



Northwest Division  
 Bell Ingham Subdivision  
 CONSTRUCT  
 REMOVE  
 SHIFTED TRACK  
 TRACK TO BE SHIFTED  
 REHABILITATE  
 EXISTING

**SCOPE OF WORK:**  
 1. SHIFT 862 T.F. OF EXISTING MAINLINE.  
 SHIFT 876 T.F. OF EXISTING SIDING  
 RELOCATE EXISTING #20 T.O. (LH).  
 CONSTRUCT 8243 T.F. OF NEW MAINLINE TRACK.  
 CONSTRUCT 887 T.F. OF NEW SIDING TRACK.  
 INSTALL SIGNALS TO ACCOMMODATE  
 REMOVE 3 EXISTING SIGNALS.  
 CLOSE 1 PRIVATE CROSSING & 1 PUBLIC CROSSING.  
 2. CONSTRUCT CROSSOVER WITH #19 T.O. (RH) (X2).  
 INSTALL SIGNALS TO ACCOMMODATE.

**NOTE:**  
 1. CAPACITY FROM 271st ST GRADE  
 CROSSING TO 300th ST GRADE  
 CROSSING (250 CLEAR) IS 10392'  
 2. CAPACITY OF AMTRAK POCKET  
 TRACK IS 1203' FROM 50 NORTH  
 OF #15 PS AND 250 CLR OF  
 102ND ST. XING  
 3. SPEED ON PROPOSED SIDING 35/35 MPH  
 SPEED ON PROPOSED MAIN 60/79 MPH

NO.	REVISIONS	DATE	BY

**BNSF**  
 STANWOOD SIDING  
 SIDING EXTENSION  
 STANWOOD, WA.

**PARTISCH ASSOCIATES, INC.**  
 ENGINEERS ARCHITECTS  
 1100 1st St. N.E.  
 Seattle, WA 98109  
 (206) 461-1100

**DATE:** 12/29/08  
**BY:** HJ/MH/08

← P A Jct., WA  
 Line Segment 50  
 U.S. Canada Border →