3801+12.9 | 3748+32.9 | 3694+38 | 3642+72.9 | 3589+93.4 | 3537+13.0 | 3484+40 | 3431+57.0

80 | 75 | 70 | 65

DIAMOND | TWC | F25 | F10 | F10 | F25 | TWC | F25

.46 PUB XING 66283J
.38 3–36" RCP 31.2'
.22 PVT XING 662822C

.91 PVT XING 662811V
.87 24" CI 24' &
24" CMP 16'

.58 PVT XING 662806N
.33 24" CMP 16' &
24" VTP 27'
.13 24" RCP 23.4'
.09 10"x12" WB 24'
.07 PVT XING 66279U

.84 PVT XING 662786M
.71 6" VTP 14'
.70 PVT XING DOT#
.57 PVT XING 662766Y
.49 2–48" RCP 32'

.25 PUB XING 662755S
.02 PUB XING 662744K
SIGS

.93 PVT XING 662723D
.56 36" CMP 52.9'
.48 PUB XING 662729W
.28 36" CP 40'
.23 RR XING UPRR
.20 PVT XING 662869N
.14 PUB XING 662858G
.01 PUB XING 662867A
SIGS, GATES
PEARL ST

.87 24" TP 50'
.71 PUB XING 662866T
.61 PUB XING 662865L
.56 PT SW #9
.43 18"x20" WB 149'
.30 24" TP 54' &
24" RCP 40'
.00 PUB XING 66162L
SIGS, GATES
.43 3x2 RTB 24' &
.35 RCP 8'

.98 PT SW #9
.78 24" RCP 70.8'
.73 PVT XING 66161E
.71 18" CIP 24' &
24" RCP 46.4'
.70 24" RCP 69.8'
.65 PT SW #9
.59 PT SW #9
.38 18" CIP 24.5' &
18" CMP 8'

.98 4" x 1.5" RSB 61'
.91 PUB XING 66159D
.88 24" CIP 32'
.54 PT SW #9
6' x 1" RSB
.53 2–24" CIP 24' &
24" RCP 23.6'
.49 18" CMP 25'
18" CMP 8'
.21 18" CIP 25'
.08 12" CIP 15' &
PVT XING 66157P

.00 18" CIP 30'
.80 24" CMP 34'
.58 24" CIP 24' &
18" CMP 24'
.51 12" CMP 24'
.50 20" CIP 25'
.41 18" CIP 25' &
18" CMP 10'
.29 36" RCP 36'
.14 2–12" RCP & CMP 24'
.04 18" CIP & CMP 37'

.95 36" RCP 33'
.85 PUB XING 66155B
.73 24" RCP 25' &
24" CMP 4'
.58 18" CIP 25' &
18" CMP 12'
.33 36" OCP 31'
.32 PVT XING 66154U

.26 18" CIP 24' &
18" CMP 10'

.81 PUB XING 66204V &
ROAD BR, FT 25'
.66 PT SW #9

.37 PT SW #9
.36 48" RCP 31'

.15 18" CIP 30'
.02 24" CIP 31'

.58 36" CMP 34.6'
.52 24" CIP 18.7' &
24" CMP 14'
.33 24" CMP 6' &
24" RCP 23.6'
18" CIP 24' &
.20 PVT XING 66203N
.19 24" RCP 23.5'
.08 PUB XING 66202G

.84 18" CIP 31' &
18" CMP 4'
.73 18" CIP 30'
18" CIP 30'
.65 18" CIP 30'

.49 36" CMP 29.6'
.34 24" CIP 25'

.95 24" CIP 36'

.79 24" CIP 44'

.68 30" CIP 48'

.41 2–4.5'x4.5' STB 45'

.10 PT SW #9
.06 PVT XING 66201A
.02 PVT XING 66200T

.97 20" CIP 18' &
18" CMP 12'
.90 PUB XING 66199B
.75 PVT XING 66198U

.55 18" CIP 24'

.14 PUB XING 66197M

.86 PT SW #9
.82 PVT XING DOT#
.74 24" CIP 36' &
24" RCP 16'
.65 24" CIP 32' &
24" RCP 16'
.64 36" RCP 48'
.58 PT SW #9
.32 24" CIP 48' &
24" RCP 4' L & R
.29 PUB XING 66194S

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

UPRR

PULLMAN
MP 75.63

.52 PT SW #9
.46 PT SW #9
.44 PT SW #9
.18 PT SW #9
.01 PT SW #9

WHELAN
MP 70.46

.93 18" CIP 25' &
18" CMP 6'

MADSON
MP 67.04

FALLON
MP 65.54

.81 PT SW #9
.51 PT SW #9

C-79A 4–00' | C-79 1–30' 3–00' | C-78 1–30' | C-77E 1–30' | C-77D 3–00' | C-77C 10–00' | C-77B 3–00' | C-77 1–30' 5–00' | C-76B 2–00' | C-76A 6–00' | C-76 9–00' | C-75B 10–01' | C-75A 4–00' | C-75 5–00' | C-74C 4–00' | C-74B 5–00' | C-74A 7–00' | C-74 2–00' | C-73B 4–00' | C-73A 5–00' | C-73 3–00' | C-72B 4–00' | C-72A 5–00' 2–39' | C-72 4–00' 1–00' 4–00' | C-71A 5–00' | C-71 8–00' | C-70 3–00' | C-69B 2–00' | C-69A 6–00' | C-69 5–00' | C-68B 3–00' | C-68A 4–00' | C-68 8–00' | C-67A 7–00' | C-67 2–00' | C-66A 3–00' | C-68 4–00' | C-65B 3–02' | C-65A 2–00' | C-65 3–00'

100B–48 | 112B–SH–67 90B–39 90B–39 90B–40 100B–39 | 100B–63 90B–39 | 100B–54 90B–39 | 100B–51 | 112B–SH–66 112B–SH–59 | 100B–56 112B–SH–59 | 100B–61 100B–49 100B–54 112–70 | 100B–55 85B–20 | 112B–60 85B–20 100B–54 | 85B–20 | 100B–54 85B–20 | 112B–SH–64 85B–20 100B–51 | 112B–SH–66 85B–20 | 115B–80 85B–22 | 112SH–80 112SH–68 112B–SH–66 85B–22 | 112B–SH–81 85B–22 100B–SH–51 | 85B–22 112B–SH–65 | 85B–22 100B–SH–55 85B–22 | 85B–22 | 112SH–73 85B–23 100B–SH–51 100B–SH–52 | 85B–22 | 100B–55

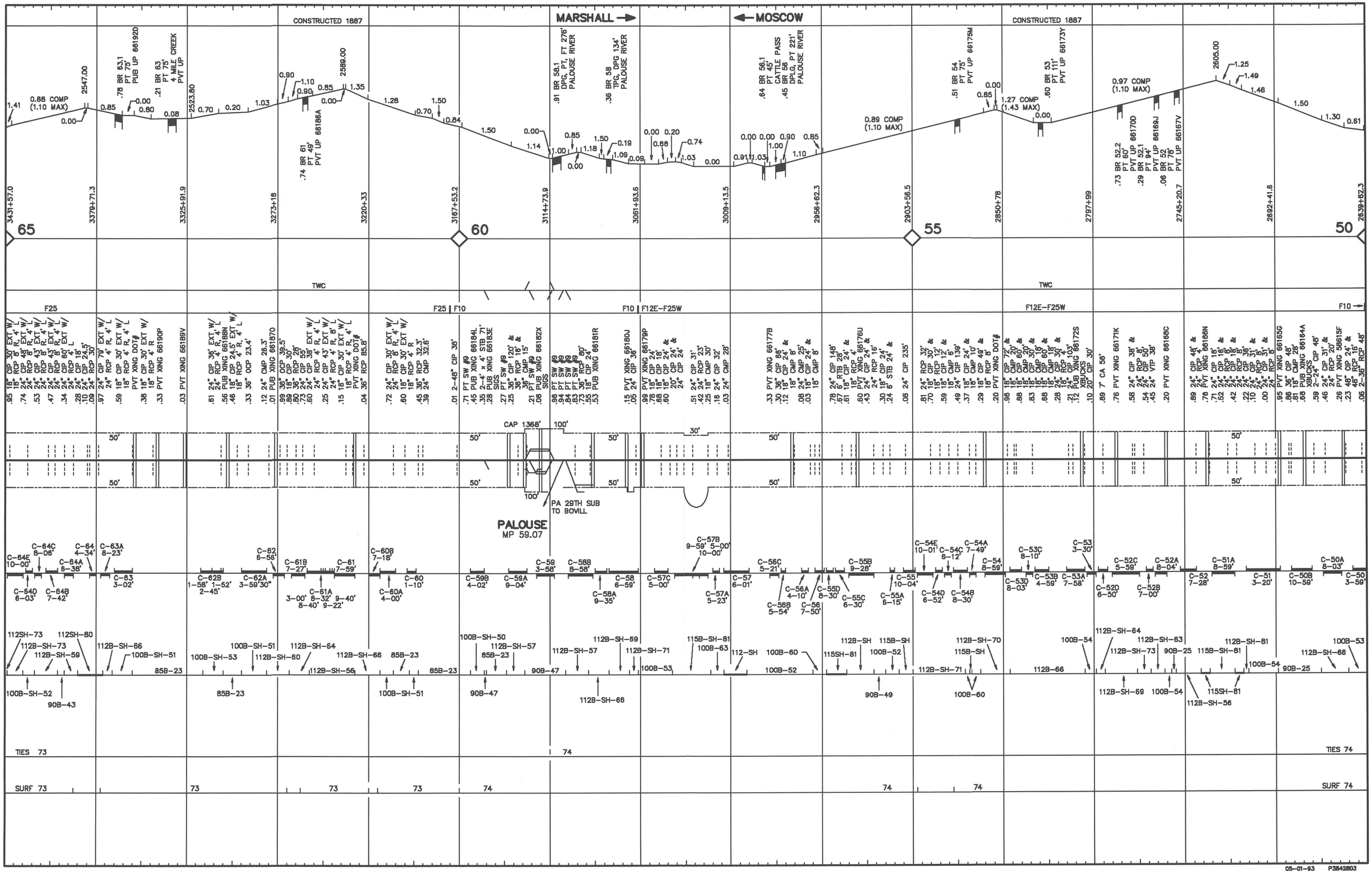
TIES 73 | 73 | 73 | 73 | 73 | TIES 73

SURF 73 | 73 | 73 | 73 | 73 | SURF 73

05–01–93 P3842802

SPOKANE DIVISION – PALOUSE SUBDIVISION

PA-27 LS-384 (3)



05-01-93 P3842803

SPOKANE DIVISION – PALOUSE SUBDIVISION

PA–27 LS–384 (4)

CONSTRUCTED 1887 — MARSHALL → — ← MOSCOW — CONSTRUCTED 1886

2639+62.3 | 2586+79.1 | 2534+04.7 | 2481+28.5 | 2428+47.6 | 2375+68.2 | 2322+90.2 | 2269+91.3 | 2217+32.8 | 2164+52.7 | 2111+74 | 2059+76.9 | 2006+14.7 | 1953+36 | 1900+57.4 | 1847+77.9

50 | 45 | 40 | 35

DIAMOND | TWC | TWC | DIAMOND

F10 | F25 | F25 | F35 F25

GARFIELD MP 49.53 — EDEN MP 47.22 — FARMINGTON MP 43.63 — BELMONT MP 42.93 — OAKESDALE MP 37.58

TIES 74 | SURF 74

05-01-93 P3842804

SPOKANE DIVISION – PALOUSE SUBDIVISION

PA–27 LS–384 (5)

CONSTRUCTED 1886 — MARSHALL → — ← MOSCOW — CONSTRUCTED 1886

35 — 1847+77.9 — 1794+88.3 — 1742+17.9 — 1689+38.3 — 1636+12.1 — 30 — 1583+80.3 — 1531+00.8 — 1478+22.2 — 1425+43.8 — 1372+65.2 — 25 — 1320+21.6 — 1267+05.9 — 1214+27.8 — 1161+50 — 1108+72.2 — 20 — 1055+93.7

TWC — TWC

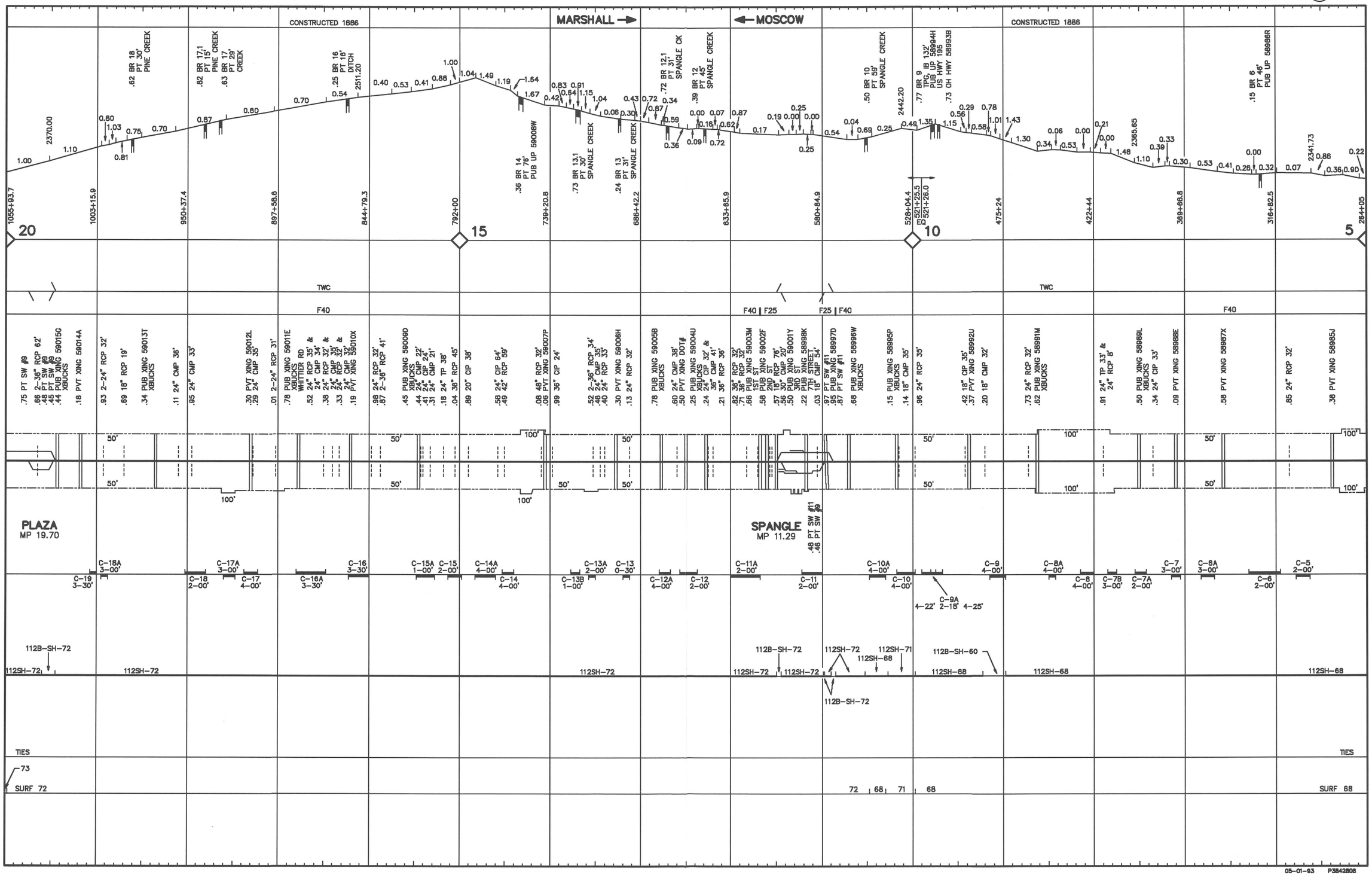
F35 — F35 | F25 — F25 | F35 — F35 | F40

FLAIG MP 34.99 — McCOY MP 32.03 — ROSALIA MP 26.79 — WHITMAN CO / SPOKANE CO

TIES 74 — 74 — 73 — TIES 73

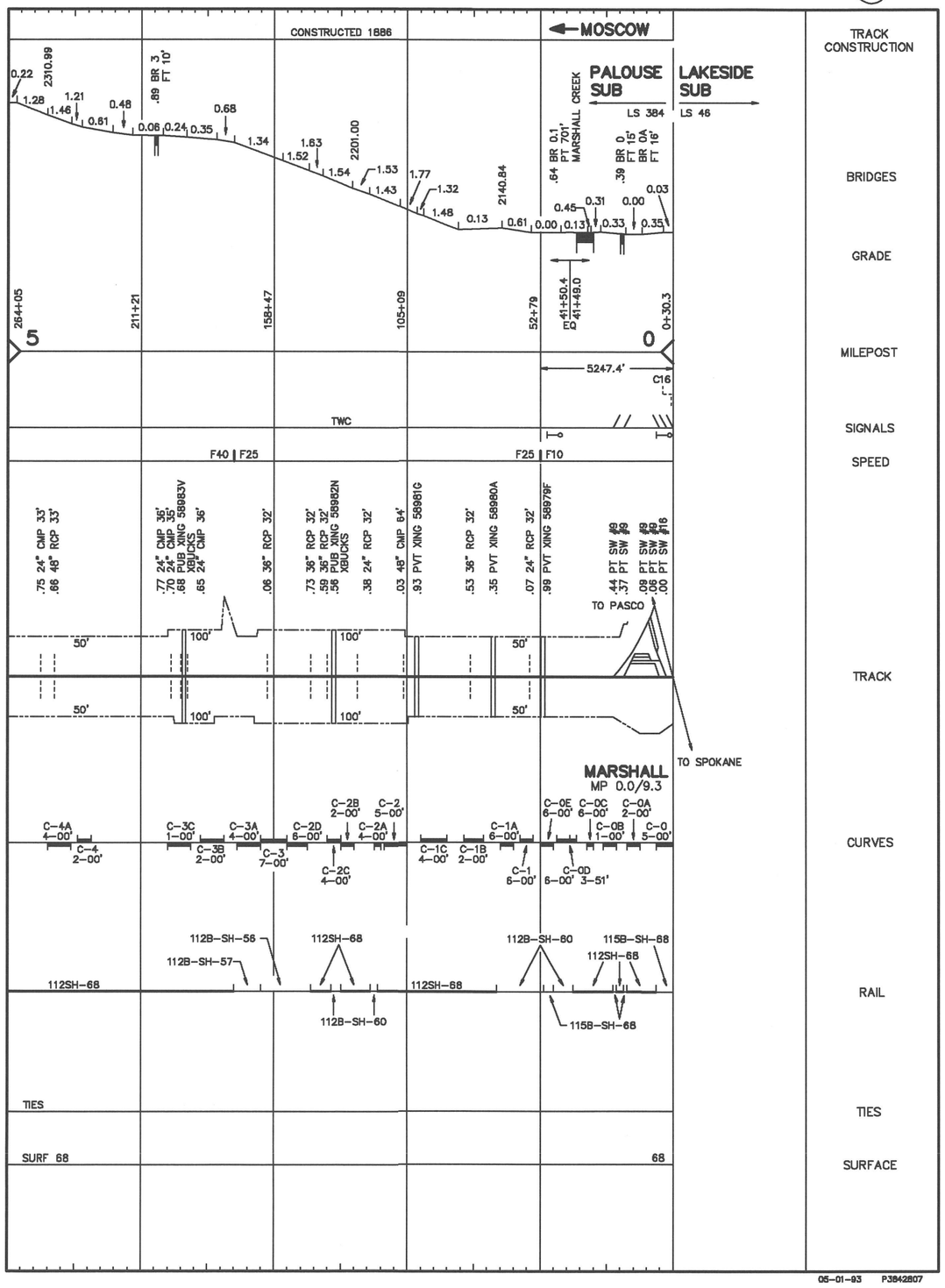
SURF 77 — 77 — 73 — 73 — 73 — 73 — 73 — SURF 73

05–01–93 P3842805



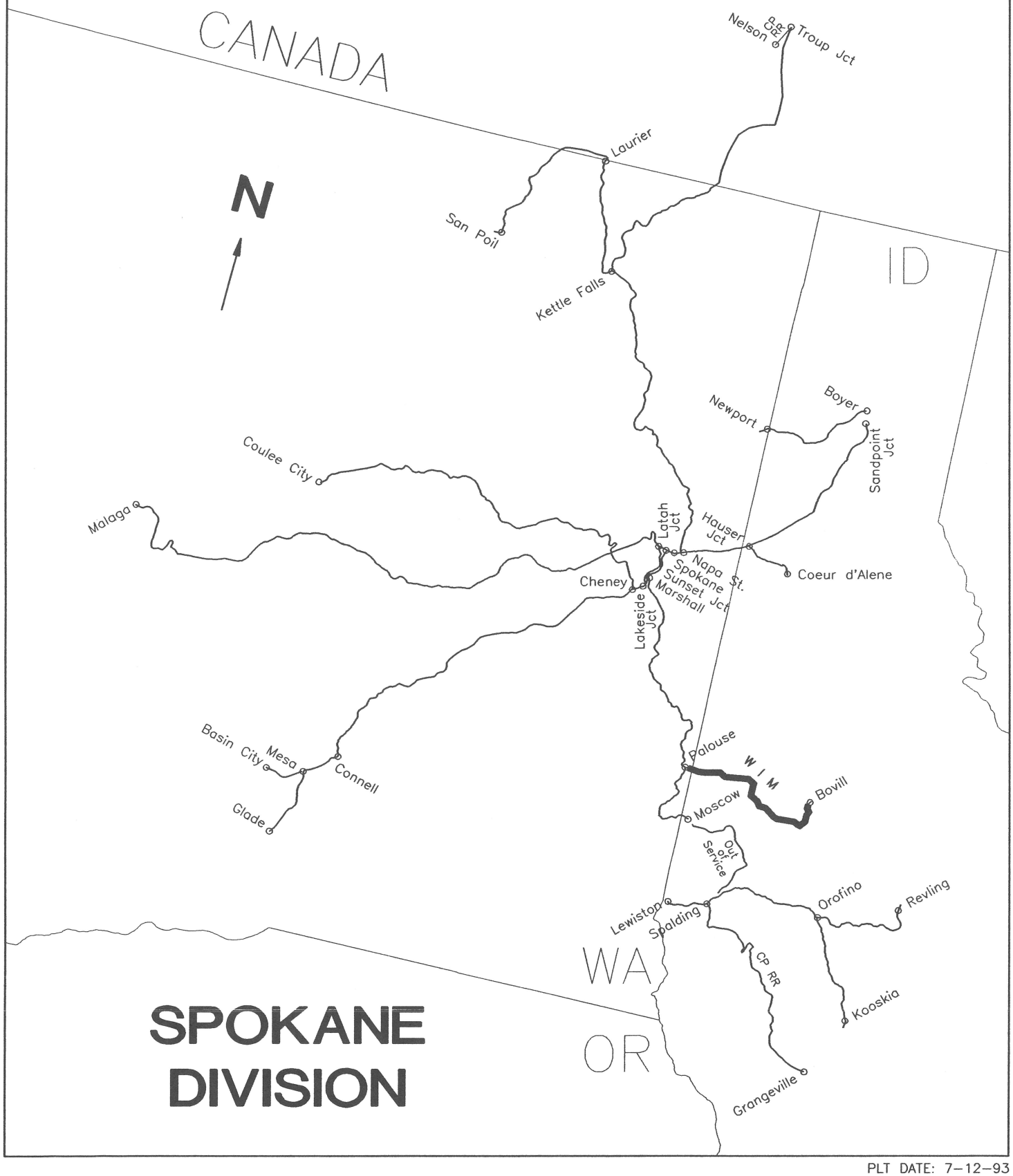
05–01–93 P3842806

SPOKANE DIVISION – PALOUSE SUBDIVISION PA–27 LS–384 (7)



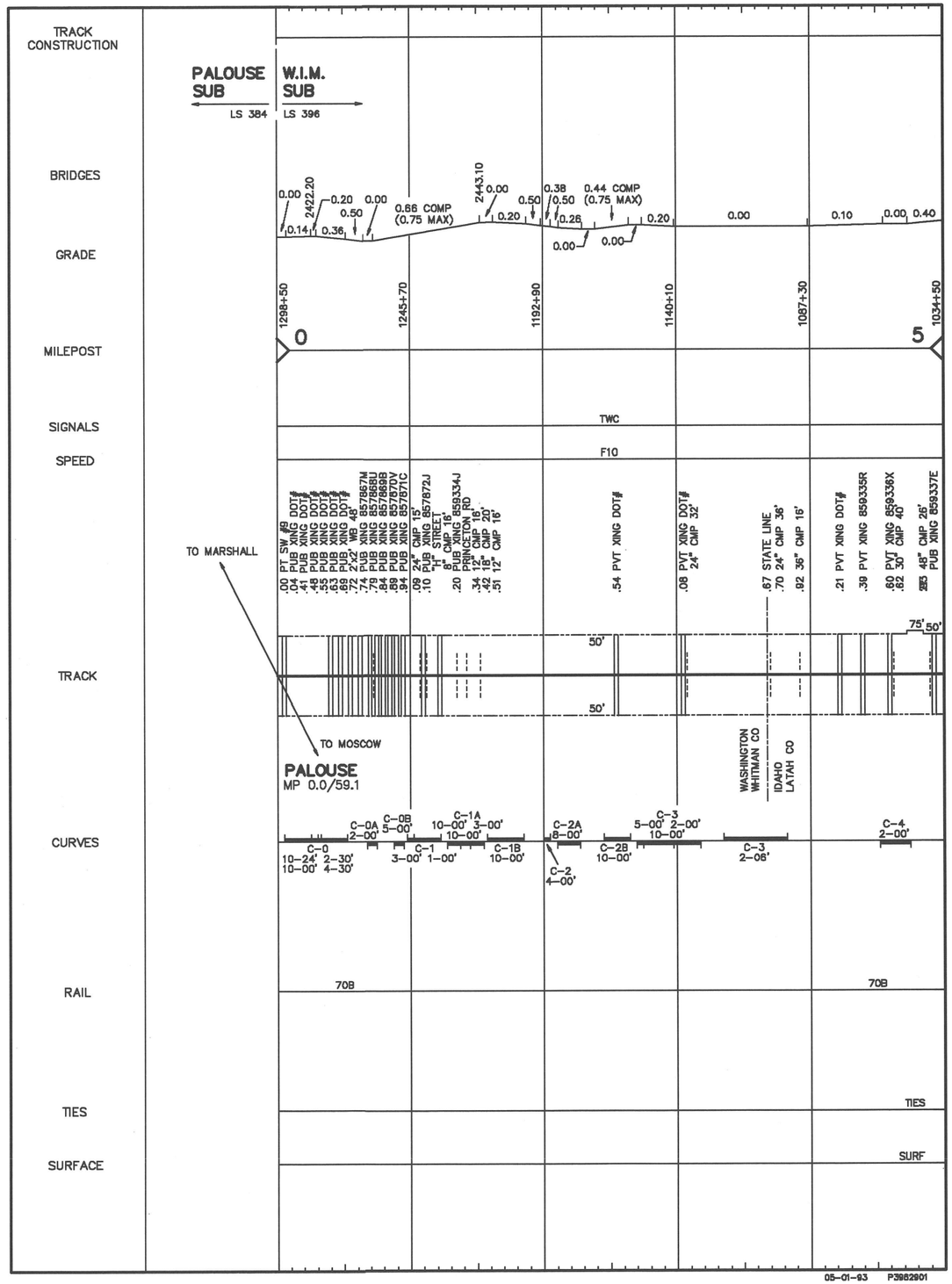
05–01–93 P3842807

W I M SUBDIVISION
BOVILL - PALOUSE



PLT DATE: 7-12-93

SPOKANE DIVISION – W.I.M. SUBDIVISION PA–28 LS–396 (1)



SPOKANE DIVISION – W.I.M. SUBDIVISION

PA-28 LS-396 (2)

BOVILL → ← PALOUSE

2445.77 0.30 0.40 0.20 0.13 0.44 0.00 0.15 .72 BR 8.71 IB 182' PALOUSE RIVER 0.10 0.28 2462.99 0.00 .61 BR 7.61 PT 168' PALOUSE RIVER 0.22 0.10 0.00 .83 BR 8.83 PT 96' CATTLE PASS .17 BR 9.17 PT 128' 0.10 0.20 0.00 0.14 2480.00 0.50 0.00 .91 BR 12.90 PT 42' 0.10 2493.00 0.25 .23 BR 13.23 PT 64' GOLD CREEK 0.15 .56 BR 14.57 PT 42' 0.25 0.08 0.10 0.20 .77 BR 16.77 PT 14' CATTLE PASS 2523.00 0.10 0.25 2537.50 0.20 0.30

1034+50 | 981+70 | 928+87 | 875+94.8 | 825+07.8 | 770+27.6 | 717+47.6 | m691+74.7 ⊙706+80 | 679+64.8 | 628+78.5 | 573+98.5 | 521+39.5 | 468+59.5 | 415+06.6 | 362+26.8 | 309+48.6 | 256+65.6

5 10 15 20

TWC F10 TWC F10

.22 30" CMP 36'
.54 PVT XING 859338L
.74 10" CMP 42'
.94 PVT XING 859339T
.64 PUB XING 859340M
.24 PVT XING 859341U
.31 24" CMP 42'
.77 PVT XING DOT#
.89 PUB XING 859342B POTLATCH ROAD
.94 36" CMP 30'
.85 PT SW
.86 PT SW
.13 PUB XING DOT# POTLATCH ROAD
.14 DEPOT
.23 PT SW
.36 PT SW
.64 PVT XING 859345W
.37 2-20"x20" WB 16'
.38 14° CMP 26'
.60 18" CMP 18'
.14 PVT XING 859346D
.29 PVT XING 859347K
.90 PVT XING 859348S
.83 30" CMP 18'
.40 PVT XING 859349Y
.52 PVT XING 859350T
.56 36" CMP 32'
.89 PVT XING 859351A
.84 PUB XING 859352G
.99 24" CMP 24'
.23 PVT XING 859354V
.59 PVT XING 859355C
.84 21" CMP 24'
.87 15" CMP 16'
.06 36" CMP 48'
.35 42" CMP 42'
.51 18" CMP 50'
.74 PVT XING 859356J
.96 24" CMP 36'
.23 36" CMP 20'
.35 36" CMP 24'
.46 30" CMP 32'
.48 PVT XING 859357R
.90 PVT XING 859358X
.16 PVT XING 859359E
.35 PUB XING 859360Y
.52 48" CMP 44'
.53 2-30" CMP 40'
.84 24" CMP 48'
.86 48" CMP 50'
.28 PVT XING DOT#
.48 15" CMP 54'
.65 PUB XING 859361F

50' 75' 50' 100' 150' 50' 50' 125' 200' 50' 50' 50' 50' 50' 50'

KENNEDY FORD
MP 8.1

POTLATCH
MP 11.2

PRINCETON
MP 15.1

C-5 4-00' | C-5A 2-00' | C-6 2-30' | C-8A 6-00' | C-6B 10-00' | C-7 10-00' | C-7A 5-30' | C-7B 6-00' | C-7C 5-00' | C-7D 6-00' | C-8 8-00' | C-8A 2-00' | C-8B 4-00' | C-10 3-00' | C-10A 4-00' | C-10B 5-00' | C-11 8-30' | C-12 8-30' 3-00' 8-30' | C-12A 6-00' | C-12B 6-00' | C-13 4-00' | C-13A 2-00' | C-13C 8-00' 3-00' 7-00' | C-14 0-20' | C-15 4-00' | C-16 6-00' | C-16A 4-00' | C-16B 3-00' | C-17 3-00' | C-17A 3-00' | C-18 2-00'

70B 70B 70B 70B

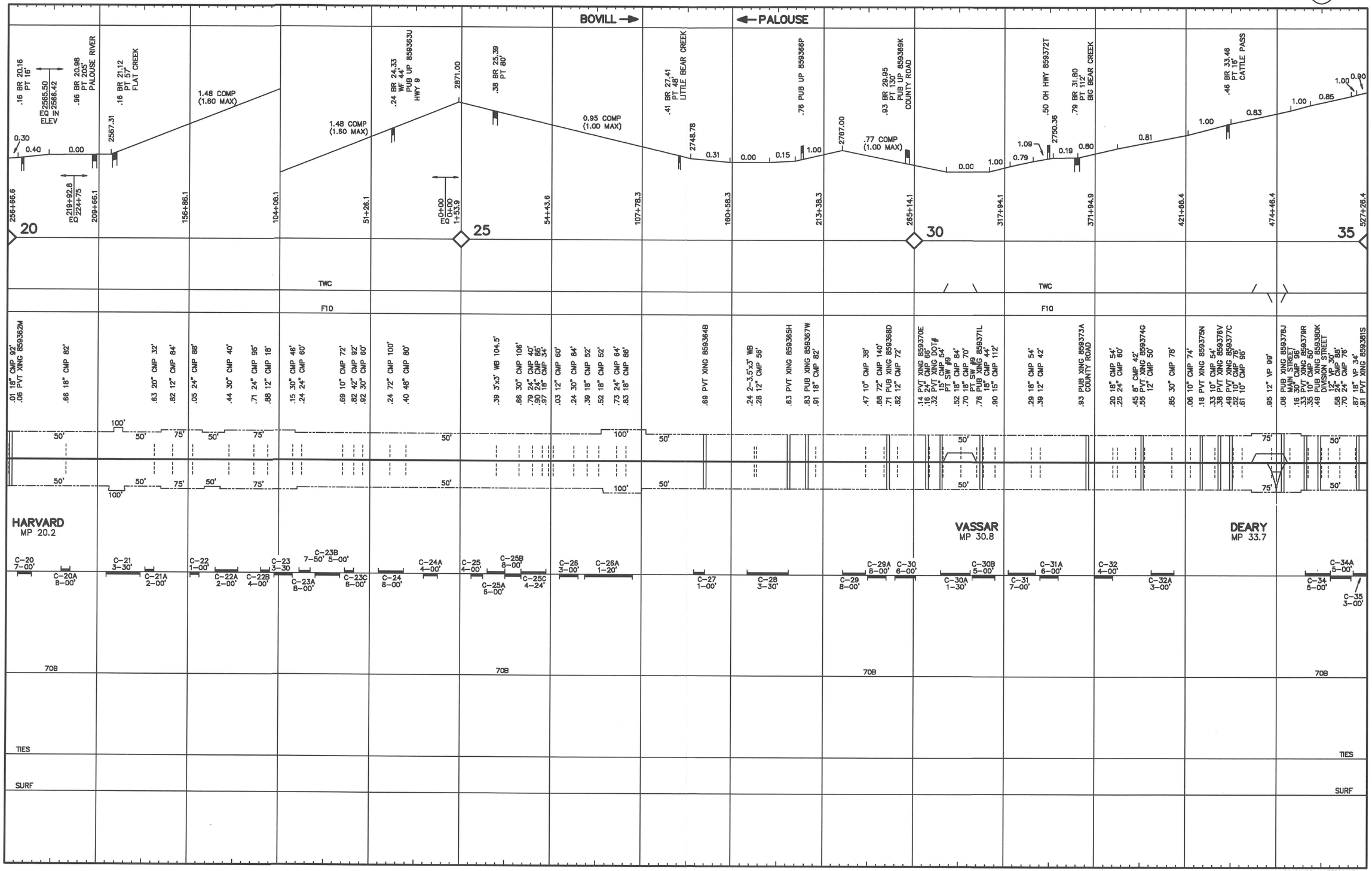
TIES TIES

SURF SURF

05-01-93 P3982902

SPOKANE DIVISION – W.I.M. SUBDIVISION

PA–28 LS–396 (3)



01–01–90 P3982903

SPOKANE DIVISION – W.I.M. SUBDIVISION

PA–28 LS–396 (4)

BOVILL → ← PALOUSE

W.I.M. SUB — LS 396

SAINT MARIES RAILROAD

.07 BR 43.10 PT 272 POTLATCH RIVER

2896.02 1.00 0.79 0.72 0.90 0.89 2842.25 0.00 0.50 0.10 0.80 0.00 0.50 0.00 0.80 0.00 0.50 2842.65 0.82 COMP (1.00 MAX) 2747.26 0.00 0.89 0.94 1.00 0.75 1.00 0.88 0.48 0.00 0.40 0.28 0.10 0.00

527+26.4 | 580+06.4 | 632+50.4 | 685+30.4 | 738+26.0 | 791+06.0 | 843+97.1 | 897+23.8 | 950+30.2 | 1003+10.2 | 1055+87.4 | 1107+57.4 | 1161+03.1

35 40 45

TWC F10 TWC F10

.24 28" CMP 48'
.60 10" CMP 82'
.68 PVT XING 8593822Y
.72 36"x40" CP 176'
.95 12" VP 23'

.06 12" CMP 72'
.23 12" CMP 68'
.29 12" CMP 74'
.35 PVT XING 8593823F

.69 30" CMP 98'
.81 PVT XING 8593824M
.83 12" VP 23'
.98 12" VP 22'

.16 24" CMP 60'

.48 24" CMP 92'

.78 PVT XING 8593825U
.89 30" CMP 60'

.03 18" CMP 54'

.36 8" CMP 40'

.52 7'x6' CB

.66 18" VP 42'

.87 30" CMP 94'
.96 PUB XING 8593826B

.41 12" CMP 46'

.66 7'x6' RCB 116'
.70 PUB XING 8593827H
.80 18" CMP 66'

.95 36" CMP 100'

.04 12" CMP 82'
.11 12" CMP 54'
.23 18" CMP 84'
.30 PUB XING 8593828P
.37 12" CMP 70'
.50 12" CMP 64'

.65 PUB XING DOT#

.97 12" CULVERT 68'

.05 18" CMP 110'
.16 12" CMP 98'

.30 PUB XING 8593829W

.76 12" CMP 76'

.02 6'x6' RCB 260'

.86 18" CMP 36'

.41 24" VP 32'

.72 24" CMP 32'
.84 24" VP 42'

.09 36" CMP 74'

.38 30" CMP 50'

.59 36" CMP 74'

.80 12" CMP 12'

.00 18" CMP 26'
.21 12" CMP 22'
.32 12" CMP 22'
.37 24" CMP 46'

.92 18" CMP 18'

.14 12" CMP 22'
.28 36" CMP 50'

.60 24" CMP 52'

.80 30" CMP 42'

.06 END OF BN TRACK

100' 50' 100' 50' 50' 100' 50' 100' 150' 50' 50' 50' 50'

TRACK

BOVILL
MP 47.0

C-35A 7–00' C-35B 8–00'
C-36 2–20' C-36A 4–00'
C-37 6–00' C-37A 4–00'
C-38 2–00' C-38A 8–00'
C-39 6–00' C-40 3–00'
C-40A 8–00' C-40B 8–00' C-40C 6–10'
C-41 8–00' C-41A 10–00' C-41B 10–00'
C-42 8–00' C-42B 8–00' 10–00' C-42C 2–00'
C-43 6–00' C-43A 8–00' C-43B 2–00' C-43C 8–00'
C-44 6–00' C-44A 4–00' C-44B 8–00' C-45 5–00'
C-45A 8–30' C-45B 12–00' C-46 7–30' 3–00' 5–00' C-46A 10–00' C-46B 12–00' C-46C 12–00'

CURVES

70B 70B 70B

RAIL

TIES

TIES

SURF

SURFACE

TRACK CONSTRUCTION
BRIDGES
GRADE
MILEPOST
SIGNALS
SPEED

05–01–93 P3952904